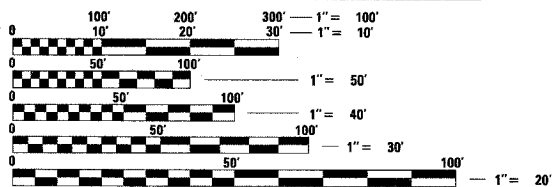


IDOT ASSOCIATE FIELD ENGINEER: JESSICA FELICIANO 847-705-4487

| DESCRIPTION | INDEX OF SHEETS | SHEET NO. |
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PROJECT LOCATED IN CITY OF OAKBROOK TERRACE



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.

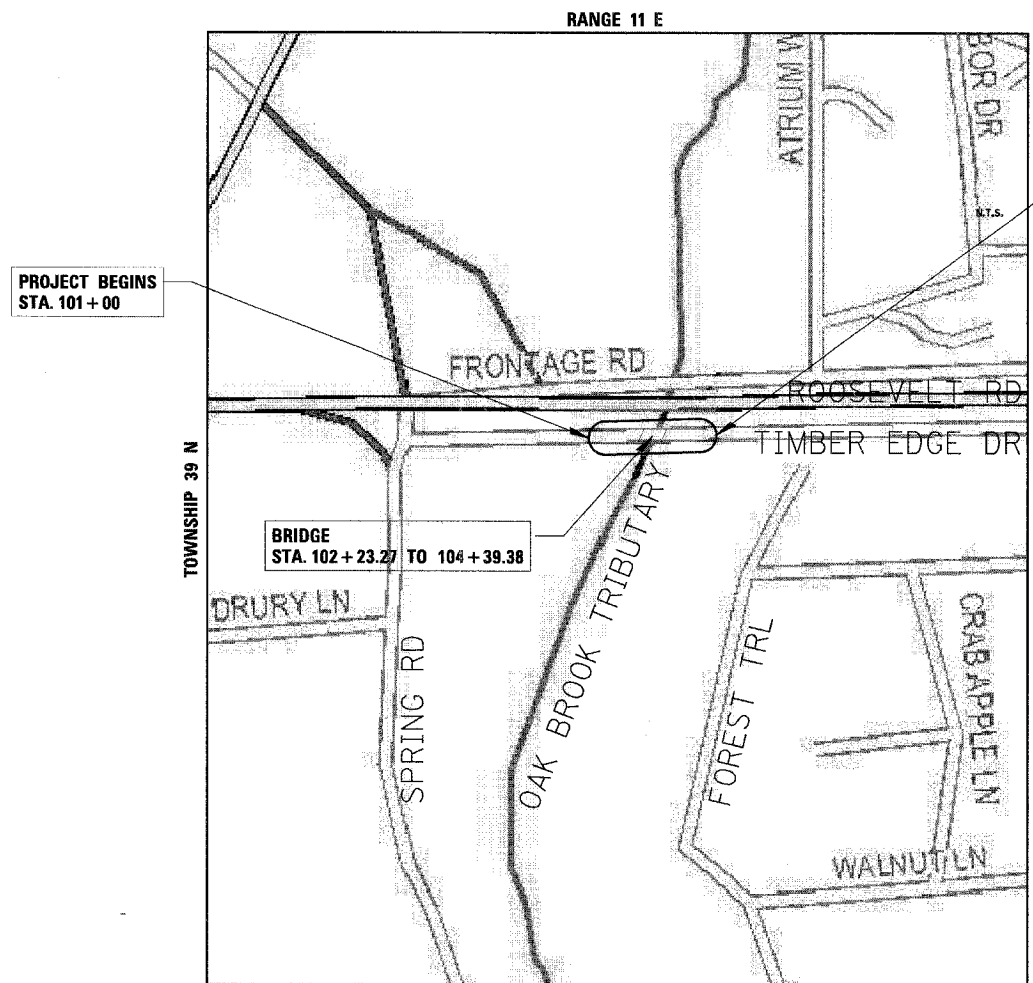
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

CONTRACT NO. 83965

CB **CHRISTOPHER B. BURKE** ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018 (847) 823-0500

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

**TIMBER EDGE DRIVE
FROM STA. 101+00 TO STA. 105+00
PAVEMENT RECONSTRUCTION AND
BRIDGE SUB AND SUPERSTRUCTURE RECONSTRUCTION
OVER OAK BROOK TRIBUTARY
L.A. SECTION No. 03-00019-00-BR
PROJECT No. BH05-0043 (018)
CITY OF OAKBROOK TERRACE
DUPAGE COUNTY
C-91-184-03**

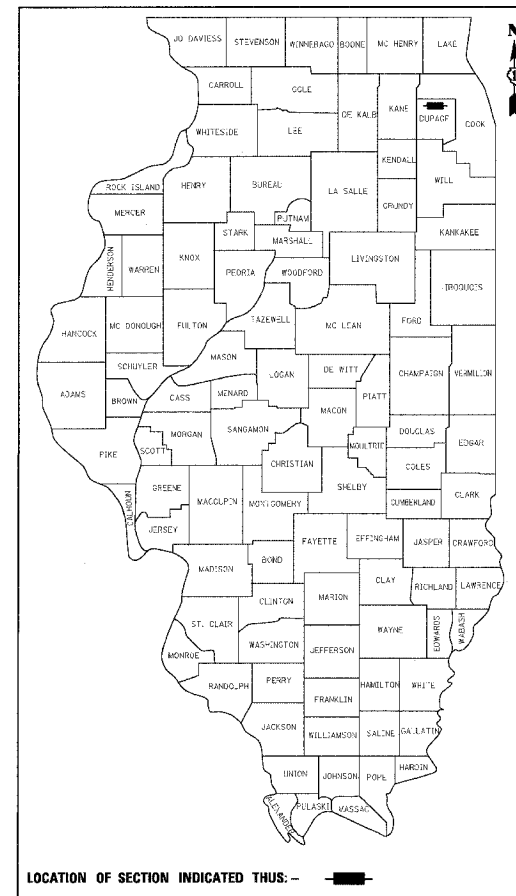


LOCATION MAP
N.T.S.

GROSS LENGTH OF PROJECT = 400 ft. (0.08 mi.)
NET LENGTH OF PROJECT = 400 ft. (0.08 mi.)

| | | | | |
|-----------------------|----------------|----------|------------------|-----------|
| F.A.D. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| -- | 03-00019-00-BR | DUPAGE | 35 | 1 |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |

CONTRACT NO. 83965



LOCATION OF SECTION INDICATED THUS: - [black rectangle]

PROJECT ENDS
STA. 105+00

PROJECT BEGINS
STA. 101+00

TRAFFIC DATA (TIMBER EDGE DRIVE)
ADT (YEAR) = 3,000 (2005)
ADT (YEAR) = 4,000 (2030)
SPEED LIMIT = 30 MPH

DESIGN DESIGNATION: LOCAL

BRIDGE INFORMATION:
EXISTING STRUCTURE No. 022-0027
REMOVE EXISTING 3 SPAN STEEL GIRDER
SUPERSTRUCTURE AND SUBSTRUCTURE.

PROPOSED STRUCTURE No. 022-6000
CONSTRUCT 3 SPAN COMPOSITE STEEL
STRINGER SUPERSTRUCTURE ON INTEGRAL
ABUTMENTS AND SOLID WEB PIERS



August 31, 2007
[Signature]
LEE M. FELL
ILLINOIS REGISTRATION No. 062-053708
EXPIRATION DATE 11/30/07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED August 21, 2007
[Signature]
Michele Marie Bourke
CITY ADMINISTRATOR
CITY OF OAKBROOK TERRACE

PASSED SEPTEMBER 13, 2007
[Signature]
CHESTER HOLT
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW
Sept 13, 2007
[Signature]
Diane O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS
REGION ONE ENGINEER

| | | | | |
|-----------------------|----------------|----------|------------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| -- | 03-00019-00-BR | DUPAGE | 35 | 2 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |

GENERAL NOTES

UTILITIES

THE APPROXIMATE LOCATIONS OF EXISTING UTILITIES ARE SHOWN ON THE DRAWINGS ACCORDING TO INFORMATION OBTAINED FROM UTILITY COMPANIES AND SURVEYS, HOWEVER, THE VILLAGE OF OAKBROOK TERRACE DOES NOT GUARANTEE THE COMPLETENESS OR ACCURACY OF THE INFORMATION REGARDING UTILITIES, EITHER PUBLIC OR PRIVATE SUCH AS SEWERS, GAS AND WATER MAINS, TELEPHONE AND ELECTRICAL DUCT LINES, MANHOLES, CATCH BASINS, AND SIMILAR STRUCTURES. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION OPERATIONS AND REPORT TO THE ENGINEER OMISSIONS AND DIFFERENCES FROM THE LOCATIONS SHOWN ON THE DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER, THE VILLAGE AND THE UTILITY OWNER.

BEFORE STARTING ANY EXCAVATING, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE AND GAS FACILITIES AND THE VILLAGE OF OAKBROOK TERRACE PUBLIC WORKS DEPT. FOR FIELD LOCATIONS OF BURIED WATER AND STORM FACILITIES (48-HOUR ADVANCE NOTIFICATION IS REQUIRED).

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

STORM SEWER

WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS, AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.

WATER MAIN

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS WITHOUT PRIOR AUTHORIZATION FROM THE VILLAGE PUBLIC WORKS DEPARTMENT. UNAUTHORIZED USE SHALL SUBJECT THE OFFENDER TO ARREST AND PROSECUTION.

MISCELLANEOUS

DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

ALL SAWCUTTING SHALL BE INCIDENTAL TO REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

RELOCATING EXISTING SIGNS: EXISTING SIGNS WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE REMOVED AND REINSTALLED UPON COMPLETION OF CONFLICTING IMPROVEMENTS IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.

POLLUTION CONTROL: THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION, CONSTRUCTION OPERATIONS SHALL BE CONFINED TO THE PERIOD BEGINNING AT 7:00 A.M. AND ENDING AT 6:00 P.M. WEEKDAYS, 8:00 A.M. TO 4:00 P.M. SATURDAY, AND NO WORK SHALL BE PERFORMED ON SUNDAYS OR HOLIDAYS PER VILLAGE ORDINANCE. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS TO INSURE TRAFFIC MAINTENANCE, SURFACE DRAINAGE, ETC. THROUGHOUT THE DURATION OF THE CONSTRUCTION PERIOD IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF OAKBROOK TERRACE, AND ANY OTHER GOVERNING AGENCIES. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ADJUTING PROPERTY, UTILITIES, PEDESTRIANS AND VEHICULAR TRAFFIC. NO BURNING OR INCINERATION OF RUBBISH WILL BE PERMITTED ON SITE.

DO NOT SCALE DRAWINGS IF COORDINATES AND DIMENSIONS ARE GIVEN. THE PROPOSED GRADING ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADE, ALLOW FOR THE THICKNESS OF TOPSOIL AS SHOWN. THE CONTRACTOR IS ADVISED THAT MUD AND DEBRIS MUST NOT BE DEPOSITED ON THE ADJACENT ROADWAYS, ANY DIRT AND DEBRIS ACCUMULATED ON THE PAVEMENT SHALL BE CLEANED BY THE CONTRACTOR WITHIN FOUR (4) HOURS OF THE INCIDENT OR HE WILL BE BACK CHARGED AT THE RATE OF \$500.00 PER INCIDENT PLUS THE COST OF THE VILLAGE'S FORCES TO COMPLETE THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO CORRECT DAMAGE AT HIS OWN EXPENSE THE GRADING AND CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL NOT CAUSE PONDING OF STORM WATER.

PROJECT UTILITY CONTACTS

COMMONWEALTH EDISON
2 LINCOLN CENTER
OAKBROOK TERRACE, IL 60181
ATTN: TOM STUTZMAN
TEL: 630-437-2236
SENT: 5/18/07
COMMENTS: NO CONFLICTS ANTICIPATED

COMCAST
688 INDUSTRIAL DRIVE
ELMHURST, IL 60126
ATTN: MARY STEFAN
TEL: 630-600-6346
SENT: 5/18/07
COMMENTS: NO CONFLICTS ANTICIPATED

NICOR GAS
1844 FERRY ROAD
NAPERVILLE, IL 60563
ATTN: CONSTANCE LANE
TEL: 630-983-8676 (Ext. 2362)
SENT: 5/18/07
COMMENTS: NO CONFLICTS ANTICIPATED

AT&T (SBC)
1000 COMMERCE DRIVE FLOOR 2
OAK BROOK, IL 60523
ATTN: TOM FOLLIN
TEL:
SENT: 5/18/07
COMMENTS:

AT&T
301 WHALEY ST. ROOM 403
LONGVIEW, TX 75601
ATTN: LLOYD MAGOWN
TEL:
SENT: 5/18/07
COMMENTS:

XO ILLINOIS, INC.
7001 FRONTAGE ROAD
BURR RIDGE, IL 60527
ATTN: GLEN LUEHRSEN
TEL:
SENT: 5/18/07
COMMENTS:

HIGHWAY STANDARDS

| | |
|-----------|--|
| 000001-04 | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS |
| 280001-03 | TEMPORARY EROSION CONTROL SYSTEMS |
| 630001-07 | STEEL PLATE BEAM GUARDRAIL |
| 701321-08 | LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER |
| 701501-03 | URBAN LANE CLOSURE, 2L, 2W UNDIVIDED |
| 701701-04 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 702001-06 | TRAFFIC CONTROL DEVICES |
| 780001-01 | TYPICAL PAVEMENT MARKINGS |
| 631031-02 | TRAFFIC BARRIER TERMINAL, TYPE L |

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| DATE | BY | REVISIONS |
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 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

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| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION GENERAL NOTES SCALE: N.T.S. DATE 8/24/2007 |
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| NAME | DATE | |
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SUMMARY OF QUANTITIES

| Item | Items | Unit | 1000-2A QUANTITY | X071-2A QUANTITY | TOTAL QUANTITY |
|----------|--|-------|------------------|------------------|----------------|
| 20200100 | EARTH EXCAVATION | CU YD | 320 | 0 | 320 |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 146 | 0 | 146 |
| 20700400 | POROUS GRANULAR EMBANKMENT, SPECIAL | CU YD | 0 | 100 | 100 |
| 20700420 | POROUS GRANULAR EMBANKMENT, SUBGRADE | CU YD | 68 | 0 | 68 |
| 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 690 | 0 | 690 |
| 25000300 | SEEDING, CLASS 3 | ACRE | 0.32 | 0 | 0.32 |
| 25100630 | EROSION CONTROL BLANKET | SQ YD | 1020 | 0 | 1020 |
| 25200200 | SUPPLEMENTAL WATERING | UNIT | 45 | 0 | 45 |
| 28000255 | TEMPORARY EROSION CONTROL SEEDING | ACRE | 0.32 | 0 | 0.32 |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 900 | 0 | 900 |
| 28100707 | STONE DUMPED RIPRAP, CLASS A4 | SQ YD | 0 | 190 | 190 |
| 31101200 | SUB-BASE GRANULAR MATERIAL, TYPE B 4" | SQ YD | 562 | 0 | 562 |
| 40600100 | BITUMINOUS MATERIALS (PRIME COAT) | GAL | 57 | 0 | 57 |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 1.5 | 0 | 1.5 |
| 40603080 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | TON | 114 | 0 | 114 |
| 40603310 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 | TON | 49 | 0 | 49 |
| 42001165 | BRIDGE APPROACH PAVEMENT | SQ YD | 220 | 0 | 220 |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 597 | 0 | 597 |
| 44000700 | APPROACH SLAB REMOVAL | SQ YD | 200 | 0 | 200 |
| 48300400 | PORTLAND CEMENT CONCRETE SHOULDERS 9" | SQ YD | 230 | 0 | 230 |
| 50100100 | REMOVAL OF EXISTING STRUCTURES | EACH | 0 | 1 | 1 |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 0 | 320 | 320 |
| 50300225 | CONCRETE STRUCTURES | CU YD | 0 | 183 | 183 |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 0 | 201 | 201 |
| 50300260 | BRIDGE DECK GROOVING | SQ YD | 0 | 520 | 520 |
| 50300300 | PROTECTIVE COAT | SQ YD | 0 | 710 | 710 |
| 50500105 | FURNISHING AND ERECTING STRUCTURAL STEEL | L SUM | 0 | 1 | 1 |
| 50500505 | STUD SHEAR CONNECTORS | EACH | 0 | 2595 | 2595 |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 0 | 57780 | 57780 |
| 63100085 | TRAFFIC BARRIER TERMINAL, TYPE L | EACH | 4 | 0 | 4 |

| Item | Items | Unit | 1000-2A QUANTITY | X071-2A QUANTITY | TOTAL QUANTITY |
|------------|--|-------|------------------|------------------|----------------|
| 50800515 | BAR SPLICERS | EACH | 0 | 64 | 64 |
| 51100100 | SLOPE WALL 4 INCH | SQ YD | 0 | 210 | 210 |
| 51201400 | FURNISHING STEEL PILES HP10X42 | FOOT | 0 | 575 | 575 |
| 51201600 | FURNISHING STEEL PILES HP12X53 | FOOT | 0 | 535 | 535 |
| 51202305 | DRIVING PILES | FOOT | 0 | 1110 | 1110 |
| 51203400 | TEST PILE STEEL HP10X42 | EACH | 0 | 2 | 2 |
| 51203600 | TEST PILE STEEL HP12X53 | EACH | 0 | 2 | 2 |
| 51204650 | PILE SHOES | EACH | 0 | 20 | 20 |
| 51500100 | NAME PLATES | EACH | 0 | 1 | 1 |
| 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 0 | 72 | 72 |
| 60109580 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 0 | 128 | 128 |
| * 63000000 | STEEL PLATE BEAM GUARD RAIL, TYPE A | FOOT | 137 | 0 | 137 |
| 63200310 | GUARDRAIL REMOVAL | FOOT | 47 | 0 | 47 |
| 67100100 | MOBILIZATION | L SUM | 1 | 0 | 1 |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 | 0 | 1 |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | 0 | 1 |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 | 0 | 1 |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 400 | 0 | 400 |
| * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 305 | 0 | 305 |
| * 78005110 | EPOXY PAVEMENT MARKING - LINE 4" | FOOT | 435 | 0 | 435 |
| X0322671 | STABILIZED CONSTRUCTION ENTRANCE | SQ YD | 385 | 0 | 385 |
| X0323080 | DRAINAGE SCUPPERS, DS-12 | EACH | 0 | 4 | 4 |
| X067107 | SILT CURTAIN | FOOT | 185 | 0 | 185 |
| Z0001040 | AGGREGATE SUBGRADE 8" | SQ YD | 850 | 0 | 850 |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 0 | 1 |
| Z0076600 | TRAINEES | hour | 500 | 0 | 500 |
| XX066339 | FENCE TO BE REMOVED AND REPLACED | FOOT | 40 | 0 | 40 |
| XX067093 | STRAW BALE BARRIER PLAN | FOOT | 200 | 0 | 200 |
| X5020501 | UNDERWATER STRUCTURE EXCAVATION PROTECTION, LOCATION 1 | EACH | 0 | 1 | 1 |
| X5020502 | UNDERWATER STRUCTURE EXCAVATION PROTECTION, LOCATION 2 | EACH | 0 | 1 | 1 |

△ Y080

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 Rosemont, Illinois 60018
 (847) 823-0500

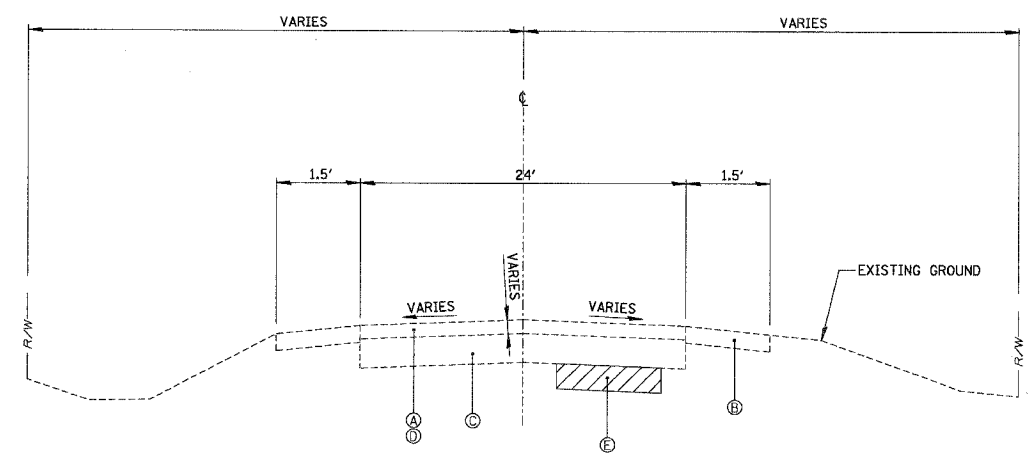
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PLAN
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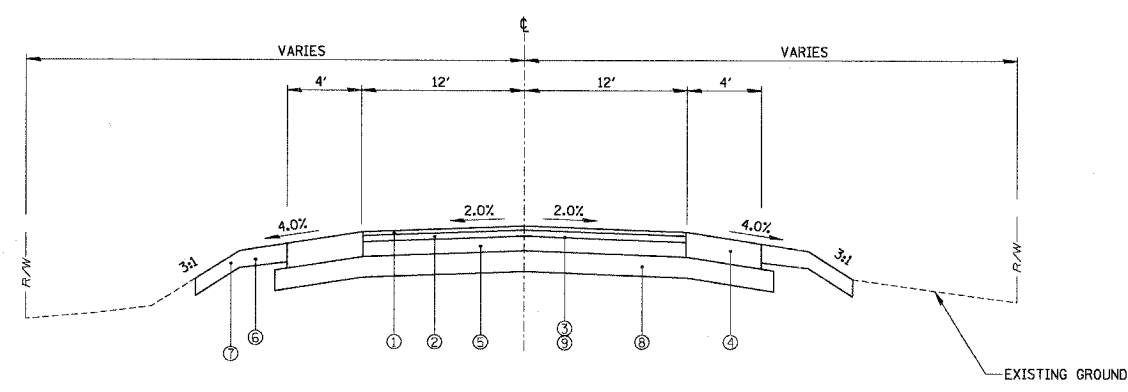
| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION |
|-----------------|---------------|--|
| NAME | DATE | |
| | | TIMBER EDGE DRIVE SUMMARY OF QUANTITIES |
| | | |
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| SCALE: N.T.S. | DRAWN BY: BEH | CHECKED BY: LMF |
| DATE: 8/24/2007 | | |

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| P.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| -- | 03-00019-00-BR | DUPAGE | 35 | 4 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

CONTRACT NO. 83965



EXISTING TYPICAL SECTION
 TIMBER EDGE DRIVE (STA. 101+00 - STA. 102+23.27)
 BRIDGE OMISSION (STA. 102+23.27 - STA. 104+39.39)
 TIMBER EDGE DRIVE (STA. 104+39.39 - STA. 105+00)



PROPOSED TYPICAL SECTION
 TIMBER EDGE DRIVE (STA. 101+00 - STA. 102+23.27)
 BRIDGE OMISSION (STA. 102+23.27 - STA. 104+39.39)
 TIMBER EDGE DRIVE (STA. 104+39.39 - STA. 105+00)

LEGEND:

EXISTING:

- Ⓐ EXISTING PAVEMENT
- Ⓑ EXISTING SHOULDER
- Ⓒ EXISTING BASE COURSE
- Ⓓ PAVEMENT REMOVAL
- Ⓔ PROPOSED POROUS GRANULAR EMBANKMENT, SUBGRADE UNDERCUTTING (PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL)

PROPOSED:

- ① PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
- ② PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"
- ③ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ④ PROPOSED PORTLAND CEMENT CONCRETE SHOULDER, 9"
- ⑤ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑥ TOPSOIL FURNISH AND PLACE, 4"
- ⑦ SEEDING, CLASS 3
- ⑧ AGGREGATE SUBGRADE, 8"
- ⑨ PROPOSED AGGREGATE PRIME COAT

| HOT-MIX ASPHALT MIXTURE REQUIREMENTS | | |
|--|-----------|-----------|
| ITEM | AC-TYPE | VOIDS |
| HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50 - IL 9.5 mm | PG 64-22 | 4%±50GYR. |
| HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | PG 64-22* | 4%±50GYR. |

NOTE:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
- 2.* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.
3. ALL WORK INCLUDING SOD MUST BE COMPLETED AND APPROVED BY ENGINEER PRIOR TO FINAL SURFACE LIFT OF ASPHALT.
4. POROUS GRANULAR EMBANKMENT, SUBGRADE HAS BEEN PROVIDED TO REPLACE SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. IF UNSUITABLE SOILS ARE ENCOUNTERED THE SOILS SHALL BE REMOVED AND REPLACED WITH PGES. THE REMOVAL AND REPLACEMENT AREA SHALL EXTEND TO 12 INCHES BEYOND THE EDGE OF PAVEMENT AND COME UP AT A 1:1 SLOPE TO EXISTING GROUND SURFACE. THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL."

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

CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

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

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

**TIMBER EDGE DRIVE
 TYPICAL SECTIONS**

SCALE: N.T.S.
 DATE: 8/24/2007

DRAWN BY: BEH
 CHECKED BY: LMF

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|-----------------------|----------------|------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| -- | 03-00019-00-BR | DUPAGE | 35 | 5 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

CONTRACT NO. 83965

PROFILE
 DATE: _____
 BY: _____
 CHECKED BY: _____
 DATE: _____
 NO. OF MAY CHECKED: _____
 CAD FILE NAME: _____

CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

PROFILE
 DATE: _____
 BY: _____
 CHECKED BY: _____
 DATE: _____
 NO. OF MAY CHECKED: _____
 CAD FILE NAME: _____

EARTHWORK SCHEDULE

| STATION | EARTH EXCAVATION** (CY) | EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (15%) (CY) | EMBANKMENT (CY) | EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CY) |
|-----------------------|----------------------------|---|--------------------|---|
| WEST OF BRIDGE | | | | |
| 101+00.00 | 0.0 | 0.0 | 0.0 | 0.0 |
| 101+50.00 | 96.8 | 82.2 | 6.8 | 75.5 |
| 102+00.00 | 90.9 | 77.3 | 4.3 | 73.0 |
| 102+23.27 | 33.8 | 28.7 | 4.7 | 24.0 |
| SUBTOTAL | 221.5 | 188.2 | 15.8 | 172.5 |
| EAST OF BRIDGE | | | | |
| 104+39.38 | 0.0 | 0.0 | 0.0 | 0.0 |
| 104+50.00 | 8.4 | 7.1 | 15.7 | -8.6 |
| 105+00.00 | 87.9 | 74.7 | 44.2 | 30.5 |
| SUBTOTAL | 96.2 | 81.8 | 59.9 | 21.9 |
| TOTAL | 317.7 | 270.1 | 75.6 | 194.4 |

** WILL BE PAID FOR AS EARTH EXCAVATION

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

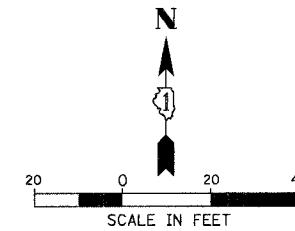
EARTHWORK SCHEDULE

SCALE: N.T.S. DRAWN BY: BEH

DATE: 8/24/2007 CHECKED BY: LMF

| HORIZONTAL CONTROL POINTS | | | | | | |
|---------------------------|--------------|-------------|-----------|-------------|-----------|-----------|
| CP NO. | NORTHING (Y) | EASTING (X) | ELEVATION | DESCRIPTION | STATION | OFFSET |
| CP-IP | 102,428.96 | 103,036.86 | 664.02 | IP | 100+00.00 | 16.81' LT |
| CP-XCUT | 102,443.86 | 103,342.88 | 655.20 | XCUT | 102+92.42 | 30.17' LT |
| CP-PK | 102,398.01 | 103,351.77 | 664.26 | PK | 103+01.02 | 15.74' RT |

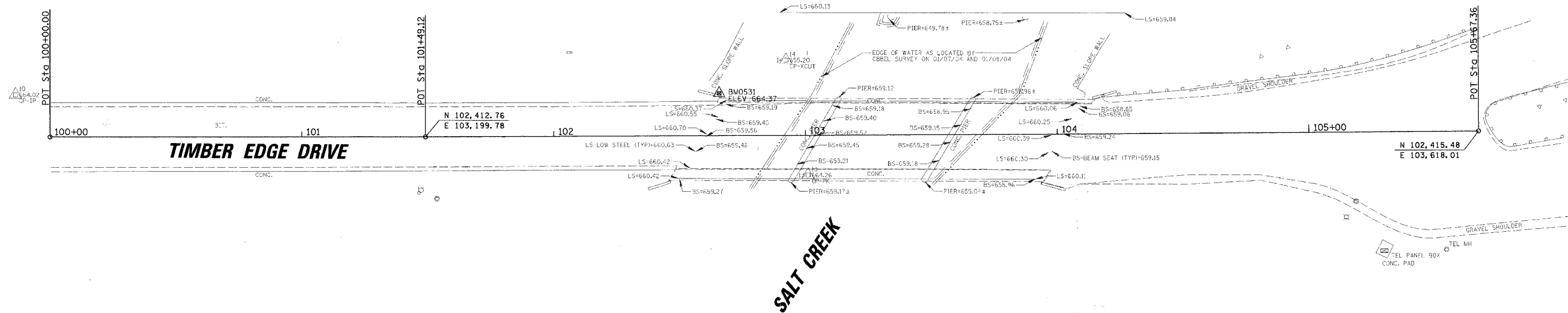
| ELEVATION BENCHMARKS | | |
|----------------------|--|--------|
| DATUM: FEMA | | |
| NO. | DESCRIPTION | ELEV. |
| BM0531 | BRONZE DISK ON NW CORNER OF CONCRETE BRIDGE FOR FRONTAGE ROAD OVER SALT CREEK | 664.37 |
| OSBM2 | SQUARE CUT SET ON CONC BASE OF LIGHT STANDARD ON THE EAST SIDE OF SPRING ROAD IN FRONT OF ENTRANCE OF OAKBROOK TERRACE TOWER EQUITY OFFICE | 665.29 |
| RM2 | A CROSS CUT IN TOP OF SOUTHERLY END OF WESTERLY CONCRETE HEADWALL OF CULVERT FOR SPRING ROAD TRIBUTARY UNDER STATE ROUTE 83, ABOUT 150 FEET SOUTHERLY OF CENTERLINE OF NORTHERLY ENTRANCE TO OAK BROOK SHOPPING CENTER | 672.85 |



DATE: _____ BY: _____
 SURVEYED: _____
 PLOTTED: _____
 CHECKED: _____
 CADD FILE NAME: _____

PLAN NO. _____
 CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

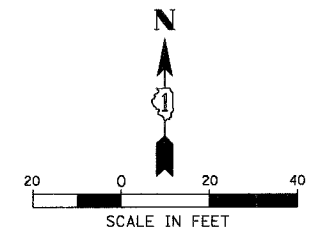
PROJECT: _____ DATE: _____
 PLOTTED: _____ BY: _____
 CHECKED: _____
 STRUCTURE NOTATION: _____



| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
ALIGNMENT, TIES AND BENCHMARKS
 SCALE: 20'
 DATE 8/24/2007
 DRAWN BY: BEH
 CHECKED BY: LMF

| | | | | |
|-----------------------|---------|---------------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 03-00019-00-BR | DUPAGE | | 35 | 7 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 83965 | | | | |



| | | | |
|------------|----|------|----|
| DATE | BY | DATE | BY |
| | BT | | |
| PLotted | BY | DATE | BY |
| CHECKED | | | |
| RT. OF WAY | | | |
| CHECKED | | | |
| NO. | | | |

PROF. FILE

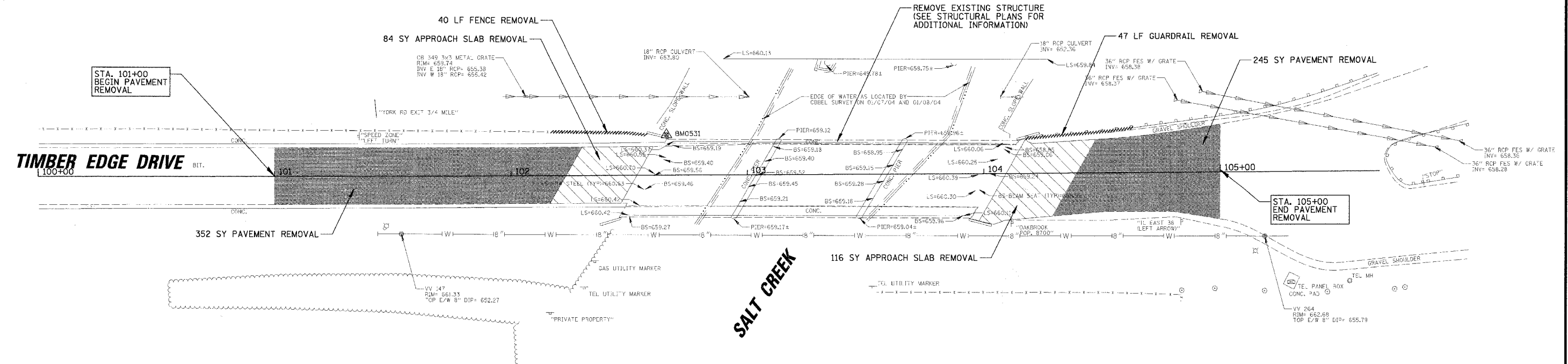
| | |
|-----------|------|
| REVISIONS | DATE |
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NOTE BOOK NO.

| | |
|------|----|
| DATE | BY |
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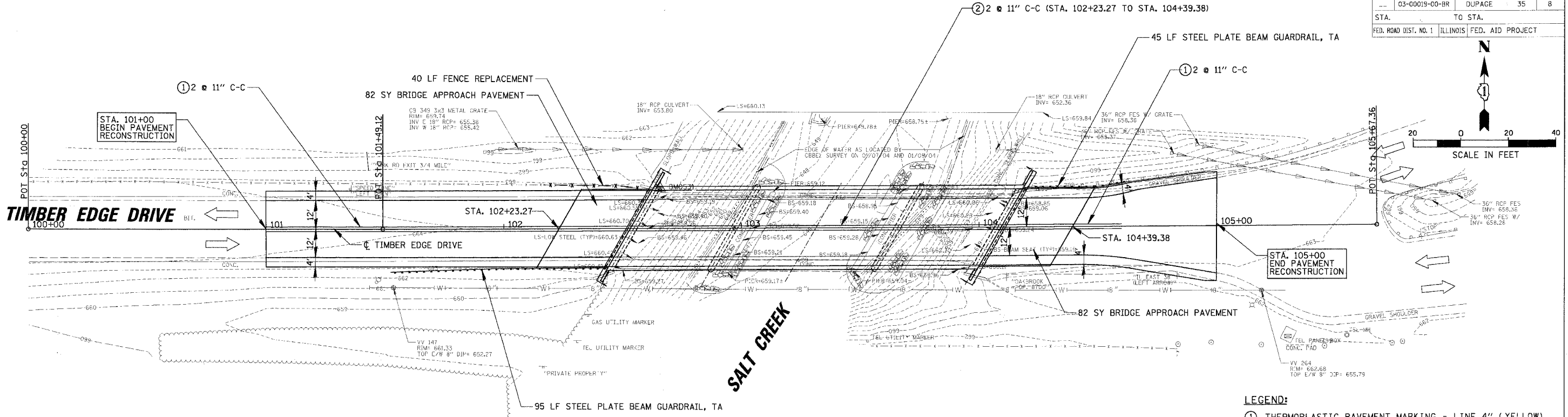
NO.

CHRISTOPHER B. BURKE ENGINEERING LTD. PLAN
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500



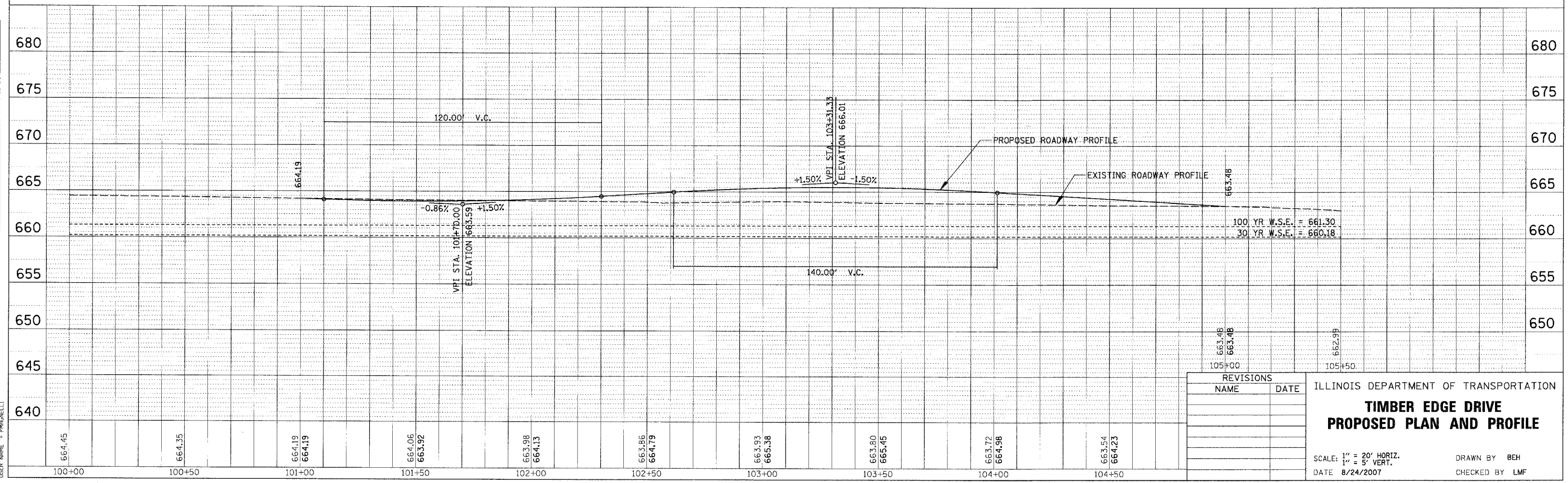
| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION | |
|-----------|------|--|--|
| NAME | DATE | EXISTING CONDITIONS AND REMOVAL PLAN SCALE: 20' DATE: 8/24/2007 DRAWN BY: BEH CHECKED BY: LMF | |
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|---|---------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 03-00019-00-BR | DUPAGE | 35 | 8 | |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



NOTE:
SINCE THE CROSS-SLOPES DIFFER BETWEEN THE ROADWAY AND THE APPROACH PAVEMENT, THERE MUST BE A TRANSITION NEAR STA. 102+23.27 AND STA. 104+39.38

- LEGEND:**
- ① THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW)
 - ② EPOXY PAVEMENT MARKING - LINE 4" (YELLOW)



| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TIMBER EDGE DRIVE
PROPOSED PLAN AND PROFILE**

SCALE: 1" = 20' HORIZ.
1" = 5' VERT.
DATE 8/24/2007

DRAWN BY BEH
CHECKED BY LMF

| | |
|----|------|
| BY | DATE |
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| BY | DATE |
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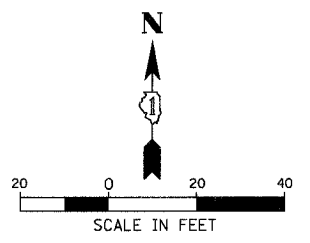
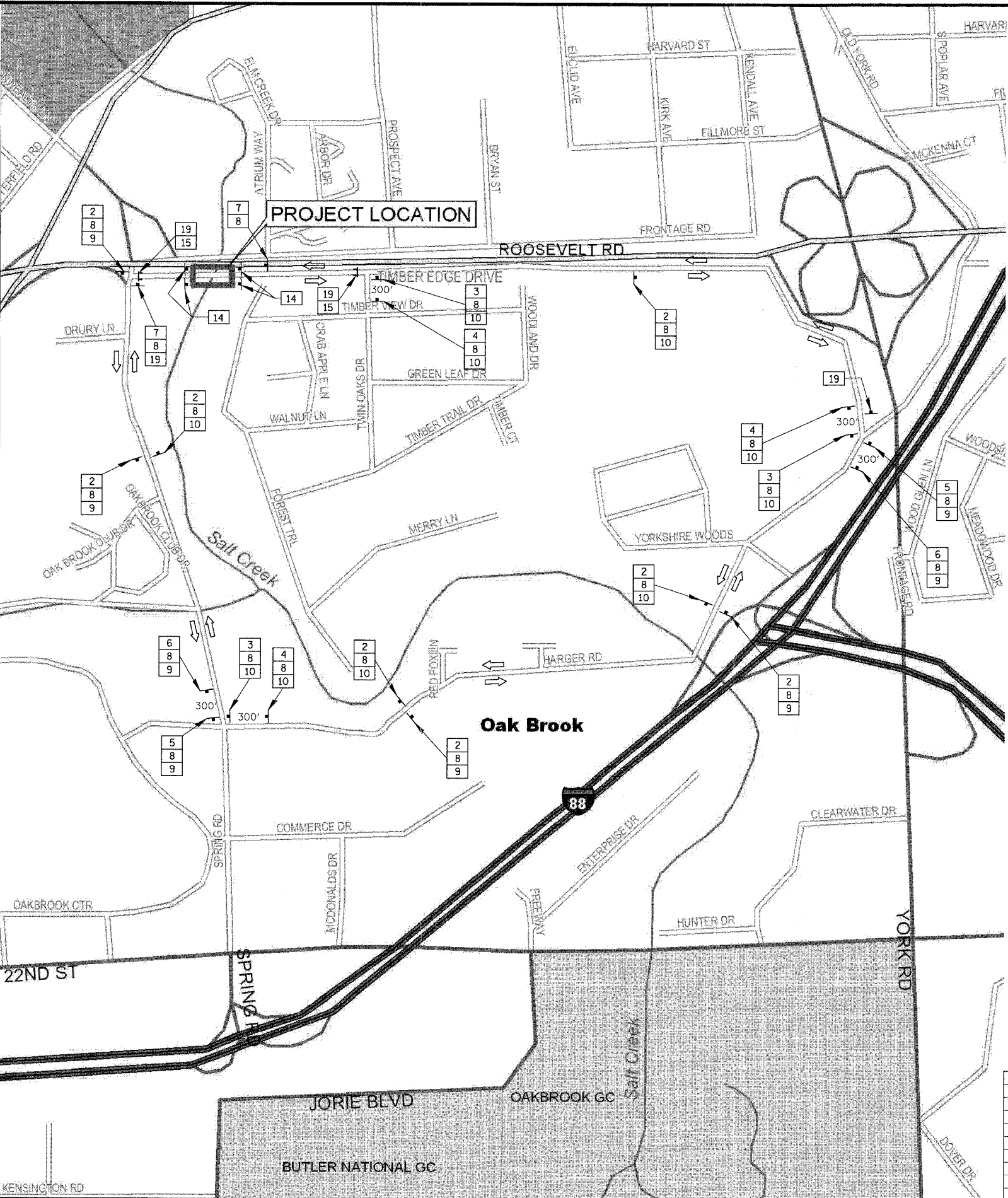
PLOT DATE = 8/24/2007
PLOT SCALE = 1" = 20' HORIZ. 1" = 5' VERT.
USER NAME = PMADELLI

DATE: _____ BY: _____
 CHECKED: _____
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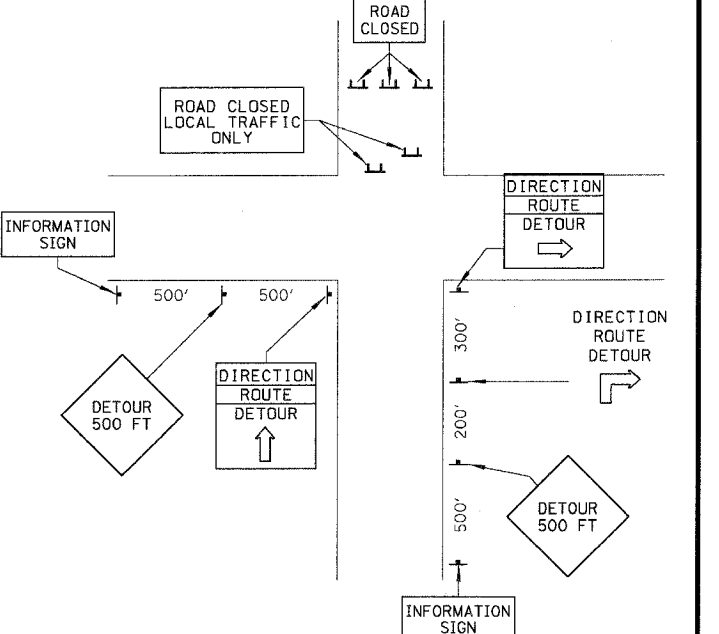
CHRISTOPHER B. BURKE ENGINEERING LTD. PLAN
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

SCHEDULE OF SIGNS

| SIGN NO. | SIGN TYPE | QUANTITY |
|----------|-----------------------------|----------|
| 1 | W20-2 (0) 48 | 0 |
| 2 | M4-9 (0) 30 21 | 8 |
| 3 | M4-9 R (0) 30 21 | 3 |
| 4 | M4-9 R (0) 30 21 | 3 |
| 5 | M4-9 L (0) 30 21 | 2 |
| 6 | M4-9 L (0) 30 21 | 2 |
| 7 | M4-8a (0) 24 18 | 2 |
| 8 | SPECIAL NO. 1 | 20 |
| 9 | M3-2 (0) 24 12 | 8 |
| 10 | M3-4 (0) 24 12 | 10 |
| 11 | W20-2 (0) 48 | 0 |
| 12 | R-11-4-6030 (SPECIAL NO. 2) | 0 |
| 13 | R-11-4-6030 (SPECIAL NO. 2) | 0 |
| 14 | R-11-2-4830 | 4 |
| 15 | R-11-3-6030 | 2 |
| 16 | M4-10L 48 18 | 0 |
| 17 | M4-10R 48 18 | 0 |
| 18 | R-5-1-3030 | 0 |
| 19 | 200 | 4 |



| | | | | |
|---|----------------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| --- | 03-00019-00-BR | DUPAGE | 35 | 9 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |
| CONTRACT NO. 83965 | | | | |



TYPICAL SIGN INSTALLATION

- LEGEND**
- SIGNALIZED INTERSECTION
 - 48" x 48" CONSTRUCTION WARNING SIGN WITH AMBER FLASHING LIGHT AND NUMBER DENOTES TYPE.
 - M4-9 SERIES DETOUR SIGN WITH ROAD NAME AND CARDINAL DIRECTION PLATE. NUMBER DENOTES TYPE.
 - OTHER DETOUR SIGNS. NUMBER DENOTES TYPE.
 - TYPE III BARRICADE WITH AMBER FLASHING LIGHTS.
 - DETOUR ROUTE

NOTE: THIS WORK IS TO BE PAID FOR AS PART OF TRAFFIC CONTROL AND PROTECTION.

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

DETOUR PLAN

SCALE: N.T.S. DRAWN BY: BEH
 DATE: 8/24/2007 CHECKED BY: LMF

CHRIS TOPHER B. BURKE ENGINEERING LTD. P.L.L.C. 575 West Higgins Road, Suite 600 Rosemont, Illinois 60018 (847) 823-0500

NOTES:

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10000, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORMWATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

L. SITE DESCRIPTION. A. THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY FOLLOWING MASS GRADING WHICH IS THE SUBJECT OF THIS PLAN. THE PROPOSED DEVELOPMENT CONSISTS OF REPLACING THE EXISTING BRIDGE DECK AND PIERS...

3. MAINTENANCE.

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN AND STANDARD SPECIFICATIONS.

VEGETATIVE EROSION CONTROL MEASURES: THE VEGETATIVE GROWTH OF TEMPORARY AND PERMANENT SEEDING, SODDING, VEGETATIVE CHANNELS, VEGETATIVE FILTER, ETC. SHALL BE MAINTAINED PERIODICALLY AND SUPPLY ADEQUATE WATERING AND FERTILIZER.

4. INSPECTIONS.

THE OWNER OR OWNER'S REPRESENTATIVE SHALL PROVIDE QUALIFIED PERSONNEL TO INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATION WHERE VEHICLES ENTER OR EXIT THE SITE.

5. NON-STORMWATER DISCHARGES.

EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORMWATER THAT MAY BE COMBINED WITH STORMWATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY ADDRESSED IN THIS PLAN, ARE DESCRIBED BELOW:

NOTES:

SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE SHALL BE CONSTRUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION.

ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED AT MINIMUM ACCORDING TO THE STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, REVISED FEBRUARY 2002.

THE EROSION CONTROL SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER OR NCCSWDC.

ALL TEMPORARY EROSION CONTROL MEASURES MUST BE MAINTAINED AND IMMEDIATELY REPLACED AS NEEDED AND AS DIRECTED BY THE ENGINEER.

PERIMETER EROSION BARRIER SHALL BE INSTALLED AT LOCATIONS SPECIFIED IN THE PLANS OR 1 FOOT INSIDE THE RIGHT-OF-WAY WHICH EVER IS CLOSER TO THE CENTER OF THE WORK.

THE INSTALLATION, MAINTENANCE, REMOVAL AND RESTORATION OF THE AREA DISTURBED BY THE PLACEMENT OF THE PERIMETER EROSION BARRIER ARE INCLUDED IN THE CONTRACT UNIT PRICE.

THE CONTRACTOR SHALL CLEAN UP AND GRADE THE WORK AREA AS THE PROJECT PROGRESSES TO ELIMINATE THE CONCENTRATION OF RUNOFF.

THE CONTRACTOR SHALL MAINTAIN OIL ABSORBENT BOOM DOWNSTREAM OF EQUIPMENT IN THE CHANNEL AT ALL TIMES.

TEMPORARY SEEDING AND EROSION BLANKET SHALL BE COMPLETED IF FINAL SEEDING WILL NOT BE PLACED WITHIN 30 DAYS.

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

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

DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS ON SILT TRAPS.

ALL STORM SEWER INLETS SHALL BE PROTECTED WITH STORM SEWER INLET FILTERS PER MANUFACTURERS DIRECTION.

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

STOCKPILES SHALL NOT BE LOCATED IN SPECIAL MANAGEMENT AREAS, WHICH INCLUDE THE 100-YEAR FLOODPLAIN, WETLANDS AND WATERS OF THE U.S.

EROSION CONTROL MEASURES MUST BE PROVIDED FOR ALL STOCKPILES THAT ARE IN PLACE FOR MORE THAN 3 DAYS.

FOR "SOIL PROTECTION SCHEDULE" AND "INSPECTION AND MAINTENANCE SCHEDULE" SEE "SEDIMENT AND EROSION CONTROL NOTES AND DETAILS" SHEET.

Table with columns: CONTROL MEASURE GROUP, CONTROL MEASURE, APPL., KEY, CONTROL MEASURE CHARACTERISTICS, TEMP., PERMIT. Rows include: VEGETATIVE SOIL COVER (Temporary, Permanent, Dormant Seeding, Sodding, Plants, Trees & Shrubs), Non Vegetative Soil Cover (Mulching, Erosion Blanket, Aggregate Cover, Paving), Diversions (Ridge, Channel, Combination, Curb and Gutter, Benches), Waterways (Bare Channel, Structural Streambank, Vegetative Channel, Vegetative Streambank, Lined Channel), Enclosed Drainage (Storm Sewer, Underdrain), Spillways (Straight Pipe, Drop Inlet, Weir, Box Inlet Weir), Outlets (Lined Apron, Embankment, Excavated, Combination Sediment Basin), Sediment Basins (Barricade Filter, Vegetative Filter, Filter Fabric), Mud and Dust Control (Stabilized Const. Entrance, Dust and Traffic Control).

CONTRACTOR CERTIFICATION

"I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION"

GENERAL CONTRACTOR SIGNATURE TITLE DATE COMPANY. SUB-CONTRACTOR RESPONSIBLE FOR: SIGNATURE TITLE DATE COMPANY.

ILLINOIS DEPARTMENT OF TRANSPORTATION TIMBER EDGE DRIVE SEDIMENT AND EROSION CONTROL NOTES. SCALE: N.T.S. DATE: 8/24/2007. DRAWN BY: BEH. CHECKED BY: LMF.

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|---------------------------|----------------|---------------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| --- | 03-00019-00-BR | DUPAGE | 35 | 11 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 83965 | | | | |

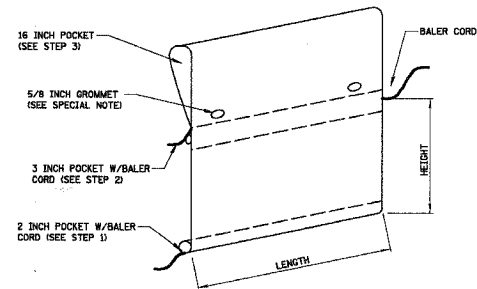
Silt Curtain Installation

All curtains are marked with overall size and each section size.

To assemble on-site you need three laborers with chest-high rubber waders or hip boots, 9/16 wrench, 3 utility knives, steel tee-posts or galvanized sign posts, sledge or a post driver and a roll of plastic electrical tape.

Lay out the sections of the curtain on the shore where it is to be installed. Open bags of chains and cables with clamps.

- Tie the black cord that runs through the bottom pocket to the end of the correct length chain and pull the chain into place in the bottom pocket. Cut a slit in the pocket and curtain at the ends and tie the chain in place with a short piece of black cord.
- Tie the black card in the small top pocket to the correct length cable (5-10 ft longer than the curtain section), cover the knot and cable with tape so it will slide through the pocket. Pull the cable in place with the black cord.
- Push the foam float blocks through the top pocket, one person installing the blocks and two more people pushing them along through the pocket.
- Take a short piece of black cord and tie the ends of the block pocket to keep the blocks from floating loose.
- Proceed with the next section of curtain, (repeat steps A through D) and lash the 1st section of curtain to the 2nd section with a piece of yellow rope through the grommets at the end of each section. Fasten the cables from each section together with cable clamps.
- When the whole curtain for the location is assembled, take 3-5 ft pieces of black cord and bundle the curtain, folding the heavy fabric accordion-fashion and tie the whole thing around the blocks, cable, curtain & chain into long "sausage links". Place the block cords 4 to 8 ft. apart.
- Pull the whole "sausage links" into the water and float into the desired position. This is where the waders come into use.
- Drive the tee-post on shore at the ends of the curtain and wrap the cable around the post and fasten with clamps.

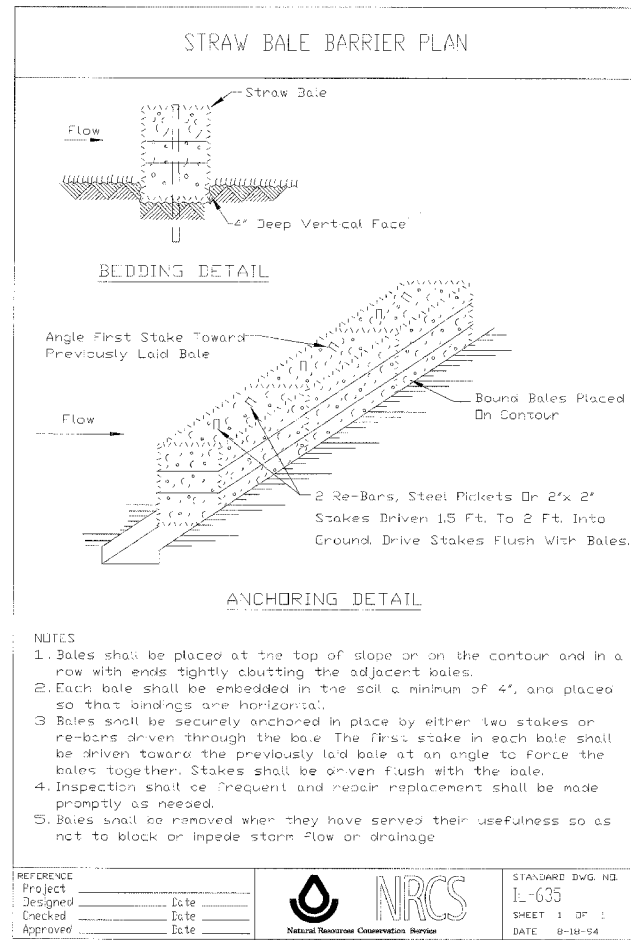


SILT CURTAIN
NOT TO SCALE

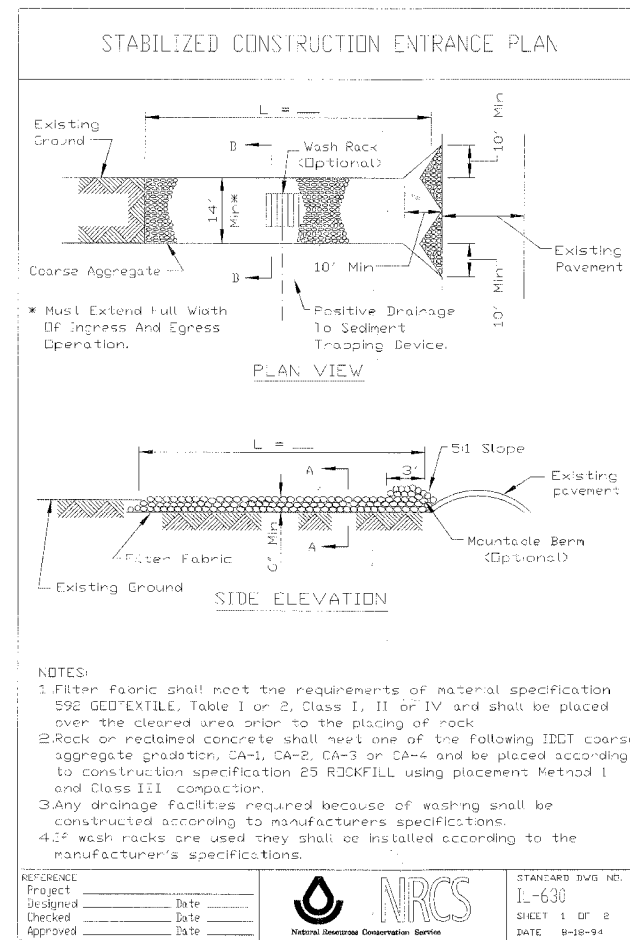
SOIL PROTECTION SCHEDULE

| STABILIZATION TYPE | SEPT. | OCT. | NOV. | DEC. | JAN. | FEB. | MAR. | APR. |
|-----------------------|-------|------|------|------|------|------|------|------|
| PERMANENT SEEDING | | | | | | | | A |
| DORMANT SEEDING | | | B | | | | | |
| TEMPORARY SEEDING N/A | | | | | | | | |
| SODDING N/A | | | | | | | | |
| EROSION BLANKET | | | | | | | | B |

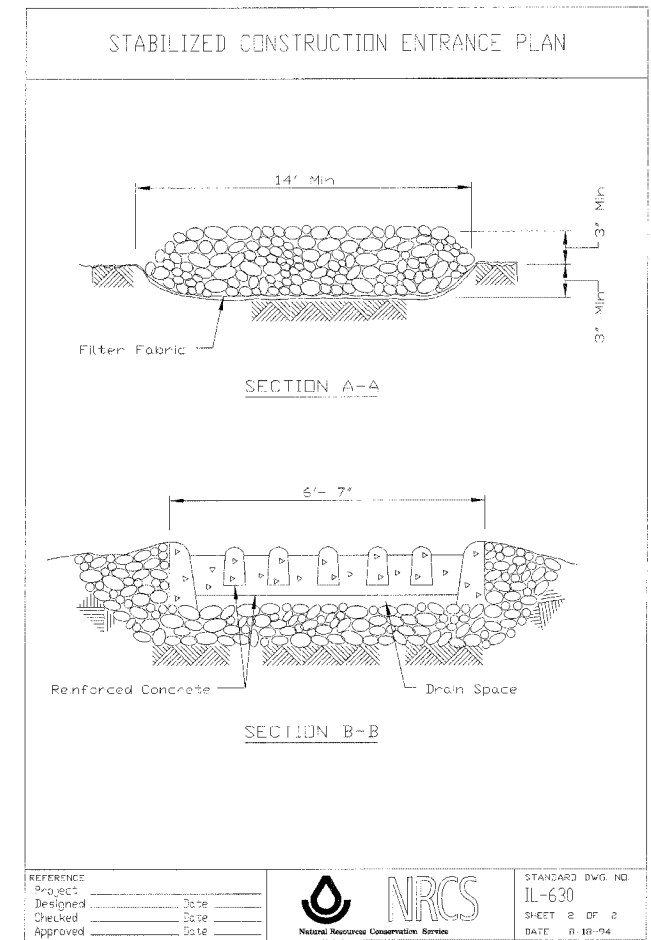
A IDOT CLASS 4A AND SEEDING (SPECIAL) B ANNUAL RYE 4 LBS/ACRE



| | | |
|-------------------|------|--------------------------|
| REFERENCE Project | Date | STANDARD DWG. NO. IL-635 |
| Designed | Date | SHEET 1 OF 1 |
| Checked | Date | DATE 8-18-94 |
| Approved | Date | |



| | | |
|-------------------|------|--------------------------|
| REFERENCE Project | Date | STANDARD DWG. NO. IL-630 |
| Designed | Date | SHEET 1 OF 2 |
| Checked | Date | DATE 8-18-94 |
| Approved | Date | |



| | | |
|-------------------|------|--------------------------|
| REFERENCE Project | Date | STANDARD DWG. NO. IL-630 |
| Designed | Date | SHEET 2 OF 2 |
| Checked | Date | DATE 8-18-94 |
| Approved | Date | |

EROSION CONTROL BLANKET
EROSION CONTROL BLANKET SHALL BE 100% BIODEGRADABLE.

SITE CONDITION
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION THAT ALL EROSION CONTROL MEASURES ARE FUNCTIONING PROPERLY AT ALL TIMES. THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT, MATERIALS AND DEBRIS FROM THE CREEK AT THE END OF EACH DAY.

EMERGENCY SPILL CONTAINMENT
THE CONTRACTOR SHALL CONDUCT A DAILY INSPECTION OF ANY HYDRAULIC EQUIPMENT THAT WILL BE WORKING IN OR ADJACENT TO THE CREEK. THE INSPECTION REPORT WILL BE FILED WITH THE OWNER OR ITS ENGINEER. EQUIPMENT SHOWING SIGNS OF ANY FLUID LOSS WILL NOT BE PERMITTED TO WORK IN OR ADJACENT TO THE CREEK.

THE CONTRACTOR MUST ALSO HAVE AN EMERGENCY SPILL CONTAINMENT KIT AT THE SITE IN CLOSE PROXIMITY TO ANY HYDRAULICALLY OPERATED EQUIPMENT IN OR ADJACENT TO THE CREEK. THE KIT SHALL HAVE CONTAINMENT CAPACITY EQUAL TO OR GREATER THAN THE FULL VOLUME OF HYDRAULIC FLUID IN THE LARGEST PIECE OF EQUIPMENT BEING OPERATED IN OR ADJACENT TO THE CREEK.

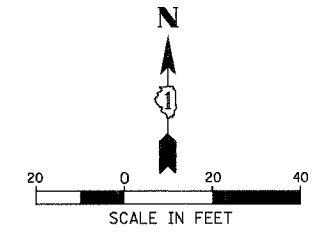
PROPOSED SCHEDULE



| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION TIMBER EDGE DRIVE SEDIMENT AND EROSION CONTROL NOTES AND DETAILS |
|-----------|------|--|
| NAME | DATE | |
| | | SCALE: 1" |
| | | DATE: 8/24/2007 |
| | | DRAWN BY: BEH |
| | | CHECKED BY: LMF |

PROJECT NO. 1303608
 DRAWN BY: BEH
 CHECKED BY: LMF
 DATE: 8/24/2007
 PROJECT TITLE: TIMBER EDGE DRIVE
 PROJECT LOCATION: 9575 West Hickory Road, Suite 600, Rosemont, Illinois 60018
 PROJECT OWNER: CHRISTOPHER B. BURKE ENGINEERING LTD.
 PROJECT PHONE: (847) 823-0500
 PROJECT FAX: (847) 823-0500
 PROJECT EMAIL: info@cbbe.com
 PROJECT WEBSITE: www.cbbe.com

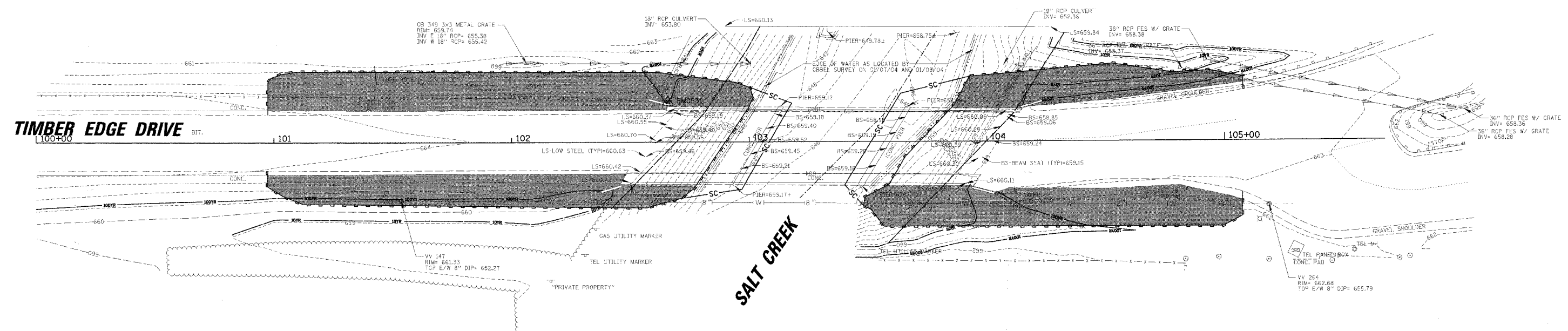
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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| -- | 03-00019-00-BR | DUPAGE | 35 | 12 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | | FED. AID PROJECT |
| CONTRACT NO. 83965 | | | | |



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CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

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| DATE | BY | REVISION |
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- 10yr — 10- YEAR FLOODPLAIN (659.3)
- 100yr — 100- YEAR FLOODPLAIN (661.3)
- FLOODWAY
- SEEDING CLASS 3
- DOUBLE PERIMETER EROSION BARRIER
- SC — SILT CURTAIN

| REVISIONS | | |
|------------|---------|--|
| NAME | DATE | |
| PER DUCEDP | 7/11/07 | |
| | | |
| | | |
| | | |
| | | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL AND LANDSCAPING PLAN
 SCALE: 20'
 DATE 8/24/2007
 DRAWN BY BEH
 CHECKED BY LMF

Bench Mark: OSBM2, Elev. 665.29. Square cut set on concrete base of light standard on the east side of Spring Road, in front of entrance of Oakbrook Terrace Equity Office.

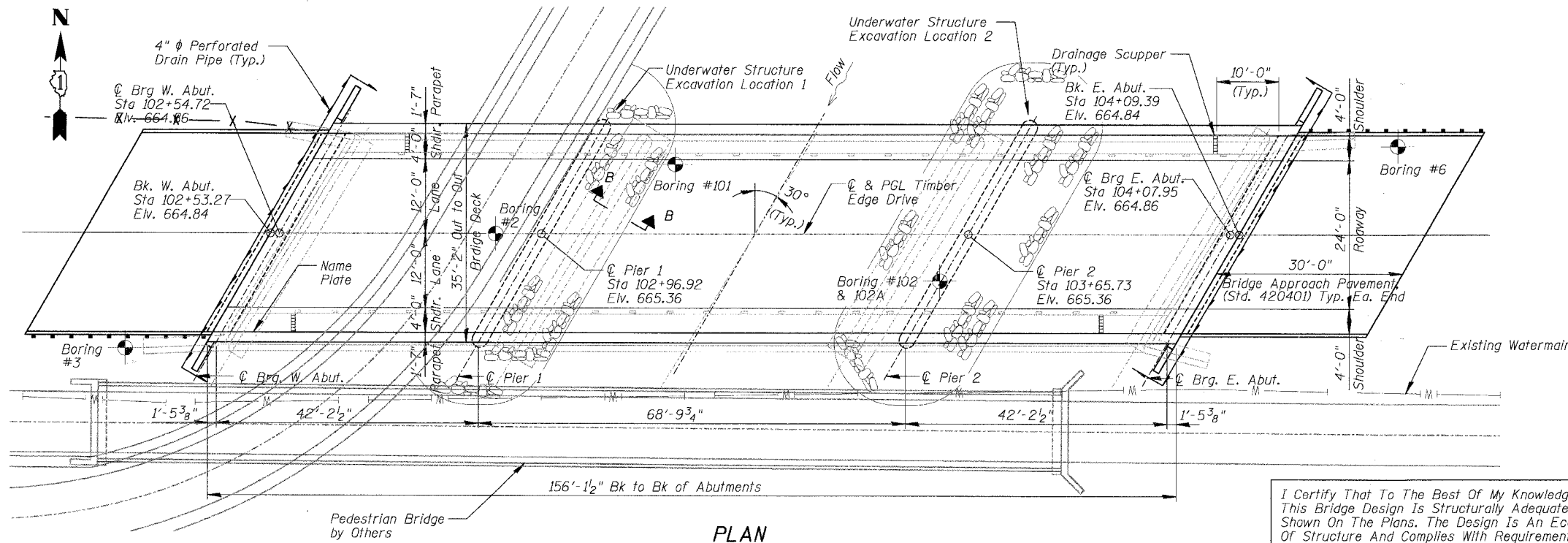
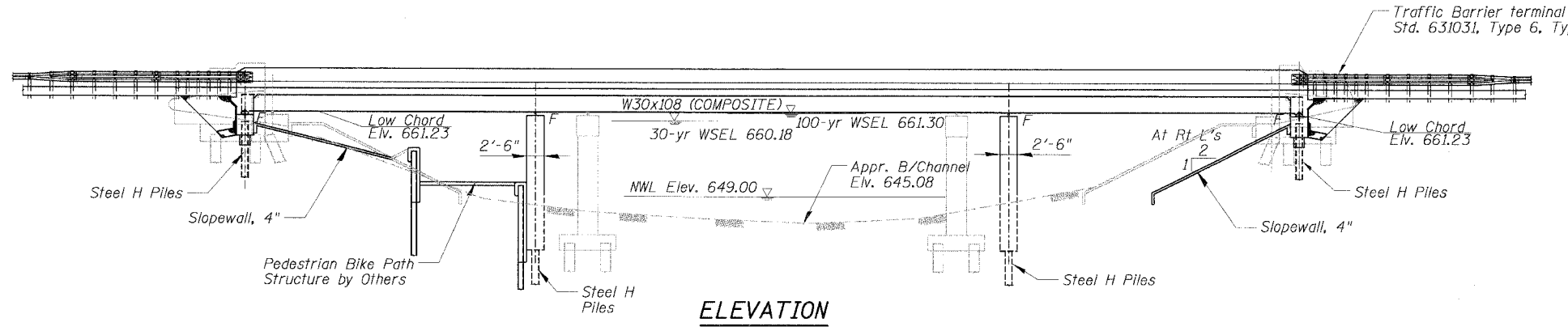
Existing Structure: SN 022-0027 was built in 1964. The superstructure consists of reinforced concrete deck 35'-0" wide x 145'-2" long supported on three span continuous non-composite steel stringers. The existing structure is to be removed down to 1'-0" below the existing grade (piers and abutments) and replaced with a three span continuous, composite steel stringer superstructure on integral abutments and solid web pier on piles. Timber Edge Drive will be closed to traffic during construction. No Salvage.

| | | | | |
|----------------|---------|--------|-------|------|
| ROUTE NO. | SECTION | COUNTY | SHEET | POST |
| 03-00019-00-BR | DUPAGE | 35 | | |
| SHEET NO. 13 | | | | |
| 35 SHEETS | | | | |

Contract #03965

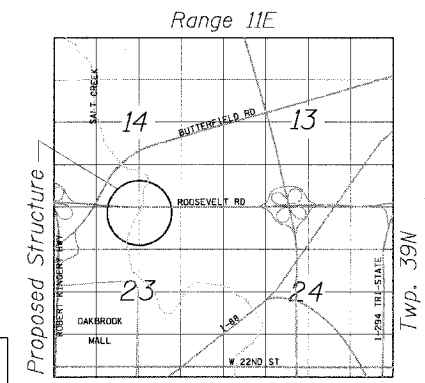
INDEX OF SHEETS

- S-1 General Plan and Elevation
- S-2 General Notes and Details
- S-3 Top of Deck Elevations I
- S-4 Top of Deck Elevations II
- S-5 Approach Slab Elevations
- S-6 Deck Plan and Cross Section
- S-7 Parapet Details
- S-8 Superstructure Details
- S-9 Framing Plan and Details
- S-10 Steel Details
- S-11 West Abutment Plan and Elevation
- S-12 East Abutment Plan and Elevation
- S-13 Pier 1 - Detail
- S-14 Pier 2 - Detail
- S-15 Drainage Scupper DS-12
- S-16 Bar Splicer Assembly Details
- S-17 Anchor Bolts Details
- S-18 Boring Logs
- S-19 Boring Logs



SALT CREEK
BUILT BY
CITY OF OAKBROOK TERRACE
SEC. 03-00019-00-BR
STA. 103+31.33
STR. NO. 022-6000 LOADING HS20

NAME PLATE



I Certify That To The Best Of My Knowledge, Information And Belief, This Bridge Design Is Structurally Adequate For The Design Loading Shown On The Plans. The Design Is An Economical One For The Style Of Structure And Complies With Requirements Of The Current "AASHTO Standard Specification For Highway And Bridges".

WATERWAY INFORMATION TABLE

Drainage Area = 100 mi²
 Ex. Low Beam Elev. 660.06 @ 104+08 Ex. Low Grade Elev. 663.48 @ 105+00
 Prop. Low Beam Elev. 661.29 @ 102+44 Prop. Low Grade Elev. 663.48 @ 105+00

| Flood | Freq. Yr. | Q cfs | Opening ft ² | | Nat. H.W.E. | Created Head-ft | | Headwater El. | |
|--------|-----------|-------|-------------------------|-------|-------------|-----------------|-------|---------------|--------|
| | | | Exist. | Prop. | | Exist. | Prop. | Exist. | Prop. |
| Design | 10 | 1850 | 1256 | 1256 | 659.15 | 0.01 | 0.11 | 659.16 | 659.26 |
| | 30 | 2420 | 1369 | 1387 | 660.18 | 0.00 | 0.05 | 660.18 | 660.23 |
| Base | 50 | 2652 | 1369 | 1450 | 660.65 | 0.01 | 0.09 | 660.66 | 660.74 |
| | 100 | 3084 | 1369 | 1539 | 661.30 | 0.02 | 0.02 | 661.32 | 661.32 |
| | 500 | 4379 | 1369 | 1539 | 664.04 | 0.05 | 0.00 | 664.09 | 664.04 |

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges 17th Edition.

LOADING HS20-44

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

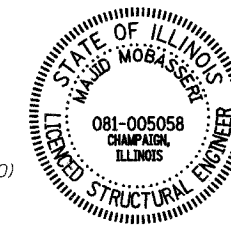
DESIGN STRESSES

FIELD UNITS

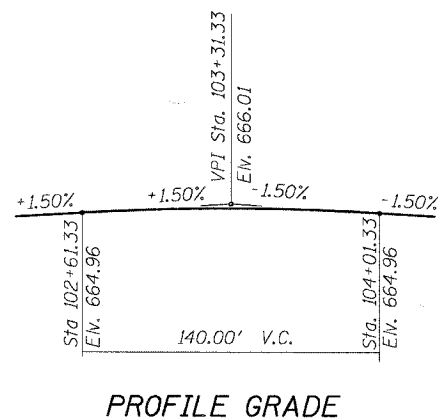
$f'_c = 3,500$ psi
 $f_y = 50,000$ psi (structural steel) (M270 Grade 50)
 $f_y = 60,000$ psi (Reinf.)

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient = 0.037g
 Site Coefficient = 1.0



Majid Mobasseri
MAJID MOBASSERI
 ILLINOIS REGISTRATION NO. 081-005058
 EXPIRATION DATE: 11/30/08



GENERAL PLAN AND ELEVATION

TIMBER EDGE DRIVE OVER SALT CREEK
 DUPAGE COUNTY
 F.A. ROUTE 7, SEC. 03-00019-00-BR
 STATION 103+31.33
 STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE
 ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018

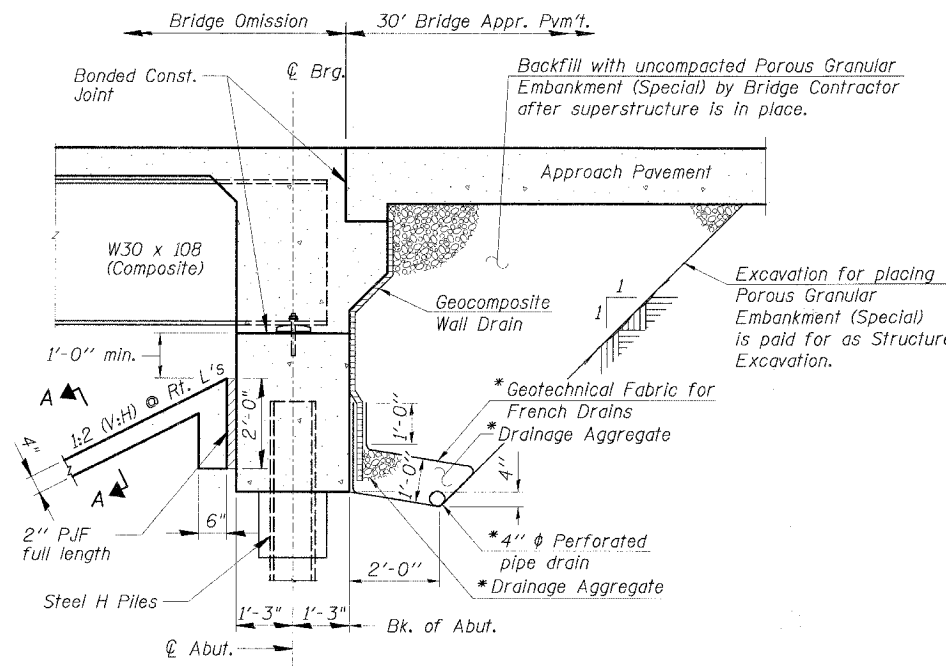
| REVISIONS | | DATE | DRAWING NUMBER |
|-----------|------|------|----------------|
| NAME | DATE | | |
| | | | |
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S-1

GENERAL NOTES

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts (in painted areas and M164 Type 3 in unpainted areas). Bolts 1/8 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 89620 Lb. Grade 50
= 6080 Lb. Grade 36
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing set surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The existing structural steel coating contains lead. The contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

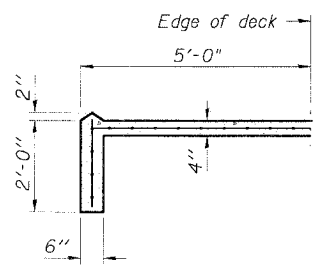
| | | | | |
|---------------------------|---------|------|-----------|-----------|
| PROJECT NO. | SECTION | DATE | ISSUE NO. | SHEET NO. |
| 03-00019-00-BR | DUPAGE | | 35 | 14 |
| SHEET NO. 14 35 SHEETS | | | | |
| Contract #83965 | | | | |



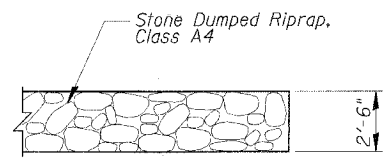
*Included in the cost of Pipe Underdrains for Structures.

All drainage components shall extend inside face to inside face 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).

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



SECTION A-A



SECTION B-B

TOTAL BILL OF MATERIAL

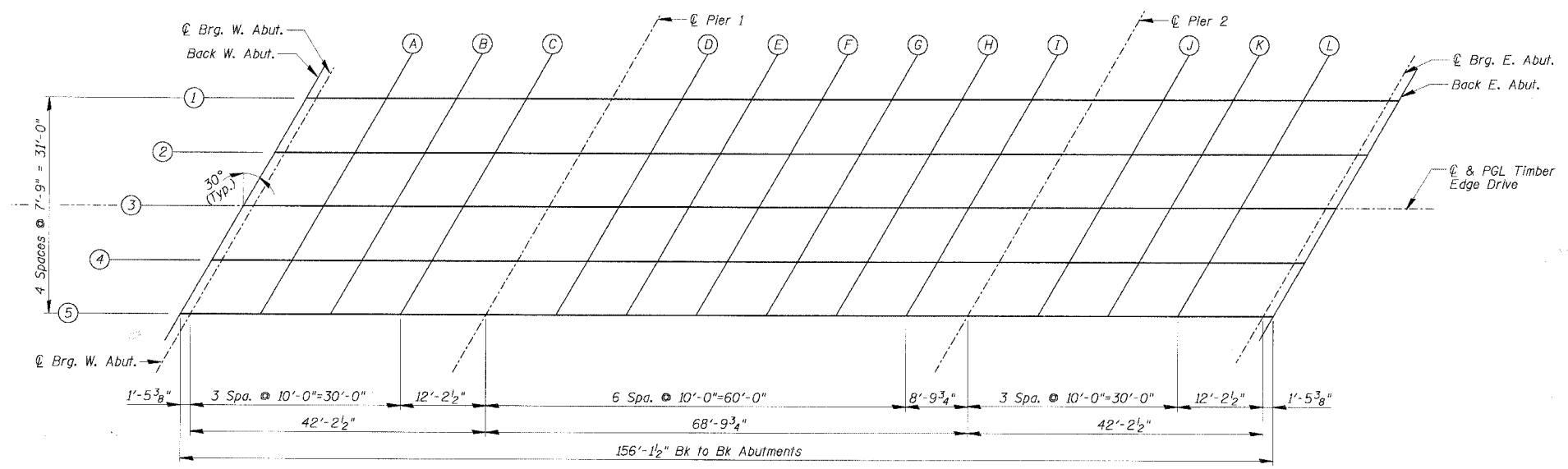
| ITEM | UNIT | SUPER | SUB | TOTAL |
|---|---------|-------|-------|-------|
| Porous Granular Embankment (Special) | Cu. Yd. | | 100 | 100 |
| Stone Dumped Riprap, Class A4 | Sq. Yd. | | | 190 |
| Removal of Existing Structures | Each | 1 | | 1 |
| Structure Excavation | Cu. Yd. | | 320 | 320 |
| Concrete Structures | Cu. Yd. | 200.6 | | 200.6 |
| Bridge Deck Grooving | Sq. Yd. | 520 | | 520 |
| Protective Coat | Sq. Yd. | 710 | | 710 |
| Furnishing & Erecting Structural Steel | L. Sum | 1 | | 1 |
| Stud Shear Connectors | Each | 2595 | | 2595 |
| Reinforcement Bars, Epoxy Coated | Pound. | 46360 | 11420 | 57780 |
| Slope Walls 4 Inch | Sq. Yd. | | 210 | 210 |
| Furnishing Steel Piles HP10x42 | Foot | | 575 | 575 |
| Furnishing Steel Piles HP12x53 | Foot | | 535 | 535 |
| Driving Piles | Foot | | 1110 | 1110 |
| Test Pile Steel HP10x42 | Each | | 2 | 2 |
| Test Pile Steel HP12x53 | Each | | 2 | 2 |
| Name Plates | Each | 1 | | 1 |
| Geocomposite Wall Drain | Sq. Yd. | | 72 | 72 |
| Pipe Underdrain for Structures, 4" | Foot | | 128 | 128 |
| Underwater Structure Excavation Protection Location 1 | Each | | 1 | 1 |
| Underwater Structure Excavation Protection Location 2 | Each | | 1 | 1 |
| Drainage Scupper DS-12 | Each | 4 | | 4 |
| Pile Shoes | Each | | 20 | 20 |
| Bar Splicers | Each | 64 | | 64 |

GENERAL NOTES AND DETAILS

TIMBER EDGE DRIVE OVER SALT CREEK
DuPAGE COUNTY
F.A. ROUTE 7, SEC. 03-00019-00-BR
STATION 103+31.33
STRUCTURE NO. 022-6000

CTEB CHRISTOPHER B. BURKE
ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018

| REVISIONS | | DATE | DRAWING NUMBER |
|-----------|--|------|----------------|
| NAME | | | |
| | | | S-2 |
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| | | | |
| | | | |



PLAN

BEAM 1

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|------------------|------------|--------|------------------------------|--|
| Bk. W. Abutment | 102+62.222 | 15.50 | 664.723 | 664.723 |
| CL. Brg W. Abut. | 102+63.665 | 15.50 | 664.744 | 664.744 |
| A | 102+73.665 | 15.50 | 664.879 | 664.885 |
| B | 102+83.665 | 15.50 | 664.992 | 664.996 |
| C | 102+93.665 | 15.50 | 665.083 | 665.079 |
| CL. Pier 1 | 103+05.874 | 15.50 | 665.166 | 665.166 |
| D | 103+15.874 | 15.50 | 665.209 | 665.246 |
| E | 103+25.874 | 15.50 | 665.232 | 665.311 |
| F | 103+35.874 | 15.50 | 665.233 | 665.337 |
| G | 103+45.874 | 15.50 | 665.212 | 665.315 |
| H | 103+55.874 | 15.50 | 665.170 | 665.245 |
| I | 103+65.874 | 15.50 | 665.107 | 665.138 |
| CL. Pier 2 | 103+74.686 | 15.50 | 665.034 | 665.034 |
| J | 103+84.686 | 15.50 | 664.930 | 664.925 |
| K | 103+94.686 | 15.50 | 664.805 | 664.808 |
| L | 104+04.686 | 15.50 | 664.660 | 664.667 |
| CL. Brg E. Abut. | 104+16.894 | 15.50 | 664.477 | 664.477 |
| Bk. E. Abutment | 104+18.338 | 15.50 | 664.455 | 664.455 |

BEAM 2

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|------------------|------------|--------|------------------------------|--|
| Bk. W. Abutment | 102+57.747 | 7.75 | 664.790 | 664.790 |
| CL. Brg W. Abut. | 102+59.191 | 7.75 | 664.812 | 664.812 |
| A | 102+69.191 | 7.75 | 664.955 | 664.962 |
| B | 102+79.191 | 7.75 | 665.077 | 665.082 |
| C | 102+89.191 | 7.75 | 665.178 | 665.175 |
| CL. Pier 1 | 103+01.399 | 7.75 | 665.273 | 665.273 |
| D | 103+11.399 | 7.75 | 665.326 | 665.362 |
| E | 103+21.399 | 7.75 | 665.358 | 665.437 |
| F | 103+31.399 | 7.75 | 665.369 | 665.473 |
| G | 103+41.399 | 7.75 | 665.358 | 665.461 |
| H | 103+51.399 | 7.75 | 665.326 | 665.400 |
| I | 103+61.399 | 7.75 | 665.272 | 665.303 |
| CL. Pier 2 | 103+70.212 | 7.75 | 665.207 | 665.207 |
| J | 103+80.212 | 7.75 | 665.113 | 665.108 |
| K | 103+90.212 | 7.75 | 664.997 | 665.000 |
| L | 104+00.212 | 7.75 | 664.860 | 664.867 |
| CL. Brg E. Abut. | 104+12.420 | 7.75 | 664.677 | 664.677 |
| Bk. E. Abutment | 104+13.863 | 7.75 | 664.656 | 664.656 |

BEAM 3, C ROADWAY & P.G.L.

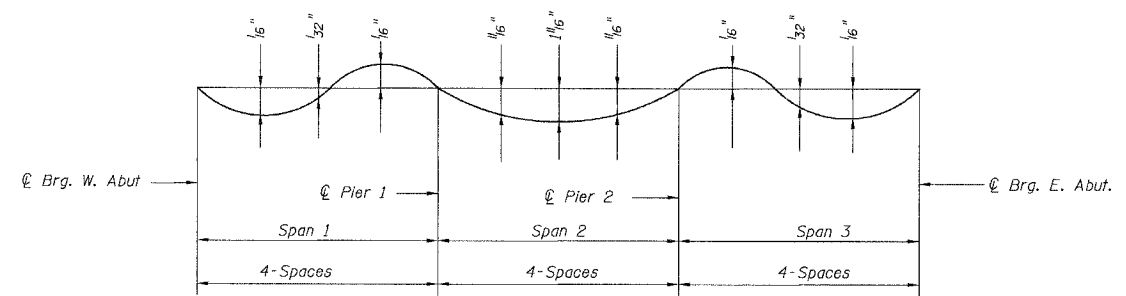
| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|------------------|------------|--------|------------------------------|--|
| Bk. W. Abutment | 102+53.273 | 0.00 | 664.839 | 664.839 |
| CL. Brg W. Abut. | 102+54.716 | 0.00 | 664.861 | 664.861 |
| A | 102+64.716 | 0.00 | 665.010 | 665.016 |
| B | 102+74.716 | 0.00 | 665.142 | 665.146 |
| C | 102+84.716 | 0.00 | 665.252 | 665.249 |
| CL. Pier 1 | 102+96.925 | 0.00 | 665.358 | 665.358 |
| D | 103+06.925 | 0.00 | 665.421 | 665.457 |
| E | 103+16.925 | 0.00 | 665.463 | 665.542 |
| F | 103+26.925 | 0.00 | 665.483 | 665.588 |
| G | 103+36.925 | 0.00 | 665.482 | 665.585 |
| H | 103+46.925 | 0.00 | 665.459 | 665.533 |
| I | 103+56.925 | 0.00 | 665.415 | 665.446 |
| CL. Pier 2 | 103+65.737 | 0.00 | 665.358 | 665.358 |
| J | 103+75.737 | 0.00 | 665.274 | 665.269 |
| K | 103+85.737 | 0.00 | 665.168 | 665.171 |
| L | 103+95.737 | 0.00 | 665.041 | 665.048 |
| CL. Brg E. Abut. | 104+07.946 | 0.00 | 664.861 | 664.861 |
| Bk. E. Abutment | 104+09.389 | 0.00 | 664.839 | 664.839 |

TOP OF DECK ELEVATIONS I

TIMBER EDGE DRIVE OVER SALT CREEK
 DuPAGE COUNTY
 F.A. ROUTE 7, SEC. 03-00019-00-BR
 STATION 103+31.33
 STRUCTURE NO. 022-6000

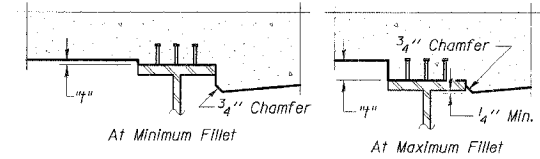
CB CHRISTOPHER B. BURKE
 ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018

| REVISIONS | | DATE | DRAWING NUMBER |
|-----------|--|------|----------------|
| NAME | | | |
| | | | S-3 |
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DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete deck only)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on S-3.



To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below and on sheet S-3. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheet S-3, minus slab thickness, equals the fillet heights "f" above top flange of beams.

FILLET HEIGHTS

BEAM 4

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|------------------|------------|--------|------------------------------|--|
| Bk. W. Abutment | 102+48.799 | -7.75 | 664.656 | 664.656 |
| CL. Brg W. Abut. | 102+50.242 | -7.75 | 664.677 | 664.677 |
| A | 102+60.242 | -7.75 | 664.827 | 664.834 |
| B | 102+70.242 | -7.75 | 664.969 | 664.974 |
| C | 102+80.242 | -7.75 | 665.089 | 665.086 |
| CL. Pier 1 | 102+92.450 | -7.75 | 665.207 | 665.207 |
| D | 103+02.450 | -7.75 | 665.279 | 665.316 |
| E | 103+12.450 | -7.75 | 665.331 | 665.409 |
| F | 103+22.450 | -7.75 | 665.360 | 665.465 |
| G | 103+32.450 | -7.75 | 665.369 | 665.471 |
| H | 103+42.450 | -7.75 | 665.356 | 665.430 |
| I | 103+52.450 | -7.75 | 665.321 | 665.352 |
| CL. Pier 2 | 103+61.263 | -7.75 | 665.273 | 665.273 |
| J | 103+71.263 | -7.75 | 665.198 | 665.193 |
| K | 103+81.263 | -7.75 | 665.102 | 665.105 |
| L | 103+91.263 | -7.75 | 664.984 | 664.991 |
| CL. Brg E. Abut. | 104+03.471 | -7.75 | 664.812 | 664.812 |
| Bk. E. Abutment | 104+04.914 | -7.75 | 664.790 | 664.790 |

BEAM 5

| Location | Station | Offset | Theoretical Grade Elevations | Theoretical Grade Elevations Adjusted For Dead Load Deflection |
|------------------|------------|--------|------------------------------|--|
| Bk. W. Abutment | 102+44.324 | -15.50 | 664.455 | 664.455 |
| CL. Brg W. Abut. | 102+45.767 | -15.50 | 664.477 | 664.477 |
| A | 102+55.767 | -15.50 | 664.627 | 664.633 |
| B | 102+65.767 | -15.50 | 664.774 | 664.779 |
| C | 102+75.767 | -15.50 | 664.904 | 664.901 |
| CL. Pier 1 | 102+87.976 | -15.50 | 665.034 | 665.034 |
| D | 102+97.976 | -15.50 | 665.116 | 665.152 |
| E | 103+07.976 | -15.50 | 665.177 | 665.255 |
| F | 103+17.976 | -15.50 | 665.216 | 665.321 |
| G | 103+27.976 | -15.50 | 665.234 | 665.337 |
| H | 103+37.976 | -15.50 | 665.230 | 665.305 |
| I | 103+47.976 | -15.50 | 665.205 | 665.236 |
| CL. Pier 2 | 103+56.788 | -15.50 | 665.166 | 665.166 |
| J | 103+66.788 | -15.50 | 665.100 | 665.095 |
| K | 103+76.788 | -15.50 | 665.014 | 665.017 |
| L | 103+86.788 | -15.50 | 664.905 | 664.912 |
| CL. Brg E. Abut. | 103+98.997 | -15.50 | 664.744 | 664.744 |
| Bk. E. Abutment | 104+00.440 | -15.50 | 664.723 | 664.723 |

TOP OF DECK ELEVATIONS II
TIMBER EDGE DRIVE OVER SALT CREEK
DuPAGE COUNTY
F.A. ROUTE 7, SEC. 03-0009-00-BR
STATION 103+31.33
STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE
ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018

| REVISIONS | | DRAWING NUMBER |
|-----------|------|----------------|
| NAME | DATE | |
| | | S-4 |
| | | |
| | | |
| | | |
| | | |

NORTH CURB LINE

| Location | Station | Offset | Theoretical Grade Elevations |
|---------------------|-----------|-----------|------------------------------|
| End W. Appr. Pav't. | 102+32.51 | 16.00' LT | 664.27 |
| A | 102+42.51 | 16.00' LT | 664.42 |
| B | 102+52.51 | 16.00' LT | 664.57 |
| Bk. W. Abutment | 102+62.51 | 16.00' LT | 664.72 |

NORTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|---------------------|-----------|-----------|------------------------------|
| End W. Appr. Pav't. | 102+30.20 | 12.00' LT | 664.31 |
| A | 102+40.20 | 12.00' LT | 664.46 |
| B | 102+50.20 | 12.00' LT | 664.61 |
| Bk. W. Abutment | 102+60.20 | 12.00' LT | 664.76 |

☉ ROADWAY & P.G.L.

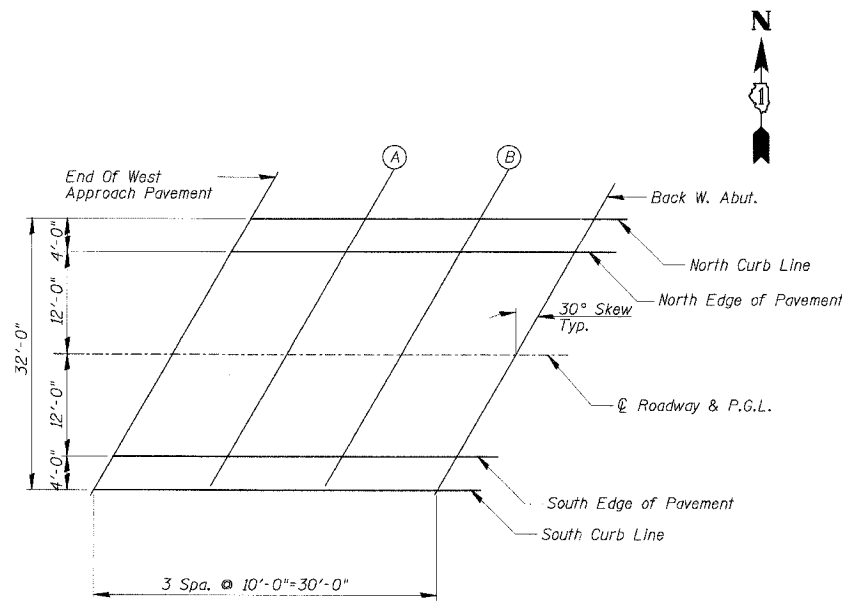
| Location | Station | Offset | Theoretical Grade Elevations |
|---------------------|-----------|--------|------------------------------|
| End W. Appr. Pav't. | 102+23.27 | 0.00' | 664.39 |
| A | 102+33.27 | 0.00' | 664.54 |
| B | 102+43.27 | 0.00' | 664.69 |
| Bk. W. Abutment | 102+53.27 | 0.00' | 664.84 |

SOUTH CURB LINE

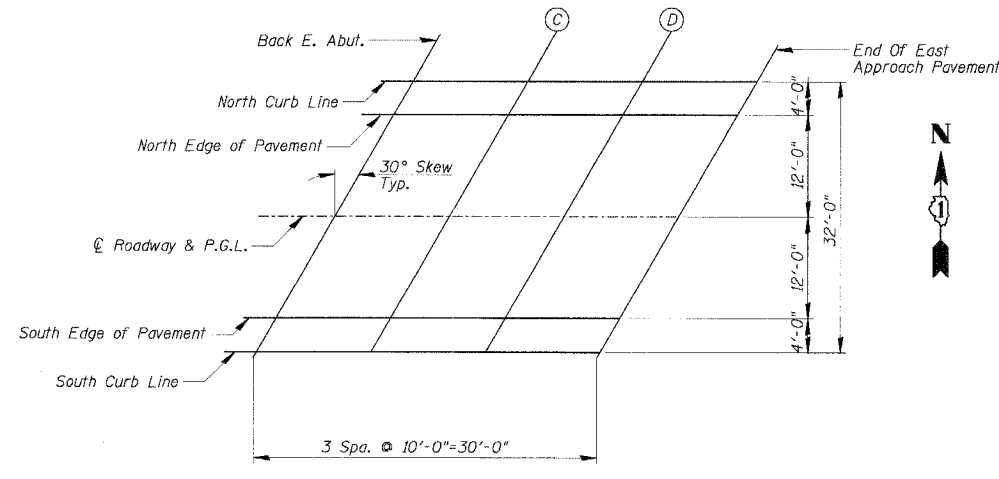
| Location | Station | Offset | Theoretical Grade Elevations |
|---------------------|-----------|-----------|------------------------------|
| End W. Appr. Pav't. | 102+14.03 | 16.00' RT | 663.93 |
| A | 102+24.03 | 16.00' RT | 664.06 |
| B | 102+34.03 | 16.00' RT | 664.21 |
| Bk. W. Abutment | 102+44.03 | 16.00' RT | 664.36 |

SOUTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|---------------------|-----------|-----------|------------------------------|
| End W. Appr. Pav't. | 102+16.34 | 12.00' RT | 664.12 |
| A | 102+26.34 | 12.00' RT | 664.26 |
| B | 102+36.34 | 12.00' RT | 664.40 |
| Bk. W. Abutment | 102+46.34 | 12.00' RT | 664.55 |



WEST APPROACH PAVEMENT



EAST APPROACH PAVEMENT

NORTH CURB LINE

| Location | Station | Offset | Theoretical Grade Elevations |
|---------------------|-----------|-----------|------------------------------|
| Bk. E. Abutment | 104+18.62 | 16.00' LT | 664.44 |
| C | 104+28.62 | 16.00' LT | 664.29 |
| D | 104+38.62 | 16.00' LT | 664.14 |
| End E. Appr. Pav't. | 104+48.62 | 16.00' LT | 663.99 |

NORTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|---------------------|-----------|-----------|------------------------------|
| Bk. E. Abutment | 104+16.31 | 12.00' LT | 664.56 |
| C | 104+26.31 | 12.00' LT | 664.41 |
| D | 104+36.31 | 12.00' LT | 664.26 |
| End E. Appr. Pav't. | 104+46.31 | 12.00' LT | 664.11 |

☉ ROADWAY & P.G.L.

| Location | Station | Offset | Theoretical Grade Elevations |
|---------------------|-----------|--------|------------------------------|
| Bk. E. Abutment | 104+09.38 | 0.00' | 664.84 |
| C | 104+19.38 | 0.00' | 664.69 |
| D | 104+29.38 | 0.00' | 664.54 |
| End E. Appr. Pav't. | 104+39.38 | 0.00' | 664.39 |

SOUTH CURB LINE

| Location | Station | Offset | Theoretical Grade Elevations |
|---------------------|-----------|-----------|------------------------------|
| Bk. E. Abutment | 104+00.15 | 16.00' RT | 664.72 |
| C | 104+10.15 | 16.00' RT | 664.57 |
| D | 104+20.15 | 16.00' RT | 664.42 |
| End E. Appr. Pav't. | 104+30.15 | 16.00' RT | 664.27 |

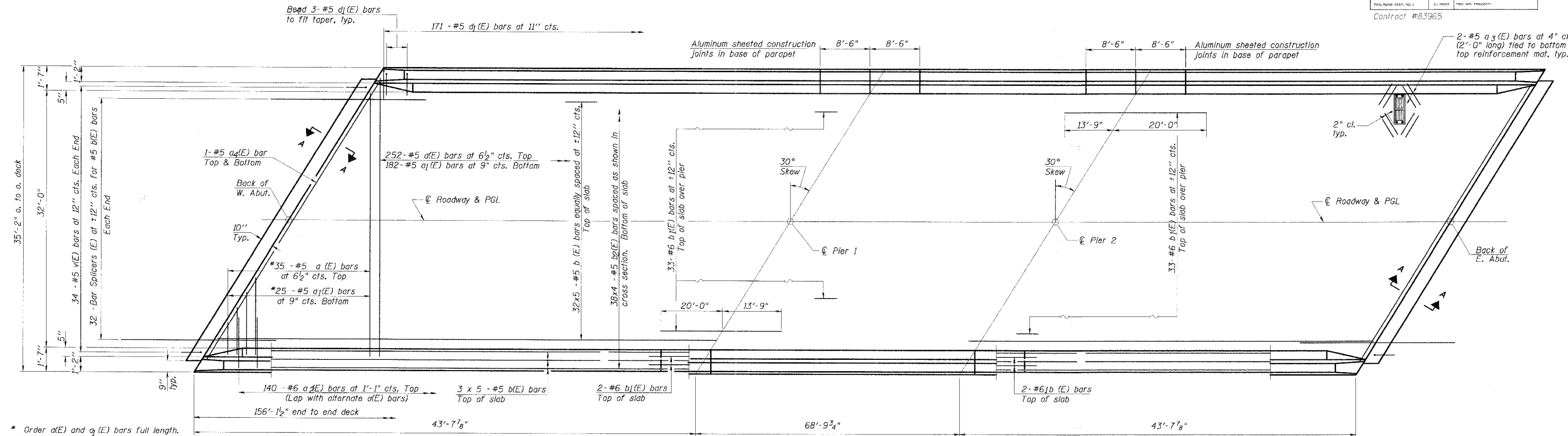
SOUTH EDGE OF PAVEMENT

| Location | Station | Offset | Theoretical Grade Elevations |
|---------------------|-----------|-----------|------------------------------|
| Bk. E. Abutment | 104+02.46 | 12.00' RT | 664.76 |
| C | 104+12.46 | 12.00' RT | 664.61 |
| D | 104+22.46 | 12.00' RT | 664.46 |
| End E. Appr. Pav't. | 104+32.46 | 12.00' RT | 664.31 |

APPROACH SLAB ELEVATIONS
 TIMBER EDGE DRIVE OVER SALT CREEK
 DuPAGE COUNTY
 F.A. ROUTE 7, SEC. 03-00019-00-BR
 STATION 103+31.33
 STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018

| REVISIONS | | DATE | DRAWING NUMBER |
|-----------|--|------|----------------|
| NAME | | | |
| | | | |
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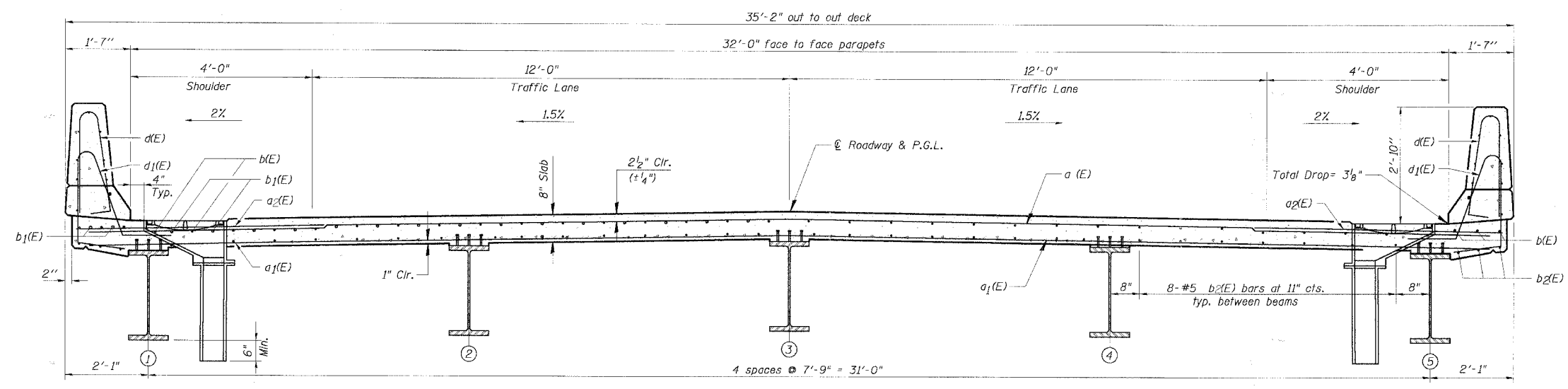


* Order a(E) and a₁(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

PLAN



Notes:
 See Dwg S-8 for superstructure details.
 Bars indicated thus 20 x 3-#5 etc. Indicates 20 lines of bars with 3 lengths per line
 See Dwg. S-7 for parapet reinforcement
 See Dwg. S-16 for Bar Splicer Detail.
 See Dwg. S-7 for Bill of Materials.
 See Dwg. S-8 for Section A-A.



| MIN. BAR LAP | |
|--------------|-------|
| #5 | 1'-8" |
| #6 | 2'-0" |

NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking East)

DECK PLAN AND CROSS SECTION

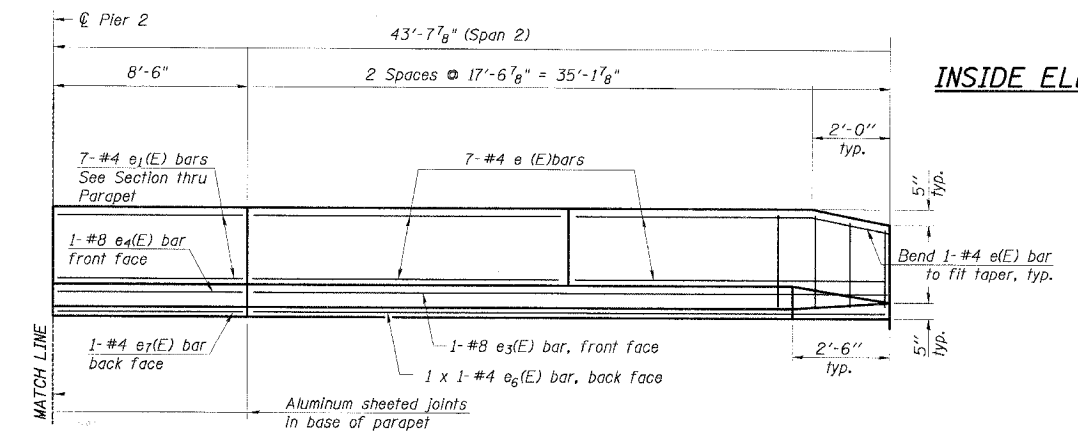
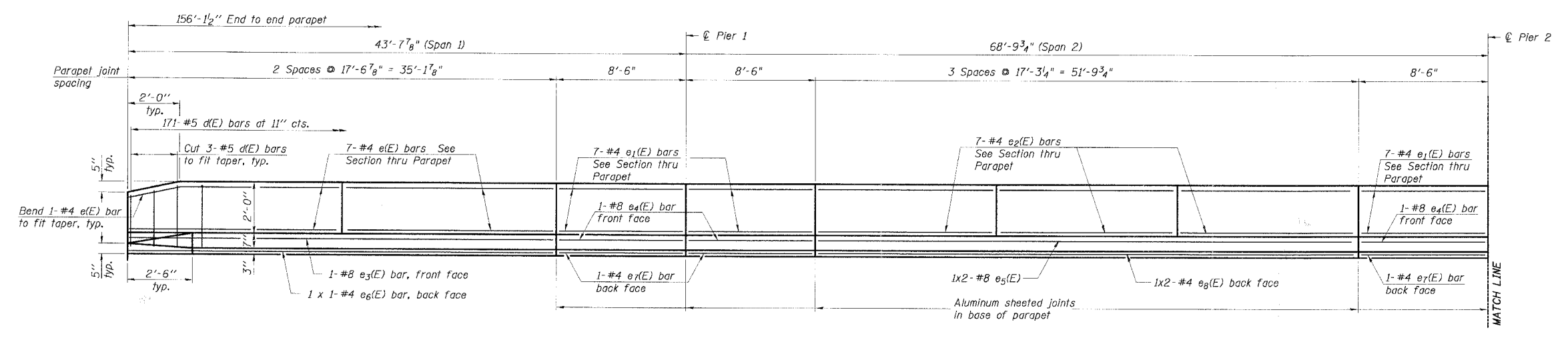
TIMBER EDGE DRIVE OVER SALT CREEK
 DuPAGE COUNTY
 F.A. ROUTE 7, SEC. 03-00019-00-BR
 STATION 103+31.33
 STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE
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 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018

| REVISIONS | | DATE | DRAWING NUMBER |
|-----------|--|------|----------------|
| NAME | | | |
| | | | |
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NOTE: DIMENSIONAL DATA TO BE OBTAINED BY MEASURING ANY PORTION OF THIS DRAWING

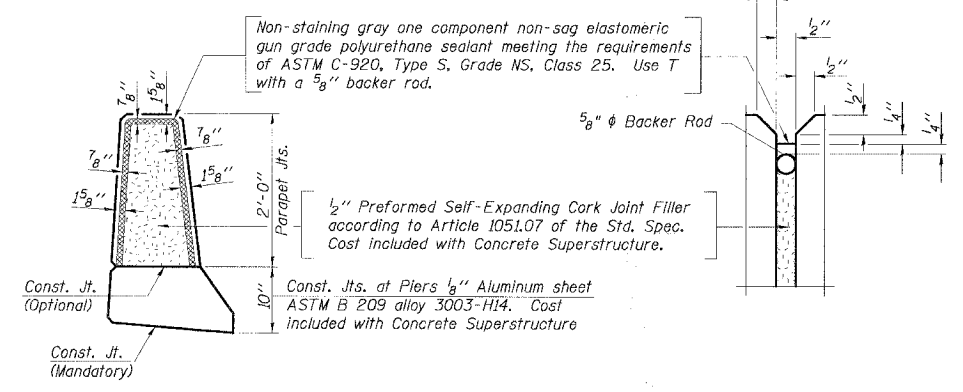
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| DESIGNED BY: | PROJECT NO.: |
| DRAWN BY: PCL | DATE: 8/24/2007 |
| CHECKED BY: HMI | |
| APPROVED BY: | |
| AUTOMATIC | INITIALS |



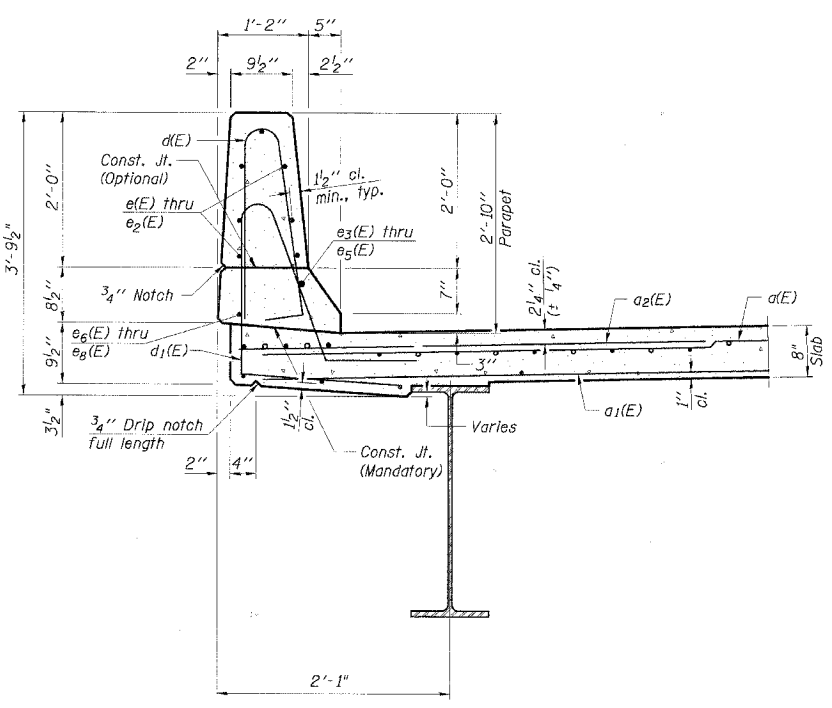
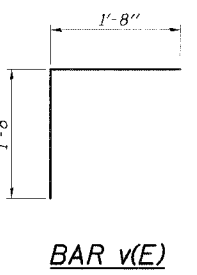
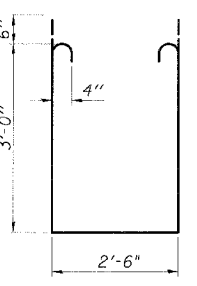
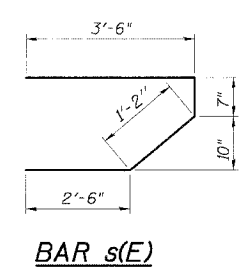
INSIDE ELEVATION OF PARAPET

MIN. BAR LAP

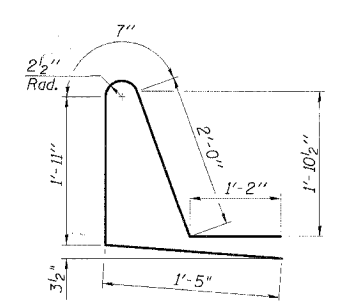
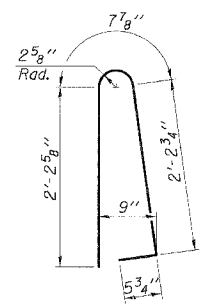
| | |
|----|-------|
| #4 | 1'-4" |
| #8 | 3'-5" |



PARAPET JOINT DETAILS



SECTION THRU PARAPET



SUPERSTRUCTURE BILL OF MATERIAL

| Bar | No. | Size | Length | Shape | |
|--|-----|------|---------|----------|--------|
| a(E) | 287 | #5 | 34'-6" | | |
| a1(E) | 207 | #5 | 33'-10" | | |
| a2(E) | 280 | #6 | 6'-0" | | |
| a3(E) | 32 | #5 | 2'-0" | | |
| a4(E) | 4 | #5 | 39'-10" | | |
| b(E) | 190 | #5 | 32'-7" | | |
| b1(E) | 74 | #6 | 33'-9" | | |
| b2(E) | 152 | #5 | 40'-3" | | |
| d(E) | 342 | #5 | 5'-7" | | |
| d1(E) | 342 | #5 | 7'-1" | | |
| e(E) | 56 | #4 | 17'-3" | | |
| e1(E) | 56 | #4 | 8'-2" | | |
| e2(E) | 42 | #4 | 16'-11" | | |
| e3(E) | 4 | #8 | 34'-10" | | |
| e4(E) | 8 | #8 | 8'-2" | | |
| e5(E) | 4 | #8 | 27'-8" | | |
| e6(E) | 4 | #4 | 34'-10" | | |
| e7(E) | 8 | #4 | 8'-2" | | |
| e8(E) | 4 | #4 | 26'-9" | | |
| s(E) | 76 | #5 | 7'-9" | | |
| s1(E) | 76 | #4 | 9'-6" | | |
| m(E) | 4 | #6 | 38'-6" | | |
| m1(E) | 6 | #6 | 40'-3" | | |
| m2(E) | 20 | #6 | 11'-9" | | |
| m3(E) | 8 | #6 | 8'-6" | | |
| m4(E) | 4 | #6 | 2'-0" | | |
| v(E) | 68 | #5 | 3'-4" | | |
| Reinforcement Bars, Epoxy Coated Concrete Superstructure | | | | Pound | 46,360 |
| Bar Splicer | | | | Cu. Yds. | 200.6 |
| | | | | Each | 64 |

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

PARAPET DETAILS

TIMBER EDGE DRIVE OVER SALT CREEK
 DUPAGE COUNTY
 F.A. ROUTE 7, SEC. 03-00019-00-BR
 STATION 103+31.33
 STRUCTURE NO. 022-6000

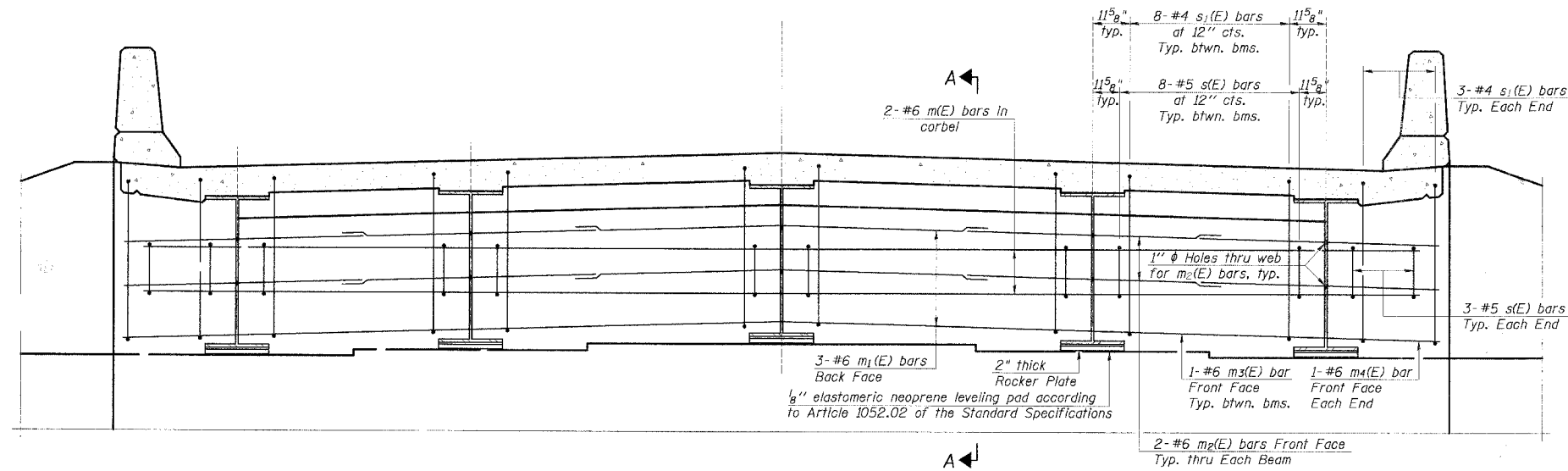
CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018

| REVISIONS | NAME | DATE | DESCRIPTION |
|-----------|------|------|-------------|
| | | | |
| | | | |

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DESIGNED BY: PCB
 CHECKED BY: MPT
 DATE: 8/24/2007

DRAWING NUMBER: **S-7**

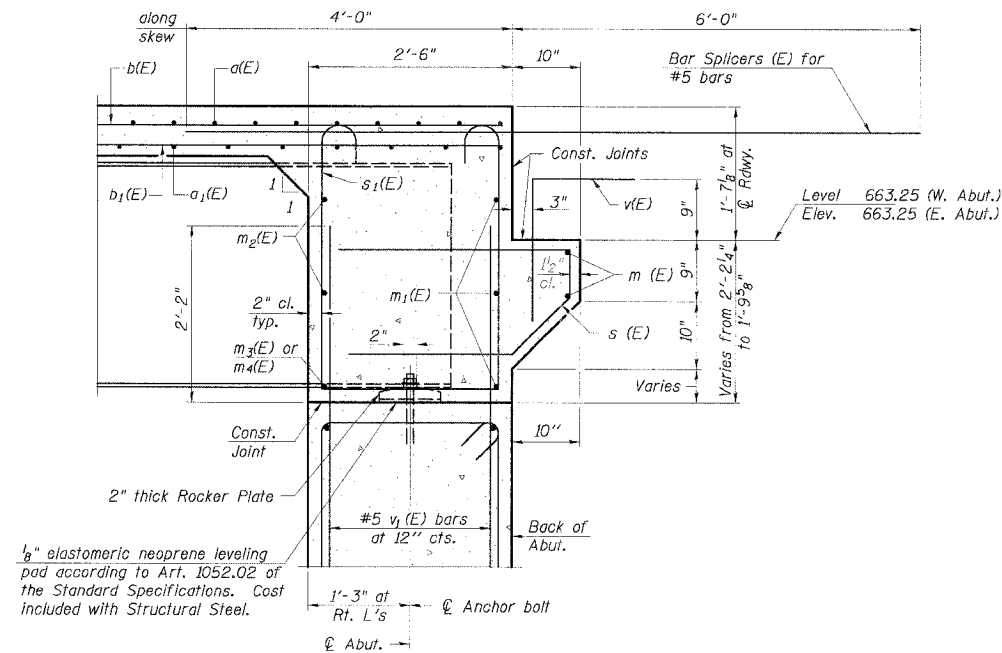


DIAPHRAGM ELEVATION AT ABUTMENT

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet S-7.
 Concrete in diaphragm is included with Concrete Superstructure on sheet S-7.
 For details of bars s(E) & s1(E) see sheet S-7.
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 The s(E) and s1(E) bars shall be placed along skew.

MIN. BAR LAP

#6 bar = 2'-9"



SECTION A-A

Dimensions at right angles to abutment, except as shown.

SUPERSTRUCTURE DETAILS

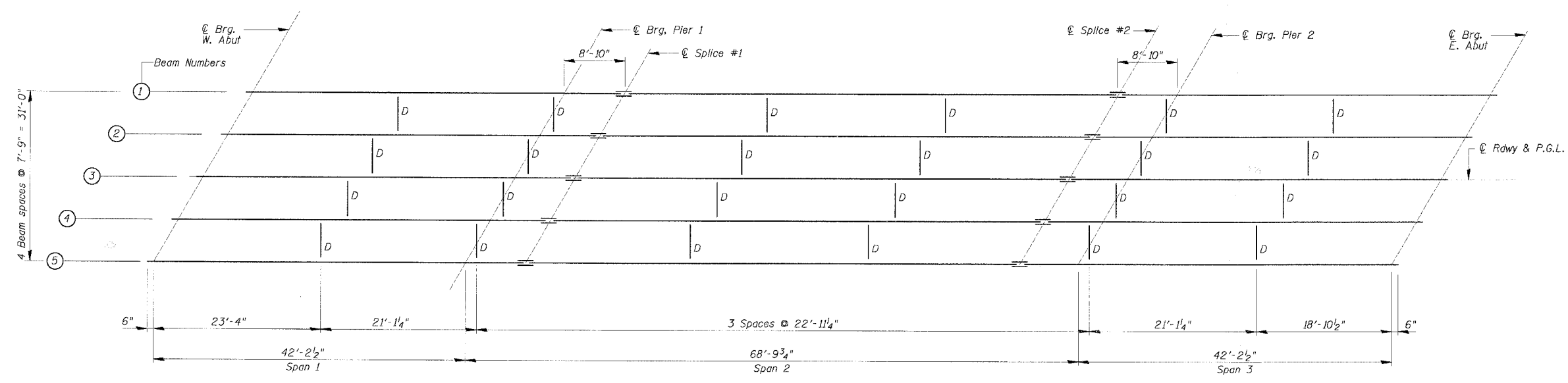
TIMBER EDGE DRIVE OVER SALT CREEK
 DuPAGE COUNTY
 F.A. ROUTE 7, SEC. 03-00019-00-BR
 STATION 103+31.33
 STRUCTURE NO. 022-6000

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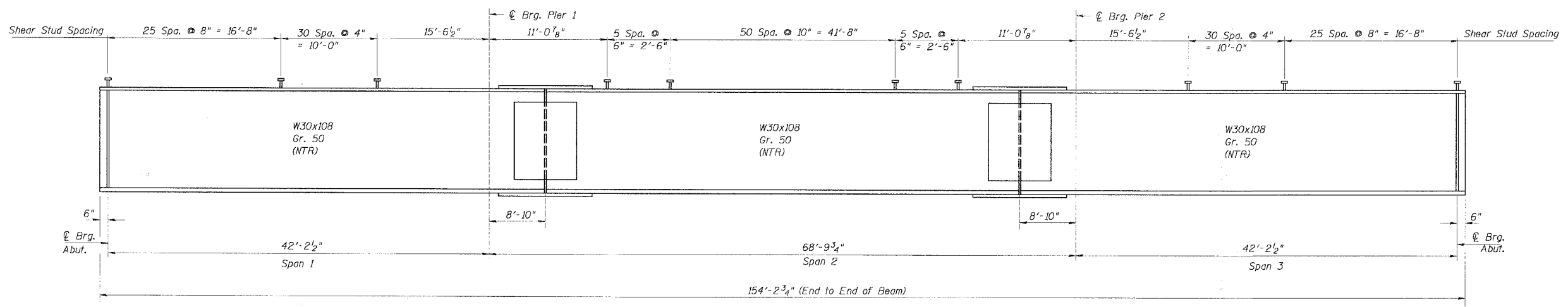
| REVISIONS | | DATE | DRAWING NUMBER |
|-----------|--|------|----------------|
| | | | S-8 |
| | | | |
| | | | |
| | | | |
| | | | |

Contract #83965

1. N.T.R. designates members subject to the supplemental requirements for notch toughness (Zone 2).
2. All structural steel for W30x108 beams and splice plates shall be AASHTO M270 Grade 50.
3. Fasteners shall be high strength bolts, conforming to AASHTO M-164 Specification (ASTM A 325). Bolts 7/8"φ, open holes 15/16"φ, unless noted otherwise.



FRAMING PLAN



GIRDER ELEVATION

TOP OF BEAM ELEVATIONS-BEFORE DEFLECTION
(For Fabrication use only)

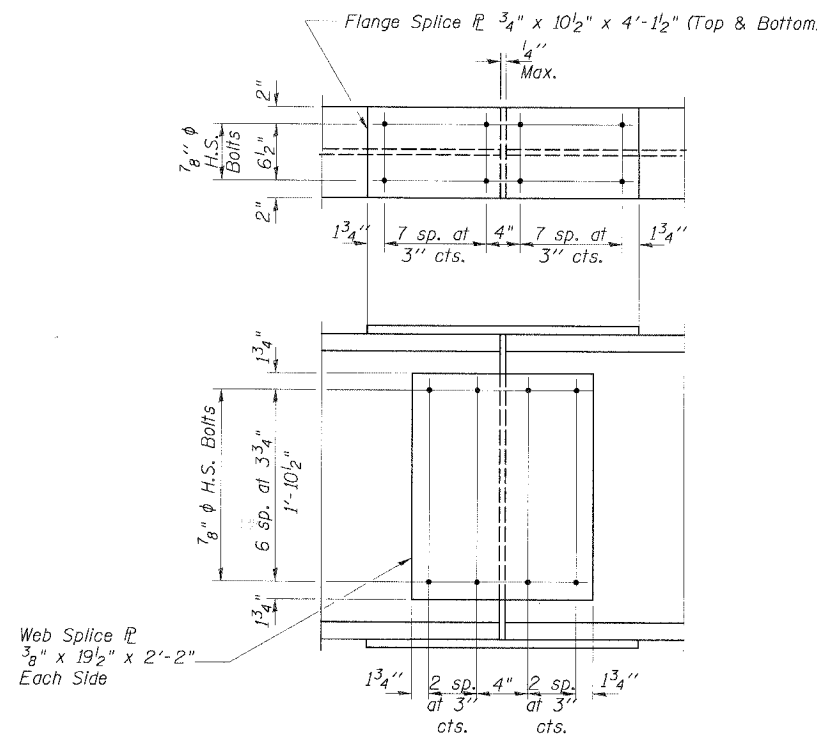
| LOCATION | BEAM 1 | BEAM 2 | BEAM 3 | BEAM 4 | BEAM 5 |
|-----------------|---------|---------|---------|---------|---------|
| ℄ Brg. W. Abut. | 663.994 | 664.062 | 664.111 | 663.928 | 663.727 |
| ℄ Brg. Pier 1 | 664.323 | 664.431 | 664.517 | 664.367 | 664.196 |
| ℄ Splice #1 | 664.425 | 664.541 | 664.635 | 664.492 | 664.327 |
| ℄ Splice #2 | 664.327 | 664.492 | 664.635 | 664.541 | 664.425 |
| ℄ Brg. Pier 2 | 664.196 | 664.367 | 664.517 | 664.431 | 664.323 |
| ℄ Brg. E. Abut. | 663.727 | 663.928 | 664.111 | 664.062 | 663.994 |

FRAMING PLAN AND DETAILS
TIMBER EDGE DRIVE OVER SALT CREEK
DuPAGE COUNTY
F.A. ROUTE 7, SEC. 03-00019-00-BR
STATION 103+31.33
STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE
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Rosemont, Illinois 60018

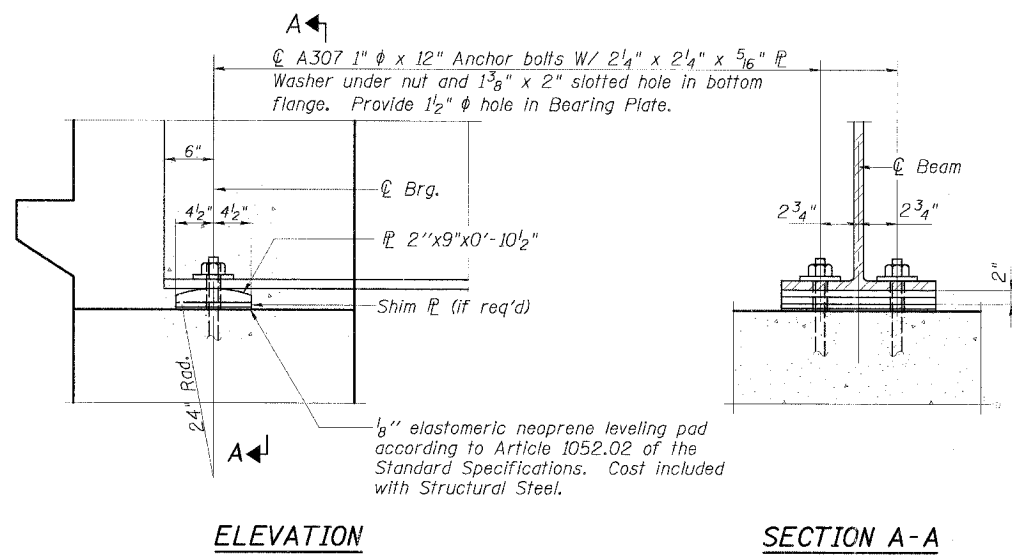
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S-9

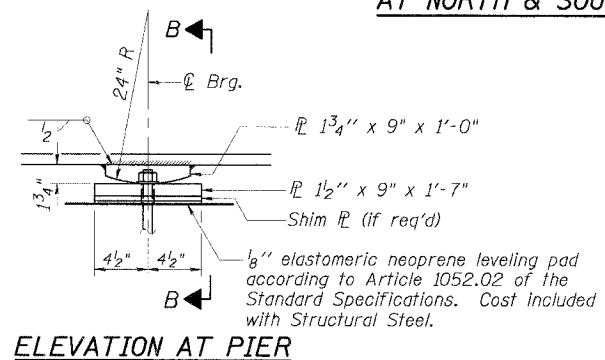


DETAIL OF SPLICE

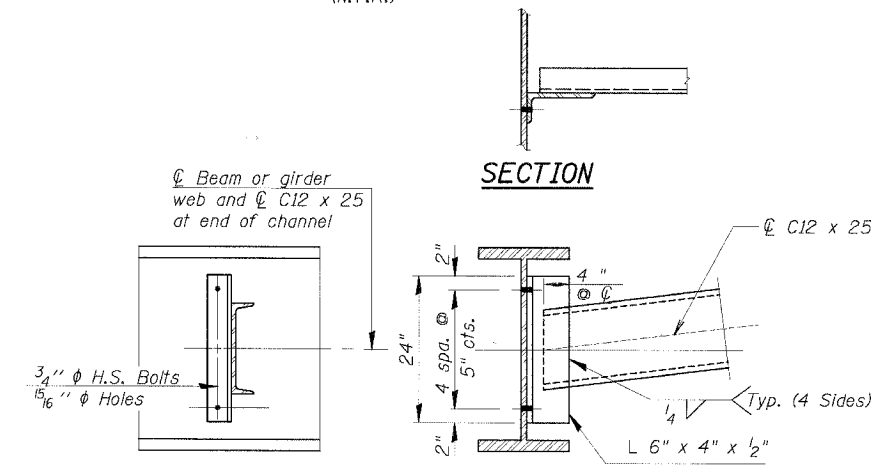
Note:
All beams and splice material shall be AASHTO M270 Gr. 50 and shall meet Notch Toughness Requirements (N.T.R.)



FIXED BEARING AT NORTH & SOUTH ABUTMENT

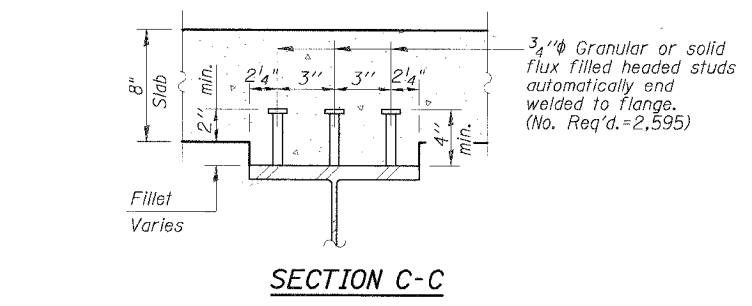


FIXED BEARING AT PIERS 1 & 2

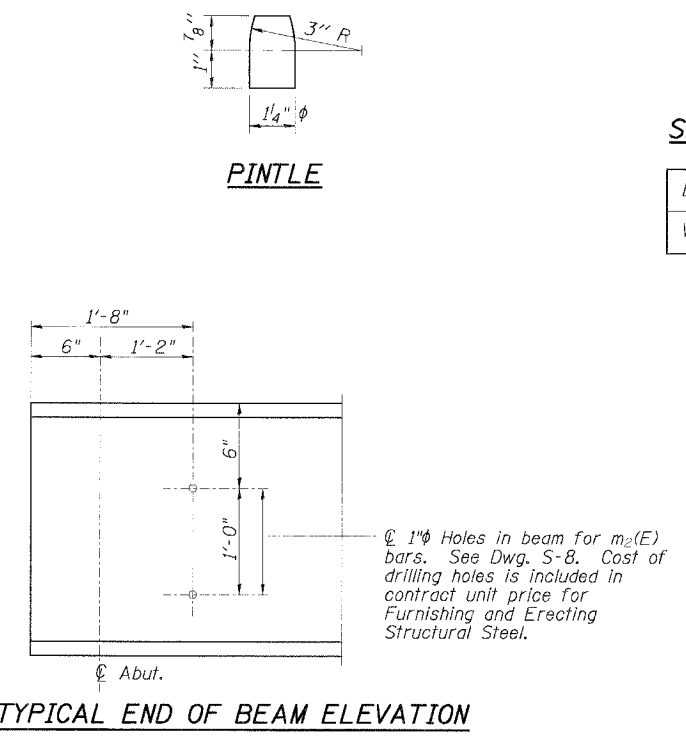


DIAPHRAGM D
(24 Required)

Note:
Two hardened washers shall be required over all oversize holes for diaphragms.



SECTION C-C



SHIM PLATES AT ABUTMENTS

TYPICAL END OF BEAM ELEVATION

INTERIOR GIRDER MOMENT TABLE

| | 0.4 Sp. 1 or 0.6 Sp. 3 | Pier 1 or Pier 2 | 0.5 Sp. 2 |
|--------------------------------|------------------------|------------------|-----------|
| I_s (in ⁴) | 4470 | 4470 | 4470 |
| I_c (n) (in ⁴) | 13105 | | 13105 |
| I_c (3n) (in ⁴) | 9879 | | 9879 |
| S_s (in ³) | 300 | 300 | 300 |
| S_c (n) (in ³) | 459 | | 459 |
| S_c (3n) (in ³) | 417 | | 417 |
| Z (in ³) | | | |
| ρ (k/ft.) | 0.910 | 1.42 | 0.910 |
| $M\phi$ (k) | 69 | 458 | 226 |
| $s\phi$ (k/ft.) | 0.510 | | 0.510 |
| $M_s\phi$ (k) | 52 | | 159 |
| M_L (k) | 291 | 218 | 490 |
| M (Imp) (k) | 87 | 61 | 126 |
| $S_3[M_L + M[Imp]]$ (k) | 630 | 463 | 1027 |
| M_a (k) | 977 | 1197 | 1836 |
| M_u (k) | 1932 | 1249 | 1963 |
| $f_s\phi$ non-comp (k.s.i.) | 2.8 | 18.3 | 9.0 |
| $f_s\phi$ (comp) (k.s.i.) | 1.5 | | 4.6 |
| $f_s\phi_s$ (k + Imp) (k.s.i.) | 16.5 | 18.6 | 26.9 |
| f_s (Overload) (k.s.i.) | 20.8 | 36.9 | 40.5 |
| f_s (Total) (k.s.i.) | 27.0 | 47.9 | 52.7 |
| VR (k) | 61 | | 65 |

INTERIOR GIRDER REACTION TABLE

| | Abut. | Pier |
|---------------|-------|-------|
| R ϕ (k) | 19.2 | 89.9 |
| R ϕ (k) | 42.8 | 52.7 |
| Imp. (k) | 12.8 | 14.7 |
| R (Total) (k) | 74.8 | 157.3 |

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f (Total and Overload) due to non-composite dead loads (in₄ and in₃).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f (Total and Overload) due to short-term composite live loads (in₄ and in₃).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f (Total and Overload) due to long-term composite (superimposed) dead loads (in₄ and in₃).

Z : Plastic Section Modulus of the steel section in non-composite areas (in₃).

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

$M\phi$: Un-factored moment due to non-composite dead load (kip-ft.).

$s\phi$: Un-factored long-term composite (superimposed) dead load (kips/ft.).

$M_s\phi$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L : Un-factored live load moment (kip-ft.).

M_{Imp} : Un-factored moment due to impact (kip-ft.).

M_a : Factored design moment (kip-ft.).

M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M\phi + M_a\phi + \frac{5}{3}(M_L + M_{Imp})$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3[M\phi + M_s\phi + \frac{5}{3}(M_L + M_{Imp})]$

VR: Maximum $\frac{1}{2}$ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

STEEL DETAILS

TIMBER EDGE DRIVE OVER SALT CREEK
DuPAGE COUNTY
F.A. ROUTE 7, SEC. 03-00019-00-BR
STATION 103+31.33
STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE
ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018

| REVISIONS | | DATE | BY | CHECKED | DATE | BY |
|-----------|-------------|------|----|---------|------|----|
| NO. | DESCRIPTION | | | | | |
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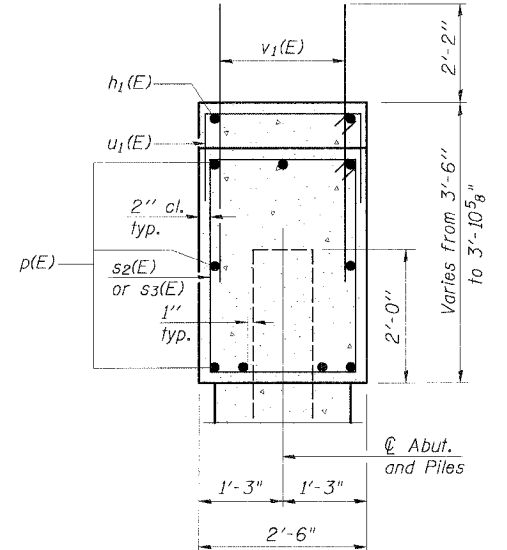
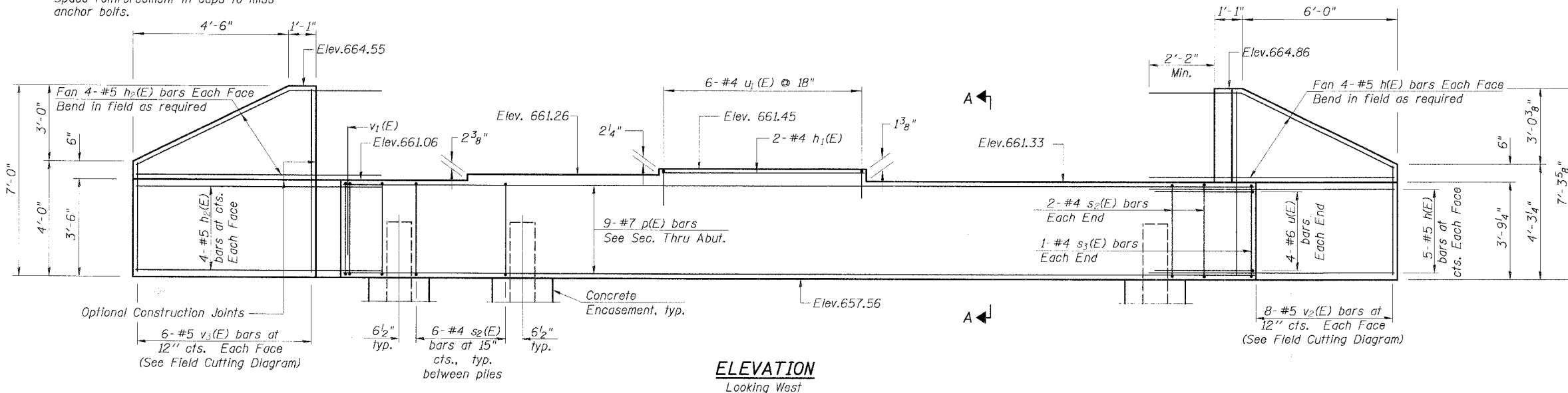
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| DESIGNED BY | PROJECT NO. |
| DRAWN BY | DATE |
| CHECKED BY | |
| APPROVED BY | |

DRAWING NUMBER: S-10

Notes: Pour steps monolithically with cap.
Space reinforcement in caps to miss anchor bolts.

| | | | | |
|----------------|---------|------|-------|-----------|
| ROUTE NO. | SECTION | DATE | SCALE | SHEET NO. |
| 03-00019-00-BR | DUPAGE | 35 | | 35 SHEETS |
| SHEET NO. 23 | | | | 35 SHEETS |

Contract #83965

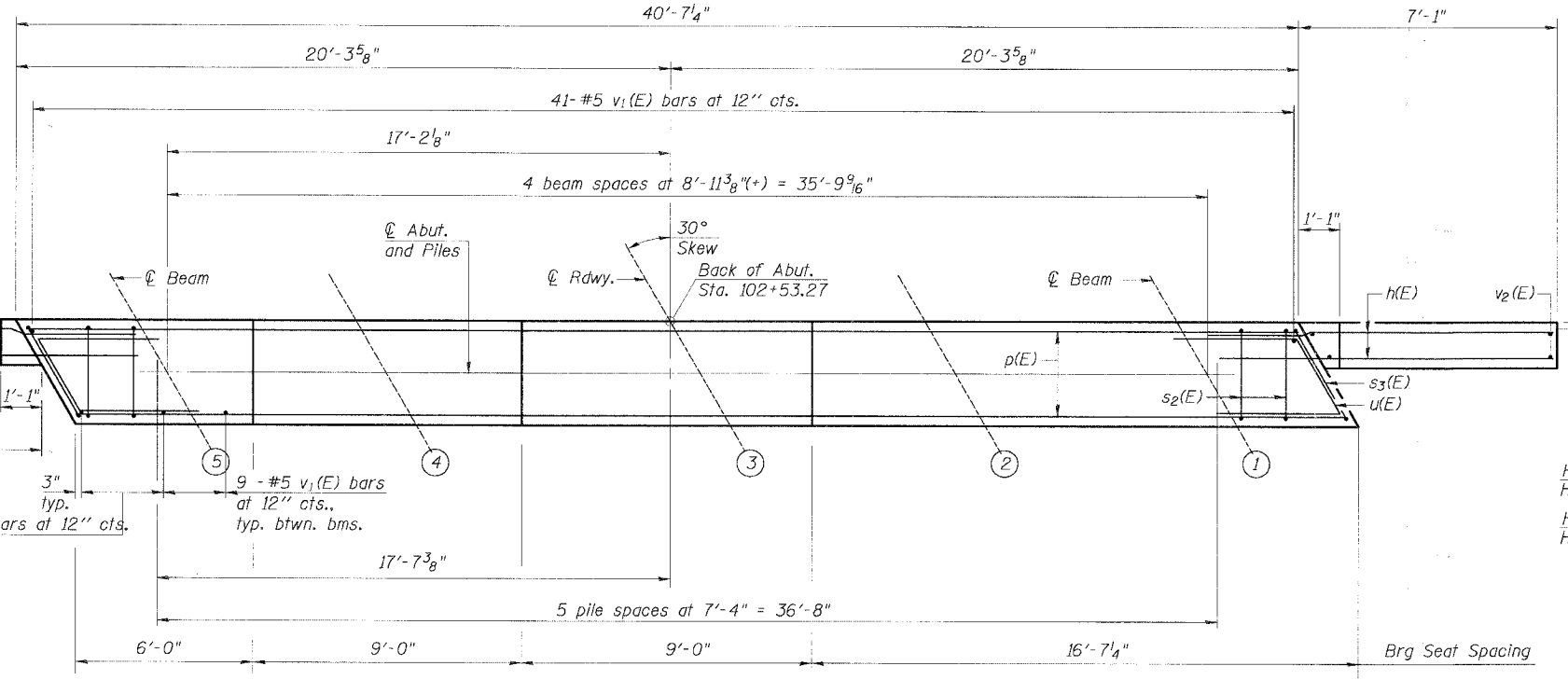


ELEVATION
Looking West

SECTION A-A

PILE DATA

Type: Steel HP10x42 with Pile Shoes
Nominal Required Brg.: 335 kip
Factored Resistance Available: 168 kip
Est. Length: 56'
No. of Production Piles: 5
No. of Test Piles: 1



PLAN

BILL OF MATERIAL

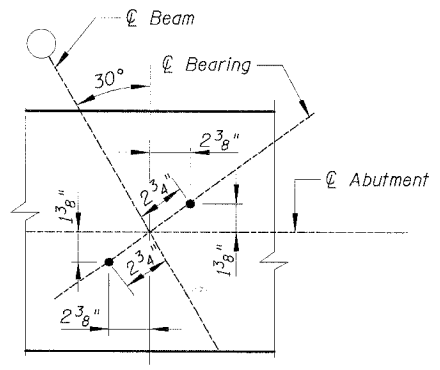
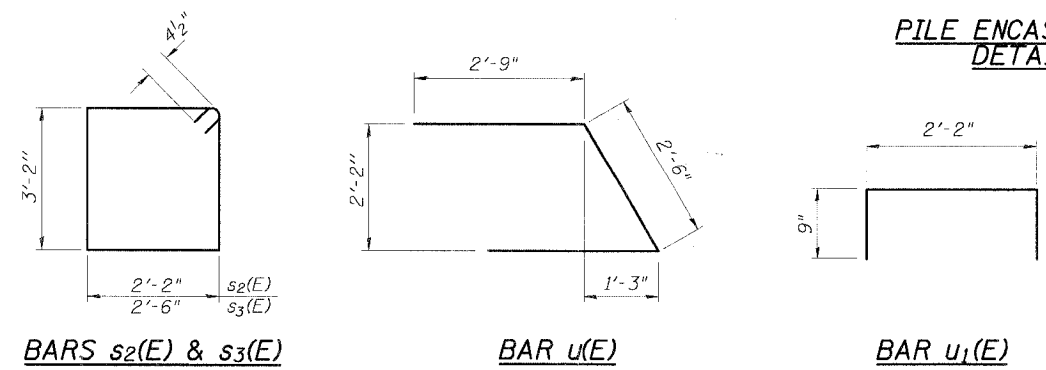
| Bar | No. | Size | Length | Shape |
|-------|-----|------|---------|-------|
| h(E) | 18 | #5 | 9'-9" | |
| h1(E) | 2 | #4 | 8'-6" | |
| h2(E) | 16 | #5 | 8'-6" | |
| p(E) | 9 | #7 | 40'-3" | |
| s2(E) | 34 | #4 | 11'-5" | |
| s3(E) | 2 | #4 | 12'-1" | |
| u(E) | 8 | #6 | 8'-0" | |
| u1(E) | 6 | #4 | 3'-8" | |
| v1(E) | 81 | #5 | 4'-4" | |
| v2(E) | 8 | #5 | 10'-10" | |
| v3(E) | 6 | #5 | 10'-4" | |

| Structure | Excavation | Cu. Yd. | 90 |
|------------------------------------|------------|---------|------|
| Concrete Structures | | Cu. Yd. | 16.6 |
| Reinforcement Bars, Epoxy Coated | | Pound | 1980 |
| Furnishing Steel Piles, HP 10 x 42 | | Foot | 280 |
| Driving Piles | | Foot | 280 |
| Test Pile | | Each | 1 |
| Pile Shoes | | Each | 5 |

HP12x53 2'-0"
HP10x42 1'-9"
HP12x53 1'-0" 1'-0"
HP10x42 10 1/2" 10 1/2"

Welded wire fabric 6X6-W4.0xW4.0 weighing 58#/100 sq. ft. The cost of Excavation, Concrete Encasement and Reinforcement is included with furnishing piles. Forms for encasement may be omitted when soil conditions will permit.

PILE ENCASEMENT DETAIL



ANCHOR BOLT LAYOUT

FIELD CUTTING DIAGRAM v2(E) & v3(E)

Order v2(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.

WEST ABUTMENT PLAN AND ELEVATION
TIMBER EDGE DRIVE OVER SALT CREEK
DuPAGE COUNTY
F.A. ROUTE 7, SEC. 03-00019-00-BR
STATION 103+31.33
STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018

| REVISIONS | NAME | DATE | DESCRIPTION |
|-----------|------|------|-------------|
| | | | |
| | | | |

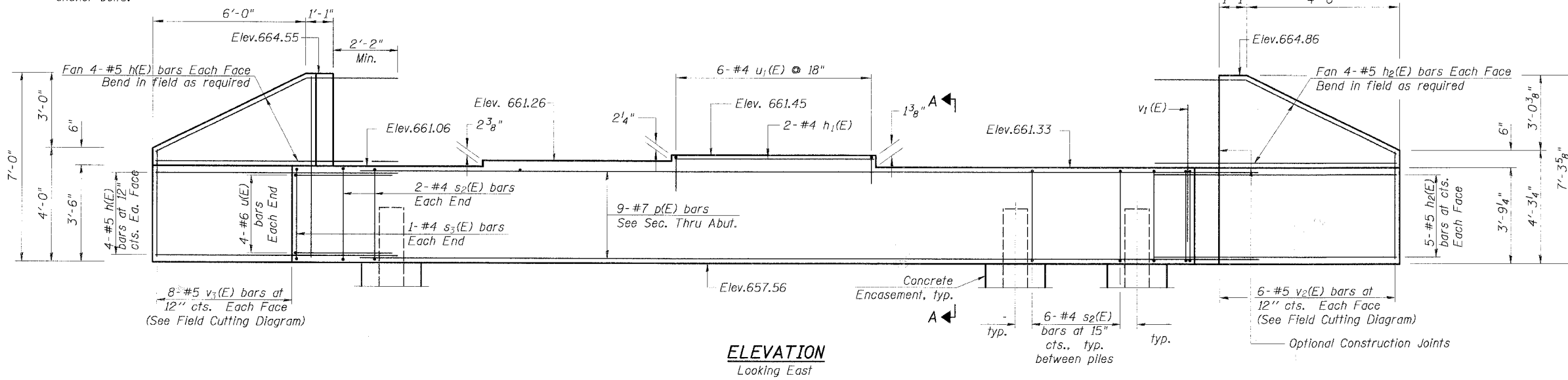
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| DRAWN BY | | DATE | 8/24/2007 |
| CHECKED BY | | | |
| APPROVED BY | | | |

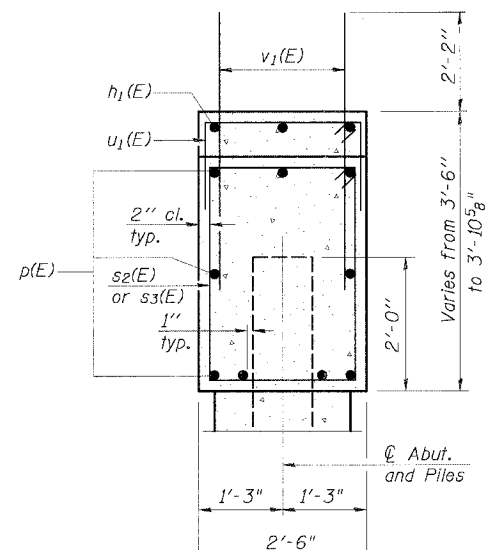
DRAWING NUMBER: **S-11**

Notes: Four steps monolithically with cap.
Space reinforcement in caps to miss anchor bolts.

| | | | | |
|-----------------|---------|--------|-------|--------------|
| ROUTE NO. | SECTION | COUNTY | SHEET | SHEET NO. 24 |
| 03-00019-00-BR | DUPAGE | DUPAGE | 35 | 35 SHEETS |
| Contract #83965 | | | | |



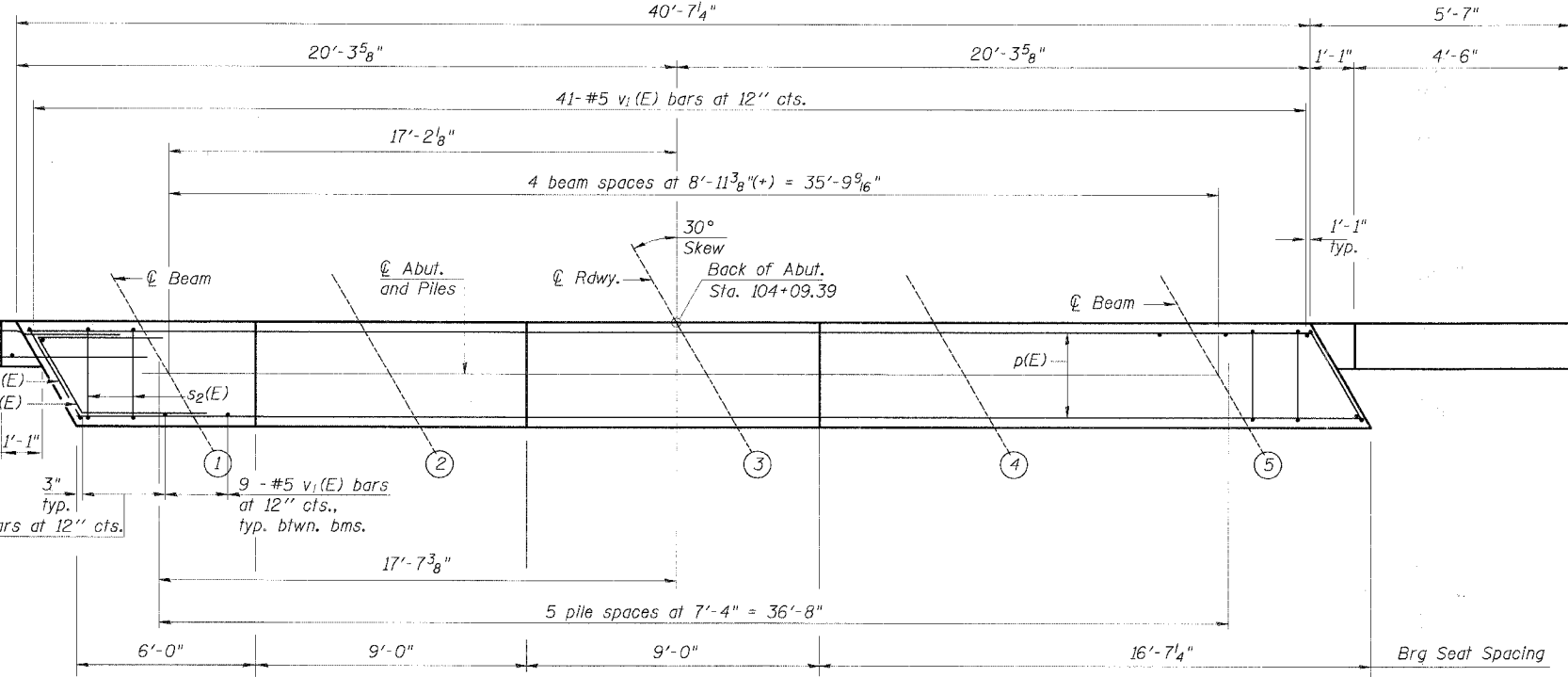
ELEVATION
Looking East



SECTION A-A

PILE DATA

Type: Steel HP10x42 with Pile Shoes
Nominal Required Brg.: 335 kip
Factored Resistance Available: 168 kip
Est. Length: 59'
No. of Production Piles: 5
No. of Test Piles: 1

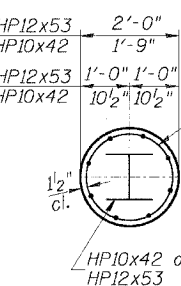


PLAN

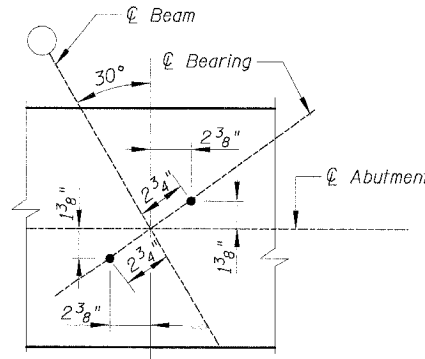
BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|-------|-----|------|---------|-------|
| h(E) | 16 | #5 | 9'-9" | — |
| h1(E) | 2 | #4 | 8'-8" | — |
| h2(E) | 18 | #5 | 8'-6" | — |
| p(E) | 9 | #7 | 40'-3" | — |
| s2(E) | 34 | #4 | 11'-5" | □ |
| s3(E) | 2 | #4 | 12'-1" | □ |
| u(E) | 8 | #6 | 8'-0" | ⌢ |
| u1(E) | 6 | #4 | 3'-8" | — |
| v1(E) | 81 | #5 | 4'-4" | — |
| v2(E) | 6 | #5 | 10'-10" | — |
| v3(E) | 8 | #5 | 10'-4" | — |

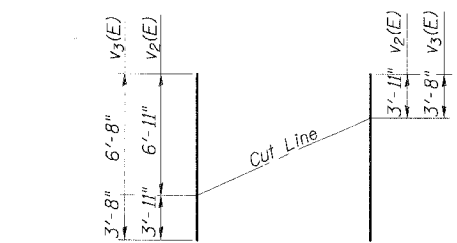
| | | |
|------------------------------------|---------|------|
| Structure Excavation | Cu. Yd. | 90 |
| Concrete Structures | Cu. Yd. | 16.6 |
| Reinforcement Bars, Epoxy Coated | Pound | 1980 |
| Furnishing Steel Piles, HP 10 x 42 | Foot | 295 |
| Driving Piles | Foot | 295 |
| Test Pile | Each | 1 |
| Pile Shoes | Each | 5 |



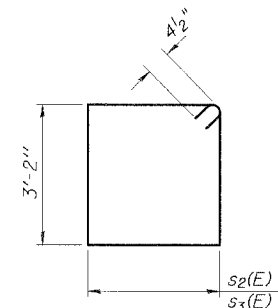
PILE ENCASEMENT DETAIL



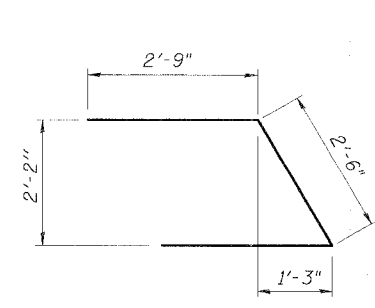
ANCHOR BOLT LAYOUT



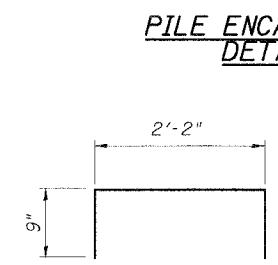
FIELD CUTTING DIAGRAM V2(E) & V3(E)
Order v2(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s2(E) & s3(E)



BAR u(E)



BAR u1(E)

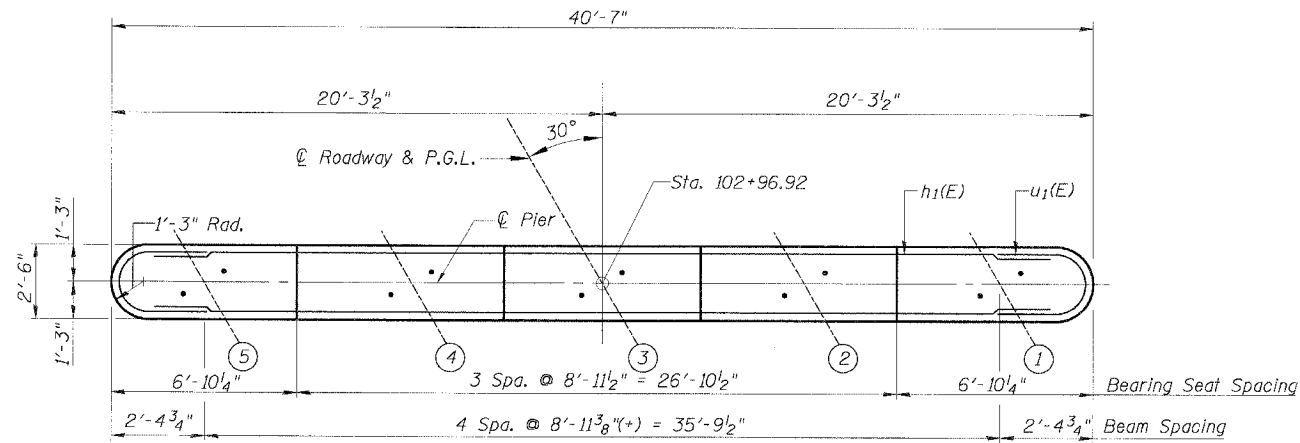
| REVISIONS | NAME | DATE |
|-----------|------|------|
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| | |
|-----------------|-----------------|
| DESIGNED BY: | PROJECT NO.: |
| DRAWN BY: PFB | DATE: 8/24/2007 |
| CHECKED BY: MFI | |
| APPROVED BY: | |

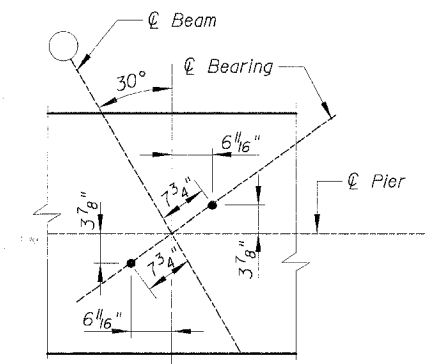
EAST ABUTMENT PLAN AND ELEVATION
TIMBER EDGE DRIVE OVER SALT CREEK
DuPAGE COUNTY
F.A. ROUTE 7, SEC. 03-00019-00-BR
STATION 103+31.33
STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018

Notes: Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.



TOP PLAN

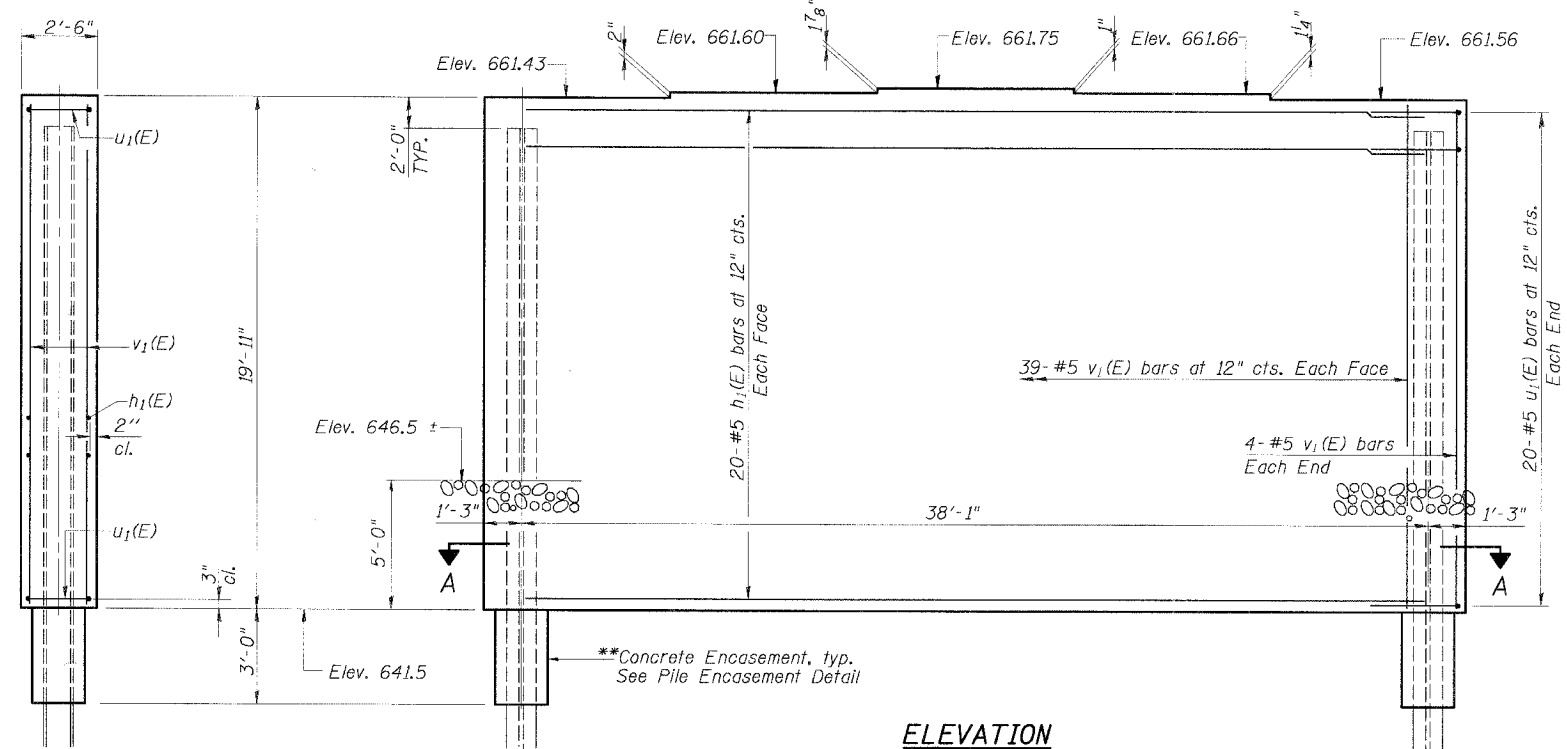


ANCHOR BOLT LAYOUT

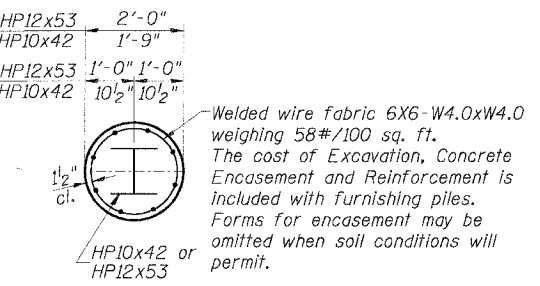
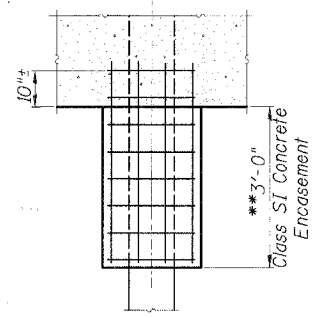
BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|---|-----|---------|--------|-------|
| h ₁ (E) | 40 | #5 | 38'-0" | — |
| u ₁ (E) | 40 | #5 | 9'-5" | ⊂ |
| v ₁ (E) | 86 | #5 | 19'-7" | — |
| Concrete Structures | | Cu. Yd. | 74.5 | |
| Reinforcement Bars, Epoxy Coated | | Pound | 3,730 | |
| Structure Excavation | | Cu. Yd. | 70 | |
| Furnishing Steel | | Foot | 270 | |
| Piles HP12x53 | | Foot | 270 | |
| Driving Piles | | Foot | 270 | |
| Test Pile Steel HP12x53 | | Each | 1 | |
| Underwater Structure Excavation Protection Location 1 | | Each | 1 | |
| Pile Shoes | | Each | 5 | |

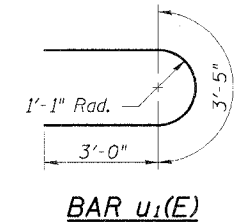
Reinforcement Bars designated (E) shall be epoxy coated.



ELEVATION (Looking West)



PILE ENCASEMENT DETAIL

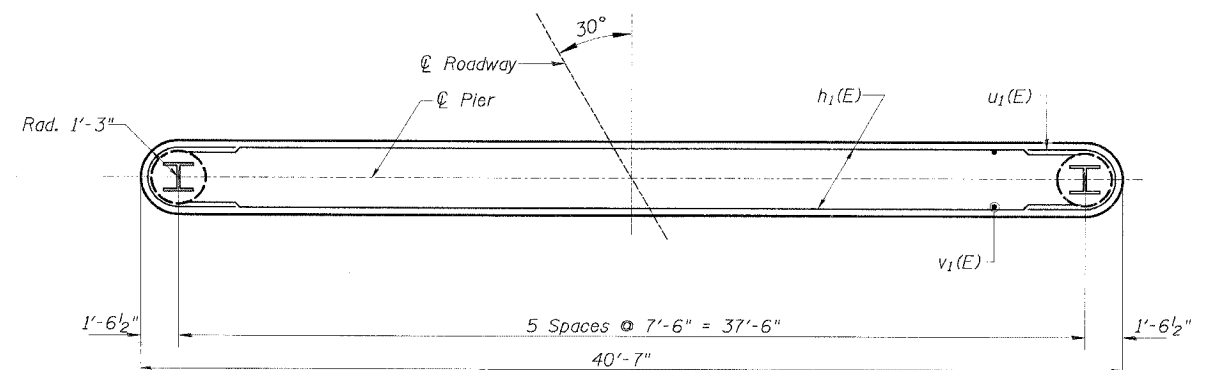


BAR u₁(E)

END VIEW

PILE DATA

Type: Steel HP12x53 with Pile Shoes
Nominal Required Brg.: 419 k
Factored Resistance Available: 209 k
Est. Length: 54'
No. of Production Piles: 5
No. of Test Piles: 1



SECTION A-A

**Forms shall be placed below Elevation 641.50 after excavation for Pier walls. Reinforcement and Concrete Encasement shall be poured underwater into forms. The cost of Concrete Encasement, Reinforcement, form excavation, and furnishing and placing forms is included with furnishing piles. If a portion of the pier wall is under water, concrete shall be trimmed under water into forms according to Article 503.08 of the Standard Specifications. Concrete shall be trimmed to an Elevation 1'-0" above the water level at the time of Construction.

PIER 1 - DETAIL
TIMBER EDGE DRIVE OVER SALT CREEK
DuPAGE COUNTY
F.A. ROUTE 7, SEC. 03-00019-00-BR
STATION 103+31.33
STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018

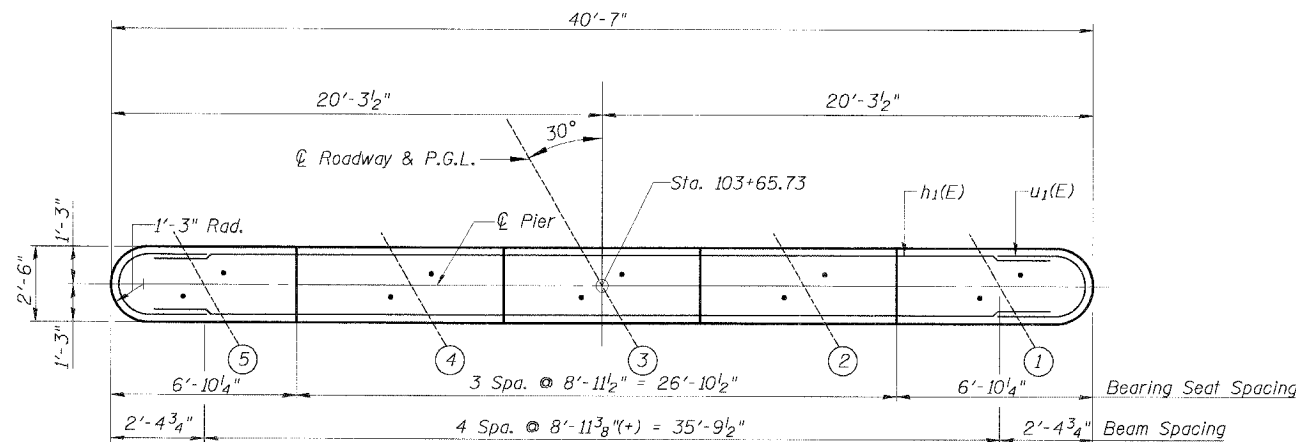
| REVISIONS | NAME | DATE | DESCRIPTION |
|-----------|------|------|-------------|
| | | | |
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| | | | |
| | | | |

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY MEASURING ANY PORTION OF THIS DRAWING.

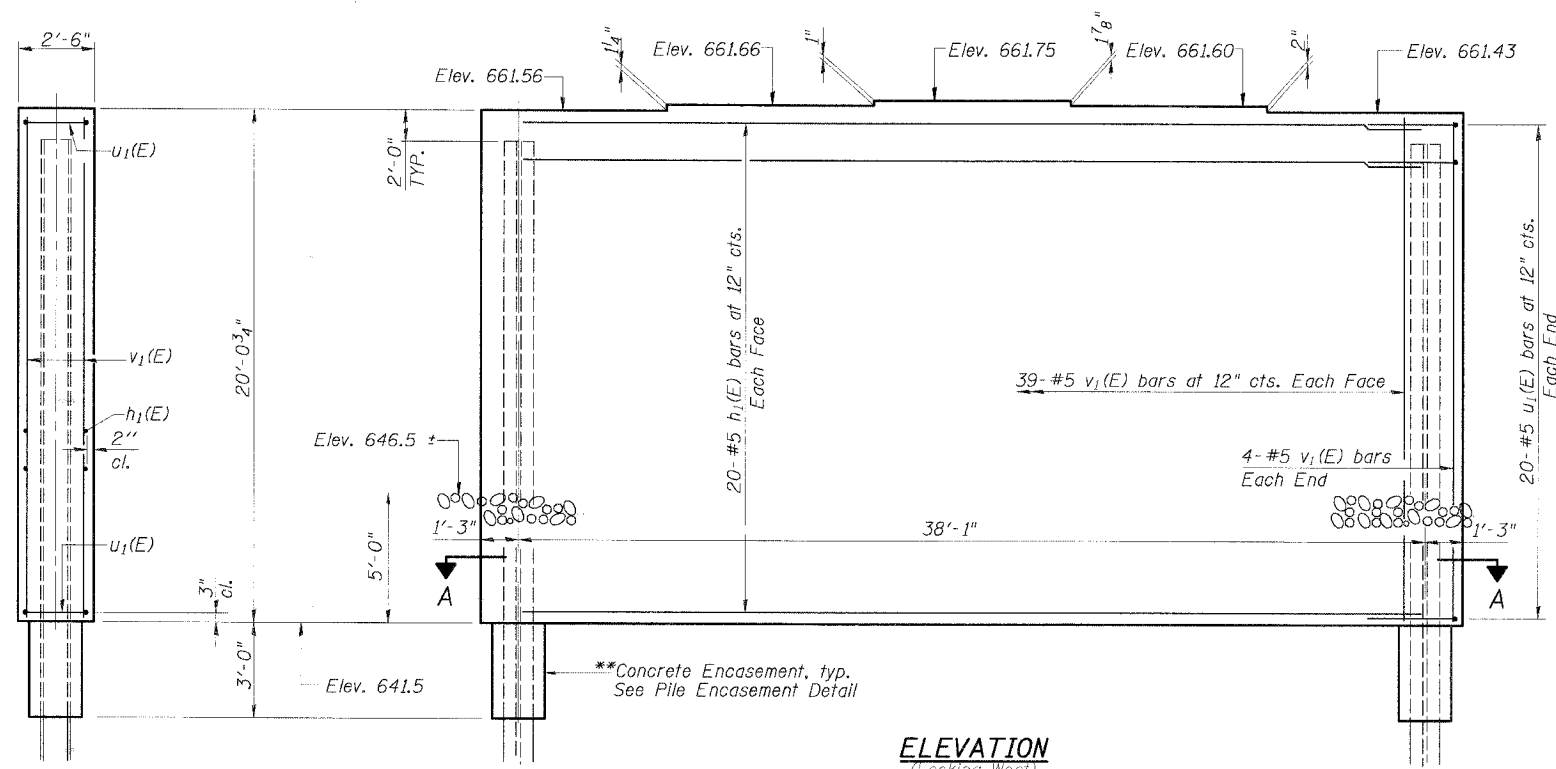
| | |
|----------------|-----------------|
| DESIGNED BY: | PROJECT NO.: |
| DRAWN BY: PDR | DATE: 8/24/2007 |
| CHECKED BY: NM | |
| APPROVED BY: | |
| | |

DRAWING NUMBER: S-13

Notes: Space reinforcement in cap to miss anchor bolts.
Four steps monolithically with cap.



TOP PLAN

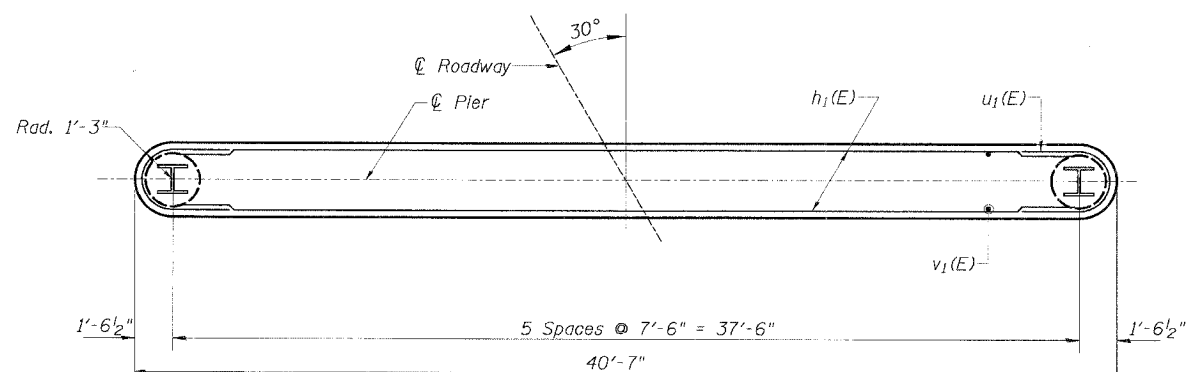


ELEVATION
(Looking West)

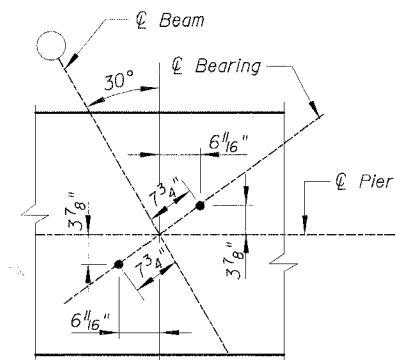
END VIEW

PILE DATA

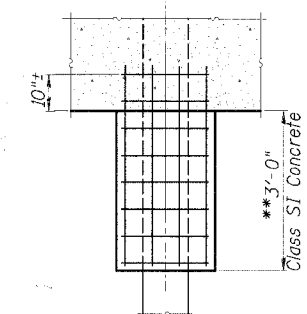
Type: Steel HP12x53 with Pile Shoes
Nominal Required Brg.: 419 k
Factored Resistance Available: 209 k
Est. Length: 53'
No. of Production Piles: 5
No. of Test Piles: 1



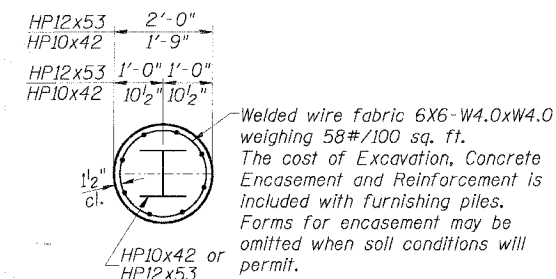
SECTION A-A



ANCHOR BOLT LAYOUT



PILE ENCASEMENT
DETAIL

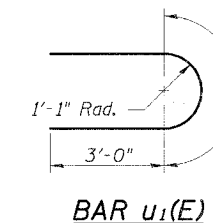


**Forms shall be placed below Elevation 641.50 after excavation for Pier walls. Reinforcement and Concrete Encasement shall be poured underwater into forms. The cost of Concrete Encasement, Reinforcement, form excavation, and furnishing and placing forms is included with furnishing piles. If a portion of the pier wall is under water, concrete shall be trimmed under water into forms according to Article 503.08 of the Standard Specifications. Concrete shall be trimmed to an Elevation 1'-0" above the water level at the time of Construction.

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|---|-----|------|---------|-------|
| h ₁ (E) | 40 | #5 | 38'-0" | — |
| u ₁ (E) | 40 | #5 | 9'-5" | — |
| v ₁ (E) | 86 | #5 | 19'-7" | — |
| Concrete Structures | | | Cu. Yd. | 74.5 |
| Reinforcement Bars, Epoxy Coated | | | Pound | 3,730 |
| Structure Excavation | | | Cu. Yd. | 70 |
| Furnishing Steel | | | Foot | 265 |
| Piles HP12x53 | | | Foot | 265 |
| Driving Piles | | | Foot | 265 |
| Test Pile Steel HP12x53 | | | | 1 |
| Underwater Structure Excavation Protection Location 2 | | | Each | 1 |
| Pile Shoes | | | Each | 5 |

Reinforcement Bars designated (E) shall be epoxy coated.



BAR u₁(E)

PIER 2 - DETAIL

TIMBER EDGE DRIVE OVER SALT CREEK
DuPAGE COUNTY
F.A. ROUTE 7, SEC. 03-00019-00-BR
STATION 103+31.33
STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE
ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018

| REVISIONS | DATE | DESCRIPTION |
|-----------|------|-------------|
| | | |
| | | |
| | | |
| | | |

DRAWING NUMBER: S-14

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.

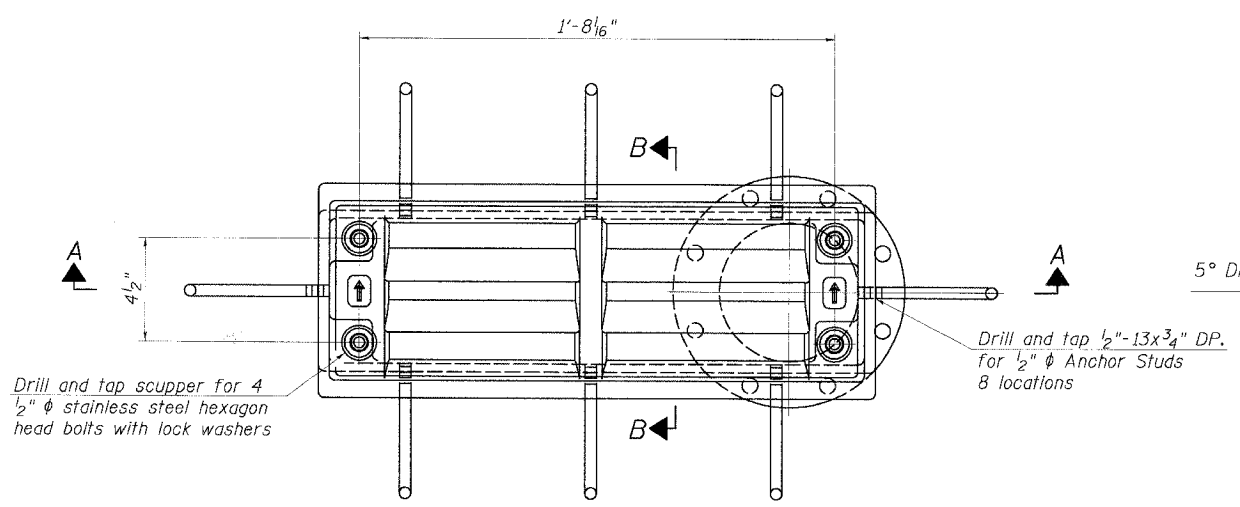
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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 M11.

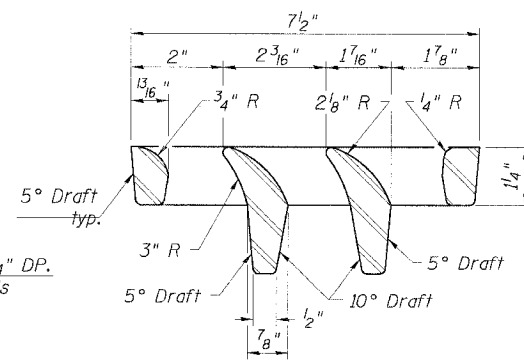
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

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-12.

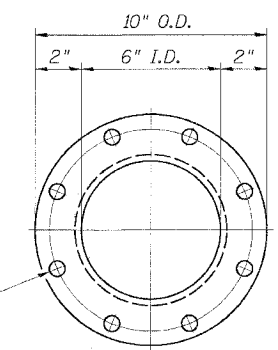
Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



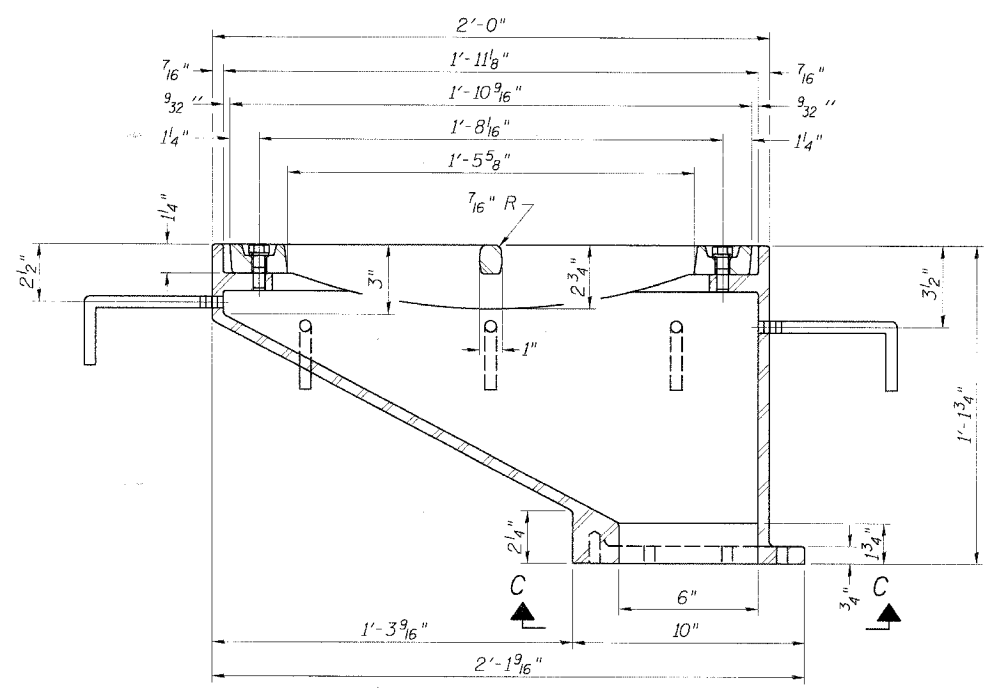
PLAN



VANE GRATE DETAIL

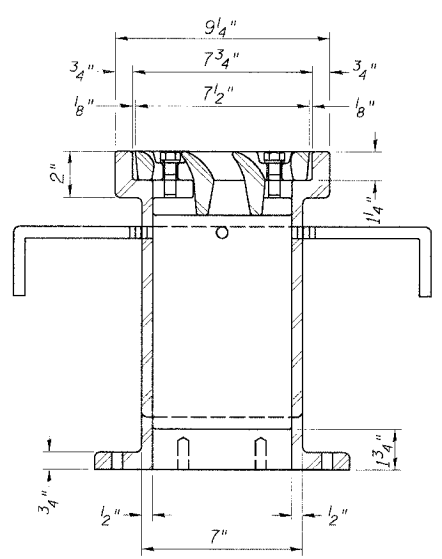


VIEW C-C

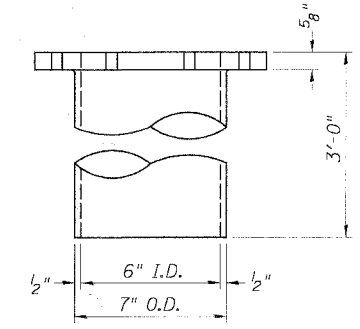


SECTION A-A

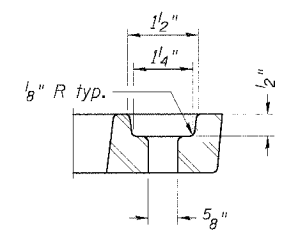
See sheet of for scupper location relative to parapet.



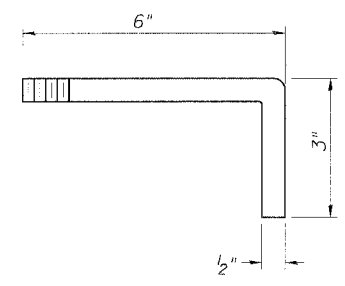
SECTION B-B



DOWNSPOUT



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

Drill and tap 8 holes for 1/2"-13 bolts on an 8 3/4" φ bolt circle. (2 blind holes are 1/4" deep, 6 thru holes)

BILL OF MATERIAL

| ITEM | UNIT | QUANTITY |
|-------------------------|------|----------|
| Drainage Scupper, DS-12 | Each | 4 |

DRAINAGE SCUPPER, DS-12

TIMBER EDGE DRIVE OVER SALT CREEK
 DuPAGE COUNTY
 F.A. ROUTE 7, SEC. 03-00019-00-BR
 STATION 103+31.33
 STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018

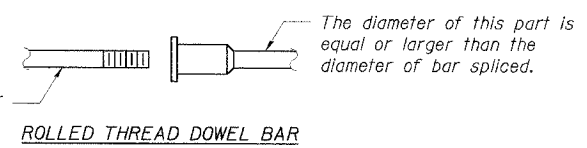
| REVISIONS | | DATE | DRAWING NUMBER |
|-----------|--|------|----------------|
| NAME | | | |
| | | | |
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NOTES

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

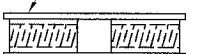
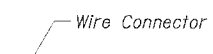
| Bar Size to be Spliced | Splicer Rod or Dowel Bar Length | Strength Requirements | |
|------------------------|---------------------------------|------------------------------|---------------------------------------|
| | | Min. Capacity kips - tension | Min. Pull-Out Strength kips - tension |
| #4 | 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 |



ROLLED THREAD DOWEL BAR



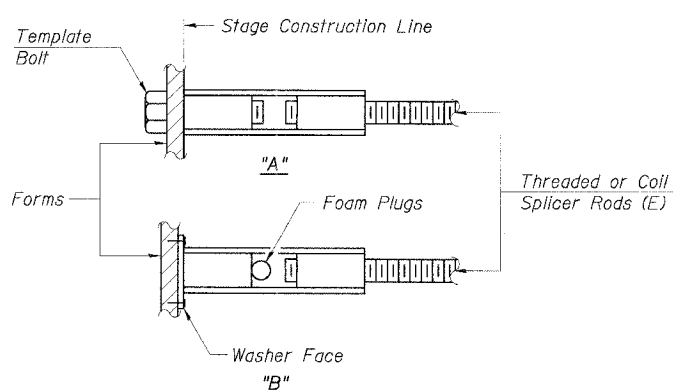
** ONE PIECE



WELDED SECTIONS

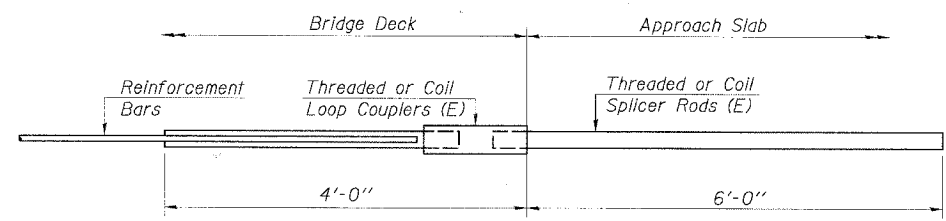
BAR SPLICER ASSEMBLY ALTERNATIVES

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



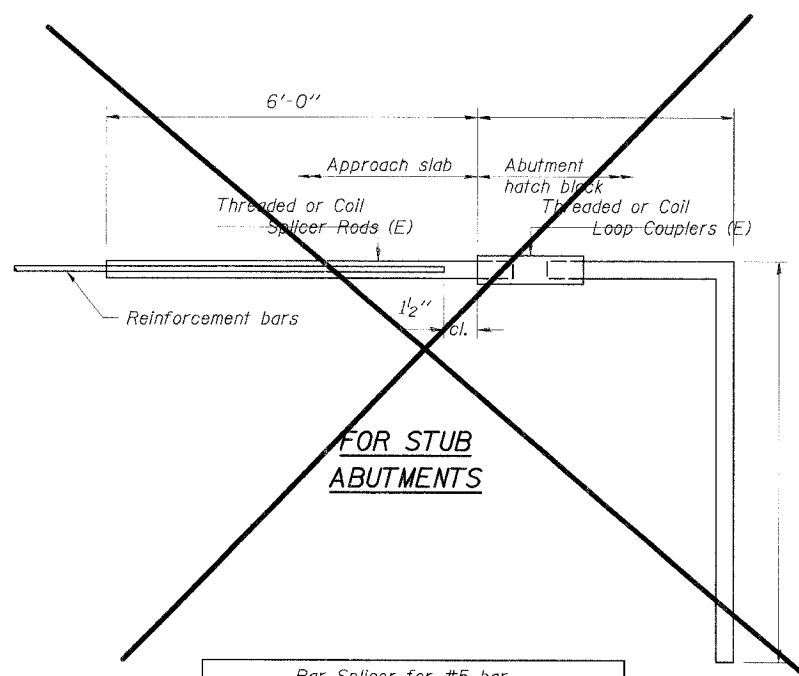
INSTALLATION AND SETTING METHODS

"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.



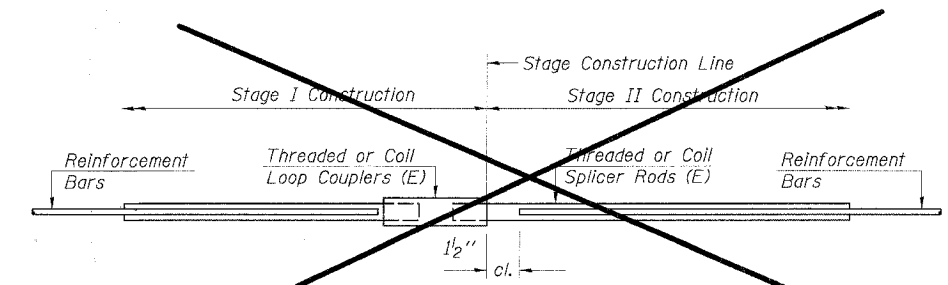
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



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 | 64 | Abutments |
| | | |
| | | |

BAR SPLICER ASSEMBLY DETAILS

TIMBER EDGE DRIVE OVER SALT CREEK
 DuPAGE COUNTY
 F.A. ROUTE 7, SEC. 03-00019-00-BR
 STATION 103+31.33
 STRUCTURE NO. 022-6000

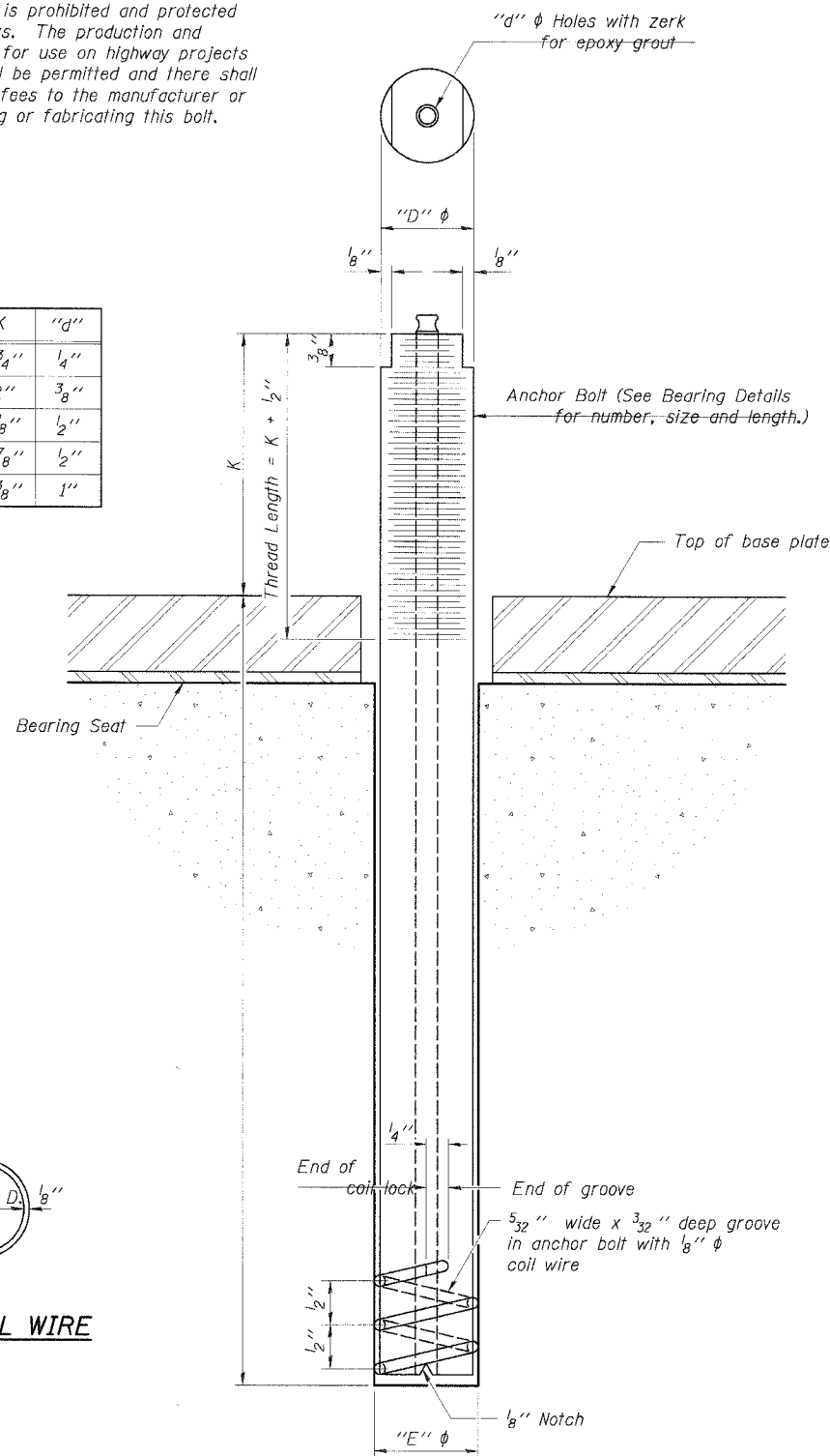
CB CHRISTOPHER B. BURKE
 ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018

| REVISIONS | | DATE | BY |
|-----------|--|------|----|
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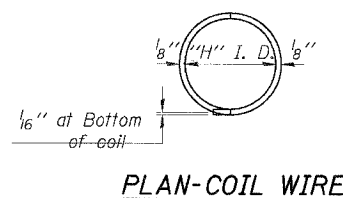
PROJECT NO. 03-00019-00-BR
 DRAWN BY: PCT
 CHECKED BY: MM
 DATE: 8/24/2007

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

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



ILLINOIS COIL-LOCK ANCHOR BOLT



PLAN-COIL WIRE

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 |
|----------|-----------|
| W. Abut. | - |
| Pier 1 | 1" ϕ |
| Pier 2 | 1" ϕ |
| E. Abut. | - |

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

GENERAL NOTES

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

ANCHOR BOLT DETAILS
 TIMBER EDGE DRIVE OVER SALT CREEK
 DuPAGE COUNTY
 F.A. ROUTE 7, SEC. 03-00019-00-BR
 STATION 103+31.33
 STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018

| REVISIONS | | DATE | DRAWING NUMBER |
|-----------|--|------|----------------|
| NAME | | | |
| | | | S-17 |
| | | | |

BORING B-101

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 2 Date Started 1/9/07 Date Completed 1/9/07

ROUTE F.A. Route 7 DESCRIPTION Timber Edge Drive over Salt Creek

Table with columns for Station, Surface Elev., Soil Description, and SPT values. Includes notes like '1.5" Asphaltic Concrete Deck' and 'Air Below Deck'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test

STRUCTURE NO. 022-6000 ROUTE F.A. Route 7

Table with columns for Station, Surface Elev., Soil Description, and SPT values. Includes notes like 'Very stiff to hard gray CLAY LOAM' and 'DOLOMITE, very light gray'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test

BORING B-102

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 2 Date Started 1/8/07 Date Completed 1/8/07

ROUTE F.A. Route 7 DESCRIPTION Timber Edge Drive over Salt Creek

Table with columns for Station, Surface Elev., Soil Description, and SPT values. Includes notes like '3.5" Asphaltic Concrete Deck' and 'Air Below Deck'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test

STRUCTURE NO. 022-6000 ROUTE F.A. Route 7

Table with columns for Station, Surface Elev., Soil Description, and SPT values. Includes notes like 'Very stiff gray SILTY CLAY LOAM' and 'Auger Refusal at 57.0'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test

BORING B-102A

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1 Date Started 1/30/07 Date Completed 1/30/07

ROUTE F.A. Route 7 DESCRIPTION Timber Edge Drive over Salt Creek

Table with columns for Station, Surface Elev., Soil Description, and SPT values. Includes notes like 'Very soft dark brown and black CLAY LOAM'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test

BORING B-2

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1 Date Started 1/8/07 Date Completed 1/8/07

ROUTE F.A. Route 7 DESCRIPTION Timber Edge Drive over Salt Creek

Table with columns for Station, Surface Elev., Soil Description, and SPT values. Includes notes like 'WET DARK CLAY, RIVER SETTLING' and 'WET GRAY SAND'.

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test

BORING LOGS TIMBER EDGE DRIVE OVER SALT CREEK DuPAGE COUNTY F.A. ROUTE 7, SEC. 03-00019-00-BR STATION 103+31.33 STRUCTURE NO. 022-6000

CHRISTOPHER B. BURKE ENGINEERING LTD. 9575 West Higgins Road, Suite 600 Rosemont, Illinois 60018

Table with columns for REVISIONS NAME, DATE, and DRAWING NUMBER. Includes drawing number S-18.

BORING B-3

BORING B-6

Testing Service Corporation
STRUCTURE BORING LOG
Page 1 of 2
Date Started 1/8/07
Date Completed 1/8/07

ROUTE F.A. Route 7 DESCRIPTION Timber Edge Drive over Salt Creek
SECT. _____ STRUCT. NO. 022-6000 DRILLED BY Wright & Company
COUNTY DuPage LOCATION S. End West Abutment S. 23 TWP. 39 N., RNC. 11 E.

| Boring No. | D | B | Surface Water Elev. | D | B |
|--------------------------|----|-----|---------------------|-----|------|
| Station | E | L | Groundwater Elev.: | E | L |
| Offset | P | O | when drilling | P | O |
| | T | W | of Completion | T | W |
| | H | S | after | H | S |
| Surface Elev. | ft | Qu | Hrs. | ft | W |
| | | pcf | | | % |
| | | | | 30 | |
| DAMP DARK CLAY | | | 628.13 | 27 | 0.25 |
| | 6 | | | 30 | 0.94 |
| DAMP GRAY SAND | | | | 28 | 1.28 |
| | 7 | | | 27 | 0.64 |
| WET GRAY SAND AND GRAVEL | | | | 31 | 2.37 |
| | 13 | | | 30 | 0.66 |
| WET GRAY SILTY SAND | | | | 36 | 0.87 |
| | 12 | | | 75 | 2.90 |
| WET GRAY SILTY SAND | | | | 100 | 4.44 |
| | 11 | | | | |
| WET GRAY SILTY CLAY | | | | | |
| | 12 | | | | |
| WET GRAY CLAY AND GRAVEL | | | | | |
| | 19 | | | | |
| WET GRAY SAND AND GRAVEL | | | | | |
| | 25 | | | | |
| WET HARD PAN | | | | | |
| | 29 | | | | |

End of Boring at 51.2'

This boring performed by others in 1964. Log has been relayed by TSC for bridge reconstruction.

WET GRAY SILTY SAND

WET GRAY SILTY SAND

WET GRAY SILTY CLAY

WET GRAY CLAY AND GRAVEL

WET HARD PAN

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

Testing Service Corporation
STRUCTURE BORING LOG
Page 2 of 2
Date Started 1/8/07
Date Completed 1/8/07

STRUCTURE NO. 022-6000
ROUTE F.A. Route 7
SECTION _____
COUNTY DuPage

| Boring No. | D | B | Surface Water Elev. | D | B |
|------------------------|--------|-----|---------------------|-----|------|
| Station | E | L | Groundwater Elev.: | E | L |
| Offset | P | O | when drilling | P | O |
| | T | W | of Completion | T | W |
| | H | S | after | H | S |
| Surface Elev. | ft | Qu | Hrs. | ft | W |
| | | pcf | | | % |
| WET HARD PAN | | | | 110 | 6.09 |
| | 624.31 | | | | |
| End of Boring at 51.2' | | | | | |

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

Testing Service Corporation
STRUCTURE BORING LOG
Page 1 of 2
Date Started 1/8/07
Date Completed 1/8/07

ROUTE F.A. Route 7 DESCRIPTION Timber Edge Drive over Salt Creek
SECT. _____ STRUCT. NO. 022-6000 DRILLED BY Wright & Company
COUNTY DuPage LOCATION N. End East Abutment S. 23 TWP. 39 N., RNC. 11 E.

| Boring No. | D | B | Surface Water Elev. | D | B |
|---------------------------|----|------|---------------------|----|------|
| Station | E | L | Groundwater Elev.: | E | L |
| Offset | P | O | when drilling | P | O |
| | T | W | of Completion | T | W |
| | H | S | after | H | S |
| Surface Elev. | ft | Qu | Hrs. | ft | W |
| | | pcf | | | % |
| | | | | 17 | |
| DAMP BROWN CLAY | | | 658.62 | 19 | |
| | 14 | 0.11 | | 15 | |
| GRAY SAND AND GRAVEL, WET | | | | 17 | 1.40 |
| | 24 | | | 19 | 0.75 |
| GRAY CLAY, WET | | | | 41 | 0.64 |
| | 26 | | | 44 | 1.21 |
| GRAY SILTY SAND, WET | | | | 55 | 0.63 |
| | 15 | 0.23 | | 38 | 0.52 |
| GRAY SAND, WET | | | | 37 | 1.17 |
| | 10 | | | | |
| GRAY SILTY SAND, WET | | | | | |
| | 19 | | | | |
| GRAY SAND, WET | | | | | |
| | 21 | | | | |
| | 26 | | | | |
| | 28 | | | | |

End of Boring at 60.8'

This boring performed by others in 1964. Log has been relayed by TSC for bridge reconstruction.

GRAY SAND AND GRAVEL, WET

GRAY SILTY SAND, WET

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

Testing Service Corporation
STRUCTURE BORING LOG
Page 2 of 2
Date Started 1/8/07
Date Completed 1/8/07

STRUCTURE NO. 022-6000
ROUTE F.A. Route 7
SECTION _____
COUNTY DuPage

| Boring No. | D | B | Surface Water Elev. | D | B |
|--------------------------------|----|-----|---------------------|-----|------|
| Station | E | L | Groundwater Elev.: | E | L |
| Offset | P | O | when drilling | P | O |
| | T | W | of Completion | T | W |
| | H | S | after | H | S |
| Surface Elev. | ft | Qu | Hrs. | ft | W |
| | | pcf | | | % |
| | | | | 45 | 4.56 |
| | | | | 49 | 2.55 |
| GRAY CLAY AND SOME GRAVEL, WET | | | | 100 | |
| | | | | 115 | |
| HARD PAN | | | | 115 | |
| | | | | | |
| End of Boring at 60.8' | | | | | |

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

BORING LOGS

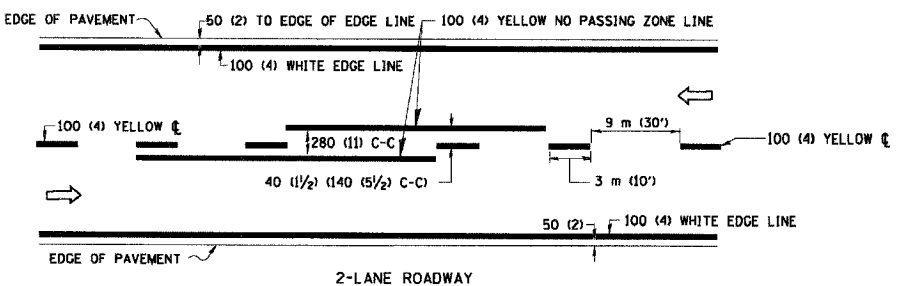
TIMBER EDGE DRIVE OVER SALT CREEK
DuPAGE COUNTY
F.A. ROUTE 7, SEC. 03-00019-00-BR
STATION 103+31.33
STRUCTURE NO. 022-6000

CTB CHRISTOPHER B. BURKE
ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018

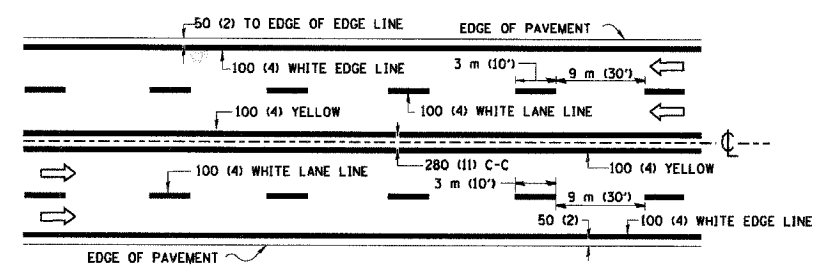
| REVISIONS | NAME | DATE |
|-----------|------|------|
| | | |
| | | |
| | | |

NET WEIGHT: _____
GROSS WEIGHT: _____
DATE: 8/24/2007
DRAWN BY: PGP
CHECKED BY: MM
DATE: 8/24/2007
SCALE: _____
PROJECT: 35
SHEET: 35

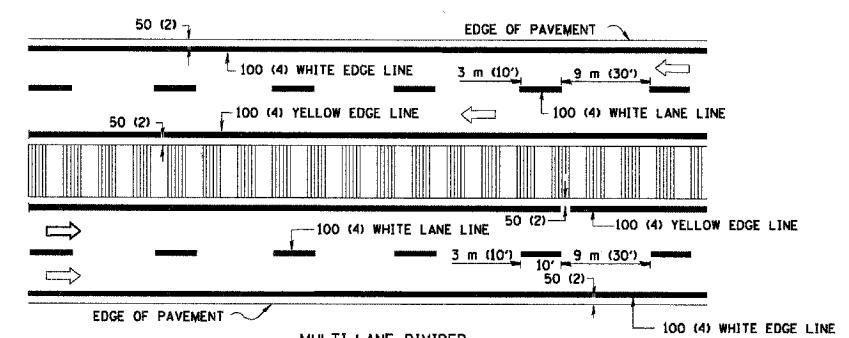
DRAWING NUMBER
S-19



2-LANE ROADWAY



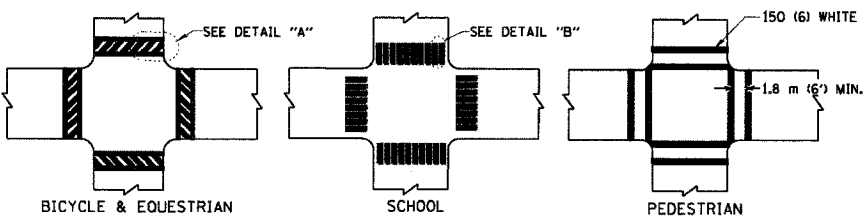
MULTI-LANE UNDIVIDED



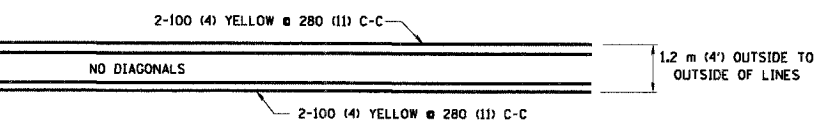
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

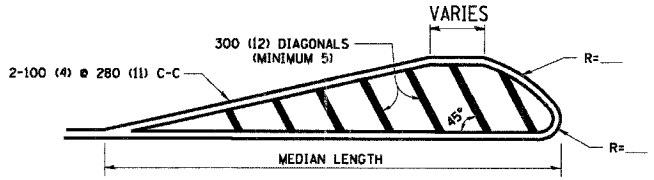
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



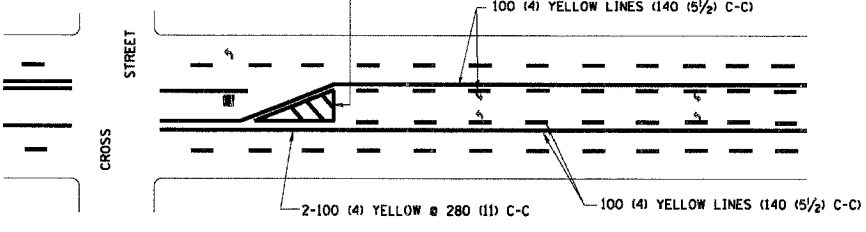
1.2 m (4') WIDE MEDIANS ONLY



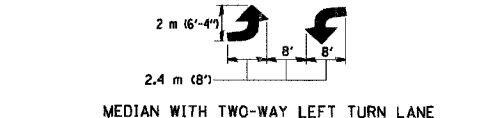
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 1.2 m (4') WIDE

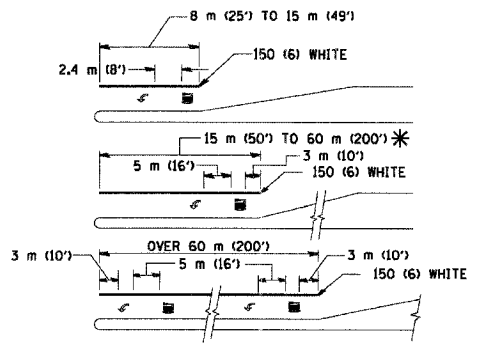


TYPICAL PAINTED MEDIAN MARKING



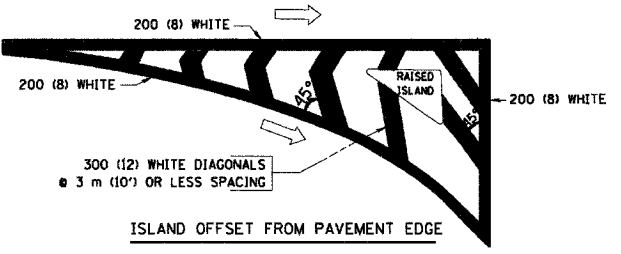
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

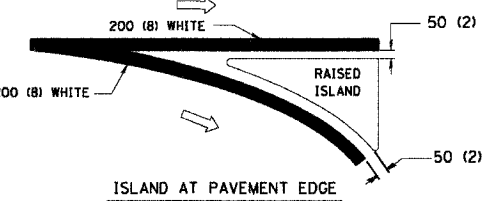


TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|---------------------------------|---|--|
| CENTERLINE ON 2 LANE PAVEMENT | 100 (4) | SKIP-DASH | YELLOW | 3 m (10') LINE WITH 9 m (30') SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 100 (4) | SOLID | YELLOW | 280 (11) C-C |
| NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS | 100 (4) 2 @ 100 (4) | SOLID | YELLOW YELLOW | 140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN |
| LANE LINES | 100 (4) 125 (5) ON FREEWAYS | SKIP-DASH SKIP-DASH | WHITE WHITE | 3 m (10') LINE WITH 9 m (30') SPACE |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 600 (2') LINE WITH 1.8 m (6') SPACE |
| EDGE LINES | 100 (4) | SOLID | YELLOW-LEFT WHITE-RIGHT | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8')) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW | SKIP-DASH AND SOLID IN PAIRS | YELLOW WHITE | 3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) | 2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 600 (24) | SOLID | WHITE | PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS | SOLID | YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC | 280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 200 (8) WITH 300 (12) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH)) |
| RAILROAD CROSSING | 600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.3m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.) |
| SHOULDER DIAGONALS | 300 (12) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH)) |

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 TYPICAL PAVEMENT MARKINGS

SCALE: NONE
 DATE: 2/15/2006
 DRAWN BY CADD
 CHECKED BY

DATE: _____ BY: _____
 CHECKED BY: _____
 DATE: _____ BY: _____
 CHECKED BY: _____
 DATE: _____ BY: _____
 CHECKED BY: _____
 DATE: _____ BY: _____
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 DATE: _____ BY: _____
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 CHECKED BY: _____

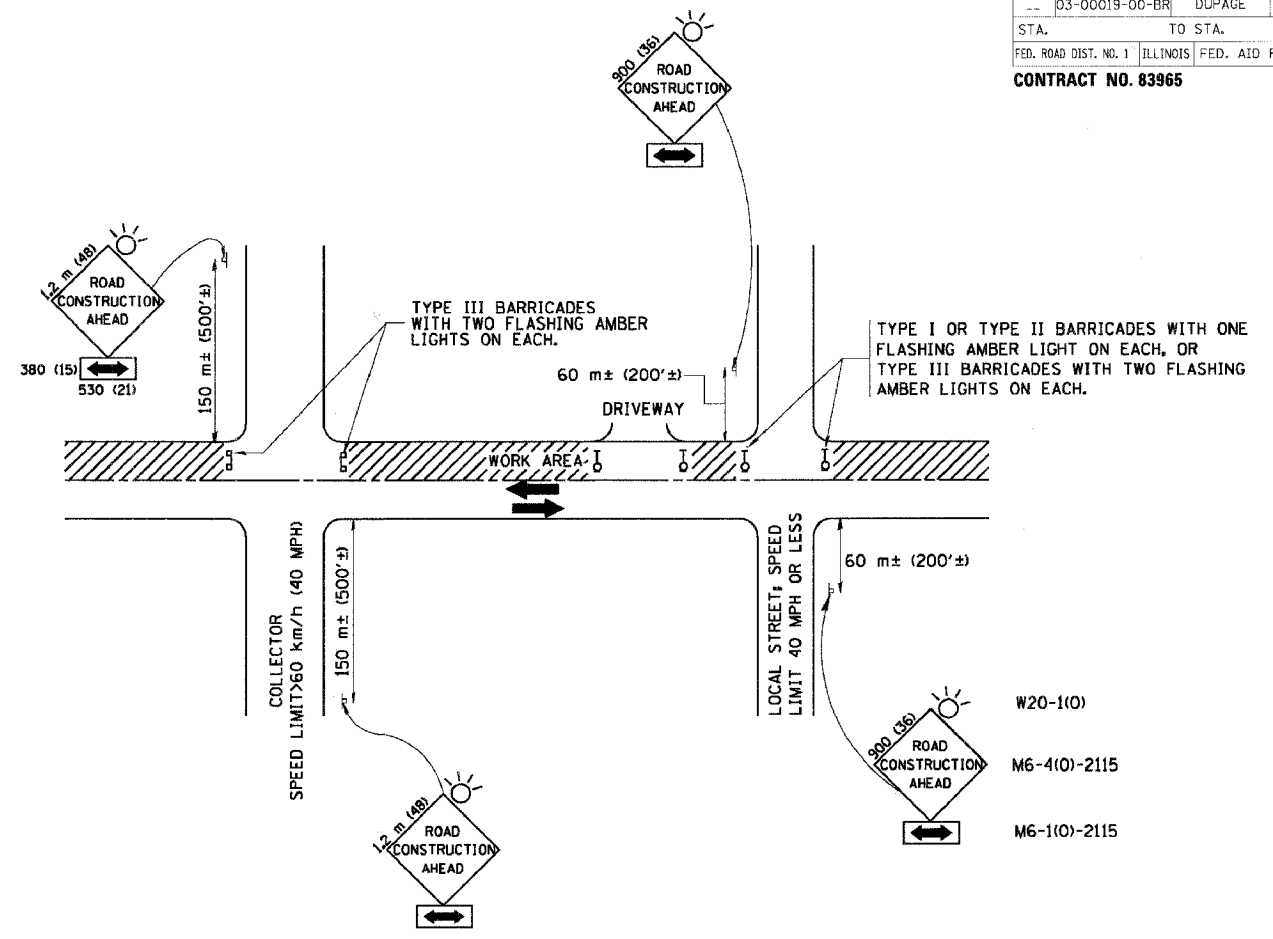
DATE: _____ BY: _____
 CHECKED: _____
 DATE: _____ BY: _____
 CHECKED: _____
 DATE: _____ BY: _____
 CHECKED: _____

CHRISTOPHER B. BURKE ENGINEERING LTD. PLAN
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

PROFILE
 DATE: _____ BY: _____
 CHECKED: _____
 DATE: _____ BY: _____
 CHECKED: _____

| | | | | |
|-----------------------|----------------|------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| -- | 03-00019-00-BR | DUPAGE | 35 | 33 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

CONTRACT NO. 83965



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 - 1. SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

| REVISIONS | |
|--------------|----------|
| NAME | DATE |
| LHA | 6/89 |
| T. RAMMACHER | 09/08/94 |
| J. OBERLE | 10/18/95 |
| A. HOJSEH | 03/06/96 |
| A. HOJSEH | 10/15/96 |
| T. RAMMACHER | 01/06/00 |

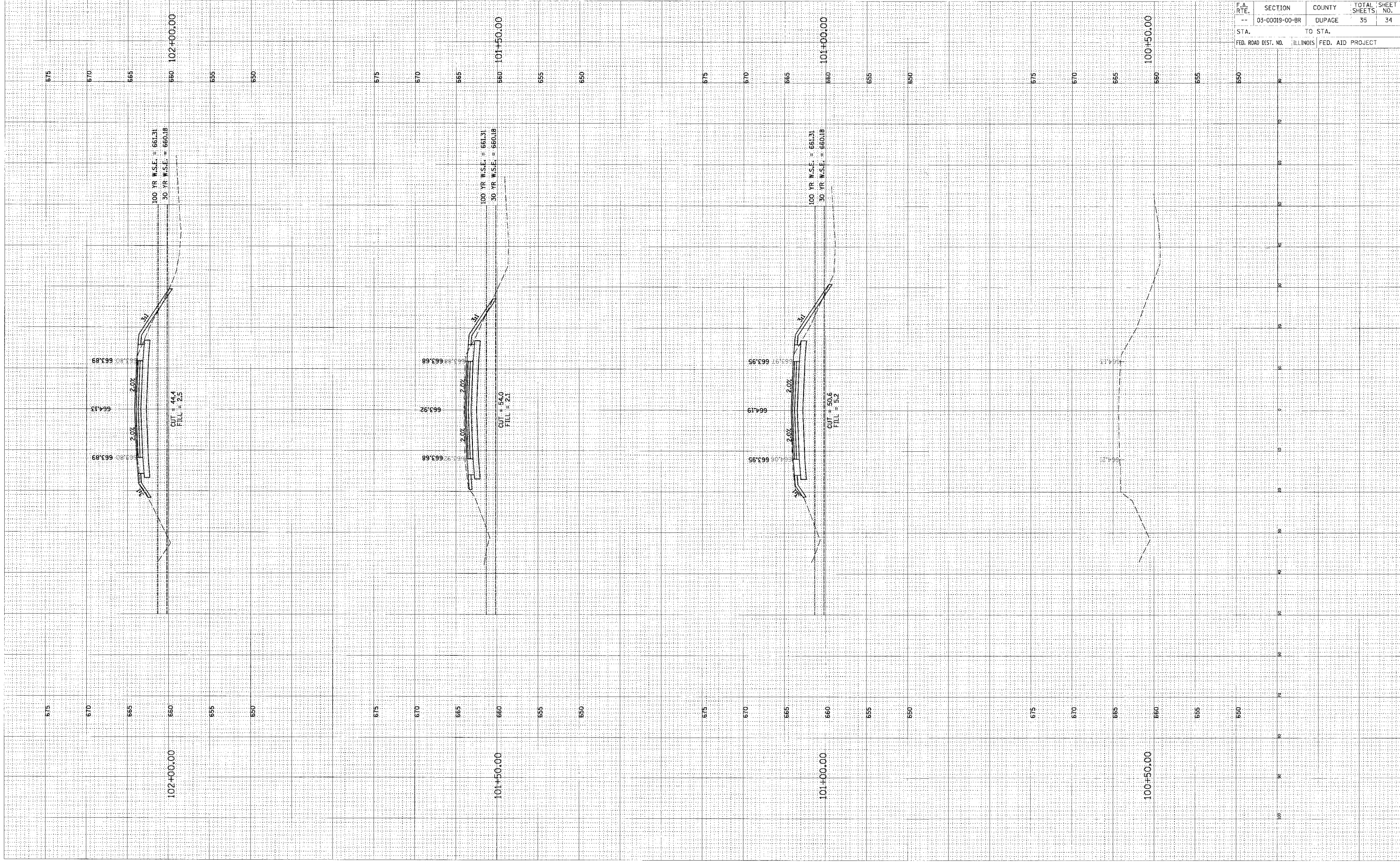
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: _____ DRAWN BY: _____
 DATE: 2/15/2006 CHECKED BY: _____

PLOT DATE = 8/24/2027
 FILE NAME = N:\okbook\okbook\83965\102+00\102+00\102+00.dwg
 PLOT SCALE = 1" = 40'
 USER NAME = PHUNGELLI

ORIGINAL SURVEY BY DATE
 SURVEY NO. DATE
 NOTE BOOK NO. DATE
 TEMPLATE NO. DATE
 AREA CHECKED
 NO.

FINAL SURVEY BY DATE
 SURVEY NO. DATE
 NOTE BOOK NO. DATE
 TEMPLATE NO. DATE
 AREA CHECKED
 NO.

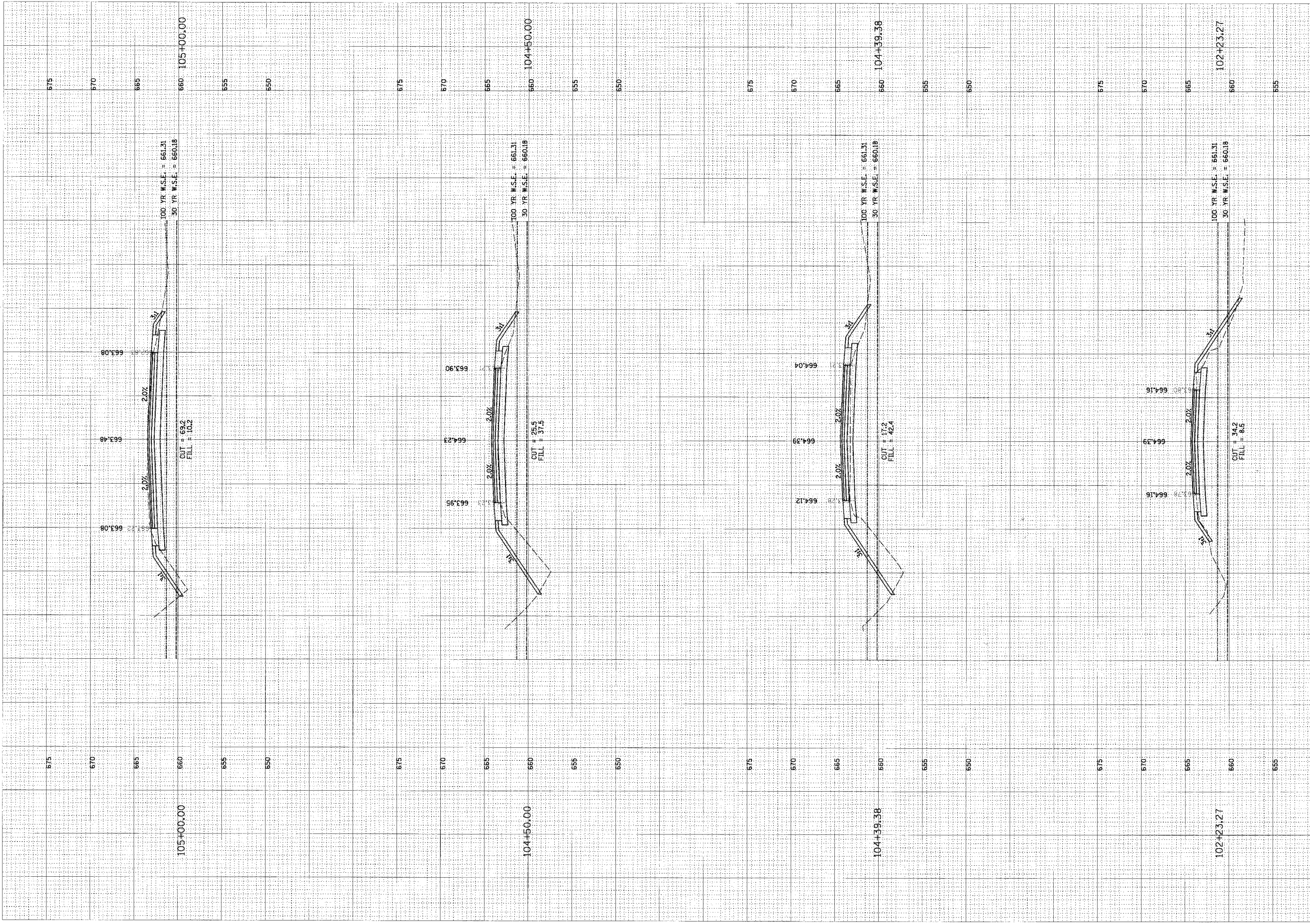


| CONTRACT NO. 83965 | | | | |
|---------------------|----------------|------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| -- | 03-00019-00-BR | DUPAGE | 35 | 34 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

PLOT DATE = 8/24/2007
 FILE NAME = N:\Gis\work\03\BRAC\1\BRAC-1\BRAC-1.dwg
 PLOT SCALE = 1" = 40'
 USER NAME = PMAGNELLI

ORIGINAL SURVEYED SURVEY DATE
 SURVEY BY
 TEMPLATE
 AREAS CHECKED
 AREAS CHECKED

FINAL SURVEYED SURVEY DATE
 SURVEY BY
 TEMPLATE
 AREAS CHECKED
 AREAS CHECKED



| CONTRACT NO. 83965 | | | | |
|---------------------|----------------|------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| -- | 03-00019-00-BR | DUPAGE | 35 | 35 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |