04-25-14 LETTING ITEM 121

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	1
	ILLINOIS	CONTRACT NO. 63874		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

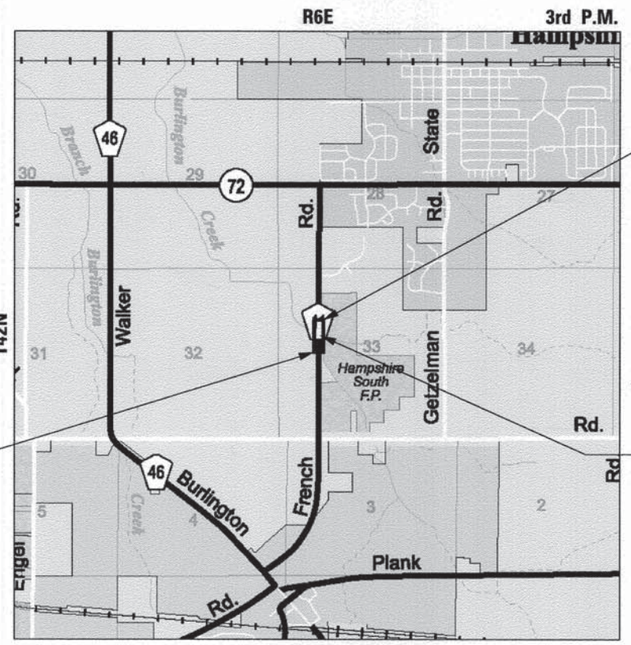
F.A.U. 2331 (FRENCH ROAD)
OVER BURLINGTON CREEK
BRIDGE REPLACEMENT
SECTION 08–00386–00–BR
PROJECT BROS–0089(150)
KANE COUNTY
JOB NO. C–91–270–09

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

2011 ADT = 2,400
2040 ADT = 7,000
DESIGN SPEED: 60 MPH
POSTED SPEED: 55 MPH
DESIGN DESIGNATION: MINOR ARTERIAL (URBAN)

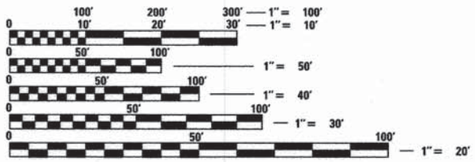
PROJECT LOCATED IN HAMPSHIRE TOWNSHIP



HAMPSHIRE TOWNSHIP
PROJECT NET AND GROSS LENGTH = 1,105 FT (0.209 MILE)
PROJECT LOCATED IN:
THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 42N,
RANGE 6E, OF THE THRID PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS

LOCATION OF SECTION INDICATED THUS: –

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705–4406 SCHAUMBURG, IL



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

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

CONTRACT NO. 63874

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED OCTOBER 8 2013
COUNTY OF KANE, COUNTY ENGINEER

PASSED OCTOBER 30, 2013
C.J. HOLT
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW November 1, 2013
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PAUL J. FITZPATRICK
062-047637
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

OCTOBER 9th 2013
PAUL J. FITZPATRICK
ILLINOIS REG. PROFESSIONAL ENGINEER NO. 062–047637
EXPIRATION DATE 11–30–2013

WBK
WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE APPLICABLE REQUIREMENT SET FORTH IN "THE CONSTRUCTION SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2012 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 AT NO ADDITIONAL COST 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.

7. TRAFFIC CONTROL DEFICIENCY DEDUCTION: TRAFFIC CONTROL DIFIENCY WILL APPLY FOR THIS PROJECT. THE DEUCTION WILL BE AS REQUIRED IN ARTICLE 105.03 OF THE STANDARD SPECIFICATION EXCEPT THE AMOUNT OF DEDUCTION WILL BE AS MODIFIED BY BDE SPECIAL PROVISIONS.

8. TRAFFIC CONTROL DEVICES: ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC AS DETAILED ON THE PLANS SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY THROUGHOUT THE DURATION OF THE CONTRACT.

9. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED- ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

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. THIS WORK WILL NOT BE MEASURED SEPERATELY FOR PAYMENT, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTH EXCAVATION.

2. ANY FARM DRAIN, FIELD TILE SYSTEM OR OTHER UNDERGROUND TILE FACILITY ENCOUNTERED IN THE WORK 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 FOR DRAIN PIPE, 12". A TYPE A INLET W/ TYPE 1 CLOSED LID WILL BE CONSTRUCTED TO CONNECT THE TILE(S) AND/OR STORM SEWER. A NOMINAL QUANTITY OF EACH ITEM HAS BEEN ADDED TO THE PLANS.

3. THE COST OF RESHAPING PROPOSED AND EXISTING DITCHES (IF REQUIRED) SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

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. THERE WILL NO ADDITIONAL COMPENSATION FOR PROVIDING THE COORDINATION AND WORK PLAN.

3. SEE ERSOION 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 AT HIS OWN EXPENSE.

EARTHWORK AND ROADWAY

1. EARTHWORK SHALL BE PAID FOR ONLY ONCE, REGARDLESS OF STAGING. STOCK PILING OF MATERIALS FOR LATER USE AND REDISTRIBUTION SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. STOCK PILING NECESSARY FOR RESPREADING IN SHOULDERS, CONSTRUCTING EMBANKMENTS, CUT OR BORROW AREAS SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE OF EARTH EXCAVATION.

2. ALL AGGREGATE AND BITUMINOUS BASE COURSES SHALL BE PRIMED. THIS WORK SHALL CONFORM TO THE APPROPRIATE ARTICLES OF SECTION 406 OF THE STANDARD SPECIFICATIONS. THE PRIME COAT FOR AGGREGATE SURFACES SHALL BE MC-30 APPLIED AT A RATE OF 0.30 GALLONS PER SQUARE YARD AND SS-1 APPLIED AT THE RATE OF 0.02-0.05 GALLONS PER SQUARE YARD FOR HMA BASES. THIS ITEM WILL BE PAID FOR SEPARATELY AS BITUMINOUS MATERIALS (PRIME COAT).

3. 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.

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

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

REMOVAL NOTES

1. MAILBOXES:
   THE WORK REQUIRED FOR THE REMOVAL AND REPLACEMENT OF PERMANENT MAILBOXES IS SPECIFIED IN THE STANDARD SPECIFICATIONS ARTICLE 107.20. MAILBOX REMOVAL AND REPLACMENT WILL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.

   MAILBOXES ARE ANTICIPATED TO BE TEMPORARILY MOVED BECAUSE OF CONSTRUCTION OPERATIONS. MAILBOXES MAY HAVE TO BE MOVED MORE THAN ONCE. THE CONTRACTOR SHALL TEMPORARILY PLACE AND SUPPORT THE MAILBOX SO THAT IT IS SUITABLE FOR MAIL DELIVERY. MAINTAINING THE MAILBOX DURING CONSTRUCTION WILL BE NOT BE MEASURED SEPERATELY FOR PAYMENT. IF THE EXISTING MAILBOX AND/OR SUPPORT ARE DAMAGED BY THE CONSTRUCTION OPERATIONS, THEY WILL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE PROJECT.

2. 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". VERMEER TYPE TRENCHERS WILL NOT BE ALLOWED FOR FINAL SAW CUT AT THE LIMITS OF CONSTRUCTION. SAW CUTTING SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT CONTRACT PRICE OF THE RELATED REMOVAL ITEM.

ROADWAY SIGNAGE

KANE COUNTY DIVISION OF TRANSPORTATION (KDOT) SHALL SUPPLY AND ERECT ALL PERMENENT REGULATORY, WARNING AND RECREATION SIGNS ALONG FRENCH ROAD FOR THIS PROJECT. THE CONTRACTOR SHALL COORDINATE ALL SIGN INSTALLATION WORK WITH THE ENGINEER. THE SIGNS HAVE BEEN INCLUDED IN THE PLANS FOR GENERAL REFERENCE. SIGNS NOTED ON THE PLANS FOR RELOCATION ARE INTENDED TO BE COMPLETED BY THE CONTRACTOR. SIGNS NOTED FOR RELOCATION WILL BE MEASURED SEPERATELY FOR PAYMENT AS RELOCATE SIGN PANEL ASSEMBLY, TYPE A.

ROADWAY SIGNAGE DESCRIBED ABOVE DOES NOT APPLY TO ANY SIGNAGE USED FOR CONSTRUCTION OPERATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR SUPPLYING AND MAINTAINING ALL SIGNS REQUIRED FOR THE MAINTENANCE OF TRAFFIC OF THE VARIOUS STAGES OF CONSTRUCTION.

OWNER OF RECORD

THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. THOSE SEEKING HISTORIC, AS-BUILT OR OTHER EXISTING DOCUMENTS AND PLANS MUST CONTACT THE OWNER OF RECORD TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION.

SURVEY DATUM

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

DEMOLITION PLAN

BURLINGTON 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. PREPARATION OF THE DEMOLITION PLAN WILL NOT BE MEASURED SEPERATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF THE REMOVAL OF THE EXISTING BRIDGE STRUCTURE.

INDEX OF SHEETS

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-10	BRIDGE APPROACH PAVEMENT CONNECTOR
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306-02	PRECAST REINFORCED CONCRETE ELIPTICAL FLARED END SECTION
542501-02	INLET BOX TYPE 24 (600) A
601001-04	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
630001-10	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631032-08	TRAFFIC BARRIER TERMIAL, TYPE 6A
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701001-02	OFF-RD OPERATION 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATION 2L, 2W, 4.5 M 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701316-08	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS > 45 MPH
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH
701901-03	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)

DISTRICT STANDARDS

STANDARD NO.	DESCRIPTION
BD-32	BUTT JOINTS AND HMA TAPER
BD-51	BENCHING DETAIL FOR EMBANKMENT WIDENING
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN (DISTRICT 1)
TC-26	DRIVEWAY ENTRANCE SIGNING

COMMITMENTS

TREES WILL BE REPLACED.

FILE NAME = W:\Projects\2012\120113 French\PH1\CADD\Civil\Dgn\Sht\GENNOTES.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:20	CHECKED - DPB	REVISED -	
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

GENERAL NOTES, INDEX OF SHEETS & STANDARDS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	2
		CONTRACT NO. 63874		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE		
						ROADWAY 0004 URBAN	BRIDGE 0011 URBAN	TRAINEES 0042 URBAN
S		20200100	EARTH EXCAVATION	CU YD	1,285	1,285		
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	520	520		
		20300100	CHANNEL EXCAVATION	CU YD	480		480	
		20800150	TRENCH BACKFILL	CU YD	7	7		
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,560	1,560		
		21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	845	845		
		21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	198	198		
		25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5		
		25000310	SEEDING, CLASS 4	ACRE	0.5	0.5		
		25000314	SEEDING, CLASS 4B	ACRE	0.1	0.1		
		25000320	SEEDING, CLASS 5	ACRE	0.5	0.5		
		25000324	SEEDING, CLASS 5B	ACRE	0.1	0.1		
		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	93	93		
		25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	93	93		
		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	93	93		
		25100630	EROSION CONTROL BLANKET	SQ YD	5,094	5,094		
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1,032	1,032		
		28000305	TEMPORARY DITCH CHECKS	FOOT	90	90		
		28000315	AGGREGATE DITCH CHECKS	TON	4	4		
		28000400	PERIMETER EROSION BARRIER	FOOT	2,419	2,419		
		28000500	INLET AND PIPE PROTECTION	EACH	4	4		
		28100107	STONE RIPRAP, CLASS A4	SQ YD	906	325	581	
		28200200	FILTER FABRIC	SQ YD	906	325	581	
S		30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	520	520		
S		30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2,784	2,784		
		31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	87	87		
		31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	191	191		
S		35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	84	84		
S		35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	108	108		
S		40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	3	3		
		40600300	AGGREGATE (PRIME COAT)	TON	15	15		
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1	1		

FILE NAME = W:\Projects\2012\12013 FranchPk\11\CADD\Civil\Dgn\Sht\SSD_01.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
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USER NAME = nparris	DESIGNED - SBP	REVISED -	
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PLOT SCALE = 1:1	CHECKED - DPB	REVISED -	
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	3
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE		
						ROADWAY 0004 URBAN	BRIDGE 0011 URBAN	TRAINEES 0042 URBAN
S		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	85	85		
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	341	341		
S		40600990	TEMPORARY RAMP	SQ YD	341	341		
S		40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	719	719		
S		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	456	456		
S		42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	159	159		
		44000100	PAVEMENT REMOVAL	SQ YD	1,283	1,283		
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	224	224		
		44004250	PAVED SHOULDER REMOVAL	SQ YD	183	183		
		48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	81	81		
		48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	29	29		
S		48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1,452	1,452		
		50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
		50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1		
		50105220	PIPE CULVERT REMOVAL	FOOT	76	76		
		50200100	STRUCTURE EXCAVATION	CU YD	191		191	
		50300225	CONCRETE STRUCTURES	CU YD	70.0		70.0	
		50300255	CONCRETE SUPERSTRUCTURE	CU YD	226.5		226.5	
		50300260	BRIDGE DECK GROOVING	SQ YD	595		595	
		50300300	PROTECTIVE COAT	SQ YD	595		595	
		50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
		50500505	STUD SHEAR CONNECTORS	EACH	1,530		1,530	
		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	63,210		63,210	
		50800515	BAR SPLICERS	EACH	522		522	
	*	50901050	STEEL RAILING, TYPE SM	FOOT	208		208	
		51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	510		510	
		51202305	DRIVING PILES	FOOT	510		510	
		51203200	TEST PILE METAL SHELLS	EACH	2		2	
		51204650	PILE SHOES	EACH	12		12	
		51500100	NAME PLATES	EACH	1		1	
		52100520	ANCHOR BOLTS, 1"	EACH	24		24	
S		54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1		

SUMMARY OF QUANTITIES

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE ROADWAY 0004 URBAN	BRIDGE 0011 URBAN	TRAINEES 0042 URBAN
		54214521	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 36"	EACH	2	2		
		5421C018	PIPE CULVERTS, CLASS C, TYPE 1 18" (TEMPORARY)	FOOT	68	68		
		54244805	INLET BOX, STANDARD 542501	EACH	1	1		
		542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	34	34		
		542A5491	PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 36"	FOOT	30	30		
		59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	68		68	
		60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4		
S		60100945	PIPE DRAINS 12"	FOOT	40	40		
S		60107600	PIPE UNDERDRAINS 4"	FOOT	132	132		
		60235300	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	2	2		
	•	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	413	413		
	•	63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4	4		
	•	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
		63200310	GUARDRAIL REMOVAL	FOOT	771	771		
		67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	5	5		
		67100100	MOBILIZATION	L SUM	1	1		
		70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5		
S		70106800	CHANGEABLE MESSAGE SIGN	CAL MO	3	3		
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	202	202		
		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	8,846	8,846		
		70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	72	72		
		70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,865	2,865		
		70400100	TEMPORARY CONCRETE BARRIER	FOOT	650	650		
		70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	650	650		
		70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
		70600350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
	•	72000100	SIGN PANEL - TYPE 1	SQ FT	4	4		
	•	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	3	3		
S	•	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	2,925	2,925		
S	•	78200410	GUARDRAIL MARKERS, TYPE A	EACH	25	25		
S	•	78200530	BARRIER WALL MARKERS, TYPE C	EACH	20	20		
S	•	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		

FILE NAME = M:\Projects\2012\120113 FrenchPk1\CADD\Civil\Dgn\Sht\500.03.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
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USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:1	CHECKED - DPB	REVISED -	
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	5

CONTRACT NO. 63874

ILLINOIS | FED. AID PROJECT

SUMMARY OF QUANTITIES

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FEDERAL 20% STATE		
						ROADWAY 0004 URBAN	BRIDGE 0011 URBAN	TRAINEES 0042 URBAN
S	•	89000075	TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1	1		
S		X0322881	TREE TRIMMING	EACH	3	3		
S		X0326806	WASHOUT BASIN	L SUM	1	1		
S		X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	100	100		
S		X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	2	2		
S		X4024000	TEMPORARY ACCESS (FIELD ENTRANCE)	EACH	2	2		
S		X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	488	488		
S		X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1,641	1,641		
S		X4811700	AGGREGATE SHOULDERS (SPECIAL)	CU YD	13	13		
S		X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	109		109	
S	•	X6330075	RELOCATE TRAFFIC BARRIER TERMINAL, (TEMPORARY)	EACH	2	2		
S	•	X6330900	VERTICAL ADJUSTMENT OF GUARDRAIL	FOOT	323	323		
S		X6660445	RIGHT OF WAY AND PROPERTY CORNERS	EACH	6	6		
S		X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
S		XX006345	TURBIDITY BARRIER	FOOT	320	320		
S		Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	24		24	
S		Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	100	100		
S		Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
S		Z0026407	TEMPORARY SHEET PILING	SQ FT	1,509		1,509	
S		Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	80	80		
S		Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	144		144	
S		Z0055905	TEMPORARY CONSTRUCTION FENCE	FOOT	500	500		
S		Z0062456	TEMPORARY PAVEMENT	SQ YD	488	488		
S		Z0076600	TRAINEES	HOUR	500			500
S		Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500			500

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PLOT SCALE = 1:1	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	6

CONTRACT NO. 63874

ILLINOIS FED. AID PROJECT

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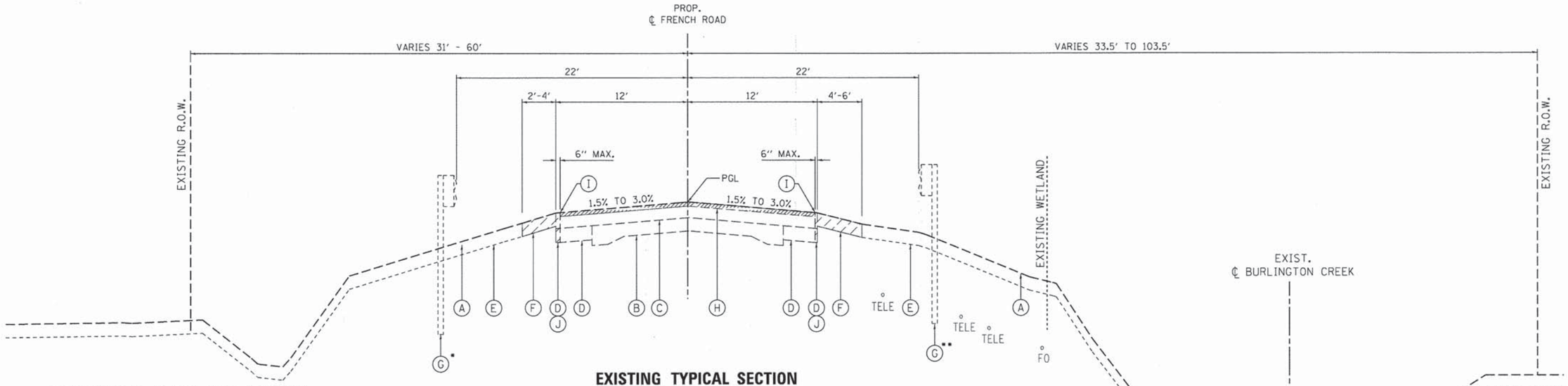

EXISTING TYPICAL SECTION

STA. 13+50.00 TO 16+50.00, FRENCH ROAD
STA. 21+40.00 TO 24+55.00, FRENCH ROAD

- • STA. 21+40 TO STA. 22+23, LT
- •• STA. 21+40 TO STA. 21+72, RT

NOTE: GUARDRAIL STATIONING INCLUDES TERMINALS

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: Year 2040
PV = 6370 SU = 350 MU = 280
ROAD/STREET CLASSIFICATION: Class 2
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 91 S = 5 M = 4
TRAFFIC FACTOR: Actual TF = 1.21 AC Type = PG 64-22
Minimum TF = NA
PG GRADE: Binder = PG 64-22 / 58-22 Surface = PG 64-22
SUBGRADE SUPPORT RATING: SSR = POOR

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
ITEM	AIR VOIDS @ Ndes
FRENCH ROAD - RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 8 1/2" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
FRENCH ROAD - APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
FRENCH ROAD - RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/4"	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50; VAR. 1/2" TO 3 1/2"	4% @ 50 GYR.
HMA SHOULDERS	
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), 6" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
DRIVEWAYS- F.E./P.E.	
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" (F.E.) (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 6" (P.E.) (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
TEMPORARY PAVEMENT - STAGE 1A	
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), 7" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
TEMPORARY RAMP	
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/SQYD/IN.
THE AC TYPE FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

•NUMBER OF LIFTS TO BE DETERMINED BY THE ENGINEER.

LEGEND, EXISTING

- (A) EXISTING GROUND LINE
- (B) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 5.5"-14.4" (SEE NOTE 1)

  STA. 13+68.00 TO STA. 19+63.95 PCC PVMT 9-6-9 (SEE NOTE 2)
  STA. 19+63.95 TO STA. 19+87.17 PCC PVMT 16.5-10.5-16.5
  STA. 20+37.63 TO STA. 20+60.81 PCC PVMT 16.5-10.5-16.5
  STA. 20+60.81 TO STA. 24+20.00 PCC PVMT 9-6-9
- (C) EXISTING HOT-MIX ASPHALT PAVEMENT, 6.5"-7.7" (SEE NOTE 1 & 2)
- (D) EXISTING HOT-MIX ASPHALT BASE COURSE WIDENING, 8"-9.5" (SEE NOTE 1 & 2)
- (E) EXISTING TOPSOIL, 6" - TO BE REMOVED (21101505)
- (F) EXISTING AGGREGATE SHOULDER, 6" - TO BE REMOVED (INCLUDED IN EARTH EXCAVATION, 20200100)
- (G) EXISTING W-BEAM GUARDRAIL - TO BE REMOVED (63200310)
- (H) SURFACE REMOVAL, VAR. (X4401198 SEE MILLING & LEVELING PLAN FOR LIMITS)
- (I) SAWCUT - FULL DEPTH (INCLUDED IN COST OF PAVEMENT REMOVAL)
- (J) EXISTING PAVEMENT STRUCTURE TO BE REMOVED (44000100)

EXISTING PAVEMENT NOTES

1. INFORMATION ON PCC PAVEMENT AND HMA COURSE THICKNESSES ARE TAKEN FROM THE FOLLOWING RESOURCES:

   ROADWAY GEOTECHNICAL INFORMATION HAS BEEN DOCUMENTED IN THE STRUCTURE GEOTECHNICAL REPORT PREPARED BY TESTING SERVICE CORPORATION DATED SEPTEMBER 21, 2011 AND ADDITIONAL CORE REPORT DATED JUNE 17, 2013.

   INFORMATION ON PCC PAVEMENT AND HMA COURSE THICKNESSES HAS ALSO BEEN TAKEN FROM INFORMATION SHOWN ON THE ORIGNAL CONSTRUCTION PLANS DATED JUNE 11, 1981 (ROADWAY WIDENING) AND APRIL 30, 1969 (BRIDGE). PERTINENT CONSTRUCTION DRAWINGS HAVE BEEN INCLUDED IN THESE PLANS FOR REFERENCE.

2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE THICKNESS OF THE EXISTING PAVEMENTS TO BE REMOVED AND THE EXTENT TO WHICH THEY ARE REINFORCED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF VARIATIONS FROM THE ASSUMED THICKNESS SHOWN ON THE PLANS OR FOR VARIATIONS IN THE AMOUNT OF REINFORCEMENT.

FILE NAME = W:\Projects\2012\120113 FrenchPh1\CADD\Civil\Dgn\Sht\TYPICAL_1.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
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USER NAME = nparris	DESIGNED - SBP	REVISED -	
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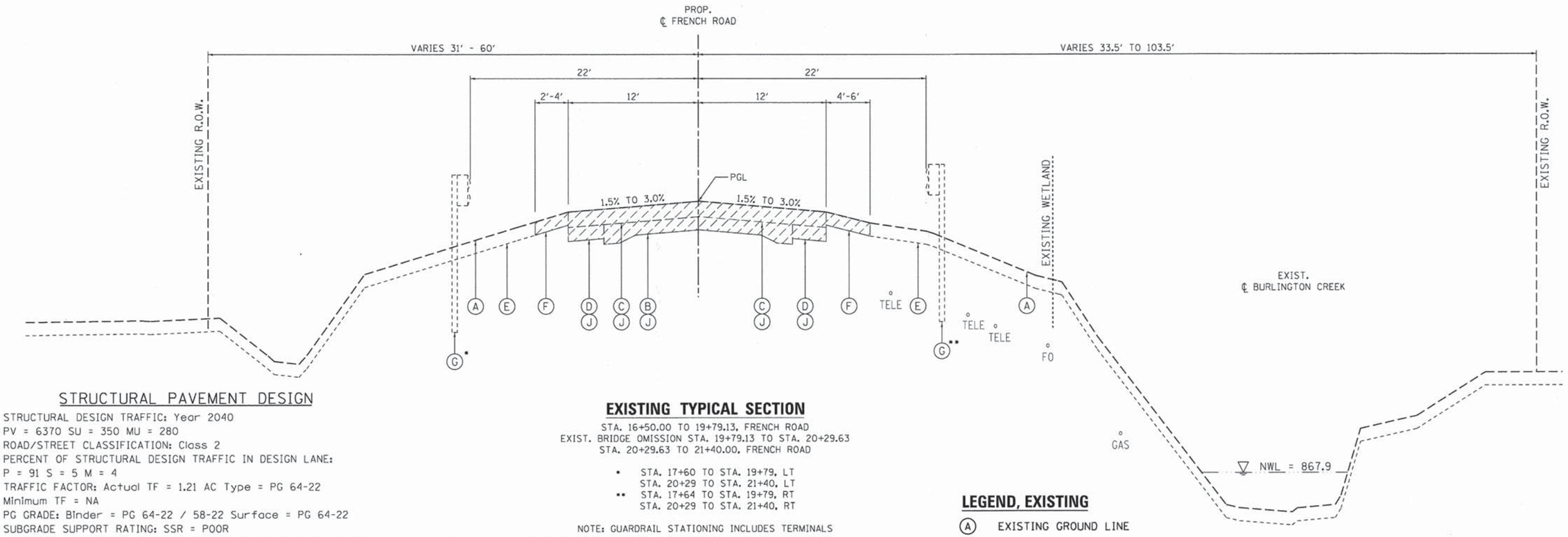
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -	
PLOT DATE = 12/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

TYPICAL SECTIONS

SCALE: | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	7
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: Year 2040
PV = 6370 SU = 350 MU = 280
ROAD/STREET CLASSIFICATION: Class 2
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 91 S = 5 M = 4
TRAFFIC FACTOR: Actual TF = 1.21 AC Type = PG 64-22
Minimum TF = NA
PG GRADE: Binder = PG 64-22 / 58-22 Surface = PG 64-22
SUBGRADE SUPPORT RATING: SSR = POOR

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
ITEM	AIR VOIDS @ Ndes
FRENCH ROAD - RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 8 1/2" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
FRENCH ROAD - APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
FRENCH ROAD - RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/4"	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50; VAR. 1/2" TO 3 1/2"	4% @ 50 GYR.
HMA SHOULDERS	
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), 6" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
DRIVEWAYS- F.E./P.E.	
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" (F.E.) (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 6" (P.E.) (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
TEMPORARY PAVEMENT - STAGE 1A	
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), 7" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
TEMPORARY RAMP	
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/SQYD/IN.

THE AC TYPE FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

•NUMBER OF LIFTS TO BE DETERMINED BY THE ENGINEER.

EXISTING TYPICAL SECTION

STA. 16+50.00 TO 19+79.13, FRENCH ROAD
EXIST. BRIDGE OMISSION STA. 19+79.13 TO STA. 20+29.63
STA. 20+29.63 TO 21+40.00, FRENCH ROAD

• STA. 17+60 TO STA. 19+79, LT
STA. 20+29 TO STA. 21+40, LT
•• STA. 17+64 TO STA. 19+79, RT
STA. 20+29 TO STA. 21+40, RT

NOTE: GUARDRAIL STATIONING INCLUDES TERMINALS

LEGEND, EXISTING

(A) EXISTING GROUND LINE

(B) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 5.5"-14.4" (SEE NOTE 1)

STA. 13+68.00 TO STA. 19+63.95 PCC PVMT 9-6-9 (SEE NOTE 2)
STA. 19+63.95 TO STA. 19+87.17 PCC PVMT 16.5-10.5-16.5
STA. 20+37.63 TO STA. 20+60.81 PCC PVMT 16.5-10.5-16.5
STA. 20+60.81 TO STA. 24+20.00 PCC PVMT 9-6-9

(C) EXISTING HOT-MIX ASPHALT PAVEMENT, 6.5"-7.7" (SEE NOTE 1 & 2)

(D) EXISTING HOT-MIX ASPHALT BASE COURSE WIDENING, 8"-9.5" (SEE NOTE 1 & 2)

(E) EXISTING TOPSOIL, 6" - TO BE REMOVED (21101505)

(F) EXISTING AGGREGATE SHOULDER, 6" - TO BE REMOVED (INCLUDED IN EARTH EXCAVATION, 20200100)

(G) EXISTING W-BEAM GUARDRAIL - TO BE REMOVED (63200310)

(H) SURFACE REMOVAL, VAR. (X4401198 SEE MILLING & LEVELING PLAN FOR LIMITS)

(I) SAWCUT - FULL DEPTH (INCLUDED IN COST OF PAVEMENT REMOVAL)

(J) EXISTING PAVEMENT STRUCTURE TO BE REMOVED (44000100)

EXISTING PAVEMENT NOTES

1. INFORMATION ON PCC PAVEMENT AND HMA COURSE THICKNESSES ARE TAKEN FROM THE FOLLOWING RESOURCES:

   ROADWAY GEOTECHNICAL INFORMATION HAS BEEN DOCUMENTED IN THE STRUCTURE GEOTECHNICAL REPORT PREPARED BY TESTING SERVICE CORPORATION DATED SEPTEMBER 21, 2011 AND ADDITIONAL CORE REPORT DATED JUNE 17, 2013.

   INFORMATION ON PCC PAVEMENT AND HMA COURSE THICKNESSES HAS ALSO BEEN TAKEN FROM INFORMATION SHOWN ON THE ORIGNAL CONSTRUCTION PLANS DATED JUNE 11, 1981 (ROADWAY WIDENING) AND APRIL 30, 1969 (BRIDGE). PERTINENT CONSTRUCTION DRAWINGS HAVE BEEN INCLUDED IN THESE PLANS FOR REFERENCE.

2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE THICKNESS OF THE EXISTING PAVEMENTS TO BE REMOVED AND THE EXTENT TO WHICH THEY ARE REINFORCED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF VARIATIONS FROM THE ASSUMED THICKNESS SHOWN ON THE PLANS OR FOR VARIATIONS IN THE AMOUNT OF REINFORCEMENT.

FILE NAME = W:\Projects\2012\120113 FrenchPhil\CADD\Civil\Dgn\Sht\TYPICAL_2.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
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USER NAME = nperris	DESIGNED - SBP	REVISED -
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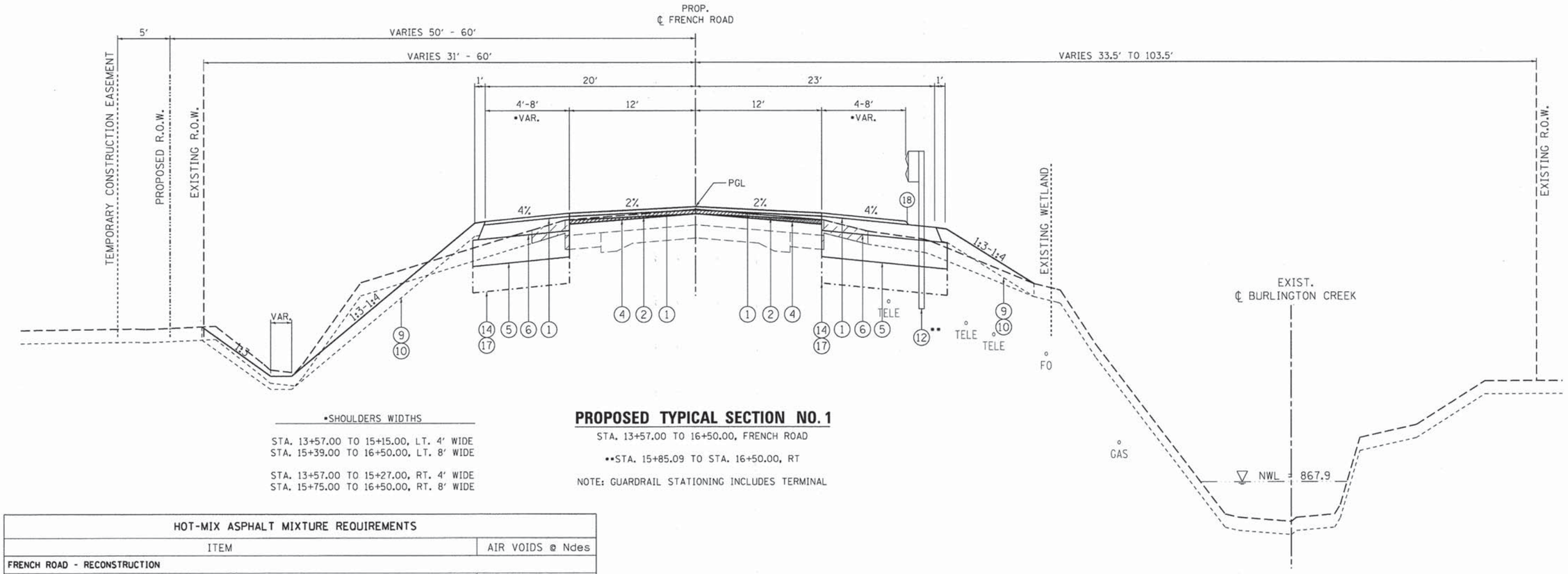
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

TYPICAL SECTIONS

SCALE: | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	8
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		



•SHOULDERS WIDTHS

STA. 13+57.00 TO 15+15.00, LT. 4' WIDE
STA. 15+39.00 TO 16+50.00, LT. 8' WIDE

STA. 13+57.00 TO 15+27.00, RT. 4' WIDE
STA. 15+75.00 TO 16+50.00, RT. 8' WIDE

PROPOSED TYPICAL SECTION NO. 1

STA. 13+57.00 TO 16+50.00, FRENCH ROAD

••STA. 15+85.09 TO STA. 16+50.00, RT

NOTE: GUARDRAIL STATIONING INCLUDES TERMINAL

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AIR VOIDS @ Ndes
FRENCH ROAD - RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 8 1/2" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
FRENCH ROAD - APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
FRENCH ROAD - RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/4"	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50; VAR. 1/2" TO 3 1/2"	4% @ 50 GYR.
HMA SHOULDERS	
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), 6" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
DRIVEWAYS- F.E./P.E.	
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" (F.E.) (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 6" (P.E.) (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
TEMPORARY PAVEMENT - STAGE 1A	
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), 7" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
TEMPORARY RAMP	
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/SOYD/IN.

THE AC TYPE FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

•NUMBER OF LIFTS TO BE DETERMINED BY THE ENGINEER.

ESTIMATED QUANTITIES
FOR UNDERCUTTING, AGGREGATE
IMPROVEMENT SUBGRADE AND
GEOTECHNICAL FABRIC

BORING	LOCATION	THICKNESS
B2	15+69 TO 17+69	12 INCHES

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: Year 2040
PV = 6370 SU = 350 MU = 280
ROAD/STREET CLASSIFICATION: Class 2
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 91 S = 5 M = 4
TRAFFIC FACTOR: Actual TF = 1.21 AC Type = PG 64-22
Minimum TF = NA
PG GRADE: Binder = PG 64-22 / 58-22 Surface = PG 64-22
SUBGRADE SUPPORT RATING: SSR = POOR

LEGEND, PROPOSED

(1) 2" HMA SURFACE COURSE, MIX "D", N50 (40603335)
(2) 2 1/4" HMA BINDER COURSE, IL-19.0, N50 (40603080)
(3) 8 1/2" HMA BINDER COURSE, IL-19.0, N50 (2 LIFTS - 40603080)
(4) ½" - 3 1/2" VAR. LEVELING BINDER (MACHINE METHOD), N50 (40600300)
(5) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
(6) HMA SHOULDERS, 6" (48203021)
(7) AGGREGATE SHOULDERS, TYPE B 6" (48101500)
(8) SUB-BASE GRANULAR MATERIAL, TYPE B (31101100)
(9) 6" TOPSOIL PLACEMENT
(10) SEEDING (TYPE AS SPECIFIED) W/EROSION CONTROL OR HD EROSION CONTROL BLANKET
(11) STRUCTURAL EMBANKMENT
(12) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS (63000001)
(13) PIPE UNDERDRAIN WITH FILTER FABRIC ENVELOPE, 4" (60107600)
(14) AGGREGATE SUBGRADE IMPROVEMENT (30300001) (SEE UNDERCUT TABLE)
(15) AGGREGATE WEDGE SHOULDER, TYPE B (48102100)
(16) AGGREGATE SHOULDER, SPECIAL (CA1) (X4811700)
(17) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)
(18) SAFTEY EDGE (45° ANGLE - INCLUDED IN COST OF SURFACE COURSE)

FILE NAME = W:\Projects\2012\12013 French Phil\CADD\Civil\Dgn\Sht\TYPICAL_3.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

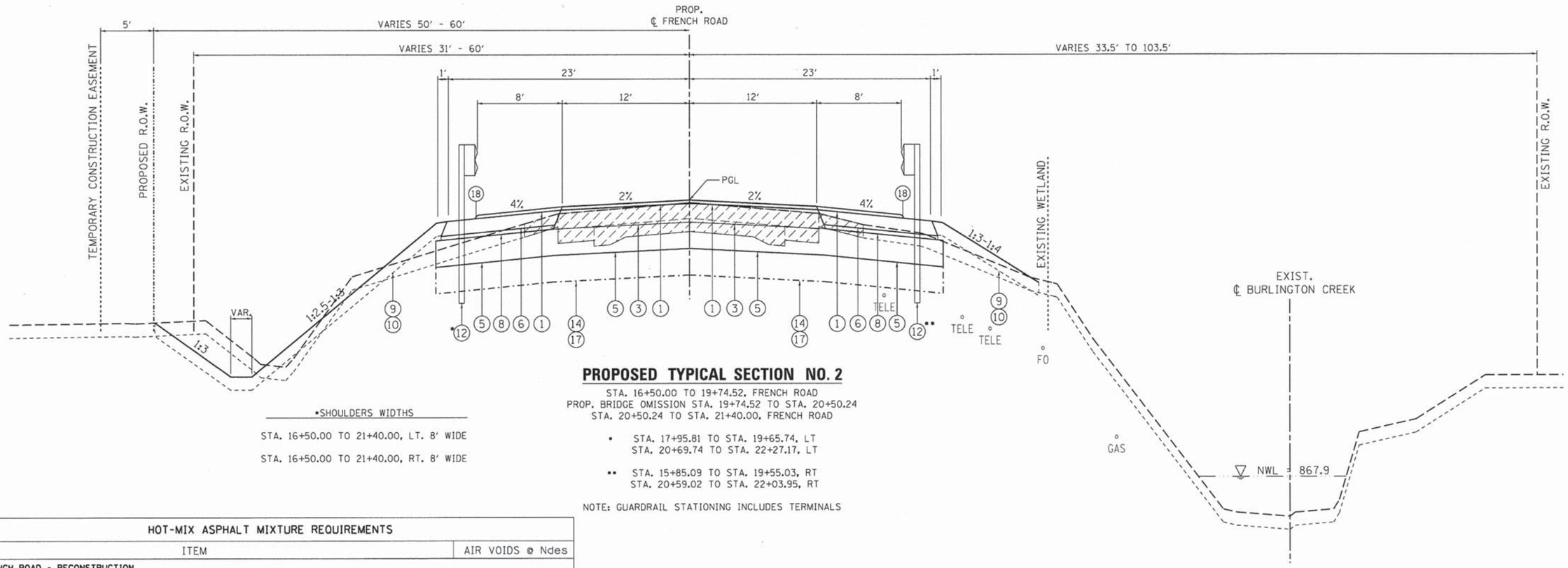
USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -	
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

TYPICAL SECTIONS

SCALE: | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	9
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



PROPOSED TYPICAL SECTION NO. 2

STA. 16+50.00 TO 19+74.52, FRENCH ROAD
PROP. BRIDGE OMISSION STA. 19+74.52 TO STA. 20+50.24
STA. 20+50.24 TO STA. 21+40.00, FRENCH ROAD

• STA. 17+95.81 TO STA. 19+65.74, LT
STA. 20+69.74 TO STA. 22+27.17, LT

•• STA. 15+85.09 TO STA. 19+55.03, RT
STA. 20+59.02 TO STA. 22+03.95, RT

NOTE: GUARDRAIL STATIONING INCLUDES TERMINALS

•SHOULDERS WIDTHS

STA. 16+50.00 TO 21+40.00, LT. 8' WIDE

STA. 16+50.00 TO 21+40.00, RT. 8' WIDE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AIR VOIDS @ Ndes
FRENCH ROAD - RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 8 1/2" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
FRENCH ROAD - APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
FRENCH ROAD - RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/4"	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50; VAR. 1/2" TO 3 1/2"	4% @ 50 GYR.
HMA SHOULDERS	
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), 6" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
DRIVEWAYS- F.E./P.E.	
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" (F.E.) (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 6" (P.E.) (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
TEMPORARY PAVEMENT - STAGE 1A	
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), 7" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
TEMPORARY RAMP	
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/SQYD/IN.

THE AC TYPE FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

•NUMBER OF LIFTS TO BE DETERMINED BY THE ENGINEER.

ESTIMATED QUANTITIES
FOR UNDERCUTTING, AGGREGATE
IMPROVEMENT SUBGRADE AND
GEOTECHNICAL FABRIC

BORING	LOCATION	THICKNESS
B2	15+69 TO 17+69	12 INCHES

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: Year 2040
PV = 6370 SU = 350 MU = 280
ROAD/STREET CLASSIFICATION: Class 2
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 91 S = 5 M = 4
TRAFFIC FACTOR: Actual TF = 1.21 AC Type = PG 64-22
Minimum TF = NA
PG GRADE: Binder = PG 64-22 / 58-22 Surface = PG 64-22
SUBGRADE SUPPORT RATING: SSR = POOR

LEGEND, PROPOSED

(1) 2" HMA SURFACE COURSE, MIX "D", N50 (40603335)
(2) 2 1/4" HMA BINDER COURSE, IL-19.0, N50 (40603080)
(3) 8 1/2" HMA BINDER COURSE, IL-19.0, N50 (2 LIFTS - 40603080)
(4) LEVELING BINDER (MACHINE METHOD), N50 (40600300)
(5) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
(6) HMA SHOULDERS, 6" (48203021)
(7) AGGREGATE SHOULDERS, TYPE B 6" (48101500)
(8) SUB-BASE GRANULAR MATERIAL, TYPE B (31101100)
(9) 6" TOPSOIL PLACEMENT
(10) SEEDING (TYPE AS SPECIFIED) W/EROSION CONTROL OR HD EROSION CONTROL BLANKET
(11) STRUCTURAL EMBANKMENT
(12) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS (63000001)
(13) PIPE UNDERDRAIN WITH FILTER FABRIC ENVELOPE, 4" (60107600)
(14) AGGREGATE SUBGRADE IMPROVEMENT (30300001) (SEE UNDERCUT TABLE)
(15) AGGREGATE WEDGE SHOULDER, TYPE B (48102100)
(16) AGGREGATE SHOULDER, SPECIAL (CA1) (X4811700)
(17) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)
(18) SAFTEY EDGE (45° ANGLE - INCLUDED IN COST OF SURFACE COURSE)

FILE NAME = W:\Projects\2012\12013 FrenchPH1\CADD\Civil\Dgn\Sht\TYPICAL_4.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

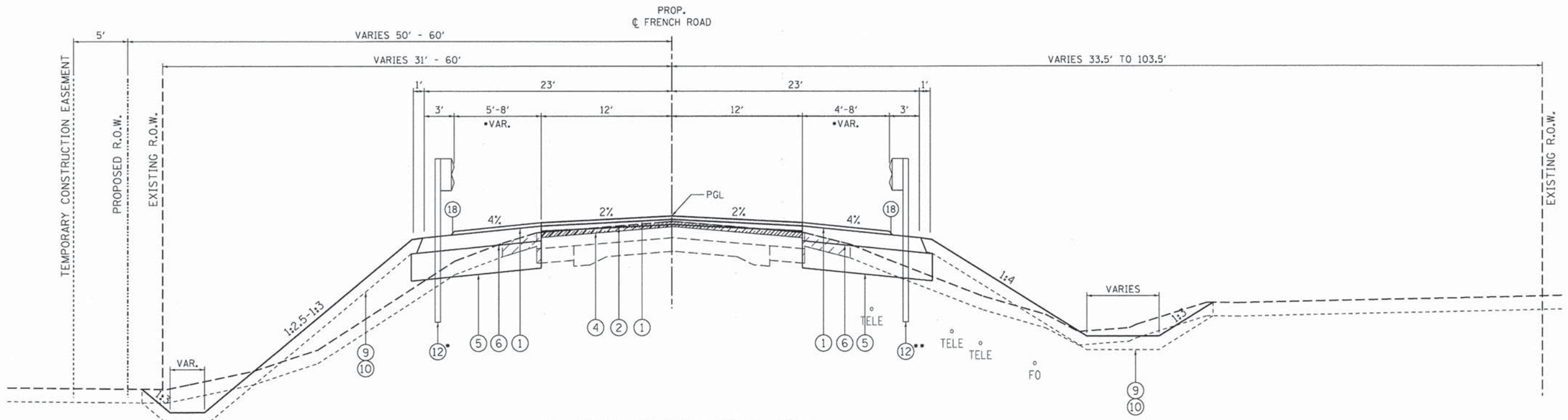
USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -	
PLOT DATE = 12/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

TYPICAL SECTIONS

SCALE: | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	10
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



•SHOULDERS WIDTHS

STA. 21+40.00 TO 22+72.70, LT. 8' WIDE
STA. 22+72.70 TO 23+28.40, LT. 5' WIDE

STA. 21+40.00 TO 22+05.90, RT. 8' WIDE
STA. 22+05.90 TO 22+74.00, RT. 4' WIDE

PROPOSED TYPICAL SECTION NO. 3

STA. 21+40.00 TO 23+28.5, LT. FRENCH ROAD
STA. 21+40.00 TO 22+74.0, RT. FRENCH ROAD

•STA. 21+40.00 TO STA. 22+27.00, LT
••STA. 21+40.00 TO STA. 22+04.00, RT

NOTE: GUARDRAIL STATIONING INCLUDES TERMINAL

NOTE: GUARDRAIL STATIONING INCLUDES TERMINAL

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
ITEM	AIR VOIDS @ Ndes
FRENCH ROAD - RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 8 1/2" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
FRENCH ROAD - APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
FRENCH ROAD - RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/4"	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50; VAR. 1/2" TO 3 1/2"	4% @ 50 GYR.
HMA SHOULDERS	
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), 6" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
DRIVEWAYS- F.E./P.E.	
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" (F.E.) (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 6" (P.E.) (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
TEMPORARY PAVEMENT - STAGE 1A	
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), 7" (2 1/4" MIN. - 4" MAX.)•	4% @ 50 GYR.
TEMPORARY RAMP	
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/SQYD/IN.

THE AC TYPE FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

•NUMBER OF LIFTS TO BE DETERMINED BY THE ENGINEER.

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: Year 2040
PV = 6370 SU = 350 MU = 280
ROAD/STREET CLASSIFICATION: Class 2
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 91 S = 5 M = 4
TRAFFIC FACTOR: Actual TF = 1.21 AC Type = PG 64-22
Minimum TF = NA
PG GRADE: Binder = PG 64-22 / 58-22 Surface = PG 64-22
SUBGRADE SUPPORT RATING: SSR = POOR

LEGEND, PROPOSED

(1) 2" HMA SURFACE COURSE, MIX "D", N50 (40603335)
(2) 2 1/4" HMA BINDER COURSE, IL-19.0, N50 (40603080)
(3) 8 1/2" HMA BINDER COURSE, IL-19.0, N50 (2 LIFTS - 40603080)
(4) LEVELING BINDER (MACHINE METHOD), N50 (40600300)
(5) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
(6) HMA SHOULDERS, 6" (48203021)
(7) AGGREGATE SHOULDERS, TYPE B 6" (48101500)
(8) SUB-BASE GRANULAR MATERIAL, TYPE B (31101100)
(9) 6" TOPSOIL PLACEMENT
(10) SEEDING (TYPE AS SPECIFIED) W/EROSION CONTROL OR HD EROSION CONTROL BLANKET
(11) STRUCTURAL EMBANKMENT
(12) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS (63000001)
(13) PIPE UNDERDRAIN WITH FILTER FABRIC ENVELOPE, 4" (60107600)
(14) AGGREGATE SUBGRADE IMPROVEMENT (30300001) (SEE UNDERCUT TABLE)
(15) AGGREGATE WEDGE SHOULDER, TYPE B (48102100)
(16) AGGREGATE SHOULDER, SPECIAL (CA1) (X4811700)
(17) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)
(18) SAFTEY EDGE (45° ANGLE - INCLUDED IN COST OF SURFACE COURSE)

FILE NAME = W:\Projects\2012\12013 FrenchPH1\CADD\Civil\Dgn\Sht\TYPICAL_5.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

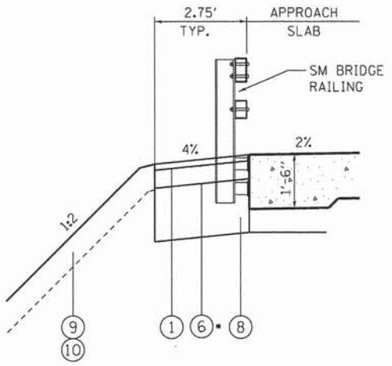
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

TYPICAL SECTIONS

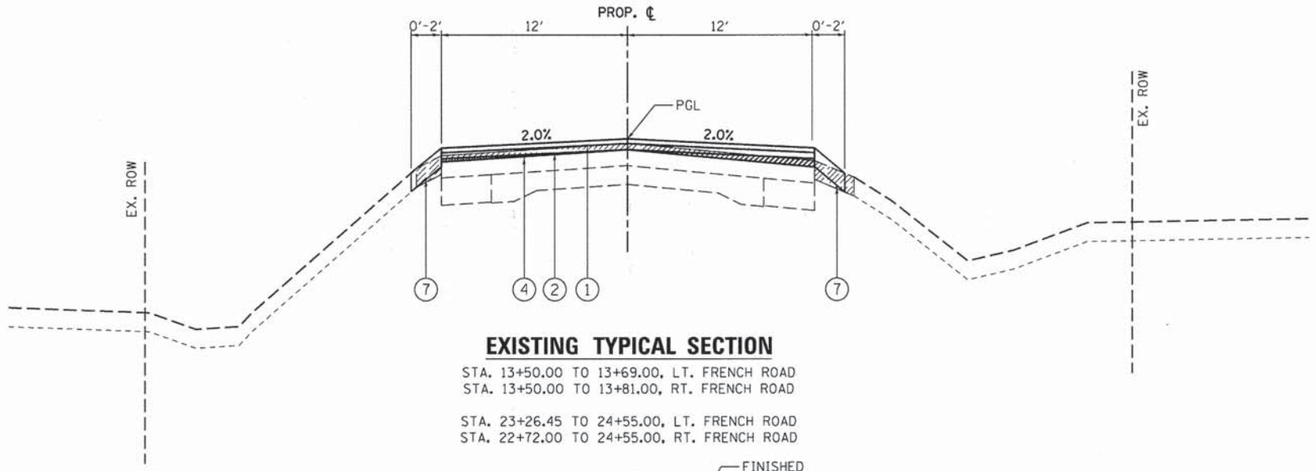
SCALE: | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	11
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



TYPICAL SECTION
HMA SHOULDER, ADJACENT TO SM RAILING

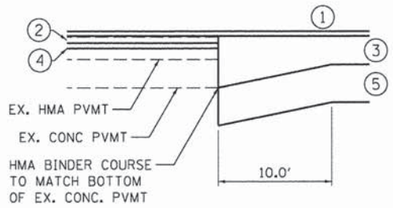
STA. 19+60.7 TO STA. 19+80.7 (LT), FRENCH ROAD
STA. 19+50.0 TO STA. 19+69.2 (RT), FRENCH ROAD
STA. 20+55.6 TO STA. 20+74.7 (LT), FRENCH ROAD
STA. 20+44.0 TO STA. 20+64.0 (RT), FRENCH ROAD



EXISTING TYPICAL SECTION

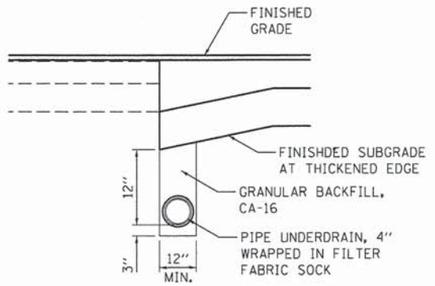
STA. 13+50.00 TO 13+69.00, LT. FRENCH ROAD
STA. 13+50.00 TO 13+81.00, RT. FRENCH ROAD

STA. 23+26.45 TO 24+55.00, LT. FRENCH ROAD
STA. 22+72.00 TO 24+55.00, RT. FRENCH ROAD



HMA THICKENED EDGE DETAIL

STA. 16+50.0 & STA. 21+40.0
TRANSITIONS BETWEEN RECONSTRUCTION
AND OVERLAY SECTIONS

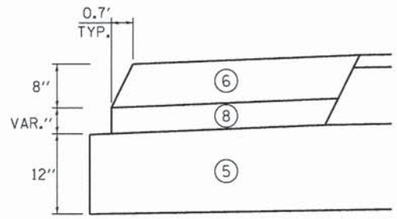


UNDERDRAIN DETAIL – TRANSVERSE

STA. 16+50.5 & STA. 21+39.5

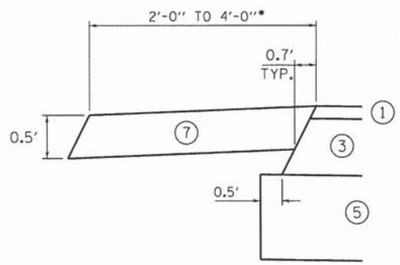
UNDERDRAIN NOTES:

1. PIPE UNDERDRAINS TO BE PLACED AS INDICATED ON THE PLANS.
2. UNDERDRAINS SHALL BE CONNECTED AS SHOWN ON THE PLANS, THE COST IS INCLUDED IN THE COST OF THE UNDERDRAINS.
3. UNDERDRAIN MATERIAL SHALL BE PERFORATED CORRUGATED POLYETHYLENE TUBING.
4. EXCAVATION, FABRIC AND POROUS GRANDULAR BACKFILL AS SPECIFIED SHALL BE INCLUDED IN THE COST OF THE UNDERDRAIN.



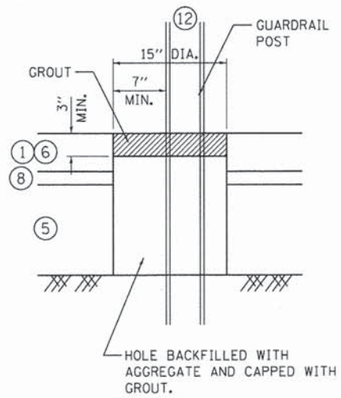
HMA SHOULDER DETAIL

STA. 13+57.0 TO STA. 19+60.7 (LT), FRENCH ROAD
STA. 13+81.0 TO STA. 19+50.0 (RT), FRENCH ROAD
STA. 20+74.7 TO STA. 23+28.5 (LT), FRENCH ROAD
STA. 20+64.0 TO STA. 22+74.0 (RT), FRENCH ROAD



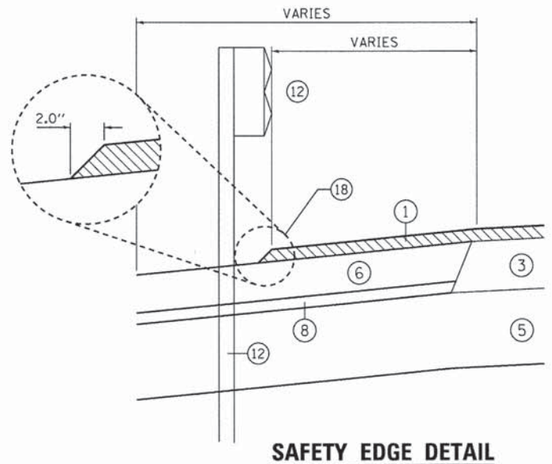
AGGREGATE SHOULDER DETAIL

STA. 13+50.0 TO STA. 13+69.0 (LT), FRENCH ROAD
* STA. 13+50.0 TO STA. 13+81.0 (RT), FRENCH ROAD
STA. 23+26.5 TO STA. 24+55.0 (LT), FRENCH ROAD
STA. 22+72.0 TO STA. 24+55.0 (RT), FRENCH ROAD



GUARDRAIL GROUT DETAIL

SEE STD. 630201 FOR ADDITIONAL DETAILS



SAFETY EDGE DETAIL

LEGEND, PROPOSED

(1) 2" HMA SURFACE COURSE, MIX "D", N50 (40603335)
(2) 2 1/4" HMA BINDER COURSE, IL-19.0, N50 (40603080)
(3) 8 1/2" HMA BINDER COURSE, IL-19.0, N50 (2 LIFTS - 40603080)
(4) LEVELING BINDER (MACHINE METHOD), N50 (40600300)
(5) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
(6) HMA SHOULDERS, 6" (48203021)
(7) AGGREGATE SHOULDERS, TYPE B 6" (48101500)
(8) SUB-BASE GRANULAR MATERIAL, TYPE B (31101100)
(9) 6" TOPSOIL PLACEMENT
(10) SEEDING (TYPE AS SPECIFIED) W/EROSION CONTROL OR HD EROSION CONTROL BLANKET
(11) STRUCTURAL EMBANKMENT
(12) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS (63000001)
(13) PIPE UNDERDRAIN WITH FILTER FABRIC ENVELOPE, 4" (60107600)
(14) AGGREGATE SUBGRADE IMPROVEMENT (30300001) (SEE UNDERCUT TABLE)
(15) AGGREGATE WEDGE SHOULDER, TYPE B (48102100)
(16) AGGREGATE SHOULDER, SPECIAL (CA1) (X4811700)
(17) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)
(18) SAFTEY EDGE (45° ANGLE - INCLUDED IN COST OF SURFACE COURSE)

FILE NAME = W:\Projects\2012\12013 French\Pn1\CADD\Civil\Dgn\Shts\TYPICAL_6.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -	
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

TYPICAL SECTIONS

SCALE: | SHEET NO. 6 OF 6 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	12
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

REMOVAL SCHEDULE

LOCATION			40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SQ YD)	40600990 TEMPORARY RAMP (SQ YD)	44000100 PAVEMENT REMOVAL (SQ YD)	44000200 DRIVEWAY PAVEMENT REMOVAL (SQ YD)	44004250 PAVED SHOULDER REMOVAL (SQ YD)	50104400 CONCRETE HEADWALL REMOVAL (EACH)	50105220 PIPE CULVERT REMOVAL (FOOT)	63200310 GUARDRAIL REMOVAL (FOOT)	X4400110 TEMPORARY PAVEMENT REMOVAL (SQ YD)	X4401198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (SQ YD)
MAINLINE												
12+00.00	-	12+50.00										
12+50.00	-	13+00.00										
13+00.00	-	13+50.00										
13+50.00	-	14+00.00	55.3*	55.3*	3.72							133.90
14+00.00	-	14+50.00			5.73							133.30
14+50.00	-	15+00.00			5.10							133.30
15+00.00	-	15+50.00			4.39							133.30
15+50.00	-	16+00.00			4.34							133.30
16+00.00	-	16+50.00			4.75							133.30
16+50.00	-	17+00.00	97.2*	97.2*	137.35						61.11	
17+00.00	-	17+50.00			137.89	71.20			27.50		61.11	
17+50.00	-	18+00.00			138.08	8.80		1.00	4.50	77.40	59.92	
18+00.00	-	18+50.00			137.10					100.00	52.78	
18+50.00		19+00.00			136.96					100.00	52.78	
19+00.00	-	19+50.00			138.39		32.29			100.00	52.78	
19+50.00	-	19+74.52	20.0**	20.0**	68.93		40.45			56.70	26.10	
BRIDGE					71.79		67.14			39.70	26.63	
20+50.24	-	21+00.00	20.0**	20.0**	138.76		41.40			100.00	52.52	
21+00.00	-	21+50.00	93.3*	93.3*	111.98		0.78			100.00	42.22	26.70
21+50.00	-	22+00.00			5.78					73.20		133.30
22+00.00	-	22+50.00			10.77	21.70			9.00	23.10		133.30
22+50.00	-	23+00.00			11.11	74.70			15.00			133.30
23+00.00	-	23+50.00			4.10	47.20			20.00			133.30
23+50.00	-	24+00.00			3.49							133.30
24+00.00	-	24+50.00	41.0*	41.0*	2.34							133.40
24+50.00	-	25+00.00	13.7*	13.7*								13.70
25+00.00	-	25+50.00										
TOTAL			340.30	340.30	1,282.84	223.60	182.07	1.00	76.00	770.10	487.95	1,640.70
ADJUSTED TOTAL			**341.0**	**341.0**	**1283.0**	**224.0**	**183.0**	**1.0**	**76.0**	**771.0**	**488.0**	**1641.0**

NOTE: CONSTRUCTED TEMPORARY RAMPS IN STAGE 1A

****NOTE: STAGE 2 AND 3 AT BRIDGE PROR TO SURFACE COURSE PLACEMENT***

NOTE: ALL RAMPS CONSTRCUTED IN STAGE 1A, 1B & 2 SHALL BE REMOVED PROR TO PLACING SURFACE COURSE IN STAGE 3

FILE NAME = W:\Projects\2012\120113 FrenchPhil\CADD\Civil\Dgn\Sht\SCHEDULE_01.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:1	CHECKED - DPB	REVISED -	
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 1 OF 11 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	13
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		

EARTHWORK SCHEDULE – STAGE 1A

LOCATION	END AREAS				TOPSOIL			EARTHWORK				SUBGRADE IMPROVEMENT		
	TOPSOIL STRIPPING (TSS)	TOPSOIL EMBANKMENT	EXCAVATION (C)	EMBANKMENT (F)	21101505 TOPSOIL EXCAVATION & PALCEMENT	TOPSOIL EMBANKMENT STAGE 1A TOTAL	BALANCE WASTE(+) OR SHORTAGE (-) (NO SHRINKAGE)	20200100 EARTH EXCAVATION STAGE 1A	EMBANKMENT	BALANCE WASTE (+) or SHORTAGE (-)	20300100 CHANNEL EXCAVATION	20201200 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	30300001 AGGREGATE SUBGRADE IMPROVEMENT	21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	(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														
13+50.00	16.6	16.5	13.3	9.3										
14+00.00	23.3	21.8	27.9	19.4	37.01	35.43	1.58	38.1	26.7	5.8				
14+50.00	20.5	19.5	24.7	18.0	40.57	38.25	2.32	48.7	34.6	6.8				
15+00.00	24.2	22.5	41.0	20.6	41.41	38.90	2.51	60.8	35.7	16.0				
15+50.00	26.3	20.9	19.7	35.8	46.77	40.20	6.57	56.1	52.3	-4.5		40.7	40.7	122.2
16+00.00	27.2	19.8	36.2	29.3	49.52	37.73	11.79	51.7	60.3	-16.4		59.5	59.5	178.4
16+50.00	7.0	0.0	1.3	10.1	31.69	18.36	13.33	34.7	36.5	-7.0		20.6	20.6	61.9
17+00.00	8.7		1.1	17.2	14.59		14.59	2.2	25.3	-23.4		20.8	20.8	62.5
17+39.85	8.2		1.3	11.3	12.52		12.52	1.7	21.0	-19.5		7.9	7.9	23.8
18+00.00	4.7		1.4	4.5	14.42		14.42	3.0	17.6	-15.0				
18+50.00	4.0		2.4	2.2	8.06		8.06	3.6	6.2	-3.1				
19+00.00	3.0		3.4	1.0	6.49		6.49	5.4	2.9	1.7				
19+40.19	2.3		2.1	1.8	3.92		3.92	4.1	2.1	1.4				
19+50.91	4.5		2.2	5.5	1.34		1.34	0.9	1.4	-0.7				
19+67.55	0.0		4.4	0.1	1.39		1.39	2.0	1.7	0.0				
BRIDGE														
20+57.21	0.0		4.8	1.1	0.00		0.00							
20+73.85	3.0		2.9	2.6	0.92		0.92	2.4	1.1	0.9				
20+84.57	2.9		1.5	2.4	1.17		1.17	0.9	1.0	-0.3				
21+00.00	2.7		2.0	2.0	1.60		1.60	1.0	1.3	-0.4				
21+40.00	3.9	0.0	2.6	4.1	4.86		4.86	3.4	4.5	-1.6				
22+00.00	31.3	26.5	37.7	40.3	39.09	29.39	9.70	44.7	49.3	-11.3				
22+51.00	2.4	1.3	15.6	0.2	31.88	26.18	5.70	50.4	38.2	4.6				
22+56.19	1.7	0.0	18.7	0.0	0.40	0.12	0.28	3.3	0.0	2.8				
22+85.00	10.5	11.1	4.2	3.8	6.50	5.92	0.58	12.2	2.1	8.3				
23+08.45	3.6	4.0	7.3	1.8	6.09	6.56	-0.47	5.0	2.4	1.8				
23+50.00	0.0	0.0	0.0	0.0	2.74	3.08	-0.34	5.6	1.4	3.4				
24+00.00	0.0	0.0	0.0	0.0	0.00	0.00	0.00	0.0	0.0	0.0				
ESTIMATED												100.0	100.0	300.0
CHANNEL EX.														
0+31.35														
0+56.50														
0+76.61														
0+93.85														
1+18.02														
1+42.19														
1+59.43														
1+68.38														
1+88.38														
SHRINKAGE FACTOR			**15%**	**TOTAL**	405.0	280.1	124.8	441.8	425.5	-50.0	0.0	249.6	249.6	748.7
				ADJ. TOTAL	**405.0**		**125.0**	**445.0**			**0.0**	**250.0**	**250.0**	**750.0**

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

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	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:1	CHECKED - DPB	REVISED -	
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 2 OF 11 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	14
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

FILE NAME = W:\Projects\2012\120113 FrenchPhil\CADD\Civil\Dgn\Sht\SCHEDULE-B2.dgn

EARTHWORK SCHEDULE – STAGE 1B

LOCATION	END AREAS				TOPSOIL			EARTHWORK				SUBGRADE IMPROVEMENT		
	TOPSOIL STRIPPING (TSS)	TOPSOIL EMBANKMENT	CUT (C)	FILL (F)	21101505 TOPSOIL EXCAVATION & PALCEMENT	TOPSOIL EMBANKMENT STAGE 1B TOTAL	BALANCE WASTE(+) OR SHORTAGE (-) (NO SHRINKAGE)	20200100 EARTH EXCAVATION STAGE 1B	EMBANKMENT	BALANCE WASTE (+) or SHORTAGE (-)	20300100 CHANNEL EXCAVATION	20201200 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	30300001 AGGREGATE SUBGRADE IMPROVEMENT	21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	(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														
13+50.00														
14+00.00														
14+50.00														
15+00.00														
15+50.00														
16+00.00	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0				
16+50.00	19.3	16.2	57.4	22.1	17.9	30.0	-12.1	53.2	20.5	24.7				
17+00.00	21.3	18.1	71.2	22.3	37.6	31.8	5.8	119.1	41.1	60.1		38.0	38.0	113.9
17+39.85	4.9	0.0	16.8	10.8	19.3	13.4	6.0	64.9	24.4	30.8		38.0	38.0	113.9
18+00.00	17.8	13.2	38.1	31.5	25.3	14.7	10.6	61.2	47.1	4.8		14.7	14.7	44.2
18+50.00	17.0	13.3	24.0	4.2	32.3	24.5	7.7	57.5	33.1	15.8				
19+00.00	15.0	11.5	27.9	2.2	29.7	23.0	6.7	48.1	6.0	34.9				
19+40.19	16.6	13.3	30.5	1.1	23.5	18.5	5.1	43.5	2.5	34.5				
19+50.91	16.2	13.6	9.2	5.5	6.5	5.3	1.2	7.9	1.3	5.4				
19+67.55	15.7	12.1	12.5	0.0	9.8	7.9	1.9	6.7	1.7	4.0				
BRIDGE														
20+57.21	19.1	16.2	42.4	8.6	0.0	0.0	0.0							
20+73.85	16.4	12.2	20.7	14.1	10.9	8.8	2.2	19.4	7.0	9.5				
20+84.57	17.4	14.4	27.3	12.7	6.7	5.3	1.4	9.5	5.3	2.8				
21+00.00	17.6	14.0	24.6	7.7	10.0	8.1	1.9	14.8	5.8	6.8				
21+40.00	16.8	12.6	18.1	13.7	25.4	19.7	5.7	31.6	15.8	11.1				
22+00.00	0.0		0.0	0.0	18.6	28.0	-9.4	20.1	15.2	1.9				
22+51.00							0.0	0.0	0.0	0.0				
22+56.19														
22+85.00														
23+08.45														
23+50.00														
24+00.00														
ESTIMATED												100.0	100.0	300.0
CHANNEL EX.														
0+31.40			0.0	0.0										
0+56.40			0.0	0.0					0.0	0.0	0.0			
0+76.60			0.0	0.0					0.0	0.0	0.0			
0+93.90	0.0		0.0	0.0	0.0				0.0	0.0	0.0			
1+18.00	5.20		100.2	10.7	2.3				4.8	-4.8	44.7			
1+42.20	21.60		42.1	23.5	12.0				15.3	-15.3	63.8			
1+59.40	9.40		0.8	7.0	9.9				9.7	-9.7	13.7			
1+68.40	4.50		0.0	10.5	2.3				2.9	-2.9	0.1			
1+88.40	0.0		0.0	0.0	1.7				3.9	-3.9	0.0			
SHRINKAGE FACTOR			**15%**	**TOTAL**	301.8	238.9	34.7	557.4	263.3	210.5	122.3	190.6	190.6	571.9
				ADJ. TOTAL	**305.0**			**560.0**			**125.0**	**191.0**	**191.0**	**573.0**

FILE NAME = W:\Projects\2012\120113 Frenchmill\CADD\Civil\Dgn\Sht\SCHEDULE_03.dgn

WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174	USER NAME = nparris	DESIGNED - SBP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION
		DRAWN - NDP	REVISED -	
	PLOT SCALE = 1:1	CHECKED - DPB	REVISED -	
	PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 3 OF 11 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	15
		CONTRACT NO. 63874		
	ILLINOIS	FED. AID PROJECT		

EARTHWORK SCHEDULE – STAGE 2

LOCATION	END AREAS				TOPSOIL			EARTHWORK				SUBGRADE IMPROVEMENT		
	TOPSOIL	TOPSOIL	CUT	FILL	21101505			20200100			20300100	20201200	30300001	21001000
	STRIPPING (TSS)	EMBANKMENT	(C)	(F)	TOPSOIL EXCAVATION & PALCEMENT	TOPSOIL EMBANKMENT STAGE 2 TOTAL	BALANCE WASTE(+) OR SHORTAGE (-) (NO SHRINKAGE)	EARTH EXCAVATION STAGE 2	EMBANKMENT	BALANCE WASTE (+) or SHORTAGE (-)	CHANNEL EXCAVATION	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	AGGREGATE SUBGRADE IMPROVEMENT	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	(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														
13+50.00														
14+00.00														
14+50.00														
15+00.00														
15+50.00														
16+00.00	0.0													
16+50.00	0.4	3.9	16.1	0.1	0.34	7.22	-6.88	29.8	0.1	25.2				
17+00.00	0.7	6.0	16.6	0.1	1.01	9.17	-8.16	30.3	0.2	25.6		22.5	22.5	67.6
17+39.85	0.8	5.8	16.6	0.1	1.12	8.71	-7.59	24.5	0.2	20.7		22.5	22.5	67.6
18+00.00	1.5	3.0	16.0	1.0	2.53	9.80	-7.27	36.3	1.2	29.7		8.3	8.3	24.9
18+50.00	1.7	2.4	15.1	1.1	2.93	5.00	-2.07	28.8	1.9	22.6				
19+00.00	1.9	1.9	10.0	1.0	3.30	3.98	-0.68	23.2	1.9	17.8				
19+40.19	5.5	5.8	9.2	5.1	5.50	5.73	-0.23	14.3	4.5	7.6				
19+50.91	4.4	8.2	1.9	16.2	1.98	2.78	-0.80	2.2	4.2	-2.4				
19+67.55	11.0	8.8	1.3	37.0	4.75	5.24	-0.49	1.0	16.4	-15.6				
BRIDGE	0.0		0.0	0.0										
20+57.21	12.8	11.4	11.6	4.7										
20+73.85	14.6	15.5	10.8	12.0	8.44	8.29	0.15	6.9	5.1	0.7				
20+84.57	16.0	16.9	20.9	4.7	6.08	6.43	-0.35	6.3	3.3	2.0				
21+00.00	16.4	16.9	24.4	3.8	9.27	9.66	-0.39	12.9	2.4	8.6				
21+40.00	14.1	15.0	22.0	8.3	22.64	23.63	-0.99	34.4	9.0	20.2				
22+00.00	0.0		0.0	0.0	15.71	33.33	-17.62	24.4	9.3	11.5				
22+51.00								0.0	0.0	0.0				
22+56.19														
22+85.00														
23+08.45														
23+50.00														
24+00.00														
ESTIMATED												25.0	25.0	75.0
CHANNEL EX.														
0+31.40	0.0		0.0	0.0										
0+56.40	14.6		14.0	0.0	6.76				0.0	0.0	6.5			
0+76.60	23.7		154.4	0.0	14.33				0.0	0.0	63.0			
0+93.90	17.6		189.0	46.4	13.23				14.9	-14.9	110.0			
1+18.00	5.2		100.2	10.7	10.18				25.5	-25.5	129.1			
1+42.20	0.0		0.0	0.0	2.33				4.8	-4.8	44.9			
1+59.40			0.0	0.0					0.0	0.0	0.0			
1+68.40			0.0	0.0					0.0	0.0	0.0			
1+88.40			0.0	0.0					0.0	0.0	0.0			
SHRINKAGE FACTOR			**15%**	**TOTAL**	132.4	139.0	-53.4	275.4	104.9	129.1	353.5	78.4	78.4	235.1
				ADJ. TOTAL	**135.0**			**280.0**			**355.0**	**79.0**	**79.0**	**237.0**

FILE NAME = W:\Projects\2012\12813 FrenchPhil\CADD\Civil\Dgn\Sht\SCHEDULE_04.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:1	CHECKED - DPB	REVISED -	
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 4 OF 11 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	16
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		

EARTHWORK SCHEDULE – SUMMARY

	EARTHWORK				TOPSOIL			SUBGRADE IMPROVEMENT		
	20200100			20300100	21101505			20201200	30300001	21001000
LOCATION	EARTH EXCAVATION	EMBANKMENT	BALANCE WASTE (+) or SHORTAGE (-)	CHANNEL EXCAVATION	TOPSOIL EXCAVATION & PALCEMENT	TOPSOIL EMBANKMENT TOTAL	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)
STAGE 1A	445	426	+19.0	0	405	281	+124.0	250	250	750
STAGE 1B	560	246	+314.0	125	305	239	+66.0	191	191	573
STAGE 2	280	91	+189.0	355	135	139	-4.0	79	79	237
SUB-TOTAL	1285.0	763.0	+522.0	480.0	845.0	659.0	+186.0	520.0	520.0	1560.0
TOTAL	1285.0			480.0	845.0			520.0	520.0	1560.0

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.

RECOMMENDATIONS OUTLINED IN THE STRUCTURE GEOTECHNICAL REPORT PREPARED BY TESTING SERVICE CORPORATION DATED SEPTEMBER 21, 2011 AND ADDITIONAL CORE REPORT DATED JUNE 17, 2013 WERE USED IN PREPARATION OF THE ROADWAY PLANS AND RELATED QUANTITY CALCULATIONS.

SIX (6) INCHES OF TOPSOIL WAS ASSUMED ON THIS PROJECT FOR THE PURPOSE OF CALCULATING TOPSOIL STRIPPING QUANTITIES.

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

TESTING OF SUBGRADES AND EMBANKMENTS WILL BE REQUIRED. TESTING REQUIRMENTS WILL BE PER THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND THE SUBGRADE STABILITY MANUAL. IF PROOF ROLLS ARE REQUIRED BY THE ENGINEER, THE COST SHALL BE CONSIDERED INCLUDED IN THE COST OF EXCAVATION.

IN ADDITION TO ANY AREAS SHOWN ON THE PLANS, 250 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 ROLL USING FULL LOAD SEMI), 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 STOCKPILING OF MATERIALS FOR LATER USE FOR REDISTRIBUTION AND RESPREADING IN SHOULDERS AND CONSTRUCTING OF EMBANKMENTS.

FILE NAME = W:\Projects\2012\12813 FrenchPk(IL)\CADD\Civil\Dgn\Sht\SCHEDULE_05.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -	
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PLOT SCALE = 1:1	CHECKED - DPB	REVISED -	
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 5 OF 11 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	17
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

PAVEMENT SCHEDULE

LOCATION			30300112 AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ YD)	31101100 SUBBASE GRANULAR MATERIAL, TYPE B (SQ YD)	31101200 SUBBASE GRANULAR MATERIAL, TYPE B 4" (SQ YD)	35501308 HOT-MIX ASPHALT BASE COURSE, 6" (SQ YD)	35501316 HOT-MIX ASPHALT BASE COURSE, 8" (SQ YD)	40600200 BITUMINOUS MATERIALS (PRIME COAT) (TON)	40600300 AGGREGATE (PRIME COAT) (TON)	40600625 LEVELING BINDER (MACHINE METHOD), N50 (TON)	40603080 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (TON)	40603335 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (TON)	42001430 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SQ YD)	48101500 AGGREGATE SHOULDERS, TYPE B 6" (SQ YD)	48102100 AGGREGATE WEDGE SHOULDER, TYPE B (TON)	48203021 HOT-MIX ASPHALT SHOULDERS, 6" (SQ YD)	X4811700 AGGREGATE SHOULDERS (SPECIAL) (CU YD)	Z0062456 TEMPORARY PAVEMENT (SQ YD)
MAINLINE																			
12+00.00	-	12+50.00																	
12+50.00	-	13+00.00																	
13+00.00	-	13+50.00								5.63	16.80								
13+50.00	-	14+00.00	40.10	1.53				0.10	0.60	5.90	16.80	18.02		11.33	0.24	27.56			
14+00.00	-	14+50.00	57.78	2.47				0.11	0.60	6.26	16.80	19.91				44.44			
14+50.00	-	15+00.00	57.78	2.47				0.11	0.60	6.71	16.80	19.91				44.44			
15+00.00	-	15+50.00	72.94	3.31				0.12	0.75	3.81	16.80	21.60				59.52			
15+50.00	-	16+00.00	118.64	5.85				0.15	0.75	2.57	16.80	26.14				105.26			
16+00.00	-	16+50.00	119.44	5.89				0.14	0.75		16.80	25.04				106.10			
16+50.00	-	17+00.00	250.83	5.79				0.14	0.75		63.47	24.89			2.78	104.17			61.1
17+00.00	-	17+50.00	250.83	5.79				0.14	0.75		63.47	24.89			2.78	104.17			61.1
17+50.00	-	18+00.00	262.50	6.43				0.15	0.75		63.47	26.03			2.78	115.79			59.9
18+00.00	-	18+50.00	269.54	6.83				0.14	0.75		63.47	25.15			2.78	122.86			52.8
18+50.00		19+00.00	266.11	6.64				0.14	0.75		63.47	24.89			2.78	119.44			52.8
19+00.00	-	19+50.00	246.17	4.15				0.13	0.75		57.82	22.66	78.6		2.78	74.78			52.8
19+50.00	-	19+74.52	4.89	1.15								0.02			1.30	3.44		6.3	26.1
BRIDGE																			26.6
20+50.24	-	21+00.00	119.35	6.00				0.06	0.45		26.39	10.35	79.8		1.46	17.99		6.3	52.5
21+00.00	-	21+50.00	242.91	6.83				0.14	0.75	15.36	63.47	25.15			2.78	122.90			42.2
21+50.00	-	22+00.00	127.98	6.36				0.15	0.75	1.44	16.80	25.94			2.22	114.57			
22+00.00	-	22+50.00	108.07	5.26				0.14	0.75	5.04	16.80	24.44				94.72			
22+50.00	-	23+00.00	84.53	3.04				0.12	0.75	3.25	16.80	21.05		6.00	0.25	54.65			
23+00.00	-	23+50.00	64.64	0.80				0.10	0.75	5.29	16.80	16.55		16.12	0.67	14.42			
23+50.00	-	24+00.00	18.63					0.09	0.75	14.51	16.80	14.93		22.22	0.93				
24+00.00	-	24+50.00						0.09	0.75	6.19	16.80	14.93		22.22	0.93				
24+50.00	-	25+00.00						0.01	0.15		16.80	1.49		2.22	0.09				
25+00.00	-	25+50.00									18.48								
ENTRANCES																			
17+39.90					66.78		66.78	0.04				7.48							
22+51.00					40.28		40.28	0.03				4.51							
22+56.20					38.90	38.90		0.03				4.36							
23+07.90					44.77	44.77		0.03				5.01							
MAINTENANCE															0.93				
TOTAL			2783.67	86.58	190.72	83.67	107.06	2.62	14.40	81.92	718.69	455.35	158.40	80.11	28.46	1451.23	12.60		487.95
ADJUSTED TOTAL			**2784.0**	**87.0**	**191.0**	**84.0**	**108.0**	**3.0**	**15.0**	**85.0**	**719.0**	**456.0**	**159.0**	**81.0**	**29.0**	**1452.0**	**13.0**		**488.0**

FILE NAME = W:\Projects\2012\12813 FrenchPhil\CADD\Civil\Dgn\Sht\SCHEDULE_06.dgn

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PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 6 OF 11 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	18
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		

LANDSCAPE SCHEDULE

LOCATION	21101600 TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH (SQ YD)	25000210 SEEDING, CLASS 2A (ACRE)	25000310 SEEDING, CLASS 4 (ACRE)	25000314 SEEDING, CLASS 4B (ACRE)	25000320 SEEDING, CLASS 5 (ACRE)	25000324 SEEDING, CLASS 5B (ACRE)
MAINLINE						
12+00.00 - 12+50.00						
12+50.00 - 13+00.00						
13+00.00 - 13+50.00		0.007				
13+50.00 - 14+00.00	16.45	0.041				
14+00.00 - 14+50.00	22.22	0.044				
14+50.00 - 15+00.00	22.22	0.052				
15+00.00 - 15+50.00	22.22	0.054		0.006		0.006
15+50.00 - 16+00.00	22.22	0.045	0.002	0.008	0.002	0.008
16+00.00 - 16+50.00	22.22	0.039	0.010	0.006	0.010	0.006
16+50.00 - 17+00.00		0.039	0.011	0.009	0.011	0.009
17+00.00 - 17+50.00		0.026	0.012	0.011	0.012	0.011
17+50.00 - 18+00.00		0.033	0.017	0.004	0.017	0.004
18+00.00 - 18+50.00			0.047	0.001	0.047	0.001
18+50.00 19+00.00			0.047	0.000	0.047	0.000
19+00.00 - 19+50.00			0.059	0.001	0.059	0.001
19+50.00 - 19+74.52			0.027	0.015	0.027	0.015
BRIDGE			0.017		0.017	
20+50.24 - 21+00.00			0.082		0.082	
21+00.00 - 21+50.00	4.44		0.076		0.076	
21+50.00 - 22+00.00	22.22		0.072		0.072	
22+00.00 - 22+50.00	22.99	0.042	0.022		0.022	
22+50.00 - 23+00.00	14.90	0.020				
23+00.00 - 23+50.00	5.17	0.013				
23+50.00 - 24+00.00		0.007				
24+00.00 - 24+50.00		0.007				
24+50.00 - 25+00.00		0.001				
25+00.00 - 25+50.00						
MAINTENANCE						
TOTAL	197.28	0.471	0.500	0.061	0.500	0.061
ADJUSTED TOTAL	**198.0**	**0.50**	**0.50**	**0.10**	**0.50**	**0.10**

PAVEMENT /GUARDRAIL MARKING SCHEDULE

LOCATION	63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (FOOT)	63100087 TRAFFIC BARRIER TERMINAL, TYPE 6A (EACH)	63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT (EACH)	78009004 MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (FOOT)	X6330900 VERTICAL ADJUSTMENT OF GUARDRAIL (FOOT)
MAINLINE					
12+00.00 - 12+50.00				112.5	
12+50.00 - 13+00.00				112.5	
13+00.00 - 13+50.00				112.5	
13+50.00 - 14+00.00				112.5	
14+00.00 - 14+50.00				112.5	
14+50.00 - 15+00.00				112.5	
15+00.00 - 15+50.00				112.5	
15+50.00 - 16+00.00				112.5	
16+00.00 - 16+50.00	14.9		1.0	112.5	
16+50.00 - 17+00.00	50.0			112.5	
17+00.00 - 17+50.00	50.0			112.5	
17+50.00 - 18+00.00	50.0			112.5	38.2
18+00.00 - 18+50.00	54.2		1.0	112.5	50.0
18+50.00 19+00.00	100.0			112.5	50.0
19+00.00 - 19+50.00	30.9	1.0		55.2	50.0
19+50.00 - 19+74.52		1.0		170.4	23.3
BRIDGE				112.0	26.3
20+50.24 - 21+00.00		2.0		112.5	50.0
21+00.00 - 21+50.00	35.4		1.0	112.5	35.0
21+50.00 - 22+00.00	27.2			112.5	
22+00.00 - 22+50.00			1.0	112.5	
22+50.00 - 23+00.00				112.5	
23+00.00 - 23+50.00				112.5	
23+50.00 - 24+00.00				112.5	
24+00.00 - 24+50.00				112.5	
24+50.00 - 25+00.00				112.5	
25+00.00 - 25+50.00					
TOTAL	412.6	4.0	4.0	2925.0	322.8
ADJUSTED TOTAL	**413.0**	**4.0**	**4.0**	**2,925.0**	**323.0**

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PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 7 OF 11 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	19
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		

EROSION SCHEDULE

LOCATION			25100630 EROSION CONTROL BLANKET (SQ YD)	28000250 TEMPORARY EROSION CONTROL SEEDING (POUND)	28000305 TEMPORARY DITCH CHECKS (FOOT)	28000315 AGGREGATE DITCH CHECK (TON)	28000400 PERIMETER EROSION BARRIER (FOOT)	28000500 INLET AND PIPE PROTECTION (EACH)	28100107 STONE RIPRAP, CLASS A4 (SQ YD)	28200200 FILTER FABRIC (SQ YD)	XX006345 TURBIDITY BARRIER (FOOT)
MAINLINE											
12+00.00	-	12+50.00									
12+50.00	-	13+00.00									
13+00.00	-	13+50.00	54.84	11.33			29.32				
13+50.00	-	14+00.00	204.30	42.21			94.34				
14+00.00	-	14+50.00	225.79	46.65	10.0		100.00				
14+50.00	-	15+00.00	300.75	62.14			105.53				
15+00.00	-	15+50.00	279.74	57.80			101.21				
15+50.00	-	16+00.00	266.06	54.97			100.17				
16+00.00	-	16+50.00	288.16	59.54	10.0		100.07				
16+50.00	-	17+00.00	301.89	62.37			100.15				
17+00.00	-	17+50.00	212.50	43.91			100.02	1.00			
17+50.00	-	18+00.00	231.91	47.91	10.0		100.75		21.22	21.22	
18+00.00	-	18+50.00	218.20	45.08			100.01				
18+50.00		19+00.00	256.88	53.07			100.23				
19+00.00	-	19+50.00	238.96	49.37	10.0		109.07				
19+50.00	-	19+74.52	259.96	53.71		1.30	55.69				
BRIDGE			222.50	45.97			51.93		880.00	880.00	320.00
20+50.24	-	21+00.00	363.87	75.18		1.30	94.63				
21+00.00	-	21+50.00	348.61	72.03	20.0		100.16				
21+50.00	-	22+00.00	294.22	60.79			100.30				
22+00.00	-	22+50.00	261.38	54.00			105.04		4.00	4.00	
22+50.00	-	23+00.00	68.48	14.15			111.80	1.00			
23+00.00	-	23+50.00	46.09	9.52			137.16				
23+50.00	-	24+00.00	36.11	7.46			100.00				
24+00.00	-	24+50.00	11.11	2.30			100.00				
24+50.00	-	25+00.00	0.83	0.17			20.62				
25+00.00	-	25+50.00									
MAINTENANCE			100.00		30.0	1.30	200.00	2.00			
TOTAL			5093.15	1031.64	90.00	3.90	2418.20	4.00	905.22	905.22	320.00
ADJUSTED TOTAL			**5094.0**	**1032.0**	**90.0**	**4.0**	**2419.0**	**4.0**	**906.0**	**906.0**	**320.0**

FILE NAME = W:\Projects\2012\12013 FranchPhil\CADD\Civil\Dgn\Sht\SCHEDULE_08.dgn

SCHEDULE OF QUANTITIES

20800150 TRENCH BACKFILL

VOLUME (CU YD)	LOCATION	PIPE DIA. (INCH)	LENGTH (FT)	WIDTH (FT)	DEPTH (FT)	COEFFICENT CU YD/LF
3	17+39.85	36 EQ	20.0	6.8	2.5	0.146
4	22+51.00	24	20.0	3.5	2.7	0.161
7	TOTAL					

54213669 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	22+25.9		34.0	GRATING INCLUDED IN COST OF CONCRETE F.E.S.
1	TOTAL			

54214521 PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQ RS 36"

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	17+16.1	45.0		GRATING INCLUDED IN COST OF CONCRETE F.E.S.
1	17+61.8	45.9		GRATING INCLUDED IN COST OF CONCRETE F.E.S.
2	TOTAL			

54244805 INLET BOX, STANDARD 542501

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	22+72.1		25.8	GRATING INCLUDED IN COST OF INLET BOX
1	TOTAL			

542A0229 PIPE CULVERTS, CLASS A, TYPE 1 24"

FOOT	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
34	22+26.9		34.0	
34	TOTAL			

542A5491 PIPE CULVERTS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 36"

FOOT	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
30	17+39.9	45.5		
30	TOTAL			

60100060 CONCRETE HEADWALLS FOR PIPE DRAINS

EACH	LOCATION	O/S		REMARKS
1	16+50.5	35.9	LT	
1	16+50.5	35.4	RT	
1	21+39.5	34.8	LT	
1	21+39.5	39.9	RT	
4	TOTAL			

60100945 PIPE DRAINS 12"

FOOT	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
40.0	VAR			FIELD TILE REPAIR NOMINAL AT DESCRETION OF ENGINEER
40	TOTAL			

60107600 PIPE UNDERDRAINS 4"

FOOT	LOCATION	O/S	REMARKS	
32.4	16+50.5	LT	ACROSS ROAD	END SECTION IS 3.5 FT LONG
31.9	16+50.5	RT	ACROSS ROAD	
31.3	21+39.5	LT	ACROSS ROAD	
36.4	21+39.5	RT	ACROSS ROAD	
132	TOTAL			

60235300 INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
2	VAR			FIELD TILE REPAIR NOMINAL AT DESCRETION OF ENGINEER
2	TOTAL			

70300100 SHORT TERM PAVEMENT MARKING

FOOT	LOCATION				REMARKS
202	CL STA.	13+50.00	TO	24+55.00	STAGE 3- DOUBLE 4" SKIP-DASH
202	TOTAL				

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PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 9 OF 11 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	21
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

SCHEDULE OF QUANTITIES

70300220 TEMPORARY PAVEMENT MARKING - LINE 4"

FOOT	LOCATION				REMARKS
1,106	RT. STA	13+50.00	TO	24+55.00	SINGLE EDGE LINE - WHITE STAGE 1B
1,107	LT./RT. STA.	13+50.00	TO	24+55.00	SINGLE EDGE LINE - WHITE STAGE 1B
1,107	LT./RT. STA	13+50.00	TO	24+55.00	SINGLE EDGE LINE - WHITE STAGE 2
1,106	LT. STA.	13+50.00	TO	24+55.00	SINGLE EDGE LINE - WHITE STAGE 2
2210	CL. STA.	13+50.00	TO	24+55.00	DOUBLE CENTERLINE - WHITE STAGE 3
1,105	LT. STA.	13+50.00	TO	24+55.00	SINGLE EDGE LINE - WHITE STAGE 3
1,105	RT. STA	13+50.00	TO	24+55.00	SINGLE EDGE LINE - WHITE STAGE 3
8,846	TOTAL				

70300280 TEMPORARY PAVEMENT MARKING - LINE 24"

FOOT	LOCATION	O/S (LT)	O/S (RT)	COMMENTS	
12	13+66.0		RT	STOP BAR	STAGE 1B
12	22+56.0	LT		STOP BAR	STAGE 1B
12	24+22.0	LT		STOP BAR	STAGE 1B
12	13+66.0		RT	STOP BAR	STAGE 2
12	22+56.0	LT		STOP BAR	STAGE 2
12	24+22.0	LT		STOP BAR	STAGE 2
72	TOTAL				

DESCRIPTION OF ITEM

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

AREA (SQ FT)	LENGTH (FT)	WIDTH (INCHES)	LOCATION				REMARKS
164.3	492.9	4	RT. STA.	16+46.10	TO	21+39.00	EXISTING 4" EDGE LINE
75.0	224.9	4	LT./RT. STA.	14+26.00	TO	16+50.00	REM STG 1B SOUTH SIDE 4"
74.7	224.1	4	RT. STA	14+27.00	TO	16+51.00	REM STG 1B SOUTH SIDE 4"
85.1	255.2	4	LT./RT. STA.	21+40.00	TO	23+94.30	REM STG 1B SOUTH SIDE 4"
84.8	254.4	4	RT. STA	21+40.00	TO	23+94.30	REM STG 1B SOUTH SIDE 4"
24	12.0	24	RT. STA	13+66.0			REM STG 2 STOP BAR
24	12.0	24	LT. STA.	22+56.0			REM STG 2 STOP BAR
24	12.0	24	LT. STA.	24+22.0			REM STG 2 STOP BAR
369	1,107.0	4	LT./RT. STA	13+50.00	TO	24+55.00	REM STG 2 EDGE LINE
369	1,106.0	4	LT. STA.	13+50.00	TO	24+55.00	REM STG 2 EDGE LINE
25	73.6	4	LT. STA.	19+75.60	TO	20+49.20	REM STG 3 EDGE LINE
25	73.6	4		19+75.60		20+49.20	REM STG 3 EDGE LINE
25	73.6	4		19+75.60		20+49.20	REM STG 3 CENTERLINE
25	73.6	4		19+75.60		20+49.20	REM STG 3 CENTERLINE
736.7	1105.0	8	CENTERLINE	13+50.00	TO	24+55.00	STAGE 3- SHORT TERM DBLE 4" SK-DH
368.3	1105.0	4	LT. STA.	13+50.00	TO	24+55.00	STAGE 3 EDGE
368.3	1105.0	4	RT. STA	13+50.00	TO	24+55.00	STAGE 3 EDGE
2,865	TOTAL						

70400100 TEMPORARY CONCRETE BARRIER

FOOT	BEG. STA.	END STA.	O/S	NO. OF BARRIERS	COMMENTS
137.5	15+57.4	16+96.1	LT	11	STAGE 1B (SOUTH TAPER)
387.5	16+96.1	20+89.0	LT	31	STAGE 1B (MIDDLE)
125.0	20+89.0	22+27.7	RT	10	STAGE 1B (NORTH TAPER)
650	TOTAL				

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

FOOT	BEG. STA.	END STA.	O/S	NO. OF BARRIERS	COMMENTS
137.5	15+57.4	16+96.1	LT	11	STAGE 1B (SOUTH TAPER)
387.5	16+96.1	20+89.0	LT	31	STAGE 1B (MIDDLE)
125.0	20+89.0	22+27.7	RT	10	STAGE 1B (NORTH TAPER)
650	TOTAL				

70600250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

EACH	LOCATION		REMARKS
1	LT. STA.	15+57.0	STAGE 1B BEGINNING OF TAPER
1	LT. STA.	22+15.0	STAGE 1B BEGINNING OF TAPER
2	TOTAL		

70600350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

EACH	LOCATION		REMARKS
1	LT. STA.	15+57.0	STAGE 2 BEGINNING OF TAPER
1	LT. STA.	22+15.0	STAGE 2 BEGINNING OF TAPER
2	TOTAL		

72000100 SIGN PANEL - TYPE 1

SQ FT	LOCATION	O/S (LT)	SQ. IN.	COMMENTS
1.1	22+41.0	30.4	154.0	H.F.P.D. SIGN
1.1	22+42.5	30.4	154.0	H.F.P.D. SIGN
1.1	22+98.3	26.5	154.0	H.F.P.D. SIGN
4	TOTAL			

72400100 REMOVE SIGN PANEL ASSEMBLY - TYPE A

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	22+41.9	23.9		FIRE DISTRICT SIGN
1	22+42.5	24.0		FIRE DISTRICT SIGN
1	22+98.7	27.0		FIRE DISTRICT SIGN
3	TOTAL			

SCHEDULE OF QUANTITIES

78200410 GUARDRAIL MARKERS, TYPE A

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	16+35.00		20.0	WHITE & ORANGE MARKERS
1	17+15.00		20.0	
1	17+95.00		20.0	
1	18+57.00	20.0		
1	18+75.00		20.0	
1	19+37.00	20.0		
1	19+55.00		20.0	
1	20+17.00	20.0		
1	20+35.00		20.0	
1	20+97.00	20.0		
1	21+15.00		20.0	
1	21+77.00	20.0		
1	17+76.00		24.3	MOT STAGE 1A MARKERS
1	18+01.00		21.8	
1	18+26.00		21.8	
1	18+51.00		21.8	
1	18+76.00		21.8	
1	19+01.00		21.8	
1	19+25.00		21.8	
1	19+50.00		21.8	
1	20+26.00		21.8	
1	20+51.00		21.8	
1	20+76.00		21.8	
1	21+00.00		21.8	
1	21+26.00		21.8	
25	TOTAL			

78200530 BARRIER WALL MARKERS, TYPE C

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	19+76.00		21.8	STAGE 1A
1	20+01.00		21.8	
1	17+01.00		8.8	STAGE 1B
1	17+26.00		8.8	
1	17+51.00		8.8	
1	17+76.00		8.8	
1	18+01.00		8.8	
1	18+26.00		8.8	
1	18+51.00		8.8	
1	18+76.00		8.8	
1	19+01.00		8.8	
1	19+26.00		8.8	
1	19+51.00		8.8	
1	19+76.00		8.8	
1	20+01.00		8.8	
1	20+26.00		8.8	
1	20+51.00		8.8	
1	20+76.00		8.8	
1	21+01.00		8.8	
1	21+26.00		8.8	
20	TOTAL			

78201000 TERMINAL MARKER - DIRECT APPLIED

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	15+85.10		21.0	
1	17+95.80	21.0		
1	21+55.40		21.0	
1	22+27.20	21.0		
4	TOTAL			

X0322881 TREE TRIMMING

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	22+80.3	35.1		12" EVERGREENS
1	22+87.7	34.6		
1	22+97.6	34.0		
3	TOTAL			

X4021000 TEMPORARY ACCESS (PRIVATE ENTRANCE)

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	22+56.2	LT		DRIVEWAY ENTRANCE
1	23+07.9	LT		DRIVEWAY ENTRANCE
2	TOTAL			

X4024000 TEMPORARY ACCESS (FIELD ENTRANCE)

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	17+39.9	LT		FIELD ENTRANCE
1	22+51.0		RT	FIELD ENTRANCE
2	TOTAL			

X6660445 RIGHT OF WAY AND PROPERTY CORNERS

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	13+38.10	30.71		POINT A (PLAT SHEET 1 OF 2)
1	13+38.10	50.00		POINT B (PLAT SHEET 1 OF 2)
1	18+74.00	50.00		POINT C (PLAT SHEET 1 OF 2)
1	21+16.17	50.00		POINT D (PLAT SHEET 1 OF 2)
1	22+67.88	50.00		POINT E (PLAT SHEET 1 OF 2)
1	22+62.12	31.93		POINT F (PLAT SHEET 1 OF 2)
6	TOTAL			

Z0055905 TEMPORARY CONSTRUCTION FENCE

FOOT	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
500				RE'S DESCRETION AND MAINTENANCE
500	TOTAL			

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WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

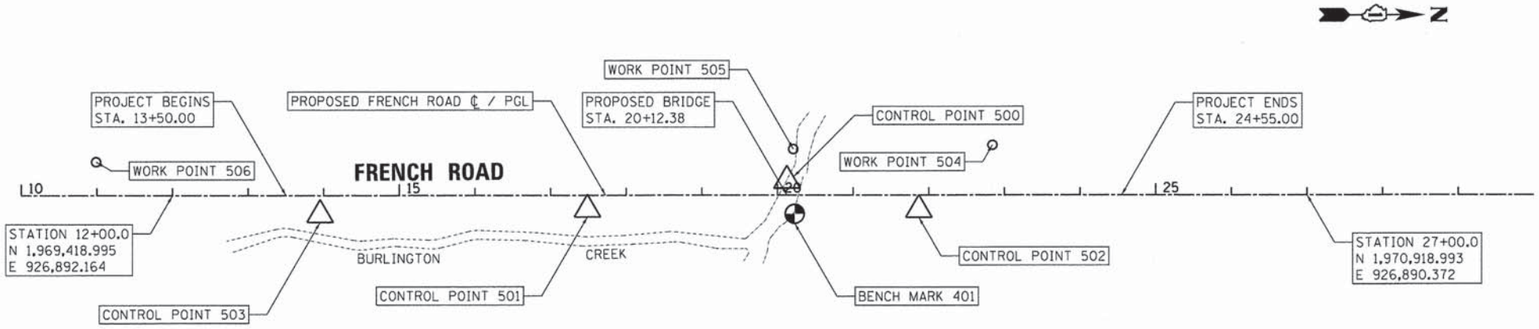
USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:1	CHECKED - DPB	REVISED -	
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

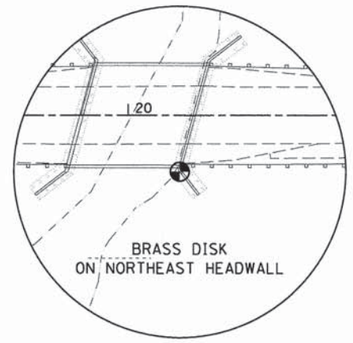
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 11 OF 11 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	23
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			





BENCH MARK
POINT NO. 401

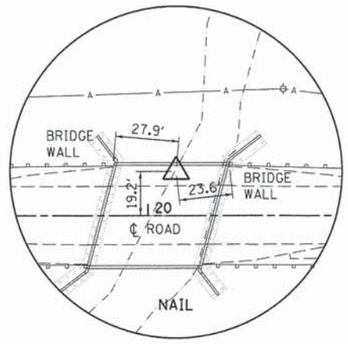
LEGEND

- = BENCH MARK LOCATION
- = HORIZONTAL CONTROL POINT LOCATION
- = SURVEY WORK POINT LOCATION

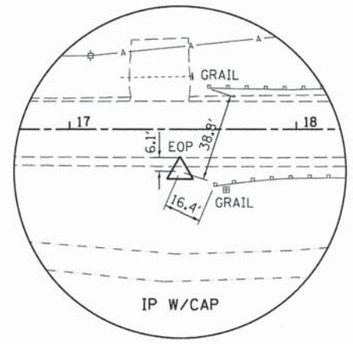
HORIZONTAL CONTROL POINTS (NAD 83)							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
500	1970231.400	926871.970	868.89	FRENCHRD	20+12.43	19.223' LT	SET NAIL IN PAVEMENT
501	1969967.670	926910.150	878.52	FRENCHRD	17+48.65	18.642' RT	SET IRON PIPE WITH CAP
502	1970405.820	926910.640	878.45	FRENCHRD	21+86.80	19.655' RT	SET IRON PIPE WITH CAP
503	1969614.220	926917.390	876.87	FRENCHRD	13+95.20	25.459' RT	SET IRON PIPE WITH CAP

SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
504	1970503.050	926824.620	876.98	FRENCHRD	22+84.14	66.249' LT	SET HUB & TACK
505	1970239.770	926830.300	869.49	FRENCHRD	20+20.85	60.883' LT	SET HUB & TACK
506	1969317.820	926857.760	879.60	FRENCHRD	10+98.87	34.525' LT	SET HUB & TACK

BENCH MARKS (NAVD 88)							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1970241.790	926916.070	879.66	FRENCHRD	20+22.77	24.889' RT	BRASS DISK ON HEADWALL



HORIZONTAL CONTROL
POINT NO. 500



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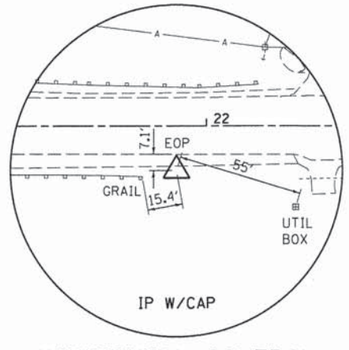
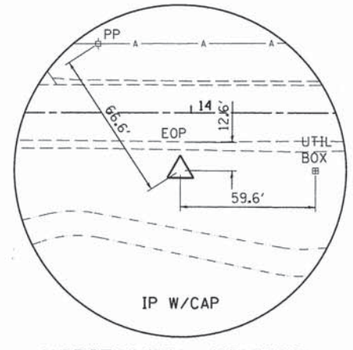
POINT NO. 501



HORIZONTAL CONTROL
POINT NO. 502



HORIZONTAL CONTROL
POINT NO. 503

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -
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PLOT SCALE = 1:100	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

ALIGNMENT, TIES & BENCHMARKS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	24
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

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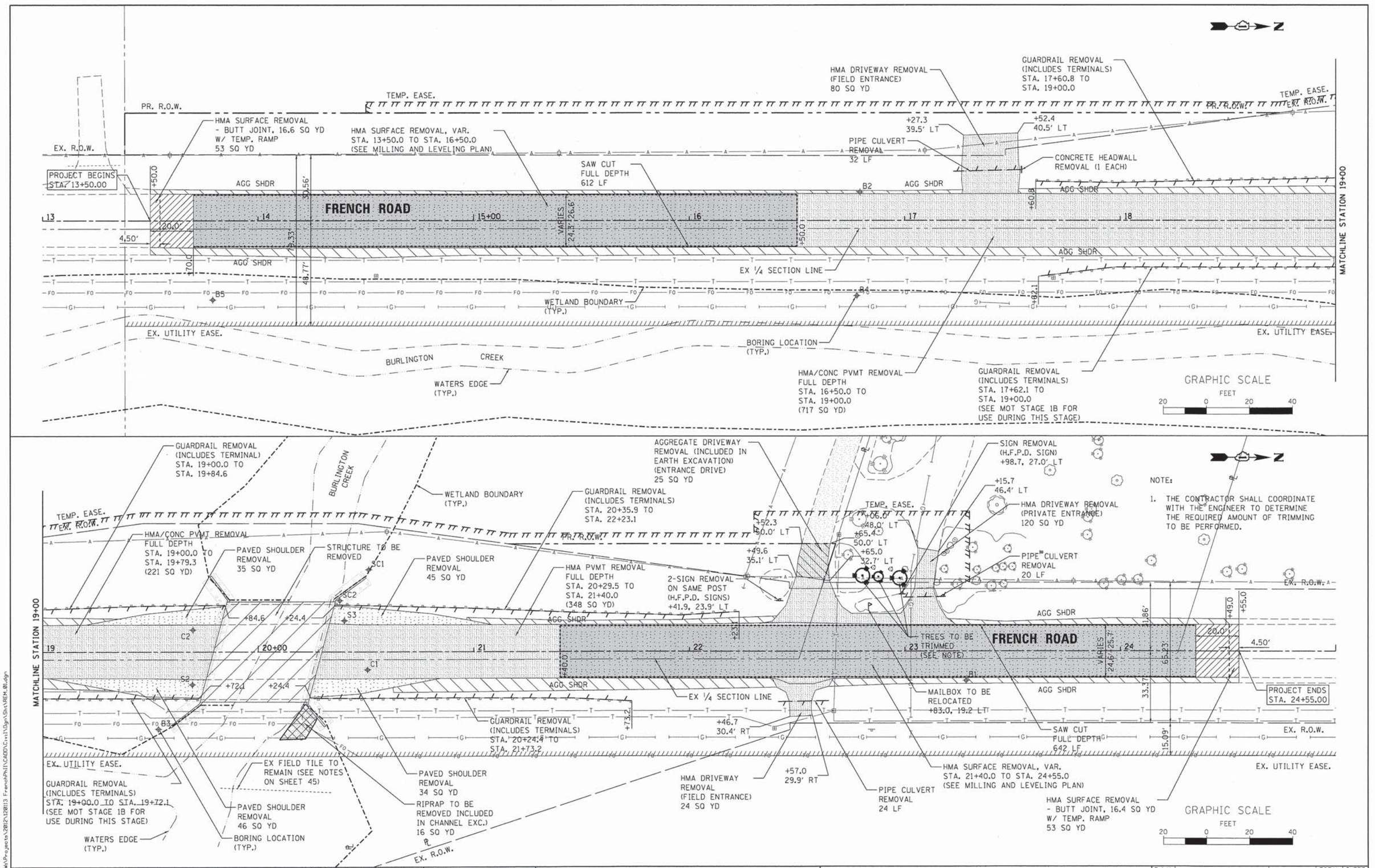

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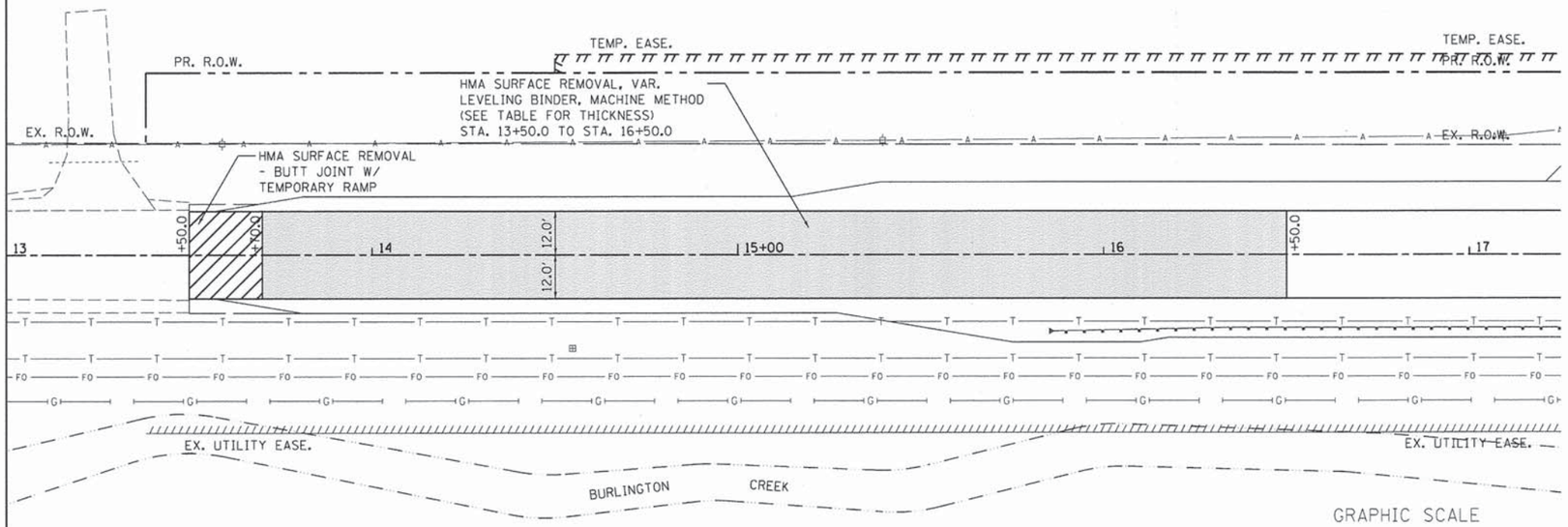
WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174	USER NAME = nparris	DESIGNED - SBP	REVISED -	
		DRAWN - NDP	REVISED -	
	PLOT SCALE = 1:20	CHECKED - DPB	REVISED -	
	PLOT DATE = 12/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

REMOVAL PLAN

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	25
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

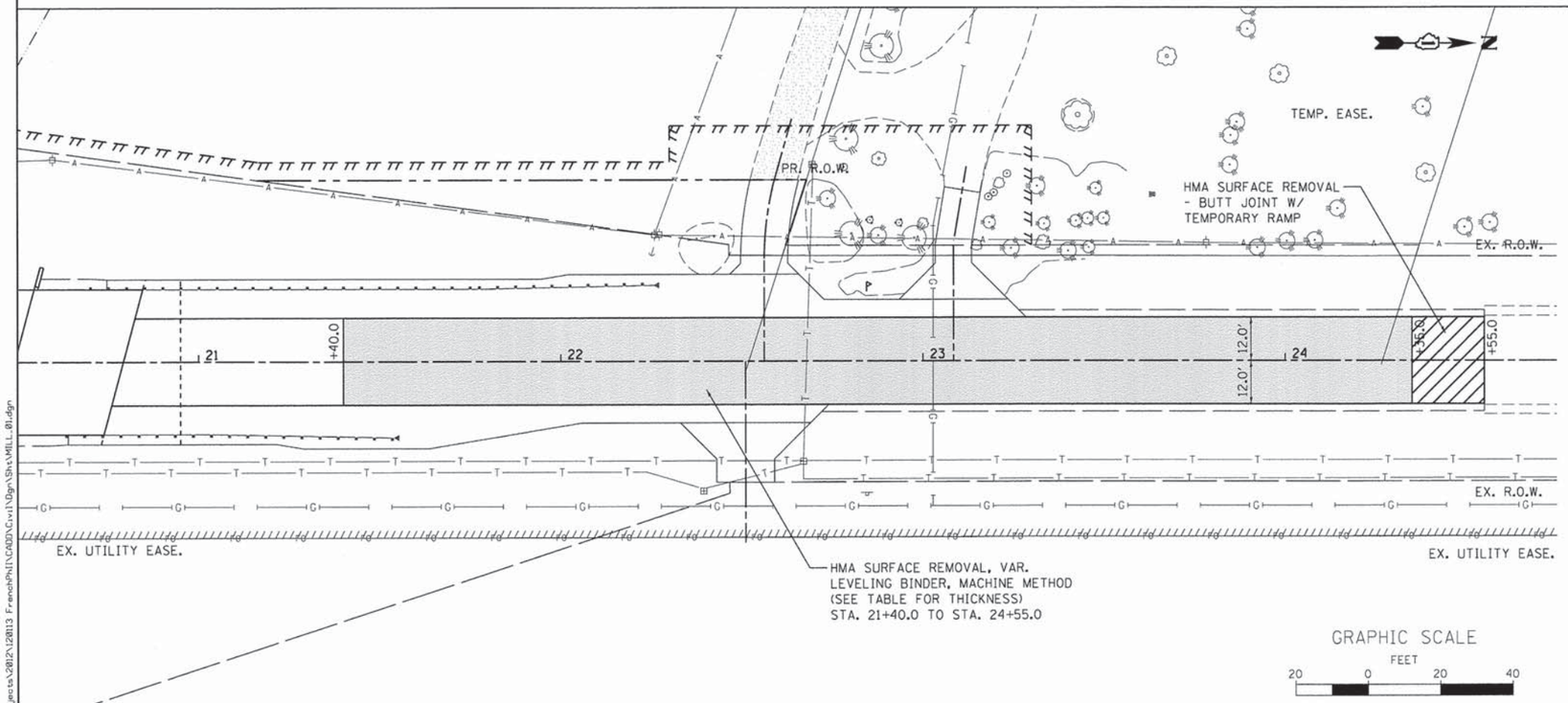


MILLING DEPTH

STATION	PAVEMENT EDGE LEFT		CENTERLINE		PAVEMENT EDGE RIGHT	
	OFFSET (FT)	DEPTH (IN)	OFFSET (FT)	DEPTH (IN)	OFFSET (FT)	DEPTH (IN)
13+50.00	12.00	2.25	0.00	2.25	12.00	2.25
14+00.00	12.00	4.28	0.00	3.72	12.00	2.25
14+50.00	12.00	4.33	0.00	3.54	12.00	2.25
15+00.00	12.00	3.33	0.00	3.13	12.00	2.25
15+50.00	12.00	2.44	0.00	3.49	12.00	2.25
16+00.00	12.00	2.37	0.00	3.95	12.00	2.25
22+00.00	12.00	2.25	0.00	2.25	12.00	2.25
22+51.00	12.00	2.34	0.00	2.25	12.00	2.25
22+56.19	12.00	2.25	0.00	2.25	12.00	2.25
22+85.00	12.00	2.25	0.00	2.25	12.00	2.25
23+05.45	12.00	2.25	0.00	2.30	12.00	2.25
23+50.00	12.00	2.25	0.00	2.82	12.00	2.25
24+00.00	12.00	2.25	0.00	3.70	12.00	2.25
24+55.00	12.00	2.25	0.00	2.25	12.00	2.25

LEVELING BINDER DEPTH

STATION	PAVEMENT EDGE LEFT		CENTERLINE		PAVEMENT EDGE RIGHT	
	OFFSET (FT)	DEPTH (IN)	OFFSET (FT)	DEPTH (IN)	OFFSET (FT)	DEPTH (IN)
13+50.00	12.00	0.75	0.00	0.75	12.00	0.75
14+00.00	12.00	0.00	0.00	0.00	12.00	2.64
14+50.00	12.00	0.00	0.00	0.00	12.00	2.84
15+00.00	12.00	0.00	0.00	0.00	12.00	3.07
15+50.00	12.00	0.00	0.00	0.00	12.00	1.20
16+00.00	12.00	0.00	0.00	0.00	12.00	0.50
22+00.00	12.00	1.69	0.00	1.80	12.00	3.89
22+51.00	12.00	0.00	0.00	1.80	12.00	2.52
22+56.19	12.00	0.00	0.00	1.60	12.00	2.19
22+85.00	12.00	0.54	0.00	0.50	12.00	1.14
23+05.45	12.00	0.70	0.00	0.00	12.00	1.09
23+50.00	12.00	0.50	0.00	0.00	12.00	1.99
24+00.00	12.00	0.00	0.00	0.00	12.00	0.00
24+55.00	12.00	0.00	0.00	0.00	12.00	0.00



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WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:20	CHECKED - DPB	REVISED -	
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

MILLING & LEVELING BINDER PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	26
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		

HMA SURF CRSE, MIX "D", N50, 2"
HMA BIND CRSE, IL-19.0, N50, 2 1/4"
LEVELING BINDER, N50, VARIES
(SEE MILLING PLAN)
STA. 13+50.0 TO
STA. 16+50.0

HMA SHOULDER, 6"
HMA SURF CRSE, 2"
MIX "D", N50

HMA SURF CRSE, MIX "D", N50, 2"
HMA BASE CRSE, IL-19.0, N50, 8"
SUB-BASE GRAN MATERIAL, TY B, 4"
(FIELD ENTRANCE)

STEEL PLATE BEAM
GUARDRAIL, TY A
6 FOOT POSTS
STA. 18+45.8 TO
STA. 19+20.8

+38.1
50.0' LT

PR. R.O.W.

EX. R.O.W.

+50.0
55.0' LT

TEMP. EASE.

+50.0
50.0' LT

LIMITS OF GRADING
(TYP.)

+31.8
50.0' LT

+39.9
F.E.

TRAFFIC BARRIER
TERMINAL, TY 1
(SPECIAL) TANGENT

+73.6
55.0' LT

TEMP. EASE.

EX. R.O.W.

+74.0
50.0' LT

+47.8
50.0' LT

+31.8
31.0' LT

+47.8
31.0' LT

AGG. SHOULDER
TYPE B, 6"

+50.0
2.0'

+69.0

+81.0

4.0'

+15.0

+39.0

+50.0

50.0'

16.0'

+61.9

+85.9

+20.9

+28.4

+20.8
20.0' LT

+58.8
20.0' LT

12.0'

+85.8
21.0'

+45.8
20.0'

10.75'

PROJECT BEGINS
STA. 13+50.00

+57.0

B2

8.0'

12.0'

12.0'

12.0'

8.0'

13 | 14 | 15+00 | 16 | 17 | 18

FRENCH ROAD

EX 1/4 SECTION LINE

MATCHLINE STATION 19+00

+57.0

+81.0

B5

AGG. SHOULDER
TYPE B, 6"

4.0'

4.0'

+27.1

+85.1
21.0'

12.0'

+35.1
20.0'

+50.1

+10.1

+17.6

B4

EX. UTILITY EASE.

EX. UTILITY EASE.

BURLINGTON CREEK

TRAFFIC BARRIER
TERMINAL, TY 1
(SPECIAL) TANGENT

HMA SHOULDER, 6"
HMA SURF CRSE, 2"
MIX "D", N50

WETLAND BOUNDARY
(TYP.)

WATERS EDGE
(TYP.)

HMA SURF CRSE, MIX "D", N50, 2"
HMA BIND CRSE, IL-19.0, N50, 8 1/2"
AGG SUBGRADE IMPROVEMENT, 12"
STA. 16+50.0 TO 19+00.0

STEEL PLATE BEAM
GUARDRAIL, TY A
6 FOOT POSTS
STA. 16+35.1 TO
STA. 19+10.1

GRAPHIC SCALE
FEET
20 0 20 40

886
884
882
880
878
876
874
872
870

PROJECT BEGINS STA. 13+50.00
ELEVATION 879.76

VPI STA. 15+00.00
ELEVATION 879.92

+0.11%

+0.00%

EXISTING PROFILE

PROPOSED PROFILE

MILL & OVERLAY FULL DEPTH CONSTRUCTION

STA. 16+50.00

+0.00%

+0.00%

FIELD ENTRANCE
STA. 17+39.85 (LT)

+0.00%

+0.10%

VPI STA. 18+25.00
ELEVATION 879.92

879.95
879.76 879.76
879.77 879.81
879.81 879.87
879.83 879.92
879.86 879.92
879.89 879.92
879.82 879.92
879.79 879.92
879.81 879.92
879.88 879.92
879.84 879.94
879.73 879.99

13+00 | 13+50 | 14+00 | 14+50 | 15+00 | 15+50 | 16+00 | 16+50 | 17+00 | 17+50 | 18+00 | 18+50 | 19+00

PLAN
SURVEYED
PLOTTED
CHECKED
AS-BUILT
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
AS-BUILT
NOTE BOOK
NO.
STRUCTURE NO(TA)NS CHKD
BY
DATE

FILE NAME = W:\Projects\2012\120113 FrenchPhII\CADD\Civil\Dgn\Sht\PLNPRF_01.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

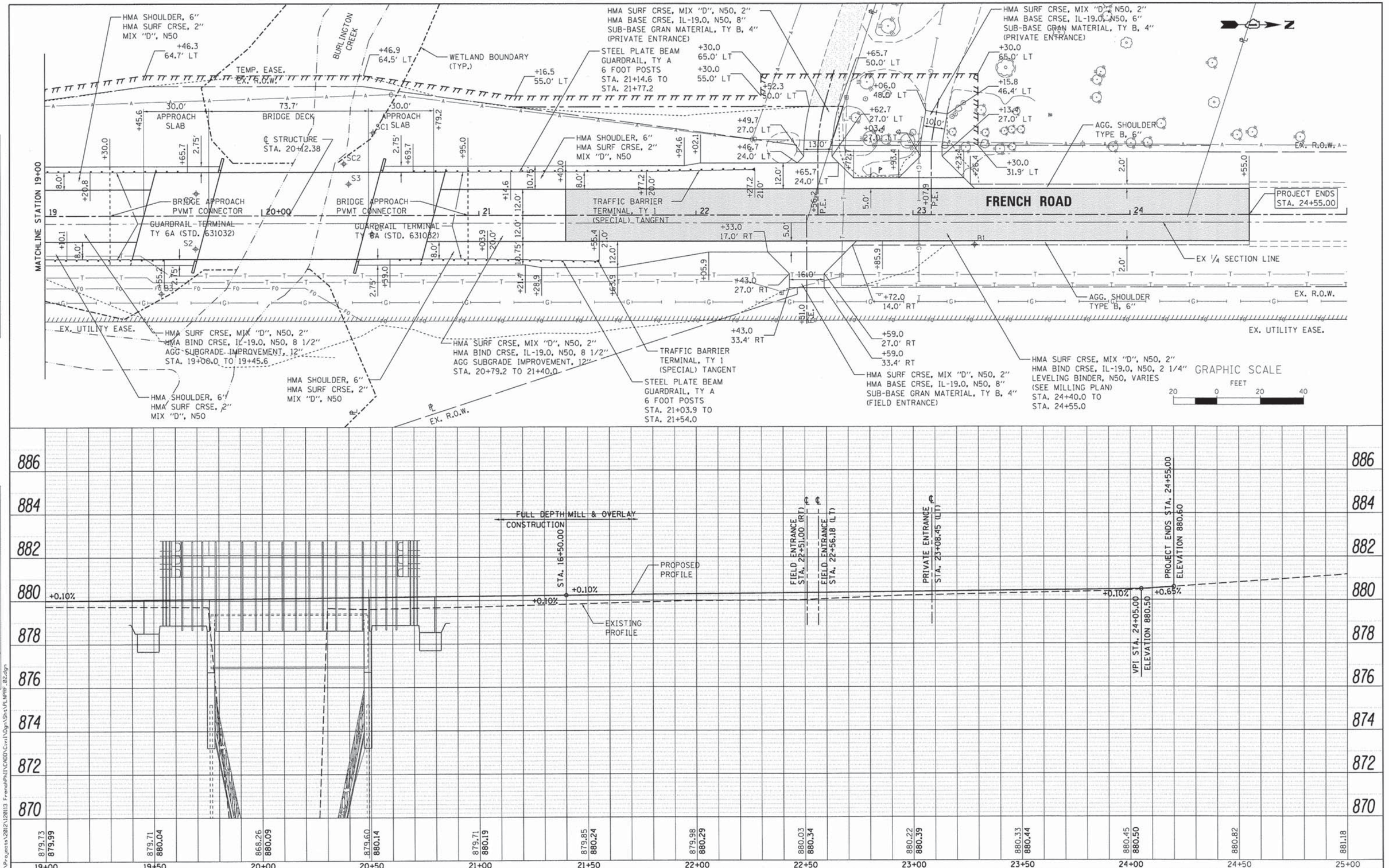
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:20	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

PLAN & PROFILE

SCALE: 1"=20' | SHEET NO. 1 OF 2 SHEETS | STA. 13+63.00 TO STA. 19+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	27
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		



PLAN — SURVEYED, PLOTTED, GRADES CHECKED, R.O.W. MAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, R.O.W. MAY CHECKED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

FILE NAME = W:\Projects\2012\12813 FrenchPh1\CADD\Civil\Dgn\Sht\PLNPRF_02.dgn

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USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
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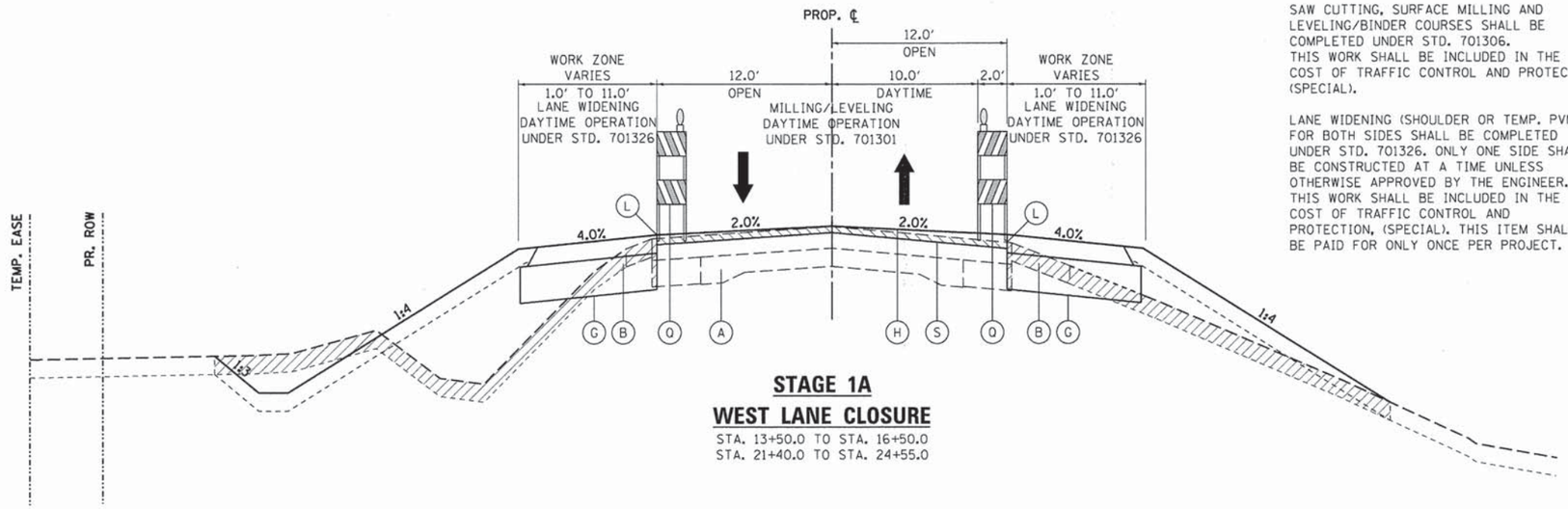
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

PLAN & PROFILE

SCALE: 1"=20' | SHEET NO. 2 OF 2 SHEETS | STA. 13+63.00 TO STA. 19+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	28
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



STAGE 1A
WEST LANE CLOSURE

STA. 13+50.0 TO STA. 16+50.0
STA. 21+40.0 TO STA. 24+55.0

STAGE 1A - APPLICABLE STANDARDS:

SAW CUTTING, SURFACE MILLING AND LEVELING/BINDER COURSES SHALL BE COMPLETED UNDER STD. 701306. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

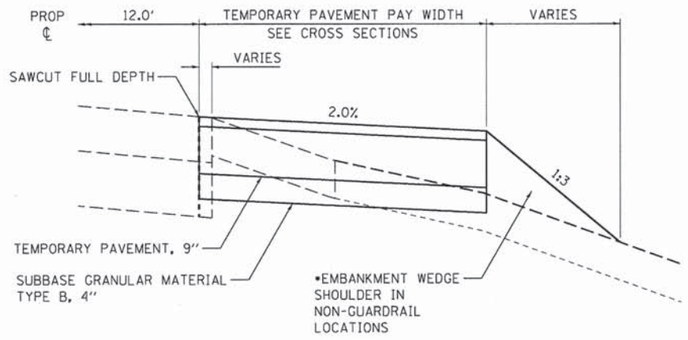
LANE WIDENING (SHOULDER OR TEMP. PVMT.) FOR BOTH SIDES SHALL BE COMPLETED UNDER STD. 701326. ONLY ONE SIDE SHALL BE CONSTRUCTED AT A TIME UNLESS OTHERWISE APPROVED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL). THIS ITEM SHALL BE PAID FOR ONLY ONCE PER PROJECT.

STAGE 1A - MAJOR WORK ITEMS

- SAW CUT, EXISTING PAVEMENT STRUCTURE FROM STA. 13+50 TO STA. 19+76, RT., STA. 20+26.3 TO STA. 24+55, RT, STA. 13+50 TO STA. 16+50, LT., AND STA. 21+40 TO STA. 24+55, LT.
- MILL EXISTING PAVEMENT SURFACE STA. 13+50 TO STA. 16+50 AND STA. 21+40 TO STA. 24+55.
- CONSTRUCT STORM SEWER AND END TREATMENTS AT STA. 22+51, RT.
- VERTICALLY ADJUST GUARDRAIL RIGHT SIDE ONLY. RELOCATED NORTH TERMINAL NOSES (LT AND RT) TO STA. 21+35. PLACE NEW GUARDRAIL MARKERS RIGHT SIDE ONLY.
- REMOVE PARTIAL PAVEMENT AND CONSTRUCT PERMANENT SHOULDERS AND ENTRANCES (NO SURFACE) FROM STA. 13+50 TO STA. 16+50, LT & RT, AND STA. 21+40 TO STA. 24+55, LT & RT.
- REMOVE PARTIAL PAVEMENT AND CONSTRUCT TEMPORARY PAVEMENT FROM STA. 16+50 TO STA. 19+76, LT & RT, AND STA. 20+26 TO STA. 21+40, LT & RT.
- PAVE LEVELING AND BINDER COURSES TO FINISHED BINDER ELEVATION. CONSTRUCT TEMPORARY RAMPS.
- CONSTRUCT PERMANENT EMBANKMENTS ADJACENT TO PERMANENT SHOULDERS AND EMBANKMENT WEDGE SHOULDER ADJACENT TO THE TEMPORARY PAVEMENT IN NON-GUARDRAIL SECTIONS.
- ALL WIDENING WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STANDARD 701326. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
- PLACE BARRICADES ADJACENT TO THE EDGE OF THE EXISTING PAVEMENT STRUCTURE UNTIL STAGE 1B IS INSTALLED.

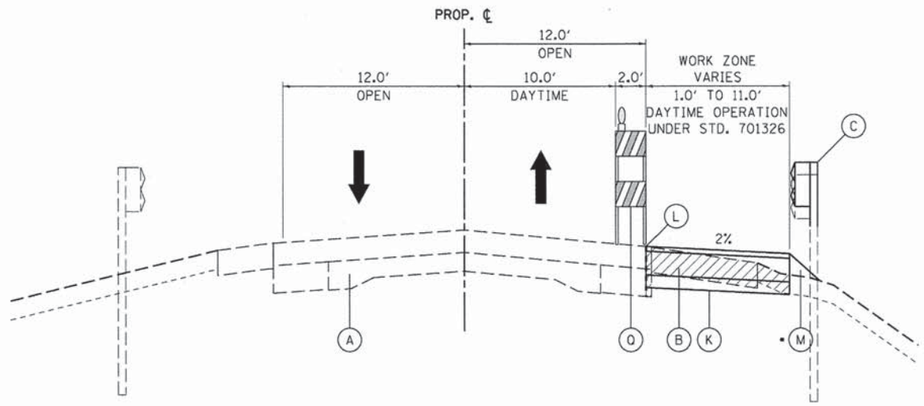
LEGEND

(A) EXIST. PAVEMENT STRUCTURE - TO REMAIN
(B) EXIST. PAVEMENT, SHOULDER AND TOPSOIL - TO BE REMOVED
(C) VERTICALLY ADJUST EXIST. GUARDRAIL WITH PROP. GUARDRAIL MARKERS
(D) PROP. PAVEMENT STRUCTURE (HMA BINDER ONLY W/AGG SUBGRADE IMPRV)
(E) PROP. HMA SURFACE COURSE
(F) PROP. AGGREGATE SHOULDERS
(G) PROP. HMA SHOULDERS (NO SURFACE) W/AGG SUBGRADE IMPRV)
(H) PROP. HMA LEVELING AND BINDER COURSES
(I) PROP. STEEL PLATE BEAM GUARDRAIL, TY A
W/ GUARDRAIL MARKERS
(K) TEMPORARY PAVEMENT W/AGG SUBBASE
2" HMA SURFACE COURSE, MIX "D", N50
7" HMA BINDER COURSE, IL-19.0, N50 (2 LIFTS)
4" SUBBASE GRANULAR MATERIAL, TYPE B
(J) TEMPORARY PAVEMENT MARKING LINE, (WHITE, 4" - TYP.)
(L) SAW CUT - FULL DEPTH
(M) AGGREGATE WEDGE SHOULDER, TYPE B
(N) SHORT-TERM PAVEMENT MARKINGS
(O) TEMPORARY PAVEMENT REMOVAL
(P) TEMPORARY CONCRETE BARRIER WALL W/TYPE C REFLECTOR
(Q) TYPE II BARRICADE OR DRUM W/ WARNING LIGHT
(R) DOUBLE VERTICAL PANEL W/WARNING LIGHT
(S) HMA SURFACE REMOVAL (MILLING)
(T) TOPSOIL PLACEMENT - VARIABLE DEPTH



TEMPORARY PAVEMENT DETAIL

- EARTH EMBANKMENT SHOULDER WILL NOT BE PAID FOR SEPERATELY. IT IS INTENDED THAT THERE WILL BE SUFFICIENT EXCAVATION MATERIAL FROM THE SHOULDER AND TEMPORARY PAVEMENT CONSTRUCTION TO CONSTRUCT THE TEMPORARY EMBANKMENT.



STAGE 1A
TEMPORARY PAVEMENT

STA. 16+50.1 TO STA. 19+76.0
STA. 20+23.7 TO STA. 21+40.0

- PLACEMENT AND COMPACTION REQUIREMENTS OF AGGREGATE WEDGE SHOULDER ADJACENT TO TEMPORARY PAVEMENT SHALL BE COORDINATED WITH THE ENGINEER.

FILE NAME = W:\Projects\2012\12013 FrenchPh1\CADD\Civil\Dgn\Sht\MOT-TYPICAL_1.dgn

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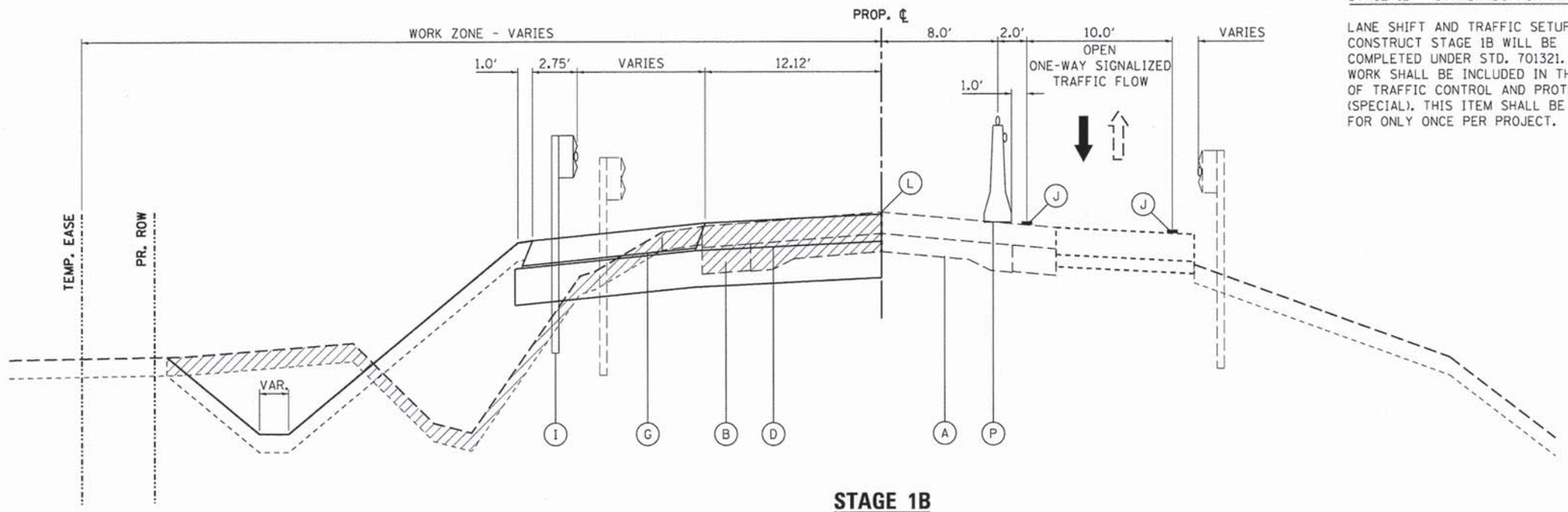
		DRAWN - NDP	REVISED -	
	PLOT SCALE = 1:5	CHECKED - DPB	REVISED -	
	PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -	

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

SCALE: | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	29
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



STAGE 1B
WEST LANE CLOSURE

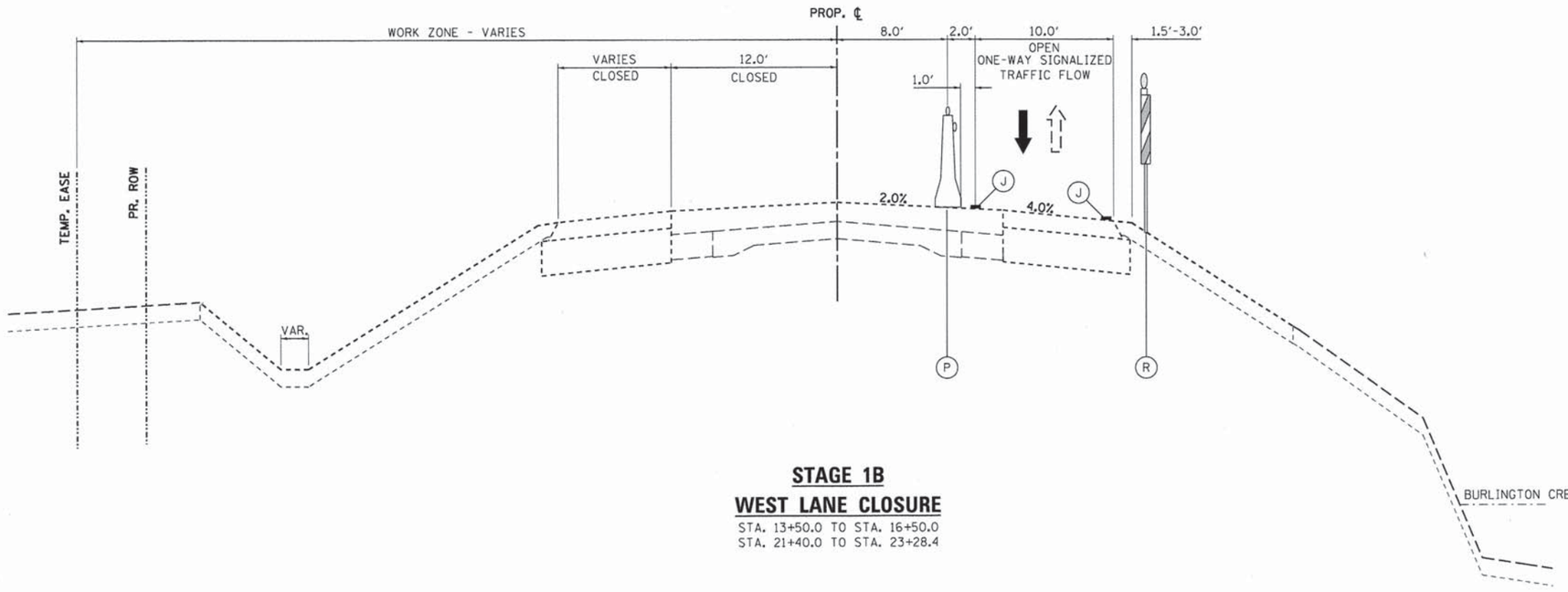
STA. 16+50.0 TO STA. 19+45.6
BRIDGE OMISSION
STA. 20+79.2 TO STA. 21+40.0

STAGE 1B - STANDARDS FOR PAYMENT:

LANE SHIFT AND TRAFFIC SETUP TO CONSTRUCT STAGE 1B WILL BE COMPLETED UNDER STD. 701321. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL). THIS ITEM SHALL BE PAID FOR ONLY ONCE PER PROJECT.

STAGE 1B

- SET TEMPORARY BRIDGE SIGNALS.
- SET UP TEMPORARY CONCRETE BARRIER WALL AND ATTENUATORS.
- SET UP STAGE 1B LANE SHIFT AND TRAFFIC CONTROL PLAN UTILIZING THE MOT STAGE 1B PLAN AND STD. 701321. SHIFT TRAFFIC.
- INSTALL EROSION CONTROL DEVICES AS REQUIRED PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES
- REMOVE ROADWAY PAVEMENTS AND GUARDRAILS LEFT OF THE CENTERLINE.
- CONSTRUCT BRIDGE AND APPROACH SLAB LEFT OF CENTERLINE
- CONSTRUCT SUBGRADE, AGGREGATE BASE COURSES, AND PAVEMENTS (BINDER COURSE ONLY) LEFT OF CENTERLINE.
- CONSTRUCT THE STEEL PLATE BEAM GUARDRAIL AND END TREATMENTS. CONSTRUCT HEIGHT OF GUARDRAIL TO ACCOUNT FOR THE 1 1/2" SURFACE COURSE TO BE PLACED IN STAGE 3.
- PLACE TOPSOIL, SEEDING AND BLANKET LEFT OF THE CENTERLINE IN ITS ENTIRETY.



STAGE 1B
WEST LANE CLOSURE

STA. 13+50.0 TO STA. 16+50.0
STA. 21+40.0 TO STA. 23+28.4

LEGEND

- (A) EXIST. PAVEMENT STRUCTURE - TO REMAIN
- (B) EXIST. PAVEMENT, SHOULDER AND TOPSOIL - TO BE REMOVED
- (C) VERTICALLY ADJUST EXIST. GUARDRAIL WITH PROP. GUARDRAIL MARKERS
- (D) PROP. PAVEMENT STRUCTURE (HMA BINDER ONLY W/AGG SUBGRADE IMPRV)
- (E) PROP. HMA SURFACE COURSE
- (F) PROP. AGGREGATE SHOULDERS
- (G) PROP. HMA SHOULDERS (NO SURFACE) W/AGG SUBGRADE IMPRV)
- (H) PROP. HMA LEVELING AND BINDER COURSES
- (I) PROP. STEEL PLATE BEAM GUARDRAIL, TY A
  W/ GUARDRAIL MARKERS
- (K) TEMPORARY PAVEMENT W/AGG SUBBASE
  2" HMA SURFACE COURSE, MIX "D", N50
  7" HMA BINDER COURSE, IL-19.0, N50 (2 LIFTS)
  4" SUBBASE GRANULAR MATERIAL, TYPE B
- (J) TEMPORARY PAVEMENT MARKING LINE (WHITE, 4" - TYP.)
- (L) SAW CUT - FULL DEPTH
- (M) AGGREGATE WEDGE SHOULDER, TYPE B
- (N) SHORT-TERM PAVEMENT MARKINGS
- (O) TEMPORARY PAVEMENT REMOVAL
- (P) TEMPORARY CONCRETE BARRIER WALL W/TYPE C REFLECTOR
- (Q) TYPE II BARRICADE OR DRUM W/ WARNING LIGHT
- (R) DOUBLE VERTICAL PANEL W/WARNING LIGHT
- (S) HMA SURFACE REMOVAL (MILLING)
- (T) TOPSOIL PLACEMENT - VARIABLE DEPTH

FILE NAME = W:\Projects\2012\120113 FrenchPRING\ADD\Civil\Dgn\Sht\MOT-TYPICAL_2.dgn

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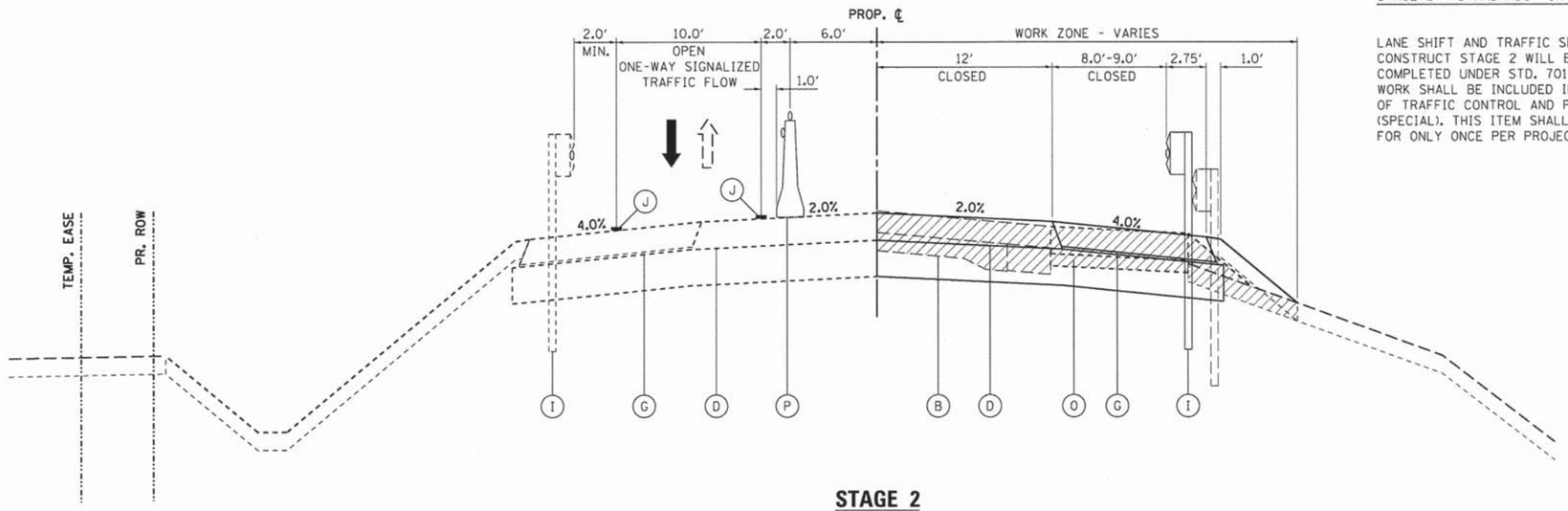
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

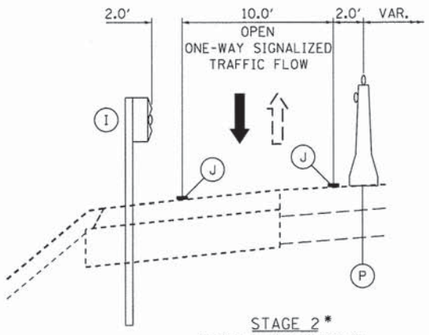
SCALE: | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	30
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

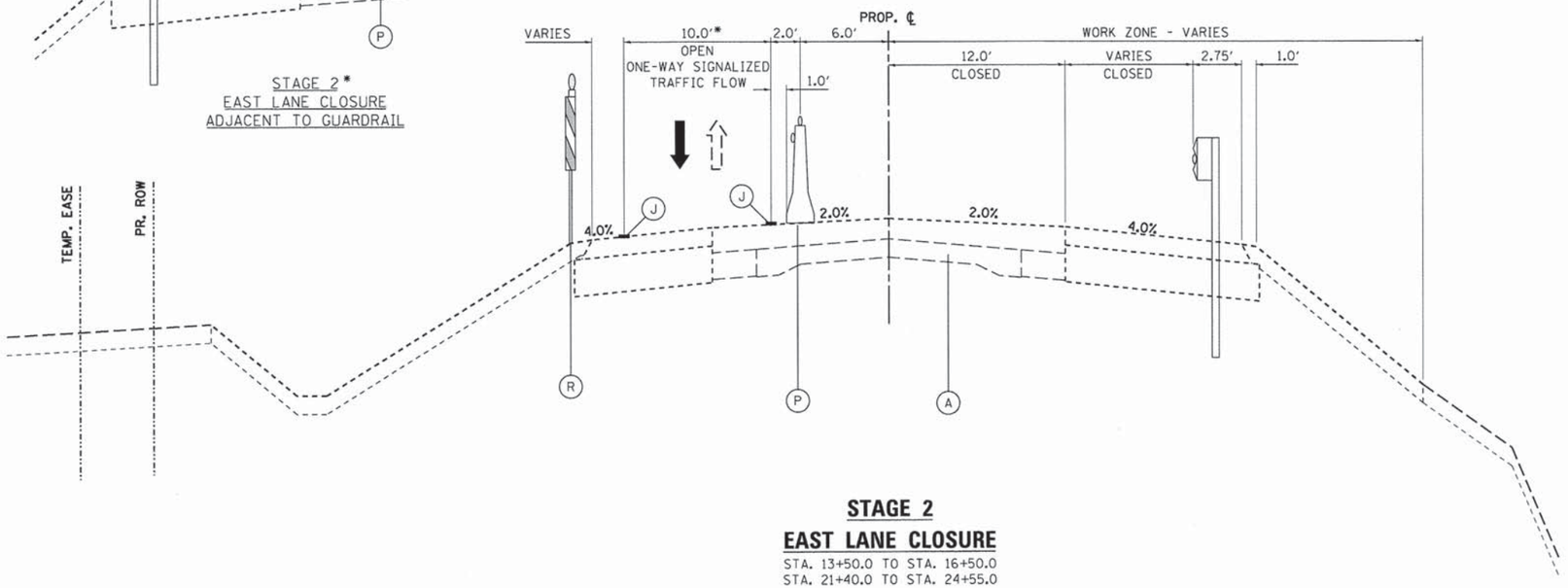


STAGE 2
EAST LANE CLOSURE

STA. 16+50.0 TO STA. 19+45.6
OMIT BRIDGE
STA. 20+79.2 TO STA. 21+40.0



STAGE 2 *
EAST LANE CLOSURE
ADJACENT TO GUARDRAIL



STAGE 2
EAST LANE CLOSURE

STA. 13+50.0 TO STA. 16+50.0
STA. 21+40.0 TO STA. 24+55.0

STAGE 2 - STANDARDS FOR PAYMENT:

LANE SHIFT AND TRAFFIC SETUP TO CONSTRUCT STAGE 2 WILL BE COMPLETED UNDER STD. 701321. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL). THIS ITEM SHALL BE PAID FOR ONLY ONCE PER PROJECT.

STAGE 2

- RE-SET TEMPORARY BRIDGE SIGNALS (IF REQUIRED).
- RELOCATE TEMPORARY CONCRETE BARRIER WALL AND ATTENUATORS.
- SET UP STAGE 2 LANE SHIFT AND TRAFFIC CONTROL PLAN UTILIZING THE MOT STAGE 2 PLAN AND STD. 701321. SHIFT TRAFFIC.
- INSTALL EROSION CONTROL DEVICES AS REQUIRED PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES
- REMOVE ROADWAY PAVEMENTS AND GUARDRAILS RIGHT OF THE CENTERLINE.
- CONSTRUCT BRIDGE AND APPROACH SLAB RIGHT OF CENTERLINE
- CONSTRUCT SUBGRADE, AGGREGATE BASE COURSES, AND PAVEMENTS (BINDER COURSE ONLY) RIGHT OF CENTERLINE.
- CONSTRUCT THE STEEL PLATE BEAM GUARDRAIL AND END TREATMENTS. CONSTRUCT HEIGHT OF GUARDRAIL TO ACCOUNT FOR THE 1 1/2" SURFACE COURSE TO BE PLACED IN STAGE 3.
- PLACE TOPSOIL, SEEDING AND BLANKET RIGHT OF THE CENTERLINE IN ITS ENTIRETY.

LEGEND

- (A) EXIST. PAVEMENT STRUCTURE - TO REMAIN
- (B) EXIST. PAVEMENT, SHOULDER AND TOPSOIL - TO BE REMOVED
- (C) VERTICALLY ADJUST EXIST. GUARDRAIL WITH PROP. GUARDRAIL MARKERS
- (D) PROP. PAVEMENT STRUCTURE (HMA BINDER ONLY W/AGG SUBGRADE IMPRV)
- (E) PROP. HMA SURFACE COURSE
- (F) PROP. AGGREGATE SHOULDERS
- (G) PROP. HMA SHOULDERS (NO SURFACE) W/AGG SUBGRADE IMPRV)
- (H) PROP. HMA LEVELING AND BINDER COURSES
- (I) PROP. STEEL PLATE BEAM GUARDRAIL, TY A
  W/ GUARDRAIL MARKERS
- (K) TEMPORARY PAVEMENT W/AGG SUBBASE
  2" HMA SURFACE COURSE, MIX "D", N50
  7" HMA BINDER COURSE, IL-19.0, N50 (2 LIFTS)
  4" SUBBASE GRANULAR MATERIAL, TYPE B
- (J) TEMPORARY PAVEMENT MARKING LINE (WHITE, 4" - TYP.)
- (L) SAW CUT - FULL DEPTH
- (M) AGGREGATE WEDGE SHOULDER, TYPE B
- (N) SHORT-TERM PAVEMENT MARKINGS
- (O) TEMPORARY PAVEMENT REMOVAL
- (P) TEMPORARY CONCRETE BARRIER WALL W/TYPE C REFLECTOR
- (Q) TYPE II BARRICADE OR DRUM W/ WARNING LIGHT
- (R) DOUBLE VERTICAL PANEL W/WARNING LIGHT
- (S) HMA SURFACE REMOVAL (MILLING)
- (T) TOPSOIL PLACEMENT - VARIABLE DEPTH

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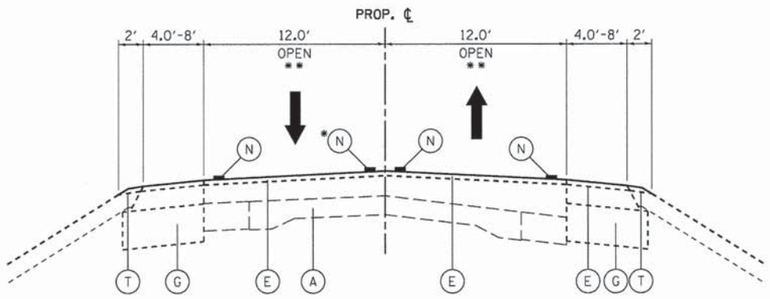
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

SCALE: | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

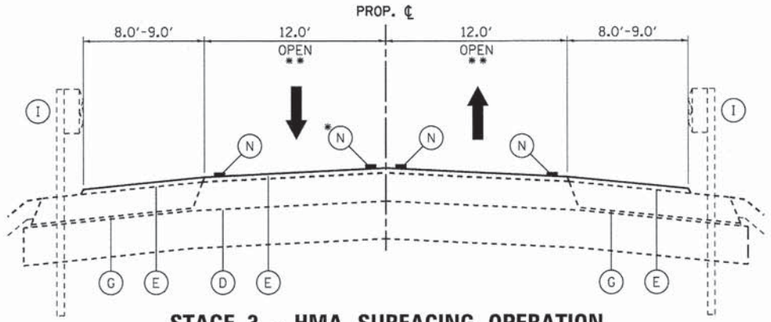
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	31
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



STAGE 3 – SURFACING OPERATION

STA. 13+57.0 TO STA. 16+50.0 LT
STA. 13+57.0 TO STA. 16+50.0 RT

STA. 21+40.0 TO STA. 23+26.5 LT
STA. 21+40.0 TO STA. 22+72.0 RT



STAGE 3 – HMA SURFACING OPERATION

STA. 16+50.0 TO STA. 19+74.6
BRIDGE OMISSION
STA. 20+54.2 TO STA. 21+40.0

STAGE 3 - APPLICABLE STANDARDS:

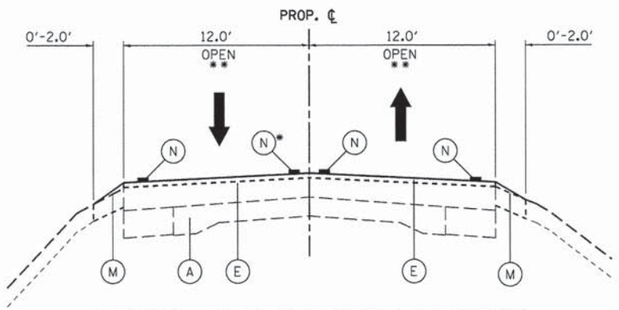
FINAL SURFACE COURSE AND SHOULDER OPERATIONS SHALL BE CONSTRUCTED IN STAGE 3 UNDER STD. 701306. THIS WILL BE PAID FOR UNDER TRAFFIC CONTROL AND PROTECTION, (SPECIAL). THIS ITEM WILL BE PAID FOR ONLY ONCE PER PROJECT.

PERMANENT PAVEMENT MARKING WILL BE COMPLETED IN STAGE 3 UNDER STD. 701311. THIS STANDARD WILL NOT BE MEASURED FOR PAYMENT.

SEEDING AND MISCELLANEOUS CLEANUP AND PUNCH LIST OPERATIONS WILL BE COMPLETED UNDER STD. 701006, STD. 701101, OR STD. 701311. THESE STANDARDS WILL NOT BE MEASURED FOR PAYMENT.

STAGE 3

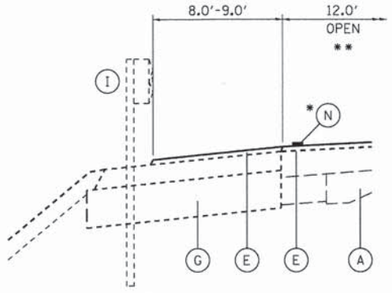
- REMOVE TEMPORARY BRIDGE SIGNALS.
- REMOVE TEMPORARY CONCRETE BARRIER WALL AND ATTENUATORS.
- REMOVE STAGE 2 LANE SHIFT AND TRAFFIC CONTROL PLAN. PLACE TEMPORARY PAVEMENT MARKING FOR 2-LANE, 2-WAY TRAFFIC. SHIFT TRAFFIC TO 2-LANE CONFIGURATION.
- PLACE FINAL SURFACE COURSE (STD. 701306).
- CONSTRUCT AGGREGATE WEDGE SHOULDER AND TOPSOIL WEDGE (TOPSOIL PLACEMENT - VAR. DEPTH (STD. 701306).
- REMOVE SHORT TERM PAVEMENT MARKINGS AND PLACE FINAL PAVEMENT MARKINGS AND SIGNAGE (STD. 701311).
- COMPLETE REMAINING SEEDING AND BLANKET.
- FINAL CLEANUP AND PUNCHLIST.



STAGE 3 – HMA SURFACING OPERATION

STA. 13+50.0 TO STA. 13+69.0 LT
STA. 13+50.0 TO STA. 13+81.0 RT

STA. 23+26.5 TO STA. 24+55.0 LT
STA. 22+72.0 RT STA. 24+55.0 RT



STAGE 3 -GUARDRAIL SECTION
STA. 17+95.8 TO STA. 19+20.0 (LT)
STA. 15+85.1 TO STA. 19+55.0 (RT)

STA. 20+69.7 TO STA. 22+27.2 (LT)
STA. 20+59.0 TO STA. 21+54.9 (RT)

* SHORT TERM PAVEMENT MARKINGS SHALL BE TAPE ON ALL FINAL SURFACES

** USE ONE-WAY FLAGMAN CONTROL FOR HMA MILLING & SURFACING OPERATIONS PER STD. 701301

LEGEND

- (A) EXIST. PAVEMENT STRUCTURE - TO REMAIN
- (B) EXIST. PAVEMENT, SHOULDER AND TOPSOIL - TO BE REMOVED
- (C) VERTICALLY ADJUST EXIST. GUARDRAIL WITH PROP. GUARDRAIL MARKERS
- (D) PROP. PAVEMENT STRUCTURE (HMA BINDER ONLY W/AGG SUBGRADE IMPRV)
- (E) PROP. HMA SURFACE COURSE
- (F) PROP. AGGREGATE SHOULDERS
- (G) PROP. HMA SHOULDERS (NO SURFACE) W/AGG SUBGRADE IMPRV)
- (H) PROP. HMA LEVELING AND BINDER COURSES
- (I) PROP. STEEL PLATE BEAM GUARDRAIL, TY A
  W/ GUARDRAIL MARKERS
- (K) TEMPORARY PAVEMENT W/AGG SUBBASE
  2" HMA SURFACE COURSE, MIX "D", N50
  7" HMA BINDER COURSE, IL-19.0, N50 (2 LIFTS)
  4" SUBBASE GRANULAR MATERIAL, TYPE B
- (J) TEMPORARY PAVEMENT MARKING LINE (WHITE, 4" - TYP.)
- (L) SAW CUT - FULL DEPTH
- (M) AGGREGATE WEDGE SHOULDER, TYPE B
- (N) SHORT-TERM PAVEMENT MARKINGS
- (O) TEMPORARY PAVEMENT REMOVAL
- (P) TEMPORARY CONCRETE BARRIER WALL W/TYPE C REFLECTOR
- (Q) TYPE II BARRICADE OR DRUM W/ WARNING LIGHT
- (R) DOUBLE VERTICAL PANEL W/WARNING LIGHT
- (S) HMA SURFACE REMOVAL (MILLING)
- (T) TOPSOIL PLACEMENT - VARIABLE DEPTH

FILE NAME = W:\Projects\2012\12013 Franch\Pl1\CADD\Civil\Dgn\Sht\MOT-TYPICAL_4.dgn

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PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	32
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

SEE TRAFFIC CONTROL NOTES NEXT PLAN SHEET

LEGEND

- TEMPORARY PAVEMENT
- SURFACE REMOVAL/LEVELING COURSES
- SIGN (WORK ZONE)
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DOUBLE VERTICAL PANEL
- TYPE II BARRICADE WITH STEADY BURN LIGHT
- REFLECTIVE MARKERS, TYPE AS SPECIFIED
- TREE REMOVAL
- PERMANENT PAVEMENT MARKING REMOVAL

GRAPHIC SCALE
FEET 20 0 20 40

END WORK ZONE SPEED LIMIT
G20-2-1103(0)-3660
STA. 11+70

FRENCH ROAD

EX. R.O.W. — TEMP. EASE. — PR. R.O.W.

HMA SHOULDER, 6"
AGG. SHOULDER TYPE B, 6"
4.0'
20.0'
8.0'
25.0'
+50.0
+75.0
B2
MATCHLINE STA. 17+00
TEMPORARY RAMP 53 SQ YD
AGG. SHOULDER TYPE B, 6"
4.0'
50' (TYP.)
12.0'
10.8'
16+50.0
23.0' RT
11.0'
B5
B4
TYPE II BARRICADE 50' C-C (TYP.)
HMA SHOULDER, 6"
EX. EASE.
BURLINGTON CREEK
DOUBLE VERTICAL PANEL 50' C-C (TYP.)
TEMPORARY RAMP 97 SQ YD
TEMP. PAVEMENT (180 SQ YD) (CONSTRUCTED UNDER STD. 701326) STA. 16+50.0 TO STA. 17+00.0

11 12 13 14 15+00 16

EX. R.O.W — 500' — 500' — 500' — 500' — 500' — 500'

ROAD CONSTRUCTION AHEAD
W20-1103(0)-48
STA. -16+34 (RT)
(NOT SHOWN)

10'-0"
W12-1102(0)-48
STA. -11+34 (RT)
(NOT SHOWN)

SPEED LIMIT 45
W3-5(0)-48
STA. -6+34 (RT)
(NOT SHOWN)

WORK ZONE
SPEED LIMIT 45
PHOTO ENFORCED
$375 FINE MINIMUM

W21-1115(0)-3618
STA. -1+34 (RT)
(NOT SHOWN)

R2-1-3648
STA. -1+34 (RT)
(NOT SHOWN)

R10-1108p-3618
STA. -1+34 (RT)
(NOT SHOWN)

R2-1106p-3618
STA. -1+34 (RT)
(NOT SHOWN)

ROUGH ROAD
W8-8 (48"x48")
TEMPORARY SIGN*
STA.3+66 (RT)
(NOT SHOWN)

BUMP
W8-1 (48"x48")
TEMPORARY SIGN*
STA. 8+66 (RT)
(NOT SHOWN)

*SIGNS TO BE ERECTED AS NEEDED DURING STAGE 1A SURFACE REMOVAL OPERATIONS.

HMA SURFACE REMOVAL, VAR.
LEVELING/BINDER COURSES, VAR.
(SEE MILLING AND LEVELING PLAN)
STA. 13+50.0 TO STA. 16+50.0

HMA BASE CRSE, IL-19.0, N50, 8"
SUB-BASE GRAN MATERIAL, TY B, 4"
(PRIVATE ENTRANCE)

HMA SHOULDER, 6"

HMA SURFACE REMOVAL, VAR.
LEVELING/BINDER COURSES, VAR.
(SEE MILLING/LEVELING PLAN)
STA. 21+40.0 TO STA. 23+00.0

TEMP. EASE. — PR. R.O.W. — EX. R.O.W.

TEMP. PAVEMENT (311 SQ YD)
(PER IDOT STD. 701326)
STA. 17+00.0 TO STA. 19+76.0

TEMP. PAVEMENT (196 SQ YD)
(CONSTRUCTED UNDER STD. 701326)
STA. 20+23.7 TO STA. 21+40.0

TEMPORARY RAMP
97 SQ YD

GUARDRAIL TO BE REMOVED (89 LF)
& TYPE 1 TERMINAL NOSE RELOCATED
TO STA. 21+35.0 (LT)

SC1 SC2 S3 C2 C1 S2 B3

MATCHLINE STA. 17+00 — FRENCH ROAD — MATCHLINE STA. 23+00

17 18 19 20+00 21 22

17+86.6
23.0' RT
11.0'
9.5'
+76.0
+26.3
+15.0
+40.0
+23.1
+73.2
+73.3
+23.7
22+45.0
12.0' RT
22+45.0
14.3' RT
50' (TYP.)
17+99.1
21.5' RT
25' (TYP.)
21+40.0
21.5' RT

EX. EASE.

EX. GUARDRAIL TO REMAIN DURING STAGE 1A OPERATIONS ADJUSTED VERTICALLY PER TABLE STA. 17+62.1 TO STA. 19+73.3

INSTALL GUARDRAIL MARKERS TYPE A ON EX. GUARDRAIL AT 25' C-C (SEE STD. 635011) STA. 17+62.1 TO STA. 19+73.3 (RT)

INSTALL BARRIER WALL MARKERS TYPE C ON EX. BRIDGE WALL AT 25' C-C (SEE STD. 704001 & 635011) STA. 19+73.3 TO STA. 20+23.7 (RT)

EX. GUARDRAIL TO REMAIN DURING STAGE 1A OPERATIONS ADJUSTED VERICALLY PER TABLE STA. 20+23.7 TO STA. 21+35.0

INSTALL GUARDRAIL MARKERS TYPE A ON EX. GUARDRAIL AT 25' C-C (SEE STD 635011) STA. 20+23.7 TO STA. 21+35.0 (RT)

GUARDRAIL TO BE REMOVED (39 LF) & TYPE 1 TERMINAL NOSE RELOCATED TO STA. 21+35.0 (RT)

HMA SHOULDER, 6"

EX. R.O.W

CULVERT PER DRAINAGE PLAN & PROFILE SHTS

HMA BASE CRSE, IL-19.0, N50, 8"
SUB-BASE GRAN MATERIAL, TY B, 4"
(FIELD ENTRANCE)

GRAPHIC SCALE
FEET 20 0 20 40

FILE NAME = W:\Projects\2012\120113 FrenchPh2\CADD\Civil\Dgn\Sht\MOTIA_01.dgn

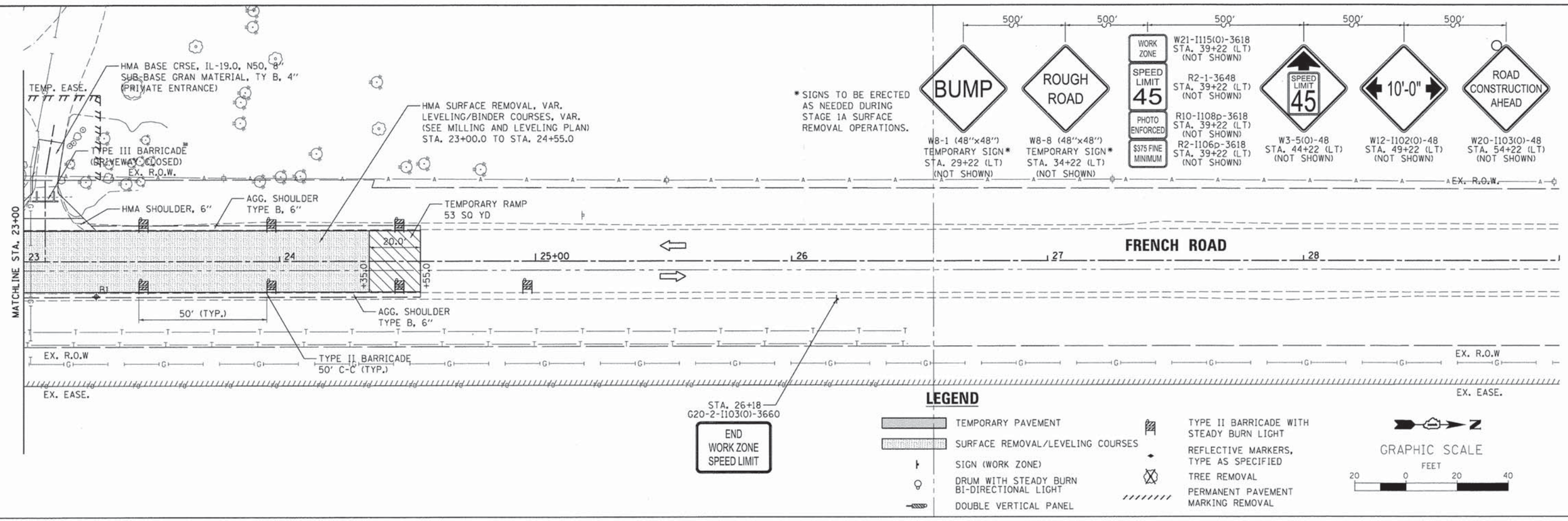
WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174	USER NAME = nperris	DESIGNED - SBP	REVISED -
		DRAWN - NDP	REVISED -
	PLOT SCALE = 1:20	CHECKED - DPB	REVISED -
	PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

MAINTENANCE OF TRAFFIC PLAN
STAGE 1A

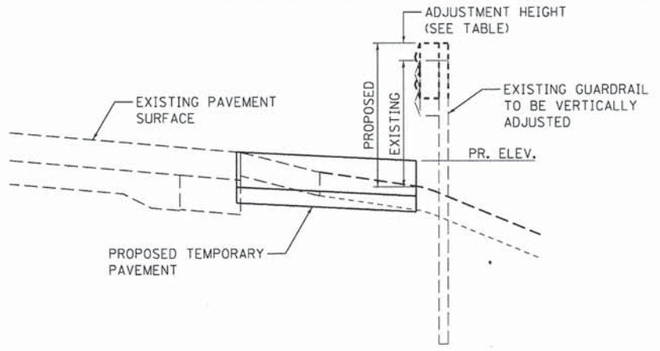
SCALE: 1"=20' | SHEET NO. 1 OF 6 SHEETS | STA. 13+50.00 TO STA. 23+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	33
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		



NOTES:

1. ALL TEMPORARY PAVEMENT WIDENING AND PERMENENT SHOULDER WORK CONSTRUCTED IN STAGE 1A SHALL BE CONSTRUCTED UNDER IDOT STANDARD 701326
2. SEE MOT TYPICAL SECTIONS FOR STAGE 1A FOR ADDITIONAL INFORMATION.
3. EARTHEN EMBANKEMNT SHALL BE PLACED ADJACENT TO THE PERMANENT SHOULDER WIDENING.
4. ALL SIGNING AND BARRICADES REQUIRED FOR THE TEMP. PAVEMENT AND PERMENANT SHOULDER WIDENING SHOWN ON STAGE 1A MOT PLANS IS CONSIDERED INCLUDED IN THE PAY ITEM, X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
5. ALL SIGNING AND BARRICADES REQUIRED FOR THE SURFACE REMOVAL AND PAVING OF THE LEVELING/BINDER COURSES SHOWN ON STAGE 1A MOT PLANS IS CONSIDERED INCLUDED IN THE PAY ITEM, X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
6. GUARDRAIL MARKERS TYPE A, USED DURING STAGE 1A, SHALL BE SALVAGED AND RETURNED TO THE COUNTY.
7. GUARDRAIL MARKERS PLACED ON THE EXISTING GUARDRAIL IN STAGE 1A SHALL BE REFLECTIVE ON BOTH SIDES OF THE MARKER AND BOTH SIDES SHALL BE WHITE.



GUARDRAIL ADJUSTMENT DETAIL

SEE TABLE FOR ELEVATIONS

GUARDRAIL STATION	EXISTING GUARDRAIL ELEVATION	TEMPORARY PAVEMENT ELEVATION	ADJUSTED GUARDRAIL ELEVATION	GUARDRAIL HEIGHT ADJUSTMENT
17+63.27	880.46	879.18	881.76	1.30'
18+00.00	881.03	879.26	881.84	0.81'
18+50.00	881.37	879.25	881.83	0.46'
19+00.00	881.40	879.09	881.67	0.27'
19+50.00	881.32	879.09	881.67	0.35'
BRIDGE	--	--	--	--
20+50.00	881.20	879.16	881.74	0.54'
21+00.00	881.33	879.18	881.76	0.43'
21+50.00	881.10	879.30	881.88	0.78'
21+72.12	880.82	879.37	881.95	1.13'

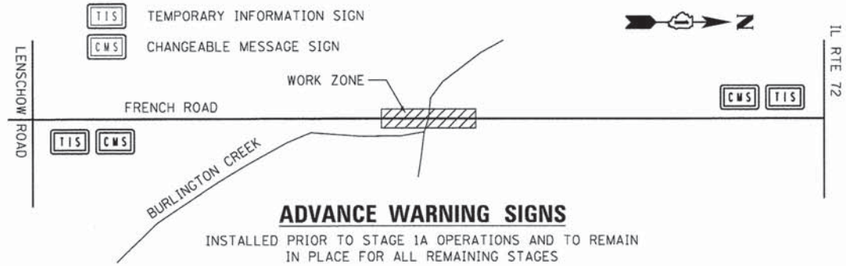
- GUARDRAIL ELEVATIONS ARE TO THE TOP OF GUARDRAIL.

ELEVATIONS SHOWN IN THE TABLE ARE PROVIDED AS GENERAL INFORMATION TO ASSIST THE CONTRACTOR IN THE BIDIDNG OF THIS ITEM. AS-BUILT ELEVATIONS FOR THE TEMPORARY PAVEMENT MAY VARY SLIGHTLY FROM THOSE SHOWN IN THE TABLE. GUARDRAIL HEIGHT SHOULD BE BASED ON THE AS-BUILT FIELD CONDITION.

LEGEND

TIS TEMPORARY INFORMATION SIGN

CMS CHANGEABLE MESSAGE SIGN



ADVANCE WARNING SIGNS

INSTALLED PRIOR TO STAGE 1A OPERATIONS AND TO REMAIN IN PLACE FOR ALL REMAINING STAGES

TEMP. INFORMATION SIGN

BRIDGE WORK
BEGINS XXX XXXX
ENDS XXX XXXX

(SEE STD. TC-22 FOR DETAILS AND REQUIREMENTS)
FINAL MESSAGE TO BE COORDINATED WITH FIELD ENGINEER

FILE NAME = W:\Projects\2012\120813 FrenchPhII\CADD\Civil\Dgn\Sht\MOT1A_02.dgn

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

MAINTENANCE OF TRAFFIC PLAN
STAGE 1A

SCALE: 1"=20' | SHEET NO. 2 OF 6 SHEETS | STA. 23+00.00 TO STA. 24+55.00

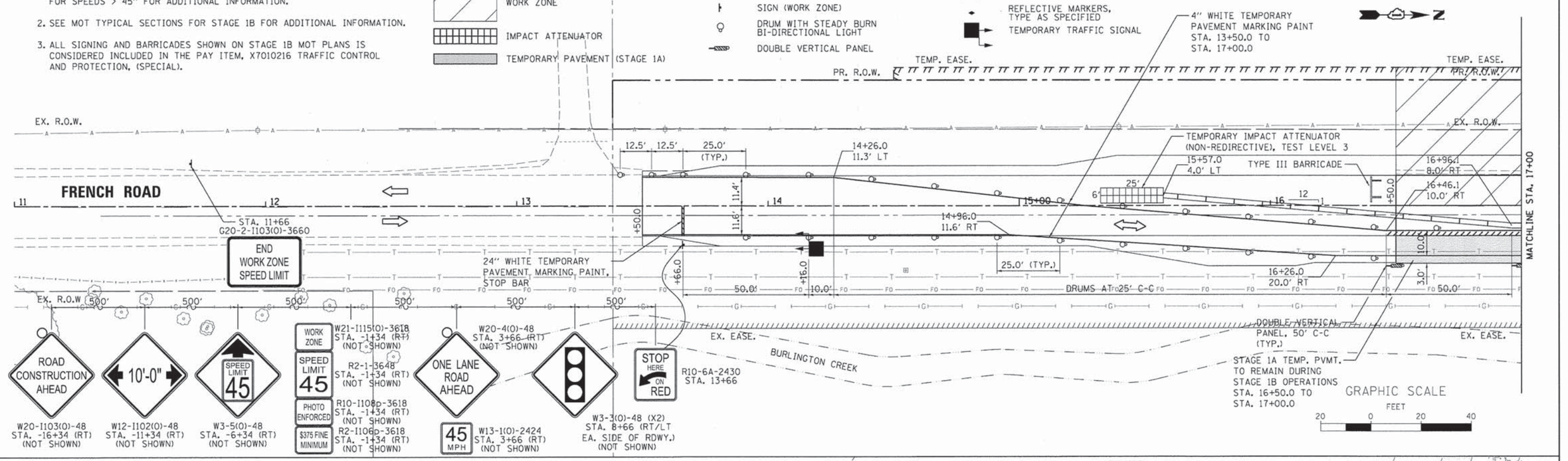
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	34
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

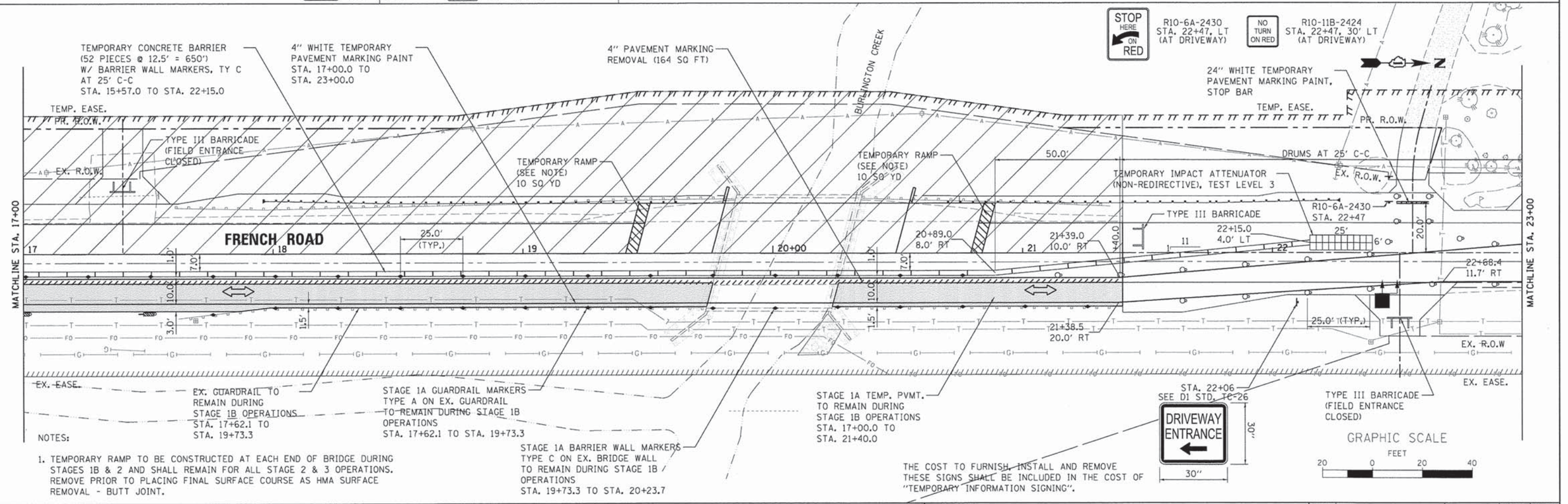
NOTES:

1. SEE IDOT STANDARD 701316, "LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS > 45" FOR ADDITIONAL INFORMATION.
2. SEE MOT TYPICAL SECTIONS FOR STAGE 1B FOR ADDITIONAL INFORMATION.
3. ALL SIGNING AND BARRICADES SHOWN ON STAGE 1B MOT PLANS IS CONSIDERED INCLUDED IN THE PAY ITEM, X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR
- TEMPORARY PAVEMENT (STAGE 1A)
- TEMPORARY CONCRETE BARRIER
- PERMANENT PAVEMENT MARKING REMOVAL
- SIGN (WORK ZONE)
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DOUBLE VERTICAL PANEL
- TYPE II BARRICADE WITH STEADY BURN LIGHT
- TYPE III BARRICADE
- REFLECTIVE MARKERS, TYPE AS SPECIFIED
- TEMPORARY TRAFFIC SIGNAL





NOTES:

1. TEMPORARY RAMP TO BE CONSTRUCTED AT EACH END OF BRIDGE DURING STAGES 1B & 2 AND SHALL REMAIN FOR ALL STAGE 2 & 3 OPERATIONS. REMOVE PRIOR TO PLACING FINAL SURFACE COURSE AS HMA SURFACE REMOVAL - BUTT JOINT.

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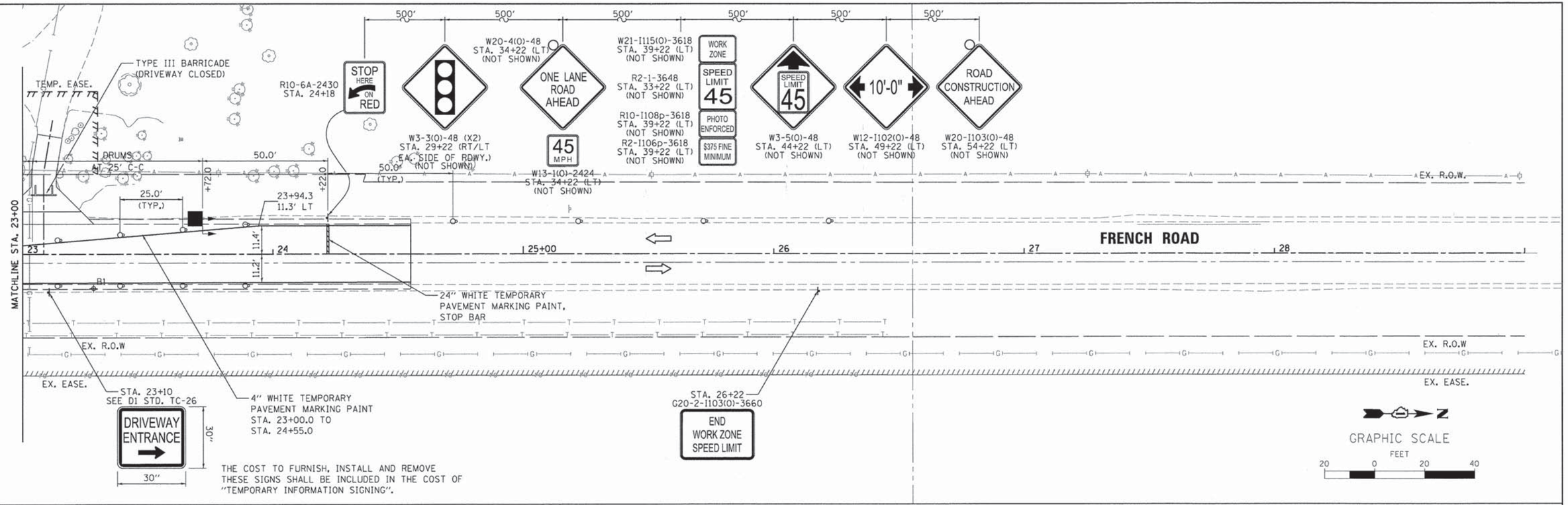
PLOT DATE = 10/31/2013	DATE - 11/1/13		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

MAINTENANCE OF TRAFFIC PLAN
STAGE 1B

SCALE: 1"=20' | SHEET NO. 3 OF 6 SHEETS | STA. 13+50.00 TO STA. 23+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	35
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



NOTES:

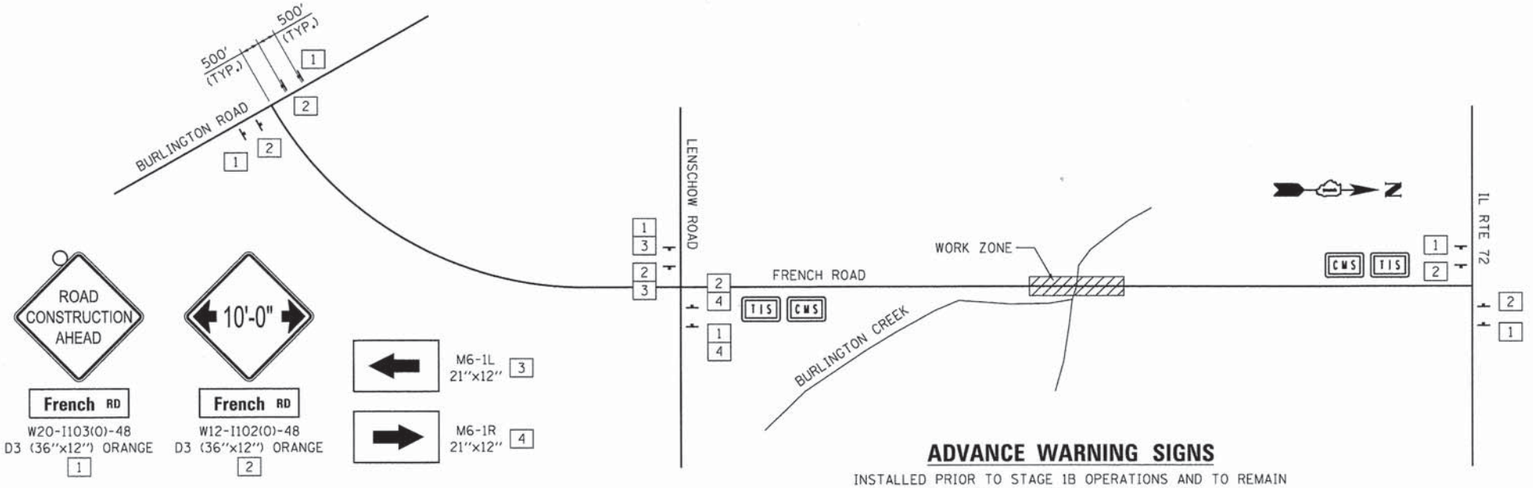
1. SEE IDOT STANDARD 701316, "LANE CLOSURE, 2L, 2W, BRIDGE REPAIR FOR SPEEDS > 45 MPH" FOR ADDITIONAL INFORMATION.

2. SEE MOT TYPICAL SECTIONS FOR STAGE 1B FOR ADDITIONAL INFORMATION.

3. ALL SIGNING AND BARRICADES SHOWN ON STAGE 1B MOT PLANS IS CONSIDERED INCLUDED IN THE PAY ITEM, X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR
- TEMPORARY PAVEMENT (STAGE 1A)
- TEMPORARY CONCRETE BARRIER
- PERMANENT PAVEMENT MARKING REMOVAL
- SIGN (WORK ZONE)
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DOUBLE VERTICAL PANEL
- TYPE II BARRICADE WITH STEADY BURN LIGHT
- TYPE III BARRICADE
- REFLECTIVE MARKERS, TYPE AS SPECIFIED
- TEMPORARY TRAFFIC SIGNAL



ADVANCE WARNING SIGNS

INSTALLED PRIOR TO STAGE 1B OPERATIONS AND TO REMAIN IN PLACE FOR ALL REMAINING STAGES

TEMP. INFORMATION SIGN

BRIDGE WORK
BEGINS XXX XXXX
ENDS XXX XXXX

(SEE STD. TC-22 FOR DETAILS AND REQUIREMENTS)
FINAL MESSAGE TO BE COORDINATED WITH FIELD ENGINEER

LEGEND

- TIS — TEMPORARY INFORMATION SIGN
- CMS — CHANGEABLE MESSAGE SIGN

FILE NAME = W:\Projects\2012\120813 FrenchPhII\CADD\Civil\Dgn\Sht\MOTIB_02.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

MAINTENANCE OF TRAFFIC PLAN
STAGE 1B

SCALE: 1"=20' | SHEET NO. 4 OF 6 SHEETS | STA. 23+00.00 TO STA. 24+55.00

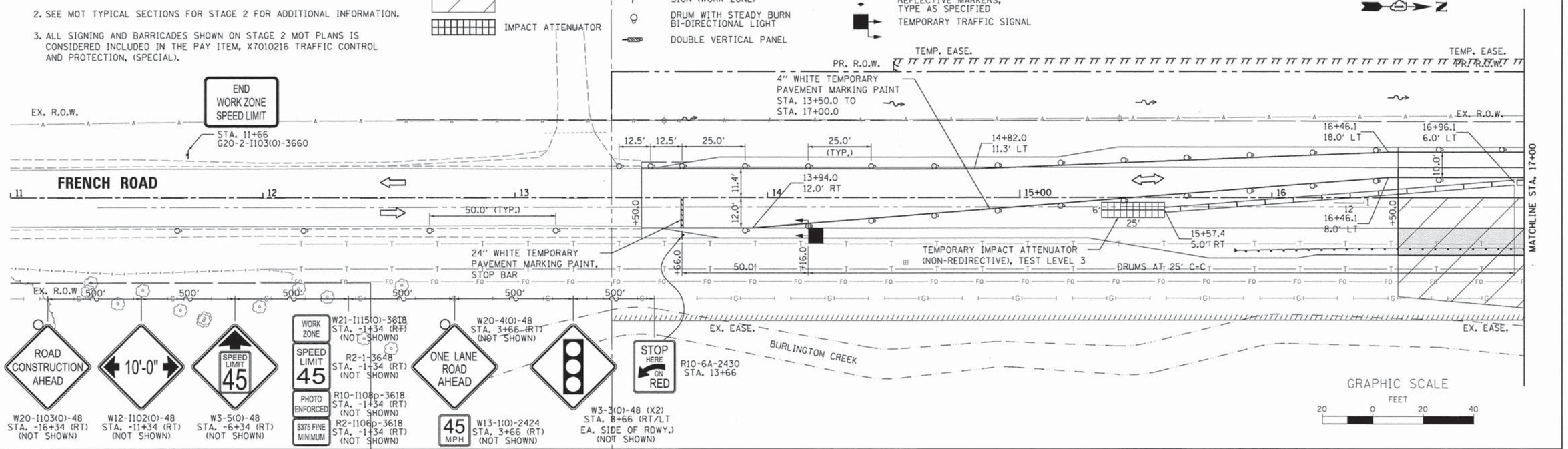
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	36
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

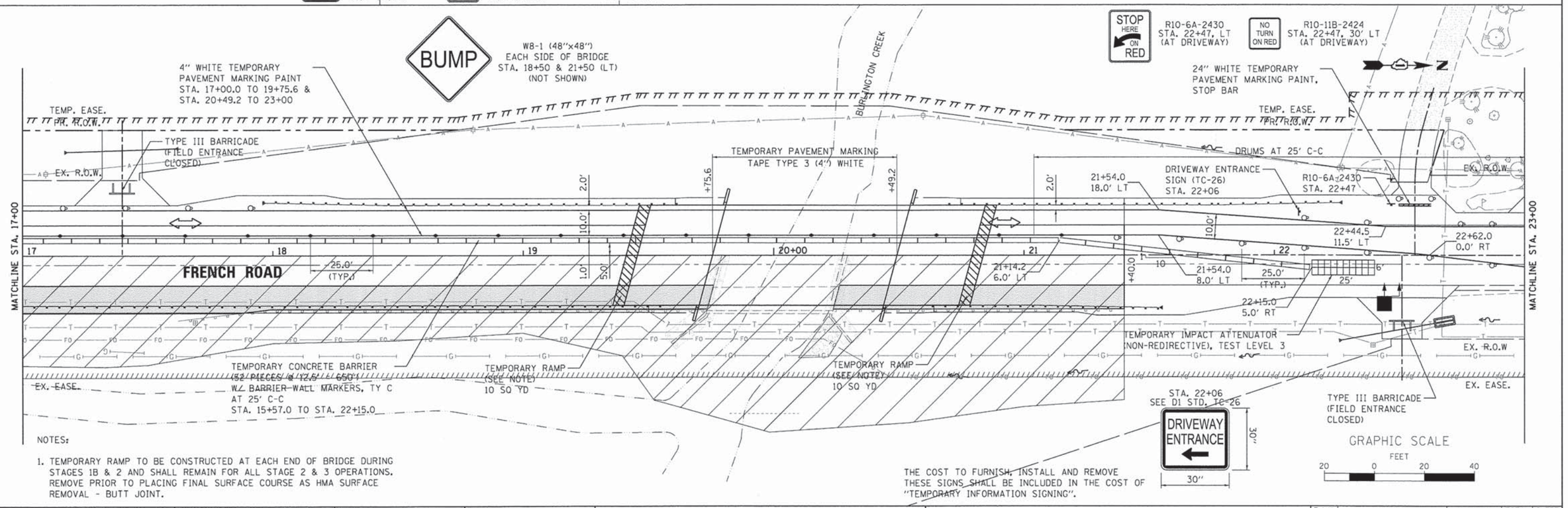
NOTES:

1. SEE IDOT STANDARD 701316, "LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS > 45 MPH" FOR ADDITIONAL INFORMATION.
2. SEE MOT TYPICAL SECTIONS FOR STAGE 2 FOR ADDITIONAL INFORMATION.
3. ALL SIGNING AND BARRICADES SHOWN ON STAGE 2 MOT PLANS IS CONSIDERED INCLUDED IN THE PAY ITEM, X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- PERMANENT PAVEMENT MARKING REMOVAL
- SIGN (WORK ZONE)
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DOUBLE VERTICAL PANEL
- TYPE II BARRICADE WITH STEADY BURN LIGHT
- TYPE III BARRICADE
- REFLECTIVE MARKERS, TYPE AS SPECIFIED
- TEMPORARY TRAFFIC SIGNAL





NOTES:

1. TEMPORARY RAMP TO BE CONSTRUCTED AT EACH END OF BRIDGE DURING STAGES 1B & 2 AND SHALL REMAIN FOR ALL STAGE 2 & 3 OPERATIONS. REMOVE PRIOR TO PLACING FINAL SURFACE COURSE AS HMA SURFACE REMOVAL - BUTT JOINT.

THE COST TO FURNISH, INSTALL AND REMOVE THESE SIGNS SHALL BE INCLUDED IN THE COST OF "TEMPORARY INFORMATION SIGNING".

FILE NAME = W:\Projects\2012\12813 French\Phil\CADD\Civil\Dgn\Sht\M012.01.dgn

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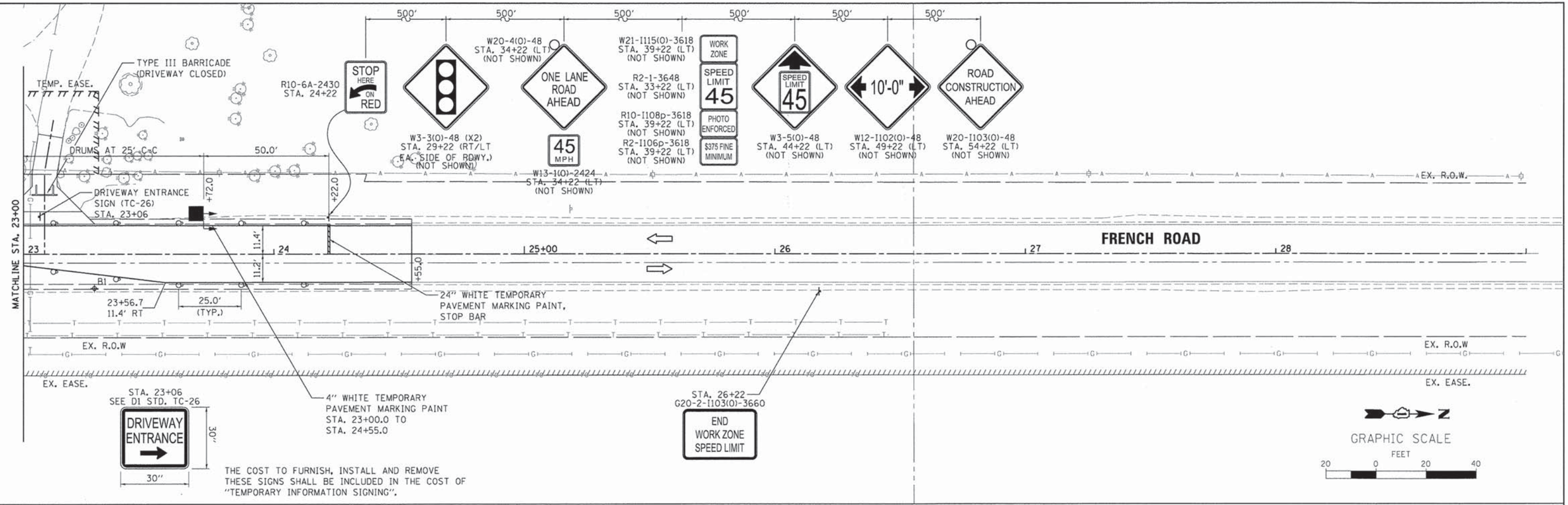
PLOT DATE = 12/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

MAINTENANCE OF TRAFFIC PLAN
STAGE 2

SCALE: 1"=20' | SHEET NO. 5 OF 6 SHEETS | STA. 13+50.00 TO STA. 23+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	37
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		



NOTES:

1. SEE IDOT STANDARD 701316, "LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS > 45 MPH" FOR ADDITIONAL INFORMATION.
2. SEE MOT TYPICAL SECTIONS FOR STAGE 2 FOR ADDITIONAL INFORMATION.
3. ALL SIGNING AND BARRICADES REQUIRED FOR BRIDGE REPAIR SHOWN ON STAGE 2 MOT PLANS IS CONSIDERED INCLUDED IN THE PAY ITEM, X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
4. PERMENANT PAVEMENT MARKING WILL WILL COMPLETED UNDER STANDARD 701311, "LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY". THIS STANDARD WILL NOT BE MEASURED FOR PAYMENT.

STAGE 3 TEMPORARY PAVEMENT MARKING

ASSUMPTIONS FOR ESTIMATING QUANITIES FOR TWO LANE TRAFFIC PRIOR TO SURFACE COURSE AS FOLLOWS:

1. ALL TEMP. PAVEMENT MARKINGS IN STAGE 2 WILL BE REMOVED.
2. DOUBLE YELLOW CENTERLINE LINE WILL BE PLACED.
3. SINGLE WHITE EDGE LINES WILL PLACED ON THE RIGHT AND LEFT EDGE.
4. PAVEMENT MARKING (TAPE) WITHIN THE BRIDGE LIMITS WILL BE REMOVED BEFORE FINAL SURFACE COURSE IS PLACED.
5. TEMPORARY RAMPS WILL BE REMOVED AS HMA SURFACE REMOVAL - BUTT JOINT.

STAGE 3 SHORT TERM PAVEMENT MARKING

ASSUMPTIONS FOR ESTIMATING QUANITIES FOR TWO LANE TRAFFIC AFTER FINAL SURFACE COURSE AS FOLLOWS:

1. A SHORT-TERM DOUBLE YELLOW SKIP DASH CENTERLINE AND EDGE STRIPES WILL BE PLACED PRIOR TO FINAL PAVEMENT MARKING.
2. ALL SHORT-TERM PAVEMENT MARKING WILL BE REMOVED PRIOR TO PLACING PERMENT PAVEMENT MARKINGS.

LEGEND

- WORK ZONE
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- PERMANENT PAVEMENT MARKING REMOVAL
- SIGN (WORK ZONE)
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DOUBLE VERTICAL PANEL
- TYPE II BARRICADE WITH STEADY BURN LIGHT
- TYPE III BARRICADE
- REFLECTIVE MARKERS, TYPE AS SPECIFIED
- TEMPORARY TRAFFIC SIGNAL

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St. Charles, Illinois 60174

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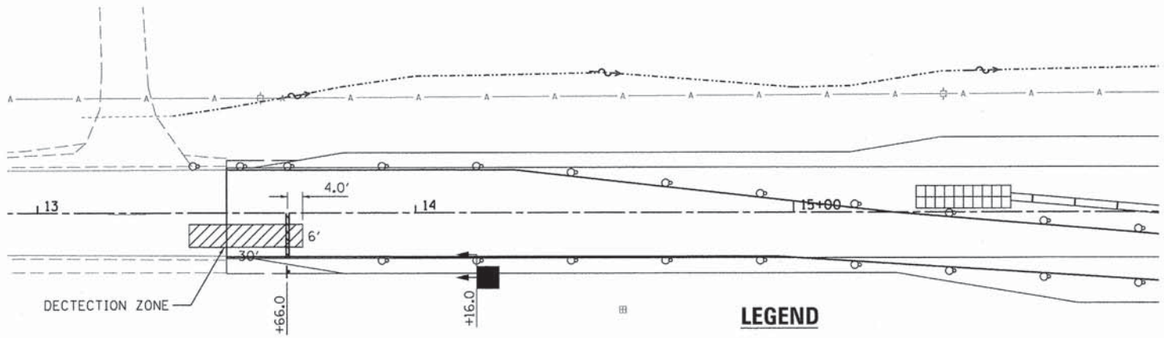
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

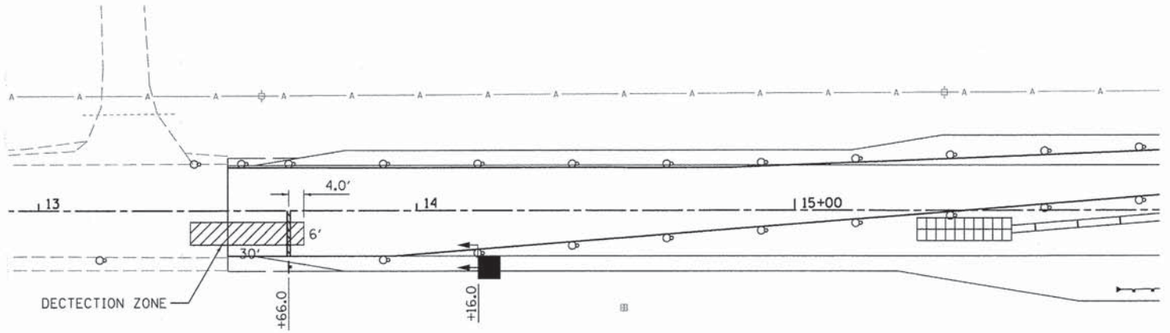
MAINTENANCE OF TRAFFIC PLAN
STAGE 2

SCALE: 1"=20' | SHEET NO. 6 OF 6 SHEETS | STA. 23+00.00 TO STA. 24+55.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	38
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

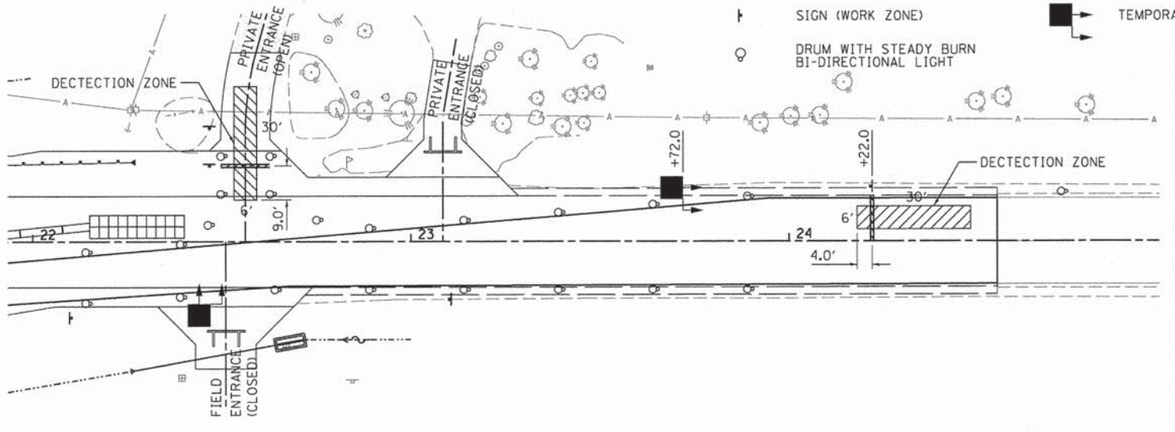
FILE NAME = W:\Projects\2012\120113 FrenchPhil\CADD\Civil\Dgn\Sht\M0T2_02.dgn



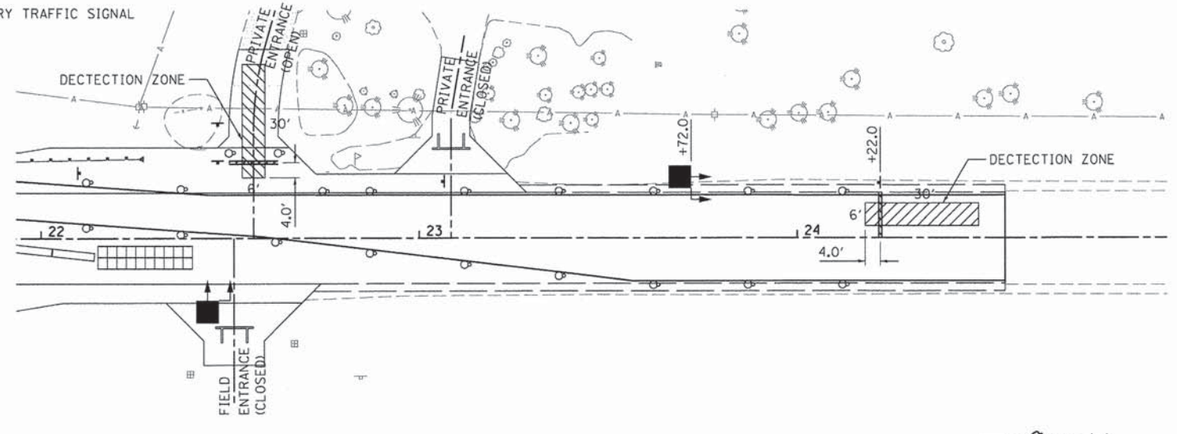


LEGEND

- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- SIGN (WORK ZONE)
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- DOUBLE VERTICAL PANEL
- TYPE III BARRICADE
- TEMPORARY TRAFFIC SIGNAL



STAGE 1B



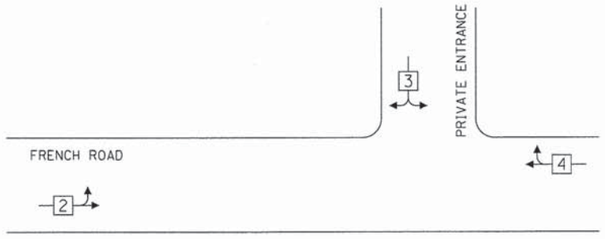
STAGE 2

GENERAL NOTES

1. THE TEMPORARY TRAFFIC SIGNALL INSTALLATION SHALL CONFORM TO ALL M.U.T.C.D. REQUIREMENTS AND THE IDOT DISTRICT ONE SPECIAL PROVISIONS FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.
2. THREE PHASE OPERATION IS REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEVELOPING A TIMING PLAN CONSISTANT WITH THE PHASE DIAGRAM SHOWN ON THE PLAN WITH THE APPRORIATE AMBER AND ALL RED PHASING.
3. STOP BAR AND SIGNAL PLACEMENT SHALL BE AS SHOWN OR AS DIRECTED BY THE ENGINEER.
4. TRAFFIC SIGNAL HEADS SHALL HAVE LOUVERED BACKPLATES.
5. ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO COMPLY WITH THESE REQUIREMENTS, THE COUNTY'S REQUIREMENTS AND PLAN SHEET DETAILS SHALL BE CONSIDERED INCLUDED IN THE BID PRICE FOR "TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNAL INSTALLATION". THIS SHALL INCLUDE FILL MATERIAL AND TEMPORARY PAVEMENT IF NECCESSARY TO PROVIDE LEVEL SURFACES FOR THE PORTABLE TRAFFIC SIGNAL EQUIPMENT.
6. THE PAY ITEM FOR "TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNAL INSTALLATION", EACH WILL BE PAID FOR ONLY ONCE FOR THE ENTIRE PROJECT. THIS PRICE WILL INCLUDE ALL SIGNAL INSTALLATIONS AND PERTINENT WORK REQUIRED TO PROVIDE THE TEMPORARY PORTABLE TRAFFIC SIGNALS TO CONSTRUCT THE PROJECT AS SHOWN IN THE PLANS.

KANE COUNTY TEMPORARY BRIDGE SIGNAL REQUIREMENTS

1. UNLESS OTHERWISE APPROVED OF BY THE ENGINEER, SIGNAL INSTALLATION WILL CONSIST OF TRAILER MOUNTED TEMPORARY PORTABLE TRAFFIC SIGNALS.
2. EACH UNIT SHALL CONTAIN A SOLAR CELL SYSTEM TO FACILITATE BATTERY CHARGING. THERE SHALL BE A MINIMUM OF 12 DAYS BACKUP RESERVE BATTERY SUPPLY AND THE UNITS SHALL BE CAPABLE OF OPERATING WITH A 120 V POWER SUPPLY FROM A GENERATOR OR ELECTRICAL SERVICE.
3. VEHICLE DETECTION IS REQUIRED AND SHALL BE MICROWAVE UNLESS OTHERWISE APPROVED BY THE ENGINEER.
4. EMERGENCY VEHICLE PREEMPTION EQUIPMENT SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE MUNICIPALITY AND/OR FIRE DISTRICT TO DETERMINE THE BRAND AND MODEL(S) THAT ARE COMPATABLE WITH THEIR SYSTEMS.



LEGEND

- SINGLE ENTRY PHASE
- NUMBER REFERS TO ASSOCIATED PHASE.

TEMPORARY PHASE DESIGNATION DIAGRAM

2	3	4	7
			ALL RED

SEQUENCE OF OPERATION NOTES

1. NEMA PHASE 7 SHALL FOLLOW NEMA PHASE 3 IF PHASE 4 IS SKIPPED. NEMA PHASE 7 SHALL ALWAYS FOLLOW NEMA PHASE 4 WHEN PHASE 4 IS CALLED.
2. NEMA PHASE 2 SHALL HAVE A LONG ALL-RED CLEARANCE INTERVAL TO ALLOW PASSAGE TO PAST THE NORTH STOP BAR.
3. NEMA PHASE 3 SHALL HAVE A RELATIVELY SHORT ALL-RED CLEARENCE INTERVAL TO ALLOW PASSAGE FROM THE DRIVEWAY TO PAST THE NORTH STOP BAR. PASSAGE TO THE SOUTH STOP BAR WILL TAKE PLACE DURING NEMA PHASE 4 OR 7.
4. IN ABSENCE OF CALLS, THE SIGNALS SHALL DWELL IN ALL-RED, UNLESS OTHERWISE APPROVED OR INSTRUCTED BY THE ENGINEER.

SEQUENCE OF OPERATION (NEMA SINGLE RING)

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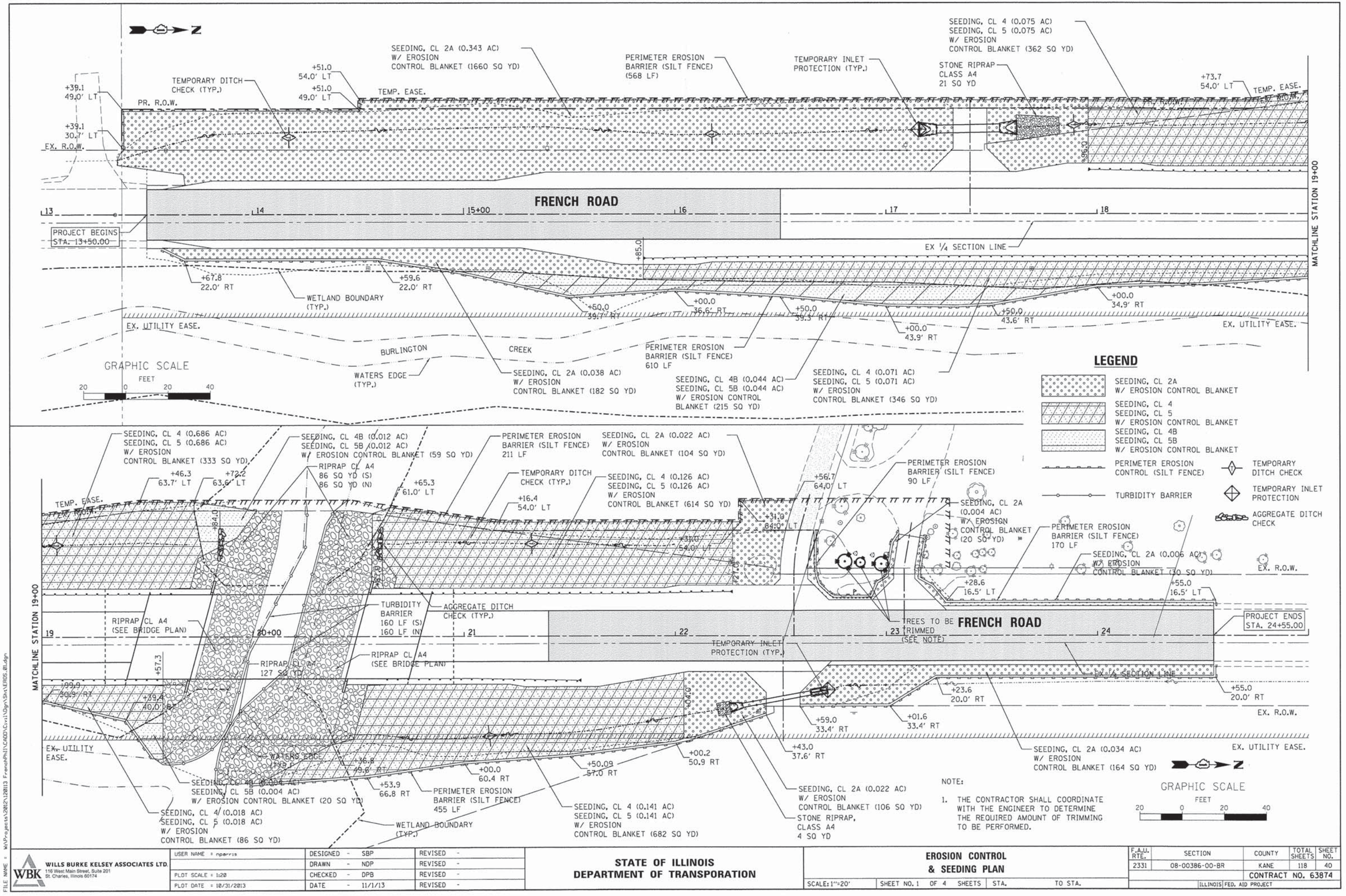
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

TEMPORARY TRAFFIC SIGNAL PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	39
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

EROSION CONTROL & SEEDING PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	40
		CONTRACT NO. 63874		
	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 CIRCUMSTANCE 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.

TEMPORARY DITCH CHECKS

TEMPORARY DITCH CHECKS WILL BE REQUIRED AT THOSE LOCATIONS WHERE THE CONTRACTORS OPERATIONS REQUIRE TEMPORARY OR PERMENTENT DITCHES. THE LOCATION OF TEMPORARY DITCH CHECKS ARE SHOWN ON THE PLANS. THE EXACT LOCATION MAY REQUIRE FIELD ADJUSTMENT AND WILL BE COORDINATED IN THE FIELD WITH THE ENGINEER. THE QUANTITIES INCLUDE A PLAN ALLOWANCE OF TWO (2) ADDITIONAL TEMPORARY DITCH CHECKS FOR MAINTENANCE PURPOSES. TEMPORARY DITCH CHECKS SHALL BE CONSTRUCTED AS SPECIFIED IN SECTION 280 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

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 IDOT STANDARD 280001 AND AS SPECIFIED IN SECTION 280 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

STOCK PILE LOCATIONS AND PROTECTING STOCK PILE AREAS

STOCK PILES SHOULD NOT BE PLACED IN OR NEAR CRITICAL AREAS, OR AREAS THAT HAVE HIGH POTENTIAL FOR CONTRIBUTING SEDIMENTS TO STROMWATER FACILTIES.

CONTRACTOR MAY OPT TO STOCK PILE 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.

PERMENANT STABILIZATION OF THE CONSTRUCTION AREA SHALL BE COMPLETED AT THE END OF EACH MAJOR STAGE OF WORK (STAGE 1A, 1B AND 2).

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

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-CONSTRCUTION 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.

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) DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES, STORMWATER STRUCTURES, OR BURLINGTON CREEK IS PROHIBITED.

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

A. CLASS 2A
CLASS 4B
CLASS 5B
CLASS 4
CLASS 5

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

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

D. EROSION CONTROL BLANKET (EXCELSIOR) AND/OR HEAVY DUTY EROSION CONTROL BLANKET (PERMANENT SEED AREAS ONLY)

* IRRIGATION MAY BE NEEDED DURING JUNE AND JULY

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

G) 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.

H) WHERE WORK IS COMPLETE, PERMANENT STABILIZTION SHALL OCCUR WITHIN SEVEN (7) DAYS OF COMPLETION. WHERE WORK HAS TEMPORARILY CEASED FOR FOURTEEN (14) DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE SEVENTH DAY AFTER WORK HAS CEASED.

I) 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.

J) 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.

K) IF THE TURBIDITY CURTAIN DOES NOT SUFFICIENTLY CONTAIN SEDIMENT FROM LEAVING THE PROJECT AREA, COFFERDAMS OR OTHER METHODS, TO BE COORDINATED WITH KDSWCD, SHOULD BE USED.

STABILIZED CONSTRUCTION ENTRANCE

A STABILIZED CONSTRUCTION ENTRANCE IS NOT ANTICIPATED FOR THIS PROJECT. HOWEVER, IF IT IS DETERMINED BY THE ENGINEER OR THE KANE-DUPAGE SOIL AND WATER CONVERSATION DISTRICT THAT THE CONTRACTOR OPERATIONS REQUIRE A STABILIZED ENTRANCE, QUANTITY HAS BEEN INCLUDED IN THE PROJECT TO COMPLETE THIS WORK. THERE WILL BE NO ADJUSTMENT TO THE CONTRACT IF THE ENTRANCE IS NOT CONSTRUCTED. IF REQUIRED, THE CONTRACTOR WILL SUBMIT THE LOCATION AND DETAILS TO KDSWCD FOR APPROVAL.

CONSTRUCTION SEQUENCE NOTES

A) TURBIDITY CURTAINS SHOULD BE PLACED IN THE CREEK PRIOR TO ANY DEMOLITION TO THE BRIDGE DECK AND/OR PIERS.

B) CONSTRUCTION OF PIERS, EMBANKMENT AND RIP RAP ARE ANTICIPATED TO REQUIRE WORK WITHIN THE CREEK, WORK MUST BE TIMED TO TAKE PLACE DURING LOW FLOW CONDITIONS.

C) BYPASS IS NOT ANTICIPATED FOR THIS PROJECT. HOWEVER, IF BYPASS IS NECESSARY, THE INLET OF THE HOSE SHALL BE PLACED IN A SUMP PIT AND THE OUTLET PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE CREEK FLOW.

D) IF DEWATERING THE CONSTRUCTION AREA IS NECESSARY, ALL WATERS SHALL BE FILTERED BY USING FILTER BAGS OR AN ALTERNATIVE MEASURE. WATER MUST HAVE SEDIMENT REMOVED BEFORE BEING ALLOWED TO RETURN TO THE ORIGINAL CREEK.

E) THE SIDE SLOPES MUST BE RESEEDED AND STABILIZED WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE BOTTOM OF THE SWALE MUST BE BROUGHT BACK TO ITS ORIGINAL GRADE AND STABLE ENOUGH TO ACCEPT FLOWS.

DEWATERING - BASIS OF PAYMENT

DEWATERING FOR ALL CONSTRUCTION OPERATIONS WILL NOT BE MEASURED SEPERATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF THE RELATED WORK ITEM REQUIRING DEWATERING. DEWATERING WILL INCLUDE MEANS, METHODS AND ALL MATERIALS TO DEWATER AND TO PROVIDE FILTRATION OF WATERS BEFORE RE-ENTERING THE CREEK.

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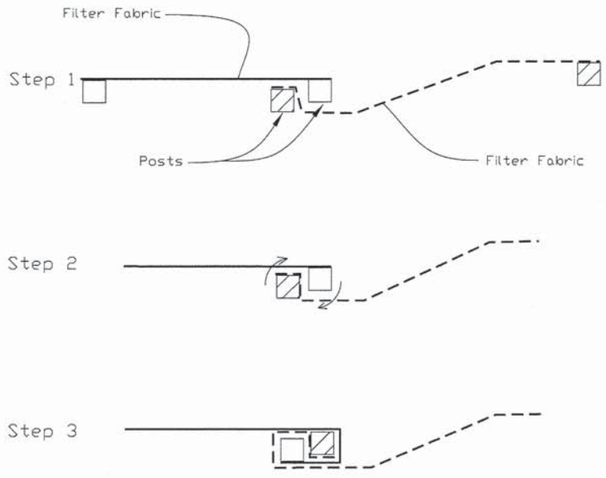
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

EROSION CONTROL & SEEDING NOTES

SCALE: | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	41
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

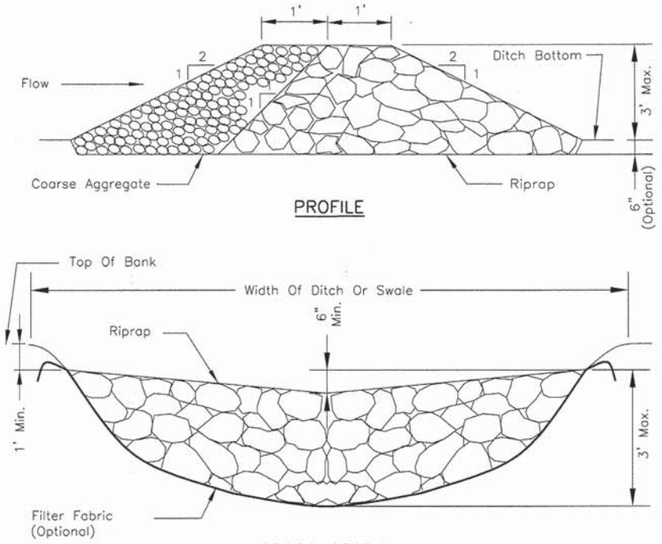


ATTACHING TWO SILT FENCES

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

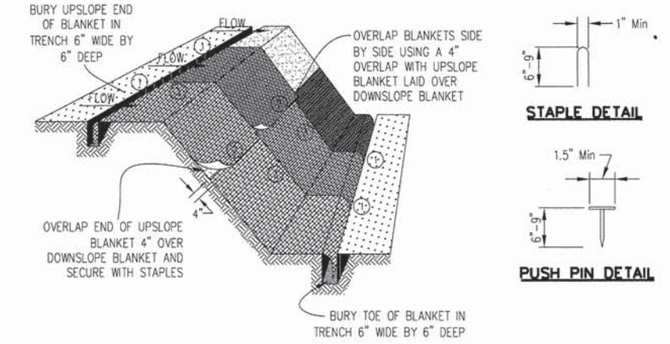


CROSS SECTION
CENTERLINE LOOKING DOWNSTREAM

NOTES:

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1 OR 2, CLASS I, II, OR IV AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO THE PLACING OF ROCK.
2. COARSE AGGREGATE SHALL MEET ONE OF THE FOLLOWING IDOT GRADATIONS, CA-1, CA-2, CA-3, OR CA-4.
3. RIPRAP SHALL MEET IDOT GRADATION RR-3 OR RR-4 AND MEET QUALITY DESIGNATION A.
4. COARSE AGGREGATE AND RIPRAP SHALL BE PLACED ACCORDING TO CONSTRUCTION SPECIFICATION 25 ROCKFILL USING PLACEMENT METHOD 1 AND CLASS III COMPACTION.
5. FOR ADDED STABILITY, THE BASE OF THE DAM MAY BE KEYED 6 INCHES INTO THE SOIL.
6. MAXIMUM DRAINAGE AREA TO EACH DAM IS 10 ACRES.
7. ROCK CHECK DAM-COARSE AGGREGATE IL-605CA MAY BE USED FOR DRAINAGE AREAS UNDER 2 ACRES.

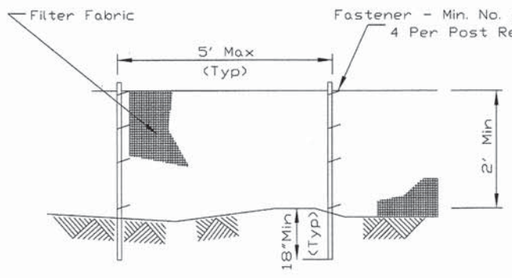
AGGREGATE DITCH CHECK

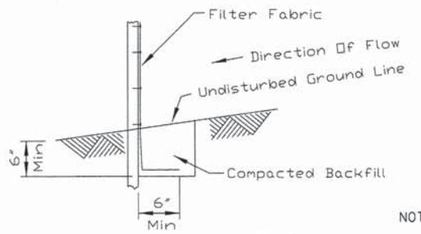


NOTES:

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





PERIMETER EROSION BARRIER
(SILT FENCE)

NOTES:

1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 GEOTEXTILE TABLE 1 OR 2, CLASS WITH EQUIVALENT OPENING SIZE OF AT LEAST 30 FOR NONWOVEN AND 40 FOR WOVEN.
3. FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

EROSION CONTROL & SEEDING DETAILS

SCALE: | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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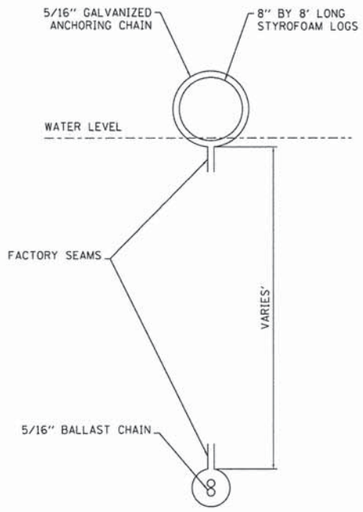
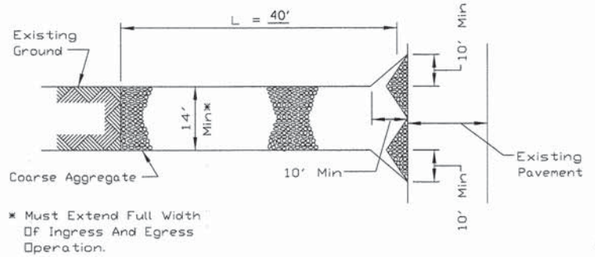
	ILLINOIS FED. AID PROJECT			



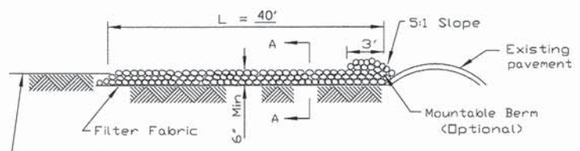
SECTION TURBIDITY BARRIER (FLOATING SILT CURTAIN) N.T.S

NOTES:

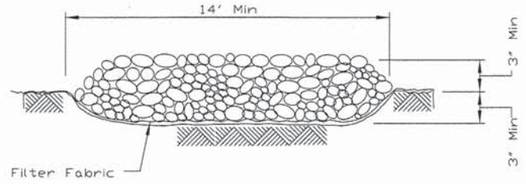
1. THE SILT CURTAIN SHALL BE INSTALLED IN SUCH A MANNER AS TO PREVENT DRIFT SHOREWARD OR DOWNSTREAM. THE FLOATATION LOG SHALL BE SECURELY ATTACHED TO THE FABRIC IN BOTH THE HORIZONTAL AND VERTICAL DIRECTION.
2. THE 5/16-INCH CABLE SHALL BE ATTACHED ABOVE THE FLOATATION MEMBERS AND EXTEND THE ENTIRE LENGTH OF EACH SECTION OF SILT CURTAIN. A 5/16-INCH CHAIN SHALL BE SEALED ON THE LOWER HEM FOR BALLAST.
3. CONNECTORS SHALL JOIN THE MAIN LOAD LINE AND BALLAST CHAIN TO CARRY ALL TENSILE PRESSURE. THE FABRIC SHALL BE JOINTED FOR ITS ENTIRE HEIGHT.
4. ANCHORAGE'S SHALL BE INSTALLED ON BOTH SHORE AND STREAM SIDE TO MAXIMUM STABILITY. SHORE ANCHORS SHALL CONSIST OF A POST WITH DEADMAN OR APPROVED EQUAL. STREAM ANCHORS SHALL BE OF SUFFICIENT SIZE, TYPE AN STRENGTH TO STABILIZE THE BARRIER BEYOND THE CONSTRUCTION AREA.
5. ANCHORS SHALL BE BUOYED TO PREVENT THE SILT CURTAIN FROM BEING PULLED UNDER WATER. DANFORTH-TYPE ANCHORS SHALL BE USED IN SANDY BOTTOM AND HEAVY KEDGE TYPE OR MUSHROOM ANCHORS ON MUD BOTTOMS.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE SILT CURTAIN THROUGHOUT CONSTRUCTION OPERATIONS.
7. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL REMOVE THE SILT CURTAIN IN A MANNER THAT WILL PREVENT SILTATION OF THE RIVER/CREEK.
8. THE TURBIDITY CURTAIN/SILT CURTAIN SHOULD BE PLACED IN THE CREEK PRIOR TO ANY DEMOLITION TO THE BRIDGE DECK AND/OR PIERS.



PLAN VIEW



SIDE ELEVATION

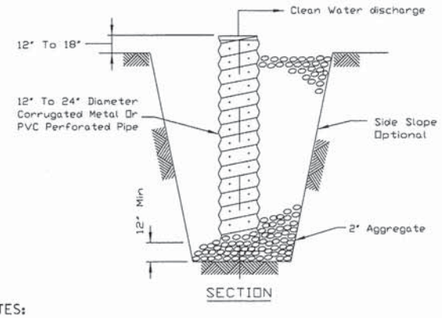


SECTION A-A

NOTES:

1. FILTER FABRIC SHALL MEE THE REQUIREMENTS OF ARTICLE 1080.03 OF THE STANDARD SPECIFICATIONS AND SHALL BE PALCED OVER THE CLEARED SUBGRADE AREA PRIOR TO PLACING THE ROCK.
2. AGGREGATE FILL SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATIONS, CA-1, CA-2, CA-3 OR CA-4 AND BE PLACED ACCORDING TO SPECIAL PROVISION " STABILIZED CONSTRCUTION ENTRANCE.
3. ANY DRAINAGE FACILTIES REQUIRED BECASUE OF WASHING SHALL BE CONSTRCUTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.
4. IF WASH RACKS ARE USED THEY SHALL BE INSTALLED ACCORDING TO MANUFACTURERS SPECIFICATIONS.

STABILIZED CONSTRUCTION ENTRANCE PLAN

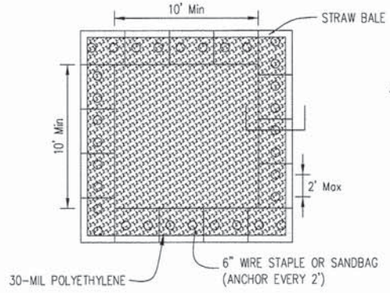


SECTION

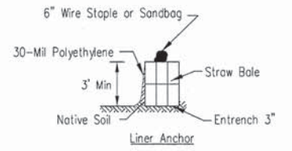
NOTES:

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

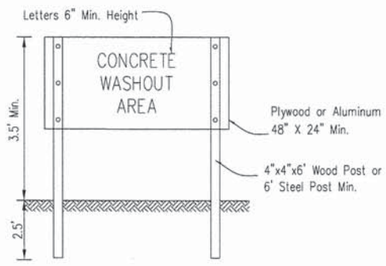
SUMP PIT PLAN



PLAN VIEW



STRAW BALE ANCHOR SECTIONS



SIGN DETAIL

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

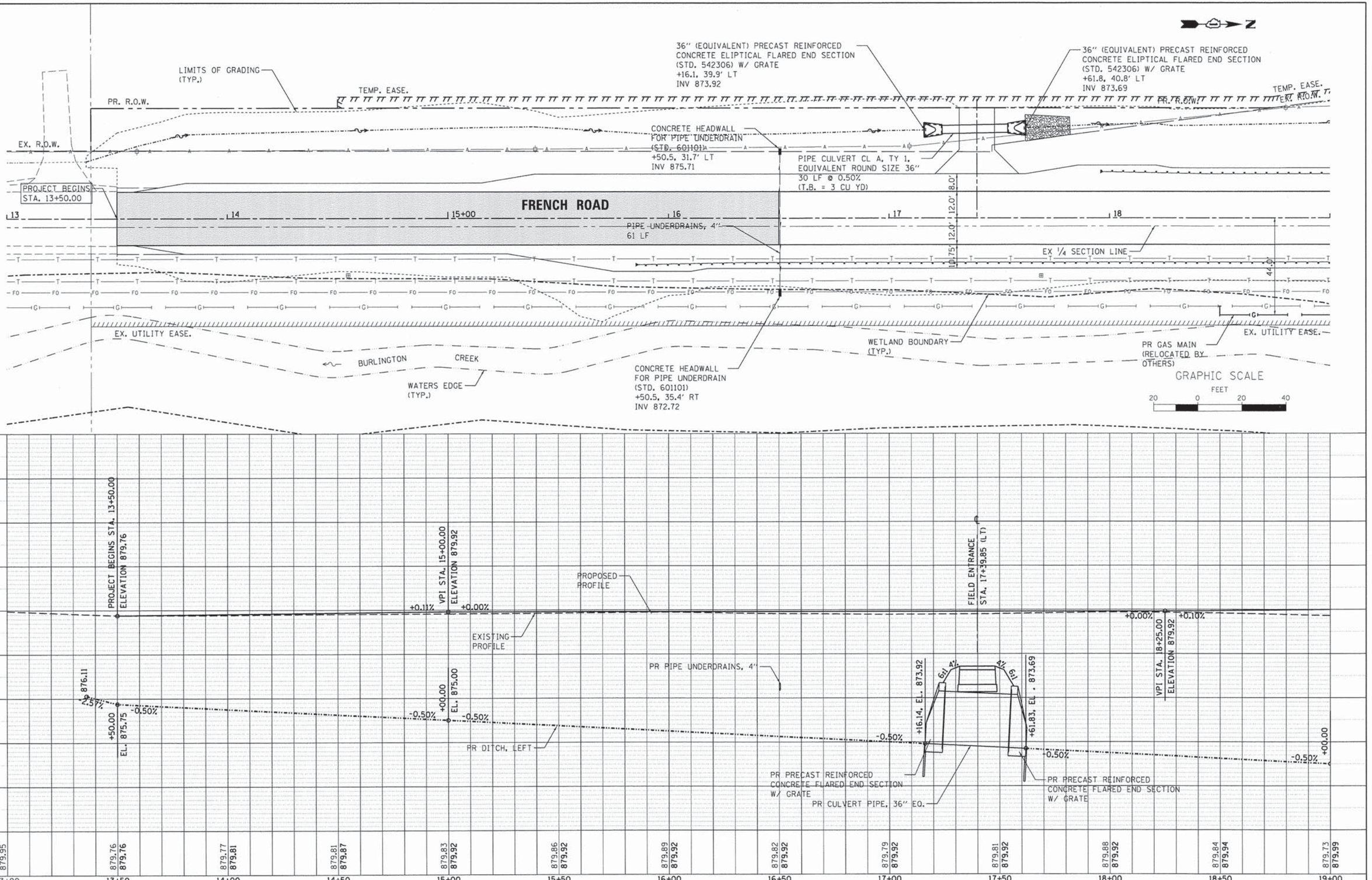
FILE NAME = W:\Projects\2012\120113 FrenchPH1\CADD\Civil\Dgn\Sht\EROS_04.dgn

WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174	USER NAME = nperris	DESIGNED - SBP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORATION
		DRAWN - NDP	REVISED -	
	PLOT SCALE = 1:10	CHECKED - DPB	REVISED -	
	PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -	

EROSION CONTROL & SEEDING DETAILS

SCALE: | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	43
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



PLAN — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, BASE MAP, STRUCTURE NO., TAY'NS CH'KD, BY, DATE

FILE NAME = W:\Projects\2012\12013 FrenchPh1\CADD\Civil\Dgn\Sht\DRAIN_01.dgn

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

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	DRAWN - NDP	REVISED -
PLOT SCALE = 1:20	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

DRAINAGE & UTILITY PLAN & PROFILE

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	44

CONTRACT NO. 63874

ILLINOIS FED. AID PROJECT

CONCRETE HEADWALL FOR PIPE UNDERDRAIN (STD. 601101) +91.2, 29.0' LT INV 872.49

TEMP. EASE. EX. R.O.W.

BURLINGTON CREEK

WETLAND BOUNDARY (TYP.)

CONCRETE HEADWALL FOR PIPE UNDERDRAIN (STD. 601101) +39.5, 34.8' LT INV 875.77

CONCRETE HEADWALL FOR PIPE UNDERDRAIN (STD. 601101) +49.3, 33.4' LT INV 872.57

STRUCTURE STA. 20+12.38

NOTE

1. THE CONTRACTOR SHALL CUT AND REMOVE THE EXISTING FIELD TILE BACK TO POINT OF INTERSECTION WITH THE PROPOSED GRADE. THE REMAINING FIELD TILE SHALL NOT BE DISTURBED. THIS WORK WILL NOT BE MEASURED SEPERATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF "STONE RIPRAP, CLASS A4".

EX. R.O.W.

PIPE UNDERDRAIN FOR STRUCTURES (SEE BRIDGE PLANS)

PIPE UNDERDRAINS, 4" 68 LF

FRENCH ROAD

PROJECT ENDS STA. 24+55.00

PIPE UNDERDRAIN FOR STRUCTURES (SEE BRIDGE PLANS)

EX 1/4 SECTION LINE

EX. R.O.W.

EX. UTILITY EASE.

EX. UTILITY EASE.

CONCRETE HEADWALL FOR PIPE UNDERDRAIN (STD. 601101) +75.0, 33.2' RT ELEV. 872.49 (STD. 601101)

WATERS EDGE

EX FIELD TILE, 12" CPP (SEE NOTE 1)

CONCRETE HEADWALL FOR PIPE UNDERDRAIN (STD. 601101) +30.8, 29.0' RT LT INV 872.57

CONCRETE HEADWALL FOR PIPE UNDERDRAIN (STD. 601101) +39.5, 39.9' RT INV 875.68 (STD. 601101)

24" PRECAST REINFORCED CONCRETE FLARED END SECTION (STD. 542301) W/ 24" GRATE +25.9, 34.0' RT INV 875.36

PR GAS MAIN (RELOCATED BY OTHERS)

24" INLET BOX, TYPE A, (STD. 542501) +72.1, 25.8' RT INV 876.89 (DITCH) INV 875.66 (PIPE)

PIPE CULVERT CL A, TY 1, 24" 33 LF @ 0.78% (T.B. = 4 CU YD)

GRAPHIC SCALE FEET 20 0 20 40

PROPOSED PROFILE

EXISTING PROFILE

FIELD ENTRANCE STA. 22+51.00 (RT)

FIELD ENTRANCE STA. 22+56.18 (LT)

PRIVATE ENTRANCE STA. 23+08.45 (LT)

PROJECT ENDS STA. 24+55.00 ELEVATION 880.60

VPI STA. 24+05.00 ELEVATION 880.50

+0.10%

+0.65%

+0.50%

+0.78%

-0.74%

+70.03

EL. 872.48

EL. 873.00

+57.00

EL. 872.50

PR PIPE UNDERDRAINS, 4"

PR DITCH, RIGHT

PR PIPE UNDERDRAINS FOR STRUCTURES, 4"

PR DITCH, LEFT

PR INLET BOX, TY A

PR CULVERT PIPE CL A, TY 1, 24"

PR 24" PRECAST REINFORCED CONCRETE FLARED END SECTION W/ GRATE

PR GAS MAIN (RELOCATED BY OTHERS)

EX DITCH, RIGHT

879.73 879.99 | 879.71 880.04 | 868.26 880.09 | 879.60 880.14 | 879.71 880.19 | 879.85 880.24 | 879.98 880.29 | 880.03 880.34 | 880.22 880.39 | 880.33 880.44 | 880.45 880.50 | 880.82 | 881.18

19+00 19+50 20+00 20+50 21+00 21+50 22+00 22+50 23+00 23+50 24+00 24+50 25+00

PLAN: SURVEYED, PLOTTED, GRADES CHECKED, R/T. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, NOTE BOOK, NO., STRUCTURE NO(S)/TYPE CHKD, BY, DATE

FILE NAME = W:\Projects\2012\120113 FrenchPhII\CADD\Civil\Dgn\Sht\DRAIN_R2.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

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	DRAWN - NDP	REVISED -
PLOT SCALE = 1:20	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

DRAINAGE & UTILITY PLAN & PROFILE

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	45
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

N

TEMP. EASEMENT

PR. R.O.W.

EX. R.O.W.

LIMITS OF GRADING (TYP.)

GRAVEL

BITUMINOUS

TEMP. EASEMENT

22+59.0
50.0' LT
877.19
877.19

877.33
877.33

877.19
877.19

22+52.3
50.0' LT

13.0'

22+65.7
50.0' LT

23+10.9
47.2' LT
877.12
877.12

877.25
877.25

877.37
877.37

23+06.0
48.0' LT

10.0'

23+15.8
46.4' LT

877.67
877.67

877.46
878.46

877.88
877.88

EX. R.O.W.

879.18
878.18

879.64
878.64

879.46
878.46

878.47
878.45

879.61
878.11

879.46
878.43

879.62
878.07

879.37
878.11

879.63
878.99

879.93
879.66

879.95
879.95

878.46
878.38

879.98
879.11

860.18
879.97

12.0'

4.0%

4.0%

5.0'

4.0%

15.0%

4.0%

879.96
879.67

880.09
879.90

880.10
879.95

880.11
879.92

880.12
879.95

880.13
879.95

880.15
879.92

880.16
879.94

880.18
879.96

+50

22+00

+50

23+00

+50

24+00

FRENCH ROAD

EX. R.O.W.

EX. EASEMENT

EX. R.O.W.

LEGEND

877.19 — PROPOSED GRADE
877.19 — EXISTING GRADE

GRAPHIC SCALE
FEET
10 0 10 20

FILE NAME = W:\Projects\2012\120113 French Rd\CADD\Civil\Dgn\Sht\GRADE_01.dgn

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

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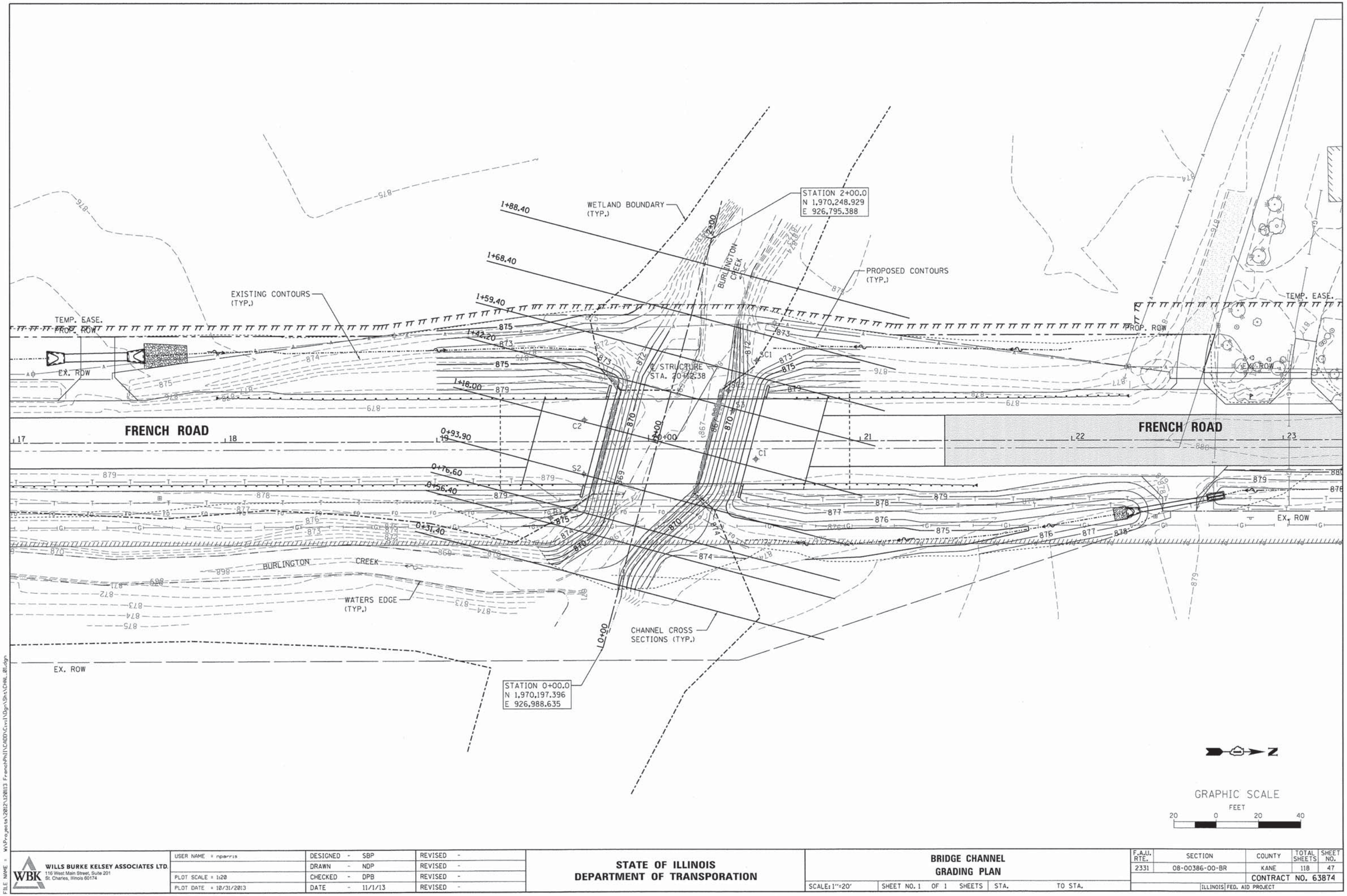
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:10	CHECKED - DPB	REVISED -	
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

DRIVEWAY GRADING PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	46
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



FILE NAME = W:\Projects\2012\120113 French\Phil\Civil\Dgn\Sht\CHNL_01.dgn

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

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	DRAWN - NDP	REVISED -
PLOT SCALE = 1:20	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

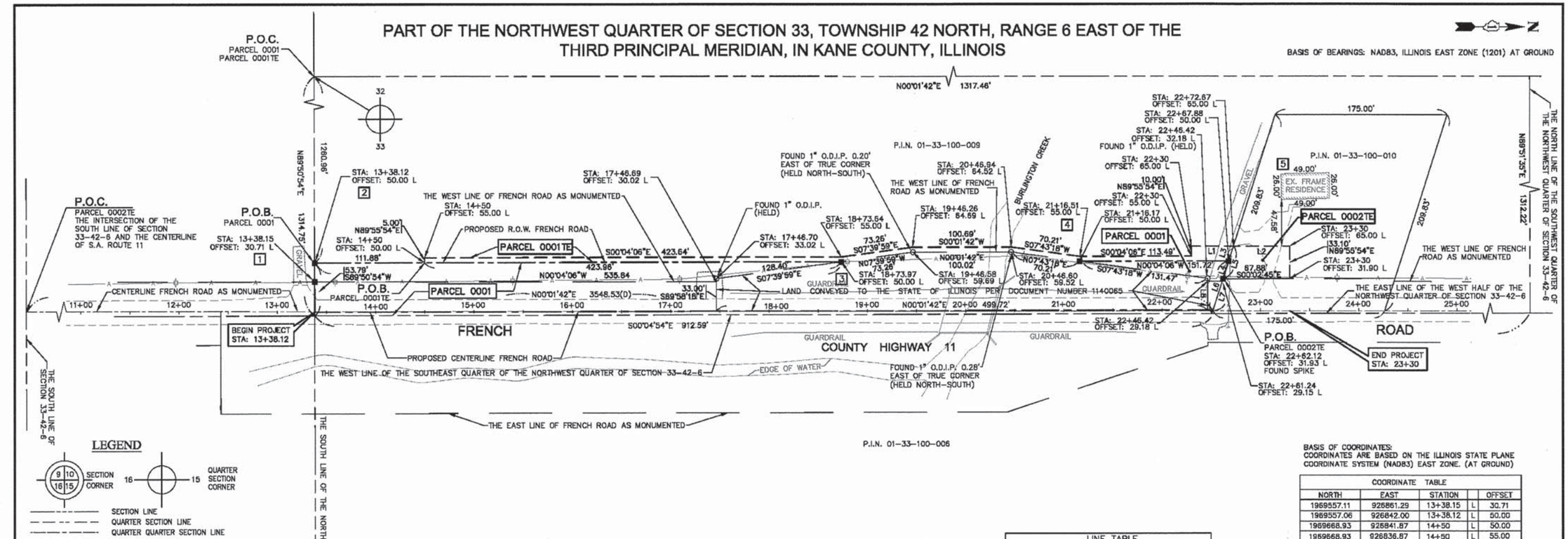
BRIDGE CHANNEL GRADING PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	47
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

PART OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 42 NORTH, RANGE 6 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS

BASIS OF BEARINGS: NAD83, ILLINOIS EAST ZONE (1201) AT GROUND



LEGEND

SECTION CORNER (9 10 16 15) — QUARTER SECTION CORNER (16 — 15)

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- EDGE OF PAVEMENT
- EDGE OF GRAVEL
- AERIAL WIRES

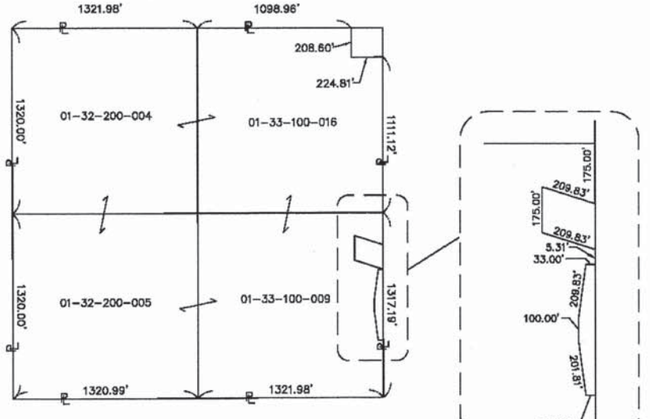
129.32' MEASURED DIMENSION
129.32' (COMP) COMPUTED DIMENSION
(129.32') RECORD DIMENSION

EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

R.O.W. PLAT	NOTEBOOK NO.	MADE	CHECKED	RIKED	BY	DATE

- UTILITY POLE
- IRON PIPE OR FOUND ROD — "MAG" NAIL SET
- CUT CROSS FOUND OR SET — 5 / 8" REBAR SET
- T1, T2, T3 — THESE STAKES REFERENCED FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1, BT2, BT3 — THESE STAKES, IN CULTIVATED AREAS, REFERENCED FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M — STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET



TOTAL HOLDING DETAIL
PARCEL 0001
SCALE: 1"=500'

NOT TO SCALE

LINE TABLE		
LINE	LENGTH	BEARING
L1	42.67'	S00°04'06"E
L2	57.33'	N00°04'06"W
L3	15.74'	N72°22'57"W
L4	21.88'	S72°22'57"E
L5	34.71'	N72°22'57"W
L6	56.24'	S72°22'57"E
L7	34.38'	N72°22'57"W
L8	33.00'	N89°58'18"W

BASIS OF COORDINATES:
COORDINATES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM (NAD83) EAST ZONE. (AT GROUND)

COORDINATE TABLE				
NORTH	EAST	STATION		OFFSET
1969557.11	926861.29	13+38.15	L	30.71
1969557.06	926842.00	13+38.12	L	50.00
1969668.93	926841.87	14+50	L	50.00
1969668.93	926836.87	14+50	L	55.00
1969965.65	926861.49	17+46.69	L	30.02
1969965.65	926858.49	17+46.70	L	33.02
1970092.90	926841.36	18+73.97	L	50.00
1970092.56	926836.36	18+73.64	L	55.00
1970165.51	926831.59	19+46.58	L	59.69
1970165.17	926826.59	19+46.26	L	64.69
1970265.52	926831.64	20+46.60	L	59.52
1970265.86	926826.64	20+46.94	L	64.52
1970335.10	926841.07	21+16.17	L	50.00
1970335.43	926836.07	21+16.51	L	55.00
1970448.93	926835.93	22+30	L	55.00
1970448.92	926825.93	22+30	L	65.00
1970465.38	926858.73	22+46.42	L	32.18
1970465.38	926861.73	22+46.42	L	29.18
1970480.19	926861.74	22+61.24	L	29.15
1970481.08	926858.97	22+62.12	L	31.93
1970486.82	926840.89	22+67.88	L	50.00
1970491.58	926825.88	22+72.67	L	65.00
1970548.96	926858.91	23+30	L	31.90
1970548.92	926825.81	23+30	L	65.00

CERTIFICATION

STATE OF ILLINOIS }
}SS
COUNTY OF KANE }

THIS IS TO CERTIFY THAT I, DANIEL W. WALTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 32, TOWNSHIP 41 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

COMPASS LAND SURVEYING LTD.
PROFESSIONAL DESIGN FIRM
LAND SURVEYING CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2013

BY: _____ DATE: _____

IL PROFESSIONAL
LAND SURVEYOR NO. 3585

LICENSE EXPIRES 11/30/12

(SEAL)

COMPASS SURVEYING LTD
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030

JOB NO. 9766PH

REVISION	
DATE	DESCRIPTION
4/12/12	EMAIL DATED 4/9/12
7/13/12	EMAIL DATED 6/7/12
8/2/12	EMAIL DATED 8/2/12
8/29/12	EMAIL DATED 8/24/12

KANE COUNTY DIVISION OF TRANSPORTATION
PLAT OF HIGHWAYS
FAU ROUTE 2331 (FRENCH ROAD OVER BURLINGTON CREEK)
SECTION 08-00386-00-BR
COUNTY KANE
JOB# R-55-001-97 PROJECT# BROS-0089(147)
STA 13+38.12 TO STA 23+30
DRAWN TFS CHECKED DW
SCALE: 1" = 50' SHEET NO. 2 OF 3

PARCEL NO.	OWNER	TOTAL HOLDING	AREA TAKEN	AREA IN EXISTING R.O.W.	REMAINDER	EASEMENTS TEMP	EASEMENTS PERM	PURPOSE OF EASEMENT	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
0001 0001TE	JAMES GOFF AND DAVID WELCH	157.554 AC.	0.609 AC.	0.364 AC.	156.945 AC.	0.104 AC.			01-32-200-004 01-32-200-005 01-33-100-016 01-33-100-009	
0002TE	STEVE GANDSEY AND LORNA KICHURA	0.671 AC.	0.0 AC.	0.0 AC.	0.671 AC.	0.048 AC.		CONSTRUCTION	01-33-100-010	

SECTION: 08-00386-00-BR COUNTY: KANE JOB: R-55-001-97 RECORDING: RECORDED ON / / AS DOCUMENT NO. G:PSDATA\9766\DOT\9766ERENCEROADIDOT.DWG

FOR REFERENCE ONLY - NOT TO SCALE

FILE NAME = W:\Projects\2012\12013 Frenchhill\CADD\Civil\Dgn\Sht\PLAT 01.dgn

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:20	CHECKED -	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

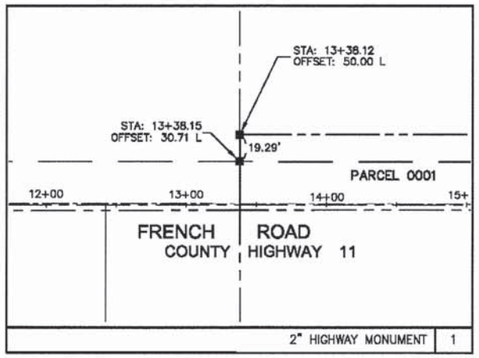
PLAT OF HIGHWAYS
FOR REFERENCE ONLY

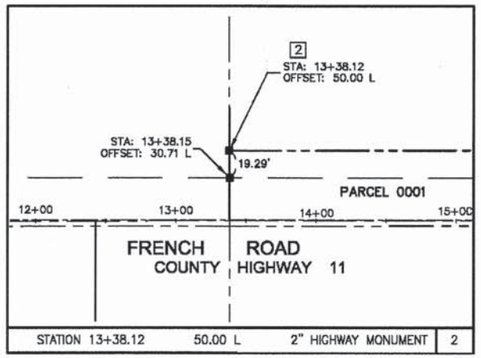
SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

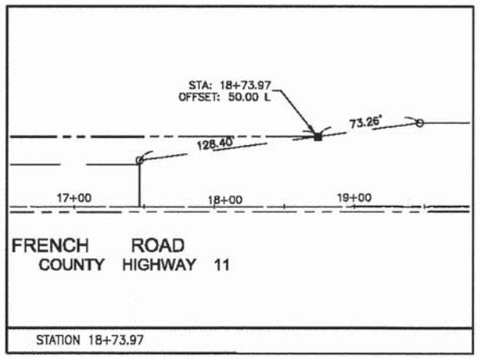
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	48
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

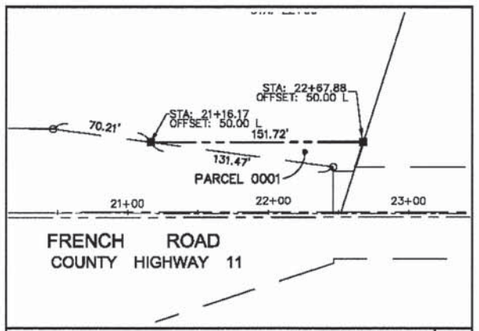
PART OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 42 NORTH, RANGE 6 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS

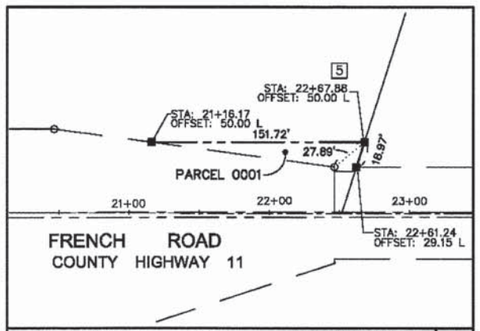
BASIS OF BEARINGS: NAD83, ILLINOIS EAST ZONE (1201) AT GROUND

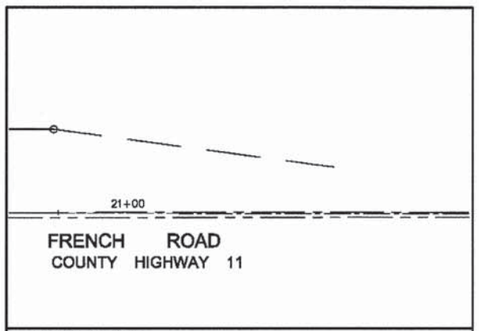












LEGEND

SECTION CORNER (9 10 16 15) — 16 — 15 — QUARTER SECTION CORNER

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- EDGE OF PAVEMENT
- EDGE OF GRAVEL
- AERIAL WIRES

129.32' MEASURED DIMENSION
129.32' (COMP) COMPUTED DIMENSION
(129.32') RECORD DIMENSION

EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

- UTILITY POLE
- IRON PIPE OR FOUND ROD — "MAG" NAIL SET
- CUT CROSS FOUND OR SET — 5 / 8" REBAR SET
- T1, T2, T3 — THESE STAKES REFERENCED FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1, BT2, BT3 — THESE STAKES, IN CULTIVATED AREAS, REFERENCED FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M — STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

	DATE	BY	MADE	CHECKED	INKED	R.O.W. PLAT	NOTEBOOK NO.

CERTIFICATION

STATE OF ILLINOIS)
)SS
COUNTY OF KANE)

THIS IS TO CERTIFY THAT I, DANIEL W. WALTER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 32, TOWNSHIP 41 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

COMPASS LAND SURVEYING LTD.
PROFESSIONAL DESIGN FIRM
LAND SURVEYING CORPORATION NO. 184-002778
LICENSE EXPIRES 4/30/2013

BY: _____ DATE: _____
IL PROFESSIONAL
LAND SURVEYOR NO. 3585

LICENSE EXPIRES 11/30/12

(SEAL)

REVISION	
DATE	DESCRIPTION
4/12/12	EMAIL DATED 4/9/12
7/13/12	EMAIL DATED 6/7/12
8/2/12	EMAIL DATED 8/2/12
8/29/12	EMAIL DATED 8/24/12

COMPASS SURVEYING LTD
2631 GINGER WOODS PARKWAY, STE. 100
AURORA, IL 60502
PHONE: (630) 820-9100 FAX: (630) 820-7030

JOB NO. 9766PH

KANE COUNTY DIVISION OF TRANSPORTATION
PLAT OF HIGHWAYS
FAU ROUTE 2331 (FRENCH ROAD OVER BURLINGTON CREEK)
SECTION 08-00386-00-BR
COUNTY KANE
JOB# R-55-001-97 PROJECT# BROS-0089(147)
STA 13+38.12 TO STA 23+30
DRAWN TFS CHECKED DW
SCALE: 1" = 50' SHEET NO. 3 OF 3

ROUTE: FAU 2331 SECTION: 08-00386-00-BR COUNTY: KANE JOB: R-55-001-97 RECORDING: RECORDED ON / / AS DOCUMENT NO. G:PSDATA\9766\DOT\7786FRENCHROADIDOT.DWG

FOR REFERENCE ONLY - NOT TO SCALE

FILE NAME = W:\Projects\2012\120113 FrenchPh1\CADD\Civil\Dgn\ShtsPLAT_B2.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:20	CHECKED -	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

PLAT OF HIGHWAYS
FOR REFERENCE ONLY

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	49
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		

NOTES:

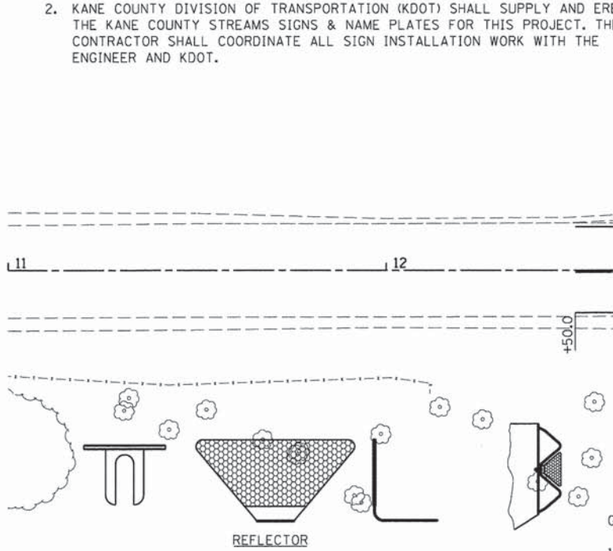
1. ALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACES SHALL BE URETHANE AND SHALL FOLLOW IDOT D1 TC13 (DISTRICT ONE TYPICAL PAVEMENT MARKINGS) DETAIL AND THIS PLAN.
2. KANE COUNTY DIVISION OF TRANSPORTATION (KDOT) SHALL SUPPLY AND ERECT THE KANE COUNTY STREAMS SIGNS & NAME PLATES FOR THIS PROJECT. THE CONTRACTOR SHALL COORDINATE ALL SIGN INSTALLATION WORK WITH THE ENGINEER AND KDOT.

LEGEND

GD GUARDRAIL MARKERS, TYPE A (78200410)

SIGN

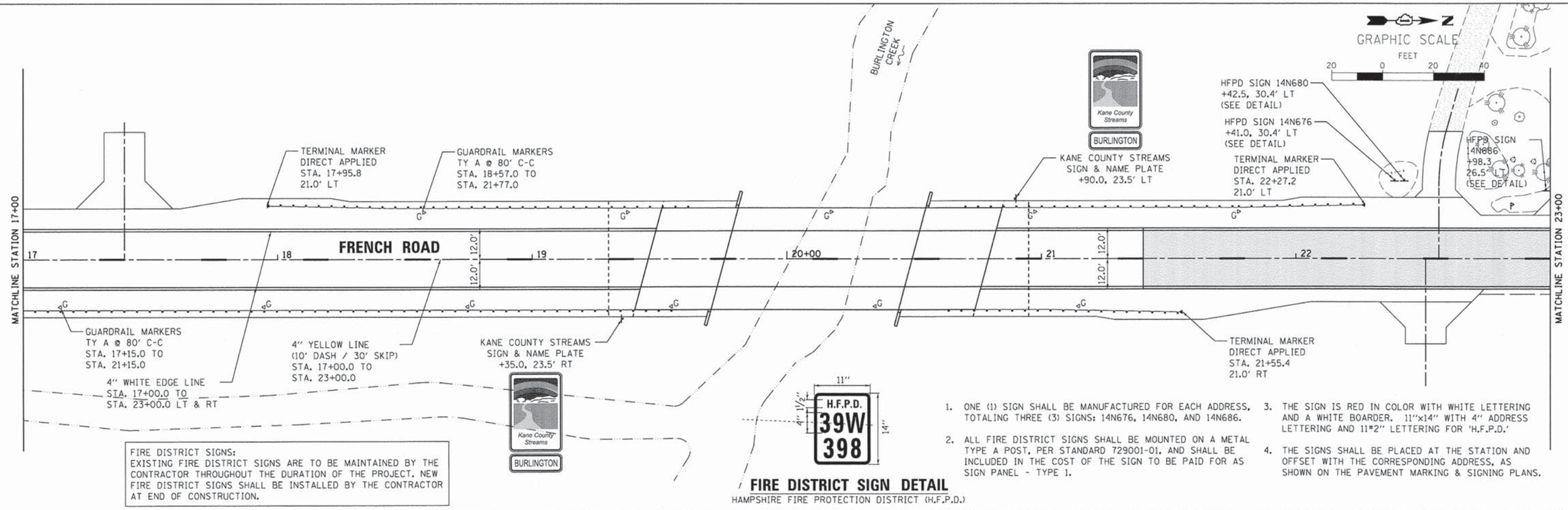
GRAPHIC SCALE
FEET
20 0 20 40



GUARDRAIL MARKER, TYPE A

GUARDRAIL MARKER NOTE:

1. GUARDRAIL MARKERS SHALL BE REFLECTIVE ON BOTH SIDES OF THE MARKER CONSISTING OF AMBER (OPPOSING TRAFFIC) ON ONE SIDE AND WHITE (ONCOMING TRAFFIC) ON THE OTHER SIDE. SEE SPECIAL PROVISIONS.



FIRE DISTRICT SIGNS:
EXISTING FIRE DISTRICT SIGNS ARE TO BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE DURATION OF THE PROJECT. NEW FIRE DISTRICT SIGNS SHALL BE INSTALLED BY THE CONTRACTOR AT END OF CONSTRUCTION.

FIRE DISTRICT SIGN DETAIL
HAMPSHIRE FIRE PROTECTION DISTRICT (H.F.P.D.)

1. ONE (1) SIGN SHALL BE MANUFACTURED FOR EACH ADDRESS, TOTALING THREE (3) SIGNS: 14N676, 14N680, AND 14N686.
2. ALL FIRE DISTRICT SIGNS SHALL BE MOUNTED ON A METAL TYPE A POST, PER STANDARD 729001-01, AND SHALL BE INCLUDED IN THE COST OF THE SIGN TO BE PAID FOR AS SIGN PANEL - TYPE 1.
3. THE SIGN IS RED IN COLOR WITH WHITE LETTERING AND A WHITE BOARDER. 11"x14" WITH 4" ADDRESS LETTERING AND 11*2" LETTERING FOR 'H.F.P.D.'
4. THE SIGNS SHALL BE PLACED AT THE STATION AND OFFSET WITH THE CORRESPONDING ADDRESS, AS SHOWN ON THE PAVEMENT MARKING & SIGNING PLANS.

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:20	CHECKED - DPB	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

PAVEMENT MARKING & SIGNING PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 2 SHEETS | STA. 13+50.00 TO STA. 23+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	50
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

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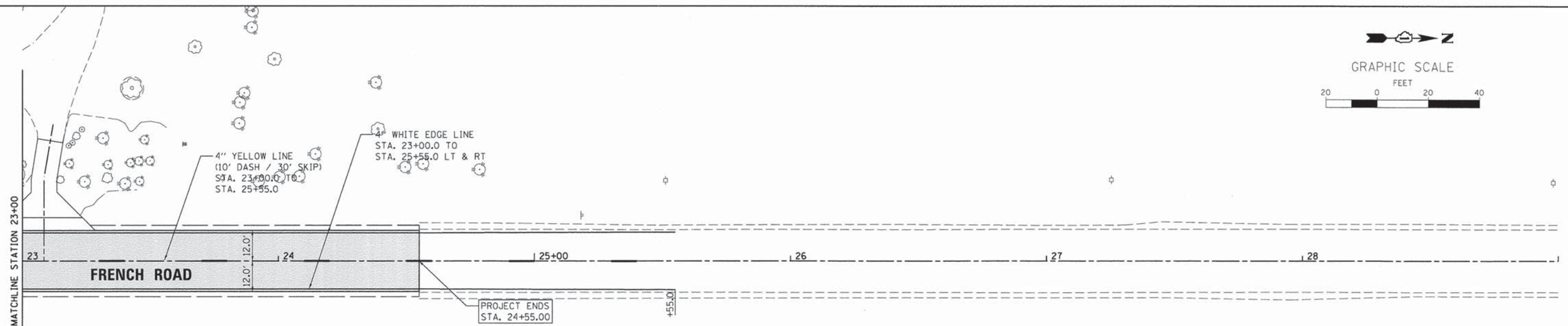

FIRE DISTRICT SIGNS:
EXISTING FIRE DISTRICT SIGNS ARE TO BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE DURATION OF THE PROJECT. NEW FIRE DISTRICT SIGNS SHALL BE INSTALLED BY THE CONTRACTOR AT END OF CONSTRUCTION.

LEGEND

- GUARDRAIL MARKERS, TYPE A (78200410)
- SIGN

NOTES:

1. ALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACES SHALL BE URETHANE AND SHALL FOLLOW IDOT D1 TC13 (DISTRICT ONE TYPICAL PAVEMENT MARKINGS) DETAIL AND THIS PLAN.
2. KANE COUNTY DIVISION OF TRANSPORTATION (KDOT) SHALL SUPPLY AND ERECT THE KANE COUNTY STREAMS SIGNS & NAME PLATES FOR THIS PROJECT. THE CONTRACTOR SHALL COORDINATE ALL SIGN INSTALLATION WORK WITH THE ENGINEER AND KDOT.

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:20	CHECKED - DPB	REVISED -	
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

PAVEMENT MARKING & SIGNING PLAN

SCALE: 1"=20' | SHEET NO. 2 OF 2 SHEETS | STA. 23+00.00 TO STA. 24+55.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	51
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

BENCHMARK

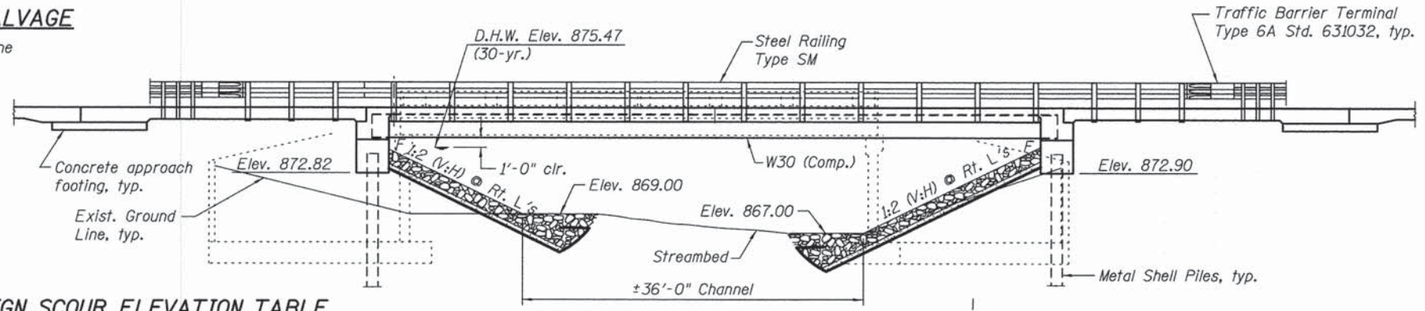
Brass disc set in northeast headwall of bridge. Elev. 879.66

EXISTING STRUCTURE

Structure No. 045-0040, built in 1969 as C.H. 11, Section 32 B-R at Sta. 100+59. The bridge deck wearing surface was removed and replaced in 1981 as F.A.S. Rte. 99, Section 32-W & RS-79. The existing structure is a single span P.P.C. deck beam superstructure with reinforced concrete closed abutments and timber piling supported spread footings The existing bridge length is 50'-6" back-to-back of abutments and measures 44'-0" face to face of concrete rail and curb with an out-to-out deck width of 46'-6". The bridge is skewed 15° ahead left. The bridge deck has a bituminous overlay of approximately 4". The existing bridge to remain open to traffic during construction utilizing staged construction.

SALVAGE

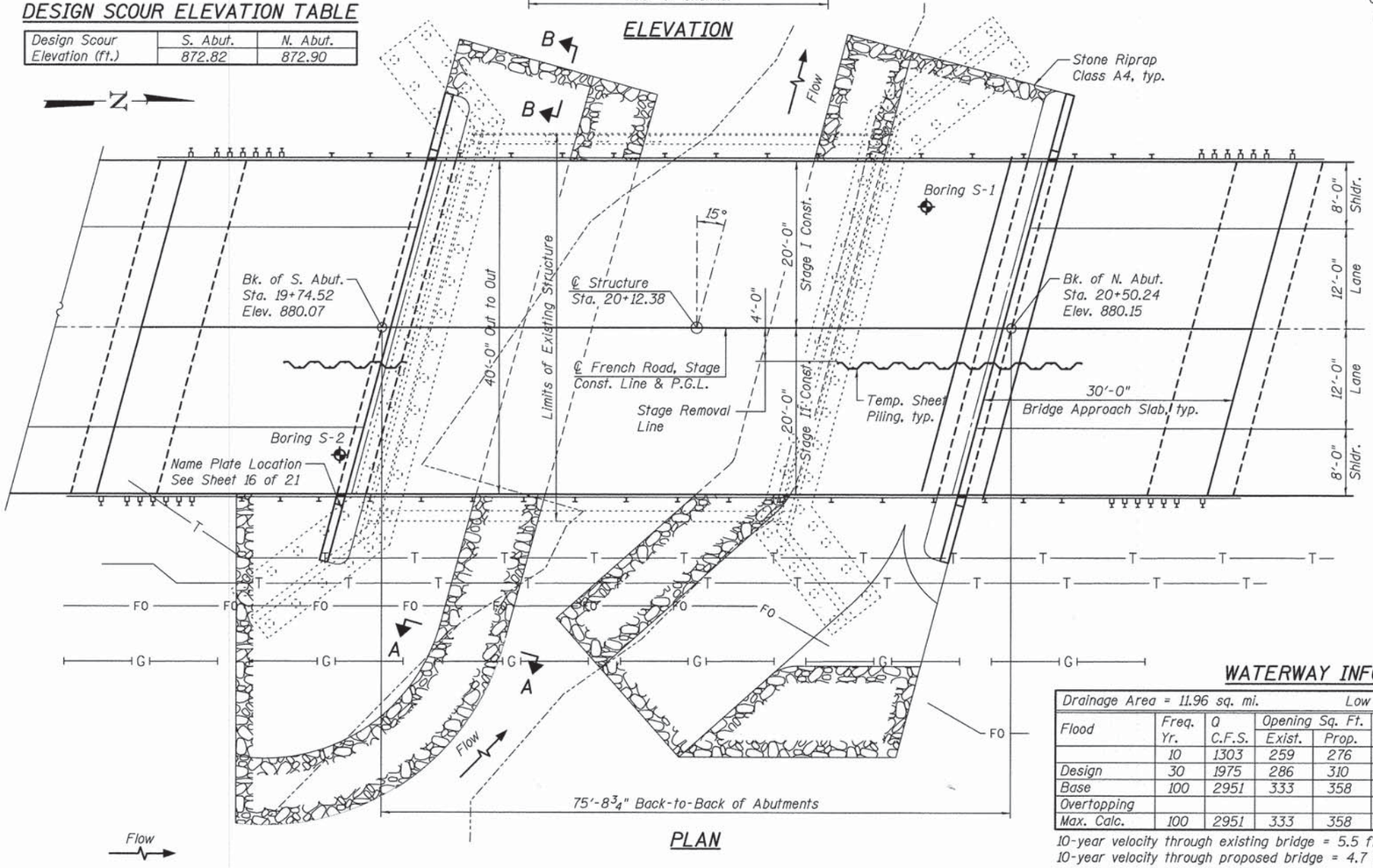
None



ELEVATION

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	N. Abut.
	872.82	872.90



PLAN

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
f'c = 5,000 psi (Deck & Appr.)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.084g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.148g
Soil Site Class = D

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge
Design Specifications, 6th Edition

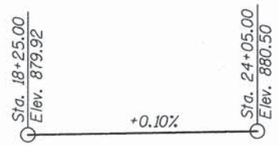
LOADING HL-93

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

BURLINGTON CREEK
BUILT BY
KANE COUNTY
SEC. 08-00386-00-BR
F.A.U. 2331 STA. 20+12.38
STR. NO. 045-3072 LOADING HL-93

NAME PLATE

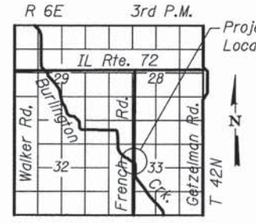
See Std. 515001



PROFILE GRADE

(Along ℄ French Road)

INDEX OF SHEETS



LOCATION SKETCH

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

STATE OF ILLINOIS
ANDREW E. UNDERWAGER
081-006218
CHICAGO, IL
LICENSED STRUCTURAL ENGINEER

Signature: Andy Underwager
Date 10-11-2013
License Expires: 11-30-2014

WATERWAY INFORMATION

Drainage Area = 11.96 sq. mi. Low Grade Elev. 879.59 @ Sta. 17+50

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	1303	259	276	874.96	0.07	0.00	875.03	874.96
Design	30	1975	286	310	875.47	0.38	0.11	875.85	875.58
Base	100	2951	333	358	876.02	1.07	0.47	877.09	876.49
Overtopping									
Max. Calc.	100	2951	333	358	876.02	1.07	0.47	877.09	876.49

10-year velocity through existing bridge = 5.5 ft./s
10-year velocity through proposed bridge = 4.7 ft./s

GENERAL PLAN AND ELEVATION
FRENCH ROAD OVER BURLINGTON CREEK
SEC. 08-00386-00-BR
KANE COUNTY
STATION 20+12.38
STRUCTURE NO. 045-3072

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - MLH	REVISED -	
	CHECKED - AEU	REVISED -	
PLOT SCALE = #SCALE#	DRAWN - MLH	REVISED -	
PLOT DATE = 10/11/2013	CHECKED - AEU	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
FRENCH ROAD OVER BURLINGTON CREEK
SHEET NO. 1 OF 21 SHEETS

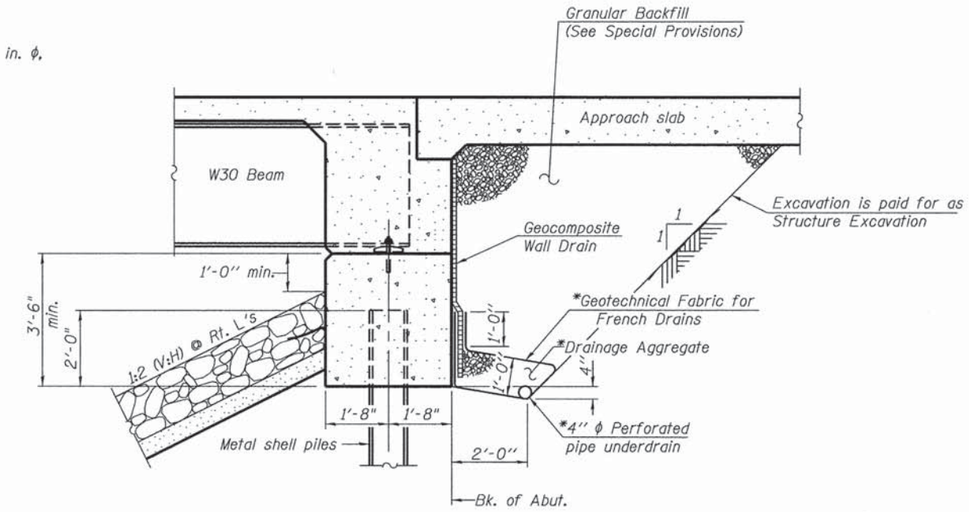
FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	115	52

CONTRACT NO. 63874
ILLINOIS FED. AID PROJECT

FILE NAME = W:\Projects\2012\120113 FrenchRd\CADD\Structural\Dgn\B453872-B01-GPAE.dgn

GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $^{7}/_{8}$ in. ϕ, holes $^{15}/_{16}$ in. ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel = 81,800 lbs. (Grade 50W)
3. All structural steel shall be AASHTO M 270 Grade 50W.
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
7. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
8. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
9. Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
10. Existing bridge railing to be removed. Cost included in the pay item "Removal of Existing Structures."
11. Existing bituminous wearing surface to be removed. Cost included in the pay item "Removal of Existing Structures."
12. The Contractor is advised that the existing structure contains memebers that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal or replacement of the structure.
13. If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.



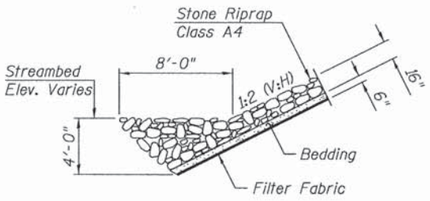
SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

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

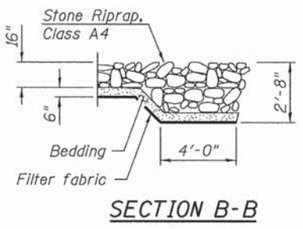
Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

TOTAL BILL OF MATERIAL

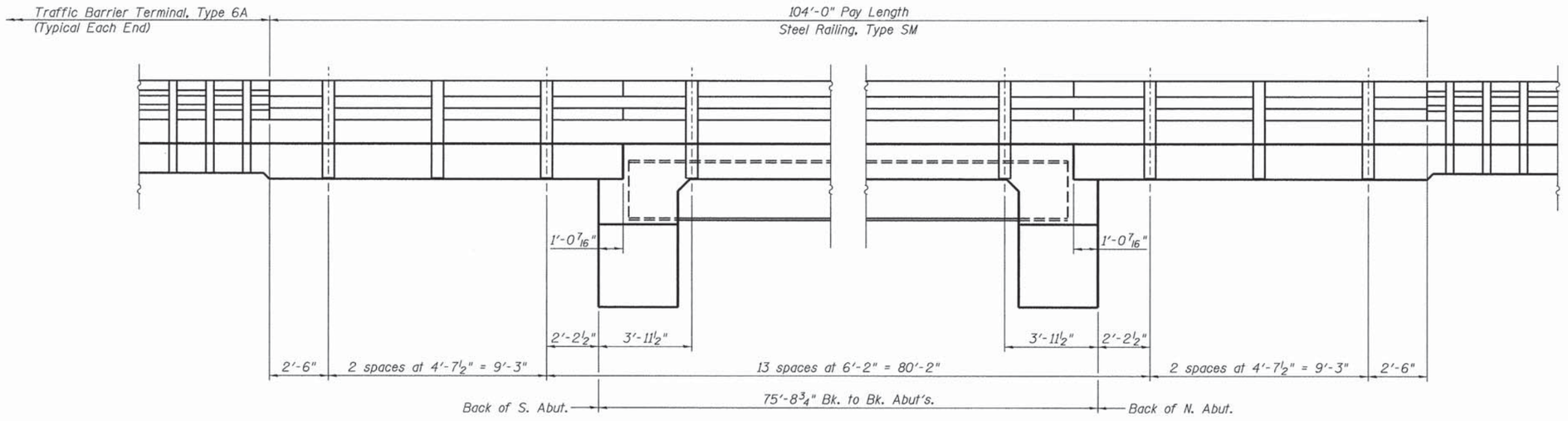
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		581	581
Filter Fabric	Sq. Yd.		581	581
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		191	191
Concrete Structures	Cu. Yd.		70.0	70.0
Concrete Superstructure	Cu. Yd.	226.5		226.5
Bridge Deck Grooving	Sq. Yd.	565		595
Protective Coat	Sq. Yd.	595		595
Furnishing and Erecting Structural Steel	L Sum		1	1
Stud Shear Connectors	Each	1,530		1,530
Reinforcement Bars, Epoxy Coated	Pound	51,050	12,160	63,210
Bar Splicers	Each	406	116	522
Steel Railing, Type SM	Foot	208		208
Furnishing Metal Shell Piles 14"x0.250"	Foot		510	510
Driving Piles	Foot		510	510
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		12	12
Name Plates	Each	1		1
Anchor Bolt, 1"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.		68	68
Granular Backfill for Structures	Cu. Yd.		109	109
Asbestos Bearing Pad Removal	Each		24	24
Temporary Sheet Piling	Sq. Ft.		1,509	1,509
Pipe Underdrains for Structures, 4"	Foot		144	144



SECTION A-A



SECTION B-B



RAIL POST SPACING

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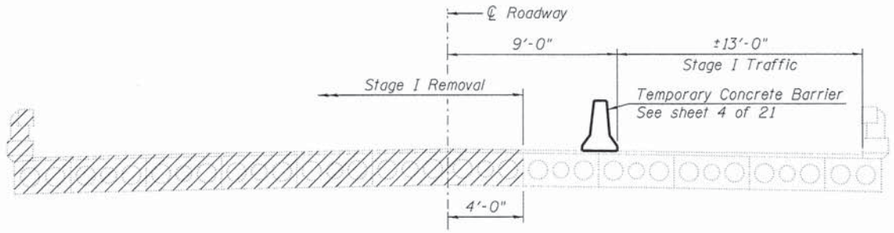
WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174	USER NAME = nparris	DESIGNED - MLH	REVISED -
		CHECKED - DLS	REVISED -
	PLOT SCALE = @SCALE@	DRAWN - MLH	REVISED -
	PLOT DATE = 11/14/2013	CHECKED - DLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

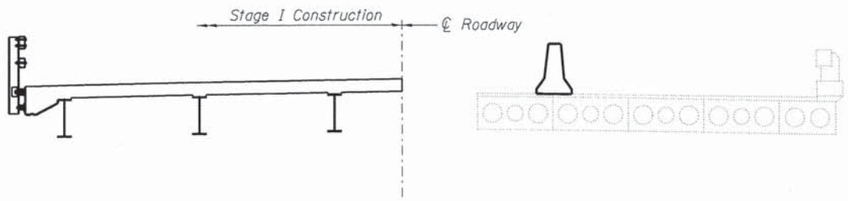
GENERAL DATA
STRUCTURE NO. 045-3072
SHEET NO. 2 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	53
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

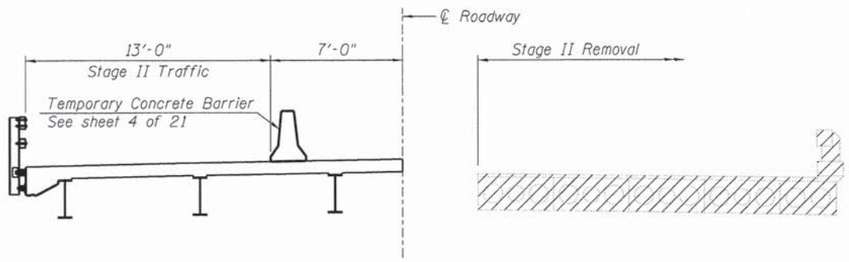


STAGE I REMOVAL

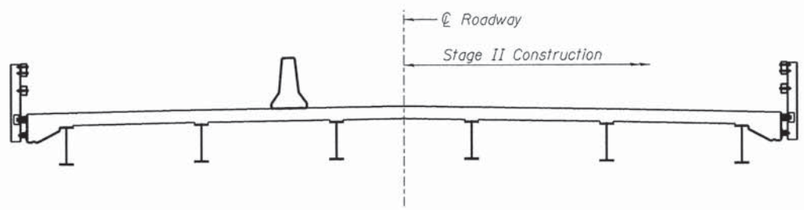
(Looking North)



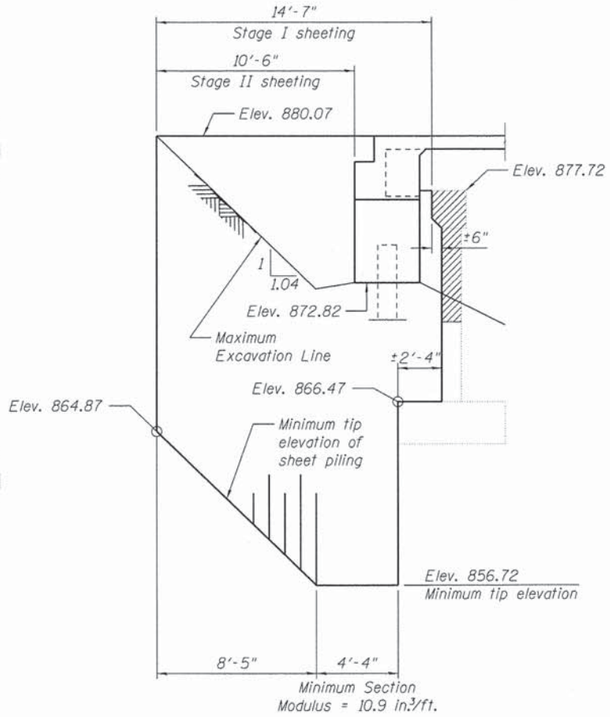
STAGE I CONSTRUCTION



STAGE II REMOVAL

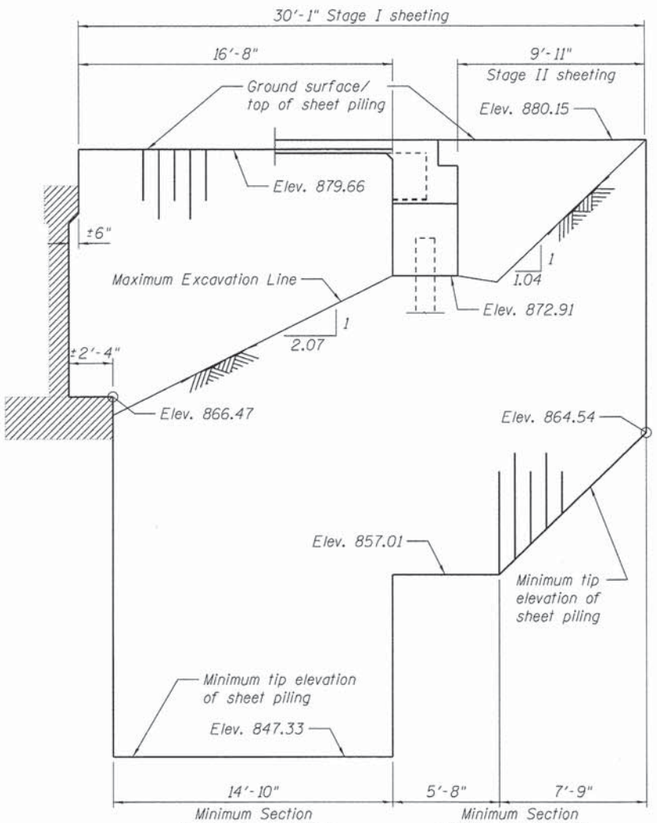


STAGE II CONSTRUCTION



TEMPORARY SHEET PILING AT SOUTH ABUTMENT

(Dimensions measured along Stage Construction Line)

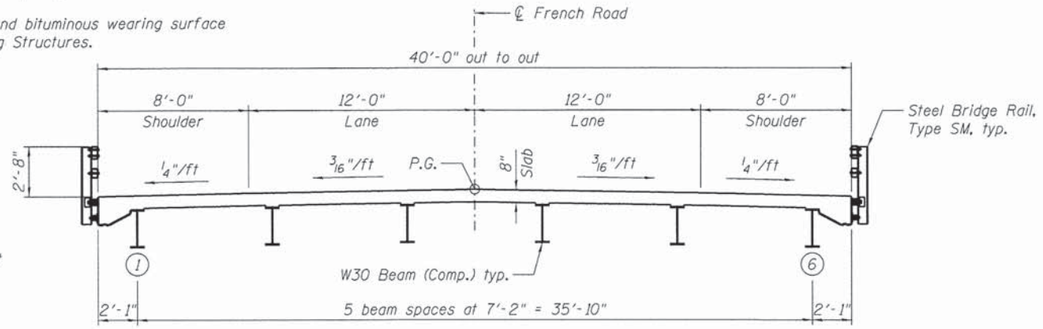


TEMPORARY SHEET PILING AT NORTH ABUTMENT

(Dimensions measured along Stage Construction Line)

NOTES:

1. All staging cross sections are looking North.
2. Hatched area indicates Removal of Existing Structures.
3. See roadway plans for quantity of Temporary Concrete Barrier.
4. See sheet 4 of 21 for details of Temporary Concrete Barrier.
5. Removal of existing bridge railing and bituminous wearing surface is included with Removal of Existing Structures.
6. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
7. The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



PROPOSED CROSS SECTION

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

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	CHECKED - DLS	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - MLH	REVISED -	
PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -	

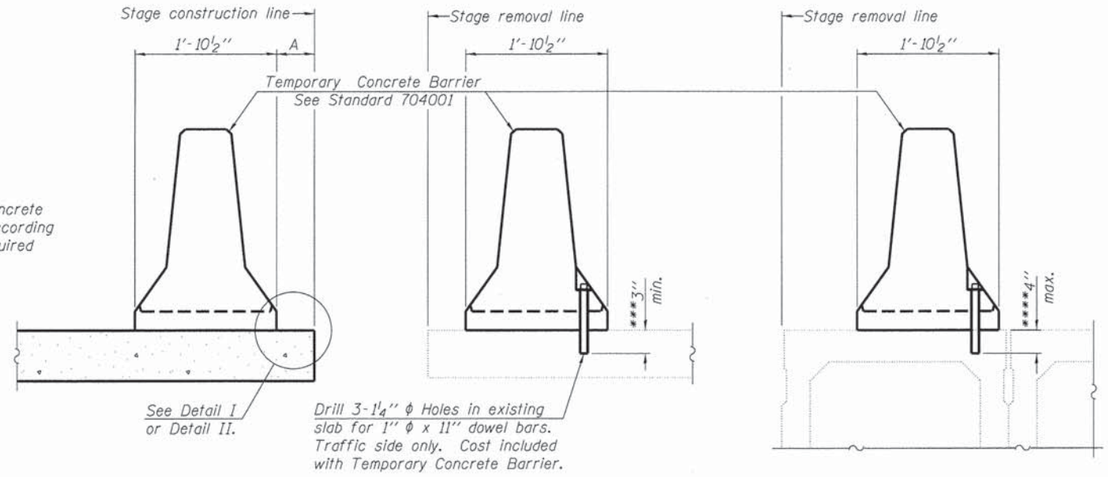
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 045-3072
SHEET NO. 3 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	54
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		

FILE NAME = W:\Projects\2012\12013 FrenchPhil\CADD\Structural\Dgn\045J072-003-StageConstDtls.dgn

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



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

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

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

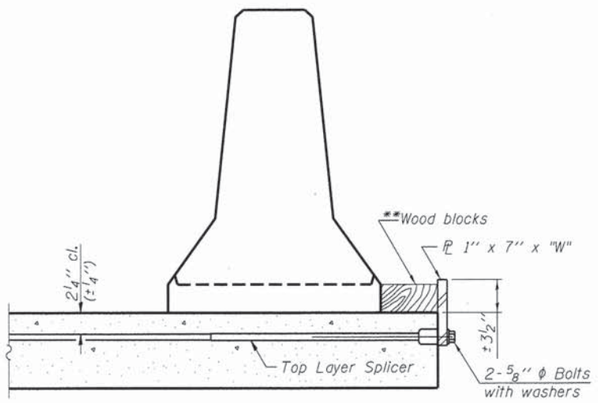
Cost of anchorage is included with Temporary Concrete Barrier.

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

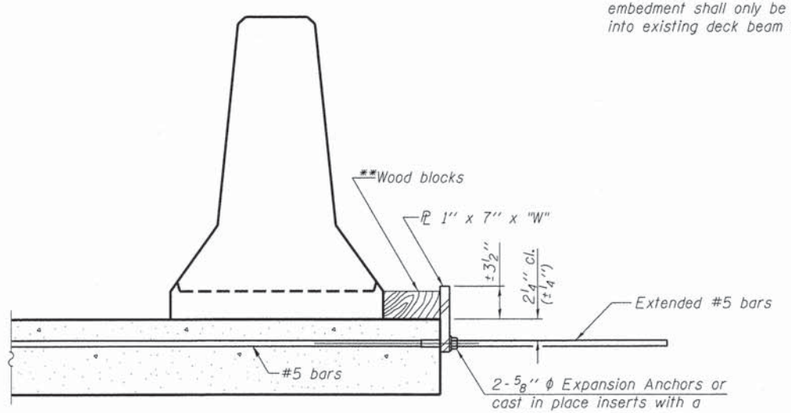
SECTIONS THRU SLAB OR DECK BEAM

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

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



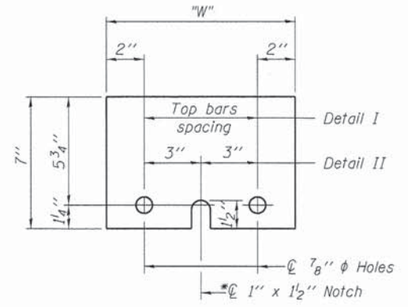
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



STEEL RETAINER ℄ 1" x 7" x "W"

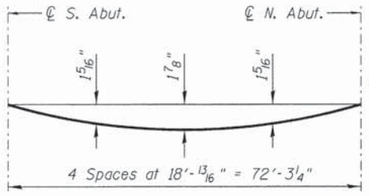
* Required only with Detail II

R-27 7-1-10

FILE NAME = W:\Projects\2012\120113 French Phil\CADD\Structural\Dgn\D453072-004-TempConcBarrier.dgn

WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174	USER NAME = nparris	DESIGNED - MLH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 045-3072
		CHECKED - DLS	REVISED -		
	PLOT SCALE = $SCALE$	DRAWN - MLH	REVISED -		
	PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -		SHEET NO. 4 OF 21 SHEETS

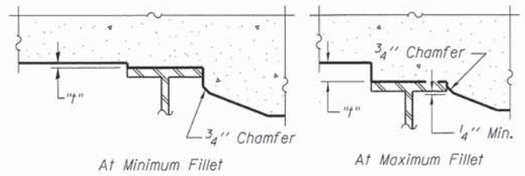
FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	55
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



DEAD LOAD DEFLECTION DIAGRAM

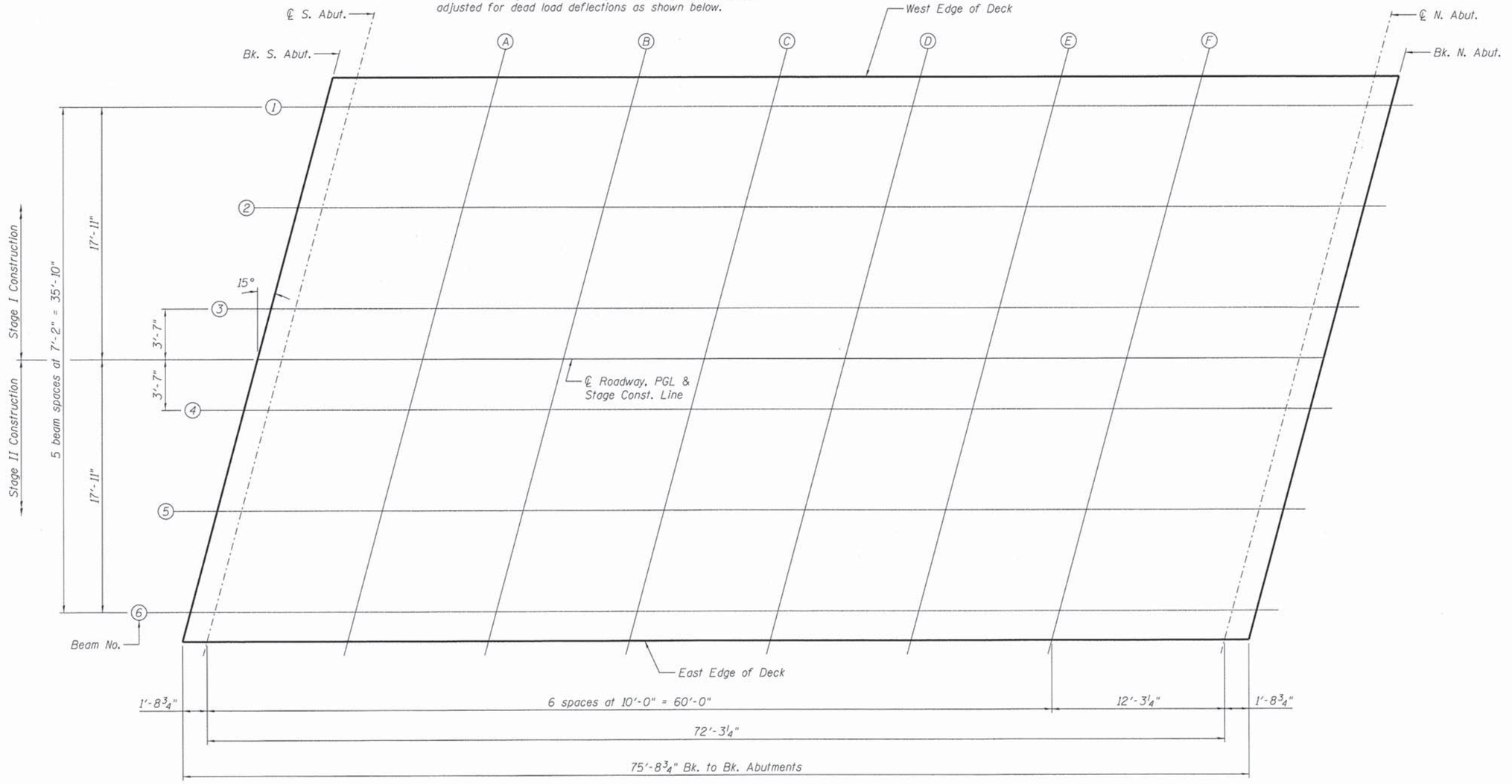
(Includes weight of concrete only.)

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



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

FILLET HEIGHTS



PLAN

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		CHECKED - DLS	REVISED -		
	PLOT SCALE = $SCALE$	DRAWN - MLH	REVISED -		
	PLOT DATE = 12/30/2013	CHECKED - DLS	REVISED -		SHEET NO. 5 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	56
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+79.32	-17.92	879.76	879.76
℄ Brg. S. Abut.	19+81.05	-17.92	879.77	879.77
A	19+91.05	-17.92	879.78	879.84
B	20+01.05	-17.92	879.79	879.91
C	20+11.05	-17.92	879.80	879.95
D	20+21.05	-17.92	879.81	879.96
E	20+31.05	-17.92	879.82	879.94
F	20+41.05	-17.92	879.83	879.90
℄ Brg. N. Abut.	20+53.31	-17.92	879.84	879.84
Bk. N. Abut.	20+55.04	-17.92	879.84	879.84

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+77.40	-10.75	879.90	879.90
℄ Brg. S. Abut.	19+79.13	-10.75	879.91	879.91
A	19+89.13	-10.75	879.92	879.98
B	19+99.13	-10.75	879.93	880.05
C	20+09.13	-10.75	879.94	880.09
D	20+19.13	-10.75	879.95	880.10
E	20+29.13	-10.75	879.96	880.09
F	20+39.13	-10.75	879.97	880.05
℄ Brg. N. Abut.	20+51.39	-10.75	879.98	879.98
Bk. N. Abut.	20+53.12	-10.75	879.98	879.98

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+75.48	-3.58	880.01	880.01
℄ Brg. S. Abut.	19+77.21	-3.58	880.02	880.02
A	19+87.21	-3.58	880.03	880.09
B	19+97.21	-3.58	880.04	880.16
C	20+07.21	-3.58	880.05	880.20
D	20+17.21	-3.58	880.06	880.21
E	20+27.21	-3.58	880.07	880.20
F	20+37.21	-3.58	880.08	880.16
℄ Brg. N. Abut.	20+49.47	-3.58	880.09	880.09
Bk. N. Abut.	20+51.20	-3.58	880.09	880.09

℄. P.G. AND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+74.52	0.00	880.07	880.07
℄ Brg. S. Abut.	19+76.25	0.00	880.07	880.07
A	19+86.25	0.00	880.08	880.15
B	19+96.25	0.00	880.09	880.21
C	20+06.25	0.00	880.10	880.25
D	20+16.25	0.00	880.11	880.27
E	20+26.25	0.00	880.12	880.25
F	20+36.25	0.00	880.13	880.21
℄ Brg. N. Abut.	20+48.51	0.00	880.14	880.14
Bk. N. Abut.	20+50.24	0.00	880.15	880.15

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+73.56	3.58	880.01	880.01
℄ Brg. S. Abut.	19+75.29	3.58	880.01	880.01
A	19+85.29	3.58	880.02	880.09
B	19+95.29	3.58	880.03	880.15
C	20+05.29	3.58	880.04	880.20
D	20+15.29	3.58	880.05	880.21
E	20+25.29	3.58	880.06	880.19
F	20+35.29	3.58	880.07	880.15
℄ Brg. N. Abut.	20+47.55	3.58	880.09	880.09
Bk. N. Abut.	20+49.28	3.58	880.09	880.09

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+71.64	10.75	879.90	879.90
℄ Brg. S. Abut.	19+73.37	10.75	879.90	879.90
A	19+83.37	10.75	879.91	879.98
B	19+93.37	10.75	879.92	880.04
C	20+03.37	10.75	879.93	880.08
D	20+13.37	10.75	879.94	880.10
E	20+23.37	10.75	879.95	880.08
F	20+33.37	10.75	879.96	880.04
℄ Brg. N. Abut.	20+45.63	10.75	879.97	879.97
Bk. N. Abut.	20+47.36	10.75	879.97	879.97

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+69.72	17.92	879.75	879.75
℄ Brg. S. Abut.	19+71.45	17.92	879.76	879.76
A	19+81.45	17.92	879.77	879.83
B	19+91.45	17.92	879.78	879.90
C	20+01.45	17.92	879.79	879.94
D	20+11.45	17.92	879.80	879.95
E	20+21.45	17.92	879.81	879.94
F	20+31.45	17.92	879.82	879.89
℄ Brg. N. Abut.	20+43.71	17.92	879.83	879.83
Bk. N. Abut.	20+45.44	17.92	879.83	879.83

WEST EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+79.88	-20.00	879.72	879.72
℄ Brg. S. Abut.	19+81.61	-20.00	879.72	879.72
A	19.91.61	-20.00	879.73	879.80
B	20+01.61	-20.00	879.74	879.86
C	20+11.61	-20.00	879.75	879.90
D	20+21.61	-20.00	879.76	879.92
E	20+31.61	-20.00	879.77	879.90
F	20+41.61	-20.00	879.78	879.86
℄ Brg. N. Abut.	20+53.87	-20.00	879.79	879.79
Bk. N. Abut.	20+55.60	-20.00	879.80	879.80

EAST EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	19+69.16	20.00	879.71	879.71
℄ Brg. S. Abut.	19+70.89	20.00	879.71	879.71
A	19+80.89	20.00	879.72	879.79
B	19+90.89	20.00	879.73	879.85
C	20+00.89	20.00	879.74	879.89
D	20+10.89	20.00	879.75	879.91
E	20+20.89	20.00	879.76	879.89
F	20+30.89	20.00	879.77	879.85
℄ Brg. N. Abut.	20+43.15	20.00	879.78	879.78
Bk. N. Abut.	20+44.88	20.00	879.79	879.79

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 045-3072
SHEET NO. 6 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	57
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	19+50.92	-20.00	879.69
A1	19+60.92	-20.00	879.70
A2	19+70.92	-20.00	879.71
N. End S. Appr. Slab	19+80.92	-20.00	879.72

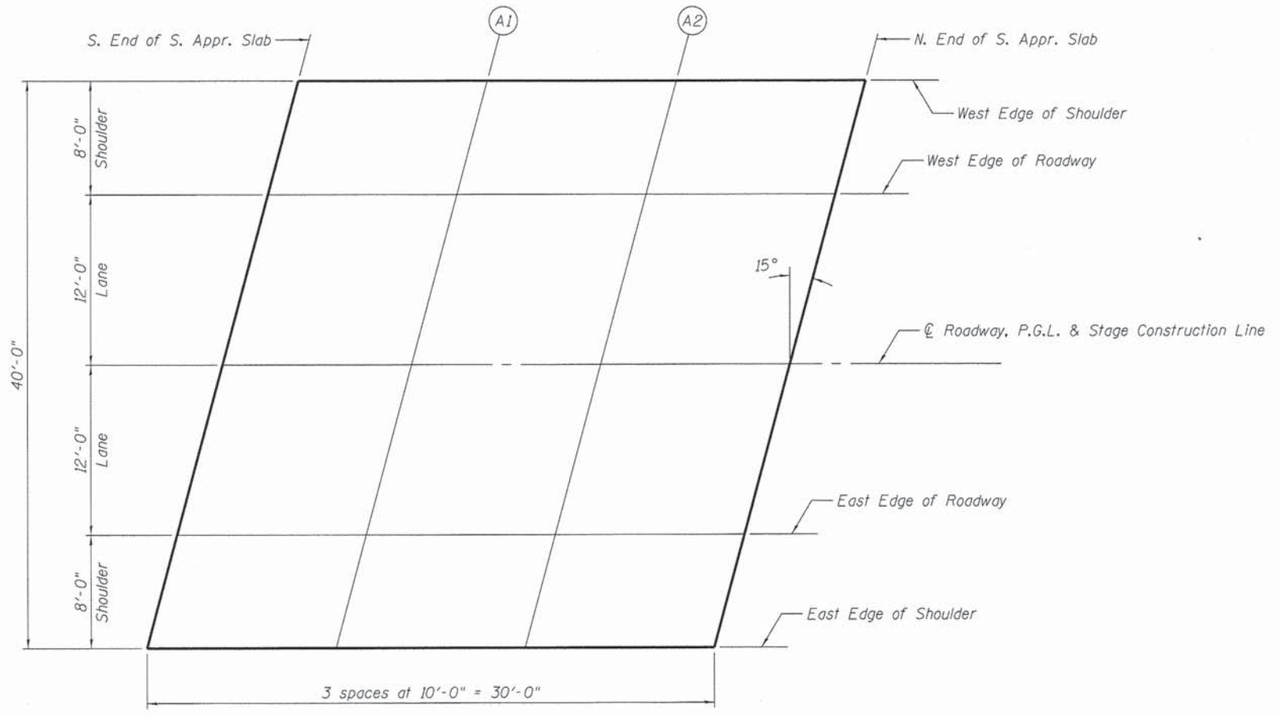
WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	19+48.77	-12.00	879.86
A1	19+58.77	-12.00	879.87
A2	19+68.77	-12.00	879.88
N. End S. Appr. Slab	19+78.77	-12.00	879.89

℄ ROADWAY, P.G. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	19+45.56	0.00	880.04
A1	19+55.56	0.00	880.05
A2	19+65.56	0.00	880.06
N. End S. Appr. Slab	19+75.56	0.00	880.07

N



PLAN

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	19+42.34	12.00	879.85
A1	19+52.34	12.00	879.86
A2	19+62.34	12.00	879.87
N. End S. Appr. Slab	19+72.34	12.00	879.88

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	19+40.20	20.00	879.68
A1	19+50.20	20.00	879.69
A2	19+60.20	20.00	879.70
N. End S. Appr. Slab	19+70.20	20.00	879.71

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

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PLOT SCALE = $SCALE$	DRAWN - MLH	REVISED -
PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-3072
SHEET NO. 7 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	58
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	20+54.56	-20.00	879.80
A3	20+64.56	-20.00	879.81
A4	20+74.56	-20.00	879.82
N. End N. Appr. Slab	20+84.56	-20.00	879.83

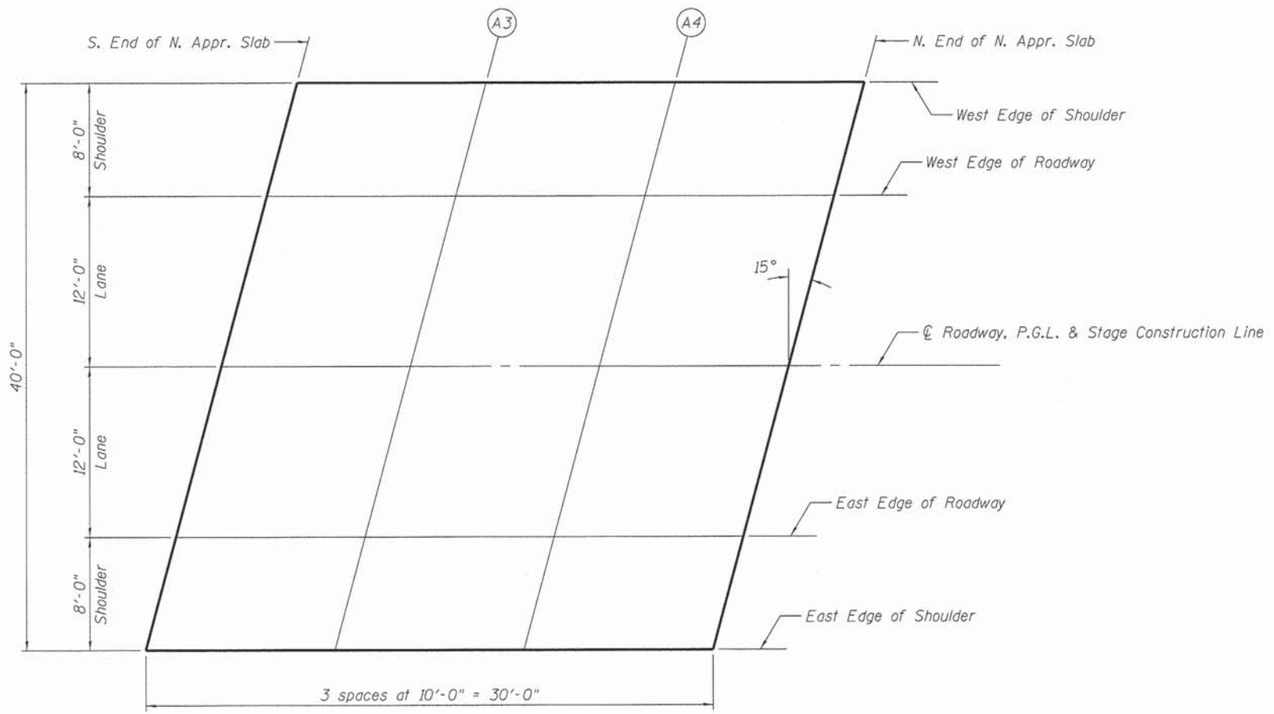
WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	20+52.42	-12.00	879.96
A3	20+62.42	-12.00	879.97
A4	20+72.42	-12.00	879.98
N. End N. Appr. Slab	20+82.42	-12.00	879.99

℄ ROADWAY, P.G. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	20+49.20	0.00	880.14
A3	20+59.20	0.00	880.15
A4	20+69.20	0.00	880.16
N. End N. Appr. Slab	20+79.20	0.00	880.17

N



PLAN

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	20+45.99	12.00	879.95
A3	20+55.99	12.00	879.96
A4	20+65.99	12.00	879.97
N. End N. Appr. Slab	20+75.99	12.00	879.98

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	20+43.84	20.00	879.78
A3	20+53.84	20.00	879.79
A4	20+63.84	20.00	879.80
N. End N. Appr. Slab	20+73.84	20.00	879.81

FILE NAME = W:\Projects\2012\12013 French\Phil\CADD\Structural\Dgn\0453072-008-TopNApprSlabElev.dgn

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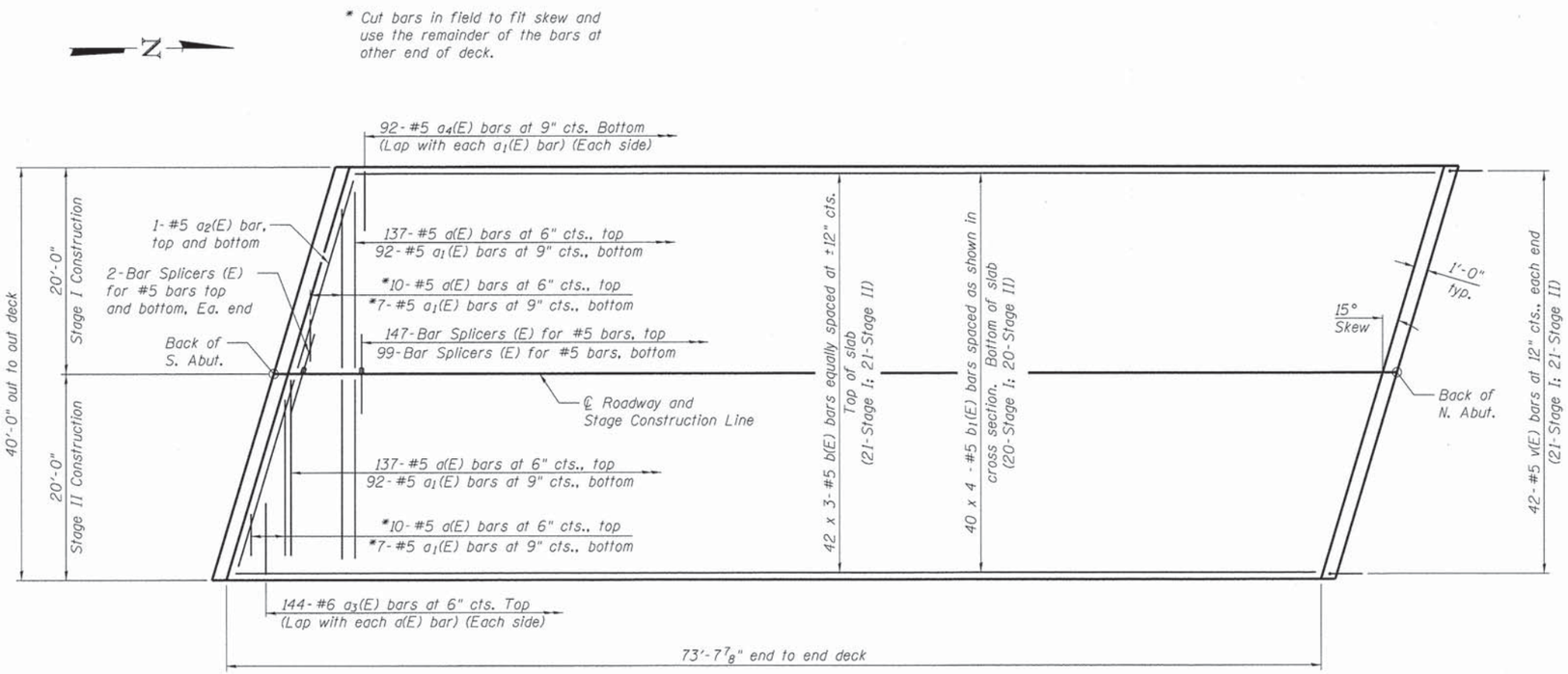
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - MLH	REVISED -	
	CHECKED - DLS	REVISED -	
PLOT SCALE = $SCALE$	DRAWN - MLH	REVISED -	
PLOT DATE = 12/30/2013	CHECKED - DLS	REVISED -	

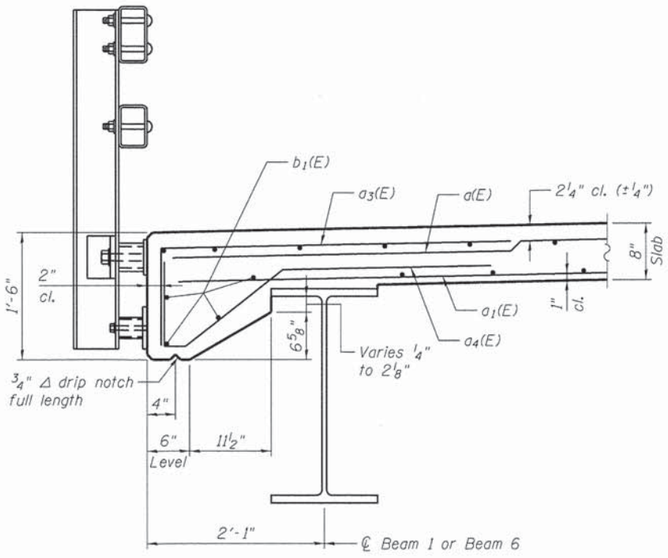
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-3072
SHEET NO. 8 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	59
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



PLAN

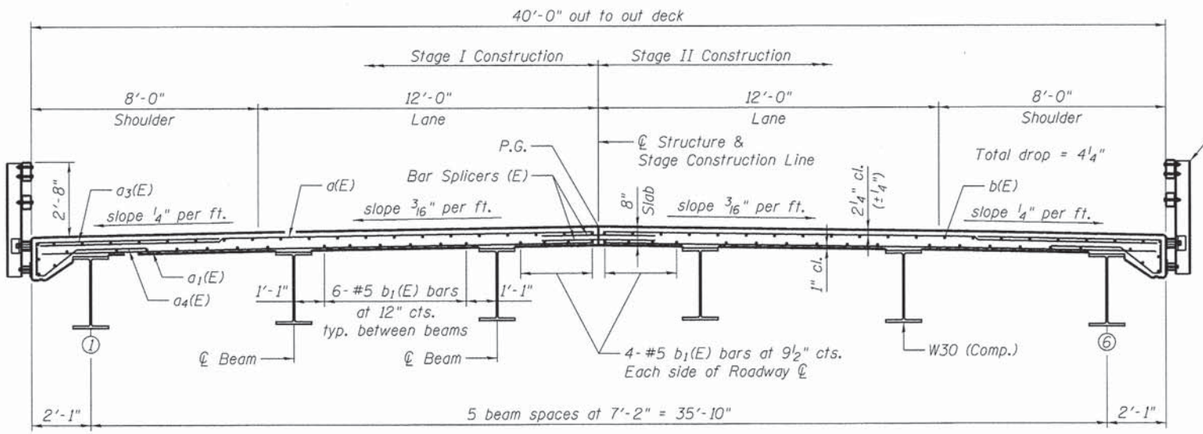


SECTION THRU EDGE OF SLAB

See Sheet 13 of 21 for Rail Post Anchor Details

MIN. BAR LAP

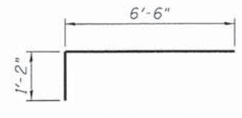
#5 bar = 2'-7"



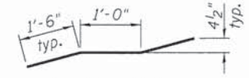
CROSS SECTION

(Looking North)

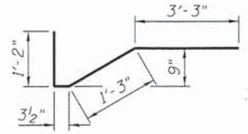
Steel Bridge Rail, Type SM, typ. See Sheet 13 of 21 for details & Sheet 2 of 21 for spacing.



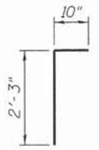
BAR a3(E)



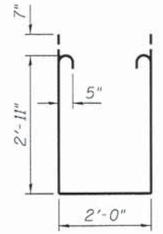
BAR m4(E)



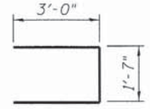
BAR a4(E)



BAR v(E)



BAR s1(E)



BAR s(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	294	#5	19'-7"	
a1(E)	198	#5	19'-7"	
a2(E)	8	#5	20'-3"	
a3(E)	288	#6	7'-8"	
a4(E)	198	#5	6'-0"	
b(E)	126	#5	26'-2"	
b1(E)	160	#5	20'-4"	
m(E)	16	#6	20'-3"	
m1(E)	24	#6	6'-10"	
m2(E)	12	#6	1'-9"	
m3(E)	12	#6	3'-3"	
m4(E)	36	#5	4'-0"	
s(E)	88	#5	7'-7"	
s1(E)	80	#5	9'-0"	
v(E)	84	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Pound	24,300	
Bridge Deck Grooving		Sq. Yd.	328	
Protective Coat		Sq. Yd.	328	
Concrete Superstructures		Cu. Yd.	102.5	

Bars indicated thus 42 x 3-#5 etc. indicates 42 lines of bars with 3 lengths per line.

FILE NAME = W:\Projects\2012\120113 French\Phil\CADD\Structure1\Dgn\B453872-2009-Superstructure.dgn

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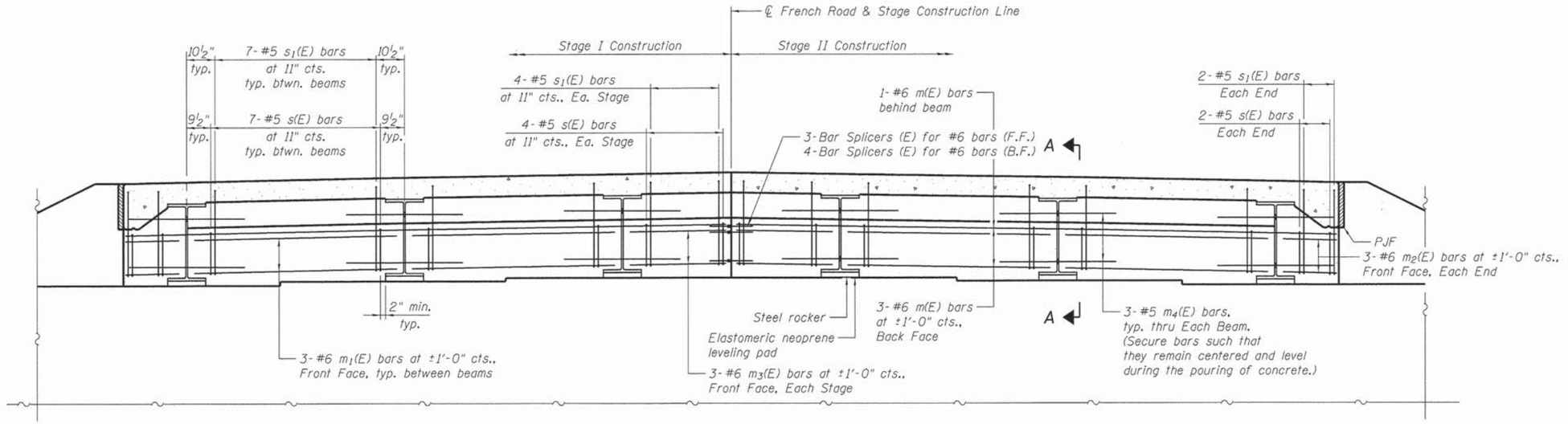
PLOT SCALE = $SCALE$	DRAWN - MLH	REVISED -	
PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

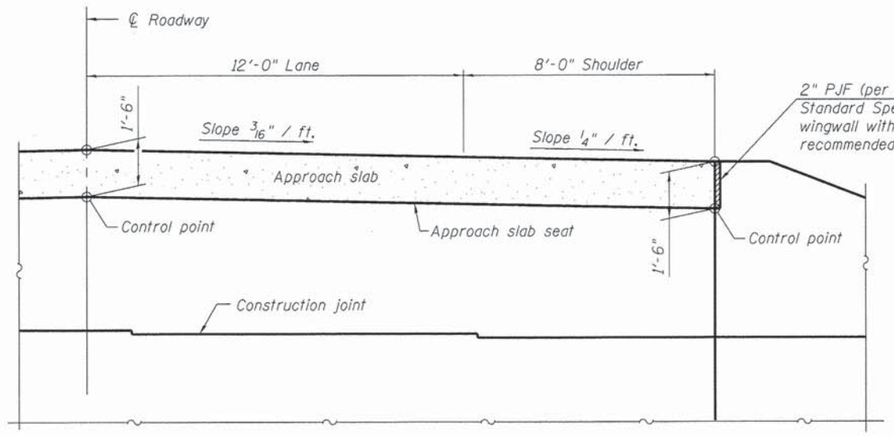
SUPERSTRUCTURE
STRUCTURE NO. 045-3072
SHEET NO. 9 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	60
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

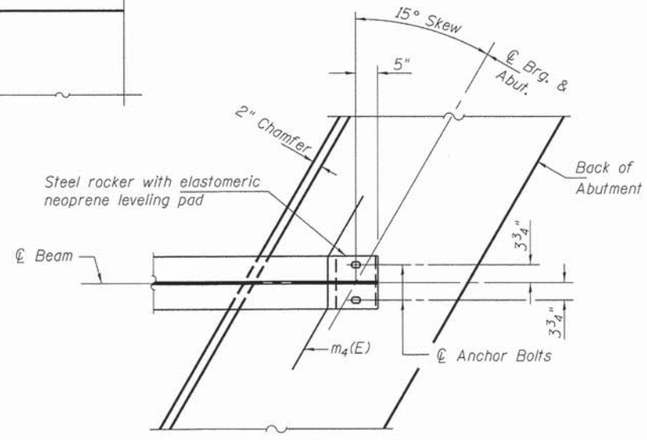


DIAPHRAGM ELEVATION AT ABUTMENT

(Looking north at north abutment)

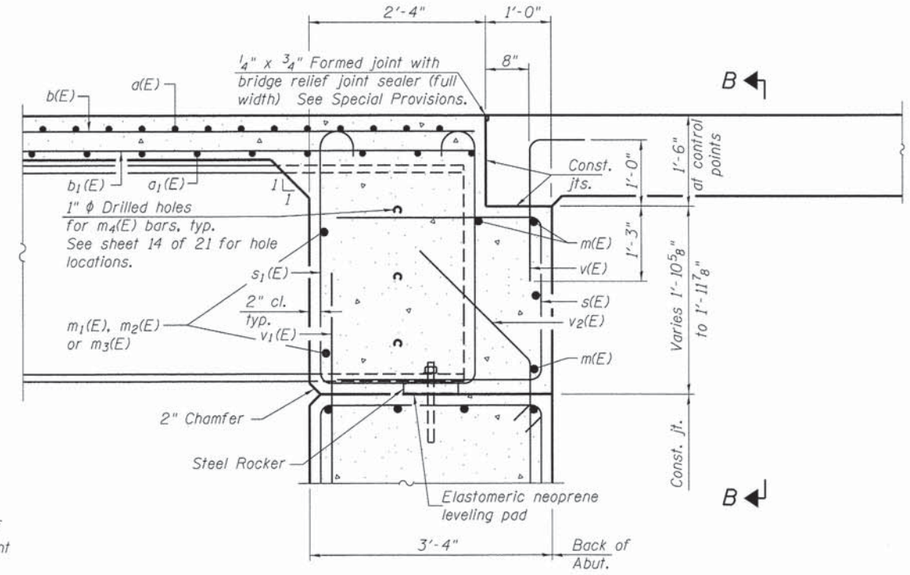


SECTION B-B



PARTIAL PLAN AT ABUTMENT

(Showing bottom flange of beam)



SECTION A-A

(at Rt. L's)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 21.

Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 21.

For details of bars s(E), s_1(E) and v(E) see sheet 9 of 21.

The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

The approach slab seat shall have a constant slope determined from the control points shown.

For bearing details see sheet 15 of 21.

FILE NAME = W:\Projects\2012\120113 FrenchPhil\CADD\Structural\Dgn\84530372-010-SuperDetails.dgn

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PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -

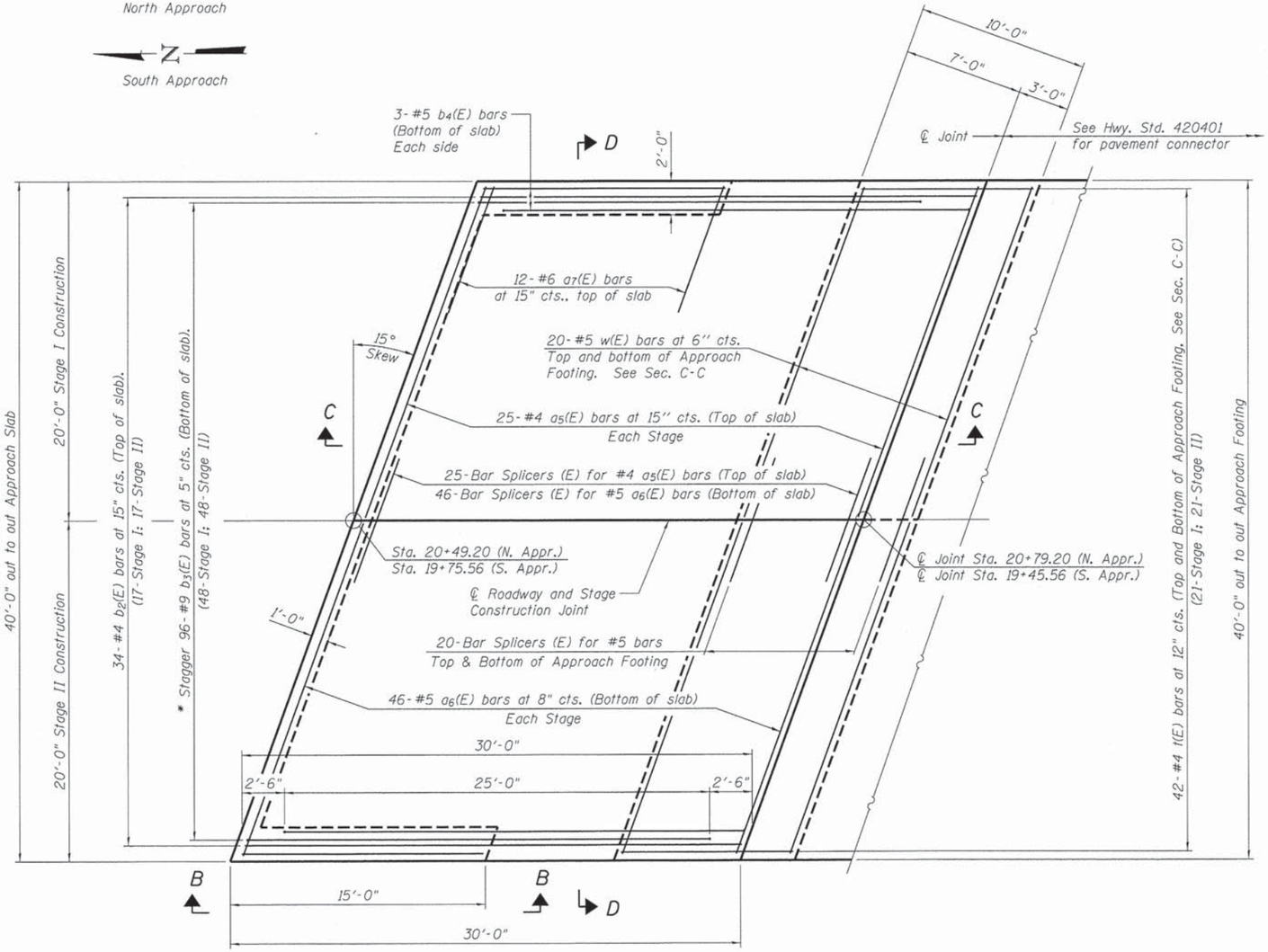
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 045-3072
SHEET NO. 10 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	61
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

North Approach

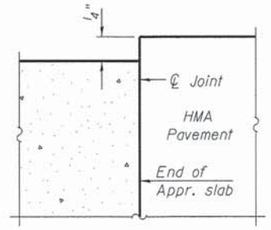
South Approach



PLAN

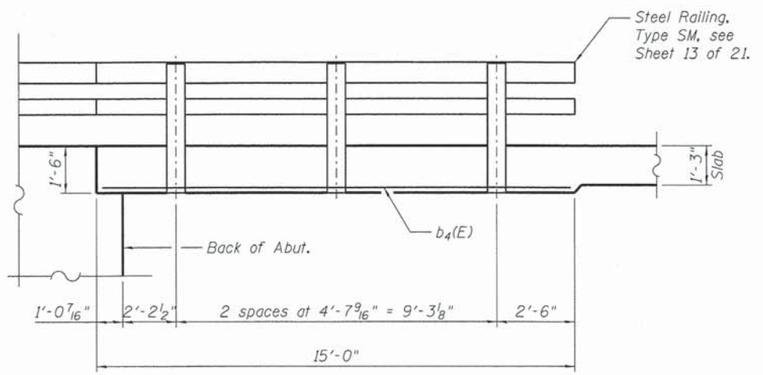
* Tilt #9 $b_3(E)$ bars as required to maintain clearance.

Notes:
See Sheet 12 of 21 for Sections C-C & D-D
$a_5(E)$, $a_6(E)$ and $a_7(E)$ bar spacings measured along ℄ Rdwy.



FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B

(Sheet 1 of 2)

FILE NAME = W:\Projects\2012\12813 FrenchPhil\CADD\Structural\Dgn\0453072-011-ApprSlab1.dgn

WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174	USER NAME = nparris	DESIGNED - MLH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 045-3072	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - DLS	REVISED -			2331	08-00386-00-BR	KANE	118	62
	PLOT SCALE = $SCALE$	DRAWN - MLH	REVISED -					CONTRACT NO. 63874		
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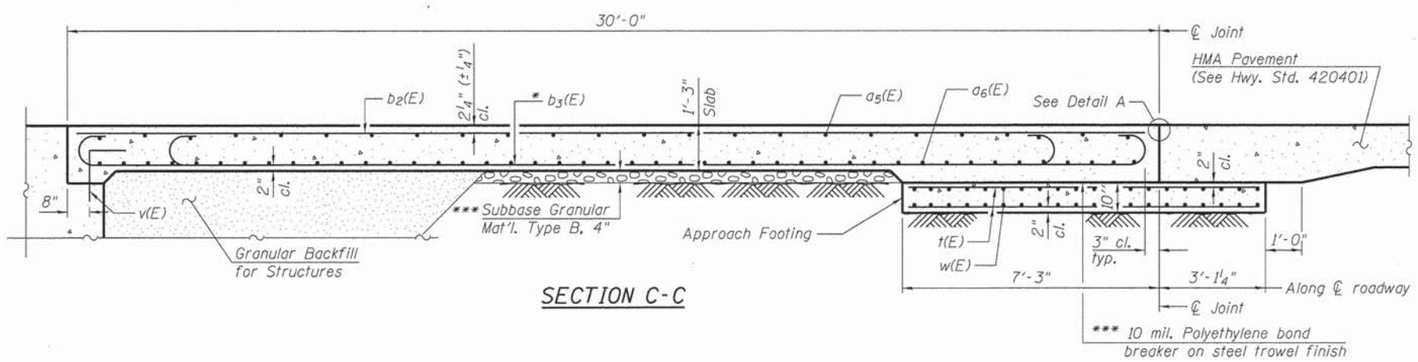
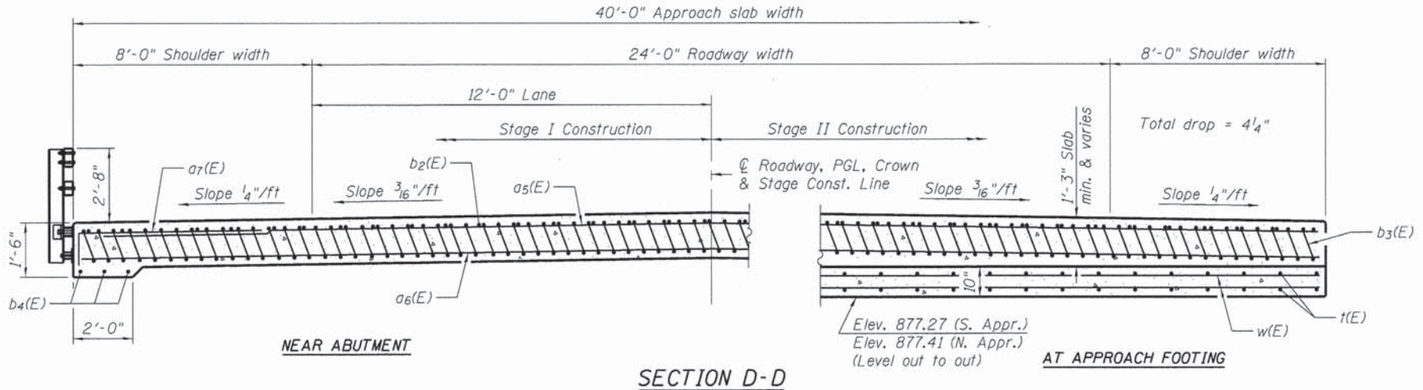


SECTION C-C



NEAR ABUTMENT

AT APPROACH FOOTING

SECTION D-D

(See Plan for dimensions not shown)
(Looking North)

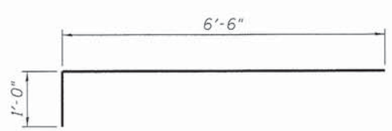
Notes:
See Sheet 11 of 21 for Detail A.
Approach slab shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see Sheet 9 of 21.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 19 of 21.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see Sheet 2 of 21.

* Tilt #9 b3(E) bars as required to maintain clearance.

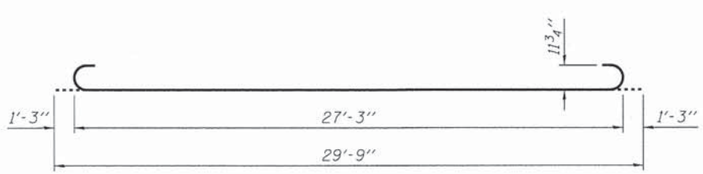
*** Cost included with Concrete Superstructure.

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a5(E)	100	#4	20'-4"	
a6(E)	184	#5	20'-4"	
a7(E)	48	#6	7'-6"	
b2(E)	68	#4	29'-8"	
b3(E)	192	#9	29'-9"	
b4(E)	12	#5	14'-8"	
t(E)	168	#4	10'-0"	
w(E)	160	#5	20'-4"	
Concrete Superstructure			Cu. Yd.	124.0
Concrete Structures			Cu. Yd.	24.7
Bridge Deck Grooving			Sq. Yd.	267
Protective Coat			Sq. Yd.	267
Reinforcement Bars, Epoxy Coated			Pound	31,270



BAR a7(E)



BAR b3(E)

FILE NAME = W:\Projects\2012\12813 FrenchPhil\CADD\Structural\Dgn\8453072-812-AppSlab2.dgn

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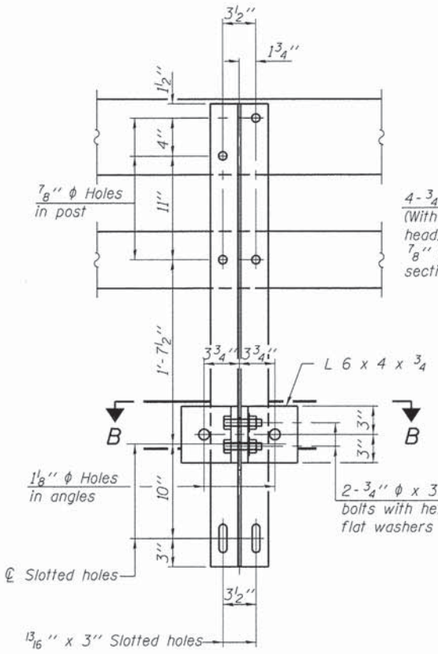
PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -	

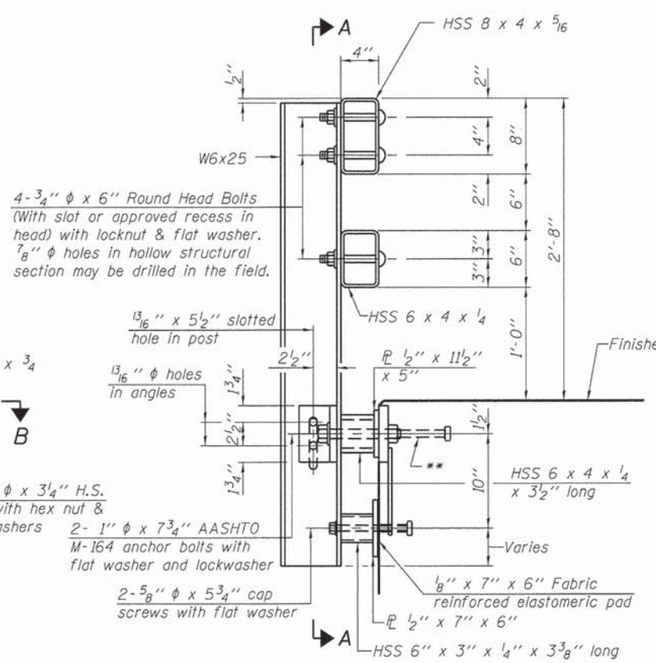
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 045-3072
SHEET NO. 12 OF 21 SHEETS

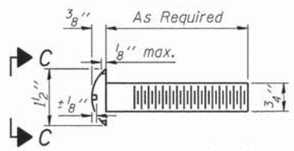
FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	63
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



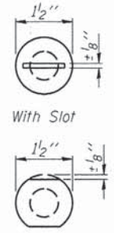
SECTION A-A



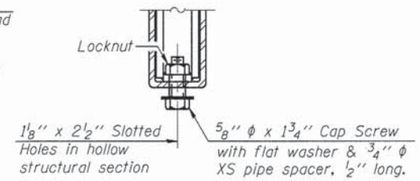
SECTION AT RAIL POST



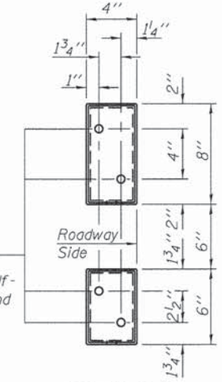
DETAIL OF ¾" ϕ ROUND HEAD BOLT



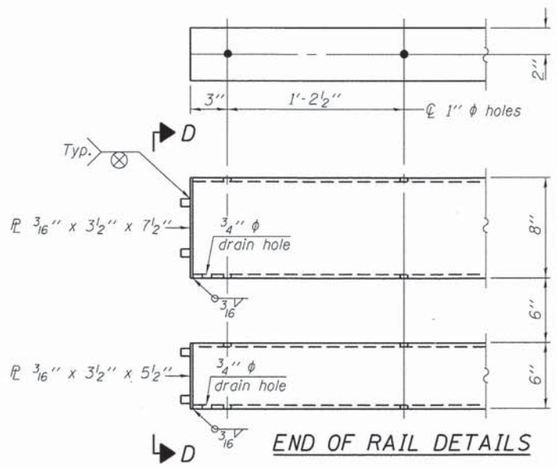
VIEW C-C



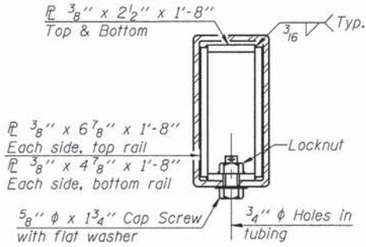
RAIL SPLICE CONNECTION AT EXPANSION JT.



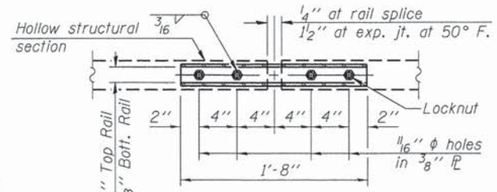
VIEW D-D



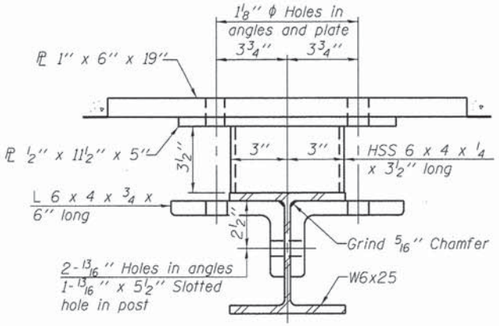
END OF RAIL DETAILS



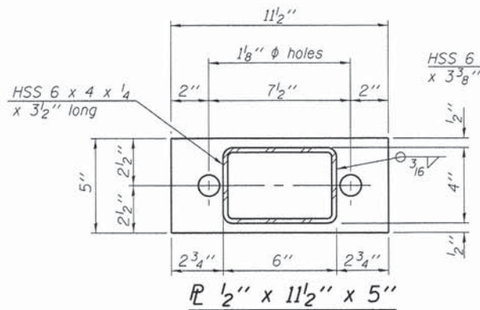
SECTION AT RAIL SPLICE



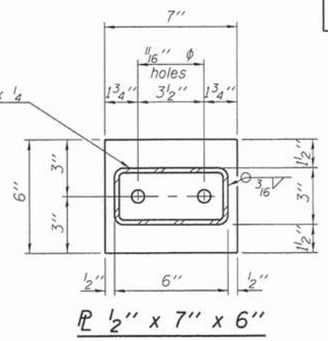
PLAN-BOTT. SPLICE PL TYPICAL



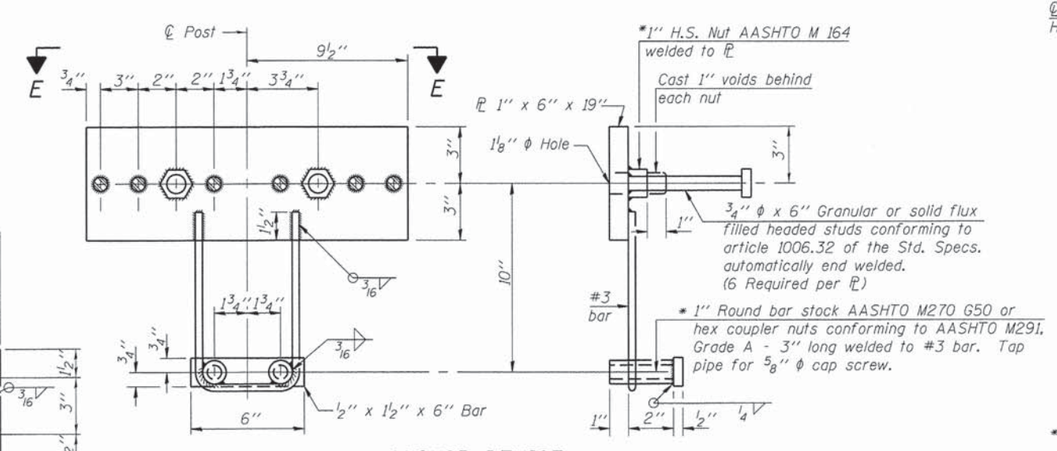
SECTION B-B



PL ½" x 11½" x 5"

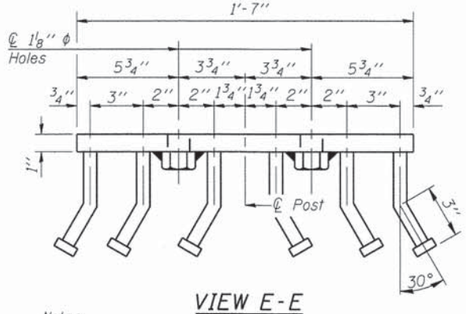


PL ½" x 7" x 6"



ANCHOR DEVICE

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



VIEW E-E

Notes:

All field drilled holes shall be coated with an approved zinc rich paint before erection.

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	208

(6'-3" Maximum Post Spacing)

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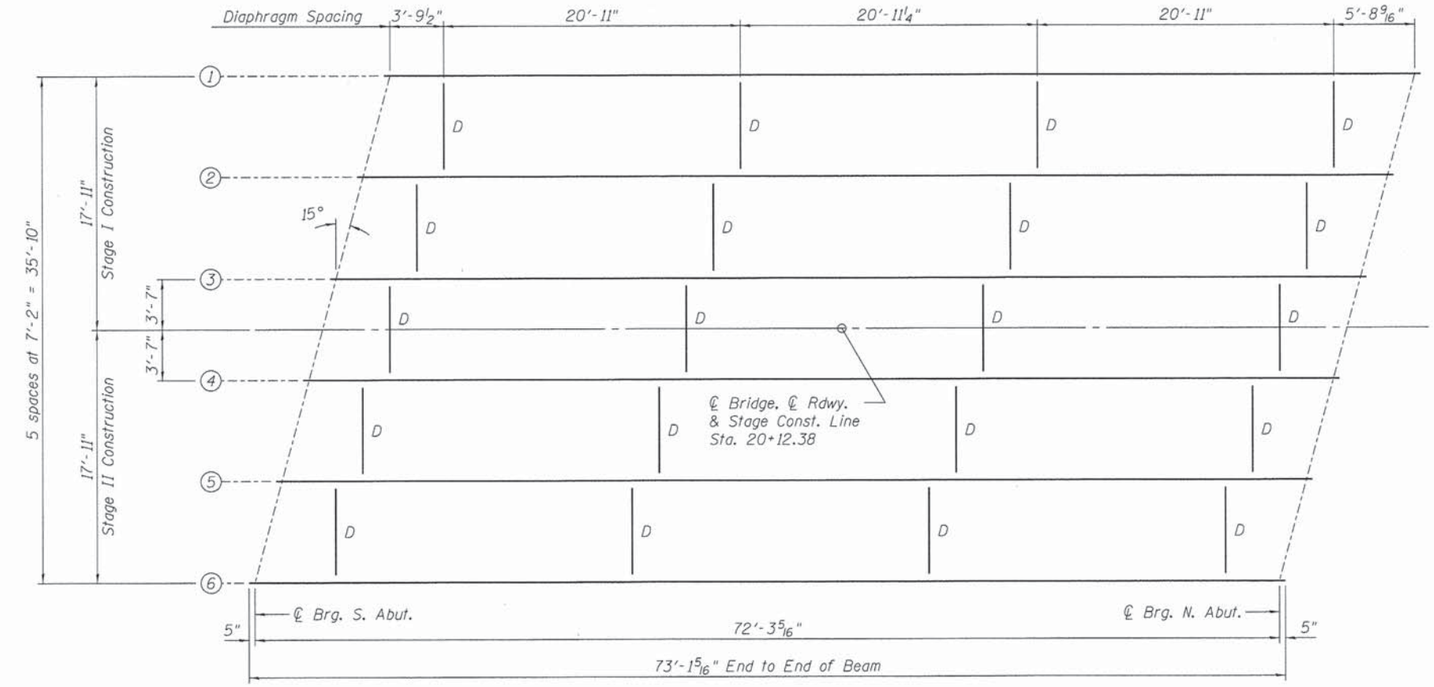
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

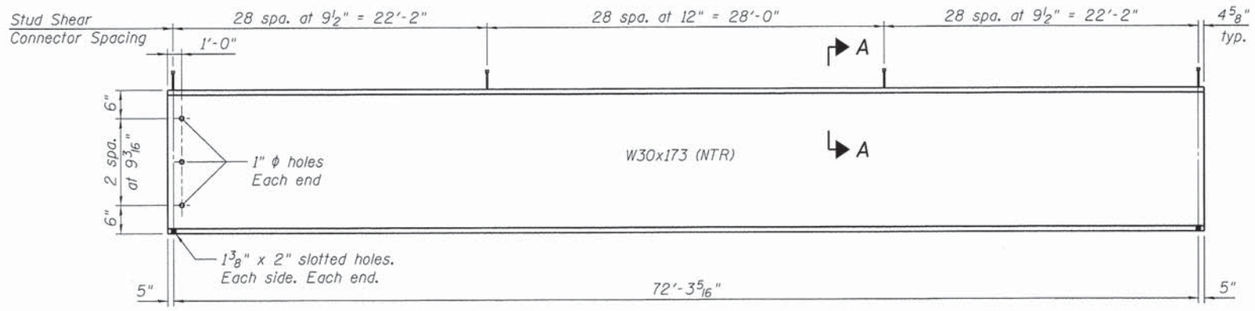
STEEL RAILING, TYPE SM
STRUCTURE NO. 045-3072
SHEET NO. 13 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	64
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

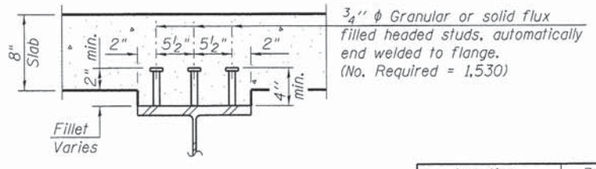
FILE NAME = W:\Projects\2012\120113 FrenchPhil\CADD\Structural\Dgn\045303772-013-Railing.dgn



FRAMING PLAN



ELEVATION



¾" ϕ Granular or solid flux filled headed studs, automatically end welded to flange. (No. Required = 1,530)

SECTION A-A

TOP OF BEAM ELEVATIONS

(For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
℄ Brg. S. Abut.	879.04	879.19	879.30	879.30	879.18	879.03
℄ Brg. N. Abut.	879.12	879.26	879.37	879.37	879.25	879.11

INTERIOR GIRDER MOMENT TABLE		0.5 Sp. 1
I_s	(in^4)	8230
$I_c(n)$	(in^4)	19,902
$I_c(3n)$	(in^4)	14,626
$I_c(cr)$	(in^4)	
S_s	(in^3)	541
$S_c(n)$	(in^3)	745
$S_c(3n)$	(in^3)	677
$S_c(cr)$	(in^3)	
DC1	(k/')	0.928
M_{DC1}	('k)	606.0
DC2	(k/')	0.033
M_{DC2}	('k)	21.6
DW	(k/')	0.36
M_{DW}	('k)	235.1
M_{L+IM}	('k)	1116.7
M_u (Strength I)	('k)	3091
$\phi_f M_n$	('k)	3526
f_s DC1	(ksi)	13.44
f_s DC2	(ksi)	0.38
f_s DW	(ksi)	4.17
f_s (L+IM)	(ksi)	17.99
f_s (Service II)	(ksi)	41.38
$0.95R_hF_{yf}$	(ksi)	47.5
f_s (Total)(Strength I)	(ksi)	
$\phi_r F_n$	(ksi)	
V_r	(k)	26.3

INTERIOR GIRDER REACTION TABLE		Abut.
R_{DC1}	(k)	33.5
R_{DC2}	(k)	1.2
R_{DW}	(k)	13.6
R_{L+IM}	(k)	84.8
R_{Total}	(k)	132.5

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in^4 and in^3).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in^4 and in^3).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in^4 and in^3).

$I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in^4 and in^3).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
$M_{L+IM} / S_c(3n)$ or $M_{L+IM} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_yf$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_{L+IM}$

$\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).

V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

NOTES:

1. All beams shall be W30x173 AASHTO M270 Grade 50W (NTR). All diaphragms and connecting angles shall be AASHTO M270 Grade 50W. All bearing plates shall be AASHTO M270 Grade 50W.
2. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted.
3. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

FILE NAME = W:\Projects\2012\120113 FrancisPhil1\CADD\Structure\Dgn\84530872-814-StructureSteel.dgn

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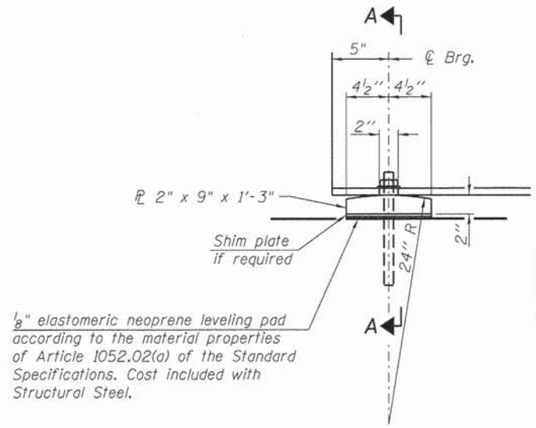
PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -	

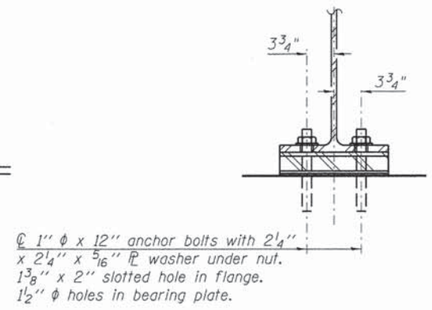
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL
STRUCTURE NO. 045-3072
SHEET NO. 14 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	65
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



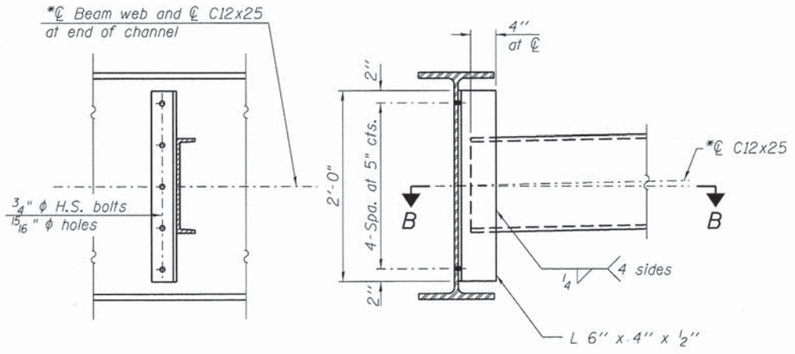
ELEVATION AT ABUTMENT



SECTION A-A

FIXED BEARING

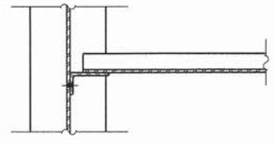
(12 Required)



INTERIOR DIAPHRAGM, D

(20 Required)

Note:
Two hardened washers required for each set of oversized holes.
*C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.
The alternate, if utilized, shall be provided at no additional cost to the Department.



SECTION B-B

NOTES:

1. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
2. Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
3. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
4. Two 1/8 in. adjusting shims shall be provided for each bearing location in addition to all other plates and shims and placed as shown on the bearing details.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	24

FILE NAME = W:\Projects\2012\120113 FrenchPhil\CADD\Structural\Dgn\B453072-015-StructuralSteel101s.dgn

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PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 045-3072
SHEET NO. 15 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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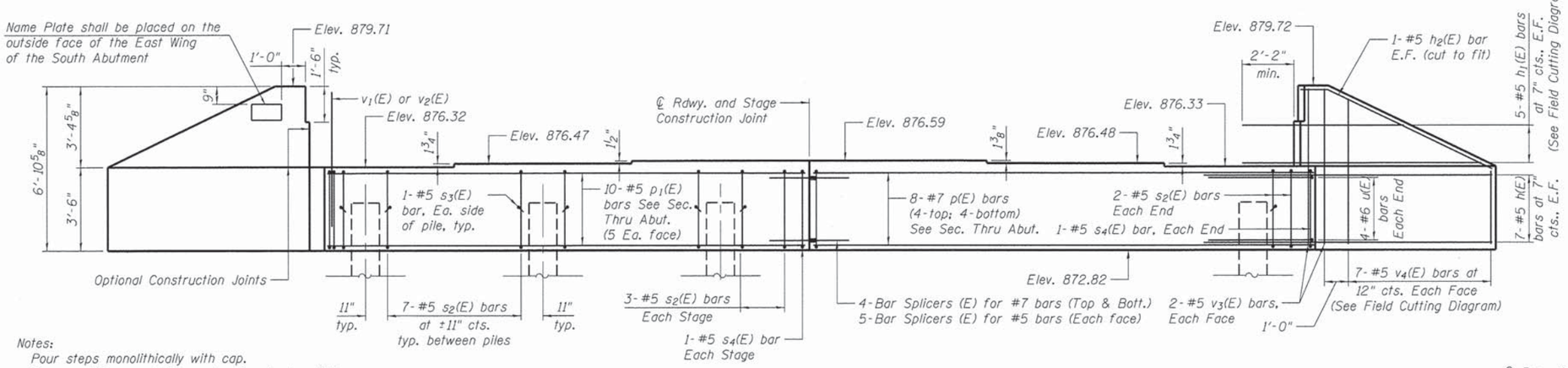
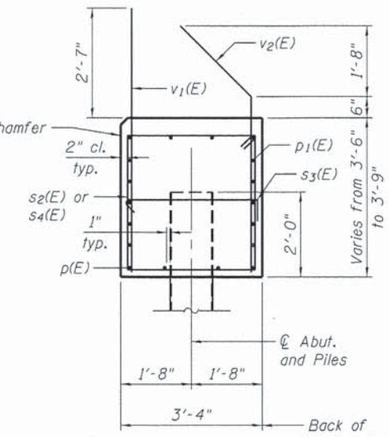
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



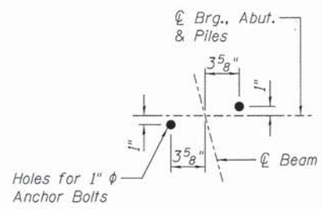
Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss Anchor Bolts.

ELEVATION

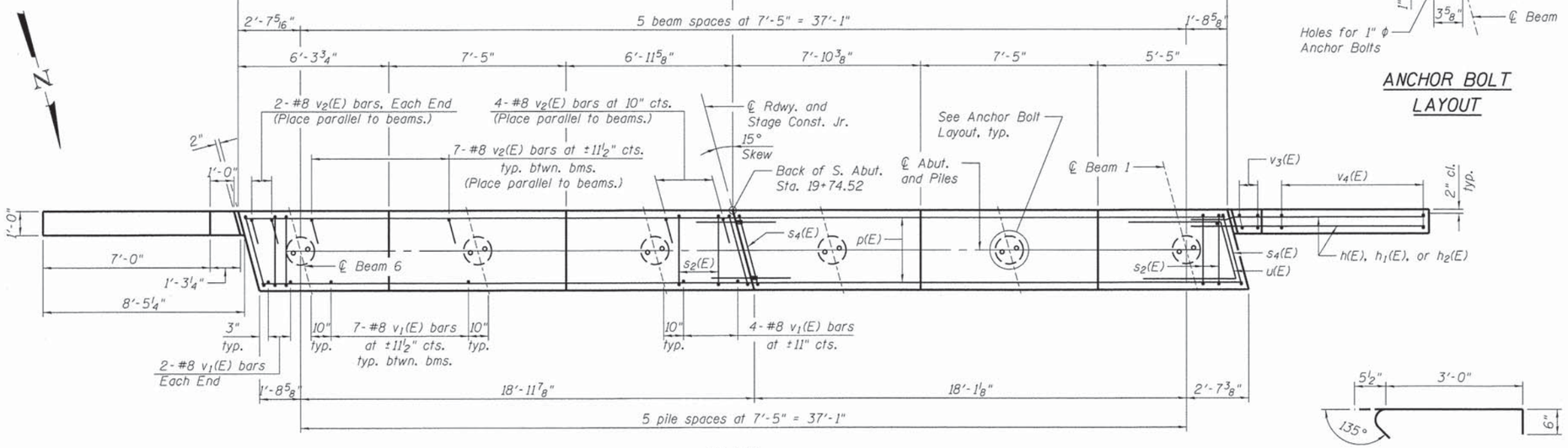


SEC. THRU ABUT.

Dimensions at right angles to abutment.



ANCHOR BOLT LAYOUT



PLAN

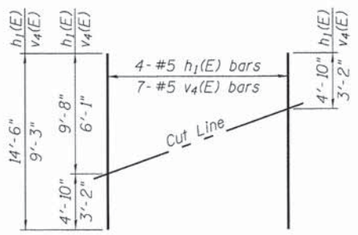
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	28	#5	10'-6"	
h1(E)	10	#5	14'-6"	
h2(E)	4	#5	7'-11"	
p(E)	16	#7	20'-4"	
p1(E)	20	#5	20'-4"	
s2(E)	38	#5	13'-3"	
s3(E)	12	#5	4'-0"	
s4(E)	4	#5	13'-5"	
u(E)	8	#6	10'-9"	
v1(E)	40	#8	5'-11"	
v2(E)	40	#8	6'-2"	
v3(E)	8	#5	6'-6"	
v4(E)	14	#5	9'-3"	
Structure Excavation		Cu. Yd.		96
Concrete Structures		Cu. Yd.		22.7
Reinforcement Bars, Epoxy Coated		Pound		3,820
Furnishing Metal Shell Piles 14"x0.250"		Foot		220
Test Pile Metal Shells		Each		1
Pile Shoes		Each		6
Driving Piles		Foot		220

For details of piles see sheet 18 of 21.
For details of Bar Splicers, see sheet 19 of 21.
For details of Integral Abutment Bearing, see sheet 15 of 21.
For drainage details, see Section Thru Integral Abutment on sheet 2 of 21.

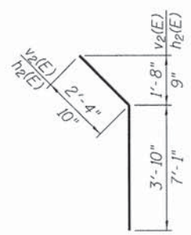
PILE DATA

Type: Metal Shell 14" x 0.250"
Nominal Required Bearing: 410 kips
Factored Resistance Available: 225 kips
Est. Length: 44'
No. Production Piles: 5
No. Test Piles: 1

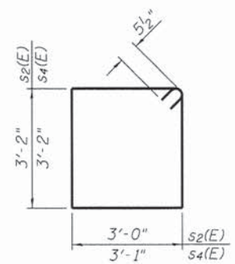


FIELD CUTTING DIAGRAM

Order h1(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.

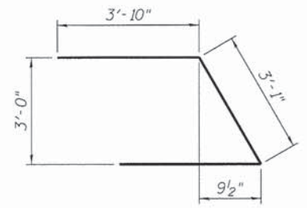


BARS v2(E) & h2(E)



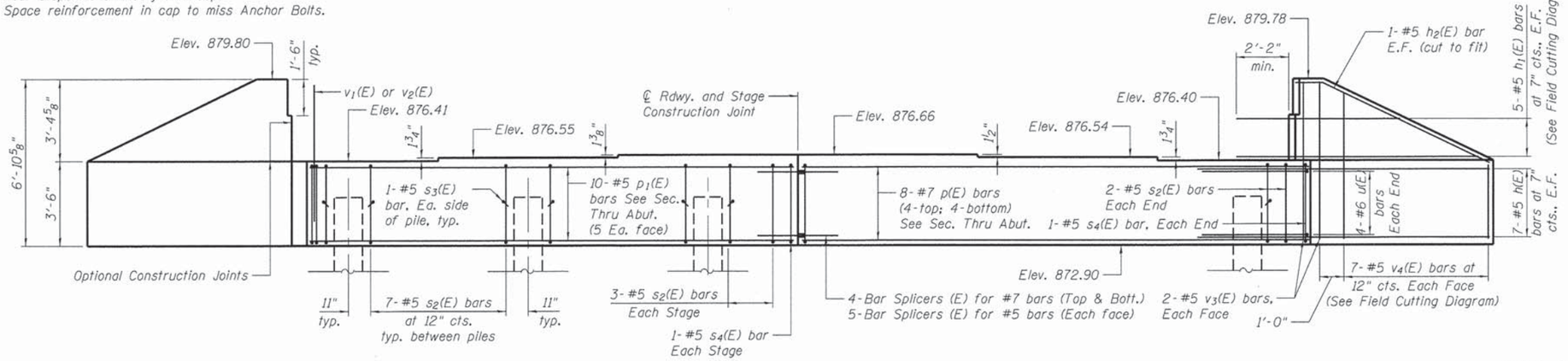
BARS s2(E) & s4(E)

BAR s3(E)

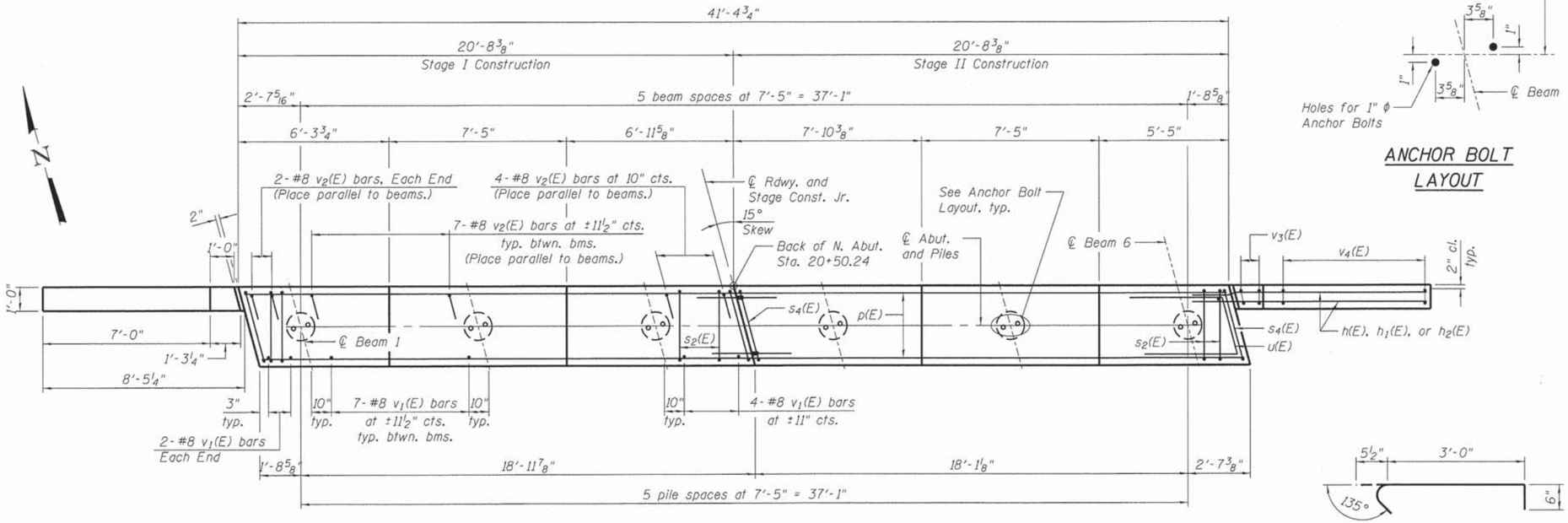


BAR u(E)

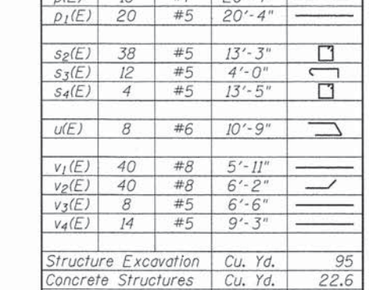
Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss Anchor Bolts.



ELEVATION



PLAN



SEC. THRU ABUT.

Dimensions at right angles to abutment.

ANCHOR BOLT LAYOUT

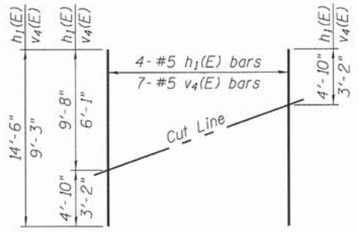
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	28	#5	10'-6"	
h1(E)	10	#5	14'-6"	
h2(E)	4	#5	7'-11"	
p(E)	16	#7	20'-4"	
p1(E)	20	#5	20'-4"	
s2(E)	38	#5	13'-3"	
s3(E)	12	#5	4'-0"	
s4(E)	4	#5	13'-5"	
u(E)	8	#6	10'-9"	
v1(E)	40	#8	5'-11"	
v2(E)	40	#8	6'-2"	
v3(E)	8	#5	6'-6"	
v4(E)	14	#5	9'-3"	
Structure Excavation		Cu. Yd.	95	
Concrete Structures		Cu. Yd.	22.6	
Reinforcement Bars, Epoxy Coated		Pound	3,820	
Furnishing Metal Shell Piles 14"x0.250"		Foot	290	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	6	
Driving Piles		Foot	290	

BAR s3(E)

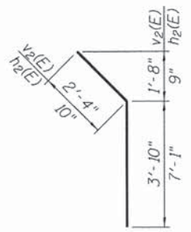
PILE DATA

Type: Metal Shell 14" x 0.250"
Nominal Required Bearing: 410 kips
Factored Resistance Available: 225 kips
Est. Length: 58'
No. Production Piles: 5
No. Test Piles: 1

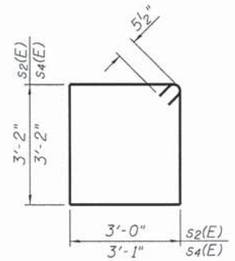


FIELD CUTTING DIAGRAM

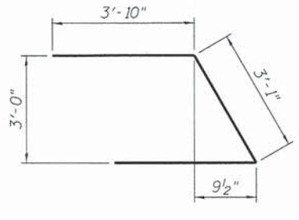
Order h1(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS v2(E) & h2(E)



BARS s2(E) & s4(E)



BAR u(E)

For details of piles see sheet 18 of 21.
For details of Bar Splicers, see sheet 19 of 21.
For details of Integral Abutment Bearing, see sheet 15 of 21.
For drainage details, see Section Thru Integral Abutment on sheet 2 of 21.

FILE NAME = W:\Projects\2012\12813 FrenchPhil\CADD\Structural\Dgn\B453072-B17-NorthAbutment.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
STRUCTURE NO. 045-3072
SHEET NO. 17 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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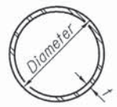
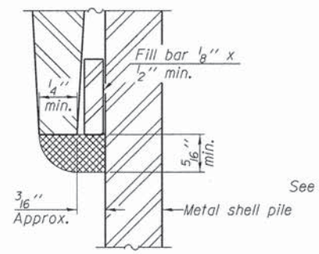
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		

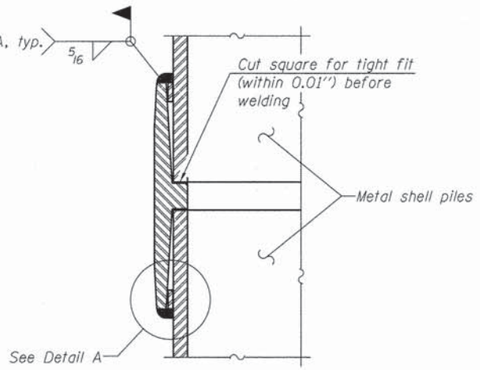


METAL SHELL PILE TABLE

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

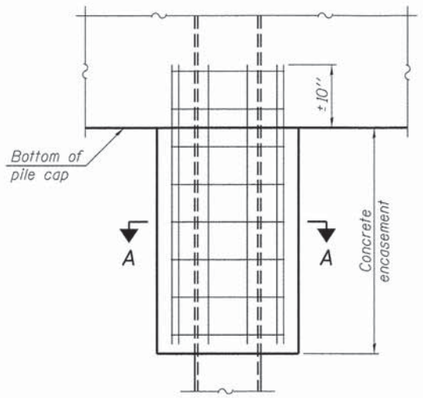


DETAIL A

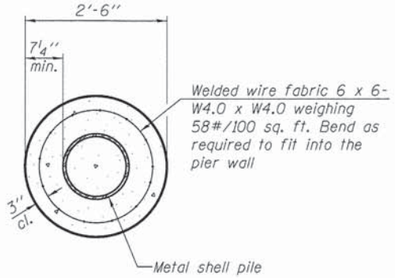


Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



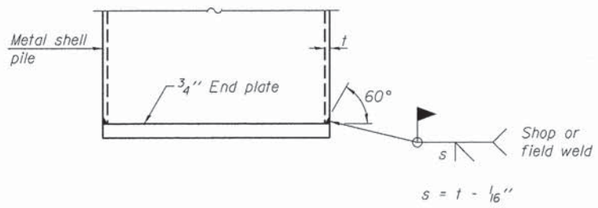
ELEVATION



SECTION A-A

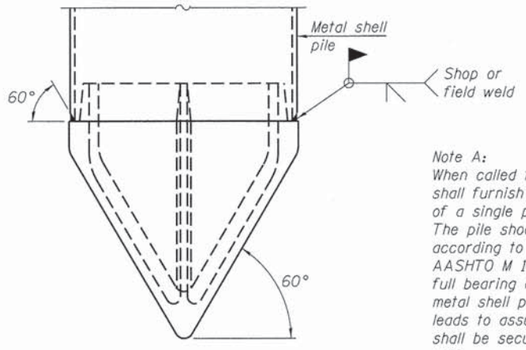
Note:
Forms for encasement may be omitted when soil conditions permit.

CONCRETE ENCASEMENT AT PIERS



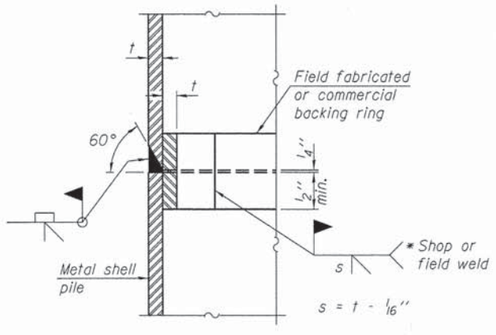
$s = t - 1/16"$

END PLATE ATTACHMENT



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

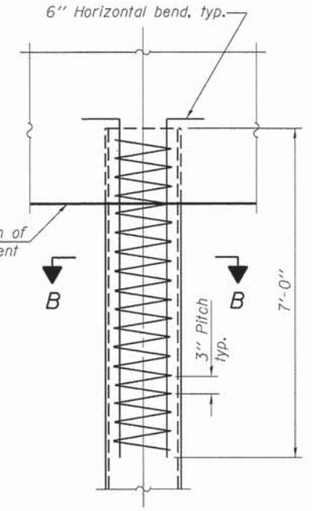
METAL SHELL PILE SHOE ATTACHMENT
(See Note A)



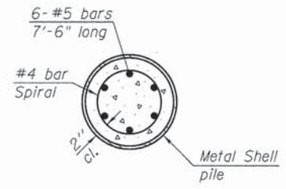
$s = t - 1/16"$

COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

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

F-MS 1-27-12

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		CHECKED - DLS	REVISED -
	PLOT SCALE = $SCALE$	DRAWN - MLH	REVISED -
	PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 045-3072
SHEET NO. 18 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	69
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

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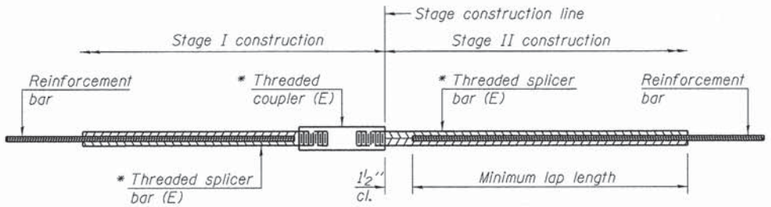


STANDARD BAR SPLICER ASSEMBLY

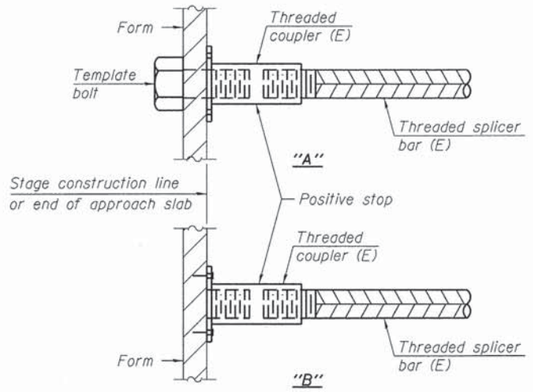
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C
Table 5: Epoxy bar, Class C
Table 6: Epoxy bar, Top bar top, Class C

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

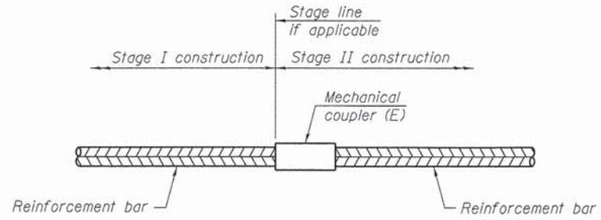
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Approaches	#4	50	6
Approaches	#5	172	6
Deck	#5	250	3
Diaphragm	#6	14	5
Abutments	#5	20	6
Abutments	#7	16	6



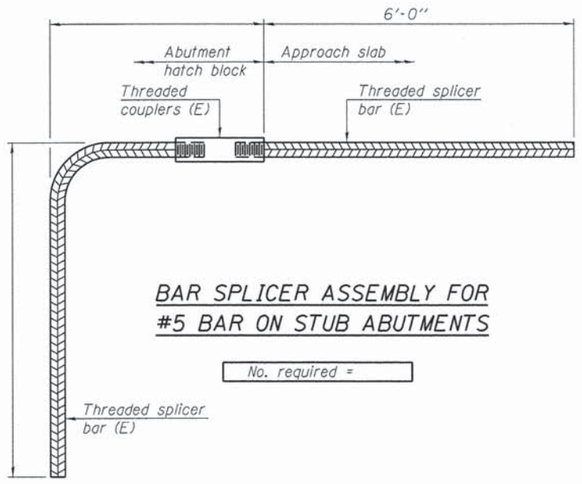
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 8-31-12

FILE NAME = W:\Projects\2012\120113 FrenchPhil\CADD\Structural\Dgn\0455072-019-BarSplicer.dgn

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

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PLOT DATE = 12/30/2013	CHECKED - DLS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 045-3072
SHEET NO. 19 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	70
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		

Testing Service Corporation

STRUCTURE BORING LOG

Date Started 7/30/10

Date Completed 7/30/10

ROUTE FAU 2331 DESCRIPTION French Road Bridge Over Burlington Creek

SECT. 08-00386-00-BR STRUCT. NO. 045-0040 DRILLED BY TSC L-75,423

COUNTY Kane LOCATION W. End North Abutment S. 33NW , TWP. 42N , RNG. 6E

Boring No. S-1
Station 20+40
Offset 14.50ft LT
Surface Elev. 879.16 ft

Surface Water Elev. ____
Groundwater Elev.:
when drilling 871.2
at Completion 881.2
after ____ Hrs. ____

DEPTH	BLOWS	Qu tsf	W %	DEPTH	BLOWS	Qu tsf	W %
16" Bituminous Concrete							
877.66							
FILL - Brown SAND, little gravel, damp A-1-b	4 4 8			Very stiff to stiff brownish-gray CLAY LOAM, trace gravel, moist A-6	10 14 14	B 1.9	11.9
876.66							
Loose brown fine to medium SAND, trace gravel, moist A-3	1 2 1			-30	8 10 11	B 1.9	11.7
-5							
	2 1 2			847.16			
871.16				Very stiff brownish-gray LOAM, trace gravel, moist A-4/A-6			
Soft brown and gray CLAY LOAM, trace gravel, trace organic, very moist A-6	2 1 1	B 0.5	24.2	-35	6 10 11	B 2.2	9.9
-10							
	1 2 1	B 0.3	23.7				
866.16							
Medium dense gray SAND and GRAVEL, saturated A-1-b	2 4 7			-40	6 12 14	B 2.6	10.5
-15							
863.66							
Medium dense gray fine to medium SAND, trace gravel, saturated A-3	4 6 9						
861.16							
Medium stiff gray CLAY LOAM, trace gravel, very moist A-6	4 6 8	P 0.75	23.1	-45	7 10 13	B 2.1	10.8
-20							
858.66							
Medium dense gray SAND and GRAVEL, saturated A-1-b	10 10 15						
856.16							
Very stiff to stiff brownish-gray CLAY LOAM, trace gravel, moist A-6	9 10 13	B 2.4	12.2	-50	8 12 12	B 2.4	11.3
-25							

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 7X425.GPJ IDOT.GDT 9/19/11

Testing Service Corporation

STRUCTURE BORING LOG

Date Started 7/30/10

Date Completed 7/30/10

STRUCTURE NO. 045-0040
ROUTE FAU 2331
SECTION 08-00386-00-BR
COUNTY Kane

Boring No. S-1
Station 20+40
Offset 14.50ft LT
Elevation 829.16 ft

DEPTH	BLOWS	Qu tsf	W %
Very stiff brownish-gray LOAM, trace gravel, moist A-4/A-6			
-55	8 10 16	B 2.6	11.4
-60	6 8 14	B 2.6	11.2
-65	7 11 14	B 2.4	10.9
-70	8 12 16	B 3.2	10.5
809.16			
Medium dense brown SAND, trace gravel, saturated A-1-b	5 6 10		
-75			

STRUCTURE NO. 045-0040
ROUTE FAU 2331
SECTION 08-00386-00-BR
COUNTY Kane

Elevation 804.16 ft

DEPTH	BLOWS	Qu tsf	W %
Medium dense brown SAND, trace gravel, saturated A-1-b			
801.16			
Medium dense brown SAND and GRAVEL, saturated A-1-b	12 18 27		16.6
800.16			
Dense brown SANDY LOAM, trace gravel, saturated A-2-4			
799.16			
-80			
End of Boring at 80.0'			
CME 55 on Remote Controlled ATV Carrier (#262) CME Automatic Hammer			
3.25" (83 mm) ID HSA			
-85			
-90			
-95			
-100			

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 7X425.GPJ IDOT.GDT 9/19/11

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PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS I
STRUCTURE NO. 045-3072
SHEET NO. 20 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	71
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 2

ROUTE FAU 2331 DESCRIPTION French Road Bridge Over Burlington Creek Date Started 7/29/10 Date Completed 7/29/10

SECT. 08-00386-00-BR STRUCT. NO. 045-0040 DRILLED BY TSC L-75,423

COUNTY Kane LOCATION E. End South Abutment S. 33NW , TWP. 42N , RNG. 6E

Boring No. S-2
Station 19+69
Offset 15.30ft RT
Surface Elev. 879.28 ft

Surface Water Elev.
Groundwater Elev.: when drilling 871.3
at Completion 869.3
after ____ Hrs. ____

DEPTH	BLOWS	Qu tsf	W %	DEPTH	BLOWS	Qu tsf	W %
879.28 15" Bituminous Concrete				Medium dense brown SAND and GRAVEL, saturated A-1-a			
877.99 FILL - Brown SAND, trace gravel, moist A-1-b	7 2 2	P 1.25	16.9	851.28	8 12 12		
877.28 FILL - Brown CLAY, trace gravel, trace asphalt, very moist A-6							
876.28 Loose brown SAND, trace gravel, moist A-1-b	1 2 2			-30	4 5 7	B 2.3	10.6
-5	2 2 2						
871.28 Very loose SAND, trace gravel, saturated A-1-b					4 7 10	P 2.5	11.6
	1 1 1			-35			
-10 868.78 Soft dark brown and gray CLAY LOAM, trace gravel A-4/A-6	1 1 2	B 0.4	18.6				
					5 7 9	B 2.3	11.7
	1 1 1	B 0.4	23.7	-40			
-15				Very stiff brownish-gray LOAM, trace to little gravel, occasional cobbles, moist A-4/A-6			
863.78 Medium dense brown SAND and GRAVEL, occasional Cobbles, saturated A-1-a	9 9 10						
861.28 Medium dense brown SANDY LOAM, trace gravel, very moist A-2-4	4 7 6		13.5		8 7 10	P 3.0	10.5
-20 858.78 Medium dense brown SAND and GRAVEL, saturated A-1-a				-45			
	12 15 15						
-25	7 10 18			-50	7 10 14	S 2.9	10.7

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

IDOT_BORING 7X42S.GPJ IDOT.GDT 9/19/11

Testing Service Corporation

STRUCTURE BORING LOG

Page 2 of 2

STRUCTURE NO. 045-0040
ROUTE FAU 2331
SECTION 08-00386-00-BR
COUNTY Kane

Date Started 7/29/10
Date Completed 7/29/10

STRUCTURE NO. 045-0040
ROUTE FAU 2331
SECTION 08-00386-00-BR
COUNTY Kane

Boring No. S-2
Station 19+69
Offset 15.30ft RT
Elevation 829.28 ft

Elevation 804.28 ft

DEPTH	BLOWS	Qu tsf	W %	DEPTH	BLOWS	Qu tsf	W %
Very stiff brownish-gray LOAM, trace to little gravel, occasional cobbles, moist A-4/A-6				Medium dense brown SAND, trace gravel, saturated A-1-b			
				801.28 Very dense brown SAND and GRAVEL, saturated A-1-a			
	7 10 11	B 2.2	9.6	799.28	19 26 30		
-55				End of Boring at 80.0'			
				CME 55 on Remote Controlled ATV Carrier (#262) CME Automatic Hammer			
	8 11 14	B 3.5	10.4	3.25" (83 mm) ID HSA			
-60				-85			
	6 10 13	B 2.4	10.7	-90			
-65							
811.28 Medium dense brown SAND, trace gravel, saturated A-1-b							
	4 7 9			-95			
-70							
	8 9 12			-100			
-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

IDOT_BORING 7X42S.GPJ IDOT.GDT 9/19/11

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

ROUTE FAU 2331 DESCRIPTION French Road Bridge Over Burlington Creek Date Started 7/30/10 Date Completed 7/30/10

SECT. 08-00386-00-BR STRUCT. NO. 045-0040 DRILLED BY TSC L-75,423

COUNTY Kane LOCATION ____ S. 33NW , TWP. 42N , RNG. 6E

Boring No. SC-1
Station 20+51
Offset 38.20ft LT
Surface Elev. 874.53 ft

Surface Water Elev. ____
Groundwater Elev.: when drilling 866.5
at Completion 868.5
after ____ Hrs. ____

DEPTH	BLOWS	Qu tsf	W %
873.73 FILL - Black silty CLAY (Topsoil)			
FILL - Dark brown and brown CLAY, trace to little gravel, trace organic A-6	3 4 4	P 1.0	17.0
	2 3 3	P 1.0	20.8
-5			
	3 3 4	P 1.25	24.3
866.53 Soft to very soft gray SILTY LOAM, trace organic, very moist A-6			
	0 1 2	B 0.4	30.8
-10			
	1 1 2	P 0.25	26.5
861.53 Medium stiff gray LOAM, very moist A-4/A-6			
	2 2 2	B 0.8	19.2
-15 859.03 Medium dense gray SAND, little gravel, saturated A-1-b			
	5 5 7		
856.53 Stiff to very stiff gray CLAY LOAM, little gravel, moist A-6			
	4 4 6	B 2.0	11.1
-20 854.53 End of Boring at 20.0'			
CME 55 on Remote Controlled ATV Carrier (#262) CME Automatic Hammer			
4.5" (114 mm) SFA			
-25			

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

IDOT_BORING 7X42S.GPJ IDOT.GDT 9/19/11

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PLOT SCALE = $SCALE$	DRAWN - MLH	REVISED -	
PLOT DATE = 10/30/2013	CHECKED - DLS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS II
STRUCTURE NO. 045-3072
SHEET NO. 21 OF 21 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	72
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

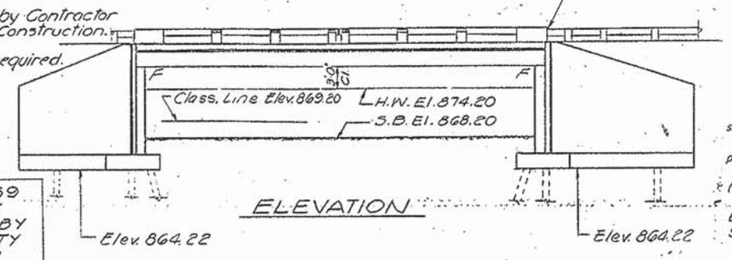
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 11	32 BR	KANE	20	8
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT		

SHEET NO. 1
5 SHEETS

B.M.: #1 Chiseled "U" in center of conc. rdwl.
Sta. 97+91 23'Lt. El. 877.45
Existing Structure: 3 single span, RC. Slab (24' clr. span)
Closed RC. Abutments, 24' Roadway Widtn.
C.H. Qtell Sta. 100+59 Built as Std. 61E
Built 1919
To be removed by Contractor at beginning of Construction.
No Salvage.
No Temporary Bridge required.

2-1"ø x 3'-6" Anchor bolts in end posts for guard-rail by Bridge Contractor

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



ELEVATION

STATION 100+59
COON CREEK
BUILT 19 BY
KANE COUNTY
SEC. 32 BR
LOADING H520

NAME PLATE
See Std. 2113-1

GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.

Handrail concrete shall be used in the rail and rail posts. Rail shall be poured in separate operation from interior rail posts.

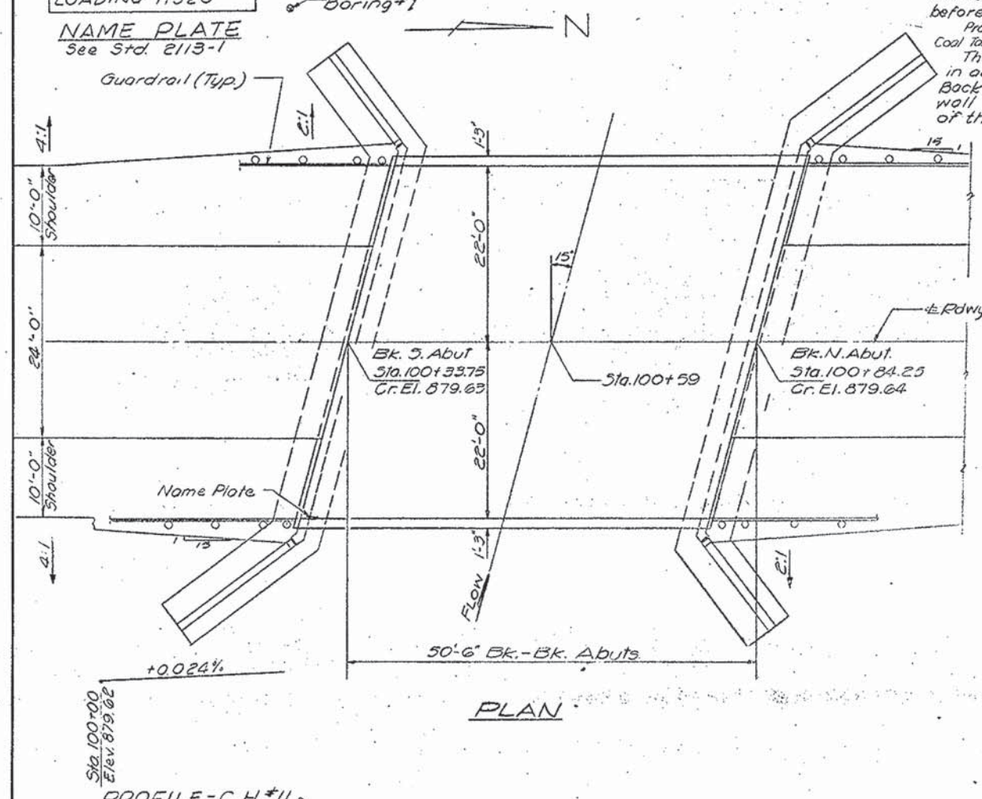
An alternate strand pattern using Extra High Strength Prestressing strand (270 k.s.i.) is permitted.

Backfill shall be placed behind the abutment after the superstructure has been poured and the falsework removed. See Article 502.11 of the Standard Specifications.

Contractor shall drive one timber test pile in the vicinity of N. Abut. as directed by Engineer before ordering remainder of piles.

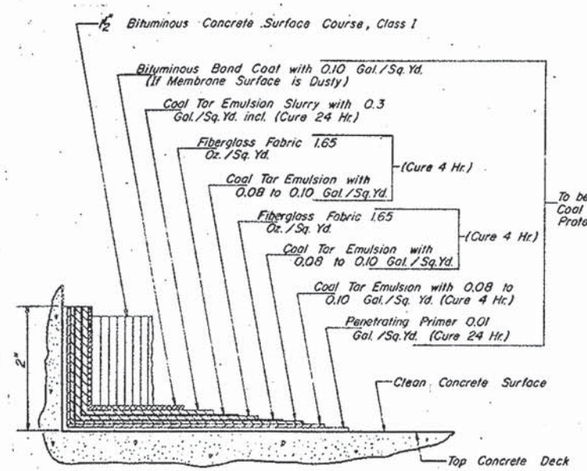
Protective Coat shall not be applied to surfaces to which Coal Tar Interlayer Protective Coat is applied.

The following surfaces shall be waterproofed in accordance with Art. 503.12 of the Std. Specs.: Back face of Abut. wall, and Back Face of Wing-wall from the top of the footing to 6" below top of the earth fill.



PLAN

PROFILE - C.H. #11



DETAIL OF DECK SURFACING

BORING #1

COUNTY Kane
Boring No. B-1
Station 100+27 ℄ Rt. Sta.
Offset 52.0' Lt. ℄ Rt. Rd

Surface Water El. None
Groundwater El. at Completion 867.90
After — Hours

Elevation	N	Qu t/s.f.	w (%)
Ground Surface 875.90	0		
VERY STIFF BLACK CLAY - TOPSOIL 872.90	3		
STIFF BROWN MOTTLED CLAY 871.40	9	P 1.00	26
MEDIUM STIFF GRAY MOTTLED CLAY W/PEBBLES & SAND SEAMS 868.90	5	B 0.66	19
SOFT GRAY SILTY W/PEBBLES & ROOTS 865.40	4	B 0.25	30
LOOSE GRAY SANDY LOAM - ALLUVIAL 863.90	6	—	26
MEDIUM DENSE PEBBLY GRAY SANDY LOAM - ALLUVIAL 861.40	22	—	—
VERY DENSE GRAY GRAVEL W/BLACK ALLUVIAL CLAY @ 859.90 - 859.40 858.90	65	—	—
MEDIUM DENSE BROWN SANDY LOAM - TILL 856.40	16	—	13
DENSE BROWN SANDY LOAN - TILL W/GRAVEL SEAMS	40	—	—
W/PEBBLY BROWN CLAY @ 852.20; q_u=3.75 (P) 852.40	33	—	—
HARD PEBBLY RED-BROWN CLAY - TILL 848.90	24	B 5.06	10
HARD PEBBLY RED-BROWN SANDY CLAY LOAM - TILL 846.40	27	B 5.84	11
VERY STIFF VERY PEBBLY RED-BROWN SANDY CLAY LOAM - TILL 844.40	26	B 3.72	9
BOTTOM OF BORING			

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".

Qu - Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight - %

Type failure
B - Bulge Failure
S - Shear Failure
E - Estimated Value
P - Penetration

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Removal of Existing Struct.	Ea.			1
Class "A" Excavation for Structs	Cu. Yds.		700	700
Class "B" Excavation for Structs.	Cu. Yds.		340	340
Handrail Concrete	Cu. Yds.	30		30
Class X Concrete	Cu. Yds.	4.8	155.4	160.2
P.P. Conc Deck Bm. (21')	Sq. Ft.	2320		2320
Coal Tar Interlayer Protect Ct	Sq. Yds.	245		245
Reinforcement Bars	Lbs.	3480	11,760	15,240
Name Plates	Ea.		1	1
Test Pile Timber	Ea.		1	1
Creosoted Piles (up to 20')	Lin. Ft.		1,760	1,760
Metal Shoes	Ea.		88	88
Protective Coat	Sq. Yds.	45		45
Bit Surface Course Class I	Tons.	19.9		139
Floor Drains	Each	16		16

DESIGNED	A.K. Kamali	EXAMINED	Jan 31 1969
CHECKED	W. Hsiung	PASSED	M.E. Baumann
DRAWN	F. Marcado	APPROVED	Richard H. Gottlerman
CHECKED	A.K.		

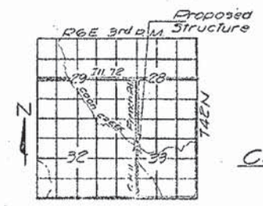
WATERWAY INFORMATION

Drainage Area — — — — — — — — 7325 Acres
Character — — Level, Polling, Clay Loam, Cultivated
Required Opening — (30 Yr. Flood) — 280 Sq Ft
Present Opening — — — — — — — 196 Sq Ft
Proposed Opening — — — — — — — 280 Sq Ft
Q (30) = 1665 c.f.s.

DESIGN STRESSES

FIELD UNITS
f_c = 1,400 psi. Curb, Handrail & Sub.
f_s = 20,000 psi. Reinf
f_s = 20,000 psi. Struct
V_c = 75 psi. Ftgs.
n = 10

PRECAST PRESTRESSED UNITS
f_c = 5000 psi.
f'_{ci} = 4000 psi.
f'_s = 248,000 psi. Strands
f'_{si} = 173,600 psi. Strands
LOADING H520-44



LOCATION PLAN

C.H. 11 OVER COON CREEK
SECTION 32 BR
KANE COUNTY
STATION 100+59

Rev. 2-24-69 A.K. Rev. 5-13-69 W.H

FILE NAME = W:\Projects\2012\12013 French\Pln\CADD\Civil\Dgn\Sht\EXSTR_01.dgn

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		DRAWN -	REVISED -
	PLOT SCALE = 1:10	CHECKED -	REVISED -
	PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

EXISTING STRUCTURAL PLANS
FOR REFERENCE ONLY

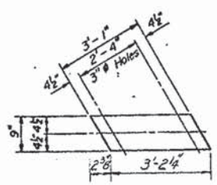
SCALE: | SHEET NO. 1 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	73
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

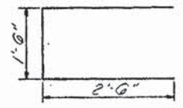
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP Rte. CH. 11	32BR	KANE	20	9
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

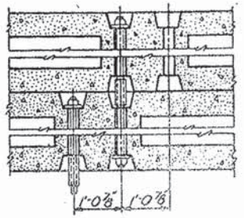
SHEET NO. 2
5 SHEETS

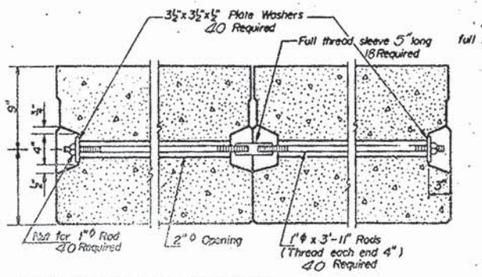


FABRIC BEARING PAD

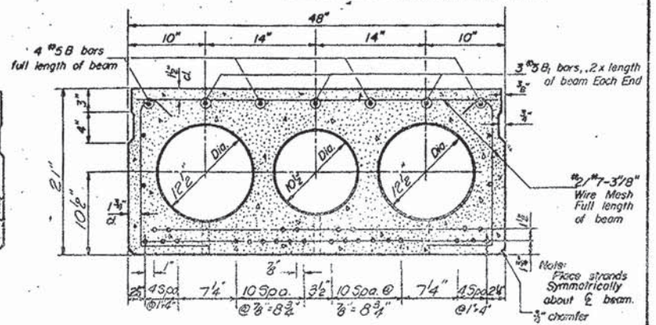


U₁ BAR



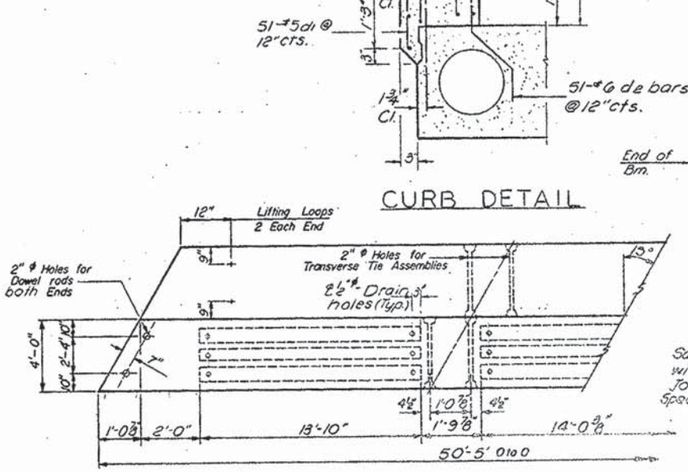


TYPICAL TRANSVERSE TIE ASSEMBLY



TYPICAL SECTION

⅞" ϕ Strands, Each Strand Stressed to 18,900 lbs.
18 Strands 1¾" up 8 Strands 3½" up
2 Strand 9" up 2 Strands 15" up

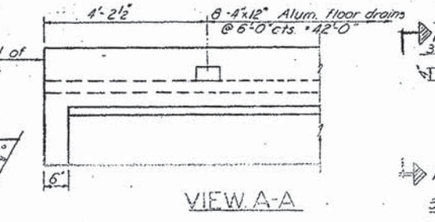


PLAN

END PLAN

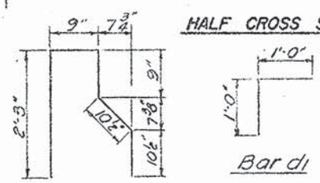
LIFTING LOOP DETAIL

PD-2-L 11-19-65
Revised: 4-1-69 A.K.



VIEW A-A

SEC. AT ABUT.



Bar de

HALF CROSS SECTION

Bar d₁

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b	24	#5	25'-9"	
d₁	102	#5	2'-0"	
Floor Drains			Each	16
Precast Prestressed Concrete Deck Beam (21)			Sq. Ft.	2320
Class X Concrete			Cu. Yds.	48
Reinforcement Bars			Lbs.	860

GENERAL NOTES

Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand. The nominal diameter shall be ⅞" and the nominal cross-sectional area shall be 0.109 sq. in..
Lifting loops shall be ⅝" ϕ diameter, 6x19 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 33000lbs.
The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside beam shall be filled with grout after transverse tie assembly is in place.
Longitudinal shear keys shall be packed with a very dry mix of 2:1 sand and P.C. mortar.
After beams have been erected, holes for the dowel anchors shall be drilled into the sub-structure and the anchor dowels shall be grouted in place.
Steel for dowel rods, transverse tie rods, and armor angles shall be S.A.E. 1020, structural steel A.S.T.M. Designation: A36, or intermediate grade A.S.T.M. Designation: A15.
After fabrication the transverse tie assemblies (tie rods, nuts, washers and sleeves) shall be hot-dipped galvanized in accordance with A.S.T.M. Designation: A153.
Cost of reinforcement and accessories cast into the beam, of bearing pads, of armor angles, and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beam"

SUPERSTRUCTURE DETAILS
C.H. # 11 SEC. 32 BR
KANE COUNTY
STA. 100+59

FILE NAME = W:\Projects\2012\120113 Frenchmill\CADD\Civil\Dgn\Sht\EXSTR.02.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:10	CHECKED -	REVISED -
PLOT DATE = 12/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

EXISTING STRUCTURAL PLANS
FOR REFERENCE ONLY

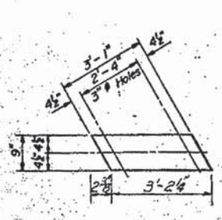
SCALE: | SHEET NO. 2 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	74
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

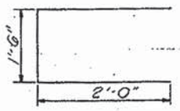
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP RTE. CH-11	32 BR	KANE	20	10
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

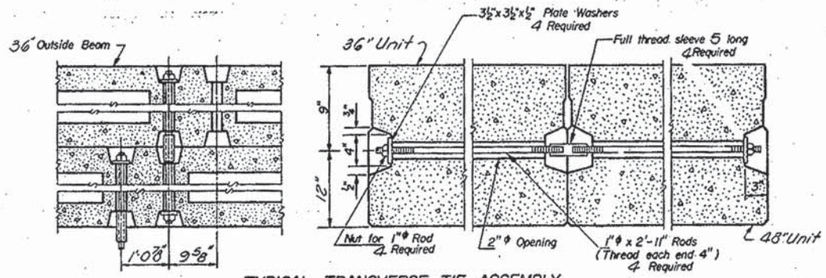
SHEET NO. 3
5 SHEETS



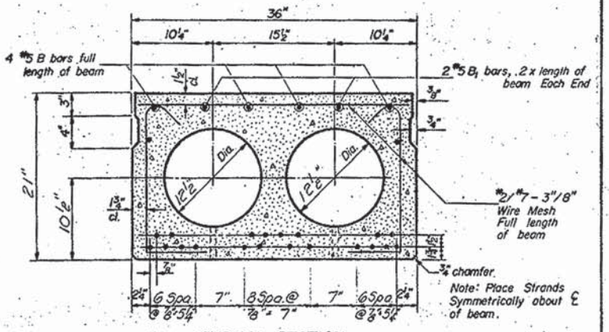
FABRIC BEARING PAD



U_2 BAR

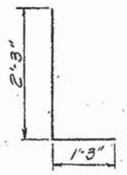


TYPICAL TRANSVERSE TIE ASSEMBLY

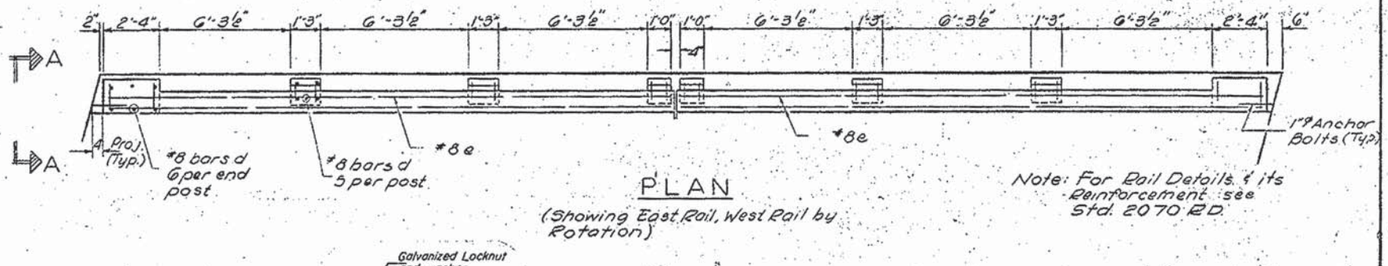


TYPICAL SECTION

7/16" ϕ Strands Each Strand Stressed to 18,900 lbs.
12 Strands 13¾" up 8 Strands 3¾" up 2 Strands 15" up

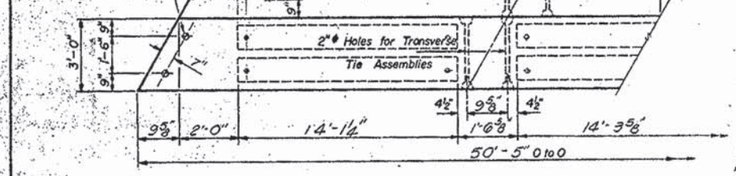


d BAR

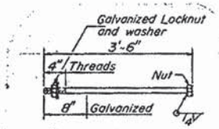


PLAN
(Showing East Rail, West Rail by Rotation)

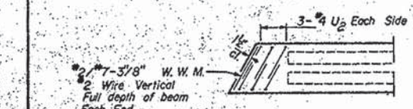
Note: For Rail Details & its Reinforcement see Std. 2070 2D.



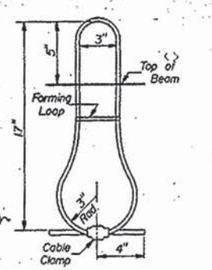
PLAN



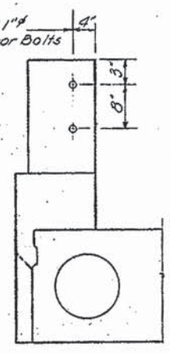
1" ϕ ANCHOR BOLT
(Cost Incidental to Bridge Structure)



END PLAN



LIFTING LOOP DETAIL



VIEW A-A

GENERAL NOTES

Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand. The nominal diameter shall be 7/16" and the nominal cross-sectional area shall be 0.109 sq. in..

Lifting loops shall be 5/8" ϕ diameter, 6x19 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 33000lbs.

The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside beam shall be filled with grout after transverse tie assembly is in place.

Longitudinal shear keys shall be packed with a very dry mix of 2:1 sand and P.C. mortar.

After beams have been erected, holes for the dowel anchors shall be drilled into the sub-structure and the anchor dowels shall be grouted in place.

Steel for dowel rods, transverse tie rods, and armor angles shall be S.A.E. 1020, structural steel A.S.T.M. Designation: A36, or intermediate grade A.S.T.M. Designation: A15.

After fabrication the transverse tie assemblies (tie rods, nuts, washers and sleeves) shall be hot-dipped galvanized in accordance with A.S.T.M. Designation: A153.

Cost of reinforcement and accessories cast into the beam, of bearing pads, of armor angles, and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beam."

* 16 bars between posts.

BILL OF MATERIAL

	Bar	No.	Size	Length	Shape
	d	84	#8	3'-6"	
	e	24	#8	24'-7"	
	r	32	#4	2'-6"	
*	s	192	#5	2'-11	
	Handrail Concrete			Cu.yds.	30
	Reinforcement Bars			Lbs.	2620

DESIGNED	O. Kerawala		
CHECKED	W. Hsiung		
DRAWN	F. Mercado JAMES R. CARMAIN		
CHECKED	A.K.		

EXAMINED Jan 31 1969
PASSED W. C. Blumenshine
APPROVED Richard H. Gutternan

PD-1-L 11-19-65
Revised: 4-1-69 A.K.

SUPERSTRUCTURE DETAILS
C.H. "11 SEC. 32BR
KANE COUNTY
STA. 100+59

FILE NAME = W:\Projects\2012\120113 French\Phil\CADD\Civil\Dgn\Sht\EXSTR_03.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED -		REVISED -
	DRAWN -		REVISED -
PLOT SCALE = 1:10	CHECKED -		REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

EXISTING STRUCTURAL PLANS
FOR REFERENCE ONLY

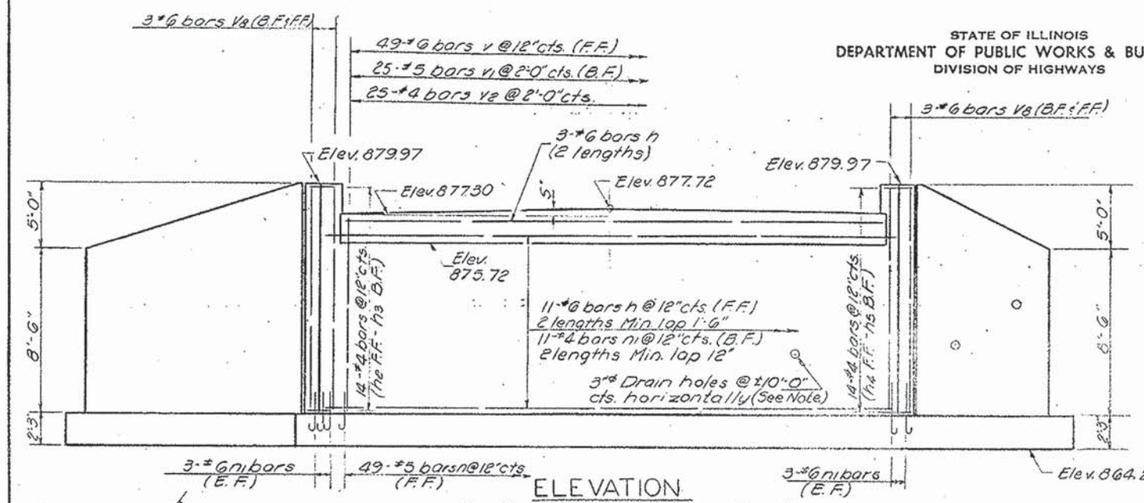
SCALE: | SHEET NO. 3 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	75
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

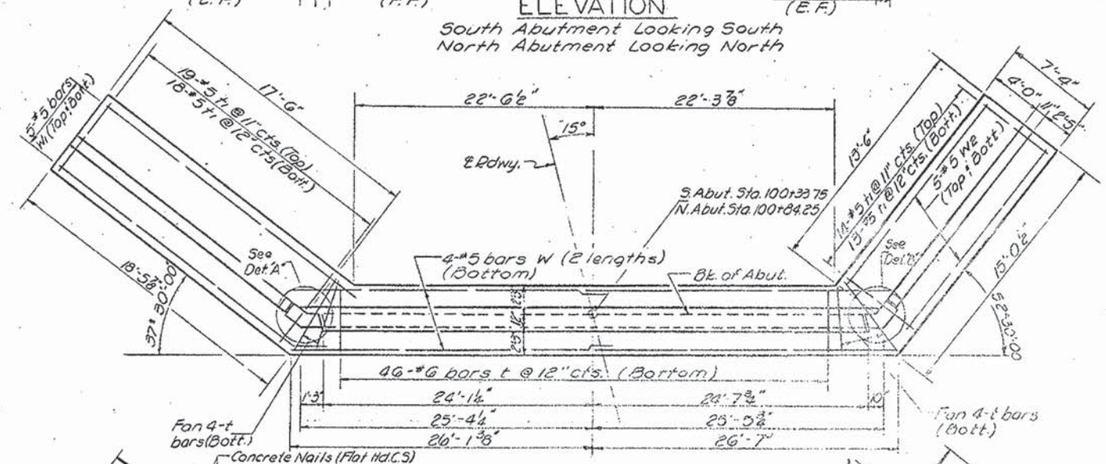
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU Rte. CH-11	32 BR	KANE	20	11
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4
5 SHEETS

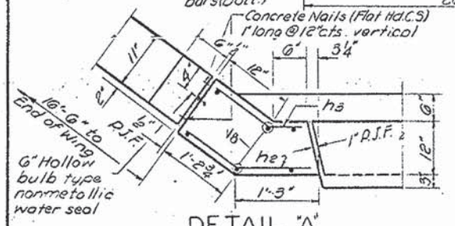
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



ELEVATION
South Abutment Looking South
North Abutment Looking North

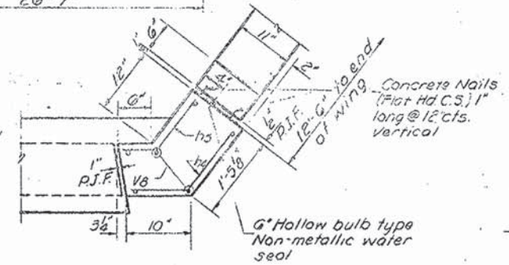


PLAN



DETAIL 'A'

Note: W1 & W2 bars bent in field if necessary

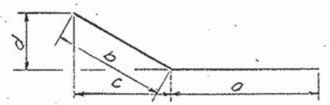


DETAIL 'B'

DESIGNED	A. Kramski
CHECKED	W.E. Haug
DRAWN	F. Mercado
CHECKED	A.K.

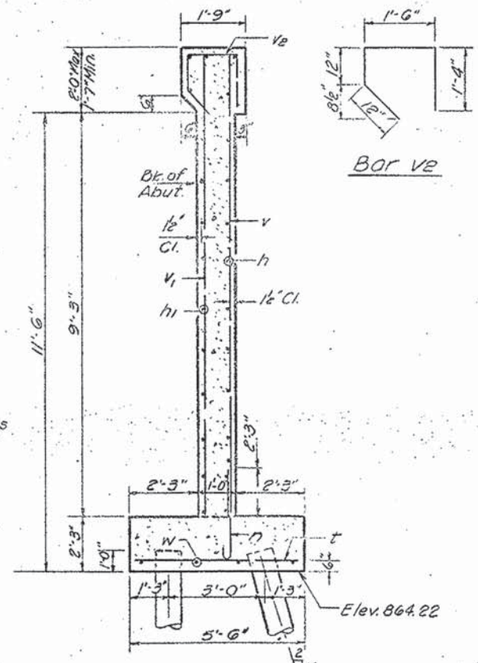
EXAMINED Jan 31 1969
Earl E. Baumann Jr
PASSED W.E. Baumann
APPROVED Richard H. Gutstein

Note: Drain holes shall be placed 6" above Ordinary Water Elevation



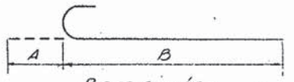
SCHEDULE OF DIMENSIONS

Bars	a	b	c	d
he	12"	12"	9½"	7¼"
h3	6"	12"	9½"	7¼"
h4	1'-3"	9"	5½"	7¼"
h5	12"	6"	3¾"	4¾"



SEC. THRU ABUT.

Bar V2



Bars n-n1 & n2

VALUE OF A & B

Bars	n	n1	n2
A	7"	8"	8"
B	4'-0"	5'-1"	3'-1"

TWO ABUTMENTS
BILL OF MATERIAL

Bars	No.	Size	Length	Shape
h	56	#6	26'-0"	—
h1	44	#4	25'-6"	—
h2	28	#4	2'-0"	—
h3	28	#4	1'-6"	—
h4	28	#4	2'-0"	—
h5	28	#4	1'-6"	—
h6	28	#4	16'-3"	—
h7	28	#4	12'-3"	—
h8	6	#4	15'-0"	—
h9	6	#4	11'-0"	—
n	98	#5	4'-7"	⊃
n1	84	#6	5'-9"	⊃
n2	56	#6	3'-9"	⊃
v	98	#6	10'-6"	—
v1	50	#5	10'-6"	—
v2	50	#4	4'-10"	⌐
v3	20	#4	8'-3"	—
v4	18	#4	9'-6"	—
v5	18	#4	10'-9"	—
v6	18	#4	12'-0"	—
v7	8	#4	13'-3"	—
v8	24	#6	13'-3"	—
v9	56	#5	5'-0"	—
t	108	#6	5'-3"	—
t1	128	#5	7'-1"	—
w	16	#5	27'-0"	—
w1	20	#5	19'-0"	—
w2	20	#5	14'-6"	—
Class X Concrete			Cu. Yds.	1554
Reinforcement Bars			Lbs.	11,760

ABUTMENT DETAILS
C.H.#11 SEC. 32 BR
KANE COUNTY
STA. 100+59

FILE NAME = W:\Projects\2012\120113 Frenchpkl\CADD\Civil\Dgn\Sht\EXSTR_84.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:10	CHECKED -	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

EXISTING STRUCTURAL PLANS
FOR REFERENCE ONLY

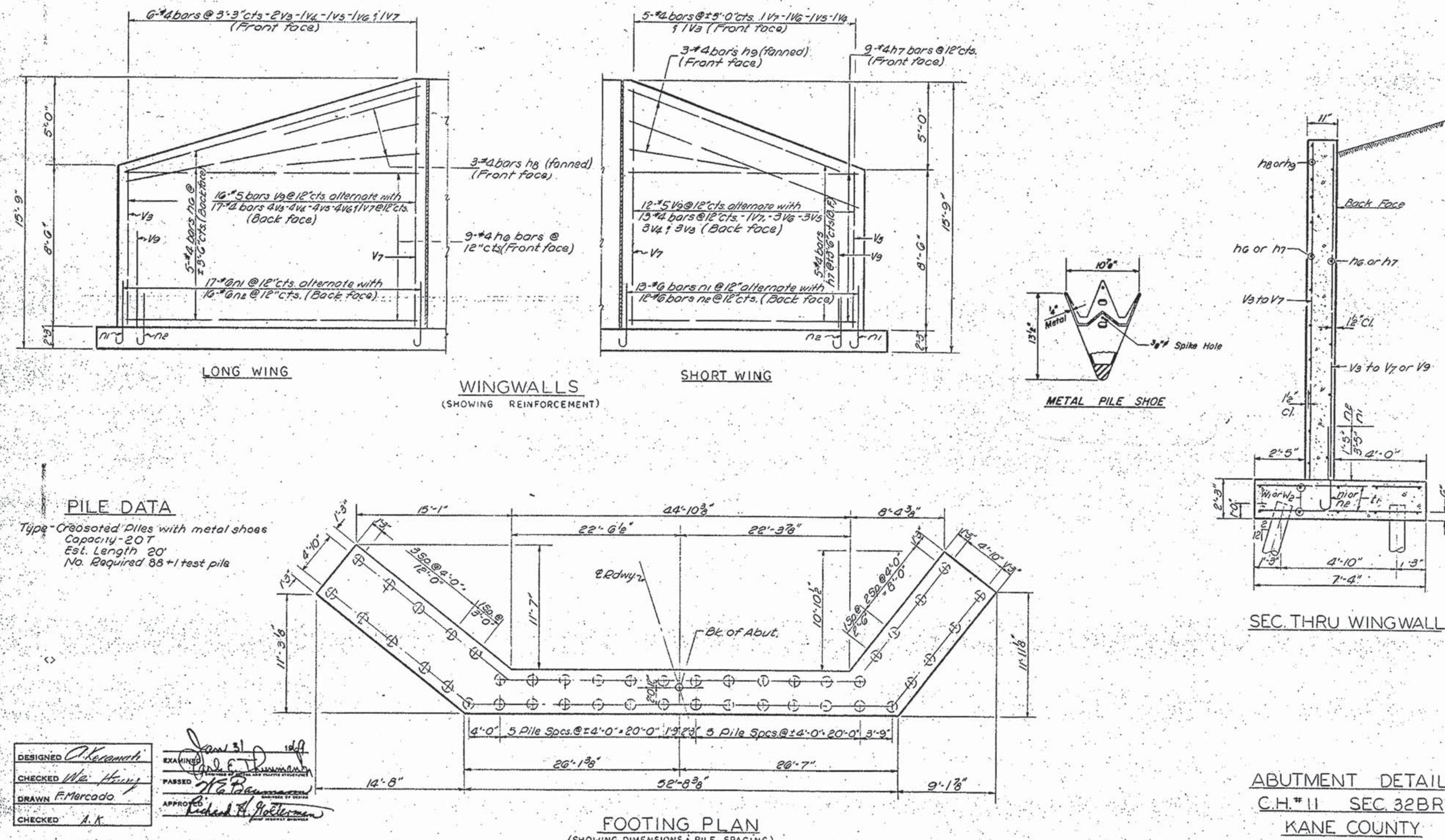
SCALE: | SHEET NO. 4 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	76
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
C.H. 11	32 BR	KANE	20	12

SHEET NO. 5
5 SHEETS



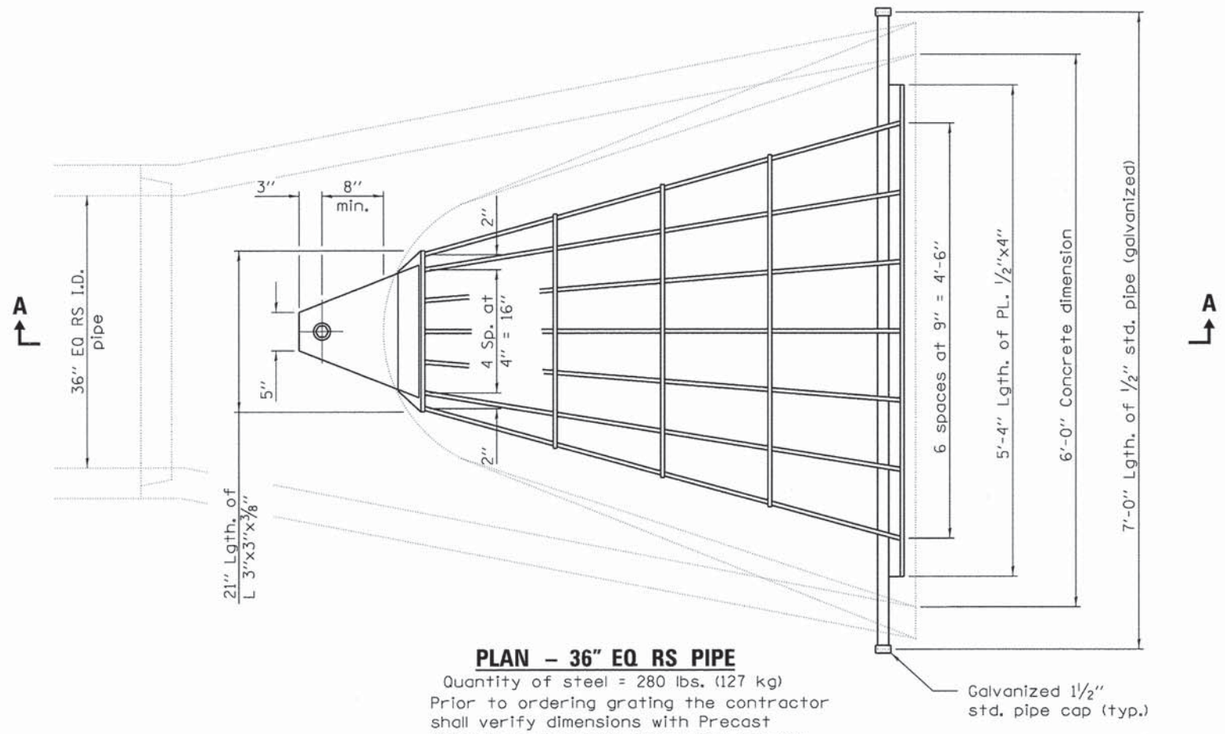
DESIGNED	A. Kosmowski
CHECKED	W. Hering
DRAWN	F. Mercado
CHECKED	A. K.

EXAMINED Jan. 31 1969 — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED Richard H. Golterman — CHIEF HIGHWAY ENGINEER

ABUTMENT DETAILS
C.H. # 11 SEC. 32BR
KANE COUNTY
STA. 100+59

FILE NAME = W:\Projects\2012\120113 FrenchRd\CADD\Civil\Dgn\Sht\EXSTR_05.dgn

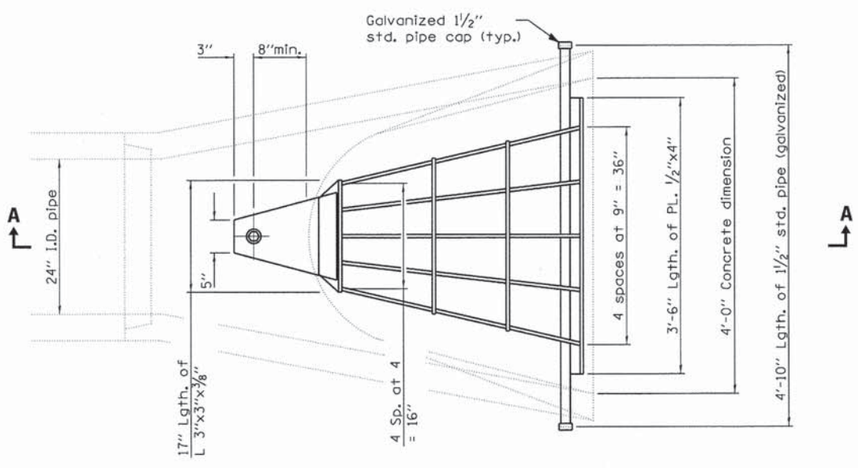
WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174	USER NAME = nparris	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING STRUCTURAL PLANS FOR REFERENCE ONLY	F.A.U. RTE. 2331	SECTION 08-00386-00-BR	COUNTY KANE	TOTAL SHEETS 118	SHEET NO. 77
		DRAWN -	REVISED -							
	PLOT SCALE = 1:10	CHECKED -	REVISED -			CONTRACT NO. 63874				
	PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -		SCALE: SHEET NO. 5 OF 5 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				



PLAN – 36" EQ RS PIPE

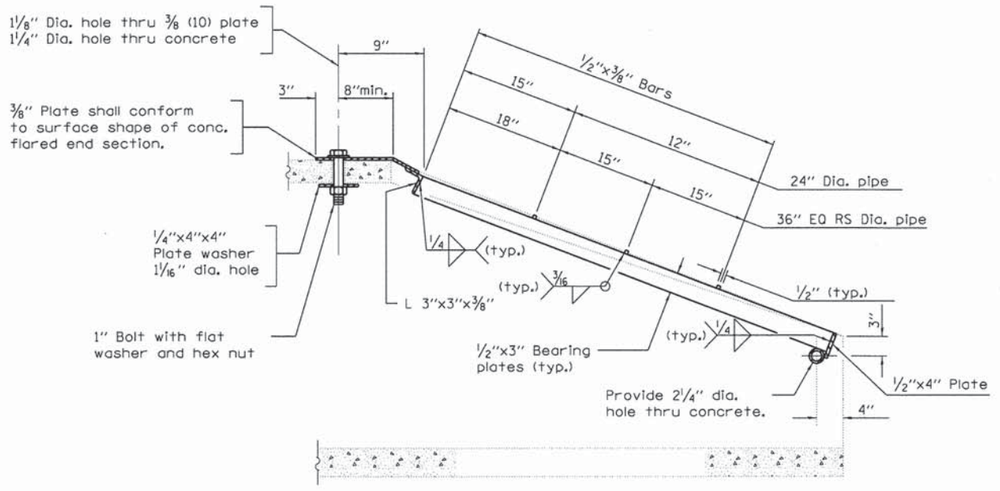
Quantity of steel = 280 lbs. (127 kg)

Prior to ordering grating the contractor shall verify dimensions with Precast Reinforced Concrete Flared End Section, EQ RS 36" to ensure proper fit.



PLAN – 24" DIA. PIPE

Quantity of steel = 150 lbs. (68 kg)



SECTION A–A

GENERAL NOTES

Grating details shown are intended for use with particular sizes of precast reinforced concrete flared end sections as shown on standards 542301 and 542306.

Approximate quantity of steel shown includes total quantity of grating, bolts, nuts, washers and steel pipe.

Holes in the precast concrete flared end sections shall be cored to the diameters noted. If cone-out on the other end of the hole occurs, the hole shall be filled with grout to correct the diameter of the hole.

FILE NAME = W:\Projects\2012\12013 French Pkl\CADD\Civil\Dgn\Sht\DETAIL_01.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

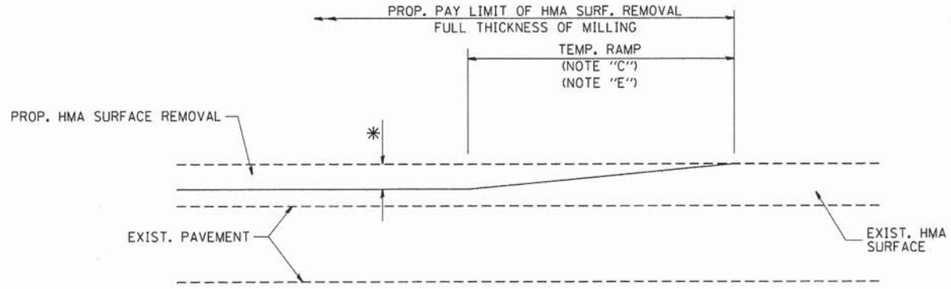
USER NAME = nparris	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1:10	CHECKED -	REVISED -
PLOT DATE = 10/31/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORATION

GRATING FOR CONCRETE FOR FLARED END SECTION

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

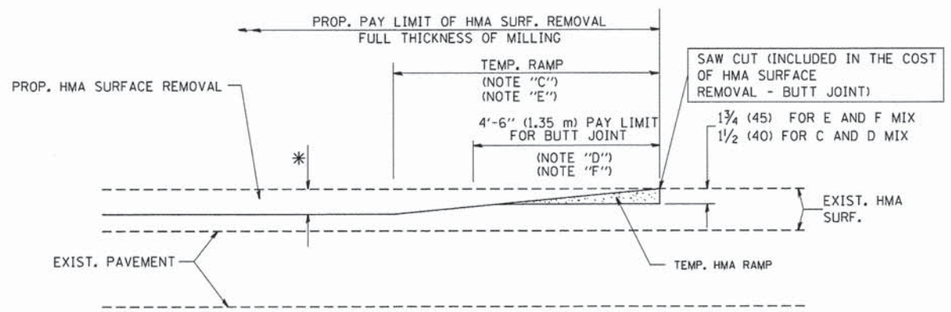
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	78
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

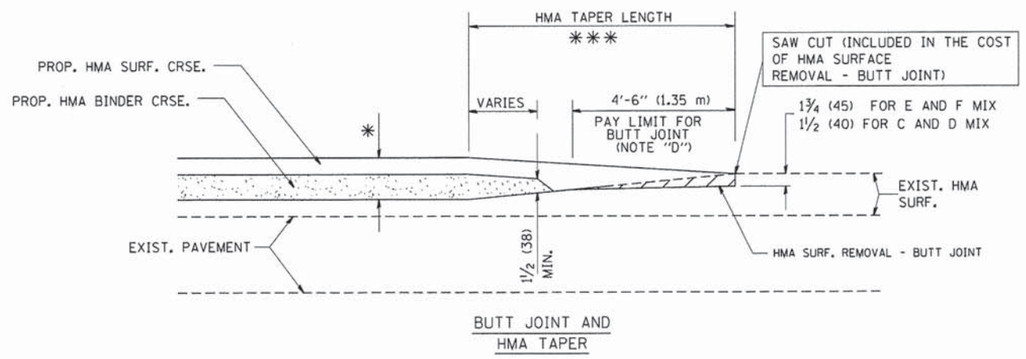


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

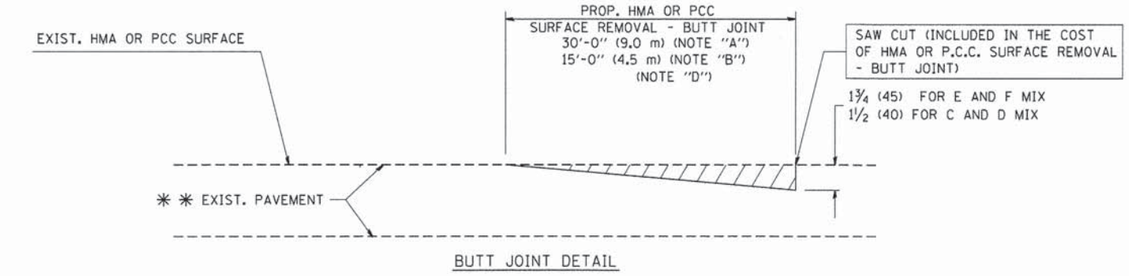
OPTION 2

TYPICAL TEMPORARY RAMP

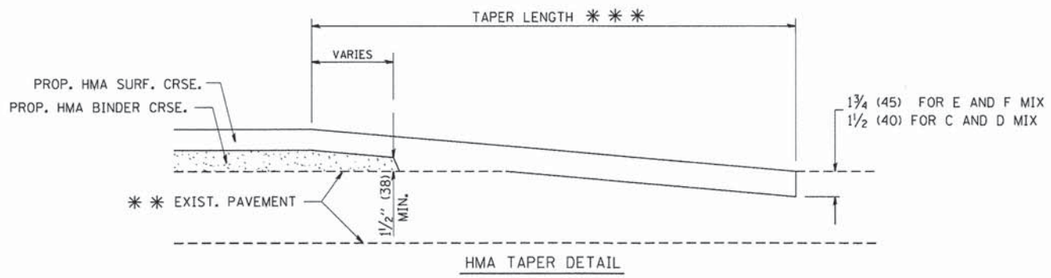


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	79
	BD400-05 BD32	CONTRACT NO. 63874		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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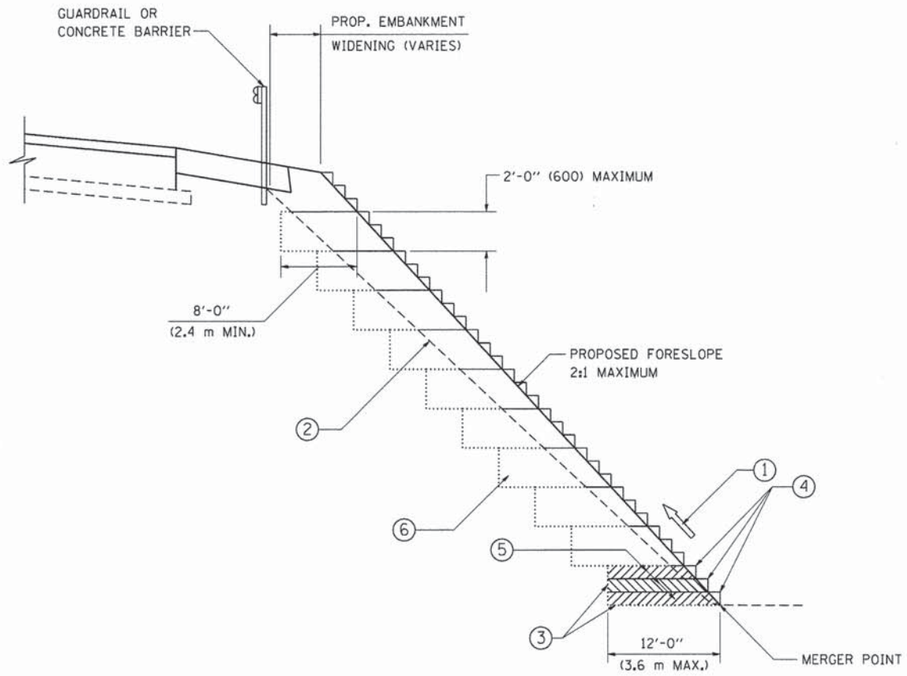

TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

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

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

FILE NAME = W:\Projects\2012\120113 French\PH1\CADD\Civil\Dgn\Sht\DT_D1-BD51.dgn

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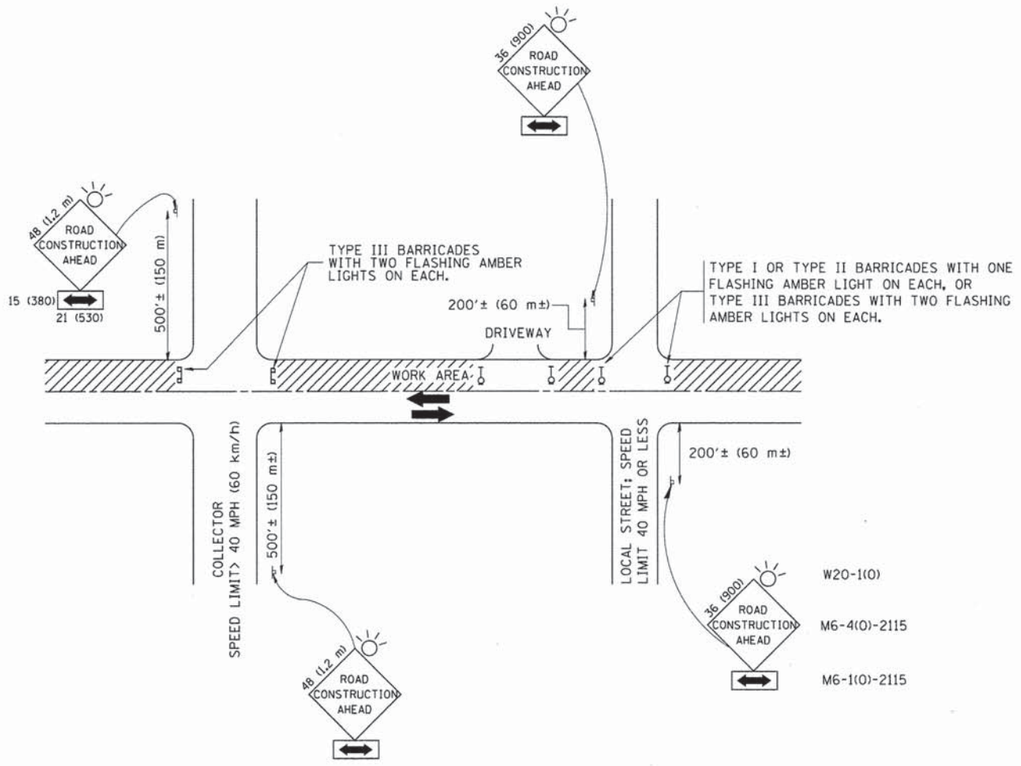
		DRAWN - CADD	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - S.E.B.	REVISED -
	PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	80
	BD-51	CONTRACT NO. 63874		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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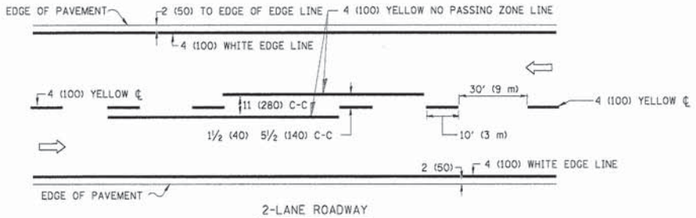
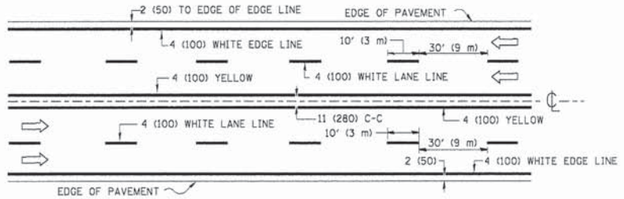
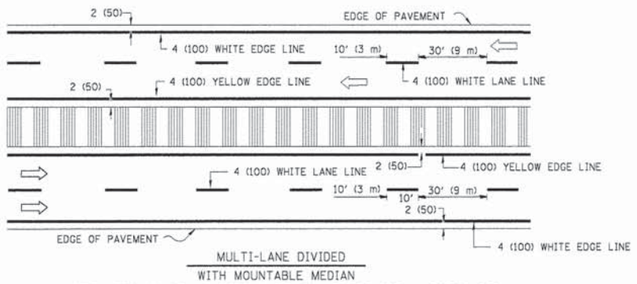
	TC-10	CONTRACT NO. 63874		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



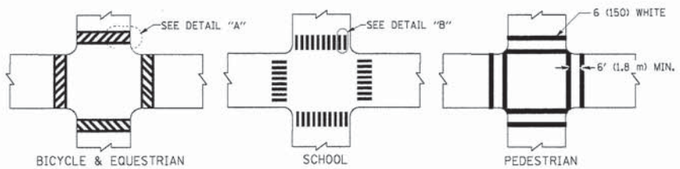
MULTI-LANE UNDIVIDED



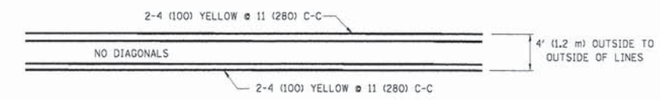
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

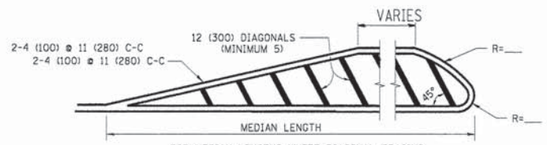
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



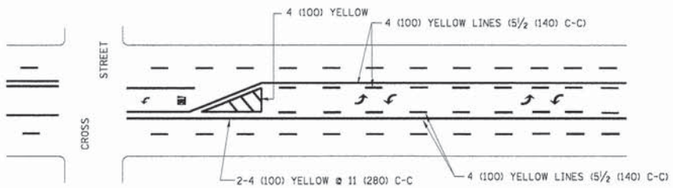
4' (1.2 m) WIDE MEDIANS ONLY



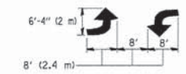
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

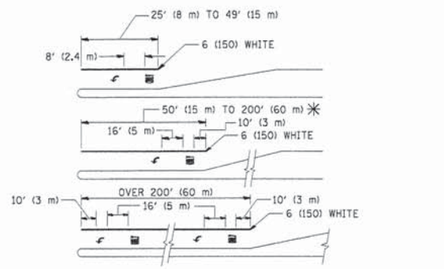


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

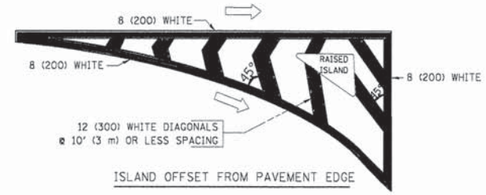


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ↑ ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

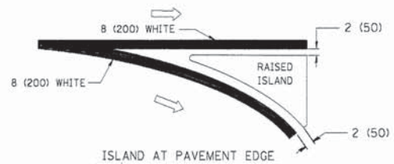
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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

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		DRAWN -	REVISED -C. JUCIUS 09-09-09		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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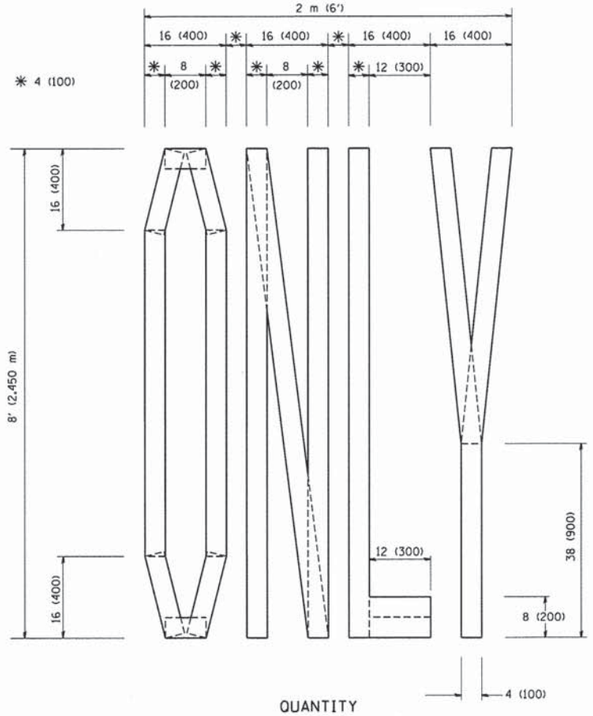
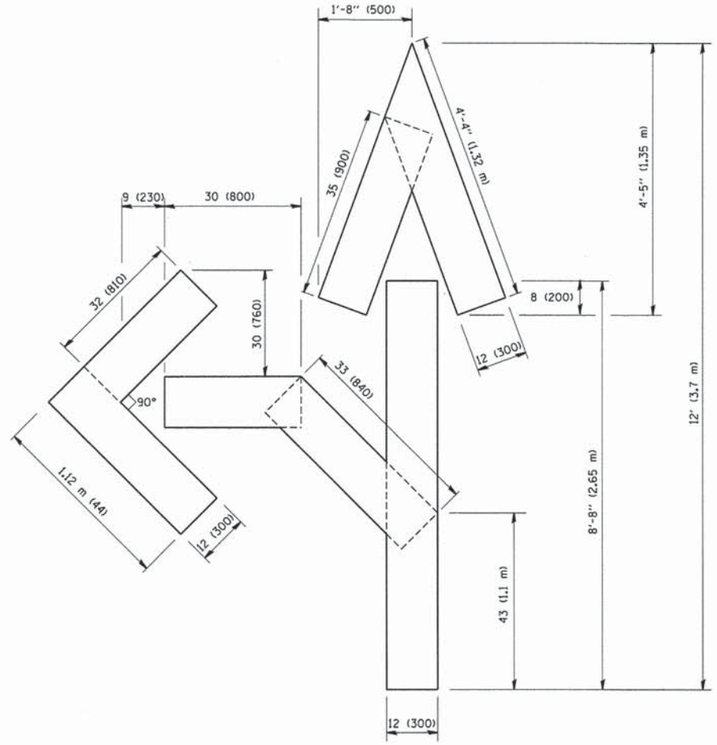
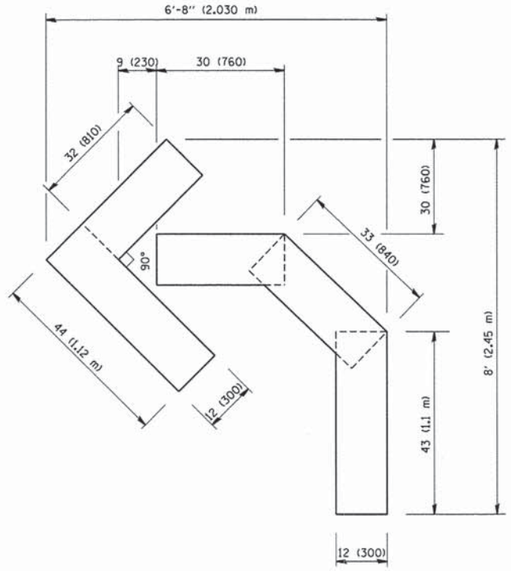
	TC-13	CONTRACT NO. 63874		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



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



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

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

FILE NAME = W:\Projects\2012\120113 FrenchPhil\CADD\Civil\Dgn\Sht\DT-DI-TC16.dgn

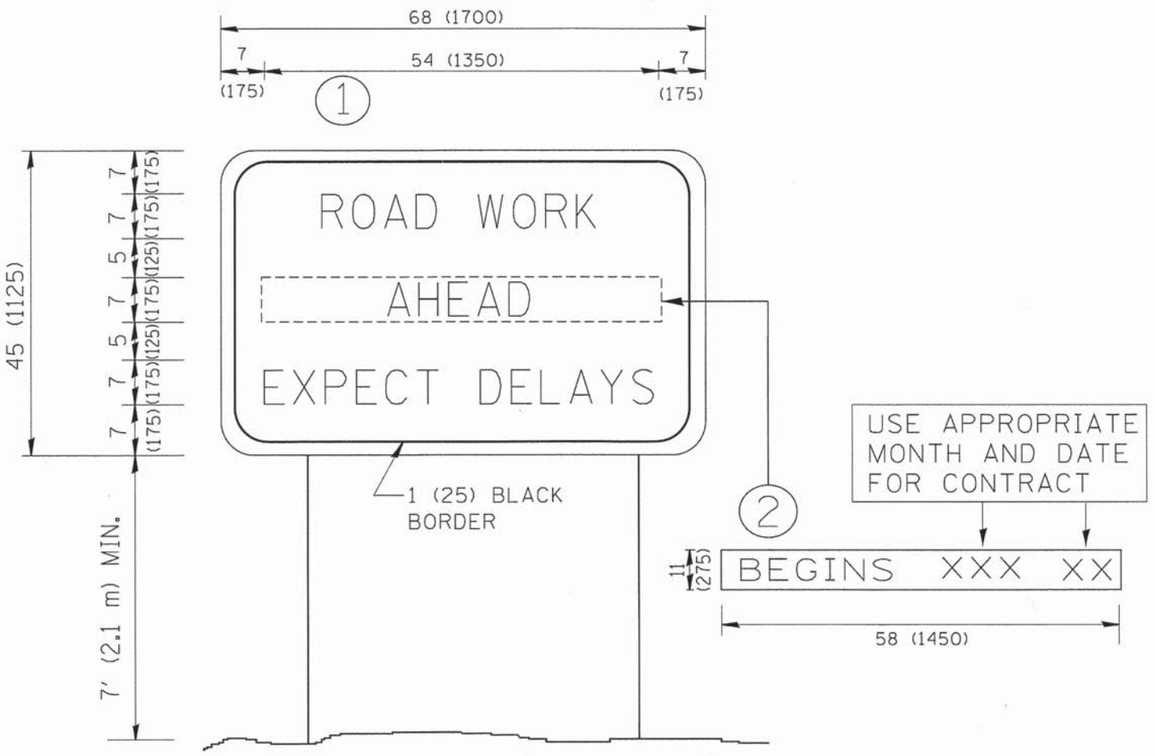
FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglienobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	83
	TC-16	CONTRACT NO. 63874		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

FILE NAME = W:\Projects\2012\12013 FrenchPhil\CADD\Civil\Dgn\Sht\01-TC22.dgn

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	84
	TC-22	CONTRACT NO. 63874		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

3.0'' RADIUS, 0.5'' BORDER, WHITE ON GREEN; REFLECTORIZED
''DRIVEWAY'' D; ''ENTRANCE'' D; STANDARD ARROW CUSTOM 12.0'' x 5.0''

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM ''TEMPORARY INFORMATION SIGNING''.

FILE NAME = W:\Projects\2012\12813 FrenchPhil\CADD\Civil\Dgn\Shx\07_DI-TC26.dgn

FILE NAME = c:\pw_work\pwidot\gaglianobt\d0108315\tc26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 '/ in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2012	DATE -	REVISED -

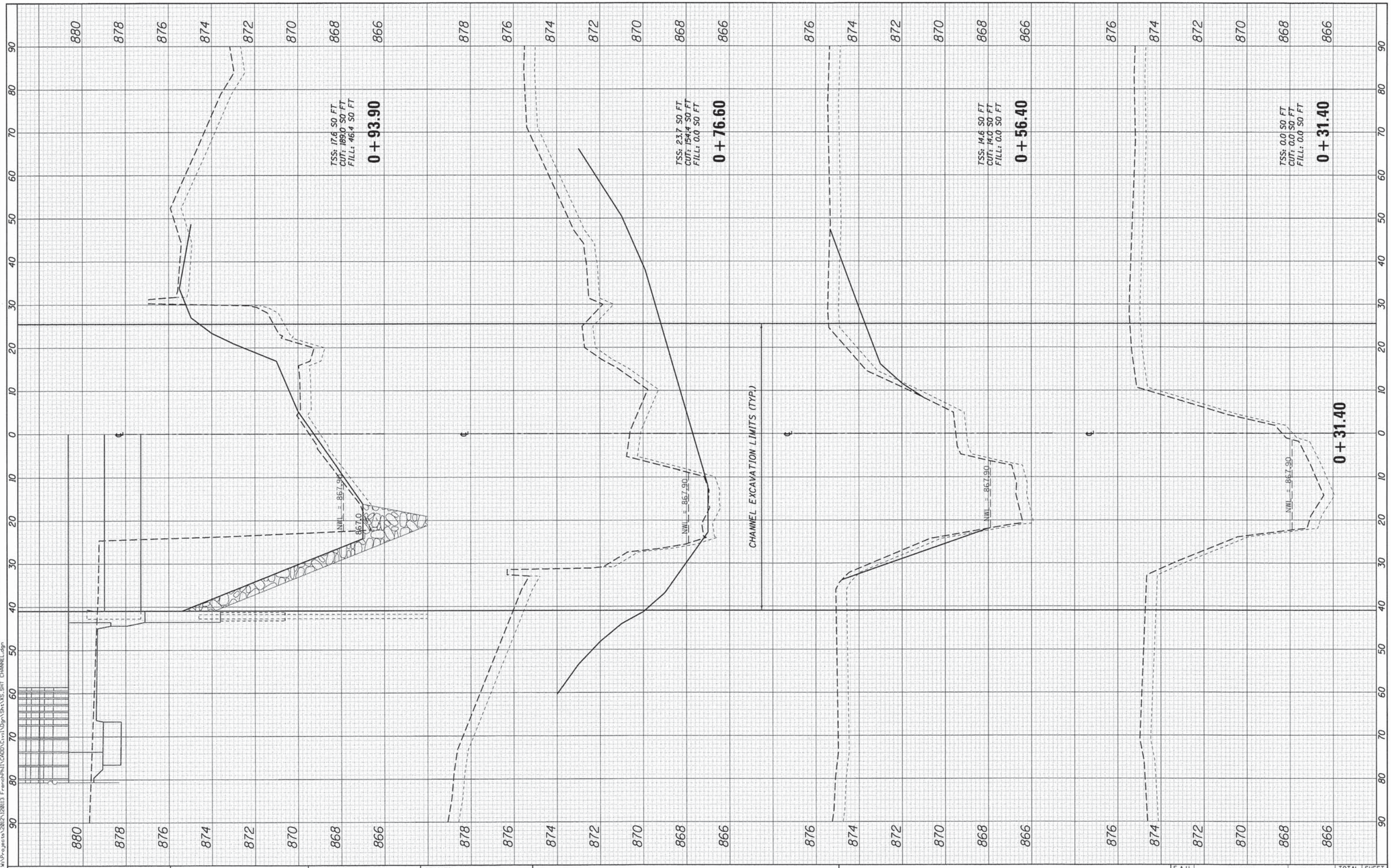
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	85
	TC-26	CONTRACT NO. 63874		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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



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

FILE NAME = W:\Projects\2012\120113 French\PH1\CADD\Civil\Dgn\Sht\XS SHT CHANNEL.dgn

WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:10	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CHANNEL

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	86
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

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

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

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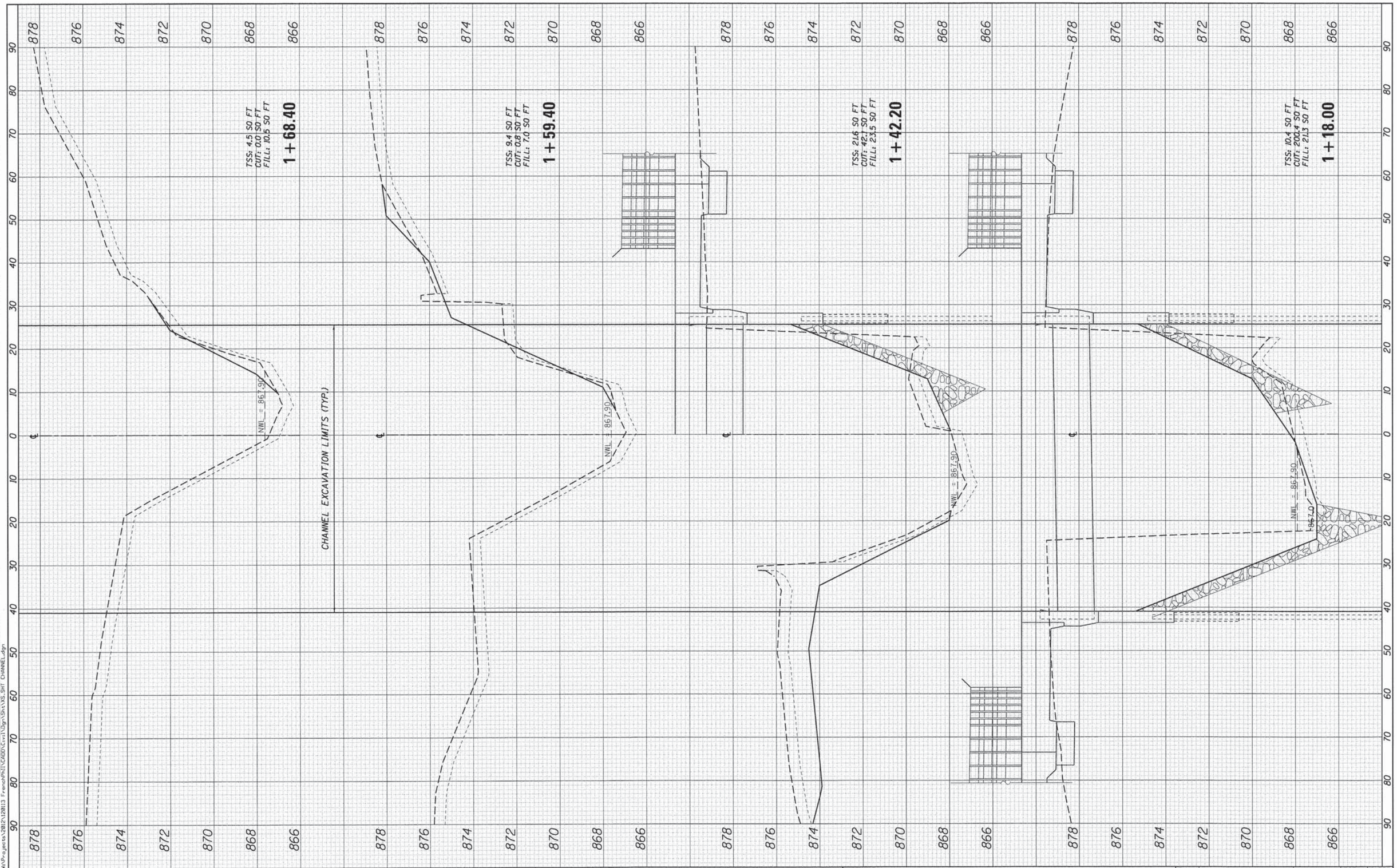

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St. Charles, Illinois 60174

USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:10	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

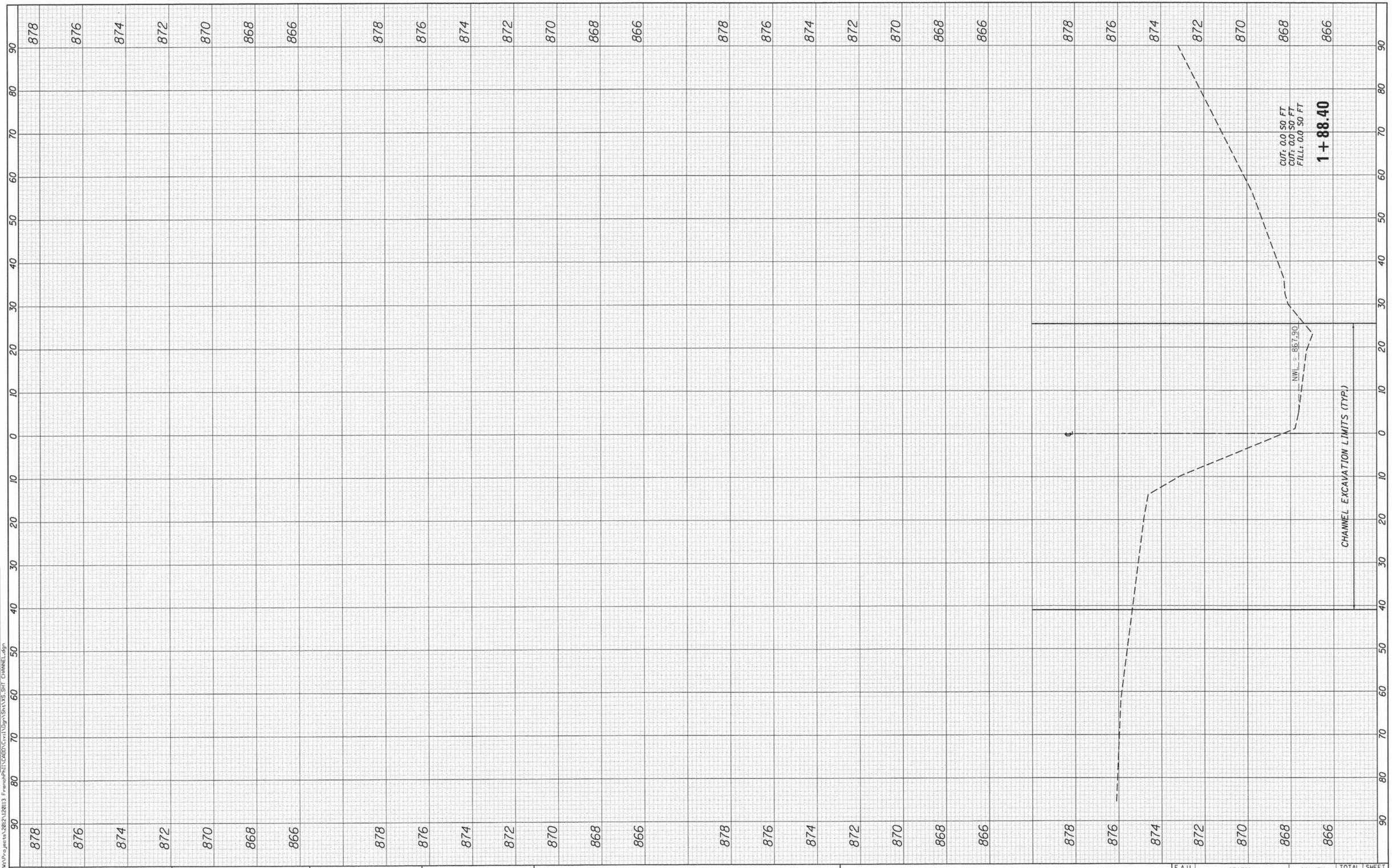
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CHANNEL

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	87
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			

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



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

FILE NAME = W:\Projects\2012\12013 French\Plt\CADD\Civil\Sht\12013_SHT_CHANNEL.dgn

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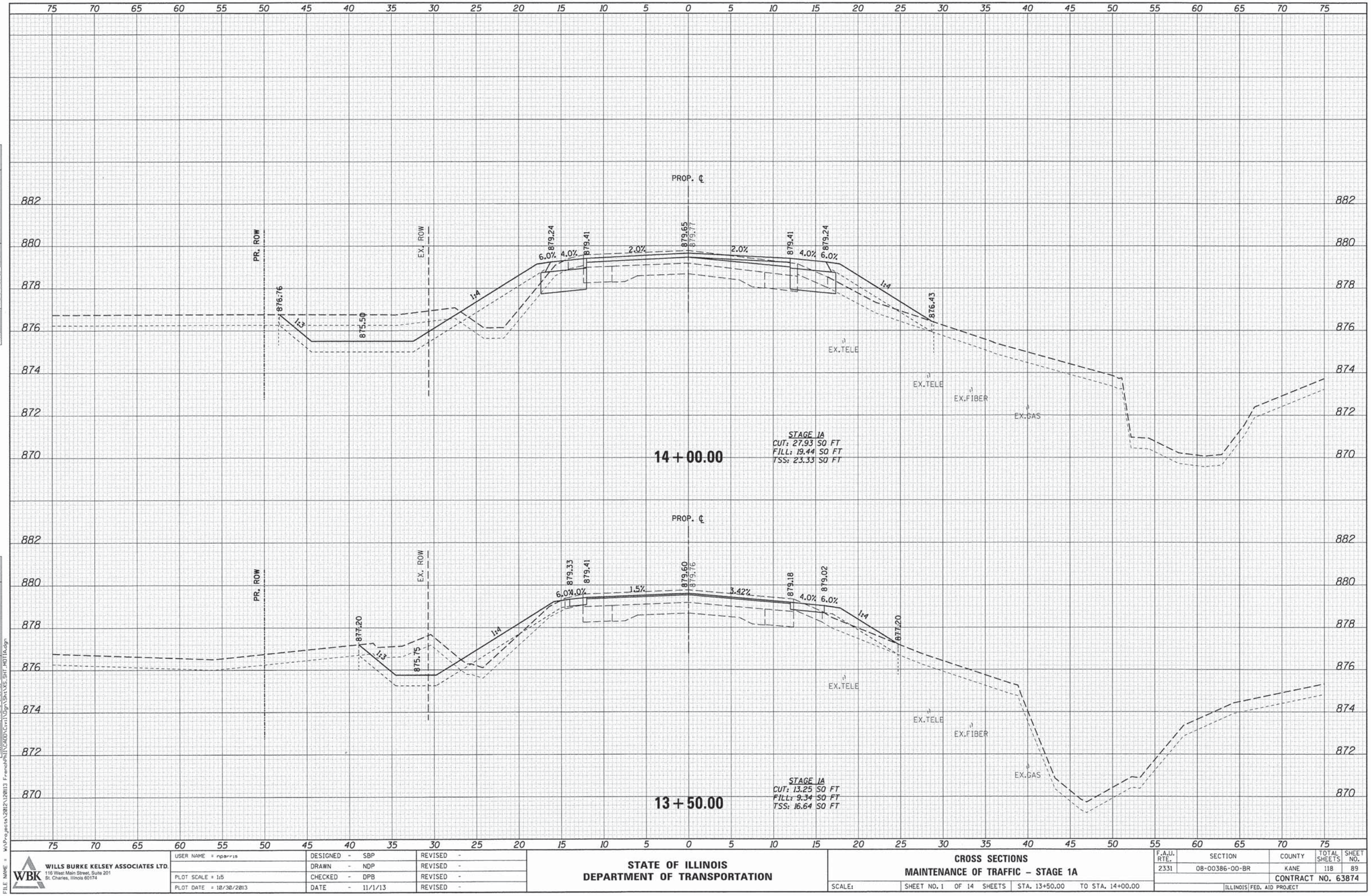
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:10	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CHANNEL

SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	88
		CONTRACT NO. 63874		
	ILLINOIS	FED. AID PROJECT		



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

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

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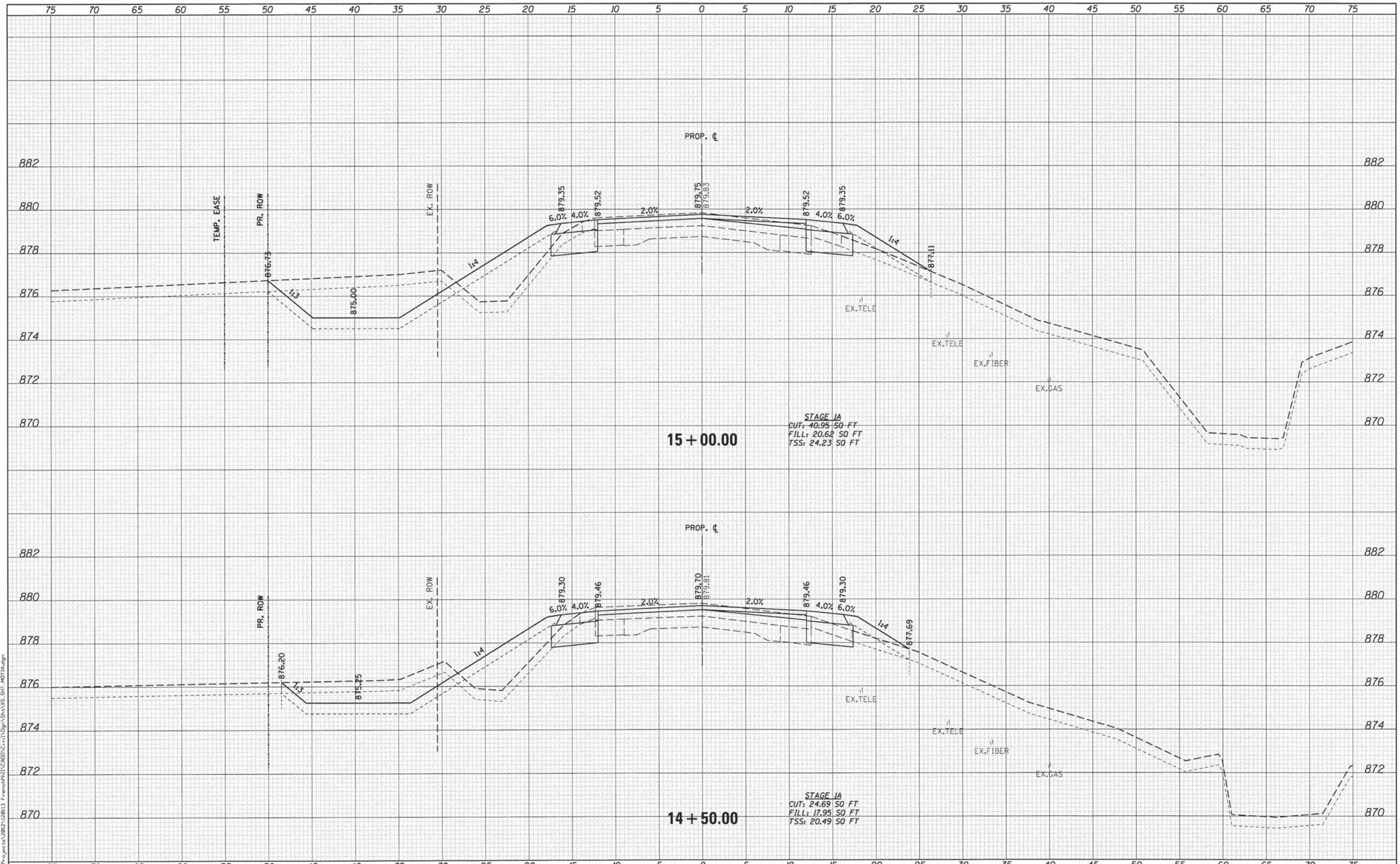
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 1 OF 14 SHEETS | STA. 13+50.00 | TO STA. 14+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	89
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		



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

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

FILE NAME = W:\Projects\2012\120113 French\PHI\CADD\Civil\Dgn\SHTXS_SHT_MOT1A.dgn

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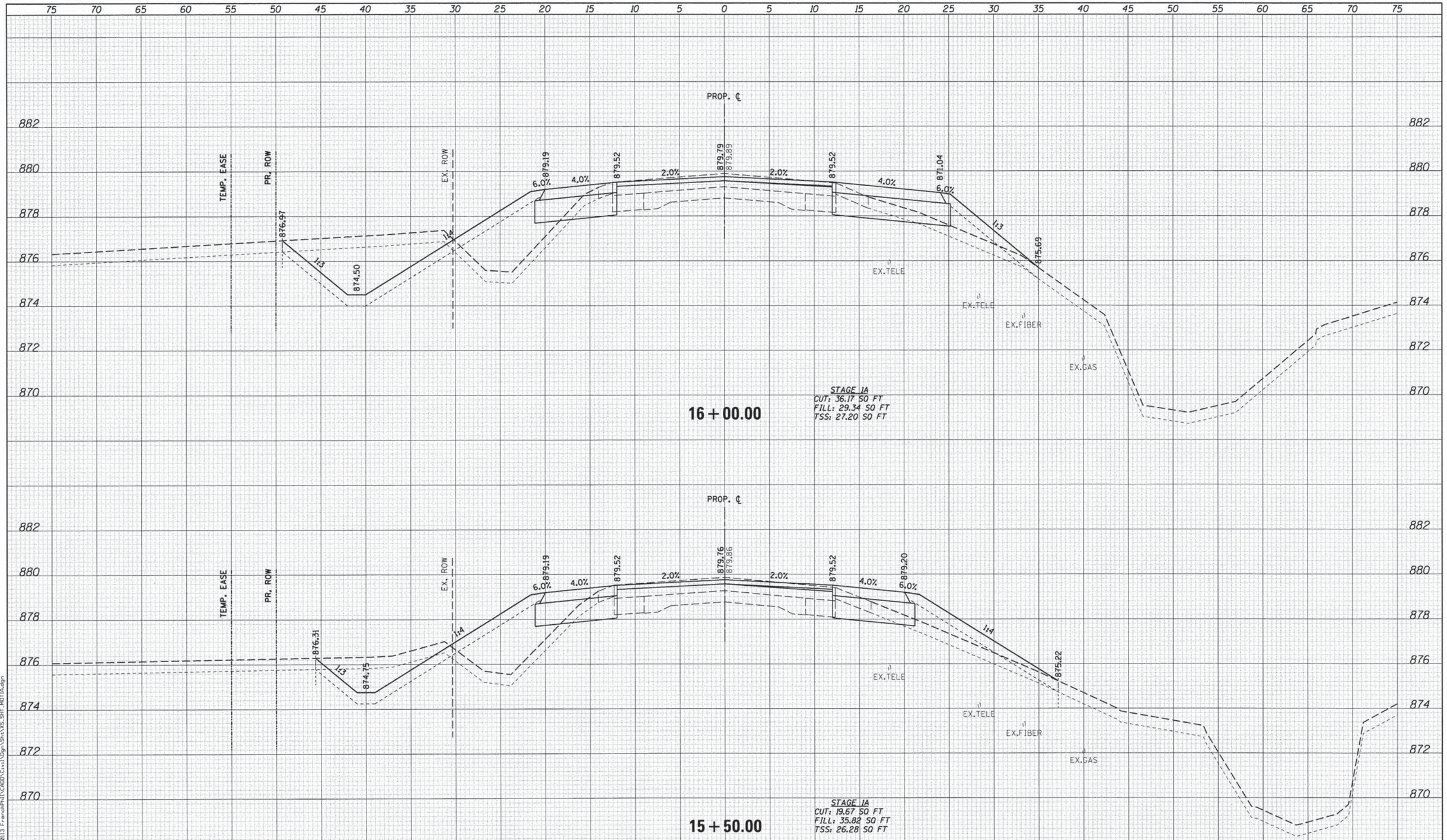
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 2 OF 14 SHEETS | STA. 14+50.00 | TO STA. 15+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	90
		CONTRACT NO. 63874		
	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	

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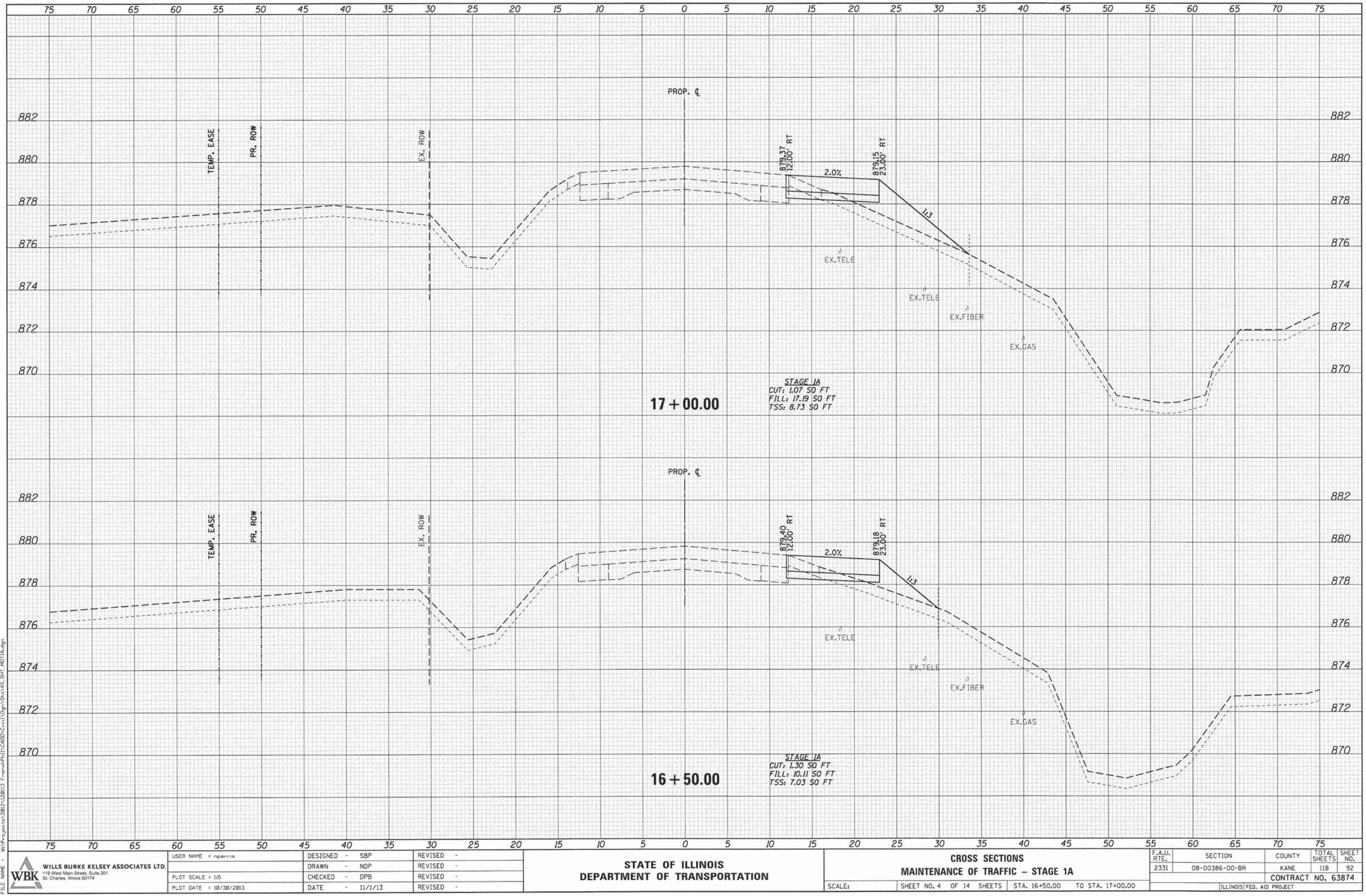
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 3 OF 14 SHEETS | STA. 15+50.00 TO STA. 16+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	91
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



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

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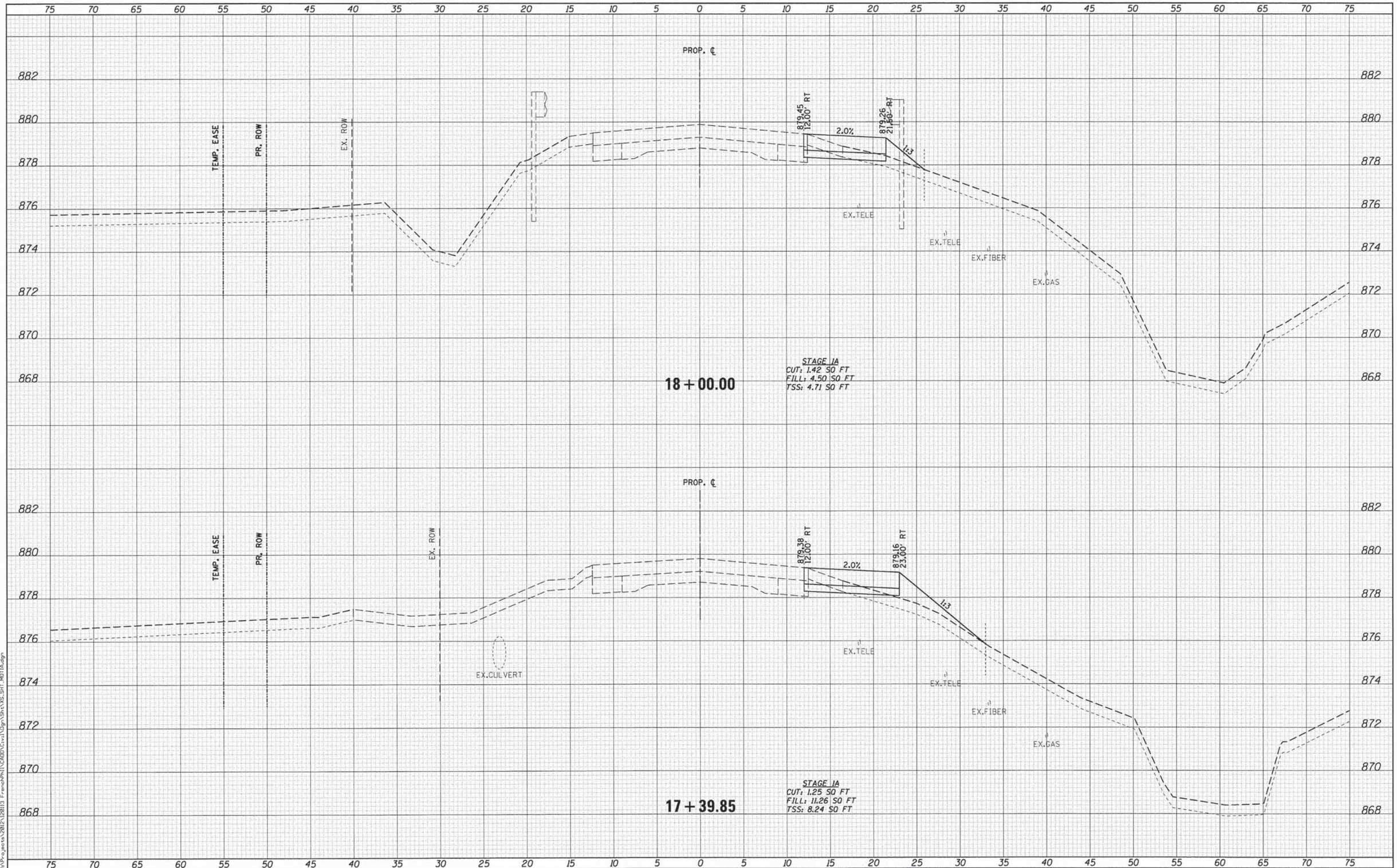
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 4 OF 14 SHEETS | STA. 16+50.00 TO STA. 17+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	92
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



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

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

FILE NAME = W:\Projects\2012\120113 Frenchhill\CADD\Civil\Dgn\Sht\XS_SHT_M01A.dgn

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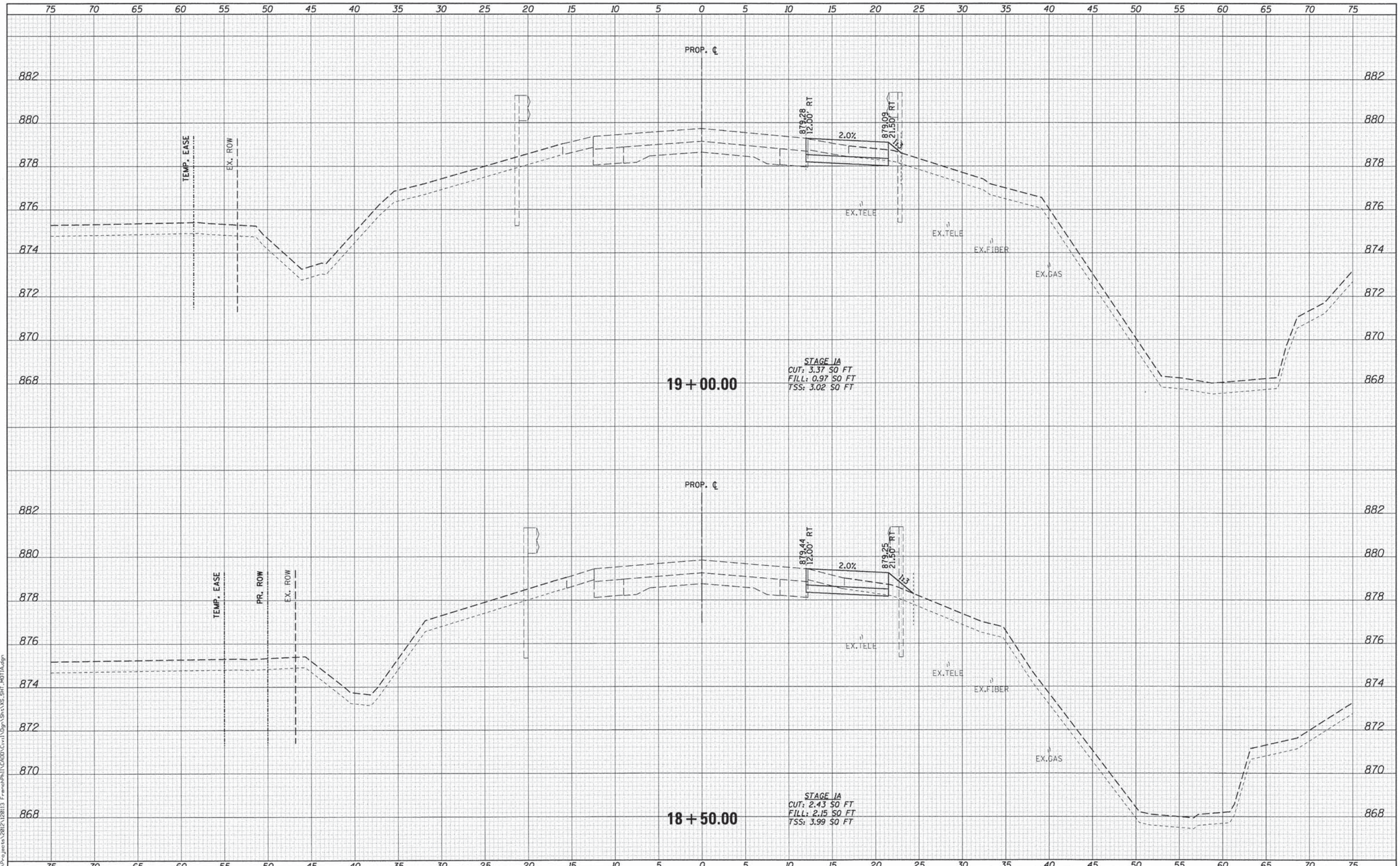
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 5 OF 14 SHEETS | STA. 17+39.85 TO STA. 18+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	93
		CONTRACT NO. 63874		
	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\2012\12813 Frenchpit\CADD\Civil\Dgn\Shts\XS_SHT_MOT1A.dgn

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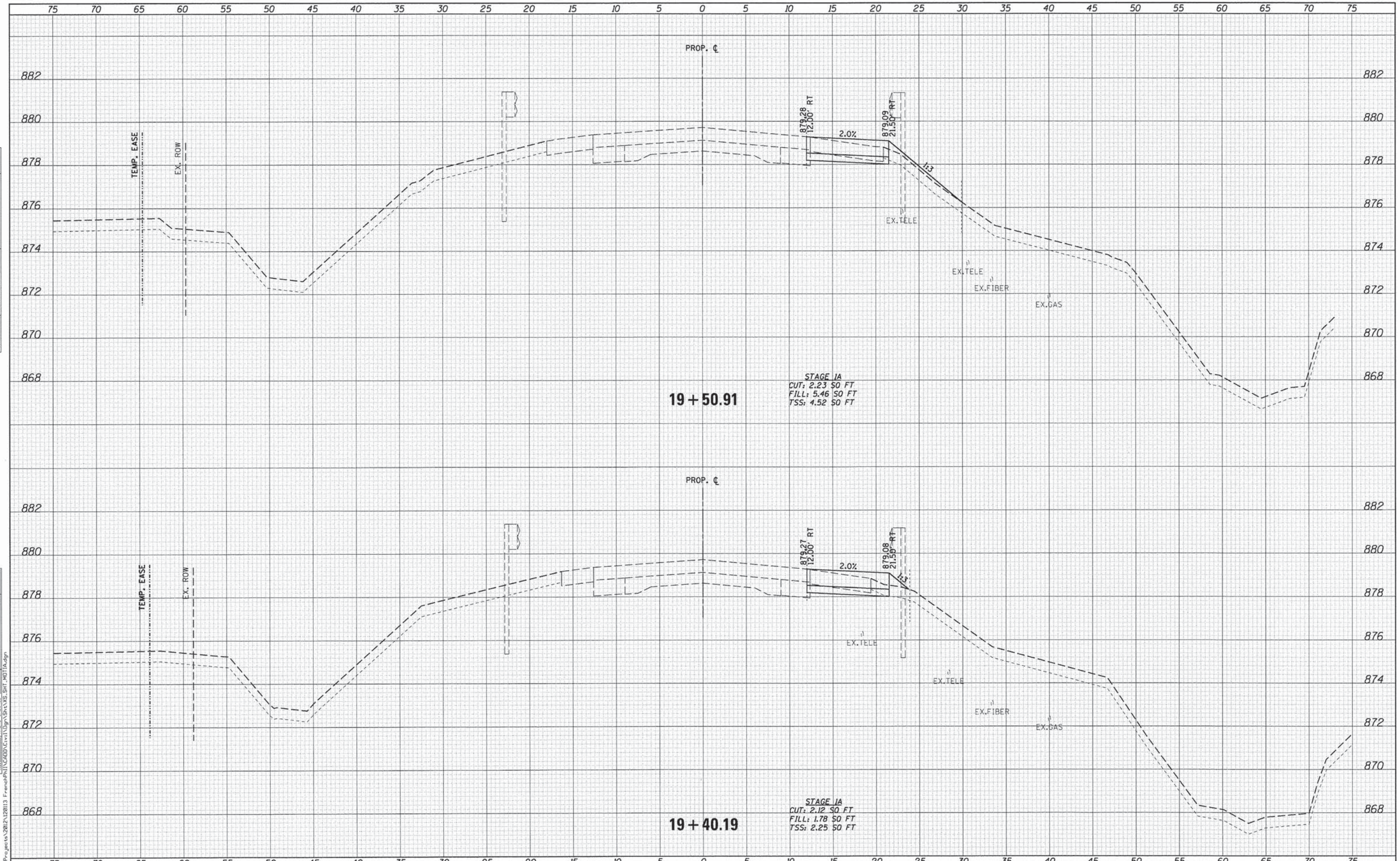
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 6 OF 14 SHEETS | STA. 18+50.00 TO STA. 19+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	94
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



19 + 50.91

STAGE 1A
CUT: 2.23 SQ FT
FILL: 5.46 SQ FT
TSS: 4.52 SQ FT

19 + 40.19

STAGE 1A
CUT: 2.12 SQ FT
FILL: 1.78 SQ FT
TSS: 2.25 SQ FT

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

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

FILE NAME = W:\P-projects\2012\120113 FrenchPhil\CADD\Civil\Dgn\Sht\XS_SHT_MOT1A.dgn

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116 West Main Street, Suite 201
St. Charles, Illinois 60174

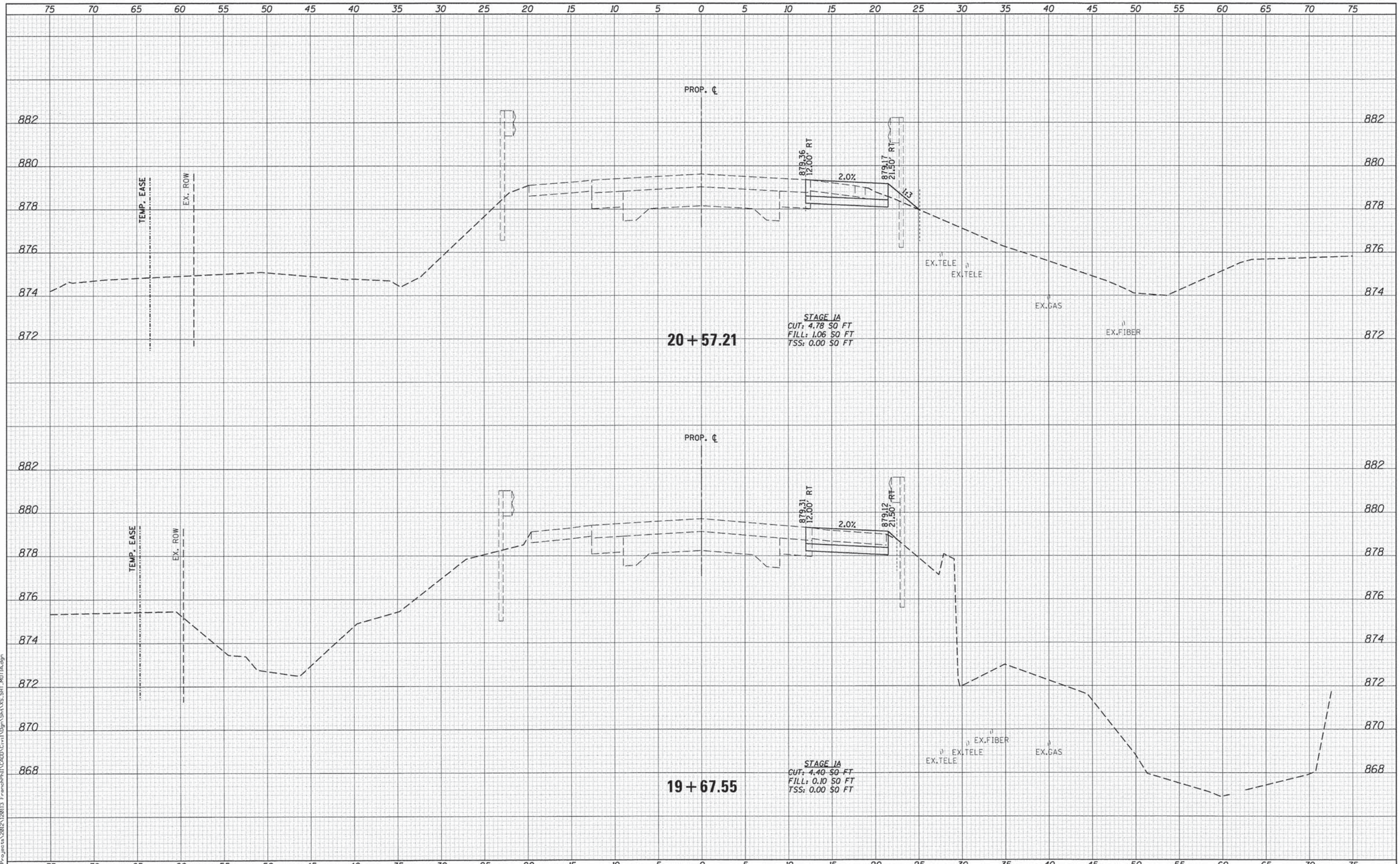
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 7 OF 14 SHEETS | STA. 19+40.19 | TO STA. 19+50.91

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	95
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



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

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

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St. Charles, Illinois 60174

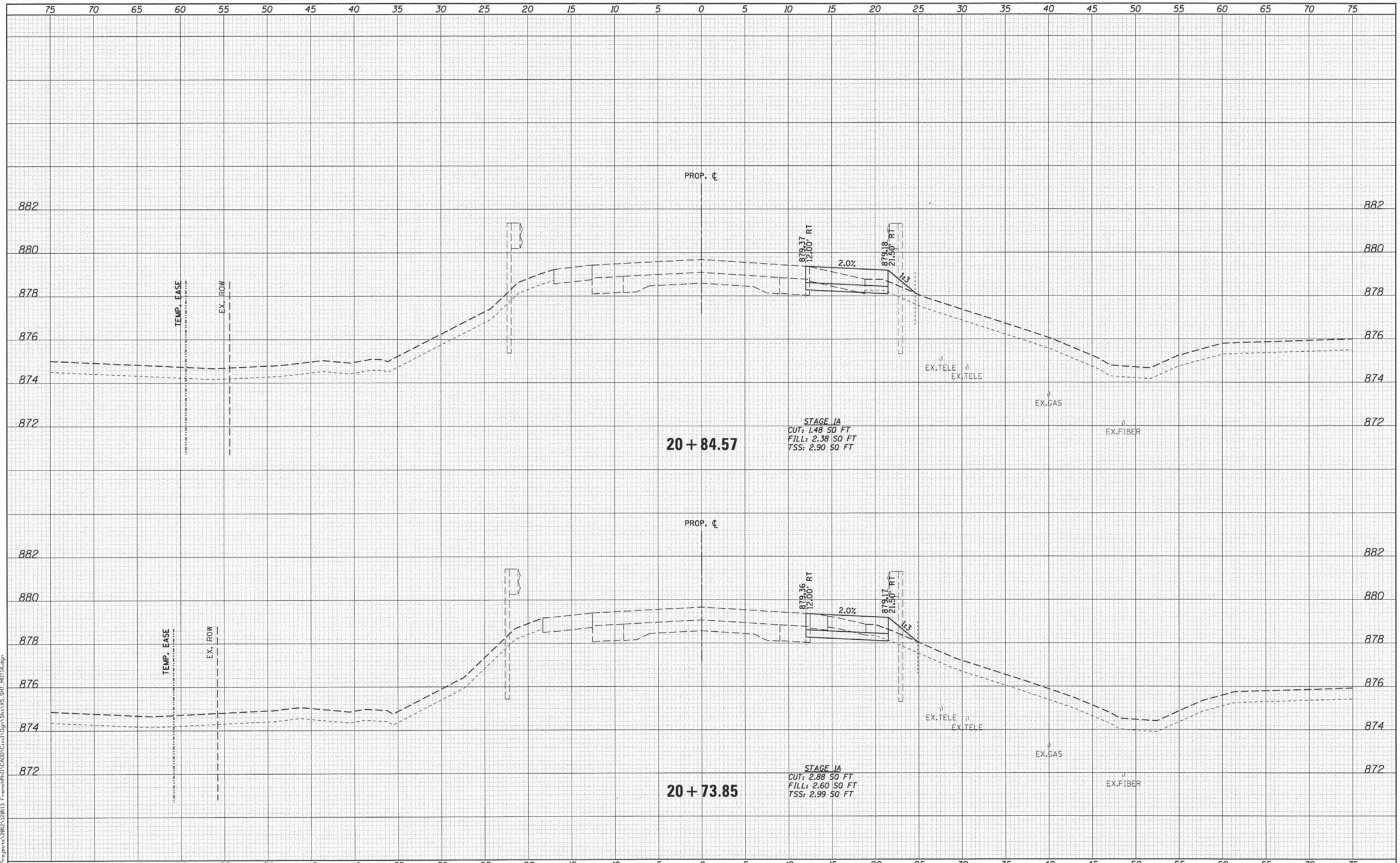
USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -	
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 8 OF 14 SHEETS | STA. 19+67.55 | TO STA. 20+57.21

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	96
		CONTRACT NO. 63874		
	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	
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	AREAS	
	AREAS CHECKED	

FILE NAME = W:\Projects\2012\120113 Frenchmill\CADD\Civil\Dgn\Sht\XS_SHT_MOT1A.dgn

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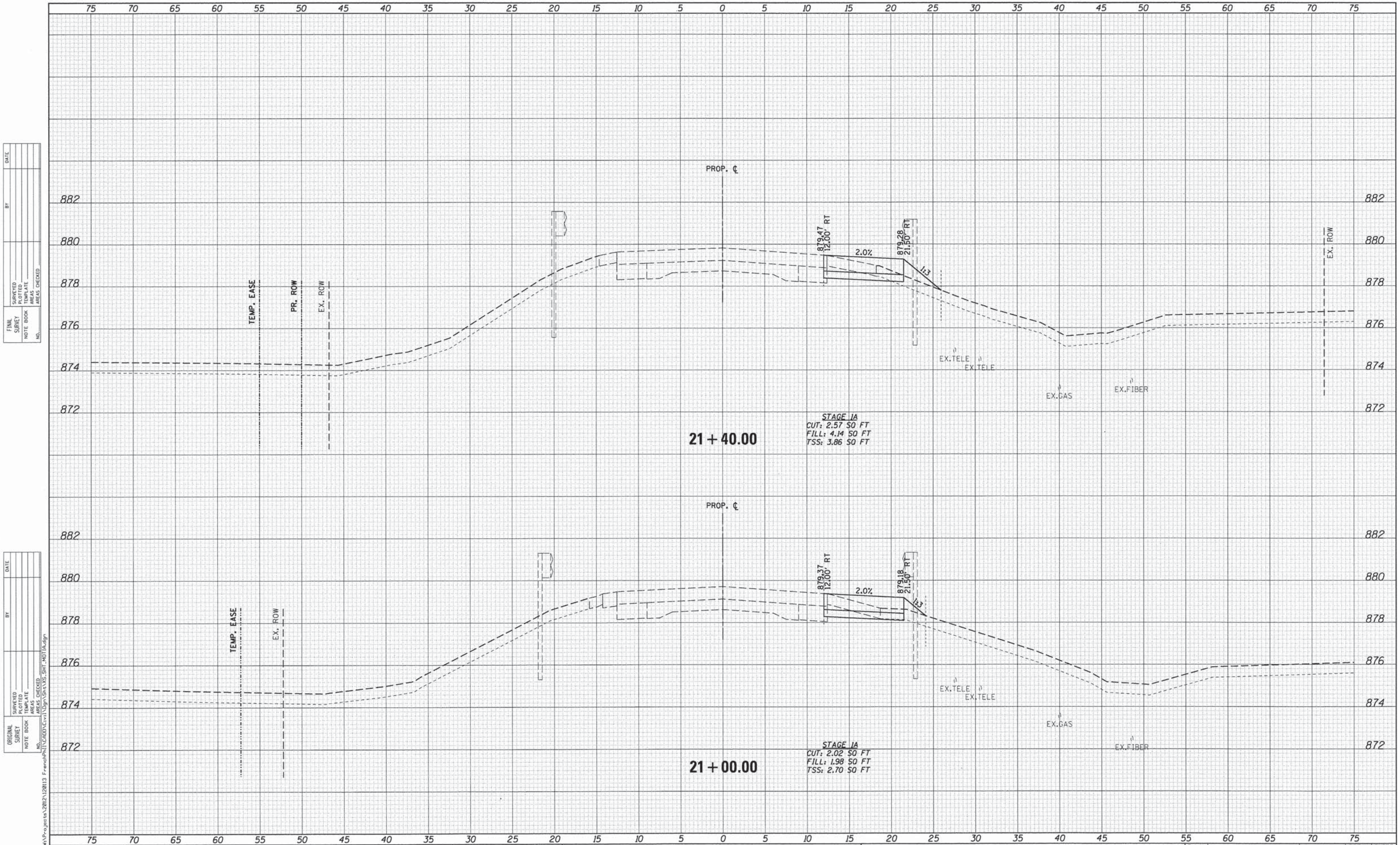
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 9 OF 14 SHEETS | STA. 20+73.85 | TO STA. 20+84.57

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	97
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			



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USER NAME = nparris	DESIGNED - SBP	REVISED -	
	DRAWN - NDP	REVISED -	
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -	
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

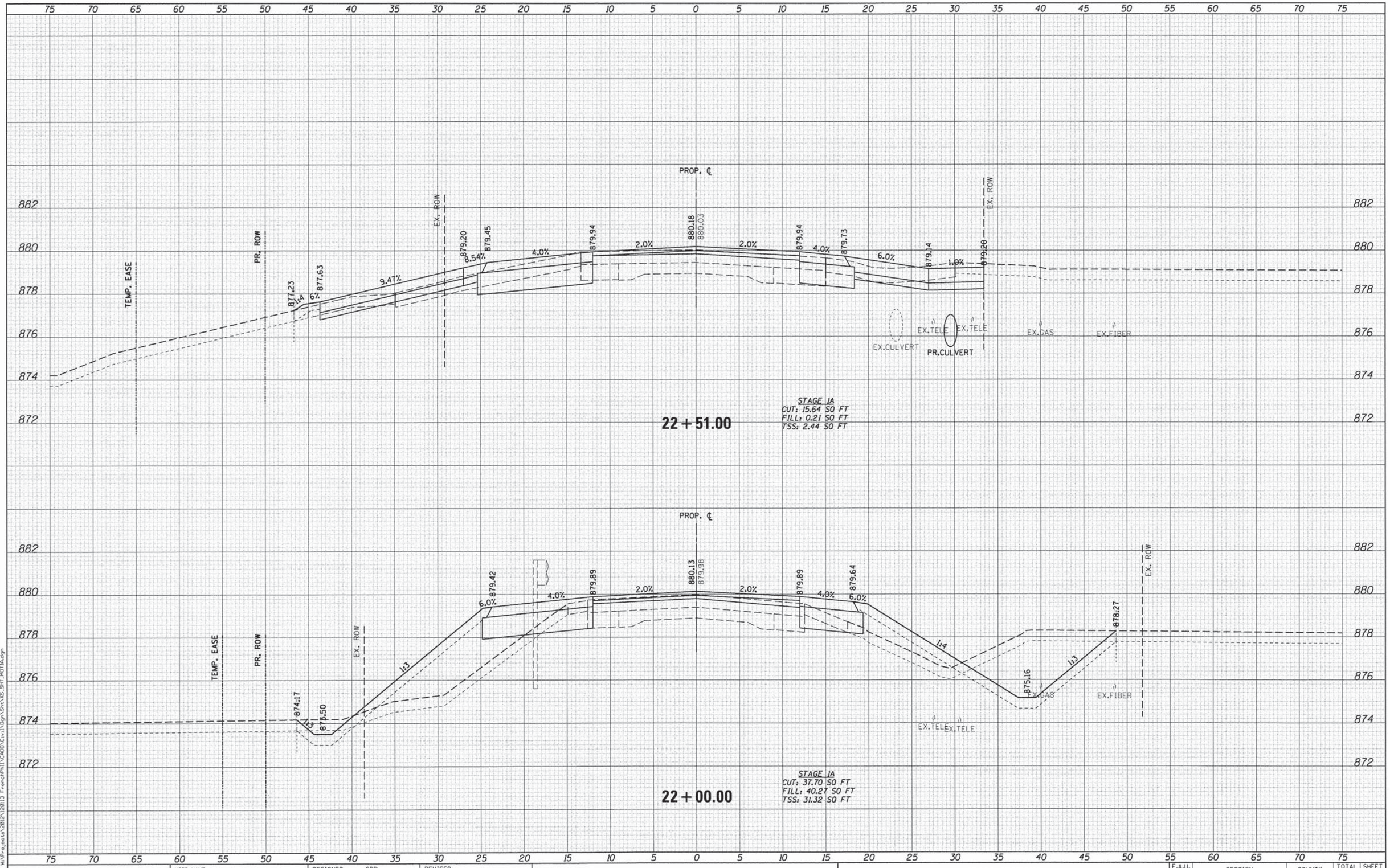
CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 10 OF 14 SHEETS | STA. 21+00.00 TO STA. 21+40.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	98

CONTRACT NO. 63874

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

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WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174

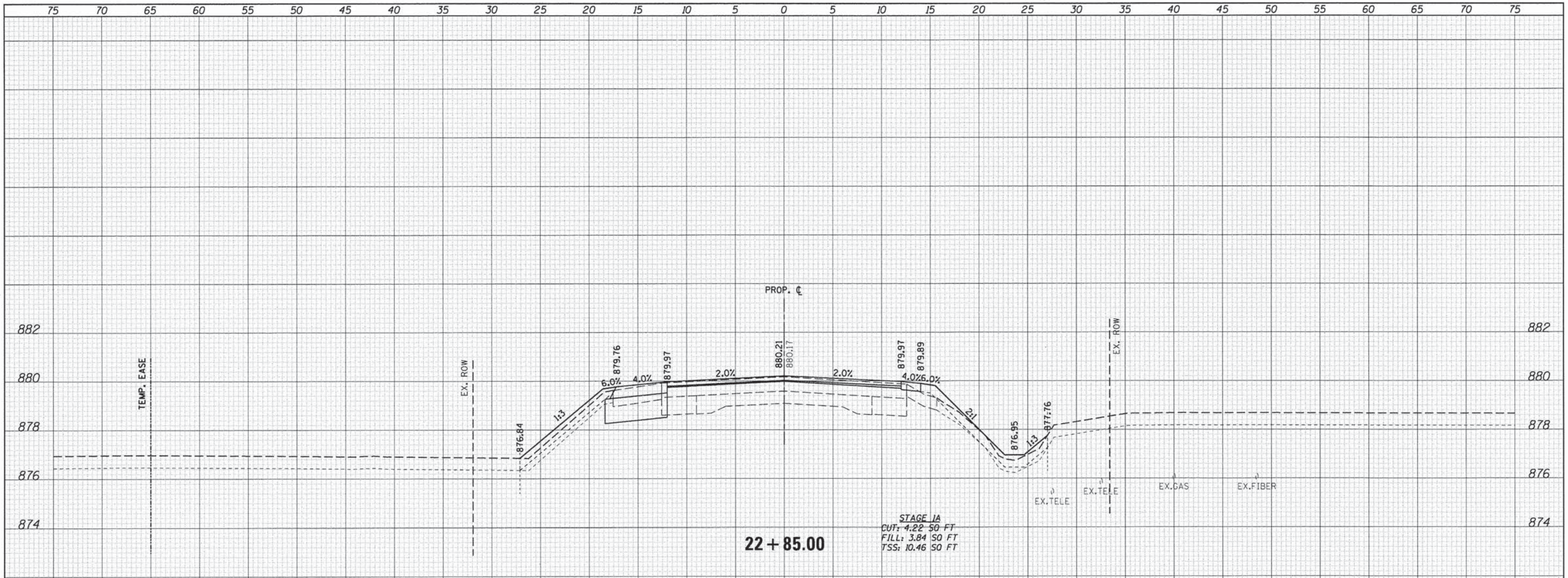
USER NAME = nparris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

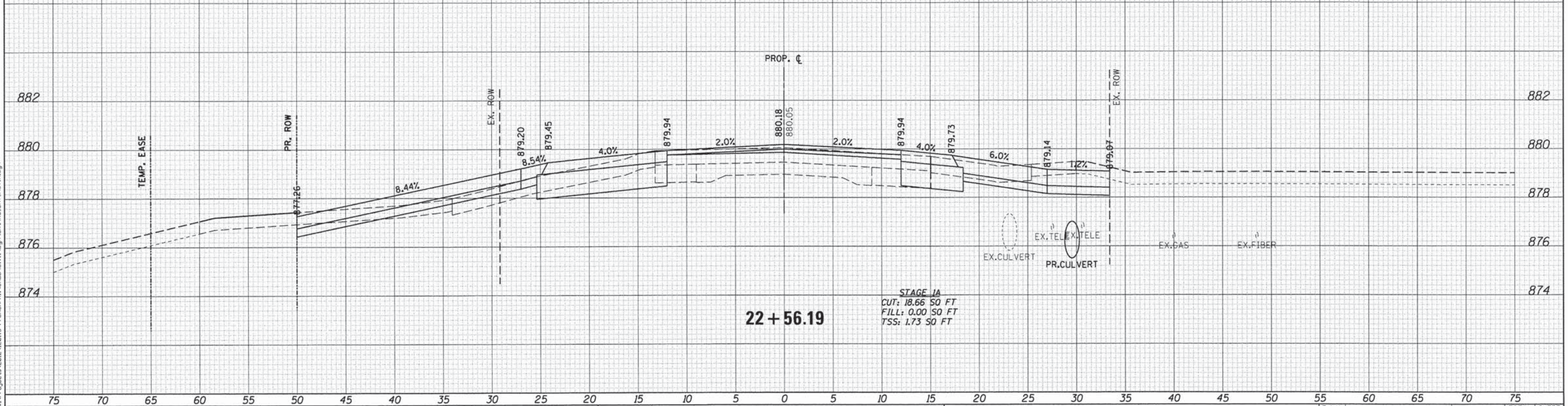
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE: | SHEET NO. 11 OF 14 SHEETS | STA. 22+00.00 | TO STA. 22+51.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	99
		CONTRACT NO. 63874		
	ILLINOIS FED. AID PROJECT			





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WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174	USER NAME = nparris	DESIGNED - SBP	REVISED -
		DRAWN - NDP	REVISED -
	PLOT SCALE = 1:5	CHECKED - DPB	REVISED -
	PLOT DATE = 10/30/2013	DATE - 11/1/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
MAINTENANCE OF TRAFFIC – STAGE 1A

SCALE:	SHEET NO. 12 OF 14 SHEETS	STA. 22+56.19 TO STA. 22+85.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2331	08-00386-00-BR	KANE	118	100
		CONTRACT NO. 63874		
		ILLINOIS FED. AID PROJECT		