

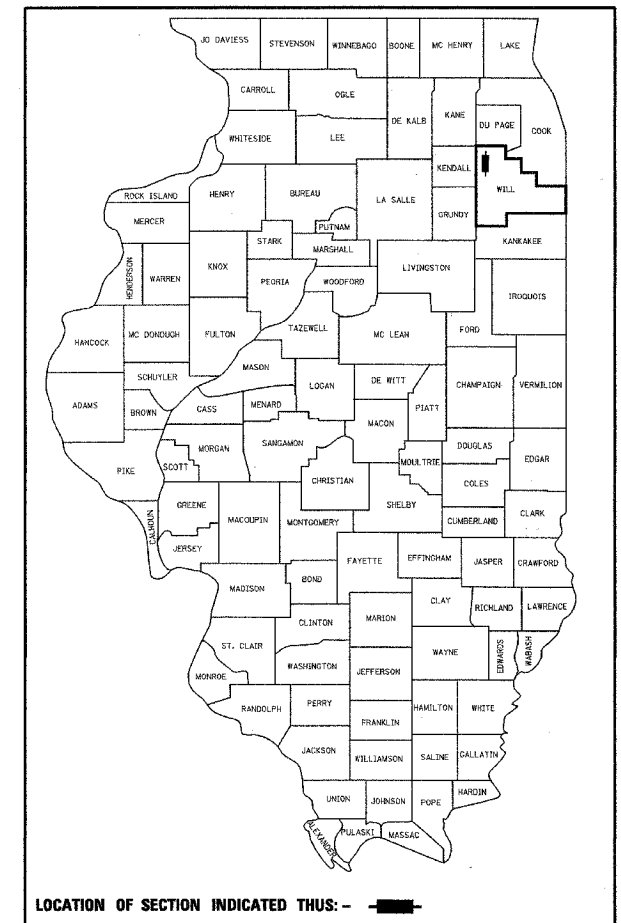
CONTRACT NO. 60C19	FA RTEL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
	338	114 BY-R-1	WILL	139	1

+1
140
D-91-124-02

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS
(FAP 338) IL ROUTE 59
BRIDGE OVER THE DUPAGE RIVER**

SECTION 114 BY-R-1
PROJECT NO. ACBRF-0338(032)
BRIDGE REPLACEMENT
WILL COUNTY
C-91-160-07



INDEX OF SHEETS

SEE SHEET NO. 2

STANDARDS

SEE SHEET NO. 2

TRAFFIC DATA

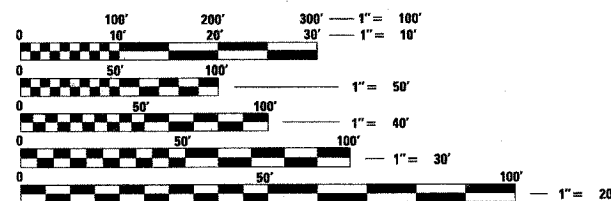
ADT (IL RTE 59) = 30,600 = SPEED LIMIT 45 MPH

PROJECT LOCATION

CITY OF JOLIET
WILL COUNTY

DESIGN DESIGNATION

1,745 (24) OTHER PRINCIPAL ARTERIAL 11.85 (PCC-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.

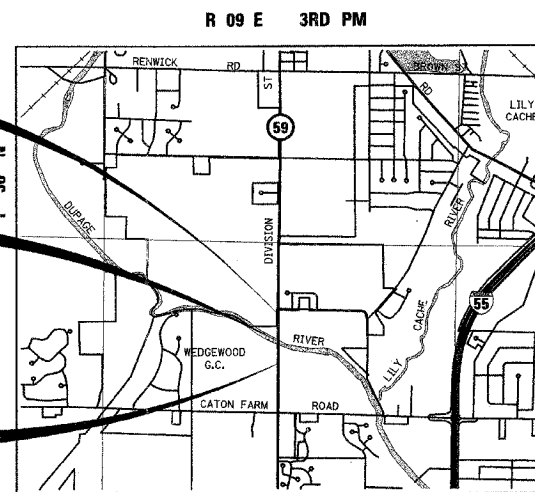
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

CONTRACT NO. 60C19

END OF IMPROVEMENT
IL ROUTE 59
STA. 3218 + 00

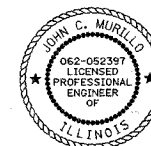
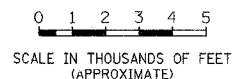
SN 099-0143 (EXISTING)
SN 099-0339 (PROPOSED)
IL. 59 STRUCTURE OVER
THE DUPAGE RIVER
☉ STA. 3209 + 85

BEGIN OF IMPROVEMENT
IL ROUTE 59
STA. 3203 + 00



LOCATION MAP

NET LENGTH OF PROJECT = 1,500 FEET = 0.284 MILES
GROSS LENGTH OF PROJECT = 1,500 FEET = 0.284 MILES



SIGNED: *John C. Murillo*
John C. Murillo, P.E., Il. Lic. No. 062-052397
Expires 11/30/2007

DATE: 6/01/07

EXCLUDES DRAWING NO. S-01 TO S-34



SIGNED: *William P. Murphy*
William P. Murphy, S.E., Il. Lic. No. 081-004491
Expires 11/30/2008

DATE: 6/11/07

FOR STRUCTURAL DRAWING NO. S-01 TO S-34

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 6 2007
Diane O'Keefe
DISTRICT ENGINEER

October 12, 2007
Eric E. Harman
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

October 12, 2007
Milton R. Sees
DIRECTOR, DIVISION OF HIGHWAYS

Plans Prepared By:
KNIGHT
Engineers & Architects

221 North LaSalle Street
Suite 300
Chicago, IL 60601-1211
Phone: (312) 577-3300

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

PROJECT COORDINATOR: MS. KIM HARVEY (847)-705-4055

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	2
STA.		TO STA.		
FED. ROAD DIST. NO.	DISTRICT	FAP 338 (IL RTE. 59)		

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001006	DECIMAL OF AN INCH AND OF A FOOT
280001-03	TEMPORARY EROSION CONTROL SYSTEMS
420001-06	PAVEMENT JOINTS
420101-03	7.2m (24') JOINTED PCC PAVEMENT
420111-01	PCC PAVEMENT ROUNDOUTS
421101-06	7.2m (24') CRC PAVEMENT (WITH WIDE FLANGE BEAM TERMINAL JOINT)
442201-01	CLASS C AND CLASS D PATCHES
515001-02	NAME PLATE FOR BRIDGES
542301-01	PRECAST REINFORCED CONCRETE FLARED END SECTION
542601	REINFORCED CONCRETE PIPE ELBOW
542606	REINFORCED CONCRETE PIPE TEE
601001	SUB-SURFACE DRAINS
601101	CONCRETE HEADWALL FOR PIPE DRAINS
602001	CATCH BASIN, TYPE A
602011	CATCH BASIN, TYPE C
602301-01	INLET-TYPE A
602401-01	MANHOLE, TYPE A
602406-02	MANHOLE, TYPE A, 1.8M (6') DIAMETER
602601-01	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
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604001-02	FRAMES AND LIDS, TYPE 1
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606001-03	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
606006-01	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-15.60 (B-6.24)
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630001-07	STEEL PLATE BEAM GUARDRAIL
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631011-03	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-03	TRAFFIC BARRIER TERMINAL, TYPE 5 & 5A
631031-06	TRAFFIC BARRIER TERMINAL, TYPE 6
635001	DELINEATORS
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666001	RIGHT-OF-WAY MARKERS
667101	PERMANENT SURVEY MARKERS
701001-01	OFF-ROAD OPERATIONS, 2L 2W, 4.5 m (15') MIN. AWAY, FOR SPEEDS > 45 MPH
701006-01	OFF-ROAD OPERATIONS, 2L 2W, 4.5 m (15') TO 600mm (24") AWAY, FOR SPEEDS > 45 MPH
701011-01	OFF-ROAD MOVING OPERATIONS, 2L 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701201-02	LANE CLOSURE, 2L, 2W, DAY ONLY ON-ROAD TO 600mm (24") OFF-ROAD FOR SPEED >= 45MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS, DAY ONLY FOR SPEEDS >= 45MPH
701311-02	LANE CLOSURE, 2L, 2W, MOVING OPERATION - DAY ONLY
701326-02	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEED >= 45 MPH
701501-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
702001-06	TRAFFIC CONTROL DEVICES
704001-03	TEMPORARY CONCRETE BARRIER
720001	SIGN PANEL MOUNTING DETAILS
720006-01	SIGN PANEL ERECTION DETAILS
720011	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
729001	APPLICATION OF TYPE A AND B METAL POSTS (FOR SIGNS AND MARKERS)
780001-01	TYPICAL PAVEMENT MARKINGS

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
**INDEX OF SHEETS AND
 STATE STANDARDS**

SCALE NONE DRAWN BY BSB
 DATE AUGUST 17, 2007 CHECKED BY CES

Rev

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- ALL ELEVATIONS SHOWN ON PLANS REFER TO U.S.G.S. DATUM, UNLESS NOTED OTHERWISE.
- 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND ALL LOCAL AGENCIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED, ONE (1) WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) SANDBAGS PER BARRICADE FOR STABILIZATION.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- USE NO. 25 (#8) EPOXY-COATED TIE BARS CONFORMING TO ART.1006.10(B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BAR AS SHOWN ON STATE STANDARD 420001. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED.
- THE STAGE LINE SHOWN IN THE CROSS SECTIONS REFLECTS THE EARTHWORK VALUES IN THE TABLE. SEE MOT SHEETS FOR SPECIFIC ITEMS CONSTRUCTED PER STAGE.
- THE CONTRACTOR SHALL SUBMIT FOUR COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2300 SOUTH DIRKSEN PARKWAY, SPRINGFIELD, IL 62764. AFTER APPROVAL OF THE INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO THE ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT SETS OF SHOP DRAWINGS TO BE DISTRIBUTED TO:

DISTRICT ONE DISTRICT ENGINEER (1)
 FABRICATOR (1)
 CONTRACTOR (2)
 RESIDENT ENGINEER (2)
 DISTRICT ONE BUREAU OF MATERIALS (2)
- THE THICKNESS OF HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.
- PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH ARTICLE 420.21 OF THE STANDARD SPECIFICATIONS TO CONCRETE MEDIAN SURFACES, PARAPETS, APPROACH SLABS, ALL EXPOSED SURFACES OF CURBS AND GUTTERS, SIDEWALK AND PCC DRIVEWAY.
- SAW CUTTING: A SAW CUT SHALL BE REQUIRED TO THE FULL DEPTH AT THE JOINT BETWEEN PAVEMENT, SIDEWALK, CURB AND GUTTER, MEDIAN, DRIVEWAY PAVEMENT, HOT-MIX ASPHALT SURFACES TO BE REMOVED AND THAT LEFT IN PLACE OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS.

- WHERE SECTION, SUBSECTION, SUBDIVISION OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

16. WHEREVER CONCRETE MASONRY WALLS, HEADWALLS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED, THEY SHALL BE REMOVED TO AN ELEVATION OF 1 FOOT BELOW THE ESTABLISHED GRADE OR SUBGRADE AS SHOWN ON THE PLANS. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

- THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTORS' RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

18. THE CONTRACTOR SHALL PROVIDE POSITIVE TEMPORARY DRAINAGE UNTIL THE FINAL SURFACE IS PLACED. THE COST OF EARTHWORK REQUIRED TO PROVIDE POSITIVE TEMPORARY DRAINAGE SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED EARTHWORK, UNLESS OTHERWISE SPECIFIED.

- DRAINAGE STRUCTURE GRADES AND LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.

20. ADDED EXPENSE INVOLVED IN CONNECTING EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.

21. EXISTING TRAFFIC SIGNS (SPEED LIMIT, MERGE, ETC.) THAT ARE IN CONFLICT WITH THE CONSTRUCTION OF THE PROPOSED AND/OR MAINTENANCE OF TRAFFIC SIGNS SHALL BE REMOVED, STORED, AND/OR RELOCATED AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT UNIT PRICE SUM FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

- THE NEWLY PLACED AGGREGATE SUBGRADE SHALL NOT BE UTILIZED BY THE CONTRACTOR AS A HAUL ROUTE.

23. ANY AGGREGATE SUBGRADE DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.

- THE RESIDENT ENGINEER SHALL NOTIFY IDOT TWO (2) WEEKS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS. CONTACT CORA MATHIS (815) 485-6475.

25. THE EXISTING ILLINOIS ROUTE 59 BRIDGE OVER THE DUPAGE RIVER HAS A 15 TON WEIGHT LIMIT. THE WEIGHT LIMIT ON THE EXISTING BRIDGE SHALL REMAIN IN EFFECT THROUGHOUT CONSTRUCTION. THE CONTRACTOR SHALL COMPLY WITH WEIGHT LIMIT WHEN DELIVERING EQUIPMENT AND/OR MATERIALS TO THE PROJECT SITE, AND FOR ALL CONSTRUCTION ACTIVITIES. NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR COMPLYING WITH WEIGHT LIMIT.

- THE ALIGNMENT SHOWN ON THE RIGHT OF WAY PLATS INCLUDED IN THESE PLANS IS DIFFERENT FROM THE ALIGNMENT SHOWN ON SHEET NO. 14.

27. EXISTING MAIL BOXES THAT IN CONFLICT WITH THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE TEMPORARILY RELOCATED DURING CONSTRUCTION AND PERMANENTLY RELOCATED WHEN THE PROPOSED IMPROVEMENTS ARE COMPLETED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE LUMP SUM UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

- THE CONTRACTOR SHALL SUBMIT AN IN STREAM WORK PLAN TO THE ARMY CORPS OF ENGINEERS FOR REVIEW AND APPROVAL PRIOR TO BEGINNING ANY WORK COVERED UNDER THE ARMY CORPS OF ENGINEERS PERMIT.

COMMITMENTS

- EXISTING NAPAEA DIOICA COLONIES LOCATED WITHIN THE RIGHT-OF-WAY SHALL BE RELOCATED TO NEARBY AREAS OF SUITABLE HABITAT ON JOLIET PARK DISTRICT PROPERTY. THIS WORK SHALL BE COMPLETED BY OTHERS. THE CONTRACTOR SHALL CONTACT IDOT'S ROADSIDE DEVELOPMENT UNIT PRIOR TO START OF ANY EARTHWORK OPERATIONS, TO CONFIRM THAT NAPAEA DIOICA COLONIES HAVE BEEN RELOCATED.
- A PORTION OF THE PROPOSED RIGHT OF WAY FROM STA. 3209+50 TO STA. 3217+00 HAS BEEN DEDICATED FOR FLOODWAY COMPENSATORY STORAGE. SEE DRAINAGE AND UTILITY PLAN AND PROFILE SHEETS FOR LIMITS.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

GENERAL NOTES AND COMMITMENTS

SCALE NONE
DATE AUGUST 17, 2007
DRAWN BY REW
CHECKED BY CES

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN: 80% FEDERAL, 20% STATE CONSTRUCTION TYPE CODE		
				IDOT		
				ROAD J000-2A	BRIDGE X081-2A	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	711	711		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	863	863		
20101100	TREE TRUNK PROTECTION	EACH	37	37		
20101200	TREE ROOT PRUNING	EACH	21	21		
20100300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	27	27		
20100350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	10	10		
20200100	EARTH EXCAVATION	CU YD	5,907	5,907		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,193	1,193		
20400800	FURNISHED EXCAVATION	CU YD	9,623	9,623		
* 20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	410		410	
* 20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	1,382	1,382		
20800150	TRENCH BACKFILL	CU YD	683	683		
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	3,047	3,047		
21101815	COMPOST FURNISH AND PLACE, 4"	SQ YD	2,807	2,807		
21301052	EXPLORATION TRENCH 52" DEPTH	FOOT	200	200		
* 25000210	SEEDING, CLASS 2A	ACRE	1.5	1.5		
* 25000312	SEEDING, CLASS 4A	ACRE	0.3	0.3		
* 25000314	SEEDING, CLASS 4B	ACRE	0.3	0.3		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	220	220		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	220	220		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	220	220		
25100630	EROSION CONTROL BLANKET	SQ YD	19,989	19,989		
25200110	SODDING, SALT TOLERANT	SQ YD	5,972	5,972		
25200200	SUPPLEMENTAL WATERING	UNIT	180	180		
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	80	80		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	203	203		
* 28000300	TEMPORARY DITCH CHECKS	EACH	10	10		
28000500	INLET AND PIPE PROTECTION	EACH	9	9		
28000510	INLET FILTERS	EACH	14	14		
28100107	STONE RIPRAP, CLASS A4	SQ YD	2,238	38	2,200	
28100109	STONE RIPRAP, CLASS A5	SQ YD	33	33		
28200200	FILTER FABRIC	SQ YD	2,271	71	2,200	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN: 80% FEDERAL, 20% STATE CONSTRUCTION TYPE CODE		
				IDOT		
				ROAD J000-2A	BRIDGE X081-2A	
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	10,743	10,743		
35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	177	177		
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	143	143		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	11	11		
40600300	AGGREGATE (PRIME COAT)	TON	9	9		
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	2,831	2,831		
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	36	36		
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	515	515		
42000416	PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)	SQ YD	2,300	2,300		
42001300	PROTECTIVE COAT	SQ YD	3,904	3,904		
* 42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	574	574		
44000100	PAVEMENT REMOVAL	SQ YD	5,071	5,071		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,369	1,369		
* 44000700	APPROACH SLAB REMOVAL	SQ YD	205	205		
44003100	MEDIAN REMOVAL	SQ FT	41	41		
* 44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	21	21		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	1,133	1,133		
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	850	850		
* 50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
* 50105220	PIPE CULVERT REMOVAL	FOOT	252	252		
50200100	STRUCTURE EXCAVATION	CU YD	820		820	
50300225	CONCRETE STRUCTURES	CU YD	377		377	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	922		922	
50300260	BRIDGE DECK GROOVING	SQ YD	1,295		1,295	
50300300	PROTECTIVE COAT	SQ YD	2,486		2,486	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	188,240		188,240	
50800515	BAR SPLICERS	EACH	1,030		1,030	
50900105	ALUMINUM RAILING, TYPE L	FOOT	590		590	
51201700	FURNISHING STEEL PILES HP12X74	FOOT	2,430		2,430	
51202305	DRIVING PILES	FOOT	770		770	

* DENOTES NON-STANDARD PAY ITEM REFER TO SPECIAL PROVISIONS

◇ SPECIALITY ITEM

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

SUMMARY OF QUANTITIES

SCALE NONE
DATE AUGUST 17, 2007

DRAWN BY RTA
CHECKED BY JCM

Rev.

FAP DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINKS	FAP 338 (IL RTE. 59)	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN: 80% FEDERAL, 20% STATE CONSTRUCTION TYPE CODE	
				IDOT	
				ROAD J000-2A	BRIDGE X081-2A
51203700	TEST PILE STEEL HP12X74	EACH	2		2
51500100	NAME PLATES	EACH	1		1
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	141	141	
542A0235	PIPE CULVERTS, CLASS A, TYPE 1 30"	FOOT	22	22	
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	9	9	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1	
54213687	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	EACH	1	1	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	66	66	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	482	482	
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	182	182	
550A0470	STORM SEWERS, CLASS A, TYPE 2 42"	FOOT	407	407	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	176		176
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4	
* 60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	153	153	
* 60109510	PIPE UNDERDRAINS, FABRIC LINED TRENCH 4"	FOOT	2,408	2,408	
* 60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	260		260
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1	
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	5	5	
60207605	CATCH BASINS, TYPE C, TYPE 8 FRAME AND GRATE	EACH	1	1	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3	
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
* 60226400	MANHOLES, DROP TYPE, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
* 60226730	MANHOLES, DROP TYPE, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	3	3	
60500060	REMOVING INLETS	EACH	4	4	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	309	309	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,871	1,871	
* 60619600	CONCRETE MEDIAN, TYPE SB-6.12	SO FT	43	43	
* 60620000	CONCRETE MEDIAN, TYPE SB-6.24	SO FT	1,406	1,406	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	487.5	487.5	
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	3	
63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	2	2	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN: 80% FEDERAL, 20% STATE CONSTRUCTION TYPE CODE	
				IDOT	
				ROAD J000-2A	BRIDGE X081-2A
63200310	GUARDRAIL REMOVAL	FOOT	640	640	
* 67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	
* 67100100	MOBILIZATION	L SUM	1	1	
* 70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	200	200	
70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	110	110	
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	31,501	31,501	
70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	641	641	
70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	174	174	
70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	172	172	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,000	2,000	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	3,225	3,225	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,450	2,450	
72000100	SIGN PANEL - TYPE 1	SQ FT	111.6	111.6	
72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	47.0	47.0	
72900100	METAL POST - TYPE A	FOOT	325	325	
72900200	METAL POST - TYPE B	FOOT	135	135	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,276	10,276	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	245	245	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	649	649	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	62	62	
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	113	113	
78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	163	163	
* 78200450	MONODIRECTIONAL GUARD RAIL REFLECTORS	EACH	8	8	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	2,755	2,755	
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	60	60	
81200120	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	600		600
81301300	JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 12" X 12" X 8"	EACH	4	4	

* DENOTES NON-STANDARD PAY ITEM REFER TO SPECIAL PROVISIONS

◇ SPECIALITY ITEM

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

SUMMARY OF QUANTITIES

SCALE NONE
DATE AUGUST 17, 2007
DRAWN BY RTA
CHECKED BY JCM

FWP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN: 80% FEDERAL, 20% STATE CONSTRUCTION TYPE CODE		
				IDOT		
				ROAD J000-2A	BRIDGE X081-2A	J000-2A
* Z0001050	AGGREGATE SUBGRADE, 12"	SQ YD	2,779	2,779		
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
* Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2			2
* Z0030255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	3			3
* Z0030320	IMPACT ATTENUATORS, RELOCATE (FULLY-REDIRECTIVE), TEST LEVEL 2	EACH	2			2
* Z0030340	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	4			4
◇ * Z0065000	SETTINGS PILES IN ROCK	EACH	40		40	
* Z0073400	TEMPORARY SUPPORT SYSTEM	EACH	6		6	
⊙ * Z0076600	TRAINEES	HOUR	1500	1500		
* XX002134	CONCRETE CURB AND GUTTER OUTLET SPECIAL	EACH	2	2		
* XX005656	INLET FILTER CLEANING	EACH	42	42		
◇ * XX005733	POLYUREA PAVEMENT MARKING - LINE 12"	FOOT	290	290		
◇ * XX006058	POLYUREA PAVEMENT MARKING - LINE 4"	FOOT	1,468	1,468		
* X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4		
* X0323830	DRAINAGE SCUPPERS DS-11	EACH	10		10	
* X0323973	SEDIMENT CONTROL, SILT FENCE	FOOT	1,385	1,385		
* X0323974	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	1,385	1,385		
* X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	6,210	5,140	1,070	
* X0325318	LIGHTWEIGHT CELLULAR CONCRETE FILL	CU YD	1,009	1,009		
* X0712400	TEMPORARY PAVEMENT	SQ YD	6,066	6,066		
* X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	2	2		
* X4023000	TEMPORARY ACCESS (ROAD)	EACH	1	1		
* X4024000	TEMPORARY ACCESS (FIELD ENTRANCE)	EACH	2	2		
* X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1	
* X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1	
* X0325858	ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 48"	FOOT	2,880		2,880	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	66		66	

⊙ Y080

* DENOTES NON-STANDARD PAY ITEM
REFER TO SPECIAL PROVISIONS

◇ SPECIALITY ITEM

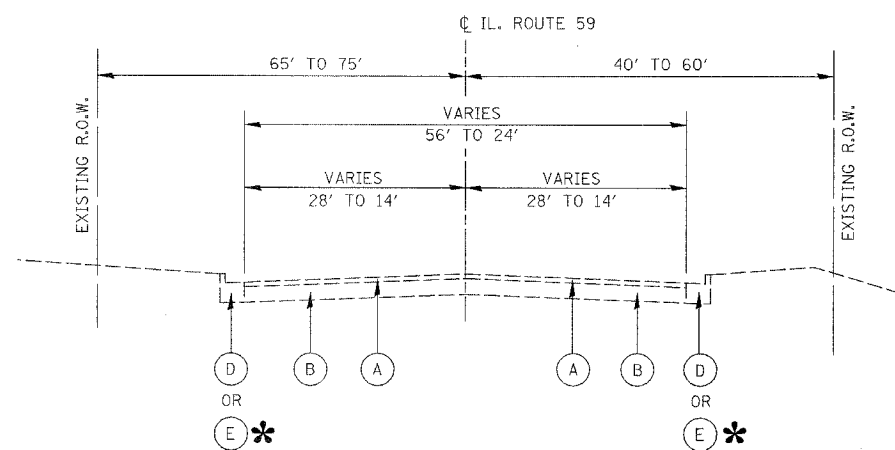
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

SUMMARY OF QUANTITIES

SCALE NONE
DATE AUGUST 17, 2007

DRAWN BY RTA
CHECKED BY JCM

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		

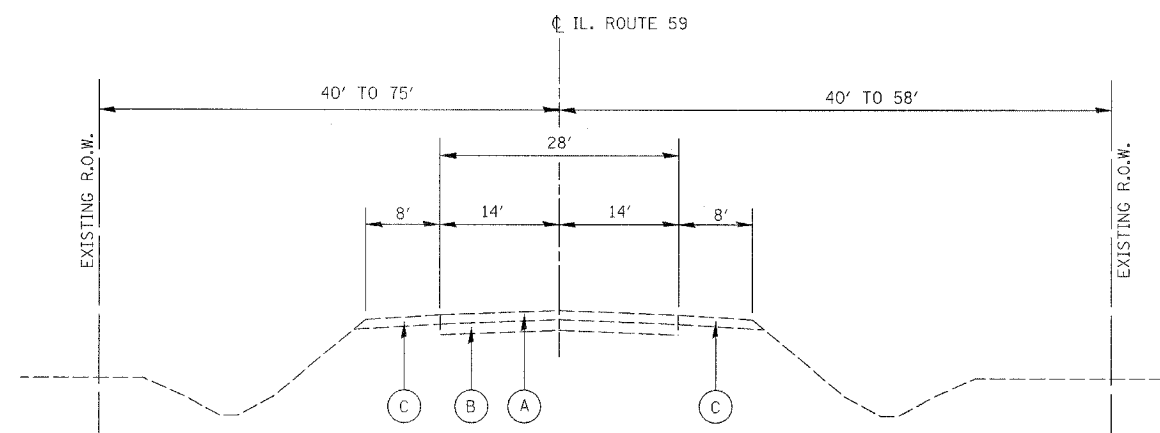


EXISTING TYPICAL CROSS SECTION
ILLINOIS ROUTE 59
STA. 3203+00 TO STA. 3208+70

- * **LEFT SIDE**
- (D) STA. 3203+00 TO STA. 3206+63
 - (E) STA. 3206+63 TO STA. 3208+39
- RIGHT SIDE**
- (D) STA. 3203+00 TO STA. 3206+31
 - (E) STA. 3206+31 TO STA. 3207+91

LEGEND EXISTING

- (A) EXISTING HOT-MIX ASPHALT SURFACE, 4 INCHES
- (B) EXISTING CONCRETE PAVEMENT, 8 INCHES
- (C) EXISTING AGGREGATE SHOULDER
- (D) EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.12
- (E) EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.24



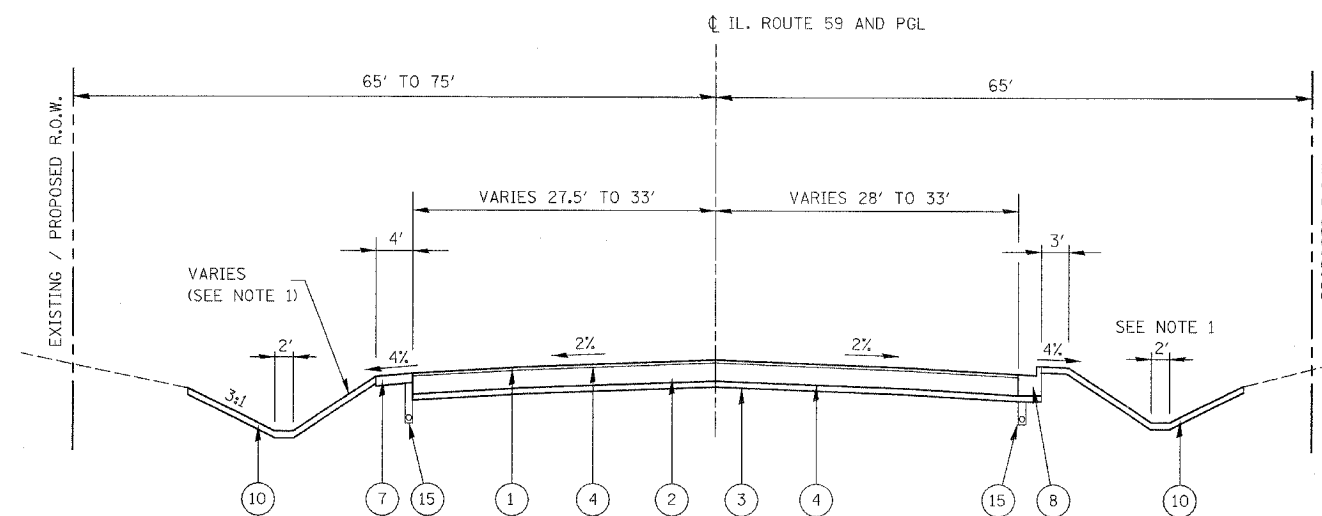
EXISTING TYPICAL CROSS SECTION
ILLINOIS ROUTE 59
STA. 3211+00 TO STA. 3218+00

NOTE
EXISTING CONDITIONS BETWEEN STA. 3208+34 AND STA. 3211+36 ARE WITHIN THE LIMITS OF THE EXISTING IL. ROUTE 59 BRIDGE OVER THE DUPAGE RIVER. FOR ADDITIONAL INFORMATION, SEE SHEETS 94 TO 100.

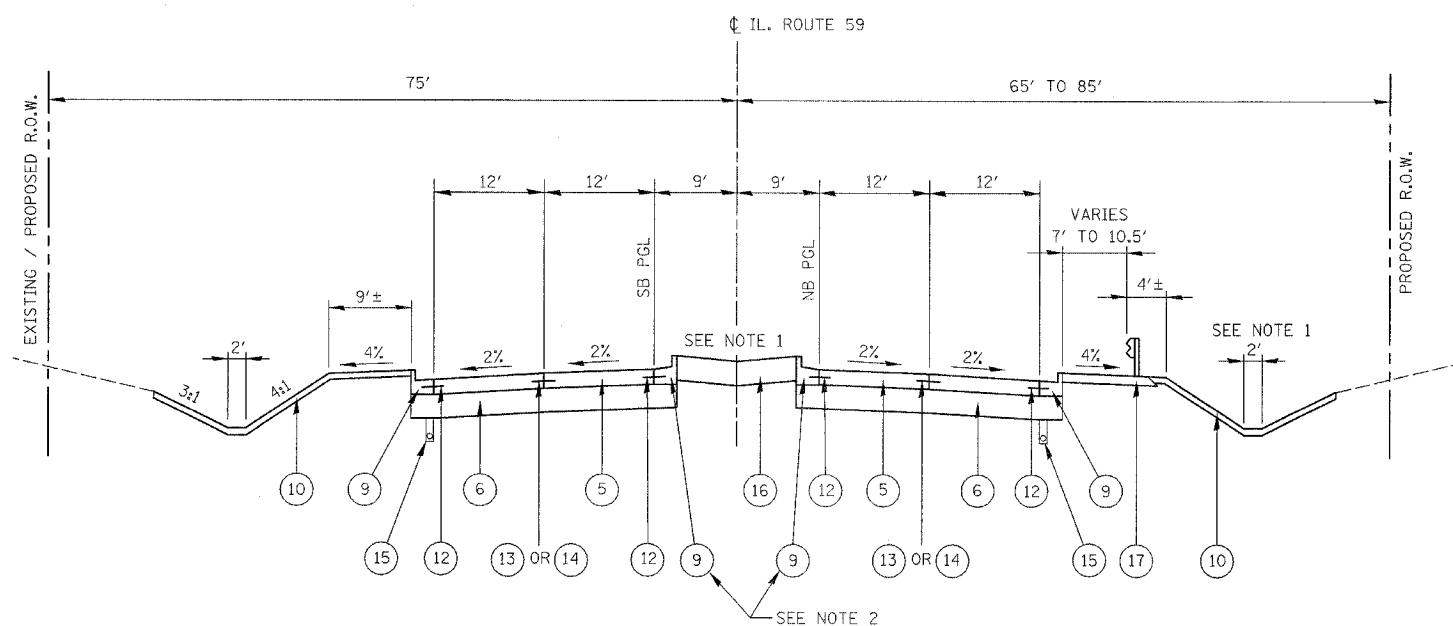
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
TYPICAL EXISTING SECTIONS
ILLINOIS ROUTE 59
STA. 3203+00 TO 3218+00

SCALE NONE
DATE AUGUST 17, 2007
DRAWN BY REW
CHECKED BY JCM

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	8
STA.		TO STA.		
FED. ROAD DIST. NO.		LINKS	FAP 338 (IL RTE. 59)	



PROPOSED TYPICAL CROSS SECTION
ILLINOIS ROUTE 59
STA. 3203+00 TO STA. 3206+26



PROPOSED TYPICAL CROSS SECTION
ILLINOIS ROUTE 59
STA. 3206+26 TO STA. 3208+34

NOTES

- SEE CROSS SECTIONS FOR GRADING INFORMATION.
- CURB AND GUTTER FOR PROPOSED MEDIAN SHALL BE CONSTRUCTED WITH REVERSE PITCHED GUTTER.
- SEE LANDSCAPING PLANS FOR SEEDING AND SODDING INFORMATION.
- HOT-MIX ASPHALT SHOULDERS SHALL BE PLACED IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARD BD-34.

LEGEND PROPOSED

- POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2 INCH
- POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N90, 11 INCH
- GRANULAR SUB-BASE MATERIAL, TYPE B, 4 INCH
- HOT-MIX ASPHALT MATERIALS (PRIME COAT)
- PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4 INCH (JOINTED)
- AGGREGATE SUBGRADE, 12 INCH
- AGGREGATE SHOULDER, TYPE B, 6 INCH
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SEE NOTE 2)
- TOPSOIL EXCAVATION AND PLACEMENT, 4 INCH AND SODDING, SALT TOLERANT
- COMPOST FURNISH AND PLACE, 4 INCH AND SEEDING, CLASS 4A
- NO. 6 EPOXY COATED TIE BARS, 24" LONG @ 24" CTRS (INCLUDED IN COST OF COMBINATION CONCRETE CURB AND GUTTER)
- SAWED LONGITUDINAL JOINT, NO. 6 EPOXY COATED TIE BARS, 30" LONG @ 30" CTRS (INCLUDED IN COST OF PCC PAVEMENT)
- LONGITUDINAL CONSTRUCTION JOINT, NO. 8 EPOXY COATED TIE BARS, 24" LONG @ 24" CTRS (INCLUDED IN COST OF PCC PAVEMENT)
- PIPE UNDERDRAIN, FABRIC LINED TRENCH, 4 INCH
- TOPSOIL EXCAVATION AND PLACEMENT, 12 INCH AND SODDING, SALT TOLERANT
- HOT-MIX ASPHALT SHOULDERS, 6 INCH (SEE NOTE 4)

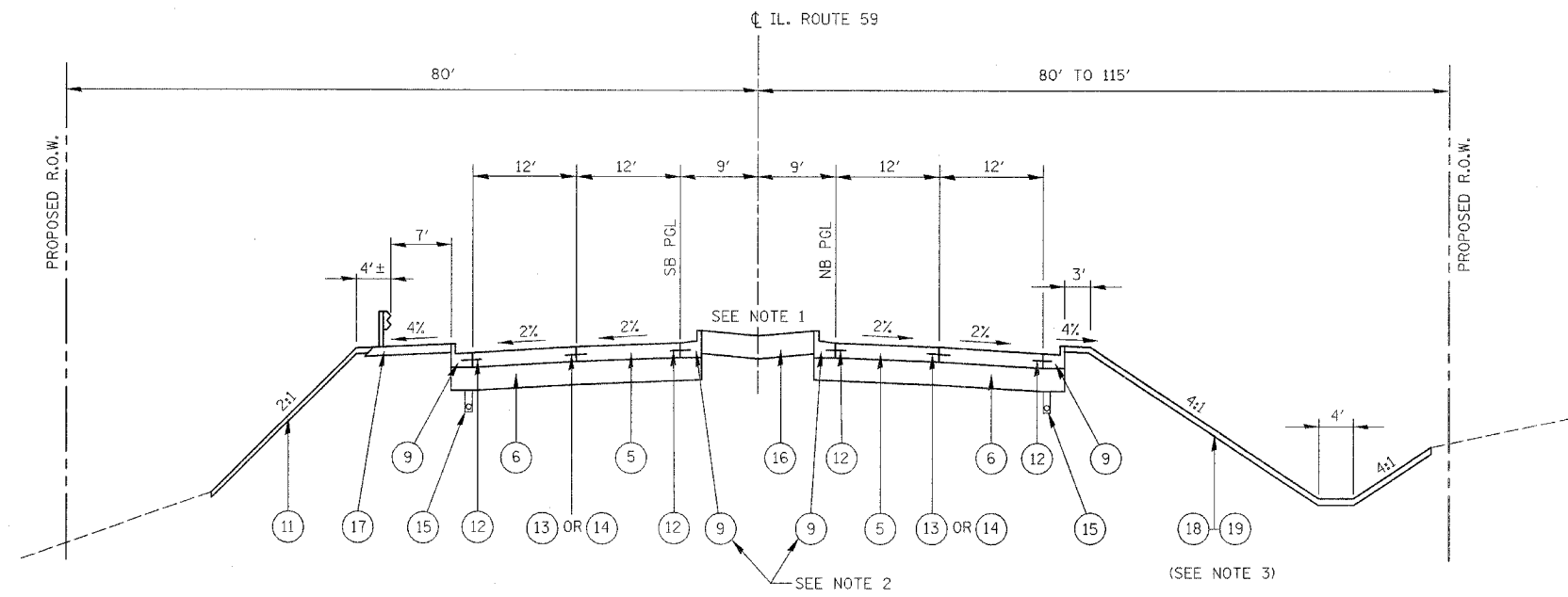
HOT-MIX ASPHALT (HMA) MIX REQUIREMENTS		
DESCRIPTION	AC TYPE	% AIR VOIDS
CLASS D PATCHES:		
HMA SURFACE COURSE, MIX "D", N70, IL 9.5; 2"	PG 64-22	4% @ 70 Gyr.
HMA BINDER COURSE, IL-19, N70 ; 8" (3 LIFTS)	PG 64-22 *	4% @ 70 Gyr.
TEMPORARY PAVEMENT:		
HMA SURFACE COURSE, MIX "D", N50, IL 9.5; 2"	PG 64-22	4% @ 50 Gyr.
HMA BINDER COURSE, IL-19.0, N50; 10" (3 LIFTS)	PG 64-22 *	4% @ 50 Gyr.
ROADWAY PAVEMENT:		
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, IL 9.5; 2"	SBS/SBR PG 70-22	4% @ 90 Gyr.
POLYMERIZED HMA BINDER COURSE, IL-19.0, N90; 11" (3 LIFTS)	SBS/SBR PG 70-22	4% @ 90 Gyr.
SHOULDERS:		
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, IL 9.5; 2"	SBS/SBR PG 70-22	4% @ 90 Gyr.
POLYMERIZED HMA BINDER COURSE, IL-19.0, N90; 4" (1 LIFT)	SBS/SBR PG 70-22	4% @ 90 Gyr.
DRIVEWAY:		
HMA SURFACE COURSE, MIX "C", N50, IL 9.5; 2"	PG 64-22	4% @ 50 Gyr.
HMA BASE COURSE (HMA BINDER IL-19.0); 6" (2 LIFTS)	PG 64-22 *	4% @ 50 Gyr.

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

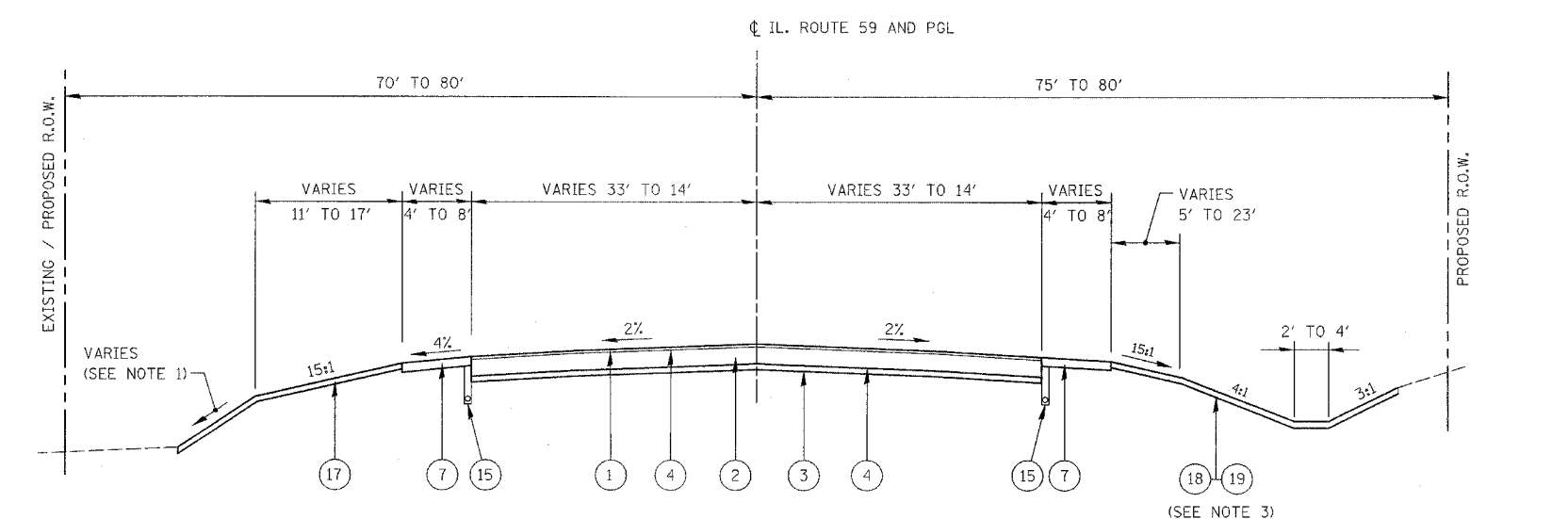
STRUCTURAL DESIGN TRAFFIC	YEAR	2024
PV = 26,989	SU = 1,193	MU = 1,640
ROAD STREET CLASSIFICATION:	Class 1	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P = 32 S = 45 MU = 45	
TRAFFIC FACTOR:	Actual TF 11.85	AC Type =
	Minimum TF 6.03	
PG GRADE: Binder =	Surface =	
SUBGRADE SUPPORT RATING:	SSR = Sta. to Sta.	

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
TYPICAL PROPOSED SECTIONS
ILLINOIS ROUTE 59
STA. 3203+00 TO STA. 3208+34
SCALE NONE
DATE AUGUST 17, 2007
DRAWN BY REW
CHECKED BY JCM

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	9
STA.		TO STA.		
FILE, ROAD DIST. NO.		BLINDS		
FAP 338 (IL RTE. 59)				



PROPOSED TYPICAL CROSS SECTION
ILLINOIS ROUTE 59
STA. 3211+36 TO STA. 3213+60



PROPOSED TYPICAL CROSS SECTION
ILLINOIS ROUTE 59
STA. 3213+60 TO STA. 3218+00

LEGEND PROPOSED

- ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2 INCH
- ② POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N90, 11 INCH
- ③ GRANULAR SUB-BASE MATERIAL, TYPE B, 4 INCH
- ④ HOT-MIX ASPHALT MATERIALS (PRIME COAT)
- ⑤ PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4 INCH (JOINTED)
- ⑥ AGGREGATE SUBGRADE, 12 INCH
- ⑦ AGGREGATE SHOULDER, TYPE B, 6 INCH
- ⑧ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ⑨ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SEE NOTE 2)
- ⑩ TOPSOIL EXCAVATION AND PLACEMENT, 4 INCH AND SODDING, SALT TOLERANT
- ⑪ COMPOST FURNISH AND PLACE, 4 INCH AND SEEDING, CLASS 4A
- ⑫ NO. 6 EPOXY COATED TIE BARS, 24" LONG @ 24" CENTERS (INCLUDED IN COST OF COMBINATION CONCRETE CURB AND GUTTER)
- ⑬ SAWED LONGITUDINAL JOINT, NO. 6 EPOXY COATED TIE BARS, 30" LONG @ 30" CENTERS (INCLUDED IN COST OF PCC PAVEMENT)
- ⑭ LONGITUDINAL CONSTRUCTION JOINT, NO. 8 EPOXY COATED TIE BARS, 24" LONG @ 24" CENTERS (INCLUDED IN COST OF PCC PAVEMENT)
- ⑮ PIPE UNDERDRAIN, FABRIC LINED TRENCH, 4 INCH
- ⑯ TOPSOIL EXCAVATION AND PLACEMENT, 12 INCH AND SODDING, SALT TOLERANT
- ⑰ HOT-MIX ASPHALT SHOULDERS, 6 INCH (SEE NOTE 4)
- ⑱ TOPSOIL EXCAVATION AND PLACEMENT, 4 INCH AND SEEDING, CLASS 2A
- ⑲ COMPOST FURNISH AND PLACE, 4 INCH AND SEEDING, CLASS 4B

NOTES

1. SEE CROSS SECTIONS FOR GRADING INFORMATION.
2. CURB AND GUTTER FOR PROPOSED MEDIAN SHALL BE CONSTRUCTED WITH REVERSE PITCHED GUTTER.
3. SEE LANDSCAPING PLANS FOR SODDING AND SEEDING INFORMATION.
4. HOT-MIX ASPHALT SHOULDERS SHALL BE PLACED IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARD BD-34.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
TYPICAL PROPOSED SECTIONS
ILLINOIS ROUTE 59
STA. 3211+36 TO STA. 3218+00

SCALE NONE
DATE AUGUST 17, 2007
DRAWN BY REW
CHECKED BY JCM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	

EARTHWORK QUANTITIES

LOCATION STATION TO STATION	EARTH EXCAVATION (SUITABLE) (CU YD)						REMOVAL & DISPOSAL OF UNSUITABLE MAT'L (CU YD)					EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED FOR SHRINKAGE, 15%) (CU YD)					EMBANKMENT (CU YD)					LOCATION STATION TO STATION				
	PRE-STAGE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	PRE-STAGE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	PRE-STAGE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	PRE-STAGE	STAGE 1	STAGE 2			STAGE 3	STAGE 4	STAGE 5
3195+17 3196+00	26	0	0	0	0	12	0	0	0	0	0	0	22	0	0	0	0	10	5	0	0	0	0	6	3195+00 3196+00	
3196+00 3197+00	45	0	0	0	0	14	0	0	0	0	0	0	38	0	0	0	0	12	8	0	0	0	0	16	3196+00 3197+00	
3197+00 3198+00	59	0	0	0	0	18	0	0	0	0	0	0	50	0	0	0	0	15	11	0	0	0	0	28	3197+00 3198+00	
3198+00 3199+00	82	44	0	0	0	25	0	0	0	0	0	0	70	38	0	0	0	21	18	10	0	0	0	36	3198+00 3199+00	
3199+00 3200+05	47	80	0	0	0	29	0	62	0	0	0	0	40	68	0	0	0	25	11	34	0	0	0	40	3199+00 3200+05	
3200+05 3201+00	0	77	0	0	0	26	0	123	0	0	0	0	0	65	0	0	0	22	0	23	0	0	0	36	3200+05 3201+00	
3201+00 3202+00	0	86	0	0	0	21	0	110	0	0	0	0	0	73	0	0	0	18	0	1	0	0	0	38	3201+00 3202+00	
3202+00 3203+00	0	157	14	28	7	9	0	0	0	0	0	0	0	134	12	24	6	7	0	0	0	0	25	19	3202+00 3203+00	
3203+00 3204+00	0	312	27	126	16	0	0	0	0	0	0	0	0	265	23	107	14	0	0	6	6	0	38	0	3203+00 3204+00	
3204+00 3205+00	0	399	22	158	20	0	0	0	0	0	0	0	0	339	19	134	17	0	0	22	26	14	25	0	3204+00 3205+00	
3205+00 3206+00	0	416	21	152	19	0	0	77	0	42	0	0	0	354	18	129	16	0	0	46	49	88	25	0	3205+00 3206+00	
3206+00 3207+00	0	247	28	118	19	0	0	150	0	88	0	0	0	210	24	101	16	0	0	61	60	151	27	0	3206+00 3207+00	
3207+00 3208+00	0	58	23	36	30	0	0	115	0	158	0	0	0	49	19	31	26	0	0	204	54	500	21	0	3207+00 3208+00	
3208+00 3208+60	0	12	4	6	12	0	0	128	0	141	0	0	0	10	3	5	10	0	0	103	14	254	5	0	3208+00 3208+60	
BRIDGE OVER DUPAGE RIVER																										
3211+36 3212+00	107	0	0	1	11	0	0	0	0	0	0	0	91	0	0	1	9	0	589	1077	0	535	18	0	3211+36 3212+00	
3212+00 3213+00	114	0	0	1	17	0	0	0	0	0	0	0	97	0	0	1	14	0	903	1437	0	800	28	0	3212+00 3213+00	
3213+00 3214+00	46	0	0	1	8	7	0	0	0	0	0	0	39	0	0	1	7	6	768	1245	0	616	14	8	3213+00 3214+00	
3214+00 3215+00	94	0	0	2	0	15	0	0	0	0	0	0	80	0	0	2	0	13	436	1050	0	337	0	18	3214+00 3215+00	
3215+00 3216+00	295	37	0	14	0	26	0	0	0	0	0	0	251	32	0	12	0	22	150	480	0	126	0	22	3215+00 3216+00	
3216+00 3217+00	361	106	0	48	0	36	0	0	0	0	0	0	307	90	0	41	0	30	62	99	0	31	0	24	3216+00 3217+00	
3217+00 3218+00	203	88	0	96	0	33	0	0	0	0	0	0	172	74	0	82	0	28	111	60	0	21	0	25	3217+00 3218+00	
3218+00 3219+00	95	35	0	92	0	32	0	0	0	0	0	0	81	30	0	78	0	27	162	91	0	26	0	25	3218+00 3219+00	
3219+00 3220+00	65	31	0	49	0	30	0	0	0	0	0	0	56	27	0	41	0	26	122	99	0	25	0	25	3219+00 3220+00	
3220+00 3221+00	42	33	0	28	0	28	0	0	0	0	0	0	35	28	0	24	0	24	75	86	0	21	0	25	3220+00 3221+00	
3221+00 3222+00	44	18	0	27	0	31	0	0	0	0	0	0	38	15	0	23	0	26	119	37	0	21	0	25	3221+00 3222+00	
3222+00 3223+00	64	0	0	28	0	31	0	0	0	0	0	0	54	0	0	24	0	26	171	0	0	22	0	22	3222+00 3223+00	
3223+00 3224+00	49	0	0	22	0	23	0	0	0	0	0	0	42	0	0	19	0	20	115	0	0	14	0	13	3223+00 3224+00	
3224+00 3225+00	26	0	0	16	0	15	0	0	0	0	0	0	22	0	0	14	0	13	39	0	0	7	0	6	3224+00 3225+00	

SUB-TOTAL	1864	2235	139	1050	159	461	0	764	0	429	0	0	1585	1900	118	893	135	392	3874	6270	208	3607	226	459	SUB-TOTAL
TOTAL	5,907						1,193						5,021						14,644						TOTAL

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

SCHEDULE OF QUANTITIES

SCALE NONE
DATE AUGUST 17, 2007
DRAWN BY RTA
CHECKED BY JCM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	11
STA.		TO STA.		
FILL ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	

EARTHWORK QUANTITIES

LOCATION STATION TO STATION	POROUS GRANULAR EMBANKMENT SUBGRADE (CU YD)					LIGHTWEIGHT CELLULAR CONCRETE FILL (CU YD)					EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)					TOPSOIL EXCAVATION & PLACEMENT (CU YD)					* TOPSOIL FURNISHED & PLACED, 4" (CU YD)					LOCATION STATION TO STATION						
	PRE-STAGE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	PRE-STAGE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	PRE-STAGE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	PRE-STAGE	STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	PRE-STAGE		STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	
3195+00 3196+00	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	4	18	0	0	0	0	0	10	0	0	0	0	4	3195+00 3196+00	
3196+00 3197+00	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	-4	32	0	0	0	0	0	12	0	0	0	0	9	3196+00 3197+00	
3197+00 3198+00	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	0	-13	45	0	0	0	0	0	11	0	0	0	0	20	3197+00 3198+00	
3198+00 3199+00	0	0	0	0	0	0	0	0	0	0	0	0	52	28	0	0	0	-15	64	35	0	0	0	0	12	6	0	0	0	32	3198+00 3199+00	
3199+00 3200+05	0	85	0	0	0	0	0	0	0	0	0	0	29	34	0	0	0	-15	37	75	0	0	0	0	6	11	0	0	0	39	3199+00 3200+05	
3200+05 3201+00	0	152	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	-14	0	65	0	0	0	0	0	10	0	0	0	34	3200+05 3201+00	
3201+00 3202+00	0	90	0	0	0	0	0	0	0	0	0	0	0	72	0	0	0	-20	0	58	0	0	0	0	0	10	0	0	0	29	3201+00 3202+00	
3202+00 3203+00	0	0	0	0	0	0	0	0	0	0	0	0	0	133	12	24	-19	-11	0	54	0	0	0	0	0	11	0	2	12	13	3202+00 3203+00	
3203+00 3204+00	0	0	0	0	0	0	0	0	0	0	0	0	0	259	17	107	-25	0	0	63	0	24	0	0	0	16	0	17	22	0	3203+00 3204+00	
3204+00 3205+00	0	0	0	0	0	0	0	0	0	0	0	0	0	317	-7	120	-8	0	0	59	0	47	0	0	0	21	0	24	23	0	3204+00 3205+00	
3205+00 3206+00	0	51	0	47	0	0	0	0	0	0	0	0	0	308	-31	41	-9	0	0	64	0	51	0	0	0	24	0	20	25	0	3205+00 3206+00	
3206+00 3207+00	0	135	0	110	0	0	0	0	0	0	0	0	0	149	-36	-50	-11	0	0	72	0	56	0	0	0	17	0	34	24	0	3206+00 3207+00	
3207+00 3208+00	0	217	0	497	0	0	0	0	0	0	0	0	0	-155	-35	-469	4	0	0	77	0	79	0	0	0	8	0	55	26	0	3207+00 3208+00	
3208+00 3208+60	0	0	0	0	0	0	0	387	0	576	0	0	0	-93	-10	-249	5	0	0	27	0	31	0	0	0	2	0	19	8	0	3208+00 3208+60	
BRIDGE OVER DUPAGE RIVER																																
3211+36 3212+00	0	0	0	0	0	0	0	0	0	0	0	0	-498	-1077	0	-534	-9	0	97	64	0	0	0	0	30	21	0	38	3	0	3211+36 3212+00	
3212+00 3213+00	0	0	0	0	0	0	0	0	0	0	0	0	-806	-1437	0	-799	-14	0	145	92	0	0	0	0	45	29	0	59	3	0	3212+00 3213+00	
3213+00 3214+00	0	0	0	0	0	0	0	0	0	0	0	0	-729	-1245	0	-615	-7	-2	124	98	0	0	0	0	37	30	0	41	1	3	3213+00 3214+00	
3214+00 3215+00	0	0	0	0	0	0	0	0	0	0	0	0	-356	-1050	0	-335	0	-6	110	103	0	0	0	0	33	32	0	23	0	6	3214+00 3215+00	
3215+00 3216+00	0	0	0	0	0	0	0	0	0	0	0	0	101	-449	0	-114	0	0	110	84	0	0	0	0	35	19	0	27	0	20	3215+00 3216+00	
3216+00 3217+00	0	0	0	0	0	0	0	0	0	0	0	0	245	-9	0	10	0	6	110	70	0	0	0	0	33	11	0	34	0	32	3216+00 3217+00	
3217+00 3218+00	0	0	0	0	0	0	0	0	0	0	0	0	61	14	0	61	0	3	105	58	0	0	0	0	28	9	0	46	0	29	3217+00 3218+00	
3218+00 3219+00	0	0	0	0	0	0	0	0	0	0	0	0	-81	-61	0	53	0	2	87	47	0	0	0	0	17	5	0	47	0	27	3218+00 3219+00	
3219+00 3220+00	0	0	0	0	0	0	0	0	0	0	0	0	-67	-73	0	16	0	1	65	39	0	0	0	0	9	2	0	35	0	26	3219+00 3220+00	
3220+00 3221+00	0	0	0	0	0	0	0	0	0	0	0	0	-39	-58	0	3	0	-1	50	32	0	0	0	0	8	0	0	24	0	24	3220+00 3221+00	
3221+00 3222+00	0	0	0	0	0	0	0	0	0	0	0	0	-81	-22	0	2	0	1	63	15	0	0	0	0	7	0	0	22	0	23	3221+00 3222+00	
3222+00 3223+00	0	0	0	0	0	0	0	0	0	0	0	0	-116	0	0	2	0	5	78	0	0	0	0	0	7	0	0	24	0	22	3222+00 3223+00	
3223+00 3224+00	0	0	0	0	0	0	0	0	0	0	0	0	-74	0	0	5	0	6	55	0	0	0	0	0	4	0	0	16	0	16	3223+00 3224+00	
3224+00 3225+00	0	0	0	0	0	0	0	0	0	0	0	0	-17	0	0	7	0	6	18	0	0	0	0	0	0	0	0	7	0	6	3224+00 3225+00	
BACKFILL FOR STORM SEWER																																
SUB-TOTAL		0	728	0	654	0	0	0	387	0	622	0	0	-2289	-4371	-91	-2714	-91	-67	1412	1348	0	287	0	0	342	294	0	611	145	412	SUB-TOTAL
TOTAL		1,382					1,009					-9,623					3,047					1,804					TOTAL					

NOTES:

* TOPSOIL FURNISH & PLACE, 4" IS USED FOR TABULATION PURPOSES, TO DETERMINE TOPSOIL BALANCE AND IS NOT REQUIRED ON THE PROJECT.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

SCHEDULE OF QUANTITIES

SCALE NONE
DATE AUGUST 17, 2007
DRAWN BY RTA
CHECKED BY JCM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	12
STA.		TO STA.		
FBI. ROAD DIST. NO.		ILLINOIS	FAP 338 (ILL. RTE. 59)	

TREE REMOVAL SCHEDULE

STATION	OFFSET (FT)	20100110 TREE REMOVAL 6-15	20100210 TREE REMOVAL OVER 15
3203+89	59 RT	8	
3204+15	59 RT	6	
3204+25	59 RT	10	
3204+60	66 LT		18
3205+00	53 RT	6	
3205+80	41 RT	7	
3205+92	40 LT		24
3205+96	43 RT		20
3206+01	43 RT		24
3206+37	55 RT	12	
3206+42	44 RT	15	
3206+52	42 RT	10	
3206+53	58 RT	12	
3206+61	42 RT	12	
3206+62	42 RT	10	
3206+80	43 RT	10	
3206+86	42 RT	10	
3206+92	42 RT	10	
3207+18	43 RT		16
3207+37	45 RT	6	
3207+47	46 RT	10	
3207+56	49 RT	15	
320758	71 RT		24
3207+71	53 RT	15	
3207+75	70 RT	12	
3207+92	83 RT		16
3207+95	35 RT	6	
3208+00	60 RT		26
3208+04	42 RT		18
3208+09	64 RT		22
3208+20	61 RT	6	
3208+25	52 LT	6	
3208+26	26 LT		18
3208+27	69 LT		25
3208+29	56 LT	6	
3208+36	65 RT	12	
3208+36	33 RT		18
3208+37	43 RT		
3208+41	65 LT		18
3208+53	42 RT	6	
3208+59	68 LT	10	
3208+61	72 LT	10	
3208+65	45 LT	9	
3208+65	70 LT	9	
3208+71	52 RT	10	
3208+74	40 LT	8	
3208+84	37 RT		30
3208+86	34 LT	8	
3208+97	43 LT	9	
3209+03	56 LT		17
3209+04	49 LT		25
3209+06	38 LT	9	
3209+12	67 LT	12	
3209+17	66 LT	10	
3210+37	60 RT	8	
3210+50	58 RT		18
3210+58	57 RT		18
3210+73	36 RT		24
3210+82	25 LT		18
3210+96	26 LT	12	
3211+01	57 RT	6	

STATION	OFFSET (FT)	20100110 TREE REMOVAL 6-15	20100210 TREE REMOVAL OVER 15
3211+04	57 LT	6	
3211+09	24 LT	8	
3211+12	61 RT	6	
3211+22	59 RT	6	
3211+23	23 LT		28
3211+26	44 RT	12	
3211+30	56 RT	12	
3211+37	42 RT	10	
3211+42	43 RT	6	
3211+49	60 LT	8	
3211+52	40 RT	6	
3211+56	44 LT	15	
3211+56	54 RT	13	
3211+60	55 RT	8	
3211+66	33 LT	8	
3211+68	56 RT	8	
3211+76	51 RT	8	
3211+78	41 LT	15	
3211+82	56 RT	8	
3211+83	56 RT		20
3211+85	58 RT	10	
3211+86	55 RT	8	
3211+87	58 RT	10	
3211+93	39 LT	8	
3212+00	30 LT	10	
3212+19	35 LT		22
3212+29	39 LT	13	
3212+43	37 LT	12	
3212+44	33 LT	13	
3212+46	33 LT		20
3212+55	37 LT	8	
3212+63	35 LT		26
3212+66	29 RT		16
3212+68	33 LT	11	
3212+75	45 LT	11	
3212+76	39 LT	11	
3213+05	31 LT	8	
3213+27	46 LT		18
3213+29	45 LT		18
3213+32	45 LT		18
3213+39	43 LT		17
3213+43	41 LT	10	
3213+43	43 LT		20
3213+50	45 LT		16
3213+65	40 LT		20
3213+70	42 LT		16
3213+70	43 LT		17
3213+79	40 LT		25
3213+90	42 LT		25
3213+96	38 LT	15	
3214+00	38 LT		20
3214+12	39 LT	10	
3214+14	40 LT		24
3214+19	39 LT		40

TOTAL	711	863
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PAVEMENT ITEMS SCHEDULE

FROM STATION	TO STATION	31101200 SUB GRAN MAT B 4 (SQ YD)	20001050 AGG SUBGRADE 12 (SQ YD)	40603595 P HMA SC "F" N90 (TON)	40603240 P HMA BC IL19.0 N90 (TON)	42000416 PCC PVT 9 3/4 JOINTD (SQ YD)	42001400 BR APPROACH PAVT SPL (SQ YD)	40600200 BIT MATLS PR CT (TON)	40600300 AGG PR CT (TON)
3203+00	3205+73	1826		205	1125			4	4
3205+73	3206+26	386		43	238			1	0.6
3206+26	3207+34		693			574			
3207+34	3208+34		644			533			
3208+34	3208+66						287		
BRIDGE OVER DUPAGE RIVER									
3211+04	3211+36						287		
3211+36	3212+36		644			533			
3212+36	3213+60		797			659			
3213+60	3214+00	293		33	181			1	0.4
3214+00	3218+00	2089		234	1287			5	4
UNDER C & G B-6.12		58							
UNDER C & G B-6.24		25							
UNDER TEMP PAVT		6066							
TOTAL		10,743	2779	515	2831	2300	574	11	9

COMB C & G SCHEDULE

FROM STATION	TO STATION	OFFSET	60603800 COMB CC&G TB 6.12 (FOOT)	60605000 COMB CC&G TB 6.24 (FOOT)	XX002134 CONC C&G OUTLET SPL (EACH)
3205+35	3208+48	LT		313	
3203+00	3205+73	RT	273		
3205+73	3206+26	RT		53	
3206+26	3208+20	RT		194	
3211+50	3213+60	LT		210	
3211+22	3213+60	RT		238	
3213+60	3213+88	LT			1
3213+60	3213+88	RT			1
3200+15	3200+17	RT	18		
3200+27	3200+27	RT	18		
3206+26	3208+30	RT		204	
3206+26	3208+37	LT		212	
3211+40	3213+60	LT		220	
3211+32	3213+60	RT		227	
TOTAL			309	1871	2

SHOULDER SCHEDULE

FROM STATION	TO STATION	OFFSET	48101200 AGGREGATE SHLDS B (TON)
3202+36	3205+35	LT	40
3216+15	3218+00	LT	37
3213+89	3216+40	RT	34
3216+40	3218+00	RT	32
EXISTING SHOULDER RESTORATION AFFECTED BY MOT STAGES			613
SHOULDERS ADJACENT TO TEMP PAVEMENT AT MOT STAGES			377
TOTAL			1133

MEDIAN SCHEDULE

FROM STATION	TO STATION	OFFSET	60619600 CONC MED TSB 6.12 (SQ FT)	60620000 CONC MED TSB 6.24 (SQ FT)
3200+15	3200+27	RT	43	
3205+82	3206+26	-		725
3213+60	3214+00	-		681
TOTAL			43	1406

DRIVEWAY SCHEDULE

STATION	TYPE	OFFSET	40603310 HMA SC "C" N50, 2" (TON)	35501308 HMA BASE CSE 6 (SQ YD)	35100700 AGG BASE CSE A 8 (SQ YD)
3205+65	P.E.	LT	10	86	
3207+08	P.E.	RT	6	57	
3217+50	F.E.	LT	9		83
3217+50	F.E.	RT	11		94
TOTAL			36	143	177

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

SCHEDULE OF QUANTITIES

SCALE NONE
DATE AUGUST 17, 2007
DRAWN BY RTA
CHECKED BY JCM

Rev.

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	13
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		

STORM SEWER, PIPE CULVERT, & TRENCH BACKFILL SCHEDULE

FROM STRUCTURE/STATION	TO STRUCTURE/STATION	542A0220 P CUL CL A 1 15" (FOOT)	542A0235 P CUL CL A 1 30" (FOOT)	550A0050 STORM SEW CL A 1 12" (FOOT)	550A0340 STORM SEW CL A 2 12" (FOOT)	550A0360 STORM SEW CL A 2 15" (FOOT)	550A0470 STORM SEW CL A 2 42" (FOOT)	20800150 TRENCH BACKFILL (CU YD)
26 3203+36	25 3203+56				21			5.7
25 3203+56	28 3204+52				92			35.2
28 3204+52	33 3206+59				203			141.3
36 3206+59	33 3206+59				10			
34 3206+59	33 3206+59				6			1.5
33 3206+59	37 3207+91					128		117.2
39 3207+91	37 3207+91				6			* 1.9
37 3207+91	38 3208+50					54		* 43.9
46 3212+09	44 3212+09				8			7.6
47 3212+09	46 3212+09				66			17.7
29 3204+50	28 3204+52				8			1.9
31 3205+40	32 3205+90	38						8.1
35 3206+59	34 3206+59			66				14.2
41 3207+91	40 3207+89				31			* 6.7
40 3207+89	39 3207+91				31			* 8.3
44 3212+09	45 3211+13						87	99.8
51 3215+35	44 3212+09						320	212.2
68 3220+96	67 3220+32	52						5.9
18 3119+91	EX 3119+91		22					5.2
53 3217+67	52 3217+33	22						2.9
55 3217+71	54 3217+30	29						6.3
TOTAL		141	22	66	482	182	407	683

* STORM SEWER TO BE BACKFILLED WITH LIGHTWEIGHT CELLULAR CONCRETE FILL.

DRAINAGE STRUCTURE SCHEDULES

54213660 PRC FLAR END SEC 15 STRUC. STATION OFFSET EACH 31 3205+40 57' LT 1 32 3205+90 57' LT 1 38 3208+50 66' RT 1 52 3217+33 48' RT 1 53 3217+67 48' RT 1 54 3217+30 65' RT 1 55 3217+71 65' RT 1 67 3220+32 46' RT 1 68 3220+96 46' RT 1 TOTAL 9	5421367 PRC FLAR END SEC 42 STRUC. STATION OFFSET EACH 45 3211+13 64' LT 1 TOTAL 1	60207605 CB TC T8G STRUC. STATION OFFSET EACH 36 3206+59 58' RT 1 TOTAL 1	60226400 MAN DT 4 DIA TIF CL STRUC. STATION OFFSET EACH 37 3207+91 45' RT 1 TOTAL 1
54213675 PRC FLAR END SEC 30 STRUC. STATION OFFSET EACH 18 3119+91 55' LT 1 TOTAL 1	60200805 CB TA 4 DIA T8G STRUC. STATION OFFSET EACH 40 3207+89 0' LT 1 TOTAL 1	60218400 MAN TA 4 DIA TIF CL STRUC. STATION OFFSET EACH 25 3203+56 45' RT 1 28 3204+52 45' RT 1 33 3206+59 45' RT 1 TOTAL 3	60226730 MAN DT 6 DIA TIF CL STRUC. STATION OFFSET EACH 44 3212+09 48' LT 1 TOTAL 1
	60201340 CB TA 4 DIA T24F&G STRUC. STATION OFFSET EACH 26 3203+36 32' RT 1 29 3204+50 32' RT 1 34 3206+59 34' LT 1 39 3207+91 35' RT 1 46 3212+09 35' LT 1 TOTAL 5	60223800 MAN TA 6 DIA TIF CL STRUC. STATION OFFSET EACH 51 3215+35 50' LT 1 TOTAL 1	60237470 INLETS TA T24F&G STRUC. STATION OFFSET EACH 35 3206+59 35' RT 1 41 3207+91 34' LT 1 47 3212+09 34' RT 1 TOTAL 3

PAVEMENT MARKINGS SCHEDULES

78000200 - THPL PVT MK LINE 4 FROM STATION TO STATION OFFSET DESCRIPTION FEET 3195+17 3206+26 LT WHITE EDGE LINE 1109 3195+13 3199+67 LT DOUBLE YELLOW CL 914 3194+84 3199+67 RT DOUBLE YELLOW CL 972 3200+57 3206+26 RT WHITE EDGE LINE 581 3200+60 3202+36 RT DOUBLE YELLOW CL 352 3202+36 3205+90 LT DOUBLE YELLOW CL 712 3202+36 3205+90 RT DOUBLE YELLOW CL 710 3213+60 3219+00 LT WHITE EDGE LINE 540 3213+60 3219+00 RT WHITE EDGE LINE 540 3213+91 3218+00 - DOUBLE YELLOW CL 818 3213+91 3218+00 - DOUBLE YELLOW CL 818 3218+00 3219+00 - DOUBLE YELLOW CL 200 3219+00 3220+00 - DOUBLE YELLOW CL 200 3219+00 3220+00 RT WHITE EDGE LINE 100 3221+30 3225+00 - DOUBLE YELLOW CL 740 3219+00 3225+00 LT WHITE EDGE LINE 600 3221+30 3225+00 RT WHITE EDGE LINE 370 TOTAL 10,276	78000400 - THPL PVT MK LINE 6 FROM STATION TO STATION OFFSET DESCRIPTION FEET 3198+73 3199+42 RT RT TURN LANE LINE 69 3200+60 3202+36 LT LT TURN LANE LINE 176 TOTAL 245	78000600 - THPL PVT MK LINE 12 FROM STATION TO STATION OFFSET DESCRIPTION FEET 3195+87 3199+47 - YELLOW DIAGONAL LINES 55 3201+50 3206+26 RT WHITE DIAGONAL LINES 70 3202+50 3206+26 LT WHITE DIAGONAL LINES 68 3203+00 3205+90 - YELLOW DIAGONAL LINES 186 3213+60 3217+50 LT WHITE DIAGONAL LINES 36 3213+60 3217+50 RT WHITE DIAGONAL LINES 42 3213+91 3218+00 - YELLOW DIAGONAL LINES 192 TOTAL 649	78000650 - THPL PVT MK LINE 24 FROM STATION TO STATION OFFSET DESCRIPTION FEET 3200+28 3200+54 RT WHITE STOP BAR 27 3220+65 3221+00 RT WHITE STOP BAR 35 TOTAL 62	78100100 RAISED REFL PAVT MKR FROM STA. TO STA. EACH 3195+13 3199+67 28 3200+60 3202+36 15 3202+36 3205+90 18 3213+91 3220+00 32 3221+30 3225+00 20 TOTAL 113	78000100 THPL PVT MK LTR & SYM STATION DESCRIPTION SQ FT 3199+00 RT ONLY 36.4 3202+10 LT ONLY 36.4 TOTAL 73	XX006058 - POLYUREA PM LINE 4 FROM STATION TO STATION OFFSET DESCRIPTION FEET 3206+26 3207+00 RT WHITE EDGE LINE 74 3206+26 3207+00 LT WHITE EDGE LINE 74 3207+00 3213+60 LT WHITE EDGE LINE 660 3207+00 3213+60 RT WHITE EDGE LINE 660 TOTAL 1468	XX005733 - POLYUREA PM LINE 12 FROM STATION TO STATION OFFSET DESCRIPTION FEET 3206+26 3207+00 LT WHITE DIAGONAL LINES 17 3206+26 3207+00 RT WHITE DIAGONAL LINES 17 3207+00 3213+60 LT WHITE DIAGONAL LINES 128 3207+00 3213+60 RT WHITE DIAGONAL LINES 128 TOTAL 290
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GUARDRAIL SCHEDULE

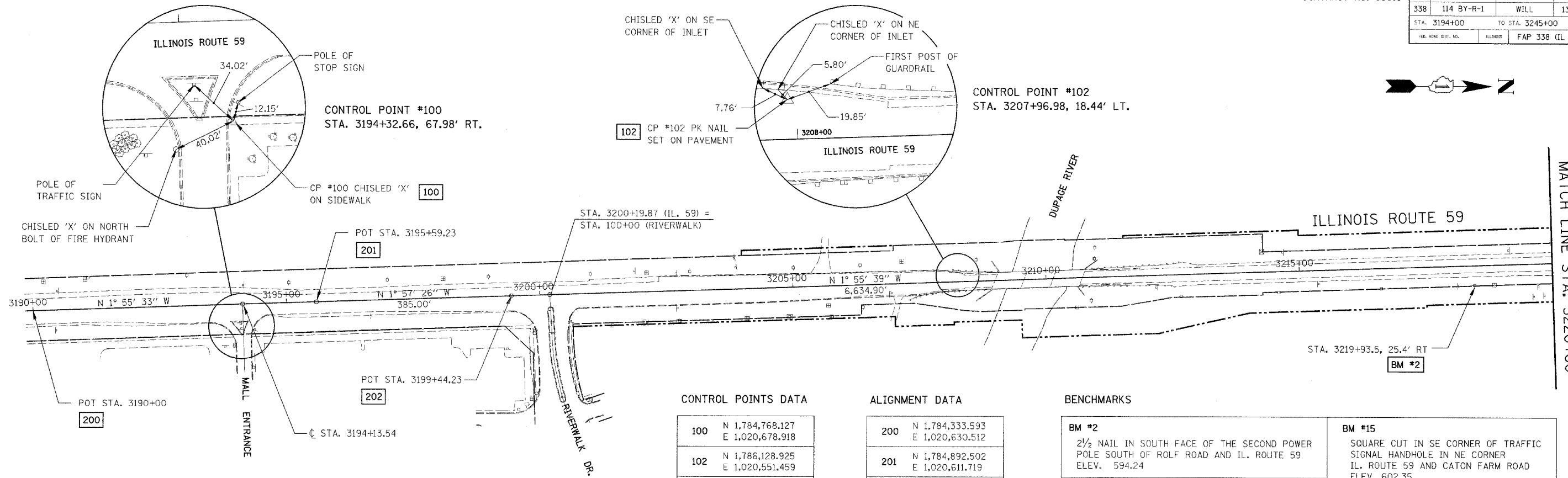
FROM STATION	TO STATION	63000000 SPBGR TY A (FOOT)	63100045 TRAF BAR TERM T2 (EACH)	63100070 TRAF BAR TERM T5 (EACH)	63100085 TRAF BAR TERM T6 (EACH)	63100167 TR BAR TRM T1 SPL TAN (EACH)	78200450 MONODIR GDRL REFL (EACH)	78201000 TERMINAL MARKER - DA (EACH)	48203021 HMA SHOULDERS 6 (SQ YD)
3205+08	3206+76	100	1			1	2	1	96
3207+29	3208+16	62.5	1		1		1		108
3208+00	3208+52	37.5	1	1			1		59
3211+54	3215+85	287.5			1	1	4	1	586
TOTAL		487.5	3	1	2	2	8	2	850

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

SCHEDULE OF QUANTITIES

SCALE NONE DRAWN BY RTA
DATE AUGUST 17, 2007 CHECKED BY JCM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	14
STA. 3194+00		TO STA. 3245+00		
FED. ROAD DIST. NO.		ILLINOIS FAP 338 (IL RTE. 59)		



CONTROL POINTS DATA

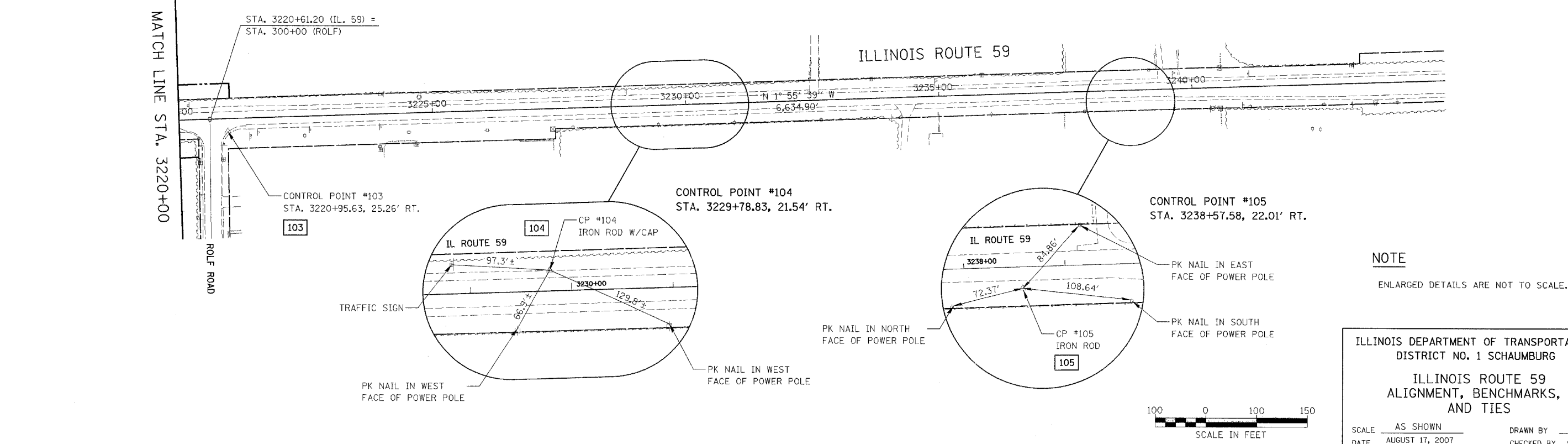
100	N 1,784,768.127 E 1,020,678.918
102	N 1,786,128.925 E 1,020,551.459
103	N 1,787,428.313 E 1,020,551.450
104	N 1,788,309.441 E 1,020,474.975
105	N 1,789,189.158 E 1,020,488.943

ALIGNMENT DATA

200	N 1,784,333.593 E 1,020,630.512
201	N 1,784,892.502 E 1,020,611.719
202	N 1,785,277.278 E 1,020,598.570

BENCHMARKS

BM #2 2 1/2 NAIL IN SOUTH FACE OF THE SECOND POWER POLE SOUTH OF ROLF ROAD AND IL. ROUTE 59 ELEV. 594.24	BM #15 SQUARE CUT IN SE CORNER OF TRAFFIC SIGNAL HANDHOLE IN NE CORNER IL. ROUTE 59 AND CATON FARM ROAD ELEV. 602.35
BM #3 CHISELED 'X' ON THE WEST BOLT OF THE FIRST FIRE HYDRANT TO THE NORTH OF DAYFIELD ROAD AND IL. ROUTE 59 ACROSS FROM FOUNDERS BANK ELEV. 604.15	



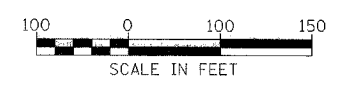
NOTE
ENLARGED DETAILS ARE NOT TO SCALE.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**ILLINOIS ROUTE 59
ALIGNMENT, BENCHMARKS,
AND TIES**

SCALE AS SHOWN
DATE AUGUST 17, 2007

DRAWN BY REW
CHECKED BY JCM



CONSTRUCTION GENERAL NOTES

1. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ONE THROUGH TRAFFIC LANE IN EACH DIRECTION ON ILLINOIS ROUTE 59.
2. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN LEFT TURN LANE ON SOUTHBOUND ILLINOIS ROUTE 59 AT RIVERWALK DRIVE, UNLESS OTHERWISE SHOWN ON PLANS.
3. THE CONTRACTOR SHALL PROVIDE ALL SIGNS, VERTICAL PANELS, TYPE III BARRICADES, DRUMS, OR LATEST TYPE II PLASTIC BARRICADES, ALL TEMPORARY CONCRETE BARRIERS AND PROTECTION NECESSARY FOR THE MAINTENANCE OF TRAFFIC, OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSTALL AND MAINTAIN PROPOSED AND TEMPORARY DRAINAGE SYSTEMS, AND EROSION CONTROL THROUGHOUT STAGE CONSTRUCTION DURING THE DURATION OF THE PROJECT.
5. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ACCESS TO ALL PUBLIC AND PRIVATE ENTRANCES. WHEN A PROPERTY IS SERVICED BY A SINGLE ENTRANCE, THE CONTRACTOR SHALL CONSTRUCT THE ENTRANCE ONE HALF AT A TIME IN ORDER TO MAINTAIN ACCESS. WHEN A PROPERTY IS SERVICED BY MULTIPLE ENTRANCES, ONE OF THE ENTRANCES SHALL REMAIN OPEN AT ALL TIMES.
6. CONTRACTOR SHALL CONTACT IDOT'S TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 72 HOURS PRIOR TO PLACEMENT OF TRAFFIC CONTROL DEVICES.
7. THE CONTRACTOR SHALL USE TEMPORARY PAINT PAVEMENT MARKING ON SURFACES TO BE REMOVED AND IN AREAS THAT DO NOT CONFLICT WITH OTHER STAGES.
8. THE CONTRACTOR SHALL USE PAVEMENT MARKING TAPE, TYPE III, ON ALL PERMANENT SURFACES AND PAVEMENT TAPERS.
9. 4 INCH SOLID WHITE PAVEMENT MARKING LINES SHALL BE USED TO DEFINE EDGE LINE WHERE CURB AND GUTTER DOES NOT EXIST.
10. 4 INCH SOLID DOUBLE YELLOW PAVEMENT MARKING LINES ARE TO BE USED TO SEPARATE OPPOSING TRAFFIC LANES. DOUBLE YELLOW LINES SHALL BE SPACED AT 11" CENTER TO CENTER.
11. 6 INCH SOLID WHITE PAVEMENT MARKING LINES ARE TO BE USED TO DEFINE TURN LANES.
12. 12 INCH SOLID YELLOW PAVEMENT MARKING LINES ARE TO BE USED FOR TEMPORARY MEDIAN DIAGONAL LINES, WHERE SHOWN ON THE PLANS.
13. ALL 12 INCH DIAGONAL LINES SHALL BE SPACED AT 30 FEET CENTER TO CENTER.
14. 24 INCH SOLID WHITE PAVEMENT MARKING LINES ARE TO BE USED FOR STOP BARS.
15. ALL TYPE II BARRICADES, DRUMS, AND VERTICAL PANELS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS.
16. ALL TYPE II BARRICADES OR DRUMS SHALL BE SPACED AT 50 FEET CENTER TO CENTER THROUGHOUT THE WORK ZONE, EXCEPT IN TAPER AREAS, GORE AREAS AND ALONG CORNER RADII, WHERE THEY SHALL BE SPACED AT 25 FEET CENTER TO CENTER, OR IN AREAS AS DIRECTED ON THE PLANS.
17. ALL TYPE II BARRICADES SHALL BE PLASTIC FOR BETTER REFLECTIVITY AT NIGHT.
18. ALL VERTICAL PANELS SHALL BE SPACED AT 50 FEET CENTER TO CENTER.
19. ALL TEMPORARY CONCRETE BARRIERS SHALL BE EQUIPPED WITH DELINEATORS, TYPE "C" REFLECTORS, AND STEADY BURNING LIGHTS.
20. ALL CONSTRUCTION WARNING SIGNS SHALL BE BLACK LEGEND ON ORANGE BACKGROUND.
21. ALL CONSTRUCTION WARNING SIGN DIMENSIONS SHALL BE 48" X 48".
22. ALL "ROAD CONSTRUCTION AHEAD" WARNING SIGNS (W20-1) SHALL BE EQUIPPED WITH HIGH INTENSITY FLASHING LIGHTS AND 18" X 18" ORANGE FLAGS.
23. THE CONTRACTOR SHALL INSTALL AND COVER ALL TEMPORARY SIGNING BEFORE EXISTING SIGNS ARE REMOVED.
24. THE CONTRACTOR SHALL INSTALL AND UNCOVER ALL PERMANENT SIGNING BEFORE TEMPORARY SIGNS ARE REMOVED.
25. EXISTING TRAFFIC SIGNS IN CONFLICT WITH STAGING SHALL BE REMOVED, RELOCATED OR COVERED AS DIRECTED BY THE ENGINEER. ALL EXISTING TRAFFIC SIGNS WHICH ARE REMOVED SHALL BE STORED AND REINSTALLED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".
26. THE EXISTING ILLINOIS ROUTE 59 BRIDGE OVER THE DUPAGE RIVER HAS A 15 TON WEIGHT LIMIT. CONTRACTOR SHALL RELOCATE EXISTING WEIGHT LIMIT SIGNS (R12-1) AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".

SUGGESTED CONSTRUCTION SEQUENCING

CONTRACT NO. 60C19

FAP WTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	

PRE-STAGE 1

TRAFFIC:

TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH IDOT STANDARDS 701326 AND 701701 AS APPLICABLE.

CONSTRUCTION:

CONSTRUCT TEMPORARY PAVEMENT AT LOCATIONS SHOWN ON THE PLANS.

INSTALL PROPOSED PIPE CULVERT UNDER ROLF ROAD, STA. 3220+32 TO STA. 3220+96, 46' RT.

STAGE 1

TRAFFIC:

PROVIDE ONE THROUGH LANE IN EACH DIRECTION AND SOUTHBOUND LEFT TURN LANE AT RIVERWALK DRIVE.

NORTHBOUND AND SOUTHBOUND TRAFFIC UTILIZES THE EAST SIDE OF THE EXISTING PAVEMENT AND TEMPORARY PAVEMENT CONSTRUCTED IN PREVIOUS STAGE.

CONSTRUCTION:

CONSTRUCT TEMPORARY PAVEMENT AT LOCATIONS SHOWN ON THE PLANS.

PLACE TEMPORARY SOIL RETENTION SYSTEM AT LOCATIONS SHOWN ON THE PLANS.

REMOVE A PORTION OF THE ILLINOIS ROUTE 59 BRIDGE OVER THE DUPAGE RIVER AND CONSTRUCT WEST SIDE OF THE PROPOSED BRIDGE

CONSTRUCT THE PROPOSED PAVEMENT FOR THE OUTSIDE SOUTHBOUND LANE FROM STA. 3203+00 TO STA. 3213+60 AND THE WEST HALF OF THE PROPOSED SOUTHBOUND PAVEMENT FROM STA. 3213+60 TO STA. 3218+00.

CONSTRUCT PROPOSED STORM SEWER, PIPE CULVERTS, AND DRAINAGE STRUCTURES ON THE WEST SIDE.

STAGE 2

TRAFFIC:

PROVIDE ONE THROUGH LANE IN EACH DIRECTION AND SOUTHBOUND LEFT TURN LANE AT RIVERWALK DRIVE.

NORTHBOUND TRAFFIC TO REMAIN IN NORTHBOUND TRAFFIC LANE ESTABLISHED IN PREVIOUS STAGE.

SOUTHBOUND TRAFFIC TO UTILIZE TEMPORARY PAVEMENT CONSTRUCTED IN PREVIOUS STAGES AND EXISTING PAVEMENT ON THE WEST SIDE.

CONSTRUCTION:

CONSTRUCT TEMPORARY PAVEMENT AT LOCATIONS SHOWN ON THE PLANS.

CONSTRUCT PROPOSED PAVEMENT FOR THE SOUTHBOUND INNER LANE FROM STA. 3203+00 TO STA. 3207+30.

STAGE 3

TRAFFIC:

PROVIDE ONE THROUGH LANE IN EACH DIRECTION. MAINTAIN SOUTHBOUND LEFT TURN LANE TO RIVERWALK DRIVE, PLACED IN PREVIOUS STAGE.

SOUTHBOUND TRAFFIC TO REMAIN IN SOUTHBOUND TRAFFIC LANE ESTABLISHED IN PREVIOUS STAGE.

NORTHBOUND TRAFFIC LANE TO BE PLACED ADJACENT TO SOUTHBOUND TRAFFIC LANE AND USE THE PROPOSED PAVEMENT CONSTRUCTED IN PREVIOUS STAGES.

STAGE 3 (CONTINUED)

CONSTRUCTION:

REMOVE REMAINDER OF EXISTING ILLINOIS ROUTE 59 BRIDGE OVER THE DUPAGE RIVER AND CONSTRUCT THE REMAINDER OF THE NEW BRIDGE.

CONSTRUCT THE EAST HALF OF THE PROPOSED PAVEMENT FROM STA. 3203+00 TO STA. 3218+00.

REMOVE TEMPORARY PAVEMENT AND RESTORE AGGREGATE SHOULDER ON THE EAST SIDE FROM STA. 3218+00 TO STA. 3225+00.

INSTALL PROPOSED GUARDRAIL ON THE EAST SIDE.

CONSTRUCT PROPOSED CURB AND GUTTER FOR BARRIER MEDIAN AND ON THE EAST SIDE.

CONSTRUCT PROPOSED AGGREGATE SHOULDER ON THE EAST SIDE.

CONSTRUCT PROPOSED STORM SEWER, PIPE CULVERTS, AND DRAINAGE STRUCTURES ON THE EAST SIDE.

STAGE 4

TRAFFIC:

PROVIDE ONE THROUGH LANE IN EACH DIRECTION. PROVIDE A SOUTHBOUND LEFT TURN LANE AT RIVERWALK DRIVE.

NORTHBOUND AND SOUTHBOUND TRAFFIC UTILIZES THE EAST SIDE OF THE EXISTING AND THE NEW PAVEMENT.

CONSTRUCTION:

CONSTRUCT PROPOSED SIDEWALK AND PARAPET ON THE WEST SIDE OF THE NEW BRIDGE.

CONSTRUCT PROPOSED PAVEMENT FOR THE INNER SOUTHBOUND LANE FROM STA. 3207+30 TO STA. 3208+40, AND FROM STA. 3211+45 TO STA. 3213+60.

CONSTRUCT PROPOSED CURB AND GUTTER ON THE WEST SIDE.

CONSTRUCT PROPOSED AGGREGATE SHOULDER ON THE WEST SIDE.

INSTALL PROPOSED GUARDRAIL ON THE WEST SIDE.

INSTALL PERMANENT PAVEMENT MARKING.

STAGE 5

TRAFFIC:

TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH IDOT STANDARDS 701326 AND 701701 AS APPLICABLE.

CONSTRUCTION:

REMOVE TEMPORARY PAVEMENT AND RESTORE AGGREGATE SHOULDER ON THE WEST SIDE FROM STA. 3195+00 TO STA. 3203+00, AND FROM STA. 3214+00 TO STA. 3225+00.

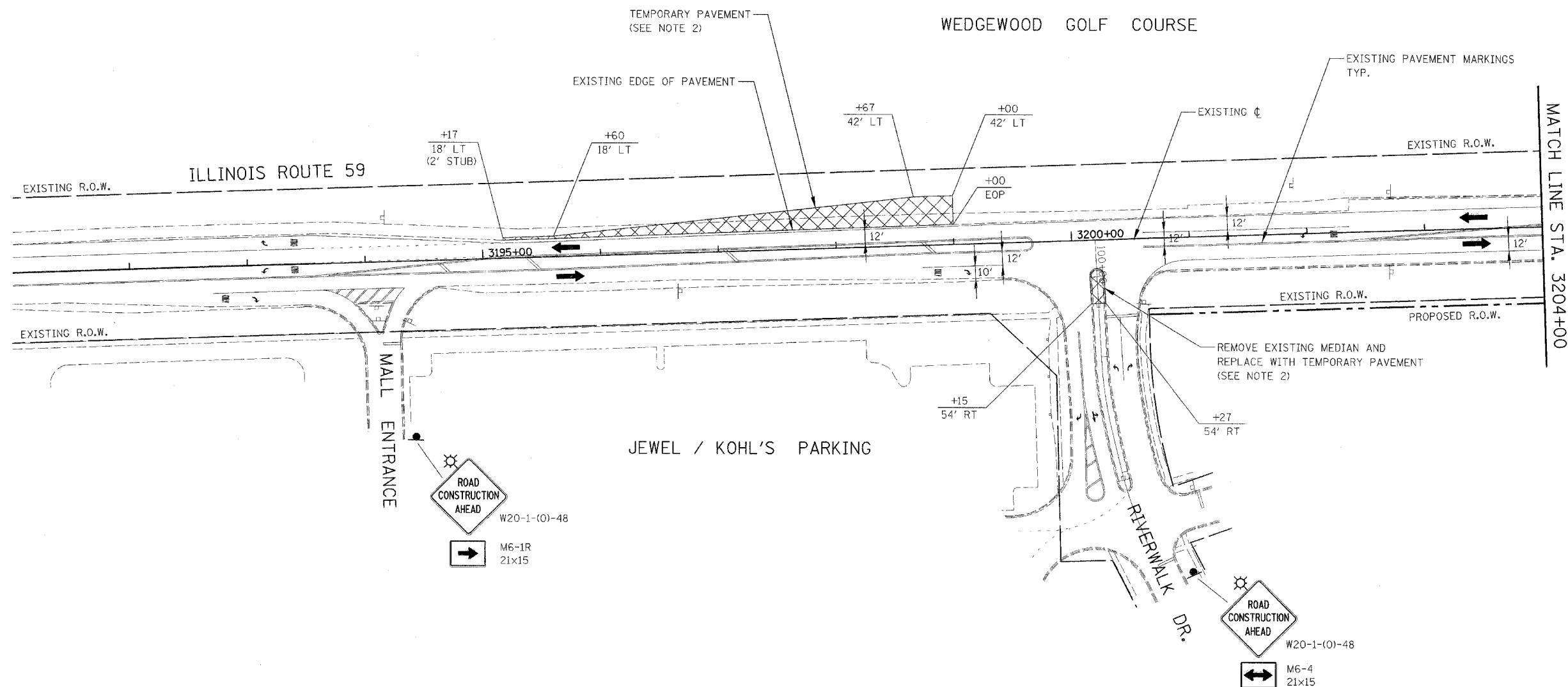
COMPLETE RESTORATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 MAINTENANCE OF TRAFFIC
 CONSTRUCTION GENERAL NOTES AND
 SUGGESTED CONSTRUCTION SEQUENCING

SCALE NONE DRAWN BY REW
 DATE AUGUST 17, 2007 CHECKED BY JCM




CONTRACT NO. 60C19

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
338	114 BY-R-1	WILL	139	16
STA. 3191+00		TO STA. 3204+00		
FED. ROAD DIST. NO.		ILLINOIS FAP 338 (IL RTE. 59)		



FOR TEMPORARY PAVEMENT CONSTRUCTION
USE IDOT STANDARDS NO. 701326 & 701701

LEGEND

-  TEMPORARY PAVEMENT CONSTRUCTED THIS STAGE
-  DIRECTION OF TRAFFIC
-  FLASHING YELLOW LIGHT

NOTES

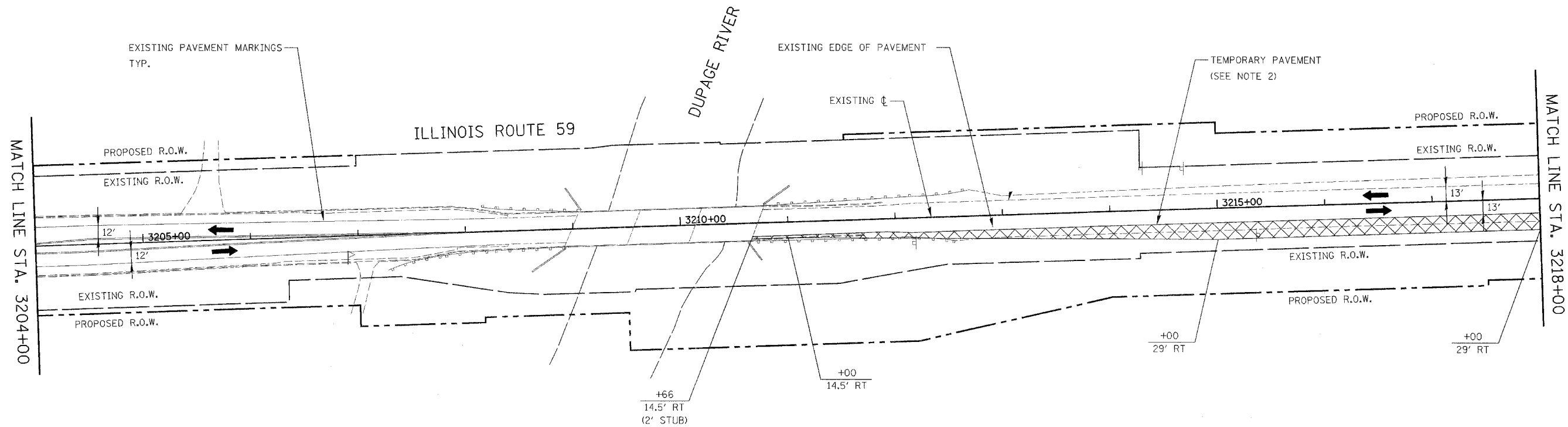
1. EXISTING LANE CONFIGURATIONS ARE TO REMAIN IN OPERATION DURING THIS STAGE OF CONSTRUCTION.
2. TEMPORARY PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAIL ON SHEET NO. 102. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY PAVEMENT.
3. SEE CROSS SECTIONS FOR GRADING DETAILS.



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
STAGING PLANS
ILLINOIS ROUTE 59
PRE-STAGE 1
SCALE AS SHOWN
DATE AUGUST 17, 2007
DRAWN BY REW
CHECKED BY JCM

CONTRACT NO. 60C19

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	17
STA. 3204+00		TO STA. 3218+00		
FED. ROAD DIST. NO.		ILLINOIS		FAP 338 (IL RTE. 59)



FOR TEMPORARY PAVEMENT CONSTRUCTION
USE IDOT STANDARDS NO. 701326 & 701701

NOTES

- EXISTING LANE CONFIGURATIONS ARE TO REMAIN IN OPERATION DURING THIS STAGE OF CONSTRUCTION.
- TEMPORARY PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAIL ON SHEET NO. 102. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY PAVEMENT.

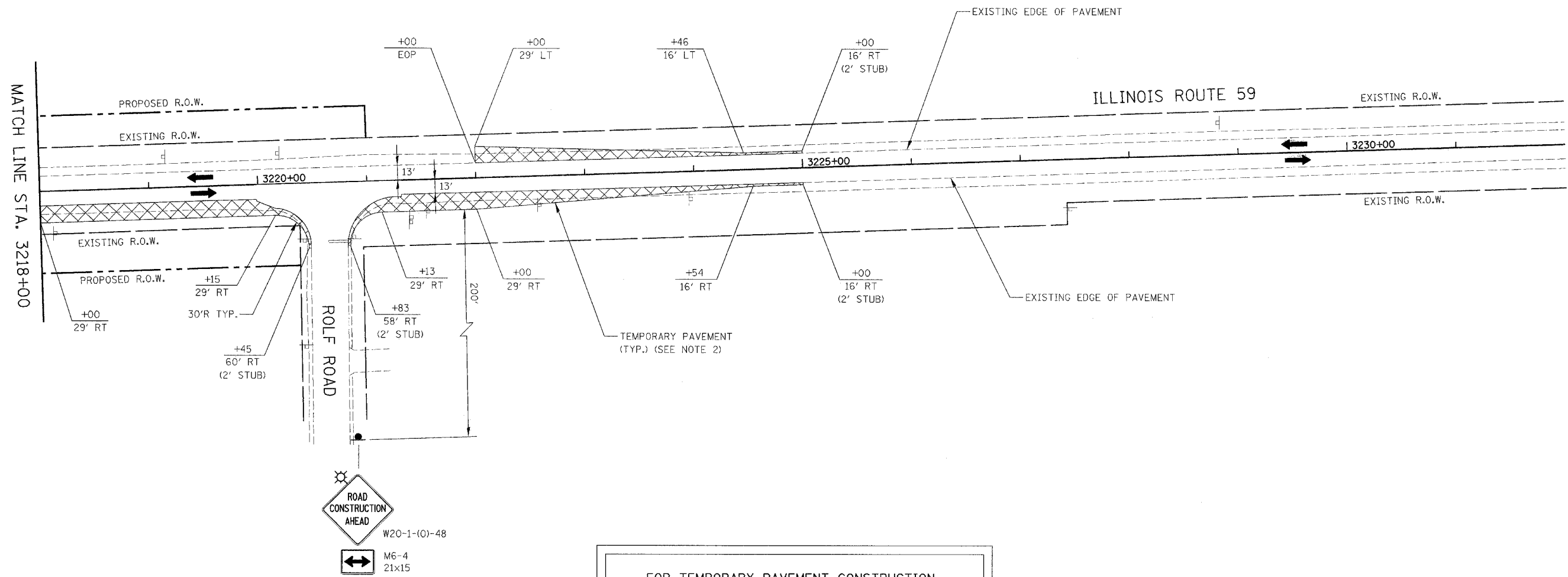
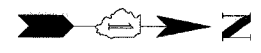


ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
STAGING PLANS
ILLINOIS ROUTE 59
PRE-STAGE 1

SCALE AS SHOWN
DATE AUGUST 17, 2007
DRAWN BY REW
CHECKED BY JCM

CONTRACT NO. 60C19

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	18
STA. 3218+00		TO STA. 3232+00		
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		

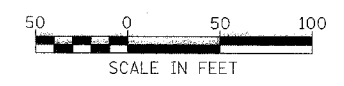


FOR TEMPORARY PAVEMENT CONSTRUCTION
USE IDOT STANDARDS NO. 701326 & 701701

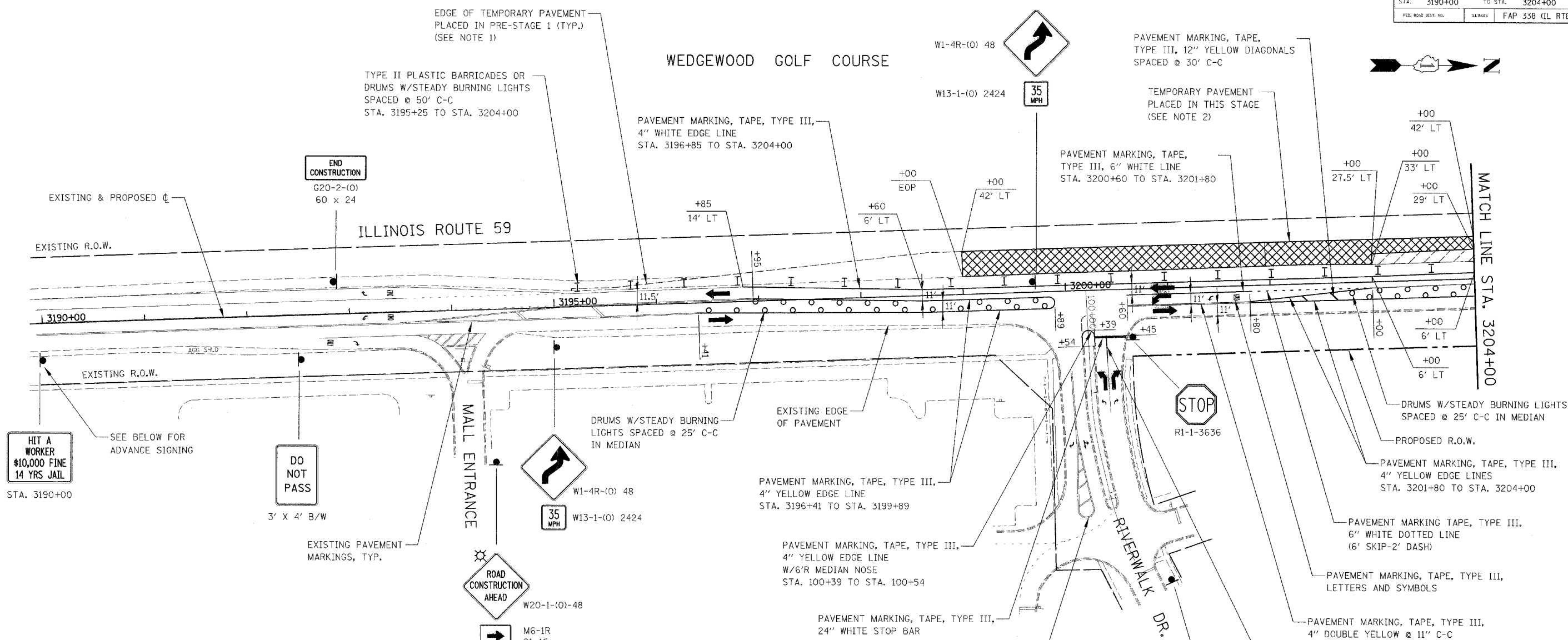
NOTES

- EXISTING LANE CONFIGURATIONS ARE TO REMAIN IN OPERATION DURING THIS STAGE OF CONSTRUCTION.
- TEMPORARY PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAIL ON SHEET NO. 102. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY PAVEMENT.

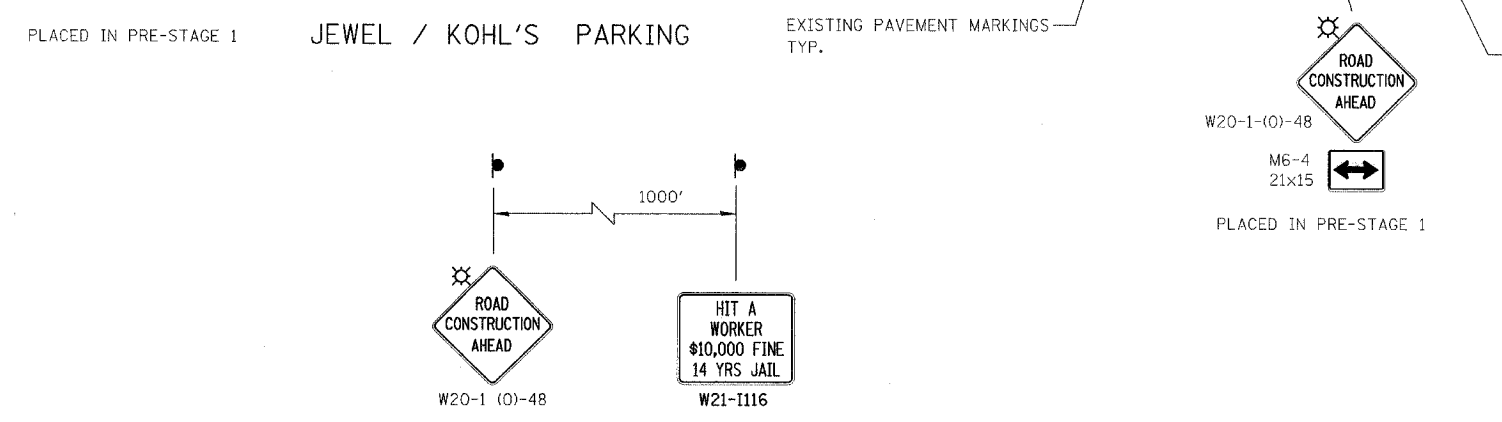
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
STAGING PLANS
ILLINOIS ROUTE 59
PRE-STAGE 1
SCALE AS SHOWN
DATE AUGUST 17, 2007
DRAWN BY REW
CHECKED BY JCM



FAP RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
338	114 BY-R-1	WILL	139	19
STA. 3190+00		TO STA. 3204+00		
FED. ROAD DIST. NO.		ILLINOIS		FAP 338 (IL RTE. 59)



- LEGEND**
- CONSTRUCTION WORK ZONE
 - TEMPORARY PAVEMENT PLACED IN THIS STAGE
 - DIRECTION OF TRAFFIC
 - TYPE II PLASTIC BARRICADES OR DRUMS
 - TRAFFIC WARNING OR CHANNELIZATION DRUM
 - VERTICAL PANEL
 - TEMPORARY SOIL RETENTION SYSTEM
 - SIGN LOCATION
 - TYPE III BARRICADE LOCATION
 - FLASHING YELLOW LIGHT



- NOTES**
- SEE PLANS FOR LOCATION AND DIMENSIONS OF TEMPORARY PAVEMENT PLACED IN PRE-STAGE 1.
 - TEMPORARY PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAIL ON SHEET NO. 102. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY PAVEMENT.
 - SEE CROSS SECTIONS FOR GRADING DETAILS.



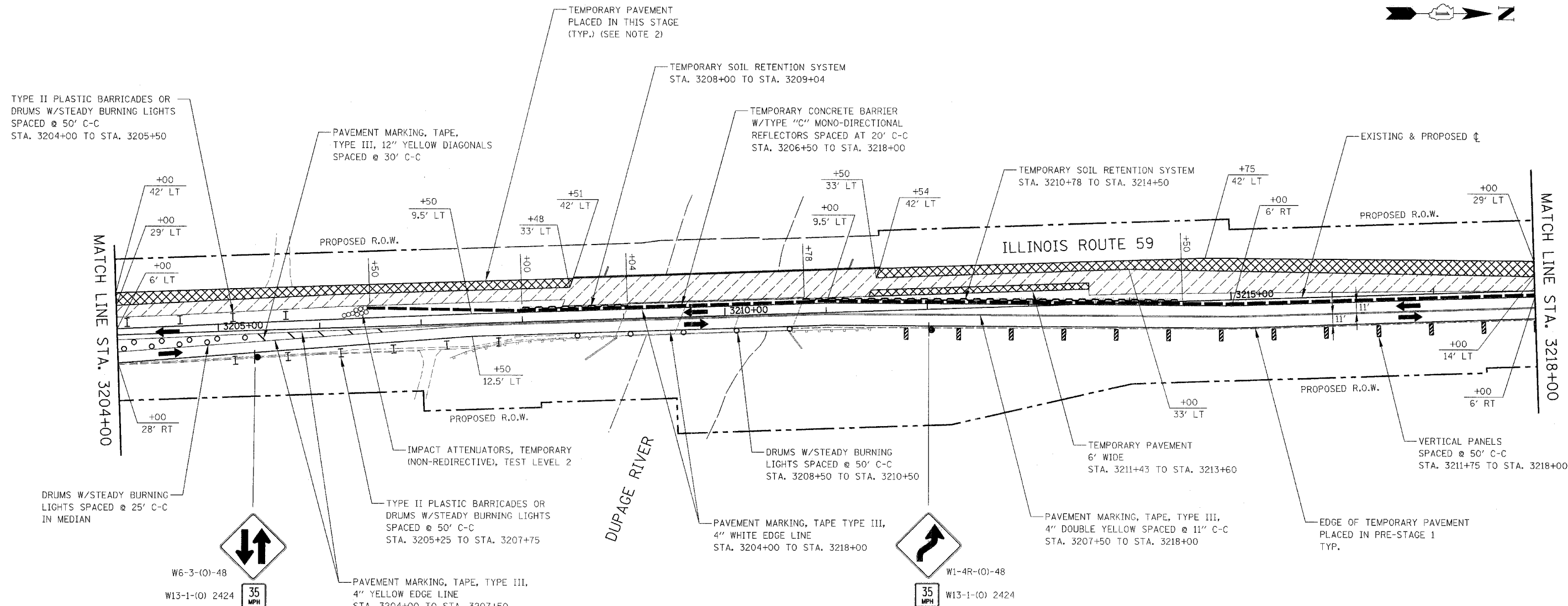
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
STAGING PLANS
ILLINOIS ROUTE 59
STAGE 1

SCALE AS SHOWN
DATE AUGUST 17, 2007

DRAWN BY REW
CHECKED BY JCM

CONTRACT NO. 60C19

FAP R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	20
STA. 3204+00		TO STA. 3218+00		
FED. ROAD DIST. NO.		ILLINOIS FAP 338 (IL RTE. 59)		

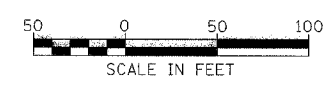


- NOTES**
- SEE PLANS FOR LOCATION AND DIMENSIONS OF TEMPORARY PAVEMENT PLACED IN PRE-STAGE 1.
 - TEMPORARY PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAIL ON SHEET NO. 102. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY PAVEMENT.
 - SEE CROSS SECTIONS FOR GRADING DETAILS.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 STAGING PLANS
 ILLINOIS ROUTE 59
 STAGE 1

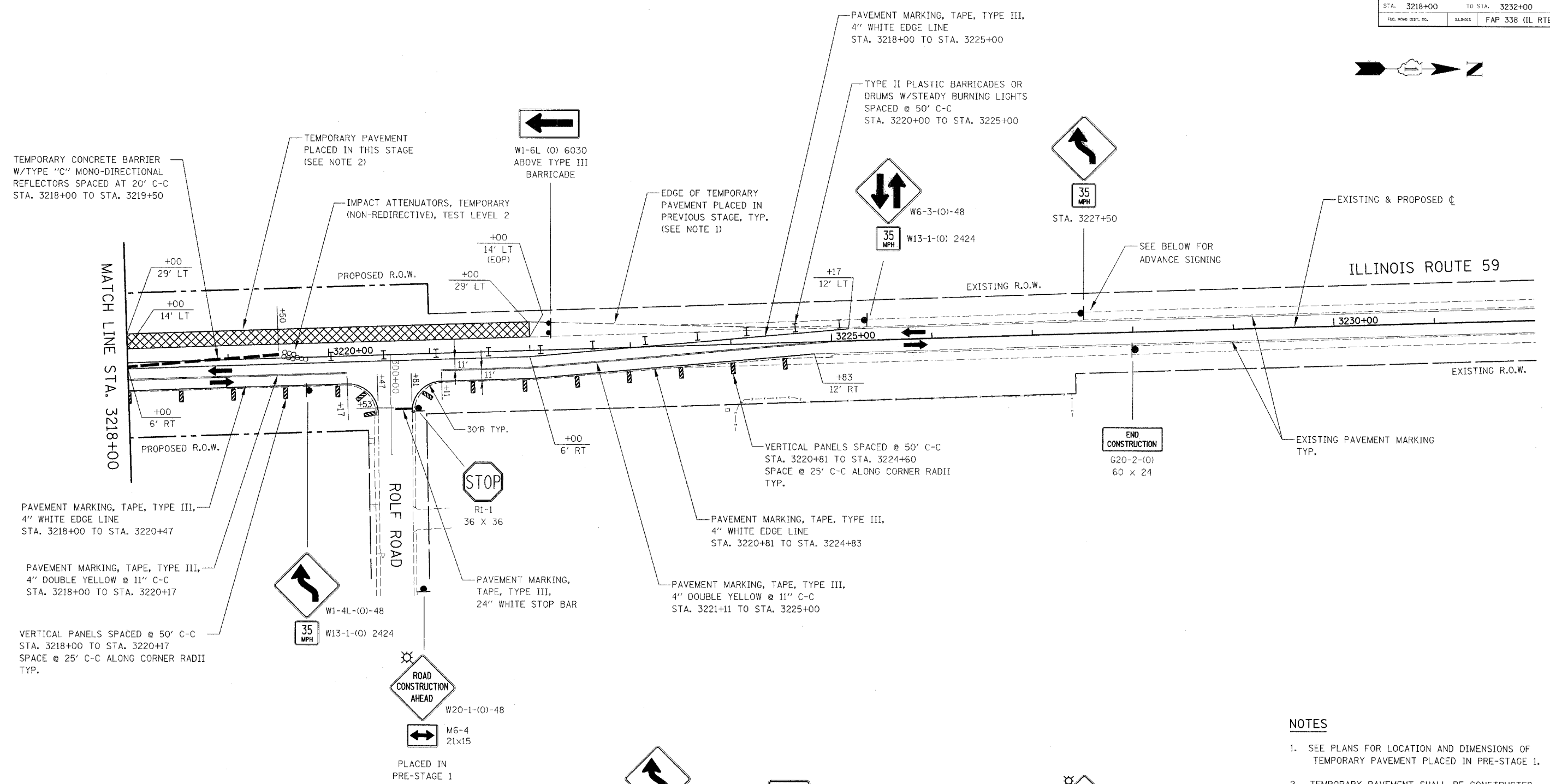
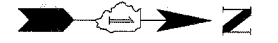
SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY REW
 CHECKED BY JCM



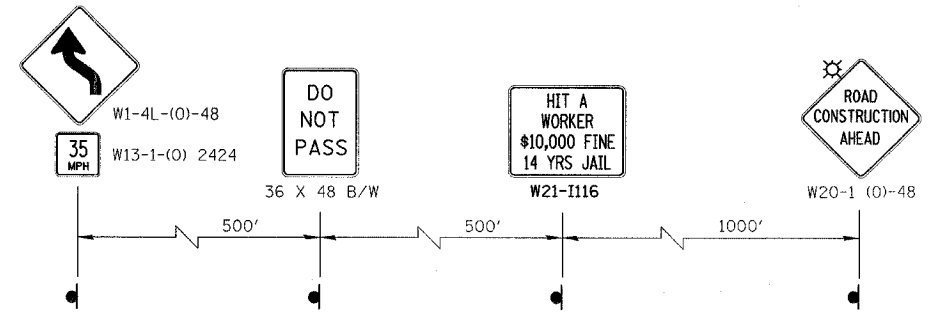
CONTRACT NO. 60C19

FAP R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	21
STA. 3218+00		TO STA. 3232+00		
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (ILL. RTE. 59)		



NOTES

1. SEE PLANS FOR LOCATION AND DIMENSIONS OF TEMPORARY PAVEMENT PLACED IN PRE-STAGE 1.
2. TEMPORARY PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAIL ON SHEET NO. 102. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY PAVEMENT.
3. SEE CROSS SECTIONS FOR GRADING DETAILS.



ADVANCE SIGNING FOR SOUTHBOUND ILLINOIS 59
(SPACING MAY VARY DUE TO FIELD CONDITIONS)

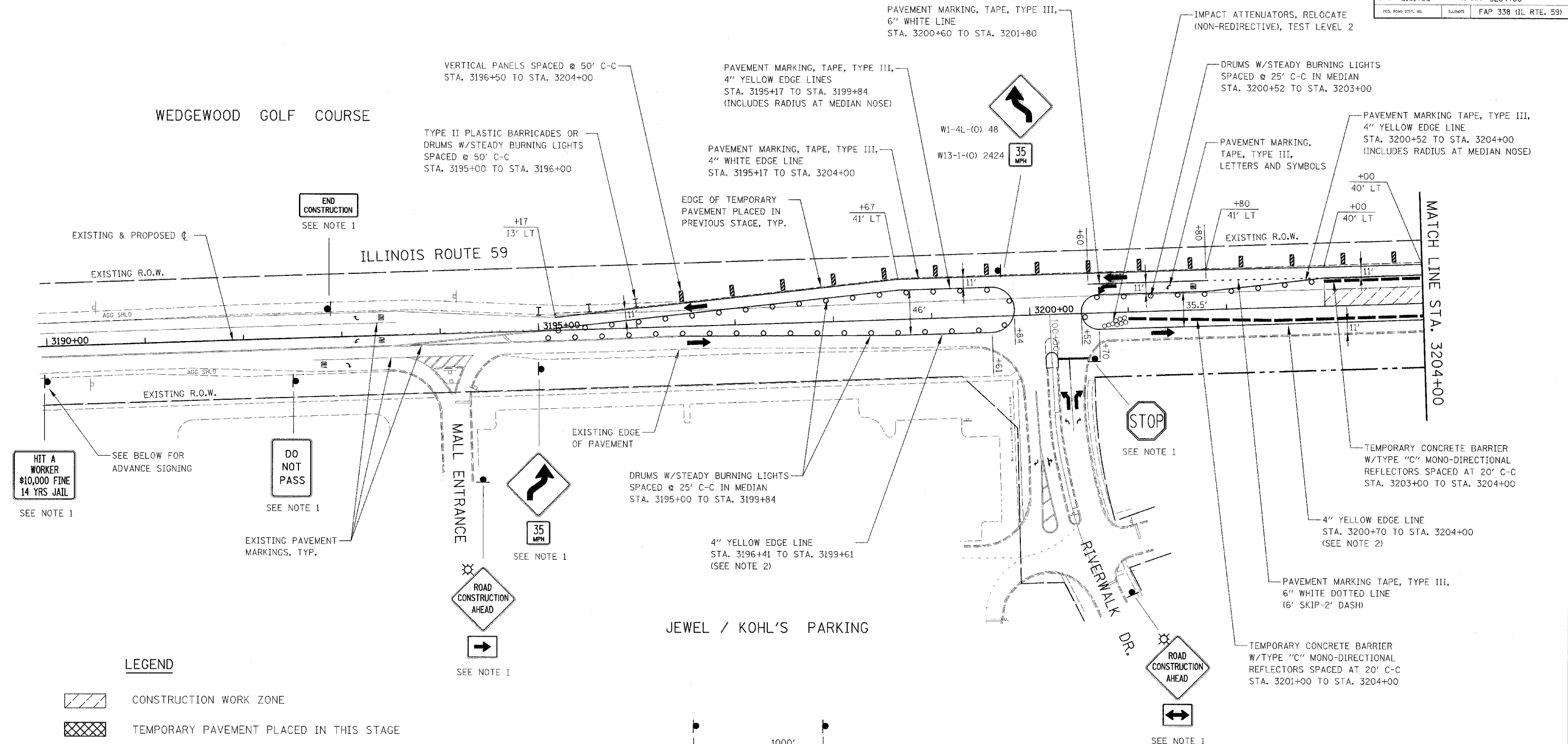


ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
STAGING PLANS
ILLINOIS ROUTE 59
STAGE 1

SCALE AS SHOWN
DATE AUGUST 17, 2007

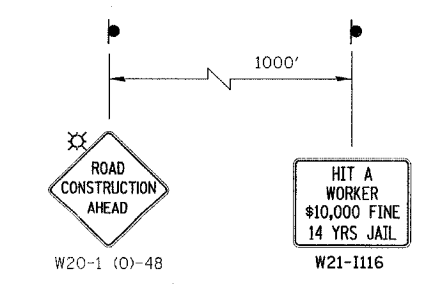
DRAWN BY REW
CHECKED BY JCM

FAP RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
338	114 BY-R-1	WILL	139	22
STA. 3191+00		TO STA. 3204+00		
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		



LEGEND

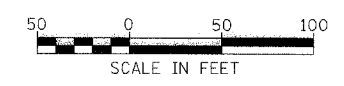
- CONSTRUCTION WORK ZONE
- TEMPORARY PAVEMENT PLACED IN THIS STAGE
- DIRECTION OF TRAFFIC
- TYPE II PLASTIC BARRICADES OR DRUMS
- TRAFFIC WARNING OR CHANNELIZATION DRUM
- VERTICAL PANEL
- SIGN LOCATION
- TYPE III BARRICADE LOCATION
- FLASHING YELLOW LIGHT



ADVANCE SIGNING FOR NORTHBOUND ILLINOIS 59
(SEE NOTE 1)

NOTES

1. SIGN PLACED IN PREVIOUS STAGE.
2. PAVEMENT MARKING PLACED IN PREVIOUS STAGE.



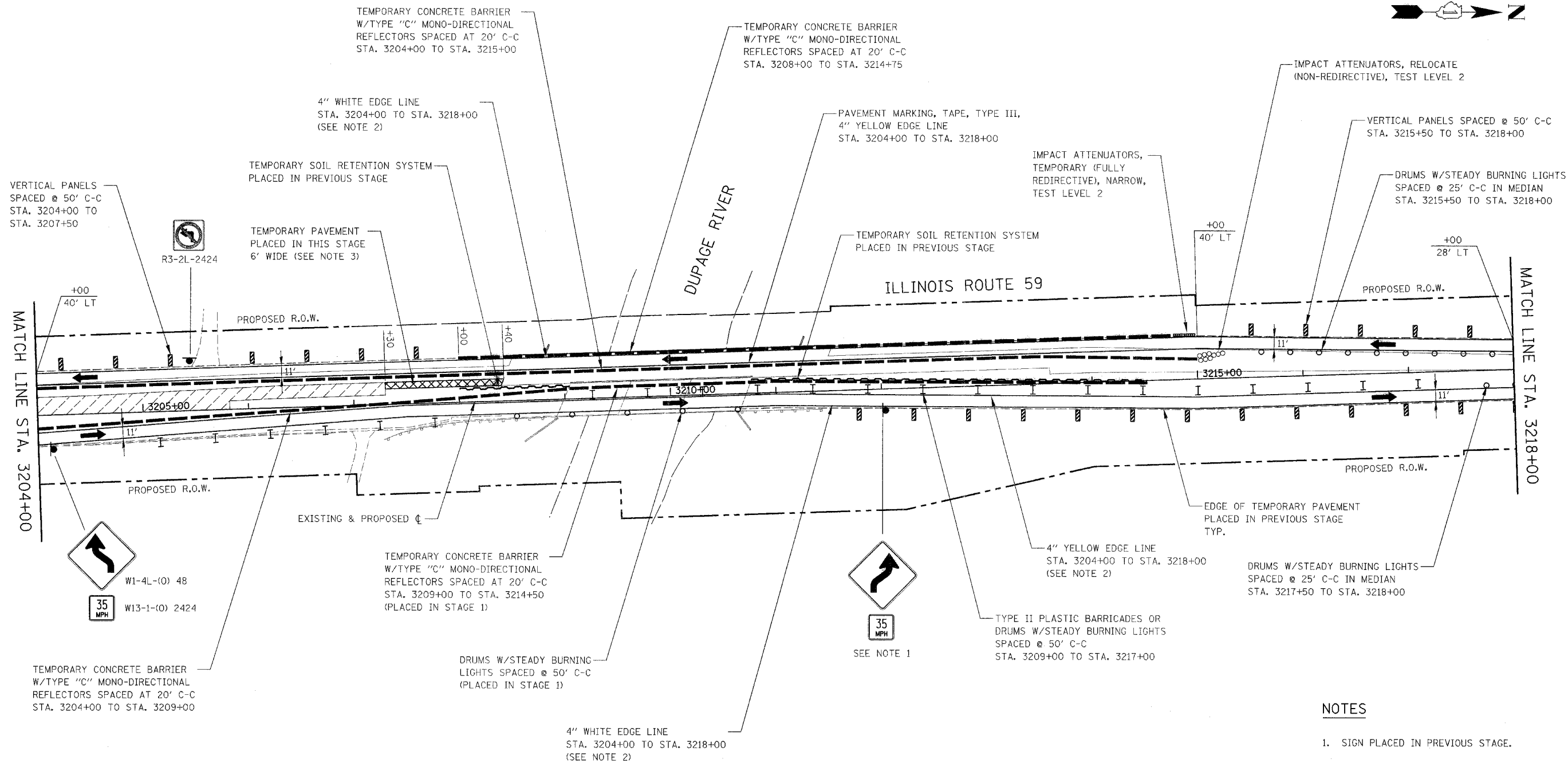
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

STAGING PLANS
ILLINOIS ROUTE 59
STAGE 2

SCALE AS SHOWN
DATE AUGUST 17, 2007

DRAWN BY REW
CHECKED BY JCM

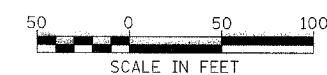
F/R	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	23
STA. 3204+00		TO STA. 3218+00		
FED. ROAD DIST. NO.		FAP 338 (IL RTE. 59)		



NOTES

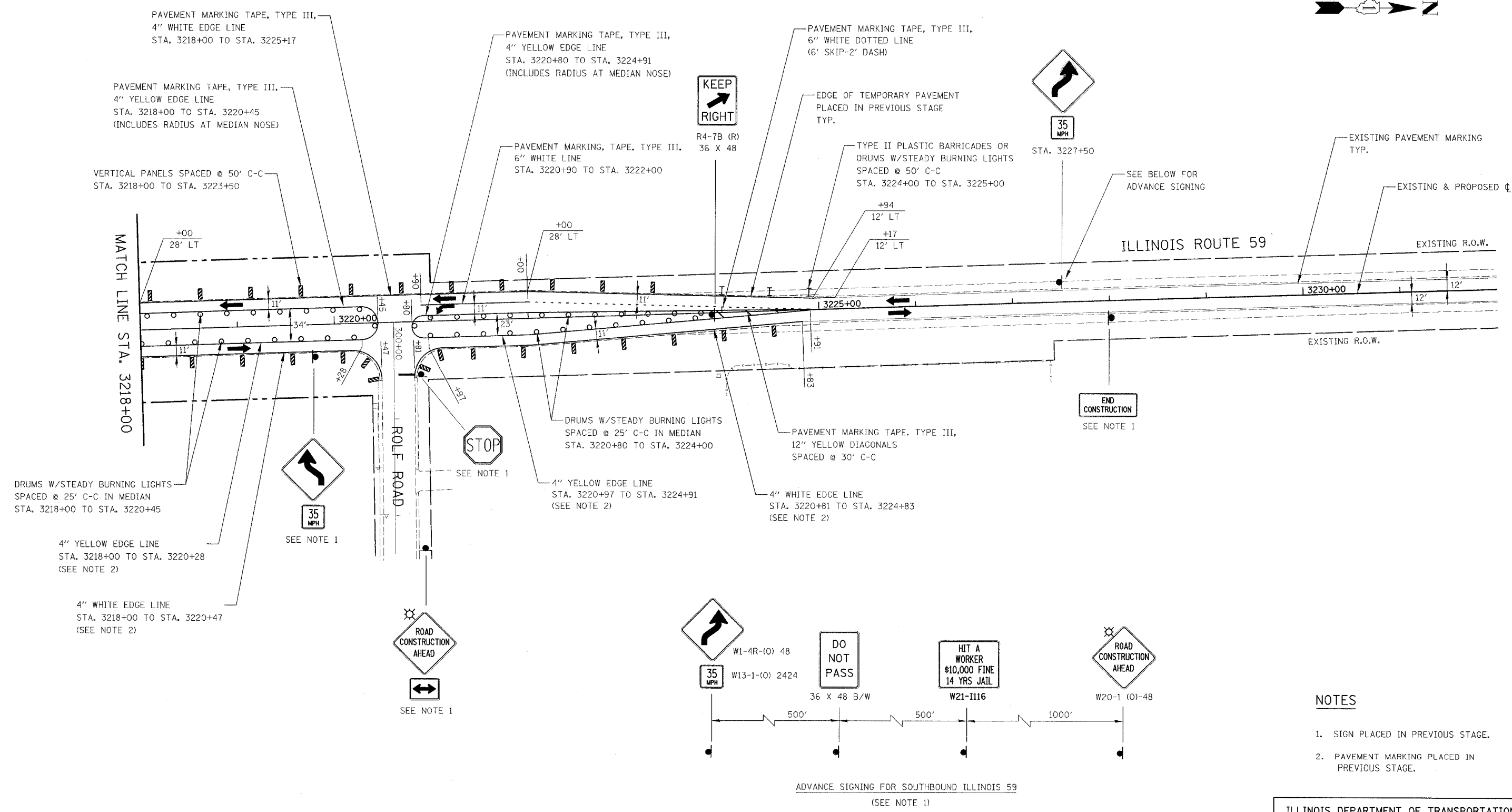
1. SIGN PLACED IN PREVIOUS STAGE.
2. PAVEMENT MARKING PLACED IN PREVIOUS STAGE.
3. TEMPORARY PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH DETAIL ON SHEET NO. 102. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY PAVEMENT.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
STAGING PLANS
ILLINOIS ROUTE 59
STAGE 2



SCALE AS SHOWN
DATE AUGUST 17, 2007
DRAWN BY REW
CHECKED BY JCM

FIP #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	24
STA. 3218+00		TO STA. 3232+00		
FED. ROAD DIST. NO.		BLDG. NO.	FAP 338 (IL RTE. 59)	



- NOTES**
1. SIGN PLACED IN PREVIOUS STAGE.
 2. PAVEMENT MARKING PLACED IN PREVIOUS STAGE.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
STAGING PLANS
 ILLINOIS ROUTE 59
 STAGE 2

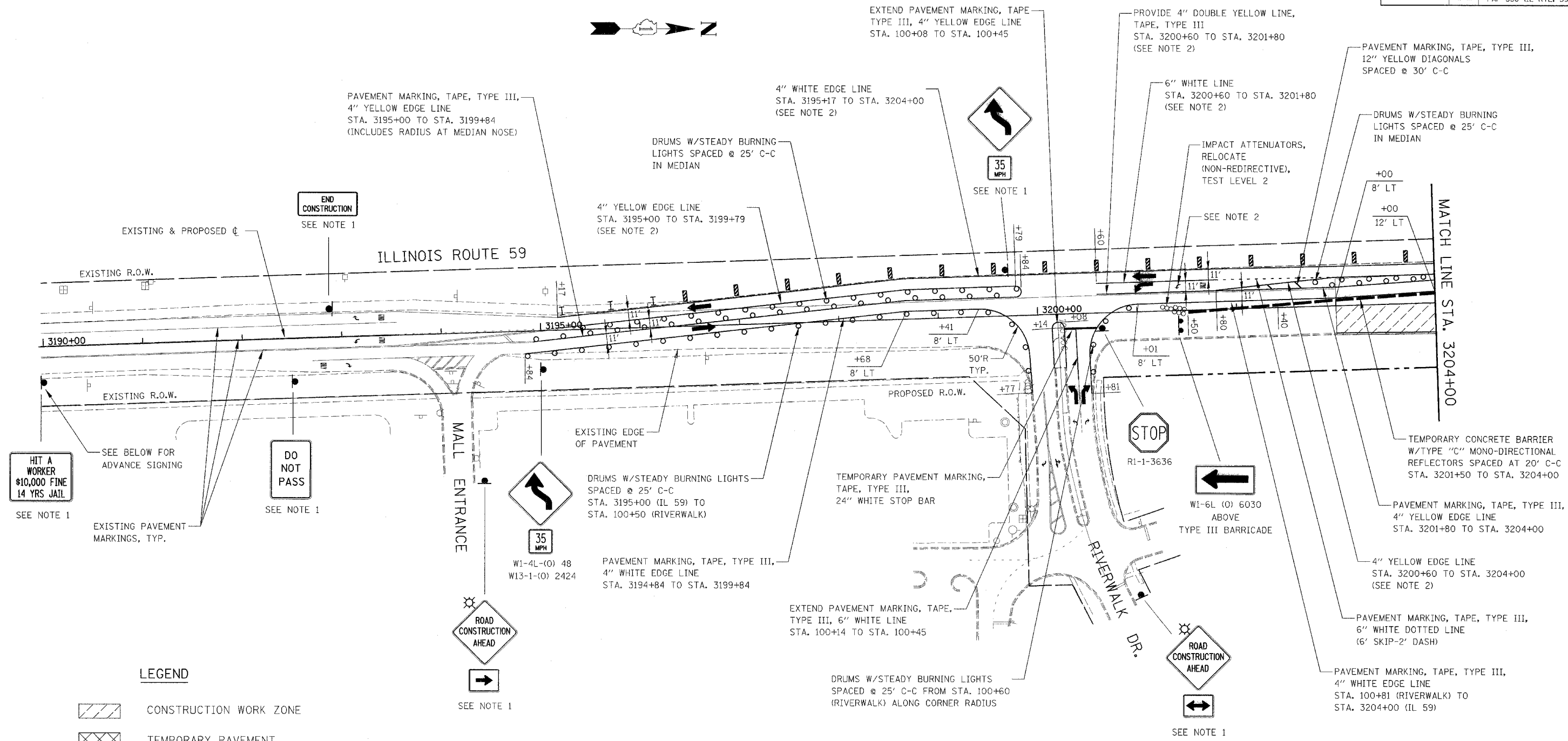
SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY REW
 CHECKED BY JCM



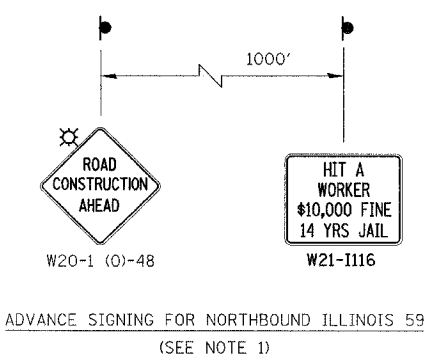
ADVANCE SIGNING FOR SOUTHBOUND ILLINOIS 59
 (SEE NOTE 1)

APP. DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	25
STA. 3190+00		TO STA. 3204+00		
FED. ROAD EST. NO.		ILLINOIS		FAP 338 (IL RTE. 59)



LEGEND

- CONSTRUCTION WORK ZONE
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- TYPE II PLASTIC BARRICADES OR DRUMS
- TRAFFIC WARNING OR CHANNELIZATION DRUM
- SIGN LOCATION
- TYPE III BARRICADE LOCATION
- FLASHING YELLOW LIGHT



NOTES

1. SIGN PLACED IN PREVIOUS STAGE.
2. PAVEMENT MARKING PLACED IN PREVIOUS STAGE.

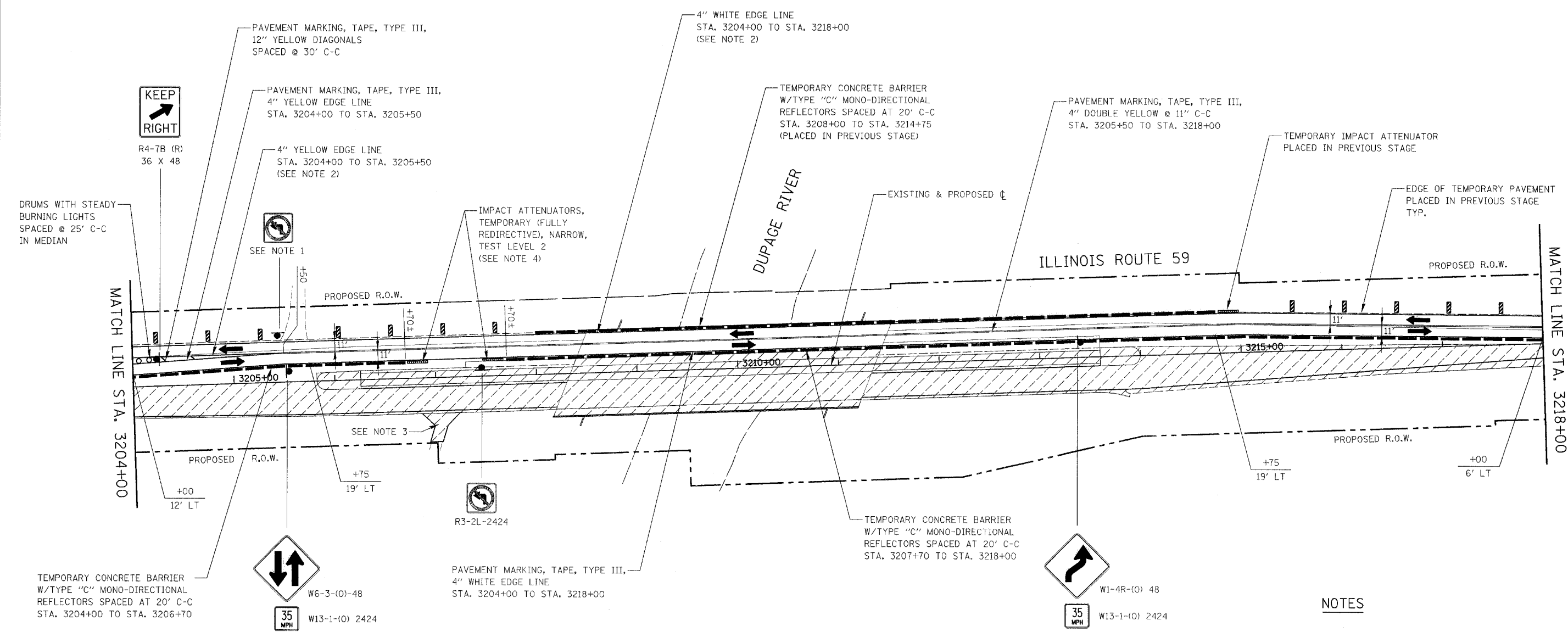
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 STAGING PLANS
 ILLINOIS ROUTE 59
 STAGE 3

SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY REW
 CHECKED BY JCM

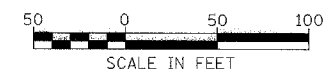


FAP R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
338	114 BY-R-1	WILL	139	26
STA. 3204+00 TO STA. 3218+00				
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		



NOTES

1. SIGN PLACED IN PREVIOUS STAGE.
2. PAVEMENT MARKING PLACED IN PREVIOUS STAGE.
3. CONTRACTOR SHALL STAGE CONSTRUCTION IN THIS AREA TO MAINTAIN ACCESS TO ADJACENT PROPERTY AT ALL TIMES.
4. TEMPORARY IMPACT ATTENUATORS SHALL BE LOCATED, AS DIRECTED BY THE ENGINEER, TO MAINTAIN ACCESS TO ADJACENT PROPERTY.

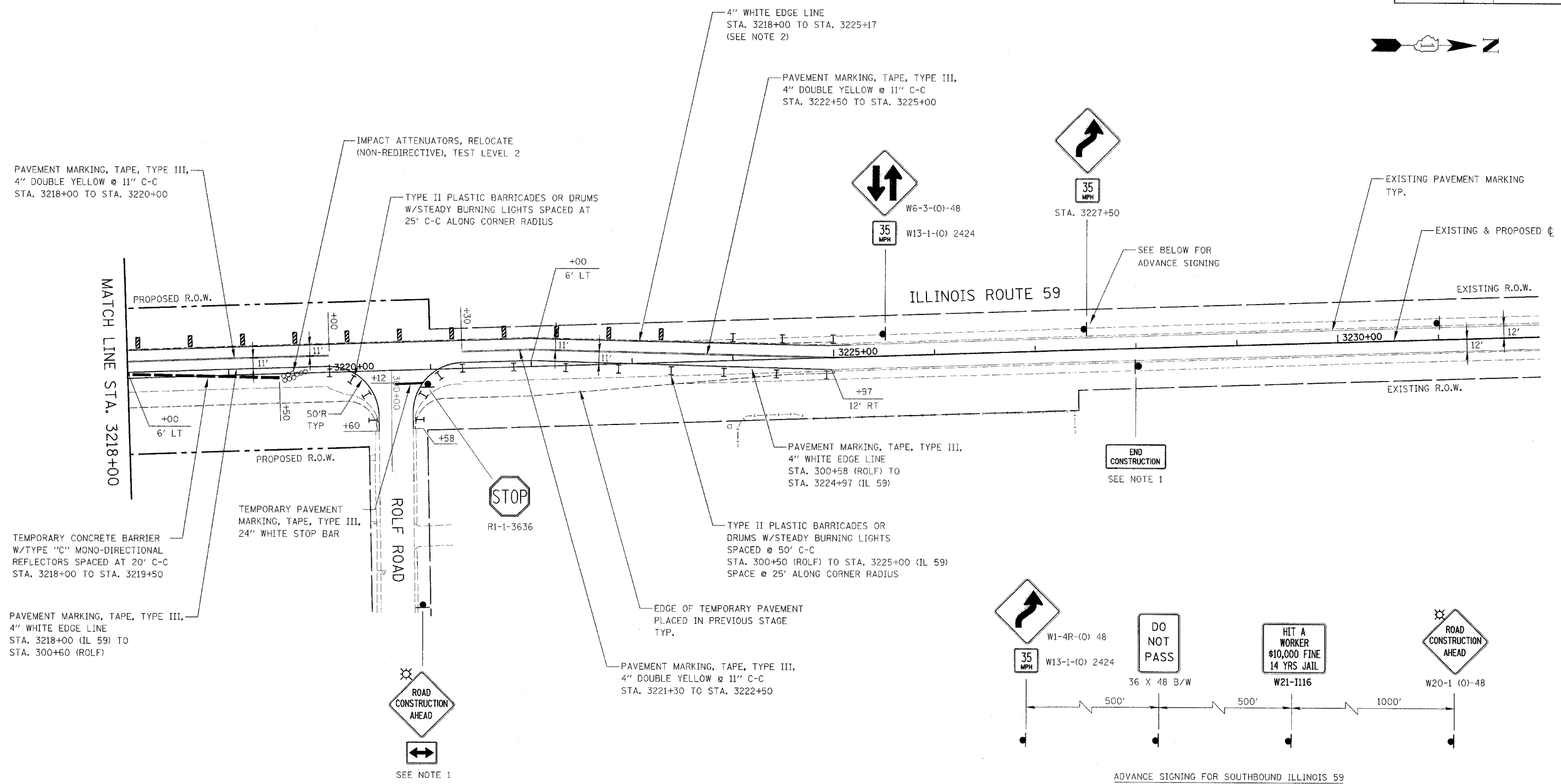


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 STAGING PLANS
 ILLINOIS ROUTE 59
 STAGE 3

SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY REW
 CHECKED BY JCM

FAP ATE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL.	139	27
STA. 3218+00		TO STA. 3232+00		
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		



NOTES

1. SIGN PLACED IN PREVIOUS STAGE.
2. PAVEMENT MARKING PLACED IN PREVIOUS STAGE.

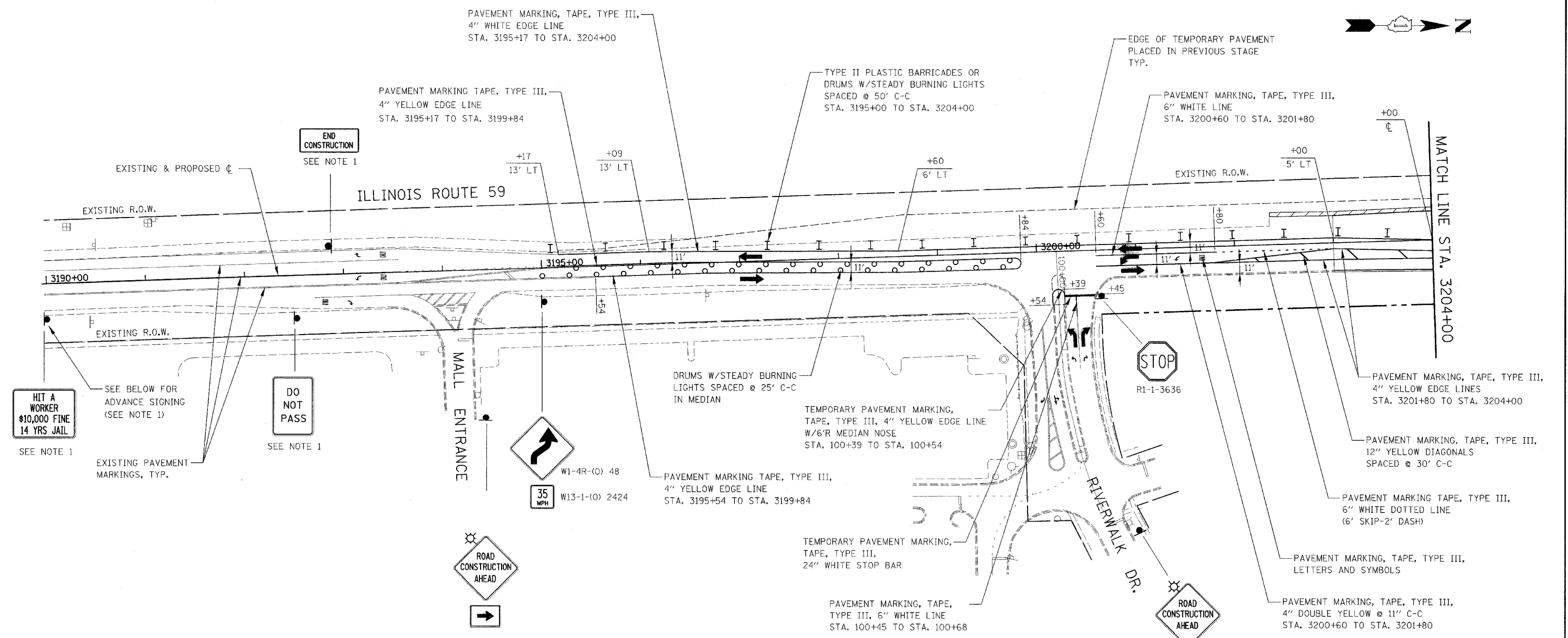


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
STAGING PLANS
 ILLINOIS ROUTE 59
 STAGE 3









SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY REW
 CHECKED BY JCM

FAP DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	28
STA. 3190+00		TO STA. 3204+00		
FED. ROAD DIST. NO.		MILEAGES		FAP 338 (IL RTE. 59)

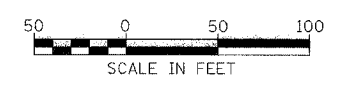
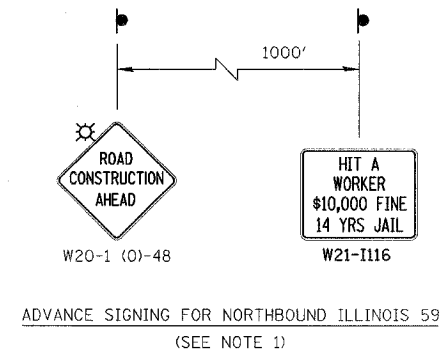


LEGEND

-  CONSTRUCTION WORK ZONE
-  TEMPORARY PAVEMENT
-  DIRECTION OF TRAFFIC
-  TYPE II PLASTIC BARRICADES OR DRUMS
-  TRAFFIC WARNING OR CHANNELIZATION DRUM
-  SIGN LOCATION
-  TYPE III BARRICADE LOCATION
-  FLASHING YELLOW LIGHT

NOTES

1. SIGN PLACED IN PREVIOUS STAGE.
2. PAVEMENT MARKING PLACED IN PREVIOUS STAGE.

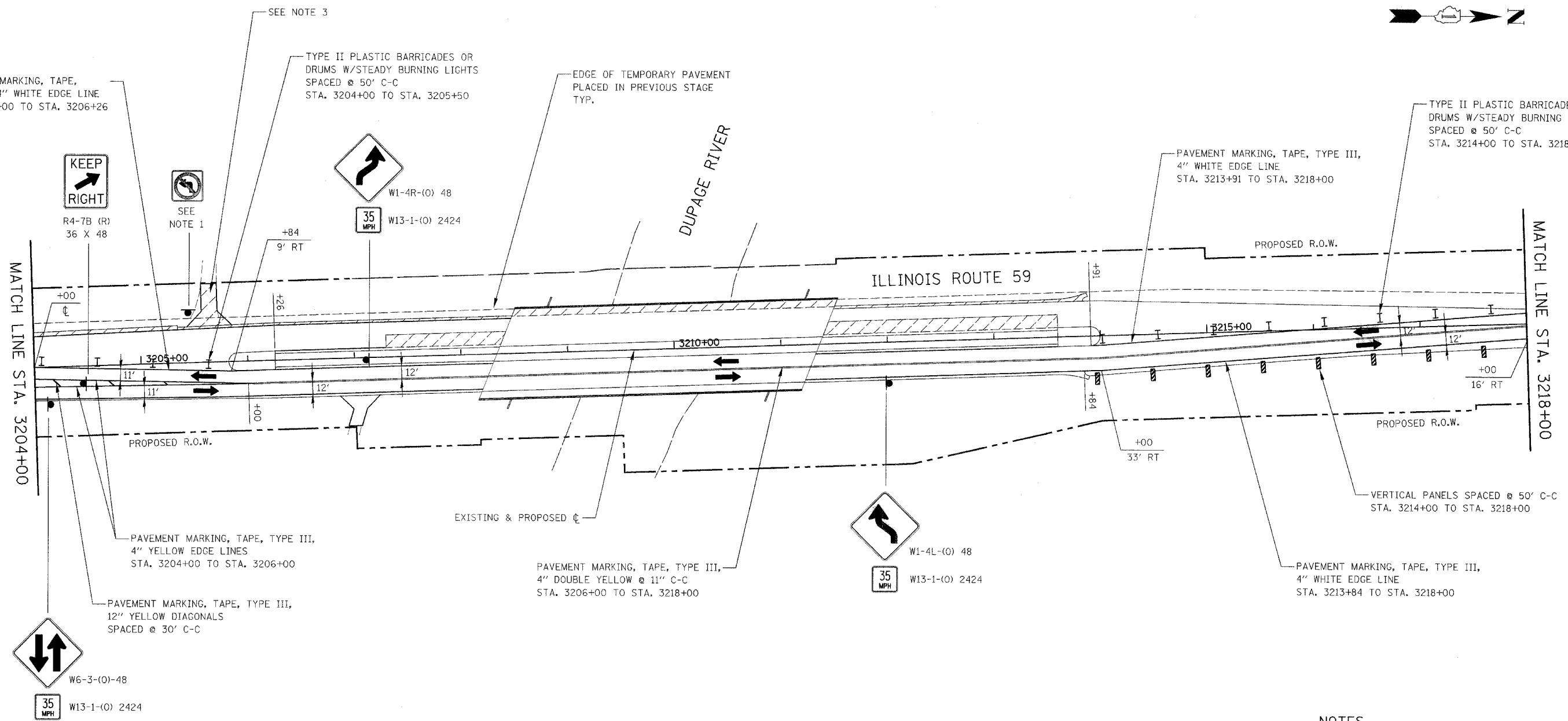
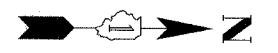


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 STAGING PLANS
 ILLINOIS ROUTE 59
 STAGE 4

SCALE AS SHOWN
 DATE AUGUST 17, 2007

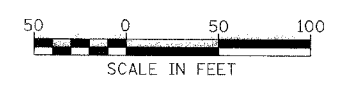
DRAWN BY REW
 CHECKED BY JCM

FAP SHE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL.	139	29
STA. 3204+00		TO STA. 3218+00		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (ILL. RTE. 59)	



- SIGN PLACED IN PREVIOUS STAGE.
- PAVEMENT MARKING PLACED IN PREVIOUS STAGE.
- CONTRACTOR SHALL STAGE CONSTRUCTION IN THIS AREA TO MAINTAIN ACCESS TO ADJACENT PROPERTY AT ALL TIMES.

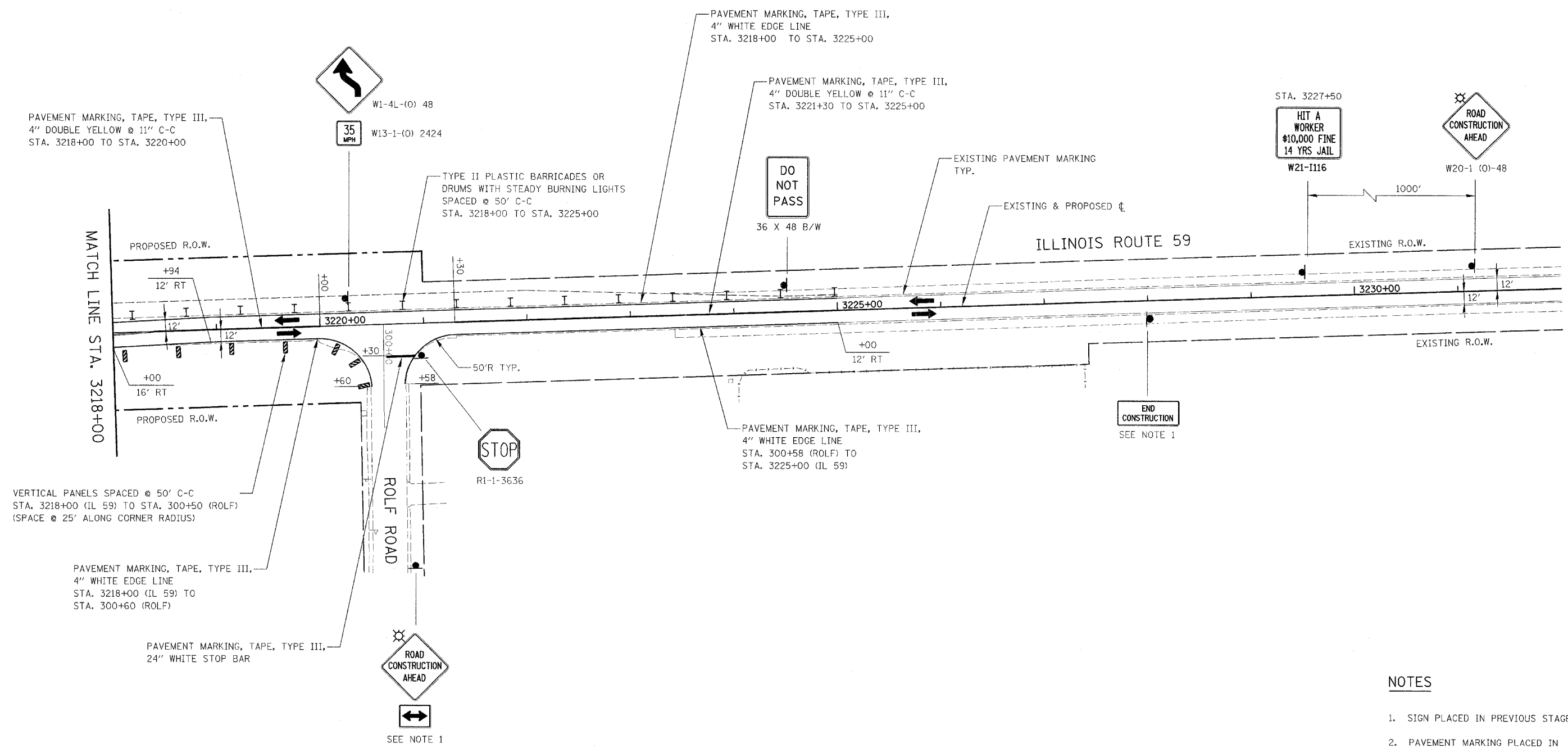
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 STAGING PLANS
 ILLINOIS ROUTE 59
 STAGE 4



SCALE AS SHOWN
 DATE AUGUST 17, 2007
 DRAWN BY REW
 CHECKED BY JCM

CONTRACT NO. 60C19

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	30
STA. 3218+00		TO STA. 3232+00		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	



NOTES

1. SIGN PLACED IN PREVIOUS STAGE.
2. PAVEMENT MARKING PLACED IN PREVIOUS STAGE.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
STAGING PLANS
 ILLINOIS ROUTE 59
 STAGE 4

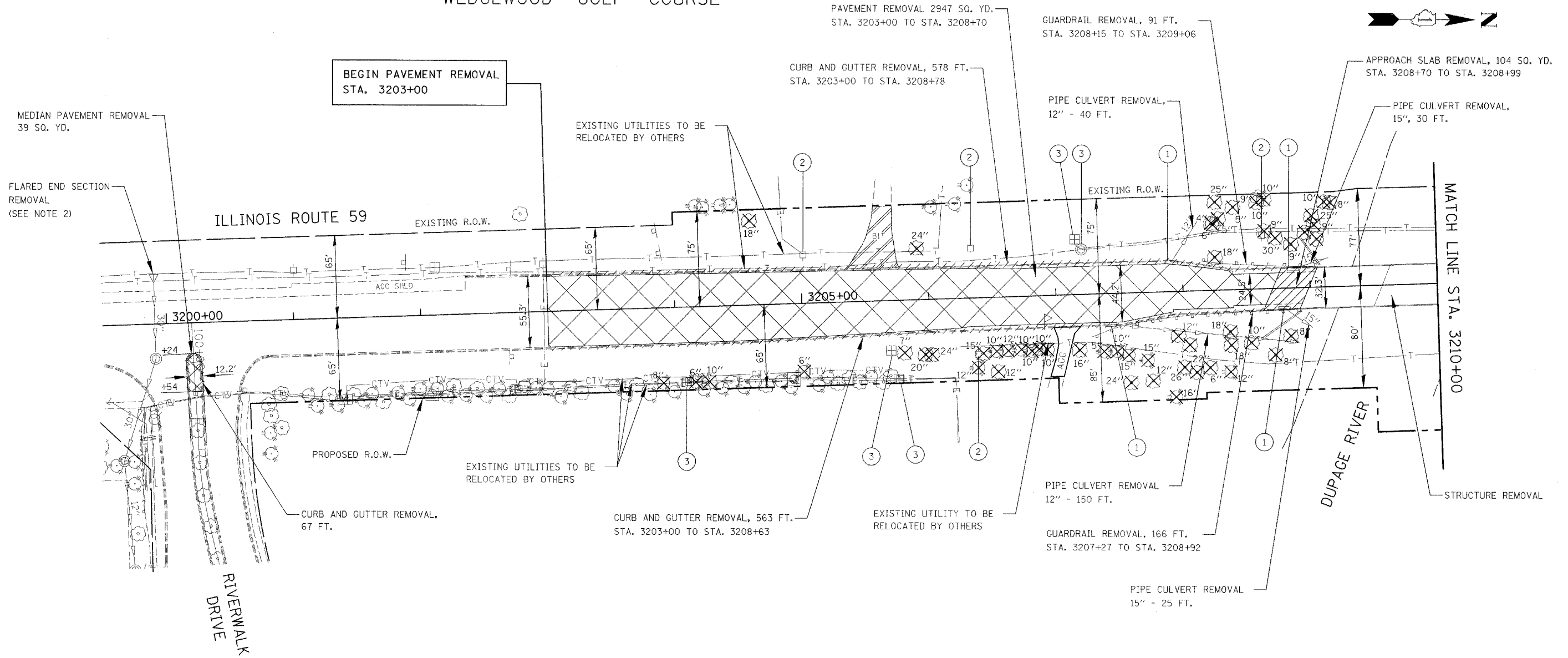


SCALE AS SHOWN
 DATE AUGUST 17, 2007
 DRAWN BY REW
 CHECKED BY JCM

CONTRACT NO. 60C19

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	31
STA. 3190+00		TO STA. 3202+00		
FED. ROAD DIST. NO.	TITLE	FAP 338 (IL RTE. 59)		

WEDGEWOOD GOLF COURSE



LEGEND

-
-
-
-
-
-
-
-
-

NOTE

1. SEE SCHEDULE OF QUANTITY SHEETS FOR TREE REMOVAL SCHEDULE.
2. FLARED END SECTION REMOVAL SHALL BE PAID FOR AS "PIPE CULVERT REMOVAL".

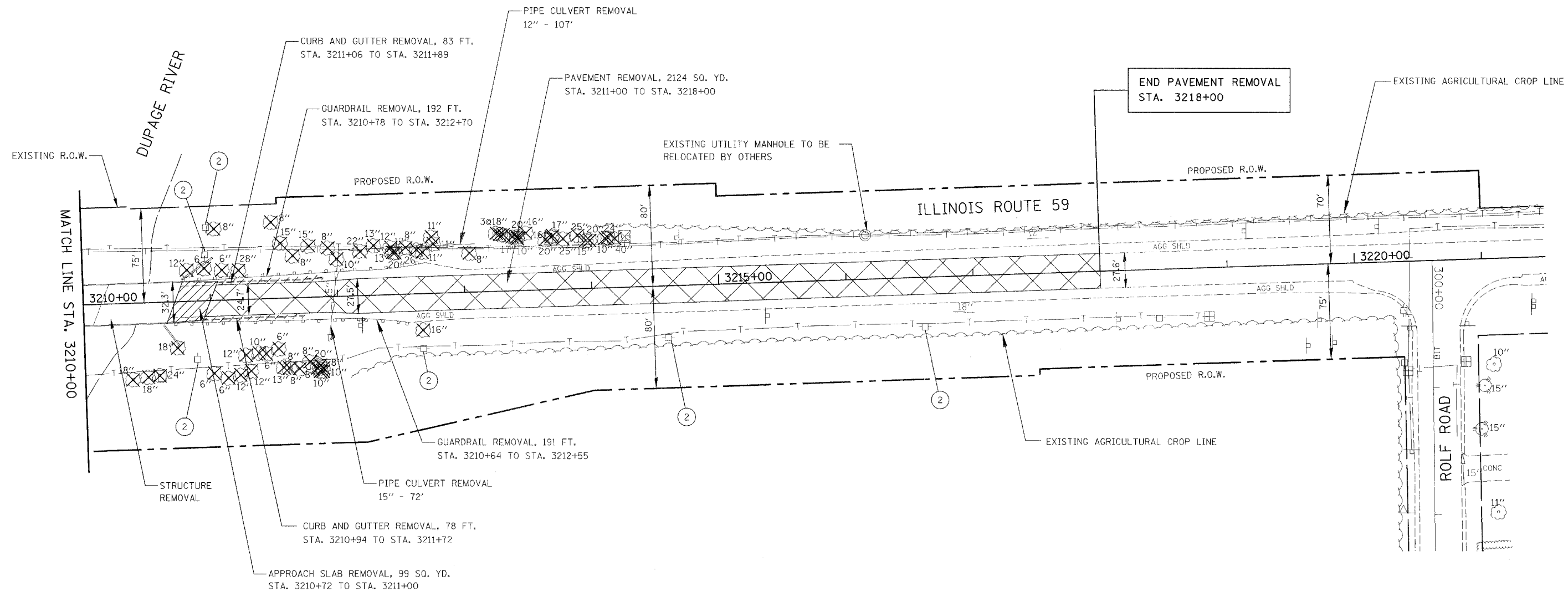
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

REMOVAL PLANS

SCALE AS SHOWN DRAWN BY BSB/KGP
DATE AUGUST 17, 2007 CHECKED BY JCM



FAP DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	32
STA. 3202+00		TO STA. 3214+00		
FED. ROAD DIST. NO.	ALIGNMENT	FAP 338 (IL RTE. 59)		



LEGEND

- | | | | |
|--|---|--|---|
| | TREE REMOVAL (DIA.) | | INLET TO BE REMOVED |
| | PAVEMENT REMOVAL | | UTILITY POLE TO BE RELOCATED BY OTHERS |
| | APPROACH PAVEMENT REMOVAL | | UTILITY RISER TO BE RELOCATED BY OTHERS |
| | EXISTING BITUMINOUS DRIVEWAY TO BE REMOVED (PAID FOR AS EARTH EXCAVATION) | | |
| | EXISTING AGGREGATE DRIVEWAY TO BE REMOVED (PAID FOR AS EARTH EXCAVATION) | | |
| | CURB AND GUTTER REMOVAL | | |

NOTE

- SEE SCHEDULE OF QUANTITY SHEETS FOR TREE REMOVAL SCHEDULE.

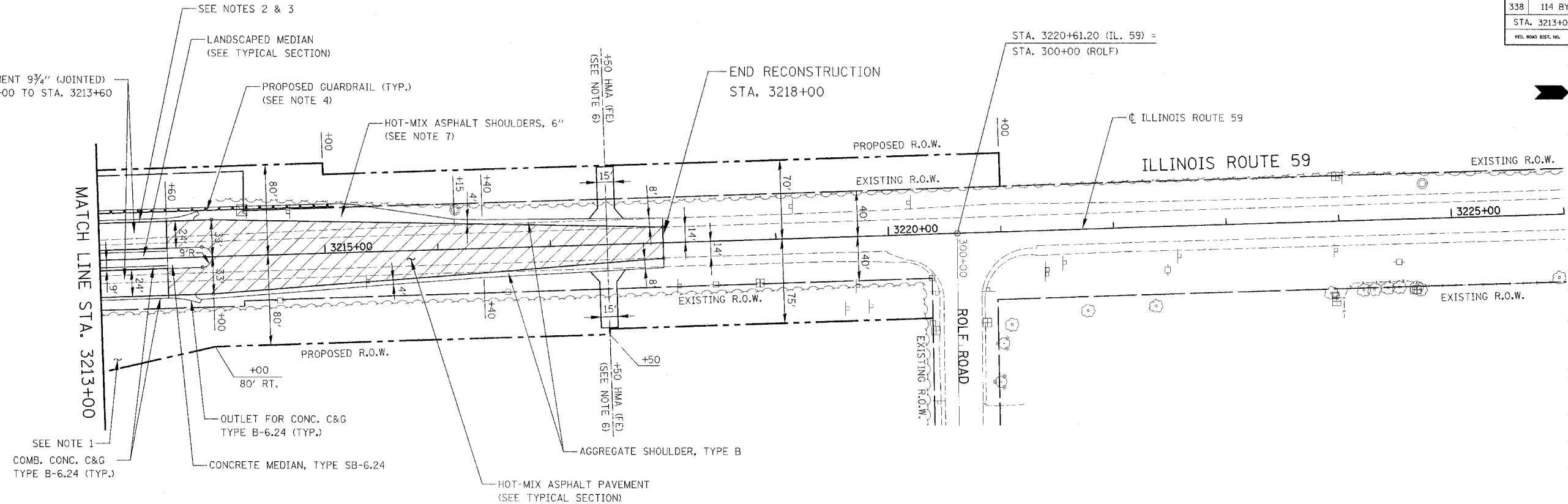
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

REMOVAL PLANS



SCALE 1" = 40'
DATE AUGUST 17, 2007
DRAWN BY BSB/KGP
CHECKED BY JCM

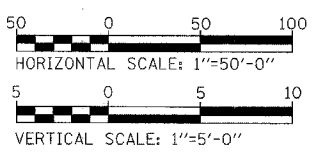
FAP R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
338	114 BY-R-1	WILL	139	34
STA. 3213+00		TO STA. 3225+00		
FED. ROAD DIST. NO.	ILLINOIS	FAP 338	(IL RTE. 59)	



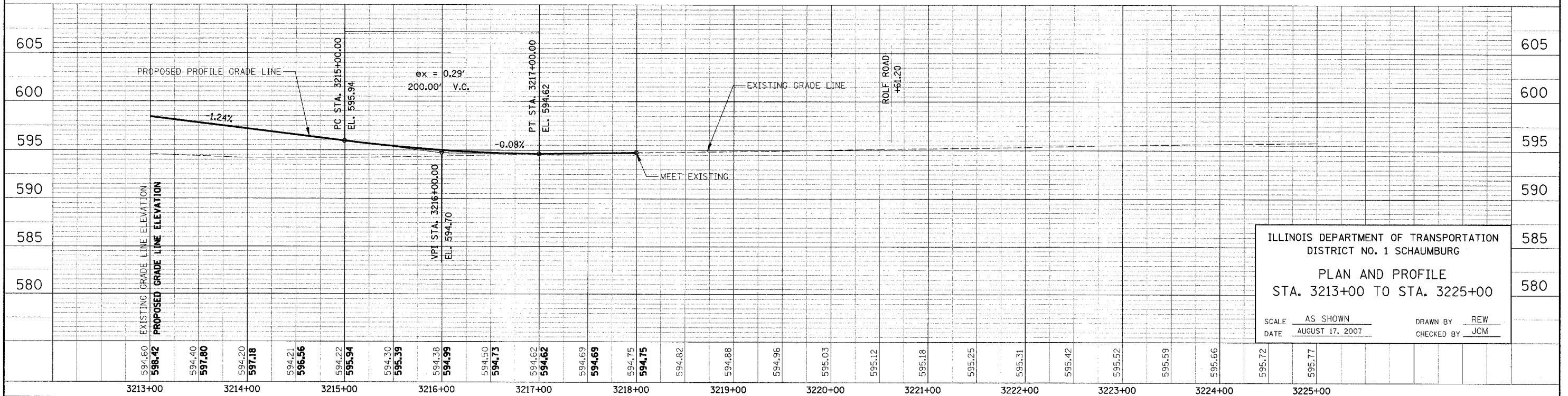
PLAN	SURVEYED	DATE
	ALIGNED	
	NOTED	
	BY	
	BY	
	BY	
	BY	

NOTES:

1. PROPOSED R.O.W. FROM STA. 3209+50 TO STA. 3214+00 AND FROM 80' RT. TO 115' RT. IS DEDICATED FOR FLOODWAY COMPENSATORY STORAGE.
2. PROPOSED CURB AND GUTTER SHALL BE DEPRESSED FROM STA. 3211+54 TO STA. 3213+60, LT.
3. PROVIDE A 10' TRANSITION FROM APPROACH PAVEMENT CURB TO DEPRESSED CURB. TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24.
4. SEE PAVEMENT MARKING, SIGNING, AND GUARDRAIL PLANS FOR GUARDRAIL DETAILS.
5. SEE ALIGNMENT, BENCHMARKS, AND TIES SHEET FOR BENCHMARKS AND ALIGNMENT INFORMATION.
6. DRIVEWAY & GEOMETRICS MATERIAL SHALL BE IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARDS BD-01 AND BD-02.
7. HOT-MIX ASPHALT (HMA) SHOULDERS, 6" SHALL BE PLACED IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARD BD-34 AND SECTION A-A SHOWN ON STATE STANDARD 630301-04.



PROFILE	SURVEYED	DATE
	GRADES CHECKED	
	BY	
	BY	
	BY	



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

PLAN AND PROFILE
STA. 3213+00 TO STA. 3225+00

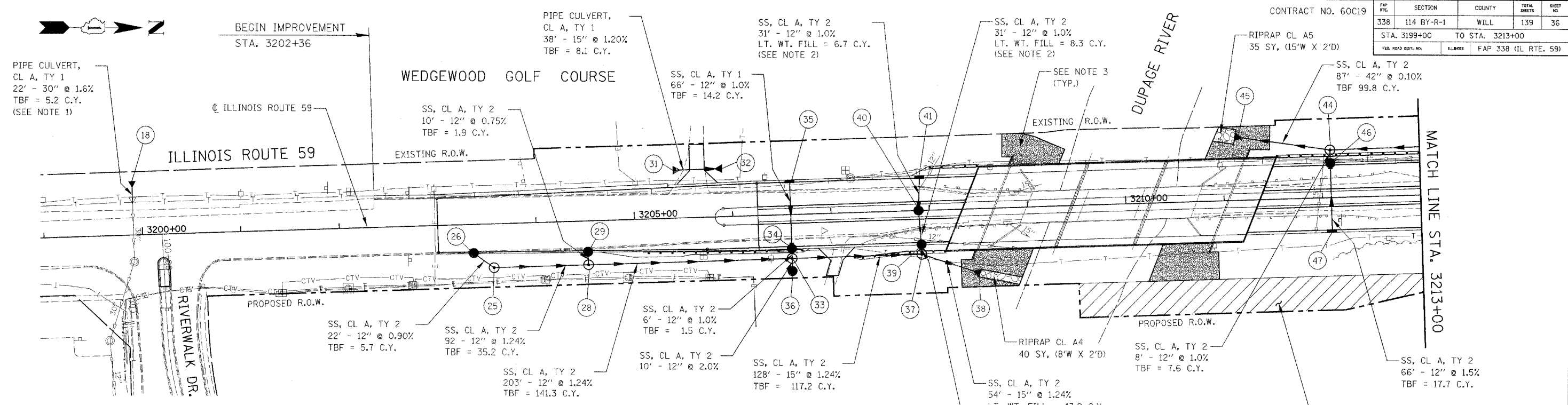
SCALE AS SHOWN
DATE AUGUST 17, 2007

DRAWN BY REW
CHECKED BY JCM

DATE: _____ BY: _____
 SURVEYED _____
 PLAN _____
 NOTE BOOK _____
 NO. _____

DATE: _____ BY: _____
 SURVEYED _____
 PROFILE _____
 NOTE BOOK _____
 NO. _____

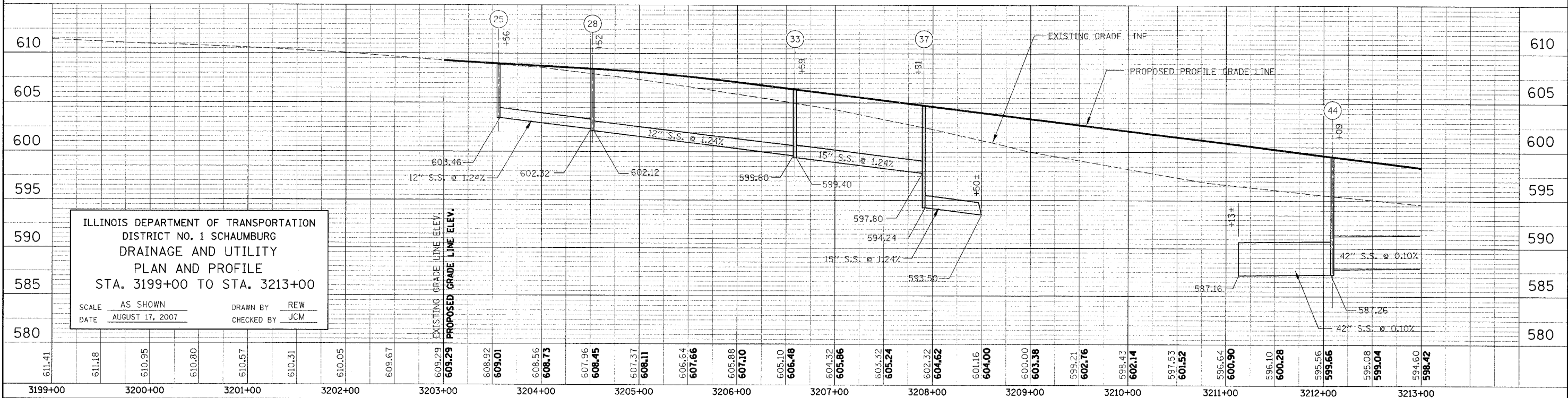
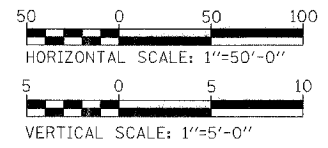
FAP R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	36
STA. 3199+00		TO STA. 3213+00		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	



STRUCTURE TABLE																				
NO.	STATION	OFFSET	TYPE	FRAME	RIM	N. INV.	S. INV.	E. INV.	W. INV.	NO.	STATION	OFFSET	TYPE	FRAME	RIM	N. INV.	S. INV.	E. INV.	W. INV.	
18	3199+91	55' LT	FES-30	N/A	N/A			606.74		37	3207+91	45' RT	MH-DT4	T1-CL	604.75	594.24	597.80		598.80	
25	3203+56	45' RT	MH-A4	T1-CL	608.26	603.46	603.56			38	3208+50	66' RT	FES-15	N/A	N/A	593.50				
26	3203+36	32' RT	CB-A4	T-24	608.46			603.76		39	3207+91	35' RT	CB-A4	T-24	604.13				598.86	599.06
28	3204+52	45' RT	MH-A4	T1-CL	606.89	602.12	602.32	602.92		40	3207+89	0' LT	CB-A4	T-8	604.52				599.37	599.57
29	3204+50	32' RT	CB-A4	T-24	607.77			603.00		41	3207+91	34' LT	IN-A	T-24	604.13				599.88	
30	NOT USED									42	NOT USED									
31	3205+40	49' LT	FES-15	N/A	N/A		605.62			43	NOT USED									
32	3205+90	49' LT	FES-15	N/A	N/A	605.02				44	3212+09	48' LT	MH-DT6	T1-CL	598.27	587.82	587.26		593.16	
33	3206+59	45' RT	MH-A4	T1-CL	605.49	599.40	599.60	600.03	600.60	45	3211+13	64' LT	FES-42	N/A	N/A				587.16	
34	3206+59	34' LT	CB-A4	T-24	605.77			600.66	600.86	46	3212+09	35' LT	CB-A4	T-24	598.95				593.44	593.24
35	3206+59	35' RT	IN-A	T-24	605.77			601.52		47	3212+09	34' RT	IN-A	T-24	598.95					594.43
36	3206+59	58' RT	CB-C	T-8	604.40			600.23												

NOTES

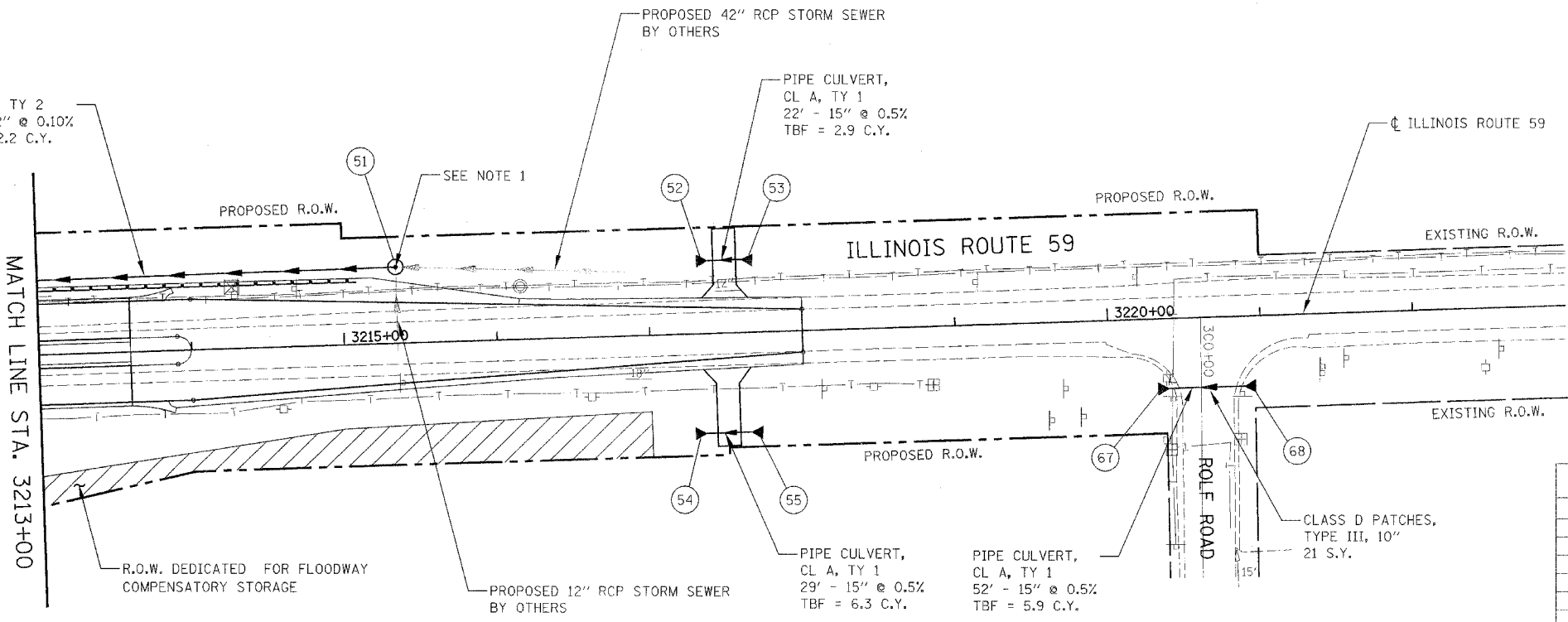
- PROPOSED PIPE CULVERT SHALL BE CONNECTED TO THE EXISTING 30" PIPE CULVERT AND SHALL BE IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARD BD-07, SEE SHEET 105.
- PROPOSED STORM SEWER AT THESE LOCATIONS SHALL BE BACKFILLED WITH LIGHTWEIGHT FILL INSTEAD OF TRENCH BACKFILL. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "LIGHTWEIGHT CELLULAR CONCRETE FILL".
- SEE STRUCTURAL PLANS FOR RIPRAP DETAILS.



CONTRACT NO. 60C19

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	37
STA. 3213+00		TO STA. 3223+00		
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		

SS, CL A, TY 2
320' - 42" @ 0.10%
TBF = 212.2 C.Y.

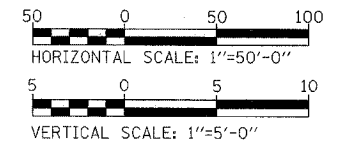


NO.	STATION	OFFSET	TYPE	FRAME	RIM	N. INV.	S. INV.	E. INV.	W. INV.
51	3215+35	50' LT	MH-A6	T1-CL	593.36	588.37	588.17	589.87	
52	3217+33	48' LT	FES-15	N/A	N/A		590.97		
53	3217+67	48' LT	FES-15	N/A	N/A	591.14			
54	3217+30	65' RT	FES-15	N/A	N/A		589.85		
55	3217+71	65' RT	FES-15	N/A	N/A	590.06			
56-66	NOT USED								
67	3220+32	46' RT	FES-15	N/A	N/A		591.36		
68	3220+96	46' RT	FES-15	N/A	N/A	591.68			

NOTE:

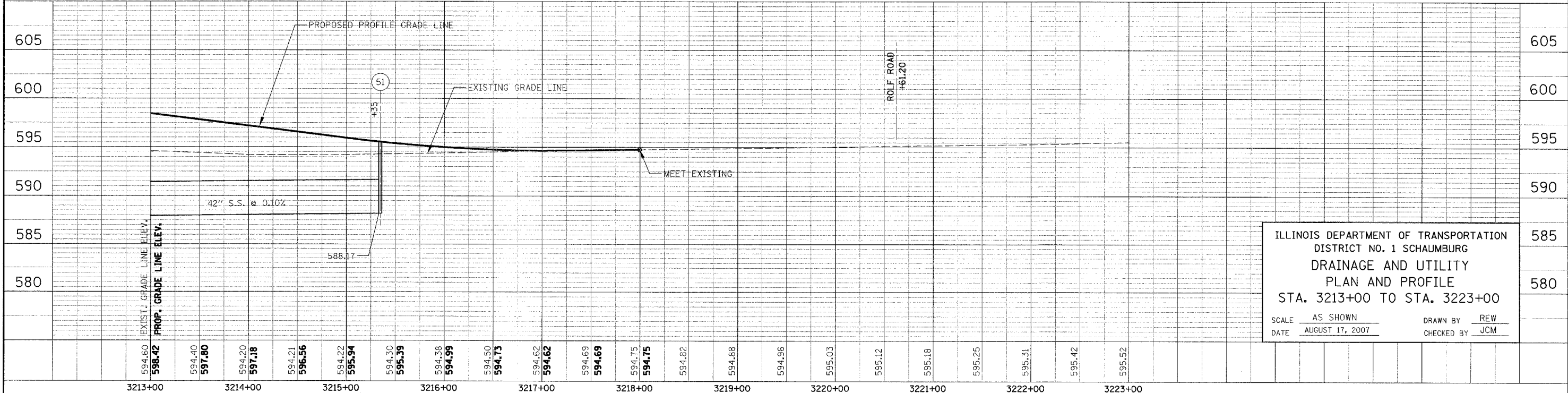
1. MANHOLE TO BE MANUFACTURED WITH OPENINGS TO ACCOMMODATE PROPOSED STORM SEWERS TO BE INSTALLED BY OTHERS. COST OF THIS WORK TO BE INCLUDED IN THE COST OF "MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID". THE CONTRACTOR SHALL SEAL PROPOSED STORM SEWER OPENINGS WITH METHOD TO BE APPROVED BY THE ENGINEER.

* INVERT FOR PROPOSED STORM SEWER TO BE INSTALLED BY OTHERS



PLAN	SURVEYED	DATE
	BY	
	CHECKED	
	NO.	

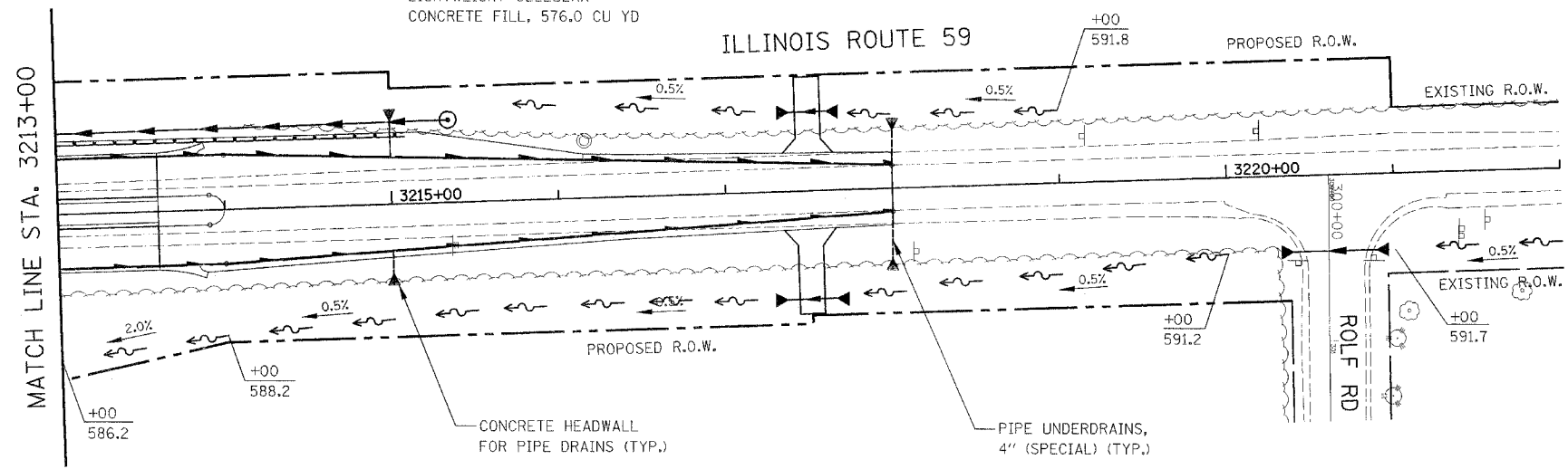
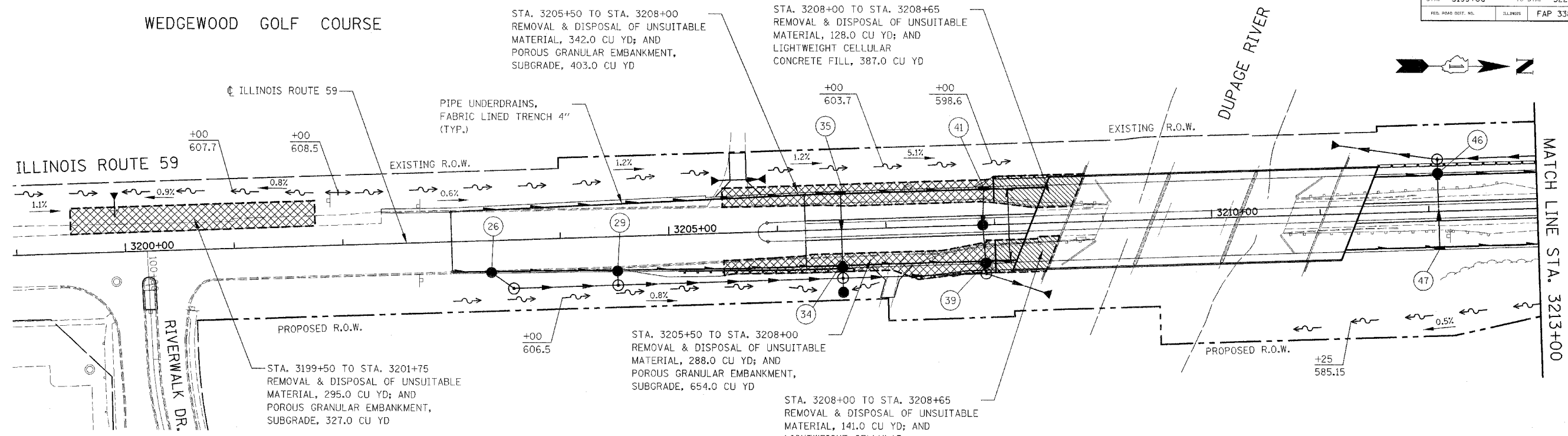
PROFILE	SURVEYED	DATE
	BY	
	CHECKED	
	NO.	



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
DRAINAGE AND UTILITY
PLAN AND PROFILE
STA. 3213+00 TO STA. 3223+00
SCALE AS SHOWN
DATE AUGUST 17, 2007
DRAWN BY REW
CHECKED BY JCM

FAP R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	38
STA. 3199+00	TO STA. 3222+00			
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		

WEDGEWOOD GOLF COURSE



PIPE UNDERDRAINS, FABRIC LINED TRENCH 4"								
PIPE UNDERDRAINS, 4" (SPECIAL)								
CONCRETE HEADWALL FOR PIPE DRAINS								
UP STATION	DOWN STATION	RUN LOCATION	P UNDR FAB LINE TR 4 (FT)	PIPE UNDER-DRAIN 4 SP (FT)	DEPTH (IN)	CONC HDWL FOR P DRAIN (EACH)	OUTLET STRUCTURE NO.	OUTLET STRUCTURE LOCATION
3203+00	3203+36	N.B. - RT	32	4	29		26	
3203+38	3204+52	N.B. - RT	110	4	29		29	
3204+54	3206+59	N.B. - RT	201	4	34		34	
3206+61	3207+91	N.B. - RT	126	4	34		39	
3208+20	3207+93	N.B. - RT	23	4	34 - 39		39	
3203+00	3206+59	S.B. - RT	356	3	34		35	
3206+60	3207+91	S.B. - RT	127	4	34		41	
3208+48	3207+92	S.B. - RT	52	4	34 - 40		41	
3208+13	3208+13	N.B. - LAT.	33	0	34 - 36		N.B. - RT	
3208+13	3208+13	S.B. - LAT.	33	0	34 - 36		S.B. - RT	
BRIDGE OVER DUPAGE RIVER								
3211+22	3212+09	N.B. - RT	85	3	34		47	
3212+10	3215+00	N.B. - RT	290	21	34	1	P.U.D. HEADWALL	STA. 3215+00, 48.8' RT, INV 592.13
3215+02	3218+00	N.B. - RT	298	36	29	1	P.U.D. HEADWALL	STA. 3218+00, 49.4' RT, INV 591.49
3211+50	3212+09	S.B. - RT	55	4	34		46	
3212+11	3215+00	S.B. - RT	289	29	34	1	P.U.D. HEADWALL	STA. 3215+00, 57.2' LT, INV 591.96
3215+02	3218+00	S.B. - RT	298	29	29	1	P.U.D. HEADWALL	STA. 3218+00, 42.3' LT, INV 591.85
TOTAL			2408	153		4		

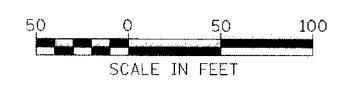
LEGEND

- PIPE UNDERDRAINS, FABRIC LINED TRENCH 4"
- PIPE UNDERDRAINS, 4" (SPECIAL)
- PROPOSED DITCH LINE
- HIGH POINT PROPOSED DITCH
- DITCH SLOPE
- CONCRETE HEADWALL FOR PIPE DRAINS

NOTES:

1. SEE STRUCTURAL PLANS FOR ABUTMENT WALL DRAINS.
2. SEE CROSS-SECTIONS FOR DEPTH OF UNDERCUT; AND DITCH INFORMATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
PIPE UNDERDRAINS,
LIGHTWEIGHT FILL, UNDERCUT
AND DITCH ELEVATION PLAN



SCALE AS SHOWN
DATE AUGUST 17, 2007
DRAWN BY RTA
CHECKED BY JCM

FAP R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	39
STA. TO STA.				
FID. ROAD DIST. NO.		BLANCK	FAP 338 (IL RTE. 59)	

LEGEND

SECTION CORNER 910 1615

QUARTER SECTION CORNER 16 15

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE

APPARENT PROPERTY LINE
CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
MEASURED DIMENSION
COMPUTED DIMENSION
RECORD DATA

EXISTING BUILDING

SCALE: 1"=30'

Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone at Found Geodetic Survey Control Monuments "Will County GPS 316", P.I.D. AE2551 and "Will County GPS 333", P.I.D. AE2553.

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET
MAG NAIL SET
5/8" REBAR SET

THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

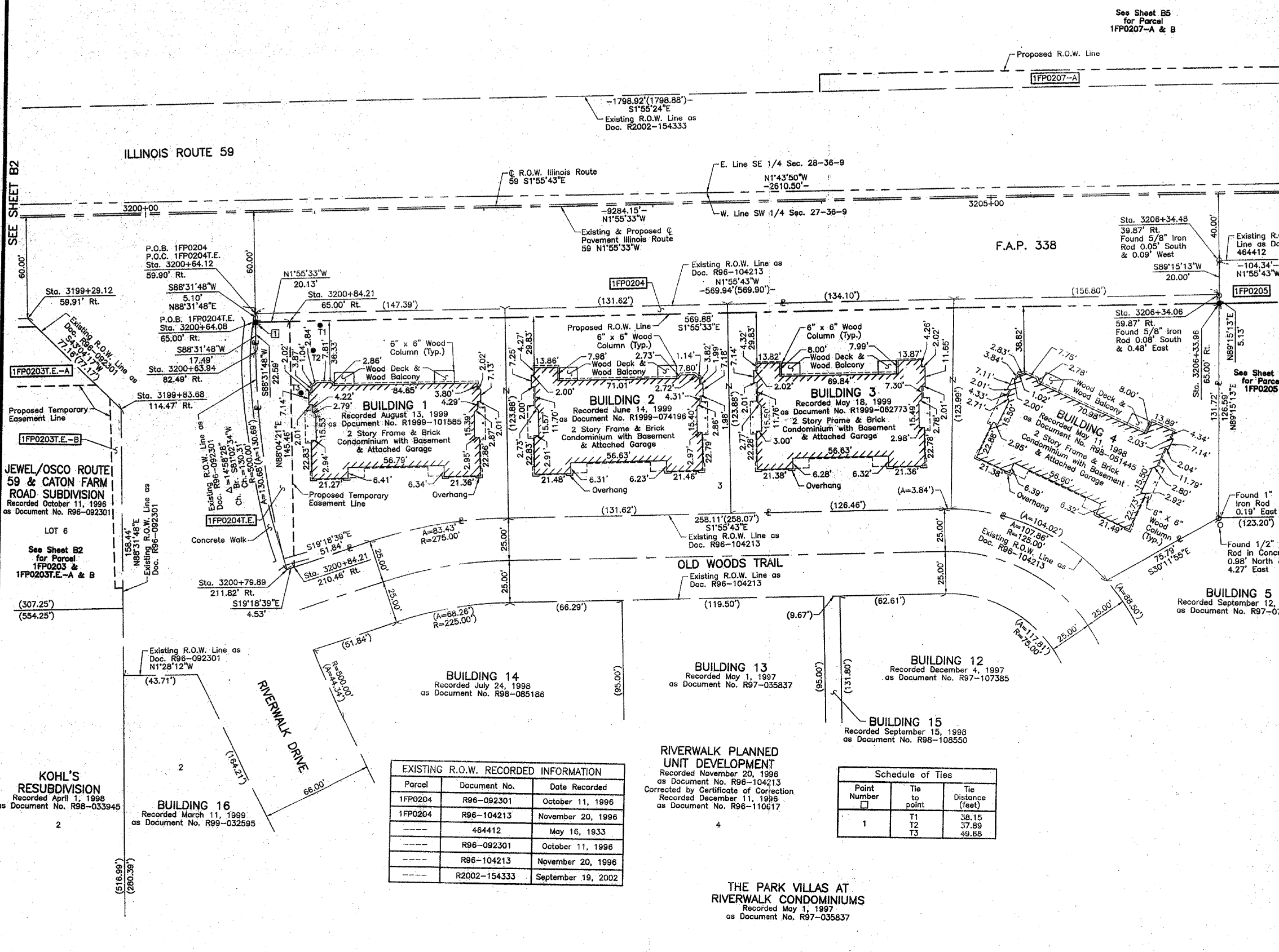
STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)

RIGHT OF WAY STAKING PROPOSED TO BE SET.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FP0204 1FP0204T.E.	First National Bank of Joliet, as Trust under Trust Agreement dated January 28, 1997, known as Trust No. 4819	1.712*	0.067	N/A	1.645*	0.053	Grading	06-03-27-303-029 06-03-27-303-031 06-03-27-303-033 06-03-27-303-035	

* Includes Buildings 1 thru 4



SEE SHEET B4

SEE SHEET B4 for Parcel 1FP0205



DATED AT LAKE VILLA, ILLINOIS THIS 1st DAY OF September 2006 A.D.

THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 27, TOWNSHIP 36N., RANGE 9E. AND SECTION 28, TOWNSHIP 36N., RANGE 9E., OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
3199+29.12	59.91' Rt.	1,785,264.409	1,020,659.157
3199+83.68	114.47' Rt.	1,785,320.776	1,020,711.852
3200+63.94	82.49' Rt.	1,785,399.913	1,020,677.195
3200+64.08	65.00' Rt.	1,785,399.465	1,020,659.709
3200+64.12	59.90' Rt.	1,785,399.334	1,020,654.614
3200+79.89	211.82' Rt.	1,785,420.202	1,020,805.911
3200+84.21	65.00' Rt.	1,785,419.582	1,020,659.032
3200+84.21	210.46' Rt.	1,785,424.474	1,020,804.414
3206+33.96	65.00' Rt.	1,785,969.020	1,020,640.558
3206+34.06	59.87' Rt.	1,785,968.954	1,020,635.432
3206+34.48	39.87' Rt.	1,785,968.693	1,020,615.429

EXISTING R.O.W. RECORDED INFORMATION

Parcel	Document No.	Date Recorded
1FP0204	R96-092301	October 11, 1996
1FP0204	R96-104213	November 20, 1996
----	464412	May 16, 1933
----	R96-092301	October 11, 1996
----	R96-104213	November 20, 1996
----	R2002-154333	September 19, 2002

Schedule of Ties

Point Number	Tie to point	Tie Distance (feet)
1	T1	38.15
	T2	37.89
	T3	49.68

JORGENSEN & ASSOCIATES, INC.
120 PARK AVENUE
LAKE VILLA, ILLINOIS 60046
(847) 356-3371

SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 338 (ILLINOIS ROUTE 59)

SECTION 114 BY-R-1
PROJECT WILL COUNTY
STATION 3199+00 TO STATION 3207+00
SCALE: 1"=30' SHEET B3 OF B58

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

AS DOCUMENT NO.

DATE	BY

KOHL'S RESUBDIVISION
Recorded April 1, 1998
as Document No. R98-033945

JEWEL/OSCO ROUTE 59 & CATON FARM ROAD SUBDIVISION
Recorded October 11, 1996
as Document No. R96-092301

THE PARK VILLAS AT RIVERWALK CONDOMINIUMS
Recorded May 1, 1997
as Document No. R97-035837

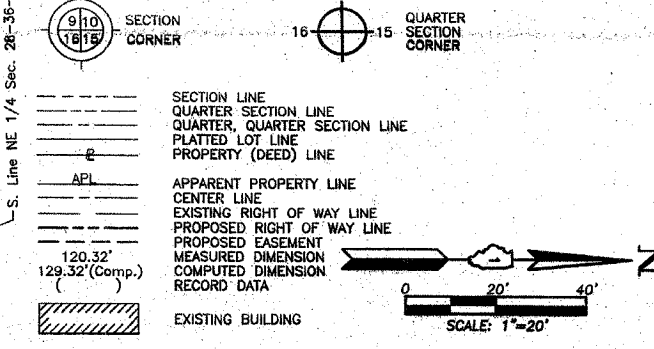
PART OF THE SW 1/4 OF SEC. 27 AND PART OF THE SE 1/4 OF SEC. 28, TWP. 36 N., R. 9 E. OF THE 3RD. P.M., IN WILL COUNTY, ILLINOIS.

PAR. FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	40

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FP0205	John P. McCue	1.083*	0.318	0.108	0.765*	N/A	N/A	06-03-27-300-012	

* Riparian Boundary. Area Subject to Change.

LEGEND



Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone at Found Geodetic Survey Control Monuments "Will County GPS 316", P.I.D. AE2551 and "Will County GPS 333", P.I.D. AE2553.

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

STATE OF ILLINOIS)
 COUNTY OF LAKE)
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 27, TOWNSHIP 36N., RANGE 9E. AND SECTION 28, TOWNSHIP 36N., RANGE 9E., OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF. THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 26th DAY OF September 2006 A.D.

Christian H. Jorgensen PRESIDENT
 2787 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2008
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
 Coordinates are based on the Published Metric Coordinate Values at Found Geodetic Survey Control Monument "Will County GPS 333", P.I.D. AE2553, of N542,285.095-E.311,129.617.
 NOTE: SURFACE COORDINATES ARE SHOWN.

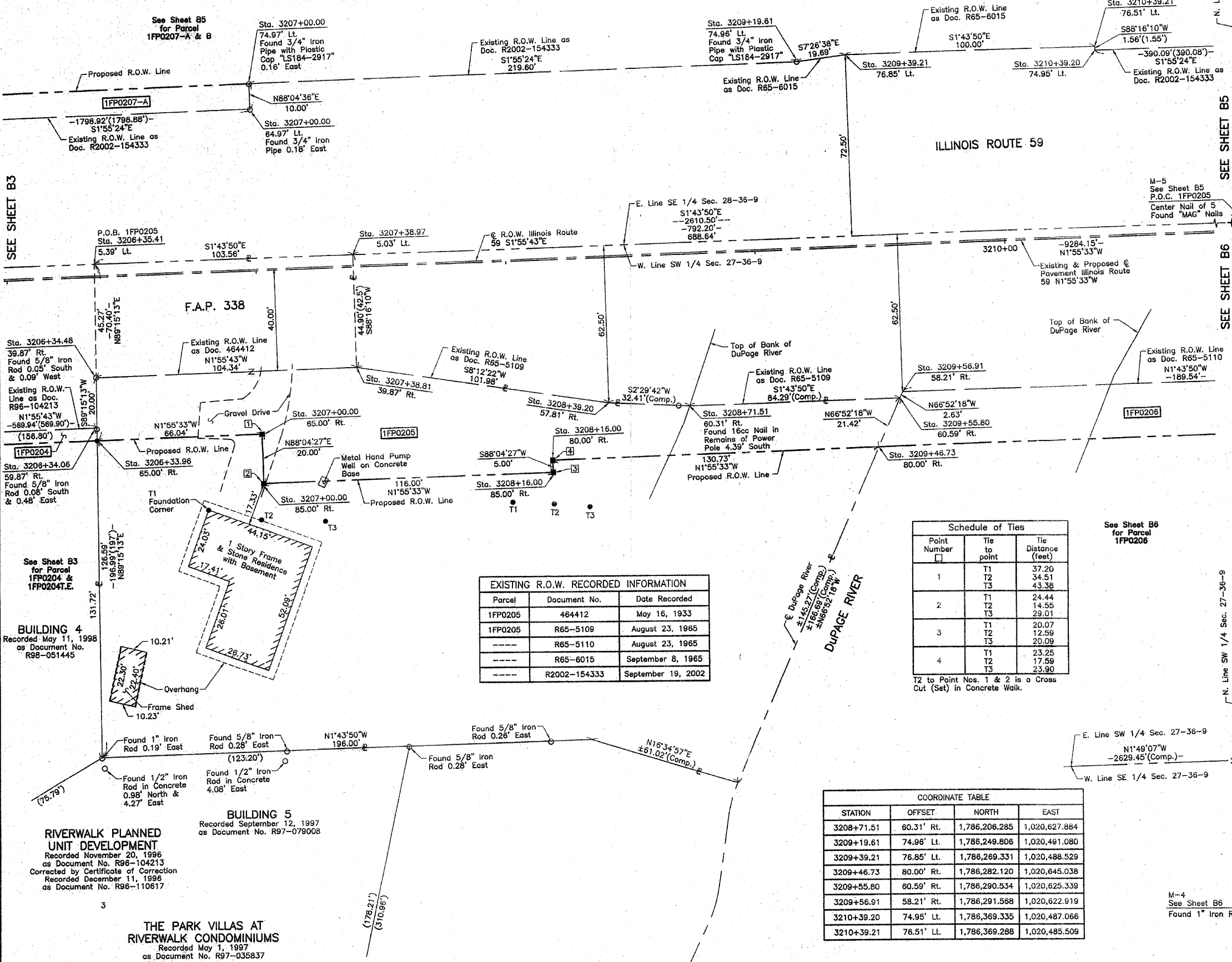
COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
3206+33.96	65.00' Rt.	1,785,969.020	1,020,640.558
3206+34.06	59.87' Rt.	1,785,968.954	1,020,635.432
3206+34.48	39.87' Rt.	1,785,968.693	1,020,615.429
3206+35.41	5.39' Lt.	1,785,968.104	1,020,570.133
3207+00.00	65.00' Rt.	1,786,035.026	1,020,638.338
3207+00.00	85.00' Rt.	1,786,035.698	1,020,658.327
3207+00.00	64.97' Lt.	1,786,030.661	1,020,508.445
3207+00.00	74.97' Lt.	1,786,030.325	1,020,498.451
3207+38.81	39.87' Rt.	1,786,072.973	1,020,611.918
3207+38.97	5.03' Lt.	1,786,071.617	1,020,567.036
3208+16.00	80.00' Rt.	1,786,151.464	1,020,649.432
3208+16.00	85.00' Rt.	1,786,151.632	1,020,654.429
3208+39.20	57.81' Rt.	1,786,173.909	1,020,626.474

JORGENSEN & ASSOCIATES, INC.
 120 PARK AVENUE
 LAKE VILLA, ILLINOIS 60046 (847) 356-3371
 SHEET 1 IS A COVER SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 F.A.P. 338 (ILLINOIS ROUTE 59)

SECTION WILL COUNTY
 PROJECT JOB NO. R-91-067-01
 STATION 3206+00 TO STATION 3211+00
 SCALE: 1"=20' SHEET 14 OF 158

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAMBURG, ILLINOIS 60196



EXISTING R.O.W. RECORDED INFORMATION		
Parcel	Document No.	Date Recorded
1FP0205	464412	May 16, 1933
1FP0205	R65-5109	August 23, 1965
----	R65-5110	August 23, 1965
----	R65-6015	September 8, 1965
----	R2002-154333	September 19, 2002

Schedule of Ties		
Point Number	Tie to point	Tie Distance (feet)
1	T1	37.20
	T2	34.51
	T3	43.38
2	T1	24.44
	T2	14.55
	T3	29.01
3	T1	20.07
	T2	12.59
	T3	20.09
4	T1	23.25
	T2	17.59
	T3	23.90

T2 to Point Nos. 1 & 2 is a Cross Cut (Set) in Concrete Walk.

COORDINATE TABLE			
STATION	OFFSET	NORTH	EAST
3208+71.51	60.31' Rt.	1,786,206.285	1,020,627.884
3209+19.61	74.96' Lt.	1,786,249.806	1,020,491.080
3209+39.21	76.85' Lt.	1,786,269.331	1,020,488.529
3209+46.73	80.00' Rt.	1,786,282.120	1,020,645.038
3209+55.80	60.59' Rt.	1,786,290.534	1,020,625.339
3209+56.91	58.21' Rt.	1,786,291.568	1,020,622.919
3210+39.20	74.95' Lt.	1,786,369.335	1,020,487.066
3210+39.21	76.51' Lt.	1,786,369.288	1,020,485.509

BY	DATE	MADE	CHECKED	IN	NO.

ROW PLAT MADE CHECKED INKED NO. NOTEBOOK

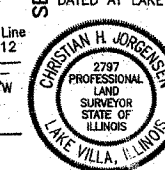
3

FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	41
STA. TO STA.				
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- CENTER LINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- "MAG" NAIL SET
- CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- T1, T2, T3: THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1, BT2, BT3: THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS)
 COUNTY OF LAKE)
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 27, TOWNSHIP 36N., RANGE 9E. AND SECTION 28, TOWNSHIP 36N., RANGE 9E., OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.
 DATED AT LAKE VILLA, ILLINOIS THIS 9th DAY OF November 2005 A.D.



CHRISTIAN H. JORGENSEN
 PRESIDENT
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2797
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2008
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
 Coordinates are based on the Published Metric Coordinate Values at Found Geodetic Survey Control Monument "Will County GPS 333", P.I.D. AE2553, of N.542,285.095-E.311,129.617.
 NOTE: SURFACE COORDINATES ARE SHOWN.

STATION	OFFSET	NORTH	EAST
3204+00.00	64.98' Lt.	1,785,730.827	1,020,518.515
3204+00.00	75.00' Lt.	1,785,730.490	1,020,508.499
3206+34.06	59.87' Rt.	1,785,968.954	1,020,635.432
3206+34.48	39.87' Rt.	1,785,968.693	1,020,615.429
3207+00.00	64.97' Lt.	1,786,030.661	1,020,508.445
3207+00.00	74.97' Lt.	1,786,030.325	1,020,498.451
3207+38.81	39.87' Rt.	1,786,072.973	1,020,611.918
3208+39.20	57.81' Rt.	1,786,173.909	1,020,626.474
3208+71.51	60.31' Rt.	1,786,206.285	1,020,627.884
3209+19.61	74.96' Lt.	1,786,249.806	1,020,491.080
3209+39.21	76.85' Lt.	1,786,269.331	1,020,488.529
3209+55.80	60.59' Rt.	1,786,290.534	1,020,625.339
3209+56.91	58.21' Rt.	1,786,291.568	1,020,622.919

JORGENSEN & ASSOCIATES, INC.
 120 PARK AVENUE
 LAKE VILLA, ILLINOIS 60046 SHEET 1 IS A COVER
 (847) 358-3371 SHEET AND IS NOT RECORDED.

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 F.A.P. 338 (ILLINOIS ROUTE 59)
 SECTION WILL COUNTY
 PROJECT JOB NO. R-91-067-01
 STATION 3203+00 TO STATION 3215+00
 SCALE: 1"=50' SHEET 85 OF 858

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196

Point Number	Tie to point	Tie Distance (feet)
1	T1	28.50
	T2	21.57
	T3	26.92
2	T1	21.79
	T2	11.55
	T3	19.95
3	T1	21.38
	T2	10.93
	T3	20.63
4	T1	14.00
	T2	13.19
	T3	20.62
5	T1	11.86
	T2	8.14
	T3	17.60

See Sheet B45 for Total Holdings Parcel 1FP0207-A & B

Parcel	Document No.	Date Recorded
1FP0207	R65-6105	September 8, 1985
1FP0207	R2002-154333	September 19, 2002
---	463161	March 7, 1933
---	464412	May 16, 1933
---	R65-5109	August 23, 1965
---	R65-5110	August 23, 1965
---	R96-104213	November 20, 1996

M-5
 "Monument Record"
 West 1/4 Corner of Section 27-36-9
 N.1,786,759.943-E.1,020,546.240
 Recorded November 8, 2005
 Document No. R2005-195937

STATION	OFFSET	NORTH	EAST
3210+39.20	74.95' Lt.	1,786,369.335	1,020,487.066
3210+39.21	76.51' Lt.	1,786,369.288	1,020,485.509
3211+46.46	58.86' Rt.	1,786,481.024	1,020,617.195
3211+54.00	74.95' Lt.	1,786,484.066	1,020,483.213
3211+54.00	80.00' Lt.	1,786,483.896	1,020,478.163
3212+47.38	44.23' Rt.	1,786,581.401	1,020,599.183
3214+26.96	44.84' Rt.	1,786,760.899	1,020,593.760
3214+27.03	39.84' Rt.	1,786,760.798	1,020,588.758
3214+27.54	0.16' Lt.	1,786,759.968	1,020,548.761
3214+28.48	40.16' Lt.	1,786,759.560	1,020,508.752
3214+29.29	74.94' Lt.	1,786,759.205	1,020,473.973
3214+29.41	80.00' Lt.	1,786,759.154	1,020,468.908

DATE	
BY	
MADE	
CHECKED	
IN	
NO	
NO	

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FP0207-A	Joliet Park District, a Municipal Corporation	169.217*	A=0.069 B=0.032	N/A	169.116*	N/A	N/A	06-03-28-400-002	

* Riparian Boundary, Area Subject to Change.

REVISION DATE

REVISION

MADE BY

PART OF THE WEST 1/2 OF SEC. 27 AND PART OF THE EAST 1/2 OF SEC. 28, TWP. 36 N., R. 9 E. OF THE 3RD. P.M., IN WILL COUNTY, ILLINOIS.

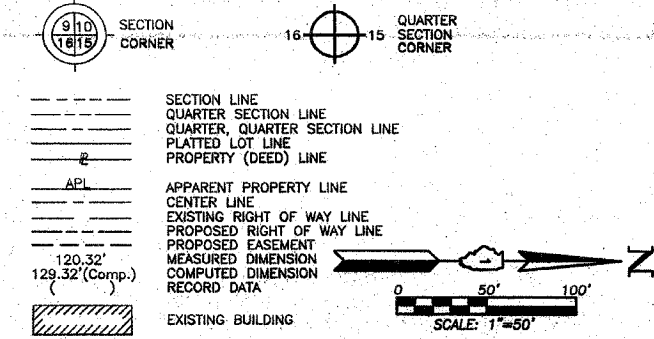
CONTRACT NO. 60C19

F.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	42

Schedule of Ties

Point Number	Tie to point	Tie Distance (feet)
1	BT1	26.46
	BT2	14.45
	BT3	28.28
2	BT1	29.50
	BT2	19.45
	BT3	31.14
3	T1	15.04
	T2	12.01
	T3	13.92
4	BT1	28.18
	BT2	12.22
	BT3	26.77
5	BT1	33.69
	BT2	22.22
	BT3	32.73
6	BT1	34.02
	BT2	20.75
	BT3	30.01
7	BT1	37.15
	BT2	25.75
	BT3	33.72

LEGEND



Bearings are referenced to the Illinois Coordinate System NAD83 (1997) East Zone at Found Geodetic Survey Control Monuments "Will County GPS 316", P.I.D. AE2551 and "Will County GPS 333", P.I.D. AE2553.

- IRON PIPE OR ROD FOUND
- ⊙ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS' REGISTRATION NUMBER.
- T2 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS' REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS' REGISTRATION NUMBER.
- BT2
- BT3
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS' REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS' REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T STD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

STATE OF ILLINOIS }
 COUNTY OF LAKE }
 THIS IS TO CERTIFY THAT WE, JORGENSEN & ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-2771, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTION 27, TOWNSHIP 36N., RANGE 9E., AND SECTION 28, TOWNSHIP 36N., RANGE 9E., OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT LAKE VILLA, ILLINOIS THIS 9th DAY OF November 2008 A.D.
 CHRISTIAN H. JORGENSEN, PRESIDENT
 2797 PROFESSIONAL LAND SURVEYOR NO. 35-2797
 LICENSE EXPIRATION DATE NOVEMBER 30, 2008
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. Coordinates are based on the Published Metric Coordinate Values at Found Geodetic Survey Control Monument "Will County GPS 333", P.I.D. AE2553, of N.542,285.095-E.311,129.617.
 NOTE: SURFACE COORDINATES ARE SHOWN.

EXISTING R.O.W. RECORDED INFORMATION

Parcel	Document No.	Date Recorded
1FP0206	208354	July 12, 1900
1FP0206	464412	May 16, 1933
1FP0206	R65-5110	August 23, 1965
1FP0208	463161	March 7, 1933
-----	R65-6015	September 8, 1965
-----	R75-32760	November 26, 1975
-----	R2002-154333	September 19, 2002

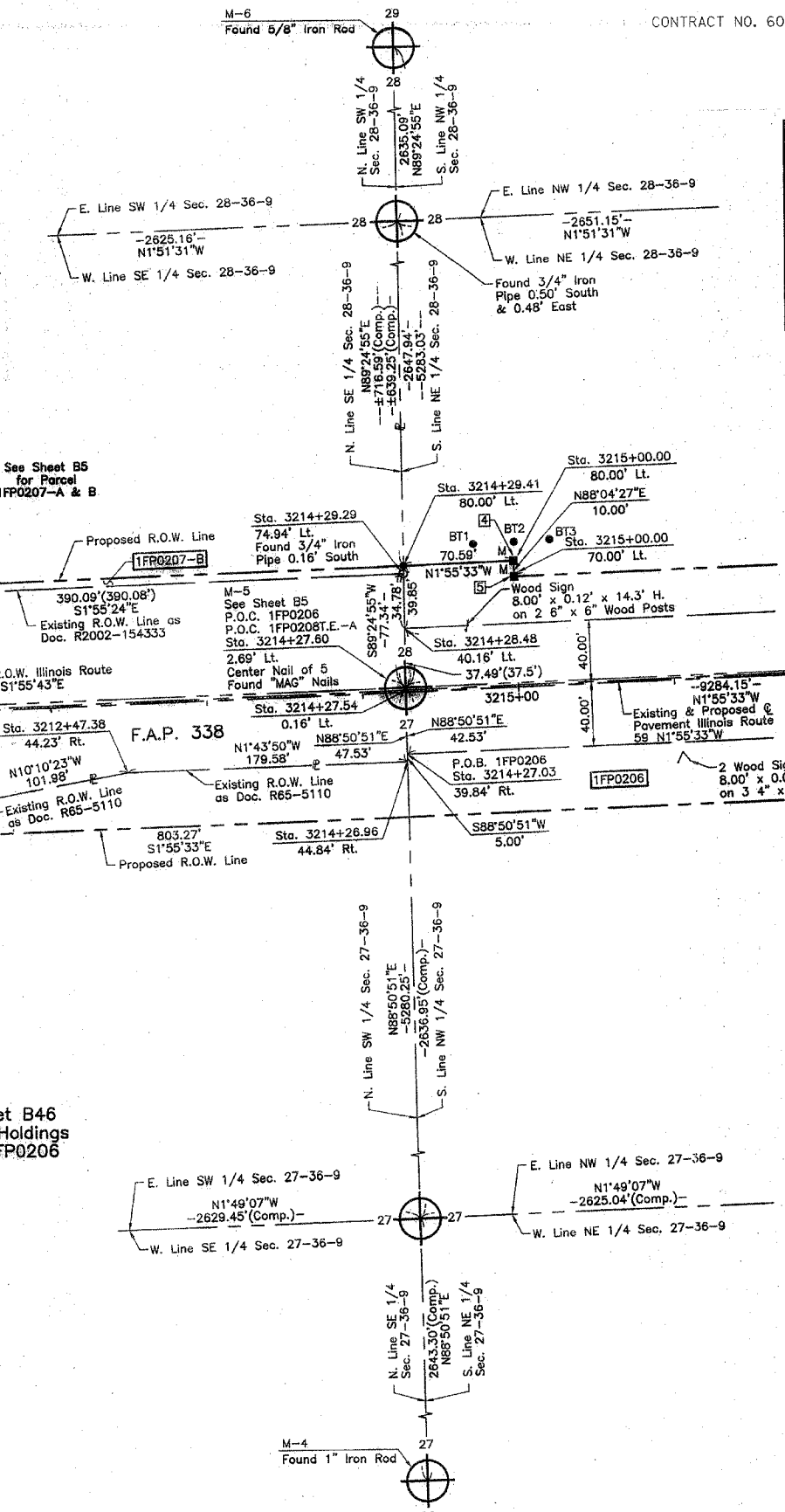
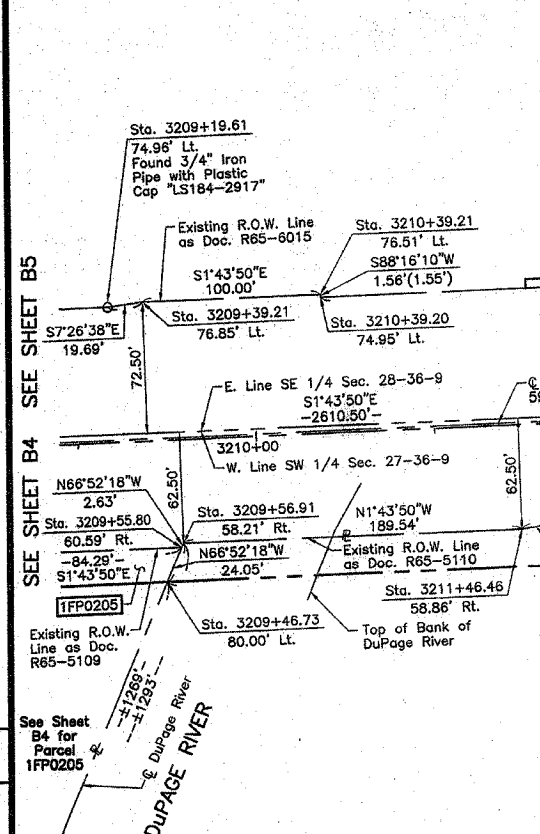
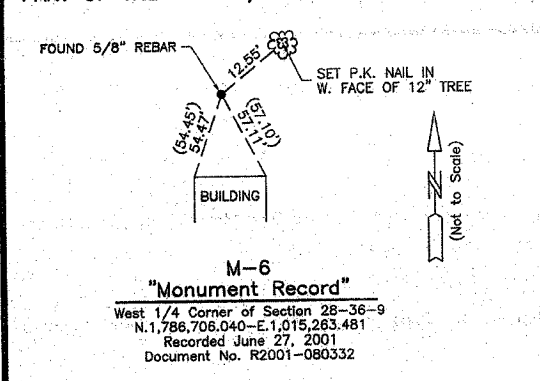
See Sheet B47 for Total Holdings Parcel 1FP0208 & 1FP0208T.E.-A & B

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
3214+28.48	40.16' Lt.	1,786,759.560	1,020,508.752
3214+29.29	74.94' Lt.	1,786,759.205	1,020,473.973
3214+29.41	80.00' Lt.	1,786,759.154	1,020,468.908
3215+00.00	70.00' Lt.	1,786,830.037	1,020,478.530
3215+00.00	80.00' Lt.	1,786,829.701	1,020,466.535
3217+50.00	75.00' Rt.	1,787,084.789	1,020,613.046
3217+50.00	80.00' Rt.	1,787,084.937	1,020,618.044
3220+37.02	75.00' Rt.	1,787,371.629	1,020,603.401
3220+37.50	39.81' Rt.	1,787,370.919	1,020,568.210
3220+95.23	60.00' Rt.	1,787,429.299	1,020,586.451
3221+00.00	65.00' Lt.	1,787,429.866	1,020,461.363
3221+00.00	70.00' Lt.	1,787,429.898	1,020,456.368

COORDINATE TABLE

STATION	OFFSET	NORTH	EAST
3209+19.61	74.96' Lt.	1,786,249.806	1,020,481.080
3209+39.21	76.85' Lt.	1,786,269.331	1,020,488.529
3209+46.73	80.00' Rt.	1,786,282.120	1,020,645.038
3209+55.80	60.59' Rt.	1,786,290.534	1,020,625.339
3209+56.91	58.21' Rt.	1,786,291.568	1,020,622.919
3210+39.20	74.95' Lt.	1,786,369.335	1,020,487.066
3210+39.21	76.51' Lt.	1,786,369.288	1,020,485.509
3211+46.46	58.86' Rt.	1,786,481.024	1,020,617.195
3212+47.38	44.23' Rt.	1,786,581.401	1,020,599.183
3214+26.96	44.84' Rt.	1,786,760.899	1,020,593.760
3214+27.03	39.84' Rt.	1,786,760.798	1,020,588.756
3214+27.54	0.16' Lt.	1,786,759.968	1,020,548.761
3214+27.60	2.69' Lt.	1,786,759.943	1,020,546.240



PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1FP0206	Three Rivers Evangelical Free Church, Inc., an Illinois not-for-profit corporation	35.911*	0.838	N/A	35.073*	N/A	N/A	06-03-27-300-052	
1FP0208 1FP0208T.E.-A 1FP0208T.E.-B	Kramer Properties, LLC as to an undivided 1/2 interest and Herman J. Fritz as Trustee of the Herman J. Fritz Declaration of Trust dated January 17, 1992 as to an undivided 1/2 interest	152.377*	4.153	2.368	148.224*	A=0.046 B=0.005	N/A 200 Driveway Construction Driveway Construction	06-03-26-200-003	

* Riparian Boundary, Area Subject to Change.

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 F.A.P. 338 (ILLINOIS ROUTE 59)

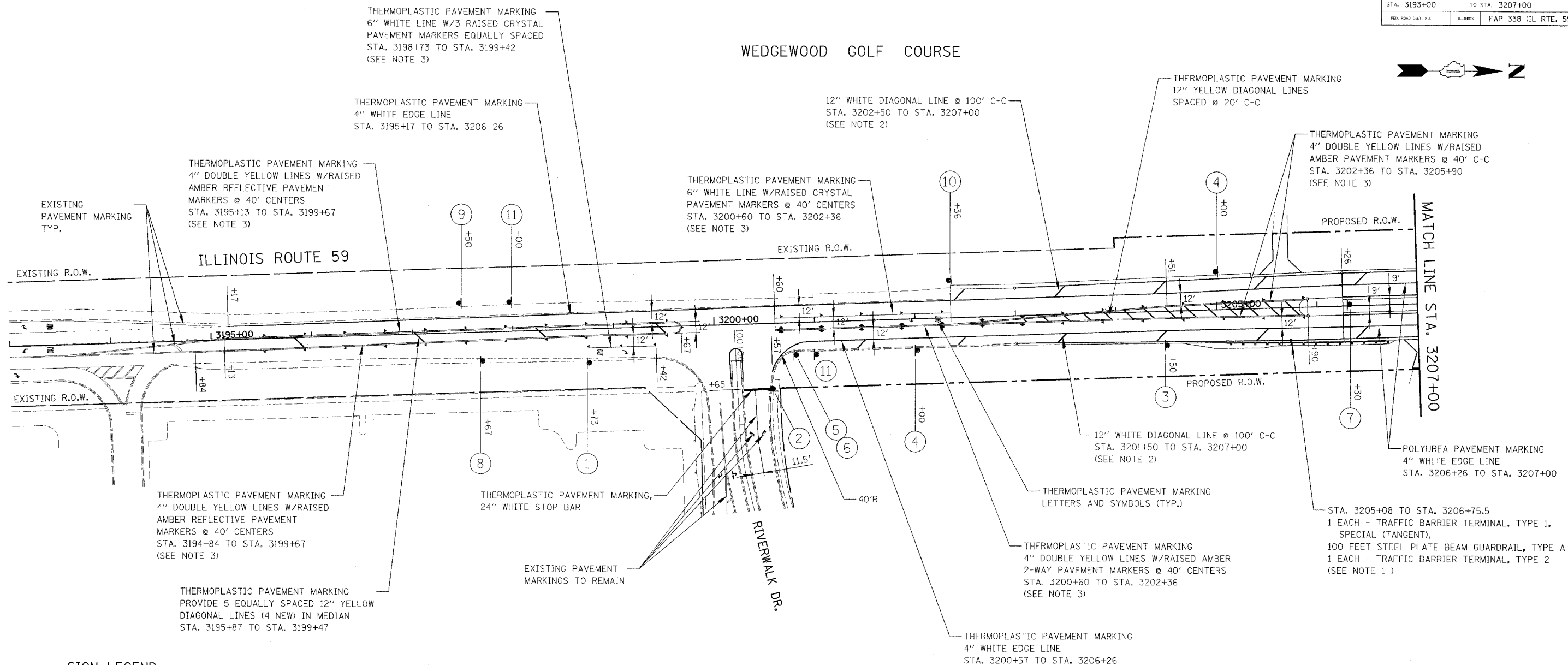
SECTION WILL COUNTY
 PROJECT JOB NO. R-91-067-01
 STATION TO STATION 3209+00 TO 3221+00
 SCALE: 1"=50' SHEET 86 OF 858

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAMBURG, ILLINOIS 60196



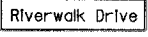




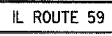
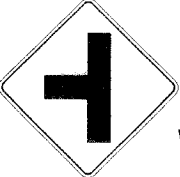



BY	DATE	MADE	CHECKED	INRCD	NOTEBOOK NO.

FWP RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
338	114 BY-R-1	WILL	139	43
STA. 3193+00		TO STA. 3207+00		
FED. ROAD DIST. NO.		ILLINOIS FAP 338 (IL RTE. 59)		

WEDGEWOOD GOLF COURSE

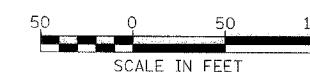


SIGN LEGEND

- | | | | |
|---|---|---|--|
| ① 
R3-5R-2430 | ④ 
R8-3-2430 | ⑧ 
D2-1
VARIES X 18" | * 8" WHITE CAPITALS WITH
6" LOWER CASE LETTERING
ON GREEN BACKGROUND |
| ② 
R1-1-3030 | ⑤ 
D3
24" X 6" | ⑨ 
D2-1
VARIES X 18" | |
| ③ 
M3-1-2412
M1-II100-24 | ⑥ 
D3
24" X 6" | ⑩ 
W2-2L-36 | ⑪ 
R2-1-3036 |
| | ⑦ 
R4-7-2430 | 
VAR. X 9" | |

NOTES

1. TERMINAL MARKER - DIRECT APPLIED AND MONO-DIRECTIONAL GUARDRAIL REFLECTORS SHALL BE INSTALLED ON THE PROPOSED GUARDRAIL AND TRAFFIC BARRIER TERMINALS IN ACCORDANCE WITH STANDARD 635006.
2. THERMOPLASTIC PAVEMENT MARKING SHALL BE USED BETWEEN STA. 3195+87 AND STA. 3206+26 AND FROM STA. 3213+60 TO STA. 3225+00. POLYUREA PAVEMENT MARKING SHALL BE USED BETWEEN STA. 3206+26 AND STA. 3213+60.
3. FOR TYPICAL APPLICATIONS FOR RAISED REFLECTIVE PAVEMENT MARKERS, SEE IDOT DISTRICT 1 STANDARD TC-11.



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
PAVEMENT MARKING, SIGNING
AND GUARDRAIL PLANS

SCALE AS SHOWN
DATE AUGUST 17, 2007
DRAWN BY REW
CHECKED BY JCM

FAP R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	44
STA. 3204+00		TO STA. 3218+00		
FED. ROAD DIST. NO.		ILLINOIS FAP 338 (ILL. RTE. 59)		

STA. 3208+00 TO STA. 3208+51.5
 1 EACH - TRAFFIC BARRIER TERMINAL, TYPE 2
 37.5' STEEL PLATE BEAM GUARDRAIL
 1 EACH - TRAFFIC BARRIER TERMINAL, TYPE 5
 (SEE NOTE 1)

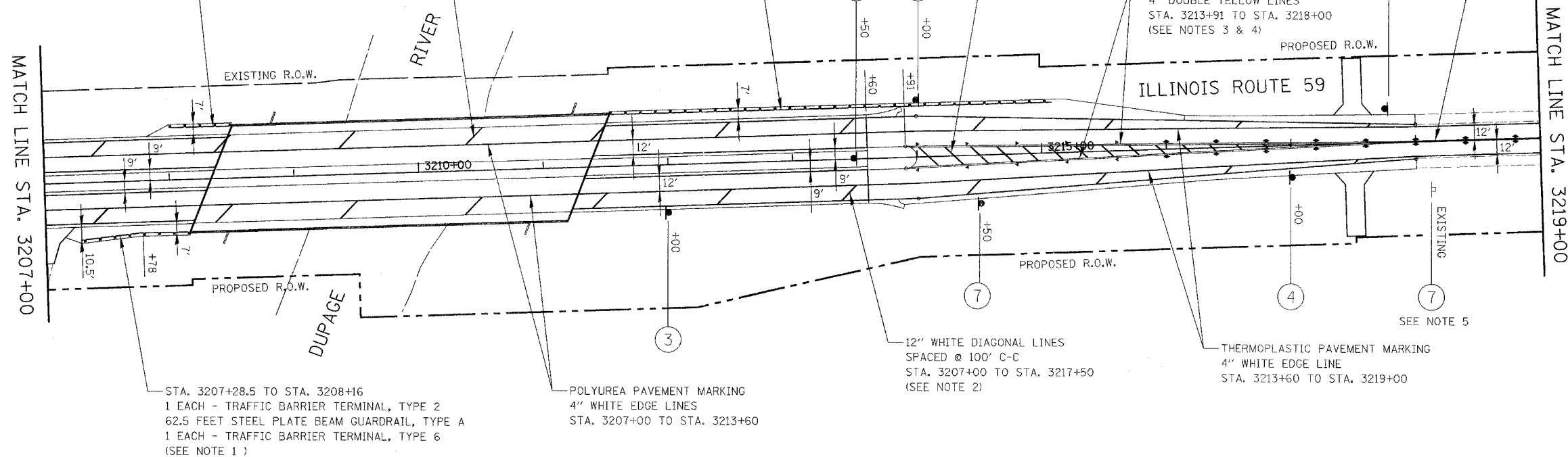
12" WHITE DIAGONAL LINES
 SPACED @ 100' C-C
 STA. 3207+00 TO STA. 3217+50
 (SEE NOTE 2)

STA. 3211+54 TO STA. 3215+08.5
 1 EACH - TRAFFIC BARRIER TERMINAL,
 TYPE 1 SPECIAL (TANGENT)
 287.5' STEEL PLATE BEAM GUARDRAIL
 1 EACH - TRAFFIC BARRIER TERMINAL,
 TYPE 6
 (SEE NOTE 1)

THERMOPLASTIC PAVEMENT MARKING
 12" YELLOW DIAGONAL LINES
 SPACED @ 20' C-C

THERMOPLASTIC PAVEMENT MARKING
 4" DOUBLE YELLOW LINES
 STA. 3213+91 TO STA. 3218+00
 (SEE NOTES 3 & 4)

THERMOPLASTIC PAVEMENT MARKING
 4" DOUBLE YELLOW LINES
 STA. 3218+00 TO STA. 3219+00
 (SEE NOTES 3 & 4)

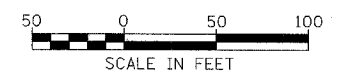
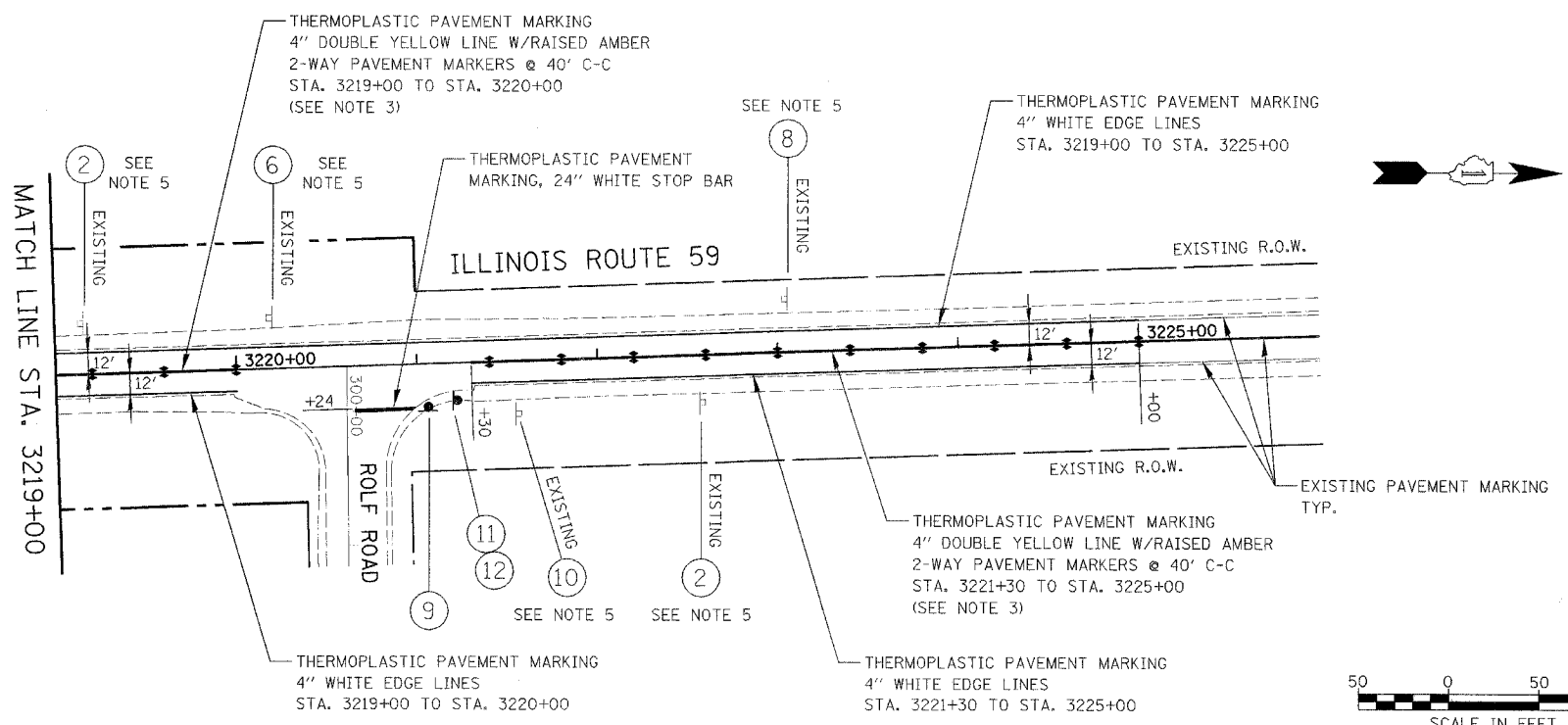


SIGN LEGEND

- | | | | | | |
|---|-----------|---|-------------------------|----|-------------------------|
| 1 | | 5 | | 9 | |
| | W6-1-3636 | | R4-7-2430 | | R1-1-3030 |
| 2 | | 6 | | 10 | |
| | R2-1-3036 | | M3-3-2412
MI-1100-24 | | M3-1-2412
MI-1100-24 |
| 3 | | 7 | | 11 | |
| | R8-3-3030 | | ROLF ROAD VARIES X 9" | | D3
16" X 6" |
| 4 | | 8 | | 12 | |
| | W6-3-3636 | | ROLF ROAD VARIES X 9" | | D3
24" X 6" |

NOTES

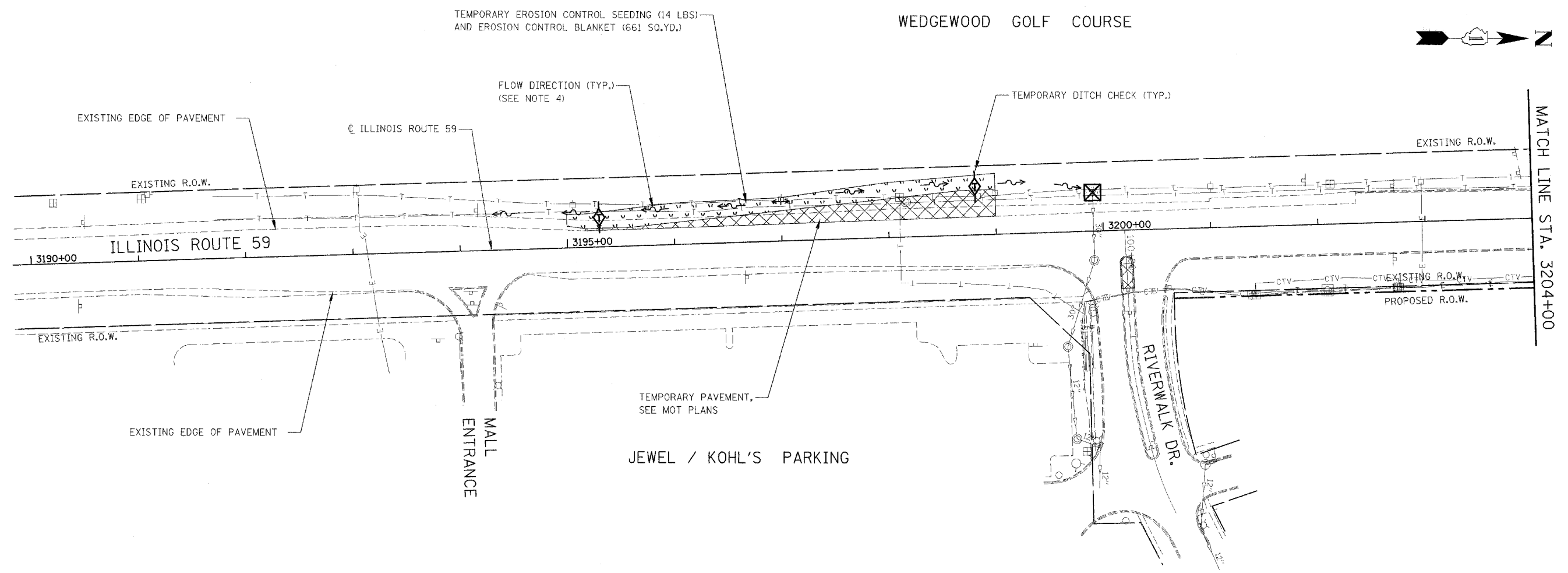
1. TERMINAL MARKER - DIRECT APPLIED AND MONO-DIRECTIONAL GUARDRAIL REFLECTORS SHALL BE INSTALLED ON THE PROPOSED GUARDRAIL AND TRAFFIC BARRIER TERMINALS IN ACCORDANCE WITH STANDARD 635006.
2. THERMOPLASTIC PAVEMENT MARKING SHALL BE USED BETWEEN STA. 3195+87 AND STA. 3206+26 AND FROM STA. 3213+60 TO STA. 3225+00. POLYUREA PAVEMENT MARKING SHALL BE USED BETWEEN STA. 3206+26 AND STA. 3213+60.
3. FOR TYPICAL APPLICATIONS FOR RAISED REFLECTIVE PAVEMENT MARKERS, SEE IDOT DISTRICT 1 STANDARD TC-11.
4. RAISED AMBER PAVEMENT MARKERS SHALL BE 1-WAY FROM STA. 3214+00 TO STA. 3215+60 AND 2-WAY FROM STA. 3216+00 TO STA. 3219+00.
5. EXISTING SIGNS TO BE INSTALLED ON NEW POSTS. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "METAL POST" OF THE REQUIRED TYPE AND "RELOCATE SIGN PANEL - TYPE 1".



ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 PAVEMENT MARKING, SIGNING
 AND GUARDRAIL PLANS

SCALE AS SHOWN
 DATE AUGUST 17, 2007
 DRAWN BY REW
 CHECKED BY JCM

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	45
STA.	TO STA.			
3190+00	3204+00			
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		



EROSION CONTROL LEGEND

- | | | | |
|--|---|--|--|
| | TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET | | INLET AND PIPE PROTECTION OR INLET FILTER |
| | PERMANENT SEEDING (SEE NOTE 3) | | TEMPORARY DITCH CHECK |
| | TEMPORARY PAVEMENT | | FLOW DIRECTION (SEE NOTE 4) |
| | RIPRAP | | PERMANENT DRAINAGE STRUCTURE NUMBER (SEE NOTE 5) |
| | SEDIMENT CONTROL SILT FENCE (SEE NOTE 2) | | PROPOSED STORM SEWER (SEE NOTE 5) |
| | | | TEMPORARY PIPE CULVERT |

GENERAL EROSION CONTROL NOTES:

TREE TRUNK PROTECTION, TREE ROOT PRUNING, AND TREE PRUNING WILL BE REQUIRED FOR THIS PROJECT. A REPRESENTATIVE FROM IDOT'S ROADSIDE DEVELOPMENT UNIT WILL DETERMINE LOCATIONS ON SITE AT THE START OF CONSTRUCTION. PAY ITEMS HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

THE CONTRACTOR WILL BE REQUIRED TO SUBMIT CERTIFICATION STATEMENT (NPDES ATTACHMENT 6). FULL COMPLIANCE WITH ALL TERMS OF THE NPDES PERMIT MUST BE STRICTLY ADHERED TO.

INLET FILTERS ARE TO BE PROVIDED AND MAINTAINED FOR ALL EXISTING AND PROPOSED DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS AND ALL STRUCTURES NOTED FOR INLET FILTER AS DIRECTED BY THE ENGINEER.

NOTES

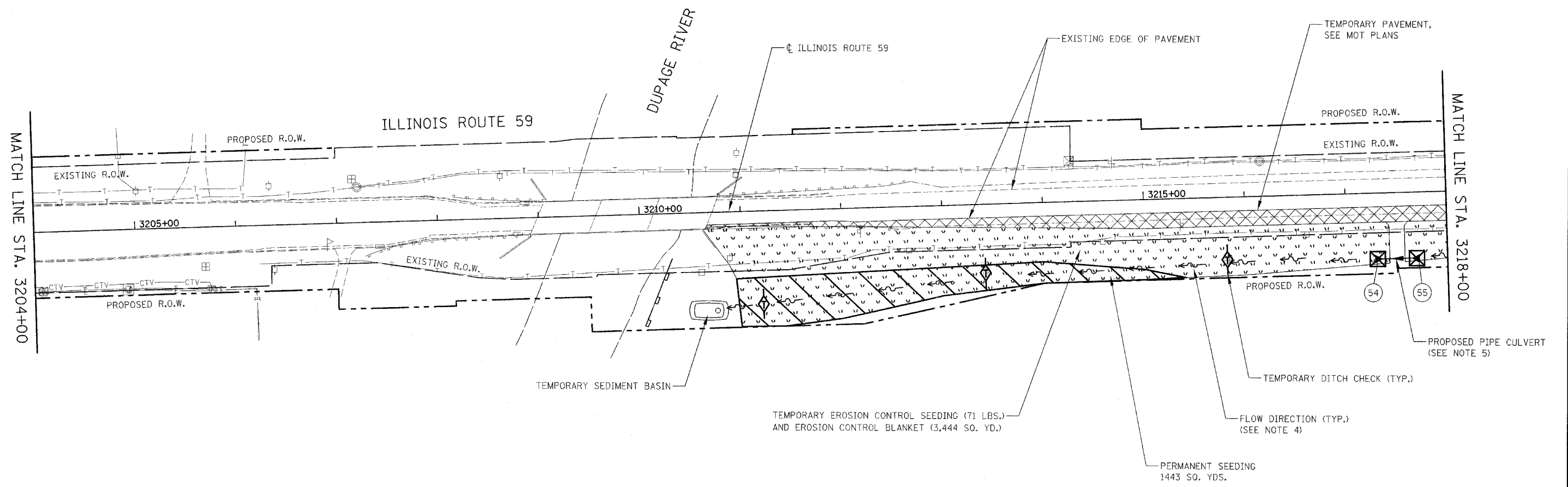
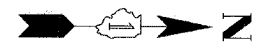
1. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
2. SEDIMENT CONTROL SILT FENCE SHALL BE ERECTED ADJACENT TO R.O.W., EASEMENT, AND CONSTRUCTION LIMITS AND AS DIRECTED BY THE ENGINEER.
3. SEE LANDSCAPING PLANS FOR SEEDING INFORMATION.
4. SEE PRE-STAGE 1 CROSS SECTIONS FOR GRADING INFORMATION.
5. SEE PROPOSED DRAINAGE PLANS FOR STORM SEWER INFORMATION.



ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 EROSION CONTROL PLAN
 PRE-STAGE 1
 ILLINOIS ROUTE 59

SCALE AS SHOWN
 DATE AUGUST 17, 2007
 DRAWN BY RTA
 CHECKED BY JCM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	46
STA.	3204+00	TO STA.	3218+00	
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		

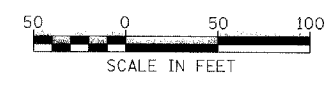


EROSION CONTROL LEGEND

	TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET		INLET AND PIPE PROTECTION OR INLET FILTER
	PERMANENT SEEDING (SEE NOTE 3)		TEMPORARY DITCH CHECK
	TEMPORARY PAVEMENT		FLOW DIRECTION (SEE NOTE 4)
	RIPRAP		PERMANENT DRAINAGE STRUCTURE NUMBER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE (SEE NOTE 2)		PROPOSED STORM SEWER (SEE NOTE 5)
			TEMPORARY PIPE CULVERT

NOTES

1. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
2. SEDIMENT CONTROL SILT FENCE SHALL BE ERECTED ADJACENT TO R.O.W., EASEMENT, AND CONSTRUCTION LIMITS AND AS DIRECTED BY THE ENGINEER.
3. SEE LANDSCAPING PLANS FOR SEEDING INFORMATION.
4. SEE PRE-STAGE 1 CROSS SECTIONS FOR GRADING INFORMATION.
5. SEE PROPOSED DRAINAGE PLANS FOR STORM SEWER INFORMATION.

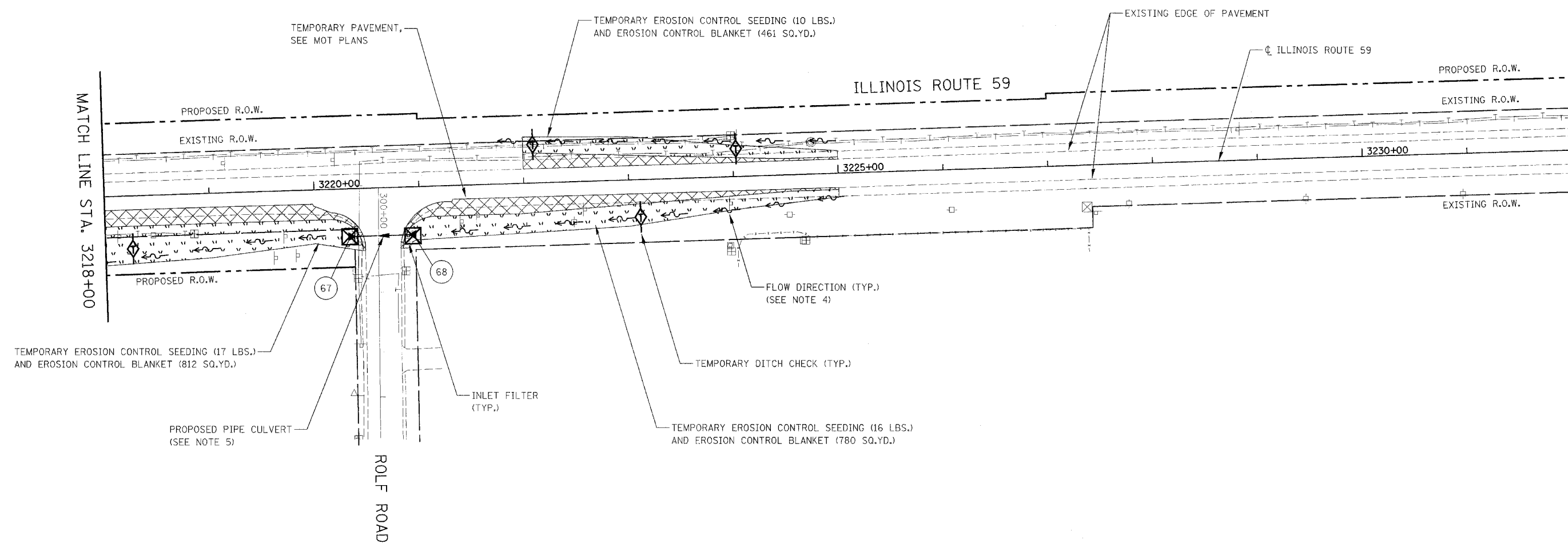


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 EROSION CONTROL PLAN
 PRE-STAGE 1
 ILLINOIS ROUTE 59

SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY RTA
 CHECKED BY JCM

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	47
STA. 3218+00	TO STA. 3232+00			
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		



EROSION CONTROL LEGEND

- | | | | |
|--|---|--|--|
| | TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET | | INLET AND PIPE PROTECTION OR INLET FILTER |
| | PERMANENT SEEDING (SEE NOTE 3) | | TEMPORARY DITCH CHECK |
| | TEMPORARY PAVEMENT | | FLOW DIRECTION (SEE NOTE 4) |
| | RIPRAP | | PERMANENT DRAINAGE STRUCTURE NUMBER (SEE NOTE 5) |
| | SEDIMENT CONTROL SILT FENCE (SEE NOTE 2) | | PROPOSED STORM SEWER (SEE NOTE 5) |
| | | | TEMPORARY PIPE CULVERT |

NOTES

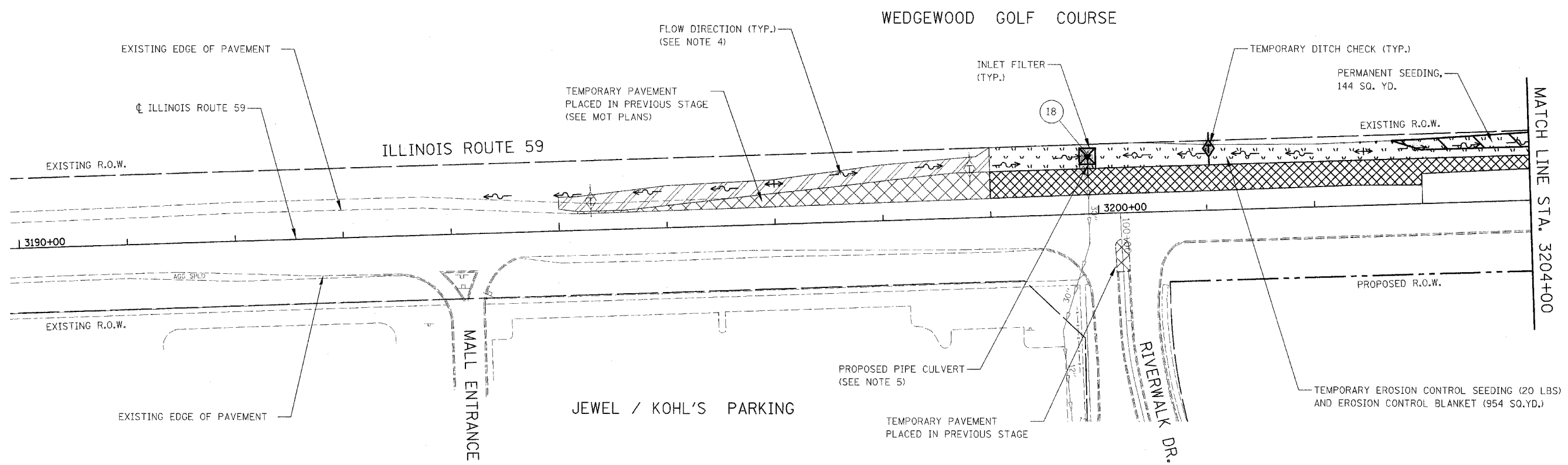
1. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
2. SEDIMENT CONTROL SILT FENCE SHALL BE ERECTED ADJACENT TO R.O.W., EASEMENT, AND CONSTRUCTION LIMITS AND AS DIRECTED BY THE ENGINEER.
3. SEE LANDSCAPING PLANS FOR SEEDING INFORMATION.
4. SEE PRE-STAGE 1 CROSS SECTIONS FOR GRADING INFORMATION.
5. SEE PROPOSED DRAINAGE PLANS FOR STORM SEWER INFORMATION.



ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 EROSION CONTROL PLAN
 PRE-STAGE 1
 ILLINOIS ROUTE 59

SCALE AS SHOWN DRAWN BY RTA
 DATE AUGUST 17, 2007 CHECKED BY JCM

FAP DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	48
STA. 3190+00		TO STA. 3204+00		
FED. ROAD DIST. NO.		ILLINOIS FAP 338 (IL RTE. 59)		



EROSION CONTROL LEGEND

- | | | | |
|--|---|--|---|
| | TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET | | INLET AND PIPE PROTECTION OR INLET FILTER INSTALLED IN PREVIOUS STAGE |
| | TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET INSTALLED IN PREVIOUS STAGE | | TEMPORARY DITCH CHECK |
| | PERMANENT SEEDING (SEE NOTE 3) | | TEMPORARY DITCH CHECK INSTALLED IN PREVIOUS STAGE |
| | PERMANENT SEEDING INSTALLED IN PREVIOUS STAGE | | FLOW DIRECTION (SEE NOTE 4) |
| | TEMPORARY PAVEMENT PLACED IN THIS STAGE | | PERMANENT DRAINAGE STRUCTURE NUMBER (SEE NOTE 5) |
| | SEDIMENT CONTROL SILT FENCE (SEE NOTE 2) | | PROPOSED STORM SEWER (SEE NOTE 5) |
| | SEDIMENT CONTROL SILT FENCE INSTALLED IN PREVIOUS STAGE | | PROPOSED STORM SEWER INSTALLED IN PREVIOUS STAGE |
| | INLET AND PIPE PROTECTION OR INLET FILTER | | TEMPORARY PIPE CULVERT |
| | | | TEMPORARY PIPE CULVERT INSTALLED IN PREVIOUS STAGE |

GENERAL EROSION CONTROL NOTES:

TREE TRUNK PROTECTION, TREE ROOT PRUNING, AND TREE PRUNING WILL BE REQUIRED FOR THIS PROJECT. A REPRESENTATIVE FROM IDOT'S ROADSIDE DEVELOPMENT UNIT WILL DETERMINE LOCATIONS ON SITE AT THE START OF CONSTRUCTION. PAY ITEMS HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

THE CONTRACTOR WILL BE REQUIRED TO SUBMIT CERTIFICATION STATEMENT (NPDES ATTACHMENT 6). FULL COMPLIANCE WITH ALL TERMS OF THE NPDES PERMIT MUST BE STRICTLY ADHERED TO.

INLET FILTERS ARE TO BE PROVIDED AND MAINTAINED FOR ALL EXISTING AND PROPOSED DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS AND ALL STRUCTURES NOTED FOR INLET FILTER AS DIRECTED BY THE ENGINEER.

NOTES

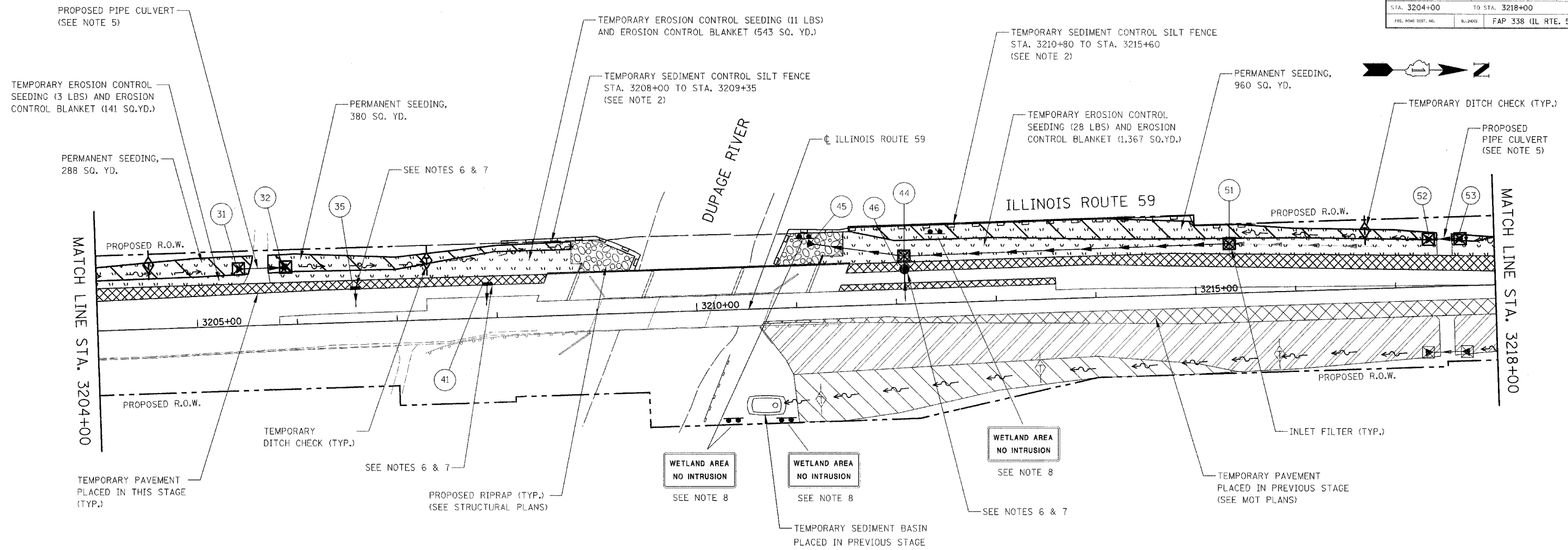
1. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
2. SEDIMENT CONTROL SILT FENCE SHALL BE ERECTED ADJACENT TO R.O.W., EASEMENT, AND CONSTRUCTION LIMITS AND AS DIRECTED BY THE ENGINEER.
3. SEE LANDSCAPING PLANS FOR SEEDING INFORMATION.
4. SEE STAGES 1 & 2 CROSS SECTIONS FOR GRADING INFORMATION.
5. SEE PROPOSED DRAINAGE PLANS FOR STORM SEWER INFORMATION.



ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
EROSION CONTROL PLAN
STAGE 1 & 2
ILLINOIS ROUTE 59

SCALE AS SHOWN
DATE AUGUST 17, 2007
DRAWN BY RTA
CHECKED BY JCM

FAP DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	49
STA. 3204+00		TO STA. 3218+00		
FEL. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	



EROSION CONTROL LEGEND

	TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET		INLET AND PIPE PROTECTION OR INLET FILTER INSTALLED IN PREVIOUS STAGE
	PERMANENT SEEDING (SEE NOTE 3)		TEMPORARY DITCH CHECK
	PERMANENT SEEDING INSTALLED IN PREVIOUS STAGE		TEMPORARY DITCH CHECK INSTALLED IN PREVIOUS STAGE
	TEMPORARY PAVEMENT PLACED IN THIS STAGE		FLOW DIRECTION (SEE NOTE 4)
	RIPRAP		PERMANENT DRAINAGE STRUCTURE NUMBER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE (SEE NOTE 2)		PROPOSED STORM SEWER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE INSTALLED IN PREVIOUS STAGE		PROPOSED STORM SEWER INSTALLED IN PREVIOUS STAGE
	INLET AND PIPE PROTECTION OR INLET FILTER		TEMPORARY PIPE CULVERT
			TEMPORARY PIPE CULVERT INSTALLED IN PREVIOUS STAGE

NOTES

1. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
2. SEDIMENT CONTROL SILT FENCE SHALL BE ERECTED ADJACENT TO R.O.W., EASEMENT, AND CONSTRUCTION LIMITS AND AS DIRECTED BY THE ENGINEER.
3. SEE LANDSCAPING PLANS FOR SEEDING INFORMATION.
4. SEE STAGES 1 & 2 CROSS SECTIONS FOR GRADING INFORMATION.
5. SEE PROPOSED DRAINAGE PLANS FOR STORM SEWER INFORMATION.
6. PROPOSED STRUCTURE SHALL BE COVERED WITH STEEL PLATE OF A THICKNESS APPROVED BY THE ENGINEER AND TEMPORARILY BURIED. PAYMENT FOR THE INSTALLATION AND REMOVAL OF THE STEEL PLATE INCLUDING ANY REQUIRED EXCAVATION SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED STRUCTURE.
7. ANY REQUIRED ADJUSTMENT AND/OR RECONSTRUCTION OF THE PROPOSED STRUCTURE TO FINAL RIM ELEVATION SHALL NOT BE PAID FOR SEPERATELY. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED STRUCTURE.
8. CONTRACTOR SHALL ERECT SIGNS AS DIRECTED BY THE ENGINEER. COST OF ERECTING SIGNS SHALL BE CONSIDERED INCIDENTAL TO SEDIMENT CONTROL SILT FENCE. THE SIGNS WILL BE SUPPLIED BY IDOT. THE CONTRACTOR SHALL CONTACT RICK WANNER AT (847) 705-4172 WHEN SIGNS ARE NEEDED. THE SIGN SHALL REMAIN IN PLACE WHILE WORK IS BEING DONE IN THIS AREA, AND SHALL BE TAKEN DOWN ONLY WHEN DIRECTED BY THE ENGINEER.

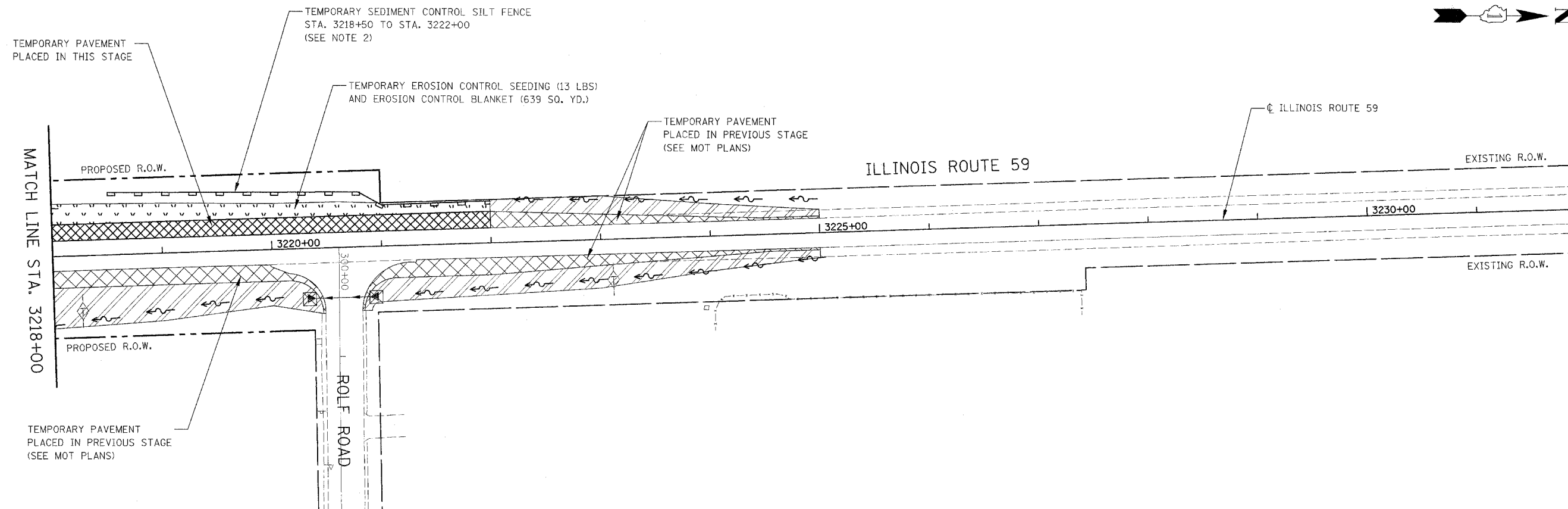


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 EROSION CONTROL PLAN
 STAGE 1 & 2
 ILLINOIS ROUTE 59

SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY RTA
 CHECKED BY JCM

FAP R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	50
STA. 3218+00		TO STA. 3232+00		
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL. RTE. 59)		



EROSION CONTROL LEGEND

	TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET		INLET AND PIPE PROTECTION OR INLET FILTER INSTALLED IN PREVIOUS STAGE
	TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET INSTALLED IN PREVIOUS STAGE		TEMPORARY DITCH CHECK
	PERMANENT SEEDING (SEE NOTE 3)		TEMPORARY DITCH CHECK INSTALLED IN PREVIOUS STAGE
	PERMANENT SEEDING INSTALLED IN PREVIOUS STAGE		FLOW DIRECTION (SEE NOTE 4)
	TEMPORARY PAVEMENT PLACED IN THIS STAGE		PERMANENT DRAINAGE STRUCTURE NUMBER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE (SEE NOTE 2)		PROPOSED STORM SEWER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE INSTALLED IN PREVIOUS STAGE		PROPOSED STORM SEWER INSTALLED IN PREVIOUS STAGE
	INLET AND PIPE PROTECTION OR INLET FILTER		TEMPORARY PIPE CULVERT
			TEMPORARY PIPE CULVERT INSTALLED IN PREVIOUS STAGE

NOTES

1. THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
2. SEDIMENT CONTROL SILT FENCE SHALL BE ERECTED ADJACENT TO R.O.W., EASEMENT, AND CONSTRUCTION LIMITS AND AS DIRECTED BY THE ENGINEER.
3. SEE LANDSCAPING PLANS FOR SEEDING INFORMATION.
4. SEE STAGES 1 & 2 CROSS SECTIONS FOR GRADING INFORMATION.
5. SEE PROPOSED DRAINAGE PLANS FOR STORM SEWER INFORMATION.

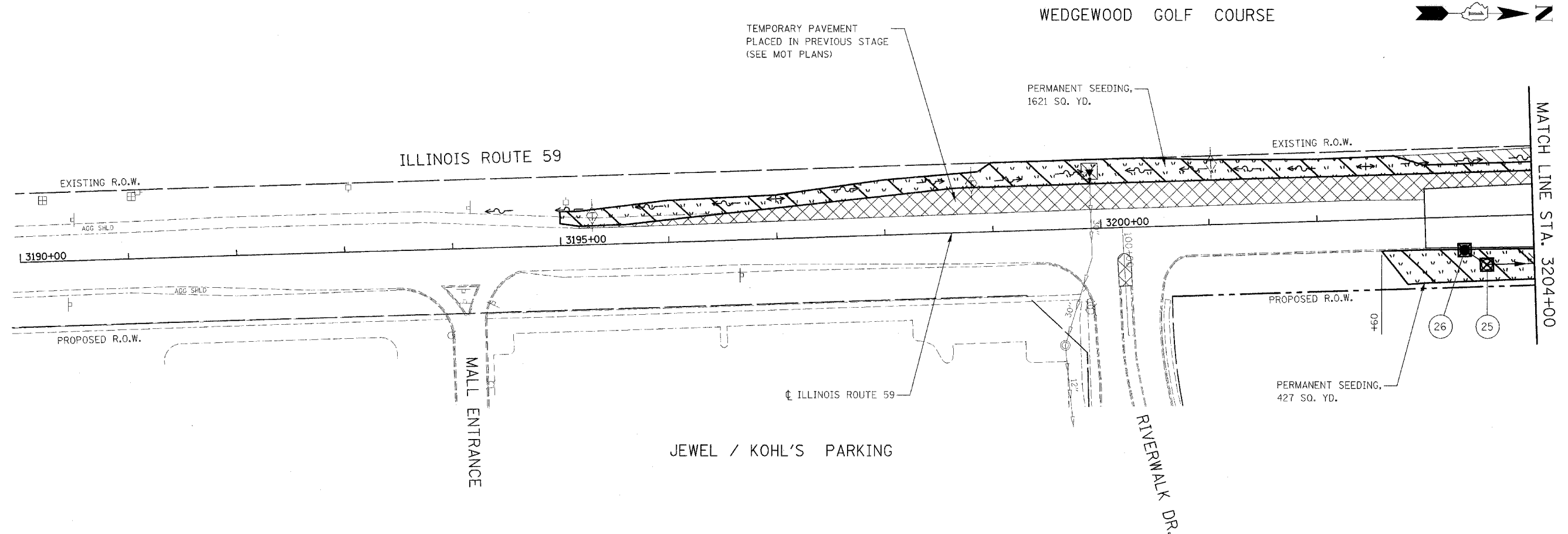


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 EROSION CONTROL PLAN
 STAGE 1 & 2
 ILLINOIS ROUTE 59

SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY RTA
 CHECKED BY JCM

FAP RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
338	114 BY-R-1	WILL	139	51
STA. 3190+00		TO STA. 3204+00		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	



EROSION CONTROL LEGEND

	TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET		INLET AND PIPE PROTECTION OR INLET FILTER INSTALLED IN PREVIOUS STAGE
	TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET INSTALLED IN PREVIOUS STAGE		TEMPORARY DITCH CHECK
	PERMANENT SEEDING (SEE NOTE 3)		TEMPORARY DITCH CHECK INSTALLED IN PREVIOUS STAGE
	PERMANENT SEEDING INSTALLED IN PREVIOUS STAGE		FLOW DIRECTION (SEE NOTE 4)
	RIPRAP		PERMANENT DRAINAGE STRUCTURE NUMBER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE (SEE NOTE 2)		PROPOSED STORM SEWER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE INSTALLED IN PREVIOUS STAGE		PROPOSED STORM SEWER INSTALLED IN PREVIOUS STAGE
	INLET AND PIPE PROTECTION OR INLET FILTER		TEMPORARY PIPE CULVERT
			TEMPORARY PIPE CULVERT INSTALLED IN PREVIOUS STAGE

GENERAL EROSION CONTROL NOTES:

TREE TRUNK PROTECTION, TREE ROOT PRUNING, AND TREE PRUNING WILL BE REQUIRED FOR THIS PROJECT. A REPRESENTATIVE FROM IDOT'S ROADSIDE DEVELOPMENT UNIT WILL DETERMINE LOCATIONS ON SITE AT THE START OF CONSTRUCTION. PAY ITEMS HAVE BEEN INCLUDED IN THE SUMMARY OF QUANTITIES.

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3. SEE LANDSCAPING PLANS FOR SEEDING INFORMATION.
4. SEE STAGES 3 & 4 CROSS SECTIONS FOR GRADING INFORMATION.
5. SEE PROPOSED DRAINAGE PLANS FOR STORM SEWER INFORMATION.

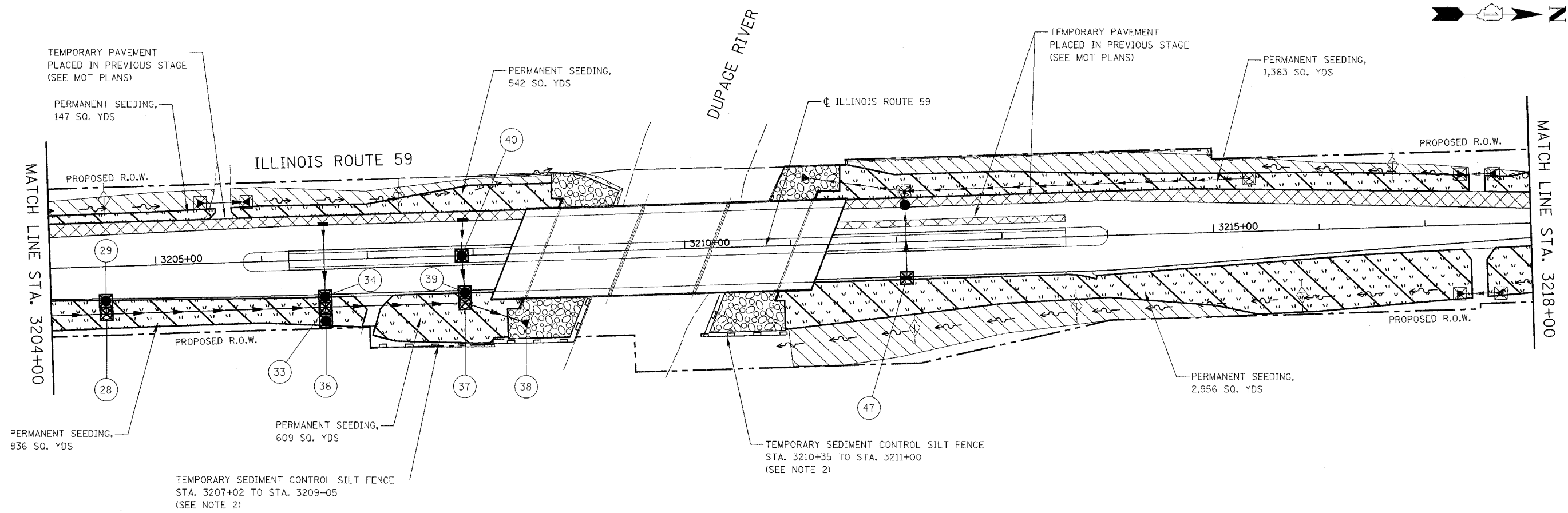


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
EROSION CONTROL PLAN
 STAGES 3 & 4
 ILLINOIS ROUTE 59

SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY RTA
 CHECKED BY JCM

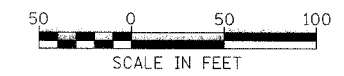
FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	52
STA.	TO STA.			
3204+00	3218+00			
FED. ROAD DIST. NO.	MILEAGE	FAP 338 (IL RTE. 59)		



	TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET		INLET AND PIPE PROTECTION OR INLET FILTER INSTALLED IN PREVIOUS STAGE
	TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET INSTALLED IN PREVIOUS STAGE		TEMPORARY DITCH CHECK
	PERMANENT SEEDING (SEE NOTE 3)		TEMPORARY DITCH CHECK INSTALLED IN PREVIOUS STAGE
	PERMANENT SEEDING INSTALLED IN PREVIOUS STAGE		FLOW DIRECTION (SEE NOTE 4)
	RIPRAP		PERMANENT DRAINAGE STRUCTURE NUMBER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE (SEE NOTE 2)		PROPOSED STORM SEWER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE INSTALLED IN PREVIOUS STAGE		PROPOSED STORM SEWER INSTALLED IN PREVIOUS STAGE
	INLET AND PIPE PROTECTION OR INLET FILTER		TEMPORARY PIPE CULVERT
			TEMPORARY PIPE CULVERT INSTALLED IN PREVIOUS STAGE

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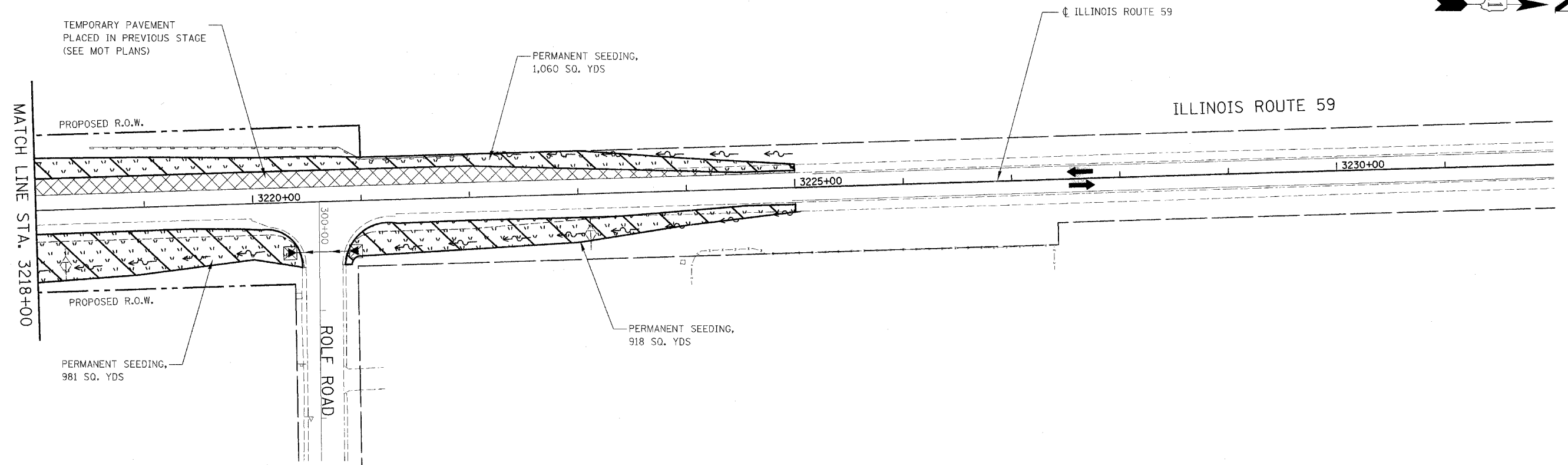


ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
EROSION CONTROL PLAN
 STAGES 3 & 4
 ILLINOIS ROUTE 59

SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY RTA
 CHECKED BY JCM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	53
STA. 3218+00		TO STA. 3232+00		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	



EROSION CONTROL LEGEND

	TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET		INLET AND PIPE PROTECTION OR INLET FILTER INSTALLED IN PREVIOUS STAGE
	TEMPORARY EROSION CONTROL SEEDING AND EROSION CONTROL BLANKET INSTALLED IN PREVIOUS STAGE		TEMPORARY DITCH CHECK
	PERMANENT SEEDING (SEE NOTE 3)		TEMPORARY DITCH CHECK INSTALLED IN PREVIOUS STAGE
	PERMANENT SEEDING INSTALLED IN PREVIOUS STAGE		FLOW DIRECTION (SEE NOTE 4)
	RIPRAP		PERMANENT DRAINAGE STRUCTURE NUMBER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE (SEE NOTE 2)		PROPOSED STORM SEWER (SEE NOTE 5)
	SEDIMENT CONTROL SILT FENCE INSTALLED IN PREVIOUS STAGE		PROPOSED STORM SEWER INSTALLED IN PREVIOUS STAGE
	INLET AND PIPE PROTECTION OR INLET FILTER		TEMPORARY PIPE CULVERT
			TEMPORARY PIPE CULVERT INSTALLED IN PREVIOUS STAGE

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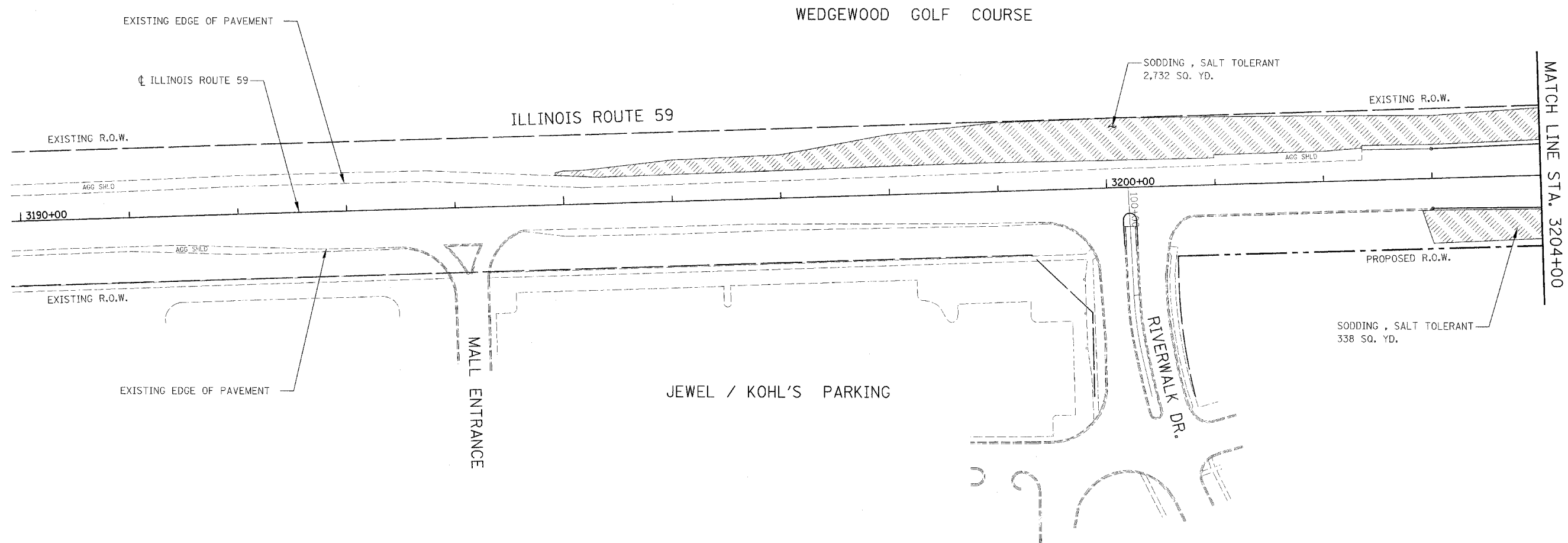
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
EROSION CONTROL PLAN
 STAGES 3 & 4
 ILLINOIS ROUTE 59

SCALE AS SHOWN
 DATE AUGUST 17, 2007

DRAWN BY RTA
 CHECKED BY JCM

CONTRACT NO. 60C19

FAP R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	54
STA. 3190+00		TO STA. 3204+00		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	



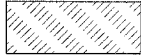
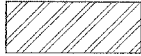
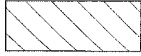

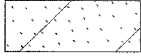
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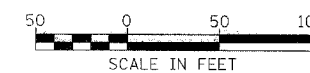
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EROSION CONTROL BLANKET SHALL BE PLACED ON ALL SEEDED AREAS OF THE PROJECT.

LEGEND

-  SODDING, SALT TOLERANT AND TOPSOIL EXCAVATION AND PLACEMENT, 4"
-  SODDING, SALT TOLERANT AND TOPSOIL EXCAVATION AND PLACEMENT, 12"
-  SEEDING, CLASS 2A AND TOPSOIL EXCAVATION AND PLACEMENT, 4" EROSION CONTROL BLANKET
-  SEEDING, CLASS 4A AND COMPOST FURNISH AND PLACE, 4" EROSION CONTROL BLANKET
-  SEEDING, CLASS 4B AND COMPOST FURNISH AND PLACE, 4" EROSION CONTROL BLANKET



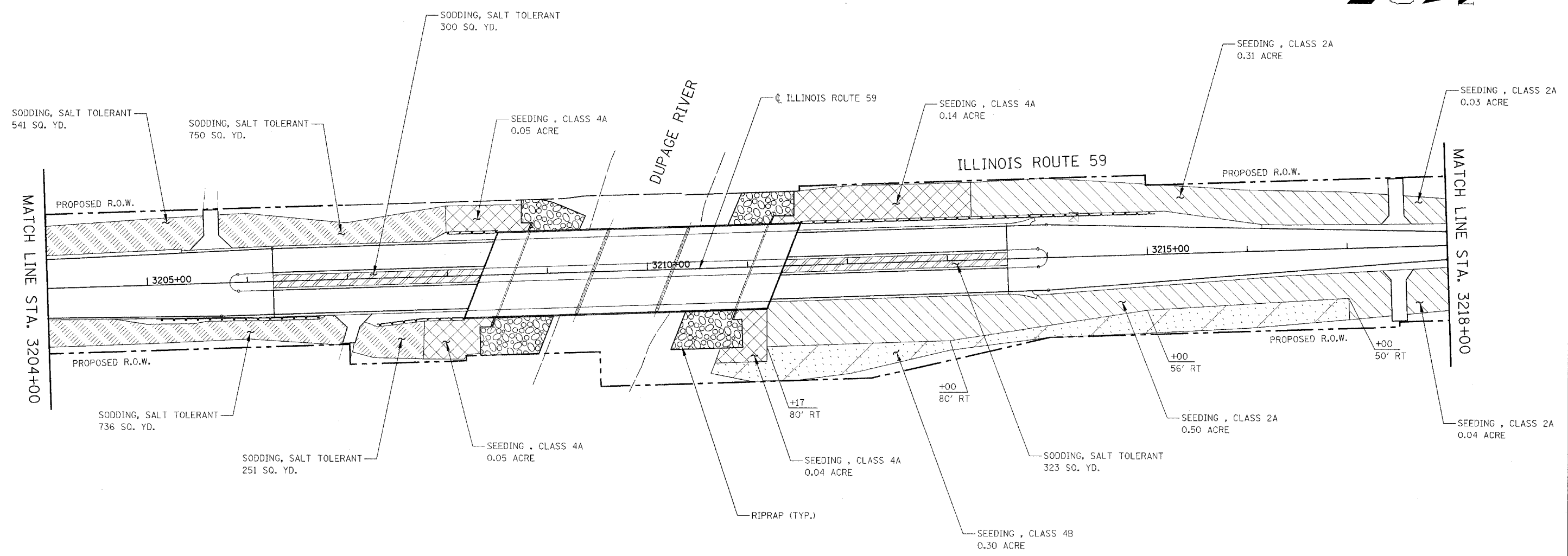
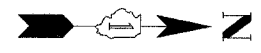
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

LANDSCAPING PLAN
ILLINOIS ROUTE 59

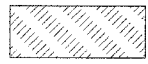
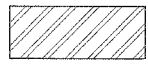
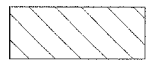

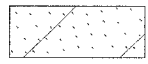
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DATE AUGUST 17, 2007 CHECKED BY JCM

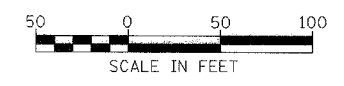
CONTRACT NO. 60C19

FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	55
STA. 3204+00		TO STA. 3218+00		
FED. ROAD DIST. NO.		ILLINOIS		
FAP 338 (IL RTE. 59)				



LEGEND

-  SODDING, SALT TOLERANT AND TOPSOIL EXCAVATION AND PLACEMENT, 4"
-  SODDING, SALT TOLERANT AND TOPSOIL EXCAVATION AND PLACEMENT, 12"
-  SEEDING, CLASS 2A AND TOPSOIL EXCAVATION AND PLACEMENT, 4" EROSION CONTROL BLANKET
-  SEEDING, CLASS 4A AND COMPOST FURNISH AND PLACE, 4" EROSION CONTROL BLANKET
-  SEEDING, CLASS 4B AND COMPOST FURNISH AND PLACE, 4" EROSION CONTROL BLANKET



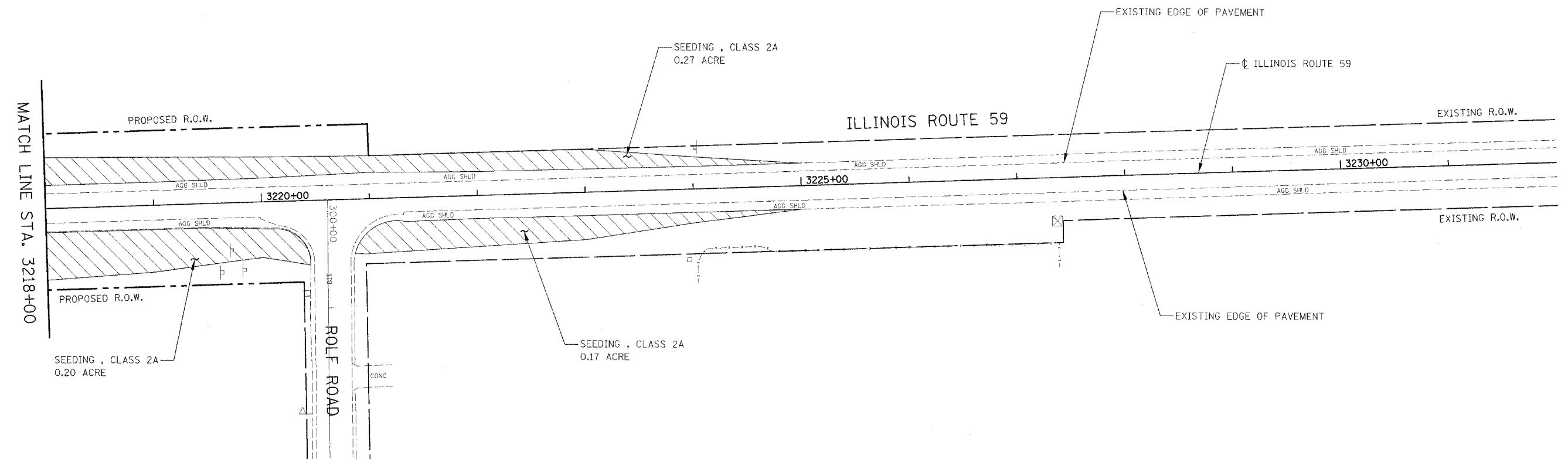
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

LANDSCAPING PLAN
ILLINOIS ROUTE 59

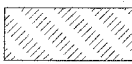
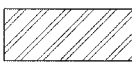
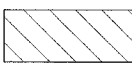
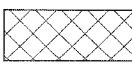
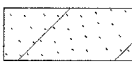
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DATE AUGUST 17, 2007 CHECKED BY JCM

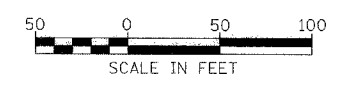
CONTRACT NO. 60C19

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL.	139	56
STA. 3218+00		TO STA. 3232+00		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	



LEGEND

- 
 SODDING, SALT TOLERANT AND TOPSOIL EXCAVATION AND PLACEMENT, 4"
- 
 SODDING, SALT TOLERANT AND TOPSOIL EXCAVATION AND PLACEMENT, 12"
- 
 SEEDING, CLASS 2A AND TOPSOIL EXCAVATION AND PLACEMENT, 4" EROSION CONTROL BLANKET
- 
 SEEDING, CLASS 4A AND COMPOST FURNISH AND PLACE, 4" EROSION CONTROL BLANKET
- 
 SEEDING, CLASS 4B AND COMPOST FURNISH AND PLACE, 4" EROSION CONTROL BLANKET



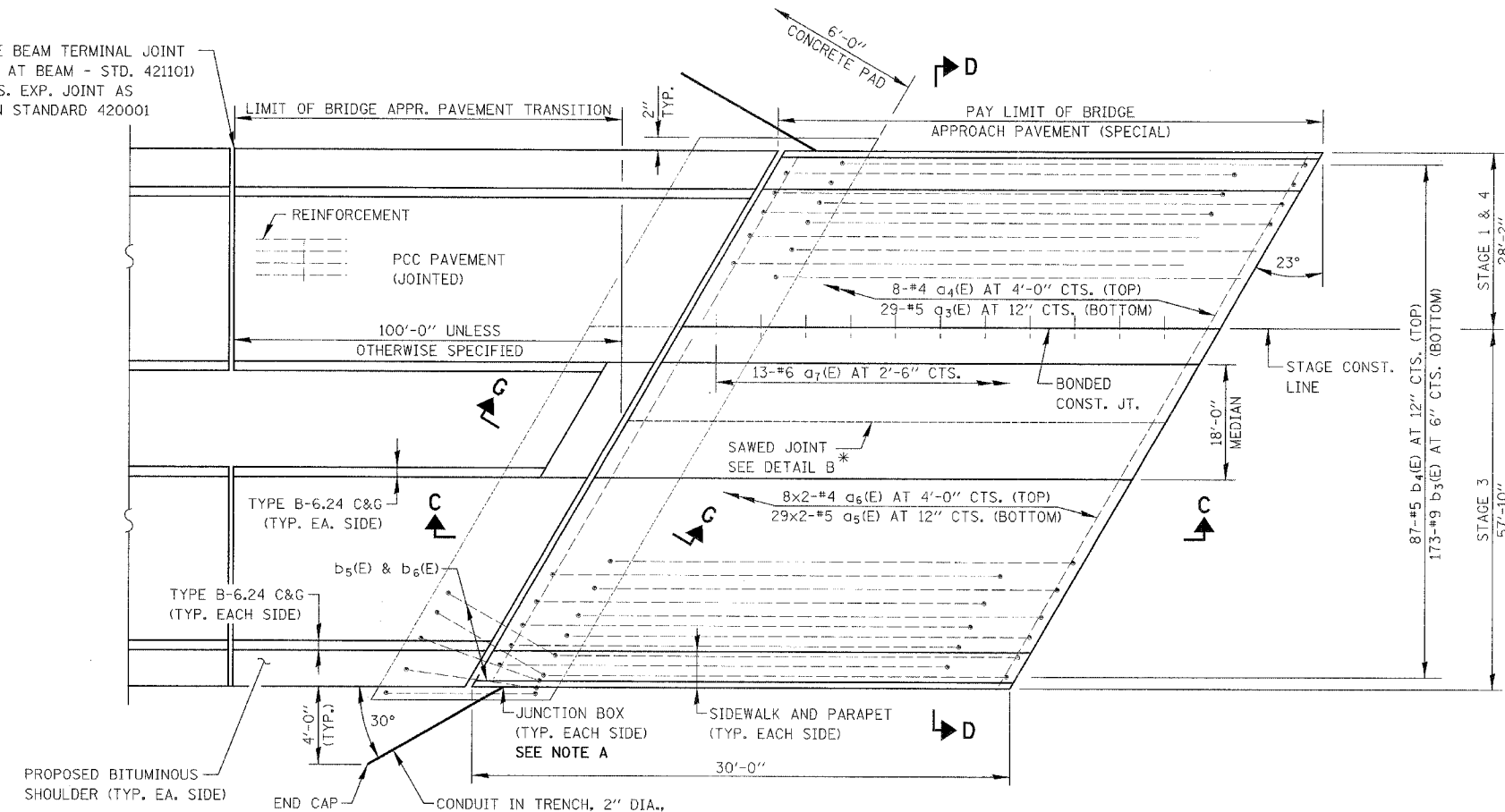
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

**LANDSCAPING PLAN
ILLINOIS ROUTE 59**

SCALE AS SHOWN DRAWN BY RTA
DATE AUGUST 17, 2007 CHECKED BY JCM

F&E	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	57
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		

WIDE FLANGE BEAM TERMINAL JOINT (SEE DETAIL AT BEAM - STD. 421101) OR 2" TRANS. EXP. JOINT AS DETAILED ON STANDARD 420001



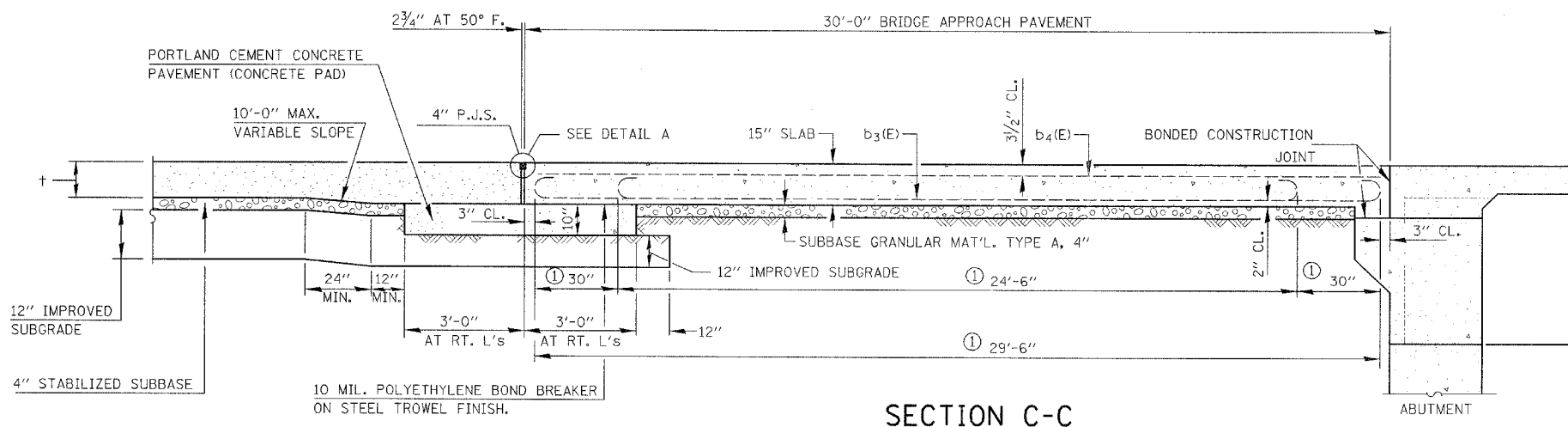
PLAN

NOTE A

FOR LOCATION OF JUNCTION BOX IN PARAPET WALL, SEE SHEET 59.

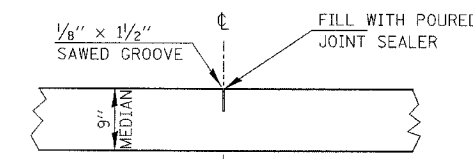
HORIZONTAL CONDUIT SHALL HAVE A MINIMUM DEPTH OF 2'-6". VERTICAL CONDUIT OUT OF THE JUNCTION BOX SHALL EXTEND TO THE DEPTH REQUIRED TO MEET THE HORIZONTAL CONDUIT. HORIZONTAL CONDUIT SHALL BE PITCHED TOWARD THE END CAP. THE ENTIRE LENGTH OF CONDUIT FROM JUNCTION BOX TO END CAP, INCLUDING THE END CAP, SHALL BE PAID FOR AS CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL.

*SAW \perp OR LANE EDGE IF POURED TWO OR MORE LANE WIDTHS AT A TIME.



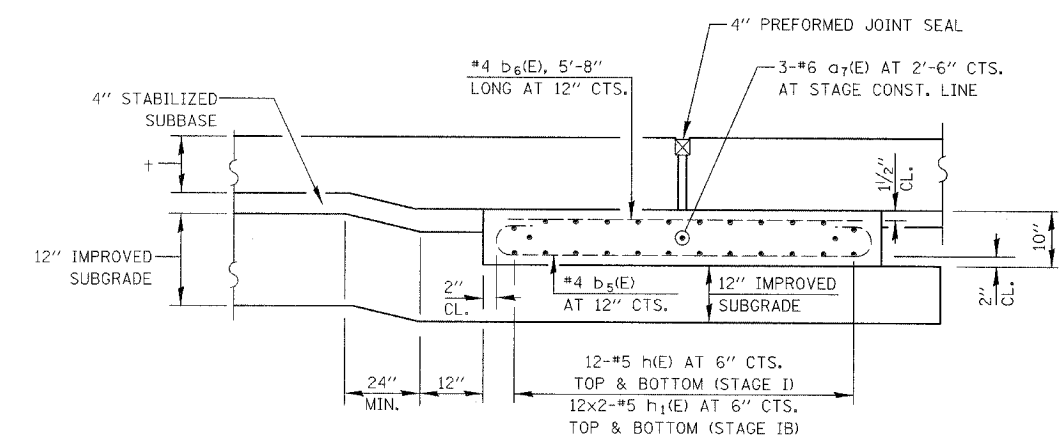
SECTION C-C

① STAGGER #9 a(E) BARS AS SHOWN ON PLAN - FULL WIDTH



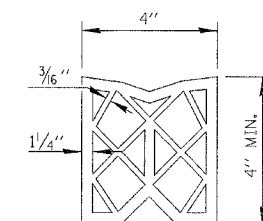
DETAIL B*

(REINFORCEMENT NOT SHOWN)

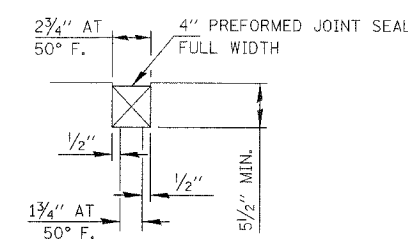


SECTION G-G

(SHOWING REINFORCEMENT)



PREFORMED JOINT SEAL



DETAIL A

BILL OF MATERIAL

ITEM	UNIT	TOTAL
BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ. YD.	574
JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE, 12" X 12" X 8"	EACH	4
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	60

GENERAL NOTES:

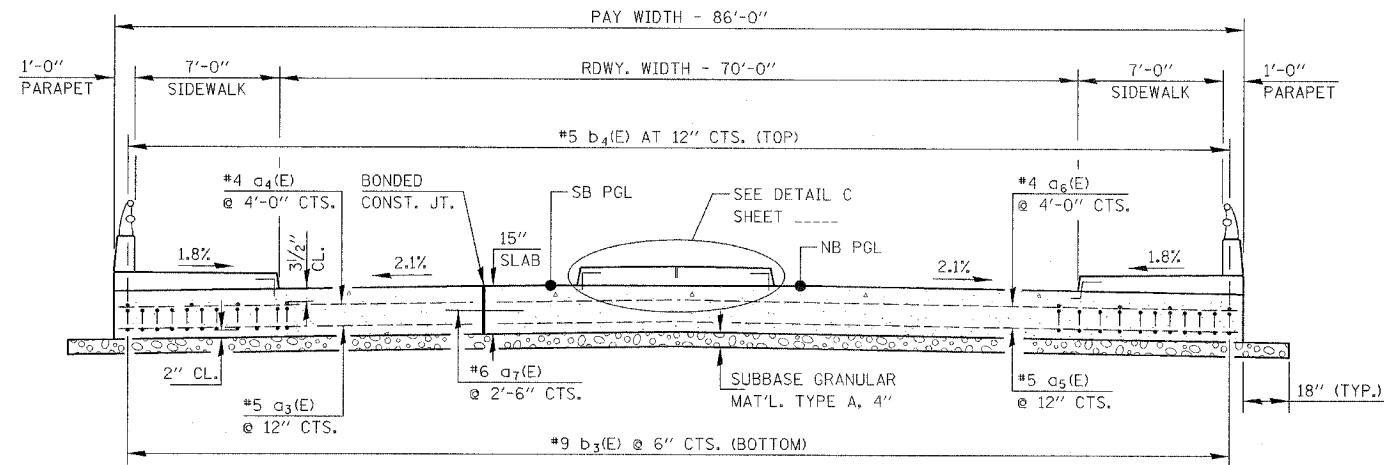
1. BARS INDICATES THUS 12x3 ETC. INDICATES 12 LINES OF BARS WITH 3 LENGTHS PER LINE.
2. SEE SHEET 58 FOR SECTION D-D.
3. REINFORCEMENT BARS, BAR SPLICERS, TIE BARS, PREFORMED JOINT SEAL, SUB-BASE, IMPROVED SUBGRADE, BOND BREAKER, AND CONCRETE PAD (INCLUDING REINFORCEMENT) SHALL BE INCLUDED WITH "BRIDGE APPROACH PAVEMENT (SPECIAL)".
4. THICKNESS-"+"=THICKNESS OF PAVEMENT.
5. SEE STANDARD 421001 FOR REINFORCEMENT DETAILS NOT SHOWN.
6. SEE STANDARD 420001 FOR JOINT DETAILS NOT SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

BRIDGE APPROACH PAVEMENT (SPECIAL)

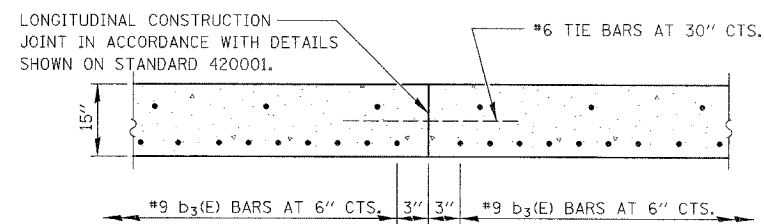
SCALE NONE
DATE AUGUST 17, 2007
DRAWN BY TL
CHECKED BY SB

FAP RFE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	58
STA.		TO STA.		
FED. ROAD DIST. NO.		R.1 NOTES		
FAP 338 (IL RTE. 59)				



SECTION D-D

(SEE PLAN FOR DIMENSIONS NOT SHOWN)
ALL REINFORCEMENT BARS SHALL BE EPOXY COATED.



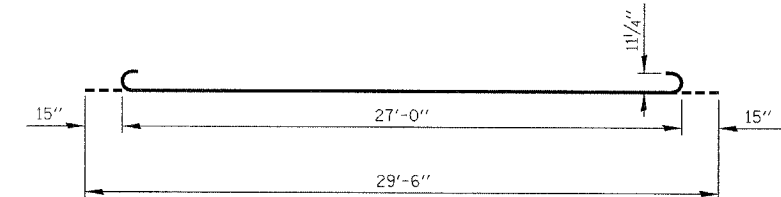
OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

AS APPROVED BY THE ENGINEER, THE CONTRACTOR MAY ELECT TO REDUCE THE WIDTHS OF POUR BY USE OF THE OPTIONAL LONGITUDINAL CONSTRUCTION JOINT SHOWN. JOINTS SHALL BE LOCATED AT THE EDGE OF A TRAFFIC LANE.

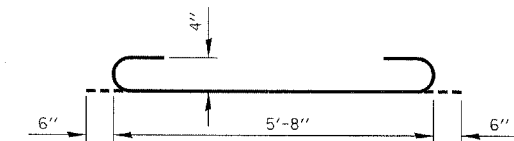
**APPROACH PAVEMENT
BILL OF MATERIALS**

BAR	NO.	SIZE	LENGTH	SHAPE
a3	29	#5	30'-3"	—
a4	8	#4	30'-3"	—
a5	58	#5	32'-1"	—
a6	16	#4	31'-11"	—
a7	16	#6	4'-0"	—
b3	173	#9	29'-6"	U
b4	87	#5	29'-8"	—
b5	95	#4	6'-8"	U
b6	95	#4	5'-8"	—
h	24	#5	30'-5"	—
h1	48	#5	32'-2"	—
REINFORCEMENT BARS EPOXY COATED			POUND	26660
CONCRETE SUPERSTRUCTURE			CU. YD.	126
BRIDGE DECK GROOVING			SQ. YD.	160
PROTECTIVE COAT			SQ. YD.	174

QUANTITIES ARE FOR ONE APPROACH PAVEMENT, AND ARE SHOWN FOR INFORMATION ONLY. COST IS INCLUDED WITH BRIDGE APPROACH PAVEMENT (SPECIAL).



BAR b3(E)



BAR b5(E)

DESIGN STRESSES

$f_y = 60,000$ p.s.i.
 $f'_c = 3,500$ p.s.i.
 $n = 8.5$

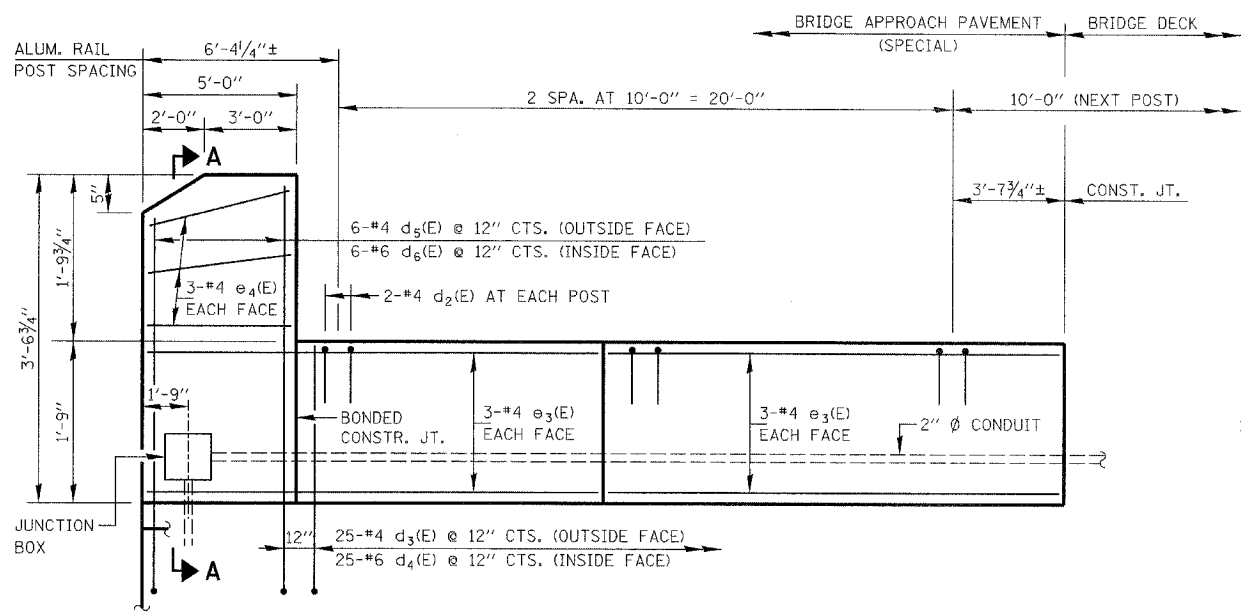
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG

BRIDGE APPROACH PAVEMENT
(SPECIAL)

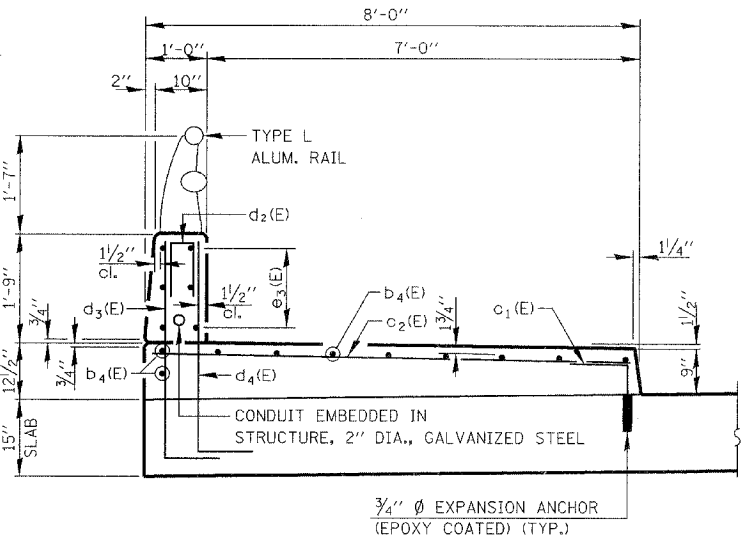
SCALE NONE
DATE AUGUST 17, 2007

DRAWN BY TL
CHECKED BY SB

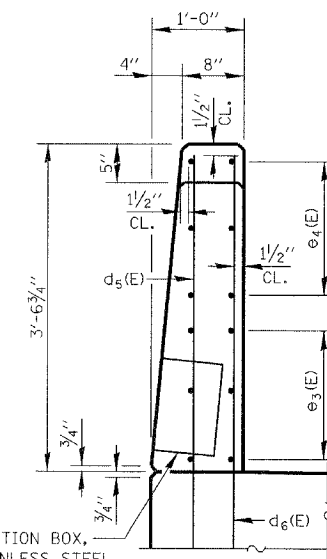
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	59
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FAP 338 (IL RTE. 59)	



ELEVATION - SIDEWALK & PARAPET



WEST SIDEWALK & PARAPET REINFORCEMENT

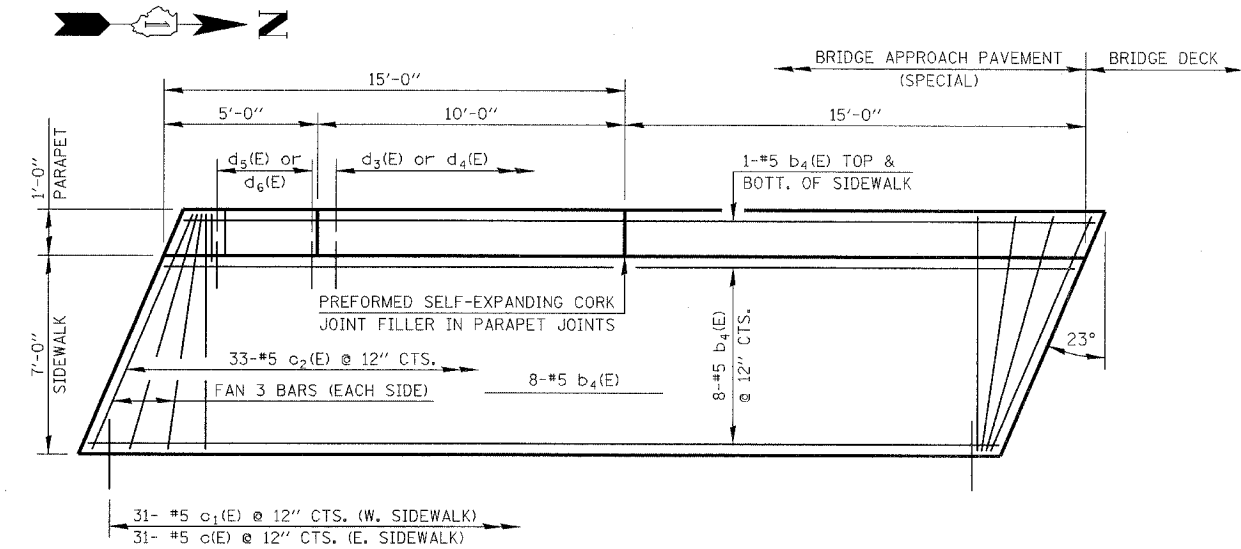


SECTION A-A

APPROACH SIDEWALKS, PARAPETS, AND MEDIAN BILL OF MATERIALS

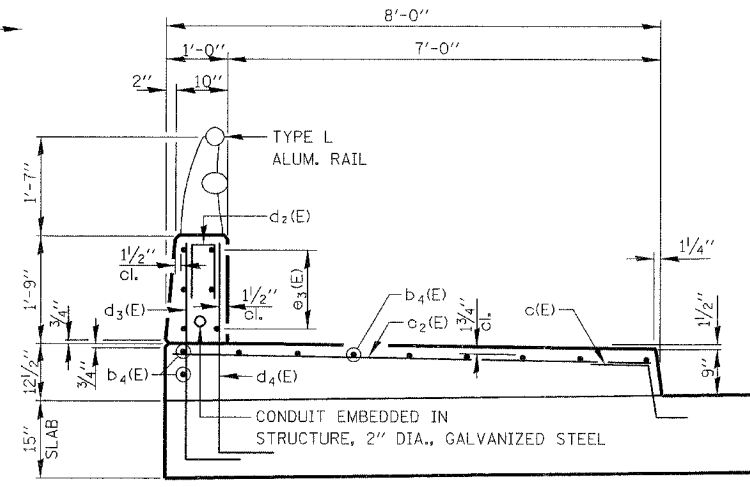
BAR	NO.	SIZE	LENGTH	SHAPE
b ₄ (E)	35	#5	29'-8"	—
c(E)	31	#5	2'-5"	┌
c ₁ (E)	93	#5	1'-11"	┌
c ₂ (E)	66	#5	7'-8"	—
c ₃ (E)	31	#5	13'-6"	—
d ₂ (E)	12	#4	2'-0"	⊏
d ₃ (E)	50	#4	4'-8"	L
d ₄ (E)	50	#6	4'-8"	L
d ₅ (E)	12	#4	6'-1"	L
d ₆ (E)	12	#6	6'-1"	L
e ₃ (E)	24	#4	14'-4"	—
e ₄ (E)	12	#4	4'-4"	—
REINFORCEMENT BARS EPOXY COATED			POUND	3260
CONCRETE SUPERSTRUCTURE			CU. YD.	35
PROTECTIVE COAT			SQ. YD.	250

QUANTITIES ARE FOR ONE APPROACH PAVEMENT, AND ARE SHOWN FOR INFORMATION ONLY. COST FOR APPROACH SIDEWALKS, PARAPETS, AND MEDIAN IS INCLUDED WITH BRIDGE APPROACH PAVEMENT (SPECIAL).

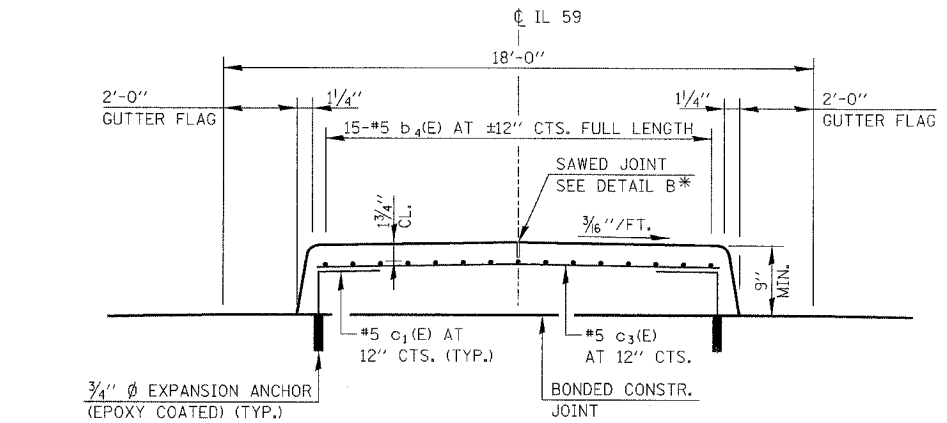
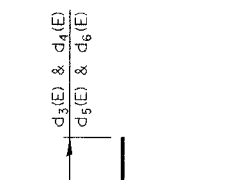
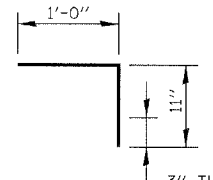
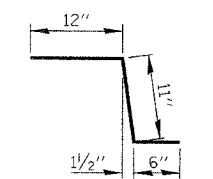


PLAN - SIDEWALK & PARAPET

(SOUTH - WEST CORNER AS SHOWN, OTHER CORNERS SIMILAR)

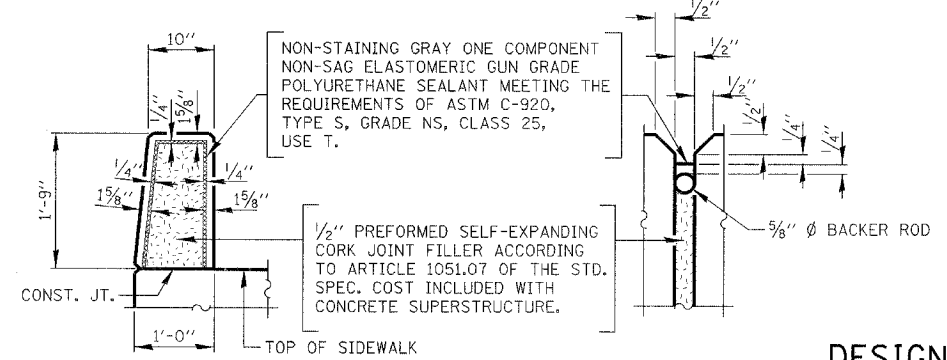


EAST SIDEWALK & PARAPET REINFORCEMENT



DETAIL C

*SAW Ø OR LANE EDGE IF Poured TWO OR MORE LANE WIDTHS AT A TIME.



PARAPET JOINT DETAILS

DESIGN STRESSES

f_y = 60,000 p.s.i.
f'c = 3,500 p.s.i.
n = 8.5

NOTES:

- SEE SHEET S-18 FOR ALUMINUM RAIL QUANTITY AND DETAILS.
- CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., GALVANIZED STEEL LOCATED BETWEEN JUNCTION BOXES IS INCLUDED WITH BRIDGE QUANTITIES.

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT NO. 1 SCHAUMBURG

BRIDGE APPROACH PAVEMENT (SPECIAL)

SCALE NONE DATE AUGUST 17, 2007 DRAWN BY TL CHECKED BY SB

Bench Mark: BM#20 □ cut in SE corner of concrete base of traffic signal control box on NW corner of IL Route 59 and Caton Farm Road. Elev. 603.85

CONTRACT NO. 60C19	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	60
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Existing Structure: SN 099-0143 built in 1933 as SBI Route 59, Section 114B. Superstructure and substructure widening in 1954 as SBI Route 59, Section 114BY. Superstructure replaced in 1977 as FA Route 108, Section 114BY-R. Structure consists of three span PPC deck beams on closed abutments and solid pile supported piers. 172'-9" back-to-back abutments. 33'-0" out-to-out deck. Structure to be removed and replaced using stage construction.

No Salvage

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

PRECAST PRESTRESSED UNITS

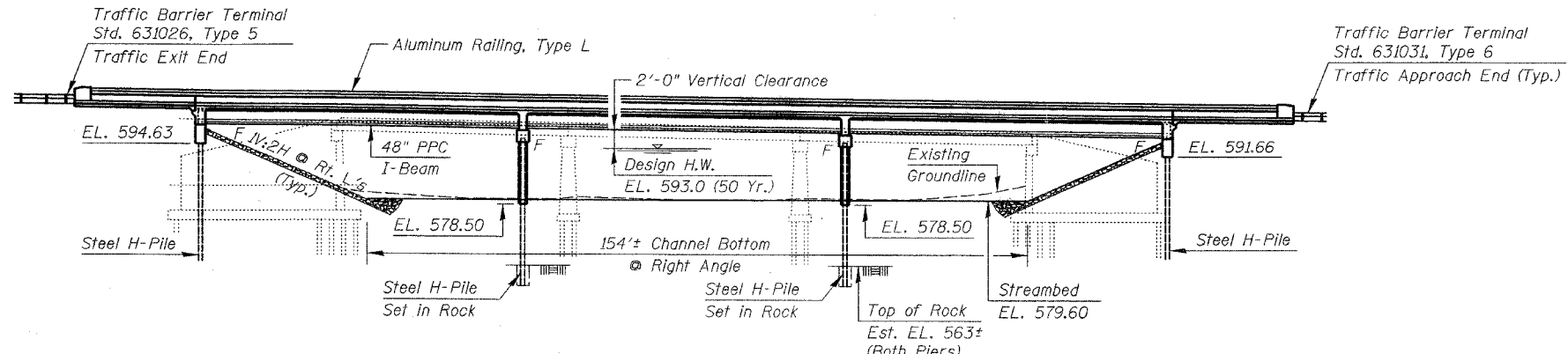
$f'_c = 6,000$ psi
 $f'_{ci} = 5,000$ psi
 $f'_s = 270,000$ psi ($\frac{1}{2}$ " low lax strands)
 $f'_{si} = 201,960$ psi ($\frac{1}{2}$ " low lax strands)

SEISMIC DATA

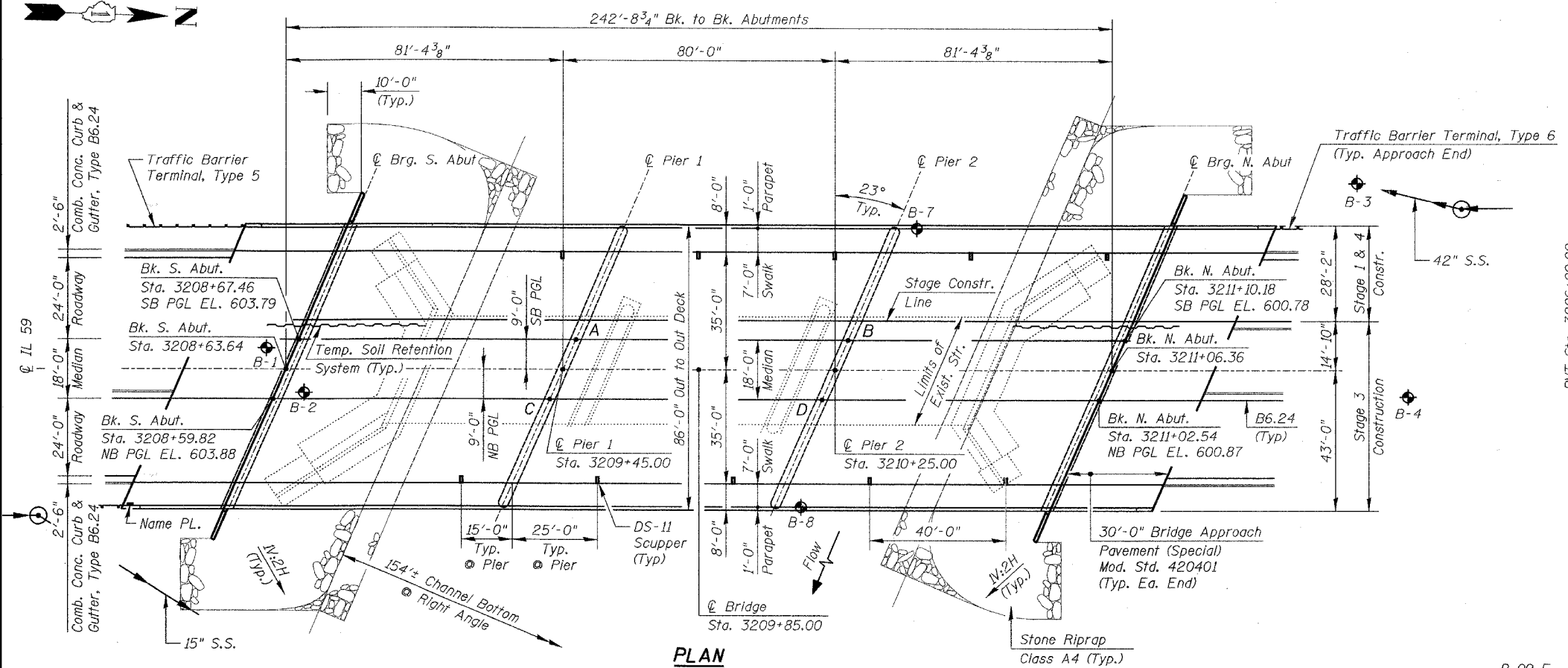
Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.04g
 Site Coefficient (S) = 1.0

INDEX OF DRAWINGS

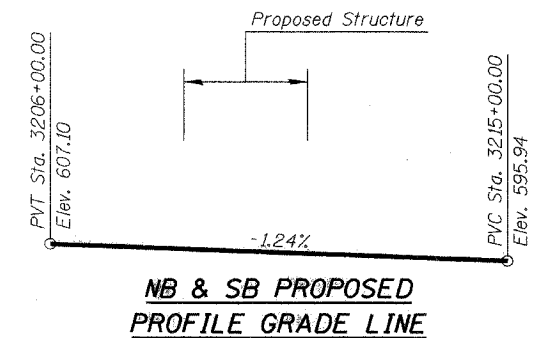
DWG NO.	TITLE
S-01	General Plan & Elevation
S-02	Notes & Total Bill of Material
S-03	Footing Layout
S-04	Stage Construction Details
S-05	Temporary Concrete Barrier
S-06	Top of Slab Elevations
S-07	Top of Slab Elevations
S-08	Top of Slab Elevations
S-09	Top of Slab Elevations
S-10	Top of Slab Elevations
S-11	Top of Slab Elevations
S-12	Deck Plan
S-13	Deck Cross Section & Details
S-14	Sidewalk & Parapet Details
S-15	Deck Diaphragm Details
S-16	Deck Miscellaneous Details
S-17	Drainage Scupper Details
S-18	Bridge Railing Details
S-19	Framing Plan Details
S-20	48" PPC I-Beam
S-21	48" PPC I-Beam Details
S-22	Anchor Bolt Details
S-23	South Abutment - Integral
S-24	North Abutment - Integral
S-25	South & North Abut. Misc. Details
S-26	Pier 1 & 2
S-27	Pier 1 & 2 Details
S-28	Bar Splicer Assembly Details
S-29	Soil Boring Logs



ELEVATION



PLAN



NB & SB PROPOSED PROFILE GRADE LINE

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson (SE)
ENGINEER OF BRIDGES AND STRUCTURES



William P. Murphy
5-11-2008

Notes:
SEE DWG. S-02 for General Notes & Total Bill of Material.

Legend:

Soil Borings

WATERWAY INFORMATION

Drainage Area = 267 Sq. Miles Low Grade Elev. 594.18 @ Sta. 3215+00

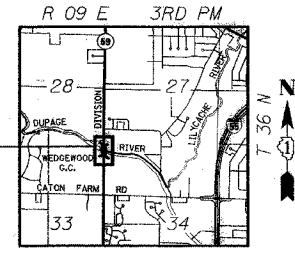
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	8303	1670	1807	591.4	0.15'	0.13'	591.6	591.5
Base	50	11750	1904	2101	593.0	0.26'	0.25'	593.2	593.2
Overtopping (Exist.)	100	13434	1993	2216	593.5	0.68'	0.32'	594.2	593.9
Max. Calc.	500	17050	2170	2450	594.7	0.73'	0.48'	595.5	595.2

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 2	N. Abut.
	591.6	572.6	572.6	588.7

PROFILE GRADE LINE ELEVATIONS

POINT	STATION	LOCATION	ELEVATION
A	3209+48.82	☉ Pier 1, SB PGL	602.78
B	3210+28.82	☉ Pier 2, SB PGL	601.78
C	3209+41.18	☉ Pier 1, NB PGL	602.87
D	3210+21.18	☉ Pier 2, NB PGL	601.88



LOCATION SKETCH

REVISIONS	
NAME	DATE

DWG. S-01 of 34
 ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN & ELEVATION
 ILLINOIS ROUTE 59 OVER DU PAGE RIVER
 FAP ROUTE 338 SECTION 114 BY-R-1
 WILL COUNTY
 STATION 3209+85.00
 STRUCTURE NUMBER 099-0339
 SCALE: NONE DESIGNED BY: TB DRAWN BY: TB
 DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: WPM

FILE: L:\663201\Coor\Structures\Roadway Structures\Bridges\663201-50339-01.dgn



FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	61
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES:

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60

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

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

The Steel H-piles shall be according to AASHTO M270 Grade 50.

The contractor shall drive one-HP12x63 test pile in a permanent location at both abutments as directed by the Engineer before ordering the remainder of piles. The test pile(s) shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.

The Contractor shall sawcut the existing abutments at the stage removal line before Stage 1 removal.

All construction joints shall be bonded.

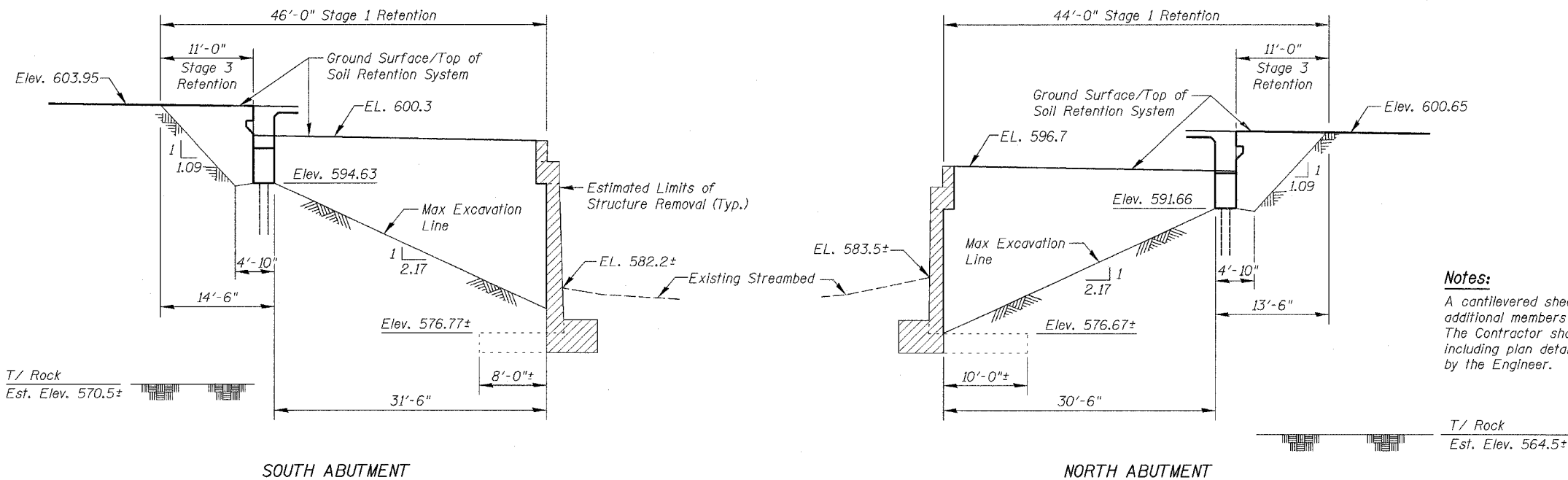
All exposed edges shall be chamfered 3/4" except as noted.

Reinforcement bars designated (E) shall be epoxy coated.

Slipforming of the Bridge Parapets is not allowed.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal Of Existing Structures	Each			1
Porous Granular Embankment (Special)	Cu. Yd.		410	410
Stone Riprap, Class A4	Sq. Yd.		2200	2200
Filter Fabric	Sq. Yd.		2200	2200
Structure Excavation	Cu. Yd.		820	820
Concrete Structures	Cu. Yd.		377	377
Concrete Superstructure	Cu. Yd.	922		922
Bridge Deck Grooving	Sq. Yd.	1295		1295
Protective Coat	Sq. Yd.	2486		2486
Erecting Precast Prestressed Concrete I-Beams, 48 IN.	Foot	2880		2880
Reinforcement Bars, Epoxy Coated	Pound	159240	29000	188240
Aluminum Railing, Type L	Foot	590		590
Furnishing Steel Piles HP12x74	Foot		2430	2430
Driving Piles	Foot		770	770
Test Pile Steel HP12x74	Each		2	2
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		176	176
Pipe Underdrains for Structures 4"	Foot		260	260
Drainage Scuppers, DS-11	Each	10		10
Temporary Soil Retention System	Sq. Ft.		1070	1070
Bar Splicers	Each	938	92	1030
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1
Setting Piles in Rock	Each		40	40
Conduit Embedded in Structure, 2" Dia., Galvanized Steel	Foot	600		600
Asbestos Bearing Pad Removal	Each		66	66



STATION 3209+85.00
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. RT. 338 SEC. 114 BY-R-1
 LOADING HS20
 STR. NO. 099-0339

NAME PLATE
 See Std. 515001

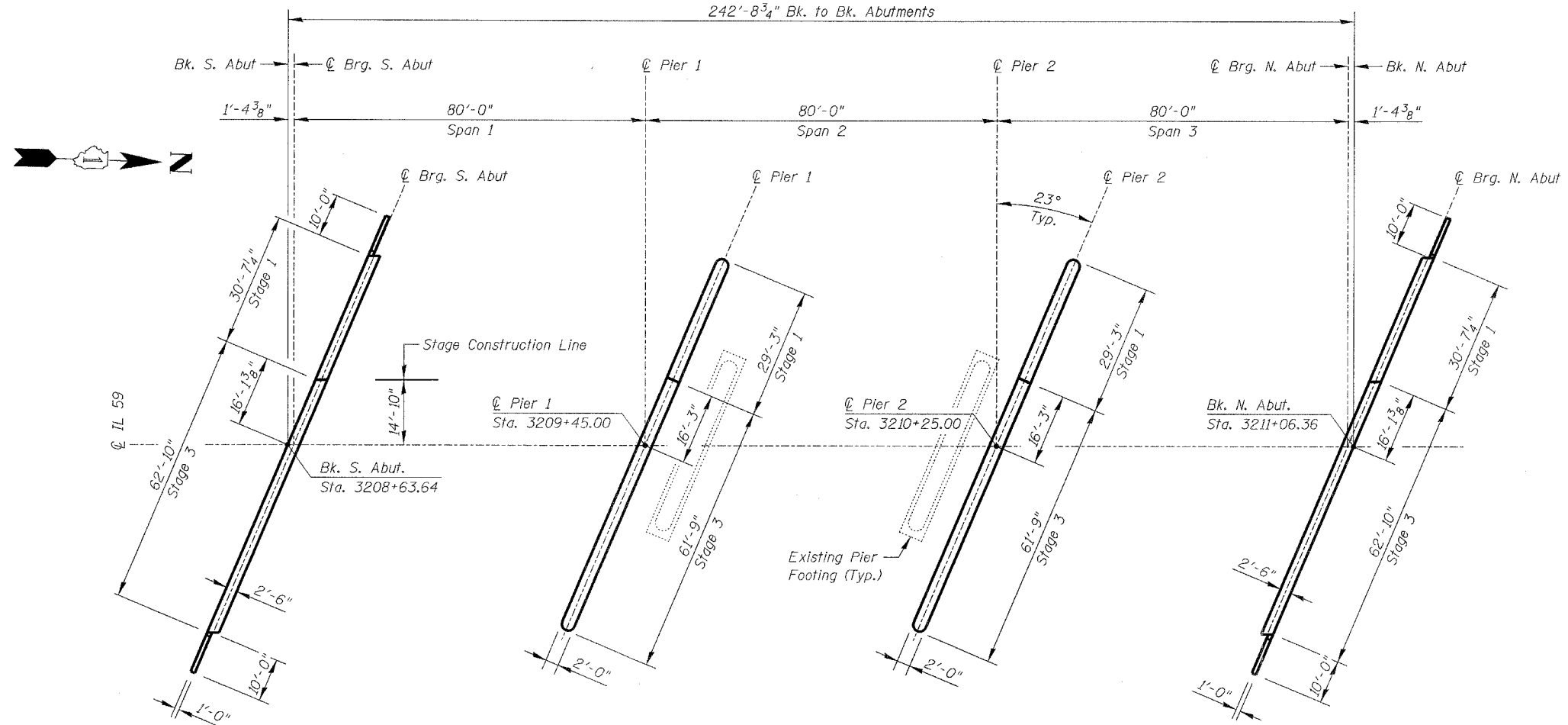
Notes:
 A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

DWG. S-02 of 34

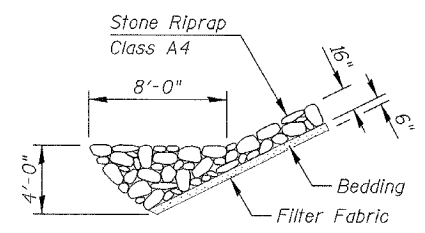
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
NOTES & TOTAL BILL OF MATERIAL
 ILLINOIS ROUTE 59 OVER DuPAGE RIVER
 FAP ROUTE 338 SECTION 114 BY-R-1
 WILL COUNTY
 STATION 3209+85.00
 STRUCTURE NUMBER 099-0339
 SCALE: NONE DESIGNED BY: SB DRAWN BY: TL
 DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: SB

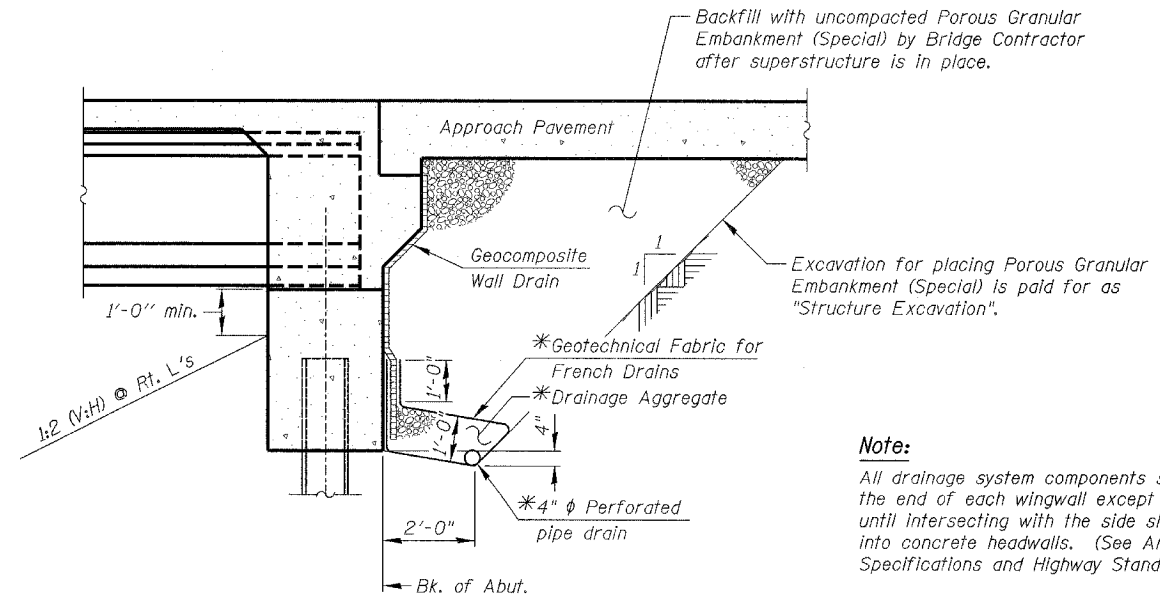
DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	62
STA.		TO STA.		
FED. ROAD DIST. NO.		MILEMIS		FED. AID PROJECT



FOOTING LAYOUT



STONE RIPRAP ANCHOR DETAIL



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

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

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

BILL OF MATERIAL

Item	Unit	Quantity
Porous Granular Embankment (Special)	Cu. Yd.	410
Stone Riprap, Class A4	Sq. Yd.	2200
Filter Fabric	Sq. Yd.	2200
Geocomposite Wall Drain	Sq. Yd.	176
Pipe Underdrains for Structures 4"	Foot	260

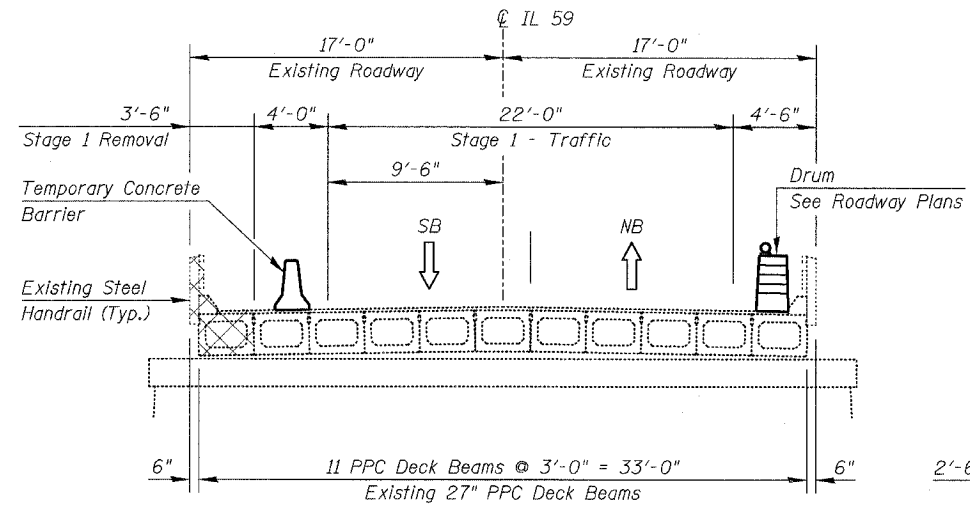
Notes:
Pipe Underdrain Outflow location and elevation to be determined by the Engineer in the field.

DWG. S-03 of 34

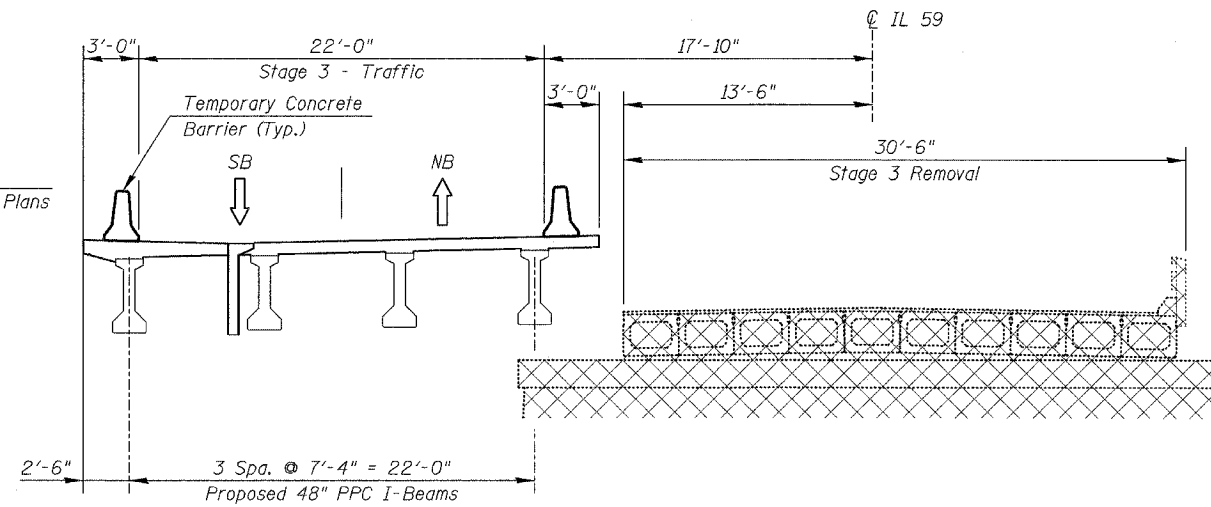
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FOOTING LAYOUT ILLINOIS ROUTE 59 OVER DUPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	
		SCALE: NONE DATE: 08/17/07
		DESIGNED BY: TB CHECKED BY: WPM
		DRAWN BY: TL CHECKED BY: TB

FILE: L:\16632.01\Coord\Structures\Roadway Structures\Bridges\663201-50339-FP01.dgn

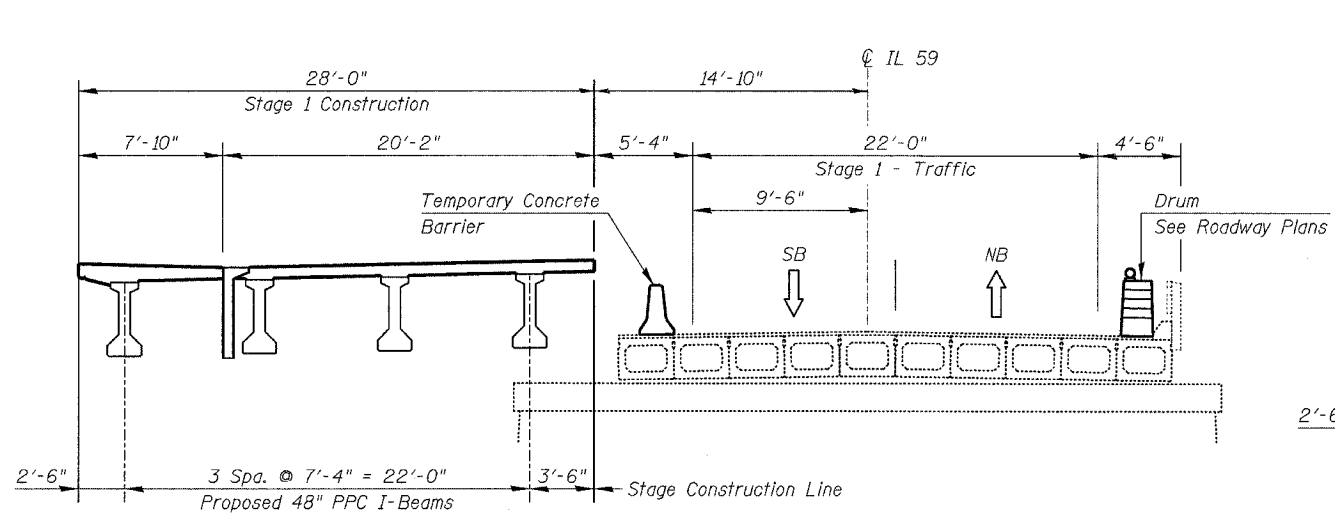
FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	63
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



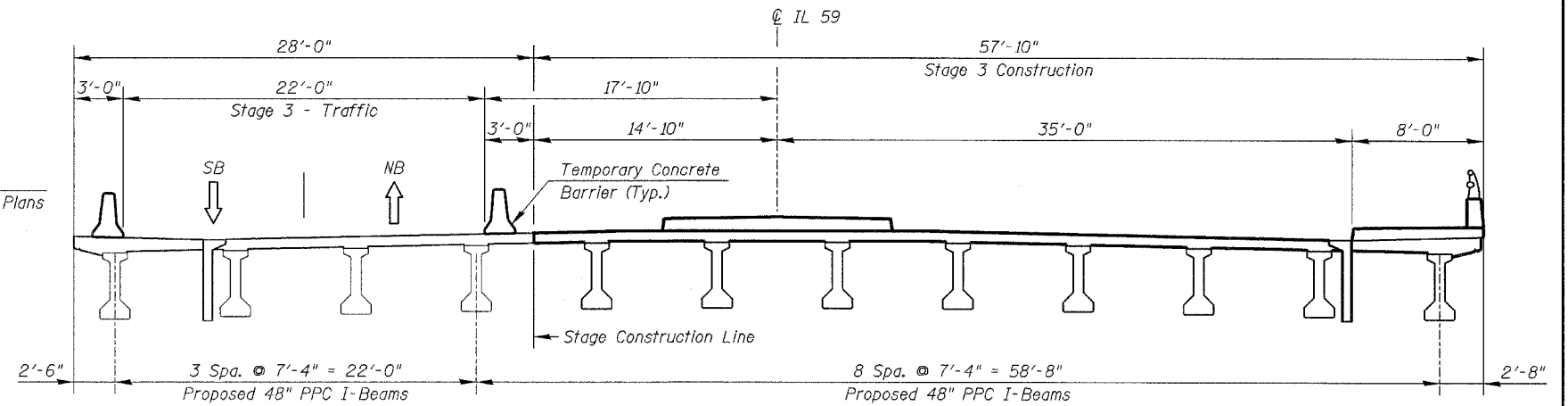
STAGE 1 - REMOVAL
(Existing Cross-Section)



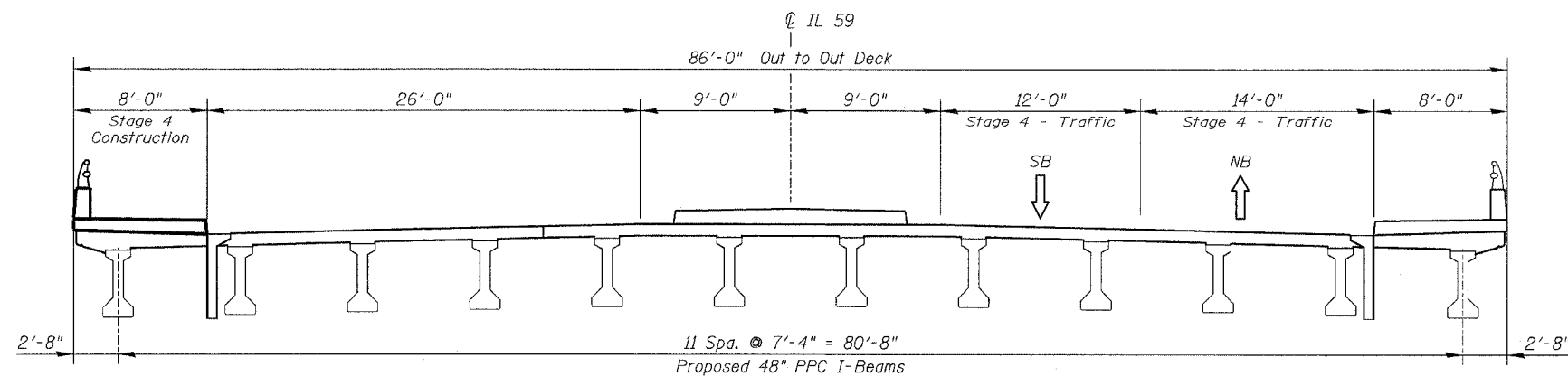
STAGE 3 - REMOVAL



STAGE 1 - CONSTRUCTION



STAGE 3 - CONSTRUCTION



STAGE 4 - CONSTRUCTION

Notes:

See Special Provisions for Removal of Existing Structures for additional removal plan and procedure requirements.

Staging details for Approach Spans are the same as shown for the Main Structure.

Stage Removal lines for the Superstructure do not apply to the Substructure. See DWG. S-23 thru S-27.

For Temporary Concrete Barrier, SEE DWG. S-05.

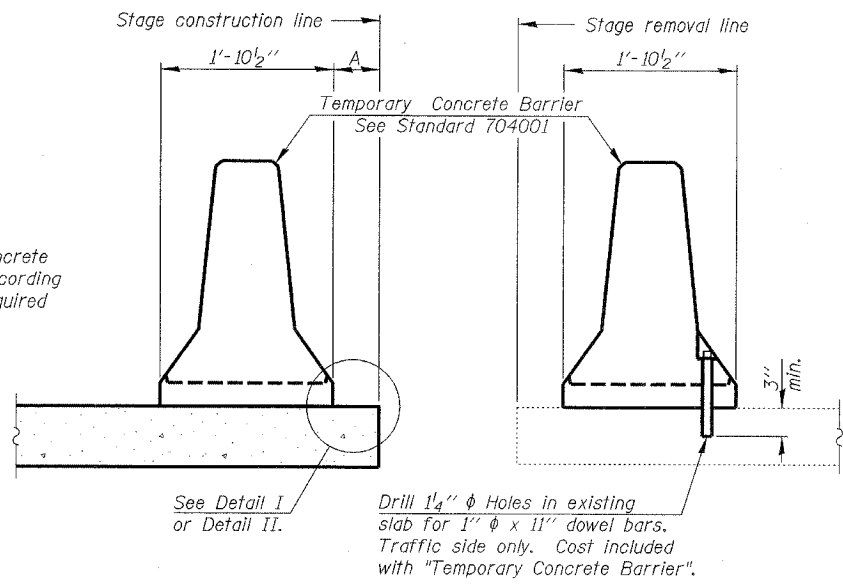
For quantity of Temporary Concrete Barrier, See Roadway Plans.

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

DWG. S-04 of 34

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION STAGE CONSTRUCTION DETAILS ILLINOIS ROUTE 59 OVER DuPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	
		SCALE: NONE
		DESIGNED BY: TB
		DRAWN BY: TB
		CHECKED BY: WPM
		DATE: 08/17/07
		CHECKED BY: WPM

FAP DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	64
STA.		TO STA.		
FED. ROAD DIST. NO.	MILEAGE	FED. AID PROJECT		



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

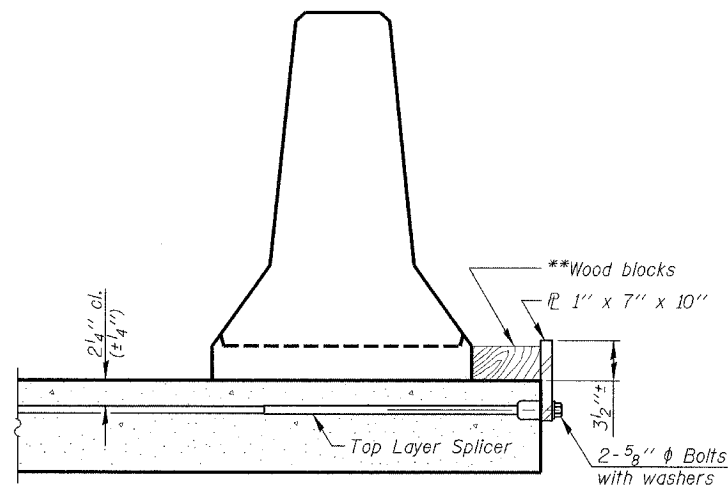
NEW SLAB

EXISTING SLAB

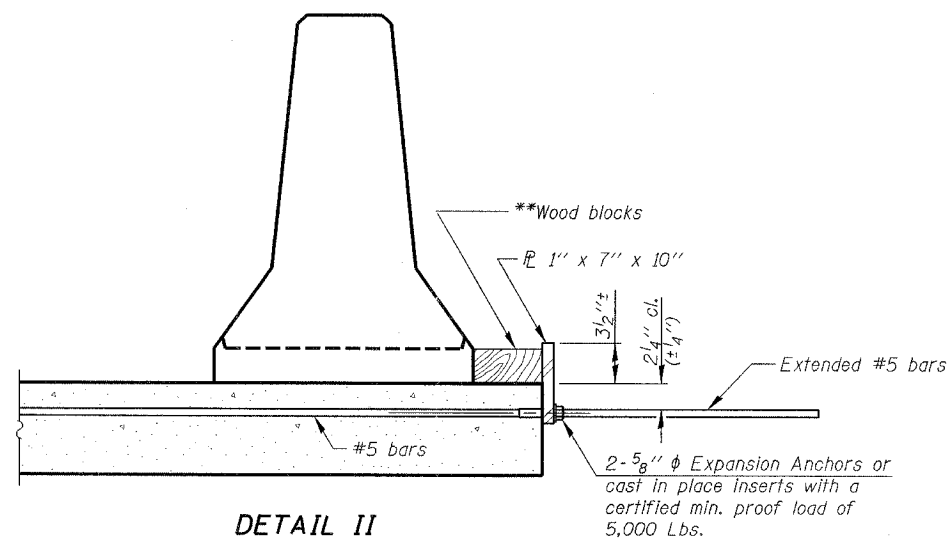
SECTIONS THRU SLAB

NOTES

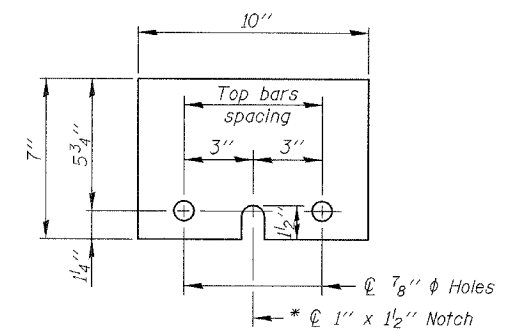
- Detail I - With Bar Splicer or Couplers:**
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.
- Detail II - With Extended Reinforcement Bars:**
Connect one (1) 1"x7"x10" steel PL to the concrete slab with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.
- Cost of anchorage is included with "Temporary Concrete Barrier".
The 1" x 7" x 10" plate shall not be removed until stage 3 construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



DETAIL I



DETAIL II



STEEL RETAINER PL 1' x 7' x 10"

* Required only with Detail II

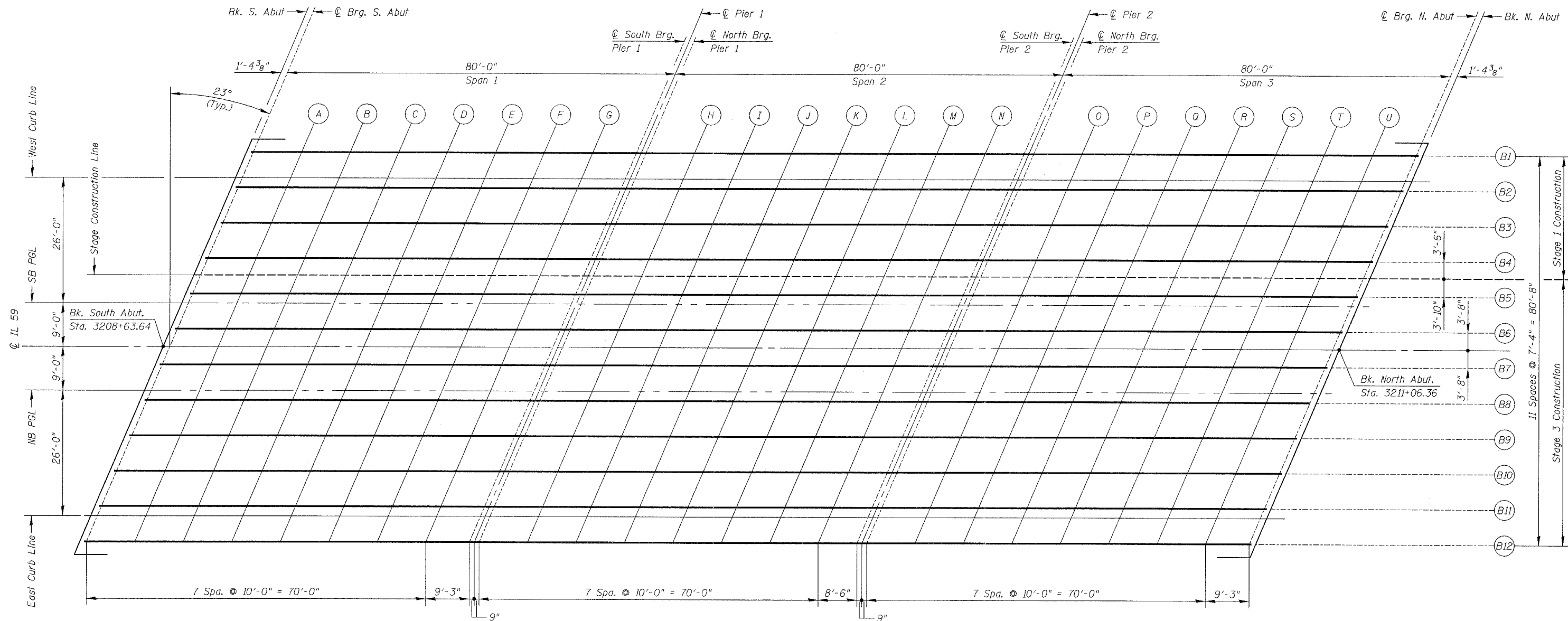
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY CONCRETE BARRIER ILLINOIS ROUTE 59 OVER DUPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	

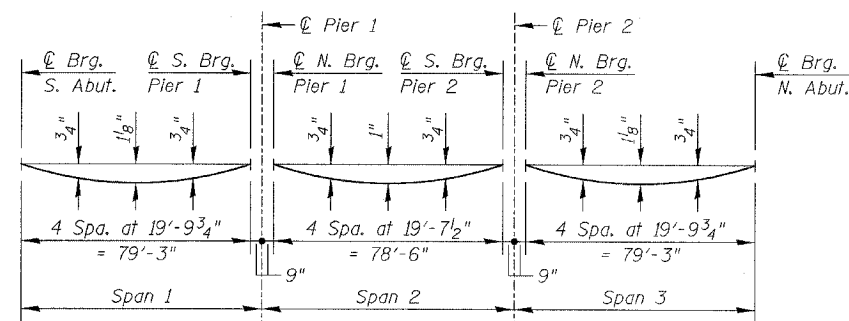
SCALE: NONE DESIGNED BY: SB DRAWN BY: SB
DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: TB

FILE: L:\16632.01\Cad\Structures\Roadway_Structures\1663201-50339-5C02.dgn

FAP REF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL.	139	65
STA.	TO STA.			
FED. ROAD DIST. NO.	DISTRICT	FED. AID PROJECT		



PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams)

Note:

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

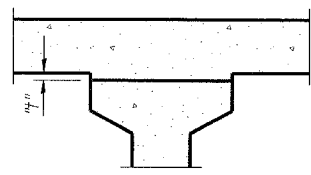
DWG. S-06 of 34

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS
 ILLINOIS ROUTE 59 OVER DuPAGE RIVER
 FAP ROUTE 338 SECTION 114 BY-R-1
 WILL COUNTY
 STATION 3209+85.00
 STRUCTURE NUMBER 099-0339

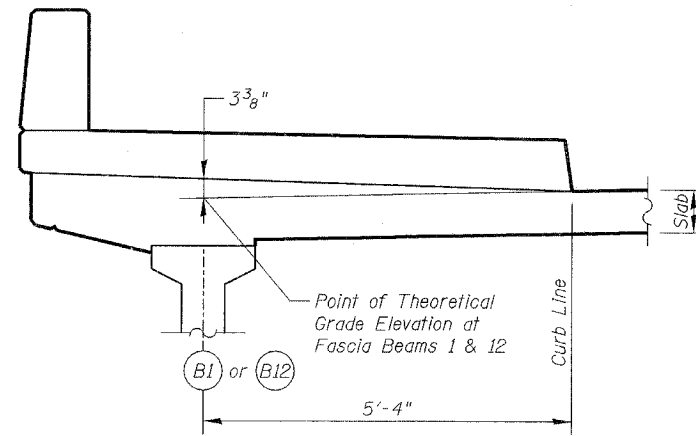
SCALE: NONE DESIGNED BY: SB DRAWN BY: TL
 DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: SB

FAP ROUTE 338	SECTION 114 BY-R-1	COUNTY WILL	TOTAL SHEETS 139	SHEET NO. 66
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		FED. AID PROJECT _____		



To determine "a": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown below, minus slab thickness, equals the fillet heights "a" above top flanges of beams.

FILLET HEIGHTS



SECTION THRU SIDEWALK

BEAM 1

BEAM 2

BEAM 3

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+80.76	-40.33	602.97	602.97	Bk. S. Abut.	3208+77.65	-33.00	603.16	603.16	Bk. S. Abut.	3208+74.54	-25.67	603.35	603.35	Bk. S. Abut.	3208+71.42	-18.33	603.54	603.54
☉ Brg. S. Abut	3208+82.12	-40.33	602.95	602.95	☉ Brg. S. Abut	3208+79.01	-33.00	603.14	603.14	☉ Brg. S. Abut	3208+75.90	-25.67	603.33	603.33	☉ Brg. S. Abut	3208+72.78	-18.33	603.52	603.52
A	3208+92.12	-40.33	602.82	602.86	A	3208+89.01	-33.00	603.02	603.05	A	3208+85.90	-25.67	603.21	603.24	A	3208+82.78	-18.33	603.40	603.43
B	3209+02.12	-40.33	602.70	602.76	B	3208+99.01	-33.00	602.89	602.96	B	3208+95.90	-25.67	603.08	603.15	B	3208+92.78	-18.33	603.28	603.34
C	3209+12.12	-40.33	602.58	602.66	C	3209+09.01	-33.00	602.77	602.85	C	3209+05.90	-25.67	602.96	603.04	C	3209+02.78	-18.33	603.15	603.24
D	3209+22.12	-40.33	602.45	602.54	D	3209+19.01	-33.00	602.64	602.73	D	3209+15.90	-25.67	602.84	602.93	D	3209+12.78	-18.33	603.03	603.12
E	3209+32.12	-40.33	602.33	602.41	E	3209+29.01	-33.00	602.52	602.60	E	3209+25.90	-25.67	602.71	602.79	E	3209+22.78	-18.33	602.90	602.99
F	3209+42.12	-40.33	602.20	602.26	F	3209+39.01	-33.00	602.40	602.46	F	3209+35.90	-25.67	602.59	602.65	F	3209+32.78	-18.33	602.78	602.84
G	3209+52.12	-40.33	602.08	602.11	G	3209+49.01	-33.00	602.27	602.30	G	3209+45.90	-25.67	602.46	602.49	G	3209+42.78	-18.33	602.66	602.69
S. Brg. Pier 1	3209+61.37	-40.33	601.97	601.97	S. Brg. Pier 1	3209+58.26	-33.00	602.16	602.16	S. Brg. Pier 1	3209+55.15	-25.67	602.35	602.35	S. Brg. Pier 1	3209+52.03	-18.33	602.54	602.54
☉ Pier 1	3209+62.12	-40.33	601.96	601.96	☉ Pier 1	3209+59.01	-33.00	602.15	602.15	☉ Pier 1	3209+55.90	-25.67	602.34	602.34	☉ Pier 1	3209+52.78	-18.33	602.53	602.53
N. Brg. Pier 1	3209+62.87	-40.33	601.95	601.95	N. Brg. Pier 1	3209+59.76	-33.00	602.14	602.14	N. Brg. Pier 1	3209+56.65	-25.67	602.33	602.33	N. Brg. Pier 1	3209+53.53	-18.33	602.52	602.52
H	3209+72.87	-40.33	601.82	601.85	H	3209+69.76	-33.00	602.01	602.05	H	3209+66.65	-25.67	602.21	602.24	H	3209+63.53	-18.33	602.40	602.43
I	3209+82.87	-40.33	601.70	601.76	I	3209+79.76	-33.00	601.89	601.95	I	3209+76.65	-25.67	602.08	602.14	I	3209+73.53	-18.33	602.27	602.33
J	3209+92.87	-40.33	601.57	601.65	J	3209+89.76	-33.00	601.77	601.84	J	3209+86.65	-25.67	601.96	602.04	J	3209+83.53	-18.33	602.15	602.23
K	3210+02.87	-40.33	601.45	601.53	K	3209+99.76	-33.00	601.64	601.73	K	3209+96.65	-25.67	601.83	601.92	K	3209+93.53	-18.33	602.03	602.11
L	3210+12.87	-40.33	601.33	601.40	L	3210+09.76	-33.00	601.52	601.59	L	3210+06.65	-25.67	601.71	601.79	L	3210+03.53	-18.33	601.90	601.98
M	3210+22.87	-40.33	601.20	601.26	M	3210+19.76	-33.00	601.39	601.45	M	3210+16.65	-25.67	601.59	601.64	M	3210+13.53	-18.33	601.78	601.83
N	3210+32.87	-40.33	601.08	601.11	N	3210+29.76	-33.00	601.27	601.30	N	3210+26.65	-25.67	601.46	601.49	N	3210+23.53	-18.33	601.65	601.68
S. Brg. Pier 2	3210+41.37	-40.33	600.97	600.97	S. Brg. Pier 2	3210+38.26	-33.00	601.17	601.17	S. Brg. Pier 2	3210+35.15	-25.67	601.36	601.36	S. Brg. Pier 2	3210+32.03	-18.33	601.55	601.55
☉ Pier 2	3210+42.12	-40.33	600.96	600.96	☉ Pier 2	3210+39.01	-33.00	601.16	601.16	☉ Pier 2	3210+35.90	-25.67	601.35	601.35	☉ Pier 2	3210+32.78	-18.33	601.54	601.54
N. Brg. Pier 2	3210+42.87	-40.33	600.95	600.95	N. Brg. Pier 2	3210+39.76	-33.00	601.15	601.15	N. Brg. Pier 2	3210+36.65	-25.67	601.34	601.34	N. Brg. Pier 2	3210+33.53	-18.33	601.53	601.53
O	3210+52.87	-40.33	600.83	600.86	O	3210+49.76	-33.00	601.02	601.06	O	3210+46.65	-25.67	601.21	601.25	O	3210+43.53	-18.33	601.41	601.44
P	3210+62.87	-40.33	600.71	600.77	P	3210+59.76	-33.00	600.90	600.96	P	3210+56.65	-25.67	601.09	601.15	P	3210+53.53	-18.33	601.28	601.35
Q	3210+72.87	-40.33	600.58	600.67	Q	3210+69.76	-33.00	600.77	600.86	Q	3210+66.65	-25.67	600.97	601.05	Q	3210+63.53	-18.33	601.16	601.24
R	3210+82.87	-40.33	600.46	600.55	R	3210+79.76	-33.00	600.65	600.74	R	3210+76.65	-25.67	600.84	600.93	R	3210+73.53	-18.33	601.03	601.12
S	3210+92.87	-40.33	600.33	600.42	S	3210+89.76	-33.00	600.53	600.61	S	3210+86.65	-25.67	600.72	600.80	S	3210+83.53	-18.33	600.91	600.99
T	3211+02.87	-40.33	600.21	600.27	T	3210+99.76	-33.00	600.40	600.47	T	3210+96.65	-25.67	600.59	600.66	T	3210+93.53	-18.33	600.79	600.85
U	3211+12.87	-40.33	600.09	600.12	U	3211+09.76	-33.00	600.28	600.31	U	3211+06.65	-25.67	600.47	600.50	U	3211+03.53	-18.33	600.66	600.69
☉ Brg. N. Abut	3211+22.12	-40.33	599.97	599.97	☉ Brg. N. Abut	3211+19.01	-33.00	600.16	600.16	☉ Brg. N. Abut	3211+15.90	-25.67	600.36	600.36	☉ Brg. N. Abut	3211+12.78	-18.33	600.55	600.55
Bk. N. Abut.	3211+23.48	-40.33	599.96	599.96	Bk. N. Abut.	3211+20.37	-33.00	600.15	600.15	Bk. N. Abut.	3211+17.26	-25.67	600.34	600.34	Bk. N. Abut.	3211+14.14	-18.33	600.53	600.53

FILE: L:\6632\01\CoastVSheets\Roadway_Structures\Bridges\663201-50339-IE02.dgn

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TOP OF SLAB ELEVATIONS ILLINOIS ROUTE 59 OVER DUPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	
		SCALE: NONE DATE: 08/17/07
		DESIGNED BY: TB CHECKED BY: WPM
		DRAWN BY: TB CHECKED BY: TL



STAGE CONSTRUCTION LINE

BEAM 5

SOUTHBOUND P.G. LINE

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+69.94	-14.83	603.63	603.63
☉ Brg. S. Abut	3208+71.30	-14.83	603.62	603.62
A	3208+81.30	-14.83	603.49	603.53
B	3208+91.30	-14.83	603.37	603.43
C	3209+01.30	-14.83	603.24	603.33
D	3209+11.30	-14.83	603.12	603.21
E	3209+21.30	-14.83	603.00	603.08
F	3209+31.30	-14.83	602.87	602.93
G	3209+41.30	-14.83	602.75	602.78
S. Brg. Pier 1	3209+50.55	-14.83	602.63	602.63
☉ Pier 1	3209+51.30	-14.83	602.62	602.62
N. Brg. Pier 1	3209+52.05	-14.83	602.61	602.61
H	3209+62.05	-14.83	602.49	602.52
I	3209+72.05	-14.83	602.37	602.43
J	3209+82.05	-14.83	602.24	602.32
K	3209+92.05	-14.83	602.12	602.20
L	3210+02.05	-14.83	601.99	602.07
M	3210+12.05	-14.83	601.87	601.93
N	3210+22.05	-14.83	601.75	601.77
S. Brg. Pier 2	3210+30.55	-14.83	601.64	601.64
☉ Pier 2	3210+31.30	-14.83	601.63	601.63
N. Brg. Pier 2	3210+32.05	-14.83	601.62	601.62
O	3210+42.05	-14.83	601.50	601.53
P	3210+52.05	-14.83	601.37	601.44
Q	3210+62.05	-14.83	601.25	601.33
R	3210+72.05	-14.83	601.13	601.22
S	3210+82.05	-14.83	601.00	601.08
T	3210+92.05	-14.83	600.88	600.94
U	3211+02.05	-14.83	600.75	600.79
☉ Brg. N. Abut	3211+11.30	-14.83	600.64	600.64
Bk. N. Abut.	3211+12.66	-14.83	600.62	600.62

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+68.31	-11.00	603.73	603.73
☉ Brg. S. Abut	3208+69.67	-11.00	603.72	603.72
A	3208+79.67	-11.00	603.59	603.63
B	3208+89.67	-11.00	603.47	603.53
C	3208+99.67	-11.00	603.34	603.43
D	3209+09.67	-11.00	603.22	603.31
E	3209+19.67	-11.00	603.10	603.18
F	3209+29.67	-11.00	602.97	603.03
G	3209+39.67	-11.00	602.85	602.88
S. Brg. Pier 1	3209+48.92	-11.00	602.73	602.73
☉ Pier 1	3209+49.67	-11.00	602.72	602.72
N. Brg. Pier 1	3209+50.42	-11.00	602.71	602.71
H	3209+60.42	-11.00	602.59	602.62
I	3209+70.42	-11.00	602.47	602.53
J	3209+80.42	-11.00	602.34	602.42
K	3209+90.42	-11.00	602.22	602.30
L	3210+00.42	-11.00	602.09	602.17
M	3210+10.42	-11.00	601.97	602.03
N	3210+20.42	-11.00	601.85	601.87
S. Brg. Pier 2	3210+28.92	-11.00	601.74	601.74
☉ Pier 2	3210+29.67	-11.00	601.73	601.73
N. Brg. Pier 2	3210+30.42	-11.00	601.72	601.72
O	3210+40.42	-11.00	601.60	601.63
P	3210+50.42	-11.00	601.47	601.54
Q	3210+60.42	-11.00	601.35	601.43
R	3210+70.42	-11.00	601.23	601.32
S	3210+80.42	-11.00	601.10	601.19
T	3210+90.42	-11.00	600.98	601.04
U	3211+00.42	-11.00	600.85	600.89
☉ Brg. N. Abut	3211+09.67	-11.00	600.74	600.74
Bk. N. Abut.	3211+11.03	-11.00	600.72	600.72

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+67.46	-9.00	603.79	603.79
☉ Brg. S. Abut	3208+68.82	-9.00	603.77	603.77
A	3208+78.82	-9.00	603.64	603.68
B	3208+88.82	-9.00	603.52	603.58
C	3208+98.82	-9.00	603.40	603.48
D	3209+08.82	-9.00	603.27	603.36
E	3209+18.82	-9.00	603.15	603.23
F	3209+28.82	-9.00	603.02	603.09
G	3209+38.82	-9.00	602.90	602.93
S. Brg. Pier 1	3209+48.07	-9.00	602.79	602.79
☉ Pier 1	3209+48.82	-9.00	602.78	602.78
N. Brg. Pier 1	3209+49.57	-9.00	602.77	602.77
H	3209+59.57	-9.00	602.64	602.67
I	3209+69.57	-9.00	602.52	602.58
J	3209+79.57	-9.00	602.40	602.47
K	3209+89.57	-9.00	602.27	602.35
L	3209+99.57	-9.00	602.15	602.22
M	3210+09.57	-9.00	602.02	602.08
N	3210+19.57	-9.00	601.90	601.93
S. Brg. Pier 2	3210+28.07	-9.00	601.79	601.79
☉ Pier 2	3210+28.82	-9.00	601.78	601.78
N. Brg. Pier 2	3210+29.57	-9.00	601.78	601.78
O	3210+39.57	-9.00	601.65	601.68
P	3210+49.57	-9.00	601.53	601.59
Q	3210+59.57	-9.00	601.40	601.49
R	3210+69.57	-9.00	601.28	601.37
S	3210+79.57	-9.00	601.16	601.24
T	3210+89.57	-9.00	601.03	601.09
U	3210+99.57	-9.00	600.91	600.94
☉ Brg. N. Abut	3211+08.82	-9.00	600.79	600.79
Bk. N. Abut.	3211+10.18	-9.00	600.78	600.78

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+65.20	-3.67	603.81	603.81
☉ Brg. S. Abut	3208+66.56	-3.67	603.80	603.80
A	3208+76.56	-3.67	603.67	603.71
B	3208+86.56	-3.67	603.55	603.61
C	3208+96.56	-3.67	603.42	603.51
D	3209+06.56	-3.67	603.30	603.39
E	3209+16.56	-3.67	603.18	603.26
F	3209+26.56	-3.67	603.05	603.11
G	3209+36.56	-3.67	602.93	602.96
S. Brg. Pier 1	3209+45.81	-3.67	602.81	602.81
☉ Pier 1	3209+46.56	-3.67	602.80	602.80
N. Brg. Pier 1	3209+47.31	-3.67	602.80	602.80
H	3209+57.31	-3.67	602.67	602.70
I	3209+67.31	-3.67	602.55	602.61
J	3209+77.31	-3.67	602.42	602.50
K	3209+87.31	-3.67	602.30	602.38
L	3209+97.31	-3.67	602.18	602.25
M	3210+07.31	-3.67	602.05	602.11
N	3210+17.31	-3.67	601.93	601.95
S. Brg. Pier 2	3210+25.81	-3.67	601.82	601.82
☉ Pier 2	3210+26.56	-3.67	601.81	601.81
N. Brg. Pier 2	3210+27.31	-3.67	601.80	601.80
O	3210+37.31	-3.67	601.68	601.71
P	3210+47.31	-3.67	601.56	601.62
Q	3210+57.31	-3.67	601.43	601.51
R	3210+67.31	-3.67	601.31	601.40
S	3210+77.31	-3.67	601.18	601.27
T	3210+87.31	-3.67	601.06	601.12
U	3210+97.31	-3.67	600.94	600.97
☉ Brg. N. Abut	3211+06.56	-3.67	600.82	600.82
Bk. N. Abut.	3211+07.92	-3.67	600.80	600.80

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS
ILLINOIS ROUTE 59 OVER DuPAGE RIVER
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
STATION 3209+85.00
STRUCTURE NUMBER 099-0339
SCALE: NONE DESIGNED BY: TB DRAWN BY: TB
DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: TL

CONTRACT NO. 60C19

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	68
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ILLINOIS ROUTE 59

BEAM 7

NORTHBOUND P.G. LINE

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+63.64	0.00	603.83	603.83	Bk. S. Abut.	3208+62.08	3.67	603.85	603.85	Bk. S. Abut.	3208+59.82	9.00	603.88	603.88	Bk. S. Abut.	3208+58.97	11.00	603.85	603.85
Q Brg. S. Abut	3208+65.00	0.00	603.82	603.82	Q Brg. S. Abut	3208+63.44	3.67	603.84	603.84	Q Brg. S. Abut	3208+61.18	9.00	603.86	603.86	Q Brg. S. Abut	3208+60.33	11.00	603.83	603.83
A	3208+75.00	0.00	603.69	603.73	A	3208+73.44	3.67	603.71	603.75	A	3208+71.18	9.00	603.74	603.77	A	3208+70.33	11.00	603.71	603.74
B	3208+85.00	0.00	603.57	603.63	B	3208+83.44	3.67	603.59	603.65	B	3208+81.18	9.00	603.62	603.68	B	3208+80.33	11.00	603.58	603.65
C	3208+95.00	0.00	603.44	603.53	C	3208+93.44	3.67	603.46	603.55	C	3208+91.18	9.00	603.49	603.57	C	3208+90.33	11.00	603.46	603.54
D	3209+05.00	0.00	603.32	603.41	D	3209+03.44	3.67	603.34	603.43	D	3209+01.18	9.00	603.37	603.46	D	3209+00.33	11.00	603.34	603.43
E	3209+15.00	0.00	603.20	603.28	E	3209+13.44	3.67	603.22	603.30	E	3209+11.18	9.00	603.24	603.32	E	3209+10.33	11.00	603.21	603.29
F	3209+25.00	0.00	603.07	603.13	F	3209+23.44	3.67	603.09	603.15	F	3209+21.18	9.00	603.12	603.18	F	3209+20.33	11.00	603.09	603.15
G	3209+35.00	0.00	602.95	602.98	G	3209+33.44	3.67	602.97	603.00	G	3209+31.18	9.00	603.00	603.03	G	3209+30.33	11.00	602.96	602.99
S. Brg. Pier 1	3209+44.25	0.00	602.83	602.83	S. Brg. Pier 1	3209+42.69	3.67	602.85	602.85	S. Brg. Pier 1	3209+40.43	9.00	602.88	602.88	S. Brg. Pier 1	3209+39.58	11.00	602.85	602.85
Q Pier 1	3209+45.00	0.00	602.82	602.82	Q Pier 1	3209+43.44	3.67	602.84	602.84	Q Pier 1	3209+41.18	9.00	602.87	602.87	Q Pier 1	3209+40.33	11.00	602.84	602.84
N. Brg. Pier 1	3209+45.75	0.00	602.81	602.81	N. Brg. Pier 1	3209+44.19	3.67	602.83	602.83	N. Brg. Pier 1	3209+41.93	9.00	602.86	602.86	N. Brg. Pier 1	3209+41.08	11.00	602.83	602.83
H	3209+55.75	0.00	602.69	602.72	H	3209+54.19	3.67	602.71	602.74	H	3209+51.93	9.00	602.74	602.77	H	3209+51.08	11.00	602.71	602.74
I	3209+65.75	0.00	602.57	602.63	I	3209+64.19	3.67	602.59	602.64	I	3209+61.93	9.00	602.61	602.67	I	3209+61.08	11.00	602.58	602.64
J	3209+75.75	0.00	602.44	602.52	J	3209+74.19	3.67	602.46	602.54	J	3209+71.93	9.00	602.49	602.57	J	3209+71.08	11.00	602.46	602.54
K	3209+85.75	0.00	602.32	602.40	K	3209+84.19	3.67	602.34	602.42	K	3209+81.93	9.00	602.37	602.45	K	3209+81.08	11.00	602.33	602.42
L	3209+95.75	0.00	602.19	602.27	L	3209+94.19	3.67	602.21	602.29	L	3209+91.93	9.00	602.24	602.32	L	3209+91.08	11.00	602.21	602.29
M	3210+05.75	0.00	602.07	602.13	M	3210+04.19	3.67	602.09	602.15	M	3210+01.93	9.00	602.12	602.17	M	3210+01.08	11.00	602.09	602.14
N	3210+15.75	0.00	601.95	601.97	N	3210+14.19	3.67	601.97	601.99	N	3210+11.93	9.00	601.99	602.02	N	3210+11.08	11.00	601.96	601.99
S. Brg. Pier 2	3210+24.25	0.00	601.84	601.84	S. Brg. Pier 2	3210+22.69	3.67	601.86	601.86	S. Brg. Pier 2	3210+20.43	9.00	601.89	601.89	S. Brg. Pier 2	3210+19.58	11.00	601.86	601.86
Q Pier 2	3210+25.00	0.00	601.83	601.83	Q Pier 2	3210+23.44	3.67	601.85	601.85	Q Pier 2	3210+21.18	9.00	601.88	601.88	Q Pier 2	3210+20.33	11.00	601.85	601.85
N. Brg. Pier 2	3210+25.75	0.00	601.82	601.82	N. Brg. Pier 2	3210+24.19	3.67	601.84	601.84	N. Brg. Pier 2	3210+21.93	9.00	601.87	601.87	N. Brg. Pier 2	3210+21.08	11.00	601.84	601.84
O	3210+35.75	0.00	601.70	601.73	O	3210+34.19	3.67	601.72	601.75	O	3210+31.93	9.00	601.75	601.78	O	3210+31.08	11.00	601.71	601.75
P	3210+45.75	0.00	601.57	601.64	P	3210+44.19	3.67	601.59	601.66	P	3210+41.93	9.00	601.62	601.68	P	3210+41.08	11.00	601.59	601.65
Q	3210+55.75	0.00	601.45	601.53	Q	3210+54.19	3.67	601.47	601.55	Q	3210+51.93	9.00	601.50	601.58	Q	3210+51.08	11.00	601.47	601.55
R	3210+65.75	0.00	601.33	601.42	R	3210+64.19	3.67	601.35	601.44	R	3210+61.93	9.00	601.37	601.46	R	3210+61.08	11.00	601.34	601.43
S	3210+75.75	0.00	601.20	601.28	S	3210+74.19	3.67	601.22	601.30	S	3210+71.93	9.00	601.25	601.33	S	3210+71.08	11.00	601.22	601.30
T	3210+85.75	0.00	601.08	601.14	T	3210+84.19	3.67	601.10	601.16	T	3210+81.93	9.00	601.13	601.19	T	3210+81.08	11.00	601.09	601.16
U	3210+95.75	0.00	600.95	600.99	U	3210+94.19	3.67	600.97	601.01	U	3210+91.93	9.00	601.00	601.03	U	3210+91.08	11.00	600.97	601.00
Q Brg. N. Abut	3211+05.00	0.00	600.84	600.84	Q Brg. N. Abut	3211+03.44	3.67	600.86	600.86	Q Brg. N. Abut	3211+01.18	9.00	600.89	600.89	Q Brg. N. Abut	3211+00.33	11.00	600.86	600.86
Bk. N. Abut.	3211+06.36	0.00	600.82	600.82	Bk. N. Abut.	3211+04.80	3.67	600.84	600.84	Bk. N. Abut.	3211+02.54	9.00	600.87	600.87	Bk. N. Abut.	3211+01.69	11.00	600.84	600.84

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REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TOP OF SLAB ELEVATIONS ILLINOIS ROUTE 59 OVER DUPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	
SCALE: NONE DATE: 08/17/07		DESIGNED BY: TB CHECKED BY: WPM
DRAWN BY: TB CHECKED BY: TL		

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	69
STA.	TO STA.			
FED. ROAD DIST. NO.	SLAB NO.	FED. AID PROJECT		

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+55.86	18.33	603.73	603.73
⊗ Brg. S. Abut	3208+57.22	18.33	603.72	603.72
A	3208+67.22	18.33	603.59	603.63
B	3208+77.22	18.33	603.47	603.53
C	3208+87.22	18.33	603.35	603.43
D	3208+97.22	18.33	603.22	603.31
E	3209+07.22	18.33	603.10	603.18
F	3209+17.22	18.33	602.97	603.03
G	3209+27.22	18.33	602.85	602.88
S. Brg. Pier 1	3209+36.47	18.33	602.73	602.73
⊗ Pier 1	3209+37.22	18.33	602.73	602.73
N. Brg. Pier 1	3209+37.97	18.33	602.72	602.72
H	3209+47.97	18.33	602.59	602.62
I	3209+57.97	18.33	602.47	602.53
J	3209+67.97	18.33	602.34	602.42
K	3209+77.97	18.33	602.22	602.30
L	3209+87.97	18.33	602.10	602.17
M	3209+97.97	18.33	601.97	602.03
N	3210+07.97	18.33	601.85	601.87
S. Brg. Pier 2	3210+16.47	18.33	601.74	601.74
⊗ Pier 2	3210+17.22	18.33	601.73	601.73
N. Brg. Pier 2	3210+17.97	18.33	601.72	601.72
O	3210+27.97	18.33	601.60	601.63
P	3210+37.97	18.33	601.48	601.54
Q	3210+47.97	18.33	601.35	601.43
R	3210+57.97	18.33	601.23	601.32
S	3210+67.97	18.33	601.10	601.19
T	3210+77.97	18.33	600.98	601.04
U	3210+87.97	18.33	600.86	600.89
⊗ Brg. N. Abut	3210+97.22	18.33	600.74	600.74
Bk. N. Abut.	3210+98.58	18.33	600.72	600.72

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+52.75	25.67	603.62	603.62
⊗ Brg. S. Abut	3208+54.11	25.67	603.60	603.60
A	3208+64.11	25.67	603.48	603.51
B	3208+74.11	25.67	603.35	603.42
C	3208+84.11	25.67	603.23	603.31
D	3208+94.11	25.67	603.11	603.20
E	3209+04.11	25.67	602.98	603.06
F	3209+14.11	25.67	602.86	602.92
G	3209+24.11	25.67	602.73	602.77
S. Brg. Pier 1	3209+33.36	25.67	602.62	602.62
⊗ Pier 1	3209+34.11	25.67	602.61	602.61
N. Brg. Pier 1	3209+34.86	25.67	602.60	602.60
H	3209+44.86	25.67	602.48	602.51
I	3209+54.86	25.67	602.35	602.41
J	3209+64.86	25.67	602.23	602.31
K	3209+74.86	25.67	602.11	602.19
L	3209+84.86	25.67	601.98	602.06
M	3209+94.86	25.67	601.86	601.91
N	3210+04.86	25.67	601.73	601.76
S. Brg. Pier 2	3210+13.36	25.67	601.63	601.63
⊗ Pier 2	3210+14.11	25.67	601.62	601.62
N. Brg. Pier 2	3210+14.86	25.67	601.61	601.61
O	3210+24.86	25.67	601.49	601.52
P	3210+34.86	25.67	601.36	601.42
Q	3210+44.86	25.67	601.24	601.32
R	3210+54.86	25.67	601.11	601.20
S	3210+64.86	25.67	600.99	601.07
T	3210+74.86	25.67	600.87	600.93
U	3210+84.86	25.67	600.74	600.77
⊗ Brg. N. Abut	3210+94.11	25.67	600.63	600.63
Bk. N. Abut.	3210+95.47	25.67	600.61	600.61

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+49.63	33.00	603.50	603.50
⊗ Brg. S. Abut	3208+50.99	33.00	603.49	603.49
A	3208+60.99	33.00	603.36	603.40
B	3208+70.99	33.00	603.24	603.30
C	3208+80.99	33.00	603.12	603.20
D	3208+90.99	33.00	602.99	603.08
E	3209+00.99	33.00	602.87	602.95
F	3209+10.99	33.00	602.74	602.80
G	3209+20.99	33.00	602.62	602.65
S. Brg. Pier 1	3209+30.24	33.00	602.50	602.50
⊗ Pier 1	3209+30.99	33.00	602.50	602.50
N. Brg. Pier 1	3209+31.74	33.00	602.49	602.49
H	3209+41.74	33.00	602.36	602.39
I	3209+51.74	33.00	602.24	602.30
J	3209+61.74	33.00	602.11	602.19
K	3209+71.74	33.00	601.99	602.07
L	3209+81.74	33.00	601.87	601.94
M	3209+91.74	33.00	601.74	601.80
N	3210+01.74	33.00	601.62	601.64
S. Brg. Pier 2	3210+10.24	33.00	601.51	601.51
⊗ Pier 2	3210+10.99	33.00	601.50	601.50
N. Brg. Pier 2	3210+11.74	33.00	601.49	601.49
O	3210+21.74	33.00	601.37	601.40
P	3210+31.74	33.00	601.25	601.31
Q	3210+41.74	33.00	601.12	601.20
R	3210+51.74	33.00	601.00	601.09
S	3210+61.74	33.00	600.87	600.96
T	3210+71.74	33.00	600.75	600.81
U	3210+81.74	33.00	600.63	600.66
⊗ Brg. N. Abut	3210+90.99	33.00	600.51	600.51
Bk. N. Abut.	3210+92.35	33.00	600.49	600.49

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+46.52	40.33	603.39	603.39
⊗ Brg. S. Abut	3208+47.88	40.33	603.37	603.37
A	3208+57.88	40.33	603.25	603.28
B	3208+67.88	40.33	603.12	603.19
C	3208+77.88	40.33	603.00	603.08
D	3208+87.88	40.33	602.88	602.97
E	3208+97.88	40.33	602.75	602.83
F	3209+07.88	40.33	602.63	602.69
G	3209+17.88	40.33	602.50	602.54
S. Brg. Pier 1	3209+27.13	40.33	602.39	602.39
⊗ Pier 1	3209+27.88	40.33	602.38	602.38
N. Brg. Pier 1	3209+28.63	40.33	602.37	602.37
H	3209+38.63	40.33	602.25	602.28
I	3209+48.63	40.33	602.12	602.18
J	3209+58.63	40.33	602.00	602.08
K	3209+68.63	40.33	601.88	601.96
L	3209+78.63	40.33	601.75	601.83
M	3209+88.63	40.33	601.63	601.68
N	3209+98.63	40.33	601.50	601.53
S. Brg. Pier 2	3210+07.13	40.33	601.40	601.40
⊗ Pier 2	3210+07.88	40.33	601.39	601.39
N. Brg. Pier 2	3210+08.63	40.33	601.38	601.38
O	3210+18.63	40.33	601.26	601.29
P	3210+28.63	40.33	601.13	601.19
Q	3210+38.63	40.33	601.01	601.09
R	3210+48.63	40.33	600.88	600.97
S	3210+58.63	40.33	600.76	600.84
T	3210+68.63	40.33	600.64	600.70
U	3210+78.63	40.33	600.51	600.54
⊗ Brg. N. Abut	3210+87.88	40.33	600.40	600.40
Bk. N. Abut.	3210+89.24	40.33	600.38	600.38

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KNIGHT
Engineers & Architects

DWG. S-10 of 34

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS
ILLINOIS ROUTE 59 OVER DUPAGE RIVER
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
STATION 3209+85.00
STRUCTURE NUMBER 099-0339
SCALE: NONE DESIGNED BY: TB DRAWN BY: TB
DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: TL

SAP RTE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	70
STA.		TO STA.		
FED. ROAD DIST. NO.		FED. AID PROJECT		

WEST CURB LINE

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	3208+78.50	-35.00	603.10	603.10	Bk. S. Abut.	3208+48.78	35.00	603.47	603.47
⊙ Brg. S. Abut	3208+79.86	-35.00	603.09	603.09	⊙ Brg. S. Abut	3208+50.14	35.00	603.46	603.46
A	3208+89.86	-35.00	602.96	603.00	A	3208+60.14	35.00	603.33	603.37
B	3208+99.86	-35.00	602.84	602.90	B	3208+70.14	35.00	603.21	603.27
C	3209+09.86	-35.00	602.72	602.80	C	3208+80.14	35.00	603.08	603.17
D	3209+19.86	-35.00	602.59	602.68	D	3208+90.14	35.00	602.96	603.05
E	3209+29.86	-35.00	602.47	602.55	E	3209+00.14	35.00	602.84	602.92
F	3209+39.86	-35.00	602.34	602.40	F	3209+10.14	35.00	602.71	602.77
G	3209+49.86	-35.00	602.22	602.25	G	3209+20.14	35.00	602.59	602.62
S. Brg. Pier 1	3209+59.11	-35.00	602.11	602.11	S. Brg. Pier 1	3209+29.39	35.00	602.47	602.47
⊙ Pier 1	3209+59.86	-35.00	602.10	602.10	⊙ Pier 1	3209+30.14	35.00	602.46	602.46
N. Brg. Pier 1	3209+60.61	-35.00	602.09	602.09	N. Brg. Pier 1	3209+30.89	35.00	602.45	602.45
H	3209+70.61	-35.00	601.96	601.99	H	3209+40.89	35.00	602.33	602.36
I	3209+80.61	-35.00	601.84	601.90	I	3209+50.89	35.00	602.21	602.27
J	3209+90.61	-35.00	601.71	601.79	J	3209+60.89	35.00	602.08	602.16
K	3210+00.61	-35.00	601.59	601.67	K	3209+70.89	35.00	601.96	602.04
L	3210+10.61	-35.00	601.47	601.54	L	3209+80.89	35.00	601.83	601.91
M	3210+20.61	-35.00	601.34	601.40	M	3209+90.89	35.00	601.71	601.77
N	3210+30.61	-35.00	601.22	601.25	N	3210+00.89	35.00	601.59	601.61
S. Brg. Pier 2	3210+39.11	-35.00	601.11	601.11	S. Brg. Pier 2	3210+09.39	35.00	601.48	601.48
⊙ Pier 2	3210+39.86	-35.00	601.10	601.10	⊙ Pier 2	3210+10.14	35.00	601.47	601.47
N. Brg. Pier 2	3210+40.61	-35.00	601.09	601.09	N. Brg. Pier 2	3210+10.89	35.00	601.46	601.46
O	3210+50.61	-35.00	600.97	601.00	O	3210+20.89	35.00	601.34	601.37
P	3210+60.61	-35.00	600.85	600.91	P	3210+30.89	35.00	601.21	601.28
Q	3210+70.61	-35.00	600.72	600.81	Q	3210+40.89	35.00	601.09	601.17
R	3210+80.61	-35.00	600.60	600.69	R	3210+50.89	35.00	600.97	601.06
S	3210+90.61	-35.00	600.47	600.56	S	3210+60.89	35.00	600.84	600.93
T	3211+00.61	-35.00	600.35	600.41	T	3210+70.89	35.00	600.72	600.78
U	3211+10.61	-35.00	600.23	600.26	U	3210+80.89	35.00	600.59	600.63
⊙ Brg. N. Abut	3211+19.86	-35.00	600.11	600.11	⊙ Brg. N. Abut	3210+90.14	35.00	600.48	600.48
Bk. N. Abut.	3211+21.22	-35.00	600.09	600.09	Bk. N. Abut.	3210+91.50	35.00	600.46	600.46

FILE: L:\66362\01\Coord\Sheets\Woodway_Structures\Bridg\6636201-50139-DE06.dgn

DWG. S-11 of 34

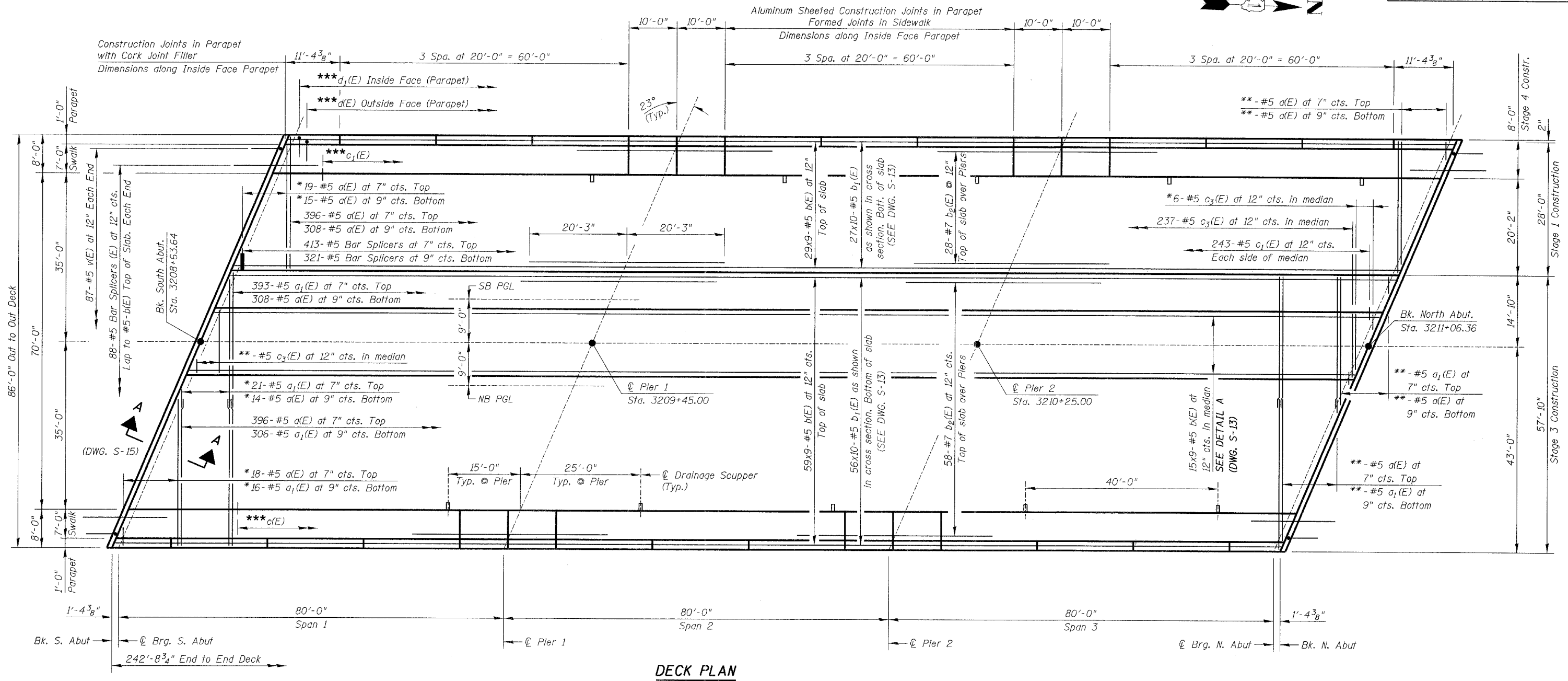


REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TOP OF SLAB ELEVATIONS ILLINOIS ROUTE 59 OVER DuPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	

SCALE: NONE DESIGNED BY: TB DRAWN BY: TB
DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: TL

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	71
STA.	TO STA.			
FED. ROAD DIST. NO.	SLAB/IS	FED. AID PROJECT		

***For c(E), c₁(E), d(E), and d₁(E) - Deck to Sidewalk/Parapet Bars see DWG. S-14



*Order bars full length and out to fit skew.
**Remainder of bars to be placed as shown.

Notes:

Reinforcement Bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
SEE DWG. S-13 For Deck Cross Section Details.
SEE DWG. S-14 For Sidewalk & Parapet Details

SEE DWG. S-16 for Deck Misc. Details and Bill of Material.
SEE DWG. S-17 for Drainage Scupper Details.
Work this DWG. with DWGS. S-13 thru S-16.

MIN. BAR LAPS:
#5 = 1'-8"
#7 = 2'-9"

REVISIONS	
NAME	DATE

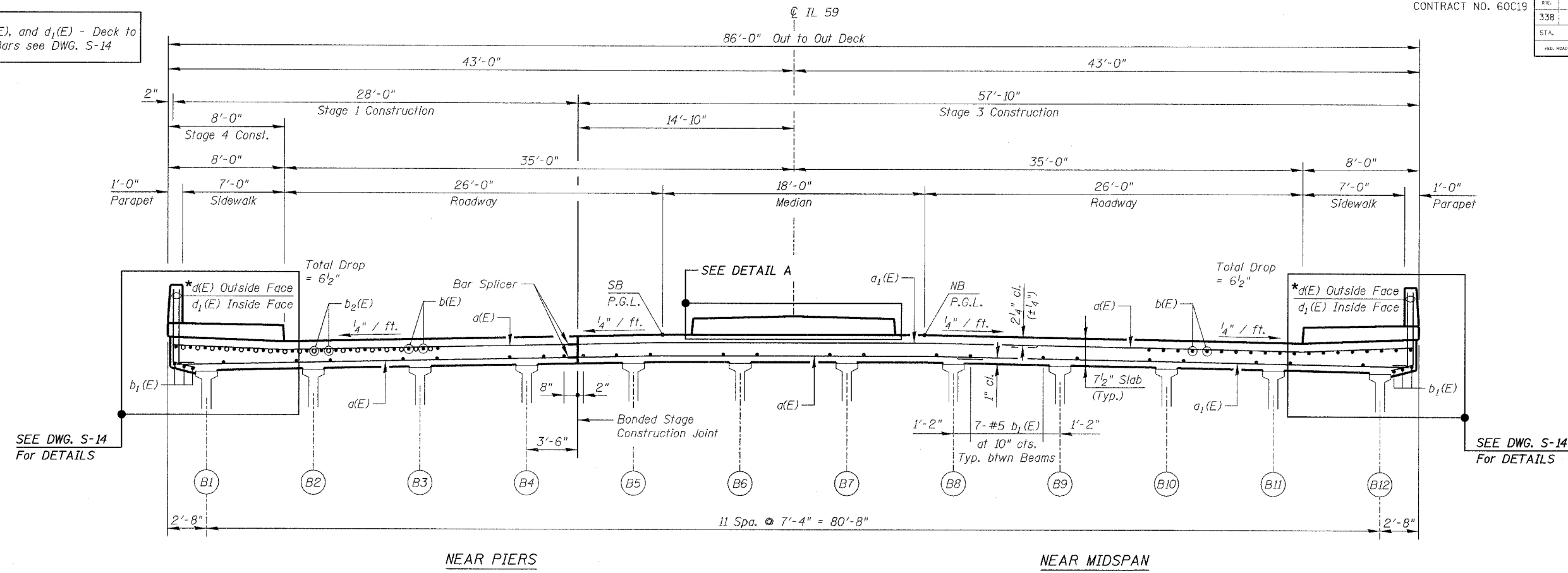
DWG. S-12 of 34
ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK PLAN
ILLINOIS ROUTE 59 OVER DuPAGE RIVER
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
STATION 3209+85.00
STRUCTURE NUMBER 099-0339
SCALE: NONE
DATE: 08/17/07
DESIGNED BY: SB
CHECKED BY: WPM
DRAWN BY: TL
CHECKED BY: SB

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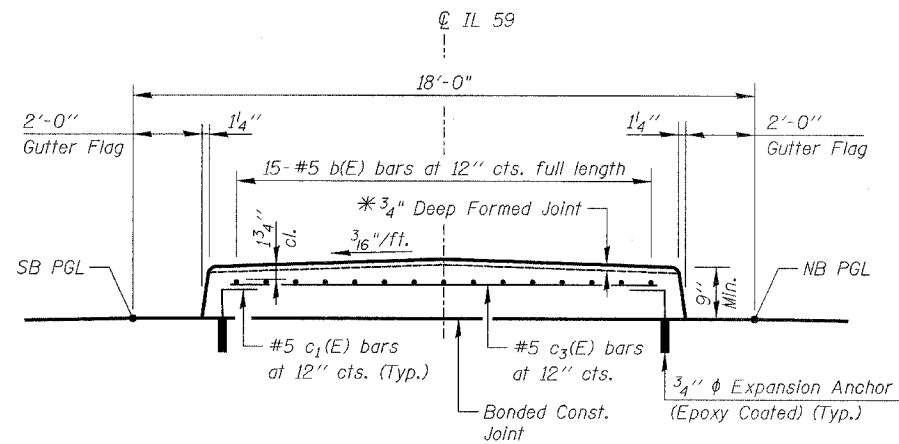
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338	114 BY-R-1	WILL	139	72
STA.		TO STA.		
FED. ROAD DIST. NO.	DISTRICT	FED. AID PROJECT		

* For $c(E)$, $c_1(E)$, $d(E)$, and $d_1(E)$ - Deck to Sidewalk/Parapet Bars see DWG. S-14



MIN. BAR LAPS:
 #5 = 1'-8"
 #7 = 2'-9"

CROSS SECTION
(Looking North)



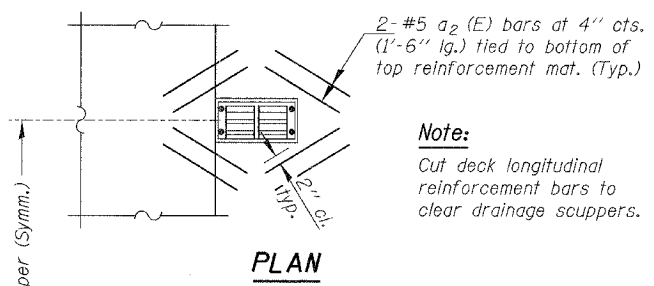
DETAIL A

* 3/4" Deep Formed Joints located at same locations as the aluminum sheets in the sidewalks detailed on DWG. S-14.

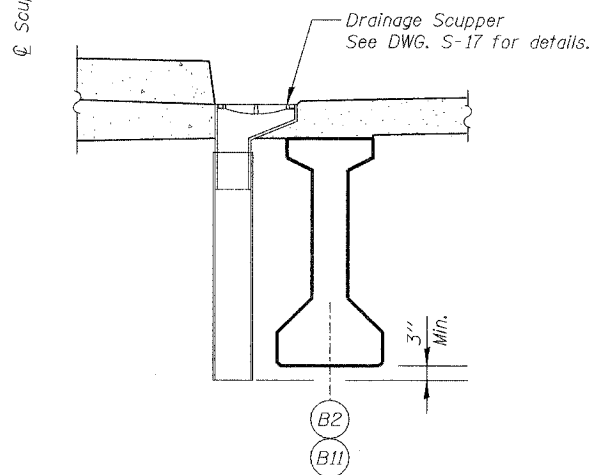
Notes:

- Reinforcement Bars designated (E) shall be epoxy coated.
- SEE DWG. S-14 for Sidewalk & Parapet Details.
- SEE DWG. S-16 for Deck Misc. Details and Bill of Material.
- SEE DWG. S-17 for Drainage Scupper Details.

The Expansion Anchors shall have a minimum proof load tension of 7,500 lbs. The cost of furnishing and installing Expansion Anchors (Epoxy Coated) shall be included in the cost of "Reinforcement Bars, Epoxy Coated".
 Work this DWG. with DWGS. S-12 & S-14 thru S-16.



PLAN

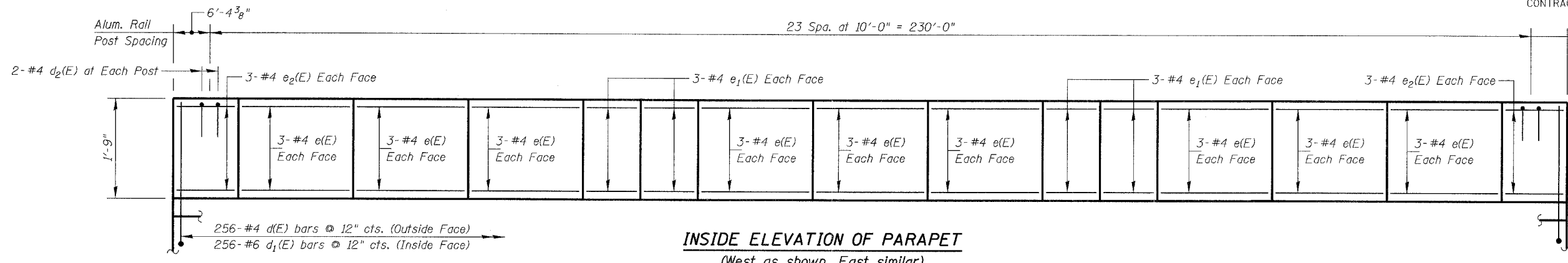


SECTION AT SCUPPERS

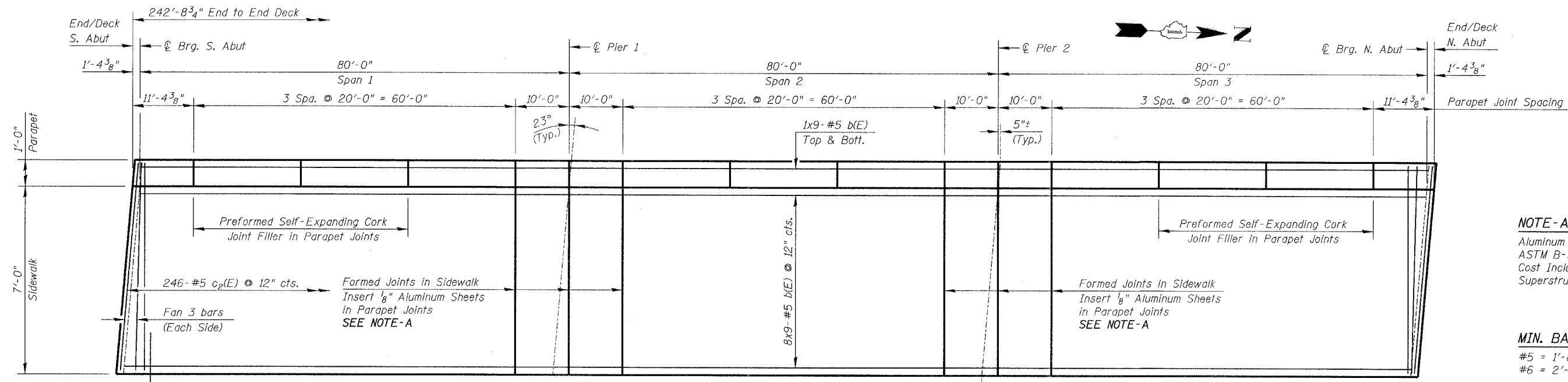
REVISIONS	
NAME	DATE

DWG. S-13 of 34
 ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK CROSS SECTION & DETAILS
 ILLINOIS ROUTE 59 OVER DUPAGE RIVER
 FAP ROUTE 338 SECTION 114 BY-R-1
 WILL COUNTY
 STATION 3209+85.00
 STRUCTURE NUMBER 099-0339
 SCALE: NONE DESIGNED BY: SB DRAWN BY: TL
 DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: SB

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INSIDE ELEVATION OF PARAPET
(West as shown, East similar)

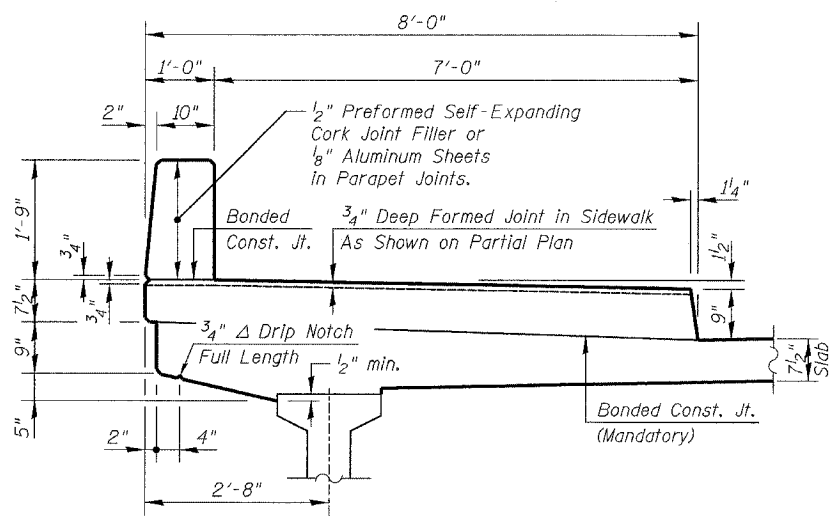


SIDEWALK - PARTIAL PLAN
(West as shown, East similar)

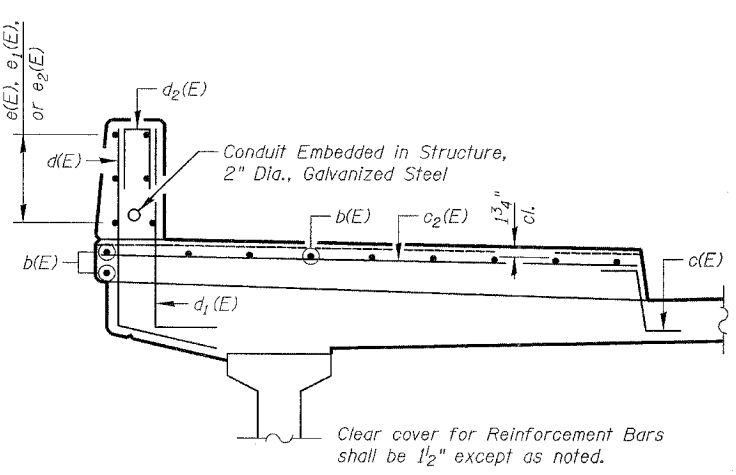
NOTE-A:
Aluminum Sheet shall be ASTM B-209M alloy 3003-H14. Cost Included with "Concrete Superstructure".

MIN. BAR LAPS:
#5 = 1'-8"
#6 = 2'-0"

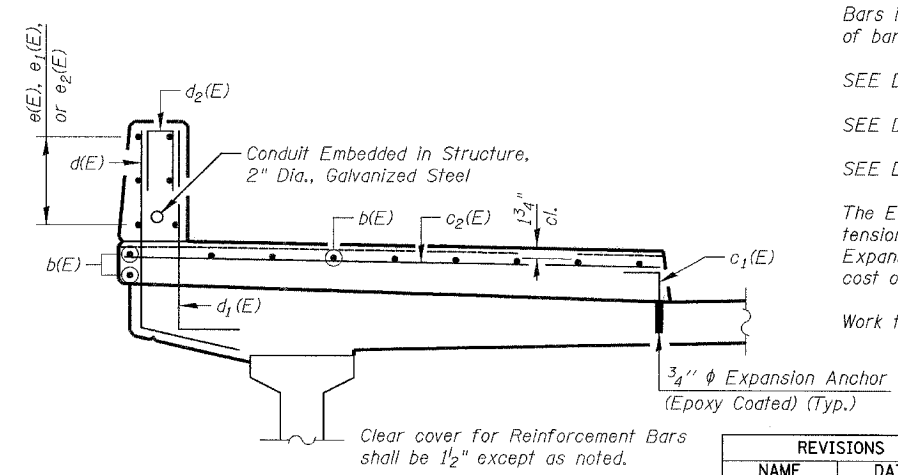
Notes:
Reinforcement Bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
SEE DWG. S-16 for Cork Filled Parapet Joint Detail.
SEE DWG. S-16 for Deck Misc. Details and Bill of Materials.
SEE DWG. S-18 for Bridge Railing Details
The Expansion Anchors shall have a minimum proof load tension of 7,500 lbs. The cost of furnishing and installing Expansion Anchors (Epoxy Coated) shall be included in the cost of "Reinforcement Bars, Epoxy Coated".
Work this DWG. with DWGS. S-12, S-13, S-15 & S-16.



SECTION THRU SIDEWALK & PARAPET
(Showing Dimensions)



SECTION THRU EAST SIDEWALK & PARAPET
(Showing Reinforcement Bars)



SECTION THRU WEST SIDEWALK & PARAPET
(Showing Reinforcement Bars)

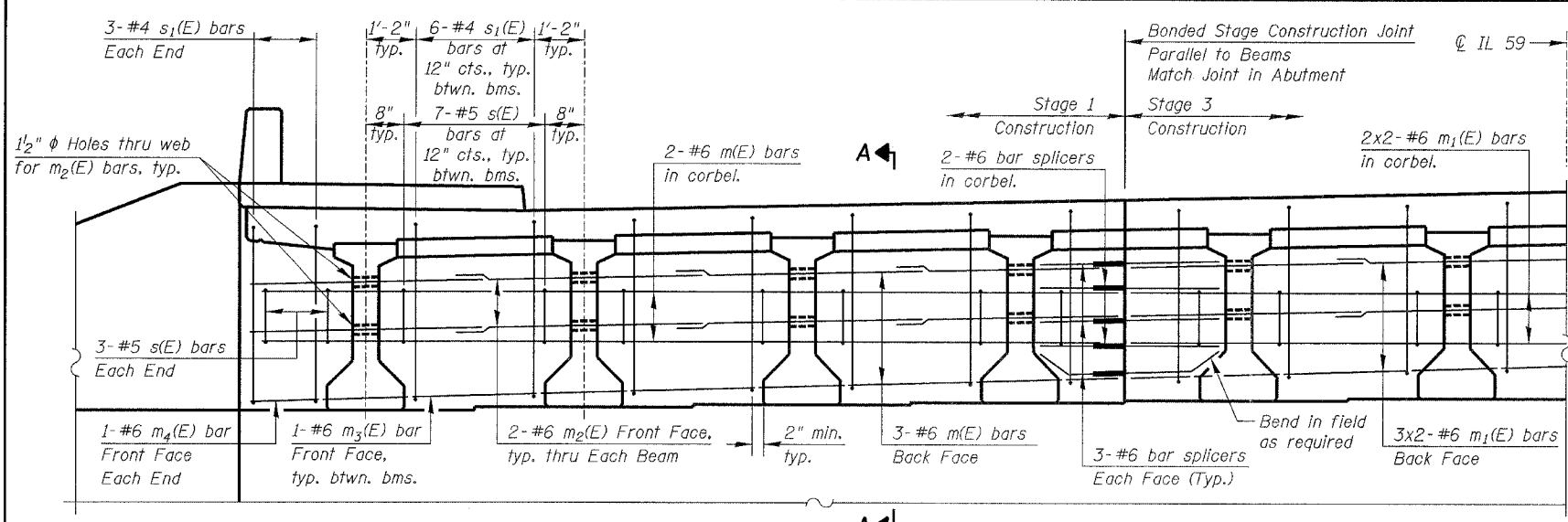
REVISIONS	
NAME	DATE

DWG. S-14 of 34

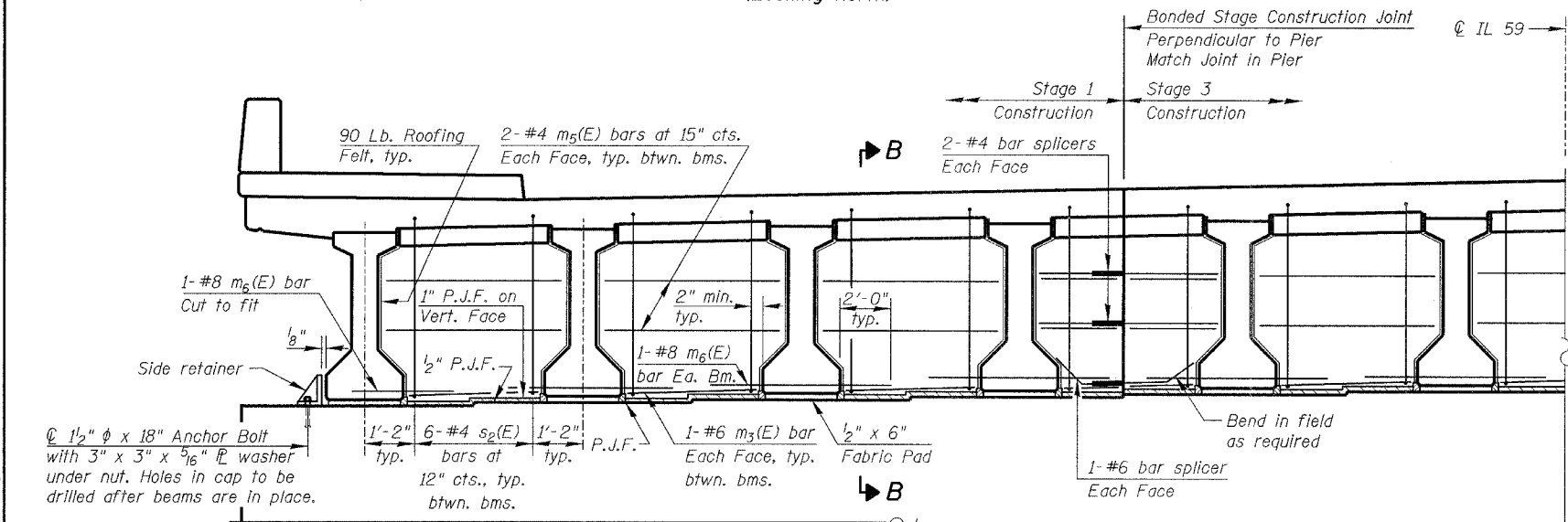
ILLINOIS DEPARTMENT OF TRANSPORTATION
SIDEWALK & PARAPET DETAILS
ILLINOIS ROUTE 59 OVER DuPAGE RIVER
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
STATION 3209+85.00
STRUCTURE NUMBER 099-0339

SCALE: NONE DESIGNED BY: SB DRAWN BY: TL
DATE: 08/17/07 CHECKED BY: WFM CHECKED BY: SB

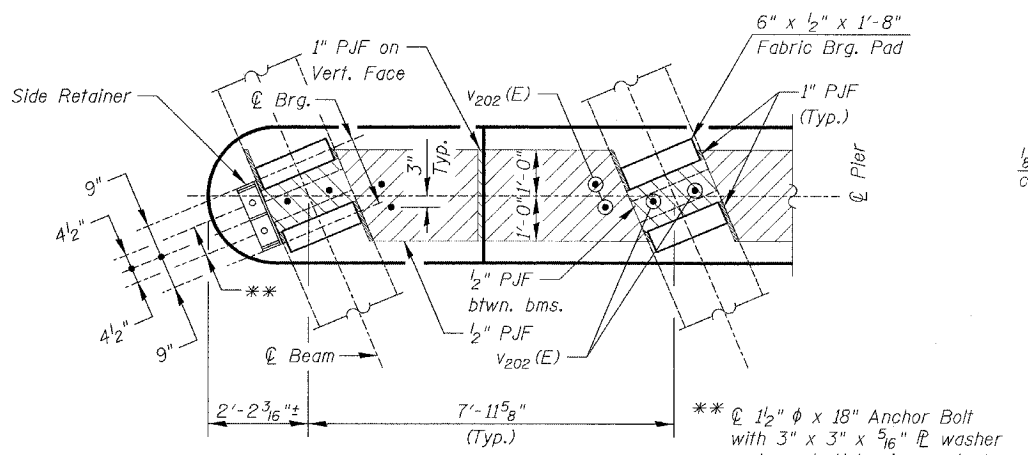
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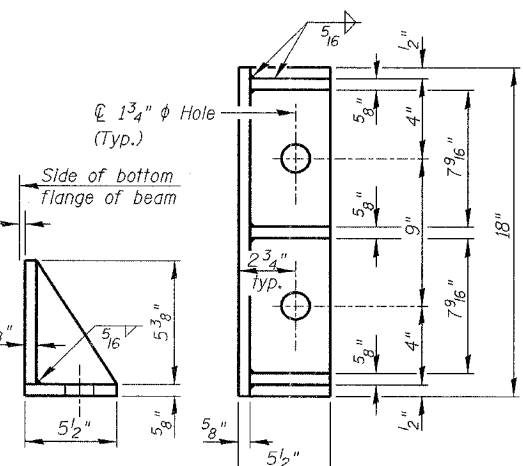
DIAPHRAGM ELEVATION AT ABUTMENT
(Looking North)



DIAPHRAGM ELEVATION AT PIER
(Looking North)

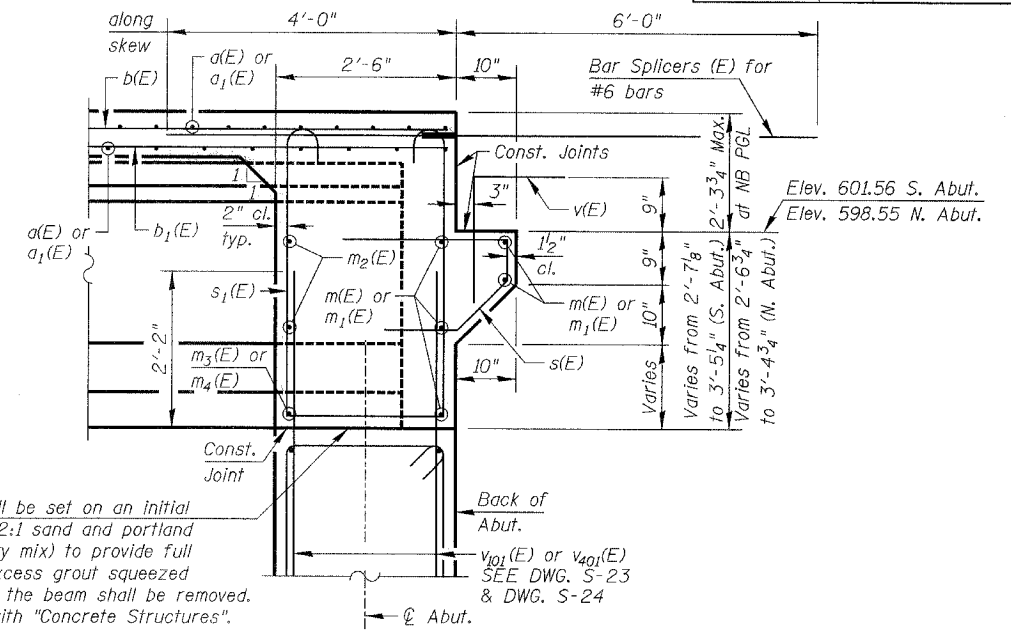


PLAN AT PIER
(Showing bearing pad and P.J.F. details)



SIDE RETAINER
(4 Required)

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



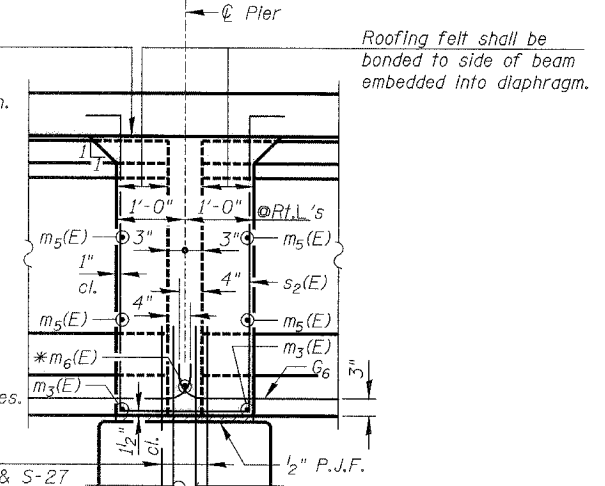
SECTION A-A

Dimensions at right angles to abutment, except as shown.

Beam ends shall be set on an initial 1/2" min. grout (2:1 sand and portland cement, very dry mix) to provide full bearing. Any excess grout squeezed out from under the beam shall be removed. Cost included with "Concrete Structures".

Pour diaphragm flush with bottom of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.

*Tightly fasten the #8 bars together with No. 9 wire ties.



SECTION B-B

Dimensions along centerline of beam, except as shown.

Notes:

- Reinforcement bars in diaphragm are billed with superstructure on DWG. S-16.
- Concrete in diaphragm is included with "Concrete Superstructure" on DWG. S-16.
- For details of bars s(E), s1(E) and s2(E) see DWG. S-16.
- The s(E), s1(E) and s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- Cost of 90 lb. roofing felt is included with "Concrete Superstructure".
- The side retainer shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Cost of side retainer and anchor bolts shall be included with "Concrete Structures".
- See DWG. S-22 for anchor bolt details.
- Work this DWG. with DWGS. S-12 thru S-14 & S-16.
- Reinforcement Bars designated (E) shall be epoxy coated.
- Cost of Fabric Bearing Pad included with "Concrete Superstructure".

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

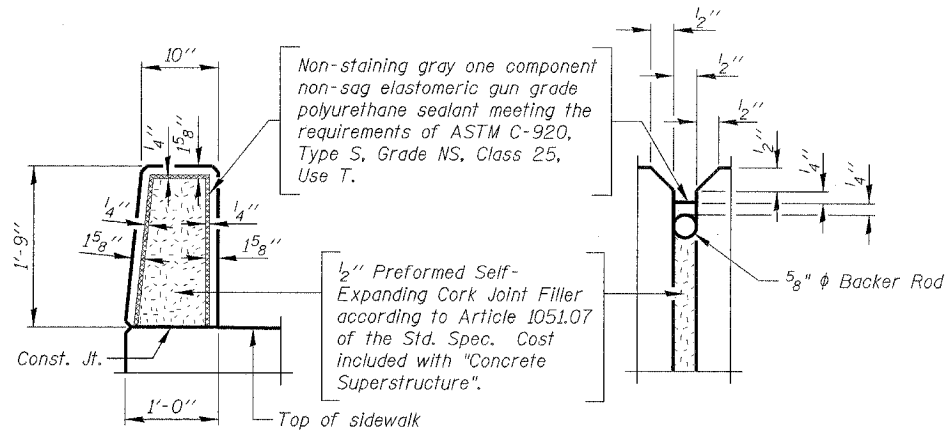
DWG. S-15 of 34

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION DECK DIAPHRAGM DETAILS ILLINOIS ROUTE 59 OVER DuPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	
		SCALE: NONE DATE: 08/17/07 DESIGNED BY: SB CHECKED BY: WPM DRAWN BY: TL CHECKED BY: SB

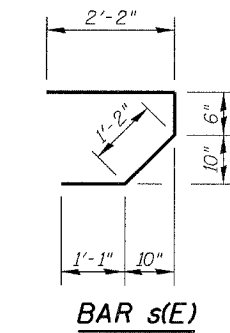
FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	75
STA.		TO STA.		
FED. ROAD DIST. NO.	SLABES	FED. AID PROGRAM		

BILL OF MATERIAL

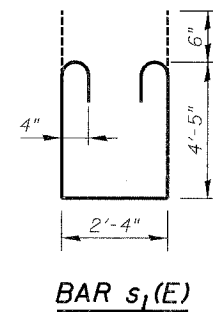
BAR	NO.	SIZE	LENGTH	SHAPE
d(E)	1474	#5	27'-8"	—
d1(E)	736	#5	31'-4"	—
d2(E)	80	#5	1'-6"	—
b(E)	1107	#5	28'-5"	—
b1(E)	830	#5	25'-9"	—
b2(E)	172	#7	40'-6"	—
c(E)	243	#5	2'-5"	—
c1(E)	729	#5	1'-11"	—
c2(E)	492	#5	7'-8"	—
c3(E)	243	#5	13'-6"	—
e(E)	512	#4	4'-4"	—
e1(E)	512	#6	3'-9"	—
e2(E)	96	#4	2'-0"	—
m(E)	108	#4	19'-8"	—
m1(E)	48	#4	9'-8"	—
m2(E)	24	#4	11'-0"	—
m3(E)	10	#6	30'-3"	—
m4(E)	20	#6	33'-0"	—
m5(E)	48	#6	10'-3"	—
m6(E)	66	#6	5'-7"	—
m7(E)	4	#6	1'-5"	—
m8(E)	88	#4	6'-11"	—
m9(E)	24	#8	5'-10"	—
s(E)	166	#5	4'-11"	—
s1(E)	144	#4	12'-2"	—
s2(E)	132	#4	12'-0"	—
v(E)	174	#5	4'-2"	—
Reinforcement Bars, Epoxy Coated		LB	159240	
Concrete Superstructure		Cu. Yd.	922	
Bridge Deck Grooving		Sq. Yd.	1295	
Protective Coat		Sq. Yd.	2486	
Conduit Embedded in Structure, 2" Dia., Galvanized Steel		FOOT	600	



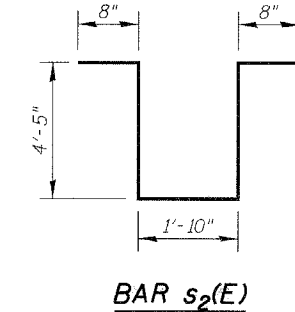
PARAPET JOINT DETAILS



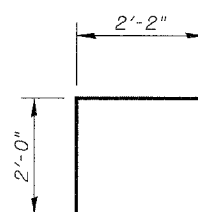
BAR s(E)



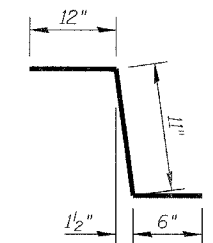
BAR s1(E)



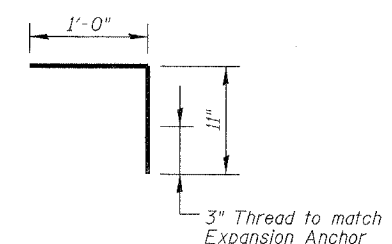
BAR s2(E)



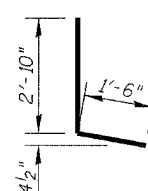
BAR v(E)



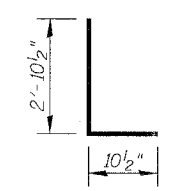
BAR c(E)



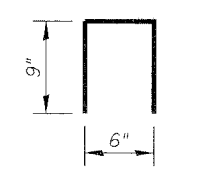
BAR c1(E)



BAR d(E)



BAR d1(E)



BAR d2(E)

Notes:

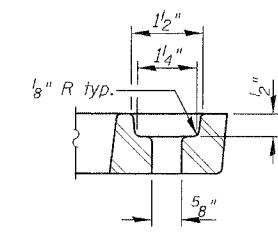
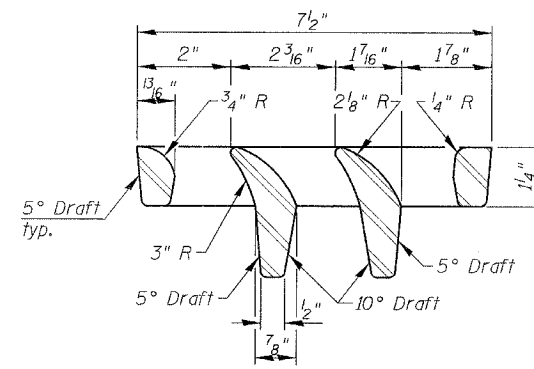
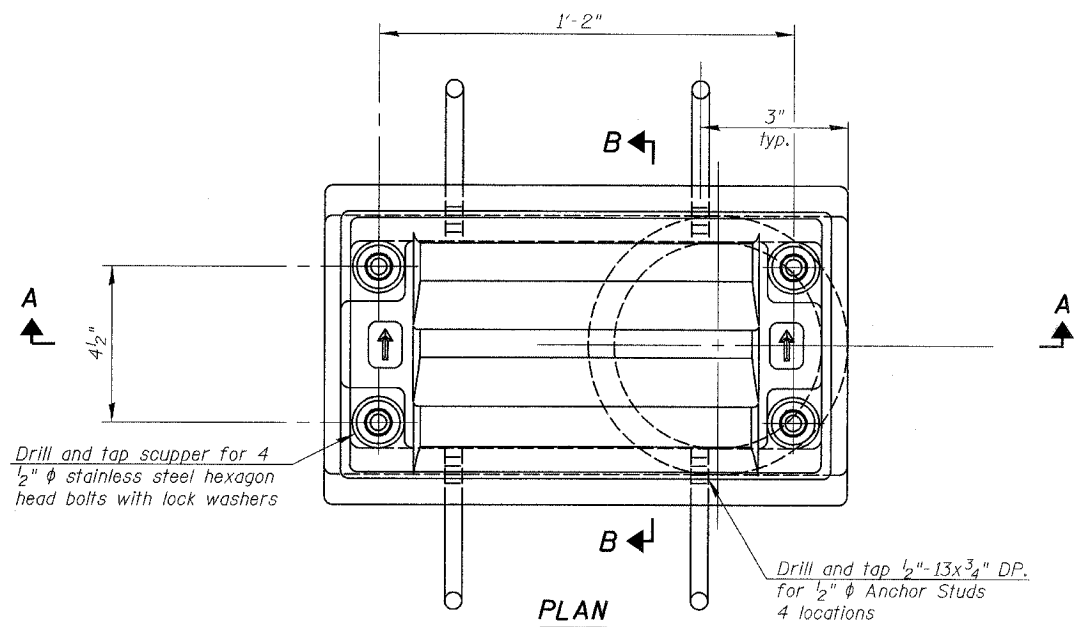
Work this DWG. with DWGS. S-12 thru S-15.

Reinforcement Bars designated (E) shall be epoxy coated.

DWG. S-16 of 34

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION DECK MISCELLANEOUS DETAILS ILLINOIS ROUTE 59 OVER DuPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	
		SCALE: NONE DATE: 08/17/07 DESIGNED BY: SB CHECKED BY: WPM DRAWN BY: TL CHECKED BY: SB

FAP RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	76
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

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

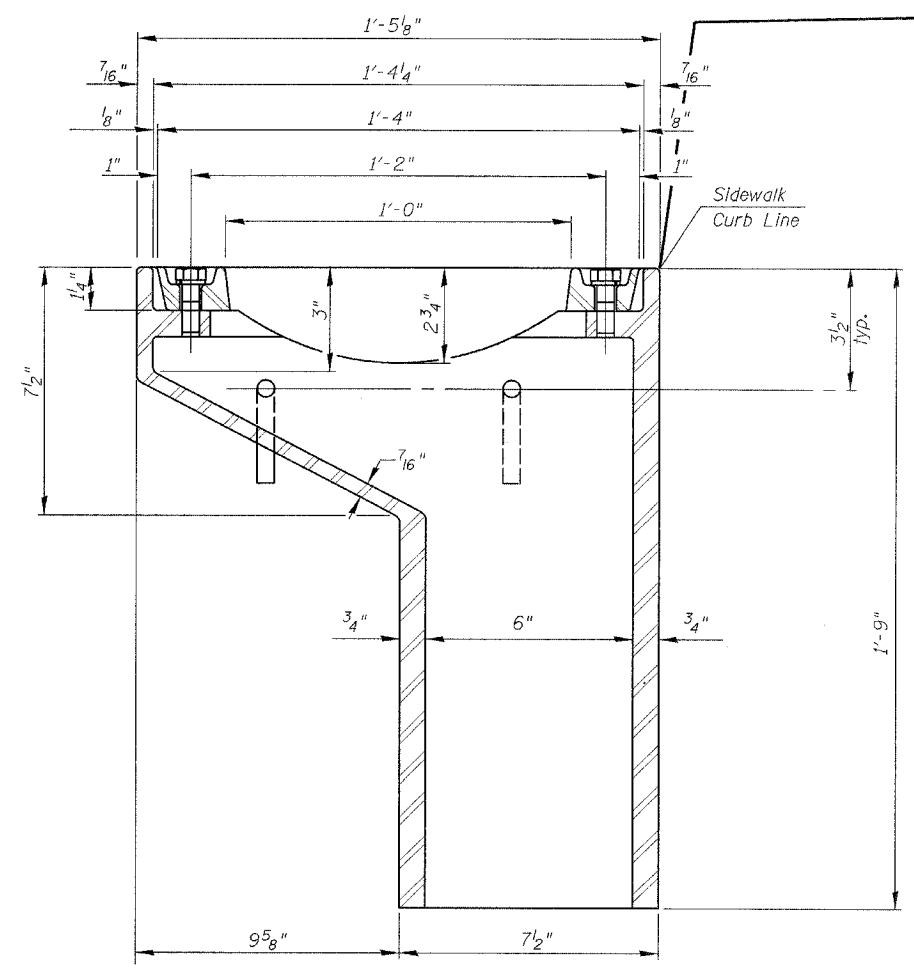
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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

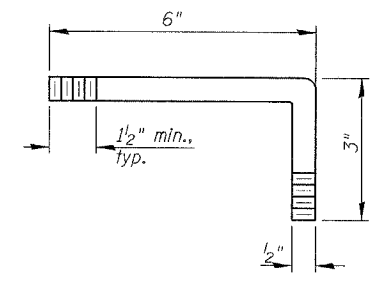
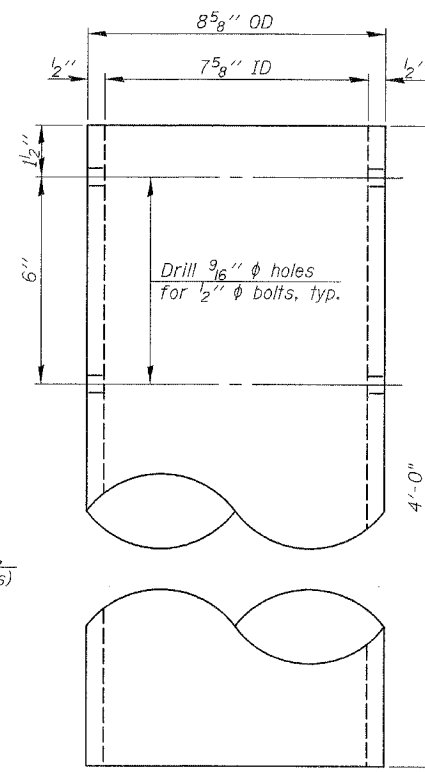
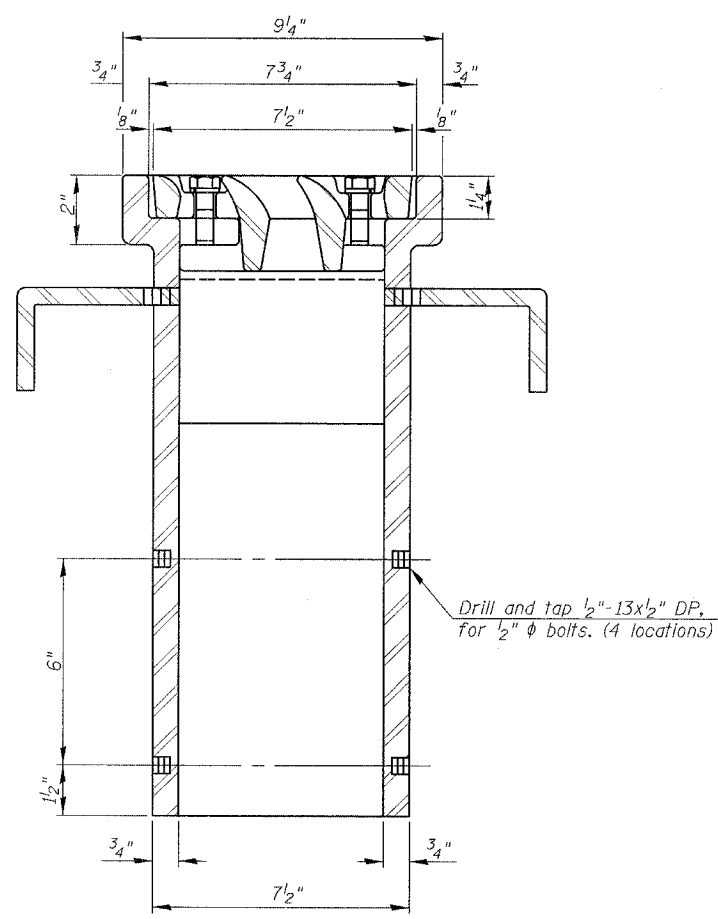
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

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

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



See DWG. S-13 for scupper location relative to parapet.



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-II	Each	10

DWG. S-17 of 34

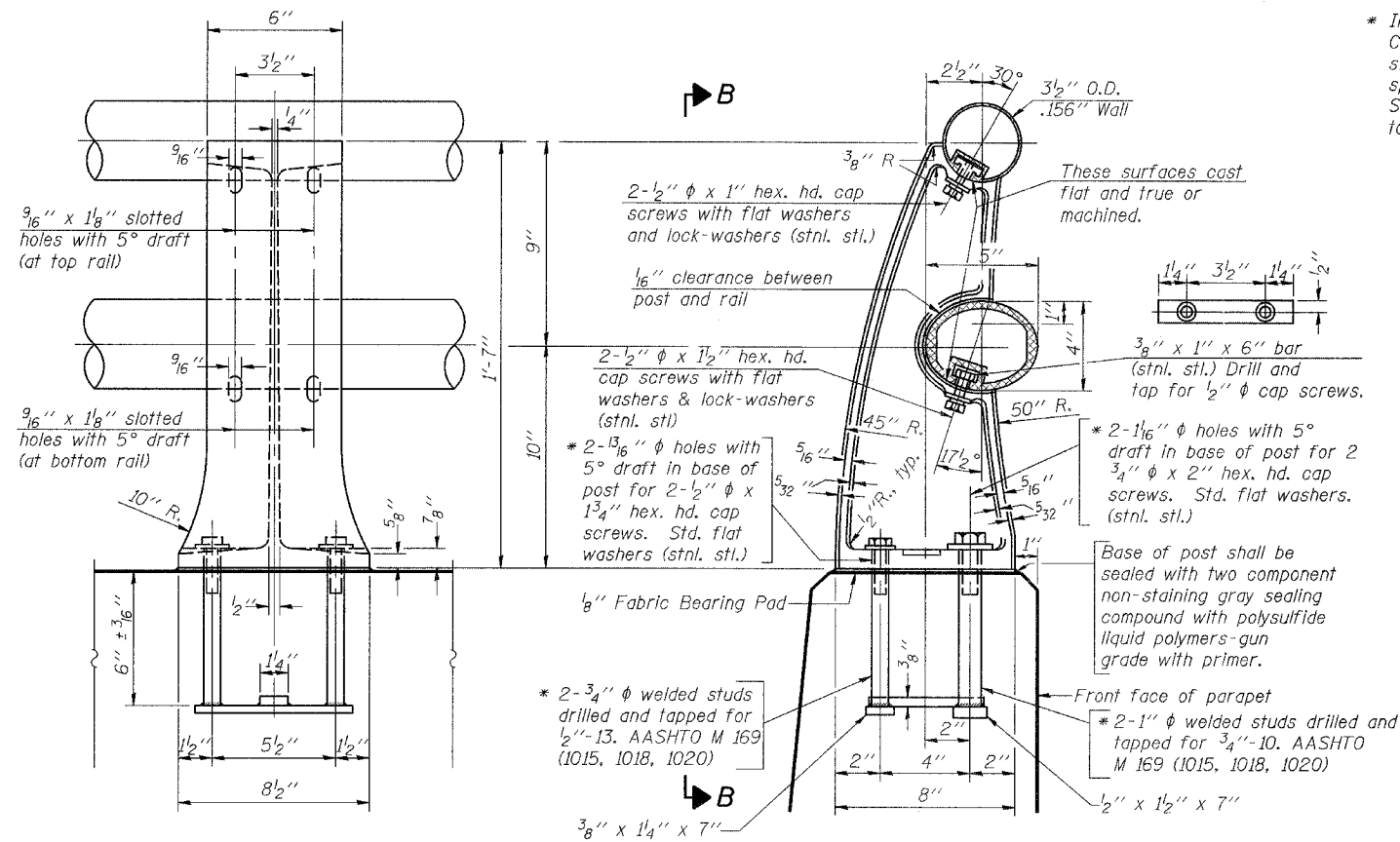
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NAME	DATE	

SCALE: NONE DESIGNED BY: SB DRAWN BY: TL
DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: SB

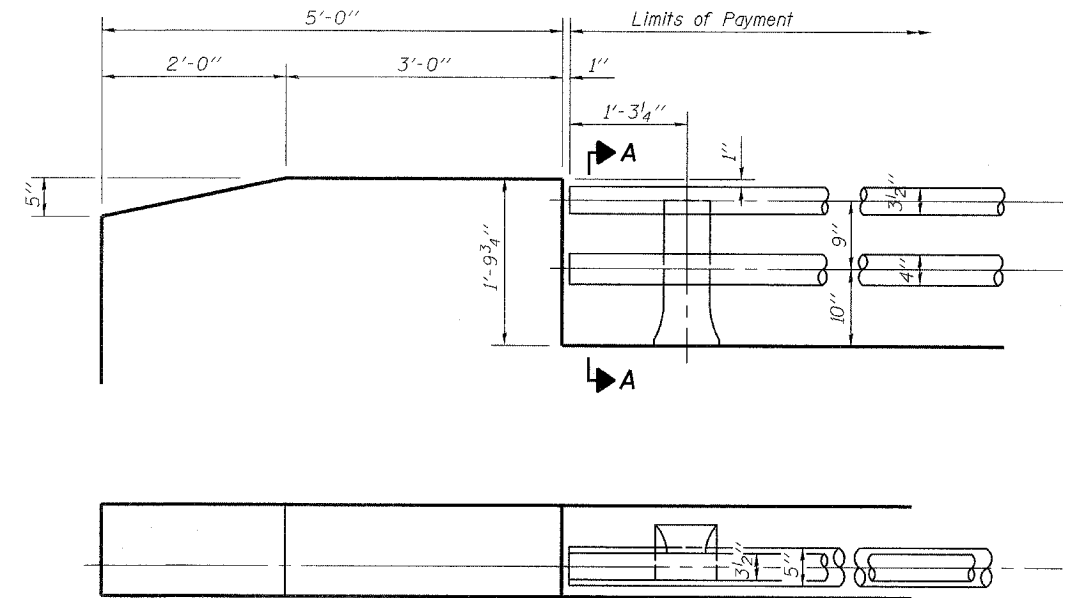
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FAP R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	77
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

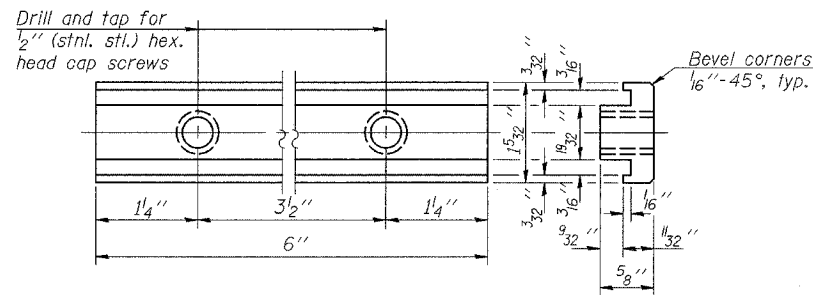
* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



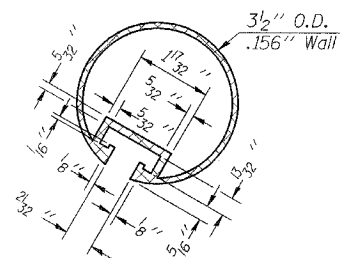
RAIL POST DETAILS



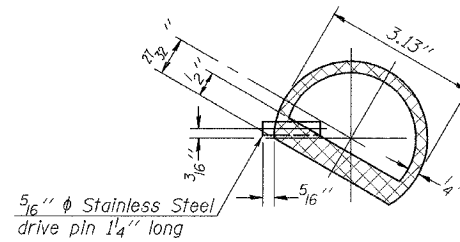
RAIL END SECTION



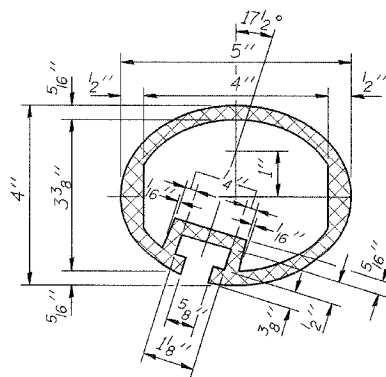
RAIL POST CLAMP BAR
For Top Rail



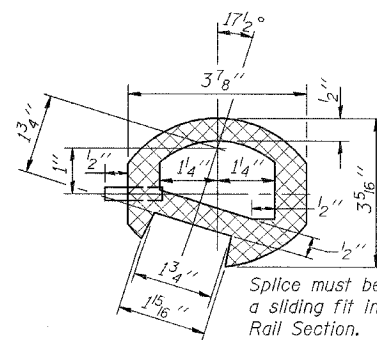
SECTION THRU TOP RAIL



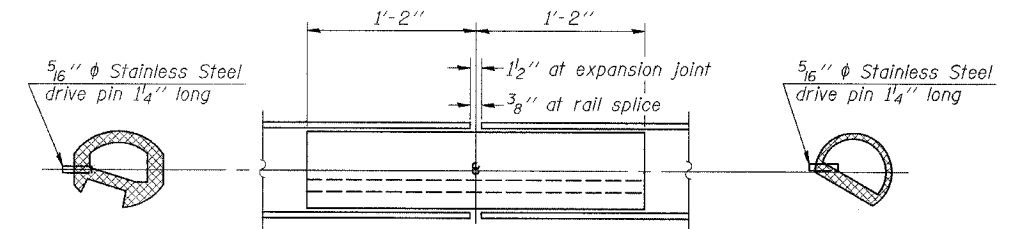
SECTION THRU SPLICE
For Top Rail



SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE



BOTTOM RAIL

RAIL SPLICE

TOP RAIL

Notes:
All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
Provide 1-8" and 2-1/8" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
See DWG. S-14 and Sheet - for rail post spacing.

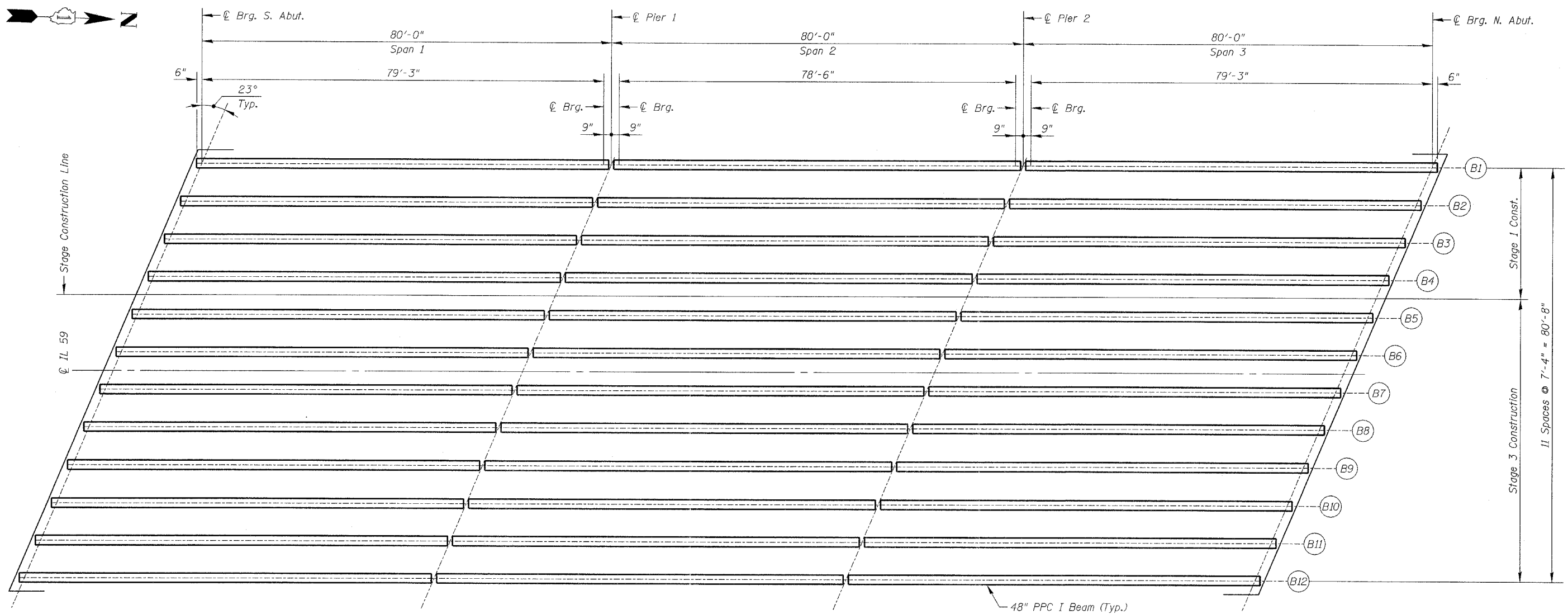
BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	590

DWG. S-18 of 34

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE RAILING DETAILS ILLINOIS ROUTE 59 OVER DUPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	
		SCALE: NONE DATE: 08/17/07 DESIGNED BY: SB CHECKED BY: WPM DRAWN BY: TL CHECKED BY: SB

FAP RFE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
338	114 BY-R-1	WILL	139	78
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FRAMING PLAN

BEAM MOMENT TABLE

		0.4 S1 0.6 S3	Pier 1 or 2	0.5 S2
<i>I</i>	(in ⁴)	144117		144117
<i>I'</i>	(in ⁴)	397956		397956
<i>S_b</i>	(in ³)	6834		6834
<i>S_b'</i>	(in ³)	11216		11216
<i>S_t</i>	(in ³)	5355		5355
<i>S_t'</i>	(in ³)	31786		31786
<i>Q</i>	(k/')	1.320		1.320
<i>M_Q</i>	(k)	1056		1056
<i>s_Q</i>	(k/')	0.57	0.57	0.57
<i>M_{sQ}</i>	(k)	293	361	95
<i>M_L</i>	(k)	617	490	506
<i>M (Imp)</i>	(k)	151	120	124

INTERIOR BEAM REACTION TABLE

		Abut.	Pier 1 Span 1 Pier 2 Span 3	Pier 1 Span 2 Pier 2 Span 2
<i>R_Q</i>	(k)	52.8	52.8	52.8
<i>R_{sQ}</i>	(k)	18.3	25.0	25.0
<i>R_L</i>	(k)	41.0	29.2	29.2
<i>Imp.</i>	(k)	10.0	7.2	7.2
<i>R (Total)</i>	(k)	122.1	114.2	114.2

I and *I'* are the moment of inertia of the beam section.
S_b and *S_b'* are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.
S_t and *S_t'* are the non-composite and composite section modulus for the top fiber of the prestressed beam.
M_Q is the moment due to the dead loads on the non-composite prestressed beam. It is conservatively calculated at 0.5 of the span.
M_{sQ} is the moment due to dead loads on the composite section.
M_L is the moment due to live load on the composite section.
M (Imp) is the moment due to live load impact on the composite section.

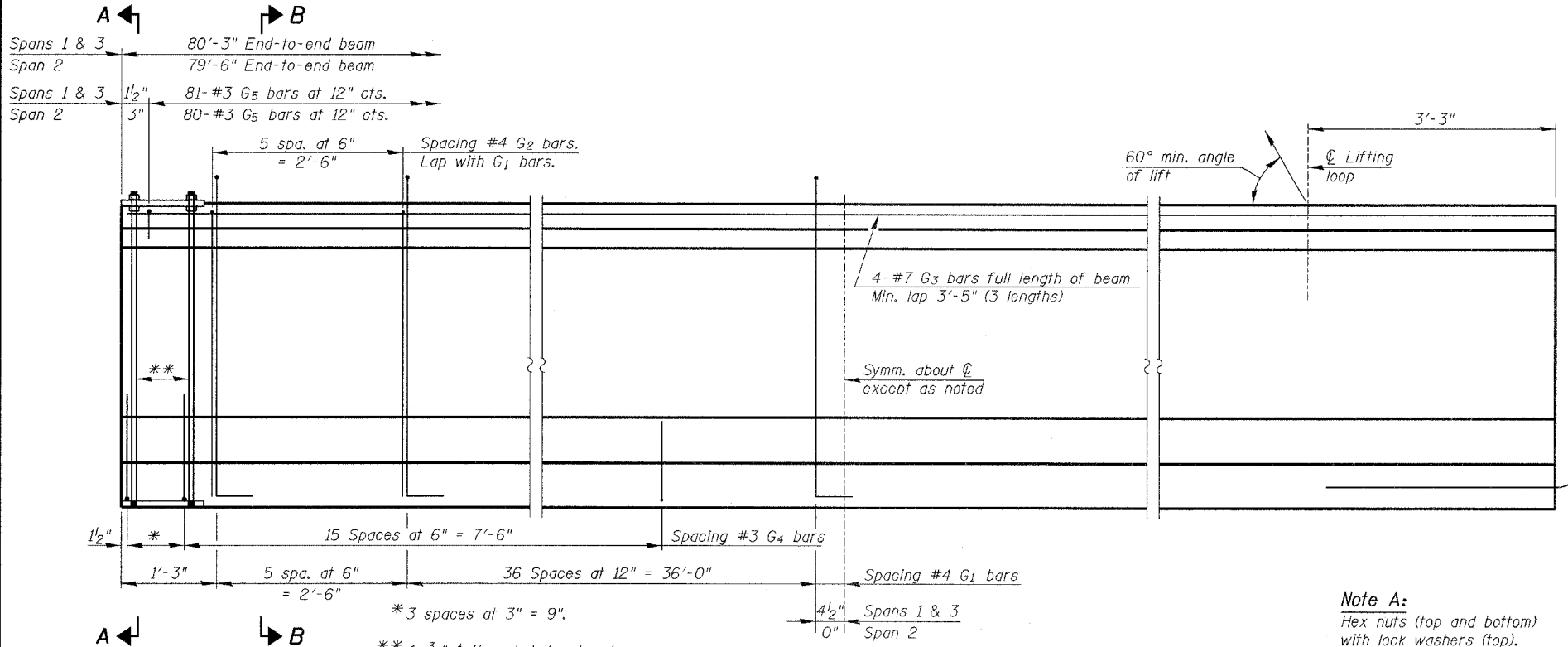
Notes:
 Work this DWG. with DWGS S-20 & S-21.

DWG. S-19 of 34

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FRAMING PLAN DETAILS ILLINOIS ROUTE 59 OVER DuPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339 SCALE: NONE DATE: 08/17/07
NAME	DATE	
		DESIGNED BY: SB
		DRAWN BY: TL
		CHECKED BY: WPM
		CHECKED BY: SB

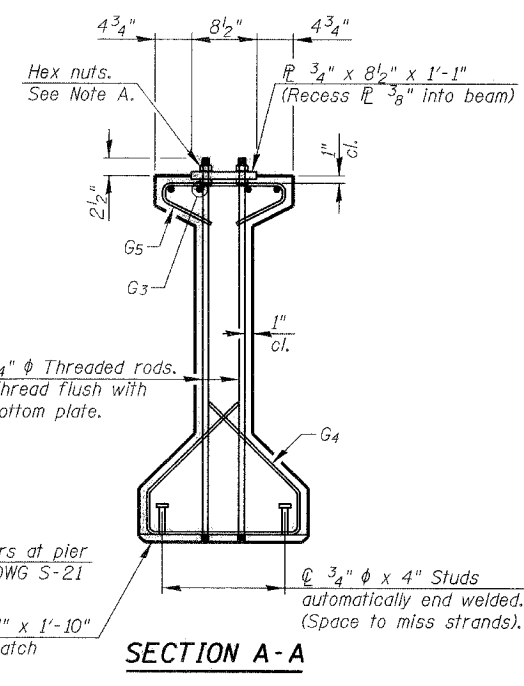
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CONTRACT NO. 60C19		FAP RATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		338	114 BY-R-1	WILL.	139	79
STA.		TO STA.				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT			

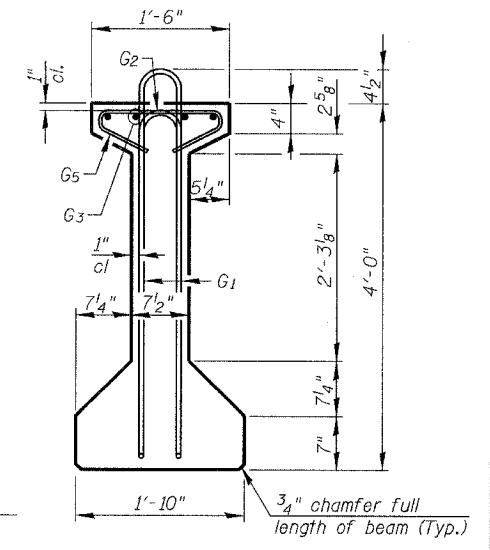


ELEVATION OF BEAM
(Showing reinforcement & dimensions)

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



SECTION A-A



SECTION B-B

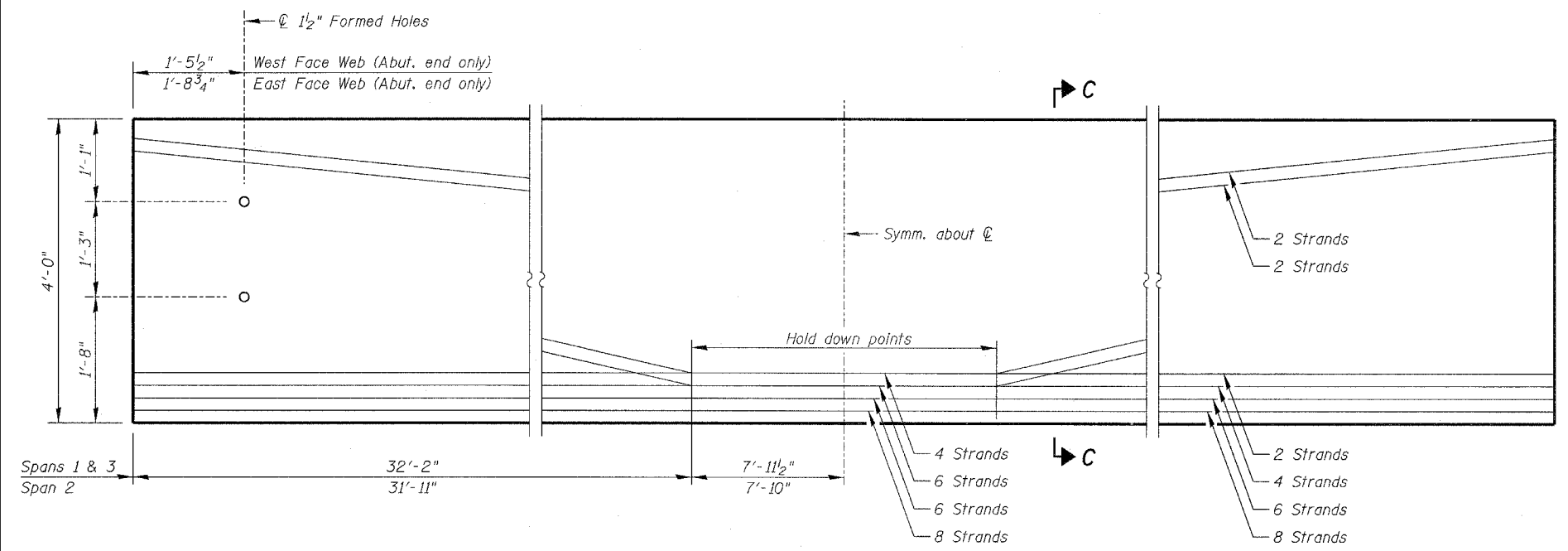
BAR LIST ONE BEAM ONLY
(At Spans 1 or 3)

Bar	No.	Size	Length	Shape
G ₁	84	#4	9'-6"	∩L
G ₂	12	#4	7'-11"	∩
G ₃	12	#7	30'-1"	—
G ₄	38	#3	5'-3"	∩
G ₅	81	#3	2'-9"	∩
G ₆	2	#8	3'-9"	U

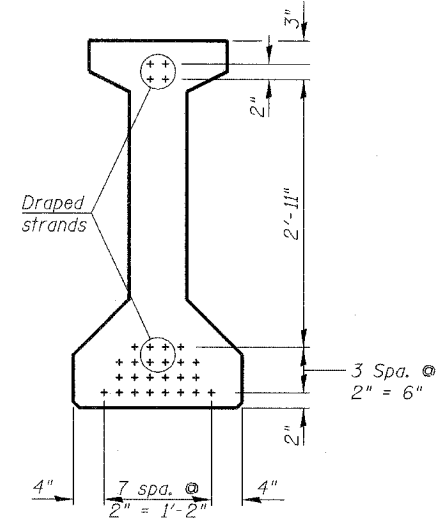
BAR LIST ONE BEAM ONLY
(At Span 2)

Bar	No.	Size	Length	Shape
G ₁	83	#4	9'-6"	∩L
G ₂	12	#4	7'-11"	∩
G ₃	12	#7	28'-9"	—
G ₄	38	#3	5'-3"	∩
G ₅	80	#3	2'-9"	∩
G ₆	4	#8	3'-9"	U

Notes:
See DWG. S-21 for additional details and Bill of Material.
Required release strength, f'ci, shall be 5000 psi.



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

DWG. S-20 of 34

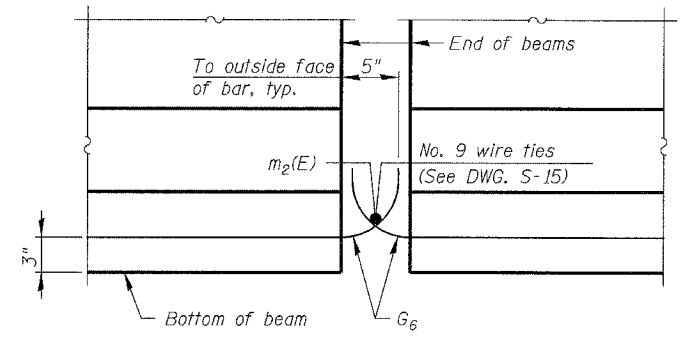
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION 48" PPC I-BEAM ILLINOIS ROUTE 59 OVER DuPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	
		SCALE: NONE DESIGNED BY: SB DRAWN BY: TL
		DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: SB

FOR INFORMATION ONLY

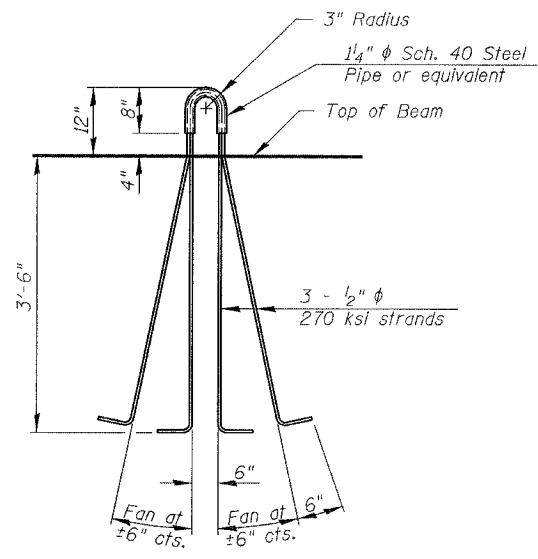
KNIGHT
Engineers & Architects

FILE: L:\6632\01\Cad\Structures\Roadway_Structures\Bridges\663201\SO339-BM02.dgn

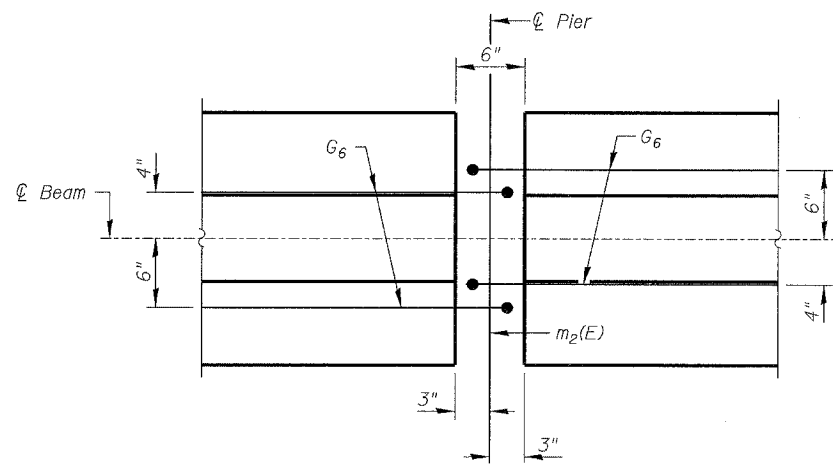
FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



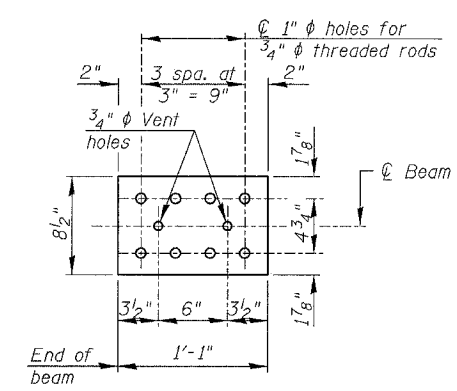
ELEVATION OF BEAM AT PIER



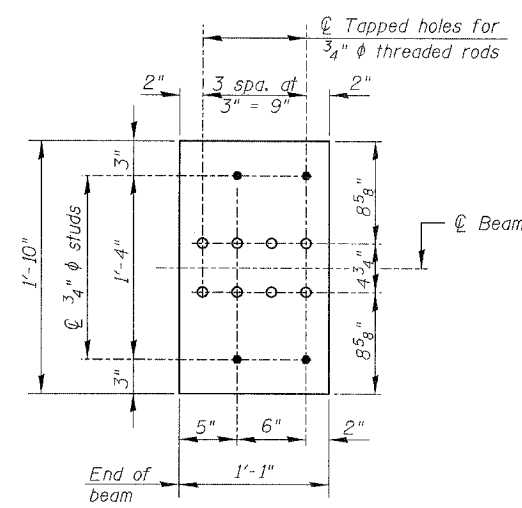
LIFTING LOOP DETAIL



PLAN OF BEAM AT PIER

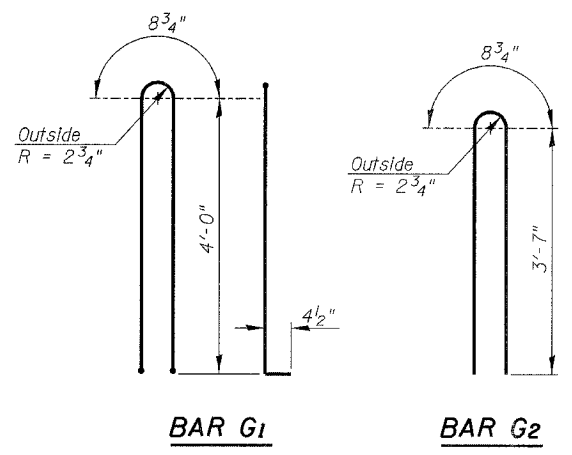


TOP PLATE



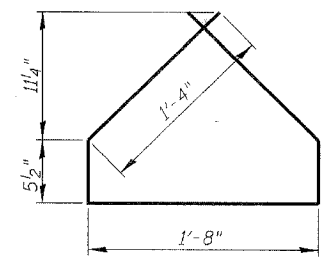
BOTTOM PLATE

See bearing details for pintle hole locations when required.

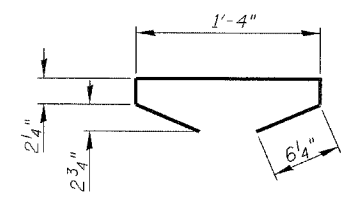


BAR G1

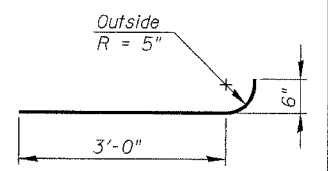
BAR G2



BAR G4



BAR G5



BAR G6

NOTES

Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
 The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
 Non-prestressing steel shall conform to AASHTO designation M-31 or M 322, Grade 60.
 A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling.
 Reinforcement bars designated (E) shall be epoxy coated.
 Cut G6 bars when necessary to maintain 1/2" clearance.
 The bottom plates and studs shall be galvanized according to AASHTO M11.
 Threaded rods shall be ASTM F 1554 Grade 55.
 The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to all portions of the I-beam or Bulb-T beam, except the top surface of the top flange and the bottom surface of the bottom flange, starting at each beam end and extending out a distance of 48 inches. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

BILL OF MATERIAL

Item	Unit	Total
Erecting Precast Prestressed Concrete I-Beams, 48 IN.	Foot	2880

DWG. S-21 of 34

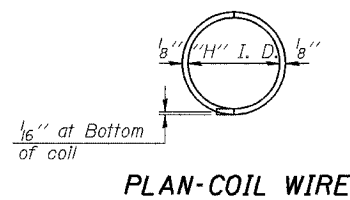
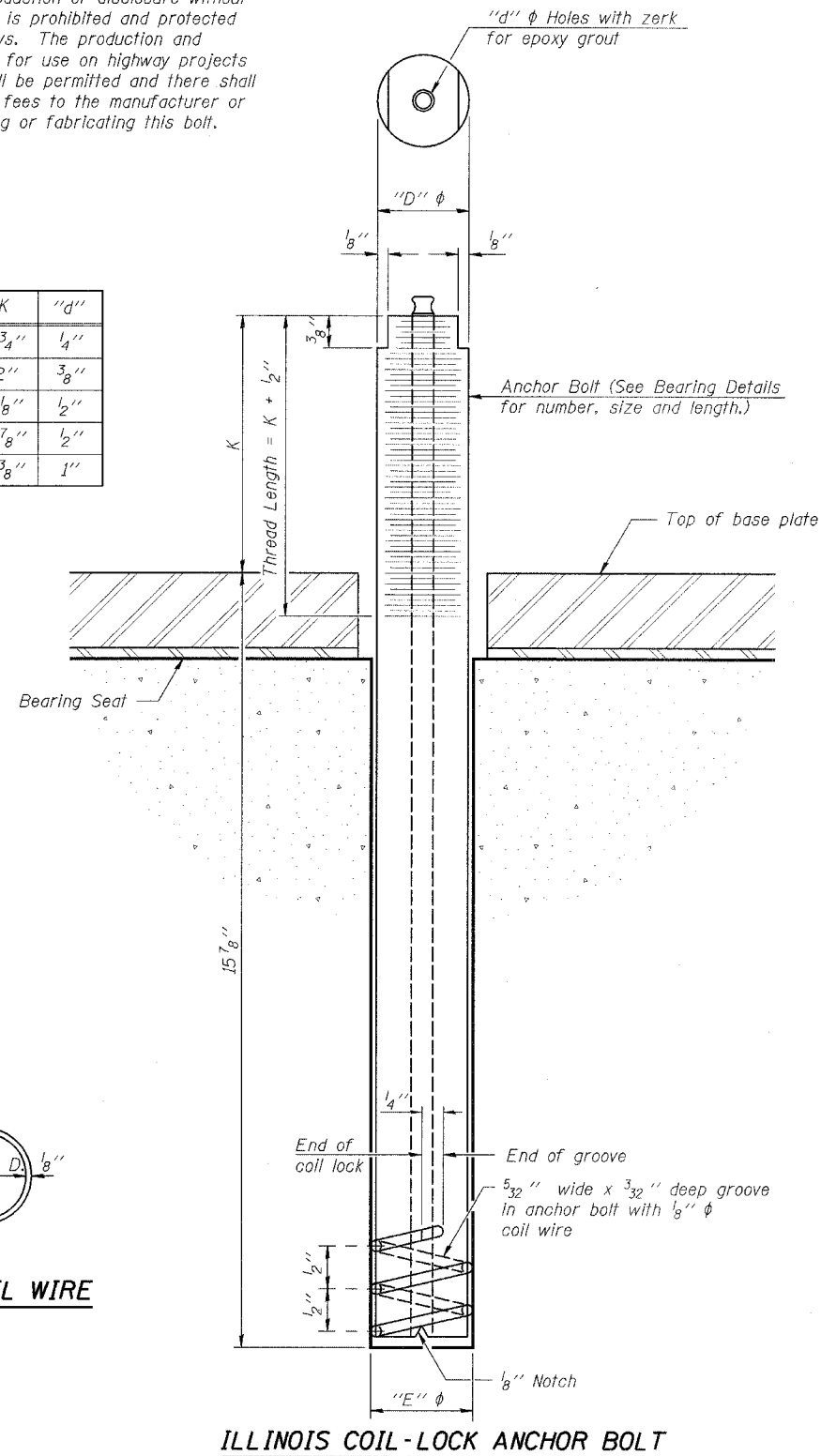
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION 48" PPC I-BEAM DETAILS ILLINOIS ROUTE 59 OVER DuPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	
		SCALE: NONE DATE: 08/17/07 DESIGNED BY: SB CHECKED BY: WPM DRAWN BY: TL CHECKED BY: SB

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FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	81
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

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

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

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

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Pier 1	A 307
Pier 2	A 307

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

GENERAL NOTES

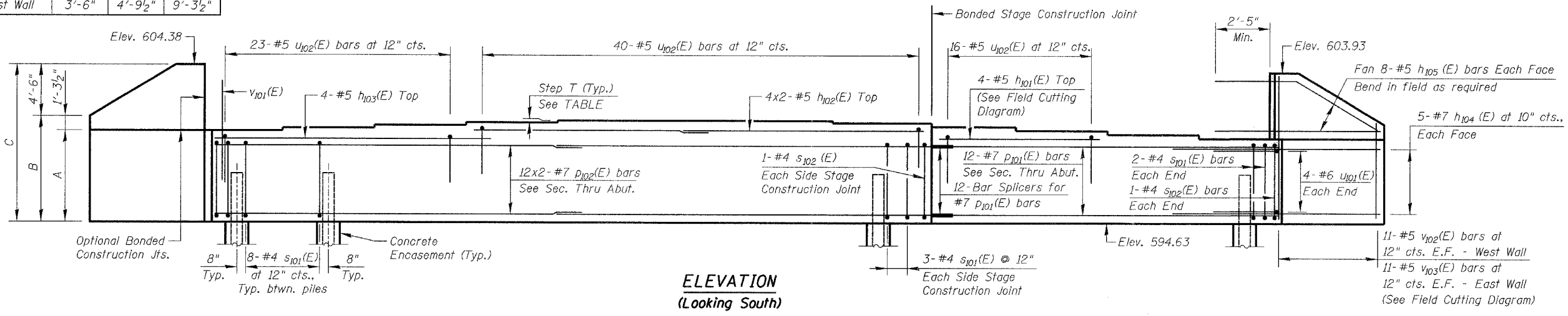
Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
 Prior to setting the bolts, the holes shall be dry and all dust and loose particles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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION ANCHOR BOLT DETAILS ILLINOIS ROUTE 59 OVER DuPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	

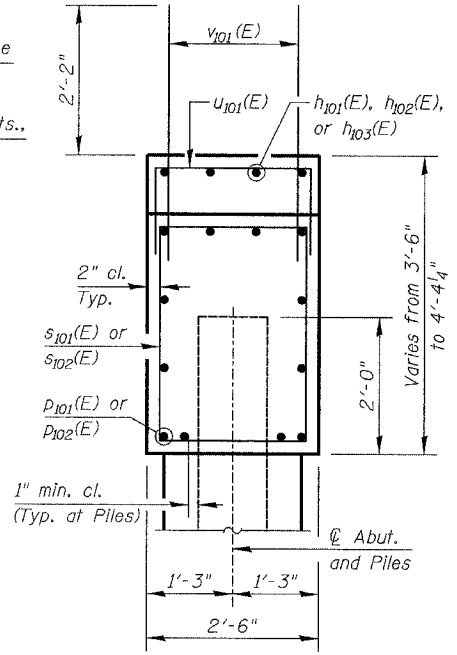
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 DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: SB

FILE: L:\16532\01\Civil\Sheets\Roadway_Structures\bridge\1663201-50339-ANB01.dgn

	Dim-A	Dim-B	Dim-C
East Wall	3'-11 1/2"	5'-3"	9'-9"
West Wall	3'-6"	4'-9 1/2"	9'-3 1/2"



ELEVATION
(Looking South)



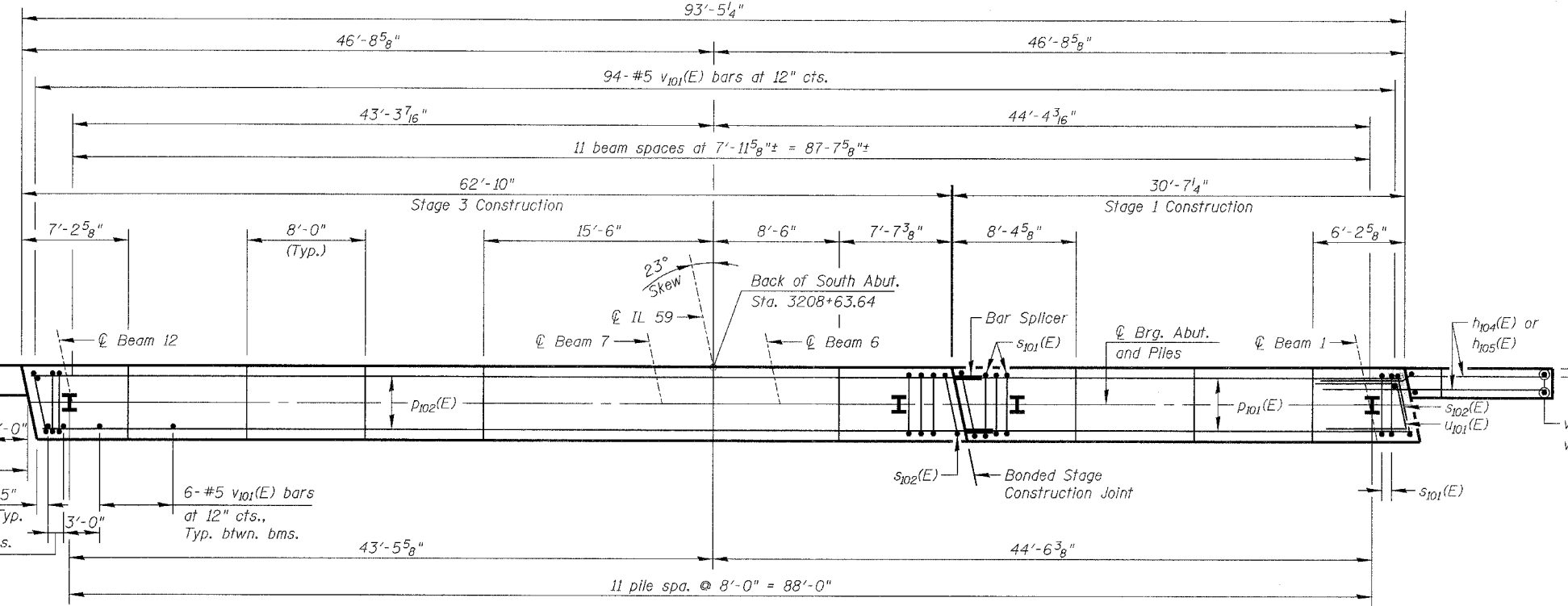
SEC. THRU ABUT.

BEARING SEAT ELEVATIONS

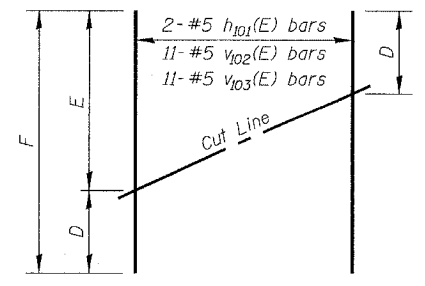
GIRDER	BRG. SEAT ELEVATION	STEP T- inch
B1	598.130	2 1/4"
B2	598.318	2 3/8"
B3	598.515	2 1/2"
B4	598.702	2 3/8"
B5	598.900	1"
B6	598.980	0"
B7	598.980	0"
B8	598.980	7/8"
B9	598.905	1 3/8"
B10	598.790	1 3/8"
B11	598.675	1 3/8"
B12	598.560	1 3/8"

Legend:
E.F. = Each Face

Min. Bar Lap:
Vertical Bars #5 - 1'-8"
Horizontal Bars #5 - 2'-5"
#7 - 3'-10"



PLAN - SOUTH ABUTMENT



FIELD CUTTING DIAGRAM

Order h101(E), v102(E) & v103(E) full length.
Cut as shown and use remainder of bars in opposite face.

D, E, & F DIMENSIONS

BAR	D	E	F
h101(E)	15'-2"	16'-0"	31'-2"
v102(E)	4'-4"	8'-10"	13'-2"
v103(E)	4'-10"	9'-4"	14'-2"

PILE DATA

Type & Size: Steel HP 12x74
Nominal Required Bearing: 589 kips
Allowable Resistance Available: 176 kips
Est. Length: 34'
No. Required: 11 - Excluding Test Pile
Test Pile: 1

Notes:

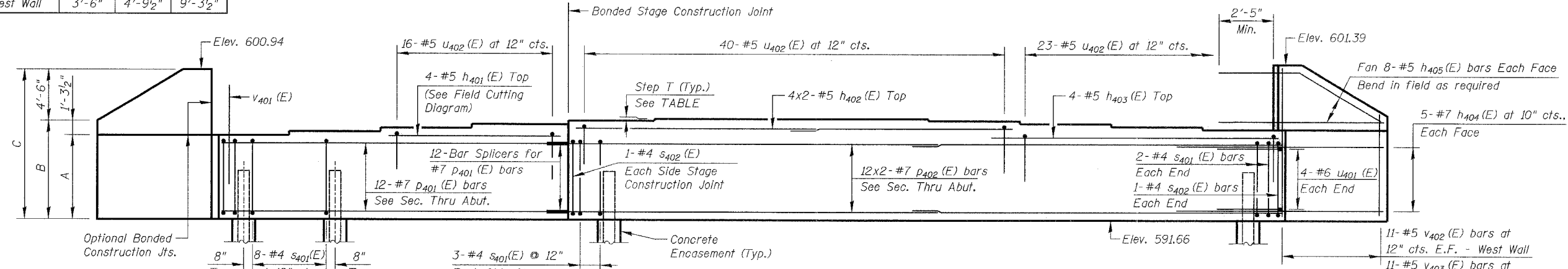
- Pour steps monolithically with cap.
- All exposed edges shall have standard 3/4" chamfers except as noted.
- Bars indicated thus 20x3-#15 indicates 20 lines of bars with 3 lengths per line.
- See DWG. S-25 for details and Bill of Material.
- Reinforcement bars designated (E) shall be epoxy coated.

REVISIONS	
NAME	DATE

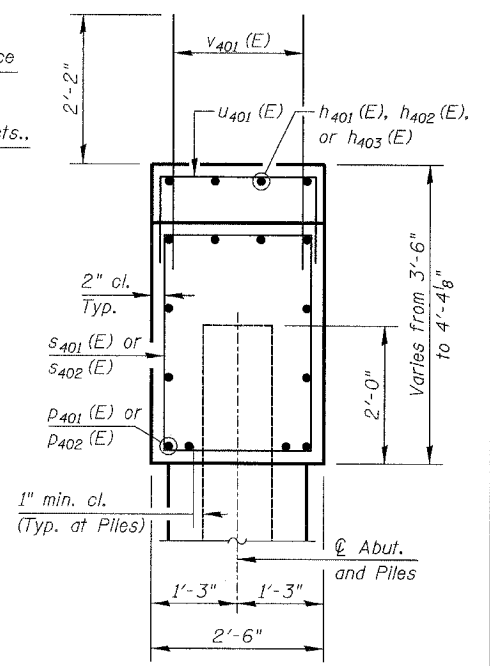
ILLINOIS DEPARTMENT OF TRANSPORTATION
SOUTH ABUTMENT - INTEGRAL
ILLINOIS ROUTE 59 OVER DuPAGE RIVER
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
STATION 3209+85.00
STRUCTURE NUMBER 099-0339
SCALE: NONE
DATE: 08/17/07
DESIGNED BY: TB
CHECKED BY: WPM
DRAWN BY: TL
CHECKED BY: TB

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
114 BY-R-1	WILL	139	83
STA. TO STA.			
FED. ROAD DIST. NO.		ILLINOIS	
		FED. AID PROJECT	

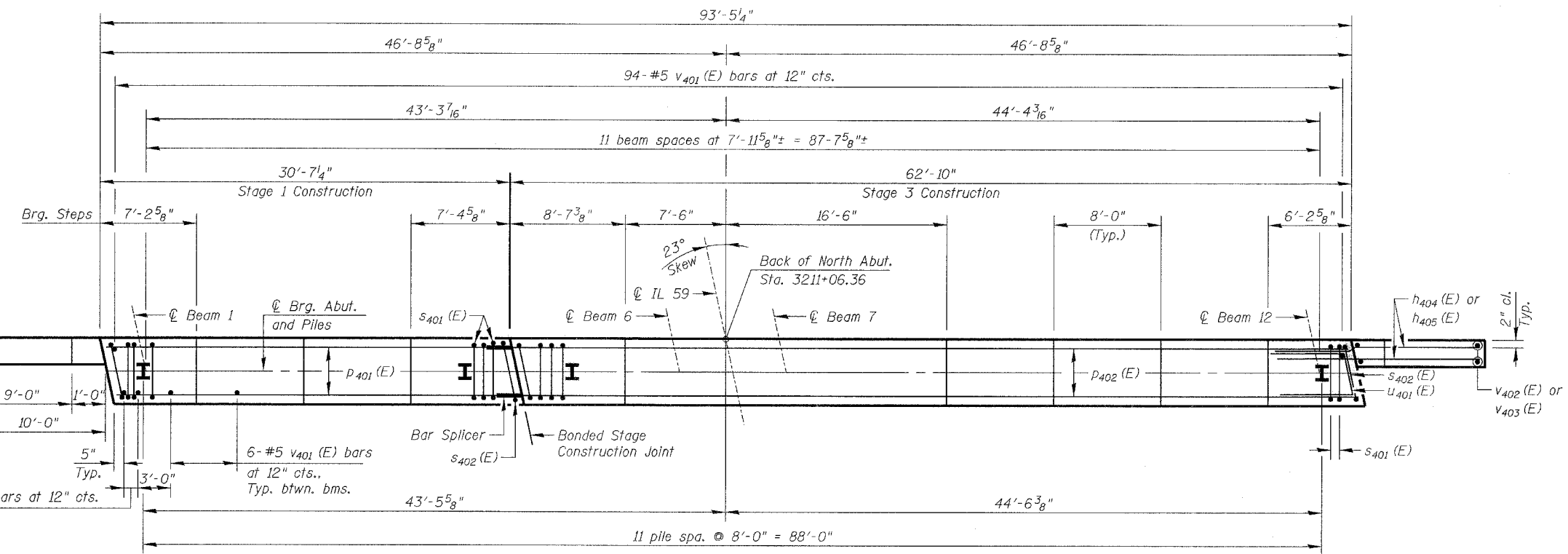
	Dim-A	Dim-B	Dim-C
East Wall	3'-11 1/4"	5'-2 3/4"	9'-8 3/4"
West Wall	3'-6"	4'-9 1/2"	9'-3 1/2"



ELEVATION
(Looking North)



SEC. THRU ABUT.



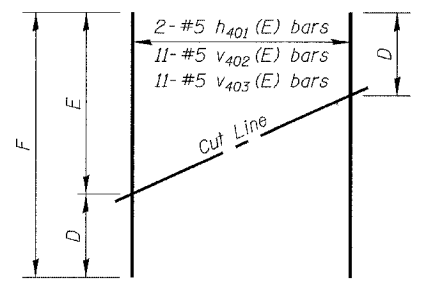
PLAN - NORTH ABUTMENT

BEARING SEAT ELEVATIONS

GIRDER	BRG. SEAT ELEVATION	STEP T- inch
B1	595.160	2 1/4"
B2	595.347	2 3/8"
B3	595.544	2 1/4"
B4	595.730	2 3/8"
B5	595.927	7/8"
B6	596.000	0"
B7	596.000	0"
B8	596.000	7/8"
B9	595.925	1 3/8"
B10	595.810	1 3/8"
B11	595.695	1 3/8"
B12	595.580	1 3/8"

Legend:
E.F. = Each Face

Min. Bar Lap:
Vertical Bars #5 - 1'-8"
Horizontal Bars #5 - 2'-5"
#7 - 3'-10"



FIELD CUTTING DIAGRAM

Order h401 (E), v402 (E) & v403 (E) full length.
Cut as shown and use remainder of bars in opposite face.

D, E, & F DIMENSIONS

BAR	D	E	F
h401(E)	15'-2"	16'-0"	31'-2"
v402(E)	4'-4"	8'-10"	13'-2"
v403(E)	4'-10"	9'-4"	14'-2"

PILE DATA

Type & Size: Steel HP 12x74
Nominal Required Bearing: 589 kips
Allowable Resistance Available: 176 kips
Est. Length: 36'
No. Required: 11 - Excluding Test Pile
Test Pile: 1

Notes:

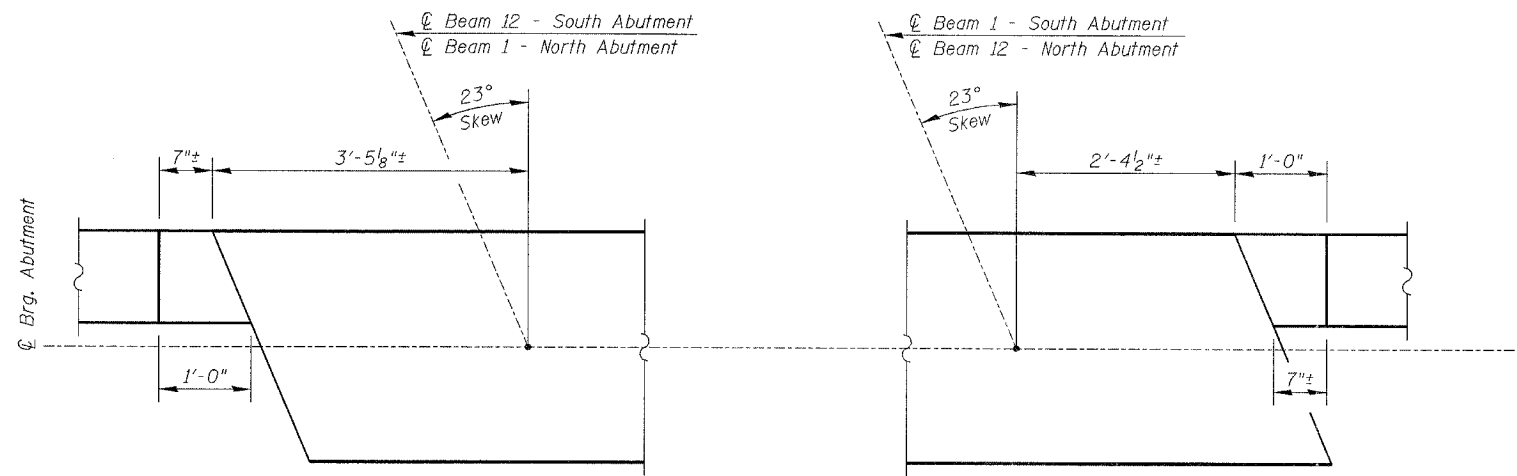
- Pour steps monolithically with cap.
- All exposed edges shall have standard 3/4" chamfers except as noted.
- Bars indicated thus 20x3-#15 indicates 20 lines of bars with 3 lengths per line.
- See DWG. S-25 for details and Bill of Material.
- Reinforcement bars designated (E) shall be epoxy coated.

REVISIONS	
NAME	DATE

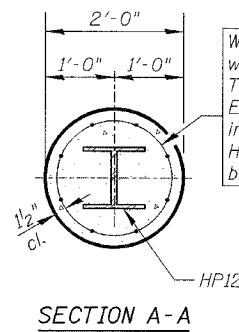
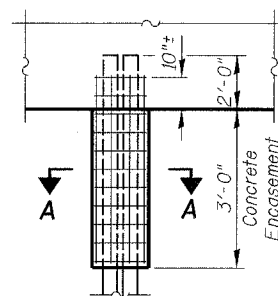
ILLINOIS DEPARTMENT OF TRANSPORTATION
NORTH ABUTMENT - INTEGRAL
ILLINOIS ROUTE 59 OVER DuPAGE RIVER
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
STATION 3209+85.00
STRUCTURE NUMBER 099-0339
SCALE: NONE
DATE: 08/17/07
DESIGNED BY: TB
CHECKED BY: WPM
DRAWN BY: TL
CHECKED BY: TB

FILE: L:\66322\1\Coord\Sheets\Roadway_Structures\Bridges\66322\50339-ABM01.dgn

FAP R/FE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
338	114 BY-R-1	WILL	139	84
STA.		TO STA.		
FED. ROAD DIST. NO.	BLINDS	FED. AID PROJECT		



PLAN - ABUTMENT CORNER DETAILS



Welded wire fabric 6x6-W4.0 x W4.0 weighing 58#/100 sq. ft. The cost of Excavation, Concrete Encasement and Reinforcement is included with "Furnishing Steel Piles HP 12x74". Forms for Encasement may be omitted when soil conditions permit.

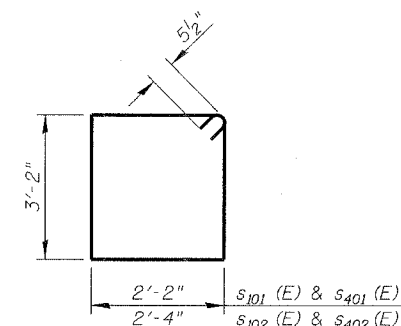
PILE ENCASEMENT DETAIL

SOUTH ABUTMENT BILL OF MATERIAL

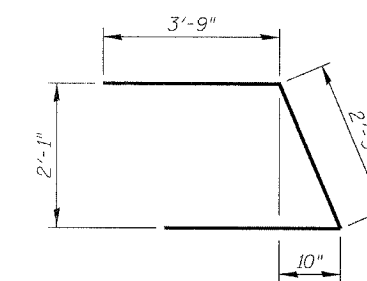
BAR	NO.	SIZE	LENGTH	SHAPE
h101(E)	2	#5	31'-2"	—
h102(E)	8	#5	21'-6"	—
h103(E)	4	#5	26'-0"	—
h104(E)	20	#7	14'-0"	—
h105(E)	32	#5	13'-6"	—
p101(E)	12	#7	30'-3"	—
p102(E)	24	#7	33'-8"	—
s101(E)	90	#4	11'-7"	□
s102(E)	4	#4	11'-11"	□
u101(E)	8	#6	9'-9"	┌
u102(E)	79	#5	6'-2"	┌
v101(E)	164	#5	4'-4"	—
v102(E)	11	#5	13'-2"	—
v103(E)	11	#5	14'-2"	—
Reinforcement Bars, Epoxy Coated			LB	6180
Concrete Structures			Cu. Yd.	43.0
Structure Excavation			Cu. Yd.	385
Furnishing Steel Piles HP 12x74			Foot	374
Driving Piles			Foot	374
Test Pile Steel HP12x74			Each	1

NORTH ABUTMENT BILL OF MATERIAL

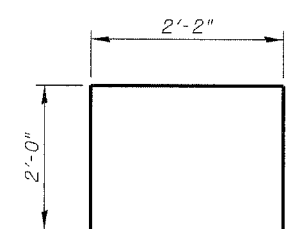
BAR	NO.	SIZE	LENGTH	SHAPE
h401(E)	2	#5	31'-2"	—
h402(E)	8	#5	21'-6"	—
h403(E)	4	#5	26'-0"	—
h404(E)	20	#7	14'-0"	—
h405(E)	32	#5	13'-6"	—
p401(E)	12	#7	30'-3"	—
p402(E)	24	#7	33'-8"	—
s401(E)	90	#4	11'-7"	□
s402(E)	4	#4	11'-11"	□
u401(E)	8	#6	9'-9"	┌
u402(E)	79	#5	6'-2"	┌
v401(E)	164	#5	4'-4"	—
v402(E)	11	#5	13'-2"	—
v403(E)	11	#5	14'-2"	—
Reinforcement Bars, Epoxy Coated			LB	6180
Concrete Structures			Cu. Yd.	43.0
Structure Excavation			Cu. Yd.	385
Furnishing Steel Piles HP 12x74			Foot	396
Driving Piles			Foot	396
Test Pile Steel HP12x74			Each	1



BARS s₁₀₁(E) & s₁₀₂(E)
BARS s₄₀₁(E) & s₄₀₂(E)



BARS u₁₀₁(E)
BARS u₄₀₁(E)



BARS u₁₀₂(E)
BARS u₄₀₂(E)

Notes:
Work this DWG. with DWG. S-23 & S-24.

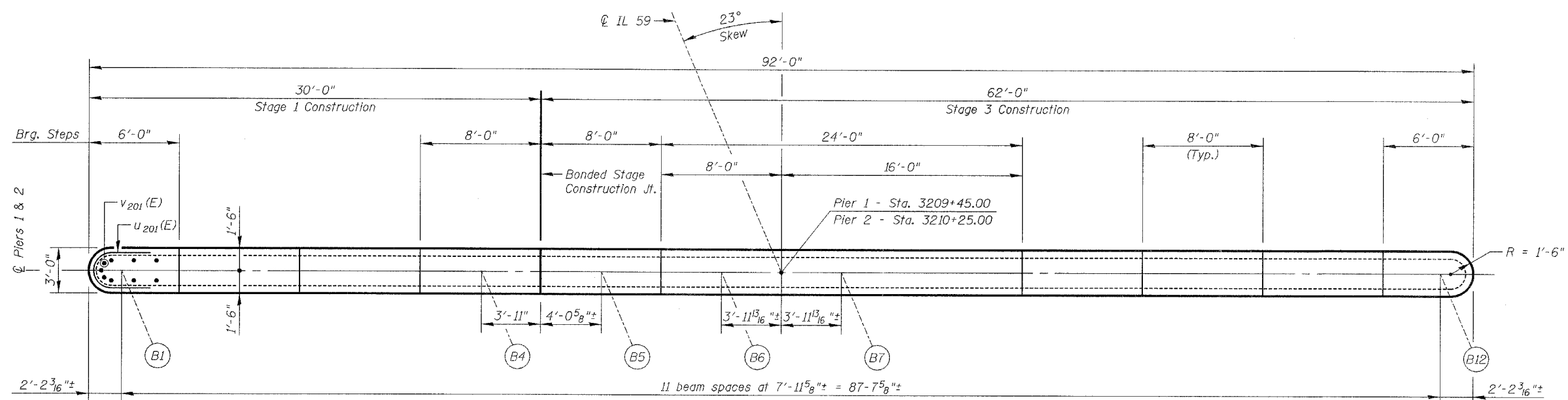
Reinforcement bars designated (E) shall be epoxy coated.

REVISIONS	
NAME	DATE

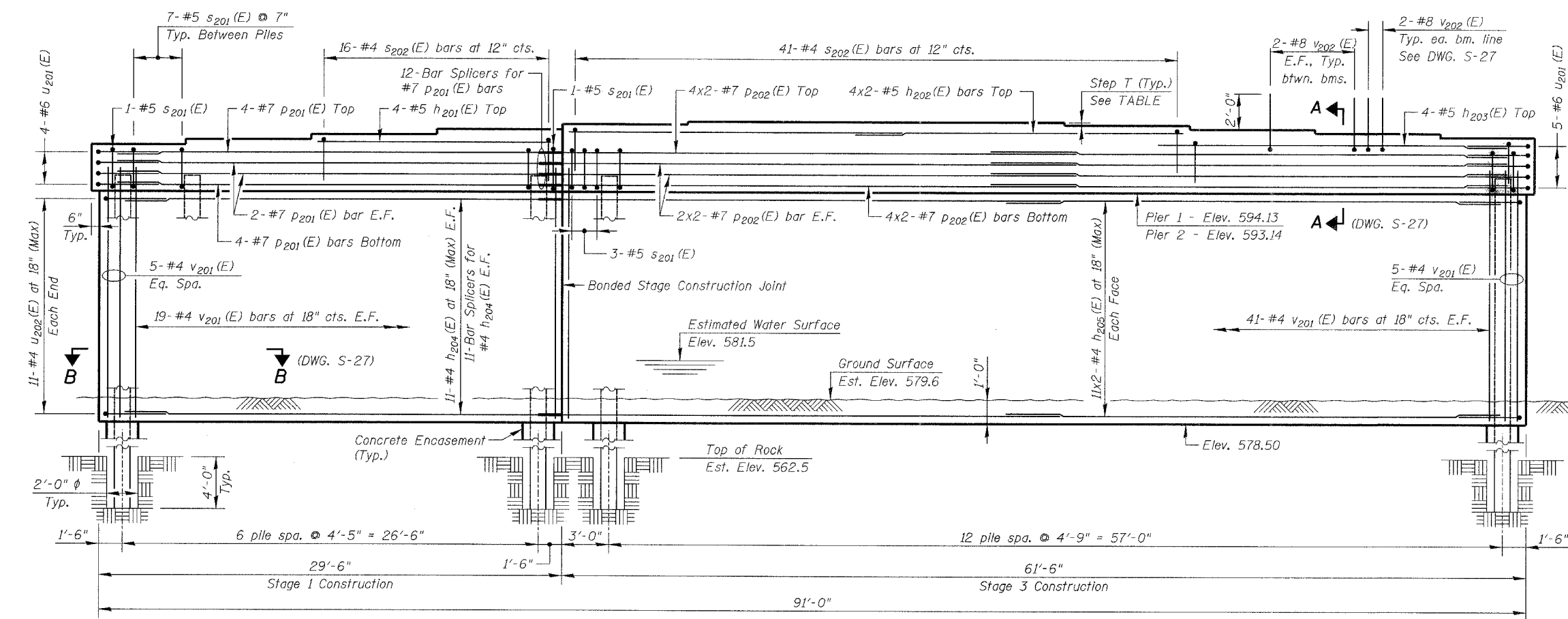
ILLINOIS DEPARTMENT OF TRANSPORTATION
SOUTH & NORTH ABUT. MISC. DETAILS
 ILLINOIS ROUTE 59 OVER DUPAGE RIVER
 FAP ROUTE 338 SECTION 114 BY-R-1
 WILL COUNTY
 STATION 3209+85.00
 STRUCTURE NUMBER 099-0339

SCALE: NONE DESIGNED BY: TB DRAWN BY: TL
 DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: TB

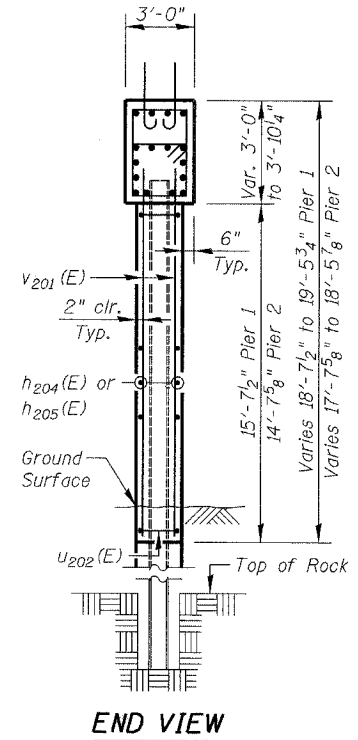
P&T	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	85
STA.	TO STA.			
FED. ROAD DIST. NO.	ADDRESS	FED. AID PROJECT		



TOP PLAN - PIERS 1 & 2



ELEVATION - PIERS 1 & 2
(Looking North)



END VIEW

PIER 1 BEARING SEAT ELEVATIONS

GIRDER	BRG. SEAT ELEVATION	STEP T- inch
B1	597.130	
B2	597.318	2 1/4"
B3	597.515	2 3/8"
B4	597.702	2 1/4"
B5	597.900	2 3/8"
B6	597.980	1"
B7	597.980	0"
B8	597.980	0"
B9	597.900	1"
B10	597.785	1 3/8"
B11	597.670	1 3/8"
B12	597.555	1 3/8"

PIER 2 BEARING SEAT ELEVATIONS

GIRDER	BRG. SEAT ELEVATION	STEP T- inch
B1	596.140	
B2	596.328	2 1/4"
B3	596.525	2 3/8"
B4	596.712	2 1/4"
B5	596.910	2 3/8"
B6	596.990	1"
B7	596.990	0"
B8	596.990	0"
B9	596.910	1"
B10	596.795	1 3/8"
B11	596.680	1 3/8"
B12	596.565	1 3/8"

Min. Bar Lap:

Vertical Bars	Horizontal Bars
#4 - 1'-4"	#4 - 1'-11"
#5 - 1'-8"	#5 - 2'-5"
#7 - 2'-9"	#7 - 3'-10"

Legend:

E.E. = Each End
E.F. = Each Face

DWG. S-26 of 34

PILE DATA

Type: Steel HP 12x74
Set in Rock
Allowable Resistance Available: 196 kips

Pier 1: Est. Length: 42'
No. Required: 20

Pier 2: Est. Length: 41'
No. Required: 20

Notes:

Work this DWG. with DWG. S-27.
Pour Steps monolithically with cap.

All exposed edges shall have 3/4" chamfers except as noted.

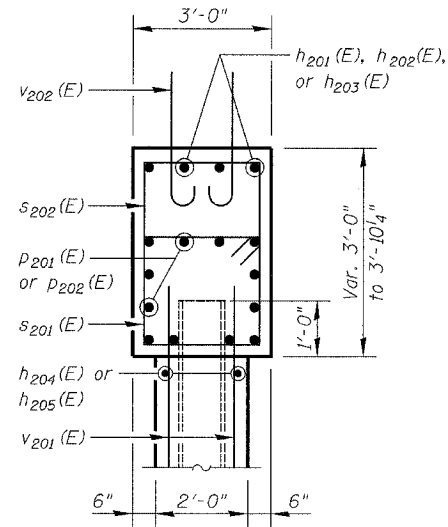
Bars indicated thus 20x3-#5 indicates 20 lines of bars with 3 lengths per line.

Reinforcement Bars designated (E) shall be epoxy coated.

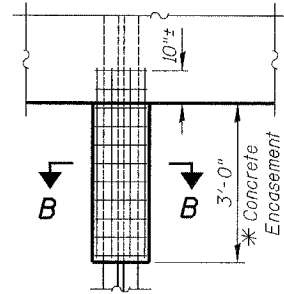


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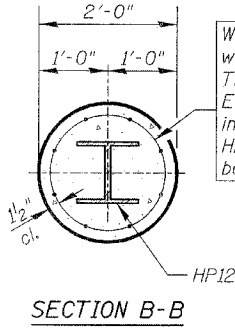
FAP RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	86
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SECTION A-A



PILE ENCASEMENT DETAIL



SECTION B-B

Welded wire fabric 6x6-W4.0 x W4.0 weighing 58#/100 sq. ft. The cost of Excavation, Concrete Encasement and Reinforcement is included with "Furnishing Steel Piles HP 12x74". Forms for Encasement may be omitted when soil conditions permit.

Encasement Note:

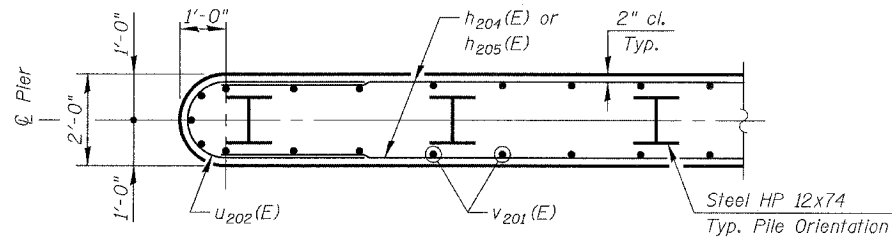
Forms shall be placed below Elev. 578.50 after excavation for pier walls. Reinforcement and concrete for encasements shall be placed underwater into forms. The cost of concrete for encasements, reinforcement, form excavation, and furnishing and placing forms is included in the cost of "Furnishing Steel Piles HP 12x74". If a portion of the pier wall is below the waterline, the concrete shall be tremied underwater into forms according to Article 503.08 of the Standard Specifications. Tremied concrete shall be placed to an elevation 12" above the water level at the time of construction. Provide protection for the underwater excavation at Piers 1 & 2. See Special Provisions for "Underwater Structure Excavation Protection".

PIER 1 BILL OF MATERIAL

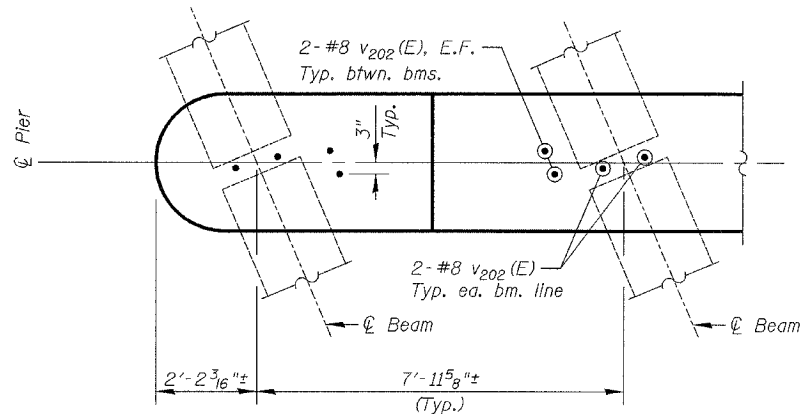
BAR	NO.	SIZE	LENGTH	SHAPE
h201(E)	4	#5	15'-8"	
h202(E)	8	#5	21'-6"	
h203(E)	4	#5	23'-0"	
h204(E)	22	#4	28'-0"	
h205(E)	44	#4	31'-6"	
p201(E)	12	#7	28'-0"	
p202(E)	24	#7	33'-0"	
s201(E)	132	#5	11'-7"	□
s202(E)	57	#4	6'-8"	□
u201(E)	9	#6	12'-2"	U
u202(E)	22	#4	8'-8"	U
v201(E)	130	#4	16'-6"	I
v202(E)	68	#8	4'-2"	I
Reinforcement Bars, Epoxy Coated			LB	8320
Concrete Structures			Cu. Yd.	149
Structure Excavation			Cu. Yd.	25
Furnishing Steel Piles HP 12x74			Foot	840
Underwater Structure Excavation Protection - Location 1			Each	1
Setting Piles in Rock			Each	20

PIER 2 BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h201(E)	4	#5	15'-8"	
h202(E)	8	#5	21'-6"	
h203(E)	4	#5	23'-0"	
h204(E)	22	#4	28'-0"	
h205(E)	44	#4	31'-6"	
p201(E)	12	#7	28'-0"	
p202(E)	24	#7	33'-0"	
s201(E)	132	#5	11'-7"	□
s202(E)	57	#4	6'-8"	□
u201(E)	9	#6	12'-2"	U
u202(E)	22	#4	8'-8"	U
v201(E)	130	#4	16'-6"	I
v202(E)	68	#8	4'-2"	I
Reinforcement Bars, Epoxy Coated			LB	8320
Concrete Structures			Cu. Yd.	142
Structure Excavation			Cu. Yd.	25
Furnishing Steel Piles HP 12x74			Foot	820
Underwater Structure Excavation Protection - Location 2			Each	1
Setting Piles in Rock			Each	20

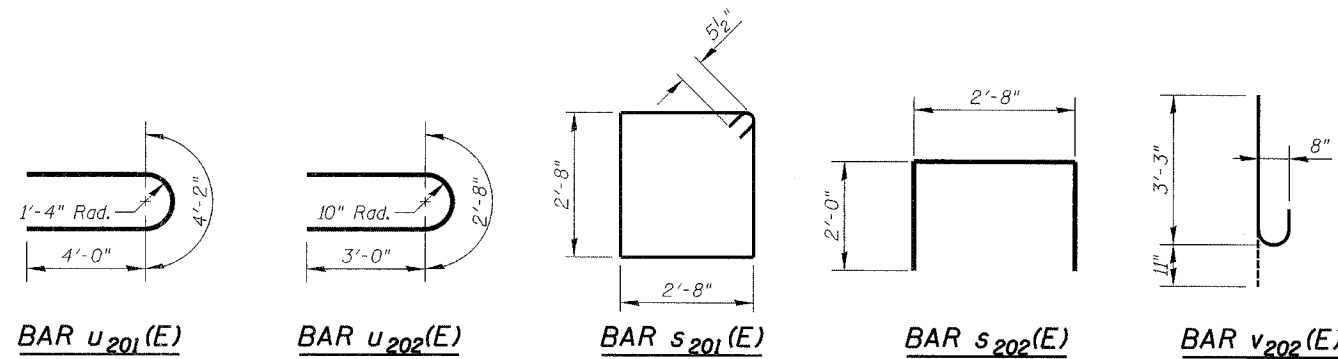


SECTION B-B



PLAN AT PIER

(Showing v202(E) bars)



BAR u201(E) BAR u202(E) BAR s201(E) BAR s202(E) BAR v202(E)

Notes:

Reinforcement Bars designated (E) shall be epoxy coated.

All exposed edges shall have 3/4" chamfers except as noted.

Work this DWG. with DWG. S-26.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PIER 1 & 2 DETAILS
 ILLINOIS ROUTE 59 OVER DUPAGE RIVER
 FAP ROUTE 338 SECTION 114 BY-R-1
 WILL COUNTY
 STATION 3209+85.00
 STRUCTURE NUMBER 099-0339
 SCALE: NONE DESIGNED BY: TB DRAWN BY: TL
 DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: TB

FILE: L:\6632\01\Coat\Sheets\Roadway Structures\Bridges\663201-50339-PROJ2.dgn

FPM RTL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	87
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTES

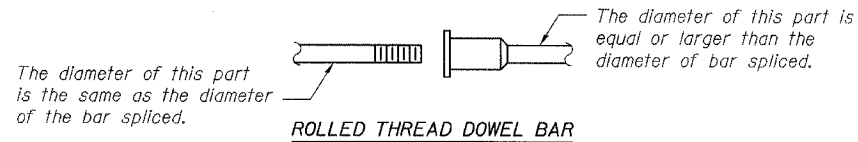
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the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

- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)

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

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

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



ROLLED THREAD DOWEL BAR



** ONE PIECE

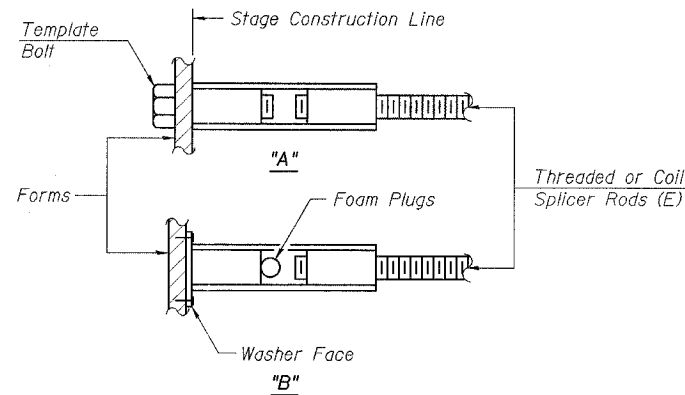
Wire Connector



WELDED SECTIONS

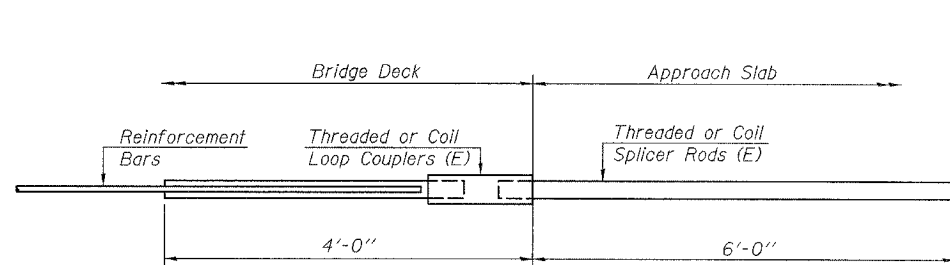
BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

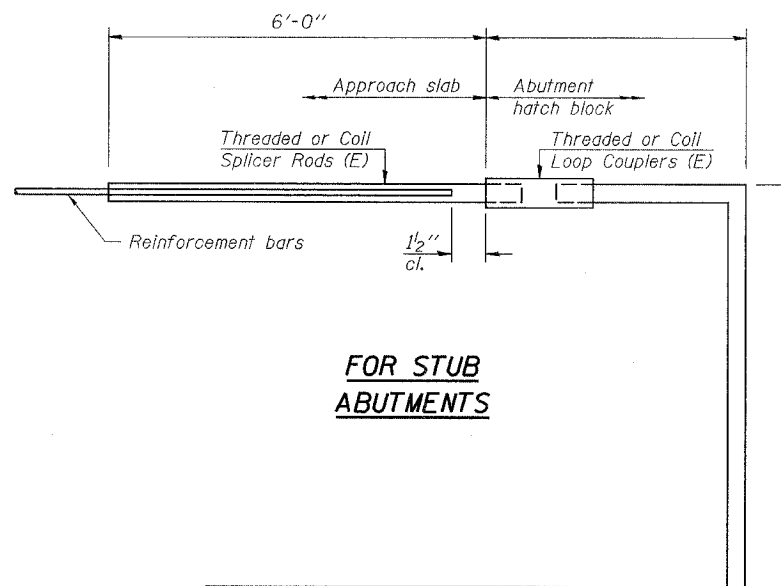
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

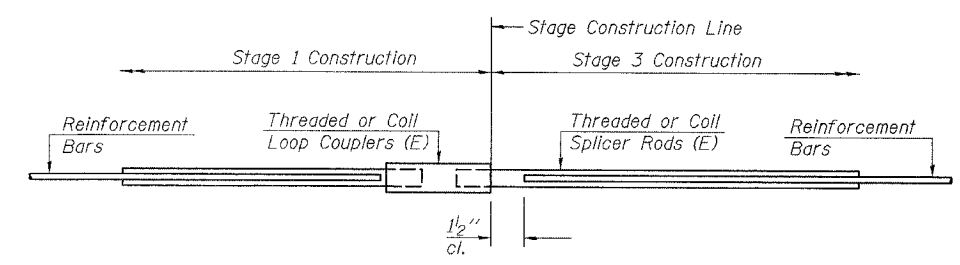
Bar Splicer for #5 bar		
Min. Capacity = 23.0 kips - tension		
Min. Pull-out Strength = 12.3 kips - tension		
No. Required = 176		

Bar Size	No. Assemblies Required	Location
#5	88	South Abutment
#5	88	North Abutment



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	734	Deck
#6	8	S. Abut. Diaph.
#6	8	N. Abut. Diaph.
#4	4	Pier 1 Diaph.
#6	2	Pier 1 Diaph.
#4	4	Pier 2 Diaph.
#6	2	Pier 2 Diaph.

Bar Size	No. Assemblies Required	Location
#7	12	South Abutment
#7	12	North Abutment
#7	12	Pier 1
#4	22	Pier 1
#7	12	Pier 2
#4	22	Pier 2

DWG. S-28 of 34

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION BAR SPLICER ASSEMBLY DETAILS ILLINOIS ROUTE 59 OVER DuPAGE RIVER FAP ROUTE 338 SECTION 114 BY-R-1 WILL COUNTY STATION 3209+85.00 STRUCTURE NUMBER 099-0339
NAME	DATE	
		SCALE: NONE DATE: 08/17/07
		DESIGNED BY: SB CHECKED BY: WPM
		DRAWN BY: TL CHECKED BY: SB

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	88
STA. TO STA.		PER. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

Geo Services, Inc. Geotechnical, Environmental and Civil Engineering
805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 305-9186

SOIL BORING LOG

PAGE 1 of 1
DATE June 26, 2003
LOGGED BY RJ
GSI JOB No. 0219

ROUTE IL-59 DESCRIPTION IL-59 (Canton Farm Rd. to IL-126)
TWNESH N/A LOCATION Will County, Illinois
COUNTY WILL DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. N/A
Station N/A
BORING NO. B-1
Station 3208+59
Offset 7' Left
Ground Surface Elev. 600.5

DEPTH (ft)	BLOW COUNT (tsf)	UCS (%)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT (tsf)	UCS (%)	MOISTURE (%)
0				ORGANIC CLAY-dark gray-soft (A-7)	0			
6				SILTY CLAY to CLAYEY SILT-trace sand & gravel-brown & gray-stiff (CL/ML) Wet	6			97
5					7			
8	3.0P	16			8	1.5B		26
5			103	SILTY LOAM-gray-medium dense (A-4)	5			
7					7			
-5	7	2.5B	20		-25	6	NP	25
3			87		4			89
4				CLAY-trace sand, gravel & fractured rock-gray-medium stiff to stiff (A-6) Wet	4			
4	1.4B	28			6	1.5B		29
3					10			
5					17			
-10	5	1.5P	27		-30	12	0.5P	25
3								
4								
10	4.5P	30		TOPSOIL-black (A-7) Light gray with horizontal to wavy bedding. Fine grained & slightly porous. Fractured from -30.0' to -30.25'. Transverse fracture from -31.0' to -31.4'. Horizontal fractures @ -31.7', -31.9', -32.1', -32.6', -33.1' & -33.9'.				
4								
7				RECOVERY = 57.0% R.Q.D. = 41.0%				
-15	8	2.0P	38		-35			
4								
4								
4	0.5P	39		ORGANIC CLAY-trace to some fibers & shells-dark gray-soft (A-7) End of Boring @ -37.0' Hollow Stem Augers to -30.0' Rotary Drilling to Completion CME Automatic Hammer				
3								
3								
-20	5	0.5P	40		-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B)-Bulge, (S)-Shear, (P)-Penetrometer) ST-Shelby Tube Sample
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)

Geo Services, Inc. Geotechnical, Environmental and Civil Engineering
805 Amherst Court, Suite 204 Naperville, Illinois 60565 (630) 305-9186

ROCK CORE LOG

PAGE 1 of 1
DATE June 26, 2003
LOGGED BY RJ
GSI JOB No. 0219

ROUTE IL-59 DESCRIPTION IL-59 (Canton Farm Rd. to IL-126)
TWNESH N/A LOCATION Will County, Illinois
COUNTY WILL CORING METHOD Rotary Wash

STRUCT. NO. N/A
Station N/A
BORING NO. B-1
Station 3208+59
Offset 7' Left
Ground Surface Elev. 600.5

CORING BARREL TYPE & SIZE NX Double Swivel-10.0ft
Core Diameter 2.0 in
Top of Rock Elev. 570.5
Begin Core Elev. 570.5

DEPTH (ft)	CORING METHOD	RECOVERY (%)	R.Q.D. (%)	CORING TIME (min)	SPLITTING TENSILE STRENGTH (tsf)
30	1	57	41	4.0	n/a

RUN 1 (30.0' to 37.0')
Silurian System, Niagran Series Dolomite
Light gray with horizontal to wavy bedding. Fine grained & slightly porous. Fractured from -30.0' to -30.25'. Transverse fracture from -31.0' to -31.4'. Horizontal fractures @ -31.7', -31.9', -32.1', -32.6', -33.1' & -33.9'.
RECOVERY = 57.0%
R.Q.D. = 41.0%

ROCK CORE RUN 1

Color pictures of the cores xx Cores will be stored for examination for xx
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

FILE: L:\61632\01\Cad\Sheets\Roadway_Structure\as\Bridges\1663201-50339-5B01.dgn

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
ILLINOIS ROUTE 59 OVER DuPAGE RIVER
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
STATION 3209+85.00
STRUCTURE NUMBER 099-0339
SCALE: NONE DESIGNED BY: GSI DRAWN BY: TB
DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: WPM

FAP R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
33B	114 BY-R-1	WILL	139	89
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Geo Services, Inc.
Geotechnical, Environmental and Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 305-9186

PAGE 1 of 2
DATE June 10, 2003
LOGGED BY RJ
GSI JOB No. 0219

SOIL BORING LOG

ROUTE IL-59 DESCRIPTION IL-59 (Canton Farm Rd. to IL-126)
TWNSHIP N/A LOCATION Will County, Illinois
COUNTY WILL DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. N/A
Station N/A
BORING NO. B-2
Station 3208+69
Offset 7.0' Right
Ground Surface Elev. 600.4

DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)	
				Surface Water Elev. 581.8 Stream Bed Elev. 579.3					
				Groundwater Elevation: First Encounter 577.4 Upon Completion n/a After xx Hrs. xx ft					
0				ORGANIC CLAY-dark gray-soft (A-7)					
12					5			108	
6				SILTY CLAY LOAM-gray-medium stiff (A-4 to A-6) Wet	5				
6	3.0P	18			6	0.6B		24	
				CLAY-trace sand & gravel-brown & gray mottled black-stiff to very stiff (A-6) Fill, Wet					
3					4			104	
5					4				
-5	7	2.7B	21		-25	6	0.5B	27	
				SANDY LOAM-gray-medium dense (A-4)					
2			97		4				
4					5				
5	1.5B	25			13	NP		19	
				SILTY CLAY LOAM-trace to some sand, gravel & fractured rock-gray-very stiff to hard (A-6)					
3					9				
6					16				
-10	6	1.5P	28		-30	12	2.25P	12	
				Drillers Observation: Apparent Rock RUN 1 (33.0' to 43.0') Silurian System, Niagran Series Dolomite					
5									
-15	10	2.0P	43		-35				
				Light gray becoming mottled gray @ -38.0'. Fine grained & slightly porous with horizontal bedding. Vertical fracture with intersecting horizontal fractures from -33.0' to -34.0'. Horizontal fractures @ -34.2', -34.9', -35.3', -35.7', & -37.0'. Weathered vertical fracture with intersecting horizontal fractures from -37.3' to -38.8'. Horizontal fractures @ -39.1', -39.4', -40.4' & -40.5'. Vertical fracture from -41.0' to -41.4'. Horizontal fractures @ -42.0', -42.1' & -42.7'.					
3			75						
4									
5	0.6B	42							
				TOPSOIL-black (A-7)					
2									
2									
-20	4	NP	36		-40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)

Geo Services, Inc.
Geotechnical, Environmental and Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 305-9186

PAGE 2 of 2
DATE June 10, 2003
LOGGED BY RJ
GSI JOB No. 0219

SOIL BORING LOG

ROUTE IL-59 DESCRIPTION IL-59 (Canton Farm Rd. to IL-126)
TWNSHIP N/A LOCATION Will County, Illinois
COUNTY WILL DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. N/A
Station N/A
BORING NO. B-2
Station 3208+69
Offset 7.0' Right
Ground Surface Elev. 600.4

DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)
				Surface Water Elev. 581.8 Stream Bed Elev. 579.3				
				Groundwater Elevation: First Encounter 577.4 Upon Completion n/a After xx Hrs. xx ft				
				ROCK CORE RUN 1				
				RECOVERY = 100.0% R.Q.D. = 55.0%				
				ROCK CORE RUN 2				
				RECOVERY = 100.0% R.Q.D. = 71.0%				
				End of Boring @ -48.0' Hollow Stem Augers to -33.0' Rotary Drilling to Completion CME Automatic Hammer				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)

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805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 305-9186

PAGE 1 of 1
DATE June 10, 2003
LOGGED BY RJ
GSI JOB No. 0219

ROCK CORE LOG

ROUTE IL-59 DESCRIPTION IL-59 (Canton Farm Rd. to IL-126)
TWNSHIP N/A LOCATION Will County, Illinois
COUNTY WILL CORING METHOD Rotary Wash

STRUCT. NO. N/A
Station N/A
BORING NO. B-2
Station 3208+69
Offset 7.0' Right
Ground Surface Elev. 600.4

DEPTH (ft)	DIAMETER (in)	RECOVERY (%)	R.Q.D. (%)	MOIST (pcf)	STRENGTH (tsf)
33	1	100	55	4	n/a
RUN 1 (33.0' to 43.0') Silurian System, Niagran Series Dolomite Light gray becoming mottled gray @ -38.0'. Fine grained & slightly porous with horizontal bedding. Vertical fracture with intersecting horizontal fractures from -33.0' to -34.0'. Horizontal fractures @ -34.2', -34.9', -35.3', -35.7', & -37.0'. Weathered vertical fracture with intersecting horizontal fractures from -37.3' to -38.8'. Horizontal fractures @ -39.1', -39.4', -40.4' & -40.5'. Vertical fracture from -41.0' to -41.4'. Horizontal fractures @ -42.0', -42.1' & -42.7'.					
43	2	100	71	4	n/a
RUN 2 (43.0' to 48.0') Silurian System, Niagran Series Dolomite Light gray mottled gray with horizontal bedding. Fine grained. Horizontal fractures @ -43.2', -44.1', -44.3', -44.5', -44.6', -44.8', -45.4', -46.2', -46.5', -47.4' & -47.8'.					

Color pictures of the cores xx Cores will be stored for examination for xx
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

FILE: L:\66322-01\Coord\Sheets\Roadway STRUCTURES\Bridges\66322-01-50339-5802.dgn



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
ILLINOIS ROUTE 59 OVER DUPAGE RIVER
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
STATION 3209+85.00
STRUCTURE NUMBER 099-0339
SCALE: NONE DESIGNED BY: GSI DRAWN BY: TB
DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: WPM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	90
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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Naperville, Illinois 60565
(630) 305-9186

PAGE 1 of 1
DATE July 29, 2003
LOGGED BY RJ
GSI JOB No. 0219

SOIL BORING LOG

ROUTE IL-59 DESCRIPTION IL-59 (Canton Farm Rd. to IL-126)
TWNSHIP N/A LOCATION Will County, Illinois
COUNTY WILL DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. N/A
Station N/A

BORING NO. B-3
Station 3211+98
Offset 58' Left
Ground Surface Elev. 589.1

DEPTH (ft)	BLOW S	UCS (tsf)	MOIST (%)	Description	DEPTH (ft)	BLOW S	UCS (tsf)	MOIST (%)
				Surface Water Elev. 581.8 Stream Bed Elev. 579.3				
				Groundwater Elevation: First Encounter 580.6 Upon Completion na After xx Hrs. xx ft				
3				CLAY-trace sand & gravel-gray-stiff to very stiff (A-6)	7			
3					9			
4	3.5P	14		SILT-trace fine sand-gray-medium dense (A-4)	12	NP	12	
2					7			
3				GRAVEL-brown & gray-very dense (A-1)	22			
-5	3	2.5P	18		-25	43	NP	3
2								
2				RUN 1 (26.0' to 36.0')				
2		0.5P	29	Silurian System, Niagran Series Dolomite				
2				Light gray mottled gray with horizontal to wavy bedding. Fine grained & slightly porous with some chert replacement. Horizontal fracture zone from -26.7' to -27.25'. Vertical fracture with intersecting horizontal fractures from -27.5' to -28.5'. Horizontal fracture @ -28.6'. Transverse fracture @ -29.3'. Horizontal fractures @ -29.7', & -31.1'. Vertical fractures with intersecting horizontal fractures from -31.25' to -31.6' & -31.8' to -32.6'. Transverse fracture @ -32.9'. Horizontal fractures @ -33.1' & -33.4'. Vertical fracture with intersecting horizontal fractures from -33.8' to -34.5'. Horizontal fracture @ -34.8'.				
-10	5	0.25P	40		-30			
6								
7								
10		NP	10	SANDY LOAM-brown & gray-some gravel-medium dense (A-2)				
6								
9								
-15	11	1.75P	11	SILTY LOAM-trace sand & gravel-gray-stiff (A-4)	-35			
5			97	RECOVERY = 90.0% R.Q.D. = 31.7%				
5				End of Boring @ -36.0'				
5				Hollow Stem Augers to -26.0'				
5	1.2B	25		Rotary Drilling to Completion				
				CME Automatic Hammer				
8								
11								
-20	8	2.0P	14	CLAY-trace sand & gravel-gray-stiff to very stiff (A-6)	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-S Shelby Tube Sample
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)

Geo Services, Inc.
Geotechnical, Environmental and Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 305-9186

PAGE 1 of 1
DATE July 29, 2003
LOGGED BY RJ
GSI JOB No. 0219

ROCK CORE LOG

ROUTE IL-59 DESCRIPTION IL-59 (Canton Farm Rd. to IL-126)
TWNSHIP N/A LOCATION Will County, Illinois
COUNTY WILL CORING METHOD Rotary Wash

STRUCT. NO. N/A
Station N/A

BORING NO. B-3
Station 3211+98
Offset 58' Left
Ground Surface Elev. 589.1

CORING BARREL TYPE & SIZE NX Double Swivel-10.0ft
Core Diameter 2.0 in
Top of Rock Elev. 563.1
Begin Core Elev. 563.1

DEPTH (ft)	RECOVERY (%)	R.Q.D. (%)	REMARKS
26	1	90	32
1			4
90			n/a

RUN 1 (26.0' to 36.0')
Silurian System, Niagran Series Dolomite
Light gray mottled gray with horizontal to wavy bedding. Fine grained & slightly porous with some chert replacement. Horizontal fracture zone from -26.7' to -27.25'. Vertical fracture with intersecting horizontal fractures from -27.5' to -28.5'. Horizontal fracture @ -28.6'. Transverse fracture @ -29.3'. Horizontal fractures @ -29.7', & -31.1'. Vertical fractures with intersecting horizontal fractures from -31.25' to -31.6' & -31.8' to -32.6'. Transverse fracture @ -32.9'. Horizontal fractures @ -33.1' & -33.4'. Vertical fracture with intersecting horizontal fractures from -33.8' to -34.5'. Horizontal fracture @ -34.8'.

RECOVERY = 90.0%
R.Q.D. = 32.0%

Color pictures of the cores xx Cores will be stored for examination for xx
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

FILE: L:\66320\11\Code\Sheets\Roadway_Structures\Bridges\66320-50339-5803.dgn



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
ILLINOIS ROUTE 59 OVER DuPAGE RIVER
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
STATION 3209+85.00
STRUCTURE NUMBER 099-0339

SCALE: NONE DESIGNED BY: GSI DRAWN BY: TB
DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: WPM

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	93
STA.		TO STA.		
FED. ROAD DIST. NO.	LLMIS	FED. AID PROJECT		

Geo Services, Inc.
 Geotechnical, Environmental and Civil Engineering
 905 Amherst Court, Suite 204
 Naperville, Illinois 60565
 (630) 305-9186

PAGE 1 of 1
 DATE January 8, 2003
 LOGGED BY RJ
 GSI JOB No. 0219

SOIL BORING LOG

ROUTE IL-59 DESCRIPTION IL-59 (Canton Farm Rd. to IL-126)
 TOWNSHIP N/A LOCATION Will County, Illinois
 COUNTY WILL DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. N/A
 Station N/A
 BORING NO. B-8
 Station 3210+15
 Offset 42' R
 Ground Surface Elev. 579.3

DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)
				Surface Water Elev. 581.8 Stream Bed Elev. 579.3				
				Groundwater Elevation: First Encounter n/a Upon Completion n/a After xx Hrs. xx ft				
3				SANDY CLAY LOAM—trace gravel—dark gray & black—medium dense (A-4 TO A-8)				
8								
3			23					
2				SANDY CLAY LOAM—trace to some gravel—gray—medium dense (A-4)				
3		0.5P	27					
5	11							
7				SILT—trace fine sand—gray—medium dense (A-4)				
8								
10			NR					
6								
11								
7		NP	19					
10								
3				CLAY with Fractured Rock—gray—very dense (A-6)				
4		NP	12					
50	3							
15				FRACTURED ROCK—gray—very dense				
17		NP	15					
15								
28				RUN 1 (17.0' to 21.0')				
50	5	NP	14	Silurian System, Niagran Series Dolomite Light gray with horizontal bedding. Slightly porous & weathered throughout with some chert & pyrite replacement. Weathered vertical fracture with intersecting horizontal fractures & thin clay parting from -16.1' to -16.7'. Large chert nodule @ -17.3'. Weathered fracture zone from -17.3' to -17.5'. Horizontal fracture @ -18.3'.				

Geo Services, Inc.
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PAGE 1 of 1
 DATE January 8, 2003
 LOGGED BY RJ
 GSI JOB No. 0219

ROCK CORE LOG

ROUTE IL-59 DESCRIPTION IL-59 (Canton Farm Rd. to IL-126)
 TOWNSHIP N/A LOCATION Will County, Illinois
 COUNTY WILL CORING METHOD Rotary Wash

STRUCT. NO. N/A
 Station N/A
 BORING NO. B-8
 Station 3210+15
 Offset 42' R
 Ground Surface Elev. 579.3

CORING BARREL TYPE & SIZE NX Double Swivel—5.0ft
 Core Diameter 2.0 in
 Top of Rock Elev. 565.6
 Begin Core Elev. 565.6

DEPTH (ft)	NO. CORES	RECOVERY (%)	UCS (tsf)	MOIST (%)	STRENGTH (min/ft)
17	1	85	57	4	n/a
RUN 1 (17.0' to 21.0') Silurian System, Niagran Series Dolomite Light gray with horizontal bedding. Slightly porous & weathered throughout with some chert & pyrite replacement. Weathered vertical fracture with intersecting horizontal fractures & thin clay parting from -16.1' to -16.7'. Large chert nodule @ -17.3'. Weathered fracture zone from -17.3' to -17.5'. Horizontal fracture @ -18.3'. Weathered horizontal fracture @ -19.2'. Large chert nodule @ -19.5'					
21	2	95	91	4	n/a
RUN 2 (21.0' to 26.0') Silurian System, Niagran Series Dolomite Light gray with horizontal bedding. Slightly porous throughout. Horizontal fractures @ -21.4', -22.6', -22.8', -24.0' & -25.0'.					
26	3	95	79	4	n/a
RUN 3 (26.0' to 30.0') Silurian System, Niagran Series Dolomite Light gray with horizontal bedding. Slightly porous throughout. Highly weathered fracture zone with clay partings & pyrite replacement from -26.2' to -26.7'. Horizontal fractures @ -27.6', -28.3', -29.1' & -29.2'.					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrator) ST-Shelby Tube Sample
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)

Color pictures of the cores xx Cores will be stored for examination for xx
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

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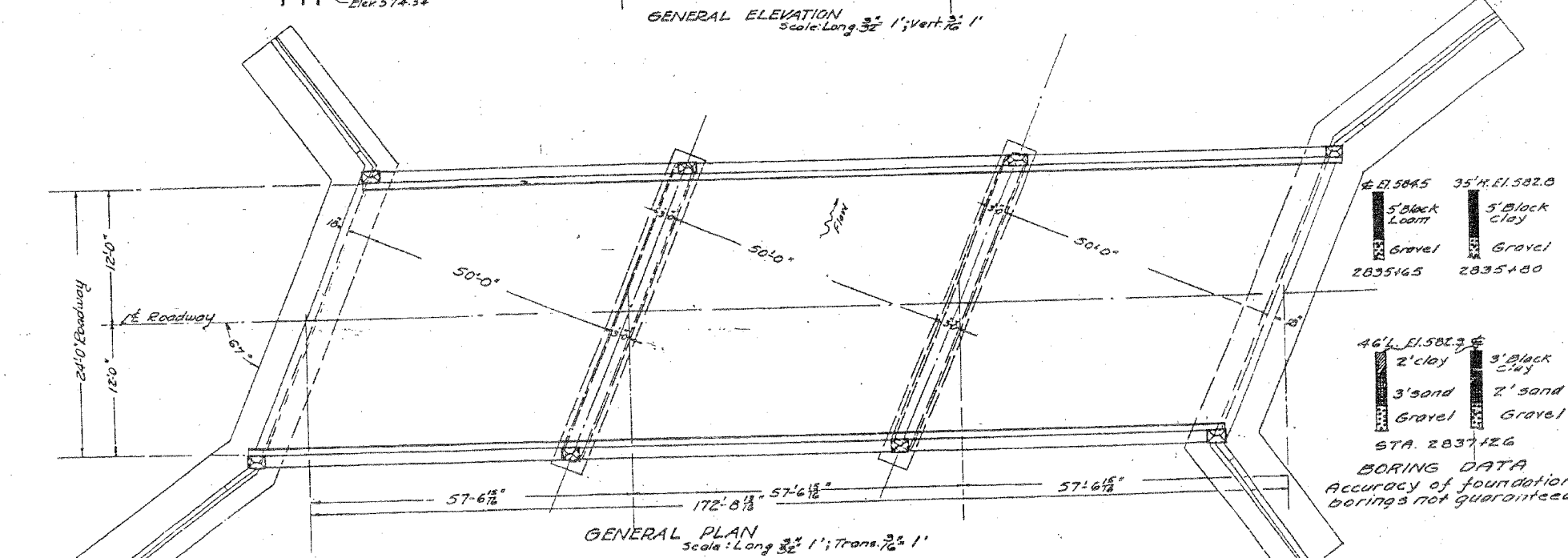
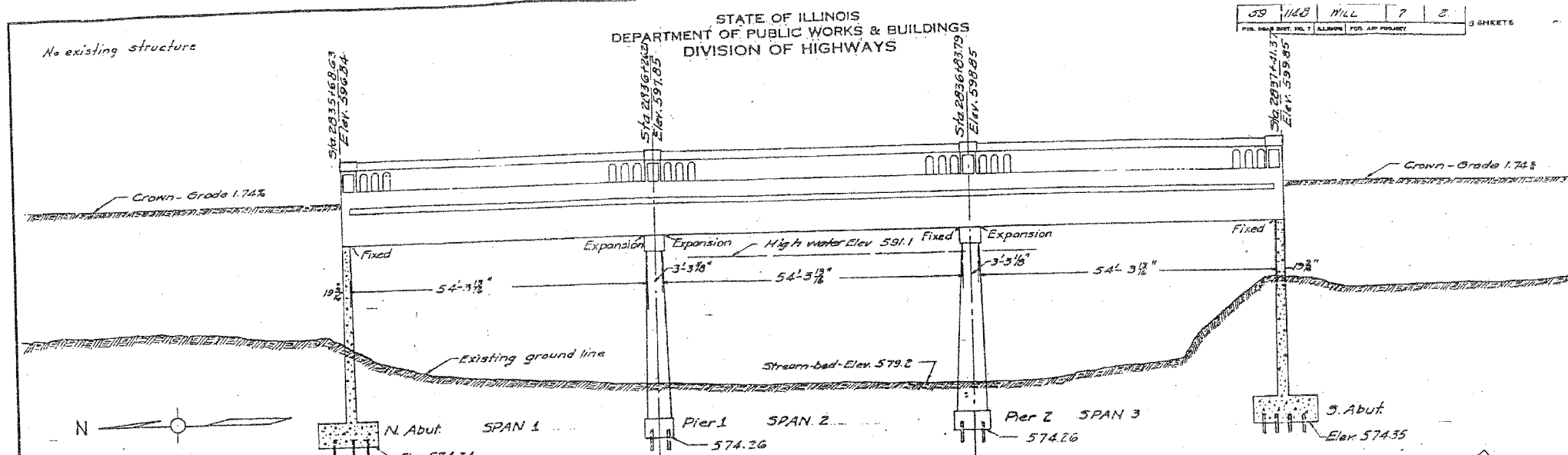
DWG. S-34 of 34

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
 ILLINOIS ROUTE 59 OVER DUPAGE RIVER
 FAP ROUTE 338 SECTION 114 BY-R-1
 WILL COUNTY
 STATION 3209+85.00
 STRUCTURE NUMBER 099-0339

SCALE: NONE DESIGNED BY: GSI DRAWN BY: TB
 DATE: 08/17/07 CHECKED BY: WPM CHECKED BY: WPM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	94
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (IL RTE. 59)		



4' El. 584.5 35' H. El. 582.0
 5' Black Loam 5' Black clay
 Gravel Gravel
 2835+65 2835+80

 46' El. 582.9
 2' clay 3' Black clay
 3' sand 2' sand
 Gravel Gravel
 STA. 2837+26
 BORING DATA
 Accuracy of foundation borings not guaranteed.

TOTAL BILL OF MATERIAL

Items	Superstructure	Abutments	Piers	Totals
Reinforcing steel-lbs.	86,720	20,000		106,720
Class X Concrete Cu Yds.	293.8	285.9		579.7
Class A Concrete Cu Yds.			163.0	163.0
Structural steel-lbs.	1300			1300
Untreated Piles-Lin Ft.		3280	880	4160
4" P.C.C. Pav't Sq. Yds.	435			435
Rockers & Plates	5270			5270
Name Plate	1			1

* 1560 ft 10 Ton, 280 ft 12 Ton, 900 ft 15 Ton, 1340 ft 20 Ton

COMPUTED - Chan. E. M...
 CHECKED - M. P. M...
 DRAWN - C. E. M...
 CHECKED - M. P. M...
 SPECIAL ASSEMBLED -
 CHECKED -
 EXAMINED - 11-21-1932
 PASSED BY -
 APPROVED -
 CHIEF HIGHWAY ENGINEER

GENERAL ELEVATION
 S.B.I. ROUTE 59-SEC. 14B
 WILL COUNTY
 STA. 2836+55

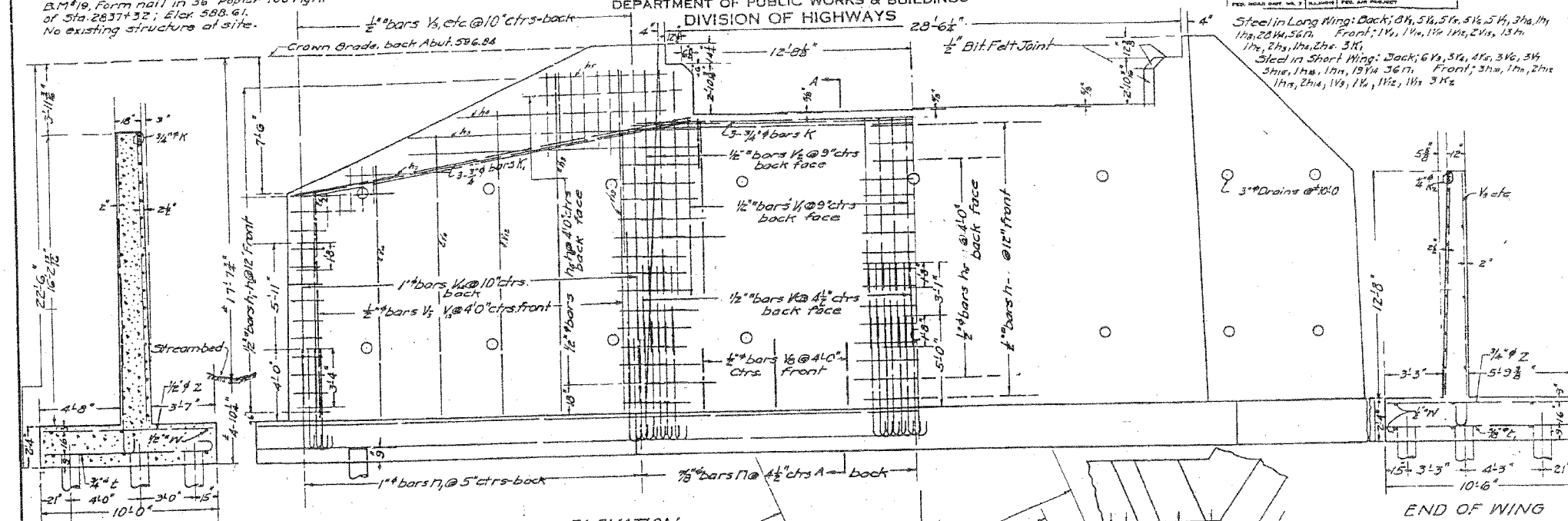
FOR INFORMATION ONLY

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
1932 EXISTING STRUCTURE PLANS
 FAP ROUTE 338 SECTION 114 BY-R-1
 WILL COUNTY
 SN 099-0143 (E)
 SCALE _____ DRAWN BY _____
 DATE AUGUST 17, 2007 CHECKED BY _____

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	95
STA.	TO STA.			
FEL. ROAD DIST. NO.	BLK/MIS.	FAP 338 (IL RTE. 59)		

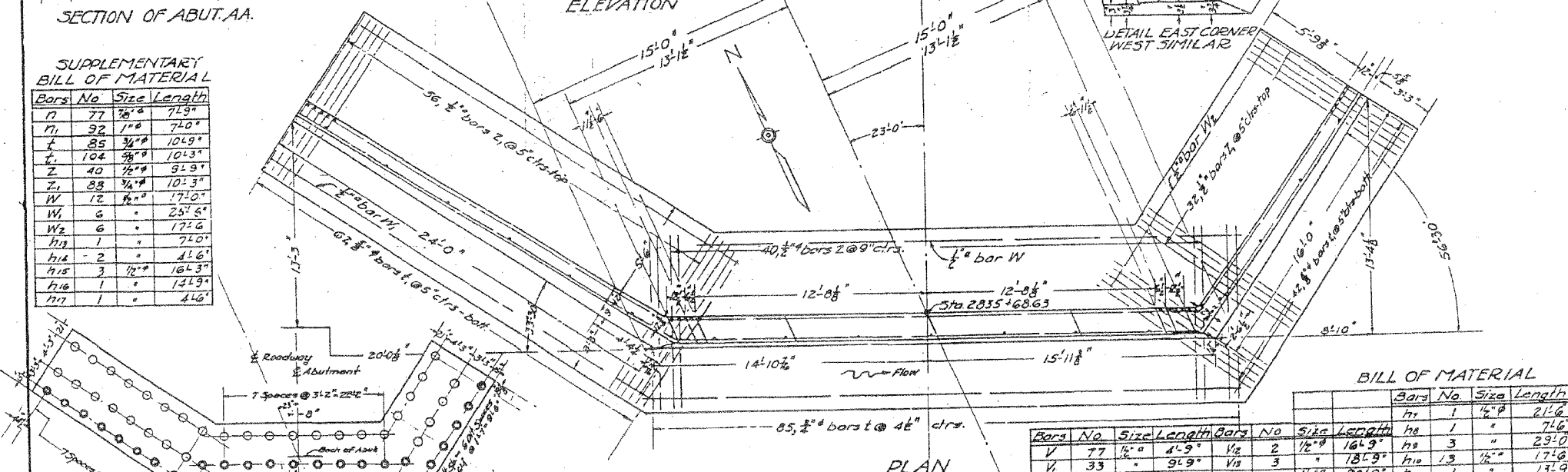
B.M. 19, Form nail in 36" Poplar 100' right of Sta. 2837+32; Elev. 588.61. No existing structure at site.

DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



SUPPLEMENTARY BILL OF MATERIAL

Bars No	Size	Length
N	77	7/8" 71.9'
N1	92	1" 71.0'
L	85	3/4" 104.9'
L1	104	5/8" 104.3'
Z	40	1/2" 92.9'
Z1	88	3/4" 102.3'
W	12	1/2" 172.0'
W1	6	2 25.6'
W2	6	171.6'
H11	1	71.0'
H14	2	41.6'
H15	3	164.3'
H16	1	141.9'
H17	1	41.6'



BILL OF MATERIAL

Bars No	Size	Length	Bars No	Size	Length
V	77	1/2" 41.9'	V2	2	1/2" 184.9'
V1	33	3/4" 94.9'	V3	3	1/2" 291.0'
V2	6	12.6'	V4	16	1/2" 25.9'
V3	14	10.6'	V5	13	1/2" 204.6'
V4	8	9.0'	V6	1	1/2" 161.6'
V5	3	7.6'	V7	2	1/2" 10.9'
V6	8	6.0'	V8	1	1/2" 6.6'
V7	8	4.6'	V9	2	1/2" 162.0'
V8	7	1/2" 121.9'	V10	1	1/2" 132.9'
V9	2	132.9'	V11	2	1/2" 92.3'
V10	1	132.9'	V12	4.7	1" 90.0'
V11	2	132.9'	N	3	3/4" 90.0'
V12	4.7	1" 92.3'			
N	3	3/4" 90.0'			

NORTH ABUTMENT
S.B.I. ROUTE 59-SEC. 114B
WILL COUNTY
STA. 2836+55

COMPUTED	—	Class 5, 2000
CHECKED	—	Class 5, 2000
DRAWN	—	C.S.M.
CHECKED	—	M.S.M.
SPECIAL ASSEMBLED	—	
CHECKED	—	

EXAMINED 11-21-1932
PASSED
APPROVED
FRANK T. CHASE
CHIEF ENGINEER

Notes:
Class X Concrete to be used throughout.
All reinforcing steel shall be wired securely in place before concrete is poured.
Denotes 10 Ton piles - 32 rigid
Denotes 15 Ton piles - 23 rigid
Denotes 20 Ton piles - 11 rigid. Total 1320 lin. ft.
One test pile shall be driven in footing - as directed by the Engineer - before piles are ordered.

FOR INFORMATION ONLY

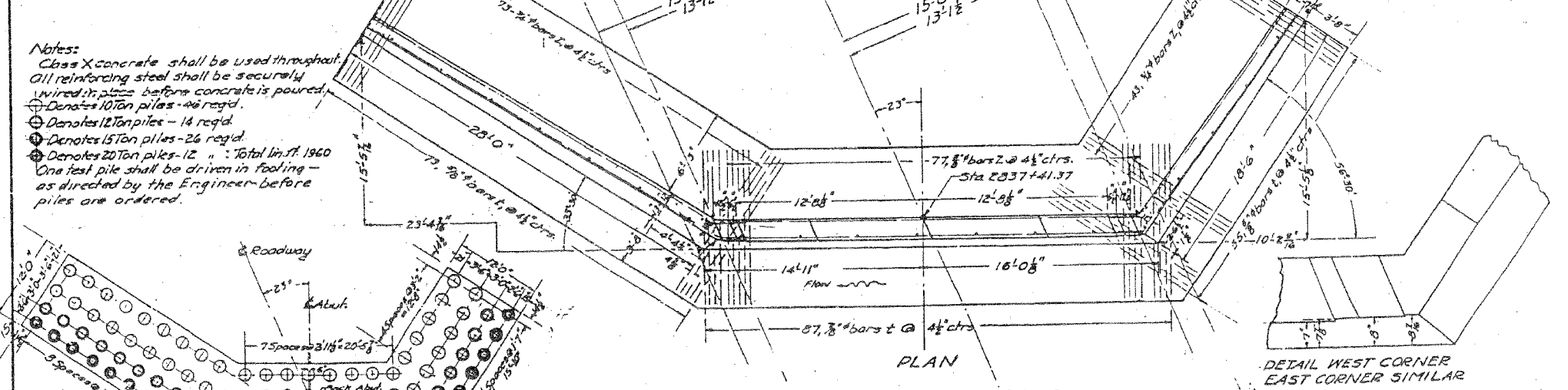
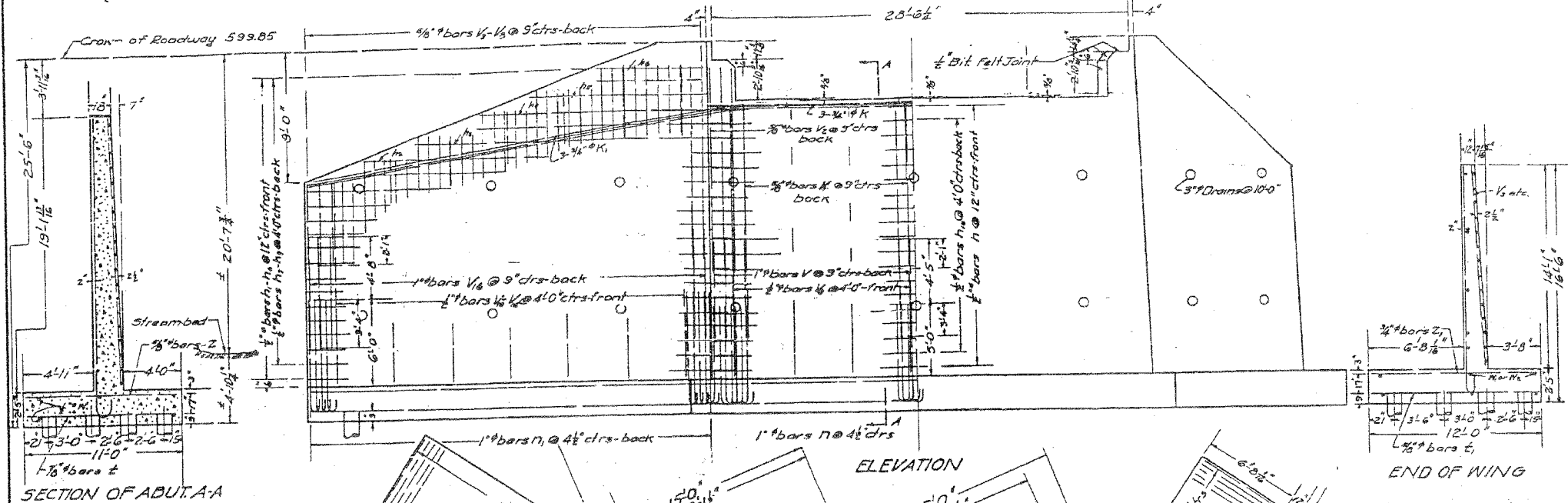
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
1932 EXISTING STRUCTURE PLANS
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
SN 099-0143 (E)

SCALE _____ DRAWN BY _____
DATE AUGUST 17, 2007 CHECKED BY _____

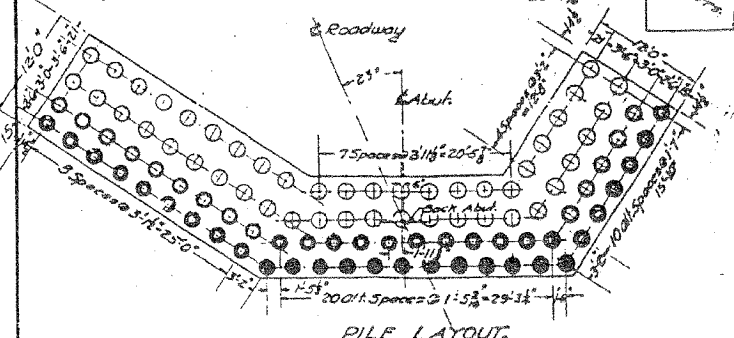
FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	96
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FAP 338 (IL RTE. 59)		

BM 19 form nail in top of right Sta. 2837+32. Elev. 588.61
No existing structure at site.

DEPARTMENT OF PUBLIC WORKS & CONSTRUCTION
DIVISION OF HIGHWAYS



Notes:
Class X concrete shall be used throughout.
All reinforcing steel shall be securely wired in place before concrete is poured.
⊙ Denotes 10 Ton piles - 46 req'd.
⊙ Denotes 12 Ton piles - 14 req'd.
⊙ Denotes 15 Ton piles - 26 req'd.
⊙ Denotes 20 Ton piles - 12 " : Total lin. ft. 1960
One test pile shall be driven in footing - as directed by the Engineer before piles are ordered.



BILL OF MATERIAL

Bars	No.	Size	Length	Bars	No.	Size	Length	Bars	No.	Size	Length	Bars	No.	Size	Length
V	33	1" #	21.9'	V16	2	1/2" #	21.6'	H18	2	1/2" #	17.6'	H12	12	3/4" #	17.0'
V1	33	3/4" #	11.9'	H19	19	1/2" #	29.0'	H15	1	"	6.9'	H16	6	"	29.6'
V2	3	"	18.0'	H14	14	"	29.0'	H14	2	"	4.9'	H12	6	"	20.6'
V3	16	"	13.0'	H2	2	"	25.6'	H11	4	1/2" #	19.3'	K	3	3/4" #	30.0'
V4	9	"	11.6'	H8	7	"	22.0'	H12	1	"	11.0'	H12	3	"	30.6'
V5	9	"	10.0'	H4	2	"	17.3'	H12	6	1" #	8.0'	H12	3	"	20.9'
V6	9	"	8.6'	H5	1	"	12.0'	V16	6	1" #	8.0'				
V7	9	"	7.0'	H6	2	"	7.6'	H12	1	"	9.0'				
V8	9	"	5.6'	H4	2	1/2" #	29.0'	H12	87	7/8" #	10.9'				
V9	7	1/2" #	18.6'	H1	1	"	16.9'	H12	134	3/4" #	11.9'				
V10	2	"	13.6'	H1	1	"	7.0'	Z	77	3/8" #	10.9'				
V11	2	"	15.6'	H1	5	"	29.0'	Z	116	3/4" #	11.9'				
V12	1	"	16.6'	H1	12	1/2" #	19.9'								
V13	2	"	18.6'	H1	2	"	17.0'								
V14	1	"	19.6'	H1	7	"	14.0'								

Reinforcing steel - lbs 16,790
Class X Concrete - cu yds 631
Untreated Piles - line ft 1960

COMPUTED - *Chas. L. Mangan*
CHECKED - *W. J. Mangan*
DRAWN - *C. E. M.*
CHECKED - *M. S. M.*
ASSEMBLED -
SPECIAL CHECKED -

EXAMINED - 11-21-1932
H. J. Burrell
CIVIL ENGINEER

PASSED - *W. J. Mangan*
ENGINEER OF ROAD

APPROVED - *W. J. Mangan*
CIVIL ENGINEER

SOUTH ABUTMENT
S.B.I. ROUTE 59-SEC. 14B
WILL COUNTY
STA. 2836+55

FOR INFORMATION ONLY

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
1932 EXISTING STRUCTURE PLANS
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
SN 099-0143 (E)

SCALE _____ DRAWN BY _____
DATE AUGUST 17, 2007 CHECKED BY _____

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	97
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FAP 338 (IL RTE. 59)		

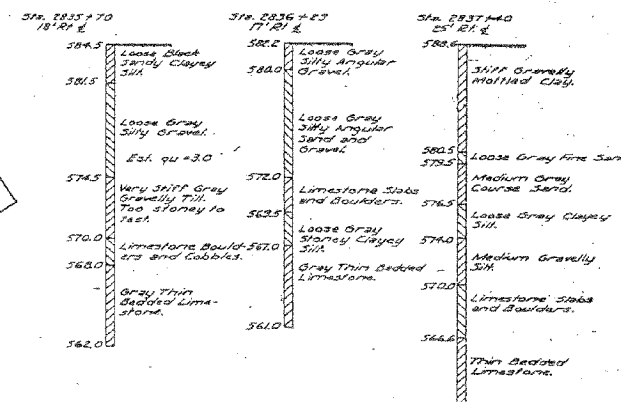
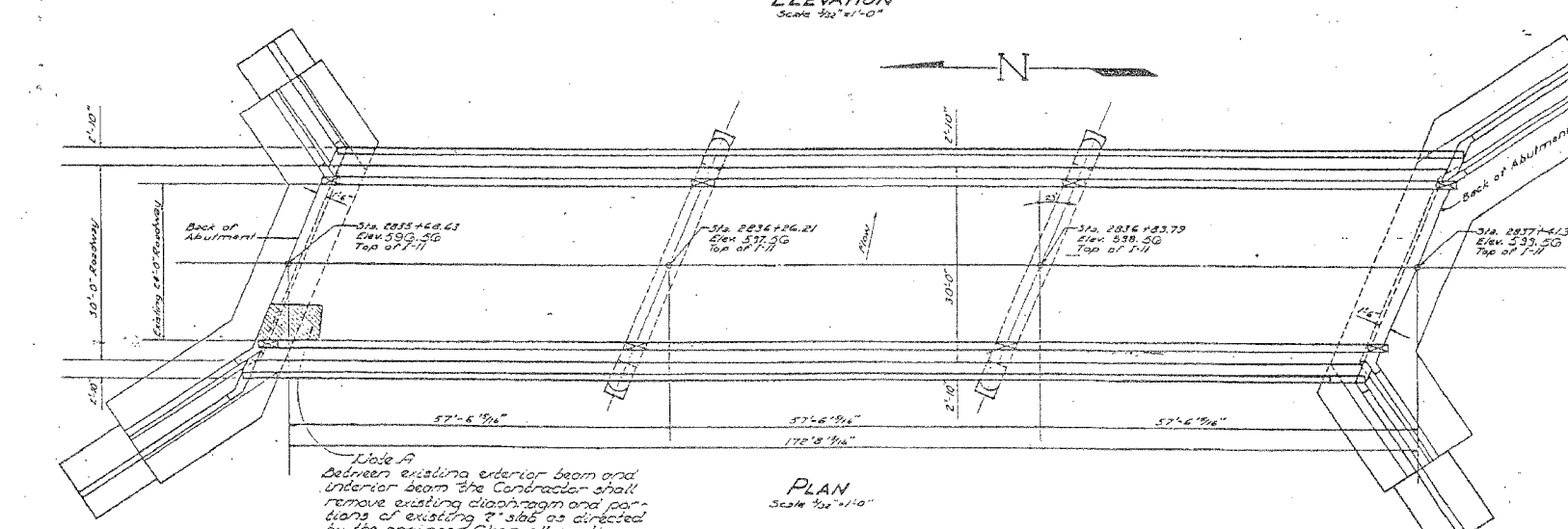
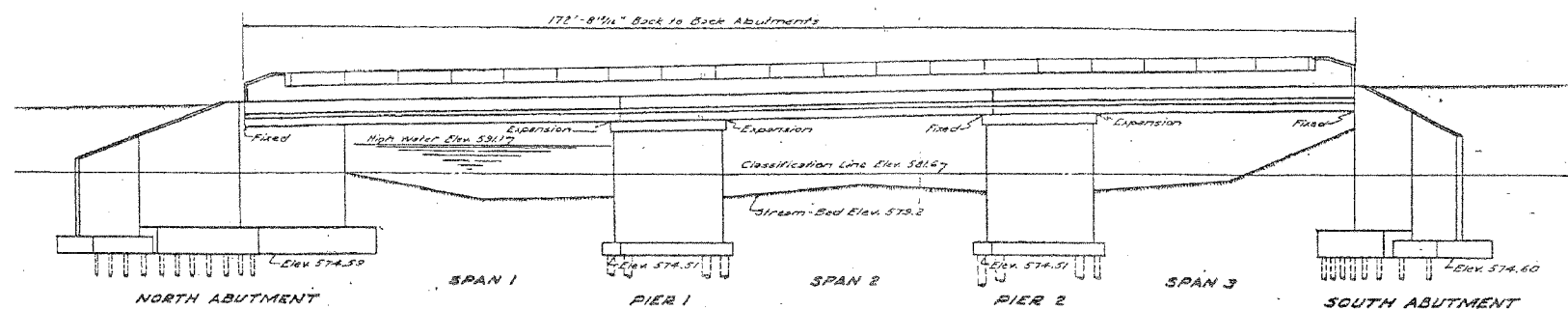
1. At 211' corner of base portion of existing roadway approximately 100' left Sta. 2836+40.2. Deck 600' G.P. Structure. R.C. Deck Order 3 Spans @ 57' R.C. Abutments & Piers, No Piles, Handrail & other concrete to be furnished as shown on plans by Bridge Contractor.

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

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
60C19	114BY	WILL	14	6
FAP ROAD DIST. NO. 338				
ILL. PROJECT NO. F-176(18)				

GENERAL NOTES

Class "C" Concrete shall be used throughout except in piers.
Class "A" concrete shall be used in piers.
The concrete floor slab shall be finished in accordance with applicable provisions of Section 5119 of the Standard Specifications. For Expansion Bolts see Special Provisions.
All piles shall be steel H Piles 8" x 8".
The contractor shall drive one test pile in each Abutment in permanent locations as directed by the Engineer before ordering remainder of piles.
Boring Data are shown on the drawings only as a guide to bidders in estimating soil conditions which may be encountered in the work.
All rollers, bearing plates, lead plates and anchor bolts shall be fabricated and set in accordance with Article 30.5 of the Std. Specs. and are included for payment as structural steel.
Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint & two field coats of aluminum paint. See Art. 36.1 to 36.5 of the Std. Specs.
All paint shall be furnished and applied by the Contractor. The following surfaces of the bridge shall be waterproofed: Back of Abutment - Extensions & Wing Walls.
Coarse aggregate to be used in parapet handrail and end post must be absolutely free of chert, flint, limonite, lignite and soft sandstone.
Steel H Piles shall be driven to refusal.
For grouting see Special Provisions.
For bridge deck sealant see Special Provisions.
It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.



BORING DATA

TOTAL BILL OF MATERIAL

Item	Units	Super	Sub	Total
Cement for Grouting	Sacks	0	2	2
Ext. Con. Surface Course F-11	Sq. Yds.	65	0	65
Bridge Deck Sealant	Sq. Yds.	575	0	575
Class "A" Concrete	Cu. Yds.	0	64.4	64.4
Class "C" Concrete	Cu. Yds.	184.0	255.0	439.0
Reinforcement Bars	Lbs.	45,690	10,510	56,200
Concrete Removal	Cu. Yds.	110.9	10.5	121.4
Expansion Bolts 3/8"	Each	237	237	474
Steel Pins B&P36	Lbs.	780	780	1,560
Test Run Steel B&P36	Each	1	1	2
Structural Steel	Lbs.	3,372	3,372	6,744
Aluminum Handrail	Lin. Ft.	319.0	0	319.0
Class A Excavation for Structure	Cu. Yds.	400	400	800
Class B Excavation for Structure	Cu. Yds.	400	400	800
Expansion Bolts 3/8"	Each	100	100	200
Test Piles	Each	One	One	Two
Asphalt Surface Removal	Sq. Yds.	635	635	1,270
Preformed Joint Sealant	Lin. Ft.	??	??	??

GENERAL PLAN & ELEVATION
S.B.I. RT. 59 SEC. 114 BY
WILL COUNTY
STA. 2836+55
PROJECT. F-176(18)

Note A
Between existing exterior beam and interior beam the Contractor shall remove existing cladding and portions of existing F-11 slab as directed by the engineer. Clean all existing reinforcement before placing new concrete. Est'd. Cu. Yds. 1.2

NOTE
* ESTIMATE 2 SACKS OF CEMENT FOR REPAIRS AT ABUTMENTS & 0.2 CU. YDS. OF CONCRETE REMOVAL.

NAME PLATE
See Sta. 2836+55

DESIGN STRESSES
F_c = 20,000 p.s.i. (Reinforcement)
F_s = 1,400 p.s.i. (Superstructure)
F_s = 800 p.s.i. (Substructure)
n = 10

WATERWAY INFORMATION
Drainage Area: 141,400 Acres
Channel: Level Sand, Clay, Cultivated
Opening Required: 60' x 7' (Total) 1634' of
Present Bridge Opening: 1530' of
Proposed Bridge Opening: 1520'

DESIGNED: *Amund Reinert*
CHECKED: *M. A. Ryzak*
DRAWN: *J. S. G. R.*
APPROVED: *R. B. Bantelmeier*

EXAMINED: *W. E. Hansen*
PASSED: *[Signature]*
APPROVED: *[Signature]*

DATE: Jan 26 1956

FOR INFORMATION ONLY

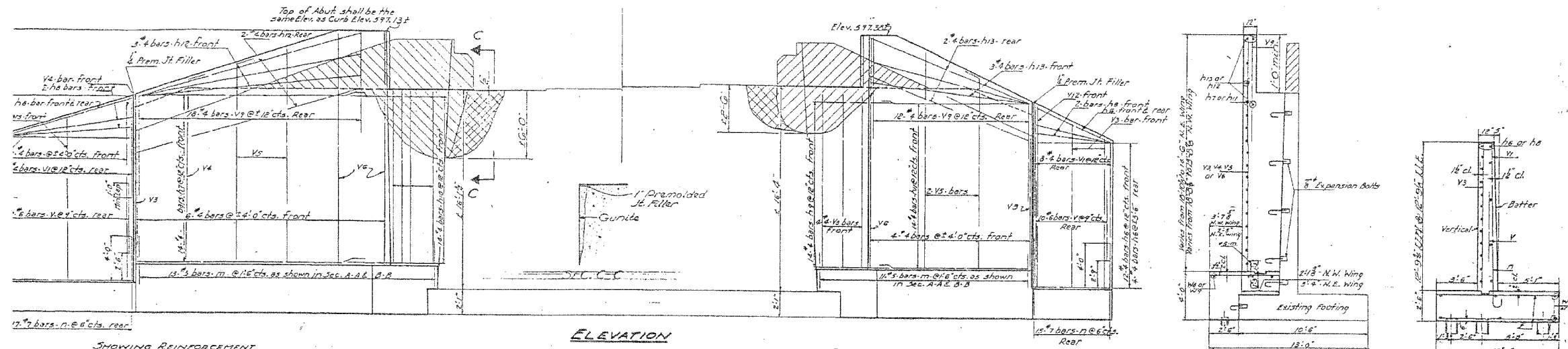
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
1964 EXISTING STRUCTURE PLANS
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
SN 099-0143 (E)
SCALE: _____ DRAWN BY: _____
DATE: AUGUST 17, 2007 CHECKED BY: _____

FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	98
STA.	TO STA.			
FPA ROAD DIST. NO.	ALLEN	FAP 338 (IL RTE. 59)		

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 59	114 BY	WILL	14	8
7 SHEETS				

ed areas show the portions of the existing structure which shall be removed by the Bridge Contractor. Steel shall be cut off. This work shall be paid for per Cu. Yd. as Cont. Removal, Est. 3.0 Cu. Yd.
to be placed as directed by the Engineer. Patched areas indicate portions of existing structure to be removed & concrete and then grouted as directed by the engineer.



SHOWING REINFORCEMENT

ELEVATION

SHOWING REINFORCEMENT

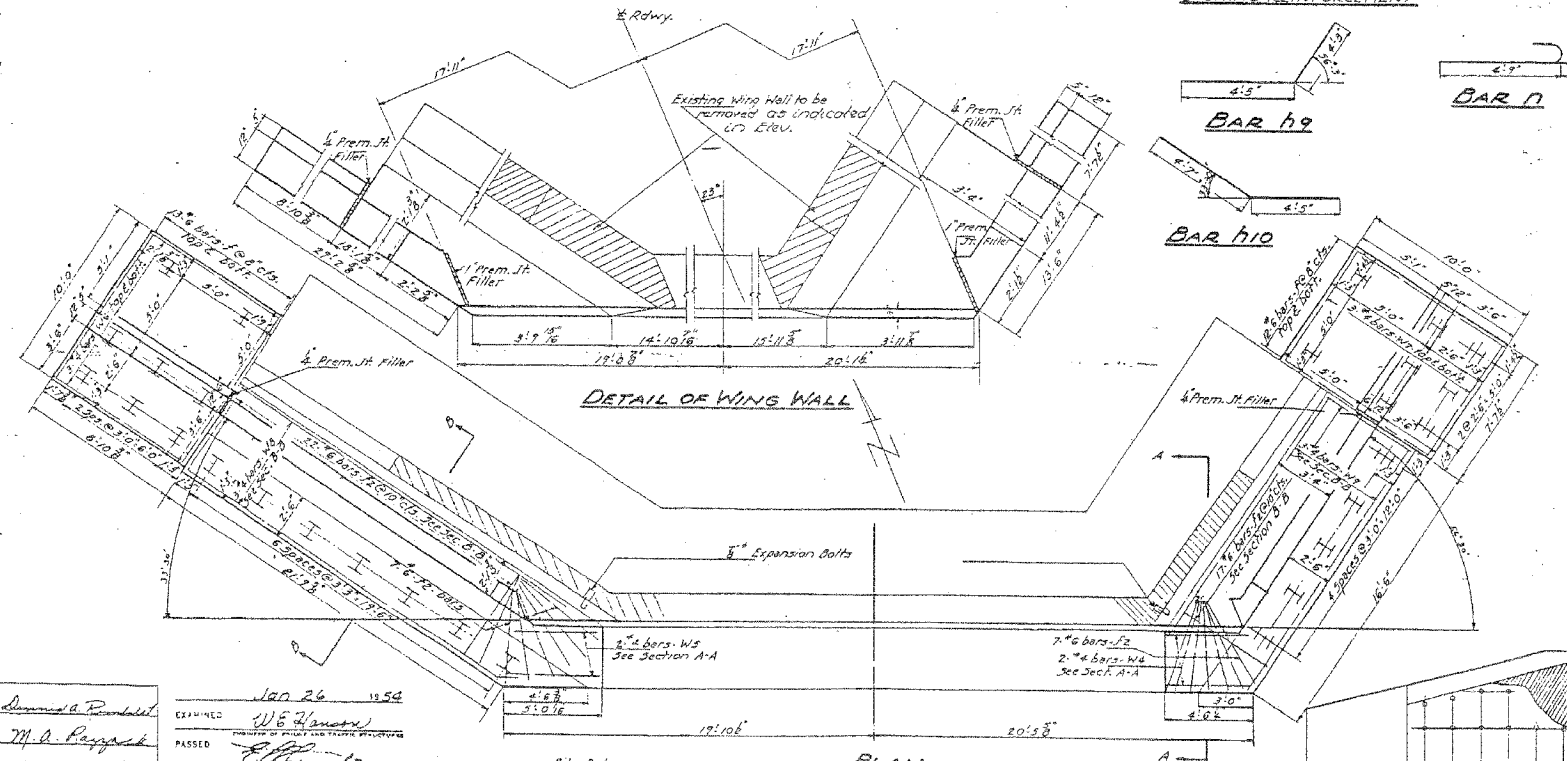
SECTION B-B

END OF WING

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
F	30	#6	9'-6"	
F8	32	#6	5'-3"	
h5	20	#4	7'-3"	
h7	14	#4	7'-0"	
h8	20	#4	8'-6"	
h9	14	#4	8'-8"	
h10	14	#4	9'-0"	
h11	14	#4	10'-6"	
h12	5	#4	18'-0"	
h13	5	#4	13'-0"	
V	26	#6	5'-9"	
V1	19	#4	8'-6"	
V3	14	#4	13'-9"	
V4	3	#4	15'-0"	
V5	4	#4	16'-9"	
V6	3	#4	18'-3"	
V7	30	#4	16'-0"	
W4	2	#4	4'-3"	
W5	2	#4	4'-9"	
W6	6	#4	5'-6"	
W7	6	#4	7'-9"	
W8	3	#4	2'-6"	
W9	3	#4	16'-0"	
M	24	#5	2'-6"	
N	34	#7	3'-7"	

Class I Concrete Cu Yds 109.0
Reinforcement Bars Lbs 3125
Concrete Removal Cu Yds 5.0
Expansion Bolts Each 25
Steel Piles (B&P) Lbs 270
Test Pile Steel B'5P36 Lbs 1



DETAIL OF WING WALL

BAR h9

BAR h10

BAR h11

SECTION A-A

Location of Expansion Bolts in both walls spacing 3'-0" horiz. 4'-0" vert. Expansion bolts shall consist of self drilling expansion shells and 3/4" hooked bolts. Hooked bolts shall extend a min. of 6" into new concrete.

EXPANSION BOLT LAYOUT

NORTH ABUTMENT
S.B.I. ROUTE 59 SEC. 114 BY
WILL COUNTY
STATION 2836 + 55

DESIGNED: *Donald R. Rindell*
CHECKED: *M. A. Rappasch*
BY: *G.A.P.*
DATE: *Jan 26 1954*
APPROVED: *W.E. Homan*
DATE: *1/26/54*

Pile Data
Type: Steel H-Piles B'BP36
Estimated Length - 10 ft
No. Reg'ol. 20

Check Change vertical dimensions (Abut. & Pile) & provided for auditing.

FOR INFORMATION ONLY

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
1964 EXISTING STRUCTURE PLANS
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
SN 099-0143 (E)
SCALE _____ DRAWN BY _____
DATE AUGUST 17, 2007 CHECKED BY _____

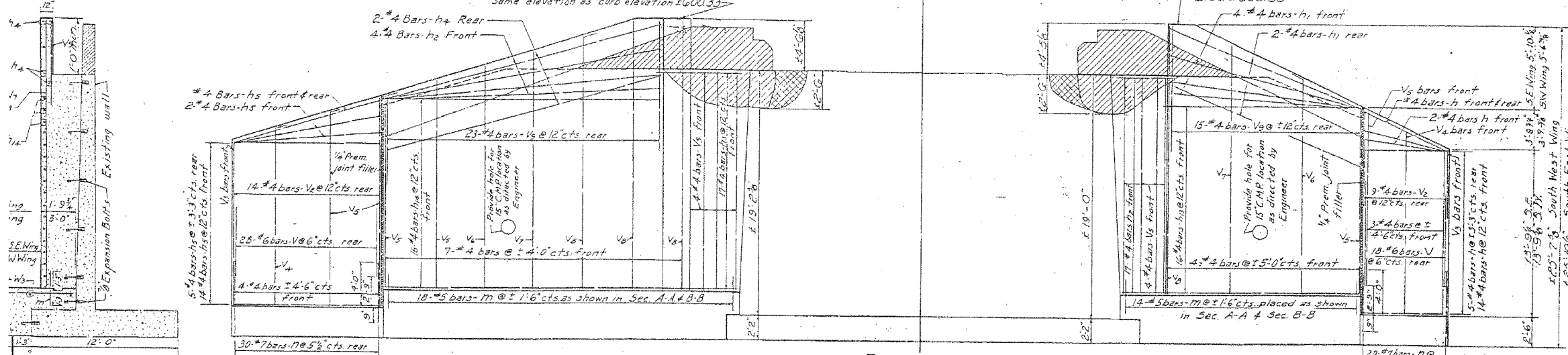
FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	99
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FAP 338 (ILL. RTE. 59)		

atched areas show the portions of the existing structure which shall be removed by the contractor. Exposed steel shall be cut off. The work shall be paid for per cu. yd. as its removal. Estimated 62 cu. yd.
 hatched area indicates portions of existing structure to be removed and then grouted as directed by the engineer.

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

DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11/23/59	114BY	WILL	14	9
7 SHEETS				

holes to be placed as directed by the engineer.

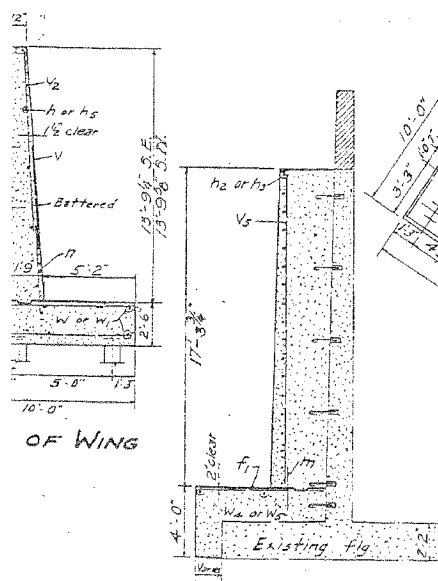


SECTION B-B

ELEVATION SHOWING REINFORCEMENT IN FRONT & REAR FACES

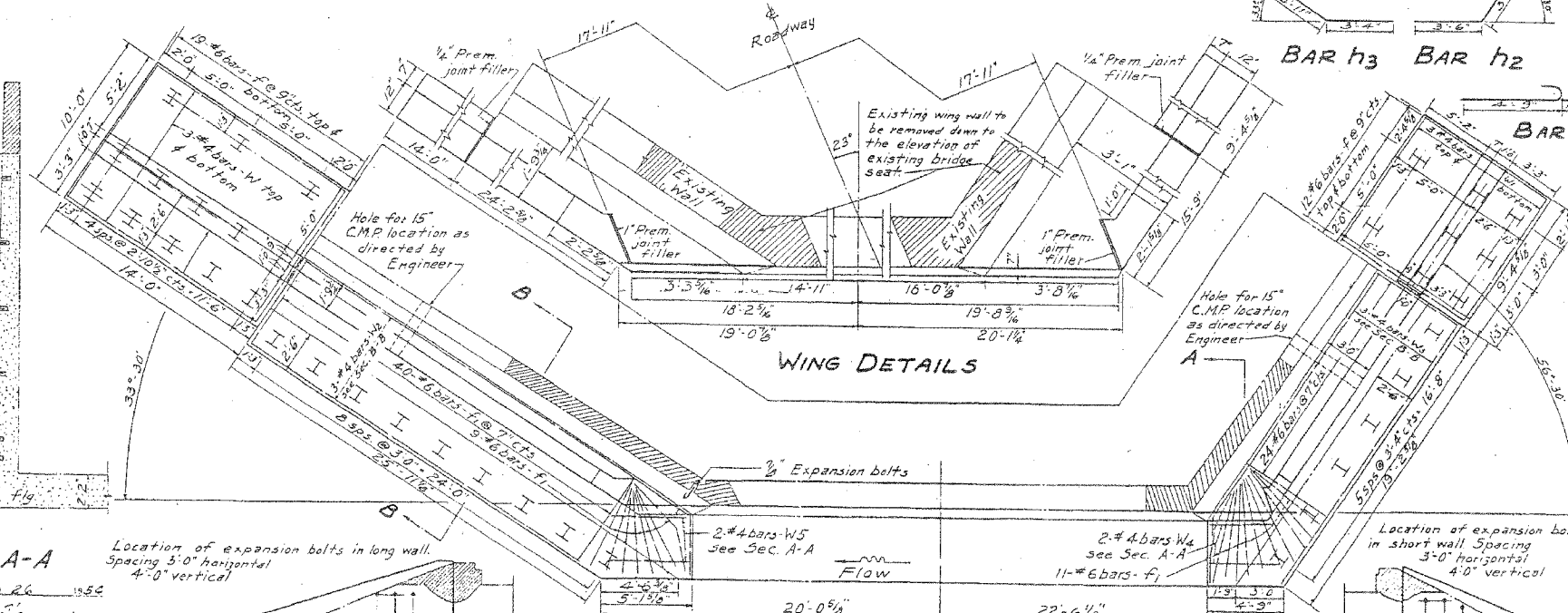
BILL OF MATERIAL

Bar No.	Size	Length	Shape
f	#6	9'-6"	
f1	#6	5'-9"	
h	#4	9'-0"	
h1	#4	15'-6"	
h2	#4	7'-4"	
h3	#4	7'-3"	
h4	#4	23'-6"	
h5	#4	13'-9"	
h6	#4	13'-0"	
h7	#4	21'-9"	
V	#6	5'-9"	
V2	#4	10'-3"	
V3	#4	13'-9"	
V4	#4	15'-0"	
V5	#4	10'-9"	
V6	#4	16'-3"	
V7	#4	19'-3"	
V8	#4	21'-0"	
V9	#4	6'-0"	
W	#4	13'-6"	
W1	#4	9'-0"	
W2	#4	24'-0"	
W3	#4	19'-0"	
W4	#4	4'-3"	
W5	#4	4'-9"	
M	#5	2'-6"	
N	#7	5'-7"	



SECTION A-A

Location of expansion bolts in long wall. Spacing 3'-0" horizontal 4'-0" vertical



WING DETAILS

PLAN

PILE DATA
 Type steel H piles 8"BF36
 Est length 10'-0"
 No required 36

SOUTH ABUTMENT
 S.B.I. ROUTE 59 SEC. 114 BY
 WILL COUNTY
 STATION 2836+55

DESIGNED	DATE	EXAMINED	DATE
James A. Boudreau	Jan 26 1959	W.B. Swanson	
CHECKED	DATE	PASSED	DATE
M.A. Ruppel			
BY	DATE	APPROVED	DATE
D.A.P.		R.P. Boudreau	
CHECKED	DATE		
M.A.D.			

12/24 Changed vertical dimensions (Piles, & Wings) & provided for same.

FOR INFORMATION ONLY

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT NO. 1 SCHAUMBURG
 1964 EXISTING STRUCTURE PLANS
 FAP ROUTE 338 SECTION 114 BY-R-1
 WILL COUNTY
 SN 099-0143 (E)

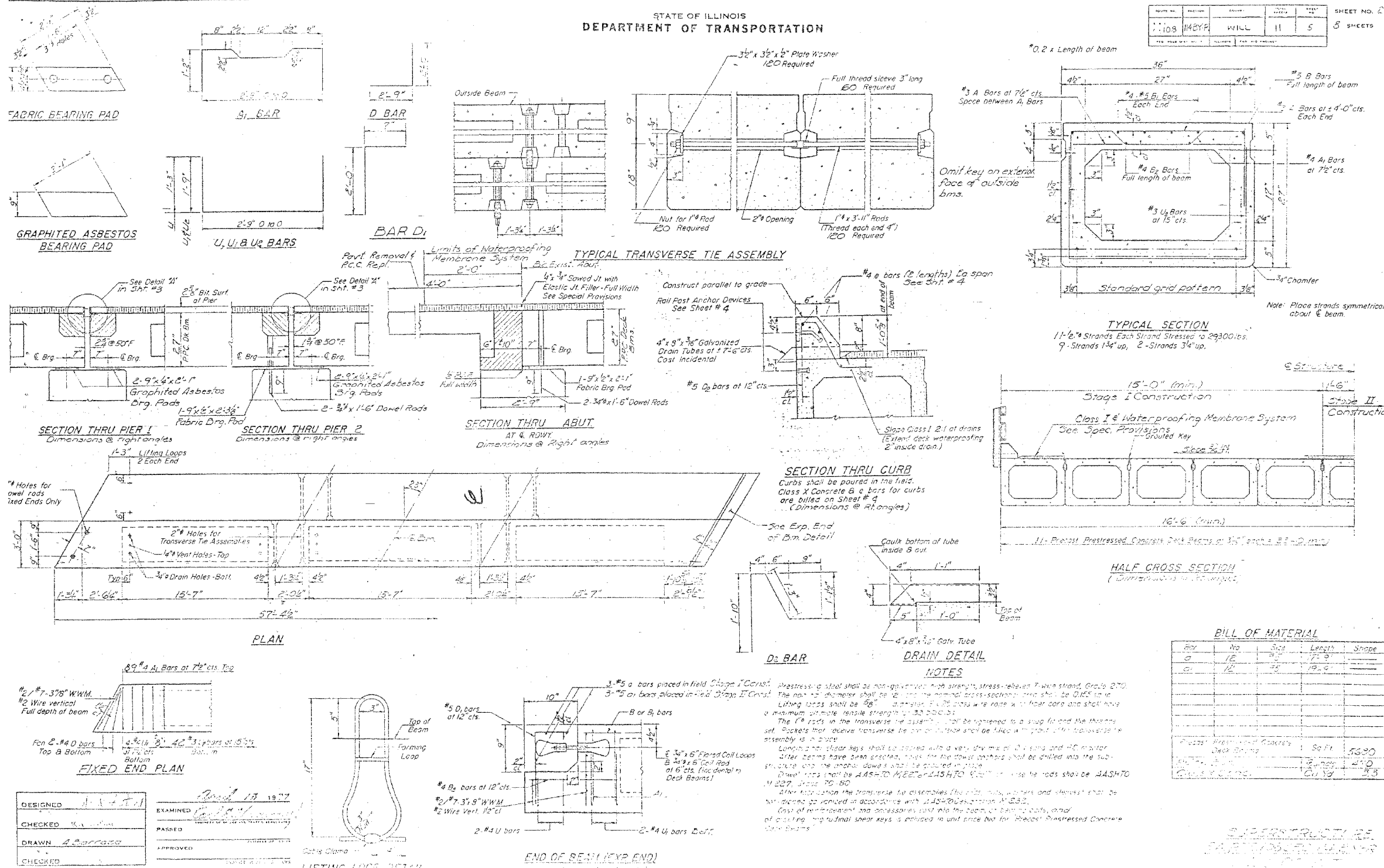
SCALE _____ DRAWN BY _____
 DATE AUGUST 17, 2007 CHECKED BY _____

FAP DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	114 BY-R-1	WILL	139	100
STA.	TO STA.			
FED. ROAD DIST. NO.	BLDG. NO.	FAP 338 (IL RTE. 59)		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NO. 108	114 BY-R-1	WILL	11	5
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SHEET NO. 2
8 SHEETS



FOR INFORMATION ONLY

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT NO. 1 SCHAUMBURG
1977 EXISTING STRUCTURE PLANS
FAP ROUTE 338 SECTION 114 BY-R-1
WILL COUNTY
SN 099-0143 (E)

SCALE _____ DRAWN BY _____
DATE AUGUST 17, 2007 CHECKED BY _____