

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	1
FED. ROAD DIST. NO.	ILLINOIS		CONTRACT NO. 83994	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR FEDERAL AID
PROPOSED HIGHWAY PLANS**

FAS 0110 (KESLINGER ROAD)
OVER WELCH CREEK
SECTION 01-00267-00-BR
PROJECT BRS-0110 (111)
CULVERT REMOVAL AND REPLACEMENT
JOB NO. C-91-196-04
KANE COUNTY

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF ELBURN

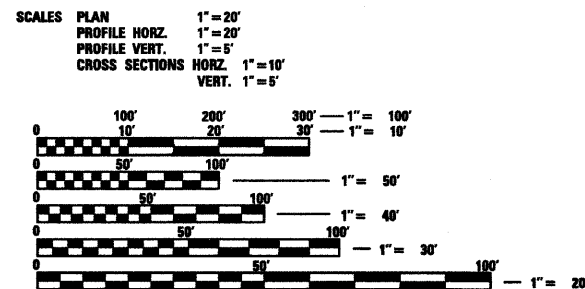
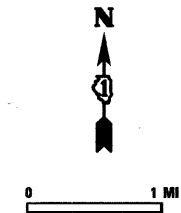
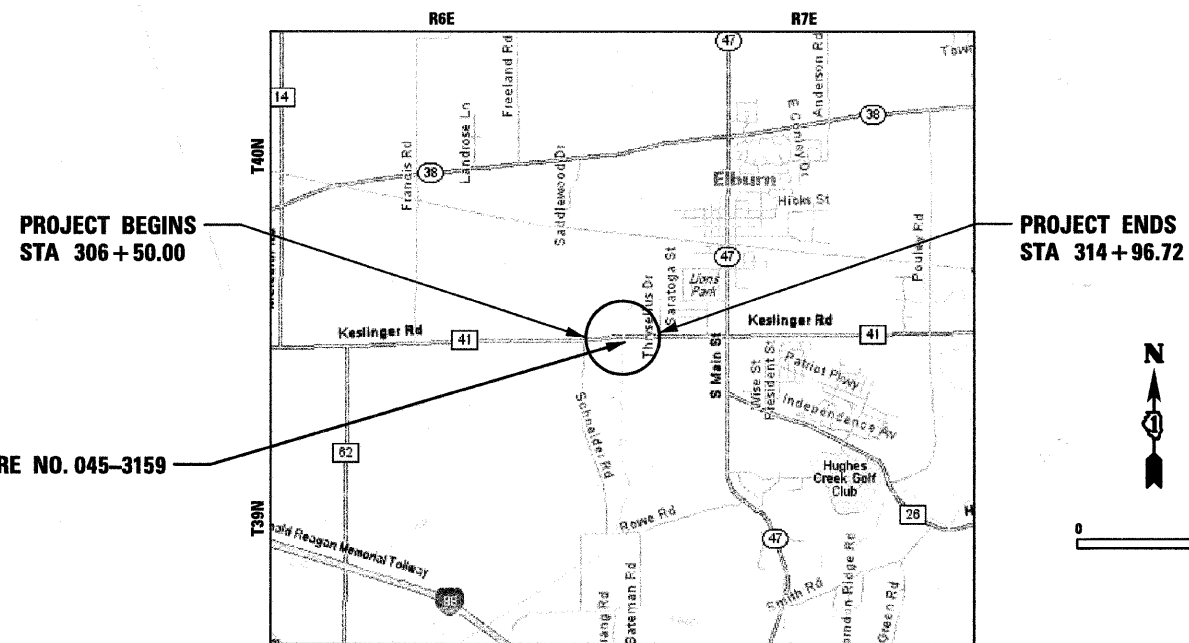
TRAFFIC DATA

2030 ADT = 10,000

DESIGN SPEED LIMIT: 60 MPH

DESIGN DESIGNATION:

1,000 (30) MAJOR COLLECTOR (HMA - 20)



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

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

KANEVILLE TOWNSHIP BLACKBERRY TOWNSHIP

PROJECT NET AND GROSS LENGTH = 846.72 LIN FT (0.16 MILE)

PROJECT LOCATED IN:
PART OF SECTIONS 1 AND 12 OF TOWNSHIP 39 NORTH RANGE 6 EAST AND
PART OF SECTIONS 6 AND 7 OF TOWNSHIP 39 NORTH RANGE 7 EAST
OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS



MAY 8, 2009
PAUL J. FITZPATRICK
ILLINOIS REG. PROFESSIONAL ENGINEER NO. 062-047637
EXPIRATION DATE 11-30-2009



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED July 29, 2009
[Signature]
KANE COUNTY DIVISION OF TRANSPORTATION, COUNTY ENGINEER

PASSED August 31, 2009
[Signature]
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW August 26, 2009
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

CONTRACT NO. 83994

FIELD ENGINEER, MARILYN SOLOMON (847) 705-4407

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE APPLICABLE REQUIREMENT SET FORTH IN "THE CONSTRUCTION SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007 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.
- 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)
- 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 TO THE COUNTY.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, KANE COUNTY DIVISION OF TRANSPORTATION, AND THE VILLAGE OF ELBURN.
- ALL WORK SHALL BE COMPLETED WITHIN THE LIMITS OF THE PROJECT SHOWN. NO EQUIPMENT, MATERIALS OR A YARD OR FIELD OFFICE SHALL BE SET UP OR STORED ON COUNTY OR PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION OF THE COUNTY OR THE PROPERTY OWNER.
- 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.
- PROTECTION OF AND RESTORATION OF TRAFFIC SIGNS: PRIOR TO THE BEGINNING OF CONSTRUCTION OPERATIONS, THE CONTRACTOR WILL PROVIDE A SIGN LOG OF ALL EXISTING SIGNS WITHIN THE LIMITS OF THE CONSTRUCTION ZONE. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE SIGN LOG THROUGHOUT THE DURATION OF THIS PROJECT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ALL EXISTING TRAFFIC SIGNS SHALL MAINTAIN, FURNISH, AND REPLACE AT HIS EXPENSE, ANY TRAFFIC SIGN OR POST WHICH HAS BEEN DAMAGED OR LOST BY THE CONTRACTOR.
- ALL EXISTING SIGNING SHALL BE MAINTAINED IN PLACE UNTIL NEW SIGNING IS ERECTED. REMOVAL OF EXISTING SIGNING SHALL NOT PROCEED UNTIL DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL COVER EXISTING SIGNING TO PREVENT CONFUSION AS DIRECTED BY THE ENGINEER. THE COST OF THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ALL EXISTING SIGNING (SIGN PANEL AND POSTS) THAT IS TO BE REMOVED AND/OR REINSTALLED OR NEW SIGNING (SIGN PANELS AND POSTS) THAT IS TO BE INSTALLED WILL BE COMPLETED BY THE KANE COUNTY DIVISION OF TRANSPORTATION. THE CONTRACTOR WILL BE CHARGED \$250.00 PER INSTALLATION. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO COORDINATE THE INSTALLATION OF THE SIGNS AND POSTS WITH KDOT.
- 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.
- DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES AND TEMPORARY DITCHES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT 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 PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ALL SAW CUTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

REMOVAL NOTES

- MAILBOXES: THE WORK REQUIRED FOR THE REMOVAL AND REPLACEMENT OF PERMANENT MAILBOXES SHALL BE SPECIFIED IN THE SPECIAL PROVISIONS AND DETAILED IN THE PLANS. IN ACCORDANCE WITH SECTION 107.20 OF THE STANDARD SPECIFICATIONS, THE WORK WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
- MAILBOXES WILL NEED 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 AND PLACING IT IN ITS PERMANENT LOCATION WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. IF THE MAILBOX OR SUPPORT IS DAMAGED BY THE CONSTRUCTION OPERATIONS IT WILL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE PROJECT.

EARTHWORK AND ROADWAY

- IN ADDITION TO THE AREAS SHOWN IN THE PLANS, 250 CY OF POROUS GRANULAR EMBANKMENT, SUBGRADE HAS BEEN PROVIDED FOR LOCATIONS WHERE SOILS TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGE WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL, AND PROOF ROLLED USING A FULL LOAD SEMI). IF UNSTABLE AND/OR UNSUITABLE MATERIALS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
- EARTH 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 INCIDENTAL TO THE UNIT PRICE FOR EARTH EXCAVATION.
- 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 0.10 GALLONS PER SQUARE YARD FOR HMA BASES. WHEN THE PRIMED AREA IS TO BE OPEN TO TRAFFIC, A FINE AGGREGATE SHALL BE PLACED IMMEDIATELY AFTER THE PRIME COAT HAS BEEN APPLIED. THE FINE AGGREGATE SHALL CONFORM TO ARTICLES 406.06 OF THE STANDARD SPECIFICATIONS. THESE ITEMS WILL BE PAID FOR SEPARATELY AS BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT).
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION: ITEM NO. 210100 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 PGE. THE QUANTITY INCLUDED IN THE PLANS IS BASED ON THE GEOTECHNICAL REPORT RECOMMENDATIONS FOR UNDERCUT AREAS.
- 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.
- ON STATE STANDARDS 482001 AGGREGATE SUBGRADE 12" SHALL BE USED AS THE IMPROVED SUBGRADE AND SHALL BE PLACED UNDER THE RIGHT SIDE SHOULDER. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE UNDER THE SHOULDER SHALL BE SUB-BASE GRANULAR MATERIAL TYPE C.
- ALL EXCAVATION AND EMBANKMENT LOCATIONS REQUIRING SEEDING OR SODDING SHALL BE CONSTRUCTED TO 4 IN BELOW FINISHED GRADE LINE TO ALLOW TOPSOIL PLACEMENT.
- PAVEMENT ELEVATIONS: THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES FOR THE PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

DRAINAGE NOTES

- BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED STORM SEWER LINES AND STRUCTURES SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. CLEANING OF PROPOSED STORM SEWER LINES AND STRUCTURES IS CONSIDERED TO BE INCLUDED IN THE COST OF THE DRAINAGE ITEM. IF CLEANING OF EXISTING STORM SEWER IS REQUIRED THE WORK SHALL BE PAID FOR AS UNDER THE APPROPRIATE PAY ITEM.
- ANY FARM DRAIN, FIELD TILE SYSTEM OR OTHER UNDERGROUND TILEFACILITY ENCOUNTERED IN THE WORK SHALL BE LOCATED AND STAKED AND REPORTED TO THE RESIDENT 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 OF THE STANDARD SPECIFICATIONS.
- 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 PER ARTICLE 202.06.
- MORTAR: ALL CONNECTION POINTS WHERE THE STORM SEWER ENTERS THE DRAINAGE STRUCTURE SHALL BE MORTARED ON THE INSIDE AND OUTSIDE OF THE DRAINAGE STRUCTURE. THE MORTAR MATERIAL SHALL BE PLACED AROUND THE ENTIRE CIRCUMFERENCE OF THE PIPE. THE MORTAR MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 602.04. MORTARING THE PIPE CONNECTION SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE STORM SEWER PIPE AND INSTALLATION.

KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT NOTES

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

INDEX OF SHEETS

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STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
515001-03	NAME PLATE FOR BRIDGES
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306-02	PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
542311-01	GRATING FOR CONCRETE FLARED END SECTION (FOR 600 mm (24") THRU 1350 mm (54") PIPE)
601001-03	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
630001-08	STEEL PLATE BEAM GUARDRAIL
630101-08	GUARDRAIL MOUNTED ON EXISTING CULVERTS
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701001-02	OFF-RD OPERATION 2L, 2W, MORE THAN 4.5 (15') AWAY
701006-03	OFF-RD OPERATION 2L, 2W, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS - DAY ONLY
701901-01	TRAFFIC CONTROL DEVICES

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USER NAME = *USER*	DESIGNED - SBP	REVISED -
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	DATE - January 2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	
SCALE: NONE	SHEET NO. 2 OF 37 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	2
FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT
CONTRACT NO. 83994				

SUMMARY OF QUANTITIES

SPECIALTY ITEMS	SPECIAL PROVISIONS	CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		NON-PARTICIPATING (100%) YOGO KANE COUNTY DIVISION OF TRANSPORTATION
						ROADWAY IOO0	CULVERT X028-2A	
		20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	30	30		
S		20101400	NITROGEN FERTILIZER NUTRIENT	POUND	74	74		
S		20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	74	74		
S		20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	74	74		
S		20101700	SUPPLEMENTAL WATERING	UNIT	12	12		
	•	20200100	EARTH EXCAVATION	CU YD	964	964		
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1044	1044		
		20400800	FURNISHED EXCAVATION	CU YD	651	651		
	•	20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	250	250		
		20800150	TRENCH BACKFILL	CU YD	333	333		
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	756	756		
S	•	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	4117	4117		
	•	21300010	EXPLORATION TRENCH, SPECIAL	FOOT	80	80		
S		25000210	SEEDING, CLASS 2A	ACRE	0.36	0.36		
S		25000310	SEEDING, CLASS 4	ACRE	0.47	0.47		
S		25100630	EROSION CONTROL BLANKET	SQ YD	4037	4037		
S	•	28000255	TEMPORARY EROSION CONTROL SEEDING	ACRE	0.77	0.77		
	•	28000400	PERIMETER EROSION BARRIER	FOOT	2913	2913		
	•	28000500	INLET AND PIPE PROTECTION	EACH	4	4		
		28100107	STONE RIPRAP, CLASS A4	SQ YD	134	40	94	
		28200200	FILTER FABRIC	SQ YD	134	40	94	
		31102000	SUB-BASE GRANULAR MATERIAL, TYPE C	CU YD	279	279		
		35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	296	296		
		35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	71	71		
		40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	5	5		
		40701901	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	SQ YD	2234	2234		
		40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	43	43		
	•	44000100	PAVEMENT REMOVAL	SQ YD	2078	2078		
	•	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	160	160		
		48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	2038	2038		
	•	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
	•	50105220	PIPE CULVERT REMOVAL	FOOT	139	139		
		51500100	NAME PLATES	EACH	1		1	
		54001000	BOX CULVERT END SECTIONS	EACH	2		2	
		54011111	PRECAST CONCRETE BOX CULVERT 11' X 11'	FOOT	72		72	
		54213687	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	EACH	2	2		
		54214515	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 30"	EACH	2	2		
		54247180	GRATING FOR CONCRETE FLARED END SECTION 42"	EACH	2	2		
S	•	54248150	GRATING FOR CONCRETE FLARED END SECTION EQUIVALENT ROUND-SIZE 30"	EACH	2	2		
		55022500	STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 42"	FOOT	69	69		
		55034500	STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 38, RISE 24	FOOT	28	28		
		60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	6	6		
	•	60100945	PIPE DRAINS 12"	FOOT	500	500		
		60107600	PIPE UNDERDRAINS 4"	FOOT	1248	1248		
S	•	60228120	MANHOLES, SANITARY, 5'-DIAMETER, TYPE I FRAME, CLOSED LID	EACH	1			1
		60235300	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	4	4		

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WILLS BURKE KELSEY ASSOCIATES LTD.
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 St. Charles, Illinois 60174
 (630) 443-7755

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	DATE - January 2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE: NONE	SHEET NO. 3	OF 37 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	3
CONTRACT NO. 83994				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

SPECIALITY ITEMS	SPECIAL PROVISIONS	CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		NON-PARTICIPATING (100%) KANE COUNTY DIVISION OF TRANSPORTATION
						ROADWAY 1000	CULVERT X028-2A	
S		63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	775	775		
S		63000025	STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES	FOOT	75	75		
S		63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4	4		
S	•	63100169	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)	EACH	4	4		
		63200310	GUARDRAIL REMOVAL	FOOT	354	354		
S	•	63300725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	125	125		
		67100100	MOBILIZATION	L SUM	1	1		
	•	70102550	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1	1		
	•	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2		
S	•	78200450	MONODIRECTIONAL GUARD RAIL REFLECTORS	EACH	22	22		
S	•	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	3294	3294		
S	•	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
S		B2000666	TREE, AMELANCHIER X GRANDIFLORA (APPLE SERVICEBERRY), 6' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	2	2		
S	•	X0320591	SANITARY MANHOLES TO BE REMOVED	EACH	1			1
	•	X0322641	TEMPORARY CLEAR WATER DIVERSION	L SUM	1	1		
	•	X0323017	TEMPORARY INFORMATION SIGNS	EACH	2	2		
	•	X2800100	TEMPORARY DITCH CHECKS, ROLLED EXCELSIOR	EACH	8	8		
	•	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1		
	•	X4023000	TEMPORARY ACCESS (ROAD)	EACH	1	1		
	•	X4024000	TEMPORARY ACCESS (FIELD ENTRANCE)	EACH	2	2		
S	•	XX000648	SEEDING, SPECIAL	SQ YD	920	920		
S	•	XX000868	SELECT GRANULAR BACKFILL	CU YD	214			214
S	•	XX002982	GATE VALVE, 6"	EACH	1			1
S	•	XX003037	DUCTILE IRON FITTINGS AND ACCESSORIES	POUND	1264			1264
	•	XX006345	TURBIDITY BARRIER	FOOT	176	176		
S	•	X0321712	ABANDON AND FILL EXISTING SANITARY SEWER	EACH	1			1
	•	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	3971	3971		
S	•	Z00001100	AIR RELEASE VALVE	EACH	1			1
	•	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	•	Z0025500	FURNISHING AND INSTALLING PROPERTY MARKERS	EACH	17	17		
S	•	Z0041900	POLYETHELENE ENCASEMENT	FOOT	713			713
S	•	Z0058000	SANITARY SEWER, SPECIAL	FOOT	713			713

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PLOT DATE = 8/20/2009	CHECKED - SBP	REVISED -
	DATE - January 2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES	
SCALE: NONE	SHEET NO. 4 OF 37 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	4
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 83994				

EARTHWORK, LANDSCAPING, EROSION CONTROL				
PAY ITEM	UNIT	STA 306+50 TO STA 310+75	STA 310+75 TO STA 314+96.72	TOTAL
TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	0	30	30
NITROGEN FERTILIZER NUTRIENT	POUND	40	34	74
PHOSPHORUS FERTILIZER NUTRIENT	POUND	40	34	74
POTASSIUM FERTILIZER NUTRIENT	POUND	40	34	74
SUPPLEMENTAL WATERING	UNIT	7	5	12
EARTH EXCAVATION	CU YD	437	527	964
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	577	467	1044
FURNISHED EXCAVATION	CU YD	505	146	651
POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	125	125	250
TRENCH BACKFILL	CU YD	96	237	333
GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	378	378	756
TOPSOIL FURNISH AND PLACE, 6"	SQ YD	2178	1939	4117
EXPLORATION TRENCH, SPECIAL	FOOT	40	40	80
SEEDING, CLASS 2A	ACRE	0.18	0.18	0.36
SEEDING, CLASS 4	ACRE	0.27	0.20	0.47
EROSION CONTROL BLANKET	SQ YD	2214	1823	4037
TEMPORARY EROSION CONTROL SEEDING	ACRE	0.44	0.33	0.77
PERIMETER EROSION BARRIER	FOOT	1491	1422	2913
INLET AND PIPE PROTECTION	EACH	4	0	4
STONE RIPRAP, CLASS A4	SQ YD	5	129	134
FILTER FABRIC	SQ YD	5	129	134
TREE, AMELANCHIER X GRANDIFLORA (APPLE SERVICEBERRY), 6' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	1	1	2
TEMPORARY CLEAR WATER DIVERSION	L SUM	0	1	1
TEMPORARY DITCH CHECKS, ROLLED EXCELSIOR	EACH	2	6	8
SEEDING, SPECIAL	SQ YD	920	0	920
TURBIDITY CURTAIN	FOOT	0	176	176

BASE COURSES				
PAY ITEM	UNIT	STA 306+50 TO STA 310+75	STA 310+75 TO STA 314+96.72	TOTAL
SUB-BASE GRANULAR MATERIAL, TYPE C	CU YD	164	115	279
AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	296	0	296
HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	71	0	71
AGGREGATE SUBGRADE 12"	SQ YD	1697	2274	3971

SURFACE COURSES, PAVEMENTS REHABILITATION AND SHOULDERS				
PAY ITEM	UNIT	STA 306+50 TO STA 310+75	STA 310+75 TO STA 314+96.72	TOTAL
BITUMINOUS MATERIALS (PRIME COAT)	TON	3	2	5
HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	SQ YD	1127	1107	2234
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	43	0	43
PAVEMENT REMOVAL	SQ YD	1039	1039	2078
DRIVEWAY PAVEMENT REMOVAL	SQ YD	160	0	160
HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	995	1043	2038
TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	0	1
TEMPORARY ACCESS (ROAD)	EACH	1	0	1
TEMPORARY ACCESS (FIELD ENTRANCE)	EACH	2	0	2

STRUCTURES				
PAY ITEM	UNIT	STA 306+50 TO STA 310+75	STA 310+75 TO STA 314+96.72	TOTAL
REMOVAL OF EXISTING STRUCTURES	EACH	0	1	1
PIPE CULVERT REMOVAL	FOOT	139	0	139
NAME PLATES	EACH	0	1	1
BOX CULVERT END SECTIONS	EACH	2	0	2
PRECAST CONCRETE BOX CULVERT 11' X 11'	FOOT	0	72	72
PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 30"	EACH	2	0	2
PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	EACH	2	0	2
GRATING FOR CONCRETE FLARED END SECTION	EACH	2	0	2
GRATING FOR CONCRETE FLARED END SECTION EQUIVALENT ROUND-SIZE 30"	EACH	2	0	2
STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 42"	FOOT	69	0	69
STORM SEWERS, TYPE 1, REINFORCED CONCRETE ELLIPTICAL PIPE, SPAN 38, RISE 24	FOOT	28	0	28

MISCELLANEOUS CONSTRUCTION				
PAY ITEM	UNIT	STA 306+50 TO STA 310+75	STA 310+75 TO STA 314+96.72	TOTAL
CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4	2	6
PIPE DRAINS 12"	FOOT	250	250	500
PIPE UNDERDRAINS 4"	FOOT	520	728	1248
INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	2	2	4
STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	331	444	775
STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES	FOOT	0	75	75
TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	4	0	4
TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)	EACH	2	2	4
GUARDRAIL REMOVAL	FOOT	88	266	354
STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	117	8	125
MOBILIZATION	L SUM	1	0	1
TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1	0	1
CHANGEABLE MESSAGE SIGN	CAL MO	1	1	2
TEMPORARY INFORMATION SIGNS	EACH	1	1	2
CONSTRUCTION LAYOUT	L SUM	1	0	1
FURNISHING AND INSTALLING PROPERTY MARKERS	EACH	9	8	17

SANITARY SEWER CONSTRUCTION				
PAY ITEM	UNIT	STA 306+50 TO STA 310+75	STA 310+75 TO STA 314+96.72	TOTAL
MANHOLES, SANITARY, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	0	1
SANITARY MANHOLES TO BE REMOVED	EACH	1	0	1
SELECT GRANULAR BACKFILL	CU YD	65	149	214
GATE VALVE, 6"	EACH	1	0	1
DUCTILE IRON FITTINGS AND ACCESSORIES	POUND	632	632	1264
ABANDON AND FILL EXISTING SANITARY SEWER SYSTEM	EACH	1	1	2
AIR RELEASE VALVE	EACH	1	0	1
POLYETHYLENE ENCASEMENT	FOOT	330	383	713
SANITARY SEWER, SPECIAL	FOOT	330	383	713

SIGNING AND PAVEMENT MARKING				
PAY ITEM	UNIT	STA 306+50 TO STA 310+75	STA 310+75 TO STA 314+96.72	TOTAL
MONODIRECTIONAL GUARD RAIL REFLECTORS	EACH	15	7	22
EPOXY PAVEMENT MARKING - LINE 4"	FOOT	1700	1594	3294
TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	4

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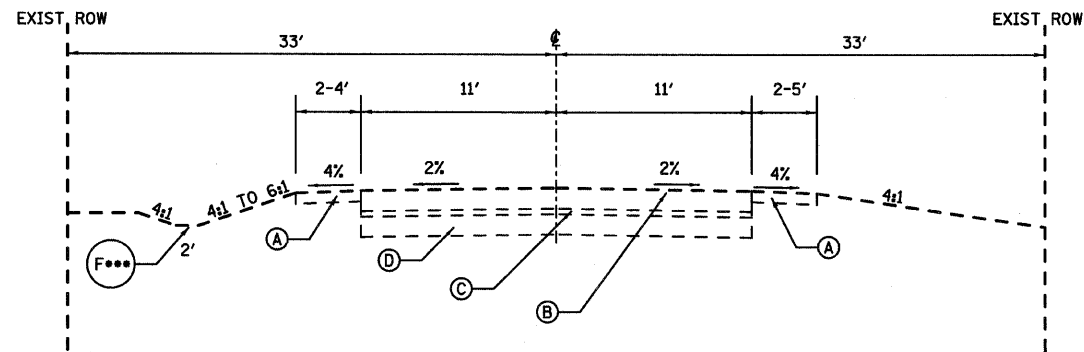
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	DATE - January 2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES OF QUANTITIES			
SCALE	SHEET NO.	OF	TOTAL SHEETS
NONE	5	OF	37

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	5
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

CONTRACT NO. 83994



***STA. 306+50 TO STA. 309+00

EXISTING TYPICAL SECTION

STA. 306+50.00 TO STA. 309+96.26
AND
STA. 312+23.52 TO STA. 314+96.72

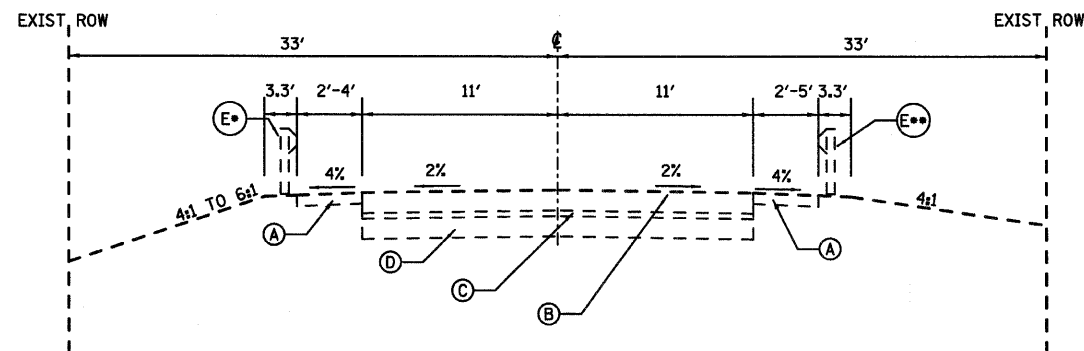
LEGEND - EXISTING

- (A) AGGREGATE SHOULDER
- (B) HMA SURFACE COURSE (SEE NOTE)
- (C) HMA BINDER COURSE (SEE NOTE)
- (D) AGGREGATE BASE COURSE (SEE NOTE)
- (E) GUARDRAIL
- (F) DITCH

EXISTING PAVEMENT NOTES

NO PAVEMENT CORES WERE TAKEN FOR THIS PROJECT. BASED ON KANE COUNTY DIVISION OF TRANSPORTATION RECORD PLANS FOR PROJECT ON KESLINGER ROAD IN THE VICINITY OF THIS PROJECT, THE ORIGINAL PAVEMENT STRUCTURE GENERALLY CONSISTED OF 7"-10" OF HMA PAVEMENT ON 4"-6" OF AGGREGATE BASE COURSE. THE COUNTY HAS STATED THAT KESLINGER AT THIS PROJECT LOCATION HAS BEEN OVER LAID SEVERAL TIMES. THE EXACT NUMBERS OF OVER LAYS AND THICKNESS OF IT IS NOT KNOWN.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE THICKNESS OF THE EXISTING HMA DRIVEWAYS AND PAVEMENTS TO BE REMOVED, AND THE EXTENT TO WHICH IT IS 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.



• STA. 310+65.80 TO STA. 312+23.52
•• STA. 309+96.26 TO STA. 311+92.62

EXISTING TYPICAL SECTION

STA. 309+96.26 TO STA. 312+23.52

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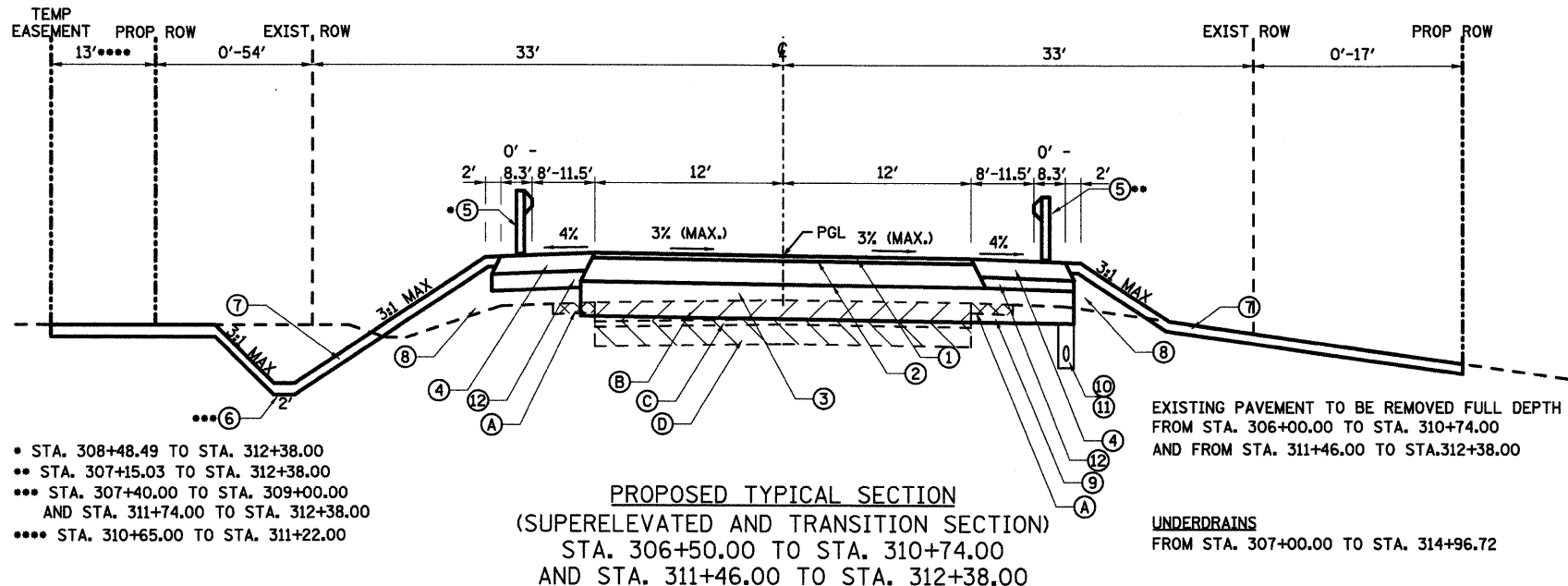
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PLOT DATE = 8/5/2009	CHECKED - SBP	REVISED -
	DATE - January 2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING TYPICAL SECTIONS

SCALE: NONE SHEET NO. 6 OF 37 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	6
CONTRACT NO. 83994				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

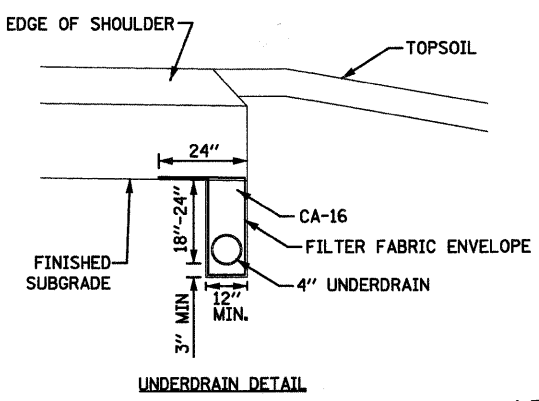


- STA. 308+48.49 TO STA. 312+38.00
- STA. 307+15.03 TO STA. 312+38.00
- STA. 307+40.00 TO STA. 309+00.00 AND STA. 311+74.00 TO STA. 312+38.00
- STA. 310+65.00 TO STA. 311+22.00

**PROPOSED TYPICAL SECTION
(SUPERELEVATED AND TRANSITION SECTION)
STA. 306+50.00 TO STA. 310+74.00
AND STA. 311+46.00 TO STA. 312+38.00**

EXISTING PAVEMENT TO BE REMOVED FULL DEPTH FROM STA. 306+00.00 TO STA. 310+74.00 AND FROM STA. 311+46.00 TO STA. 312+38.00

UNDERDRAINS
FROM STA. 307+00.00 TO STA. 314+96.72



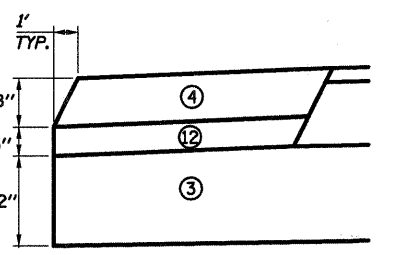
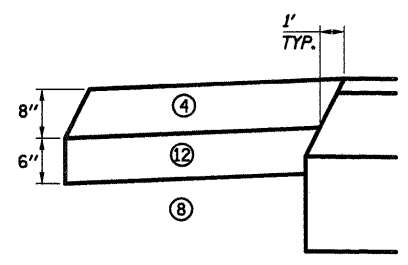
- UNDERDRAIN NOTES**
1. PIPE UNDERDRAINS TO BE PLACED AS INDICATED ON THE PLANS.
 2. CAPS, PLUGS, WYES, AND TEES ARE CONSIDERED INCLUDED IN THE COST OF THE UNDERDRAINS.
 3. ALL END RUNS SHALL HAVE A CAP OR PLUG.
 4. UNDERDRAINS SHALL BE CONNECTED AS SHOWN ON THE PLANS WHICH COST IS INCLUDED IN THE COST OF THE UNDERDRAINS.
 5. UNDERDRAIN MATERIAL SHALL BE PERFORATED CORRUGATED POLYETHYLENE TUBING.
 6. EXCAVATION, FABRIC AND POROUS GRANULAR BACKFILL AS SPECIFIED SHALL BE INCLUDED IN THE COST OF THE UNDERDRAIN.

LEGEND - EXISTING

- (A) AGGREGATE SHOULDER - TO BE REMOVED (INCLUDED IN EARTH EXCAVATION - 20200100)
- (B) HMA SURFACE COURSE - TO BE REMOVED (44000100)
- (C) HMA BINDER COURSE - TO BE REMOVED (44000100)
- (D) AGGREGATE BASE COURSE - TO BE REMOVED (INCLUDED IN EARTH EXCAVATION - 20200100)

LEGEND - PROPOSED

- (1) FULL DEPTH PAVEMENT (40701901)
HMA SURFACE COURSE, MIX "D", N70 (2")
HMA BINDER COURSE, IL-19.0, N70 (9") (IN 3 LIFTS)
- (2) BITUMINOUS MATERIALS (PRIME COAT) (40600200)
- (3) AGGREGATE SUBGRADE (12") (Z0001050)
- (4) HMA SHOULDERS (8" TOTAL - 2" HMA SURFACE/6" HMA BINDER) (48203029)
- (5) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (63000001)
- (6) DITCH
- (7) TOPSOIL FURNISH AND PLACE & SEEDING, CLASS 2A OR 4 (SEE LANDSCAPE PLAN)
- (8) FURNISHED EXCAVATION, VARIABLE DEPTH (20400800)
- (9) AGGREGATE SUBGRADE (12") (Z0001050)
- (10) PIPE UNDERDRAIN WITH FILTER FABRIC ENVELOPE, 4" (60107600)
- (11) POROUS GRANULAR BACKFILL FOR UNDERDRAIN (INCLUDE IN PIPE UNDERDRAIN) (60107600)
- (12) SUBBASE GRANULAR MATERIAL, TYPE C (31102000)



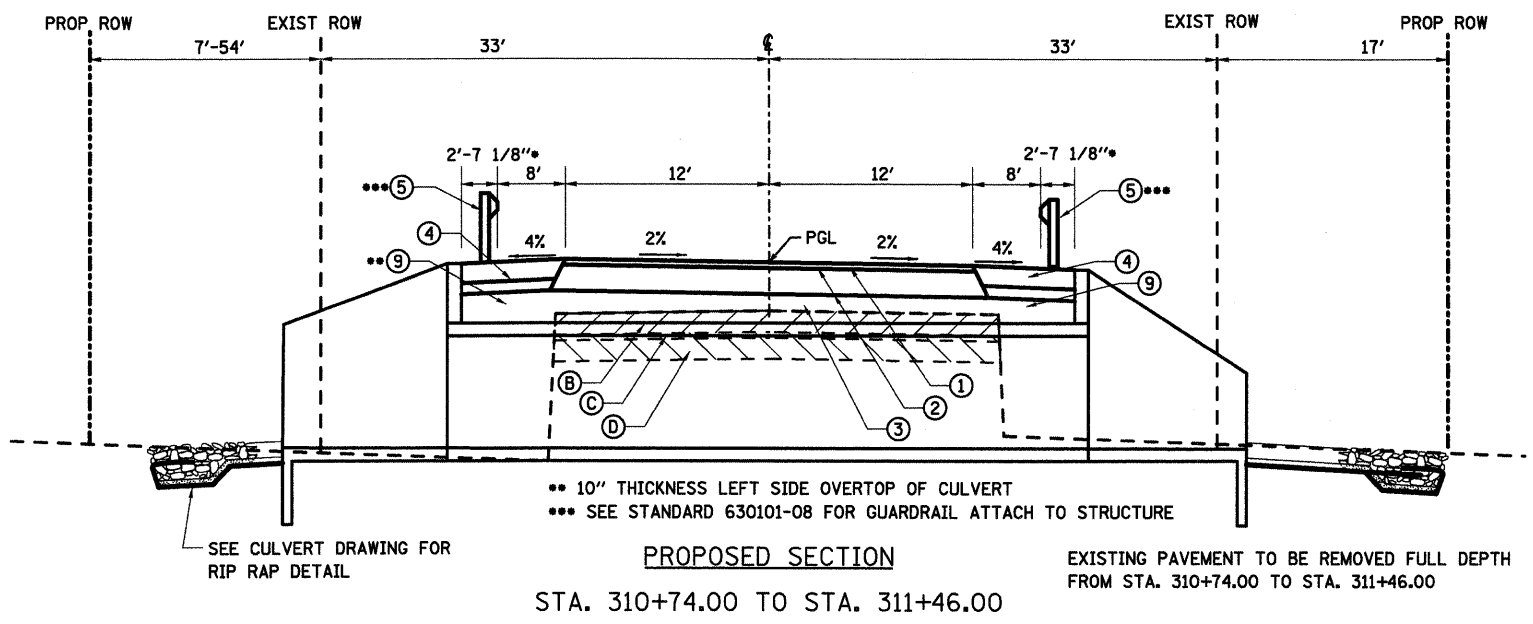
HMA SHOULDER DETAIL

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: Year 2030
 PV = 9200 SU = 400 MU = 400
 ROAD/STREET CLASSIFICATION: Class 2
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 92 S = 4 M = 4
 TRAFFIC FACTOR: Actual TF = 1.621 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

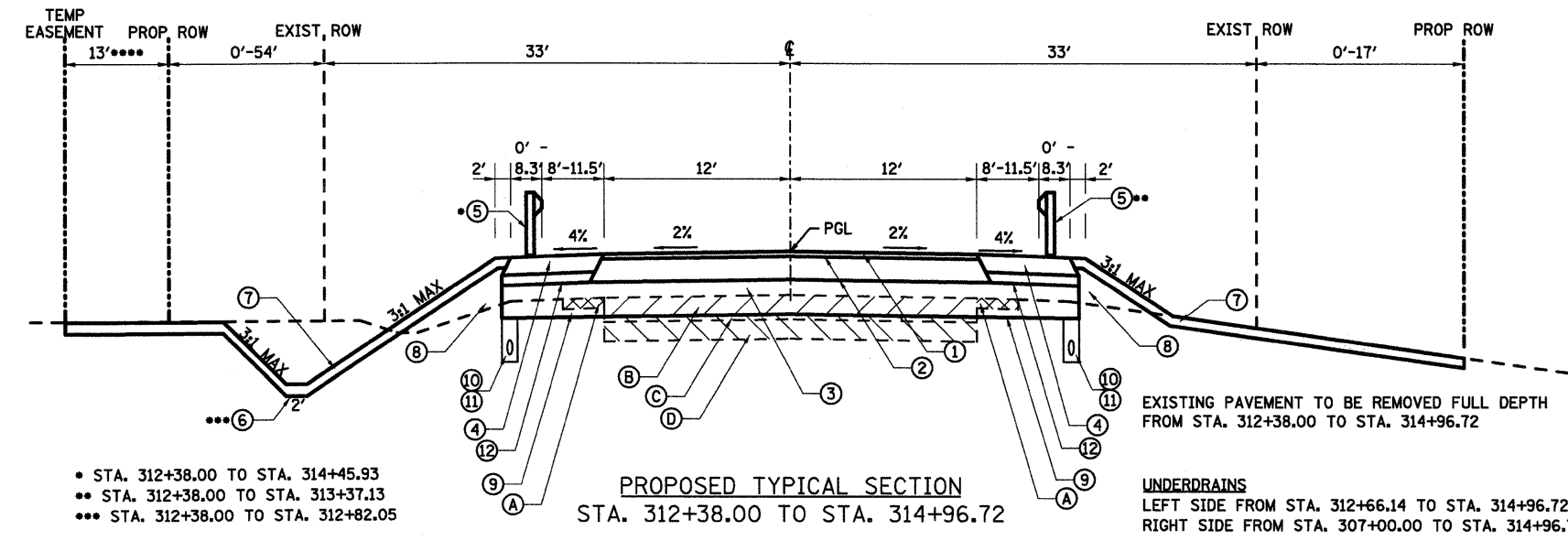
HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
ITEM	AC TYPE	VOIDS
KESLINGER ROAD - FULL DEPTH PAVEMENT		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	PG 64-22	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	PG 64-22 *	4% @ 70 GYR.
SHOULDERS		
HOT-MIX ASPHALT SHOULDER, 8"	PG 64-22 *	2% @ 30 GYR.
DRIVEWAYS P.E. AND F.E. (F.E. 2" SURFACE COURSE OVER 8" AGG. BASE)		
HOT-MIX ASPHALT BASE COURSE, 6" (HMA BINDER IL-19 mm)	PG 64-22 *	4% @ 50 GYR.
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2" (IL 9.5 mm)	PG 64-22	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN.
 • WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.



**PROPOSED SECTION
STA. 310+74.00 TO STA. 311+46.00**

EXISTING PAVEMENT TO BE REMOVED FULL DEPTH FROM STA. 310+74.00 TO STA. 311+46.00



**PROPOSED TYPICAL SECTION
STA. 312+38.00 TO STA. 314+96.72**

EXISTING PAVEMENT TO BE REMOVED FULL DEPTH FROM STA. 312+38.00 TO STA. 314+96.72

UNDERDRAINS
LEFT SIDE FROM STA. 312+66.14 TO STA. 314+96.72
RIGHT SIDE FROM STA. 307+00.00 TO STA. 314+96.72

- STA. 312+38.00 TO STA. 314+45.93
- STA. 312+38.00 TO STA. 313+37.13
- STA. 312+38.00 TO STA. 312+82.05

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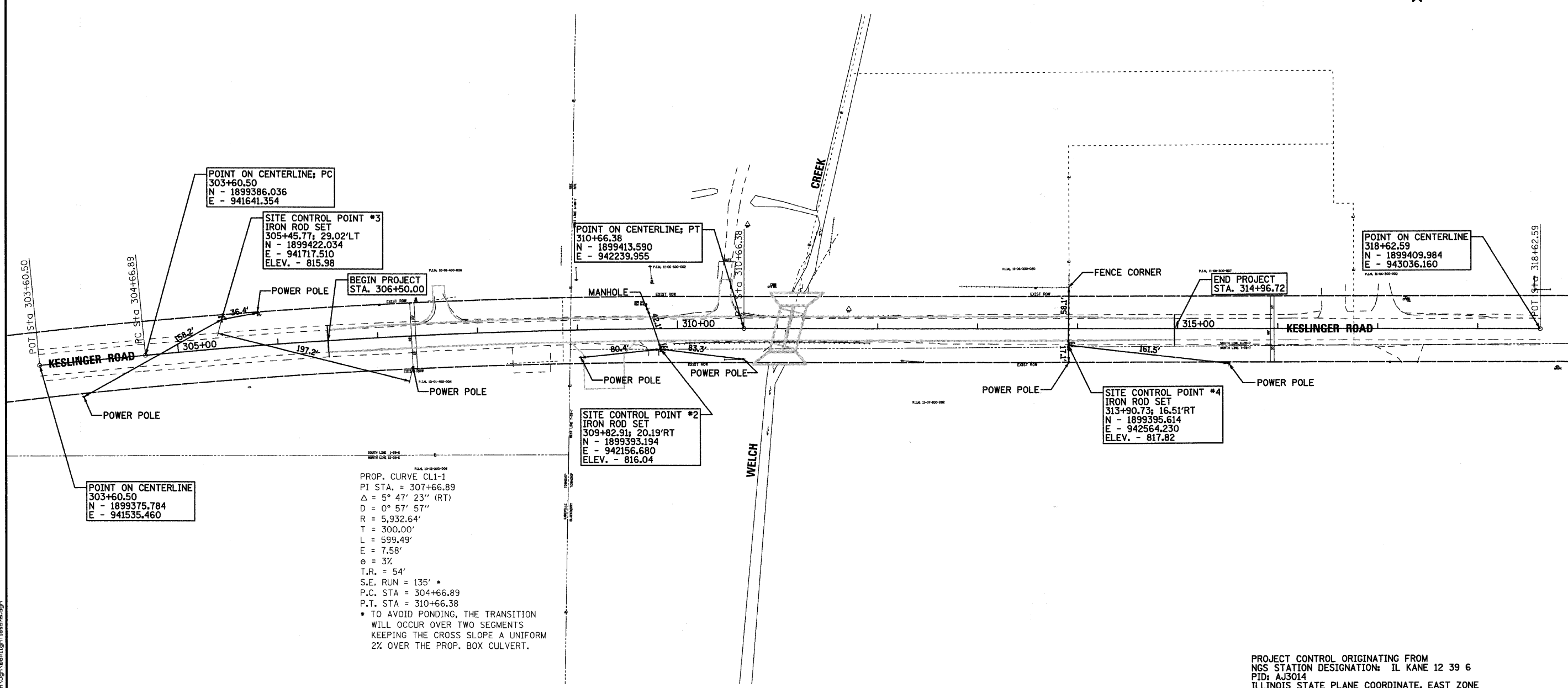
WILLS BURKE KELSEY ASSOCIATES LTD.
 116 West Main Street, Suite 201
 St. Charles, Illinois 60174
 (630) 443-7755

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	DATE - January 2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED TYPICAL SECTIONS	
SCALE: NONE	SHEET NO. 7 OF 37 SHEETS
STA. TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	7
CONTRACT NO. 83994				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



POINT ON CENTERLINE; PC
303+60.50
N - 1899386.036
E - 941641.354

SITE CONTROL POINT #3
IRON ROD SET
305+45.77; 29.02'LT
N - 1899422.034
E - 941717.510
ELEV. - 815.98

POINT ON CENTERLINE; PT
310+66.38
N - 1899413.590
E - 942239.955

POINT ON CENTERLINE
318+62.59
N - 1899409.984
E - 943036.160

POINT ON CENTERLINE
303+60.50
N - 1899375.784
E - 941535.460

SITE CONTROL POINT #2
IRON ROD SET
309+82.91; 20.19'RT
N - 1899393.194
E - 942156.680
ELEV. - 816.04

SITE CONTROL POINT #4
IRON ROD SET
313+90.73; 16.51'RT
N - 1899395.614
E - 942564.230
ELEV. - 817.82

PROP. CURVE CL1-1
PI STA. = 307+66.89
 $\Delta = 5^\circ 47' 23''$ (RT)
D = 0° 57' 57"
R = 5,932.64'
T = 300.00'
L = 599.49'
E = 7.58'
 $\theta = 3\%$
T.R. = 54'
S.E. RUN = 135' *
P.C. STA = 304+66.89
P.T. STA = 310+66.38
* TO AVOID PONDING, THE TRANSITION
WILL OCCUR OVER TWO SEGMENTS
KEEPING THE CROSS SLOPE A UNIFORM
2% OVER THE PROP. BOX CULVERT.

PROJECT CONTROL ORIGINATING FROM
NGS STATION DESIGNATION: IL KANE 12 39 6
PID: AJ3014
ILLINOIS STATE PLANE COORDINATE, EAST ZONE
ELEVATION REFERENCED TO NAVD 88
N - 1899237.272
E - 937992.940
ELEV - 839.56

GRAPHIC SCALE



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St. Charles, Illinois 60174
(630) 443-7755

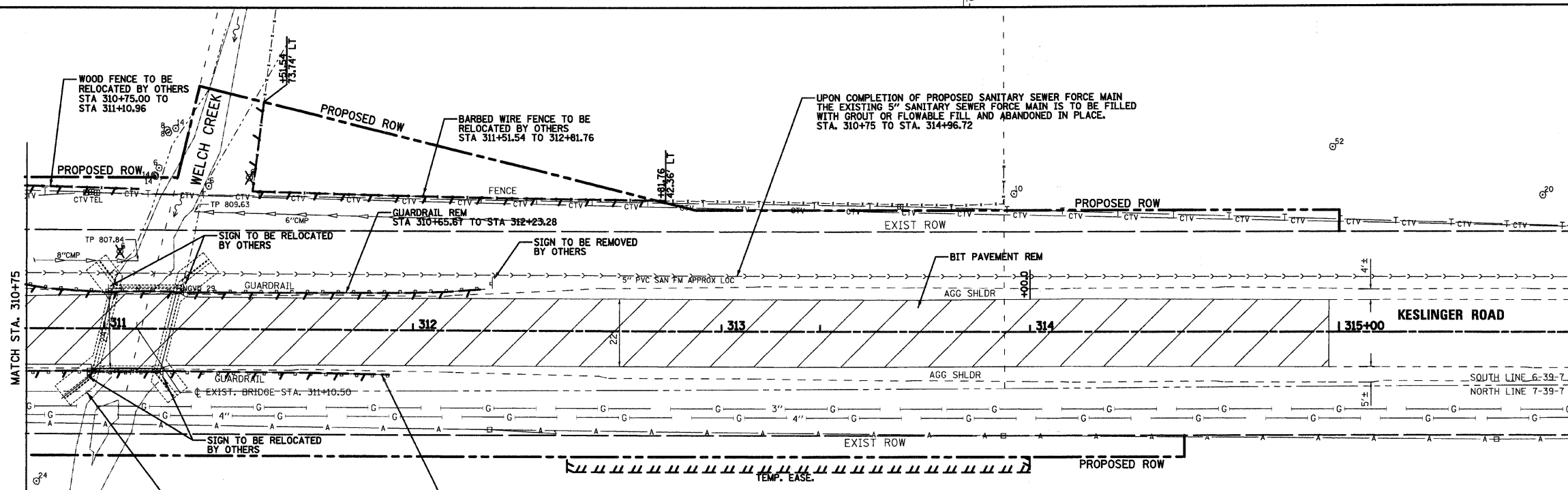
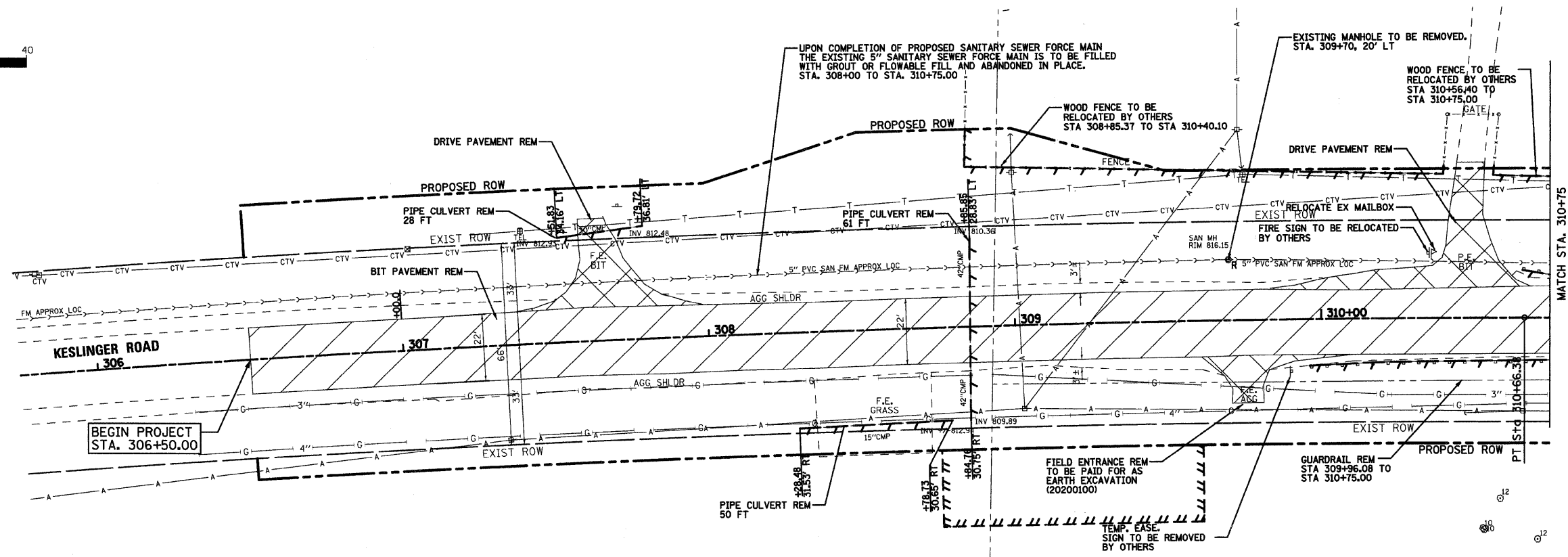
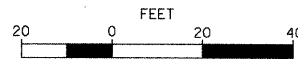
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	DATE - January 2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES, & BENCHMARKS		
SCALE: 1"=50'	SHEET NO. 8 OF 37 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	8
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 83994	

GRAPHIC SCALE



- LEGEND**
- TREE REMOVAL
 - HMA FULL DEPTH PAVEMENT REMOVAL
 - DRIVEWAY REMOVAL (TYPE AS SPECIFIED)

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 116 West Main Street, Suite 201
 St. Charles, Illinois 60174
 (630) 443-7755

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PLOT SCALE = 1"=20'	DRAWN - TC	REVISED -
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	DATE - January 2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

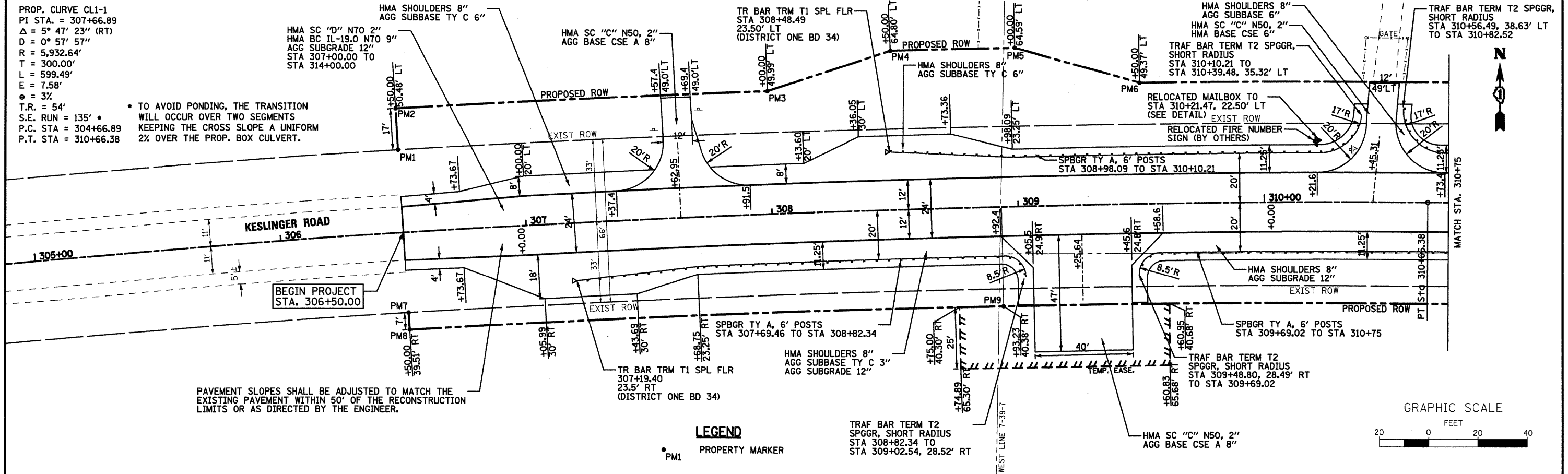
EXISTING CONDITIONS AND REMOVALS

SCALE: 1"=20'	SHEET NO. 9 OF 37 SHEETS	STA. TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	9
CONTRACT NO. 83994				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	DESIGNED	
	DRAWN	
	CHECKED	
	BY	
	DATE	
	NO.	

PROFILE	SURVEYED	DATE
	DESIGNED	
	DRAWN	
	CHECKED	
	BY	
	DATE	
	NO.	



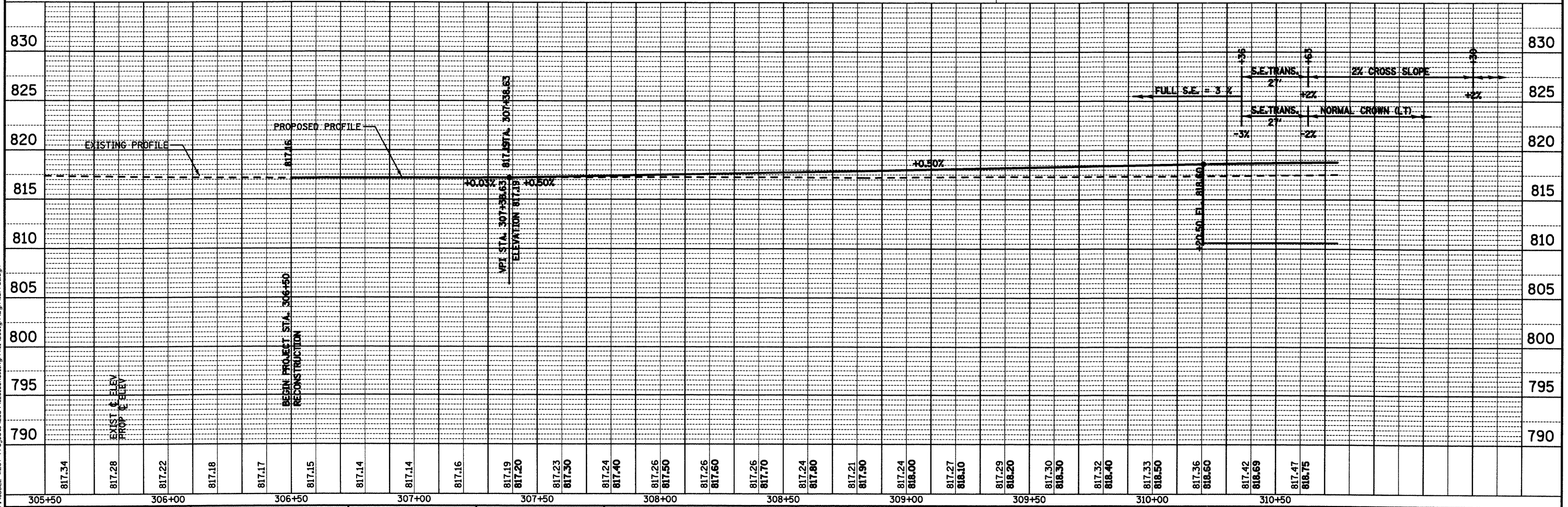
PROP. CURVE CL1-1
 PI STA. = 307+66.89
 Δ = 5° 47' 23" (RT)
 D = 0° 57' 57"
 R = 5,932.64'
 T = 300.00'
 L = 599.49'
 E = 7.58'
 e = 3%
 T.R. = 54'
 S.E. RUN = 135' •
 P.C. STA = 304+66.89
 P.T. STA = 310+66.38

• TO AVOID PONDING, THE TRANSITION WILL OCCUR OVER TWO SEGMENTS KEEPING THE CROSS SLOPE A UNIFORM 2% OVER THE PROP. BOX CULVERT.

PAVEMENT SLOPES SHALL BE ADJUSTED TO MATCH THE EXISTING PAVEMENT WITHIN 50' OF THE RECONSTRUCTION LIMITS OR AS DIRECTED BY THE ENGINEER.

LEGEND
 • PM1 PROPERTY MARKER

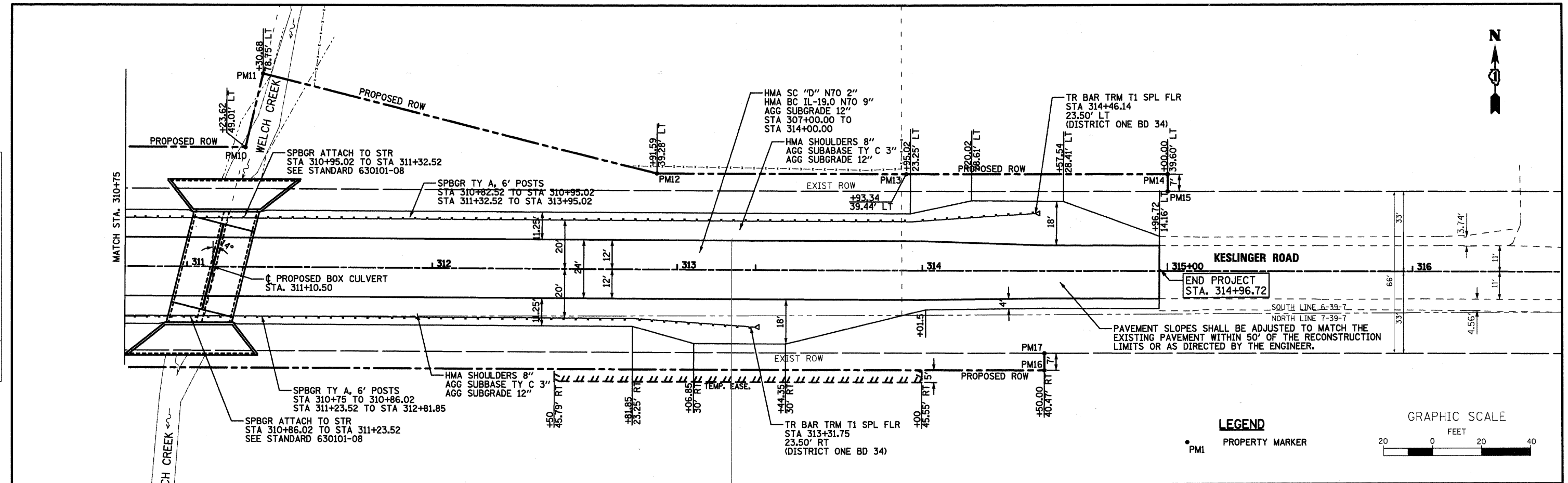
TRAF BAR TRM T2 SPGGR, SHORT RADIUS STA 308+82.34 TO STA 309+02.54, 28.52' RT



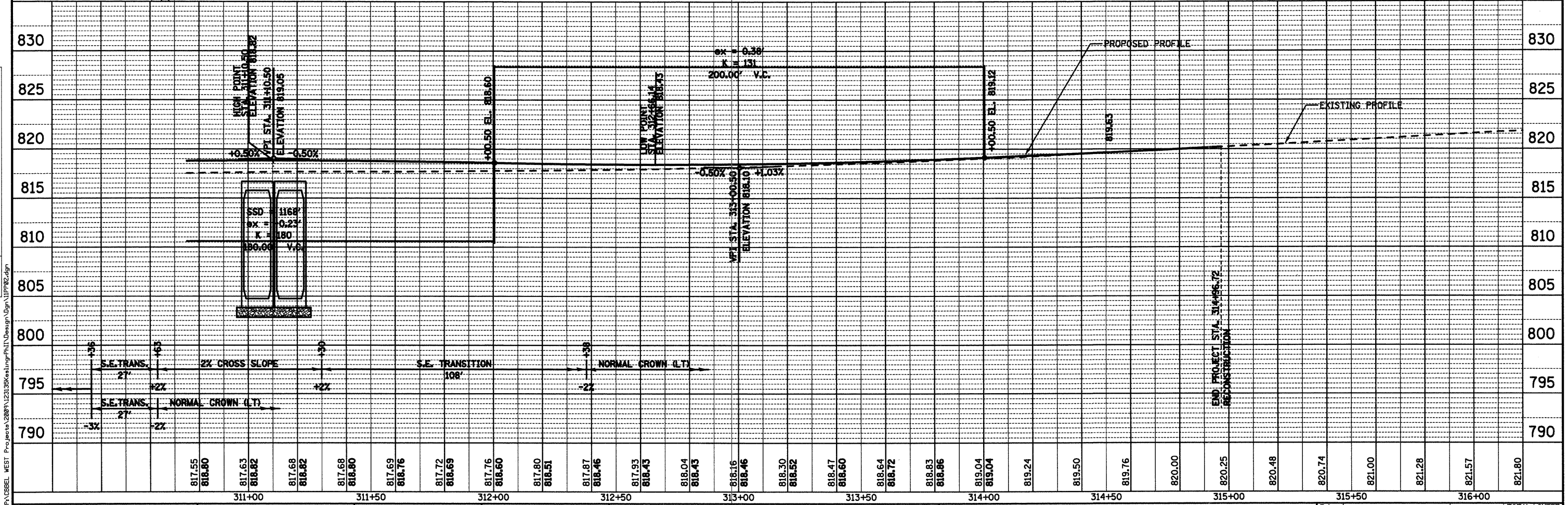
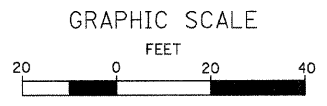
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WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174 (630) 443-7755	PLOT SCALE = 1"=20'	DRAWN - TC	REVISED -		SCALE: 1"=20'	SHEET NO. 10 OF 37 SHEETS	STA. 306+50.00 TO STA. 310+75.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	CONTRACT NO. 83994
	PLOT DATE = 8/28/2009	CHECKED - SBP	REVISED -						
		DATE - January 2008	REVISED -						

PLAN	SURVEYED	DATE
	ALIGNED	BY
	NOTED	NO.
	NOTED	NO.
	NOTED	NO.
	NOTED	NO.

PROFILE	SURVEYED	DATE
	NOTED	BY
	NOTED	NO.
	NOTED	NO.
	NOTED	NO.
	NOTED	NO.



LEGEND
 • PM1 PROPERTY MARKER



	USER NAME = #USER#	DESIGNED - SBP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE STA. 310 + 75.00 TO STA. 315 + 00.00		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1"=20'	DRAWN - TC	REVISED -		0110	01-00267-00-BR	KANE	37	11		
	PLOT DATE = 8/28/2009	CHECKED - SBP	REVISED -		CONTRACT NO. 83994						
		DATE - January 2008	REVISED -		SCALE: 1"=20' SHEET NO. 11 OF 37 SHEETS STA. 310+75.00 TO STA. 315+00.00						

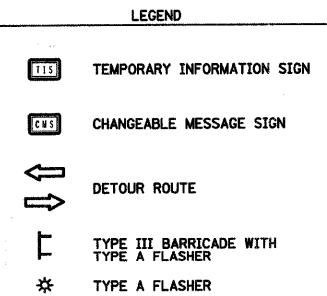
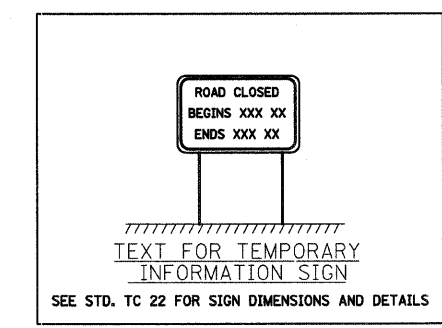


CHANGEABLE MESSAGE SIGN

THE KANE COUNTY DEPARTMENT OF TRANSPORTATION REQUIRES THAT ELECTRONIC CHANGEABLE MESSAGE SIGNS BE PLACED ON THE EAST AND WEST SIDE OF THE BRIDGE TO WARN THE PUBLIC OF THE PENDING CLOSURE. THE MESSAGE BOARDS WILL NEED TO BE PLACED AND SET OUT FOR SEVEN (7) DAYS IN ADVANCE OF THE ANTICIPATED FIRST DAY OF CONSTRUCTION. THE SIGNS SHALL REMAIN IN PLACE FOR THE SPECIFIED CONTRACT TIME. THE CONTRACTOR WILL COORDINATE WITH THE RESIDENT ENGINEER ON THE EXACT PLACEMENT OF THE MESSAGE BOARDS AND THE MESSAGE THAT IS TO BE DISPLAYED. THE MESSAGE MAY PERIODICALLY BE CHANGED BY THE COUNTY. THERE WILL BE NO ADDITIONAL COMPENSATION FOR CHANGING OF THE MESSAGE(S). THE MESSAGE BOARDS WILL BE PAID FOR AS CHANGEABLE MESSAGE SIGN, PER CALENDAR MONTH FOR EACH MESSAGE SIGN UTILIZED.

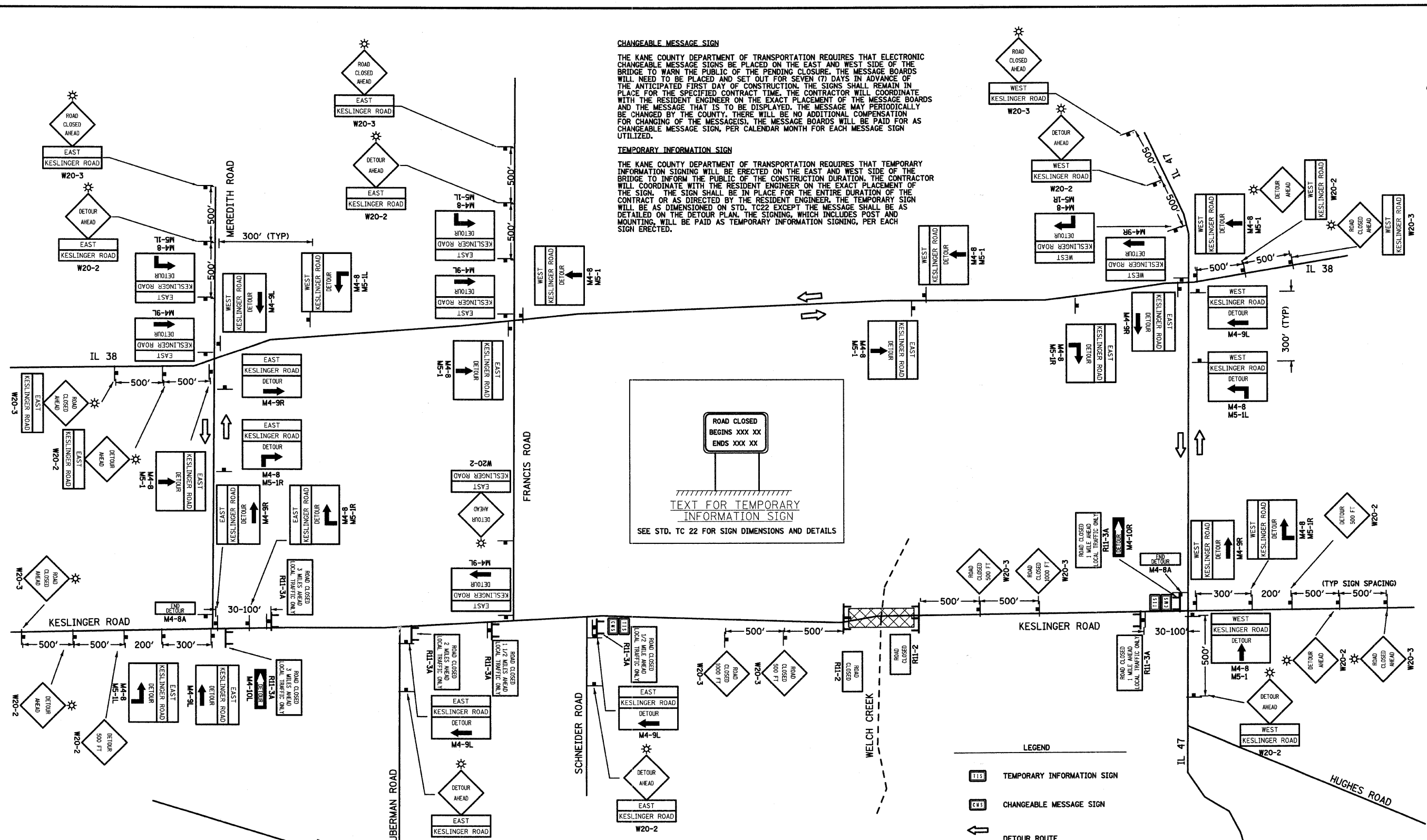
TEMPORARY INFORMATION SIGN

THE KANE COUNTY DEPARTMENT OF TRANSPORTATION REQUIRES THAT TEMPORARY INFORMATION SIGNING WILL BE ERCTED ON THE EAST AND WEST SIDE OF THE BRIDGE TO INFORM THE PUBLIC OF THE CONSTRUCTION DURATION. THE CONTRACTOR WILL COORDINATE WITH THE RESIDENT ENGINEER ON THE EXACT PLACEMENT OF THE SIGN. THE SIGN SHALL BE IN PLACE FOR THE ENTIRE DURATION OF THE CONTRACT OR AS DIRECTED BY THE RESIDENT ENGINEER. THE TEMPORARY SIGN WILL BE AS DIMENSIONED ON STD. T022 EXCEPT THE MESSAGE SHALL BE AS DETAILED ON THE DETOUR PLAN. THE SIGNING, WHICH INCLUDES POST AND MOUNTING, WILL BE PAID AS TEMPORARY INFORMATION SIGNING, PER EACH SIGN ERCTED.



GENERAL NOTES:

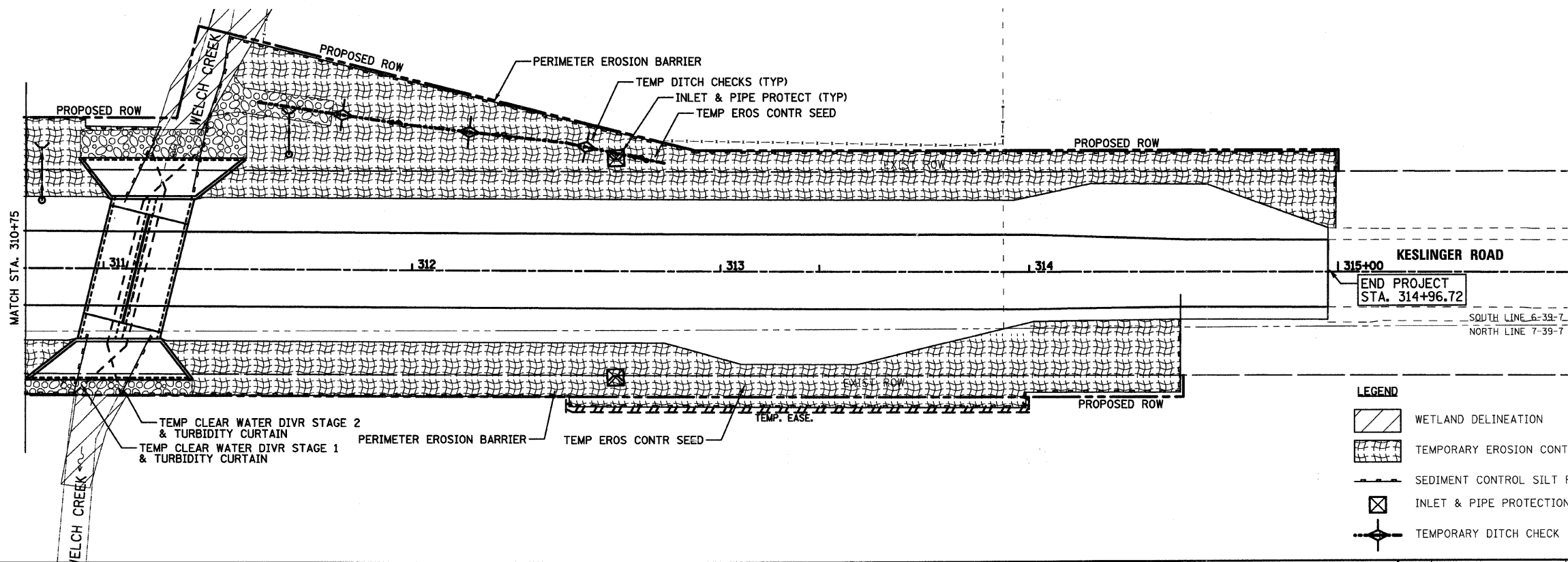
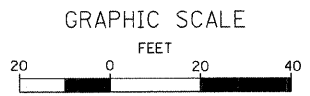
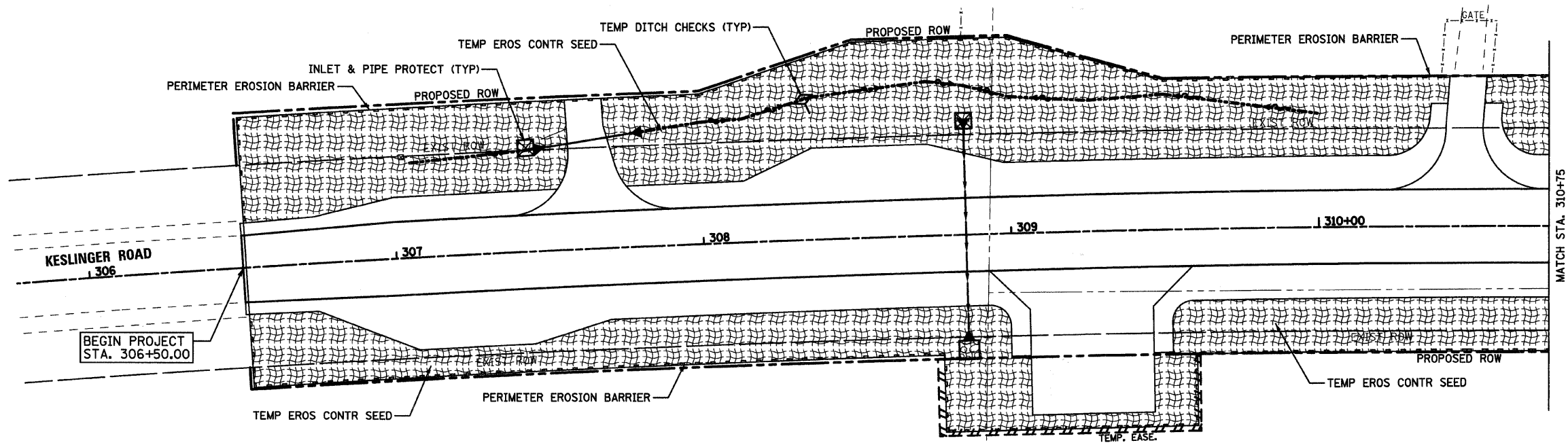
- FURNISHING, ERCTING, MAINTAINING AND REMOVING ALL TRAFFIC CONTROL DEVICES FOR THE CONSTRUCTION OF THE PROPOSED ROADWAY AND STRUCTURE IMPROVEMENTS, INCLUDING ALL TRAFFIC CONTROL DEVICES REQUIRED FOR THE TEMPORARY DETOUR ROUTES AS SHOWN IN THE PLANS, WILL BE MEASURED FOR PAYMENT ONE TIME ONLY AND SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR, LUMP SUM.
- THE CONTRACTOR SHALL CONSTRUCT AND MAINTAIN AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS TO PRIVATE ENTRANCES AND FIELD ENTRANCES. THE TEMPORARY CLOSURE OF DRIVEWAYS WILL BE LIMITED TO THE DURATION OF THE CONSTRUCTION DIRECTLY IN FRONT OF THE DRIVEWAYS. IN ALL CASES, THE ENTRANCES SHALL BE OPEN AT THE END OF THE WORK DAY. THE CONTRACTOR SHALL COORDINATE CLOSURES WITH THE RESIDENT ENGINEER AND PROPERTY OWNER A MINIMUM OF FORTY EIGHT (48) HOURS IN ADVANCE OF THE CLOSURE.



TEMPORARY DETOUR DURATION
THE CONTRACT DOCUMENTS WILL ALLOW THE ROADWAY CLOSURE AND TEMPORARY DETOUR DETAILED ON THIS SHEET TO BE IN PLACE FOR A DURATION OF SIXTY (60) CALENDAR DAYS. THE CONTRACTOR WILL BE EXPECTED TO COMPLETE ALL THE PROPOSED WORK RELATED TO THE CONSTRUCTION OF THE PROPOSED CULVERT AND ROADWAY DURING THIS CLOSURE. THE ROADWAY MUST HAVE THE HMA SURFACE COURSE PLACED AND THE GUARDRAIL INSTALLED BEFORE THE ROADWAY IS OPENED TO TRAFFIC. IF THE SURFACE COURSE AND GUARDRAIL ARE NOT COMPLETE IN THE ALLOWED TIME, ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED FOR THE COMPLETION OF REMAINING CONSTRUCTION OPERATIONS WILL BE AT THE CONTRACTOR COSTS.

WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174 (630) 443-7755	USER NAME = #USER#	DESIGNED - SBP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC DETOUR PLAN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = N.T.S.	DRAWN - TC	REVISED -		O110	01-00267-00-BR	KANE	37	12		
	PLOT DATE = 8/6/2009	CHECKED - SBP	REVISED -		SCALE: N.T.S. SHEET NO. 12 OF 37 SHEETS STA. TO STA.			CONTRACT NO. 83994			
		DATE - January 2008	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

FILE NAME = P:\DDBEL\WEST Proj\0809\123135\KesslingPHITDesign\12\Maintenance.dgn



LEGEND

	WETLAND DELINEATION
	TEMPORARY EROSION CONTROL SEED
	SEDIMENT CONTROL SILT FENCE
	INLET & PIPE PROTECTION
	TEMPORARY DITCH CHECK

FILE NAME = P:\CBEL WEST Project\2009\123135\Kesa\Ingr\PH11_Design\Ugr\13EROSION.dgn

WBK WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174
(630) 443-7755

USER NAME = #USER#	DESIGNED - SBP	REVISED -
PLOT SCALE = 1"=20'	DRAWN - TC	REVISED -
PLOT DATE = 8/5/2009	CHECKED - SBP	REVISED -
	DATE - January 2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

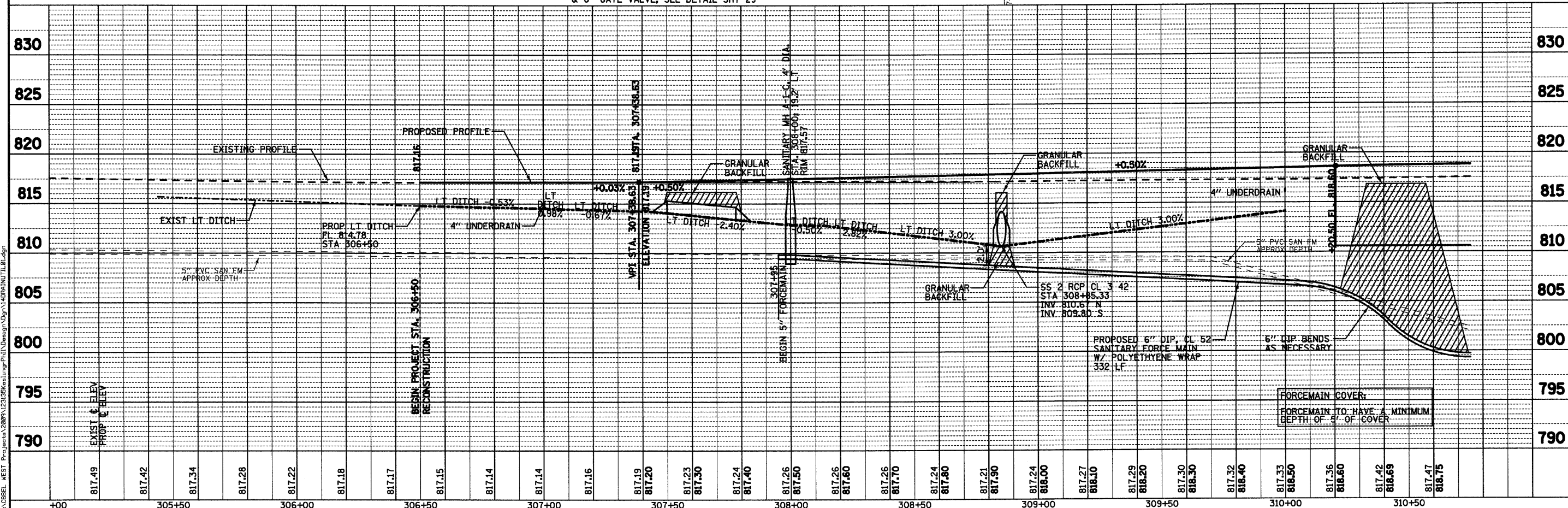
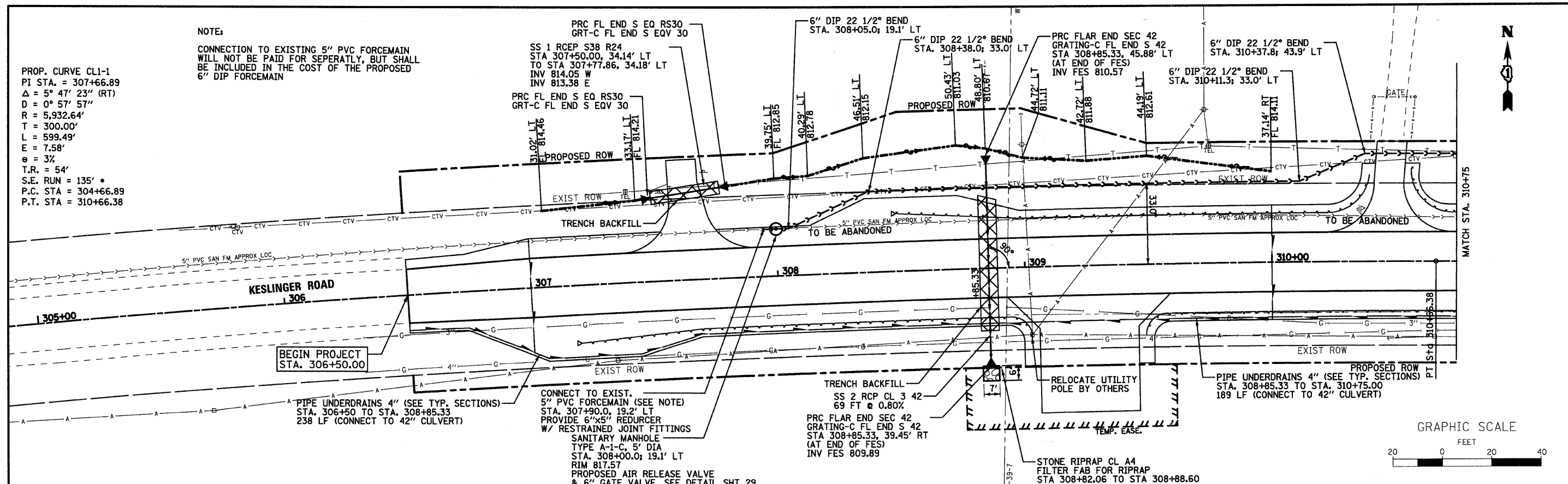
**SOIL EROSION AND
SEDIMENT CONTROL PLAN**

SCALE: 1"=20' SHEET NO. 13 OF 37 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	13
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 83994		

PROP. CURVE CL1-1
 PI STA. = 307+66.89
 $\Delta = 5^\circ 47' 23''$ (RT)
 $D = 0^\circ 57' 57''$
 $R = 5,932.64'$
 $T = 300.00'$
 $L = 599.49'$
 $E = 7.58'$
 $e = 3\%$
 $T.R. = 54'$
 $S.E. RUN = 135'$
 $P.C. STA = 304+66.89$
 $P.T. STA = 310+66.38$

NOTE:
 CONNECTION TO EXISTING 5" PVC FORCEMAIN
 WILL NOT BE PAID FOR SEPARATELY, BUT SHALL
 BE INCLUDED IN THE COST OF THE PROPOSED
 6" DIP FORCEMAIN



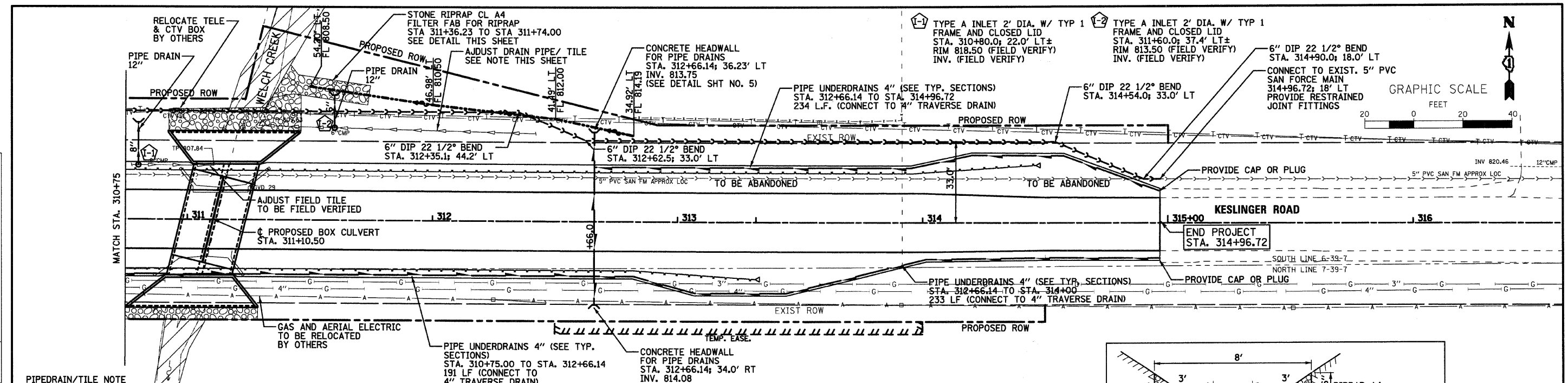
DATE	
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PLAN	
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PROFILES	
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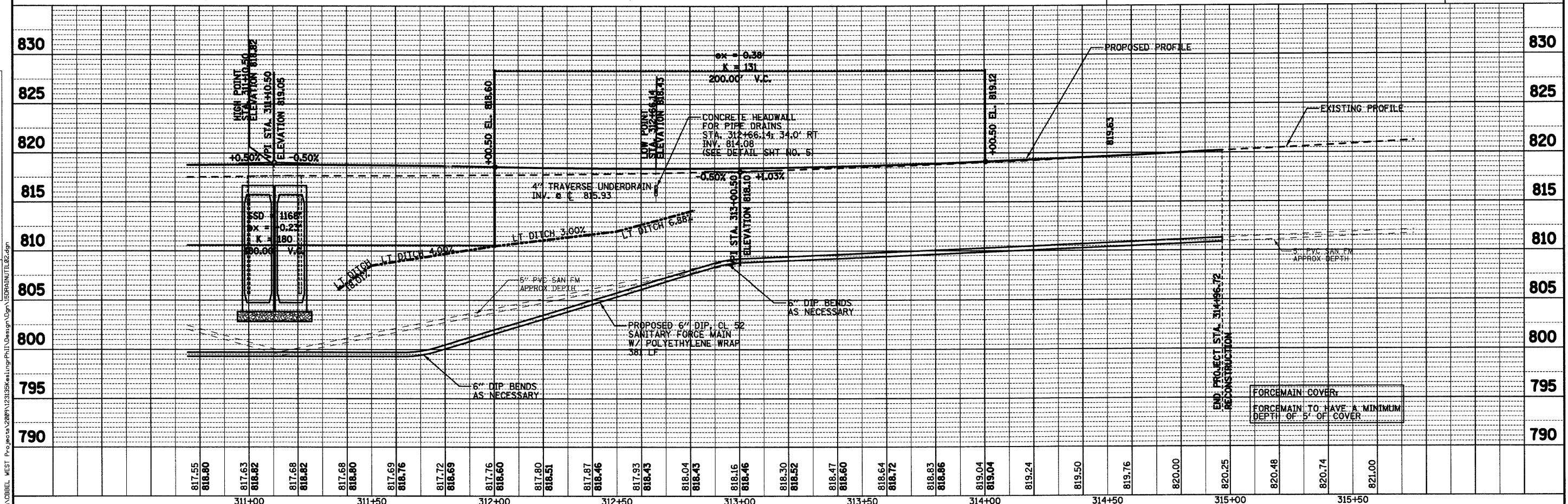
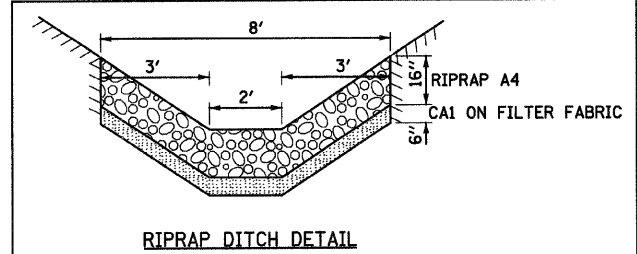
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					STA. 306+50.00 TO STA. 310+75.00	SHEET NO. 14 OF 37 SHEETS
					STA. 306+50.00 TO STA. 310+75.00	ILLINOIS FED. AID PROJECT
					STA. 306+50.00 TO STA. 310+75.00	ILLINOIS FED. AID PROJECT

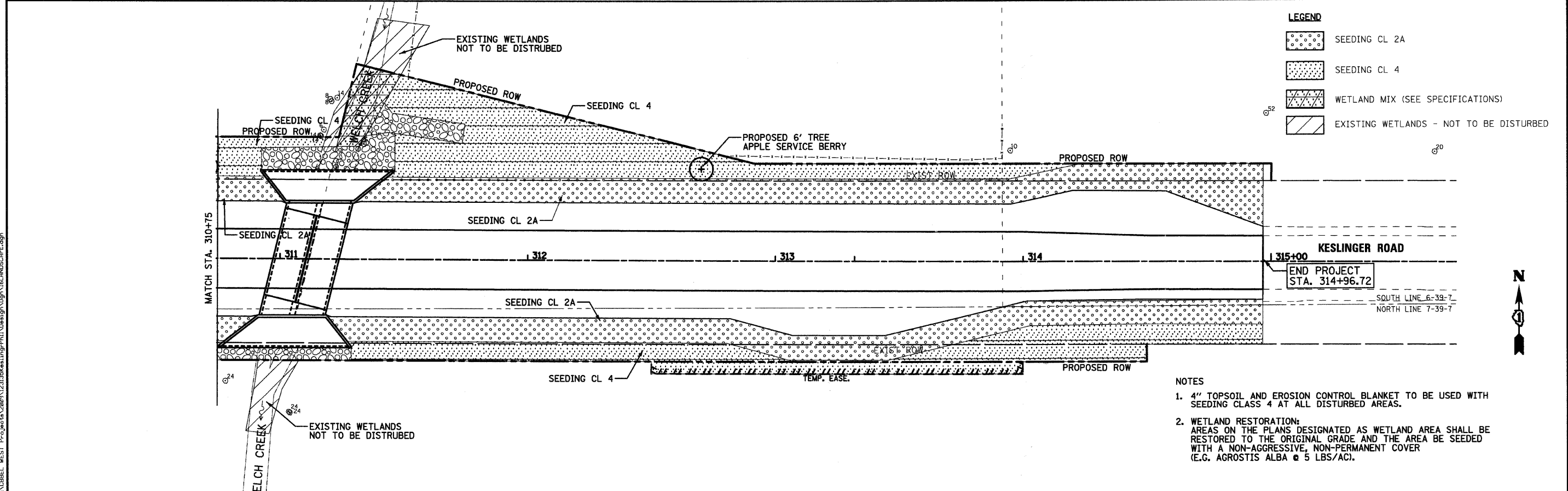
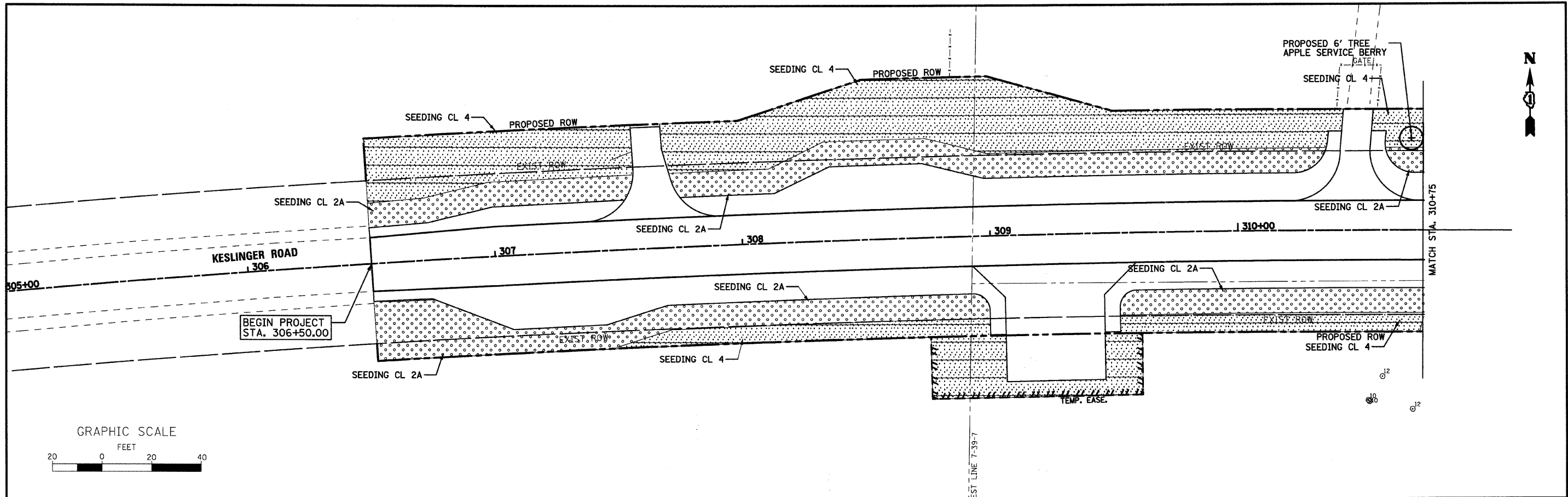
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DATE	
FILE NAME	



- THE FIELD SURVEYS SHOW EVIDENCE OF A SIX (6) AND EIGHT (8) INCH DRAINPIPE OUTLETING AT THE NORTH SIDE OF THE EXISTING BRIDGE. ALTHOUGH THE OUTLETS ARE VISIBLE, THE EXACT LENGTH, DEPTH, AND LOCATION AWAY FROM THE BRIDGE/STREAM ARE NOT KNOWN.
- PAY ITEMS HAVE BEEN INCLUDED IN THE PLANS FOR THE REPLACEMENT OF THE DRAINPIPE, WHICH INCLUDES PAY ITEMS FOR TYPE A INLETS (WITH FRAME AND CLOSED LIDS) THAT WILL BE INSTALLED TO ACT AS INSPECTION STRUCTURES. THESE STRUCTURES SHOULD BE INSTALLED AT LOCATIONS WHERE THE PROPOSED DRAINPIPE IS CONNECTED TO THE EXISTING PIPE OR WHERE THERE IS A CHANGE IN DIRECTION.
- THE LOCATION OF THE PROPOSED PIPEDRAINS AND STRUCTURES HAS BEEN SHOWN ON THE PLANS TO HELP CLARIFY THE INTENT OF THIS WORK. THE CONTRACTOR WILL INVESTIGATE THE DRAINPIPE AND COORDINATE WITH THE ENGINEER TO IMPLEMENT ANY FIELD MODIFICATION THAT WILL BE REQUIRED BECAUSE OF THE VARYING UNKNOWN CONDITIONS OF THE DRAINPIPE. THERE WILL BE NO ADDITIONAL COMPENSATION FOR THE COORDINATION OF THIS WORK.
- DRAIN TILE DAMAGED BY THE CONTRACTORS ACTIVITIES SHALL BE REPLACED IN ACCORDANCE WITH THE "DRAIN TILE REPAIR" SPECIAL PROVISION.





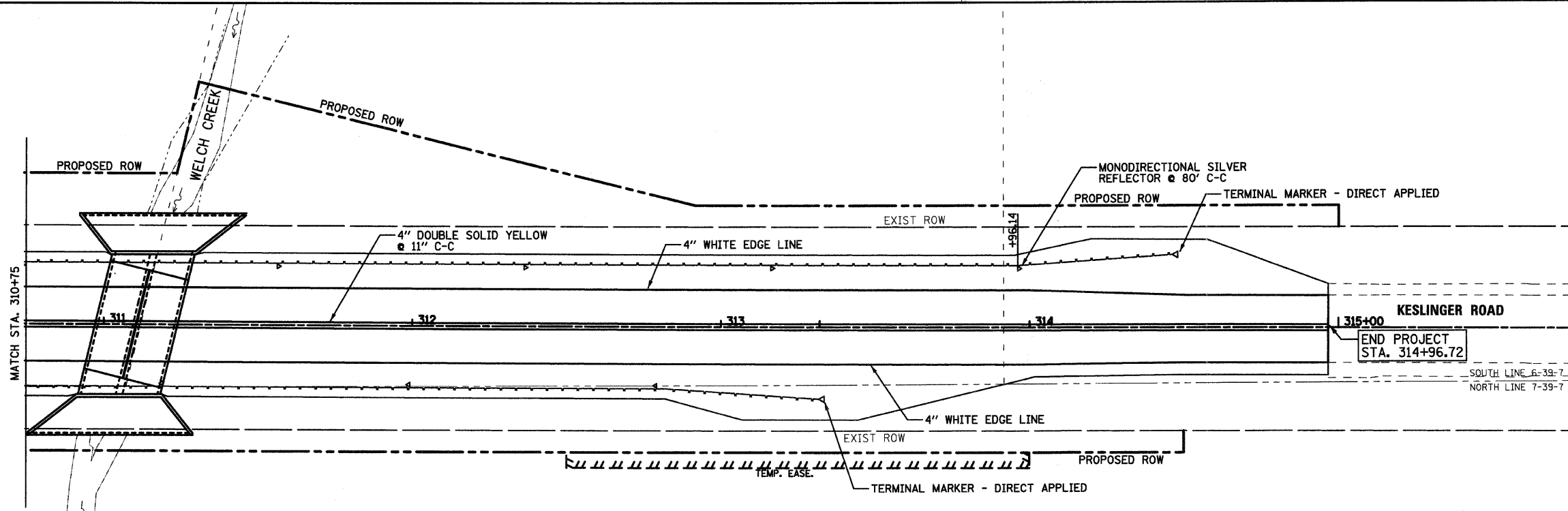
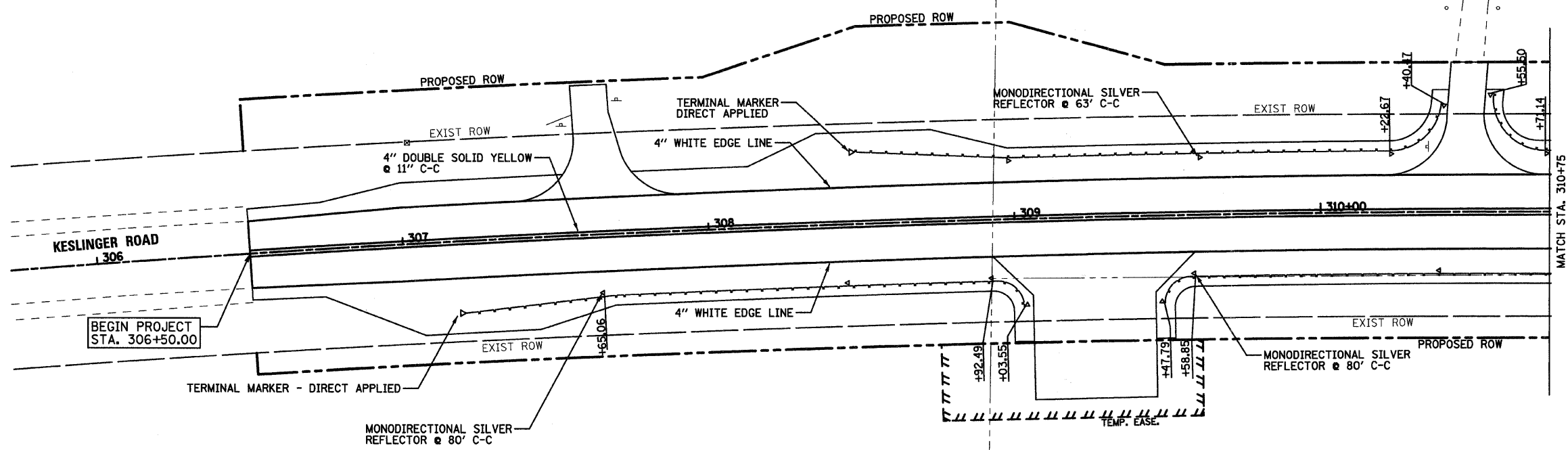
LEGEND

	SEEDING CL 2A
	SEEDING CL 4
	WETLAND MIX (SEE SPECIFICATIONS)
	EXISTING WETLANDS - NOT TO BE DISTURBED

- NOTES**
- 4" TOPSOIL AND EROSION CONTROL BLANKET TO BE USED WITH SEEDING CLASS 4 AT ALL DISTURBED AREAS.
 - WETLAND RESTORATION: AREAS ON THE PLANS DESIGNATED AS WETLAND AREA SHALL BE RESTORED TO THE ORIGINAL GRADE AND THE AREA BE SEEDING WITH A NON-AGGRESSIVE, NON-PERMANENT COVER (E.G. AGROSTIS ALBA @ 5 LBS/AC).

FILE NAME = P:\CBBEL WEST Project\2008\123135\Kessling\PH\Design\DWG\LANDSCAPE.dwg

WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174 (630) 443-7755	USER NAME = #USER#	DESIGNED - SBP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANDSCAPING PLAN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 8/5/2008	CHECKED - SBP	REVISED -		CONTRACT NO. 83994							
		DATE - January 2008	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE: 1"=20'	SHEET NO. 16 OF 37 SHEETS	STA.	TO STA.					



- NOTES:
1. ALL PAVEMENT MARKINGS SHALL BE EPOXY.
 2. FOR DETAILS OF REFLECTORS SEE REFLECTOR AND TERMINAL MARKER PLACEMENT STANDARD 635006-03.

FILE NAME = P:\CIBBEL WEST Prj\Notes\2009\1231\Keslinger\Design\17\PM\MARK.dgn

WBK WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174
(630) 443-7755

USER NAME = @USER@	DESIGNED - SBP	REVISED -
PLOT SCALE = 1"=20'	DRAWN - TC	REVISED -
PLOT DATE = 8/5/2009	CHECKED - SBP	REVISED -
	DATE - January 2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN	
SCALE: 1"=20'	SHEET NO. 17 OF 37 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	17
CONTRACT NO. 83994				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

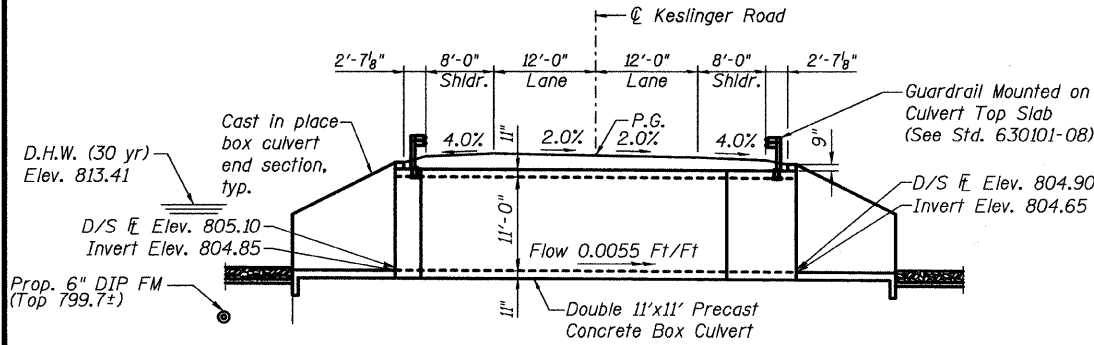
BENCHMARKS

Chiselled "□" on concrete headwall, Elev. 817.333

EXISTING STRUCTURE

S.N. 045-3101 was built in 1949 as Sec. 148B-15D. The existing structure is a single-span reinforced concrete slab bridge with a 14-inch thick deck slab and an 8" thick bituminous overlay supported on reinforced concrete closed abutments on spread footings with reinforced concrete cantilever wingwalls. The bridge has a 20'-0" clear span and measures 22'-0 3/4" back-to-back of abutments and supports two 12'-0" traffic lanes with an out-to-out deck width of 28'-4". A traffic detour will be provided during construction of the new bridge.

No Salvage

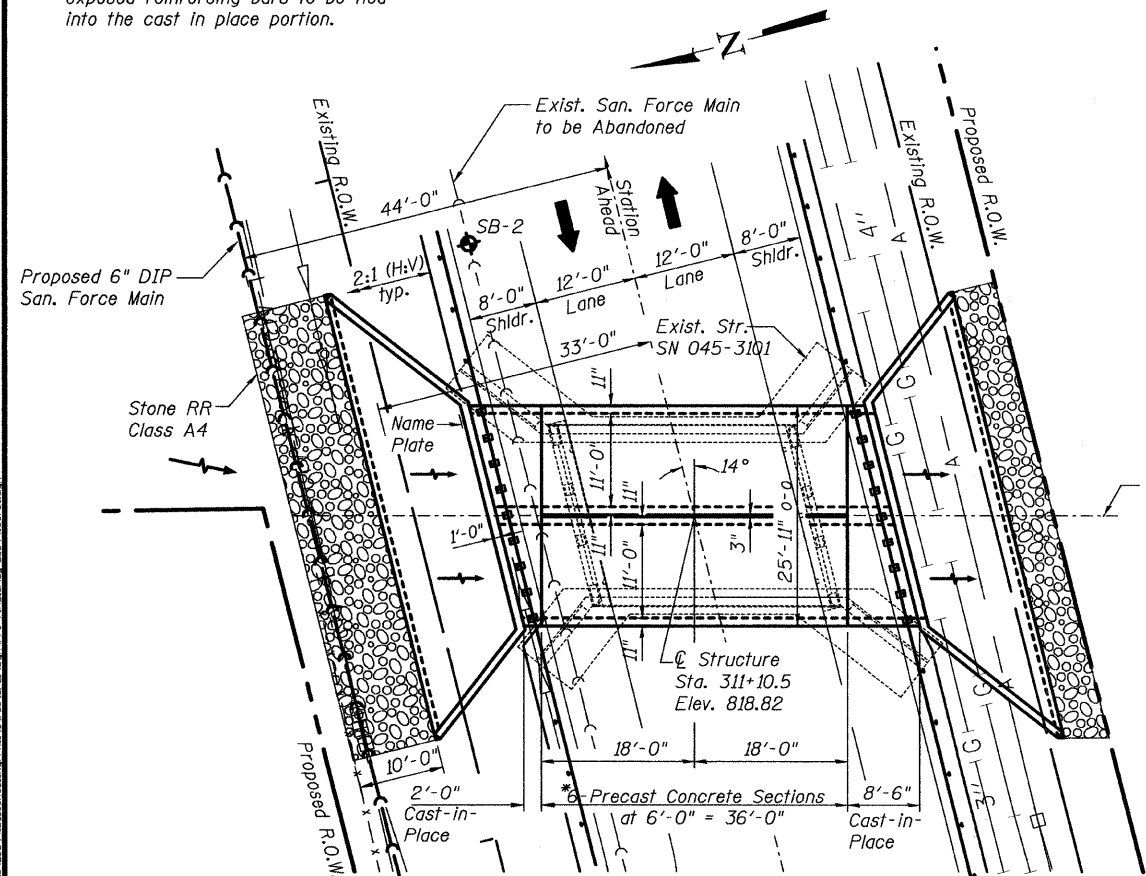


LONGITUDINAL SECTION

(Looking East)

Note: Precast culvert sections at the ends of each barrel are to have exposed reinforcing bars to be tied into the cast in place portion.

Note: Horizontal dimensions are at Rt. L's to C Rdwy.



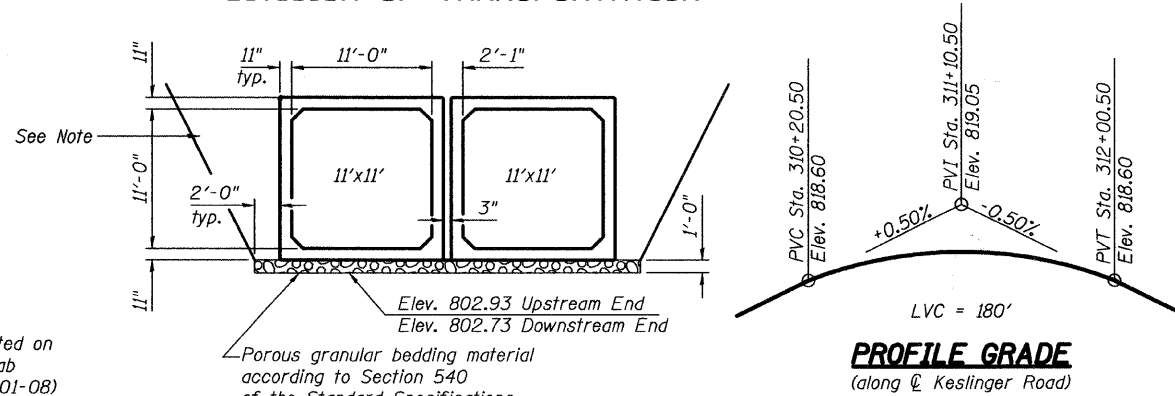
*Pay Limits for Precast Concrete Box Culvert

PLAN

◆ Indicates Soil Boring location

DESIGNED	MJD
CHECKED	AEU
DRAWN	MJD
CHECKED	AEU

KANE COUNTY DIVISION OF TRANSPORTATION



SECTION THRU PRECAST BARREL

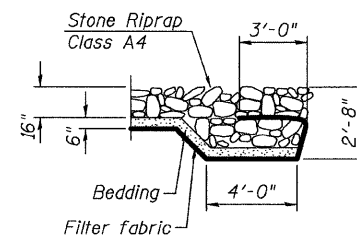
Note:

1. Porous Granular Bedding Material will not be measured separately for payment but shall be considered INCLUDED in the cost of the Precast Concrete Box Culvert.
2. Structure Excavation for the removal of the existing structure and the proposed structure/headwall will not be measured separately for payment but shall be considered INCLUDED in the cost of the Precast Concrete Box Culvert.
3. Backfill behind the proposed Structure/Headwalls will be per Section 207. The backfill material will not be measured separately for payment but shall be considered INCLUDED in the cost of the Precast Concrete Box Culvert.

WELCH CREEK
BUILT 2010
KANE COUNTY
SEC. 01-00267-00-BR
F.A.S. RT. 0110, STA. 311+10.50
STR. NO. 045-3159, LOADING HS-20

NAME PLATE

See Std. 515001



STONE RIPRAP ANCHOR DETAIL

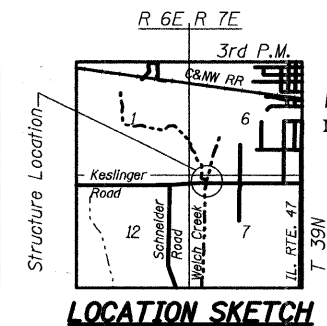
GENERAL NOTES

Reinforcement shall conform to the requirements of Illinois Modified ASTM A706. All exposed edges shall have 3/4" chamfer. This box culvert has a fill height < 2.0 feet. The precast concrete box culvert shall conform to the requirements of AASHTO M273. Precast end sections are not allowed. Remove existing structure including wings and abutments.

WATERWAY INFORMATION

Drainage Area = 2.58 sq. mi. Low Grade Elev. 817.2 @ Sta. 308+82
Max. Recorded H.W.E. = 817.5 (1996)

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	30	676.85	153.03	172.04	813.31	0.02	-0.09	813.33	813.22
Base	100	1028.7	184.89	209.44	814.96	0.02	-0.04	814.98	814.92
Overtopping	1996 Storm	1383	207.47	235.62	815.81	1.64	0.3	817.45	815.84



LOCATION SKETCH

DESIGN LOADING HS20-44

Allow 50 psf for future wearing surface

DESIGN SPECIFICATIONS

2002 AASHTO "Standard Specifications for Highway Bridges" and AASHTO M273 - Precast Reinforced Concrete Box Sections

DESIGN STRESSES

FIELD UNITS

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

PRECAST UNITS

f'c = 5,000 psi (minimum)
fy = 65,000 psi (welded wire fabric)
fy = 60,000 psi (reinforcement bars)

HIGHWAY CLASSIFICATION

Keslinger Road (FAS 0110)
Functional Class: Major Collector (Non-Urban)
ADT: 4,926 (2003), 10,000 (2030)
ADTT: 394 (2003), 800 (2030)
DHW: N/A (2003), 1,000 (2030)
Design Speed: 60 m.p.h.
Posted Speed: 55 m.p.h.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq. Yd.	87
Filter Fabric	Sq. Yd.	87
Removal of Existing Structures	Each	1
Name Plates	Each	1
Box Culvert End Section	Each	2
Precast Concrete Box Culvert 11' x 11'	Foot	72

INDEX OF SHEETS

- S-1 General Plan
- S-2 End Section Details
- S-3 End Section Details
- S-4 Soil Boring Logs



Andrew E. Underwager

Date: 7/29/2009
License Expires: 11/30/2010

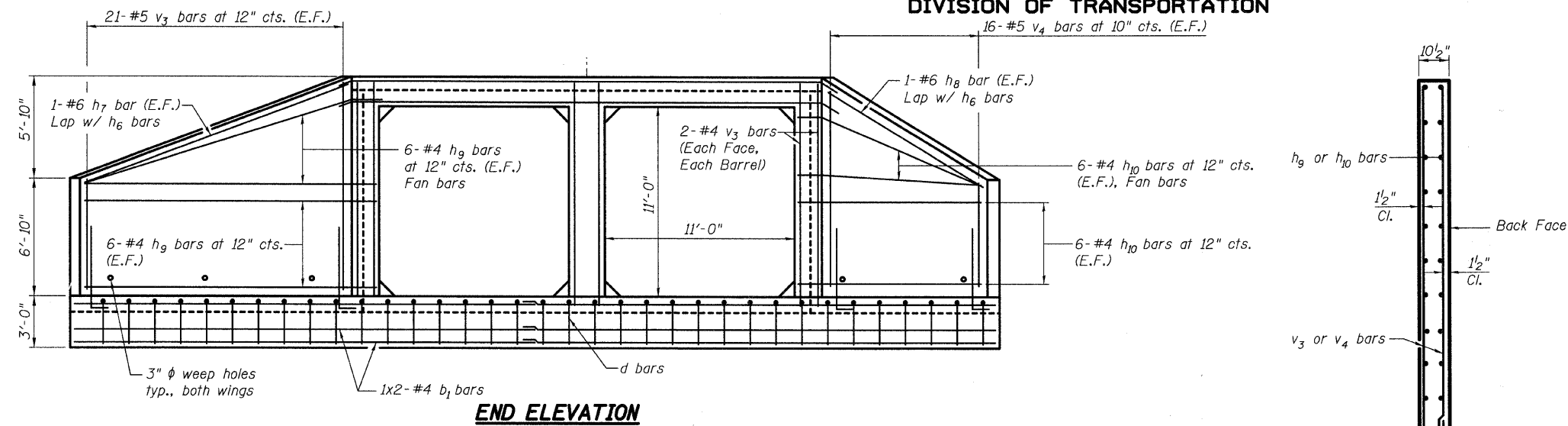
"I certify that to the best of my knowledge, information and belief, this box culvert design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current 'AASHTO Standard Specifications for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

**GENERAL PLAN
KESLINGER ROAD OVER WELCH CREEK
FAS 0110, SEC. 01-00267-00-BR
KANE COUNTY
STATION 311+10.50
STRUCTURE NO. 045-3159**

SHEET NO. S-1 S-4 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0110	01-00267-00-BR	KANE	37	18
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		
		CONTRACT NO. 83994			



KANE COUNTY
DIVISION OF TRANSPORTATION

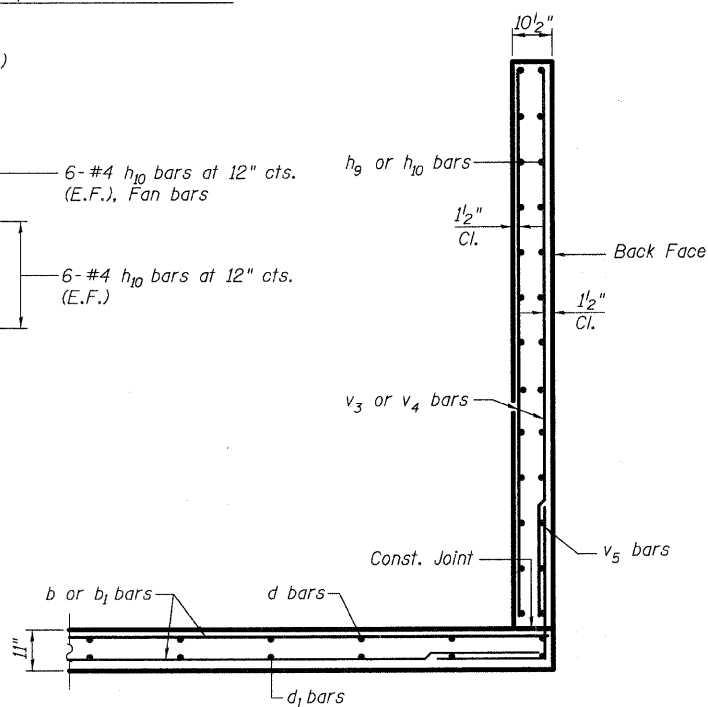


****BILL OF MATERIAL**

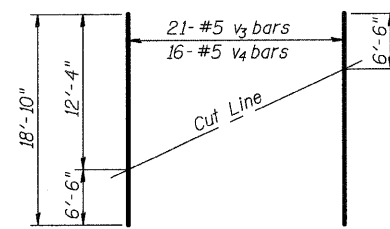
Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape	
a1	16	#8	27'-3"	U	h6	8	#6	33'-6"	U	
a2	4	#4	25'-5"	—	h7	4	#6	20'-6"	—	
a3	4	#5	25'-5"	—	h8	4	#6	16'-3"	—	
a4	24	#8	27'-3"	U	h9	48	#4	20'-9"	—	
a5	3	#4	20'-6"	—	h10	48	#4	17'-1"	—	
a6	4	#5	21'-6"	—						
b	48	#5	20'-8"	—	s	56	#4	4'-9"	□	
b1	56	#5	27'-4"	—	v	102	#4	11'-2"	—	
d	72	#4	14'-8"	—	v1	102	#4	2'-6"	—	
d1	72	#4	12'-0"	—	v2	24	#4	12'-10"	—	
					v3	42	#5	18'-10"	—	
h	25	#8	11'-0"	—	v4	32	#5	18'-10"	—	
h1	50	#5	8'-9"	—	v5	74	#6	7'-10"	—	
h2	25	#4	11'-0"	—						
h3	22	#7	9'-9"	—						
h4	44	#7	6'-3"	—						
h5	22	#7	3'-3"	—						
Box Culvert End Section									Each	2
Concrete Structures									Cu. Yd.	102.8
Reinforcement Bars									Pound	30,110

Bars indicated thus 1x4-#5 etc. indicates 1 lines of bars with 4 lengths per line.

**Bill of Material is for two (2) end sections.
For information only.



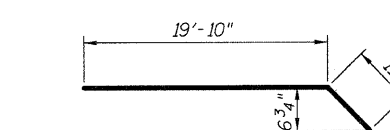
SECTION A-A



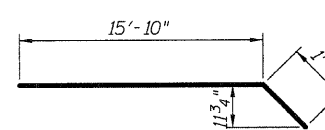
(2 sets)

FIELD CUTTING DIAGRAM

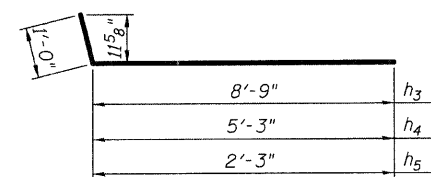
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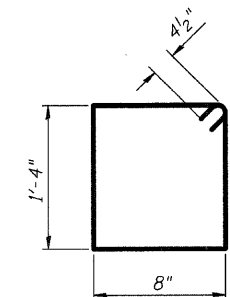
BAR h9



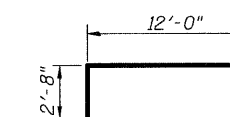
BAR h10



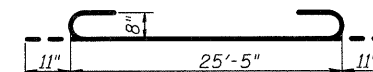
BARS h3, h4 & h5



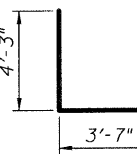
BAR s



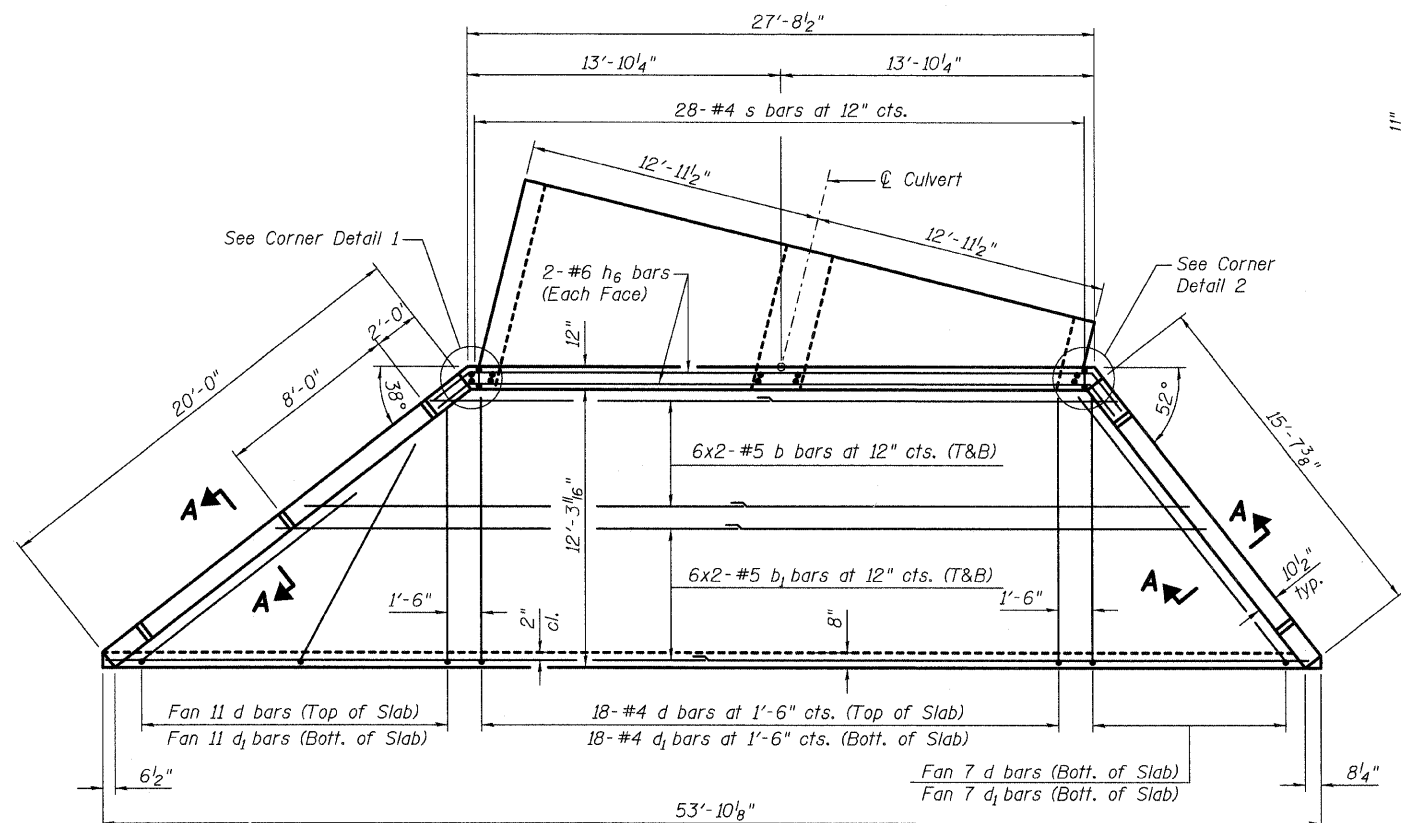
BAR d



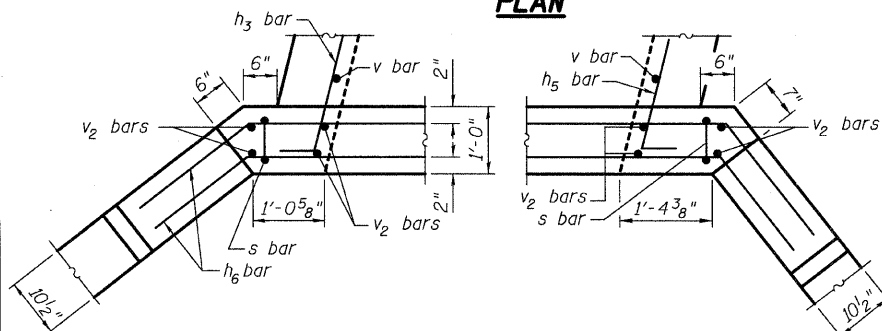
BAR a1



BAR v6



PLAN



CORNER DETAIL 1

CORNER DETAIL 2

LEGEND

E.F. = Each Face
T&B = Top & Bottom

MIN. BAR LAP

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

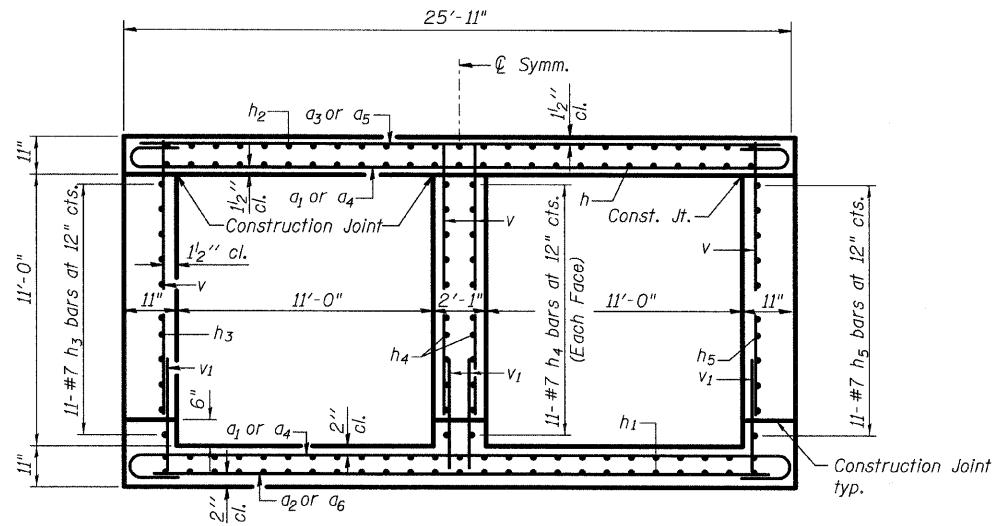
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CHECKED	AEU
DRAWN	MJD
CHECKED	AEU

WBS WILLIS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174
(630) 443-7755

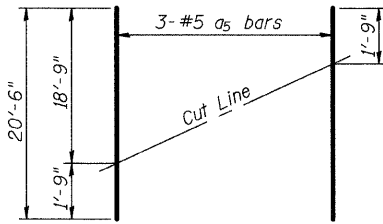
SHEET NO. S-2	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-4 SHEETS	0110	01-00267-00-BR	KANE	37	19
			CONTRACT NO. 83994		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

END SECTION DETAILS
KESLINGER ROAD OVER WELCH CREEK
FAS 0110, SEC. 01-00267-00-BR
KANE COUNTY
STATION 311+10.50
STRUCTURE NO. 045-3159

KANE COUNTY
DIVISION OF TRANSPORTATION

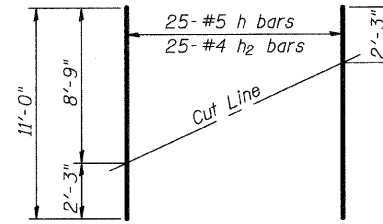


SECTION A-A



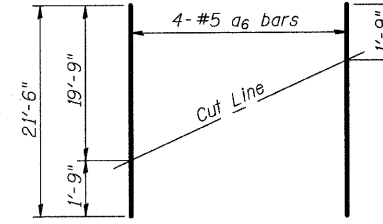
FIELD CUTTING DIAGRAM

Order a_5 full length. Cut as shown and use remainder of bars in opposite end section.



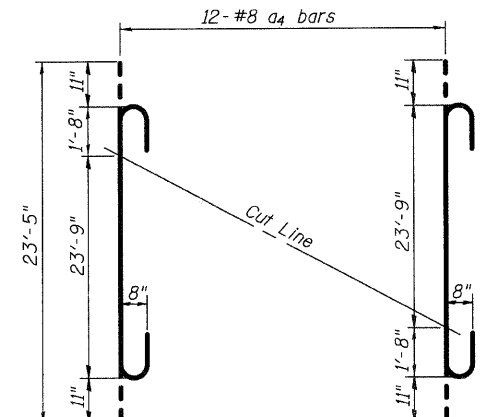
FIELD CUTTING DIAGRAM

Order bars full length. Cut as shown and use remainder of bars in opposite end section.



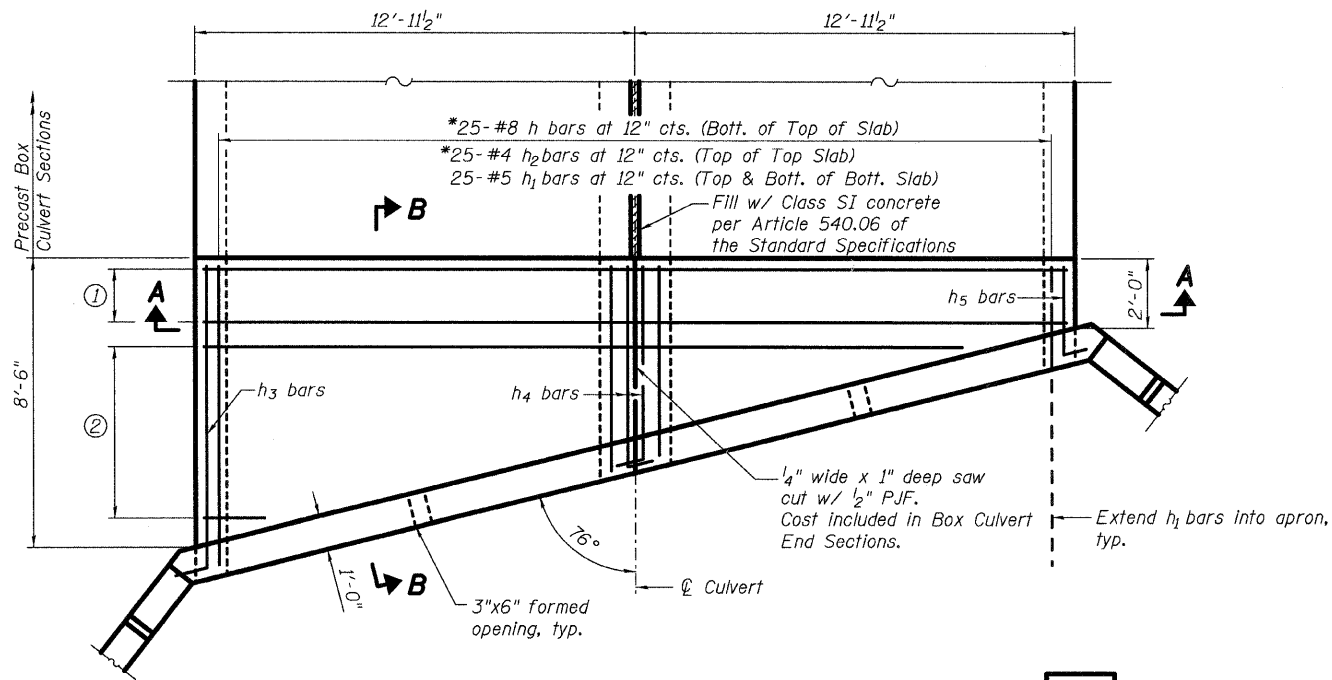
FIELD CUTTING DIAGRAM

Order a_6 full length. Cut as shown and use remainder of bars in opposite end section.



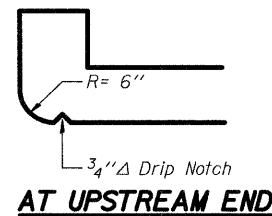
FIELD CUTTING DIAGRAM

Order a_4 full length. Cut as shown and use remainder of bars in opposite end section.

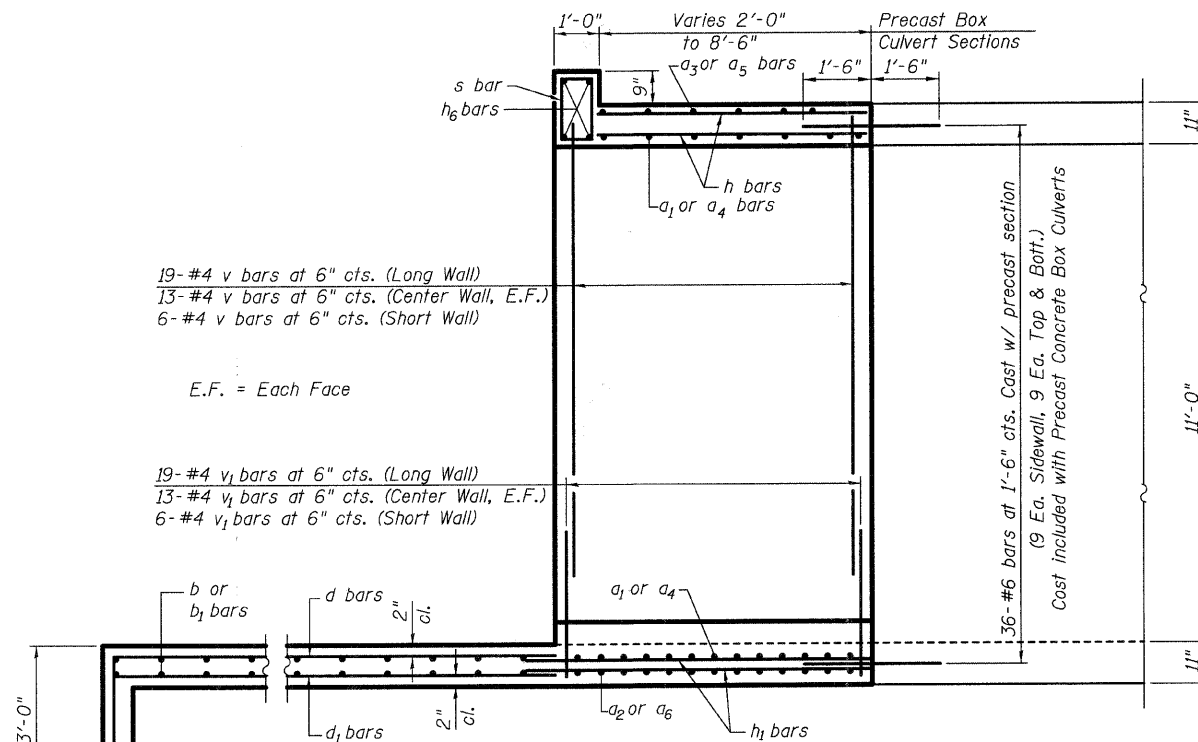


PLAN

Wingwall, apron and headwall reinforcement details shown on Sheet S-2.



AT UPSTREAM END



SECTION B-B

END SECTION DETAILS
KESLINGER ROAD OVER WELCH CREEK
FAS 010, SEC. 01-00267-00-BR
KANE COUNTY
STATION 311+10.50
STRUCTURE NO. 045-3159

DESIGNED	MJD
CHECKED	AEU
DRAWN	MJD
CHECKED	AEU

- ① 4-#8 a_1 bars at 6" cts. (Bott. of Top Slab)
 - ① 4-#8 a_1 bars at 6" cts. (Top of Bott. Slab)
 - ① 2-#4 a_2 bars at 2'-0" cts. (Bott. of Bott. Slab)
 - ① 2-#5 a_3 bars at 1'-6" cts. (Top of Top Slab)
 - ② 12-#8 a_4 bars at 6" cts. (Bott. of Top Slab)
 - ② 12-#8 a_4 bars at 6" cts. (Top of Bott. Slab)
 - ② 3-#4 a_5 bars at 2'-0" cts. (Bott. of Bott. Slab)
 - ② 4-#5 a_6 bars at 1'-6" cts. (Top of Top Slab)
- *See Cutting Diagrams

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SHEET NO. S-3 S-4 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0110	01-00267-00-BR	KANE	37	20
CONTRACT NO. 83994					
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

**KANE COUNTY
DIVISION OF TRANSPORTATION**

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG
Page 1 of 2
Date 2/12/04

ROUTE _____ DESCRIPTION Keslinger Road over Welch Creek
SECT. _____ STRUCT. NO. 045-3101 (existing) DRILLED BY TSC/L-59.782
COUNTY Kane LOCATION 15' W. of SW corner of Bridge S. 6 SW 1/4, TWP. 39N, RNG. 7E

Boring No.	Station	Offset	Surface Elev.	DEPTH	TEST	DESCRIPTION	DEPTH	TEST	DESCRIPTION
SB-1	310+81	7.00R FT	817.50			2" Asphaltic Concrete			
				0		FILL - Brown SAND and GRAVEL, damp A-1-a	4.3		4 B 3.3 11.4
				1		Very stiff brownish-gray CLAY LOAM, trace gravel, moist A-4/A-6	789.50		
				2		Very stiff black and gray CLAY, moist A-7-6	26.3		3 B 0.7 12.0
				3		(Qp=1.0 tsf)			
				4		Stiff brown and gray CLAY, moist A-7-6	27.8		3 B 1.4 15%
				5		Medium stiff to stiff brown and gray LOAM and SANDY LOAM, moist A-4			
				6		Stiff gray CLAY LOAM, trace gravel, moist A-6	16.8		3 B 1.4 12.0
				7		(Qp=1.5 tsf)			
				8		Medium dense brown fine SAND, wet A-3	19.9		
				9		Medium dense brown SAND and GRAVEL, saturated A-1	11.4		4 B 0.4 11.5
				10		Medium dense gray clayey SAND, trace gravel, moist A-2-4	8.8		
				11		Medium stiff brownish-gray LOAM and SANDY LOAM, moist A-1-b	11.2		4 B 0.9 11.4
				12		Very stiff brownish-gray SILTY LOAM, trace gravel, moist A-4	9.9		
				13		Very stiff brownish-gray CLAY LOAM, trace gravel, moist A-4/A-6	10.4		5 B 1.2 15.2

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG
Page 2 of 2
Date 2/12/04

STRUCTURE NO. 045-3101 (existing) ROUTE _____
SECTION _____ COUNTY Kane
STRUCTURE NO. 045-3101 (existing) ROUTE _____
SECTION _____ COUNTY Kane

Boring No.	Station	Offset	Surface Elev.	DEPTH	TEST	DESCRIPTION	DEPTH	TEST	DESCRIPTION
SB-1	310+81	7.00R FT	767.50			Stiff dark gray and gray CLAY, moist A-6			
				1		Stiff gray CLAY LOAM, trace gravel, moist A-4/A-6	13.0		4 B 1.5 22.4
				2		Medium dense brown fine SAND, saturated A-3			
				3			8.2		
				4		Very dense to dense brown and gray SAND and GRAVEL, trace to little silt, saturated A-1-a	11.4		9 B 1.7 11.4
				5		Dense gray silty fine SAND, saturated A-1-b	18.1		8 B 1.5 18.1
				6		End of Boring at 70 feet			

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

CME-75 Truck Rig (#256)
CME Automatic Hammer
3.25" (83 mm) ID HSA

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG
Page 1 of 2
Date 2/19/04

ROUTE _____ DESCRIPTION Keslinger Road over Welch Creek
SECT. _____ STRUCT. NO. 045-3101 (existing) DRILLED BY TSC/L-59.782
COUNTY Kane LOCATION 23' E. of NE corner of Bridge S. 6 SW 1/4, TWP. 39N, RNG. 7E

Boring No.	Station	Offset	Surface Elev.	DEPTH	TEST	DESCRIPTION	DEPTH	TEST	DESCRIPTION
SB-2	311+48	18.00R LT	816.70			FILL - Black clayey TOPSOIL			
				1		FILL - Brown and dark brown SANDY LOAM, little black clay, little gravel, moist A-2-4	11.3		2 S 0.6 11.3
				2		FILL - Brown CLAY LOAM, trace gravel, moist A-4/A-6	10.2		4 P 4.5 10.2
				3		FILL - Brown clayey SILT and SAND, trace gravel, moist A-4 and A-2-4	12.0		2 S 0.6 12.0
				4		Black CLAY LOAM (topsoil), very moist A-7-6	32.3		2 B 0.4 32.3
				5		Soft gray CLAY LOAM, very moist A-6	26.0		1 S 1.0 26.0
				6		Medium stiff to stiff gray SILTY LOAM, occasional sand seams, moist to very moist A-4/A-6	12.2		2 B 1.0 12.2
				7		Loose to medium dense gray silty SAND, trace gravel, moist A-2-4	11.9		3 B 1.9 10.6
				8		Medium dense gray clayey SILT and silty SAND, moist A-4 and A-2-4	10.6		7 S 2.6 10.6
				9		Medium dense GRAVEL and COBBLES, (rock fragments recovered), saturated A-1-a	12.4		3 B 0.8 12.4
				10		Very stiff brownish-gray CLAY LOAM and SANDY LOAM, trace gravel, moist A-4/A-6	10.4		6 B 3.9 10.4
				11		Stiff dark brown and gray CLAY, trace organic, moist to very moist A-7-6	31.3		6 B 1.7 31.3

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG
Page 2 of 2
Date 2/19/04

STRUCTURE NO. 045-3101 (existing) ROUTE _____
SECTION _____ COUNTY Kane
STRUCTURE NO. 045-3101 (existing) ROUTE _____
SECTION _____ COUNTY Kane

Boring No.	Station	Offset	Surface Elev.	DEPTH	TEST	DESCRIPTION	DEPTH	TEST	DESCRIPTION
SB-2	311+48	18.00R LT	766.70			Stiff dark brown and gray CLAY, trace organic, moist to very moist A-7-6			
				1		Very stiff gray CLAY LOAM, occasional sand seams, trace gravel, moist A-6	19.0		4 B 2.2 19.0
				2		Dense gray SAND and GRAVEL, saturated A-1-a	16		11 B 1.4 16
				3		Dense gray SAND, little to some gravel, saturated A-1	17		15 B 1.9 17
				4		Dense gray SAND and GRAVEL, saturated A-1-a	21		16 B 2.4 21
				5		End of Boring at 70.0 feet			

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

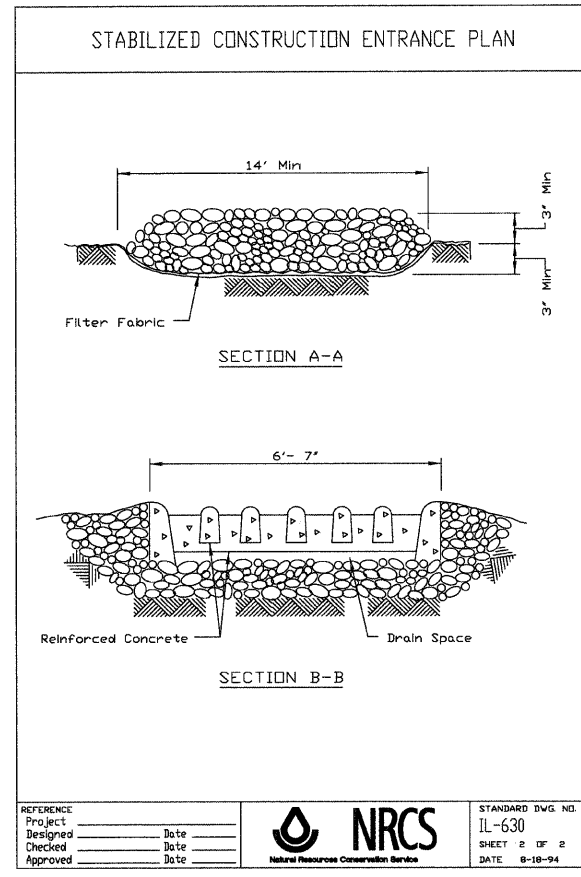
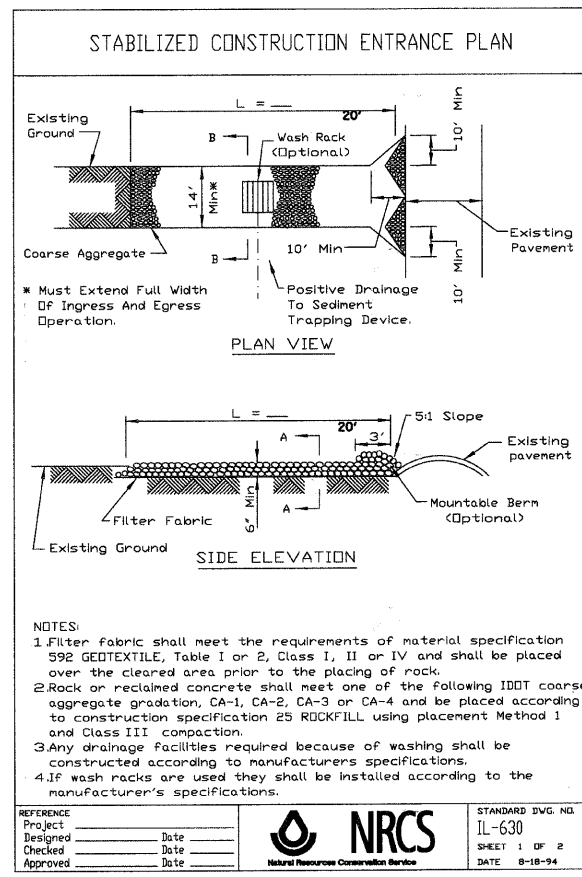
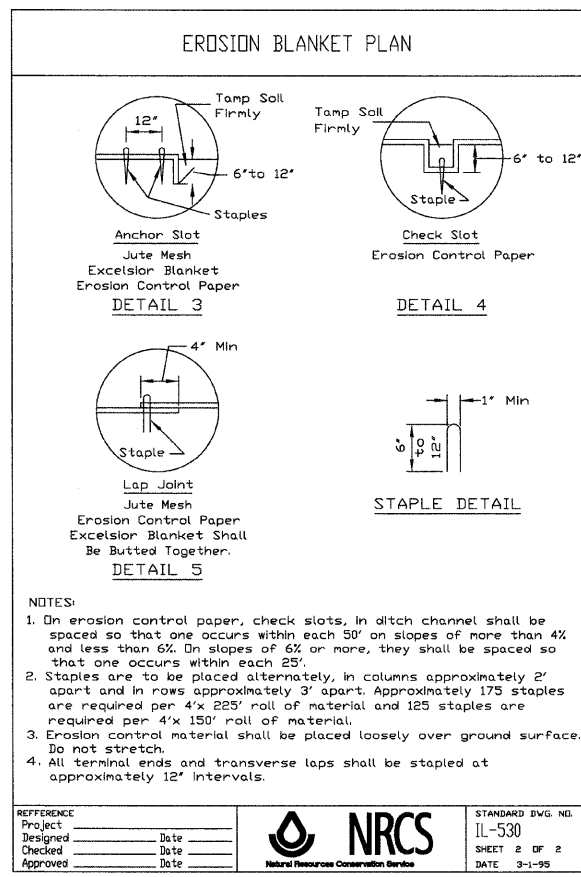
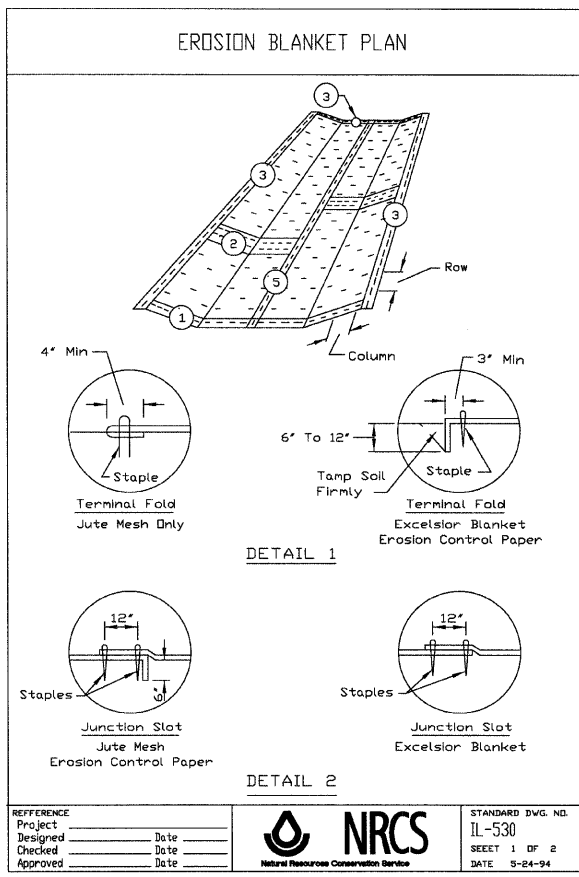
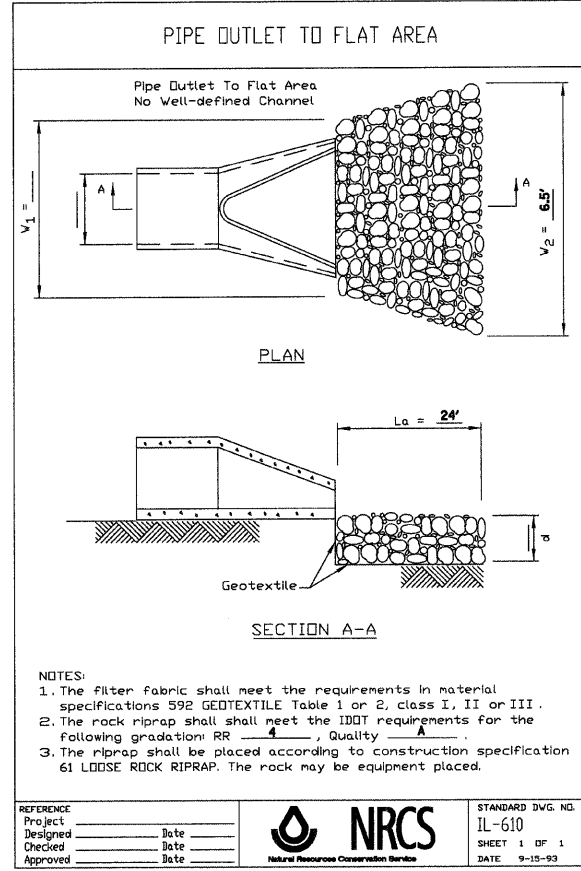
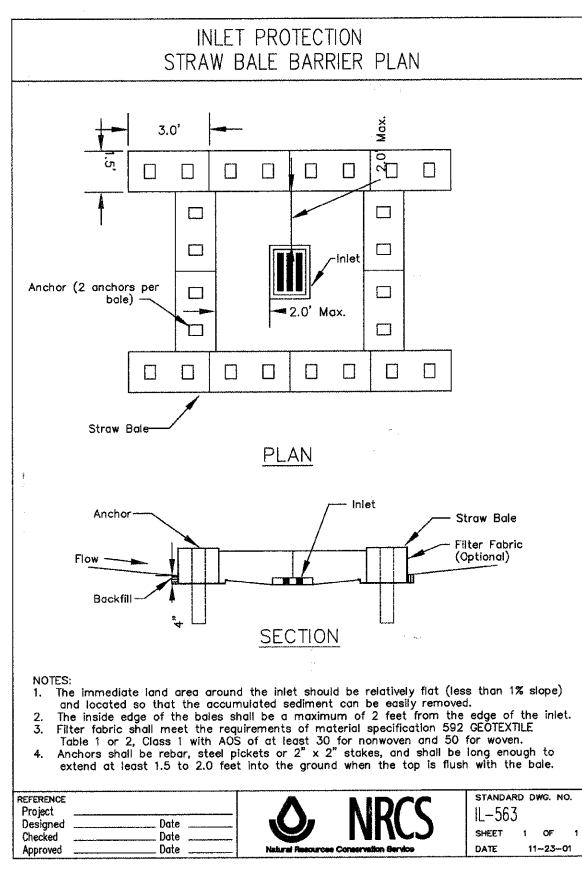
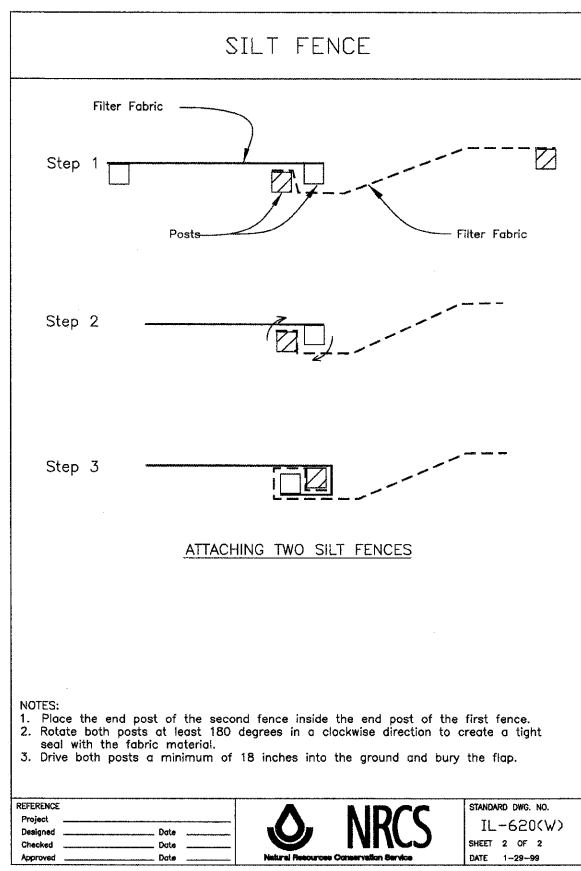
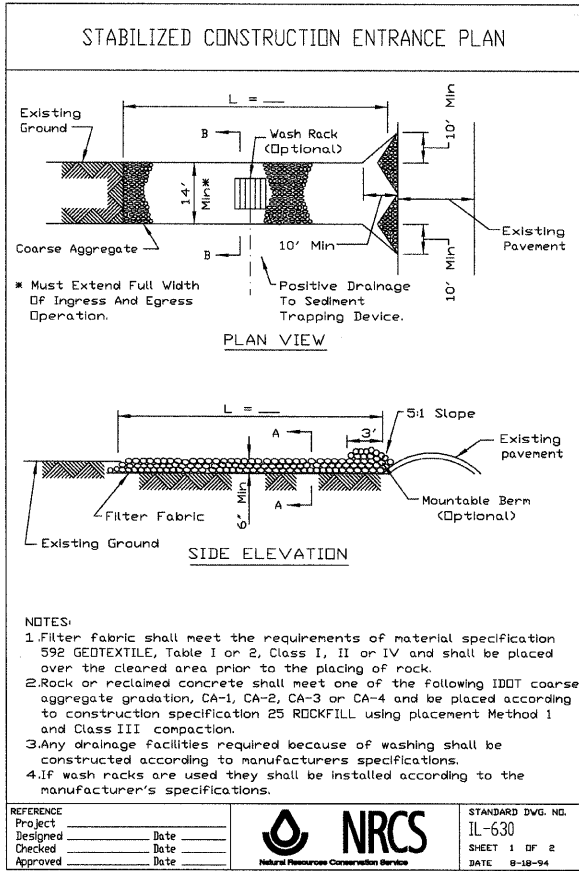
CME 55 on Remote Controlled ATY Carrier (#262)
CME Automatic Hammer
Rotary Wash Drill

**SOIL BORING LOGS
KESLINGER ROAD OVER WELCH CREEK
FAS 0110, SEC. 01-00267-00-BR
KANE COUNTY
STATION 311+10.50
STRUCTURE NO. 045-3159**

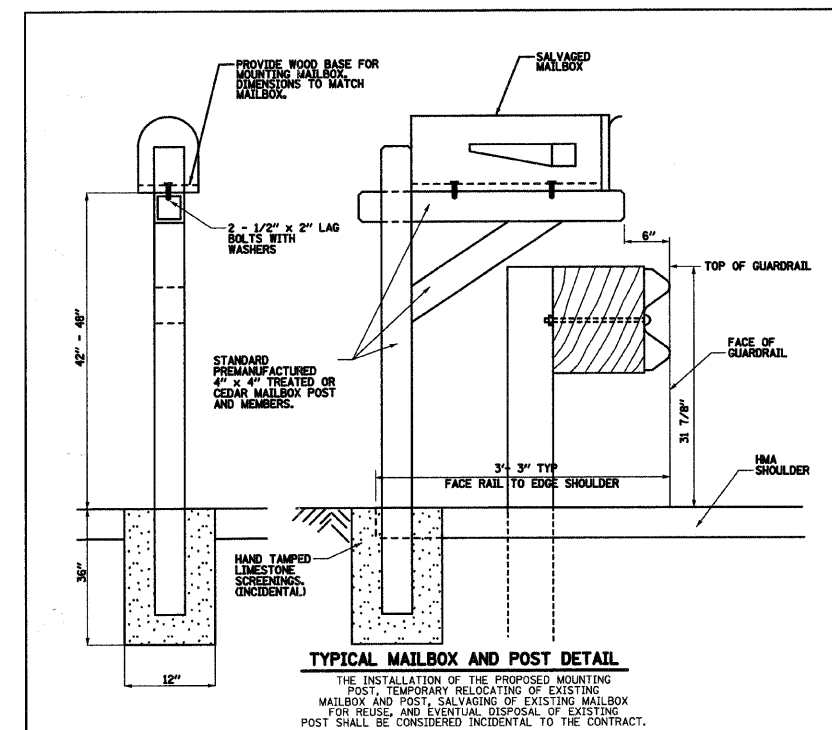
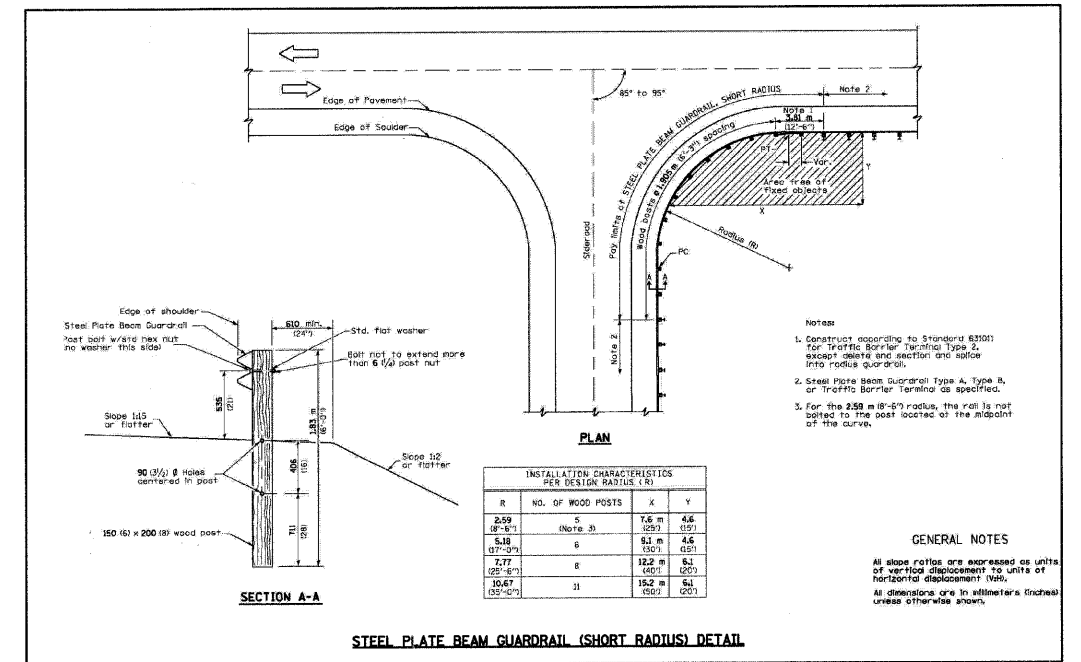
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CHECKED AEU
DRAWN MJD
CHECKED AEU



SHEET NO. S-4 S-4 SHEETS	F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0110	01-00267-00-BR	KANE	37	21
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83994					



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WBK WILLS BURKE KELSEY ASSOCIATES LTD.
110 West Main Street, Suite 201
St. Charles, Illinois 60174
(630) 443-7755

USER NAME = #USER#
PLOT SCALE = N.T.S.
PLOT DATE = 7/30/2009

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DRAWN - TC
CHECKED - SBP
DATE - January 2008

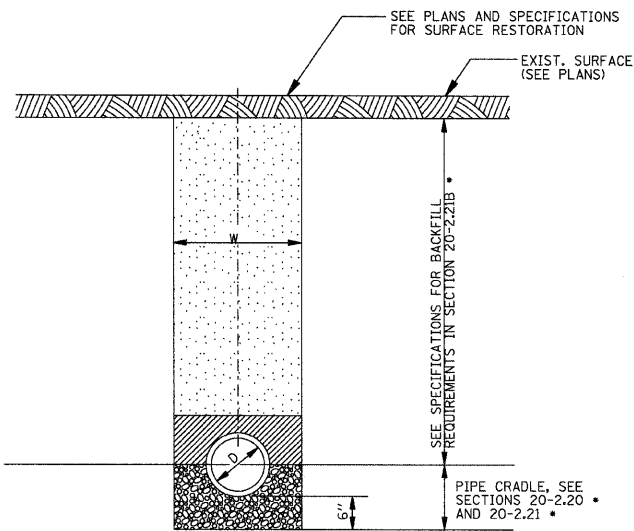
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REVISED - JAN-08
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL CONSTRUCTION DETAILS

SCALE: N.T.S. SHEET NO. 23 OF 37 SHEETS STA. TO STA.

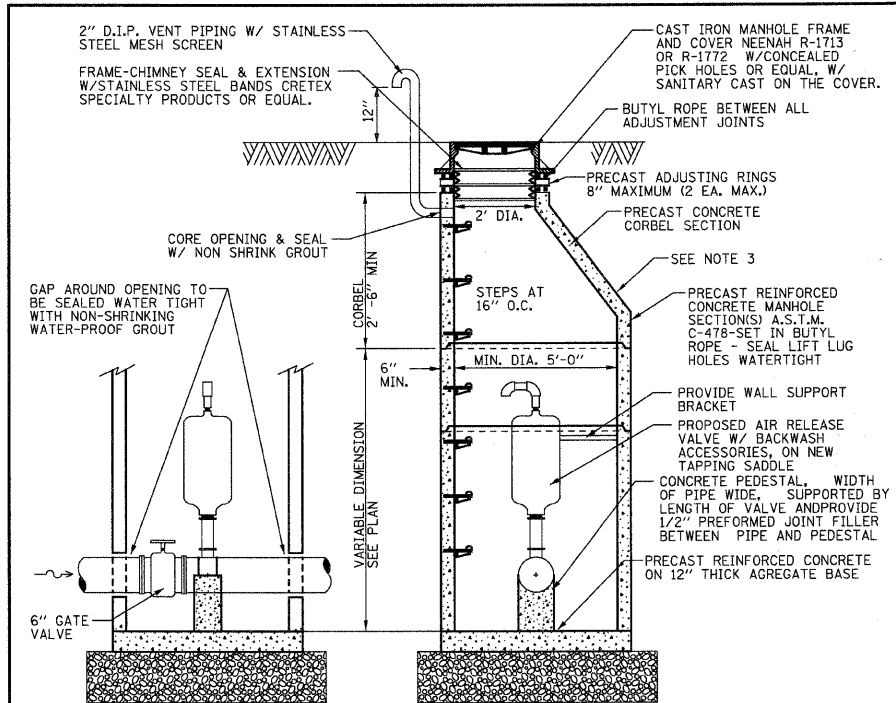
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0110	01-00267-00-BR	KANE	37	23
CONTRACT NO. 83994				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



NOTES:

- FOR MAXIMUM TRENCH WIDTH "W" AT TOP OF CONDUIT SEE SECTION 20-2.03. *
 - TRENCH BOX SHALL NOT EXTEND BELOW TOP OF PIPE UNLESS OTHERWISE SPECIFIED.
 - LIMITS FOR EXCAVATING FOR PAYMENT PURPOSES ARE AS SHOWN, SEE TABLE NO. 1 * ON STANDARD DRAWING NO. 2 *. ANY FLARE OR EXCAVATION BEYOND THESE LIMITS WILL BE BACKFILLED AS SPECIFIED AT THE EXPENSE OF THE CONTRACTOR.
- * ACCORDING TO STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION

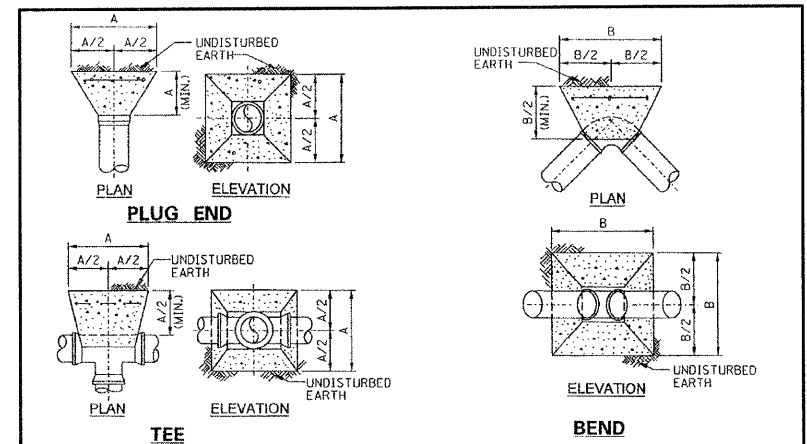
TYPICAL DETAIL OF FORCE MAIN INSTALLATION



NOTES:

- STEPS ARE REQUIRED, UNLESS DELETED BY SPECIAL PROVISION
- SEPARATE SANITARY SEWER MANHOLES SUBJECT TO SATURATED SOIL CONDITIONS OR SURFACE SUBMERGENCE SHALL BE EQUIPPED WITH CHIMNEY SEALS AND WATER TIGHT MANHOLE COVERS.
- OUTER SURFACES OF PRECAST AND CAST-IN-PLACE MANHOLES SHALL BE GIVEN TWO (2) COATS OF BITUMINOUS DAMPPROOFING AT THE RATE OF 30 - 60 SQ FT PER GALLON AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

SANITARY MANHOLE TYPE A

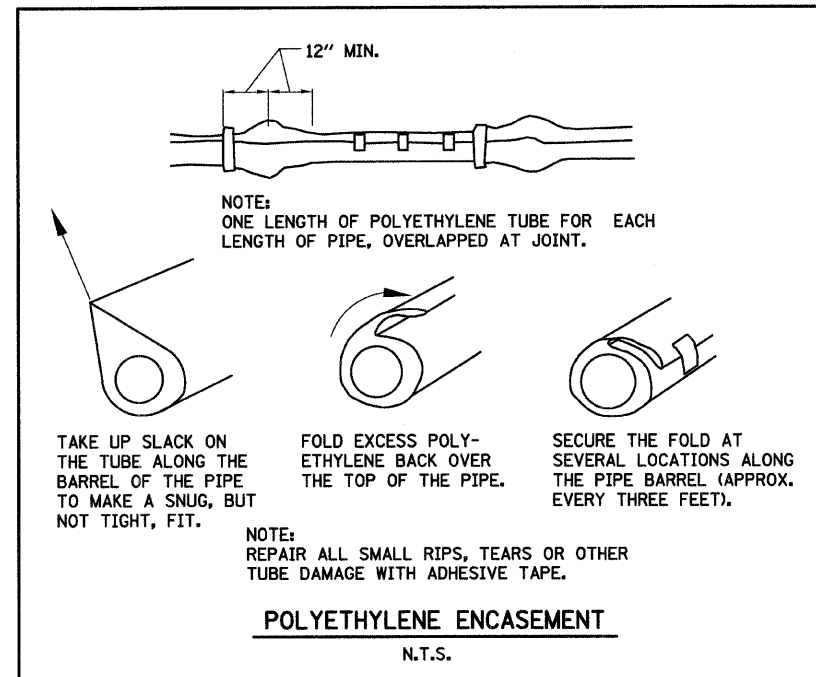


TEST PRESSURE (PSI)	TABLE OF "A" DIMENSION (IN FEET)						TEST PRESSURE (PSI)	TABLE OF "B" DIMENSION (IN FEET)						
	PIPE SIZE (NOMINAL DIA. IN INCHES)							PIPE SIZE (NOMINAL DIA. IN INCHES)						
100	1'-2"	1'-7"	2'-1"	2'-7"	3'-1"	4'-0"	90°	1'-4"	1'-11"	2'-6"	3'-1"	3'-8"	4'-9"	5'-11"
115	1'-3"	1'-9"	2'-3"	2'-9"	3'-3"	4'-4"	45°	1'-0"	1'-5"	1'-10"	2'-3"	2'-8"	3'-5"	4'-4"
130	1'-3"	1'-10"	2'-5"	2'-11"	3'-6"	4'-7"	11-1/4°	0'-9"	1'-0"	1'-4"	1'-7"	1'-11"	2'-5"	3'-2"
150	1'-4"	2'-0"	2'-7"	3'-2"	3'-9"	4'-11"	90°	1'-5"	2'-1"	2'-8"	3'-3"	3'-11"	5'-1"	6'-4"
							45°	1'-1"	1'-6"	2'-0"	2'-5"	2'-10"	3'-9"	4'-8"
							11-1/4°	0'-9"	1'-1"	1'-5"	1'-9"	2'-1"	2'-8"	3'-4"
							90°	1'-6"	2'-2"	2'-10"	3'-6"	4'-2"	5'-5"	6'-9"
							45°	1'-2"	1'-7"	2'-1"	2'-7"	3'-1"	4'-0"	5'-0"
							11-1/4°	0'-10"	1'-2"	1'-6"	1'-10"	2'-2"	2'-10"	3'-7"
							90°	1'-8"	2'-4"	3'-1"	3'-9"	4'-5"	5'-10"	7'-3"
							45°	1'-3"	1'-9"	2'-3"	2'-9"	3'-3"	4'-4"	5'-4"
							11-1/4°	1'-0"	1'-3"	1'-8"	2'-0"	2'-4"	3'-1"	3'-10"
							90°	0'-8"	0'-11"	1'-2"	1'-5"	1'-8"	2'-2"	2'-9"

NOTES:

- THRUST BLOCKS SHALL BE CONSTRUCTED OF CLASS "X" CONCRETE
- REINFORCING STEEL SHALL BE: FOR TEST PRESSURES OF 100 PSI - #4 @ 12" E.W., 115 PSI - #4 @ 12" E.W., 130 PSI - #5 @ 12" E.W., 150 PSI - #5 @ 12" E.W.
- THRUST BLOCK SIZE FOR TEE DETERMINED BY SMALLEST DIAMETER OF TEE AND TEST PRESSURE OF LINE. ALL THRUST BLOCK SIZES SHOWN ARE BASED ON A MINIMUM SOIL BEARING PRESSURE OF 1500 PSI (STANDARD PROCTOR). SEE PLAN SHEETS FOR SPECIFIC REQUIREMENTS IN SPECIAL SOILS AND ROCK AREAS.

THRUST BLOCK DETAILS



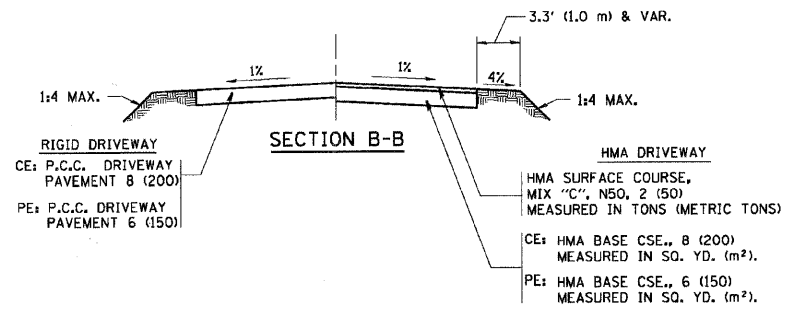
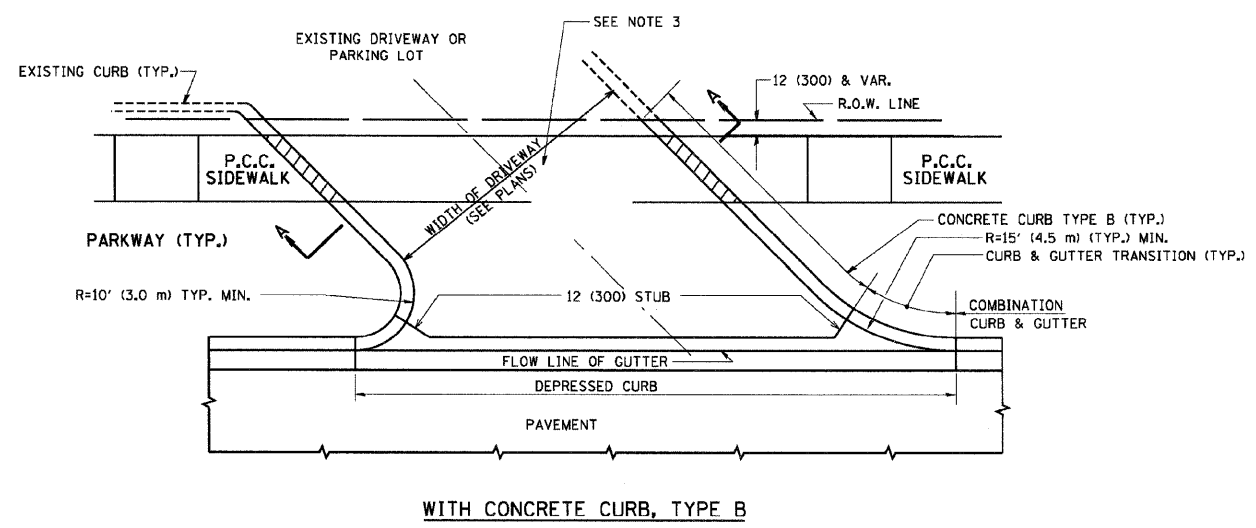
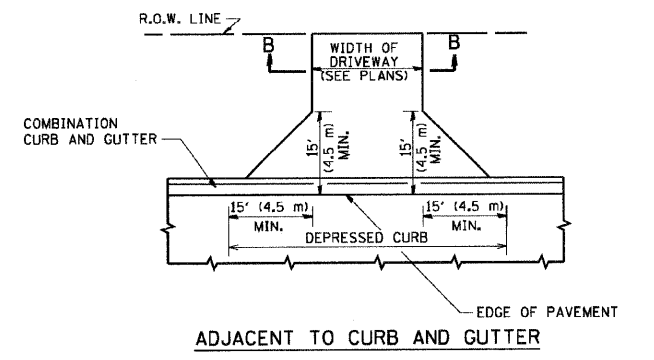
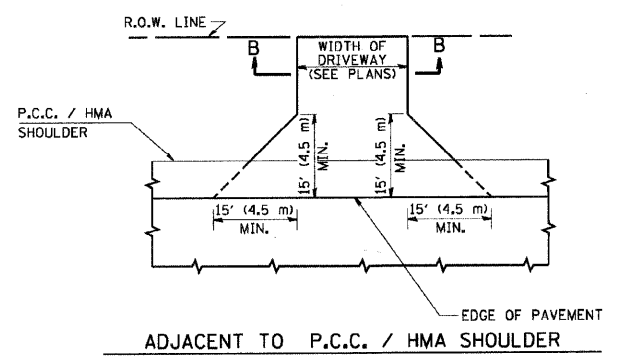
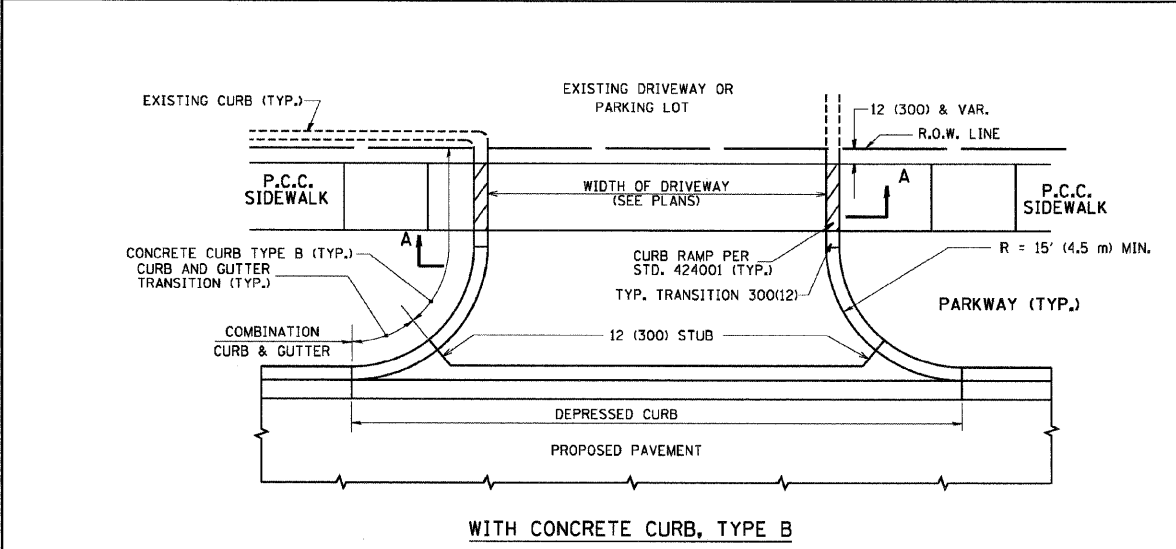
NOTE:
ONE LENGTH OF POLYETHYLENE TUBE FOR EACH LENGTH OF PIPE, OVERLAPPED AT JOINT.

- TAKE UP SLACK ON THE TUBE ALONG THE BARREL OF THE PIPE TO MAKE A SNUG, BUT NOT TIGHT, FIT.
- FOLD EXCESS POLYETHYLENE BACK OVER THE TOP OF THE PIPE.
- SECURE THE FOLD AT SEVERAL LOCATIONS ALONG THE PIPE BARREL (APPROX. EVERY THREE FEET).

NOTE:
REPAIR ALL SMALL RIPS, TEARS OR OTHER TUBE DAMAGE WITH ADHESIVE TAPE.

POLYETHYLENE ENCASEMENT
N.T.S.

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RURAL FIELD ENTRANCE (FE)
HMA SURFACE COURSE, MIX "C", NSO, 2 (50) MEASURED IN TONS (METRIC TONS)
AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

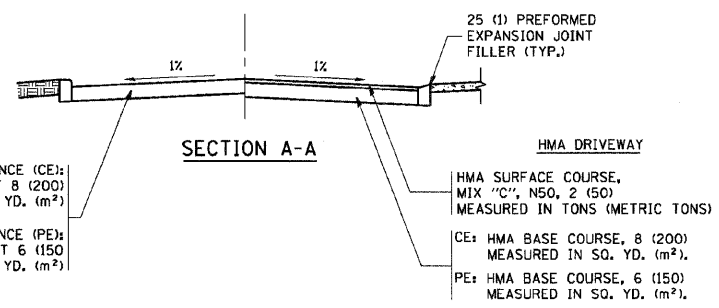
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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

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

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



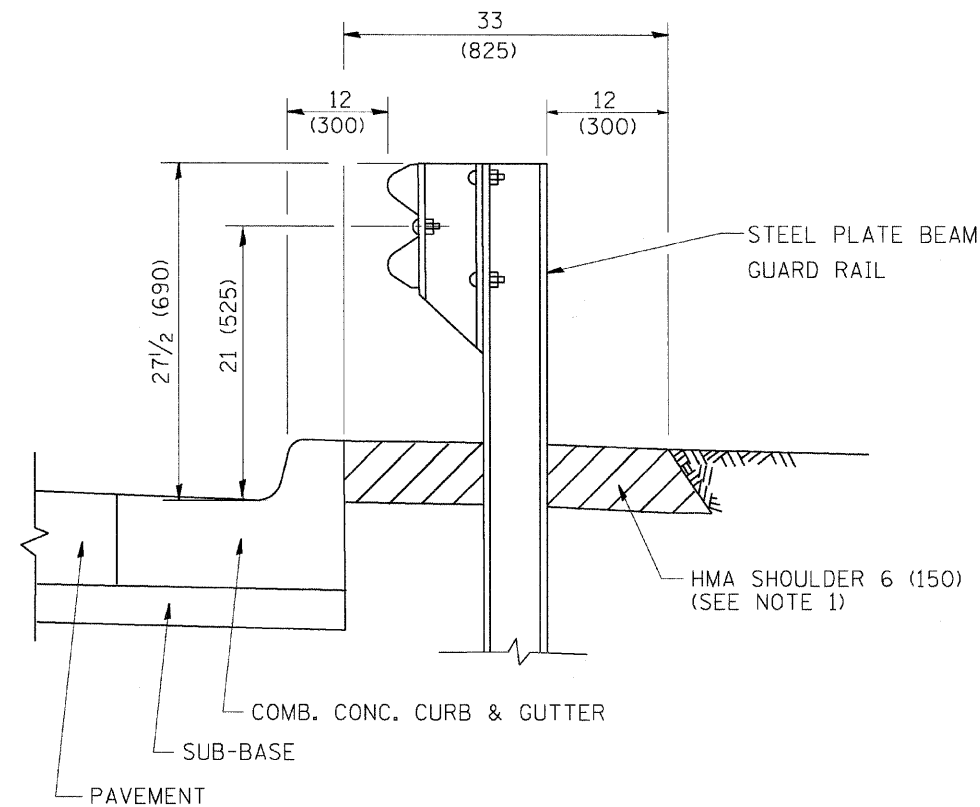
FILE NAME = P:\CBBEL\EST_Proj\meta\2008\123135\Kas\Ingr\PHI\Design\Udgn\25bnd01.dgn	USER NAME = boue+d	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 49.9999' / IN.	CHECKED -	REVISED - P. LOFLUER 04-15-03		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD0156-07 (BD-01)	CONTRACT NO.		
	PLOT DATE = 6/12/2008	DATE - 11-04-95	REVISED - R. BORO 01-01-07						FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		
			REVISED - R. BORO 06-11-08									

FILE NAME = P:\CBBEL\EST_Proj\meta\2008\123135\Kas\Ingr\PHI\Design\Udgn\25bnd01.dgn	USER NAME = #USER#	DESIGNED - SBP	REVISED - JAN-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS DISTANCE BETWEEN R.O.W. AND FACE OF CURB/EDGE OF SHOULDER >= 4.5M (15')		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE =	CHECKED - TC	REVISED - JAN-08		SCALE:	SHEET NO. 25 OF 37 SHEETS	STA.	TO STA.	0110	01-00267-00-BR	KANE	37 25
	PLOT DATE = 7/38/2009	DATE - January 2008	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		
			REVISED -									

FILE NAME = P:\CBBEL\EST_Proj\meta\2008\123135\Kas\Ingr\PHI\Design\Udgn\25bnd01.dgn



CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

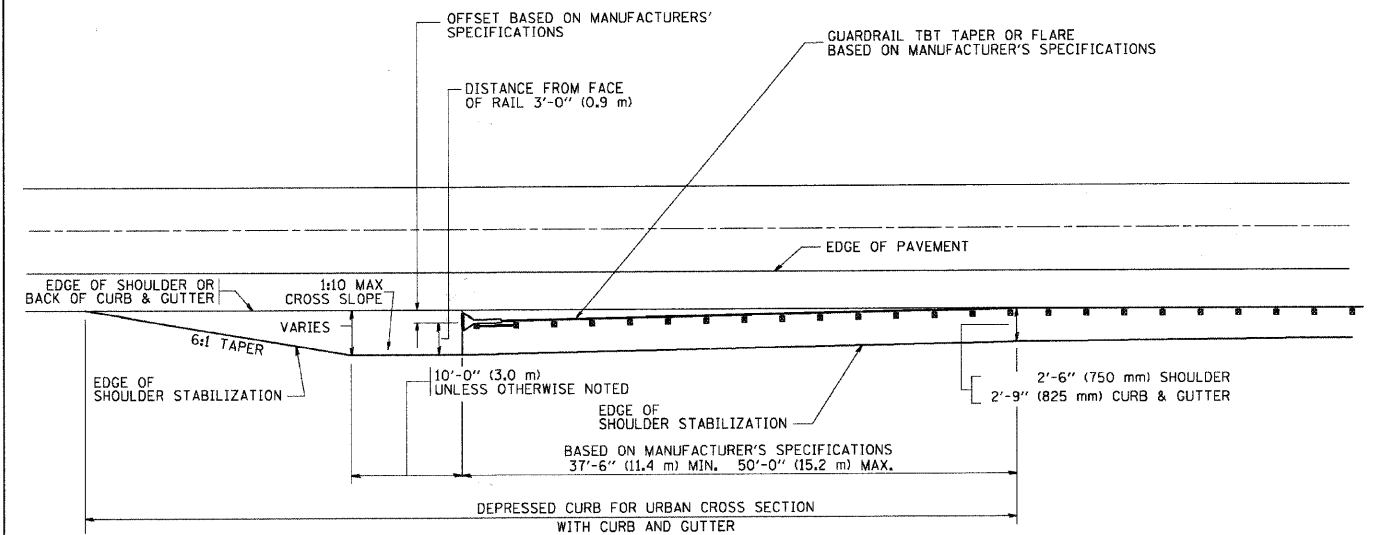


- NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

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

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER
 [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



STABILIZATION AT TBT TY. 1 SPL.

TBT = TRAFFIC BARRIER TERMINAL
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		
M. DE YONG	09-22-90		
M. DE YONG	07-14-92		
R. SHAH	09/09/94		
R. SHAH	10/25/94		
R. SHAH	02/23/99		
A. ABBAS	03/21/97		
E. GOMEZ	08/28/00		
R. BORO	01/01/07		

SCALE: VERT. NONE
 HORIZ. NONE

DRAWN BY Jls
 CHECKED BY

BD600-10 (BD 34)

FILE NAME = P:\CBBEL WEST Projects\22009\231355\Kest\Ingr\PH\Design\Drawn\266d54.dgn

PLOT DATE = 7/30/2007
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = bward

WILLS BURKE KELSEY ASSOCIATES LTD.
 116 West Main Street, Suite 201
 St. Charles, Illinois 60174
 (630) 443-7755

USER NAME = sUSER*	DESIGNED - SBP	REVISED - JAN-08
PLOT SCALE =	DRAWN - TC	REVISED - JAN-08
PLOT DATE = 7/30/2007	CHECKED -	REVISED -
	DATE - January 2008	REVISED -

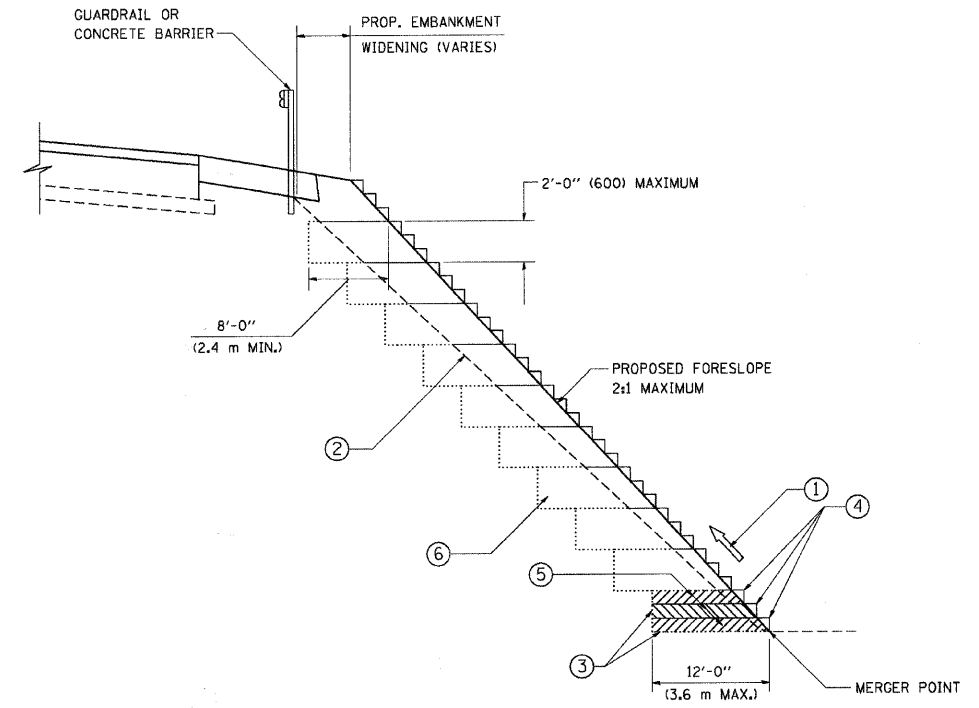
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJUSTMENT TO CURB AND GUTTER

SCALE: SHEET NO. 26 OF 37 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	26
CONTRACT NO. 83994				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



TYPICAL BENCHING DETAIL
FOR EMBANKMENT

NOTES:

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

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

REVISIONS	
NAME	DATE
	06/16/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT
WIDENING

SCALE: VERT. NONE
HORIZ.

DRAWN BY: CADD
CHECKED BY: S.E.B.
BD-51

PLOT DATE = 3/25/2007
PLOT SCALE = 1/8" = 1'-0"
USER NAME = bward1

FILE NAME = P:\CBBEL WEST Projects\2008\1231356\Kestling\PHI\Design\Drawn\27\bd51.dgn

WBK WILLS BURKE KELSEY ASSOCIATES LTD.
116 West Main Street, Suite 201
St. Charles, Illinois 60174
(630) 443-7755

USER NAME = *USER*	DESIGNED - SBP	REVISED - JAN-08
	DRAWN - TC	REVISED - JAN-08
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 7/30/2009	DATE - January 2008	REVISED -

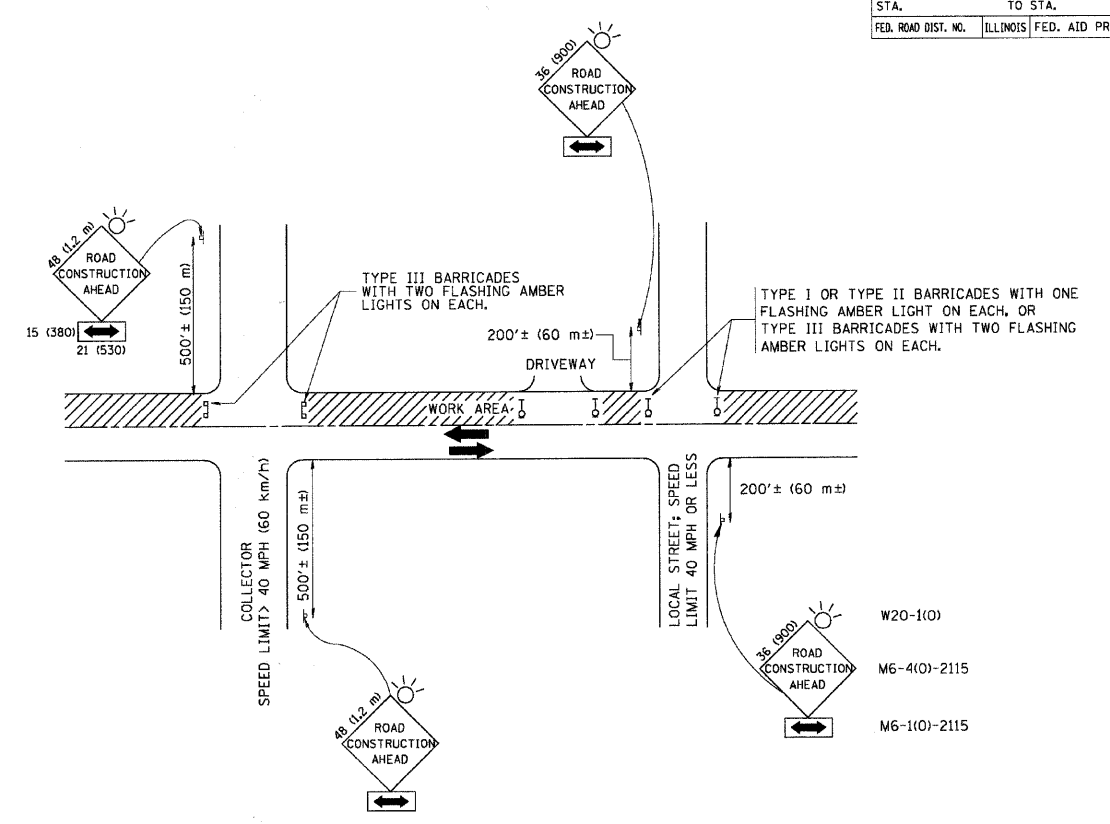
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

SCALE: SHEET NO. 27 OF 37 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	27
CONTRACT NO. 83994				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.		TO STA.		
FED. ROAD DIST. NO.	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
- 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:
 - 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.
 - 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.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - 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.
 - 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.

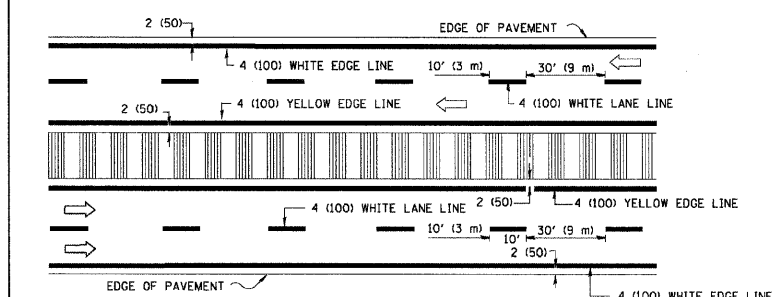
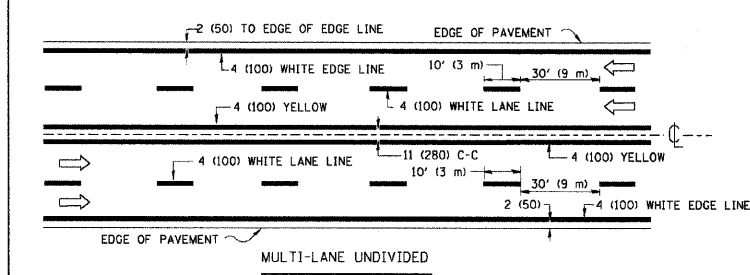
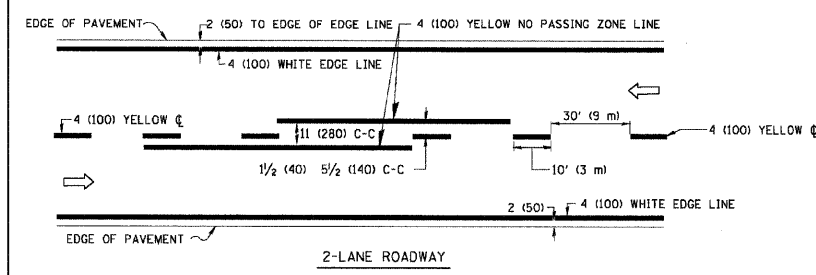
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	
LHA	6/789	SCALE: NONE DRAWN BY CHECKED BY TC-10	
T. RAMMACHER	09/08/94		
J. OBERLE	10/18/95		
A. HOUSEH	03/06/96		
T. RAMMACHER	01/06/00		

PLOT DATE = 3/6/2007
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = bward

FILE NAME = P:\CIBBEL WEST Projects\2007\N23135\Kastl\grPHIT\Design\28to10.dgn

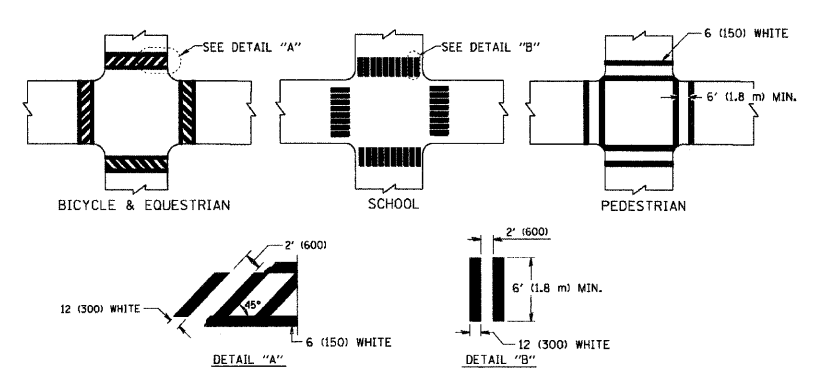
WILLS BURKE KELSEY ASSOCIATES LTD. 116 West Main Street, Suite 201 St. Charles, Illinois 60174 (630) 443-7755	USER NAME = #USER#	DESIGNED - SBP	REVISED - JAN-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAY DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - TC	REVISED - JAN-08		0110	01-00267-00-BR	KANE	37	28		
	PLOT DATE = 7/30/2009	CHECKED -	REVISED -		SCALE: SHEET NO. 28 OF 37 SHEETS STA. TO STA.		CONTRACT NO. 83994		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT
		DATE - January 2008	REVISED -								

CONTRACT NO.			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

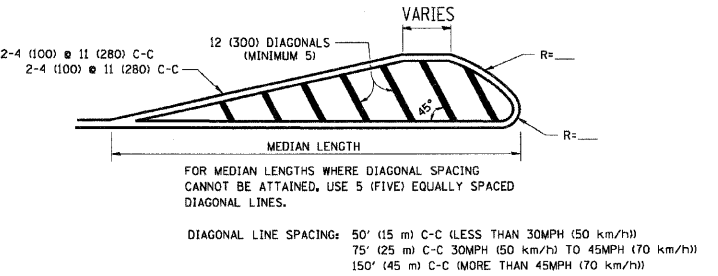
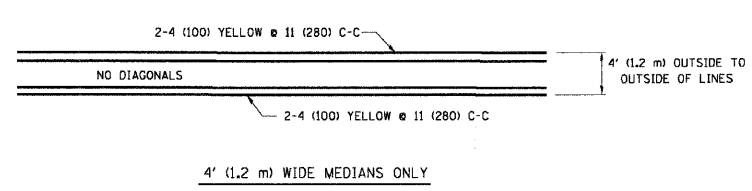


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

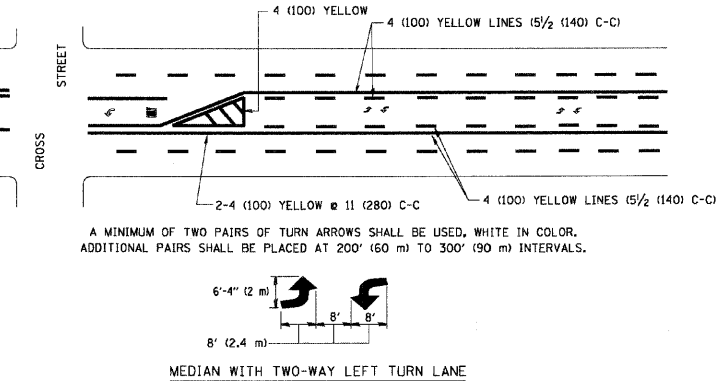
TYPICAL LANE AND EDGE LINE MARKING



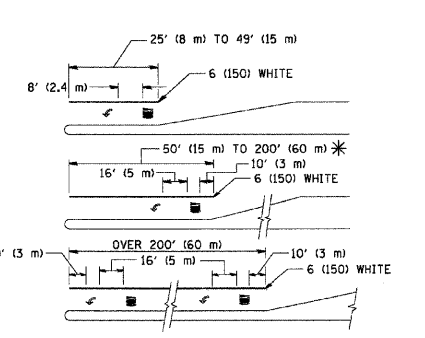
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



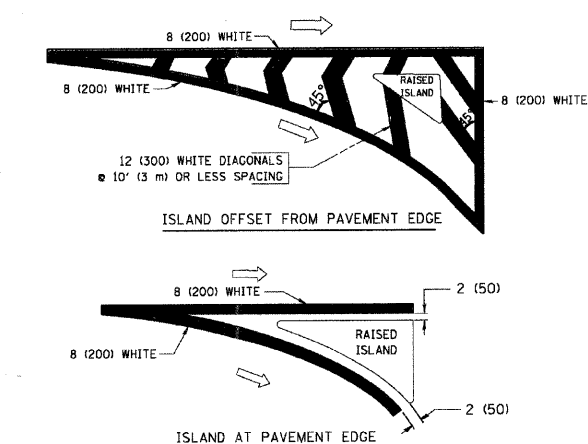
TYPICAL TURN LANE MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



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	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES "RR" 15' (4.5 m) @ 1.8 m 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.

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 TYPICAL PAVEMENT MARKINGS

SCALE: NONE
 DRAWN BY CADD
 CHECKED BY
 TC-13

FILE NAME = P:\CBBEL WEST Projects\2009\123135\KestIngrPH\Design\23135.dgn
 PLOT DATE = 3/6/2007
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = bward1

WILLS BURKE KELSEY ASSOCIATES LTD.
 110 West Main Street, Suite 201
 St. Charles, Illinois 60174
 (630) 443-7755

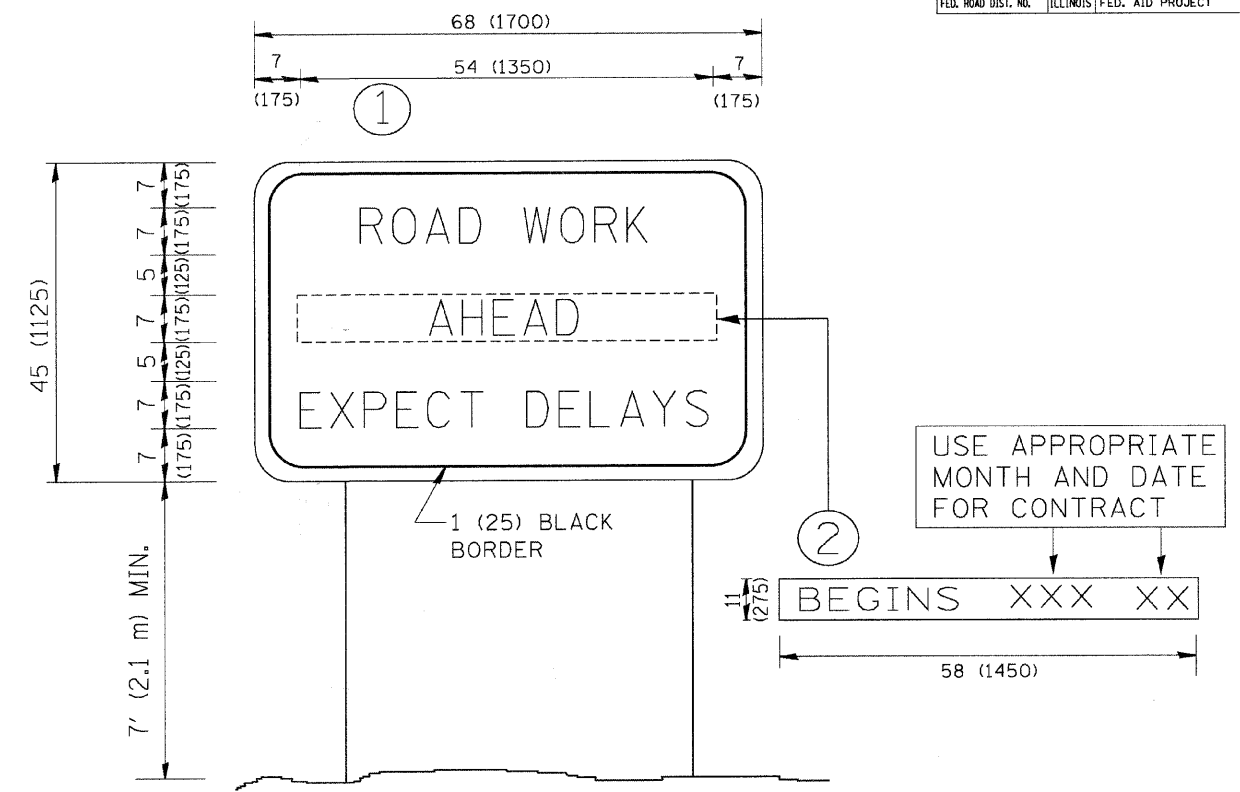
USER NAME = *USER*	DESIGNED - SBP	REVISED - JAN-08
PLOT SCALE =	DRAWN - TC	REVISED - JAN-08
PLOT DATE = 7/30/2009	CHECKED -	REVISED -
	DATE - January 2008	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKING DETAILS			
SCALE:	SHEET NO. 29 OF 37 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	29
CONTRACT NO. 83994				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.		TO STA.		
FED. ROAD DIST. NO.	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.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION ARTERIAL ROAD INFORMATION SIGN SCALE: NONE DRAWN BY DESIGN CHECKED BY TC22
NAME	DATE	
R. MIRS	9-15-97	
R. MIRS	12-11-97	
T. RAMMACHER	2-2-99	
C. JUCCIUS	1-31-07	

PLOT DATE = 3/6/2007
 PLOT SCALE = 80.0000 / IN.
 USER NAME = bward1

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EARTHWORK SCHEDULE

LOCATION	END AREAS				TOPSOIL			EARTH WORK			ESTIMATED UNSUITABLE (UNDERCUT) CU YD
	*CUT SQ FT	FILL SQ FT	TOPSOIL STRIPPING SQ FT	TOPSOIL PLACEMENT CU YD	EXCAVATION CU YD	PLACEMENT CU YD	BALANCE CU YD	EARTH EXCAVATION CU YD	EMBANKMENT CU YD	BALANCE WASTE(-) OR STORAGE(+) CU YD	
STATION											
306+50.00	4.3	0.0	0.0	0.0							
307+00.00	30.5	35.2	30.0	21.1	27.8	19.5	8.2	32.22	32.59	-5.20	125.00
307+43.69	34.4	29.7	30.0	19.8	48.5	33.1	15.5	52.51	52.51	-7.88	(NOM. QTY.)
307+50.00	34.8	23.3	30.0	20.6	7.0	4.7	2.3	8.09	6.19	+0.69	
307+68.75	42.5	8.2	12.4	8.2	14.7	10.0	4.7	26.84	10.94	+11.87	
308+00.00	28.7	31.8	30.0	23.1	24.5	18.1	6.4	41.20	23.15	+11.87	
308+13.60	30.7	42.0	32.0	25.1	15.6	12.1	3.5	14.96	18.59	-5.87	
308+36.05	40.4	63.1	35.4	23.5	28.0	20.2	7.8	29.56	43.69	-18.56	
308+50.00	42.0	67.7	37.5	25.6	18.8	12.7	6.2	21.29	33.79	-15.69	
308+73.36	47.7	90.2	37.5	25.6	32.4	22.2	10.3	38.80	68.31	-35.33	
309+00.00	33.6	80.9	50.1	33.3	43.2	29.1	14.2	40.11	84.41	-50.32	
309+25.64	36.1	46.0	10.6	16.6	28.8	23.7	5.1	33.09	60.25	-32.12	
309+50.00	21.1	76.8	42.5	25.8	24.0	19.1	4.8	25.80	55.40	-33.47	
310+00.00	7.0	59.7	30.0	21.5	67.1	43.8	23.3	26.02	126.39	-104.27	
310+50.00	5.4	53.9	13.0	8.8	39.8	28.1	11.8	11.48	105.19	-95.43	
310+75.00	1.9	94.2	30.0	21.5	19.9	14.0	5.9	3.38	68.56	-65.69	
310+97.14	2.4	53.8	5.4	0.0	14.5	8.8	5.7	1.76	60.68	-59.18	
				SUBTOTAL	455	319	136	407	851	-505	125
OMIT BOX CULVERT											
311+23.86	2.4	44.2	5.4	0.0							
311+50.00	117.8	89.2	42.5	34.0	23.2	16.5	6.7	58.19	64.58	-15.12	125.00
312+00.00	53.2	61.4	36.3	27.8	73.0	57.2	15.7	158.33	139.44	-4.86	(NOM. QTY.)
312+50.00	37.3	45.5	32.6	24.3	63.8	48.2	15.6	83.80	98.98	-27.75	
312+81.85	25.1	44.3	28.7	20.2	36.2	26.3	9.9	36.80	52.97	-21.69	
313+00.00	27.2	53.9	27.5	16.5	18.9	12.3	6.6	17.58	33.01	-18.07	
313+06.85	27.6	57.1	27.5	15.6	7.0	4.1	2.9	6.95	14.08	-8.17	
313+44.35	32.3	51.6	27.5	15.6	38.2	21.7	16.5	41.60	75.49	-40.13	
313+50.00	32.9	47.3	27.5	16.3	5.8	3.3	2.4	6.82	10.35	-4.55	
313+95.02	36.4	31.6	27.5	21.8	45.9	31.8	14.1	57.78	65.78	-16.67	
314+00.00	35.9	30.8	27.5	21.9	5.1	4.0	1.0	6.67	5.75	-0.08	
314+20.04	11.2	10.4	4.8	5.3	12.0	10.1	1.9	17.48	15.29	-0.43	
314+50.00	12.1	8.8	5.2	5.4	5.6	5.9	-0.4	12.93	10.65	+0.34	
315+00.00		0.0	0.0	0.0	4.8	5.0	-0.2	22.41	8.15	+10.90	
				SUBTOTAL	339	246	93	527	595	-146	125
SHRINKAGE FACTOR	15%			TOTAL	794	566	228	934	1,445	-651	250
				PAY ITEM(S)	20201200	21101625		20200100	20400800	20201200	20700420

*AREAS EXCLUDE EXISTING PAVEMENT

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, ARE ESTIMATED FOR THE SOLE 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.

IN DEVELOPING THE EARTHWORK QUANTITIES FOR KESLINGER RD, IT WAS ASSUMED THAT IN THOSE AREAS WHERE SOIL BORINGS INDICATED THAT UNDERCUT/PGE IS REQUIRED, ALL THE EXCAVATED MATERIAL MEASURED BY METHOD OF AVERAGE END AREAS IN THAT CROSS ROADWAY SECTION WILL BE CONSIDERED UNSUITABLE OR UNSTABLE MATERIAL.

IN ADDITION TO NUCLEAR DENSITY TESTING OF EMBANKMENTS AND SUBGRADES, THE FINAL SHALL BE PROOF ROLLED USING A FULLY LOADED SEMI TRUCK. THE PROOF-ROLL SHOULD DEMONSTRATE A MAXIMUM ONE-QUARTER (1/4) INCH DEFLECTION AT TOP OF SUBGRADE LEVEL. THE NUMBER OF PROOF ROLLS AS REQUIRED BY THE ENGINEER SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

ANTICIPATED UNDERCUT/PGE LIMITS ARE SHOWN IN THE CROSS SECTIONS. ONCE THE SUBGRADE HAS BEEN PREPARED, FINAL DETERMINATION OF THE NEED FOR UNDERCUT/PGE SHALL BE BASED ON PROOF ROLLS. THE FINAL DETERMINATION SHALL BE BY THE ENGINEER. PAYMENT WILL BE MADE FOR THE ACTUAL AREAS WHERE UNDERCUT AND PGE IS PLACED. THERE WILL BE NO ADJUSTMENT TO THE UNIT PRICE OF THE ASSOCIATED ITEMS IF THE QUANTITIES ARE LESS THAN ANTICIPATED.

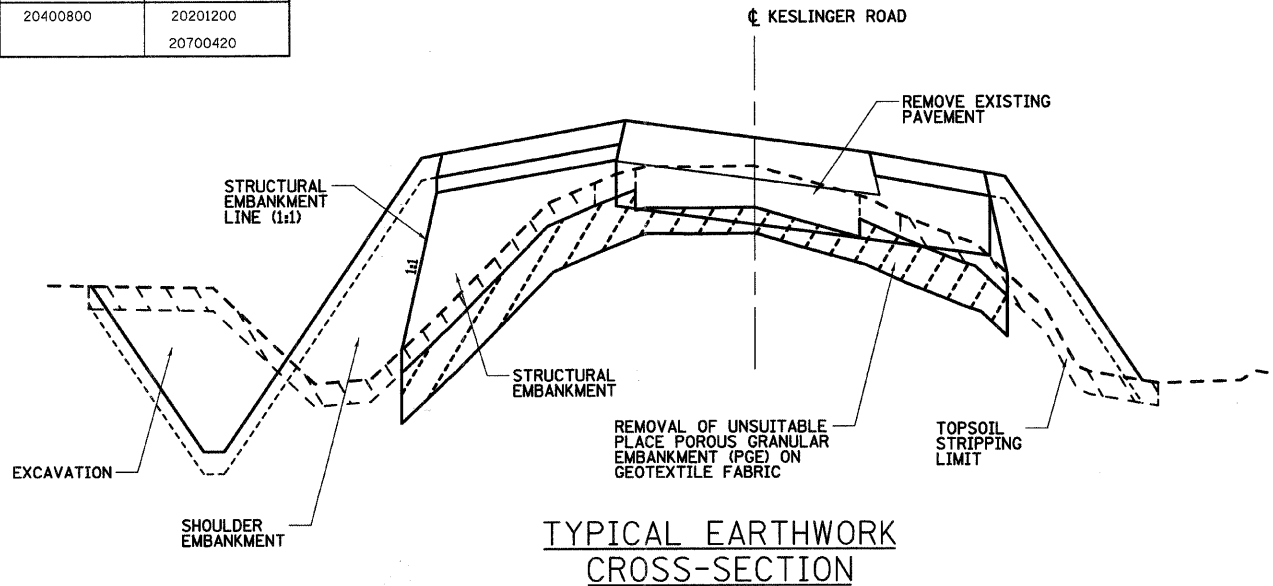
TEMPORARY EARTH STOCKPILES WILL NOT BE ALLOWED ON THE ADJACENT PROPERTIES WITHOUT THE PERMISSION OF THE OWNER AND APPROVAL OF THE COUNTY. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ACQUIRE PERMISSION FROM THE APPROPRIATE OWNER PRIOR TO STOCK PILING ANY MATERIALS ON THOSE PROPERTIES. IF THIS SPACE IS NOT AVAILABLE, THE CONTRACTOR SHALL MAKE OTHER PROVISIONS FOR HANDLING THESE MATERIALS DURING CONSTRUCTION OPERATIONS. ADJUSTMENTS TO THE UNIT PRICE OF EARTH EXCAVATION, FURNISHED EXCAVATION, AND TOPSOIL EXCAVATION SHALL BE MADE IF PROPERTY ACCESS IS GRANTED.

GEOTEXTILE FABRIC SHALL BE PLACED AT THE BOTTOM OF ALL UNDERCUT AREAS. ALL FABRIC PLACED WILL BE MEASURED FOR PAYMENT.

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

TOPSOIL EXCAVATED SHALL BE USED IN THE SHOULDER FILLS FOR THE ROADWAY EMBANKMENT SHORTAGE (-).

IN ADDITION TO THE AREAS SHOWN IN THE PLANS, 250 CY OF POROUS GRANULAR EMBANKMENT, SUBGRADE HAS BEEN PROVIDED FOR LOCATIONS WHERE SOILS TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGE WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL, AND PROOF ROLLED USING A FULL LOAD SEMI). IF UNSTABLE AND/OR UNSUITABLE MATERIALS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

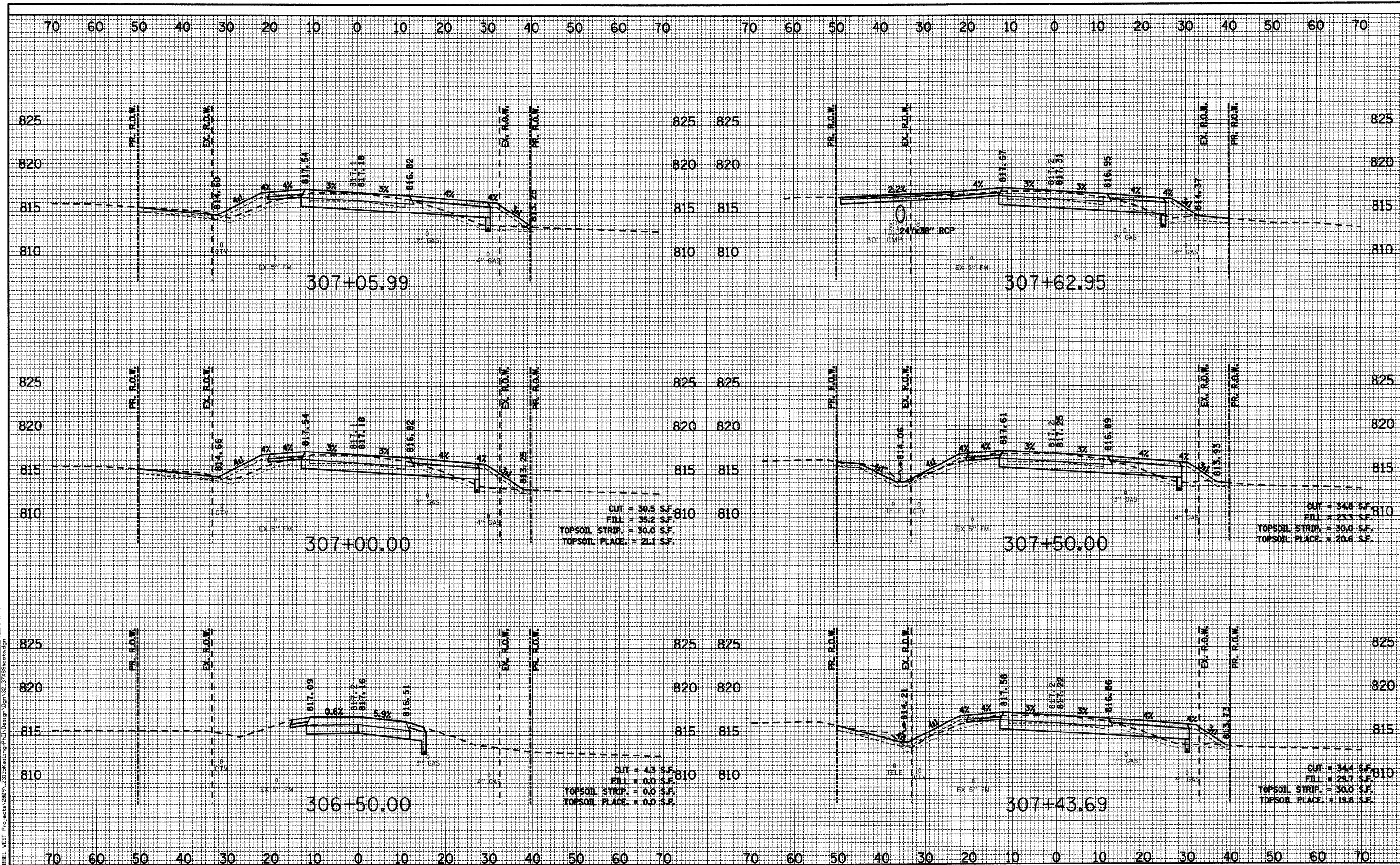


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<p>WILLS BURKE KELSEY ASSOCIATES LTD. 110 West Main Street, Suite 201 St. Charles, Illinois 60174 (630) 443-7755</p>	USER NAME = #USER#	DESIGNED - SBP	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">EARTH WORK SUMMARY</p>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - NDP	REVISED -		0110	01-00267-00-BR	KANE	37	31			
	PLOT DATE = 8/5/2009	CHECKED -	REVISED -		<p align="center">CONTRACT NO. 83994</p>							
		DATE - January 2008	REVISED -		SCALE:	SHEET NO. 31 OF 37 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

FINAL SURVEY	BY	DATE
SURVEYED		
NOTE BOOK		
AREAS CHECKED		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
NOTE BOOK		
AREAS CHECKED		
AREAS CHECKED		



WBK WILLS BURKE KELSEY ASSOCIATES LTD.
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 (630) 443-7755

USER NAME = *USER*
 PLOT SCALE = H1"=10'V1"=5'
 PLOT DATE = 8/12/2009

DESIGNED - SBP
 DRAWN - TC
 CHECKED -
 DATE - January 2008

REVISED -
 REVISED -
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 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

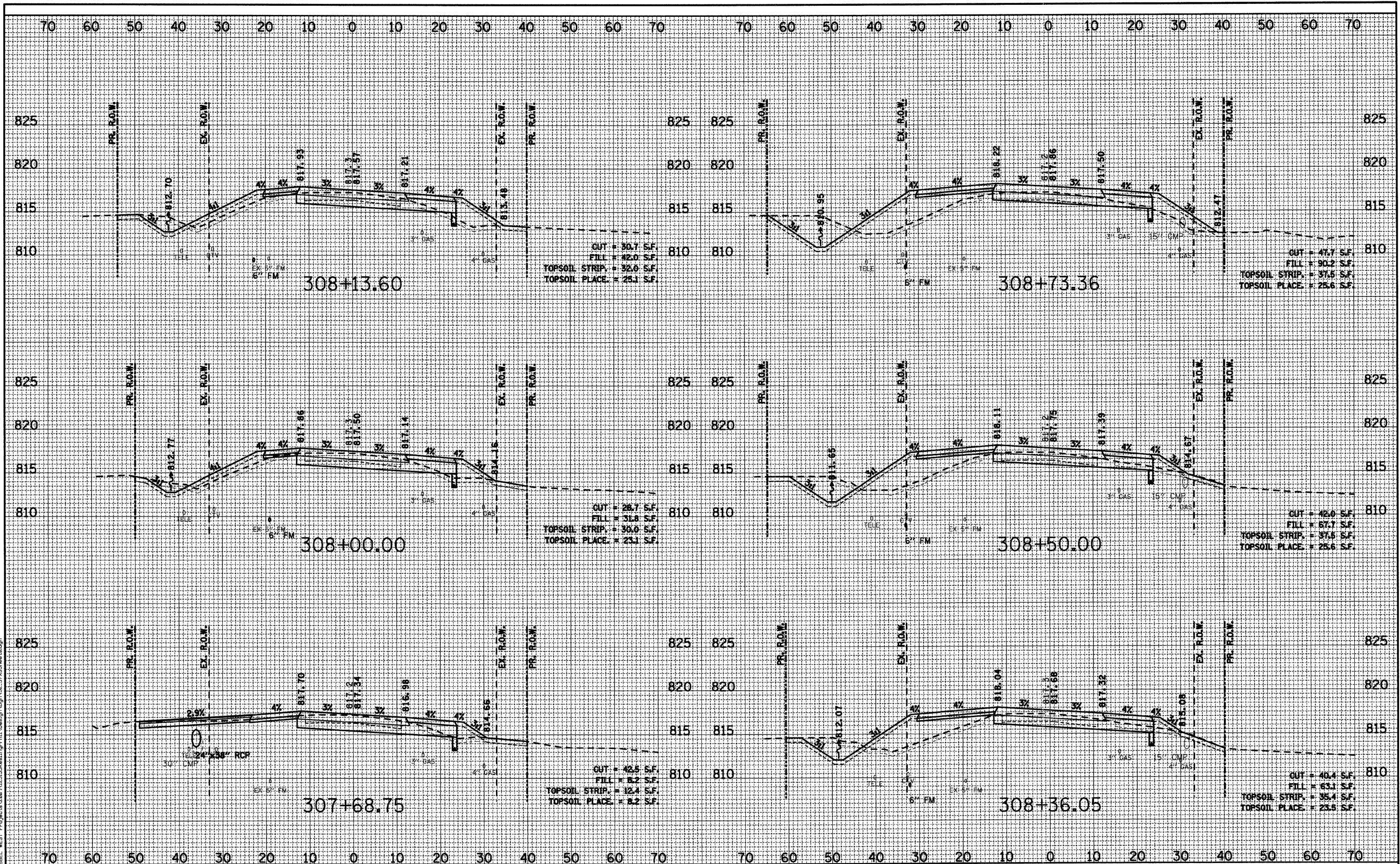
CROSS SECTIONS
 SCALE: H1"=10'V1"=5' SHEET NO. 32 OF 37 SHEETS
 STA. 306+50.00 TO STA. 307+62.95

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	32
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 83994	

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	

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(830) 443-7755

USER NAME = *USER*
DESIGNED - SBP
DRAWN - TC
CHECKED -
PLOT SCALE = 1/4"=10'-0" V 1/4"=5'
PLOT DATE = 8/12/2009

DESIGNED - SBP
DRAWN - TC
CHECKED -
DATE - January 2008

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

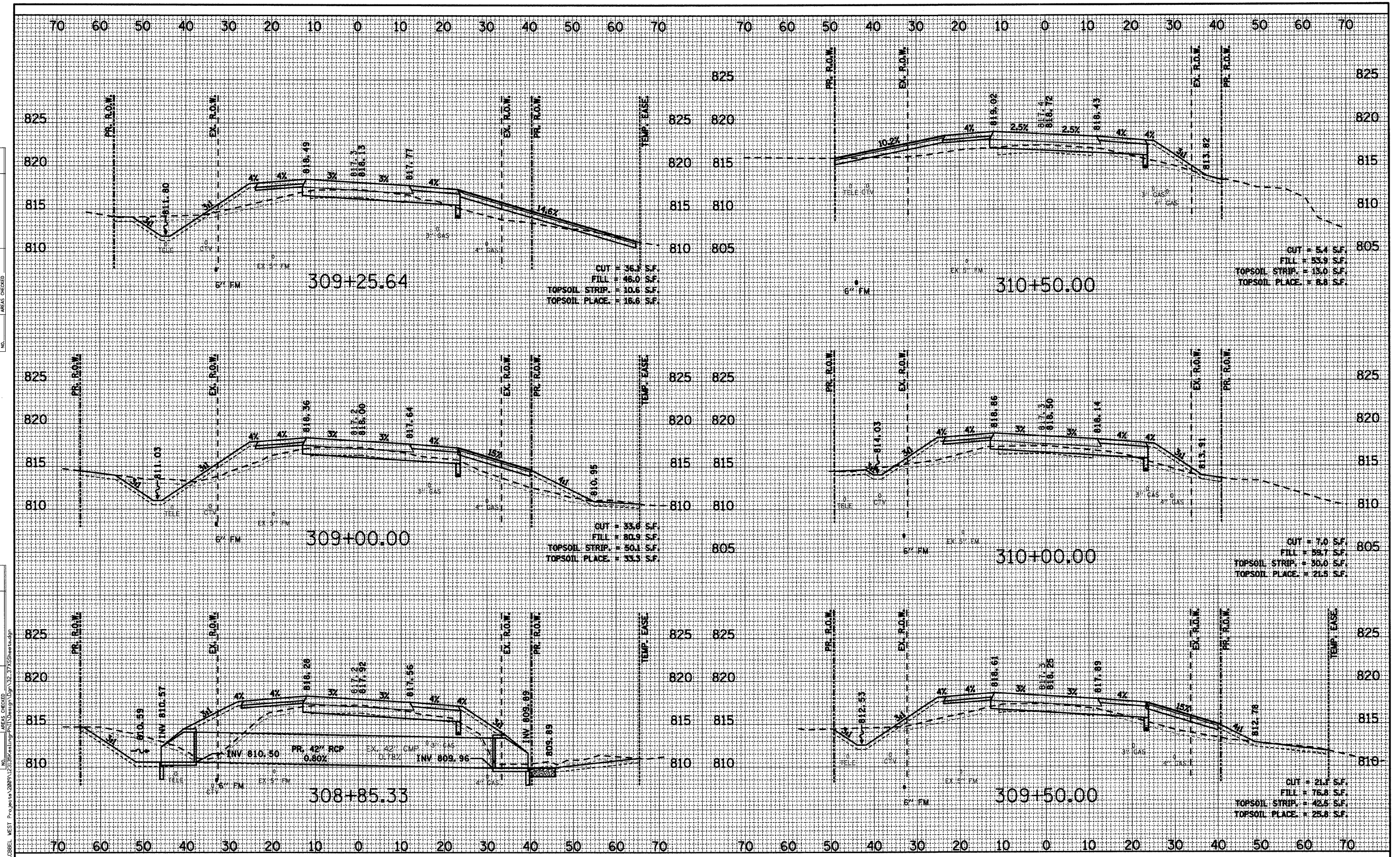
CROSS SECTIONS

SCALE: H 1"=10' V 1"=5' SHEET NO. 33 OF 37 SHEETS STA. 307+68.75 TO STA. 308+73.36

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	33
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83994				

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

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



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USER NAME = #USER#
 PLOT SCALE = H=1"=10' V=1"=5'
 PLOT DATE = 8/12/2009

DESIGNED - SBP
 DRAWN - TC
 CHECKED -
 DATE - January 2008

REVISED -
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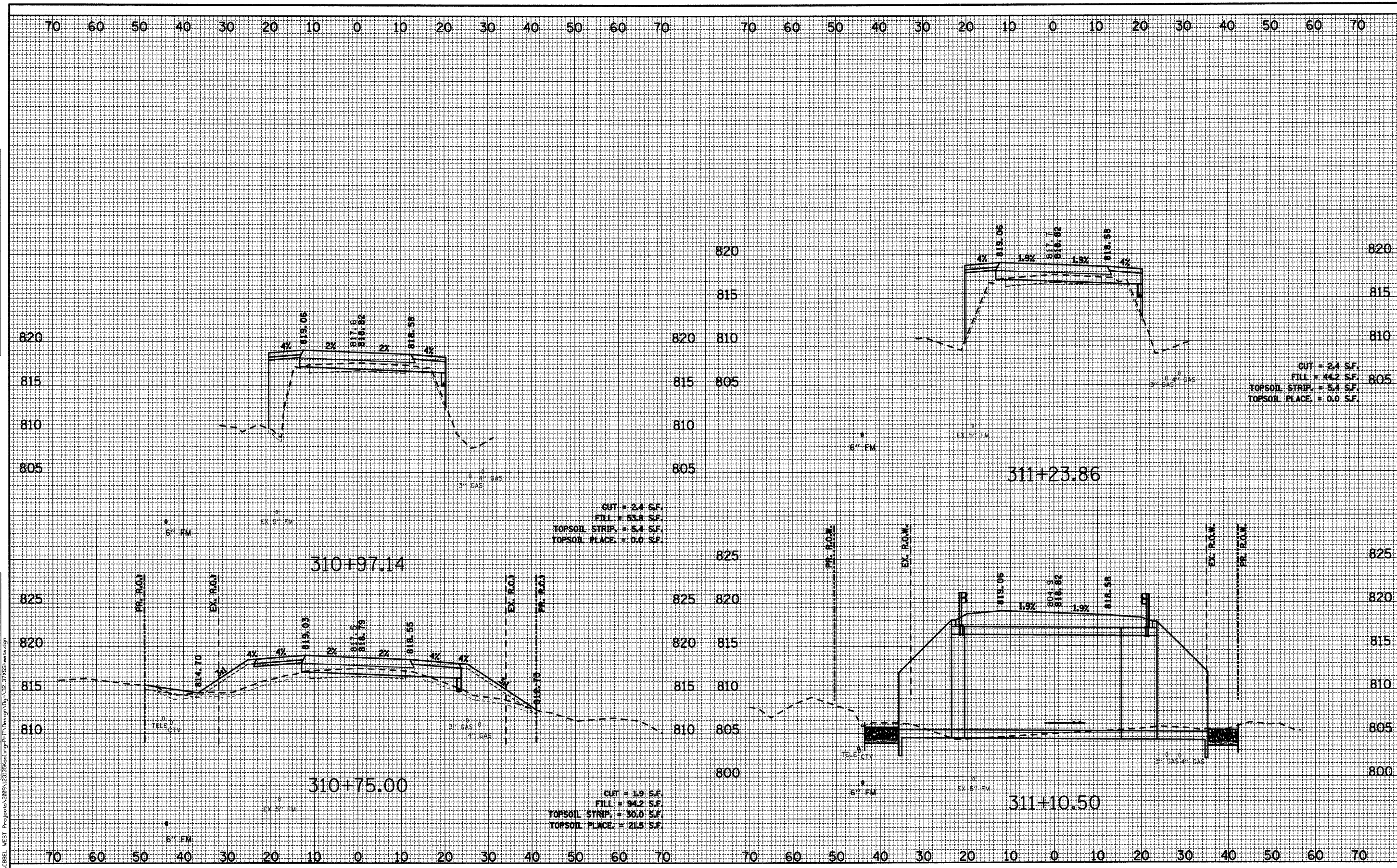
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS
 SCALE: H=1"=10' V=1"=5' SHEET NO. 34 OF 37 SHEETS
 STA. 308+85.33 TO STA. 310+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	34
CONTRACT NO. 83994				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY	DATE
NO. _____	BY _____
NO. _____	NO. _____
NO. _____	NO. _____
NO. _____	NO. _____

ORIGINAL SURVEY	DATE
NO. _____	BY _____
NO. _____	NO. _____
NO. _____	NO. _____
NO. _____	NO. _____



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USER NAME = #USER#
 PLOT SCALE = 1/4"=10'-0" V 1/8"=5'
 PLOT DATE = 8/12/2009

DESIGNED - SBP
 DRAWN - TC
 CHECKED -
 DATE - January 2008

REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

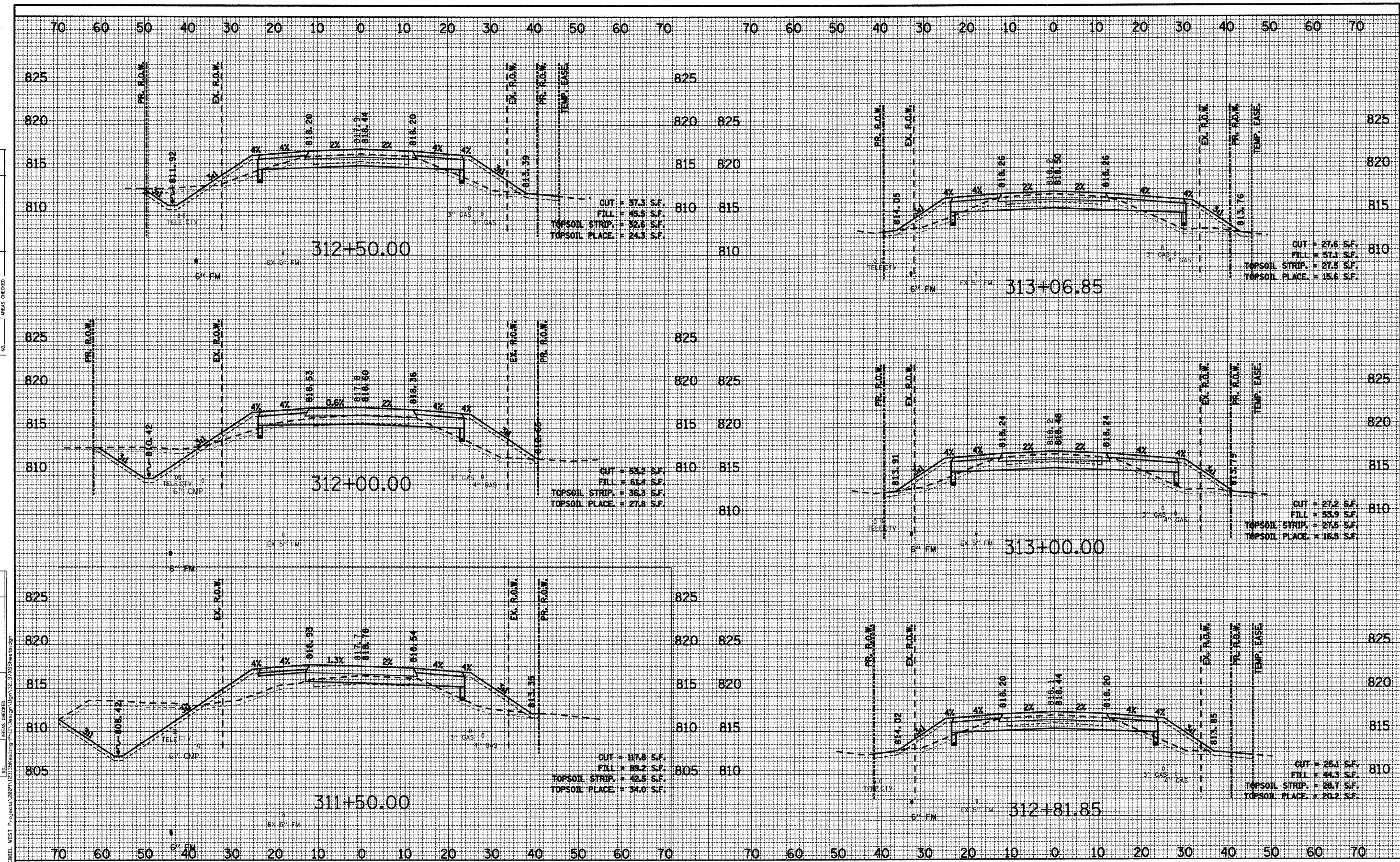
CROSS SECTIONS

SCALE: H 1"=10' V 1"=5' SHEET NO. 35 OF 37 SHEETS STA. 310+75.00 TO STA. 311+23.86

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	35
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 83994		

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

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



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USER NAME = #USER#
 PLOT SCALE = 1/4"=10' V 1/8"=5'
 PLOT DATE = 8/12/2009

DESIGNED - SBP	REVISED -
DRAWN - TC	REVISED -
CHECKED -	REVISED -
DATE - January 2008	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

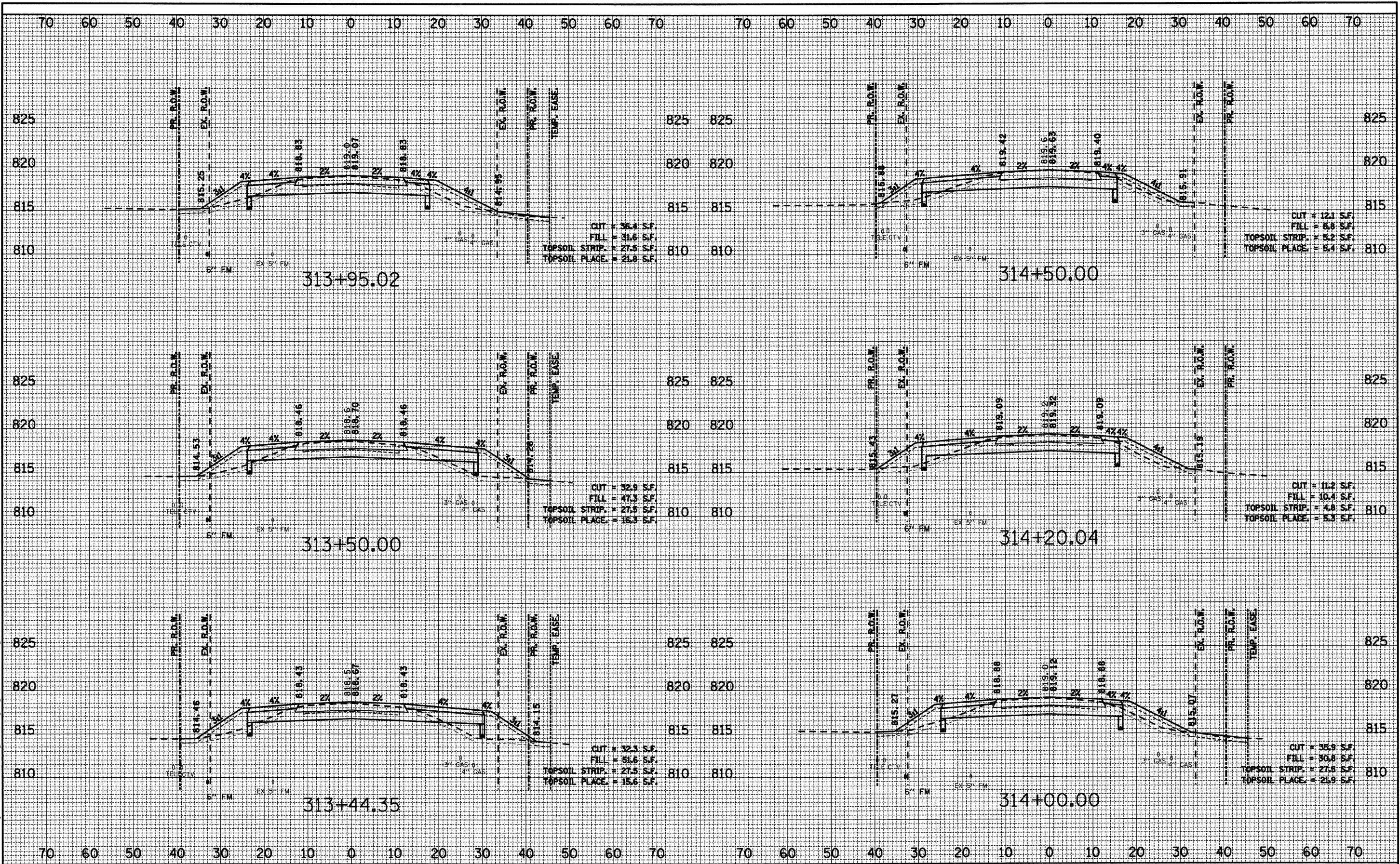
SCALE: H=1"=10' V 1/8"=5' SHEET NO. 36 OF 37 SHEETS STA. 311+50.00 TO STA. 313+06.85

F.A. RTE. 0110	SECTION 01-00267-00-BR	COUNTY KANE	TOTAL SHEETS 37	SHEET NO. 36
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83994				

FINAL SURVEY	DATE
NOTE BOOK	BY
AREAS CHECKED	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
NOTE BOOK	BY
AREAS CHECKED	
AREAS CHECKED	

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 St. Charles, Illinois 60174
 (630) 443-7756

USER NAME = #USER#
 PLOT SCALE = H=1"=10' V=1"=5'
 PLOT DATE = 8/12/2009

DESIGNED - SBP
 DRAWN - TC
 CHECKED -
 DATE - January 2008

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: H=1"=10' V=1"=5' SHEET NO. 37 OF 37 SHEETS STA. 313+44.35 TO STA. 314+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0110	01-00267-00-BR	KANE	37	37
CONTRACT NO. 83994				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				