

09-20-2024 LETTING ITEM 093

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00-BR	DUPAGE	71	1
		ILLINOIS	CONTRACT NO. 61G80	

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

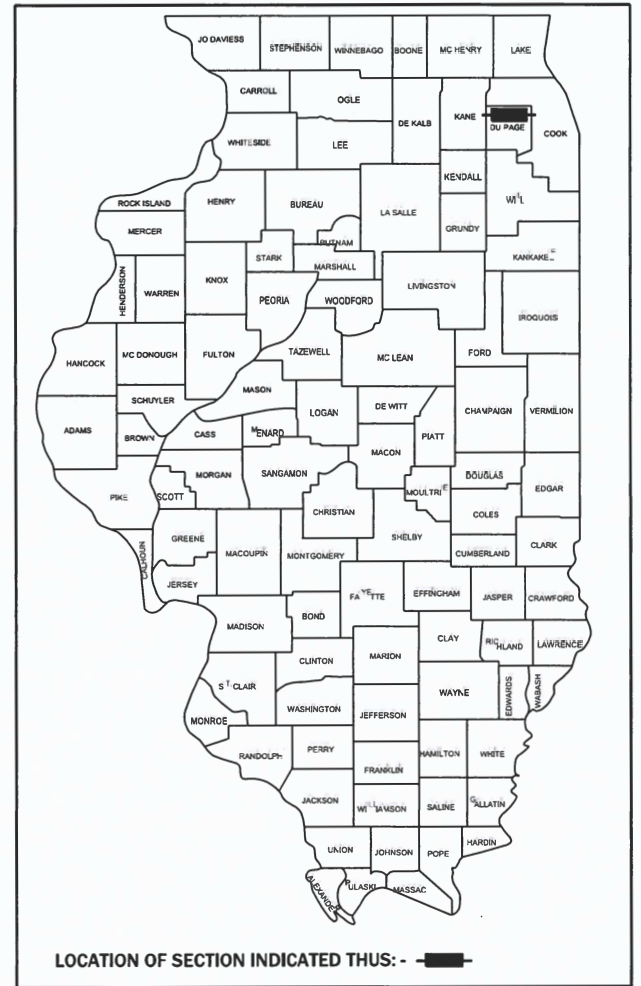
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

ARLINGTON DR W
SECTION 15-00066-00-BR
PROJECT 22FB(847)
BRIDGE REPLACEMENT
DUPAGE COUNTY

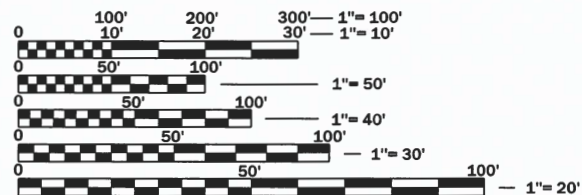
C-91-118-16

DESIGN DESIGNATION:

ARLINGTON DR
5,650 (20) MAJOR COLLECTOR 0.44 (HMA-20)
DESIGN SPEED LIMIT: 20 MPH
POSTED SPEED LIMIT: 20 MPH

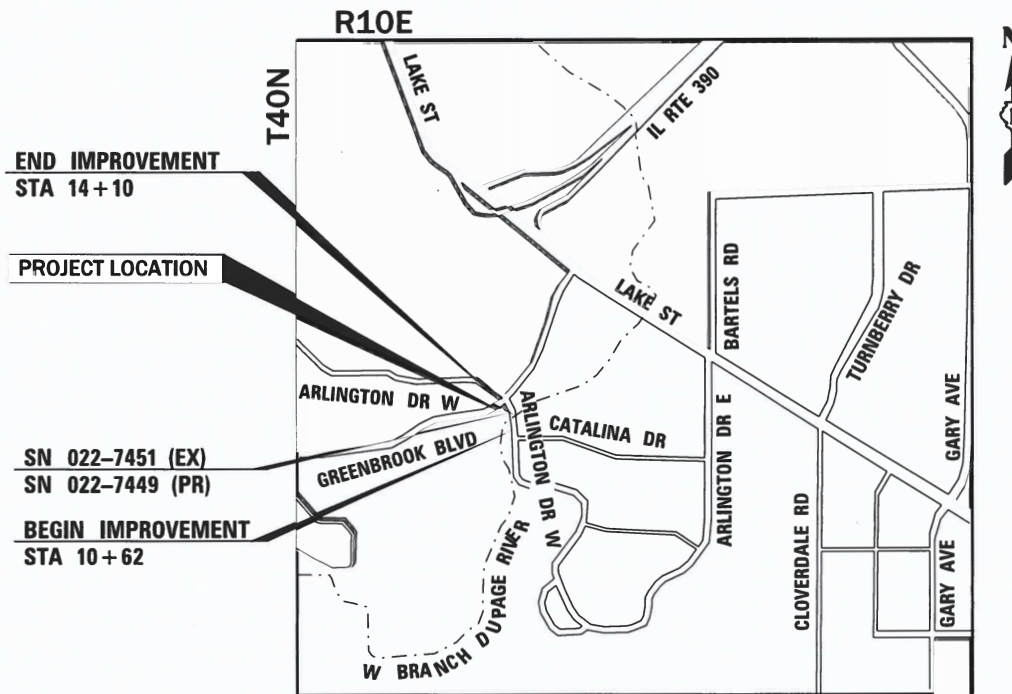


FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, PE, SCHAUMBURG, IL



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

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



DATE SIGNED: 2/19/2024
SIGNATURE: *Patrick J. O'Brien*
SHEETS: 1-34, 57-71
LICENSE EXPIRES: 11-30-2025



DATE SIGNED: 2/19/2024
SIGNATURE: *Kurt J. Naus*
SHEETS: 35-56
LICENSE EXPIRES: 11-30-2024

LOCATION MAP

GROSS LENGTH = 412.77 FT. = 0.078 MILE
NET LENGTH = 412.77 FT. = 0.078 MILE



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Approved: 2/20/2024
Jonathan Belle
Village of Hanover Park, Village Engineer

Passed: FEB 22, 2024
Chris F...
District 1 Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review
Feb 23 - 2024
Joe K...
Regional Engineer

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

CONTRACT NO. 61G80

INDEX OF SHEETS	
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2	INDEX OF SHEETS AND LIST OF STANDARDS
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27	PROPOSED DRAINAGE PLAN
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30	PLAT OF HIGHWAYS
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33-34	LIGHTING PLANS
35-56	STRUCTURAL PLANS
57	STANDARD TRENCH SECTIONS, FIRE HYDRANT, THRUST BLOCK INSTALLATION DETAILS
58	WATER VALVE VAULT, WATERMAIN CONFLICTS, WATER SERVICE DETAILS
59	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
60	LIGHT POLE FOUNDATION 30' (9.144 m) M.H. 11 1/2" (292 mm) BOLT CIRCLE (BE-300)
61	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
62	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
63	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
64-71	CROSS SECTIONS

IDOT HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL EQUIVALENTS OF AN INCH AND OF A FOOT
424021-06	DEPRESSED CORNER FOR SIDEWALKS
515001-04	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-05	PIPE UNDERDRAINS
602401-07	PRECAST MANHOLE, TYPE A, 4' (1.22m) DIAMETER
604001-05	FRAME AND LIDS, TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
	DRAWN - TBLANK	REVISED -
PLOT SCALE = \$\$SCALE\$	CHECKED - RMT	REVISED -
PLOT DATE = \$DATES	DATE - 11/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS AND LIST OF STANDARDS

SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	2
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
2. ALL ELEVATIONS SHOWN ON THE PLANS ARE ON THE NAVD88 DATUM.
3. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCE THEIR LOCATIONS.
4. SAW CUTTING WILL BE REQUIRED FOR ALL REMOVAL ITEMS AND SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE IN THE PORTION REMAINING.
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON VILLAGE PROPERTY WITHOUT WRITTEN CONSENT FROM THE VILLAGE OF HANOVER PARK.
6. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION. SEE ADDITIONAL NOTES ON CONSTRUCTION PERMIT REQUIREMENTS FOR USACE AND IDNR IN THESE PLANS AND IN THE SPECIAL PROVISIONS FOR COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK).
7. TWO (2) #5 REINFORCEMENT BARS SHALL BE PROVIDED IN THE CONCRETE GUTTER CENTERED ABOVE UTILITY TRENCHES. CONTRACTION JOINTS SHALL BE PROVIDED AT UNIFORM INTERVALS NOT TO EXCEED FIFTEEN FEET (15'). CONSTRUCTION JOINTS WITH DOWEL BARS SHALL BE PROVIDED AT THE END OF A DAY'S POUR. EXPANSION JOINTS SHALL BE CONSTRUCTED AT INTERVALS NOT TO EXCEED SIXTY FEET (60') OR AS DETERMINED BY THE ENGINEER AND SHALL CONSIST OF A MINIMUM OF ONE INCH (1") THICK PREFORMED EXPANSION JOINT FILLER CONFORMING TO THE CROSS-SECTION OF THE CURB AND GUTTER AND SHALL BE PROVIDED WITH TWO (2) NO. 5 (#5) BY EIGHTEEN INCH (18") COATED SMOOTH DOWEL BARS CONFORMING TO ARTICLE 1006.11(B) OF THE STANDARD SPECIFICATIONS. THE DOWEL BARS SHALL BE FITTED WITH A CAP HAVING A PINCHED STOP THAT WILL PROVIDE A MINIMUM OF ONE INCH (1") OF EXPANSION.
8. THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. FOR INFORMATION REGARDING THE EXISTING STRUCTURE SEE RECORD PLANS ON SHEETS 44-56.
9. THOSE SEEKING THE FULL HYDRAULIC REPORT SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:

KARLA BASTIEN, ASSISTANT VILLAGE ENGINEER
VILLAGE OF HANOVER PARK
630-823-5652
10. THOSE SEEKING THE FULL PRELIMINARY SITE INVESTIGATION SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT.

KARLA BASTIEN, ASSISTANT VILLAGE ENGINEER
VILLAGE OF HANOVER PARK
630-823-5652
11. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

12. THIS PROJECT REQUIRES A U.S. ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE VILLAGE OF HANOVER PARK. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. ADDITIONALLY, THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES / OFFICE OF WATER RESOURCES (IDNR/OWR) ALSO NEEDS TO APPROVE THE IN-STREAM WORK PLAN UNDER THE REGULATIONS FOUND IN PART 3708 - FLOODWAY CONSTRUCTION IN NORTHEASTERN ILLINOIS, WHICH CAN BE FOUND ON THE IDNR/OWR WEBSITE. SEE SPECIAL PROVISION FOR COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK).

13. ALL COMPENSATORY STORAGE SHOULD BE OPERATIONAL PRIOR TO PLACEMENT OF FILL, STRUCTURES OR OTHER MATERIALS IN THE REGULATORY FLOOD PLAIN. GRADING IN FLOOD PLAIN AREAS SHALL BE DONE IN SUCH A MANNER THAT THE EXISTING FLOOD PLAIN STORAGE IS MAINTAINED AT ALL TIMES.

STORM SEWERS, SANITARY SEWER AND UTILITIES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER.
2. THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE OF HANOVER PARK IF ANY UTILITY IMPROVEMENTS ARE REQUIRED BY THE VILLAGE WITHIN THE DURATION OF THE CONTRACT.
3. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW, ADJUSTED OR RECONSTRUCTED STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED.
4. THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS/HER YARD WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO THE USE OF THE WATER.
5. THE CONTRACTOR SHALL OBTAIN A WATER METER FROM THE VILLAGE OF HANOVER PARK MAINTENANCE PUMPING STATION TO USE WATER FOR DUST CONTROL, MIXING MORTAR, ETC. THE CONTRACTOR WILL PAY FOR THE QUANTITY OF WATER USED AND WILL NOT BE REIMBURSED FOR THE USE OF VILLAGE WATER.

BACKFILL

1. STORM SEWERS SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY. JETTING WILL NOT BE ALLOWED.
2. TRENCH BACKFILL MATERIAL SHALL CONSIST OF CA-6 CRUSHED STONE OR CRUSHED AGGREGATE.

COMMITMENTS

THE VILLAGE OF HANOVER PARK WILL BE SELF PERFORMING TREE REMOVAL TO MEET THE REQUIREMENTS OF THE NORTHERN LONG EARED BAT. NO TREE CLEARING FROM APRIL 1 TO OCTOBER 31 WHEN THERE IS A POTENTIAL BAT HABITAT NEARBY.

	USER NAME = \$USERS	DESIGNED - ALG	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	GENERAL NOTES				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - TBLANK	REVISED -			15-00066-00-BR	DUPAGE	71	3				
	PLOT SCALE = \$SCALE\$	CHECKED - RMT	REVISED -			CONTRACT NO. 61G80							
PLOT DATE = \$DATES	DATE - 02/15/2024	REVISED -		SCALE: N/A	SHEET 1 OF 1 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT					

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL
				ROADWAY	BRIDGE	SAFETY	TRAINEES
				0004	0010	0021	0042
				URBAN	URBAN	URBAN	URBAN
20101000	TEMPORARY FENCE	FOOT	60	60			
20101100	TREE TRUNK PROTECTION	EACH	3	3			
20101200	TREE ROOT PRUNING	EACH	3	3			
20101700	SUPPLEMENTAL WATERING	UNIT	13	13			
20200100	EARTH EXCAVATION	CU YD	500	500			
20700220	POROUS GRANULAR EMBANKMENT	CU YD	622		622		
20800150	TRENCH BACKFILL	CU YD	276	276			
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	107	107			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	468	468			
21101685	TOPSOIL FURNISH AND PLACE, 24"	SQ YD	380	380			
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	30	30			
28000400	PERIMETER EROSION BARRIER	FOOT	659	659			
28000510	INLET FILTERS	EACH	6	6			

* SPECIALITY ITEMS



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	DRAWN - TBLANK	REVISED -
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PLOT DATE = \$DATES	DATE - 11/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 1 OF 7 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	4
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL
				ROADWAY	BRIDGE	SAFETY	TRAINEES
				0004	0010	0021	0042
				URBAN	URBAN	URBAN	URBAN
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	1,129	1,129			
28001200	TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	310	310			
28100107	STONE RIPRAP, CLASS A4	SQ YD	401	240	161		
28200200	FILTER FABRIC	SQ YD	401	240	161		
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,551	1,551			
35101582	AGGREGATE BASE COURSE, TYPE B 2"	SQ YD	233	233			
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	241	241			
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	711	711			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	595	595			
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	193	193			
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	197	197			
42001300	PROTECTIVE COAT	SQ YD	248	248			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2,609			2609	
42400800	DETECTABLE WARNINGS	SQ FT	30			30	

* SPECIALITY ITEMS



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PLOT DATE = \$DATES	DATE - 11/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 2 OF 7 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	5
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL
				ROADWAY	BRIDGE	SAFETY	TRAINEES
				0004	0010	0021	0042
				URBAN	URBAN	URBAN	URBAN
44000100	PAVEMENT REMOVAL	SQ YD	941	941			
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	174	174			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,002	1,002			
44000600	SIDEWALK REMOVAL	SQ FT	1,988	1,988			
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1		
50200100	STRUCTURE EXCAVATION	CU YD	633		633		
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	199		199		
50300300	PROTECTIVE COAT	SQ YD	89		89		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	184,370		184,370		
51500100	NAME PLATES	EACH	1		1		
54003000	CONCRETE BOX CULVERTS	CU YD	674		674		
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1			
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	29	29			
55100900	STORM SEWER REMOVAL 18"	FOOT	35	35			

* SPECIALITY ITEMS



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 3 OF 7 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR		71	6
			CONTRACT NO. 61G80	
			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL
				ROADWAY	BRIDGE	SAFETY	TRAINEES
				0004	0010	0021	0042
				URBAN	URBAN	URBAN	URBAN
* 56103100	DUCTILE IRON WATER MAIN 8"	FOOT	476	476			
* 56105000	WATER VALVES 8"	EACH	3	3			
* 56400500	FIRE HYDRANTS TO BE REMOVED	EACH	1	1			
* 56400710	FIRE HYDRANT AND VALVE (SPECIAL)	EACH	1	1			
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	595		595		
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	722	722			
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1			
60248700	VALVE VAULTS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3			
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1			
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1			
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,384	1,384			
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	20	20			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10			
67100100	MOBILIZATION	L SUM	1	1			

* SPECIALITY ITEMS



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 4 OF 7 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	7
CONTRACT NO. 61G80				
			ILLINOIS	FED. AID PROJECT

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL
				ROADWAY	BRIDGE	SAFETY	TRAINEES
				0004	0010	0021	0042
				URBAN	URBAN	URBAN	URBAN
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2			
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	1			
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	19	19			
72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	24	24			
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	55	55			
* 72900100	METAL POST - TYPE A	FOOT	23	23			
* 81603032	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	167			167	
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	15			15	
* 84200804	REMOVAL OF POLE FOUNDATION	EACH	1			1	
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1			
X0322463	CONNECTION TO EXISTING SEWER	EACH	1	1			
X0326806	WASHOUT BASIN	L SUM	1	1			
X0327638	STREAM GAUGE	EACH	1	1			
* X1400013	REMOVAL OF CABLE IN CONDUIT	FOOT	37			37	

* SPECIALITY ITEMS



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 5 OF 7 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	8
CONTRACT NO. 61G80				
			ILLINOIS	FED. AID PROJECT

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL
				ROADWAY	BRIDGE	SAFETY	TRAINEES
				0004 URBAN	0010 URBAN	0021 URBAN	0042 URBAN
X2070304	POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD	199		199		
X2130010	EXPLORATION TRENCH (SPECIAL)	FOOT	100	100			
X2501820	SEEDING, CLASS 5 (MODIFIED)	ACRE	0.25	0.25			
X2502014	SEEDING, CLASS 4A (MODIFIED)	ACRE	0.25	0.25			
X2510635	HEAVY DUTY EROSION CONTROL BLANKET (SPECIAL)	SQ YD	212	212			
X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	1,116	1,116			
X2800400	PERIMETER EROSION BARRIER (SPECIAL)	FOOT	825	825			
X5021512	COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	EACH	1		1		
* X5091725	BICYCLE RAILING (SPECIAL)	FOOT	236		236		
* X5610700	WATER MAIN REMOVAL	FOOT	133	133			
* X5620035	WATER SERVICE CONNECTION 1 1/2"	EACH	8	8			
* X5630708	CONNECTION TO EXISTING WATER MAIN 8"	EACH	2	2			
X5810103	MEMBRANE WATERPROOFING SYSTEM FOR BURIED STRUCTURES	SQ YD	576		576		
X6660117	REMOVE AND REERECT RIGHT OF WAY MARKERS	EACH	1	1			

* SPECIALITY ITEMS



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
	DRAWN - TBLANK	REVISED -
PLOT SCALE = \$\$SCALE\$	CHECKED - RMT	REVISED -
PLOT DATE = \$DATES	DATE - 11/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

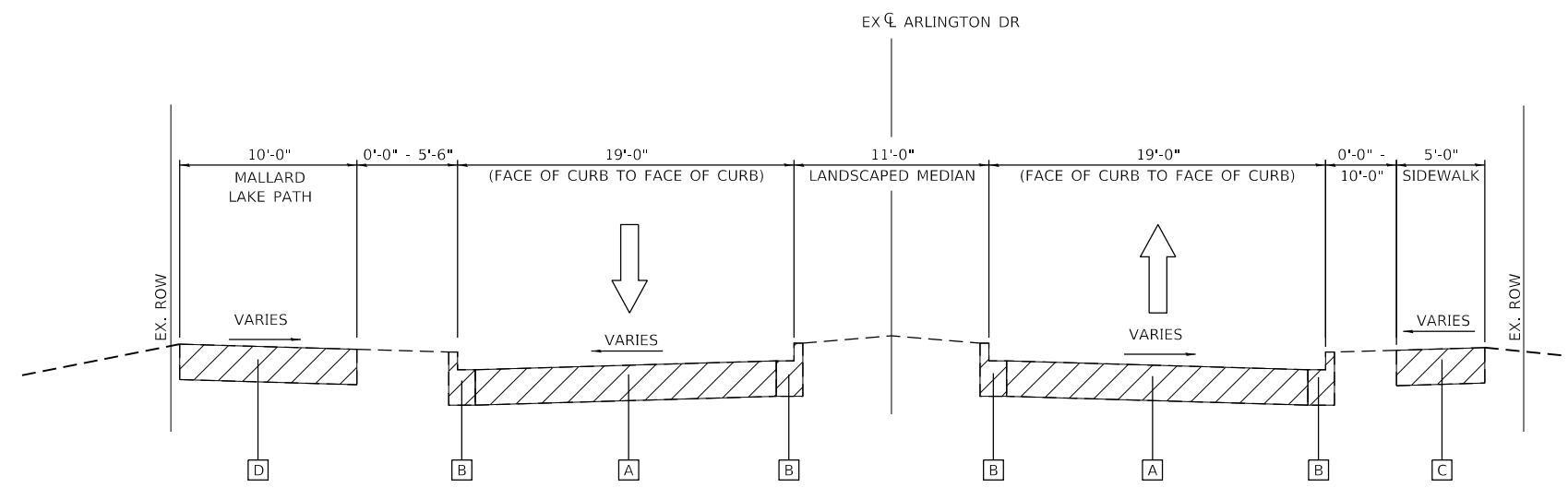
SUMMARY OF QUANTITIES

SCALE: N/A SHEET 6 OF 7 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	9
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL	80% FED / 20% LOCAL
				ROADWAY	BRIDGE	SAFETY	TRAINEES
				0004 URBAN	0010 URBAN	0021 URBAN	0042 URBAN
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
* X8100863	INTERCEPT EXISTING CONDUIT	EACH	1			1	
* X8300206	REMOVE AND REINSTALL LIGHT POLES	L SUM	1			1	
* XX004689	SANITARY SERVICE TO BE ADJUSTED	EACH	1	1			
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	272	272			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	346	346			
* Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	6			6	
* Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3	3			
Z0076600	TRAINEES	HOUR	500				500
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500				500

* SPECIALITY ITEMS



- EXISTING TYPICAL LEGEND**
- A EXISTING PAVEMENT, 6"
 - B EXISTING CONCRETE CURB AND GUTTER
 - C EXISTING CONCRETE SIDEWALK
 - D EXISTING HMA PATH
 - REMOVALS

EXISTING TYPICAL SECTION
 STA. 10+82.00 TO STA. 11+93.80
 STA. 12+95.66 TO STA. 13+85.00
 BRIDGE OMISSION STA. 11+93.80 TO STA. 12+95.66

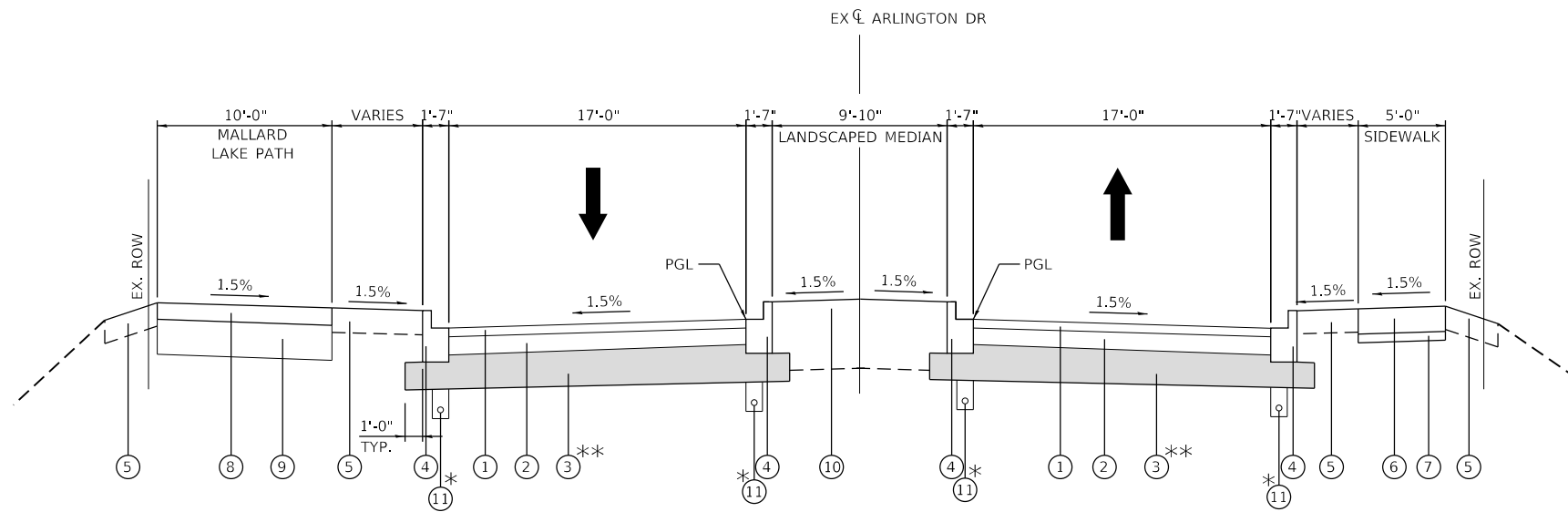


USER NAME = \$USERS	DESIGNED - ALG	REVISED -
	DRAWN - TBLANK	REVISED -
PLOT SCALE = \$\$SCALE\$	CHECKED - RMT	REVISED -
PLOT DATE = \$DATES	DATE - 11/17/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

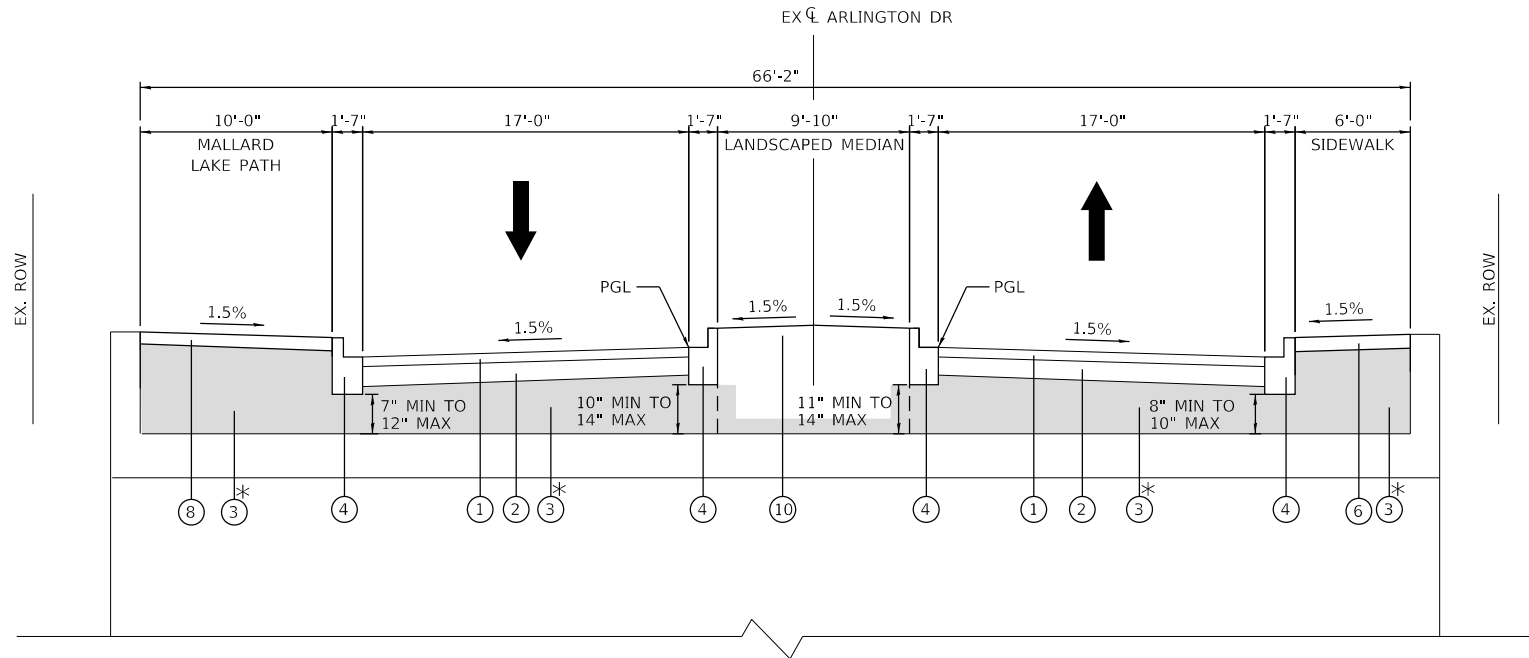
EXISTING TYPICAL SECTIONS	
SCALE: N/A	SHEET 1 OF 2 SHEETS
STA. N/A	TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	11
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL SECTION
STA. 10+82.00 TO STA. 13+85.00

* PIPE UNDERDRAINS NOT PLACED OVER CULVERT, SEE DRAINAGE PLAN.
 ** THE THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT 12" SHALL VARY FROM 12" UNDER THE CURB & GUTTER TO 16" UNDER THE PAVEMENT. CAPPING STONE SHALL BE UTILIZED FOR THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE IMPROVEMENT 12". NO ADDITIONAL COMPENSATION SHALL BE PAID FOR THE ADDITIONAL MATERIAL.



PROPOSED TYPICAL SECTION
OVER CULVERT (LIMITS OF CULVERT STA 12+08.91 TO STA 12+90.98)

* AGGREGATE SUBGRADE IMPROVEMENT 12" SHALL BE COMPRISED OF CAPPING STONE ONLY WHEN OVER THE ROOF OF THE PROPOSED CULVERT. THE CAPPING STONE THICKNESS VARIES THROUGHOUT THE ROADWAY SECTION. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR THE VARYING THICKNESS.

PROPOSED TYPICAL LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50; 2"
- ② HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 3"
- ③ AGGREGATE SUBGRADE IMPROVEMENT 12"
- ④ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (9" THICK GUTTER)
- ⑤ TOPSOIL FURNISH AND PLACE, 4"
- ⑥ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- ⑦ AGGREGATE BASE COURSE, TYPE B 2"
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50; 3"
- ⑨ AGGREGATE BASE COURSE, TYPE B 6"
- ⑩ TOPSOIL FURNISH AND PLACE, 24"
- ⑪ PIPE UNDERDRAINS, TYPE 2, 4"

HOT MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	THICKNESS	AIR VOIDS @ Ndes	QMP
PAVEMENT			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	2"	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	3"	4% @ 50 Gyr.	LR 1030-2
MULTIUSE PATH			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	3" (IN 2 LIFTS)	4% @ 50 Gyr.	LR 1030-2
RESURFACING			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	1½"	4% @ 50 Gyr.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2			

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATION.



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - TBLANK	REVISED -
PLOT DATE = \$DATES	CHECKED - RMT	REVISED -
	DATE - 02/19/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS
AND HMA TABLE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	12
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

REMOVAL SCHEDULE

LOCATION				44000155	44000100	44000500	44000600	55100900
HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"				PAVEMENT REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	STORM SEWER REMOVAL, 18"	
ROAD	START STA	END STA	LT/RT	(SQ YD)	(SQ YD)	(FOOT)	(SQ FT)	(FOOT)
ARLINGTON DR	10+62.00	14+85.00	LT	87	357	478		
ARLINGTON DR	10+62.00	14+85.00	RT	87	397	505		
ARLINGTON DR	14+16.11	14+81.71	RT			19		
MULTI-USE PATH	10+73.47	13+67.96	LT		187			
ARLINGTON DR	10+29.28	14+78.89	RT				1988	
ARLINGTON DR	12+49.92	12+83.75	LT					35
TOTAL				174	941	1002	1988	35

EXISTING AND PROPOSED SIGNING SCHEDULE

LOCATION			SIGN DESCRIPTION	CODE	72400100	72400200	72400310	72400710	72800100	72900100
ROAD	STA	OFFSET DIRECTION			REMOVE SIGN PANEL ASSEMBLY - TYPE A	REMOVE SIGN PANEL ASSEMBLY - TYPE B	REMOVE SIGN PANEL - TYPE 1	RELOCATE SIGN PANEL - TYPE 1	TELESCOPING STEEL SIGN SUPPORT	METAL POST - TYPE A
ROAD	STA	OFFSET DIRECTION	SIGN DESCRIPTION		EACH	EACH	SQ FT	SQ FT	FOOT	FOOT
GREENBROOK BLVD	WB	-	WEIGHT LIMIT, BRIDGE, RIGHT ARROW	R12-1, N/A, W1-6R	1					
GREENBROOK BLVD	SB	-	WEIGHT LIMIT, BRIDGE, LEFT ARROW	R12-1, N/A, W1-6L	1					
ARLINGTON DR	13+45.00	RT	SPEED LIMIT, WEIGHT LIMIT, BRIDGE	R2-1, R12-1, N/A		1				
ARLINGTON DR	10+56.00	RT	FIRE HYDRANT	-			0.50	0.50		
ARLINGTON DR	10+56.00	RT	FIRE HYDRANT	-			0.50	0.50		
ARLINGTON DR	12+03.00	RT	NO TRESSPASSING	-			2.25	2.25		
ARLINGTON DR	12+22.00	RT	WEST BRANCH DUPAGE RIVER	-			1.50	1.50		
ARLINGTON DR	12+68.00	LT	WEST BRANCH DUPAGE RIVER	-			1.50	1.50		
ARLINGTON DR	12+84.00	LT	HOMETOWN AWARD	-			12.00	12.00		
ARLINGTON DR	13+45.00	LT	SPEED LIMIT	R2-1				5.00		
ARLINGTON DR	12+24.26	RT	WEST BRANCH DUPAGE RIVER	-					12.75	
ARLINGTON DR	12+61.79	LT	WEST BRANCH DUPAGE RIVER	-					12.75	
ARLINGTON DR	12+83.75	LT	SPEED LIMIT	R2-1					14.50	
ARLINGTON DR	13+44.91	RT	HOMETOWN AWARD	-					15.00	
ARLINGTON DR	10+44.35	RT	FIRE HYDRANT	-						9
ARLINGTON DR	12+02.98	LT	NO TRESSPASSING	-						14
TOTAL					2	1	19	24	55	23

PAVEMENT SCHEDULE

LOCATION				30300112	35101582	35101800	40603080	40604060
AGGREGATE SUBGRADE IMPROVEMENT 12"				AGGREGATE BASE COURSE, TYPE B 2"	AGGREGATE BASE COURSE, TYPE B 6"	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	
ROAD	START STA	END STA	LT/RT	(SQ YD)	(SQ YD)	(SQ YD)	(TON)	(TON)
ARLINGTON DR	10+62.00	14+85.00	LT	755			94	70
ARLINGTON DR	10+62.00	14+85.00	RT	795			99	73
MULTI-USE PATH	10+73.47	11+85.00	LT			113		54
MULTI-USE PATH	12+57.00	13+67.00	LT			128		
SIDEWALK	10+29.00	12+33	RT		121			
SIDEWALK	13+04.90	14+78	RT		112			
TOTAL				1550	233	241	193	197

SIDEWALK AND CURB AND GUTTER SCHEDULE

LOCATION				42400200	42400800	60603800	60604400
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH				DETECTABLE WARNINGS	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	
ROAD	START STA	END STA	LT/RT	(SQ FT)	(SQ FT)	(FOOT)	(FOOT)
ARLINGTON DRIVE	10+62.00	14+85.00	LT			682	
ARLINGTON DRIVE	10+62.00	14+85.00	RT	2609	30	702	20
TOTAL				2609	30	1384	20

TREE TRUNK PROTECTION SCHEDULE

LOCATION				20101100
TREE TRUNK PROTECTION (EACH)				
ROAD	STA	OFFSET	OFFSET DIRECTION	
ARLINGTON DR	10+73.24	39.28	LT	1
ARLINGTON DR	10+76.49	39.37	LT	1
ARLINGTON DR	10+90.48	37.98	LT	1
TOTAL				3

TEMPORARY FENCE SCHEDULE

LOCATION				20101000
TEMPORARY FENCE (FOOT)				
ROAD	STA	OFFSET	OFFSET DIRECTION	
ARLINGTON DR	11+41.35	30.12	RT	15
ARLINGTON DR	11+52.30	49.36	RT	15
ARLINGTON DR	13+46.14	38.13	RT	15
ARLINGTON DR	13+61.68	40.38	RT	15
TOTAL				60

TREE ROOT PRUNING SCHEDULE

LOCATION				20101200
TREE ROOT PRUNING (EACH)				
ROAD	STA	OFFSET	OFFSET DIRECTION	
ARLINGTON DR	10+73.24	39.28	LT	1
ARLINGTON DR	10+76.49	39.37	LT	1
ARLINGTON DR	10+90.48	37.98	LT	1
TOTAL				3

RIP RAP SCHEDULE

LOCATION				28100107	28200200
STONE RIPRAP, CLASS A4				FILTER FABRIC	
ROAD	STA	OFFSET	OFFSET DIRECTION	(SQ YD)	(SQ YD)
ARLINGTON DR	13+09.91	32.58	RT	33	33
ARLINGTON DR	12+35.29	32.75	RT	23	23
ARLINGTON DR	11+16.34	36.34	LT	54	54
ARLINGTON DR	12+01.56	69.42	LT	130	130
TOTAL				240*	240*

* SEE STRUCTURAL PLANS FOR ADDITIONAL QUANTITY



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: N/A	SHEET 1 OF 2 SHEETS	STA. N/A	TO STA. N/A	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					15-00066-00-BR	DUPAGE	71	13
							CONTRACT NO. 61G80	
							ILLINOIS FED. AID PROJECT	

EROSION CONTROL

LOCATION			28000400	28001100	28001200	X2800400	Z0013797
LOCATION			PERIMETER EROSION BARRIER	TEMPORARY EROSION CONTROL BLANKET	TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET	PERIMETER EROSION BARRIER, (SPECIAL)	STABILIZED CONSTRUCTION ENTRANCE
ROAD	START STA	END STA	(FOOT)	(SQ YD)	(SQ YD)	(FOOT)	(SQ YD)
ARLINGTON DR	10+11.48	14+85.00	246	338	160		130
ARLINGTON DR	10+27.84	14+85.00	413	414	150		142
ARLINGTON DR	10+62.00	14+85.00		377			
ARLINGTON DR	SOUTH BANK					412	
ARLINGTON DR	NORTH BANK					413	
TOTAL			659	1129	310	825	272

LANDSCAPING

LOCATION				25000210	X2501820	X2502014	X2510635	X2511630
LOCATION				SEEDING, CLASS 2A	SEEDING, CLASS 5 (MODIFIED)	SEEDING, CLASS 4A (MODIFIED)	HEAVY DUTY EROSION CONTROL BLANKET, (SPECIAL)	EROSION CONTROL BLANKET (SPECIAL)
ROAD	START STA	END STA	LT/RT/CL	(ACRE)	(ACRE)	(ACRE)	(SQ YD)	(SQ YD)
ARLINGTON DR	10+62.00	14+85.00	LT	0.07	0.02	0.02	72	325
ARLINGTON DR	10+62.00	14+85.00	RT	0.09	0.03	0.03	140	413
ARLINGTON DR	10+62.00	14+85.00	CL	0.08				378
TOTAL				0.25	0.25	0.25	212	1116

PER THE BDE MANUAL, SEEDING IS ROUNDED TO THE NEAREST 0.25 ACRES

INLET FILTER SCHEDULE

LOCATION				28000510
LOCATION				INLET FILTER
ROAD	STA	OFFSET	OFFSET DIRECTION	(EACH)
ARLINGTON DR	9+54.02	36.45 RT	RT	1
ARLINGTON DR	9+75.65	23.32 LT	LT	1
ARLINGTON DR	10+04.04	38.54 RT	RT	1
ARLINGTON DR	14+12.19	26.79 RT	RT	1
ARLINGTON DR	14+14.06	26.73 LT	LT	1
ARLINGTON DR	14+15.68	35.64 LT	LT	1
TOTAL				6

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE	STATION	ALIGNMENT	OFFSET (FT)	STRUCTURE TYPE	FRAME AND GRATE	PAY ITEM NO.
S-1	12+52.78	ARLINGTON DR	45.75' LT	FLARED END SECTION	N/A	54213663
S-2	12+83.75	ARLINGTON DR	41.97' LT	4' DIA MANHOLE	F&L TYPE 1 CLOSED	60218400

STORM SEWER SCHEDULE

PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	UPSTREAM INVERT	DOWNSTREAM M INVERT	SLOPE (%)	LENGTH	DIAMETER (IN)	TYPE	ITEM NUMBER	ITEM
P-1	S-2	S-1	769.38	769	3.0	29	18	2	550A0380	STORM SEWERS, CLASS A, TYPE 2, 18"

EARTHWORK SCHEDULE OF QUANTITIES

STATION TO STATION	LENGTH (FT)	EARTH EXCAVATION	STRUCTURE EXCAVATION	UTILITY TRENCH SPOILS	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) SHORTAGE (-)	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	TOPSOIL BALANCE WASTE (+) SHORTAGE (-)
	(FT)	(CUBIC YARDS)	(CUBIC YARDS)	(CUBIC YARDS)	(CUBIC YARDS)	(CUBIC YARDS)	(CUBIC YARDS)	(CUBIC YARDS)	(CUBIC YARDS)	(CUBIC YARDS)
ARLINGTON DRIVE										
10+00.00	10+50.00	50.0	0.0	0.0	0.0	0.0	0.0	4.0	3.0	1.0
10+50.00	11+00.00	50.0	9.0	0.0	2.0	10.0	-3.0	12.0	12.0	0.0
11+00.00	11+50.00	50.0	14.0	0.0	63.0	27.0	39.0	15.0	22.0	-7.0
11+50.00	12+00.00	50.0	9.0	0.0	63.0	29.0	33.0	13.0	23.0	-10.0
12+00.00	12+08.91	8.9	1.0	0.0	14.0	5.0	8.0	3.0	4.0	-1.0
CULVERT OMISSION										
	41.1	1.0	633.0	0.0	537.0	12.0	525.0	6.0	10.0	-4.0
12+80.98	13+00.00	31.0	2.0	0.0	41.0	37.0	35.0	2.0	4.0	-2.0
13+00.00	13+50.00	19.0	2.0	0.0	3.0	4.0	1.0	2.0	4.0	-2.0
13+50.00	14+00.00	50.0	12.0	0.0	43.0	47.0	30.0	13.0	16.0	-3.0
14+00.00	14+50.00	50.0	11.0	0.0	43.0	46.0	28.0	23.0	24.0	-1.0
14+50.00	14+85.00	50.0	2.0	0.0	4.0	8.0	-2.0	14.0	14.0	0.0
SUBTOTAL			63.0	633.0	276.0	829.0	135.0	694.0	107.0	136.0
GRADING IN NE QUAD OF CULVERT		-	12.6	0.0	0.0	11.0	10.0	0.0	2.3	-2.3
GRADING IN SE QUAD OF CULVERT		-	87.1	0.0	0.0	75.0	11.0	0.0	13.5	-13.5
GRADING IN SW QUAD OF CULVERT		-	63.4	0.0	0.0	54.0	1.0	0.0	3.8	-3.8
GRADING IN NW QUAD OF CULVERT		-	125.4	0.0	0.0	107.0	0.0	0.0	3.7	-3.7
SUBTOTAL			288.5	0.0	0.0	247.0	13.0	234.0	0.0	-23.3
24" TOPSOIL		-	148.5	0.0	0.0	125.0	0.0	0.0	253.4	-253.4
SUBTOTAL			148.5	0.0	0.0	125.0	0.0	0.0	253.4	-253.4
TOTAL			500.0	633.0	276.0	1201.0	148.0	1053.0	412.7	-305.7

NOTES:

- QUANTITY OF EARTH EXCAVATION IS ADJUSTED FOR A SHRINKAGE FACTOR OF 15%
- (-) QUANTITY NEEDED, (+) QUANTITY TO WASTE
- TOTAL QUANTITIES ROUNDED TO MULTIPLE OF 5
- FOLLOWING THE DETERMINATION OF THE EXISTING TOPSOIL DEPTHS IN THE FIELD, IF EXCESS TOPSOIL EXCAVATION IS GENERATED ON THE PROJECT SITE IT SHOULD NOT BE USED IN STRUCTURAL AREAS.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

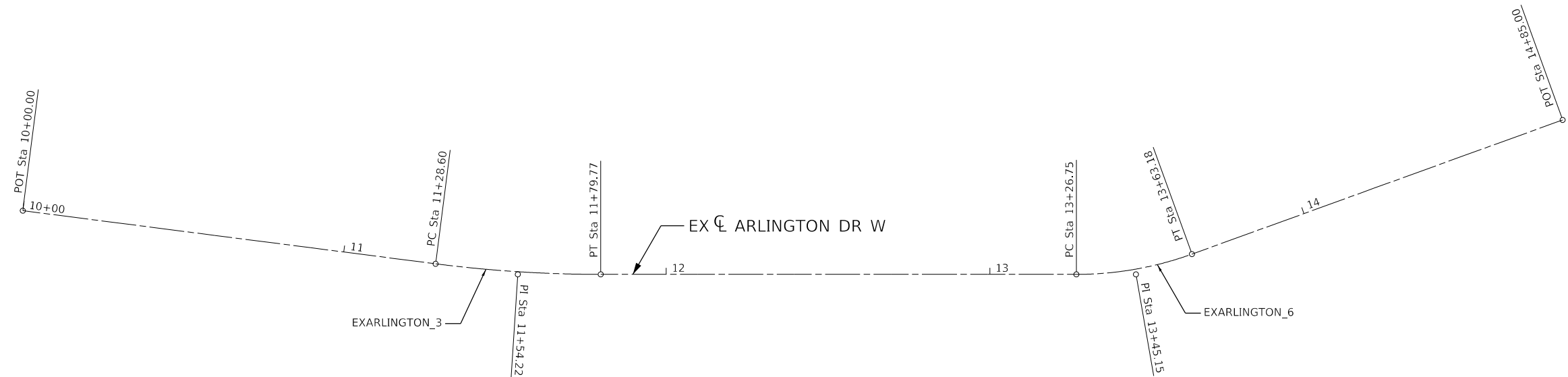
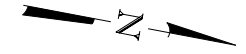
SCALE: N/A SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	14
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

EXIST. CURVE EXARLINGTON_3
 PI STA. = 11+54.22
 $\Delta = 7^\circ 19' 44''$ (LT)
 $D = 14^\circ 19' 26''$
 $R = 400.00'$
 $T = 25.62'$
 $L = 51.17'$
 $E = 0.82'$
 $e = NC$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 11+28.60$
 $P.T. STA. = 11+79.77$

EXIST. CURVE EXARLINGTON_6
 PI STA. = 13+45.15
 $\Delta = 19^\circ 53' 00''$ (LT)
 $D = 54^\circ 34' 03''$
 $R = 105.00'$
 $T = 18.40'$
 $L = 36.44'$
 $E = 1.60'$
 $e = NC$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 13+26.75$
 $P.T. STA. = 13+63.18$

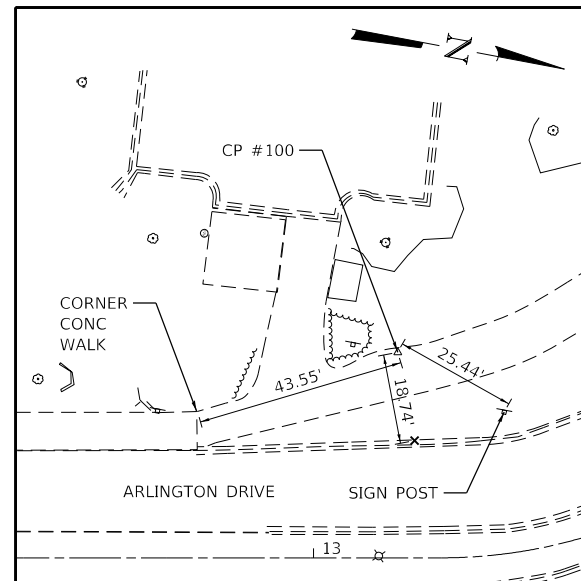
ALIGNMENT COORDINATES - ARLINGTON DR W			
POT (POB)	STATION	NORTHING	EASTING
POT	10+00.00	1933243.69	1037200.68
PC	11+28.60	1933372.08	1037193.19
PI	11+54.22	1933397.65	1037191.69
PT	11+79.77	1933422.83	1037186.95
PC	13+26.75	1933567.26	1037159.73
PI	13+45.15	1933585.35	1037156.32
PT	13+63.18	1933601.20	1037146.97
POT (POE)	14+85.00	1933706.09	1037085.02



BENCHMARK

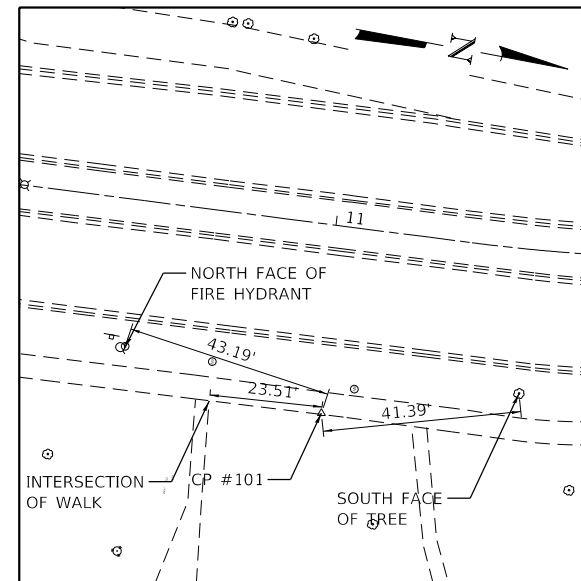
VILLAGE OF HANOVER PARK BM-24: ELEV. 774.96 (NAVD 88)

CHISELED SQUARE CUT ON NORTHWEST WINGWALL OF THE BRIDGE OVER WEST BRANCH OF THE DUPAGE RIVER AT ARLINGTON DRIVE.



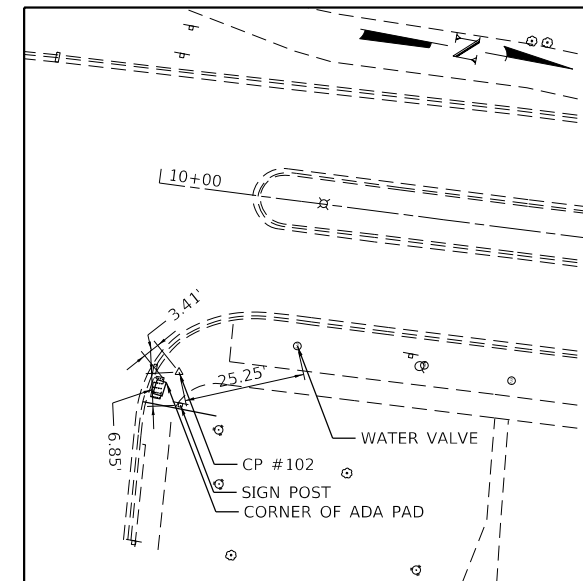
CONTROL POINT #100

SET PK NAIL IN SOUTHWEST QUAD OF ARLINGTON DR & GREENBROOK BLVD
 STA. 13+17.58, 42.83' LT
 N 1933550.33
 E 1037119.34
 ELEV. 775.66



CONTROL POINT #101

XCT IN EAST WALK OF ARLINGTON DR APPROX. 120' NORTH OF CENTERLINE OF CATALINA DR
 STA. 11+01.97, 39.23' RT
 N 1933347.78
 E 1037233.90
 ELEV. 774.35



CONTROL POINT #102

XCT IN WALK NORTHEAST CORNER OF CATALINA DR AND ARLINGTON DR
 STA. 10+09.21, 38.56' RT
 N 1933255.05
 E 1037238.65
 ELEV. 773.72

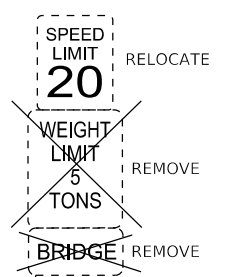
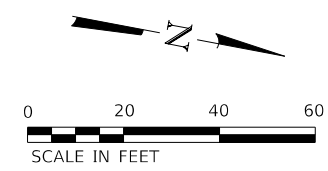


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	DRAWN - ALG	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - RMT	REVISED -
PLOT DATE = \$DATES	DATE - 11/17/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT & TIES	
SCALE: N/A	SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	15
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

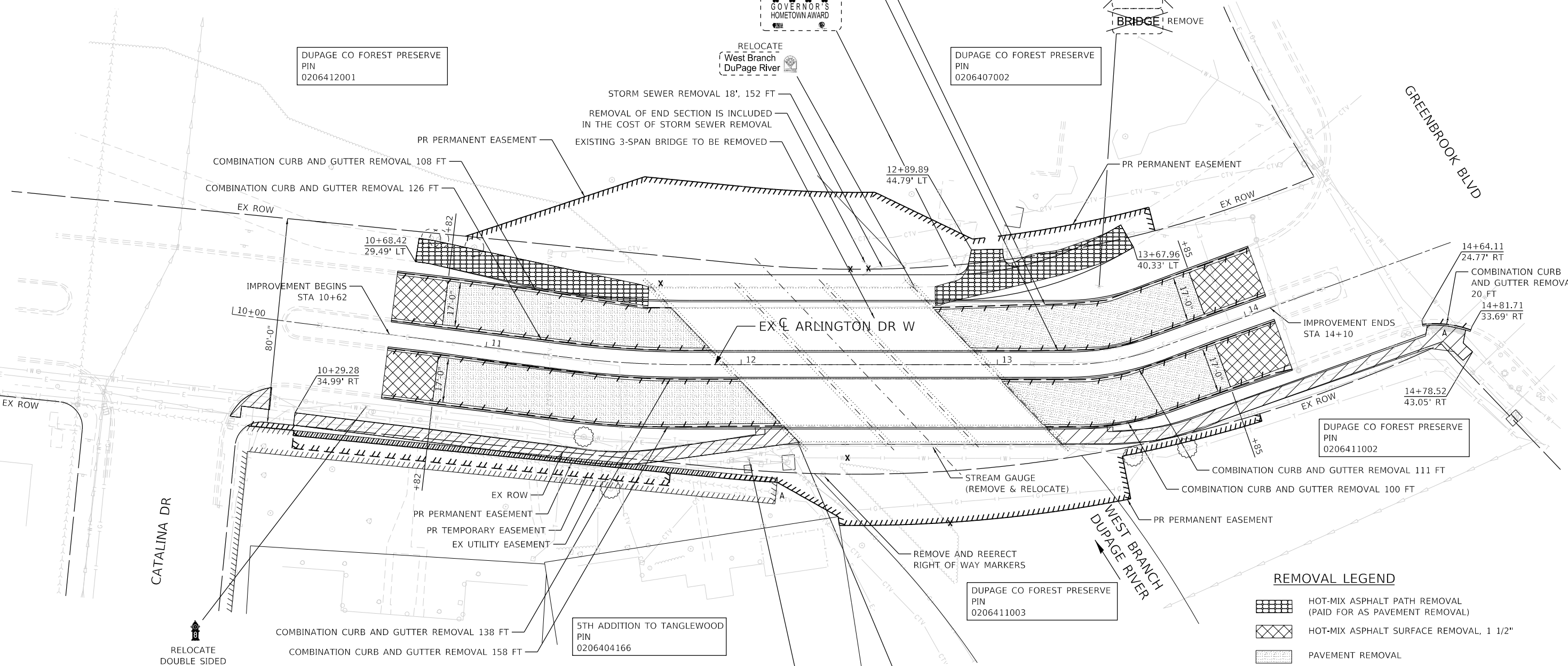


DUPAGE CO FOREST PRESERVE
PIN
0206412001

DUPAGE CO FOREST PRESERVE
PIN
0206407002

RELOCATE
West Branch
DuPage River

STORM SEWER REMOVAL 18', 152 FT
REMOVAL OF END SECTION IS INCLUDED
IN THE COST OF STORM SEWER REMOVAL
EXISTING 3-SPAN BRIDGE TO BE REMOVED



COMBINATION CURB AND GUTTER REMOVAL 20 FT
COMBINATION CURB AND GUTTER REMOVAL 14+81.71
33.69' RT

DUPAGE CO FOREST PRESERVE
PIN
0206411002

DUPAGE CO FOREST PRESERVE
PIN
0206411003

5TH ADDITION TO TANGLEWOOD
PIN
0206404166

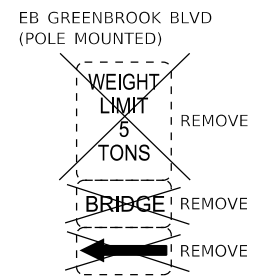
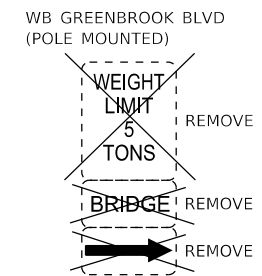
West Branch
DuPage River
RELOCATE

REMOVAL LEGEND

	HOT-MIX ASPHALT PATH REMOVAL (PAID FOR AS PAVEMENT REMOVAL)
	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
	PAVEMENT REMOVAL
	SIDEWALK REMOVAL
	CONCRETE CURB AND GUTTER REMOVAL
	TREE REMOVAL
	REMOVE EXISTING END SECTION
	STRUCTURE TO BE ADJUSTED
	TREE TRUNK PROTECTION & TREE ROOT PRUNING (ALSO SHOWN ON EROSION CONTROL PLANS)
	TEMPORARY FENCE (ALSO SHOWN ON EROSION CONTROL PLANS)

NOTE:
WEIGHT LIMIT POSTING SIGNS FOR THE
EXISTING BRIDGE ON ARLINGTON DR W
SHOULD BE REMOVED.

NO
TRESPASSING
VIOLATORS WILL
BE PROSECUTED
RESIDENTS AND
GUESTS ONLY
RELOCATE



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
PLOT SCALE = \$\$SCALE\$	DRAWN - TBLANK	REVISED -
PLOT DATE = \$DATES	CHECKED - RMT	REVISED -
	DATE - 11/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

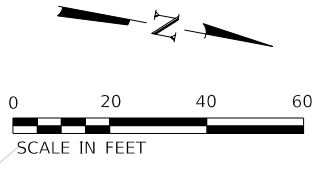
REMOVAL PLAN

SCALE: N/A	SHEET 1 OF 1 SHEETS	STA. N/A	TO STA. N/A
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

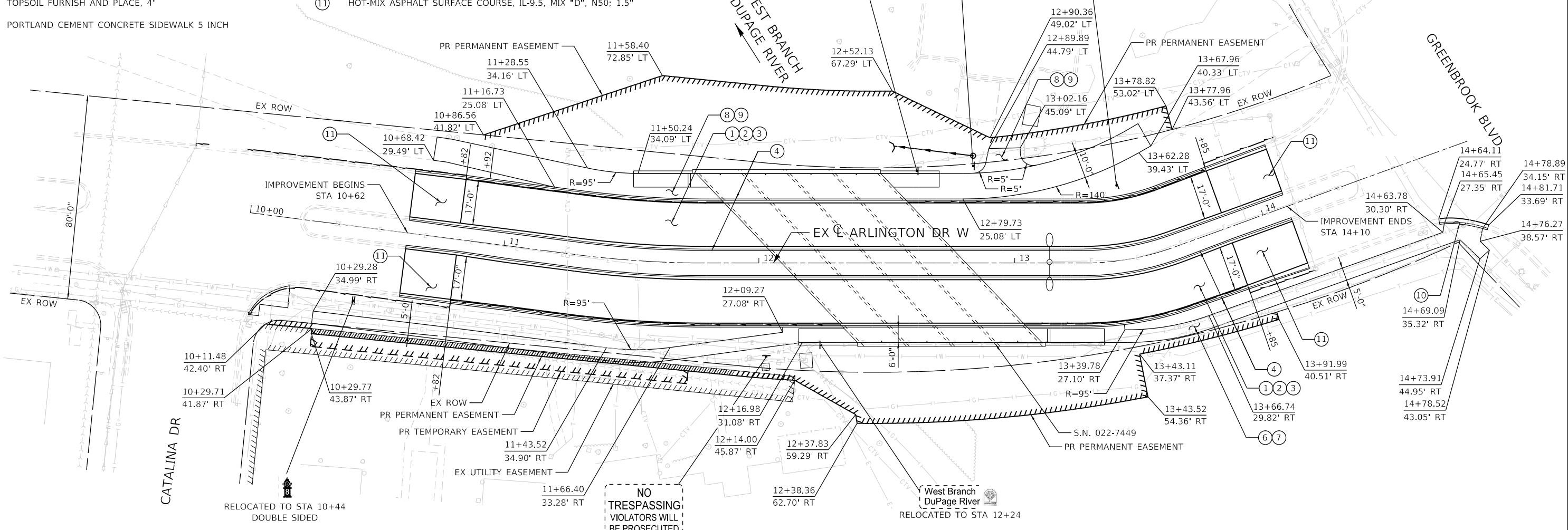
ROADWAY LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50; 2"
- ② HOT-MIX ASPHALT BINDER COURSE, IL--19.0, N50; 3"
- ③ AGGREGATE SUBGRADE IMPROVEMENT 12"
- ④ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ⑤ TOPSOIL FURNISH AND PLACE, 4"
- ⑥ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- ⑦ AGGREGATE BASE COURSE, TYPE B 2"
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50; 3"
- ⑨ AGGREGATE BASE COURSE, TYPE B 6"
- ⑩ COMBINATION CURB AND GUTTER, TYPE B-6.18
- ⑪ HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50; 1.5"

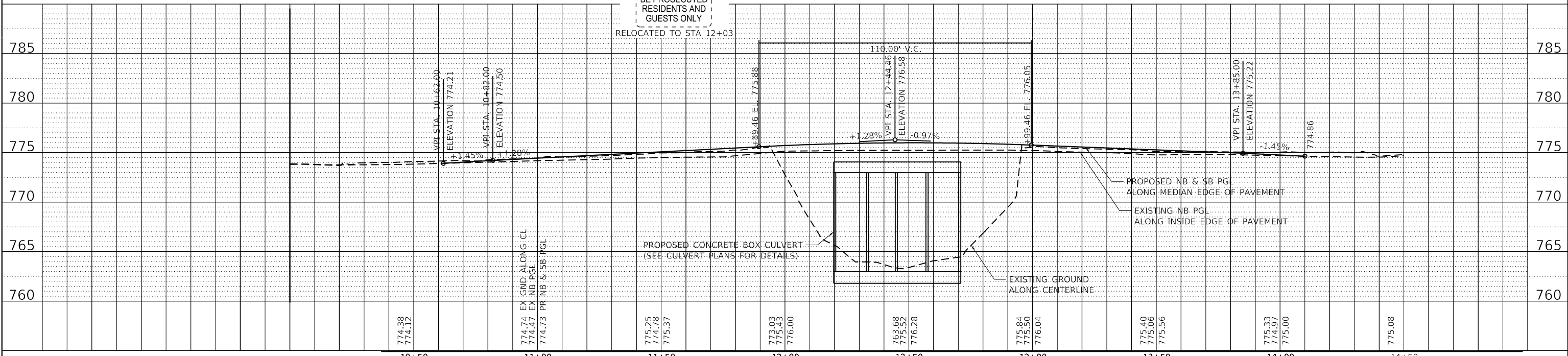


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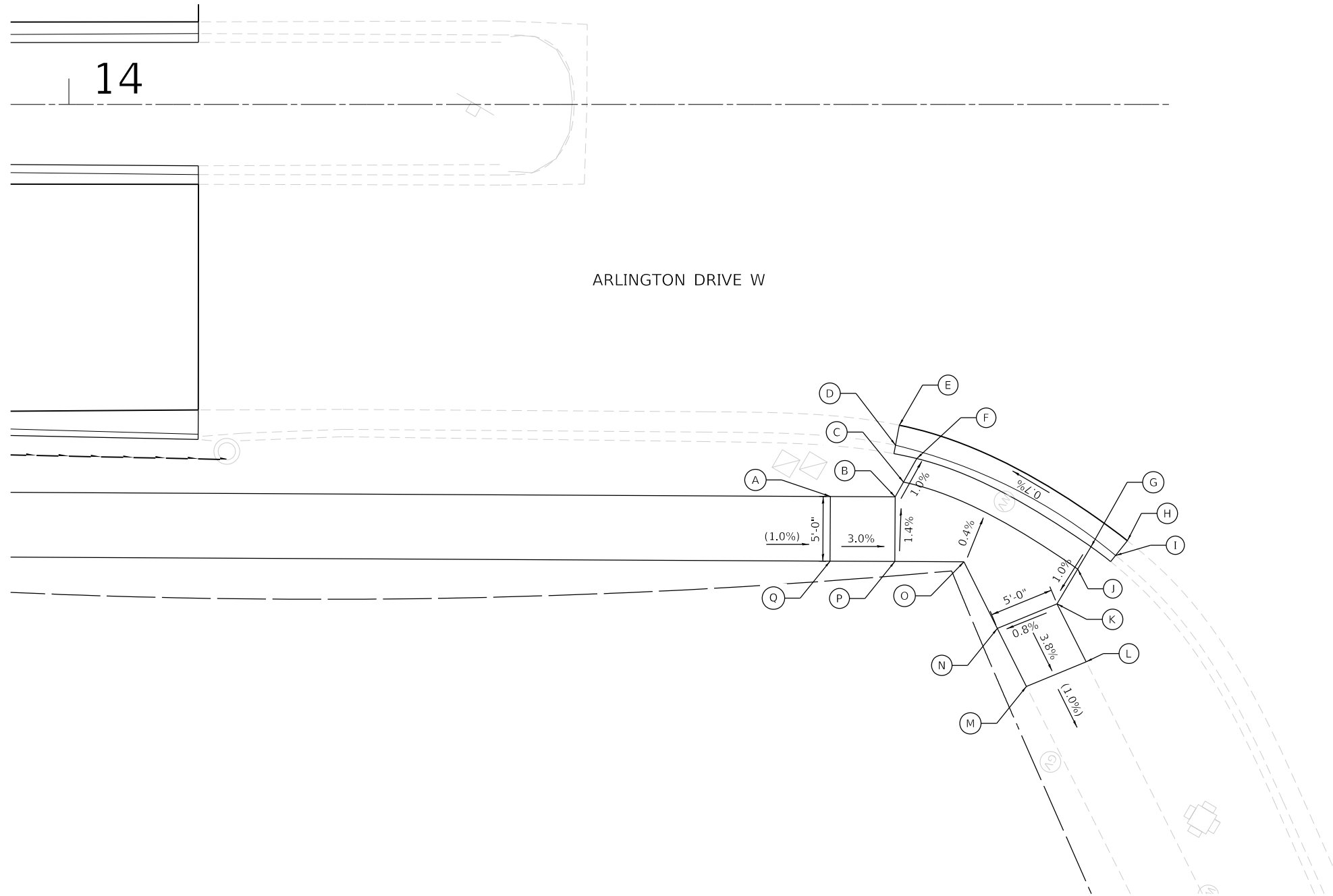
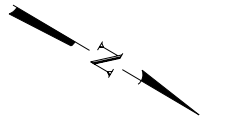
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NO.	



NO TRESPASSING VIOLATORS WILL BE PROSECUTED RESIDENTS AND GUESTS ONLY
RELOCATED TO STA 12+03



	USER NAME = \$USERS	DESIGNED - ALG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN AND PROFILE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLLOT SCALE = \$SCALES	DRAWN - TBLANK	REVISED -		SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A			15-00066-00-BR	DUPAGE	71	17	
	PLLOT DATE = \$DATES	CHECKED - RMT	REVISED -					CONTRACT NO. 61G80				
		DATE - 11/17/2023	REVISED -					ILLINOIS FED. AID PROJECT				



ARLINGTON DRIVE W

GREENBROOK BLVD

ARLINGTON DR W & GREENBROOK BLVD

POINT	STATION	OFFSET	ELEV
A	14+58.78	30.3' RT	774.62
B	14+63.78	30.3' RT	774.47
C	14+64.42	29.2' RT	774.45
D	14+63.81	26.3' RT	774.41
E	14+64.11	24.8' RT	774.57
F	14+65.45	27.3' RT	774.43
G	14+78.89	34.2' RT	774.58
H	14+81.71	33.7' RT	774.70
I	14+80.80	34.8' RT	774.56
J	14+77.87	35.9' RT	774.56
K	14+76.27	38.6' RT	774.53
L	14+78.52	43.1' RT	774.34
M	14+73.91	44.9' RT	774.34
N	14+71.67	40.5' RT	774.49
O	14+69.09	35.3' RT	774.50
P	14+65.76	35.3' RT	774.54
Q	14+58.76	35.3' RT	774.60



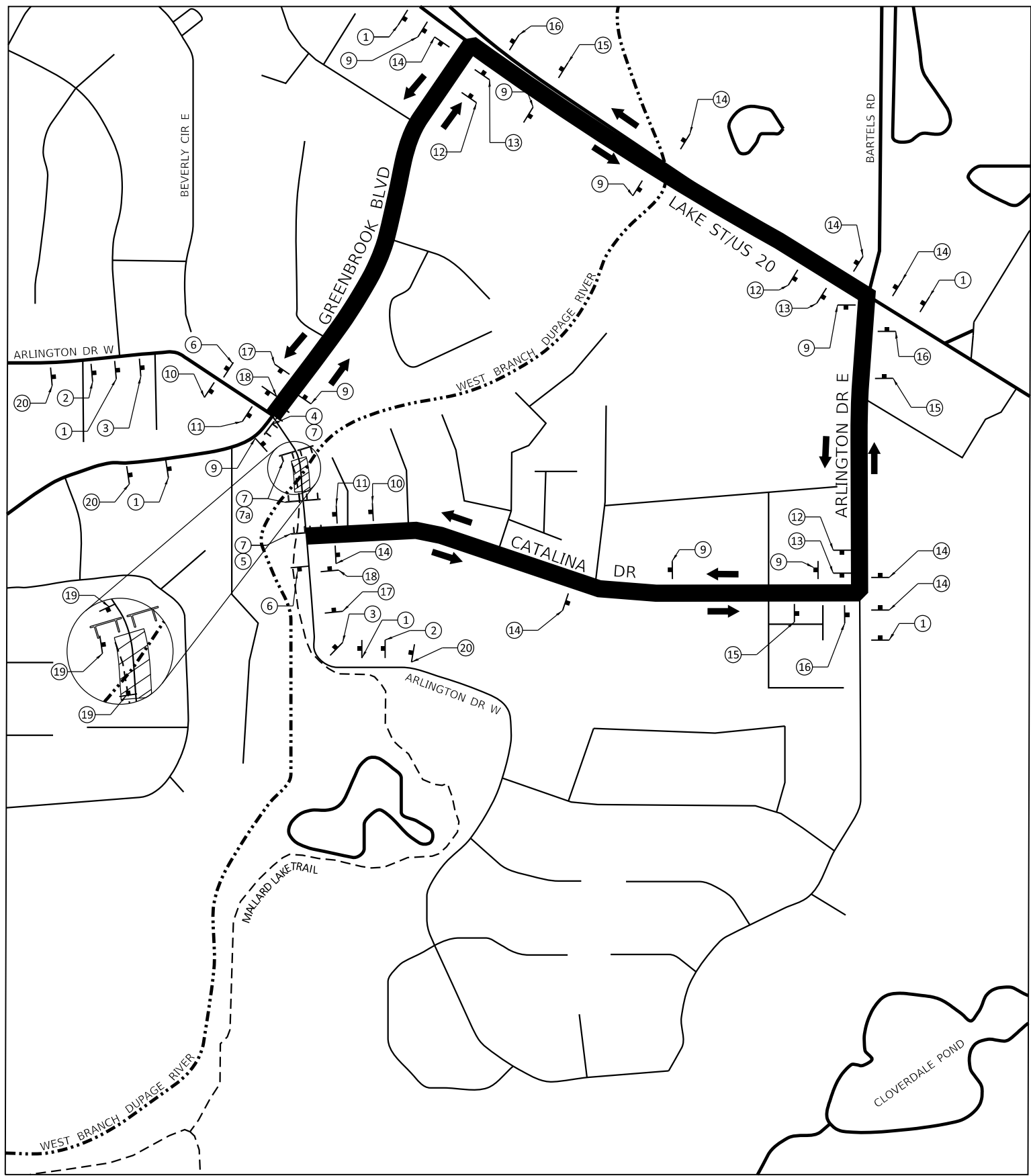
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DRAWN - ALG	CHECKED - RMT	REVISED -
PLOT SCALE = \$SCALE\$	DATE - 11/17/2023	REVISED -
PLOT DATE = \$DATES		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA DETAILS

SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	18
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				



GENERAL TRAFFIC NOTES

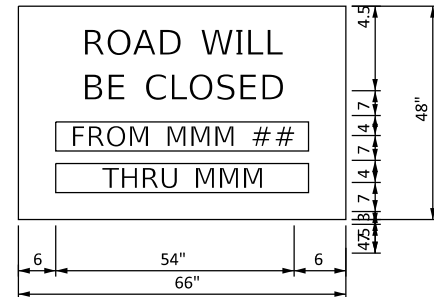
1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL SIGNS NOT ATTACHED TO THE BARRICADES SHALL BE POST MOUNTED, UNLESS OTHERWISE NOTED OR AS DIRECTED BY THE ENGINEER.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES AND THE HIGHWAY STANDARDS AND SPECIAL PROVISIONS.
5. PLACEMENT AND SPACING OF SIGNS AND BARRICADES SHALL BE IN ACCORDANCE WITH TC-21.
6. THE COST OF SUPPLYING, ERECTION, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND ALL SIGNS SHALL BE INCLUDED IN THE CONTRACT COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
7. THE CONTRACTOR SHALL INFORM THE DUPAGE COUNTY DIVISION OF TRANSPORTATION, THE VILLAGE OF HANOVER PARK AND IDOT BUREAU OF TRAFFIC, TWO WEEKS IN ADVANCE OF SCHEDULED CLOSURE.
8. THE CONTRACTOR SHALL PROVIDE ANY ADDITIONAL SIGNS AS REQUIRED BY THE ENGINEER, THE COST OF WHICH WILL BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION (SPECIAL).
9. SIDEWALK CLOSURE SIGNS SHALL BE PLACED IN ACCORDANCE WITH 701801 AND AS DIRECTED BY THE ENGINEER. THE COST WILL BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION (SPECIAL).
10. SIGNS DENOTED AS "SPECIAL" ARE TO BE INCLUDED IN THE COST OF TEMPORARY INFORMATION SIGNING. SIGNS WILL BE A MINIMUM 6" UPPERCASE BLACK LETTER WITH AN ORANGE REFLECTIVE BACKGROUND.
11. ADJUSTMENTS TO TRAFFIC SIGNAL TIMINGS AT EXISTING SIGNALIZED INTERSECTIONS IMPACTED BY THE DETOUR SHALL BE ADJUSTED AS NEEDED. THIS WORK WILL BE PAID FOR UNDER TEMPORARY TRAFFIC SIGNAL TIMING.
12. CLOSURE OF THE WESTBOUND LEFT TURN LANE AT GREENBROOK BLVD AND ARLINGTON DR W SHALL FOLLOW HIGHWAY STANDARD 701701, THE COST OF WHICH WILL BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION (SPECIAL).

LEGEND

- WORK AREA
- DETOUR ROUTE
- TYPE III BARRICADE WITH AMBER FLASHING LIGHTS
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- 48" x 48" CONSTRUCTION WARNING SIGN, WITH AMBER FLASHING LIGHT
- DETOURED TRAFFIC DIRECTION

NOTE:

ERECT SIGN ASSEMBLY SHOWN BELOW (POST-MOUNTED) ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE. THIS WORK INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).



1		W20-2 (O) 48	2		W20-3 (O) 48	3		W20-3 (O) 48
4		M4-10L (O) 4818	5		M4-10R (O) 4818	6		M4-8a (O) 2418
7		R11-2 4830	7a		R11-2 4830	8		R11-4 6030
9		M3-2 2412 SPECIAL 5412 M4-9 2430	10		M3-2 2412 SPECIAL 5412 M4-9L 2430	11		M3-2 2412 SPECIAL 5412 M4-9L 2430
12		M3-2 2412 SPECIAL 5412 M4-9R 2430	13		M3-2 2412 SPECIAL 5412 M4-9R 2430	14		M3-4 2412 SPECIAL 5412 M4-9 2430
15		M3-4 2412 SPECIAL 5412 M4-9L 2430	16		M3-4 2412 SPECIAL 5412 M4-9L 2430	17		M3-4 2412 SPECIAL 5412 M4-9R 2430
18		M3-4 2412 SPECIAL 5412 M4-9R 2430	19		SPECIAL 4830	20		SPECIAL 6642



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
DRAWN - TBLANK	REVISOR -	
PLOT SCALE = \$\$SCALE\$	CHECKED - RMT	REVISOR -
PLOT DATE = \$DATES	DATE - 11/17/2023	REVISOR -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT DETOUR PLAN

SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	19
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

KDSWCD STANDARD NOTES

1. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS I THE ILLINOIS URBAN MANUAL LATEST EDITION.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION CONTROL AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
6. DURING DEWATERING OPERATIONS, WATER WILL BE FILTERED OR PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FILED TILES OR STORMWATER STRUCTURES IS PROHIBITED.
7. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS.

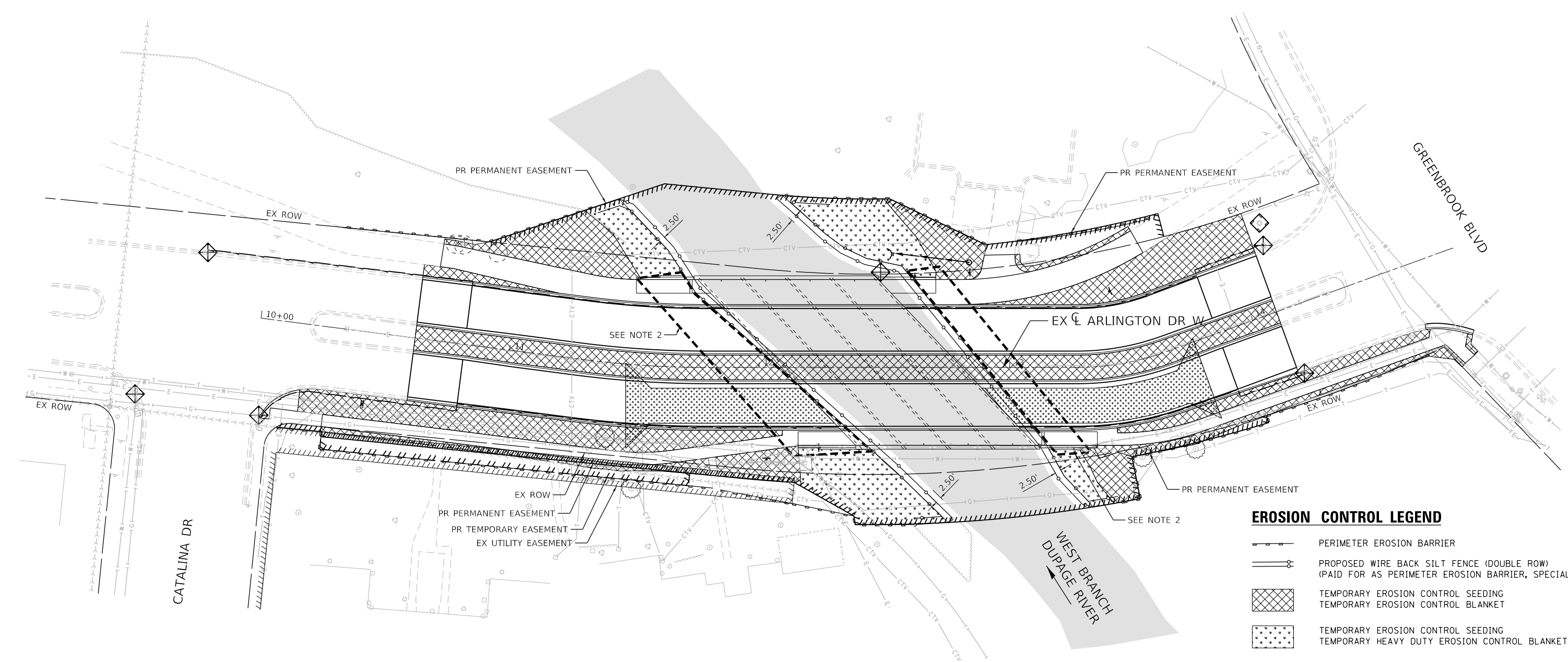
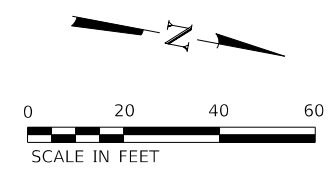
GENERAL EROSION CONTROL NOTES

1. LOCATIONS OF STOCKPILES MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES.
2. HAY OR STRAW BALES WILL NOT BE ALLOWED AS PERIMETER EROSION BARRIER OR AS A DITCH CHECK.
3. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
4. CONCRETE WASHOUT SHOULD BE CONTAINED AT ALL TIMES. WASHOUT MATERIAL SHOULD NOT BE ALLOWED TO ENTER WATER BODIES, STORM SEWERS OR LEACH INTO THE SOIL UNDER ANY CIRCUMSTANCES. ANY WASTE SHOULD BE DISPOSED OF PROPERLY AND THE LOCATION OF THE WASHOUT SHOULD BE DESIGNATED WITH PROPER SIGNAGE. FAILURE TO COMPLY COULD RESULT IN A VIOLATION OF THE USACE PERMIT.
5. ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.
6. SOIL STOCKPILES SHALL NOT BE LOCATED IN WETLANDS, FLOODPLAINS, AREAS OF CONCENTRATED FLOW, OR WHERE THEY MAY CONTRIBUTE SEDIMENT TO STORMWATER FACILITIES.
7. ALL DEWATERING PROCEDURES SHALL FOLLOW THE ILLINOIS URBAN MANUAL PRACTICE STANDARD 813 FOR DEWATERING. DEWATERING SHALL BE FREQUENTLY INSPECTED FOR EFFECTIVENESS.
8. ALL COFFERDAM PROCEDURES SHALL USE THE ILLINOIS URBAN MANUAL PRACTICE STANDARD 803 FOR COFFERDAM.
9. ALL DISTURBED GROUND UPLAND OF THE JURISDICTIONAL AREA SHALL BE PLACED IN A STABLE CONDITION OR PROVIDE DOWNSTREAM PROTECTION BY THE CONCLUSION OF THE WORK DAY.
10. THE CONDITION OF THE DOWNSTREAM END OF THE PROJECT SHALL BE A PRIORITY FOR ALL POST-STORM INSPECTIONS AND ADJUSTMENTS SHALL BE MADE IF THE CONDITION DOES NOT MEET THE EXPECTATION OF THE PERMIT.
11. CONTRACTOR TO REFER TO HYDRAULIC REPORT AND PROJECTED WEATHER FORECAST FOR ADDITIONAL STREAM INFORMATION (ESTIMATED FLOWS, WATER ELEVATIONS, STORM EVENTS AND DEPTHS).
12. BACKUP BMPs SHALL BE KEPT ON SITE TO IMPLEMENT IMMEDIATE CORRECTIONAL ACTION ITEMS FOLLOWING INSTANCES OF NON-COMPLIANCE.
13. ALL RIP-RAP SHALL BE CLEANED OF FINES PRIOR TO PLACEMENT INTO THE WATERWAY.
14. CONTRACTOR SHALL INSTALL AND MAINTAIN STABILIZED CONSTRUCTION ENTRANCE AT ALL LOCATIONS WHERE CONSTRUCTION VEHICLES EXIT THE CONSTRUCTION AREA. LOCATIONS OF ENTRANCES SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. SEE DETAILS.

SUGGESTED EROSION CONTROL SEQUENCING

1. THE CONTRACTOR IS RESPONSIBLE FOR THE DEVELOPMENT OF THE EROSION CONTROL SEQUENCE PLAN FOR THE PROJECT.
2. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW FLOW OR NO FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.
3. IT IS ANTICIPATED THAT THE USE OF COFFERDAM WILL BE REQUIRED FOR THE CONSTRUCTION OF THE CULVERT. THIS PAY ITEM IS INCLUDED WITHIN THE CONTRACT DOCUMENTS. THE COST SHALL COVER THE FOLLOWING ACTIVITIES IN ADDITION TO THE ITEMS IDENTIFIED BY SPECIFICATION:
 - a.) THE CONTRACTOR SHALL DESIGN A PLAN TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.
 - b.) WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS. EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.
 - c.) THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER FLOWING WATER AT ANYTIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE COFFERDAM, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY WILL BE NECESSARY TO ENSURE EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.
 - d.) IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING THE BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT LADEN AS A RESULT OF THE CONSTRUCTION ACTIVITIES.
 - e.) DURING DEWATERING OF THE COFFERDAM WORK AREA, ALL SEDIMENT LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BE RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. THE CONTRACTOR SHALL IDENTIFY A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY WITHIN THEIR EROSION CONTROL PLAN. DISCHARGE IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.
 - f.) THE PORTION OF THE SIDE SLOPE THAT IS ABOVE THE OBSERVED WATER ELEVATION SHALL BE STABILIZED TO ACCEPT FLOWS. THE SUBSTRATE AND TOE OF THE SLOPE THAT HAS BEEN DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED OR PRE-CONSTRUCTION CONDITIONS AND FULLY STABILIZED TO ACCEPT FLOWS.
4. PRELIMINARY HYDRAULIC MODELING HAS INDICATED THAT ADDITIONAL TEMPORARY CHANNEL MODIFICATIONS MAY BE REQUIRED TO CONSTRUCT THE BOX CULVERT IN HALF WIDTH. IF REQUIRED THIS ADDITIONAL EXCAVATION AND ANY ASSOCIATED EROSION CONTROL MEASURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF COFFERDAM.
5. LANDSCAPING AND PERMANENT EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AS SOON AS POSSIBLE BASED ON THE CONTRACTORS SEQUENCE OF CONSTRUCTION.

	USER NAME = \$USERS	DESIGNED - ALG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL GENERAL NOTES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = \$\$SCALE\$	DRAWN - TBLANK	REVISED -					15-00066-00-BR	DUPAGE	71	20	
	PLOT DATE = \$DATES	CHECKED - RMT	REVISED -		CONTRACT NO. 61G80							
	DATE - 11/17/2023	REVISIED -	SCALE: N/A		SHEET 1 OF 1 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS	FED. AID PROJECT			



EROSION CONTROL LEGEND

- PERIMETER EROSION BARRIER
- PROPOSED WIRE BACK SILT FENCE (DOUBLE ROW)
(PAID FOR AS PERIMETER EROSION BARRIER, SPECIAL)
- TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL BLANKET
- TEMPORARY EROSION CONTROL SEEDING
TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET
- STABILIZED CONSTRUCTION ENTRANCE
- EXISTING WOVS
- INLET FILTERS OR
INLET AND PIPE PROTECTION
- INLET FILTERS - 1 EA AND
PERIMETER EROSION BARRIER - 20 FT
- TREE TRUNK PROTECTION
- TEMPORARY FENCE



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
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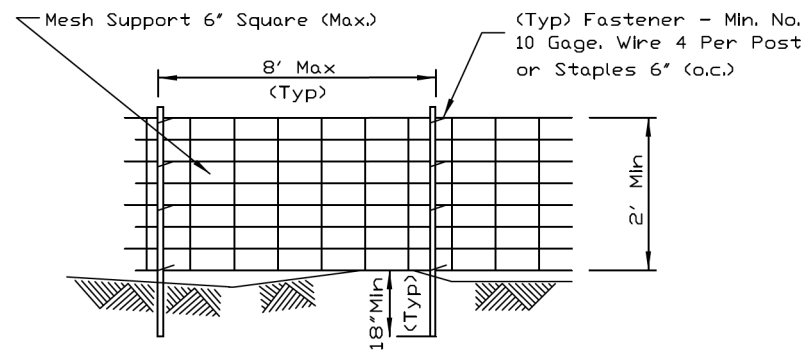
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL PLAN

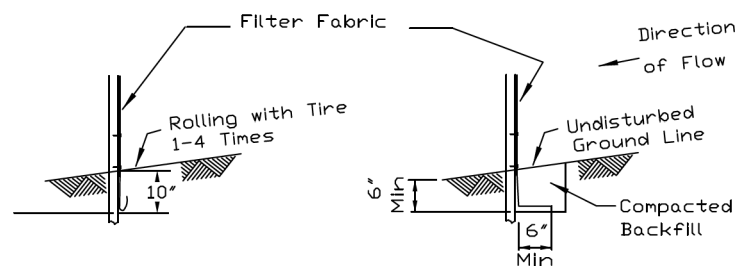
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	21
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

SILT FENCE WITH WIRE SUPPORT PLAN



ELEVATION



FABRIC ANCHOR DETAIL

STATIC SLICE INSTALLATION TRENCH INSTALLATION

NOTES:

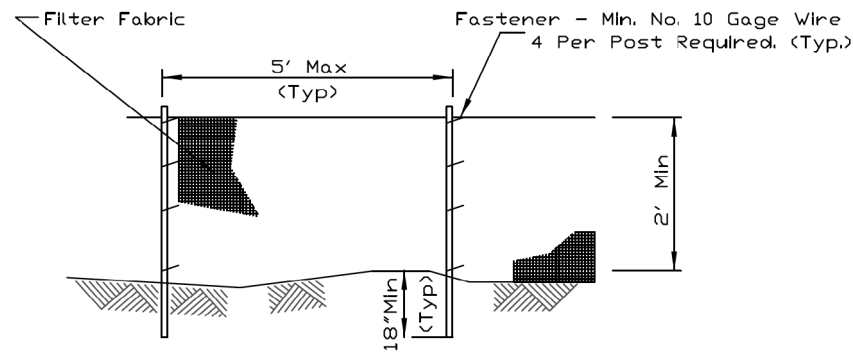
- Silt Fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization. Silt fence shall be placed on the flattest area available.
- Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
- Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

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

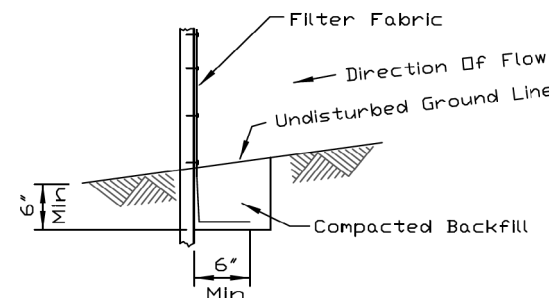


STANDARD DWG. NO.	IUM-620A(W)
SHEET	1 OF 2
DATE	3-16-2012

SILT FENCE PLAN



ELEVATION



FABRIC ANCHOR DETAIL

NOTES:

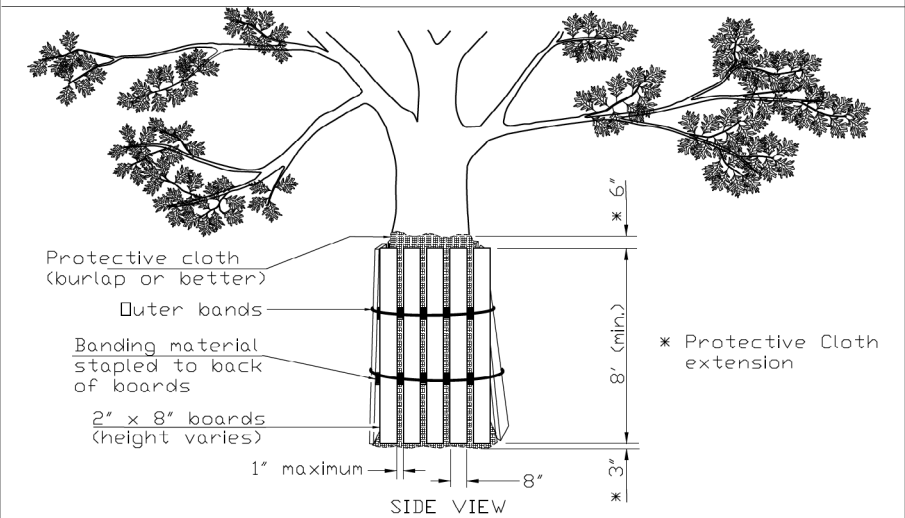
- Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
- Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
- Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

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

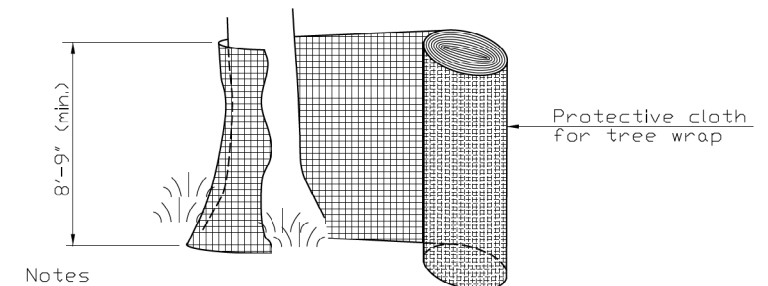


STANDARD DWG. NO.	IUM-620A
SHEET	1 OF 2
DATE	3-16-12

TREE TRUNK PROTECTION



SIDE VIEW



Notes

- The contractor shall provide 2" x 8" boards banded continuously around each trunk with a protective cloth (such as burlap or better) placed between the boards and the tree to prevent scarring of the tree being protected. The height of the boards is variable due to height of tree being protected. Trees to be protected shall be shown in the plans or designated by the Professional Forester or Certified Arborist.
- The protective cloth shall extend past both the top and bottom of the boards as shown in the detail. Width of wrap material varies. For fabric that does not meet the required height, fabric shall overlap a minimum of 6" and shall be spliced to avoid slippage.

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



STANDARD DWG. NO.	IUM-690-C
SHEET	1 OF 1
DATE	09-14-2017



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
	DRAWN - TBLANK	REVISED -
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PLOT DATE = \$DATES	DATE - 11/17/2023	REVISED -

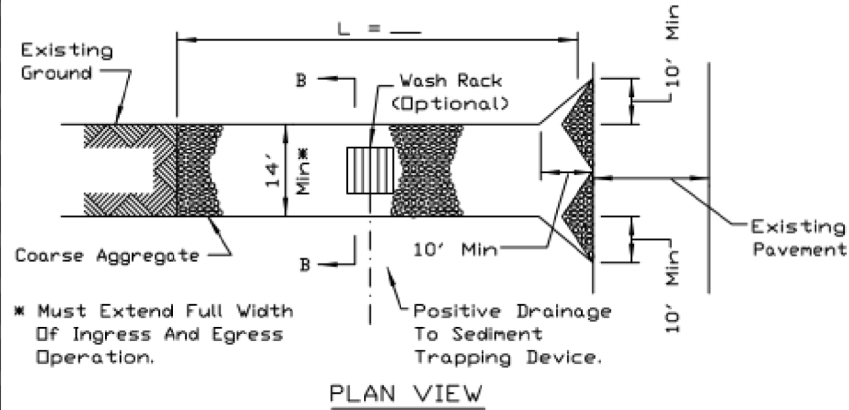
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAILS

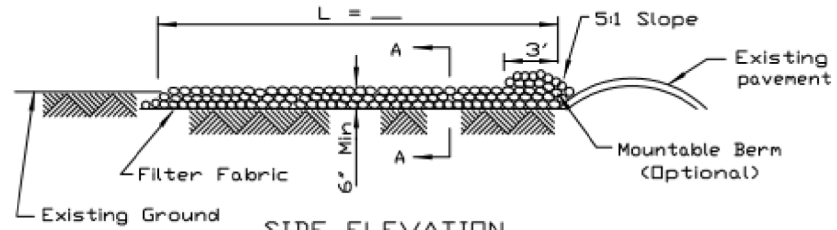
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	22
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



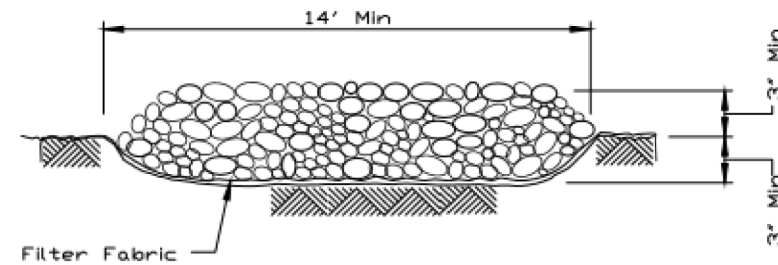
SIDE ELEVATION

NOTES:

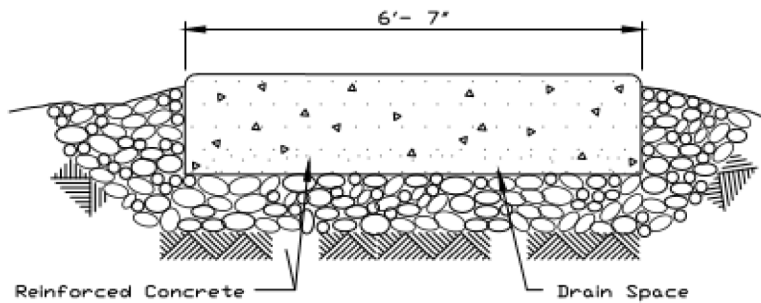
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE Project _____	 Natural Resources Conservation Service	STANDARD DWG. NO. IL-630
Designed _____ Date _____		SHEET 1 OF 2
Checked _____ Date _____		DATE 8-18-94
Approved _____ Date _____		

STABILIZED CONSTRUCTION ENTRANCE PLAN



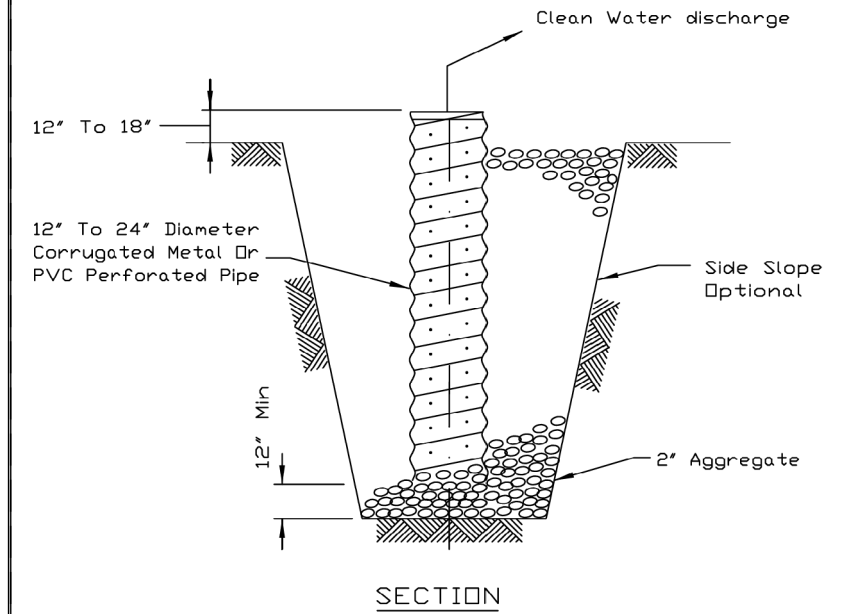
SECTION A-A



SECTION B-B

REFERENCE Project _____	 Natural Resources Conservation Service	STANDARD DWG. NO. IL-630
Designed _____ Date _____		SHEET 2 OF 2
Checked _____ Date _____		DATE 8-18-94
Approved _____ Date _____		

SUMP PIT PLAN



SECTION

NOTES:

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

REFERENCE Project _____	 Natural Resources Conservation Service	STANDARD DWG. NO. IL-650
Designed _____ Date _____		SHEET 1 OF 1
Checked _____ Date _____		DATE 8-11-94
Approved _____ Date _____		



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	DATE - 11/17/2023	REVISED -

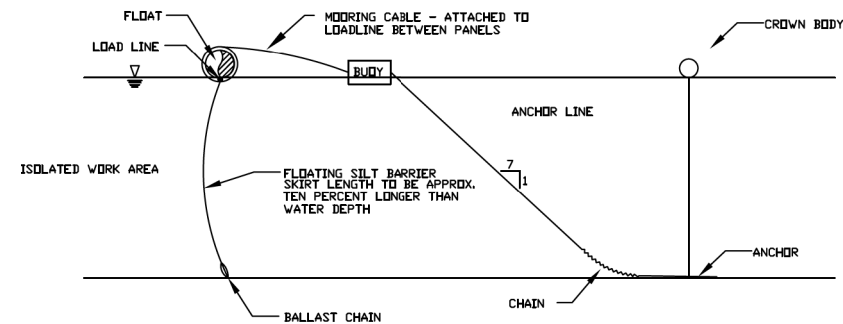
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAILS

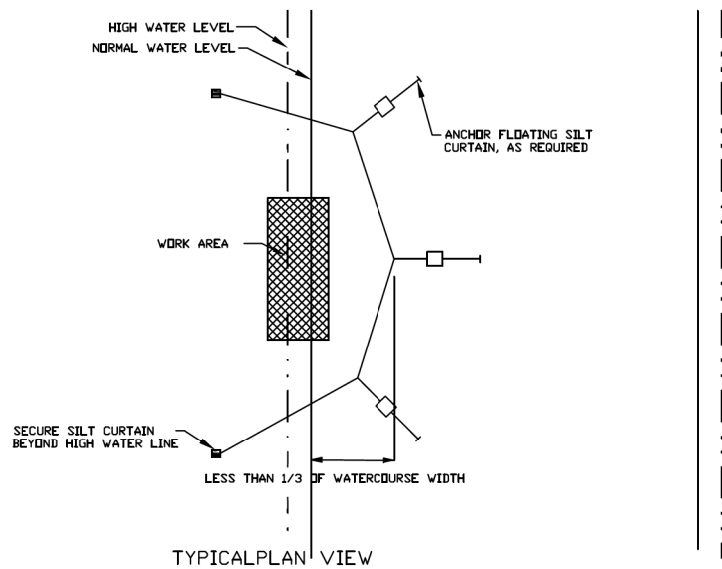
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	23
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

FLOATING SILT CURTAIN - TYPICAL LAYOUT



TYPICAL COMPONENTS / ANCHORAGE SYSTEM



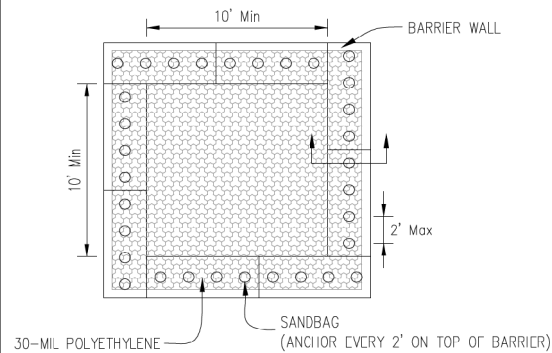
TYPICAL PLAN VIEW

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

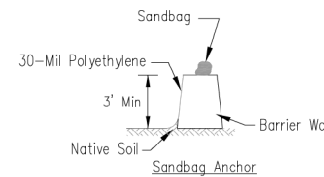
REFERENCE	
Project	
Designed	Date
Checked	Date
Approved	Date



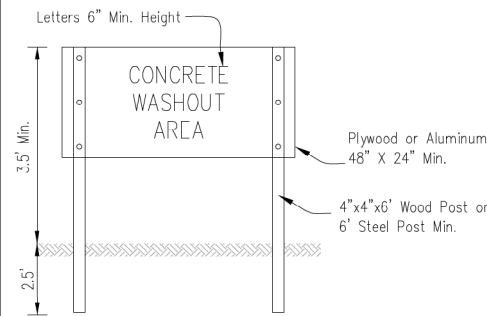
STANDARD DWG. NO.	IUM-617A
SHEET	1 OF 1
DATE	1-06-2012



PLAN VIEW



BARRIER WALL ANCHOR SECTION



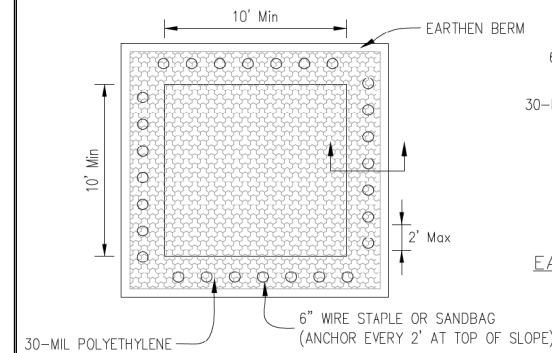
SIGN DETAIL

NOTES:

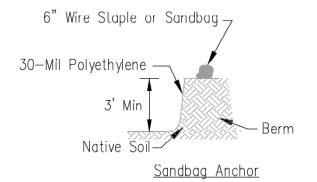
- Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
- Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

DESIGNED	ALG	DATE	
DRAWN	TBLANK	DATE	
CHECKED	RMT	DATE	
APPROVED		DATE	

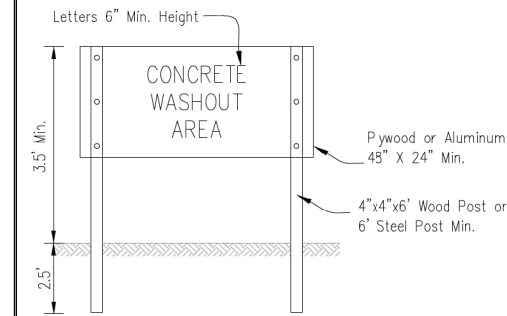
TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL



PLAN VIEW



EARTHEN BERM ANCHOR SECTIONS



SIGN DETAIL

NOTES:

- Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
- Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

DESIGNED	ALG	DATE	
DRAWN	TBLANK	DATE	
CHECKED	RMT	DATE	
APPROVED		DATE	

TEMPORARY CONCRETE WASHOUT FACILITY - EARTHEN TYPE



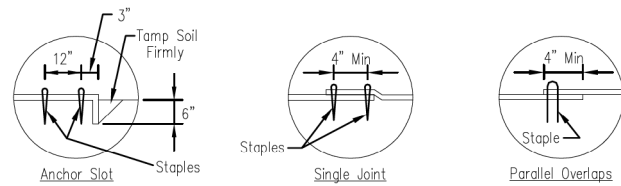
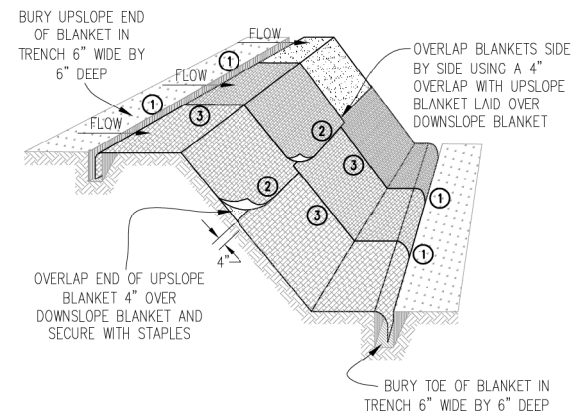
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	DATE - 11/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAILS

SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

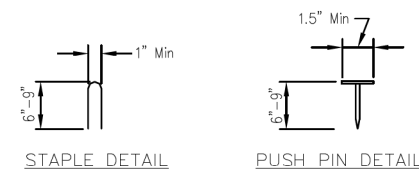
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	24
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				



DETAIL 1

DETAIL 2

DETAIL 3

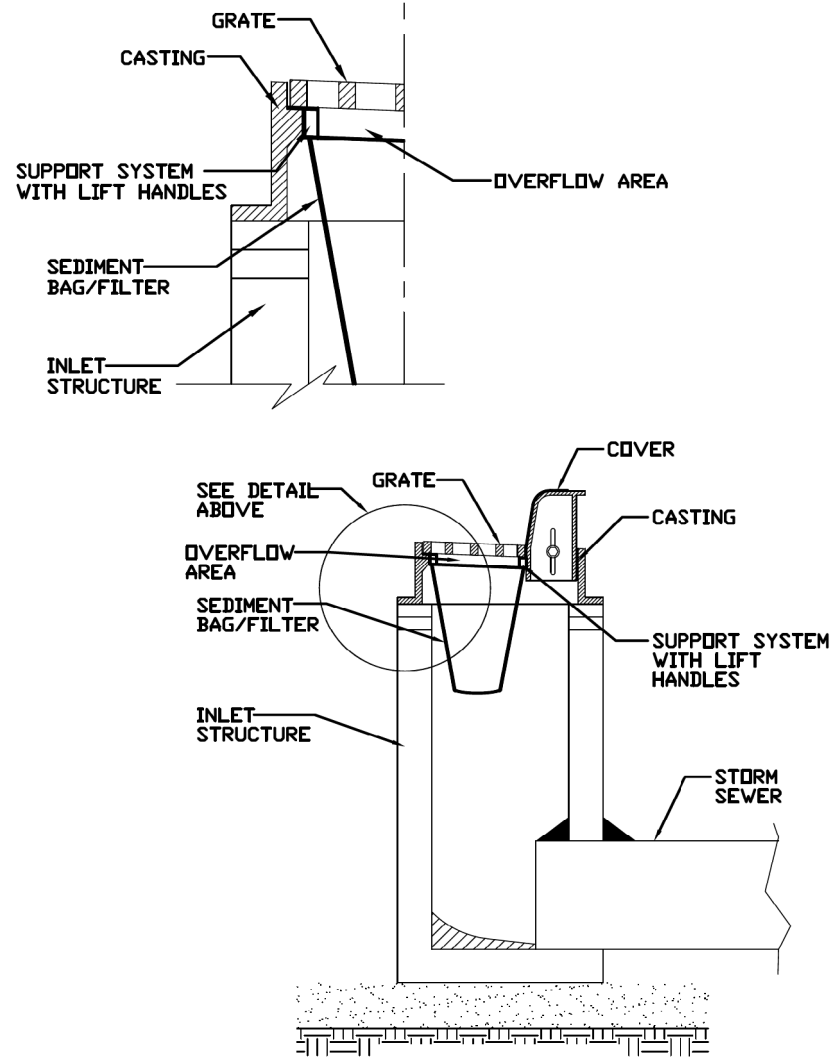


NOTES:

1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 staples with non-stiched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100	EROSION CONTROL BLANKET INSTALLATION DETAILS	Date _____ Designed _____ Drawn B. JOHNSON 11/08 Checked _____ Approved _____
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INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION



REFERENCE Project _____ Designed _____ Checked _____ Approved _____	Date _____ Date _____ Date _____		STANDARD DWG. NO. IUM-561D SHEET 1 OF 1 DATE 01-11-11
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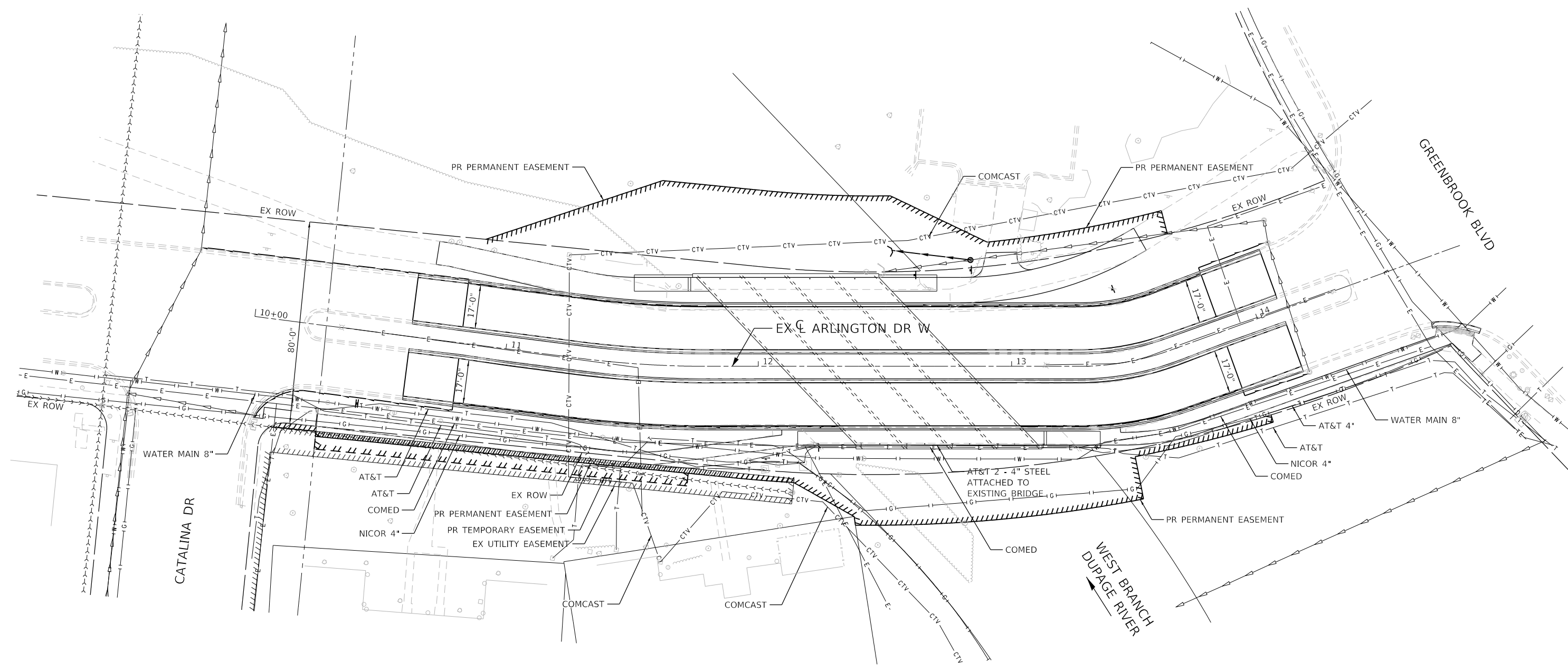
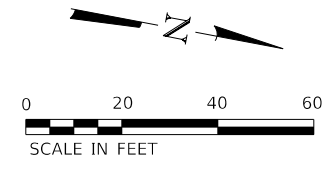
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	DATE - 11/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAILS

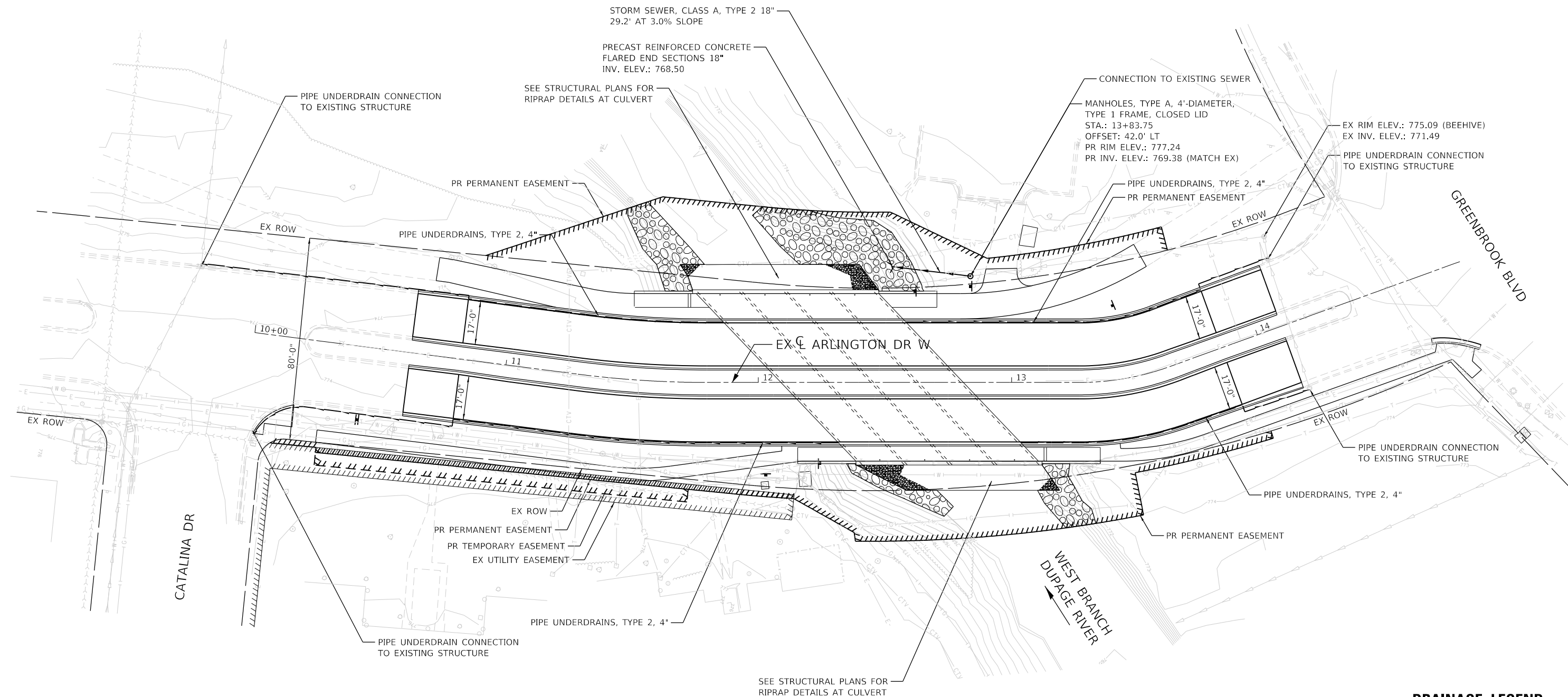
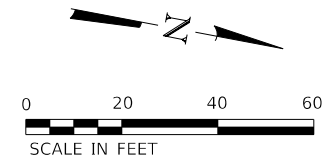
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	25
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				



NOTE:
EXISTING UTILITIES SHOWN MAY HAVE BEEN RELOCATED. FIELD VERIFY.

	USER NAME = \$USERS	DESIGNED - ALG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING UTILITY PLAN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = \$DATES	CHECKED - RMT	REVISED -		DATE - 11/17/2023	REVISED -			CONTRACT NO. 61G80			
							ILLINOIS FED. AID PROJECT					



NOTE:
 PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER. THE COST OF MAKING PIPE UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.

DRAINAGE LEGEND

	STONE RIPRAP
	FILTER FABRIC
	PIPE UNDERDRAINS, TYPE 2, 4"



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
PLOT SCALE = \$\$SCALE\$	DRAWN - TBLANK	REVISED -
PLOT DATE = \$DATES	CHECKED - RMT	REVISED -
	DATE - 11/17/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROPOSED DRAINAGE PLAN	
SCALE: N/A	SHEET 1 OF 1 SHEETS
STA. N/A	TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	27
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

WATER MAIN NOTES:

1. LOCATIONS FOR ALL UTILITIES ARE BASED ON BEST HISTORICAL REFERENCES AND MAY VARY. ALL UTILITIES SHALL BE POTHOLED AND VERIFIED BY THE CONTRACTOR IN THE FIELD BEFORE ANY EXCAVATION OR ORDERING OF MATERIAL. THIS WORK WILL BE PAID FOR UNDER EXPLORATION TRENCH, SPECIAL.
2. BASED ON FIELD CONDITIONS, ADJUSTMENTS MAY BE REQUIRED AND SHALL BE MADE IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. NO ADDITIONAL COMPENSATION SHALL BE MADE.
3. PLUGGING, CUTTING AND CAPPING OF EXISTING WATER MAIN SHALL BE COMPLETED AFTER THE SERVICES HAVE BEEN TRANSFERRED.
4. ALL SHUTDOWNS SHALL BE COORDINATED WITH THE VILLAGE OF HANOVER PARK 48 HOURS IN ADVANCE. VILLAGE'S PUBLIC WORKS SHALL PERFORM ALL SHUTDOWN OPERATIONS. CONTRACTOR SHALL NOT OPERATE EXISTING VILLAGE OWNED VALVES.
5. SHUTDOWNS SHALL NOT BE ALLOWED ON THURSDAY AND FRIDAY, UNLESS APPROVED BY THE ENGINEER.
6. EXISTING WATER MAINS WILL BE SHUT DOWN FOR THE CONNECTION PROCESS WITH 24-HOUR NOTICE BY CONTRACTOR TO AFFECTED RESIDENTS BY NOTICE PROVIDED BY ENGINEER. SHUTDOWN FOR DRY CONNECTION SHALL BE COORDINATED WITH THE VILLAGE. SHUTDOWNS SHALL BE ONE DAY BETWEEN THE HOURS OF 9:00 AM TO 3:00 PM. SEE PLAN FOR CONNECTION LOCATIONS AND DETAILS.
7. UNDERWATER CROSSING SHALL BE IN ACCORDANCE WITH 35IAC SECTION 604.1450.b. PERMANENT TAP SHALL BE PROVIDED IN THE VALVE VAULT TO ALLOW INSERTION OF A SMALL METER TO DETERMINE LEAKAGE AND OBTAIN WATER SAMPLE.
8. THIS WATER MAIN IS INTENDED TO BE INSTALLED VIA OPEN CUT IN CONJUNCTION WITH THE STAGED CONSTRUCTION OF THE CULVERT. THE DESIGN, SPECS, AND DETAILS ALIGN WITH THIS INTENT. SHOULD THE CONTRACTOR DECIDE TO INSTALL VIA ANOTHER METHOD, THIS MUST BE APPROVED BY THE ENGINEER IN THE FIELD. THERE WILL BE NO ADDITIONAL COMPENSATION AWARDED FOR A CHANGE IN INSTALLATION METHOD.

SUGGESTED WATER MAIN SEQUENCING:

PHASE I

1. INSTALL VALVES, HYDRANT AND WATERMAIN FROM STA. 10+43.00 TO STA. 12+00.00
2. FLUSH, PRESSURE TEST, AND CHLORINATE
3. AFTER IEPA APPROVAL CONNECT TO EXISTING MAIN AND RECONNECT SERVICES

PHASE II

1. INSTALL WATERMAIN WITH 5.5' MINIMUM COVER BELOW FINAL GROUND FROM STA. 12+00.00 TO 14+85.00
 - A. WATERMAIN TO BE INSTALLED ACROSS RIVER IN CONJUNCTION WITH CULVERT CONSTRUCTION
2. FLUSH, PRESSURE TEST, AND CHLORINATE
3. AFTER IEPA APPROVAL CONNECT TO EXISTING MAIN



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
	DRAWN - TBLANK	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - RMT	REVISED -
PLOT DATE = \$DATES	DATE - 11/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

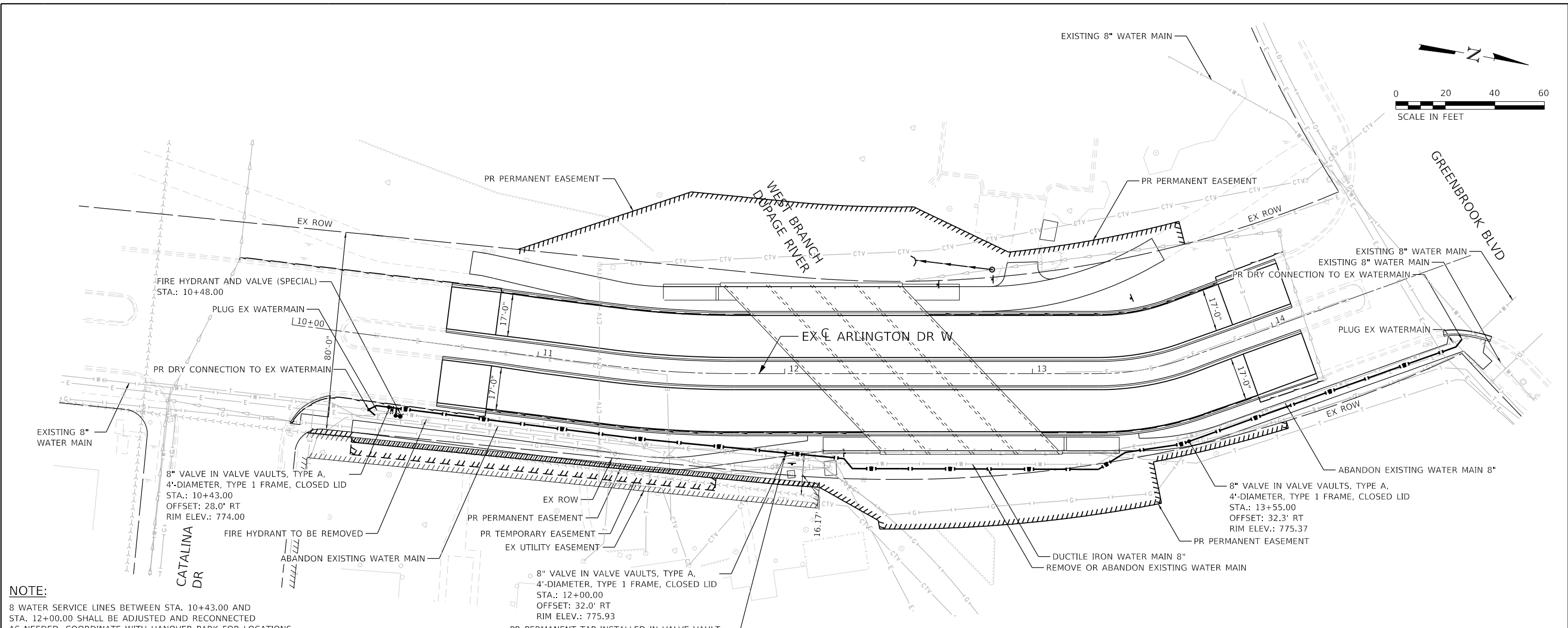
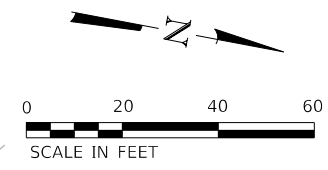
WATERMAIN NOTES AND SUGGESTED SEQUENCING

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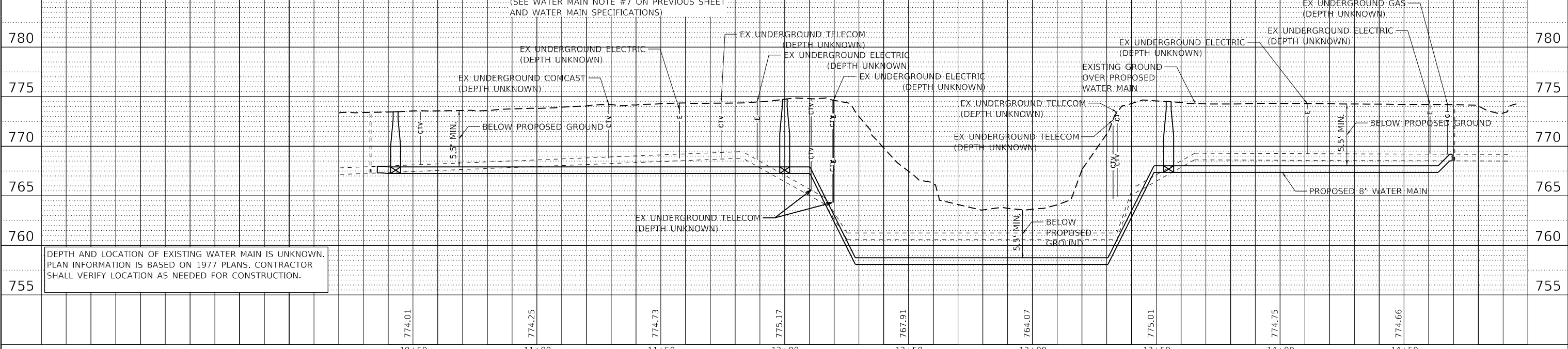
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	15-00066-00-BR	DUPAGE	71	28
CONTRACT NO. 61G80				
			ILLINOIS	FED. AID PROJECT

DATE	
BY	
REVIEWED	
PLANNED	
ALIGNED	
NOTED	
NO.	

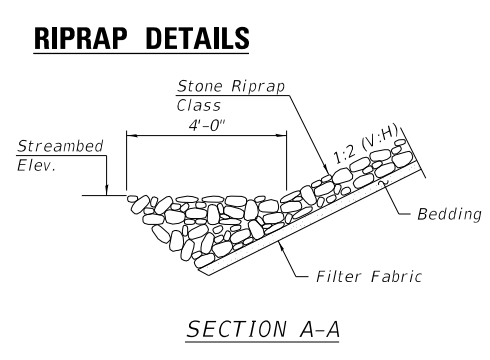
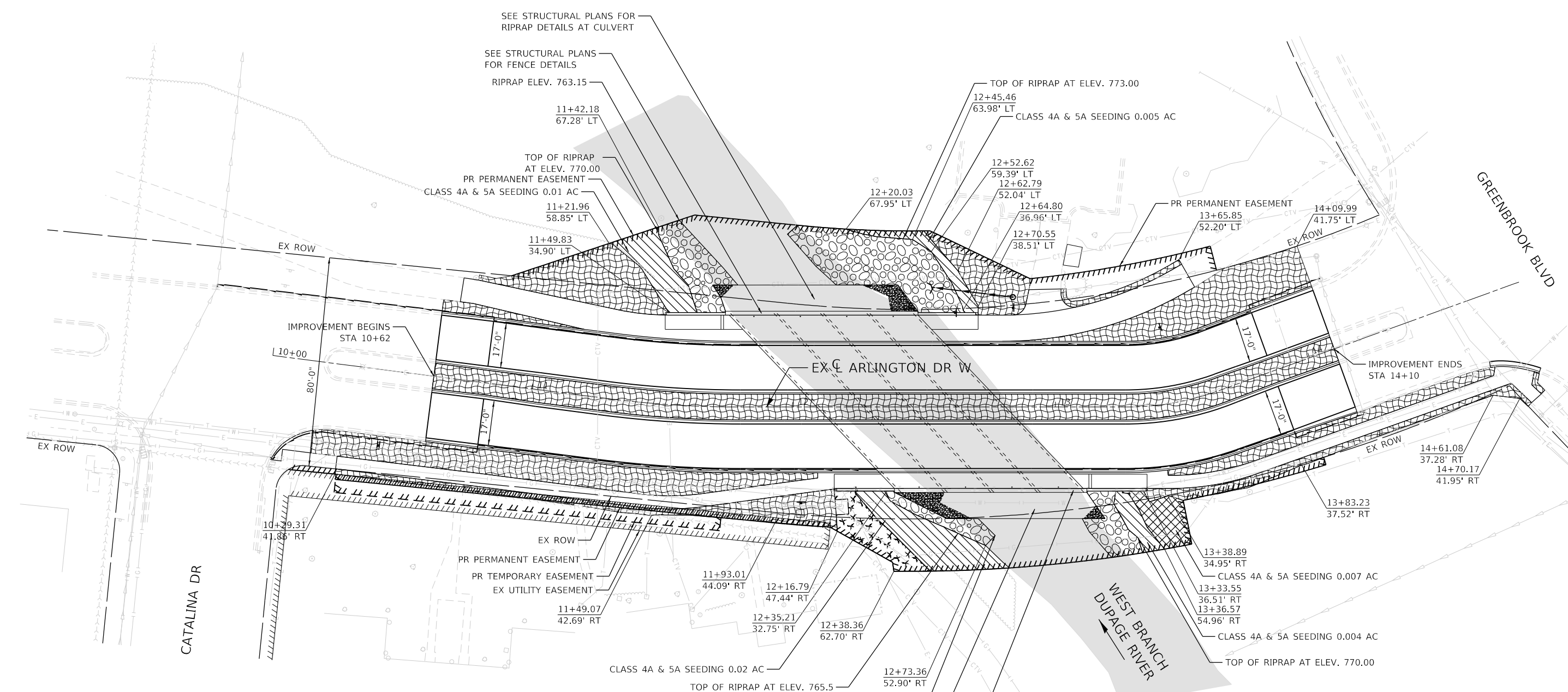
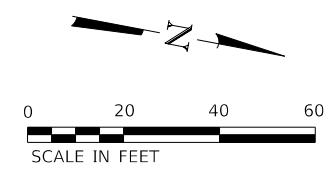
DATE	
BY	
REVIEWED	
PLANNED	
ALIGNED	
NOTED	
NO.	



NOTE:
 8 WATER SERVICE LINES BETWEEN STA. 10+43.00 AND STA. 12+00.00 SHALL BE ADJUSTED AND RECONNECTED AS NEEDED. COORDINATE WITH HANOVER PARK FOR LOCATIONS.

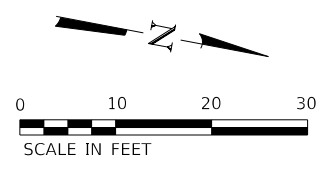
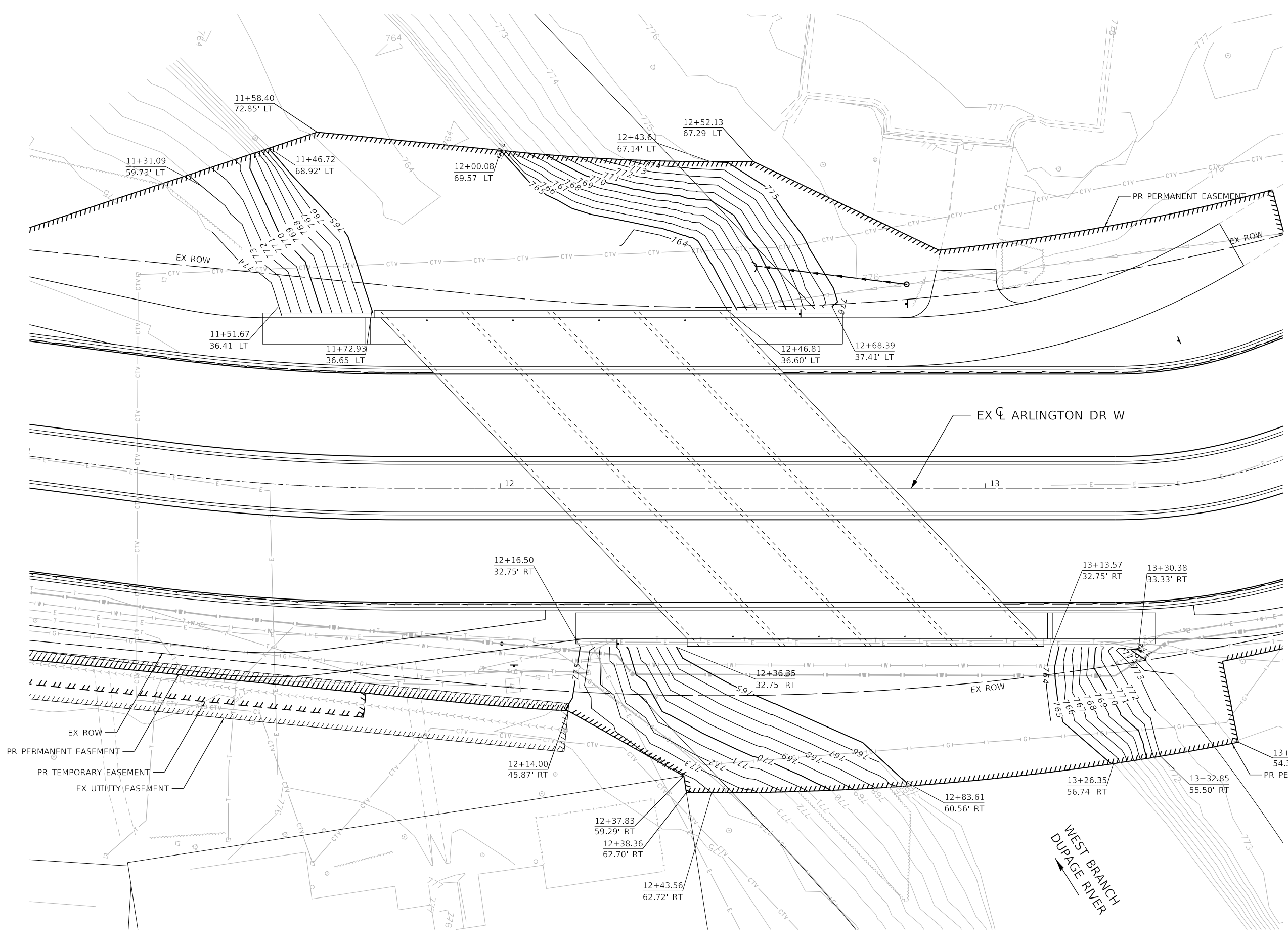


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	PLOT DATE = \$DATES	DATE - 11/17/2023	REVISED -				CONTRACT NO. 61G80				
								ILLINOIS	FED. AID PROJECT		



LANDSCAPING & PERMANENT EROSION CONTROL LEGEND

	EROSION CONTROL BLANKET (SPECIAL) SEEDING, CLASS 2A TOPSOIL FURNISH AND PLACE, 4" OR TOPSOIL FURNISH AND PLACE, 24" (MEDIAN AREA ONLY)		STONE RIPRAP FILTER FABRIC
	HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL SEEDING, CLASS 2A TOPSOIL FURNISH AND PLACE, 4"		
	HEAVY DUTY EROSION CONTROL BLANKET, SPECIAL SEEDING, CLASS 4A (MODIFIED) SEEDING, CLASS 5 (MODIFIED) TOPSOIL FURNISH AND PLACE, 4"		
	EROSION CONTROL BLANKET (SPECIAL) SEEDING, CLASS 4A (MODIFIED) SEEDING, CLASS 5 (MODIFIED) TOPSOIL FURNISH AND PLACE, 4"		



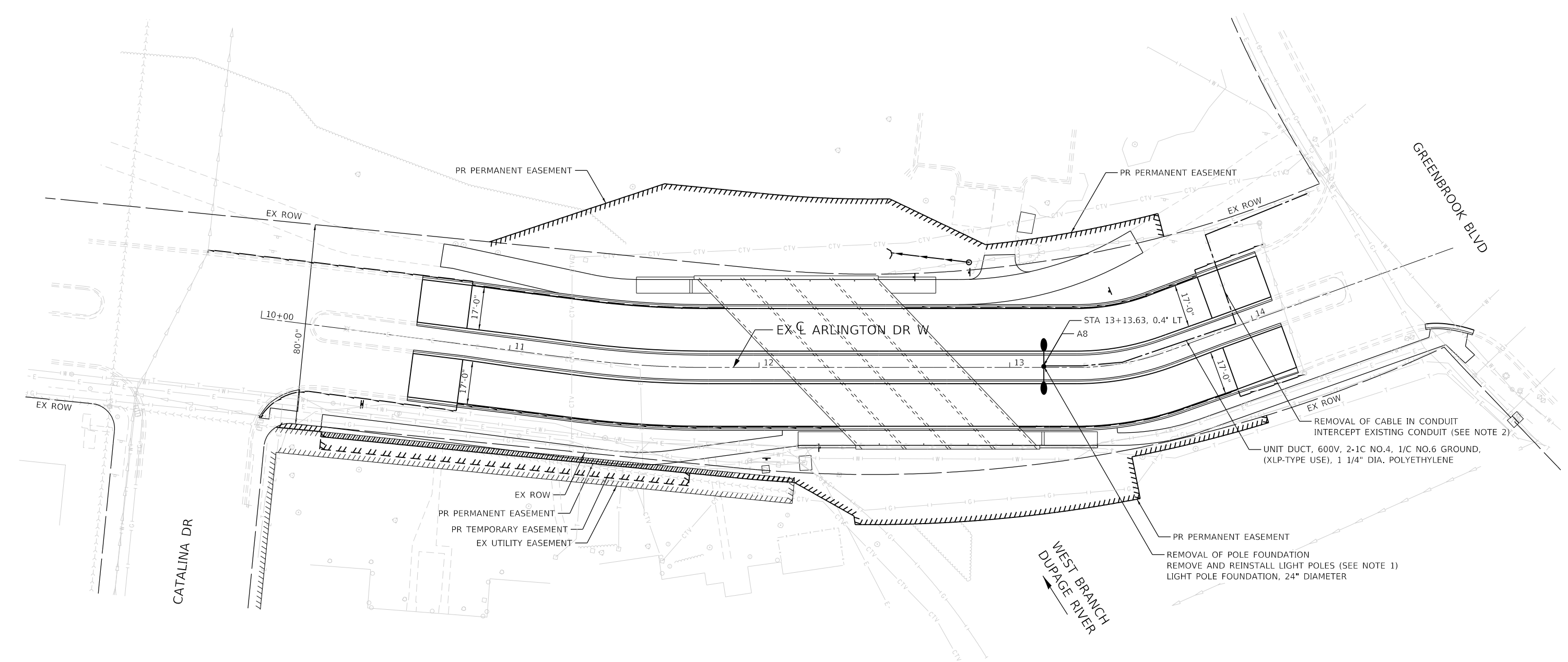
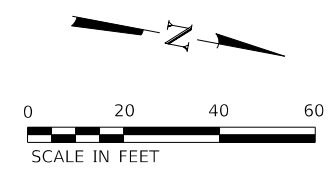
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PLOT DATE = \$DATES	CHECKED - RMT	REVISED -
	DATE - 11/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: N/A		SHEET 1 OF 1 SHEETS		STA. N/A TO STA. N/A	
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GRADING DETAIL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	32
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				



NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO STORE THE EXISTING POLE AND LUMINAIRE OFF-SITE AT A SAFE AND SECURE LOCATION. ANY DAMAGE TO THE POLE OR LUMINAIRE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. RE-USE EXISTING STEEL RACEWAY.
3. EXISTING LIGHTING CONTROLLER IS LOCATED 550' EAST OF ARLINGTON DRIVE ON GREENBROOK BOULEVARD IN MEDIAN.



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
PLOT SCALE = \$\$SCALE\$	DRAWN - ALG	REVISED -
PLOT DATE = \$DATES	CHECKED - GHT	REVISED -
	DATE - 11/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LIGHTING PLAN

SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	33
CONTRACT NO. 61G80				

ILLINOIS FED. AID PROJECT

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	31
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

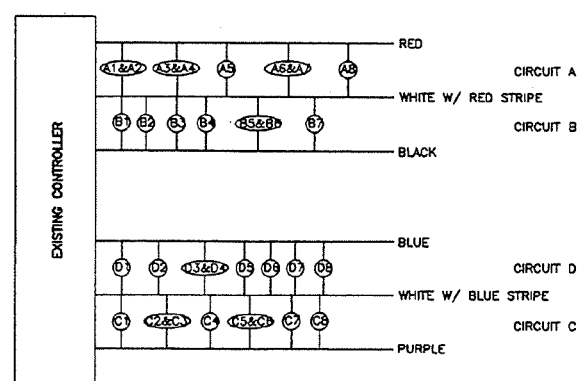
LIGHTING LEGEND

	RELOCATED, LUMINAIRE, 150 WATT HPS LAMP, TYPE II MEDIUM, SEMI-CUTOFF 10.5m M.H., 3.5m MAST ARM
	PROPOSED LIGHT POLE FOUNDATION, 600mm DIA.
	EXISTING LIGHT POLE WITH DUAL MAST ARM ASSEMBLY
	PROPOSED CABLE IN TRENCH
	PROPOSED GALVANIZED STEEL CONDUIT, PUSHED
	EXISTING CONTROL CENTER
	STATION OFFSET
	CIRCUIT DESIGNATION & LIGHTING UNIT NUMBER
	LENGTH OF PROPOSED POLYETHYLENE DUCT (INCLUDES 2m VERTICAL AT EACH POLE AND 1m AT EACH JUNCTION BOX) SEE CABLE LEGEND FOR DESCRIPTION OF PROPOSED CABLE OR PROPOSED POLYETHYLENE DUCT WITH CABLE.

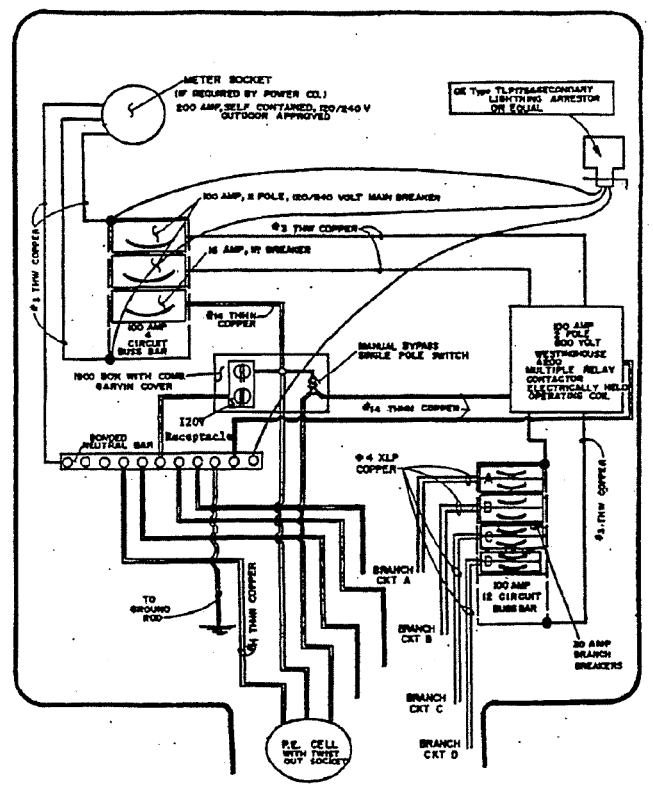
SCHEDULE OF QUANTITIES

84401150	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 150 WATT	EACH	9
86500500	BREAKAWAY DEVICE COUPLING WITH ALUMINUM SKIRT	EACH	20
86600100	ELECTRIC SERVICE INSTALLATION	EACH	1
87100300	LIGHTING FOUNDATION REMOVAL	EACH	9
87200100	RELOCATE EXISTING LIGHTING UNIT	EACH	9
M8010140	GROUND ROD, 19 mm DIA. x 3.0 m	EACH	20
M8101070	CONDUIT PUSHED, 75mm DIA., GALVANIZED STEEL	METER	309
M8210245	UNIT DUCT, 2 #4 XLP, 1 #6 GROUND, 25mm POLYETHYLENE	METER	306
M8210510	UNIT DUCT, WITHOUT CABLE, IN TRENCH, 25 mm	METER	47
M8210525	UNIT DUCT, WITHOUT CABLE, IN TRENCH, 50 mm	METER	37
M8300825	LIGHT POLE, ALUMINUM, 10.5 m M.H., 3.5 m MAST ARM	EACH	5
M830100	LIGHT POLE FOUNDATION, 600mm DIAMETER	METER	50
M8680100	TRENCH AND BACKFILL FOR ELECTRICAL WORK	METER	780
M8730230	REMOVE ELECTRIC CABLE FROM CONDUIT	METER	213
	ELECTRIC CABLE IN CONDUIT 600V (XLP-TYPE USE) 6-1/c NO. 4, 1 #6 GROUND	METER	236
	UNIT DUCT, 6 #4 XLP, 1 #6 GROUND, 50 mm POLYETHYLENE	METER	179
	REMOVE AND REPLACE EXISTING LUMINAIRE BALLAST	EACH	36
	LIGHT POLE, ALUMINUM, 10.5 m M.H.	EACH	9
	ELECTRIC CABLE IN CONDUIT, 600 V (XLP-TYPE USE) 2-1/c NO. 4, 1 #6 GROUND	METER	62
	UNIT DUCT, 3 #4 XLP, 1 #6 GROUND, 30 mm POLYETHYLENE	METER	662.5

PROPOSED POLE WIRING



FOR INFORMATION ONLY



CONTROL INSTALLATION WIRING

LIGHTING NOTES

- NO UNDERGROUND SPLICES WILL BE ALLOWED EXCEPT AT POLE BASES.
 - GROUND WIRES IN UNIT DUCTS SHALL BE INSULATED AND GREEN COLOR CODED.
 - CABLE SHALL BE BURIED AT A MINIMUM DEPTH OF 900mm BELOW THE SURFACE GRADE.
 - AS OF 8/19/97, THERE WAS NO APPROVED DRAWINGS WHICH WOULD SHOW THE ROADWAY LIGHTING SYSTEM "AS BUILT" WITH THE DESIGNATION OF EACH LUMINAIRE (A1, B5, ETC.) AND WITH ELECTRICAL SCHEMATIC. THEREFORE, THE LUMINAIRES DESIGNATION (AS, C4, ETC.) SHOWN ON THESE DRAWINGS IS CONDITIONAL.
- THE CONTRACTOR SHALL:
- WIRE THE RELOCATED LUMINAIRES IN SUCH A WAY THAT PROVIDES EQUAL LOAD FOR EACH OF THE BRANCHES.
 - MARK EACH LUMINAIRE AS A1, A2 ETC. FOR ON BRANCH, B1, B2 ETC. FOR ANOTHER BRANCH ETC., SHOW THEM ON ALL DRAWINGS AND SUBMIT THEM TO THE ENGINEER FOR REVIEW AND APPROVAL.
 - PREPARE ELECTRICAL SCHEMATIC OF "AS BUILT" SYSTEM BASED ON APPROVED DRAWINGS.
- STATIONS AND OFFSETS ARE GIVEN TO THE FACE OF POLES.
 - THE CENTERLINE OF THE CABLE TRENCHES SHALL BE AS SHOWN IN THE TRENCH DETAILS.
 - ANY TREE BRANCHES THAT NEED TO BE TRIMMED IN ORDER TO INSTALL LIGHT POLES SHALL BE DONE BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THE COST FOR THIS WORK SHALL BE INCIDENTAL.
 - LIGHT POLE FOUNDATIONS WILL EXTEND TO A DEPTH OF 2.4m UNLESS UNSATISFACTORY SOIL CONDITIONS ARE FOUND DURING THE EXCAVATION, IN WHICH CASE THE FOUNDATION SHALL BE EXTENDED, AS DIRECTED BY THE ENGINEER.
 - LOCATIONS OF LIGHT POLES SHALL BE LAID OUT BY THE CONTRACTOR. THE ENGINEER SHALL APPROVE EACH LOCATION PRIOR TO ANY EXCAVATION OR CONSTRUCTION.
 - GROUND RODS SHALL BE LOCATED AT EACH POLE OR AS DIRECTED BY THE ENGINEER.
 - INDEPENDENT TESTING OF LUMINAIRES IS NOT REQUIRED FOR THIS PROJECT.
 - ALL LUMINAIRES EXCEPT FOR A8, C8, & D8 AND TWO POLES AT 5+020, LEFT AND RIGHT, SHALL HAVE NEW BALLASTS INSTALLED AS DIRECTED IN THE SPECIAL PROVISIONS.
 - ALL UNIT DUCT SPLICES SHALL BE COATED WITH ADHESIVE CEMENT AND BOUND WITH RUBBER TAPE AND WATERTIGHT HEAT SHRINK WRAP AND THE ENTIRE SURFACE OF THE TAPING SHALL BE COATED WITH WATERPROOF PAINT.
 - ALL WIRES IN UNIT DUCTS SHALL BE COLOR CODED TO NEC STANDARD SPECIFICATIONS AND AS SHOWN ON THE DRAWINGS.
 - ALL RELOCATED LIGHTING UNITS SHALL BE OPERATIONAL IN THEIR NEW LOCATIONS ON THE SAME DAY THEY ARE REMOVED, OR A TEMPORARY LIGHTING UNIT SHALL BE PROVIDED.
 - ALL WIRE SIZES AND CIRCUIT BREAKERS MUST BE SIZED, CHECKED AND APPROVED BY THE ENGINEER. VOLTAGE DROP AT ANY LUMINAIRE SHALL NOT EXCEED 3%.

CABLE LEGEND (SEE NOTE #16 IN LIGHTING NOTES)

- POLYETHYLENE DUCT WITH 2-1/C NO. 4 AND 1/C NO. 6 GROUND, 600V(XLP-TYPE USE) 25mm DIAMETER.
- POLYETHYLENE DUCT WITH 3-1/C NO.4 AND 1/C NO. 6 GROUND, 600V(XLP-TYPE USE) 30mm DIAMETER
- POLYETHYLENE DUCT WITH 6-1/C NO.4 AND 1/C NO.6 GROUND, 600V (XLP-TYPE USE) 50mm DIAMETER
- 2-1/C NO. 4 AND 1/C NO. 6 GROUND, 600V (XLP-TYPE USE), PULLED IN EXISTING UNIT DUCT.
- 6-1/C NO. 4 AND 1/C NO. 6 GROUND, 600V (XLP-TYPE USE), PULLED IN EXISTING UNIT DUCT.

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 AUG 21, 1997 2:24:54 P.M. LITS: 1.00 PSLTS: 1
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REVISIONS	
NAME	DATE
R.A.M.	8/19/97

DAMES & MOORE
 1701 GOLF ROAD, SUITE 404
 ROLLING MEADOWS, IL 60008
 TEL: (847) 364-8800
 FAX: (847) 364-8818

ILLINOIS DEPARTMENT OF TRANSPORTATION
GREENBROOK BOULEVARD
 SUMMARY OF LIGHTING QUANTITIES

DATE: 08-23-97
 DRAWN BY: J.T.S.
 DESIGNED BY: R.A.M.
 CHECKED BY: L.W.K.

SCALE: NONE



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
PLOT SCALE = \$SCALES	DRAWN - ALG	REVISED -
PLOT DATE = \$DATES	CHECKED - GHT	REVISED -
	DATE - 11/17/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING PLAN
 SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

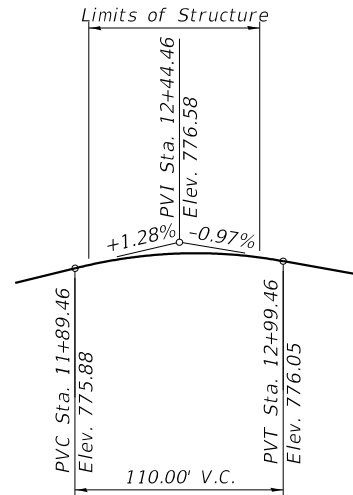
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	34
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

Benchmark: Chiseled square cut on northwest wingwall of the bridge over West Branch of the DuPage River at Arlington Drive, Elev. 774.96

Existing Structure: SN 022-7451 is a three-span precast prestressed concrete deck beam structure. The total length back to back of abutments is 105'-10⁷/₈". The spans are equal and measure 34'-0⁷/₈" each. The structure has a 43°37'40" skew right ahead. The deck width is 60'-0" out to out. The existing abutments and piers are timber pile bents with reinforced concrete caps; the abutments have dog-ear wingwalls. The original construction date is 1971. The beams were patched and scour remediation at the abutments occurred in 1995 and the deck beams were patched and overlay replaced in 2004. The structure is to be removed.

Traffic Control: Full closure of traffic using a detour.

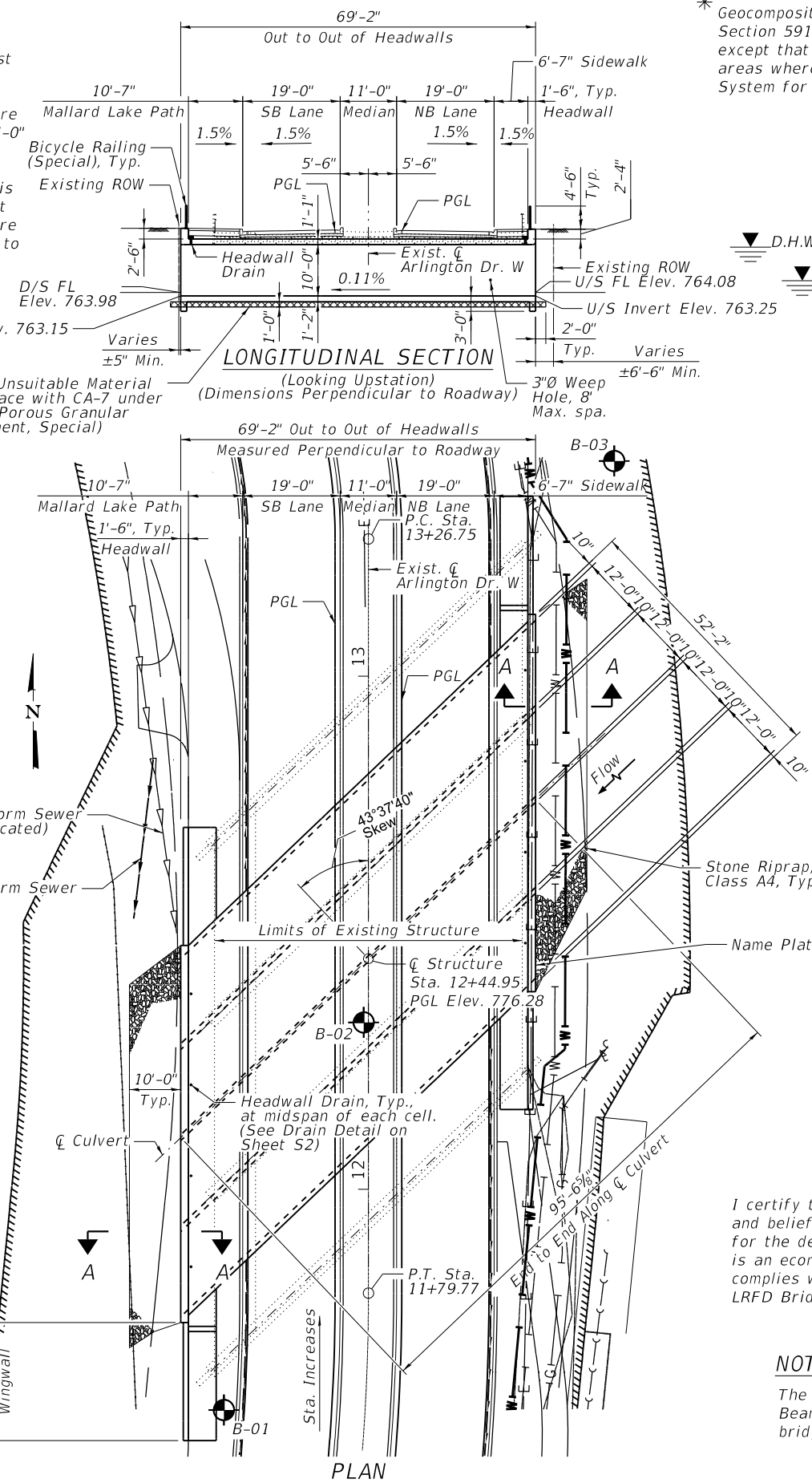
No Salvage



PROFILE GRADE

EXIST. CURVE EXARLINGTON_3
 PI STA. = 11+54.22
 $\Delta = 7^\circ 19' 44"$ (LT)
 $D = 14^\circ 19' 26"$
 $R = 400.00'$
 $T = 25.62'$
 $L = 51.17'$
 $E = 0.82'$
 $e = NC$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 11+28.60$
 $P.T. STA. = 11+79.77$

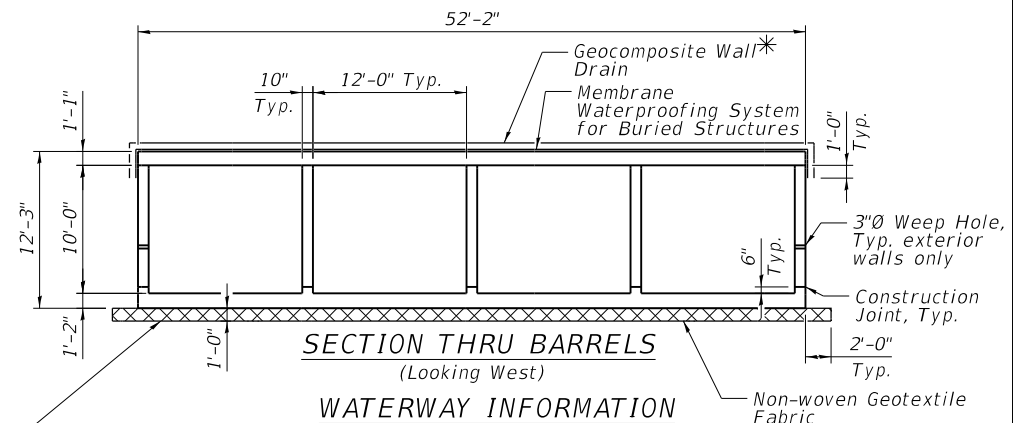
EXIST. CURVE EXARLINGTON_6
 PI STA. = 13+45.15
 $\Delta = 19^\circ 53' 00"$ (LT)
 $D = 54^\circ 34' 03"$
 $R = 105.00'$
 $T = 18.40'$
 $L = 36.44'$
 $E = 1.60'$
 $e = NC$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. STA. = 13+26.75$
 $P.T. STA. = 13+63.18$



LONGITUDINAL SECTION (Looking Upstation) (Dimensions Perpendicular to Roadway)

PLAN

* Geocomposite Wall Drain shall be according to Section 591 of the Standard Specifications, except that concrete nails shall not be used in areas where it overlaps Membrane Waterproofing System for Buried Structures.



SECTION THRU BARRELS (Looking West)

WATERWAY INFORMATION

Drainage Area = 11 sq. mi. Low Grade Elev. 774.94 @ Sta. 14+05

Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²		Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Design	30	920	409	437	772.36	0.10	0.00	772.46	772.18
Base	10	730	344	393	771.43	0.09	0.00	771.52	771.26
Scour Design Check	100	1160	478	480	773.32	0.12	0.00	773.44	773.13
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	1460	561	480	774.37	0.00	0.00	774.30	774.26

Per logarithmic plot the 2 year flow = 420 C.F.S.

LEGEND

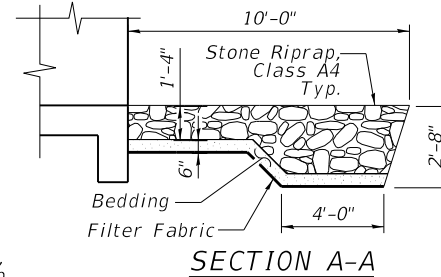
- B-01 Indicates Soil Boring Location and Number
- Exist. Gasline Buried
- Exist. Storm Sewer Buried
- Exist. Sanitary Sewer Buried
- Exist. Water Main Buried
- Exist. Electric Buried/Attached to Structure to be relocated
- Exist. Telephone Buried/Attached to Structure to be relocated
- Exist. Cable TV Buried
- Exist. ROW
- Prop. Storm Sewer Buried
- Prop. Permanent Easement
- Prop. Water Main Buried

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	D/S Invert	U/S Invert
	760.15	760.25

WEST BR. DUPAGE RIVER
 BUILT BY
 VILLAGE OF HANOVER PARK
 SEC. 15-00066-00-BR
 STATION 12+44.95
 STRUCTURE NO. 022-7449
 LOADING HL-93

NAME PLATE
 See Std. 515001



SECTION A-A

DESIGN SPECIFICATIONS

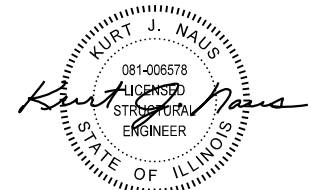
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition
 Illinois Department of Transportation Bridge Manual, Dated January 2023
 Illinois Department of Transportation Culvert Manual, Dated January 2017

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS
 $f_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

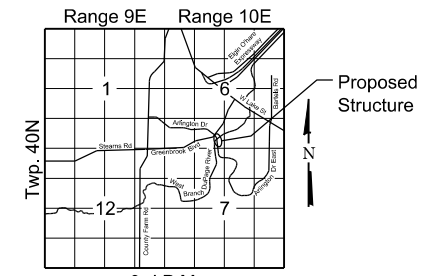


EXPIRATION DATE 11-30-2024
 DATE: 2/9/2024

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

NOTE:

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition and the existing bridge is load posted for 5 tons.



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
 ARLINGTON DR. OVER W. BRANCH DUPAGE RIVER
 F.A.P. RTE. 0361 - SEC. 15-00066-00 BR

DUPAGE COUNTY
 STATION 12+44.95
 STRUCTURE NO. 022-7449
 PUBLIC WATERS



FILE NAME	USER NAME	DESIGNED	CHECKED	DRAWN	DATE	REVISIONS
001.General Plan and Elevation.dgn	ksnyder	BSM	TPS	KMS	2/9/2024	REVIS 1 REVIS 2 REVIS 3 REVIS 4

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
 STRUCTURE NO. 022-7449

SHEET NO. S1 OF S22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00 BR	DUPAGE	71	35

CONTRACT NO. 61G80

ILLINOIS FED. AID PROJECT

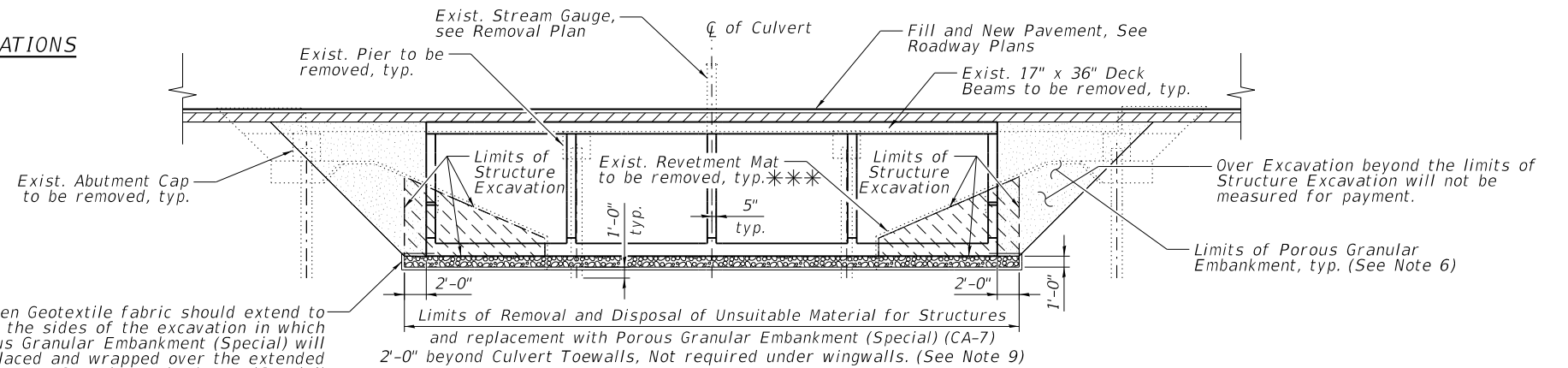
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GENERAL NOTES:

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Protective Coat shall not be applied to surfaces to which Waterproofing Membrane System is applied. It shall be applied to inside face and top face of the headwalls, and to the top 2 feet along the inside face and the top face of the wingwalls.
4. Class SI Concrete shall be used for cast-in-place concrete.
5. Exposed edges shall be beveled 3/4".
6. The quantity estimated for Porous Granular Embankment is based on an assumed 1:1 lay-back slope. However, the quantity for payment will be measured in the field.
7. All construction joints shall be bonded.
8. It shall be the responsibility of the contractor to divert the stream flow during construction in order to keep the construction area free of water. The method of the water diversion shall be subject to the approval of the Engineer and the cost shall be included with the cost of Cofferdam (Type 1) (In-Stream/Wetland Work). See Special Provisions.
9. The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface conditions encountered in the field.
10. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.
11. Culvert staging shall be the responsibility of the Contractor. Any proposed construction joints not explicitly shown within these plans and any associated modifications to reinforcement bars shall be subject to review and approval of the Engineer and at no additional cost to the contract.

LIST OF ABBREVIATIONS

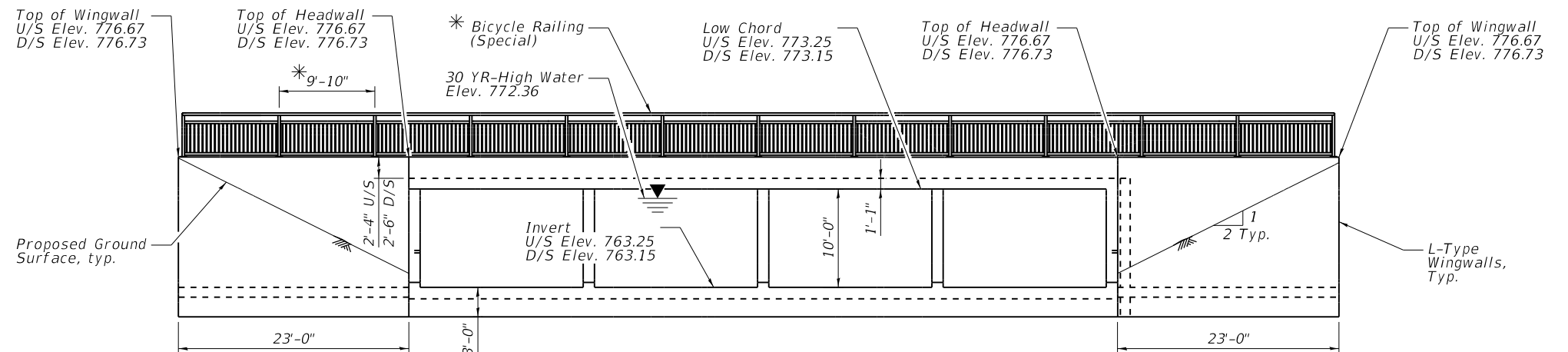
- Btm. = Bottom
 E.F. = Each Face
 I.F. = Interior Face
 O.F. = Outer Face
 B.F. = Back Face
 F.F. = Front Face
 D/S = Downstream
 U/S = Upstream



SECTION THRU CULVERT

(Looking West)

*** Cost included in "Removal of Existing Structures No. 1".



CULVERT ELEVATION

(Dimensions parallel to Exist. C of Arlington Drive W, Upstream End Shown)

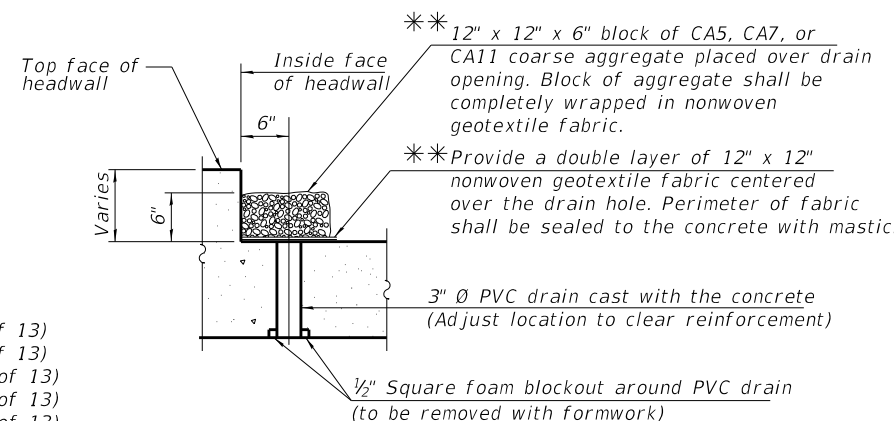
* See Sheet S6 for Bicycle Railing, Special Details.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
POROUS GRANULAR EMBANKMENT	CU YD	622
STONE RIPRAP, CLASS A4	SQ YD	161
FILTER FABRIC	SQ YD	161
REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1
STRUCTURE EXCAVATION	CU YD	633
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	199
PROTECTIVE COAT	SQ YD	89
REINFORCEMENT BARS, EPOXY COATED	POUND	184,370
NAME PLATES	EACH	1
CONCRETE BOX CULVERTS	CU YD	674
GEOCOMPOSITE WALL DRAIN	SQ YD	595
POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD	199
COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	EACH	1
BICYCLE RAILING (SPECIAL)	FOOT	236
MEMBRANE WATERPROOFING SYSTEM FOR BURIED STRUCTURES	SQ YD	576

INDEX OF SHEETS

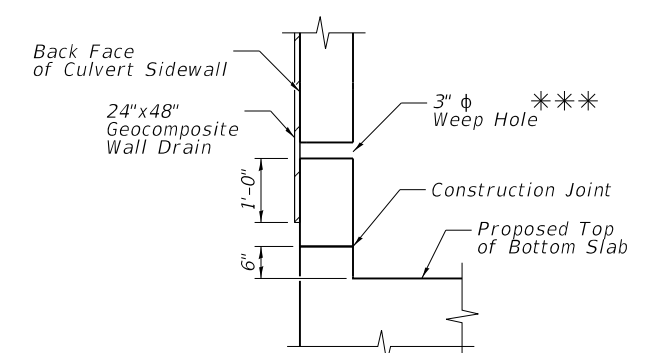
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|------------------------------------|---------------------------------|----------------------------------|
| S1 General Plan and Elevation | S9 Soil Boring Logs (3 of 3) | S17 Existing Drawings (8 of 13) |
| S2 General Data | S10 Existing Drawings (1 of 13) | S18 Existing Drawings (9 of 13) |
| S3 Culvert Barrel Details (1 of 2) | S11 Existing Drawings (2 of 13) | S19 Existing Drawings (10 of 13) |
| S4 Culvert Barrel Details (2 of 2) | S12 Existing Drawings (3 of 13) | S20 Existing Drawings (11 of 13) |
| S5 Culvert Wingwall Details | S13 Existing Drawings (4 of 13) | S21 Existing Drawings (12 of 13) |
| S6 Bicycle Railing Details | S14 Existing Drawings (5 of 13) | S22 Existing Drawings (13 of 13) |
| S7 Soil Boring Logs (1 of 3) | S15 Existing Drawings (6 of 13) | |
| S8 Soil Boring Logs (2 of 3) | S16 Existing Drawings (7 of 13) | |



DRAIN DETAIL

(8 locations)

(All costs associated with furnishing and constructing the above drain detail will not be measured for payment but shall be included in the contract unit price for the associated work.)



WEEP HOLE DRAIN DETAIL

*** Cost included in Concrete Box Culverts

*** Nonwoven geotextile fabric shall conform to the requirements of Article 1080.01 of the Standard Specifications. The minimum weight of the fabric shall be 6 ounces per square yard.



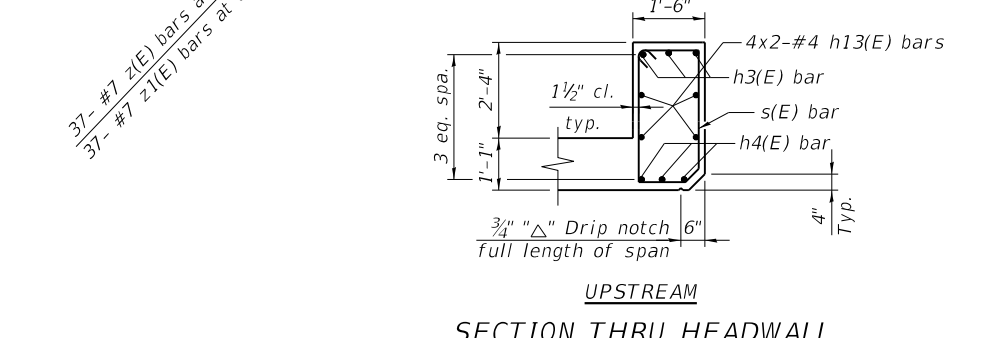
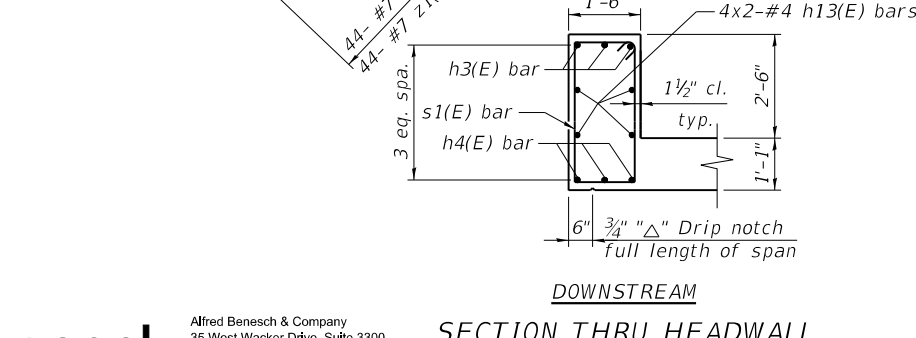
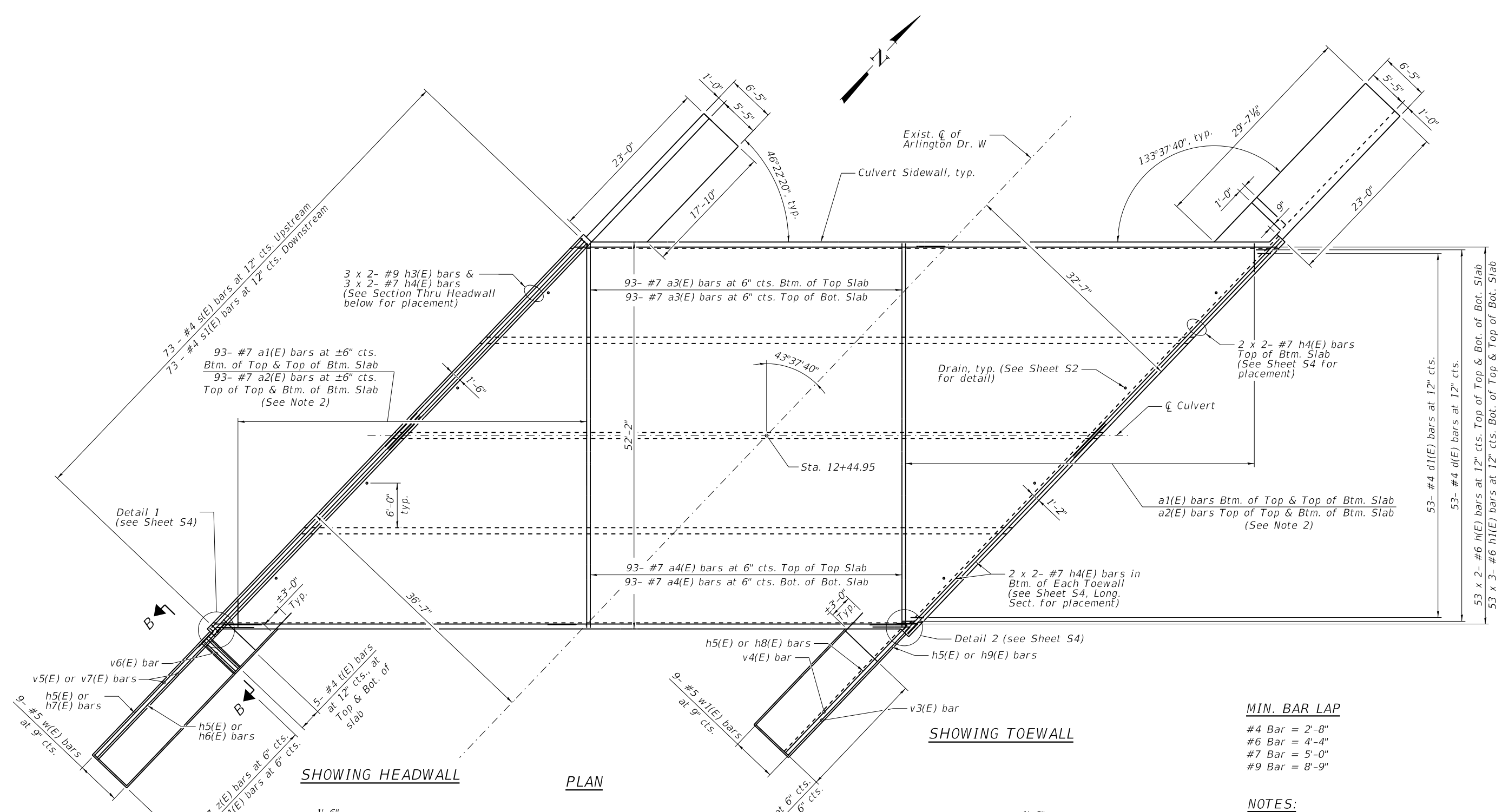
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		CHECKED - TPS	REVISIONS -
		DRAWN - KMS	REVISIONS -
		DATE - 2/9/2024	REVISIONS -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
 STRUCTURE NO. 022-7449**

SHEET NO. S2 OF S22 SHEETS

F.A.P. RTE. 0361	SECTION 15-00066-00 BR	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 36
CONTRACT NO. 61G80			ILLINOIS FED. AID PROJECT	



MIN. BAR LAP

- #4 Bar = 2'-8"
- #6 Bar = 4'-4"
- #7 Bar = 5'-0"
- #9 Bar = 8'-9"

NOTES:

1. Bars indicated thus 3 x 2- #7 etc. indicates 3 lines of bars with 2 lengths per line.
2. "a" bars in skew portion of slab shall be ordered full length and cut to fit per Field Cutting Diagram on sheet S5. The remainder of the bar shall be used in the opposite end of the culvert. The hook end of the cut bar shall be positioned over the culvert sidewall.
3. See sheet S5 for Section B-B.

benesch
 Alfred Benesch & Company
 35 West Wacker Drive, Suite 3300
 Chicago, Illinois 60601
 312-565-0450 Job No. 10580.01

FILE NAME =	USER NAME = ksnider	DESIGNED - BSM	REVISED -
003.Culvert Barrel Details (1 of 2).dgn	PLOT SCALE =	CHECKED - TPS	REVISED -
	PLOT DATE = 2/9/2024	DRAWN - BSM	REVISED -
		DATE - 2/9/2024	REVISED -

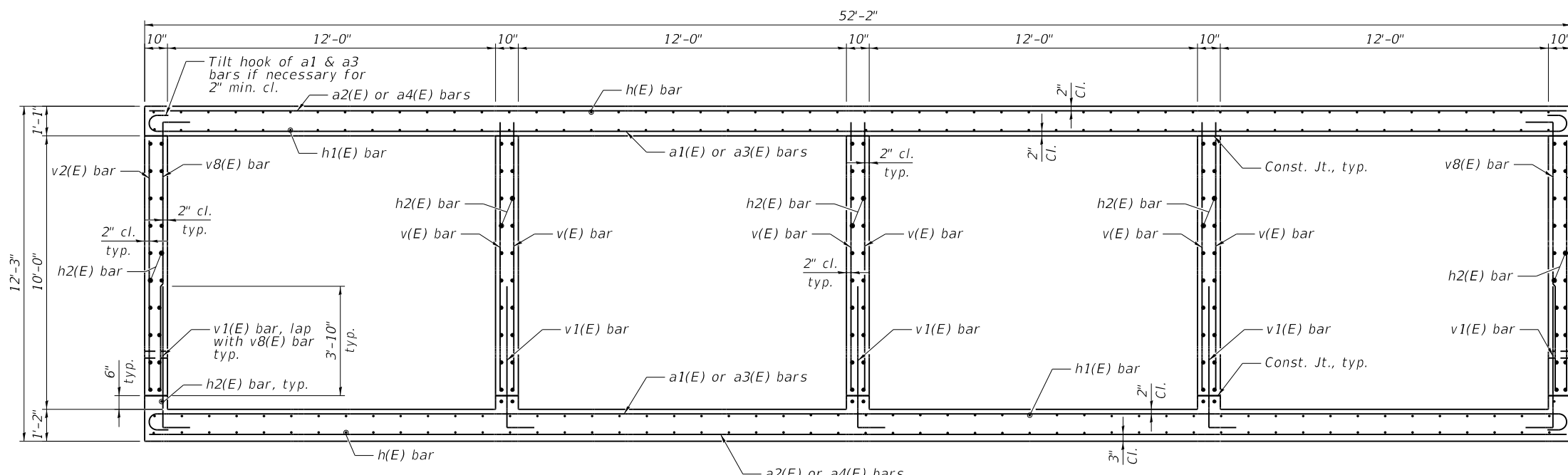
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CULVERT BARREL DETAILS (1 OF 2)
 STRUCTURE NO. 022-7449**

SHEET NO. S3 OF S22 SHEETS

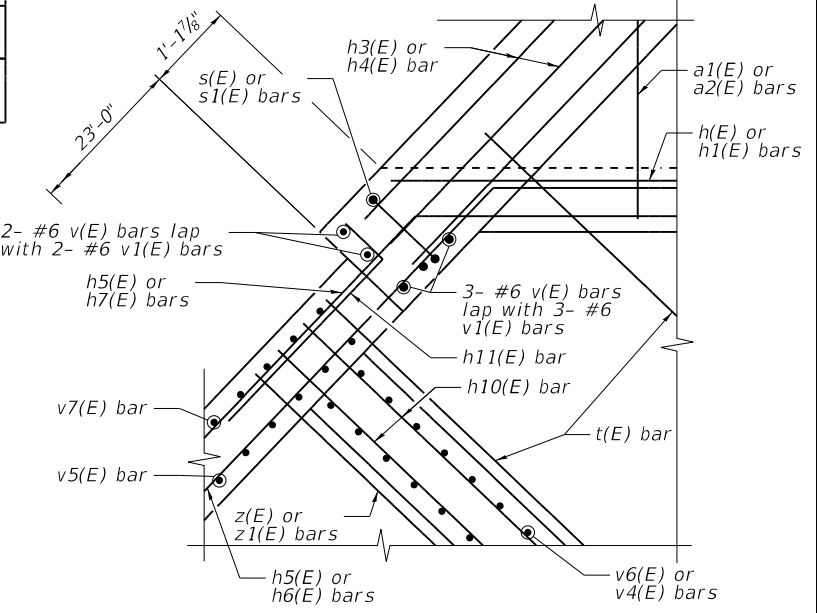
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00 BR	DUPAGE	71	37
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

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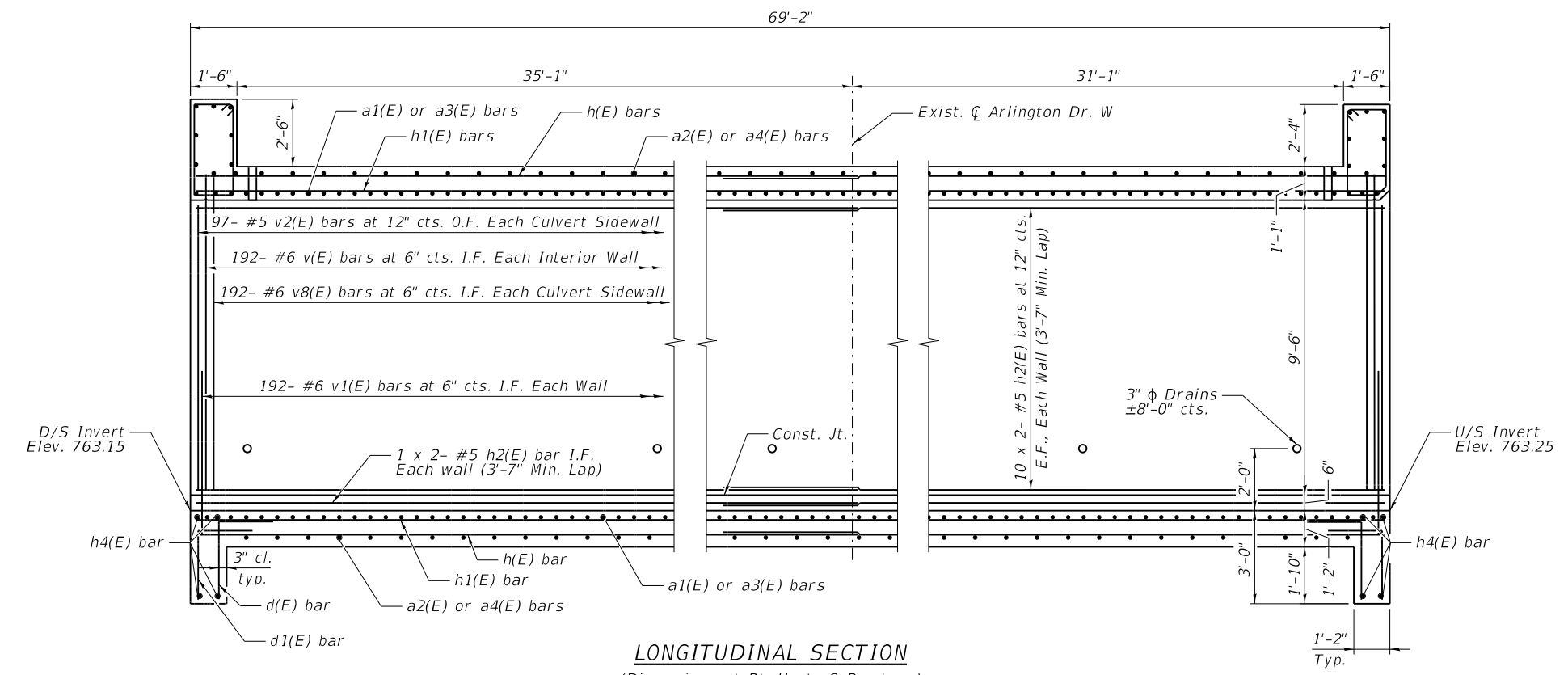


SECTION THRU BARREL

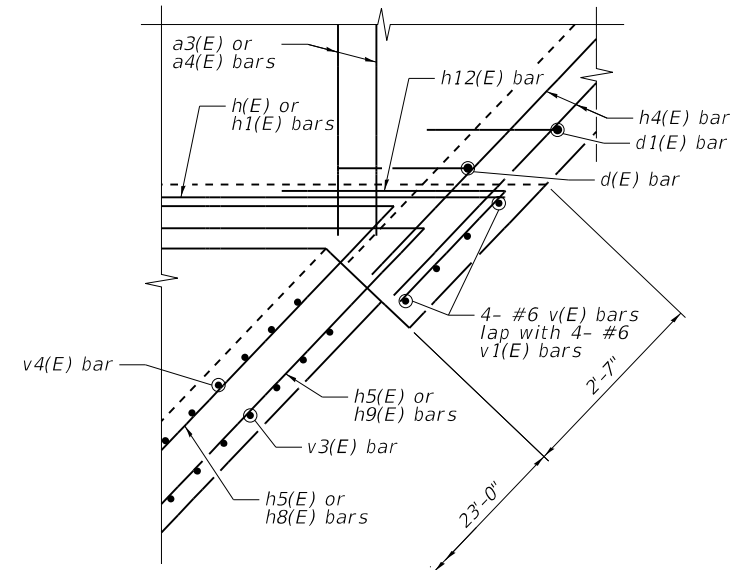
NOTE:
At the Contractor's option, in the Culvert sidewalls only, a longer v1 bar may be ordered to replace the v bar. No reduction in quantities shall be made for this substitution.



DETAIL 1



LONGITUDINAL SECTION
(Dimensions at Rt. L's to \bar{C} Roadway)
(Looking North)



DETAIL 2

benesch
Alfred Benesch & Company
35 West Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10580.01

FILE NAME =	USER NAME = ksnider	DESIGNED - BSM	REVISIONS -
004.Culvert Barrel Details (2 of 2).dgn	PLOT SCALE =	CHECKED - TPS	REVISIONS -
	PLOT DATE = 2/9/2024	DRAWN - KMS	REVISIONS -
		DATE - 2/9/2024	REVISIONS -

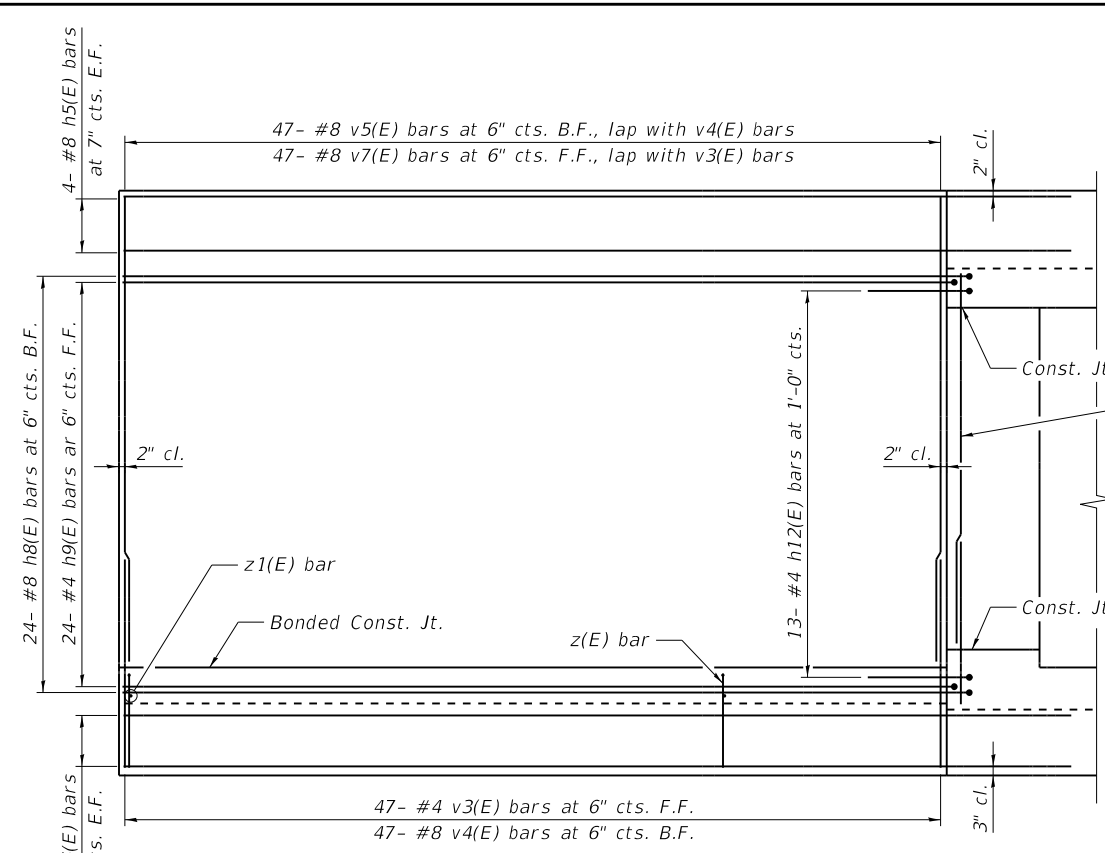
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT BARREL DETAILS (2 OF 2)
STRUCTURE NO. 022-7449

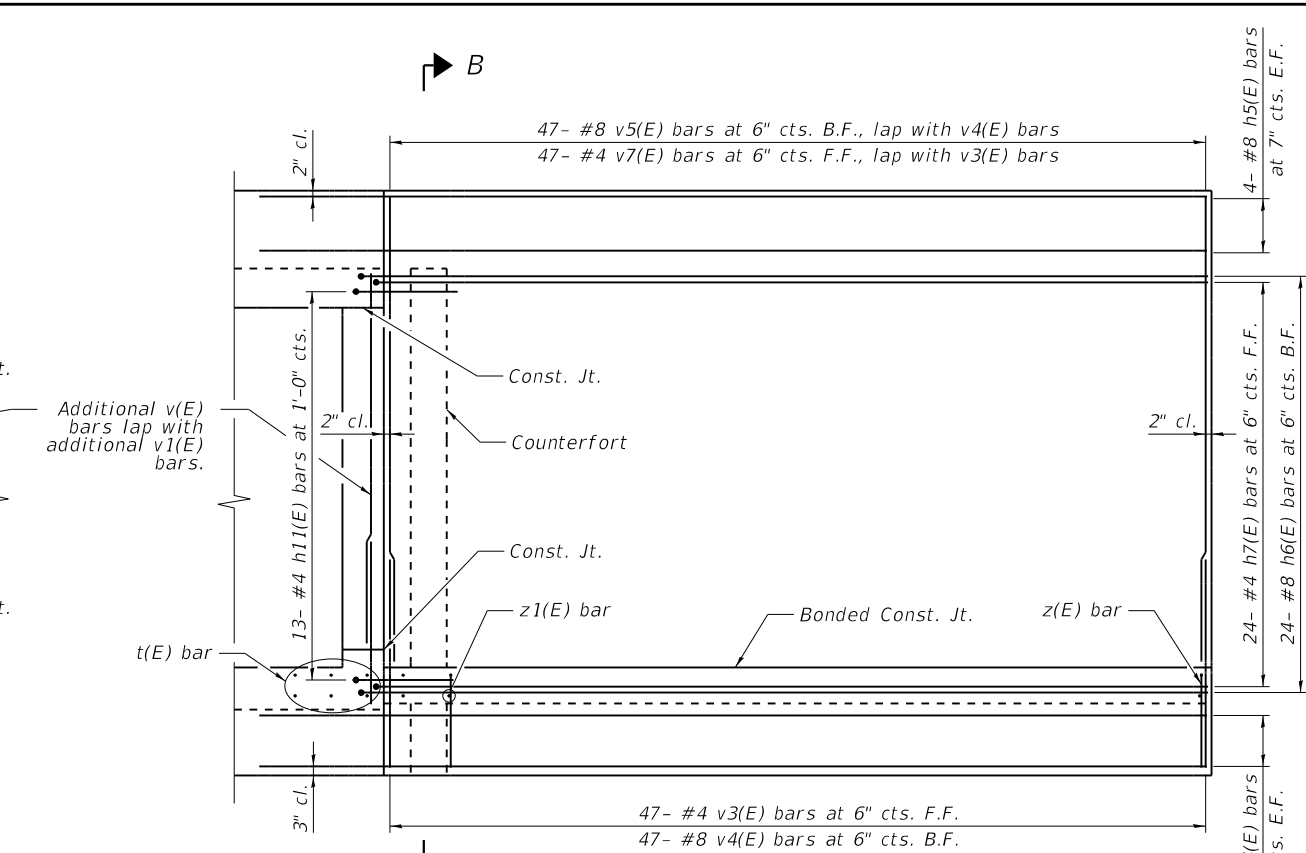
SHEET NO. S4 OF S22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00 BR	DUPAGE	71	38
CONTRACT NO. 61G80			ILLINOIS FED. AID PROJECT	

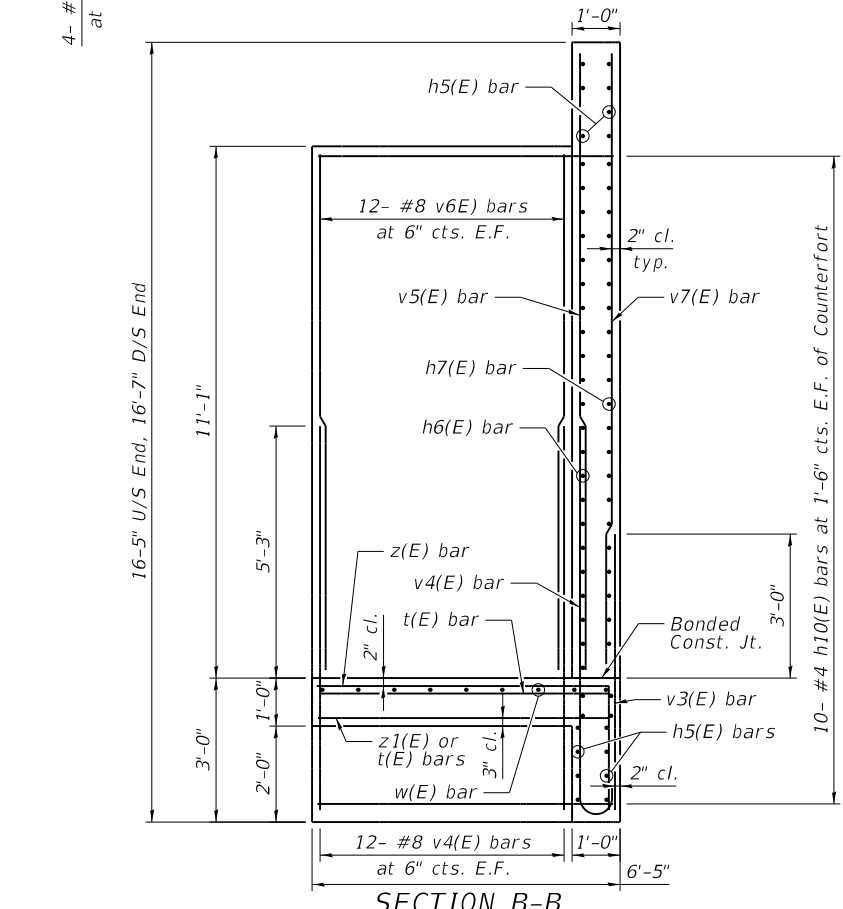
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SHORT WINGWALL ELEVATION

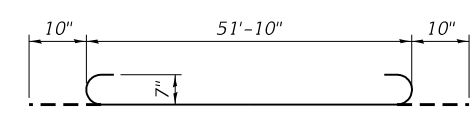


LONG WINGWALL ELEVATION

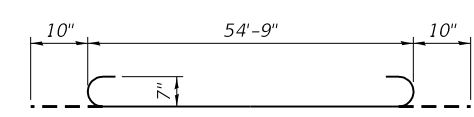


SECTION B-B

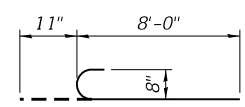
Showing long wingwall with counterfort. Omit Counterfort at short wingwall.



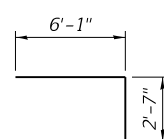
Bar a3(E)



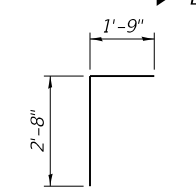
Bar a1(E)



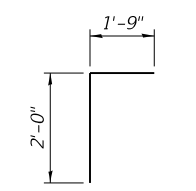
Bar v4(E)



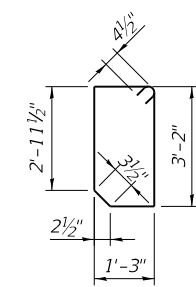
Bar z(E)



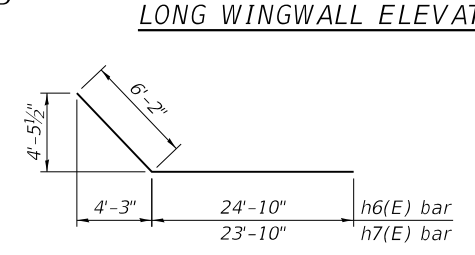
Bar d(E)



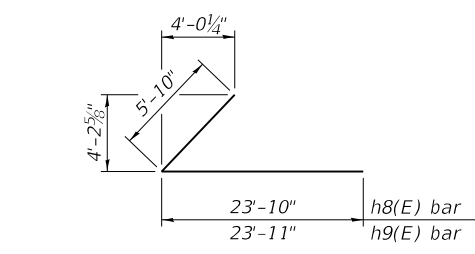
Bar d1(E)



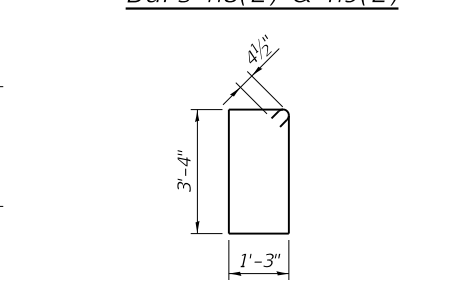
Bar s(E)



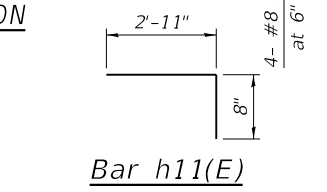
Bars h6(E) & h7(E)



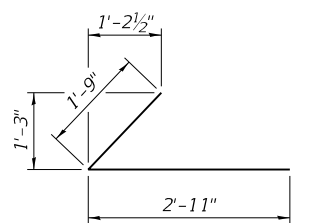
Bars h8(E) & h9(E)



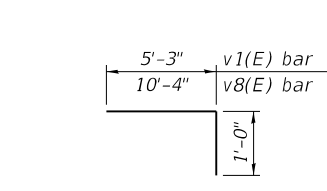
Bar s1(E)



Bar h11(E)

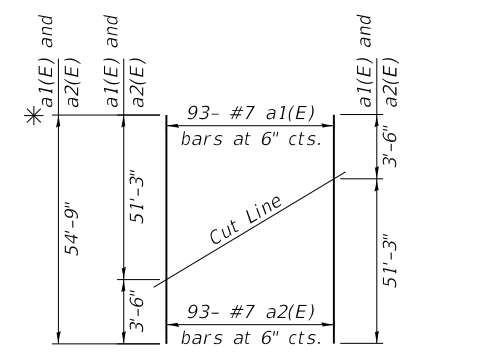


Bar h12(E)



Bars v1(E) & v8(E)

BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a1(E)	93	#7	56'-5"	U
a2(E)	93	#7	54'-9"	U
a3(E)	186	#7	53'-6"	U
a4(E)	186	#7	51'-10"	U
d(E)	106	#4	4'-5"	L
d1(E)	106	#4	3'-9"	L
h(E)	212	#6	49'-10"	U
h1(E)	318	#6	34'-9"	U
h2(E)	216	#5	49'-6"	U
h3(E)	12	#9	41'-0"	U
h4(E)	32	#7	39'-1"	U
h5(E)	64	#8	27'-0"	U
h6(E)	48	#8	31'-0"	U
h7(E)	48	#4	30'-0"	U
h8(E)	48	#8	29'-8"	U
h9(E)	48	#4	29'-9"	U
h10(E)	40	#4	6'-1"	U
h11(E)	26	#4	3'-7"	U
h12(E)	26	#4	4'-8"	U
h13(E)	16	#4	38'-0"	U
s(E)	146	#4	9'-6"	U
s1(E)	146	#4	9'-11"	U
t(E)	20	#4	6'-1"	U
v(E)	1,170	#6	10'-4"	U
v1(E)	978	#6	6'-3"	U
v2(E)	194	#5	9'-2"	U
v3(E)	188	#4	5'-9"	U
v4(E)	236	#8	8'-11"	U
v5(E)	188	#8	13'-3"	U
v6(E)	48	#8	10'-11"	U
v7(E)	188	#4	13'-3"	U
v8(E)	384	#6	11'-4"	U
w(E)	18	#5	32'-6"	U
w1(E)	18	#5	25'-10"	U
z(E)	162	#7	8'-8"	U
z1(E)	162	#7	6'-1"	U
Concrete Box Culverts			Cu. Yd.	674
Reinforcement Bars, Epoxy Coated			Pound	184,370



Order bars as shown full length. Cut as shown and use remainder of bars as shown on plan.

*Length for a1(E) is out-to-out of hooks

benesch
Alfred Benesch & Company
35 West Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10580.01

FILE NAME =	USER NAME = ksnider	DESIGNED - BSM	REVISIONS -
0095.Culvert Wingwall Details.dgn	PLOT SCALE =	CHECKED - TPS	REVISIONS -
	PLOT DATE = 2/9/2024	DRAWN - KMS	REVISIONS -
		DATE - 2/9/2024	REVISIONS -

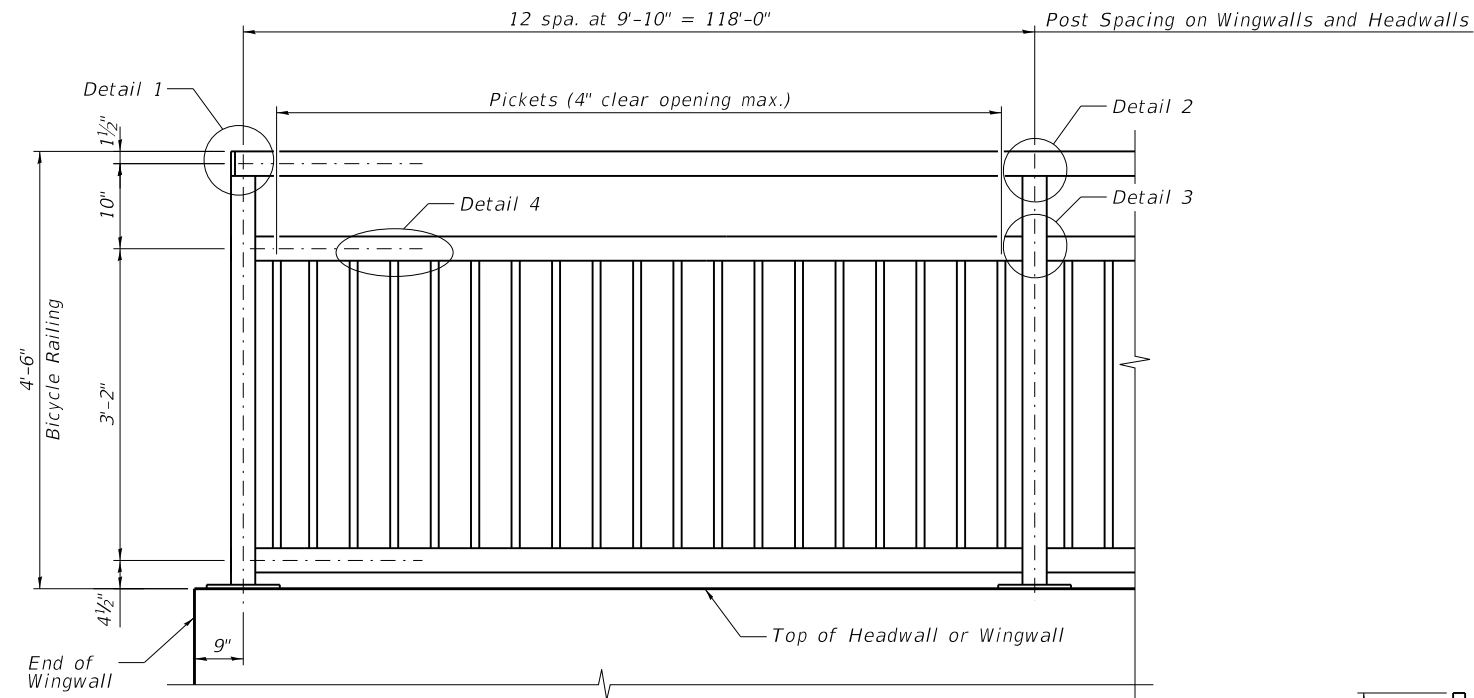
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CULVERT WINGWALL DETAILS
STRUCTURE NO. 022-7449**

SHEET NO. S5 OF S22 SHEETS

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00 BR	DUPAGE	71	39
CONTRACT NO. 61G80			ILLINOIS FED. AID PROJECT	

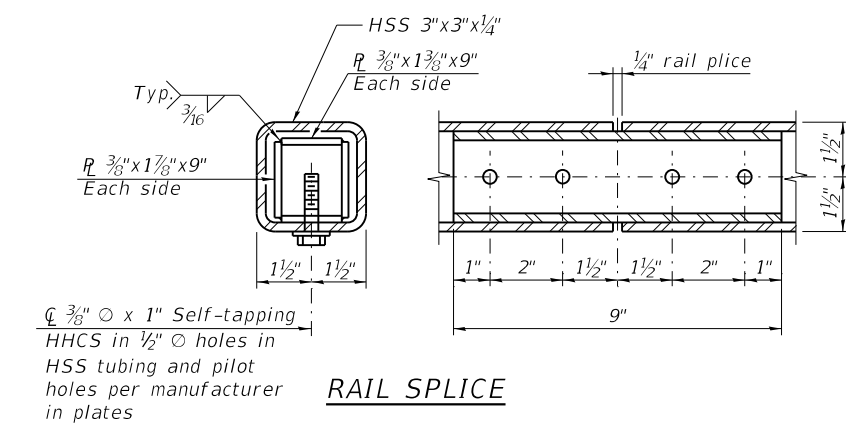
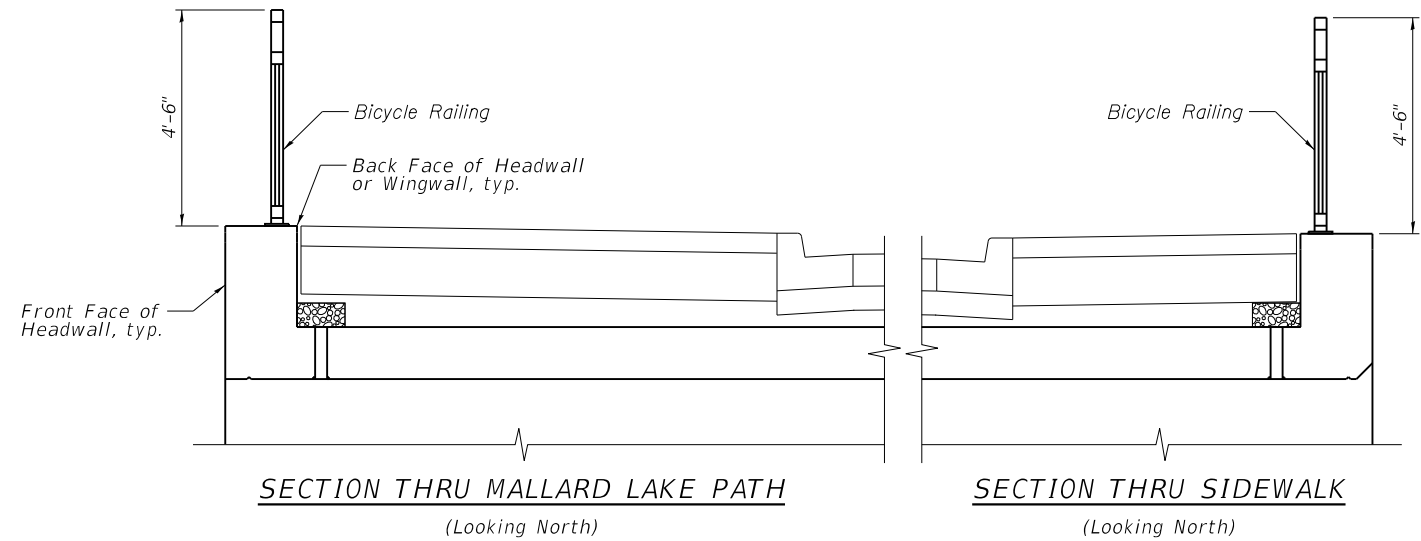
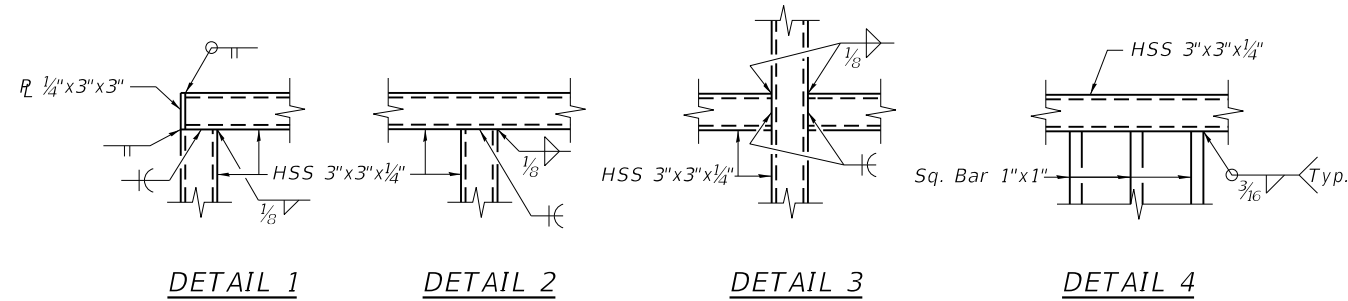
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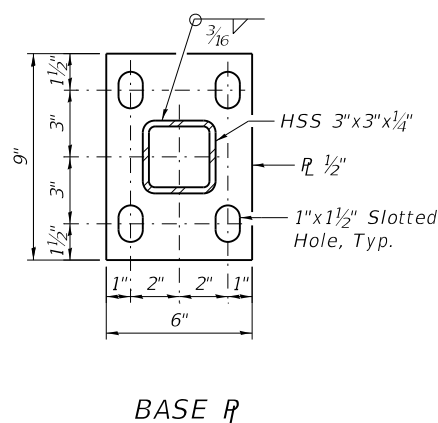
BICYCLE RAILING

BILL OF MATERIAL

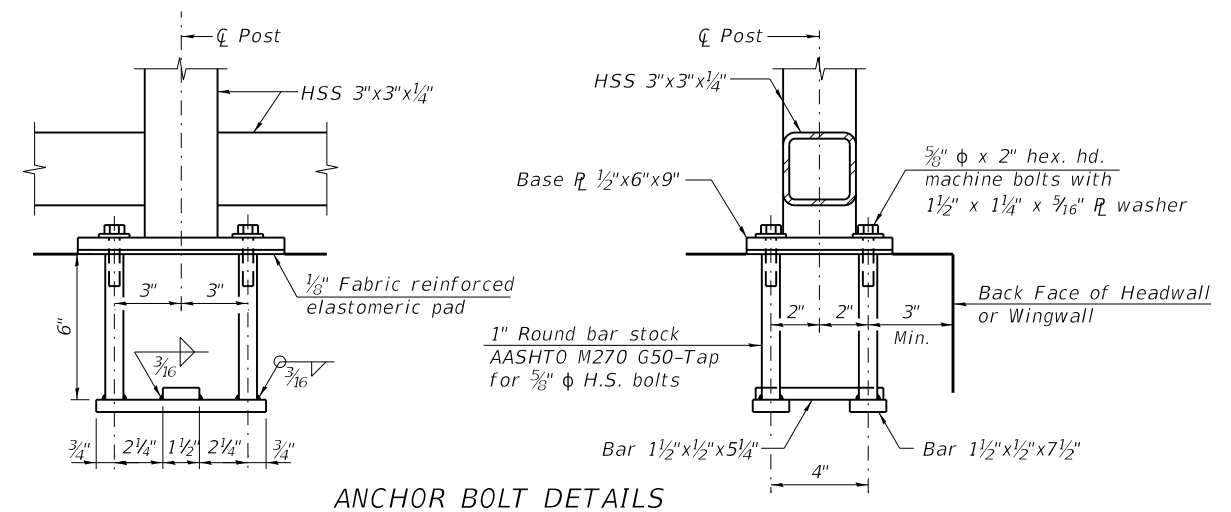
ITEM	UNIT	TOTAL
BICYCLE RAILING (SPECIAL)	FOOT	236



RAIL SPLICE



BASE PLATE



ANCHOR BOLT DETAILS

- NOTES:**
- Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Bicycle Railing (Special). See Special Provisions.
 - Place reinforcement bars to miss anchor rod locations.
 - CVN testing is not required for the HSS tubing used in the Bicycle Railing.
 - All HSS tubing used for the Bicycle Railing shall be ASTM A500 grade C.
 - All base plates used for the Bicycle Railing shall be AASHTO M270 grade 50.
 - All heavy hex nuts shall be according to ASTM A 563 grade DH.
 - All fully threaded anchors rods shall be ASTM F1554 grade 105.
 - The post base plate shall be fastened to the headwall or wingwall snug tight and given an additional 1/8" turn.
 - Rail splice inserts may be built out of bent plates of the same thickness and outside geometry limits as the 4 plate rail splice inserts shown.
 - All posts, railing, pickets, splices, anchor devices, and bent plates shall be galvanized according to Article 509.05 of the Standard Specifications and powder coated black. The powder coating system to be used shall be approved by the Engineer prior to the coating process. See Special Provisions.
 - In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

benesch
 Alfred Benesch & Company
 35 West Wacker Drive, Suite 3300
 Chicago, Illinois 60601
 312-565-0450 Job No. 10580.01

FILE NAME = 006.Bicycle Railing Details.dgn	USER NAME = ksnader	DESIGNED - BSM	REVISIONS -
	PLOT SCALE =	CHECKED - TPS	REVISIONS -
	PLOT DATE = 2/9/2024	DRAWN - BSM	REVISIONS -
		DATE - 2/9/2024	REVISIONS -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BICYCLE RAILING DETAILS
 STRUCTURE NO. 022-7449**

SHEET NO. S6 OF S22 SHEETS

F.A.P. R.T.E. 0361	SECTION 15-00066-00 BR	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 40
CONTRACT NO. 61G80			ILLINOIS FED. AID PROJECT	

c:\pwworkdir\benesch_projects\projects\dms57075\006.Bicycle Railing Details.dgn 12:01:13 PM 2/9/2024

ENGINEERING IMPROVEMENTS FOR:
ARLINGTON DRIVE
BRIDGE REHABILITATION

ARLINGTON DRIVE OVER WEST BRANCH DUPAGE RIVER
STRUCTURE #022-7451

PLANS PREPARED FOR:
VILLAGE OF HANOVER PARK
2121 WEST LAKE STREET
HANOVER PARK, ILLINOIS
(630) 372-4200

PROJECT CONTACT:
MR. WILLIAM J. BECKMAN, P.E.
VILLAGE ENGINEER

SYMBOL LEGEND

	EXISTING	PROPOSED
ROADWAY CENTERLINE	—	—
STORM CATCH BASIN	○	●
VALVE VAULT	⊙	⊙
UTILITY POLE	•	•
UTILITY BOX	⊠	⊠
STORM SEWER	—	—
FENCE	—	—
DRAINAGE ARROW	→	→
SPOT ELEVATIONS	748.98	748.98

SITE BENCHMARKS:

BENCHMARK #1 CUT SQUARE IN SOUTHERLY CORNER OF CONCRETE PAD ADJACENT TO TRAFFIC CONTROL BOX. ELEVATION=774.07' (NAVD88)

BENCHMARK #2 CUT SQUARE IN TOP OF WING WALL AT NORTHWEST CORNER OF BRIDGE. ELEVATION=774.95' (NAVD88)

NOTE: VERTICAL DATUM IS NAVD88. BY REFERENCING FEMA RM-62 (ELEV=776.58-NGVD29), NAVD88 IS APPROX. 0.35' LOWER IN THIS AREA THAN NGVD29.

ENGINEER:
 SMITH ENGINEERING CONSULTANTS, INC
 4500 PRIME PARKWAY, SUITE 201
 MCHENRY, ILLINOIS 60050
 (815) 385-1778
 CONTACT:
 ROBERT G. DAVIES, PROJECT MANAGER
 MICHAEL G. HARDING, PROJECT ENGINEER

SURVEYOR:
 SEC SURVEYING
 4500 PRIME PARKWAY, SUITE 201
 MCHENRY, ILLINOIS 60050
 (815) 385-1778
 CONTACT:
 RYAN WILGREEN, PROJECT SURVEYOR

CALL JULIE 1-800-892-0123

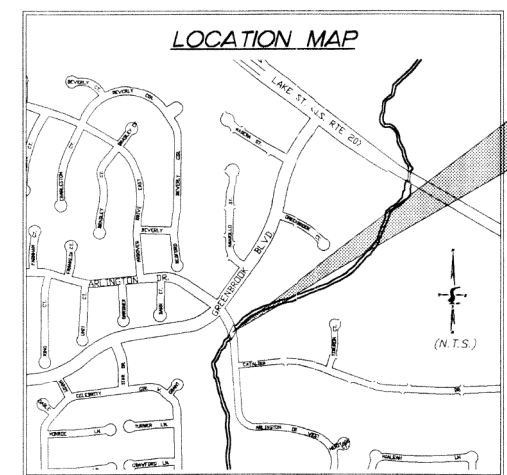
WITH THE FOLLOWING:
 COUNTY: DUPAGE
 CITY-TOWNSHIP: HANOVER PARK
 SEC. & 1/4 SEC. NO. # 1.40N-9.10E, SEC. NO. 6
 48 hours before you dig
 (excluding Sat., Sun. & holidays)

LIST OF STANDARDS/DETAILS
 VILLAGE OF HANOVER PARK

NO. 17- 06.12 CURB AND GUTTER
 (DDT STANDARDS)
 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 702001-03 TRAFFIC CONTROL DEVICES

SUMMARY OF QUANTITIES

ITEM	UNIT	QUANTITY
1. CONCRETE REMOVAL (SEC. 501)	CY	58.8
2. BITUMINOUS CONCRETE REMOVAL (DECK) (REF. "DECK SLAB REPAIR")	SY	371.4
3. BITUMINOUS SURFACE REMOVAL, 2" (SEC. 440)	SY	250
4. COMBINATION CURB AND GUTTER REMOVAL (SEC. 440)	LF	196
5. SIDEWALK REMOVAL (SEC. 440)	SF	100
6. BRIDGE DECK GROOVING (SEC. 503)	SY	351
7. HIGH PERFORMANCE ENHANCED SHOTCRETE (REF. "HIGH PERFORMANCE SHOTCRETE")	SF	250
8. CONCRETE SUPERSTRUCTURES (SEC. 503)	CY	61.6
9. REINFORCEMENT BARS, EPOXY COATED (SEC. 508)	LB	7,700
10. CONCRETE WEARING SURFACE (VARIABLE) (REF. "CONCRETE WEARING SURFACE")	SY	397
11. FLOOR DRAIN (SPECIAL) (SEE NOTE 1, S-4)	EA	18
12. SILICONE JOINT SEALER, 1/2" (REF. "SILICONE BRIDGE JOINT SEALER")	LF	150
13. COMBINATION CONCRETE CURB AND GUTTER (SEC. 806)	LF	196
14. BITUMINOUS SURFACE COURSE (REF. PROJECT SPECIFICATIONS)	TDN	30
15. PORTLAND CEMENT CONCRETE SIDEWALK (5") (SEC. 424)	SF	100
16. DECK SLAB REPAIR (PARTIAL) (REF. "DECK SLAB REPAIR")	SY	3
17. TRAFFIC CONTROL AND PROTECTION (REF. CONSTRUCTION NOTE 5, S-2)	LS	1



File copy

INDEX TO SHEETS

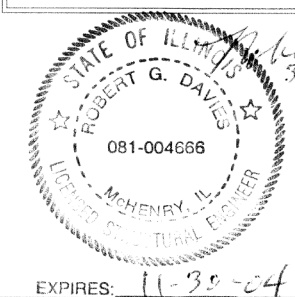
SHEET NO.	DESCRIPTION
S-01	COVER SHEET
S-02	GENERAL NOTES, STAGING AND TRAFFIC CONTROL PLAN
S-03	PROPOSED TOP OF DECK PLAN, CROSS SECTION AND BILL OF MATERIAL
S-04	UNDERSIDE OF DECK PATCHING PLAN AND DETAILS

DESIGN SPECIFICATIONS
 2002 AASHTO 17TH Edition

DESIGN STRESSES

FIELD UNITS
 $f'_c = 4,000$ psi (cast-in-place concrete, class BD)
 $f_y = 60,000$ psi (reinforcement)

DESIGN LOADS
 Seismic Performance Category (SPC) = "A"
 Bedrock Acceleration Coefficient (A) = 0.04g
 Site Coefficient (S) = 1.0



ARLINGTON DRIVE BRIDGE
REHABILITATION
ARLINGTON DRIVE OVER WEST
BRANCH DUPAGE RIVER
COVER SHEET

REVISIONS	DNW BY:	INT:	DATE:	PROJECT NO.
1.	WJH	INT:	03-17-04	030789-14
2.	DSN BY:	INT:	HORIZ SCALE:	SHEET NO.
3.	MGH	INT:	N/A	
4.	CHK BY:	INT:	VERT SCALE:	5-01
5.	RGD	INT:	N/A	

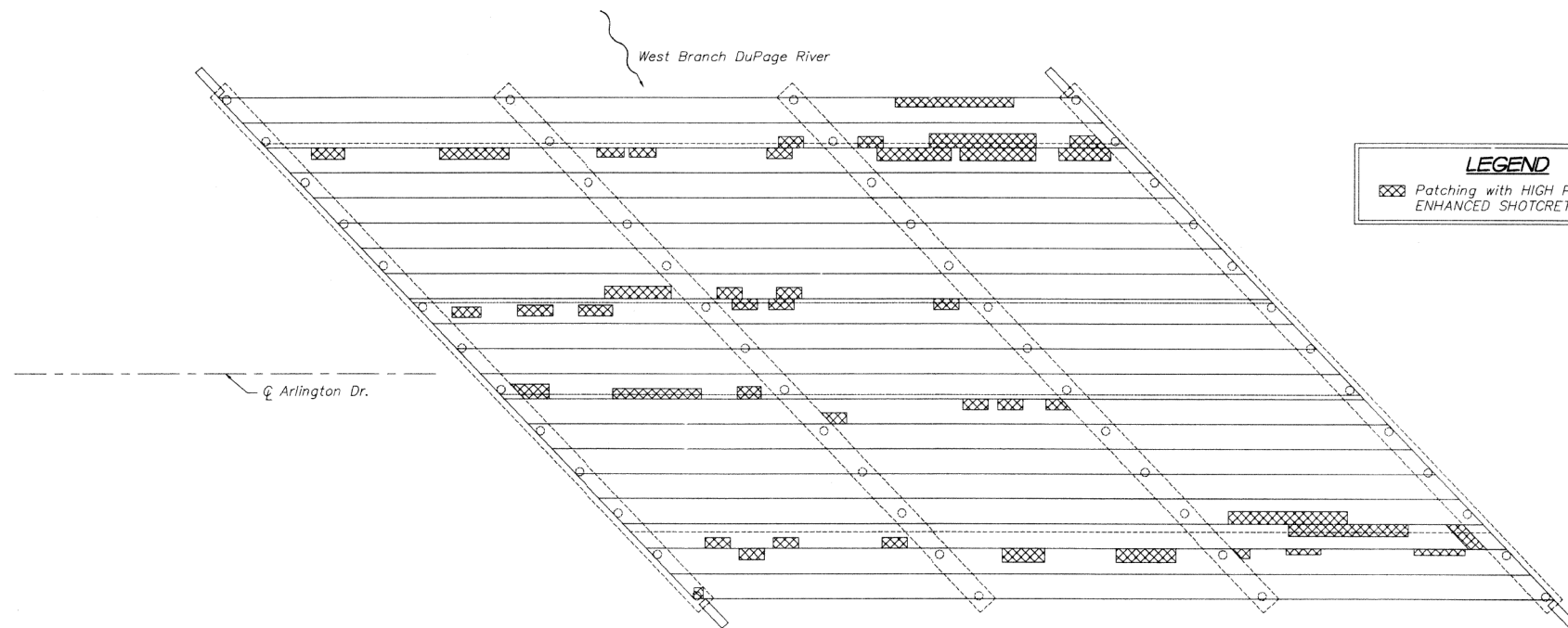
FOR INFORMATION ONLY

FILE NAME :	USER NAME :	DESIGNED :	REVISION :
010.Existing Drawings (1 of 13).dgn	ksnyder	BSM	-
		TPS	-
		KMS	-
		DATE :	2/9/2024

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS (1 OF 13)
STRUCTURE NO. 022-7449
 SHEET NO. S10 OF S22 SHEETS

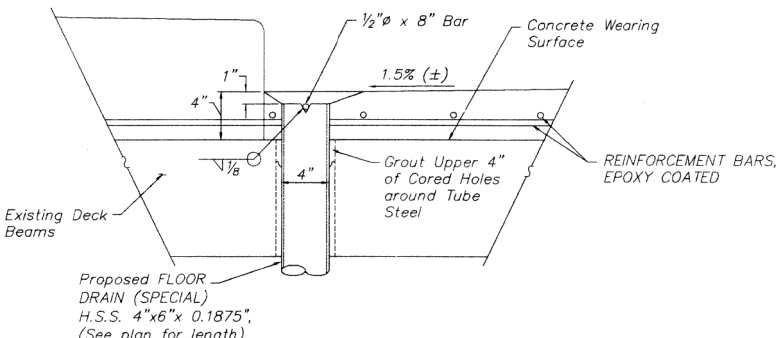
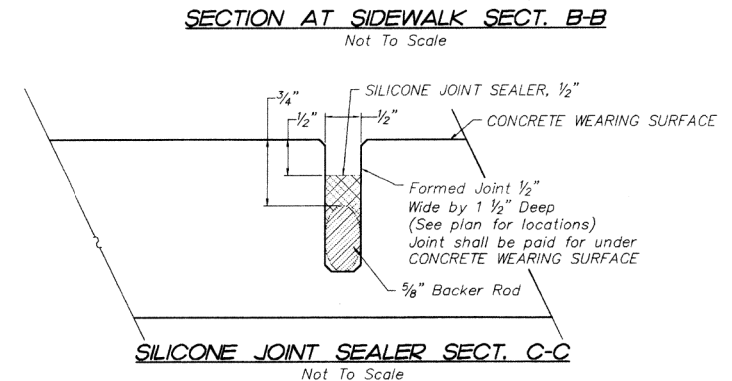
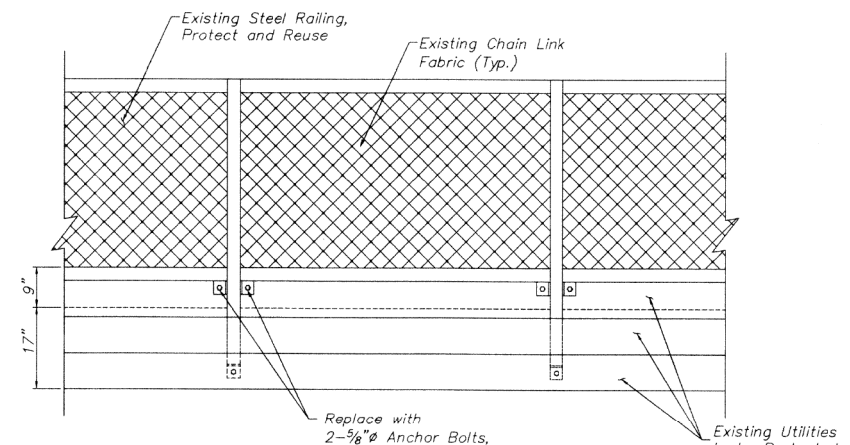
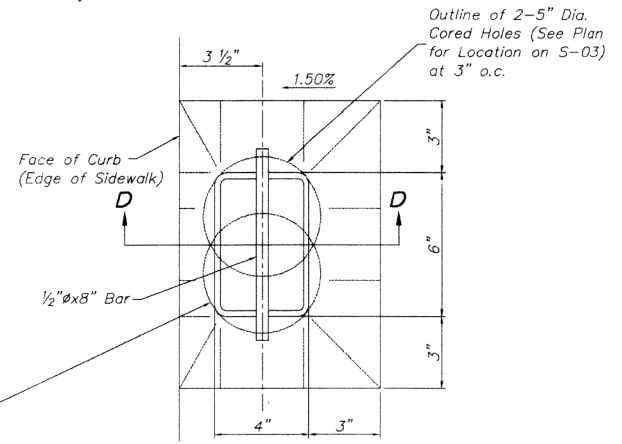
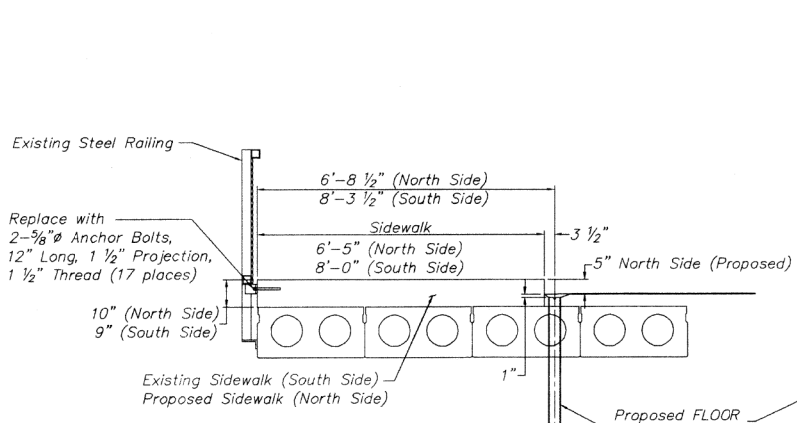
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00 BR	DUPAGE	71	44
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				



LEGEND
 [Hatched Box] Patching with HIGH PERFORMANCE ENHANCED SHOTCRETE

- NOTES**
- FLOOR DRAIN (SPECIAL) shall be furnished, installed and paid for as noted under Floor Drains in Section 503 except as modified here in. The unit price for FLOOR DRAIN (SPECIAL) shall include metal fabrications, cored holes and non-shrink grout indicated on the FLOOR DRAIN details on this sheet.
 - Anchor Bolts shall conform to ASTM F1554 Grade 36, Hot-Dipped Galvanized. Cost of Anchor Bolts shall be included under Concrete Superstructures. Anchor bolts shall be headed or hooked.

UNDERSIDE OF DECK REFLECTED PLAN



ARLINGTON DRIVE BRIDGE REHABILITATION
ARLINGTON DRIVE OVER WEST BRANCH DUPAGE RIVER
UNDERSIDE OF DECK PATCHING PLAN AND DETAILS

REVISIONS	DATE	PROJECT NO.
1.	03-17-04	030709-14
2.	N/A	
3.	N/A	
4.	N/A	
5.	N/A	

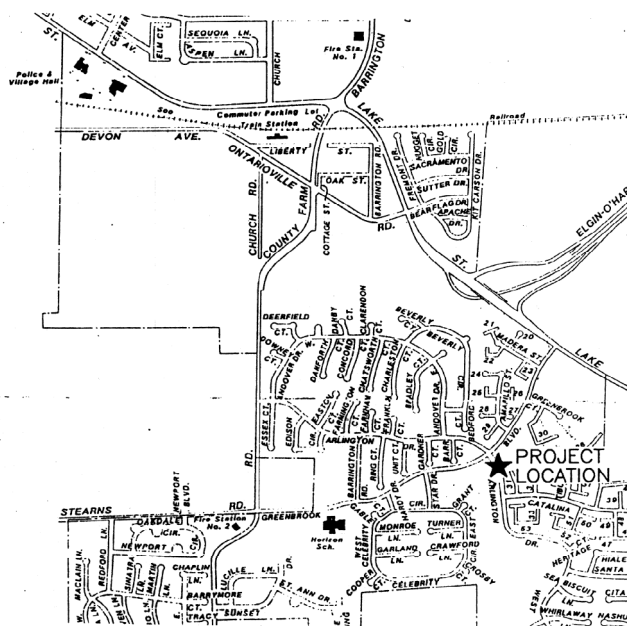
FOR INFORMATION ONLY

FILE NAME =	USER NAME = ksnider	DESIGNED - BSM	REVISED -
013.Existing Drawings (4 of 13).dgn	PLOT SCALE =	CHECKED - TPS	REVISED -
	PLOT DATE = 2/9/2024	DRAWN - KMS	REVISED -
		DATE - 2/9/2024	REVISED -

ARLINGTON DRIVE BRIDGE REHABILITATION

VILLAGE OF HANOVER PARK COOK COUNTY, ILLINOIS

ARLINGTON BRIDGE REHAB



LOCATION MAP
N.T.S.

BEFORE YOU DIG CALL J.U.L.I.E.
1-800-892-0123

INDEX OF SHEETS	
SHEET NO.	TITLE
1	COVER SHEET
2	PLAN SHEET
3	ABUTMENT DETAIL SHEET
4	RAILING DETAIL SHEET

Total Bill of Materials	
ITEM	QUANTITY
Structure Excavation	205 CY
Pavement Removal	81 SY
Bituminous Mixture Complete	80 TON
Concrete Structures	75 CY
Concrete Patching	10.0 SF
Chain Link Fence	204.0 LF
Concrete Curb	80.0 LF
Portland Cement Concrete Sidewalk	220 SF
Fabric Formed Concrete Retention Mats	552 SY

REVIEW COPY *Rec'd, Reviewed 4-6-95*

McCLURE ENGINEERING ASSOCIATES, INC.
WAUKEGAN DIVISION

SAMUEL S. DOAK
ILLINOIS STRUCTURAL ENGINEER
NO. 081-003033
EXPIRATION DATE 11/96

ISSUE DATE
REVISIONS

SHEET NUMBER
1
OF
4

ARLINGTON DRIVE BRIDGE REPAIRS
VILLAGE OF HANOVER PARK
COOK COUNTY, ILLINOIS
02-32-94-145

COVER SHEET AND QUANTITIES



Border Revised 1/94

McCLURE ENGINEERING ASSOCIATES, INC.
WAUKEGAN DIVISION
2115 NORTHWESTERN AVE. WAUKEGAN, IL 60087
TELE 708-336-7100 FAX 708-336-7155



Alfred Benesch & Company
35 West Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10580.01

FOR INFORMATION ONLY

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	PLOT DATE = 2/9/2024	DATE - 2/9/2024	REVISED -

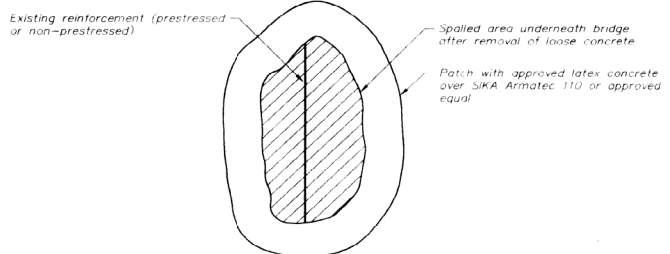
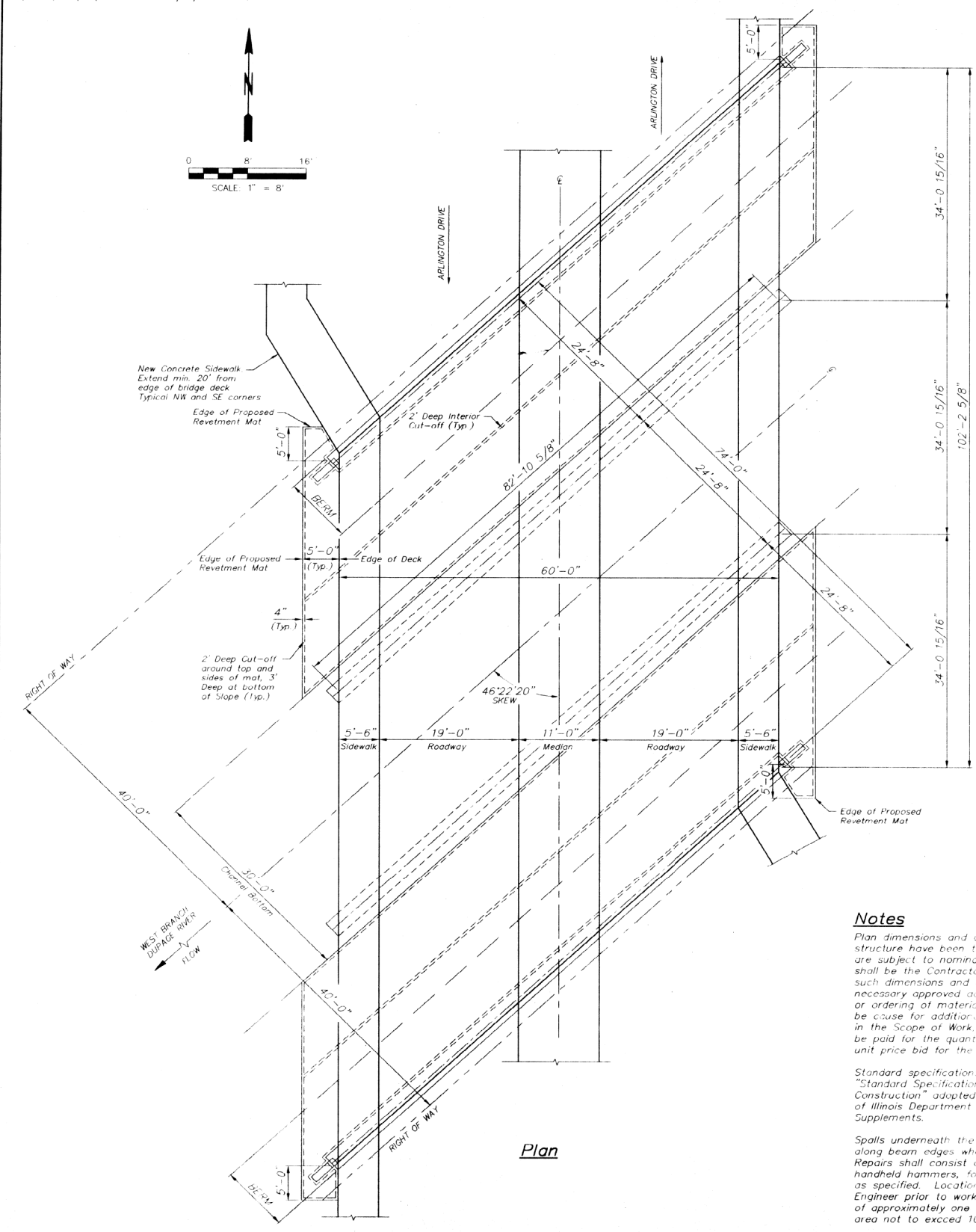
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING DRAWINGS (5 OF 13)
STRUCTURE NO. 022-7449**

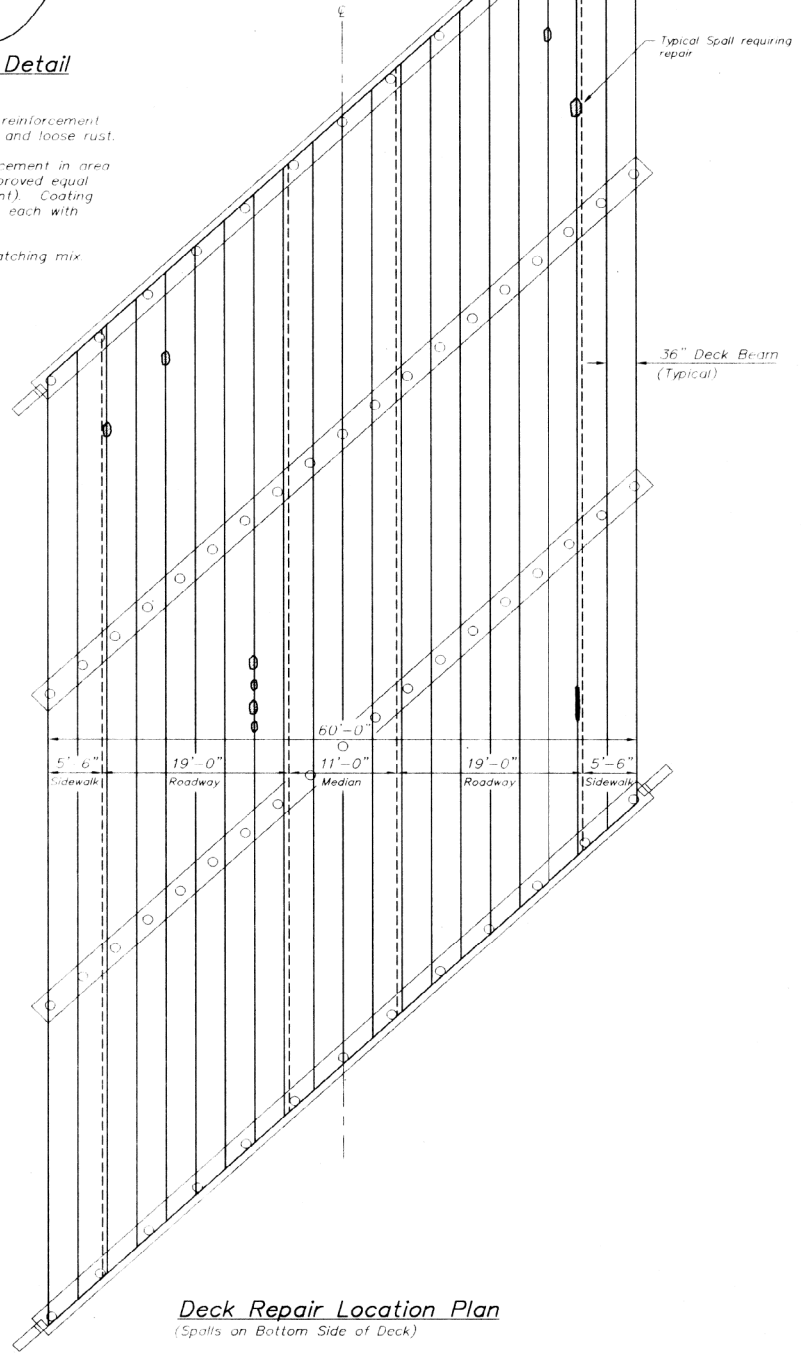
SHEET NO. S14 OF S22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00 BR	DUPAGE	71	48
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

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- Typical Patch Detail**
- Patching Method**
1. Clean spalled areas including exposed reinforcement to SP-3 to remove all loose material and loose rust.
 2. Coat surfaces of concrete and reinforcement in area of spall with Sika Armatex 110 or approved equal (corrosion mitigation and bonding agent). Coating shall be applied in 2 coats of 10 mils each with a stiff bristle brush.
 3. Patch with approved latex concrete patching mix.



Notes

Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the Scope of Work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Standard specifications for this work shall be "Standard Specifications for Road and Bridge Construction" adopted July 1, 1994, by the State of Illinois Department of Transportation, and Supplements.

Spalls underneath the bridge are generally located along beam edges, where leakage has occurred. Repairs shall consist of removing loose concrete with handheld hammers, followed by cleaning and patching as specified. Locations shall be outlined by the Engineer prior to work and shall not exceed 10 locations of approximately one square foot each, with the total area not to exceed 10 square feet.

McClure Engineering Associates, Inc.
 Waukegan, IL 60087
 2115 Northwestern Ave
 Waukegan, IL 60087
 TEL: 708-336-7100 FAX: 708-336-7155

ARLINGTON DRIVE BRIDGE REPAIRS
 VILLAGE OF HANOVER PARK
 COOK COUNTY, ILLINOIS
 02-32-94-145

PLAN SHEET

ISSUE DATE

SHEET NUMBER
2
 OF
4

benesch
 Alfred Benesch & Company
 35 West Wacker Drive, Suite 3300
 Chicago, Illinois 60601
 312-565-0450 Job No. 10580.01

FOR INFORMATION ONLY

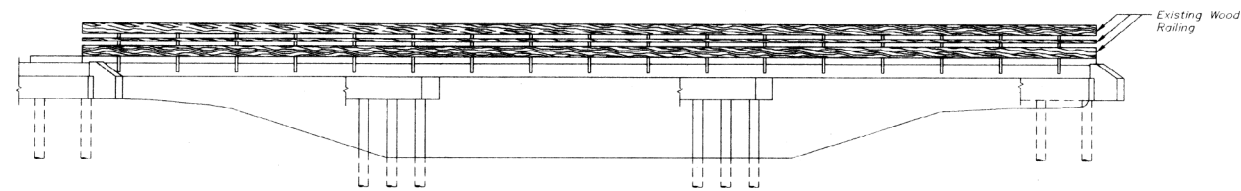
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	PLOT DATE = 2/9/2024	DRAWN - KMS	REVISED -
		DATE - 2/9/2024	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

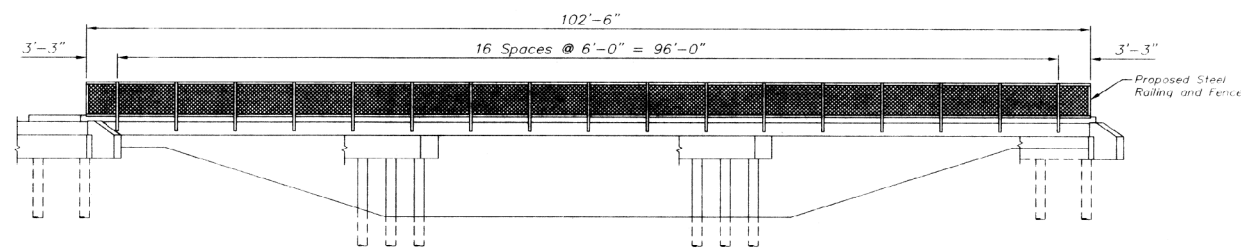
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 STRUCTURE NO. 022-7449
 SHEET NO. S15 OF S22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

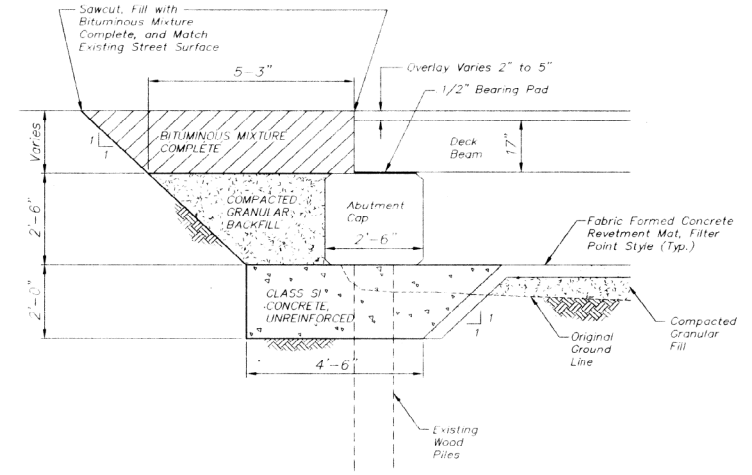
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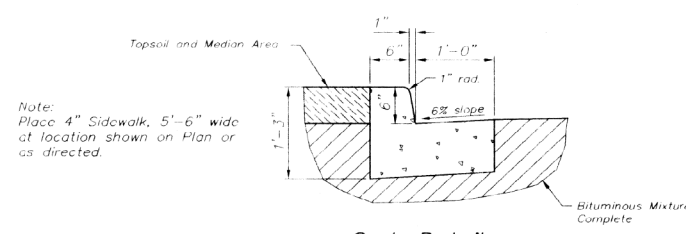
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Scale 1/8" = 1'-0"



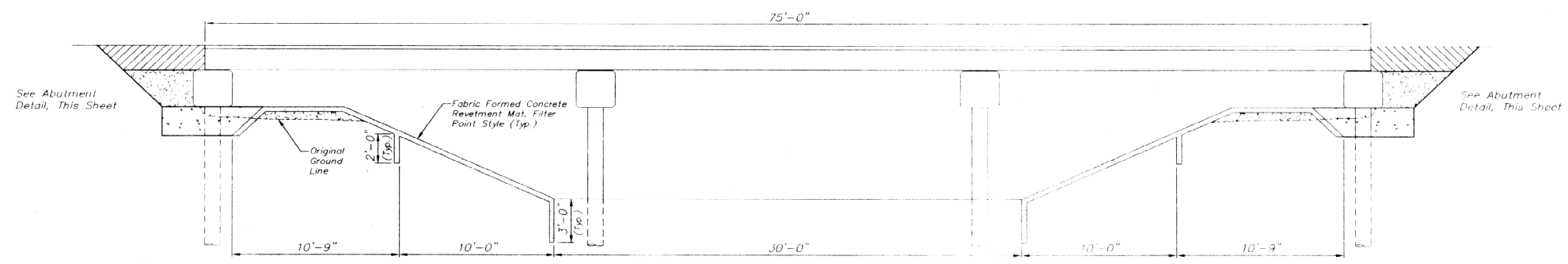
Proposed Elevation
Scale 1/8" = 1'-0"



Abutment Detail
Scale 1/2" = 1'-0"



Curb Detail
Scale 1" = 1'-0"



Section
(Perpendicular to Channel)
Scale 1/4" = 1'-0"



Border Revised
1/94

McCLURE ENGINEERING ASSOCIATES, INC.
WALKER DIVISION
2115 NORTHWESTERN AVE.
WALKER, ILL. 60087
TEL. 708-338-7100 FAX 708-338-7155

ARLINGTON DRIVE BRIDGE REPAIRS
VILLAGE OF HANOVER PARK
COOK COUNTY, ILLINOIS
02-32-94-145

ABUTMENT DETAIL SHEET

ISSUE DATE

SHEET NUMBER
3
OF
4

benesch
Alfred Benesch & Company
35 West Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10580.01

FOR INFORMATION ONLY

FILE NAME =	USER NAME = ksnider	DESIGNED - BSM	REVISED -
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	PLOT DATE = 2/9/2024	DRAWN - KMS	REVISED -
		DATE - 2/9/2024	REVISED -

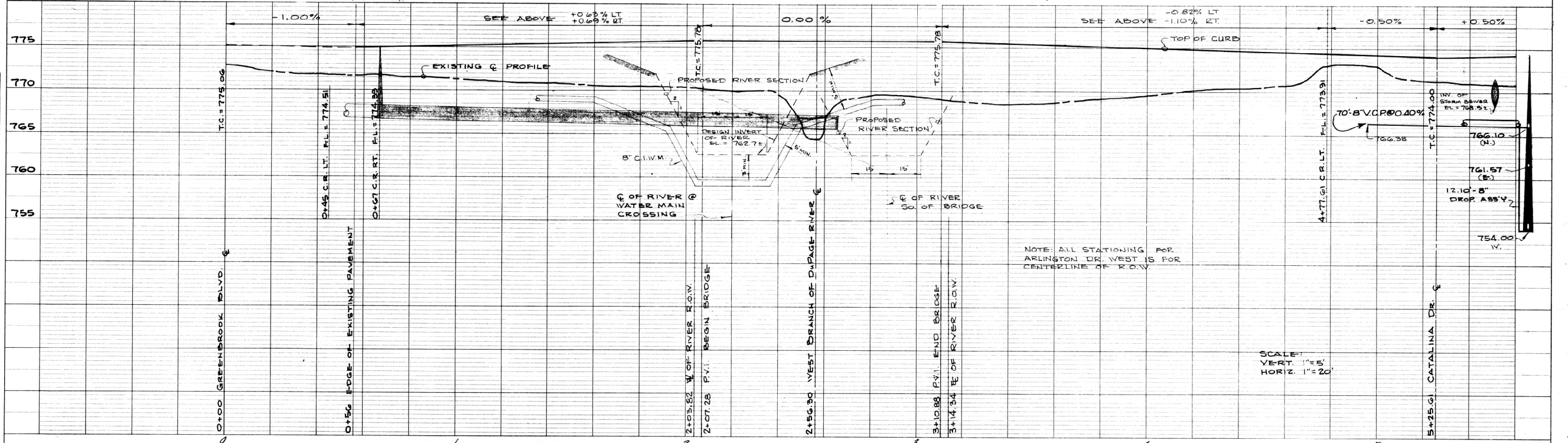
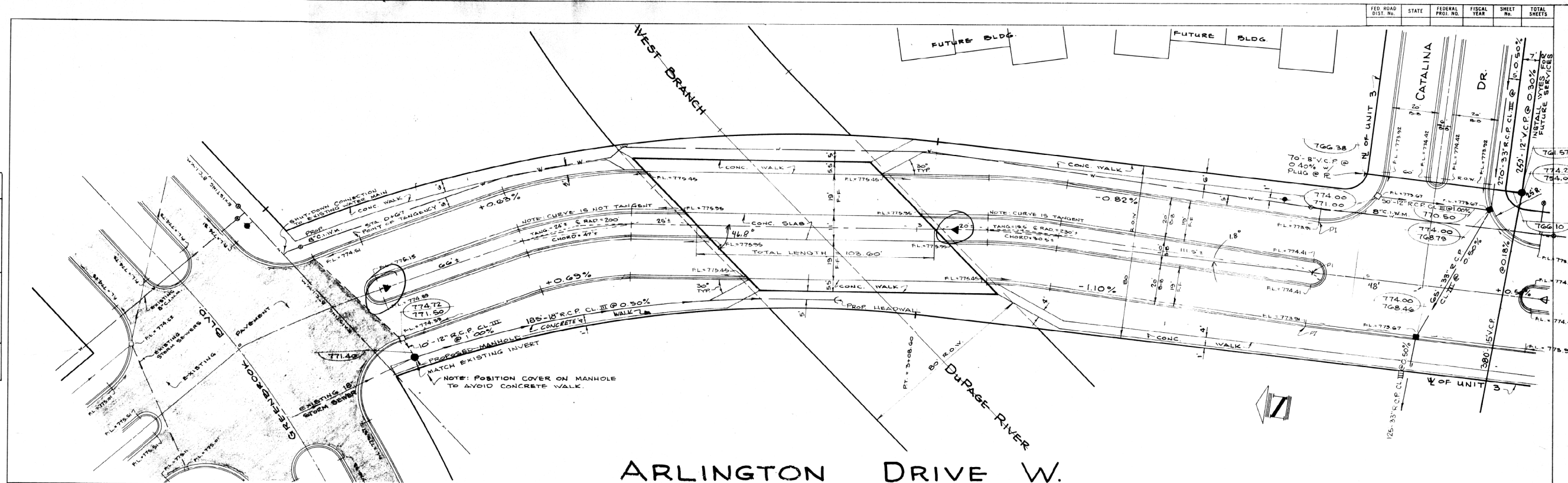
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS (7 OF 13)
STRUCTURE NO. 022-7449
SHEET NO. S16 OF S22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00 BR	DUPAGE	71	50
				CONTRACT NO. 61G80
ILLINOIS FED. AID PROJECT				

PLAN	DATE
SUBMITTED	
PLOTTED	
CHECKED	
BY	
NO.	

PROFILE	DATE
SUBMITTED	
PLOTTED	
CHECKED	
BY	
NO.	



SINGLE PLAN AND PROFILE - DOTTED
H. A. ROGERS CO. MINNEAPOLIS, ST. PAUL

MARK LOVEJOY & ASSOCIATES, INC.
CONSULTING CIVIL ENGINEERS
507 S WILLOW SPRINGS ROAD LAGRANGE, ILLINOIS

REV 3-17-71 REV 10-10-71
REV 10-6-71
Sheet No. 11-11 of 11 Sheets
SHEET 9 OF 15 #9243

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Alfred Benesch & Company
35 West Wacker Drive, Suite 3300
Chicago, Illinois 60601
312-565-0450 Job No. 10580.01

FILE NAME = 018.Existing Drawings (9 of 13).dgn

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DESIGNED - BSM
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DRAWN - KMS
DATE - 2/9/2024

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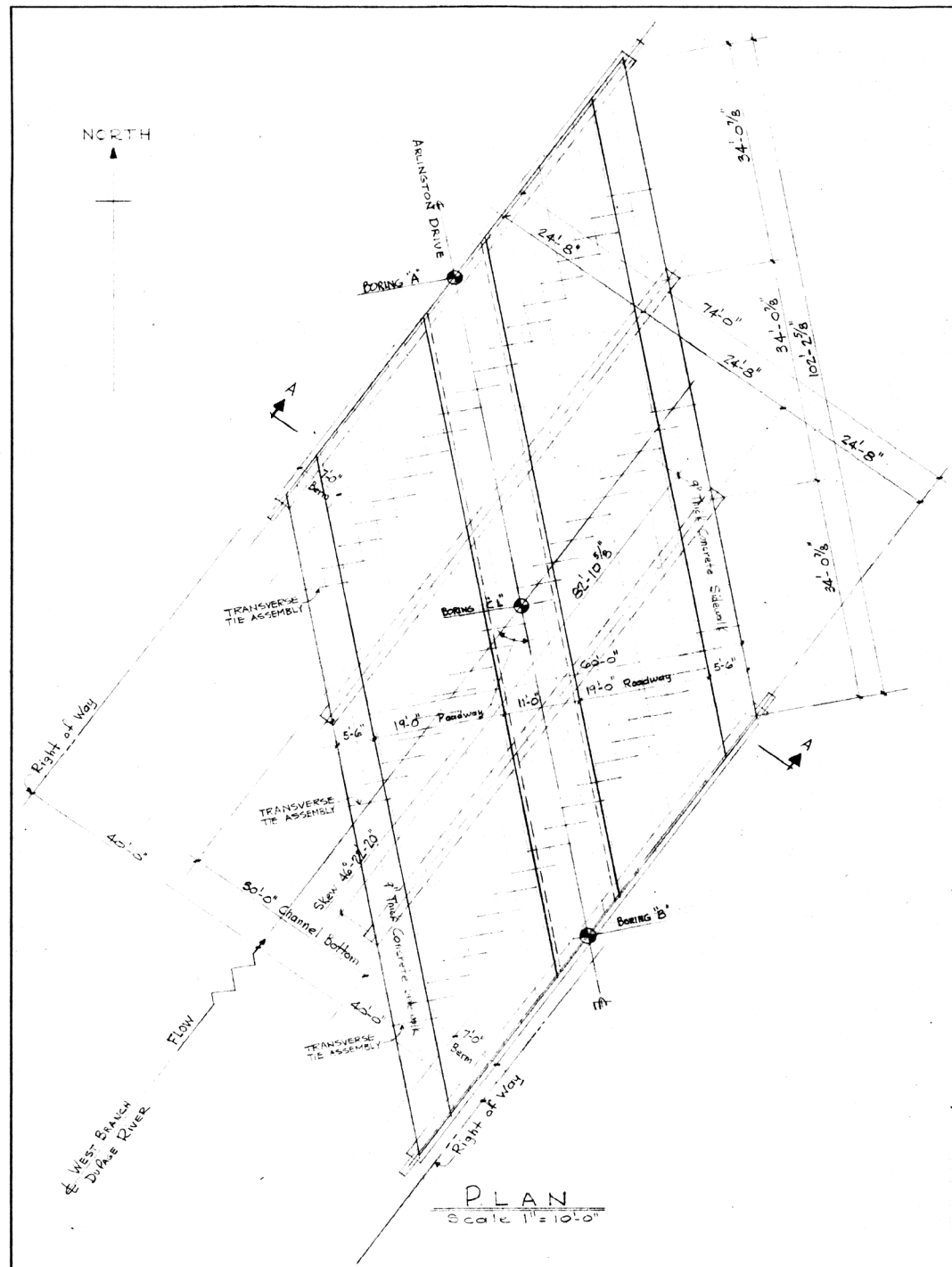
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS (9 OF 13)
STRUCTURE NO. 022-7449
SHEET NO. S18 OF S22 SHEETS

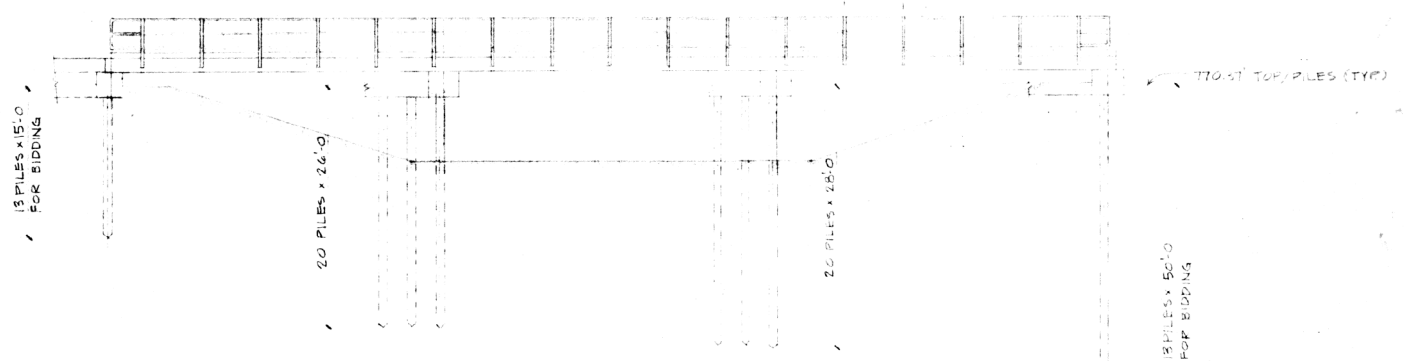
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61G80				

ILLINOIS FED. AID PROJECT

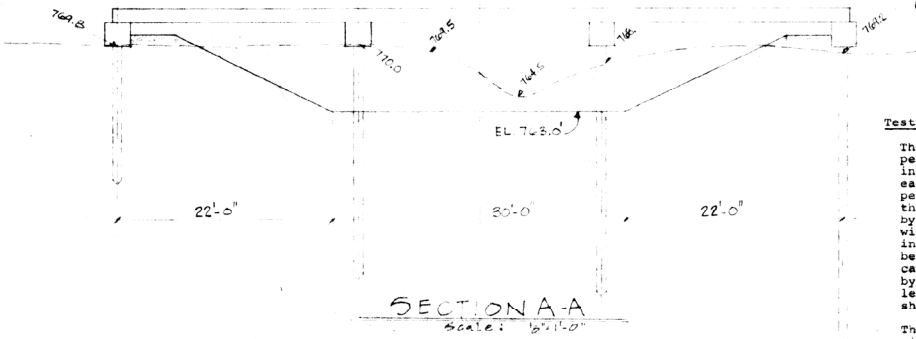
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PLAN
Scale: 1" = 10'-0"



ELEVATION
Scale: 1/4" = 1'-0"



SECTION A-A
Scale: 1/4" = 1'-0"

SUMMARY OF QUANTITIES

6131 S.F. Precast Concrete Deck Beams
135 Cu. Yd. Poured-in-place concrete (excluding piles)
8896 pounds Reinforcing Bars (excluding piles)
182 lineal ft. 3 x 3 steel tube
628 lineal ft. 3 x 2 steel tube
1925 lineal ft. Furnishing Metal Pile Shells - 12"
1925 lineal ft. Driving metal pile shells
2 each Test Pile Metal Shell

- GENERAL NOTES:**
- Allowable Stresses**
Poured-in-Place Concrete
 f'c = 3,000 psi
 fs = 20,000 psi reinforcing
 fy = 40,000 psi yield
 For pile caps, piles, sidewalk slabs and curbs
Precast Concrete
 f'c = 5,000 psi at 28 days
 fs = 248,000 psi ultimate
 fs1 = 173,600 psi initial prestress
 For precast concrete deck slabs
 Design Loading: HS 20 - 44
 - Reinforcing in piers, abutments and curbs shall be intermediate grade and shall comply with ASTM A-305 and A-615 Grade 40.
 - Hollow steel tubing shall conform to the requirements of ASTM designation A501 "Hot formed Welded and Seamless Carbon Steel Structural Tubing."
 - Piles shall be metal shell with cast-in-place concrete -- long bid. Bid wood piles as an alternate. Wood piles used in the two abutments shall be untreated. Wood piles used in the two piers shall be creosoted. Wood piles furnished and installed shall comply with all pertinent provisions of the State of Illinois Standard Specifications for Road and Bridge Construction.

Test Piles:
 The contractor shall drive one test pile in a permanent location in the south abutment and in the south pier. The contractor shall drive each test pile to refusal or to a capacity 50 per cent greater than the capacity of any pile, the penetration of which is to be determined by the test pile. Test piles shall be driven with the same type of equipment as will be used in driving the permanent piles. Test piles shall be cut off as permanent piles. The bearing capacity of each test pile shall be determined by the appropriate formula on sheet S-3 and the lengths of the permanent piles to be furnished shall be determined from the test piles.
 The contractor shall bid on the length of piles as shown on the drawings. The contractor shall submit a unit price per lineal foot for additions or deductions to the length of piles shown on the drawings.

Arlington Bridge

BRIDGE - WEST BRANCH DUPAGE RIVER HANOVER PARK, ILL.		JOB NO. 7440
DRAWN: KAW		CONCRETE
DATE: 8-16-71		
NORMAN A. WHITE & ASSOCIATES INC. ENGINEERS - ARCHITECTS 111. 312-323-6918 15 SPINNING WHEEL RD. WINDSLE, ILL. 60521		S-1
GENERAL PLAN, ELEVATION, SECTION		

benesch
 Alfred Benesch & Company
 35 West Wacker Drive, Suite 3300
 Chicago, Illinois 60601
 312-565-0450 Job No. 10580.01

FOR INFORMATION ONLY

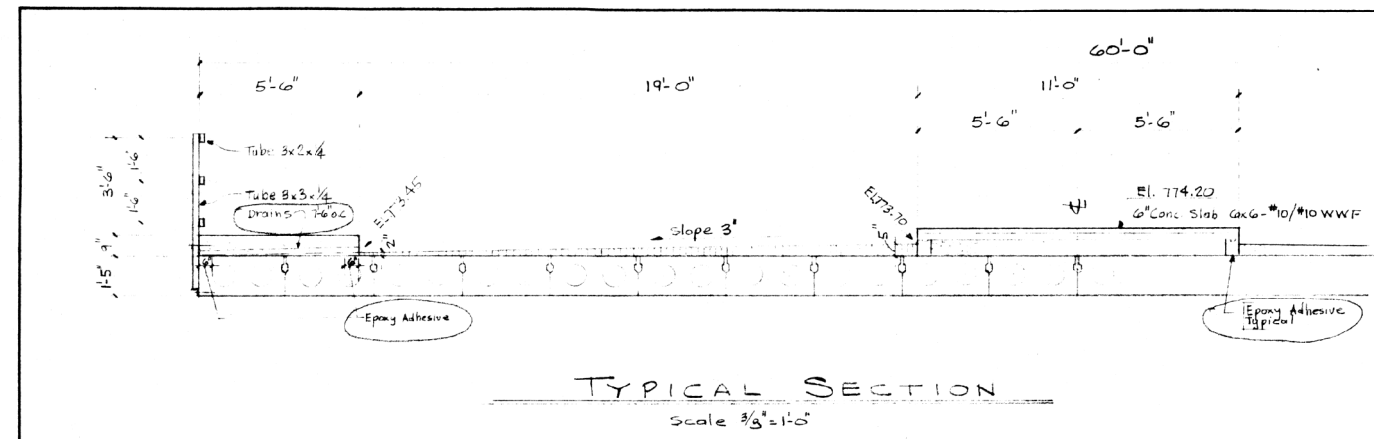
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		DATE - 2/9/2024	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS (10 OF 13)
 STRUCTURE NO. 022-7449

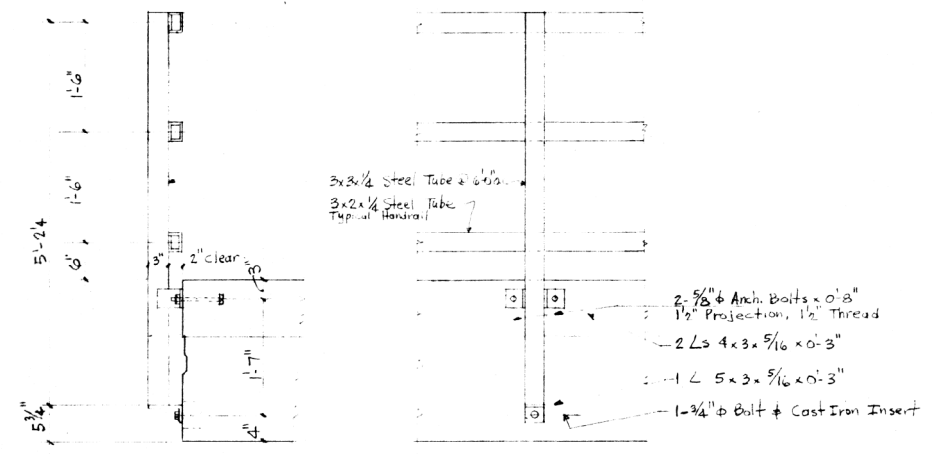
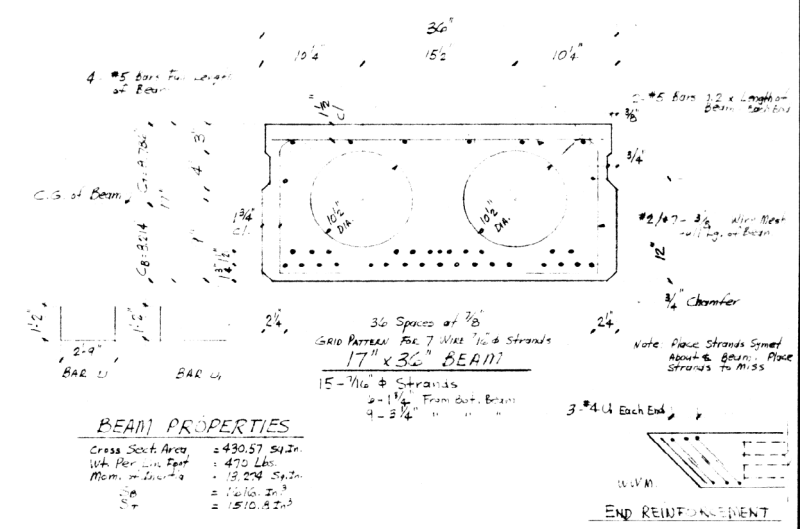
SHEET NO. S19 OF S22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00 BR	DUPAGE	71	53
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

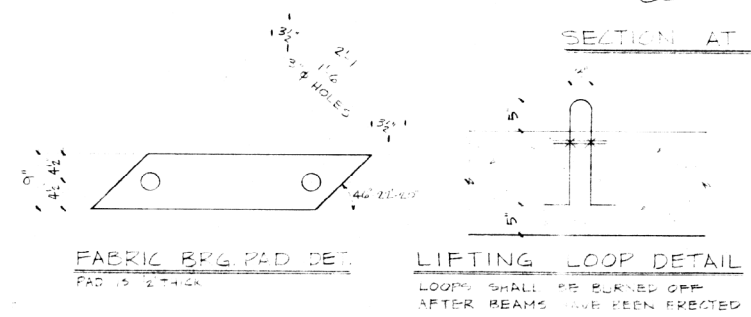
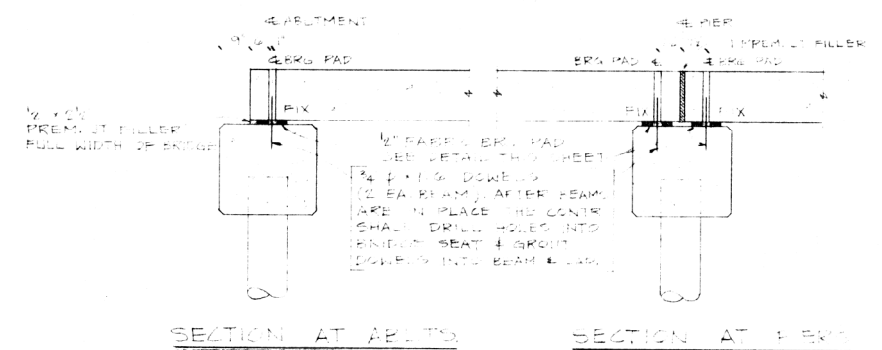
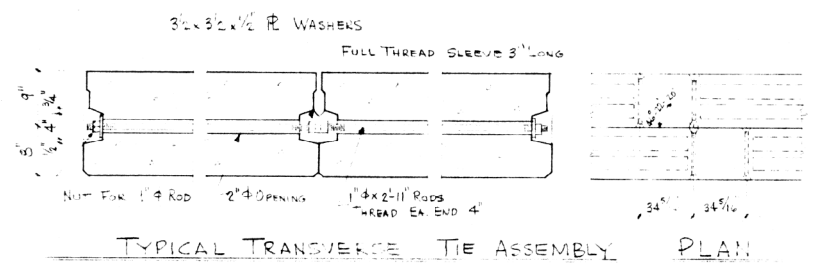


TYPICAL SECTION
Scale 3/8" = 1'-0"

GENERAL NOTES:
 Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand. The nominal diameter shall be 7/16" and the nominal cross-sectional area shall be 0.109 sq. in. Lifting loops shall be diameter, 6 x 19 class wire rope with fibre core and shall have a minimum ultimate tensile strength of 150,000 lbs. The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside beam shall be filled with grout after transverse tie assembly is in place. Longitudinal shear keys shall be packed with a very dry mix of sand and Portland cement mortar. After beams have been erected, holes for the dowel anchors shall be drilled into the structure and the anchor dowels shall be grouted in place. Steel for dowel rods, transverse tie rods, and hanger angles shall be S.A.S. 1020, structural steel ASTM A36 or intermediate grade ASTM A15. After fabrication the transverse tie assemblies (tie rods, nuts, washers and sleeves) shall be hot-dipped galvanized ASTM A153.



HANDRAIL DETAIL



BRIDGE - WEST BRANCH DUPAGE RIVER HANDRAIL PARR. ILL.		JOB NO. 7140
		DRAWN NAW
		CHECKED
		DATE 8-17-71
	NORMAN A. WHITE & ASSOCIATES INC. ENGINEERS ARCHITECTS 15 SPINNING WHEEL RD. NINDALE, ILL. 60821	S-2
	SUPERSTRUCTURE	

benesch
 Alfred Benesch & Company
 35 West Wacker Drive, Suite 3300
 Chicago, Illinois 60601
 312-565-0450 Job No. 10580.01

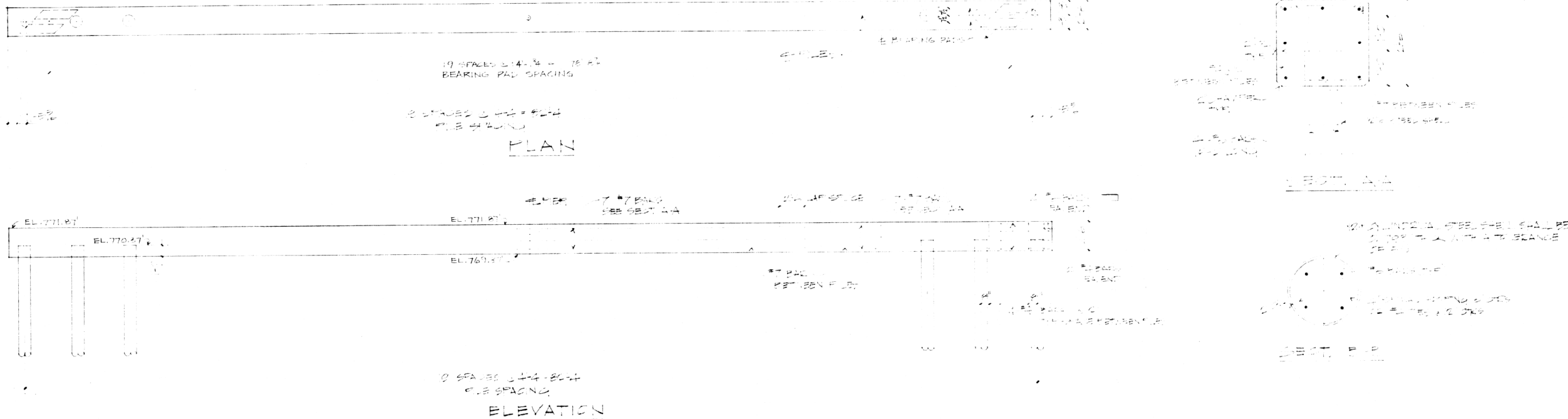
FOR INFORMATION ONLY

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		DATE - 2/9/2024	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS (11 OF 13)
 STRUCTURE NO. 022-7449
 SHEET NO. S20 OF S22 SHEETS

F.A.P. RTE. 0361	SECTION 15-00066-00 BR	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 54
				CONTRACT NO. 61G80
ILLINOIS FED. AID PROJECT				



METAL SHELL CAST-IN-PLACE CONCRETE PILES. Metal shell cast-in-place concrete piles shall consist of concrete encased in a steel shell which is left in place.

- (a) **Metal Shells.** All shells shall be of sufficient strength and rigidity to permit driving without distortion. All shells without taper shall conform to the requirements of ASTM A 252, Grade 2 or 3. The steel for fluted, tapered shells shall have a minimum tensile strength of 50,000 pounds per square inch.
- (b) **Inspection of Shells After Driving.** The Contractor shall have available at all times a suitable light, of a type approved by the Engineer, for illuminating the interior of pile shells for their entire lengths after being driven. Any shell that is not watertight or that shows bends, kinks, or other deformations during the process of driving, that would impair the strength or efficiency of the completed pile, shall be either removed and replaced, or repaired by the Contractor, in a manner satisfactory to the Engineer. The Contractor will not be reimbursed for any such shells ordered removed or replaced by the Engineer. If the shells are not filled with concrete shortly after being driven, the tops of the shells shall be sealed temporarily to prevent the entrance of water or foreign substances.
- (c) **Reinforcement.** Reinforcement shall be used for the concrete inside the shells. Such reinforcement shall be of the unit type, rigidly fastened together and louvered into the shell before the concrete is placed. Spurs or spacers shall be used to insure the specified clearance for the bars.
- (d) **Filling Shells with Concrete.** After the metal shells have been driven, cut off, and approved, and any reinforcement required has been placed in position, the shell shall be filled with concrete conforming to specifications. The entire depth of concrete in the pile shall be compacted by internal vibration. The depth of successive layers of concrete placed in the shells shall not exceed that which can be satisfactorily compacted with the vibrating equipment used. The shells shall be given a final inspection before they are filled with concrete and any water or foreign substances found in them shall be removed. Concrete shall not be placed in shells containing water. Whenever practicable, all the piles for any one bent, pier, or abutment shall have been completely driven before any concrete is placed in the shells. If this is impracticable, driving of remaining piles shall be deferred until the concrete in all shells which have been filled has attained sufficient strength. The concrete shall be protected against low temperature.

DRIVING PILES. Unless other wise authorized by the Engineer, the equipment for driving piles shall be adequate for the driving of piles at least 10 feet longer than the longest length shown on the plans, without the necessity of splicing the piles. The Contractor shall not proceed with any work of pile driving until approval is received from the Engineer as to the type and weight of the hammer to be used on the work. The equipment and methods used for driving piles shall conform to the following requirements:

- (a) **Methods of Driving.** Piles shall be driven with a gravity, steam or compressed air, or diesel hammer, or by a combination of jets and hammer, or other methods approved by the Engineer. The driving of each pile shall be continuous until the pile has been driven to its final resistance. Driving shall be done in a manner that will not cause splitting or brooming of wood piles, crushing or spalling of concrete piles, undue upsetting of the metal in steel piles, or serious damage to any portion of metal pile shells.
- (b) **Caps and Collars.** The heads of timber piles, when the nature of the driving is such as to unduly injure them, and the heads of all concrete piles shall be protected by a cap of a design approved by the Engineer, having a cushion made of wood, rope, or other suitable material next to the pile head and fitted into a casting which in turn supports a timber shock block. Collars, round steel plates, or dished metal caps shall be used when necessary, to protect timber piles from splitting and brooming. For driving metal shells without a core, the Contractor shall use a steel combination driving head and pilot of the proper size to insure a properly distributed hammer blow on the pile shells and to prevent damage while driving.

- (c) **Hammers for Timber Piles.** Gravity hammers for driving timber piles, preferably, shall weigh not less than 3000 pounds, but lighter hammers may be used provided the minimum weight of the hammer is 2500 pounds for required pile capacities of more than 10 tons but not more than 20 tons; and 3000 pounds for required pile capacities of more than 20 tons but not more than 25 tons. The capacity of the piles as stated on the plans shall be used in determining the minimum weight of drop hammer permitted. The fall of the hammer shall be regulated so as to avoid injury to the piles; but in no case shall exceed 20 feet, and shall be between 14 feet and 16 feet at the time that the capacity is being determined. The contractor shall establish the true weight of the hammer used on the work to the satisfaction of the Engineer. Steam or air, or diesel hammers used for driving timber piles shall develop an energy of not less than 6000 foot-pounds per blow.
- (d) **Hammers for Metal Shell Cast-in-place Concrete Piles.** Pile shells shall be driven with a steam or air, or a diesel hammer, which shall develop an energy per blow of not less than 7000 foot-pounds for pile capacities of 35 tons or less, and not less than 10,000 foot-pounds for pile capacities of more than 35 tons.
- (e) **Leads.** Pile driver leads shall be constructed in such a manner as to afford freedom of movement to the hammer and they shall be held in position by guys or stiff braces to insure support to the pile during driving. The leads shall be blocked in position on the pile and shall be of sufficient length and rigidity so that the pile will be held in accurate alignment while being driven.

PENETRATION OF PILES. All piles shall be driven to a penetration such that the bearing value, as determined by the formulas is not less than that indicated on the plans. Foundation piles shall be driven to a penetration of at least 10 feet below bottom of footing, and other piles to a penetration of at least 10 feet below undisturbed earth, except where this penetration cannot be obtained without injury to the piles by overdriving. Piles in stream beds or on the banks of streams, where marked erosion is expected, shall be driven to such penetration as the Engineer deems necessary as protection against scour.

TOLERANCES IN DRIVING. Foundation piles shall be driven with a variation from the vertical or from the required batter of not more than 1/4 inch per foot for timber piles and not more than 1/8 inch per foot for concrete and steel piles and metal shells. Piles supporting caps shall be driven with sufficient accuracy in position and alignment so that, without injury to the piles by forcing them into correct position after driving, no pile is out of correct position at the base of the cap by more than one inch in any direction; or out of alignment by more than 2 inches at the ground line. All piles seriously injured in driving or driven out of position shall be pulled or cut off, as the Engineer may direct, and shall be replaced satisfactorily by the Contractor at his own expense.

SPlicing TIMBER PILES. Where possible, full length piles shall be used. No splices may be made without the permission of the Engineer.

CUT-OFFS. The tops of all piles shall be cut off square at elevations fixed by the Engineer. In all cases, the amount of cut-off shall be sufficient to remove any portion of the pile top trimmed for driving or bruised during driving. All debris shall be removed from around the pile heads.

DETERMINATION OF BEARING VALUES. The bearing values shall be determined by the following method:

- (a) **By formulas.** If loading tests are not required, the following formulas shall be used as a guide to determine the safe bearing values for piles driven in a vertical position. For timber and steel piles and metal shells for cast-in-place piles:

$$P = \frac{2 WH}{S + 1.0}$$
 for gravity hammers;

$$P = \frac{2 WH}{S + 0.1}$$
 for single acting steam or air hammers, and open type diesel hammers;

$$P = \frac{2H (W+Ap)}{S + 0.1}$$
 or $\frac{2H}{S + 0.1}$ for double acting steam or air hammers, and closed type diesel hammers;

BRIDGE - WEST BRANCH DU PAGE RIVER, HANOVER PARK, ILL.		JOB NO. 7143
		DRAWN D.L.L.
		CHECKED N.A.W.
		DATE 8-17-71
	NORMAN A. WHITE & ASSOCIATES INC. ENGINEERS - ARCHITECTS 15 SPINNING WHEEL RD. HINSDALE, ILL. 60521	53
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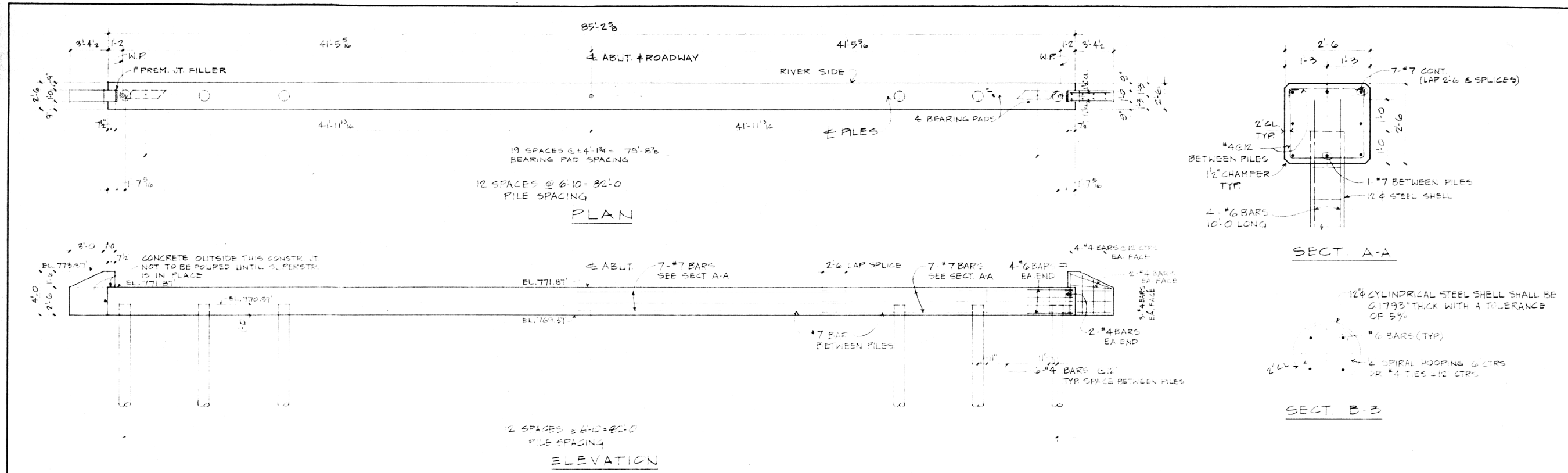
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		CHECKED - TPS	REVISED -
		DRAWN - KMS	REVISED -
		DATE - 2/9/2024	REVISED -

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DRAWN - KMS	REVISED -
DATE - 2/9/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAWINGS (12 OF 13)
STRUCTURE NO. 022-7449
SHEET NO. S21 OF S22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00 BR	DUPAGE	71	55
CONTRACT NO. 61G80			ILLINOIS FED. AID PROJECT	



BRIDGE - WEST BRANCH DUPAGE RIVER HANOVER PARK, ILL.		JOB NO. 022
DRAWN	CHECKED	DATE 8/17/21
NORMAN A. WHITE & ASSOCIATES INC. ENGINEERS - ARCHITECTS 15 SPINNING WHEEL RD. HINSDALE, ILL. 60521		54
ABUTMENT		

benesch
 Alfred Benesch & Company
 35 West Wacker Drive, Suite 3300
 Chicago, Illinois 60601
 312-565-0450 Job No. 10580.01

FOR INFORMATION ONLY

FILE NAME = 022.Existing Drawings (13 of 13).dgn	USER NAME = ksnider	DESIGNED - BSM	REVISED -
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	PLOT DATE = 2/9/2024	DRAWN - KMS	REVISED -
		DATE - 2/9/2024	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

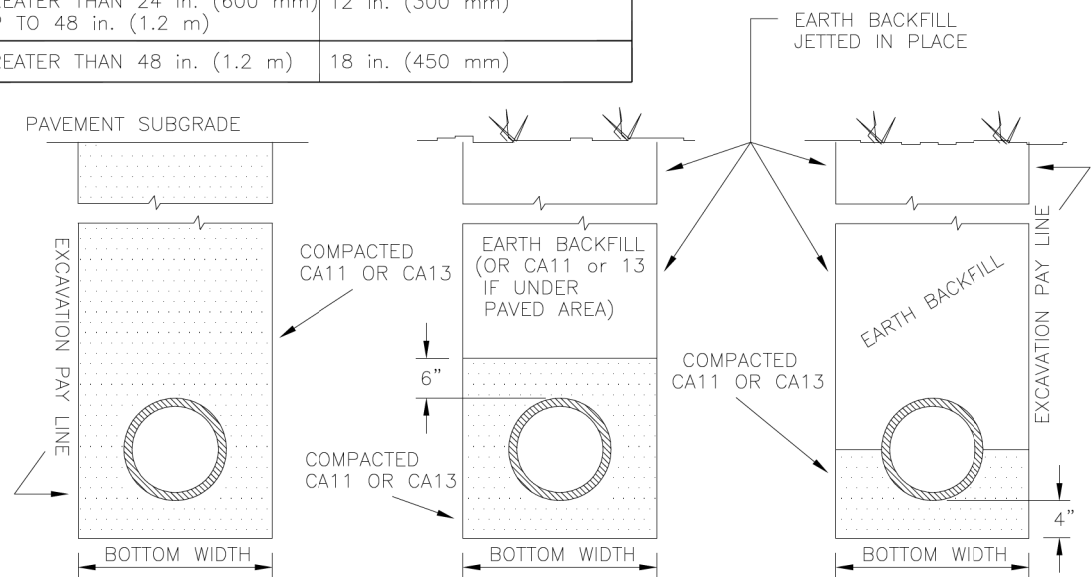
EXISTING DRAWINGS (13 OF 13)
 STRUCTURE NO. 022-7449

SHEET NO. S22 OF S22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0361	15-00066-00 BR	DUPAGE	71	56
CONTRACT NO. 61G80			ILLINOIS FED. AID PROJECT	

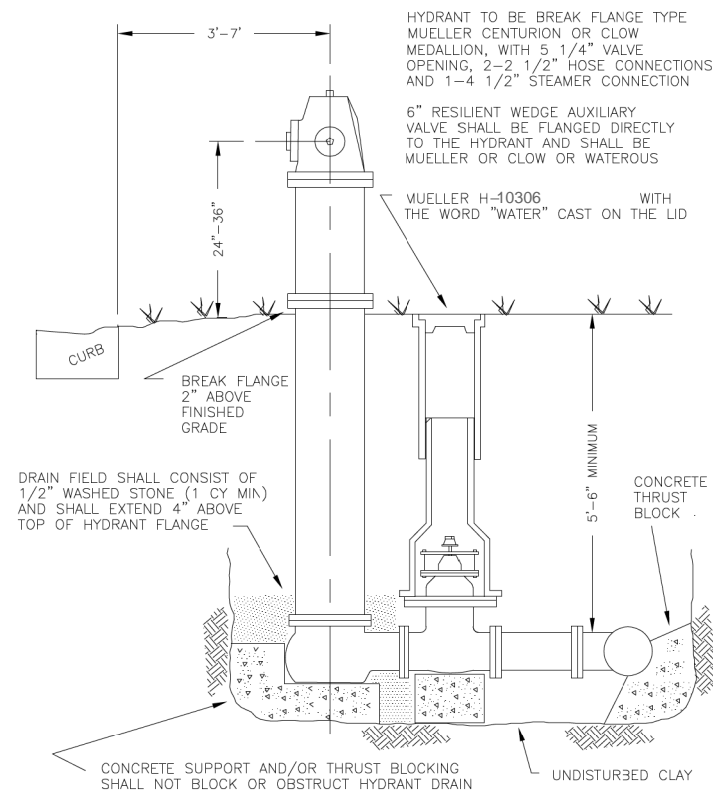
STANDARD TRENCH SECTIONS

INSIDE DIAMETER OR EQUIVALENT DIAMETER OF PIPE	REQUIRED TRENCH WIDTH ON EACH SIDE OF PIPE
24 in. (600 mm) AND LESS	9 in. (225 mm)
GREATER THAN 24 in. (600 mm) UP TO 48 in. (1.2 m)	12 in. (300 mm)
GREATER THAN 48 in. (1.2 m)	18 in. (450 mm)



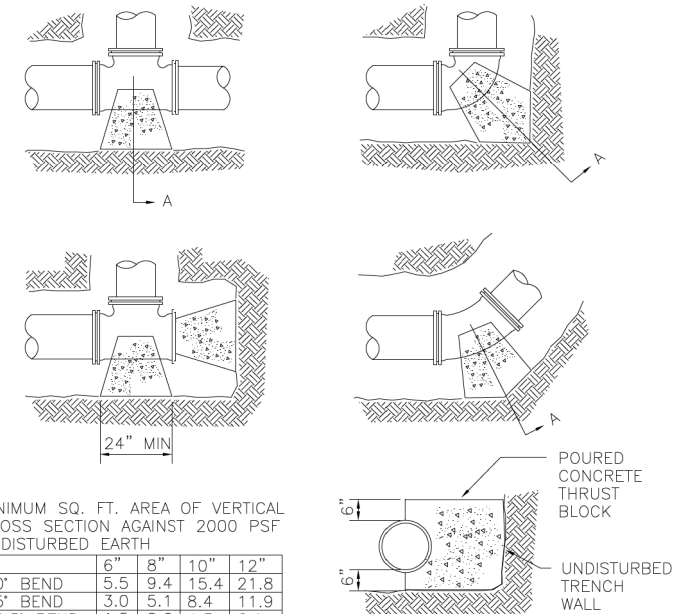
Z:\acaddata\dwg\Standard details\Std Trench Sections.dwg

FIRE HYDRANT



Z:\acaddata\dwg\Standard details\Std Water Fire Hydrant.dwg

THRUST BLOCK INSTALLATION



MINIMUM SQ. FT. AREA OF VERTICAL CROSS SECTION AGAINST 2000 PSF UNDISTURBED EARTH

	6"	8"	10"	12"
90° BEND	5.5	9.4	15.4	21.8
45° BEND	3.0	5.1	8.4	11.9
22.5° BEND	1.5	2.6	4.3	6.1
TEE	3.9	6.7	10.9	15.5

THRUST BLOCKING TO PREVENT MOVEMENT OF LINES UNDER PRESSURE AT BENDS, TEES, CAPS, VALVES, HYDRANTS AND AT POINTS SPECIFIED BY THE ENGINEER SHALL BE CLASS "SI" CONCRETE, A MINIMUM OF 12" THICK, PLACED BETWEEN SOLID GROUND AND FITTING, AND SHALL BE ANCHORED IN SUCH A MANNER THAT PIPE AND FITTING WILL BE ACCESSIBLE FOR REPAIRS. THRUST BLOCKS SHALL BE PLACED AT BENDS OF 11-1/4 DEGREES OR MORE. RETAINER GLANDS MAY BE USED IN PLACE OF THRUST BLOCKS. THE COST OF THRUST BLOCKS OR RETAINER GLANDS SHALL BE INCLUDED IN THE COST OF THE FITTING.

Z:\acaddata\dwg\Standard details\Std Water Thrust Block.dwg



USER NAME = \$USERS	DESIGNED -	REVISED -
PLOT SCALE = \$\$SCALE\$	DRAWN -	REVISED -
PLOT DATE = \$DATES	CHECKED -	REVISED -
	DATE - 11/17/2023	REVISED -

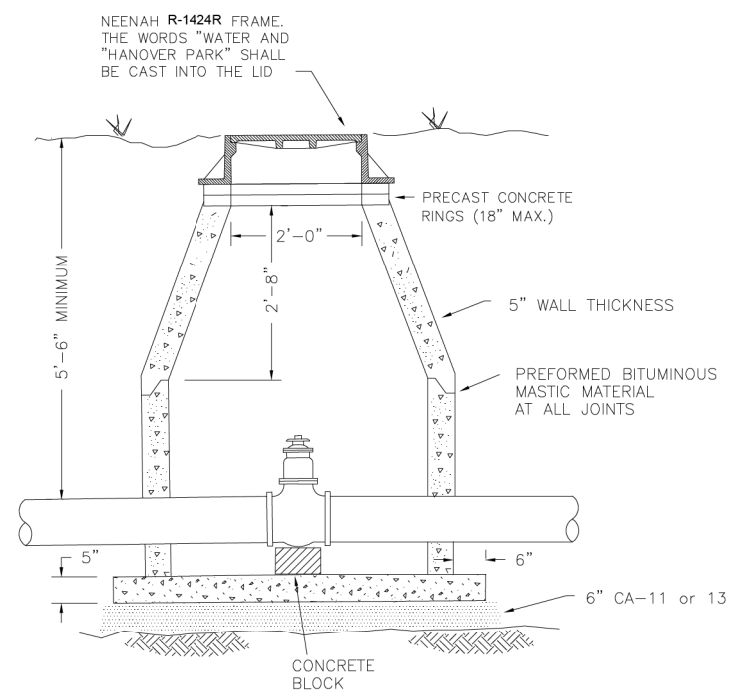
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HANOVER PARK DETAILS

SCALE: N/A SHEET 1 OF 2 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	57
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

WATER VALVE VAULT



INSIDE DIAMETER SHALL BE 48" FOR WATER MAIN 6" THROUGH 10" AND 60" FOR WATER MAIN 12" AND OVER

VALVES SHALL BE RESILIENT WEDGE GATE VALVES CONFORMING TO AWWA C509 AND SHALL BE MUELLER OR CLOW OR WATEROUS

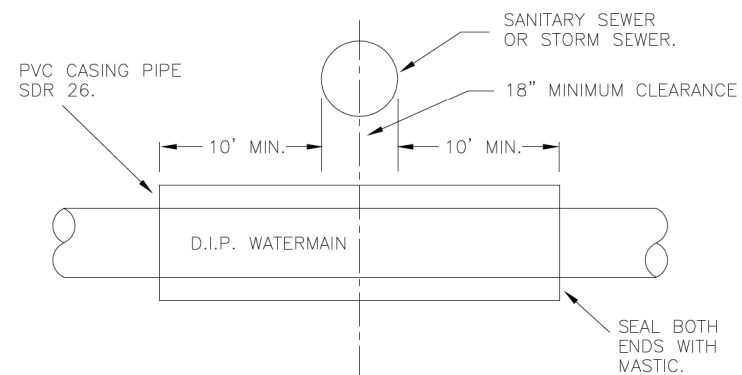
Z:\acaddata\dwg\Standard details\Std Water Valve Vault.dwg

WATERMAIN CONFLICTS

CONFLICTS OCCUR WHERE WATERMANS PASS WITHIN 18" OVER OR PASS UNDER A SANITARY AND/OR STORM SEWER AND SHALL BE PROVIDED FOR AS FOLLOWS:

SANITARY SEWER CONFLICTS:

PROVIDE WATERMAIN EQUIVALENT PIPE AND JOINTS FOR THE SANITARY SEWER 10 FT. EITHER SIDE OF WATERMAIN CROSSING USING MISSION TYPE COUPLINGS TO MAKE THE TRANSITION BETWEEN THE TWO MATERIALS, OR ENCASE WATERMAIN AS SHOWN BELOW. REGARDLESS OF METHOD, THERE SHALL BE A MINIMUM 18" CLEARANCE BETWEEN TOP OF WATERMAIN AND THE BOTTOM OF THE SANITARY SEWER.



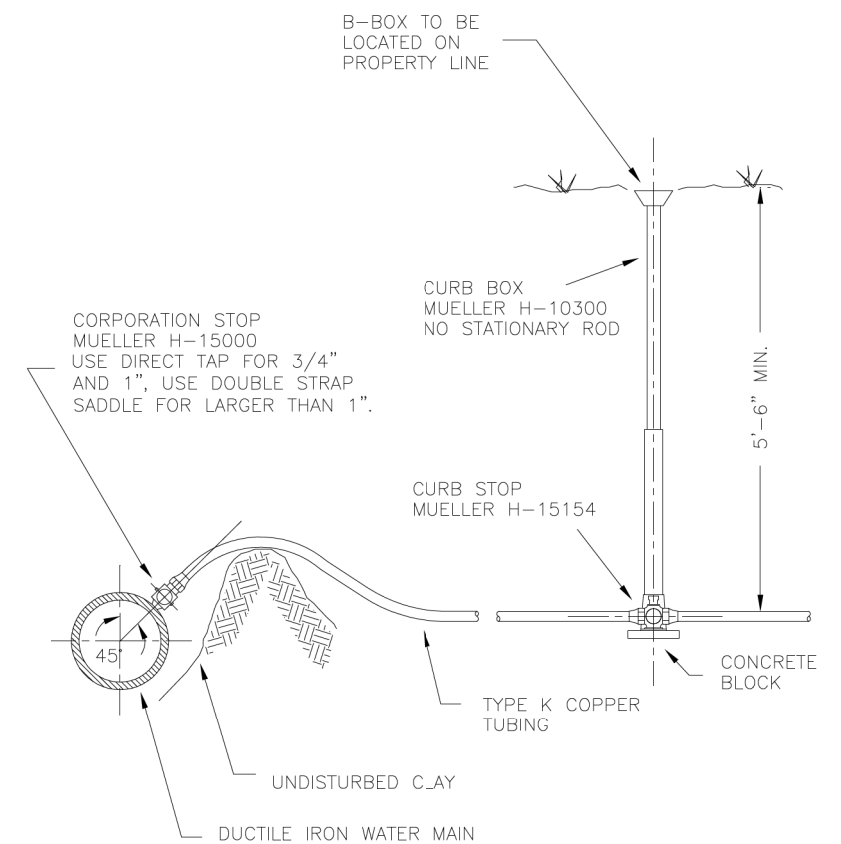
WATERMAIN DIAM.	CASING PIPE DIAM.
6"	12"
8"	15"
10"	18"
12"	18"

STORM SEWER CONFLICTS:

PROVIDE STORM SEWER PIPE WITH O-RING GASKET JOINTS CONFORMING TO ASTM C-361 10 FT. EITHER SIDE OF WATERMAIN CONFLICTS AND PROVIDE A MINIMUM CLEARANCE BETWEEN TOP OF WATERMAIN AND THE BOTTOM OF THE STORM SEWER.

Z:\acaddata\dwg\Standard details\Std Water Conflicts.dwg

WATER SERVICE DETAIL



WATER SERVICE LINE SHALL BE IN A SEPARATE TRENCH 10 FT. FROM THE SANITARY SEWER SERVICE LINE OR IN THE SAME TRENCH BUT ON A SHELF 18" ABOVE THE SEWER LINE, IN WHICH CASE THE SEWER PIPE MATERIAL SHALL BE DUCTILE IRON OR SCHEDULE 40 PVC WITH SOLVENT WELD JOINTS.

Z:\acaddata\dwg\Standard details\Std Water B Box.dwg



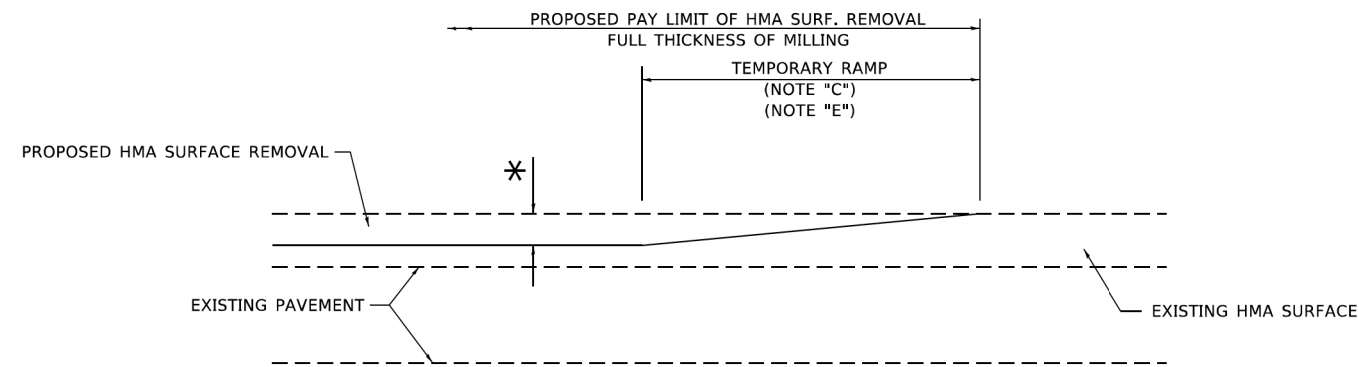
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PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = \$DATES	CHECKED -	REVISED -
	DATE - 11/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HANOVER PARK DETAILS

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

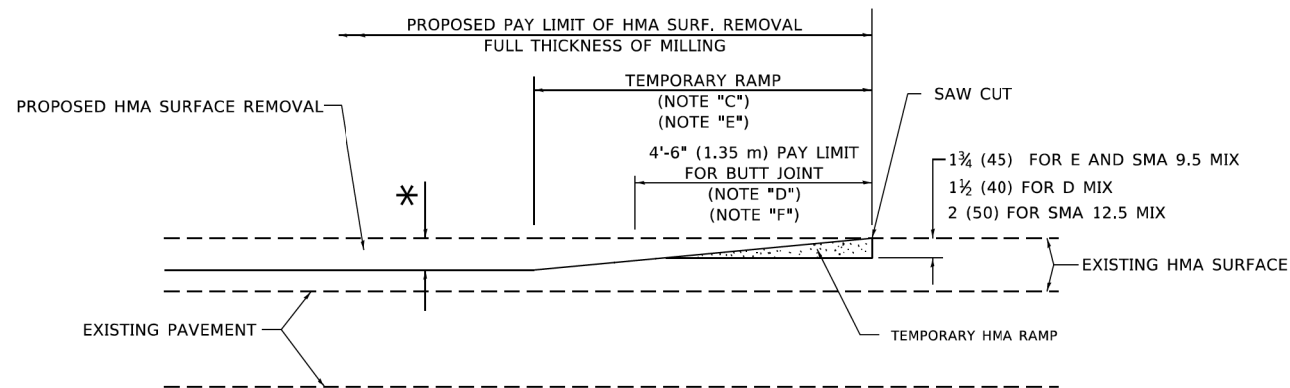
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	58
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

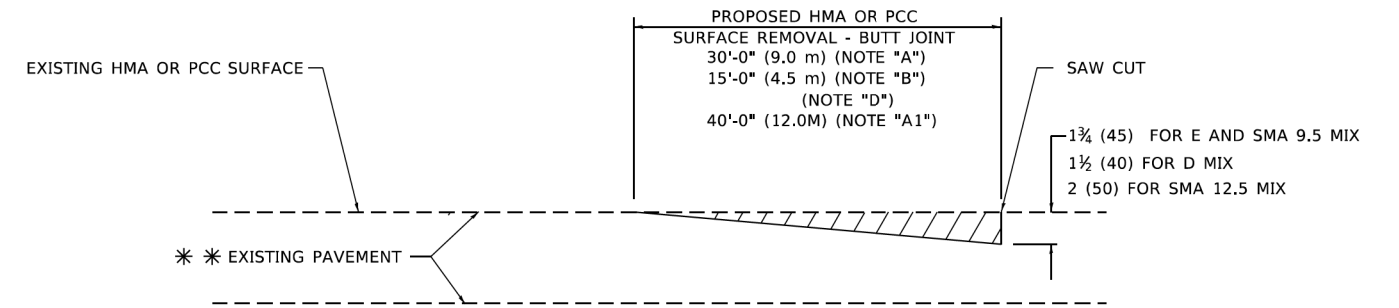


HMA CONSTRUCTED TEMPORARY RAMP

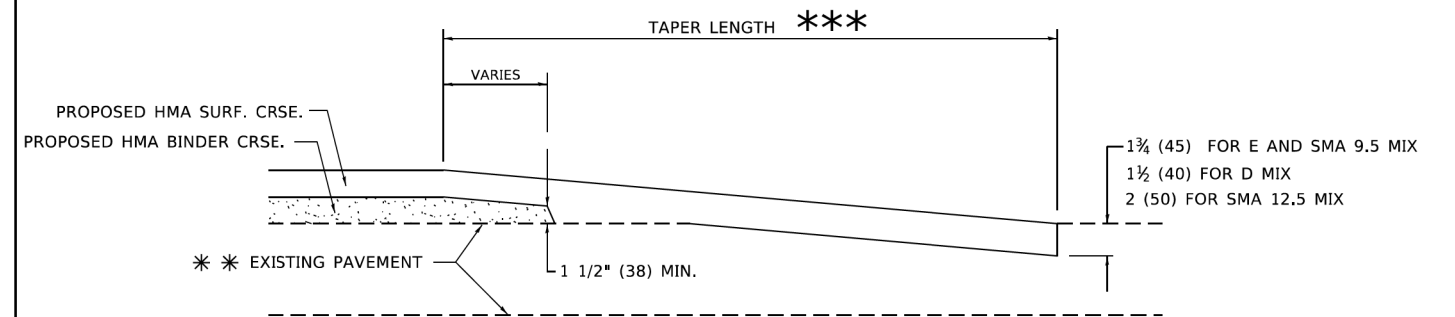
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



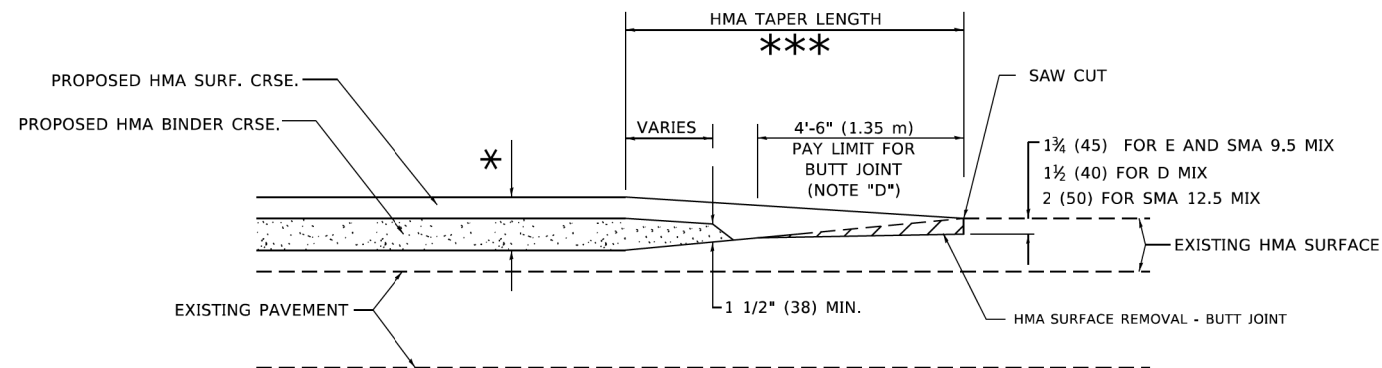
BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 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

- 1. 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



USER NAME = \$USERS	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = \$\$SCALE\$	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = \$DATES	DATE - 06	REVISED - K. SMITH 11-18-22

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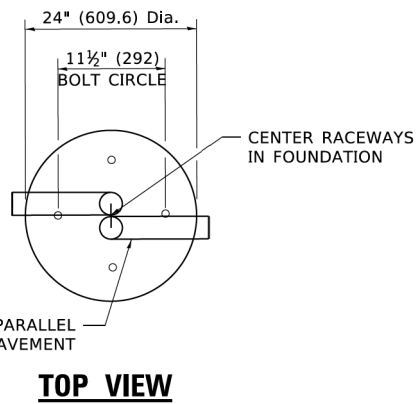
BUTT JOINT AND
HMA TAPER DETAILS

SCALE: N/A SHEET 1 OF 4 SHEETS STA. N/A TO STA. N/A

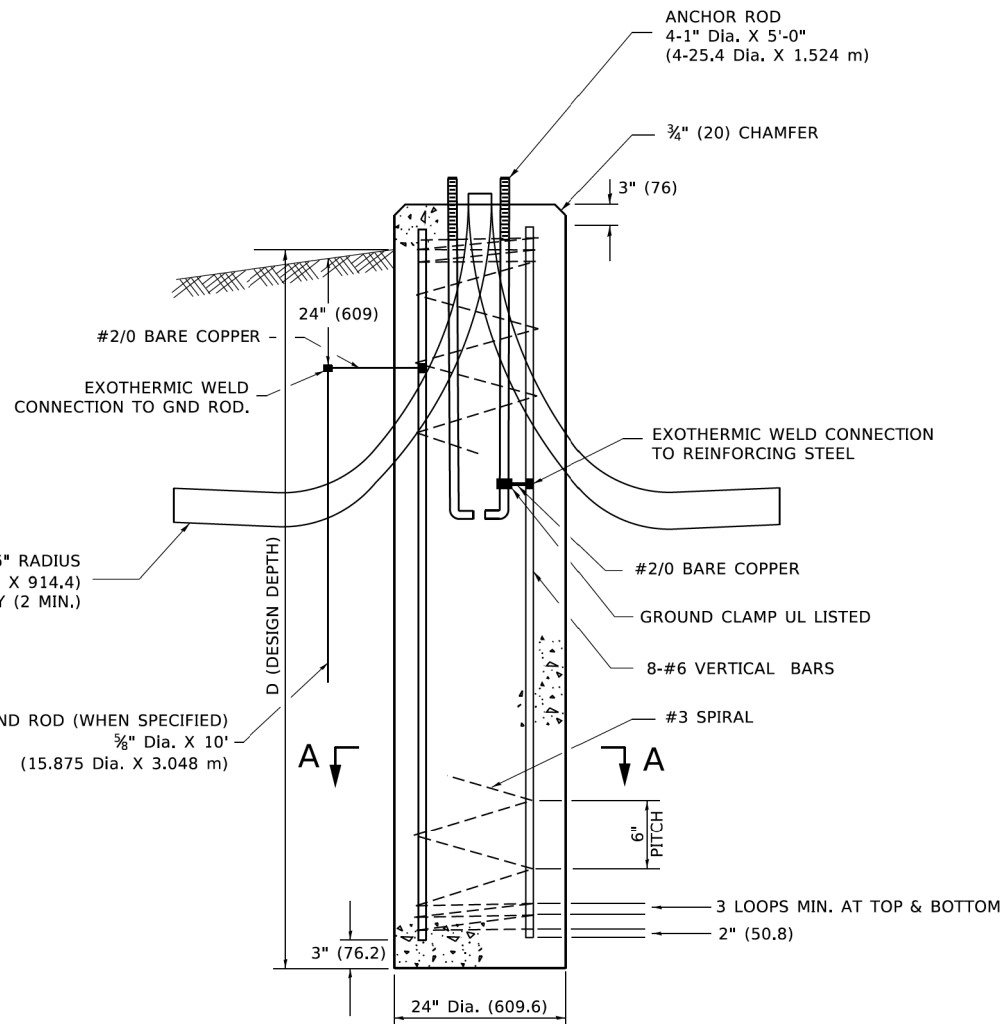
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR		71	59
	BD400-05 BD32		CONTRACT NO. 61G80	
ILLINOIS FED. AID PROJECT				

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT.	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND φ = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND φ = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND φ = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



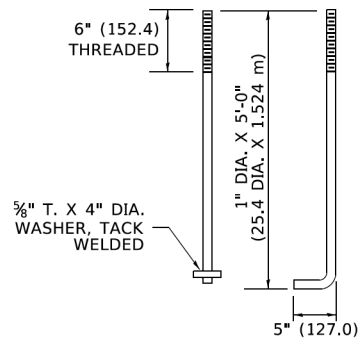
TOP VIEW



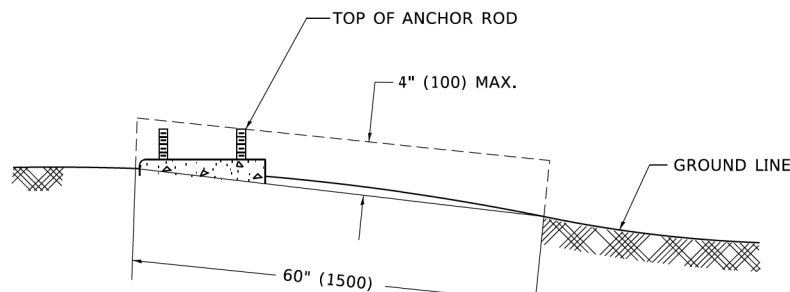
FOUNDATION DETAIL

NOTES

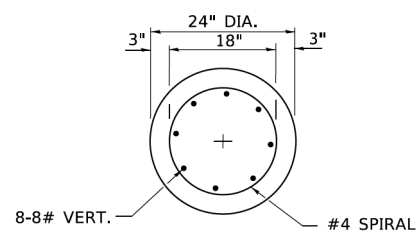
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3#4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 23#4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



ANCHOR BOLT DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

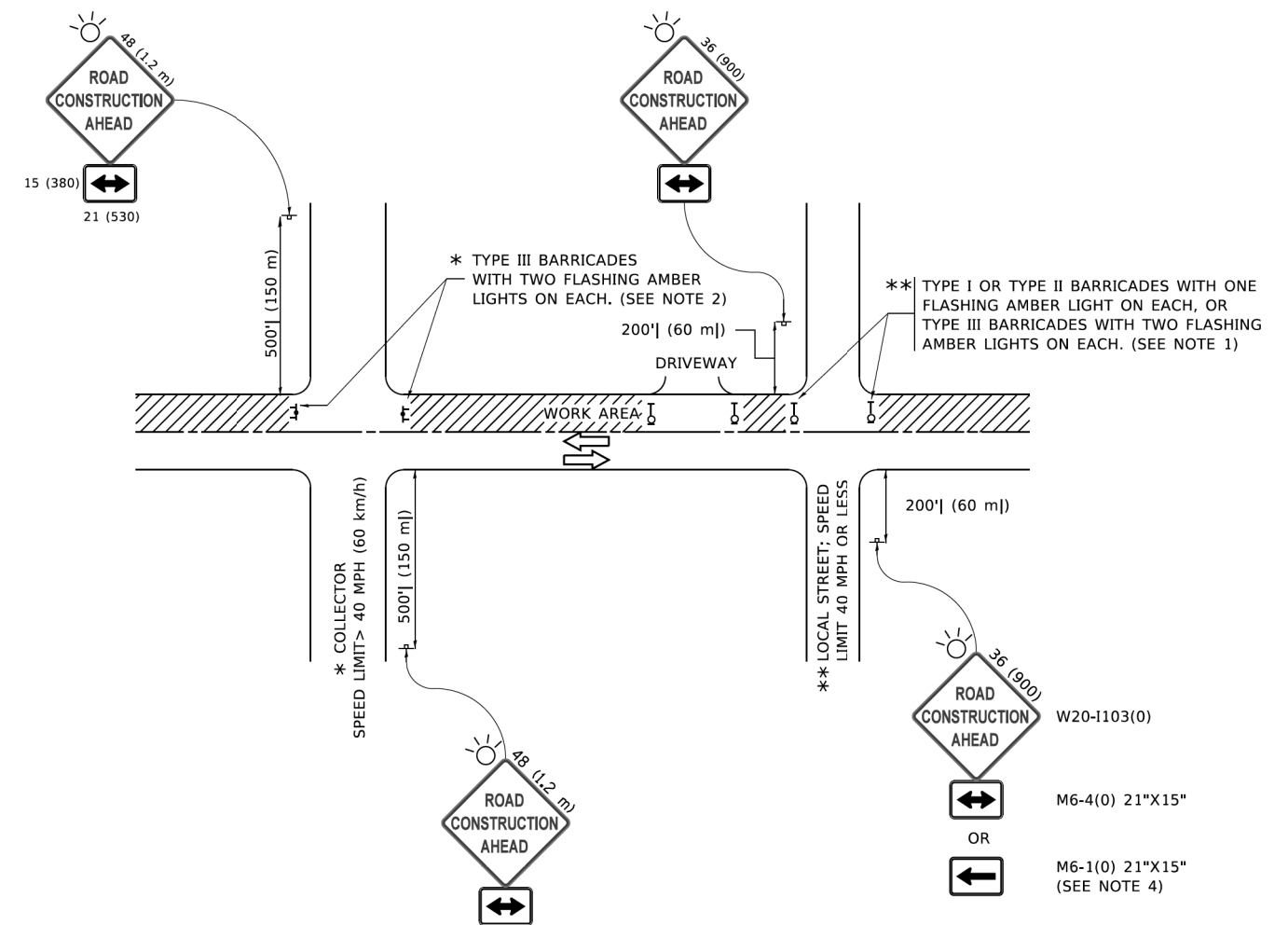


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PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -
PLOT DATE = \$DATES	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION
30' (9.144 m) TO 35' (10.668 m) M.H. 11 1/2" (292 mm) BOLT CIRCLE
SCALE: N/A SHEET 2 OF 4 SHEETS STA. N/A TO STA. N/A

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	60
	BE-300		CONTRACT NO. 61G80	
ILLINOIS FED. AID PROJECT				



NOTES:

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 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) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. 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.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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



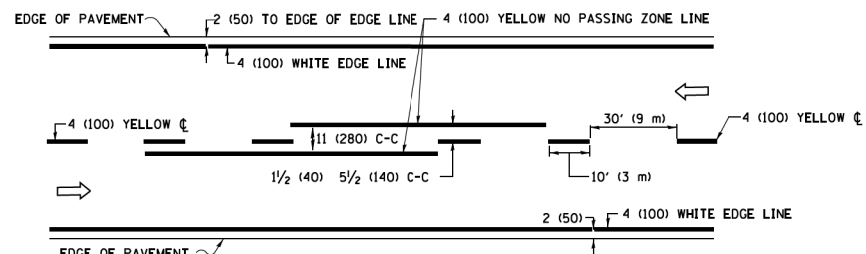
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	DRAWN -	REVISED -T. RAMMACHER 01-06-00
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PLOT DATE = \$DATES	DATE -	REVISED -A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

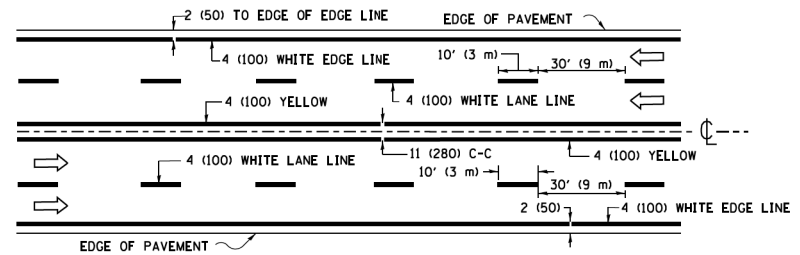
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS AND DRIVEWAYS

SCALE: N/A SHEET X OF X SHEETS STA. N/A TO STA. N/A

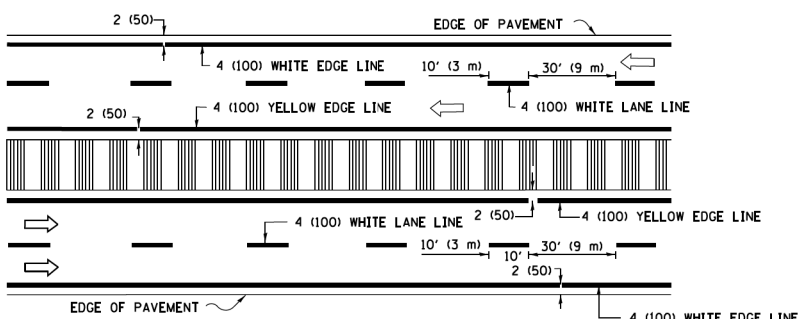
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	61
	TC-10		CONTRACT NO. 61G80	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

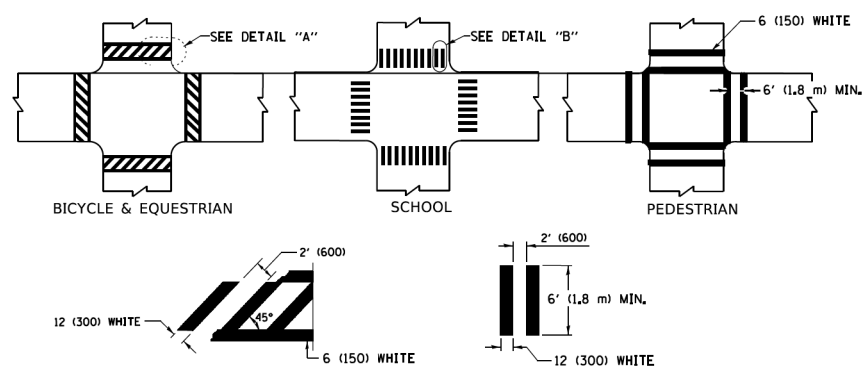


MULTI-LANE UNDIVIDED



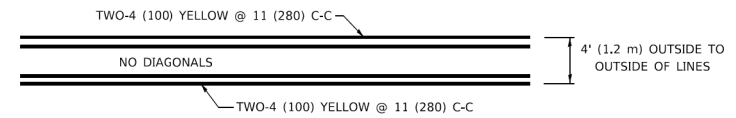
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

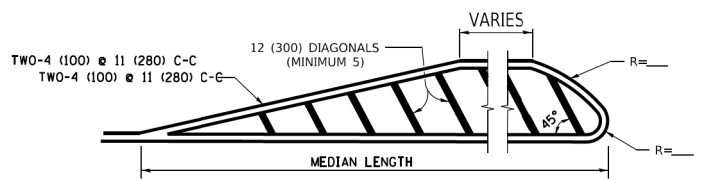


TYPICAL CROSSWALK MARKING

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

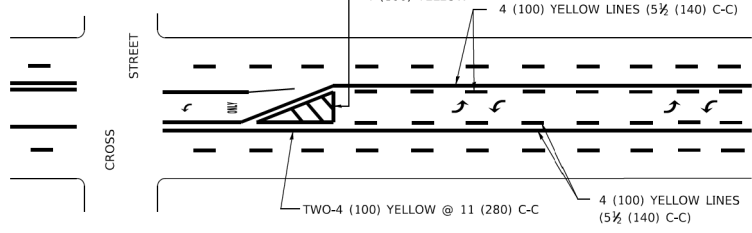


4' (1.2 m) WIDE MEDIANS ONLY



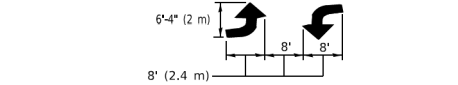
MEDIANS OVER 4' (1.2 m) WIDE

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



**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

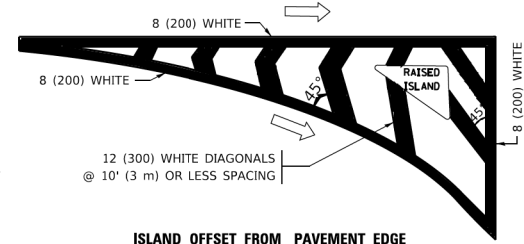
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



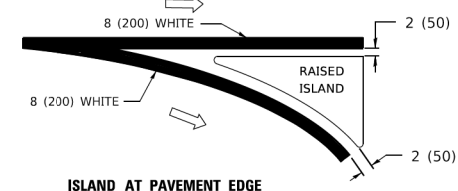
TYPICAL LEFT (OR RIGHT) TURN LANE MARKING

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

TYPICAL TURN LANE MARKING

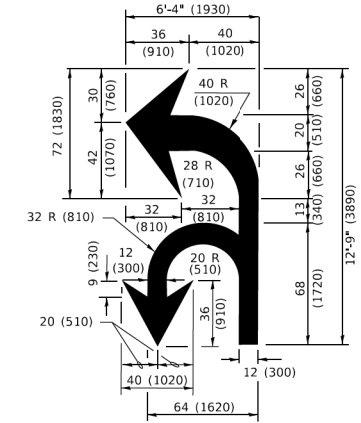


ISLAND OFFSET FROM PAVEMENT EDGE

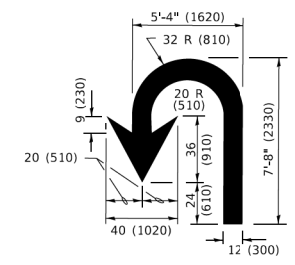


ISLAND AT PAVEMENT EDGE

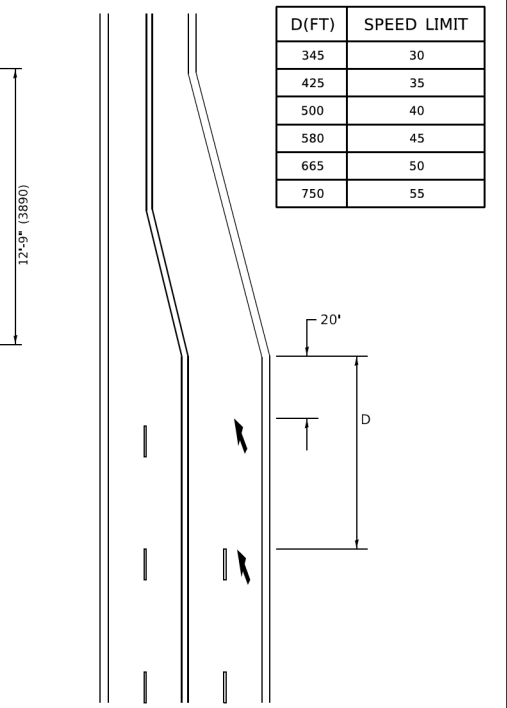
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 2' (600) APART 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15' 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m ²) EACH *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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



USER NAME = \$USERS	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PLOT SCALE = \$\$SCALE\$	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT DATE = \$DATES	CHECKED -	REVISED - C. JUCIUS 12-21-15
	DATE -	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS			15-00066-00-BR	DUPAGE	71	62
SCALE: N/A	SHEET 3 OF 4 SHEETS	STA. N/A	TC-13	CONTRACT NO. 61G80		
		ILLINOIS		FED. AID PROJECT		

ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-2-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

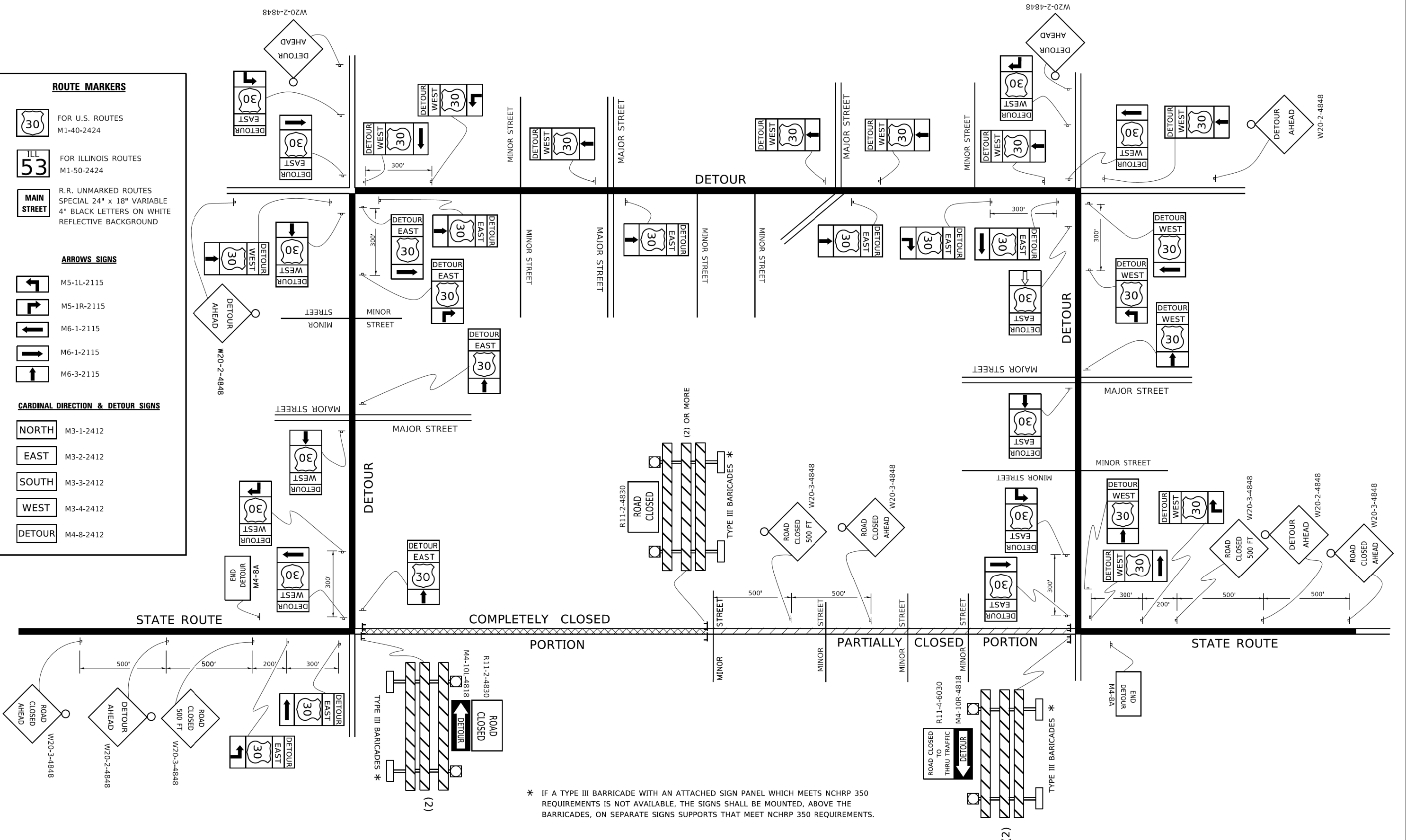
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.



USER NAME = \$USERS	DESIGNED -	REVISED - 10-18-02
PLOT SCALE = \$\$SCALE\$	DRAWN -	REVISED - R. BORO 09-14-09
PLOT DATE = \$DATES	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

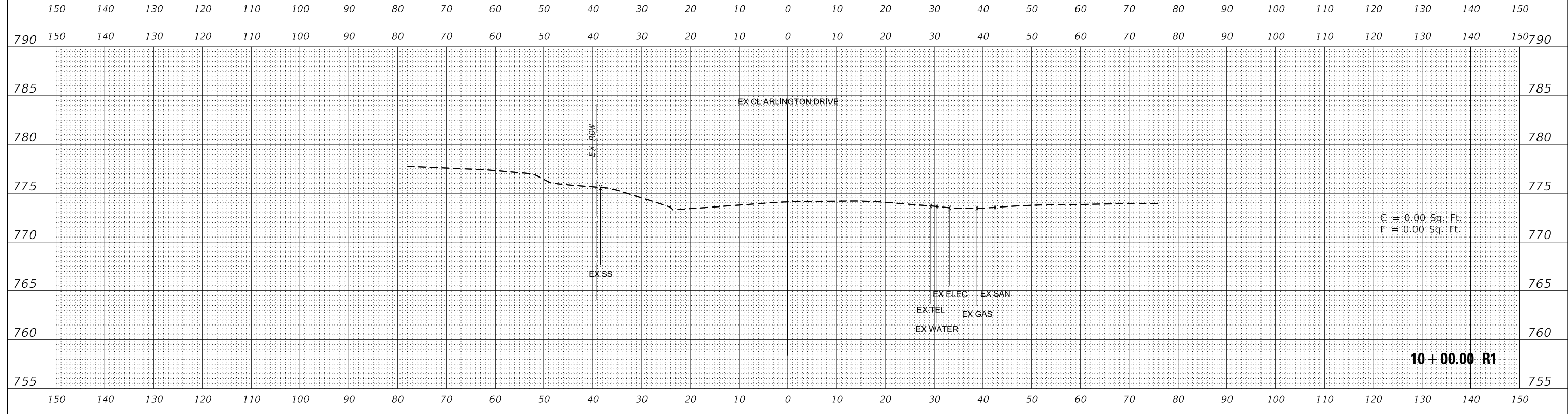
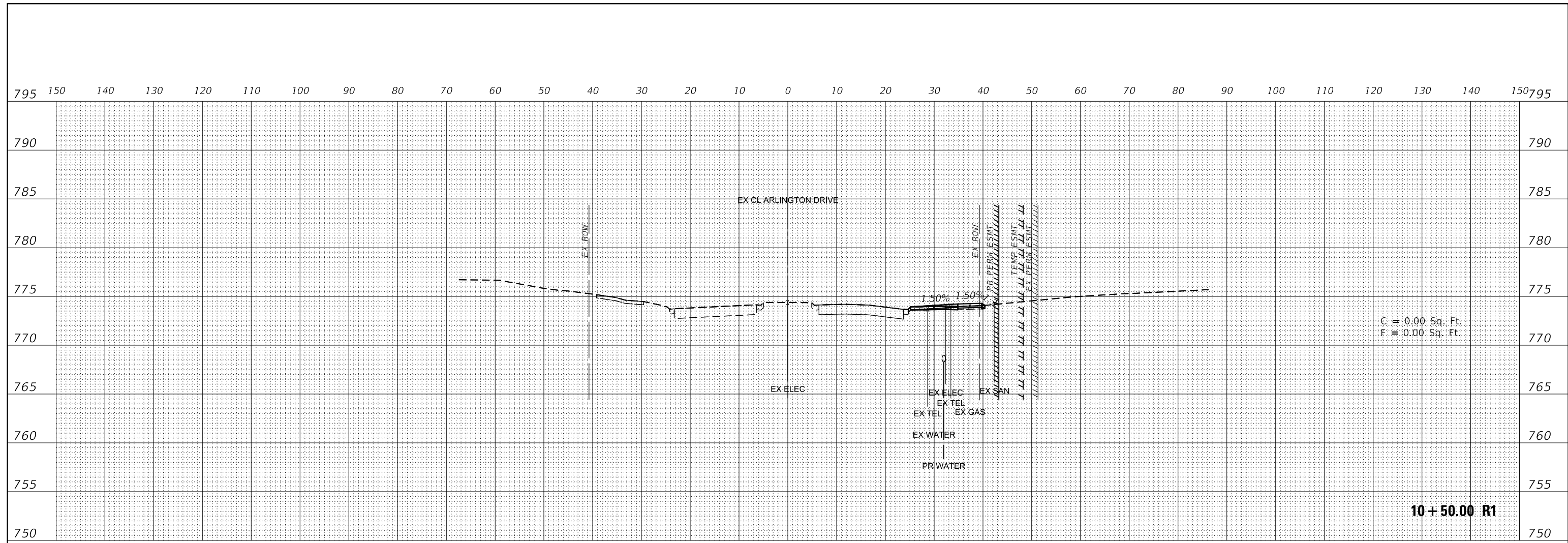
DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	63
	TC-21		CONTRACT NO. 61G80	
		ILLINOIS	FED. AID PROJECT	

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

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



MODEL: SP01DELNAME\$
FILE NAME: SP1ELS



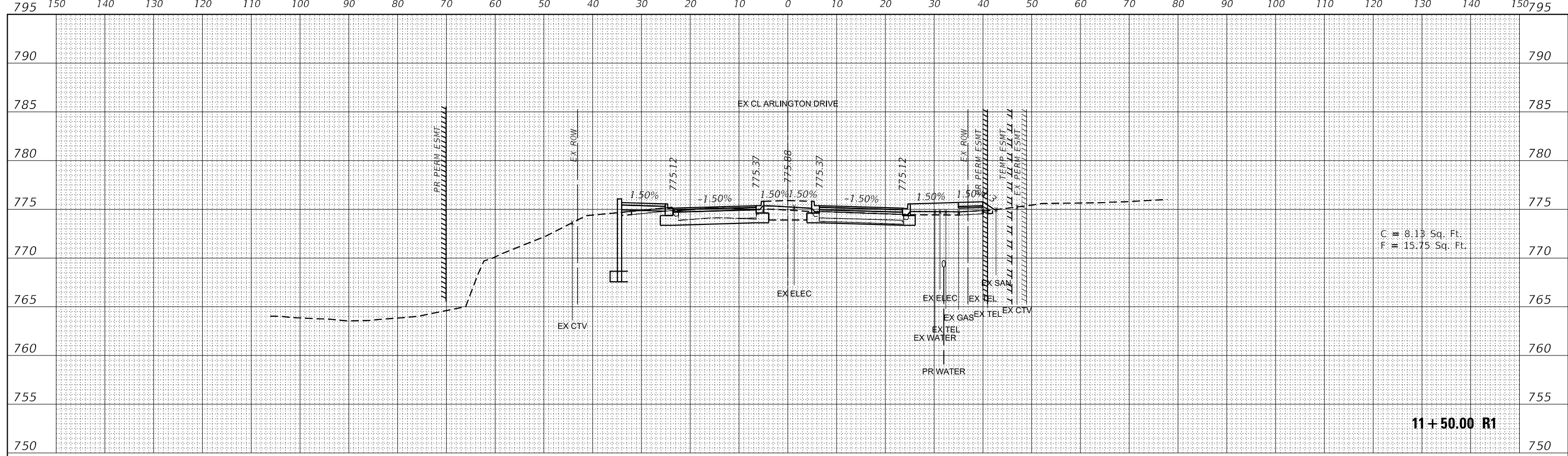
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PLOT SCALE =	sSCALE\$	CHECKED -	RMT	REVISED -	
PLOT DATE =	sDATE\$	DATE -	11/17/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS			
STA. 10+00 TO STA. 10+50			
SCALE: 1"=20'H; 1"=5'V	SHEET 1	OF 8	SHEETS
STA. 10+00.00 R1 TO STA. 10+50.00 R1			

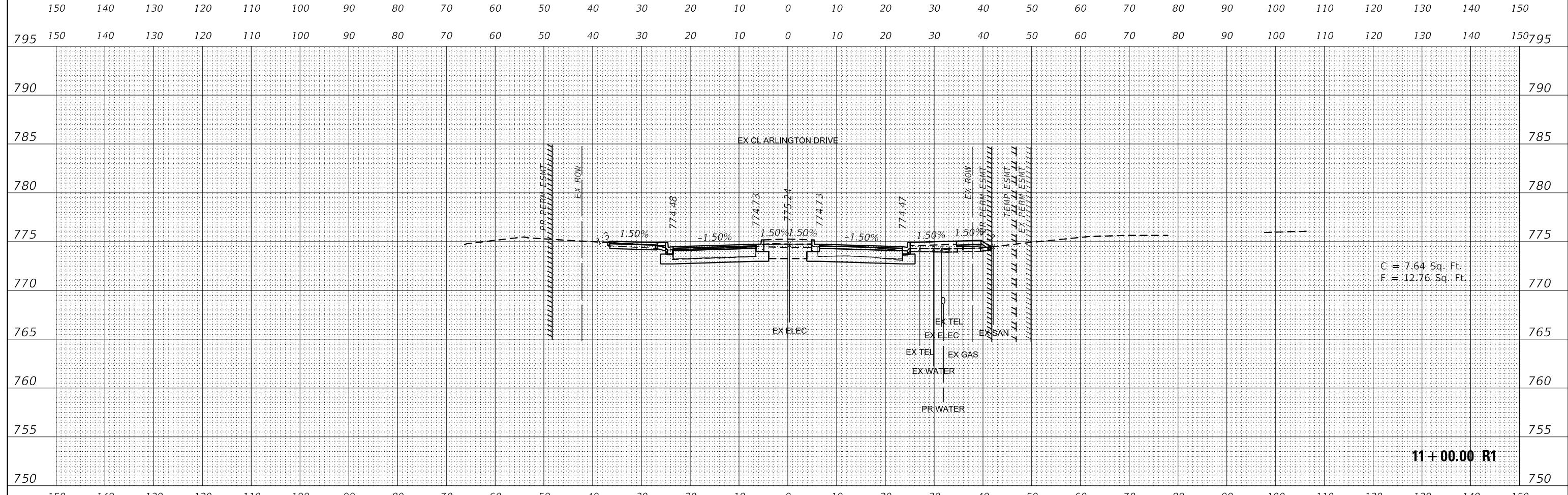
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	64
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

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



11+50.00 R1

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



11+00.00 R1

MODEL: \$MODELNAME\$
FILE NAME: \$FILES\$



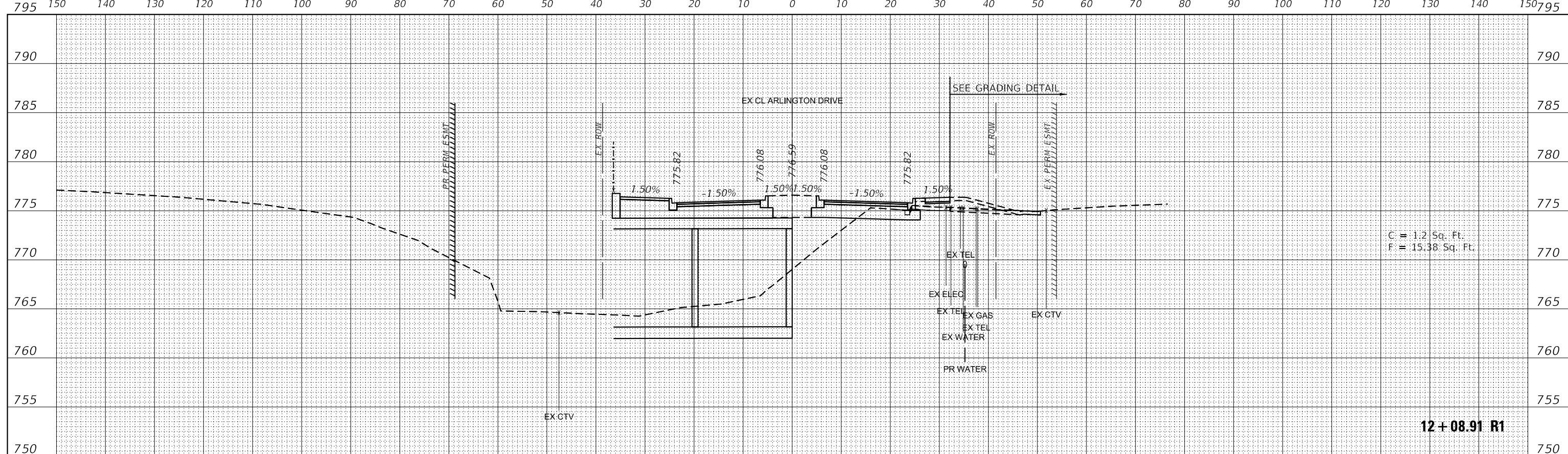
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PLOT DATE = \$DATE\$	DATE - 11/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

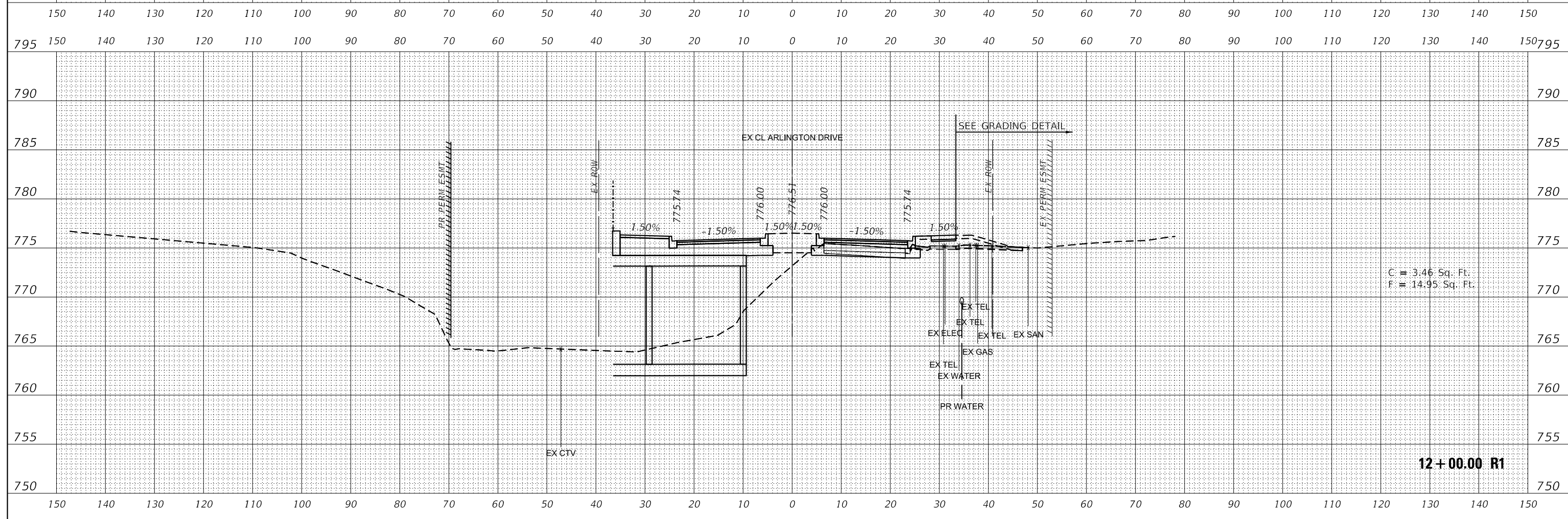
CROSS SECTIONS			
STA. 11+00 TO STA. 11+50			
SCALE: 1"=20'H; 1"=5'V	SHEET 2	OF 8 SHEETS	STA. 11+00.00 R1 TO STA. 11+50.00 R1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	65
				CONTRACT NO. 61G80
				ILLINOIS FED. AID PROJECT

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



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



MODEL: SPODELNAMES
FILE NAME: SP1EELS



USER NAME =	USERS	DESIGNED -	ALG	REVISED -	
		DRAWN -	ALG	REVISED -	
PLOT SCALE =	SSCALE5	CHECKED -	RMT	REVISED -	
PLOT DATE =	SDATE5	DATE -	11/17/2023	REVISED -	

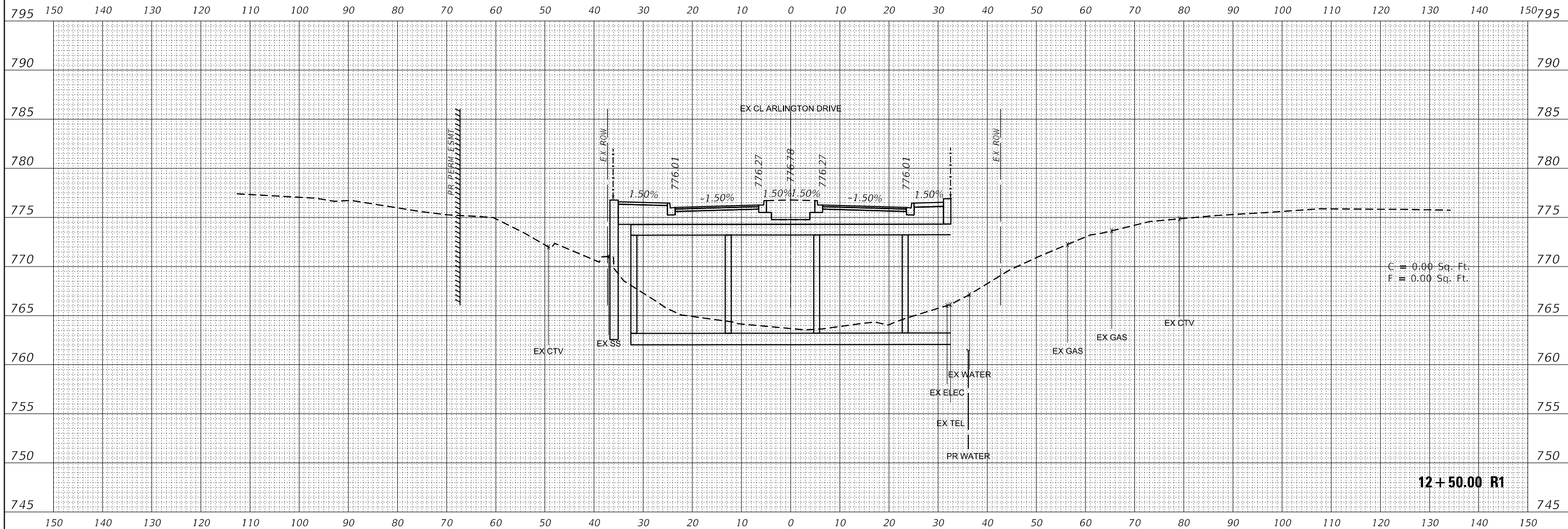
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS			
STA. 12+00 TO STA. 12+08.91			
SCALE: 1"=20'H; 1"=5'V	SHEET 3	OF 8 SHEETS	STA. 12+00.00 R1 TO STA. 12+08.91 R1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	66
				CONTRACT NO. 61G80
				ILLINOIS FED. AID PROJECT

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

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



MODEL: \$MODELNAME\$
FILE NAME: \$FILES\$



USER NAME = \$USERS\$	DESIGNED - ALG	REVISED -
	DRAWN - ALG	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - RMT	REVISED -
PLOT DATE = \$DATE\$	DATE - 11/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

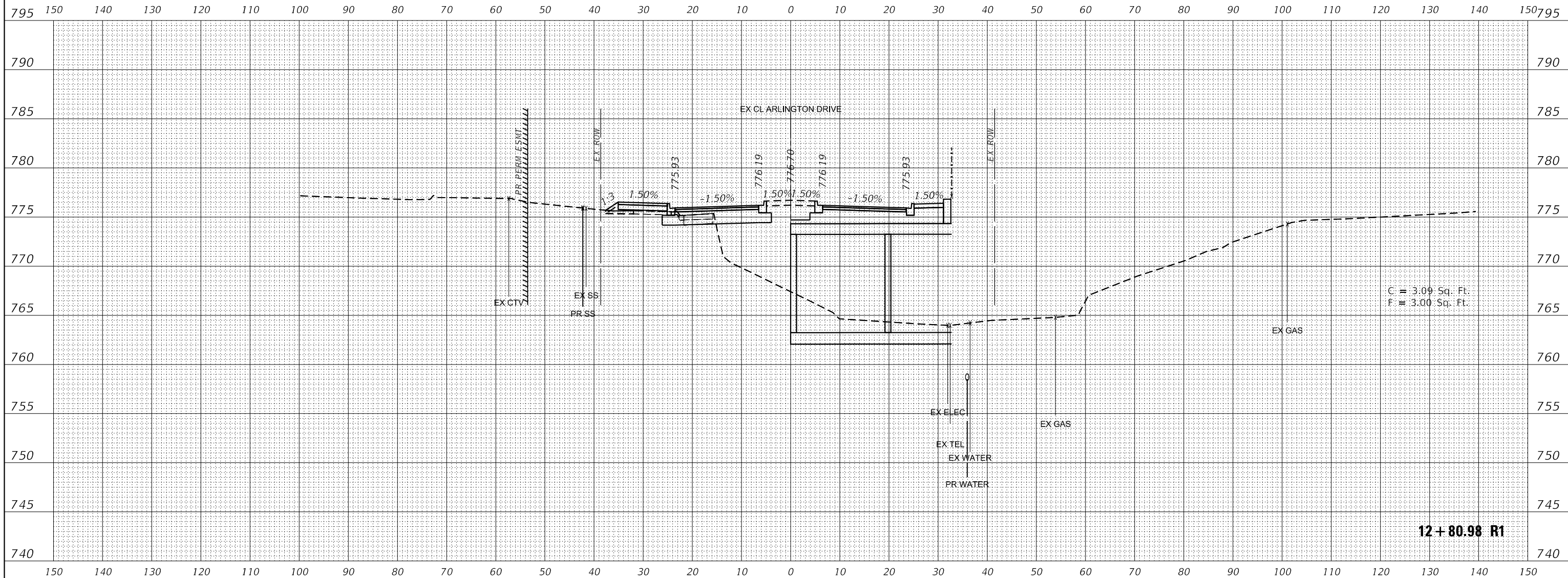
**CROSS SECTIONS
STA. 12+50 TO STA. 12+50**

SCALE: 1"=20'H; 1"=5' SHEET 4 OF 8 SHEETS STA. 12+50.00 R1 TO STA. 12+50.00 R1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	67
			CONTRACT NO. 61G80	
			ILLINOIS FED. AID PROJECT	

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

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



12 + 80.98 R1

MODEL: SP0DELNAME\$
FILE NAME: SP1ELS



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - ALG	REVISED -
PLOT DATE = \$DATE\$	CHECKED - RMT	REVISED -
	DATE - 11/17/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

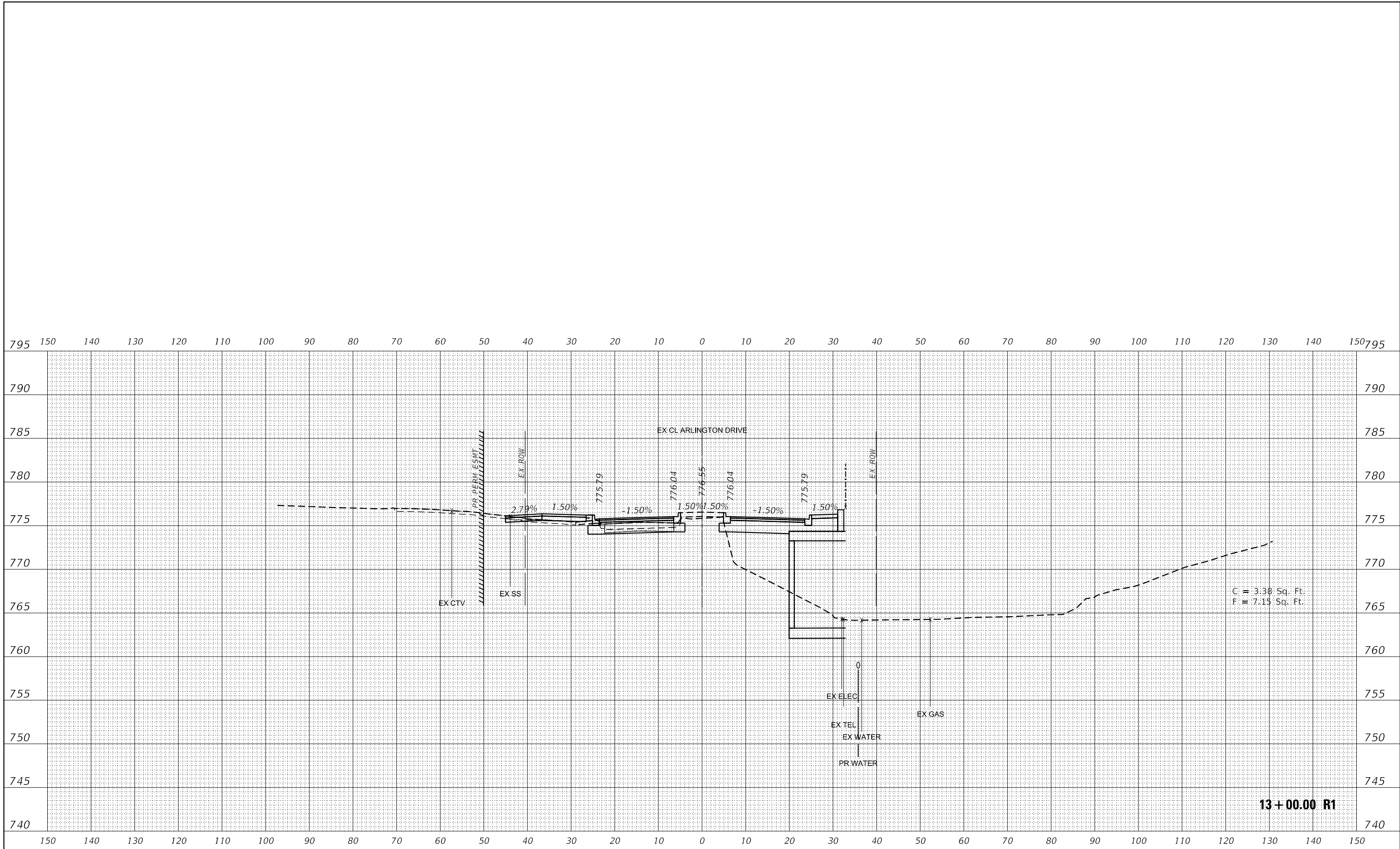
**CROSS SECTIONS
STA. 12 + 80.98 TO STA. 12 + 80.98**

SCALE: 1"=20'H; 1"=5' SHEET 5 OF 8 SHEETS STA. 12+80.98 R1 TO STA. 12+80.98 R1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	68
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

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

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



13+00.00 R1

MODEL: SPODELNAMES
FILE NAME: SP1EELS



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - ALG	REVISED -
PLOT DATE = \$DATE\$	CHECKED - RMT	REVISED -
	DATE - 11/17/2023	REVISED -

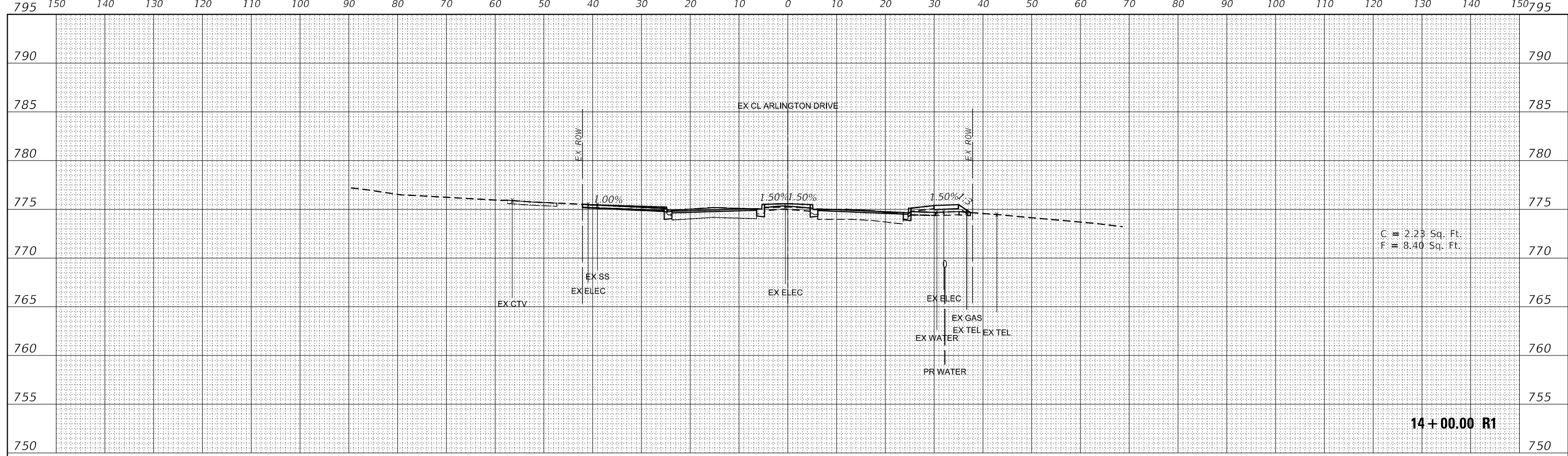
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS	
STA. 13+00 TO STA. 13+00	
SCALE: 1"=20'H; 1"=5' V	SHEET 6 OF 8 SHEETS
STA. 13+00.00 R1 TO STA. 13+00.00 R1	

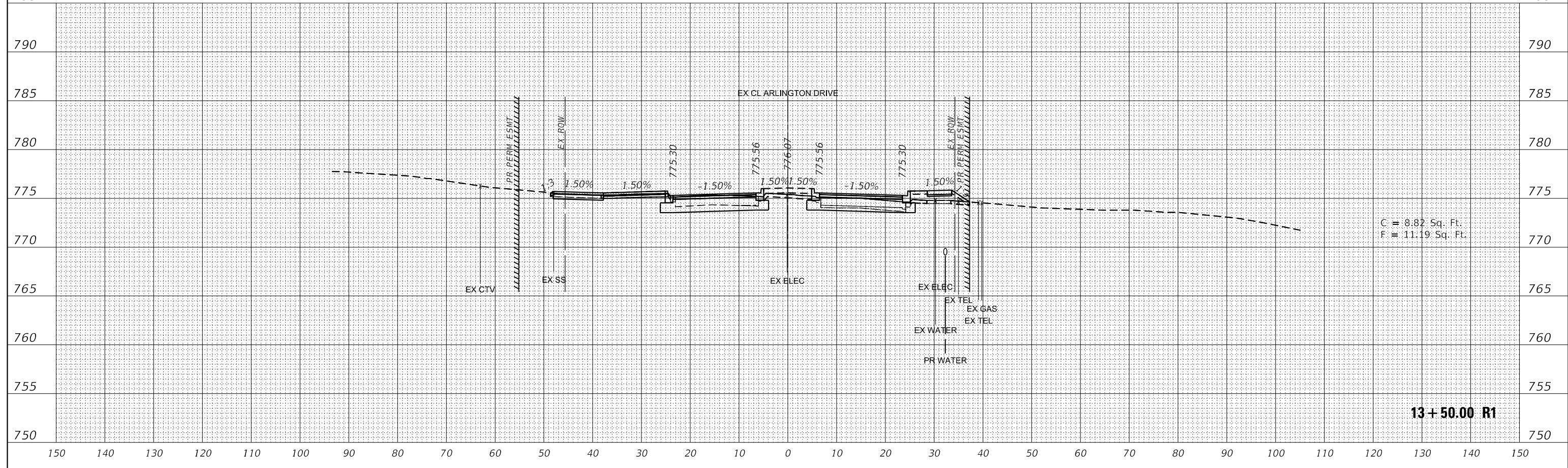
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	69
CONTRACT NO. 61G80				
ILLINOIS FED. AID PROJECT				

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

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



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

MODEL: SPODELNAMER
FILE NAME: SP1ELS



USER NAME = \$USERS	DESIGNED - ALG	REVISED -
	DRAWN - ALG	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - RMT	REVISED -
PLOT DATE = \$DATE\$	DATE - 11/17/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS			
STA. 13+50 TO STA. 14+00			
SCALE: 1"=20'H; 1"=5'V	SHEET 7	OF 8 SHEETS	STA. 13+50.00 R1 TO STA. 14+00.00 R1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00066-00-BR	DUPAGE	71	70
				CONTRACT NO. 61G80
				ILLINOIS FED. AID PROJECT

