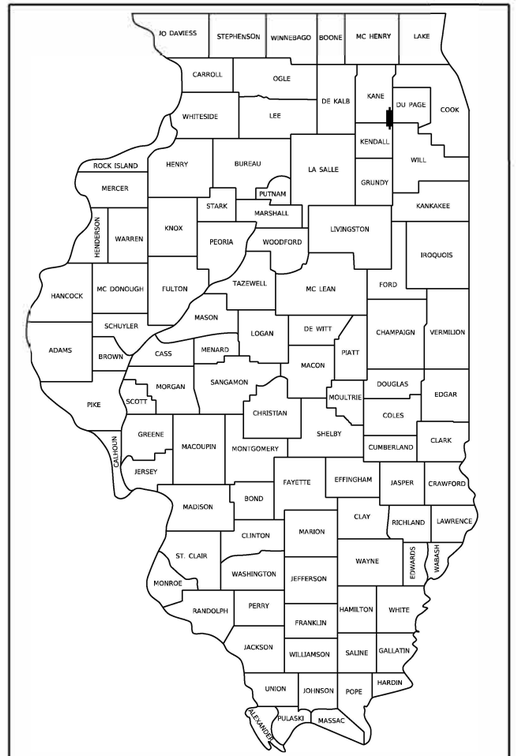
T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189A	15-01127-01-BR	KANE	58	1
	ILLINOIS	CONTRACT NO. 61F31		

01-18-2019 LETTING ITEM 120

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

TR 189A (RURAL STREET)
OVER INDIAN CREEK
BRIDGE REPLACEMENT
SECTION 15-01127-01-BR
PROJECT: W8B2(838)
AURORA TOWNSHIP
KANE COUNTY
C-91-390-15



LOCATION OF SECTION INDICATED THUS: -

LOCATION MAP
SCALE: 1"=0.20 MI
PROJECT NET AND GROSS LENGTH = 247 LIN FT (0.047 MILE)

TRAFFIC DATA

2015 ADT = 2,000
2040 ADT = 3,000

DESIGN/ POSTED SPEED

POSTED SPEED: 25 MPH
DESIGN SPEED: 30 MPH

DESIGN DESIGNATION

LOCAL ROAD

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR HIGHWAY STANDARDS, SEE SHEET NO. 2

FEDERAL AID PROJECT ENGINEER: CARMEN E. RAMOS, P.E. SCHAUMBURG, IL

0 100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED October 5, 2018
AURORA TOWNSHIP ROAD DISTRICT

PASSED October 15, 2018
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW October 16, 2018
REGIONAL ENGINEER

MONICA CRINION 062-064345 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

OCTOBER 5 20 18
monica crinion
MONICA C. CRINION
ILLINOIS REG. PROFESSIONAL ENGINEER NO. 062-064345
EXPIRATION DATE 11-30-2019
SHEETS 1-21 & 46-58

JOHN S. PERADOTTI 081-005671 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

October 5 20 18
John S. Peradotti
JOHN S. PERADOTTI
ILLINOIS REG. STRUCTURAL ENGINEER NO. 081-005671
EXPIRATION DATE 11-30-2018
SHEETS 22-45

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

WBK engineering
WBK ENGINEERING, LLC
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ST. CHARLES, ILLINOIS 60174
(630) 443-7755

CONTRACT NO. 61F31

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE APPLICABLE REQUIREMENT SET FORTH IN "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016 THEREINAFTER REFERRED TO AS STANDARD SPECIFICATIONS, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM MANUAL TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" IN EFFECT ON THE DATE OF INVITATION FOR BIDS; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" LATEST EDITION; INTERIM SPECIAL PROVISIONS AS INCLUDED IN THE CONTRACT DOCUMENTS; AND THE DETAILS AND STANDARDS CONTAINED IN THESE PLANS.

2. BEFORE STARTING ANY EXCAVATIONS, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

3. THE LOCATIONS OF THE EXISTING UTILITIES, AS SHOWN ON THE DRAWINGS, REPRESENT DATA RECEIVED FROM VARIOUS SOURCES, IT IS NOT GUARANTEED TO BE CORRECT OR ALL INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED IN ACCORDANCE WITH ARTICLE 105.07.

4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.

5. ALL WORK SHALL BE COMPLETED WITHIN THE LIMITS OF THE PROJECT SHOWN. NO EQUIPMENT, MATERIAL YARD OR FIELD OFFICE SHALL BE SET UP OR STORED ON TOWNSHIP OR PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION OF THE ENGINEER.

6. MAINTENANCE OF TRAFFIC - GENERAL: TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES OF THE TIME OF NOTIFICATION BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.

DRAINAGE NOTES

1. DURING CONSTRUCTION OPERATIONS ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES AND TEMPORARY DITCHES THAT OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE CLEANED AS NECESSARY TO INSURE THAT THEY ARE FREE FROM ALL DIRT AND DEBRIS PRIOR TO THE FINAL INSPECTION OF THE PROJECT.

2. ANY FARM DRAIN, FIELD TILE SYSTEM OR OTHER UNDERGROUND TILE FACILITY ENCOUNTERED IN THE WORK AREA SHALL BE LOCATED AND STAKED AND REPORTED TO THE ENGINEER. ANY DRAINAGE LINES WHICH ARE CUT OR DAMAGED BY GRADING, TRENCHING, EXCAVATION OR OTHER CONSTRUCTION ACTIVITIES SHALL BE REPAIRED SO AS TO MAINTAIN ITS ORIGINAL ALIGNMENT. IF THIS CANNOT BE ACCOMPLISHED, THE TILE SHALL BE REPAIRED AND CONNECTED TO THE PROPOSED STORM SEWER SYSTEM IN SUCH A MANNER AS TO RENDER THE LINES USABLE FOR THE PURPOSES INTENDED.

   THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 611. THE MINIMUM SIZE FOR REPLACEMENT MUST BE 12 INCH AND SHALL BE PAID FOR AS "PIPE DRAINS" OF THE DIAMETER SPECIFIED". THE DRAIN PIPE MATERIAL SHALL BE PVC OR CORRUGATED PVC WITH A SMOOTH INTERIOR IN ACCORDANCE WITH SECTION 601. A TYPE A INLET W/ TYPE 1 CLOSED LID WILL BE CONSTRUCTED TO CONNECT THE TILE(S) AND/OR PIPE DRAIN. A NOMINAL QUANTITY OF 12" PIPE AND TYPE A INLETS HAVE BEEN INCLUDED IN THE PLAN QUANTITIES.

   PRIOR TO MAKING THE CONNECTION THE CONTRACTOR SHALL CLEAN THE ENDS OF THE TILE TO BE CONNECTED. IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATION THE EXISTING TILE SHALL BE REMOVED AND TRENCH BACKFILL MATERIAL SHALL BE PLACED IN THE TRENCH LEFT BY THE REMOVAL.

3. MORTAR:
   ALL CONNECTION POINTS WHERE THE DRAIN TILE OR STORM SEWER ENTERS THE DRAINAGE STRUCTURE SHALL BE MORTARED ON THE INSIDE AND OUTSIDE OF THE DRAINAGE STRUCTURE. THE MORTAR MATERIAL SHALL BE PLACED AROUND THE ENTIRE CIRCUMFERENCE OF THE PIPE. THE MORTAR MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 602.04.

KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT

1. THE CONTRACTOR AND ENGINEER SHALL MEET WITH THE KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT TO COORDINATE ALL IN-STREAM WORK ACTIVITIES.

2. THE CONTRACTOR'S IN-STREAM WORK PLAN SHALL BE SUBMITTED TO THE SOIL & WATER CONSERVATION DISTRICT AND KANE COUNTY FOR REVIEW AND APPROVAL PRIOR TO STARTING ANY WORK.

3. SEE EROSION CONTROL PLAN SHEETS FOR ADDITIONAL DETAILS, CONDTIONS AND NOTES.

TREES AND SHRUBS

1. THE CONTRACTOR SHALL REMOVE ONLY THOSE TREES AND SHRUBS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, OR THOSE, WHICH DIRECTLY INTERFERE WITH THE SAFETY OR QUALITY OF CONSTRUCTION PRACTICES. THE CONTRACTOR SHALL EXERCISE EXTREME CARE WHEN WORKING NEAR EXISTING TREES AND SHRUBS TO AVOID DAMAGING THOSE NOT SCHEDULED FOR REMOVAL AND SHALL REPLACE IN-KIND ANY DAMAGED PLANTS.

EARTHWORK AND ROADWAY

1. THE CONTRACTOR WILL NOT BE ALLOWED TO STOCK PILE MATERIAL(S) BEYOND THE PROJECT LIMITS. THE CONTRACTOR WILL NOT PLACE STOCK PILES IN LOCATIONS WHERE THEY WILL BLOCK DRAINAGE WAYS OR ON PAVEMENTS THAT ARE NOT SPECIFIED FOR REMOVAL. ANY DAMAGE REQUIRING REPAIR CAUSED BY THE CONTRACTORS STOCK PILING OR CONSTRUCTION OPERATIONS WILL BE DONE BY THE CONTRACTOR. STOCK PILE AREAS SHALL BE COORDINATED WITH THE ENGINEER.

2. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION:
   ITEM NO. 21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION WILL ONLY BE UTILIZED IN AREAS THAT HAVE BEEN IDENTIFIED AS SUBGRADE UNDERCUTS AREAS OR WHERE DETERMINED IN THE FIELD BY A GEOTECHNICAL ENGINEER. THE FABRIC WILL BE USED IN COMBINATION WITH AGGREGATE SUBGRADE IMPROVEMENT. THE QUANTITY INCLUDED IN THE PLANS IS BASED ON THE SUBSURFACE INVESTIGATION PREPARED BY TESTING SERVICE CORPORATION RECOMMENDATIONS FOR UNDERCUT AREAS.

3. ALL EXCAVATION AND EMBANKMENT LOCATIONS REQUIRING SEEDING OR SODDING SHALL BE CONSTRUCTED TO 6 INCHES BELOW FINISHED GRADE LINE TO ALLOW TOPSOIL PLACEMENT.

4. PAVEMENT ELEVATIONS: THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES FOR THE PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

REMOVAL NOTES

1. SAW CUTS:
   ALL LOCATIONS WHERE A SAW CUT IS REQUIRED FOR THE REMOVAL OF PAVEMENT, CURB, GUTTER, MEDIANS, DRIVEWAYS, SIDEWALK, BUTT JOINTS, PATCHES OR ANY OTHER STRUCTURE WHICH ARE ALL ONE PIECE WITH NO CONSTRUCTION JOINTS. THIS SAW CUT SHALL BE MADE AT THE LIMITS OF CONSTRUCTION OR OTHER AREAS AS REQUIRED TO PERFORM THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE SAW CUT SHALL BE ACCOMPLISHED WITH A "PAVEMENT SAW". TRENCHERS WILL NOT BE ALLOWED FOR FINAL SAW CUT AT THE LIMITS OF CONSTRUCTION. UNLESSS OTHERWISE NOTED IN THE PLANS,

DEMOLITION PLAN

1. INDIAN CREEK IS CONSIDERED WATERS OF THE U.S. OR "PUBLIC WATERS". THE CONTRACTOR WILL BE REQUIRED TO SUBMIT A DEMOLITION PLAN IN ACCORDANCE WITH ARTICLE 501.02 TO THE ENGINEER FOR APPROVAL.

SUMMARY OF COMMITMENTS

1. THE AURORA TOWNSHIP AND KANE COUNTY SHALL RELEASE A PUBLIC NOTICE ON THE WEBSITE IN ADVANCE OF THE ROAD CLOSURE.

2. ENGINEER SHALL COORDINATE WITH THE CITY OF AURORA TO ENSURE ROADWAY CLOSURE SIGNAGE DOES NOT CONFLICT WITH FARNSWORTH BRIDGE RECONSTRUCTION.

SURVEY DATUM

THE HORIZONTAL DATUM IS NAD 83 AND THE VERTICAL DATUM IS NAVD 88.

INDEX OF SHEETS

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
542301-03	METAL FLARED END SECTION FOR PIPE CULVERTS
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE DRAIN
602011-02	CATCH BASIN TYPE C
602301-04	INLET, TYPE A
602306.03	INLET, TYPE B
604001-04	FRAME AND LIDS, TYPE 1
604036-03	GRATE TYPE 8
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
641006-01	SIGHT SCREEN WOOD PLANK FENCE TYPE P
701001-02	OFF-RD OPERATION 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATION 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-08	TRAFFIC CONTROL DEVICES
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 27-1	TRAFFIC BARRIER TERMINAL TYPE 5A

DISTRICT STANDARDS

STANDARD NO.	DESCRIPTION
BD-01	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15'
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-22	ARTERIAL ROAD INFORMATION SIGN (DISTRICT 1)

FILE NAME = W:\Projects\2016\160285 RuralStPhillcrash\CivilDgn\Shts\160285-GENNOTES.dgn

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	DRAWN - NP	REVISED -	
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PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
GENERAL NOTES, INDEX OF SHEETS & STANDARDS

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	2
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

SPECIALTY ITEM	SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE	
						ROADWAY	BRIDGE
						0004	0010
						URBAN	URBAN
		20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	14	14	
		20101000	TEMPORARY FENCE	FOOT	100	100	
	S	20200100	EARTH EXCAVATION	CU YD	338	338	
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	45	45	
		20300100	CHANNEL EXCAVATION	CU YD	384	384	
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	135	135	
		21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	274	274	
*		25000110	SEEDING, CLASS 1A	ACRE	0.1	0.1	
*	S	25100630	EROSION CONTROL BLANKET	SQ YD	274	274	
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	23	23	
*		28000305	TEMPORARY DITCH CHECKS	FOOT	40	40	
		28000400	PERIMETER EROSION BARRIER	FOOT	467	467	
		28000510	INLET FILTERS	EACH	3	3	
		28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	1,095	1,095	
		28100107	STONE RIPRAP, CLASS A4	SQ YD	628		628
		28200200	FILTER FABRIC	SQ YD	628		628
	S	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	45	45	
	S	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	517	517	
		31101500	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	235	235	
		40701831	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7 1/2"	SQ YD	466	466	
		42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	103	103	
		44000100	PAVEMENT REMOVAL	SQ YD	636	636	
		48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	14	14	
		48203027	HOT-MIX ASPHALT SHOULDERS, 7 1/2"	SQ YD	72	72	
		50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
		50105220	PIPE CULVERT REMOVAL	FOOT	50	50	
		50200100	STRUCTURE EXCAVATION	CU YD	273		273
		50300225	CONCRETE STRUCTURES	CU YD	147.0		147.0
		50300260	BRIDGE DECK GROOVING	SQ YD	446		446
		50300280	CONCRETE ENCASEMENT	CU YD	10.8		10.8
		50300300	PROTECTIVE COAT	SQ YD	446		446
		50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	52.8		52.8

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PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 3 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	3
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

SPECIALTY ITEM	SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE	
						ROADWAY 0004 URBAN	BRIDGE 0014 URBAN
		50400305	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SQ FT	2,927		2,927
		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	36,570		36,570
*		50901050	STEEL RAILING, TYPE SM	FOOT	163		163
		51201600	FURNISHING STEEL PILES HP12 X 53	FOOT	834		834
		51202305	DRIVING PILES	FOOT	834		834
		51203600	TEST PILE STEEL HP12X53	EACH	4		4
		51204650	PILE SHOES	EACH	24		24
		51500100	NAME PLATES	EACH	1		1
		54262712	METAL FLARED END SECTIONS 12"	EACH	2	2	
		550B0050	STORM SEWERS, CLASS B, TYPE 1 12"	FOOT	139	139	
		59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	34		34
		60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2	2	
		60100945	PIPE DRAINS 12"	FOOT	50	50	
		60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	1	1	
		60235300	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	2	2	
		60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1	
		60240215	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	EACH	2	2	
*		63100075	TRAFFIC BARRIER TERMINAL, TYPE 5A	EACH	2	2	
*		63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	
		67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	4	4	
		67100100	MOBILIZATION	LSUM	1	1	
	S	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	56	56	
*		72000100	SIGN PANEL - TYPE 1	SQ FT	6	6	
*		72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	4	4	
*		72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2	
*		72501000	TERMINAL MARKER- DIRECT APPLIED	EACH	2	2	
*		72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	30	30	
*		78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,288	1,288	
*		78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	13	13	
	S	X0322584	REVETMENT MAT REMOVAL	SQ YD	320		320
	S	X0324079	EXISTING FIELD TILE REMOVAL	FOOT	50	50	
	S	X0326806	WASHOUT BASIN	LSUM	1	1	

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PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

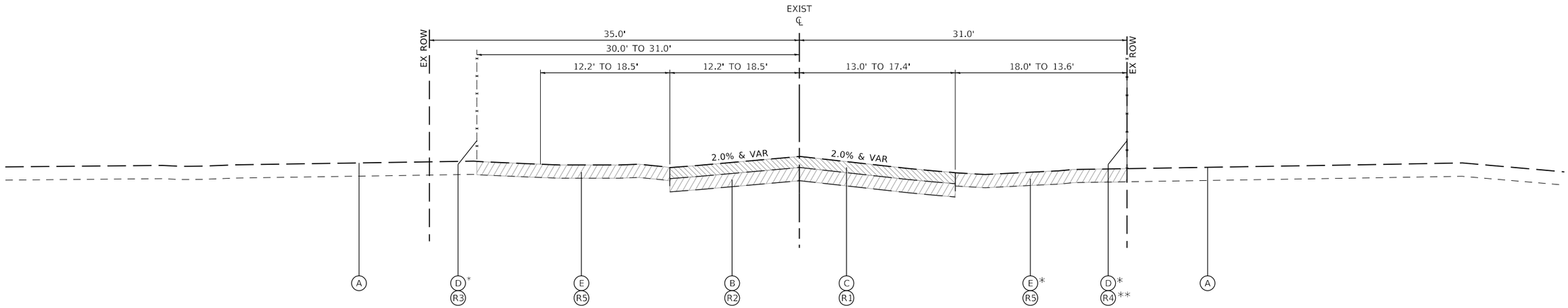
RURAL STREET OVER INDIAN CREEK
SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 3 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	4
		CONTRACT NO.61F31		
		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

SPECIALTY ITEM	SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE ROADWAY 0004 URBAN	BRIDGE 0014 URBAN
	S	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	100	100	
	S	X2800500	INLET PROTECTION, SPECIAL	EACH	3	3	
	S	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	2	2	
	S	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	2	2	
	S	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	326		326
	S	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	43		43
	S	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1	1	
*	S	X6311205	TRAFFIC BARRIER TERMINAL, TYPE 5A (SPECIAL)	EACH	2	2	
*	S	X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	42	42	
	S	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1	
*	S	XX000882	WOOD FENCE	FOOT	67	67	
	S	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1	
	S	Z0022800	FENCE REMOVAL	FOOT	58	58	
	S	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42.5	42.5	
	S	Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	271	271	
	S	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	125		125
	S	Z0066500	STABILIZED DRIVEWAYS 7"	SQ YD	60	60	
	S	Z0066700	STABILIZED DRIVEWAYS 10"	SQ YD	174	174	



*TOPSOIL EXCAVATION NOTE

TOPSOIL EXCAVATION SHALL EXTEND TO THE EXISTING FENCE LINE OR TO THE EXISTING RIGHT-OF-WAY LINE IN LOCATION WHERE THERE IS NO FENCING.

EXISTING TYPICAL SECTION NO. 1

RURAL STREET
STA. 108+78.00 TO STA. 109+44.13
BRIDGE OMISSION
STA. 110+75.95 TO 111+25.00

** FENCE REMOVAL

STA. 109+06.1 TO STA. 109+41.1, RT.
STA. 109+58.7 TO STA. 109.90.70, RT.

LEGEND, EXISTING

- (A) EXISTING GROUND LINE
- (B) EXISTING STONE SUBBASE, 6"
- (C) EXISTING ASPHALT PAVEMENT, 5"
- (D) EXISTING FENCE, 6' OR 8'
- (E) EXISTING TOPSOIL, 6" AVG.

LEGEND, REMOVALS

- (R1) PAVEMENT REMOVAL, FULL DEPTH (HMA)
- (R2) GRANULAR BASE TO BE REMOVED (PAID AS EARTH EXCAVATION)
- (R3) FENCING TO REMAIN
- (R4) 6' WOOD FENCE REMOVAL (TO BE PAID AS FENCE REMOVAL)
- (R5) TOPSOIL TO BE REMOVED, 6" (TO BE PAID AS EARTH EXCAVATION)

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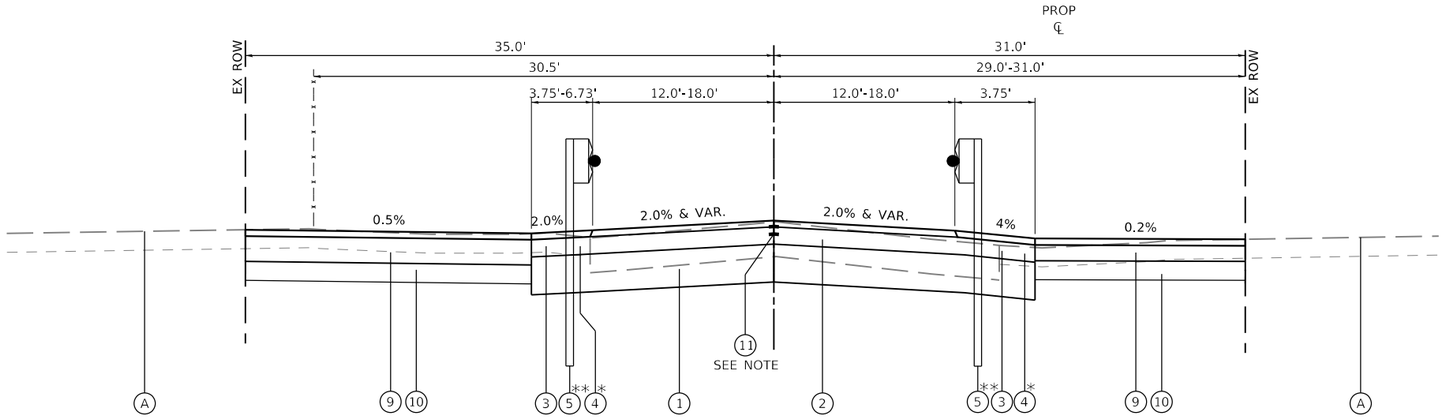
	DRAWN - RMS	REVISED -	
PLOT SCALE = 1:10	CHECKED - DB	REVISED -	
PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
EXISTING TYPICAL SECTIONS

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	6
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

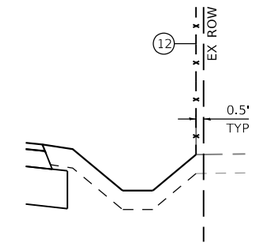


PROPOSED TYPICAL SECTION NO. 1

RURAL STREET
STA. 108+78.00 TO STA. 109+54.28
BRIDGE OMISSION
STA. 110+65.77 TO 111+25.00, LT

* AGGREGATE SHOULDER
STA. 110+61.7 TO STA. 110+71.1 LT

** GUARDRAIL
STA. 109+27.9 TO STA. 109+65.1 LT
STA. 109+55.2 TO STA. 109+72.5 RT
STA. 110+53.9 TO STA. 111+04.7 RT
STA. 110+47.6 TO STA. 110+70.1 LT



PROPOSED WOOD FENCE TYPICAL SECTION NO. 3

RURAL STREET
STA. 109+06.1 TO STA. 109+41.1, RT.
STA. 109+58.7 TO STA. 109+90.7, RT.

LONGITUDINAL JOINT SEALANT NOTE

FOR FULL-DEPTH HMA PAVEMENTS, THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE LIFT AND UNDER THE TOP BINDER LIFT.

STRUCTURAL PAVEMENT DESIGN

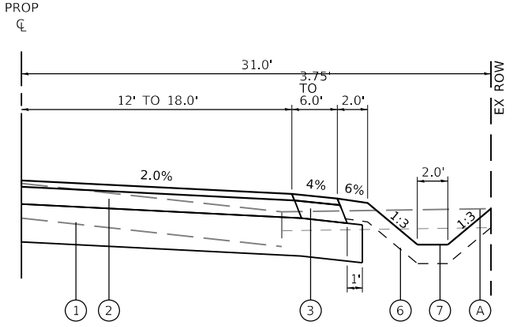
STRUCTURAL DESIGN TRAFFIC: Year 2028
PV = 2,310 SU = 76 MU = 152
ROAD/STREET CLASSIFICATION: Class 2
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 91 S = 3 M = 6
TRAFFIC FACTOR: Actual TF = 0.68 AC Type = PG 64-22
Minimum TF = NO MIN
PG GRADE: Binder = PG 64-22 Surface = PG 64-22
SUBGRADE SUPPORT RATING: SSR = POOR

HOT-MIX ASPHALT MIXTURE REQUIREMENTS - RURAL STREET

ITEM	AIR VOIDS @ Ndes
HMA PAVEMENT (FULL-DEPTH), 7 1/2"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE (IL-19 mm), 5 1/2"	4% @ 50 GYR.
HMA SHOULDERS, 7 1/2"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.
HOT-MIX ASPHALT SHOULDER (HMA BINDER IL-19 mm), 5 1/2"	4% @ 50 GYR.
STABILIZED DRIVEWAYS, 10" (COMMERCIAL DRIVEWAY)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 8"	4% @ 50 GYR.
STABILIZED DRIVEWAYS, 7" (PRIVATE DRIVEWAY)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 5"	4% @ 50 GYR.
PAVMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLABS	
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm),	4% @ 50 GYR.

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

THE AC TYPE FOR NON-POLYMERIZED HMA SHALL BE "PG64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIAL SEE SPECIAL PROVISIONS.



PROPOSED DITCH GRADING TYPICAL SECTION - NO. 2

RURAL STREET
STA. 108+78.0 TO STA. 108+92.9, RT
STA. 109+03.9 TO STA. 109+42.2, RT
STA. 109+55.2 TO STA. 109+68.7, RT
STA. 110+59.3 TO STA. 111+25.0, RT

STA. 109+09.4 TO STA. 109+60.8, LT
STA. 110+52.6 TO STA. 110+68.0, LT

LEGEND, EXISTING

(A) EXISTING GROUND

LEGEND, PROPOSED

(1) AGGREGATE SUBGRADE IMPROVEMENT 12"
(2) HOT-MIX ASHALT PAVEMENT (FULL-DEPTH), 7 1/2"
2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
5 1/2" HOT-MIX ASPHALT BINDER COURSE, N50
(3) HOT-MIX ASPHALT SHOULDERS, 7 1/2"
2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
5 1/2" HOT-MIX ASPHALT BINDER COURSE, N50
(4) AGGREGATE SHOULDERS, TYPE B 7"
(5) GUARDRAIL TERMINAL OR STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS) W/ GUARDRAIL REFLECTORS, TYPE A
(6) TOPSOIL FURNISH & PLACE, 6"
(7) SEEDING (OF THE CLASS SPECIFIED) W/ FERTILIZER & EROSION CONTROL BLANKET
(8) EMBANKMENT
(9) STABILIZED DRIVEWAYS, 7" OR 10"
(10) SUBBASE GRANULAR MATERIAL, TYPE B 6"
(11) LONGITUDINAL JOINT SEALANT - SEE NOTE
(12) WOOD FENCE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
PROPOSED TYPICAL SECTIONS

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	7
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

EARTHWORK SUMMARY

LOCATION	EARTHWORK				TOPSOIL			SUBGRADE IMPROVEMENT		
	20200100			20300100	20200100			20201200	30300001	210010000
	EARTHWORK EXCAVATION	EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-)	CHANNEL EXCAVATION	TOPSOIL EXCAVATION & PLACEMENT	TOPSOIL EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-) (NO SHRINKAGE)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	AGGREGATE SUBGRADE IMPROVEMENT	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)
MAINLINE	295.0	7.0	244.0		43.0	31.0	12.0			
CHANNEL				384.0						
R.E. DISCRETION								45.0	45.0	135.0
TOTAL	295.0	7.0	244.0	384.0	43.0	31.0	12.0	45.0	45.0	135.0

NOTE 1: DUE TO LIMITED SPACE WITHIN THE PROJECT LIMITS AND THE RIGHT-OF-WAY AND THE ANTICIPATION THAT THE EXCAVATED TOPSOIL MATERIAL STRIPPED FROM THE SITE WILL NOT BE SUITABLE FOR USE AS THE TOP LAYER FOR TOPSOIL RESPREADING. THEREFORE, FOR THE PURPOSE OF ESTIMATING TOPSOIL PLACEMENT QUANTITIES IT IS ASSUMED THE TOP LIFT OF TOPSOIL MATERIAL WILL HAVE TO BE FURNISHED FROM OFF-SITE AND WILL BE PAID FOR AS "TOPSOIL FURNISH AND PLACE, 6"."

NOTE 2: FOR THIS PROJECT, TOPSOIL EXCAVATION WILL BE PAID FOR AS "EARTH EXCAVATION".

NOTE 3: FOR THIS PROJECT, CHANNEL EXCAVATION HAS BEEN CALCULATED FROM THE BOTTOM OF THE EXISTING REVETMENT MAT TO THE BOTTOM OF THE PROPOSED RIPRAP BEDDING.

EARTHWORK GENERAL NOTES

ALL EARTHWORK QUANTITIES ARE CALCULATED BY THE METHOD OF AVERAGE END AREAS USING THE PLAN CROSS SECTIONS.

SHRINKAGE FACTOR, ASSUMED TO BE 15% FOR THIS PROJECT IS ESTIMATED FOR THE PURPOSE OF DETERMINING A BALANCE OF EARTHWORK. THE CONTRACTOR SHALL ESTIMATE HIS OWN SHRINKAGE FACTORS IN DETERMINING HIS EARTHWORK. NO PAYMENT WILL BE MADE ON EARTHWORK QUANTITIES DUE TO VARIATION IN THE SHRINKAGE FACTOR SINCE EARTHWORK IS MEASURED IN ITS FINAL POSITION.

NO SHRINKAGE FACTOR WAS APPLIED WHEN CALCULATING TOPSOIL QUANTITIES.

PAVEMENT CONDITIONS WERE BASED ON BORINGS AND CORING LOGS PROVIDED BY THE REPORT OF SOILS EXPLORATION PREPARED BY TESTING SERVICE CORPORATION DATED JUNE 16, 2016.

THE AVERAGE THICKNESS OF FOUR (4) INCHES OF TOPSOIL WAS ASSUMED ON THIS PROJECT FOR THE PURPOSE OF CALCULATING TOPSOIL EXCAVATION QUANTITIES.

TOPSOIL STRIPPING WILL MEASURED FOR PAYMENT AS "EARTH EXCAVATION".

EARTH EXCAVATION WILL ALSO INCLUDE ALL AGGREGATE BASE COURSES, AGGREGATE SUB-BASE'S, AGGREGATE SURFACES AND AGGREGATE SHOULDERS.

UNDERCUTS WILL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL". AFTER TOPSOIL STRIPPING AND VEGETATION CLEARING ARE COMPLETE AND PRIOR TO UNDERCUTTING, THE SUBGRADE WILL BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER IN ACCORDANCE WITH THE IDOT SUBGRADE STABILITY MANUAL TO DETERMINE REMEDIAL TREATMENT.

TESTING OF SUBGRADES AND EMBANKMENTS WILL BE REQUIRED. TESTING REQUIREMENTS WILL BE PER THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND THE SUBGRADE STABILITY MANUAL. IF PROOF ROLLS ARE REQUIRED THEY WILL BE AS DIRECTED BY THE ENGINEER,

IN ADDITION TO ANY AREAS SHOWN ON THE PLANS, 45 CY OF ADDITIONAL AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR LOCATIONS WHERE SOILS ARE DETERMINED TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE SOILS ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL AND PROOF ROLL. IF UNSUITABLE AND/OR UNSTABLE MATERIALS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.

EARTH AND TOPSOIL EXCAVATION SHALL BE PAID FOR ONLY ONCE, REGARDLESS OF STAGING OR SEQUENCING OF CONTRACTORS OPERATIONS THAT REQUIRE TEMPORARY STOCKPILING OF MATERIALS FOR LATER USE FOR REDISTRIBUTION AND RESPREADING IN SHOULDERS AND CONSTRUCTING OF EMBANKMENTS.

EXCAVATION INCLUDES EXCAVATIONS, TEMPORARILY STOCKPILING, PLACEMENT IN ITS FINAL POSITION AND TRANSPORTING SURPLUS MATERIALS OFF-SITE.

THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
SCHEDULE OF QUANTITIES

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	8
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

FILE NAME = W:\Projects\2016\160285 RuralStPhillcrad\CivilDgn\Shts\160285-SCH-01.dgn

EARTHWORK SCHEDULE

LOCATION	END AREAS					TOPSOIL			EARTHWORK				SUBGRADE IMPROVEMENT		
	TOPSOIL STRIPPING (TSS)	TOPSOIL EMBANKMENT	EXCAVATION (CUT)	EMBANKMENT (FILL)	UNDERCUT	20200100 TOPSOIL EXCAVATION & PLACEMENT	TOPSOIL EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-) (NO SHRINKAGE)	20200100 EARTHWORK EXCAVATION	EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-)	20300100 CHANNEL EXCAVATION	20201200 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	30300001 AGGREGATE SUBGRADE IMPROVEMENT	210010000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)
MAINLINE															
108+50.00	0.0	0.0	0.0	0.0											
108+78.00	2.1	1.3	36.7	0.5		1.1	0.7	0.4	19.0	0.3	15.9				
109+00.00	0.0	0.0	43.3	0.9		0.9	0.5	0.4	32.6	0.6	27.1				
109+25.00	14.4	11.0	42.0	1.0		6.7	5.1	1.6	39.5	0.9	32.7				
109+49.16	7.9	4.4	36.7	1.6		10.0	6.9	3.1	35.2	1.2	28.7				
109+61.81	7.4	9.0	21.4	5.4		3.6	3.1	0.5	13.6	1.6	10.0				
OMIT BRIDGE															
110+58.27	6.5	11.2	24.5	8.1											
110+70.00	6.6	4.5	46.9	0.4		2.8	3.4	-0.6	15.5	1.8	11.4				
111+00.00	6.9	4.6	52.5	0.3		7.5	5.0	2.5	55.2	0.4	46.5				
111+25.00	7.0	4.6	64.9	0.0		6.4	4.2	2.2	54.3	0.1	46.1				
111+50.00	0.0	0.0	0.0	0.0		3.3	2.1	1.2	30.0	0.0	25.5				
						0.0	0.0	0.0	0.0	0.0	0.0				
CHANNEL															
9+24.01			103.0												
9+30.12			105.5									23.6			
9+36.26			178.0									32.2			
9+55.57			169.0									124.1			
9+74.89			163.9									119.1			
9+82.97			158.9									48.3			
9+91.06			81.4									36.0			
SHRINKAGE FACTOR			**15%**		**TOTAL**	**42.3**	**31.0**	**11.3**	**294.9**	**6.9**	**243.8**	**383.3**	**0.0**	**0.0**	**0.0**
					ADJ. TOTAL	**43.0**	**31.0**	**12.0**	**295.0**	**7.0**	**244.0**	**384.0**	**0.0**	**0.0**	**0.0**

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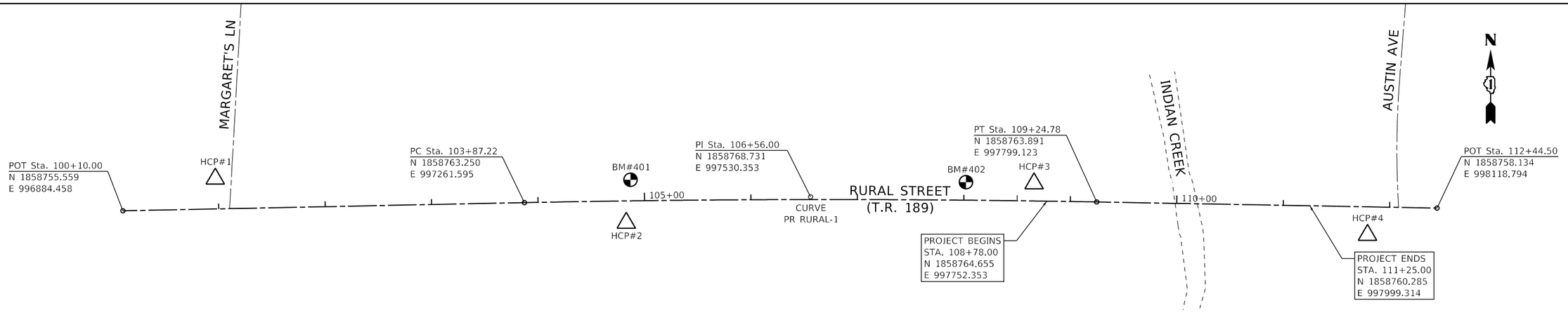
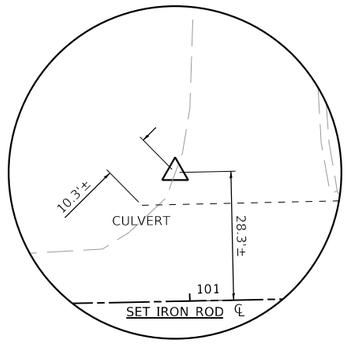
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
SCHEDULE OF QUANTITIES

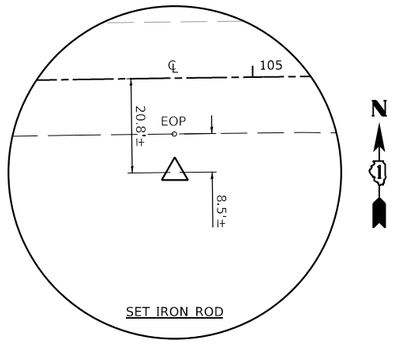
SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	9
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

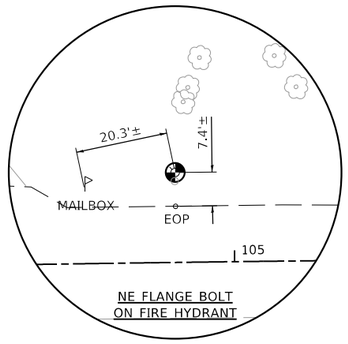




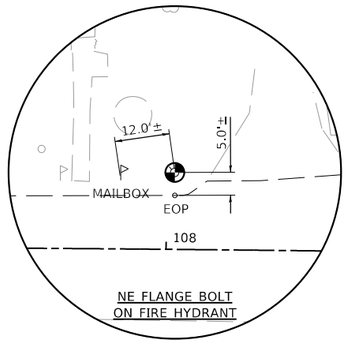
HORIZONTAL CONTROL
POINT NO. 1



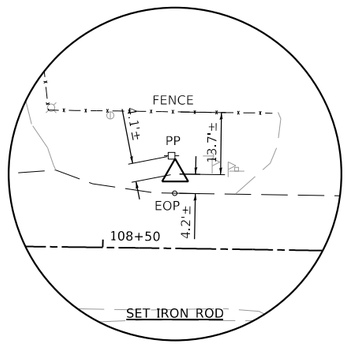
HORIZONTAL CONTROL
POINT NO. 2



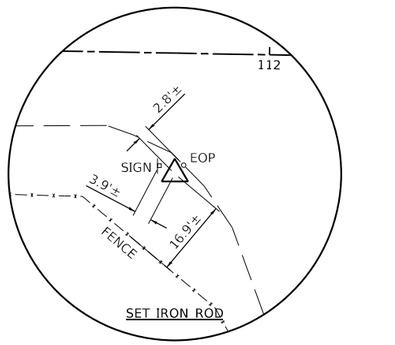
BENCH MARK
POINT NO. 401



BENCH MARK
POINT NO. 402



HORIZONTAL CONTROL
POINT NO. 3



HORIZONTAL CONTROL
POINT NO. 4

VERTICAL REFERENCE MARK

NATIONAL GEODETIC SURVEY BENCH MARK: MF0020 (B20)
LOCATED IN AURORA, KANE COUNTY, ON STATE HIGHWAY 31, AT THE WEST SIDE OF WILDER PARK, IN THE CENTER OF THE BASE OF THE PIONEER MEMORIAL, 45 FEET EAST OF THE CENTERLINE OF THE HIGHWAY, AND ABOUT 1 1/2 FEET ABOVE THE GROUND. A STANDARD DISK, STAMPED B 20 1934.

ELEVATION = 677.83

DATUM: NAVD 88 (GEOID12B)

LEGEND

= BENCH MARK (BM) LOCATION

= HORIZONTAL CONTROL POINT (HCP) LOCATION

CURVE DATA

PROP. CURVE PR_RURAL-1
PI STA. = 106+56.03
! = 2° 12' 00" (RT)
D = 0° 24' 33"
R = 14,000.00'
T = 268.81'
L = 537.56'
E = 2.58'
P.C. STA. = 103+87.22
P.T. STA. = 109+24.78

HORIZONTAL CONTROL POINTS (NAD 83)

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1858785.683	996971.190	693.890	PR_RURAL	100+97.33	28.35' LT	SET IRON ROD
2	1858744.117	997357.223	692.020	PR_RURAL	104+82.58	20.75' RT	SET IRON ROD
3	1858781.206	997740.259	690.720	PR_RURAL	108+65.68	16.38' LT	SET IRON ROD
4	1858732.726	998053.476	686.490	PR_RURAL	111+79.65	26.58' RT	SET IRON ROD

BENCH MARKS (NAVD 88)

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1858784.724	997361.262	693.97	PR_RURAL	104+87.16	19.79' LT	NE FLANGE BOLT ON FIRE HYDRANT
402	1858782.493	997676.286	693.08	PR_RURAL	108+01.77	16.93' LT	NE FLANGE BOLT ON FIRE HYDRANT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
ALIGNMENT, TIES & BENCHMARKS

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	10
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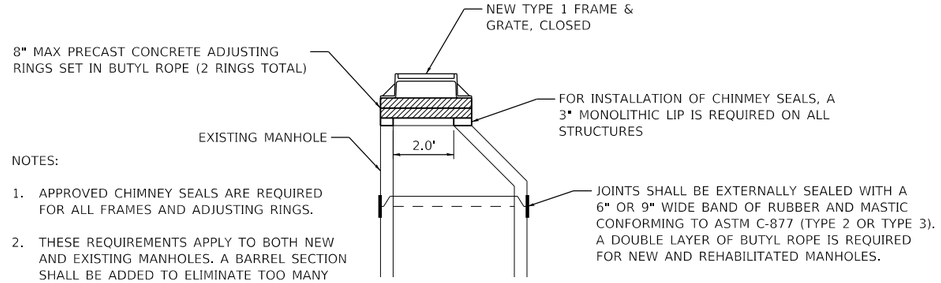

NOTES:

1. APPROVED CHIMNEY SEALS ARE REQUIRED FOR ALL FRAMES AND ADJUSTING RINGS.
2. THESE REQUIREMENTS APPLY TO BOTH NEW AND EXISTING MANHOLES. A BARREL SECTION SHALL BE ADDED TO ELIMINATE TOO MANY ADJUSTMENT RINGS ON EXISTING MANHOLES.

SANITARY MANHOLE ADJUSTMENT DETAIL

N

0 20 40 60
SCALE IN FEET

WATERS EDGE (TYP)
WATERS OF THE U.S. (TYP)
INDIAN CREEK
AUSTIN AVE
EX ROW
REVETMENT MAT REMOVAL (165 SQ YD) (SEE EX STRUCTURAL PLANS SHEET 40)
EX MAILBOX TO BE RELOCATED
REMOVE SIGN PANEL ASSEMBLY - TY A (OM-3L)
AGG DRIVEWAY REMOVAL (FULL DEPTH) 75 SQ YD
EX STRUCTURE REMOVAL (INCLUDES BRIDGE RAIL & GUARDRAIL) (SEE STRUCTURAL PLANS)
REMOVE SIGN PANEL ASSEMBLY - TY A (OM-3R) RELOCATE SIGN PANEL ASSEMBLY - TY A (INDIAN CREEK SIGN)
AGG DRIVEWAY REMOVAL (FULL DEPTH) 132 SQ YD
RURAL ST (T.R. 189)
HMA SURFACE
107 108 109 110+00 111 112
PROJECT BEGINS STA 108+78.00
PROJECT ENDS STA 111+25.00
HMA SURFACE
PAVEMENT REMOVAL (FULL DEPTH - HMA) 309 SQ YD
AGG DRIVEWAY REMOVAL (FULL DEPTH) 24 SQ YD
FENCE REMOVAL (6' WOOD) 36 LF
AGG DRIVEWAY REMOVAL (FULL DEPTH) 48 SQ YD
SANITARY SEWER MANHOLE TO BE ADJUSTED (1 EA) (SEE DETAIL, THIS SHEET)
PIPE CULVERT REMOVAL, 10" (CMP) 53 LF
TREE REMOVAL (TYP)
FENCE REMOVAL (6' WOOD) 22 LF
REMOVE SIGN PANEL ASSEMBLY - TY A (OM-3R) RELOCATE SIGN PANEL ASSEMBLY - TY A (INDIAN CREEK SIGN)
REMOVE SIGN PANEL ASSEMBLY - TY A (OM-3L)
REVETMENT MAT REMOVAL (155 SQ YD) (SEE EX STRUCTURAL PLANS SHEET 39)
PAVEMENT REMOVAL (FULL DEPTH - HMA) 325 SQ YD
REM
REL

SIGN AND GUARDRAIL REMOVAL NOTE

ALL SIGNS AND GUARDRAIL NOTED TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF OFF-SITE.

LEGEND

- PAVEMENT REMOVAL
- AGGREGATE DRIVEWAY REMOVAL (PAID AS EARTH EXCAVATION)
- AGGREGATE SHOULDER REMOVAL (PAID AS EARTH EXCAVATION)
- REVETMENT MAT REMOVAL
- LINEAR ITEM REMOVAL (AS SPECIFIED)
- TREE REMOVAL
- REL — ITEM TO BE RELOCATED (AS SPECIFIED)
- REM — ITEM TO BE REMOVED (AS SPECIFIED)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
REMOVAL PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 108+78.00 | TO STA. 111+25.00

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	11
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

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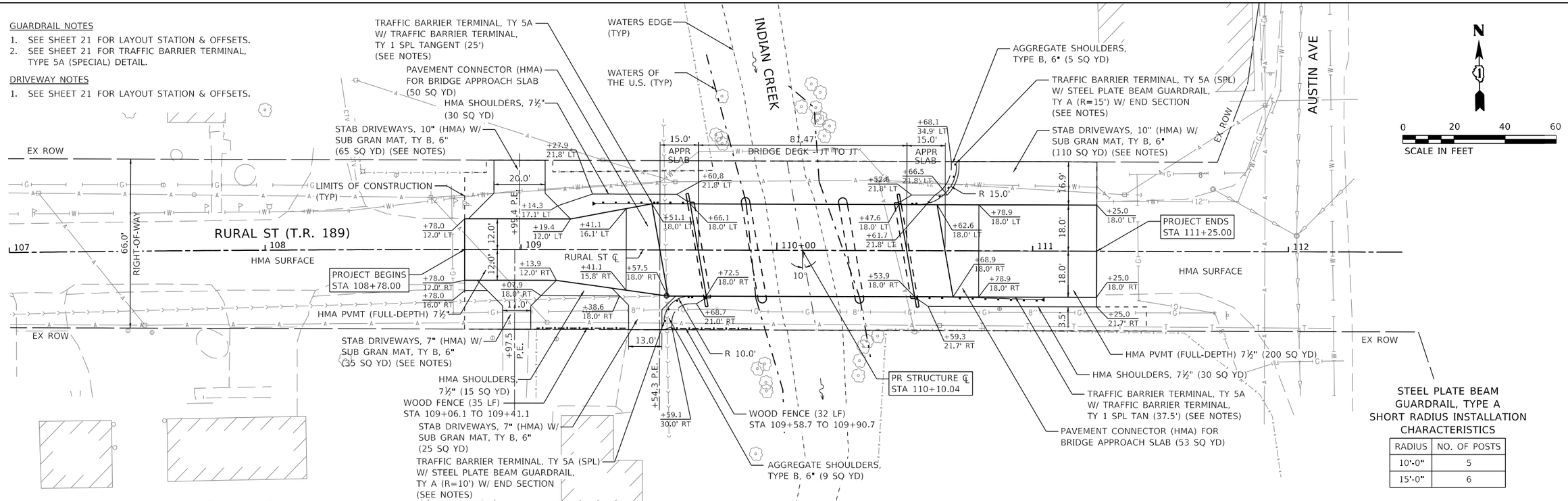
GUARDRAIL NOTES

1. SEE SHEET 21 FOR LAYOUT STATION & OFFSETS.
2. SEE SHEET 21 FOR TRAFFIC BARRIER TERMINAL, TYPE 5A (SPECIAL) DETAIL.

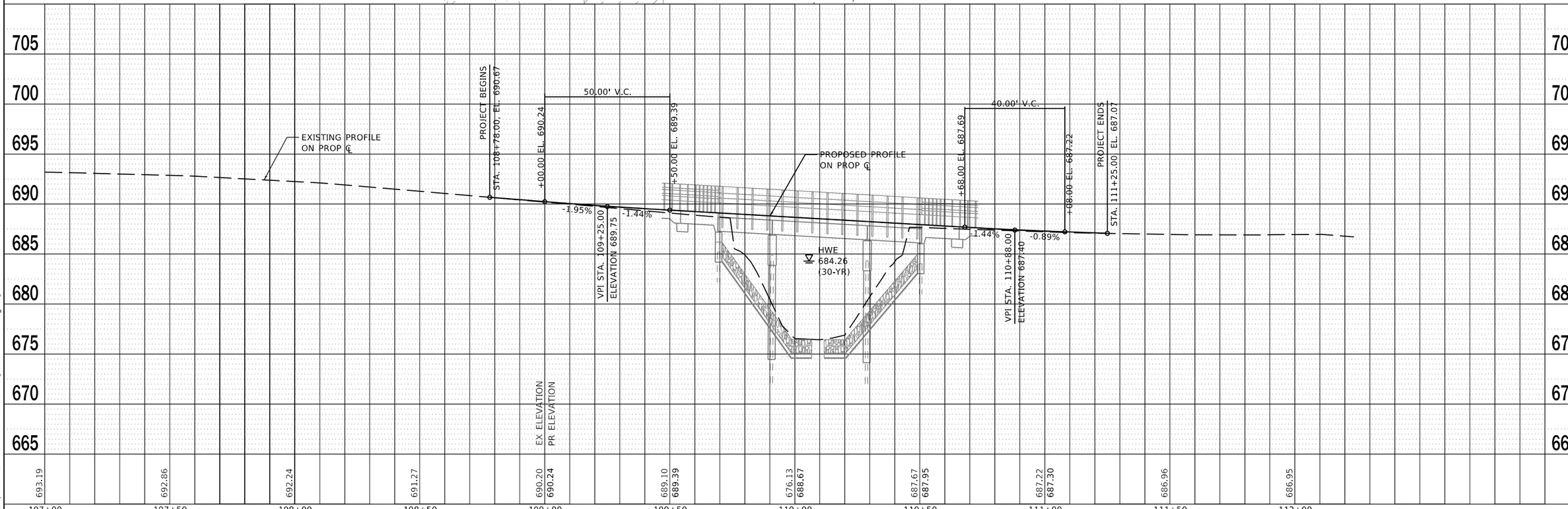
DRIVEWAY NOTES

1. SEE SHEET 21 FOR LAYOUT STATION & OFFSETS.



STEEL PLATE BEAM GUARDRAIL, TYPE A SHORT RADIUS INSTALLATION CHARACTERISTICS

RADIUS	NO. OF POSTS
10'-0"	5
15'-0"	6



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	PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
PLAN & PROFILE

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 108+78.00 | TO STA. 111+25.00

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	12
		CONTRACT NO.61F31		
		ILLINOIS FED. AID PROJECT		

PLAN — DATE | BY | SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO.

PROFILE — DATE | BY | SURVEYED | PLOTTED | PROFILE CHECKED | BM: NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO.

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GENERAL NOTES:

1. THE CONTRACTOR SHALL CONSTRUCT AND MAINTAIN AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS TO PRIVATE ENTRANCES. THE TEMPORARY CLOSURE OF PRIVATE ENTRANCES WILL BE LIMITED TO THE DURATION OF THE CONSTRUCTION DIRECTLY IN FRONT OF THE ENTRANCE. THE ENTRANCE(S) SHALL BE OPEN AT THE END OF THE WORK DAY OR AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL COORDINATE CLOSURES WITH THE ENGINEER AND PROPERTY OWNER A MINIMUM OF SEVEN (7) DAYS IN ADVANCE OF THE CLOSURE.

2. AGGREGATE SURFACE FOR TEMPORARY ACCESS WILL BE MEASURED FOR PAYMENT FOR EACH PRIVATE ENTRANCE CONSTRUCTED FOR THE PURPOSE OF TEMPORARY ACCESS. TEMPORARY AGGREGATE SURFACE COURSE SHALL BE PAID FOR AT THE CONTRACT UNIT COST EACH FOR TEMPORARY ACCESS (PRIVATE ENTRANCE) AND TEMPORARY ACCESS (COMMERCIAL ENTRANCE).

3. THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES, AS SPECIFIED BY THE SPECIAL PROVISIONS, SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

TEMPORARY ROAD CLOSURE DURATION

THE CONTRACT DOCUMENTS WILL ALLOW THE ROADWAY CLOSURE DETAILED IN THESE PLANS TO REMAIN IN PLACE FOR THE DURATION OF TIME SPECIFIED IN THE SPECIAL PROVISION FOR "COMPLETION DATE PLUS WORKING DAYS". THE CONTRACTOR WILL BE EXPECTED TO COMPLETE ALL PROPOSED WORK RELATED TO THE CONSTRUCTION OF THE PROPOSED BRIDGE AND ROADWAY DURING THIS CLOSURE. THE ROADWAY MUST HAVE HMA SURFACE COURSE PLACED AND THE GUARDRAIL INSTALLED BEFORE THE ROADWAY IS OPENED TO TRAFFIC.

CHANGEABLE MESSAGE SIGN

A CHANGEABLE MESSAGE SIGN WILL BE PLACED AT THE END OF THE PROJECT FOR THE DURATION OF TIME SPECIFIED IN THE SPECIAL PROVISION FOR "CHANGEABLE MESSAGE SIGN". THE FINAL LOCATION OF EACH SIGN SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

TEMPORARY INFORMATION SIGN

THE CONTRACTOR SHALL ERECT A TEMPORARY INFORMATION SIGN ON THE EAST AND WEST SIDES OF THE PROJECT TO INFORM THE PUBLIC OF THE CONSTRUCTION DURATION. THE CONTRACTOR WILL COORDINATE WITH THE ENGINEER ON THE EXACT PLACEMENT OF THE SIGN. THE SIGN SHALL BE IN PLACE FOR THE ENTIRE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER. THE TEMPORARY SIGN WILL BE AS DIMENSIONED AND DETAILED ON THE ROAD CLOSURE PLAN. THE SIGNING, WHICH INCLUDES POST AND MOUNTING, WILL BE PAID AS TEMPORARY INFORMATION SIGNING PER SQ FT FOR EACH SIGN ERECTED. THE SIGN SHALL BE UPDATED IF THE COMPLETION DATE CHANGES.

CONTACTS

THE CONTRACTOR WILL BE REQUIRED TO COORDINATE ALL MAINTENANCE OF TRAFFIC OPERATIONS WITH ALL MUNICIPALITIES, TOWNSHIP, AND COUNTY ENTITIES WITHIN THE PROJECT LIMITS. THE FOLLOWING IS THE APPLICABLE LIST OF CONTACTS:

KANE COUNTY SHERIFF	DONALD E. KRAMER	630-232-6840
CITY OF AURORA POLICE DEPARTMENT	KRISTEN ZIMAN, POLICE CHIEF	630-256-5000
KANE CO. OFFICE OF EMERGENCY MANAGEMENT	DON BRYANT	630-232-5985
CITY OF AURORA FIRE DEPARTMENT	GARY KRIENTIZ, FIRE CHIEF	630-256-4000
EAST AURORA DISTRICT 131	JENNIER NORRELL, SUPERINTENDENT	630-299-5550
CITY OF AURORA PUBLIC WORKS	KEN SCHROTH, CITY ENGINEER	630-256-3200
UNITED STATES POSTAL SERVICE	POSTMASTER	800-275-8777

LIMITATIONS OF CONSTRUCTION

THE CONTRACTOR SHALL COORDINATE THE ITEMS OF WORK IN ORDER TO KEEP HAZARDS AND TRAFFIC INCONVENIENCES TO A MINIMUM, AS SPECIFIED BELOW:

1. IF THERE ARE CONSTRUCTION OPERATION COMPLETE OUTSIDE OF THE DURATION OF THE ROADWAY CLOSURE, THOSE CONSTRUCTION OPERATIONS WILL BE CONDUCTED SO ONE LANE IN EACH DIRECTION ON RURAL STREET REMAIN OPEN AT ALL TIMES.

2. THE CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN ALL THE NECESSARY SIGNS, BARRICADES, CONES, DRUMS, AND LIGHTS FOR THE WARNING AND PROTECTION OF TRAFFIC, AS REQUIRED BY SECTIONS 107 AND 701 THROUGH 703 OF THE STANDARD SPECIFICATIONS, OR AS MODIFIED BY THE ENGINEER.

3. THE CONTRACTOR SHALL FURNISH AND ERECT "ROAD CONSTRUCTION AHEAD" SIGNS (W20-I103 (O)-48) AT BOTH ENDS OF THE PROJECT AND AT ALL SIDE ROADS WITHIN THE LIMITS OF THIS SECTION WHEN WORKING IN THE VICINITY OF THE SIDE ROAD INTERSECTION.

KEEPING ROADS OPEN TO TRAFFIC

THE CONTRACTOR SHALL SCHEDULE HIS/HER SEQUENCE OF OPERATIONS TO PERMIT THE CONSTRUCTION OF THIS SECTION WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC. THE CONTRACTOR'S SCHEDULE SHALL REFLECT THE FOLLOWING REQUIREMENTS AND SEQUENCE OF CONSTRUCTION. THESE REQUIREMENTS FOLLOW THE SUGGESTED TRAFFIC CONTROL PLAN INCLUDED IN THE DRAWINGS.

RURAL STREET WILL BE COMPLETELY CLOSED TO TRAFFIC FOR THE DURATION SPECIFIED IN THE CONTRACT DOCUMENTS.

SEQUENCE OF CONSTRUCTION

IN GENERAL, THE STAGING OF CONSTRUCTION FOR THIS SECTION SHALL BE AS FOLLOWS:

MAJOR WORK ITEMS - STAGE 1 (ROADWAY CLOSURE) RURAL STREET

- COORDINATE UTILITY RELOCATES
- SET UP CHANGEABLE MESSAGE SIGNS AND INFORMATION SIGNS
- SET UP CLOSURE AS DETAILED IN THE PLANS
- SET UP TEMPORARY EROSION CONTROL MEASURES
- REMOVE EXISTING PAVEMENTS, BRIDGE STRUCTURE & WING WALLS
- CONSTRUCT THE PROPOSED BRIDGE AND WING WALLS
- CONSTRUCT EMBANKMENT, SUBGRADE AND AGGREGATE BASE COURSES
- CONSTRUCT UNDERDRAINS
- CONSTRUCT SHOULDERS AND PAVEMENTS (INCLUDING FINAL SURFACE)
- CONSTRUCT GUARDRAILS AND TRAFFIC BARRIER TERMINALS
- PLACE PERMANENT PAVEMENT MARKINGS**

MAJOR WORK ITEMS - STAGE 2 - RESTORATION

THESE OPERATIONS MAY TAKE PLACE AFTER THE ROADWAY IS OPEN TO TRAFFIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING THESE WORK OPERATIONS UNDER THE APPROPRIATE IDOT TRAFFIC CONTROL STANDARD.

- PLACE PERMANENT RESTORATION
- PLACE GUARDRAIL MARKER
- PLACE PERMANENT SIGNAGE
- FINALIZE PUNCH LIST AND SITE CLEANUP

** IF CONTRACTOR ELECTS TO COMPLETE PERMANENT PAVEMENT MARKING OUTSIDE OF THE CLOSURE PERIOD, THEN THE CONTRACTOR SHALL PLACE THE APPROPRIATE TEMPORARY PAVEMENT MARKINGS. ALL MARKINGS ON THE PERMANENT SURFACES SHALL BE TAPE. THERE WILL BE NO ADDITIONAL COMPENSATION FOR THE TEMPORARY PAVEMENT MARKINGS.

TRAFFIC CONTROL - IDOT STANDARD DRAWINGS

THE CONTRACTOR'S OPERATION MAY REQUIRE WORK THAT WILL NOT BE COMPLETED UNDER THE ROADWAY CLOSURE. UNDER THESE CIRCUMSTANCES THE CONTRACTOR WILL COMPLETE THE WORK UTILIZING THE APPLICABLE IDOT TRAFFIC CONTROL STANDARD. THE STANDARD APPLICATION WILL BE APPROVED BY THE ENGINEER. A LIST OF POTENTIAL STANDARD DRAWINGS HAS BEEN INCLUDED IN THE SPECIAL PROVISION FOR "TRAFFIC CONTROL PLAN". THE CONTRACTOR IS ENCOURAGED TO COMPLETE ALL WORK UNDER THE ROADWAY CLOSURE.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
MAINTENANCE OF TRAFFIC - ROAD CLOSURE NOTES

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	13
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF ROAD CLOSURE SIGNS

SIGN NO.	SIGN	MUTCD CODE-SIZE
1	ROAD CLOSED AHEAD	W20-3-4848
2	ROAD CLOSED XX FT	W20-3-4848
3	BRIDGE OUT XX XX AHEAD LOCAL TRAFFIC ONLY	R11-3B-6030
4	ROAD CLOSED TO THRU TRAFFIC	R11-4-6030
5	BRIDGE OUT	R11-2-4830 (MODIFIED)
6	ROAD CLOSED	R11-2-4830
7	Rural St CLOSED XX XX AHEAD	SPECIAL-(O)-6030
8	Rural St (EAST) BRIDGE OUT LOCAL TRAFFIC ONLY	SPECIAL-(O)-6030

R11-3B-6030

LEGEND

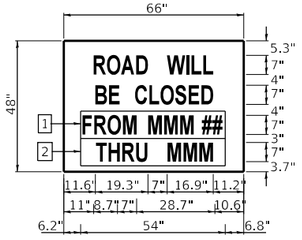
- TIS — TEMPORARY INFORMATION SIGN
- CMS — CHANGEABLE MESSAGE SIGN
- TRAFFIC FLOW
- TYPE III BARRICADE WITH TYPE A FLASHER
- TYPE A FLASHER
- W20 SERIES SIGN (NUMBER DENOTES TYPE)
- OTHER SIGN (NUMBER DENOTES TYPE)
- WORK ZONE

NOTE:

REFER TO DISTRICT STANDARD TC-21 FOR SIGN SPACING DETAILS.

TEMP. INFORMATION SIGN

TO BE PAID AS "TEMPORARY INFORMATION SIGNING"



MOT GENERAL NOTES

1. TYPE III BARRICADES SHALL BE AS SHOWN ON STANDARD 701901 "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD." EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
2. IF THE ROAD IS OPEN TO LOCAL TRAFFIC OR EXCEEDS 1000' (300 M), ANOTHER SET OF TYPE III BARRICADES, EQUIPPED AS IN NOTE 1 ABOVE, SHALL BE PLACED AT EACH END OF THE WORK AREA.
3. STANDARD 701901 SHALL APPLY FOR THE PLACEMENT & DESIGN OF TYPE III BARRICADES.
4. IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON AN NCHRP 350 TEMPORARY SIGN SUPPORT DIRECTLY IN FRONT OF THE BARRICADE.
5. REFLECTORIZED STRIPING SHALL APPEAR ON BOTH SIDES OF THE TY III BARRICADES IF ROAD IS OPEN TO LOCAL TRAFFIC.
6. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
7. A MINIMUM OF TWO FLASHING LIGHTS SHALL BE USED AT NIGHT ON EACH APPROACH IN ADVANCE OF THE WORK AREA. FLASHING LIGHTS SHALL BE INSTALLED ABOVE THE FIRST TWO SIGNS IN THE SERIES.
8. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
MAINTENANCE OF TRAFFIC - ROAD CLOSURE PLAN

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	14
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

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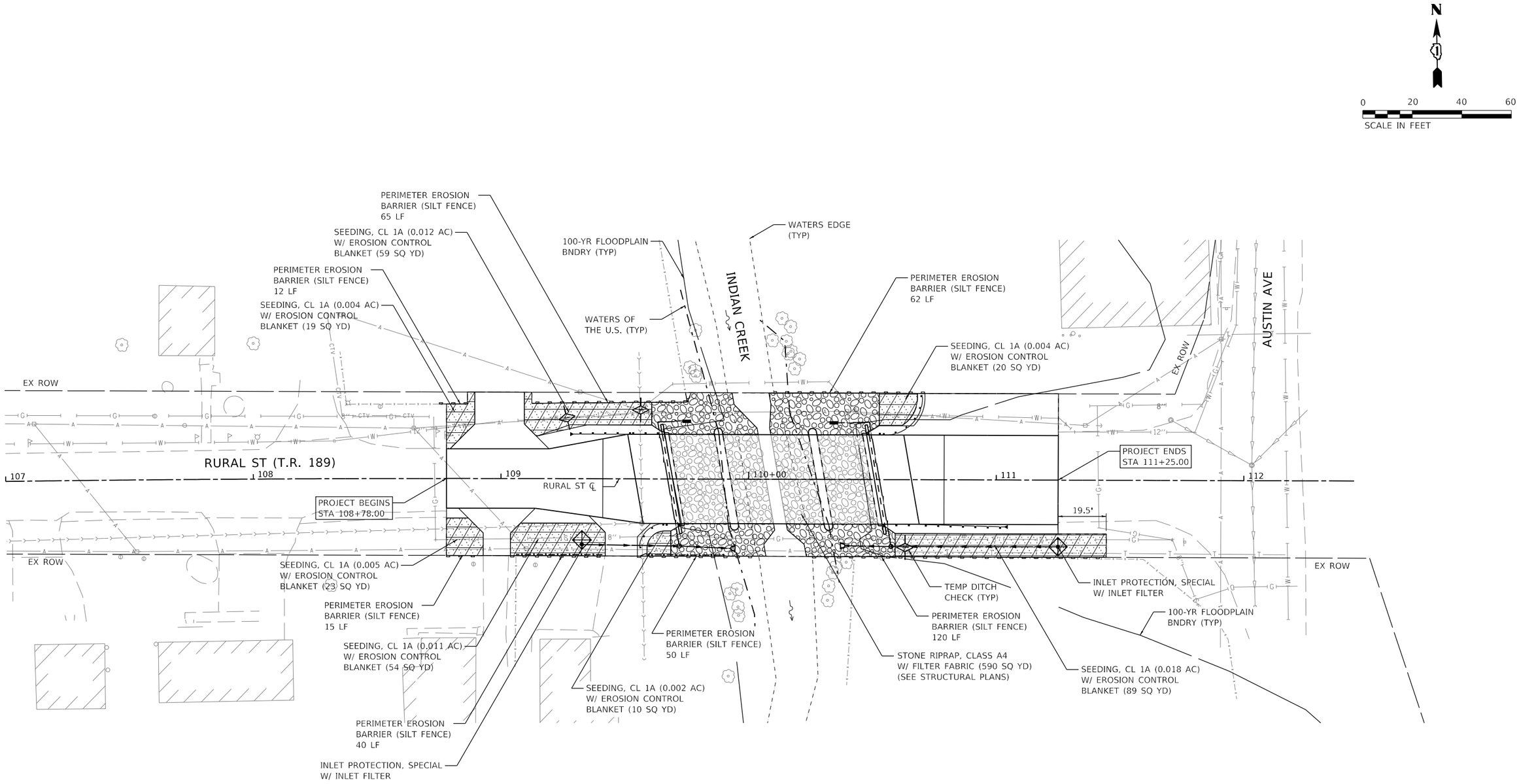

LEGEND

- STONE RIPRAP W/ FILTER FABRIC
- SEEDING, CL 1A W/ EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER (SILT FENCE)
- INLET PROTECTION, SPECIAL W/ INLET FILTER
- TEMPORARY DITCH CHECK (ROLLED EXCELSIOR)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
EROSION CONTROL & SEEDING PLAN

SCALE: 1"=20' | SHEET 1 OF 4 SHEETS | STA. 108+78.00 | TO STA. 111+25.00

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	15
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

EROSION CONTROL INSPECTION

ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND AFTER EACH ½" RAIN EVENT.

WINTER SHUT DOWN

A WINTER SHUT DOWN IS NOT ANTICIPATED FOR THIS PROJECT. BUT IN THE EVENT THAT UNAVOIDABLE CIRCUMSTANCES REQUIRE A WINTER SHUT DOWN, THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.

PERIMETER EROSION BARRIER (SILT FENCE)

PERIMETER EROSION CONTROL BARRIER (SILT FENCE) SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS. THE PERIMETER EROSION CONTROL BARRIER SHALL BE CONSTRUCTED AS DETAILED ON THE PLANS AND AS SPECIFIED IN SECTION 280 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

STOCKPILE LOCATIONS AND PROTECTING STOCK PILE AREAS

STOCKPILES SHOULD NOT BE PLACED IN OR NEAR CRITICAL AREAS, OR AREAS THAT HAVE HIGH POTENTIAL FOR CONTRIBUTING SEDIMENTS TO STORMWATER FACILITIES.

CONTRACTOR MAY OPT TO STOCKPILE MATERIAL. STAGING OF THE PROJECT IS AT THE DISCRETION OF THE CONTRACTOR AND COORDINATION OF STOCK PILES WILL BE WITH KANE COUNTY DIVISION OF TRANSPORTATION (KDOT) AND KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD). STOCKPILES OF SOIL AND OTHER CONSTRUCTION MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES, NOT BEING ACTIVELY WORKED AND TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

STABILIZED CONSTRUCTION AREA

TEMPORARY STABILIZATION OF THE CONSTRUCTION AREA SHOULD TAKE PLACE AT THE END OF EACH WORK DAY.

PERMANENT STABILIZATION OF THE CONSTRUCTION AREA SHALL BE COMPLETED WITHIN 7 DAYS OF FINAL GRADING.

WORK IN FLOWING WATER

NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS. SEE ADDITIONAL IN-STREAM NOTES.

DEWATERING

WHEN DEWATERING THE CONSTRUCTION AREA IS NECESSARY, ALL WATERS SHALL BE FILTERED BY USING FILTER BAGS OR AN ALTERNATIVE MEASURE APPROVED BY THE KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT. ALL FILTER BAGS MUST HAVE SECONDARY CONTAINMENT DEVICES, AND SHOULD BE PLACED ON LEVEL GROUND. WATER MUST HAVE SEDIMENT REMOVED BEFORE BEING ALLOWED TO RETURN TO THE ORIGINAL CREEK. THE DISCHARGE SHALL BE DESIGNED SO THAT RETURNING WATERS DO NOT CAUSE EROSION. THE CONTRACTOR WILL COORDINATE THE METHOD, DESIGN AND LOCATION OF THE DEWATERING PLAN AND FILTER BAG(S) WITH KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT AT THE PRE-CONSTRUCTION MEETING.

KEEPING PAVEMENTS CLEAN

THE CONTRACTOR WILL KEEP ALL PERMANENT PAVEMENT SURFACES CLEAN OF DIRT OR CONSTRUCTION DEBRIS. THE PAVEMENT SHALL BE CLEANED AT THE END OF EACH DAYS OPERATION OR MORE FREQUENTLY AS REQUIRED BY THE ENGINEER IF THE DEBRIS IS DEEMED TO BE A HAZARD TO THE MOTORING PUBLIC.

STABILIZED CONSTRUCTION ENTRANCE

THERE ARE NO STABILIZED CONSTRUCTION ENTRANCES ANTICIPATED FOR THIS PROJECT.

CONCRETE WASHOUT

A CONCRETE WASHOUT IS NEEDED FOR THIS PROJECT. IT SHOULD BE DRAWN ON THESE PLANS BY THE CONTRACTOR AT THE TIME OF INSTALLATION. WASHOUTS ARE TO BE CONSTRUCTED AND MAINTAINED IN A MANNER CONSISTENT WITH THE DETAILS ON THE PLANS AND THE LATEST EDITION OF THE ILLINOIS URBAN MANUAL.

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING				A				A				
					B	*	*		B			
DORMANT SEEDING	C										C	
TEMPORARY SEEDING			D									
EROSION CONTROL	E											

A. CLASS 1A

B. INCREASE SEEDING RATES BY 25% WHEN DORMANT SEEDING (NOT ANTICIPATED)

C. TEMPORARY SEEDING (PERENNIAL RYE GRASS, SPRING OATS)

D. TEMPORARY & EROSION CONTROL BLANKET (PERMANENT SEED AREAS, TEMPORARY SEED AREAS AS DIRECTED BY THE ENGINEER)

* IRRIGATION MAY BE NEEDED DURING JUNE AND JULY (INCLUDED IN SEEDING)

NOTE: SEEDING TO BE COMPLETED PER REQUIREMENTS OF SECTION 250 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGES AND THE SPECIAL PROVISIONS.

WATERWAY INFORMATION

Drainage Area = 10.7 sq. mi. Exist. Low Grade Elev. 686.91 @ Sta. 111+87
Prop. Low Grade Elev. 686.91 @ Sta. 111+87

Flood	*Freq. Yr.*	*Q C.F.S.*	*Opening Ft²*		*Nat.*	*Head – Ft.*		*Headwater El.*	
			Exist.	*Prop.*	*H.W.E.*	*Exist.*	*Prop.*	*Exist.*	*Prop.*
	2	*455*	*119*	*154*	*680.7*	*0.2*	*0.1*	*680.9*	*680.8*

GENERAL NOTES

A) UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION.

B) THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

C) A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

D) PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.

E) THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.

F) IT IS THE RESPONSIBILITY OF THE OWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

G) THE CONTRACTOR IS RESPONSIBLE FOR INDICATING THE CURRENT LOCATION OF THE CONCRETE WASHOUT AND ANY MODIFICATIONS TO THE LOCATIONS OR DETAILS OF EROSION AND SEDIMENT CONTROLS ON THESE PLANS.

H) ALL DROP INLETS ON AND ADJACENT TO THE SITE MUST HAVE SEDIMENT TRAPPING OR CONTAINMENT DEVICE INSTALLED DURING CONSTRUCTION ACTIVITIES. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD. PREFABRICATED DROP INLET PROTECTION SHOULD BE AS RESTRICTIVE AS THE ILLINOIS URBAN MANUAL STANDARD 861 FOR INLET PROTECTION.

CONTRACTOR SUBMITTAL

MEANS AND METHODS TO CONSTRUCT THE BRIDGE, CHANNEL AND OTHER APPURTENANT WORK IS THE CONTRACTORS RESPONSIBILITY. THE CONTRACTOR IS REQUIRED TO SUBMIT TO KDSWCD FOR APPROVAL ALL DRAWINGS AND/OR DETAILS SHOWING THE EXACT SEQUENCING, METHODS, AND LOCATIONS OF THE COFFERDAMS WHICH WILL INCLUDE DEWATERING AND FILTRATION METHODS.

IN-STREAM NOTES

SEE SHEET 17 FOR ADDITIONAL NOTES.

FILE NAME = W:\Projects\2016\160285 RuralStPhilIcaddd\CivilDgn\Sht\160285-EROS-02.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
EROSION CONTROL & SEEDING NOTES

SCALE: | SHEET 2 OF 4 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	16
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

IN-STREAM WORK

A. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.

B. THE PLAN WILL BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.

C. WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS (STEEL SHEETS, AQUA BARRIERS, RIPRAP AND GEOTEXTILE LINER, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.

D. THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER FLOWING WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.

E. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.

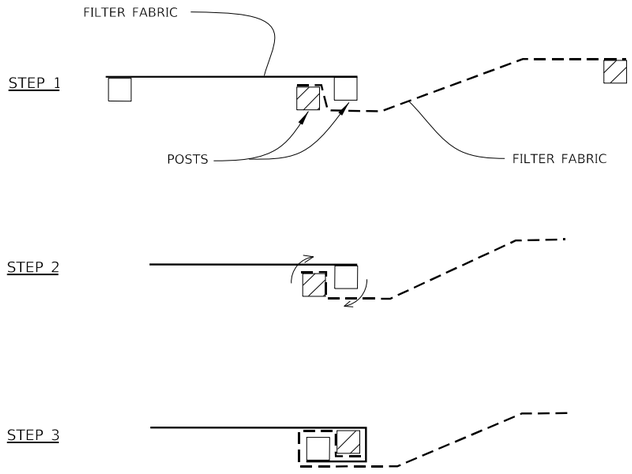
F. DURING DEWATERING OF THE COFFERED WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.

G. THE AREA FROM THE TOE TO THE TOP OF THE SIDE SLOPE SHALL BE TEMPORARILY STABILIZED DURING CONSTRUCTION TO REDUCE THE POTENTIAL FOR EROSION. ALL AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

DIVERSION AND DEWATERING

DIVERSION AND DEWATERING WORK SHALL CONSIST OF FURNISHING ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS TO INSTALL, MAINTAIN, AND OPERATE ALL NECESSARY DEWATERING SYSTEMS TO DIVERT, REMOVE WATER FROM THE CHANNEL REACH OR DESIGNED TO CONTROL SEDIMENT DISCHARGE IN DEWATERING APPLICATIONS WHERE WATER IS BEING PUMPED FOR THE CONSTRUCTION OF THE PROPOSED BRIDGE, HEADWALLS, STONE RIP RAP CHANNEL LINING AND OTHER WORK ASSOCIATED WITH CONSTRUCTION OF THE BRIDGE TO ASSURE THE WORK CAN BE COMPLETED IN THE DRY OR IN MANAGEABLE CONDITIONS AS APPROVED BY THE ENGINEER.

THIS ITEM WILL ALSO CONSIST OF CONSTRUCTING A DEWATERING FILTERING SYSTEM CONSISTING OF FILTRATION OR SEDIMENT BAGS FOR COLLECTING SEDIMENT FROM PUMPING OPERATIONS WITHIN COFFER DAMS AND SUMP PITS. CONSTRUCTION WATERS WILL INCLUDE, BUT NOT BE LIMITED TO, ALL WATERS GENERATED FROM THE INSTALLATION OF BRIDGE, HEADWALLS, DRAINAGE SYSTEMS, FOOTING AND AGGREGATE BASE CONSTRUCTION.



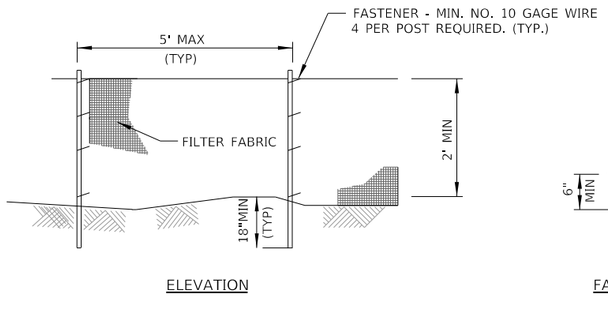
ATTACHING TWO SILT FENCES

PERIMETER EROSION BARRIER NOTES:

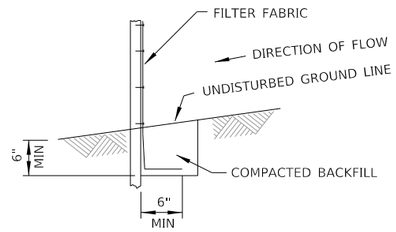
1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. CUT THE FABRIC NEAR THE BOTTOM OF THE STAKES TO ACCOMMODATE THE 6" FLAP.
4. DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP.
5. COMPACT BACKFILL (PARTICULARLY AT SPLICES) COMPLETELY TO PREVENT STORMWATER PIPING.

PERIMETER EROSION BARRIER (SILT FENCE) - SPLICING TWO FENCES

STD. IUM-620B
(SILT FENCE - SPLICING TWO FENCES)



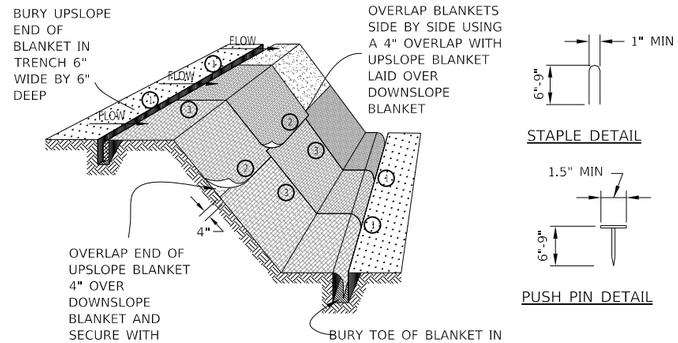
ELEVATION

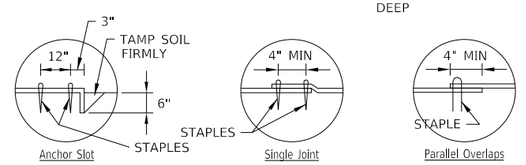


FABRIC ANCHOR DETAIL

PERIMETER EROSION BARRIER (SILT FENCE)

STD. IUM-620A
(SILT FENCE PLAN)





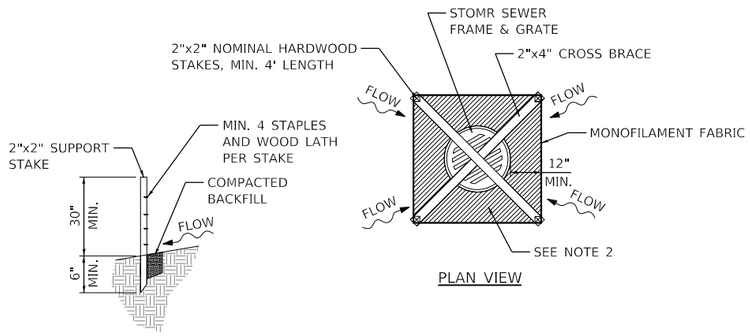
DETAIL 1 DETAIL 2 DETAIL 3

BLANKET NOTES:

1. STAPLES SHALL BE PLACED IN A DIAMOND PATTERN AT 2 PER S.Y. FOR STITCHED BLANKETS. NON-STICHED SHALL USE 4 STAPLES PER S.Y. OF MATERIAL. THIS EQUATES TO 200 STAPLES WITH STITCHED BLANKET AND 400 STAPLES WITH NON-STICHED BLANKET PER 100 S.Y. OF MATERIAL
2. STAPLE OR PUSH PIN LENGTHS SHALL BE SELECTED BASED ON SOIL TYPE AND CONDITIONS. (MINIMUM STAPLE LENGTH IS 6")
3. EROSION CONTROL MATERIAL SHALL BE PLACED IN CONTACT WITH THE SOIL OVER A PREPARED SEEDBED.
4. ALL ANCHOR SLOTS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

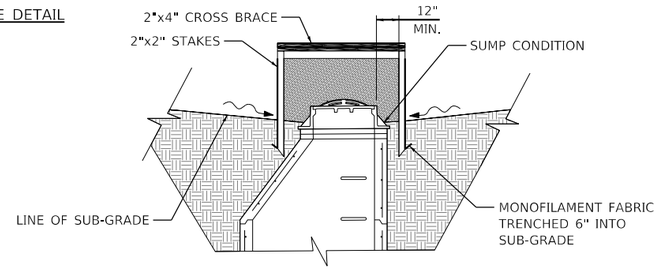
EROSION CONTROL BLANKET INSTALLATION DETAILS

STD. IL-530A, IL-530B, IUM-531
(EROSION CONTROL BLANKET)



PLAN VIEW

STAKE DETAIL



SECTION

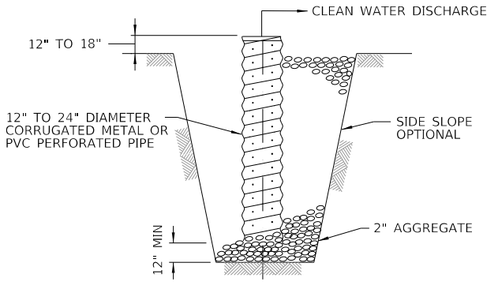
INLET PROTECTION NOTES

1. 2x2 NOMINAL HARDWOOD STAKES, 4 FOOT MINIMUM LENGTH, DRIVEN INTO GROUND APPROXIMATELY 18 INCHES, STAKES DRIVEN A MINIMUM WIDTH OF 12 INCHES AWAY FROM THE DROP INLET.
2. AREA INSIDE THE FENCE, FROM THE EDGE OF THE FABRIC TO THE STRUCTURE, MUST BE STABILIZED WITH EROSION CONTROL BLANKET, TURF REINFORCEMENT MAT, GEOTEXTILE 592 TABLE 2 CLASS 2 OR CA-7 STONE.
3. MAXIMUM HEIGHT OF THE FABRIC ABOVE THE CREST OF THE DROP INLET SHALL BE 30 INCHES. PLACE THE BOTTOM 6 INCHES OF THE FABRIC IN A TRENCH AND BACKFILL WITH 6 INCHES OF 95% COMPACTED SOIL.
4. STAKES MUST BE A MAXIMUM OF 4 FEET APART.
5. A MAINTENANCE SCHEDULE MUST MAINTAIN A SEDIMENT ACCUMULATION OF LESS THAN 50% OF THE HEIGHT OF THE MONOFILAMENT FABRIC.
6. MONOFILAMENT FABRIC SHALL MEET THE REQUIREMENT OF MATERIAL SPECIFICATION 592 GEOTEXTILE TABLE 1, CLASS 4.
7. MONOFILAMENT FABRIC SHALL BE SECURED TO EACH 2"x2" NOMINAL HARDWOOD STAKE WITH A MINIMUM OF 4 STEEL STABLE FASTENERS AND WOOD LATH. WOOD LATH SHALL BE A MINIMUM LENGTH OF 10 INCHES. WIRE FASTENERS SHOULD BE USED IF METAL T-POSTS ARE INSTALLED IN PLACE OF HARDWOOD STAKES.

INLET PROTECTION, SPECIAL DETAIL

STD. IUM-531

(INLET PROTECTION-MONOFILAMENT FABRIC BARRIER FENCE)



SECTION

SUMP PIT NOTES:

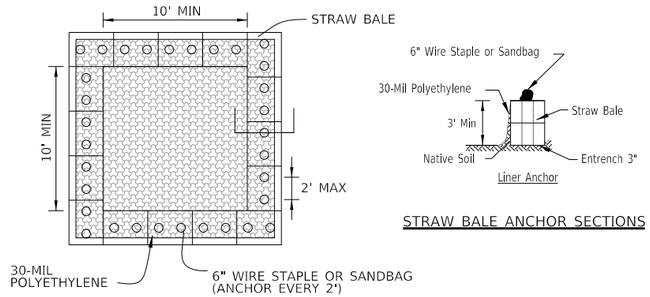
1. PIT DIMENSIONS ARE OPTIONAL.
2. THE STANDPIPE WILL BE CONSTRUCTED BY PERFORATING A 12"-24" DIAMETER CORRUGATED METAL OR PVC PIPE.
3. A BASE OF 2" AGGREGATE WILL BE PLACED IN THE PIT TO A MINIMUM DEPTH OF 12". AFTER INSTALLING THE STANDPIPE, THE PIT SURROUNDING THE STANDPIPE WILL THEN BE BACKFILLED WITH 2" AGGREGATE.
4. THE STANDPIPE WILL EXTEND 12" TO 18" ABOVE THE LIP OF THE PIT.
5. IF DISCHARGE WILL BE PUMPED DIRECTLY TO A STORM DRAINAGE SYSTEM, THE STANDPIPE WILL BE WRAPPED WITH FILTER FABRIC BEFORE INSTALLATION.
6. IF DESIRED, ¼"-½" HARDWARE CLOTH MAY BE PLACED AROUND THE STANDPIPE PRIOR TO ATTACHING THE FILTER FABRIC. THIS WILL INCREASE THE RATE OF WATER SEEPAGE INTO THE PIPE.

SUMP PIT PLAN

STD. IL-650

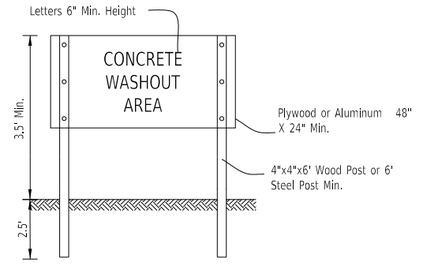
(SUMP PIT PLAN)

THE SUMP PIT WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED PART OF THE DEWATERING OPERATIONS.



PLAN VIEW

STRAW BALE ANCHOR SECTIONS



SIGN DETAIL

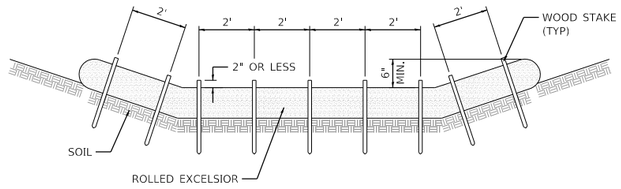
WASHOUT NOTES:

1. MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDENED CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.
3. EACH STRAW BALE IS TO BE STAKED IN PLACE USING (2) 2"X2"X4' WOODEN STAKES.

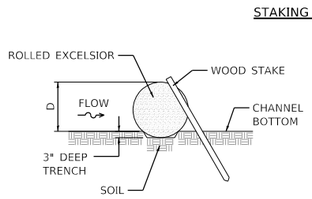
TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE

STD. IUM-654SB

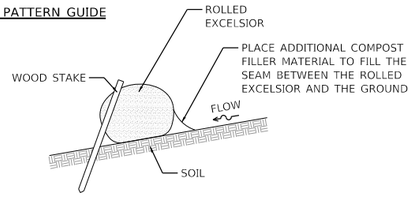
(TEMPORARY CONCRETE WASHOUT)



STAKING PATTERN GUIDE



STAKE DETAIL



COMPOST FILTER SOCK DETAIL

NOTES:

1. ENDS OF ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
2. RECOMMENDED STAKES ARE 1⅛" WIDE x 1⅛" THICK x 30" LONG.
3. STAKES SHALL NOT EXTEND ABOVE THE ROLLED EXCELSIOR MORE THAN 2".
4. SPACING: THE TOE OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL LINE WITH THE TOP OF THE DOWNSTREAM DITCH CHECK.
5. WHEN COMPOST FILTER SOCK DITCH CHECK IS USED, PLACE A COMPOST BERM UPSTREAM OF THE FILTER SOCK (SEE IUM 805). A TRENCH IS NOT REQUIRED.
6. OVERLAP MINIMUM IS THE DIAMETER OF THE ROLL.
7. STAKES SHALL BE PLACED EVERY 2' FOR ROLLED EXCELSIOR, OR AS SPECIFIED BY THE MANUFACTURER.

TEMPORARY DITCH CHECK ROLLED EXCELSIOR

STD. IUM-514

(ROLLED EROSION CONTROL PRODUCTS)

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PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -

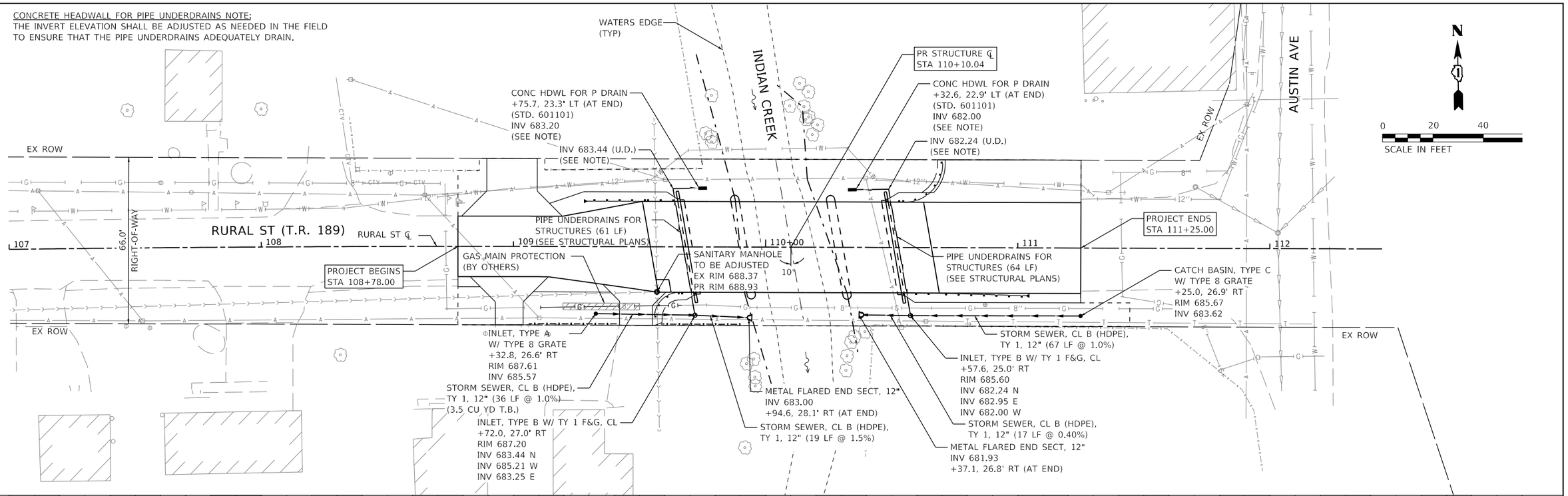
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

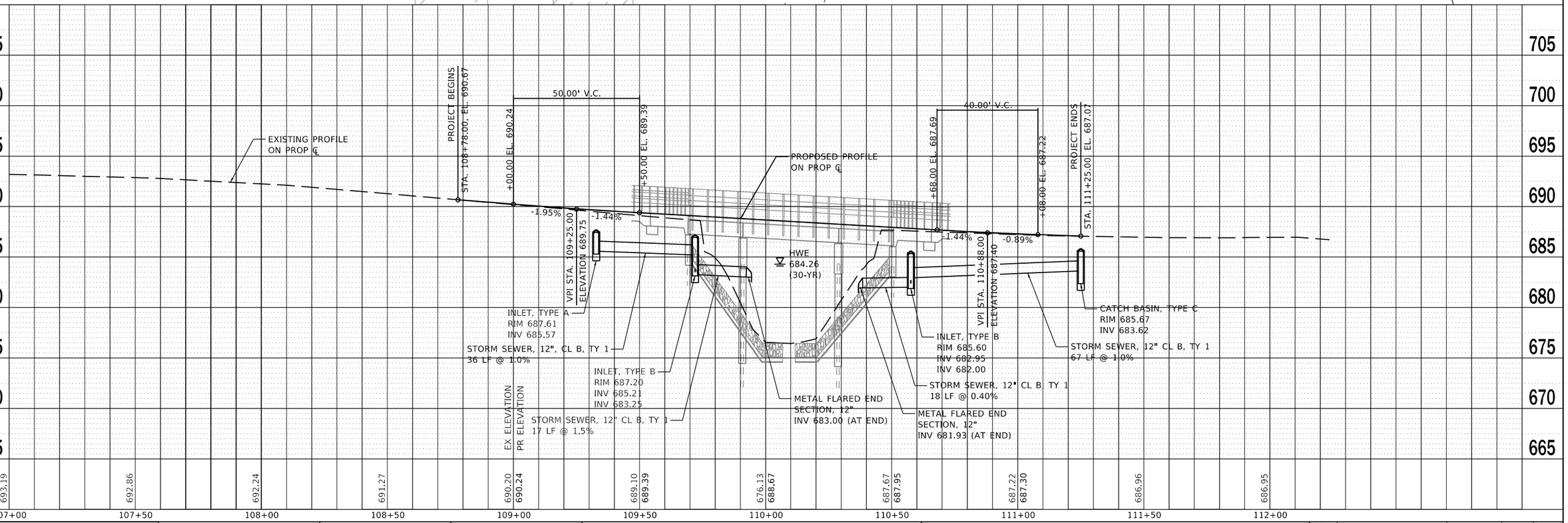
RURAL STREET OVER INDIAN CREEK
EROSION CONTROL & SEEDING DETAILS

SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	18
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

CONCRETE HEADWALL FOR PIPE UNDERDRAINS NOTE:
THE INVERT ELEVATION SHALL BE ADJUSTED AS NEEDED IN THE FIELD TO ENSURE THAT THE PIPE UNDERDRAINS ADEQUATELY DRAIN.





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NO.
BY
DATE

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STRUCTURE NO/ATNS CHKD
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BY
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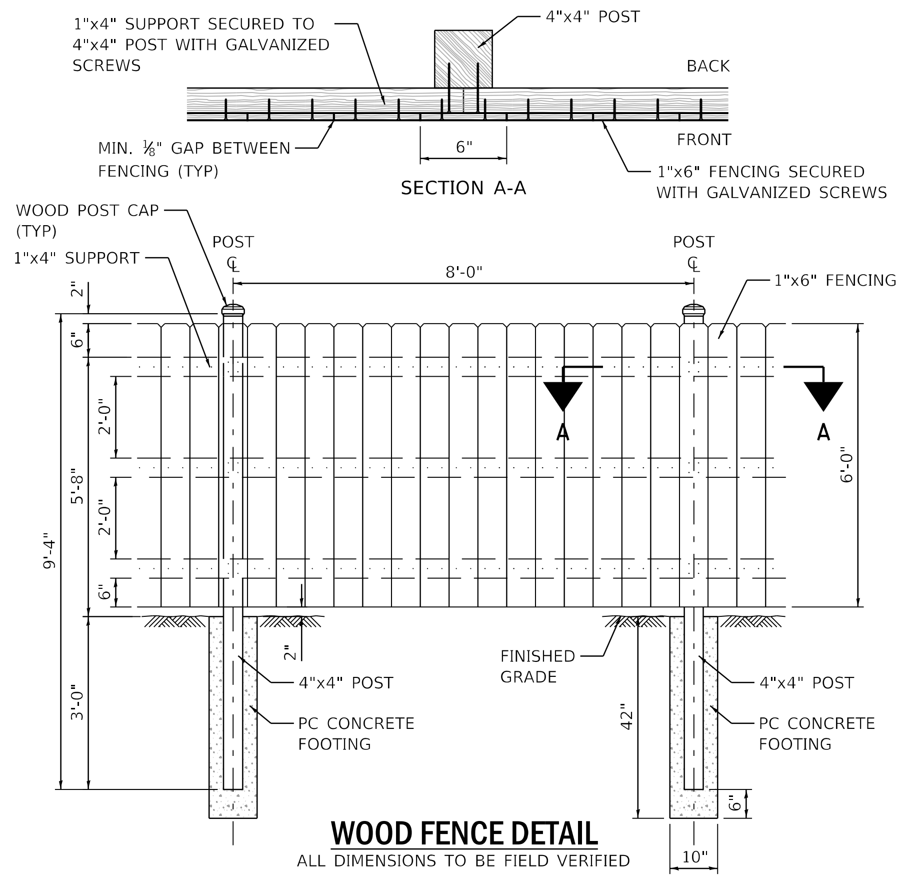
PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
DRAINAGE PLAN & PROFILE

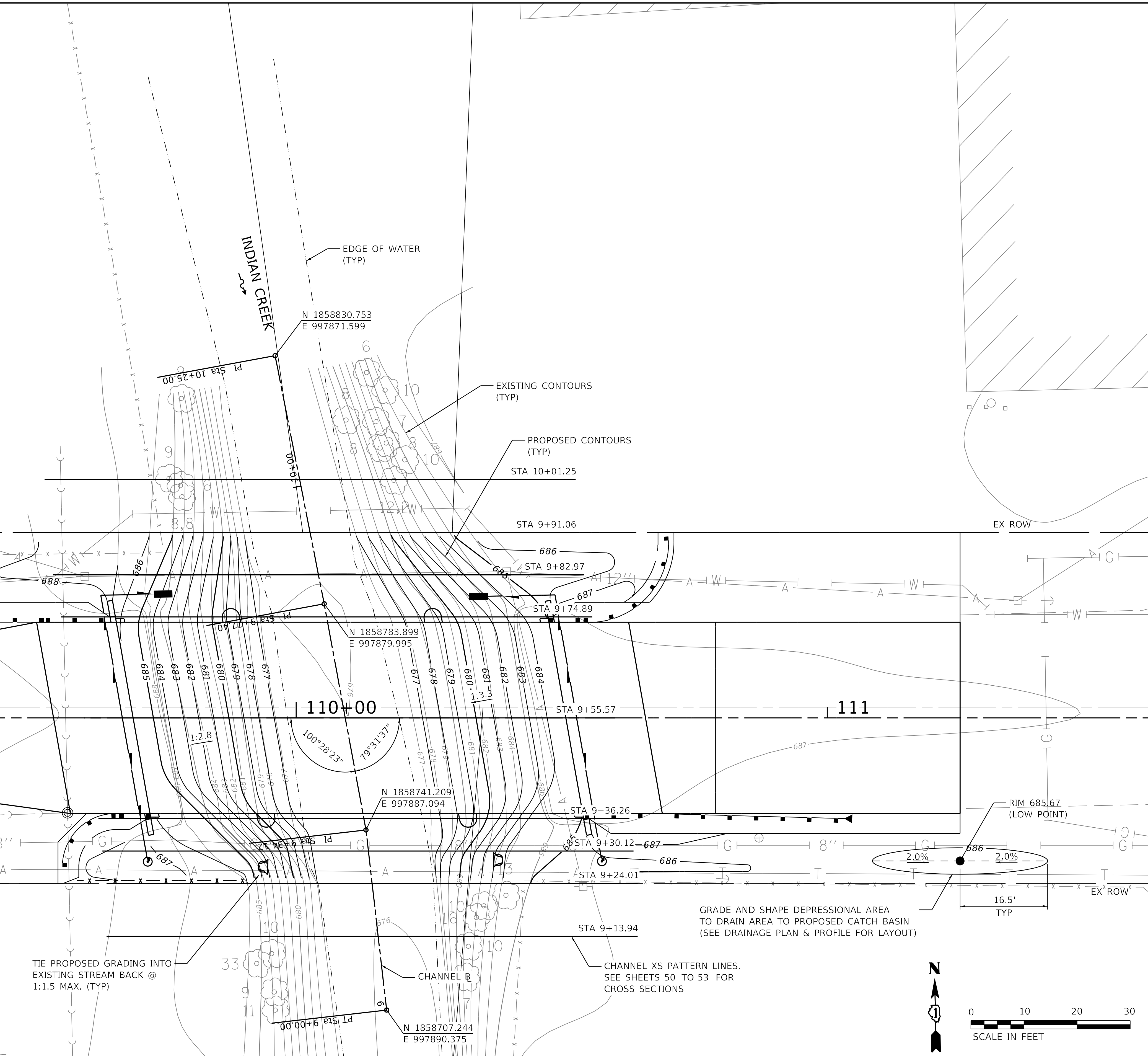
SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 108+78.00 TO STA. 111+25.00

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	19
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		



WOOD FENCE DETAIL

ALL DIMENSIONS TO BE FIELD VERIFIED



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PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
CHANNEL GRADING PLAN

SCALE: 1"=10' | SHEET 1 OF 1 SHEETS | STA. TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	20

CONTRACT NO.61F31

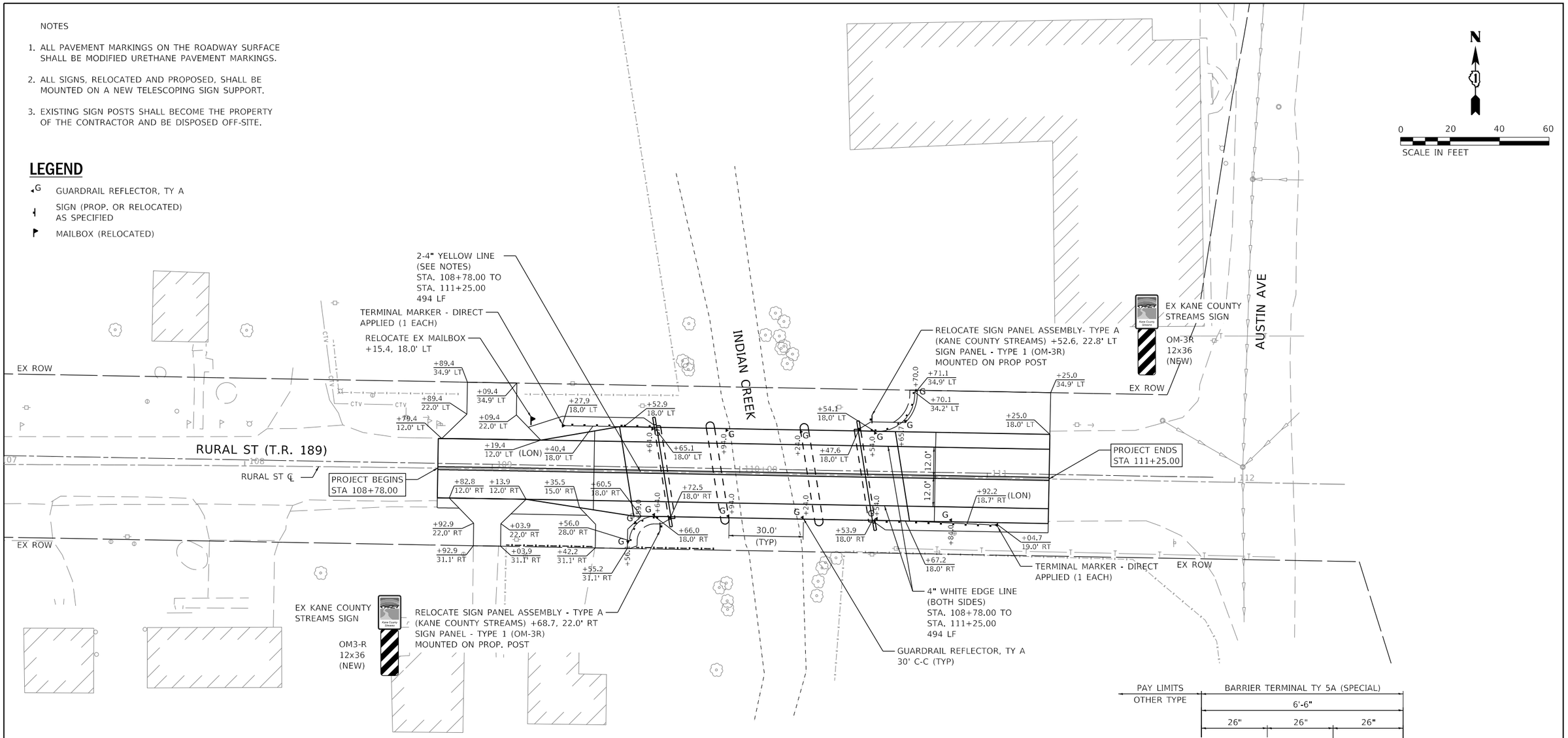
ILLINOIS FED. AID PROJECT

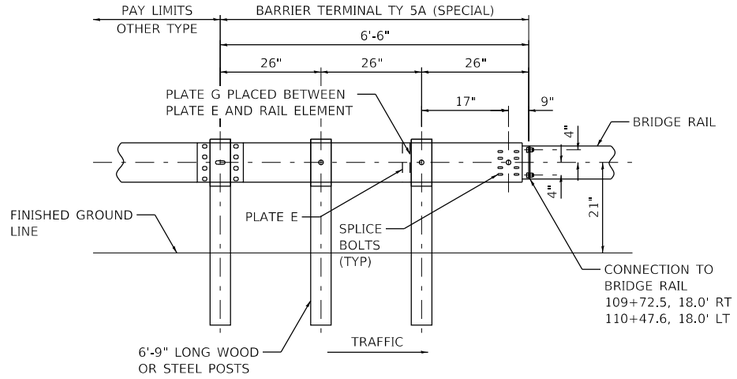
NOTES

1. ALL PAVEMENT MARKINGS ON THE ROADWAY SURFACE SHALL BE MODIFIED URETHANE PAVEMENT MARKINGS.
2. ALL SIGNS, RELOCATED AND PROPOSED, SHALL BE MOUNTED ON A NEW TELESCOPING SIGN SUPPORT.
3. EXISTING SIGN POSTS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OFF-SITE.

LEGEND

- G — GUARDRAIL REFLECTOR, TY A
- SIGN (PROP. OR RELOCATED) AS SPECIFIED
- MAILBOX (RELOCATED)





TRAFFIC BARRIER TERMINAL TYPE 5A (SPECIAL)

SEE HIGHWAY STANDARD B.L.R. 27-1 FOR ADDITIONAL DETAILS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
PAVEMENT MARKING & SIGNING PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 108+78.00 TO STA. 111+25.00

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	21
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

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BENCHMARK

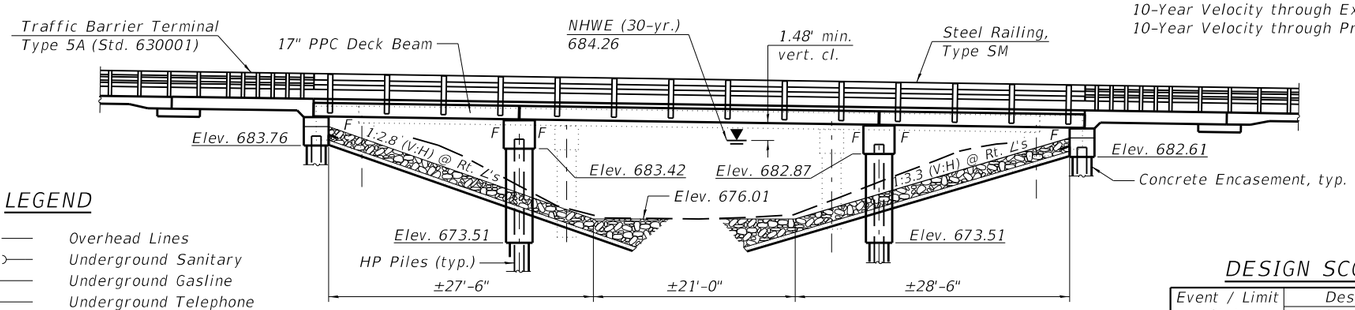
Northeast flange bolt on the fire hydrant along the north side of the roadway, approximately 165 ft west of the existing bridge wingwall. Elev. 693.08.

EXISTING STRUCTURE

S.N. 045-3127 was constructed in 1985 under section 84-01127-00-BR to replace an existing, two span reinforced concrete slab bridge on closed abutments. The existing bridge consists of three spans of precast concrete channel beams with 3.5" of bituminous overlay supported on spill through metal shell pile bent abutments and piers. The bridge measures 73'-9½" Bk. to Bk. of abutments and 37'-6" out to out of bridge deck. Traffic is to be detoured.

SALVAGE

No Salvage.



ELEVATION

Dimensions at right angles unless otherwise noted

LEGEND

- E — Overhead Lines
- G — Underground Sanitary
- G — Underground Gasline
- T — Underground Telephone
- W — Underground Water Main
- Waters of the U.S.
- Waters Edge
- Soil Boring Location

WATERWAY INFORMATION

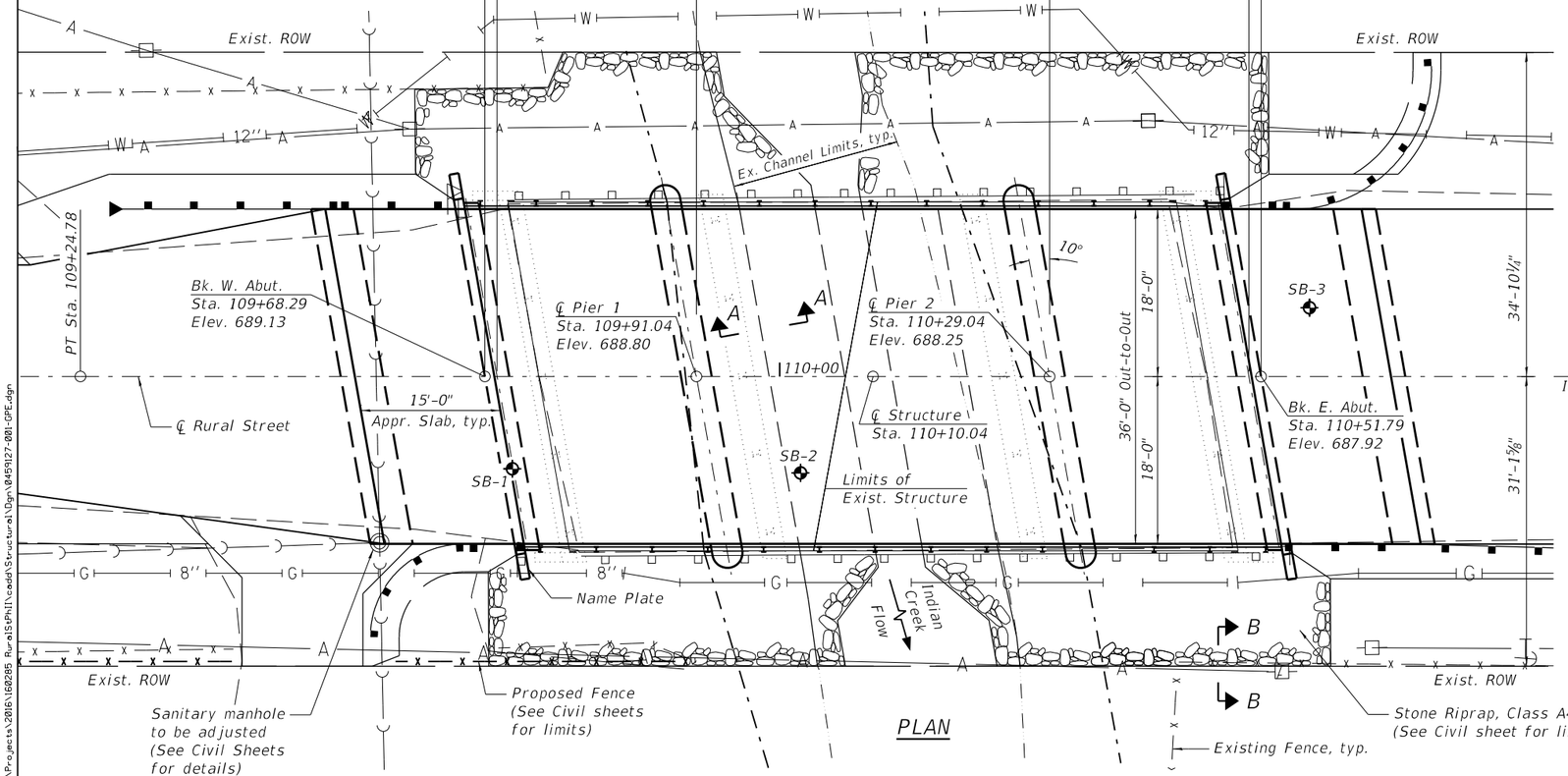
Drainage Area = 10.7 sq. mi. Exist. Low Grade Elev. 686.91 @ Sta. 111+87
Prop. Low Grade Elev. 686.91 @ Sta. 111+87

Flood	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	724	204	248	682.5	0.2	0.1	682.7	682.6
Design	30	1232	299	357	684.3	0.2	0.1	684.2	684.4
Base	100	1810	384	484	686.2	0.6	0.1	686.8	686.3
Scour Design	200	2146	384	496	686.9	1.0	0.3	686.9	687.2
Overtopping	N/A								
Max. Calc.	500	2604	384	496	687.8	0.6	0.6	688.4	688.4

10-Year Velocity through Existing Bridge = 4 ft/s
10-Year Velocity through Proposed Bridge = 3 ft/s

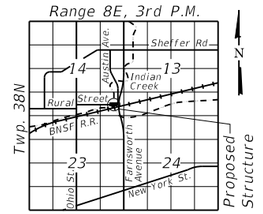
DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.) W. Abut.	Pier 1	Pier 2	E. Abut.	Item 113
Q100	N/A	669.26	669.26	N/A	5
Q200	N/A	669.07	669.07	N/A	
Design	683.76	669.26	669.26	682.61	
Check	683.76	669.07	669.07	682.61	



PLAN

Note: See Sheet 2 of 24 for Sections A-A and B-B.



LOCATION SKETCH

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2016 Interims

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Approach Slab)
f'c = 5,000 psi (Concrete Wearing Surface
fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS

f'c = 6,000 psi
f'ci = 5,000 psi
fpu = 270,000 psi (½"℄ low lax. Strands)
fpbt = 201,960 psi (½"℄ low lax. Strands)

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.091g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.164g
Soil Site Class = D

TABLE OF CONTENTS

John S. Peradotti
License No. 081-005671
Date: October 5, 2018
License Expires: 11/30/18

JOHN S. PERADOTTI 081-005671 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

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

GENERAL PLAN & ELEVATION
RURAL STREET OVER INDIAN CREEK
SEC. 15-01127-01-BR
AURORA TWP. HWY. DEPARTMENT
STATION 110+10.04
STRUCTURE NO. 045-9127

FILE NAME = W:\Projects\2016\160285 Rural St Phil\Roads\Structural\Dgn\M45127-001-GFE.dgn

WBK engineering
WBK ENGINEERING, LLC
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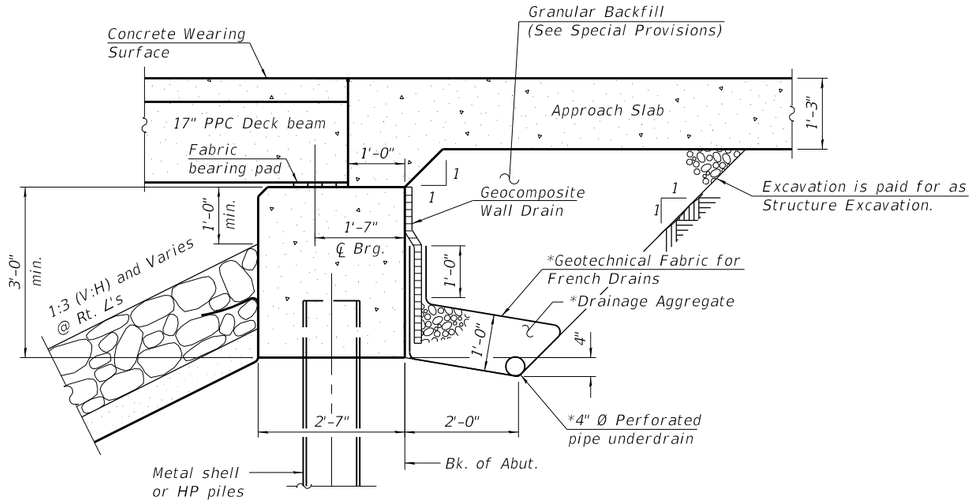
USER NAME = nparris	DESIGNED - MCC	REVISED -	
	CHECKED - JSP	REVISED -	
PLOT SCALE = 1:16	DRAWN - MCC	REVISED -	
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 045-9127
SHEET NO. 1 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	22
		CONTRACT NO.61F31		
	ILLINOIS FED. AID PROJECT			



SECTION THRU ABUTMENT

(Horiz. dim. @ Rt. ℄'s)

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

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).

INDIAN CREEK
BUILT 20XX BY
AURORA TOWNSHIP
SEC. 15-01127-01-BR
TR 189 STA. 110+10.04
STR. NO. 045-9127 LOADING HL-93

NAME PLATE

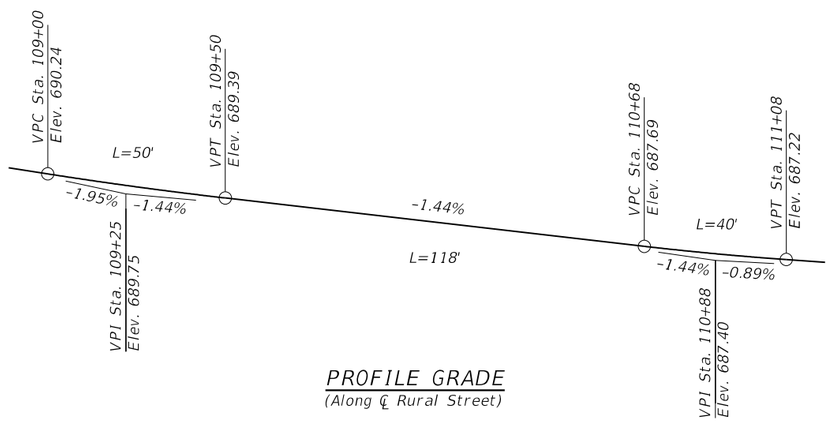
See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		628	628
Filter Fabric	Sq. Yd.		628	628
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		273	273
Concrete Structures	Cu. Yd.	10.0	137.0	147.0
Bridge Deck Grooving	Sq. Yd.	446		446
Concrete Encasement	Cu. Yd.		10.8	10.8
Protective Coat	Sq. Yd.	446		446
Concrete Superstructure (Approach Slab)	Cu. Yd.	52.8		52.8
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq. Ft.	2,927		2,927
Reinforcement Bars, Epoxy Coated	Pound	24,440	12,130	36,570
Steel Railing, Type SM	Foot	163		163
Furnishing Steel Piles HP 12x53	Foot		834	834
Driving Piles	Foot		834	834
Test Pile Steel HP 12x53	Each		4	4
Pile Shoes	Each		24	24
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		34	34
Concrete Wearing Surface, 5"	Sq. Yd.	326		326
Granular Backfill for Structures	Cu. Yd.		43	43
Pipe Underdrains for Structures, 4"	Foot		129	129

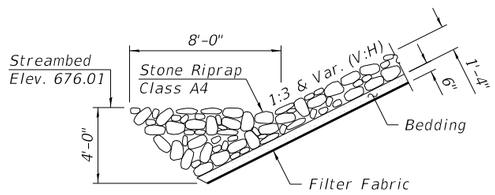
GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

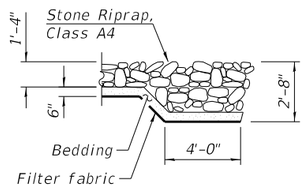


PROFILE GRADE

(Along ℄ Rural Street)



SECTION A-A



SECTION B-B

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	109+51.14	-18.00	689.09
A1	109+56.14	-18.00	689.02
A2	109+61.14	-18.00	688.95
E. End West Appr. Pvmt.	109+66.14	-18.00	688.88

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	109+52.19	-12.00	689.17
A1	109+57.19	-12.00	689.10
A2	109+62.19	-12.00	689.03
E. End West Appr. Pvmt.	109+67.19	-12.00	688.95

℄ ROADWAY & PGL

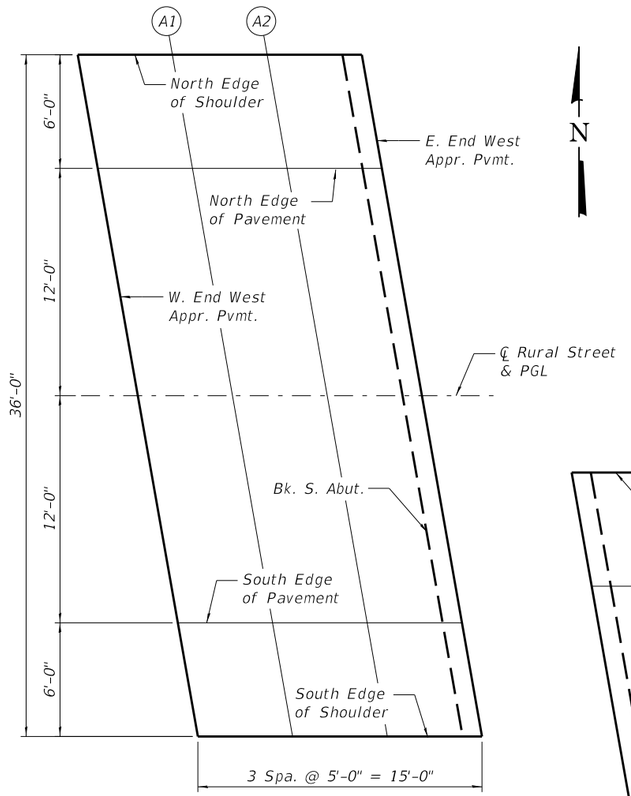
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	109+54.31	0.00	689.33
A1	109+59.31	0.00	689.26
A2	109+64.31	0.00	689.18
E. End West Appr. Pvmt.	109+69.31	0.00	689.11

SOUTH EDGE OF PAVEMENT

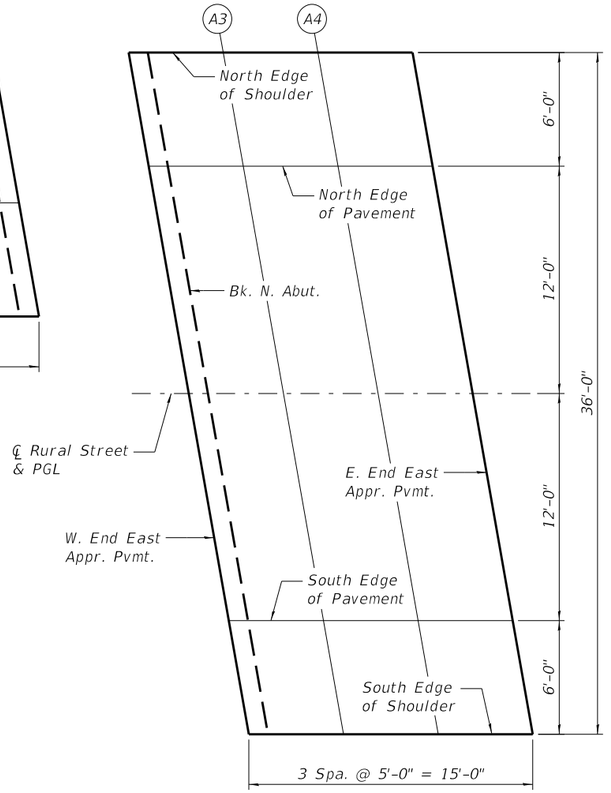
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	109+56.43	12.00	689.11
A1	109+61.43	12.00	689.04
A2	109+66.43	12.00	688.97
E. End West Appr. Pvmt.	109+71.43	12.00	688.89

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pvmt.	109+57.48	18.00	689.00
A1	109+62.48	18.00	688.93
A2	109+67.48	18.00	688.86
E. End West Appr. Pvmt.	109+72.48	18.00	688.78



WEST APPROACH - PLAN



EAST APPROACH - PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	110+47.60	-18.00	687.70
A3	110+52.60	-18.00	687.63
A4	110+57.60	-18.00	687.56
E. End East Appr. Pvmt.	110+62.60	-18.00	687.49

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	110+48.65	-12.00	687.78
A3	110+53.65	-12.00	687.71
A4	110+58.65	-12.00	687.64
E. End East Appr. Pvmt.	110+63.65	-12.00	687.57

℄ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	110+50.77	0.00	687.94
A3	110+55.77	0.00	687.87
A4	110+60.77	0.00	687.79
E. End East Appr. Pvmt.	110+65.77	0.00	687.72

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	110+52.89	12.00	687.72
A3	110+57.89	12.00	687.65
A4	110+62.89	12.00	687.58
E. End East Appr. Pvmt.	110+67.89	12.00	687.50

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Pvmt.	110+53.94	18.00	687.61
A3	110+58.94	18.00	687.54
A4	110+63.94	18.00	687.47
E. End East Appr. Pvmt.	110+68.94	18.00	687.40

FILE NAME = W:\Projects\2016\160285 RuralSOPhil\cadd\Structural\Dgn\0459127-0003-ApprElev.dgn

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	CHECKED - JSP	REVISED -	
PLOT SCALE = 1:8	DRAWN - MM	REVISED -	
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-9127
SHEET NO. 3 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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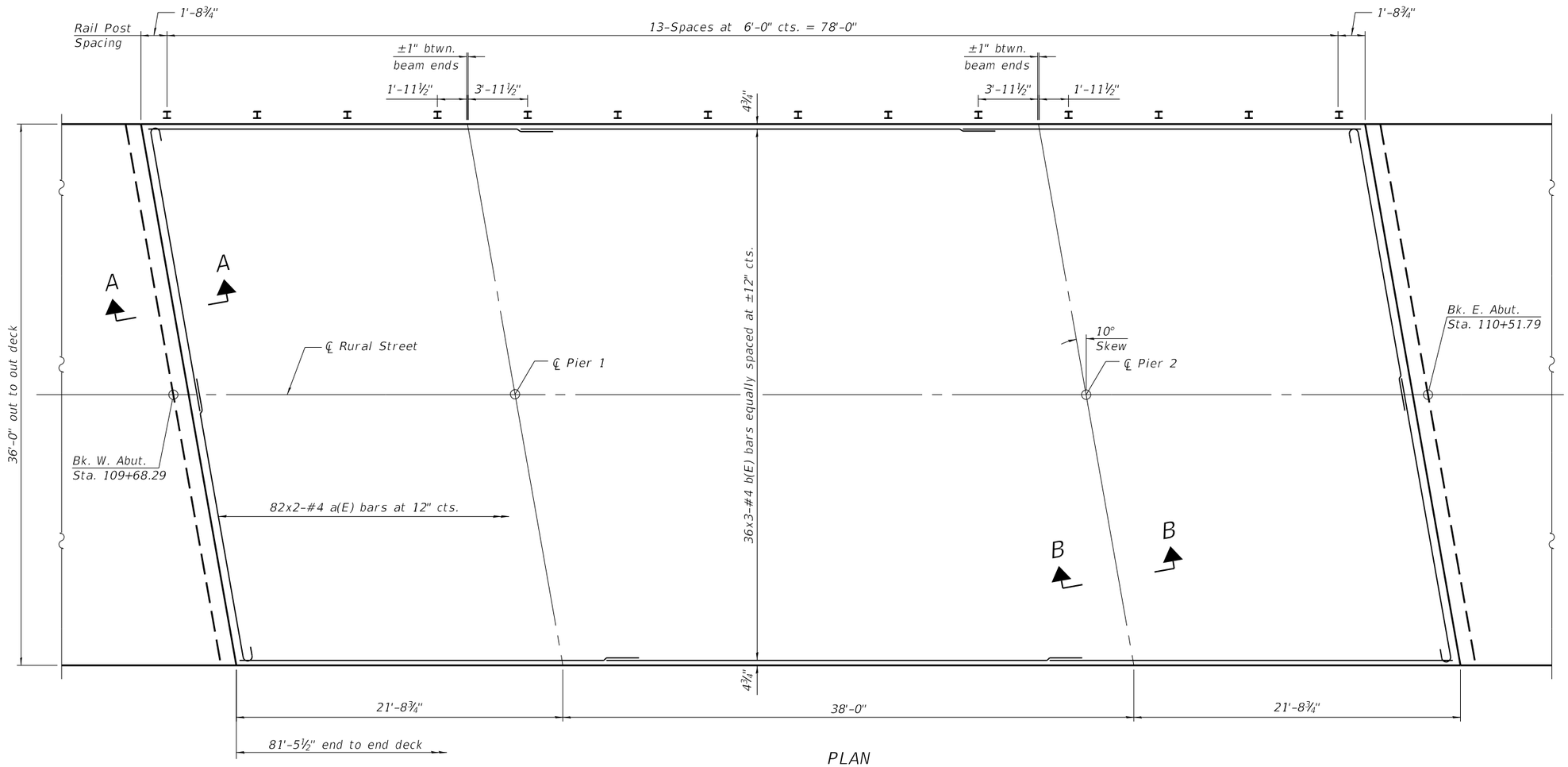
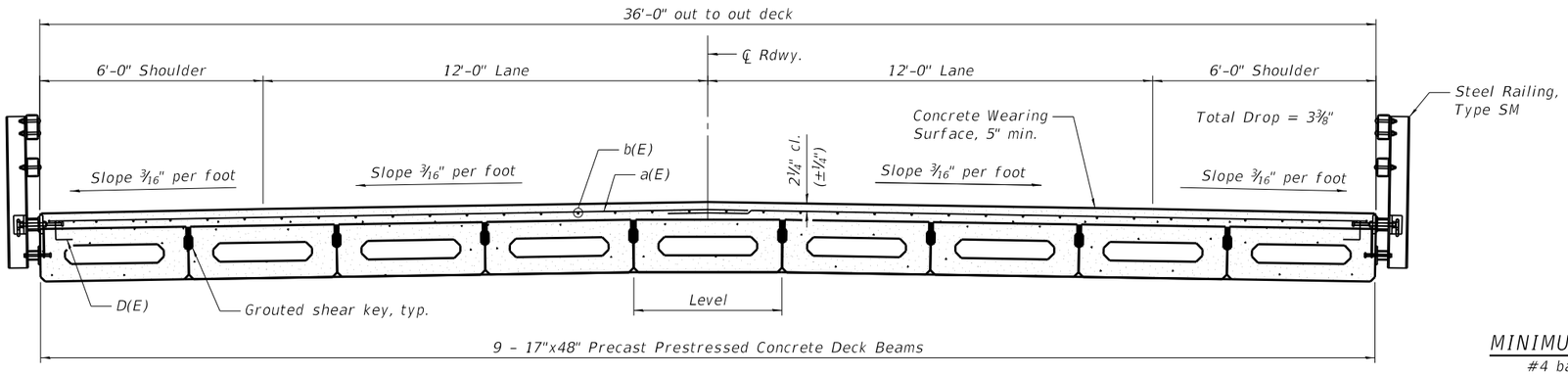
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		



PLAN



CROSS SECTION
(Looking East)

NOTES

1. All concrete wearing surfaces shall be placed prior casting the backwall and constructing the Approach Slab.
2. See Sheet 5 of 24 for Sections A-A & B-B, Superstructure Details and Bill of Materials.
3. Bars indicated thus 82 x 2-#4 etc. indicates 82 lines of bars with 2 lengths per line.
4. Spacing of a(E) bars shall be measured along the ℄ of the structure.

MINIMUM BAR LAP

#4 bar = 2'-2"

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PLOT SCALE = 1:8	DRAWN - MM	REVISED -
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 045-9127
SHEET NO. 4 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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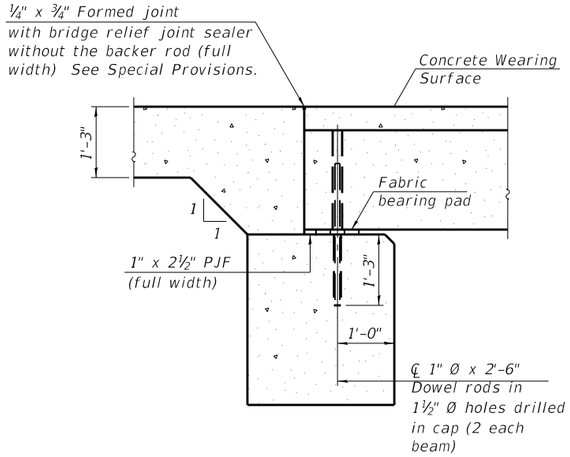
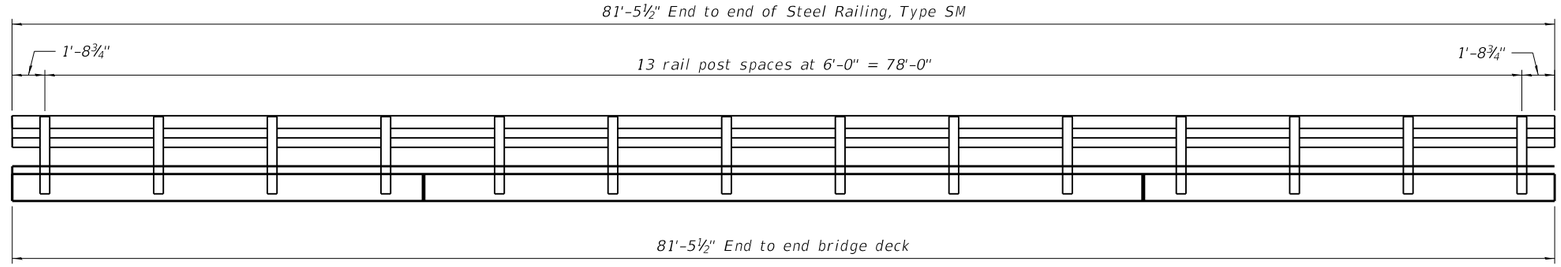
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		



SECTION A-A

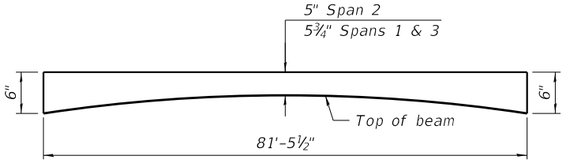
(Dimensions are at Rt. ∠'s)

Notes:
All concrete wearing surfaces shall be placed prior to casting a backwall and/or approach slab.
See sheet 10 of 24 for fabric bearing pad details.



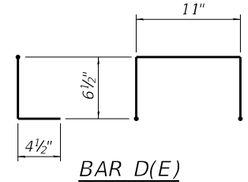
ELEVATION

Showing post spacing
(See sheet 7 of 24 for Steel Railing, Type SM details)



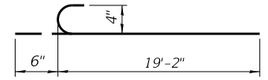
ANTICIPATED CONCRETE WEARING SURFACE PROFILE

(For information only)



BAR D(E)

* Place 2-#4 D(E) bars in beam at each post location as shown. D(E) bar included in cost of beam.

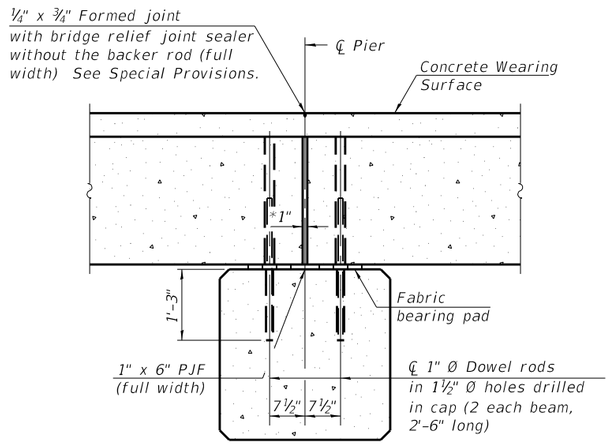


BAR a(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	164	#4	19'-8"	⊂——⊃
b(E)	108	#4	28'-6"	——
Reinforcement Bars, Epoxy Coated			Pound	4,220
Concrete Wearing Surface, 5"			Sq. Yd.	326
Bridge Deck Grooving			Sq. Yd.	326
Protective Coat			Sq. Yd.	326

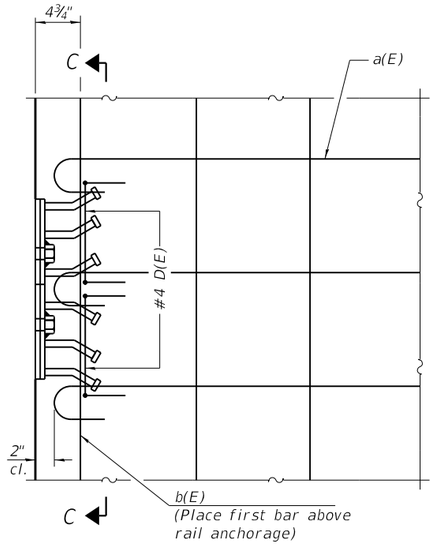
Bars indicated thus 82 x 2 -#4 etc. indicates 82 line of bars with 2 lengths per line.



SECTION B-B

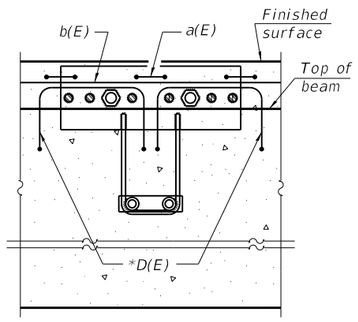
(Dimensions are at Rt. ∠'s)

*1" Jt. shall be filled with non-shrink grout. 1" dimension may vary to accommodate tolerance in beam lengths.

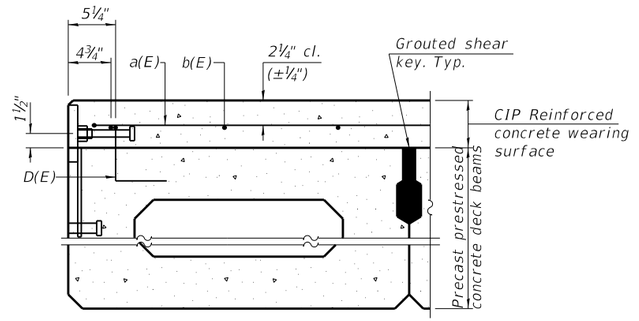


PLAN

Notes:
Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the beam.



SECTION C-C



SECTION THRU FASCIA BEAM

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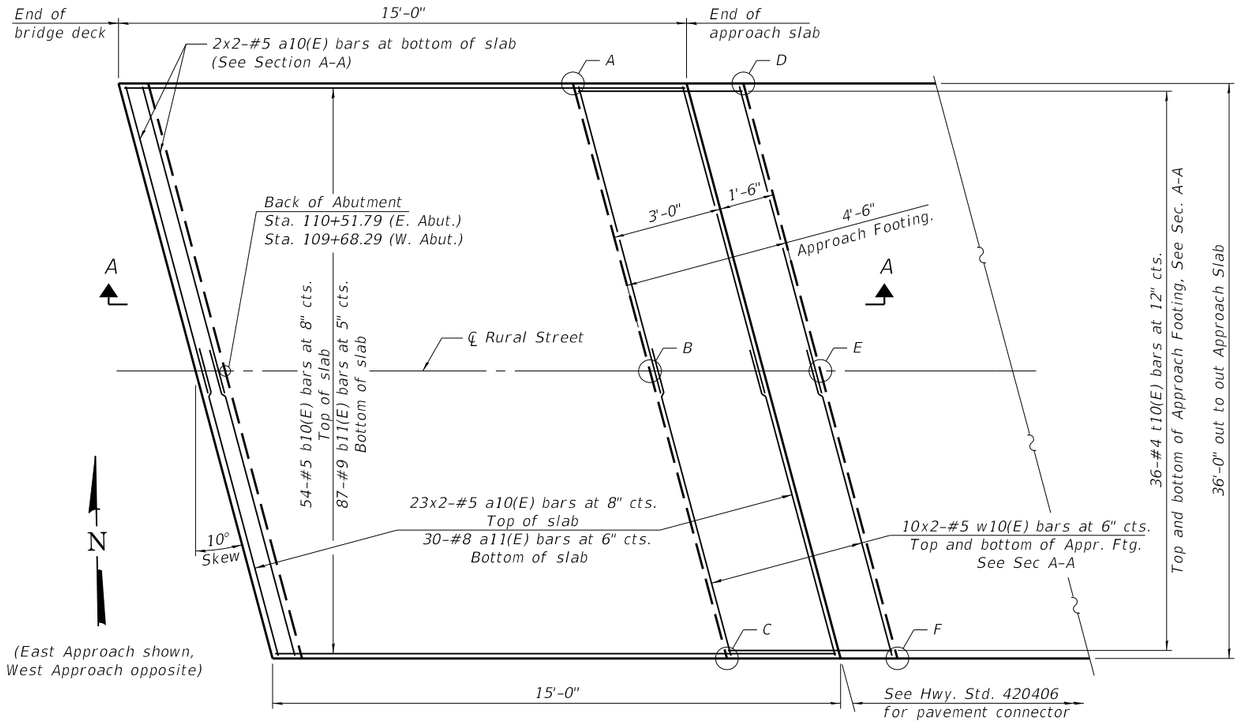
	CHECKED - JSP	REVISED -	
PLOT SCALE = 1:8	DRAWN - MM	REVISED -	
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 045-9127
SHEET NO. 5 OF 24 SHEETS

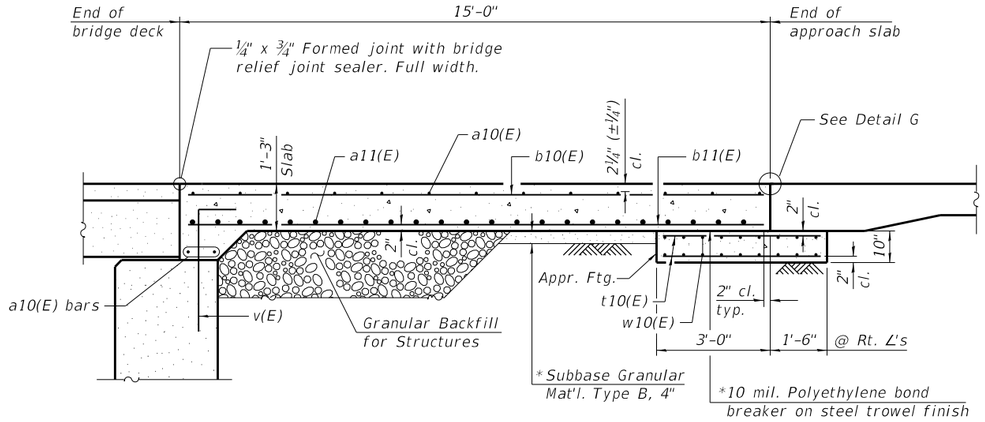
TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	26
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		



PLAN

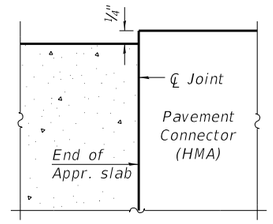
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach		East Approach	
Point	Top	Bottom	Top	Bottom
A	687.80	686.97	686.28	685.45
B	688.03	687.20	686.52	685.68
C	687.71	686.87	686.19	685.36
D	687.86	687.03	686.22	685.38
E	688.10	687.27	686.45	685.62
F	687.77	686.94	686.12	685.29



* Cost included with Concrete Superstructure (Approach Slab).

SECTION A-A

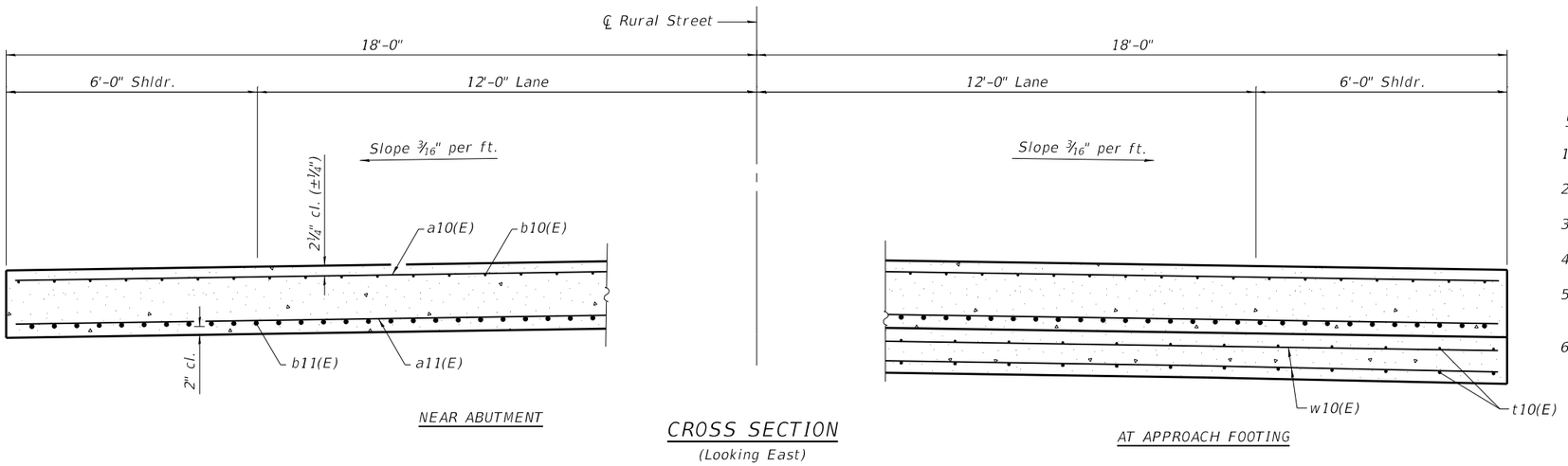


FLEXIBLE PAVEMENT

DETAIL G

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	100	#5	19'-8"	———
a11(E)	60	#8	36'-2"	———
b10(E)	108	#5	14'-8"	———
b11(E)	174	#9	14'-8"	———
t10(E)	144	#4	4'-2"	———
w10(E)	80	#5	19'-8"	———
Concrete Superstructure (Approach Slab)			Cu. Yd.	52.8
Concrete Structures			Cu. Yd.	10.0
Bridge Deck Grooving			Sq. Yd.	120
Protective Coat			Sq. Yd.	120
Reinforcement Bars, Epoxy Coated			Pound	20,220



NEAR ABUTMENT

CROSS SECTION
(Looking East)

AT APPROACH FOOTING

MINIMUM BAR LAP

#5 bar = 3'-0"

NOTES

1. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
2. Approach footing concrete shall be paid for as Concrete Structures.
3. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
4. Cost of excavation for approach footing included with Concrete Structures.
5. For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 24.
6. Contractor shall modify reinforcement and concrete in the southwest corner of the West Approach Slab to accomodate adjusted sanitary manhole. See General Plan & Elevation, Sheet 1 of 24, for manhole location and civil plans for additional details.

FILE NAME = W:\Projects\2016\160285 Rural\SPhil\cadd\Structural\Dgn\0459127-006-ApproachDetails.dgn

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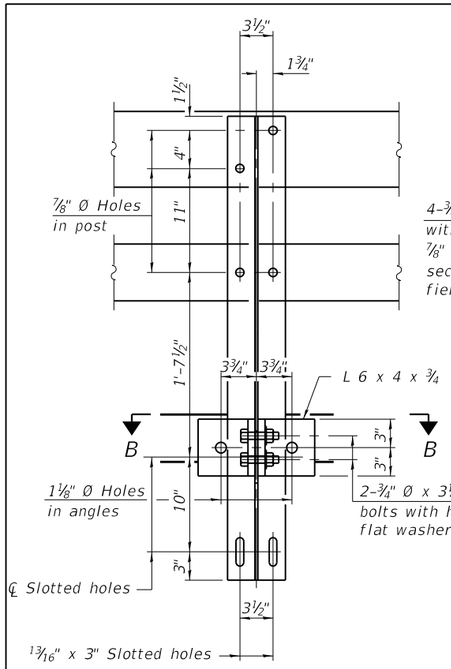
	CHECKED - JSP	REVISED -	
PLOT SCALE = 1:8	DRAWN - MM	REVISED -	
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -	

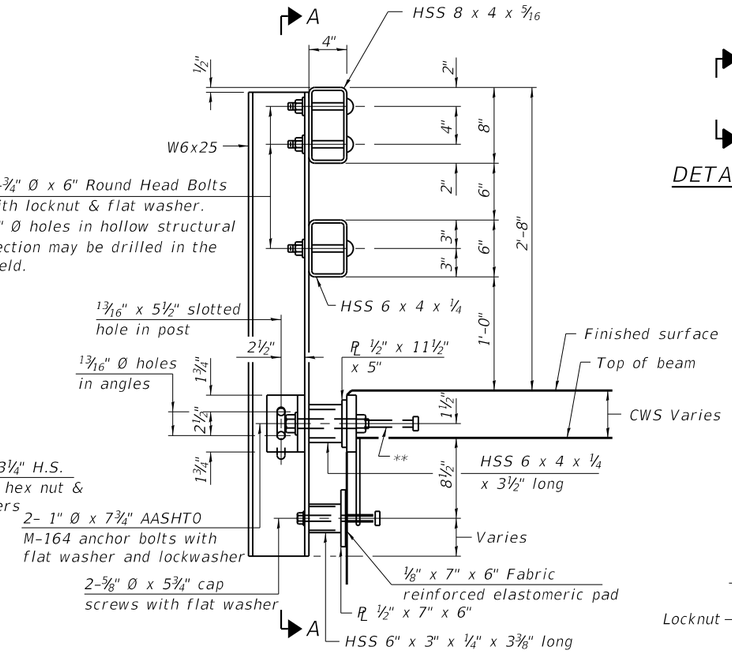
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 045-9127
SHEET NO. 6 OF 24 SHEETS

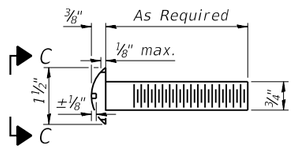
TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	27
		CONTRACT NO.61F31		
	ILLINOIS FED. AID PROJECT			



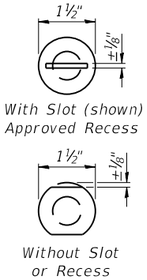
SECTION A-A



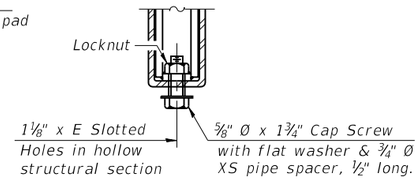
SECTION AT RAIL POST



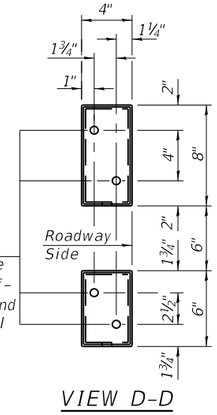
DETAIL OF ¾" Ø ROUND HEAD BOLT



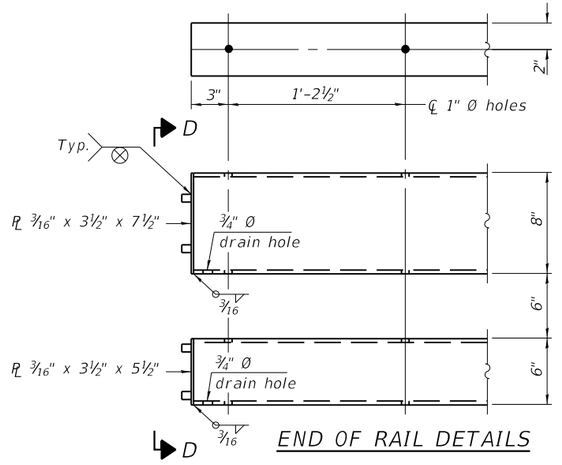
VIEW C-C



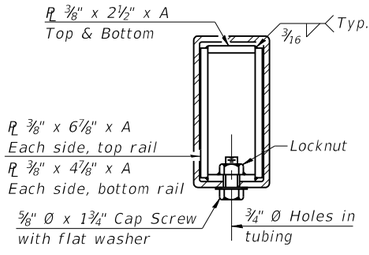
RAIL SPLICE CONNECTION AT EXPANSION JT.



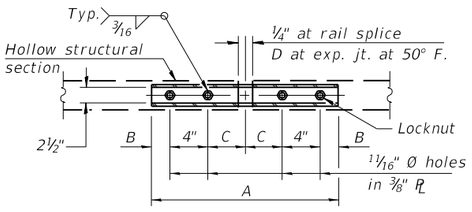
VIEW D-D



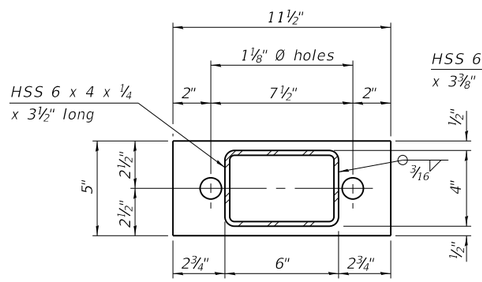
END OF RAIL DETAILS



SECTION AT RAIL SPLICE

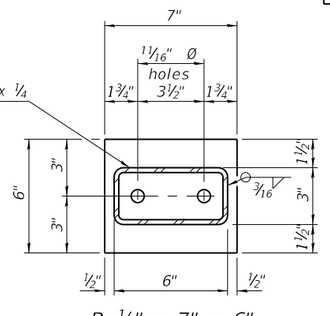


PLAN-BOTT. SPLICE PL TYPICAL

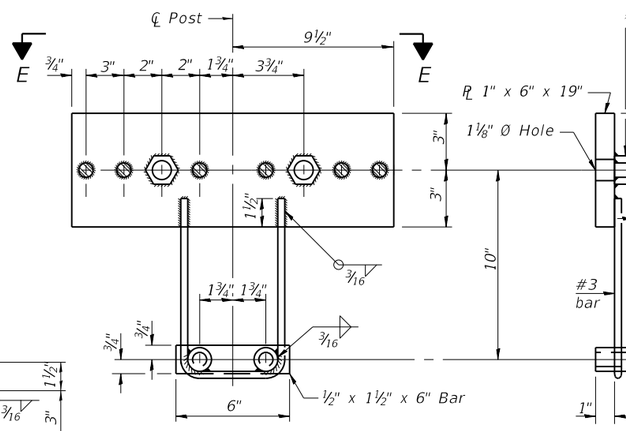


SECTION B-B

PL ½" x 11½" x 5"



PL ½" x 7" x 6"



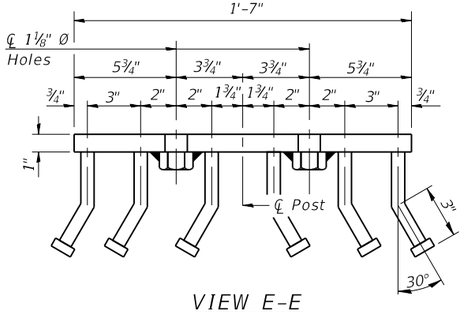
ANCHOR DEVICE

*Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

SPLICE DIMENSIONS

T	D	A	B	C	E
≤ 4"	2½"	1'-8"	2"	4"	2½"
> 4" ≤ 6½"	3¾"	2'-0"	2½"	5½"	3½"
> 6½" ≤ 9"	5"	2'-4"	3½"	6½"	9"
> 9" ≤ 13"	7"	2'-10"	4½"	8½"	11"
Rail Splice	¼"	1'-8"	2"	4"	———

T = Total movement at expansion joint as shown on the design plans.



VIEW E-E

Notes:

For multi-span bridges, sufficient ¼" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans.

Cost included with Steel Railing, Type SM.

Steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	163

FILE NAME = W:\Projects\2016\160285 Rural\Phil\eadd\Structural\Dgn\045N127-007-TypeSMRail.dgn

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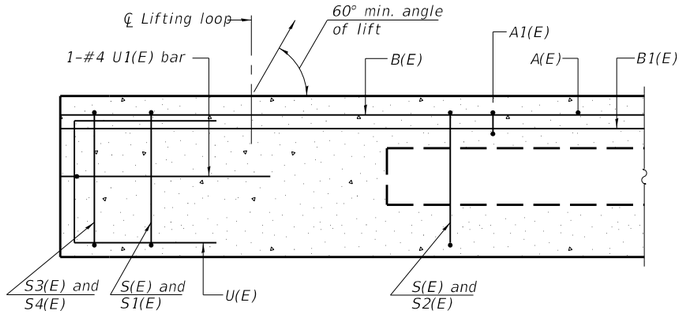
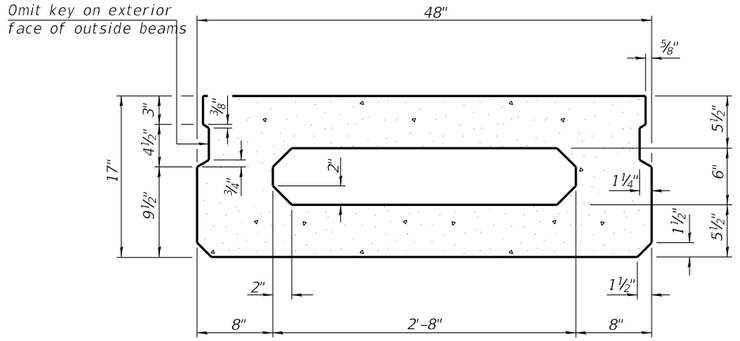
	CHECKED - JSP	REVISED -		SHEET NO. 7 OF 24 SHEETS
PLOT SCALE = 1:1.33333	DRAWN - MM	REVISED -		
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -		

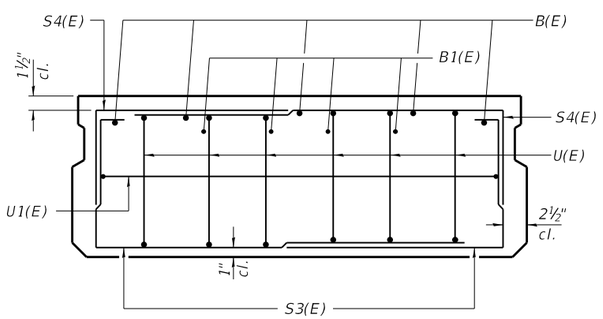
TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	28
		CONTRACT NO.61F31		
		ILLINOIS FED. AID PROJECT		



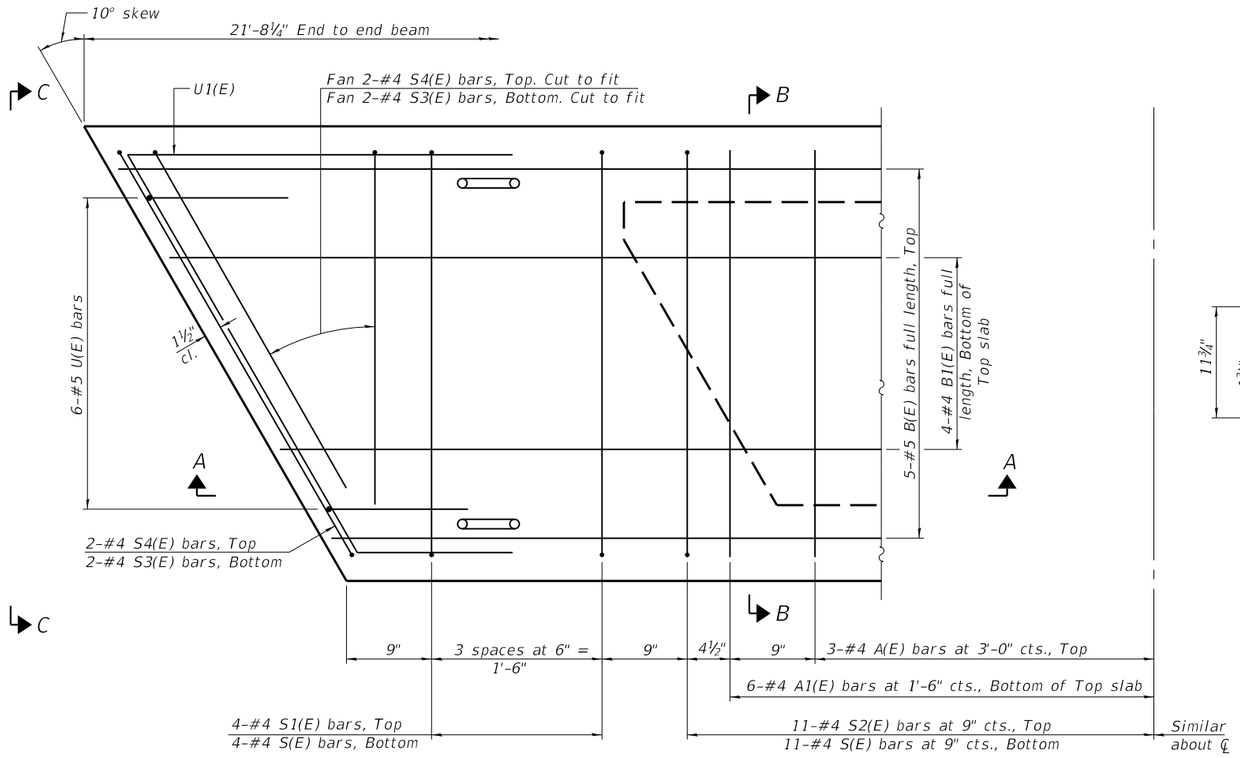
SECTION A-A



SECTION B-B
(Showing dimensions)

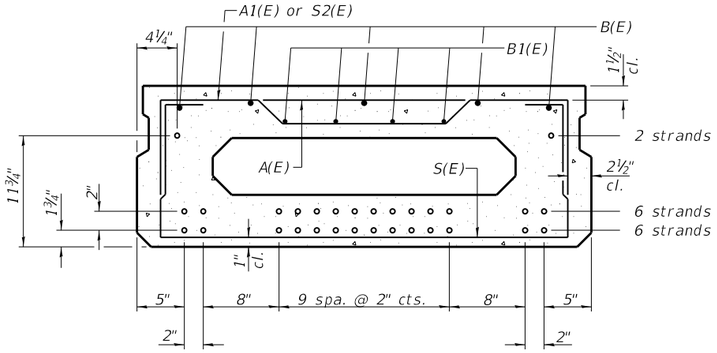


VIEW C-C



PLAN VIEW

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION B-B
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

MINIMUM BAR LAP
#4 bar = 1'-11"
#5 bar = 2'-6"

BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	6	#4	3'-7"	—
A1(E)	12	#4	3'-10"	~
B(E)	5	#5	21'-4"	—
B1(E)	4	#4	21'-4"	—
S(E)	30	#4	6'-9"	⊔
S1(E)	8	#4	5'-3"	⊓
S2(E)	22	#4	5'-6"	⊐
S3(E)	8	#4	4'-4"	⊔
S4(E)	8	#4	3'-7"	⊔
U(E)	12	#5	3'-8"	⊏
U1(E)	2	#4	6'-9"	⊐

Note: See sheet 10 of 24 for additional details and Bill of Material.

FILE NAME = W:\Projects\2016\160285 Rural St Phil\cadd\Structural\Dgn\045127-08B-PPCDeckBeam_Span1&3.dgn

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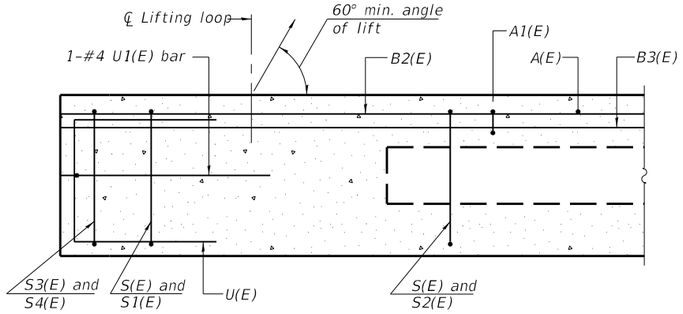
	CHECKED - JSP	REVISED -	
PLOT SCALE = 1:1.33333	DRAWN - MM	REVISED -	
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -	

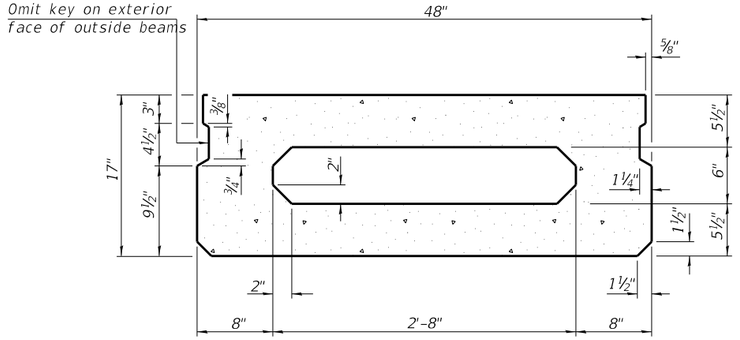
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

17" x 48" PPC DECK BEAM - SPANS 1 & 3
STRUCTURE NO. 045-9127
SHEET NO. 8 OF 24 SHEETS

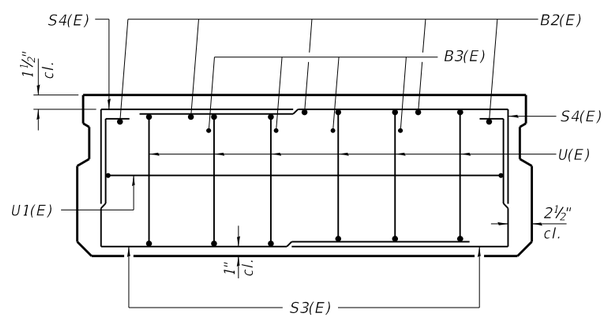
TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	29
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		



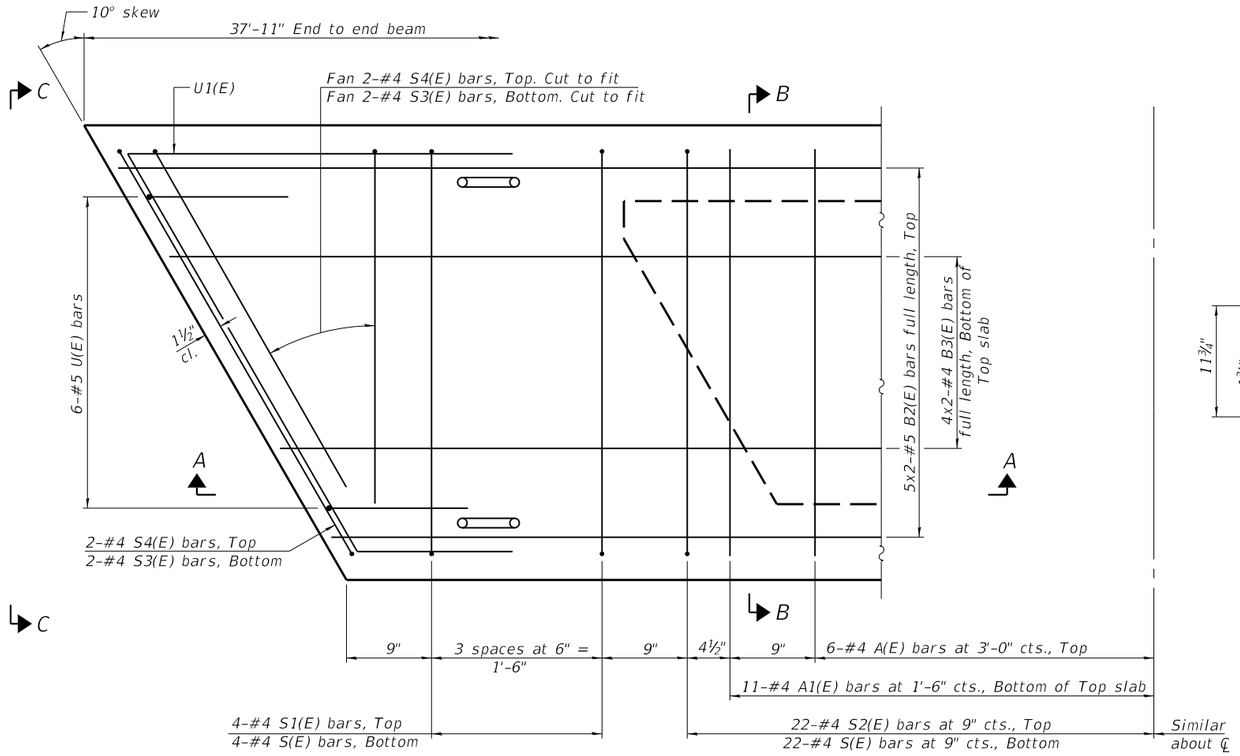
SECTION A-A



SECTION B-B
(Showing dimensions)

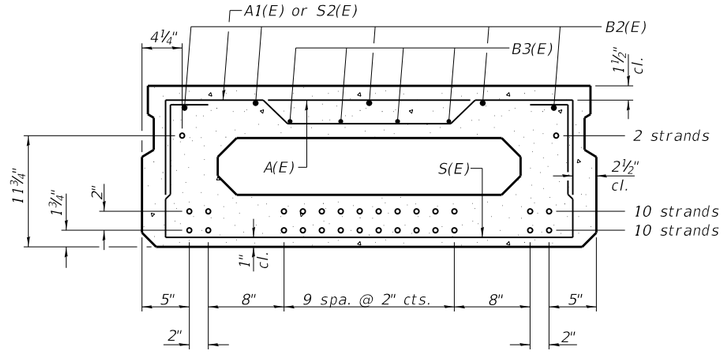


VIEW C-C



PLAN VIEW

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION B-B
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

MINIMUM BAR LAP
#4 bar = 1'-11"
#5 bar = 2'-6"

BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	12	#4	3'-7"	—
A1(E)	22	#4	3'-10"	~
B2(E)	10	#5	20'-1"	—
B3(E)	8	#4	19'-9"	—
S(E)	52	#4	6'-9"	⊔
S1(E)	8	#4	5'-3"	⊓
S2(E)	44	#4	5'-6"	⊓
S3(E)	8	#4	4'-4"	⊔
S4(E)	8	#4	3'-7"	⊔
U(E)	12	#5	3'-8"	⊏
U1(E)	2	#4	6'-9"	⊏

Note: See sheet 10 of 24 for additional details and Bill of Material.

FILE NAME = W:\Projects\2016\160285 Rural\Phil\eadd\Structural\Dgn\B45N127-08R-PPCDeckBeam_Span2.dgn

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	CHECKED - JSP	REVISED -	
PLOT SCALE = 1:1.33333	DRAWN - MM	REVISED -	
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

17" x 48" PPC DECK BEAM - SPAN 2
STRUCTURE NO. 045-9127
SHEET NO. 9 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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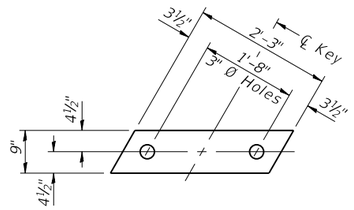
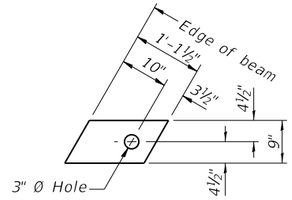
		CONTRACT NO.61F31		
	ILLINOIS FED. AID PROJECT			



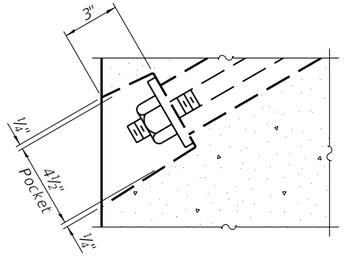
FABRIC BEARING PAD
(Interior)



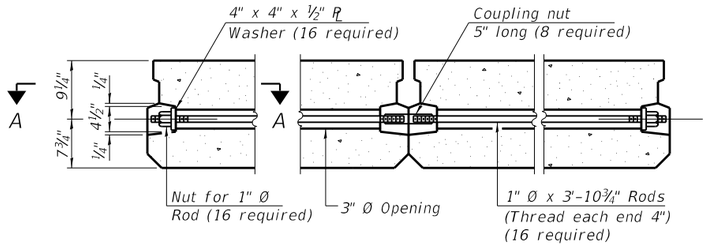
FABRIC BEARING PAD
(Exterior)

FIXED

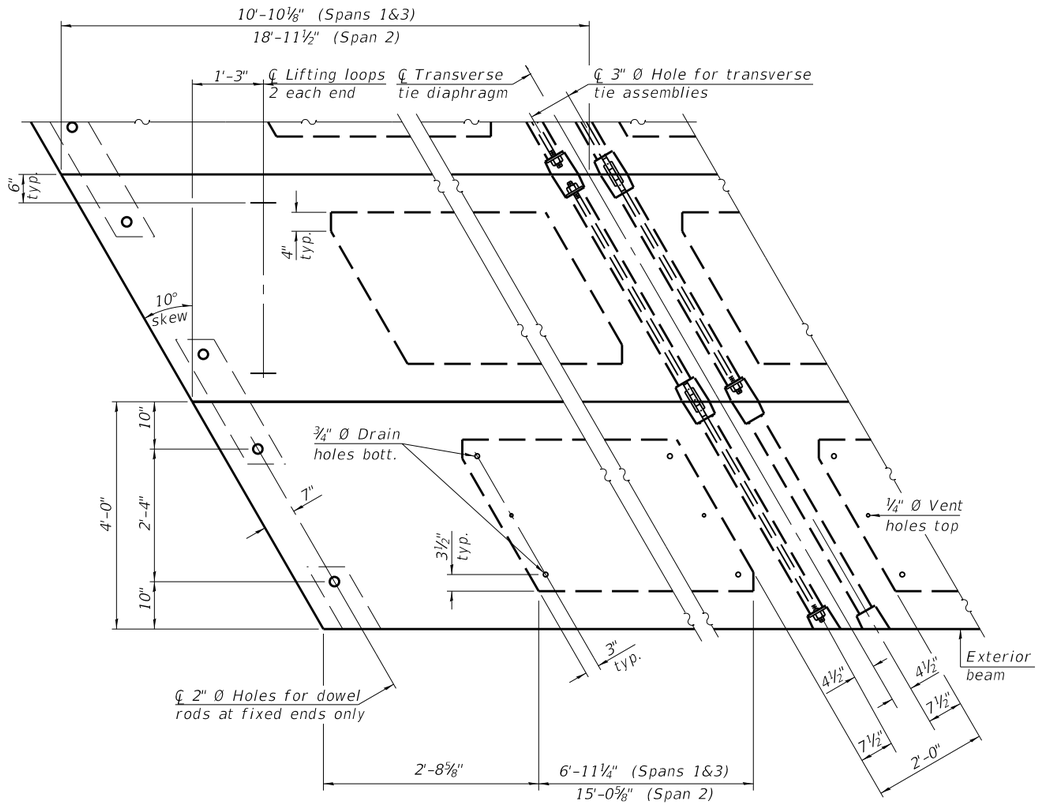
Notes:
All bearing pads shall be 1" thick.
Omit holes when using expansion bearings.
Expansion bearing pad shall be bonded to the substructure.



SECTION A-A

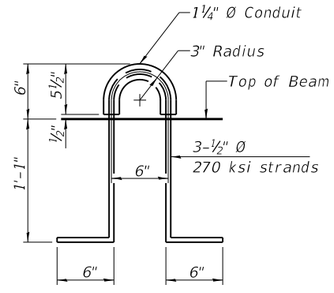


TYPICAL TRANSVERSE TIE ASSEMBLY

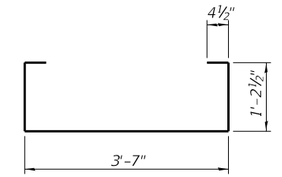


PLAN VIEW

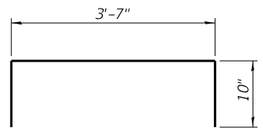
Note: Connect beams in pairs with the transverse tie configuration shown.



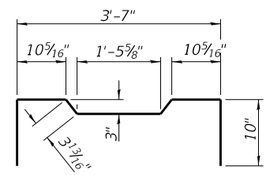
LIFTING LOOP DETAIL



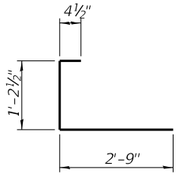
BAR S(E)



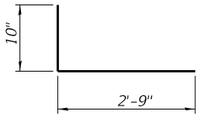
BAR S1(E)



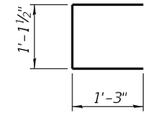
BAR S2(E)



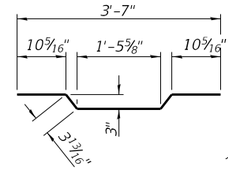
BAR S3(E)



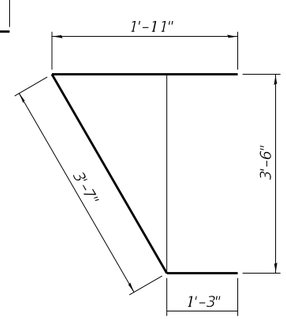
BAR S4(E)



BAR U(E)



BAR A1(E)



BAR U1(E)

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be ½" and the nominal cross-sectional area shall be 0.153 sq. in.

The 1" Ø rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.

Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.

A minimum 2½" Ø lifting pin shall be used to engage the lifting loops during handling.

Corrosion Inhibitor, per Article 1020.05(b)(10) and 1021.07 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.

Compressive strength of prestressed concrete, f'c, shall be 6000 psi.

Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (17" depth)	Sq. Ft.	2,927

FILE NAME = W:\Projects\2016\160285 Rural St Phil\cadd\Structural\Dgn\045127-B18-PPCDB-Details.dgn

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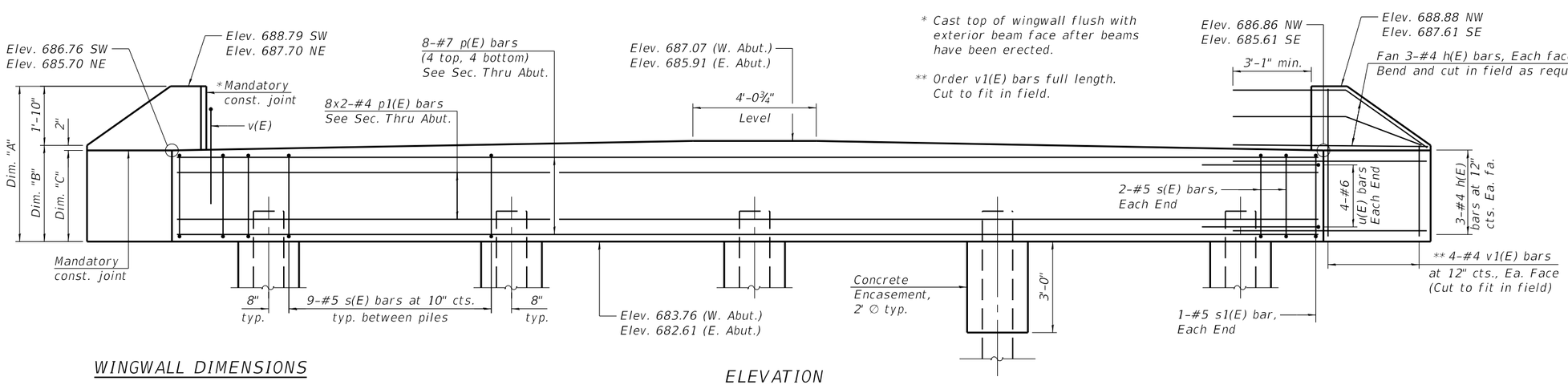
USER NAME = nparris	DESIGNED - MCC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	17" x 48" PPC DECK BEAM DETAILS STRUCTURE NO. 045-9127	
	CHECKED - JSP	REVISED -			
PLOT SCALE = 1:1.33333	DRAWN - MM	REVISED -			
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -		SHEET NO. 10 OF 24 SHEETS	

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	31
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

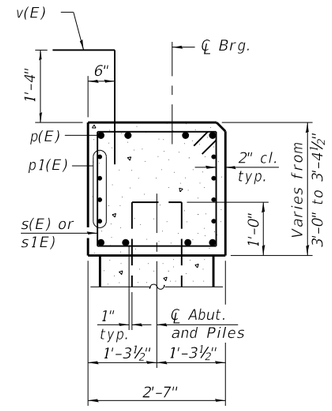


WINGWALL DIMENSIONS

	NW	SW	NE	SE
"A"	5'-1⅜"	5'-0¼"	5'-1⅛"	5'-0"
"B"	3'-3⅛"	3'-2"	3'-3⅛"	3'-2'
"C"	3'-1⅛"	3'-0"	3'-1⅛"	3'-0"

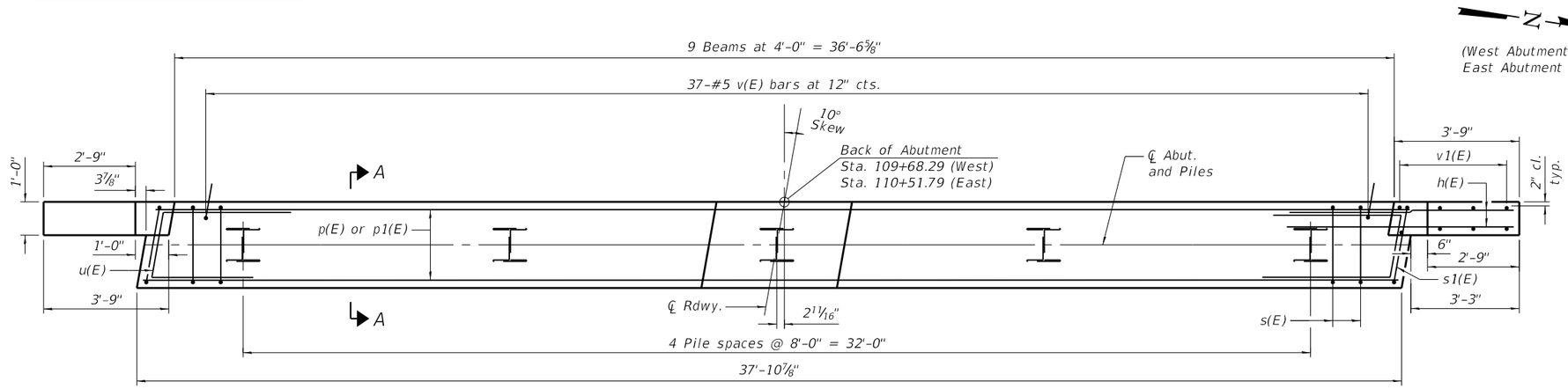
ELEVATION

(West Abutment shown; East Abutment Similar)



SECTION A-A

(Dimensions are at Rt. ∠'s)



PLAN

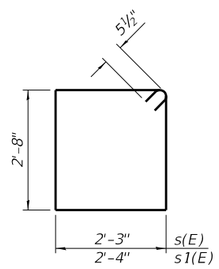
(West Abutment shown, East Abutment opposite)

WEST ABUT. PILE DATA

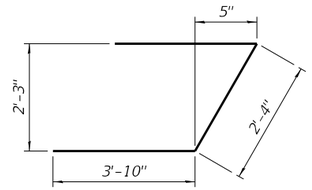
Type: HP 12X53
Nominal Required Bearing: 364 kips
Factored Resistance Available: 200 kips
Est. Length: 40 ft
No. Production Piles: 4
No. Test Piles: 1

EAST ABUT. PILE DATA

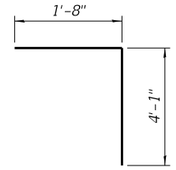
Type: HP 12X53
Nominal Required Bearing: 364 kips
Factored Resistance Available: 200 kips
Est. Length: 44 ft
No. Production Piles: 4
No. Test Piles: 1



BARS s(E) & s1(E)



BAR u(E)



BAR v(E)

MINIMUM BAR LAP

#4 bar = 2'-7"

BILL OF MATERIAL

(Two Abutments)

Bar	No.	Size	Length	Shape
h(E)	48	#4	7'-2"	
p(E)	16	#7	37'-7"	
p1(E)	32	#4	20'-1"	
s(E)	80	#5	10'-9"	
s1(E)	4	#5	10'-11"	
u(E)	16	#6	10'-0"	
v(E)	74	#5	5'-9"	
v1(E)	32	#4	4'-10"	
Structure Excavation		Cu. Yd.	135	
Concrete Structures		Cu. Yd.	25.6	
Reinforcement Bars, Epoxy Coated		Pound	3,620	
Furnishing Steel Piles, HP 12x53		Foot	336	
Driving Piles		Foot	336	
Test Pile Steel HP 12x53		Each	2	
Concrete Encasement		Cu. Yd.	3.5	
Pile Shoes		Each	10	

For details of piles and Concrete Encasement, see sheet 13 of 24.

FILE NAME = W:\Projects\2016\160285 Rural St Phil\cadd\Structural\Dgn\045127-01-Abutment.dgn

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116 WEST MAIN STREET, SUITE 201
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USER NAME = nparris	DESIGNED - JSP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ABUTMENT DETAILS STRUCTURE NO. 045-9127
	CHECKED - MCC	REVISED -		
PLOT SCALE = 1:4	DRAWN - MM	REVISED -		SHEET NO. 11 OF 24 SHEETS
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -		

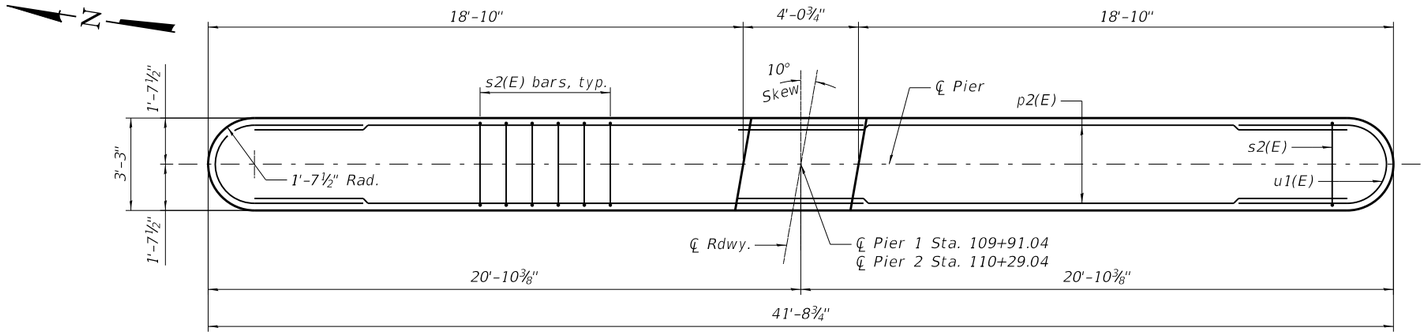
TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	32
		CONTRACT NO.61F31		
		ILLINOIS	FED. AID PROJECT	

PIER 1 DATA

Type: HP 12X53
Nominal Required Bearing: 318 kips
Factored Resistance Available: 175 kips
Est. Length: 42 ft
No. Production Piles: 6
No. Test Piles: 1

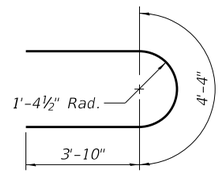
PIER 2 DATA

Type: HP 12X53
Nominal Required Bearing: 318 kips
Factored Resistance Available: 175 kips
Est. Length: 41 ft
No. Production Piles: 6
No. Test Piles: 1

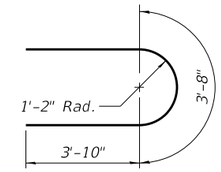


TOP PLAN

Note:
Space reinforcement in cap to miss deck beam anchor bolts.



BAR u1(E)



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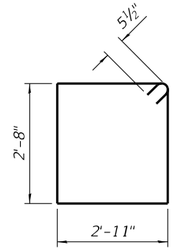
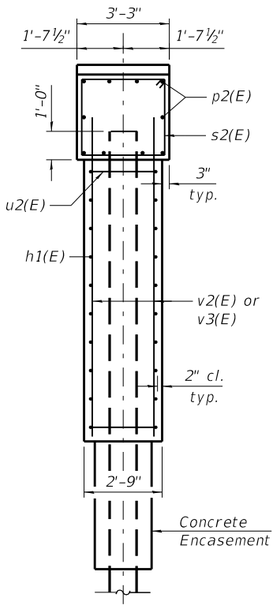
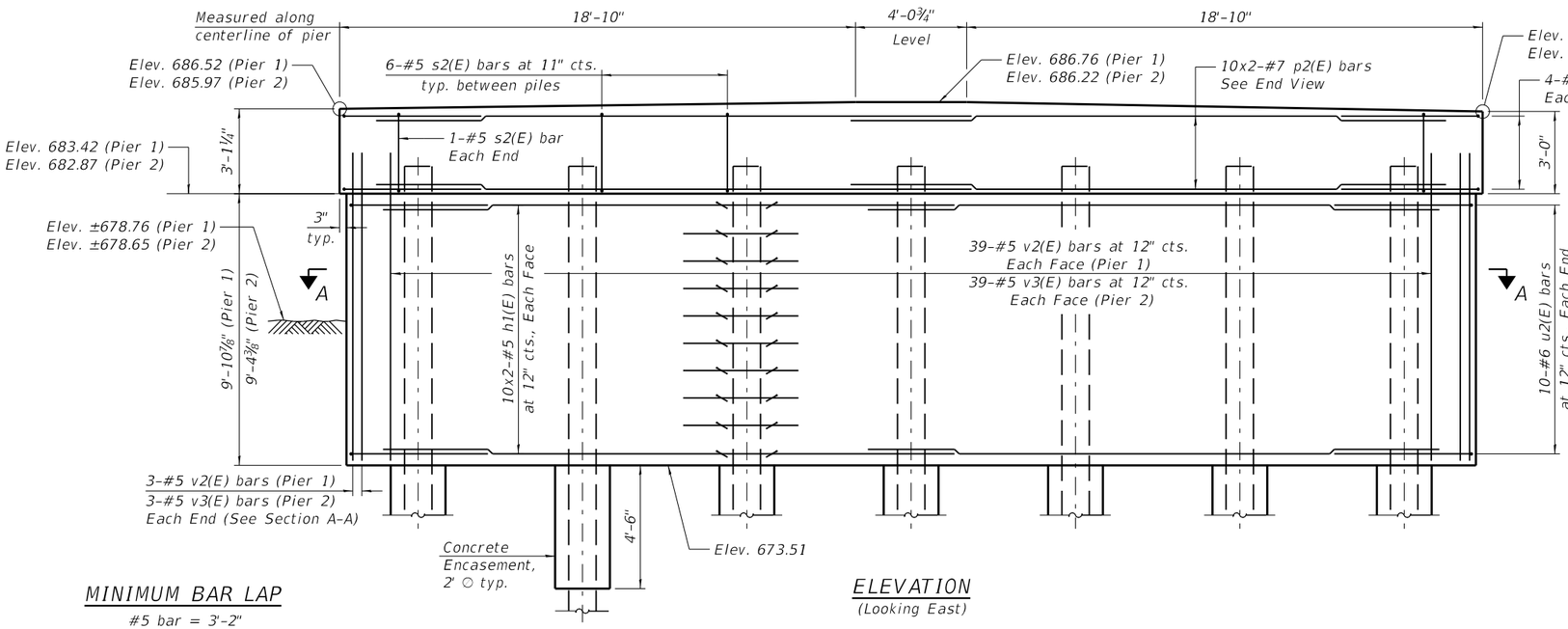


BAR s2(E)



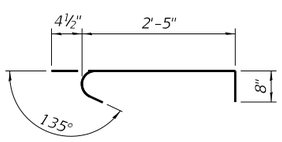
END VIEW



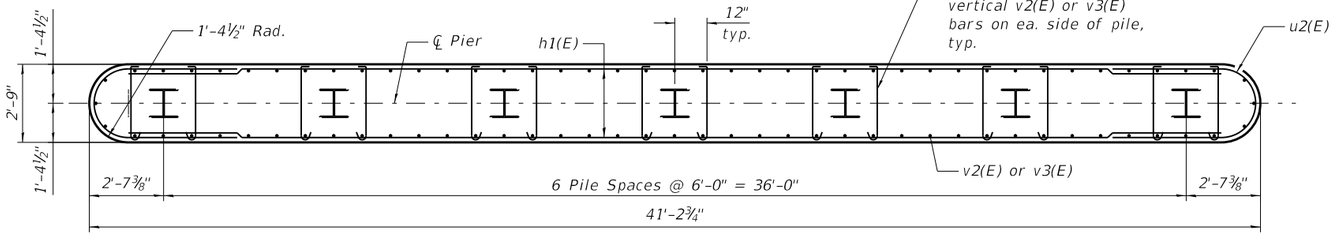
ELEVATION
(Looking East)

MINIMUM BAR LAP

#5 bar = 3'-2"
#7 bar = 4'-5"



BAR s3(E)



SECTION A-A

BILL OF MATERIAL

(Two Piers)

Bar	No.	Size	Length	Shape
h1(E)	80	#5	20'-10"	
p2(E)	40	#7	21'-6"	
s2(E)	76	#5	12'-1"	
s3(E)	280	#5	3'-6"	
u1(E)	16	#6	12'-0"	
u2(E)	40	#6	11'-4"	
v2(E)	90	#5	11'-3"	
v3(E)	90	#5	10'-9"	
Structure Excavation		Cu. Yd.	138	
Concrete Structures		Cu. Yd.	111.4	
Reinforcement Bars, Epoxy Coated		Pound	8,510	
Furnishing Steel Piles, HP 12x53		Foot	498	
Driving Piles		Foot	498	
Test Pile Steel HP 12x53		Each	2	
Concrete Encasement		Cu. Yd.	7.3	
Pile Shoes		Each	14	

For details of piles and Concrete Encasement, see sheet 13 of 24.

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PLOT SCALE = 1:5.33333	DRAWN - MM	REVISED -
PLOT DATE = 11/5/2018	CHECKED - JMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS
STRUCTURE NO. 045-9127
SHEET NO. 12 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	33
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

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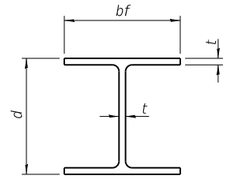
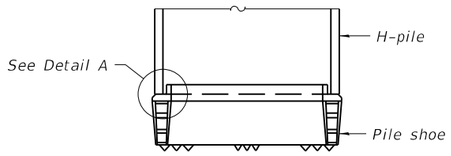
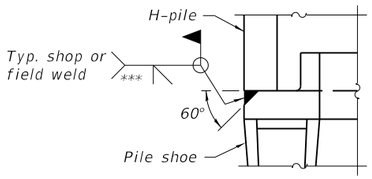


STEEL PILE TABLE

Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14¼"	14⅞"	13/16"	30"
x102	14"	14¾"	11/16"	30"
x89	13⅞"	14¾"	⅝"	30"
x73	13⅝"	14⅝"	½"	30"
HP 12x84	12¼"	12¼"	11/16"	24"
x74	12⅛"	12¼"	⅝"	24"
x63	12"	12⅛"	½"	24"
x53	11¾"	12"	7/16"	24"
HP 10x57	10"	10¼"	9/16"	24"
x42	9¾"	10⅛"	7/16"	24"
HP 8x36	8"	8⅛"	7/16"	18"



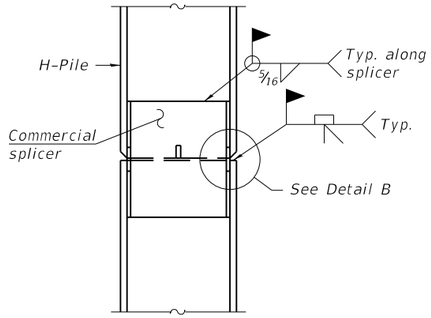
ELEVATION



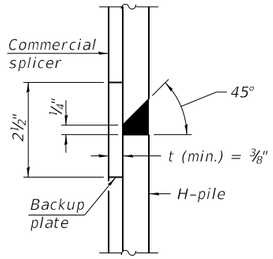
DETAIL A

SHOE ATTACHMENT

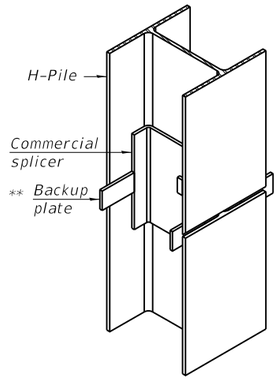
Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



ELEVATION

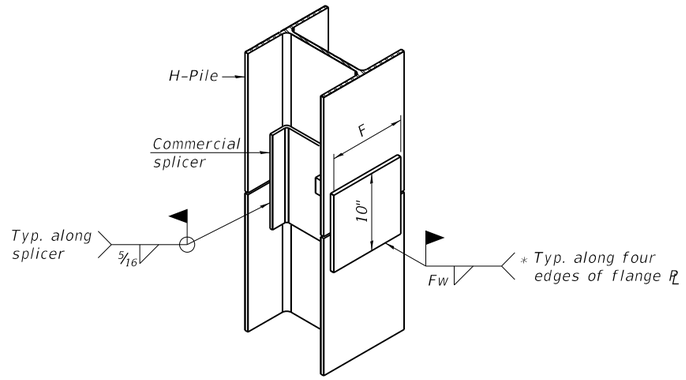


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



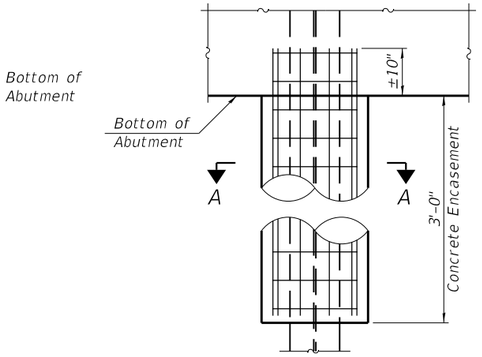
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

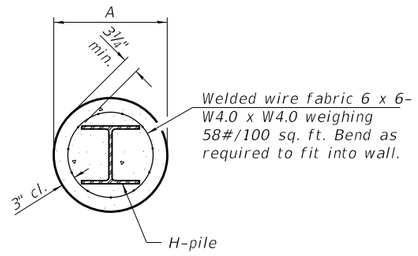
* Interrupt welds ¼" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).



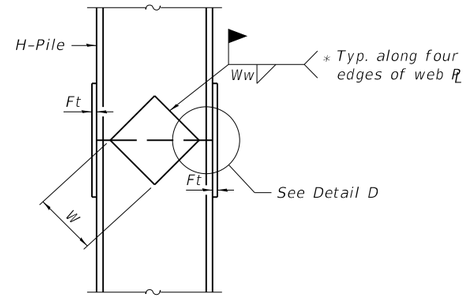
ELEVATION



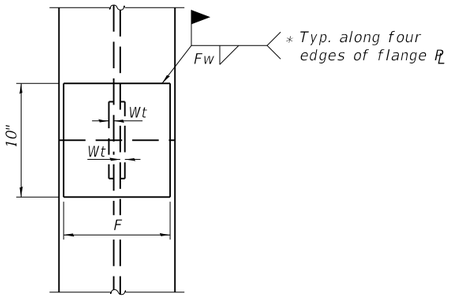
SECTION A-A

AT ABUTMENT CONCRETE ENCASEMENT

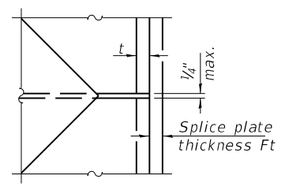
(Forms for encasement may be omitted when soil conditions permit).



ELEVATION



END VIEW



DETAIL D

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12½"	1"	⅞"	7¾"	⅝"	½"
x102	12½"	⅞"	¾"	7¾"	⅝"	½"
x89	12½"	¾"	11/16"	7¾"	⅝"	½"
x73	12½"	⅝"	9/16"	7¾"	⅝"	½"
HP 12x84	10"	⅞"	11/16"	6½"	⅝"	½"
x74	10"	⅞"	11/16"	6½"	⅝"	½"
x63	10"	⅝"	½"	6½"	½"	⅜"
x53	10"	⅝"	½"	6½"	½"	⅜"
HP 10x57	8"	¾"	9/16"	5¼"	½"	⅜"
x42	8"	⅝"	9/16"	5¼"	½"	⅜"
HP 8x36	7"	⅝"	7/16"	4¼"	½"	⅜"

WELDED PLATE FIELD SPLICE

F-HP 8-11-2017

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	CHECKED - MCC	REVISED -	
PLOT SCALE = 1:0.166667	DRAWN - MM	REVISED -	
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 045-9127
SHEET NO. 13 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	34
		CONTRACT NO.61F31		
		ILLINOIS	FED. AID PROJECT	

FILE NAME = W:\Projects\2016\160285 Rural\Phil\cadd\Structural\Dgn\045127-013-HP_Pile.dgn

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Date Started 4/5/16
Date Completed 4/5/16

ROUTE _____ DESCRIPTION Rural Street Bridge over Indian Creek

SECT. 84-01127-00-BR STRUCT. NO. _____ DRILLED BY TSC/L-84,879

COUNTY KANE LOCATION West Abutment S. 14SE , TWP. 38N , RNG. 8E

Boring No. SB-1
Station _____
Offset ft
Surface Elev. 688.50 ft

Surface Water Elev. _____
Groundwater Elev.:
when drilling Dry to 678.5
at Completion Rotary Wash
after _____ Hrs. _____

	DEPTH	BLOWS	Qu tsf	W %
6" Bituminous Concrete 688.00 8" Crushed Stone Subbase 687.30 FILL - Dark brown CLAY, trace gravel, moist (A-6)		2 4 4	P 1.5	23.6
685.50 Very stiff brown SILTY LOAM, little gravel, moist (A-4)	-5	4 6 10	P 2.25	12.3
Sample 2: LL/PL/PI = 23/13/10		9 10 11	B 3.47 15%	13.4
680.50 Hard brown and gray CLAY LOAM, little gravel, moist (A-6)	-10	3 7 9	B 4.13	14.1
		6 9 10	P 4.5+*	15.1
675.50 Stiff gray CLAY LOAM, little gravel, moist (A-6)	-15	6 6 8	B 2.0 15%	14.4
		6 7 10	P 1.25	15.6
670.50 Medium dense gray SAND and GRAVEL, saturated (A-1)	-20	8 10 12		10.4
664.00	-25	9 9 13	B 2.15 15%	23.1

	DEPTH	BLOWS	Qu tsf	W %
Very stiff to stiff gray CLAY LOAM, trace gravel, moist (A-6)				
	-30	6 7 9	P 2.0	23.9
		5 5 7	B 1.62 15%	23.3
651.50 Dense to very dense gray SANDY LOAM, occasional Cobbles, saturated (A-2-4)	-35			
	-40	10 15 20		8.6
645.00 Weathered/Fractured Bedrock or Possible Boulder Zone [Hard Drilling]	-45	32 50/0"		9.1
641.50 DOLOMITE Core Run: 47' to 57' Recovery = 90% RQD = 28%	-50	100/1"		

ILDOT_BORING 84879 - IDOT.GPJ IDOT.GDT 6/7/16

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Date Started 4/5/16
Date Completed 4/5/16

STRUCTURE NO. _____
ROUTE _____
SECTION 84-01127-00-BR
COUNTY KANE

Boring No. SB-1
Station _____
Offset ft
Elevation 638.50 ft

	DEPTH	BLOWS	Qu tsf	W %
DOLOMITE: Dense medium gray, weathered orange brown at bedding planes 47'-49' silty. Thin bedded with occasional green-gray clay partings, occasional small vug (<½")	-55			
631.50 End of Boring at 57.0'				
Diedrich D-120 Truck Rig (#315) CME Automatic Hammer	-60			
Rock Core with NWD4 Core Barrel				
	-65			
	-70			
	-75			

ILDOT_BORING 84879 - IDOT.GPJ IDOT.GDT 6/7/16

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

FILE NAME = W:\Projects\2016\160285 RuralStPhil\cadd\Structural\Dgn\8459127-814-SoilBorings1.dgn

WBK engineering
WBK ENGINEERING, LLC
116 WEST MAIN STREET, SUITE 201
ST. CHARLES, ILLINOIS 60174
(630) 443-7755

USER NAME = nparris	DESIGNED - JSP	REVISED -
	CHECKED - MCC	REVISED -
PLOT SCALE = 1:0.166667	DRAWN - MM	REVISED -
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG I
STRUCTURE NO. 045-9127
SHEET NO. 14 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	35
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Date Started 4/19/16
Date Completed 4/19/16

ROUTE _____ DESCRIPTION Rural Street Bridge over Indian Creek

SECT. 84-01127-00-BR STRUCT. NO. _____ DRILLED BY TSC/L-84,879

COUNTY KANE LOCATION Center Pier S. 14SE , TWP. 38N , RNG. 8E

Boring No. SB-2
Station _____
Offset ft
Surface Elev. 688.00 ft

Surface Water Elev. _____
Groundwater Elev.:
when drilling 677.0
at Completion 677.0
after _____ Hrs. _____

	DEPTH	BLOWS	Qu tsf	W %
3" Bituminous Concrete 687.70 / 6" P.C. Concrete (Bridge) 687.20				
		16		
662.00				
Stiff gray CLAY, little gravel, very moist (A-6)		4 4 4	B 1.95 15%	24.2
659.50				
Medium dense gray SANDY LOAM, moist (A-2-4)	-5	8 10 13		10.4
657.00	-30			
Dense to very dense gray SAND, occasional Cobbles, saturated (A-1)		8 16 33		8.4
	-35	19 50/2"		9.3
652.00				
Medium dense gray SANDY LOAM, saturated (A-2-4)		4 4 6		8.6
648.00	-40			
Medium dense gray SAND and GRAVEL, saturated (A-1)		10 11 14		10.9
644.00				
Weathered/Fractured Rock or Boulder Zone [Hard Drilling]	-45	100/2"		
642.00				
Auger Refusal at 46.0' Diedrich D-120 Truck Rig (#315) CME Automatic Hammer				
	-50			

Air - Between the bottom of the Bridge Deck and the top of the Creek

677.00 Water

675.00 FILL - Crushed Concrete

674.00 Very stiff gray CLAY, trace gravel, moist (A-6)
LL/PL/PI = 27/12/15

671.50 Very dense gray SAND, some gravel occasional Cobbles, saturated (A-1-b)

669.50 Hard gray CLAY, little gravel, moist (A-6)

	DEPTH	BLOWS	Qu tsf	W %
	-15	19 9 8 8	B 2.61 15%	17.5
		3 4 6	B 2.02 15%	18.7
		13 50/0"		15.7
	-20	8 12 15	P 4.5+*	15.4
		6 8 13	B 4.59 15%	18.3
	-25	7 13	P 4.5+*	17.8

ILDOT_BORING 84879 - IDOT.GPJ IDOT.GDT 6/7/16

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Date Started 3/29/16
Date Completed 3/29/16

ROUTE _____ DESCRIPTION Rural Street Bridge over Indian Creek

SECT. 84-01127-00-BR STRUCT. NO. _____ DRILLED BY TSC/L-84,879

COUNTY KANE LOCATION East Abutment S. 14SE , TWP. 38N , RNG. 8E

Boring No. SB-3
Station _____
Offset ft
Surface Elev. 687.50 ft

Surface Water Elev. _____
Groundwater Elev.:
when drilling 679.5
at Completion Rotary Wash
after _____ Hrs. _____

	DEPTH	BLOWS	Qu tsf	W %
6" Bituminous Concrete 686.90 / 9" Crushed Stone Subbase 686.20				
Stiff to very stiff dark brown CLAY, trace gravel, trace organic, moist (A-6)		3 5 5	P 2.0*	21.6
684.50				
Loose to medium dense brown SANDY LOAM, some gravel, moist (A-2-4)	-5	2 3 3		14.2
		4 5 7		11.8
679.50				
Medium dense brown and gray SANDY LOAM, wet (A-2-4)	-10	4 5 5		13.3
677.00				
Medium stiff gray CLAY LOAM, little gravel, very moist (A-6)		6 8 10	P 0.75*	18.0
674.50				
Very stiff gray SILTY CLAY, little gravel, moist (A-6)	-15	8 14 16	B 2.94 15%	13.8
		7 9 13	B 3.14 15%	14.2
669.50				
Stiff to very stiff gray CLAY, little gravel, occasional sand seams, very moist to moist (A-6)	-20	6 13 17	P 1.5	18.4
	-25	3 4 4	B 1.56 15%	21.3

	DEPTH	BLOWS	Qu tsf	W %
Stiff to very stiff gray CLAY, little gravel, occasional sand seams, very moist to moist (A-6)				
655.50				
Medium dense gray SANDY LOAM, trace gravel, moist (A-2-4)	-30	4 6 8	P 3.25	20.7
	-35	8 10 14		10.0
650.50				
Stiff gray CLAY, little to some gravel, moist (A-6)	-40	11 5 5	P 1.5	11.6
645.50				
Dense gray SANDY LOAM, wet (A-2-4)	-45	12 21 26		8.4
640.50				
Weathered/Fractured Bedrock or Possible Boulder Zone [Hard Drilling]				
639.50				
DOLOMITE Core Run: 48' to 58' Recovery = 100%				
637.50	-50			

ILDOT_BORING 84879 - IDOT.GPJ IDOT.GDT 6/7/16

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

FILE NAME = W:\Projects\2016\160285 Rural\Phil\cadd\Structural\Dgn\045127-B05-SoilBorings2.dgn

WBK engineering
WBK ENGINEERING, LLC
116 WEST MAIN STREET, SUITE 201
ST. CHARLES, ILLINOIS 60174
(630) 443-7755

USER NAME = nparris	DESIGNED - JSP	REVISED -	
	CHECKED - MCC	REVISED -	
PLOT SCALE = 1:0.166667	DRAWN - MM	REVISED -	
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG II
STRUCTURE NO. 045-9127
SHEET NO. 15 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	36
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Date Started 3/29/16
Date Completed 3/29/16

STRUCTURE NO. _____
ROUTE _____
SECTION 84-01127-00-BR
COUNTY KANE

Boring No. SB-3
Station _____
Offset ft
Elevation 637.50 ft

DEPTH	BLOWS	Qu tsf	W %
RQD = 16%			
48'-50' Orange-brown weathered DOLOMITE Silty, Thin bedded with occasional gray clay partings, dense			
50'-58' Medium gray DOLOMITE Silty, Thin-medium bedded with occasional green-gray clay partings, 10-15% pinpoint vugs, Slighlt fracture 47-47½', Trace pyrite.			
-55			
629.50			
End of Boring at 58.0'			
-60			
Diedrich D-120 Truck Rig (#315) CME Automatic Hammer			
Rock Core with NWD4 Core Barrel			
-65			
-70			
-75			

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

ILDOT_BORING 84879 - IDOT.GPJ IDOT.GDT 6/7/16

FILE NAME = W:\Projects\2016\160285 Rural St Phil\cadd\Structural\Dgn\0459127-016-SoilBorings3.dgn

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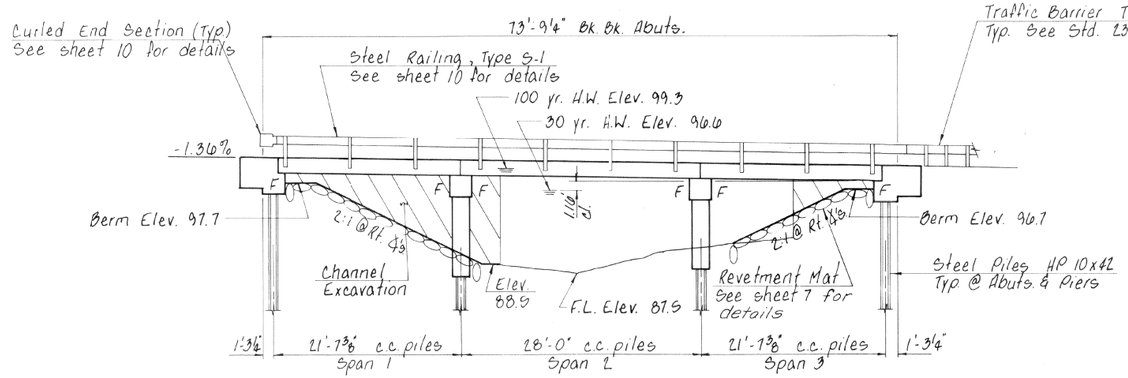
	CHECKED - MCC	REVISED -	
PLOT SCALE = 1:0.166667	DRAWN - MM	REVISED -	
PLOT DATE = 11/5/2018	CHECKED - JSP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG III
STRUCTURE NO. 045-9127
SHEET NO. 16 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	37
		CONTRACT NO.61F31		
	ILLINOIS FED. AID PROJECT			

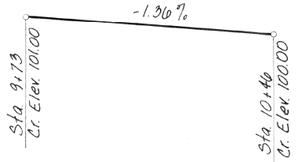
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RURAL STREET	84-01127-00-BR	KANE	14	5
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



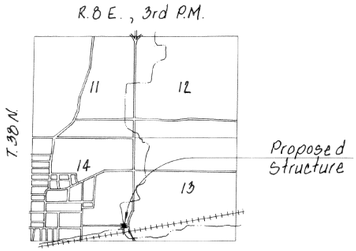
ELEVATION

GENERAL NOTES

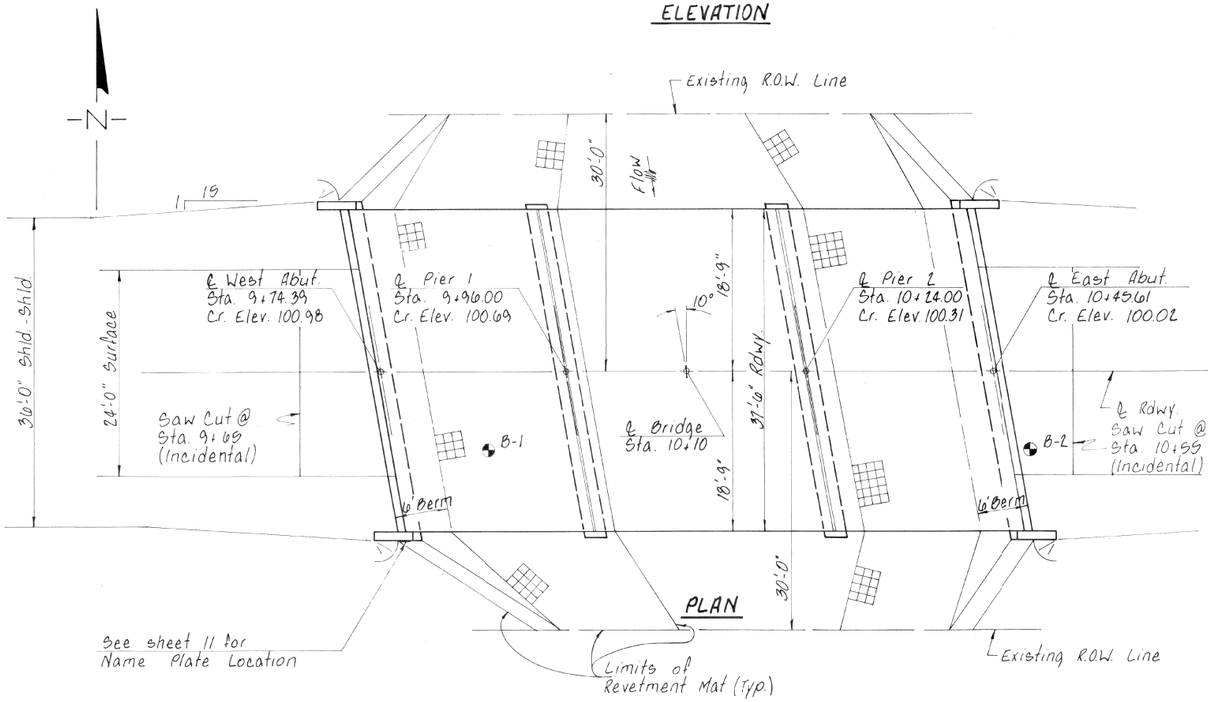
The contractor shall drive two steel test piles in permanent locations, one at the West Abut. and one at Pier 2, as directed by the Engineer, before ordering the remainder of the piles.



PROFILE GRADE



LOCATION PLAN



PLAN

STRUCTURE NO. 045-3127
INDIAN CREEK
SEC. 84-01127-00-BR BUILT 1985
AURORA ROAD DISTRICT
KANE COUNTY
LOADING HS20

LETTERING FOR NAME PLATE

See Std. 2113-2

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Precast Concrete Bridge Slab	Sq. Ft.	2,691		2,691
Class X Concrete	C.U. Yd.		52.1	52.1
Reinforcement Bars	Pound		5,900	5,900
Steel Railing, Type S-1	Lin. Ft.	147		147
Steel Piles HP 10x42	Lin. Ft.		490	490
Test Pile Steel HP 10x42	Each		2	2
Name Plates	Each		1	1
Bituminous Conc. Surf. Crse, Mix C; Cl. I	Ton			34
Waterproofing Membrane System	Sq. Yd.	299		299
Fabric Formed Concrete Revetment Mats	Sq. Yd.			410

WATERWAY DATA

Drainage Area	12.1	Sq. Mi
Existing Opening (30 yr.)	230	Sq. Ft.
Req'd. Opening (30 yr.)	300	Sq. Ft.
Proposed Opening (30 yr.)	300	Sq. Ft.
Design Discharge (30 yr.)	510	C.F.S.
Created Head (30 yr.)	0.0	Ft.
100 yr. Discharge	1,560	C.F.S.
100 yr. Created Head	0.0	Ft.

DESIGN STRESSES

f'c = 4,500 psi (Precast Slab)
fc = 1,800 psi (Precast Slab)
fc = 1,400 psi (Class X Concrete)
fs = 20,000 psi (Reinf. Bars)
n = 9 (Class X Concrete) 8 (Precast Slab)
Loading HS 20-44
Design Specifications: 1983 AASHTO
25#/Sq.Ft. included in dead load for future wearing surface.

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

Ronald Stone Jr.
Illinois Structural No. 2934

GENERAL PLAN & ELEVATION

SECTION 84-01127-00-BR
AURORA ROAD DISTRICT
KANE COUNTY
STATION 10+10

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.N.
DRAWN R.N. DATE 4-18-85 NO. 1882

FILE NAME = W:\Projects\2018\180285 Rural\St Phil\Local\Structural\Dgn\BR45127-017-ExistingPlans1.dgn

WBK engineering
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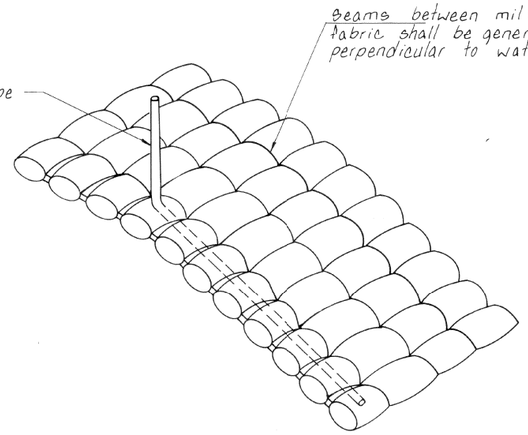
USER NAME = nparris	DESIGNED -		REVISED -
	CHECKED -		REVISED -
PLOT SCALE = 1:0.166667	DRAWN -	NDP	REVISED -
PLOT DATE = 11/5/2018	CHECKED -	MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS - FOR REFERENCE ONLY
STRUCTURE NO. 045-9127
SHEET NO. 17 OF 24 SHEETS

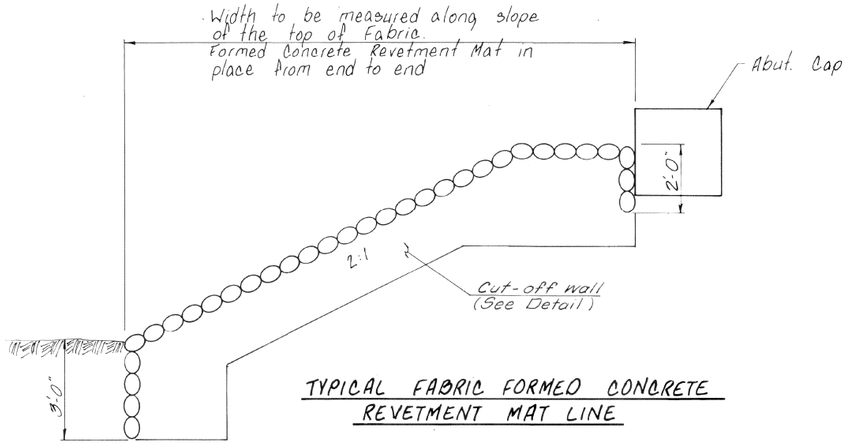
TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	38
		CONTRACT NO. 61F31		
	ILLINOIS FED. AID PROJECT			

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RURAL STREET	84-01127-00-BR	KANE	14	7
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



INSTALLATION DETAIL

Locate mortar stops to accomadate mortar quantities.



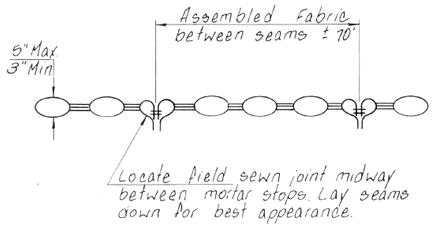
TYPICAL FABRIC FORMED CONCRETE REVETMENT MAT LINE

GENERAL NOTES

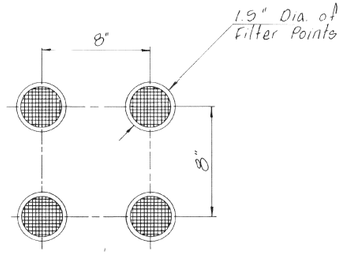
In placing insert points through fabric use care to avoid breaking drop stitches.

Injection points shall be no more than 100 feet apart on the horizontal.

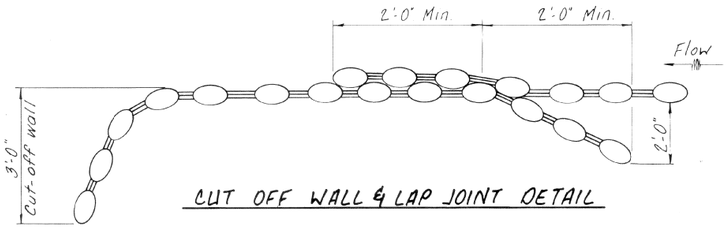
Cut off walls shall be installed at the upstream and downstream ends of the mat.



TYPICAL SECTION THRU FILTER POINT MAT



LAYOUT OF FILTER POINTS



CUT OFF WALL & LAP JOINT DETAIL

REVETMENT MAT DETAILS

SECTION 84-01127-00-BR
AURORA ROAD DISTRICT
KANE COUNTY
STATION 10+10

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.N.
DRAWN R.N. DATE 4-10-85 NO. 1882

FILE NAME = W:\Projects\2016\160285 Rural St Phil\eadd\Structural\Dgn\8459127-818-ExistingPlans2.dgn

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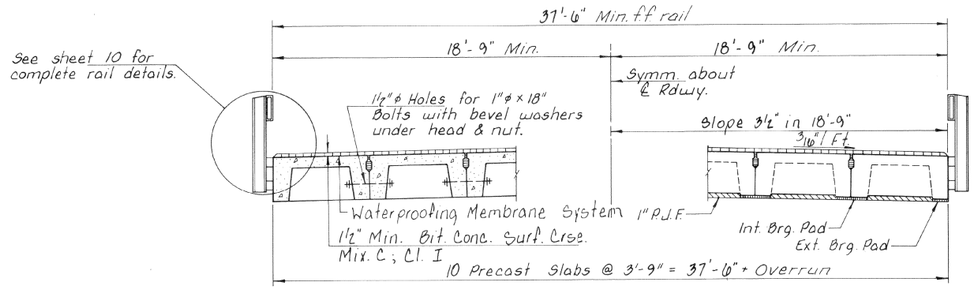
	CHECKED -	REVISED -
PLOT SCALE = 1:0.166667	DRAWN - NDP	REVISED -
PLOT DATE = 11/5/2018	CHECKED - MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS - FOR REFERENCE ONLY
STRUCTURE NO. 045-9127
SHEET NO. 18 OF 24 SHEETS

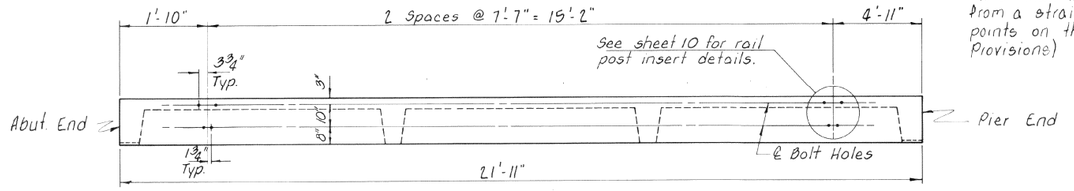
TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	39
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RURAL STREET	84-01127-00-BR	KANE	14	9
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



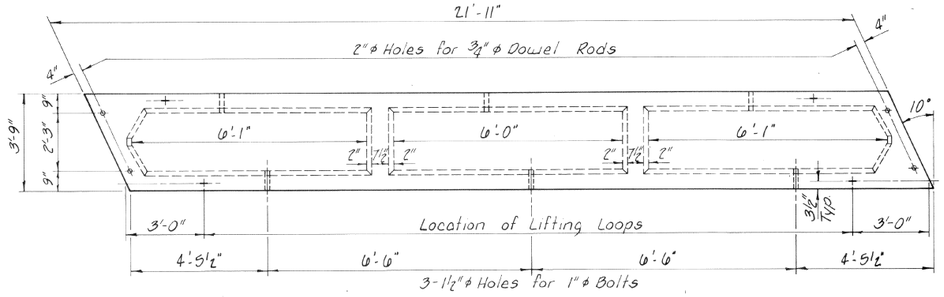
HALF SECTION

HALF END ELEVATION

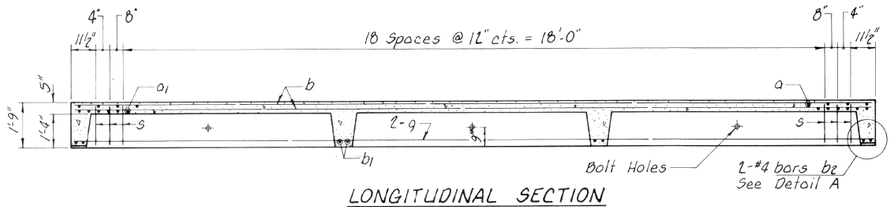


ELEVATION

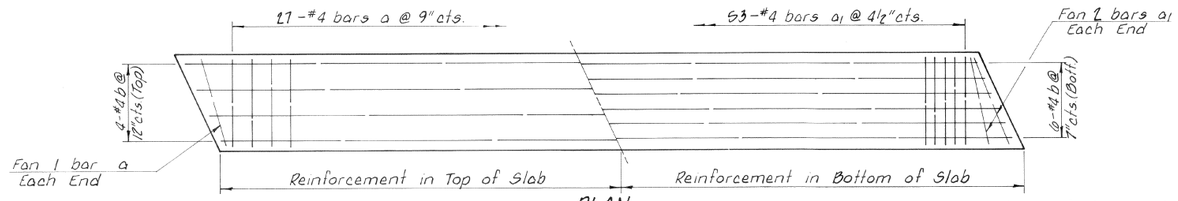
Showing Rail Post Spacing



PLAN



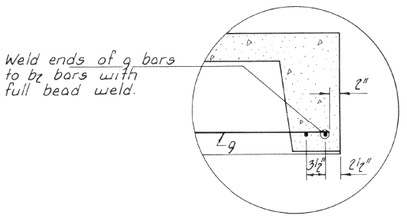
LONGITUDINAL SECTION



PLAN

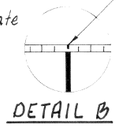
Showing Slab Reinforcement

NOTE: Tack welding of stirrups to bottom longitudinal reinforcement bars will not be permitted except as otherwise authorized in writing by the Engineer.

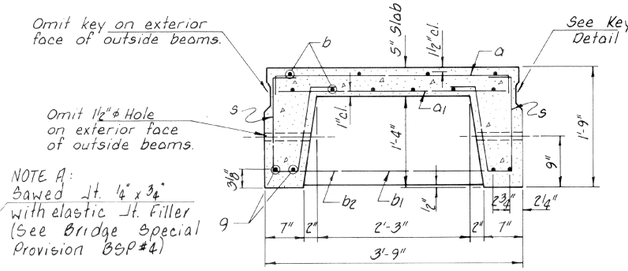


DETAIL A

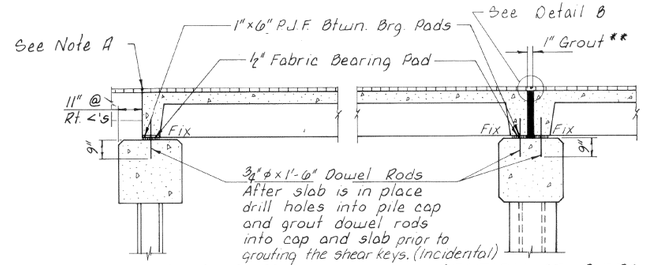
Note: The surface of the member shall not deviate more than 1/100 of the full length of the member from a straight line connecting the two end points on the members surface. (See Special Provisions)



DETAIL B



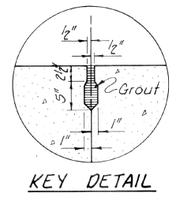
TYPICAL SECTION THRU BEAM



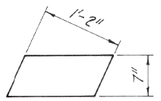
SECTION AT ABUTS.

SECTION AT PIERS

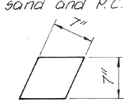
** 1" Joint shall be packed with a very dry mix of 2:1 sand and P.C. mortar mix.



KEY DETAIL



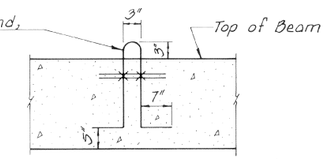
@ Interior Corners
36-½" Fabric Pads Req'd.



@ Exterior Corners
8-½" Fabric Pads Req'd.

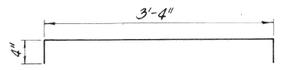
BEARING PAD DETAILS

2-½"ø Strands/Loop, 2 Ea. End, Ea Beam. Loop shall be burned off after beams have been erected. Strands shall conform to the requirements of AASHTO M 203.

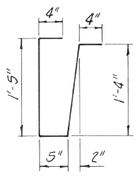


LIFTING LOOP DETAIL

Approved alternate may be substituted for the above.



BAR a



BAR s

* ESTIMATED QUANTITIES

	CONCRETE CU YDS	RE-BARS POUNDS
One Unit	3.1	800

* For information of suppliers of Precast Slab Units only.

BILL OF MATERIAL ~ SUPERSTRUCTURE

Precast Concrete Bridge Slab Sq. Ft.	1,644

* BILL OF REINFORCEMENT BARS

	ONE UNIT		
BAR	NO.	SIZE	LENGTH
a	29	#4	4'-0"
a1	57	#4	3'-3"
b	10	#4	21'-6"
b1	4	#4	3'-0"
b2	4	#4	3'-7"
g	4	#10	21'-6"
s	46	#3	3'-10"

SUPERSTRUCTURE SPANS 1 & 3
SECTION 84-01127-00-BR
AURORA ROAD DISTRICT
KANE COUNTY
STATION 10+10

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.N.
DRAWN R.N. DATE 4-18-89 NO. 18821

FILE NAME = W:\Projects\2018\18285 Rural St Phil\cadd\Structural\Dgn\18459127-01-ExistingPlans3.dgn

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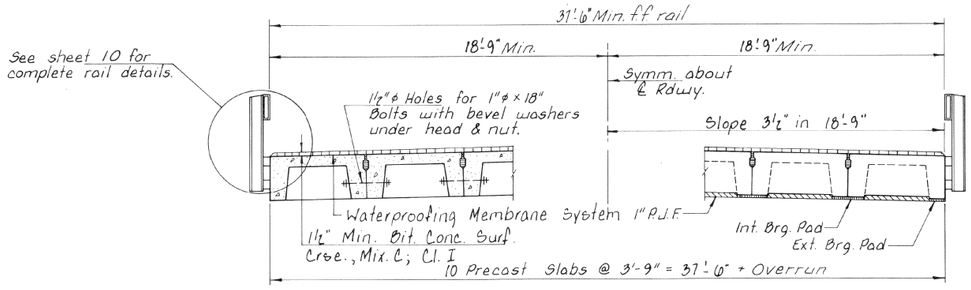
USER NAME = nparris		DESIGNED -		REVISED -
		CHECKED -		REVISED -
PLOT SCALE = 1:0.166667		DRAWN -	NDP	REVISED -
PLOT DATE = 11/5/2018		CHECKED -	MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

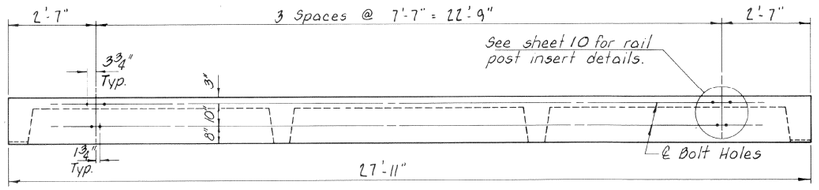
EXISTING BRIDGE PLANS - FOR REFERENCE ONLY
STRUCTURE NO. 045-9127
SHEET NO. 19 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	40
		CONTRACT NO. 61F31		
	ILLINOIS FED. AID PROJECT			

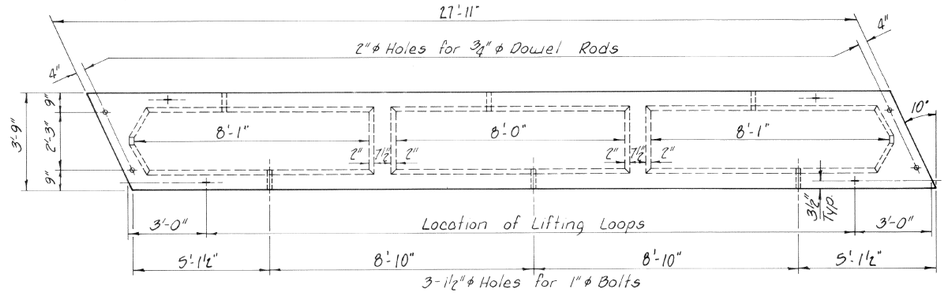
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RURAL STREET	84-01127-00-BR	KANE	14	9
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT			



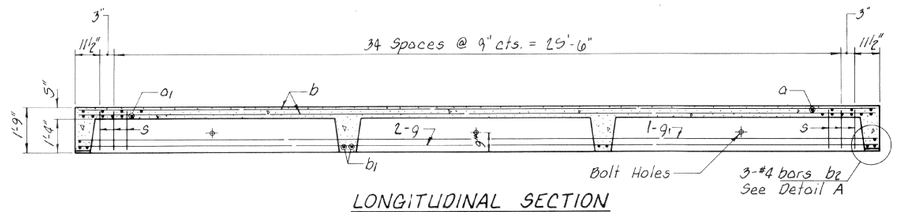
HALF SECTION HALF END ELEVATION



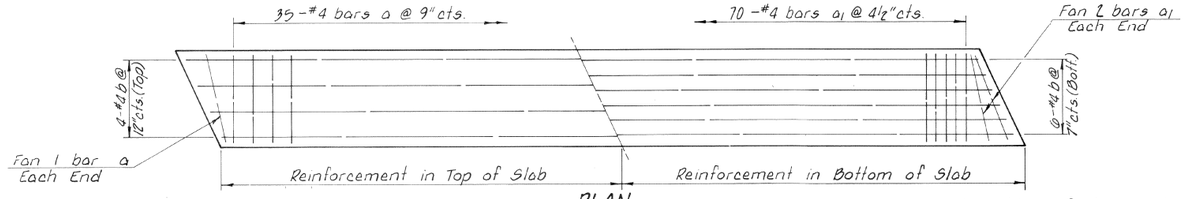
ELEVATION
Showing Rail Post Spacing



PLAN

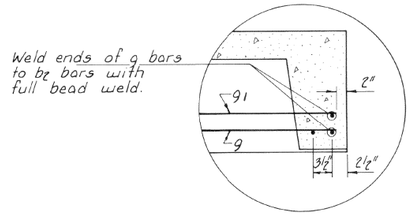


LONGITUDINAL SECTION



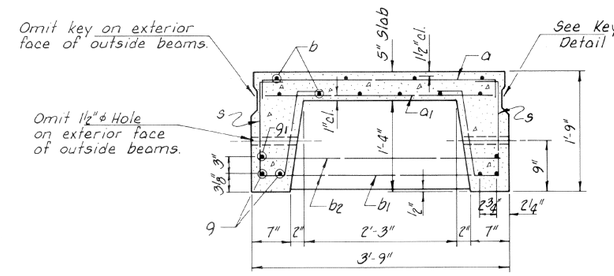
PLAN
Showing Slab Reinforcement

NOTE: Tack welding of stirrups to bottom longitudinal reinforcement bars will not be permitted except as otherwise authorized in writing by the Engineer.

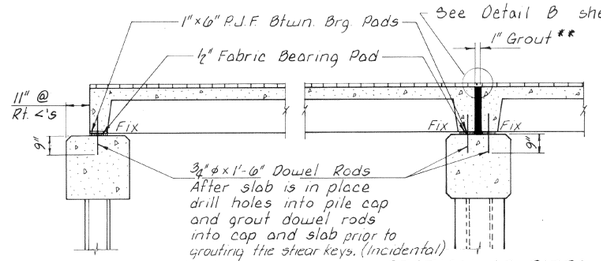


DETAIL A

Note: The surface of the member shall not deviate more than 1/100 of the full length of the member from a straight line connecting the two end points on the members surface. (See Special Provisions)



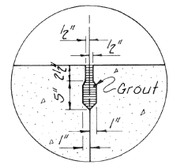
TYPICAL SECTION THRU BEAM



SECTION AT ABUTS.

SECTION AT PIERS

** 1" Joint shall be packed with a very dry mix of 2:1 sand and P.C. mortar mix.



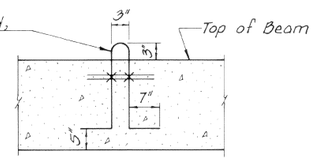
KEY DETAIL

@ Interior Corners
10 -½" Fabric Pads Req'd.

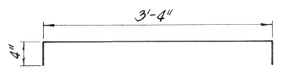
@ Exterior Corners
4 -½" Fabric Pads Req'd.

BEARING PAD DETAILS

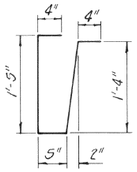
2-½"ø Strands/Loop, 2 Ea End, Ea Beam. Loop shall be burned off after beams have been erected. Strands shall conform to the requirements of AASHTO M 203.



LIFTING LOOP DETAIL
Approved alternate may be substituted for the above.



BAR a



BAR s

* ESTIMATED QUANTITIES

	CONCRETE Cu Yds	RE-BARS POUNDS
One Unit	3.9	1,291

* For information of suppliers of Precast Slab Units only.

BILL OF MATERIAL ~ SUPERSTRUCTURE

Precast Concrete Bridge Slab Sq.Ft.	1,047

* BILL OF REINFORCEMENT BARS

ONE UNIT			
BAR	No.	SIZE	LENGTH
a	37	#4	4'-0"
a1	74	#4	3'-3"
b	10	#4	27'-6"
b1	4	#4	3'-6"
b2	6	#4	3'-7"
g	4	#11	27'-6"
g1	2	#8	27'-6"
s	74	#3	3'-10"

SUPERSTRUCTURE SPAN 2
SECTION 84-01127-00-BR
AURORA ROAD DISTRICT
KANE COUNTY
STATION 10+10

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.N.
DRAWN R.N. DATE 9-18-85 NO. 1882

FILE NAME = W:\Projects\2016\160285 Rural St Phil\Roads\Structural\Dgn\M45127-020-ExistingPlans4.dgn

WBK engineering
WBK ENGINEERING, LLC
116 WEST MAIN STREET, SUITE 201
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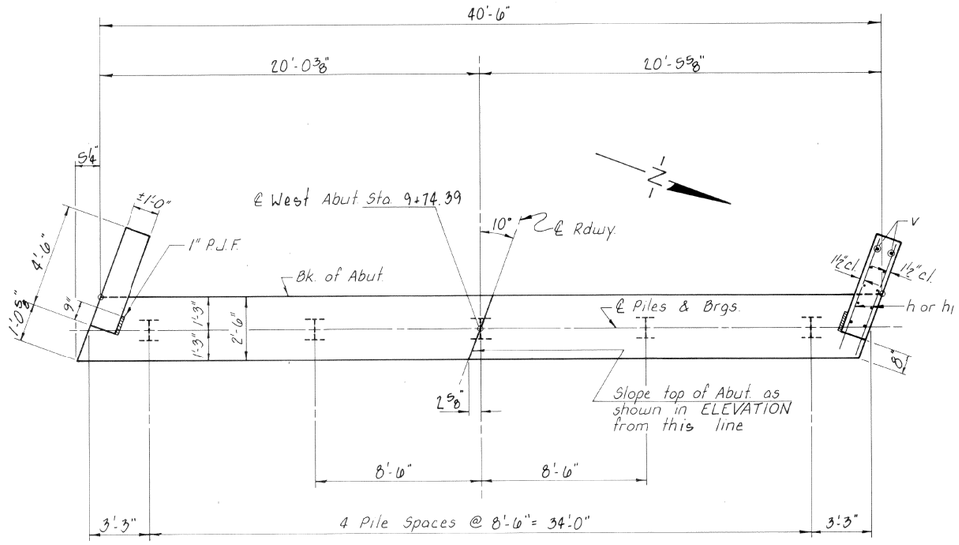
USER NAME = nparris	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 1:0.166667	DRAWN - NDP	REVISED -
PLOT DATE = 11/5/2018	CHECKED - MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

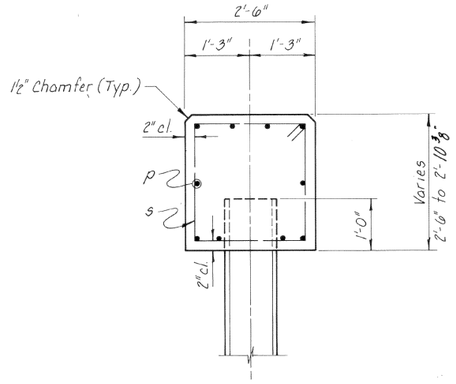
EXISTING BRIDGE PLANS - FOR REFERENCE ONLY
STRUCTURE NO. 045-9127
SHEET NO. 20 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	41
		CONTRACT NO. 61F31		
	ILLINOIS FED. AID PROJECT			

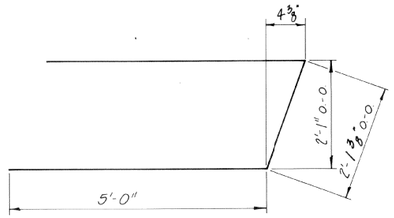
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RURAL STREET	84-01127-00-BR	KANE	14	11
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



PLAN



SECTION A-A



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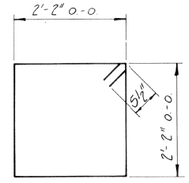

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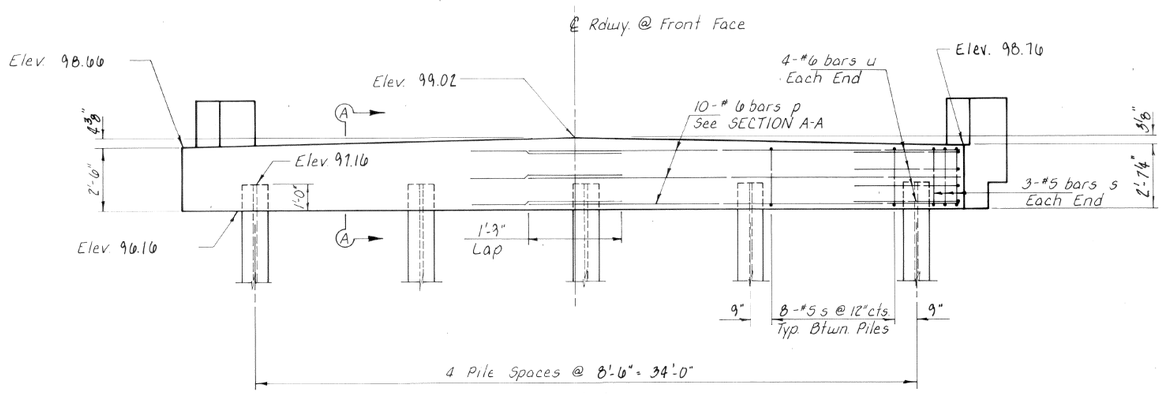
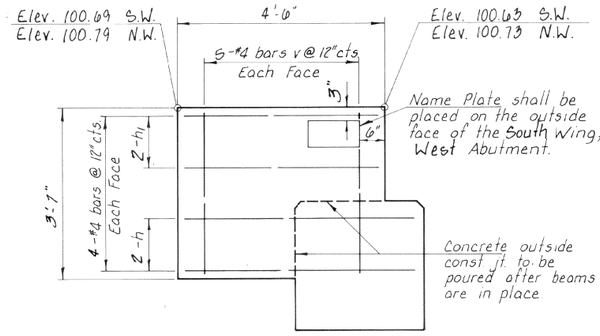


ELEVATION
(LOOKING WEST)



ELEVATION ~ WING

BILL OF MATERIAL ~ W. ABUT.

BAR	No. REQ'D	SIZE	LENGTH	SHAPE
h	8	#4	4'-11"	——
h1	8	#4	4'-3"	——
p	20	#6	21'-0"	——
s	38	#5	9'-7"	□
u	8	#6	12'-1"	⌐¬
v	20	#4	3'-4"	——

Class X Concrete	Cu. Yd.	11.2
Reinforcement Bars	Pound	1,250
Name Plates	Each	1
Steel Piles HP 10x42	Lin Ft.	80
Test Pile Steel	Each	1

PILE DATA

Type _____ Steel HP 10 x 42
No. Req'd. (1 Abut.) _____ 5*
Capacity _____ 25 Tons/Pile
Est. Length _____ 20 Feet/Pile
* Includes one test pile to be driven in a permanent location at the West Abut.

WEST ABUTMENT
SECTION 84-01127-00-BR
AURORA ROAD DISTRICT
KANE COUNTY
STATION 10+10

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.N.
DRAWN R.N. DATE 4-18-89 NO. 1882

FILE NAME = W:\Projects\2016\160285 Rural St Phil\Roads\Structural\Dgn\BM59127-021-ExistingPlans5.dgn

WBK engineering
WBK ENGINEERING, LLC
116 WEST MAIN STREET, SUITE 201
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(630) 443-7755

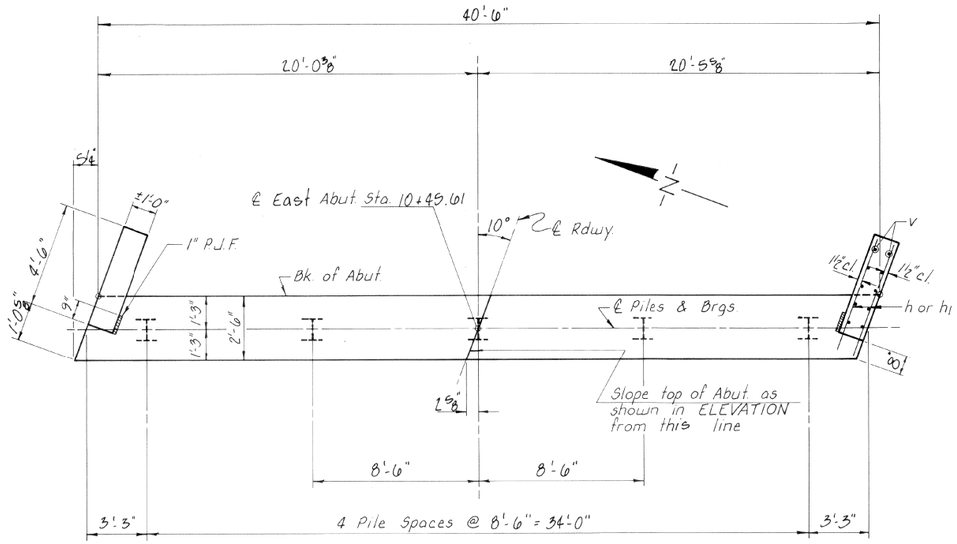
USER NAME = nparris	DESIGNED -		REVISED -
	CHECKED -		REVISED -
PLOT SCALE = 1:0.166667	DRAWN -	NDP	REVISED -
PLOT DATE = 11/5/2018	CHECKED -	MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

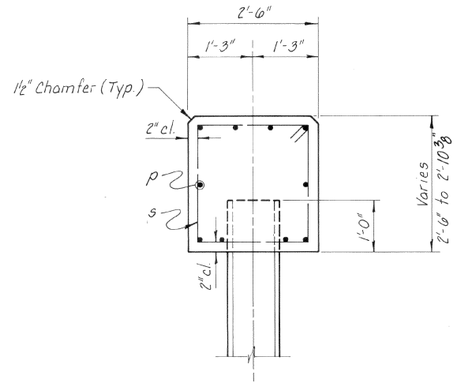
EXISTING BRIDGE PLANS - FOR REFERENCE ONLY
STRUCTURE NO. 045-9127
SHEET NO. 21 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	42
		CONTRACT NO. 61F31		
	ILLINOIS FED. AID PROJECT			

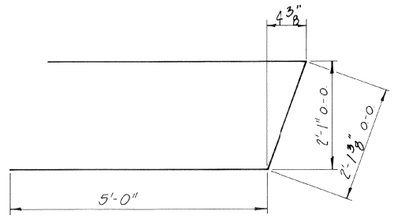
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RURAL STREET	84-01127-00-BR	KANE	14	12
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



PLAN



SECTION A-A



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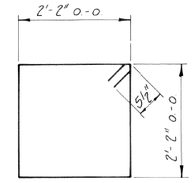

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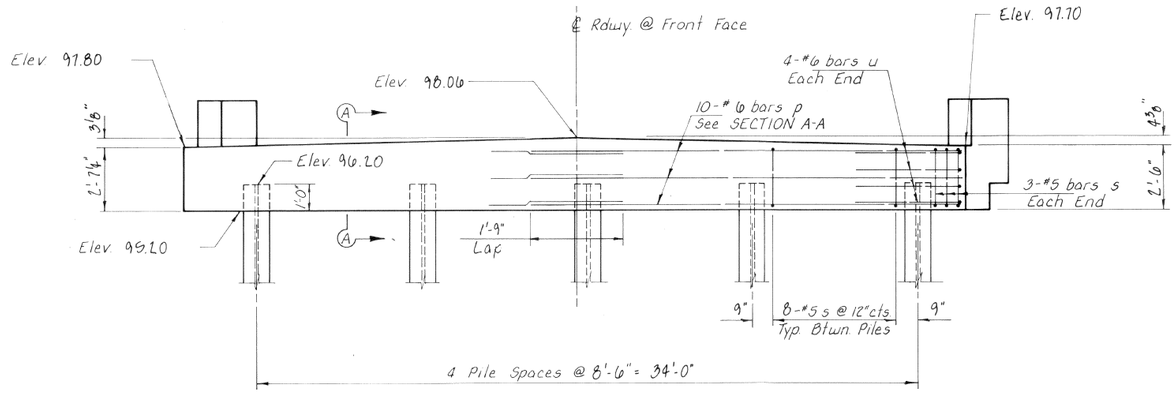
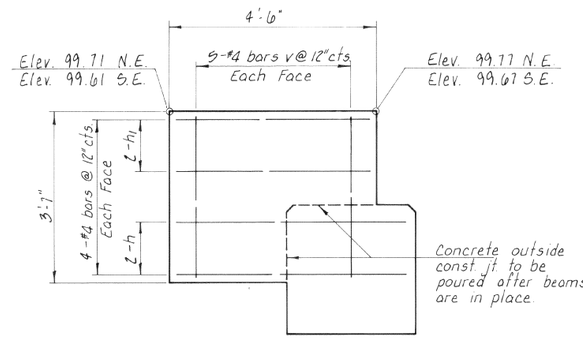


ELEVATION
(LOOKING EAST)



ELEVATION ~ WING

BILL OF MATERIAL ~ E. ABUT.

BAR	NO. REQ'D.	SIZE	LENGTH	SHAPE
h	8	#4	4'-11"	——
h_1	8	#4	4'-3"	——
p	20	#6	21'-0"	——
s	38	#5	9'-7"	□
u	8	#6	12'-1"	▱
v	20	#4	3'-4"	——

Class X Concrete	Cu. Yd.	11.2
Reinforcement Bars	Pound	1,250
Steel Piles HP 10 x 42	Lin. Ft.	125

PILE DATA

Type	Steel HP10 x 42
No. Req'd (1 Abut.)	5
Capacity	25 Tons/Pile
Est. Length	25 Feet/Pile

EAST ABUTMENT
SECTION 84-01127-00-BR
AURORA ROAD DISTRICT
KANE COUNTY
STATION 10+10

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.N.
DRAWN R.N. DATE 4-18-85 NO. 1882

FILE NAME = W:\Projects\2018\168285 Rural\SPhil\caddd\Structural\Dgn\0459127-022-ExistingPlans6.dgn

WBK engineering
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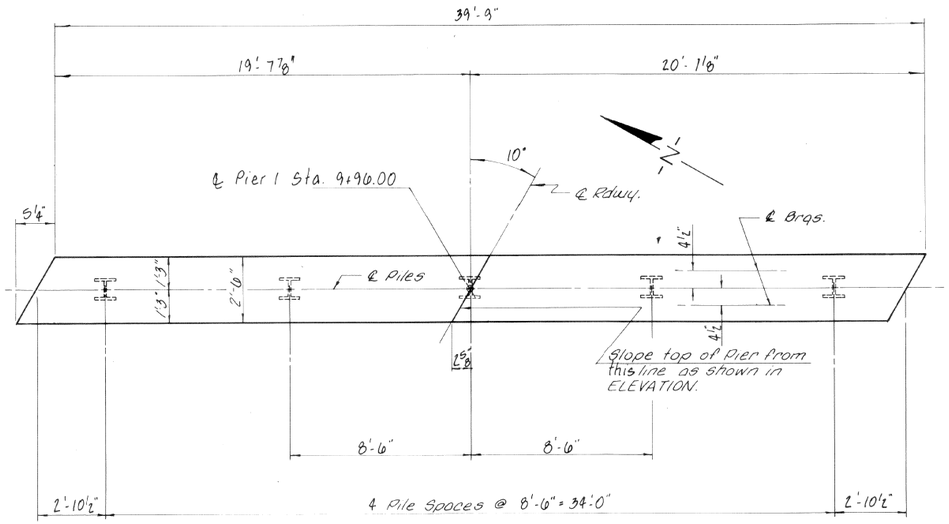
USER NAME = nparris	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 1:0.166667	DRAWN - NDP	REVISED -
PLOT DATE = 11/5/2018	CHECKED - MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

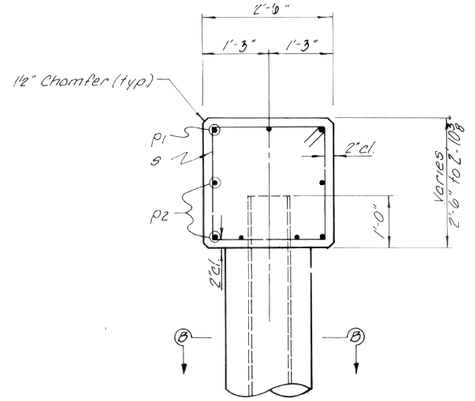
EXISTING BRIDGE PLANS - FOR REFERENCE ONLY
STRUCTURE NO. 045-9127
SHEET NO. 22 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	43
		CONTRACT NO. 61F31		
	ILLINOIS	FED. AID PROJECT		

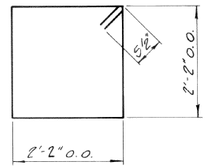
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RURAL STREET	84-01127-00-BR	KANE	14	13
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



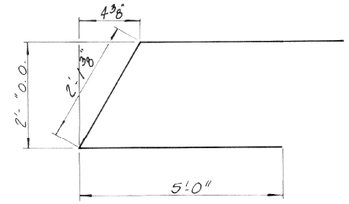
PLAN



SECTION A-A



BAR s



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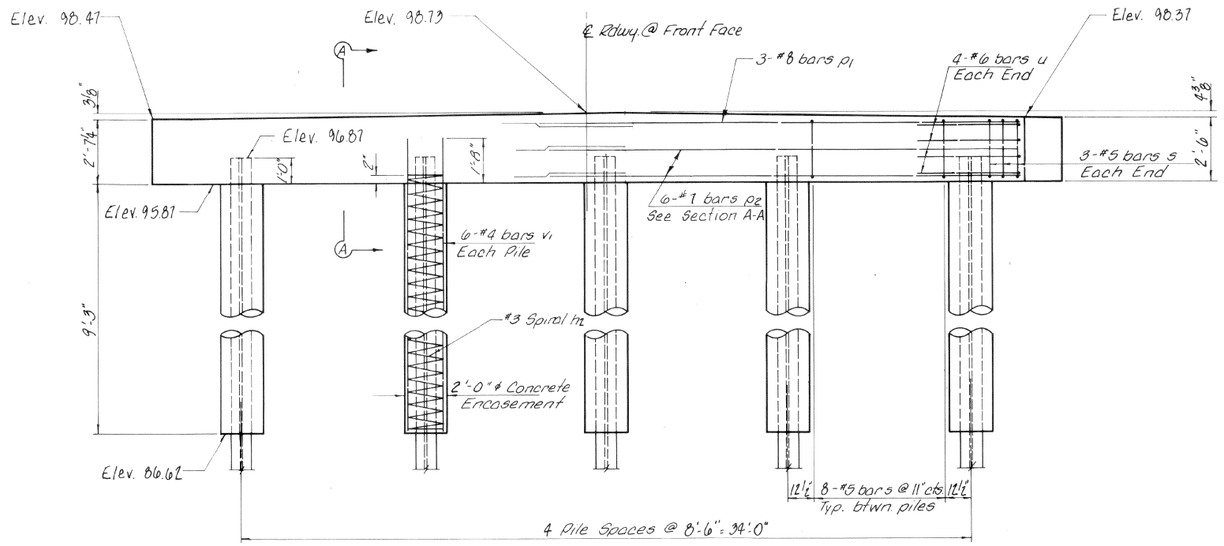
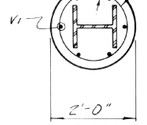
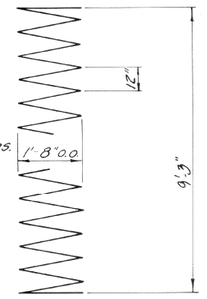


ELEVATION
(LOOKING EAST)



SECTION B-B

5.2 Cu. Yds. of concrete encasement included in quantity of Class X Concrete. Excavation required for the encasement of the pile is unclassified excavation and will not be measured for payment.



BAR h1

Note: #3 spiral with 12" max. pitch 1½ extra turns top & bottom. Splices in spirals shall be made by a lap of 1½ extra turns. Spacers and 1½ extra turns of lap are included in the cost of the spirals.

PILE DATA

Type	Steel HP 10 × 42
No. Req'd (1 Pier)	5
Capacity	34 Ton/Pile
Est. Length	25 Feet/Pile

BILL OF MATERIAL - PIER 1

BAR	No.	SIZE	LENGTH	SHAPE
h1	5	#3	64'-2"	WWW
p1	6	#8	21'-3"	——
p2	12	#7	20'-11"	——
s	30	#5	9'-7"	□
u	8	#6	12'-1"	⌐
v1	30	#4	10'-9"	——
Class X Concrete			Cu. Yd.	15.2
Reinforcement Bars			Pound	1,720
Steel Piles HP 10 × 42			Lin. Ft.	125

MIN. BAR LAP

#7 p2 —— 2'-4"
#8 p1 —— 3'-0"

PIER 1
SECTION 84-01127-00-BR
AURORA ROAD DISTRICT
KANE COUNTY
STATION 10+10

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.N.
DRAWN R.N. DATE 4-18-89 NO. 1882

FILE NAME = W:\Projects\2016\160285 Rural St Phil\caddd\Structural\Dgn\8459127-823-ExistingPlans7.dgn

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116 WEST MAIN STREET, SUITE 201
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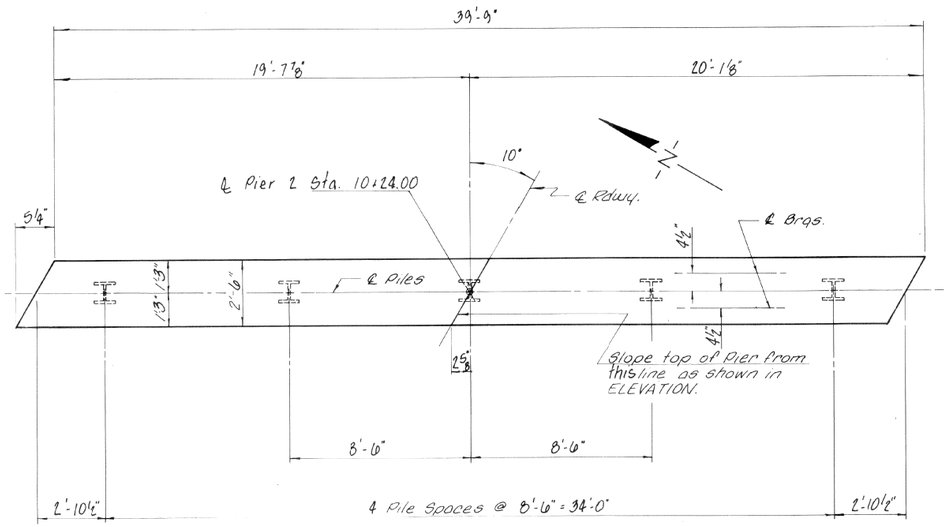
USER NAME = nparris	DESIGNED -		REVISED -
	CHECKED -		REVISED -
PLOT SCALE = 1:0.166667	DRAWN -	NDP	REVISED -
PLOT DATE = 11/5/2018	CHECKED -	MCC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

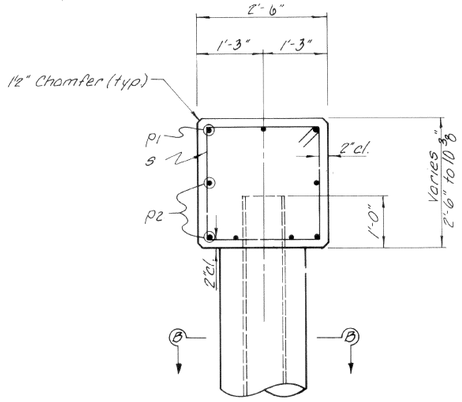
EXISTING BRIDGE PLANS - FOR REFERENCE ONLY
STRUCTURE NO. 045-9127
SHEET NO. 23 OF 24 SHEETS

TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	44
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

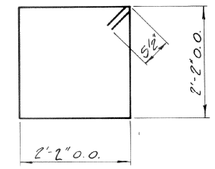
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RURAL STREET	84-01127-00-BR	KANE	14	14
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



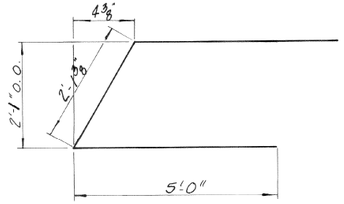
PLAN



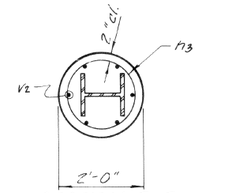
SECTION A-A



BAR s

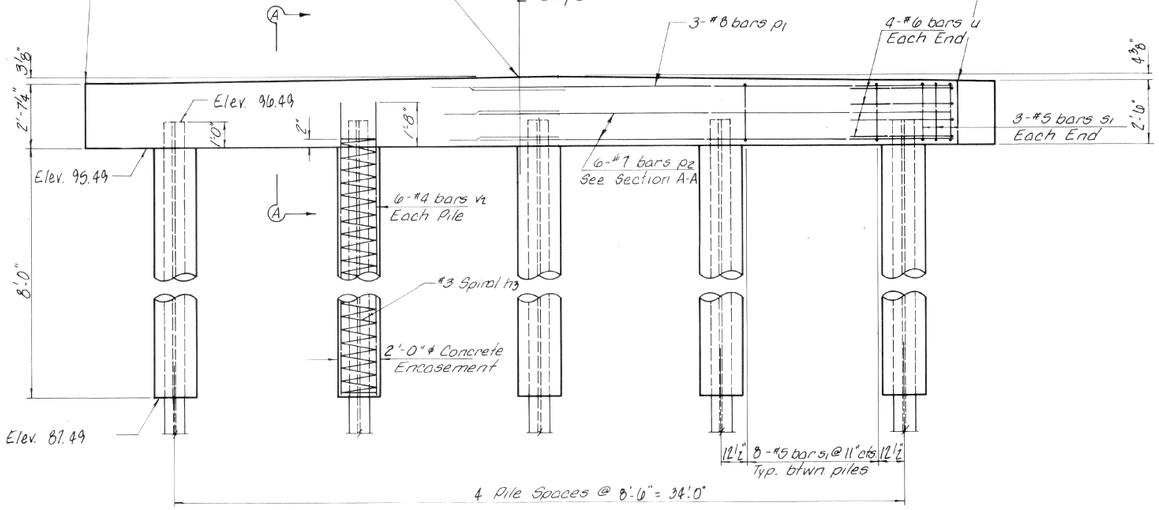


BAR u



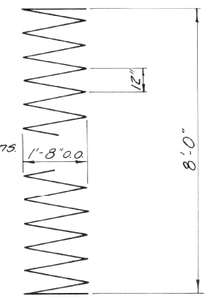
SECTION B-B

4.5 Cu. Yds. of concrete encasement included in quantity of Class X Concrete. Excavation required for the encasement of the pile is unclassified excavation and will not be measured for payment.



ELEVATION
(LOOKING EAST)

Note:
#3 spiral with 12" max. pitch 1½ extra turns top & bottom.
Splices in spirals shall be made by a lap of 1½ extra turns.
Spacers and 1½ extra turns at lap are included in the cost of the spirals.



BAR h3

PILE DATA

Type	Steel HP 10 × 42
No. Reqd (1 Pier)	5*
Capacity	34 Ton/Pile
Est. Length	30 Feet/Pile

* Includes one test pile to be driven in a permanent location at Pier 2.

BILL OF MATERIAL - PIER 2

BAR	No.	SIZE	LENGTH	SHAPE
h3	5	#3	57'-7"	
p1	6	#8	21'-3"	
p2	12	#7	20'-11"	
s	38	#5	9'-7"	
u	8	#6	12'-1"	
v2	30	#4	9'-6"	
Class X Concrete			Cu. Yd.	14.5
Reinforcement Bars			Pound	1,680
Steel Piles HP 10 × 42			Lin. Ft.	120
Test Pile Steel HP 10x42			Each	1

MIN. BAR LAPS

#7 p2 ____ 2'-4"
#8 p1 ____ 3'-0"

PIER 2
SECTION 84-01127-00-BR
AURORA ROAD DISTRICT
KANE COUNTY
STATION 10+10

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.N.
DRAWN R.N. DATE 4-18-85 NO. 1882

FILE NAME = W:\Projects\2016\160285 Rural St Phil\caddd\Structural\Dgn\045127-824-ExistingPlans8.dgn

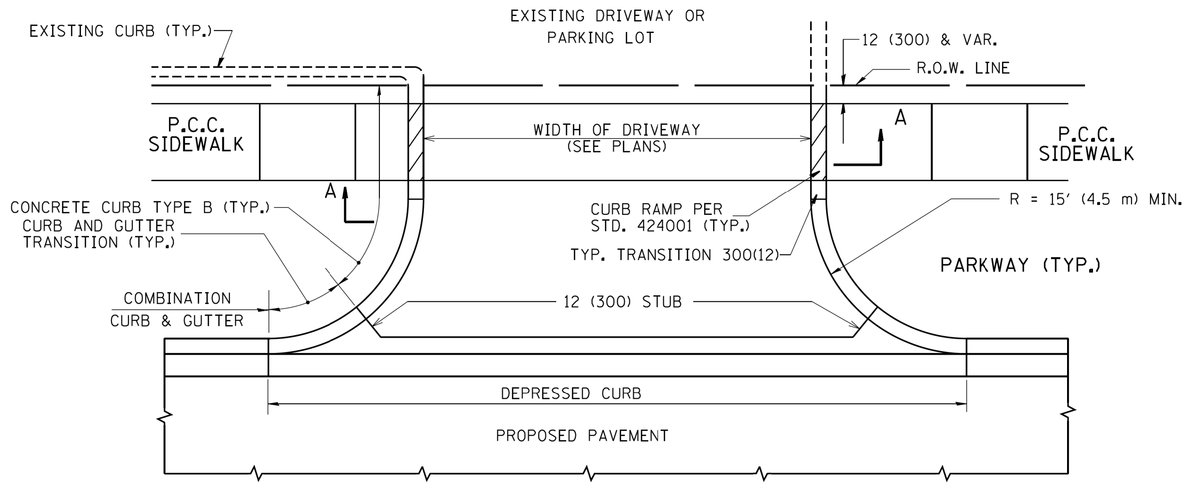
WBK engineering
WBK ENGINEERING, LLC
116 WEST MAIN STREET, SUITE 201
ST. CHARLES, ILLINOIS 60174
(630) 443-7755

USER NAME = nparris	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 1:0.166667	DRAWN - NDP	REVISED -
PLOT DATE = 11/5/2018	CHECKED - MCC	REVISED -

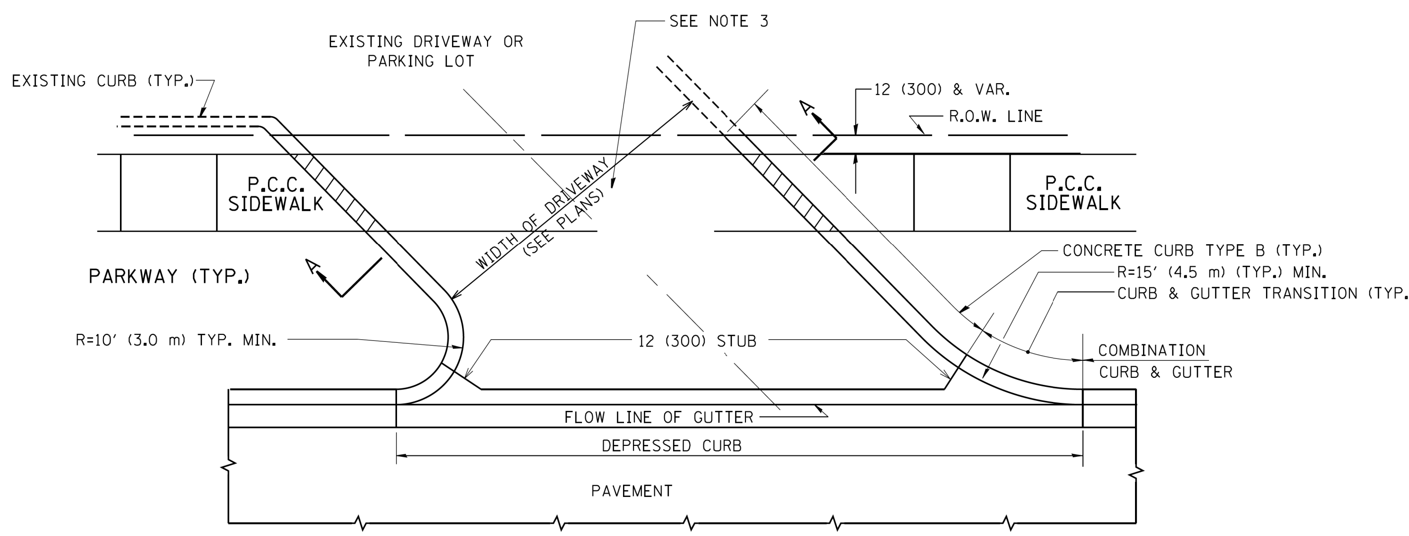
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS - FOR REFERENCE ONLY
STRUCTURE NO. 045-9127
SHEET NO. 24 OF 24 SHEETS

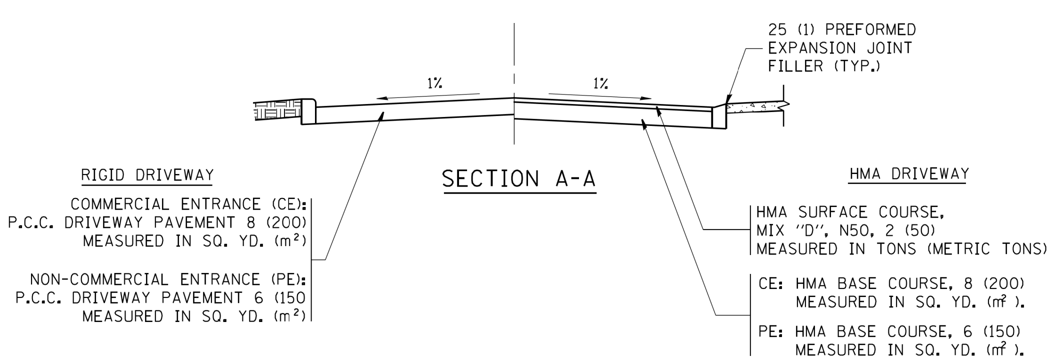
TR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0189	15-01127-01-BR	KANE	58	45
		CONTRACT NO. 61F31		
	ILLINOIS	FED. AID PROJECT		



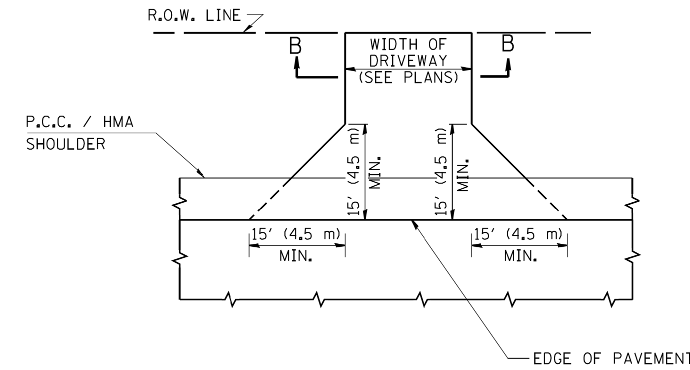
WITH CONCRETE CURB, TYPE B



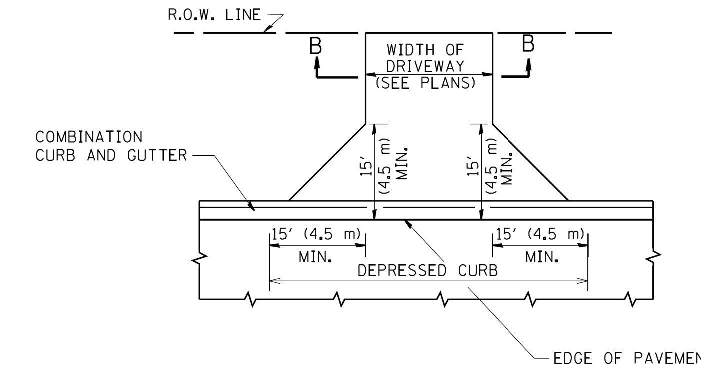
WITH CONCRETE CURB, TYPE B



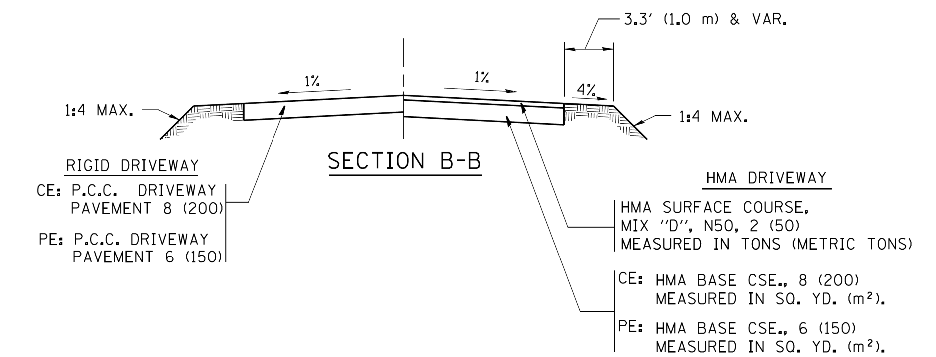
SECTION A-A



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

RURAL FIELD ENTRANCE (FE)

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

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m^2).

GENERAL NOTES:

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

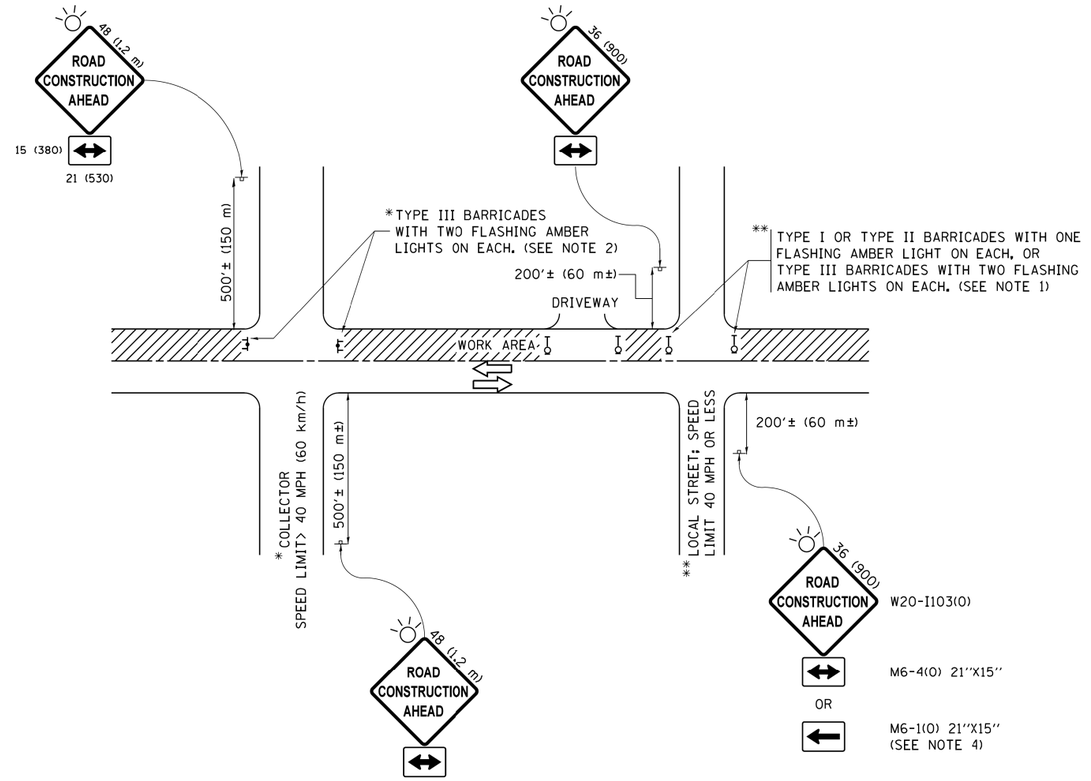
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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

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

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



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE ''ROAD CONSTRUCTION AHEAD'' SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE ''ROAD CONSTRUCTION AHEAD'' SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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		DRAWN	REVISED -T. RAMMACHER 01-06-00
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
Default	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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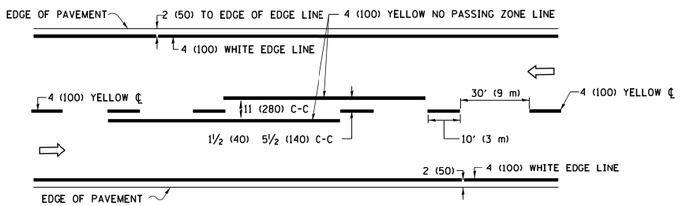
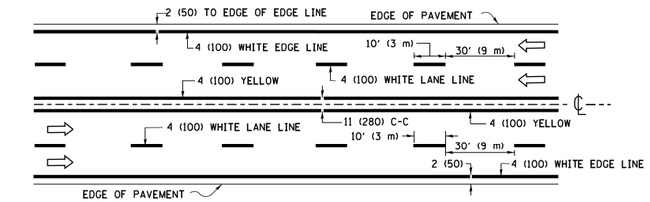
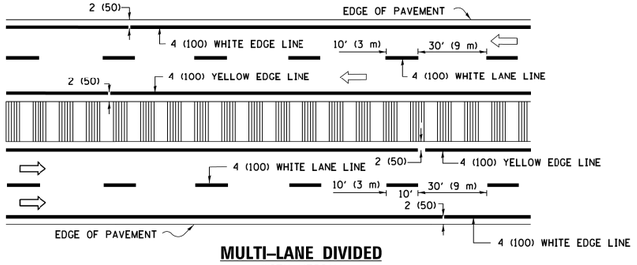
	TC-10	CONTRACT NO.61F31		
	ILLINOIS FED. AID PROJECT			



2–LANE ROADWAY

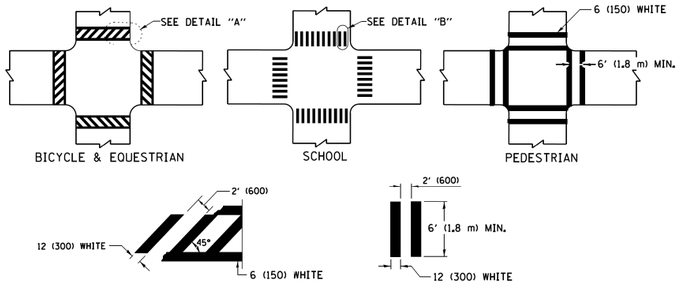


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

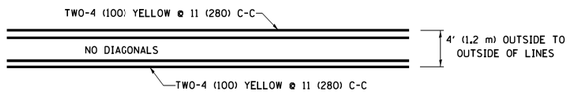
TYPICAL LANE AND EDGE LINE MARKING



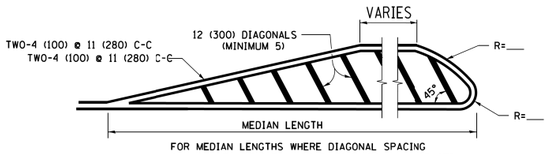
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



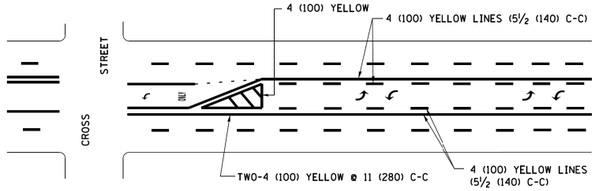
4' (1.2 m) WIDE MEDIANS ONLY



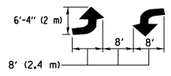
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

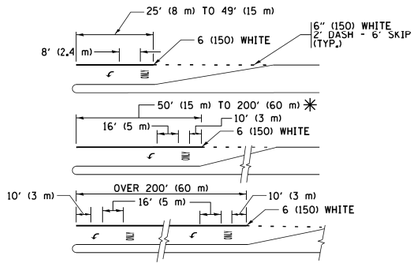


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

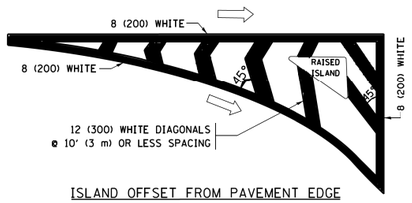


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1,5 m²) **ONLY** AREA = 20.8 SQ. FT. (1,9 m²)

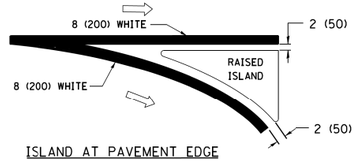
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

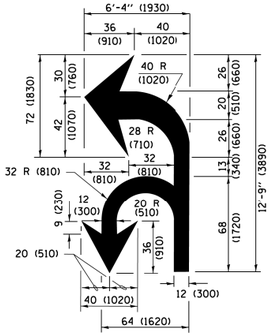


ISLAND OFFSET FROM PAVEMENT EDGE

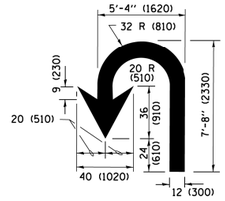


ISLAND AT PAVEMENT EDGE

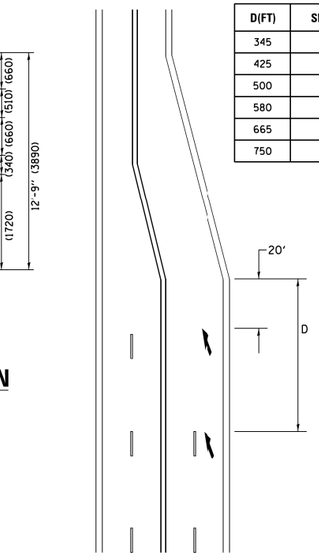
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⊠ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⊠ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2,4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⊠ 4 (100) EACH DIRECTION 8' (2,4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⊠ 6 (150) 12 (300) ⊠ 45° 12 (300) ⊠ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⊠ 4 (100) WITH 12 (300) DIAGONALS ⊠ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⊠ 45°	SOLID	WHITE	DIAGONALS: 15' (4,5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3,6 SQ. FT. (0,33 m²) EACH "X"=54,0 SQ. FT. (5,0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ⊠ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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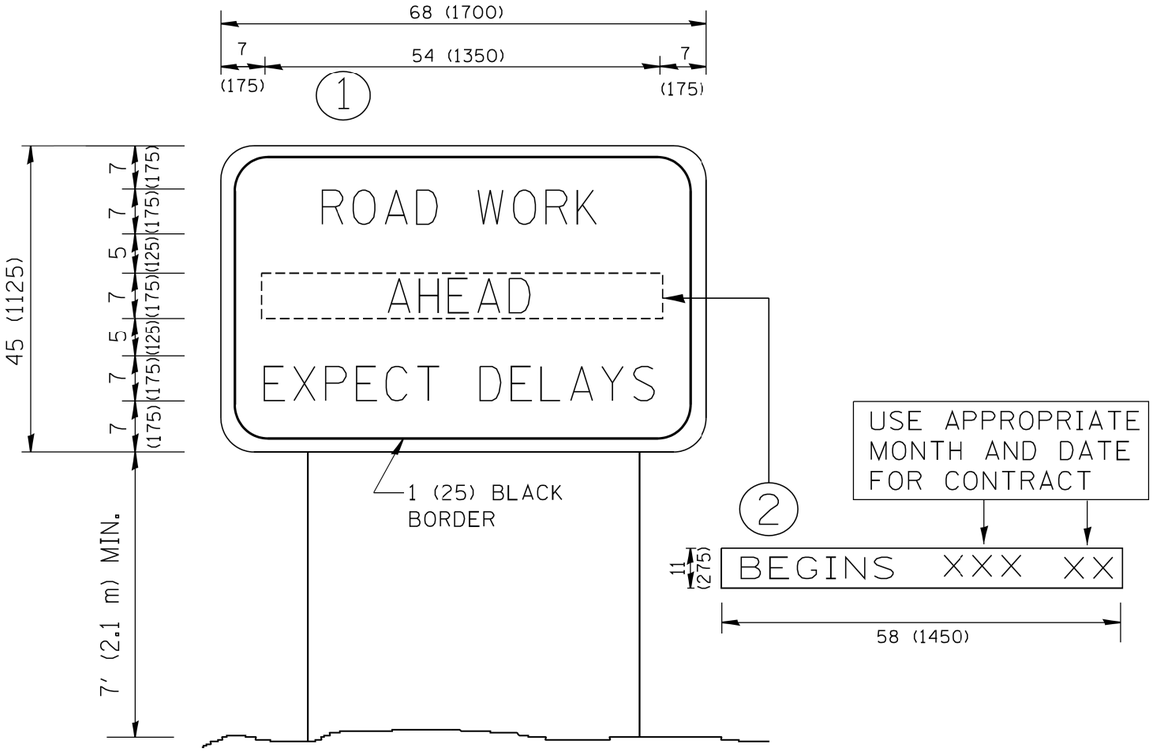
		DRAWN -	REVISED - C. JUCIUS 07-01-13		
Default	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.
	PLOT DATE = 6/23/2017	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16		

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	48
	TC–13	CONTRACT NO.61F31		
		ILLINOIS FED. AID PROJECT		



NOTES:

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

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

FILE NAME = W:\Projects\2010\160205 Rural\SPhillicaid\CivilDgn\Sht\160205-D1-TC22.dgn

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		DRAWN -	REVISED - R. MIRS 12-11-97
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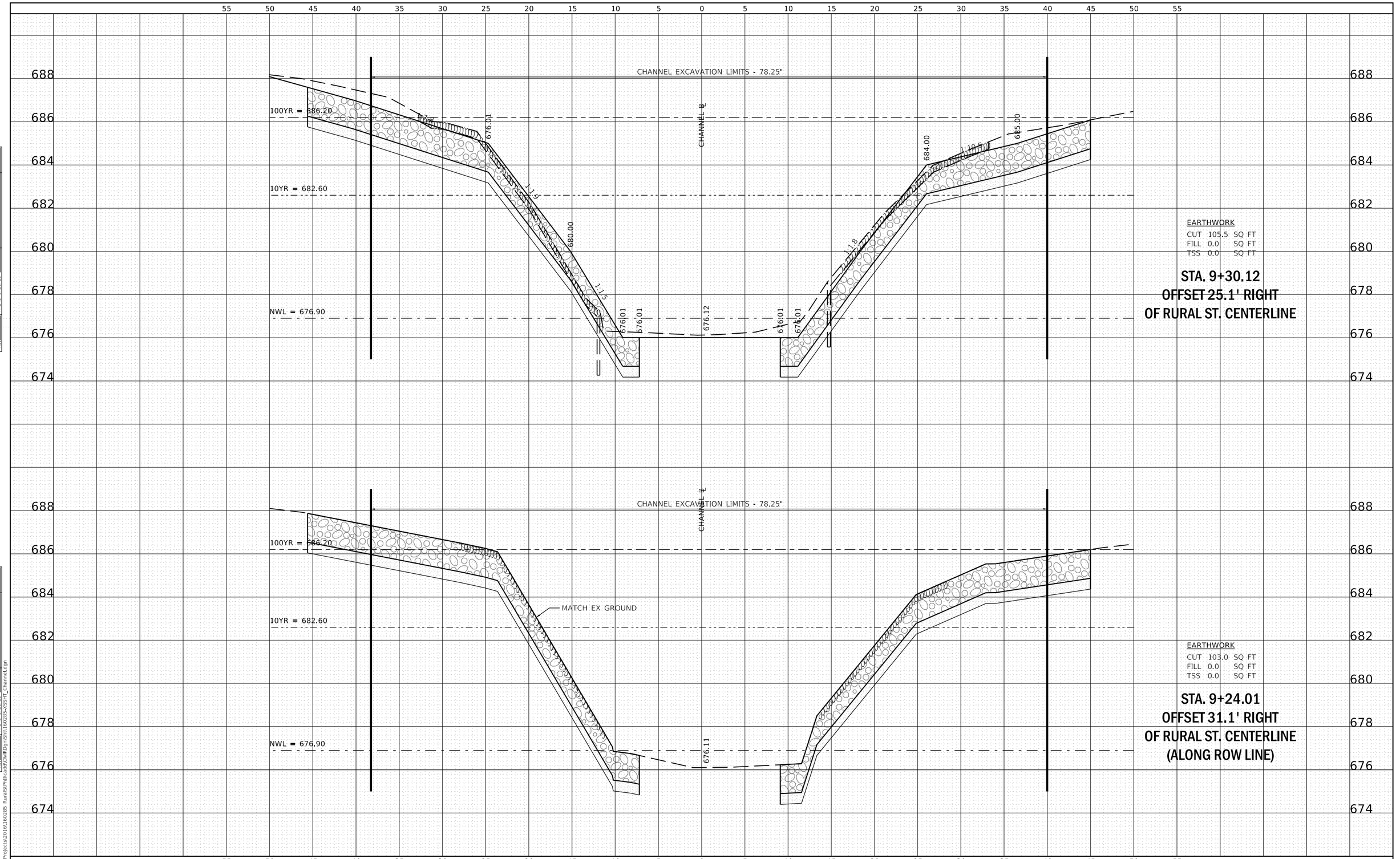
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	49
	TC-22	CONTRACT NO.61F31		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EARTHWORK

CUT	105.5	SQ FT
FILL	0.0	SQ FT
TSS	0.0	SQ FT

STA. 9+30.12
OFFSET 25.1' RIGHT
OF RURAL ST. CENTERLINE

EARTHWORK

CUT	103.0	SQ FT
FILL	0.0	SQ FT
TSS	0.0	SQ FT

STA. 9+24.01
OFFSET 31.1' RIGHT
OF RURAL ST. CENTERLINE
(ALONG ROW LINE)

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

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

FILE NAME = W:\Projects\2016\160285 RuralStPhil\Cadd\Civil\Dgn\Sht\160285-XSSHT_Channel.dgn

WBK engineering
WBK ENGINEERING, LLC
116 WEST MAIN STREET, SUITE 201
ST. CHARLES, ILLINOIS 60174
(630) 443-7755

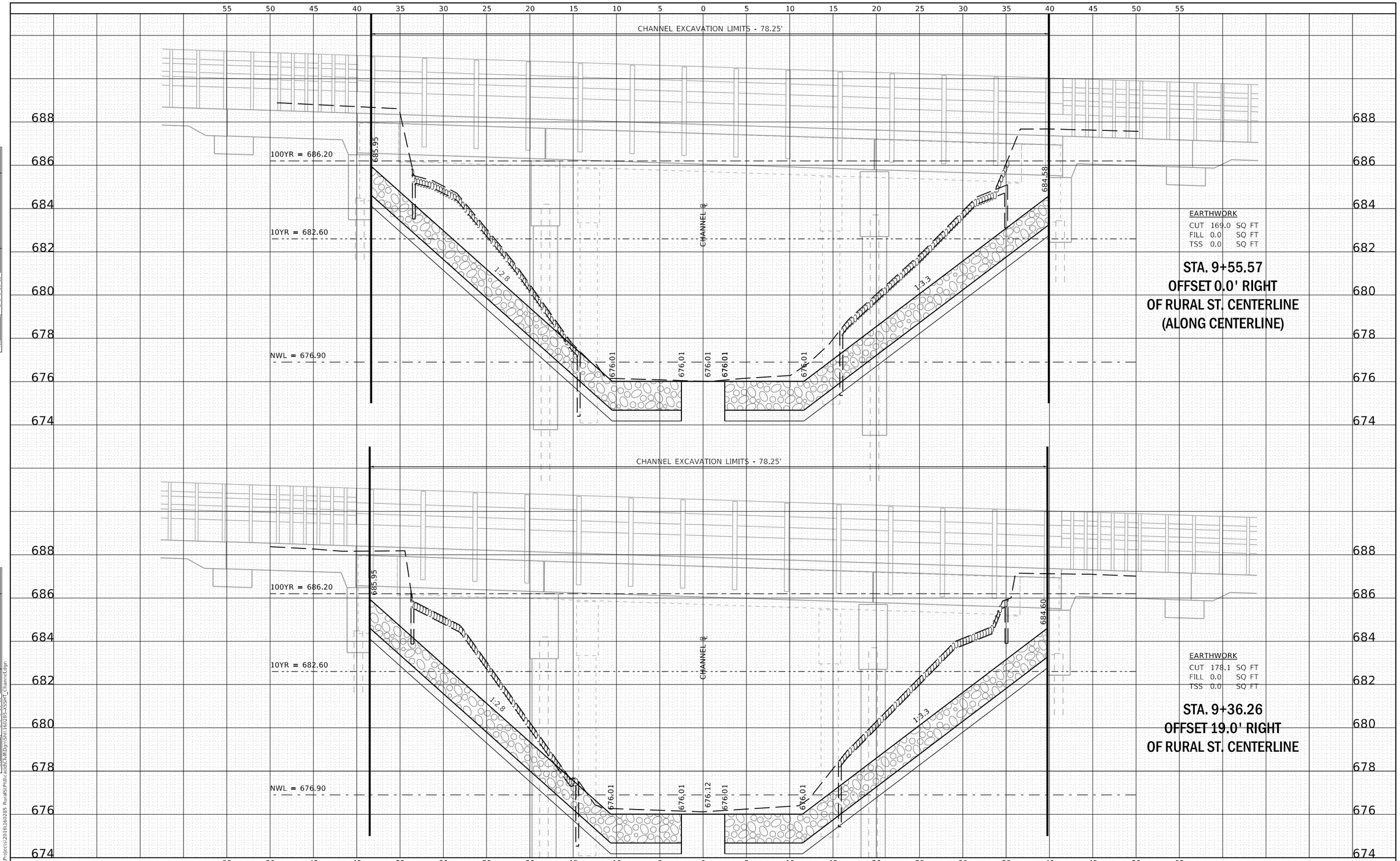
USER NAME = nparris	DESIGNED - RMS	REVISED -	
	DRAWN - RMS	REVISED -	
PLOT SCALE = 1:10	CHECKED - SBP	REVISED -	
PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
CROSS SECTIONS - CHANNEL

SCALE: H:5 V:2 | SHEET 1 OF 4 SHEETS | STA. 9+24.01 | TO STA. 9+30.12

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	50
		CONTRACT NO.61F31		
		ILLINOIS	FED. AID PROJECT	



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

BY	DATE

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

BY	DATE

FILE NAME = W:\Projects\2016\160285 Rural\Plot\Cad\Civil\Dgn\Sht\160285-XSSHT_Channel.dgn

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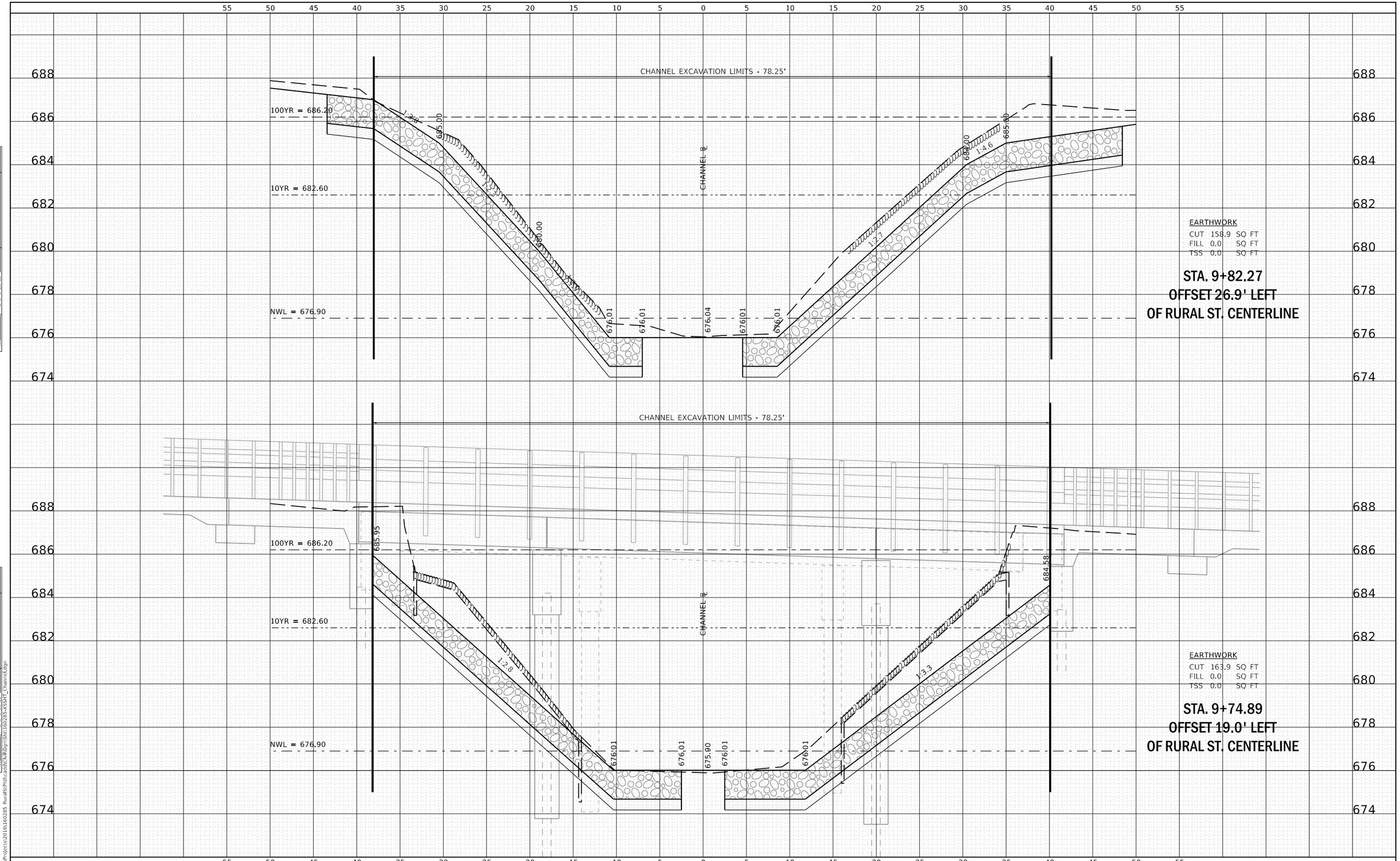
PLOT SCALE = 1:10	CHECKED - SBP	REVISED -	
PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
CROSS SECTIONS - CHANNEL

SCALE: H:5 V:2 | SHEET 2 OF 4 SHEETS | STA. 9+36.26 | TO STA. 9+55.57

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	51
		CONTRACT NO.61F31		
		ILLINOIS	FED. AID PROJECT	



EARTHWORK

CUT 158.9 SQ FT
FILL 0.0 SQ FT
TSS 0.0 SQ FT

STA. 9+82.27
OFFSET 26.9' LEFT
OF RURAL ST. CENTERLINE

EARTHWORK

CUT 163.9 SQ FT
FILL 0.0 SQ FT
TSS 0.0 SQ FT

STA. 9+74.89
OFFSET 19.0' LEFT
OF RURAL ST. CENTERLINE

FINAL SURVEY	NOTE BOOK	NO.
ORIGINAL SURVEY	NOTE BOOK	NO.

SURVEYED DATE
PLOTTED BY
TEMPLATE
AREAS
AREAS CHECKED

FILE NAME = W:\Projects\2016\160285 Rural St\Plt\Cad\Civil\Dgn\Sht\160285-XSSHT_Channel.dgn

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	DRAWN - RMS	REVISED -	
PLOT SCALE = 1:10	CHECKED - SBP	REVISED -	
PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -	

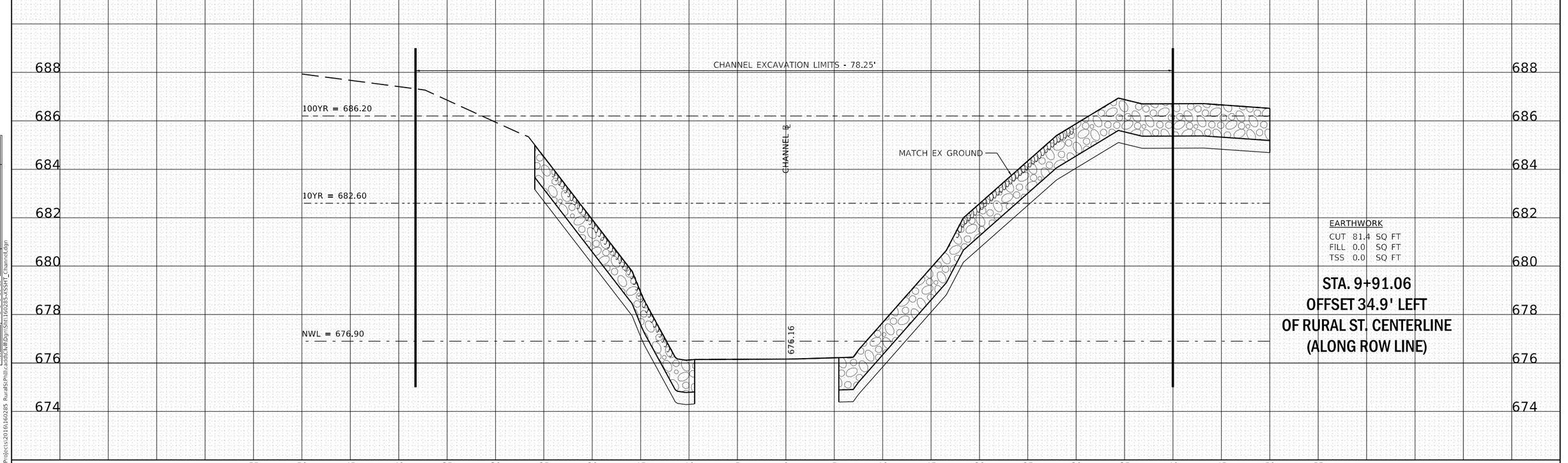
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
CROSS SECTIONS - CHANNEL

SCALE: H:5 V:2 | SHEET 3 OF 4 SHEETS | STA. 9+74.89 | TO STA. 9+82.27

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	52
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		

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



EARTHWORK

CUT	81.4	SQ FT
FILL	0.0	SQ FT
TSS	0.0	SQ FT

STA. 9+91.06
OFFSET 34.9' LEFT
OF RURAL ST. CENTERLINE
(ALONG ROW LINE)

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

FILE NAME = W:\Projects\2016\160285 RuralStPhil\Cadd\Civil\Dgn\Sht\160285-XSSHT_Channel.dgn

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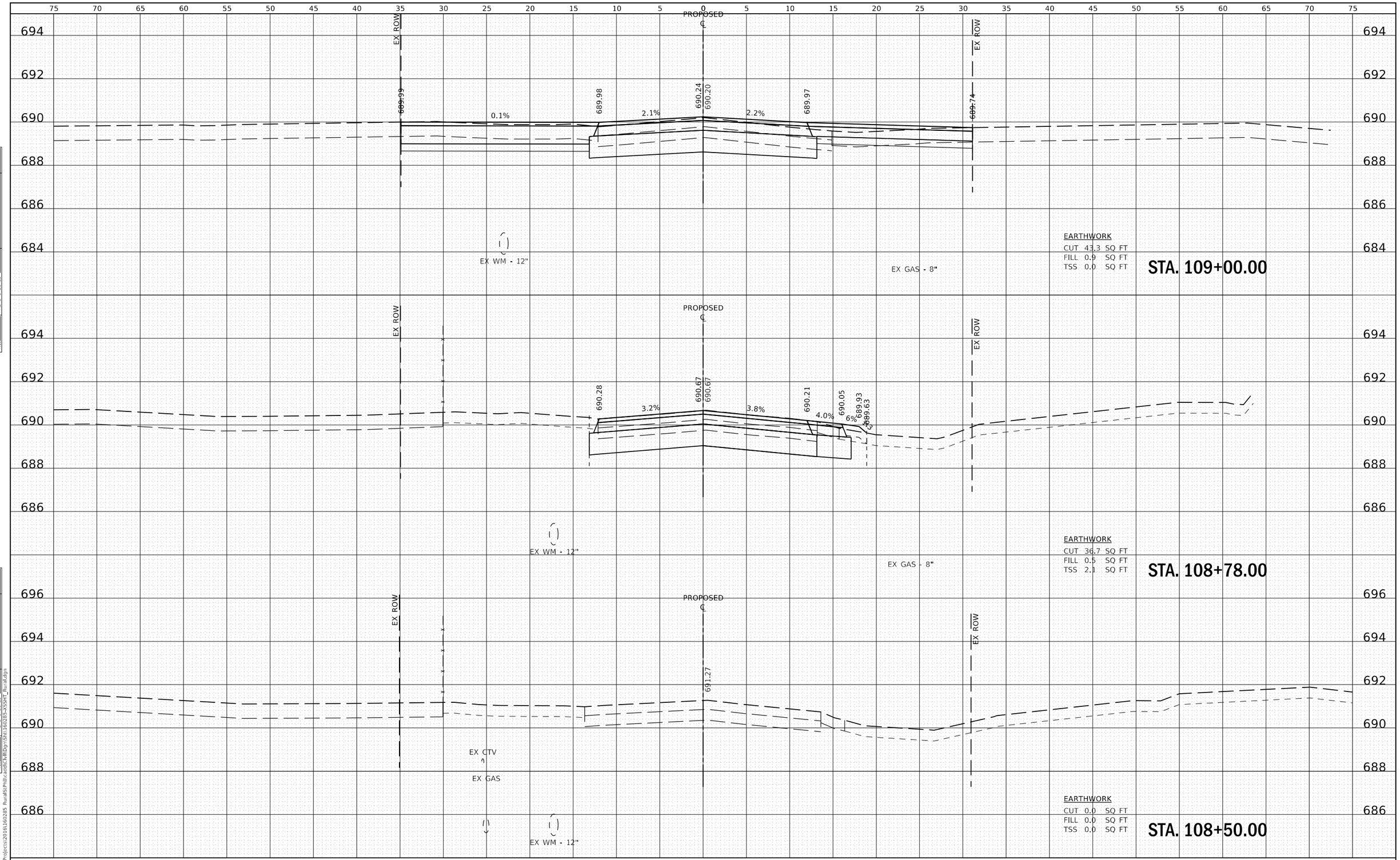
	DRAWN - RMS	REVISED -
PLOT SCALE = 1:10	CHECKED - SBP	REVISED -
PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
CROSS SECTIONS - CHANNEL

SCALE: H:5 V:2 | SHEET 4 OF 4 SHEETS | STA. 9+91.06 | TO STA.

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	53
		CONTRACT NO.61F31		
		ILLINOIS	FED. AID PROJECT	



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

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

FILE NAME = W:\Projects\2016\160285 RuralStPhilc\cadd\CivilDgn\Sht\160283-XSSHT_Rural.dgn

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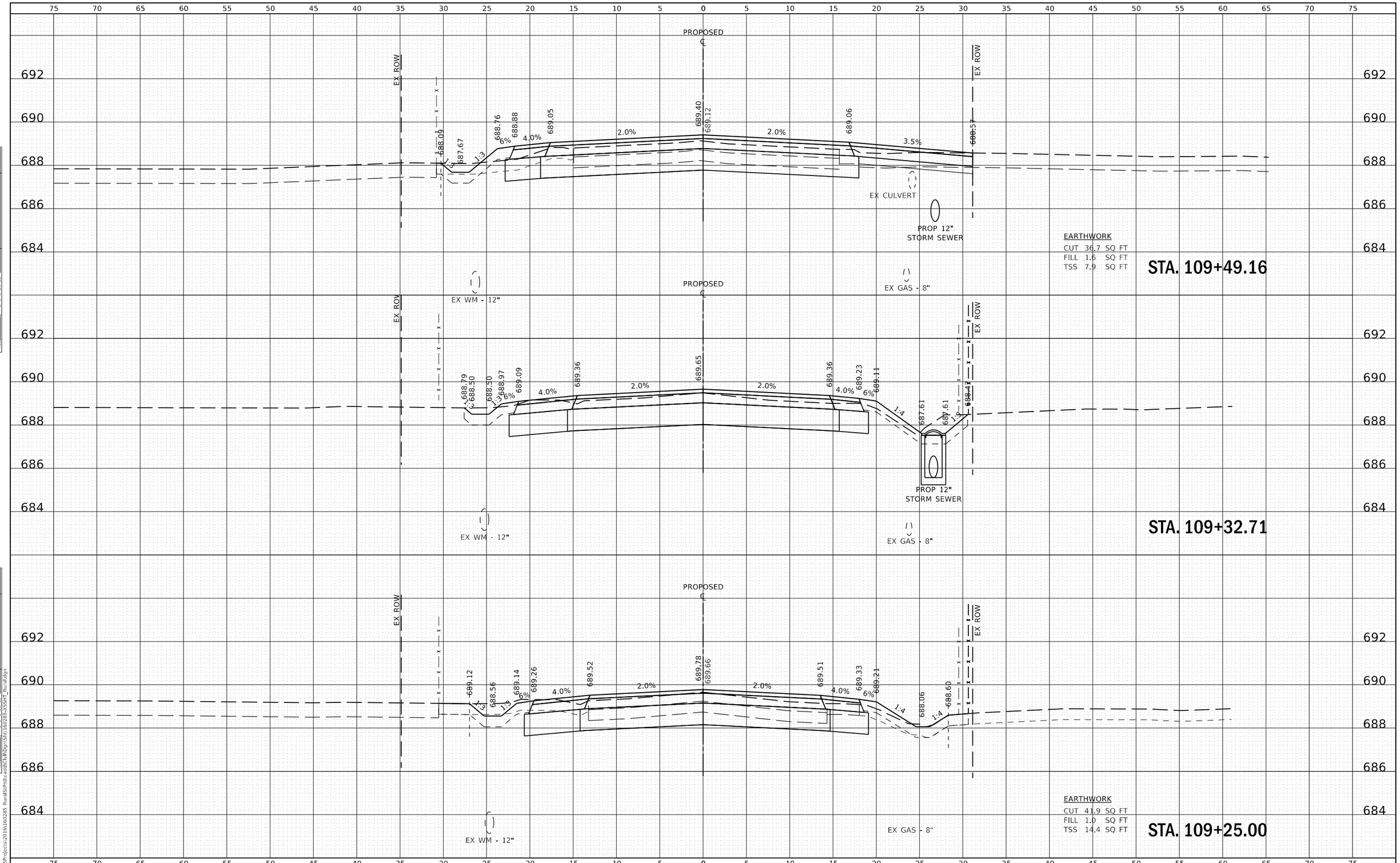
	DRAWN - RMS	REVISED -
PLOT SCALE = 1:10	CHECKED - SBP	REVISED -
PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
CROSS SECTIONS

SCALE: H:5 V:2 | SHEET 1 OF 5 SHEETS | STA. 108+50.00 TO STA. 108+78.00

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	54
		CONTRACT NO.61F31		
	ILLINOIS	FED. AID PROJECT		



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

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

FILE NAME = W:\Projects\2016\160285 Rural\PS\Plot\cadd\CivilDgn\Sht\160285-XSSHT_Rural.dgn

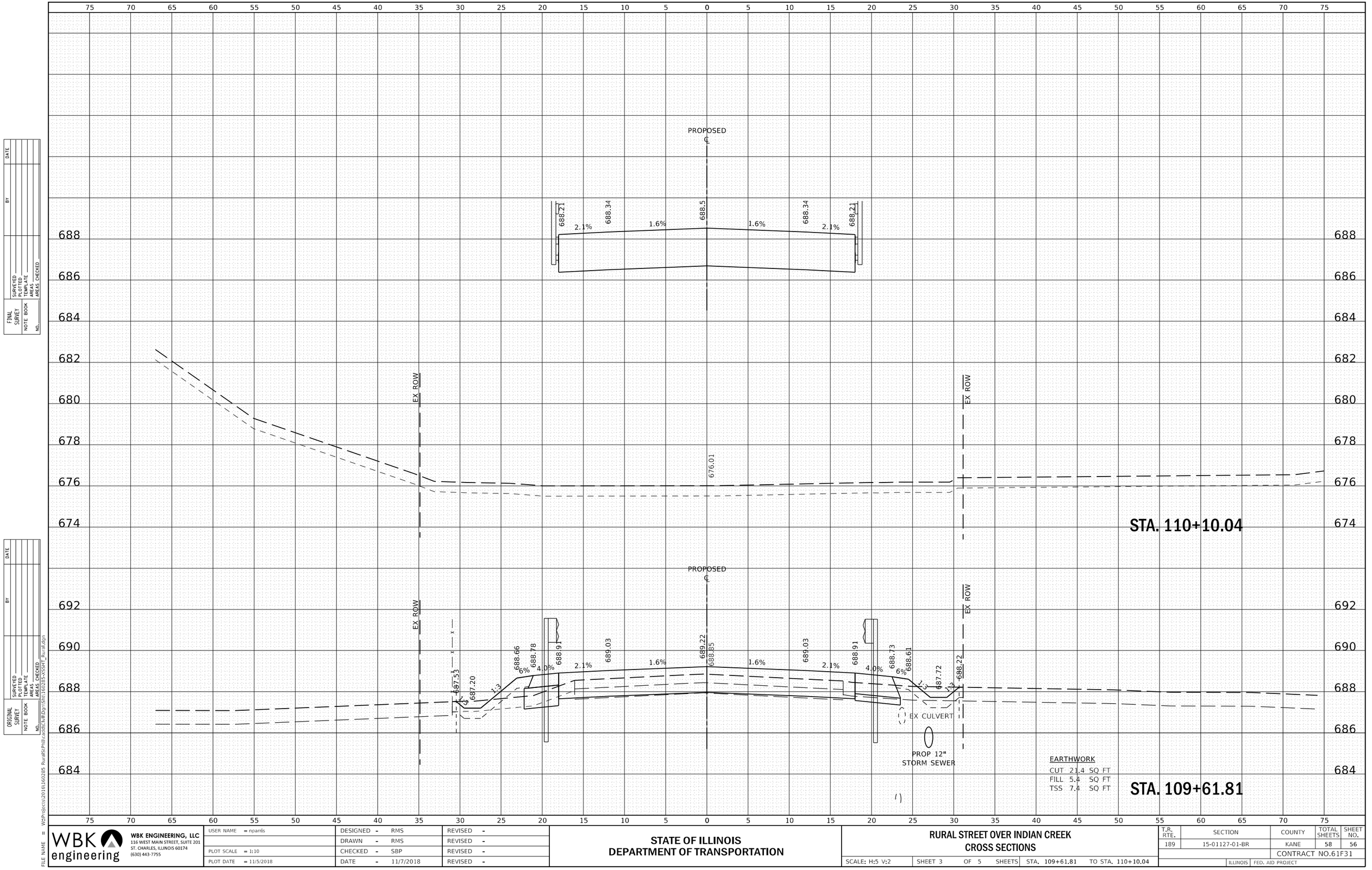
WBK engineering — WBK ENGINEERING, LLC, 116 WEST MAIN STREET, SUITE 201, ST. CHARLES, ILLINOIS 60174, (630) 443-7755	USER NAME = nparris	DESIGNED - RMS	REVISED -
		DRAWN - RMS	REVISED -
	PLOT SCALE = 1:10	CHECKED - SBP	REVISED -
	PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
CROSS SECTIONS

SCALE: H:5 V:2 | SHEET 2 OF 5 SHEETS | STA. 109+00.00 | TO STA. 109+49.16

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	55
		CONTRACT NO.61F31		
	ILLINOIS FED. AID PROJECT			



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

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

FILE NAME = W:\Projects\2016\160285 RuralStPhilCrandicCivilDgn\Sht\160285-XSSHT_Rural.dgn

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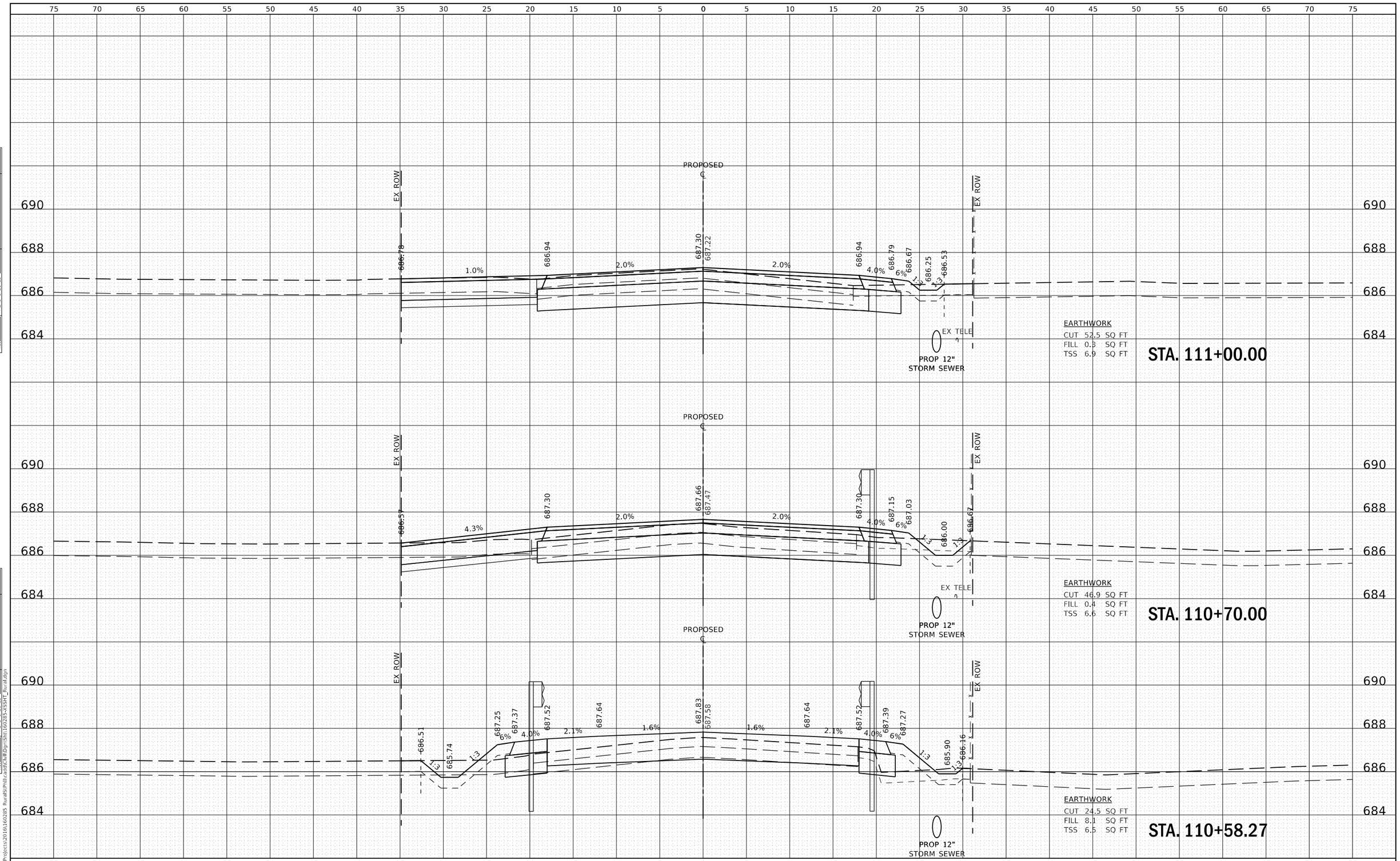
PLOT SCALE = 1:10	CHECKED - SBP	REVISED -
PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
CROSS SECTIONS

SCALE: H:5 V:2 | SHEET 3 OF 5 SHEETS | STA. 109+61.81 TO STA. 110+10.04

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	56
		CONTRACT NO.61F31		
		ILLINOIS	FED. AID PROJECT	



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

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

FILE NAME = W:\Projects\2016\160285 Rural\Pltl\cad\Civil\Dgn\Sht\160285-XSSHT_Rural.dgn

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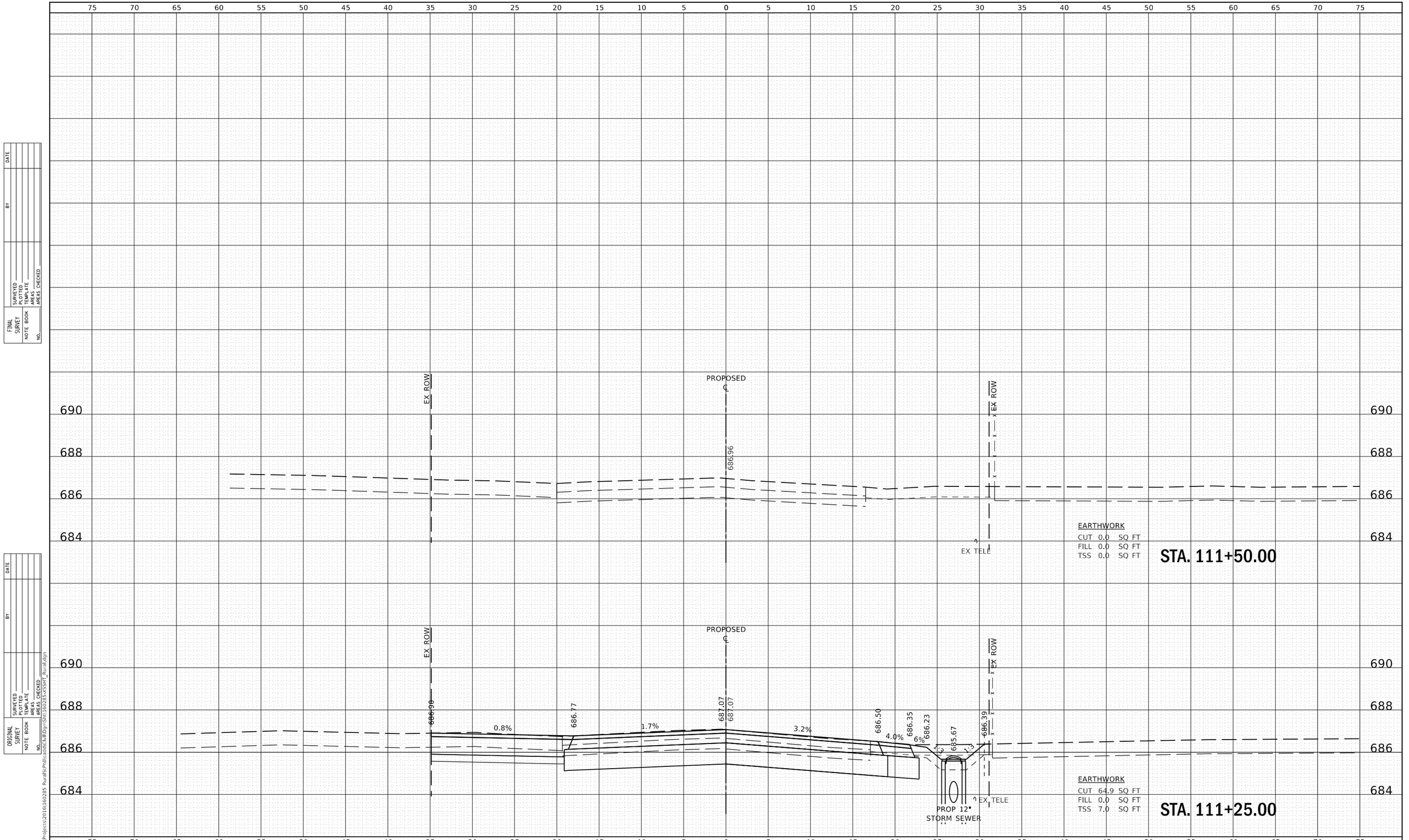
PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
CROSS SECTIONS

SCALE: H:5 V:2 | SHEET 4 OF 5 SHEETS | STA. 110+58.27 TO STA. 111+00.00

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	57
		CONTRACT NO.61F31		
		ILLINOIS	FED. AID PROJECT	



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

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

FILE NAME = W:\Projects\2016\160285 RuralStPhilCrandic\CivilDgn\Sht\160283-XSSHT_Rural.dgn

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PLOT DATE = 11/5/2018	DATE - 11/7/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RURAL STREET OVER INDIAN CREEK
CROSS SECTIONS

SCALE: H:5 V:2 | SHEET 5 OF 5 SHEETS | STA. 111+25.00 | TO STA. 111+50.00

T.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
189	15-01127-01-BR	KANE	58	58
		CONTRACT NO.61F31		
	ILLINOIS FED. AID PROJECT			