

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
FEDERAL AID PROJECT**

FAP ROUTE 345
THORNDALE AVENUE OVER SALT CREEK
PROJECT NO. BRF-0345(045)
STRUCTURE NO. 022-3011
SECTION 98-00153-02-BR
DUPAGE COUNTY
C-91-138-04

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	1
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 63077



LOCATION OF SECTION INDICATED THIS: - [black rectangle] -

FOR INDEX OF SHEETS, SEE SHEET 2

PROJECT LOCATED IN THE CITY OF WOODDALE

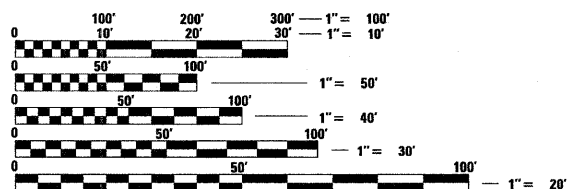
PLAN	DATE
NO.	
BY	
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DATE	
BY	
DATE	

PROFILE	DATE
NO.	
BY	
DATE	
BY	
DATE	
BY	
DATE	

FIELD ENGINEER: MARILIN SOLOMON (847) 705-4407

TRAFFIC DATA

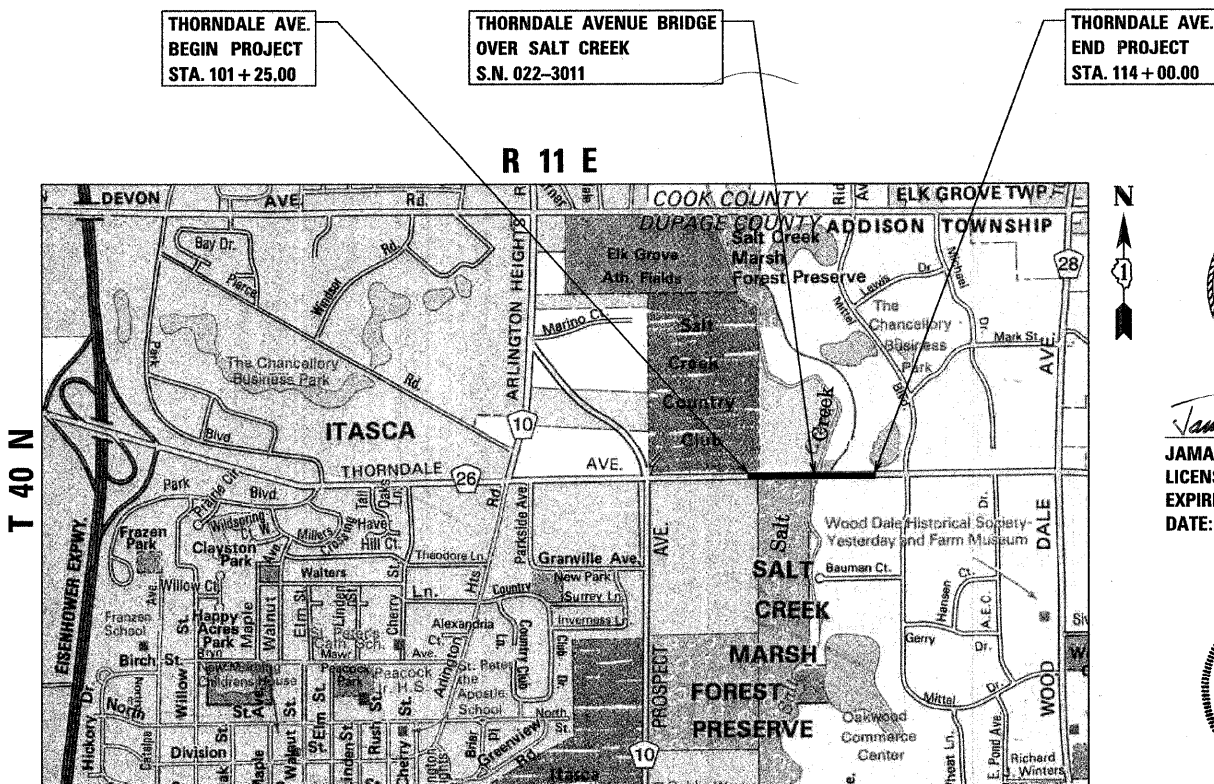
ADT (2030) = 45,000
POSTED SPEED LIMIT = 45 MPH
DESIGN SPEED = 50 MPH



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

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

CONTRACT NO. 63077



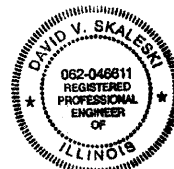
ADDISON TOWNSHIP

LOCATION MAP
NOT TO SCALE

GROSS LENGTH OF PROJECT = 1,275 FEET (0.24 MILES)
NET LENGTH OF PROJECT = 1,146.34 FEET (0.217 MILES)



Jamal Grainawi
JAMAL GRAINAWI, S.E., P.E.
LICENSE NO.: 81-5161
EXPIRES: November 30, 2008
DATE: July 27, 2008



David Skaleski
DAVID V. SKALESKI, P.E.
LICENSE NO.: 062-046611
EXPIRES: November 30, 2009
DATE: July 22, 2008

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED July 23, 2008
Charles A. Pofanski
DUPAGE COUNTY, COUNTY ENGINEER

PASSED SEPTEMBER 15, 2008
Christina Hart
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW SEPTEMBER 15, 2008
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PARSONS BRINCKERHOFF
230 WEST MONROE STREET, SUITE 900,
CHICAGO, ILLINOIS 60606
TEL: 312-782-8150 - FAX: 312-782-1684

FINAL (100%) SUBMITTAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	3
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
NOTES-01 OF 02				

CONTRACT NO. 63077

GENERAL NOTES

UTILITIES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES (48 HOUR NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITY COMPANIES.
- THE COUNTY DOES NOT GUARANTEE THE COMPLETENESS OR ACCURACY OF THE INFORMATION SHOWN ON THE PLANS REGARDING PUBLIC AND PRIVATE UTILITIES, SUCH AS SEWERS, MANHOLES, CATCH BASINS, INLETS, GAS AND WATER MAINS, TELEPHONE AND ELECTRICAL DUCT LINES, AND OTHER UTILITY SYSTEMS. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION OPERATIONS AND SHALL REPORT TO THE COUNTY ANY OMISSIONS AND DIFFERENCES FROM THE LOCATIONS SHOWN ON THE PLANS. TEST HOLES MAY BE USED TO LOCATE UTILITIES AT THE DIRECTION OF THE ENGINEER. THE COST OF THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL PROTECT EXISTING AND NEW UTILITIES, USING METHODS APPROVED OF BY THE ENGINEER. THE CONTRACTOR SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT DISPLACEMENT OR CHANGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT. THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGED UTILITIES.
- ALL UTILITY RELOCATIONS OR ADJUSTMENTS SHALL BE PERFORMED BY THE RESPECTIVE UTILITY OWNERS AT THEIR EXPENSE AND SHALL NOT BE CONSIDERED AS PART OF THIS CONTRACT. THE CONTRACTOR SHALL NOTIFY THE AFFECTED UTILITIES AND SCHEDULE WORK ACCORDINGLY. THIS COORDINATION WILL BE PERFORMED AT NO ADDITIONAL COST.
- WHEN USING HEAVY EQUIPMENT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUATE PROTECTION OF ALL EXISTING SEWER LINES, SEWER STRUCTURES, AND BENCH MONUMENTS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- CLASS SI CONCRETE SHALL BE USED FOR PAVEMENT REPLACEMENT WHENEVER UTILITY STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATERMANS AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION OR EXTENSION OF THE UTILITY INVOLVED.
- ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE SYSTEM OF THE STRUCTURE INVOLVED.
- ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. FOLLOWING IS A LIST OF UTILITIES FROM WHICH DATA HAS BEEN RECEIVED AND REPRESENTED IN THE PLANS.

NICOR GAS
CONNIE LANE
UTILITY COORDINATOR
1844 FERRY ROAD
NAPERVILLE, IL 60565-9600
PH: (630)-388-3830

CITY OF WOOD DALE
DAVE GRAFF
CITY ENGINEER
404 N. WOOD DALE ROAD
IL 60191
PH: (630)-787-3762

COMMONWEALTH EDISON
JOE STACHO
UTILITY COORDINATOR
IN 423 SWIFT ROAD
LOMBARD, IL 60148
PH: (630)-424-5704

AT&T
MIKE CARNEY
1000 COMMERCE DRIVE
OAKBROOK, IL 60523
PH: (630)-573-6456

DUPAGE WATER COMMISSION
MR. ED KAZMIERCZAK
600E. BUTTERFIELD ROAD
ELMHURST, IL 60126-4642
PH: (630)-834-0100

GEOTECHNICAL REPORT

- PRIOR TO THE PLACEMENT OF THE ENGINEERED FILL, IT IS RECOMMENDED THAT ALL POTENTIALLY UNSTABLE SOILS BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGES AS DETERMINED BY THE GEOTECHNICAL ENGINEER. ANY PGES NOT NEEDED AT THE TIME OF CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.
- THE IMPROVEMENT IS ADJACENT TO AN EXISTING WETLAND. THE PROJECT BORINGS WHICH APPEAR TO BE NEAR THE ROADWAY GRADE THROUGH EXISTING FILL SHOW SOME ORGANIC SOILS. IF THE ENGINEER OR SOILS INSPECTOR DETERMINES THAT GRANULAR MATERIAL IS REQUIRED TO BUILD A WORKING PLATFORM DURING CONSTRUCTION OF THE EMBANKMENTS, THE CONTRACTOR SHALL USE POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

ROADWAY AND EARTHWORK

- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- ALL ELEVATIONS SHOWN ON THE PLANS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.
- 10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON COUNTY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE COUNTY.
- THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER SQUARE METER (SQ YARD) OF AGGREGATE SUBGRADE 16".
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT DETAIL INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- ALL DIMENSIONS SHOWN ON THE PLANS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).
- SAW CUTTING SHOWN ON THE PLANS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ADJACENT REMOVAL ITEM.
- THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN AND PROTECT ALL ELECTRICAL SYSTEMS WITHIN THE PROJECT LIMITS, UNLESS OTHERWISE SHOWN ON PLANS OR DIRECTED BY THE ENGINEER. ANY DAMAGED ELECTRICAL SYSTEMS OR UNITS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AS APPROVED OF BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND VERIFY EXISTING FIELD CONDITIONS PRIOR TO ORDERING MATERIALS AND STARTING CONSTRUCTION. ANY QUANTITY ADJUSTMENTS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND MEET WITH HIS/HER APPROVAL. VARIATIONS IN QUANTITIES SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION. HOWEVER, THE CONTRACTOR WILL BE PAID AT THE CONTRACT UNIT PRICE FOR THE WORK COMPLETED.
- WHERE TRENCH BACKFILL IS REQUIRED, THE MATERIAL USED SHALL BE COMPACTED AS SPECIFIED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS USING METHOD ONE.
- THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE OR EXISTING PAVEMENT, NOT SCHEDULED TO BE REMOVED, WITH LOADED SCRAPERS OR TRACK EQUIPMENT.
- ALL EMBANKMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS AND ALL SUBGRADES SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 301 OF THE STANDARD SPECIFICATIONS.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AGGREGATE BASE COURSE, AND HOT MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- SAWCUT CONSTRUCTION JOINTS SHALL BE PROVIDED AT PAVED COMMERCIAL OR PRIVATE ENTRANCES AND AT ALL SIDE ROADS. THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "F".
- THE MAXIMUM COMPACTED THICKNESS OF THE ANY LIFT OF HOT-MIX ASPHALT BINDER OR SURFACE COURSE SHALL BE 2.5 INCHES.
- THE MAXIMUM COMPACTED THICKNESS OF A LIFT OF HOT-MIX ASPHALT BASE COURSE WILL BE FOUR (4) INCHES UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
- HOT-MIX ASPHALT BASE COURSE SHALL NOT BE PLACED ADJACENT TO THE CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACT UNIT PRICES FOR ITEMS USED TO CONSTRUCT TEMPORARY PAVEMENT OR ACCESS ROADS SHALL INCLUDE ALL EQUIPMENT, LABOR AND MATERIAL REQUIRED TO PLACE, REMOVE AND DISPOSE OF THE TEMPORARY PAVEMENT OR ACCESS ROAD.
- DURING THE CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED, AT HIS EXPENSE, TO HAVE AVAILABLE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST. IF NECESSARY, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS.

ROADWAY AND EARTHWORK (CONTINUED)

- ALL EXISTING DOMESTIC BUFFALO BOXES ARE TO BE ADJUSTED BY THE CONTRACTOR. THE COST OF THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
- ALL EXCESS MATERIAL (BROKEN CONCRETE, CULVER PIPE, WASTE ROADWAY EXCAVATION AND SURPLUS MATERIAL FROM SEWER TRENCHES) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
- ALL EXISTING GRANULAR AND HMA MATERIALS TO BE REMOVED AND NOT PAID AS A SPECIFIC ITEM SHALL BE CONSIDERED EARTH EXCAVATION AND WILL BE PAID FOR AT THE UNIT PRICE FOR EARTH EXCAVATION. THE CONTRACTOR WILL HAVE THE OPTION OF REMOVING THE EXISTING HMA MATERIAL BY GRINDING OR EXCAVATING THE MATERIAL. IF THE HMA MATERIAL IS REMOVED BY EXCAVATION, IT MAY NOT BE USED IN EMBANKMENT AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER. HMA MATERIAL REMOVED BY GRINDING MAY BE USED AS EMBANKMENT MATERIAL. NO HMA MATERIAL SHALL BE REMOVED IN AREAS TO BE USED FOR TEMPORARY ROADWAY.
- ALL GRINDINGS AND GRANULAR MATERIALS MAY BE USED IN EMBANKMENTS IN ACCORDANCE WITH THE EMBANKMENT I SPECIAL PROVISION. THE EMBANKMENT SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 205 OF IDOT'S STANDARD SPECIFICATIONS.
- MAIL BOXES SHALL BE RELOCATED AS DIRECTED BY THE LOCAL POSTAL AUTHORITY.
- UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
- IF DEEMED NECESSARY BY THE ENGINEER, A WORKING PLATFORM CONSISTING OF POROUS GRANULAR EMBANKMENT, SUBGRADE AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE INSTALLED TEMPORARILY PRIOR TO CONSTRUCTING THE EMBANKMENT. THIS WORK, INCLUDING THE REMOVAL OF THESE ITEMS, SHALL BE INCLUDED IN THE COST FOR FURNISHED EXCAVATION.

TREES AND LANDSCAPING

- TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
- ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE OUTSIDE OF THE PROJECT LIMITS.
- ALL CLEARING, REMOVAL OF BUSHES, HEDGES, AND TREES UNDER SIX (6) INCHES IN DIAMETER SHALL BE INCLUDED IN THE CONTACT UNIT PRICE FOR EARTH EXCAVATION.
- OVERHANGING LIMBS ARE TO BE TRIMMED OR CUT OFF TO PROVIDE A MINIMUM VERTICAL CLEARANCE OF TWENTY (20) FEET FROM THE FINISHED SURFACE OF THE ROAD.

LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED TREE EXPERT AS STATED IN THESE SPECIAL PROVISIONS AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.

ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH.

ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TREE REMOVAL.

ALL BOXED ITEMS ARE CONSIDERED INCIDENTAL TO THE CONTRACT.

REVISIONS		DUPAGE COUNTY DIVISION OF TRANSPORTATION THORNDALE AVENUE OVER SALT CREEK
NAME	DATE	
		GENERAL NOTES

SCALE: NTS
DATE 09-05-08
DRAWN BY MS
CHECKED BY DS



DATE	BY	REVISIONS

DATE	BY	REVISIONS

PLOT DATE = 9/4/2008
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #USER#

\$\$\$DGN\$\$
\$\$\$PRF\$\$\$

GENERAL NOTES (CONTINUED)

TREES AND LANDSCAPING (CONTINUED)

- TEMPORARY FENCE SHOULD BE ERECTED ALONG THE DRIPLINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- ANY AREA WHERE THERE IS NO PROPOSED GRADING THE EXISTING GROUND COVER SHALL REMAIN.

TOPSOIL

- THE CROSS SECTIONS INDICATE THE FINISHED GRADE OF TOPSOIL.
- TOPSOIL SHALL NOT BE STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION; THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER.
- TOPSOIL SHALL BE PLACED TO A DEPTH OF SIX (6) INCHES AND BE MEASURED IN SQUARE YARDS.

DRAINAGE

- ALL STORM SEWER CONNECTIONS WITH PIPES 27" DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST TEE OR WYE PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27" DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST TEE AND WYE PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.
- IF THE CONDITION OF EXISTING CATCH BASINS OR INLETS IS SUCH THAT ADJUSTMENT IS NOT FEASIBLE AT THE TIME OF CONSTRUCTION, THE CONTRACTOR SHALL FURNISH AND INSTALL NEW CATCH BASINS OR INLETS AND APPURTENANCES AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR THE RESPECTIVE PROPOSED STORM SEWER STRUCTURE.
- DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN ALL SURFACE DRAINAGE WITHIN THE PROJECT LIMITS. STORM SEWER FLOW MUST BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- ANY EXISTING DRAINAGE FACILITIES DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS/HER EXPENSE. THIS WORK SHALL MEET WITH THE SATISFACTION OF THE ENGINEER.
- PERFORATED LIDS SHALL BE PLACED ON ALL CATCH BASINS, UNLESS OTHERWISE NOTED. ALL SANITARY SEWER MANHOLE LIDS MUST BE A CONCEALED PICK HOLE AND GASKETED TYPE TO PRODUCE A WATERTIGHT SEAL.
- ALL EXISTING CULVERTS, STORM SEWERS, OR DRAINAGE STRUCTURES MARKED FOR REMOVAL ON THE PLANS OR DESIGNATED IN THE FIELD BY THE ENGINEER TO BE REMOVED SHALL BE REMOVED AND ANY EXCAVATION SHALL BE BACKFILLED WITH A GRANULAR MATERIAL MEETING THE SPECIFICATIONS FOR FA-1 OR FA-2. THE COST OF ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR STORM SEWER OR PIPE CULVERT UNLESS PAID FOR AS A SPECIFIC ITEM.
- THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR THE STRUCTURES TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE; ELEVATION INDICATES RIM GRADES.
- THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE STORM SEWER BEING CONNECTED.
- MANHOLES AND CATCH BASINS TYPE A WHERE THE DIFFERENCE BETWEEN THE RIM ELEVATION AND INVERT ELEVATION IS LESS THAN SIX (6) FEET SHALL BE CONSTRUCTED WITH FLAT TOPS.
- ALL ADJUSTMENTS OR RECONSTRUCTIONS SHALL INCLUDE THE REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE OF ALL UNSUITABLE TWO (2) FOOT INSIDE DIAMETER ADJUSTING RINGS.
- ALL MANHOLES AND INLETS SHALL HAVE POURED INVERTS. THE COST OF INVERTS SHALL BE INCLUDED IN THE COST OF THE STRUCTURE.
- ALL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS OR DITCHES AS DIRECTED BY THE ENGINEER. THE WORK WILL BE PAID FOR AT THE APPLICABLE CONTRACT UNIT PRICE OR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- SEWER OR CULVERT TRENCHES CROSSING TRAFFIC LANES SHALL BE TEMPORARILY PATCHED WITH FOUR (4) INCHES OF HOT-MIX ASPHALT BASE COURSE. THE COST OF THE HOT-MIX ASPHALT BASE COURSE WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE SEWER OR CULVERT. THE PRICE SHALL INCLUDE THE COST OF MAINTAINING THE PATCH TO THE SATISFACTION OF THE ENGINEER.

EROSION AND SEDIMENT CONTROL

- WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.
- CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL.
- 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.
- SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.
- THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURE PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED WITHIN 72 HOURS. EROSION CONTROL SYSTEMS REPLACED DUE TO SEDIMENT LOADING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
- THE COST OF REPAIRING OR REMOVING SEDIMENT FROM EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
- DURING CONSTRUCTION OPERATIONS, TEMPORARY FILTER FABRIC MUST BE PROVIDED AT MANHOLES, CATCH BASINS, AND INLETS TO PREVENT ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM. FILTER FABRIC SHOULD EITHER BE NON-WOVEN NEEDLE-PUNCH OR WOVEN MONOFILAMENT (SEE IL URBAN MANUAL MATERIAL SPECIFICATION 592 - GEOTEXTILE). THE USE OF FILTER FABRIC WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR THE DRAINAGE STRUCTURES BEING INSTALLED.
- ALL WORK SHALL BE IN ACCORDANCE WITH SECTION 15-116 OF THE DUPAGE COUNTY COUNTYWIDE STORM WATER AND FLOOD PLAIN ORDINANCE EFFECTIVE SEPTEMBER 24, 1991 AND ALL SUBSEQUENT REVISIONS. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMIT ILR10. AS STATED IN THE IEPA STORMWATER PERMIT, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED FEBRUARY 2002.
- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
- SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
- ALL DISTURBED AREAS SHALL BE SEED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. ALL ERODABLE/BARE AREAS SHALL BE SEED EVERY 7 DAYS WITH TEMPORARY EROSION CONTROL SEEDING. IF A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS EROSION CONTROL MEASURES WILL BE PROVIDED.
- AREAS THAT HAVE BEEN STRIPPED AND WILL NOT RECEIVE PERMANENT LANDSCAPING BEFORE THE END OF THE FALL SEEDING RESTRICTION SHALL RECEIVE CLASS 7 SEEDING - TEMPORARY EROSION CONTROL MIXTURE.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN WETLANDS.
- DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED. IF BYPASS IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AND THE OUTLET PLACED ON A NON-ERODABLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAMFLOW OR WETLAND.
- GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY SHALL BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY OR AS NEEDED.
- ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.
- THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4, MODIFIED SHALL BE FROM NOVEMBER 15 TO MARCH 15. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.

PLAN	DATE
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PLOT DATE = 11/15/2008
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #USER#

ALL BOXED ITEMS ARE CONSIDERED INCIDENTAL TO THE CONTRACT.



REVISIONS	
NAME	DATE
S. VERTHEIN	11-06-08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
THORNDALE AVENUE OVER SALT CREEK

GENERAL NOTES
(CONTINUED)

SCALE: NTS
DATE 09-05-08

DRAWN BY MS
CHECKED BY DS

PLAN
 SUBMITTED BY
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 PLOTTED BY
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 CAD FILE NAME
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PROFILE
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 PLOTTED BY
 CHECKED BY
 GRADES CHECKED
 STRUCTURE NOTATIONS CHECKED
 NO.

PLOT DATE = 11/05/2008
 FILE NAME = S00-01
 USER NAME = J15E18

ITEM NO.	IDOT CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
					1000-2A	X071-2A	NON-PARTICIPATING 1000
1	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	31	31		
2	20101000	TEMPORARY FENCE	FOOT	1,130	1,130		
3	20200100	EARTH EXCAVATION	CU YD	2,010	2,010		
4	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	188	188		
5	20400800	FURNISHED EXCAVATION	CU YD	4,270	4,270		
6	20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	207		207	
7	20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	186	186		
8	20800150	TRENCH BACKFILL	CU YD	152	152		
9	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	480	480		
10	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	609	609		
11	25000350	SEEDING, CLASS 7	ACRE	0.83	0.83		
12	25001820	SEEDING, CLASS 5 (MODIFIED)	ACRE	0.83	0.83		
13	25002014	SEEDING, CLASS 4A (MODIFIED)	ACRE	0.83	0.83		
14	25100630	EROSION CONTROL BLANKET	SQ YD	8,082	8,082		
16	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	83	83		
17	28000300	TEMPORARY DITCH CHECKS	EACH	8	8		
18	28000400	PERIMETER EROSION BARRIER	FOOT	4,598	4,352		246
19	28000510	INLET FILTERS	EACH	27	27		
20	28100105	STONE RIPRAP, CLASS A3	SQ YD	65	60		5
21	28100107	STONE RIPRAP, CLASS A4	SQ YD	1,123		1,123	
22	28200200	FILTER FABRIC	SQ YD	1,123		1,123	
23	35101800	AGGREGATE BASE COURSE, TYPE B, 6"	SQ YD	284	284		
24	40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	11.0	11.0		
25	40600300	AGGREGATE (PRIME COAT)	TON	47	47		

* DENOTES SPECIALTY ITEMS

ITEM NO.	IDOT CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
					1000-2A	X071-2A	NON-PARTICIPATING 1000
26	40600895	CONSTRUCTING TEST STRIP	EACH	3	3		
27	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	34	34		
28	40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	4,404	4,404		
29	40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	862	862		
30	42001165	BRIDGE APPROACH PAVEMENT	SQ YD	414		414	
31	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	284	284		
32	44000100	PAVEMENT REMOVAL	SQ YD	5,968	5,968		
33	44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	1,410	1,410		
34	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	332	332		
35	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	200	200		
36	44000700	APPROACH SLAB REMOVAL	SQ YD	448		448	
37	44004250	PAVED SHOULDER REMOVAL	SQ YD	330	290		40
38	48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	30	30		
39	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
40	50105220	PIPE CULVERT REMOVAL	FOOT	1,058	1,058		
41	50200100	STRUCTURE EXCAVATION	CU YD	186		186	
42	50200300	COFFERDAM EXCAVATION	CU YD	138		138	
43	50200500	COFFERDAMS	EACH	1		1	
44	50300225	CONCRETE STRUCTURES	CU YD	146.5		146.5	
45	50300255	CONCRETE SUPERSTRUCTURE	CU YD	302.1		302.1	
46	50300260	BRIDGE DECK GROOVING	SQ YD	887		887	
47	50300265	SEAL COAT CONCRETE	CU YD	64.2		64.2	
48	50300280	CONCRETE ENCASEMENT	CU YD	7.0		7.0	
49	50300300	PROTECTIVE COAT	SQ YD	1,766	742	1,024	

* DENOTES SPECIALTY ITEMS

REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK

SUMMARY OF QUANTITIES



SCALE: NTS
 DATE 09-05-08
 DRAWN BY MS
 CHECKED BY RH

PLAN
 DATE _____ BY _____
 CHECKED _____
 DATE _____ BY _____
 NO. _____

PROFILE
 DATE _____ BY _____
 CHECKED _____
 DATE _____ BY _____
 NO. _____

ITEM NO.	IDOT CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
					1000-2A	X071-2A	NON-PARTICIPATING 3000
50	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
51	50500505	STUD SHEAR CONNECTORS	EACH	5,040		5,040	
52	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	77,870		77,870	
53	50800515	BAR SPLICERS	EACH	585		585	
54	51201500	FURNISHING STEEL PILES HP10X57	FOOT	1,260		1,260	
55	51201700	FURNISHING STEEL PILES HP12X74	FOOT	648		648	
56	51202305	DRIVING PILES	FOOT	1,908		1,908	
57	51203500	TEST PILE STEEL HP10X57	EACH	2		2	
58	51203700	TEST PILE STEEL HP12X74	EACH	1		1	
59	51204650	PILE SHOES	EACH	30		30	
60	51205200	TEMPORARY SHEET PILING	SQ FT	1,007		1,007	
61	51500100	NAME PLATES	EACH	1		1	
62	52100520	ANCHOR BOLTS, 1"	EACH	60		60	
63	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	752	752		
64	550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	158	158		
65	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	15	15		
66	550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	524	524		
67	54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1		
68	54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	3	3		
69	54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	1	1		
70	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	125		125	
71	60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	178		178	
73	60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	17	17		
72	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2		
74	60266600	VALVE BOXES TO BE ADJUSTED	EACH	2	2		

* DENOTES SPECIALTY ITEMS

ITEM NO.	IDOT CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
					1000-2A	X071-2A	NON-PARTICIPATING 3000
75	60600095	CLASS SI CONCRETE (OUTLET)	CU YD	8.9	4.45		4.45
76	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	165	165		
* 77	63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	1,537.5	1,537.5		
* 78	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2		
* 79	63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2		
* 80	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2		
81	66410400	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	82	82		
82	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9		
83	67100100	MOBILIZATION	L SUM	1	1		
84	70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1		
85	70300510	PAVEMENT MARKING TAPE, TYPE III -LETTERS AND SYMBOLS	SQ FT	36	36		
86	70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	7,992	7,992		
87	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,664	2,664		
88	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,293	1,293		
89	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,398	1,398		
* 90	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	146	146		
* 91	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,360	10,360		
* 92	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	761	761		
* 93	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	597	597		
* 94	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	35	35		
* 95	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	10,033	10,033		
* 96	78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	821	821		
* 97	78003150	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 12"	FOOT	102	102		
* 98	78200400	GUARDRAIL REFLECTORS	EACH	23	23		

* DENOTES SPECIALTY ITEMS

REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK

SUMMARY OF QUANTITIES

SCALE: NTS
 DATE 09-05-08
 DRAWN BY MS
 CHECKED BY RH



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PLAN
 SURVEYED BY _____ DATE _____
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 CHECKED BY _____
 REVISIONS CHECKED BY _____
 NO. _____

PROFILE
 SURVEYED BY _____ DATE _____
 GRADES CHECKED BY _____
 STRUCTURE NOTATIONS CHECKED BY _____
 NO. _____

ITEM NO.	SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE		
	IDOT CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	I000-2A	X071-2A	NON-PARTICIPATING J000
*99	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
100	78300100	PAVEMENT MARKING REMOVAL	SQ.FT	882	882		
101	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	125	125		
102	X0323830	DRAINAGE SCUPPERS, DS-11	EACH	18		18	
103	X0322494	CURB CUT	FOOT	12	12		
104	XX005656	INLET FILTER CLEANING	EACH	27	27		
105	X0323260	SEDIMENT BASIN	EACH	1	1		
106	X0712400	TEMPORARY PAVEMENT	SQ YD	129	129		
107	X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1	
108	X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1	
109	X6063600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24	FOOT	1,924	1,902		22
110	XX003338	TEST HOLE	EACH	4		4	
*111	63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	2	2		
112	XX005449	AGGREGATE SUBGRADE 16"	SQ YD	6,000	6,000		
113	XX005462	CHANGEABLE MESSAGE SIGN	WEEK	17	17		
*114	XX006257	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	274	274		
115	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
116	Z0018400	DRAINAGE STRUCTURE TO BE ADJUSTED	EACH	8	7		1
117	Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	3	3		
118	Z0030030	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4		
119	Z0049800	RELOCATE EXISTING SURVEY MARKERS	EACH	1	1		
120	Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1		1	
Δ121	Z0076600	TRAINEES	HOUR	1,500	1,500		
122	XX007726	CATCH BASINS, TYPE C, SAG FRAME AND LID	EACH	2	2		
123	Z0005215	BITUMINOUS STABILIZATION - 6" AT STEEL PLATE BEAM GUARD	SQ YD	593	593		

* DENOTES SPECIALTY ITEMS
 Δ.Y080

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ITEM NO.	SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE		
	IDOT CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	I000-2A	X071-2A	NON-PARTICIPATING J000
*124	XX007727	RECESSED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4		4	
125	XX004653	CURB SAW CUT	FOOT	96	96		
126	XX007769	PAM APPLICATION FOR SEDIMENT CONTROL	SQ YD	4,041	4,041		
127	XX007770	TEMPORARY ACCESS DRIVEWAY (SPECIAL)	L SUM	1	1		

* DENOTES SPECIALTY ITEMS

PLOT DATE = 11/05/2008
 PLOT SCALE = 1"=40'
 USER NAME = USER08

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REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK

SUMMARY OF QUANTITIES

SCALE: NTS
 DATE: 09-05-08
 DRAWN BY: MS
 CHECKED BY: RH



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	8
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		TYP-01 OF 03		

CONTRACT NO. 63077

LEGEND

EXISTING

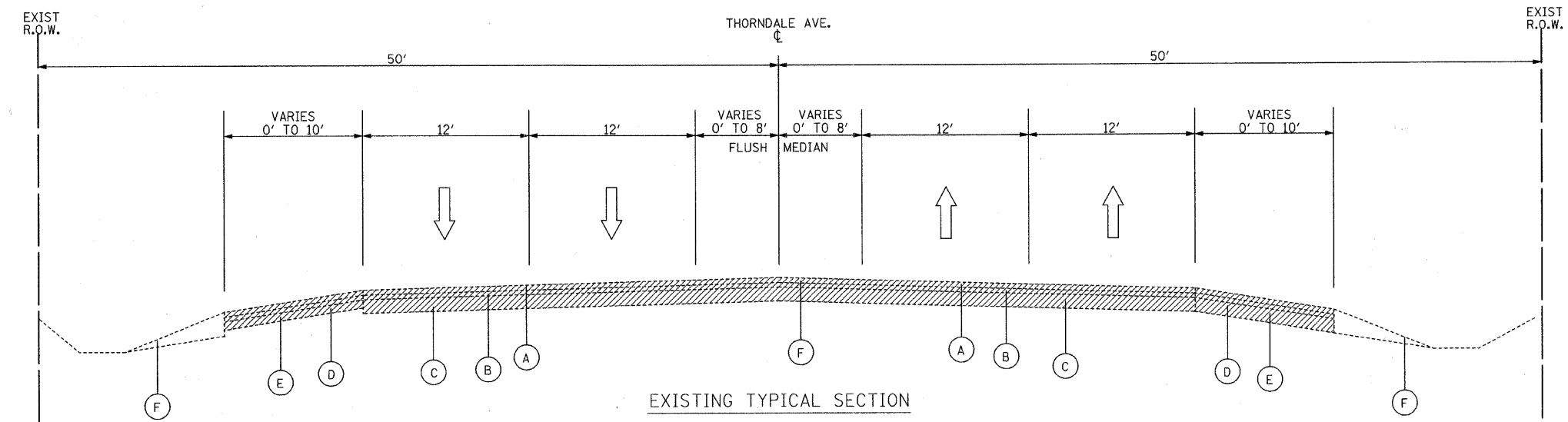
- (A) EXISTING HOT-MIX ASPHALT SURFACE COURSE
- (B) EXISTING HOT-MIX ASPHALT BINDER COURSE
- (C) EXISTING AGGREGATE SUBGRADE
- (D) EXIST. HOT-MIX ASPHALT SHOULDER
- (E) EXIST. AGGREGATE SHOULDER
- (F) EXIST. TOPSOIL & GRASS
- ▨ REMOVAL OF EXISTING PAVEMENT & SHOULDER

PROPOSED

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", IL-9.5, N90 - 2"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 12 1/2"
- (3) AGGREGATE SUBGRADE - 16"
- (4) HOT-MIX ASPHALT SHOULDER - 8" (IN 3 LIFTS)
- (5) 6" TOPSOIL & SEEDING
- (6) COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- (7) STEEL PLATE BEAM GUARDRAIL, TYPE A
- (8) HOT-MIX ASPHALT STABILIZATION - 6" AT STEEL PLATE BEAM GUARDRAIL (FOR MIX REQUIREMENTS SEE HMA MIX TABLE)

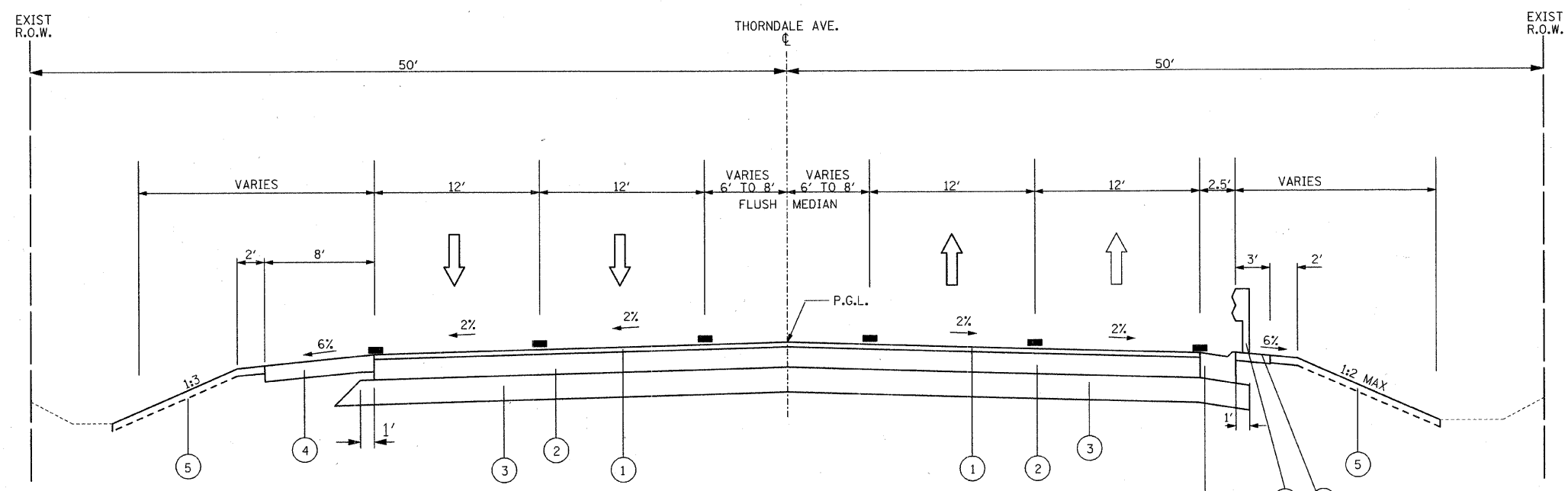
NOTE:

FOR PROP. R.O.W. & PERMANENT EASEMENTS, SEE CROSS SECTIONS.



EXISTING TYPICAL SECTION

STA 101+25 TO STA 106+53.17
STA 107+81.83 TO STA 112+00



PROPOSED TYPICAL SECTION

STA 101+25 TO STA 101+59

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

APPLICATION (SEE TYPICAL SECTIONS)	MIXTURE TYPE	AC TYPE	AIR VOIDS
ROADWAY LANES (FULL DEPTH)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", IL-9.5, N90, 2"	SBS/SBR PG 70 -22*	4% @ N90
	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 12-1/2"	SBS/SBR PG 70 -22**	4% @ N90
ROADWAY LANES (RESURFACED)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", IL-9.5, N90, 2"	SBS/SBR PG 70 -22*	4% @ N90
	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2"	SBS/SBR PG 70 -22**	4% @ N90
SHOULDERS	HOT-MIX ASPHALT SHOULDER 8"	PG 64-22/**	2% @ N30
HMA STABILIZATION @ STEEL PLATE BEAM GUARDRAIL	HOT-MIX ASPHALT BINDER IL-19, N50, 6"	PG 64-22/**	4% @ N50
TEMPORARY PAVEMENT	POLYMERIZED HMA BINDER COURSE, (HMA BINDER IL19.0, N90); - 9"	SBS/SBR PG 70 -22	4% @ N90

* THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 LBS/SOYD/IN.
** WHEN RAP EXCEEDS 20%, THE NEW ASPHALT IN THE MIXTURE SHALL BE PG 58-22

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION
THORNDALE AVENUE OVER SALT CREEK

TYPICAL SECTIONS

SCALE: NTS
DATE 09-05-08
DRAWN BY MS
CHECKED BY DS



DATE	
BY	
SURVEYED	
ALIGNED	
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NOTE BOOK	
NO.	
STRUCTURE	
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NOTE BOOK	
NO.	
STRUCTURE	
NO.	

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PLOT SCALE = #SCALE#
USER NAME = #USER#

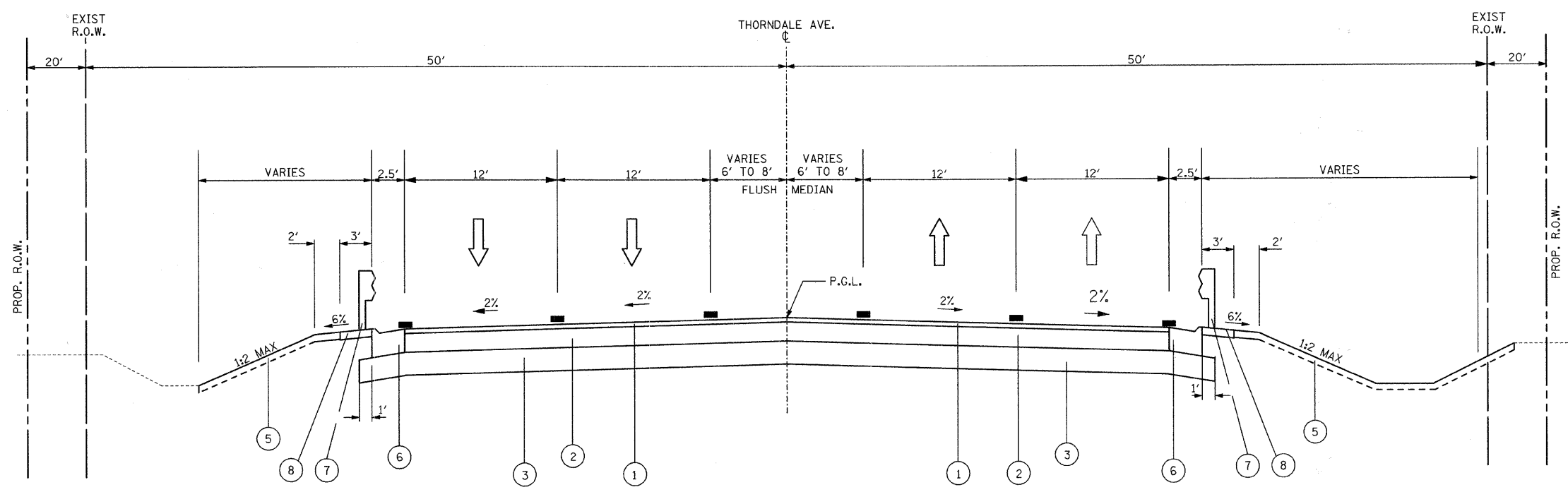
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	9
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
TYP-02 OF 03				

CONTRACT NO. 63077

PROPOSED

- ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX 'F', IL-9.5, N90 - 2"
- ② POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N90 - 12 1/2"
- ③ AGGREGATE SUBGRADE - 16"
- ④ HOT-MIX ASPHALT SHOULDER - 8" (IN 3 LIFTS)
- ⑤ 6" TOPSOIL & SEEDING
- ⑥ COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- ⑦ STEEL PLATE BEAM GUARDRAIL, TYPE A
- ⑧ HOT-MIX ASPHALT STABILIZATION - 6" AT STEEL PLATE BEAM GUARDRAIL (FOR MIX REQUIREMENTS SEE HMA MIX TABLE)



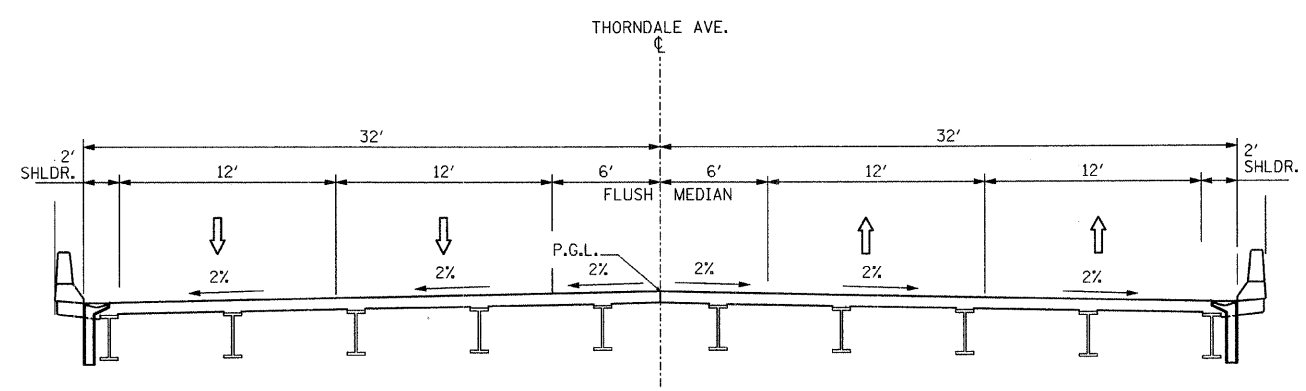
PROPOSED TYPICAL SECTION
STA 101+59 TO STA 106+53.17
STA 107+81.83 TO STA 112+00

ESTIMATED SUBGRADE UNDERCUT AND PGES REPLACEMENT:

LOCATION	ESTIMATED THICKNESS OF PGES	TREATMENT WIDTH	CONCERN
STA. 110+50 TO STA. 112+00	6"	ENTIRE PAVEMENT WIDTH	STIFF BLACK SILTY CLAY QU = 1.0 TSF & w=23% (B-1)

BRIDGE OMISSION
STA 106+53.17 TO STA 107+81.83

FOR BRIDGE DETAILS AND PLANS SEE SHEETS 31 TO 55.



PROPOSED BRIDGE TYPICAL SECTION
STA 106+53.17 TO STA 107+81.83

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION
THORNDALE AVENUE OVER SALT CREEK

TYPICAL SECTIONS

SCALE: NTS
DATE 09-05-08

DRAWN BY MS
CHECKED BY DS



PLAN	SURVEYED	DATE
NOTE BOOK	ALIGNED	BY
NO.	RT. OF WAY CHECKED	
	DATE	
	NO.	
	FILE NAME	
	USER NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	PROFILES CHECKED	BY
NO.	B.M. NOTED	
	STRUCTURE NOTATIONS CIRCLED	

PLOT DATE = 9/4/2008
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #USER#

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	11
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 63077

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER) UNIT

STATION	OFFSET	UNIT
104+73.69	52.02RT	7
108+28.89	46.56LT	12
108+68.25	50.53LT	12
TOTAL QUANTITY:		31

20101000 TEMPORARY FENCE FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
105+98.00	57.00	106+75.00	57.00	LT 90
107+90.00	57.00	109+85.00	45.00	LT 195
109+85.00	45.00	110+92.00	45.00	LT 107
105+32.00	62.00	105+51.00	58.00	RT 19
105+51.00	58.00	106+42.00	60.00	RT 91
107+72.00	55.00	108+42.00	52.00	RT 70
108+42.00	52.00	111+80.00	46.00	RT 338
111+80.00	42.00	112+98.00	42.00	RT 118
112+98.00	42.00	114+00.00	49.00	RT 102
TOTAL QUANTITY:		1,130		

20700420 POROUS GRANULAR EMBANKMENT, SUBGRADE CU YD

STATION	WIDTH (FT)	STATION	WIDTH (FT)	DEPTH (INCH)	UNIT
110+50.00	67.0	112+00.00	67.0	6"	186
TOTAL QUANTITY:		186			

20800150 TRENCH BACKFILL CU YD

STATION	OFFSET	PIPE LENGTH	CU YDS/FT	UNIT
105+00.00	30.0	LT 100	0.132	13.20
104+00.00	30.6	LT 12	0.132	1.56
110+68.00	30.0	LT 38	0.132	5.02
111+06.00	30.0	LT 38	0.132	5.02
111+85.00	30.0	LT 79	0.132	10.43
102+75.00	32.0	RT 25	0.132	3.30
104+00.00	30.6	RT 100	0.194	19.40
105+00.00	30.0	RT 100	0.278	27.80
109+25.00	30.0	RT 53	0.132	7.00
109+78.00	30.0	RT 52	0.132	6.86
110+30.00	31.0	RT 38	0.132	5.02
111+06.00	30.0	RT 38	0.132	5.02
111+85.00	30.0	RT 79	0.132	10.43
109+15.00	30.0	LT 16	0.213	3.41
109+78.00	30.0	LT 63	0.143	9.01
110+30.00	30.0	LT 52	0.121	6.29
103+00.00	32.0	RT 11	0.121	1.33
110+68.00	30.0	RT 16	0.121	1.94
101+40.00	25.1	RT 15	0.647	9.71
TOTAL QUANTITY:		152		

25001820 SEEDING, CLASS 5 (MODIFIED) ACRE

STATION	OFFSET	STATION	OFFSET	UNIT
101+25	RT	106+42	RT	0.32
107+69	RT	114+00	RT	0.19
101+25	LT	103+18	LT	0.03
103+18	LT	106+66	LT	0.13
107+92	LT	114+00	LT	0.16
TOTAL I000-2A:		0.83		
TOTAL QUANTITY:		0.83		

25002014 SEEDING, CLASS 4A (MODIFIED) ACRE

STATION	OFFSET	STATION	OFFSET	UNIT
101+25	RT	106+42	RT	0.32
107+69	RT	114+00	RT	0.19
101+25	LT	103+18	LT	0.03
103+18	LT	106+66	LT	0.13
107+92	LT	114+00	LT	0.16
TOTAL I000-2A:		0.83		
TOTAL QUANTITY:		0.83		

25100630 EROSION CONTROL BLANKET SQ YD

STATION	OFFSET	STATION	OFFSET	UNIT
101+25	RT	106+42	RT	3,076
107+69	RT	114+00	RT	1,873
101+25	LT	103+18	LT	283
103+18	LT	106+66	LT	1,295
107+92	LT	114+00	LT	1,556
TOTAL I000-2A:		8,082		

28100105 STONE RIPRAP, CLASS A3 SQ YD

STATION	OFFSET	UNIT
100+60	RT	5
NON PARTICIPATING:		5
103+00	RT	5
104+00	LT	5
104+50	RT	30
106+65	RT	10
109+25	LT	5
110+68	RT	5
TOTAL I000-2A:		60

35101800 AGGREGATE BASE COURSE, TYPE B, 6" SQ YD

STATION	WIDTH	STATION	WIDTH	UNIT
102+00.00	LT 34.5	103+48.45	L 34	284
TOTAL QUANTITY:		284		

40600200 BITUMINOUS MATERIALS (PRIME COAT) TON

STATION	WIDTH (FT)	STATION	WIDTH (FT)	UNIT
AT APPLICATION RATE OF 0.0004 TONS/SQ YD				
101+25.00	64	106+23.17	60	5.5
108+11.83	60	112+00.00	60	4.1
112+00.00	60	114+00.00	70	1.3
TOTAL QUANTITY:		11.0		

40600300 AGGREGATE (PRIME COAT) TON

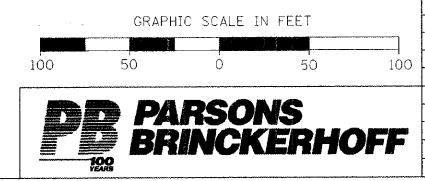
STATION	WIDTH (FT)	STATION	WIDTH (FT)	UNIT
AT APPLICATION RATE OF 0.002 TONS/SQ YD				
101+25.00	64	106+23.17	60	19
108+11.83	60	112+00.00	60	21
112+00.00	60	114+00.00	70	7
TOTAL QUANTITY:		47		

PLAN	DATE
BY	
REVISIONS	
NO.	

PROFILE	DATE
BY	
REVISIONS	
NO.	

PLOT DATE = 11/5/2008
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

\$\$\$GN\$\$
 \$\$\$PRF\$\$\$



REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK

SCHEDULE OF QUANTITIES

SCALE: DATE 09-05-08
 DRAWN BY MS
 CHECKED BY RH

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	12
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 63077

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SQ YD

STATION	OFFSET	STATION	OFFSET	UNIT
101+25.00				14
114+15.53				20
TOTAL QUANTITY:				34

44000100 PAVEMENT REMOVAL SQ YD

STATION	WIDTH	STATION	WIDTH	UNIT
101+25.00	64.0	106+32.42	64.0	3608
108+10.91	48.0	108+54.43	48.0	232
108+54.43	48.0	109+59.89	51.6	584
109+59.89	51.6	109+72.68	54.2	75
109+72.68	54.2	112+00.00	62.1	1,469
TOTAL QUANTITY:				5,968

50105220 PIPE CULVERT REMOVAL FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
101+40.04	25.0RT	106+58.17	25.0RT	518
101+41.60	46.0RT	106+81.59	43.0RT	540
TOTAL QUANTITY:				1,058

40603240 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 TON

STATION	WIDTH (FT)	STATION	WIDTH (FT)	UNIT
101+25.00	64.9	101+59.00	64.9	172
101+59.00	64.0	103+15.73	64.0	780
103+15.73	64.0	104+35.73	60.0	579
104+35.73	60.0	106+23.17	60.0	875
108+11.83	60.0	112+00.00	60.0	1,811
112+00.00	60.0	112+79.00	60.0	59
112+79.00	80.0	114+00.00	90.2	128
TOTAL QUANTITY:				4,404

44000165 HOT-MIX ASPHALT SURFACE REMOVAL, 4" SQ YD

STATION	WIDTH	STATION	WIDTH	UNIT
112+00.00	60	112+65.00	60	433
112+65.00	60	114+00.00	70.2	977
TOTAL QUANTITY:				1,410

550A0050 STORM SEWERS, CLASS A, TYPE 1 12" FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
105+00.0	30.0 LT	104+00.00	30.6 LT	100
104+00.0	30.6 LT	104+00.00	42.4 LT	12
110+68.0	30.0 LT	110+30.00	30.0 LT	38
111+06.00	30.0 LT	110+68.00	30.0 LT	38
111+85.00	30.0 LT	111+06.00	30.0 LT	79
102+75.0	32.0 RT	103+00.00	32.0 RT	25
104+00.0	30.6 RT	103+00.00	32.0 RT	100
105+00.0	30.0 RT	104+00.00	30.6 RT	100
109+25.0	30.0 RT	109+78.00	30.0 RT	53
109+78.0	30.0 RT	110+30.00	30.0 RT	52
110+30.0	31.0 RT	110+68.00	30.0 RT	38
111+06.00	30.0 RT	110+68.00	30.0 RT	38
111+85.00	30.0 RT	111+06.00	30.0 RT	79
TOTAL QUANTITY:				752

40603595 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 TON

STATION	OFFSET	STATION	OFFSET	UNIT
101+25.00	64.9	101+59.00	64.9	27
101+59.00	64.0	103+15.73	64.0	125
103+15.73	64.0	104+35.73	60.0	93
104+35.73	60.0	106+23.17	60.0	140
108+11.83	60.0	112+00.00	60.0	290
112+00.00	60.0	112+79.00	60.0	59
112+79.00	80.0	114+00.00	90.2	128
TOTAL QUANTITY:				862

44000200 DRIVEWAY PAVEMENT REMOVAL SQ YD

STATION	OFFSET	STATION	OFFSET	UNIT
101+84.00	LT 32	103+57.75	LT 31	332
TOTAL QUANTITY:				332

550A0070 STORM SEWERS, CLASS A, TYPE 1 15" FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
109+15.0	30.0 LT	109+15.00	46.0 LT	16
109+78.0	30.0 LT	109+15.00	30.0 LT	63
110+30.0	30.0 LT	109+78.00	30.0 LT	52
103+00.0	32.0 RT	103+00.00	43.0 RT	11
110+68.0	30.0 RT	110+68.00	46.0 RT	16
TOTAL QUANTITY:				158

42300400 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH SQ YD

STATION	WIDTH	STATION	WIDTH	UNIT
102+00.00 LT	34.5	103+48.45 LT	34	284
TOTAL QUANTITY:				284

44000500 COMBINATION CURB AND GUTTER REMOVAL FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
101+59.43	LT 32	102+73.80	LT 32	117
102+00.00	LT 32	103+48.47	LT 32	83
TOTAL QUANTITY:				200

550A0380 STORM SEWERS, CLASS A, TYPE 2 18" FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
101+40.0	25.13RT	101+40.04	32.00RT	7
101+40.0	32.00RT	101+41.60	39.81RT	8
TOTAL QUANTITY:				15

44004250 PAVED SHOULDER REMOVAL SQ YD

STATION	OFFSET	STATION	OFFSET	UNIT
100+79.00 RT	32.00	101+25	RT 32.00	40
NON PARTICIPATING:				40
101+25.00 LT		102+12.17 LT		56
100+79.00 RT		103+88.87 RT		234
TOTAL I000				290
TOTAL QUANTITY:				329

550A0450 STORM SEWERS, CLASS A, TYPE 2 36" FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
101+41.6	39.81RT	104+86.56	43.86LT	345
104+86.5	43.86RT	106+65.56	43.86LT	179
TOTAL QUANTITY:				524

48203029 HOT-MIX ASPHALT SHOULDERS, 8" SQ YD

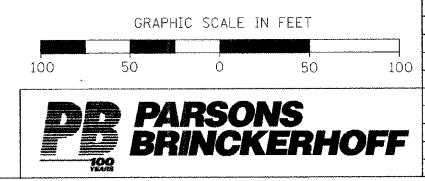
STATION	WIDTH (FT)	STATION	WIDTH (FT)	UNIT
101+25.00 LT	8	101+59.00 LT	8	30
TOTAL QUANTITY:				30

PLAN	DATE
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REVISIONS	
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DESCRIPTION	

PROFILE	DATE
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REVISIONS	
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PLOT DATE = 11/2/2008
 PLOT SCALE = 1/8" = 1'-0"
 PLOT USER = MS
 PLOT USER = MS

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REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK

SCHEDULE OF QUANTITIES

SCALE: DATE 09-05-08 DRAWN BY MS CHECKED BY RH

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	12A
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 63077

60221100 MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID EACH

STATION	OFFSET	STATION	OFFSET	UNIT
101+41.60	39.8 RT			1
104+86.5	43.9 RT			1

TOTAL QUANTITY: 2

60208240 CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE EACH

STATION	OFFSET	STATION	OFFSET	UNIT
101+40.00	32.0 RT			1
104+00.00	30.6 LT			1
105+00.00	30.0 LT			1
109+15.00	30.0 LT			1
109+78.00	30.0 LT			1
110+30.00	30.0 LT			1
111+06.00	30.0 LT			1
111+85.00	30.0 LT			1
102+75.00	32.0 RT			1
103+00.00	32.0 RT			1
104+00.00	30.6 RT			1
105+00.00	30.0 RT			1
109+25.00	30.0 RT			1
109+78.00	30.0 RT			1
110+30.00	30.0 RT			1
111+06.00	30.0 RT			1
111+85.00	30.0 RT			1

TOTAL QUANTITY: 17

60600095 CLASS SI CONCRETE (OUTLET) CU YD

STATION	OFFSET	UNIT
100+65	RT	2.38 CY + 30' (0.069) 4.5
NON PARTICIPATING: 4.5		
101+56	LT	2.38 CY + 30' (0.069) 4.5

TOTAL I000-2A: 4.5

TOTAL QUANTITY: 8.9

60603800 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
101+80.10	LT 34.50	102+74.2	LT 70.00	104
103+11.76	LT 70.00	103+61.7	LT 33.52	61

TOTAL QUANTITY: 165

63000000 STEEL PLATE BEAM GUARD RAIL, TYPE A FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
101+54.07	RT 34	105+97.82	RT 32	443.8
107+84.80	RT 32	112+28.55	RT 32	443.8
103+80.72	LT 33	106+49.47	LT 32	268.8
108+36.53	LT 32	112+17.78	LT 32	381.3

TOTAL QUANTITY: 1,537.5

66410400 CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
106+01.09	LT 55.73	106+64.08	RT 35.18	82

TOTAL QUANTITY: 82

70400100 TEMPORARY CONCRETE BARRIER FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
100+00.38	RT 28.85	100+94.96	LT 4.00	100
100+94.96	LT 4.00	112+00.00	LT 4.00	1,105
112+00.00	LT 4.00	112+80.00	RT 46.00	88

TOTAL QUANTITY: 1,293

70400200 RELOCATE TEMPORARY CONCRETE BARRIER FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
100+77.0	LT	32LT 101+11.00	RT	4
101+11.00	RT	4 114+07.00	RT	4
114+07.00	RT	4 114+45.00	LT	36

TOTAL QUANTITY: 1,398

X6063600 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 FOOT

STATION	OFFSET	STATION	OFFSET	UNIT
101+03.00	RT 32	101+25.00	RT 32	22

NON PARTICIPATING: 22

101+83.00	LT 32	106+34.13	LT 30	451
101+25.00	RT 32	106+13.62	RT 30	489
107+70.95	RT 30	112+78.72	RT 30	508
108+24.15	LT 30	112+78.72	LT 30	455

TOTAL I000-2A: 1,902

XX005449 AGGREGATE SUBGRADE 16" SQ YD

STATION	WIDTH	STATION	WIDTH	UNIT
101+25.00	67.3	101+59.00	67.3	228
101+59.00	71.0	103+15.73	71.0	1,108
103+15.73	71.0	104+35.73	67.0	824
104+35.73	67.0	106+23.17	67.0	1,250
108+11.83	67.0	112+00.00	67.0	2,589

TOTAL QUANTITY: 6,000

Z0018400 DRAINAGE STRUCTURE TO BE ADJUSTED EACH

STATION	OFFSET	STATION	OFFSET	UNIT
100+58.33	43.99	LT		1

NON PARTICIPATING: 1

101+40.04	31.90	LT		1
101+40.04	25.13	RT		1
102+09.09	47.15	RT		1
102+60.6	56.40	LT		1
105+33.97	44.03	LT		1
106+18.77	35.99	LT		1
109+35.25	39.04	LT		1

TOTAL I000-2A: 7

TOTAL QUANTITY: 8

Z0018700 DRAINAGE STRUCTURE TO BE REMOVED EACH

STATION	OFFSET	STATION	OFFSET	UNIT
101+41.60	39.8	RT		1
104+86.56	43.9	RT		1
106+60.59	42.6	RT		1

TOTAL QUANTITY: 3

CATCH BASINS, TYPE C, SAG FRAME AND LID EACH

STATION	OFFSET	UNIT
110+68.00	30.0 LT	1
110+68.00	30.0 RT	1

TOTAL QUANTITY: 2

~~HOT-MIX ASPHALT STABILIZATION - 6" AT STEEL PLATE BEAM GUARDRAIL SQ YD~~

STATION	OFFSET	STATION	OFFSET	WIDTH (FT)	UNIT
101+03.00	RT 32	106+41.56	RT 30	3	180

NON PARTICIPATING: 180

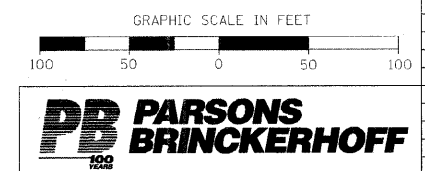
101+03.00	RT 32	106+41.56	RT 30	3	180
107+70.00	RT 30	112+41.00	RT 30	3	157
103+67.72	LT 31	106+65.00	LT 30	3	99
107+92.79	LT 30	112+65.00	LT 30	3	157

TOTAL I000-2A: 593

TOTAL QUANTITY: 593

EARTHWORK SUMMARY

EARTH EXCAVATION STA	CUT	FILL	CUT VOL CU.YD	FILL VOL CU.YD	TOPSOIL REMOVAL CU.YD	PROPOSED TOPSOIL CU.YD
101+25.00	71	12	0	0	0	0
101+50.00	74	13	67	12	3	4
102+00.00	95	14	156	25	15	19
102+50.00	71	15	154	27	23	30
102+93.80	53	28	101	35	19	24
103+00.00	51	33	12	7	3	3
103+50.00	39	103	83	126	27	32
104+00.00	39	177	72	259	31	38
104+50.00	30	252	64	397	32	39
105+00.00	10	304	37	515	33	41
105+50.00	30	390	37	643	29	36
106+00.00	34	425	59	755	27	34
106+50.00	41	433	70	795	31	39
106+53.17	41	346	5	46	2	3
BRIDGE OMISSION						
107+81.83	37	273	0	0	0	0
108+00.00	43	365	27	215	13	12
108+50.00	55	322	91	636	37	12
109+00.00	42	266	89	544	32	30
109+50.00	19	162	56	396	27	25
110+00.00	12	86	29	230	22	20
110+50.00	58	48	66	125	19	18
111+00.00	105	43	151	84	18	17
111+50.00	129	25	216	63	14	15
112+00.00	128	7	238	30	7	10
112+50.00	2	8	120	14	4	8
113+00.00	0	0	2	7	2	5
TOTAL			2010	5980	480	511
15% SHRINKAGE			1710		410	
FURNISHED EXC.				4270		101
						609 SQ YD @ 6 IN
20200100 EARTH EXCAVATION						2010 CU YD
20400800 FURNISHED EXCAVATION						4270 CU YD
21101505 TOPSOIL EXCAVATION AND PLACEMENT						480 CU YD
21101625 TOPSOIL FURNISH AND PLACE, 6"						609 SQ YD



REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
THORNDALE AVENUE OVER SALT CREEK

SCHEDULE OF QUANTITIES

SCALE: DATE 09-05-08 DRAWN BY MS CHECKED BY RH

PLAN	SUBMITTED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	CADD FILE NAME	
	NO.	

PROFILE	SUBMITTED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	

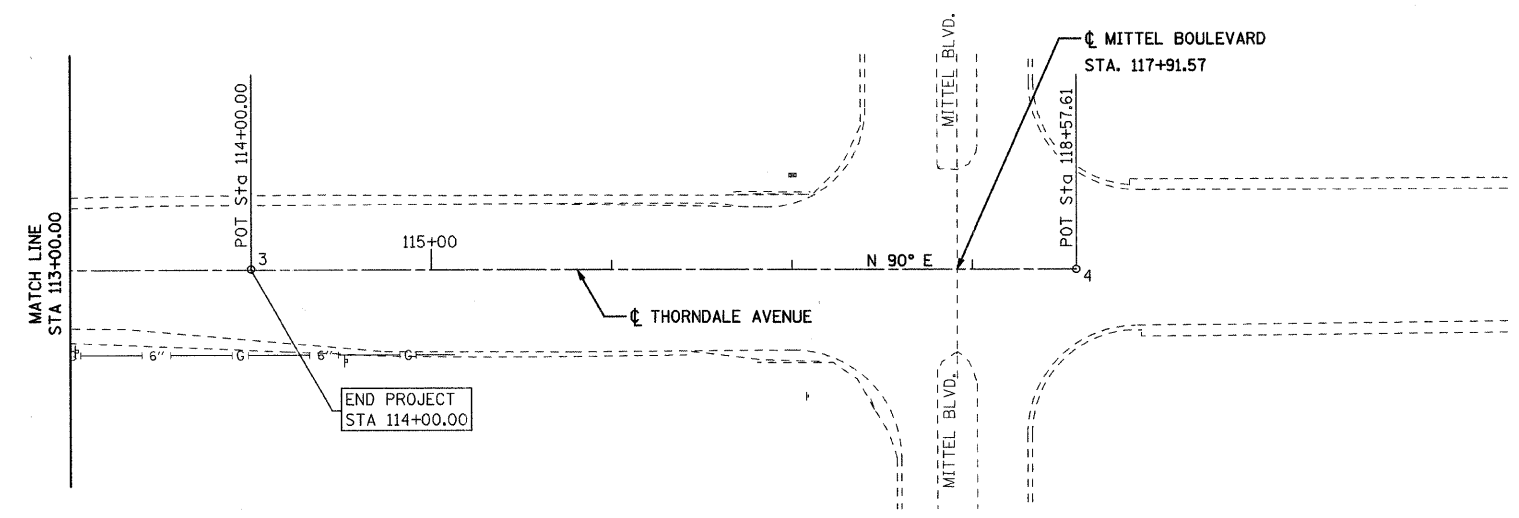
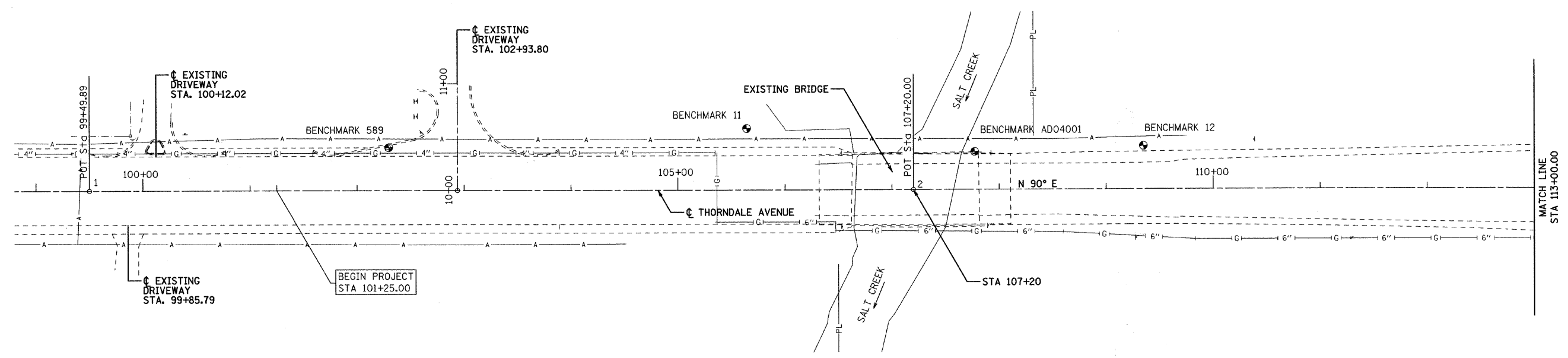
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PLOT SCALE = 1"=40'
PLOT SCALE = 1"=40'
USER NAME = USER\$

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PLAN	DATE
SURVEYED	BY
ALIGNED	CHECKED
GRADES	NOTED
PLANNED	FILED
NO.	NO.

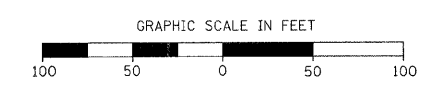
PROFILE	DATE
SURVEYED	BY
GRADES	CHECKED
PLANNED	FILED
NO.	NO.



THORNDALE CENTERLINE TIES				
1	POT	STA. 99+49.89	N 10029.800	E 9949.890
2	POT	STA. 107+20.00	N 10029.800	E 10720.010
3	POT	STA. 114+00.00	N 10029.800	E 11400.000
4	POT	STA. 118+57.61	N 10029.800	E 11857.610

BENCHMARK INFORMATION	
BENCHMARK 589	"X" CUT IN DRIVEWAY CURB ON W. SIDE OF THE ENTRANCE IMMEDIATELY W. OF SALT CREEK ON THE N. SIDE OF THORNDALE AVE., ELEV. 682.70'.
BENCHMARK 11	TOP OPERATING BOLT OF FIRE HYDRANT ON N. SIDE OF THORNDALE AVE. AND W. OF SALT CREEK, ELEV. 681.09'.
BENCHMARK AD04001	BRONZE DISK LOCATED IN CONCRETE HEADWALL ON NORTHEAST CORNER OF BRIDGE OVER SALT CREEK ON THORNDALE AVE., ELEV. 683.51'.
BENCHMARK 12	"X" CUT ON RIM OF TELECOMMUNICATION MANHOLE COVER ON N. SIDE OF THORNDALE AVE. 200' E. OF SALT CREEK, ELEV. 681.98'.

NOTE: FOR TIES SEE NEXT SHEET



REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK

ALIGNMENT, TIES
 AND BENCHMARKS

SCALE: 1" = 50'
 DATE 09-05-08

DRAWN BY RH
 CHECKED BY AP

PLOT DATE = 9/4/2008
 FILE NAME = #FILE#
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 USER NAME = #USER#

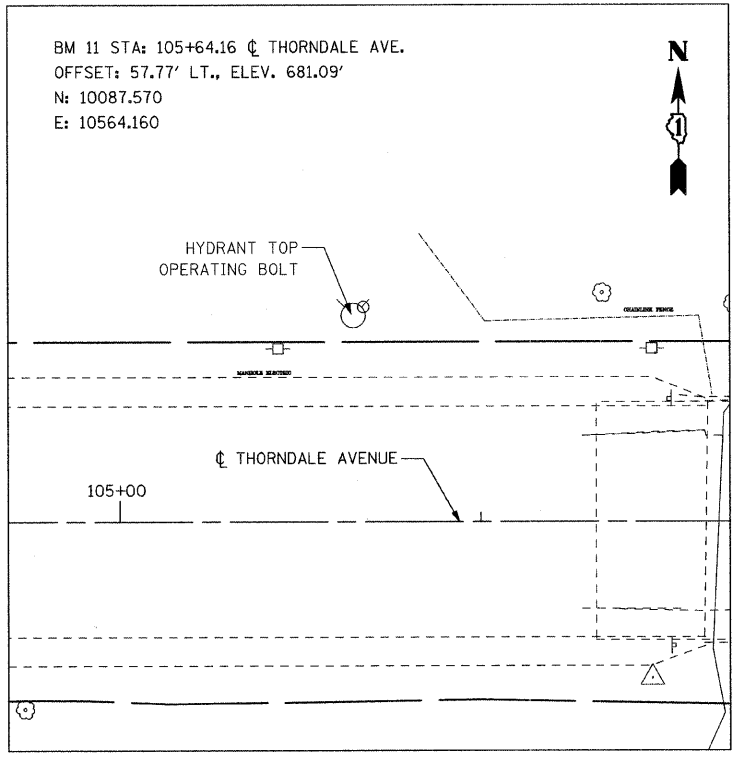
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	15
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
ALIGN-03 OF 03				
CONTRACT NO. 63077				

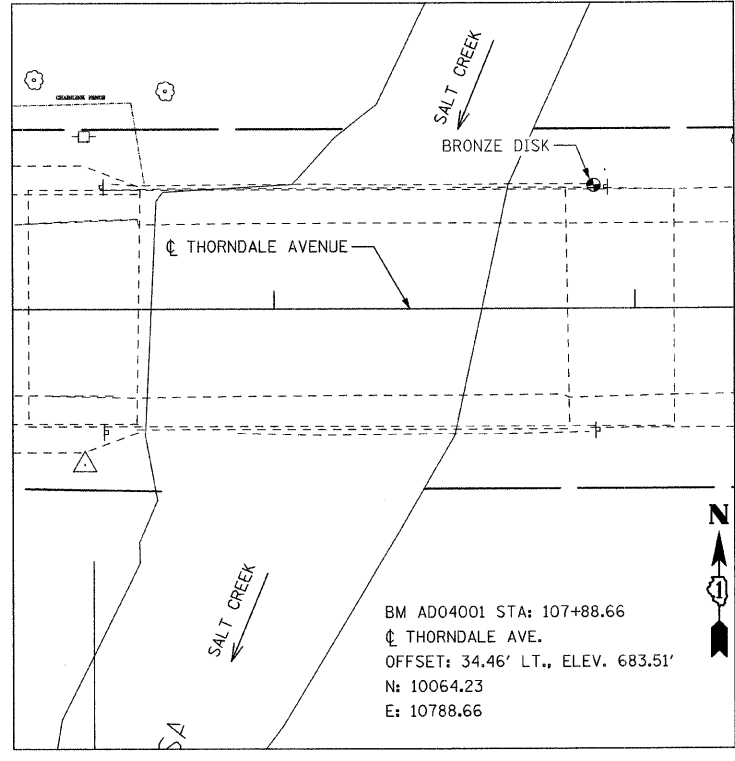
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BY	
NOTE BOOK	
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ALIGNED	
CHECKED	
FILED	
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PROFILE	DATE
SURVEYED	
BY	
NOTE BOOK	
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ALIGNED	
CHECKED	
FILED	
FILE NAME	

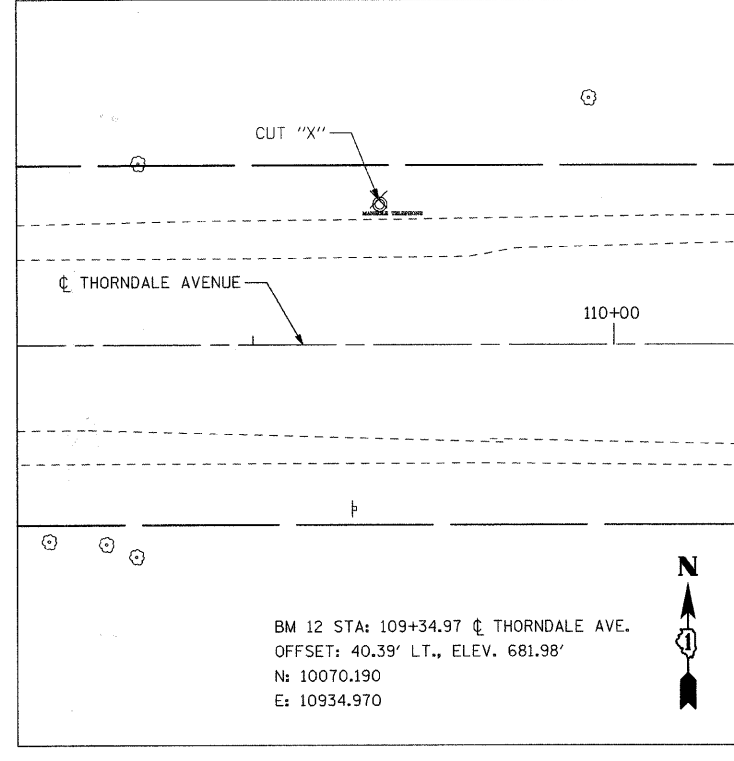
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 PLOT SCALE = #SCALE#
 USER NAME = #USER#



BENCHMARK 11



BENCHMARK AD04001



BENCHMARK 12

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK

ALIGNMENT, TIES
 AND BENCHMARKS

SCALE: NTS
 DATE 09-05-08

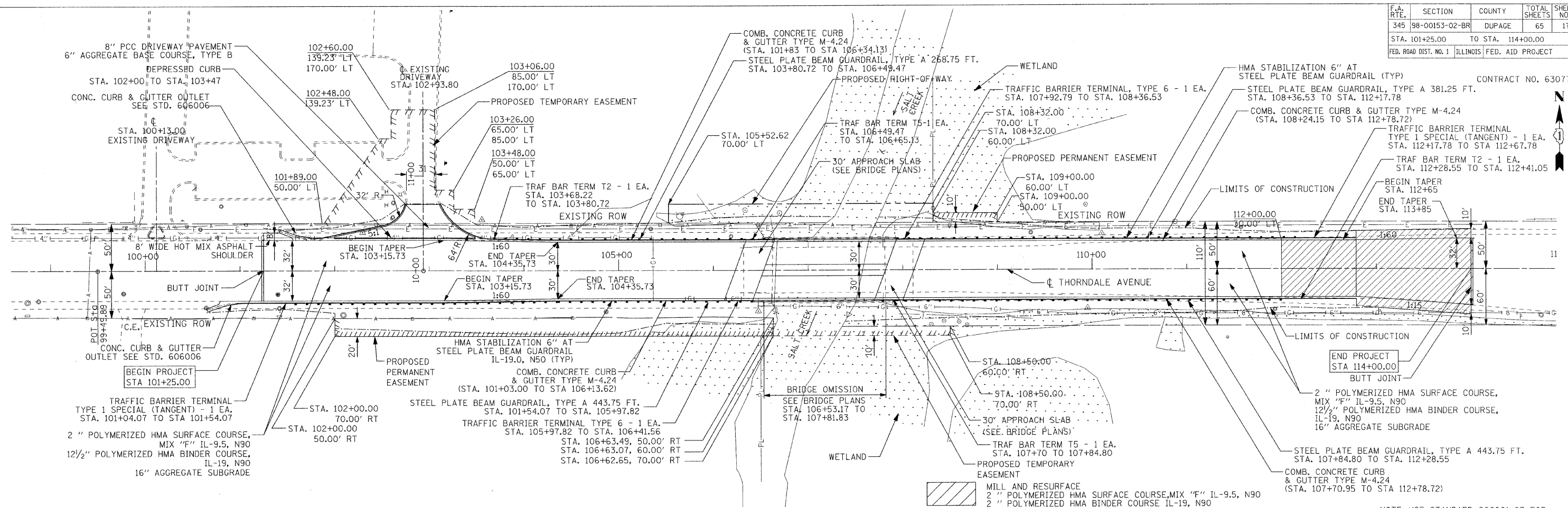
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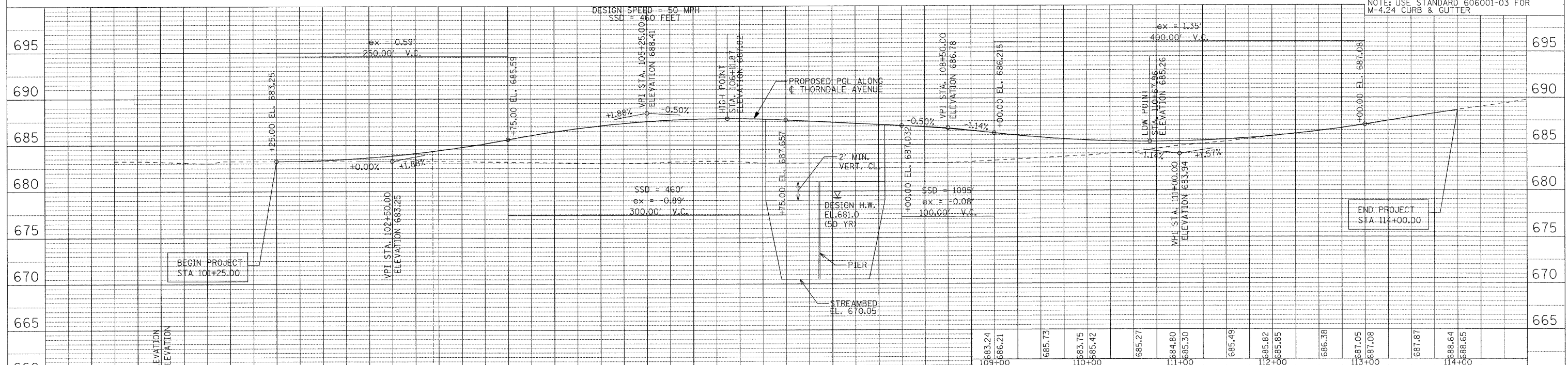
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	17
STA. 101+25.00 TO STA. 114+00.00				
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		

CONTRACT NO. 63077

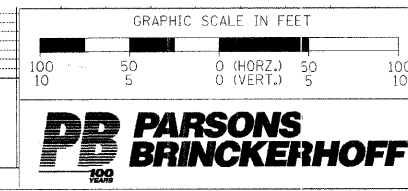
PLAN	DATE	BY
REVISIONS		
NO.		
DATE		
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DESCRIPTION		
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NO.		
DATE		
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DESCRIPTION		



PROFILE	DATE	BY
REVISIONS		
NO.		
DATE		
BY		
DESCRIPTION		
NO.		
DATE		
BY		
DESCRIPTION		



NOTE: USE STANDARD 606001-03 FOR M-4.24 CURB & GUTTER



REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK
PROPOSED PLAN AND PROFILE
 SCALE: VERT. 1" = 5'
 HORIZ. 1" = 50'
 DATE 09-05-08
 DRAWN BY MS
 CHECKED BY DS

PLOT DATE = 11/25/2008
 PLOT SCALE = 1" = 50'
 USER NAME = RUSSEB

\$\$\$GNSS
 \$\$\$PRFSS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	18
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

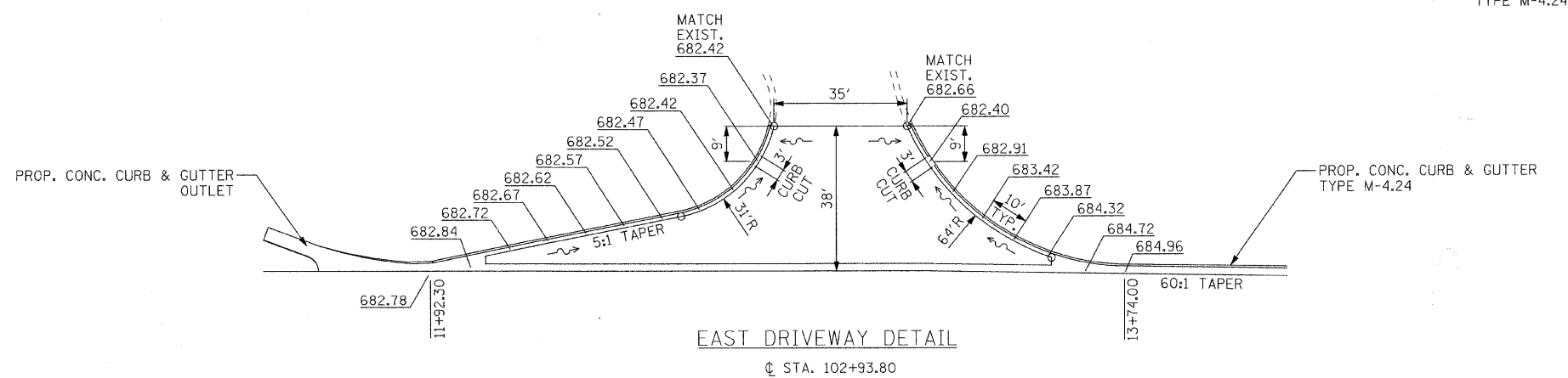
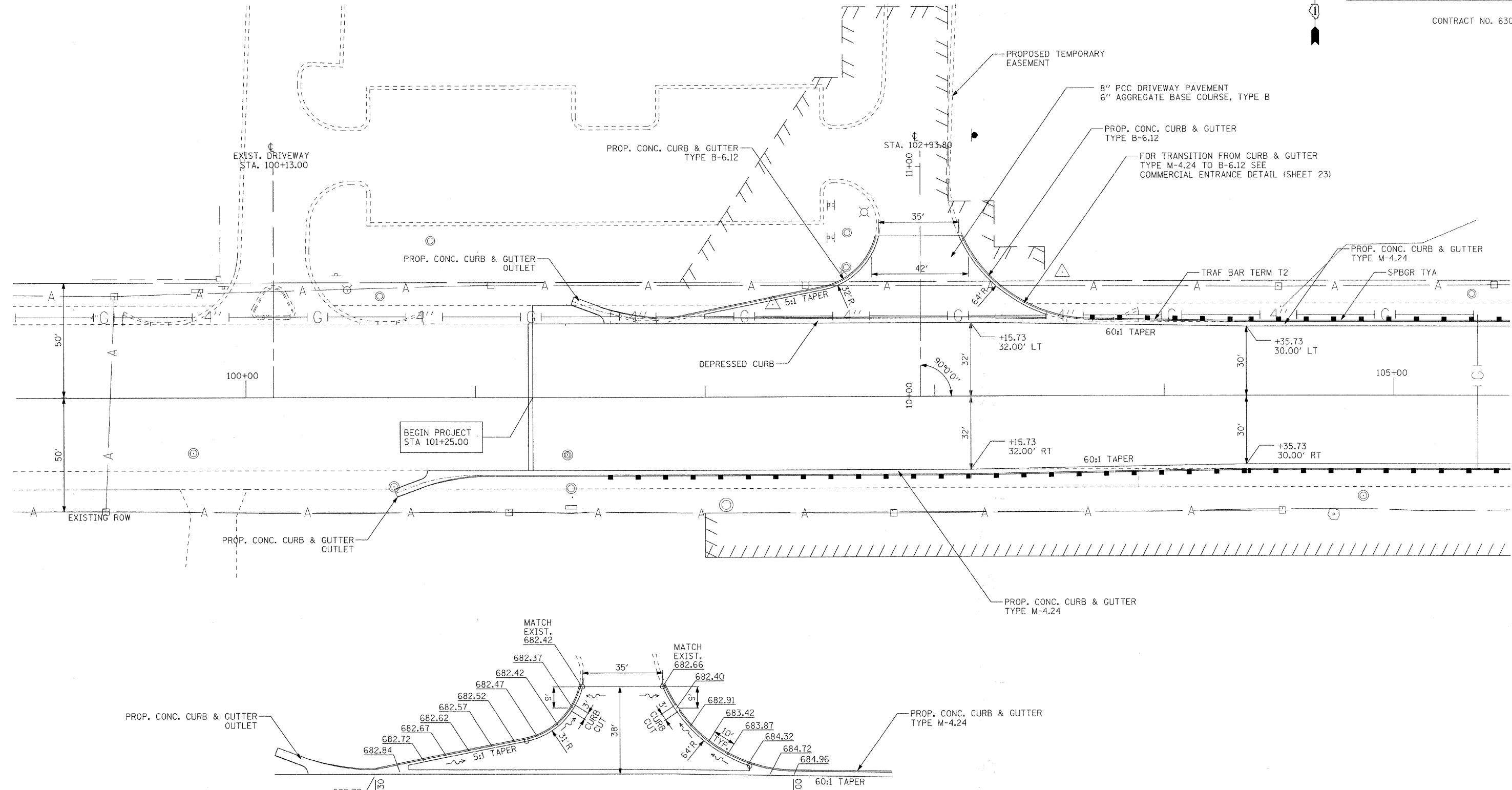
CONTRACT NO. 63077



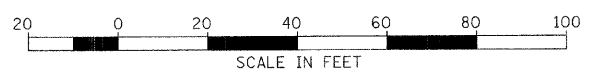
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	PLOTTED	
	CHECKED	
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	NO. 2	
	NO. 3	
	NO. 4	
	NO. 5	

PROFILE	DESIGNED	DATE
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. 1	
	NO. 2	
	NO. 3	
	NO. 4	
	NO. 5	

PLOT DATE = 11/5/2008
 PLOT SCALE = AS SHOWN
 USER NAME = JUSER



EAST DRIVEWAY DETAIL
 STA. 102+93.80



REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK
 COMMERCIAL DRIVEWAY DETAIL
 STA. 102+93.80

SCALE: 1" = 20'
 DATE: 09-05-08
 DRAWN BY: MS
 CHECKED BY: DS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	19
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
MOT-01 OF 08				

CONTRACT NO. 63077

MAINTENANCE OF TRAFFIC STAGING NOTES

NOTES

- PRIOR TO THE START OF CONSTRUCTION, THE REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.
- TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS, APPLICABLE SPECIAL PROVISIONS, AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR WORK ZONE TRAFFIC CONTROL (CHECK SHEET LRS 3).
- THE TYPE III BARRICADES ARE TO BE PLACED AS SHOWN ON THE PLANS UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
- EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.
- TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.
- ANY DROP OFF GREATER THAN THREE (3) INCHES BUT LESS THAN SIX (6) INCHES, WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY-BURN LIGHTS AT 100 FOOT CENTER TO CENTER SPACING. IF THE DROP OFF WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE EXCEEDS SIX (6) INCHES, THE BARRICADES OR DRUMS MENTIONED ABOVE SHALL BE PLACED AT FIFTY (50) FOOT CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.
- TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.
- TYPE II AND / OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.
- THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.
- WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.
- ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.
- ALL EXISTING PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS CONFLICTING WITH TEMPORARY TRAFFIC PATTERNS SHALL BE REMOVED PRIOR TO THE START OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION.

MAINTENANCE OF TRAFFIC STAGING SEQUENCE

STAGE I

STAGE I SHALL INCLUDE THE PLACEMENT OF TEMPORARY PAVEMENT ON WB SHOULDER PRIOR TO COMMENCING TRAFFIC DIVERSIONS (PRE-STAGE I). THE TRAFFIC IS TO BE DIVERTED TO THE WESTBOUND LANES AND THE EASTBOUND LANES SUBSEQUENTLY CLOSED TO TRAFFIC. THE WORK IN STAGE I SHALL ALSO INCLUDE CONSTRUCTION OF THE EASTBOUND LANES, ADJACENT SHOULDER AND CORRESPONDING SECTION OF THE STRUCTURE OVER SALT CREEK. CONSTRUCTION OF THE EMBANKMENT, STORM SEWER, AGGREGATE SUBGRADE, CURB AND GUTTER, BITUMINOUS SHOULDER AND HMA BASE AND BINDER COURSES SHALL BE COMPLETED FOR THE PROPOSED EASTBOUND LANES AND ADJACENT SHOULDER. JUST PRIOR TO THE COMPLETION OF THIS STAGE OF CONSTRUCTION, A TEMPORARY ENTRANCE SHALL BE CONSTRUCTED AT STA. 100+13. TEMPORARY STRIPING SHALL BE PLACED AFTER THE REQUIRED WORK IN THIS STAGE OF CONSTRUCTION HAS BEEN COMPLETED.

STAGE II

STAGE II SHALL INCLUDE DIVERTING TRAFFIC TO THE RECONSTRUCTED EASTBOUND LANES. THE TEMPORARY CONCRETE BARRIER WALL SHALL BE RELOCATED TO ACCOMMODATE THE STAGE II TRAFFIC PATTERNS. CONSTRUCTION OF THE WESTBOUND LANES, ADJACENT SHOULDER AND CORRESPONDING SECTION OF THE STRUCTURE OVER SALT CREEK SHALL BE COMPLETED IN STAGE II. TEMPORARY STRIPING SHALL BE PLACED PRIOR TO THE COMPLETION OF THIS STAGE OF CONSTRUCTION. STAGE II WORK SHALL ALSO INCLUDE THE CONSTRUCTION OF THE EMBANKMENT, STORM SEWER, AGGREGATE SUBGRADE, CURB AND GUTTER, HMA SHOULDER AND HMA BASE AND BINDER COURSES FOR THE PROPOSED WESTBOUND LANES AND ADJACENT SHOULDER. AS PART OF STAGE II WORK, THE COMMERCIAL ENTRANCE AND ADJACENT THORNDALE AVE, PAVEMENT SHALL BE CONSTRUCTED IN SEQUENTIAL ORDER (SEE SPECIAL PROVISION FOR TEMPORARY ACCESS DRIVEWAY (SPECIAL)). FOR STAGE II, A TEMPORARY ACCESS DRIVE SHALL BE CONSTRUCTED ADJACENT TO THE COMMERCIAL ENTRANCE AT STA. 102+93.80. THIS WORK SHALL BE COMPLETED ACCORDING TO SPECIAL PROVISION FOR TEMPORARY ACCESS DRIVEWAY (SPECIAL) AND PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM AS A TEMPORARY ACCESS DRIVEWAY (SPECIAL).

STAGE III

STAGE III SHALL INCLUDE THE WORK FOR THE HMA SURFACE COURSE, FINAL PAVEMENT MARKINGS, RECESSED PAVEMENT MARKERS, AND SEEDING AND LANDSCAPING THROUGHOUT THE PROJECT LIMITS. TRAFFIC CONTROL AND PROTECTION SHOULD BE PERFORMED ACCORDING TO ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD 701601.

PLAN	DATE
NO.	
NOTE BOOK	
NO.	
REVISIONS	
BY	
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REVISIONS	
BY	
DATE	
REVISIONS	
BY	
DATE	

PROFILE	DATE
NO.	
NOTE BOOK	
NO.	
REVISIONS	
BY	
DATE	
REVISIONS	
BY	
DATE	
REVISIONS	
BY	
DATE	

PLOT DATE = 11/6/2008
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = JUSER

\$\$\$GNSS
 \$\$\$PRFSS

REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK

SUGGESTED MAINTENANCE OF TRAFFIC
 NOTES AND STAGING SEQUENCE

SCALE: NTS
 DATE 09-05-08

DRAWN BY MS
 CHECKED BY RT

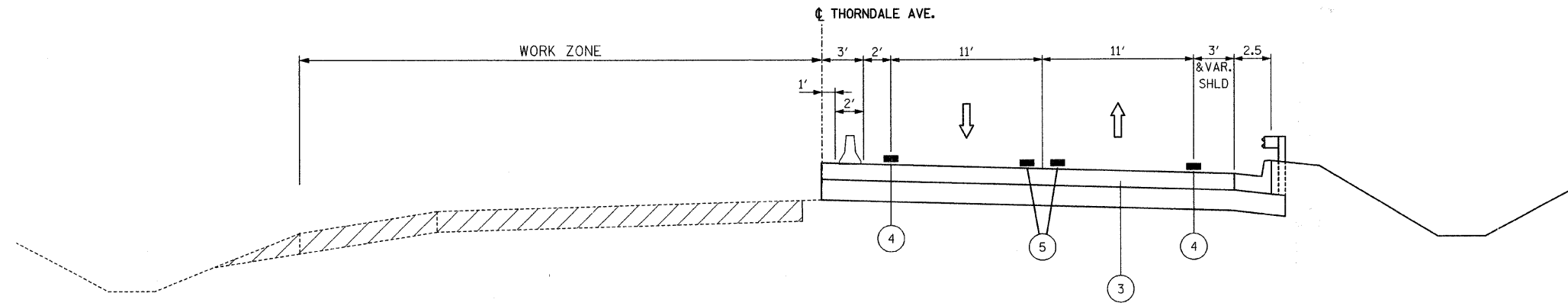


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	20A
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		MOT-03 OF 08		

CONTRACT NO. 63077

PLAN	DATE
SURVEYED	
ALIGNED	
CHECKED	
BY	
NO.	

PROFILE	DATE
SURVEYED	
GRADES	
CHECKED	
BY	
NO.	



STAGE II TYPICAL SECTION

LEGEND:

- WORK ZONE
- TEMPORARY PAVEMENT TO BE INSTALLED AS PRE-STAGE 1
- EXISTING PAVEMENT
- EXISTING BITUMINOUS SHOULDER
- PROPOSED PAVEMENT
- TEMPORARY PAVEMENT MARKING, 4 INCH, WHITE
- TEMPORARY PAVEMENT MARKING, 4 INCH, YELLOW
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER

THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THIS PROJECT. THE PURPOSE OF THE STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST. THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER.

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK
 SUGGESTED MAINTENANCE OF TRAFFIC DETAILS
 SCALE: NTS
 DATE 09-05-08
 DRAWN BY MS
 CHECKED BY DS



PLOT DATE = 9/4/2008
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 PLOT SCALE = #SCALE#
 USER NAME = #USER#

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STA. 101+25.00		TO STA. 114+105+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
MOT-04 OF 08				

CONTRACT NO. 63077

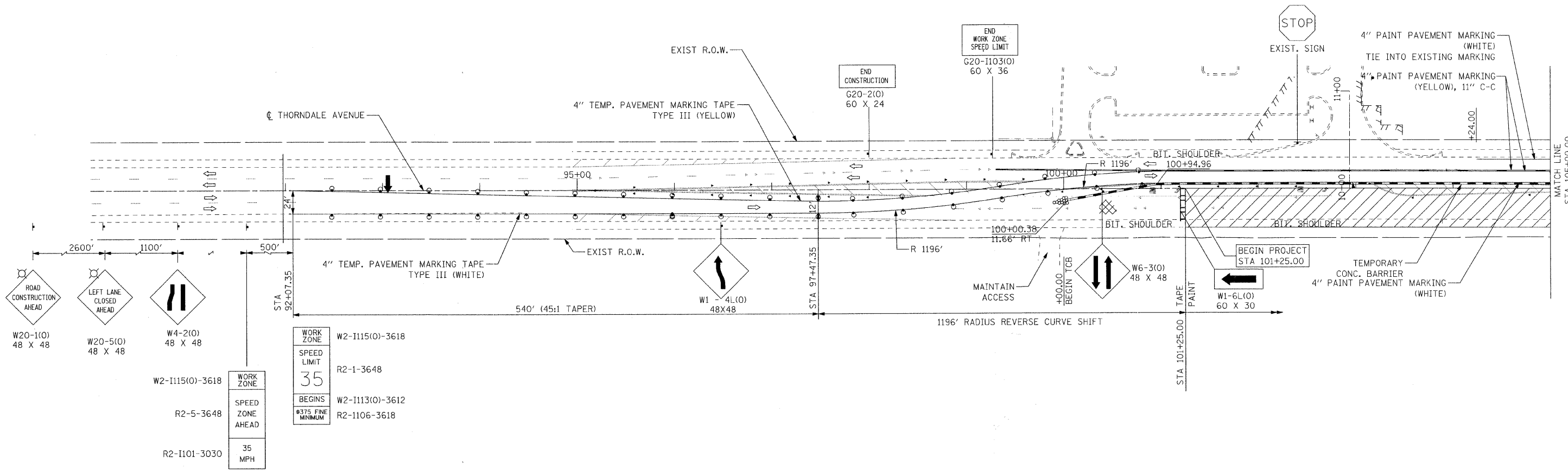


LEGEND:

- BARRICADE TYPE II OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C ON TAPER AND 100' C-C ON TANGENT OR AS SHOWN ON THE PLAN
- ⊥ BARRICADE TYPE III WITH FLASHING MONODIRECTIONAL LIGHTS
- ▭ BOARD W1-6R(O)-7236 (ABOVE BARRICADE TYPE III) (WHEN REQUIRED)
- ▬ TEMPORARY CONCRETE BARRIER W/ PRISMATIC BARRIER REFLECTOR
- ⇄ DIRECTION OF TRAFFIC
- ↑ SIGN
- ➡ ARROW BOARD
- ▨ WORK ZONE
- ⊗ AMBER FLASHING LIGHT
- ⊗ IMPACT ATTENUATOR, TEMPORARY

PLAN	DATE	BY
SUBMITTED		
PLOTTED		
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REVISIONS		
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PROFILE	DATE	BY
SUBMITTED		
PLOTTED		
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REVISIONS		
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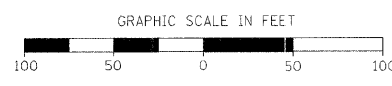
STAGE I

DUPAGE COUNTY DIVISION OF TRANSPORTATION
THORNDALE AVENUE OVER SALT CREEK

SUGGESTED MAINTENANCE OF TRAFFIC PLANS

SCALE: 1" = 50'
DATE: 09-05-08
DRAWN BY: MS
CHECKED BY: RH

REVISIONS	
NAME	DATE
M. SHAH	11/06/08



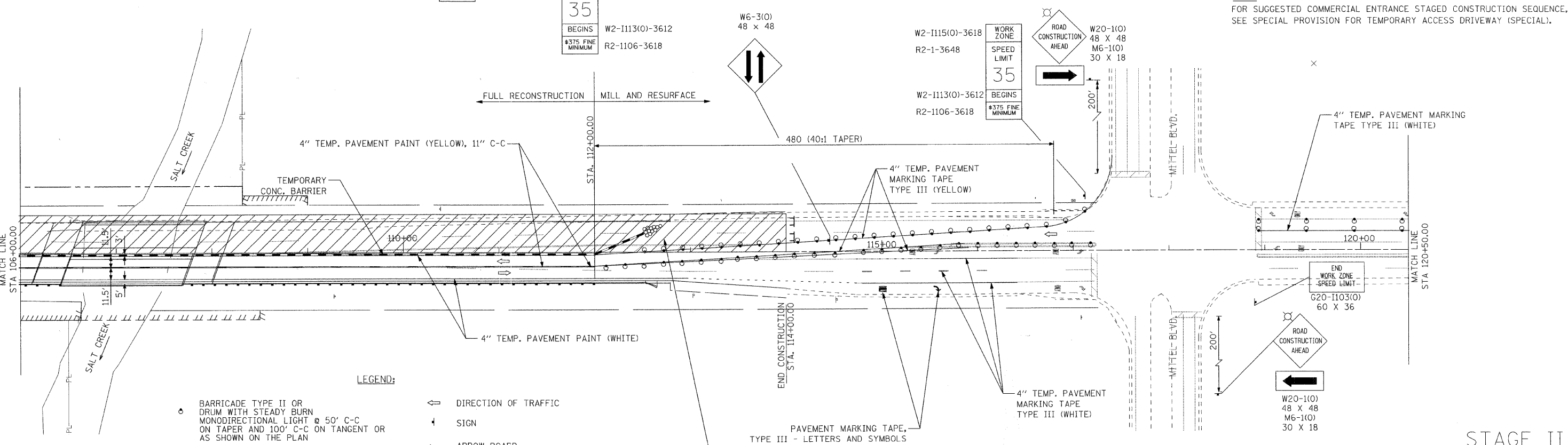
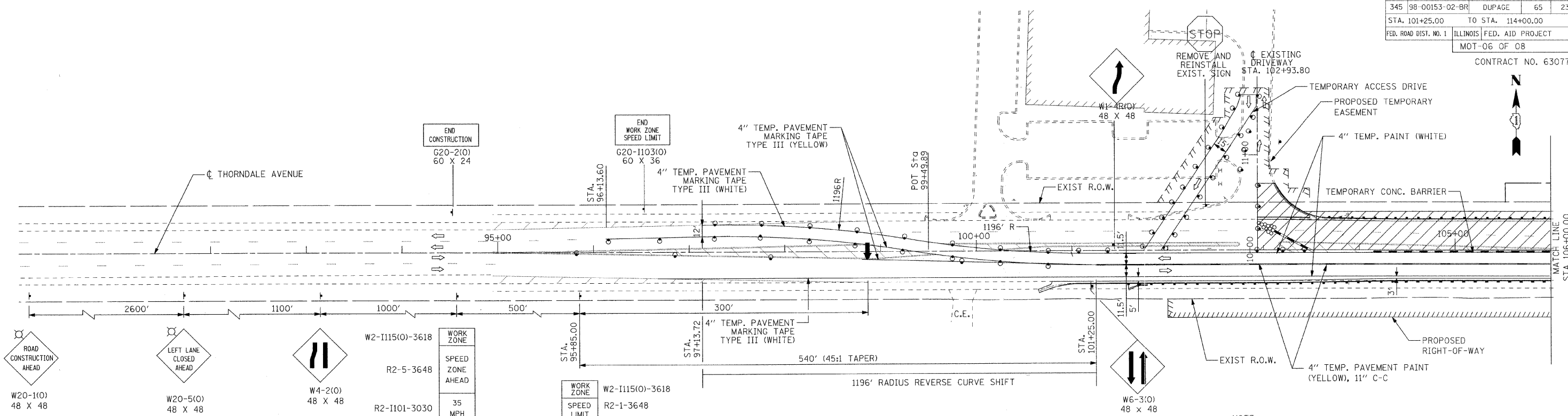
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PLOT SCALE = AS SHOWN
PLOT USER = USER

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	23
STA. 101+25.00 TO STA. 114+00.00				
ILLINOIS FED. AID PROJECT				
MOT-06 OF 08				

CONTRACT NO. 63077

DATE	BY

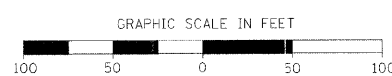
DATE	BY



NOTE:
FOR SUGGESTED COMMERCIAL ENTRANCE STAGED CONSTRUCTION SEQUENCE,
SEE SPECIAL PROVISION FOR TEMPORARY ACCESS DRIVEWAY (SPECIAL).

- LEGEND:**
- BARRICADE TYPE II OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C ON TAPER AND 100' C-C ON TANGENT OR AS SHOWN ON THE PLAN
 - ⇄ DIRECTION OF TRAFFIC
 - ⊕ SIGN
 - ARROW BOARD
 - ▨ BARRICADE TYPE III WITH FLASHING MONODIRECTIONAL LIGHTS
 - ▨ WORK ZONE
 - ⊗ AMBER FLASHING LIGHT
 - ⊗ IMPACT ATTENUATOR, TEMPORARY
 - ▬ BOARD W1-6R(O)-7236 (ABOVE BARRICADE TYPE III) (WHEN REQUIRED)
 - ▬ TEMPORARY CONCRETE BARRIER W/ PRISMATIC BARRIER REFLECTOR

MILLING AND RESURFACING SHALL BE COMPLETED IN STAGE III (SEE MOT NOTES FOR STAGE III). TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED IN ORDER TO ACCOMMODATE THIS WORK PER THE APPLICABLE IDOT STANDARDS AND AS DIRECTED BY THE ENGINEER.



REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
THORNDALE AVENUE OVER SALT CREEK

SUGGESTED MAINTENANCE OF TRAFFIC PLANS

SCALE: 1" = 50'
DATE 09-05-08
DRAWN BY MS
CHECKED BY DS

PLOT DATE = 11/2/2008
PLOT SCALE = AS SHOWN
USER NAME = USER

\$\$\$GN\$\$
\$\$\$PRF\$\$\$

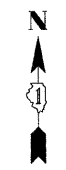
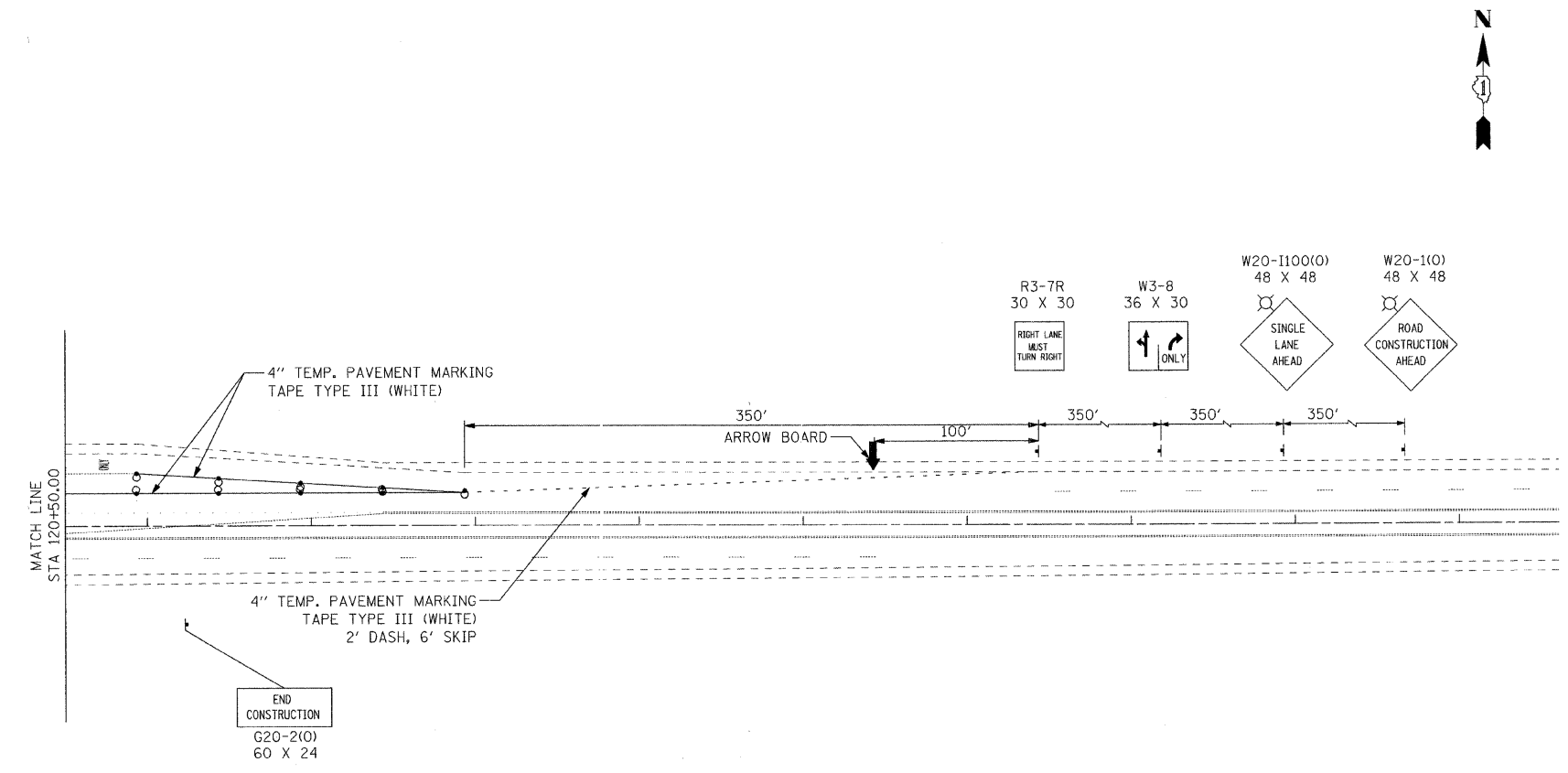
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
MOT-07 OF 08				
CONTRACT NO. 63077				

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	REVISIONS CHECKED	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	REVISIONS CHECKED	
	STRUCTURE NOTATIONS CHECKED	

PLOT DATE = 11/05/2008
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

\$\$\$GN\$\$
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GRAPHIC SCALE IN FEET

PARSONS BRINCKERHOFF

REVISIONS	
NAME	DATE
M. SHAH	11/06/08

STAGE II
 DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK
 SUGGESTED MAINTENANCE OF TRAFFIC PLANS
 SCALE: 1" = 50'
 DATE 09-05-08
 DRAWN BY MS
 CHECKED BY DS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	25
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
MOT-08 OF 08				

CONTRACT NO. 63077



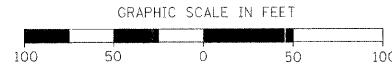
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PLAN	SURVEYED	DATE
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	ALIGNED	
	CHECKED	
	ADD. FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS (CHK)	

PLOT DATE = 11/05/2008
 PLOT SCALE = 1" = 50'
 PLOT USER = MS
 PLOT USER = DS

\$\$\$DGN\$\$\$
 \$\$\$PRF\$\$\$



REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK

SUGGESTED MAINTENANCE OF
 TRAFFIC PLANS

SCALE: 1" = 50'
 DATE 09-05-08
 DRAWN BY MS
 CHECKED BY DS

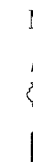
EROSION CONTROL SCHEDULE:

- INSTALL PERIMETER EROSION BARRIER. INSTALL INLET FILTERS ON EXISTING INLETS.
- BEGIN CLEARING AND GRUBBING FOR CONSTRUCTION OF DITCHES AND OTHER DRAINAGE FEATURES.
- NO WORK SHALL BE PERFORMED IN FLOWING WATER AND NO EQUIPMENT SHALL ENTER SALT CREEK WITHOUT APPROVAL FROM KDSWCD. WORK IN AND NEAR STREAM AND STREAMBANKS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW.
- BEGIN TEMPORARY SEEDING ON ALL ERODABLE/BARE AREAS EVERY SEVEN DAYS. STABILIZE STOCKPILES WITHIN 3 DAYS.
- CONSTRUCT DITCH AND PLACE TEMPORARY DITCH CHECKS.
- BEGIN TOPSOIL REMOVAL AND STOCKPILING OF TOPSOIL. BEGIN EXCAVATION AND STOCKPILING OF SUITABLE FILL.
- STABILIZE DENUDED AREAS WITHIN 7 DAYS AND STOCKPILES WITHIN 3 DAYS OF LAST CONSTRUCTION ACTIVITY IN THAT AREA.
- THE STREAM BANKS SHOULD BE STABILIZED AT THE END OF EACH DAY. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.
- BEGIN CONSTRUCTION OF ROADWAY EMBANKMENTS.
- INSTALL STORM SEWER, CURB AND GUTTER. PLACE TEMPORARY INLET PROTECTION.
- INSTALL A DEWATERING AREA. SKIM AND BYPASS CLEAN WATER AND CONSTRUCT SEDIMENT TRAPS AND FABRIC BAG OR POLYMER FOR SEDIMENT FILTERING. PREVENT SCOURING.
- INSTALL EITHER A STABILIZED HAUL ROAD OR STONE ACCESS PAD ON THE BANK OR WITHIN THE COFFER DAM AREA FOR EQUIPMENT ACCESS. INSTALL TEMPORARY SHEET PILING. BEGIN BRIDGE CONSTRUCTION (SEE NOTE 3).
- MONITOR SEDIMENT CONTROL PRACTICES DAILY TO ADDRESS TDML (TOTAL MAXIMUM DAILY LOADS) REQUIREMENT FOR IMPAIRED WATERWAYS.
- COMPLETE GRADING AND INSTALL PERMANENT SEEDING AND PLANTINGS.
- COMPLETE PAVING. COMPLETE BRIDGE CONSTRUCTION.
- WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND SITE IS STABILIZED, REMOVE PERIMETER EROSION BARRIER TEMPORARY DITCH CHECKS AND ANY ACCUMULATED SEDIMENT. RE-SEED ANY AREAS DISTURBED BY THEIR REMOVAL. REMOVE TEMPORARY INLET PROTECTION.

LEGEND

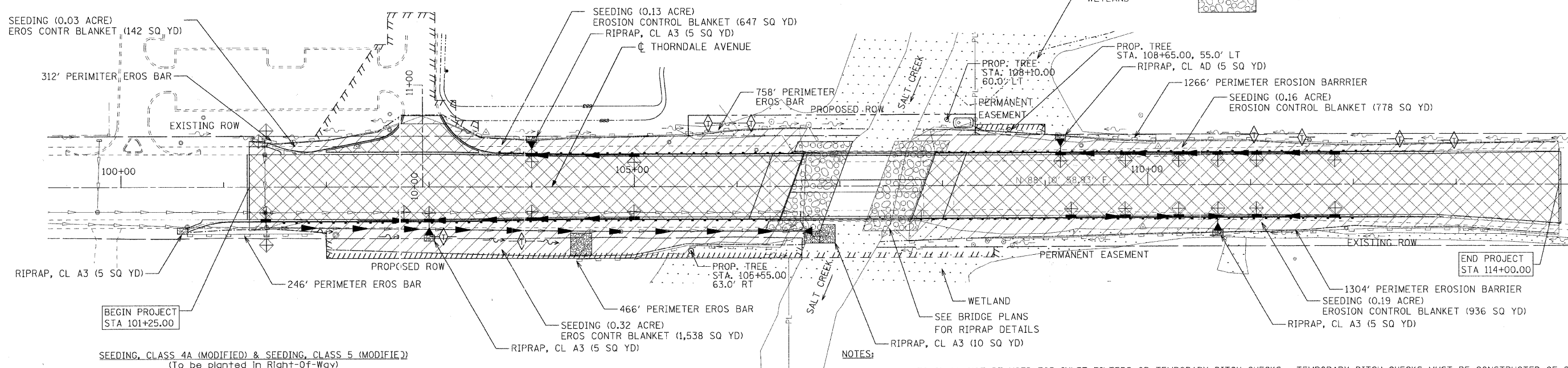
SYMBOL	DESCRIPTION
	INLET FILTERS (SEE NOTE 1)
	TEMPORARY DITCH CHECK (SEE NOTE 1)
	SEDIMENT BASIN FOR DEWATERING
	DOUBLE ROW PERIMETER EROSION BARRIER (SILT FENCE)
	DUST CONTROL
	SEEDING, CLASS 4A (MODIFIED), SEEDING, CLASS 5 (MODIFIED) AND EROSION CONTROL BLANKET (SEE NOTE 2)
	RIPRAP

CONTRACT NO. 63077



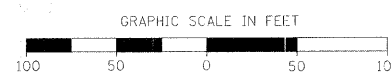
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DATE	BY

DATE	BY
DATE	BY



- NOTES:**
- STRAW BALES SHALL NOT BE USED FOR INLET FILTERS OR TEMPORARY DITCH CHECKS. TEMPORARY DITCH CHECKS MUST BE CONSTRUCTED OF STONE. REFER TO IDOT STANDARD DETAIL 280001-4 FOR SIZING. TEMPORARY DITCH CHECKS MUST BE PLACED IMMEDIATELY AFTER GRADING. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.
 - EROSION CONTROL BLANKET SHALL BE BIONET/UN-STITCHED OR HABITAT FRIENDLY WHEN PLACED DIRECTLY ADJACENT TO SALT CREEK. A DOUBLE NET BLANKET SUITABLE FOR HANDLING CONCENTRATED FLOWS SHOULD BE USED IN PROPOSED DITCHES UPSLOPE FROM THE CREEK.
 - ALL DISTURBED WORK AREAS MUST BE ISOLATED FROM CREEK FLOWS AT ALL TIMES, INCLUDING A-FRAME STRUCTURES, STEEL SHEETS, TRENCH BOXES, JERSEY BARRIERS OR WATER FILLED BLADDERS, ETC. THE DIVERSION/ISOLATION OF THE CREEK FLOWS MUST BE CONSTRUCTED FROM NON-ERODIBLE MATERIALS. THE KDSWCD MUST BE IN AGREEMENT WITH OVERALL EXACT METHOD OF DIVERSION/ISOLATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONSTRUCTION ACCESS ISSUES SUCH AS PLACEMENT OF HAUL ROAD AND COFFERDAM MUST BE ADDRESSED PRIOR TO PRE-CONSTRUCTION MEETING. CONTACT KDSWCD AT 630-584-7961 EXT. 3.
 - THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES. A SHOP DRAWING OF COFFERDAM AND CREEK WORK SHALL BE SUBMITTED TO KDSWCD PRIOR TO STARTING WORK.
 - PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS, INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF DEVELOPMENT SUCH AS: DEWATERING METHODS, COFFERDAM SELECTION AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.
 - THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.

Species	Common Name	Lbs/acre	Size of Stock (in.)
Andropogon scoparius	Little bluestem	4.000	24-36
Bouteloua curtipendula	Side-oats grama	4.000	12-36
Elymus virginicus	Virginia wild rye	1.000	24-36
Sporobolus heterolepis	Prairie drop seed	0.500	12-24
SEEDING, CLASS 5 (MODIFIED)			
Species	Common Name	Lbs/acre	Size of Stock (in.)
Asclepias tuberosa	Butterfly milkweed	0.125	12-36
Asclepias verticillata	Whorled milkweed	0.125	12-24
Aster azureus	Sky blue aster	0.050	6-24
Aster ericoides	Heath aster	0.050	12-36
Aster laevis	Smooth blue aster	0.015	12-48
Aster novae-angliae	New England aster	0.050	12-48
Cassia fasciculata	Partridge pea	0.125	6-36
Coreopsis lanceolata	Sand coreopsis	0.100	24-36
Coreopsis palmata	Prairie coreopsis	0.015	12-36
Desmanthus illinoense	Illinois sensitive plant	0.125	12-48
Echinacea purpurea	Broad-leaved purple coneflower	0.500	24-36
Monarda fistulosa	Wild bergamot	0.050	24-48
Petalostemum candidum	White prairie clover	0.065	12-24
Petalostemum purpureum	Purple prairie clover	0.500	12-24
Ratibida pinnata	Yellow coneflower	0.250	12-48
Rudbeckia hirta	Black-eyed Susan	1.000	12-36
Solidago graminifolia	Grass-leaved goldenrod	0.125	12-48
Solidago nemoralis	Old-field goldenrod	0.125	6-20
Solidago rigida	Stiff goldenrod	0.125	12-48
Tradescantia ohiensis	Common spiderwort	0.050	12-48
Verbena stricta	Hoary vervain	0.100	12-24
Cover crop:	Annual rye @ 10 lbs. per acre		12-24
	Seed oats @ 32 lbs. per acre		12-30



FOR ADDITIONAL EROSION CONTROL NOTES SEE GENERAL NOTES.



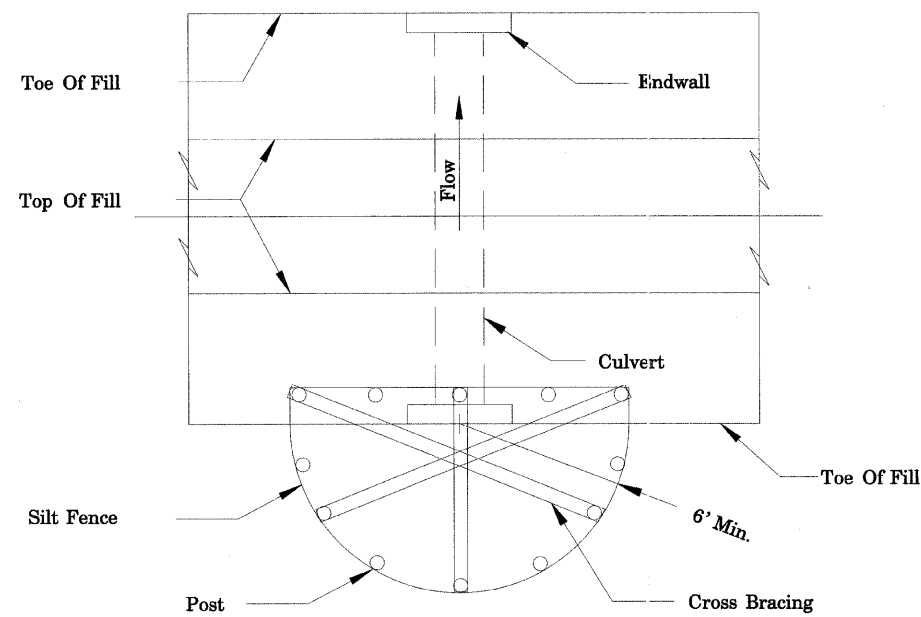
REVISIONS	
NAME	DATE
S. VERTHEIN	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK
LANDSCAPING, EROSION AND SEDIMENT CONTROL DETAILS
 SCALE: 1" = 50'
 DATE: 09-05-08
 DRAWN BY: SJV
 CHECKED BY: PVS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	27A
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 63077

CULVERT INLET PROTECTION - SILT FENCE

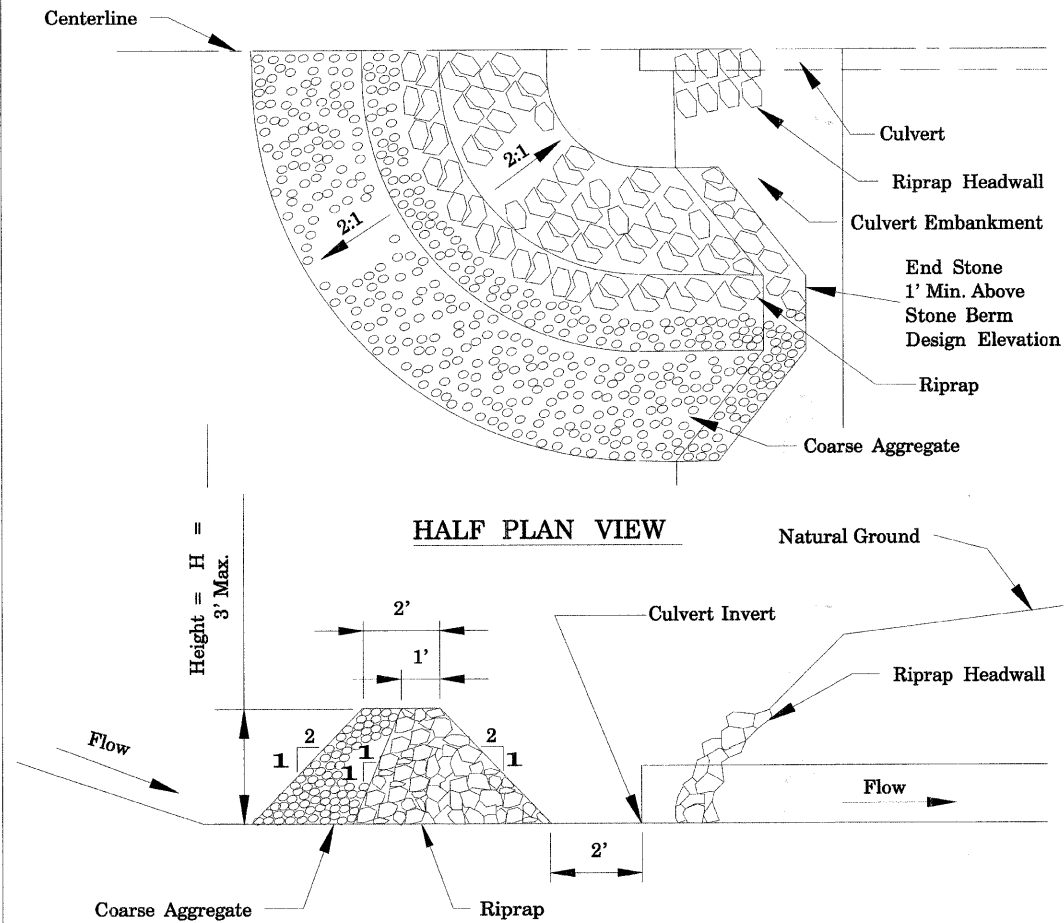


PLAN VIEW

NOTES:

1. The silt fence shall meet the requirements as shown on standard drawing IL-620 SILT FENCE except the maximum post spacing shall be 3 feet and the tops of posts shall be cross braced.
2. Sediment shall be removed when the sediment has accumulated to one-half the height of the silt fence.
3. The maximum drainage area to the culvert being protected is 1 acre.

CULVERT INLET PROTECTION - STONE



HALF PLAN VIEW

CENTERLINE CROSS SECTION

Notes:

1. Sediment shall be removed when the sediment has accumulated to one-half the height of the stone berm.
2. Coarse aggregate shall meet one of the following IDOT coarse aggregate gradations, CA-1, CA-2, CA-3 or CA-4.
3. Riprap shall meet IDOT gradation RR-3 or RR-4. Any permanent riprap, such as for the culvert headwall, shall meet IDOT Quality Designation A.
4. Coarse aggregate and riprap shall be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
5. The maximum drainage area to the culvert being protected is 3 acres.
6. See plans for H dimension.
7. Tie the stone berm into the culvert embankment a minimum of 1 foot above the design elevation of the stone berm.

DATE	BY	SURVEYED	CHECKED
		ALIGNMENT	CHECKED
		PLAN	CHECKED
		NOTE BOOK	CHECKED
		NO.	

DATE	BY	PROFILE	CHECKED
		GRADES	CHECKED
		STRUCTURE	CHECKED
		NO.	

REFERENCE	Project	Date
	Designed	Date
	Checked	Date
	Approved	Date



STANDARD DWG. NO.
IL-508SF
SHEET 1 OF 1
DATE 1-29-99

REFERENCE	Project	Date
	Designed	Date
	Checked	Date
	Approved	Date



STANDARD DWG. NO.
IL-508ST
SHEET 1 OF 1
DATE 1-29-99

REVISIONS	
NAME	DATE
S. VERTHEIN	11-06-08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
THORNDALE AVENUE OVER SALT CREEK
LANDSCAPING, EROSION AND
SEDIMENT CONTROL DETAILS

SCALE: NTS
DATE 09-05-08

DRAWN BY SV
CHECKED BY DS



PLOT DATE = 11/29/2008
FILE NAME = #FILE#
PLOT SCALE = #SCALE#
USER NAME = #USER#

\$\$\$GNSS
\$\$\$PRF\$\$\$

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	28
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 63077

LEGEND:

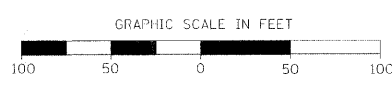
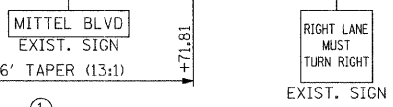
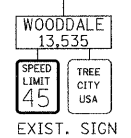
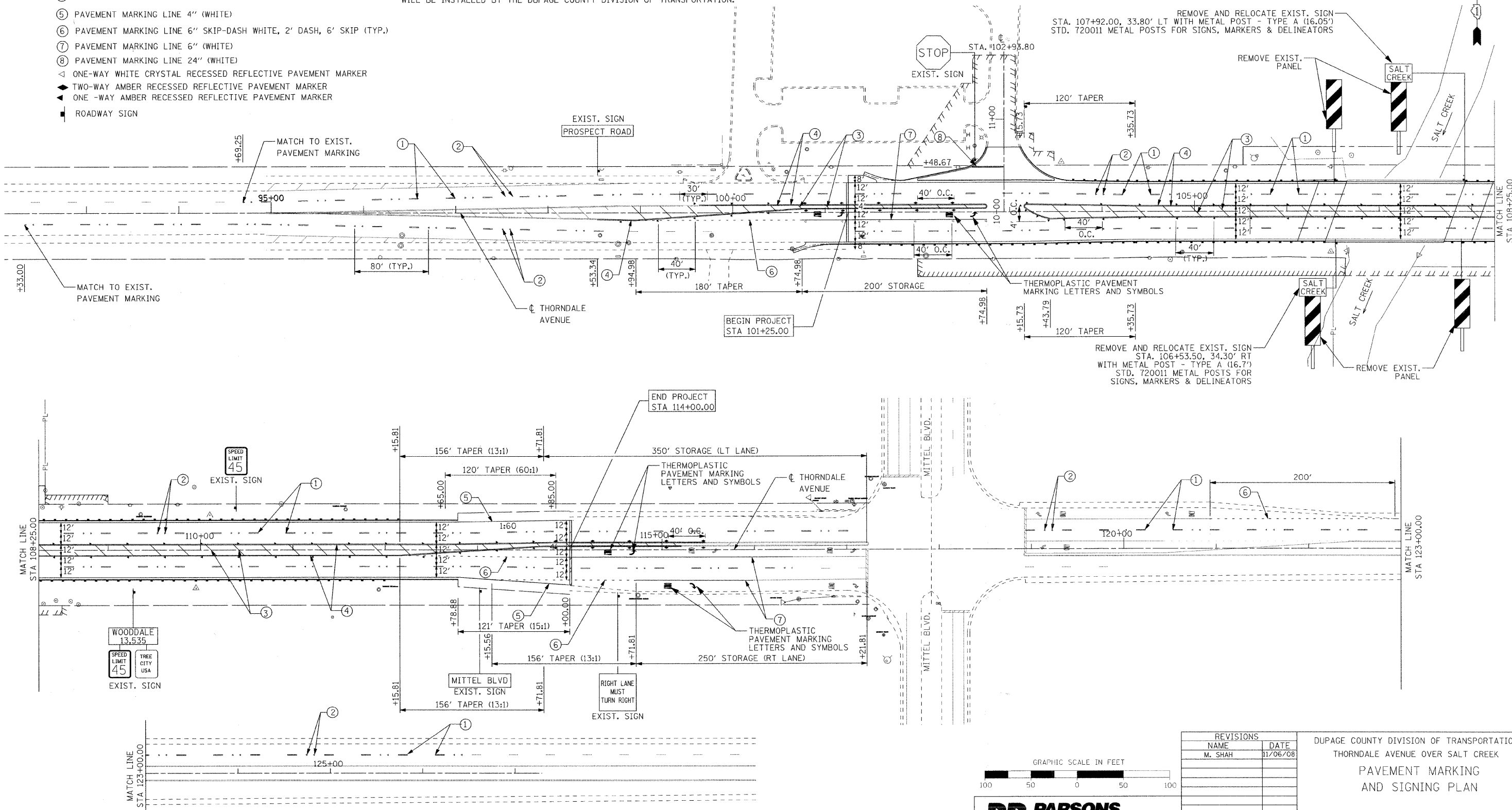
- ① PAVEMENT MARKING LINE 4" (WHITE) 10' DASH, 30' SKIP (TYP.)
- ② RECESSED REFLECTIVE PAVEMENT MARKER, CLUSTER OF 2 - ONE WAY, CRYSTAL MARKERS @ 80' C-C (TYP.)
- ③ PAVEMENT MARKING LINE 12" (YELLOW) @ 45° @ 20' C-C
- ④ PAVEMENT MARKING LINE 2- 4", 11" C-C (YELLOW)
- ⑤ PAVEMENT MARKING LINE 4" (WHITE)
- ⑥ PAVEMENT MARKING LINE 6" SKIP-DASH WHITE, 2' DASH, 6' SKIP (TYP.)
- ⑦ PAVEMENT MARKING LINE 6" (WHITE)
- ⑧ PAVEMENT MARKING LINE 24" (WHITE)
- ▲ ONE-WAY WHITE CRYSTAL RECESSED REFLECTIVE PAVEMENT MARKER
- ◆ TWO-WAY AMBER RECESSED REFLECTIVE PAVEMENT MARKER
- ▲ ONE-WAY AMBER RECESSED REFLECTIVE PAVEMENT MARKER
- ROADWAY SIGN

NOTES:

- 1. ALL ROADWAY PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS EXCEPT FOR BRIDGE AND BRIDGE APPROACH PAVEMENT, OR AS NOTED ON THE PLAN.
- 2. BRIDGE AND BRIDGE APPROACH PAVEMENT MARKINGS SHALL BE PERFORMED PLASTIC PAVEMENT MARKINGS.
- 3. ALL ROADWAY DIMENSIONS ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE INDICATED.
- 4. ALL EXISTING SIGNS AND DEVICES REMOVED PRIOR TO THE CONSTRUCTION WILL BE INSTALLED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION.
- 5. ANY SIGNING WORK PERFORMED BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 6. THE CONTRACTOR SHALL COORDINATE THE EXISTING AND PROPOSED SIGNING WORK WITH THE DUPAGE COUNTY DIVISION OF TRANSPORTATION.

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	FILED	
	DATE	
	BY	
	FILED	
	DATE	
	BY	

PROFILE	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	FILED	
	DATE	
	BY	
	FILED	
	DATE	
	BY	



REVISIONS	
NAME	DATE
M. SHAH	11/06/08

DUPAGE COUNTY DIVISION OF TRANSPORTATION
 THORNDALE AVENUE OVER SALT CREEK
PAVEMENT MARKING AND SIGNING PLAN

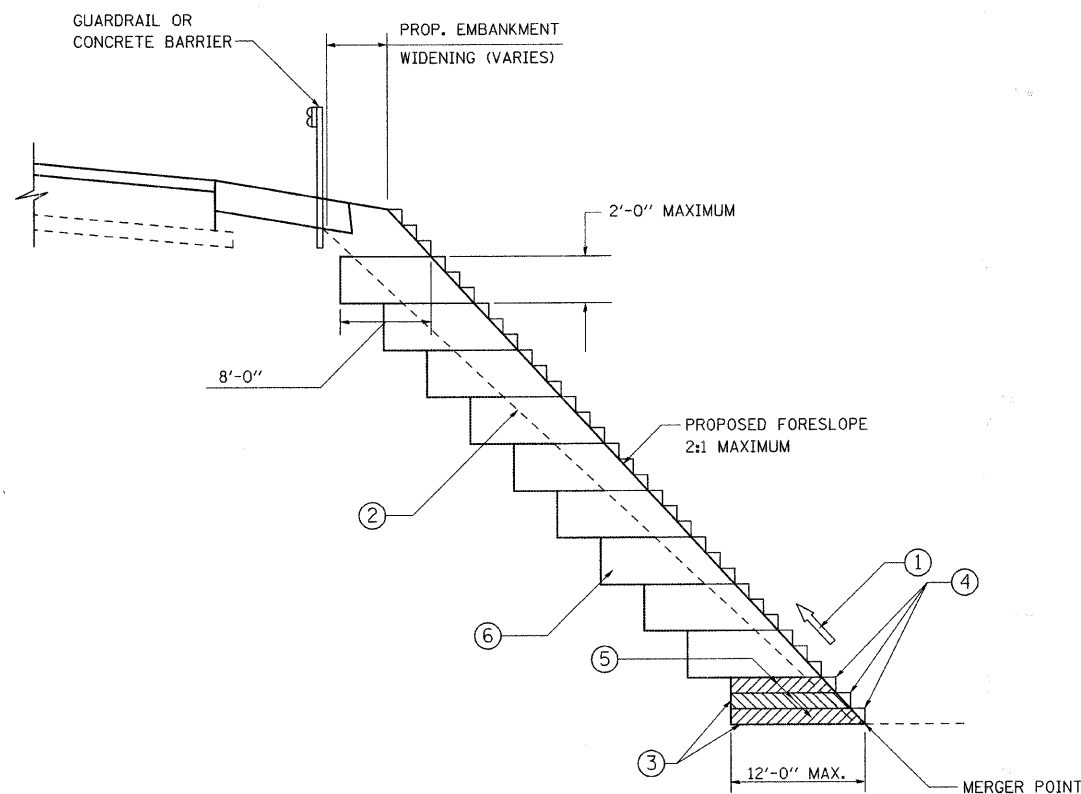
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 DATE 09-05-08
 DRAWN BY MS
 CHECKED BY RT

PLOT DATE = 11/06/08
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 USER NAME = #USER

\$\$\$GNSS
 \$\$\$PRF\$\$\$

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	30A
STA. 101+25.00		TO STA. 114+00.00		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 63077



TYPICAL BENCHING DETAIL
FOR EMBANKMENT

NOTES:

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

PLAN	DATE
BY	
DESIGNED	
CHECKED	
DATE	

PROFILE	DATE
BY	
DESIGNED	
CHECKED	
DATE	

PLOT DATE = 9/4/2008
FILE NAME = #FILEL#
PLOT SCALE = #SCALE#
USER NAME = #USER#

SSDGNSS
SSPRFSS



REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION
THORNDALE AVENUE OVER SALT CREEK
BENCHING DETAIL
FOR EMBANKMENT
WIDENING

SCALE: NTS
DATE 09-05-08

DRAWN BY MS
CHECKED BY DS

Bench Mark: A bronze disk monument located at Northeast corner of bridge, in concrete headwall of Thorndale Avenue bridge over Salt Creek.
 Bench Mark No. ADO4001 Station 107+88.66, El. 683.51, Offset 34.46 Left, North = 10064.23, East = 10788.66.
 Existing Structure: S.N.022-3007 was built in 1957 under F.A.S. Route 147, Section 153 B, widened in 1976 under Section 76-00245-00-WR. Structure consists of 4-Span 17" P.P.C. deck beams, 120'-0" Bk. to Bk. of Abutments, 69'-0" Out to Out width. Existing Structure to be removed and replaced. Traffic to be maintained by utilizing stage construction.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	1/4" SHEETS	SHEET NO.	SHEET NO.
345	++	DU PAGE	65	31	25 SHEETS

FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJ. CT. ++ 98-00153-02-BR Contract No. 63077

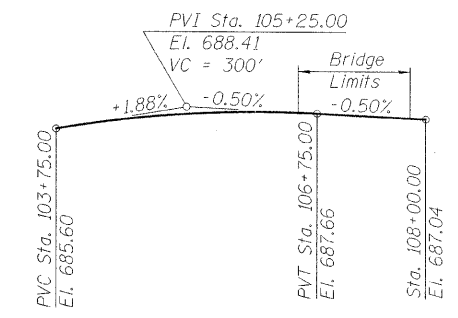
WATERWAY INFORMATION

Drainage Area = 54.27 mi ²		Exist. Low Grade Elev. 680.76 @ Sta. 107+81.83				
		Prop. Low Grade Elev. 683.00 @ Sta. 107+81.83				
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft. Exist. Prop.	Headwater El. Exist. Prop.
Design	10	1650	774.25	829.78	680.0 0.01	680.01 680.01
Base	50	2310	864.17	949.28	681.0 0.36	681.36 681.06
Max. Calc.	100	2590	864.17	997.08	681.4 0.46	681.86 681.48
	500	3260	864.17	1068.78	682.0 0.66	682.66 682.10

10 year velocity through existing bridge = 2.50 fps
 10 year velocity through prop. bridge = 1.88 fps
 * 50 year and larger events are above existing low beam.

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	Pier	E. Abut.
	677.10	666.55	676.40



PROPOSED PROFILE
 (Along Roadway)

LOADING HS20-44
 Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
 2002 AASHTO

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
 fy = 60,000 psi (reinforcement)
 fy = 50,000 psi (M270, Grade 50W)

SEISMIC DATA

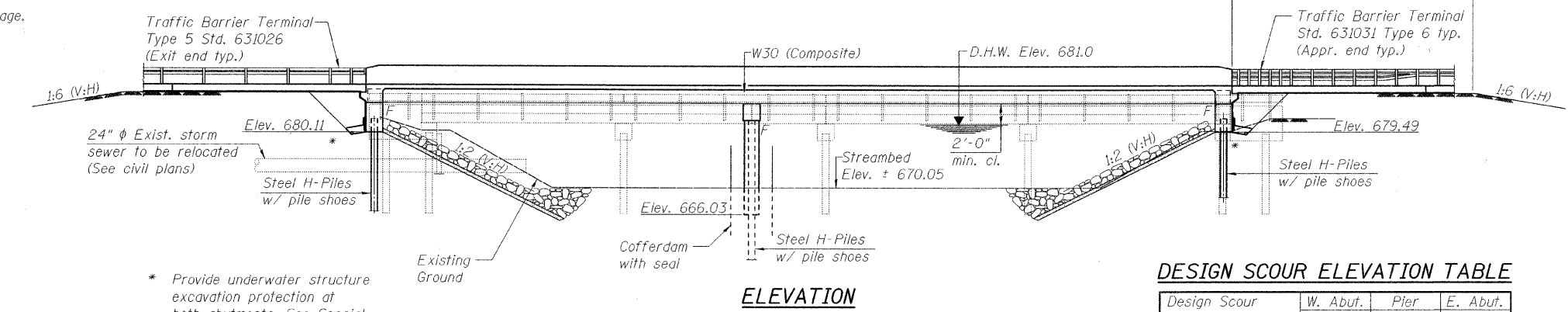
Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.04g
 Site Coefficient (S) = 1.0

CERTIFICATION

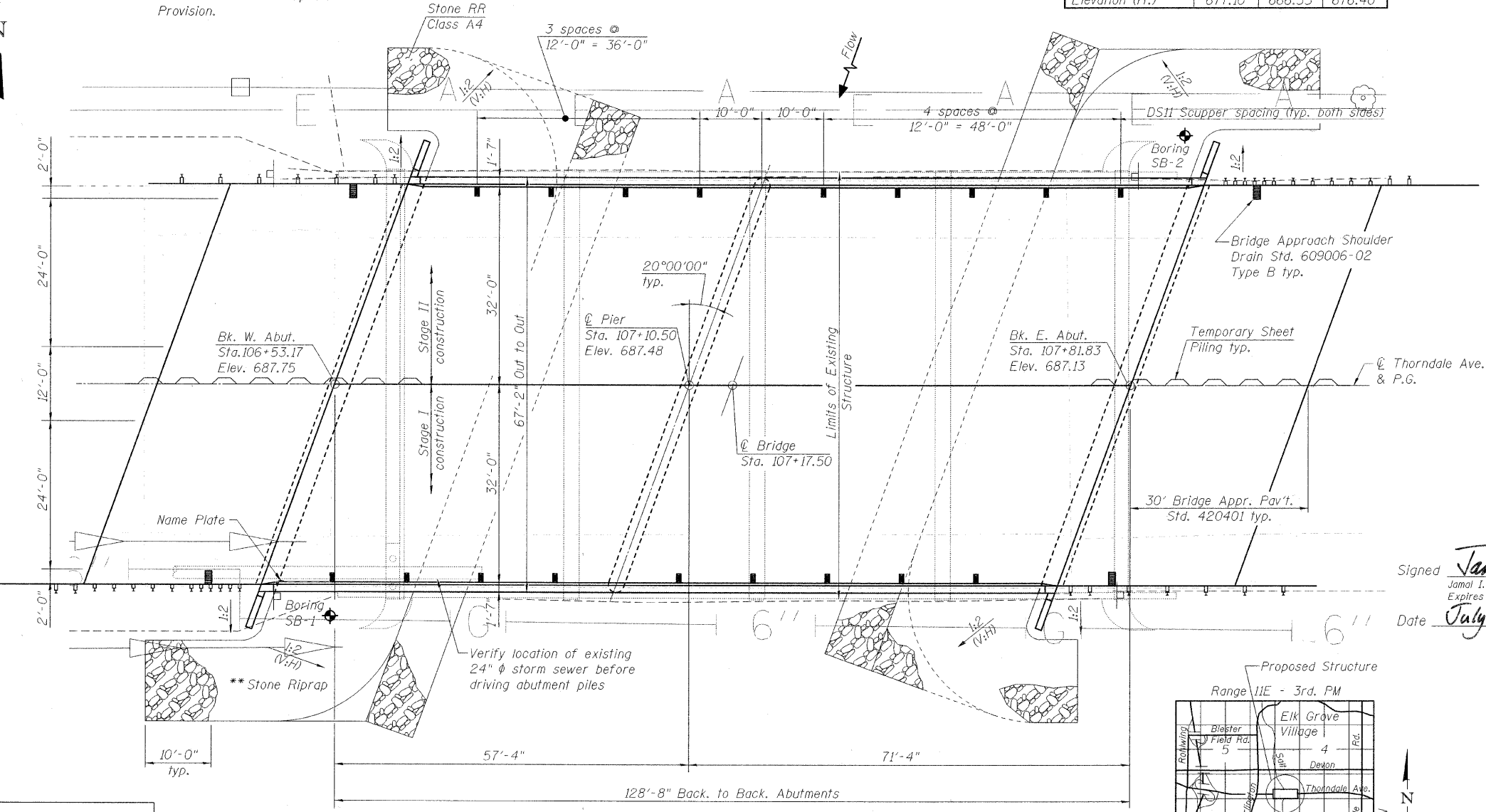
I certify that to the best of knowledge, information and belief, this bridge/box culvert design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO Standard Specifications for Highway Bridges.



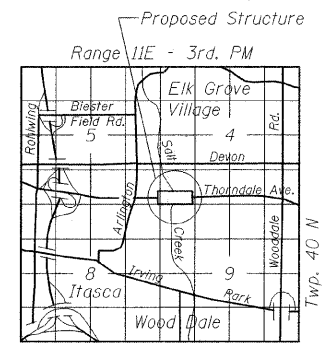
Signed *Jamal Grainawi*
 Jamal I. Grainawi, S.E. IL. Lic. No. 081-005161
 Expires 11-30-2008
 Date *July 30, 2008*



ELEVATION



PLAN



LOCATION SKETCH

No. Salvage.

* Provide underwater structure excavation protection at both abutments. See Special Provision.

** Verify location of existing 24" storm sewer before driving abutment piles

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

DESIGNED	J. ZUO
CHECKED	J. MUHAMMAD
DRAWN	D.C. PATEL
CHECKED	J. GRAINAWI

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GENERAL PLAN AND ELEVATION
 CH 26 THORNDALE BRIDGE
 OVER SALT CREEK
 F.A.P. RT. 345 - SEC. 98-00153-02-BR
 DU PAGE COUNTY
 STATION 107+17.50
 STRUCTURE NO. 022-3011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	++	DU PAGE	65	32
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
25 SHEETS

++ 98-00153-02-BR
Contract No. 63077

GENERAL NOTES:

*Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts (in painted areas and M164 Type 3 in unpainted areas). Bolts 7/8 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 212,230 Pounds.

All structural steel shall be AASHTO M 270 Grade 50W.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706

Gr 60 (IL Modified). See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

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

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

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

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 permit number as shown in the contract plans.

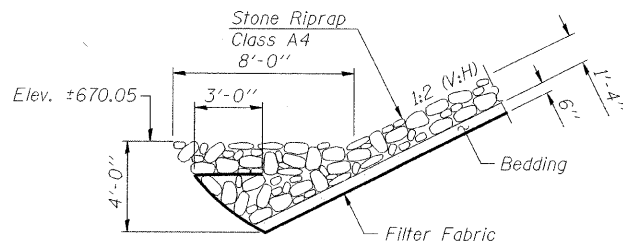
Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted for approval with the cofferdam design to the Engineer.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

All exposed concrete edges shall have a 3/4" x 45° chamfer, except where shown otherwise chamfer on vertical edges shall be continued a minimum of one foot below finished ground level.

Slipforming of the parapets is not allowed.

There is a river gauge attached to the south side of the bridge and another south of the southwest corner of the bridge. Remove and replace-in-kind the existing river gauges. The cost for removal and replacement of the gauges shall be included with Concrete Superstructure.



STONE RIPRAP ANCHOR DETAIL

INDEX OF SHEETS

- 1 General Plan and Elevation
- 2 General Data
- 3 Stage Construction Details
- 4 Cofferdam Details
- 5 Temporary Shoring Plan and Details
- 6 Temporary Concrete Barrier
- 7-9 Top of Slab Elevation
- 10-11 Top of Approach Slab
- 12 Superstructure
- 13 Superstructure Details
- 14 Diaphragm Details
- 15 Drainage Scuppers
- 16 Framing Plan and Beam Details
- 17 Structural Steel Details
- 18 Anchor Bolt Details for Bearing
- 19-20 Abutments
- 21 Pier
- 22 Pile Details
- 23 Bar Splicer Assembly Details
- 24-25 Soil Boring Logs

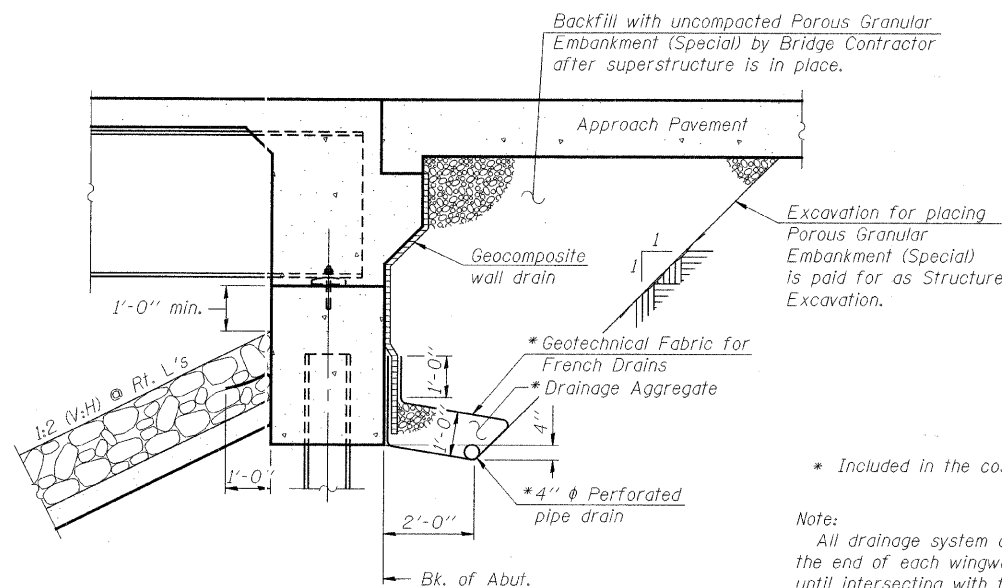
STATION 107+17.50
BUILT 200 BY
STATE OF ILLINOIS
SEC. 98-00153-02-BR
LOADING HS20
STR. NO. 022-3011

NAME PLATE

See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, (Special)	Cu. Yd.		207	207
Stone Riprap, Class A4	Sq. Yd.		1123	1123
Filter Fabric	Sq. Yd.		1123	1123
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		186	186
Cofferdam Excavation	Cu. Yd.		138	138
Cofferdams	Each		1	1
Concrete Structures	Cu. Yd.		146.5	146.5
Concrete Superstructure	Cu. Yd.	302.1		302.1
Seal Coat Concrete	Cu. Yd.		64.2	64.2
Bridge Deck Grooving	Sq. Yd.	887		887
Concrete Encasement	Cu. Yd.		7.0	7.0
Protective Coat	Sq. Yd.	1024		1024
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	5040		5040
Reinforcement Bars, Epoxy Coated	Pound	62800	15070	77870
Bar Splicers	Each	509	76	585
Furnishing Steel Piles HP 10x57	Foot		1260	1260
Furnishing Steel Piles HP 12x74	Foot		648	648
Driving Piles	Foot		1908	1908
Test Pile Steel HP 10x57	Each		2	2
Test Pile Steel HP 12x74	Each		1	1
Pile Shoes	Each		30	30
Temporary Sheet Piling	Sq. Ft.		1007	1007
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	60		60
Geocomposite Wall Drain	Sq. Yd.		125	125
Pipe Underdrains for Structures 4"	Foot		178	178
Drainage Scuppers, DS-11	Each	18		18
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1
Temporary Support System	L. Sum	1		1



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

* Included in the cost of Pipe Underdrains for Structures 4".

Note:

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

DESIGNED	J.ZUO
CHECKED	J. MUHAMMAD
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI



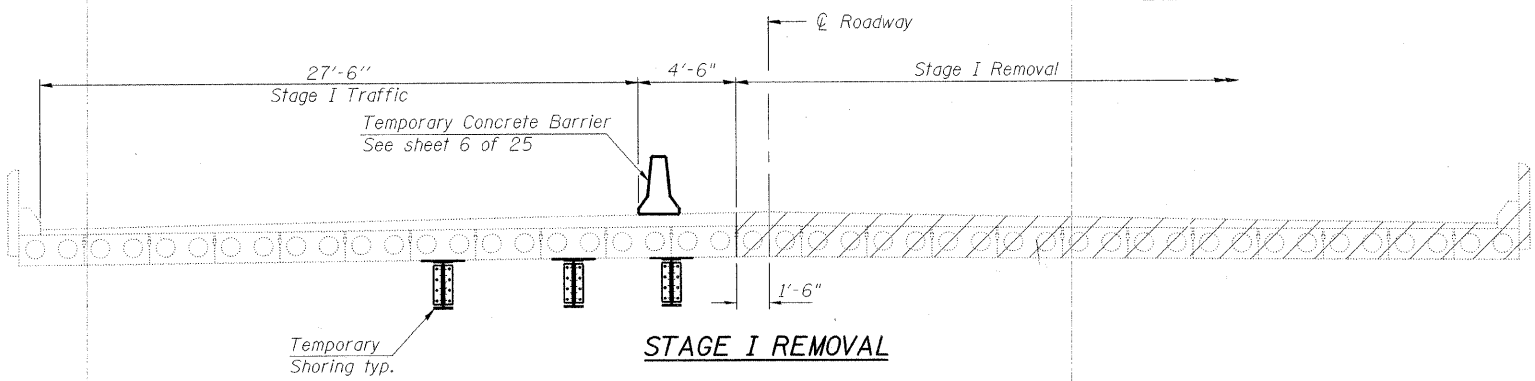
GENERAL DATA
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

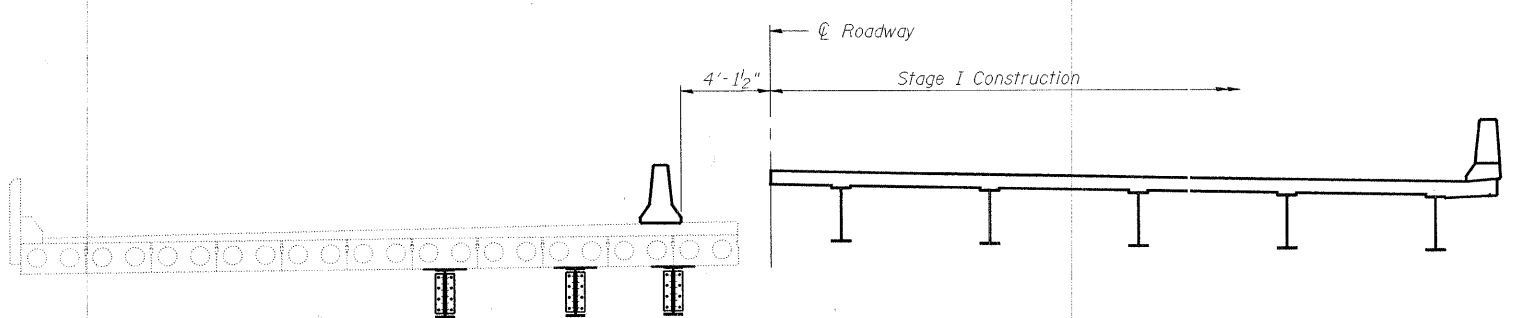
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345	++	DU PAGE	65	33
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

++ 98-00153-02-BR
Contract No. 63077

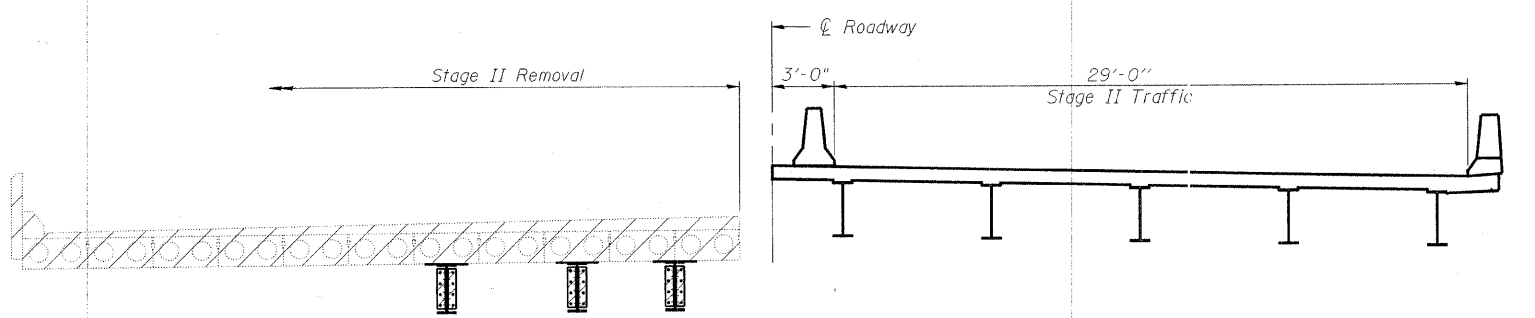
SHEET NO. 3
25 SHEETS



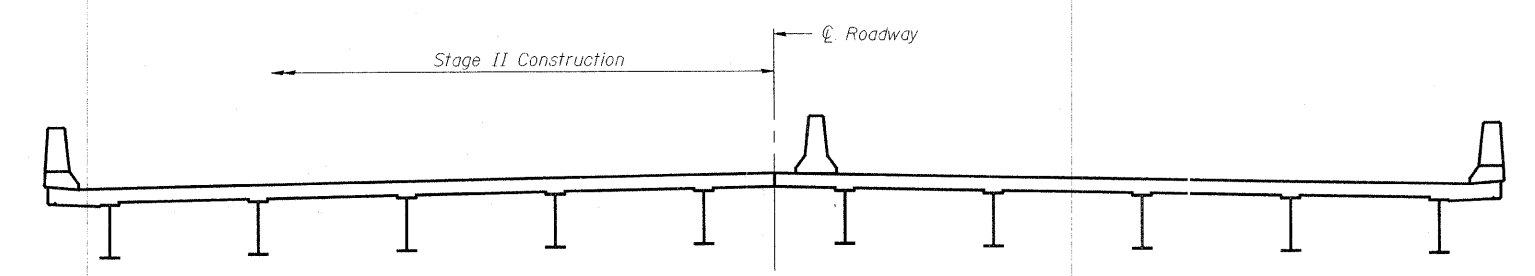
STAGE I REMOVAL



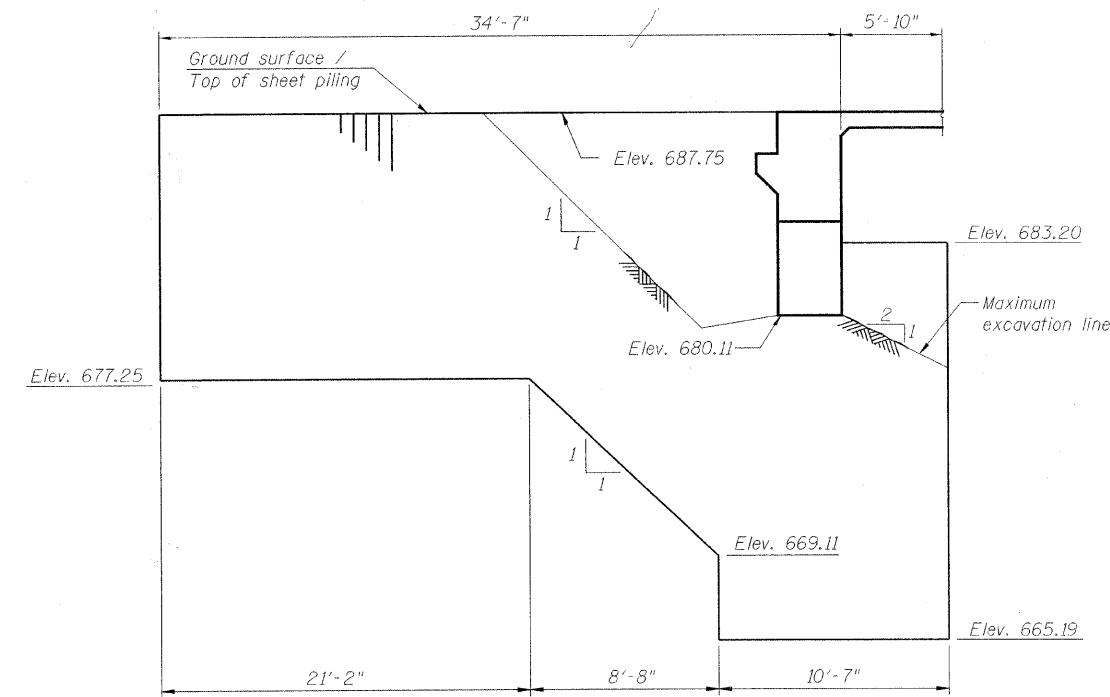
STAGE I CONSTRUCTION



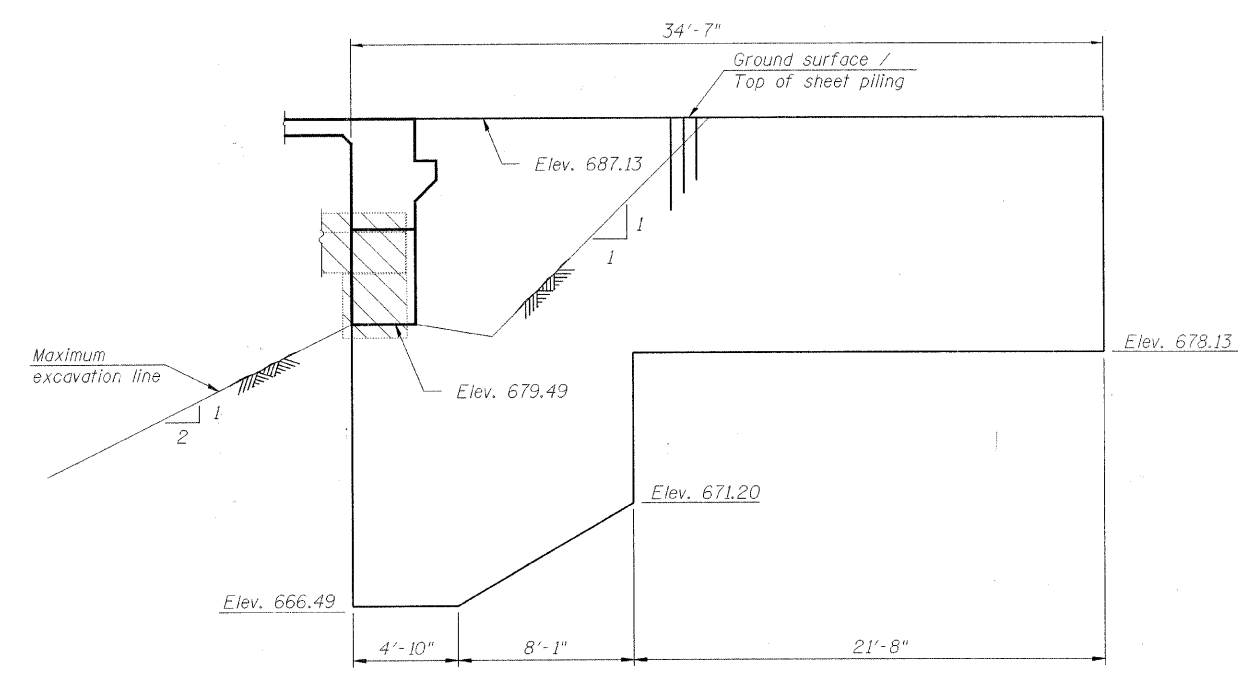
STAGE II REMOVAL



STAGE II CONSTRUCTION



TEMPORARY SHEET PILING
(At West Abutment)



TEMPORARY SHEET PILING
(At East Abutment)

Notes:
Limit of Stage I construction for the Pier is 6" North of ϕ Roadway. See sheet 21 of 25 for details.
All staging cross sections are looking East.
For quantity of Temporary Concrete Barrier, see roadway plans.
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submit'al including plan details and calculations will be required for review and acceptance by the Engineer.
Hatched area indicates Removal of Existing Structures.
See sheet 5 of 25 for Temporary Shoring Plan and Details.

DESIGNED	J.ZUO
CHECKED	J. MUHAMMAD
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

STAGE CONSTRUCTION DETAILS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011

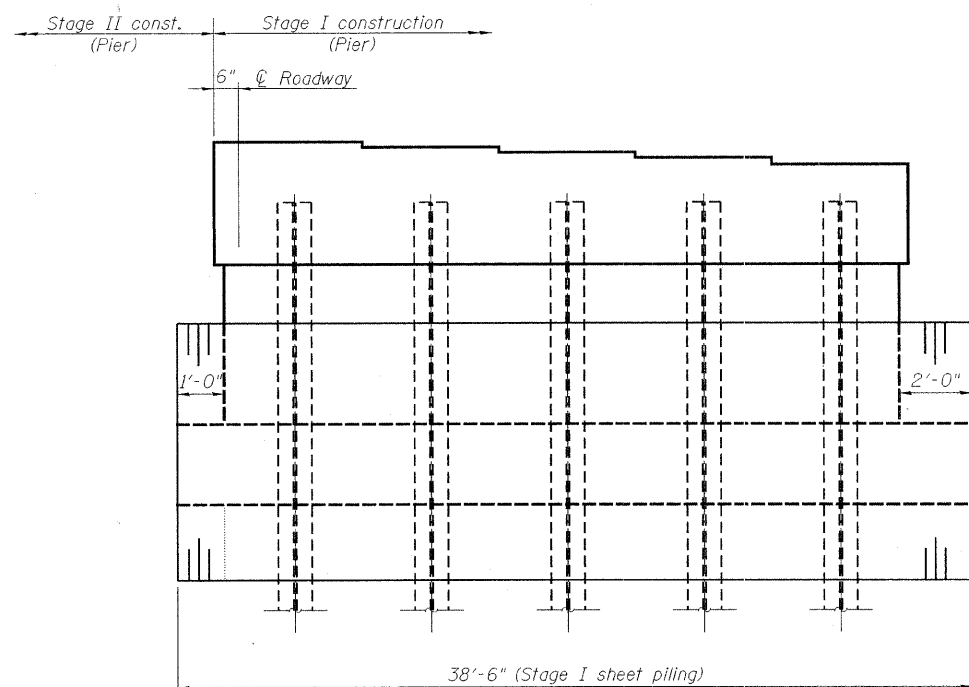


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

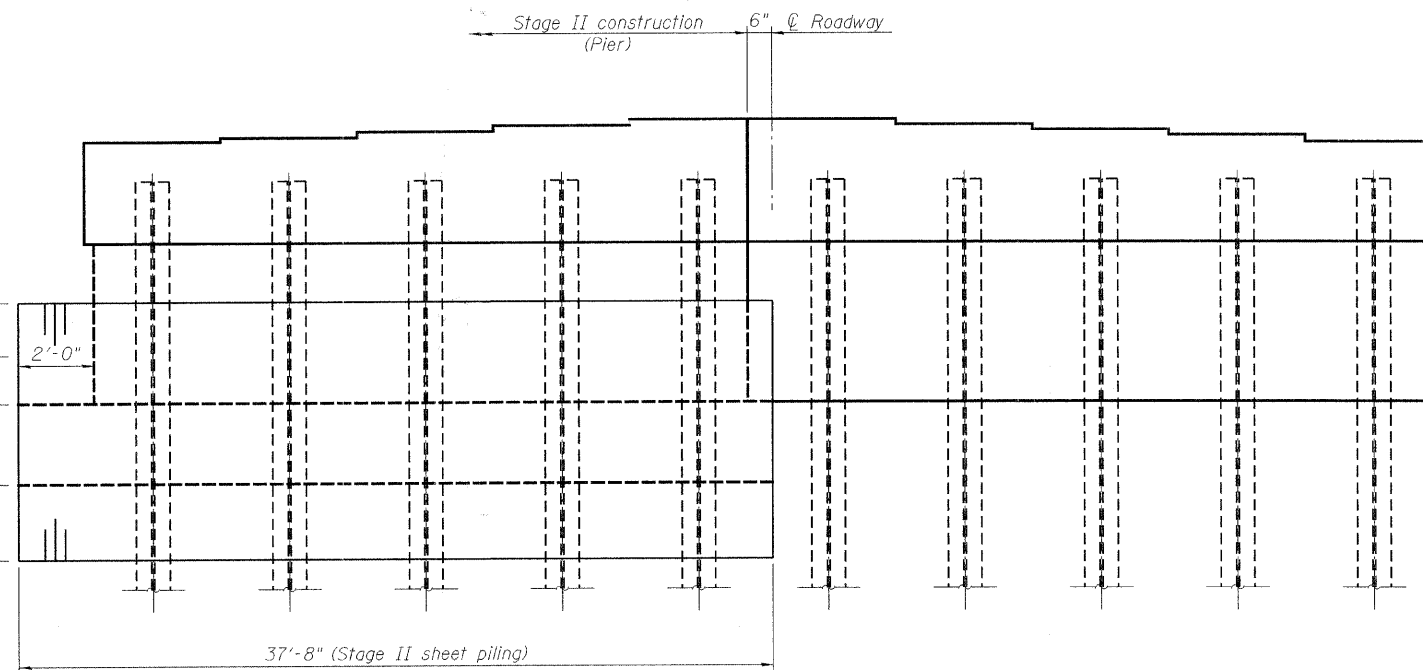
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
345	++	DU PAGE	65	34	25 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

++ 98-00153-02-BR
Contract No. 63077

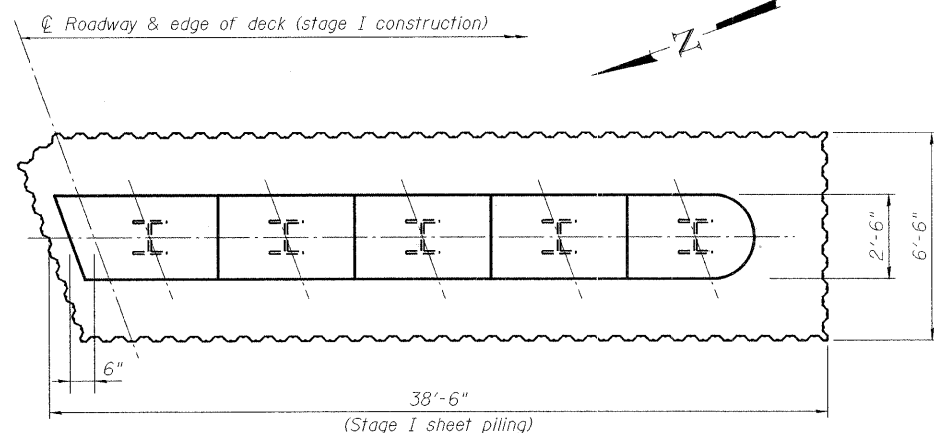


ELEVATION
(Stage I construction)

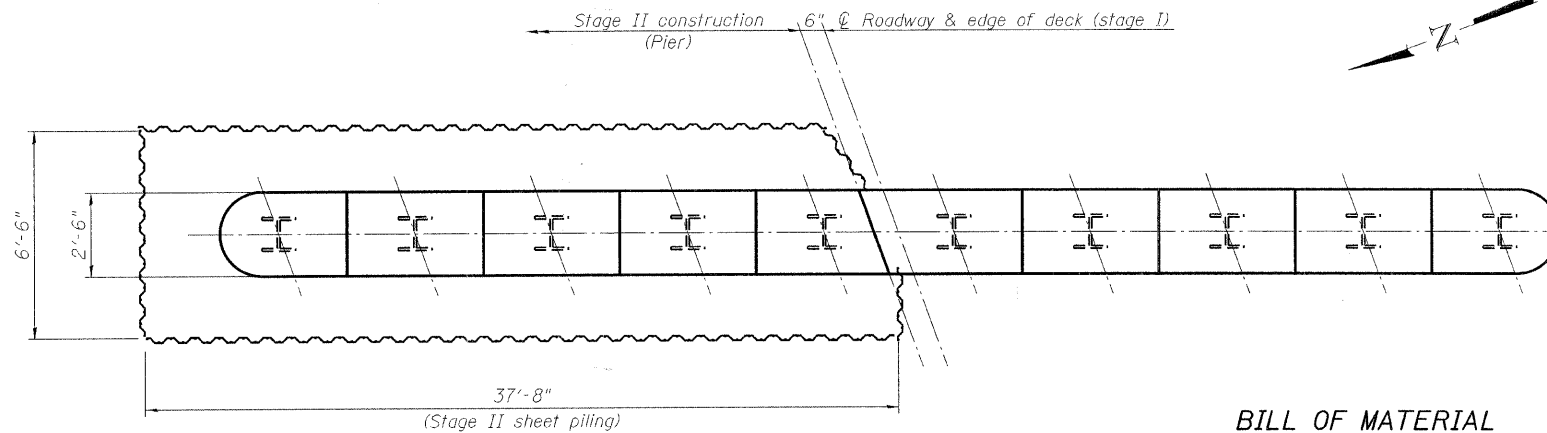
Cofferdam design water Elev. 678.90	Cofferdam design water Elev. 678.90
Streambed Elev. 670.05	Streambed Elev. 670.05
Bottom/ Wall Elev. 666.03	Bottom/ Wall Elev. 666.03
Bottom/ Seal Coat Elev. 662.53	Bottom/ Seal Coat Elev. 662.53
Bottom/ Sheet Piling Elev. 650.53	Bottom/ Sheet Piling Elev. 650.53



ELEVATION
(Stage II construction)



PLAN
(Stage I construction)



PLAN
(Stage II construction)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Cofferdam Excavation	Cu. Yd.	138
Cofferdams	Each	1
Seal Coat Concrete	Cu. Yd.	64.2

Notes:
The information shown for the cofferdam at Pier is estimated. The Contractor is required to retain an Illinois Licensed Structural Engineer to design the cofferdam, cofferdam bracing, redesign the thickness of the seal coat, and all associated members. The plans and computations shall be submitted to the Bureau of Bridges and Structures for review and approval before any temporary construction work commences.
The seal coat shall be Class SC Concrete tremied underwater after the foundation piles have been driven.

DESIGNED	J.ZUO
CHECKED	J.MUHAMMAD
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI



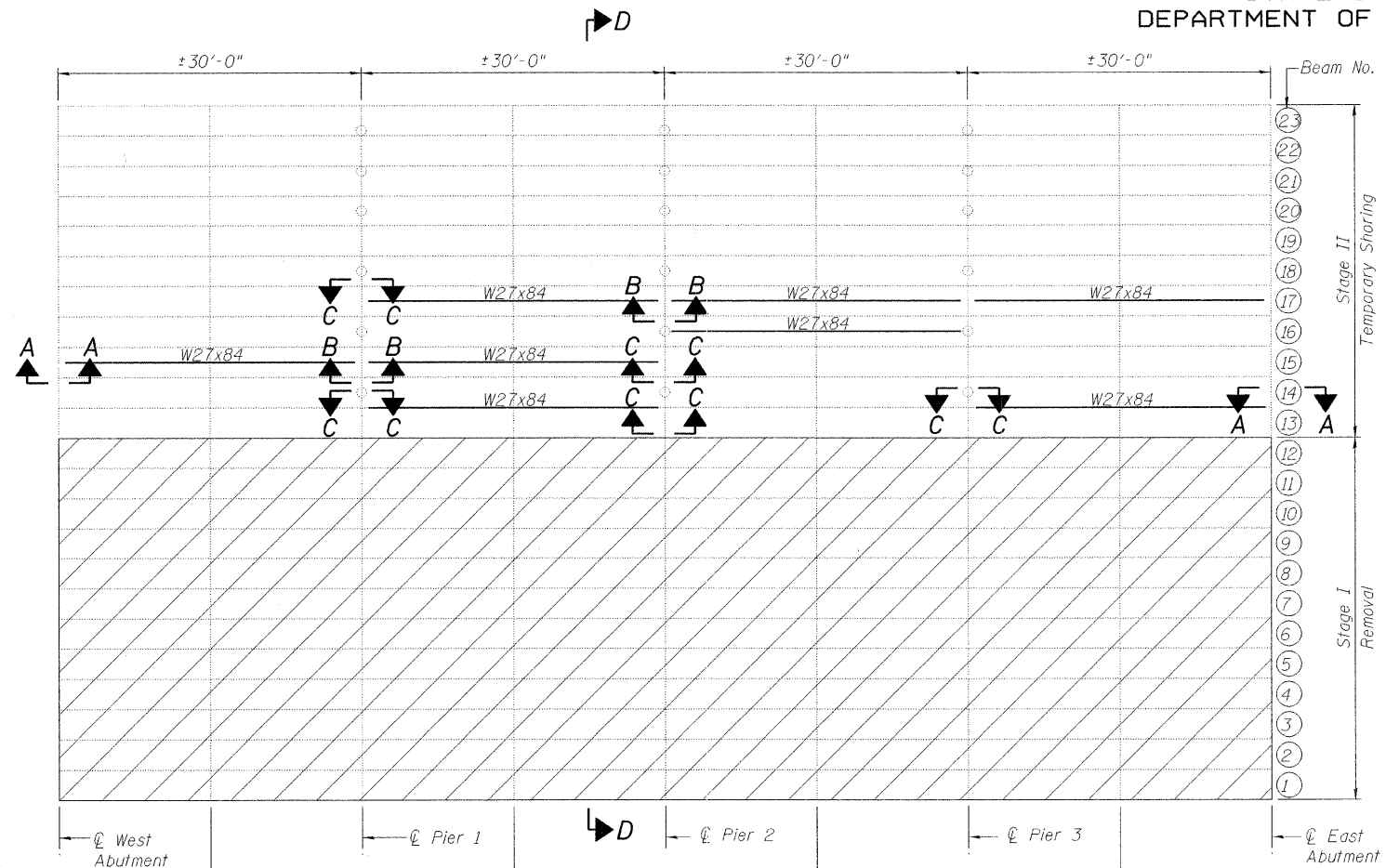
COFFERDAM DETAILS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

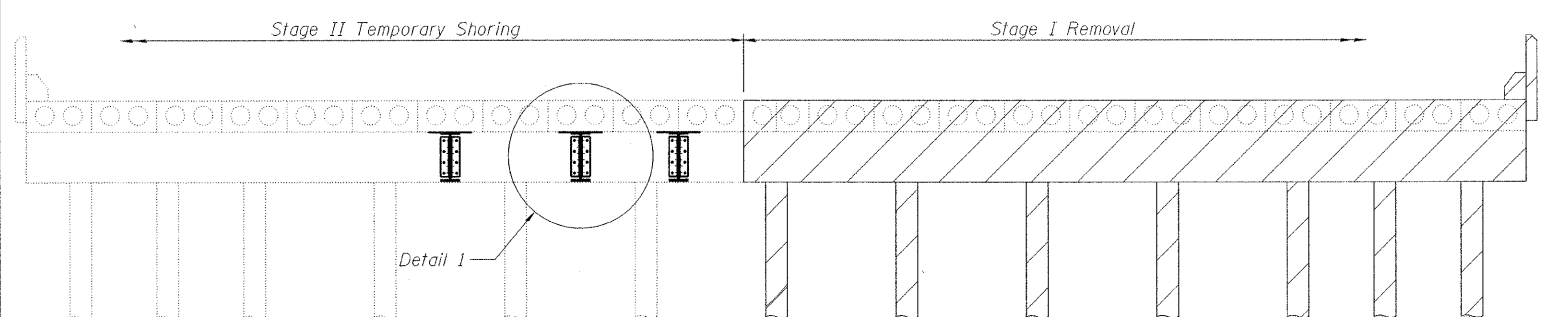
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	++	DU PAGE	65	35
FED. ROAD DIST. NO. 7		ELLIPSES	FED. AID PROJECT	

SHEET NO. 5
25 SHEETS

++ 98-00153-02-BR
Contract No. 63077



EXISTING DECK PLAN



SECTION D-D

NOTES FOR REMOVAL AND TEMPORARY SHORING OF EXISTING BEAMS:

The Contractor shall provide support and/or shoring systems for the PPC deck beams at the locations as indicated on the plan and at other locations as required in order to furnish an added degree of safety. The support and/or shoring systems shall be approved by the Engineer. Such approval will not relieve the Contractor of responsibility for the safety of the structure.

After the removal of the existing PPC deck beams for stage I removal, the Contractor shall reconnect or reengage the transverse tie rod in the existing deck beams for stage I traffic.

NOTES FOR CONSTRUCTION:

The Contractor shall field verify all existing dimensions and conditions prior to ordering any material and construction.

If the Contractor's construction procedures involve placement of cranes or other heavy equipment on the existing deck, a detailed procedure shall be submitted to the Engineer for approval. The submittal shall include calculations and sketches sealed by an Illinois Licensed Structural Engineer. The calculations shall verify that the heavy equipment and procedure used will not overstress the remaining half of the existing structure.

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

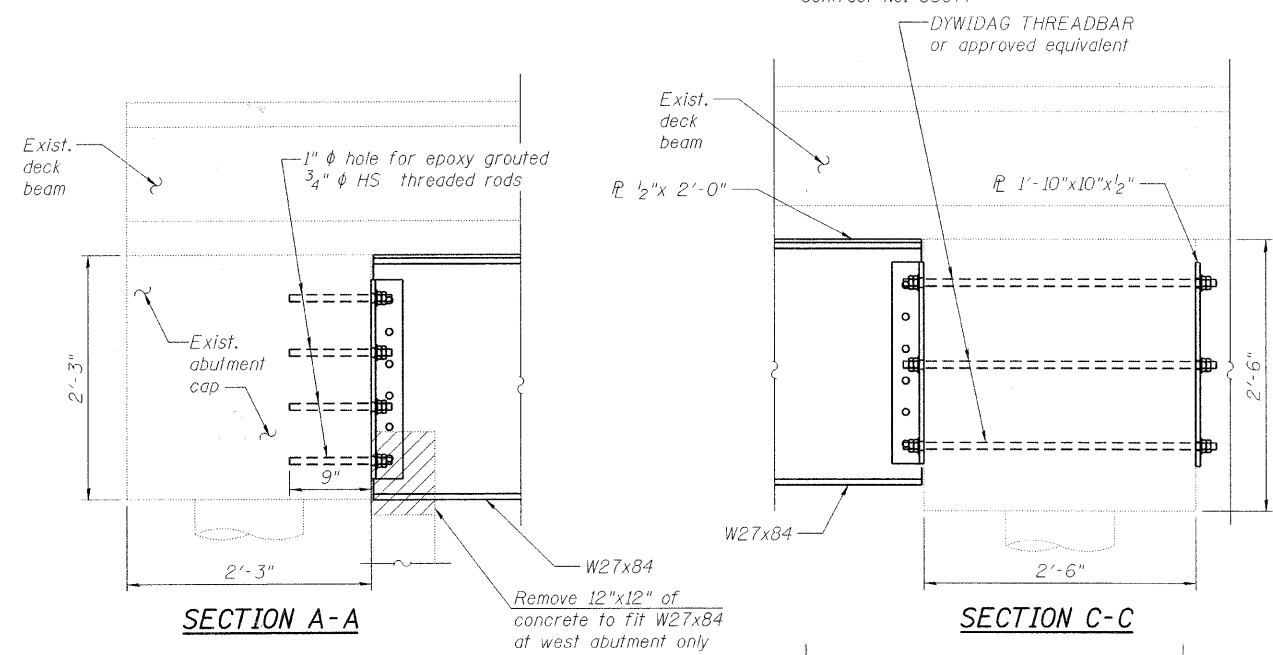
To ensure an even distribution of load on the existing deck beams, in all cases a double layer heavy timber planks shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used to ensure uniform contact with the underlying beams.

Install the temporary support for the existing deck beams on the north half of the existing bridge prior to removing any existing deck beams for Stage I removal.

BILL OF MATERIAL

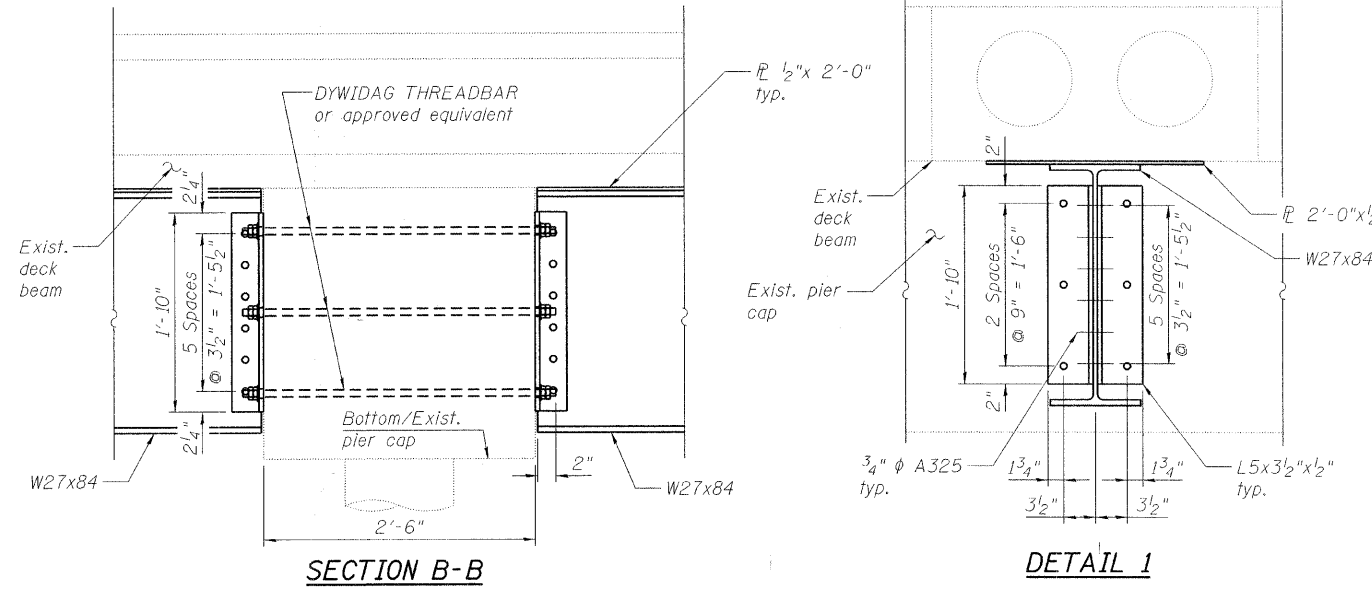
ITEM	UNIT	QUANTITY
Temporary Support System	L. Sum	1

DESIGNED	J. ZUO
CHECKED	M. SHAIKH
DRAWN	D. C. PATEL
CHECKED	J. GRAINAWI



SECTION A-A

SECTION C-C



SECTION B-B

DETAIL 1

Notes:
All structural steel shall conform to AASHTO Classification M270 Gr. 36, unless otherwise noted.
See Section 584 of the Standard Specification for Epoxy Grouting of Threaded Rods.
The cost of epoxy grouting threaded rods shall be included with Temporary Support System.
Drilled holes shall miss existing reinforcement. Cost of all structural steel, threaded rods, DYWIDAG THREADBAR, drilling holes, etc. is included with Temporary Support System.

DECK BEAM REACTION TABLE

Loading	Reaction (k)	
	Unfactored	Factored
Dead Load	13	17
Live Load + Impact	25	55

TEMPORARY SHORING PLAN AND DETAILS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011

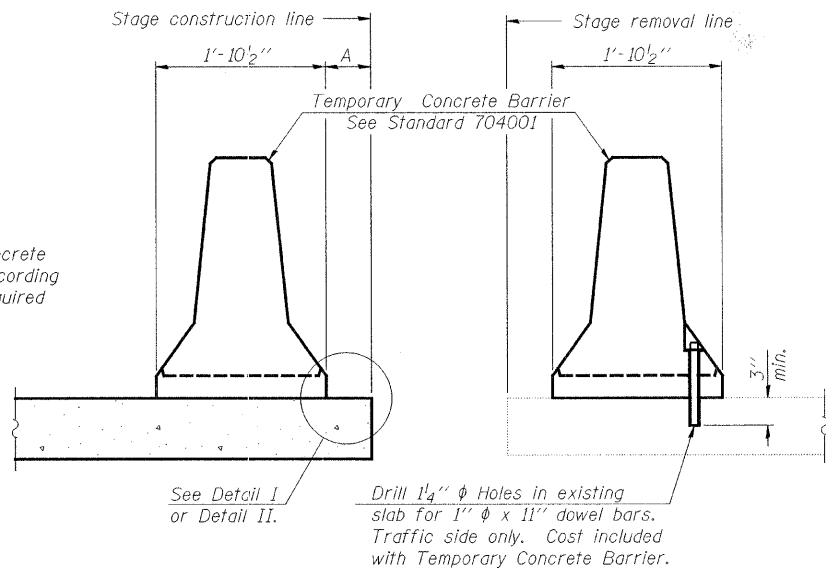


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6 25 SHEETS
345	++	DU PAGE	65	36	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

++ 98-00153-02-BR
Contract No. 63077



NEW SLAB

EXISTING SLAB

SECTIONS THRU SLAB

NOTES

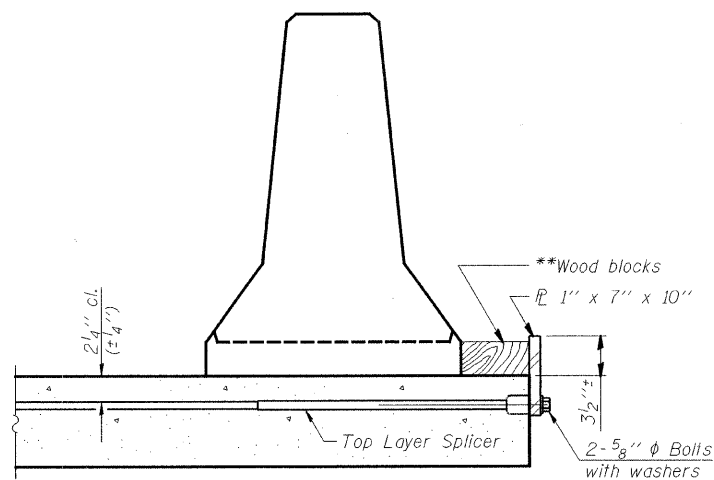
Detail I - With Bar Splicer or Couplers:

Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

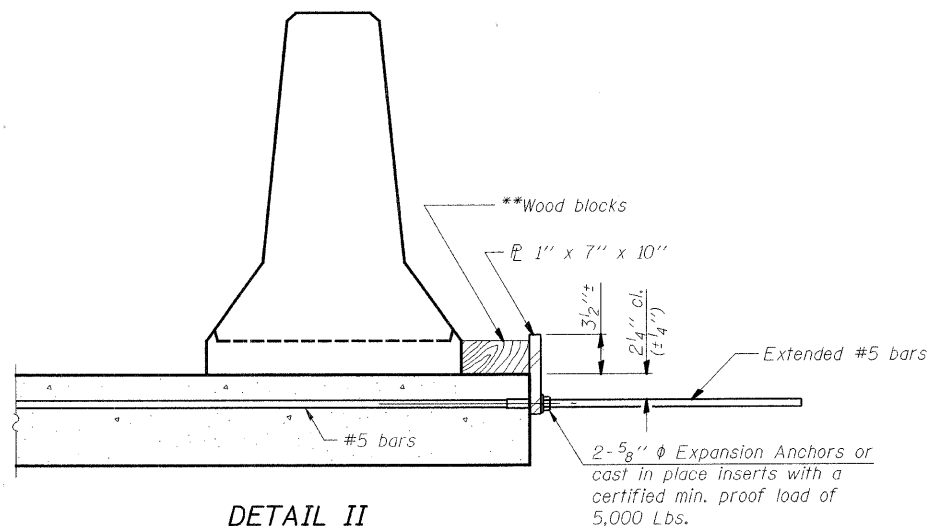
Detail II - With Extended Reinforcement Bars:

Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

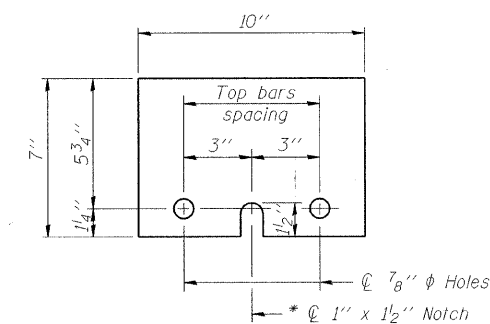


DETAIL I



DETAIL II

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



STEEL RETAINER \bar{L} 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



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DESIGNED	J. ZUO
CHECKED	J. MUHAMMAD
DRAWN	D.C. PATEL
CHECKED	J. GRAINAWI

R-27

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8 25 SHEETS
345	++	DU PAGE	65	38	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

++ 98-00153-02-BR
Contract No. 63077

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+64.30	-30.58	687.07	687.07
⊕ W. Abut.	106+65.63	-30.58	687.07	687.07
A	106+75.63	-30.58	687.02	687.03
B	106+85.63	-30.58	686.97	686.99
C	106+95.63	-30.58	686.92	686.93
D	107+05.63	-30.58	686.87	686.87
E	107+15.63	-30.58	686.82	686.82
⊕ Brg. Pier	107+21.63	-30.58	686.79	686.79
F	107+31.63	-30.58	686.74	686.76
G	107+41.63	-30.58	686.69	686.75
H	107+51.63	-30.58	686.64	686.72
I	107+61.63	-30.58	686.59	686.68
J	107+71.63	-30.58	686.54	686.62
K	107+81.63	-30.58	686.49	686.53
⊕ E. Abut.	107+91.63	-30.58	686.44	686.44
Bk. E. Abut.	107+92.96	-30.58	686.43	686.43

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+61.81	-23.75	687.22	687.22
⊕ W. Abut.	106+63.14	-23.75	687.22	687.22
A	106+73.14	-23.75	687.17	687.19
B	106+83.14	-23.75	687.12	687.14
C	106+93.14	-23.75	687.07	687.09
D	107+03.14	-23.75	687.02	687.03
E	107+13.14	-23.75	686.97	686.97
⊕ Brg. Pier	107+19.14	-23.75	686.94	686.94
F	107+29.14	-23.75	686.89	686.92
G	107+39.14	-23.75	686.84	686.90
H	107+49.14	-23.75	686.79	686.87
I	107+59.14	-23.75	686.74	686.83
J	107+69.14	-23.75	686.69	686.77
K	107+79.14	-23.75	686.64	686.69
⊕ E. Abut.	107+89.14	-23.75	686.59	686.59
Bk. E. Abut.	107+90.47	-23.75	686.59	686.59

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+59.33	-16.92	687.38	687.38
⊕ W. Abut.	106+60.66	-16.92	687.37	687.37
A	106+70.66	-16.92	687.33	687.34
B	106+80.66	-16.92	687.28	687.30
C	106+90.66	-16.92	687.23	687.24
D	107+00.66	-16.92	687.18	687.18
E	107+10.66	-16.92	687.13	687.13
⊕ Brg. Pier	107+16.66	-16.92	687.10	687.10
F	107+26.66	-16.92	687.05	687.07
G	107+36.66	-16.92	687.00	687.06
H	107+46.66	-16.92	686.95	687.03
I	107+56.66	-16.92	686.90	686.99
J	107+66.66	-16.92	686.85	686.93
K	107+76.66	-16.92	686.80	686.84
⊕ E. Abut.	107+86.66	-16.92	686.75	686.75
Bk. E. Abut.	107+87.99	-16.92	686.74	686.74

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+56.84	-10.08	687.53	687.53
⊕ W. Abut.	106+58.17	-10.08	687.52	687.52
A	106+68.17	-10.08	687.48	687.49
B	106+78.17	-10.08	687.43	687.45
C	106+88.17	-10.08	687.38	687.40
D	106+98.17	-10.08	687.33	687.34
E	107+08.17	-10.08	687.28	687.28
⊕ Brg. Pier	107+14.17	-10.08	687.25	687.25
F	107+24.17	-10.08	687.20	687.23
G	107+34.17	-10.08	687.15	687.21
H	107+44.17	-10.08	687.10	687.18
I	107+54.17	-10.08	687.05	687.14
J	107+64.17	-10.08	687.00	687.08
K	107+74.17	-10.08	686.95	687.00
⊕ E. Abut.	107+84.17	-10.08	686.90	686.90
Bk. E. Abut.	107+85.50	-10.08	686.90	686.90

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+54.35	-3.25	687.68	687.68
⊕ W. Abut.	106+55.68	-3.25	687.67	687.67
A	106+65.68	-3.25	687.64	687.65
B	106+75.68	-3.25	687.59	687.61
C	106+85.68	-3.25	687.54	687.55
D	106+95.68	-3.25	687.49	687.49
E	107+05.68	-3.25	687.44	687.44
⊕ Brg. Pier	107+11.68	-3.25	687.41	687.41
F	107+21.68	-3.25	687.36	687.38
G	107+31.68	-3.25	687.31	687.36
H	107+41.68	-3.25	687.26	687.34
I	107+51.68	-3.25	687.21	687.30
J	107+61.68	-3.25	687.16	687.23
K	107+71.68	-3.25	687.11	687.15
⊕ E. Abut.	107+81.68	-3.25	687.06	687.06
Bk. E. Abut.	107+83.01	-3.25	687.05	687.05

⊕ ROADWAY, P.G. AND STAGE CONSTRUCTION JOINT

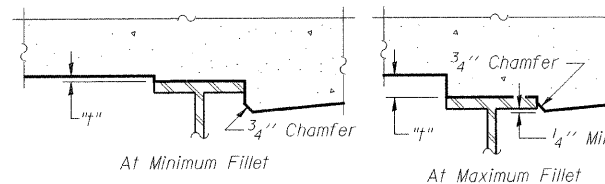
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+53.17	0.00	687.75	687.75
⊕ W. Abut.	106+54.50	0.00	687.75	687.75
A	106+64.50	0.00	687.71	687.72
B	106+74.50	0.00	687.66	687.68
C	106+84.50	0.00	687.61	687.63
D	106+94.50	0.00	687.56	687.57
E	107+04.50	0.00	687.51	687.51
⊕ Brg. Pier	107+10.50	0.00	687.48	687.48
F	107+20.50	0.00	687.43	687.46
G	107+30.50	0.00	687.38	687.44
H	107+40.50	0.00	687.33	687.41
I	107+50.50	0.00	687.28	687.37
J	107+60.50	0.00	687.23	687.31
K	107+70.50	0.00	687.18	687.23
⊕ E. Abut.	107+80.50	0.00	687.13	687.13
Bk. E. Abut.	107+81.83	0.00	687.13	687.13

DESIGNED	J.ZUO
CHECKED	Z.MORILLO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI



TOP OF SLAB ELEVATIONS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011

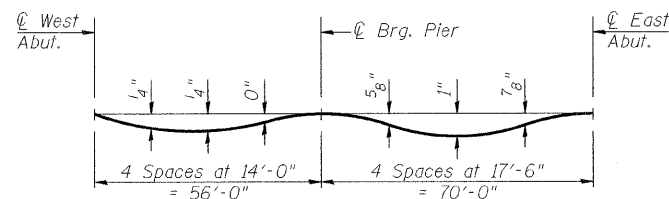
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	++	DU PAGE	65	39
FED. ROAD DIST. NO. 7		ILLINOIS		

SHEET NO. 9
25 SHEETS

++ 98-00153-02-BR
Contract No. 63077



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 8 and 9 of 25.

To determine "I": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 7 of 25. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 8 and 9 of 25, minus slab thickness, equals the fillet heights "I" above top flange of beams.

FILLET HEIGHTS

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+51.99	3.25	687.69	687.69
W. Abut.	106+53.32	3.25	687.68	687.68
A	106+63.32	3.25	687.65	687.66
B	106+73.32	3.25	687.60	687.62
C	106+83.32	3.25	687.55	687.56
D	106+93.32	3.25	687.50	687.50
E	107+03.32	3.25	687.45	687.45
Brg. Pier	107+09.32	3.25	687.42	687.42
F	107+19.32	3.25	687.37	687.40
G	107+29.32	3.25	687.32	687.38
H	107+39.32	3.25	687.27	687.35
I	107+49.32	3.25	687.22	687.31
J	107+59.32	3.25	687.17	687.25
K	107+69.32	3.25	687.12	687.16
E. Abut.	107+79.32	3.25	687.07	687.07
Bk. E. Abut.	107+80.65	3.25	687.06	687.06

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+49.50	10.08	687.55	687.55
W. Abut.	106+50.83	10.08	687.55	687.55
A	106+60.83	10.08	687.51	687.53
B	106+70.83	10.08	687.47	687.49
C	106+80.83	10.08	687.42	687.43
D	106+90.83	10.08	687.37	687.38
E	107+00.83	10.08	687.32	687.32
Brg. Pier	107+06.83	10.08	687.29	687.29
F	107+16.83	10.08	687.24	687.27
G	107+26.83	10.08	687.19	687.25
H	107+36.83	10.08	687.14	687.22
I	107+46.83	10.08	687.09	687.18
J	107+56.83	10.08	687.04	687.12
K	107+66.83	10.08	686.99	687.03
E. Abut.	107+76.83	10.08	686.94	686.94
Bk. E. Abut.	107+78.16	10.08	686.93	686.93

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+47.01	16.92	687.42	687.42
W. Abut.	106+48.34	16.92	687.41	687.41
A	106+58.34	16.92	687.38	687.39
B	106+68.34	16.92	687.34	687.36
C	106+78.34	16.92	687.29	687.30
D	106+88.34	16.92	687.24	687.25
E	106+98.34	16.92	687.19	687.19
Brg. Pier	107+04.34	16.92	687.16	687.16
F	107+14.34	16.92	687.11	687.14
G	107+24.34	16.92	687.06	687.12
H	107+34.34	16.92	687.01	687.09
I	107+44.34	16.92	686.96	687.05
J	107+54.34	16.92	686.91	686.99
K	107+64.34	16.92	686.86	686.90
E. Abut.	107+74.34	16.92	686.81	686.81
Bk. E. Abut.	107+75.67	16.92	686.80	686.80

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+44.53	23.75	687.28	687.28
W. Abut.	106+45.86	23.75	687.28	687.28
A	106+55.86	23.75	687.25	687.26
B	106+65.86	23.75	687.21	687.23
C	106+75.86	23.75	687.16	687.18
D	106+85.86	23.75	687.11	687.12
E	106+95.86	23.75	687.06	687.06
Brg. Pier	107+01.86	23.75	687.03	687.03
F	107+11.86	23.75	686.98	687.01
G	107+21.86	23.75	686.93	686.99
H	107+31.86	23.75	686.88	686.96
I	107+41.86	23.75	686.83	686.92
J	107+51.86	23.75	686.78	686.86
K	107+61.86	23.75	686.73	686.77
E. Abut.	107+71.86	23.75	686.68	686.68
Bk. E. Abut.	107+73.19	23.75	686.67	686.67

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	106+42.04	30.58	687.14	687.14
W. Abut.	106+43.37	30.58	687.14	687.14
A	106+53.37	30.58	687.11	687.13
B	106+63.37	30.58	687.08	687.09
C	106+73.37	30.58	687.03	687.04
D	106+83.37	30.58	686.98	686.99
E	106+93.37	30.58	686.93	686.93
Brg. Pier	106+99.37	30.58	686.90	686.90
F	107+09.37	30.58	686.85	686.88
G	107+19.37	30.58	686.80	686.86
H	107+29.37	30.58	686.75	686.83
I	107+39.37	30.58	686.70	686.79
J	107+49.37	30.58	686.65	686.73
K	107+59.37	30.58	686.60	686.64
E. Abut.	107+69.37	30.58	686.55	686.55
Bk. E. Abut.	107+70.70	30.58	686.54	686.54

DESIGNED	J.ZUO
CHECKED	Z.MORILLO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

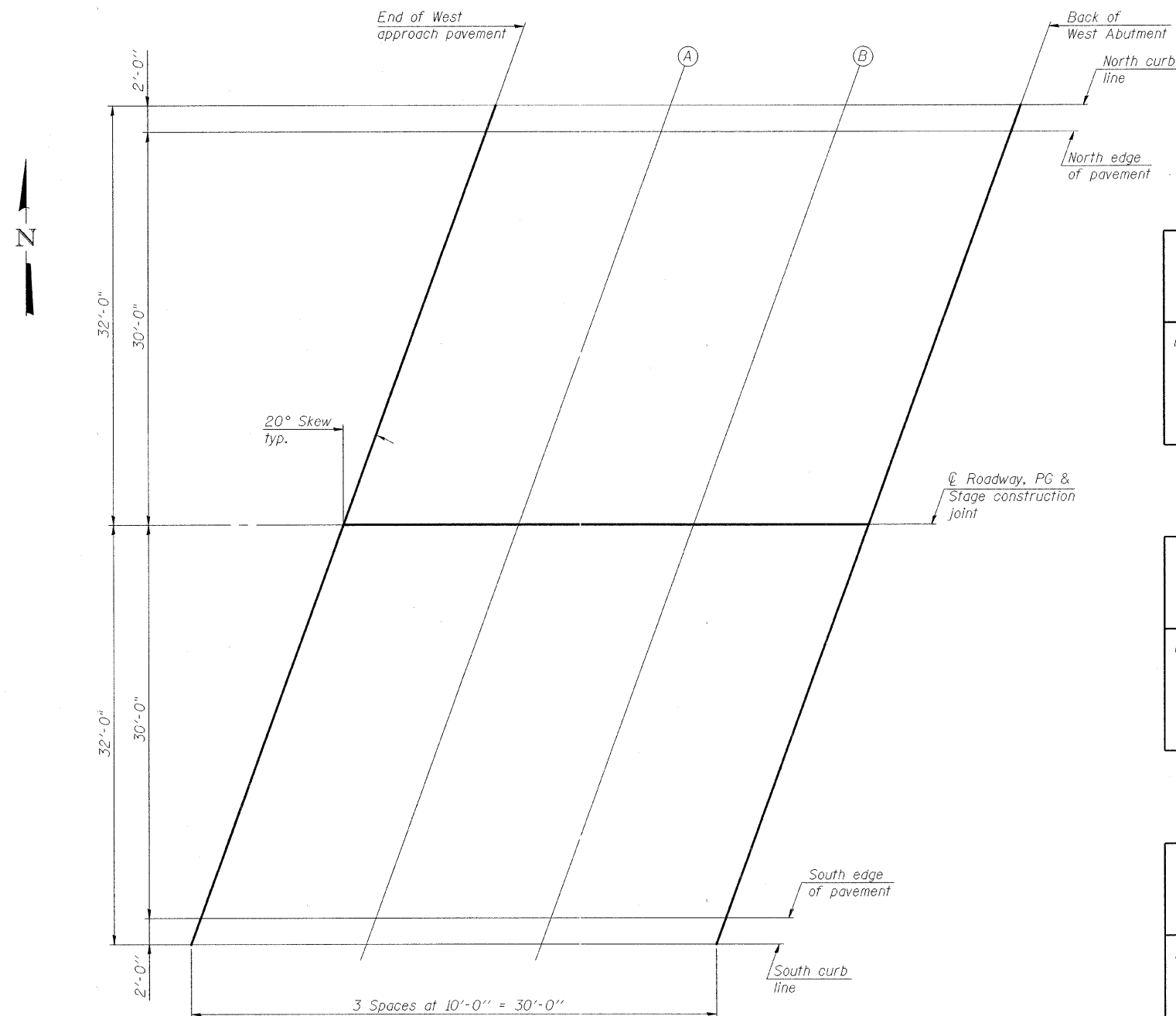
TOP OF SLAB ELEVATIONS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10 25 SHEETS
345	++	DU PAGE	65	40	
FED. ROAD DIST. NO. 7	ALIGNMENT	FED. AID PROJECT			

++ 98-00153-02-BR
Contract No. 63077



PLAN

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	106+34.82	-32.00	687.13
A	106+44.82	-32.00	687.11
B	106+54.82	-32.00	687.08
Bk. W. Abut.	106+64.82	-32.00	687.04

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	106+12.25	30.00	687.19
A	106+22.25	30.00	687.19
B	106+32.25	30.00	687.18
Bk. W. Abut.	106+42.25	30.00	687.16

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	106+34.09	-30.00	687.17
A	106+44.09	-30.00	687.15
B	106+54.09	-30.00	687.12
Bk. W. Abut.	106+64.09	-30.00	687.08

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	106+11.52	32.00	687.15
A	106+21.52	32.00	687.15
B	106+31.52	32.00	687.14
Bk. W. Abut.	106+41.52	32.00	687.12

CL ROADWAY, PG & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	106+23.17	0.00	687.81
A	106+33.17	0.00	687.80
B	106+43.17	0.00	687.78
Bk. W. Abut.	106+53.17	0.00	687.75

DESIGNED	J.ZUO
CHECKED	Z.MORILLO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

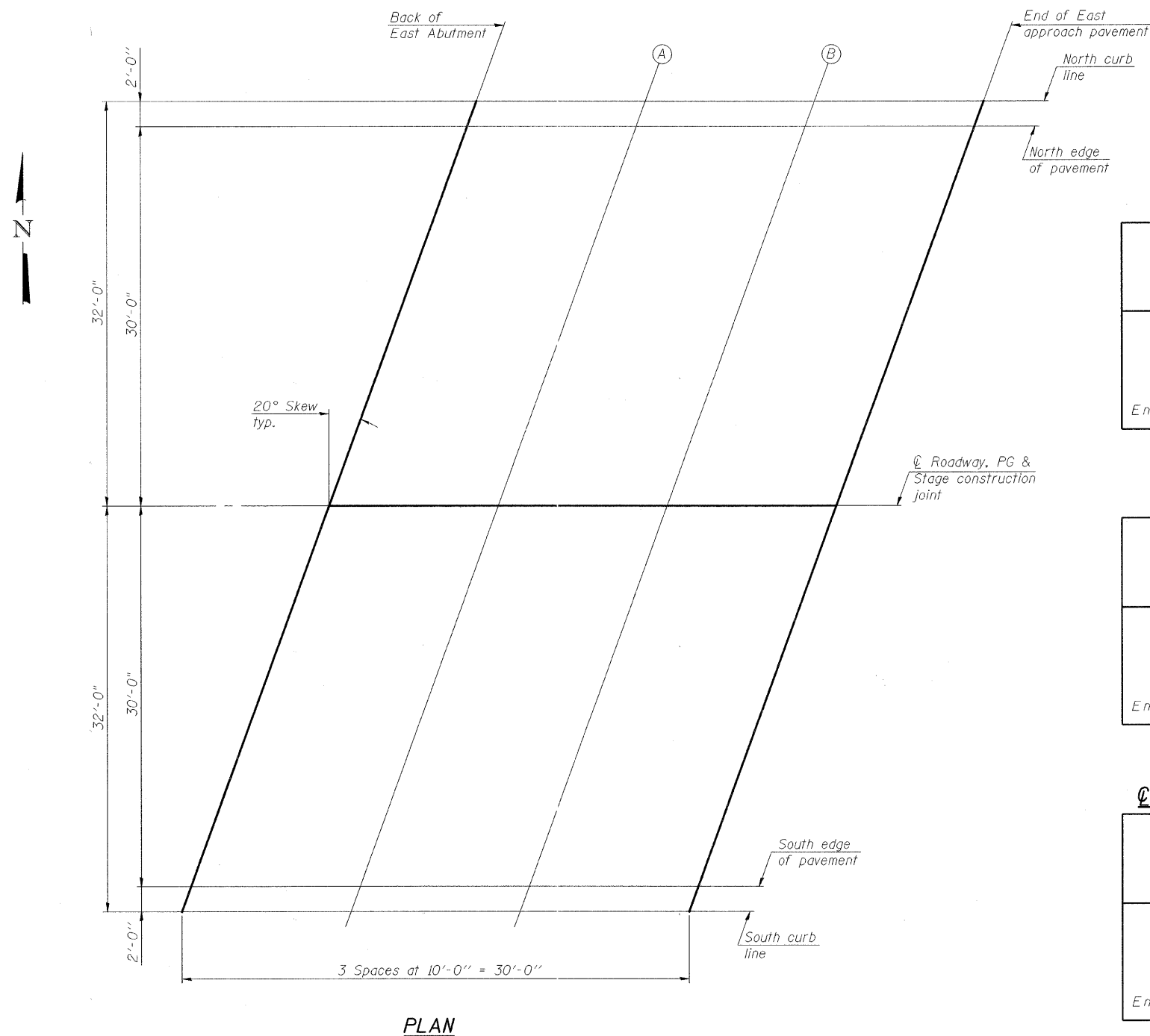
TOP OF WEST APPROACH
SLAB ELEVATIONS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
345	++	DU PAGE	65	41	25 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. RD. PROJECT		

++ 98-00153-02-BR
Contract No. 63077



NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	107+93.48	-32.00	686.40
A	108+03.48	-32.00	686.35
B	108+13.48	-32.00	686.30
End E. Appr. Pav't.	108+23.48	-32.00	686.25

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	107+70.91	30.00	686.56
A	107+80.91	30.00	686.51
B	107+90.91	30.00	686.46
End E. Appr. Pav't.	108+00.91	30.00	686.41

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	107+92.75	-30.00	686.45
A	108+02.75	-30.00	686.40
B	108+12.75	-30.00	686.35
End E. Appr. Pav't.	108+22.75	-30.00	686.30

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	107+70.18	32.00	686.52
A	107+80.18	32.00	686.47
B	107+90.18	32.00	686.42
End E. Appr. Pav't.	108+00.18	32.00	686.37

⊙ ROADWAY, PG & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	107+81.83	0.00	687.13
A	107+91.83	0.00	687.08
B	108+01.83	0.00	687.03
End E. Appr. Pav't.	108+11.83	0.00	686.98

DESIGNED	J.ZUO
CHECKED	Z.MORILLO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

TOP OF EAST APPROACH
SLAB ELEVATIONS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011

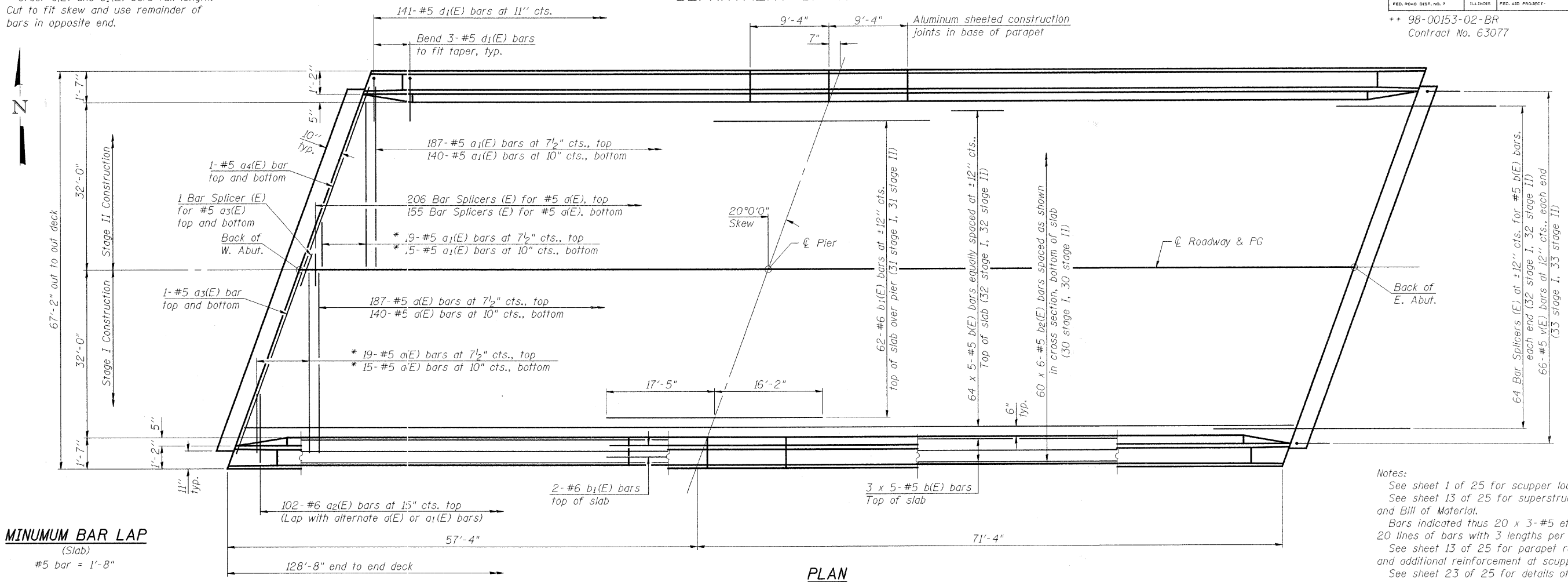


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

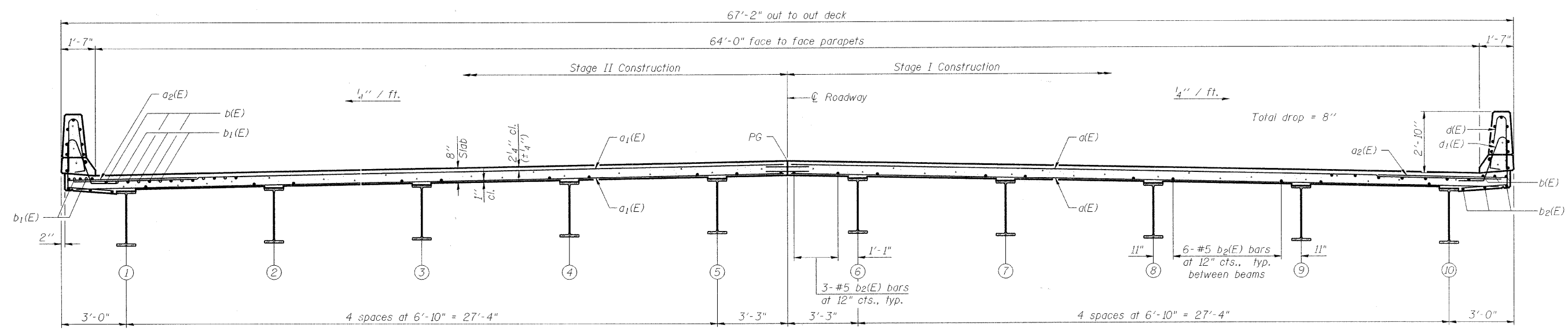
++ 98-00153-02-BR
Contract No. 63077

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



MINIMUM BAR LAP
(Slab)
#5 bar = 1'-8"

Notes:
See sheet 1 of 25 for scupper locations.
See sheet 13 of 25 for superstructure details
and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates
20 lines of bars with 3 lengths per line.
See sheet 13 of 25 for parapet reinforcement
and additional reinforcement at scupper locations.
See sheet 23 of 25 for details of Bar Splicers.



CROSS SECTION
(Looking East)

DESIGNED	Z. MORILLO
CHECKED	S. CHELBIAN
DRAWN	D.C. PATEL
CHECKED	J. GRAINAWI



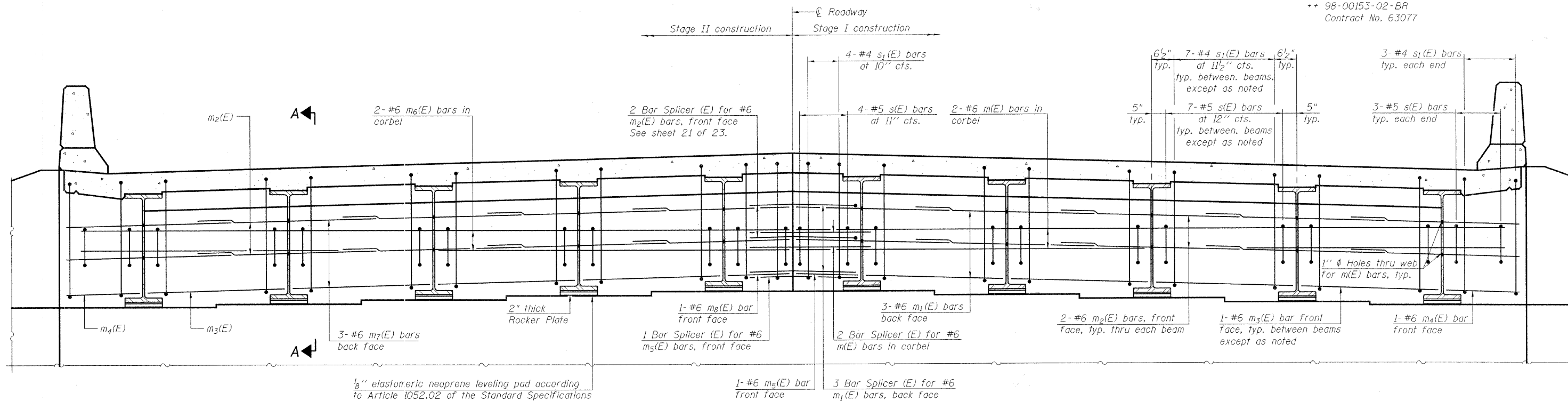
SUPERSTRUCTURE
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

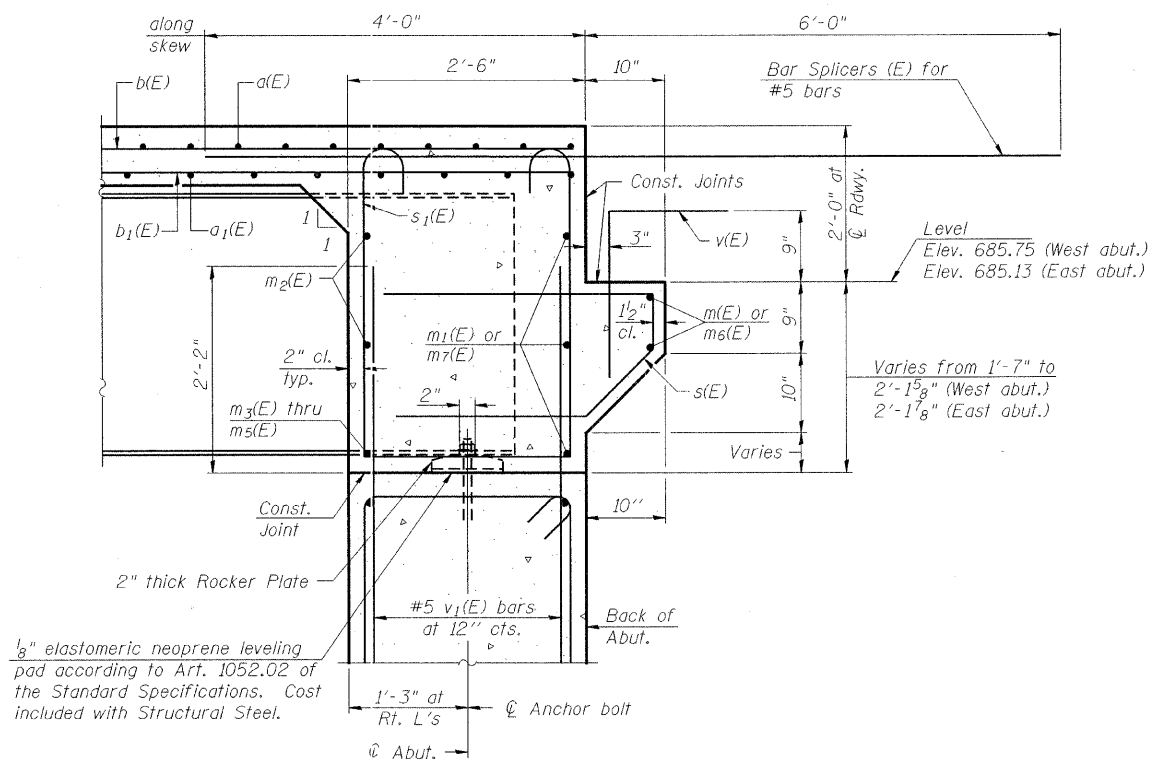
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345	++	DU PAGE	65	44	25 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

++ 98-00153-02-BR
Contract No. 63077



DIAPHRAGM ELEVATION AT ABUTMENT
(East diaphragm shown, looking East. West diaphragm similar)

MIN. BAR LAP
#6 bar = 2'-9"



SECTION A-A
Dimensions at right angles to abutment, except as shown.

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 13 of 25.
Concrete in diaphragm is included with Concrete Superstructure on sheet 13 of 25.
For details of bars s(E) & s1(E) see sheet 13 of 25.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

DESIGNED	J.ZUO
CHECKED	M.SHAIKH
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

DIAPHRAGM DETAILS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 15 25 SHEETS
345	++	DU PAGE	65	45	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

++ 98-00153-02-BR
Contract No. 63077

Notes:
All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

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

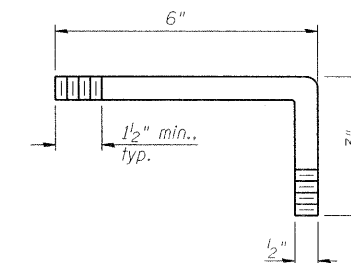
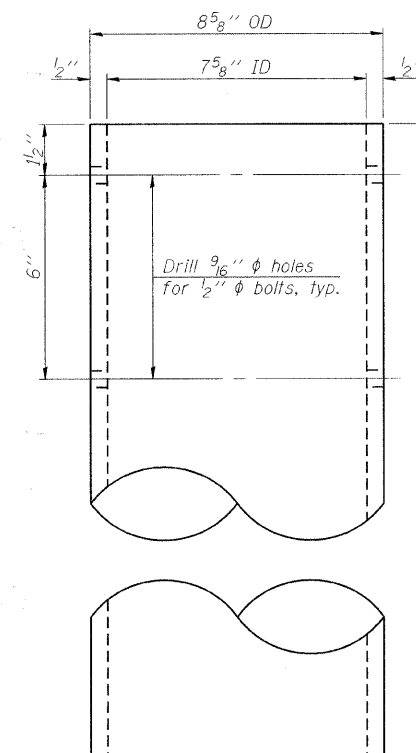
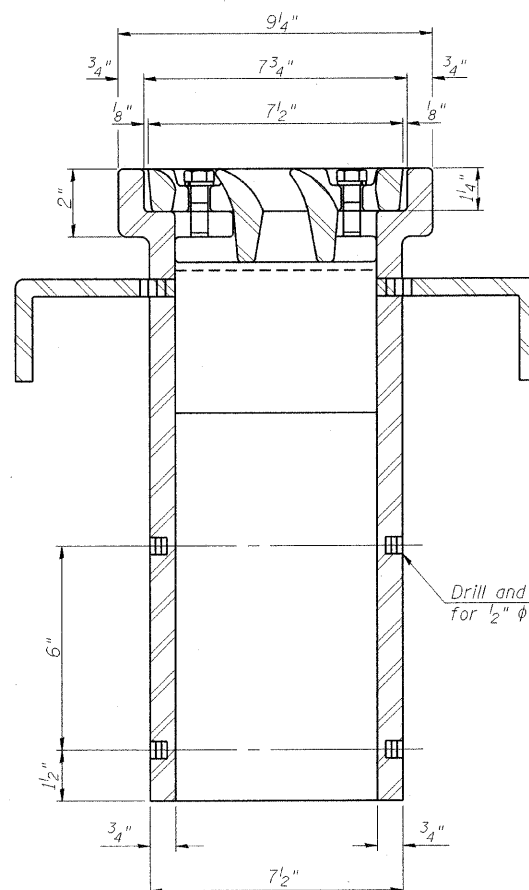
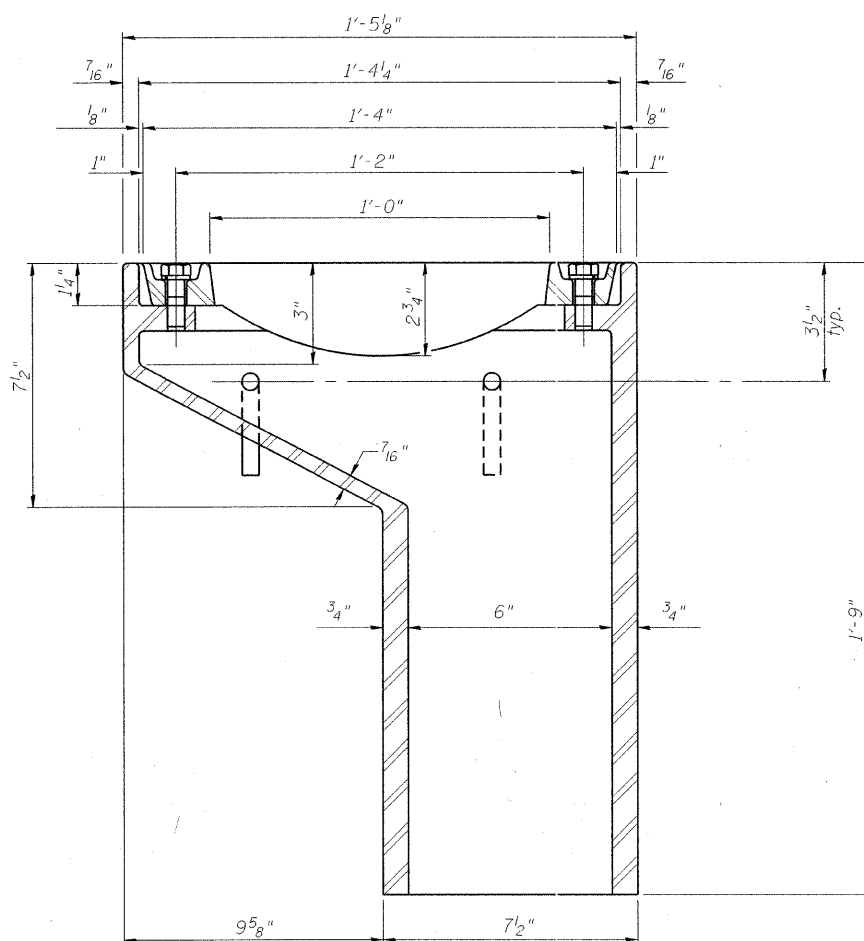
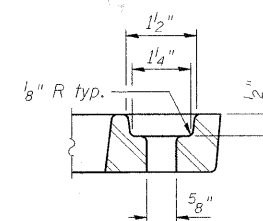
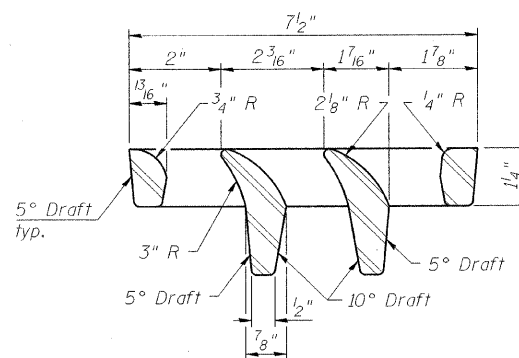
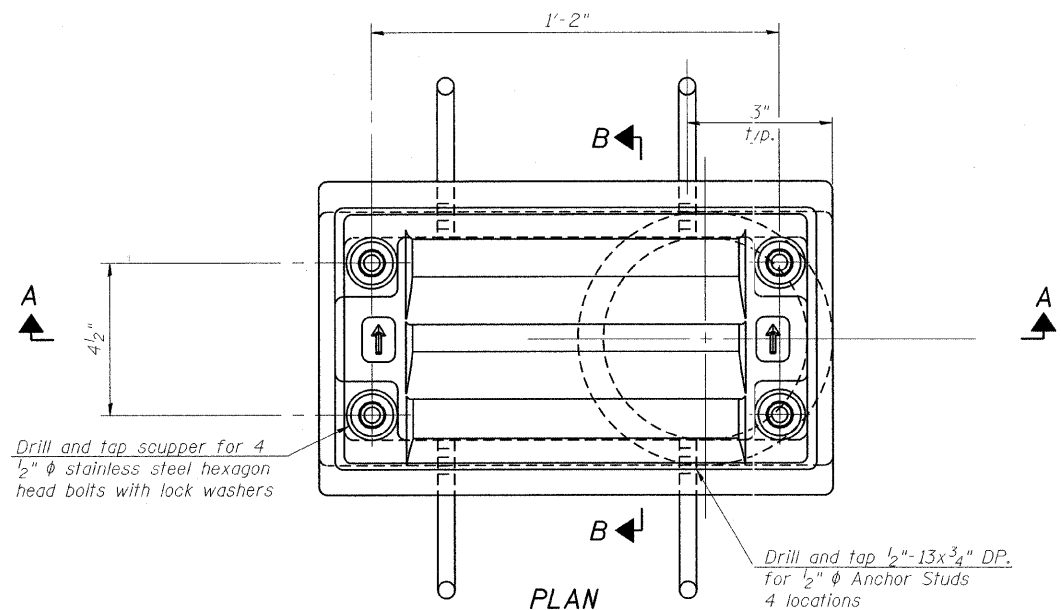
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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

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

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

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



See sheet 13 of 25 for scupper location relative to parapet.

Drill and tap 1/2"-13x1/2" DP. for 1/2" φ bolts. (4 locations)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	18

DESIGNED	J. ZUO
CHECKED	J. MUHAMMAD
DRAWN	D.C. PATEL
CHECKED	J. GRAINAWI

DS-11

11-1-06

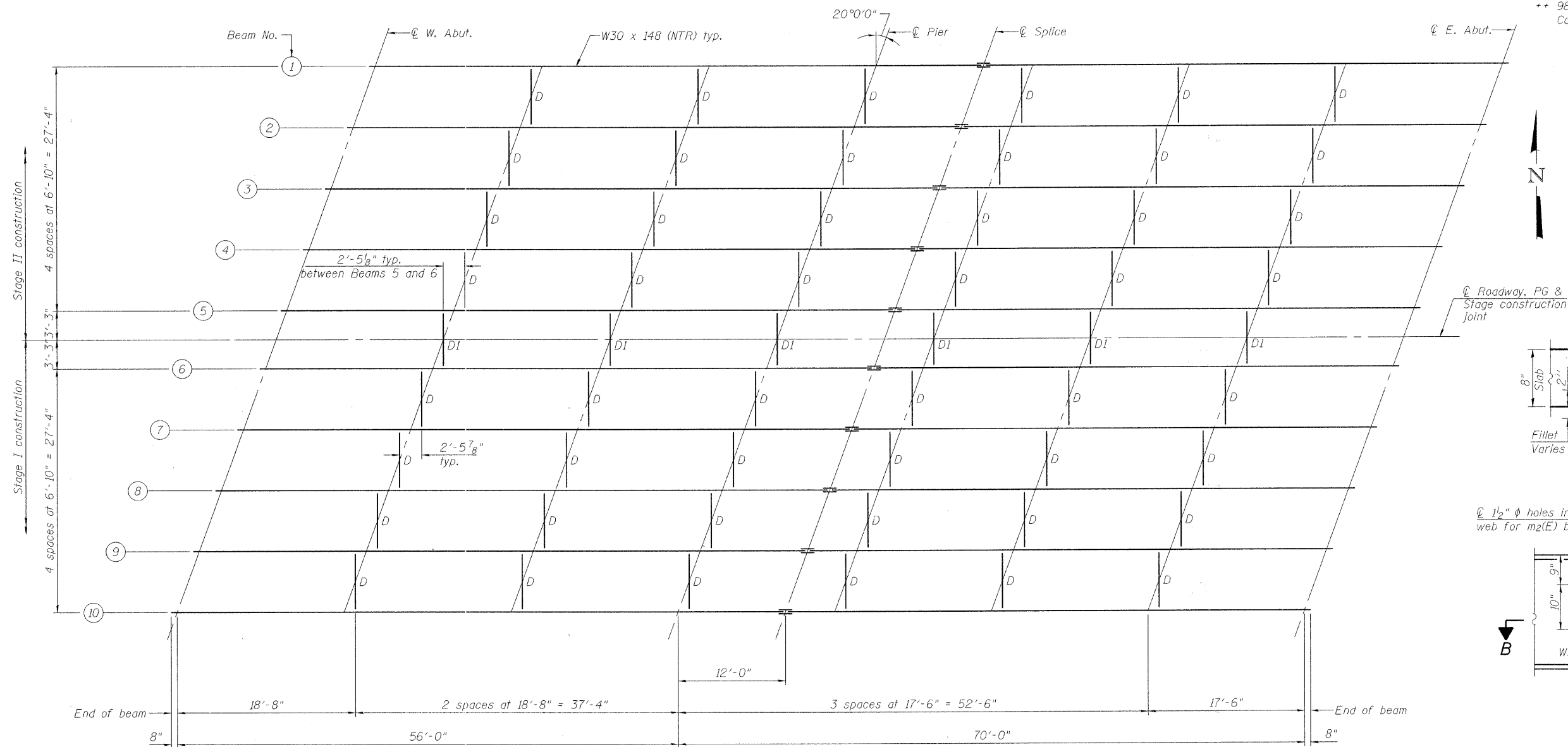
DRAINAGE SCUPPER, DS-11
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



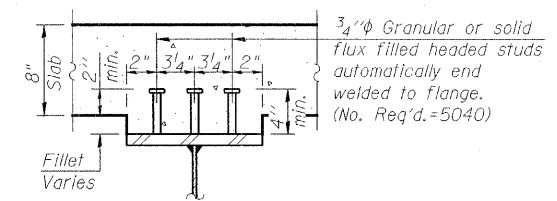
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 16 25 SHEETS
345	++	DU PAGE	65	46	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

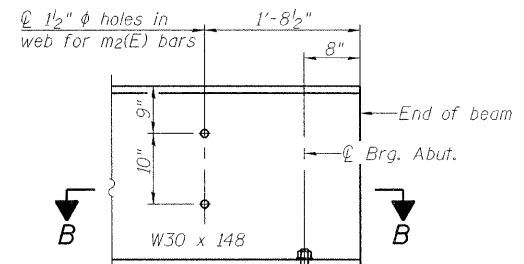
++ 98-00153-02-BR
Contract No. 63077



Note:
Install Diaphragm D1 in stage II construction.
All steel shall be conformed to AASHTO M270 Grade 50W.
Load carry components designated "NTR" shall conform to the supplemental requirements for notch toughness, zone 2.

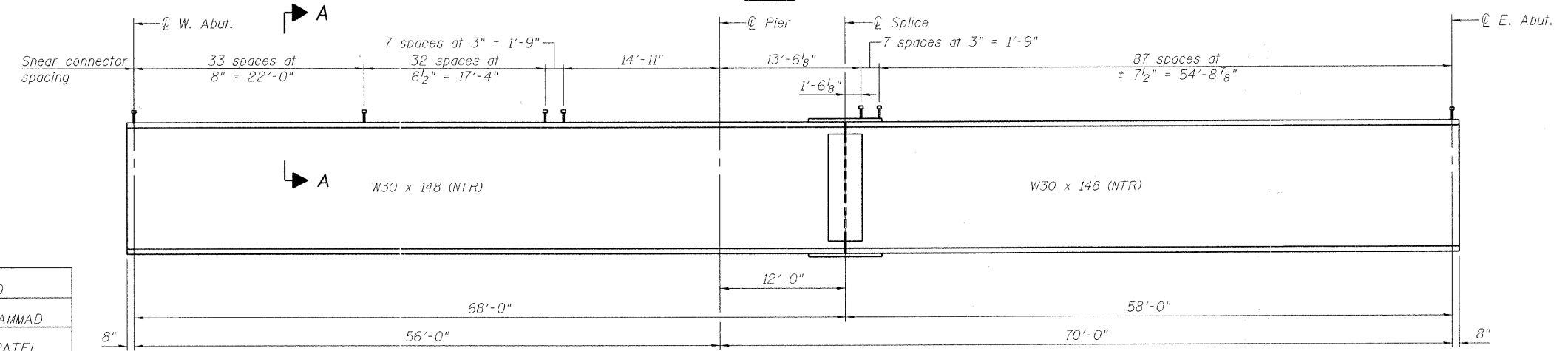


SECTION A-A

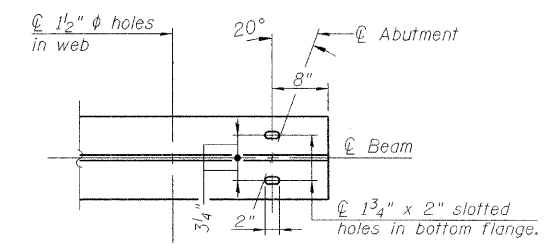


TYP. END OF BEAM ELEVATION

PLAN



BEAM ELEVATION



SECTION B-B

FRAMING PLAN AND BEAM DETAILS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



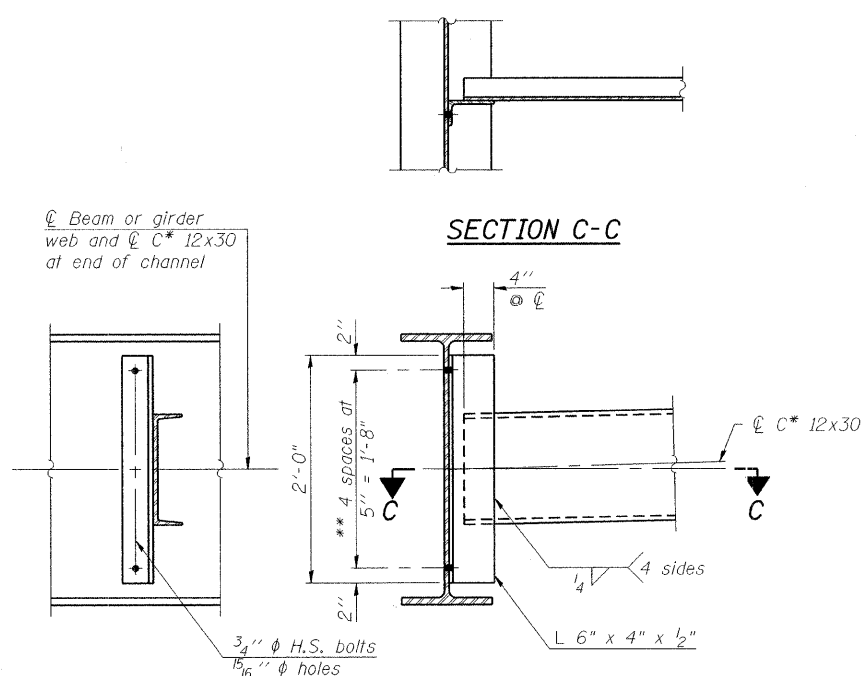
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DESIGNED	J. ZUO
CHECKED	A. HAMMAD
DRAWN	D.C. PATEL
CHECKED	J. GRAINAWI

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 17 25 SHEETS
345	++	DU PAGE	65	47	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

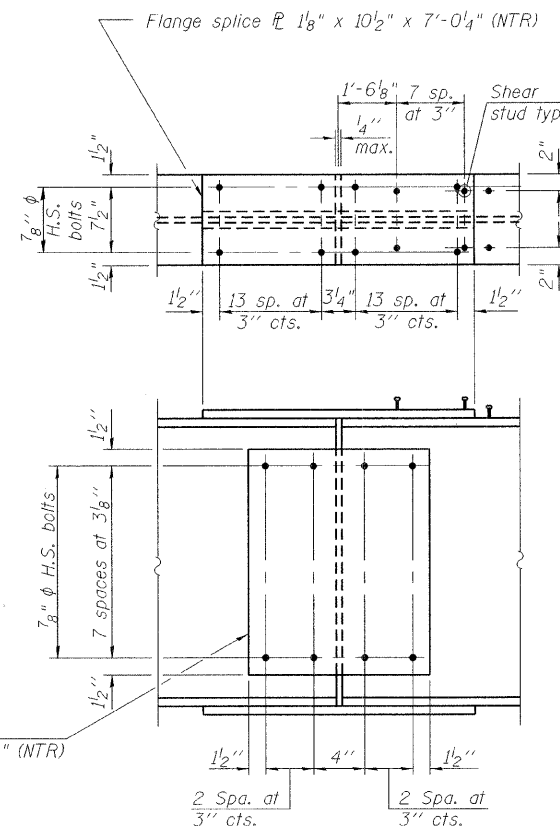
++ 98-00153-02-BR
Contract No. 63077



DIAPHRAGMS D AND D1
(48 Required for D)
(6 Required for D1)

Two hardened washers required for each set of oversized holes.

* Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.
** 3/4 inch diameter H.S. bolts, 15/16 inch diameter holes



SPLICE DETAIL
(10 Required)

INTERIOR GIRDER MOMENT TABLE

	0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	6680	6680	6680
$I_c(n)$	19486		19486
$I_c(3n)$	13915		13915
S_s	436	436	436
$S_c(n)$	678		678
$S_c(3n)$	605		605
Z			
ϕ	0.860	1.280	0.860
$M\phi$	152	626	339
$s\phi$	0.420		0.420
$M_s\phi$	90		179
M_L	419	256	510
M_{Imp}	116	68	131
$M_{s [M_L + M_{Imp}]}$	892	540	1068
M_a	1476	1516	2062
M_u	3169		3169
$f_s \phi$ non-comp	4.2	17.2	9.3
$f_s \phi$ (comp)	1.8		3.6
$f_s \phi [M_L + M_{Imp}]$	15.8	14.9	18.9
f_s (Overload)	21.8	32.1	31.8
f_s (Total)		41.8	
VR	56.9		59.9

INTERIOR GIRDER REACTION TABLE

	W. Abut.	Pier	E. Abut.
$R\phi$	26.4	102.6	37.8
R_L	41.8	53.1	45.3
Imp.	11.6	14.2	11.6
R_{Total}	79.7	169.9	94.7

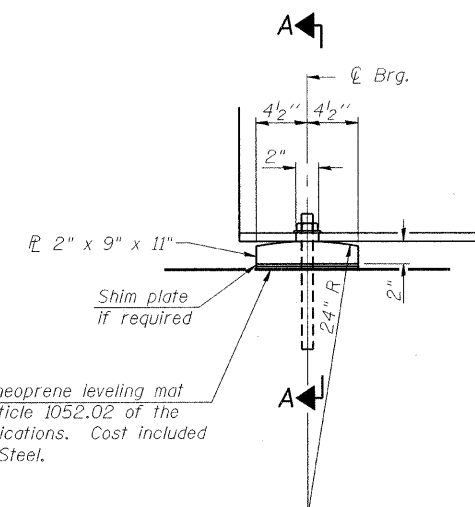
*** Compact section
**** Braced non-compact and partially braced section

TOP OF BEAM ELEVATIONS
(For Fabrication Only)

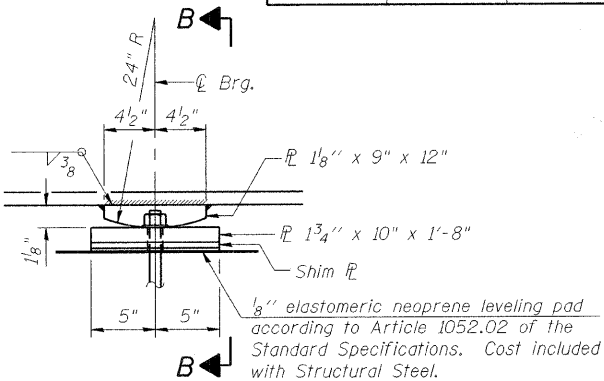
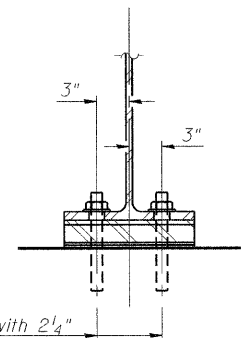
Beam	W. Abut.	Pier	Splice	E. Abut.
1	686.35	686.07	685.95	685.72
2	686.50	686.23	686.10	685.88
3	686.65	686.38	686.26	686.03
4	686.80	686.54	686.41	686.19
5	686.96	686.69	686.57	686.34
6	686.96	686.70	686.58	686.35
7	686.83	686.57	686.45	686.22
8	686.69	686.44	686.32	686.09
9	686.56	686.31	686.19	685.96
10	686.42	686.18	686.06	685.83

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in.⁴ and in.³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in.⁴ and in.³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
 Z : Plastic Section Modulus of the steel section in non-composite areas (in.³).
 ϕ : Un-factored non-composite dead load (kips/ft.).
 $M\phi$: Un-factored moment due to non-composite dead load (kip-ft.).
 $s\phi$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\phi$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_L : Un-factored live load moment (kip-ft.).
 M_{Imp} : Un-factored moment due to impact (kip-ft.).
 M_a : Factored design moment (kip-ft.).
 M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
VR: Maximum M_L + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

Notes:
Anchor bolts at fixed bearings may be built into the masonry.
See sheet 18 of 25 for Anchor Bolt installation.
All steel shall be conformed to AASHTO M270 Grade 50W.
Load carry components designated "NTR" shall conform to the supplemental requirements for notch toughness, zone 2.
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



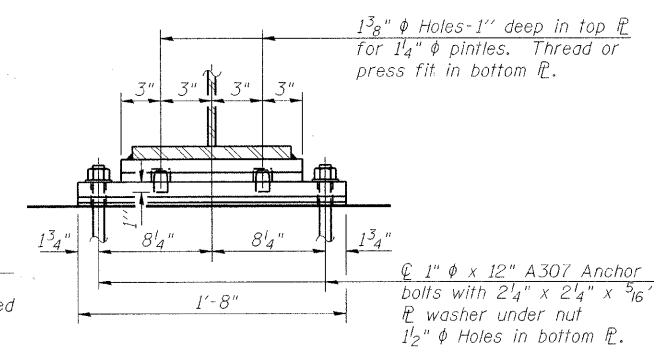
ELEVATION AT ABUTMENT
ABUTMENT BEARING
(20 Required)



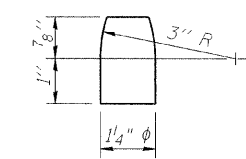
SECTION A-A
ELEVATION AT PIER
PIER BEARING
(10 Required)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Anchor Bolts 1" ϕ	Each	60



SECTION B-B



PINTLE

DESIGNED	J.ZUO
CHECKED	A. HAMMAD
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

STRUCTURAL STEEL DETAILS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



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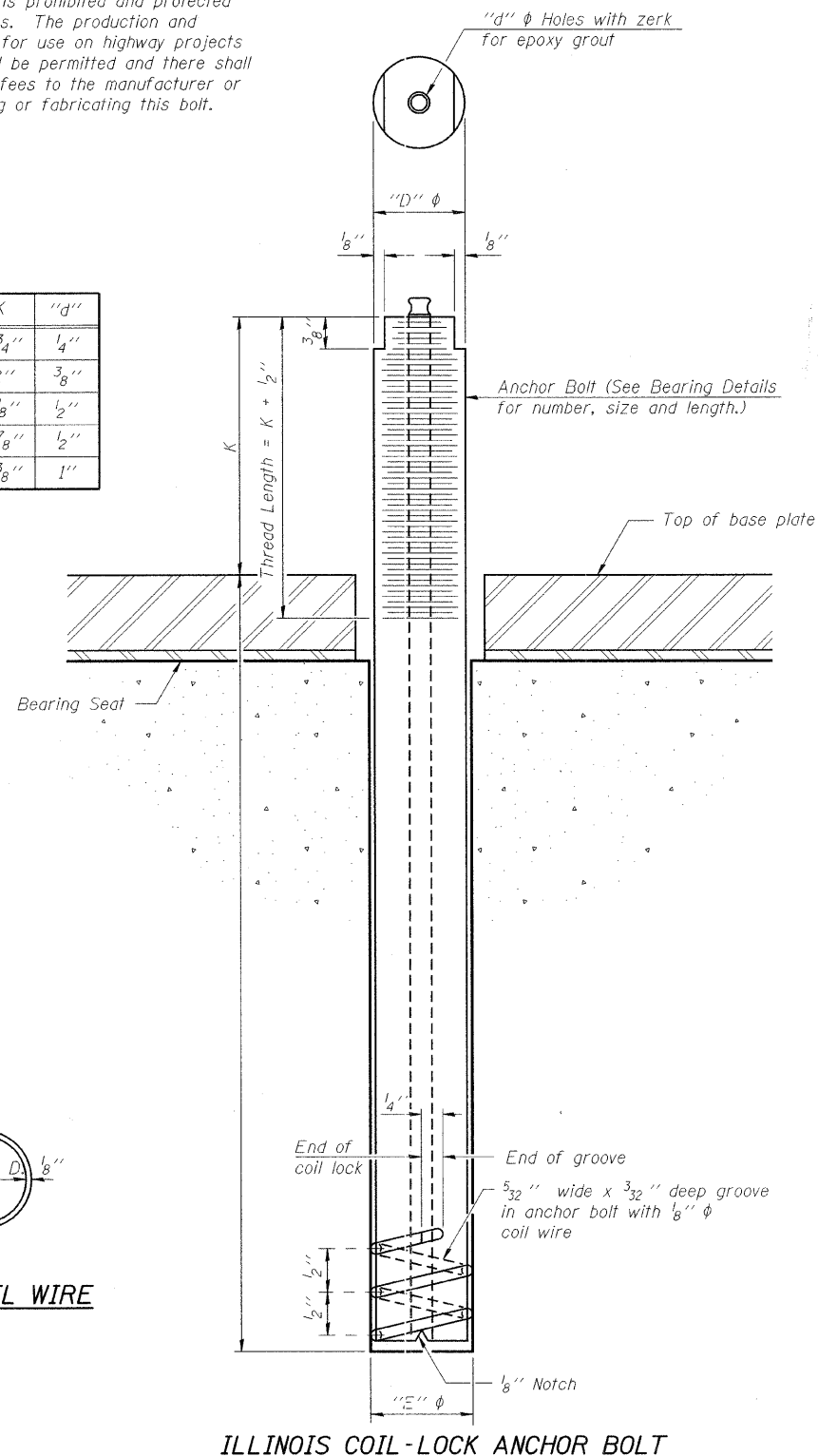
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 18 25 SHEETS
345	++	DU PAGE	65	48	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

++ 98-00153-02-BR
Contract No. 63077

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 3/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutments	F1554
Pier	F1554

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

ANCHOR BOLT DETAILS FOR BEARINGS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



DESIGNED	J. ZUO
CHECKED	J. MUHAMMAD
DRAWN	D.C. PATEL
CHECKED	J. GRAINAWI

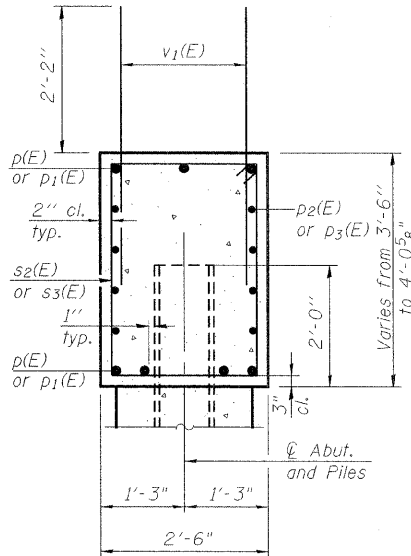
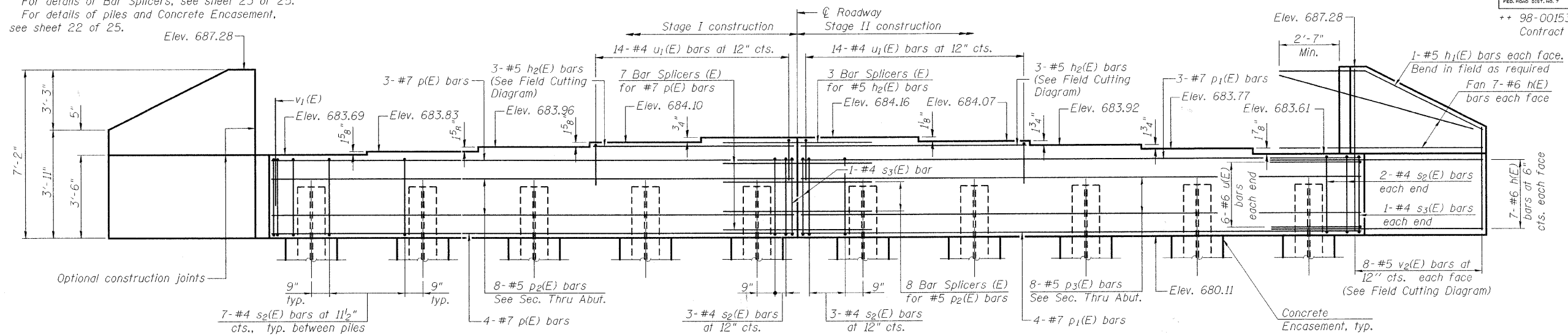
ABB-1 10-22-04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

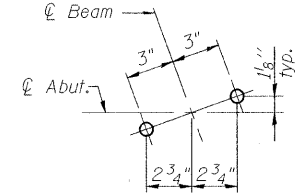
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 19 25 SHEETS
345	++	DU PAGE	65	49	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

98-00153-02-BR
Contract No. 63077

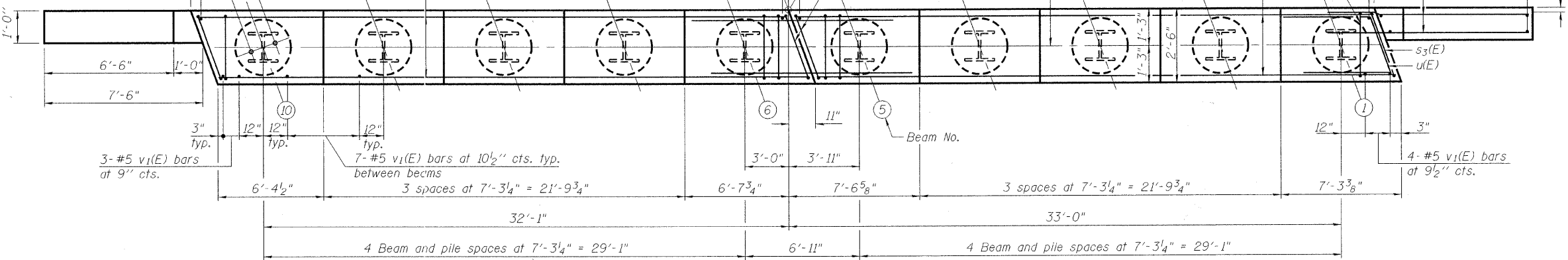
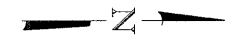
Notes:
Space reinforcement in cap to miss anchor bolts.
Four steps monolithically with cap.
For details of Bar Splicers, see sheet 23 of 25.
For details of piles and Concrete Encasement, see sheet 22 of 25.



ELEVATION



DETAIL A

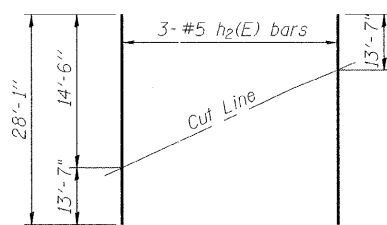


PLAN

PILE DATA

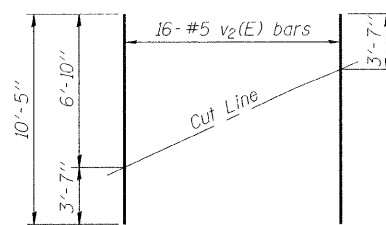
Type: HP 10 x 57 w/Pile Shoes
Nominal Required Bearing: 454 kips
Factored Resistance Available: 151 kips
Est. Length: 70 ft.
No. Production Piles: 9
No. Test Piles: 1

DESIGNED	J.ZUO
CHECKED	M.SHAIKH
DRAWN	D.C.PATEL
CHECKER	J.GRAINAWI



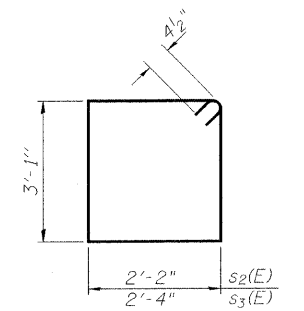
FIELD CUTTING DIAGRAM

Order h2(E) full length. Cut as shown and use remainder of bars in stage II Construction.

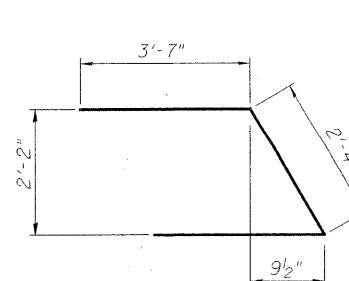


FIELD CUTTING DIAGRAM

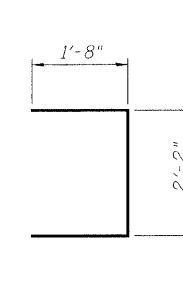
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s2(E) & s3(E)



BAR u(E)



BAR u1(E)

BILL OF MATERIAL

Bar No.	Size	Length	Shape
h(E)	#6	10'-0"	—
h1(E)	#5	10'-9"	—
h2(E)	#5	28'-1"	—
p(E)	#7	35'-2"	—
p1(E)	#7	35'-6"	—
p2(E)	#5	35'-2"	—
p3(E)	#5	35'-6"	—
s2(E)	#4	11'-3"	□
s3(E)	#4	11'-7"	□
u(E)	#6	9'-6"	└
u1(E)	#4	5'-6"	└
v1(E)	#5	4'-4"	—
v2(E)	#5	10'-5"	—
Structure Excavation	Cu. Yd.	85	
Concrete Structures	Cu. Yd.	25.4	
Concrete Encasement	Cu. Yd.	3.5	
Reinforcement Bars, Epoxy Coated	Pound	4200	
Furnishing Steel Piles, HP 10x57	Foot	630	
Driving Piles	Foot	630	
Test Pile Steel, HP 10x57	Each	1	
Pile Shoes	Each	10	

WEST ABUTMENT

F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011

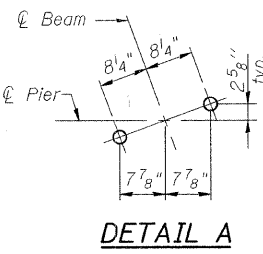
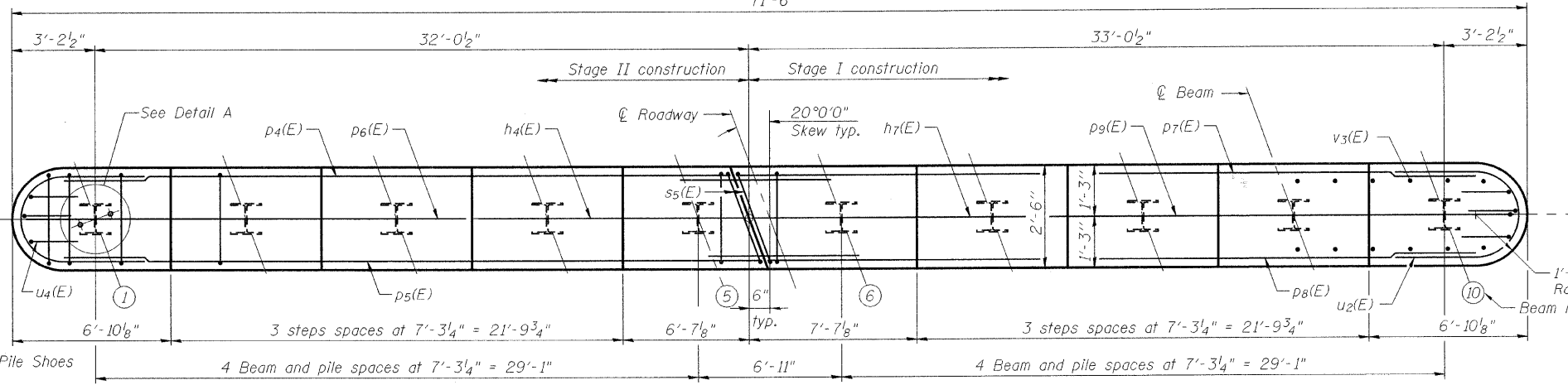


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO.
345	++	DU PAGE	65	51	25 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

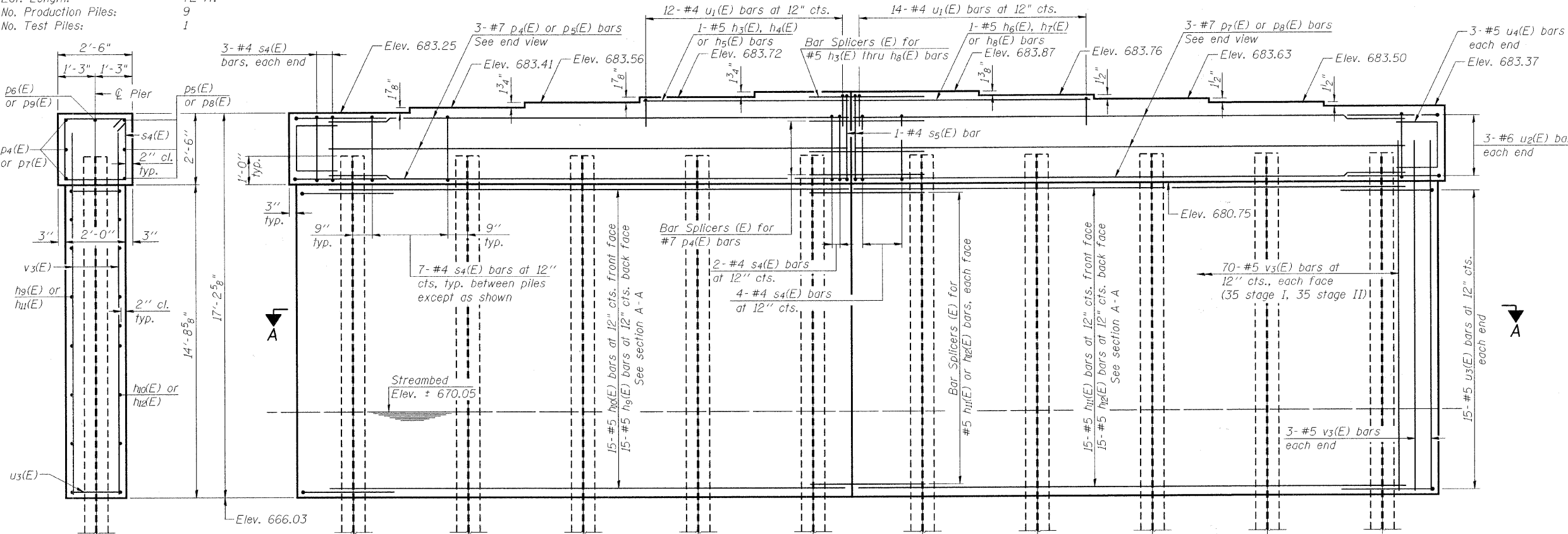
98-00153-02-BR
Contract No. 63077

Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.
For details of piles see sheet 22 of 25.



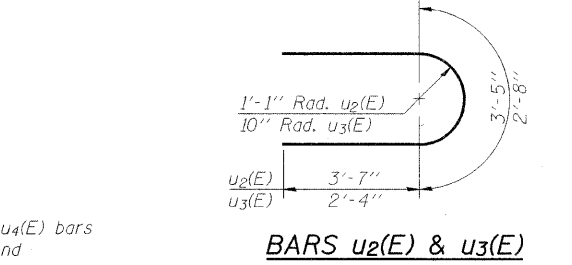
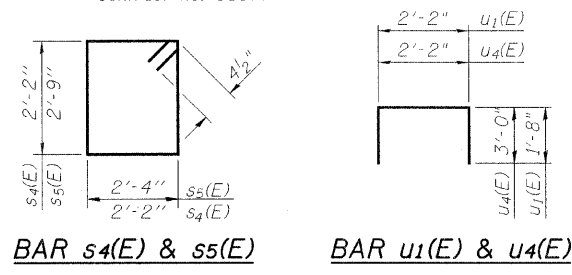
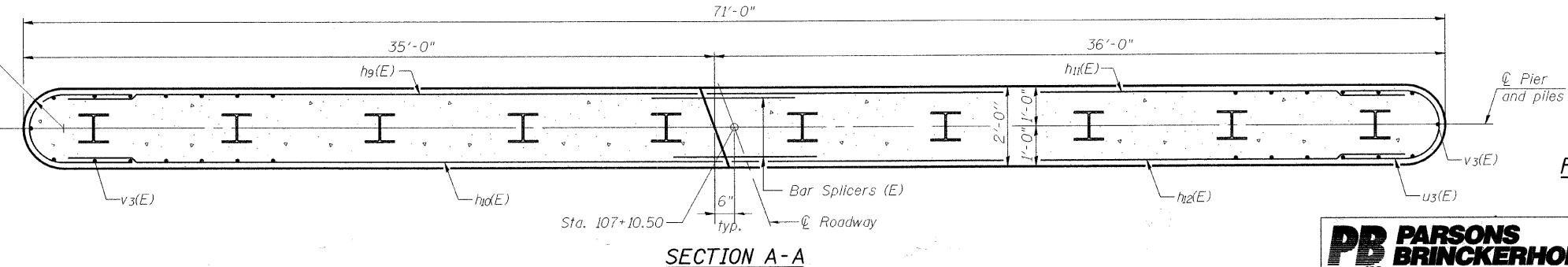
PILE DATA

Type: HP 12 x 74 w/ Pile Shoes
Nominal Required Bearing: 589 kips
Allowable Resistance Available: 196 kips
Est. Length: 72 ft.
No. Production Piles: 9
No. Test Piles: 1



END VIEW

DESIGNED	J. ZUO
CHECKED	J. BRISBOIS
DRAWN	D.C. PATEL
CHECKED	J. GRATNAWI



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	1	#5	12'-10"	—
h4(E)	1	#5	13'-4"	—
h5(E)	1	#5	13'-9"	—
h6(E)	1	#5	15'-0"	—
h7(E)	1	#5	14'-7"	—
h8(E)	1	#5	14'-1"	—
h9(E)	15	#5	33'-1"	—
h10(E)	15	#5	33'-10"	—
h11(E)	15	#5	35'-1"	—
h12(E)	15	#5	34'-4"	—
p4(E)	3	#7	33'-0"	—
p5(E)	3	#7	33'-11"	—
p6(E)	1	#7	33'-6"	—
p7(E)	3	#7	35'-2"	—
p8(E)	3	#7	34'-3"	—
p9(E)	1	#7	34'-9"	—
s4(E)	68	#4	9'-5"	□
s5(E)	2	#4	11'-0"	□
u1(E)	26	#4	5'-6"	U
u2(E)	6	#6	10'-7"	U
u3(E)	30	#5	7'-4"	U
u4(E)	6	#5	8'-2"	U
v3(E)	146	#5	16'-9"	—
Concrete Structures	Cu. Yd.		95.7	
Reinforcement Bars, Epoxy Coated	Pound		6670	
Furnishing Steel Piles, HP 12x74	Foot		648	
Driving Piles	Foot		648	
Pile Shoes	Each		10	
Test Pile Steel, HP 12x74	Each		1	

PIER
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



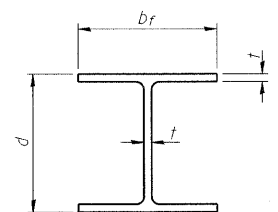
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	++	DU PAGE	65	52
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

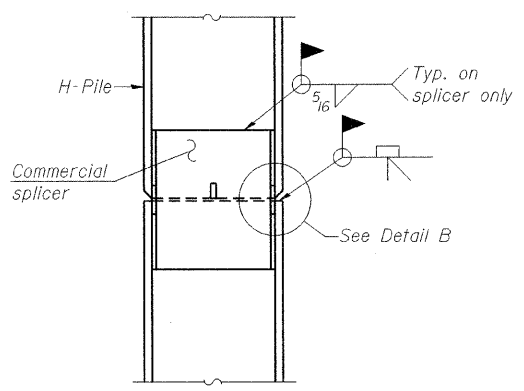
++ 98-00153-02-BR
Contract No. 63077

SHEET NO. 22
25 SHEETS

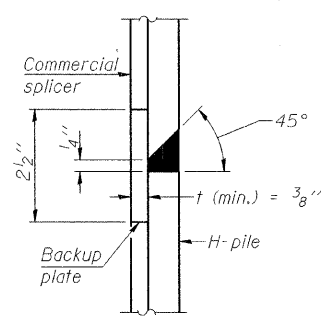


STEEL PILE TABLE

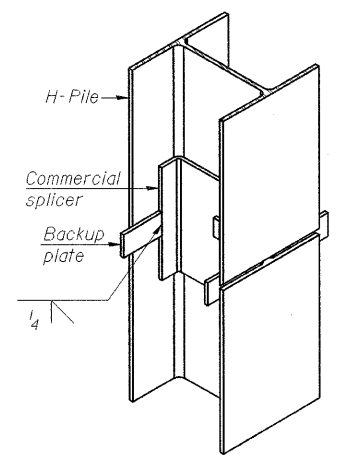
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



ELEVATION

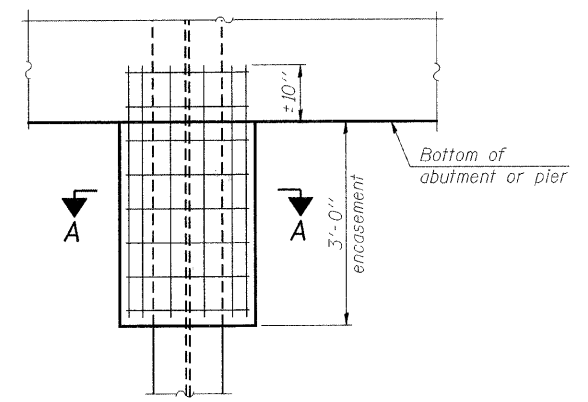


DETAIL "B"

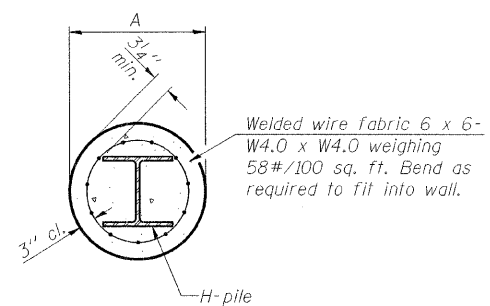


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE

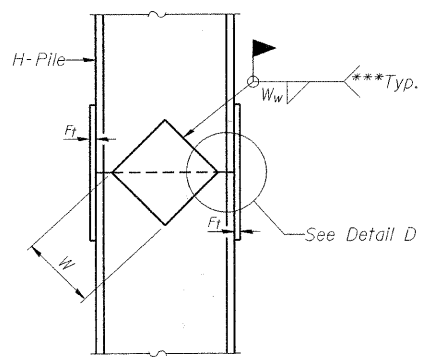


ELEVATION

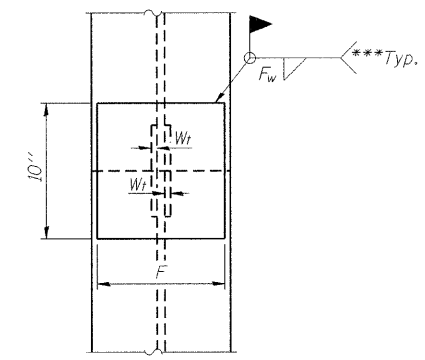


SECTION A-A

PILE ENCASEMENT

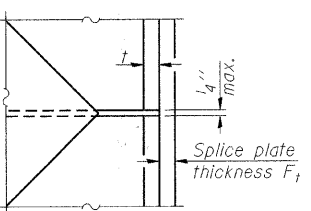


ELEVATION



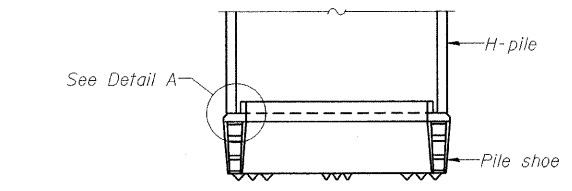
END VIEW

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

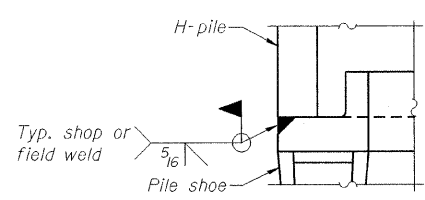


DETAIL D

WELDED PLATE FIELD SPLICE

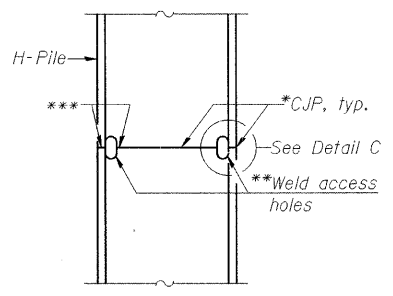


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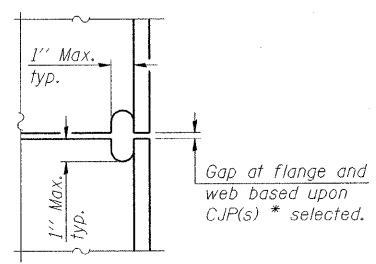


DETAIL A

H-PILE SHOE ATTACHMENT



ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE

*Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
**Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
***Interrupt welds 1/4" from end of each pile.

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

DESIGNED	J. ZUO
CHECKED	J. MUHAMMAD
DRAWN	D.C. PATEL
CHECKED	J. GRAINAWI

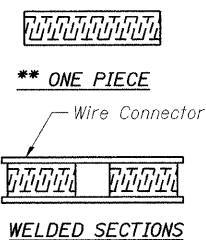
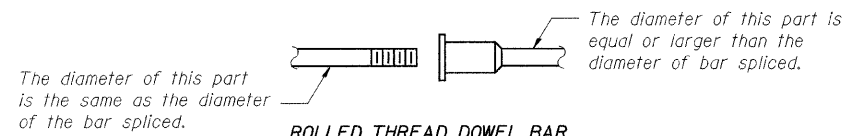
F-HP 9-3-07



PILE DETAILS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011

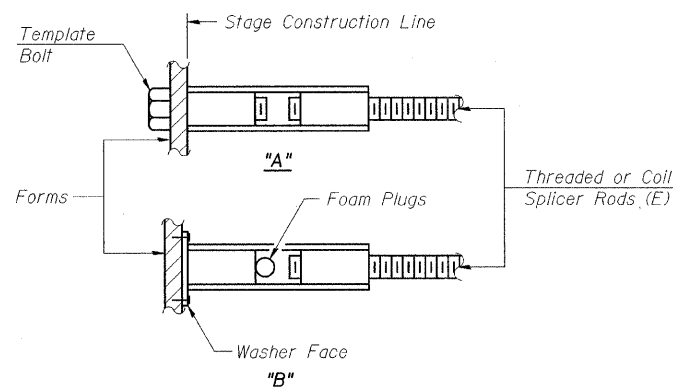
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



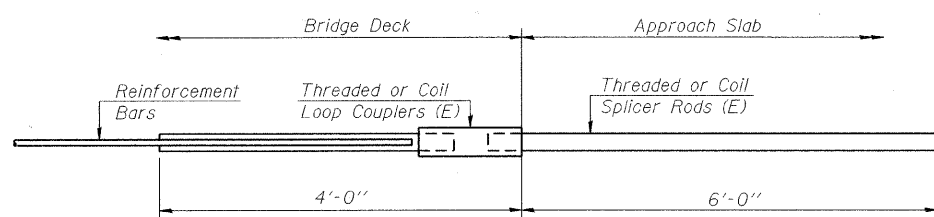
BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



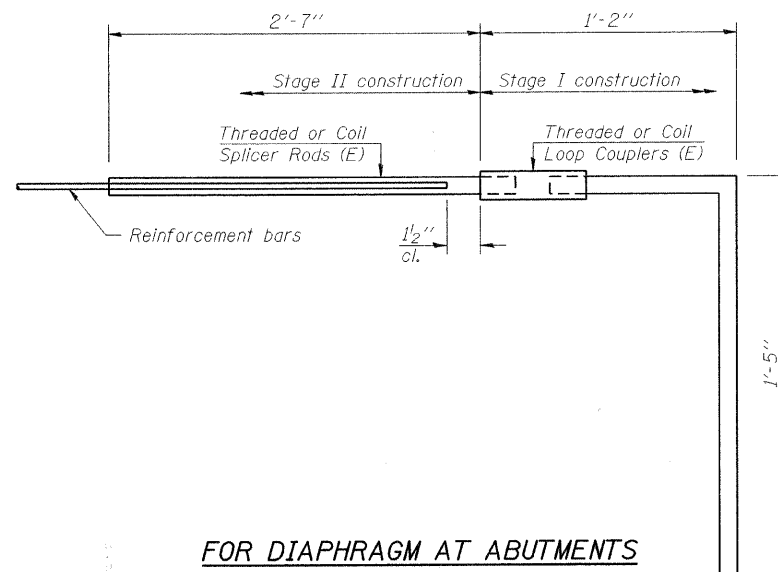
INSTALLATION AND SETTING METHODS

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



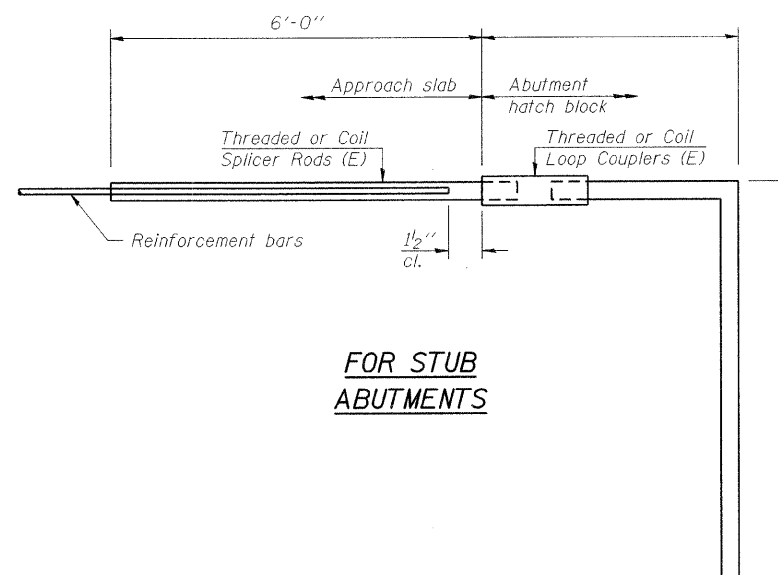
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 12.3 kips - tension	
No. Required = 128	



FOR DIAPHRAGM AT ABUTMENTS

Bar Splicer for #6 bar	
Min. Capacity = 33.1 kips - tension	
Min. Pull-out Strength = 17.4 kips - tension	
No. Required = 4	



FOR STUB ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 12.3 kips - tension	
No. Required =	

NOTES

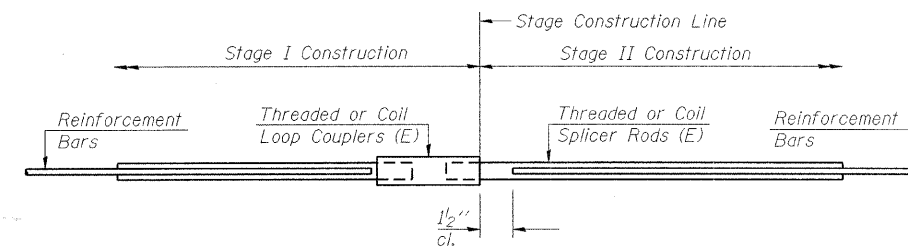
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_l$
- Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_l$

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

BAR SPLICER ASSEMBLIES

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



STANDARD

Bar Size	No. Assemblies Required	Location
#5	365	Deck
#6	12	Diaphragm (at abutments)
#7	14	Abutments
#5	22	Abut (cap)
#5	3	Pier (cap)
#7	7	Pier (cap)
#5	30	Pier (stem)

DESIGNED	J. ZUO
CHECKED	J. MUHAMMAD
DRAWN	D.C. PATEL
CHECKED	J. GRAINAWI

BAR SPLICER ASSEMBLY DETAILS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	++	DU PAGE	65	54
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

++ 98-00153-02-BR
Contract No. 63077

SHEET NO. 24
25 SHEETS

AGI Job No. 2001-64	BORING LOG NO. SB-1		Sheet 1 of 3
CLIENT Parson Brinckerhoff Quade & Douglas, Inc.	PROJECT Proposed Bridge Improvement		
STATION: 121+80	OFFSET (ft): 42, Rt.	LOCATION Thorndale Avenue	
COUNTY: DuPage	SAMPLER TESTS		
SITE NO.:	DEPTH (FT.)	SPT - N BLOWS / FT.	NUMBER
CITY & STATE:	TYPE	% RECOVERY	MOISTURE, %
SURFACE ELEVATION Datum:			DRY DENSITY PCF
			Cu test Failure Type
			HMU Units, ppm
			SOIL PLASTICITY, %
FILL, sand, clay silt & gravel, brown, loose	1	SS	95
FILL, silty clay topsoil, dk. brown to black, med. dense	2	SS	88
FILL, wood & organic clay, black	3	SS	100
FINE TO COARSE SAND, some organic clay, dk. gray, med. dense, wet	4	SS	100
	5	SS	100
	6	SS	100
	7	SS	100
SILTY CLAY, tr. sand & gravel, gray, very stiff	6	SS	100
	7	SS	100
	8	SS	100
	9	SS	100
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	311	SS	100
	312	SS	100

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	++	DUPAGE	65	55
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

++ 98-00153-02-BR
Contract No. 63077

SHEET NO. 25
25 SHEETS

AGI Job No. 2001-64		BORING LOG NO. SB-2		Sheet 1 of 3	
CLIENT Parson Brinckerhoff Quade & Douglas, Inc.		PROJECT Proposed Bridge Improvement			
STATION: 123+05		OFFSET (ft): 40, Lf.		LOCATION Thorndale Avenue	
COUNTY: DuPage		CITY & STATE:			
SURFACE ELEVATION Datum:		GRAPHIC LOG			
FILL, silty clay with sand & gravel, brown to dark brown, loose to med. dense		DEPTH (FT.)			
6.0		SPT - N			
FILL, sandy loam with organic, black, loose		BLOWS / FT.			
7.5		NUMBER			
SILTY CLAY, tr. sand & gravel, brown-gray, stiff		TYPE			
Obstruction, no recovery		% RECOVERY			
16.0		MOISTURE, %			
FINE SAND, tr. silt & fine gravel, gray, wet, med. dense		DRY DENSITY PCF			
22.0		Failure Type			
SILT, tr. clay, gray, med. dense		HNu Units, ppm			
Continued on Next Page		SOIL PLASTICITY, %			
WATER LEVEL OBSERVATIONS		STARTED 3-7-02		FINISHED 3-7-02	
WL 16.5 WD		DRILL CO. FEI		DRILL RIG D-50	
WL		DRILLER BII		ASS'T DRILLER BH	
WL		ENG/GEOL. AMM		APPROVED SG	

AGI Job No. 2001-64		BORING LOG NO. SB-2		Sheet 2 of 3	
CLIENT Parson Brinckerhoff Quade & Douglas, Inc.		PROJECT Proposed Bridge Improvement			
STATION: 123+05		OFFSET (ft): 40, Lf.		LOCATION Thorndale Avenue	
COUNTY: DuPage		CITY & STATE:			
(continued)		GRAPHIC LOG			
SILT, tr. clay, gray, med. dense		DEPTH (FT.)			
33.0		SPT - N			
SILTY CLAY, some sand & gravel, tr. limestone gravel, gray, very stiff to med. stiff		BLOWS / FT.			
46.0		NUMBER			
Continued on Next Page		TYPE			
WATER LEVEL OBSERVATIONS		STARTED 3-7-02		FINISHED 3-7-02	
WL 16.5 WD		DRILL CO. FEI		DRILL RIG D-50	
WL		DRILLER BII		ASS'T DRILLER BH	
WL		ENG/GEOL. AMM		APPROVED SG	

AGI Job No. 2001-64		BORING LOG NO. SB-2		Sheet 3 of 3	
CLIENT Parson Brinckerhoff Quade & Douglas, Inc.		PROJECT Proposed Bridge Improvement			
STATION: 123+05		OFFSET (ft): 40, Lf.		LOCATION Thorndale Avenue	
COUNTY: DuPage		CITY & STATE:			
(continued)		GRAPHIC LOG			
SILT, tr. fine sand, gray, very dense to extremely dense		DEPTH (FT.)			
53.0		SPT - N			
SANDY LOAM, with limestone gravel, gray, extremely dense		BLOWS / FT.			
70.0		NUMBER			
END OF BORING		TYPE			
WATER LEVEL OBSERVATIONS		STARTED 3-7-02		FINISHED 3-7-02	
WL 16.5 WD		DRILL CO. FEI		DRILL RIG D-50	
WL		DRILLER BII		ASS'T DRILLER BH	
WL		ENG/GEOL. AMM		APPROVED SG	

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SOIL BORING LOGS
F.A.P. RT. 345 - SEC. 98-00153-02-BR
DU PAGE COUNTY
STATION 107+17.50
STRUCTURE NO. 022-3011



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	98-00153-02-BR	DUPAGE	65	63
STA. 110+50.00		TO STA. 111+50.00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINISHED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

PLOT DATE = 11/15/2008
 FILE NAME = #FILEL#
 PLOT SCALE = #SCALE#
 USER NAME = #USER#

