

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 3888 (NESLER ROAD)
 OVER FITCHIE CREEK
 BRIDGE REPLACEMENT
 SECTION 08-12103-02-BR
 PROJECT BRM-4003(204)
 PLATO TOWNSHIP
 KANE COUNTY
 JOB NO. C-91-358-13

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	1
		ILLINOIS	CONTRACT NO. 61D13	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

2014 ADT = 5,000
 2040 ADT = 9,000

DESIGN/POSTED SPEED

POSTED SPEED: 45 MPH
 DESIGN SPEED: 50 MPH

DESIGN DESIGNATION

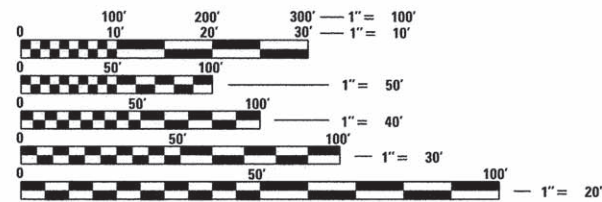
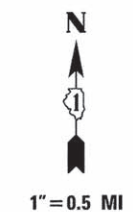
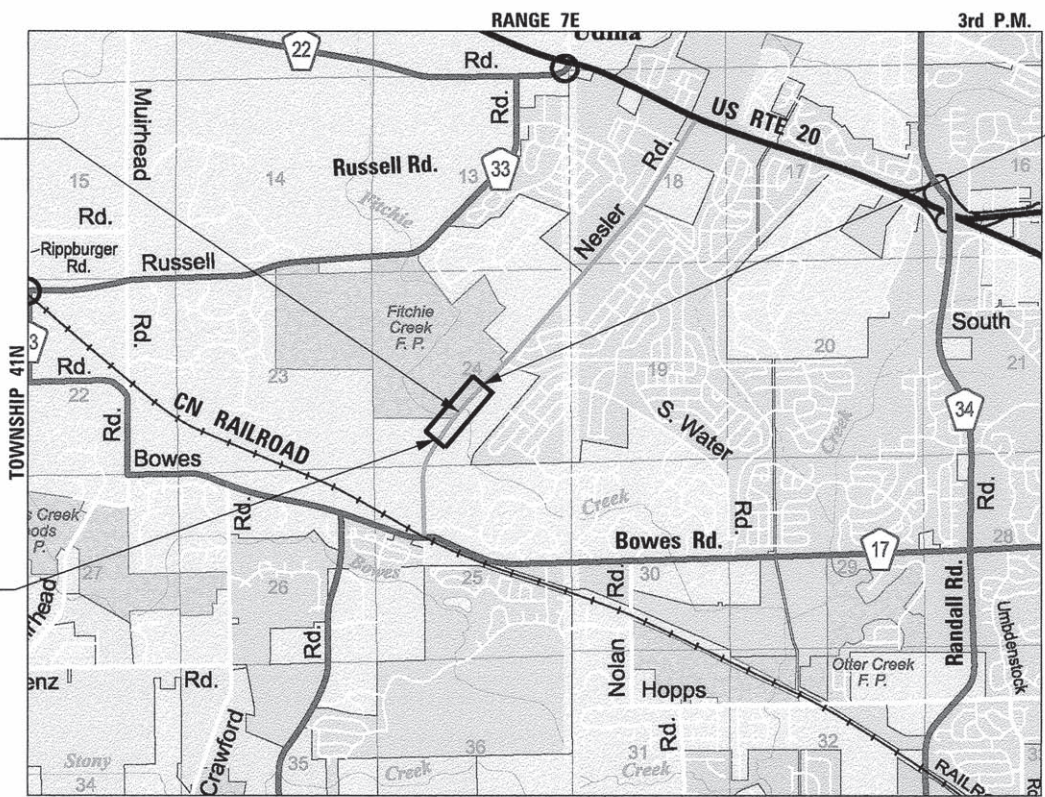
MAJOR COLLECTOR (RURAL)



EX STRUCTURE NO. 045-3321
 PR STRUCTURE NO. 045-3325

PROJECT ENDS
 STA 102+20.00

PROJECT BEGINS
 STA 97+00.00



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

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

PLATO TOWNSHIP
 PROJECT NET AND GROSS LENGTH = 520 FT (0.098 MILE)
 PROJECT LOCATED IN:
 THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 41N,
 RANGE 7E, OF THE THRID PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

APPROVED JUNE 20TH 2016
 [Signature]
 PLATO TOWNSHIP ROAD DISTRICT

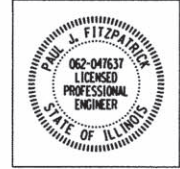
PASSED JULY 5, 2016
 [Signature]
 CHRISTOPHER HOLT
 DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
 BASED ON LIMITED
 REVIEW July 5 2016
 [Signature]
 REGIONAL ENGINEER

WBK engineering
 WBK ENGINEERING, LLC
 116 WEST MAIN STREET, SUITE 201
 ST. CHARLES, ILLINOIS 60174
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PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLER, P.E. (847) 705-4406 SCHAUMBURG, IL



JUNE 20 2016
 [Signature]
 PAUL J. FITZPATRICK
 ILLINOIS REG. PROFESSIONAL ENGINEER NO. 062-047637
 EXPIRATION DATE 11-30-2017
 SHEETS 1-25, 45-59



JUNE 20 2016
 [Signature]
 ANDREW E. UNDERWAGER
 ILLINOIS REG. PROFESSIONAL ENGINEER NO. 081-006218
 EXPIRATION DATE 11-30-2016
 SHEETS 26-44

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE APPLICABLE REQUIREMENTS SET FORTH IN "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016 THEREINAFTER REFERRED TO AS STANDARD SPECIFICATIONS, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM MANUAL TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" IN EFFECT ON THE DATE OF INVITATION FOR BIDS; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" LATEST EDITION; INTERIM SPECIAL PROVISIONS AS INCLUDED IN THE CONTRACT DOCUMENTS; AND THE DETAILS AND STANDARDS CONTAINED IN THESE PLANS.
- BEFORE STARTING ANY EXCAVATIONS, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- THE LOCATIONS OF THE EXISTING UTILITIES, AS SHOWN ON THE DRAWINGS, REPRESENT DATA RECEIVED FROM VARIOUS SOURCES, IT IS NOT GUARANTEED TO BE CORRECT OR ALL INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED AT NO ADDITIONAL COST IN ACCORDANCE WITH ARTICLE 105.07.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- ALL WORK SHALL BE COMPLETED WITHIN THE LIMITS OF THE PROJECT SHOWN. NO EQUIPMENT, MATERIAL YARD OR FIELD OFFICE SHALL BE SET UP OR STORED ON TOWNSHIP OR PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION OF THE ENGINEER.
- MAINTENANCE OF TRAFFIC - GENERAL: TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES OF THE TIME OF NOTIFICATION BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.
- TRAFFIC CONTROL DEVICES: ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC AS DETAILED ON THE PLANS SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY THROUGHOUT THE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER. CLEANING AND MAINTENANCE OF TRAFFIC CONTROL DEVICES, INCLUDING SIGNS, WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED THE APPLICABLE TRAFFIC CONTROL PAY ITEM.

DRAINAGE NOTES

- DURING CONSTRUCTION OPERATIONS ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES AND TEMPORARY DITCHES THAT OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE CLEANED AS NECESSARY TO INSURE THAT THEY ARE FREE FROM ALL DIRT AND DEBRIS PRIOR TO THE FINAL INSPECTION OF THE PROJECT. THIS WORK WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTH EXCAVATION.
- ANY FARM DRAIN, FIELD TILE SYSTEM OR OTHER UNDERGROUND TILE FACILITY ENCOUNTERED IN THE WORK SHALL BE LOCATED AND STAKED AND REPORTED TO THE ENGINEER. ANY DRAINAGE LINES WHICH ARE CUT OR DAMAGED BY GRADING, TRENCHING, EXCAVATION OR OTHER CONSTRUCTION ACTIVITIES SHALL BE REPAIRED SO AS TO MAINTAIN ITS ORIGINAL ALIGNMENT. IF THIS CANNOT BE ACCOMPLISHED, THE TILE SHALL BE REPAIRED AND CONNECTED TO THE PROPOSED STORM SEWER SYSTEM IN SUCH A MANNER AS TO RENDER THE LINES USABLE FOR THE PURPOSES INTENDED.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 611. THE MINIMUM SIZE FOR REPLACEMENT MUST BE 10 INCH AND SHALL BE PAID FOR AS "PIPE DRAINS" OF THE DIAMETER SPECIFIED. THE DRAIN PIPE MATERIAL SHALL BE PVC OR CORRUGATED PVC WITH A SMOOTH INTERIOR IN ACCORDANCE WITH SECTION 601. A TYPE A INLET W/ TYPE 1 CLOSED LID WILL BE CONSTRUCTED TO CONNECT THE TILE(S) AND/OR PIPE DRAIN. A NOMINAL QUANTITY OF 10" HAS BEEN INCLUDED IN THE PLAN QUANTITIES.

PRIOR TO MAKING THE CONNECTION THE CONTRACTOR SHALL CLEAN THE ENDS OF THE TILE TO BE CONNECTED. IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATION THE EXISTING TILE SHALL BE REMOVED OR CRUSHED AND TRENCH BACKFILL MATERIAL SHALL BE PLACED IN THE TRENCH LEFT BY THE REMOVAL. THE TILE REMOVAL SHALL BE PAID FOR AS "EXISTING FIELD TILE REMOVAL". TRENCH BACKFILL WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF THE TILE REMOVAL.
- MORTAR:
ALL CONNECTION POINTS WHERE THE DRAIN TILE OR STORM SEWER ENTERS THE DRAINAGE STRUCTURE SHALL BE MORTARED ON THE INSIDE AND OUTSIDE OF THE DRAINAGE STRUCTURE. THE MORTAR MATERIAL SHALL BE PLACED AROUND THE ENTIRE CIRCUMFERENCE OF THE PIPE. THE MORTAR MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 602.04. MORTARING THE PIPE CONNECTION SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE DRAIN TILE OR STORM SEWER PIPE AND INSTALLATION.
- PIPE UNDERDRAINS TYPE 2 SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED 6" BELOW THE PROPOSED SUBGRADE OR AS DEEP AS POSSIBLE. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PROPOSED PIPE UNDERDRAINS.

KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT

- THE CONTRACTOR AND ENGINEER SHALL MEET WITH THE KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT TO COORDINATE ALL IN-STREAM WORK ACTIVITIES.
- THE CONTRACTOR'S IN-STREAM WORK PLAN SHALL BE SUBMITTED TO THE SOIL & WATER CONSERVATION DISTRICT AND KANE COUNTY FOR REVIEW AND APPROVAL PRIOR TO STARTING ANY WORK. THERE WILL BE NO ADDITIONAL COMPENSATION FOR PROVIDING THE COORDINATION AND WORK PLAN.
- SEE EROSION CONTROL PLAN SHEETS FOR ADDITIONAL DETAILS, CONDITIONS AND NOTES.

TREE PROTECTION

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

EARTHWORK AND ROADWAY

- EARTHWORK SHALL BE PAID FOR ONLY ONCE, REGARDLESS OF STAGING. STOCK PILING OF MATERIALS FOR LATER USE AND REDISTRIBUTION SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. STOCK PILING NECESSARY FOR RESPREADING IN SHOULDERS, CONSTRUCTING EMBANKMENTS, CUT OR BORROW AREAS SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE OF EARTH EXCAVATION.
- THE CONTRACTOR WILL NOT BE ALLOWED TO STOCK PILE MATERIAL(S) BEYOND THE PROJECT LIMITS. THE CONTRACTOR WILL NOT PLACE STOCK PILES IN LOCATIONS WHERE THEY WILL INTERFERE WITH DRAINAGE WAYS OR ON PAVEMENTS THAT ARE NOT SPECIFIED FOR REMOVAL. ANY DAMAGE REQUIRING REPAIR CAUSED BY THE CONTRACTOR'S STOCK PILING OR CONSTRUCTION OPERATIONS WILL BE DONE AT NO ADDITIONAL COST TO THE CONTRACT.
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION:
ITEM NO. 21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION WILL ONLY BE UTILIZED IN AREAS THAT HAVE BEEN IDENTIFIED AS SUBGRADE UNDERCUT AREAS OR WHERE DETERMINED IN THE FIELD BY A GEOTECHNICAL ENGINEER. THE FABRIC WILL BE USED IN COMBINATION WITH AGGREGATE SUBGRADE IMPROVEMENT. THE QUANTITY INCLUDED IN THE PLANS IS BASED ON THE SUBSURFACE INVESTIGATION PREPARED BY TESTING SERVICE CORPORATION RECOMMENDATIONS FOR UNDERCUT AREAS.
- ALL EXCAVATION AND EMBANKMENT LOCATIONS REQUIRING SEEDING SHALL BE CONSTRUCTED TO 6 INCHES BELOW FINISHED GRADE LINE TO ALLOW TOPSOIL PLACEMENT.
- PAVEMENT ELEVATIONS: THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES FOR THE PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

EXCAVATION FOR RIPRAP PLACEMENT

- EXCAVATION REQUIRED FOR THE PLACEMENT OF RIPRAP WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE RIPRAP.

COMMONWEALTH EDISON OVERHEAD LINES

- COMMONWEALTH EDISON HAS DETERMINED THAT THE OVERHEAD LINES WILL NOT NEED TO BE RELOCATED DUE TO THE PROPOSED IMPROVEMENTS. HOWEVER, THEY WILL NOT PREDETERMINE OR SPECULATE IF THE CONTRACTOR'S OPERATION WILL REQUIRE DE-ENERGIZATION OF THE OVERHEAD LINES DUE TO HIS CONSTRUCTION OPERATIONS. PRIOR TO START OF CONSTRUCTION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH COMMONWEALTH EDISON TO DETERMINE IF HIS OPERATIONS WILL REQUIRE A TEMPORARY DISRUPTION OF SERVICE AND THE COURSE OF ACTION TO FOLLOW. COORDINATION AND COST ASSOCIATED WITH A TEMPORARY SHUTDOWN OF SERVICE, IF REQUIRED, WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF THE ITEM REQUIRING THE TEMPORARY SHUTDOWN OF SERVICE.

REMOVAL NOTES

- SAW CUTS:
PROVIDE AT ALL LOCATIONS WHERE A SAW CUT IS REQUIRED FOR THE REMOVAL OF PAVEMENT, CURB, GUTTER, MEDIANS, DRIVEWAYS, SIDEWALK, BUTT JOINTS, PATCHES OR ANY OTHER STRUCTURE WHICH ARE ALL ONE PIECE WITH NO CONSTRUCTION JOINTS. THIS SAW CUT SHALL BE MADE AT THE LIMITS OF CONSTRUCTION OR OTHER AREAS AS REQUIRED TO PERFORM THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE SAW CUT SHALL BE ACCOMPLISHED WITH A "PAVEMENT SAW". VERMEER TYPE TRENCHERS WILL NOT BE ALLOWED FOR FINAL SAW CUT AT THE LIMITS OF CONSTRUCTION. SAW CUTTING SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT CONTRACT PRICE OF THE RELATED REMOVAL ITEM.

OWNER OF RECORD

THE ILLINOIS DEPARTMENT OF TRANSPORTATION IS NOT THE OWNER OF RECORD FOR THIS BRIDGE. FOR INFORMATION REGARDING THE EXISTING STRUCTURE SEE RECORD PLANS ON SHEETS 41-44.

SURVEY DATUM

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

HYDRAULIC REPORT

THOSE SEEKING THE FULL HYDRAULIC REPORT SHOULD CONTACT THE OWNER OF RECORD, TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:

BRENT POTTORFF
WBK ENGINEERING, LLC
630-443-7755
bpottorff@wbkengineering.com

GEOTECHNICAL REPORT

THOSE SEEKING THE FULL GEOTECHNICAL REPORT SHOULD CONTACT THE OWNER OF RECORD, TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION PLEASE CONTACT:

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INDEX OF SHEETS

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HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE DRAIN
602301-04	INLET - TYPE A
604001-04	FRAME AND LIDS TYPE 1
630001-10	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631032-08	TRAFFIC BARRIER TERMINAL, TYPE 6A
701001-02	OFF-RD OPERATION 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATION 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701901-05	TRAFFIC CONTROL DEVICES
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

NORTHERN LONG-EARED BAT - SPECIAL USACOE PERMIT CONSIDERATIONS

THE BRIDGE SHALL BE INSPECTED FOR THE PRESENCE OF THE NORTHERN LONG-EARED BAT NO MORE THAN SEVEN (7) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITY TO ENSURE BATS HAVE NOT STARTED TO USE THE AREA OF BRIDGE PROPOSED FOR REMOVAL.

IF THAT SPECIES IS FOUND TO BE USING THE STRUCTURE, THE PERMITTEE SHALL IMMEDIATELY CONTACT THE U.S. FISH AND WILDLIFE SERVICE, (847) 381-2253 AND KIMBERLY KUBIAK OF THE U.S. ARMY CORPS OF ENGINEERS AT (312) 846-5541 FOR FURTHER GUIDANCE. WORK SHALL NOT COMMENCE UNTIL CONSULTATION WITH THESE TWO AGENCIES HAS BEEN SATISFIED.

COMMITMENTS

TREES WILL NOT BE CLEARED FROM APRIL 1 THROUGH SEPTEMBER 30 PER ENDANGERED SPECIES ACT - SECTION 7 CONSULTATION.

FILE NAME = \\A:\Projects\2015\1501008 NesslerRiprap\1\Roads\Civil\Drawings\GENNOTE_B1.dgn



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USER NAME = bpottorff	DESIGNED - SBP	REVISED -
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PLOT DATE = 6/24/2016	CHECKED -	REVISED -
	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES, INDEX OF SHEETS & STANDARDS	
SCALE:	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	2
CONTRACT NO.61D13				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

SPECIALTY ITEM	SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
						80% FEDERAL 20% STATE		
						ROADWAY 0004 NON-URBAN	BRIDGE 0011 NON-URBAN	TRAINEES 0042 NON-URBAN
		20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	69	69		
		20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	125	125		
		20101000	TEMPORARY FENCE	FOOT	100	100		
		20101100	TREE TRUNK PROTECTION	EACH	11	11		
	S	20200100	EARTH EXCAVATION	CU YD	419	419		
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	676	676		
		20300100	CHANNEL EXCAVATION	CU YD	34	34		
		20400800	FURNISHED EXCAVATION	CU YD	201	201		
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SO YD	2,034	2,034		
		21101625	TOPSOIL FURNISH AND PLACE, 6"	SO YD	1,794	1,794		
		25000210	SEEDING, CLASS 2A	ACRE	0.2	0.2		
		25000310	SEEDING, CLASS 4	ACRE	0.2	0.2		
		25000320	SEEDING, CLASS 5	ACRE	0.2	0.2		
		25100635	HEAVY DUTY EROSION CONTROL BLANKET	SO YD	1,794	1,794		
		25100900	TURF REINFORCEMENT MAT	SO YD	611	611		
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100	100		
		28000305	TEMPORARY DITCH CHECKS	FOOT	84	84		
		28000315	AGGREGATE DITCH CHECKS	TON	3.2	3.2		
		28000400	PERIMETER EROSION BARRIER	FOOT	1,199	1,199		
		28000500	INLET AND PIPE PROTECTION	EACH	2	2		
		28100105	STONE RIPRAP, CLASS A3	SO YD	8	8		
		28100107	STONE RIPRAP, CLASS A4	SO YD	255		255	
		28200200	FILTER FABRIC	SO YD	263	8	255	
	S	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	776	776		
	S	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SO YD	1,722	1,722		
		31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SO YD	41	41		
		40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	3,703	3,703		
		40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	741	741		
		40701826	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7 1/4"	SO YD	1,094	1,094		
		42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH 5' AB	SO YD	67	67		
		44000100	PAVEMENT REMOVAL	SO YD	1,258	1,258		
		48203026	HOT-MIX ASPHALT SHOULDERS, 7 1/4"	SO YD	515	515		
		50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	

FILE NAME = MAPProjecta_2015\150188_Neale-RUPH\Acadd\Civil\Dgn\Sht\500_01.dgn

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PLOT SCALE = 1:1	DRAWN - NDP	REVISED -
PLOT DATE = 6/27/2016	CHECKED -	REVISED -
	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.

F.A.U. RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 3
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

SPECIALTY ITEM	SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
						80% FEDERAL 20% STATE		
						ROADWAY 0004 NON-URBAN	BRIDGE 0011 NON-URBAN	TRAINEES 0042 NON-URBAN
		50105220	PIPE CULVERT REMOVAL	FOOT	20	20		
		50200100	STRUCTURE EXCAVATION	CU YD	133		133	
		50300225	CONCRETE STRUCTURES	CU YD	46.7		46.7	
		50300260	BRIDGE DECK GROOVING	SQ YD	314		314	
		50300300	PROTECTIVE COAT	SQ YD	314		314	
		50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	88.5		88.5	
		50400305	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SQ FT	1,025		1,025	
		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	39,920		39,920	
*		50901050	STEEL RAILING, TYPE SM	FOOT	129		129	
		51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	392		392	
		51202305	DRIVING PILES	FOOT	392		392	
		51203200	TEST PILE METAL SHELLS	EACH	2		2	
		51500100	NAME PLATES	EACH	1		1	
		52200015	PERMANENT SHEET PILING	SQ FT	4,241		4,241	
		54200217	PIPE CULVERTS, CLASS D, TYPE 1 12"	FOOT	29	29		
		59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	35		35	
		60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2	2		
		60100935	PIPE DRAINS 10"	FOOT	50	50		
		60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	16	16		
		60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	258	258		
		60235300	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	2	2		
.		63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	112.5	112.5		
.		63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	62.5	62.5		
.		63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4	4		
.		63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3		
.		63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1	1		
*		63200310	GUARDRAIL REMOVAL	FOOT	172	172		
		67100100	MOBILIZATION	LSUM	1	1		
		72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	3	3		
.		78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	2,098	2,098		
.	S	78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8		
.	S	725 01000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
	S	X0324079	EXISTING FIELD TILE REMOVAL	FOOT	50	50		

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PLOT DATE = 6/24/2016	CHECKED -	REVISED -
	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE:	SHEET NO. 2 OF 3 SHEETS	STA. TO STA.
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F.A.U. RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 4
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

SPECIALTY ITEM	SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
						80% FEDERAL 20% STATE		
						ROADWAY 0004 NON-URBAN	BRIDGE 0011 NON-URBAN	TRAINEES 0042 NON-URBAN
	S	X0326806	WASHOUT BASIN	LSUM	1	1		
	S	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	100	100		
	S	X5030305	CONCRETE WEARING SURFACE, 5"	SO YD	114		114	
	S	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	63		63	
*	S	X6300225	SINGLE END SECTION	EACH	2	2		
	S	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1		
	S	XX007958	DIVERSION STRUCTURE	EACH	1	1		
	S	Z0004538	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SO YD	38	38		
	S	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1		
	S	Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	42.5	42.5		
	S	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	73		73	
	S	Z0076600	TRAINEES	HOUR	500			500
	S	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500			500

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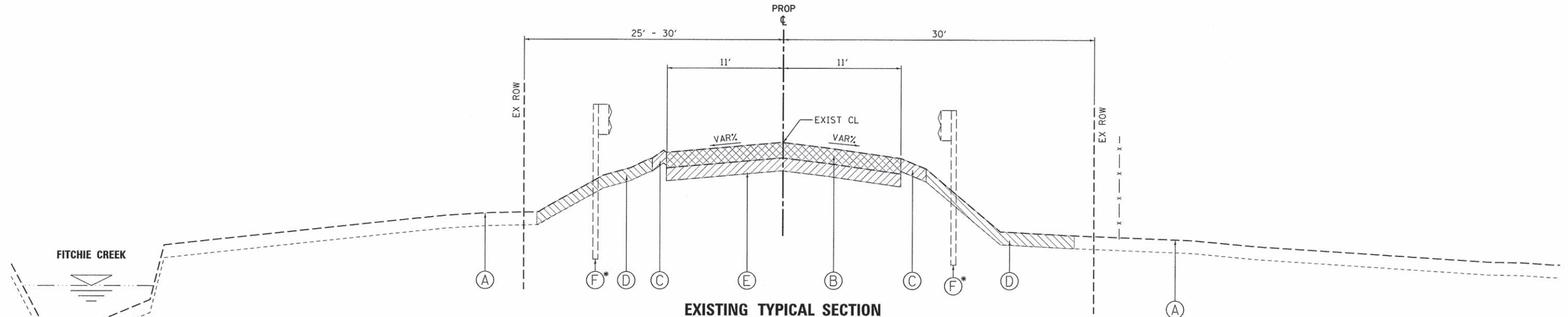
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WBK ENGINEERING, LLC
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES				
SCALE:	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.	

F.A.U. RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 5
CONTRACT NO.61D13				
ILLINOIS FED. AID PROJECT				



*** GUARDRAIL REMOVAL**
 STA. 99+42.1 TO STA. 100+57.0, LT
 STA. 99+42.0 TO STA. 100+56.2, RT

EXISTING TYPICAL SECTION
 STA. 97+00.0 TO STA. 99+84.7, NESLER ROAD
 STA. 99+84.7 TO STA. 100+14.7, BRIDGE OMISSION
 STA. 100+14.7 TO STA. 102+20.0, NESLER ROAD

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: Year 2027
 PV = 6790 SU = 140 MU = 70
 ROAD/STREET CLASSIFICATION: Class 2
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 97 S = 2 M = 1
 TRAFFIC FACTOR: Actual TF = 0.44 AC Type = PG64-22
 Minimum TF = 0.50
 PG GRADE: Binder = PG 64-22 /58-22 Surface = PG 58-28
 SUBGRADE SUPPORT RATING: SSR = (POOR)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AIR VOIDS @ Ndes
NESLER ROAD - FULL DEPTH RECONSTRUCTION (7 1/4")	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 5 1/4" (2-1/4" MIN. - 4" MAX.)*	4% @ 50 GYR.
NESLER ROAD - HMA SHOULDERS (7 1/4")	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.
HOT-MIX ASPHALT SHOULDER (HMA BINDER IL-19 mm), 5 1/4" (2-1/4" MIN. - 4" MAX.)*	4% @ 50 GYR.
NESLER ROAD - BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), VAR. (2-1/4" MIN. - 4" MAX.)*	4% @ 50 GYR.
NESLER ROAD - DRIVEWAYS - F.E. (10")	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 8" (2-1/4" MIN. - 4" MAX.)*	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN.
 THE AC TYPE FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP AND RAS" SEE DISTRICT ONE SPECIAL PROVISIONS.
 *NUMBER OF LIFTS TO BE DETERMINED BY THE ENGINEER.

LEGEND, EXISTING

- (A) EXISTING GROUND
- (B) EXISTING HOT-MIX ASPHALT PAVEMENT, 7.25" - TO BE REMOVED (44000100)
- (C) EXISTING AGGREGATE SHOULDER - TO BE REMOVED (INCLUDED IN EARTH EX. - 20200100)
- (D) EXISTING TOPSOIL, 6" - TO BE REMOVED (TO BE PAID AS EARTH EX. - 20200100)
- (E) EXISTING GRANULAR SUBBASE, 4"-8" (6" AVG.) - (INCLUDED IN EARTH EX. - 20200100)
- (F) EXISTING GUARDRAIL - TO BE REMOVED (63200310)

LEGEND, PROPOSED

- (1) HMA PAVEMENT (FULL-DEPTH), 7 1/4" (40701826)
2" SURFACE COURSE, MIX "D", N50
5 1/4" HMA BASE COURSE, IL-19.0, N50
- (2) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
- (3) HMA SHOULDERS, 7 1/4" (48203026)
2" SURFACE COURSE, MIX "D", N50
5 1/4" HMA BASE COURSE, IL-19.0, N50
- (4) TOPSOIL FURNISH AND PLACEMENT, 6" (21101625)
- (5) SEEDING W/HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- (6) TURF REINFORCEMENT MAT (25100900)
- (7) STRUCTURAL EMBANKMENT - (TO BE PAID AS FURNISHED EXCAVATION - 20400800)
- (8) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS (63000001)
- (9) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9' POSTS (63000003)
- (10) GUARDRAIL MARKERS, TYPE A (78200410)
- (11) PERMANENT SHEET PILING (52200015)
- (12) PIPE UNDERDRAINS, TYPE 2, 4" (60108204)
- (13) AGGREGATE SUBGRADE IMPROVEMENT, VAR" (30300001)
- (14) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)

EXISTING PAVEMENT NOTES

1. INFORMATION ON PAVEMENT AND BASE COURSE THICKNESS WAS TAKEN FROM INFORMATION DOCUMENTED IN THE "STRUCTURAL GEOTECHNICAL REPORT" PREPARED BY TESTING SERVICE CORPORATION DATED SEPTEMBER 2, 2014
2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE THICKNESS OF THE EXISTING PAVEMENTS TO BE REMOVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF VARIATIONS FROM THE ASSUMED THICKNESS SHOWN ON THE PLANS.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.

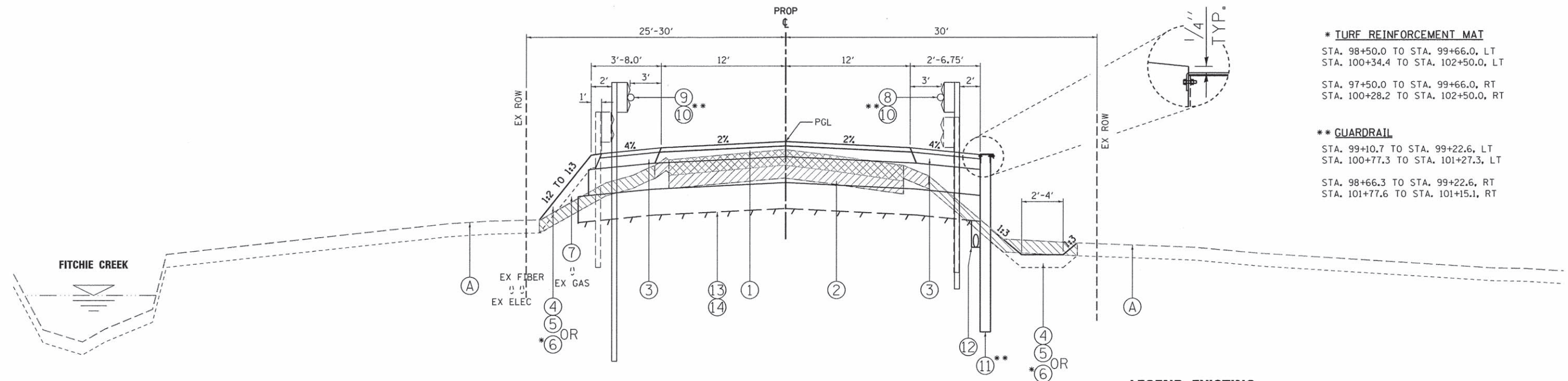
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	6
CONTRACT NO. 61D13				
[ILLINOIS] FED. AID PROJECT				

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*** TURF REINFORCEMENT MAT**
 STA. 98+50.0 TO STA. 99+66.0, LT
 STA. 100+34.4 TO STA. 102+50.0, LT
 STA. 97+50.0 TO STA. 99+66.0, RT
 STA. 100+28.2 TO STA. 102+50.0, RT

**** GUARDRAIL**
 STA. 99+10.7 TO STA. 99+22.6, LT
 STA. 100+77.3 TO STA. 101+27.3, LT
 STA. 98+66.3 TO STA. 99+22.6, RT
 STA. 101+77.6 TO STA. 101+15.1, RT

ESTIMATED LOCATIONS FOR UNDERCUTTING, AGGREGATE SUBGRADE IMPROVEMENT AND GEOTECHNICAL FABRIC

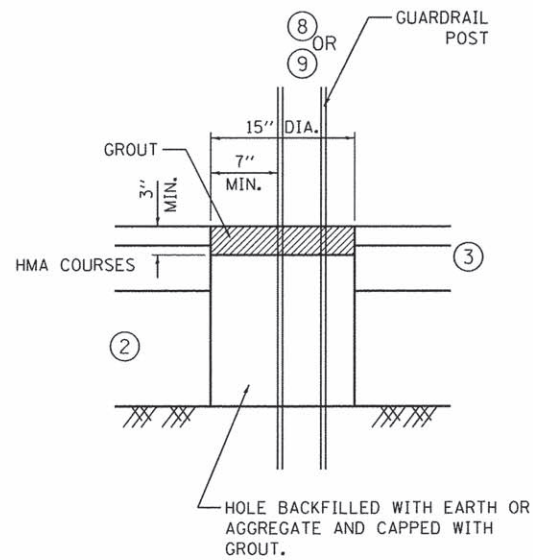
BORING	LOCATION	THICKNESS
B2-B3	97+00.0 TO 99+51.9	12 INCHES
B4-B5	100+38.1 TO 102+20.0	12 INCHES

PROPOSED TYPICAL SECTION

STA. 98+59.3 TO STA. 99+52.9, LT. NESLER ROAD
 STA. 97+76.0 TO STA. 99+52.9, RT. NESLER ROAD
 STA. 99+52.9 TO STA. 100+47.1, BRIDGE OMISSION
 STA. 100+47.1 TO STA. 102+20.0, LT. NESLER ROAD
 STA. 100+47.1 TO STA. 101+75.1, RT. NESLER ROAD

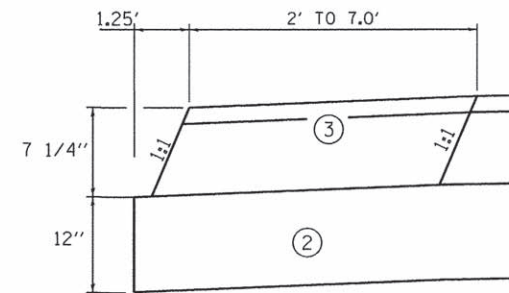
LEGEND, EXISTING

- (A) EXISTING GROUND
- (B) EXISTING HOT-MIX ASPHALT PAVEMENT, 7.25" - TO BE REMOVED (44000100)
- (C) EXISTING AGGREGATE SHOULDER - TO BE REMOVED (INCLUDED IN EARTH EX. - 20200100)
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- (E) EXISTING GRANULAR SUBBASE, 4"-8" (6" AVG.) - (INCLUDED IN EARTH EX. - 20200100)
- (F) EXISTING GUARDRAIL - TO BE REMOVED (63200310)

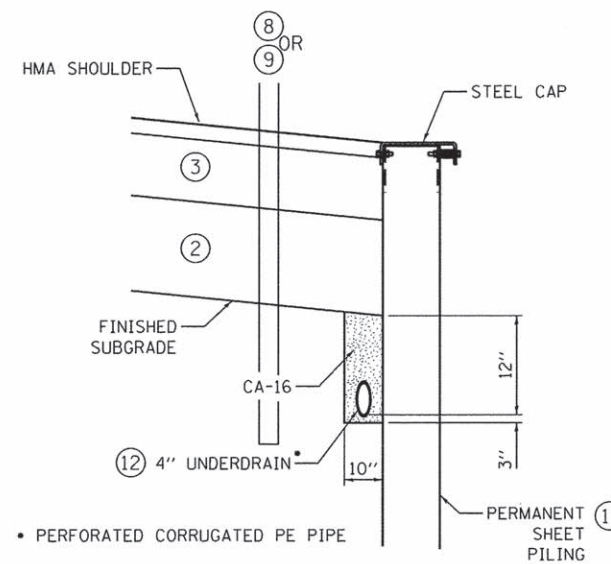


GUARDRAIL GROUT DETAIL

SEE STD. 630201 FOR ADDITIONAL DETAILS



HMA SHOULDER DETAIL

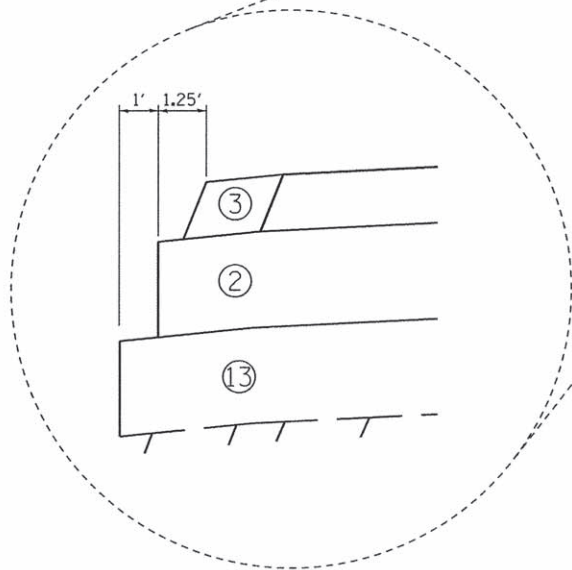
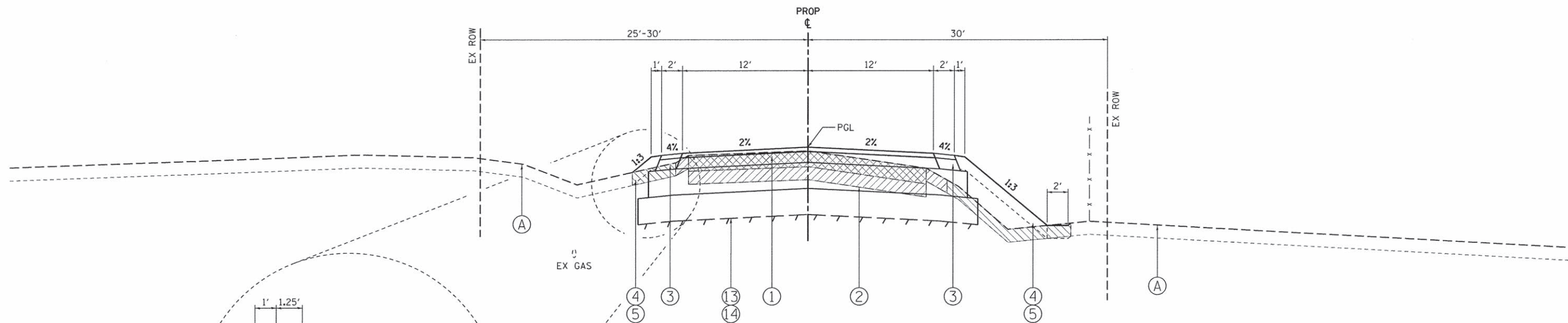


UNDERDRAIN DETAIL

LONGITUDINAL
 SEE DRAINAGE & UTILITY PLAN & PROFILE SHEETS FOR LOCATIONS

LEGEND, PROPOSED

- (1) HMA PAVEMENT (FULL-DEPTH), 7 1/4" (40701826)
 2" SURFACE COURSE, MIX "D", N50
 5 1/4" HMA BASE COURSE, IL-19.0, N50
- (2) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
- (3) HMA SHOULDERS, 7 1/4" (48203026)
 2" SURFACE COURSE, MIX "D", N50
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- (4) TOPSOIL FURNISH AND PLACEMENT, 6" (21101625)
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- (6) TURF REINFORCEMENT MAT (25100900)
- (7) STRUCTURAL EMBANKMENT - (TO BE PAID AS FURNISHED EXCAVATION - 20400800)
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- (9) STEEL PLATE BEAM GUARDRAIL, TYPE A, 9' POSTS (63000003)
- (10) GUARDRAIL MARKERS, TYPE A (78200410)
- (11) PERMANENT SHEET PILING (52200015)
- (12) PIPE UNDERDRAINS, TYPE 2, 4" (60108204)
- (13) AGGREGATE SUBGRADE IMPROVEMENT, VAR" (30300001)
- (14) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)



PROPOSED TYPICAL SECTION

STA. 97+00.0 TO STA. 98+59.3, LT. NESLER ROAD
 STA. 97+00.0 TO STA. 97+76.0, RT. NESLER ROAD
 STA. 99+52.9 TO STA. 100+47.1, BRIDGE OMISSION
 STA. 101+75.1 TO STA. 102+20.0, RT. NESLER ROAD

ESTIMATED LOCATIONS
 FOR UNDERCUTTING, AGGREGATE
 SUBGRADE IMPROVEMENT AND
 GEOTECHNICAL FABRIC

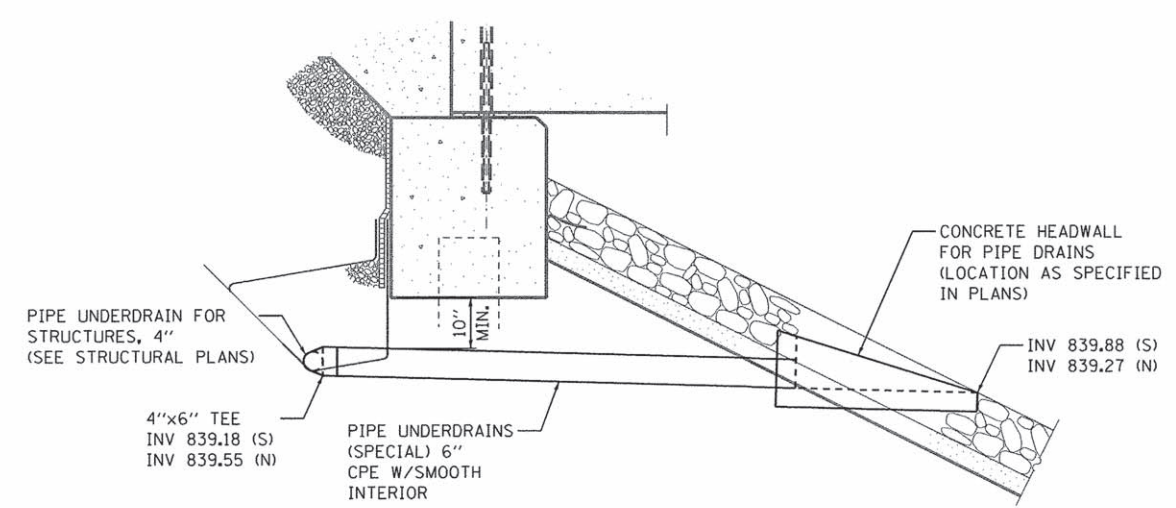
BORING	LOCATION	THICKNESS
B2-B3	97+00.0 TO 99+51.9	12 INCHES
B4-B5	100+38.1 TO 102+20.0	12 INCHES

LEGEND, EXISTING

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- (13) AGGREGATE SUBGRADE IMPROVEMENT, VAR" (30300001)
- (14) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)



PIPE UNDERDRAIN OUTLET UNDER ABUTMENT

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TYPICAL SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	8
CONTRACT NO.61D13				
ILLINOIS FED. AID PROJECT				

EARTHWORK SUMMARY SCHEDULE

LOCATION	EARTHWORK				TOPSOIL			SUBGRADE IMPROVEMENT		
	20200100		20400800	20300100	20200100	21101625		20201200	30300001	210010000
	EARTHWORK EXCAVATION	EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-)	CHANNEL EXCAVATION	TOPSOIL EXCAVATION	TOPSOIL FURNISH AND PLACE 6"	BALANCE WASTE (+) OR SHORTAGE (-) (NO SHRINKAGE)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	AGGREGATE SUBGRADE IMPROVEMENT	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YDS)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)
ROADWAY	197.0	192.0	-192.0 (SEE NOTE 1)		222.0 (SEE NOTE 1)	1794.0	98.0	676.0	676.0	2034.0
CHANNEL				34.0						
R.E. DESCRETION										
TOTAL	197.0	192.0	192.0	34.0	222.0	1794.0	98.0	676.0	676.0	2034.0

NOTE 1: DUE TO LIMITED SPACE WITHIN THE RIGHT-OF-WAY AND THE ANTICIPATED UTILTY WORK BY OTHERS, FOR THE PURPOSE OF ESTIMATING EARTHWORK ON THIS PROJECT, IT IS ASSUMED THAT THE THE TOPSOIL LAYER WILL BE DISTURBED AND THEREFORE NOT BE ABLE TO BE ADEQUATELY SEPERATED FROM THE EARTH EXCAVATION MATERIAL TO BE USED FOR LATER RESPREAD. IT IS FURTHER ASSUMED DUE TO THE LIMITED SPACE THERE IS NOT OPPORTUNITY FOR STOCKPILING OF THE EXCAVATED MATERIALS ON SITE FOR LATER USE. EARTHWORK WILL BE ESTIMATED BASED ON THE ASSUMPTION THAT ALL MATERIALS EXCAVATED FROM THE SITE WILL BE REMOVED FROM THE SITE AND FURNISHED EXCAVATION AND TOPSOIL WILL BE PROVIDED.

TOPSOIL EXCAVATION WILL BE PAID FOR AS EARTH EXCAVATION.

EARTHWORK GENERAL NOTES

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

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

NO SHRINKAGE FACTOR WAS APPLIED WHEN CALCULATING TOPSOIL QUANTITIES.

RECOMMENDATIONS OUTLINED IN THE STRUCTURE GEOTECHNICAL REPORT PREPARED BY TESTING SERVICE CORPORATION DATED SEPTEMBER 2, 2014 WERE USED IN PREPARATION OF THE ROADWAY PLANS AND RELATED EARTHWORK QUANTITY CALCULATIONS.

UNDERCUT RECOMMENDATIONS OUTLINED IN THE STRUCTURE GEOTECHNICAL REPORT PREPARED BY TESTING SERVICE CORPORATION DATED SEPTEMBER 2, 2014 WERE USED TO DETERMINE THE QUANTITY FOR "REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL".

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

TOPSOIL STRIPPING WILL MEASURED FOR PAYMENT AS "TOPSOIL FURNISH AND PLACE, 6".

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

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

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

IN ADDITION TO ANY AREAS SHOWN ON THE PLANS, 100 CY OF ADDITIONAL AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR LOCATIONS WHERE SOILS ARE DETERMINED TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE SOILS ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL AND PROOF ROLL USING FULL LOAD SEMI OR EQUIPMENT APPROVED BY ENGINEER). IF UNSUITABLE AND/OR UNSTABLE MATERIALS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.

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

TOPSOIL EXCAVATION INCLUDES EXCAVATION, TEMPORARILY STOCKPILING, TRANSPORTING FROM THE SITE.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	9
CONTRACT NO.61D13				
ILLINOIS FED. AID PROJECT				

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USER NAME = bpattorff	DESIGNED -	REVISED -
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EARTHWORK SCHEDULE

LOCATION	END AREAS					TOPSOIL		EARTHWORK				SUBGRADE IMPROVEMENT			
	TOPSOIL STRIPPING (TSS)	TOPSOIL EMBANKMENT	EXCAVATION (CUT)	EMBANKMENT (FILL)	UNDERCUT	20200100 TOPSOIL EXCAVATION	TOPSOIL FURNISH AND PLACE, 6"	20200100 EARTHWORK EXCAVATION	EMBANKMENT	20400800 BALANCE WASTE (+) OR SHORTAGE (-)	20300100 CHANNEL EXCAVATION	20201200 REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	30300001 AGGREGATE SUBGRADE IMPROVEMENT	210010000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	
	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(CU YD)	(SQ YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)	
MAINLINE															
96+50.00	0.0	0.0	0.0	0.0	0.0										
97+00.00	7.3	4.8	18.1	0.7	30.6	6.8		16.8	0.6	-16.8		28.3	28.3	85.3	
97+50.00	13.3	10.3	18.8	4.1	32.2	19.1	154.4	34.2	4.4	-34.2		58.2	58.2	175.0	
97+88.21	10.6	3.7	8.2	10.7	30.2	16.9	113.0	19.1	10.5	-19.1		44.2	44.2	132.9	
98+15.00	13.5	9.1	9.0	8.7	37.0	12.0	135.1	8.6	9.6	-8.6		33.3	33.3	100.3	
98+50.00	16.3	8.0	3.1	20.6	39.9	19.3	155.7	7.8	19.0	-7.8		49.8	49.8	149.9	
99+00.00	14.4	6.5	4.6	11.5	39.1	28.4	193.9	7.1	29.7	-7.1		73.1	73.1	220.0	
99+50.00	12.7	7.1	8.8	7.5	38.6	25.1	138.7	12.3	17.7	-12.3		72.0	72.0	216.4	
99+77.68	11.7	8.0	6.7	15.1	32.0	12.5		7.9	11.6	-7.9		36.2	36.2	108.7	
OMIT BRIDGE															
100+21.32	12.3	8.9	9.7	15.7	32.0										
100+50.00	11.2	7.4	14.7	9.4	38.6	12.5	183.3	12.9	13.3	-12.9		37.5	37.5	112.6	
101+00.00	11.6	5.6	9.8	9.8	38.6	21.1	250.0	22.6	17.7	-22.6		71.5	71.5	215.0	
101+50.00	12.7	5.7	7.7	20.0	42.1	22.4	214.4	16.2	27.6	-16.2		74.8	74.8	224.7	
102+00.00	9.6	5.5	12.8	8.0	35.9	20.6	179.7	19.0	25.9	-19.0		72.3	72.3	217.5	
102+20.00	4.3	4.6	19.4	1.8	30.9	5.1	75.5	11.9	3.6	-11.9		24.8	24.8	74.7	
102+50.00	0.0	0.0	0.0	0.0	0.0										
CHANNEL															
3+20.00			0.0												
3+30.00			12.2								2.3				
3+35.00			25.2								3.5				
3+50.00			26.6								14.4				
3+65.00			25.4								14.4				
3+70.00			7.8								3.1				
3+80.00			0.0								1.4				
SHRINKAGE FACTOR			15%			TOTAL	221.8	1793.6	196.4	191.2	-196.4	39.1	676.0	676.0	2033.0
						ADJ. TOTAL	222.0	1794.0	197.0	192.0	197.0	40.0	676.0	676.0	2034.0

FILE NAME = W:\Projects\2015\150108 Nessler\Drawings\02.dgn

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

USER NAME = bpattorff	DESIGNED -	REVISED -
PLOT SCALE = 1:1	DRAWN -	REVISED -
PLOT DATE = 6/24/2016	CHECKED -	REVISED -
	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	10
CONTRACT NO.61D13				
ILLINOIS FED. AID PROJECT				

REMOVAL SCHEDULE

LOCATION	44000100	63200310
	PAVEMENT REMOVAL	GUARDRAIL REMOVAL
	(SQ YD)	(FOOT)
NESLER ROAD		
96+00.00 - 96+50.00		
96+50.00 - 97+00.00		
97+00.00 - 97+50.00	124.73	
97+50.00 - 98+00.00	133.58	
98+00.00 - 98+50.00	132.59	
98+50.00 - 99+00.00	124.28	
99+00.00 - 99+50.00	124.95	16.00
99+50.00 - 100+00.00	93.58	72.00
100+00.00 - 100+50.00	95.82	70.00
100+50.00 - 101+00.00	125.76	14.00
101+00.00 - 101+50.00	125.74	
101+50.00 - 102+00.00	126.16	
102+00.00 - 102+50.00	50.47	
102+50.00 - 103+00.00		
TOTAL	1,257.67	172.00
ADJUSTED TOTAL	1258.0	172.0

PAVEMENT SCHEDULE

LOCATION	30300112	31101200	40600275	40700100	40701826	42001430	48203026
	AGGREGATE SUBGRADE IMPROVEMENT 12"	SUBBASE GRANULAR MATERIAL, TYPE B 4"	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7 1/4"	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	HOT-MIX ASPHALT SHOULDERS, 7 1/4"
	(SQ YD)	(SQ YD)	(POUND)	(POUND)	(SQ YD)	(SQ YD)	(SQ YD)
NESLER ROAD							
96+00.00 - 96+50.00							
96+50.00 - 97+00.00							
97+00.00 - 97+50.00	162.01		339.52	67.90	128.67		22.22
97+50.00 - 98+00.00	159.05		338.35	67.67	133.34		17.04
98+00.00 - 98+50.00	201.24		427.66	85.53	133.34		56.74
98+50.00 - 99+00.00	214.66		470.48	94.10	133.34		75.77
99+00.00 - 99+50.00	208.62		456.88	91.38	133.34	23.62	69.73
99+50.00 - 100+00.00	34.97		70.69	14.14	7.78	9.72	23.63
100+00.00 - 100+50.00	34.97		70.67	14.13	7.78	9.72	23.63
100+50.00 - 101+00.00	208.33		456.20	91.24	133.30	23.62	69.42
101+00.00 - 101+50.00	214.14		460.85	92.17	133.40		71.49
101+50.00 - 102+00.00	215.00		382.92	76.58	98.70		71.50
102+00.00 - 102+50.00	68.48		143.98	28.80	50.90		13.04
102+50.00 - 103+00.00							
FIELD ENTRANCE		40.63	84.13	16.83			
TOTAL	1721.47	40.63	3702.31	740.46	965.22	66.68	514.21
ADJUSTED TOTAL	1722.0	41.0	3703.0	741.0	1094.0	67.0	515.0

LANDSCAPING SCHEDULE

LOCATION	25000210	25000310	25000320
	SEEDING, CLASS 2A	SEEDING, CLASS 4	SEEDING, CLASS 5
	(ACRE)	(ACRE)	(ACRE)
NESLER ROAD			
96+00.00 - 96+50.00			
96+50.00 - 97+00.00	0.032		
97+00.00 - 97+50.00	0.023		
97+50.00 - 98+00.00	0.020		
98+00.00 - 98+50.00	0.005	0.004	0.004
98+50.00 - 99+00.00		0.013	0.013
99+00.00 - 99+50.00		0.020	0.020
99+50.00 - 100+00.00		0.014	0.014
100+00.00 - 100+50.00		0.019	0.019
100+50.00 - 101+00.00	0.008	0.026	0.026
101+00.00 - 101+50.00	0.016	0.018	0.018
101+50.00 - 102+00.00	0.016	0.010	0.010
102+00.00 - 102+50.00			
102+50.00 - 103+00.00			
TOTAL	0.12	0.13	0.13
ADJUSTED TOTAL	0.20	0.20	0.20

GUARDRAIL AND PAVEMENT MARKINGS SCHEDULE

LOCATION	63000001	63000003	63100087	63100167	63100169	78009004	78200410	78201000
	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6A	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 1 (FLARE) TANGENT	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	GUARDRAIL MARKERS, TYPE A	TERMINAL MARKER - DIRECT APPLIED
	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(FOOT)	(EACH)	(EACH)
NESLER ROAD								
96+00.00 - 96+50.00								
96+50.00 - 97+00.00						200.00		
97+00.00 - 97+50.00						200.00		
97+50.00 - 98+00.00						200.00		
98+00.00 - 98+50.00	3.80					200.00		1.0
98+50.00 - 99+00.00	50.00			1.0	1.0	200.00	1.0	1.0
99+00.00 - 99+50.00	21.20	12.50				200.00	1.0	
99+50.00 - 100+00.00			2.0			200.00	2.0	
100+00.00 - 100+50.00			2.0			200.00	1.0	
100+50.00 - 101+00.00	21.00	22.72				200.00	2.0	
101+00.00 - 101+50.00	16.50	27.28				200.00	1.0	
101+50.00 - 102+00.00				2.0				2.0
102+00.00 - 102+50.00						98.00		
102+50.00 - 103+00.00								
TOTAL	112.50	62.50	4.00	3.00	1.00	2098.00	8.00	4.00
ADJUSTED TOTAL	112.50	62.50	4.0	3.0	1.0	2,098.0	8.0	4.0

DRAINAGE SCHEDULE

LOCATION	60108204	60108200	Z0046304
	PIPE UNDERDRAINS, TYPE 2, 4"	PIPE UNDERDRAIN 6" (SPECIAL)	PIPE UNDERDRAINS FOR STRUCTURES 4"
	(FOOT)	(FOOT)	(FOOT)
NESLER ROAD			
96+00.00 - 96+50.00			
96+50.00 - 97+00.00			
97+00.00 - 97+50.00			
97+50.00 - 98+00.00			
98+00.00 - 98+50.00			
98+50.00 - 99+00.00	81.8		
99+00.00 - 99+50.00	50.0		55.0
99+50.00 - 100+00.00	30.0	16.0	
100+00.00 - 100+50.00	30.0		47.0
100+50.00 - 101+00.00	50.0		
101+00.00 - 101+50.00	16.0		
101+50.00 - 102+00.00			
102+00.00 - 102+50.00			
102+50.00 - 103+00.00			
FIELD ENTRANCE			
TOTAL	257.75	16.00	102.00
ADJUSTED TOTAL	258.0	16.0	102.0

FILE NAME: W:\Projects\2015\150108 Nesler\Drawings\Civil\Drawings\Drawings\Schedule.dwg



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

USER NAME = bpottorff
DESIGNED -
DRAWN -
PLOT SCALE = 1:1
PLOT DATE = 6/24/2016

DESIGNED -
DRAWN -
CHECKED -
DATE = 6/20/16

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	11
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				

EROSION CONTROL SCHEDULE

LOCATION	25100635	28000250	25100900	28000305	28000315	28000400	28000500	28100105	28200200
	HEAVY DUTY EROSION CONTROL BLANKET (SQ YD)	TEMPORARY EROSION CONTROL SEEDING (POUND)	TURF REINFORCEMENT MAT (SQ YD)	TEMPORARY DITCH CHECKS (FOOT)	AGGREGATE DITCH CHECK (TON)	PERIMETER EROSION BARRIER (FOOT)	INLET AND PIPE PROTECTION (EACH)	STONE RIPRAP, CLASS A3 (SQ YD)	FILTER FABRIC (SQ YD)
NESLER ROAD									
96+00.00 - 96+50.00						100.00			
96+50.00 - 97+00.00	154.45					84.00			
97+00.00 - 97+50.00	112.97	12.76		20.00		100.00			
97+50.00 - 98+00.00	135.09	9.73		10.00		100.00			
98+00.00 - 98+50.00	155.67	9.53	19.77	10.00		100.00	1.00	8.00	8.00
98+50.00 - 99+00.00	193.88	7.52	64.82			100.00			
99+00.00 - 99+50.00	138.74	8.01	96.95	10.00	1.34	88.51			
99+50.00 - 100+00.00	183.27	5.88	71.13		1.34	86.02			
100+00.00 - 100+50.00	249.99	7.71	93.29	10.00		100.00			
100+50.00 - 101+00.00	214.40	10.40	125.83	10.00		100.00			
101+00.00 - 101+50.00	179.66	10.54	88.58			100.00			
101+50.00 - 102+00.00	75.52	10.70	49.80			39.96			
102+00.00 - 102+50.00		6.23	0.00						
102+50.00 - 103+00.00			0.00						
MAINTENANCE									
				14.00	0.50	200.00	1.00		
TOTAL	1793.64	99.02	610.19	84.00	3.18	1198.49	2.00	8.00	8.00
ADJUSTED TOTAL	1794.0	100.0	611.0	84.0	3.2	1199.0	2.0	8.0	8.0

SCHEDULE OF QUANTITIES

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)

UNIT	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
11.0	97+04.61	14.62		
12.0	97+22.25	22.35		
12.0	97+88.99	18.81		
9.0	98+69.07	23.49		
25.0	100+16.15	22.02		14/11 MULTI-STEM
69	TOTAL			

20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)

UNIT	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
41.0	97+38.34	18.73		
22.0	100+33.64	18.81		
22.0	100+44.59	28.55		
40.0	100+83.85	23.78		18/22 MULTI-STEM
125	TOTAL			

20101100 TREE TRUNK PROTECTION

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	97+77.90		31.8	
1	98+50.00	26.7		
1	98+68.60	25.1		
1	98+78.30	25.8		
1	99+61.80		32.2	
1	99+78.30		32.5	
1	100+12.70		31.9	
1	100+60.20		27.9	
3				ENGINEERS DESCRETION
11	TOTAL			

542D0217 PIPE CULVERTS, CLASS D, TYPE 1 12"

LENGTH (FT)	LOCATION STATION	STATION	O/S	COMMENTS
29.0	97+71.90	98+04.00	22.7	FIELD ENTRANCE (DUAL WALL - CORRUGATED PE PIPE W/SMOOTH INTERIOR)
29.0	TOTAL			

60100060 CONCRETE HEADWALLS FOR PIPE DRAINS

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	99+93.6	0.0		UNDERDRAIN OUTLETS
1	100+06.4	0.0		
2	TOTAL			

72400100 REMOVE SIGN PANEL ASSEMBLY - TYPE A

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1.00	99+41.98		15.9	KANE COUNTY STREAM SIGN
1.00	99+44.84		15.5	D3 - FITCHIE CREEK SIGN
1.00	100+52.98	17.3		D3 - FITCHIE CREEK SIGN
3.00	TOTAL			

X6300225 SINGLE END SECTION

EACH	LOCATION	O/S (LT)	O/S (RT)	COMMENTS
1	97+71.9		22.7	COMPATIBLE WITH CPE PIPE
1	98+04.0		25.0	
2	TOTAL			

FILE NAME = W:\Projects\2015\150108 Nesler Rd\150108\Civil\Nesler Rd\150108\Sht\Schedule.dwg



WBK ENGINEERING, LLC
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PLOT SCALE = 1:1
PLOT DATE = 6/26/2016

DESIGNED -
DRAWN -
CHECKED -
DATE = 6/20/16

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

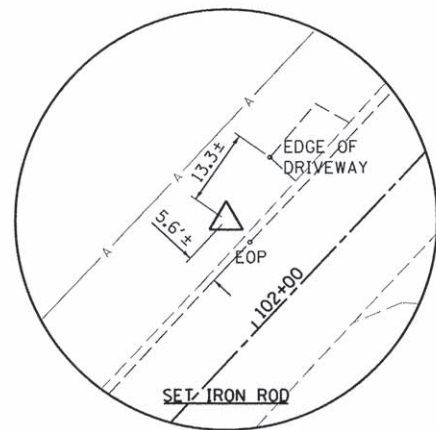
SCHEDULE OF QUANTITIES

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

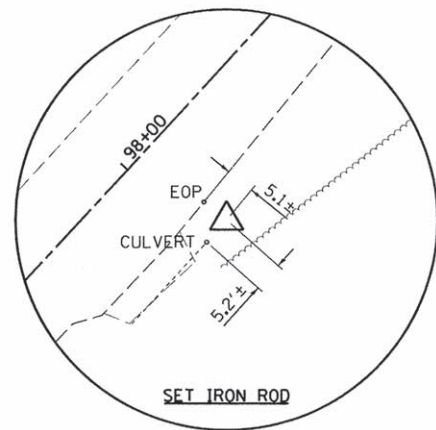
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	12
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				

HORIZONTAL CONTROL POINTS (NAD 83)							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1949338.833	969903.437	847.98	PR_NESLER	102+10.00	17.09' LT	SET IRON ROD
2	1949017.061	969655.088	843.51	PR_NESLER	98+05.14	18.60' RT	SET IRON ROD
13	1949151.074	969727.431	843.39	PR_NESLER	99+52.82	18.58' LT	SET IRON ROD

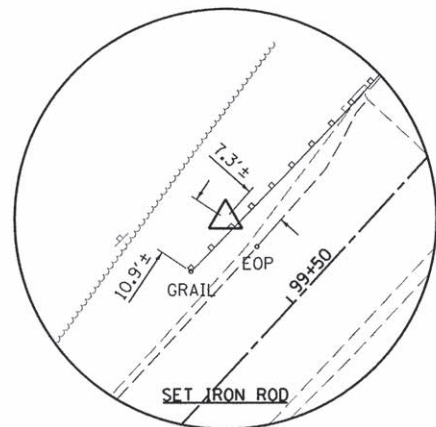
BENCH MARKS (NAVD 88 - GEOID03 CONUS)							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
402	1949194.840	969770.604	844.60	PR_NESLER	100+14.26	16.31' LT	CHISLED "□" ON NE WING WALL



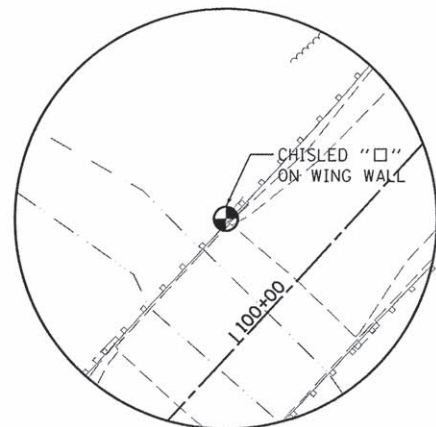
HORIZONTAL CONTROL POINT NO. 1



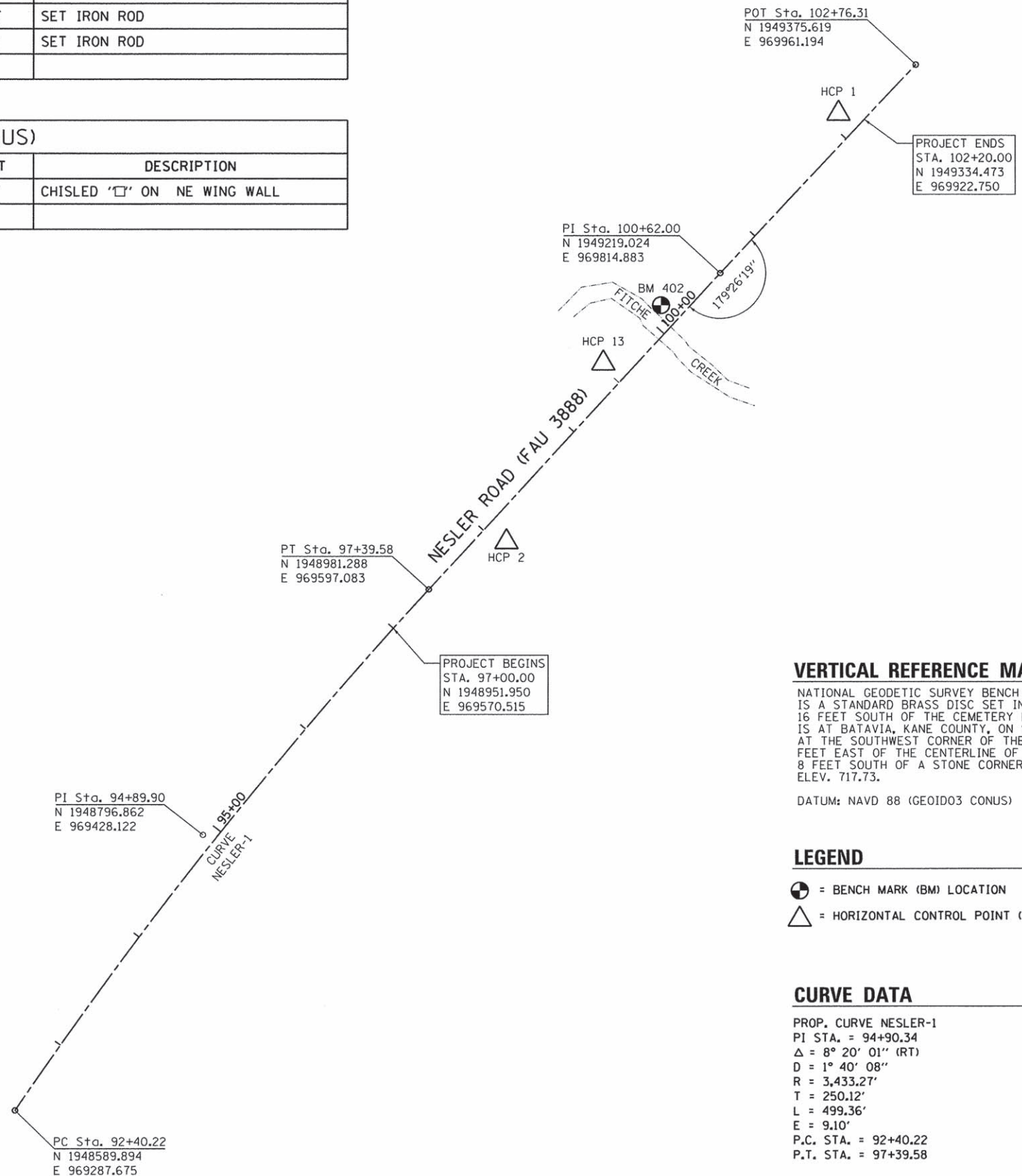
HORIZONTAL CONTROL POINT NO. 2



HORIZONTAL CONTROL POINT NO. 13



BENCH MARK POINT NO. 402



VERTICAL REFERENCE MARK

NATIONAL GEODETIC SURVEY BENCH MARK: MFO016 (W19) IS A STANDARD BRASS DISC SET IN A CONCRETE POST 16 FEET SOUTH OF THE CEMETERY DRIVE. THE MARKER IS AT BATAVIA, KANE COUNTY, ON STATE HIGHWAY 31, AT THE SOUTHWEST CORNER OF THE CEMETERY, 33 FEET EAST OF THE CENTERLINE OF THE HIGHWAY, 8 FEET SOUTH OF A STONE CORNER POST. ELEV. 717.73.

DATUM: NAVD 88 (GEOID03 CONUS)

LEGEND

- ⊙ = BENCH MARK (BM) LOCATION
- △ = HORIZONTAL CONTROL POINT (HCP) LOCATION

CURVE DATA

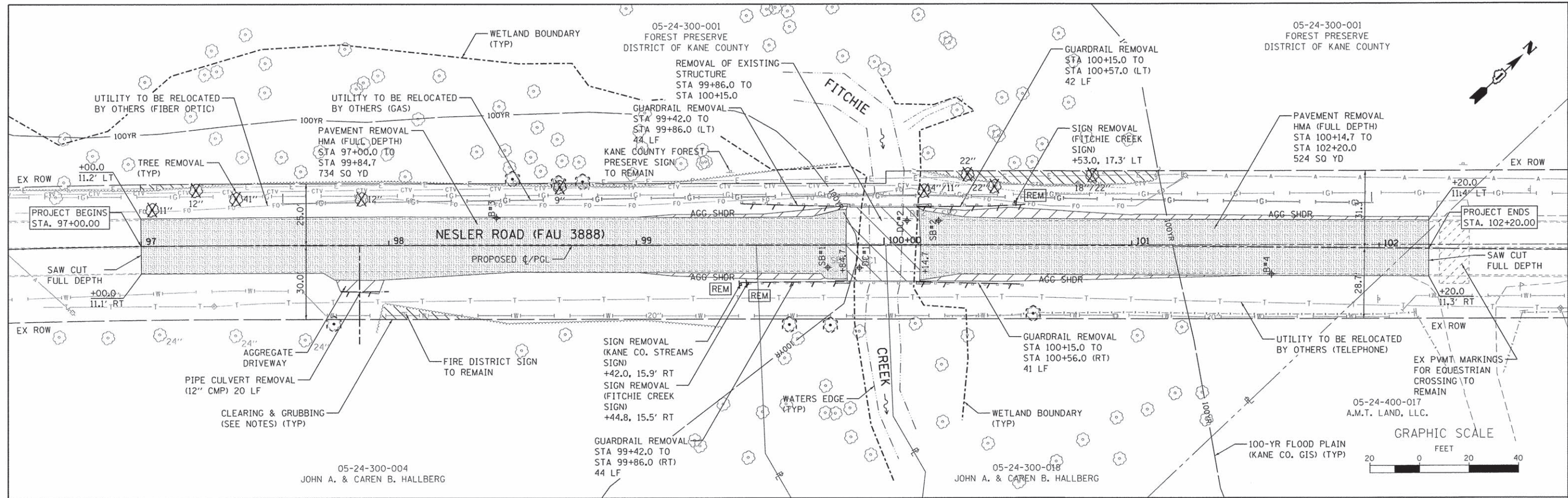
PROP. CURVE NESLER-1
 PI STA. = 94+90.34
 Δ = 8° 20' 01" (RT)
 D = 1° 40' 08"
 R = 3,433.27'
 T = 250.12'
 L = 499.36'
 E = 9.10'
 P.C. STA. = 92+40.22
 P.T. STA. = 97+39.58

FILE NAME = \\A\Projects\2015\150188 NeslerRd\1\cadd\Civil\Draw\Sh\A\ATB.dgn

USER NAME = bpotorff	DESIGNED - SBP	REVISED -
PLOT SCALE = 1:50	DRAWN - NDP	REVISED -
PLOT DATE = 6/24/2016	CHECKED -	REVISED -
	DATE - 6/20/16	REVISED -

ALIGNMENT, TIES & BENCHMARKS	
SCALE:	SHEET NO. 1 OF 1 SHEETS STA. 92+40.22 TO STA. 102+76.31

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	13
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				



LEGEND

- PAVEMENT REMOVAL - HMA (FULL DEPTH)
- AGGREGATE SHOULDER & DRIVEWAY REMOVAL (INCLUDED IN EXCAVATION)
- CLEARING & GRUBBING
- BRIDGE STRUCTURE REMOVAL
- LINEAR REMOVAL ITEM
- SIGN REMOVAL
- TREE REMOVAL W/ SIZE (INCH DIA.)
- WETLAND BOUNDARY
- 100-YR FLOOD PLAIN (KANE GIS)
- ROADWAY OR STRUCTURAL BORING
- TREE TRUNK PROTECTION

REMOVAL NOTES

1. CLEARING & GRUBBING SHALL BE COMPLETED TO THE R.O.W. LINE FOR THE ENTIRE LENGTH OF THE PROJECT.
2. CLEARING & GRUBBING, PER SEC. 201, SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST EXCAVATION.
3. AGGREGATE SHOULDERS & DRIVEWAY SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST EXCAVATION.

FILE NAME = M:\Projects\1501015\1501015_1501015\1501015.dgn Nesler\Plan\11\roads\11\roads\Civil\09m\Sht\REK.01.dgn



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USER NAME = bpottorff	DESIGNED - SBP	REVISED -
PLOT SCALE = 1:20	DRAWN - NDP	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

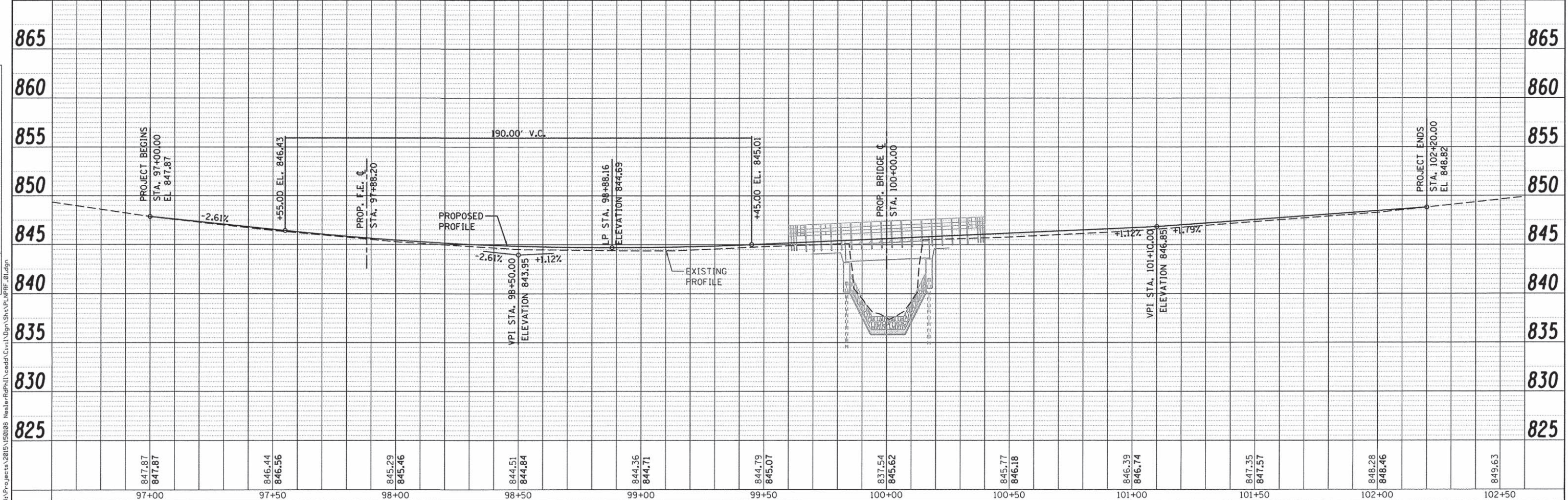
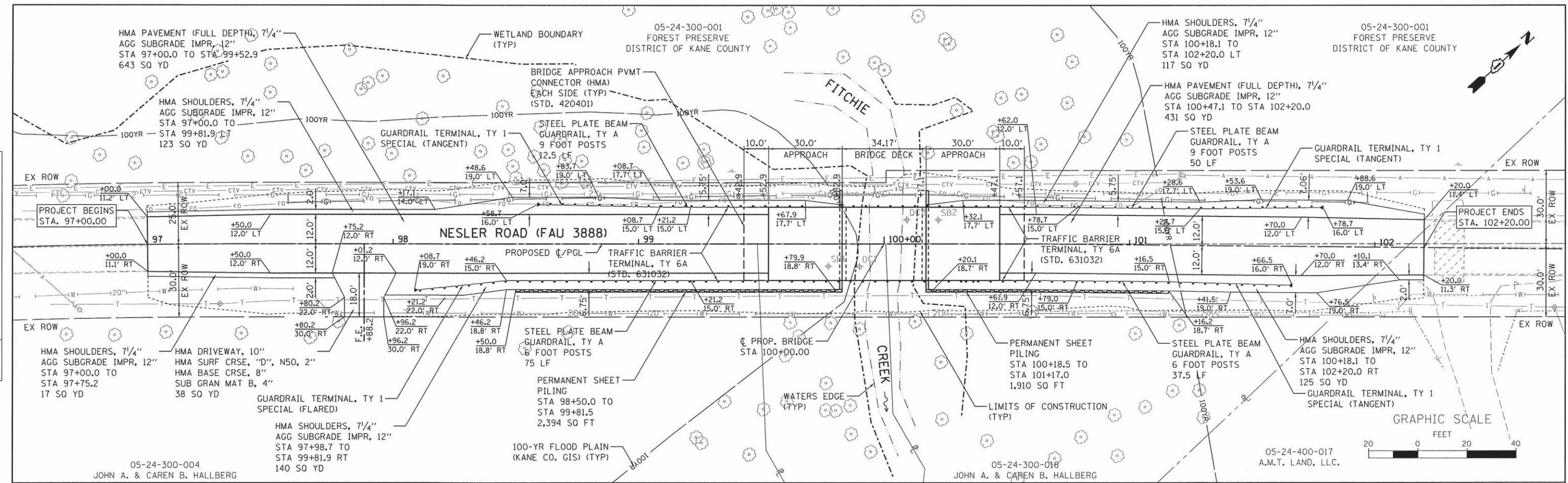
REMOVAL PLAN

SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. 97+00.00 TO STA. 102+20.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	14
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	
SURVEYED	
ALIGNED	
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NO. OF WAY CHECKED	
CADD FILE NAME	
NO.	

DATE	
BY	
PROFILE	
SURVEYED	
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CHECKED	
NO. OF WAY CHECKED	
CADD FILE NAME	
NO.	



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 116 WEST MAIN STREET, SUITE 201
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PLOT SCALE =	1:20	DRAWN -	NDP	REVISED -	
PLOT DATE =	6/24/2016	CHECKED -		REVISED -	
		DATE -	6/20/16	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PLAN & PROFILE	
SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS
STA. 97+00.00 TO STA. 102+20.00	

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	15
CONTRACT NO.61D13				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES, AS SPECIFIED BY THE SPECIAL PROVISIONS, SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES, UNLESS OTHERWISE NOTED IN THE PLANS OR SPECIAL PROVISIONS, SHALL BE INCLUDED IN THE COST OF THE PAY ITEM TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

TEMPORARY DETOUR DURATION

THE CONTRACT DOCUMENTS WILL ALLOW THE ROADWAY CLOSURE AND TEMPORARY DETOUR DETAILED ON THIS SHEET TO REMAIN IN PLACE FOR THE DURATION OF TIME SPECIFIED IN THE BDE SPECIAL PROVISION FOR "WORKING DAYS". THE CONTRACTOR WILL BE EXPECTED TO COMPLETE ALL THE PROPOSED WORK RELATED TO THE CONSTRUCTION OF THE PROPOSED BRIDGE AND ROADWAY DURING THIS CLOSURE. THE ROADWAY MUST HAVE THE HMA SURFACE COURSE PLACED AND THE GUARDRAIL INSTALLED BEFORE THE ROADWAY IS OPENED TO TRAFFIC. IF THE SURFACE COURSE AND GUARDRAIL ARE NOT COMPLETED IN THE ALLOWED TIME, ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED FOR THE COMPLETION OF REMAINING CONSTRUCTION OPERATIONS WILL BE AT THE CONTRACTOR'S EXPENSE.

CHANGEABLE MESSAGE SIGN, SPECIAL

THE CONTRACTOR SHALL PLACE ELECTRONIC CHANGEABLE MESSAGE SIGNS ON THE SOUTH AND NORTH SIDES OF THE PROJECT, ON NESLER ROAD ONLY, TO WARN THE PUBLIC OF THE PENDING CLOSURE. THE MESSAGE SIGNS WILL NEED TO BE PLACED AND SET OUT FOR SEVEN (7) DAYS IN ADVANCE OF THE ANTICIPATED FIRST DAY OF CONSTRUCTION. THE SIGNS SHALL REMAIN IN PLACE FOR AN ADDITIONAL SEVEN (7) AFTER THE FIRST DAY OF CONSTRUCTION. THE CONTRACTOR WILL COORDINATE WITH THE ENGINEER ON THE EXACT PLACEMENT OF THE MESSAGE SIGNS AND THE MESSAGE THAT IS TO BE DISPLAYED. THE MESSAGE MAY PERIODICALLY BE CHANGED BY THE ENGINEER. THERE WILL BE NO ADDITIONAL COMPENSATION FOR CHANGING OF THE MESSAGE(S). THE MESSAGE SIGNS WILL BE PAID FOR AS "CHANGEABLE MESSAGE SIGN, SPECIAL" PER CALENDAR DAY FOR EACH MESSAGE SIGN UTILIZED.

TEMPORARY INFORMATION SIGNING

AFTER THE REMOVAL OF THE CHANGEABLE MESSAGE SIGNS, THE CONTRACTOR SHALL ERECT TEMPORARY INFORMATION SIGNS ON THE SOUTH AND NORTH SIDE OF THE PROJECT TO INFORM THE PUBLIC OF THE CONSTRUCTION DURATION. THE CONTRACTOR WILL COORDINATE WITH THE ENGINEER ON THE EXACT PLACEMENT OF THE SIGN. THE SIGN SHALL BE IN PLACE FOR THE ENTIRE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER. THE TEMPORARY SIGN WILL BE DIMENSIONED AS DETAILED ON THE DETOUR PLAN. THE SIGNING, WHICH INCLUDES POST, MOUNTING AND REMOVAL, WILL BE PAID AS "TEMPORARY INFORMATION SIGNING" PER SQUARE FEET FOR EACH SIGN ERECTED.

LOCAL AGENCY CONTACTS

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

KANE COUNTY DIVISION OF TRANSPORTATION	DAVE BOESCH, CHIEF OF CONSTRUCTION	630-584-1170
KANE COUNTY SHERIFF'S DEPARTMENT	DONALD E. KRAMER, SHERIFF	630-232-6840
KANE CO. OFFICE OF EMERGENCY MANAGEMENT	DONALD BRYANT, DIRECTOR	630-232-5985
PLATO TOWNSHIP ROAD DISTRICT	LARRY TRAINOR, HWY. COMMISSIONER	847-464-5121
CITY OF ELGIN ENGINEERING	JOSEPH EVERS, CITY ENGINEER	847-931-5958
CITY OF ELGIN PUBLIC WORKS	GREGORY ROKOS, PUBLIC SERVICES DIRECTOR	847-931-5966
PINGREE GROVE POLICE STATION	SHAWN BEANE, POLICE CHIEF	847-464-4600
PINGREE GROVE & COUNTRY SIDE FIRE PROT. DIST.	MITCH CROCETTI, FIRE CHIEF	847-741-3151
ELGIN POST OFFICE	SUSAN MEATHE, POSTMASTER	847-741-0725
SOUTH ELGIN FIRE DISTRICT	WILLIAM SOHN, FIRE CHIEF	847-741-2141
U-46 SCHOOL DISTRICT	KENNETH ARNDT, INTERIM SUPERINTENDENT	847-888-5000
CENTRAL COMM. UNIT SCHOOL DIST. 301	TODD STIRN, SUPERINTENDENT	847-464-6005

LIMITATIONS OF CONSTRUCTION

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

- IF THERE ARE CONSTRUCTION OPERATIONS COMPLETED OUTSIDE OF THE DURATION OF THE ROADWAY CLOSURE, THOSE CONSTRUCTION OPERATIONS WILL BE CONDUCTED SO ONE LANE IN EACH DIRECTION ON NESLER ROAD REMAINS OPEN AT ALL TIMES.
- THE CONTRACTOR SHALL PROVIDE, ERECT, AND MAINTAIN ALL THE NECESSARY SIGNS, BARRICADES, CONES, DRUMS, AND LIGHTS FOR THE WARNING AND PROTECTION OF TRAFFIC, AS REQUIRED BY SECTIONS 107 AND 701 THROUGH 703 OF THE STANDARD SPECIFICATIONS AND AS MODIFIED.
- IF REQUIRED, THE CONTRACTOR SHALL FURNISH AND ERECT "ROAD CONSTRUCTION AHEAD" SIGNS (W20-1103 (O)-48) AT BOTH ENDS OF THE PROJECT AND AT ALL SIDE ROADS WITHIN THE LIMITS OF THIS SECTION WHEN WORKING IN THE VICINITY OF THE SIDE ROAD INTERSECTION.

WORKING HOURS

THE NORMAL WORKING HOURS PER LOCAL ORDINANCE FOR CONSTRUCTION OPERATIONS ARE CONSIDERED DAYTIME HOURS FROM 7:00 A.M. TO 6:00 P.M. MONDAY THROUGH SATURDAY. FOR CONSTRUCTION OPERATIONS OUTSIDE THE DESIGNATED NORMAL WORKING HOURS, THE CONTRACTOR MAY REQUIRE IN WRITING TO HAVE THE NORMAL HOURS EXTENDED.

KEEPING ROADS OPEN TO TRAFFIC

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

NESLER ROAD WILL BE COMPLETELY CLOSED TO TRAFFIC FOR THE DURATION SPECIFIED IN THE CONTRACT DOCUMENTS.

SEQUENCE OF CONSTRUCTION

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

MAJOR WORK ITEMS - STAGE 1 (ROADWAY CLOSURE) NESLER ROAD

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

MAJOR WORK ITEMS - STAGE 2 - RESTORATION

THESE OPERATIONS MAY TAKE PLACE AFTER THE ROADWAY IS OPEN TO TRAFFIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING THESE WORK OPERATIONS UNDER THE APPROPRIATE IDOT TRAFFIC CONTROL STANDARD. THESE STANDARDS WILL BE NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, SPECIAL.

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

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

TRAFFIC CONTROL - IDOT STANDARD DRAWINGS

THE CONTRACTOR'S OPERATION MAY REQUIRE WORK THAT WILL NOT BE COMPLETED UNDER THE DETOUR CLOSURE. UNDER THESE CIRCUMSTANCES THE CONTRACTOR WILL COMPLETE THE WORK UTILIZING THE APPLICABLE IDOT TRAFFIC CONTROL STANDARD. THE STANDARD APPLICATION WILL BE APPROVED BY THE ENGINEER. A LIST OF POTENTIAL STANDARD DRAWINGS HAS BEEN INCLUDED IN THE SPECIAL PROVISION FOR "TRAFFIC CONTROL PLAN". THE CONTRACTOR IS ENCOURAGED TO COMPLETE ALL WORK UNDER THE DETOUR CLOSURE. THESE STANDARDS WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE LUMP SUM COST FOR "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".

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	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLAN
DETOUR NOTES**

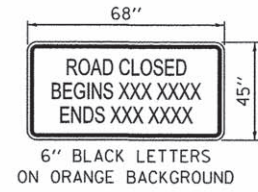
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	16
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				

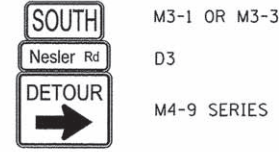
LEGEND

- TEMPORARY INFORMATION SIGN
- CHANGEABLE MESSAGE SIGN
- DETOUR ROUTE
- TYPE III BARRICADE WITH TYPE A FLASHER
- TYPE A FLASHER
- DETOUR SIGN ASSEMBLY WITH STREET NAME AND DIRECTION PLATES (NUMBER DENOTES TYPE)
- W20 SERIES SIGN (NUMBER DENOTES TYPE)
- OTHER SIGN (NUMBER DENOTES TYPE)
- WORK ZONE

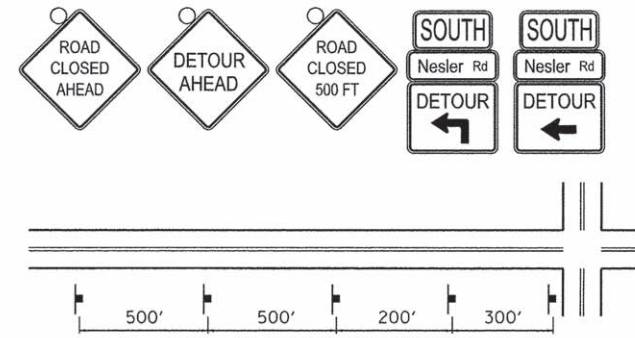
TEMP. INFORMATION SIGN



TYPICAL DETOUR SIGN CONFIGURATION
"DETOUR SIGN ASSEMBLY"

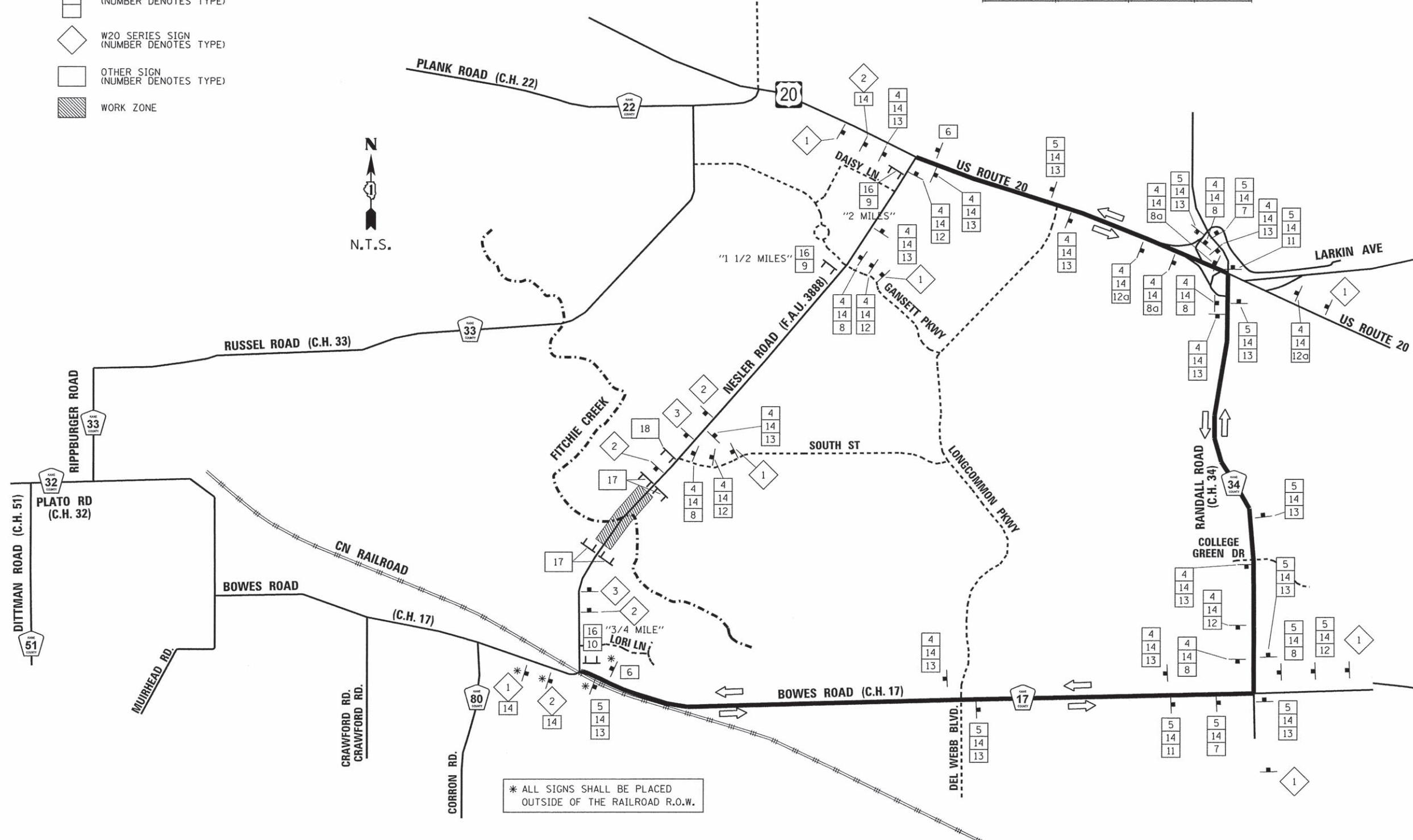


TYPICAL DETOUR SIGN SPACING



SCHEDULE OF DETOUR SIGNS

SIGN NO.	SIGN	MUTCD CODE/SIZE
1		W20-2-4848
2		W20-3-4848
3		W20-3-4848
4		M3-3-2412
5		M3-1-2412
6		M4-8A-2418
7		M4-9 SERIES-3024
8		M4-9 SERIES-3024
8a		M4-9 SERIES-3024
9		M4-10L-4818
10		M4-10R-4818
11		M4-9 SERIES-3024
12		M4-9 SERIES-3024
12a		M4-9 SERIES-3024
13		M4-9 SERIES-3024
14		D3-(O)2415-VAR
15		R11-2-4830
16		R11-3B-6030
17		R11-2*-4830
18		R11-4-6030



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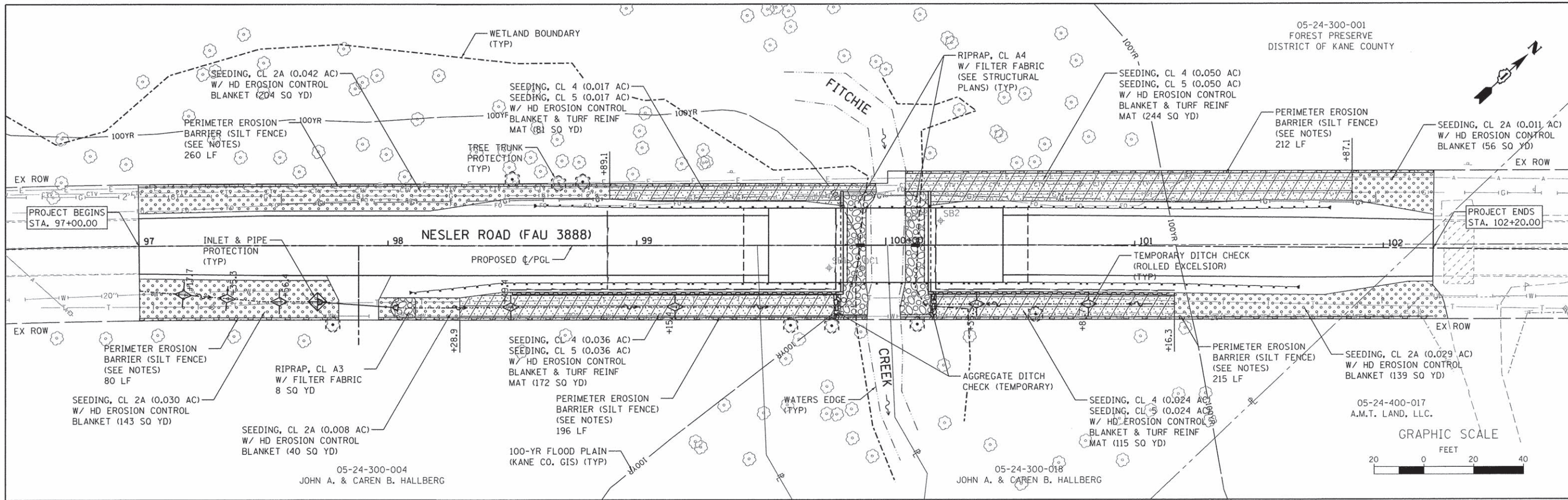
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	DATE - 6/20/16	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PLAN
DETOUR PLAN**

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

F.A.U. RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 17
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				



LEGEND

- | | | | |
|--|--|--|---|
| | SEEDING, CLASS 2A
W/ HD EROSION CONTROL BLANKET | | TEMPORARY DITCH CHECK
(ROLLED EXCELSIOR) |
| | SEEDING, CLASS 4 & 5
W/ HD EROSION CONTROL BLANKET
W/ TURF REINFORCEMENT MAT | | INLET & PIPE
PROTECTION |
| | RIPRAP W/FILTER FABRIC
(SIZE AS NOTED ON PLAN) | | PROPOSED DITCH
W/ FLOW ARROW |
| | | | AGGREGATE DITCH CHECK
(TEMPORARY) |
| | | | PERIMETER EROSION
BARRIER (SILT FENCE) |
| | | | TREE TRUNK PROTECTION |

NOTES:

- PERIMETER EROSION BARRIER (SILT FENCE) SHALL BE PLACED ONE (1) FOOT FROM EXISTING ROW OR EXISTING FENCE LINE.
- ALL AREAS TO BE SEEDED SHALL BE COVERED WITH SIX (6) INCHES OF TOPSOIL.
- ALL AREAS TO BE SEEDED WITH CLASS 2A SEED SHALL HAVE NITROGEN AND POTASSIUM FERTILIZER NUTRIENTS APPLIED AT A RATE OF 90 LBS/ACRE. THE FERTILIZER NUTRIENTS WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE SEEDING, CLASS 2A.
- AREAS TO BE SEEDED WITH CLASS 4 AND 5 SEED DO NOT REQUIRE FERTILIZER NUTRIENTS.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL
& SEEDING PLAN**

SCALE: SHEET NO. 1 OF 5 SHEETS STA. 97+00.00 TO STA. 102+20.00

F.A.U. RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 18
CONTRACT NO. 61D13				ILLINOIS FED. AID PROJECT

EROSION CONTROL INSPECTION

ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND AFTER EACH 1/2" RAIN EVENT.

WINTER SHUT DOWN

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

TEMPORARY DITCH CHECKS

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

PERIMETER EROSION BARRIER (SILT FENCE)

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

STOCK PILE LOCATIONS AND PROTECTING STOCK PILE AREAS

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

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

STABILIZED CONSTRUCTION AREA

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

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

WORK IN FLOWING WATER

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

DEWATERING

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

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

KEEPING PAVEMENTS CLEAN

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

STABILIZED CONSTRUCTION ENTRANCE

A STABILIZED CONSTRUCTION ENTRANCE IS NOT ANTICIPATED FOR THIS PROJECT.

CONCRETE WASHOUT

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

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

- A. CLASS 2A
 - B. CLASS 4
CLASS 5
 - C. INCREASE SEEDING RATES BY 25% WHEN DORMANT SEEDING (NOT ANTICIPATED)
 - D. TEMPORARY SEEDING (PERENNIAL RYE GRASS, SPRING OATS)
 - E. HEAVY DUTY EROSION CONTROL BLANKET (EXCELSIOR) (PERMANENT SEED AREAS ONLY)
- IRRIGATION MAY BE NEEDED DURING JUNE AND JULY (INCLUDED IN SEEDING)

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

WATERWAY INFORMATION

Drainage Area = 5.6 sq. mi.

Flood	Freq. Yr.	Opening Sq. Ft.		Head - Ft.		Headwater El.			
		0 C.F.S.	Exist. Prop.	H.W.E. Exist. Prop.	Exist. Prop.				
	2	74	88	62	840.47	0.16	0.00	840.63	840.43

2-Year Velocity through Existing Bridge = < 2 ft/s

GENERAL NOTES

- A) UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION.
- B) THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- C) A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- D) PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.
- E) THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
- F) IT IS THE RESPONSIBILITY OF THE OWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CRONTACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
- G) THE CONTRACTOR IS RESPONSIBLE FOR INDICATING THE CURRENT LOCATION OF THE CONCRETE WASHOUT AND ANY MODIFICATIONS TO THE LOCATIONS OR DETAILS OF EROSION AND SEDIMENT CONTROLS ON THESE PLANS.
- H) ALL DROP INLETS ON AND ADJACENT TO THE SITE MUST HAVE SEDIMENT TRAPPING OR CONTAINMENT DEVICE INSTALLED DURING CONSTRUCTION ACTIVITIES. FILTER FABRIC ON ITS OWN IS NOT AN APPROVED METHOD. PREFABRICATED DROP INLET PROTECTION SHOULD BE AS RESTRICTIVE AS THE ILLINOIS URBAN MANUAL STANDARD 861 FOR INLET PROTECTION.

CONTRACTOR SUBMITTAL

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

IN-STREAM NOTES

SEE SHEET 20 FOR ADDITIONAL NOTES.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL
& SEEDING NOTES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	19
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				

IN-STREAM WORK

- A. WORK IN THE WATERWAY SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.
- B. THE PLAN WILL BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.
- C. WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS (STEEL SHEETS, AQUA BARRIERS, RIP RAP AND GEOTEXTILE LINER, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.
- D. THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER FLOWING WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.
- E. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SEDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.
- F. DURING DEWATERING OF THE COFFERED WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.
- G. THE AREA FROM THE TOE TO THE TOP OF THE SIDE SLOPE SHALL BE TEMPORARILY STABILIZED DURING CONSTRUCTION TO REDUCE THE POTENTIAL FOR EROSION. ALL AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

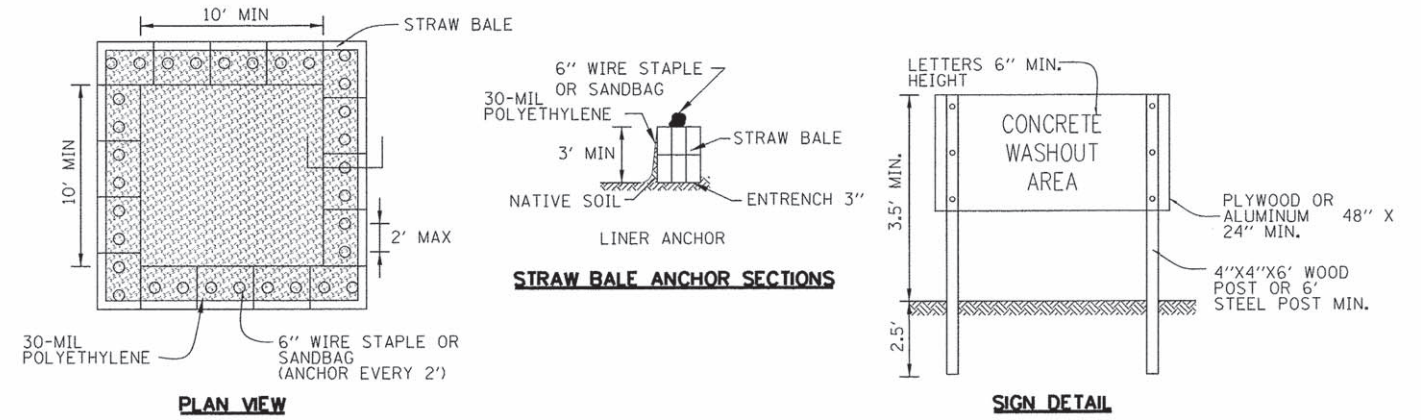
DIVERSION AND DEWATERING

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

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

DIVERSION & DEWATERING - BASIS OF PAYMENT

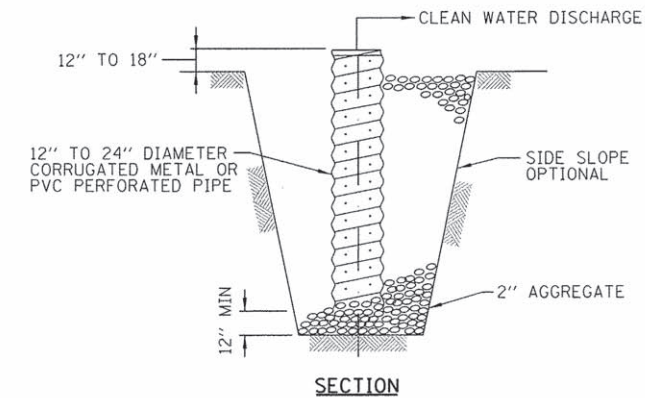
THIS WORK REQUIRED FOR CONSTRUCTION OF DIVERSION AND DEWATERING SYSTEMS NECESSARY TO CONSTRUCT THE PROPOSED BRIDGE AND RELATED SITE WORK AS SHOWN IN THE PLANS SHALL BE PAID FOR ONLY ONCE PER EACH FOR THE ENTIRE PROJECT AS DIVERSION STRUCTURE, WHICH WORK SHALL INCLUDE DIVERSION SYSTEM(S) (IE: COFFERDAMS, BARRIER WALL, ETC), FILTER FABRIC, PIPING, PUMPING, FOUNDATION PREPARATION, FRAMING AND SUPPORTS, DEWATERING FILTERING SYSTEM CONSISTING OF FILTRATION OR SEDIMENT BAGS, INSTALLATION, MAINTENANCE, REMOVAL OF SYSTEMS AND ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO PERFORM THE WORK DESCRIBED HEREIN AND AS SPECIFIED ON THE PLANS.



WASHOUT NOTES:

- 1. MAINTAINING TEMPORARY CONCRETE WASHOUT FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDENED CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
- 2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.
- 3. EACH STRAW BALE IS TO BE STAKED IN PLACE USING (2) 2"x2"x4' WOODEN STAKES.

TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE
 STD. IUM-654SB
 (TEMPORARY CONCRETE WASHOUT)



SUMP PIT NOTES:

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

SUMP PIT PLAN
 STD. IL-650
 (SUMP PIT PLAN)

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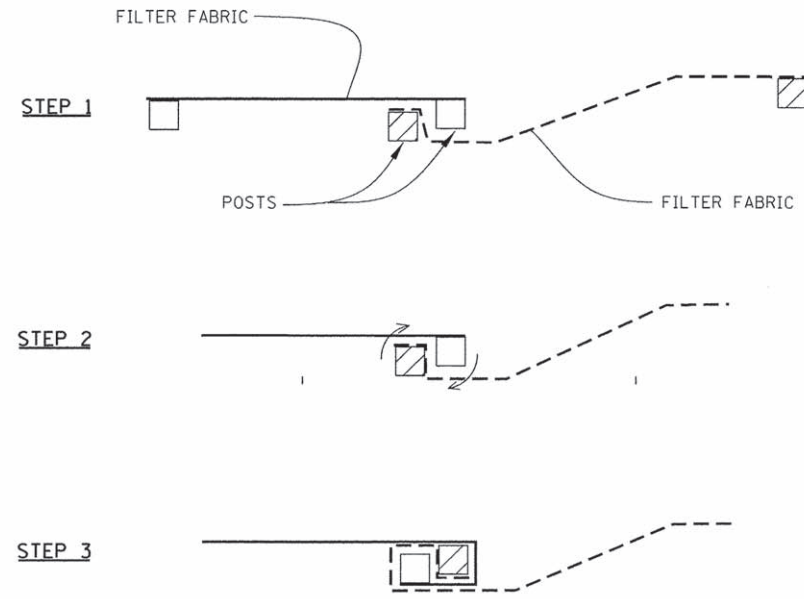
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	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL
 & SEEDING DETAILS**

SCALE: SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.U. RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 20
				CONTRACT NO. 61D13
ILLINOIS FED. AID PROJECT				



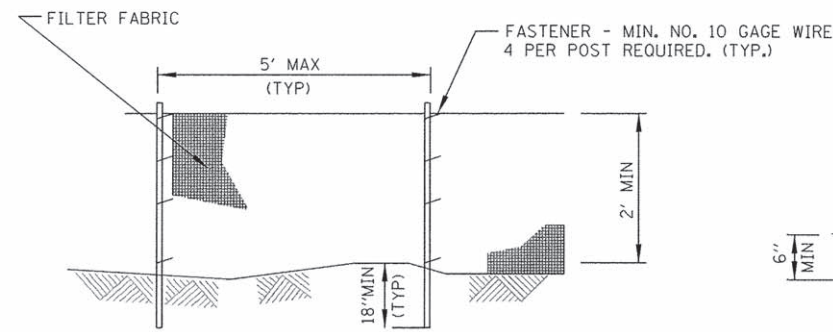
ATTACHING TWO SILT FENCES

NOTES:

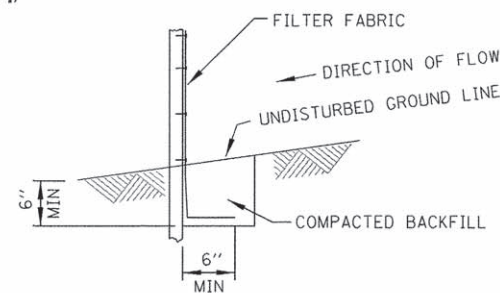
1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. CUT THE FABRIC NEAR THE BOTTOM OF THE STAKES TO ACCOMMODATE THE 6" FLAP.
4. DRIVE BOTH POSTS A MINIMUM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

**PERIMETER EROSION BARRIER
(SILT FENCE) – SPLICING TWO FENCES**

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



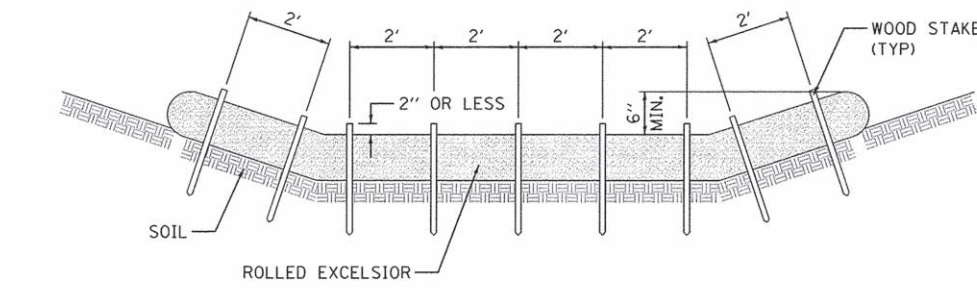
ELEVATION



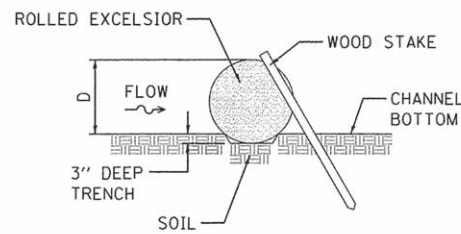
FABRIC ANCHOR DETAIL

**PERIMETER EROSION BARRIER
(SILT FENCE)**

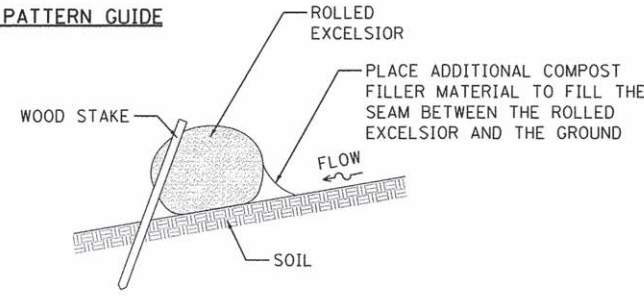
STD. IUM-620A
(SILT FENCE PLAN)



STAKING PATTERN GUIDE



STAKE DETAIL



COMPOST FILTER SOCK DETAIL

NOTES:

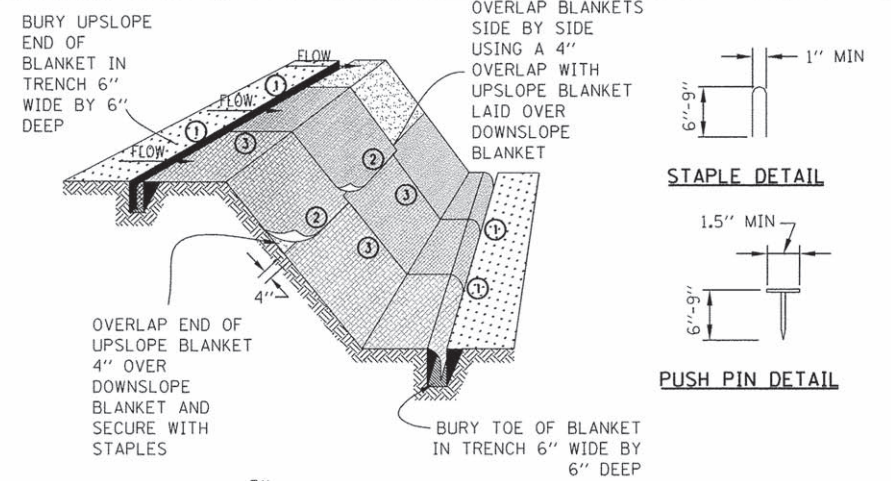
1. ENDS OF ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
2. RECOMMENDED STAKES ARE 1/8" WIDE x 1/8" THICK x 30" LONG.
3. STAKES SHALL NOT EXTEND ABOVE THE ROLLED EXCELSIOR MORE THAN 2".
4. SPACING: THE TOE OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL LINE WITH THE TOP OF THE DOWNSTREAM DITCH CHECK.
5. WHEN COMPOST FILTER SOCK DITCH CHECK IS USED, PLACE A COMPOST BERM UPSTREAM OF THE FILTER SOCK (SEE IUM 805). A TRENCH IS NOT REQUIRED.
6. OVERLAP MINIMUM IS THE DIAMETER OF THE ROLL.
7. STAKES SHALL BE PLACED EVERY 2' FOR ROLLED EXCELSIOR, OR AS SPECIFIED BY THE MANUFACTURER.

**TEMPORARY DITCH CHECK
ROLLED EXCELSIOR**

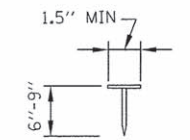
STD. IUM-514
(ROLLED EROSION CONTROL PRODUCTS)

NOTES:

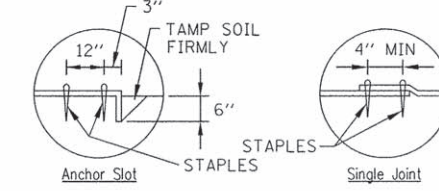
1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION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



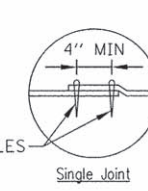
STAPLE DETAIL



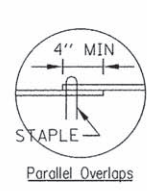
PUSH PIN DETAIL



DETAIL 1



DETAIL 2



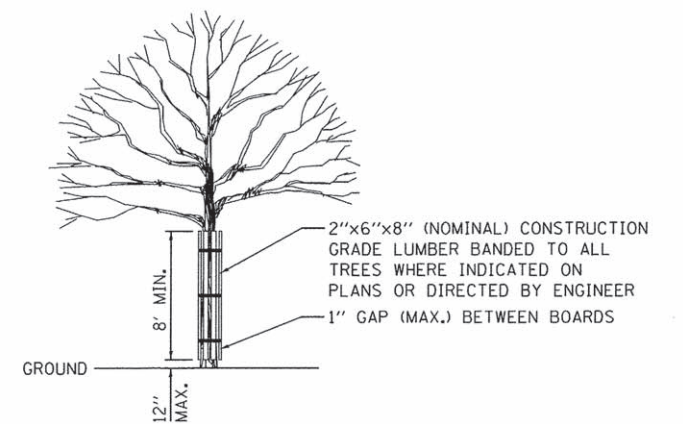
DETAIL 3

NOTES:

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

**EROSION CONTROL
BLANKET INSTALLATION DETAILS**

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

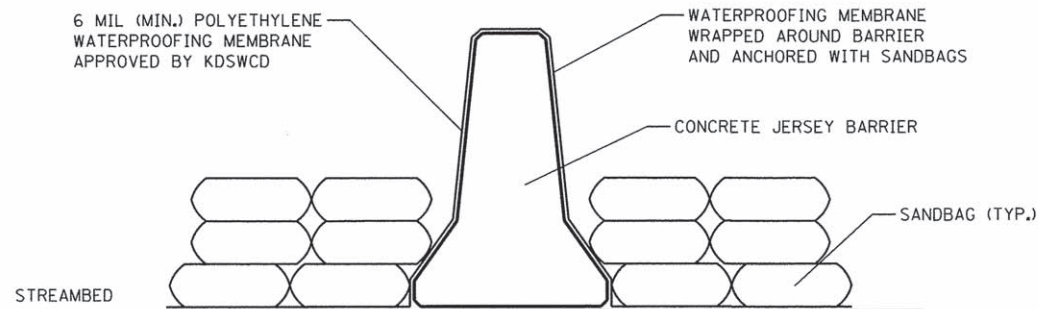


TREE TRUNK PROTECTION
N.T.S.

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F.A.U. RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 21
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				

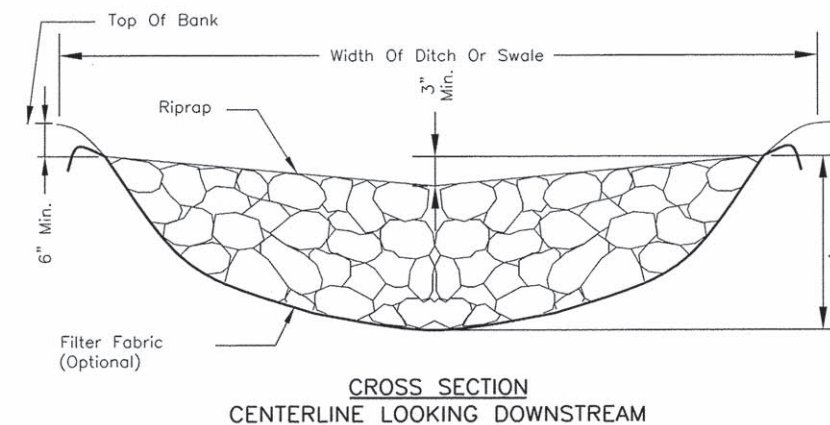
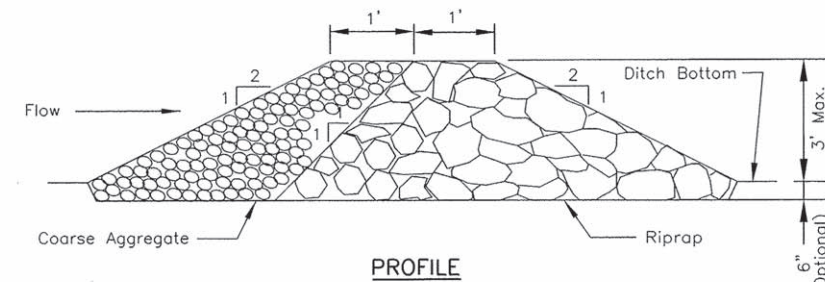


JERSEY BARRIER COFFERDAM

NOTES

1. THE JERSEY BARRIER COFFERDAM IS AN APPROVED SYSTEM FOR PROVIDING PROTECTION OF THE EXCAVATION FROM FLOWING WATER. THE CONTRACTOR MAY ELECT TO USE THIS SYSTEM FOR DEWATERING OR MAY PROPOSE AN ALTERNATE SYSTEM.

IN EITHER CASE, THE CONTRACTOR SHALL SUBMIT A PLAN FOR THE SUBJECT PROTECTION WHICH SHALL ADDRESS THE SIZE AND LENGTH OF THE DEWATERING AREA, PROPOSED CONSTRUCTION SEQUENCE, INCLUDING WATER DIVERSION AND/OR DEWATERING METHODS, EROSION AND SEDIMENT CONTROL MEASURES, SEDIMENT TRAPS, DISPOSAL OF EXCAVATED MATERIAL, EFFLUENT WATER, ALONG WITH BEST MANAGEMENT PRACTICES TO PREVENT REINTRODUCTION OF EXCAVATED MATERIAL INTO FLOWING WATER. THE PLAN SHALL BE SUBMITTED TO AND APPROVED BY THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT BEFORE EXCAVATION PROTECTION AND CONSTRUCTION BEGIN.
2. THE COST FOR THE ISOLATION AND PROTECTION OF THE EXCAVATION AND CONSTRUCTION SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR REMOVAL OF EXISTING STRUCTURES.
3. THE JERSEY COFFERDAM OR OTHER APPROVED SYSTEM SHALL REMAIN IN PLACE FOR ALL REMOVAL OPERATIONS AND CHANNEL GRADING AND/OR RIPRAP PLACEMENT AND OTHER OPERATIONS THAT MAY REQUIRE WORK TO BE COMPLETED IN THE DRY CONDITION.
4. WHEN THE WORK NO LONGER REQUIRES THE COFFERDAM SYSTEM PROTECTION, IT SHALL BE REMOVED ACCORDING TO THE CONTRACTOR'S PLAN UNLESS OTHERWISE SPECIFIED BY THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT. THE KDSWCD SHALL BE NOTIFIED WHEN THE PROTECTION IS TO BE REMOVED. ALL MATERIALS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.



AGGREGATE DITCH CHECK

STD. IL-605CA
(ROCK CHECK DAM - COARSE AGGREGATE)

NOTES:

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

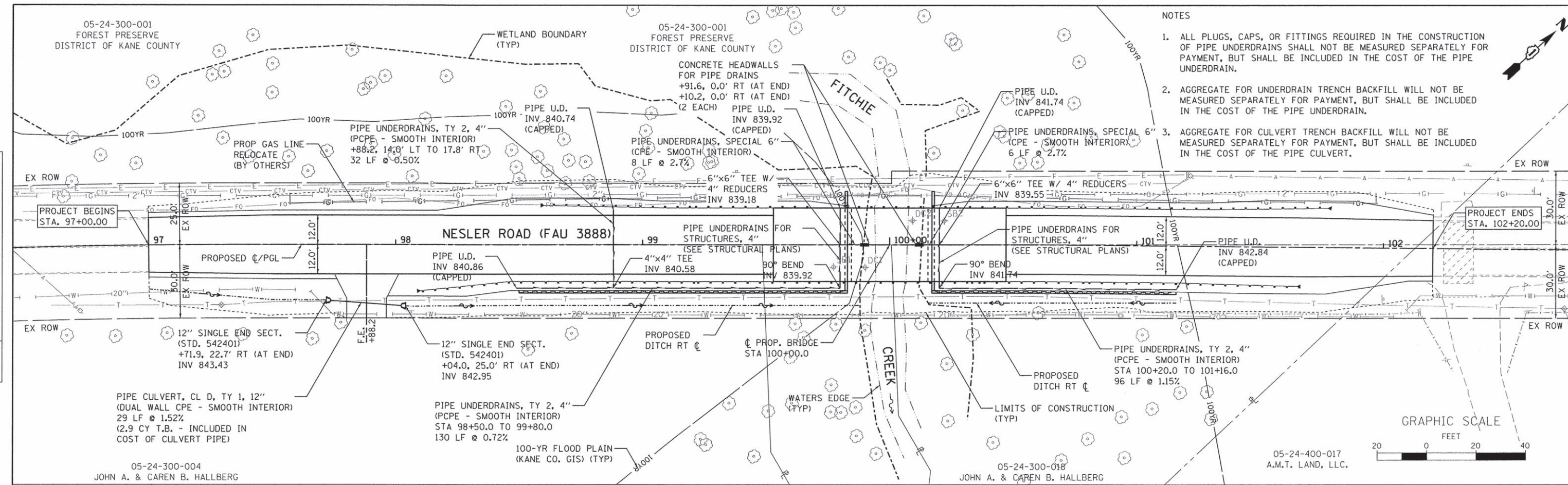
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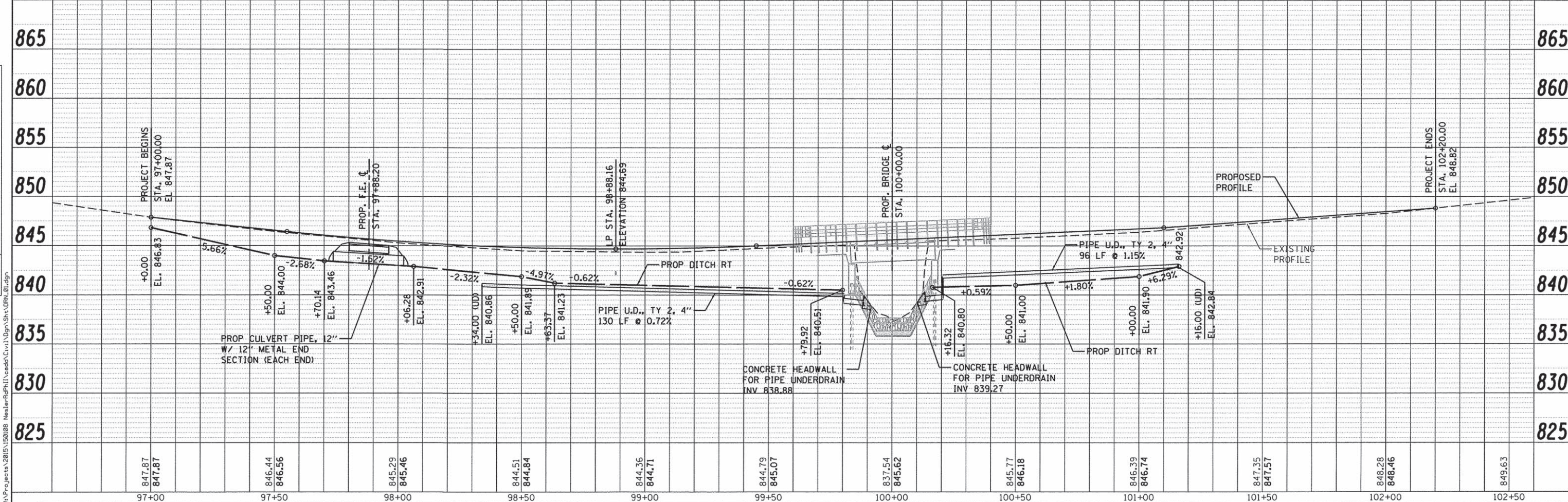
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3888	08-12103-02-BR	KANE	59	22
CONTRACT NO. 61D13			ILLINOIS FED. AID PROJECT	

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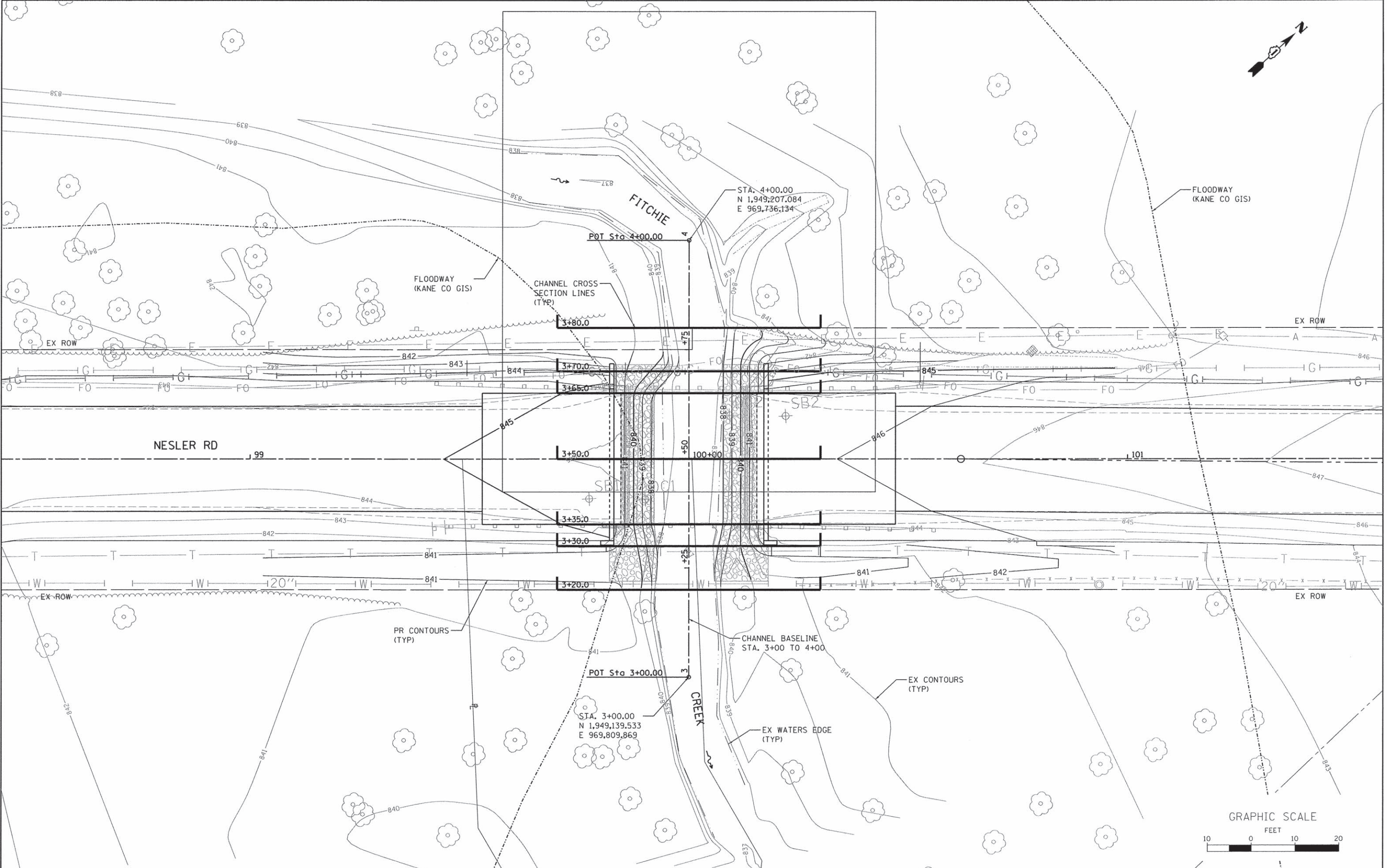
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- NOTES
1. ALL PLUGS, CAPS, OR FITTINGS REQUIRED IN THE CONSTRUCTION OF PIPE UNDERDRAINS SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAIN.
 2. AGGREGATE FOR UNDERDRAIN TRENCH BACKFILL WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAIN.
 3. AGGREGATE FOR CULVERT TRENCH BACKFILL WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF THE PIPE CULVERT.



WBK engineering WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 201 ST. CHARLES, ILLINOIS 60174 (630) 443-7755	USER NAME = bptorfff PLOT SCALE = 1:20 PLOT DATE = 6/24/2016	DESIGNED - SBP DRAWN - NDP CHECKED - DATE - 6/20/16	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		DRAINAGE & UTILITY PLAN & PROFILE		F.A.U. RTE. 3888 SECTION 08-12103-02-BR COUNTY KANE TOTAL SHEETS 59 SHEET NO. 23 CONTRACT NO. 61D13
	SCALE: SHEET NO. 1 OF 1 SHEETS STA. 97+00.00 TO STA. 102+20.00				ILLINOIS FED. AID PROJECT			



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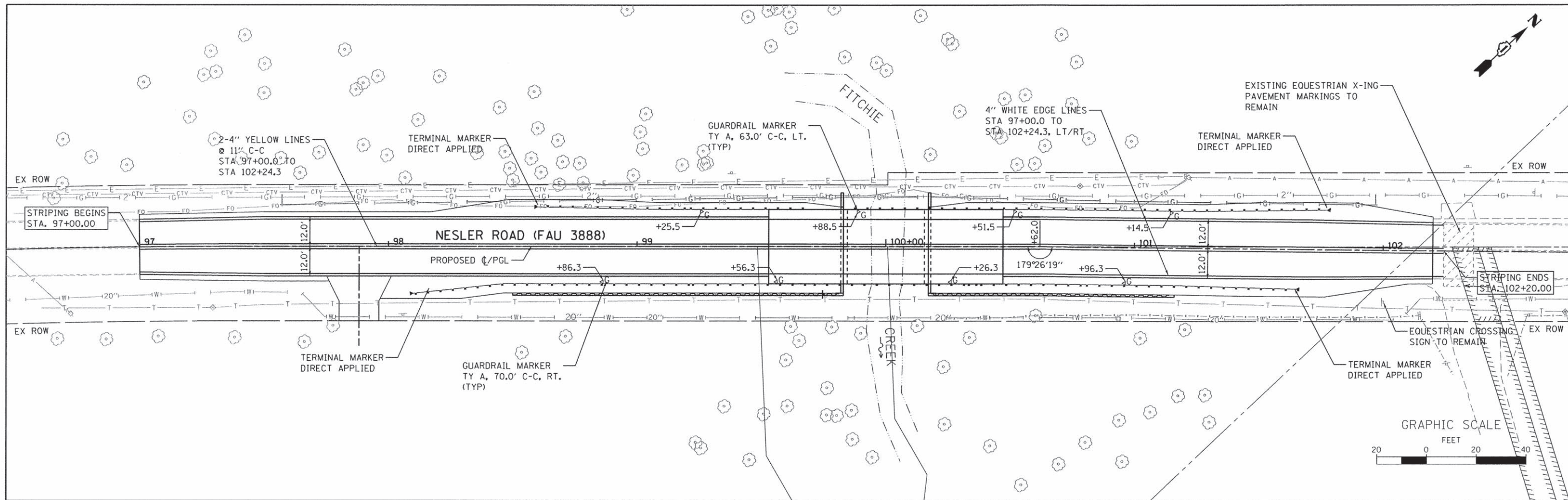
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE & CHANNEL GRADING PLAN		
SCALE: 1"=10'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.

F.A.U. RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 24
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				



LEGEND

- † PROPOSED SIGN/POST
- PG GUARDRAIL MARKER - TYPE A ONE-WAY CRYSTAL

NOTES:

1. ALL PERMANENT PAVEMENT MARKINGS ON FINAL SURFACES SHALL BE URETHANE AND SHALL FOLLOW IDOT D1 TC13 (DISTRICT ONE TYPICAL PAVEMENT MARKING) DETAIL AND THIS PLAN.

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING & SIGNING PLAN	
SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS STA. 97+00.00 TO STA. 102+20.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	25
CONTRACT NO.61D13				
ILLINOIS FED. AID PROJECT				

BENCHMARK

Chiseled cross on the Northwest wingwall of existing SN. 045-3321. Elev. 844.60

EXISTING STRUCTURE

S.N. 045-3321 was constructed in 1981 under section 80-12103-01-BR to replace an existing single cell reinforced concrete box culvert. The existing bridge consists of simple span precast concrete beams with 9" of bituminous overlay supported on spill through metal shell pile bent abutments. The bridge measures 31'-9" Bk. to Bk. of abutments and 30'-0" out to out of bridge deck. Traffic is to be detoured.

SALVAGE

Existing guardrail to be salvaged. Contractor to deliver guardrail per Engineer's instructions.

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2015 Interims

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.060g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.114g
Soil Site Class = C

DESIGN STRESSES

FIELD UNITS

f'_c = 5,000 psi (Concrete Wearing Surface and Approach Slab)

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

f_y = 50,000 psi (Sheet Piling)

PRECAST PRESTRESSED UNITS

f'_c = 6,000 psi

f'_{ci} = 5,000 psi

f_{pu} = 270,000 psi ($\frac{1}{2}$ " ϕ low lax. Strands)

f_{pbt} = 201,960 psi ($\frac{1}{2}$ " ϕ low lax. Strands)

INDEX OF SHEETS

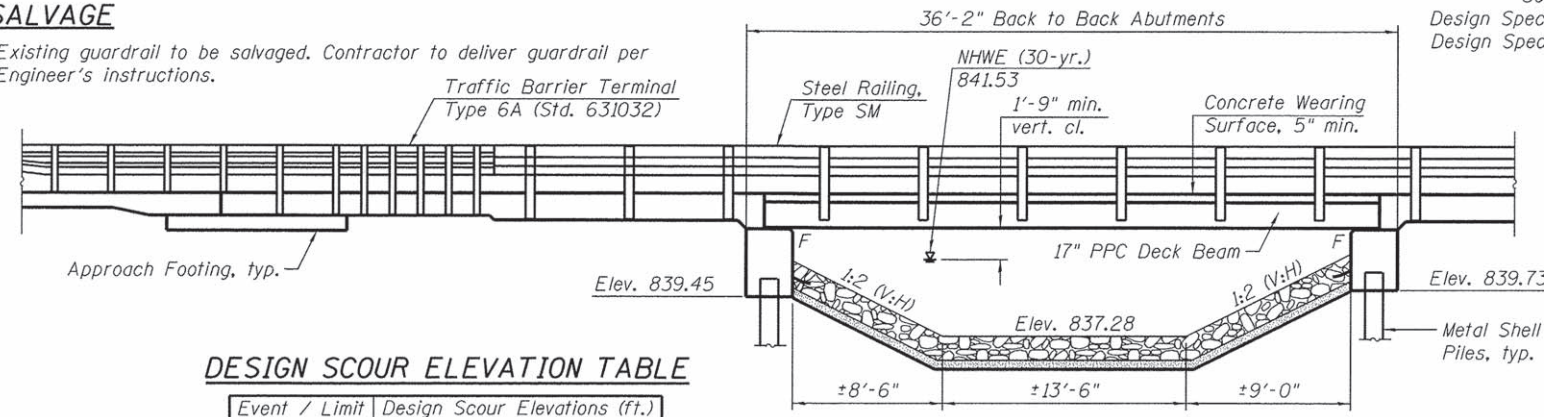
1. General Plan and Elevation
2. General Data
3. Top of Approach Slab Elevations
4. Superstructure
5. Superstructure Details
- 6-7. Bridge Approach Slab Details
8. Steel Railing, Type SM
9. 17"x36" PPC Deck Beam
10. 17"x36" PPC Deck Beam Details
11. Abutments
12. Sheet Pile Details
13. Metal Shell Pile Details
- 14-15. Soil Boring Logs
- 16-19. Existing Structural Plans

WATERWAY INFORMATION

Drainage Area = 5.6 sq. mi. Exist. Low Grade Elev. 844.36 @ Sta. 99+00
Prop. Low Grade Elev. 844.69 @ Sta. 98+88

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	127	58	78	841.05	0.26	0.05	841.31	841.10
Base	50	265	78	100	841.80	0.67	0.32	842.47	842.12
Scour Design	100	298	81	103	841.91	0.88	0.36	842.79	842.27
Overtop Exist.	>100							844.36	
Overtop Prop.	>500							844.69	
Max. Calc.	500	547	94	125	842.59	2.29	0.60	844.88	843.19

10-Year Velocity through Existing Bridge = 2.15 ft/s
10-Year Velocity through Proposed Bridge = 1.07 ft/s

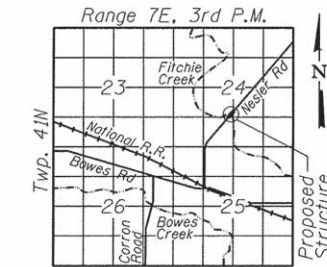


DESIGN SCOUR ELEVATION TABLE

Event / Limit	Design Scour Elevations (ft.)			Item
State	N. Abut.	S. Abut.		113
Design	839.85	839.45		8
Check	839.85	839.45		8

ELEVATION

(Looking Upstream)



LOCATION SKETCH

LEGEND

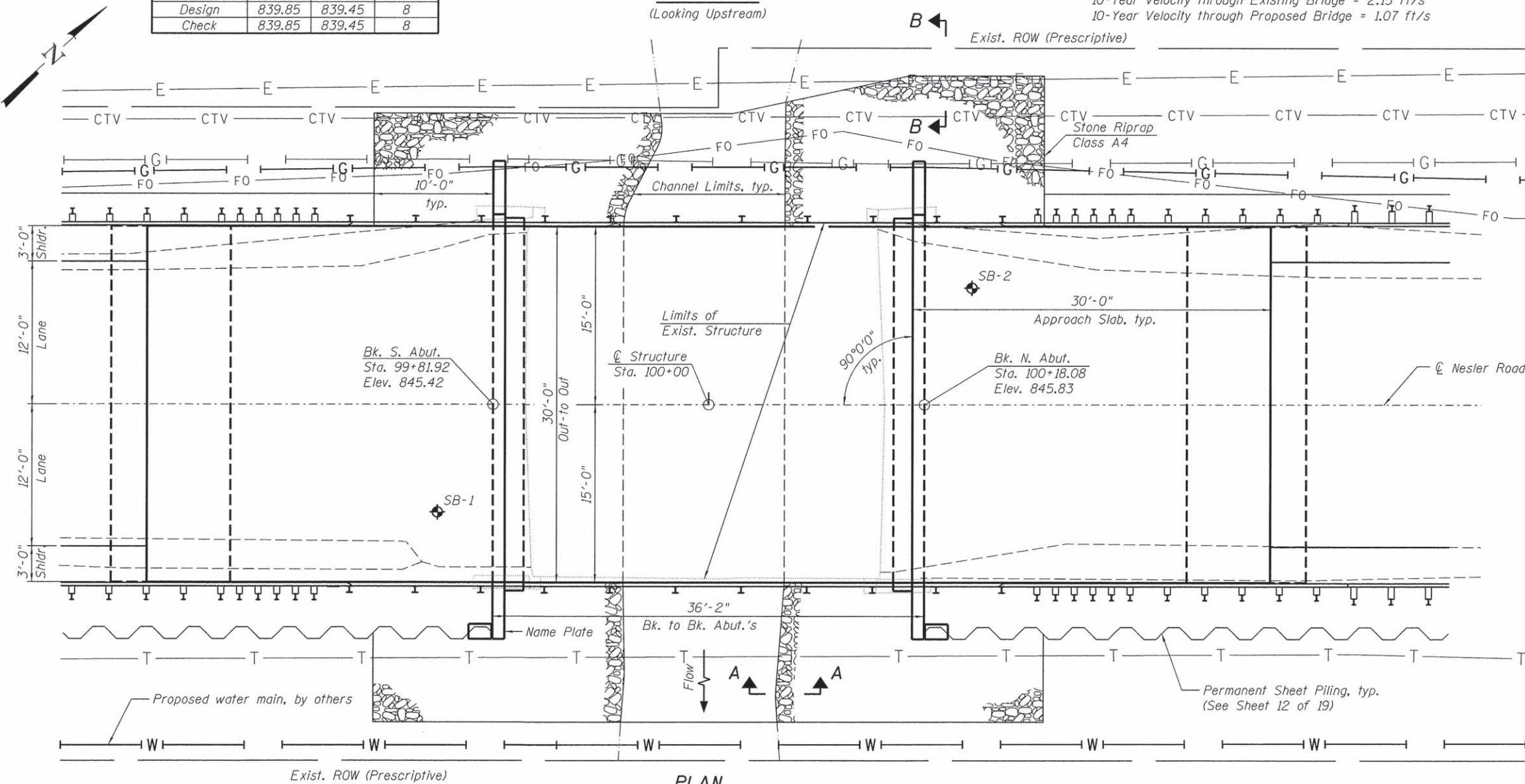
- E — Underground Electric
- FO — Underground Fiber Optic
- CTV — Underground Cable TV
- | G | — Underground Gasline
- | G | — Relocated Gasline (by others)
- T — Underground Telephone
- | W | — Proposed Water Main (by others)
- ◆ Soil Boring Location



Date: 6/20/2016
License Expires: 11/30/2016

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

GENERAL PLAN & ELEVATION
NESLER ROAD OVER FITCHIE CREEK
SEC. 08-12103-02-BR
PLATO TWP. ROAD DISTRICT
STATION 100+00
STRUCTURE NO. 045-3325



PLAN

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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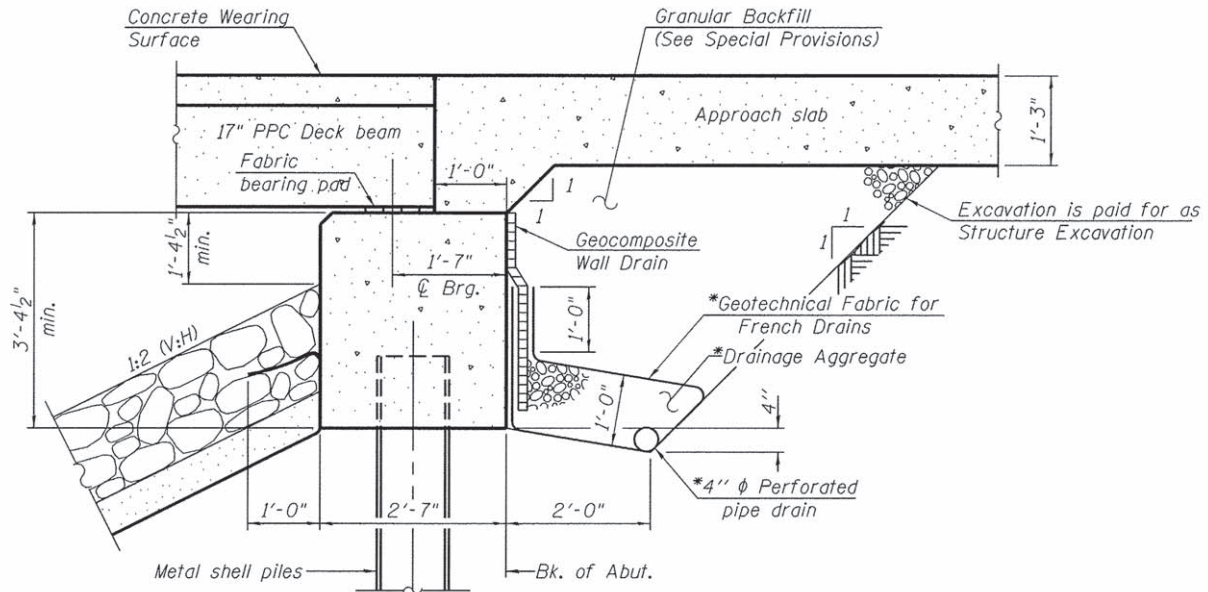
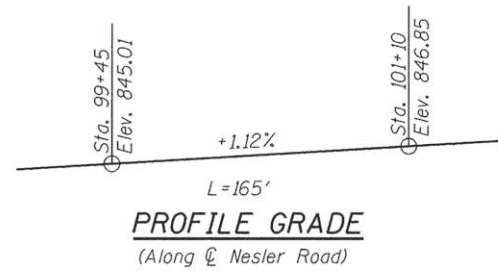
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3888	08-12103-02-BR	KANE	59	26
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D13	

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
3. Removal of existing structure including wingwalls, bituminous overlay, existing bridge rail, and abandoned utility conduit along west bridge rail to be included in the cost of Removal of Existing Structures.

FITCHIE CREEK
 BUILT 201 BY
 PLATO TOWNSHIP
 SEC. 08-12103-02-BR
 F.A.U. 3888 STA. 100+00
 STR. NO. 045-3325 LOADING HL-93

NAME PLATE
 See Std. 515001



SECTION THRU ABUTMENT

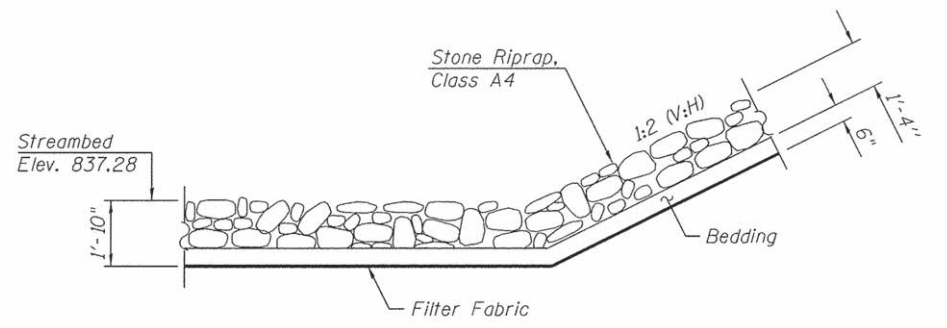
*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

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

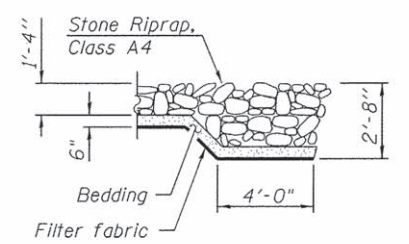
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		255	255
Filter Fabric	Sq. Yd.		255	255
Removal of Existing Structures	Each	0.5	0.5	1
Structure Excavation	Cu. Yd.		133	133
Concrete Structures	Cu. Yd.	18.5	28.2	46.7
Bridge Deck Grooving	Sq. Yd.			314
Protective Coat	Sq. Yd.			314
Concrete Superstructure (Approach Slab)	Cu. Yd.	88.5		88.5
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq. Ft.	1,025		1,025
Reinforcement Bars, Epoxy Coated	Pound	36,180	3,740	39,920
Steel Railing, Type SM	Foot	129		129
Furnishing Metal Shell Piles 12" x 0.125"	Foot		392	392
Driving Piles	Foot		392	392
Test Pile Metal Shells	Each		2	2
Name Plates	Each	1		1
Permanent Sheet Piling	Sq. Ft.		4,241	4,241
Geocomposite Wall Drain	Sq. Yd.		35	35
* Concrete Wearing Surface, 5"	Sq. Yd.	114		114
* Granular Backfill for Structures	Cu. Yd.		63	63
* Pipe Underdrains for Structures, 4"	Foot		73	73

* Indicates Special Provision



SECTION A-A



SECTION B-B

FILE NAME = \\A:\Projects\2015\150108 Nesler Rd\1\cadd\Structural\Drawings\0453325-02-Gen Notes.dgn

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	CHECKED - AEU	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
 STRUCTURE NO. 045-3325**

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	27
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pvmf.	99+52.92	-15.00'	844.85
A1	99+62.92	-15.00'	844.96
A2	99+72.92	-15.00'	845.07
N. End South Appr. Pvmf.	99+82.92	-15.00'	845.18

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pvmf.	99+52.92	-12.00'	844.91
A1	99+62.92	-12.00'	845.02
A2	99+72.92	-12.00'	845.13
N. End South Appr. Pvmf.	99+82.92	-12.00'	845.25

☉ ROADWAY & PGL

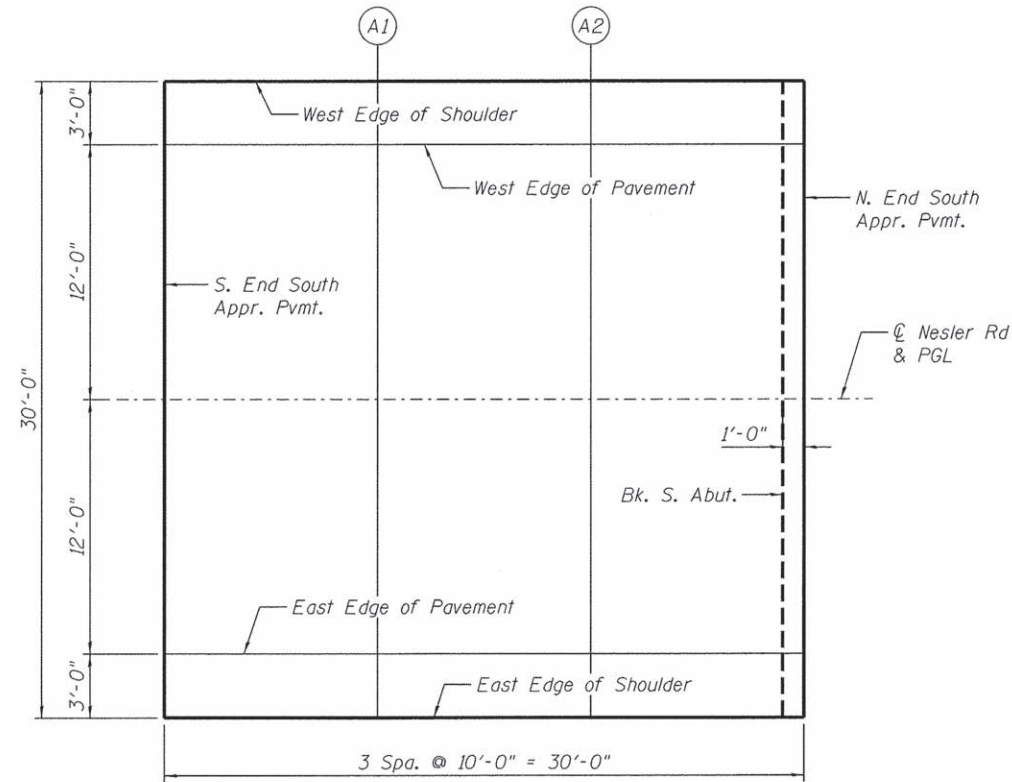
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S. End South Appr. Pvmf.	99+52.92	0.00'	845.10
A1	99+62.92	0.00'	845.21
A2	99+72.92	0.00'	845.32
N. End South Appr. Pvmf.	99+82.92	0.00'	845.43

EAST EDGE OF PAVEMENT

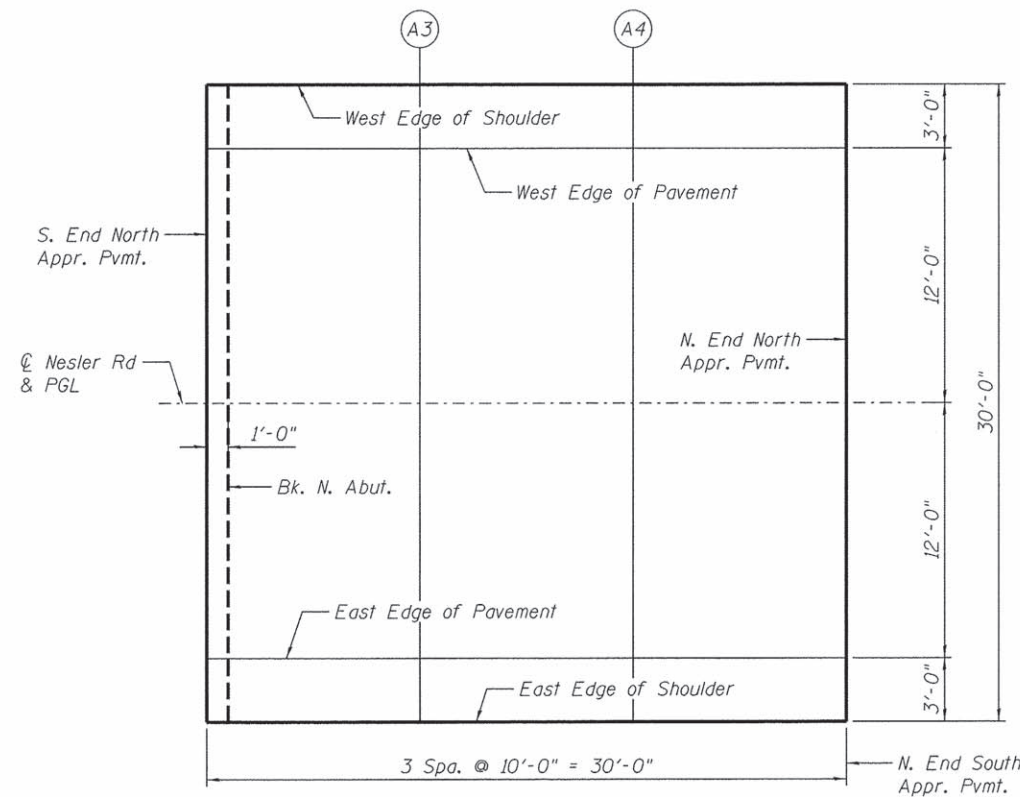
Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pvmf.	99+52.92	12.00'	844.91
A1	99+62.92	12.00'	845.02
A2	99+72.92	12.00'	845.13
N. End South Appr. Pvmf.	99+82.92	12.00'	845.25

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pvmf.	99+52.92	15.00'	844.85
A1	99+62.92	15.00'	844.96
A2	99+72.92	15.00'	845.07
N. End South Appr. Pvmf.	99+82.92	15.00'	845.18



SOUTH APPROACH - PLAN



NORTH APPROACH - PLAN

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pvmf.	100+17.08	-15.00'	845.56
A3	100+27.08	-15.00'	845.68
A4	100+37.08	-15.00'	845.79
N. End North Appr. Pvmf.	100+47.08	-15.00'	845.90

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pvmf.	100+17.08	-12.00'	845.63
A3	100+27.08	-12.00'	845.74
A4	100+37.08	-12.00'	845.85
N. End North Appr. Pvmf.	100+47.08	-12.00'	845.96

☉ ROADWAY & PGL

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pvmf.	100+17.08	0.00'	845.81
A3	100+27.08	0.00'	845.93
A4	100+37.08	0.00'	846.04
N. End North Appr. Pvmf.	100+47.08	0.00'	846.15

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pvmf.	100+17.08	12.00'	845.63
A3	100+27.08	12.00'	845.74
A4	100+37.08	12.00'	845.85
N. End North Appr. Pvmf.	100+47.08	12.00'	845.96

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pvmf.	100+17.08	15.00'	845.56
A3	100+27.08	15.00'	845.68
A4	100+37.08	15.00'	845.79
N. End North Appr. Pvmf.	100+47.08	15.00'	845.90

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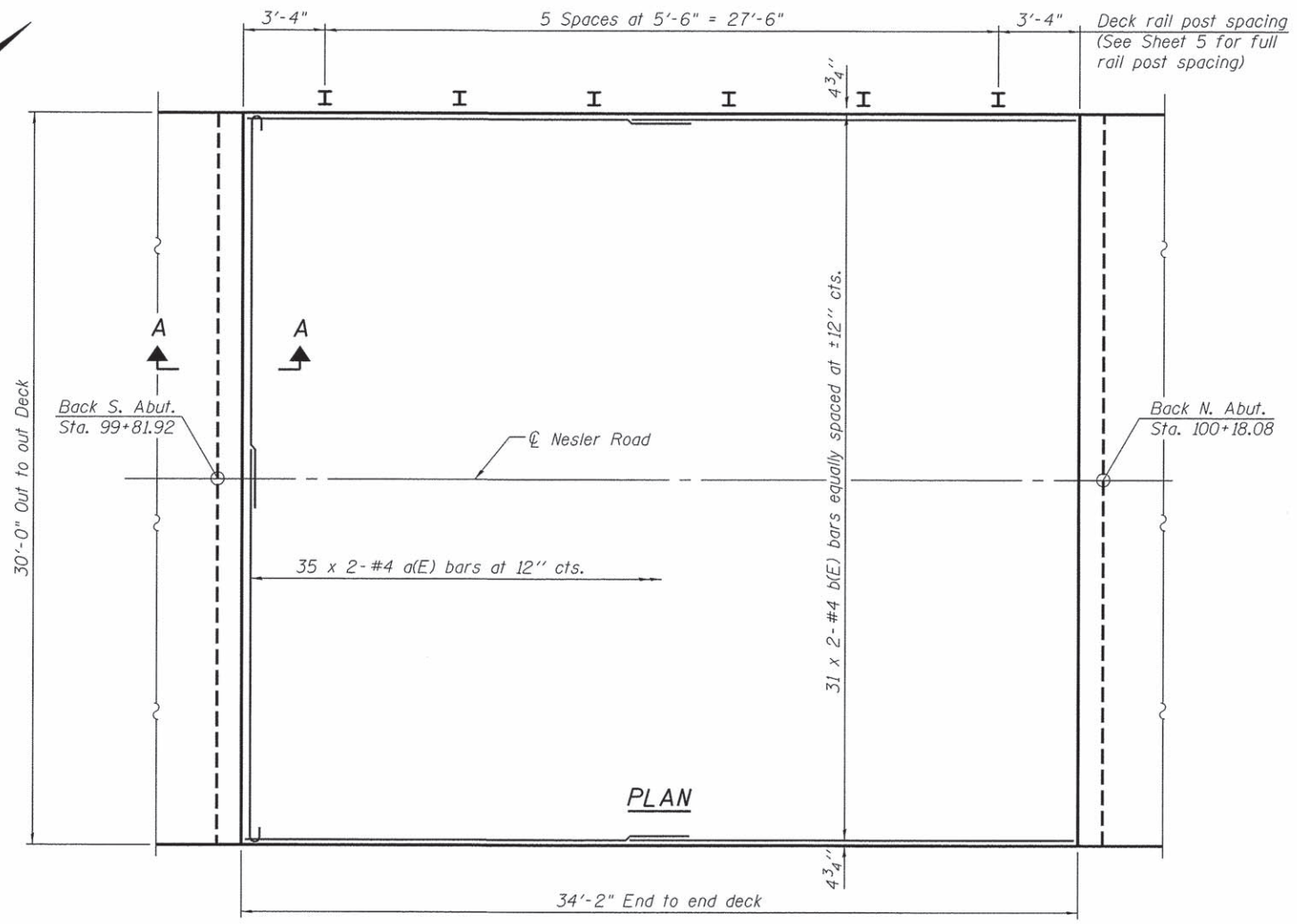
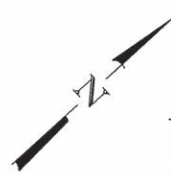
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REVISION -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-3325**

SHEET NO. 3 OF 19 SHEETS

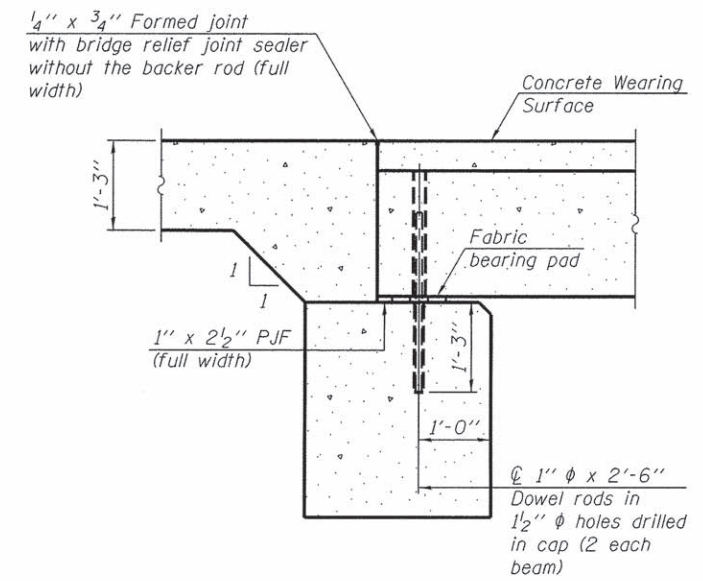
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3888	08-12103-02-BR	KANE	59	28
CONTRACT NO. 61D13				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



PLAN

PLAN

Deck rail post spacing
(See Sheet 5 for full rail post spacing)

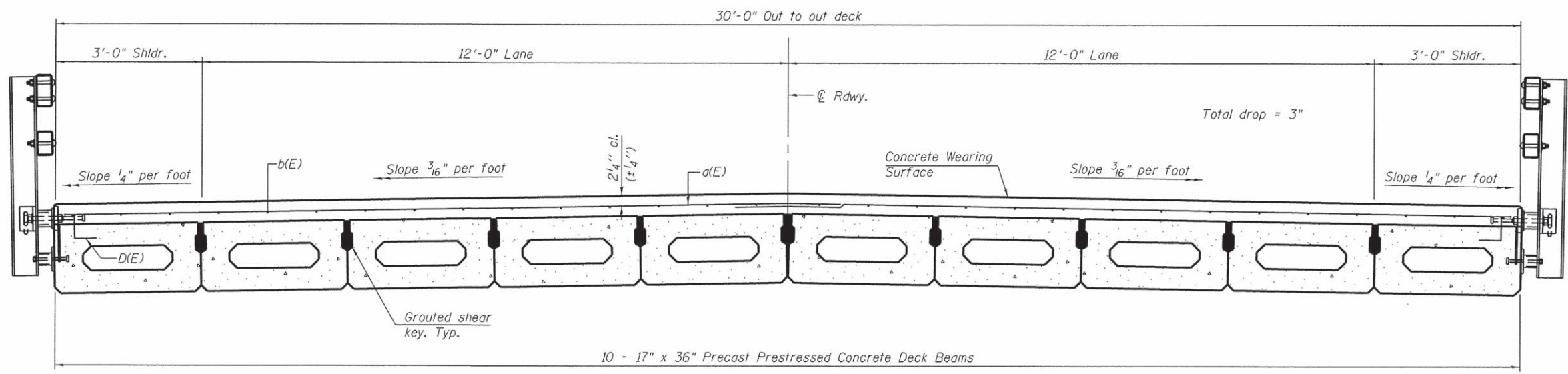


SECTION A-A

NOTES

1. All concrete wearing surfaces shall be placed prior to casting the approach slabs.
2. See Sheet 10 of 19 for fabric bearing pad details.
3. See Sheet 5 of 19 for Superstructure Details and Bill of Material.
4. Bars indicated thus 35 x 2-#4 etc. indicates 35 lines of bars with 2 lengths per line.

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



CROSS SECTION
(Looking North)

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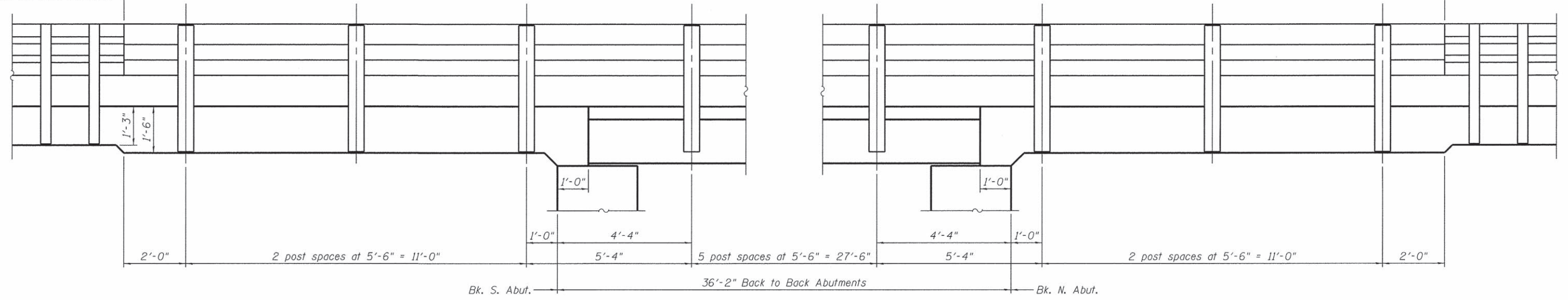
STATE OF ILLINOIS
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SUPERSTRUCTURE
STRUCTURE NO. 045-3325
SHEET NO. 4 OF 19 SHEETS

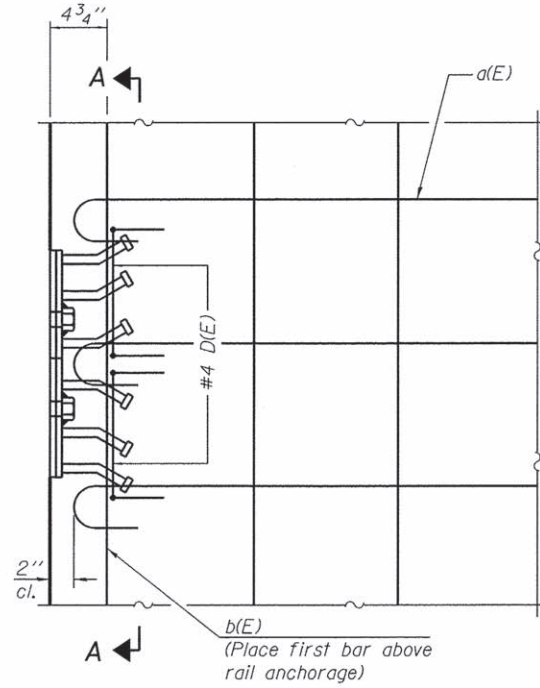
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FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61D13	

Traffic Barrier Terminal,
Type 6A (Typ. Ea. End)

64'-2" End to End of Steel Railing, Type SM

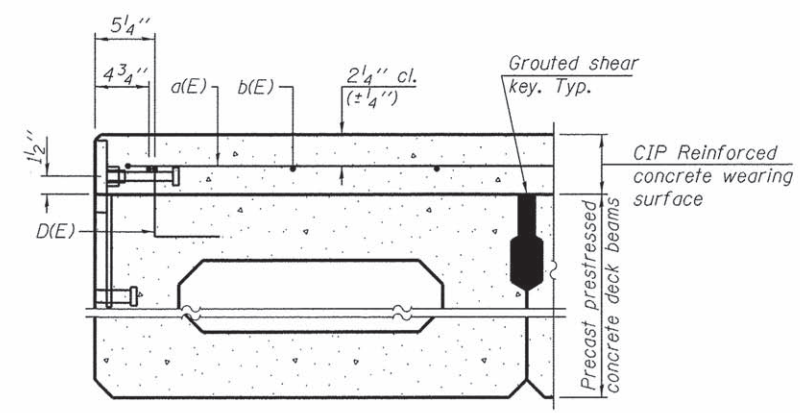


BRIDGE RAIL SPACING

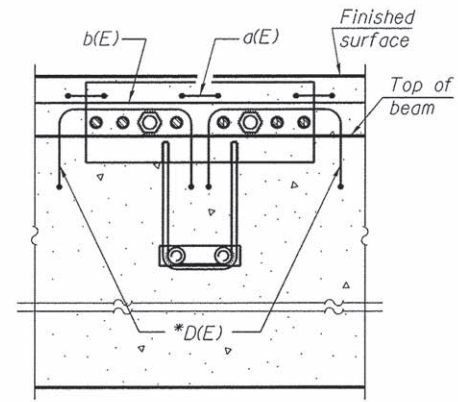


PLAN

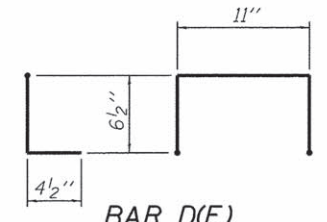
Notes:
Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the beam.



SECTION THRU FASCIA BEAM

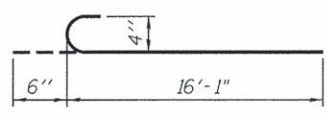


SECTION A-A

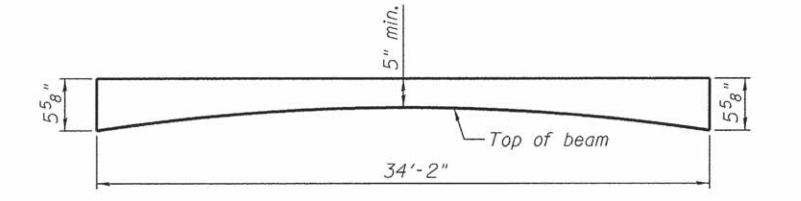


BAR D(E)

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



BAR a(E)



ANTICIPATED CONCRETE WEARING SURFACE PROFILE
(For information only)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	70	#4	16'-7"	C
b(E)	62	#4	18'-2"	—
Reinforcement Bars, Epoxy Coated			Pound	1,530
Concrete Wearing Surface, 5"			Sq. Yd.	114

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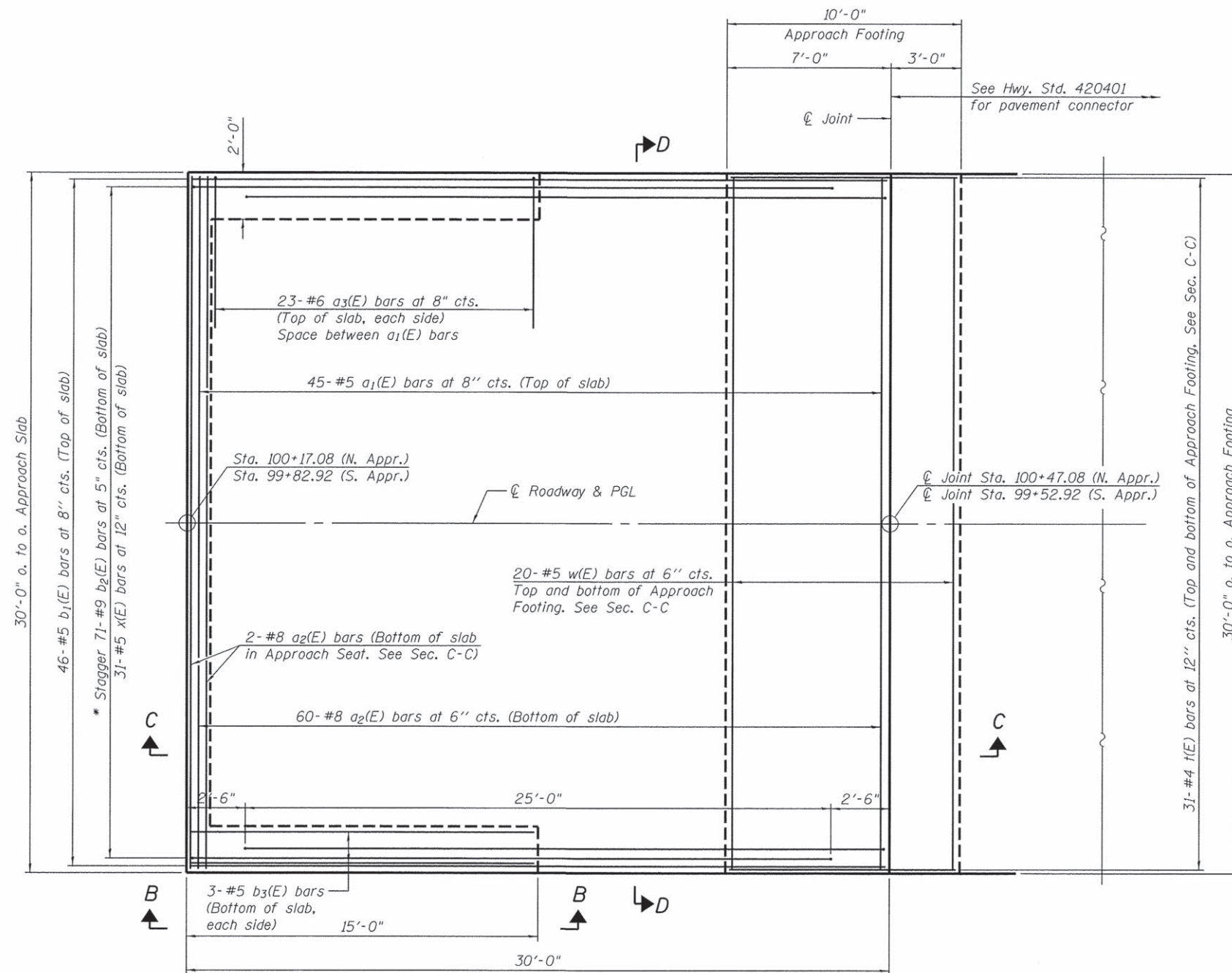
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**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 045-3325**

SHEET NO. 5 OF 19 SHEETS

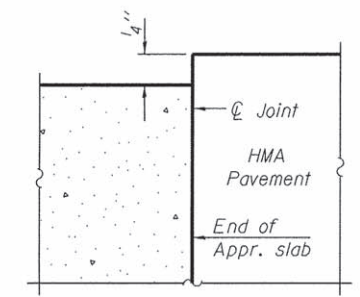
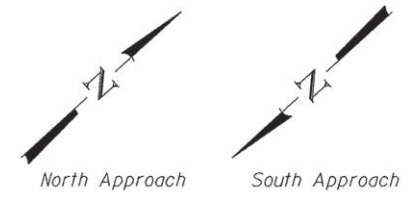
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CONTRACT NO. 61D13				

Note:
See sheet 7 of 19 for Sections C-C & D-D.

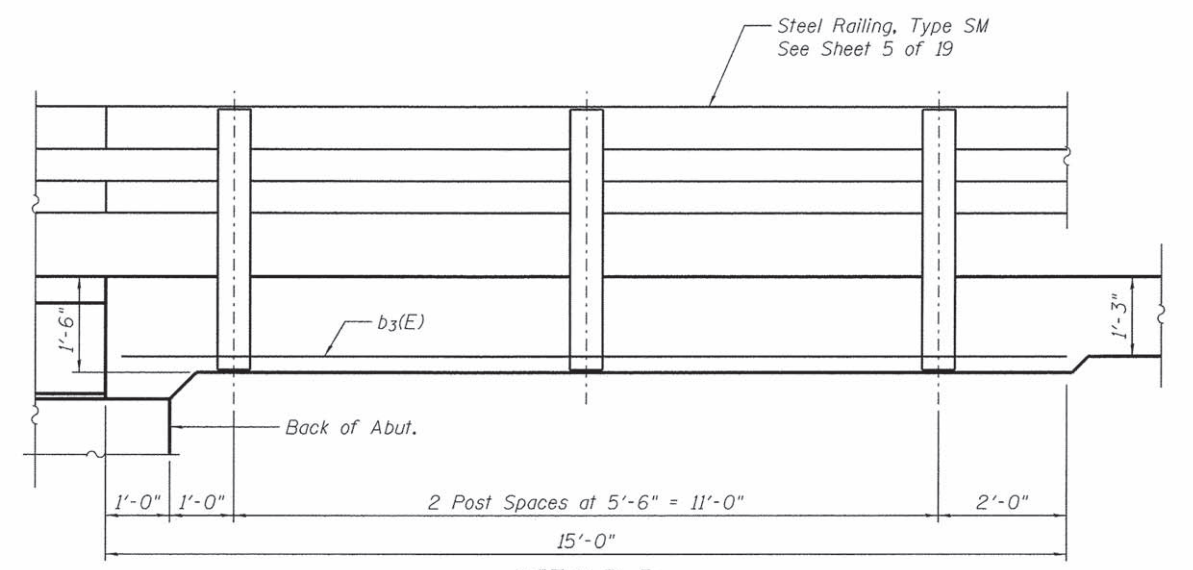


PLAN

* Tilt #9 b₂(E) bars as required to maintain clearance.



FLEXIBLE PAVEMENT
DETAIL A



VIEW B-B

(Sheet 1 of 2)



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DEPARTMENT OF TRANSPORTATION

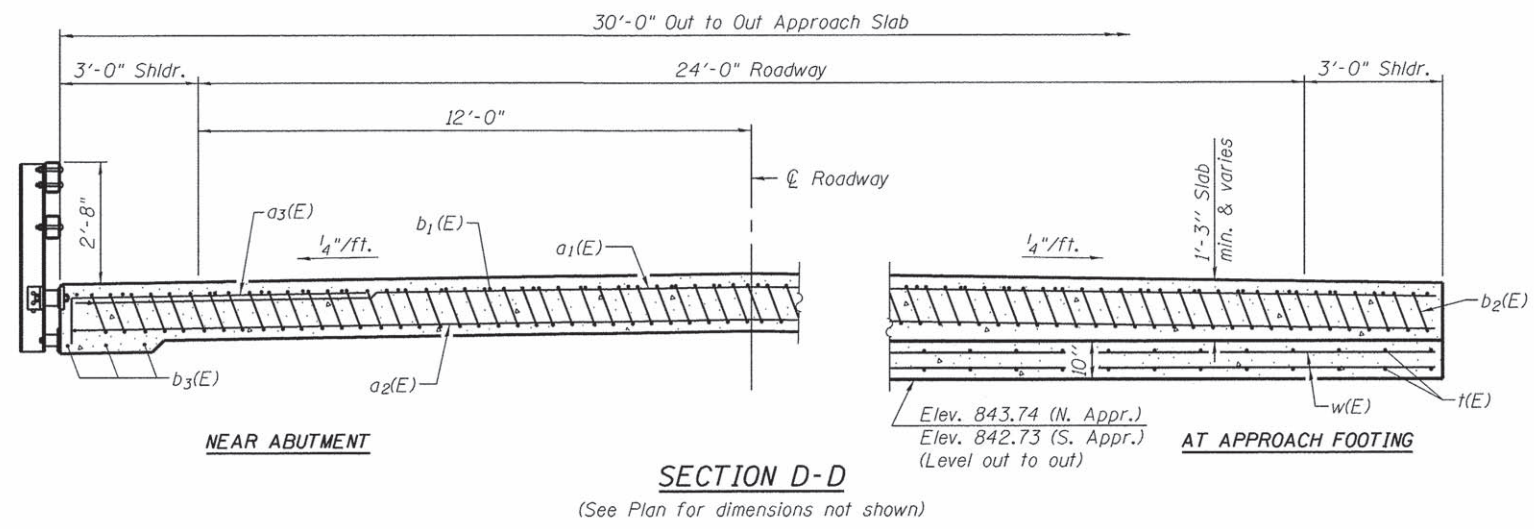
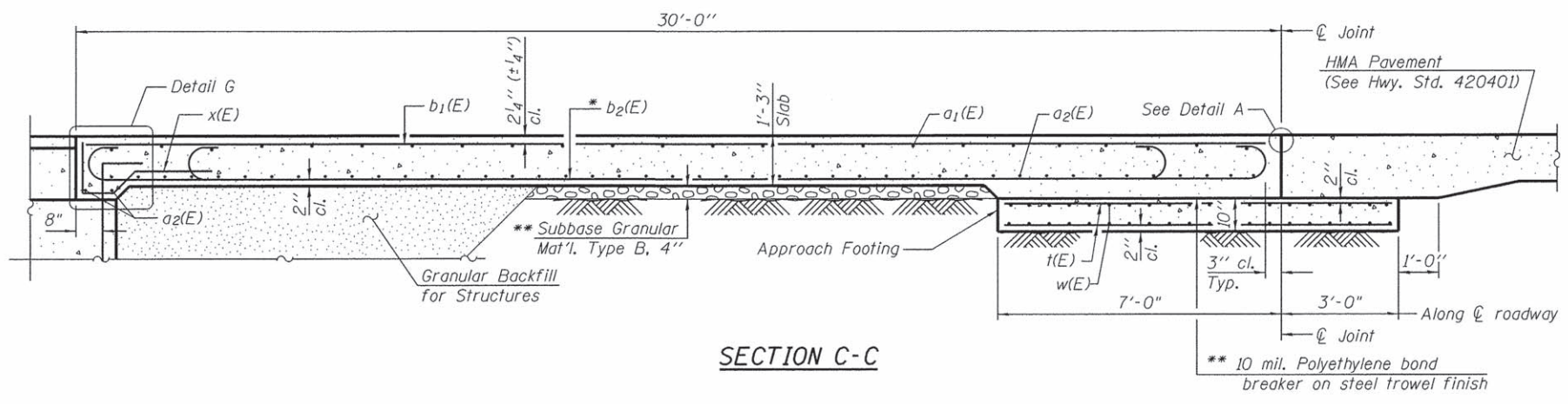
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 045-3325

SHEET NO. 6 OF 19 SHEETS

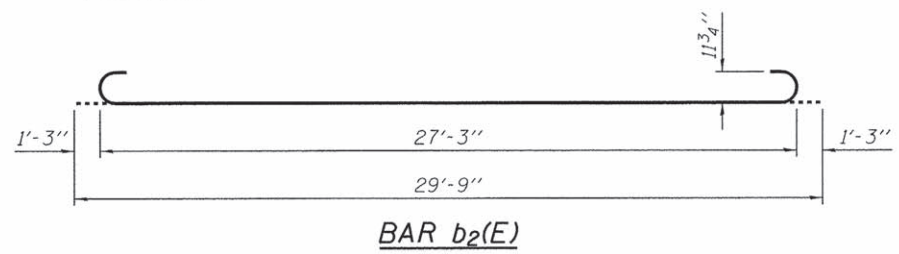
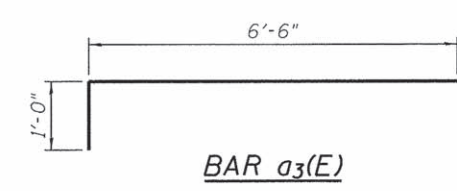
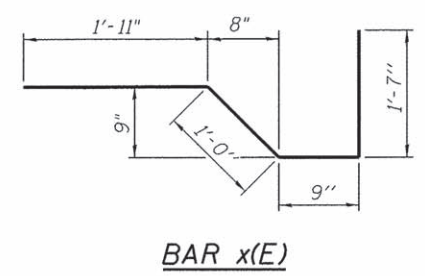
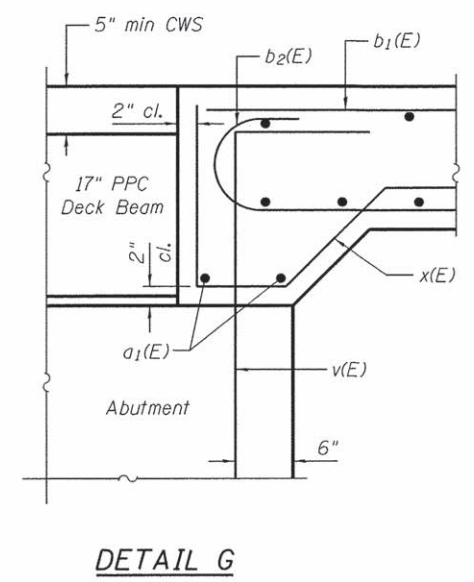
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D13	

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Notes:
 See Sheet 6 of 19 for Detail A and View B-B.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 v(E) bars bled with Abutment. For details, see Sheet 11 of 19.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see Sheet 2 of 19.



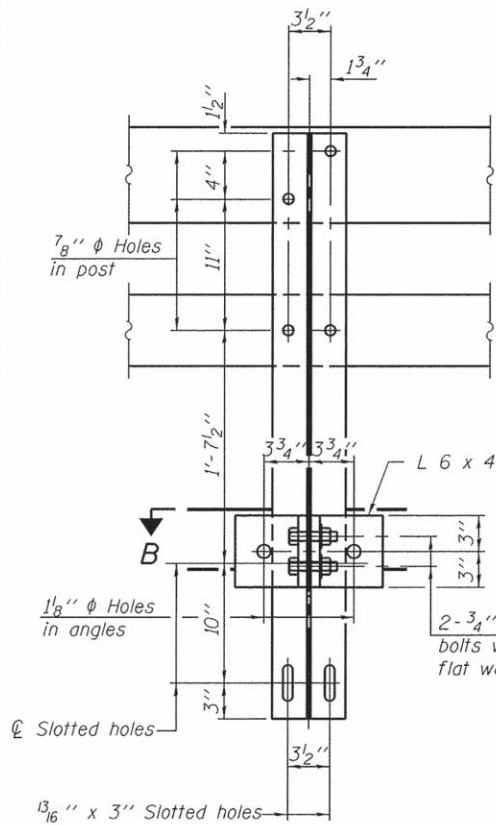
* Tilt #9 b2(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure (Approach Slab).



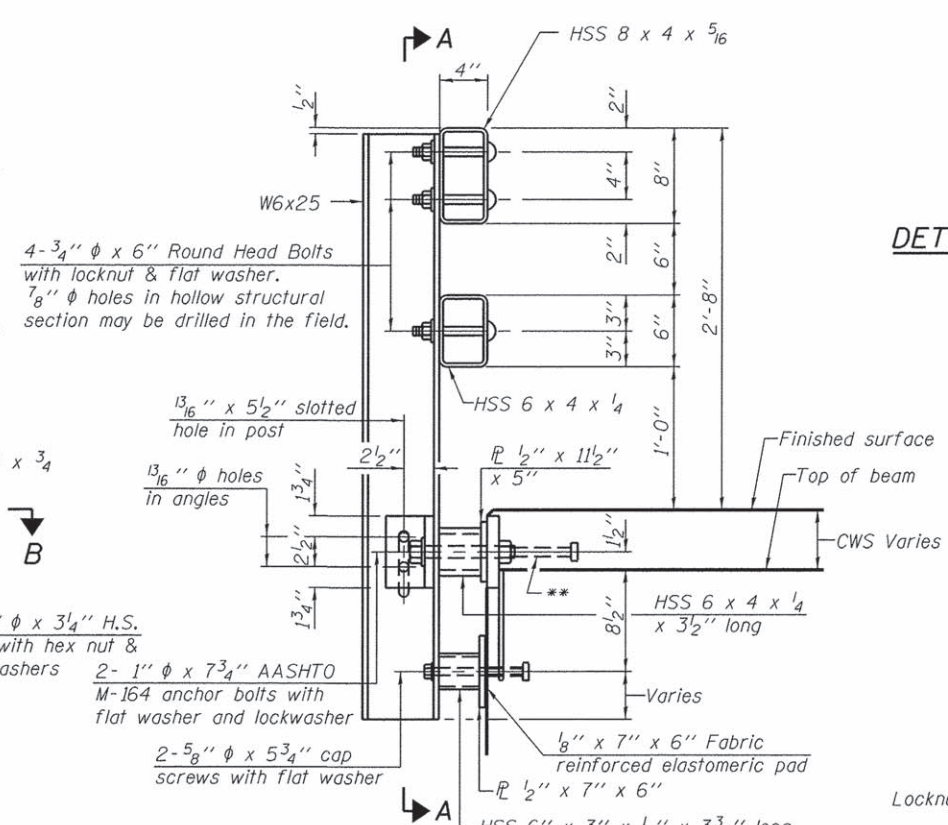
**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1(E)	90	#5	29'-8"	—
a2(E)	124	#8	29'-8"	—
a3(E)	92	#6	7'-6"	┌
b1(E)	92	#5	29'-8"	—
b2(E)	142	#9	29'-9"	┌
b3(E)	12	#5	14'-8"	—
t(E)	124	#4	9'-8"	—
w(E)	80	#5	29'-8"	—
x(E)	62	#5	5'-3"	┌
Concrete Superstructure (Approach Slab)		Cu. Yd.	88.5	
Concrete Structures		Cu. Yd.	18.5	
Bridge Deck Grooving		Sq. Yd.	200	
Protective Coat		Sq. Yd.	200	
Reinforcement Bars, Epoxy Coated		Pound	34,650	

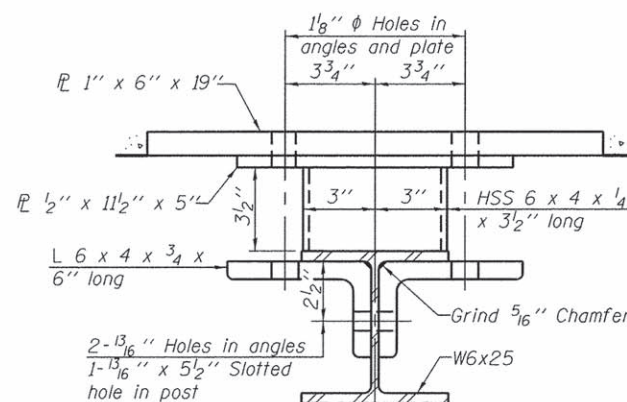
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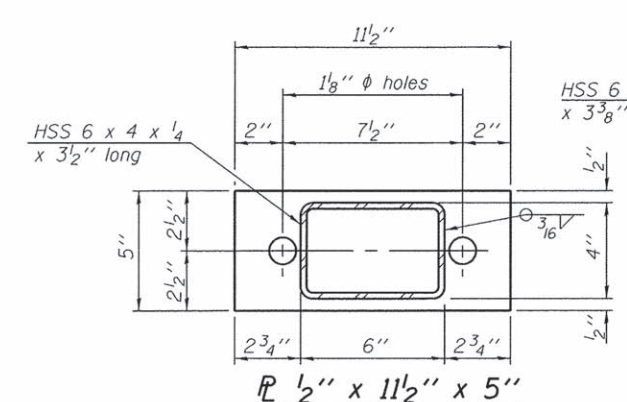
SECTION A-A



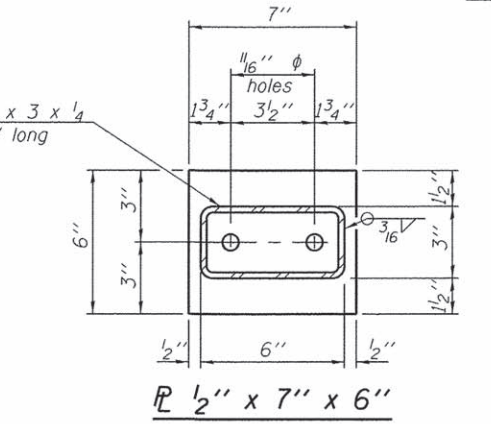
SECTION AT RAIL POST



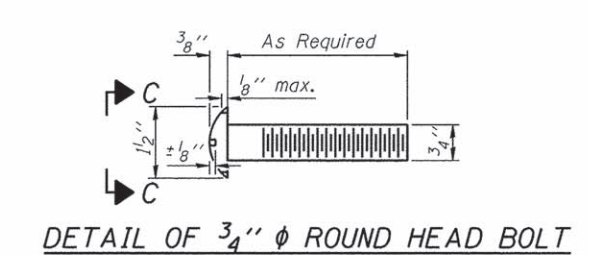
SECTION B-B



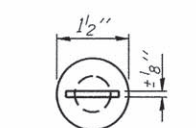
SECTION C-C



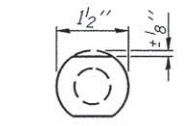
SECTION D-D



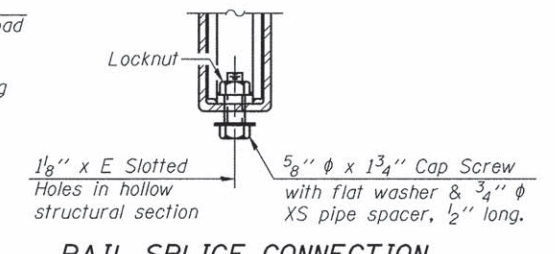
DETAIL OF 3/4" ϕ ROUND HEAD BOLT



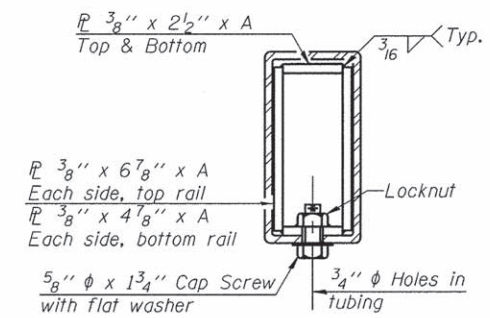
VIEW C-C



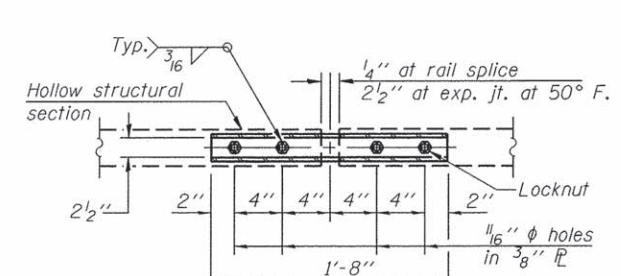
VIEW D-D



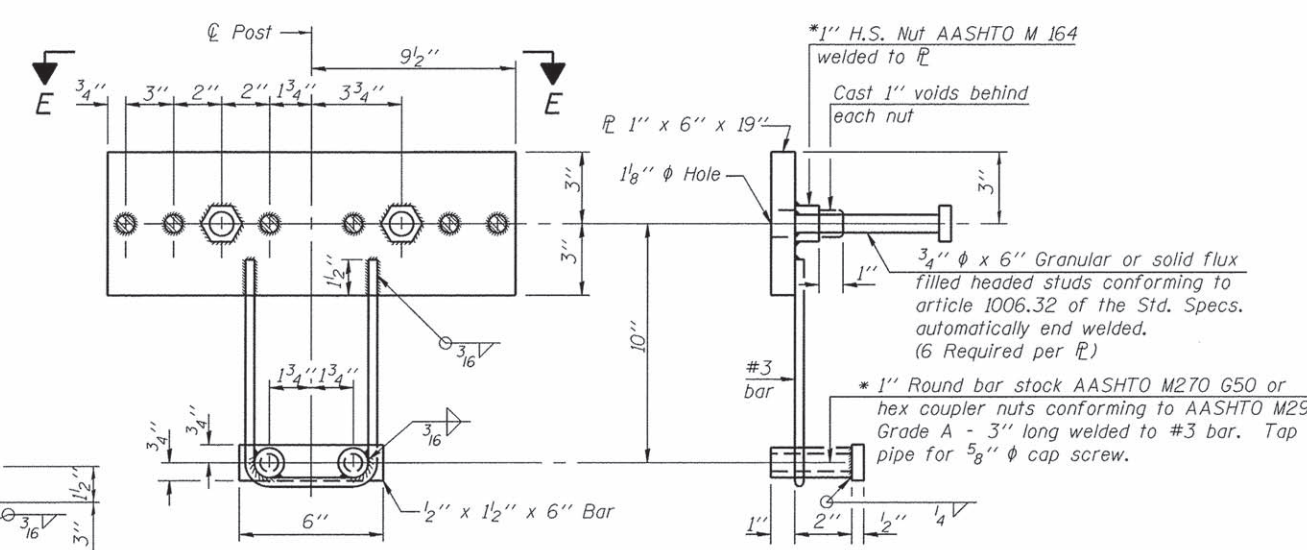
RAIL SPLICE CONNECTION AT EXPANSION JT.



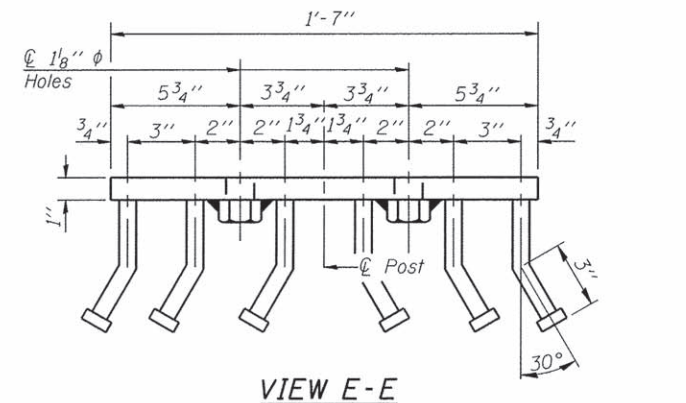
SECTION AT RAIL SPLICE



PLAN-BOTT. SPLICE TYPICAL



ANCHOR DEVICE



VIEW E-E

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

Notes:
Steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	129

FILE NAME = \\s\projects\2015\150108 NesslerRdPh1\cadd\Structure\1\Drawn\0453325-008-Bridge Rail.dgn Rev.L.dgn

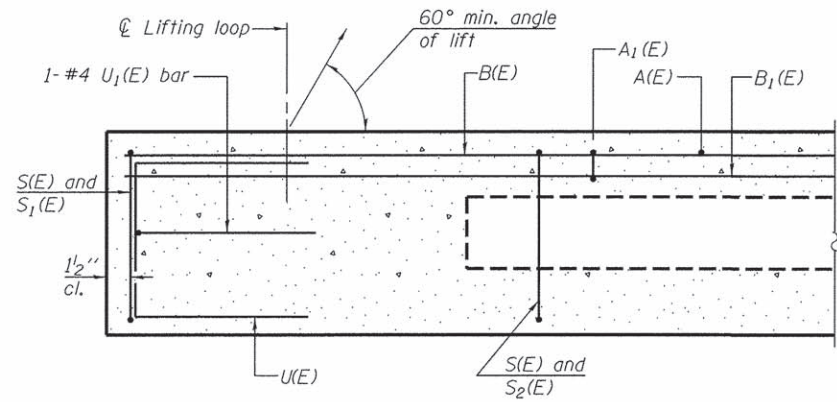
WBK engineering
WBK ENGINEERING, LLC
116 WEST MAIN STREET, SUITE 201
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(630) 443-7755

USER NAME = nparris	DESIGNED - MCC	REvised -
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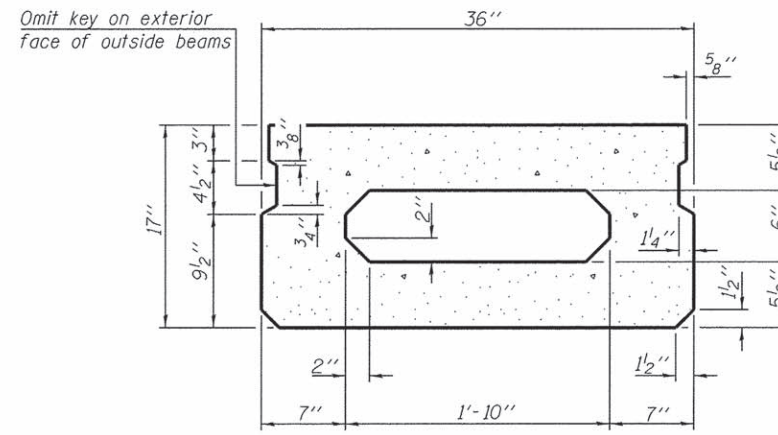
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL RAILING, TYPE SM
STRUCTURE NO. 045-3325
SHEET NO. 8 OF 19 SHEETS

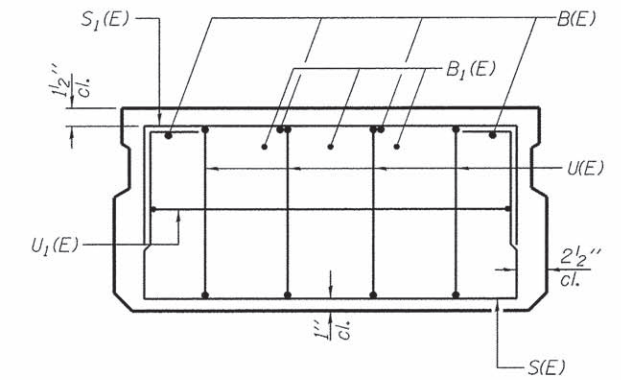
FAU RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 33
CONTRACT NO. 61D13				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



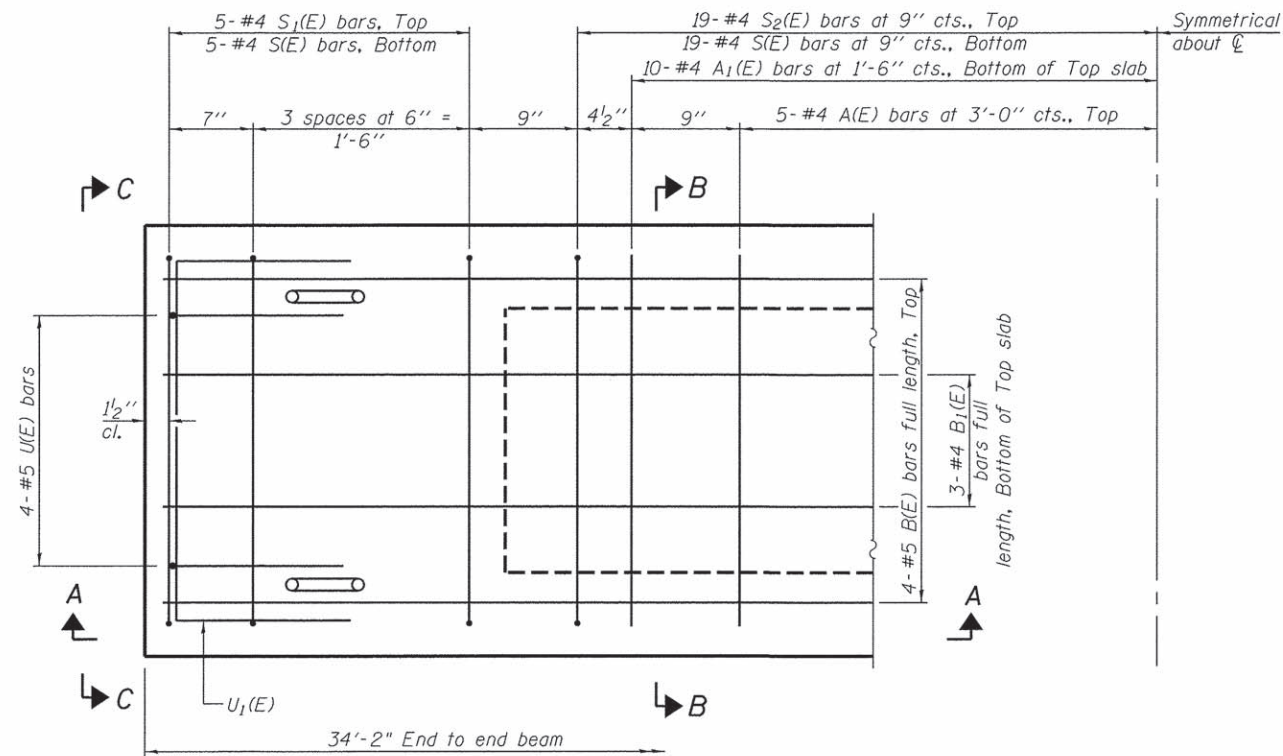
SECTION A-A



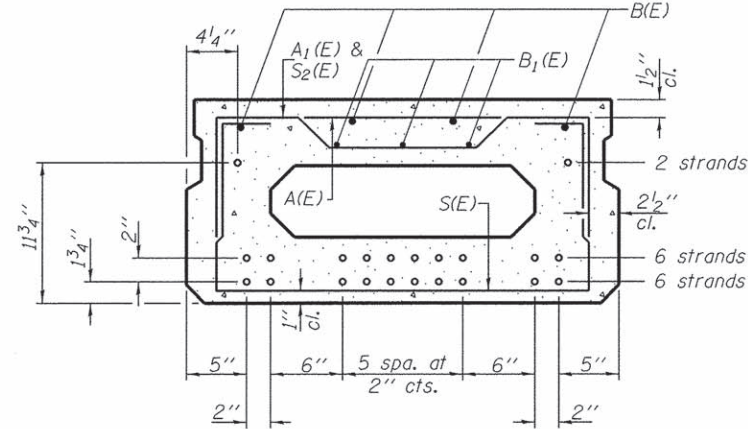
SECTION B-B
(Showing dimensions)



VIEW C-C



PLAN VIEW



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

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

BAR LIST
ONE BEAM ONLY
(For information only)

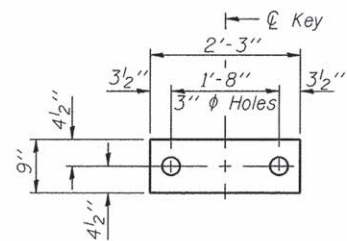
Bar	No.	Size	Length	Shape
A(E)	10	#4	2'-7"	—
A1(E)	20	#4	2'-10"	~
B(E)	4	#5	33'-11"	—
B1(E)	3	#4	33'-11"	—
S(E)	48	#4	5'-9"	⌈
S1(E)	10	#4	4'-3"	⌈
S2(E)	38	#4	4'-6"	⌈
U(E)	8	#5	3'-8"	⌈
U1(E)	2	#4	5'-0"	⌈

Note: See Sheet 10 of 19 for additional details and Bill of Material.

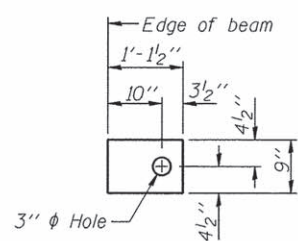
Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.

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

FILE NAME = W:\Projects\2015\150108_Nesler\Drawings\Structural\Ugn\0453325-009-PPCDeckBeam.dgn



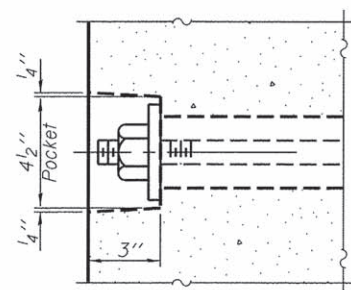
FABRIC BEARING PAD
(Interior)



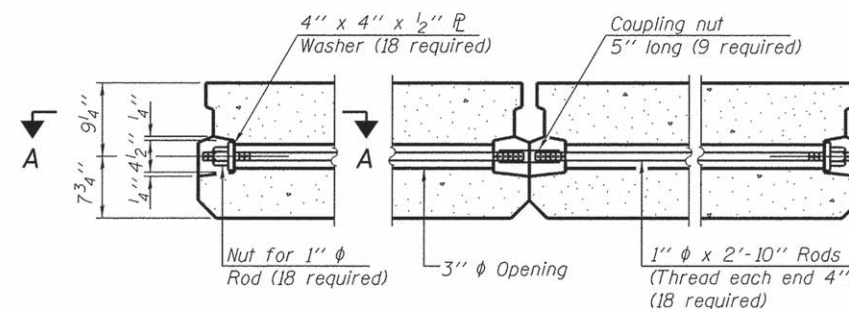
FABRIC BEARING PAD
(Exterior)

FIXED

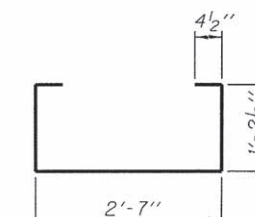
Notes:
All bearing pads shall be 1" thick.



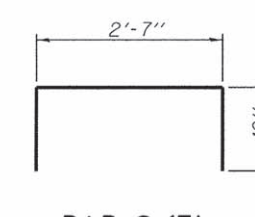
SECTION A-A



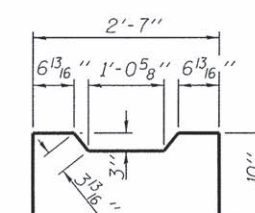
TYPICAL TRANSVERSE TIE ASSEMBLY



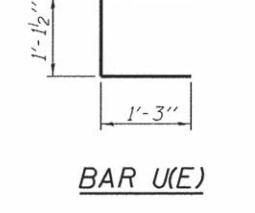
BAR S(E)



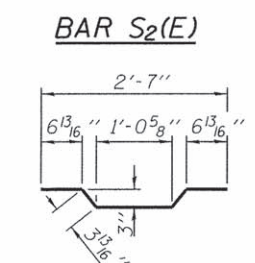
BAR S1(E)



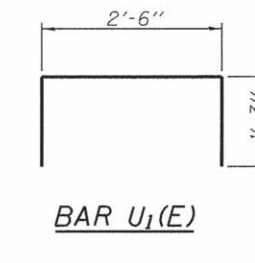
BAR S2(E)



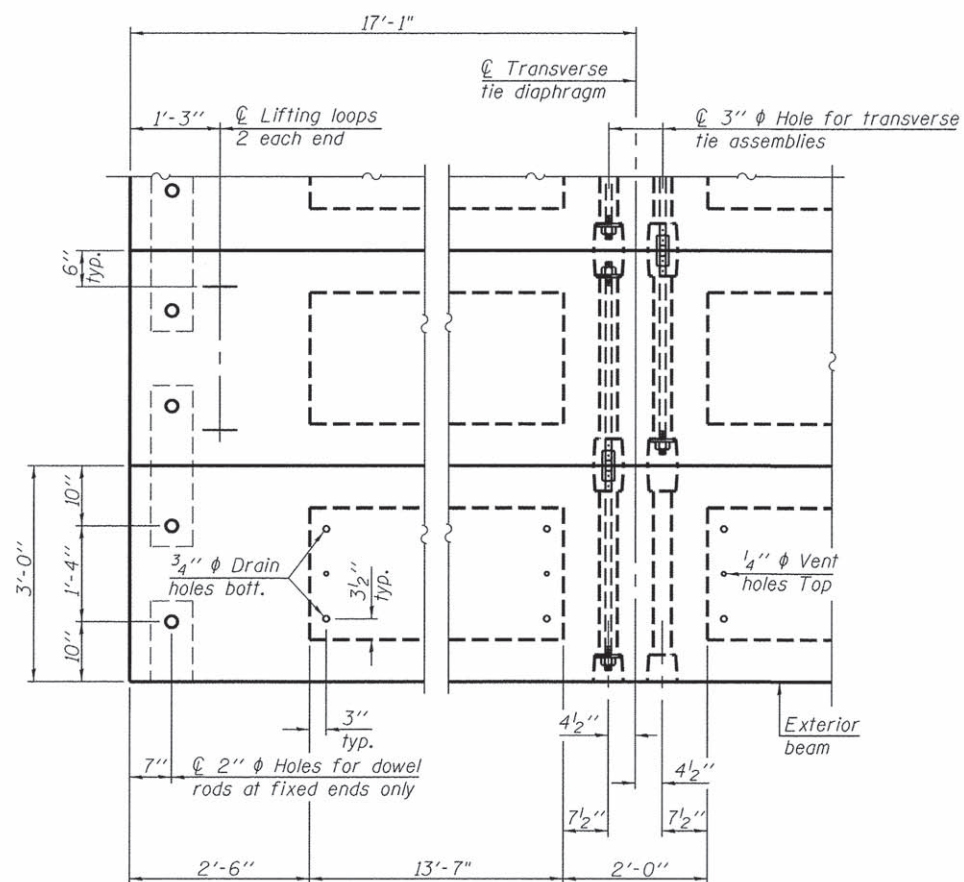
BAR U(E)



BAR A1(E)



BAR U1(E)

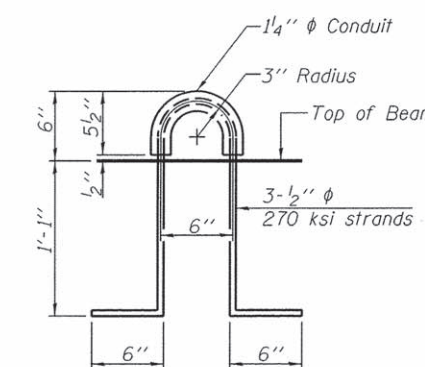


PLAN VIEW

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

NOTES

- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
- The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.
- Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.
- A minimum 2 1/2" diameter lifting pin shall be used to engage the lifting loops during handling.
- Corrosion Inhibitor, per Article 1020.05(b)(10) and 1021.07 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
- Compressive strength of prestressed concrete, f'c, shall be 6000 psi.
- Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.



LIFTING LOOP DETAIL

BILL OF MATERIAL

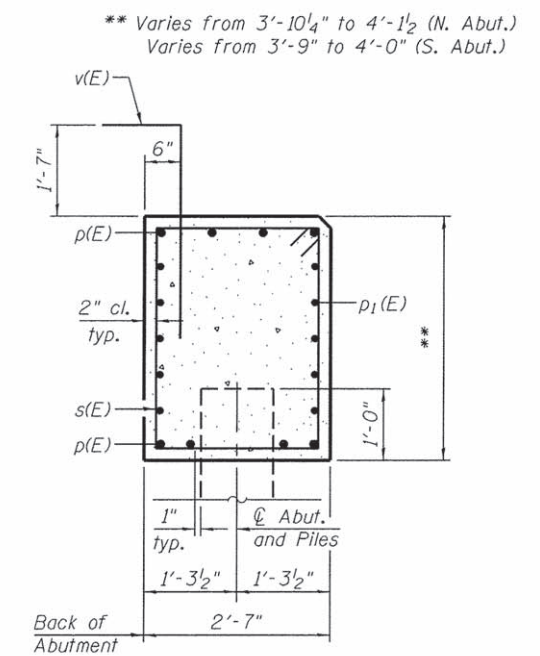
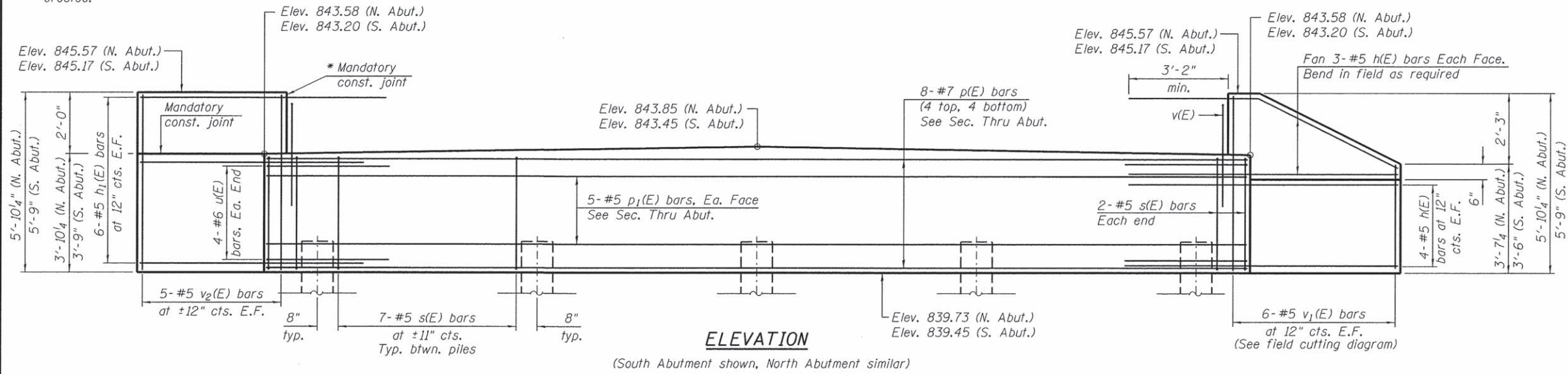
Precast Prestressed Conc. Deck Bms. (17" depth)	Sq. Ft.	1,025
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PLOT DATE = 6/20/2016	DRAWN - MCC	REVISED -
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FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	35
CONTRACT NO. 61D13				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* Cast top of wingwall flush with exterior beam face after beams have been erected.



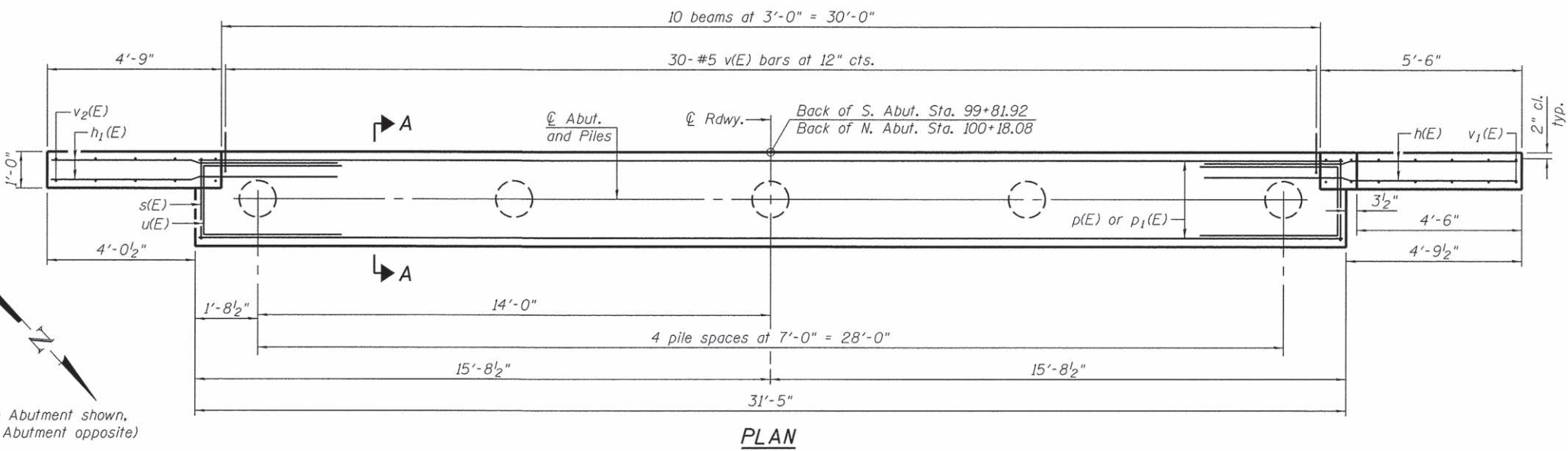
SECTION A-A

BILL OF MATERIAL

(Two Abutments)

Bar	No.	Size	Length	Shape
h(E)	28	#5	8'-6"	—
h ₁ (E)	24	#5	7'-9"	—
p(E)	16	#7	31'-1"	—
p ₁ (E)	20	#5	31'-1"	—
s(E)	64	#5	12'-3"	□
u(E)	16	#6	9'-10"	⊓
v(E)	60	#5	5'-2"	┌
v ₁ (E)	12	#5	8'-9"	—
v ₂ (E)	20	#5	5'-6"	—
Structure Excavation			Cu. Yd.	133
Concrete Structures			Cu. Yd.	27.3
Reinforcement Bars, Epoxy Coated			Pound	3,710
Furnishing Metal Shell Piles 12" x 0.250"			Foot	392
Driving Piles			Foot	392
Test Pile Metal Shells			Each	2

Notes:
 For details of piles see Sheet 13 of 19.
 Permanent Sheet Piling with cast-in-place concrete end extends beyond Northeast and Southeast wingwall. See Sheet 12 of 19 for details.



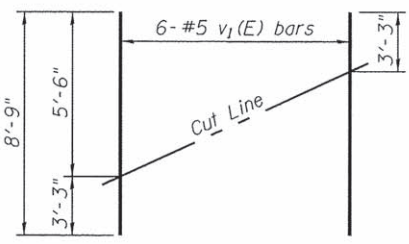
PLAN

NORTH ABUT. PILE DATA

Type: Metal Shell 12" x 0.250"
 Nominal Required Bearing: 300 kips
 Factored Resistance Available: 165 kips
 Est. Length: 47 ft
 No. Production Piles: 4
 No. Test Piles: 1

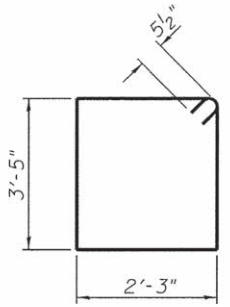
SOUTH ABUT. PILE DATA

Type: Metal Shell 12" x 0.250"
 Nominal Required Bearing: 300 kips
 Factored Resistance Available: 165 kips
 Est. Length: 51 ft
 No. Production Piles: 4
 No. Test Piles: 1

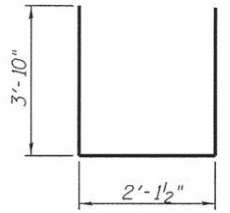


FIELD CUTTING DIAGRAM

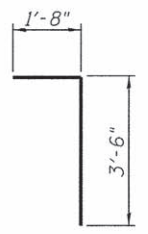
Order v₁(E) bars full length. Cut as shown and use remainder of bars in opposite face.



BAR s(E)



BAR u(E)



BAR v(E)

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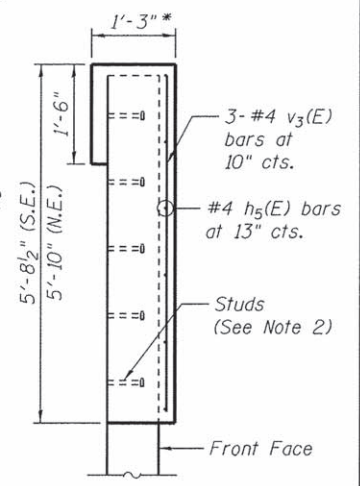
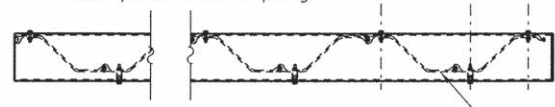
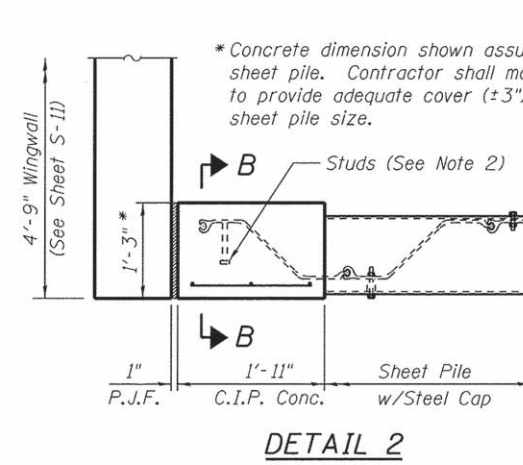
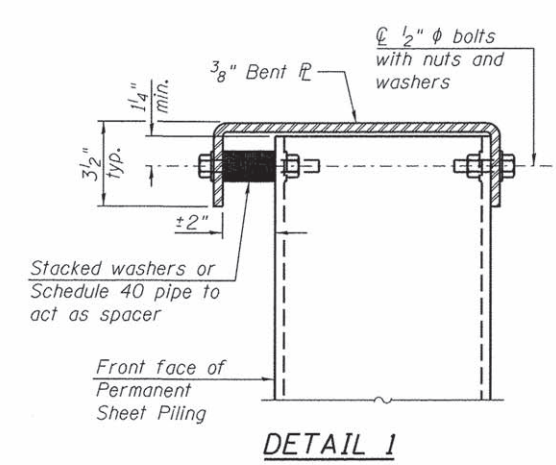
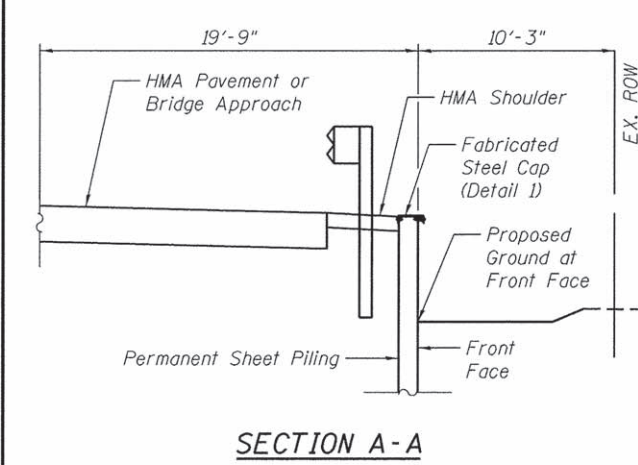
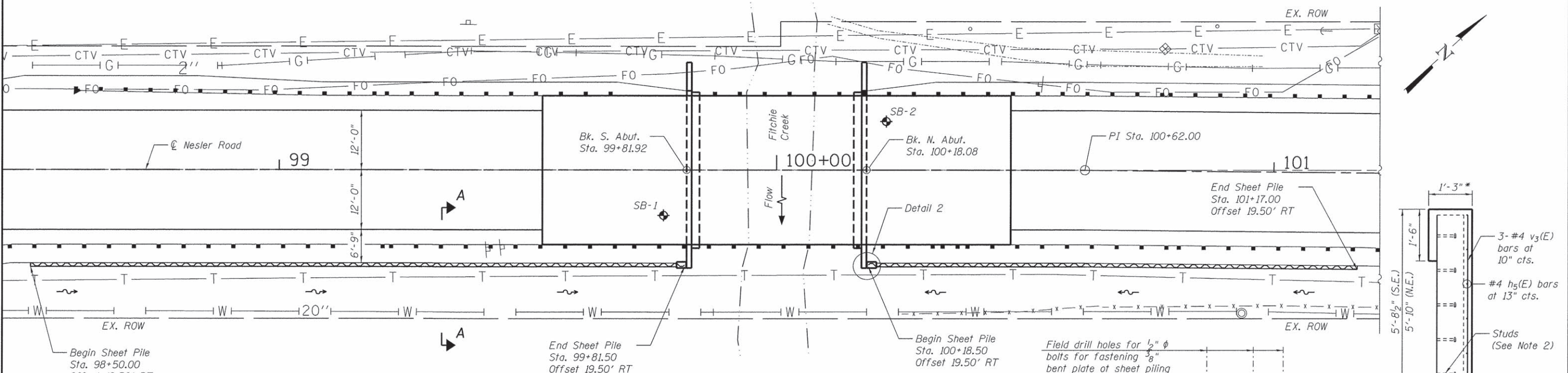
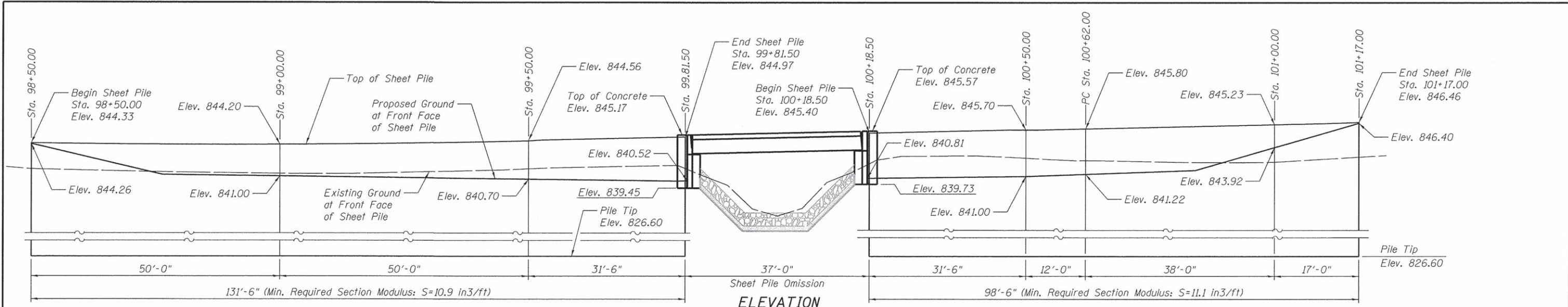
WBK engineering
 WBK ENGINEERING, LLC
 316 WEST MAIN STREET, SUITE 201
 ST. CHARLES, ILLINOIS 60174
 (630) 443-7755

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ABUTMENTS
 STRUCTURE NO. 045-3325
 SHEET NO. 11 OF 19 SHEETS

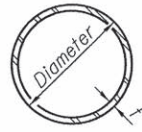
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3888	08-12103-02-BR	KANE	59	36
CONTRACT NO. 61D13				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- NOTES**
- Permanent sheet piling and steel cap station and offsets are measured to the front face of the sheet pile. Contractor shall verify that chosen sheet pile size and offset to maintain minimum shoulder width as shown in the roadway plans.
 - Granular or solid flux headed studs (3/4" φ x 6") automatically end welded to sheet pile @ 12" spa. Cost of studs included in "Permanent Sheet Piling".
 - All costs associated with the fabrication and installation, including bolts and hardware, of the steel cap shall be included in the contract unit price for "Permanent Sheet Piling".

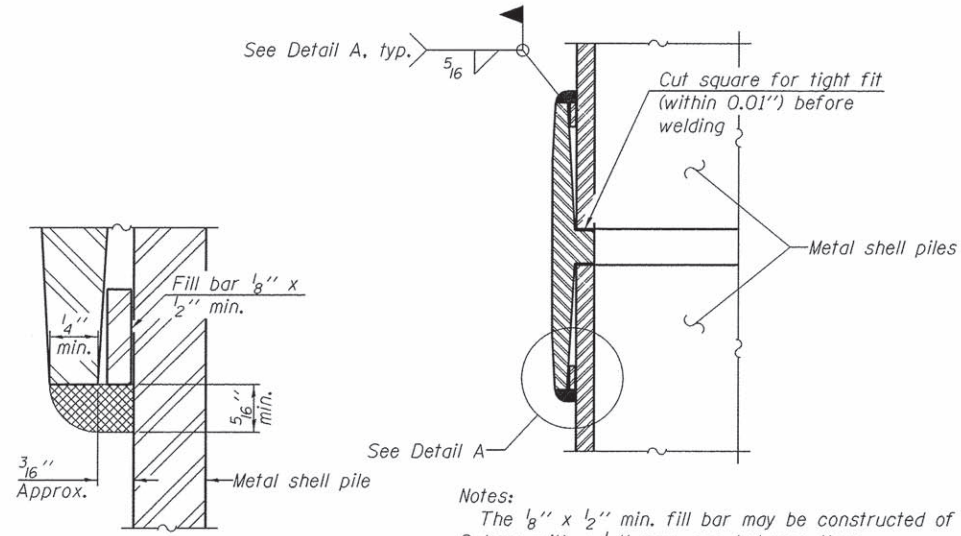
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	12	#4	1'-7"	
v3(E)	6	#4	5'-5"	
Concrete Structures			Cu. Yd.	0.9
Reinforcement Bars, Epoxy Coated			Pound	30
Permanent Sheet Piling			Sq. Ft.	4,241



METAL SHELL PILE TABLE

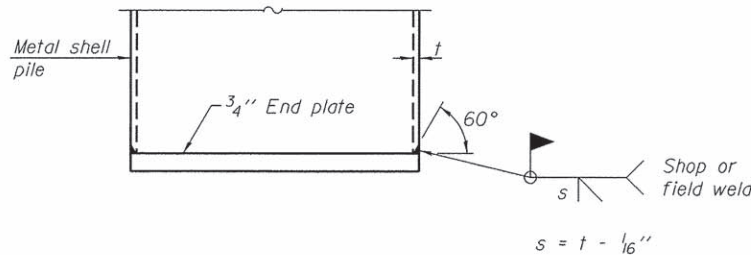
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



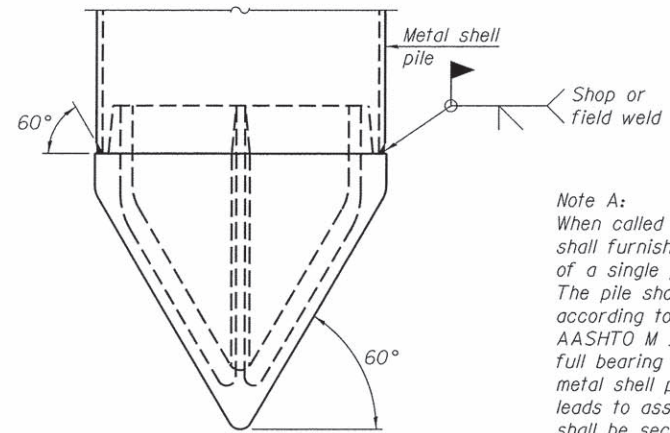
DETAIL A

WELDED COMMERCIAL SPLICE

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



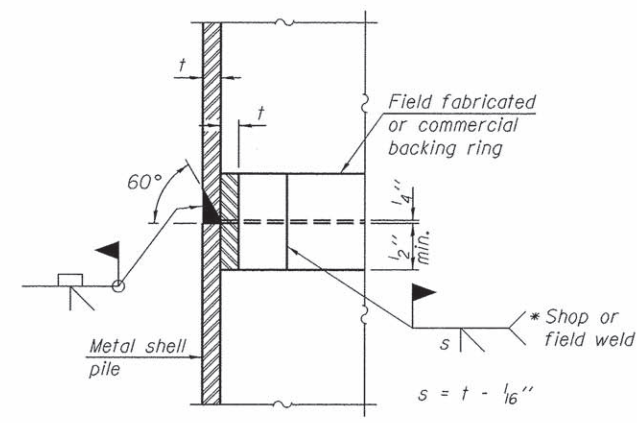
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

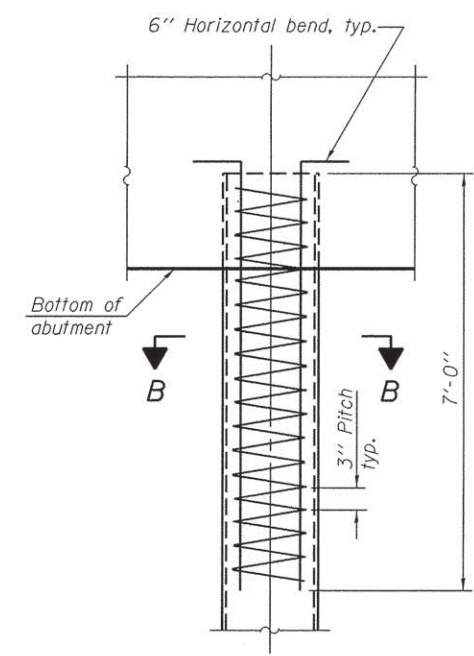
(See Note A)

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

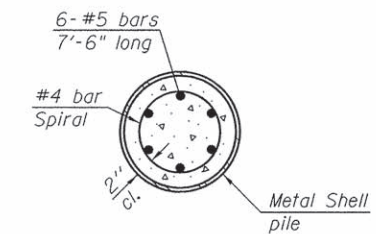


COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

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

FILE NAME = \\NA\Projects\2015\150108 Nessler\Drawings\cadd\Structural\Drawings\013-PP14_Detail.dwg

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS
 STRUCTURE NO. 045-3325**

SHEET NO. 13 OF 19 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	38
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D13	

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 2

Date Started 5/22/14

Date Completed 5/22/14

ROUTE _____ DESCRIPTION Nesler Road over Fitchie Creek

SECT. 08-12103-02-BR STRUCT. NO. _____ DRILLED BY TSC/L-81,316

COUNTY Kane LOCATION South Abutment S. 24 S1/2, TWP. 41, RNG. 7

Boring No.	Station	Offset	Surface Elev.	DEPTH	SOIL	Qu	B	S	W	Surface Water Elev.	DEPTH	SOIL	Qu	B	S	W
SB-1		ft	ft			tsf			%				tsf			%
			845.10		10" Bituminous Concrete											
			844.30		8" Sand and Gravel Base											
				7			7	B	16.6							
				7		1.23										
				7		15%										
					FILL - Black and brown CLAY, trace gravel, trace organic, very moist A-6											
				2			2	B	28.6							
				3		1.29										
				6		15%										
			839.60		Stiff dark brown CLAY, trace gravel, trace organic, very moist A-6											
				2			2	B	25.1							
				3		1.16										
				5		15%										
			837.10		Med. dense gray SANDY LOAM, wet A-2-4											
				6			6	B	9.2							
				7			8									
				8			10									
			834.60		Med. dense gray SANDY CLAY LOAM, trace gravel, very moist A-4											
				8			8		8.6							
				10			10									
				10			10									
			832.10		Stiff gray CLAY LOAM, trace gravel, very moist A-6											
				5			5	B	12.0							
				10		1.44	10									
				18		15%	15									
			829.60		Med. dense gray SANDY LOAM, occasional Cobbles and Boulders, wet A-2-4											
				10			10		9.1							
				18			18									
				10			10									
				8			8									
				8			8									
				10			10									
			824.60		Stiff to very stiff gray LOAM, little to some gravel, very moist to moist A-4											
				6			6	B	11.0							
				8		1.29	8									
				8		15%	8									
				7			7	B	12.4							
				7		2.28	7									
				8		15%	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

ILDOT BORING 81316 IDOT.GPJ IDOT.GDT 9/5/14

Testing Service Corporation

STRUCTURE BORING LOG

Page 2 of 2

Date Started 5/22/14

Date Completed 5/22/14

STRUCTURE NO. _____
ROUTE _____
SECTION 08-12103-02-BR
COUNTY Kane

Boring No.	Station	Offset	Elevation	DEPTH	SOIL	Qu	B	S	W
SB-1		ft	ft			tsf			%
			795.10		Stiff to very stiff gray CLAY LOAM, trace to little gravel, very moist to moist A-4				
				10			10	B	11.7
				14		3.21	14		
				18		15%	18		
				12			12	B	11.4
				15		3.54	15		
				21		15%	21		
				12			12	B	11.2
				16		3.34	16		
				25		15%	25		
				16			16	B	10.8
				25		3.60	25		
				37		15%	37		
				21			21	B	10.6
				18		3.01	18		
				31		15%	31		

End of Boring at 75.0' 770.10 -75
SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

ILDOT BORING 81316 IDOT.GPJ IDOT.GDT 9/5/14

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

USER NAME = nparris	DESIGNED - MCC	REVISED -
CHECKED - AEU	REVISIONS -	
PLOT SCALE = #SCALE#	DRAWN - MCC	REVISED -
PLOT DATE = 6/29/2016	CHECKED - AEU	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 045-3325
SHEET NO. 14 OF 19 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	39
CONTRACT NO. 61D13				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 2

Date Started 5/21/14

Date Completed 5/21/14

ROUTE _____ DESCRIPTION Nesler Road over Fitchie Creek

SECT. 08-12103-02-BR STRUCT. NO. _____ DRILLED BY TSC/L-81.316

COUNTY Kane LOCATION North Abutment S. 24 S1/2, TWP. 41, RNG. 7

Boring No.	Station	Offset	Surface Elev.	DEPTH	BLOWS	Qu	W	Surface Water Elev.	DEPTH	BLOWS	Qu	W
SB-2			845.60									
13" Bituminous Concrete												
6" Sand and Gravel Base				844.50								
FILL - Brown and black SANDY LOAM, trace Cinders, moist A-2-4				844.10	25		5.7					
FILL - Black and brown CLAY, trace gravel, trace organic, very moist A-6				842.60	4	B	22.0					
Stiff black SILTY CLAY, trace gravel, trace organic, very moist A-7-6				840.10	2	B	35.1					
Med. dense gray SANDY LOAM, wet A-2-4				837.60	7	Rock						
Stiff gray CLAY, little gravel, very moist A-6				835.10	4	B	14.0					
Stiff to very stiff gray LOAM, trace to little gravel, very moist A-4				832.60	3	B	13.9					
					4							
					5							
					6	B	11.8					
					8							
					11							
					7	B	11.9					
					11							
					15							
					10	B	13.0					
					10							
					13							
Stiff to very stiff gray CLAY LOAM, trace to little gravel, moist A-4				822.60	11	B	11.9					
					13							
					17							

ILDOT BORING 81316 IDOT.GPJ IDOT.GDT 9/5/14
 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 5/21/14

Date Completed 5/21/14

STRUCTURE NO. _____

ROUTE _____

SECTION 08-12103-02-BR

COUNTY Kane

Boring No. SB-2

Station _____

Offset _____

Elevation 795.60 ft

Stiff to very stiff gray CLAY LOAM, trace to little gravel, moist A-4

Stiff to very stiff gray CLAY LOAM, trace to little gravel, moist A-4

Stiff to very stiff gray CLAY LOAM, trace to little gravel, moist A-4

Stiff to very stiff gray CLAY LOAM, trace to little gravel, moist A-4

Stiff to very stiff gray CLAY LOAM, trace to little gravel, moist A-4

End of Boring at 75.0' 770.60

ILDOT BORING 81316 IDOT.GPJ IDOT.GDT 9/5/14
 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

(Sheet 2 of 2)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
 STRUCTURE NO. 045-3325

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	40
CONTRACT NO. 61D13				

SHEET NO. 15 OF 19 SHEETS

FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

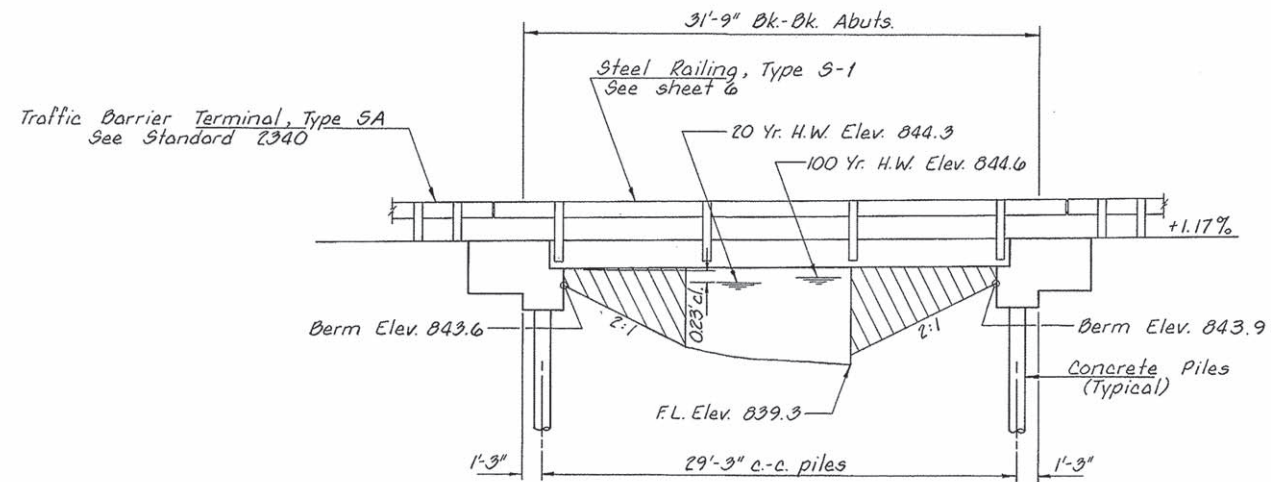
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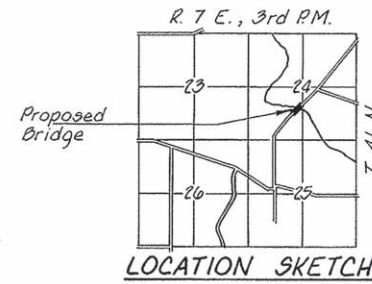
WBK ENGINEERING, LLC
 116 WEST MAIN STREET, SUITE 201
 ST. CHARLES, ILLINOIS 60174
 (630) 443-7755

USER NAME = nperris	DESIGNED - MCC	REVISED -
PLOT SCALE = #SCALE#	CHECKED - AEU	REVISED -
PLOT DATE = 6/20/2016	DRAWN - MCC	REVISED -
	CHECKED - AEU	REVISED -

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
WESTLER ROAD	80-12103-01-BR	KANE	8	4
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT			

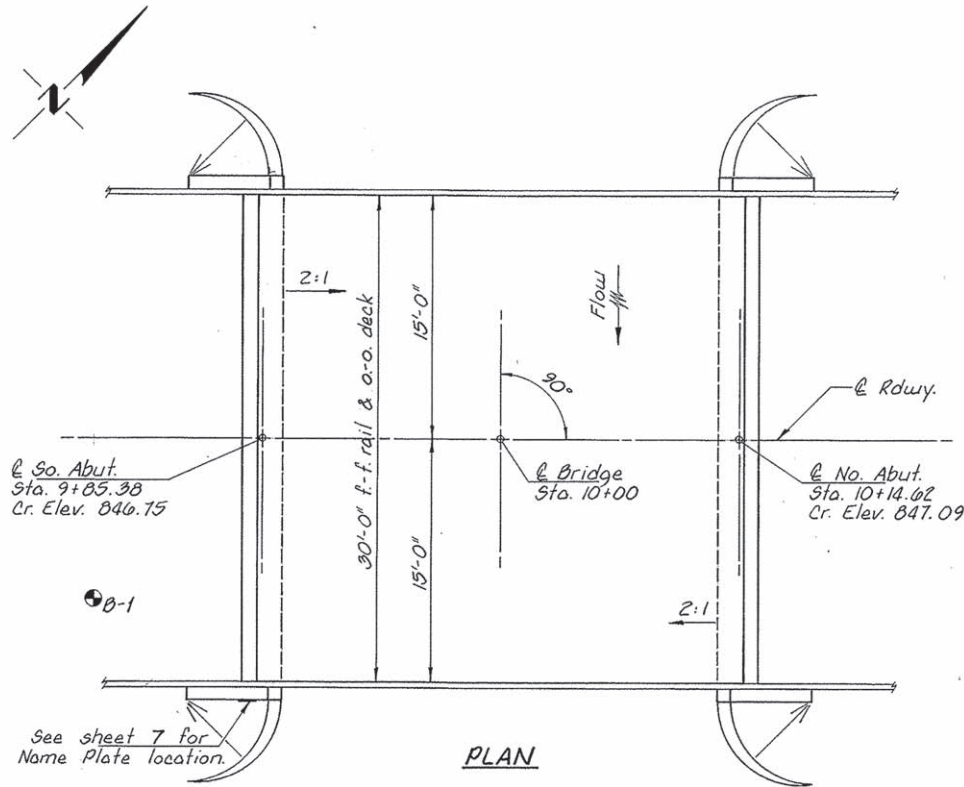


ELEVATION



LOCATION SKETCH

STRUCTURE NO. 045-3321
FITCHIE CREEK
SEC. 80-12103-01-BR BUILT 198
PLATO ROAD DISTRICT
KANE COUNTY
LOADING H920
LETTERING FOR NAME PLATE
See Std. 2113



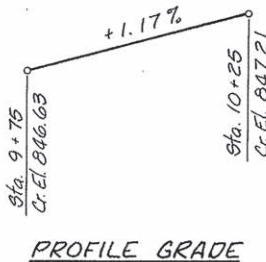
PLAN

WATERWAY DATA

Drainage Area	5.10 Sq. Mi.
Design Discharge (20 Yr.)	340 C.F.S.
Existing Opening (20 Yr.)	40 Sq. Ft.
Required Opening (20 Yr.)	90 Sq. Ft.
Proposed Opening (20 Yr.)	90 Sq. Ft.
Created Head (20 Yr.)	0.2 Ft.
100 Year Discharge	470 C.F.S.
100 Year Created Head	0.4 Ft.
100 Year Flood does not overtop the proposed roadway.	

DESIGN STRESSES

$f'_c = 4,500$ p.s.i. (Precast Slab)
 $f'_c = 1,800$ p.s.i. (Precast Slab)
 $f_c = 1,400$ p.s.i. (Class X Concrete)
 $f_s = 20,000$ p.s.i. (Reinforcement Bars)
 $n = 9$ (Class X Concrete) 8 (Precast)
LOADING H920-44
DESIGN SPECIFICATIONS:
1977 AASHTO & 1978, 1979 & 1980 Interims
25#/Sq. Ft. included in dead load for future wearing surface.



PROFILE GRADE

GENERAL NOTES

The Contractor shall drive one concrete test pile in a permanent location at the North Abutment as directed by the Engineer, before ordering the remainder of the piles.

DEPTH	N	Qu	W	DESCRIPTION
845	7	16.0		FILL: Brown clayey silt, trace fine-coarse sand & fine gravel
	7	39.9		
840	3	0.60	30.1	TOPSOIL: Black silt, trace clay, peaty
	15	3.00	3.6	
835	16	9.6		Mottled yellow-gray fine sand, little clayey silt, medium-coarse sand, roots
	27	9.2		
830	24	8.3		Gray sand seam
	14	3.60	12.5	
825	15	3.40	12.7	Gray fine-coarse sand, trace silt & clay binder, trace fine gravel
820	17	3.50	12.8	
815	23	3.70	11.8	Gray fine-coarse sand, trace fine gravel, trace silt & clay
810	31	3.70	12.6	
805	37	5.00	11.4	Gray-brown clayey silt, trace fine-coarse sand, trace fine-medium gravel
800	36	2.90	12.9	

BORING DATA

N~Standard Penetration Test-Blows to drive 2" O.D. Split Spoon Sampler 12" with 140 pound weight falling 30".
Qu~Unconfined Compressive Strength-t/s.f.
W~Natural Water Content (% Dry Weight)
B~Bulge Failure

BORING No. 1
10' Rt. Sta. 9+75

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Precast Concrete Bridge Slab	Sq. Ft.	898		898
Class X Concrete	Cu. Yd.		17.9	17.9
Reinforcement Bars	Pound		2,400	2,400
Steel Railing, Type S-1	Lin. Ft.	71		71
Name Plates	Each		1	1
Concrete Piles	Lin. Ft.		210	210
Test Pile Concrete	Each		1	1
Waterproofing Membrane System	Sq. Yd.	100		100
Bituminous Mixture Complete	Ton	5		5
Plasticized Bitumen Hot Mix Seal	Ton	5		5



Fred J. Stone Jr.
Illinois Structural No. 2934

GENERAL PLAN & ELEVATION
SECTION 80-12103-01-BR
PLATO ROAD DISTRICT
KANE COUNTY
STATION 10+00

COLLINS AND RICE
CONSULTING ENGINEERS
DESIGNED J.B. CHECKED F.S.
DRAWN J.B. DATE 4-21-81 NO. 1598

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURAL PLANS
FOR REFERENCE ONLY

SHEET NO. 16 OF 19 SHEETS

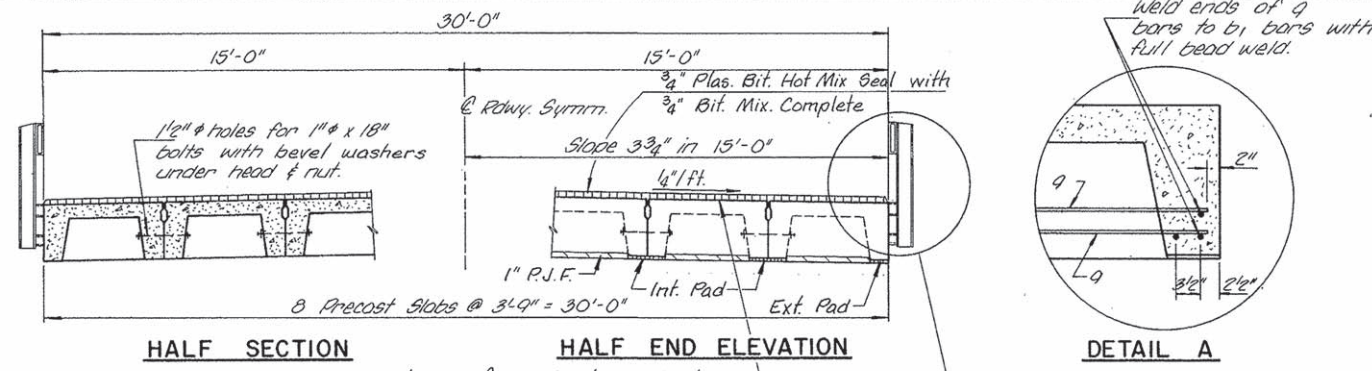
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	41
CONTRACT NO. 61D13				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

USER NAME = nparris	DESIGNED - MCC	REVISED -
PLOT SCALE = #SCALE#	CHECKED - AEU	REVISED -
PLOT DATE = 6/28/2016	DRAWN - MCC	REVISED -
	CHECKED - AEU	REVISED -

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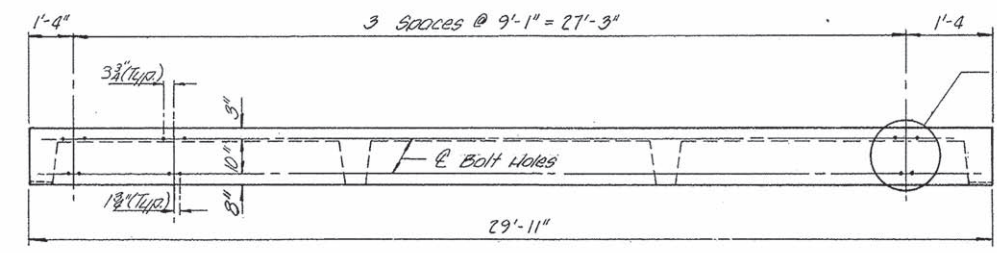
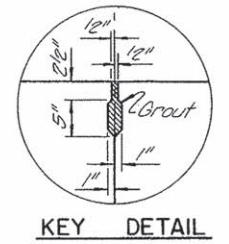
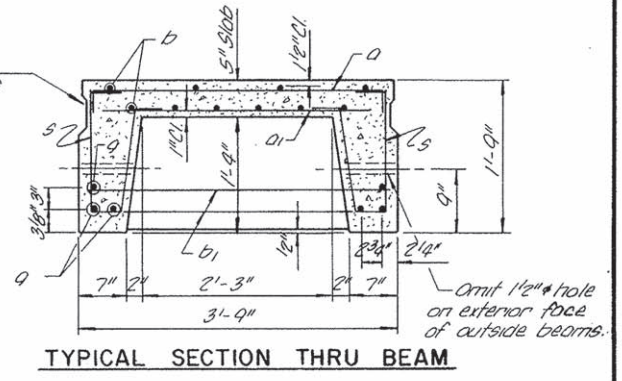
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NESTLER ROAD	80-12103-01-BR	KANE	8	5
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT			



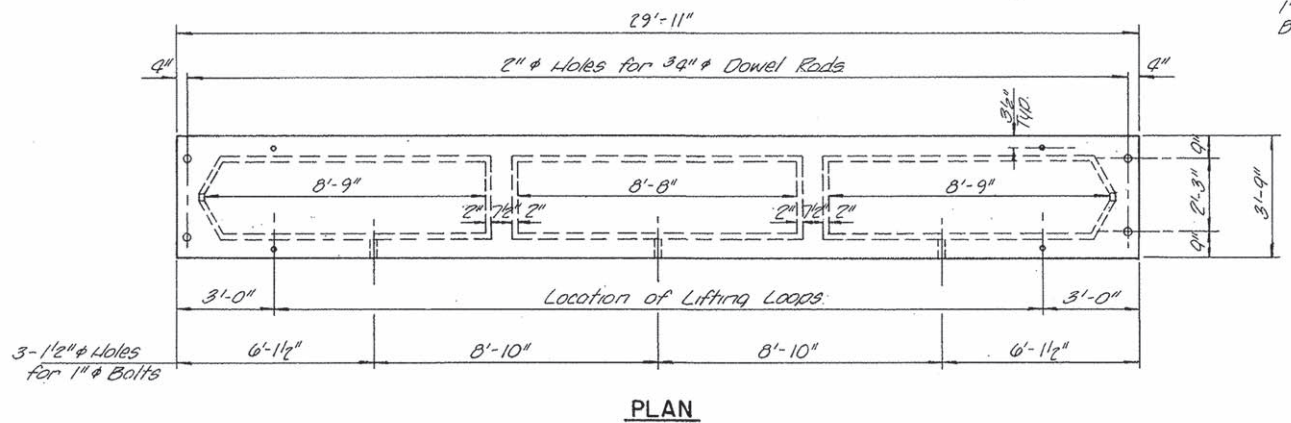
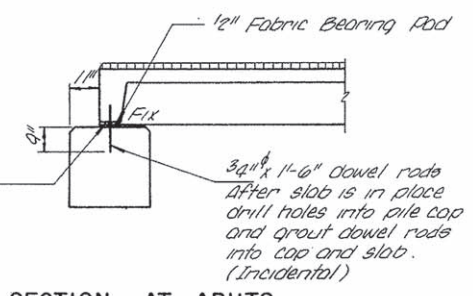
Waterproofing Membrane System
 (See Special Provisions)

See sheet 6 for Complete Rail Detail

Omit key on exterior of outside beams



See sheet 6 for Rail Post Insert Details



SECTION AT ABUTS.



*** ESTIMATED QUANTITIES**

One Unit	Concrete Cu. Yd.	Reinf. Bars Lb.
	4.1	1,552

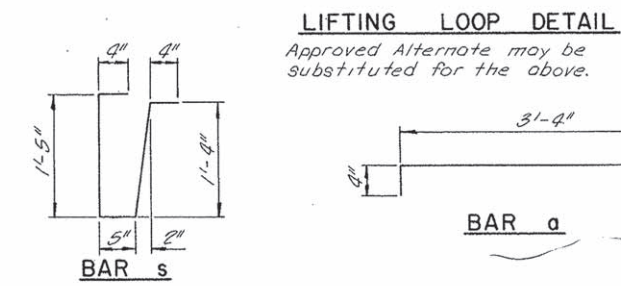
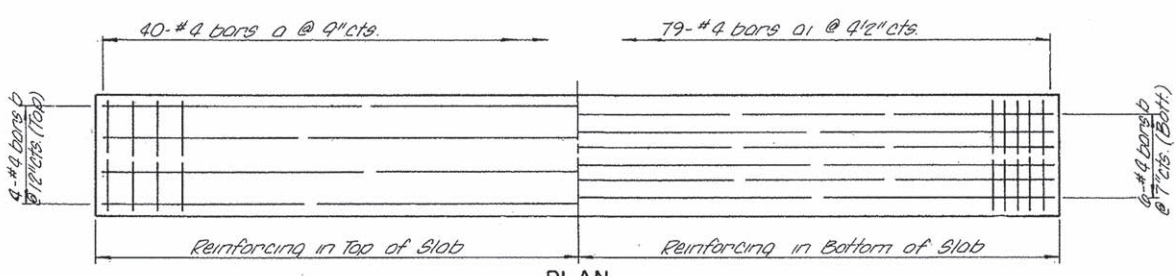
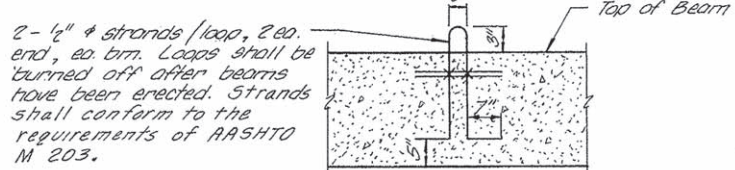
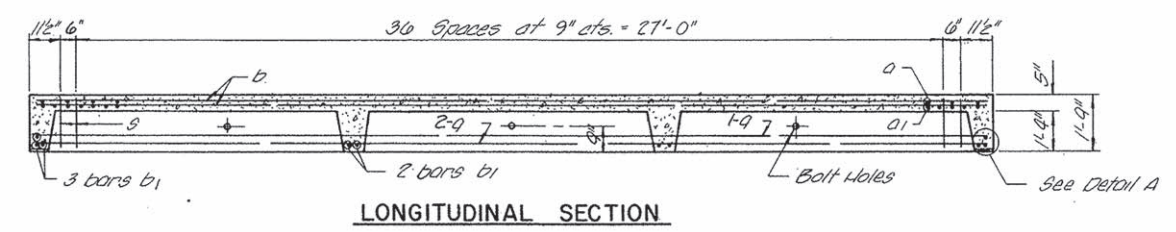
* For information of suppliers of Precast Slab Units only.

BILL OF MATERIAL - SUPERSTRUCTURE

Material	Qty.	Unit
Precast Concrete Bridge Slab	89.8	Sq. Ft.
Waterproofing Membrane System	100	Sq. Yd.
Bituminous Mixture Complete	5	Ton
Plasticized Bitumen Hot Mix Seal	5	Ton

*** BILL OF REINFORCEMENT BARS**

BAR SIZE	NO.	LENGTH
0	#4	4'-0"
01	#4	3'-3"
b	#4	29'-6"
b1	#4	3'-6"
q	#11	29'-6"
s	#3	3'-10"



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

SUPERSTRUCTURE
 SECTION 80-12103-01-BR
 PLATO ROAD DISTRICT
 KANE COUNTY
 STATION 10+00

COLLINS AND RICE
 CONSULTING ENGINEERS

DESIGNED J.B. CHECKED F.B.
 DRAWN J.B. DATE 4-21-81 NO. 1598

FILE NAME = K:\Projects\2015\150108 NestlerRoad\1\cead\Structural\Draw\045325-017-Enst-Structural Plans.dgn

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

USER NAME = nparris	DESIGNED - MCC	REVISED -
PLOT SCALE = #SCALE#	CHECKED - AEU	REVISED -
PLOT DATE = 6/20/2016	DRAWN - MCC	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

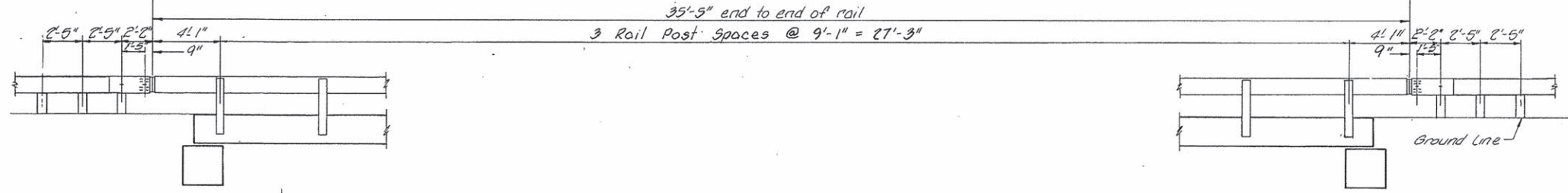
EXISTING STRUCTURAL PLANS
FOR REFERENCE ONLY
 SHEET NO. 17 OF 19 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	42
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D13	

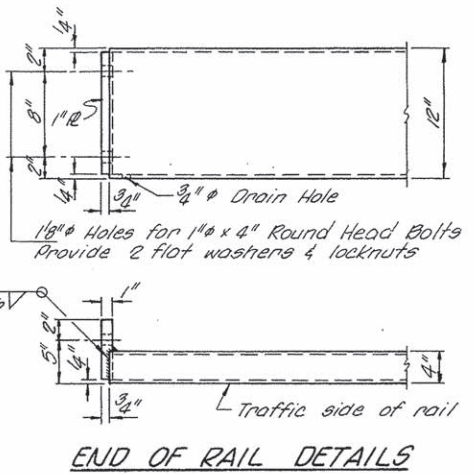
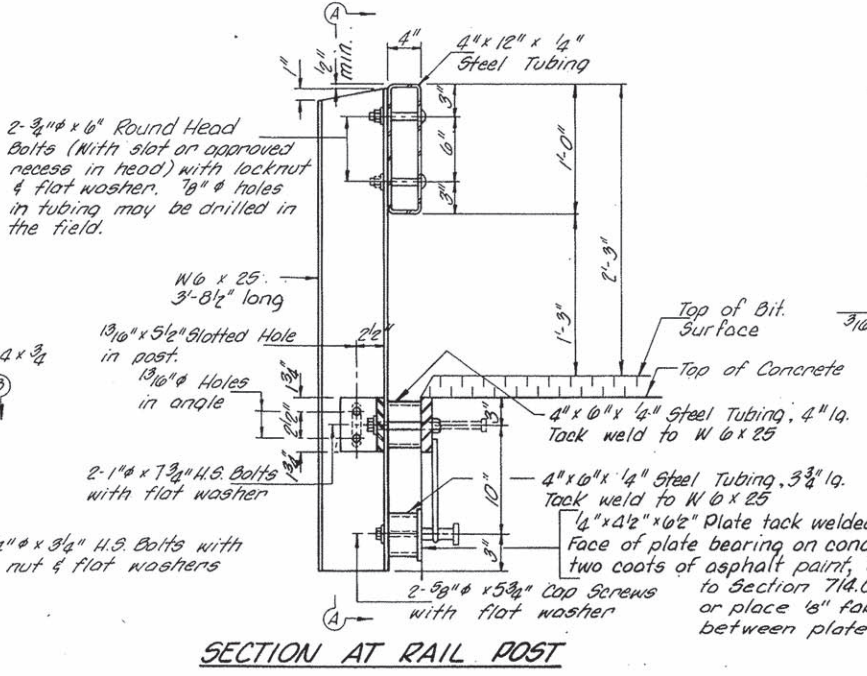
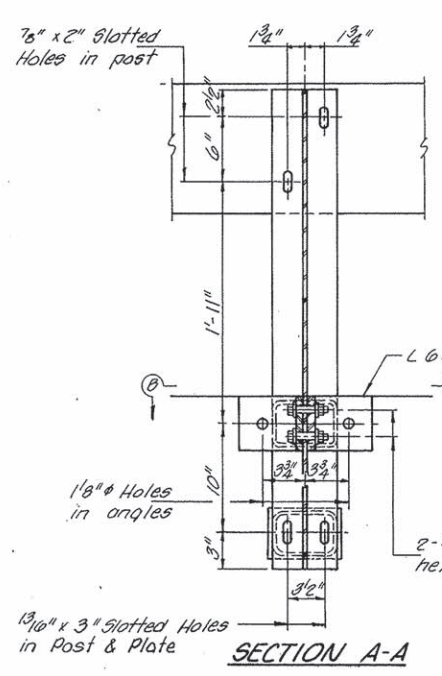
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
WESTLER 80-12103	RD-01-BR	KANE	8	6
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT			

Traffic Barrier Terminal Type 5A
See Std. 2340

Traffic Barrier Terminal Type 5A
See Std. 2340



ELEVATION



NOTES

Hollow structural steel tubing shall conform to the requirements of A.S.T.M. designation A-500 Grade B Structural Steel Tubing.

All other steel shapes and plates shall conform to the requirements of A.A.S.H.T.O. designation M-183 except posts and angles shall conform to A.A.S.H.T.O. M-223, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirement of A.S.T.M. designation A-307 except for high strength bolts, nuts and washers noted which shall conform to A.A.S.H.T.O. designation M-104.

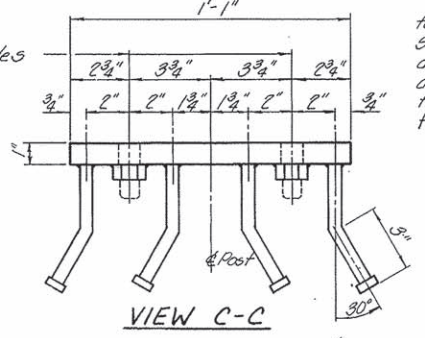
All bolts, nuts, cap screws, washers and lockwashers shall be galvanized in accordance with A.A.S.H.T.O. designation M-232.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with A.S.T.M. A-385 and A.A.S.H.T.O. M-111. Galvanized rail shall not be painted.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for STEEL RAILING, TYPE S-1.

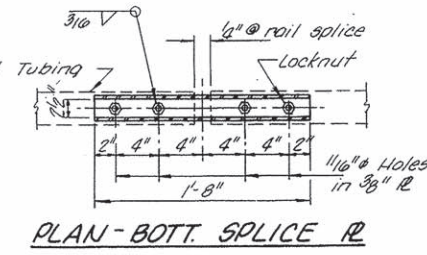
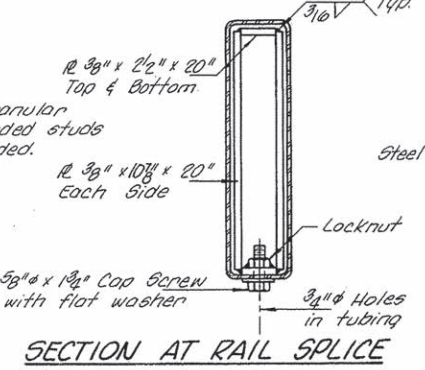
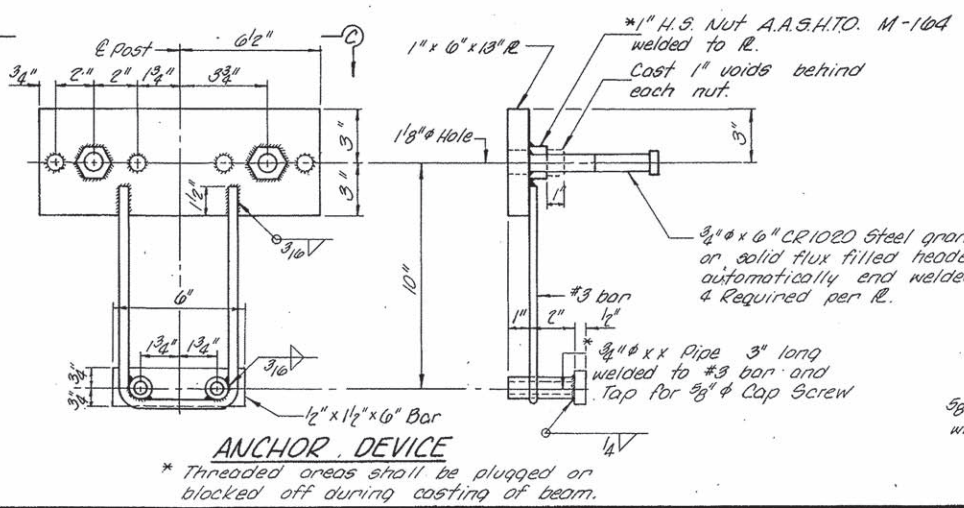
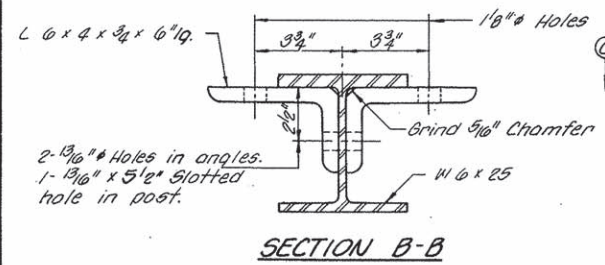
All field drilled holes shall be coated with an approved zinc rich paint before erection.

The 3/4" high strength bolts used to connect the 6" x 4" x 3/4" angles to the post shall be tightened in accordance with Art. 507.04(g)(3) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8" cap screws in bottom of posts shall be tightened to a snug fit only, after the 3/4" high strength bolts have been tightened in accordance with Article 507.04(g)(3).



BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type S-1	Lin. Ft.	71



RAILING DETAILS

SECTION 80-12103-01-BR
PLATO ROAD DISTRICT
KANE COUNTY
STATION 10+00

COLLINS AND RICE
CONSULTING ENGINEERS

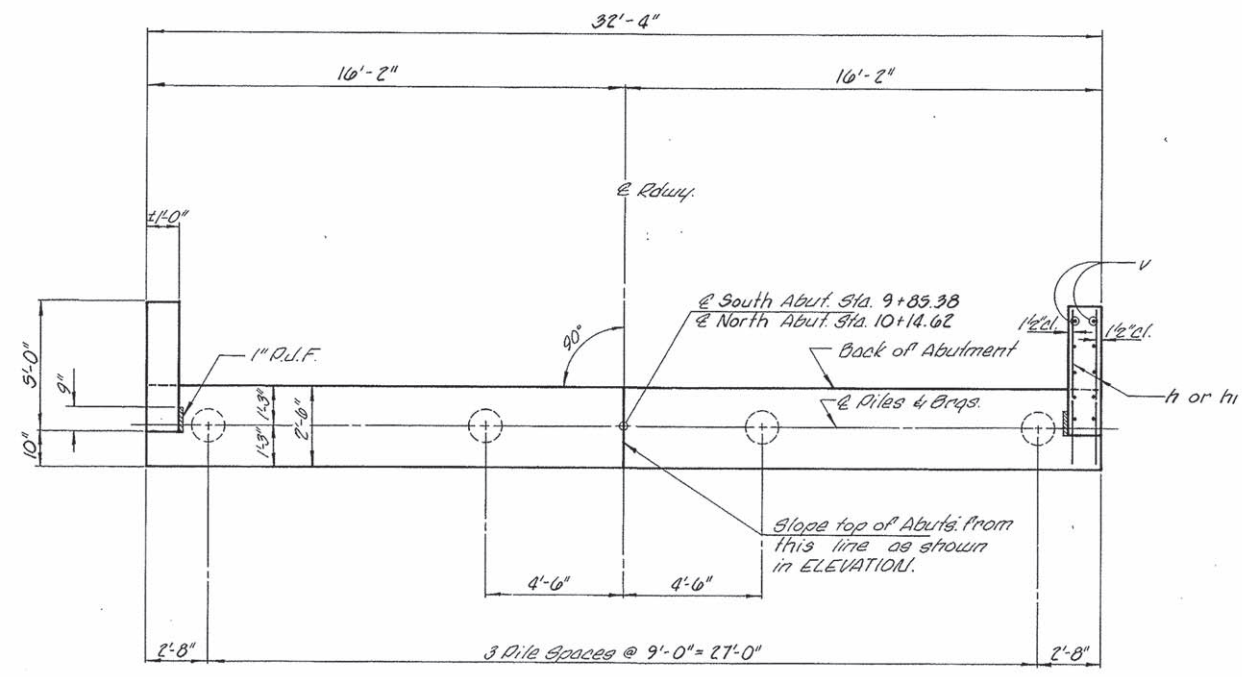
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DRAWN J.B. DATE 4-21-81 NO. 1598

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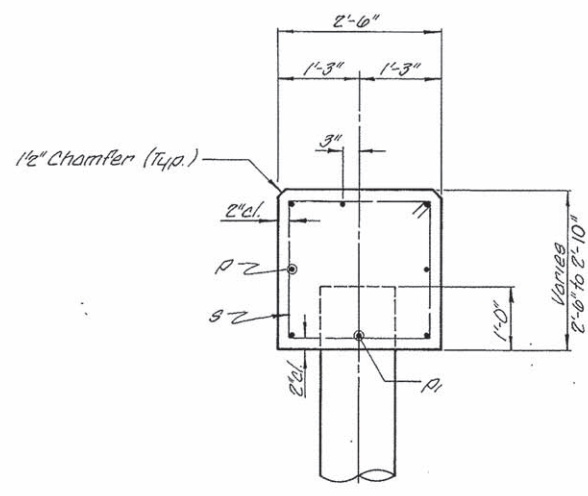
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PLOT DATE = 6/20/2016	DRAWN - MCC	REVISIONS -
	CHECKED - AEU	REVISIONS -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	43
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 61D13	

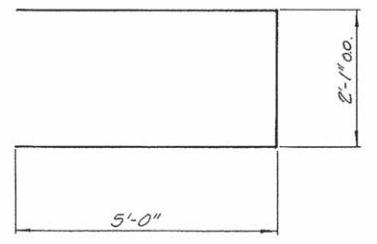
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NESTLER ROAD	80-12103-01-BR	KANE	8	7
FEDROAD DIST. NO. 7		ILLINOIS PROJECT		



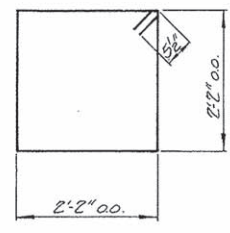
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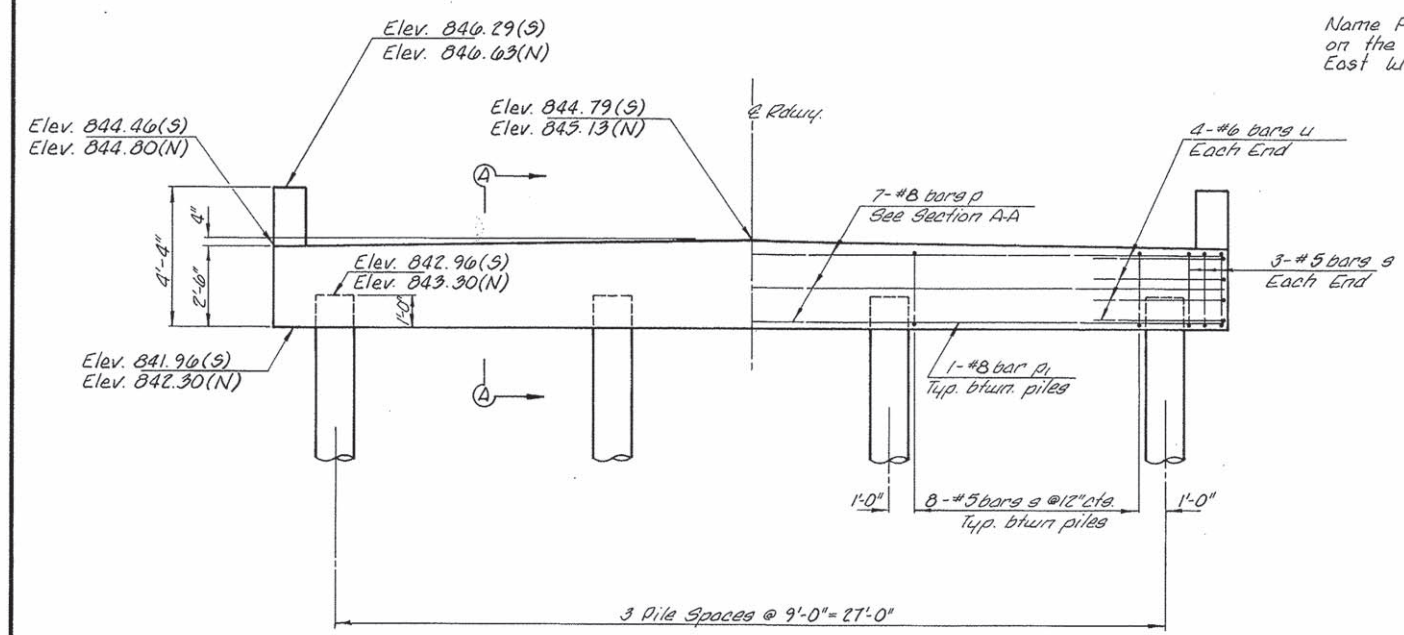
SECTION A-A



BAR U

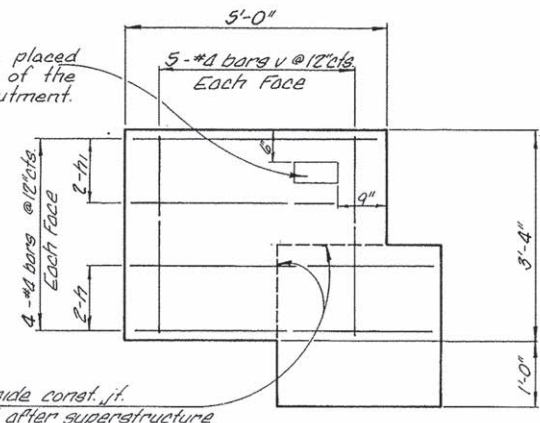


BAR S



ELEVATION

Name Plate shall be placed on the outside face of the East Wing, South Abutment.



ELEVATION - WING

Concrete outside const. it. to be poured after superstructure is in place.

PILE DATA

Type Concrete
 No. Reg'd. (2 Abut.) 8*
 Capacity 34 Tons / Pile
 Est. Length 30 Feet / Pile
 * Includes one concrete test pile to be driven in a permanent location at the North Abutment as directed by the Engineer.

BILL OF MATERIALS - 2 ABUTS.

BAR	NO.	SIZE	LENGTH	SHARE
U	10	#4	5'-7"	
H1	16	#4	4'-9"	
P	14	#8	32'-0"	
P1	6	#8	7'-7"	
S	60	#5	9'-7"	
U	10	#10	12'-1"	
V	40	#4	3'-1"	

Class X Concrete	Cu. Yd.	17.9
Reinforcement Bars	Pound	2,400
Name Plates	Each	1
Concrete Piles	Lin. Ft.	210
Test Pile Concrete	Each	1

See sheet 8 for pile alternates.

ABUTMENTS
 SECTION 80-12103-01-BR
 PLATO ROAD DISTRICT
 KANE COUNTY
 STATION 10+00

COLLINS AND RICE
 CONSULTING ENGINEERS

DESIGNED J.B. CHECKED F.S.
 DRAWN J.B. DATE 4-21-81 No. 1598

FILE NAME = K:\Projects\2015\150188_NestlerRoad\cadd\Structural\Drawings\045325-019-Exist_Structural_Plans.dgn

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

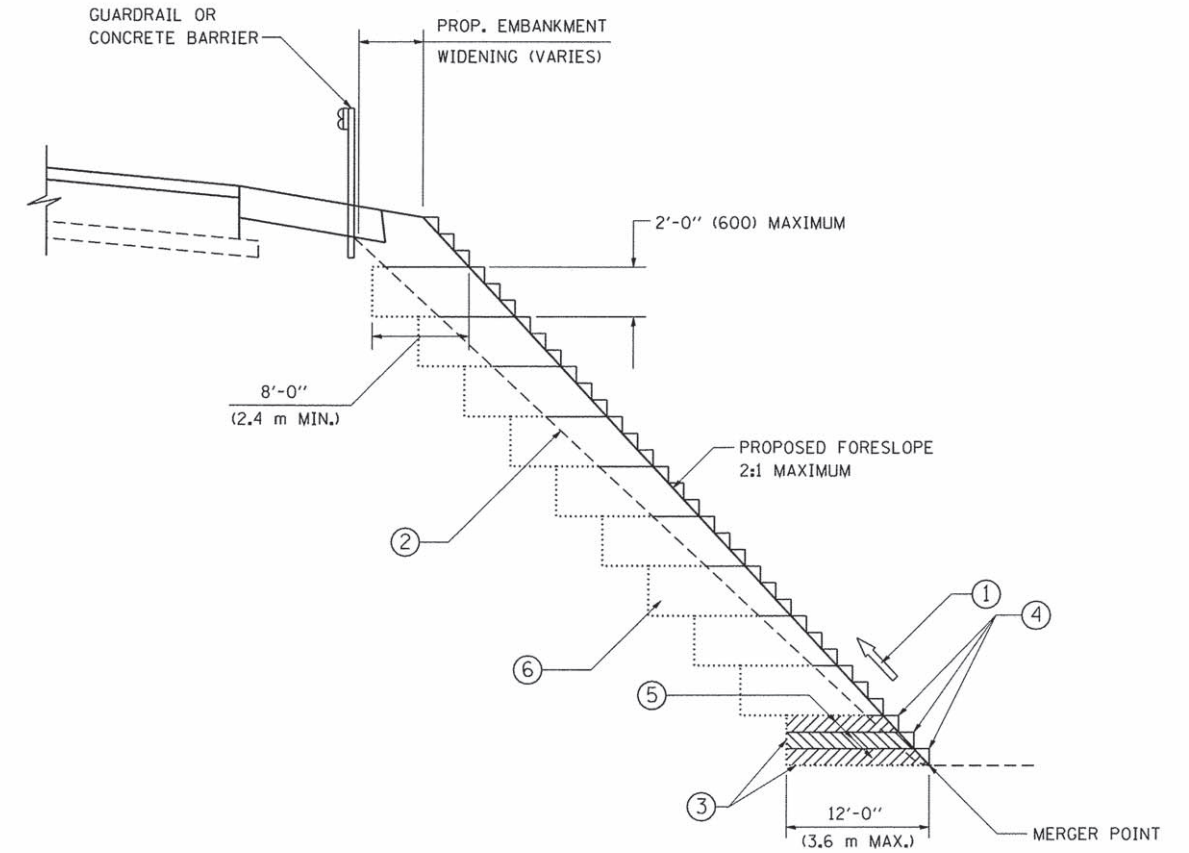
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PLOT DATE = 6/20/2016	DRAWN - MCC	REVISED -
	CHECKED - AEU	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURAL PLANS
FOR REFERENCE ONLY

SHEET NO. 19 OF 19 SHEETS

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	44
CONTRACT NO. 61D13				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL BENCHING DETAIL
FOR EMBANKMENT

NOTES:

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

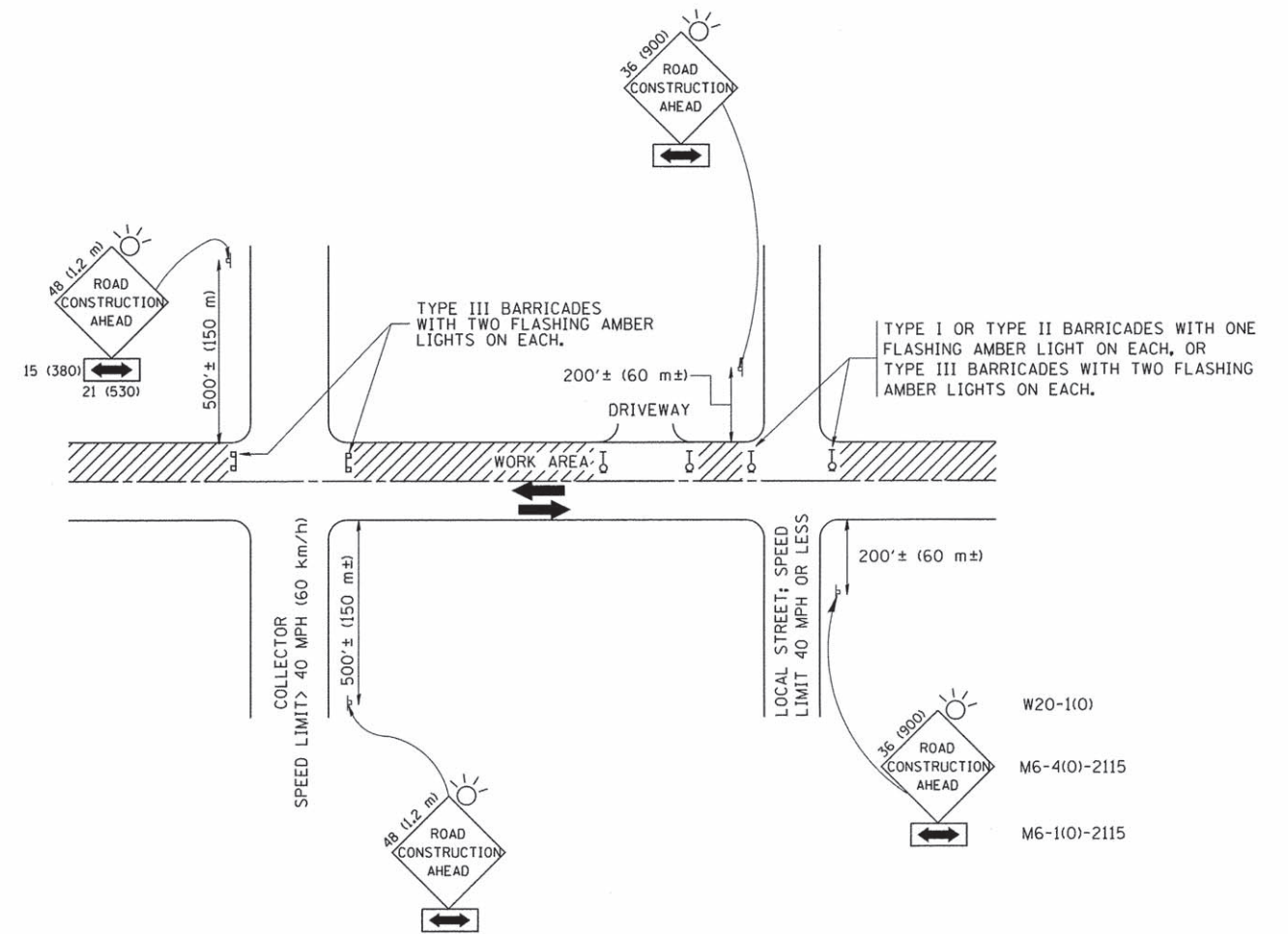
BENCHING DETAIL
FOR EMBANKMENT WIDENING

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	45
BD-51			CONTRACT NO.61D13	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -	REVISED -



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:**
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.**
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.**

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

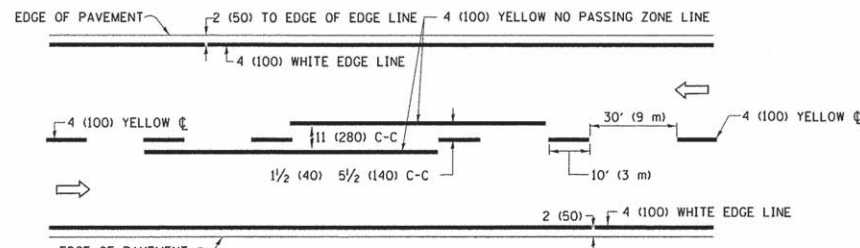
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		DATE - 06-89	

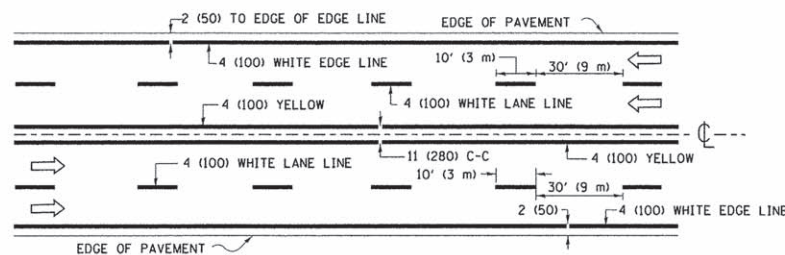
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

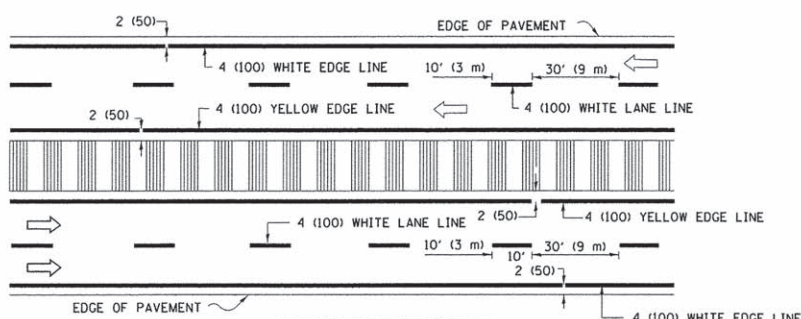
F.A.J.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	46
TC-10			CONTRACT NO.61D13	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

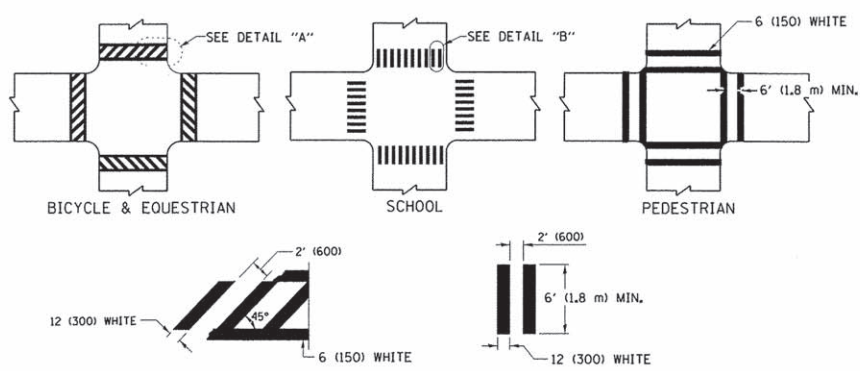


MULTI-LANE UNDIVIDED



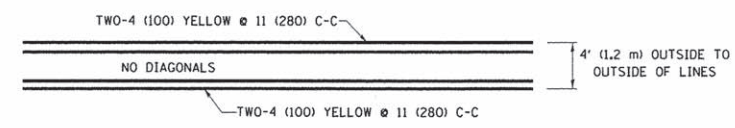
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

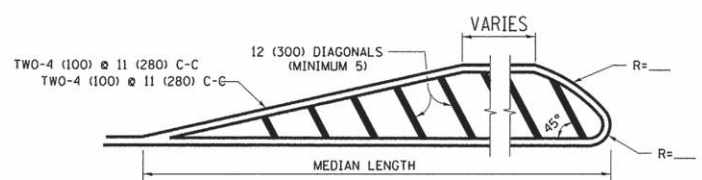


TYPICAL CROSSWALK MARKING

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



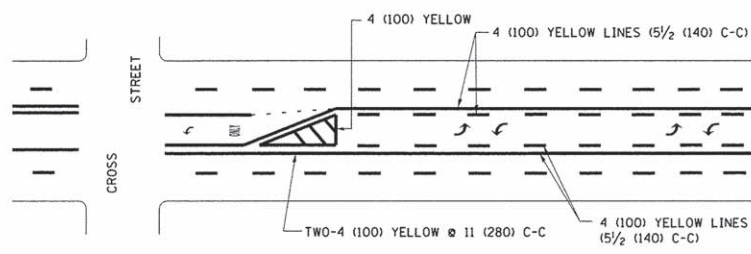
4' (1.2 m) WIDE MEDIANS ONLY



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

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

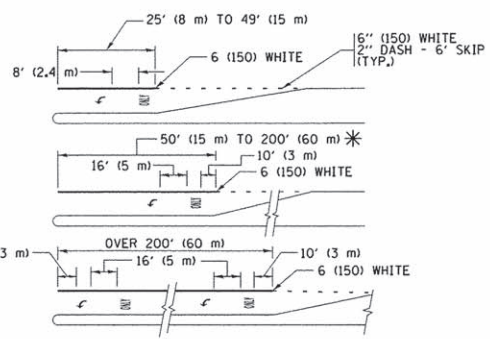
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

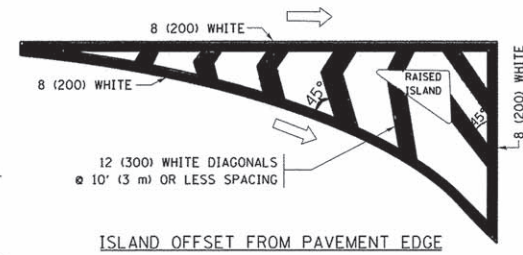


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

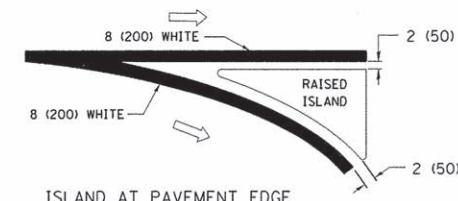
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

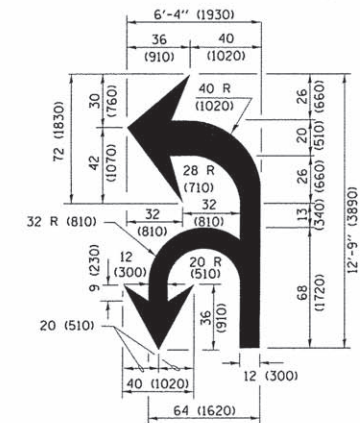


ISLAND OFFSET FROM PAVEMENT EDGE

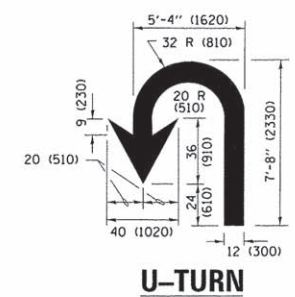


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINES; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15' (4.5 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R": 3.6 SQ. FT. (0.33 m ²) EACH "X": 54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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	PLOT DATE = 4/13/2016		REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	47
TC-13			CONTRACT NO.61D13	
ILLINOIS FED. AID PROJECT				

ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

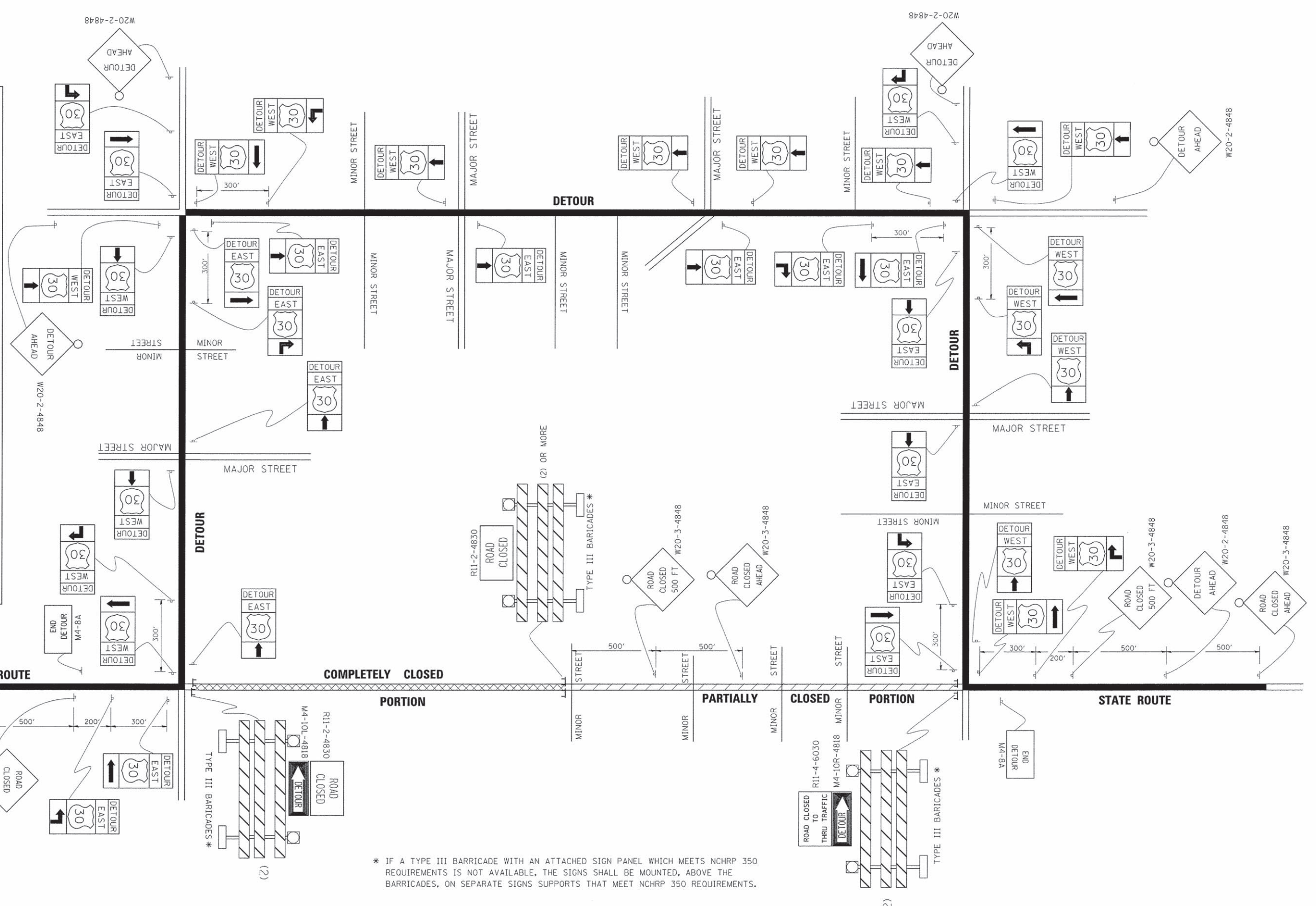
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EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

DETOUR M4-8-2412



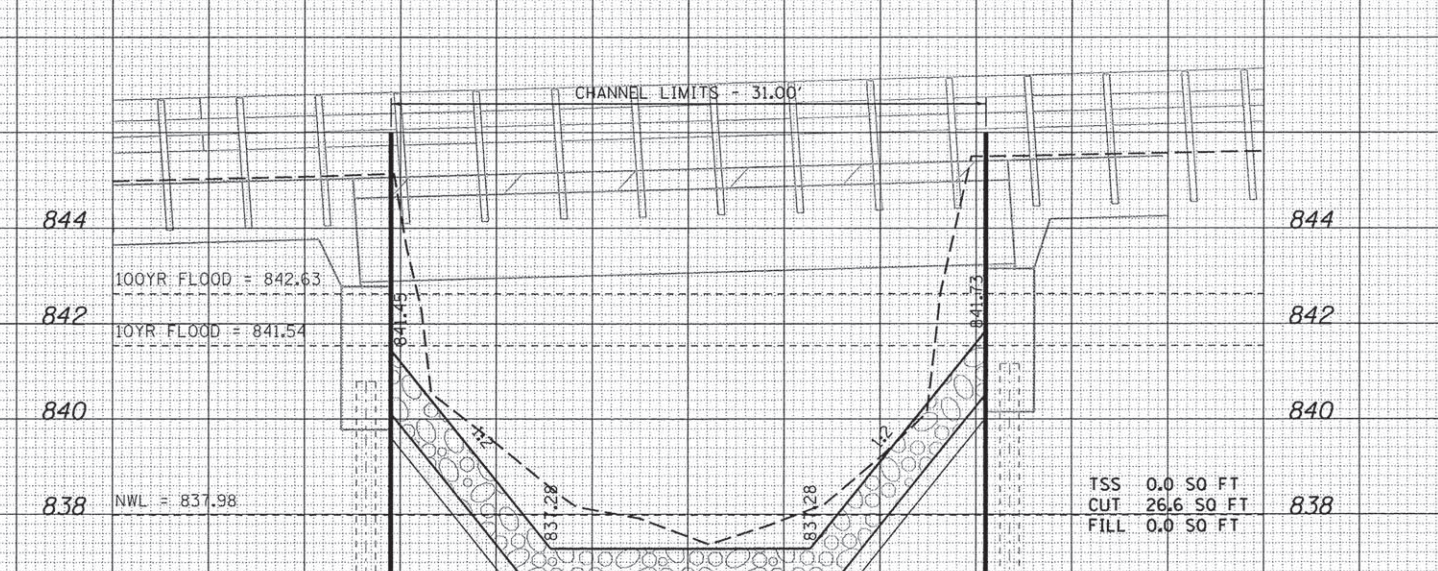
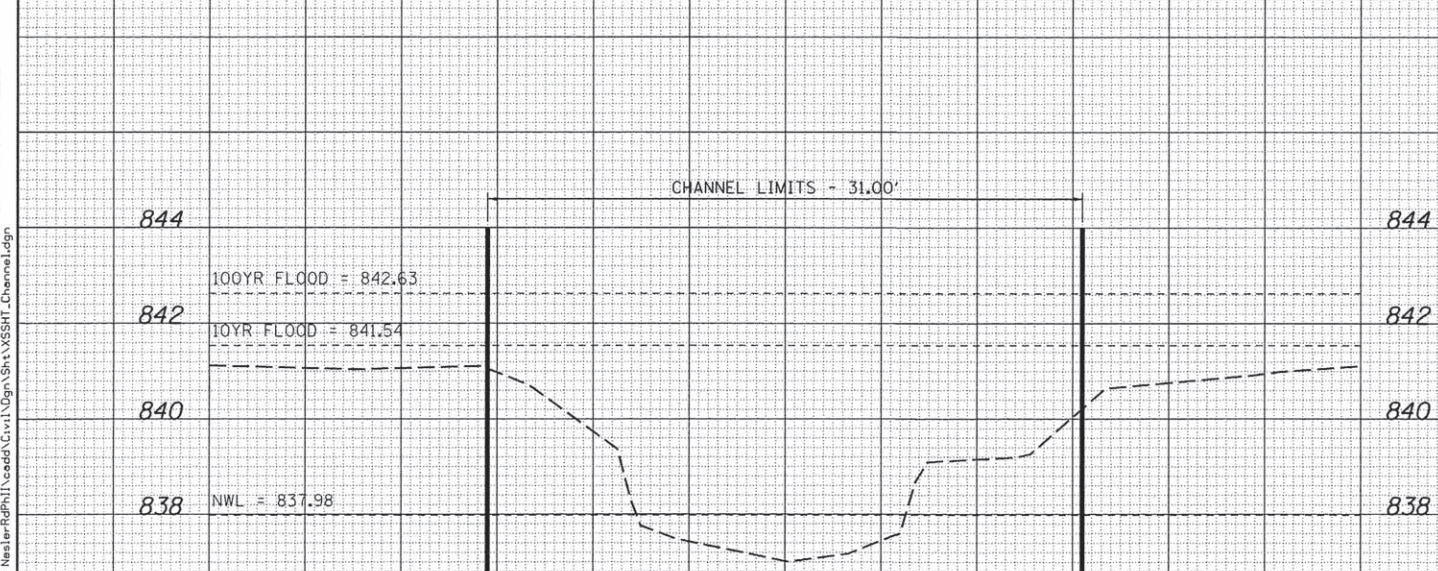
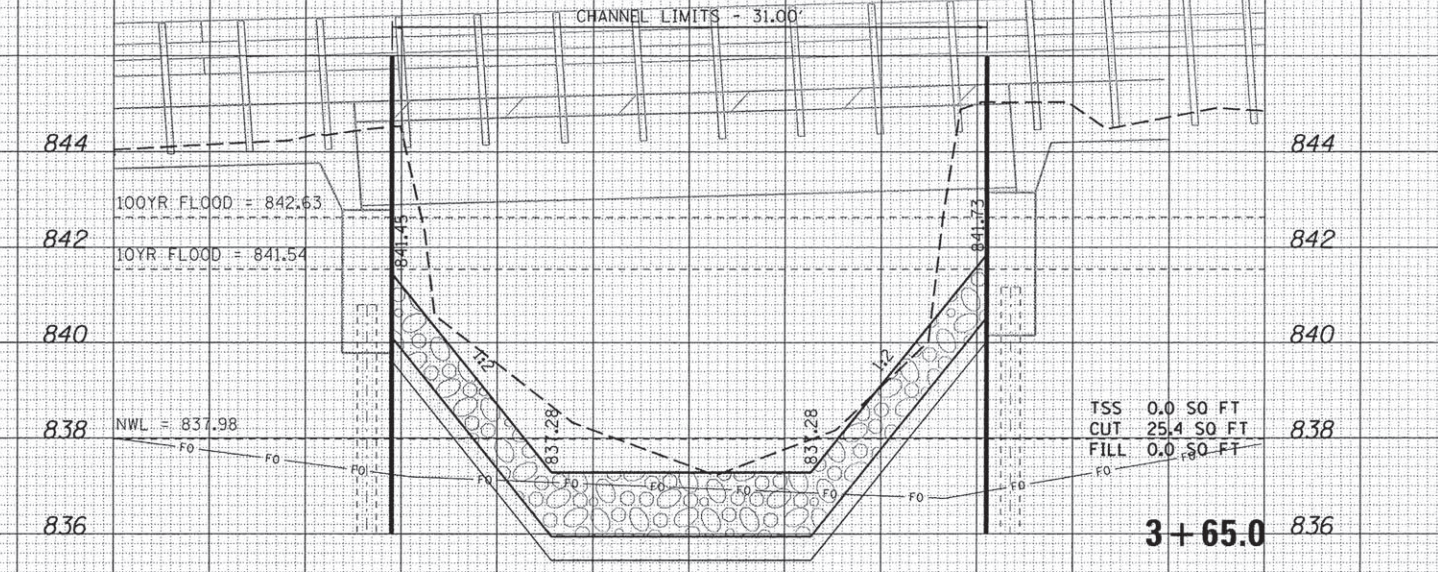
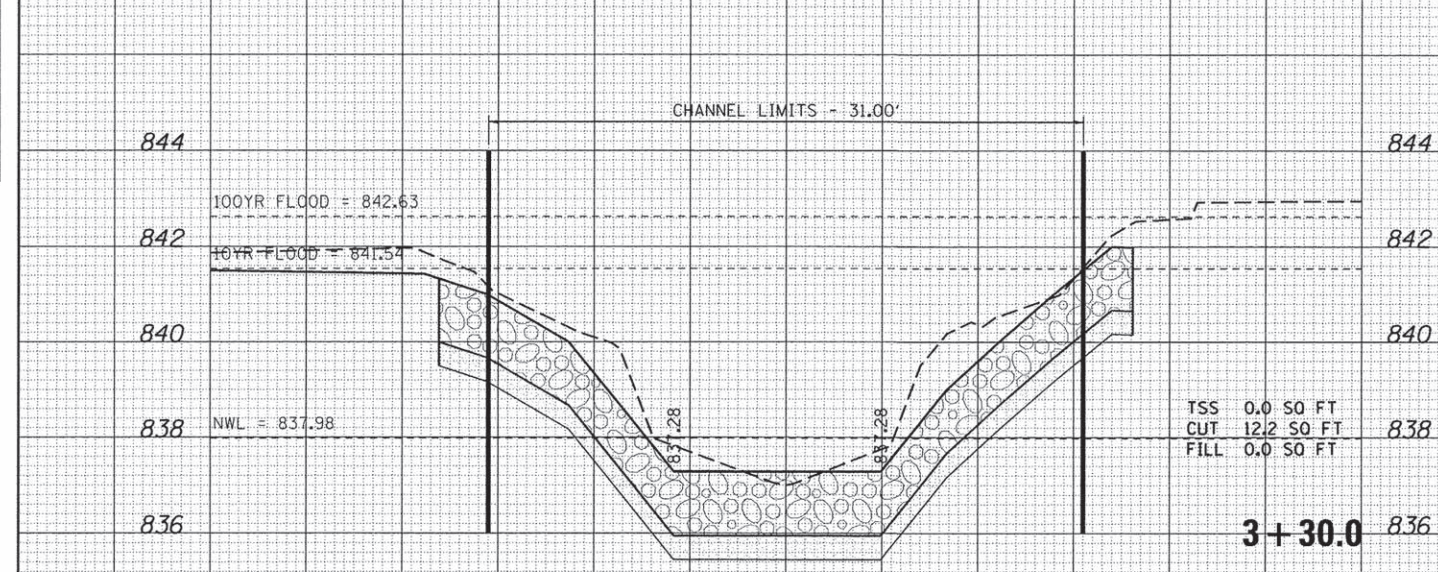
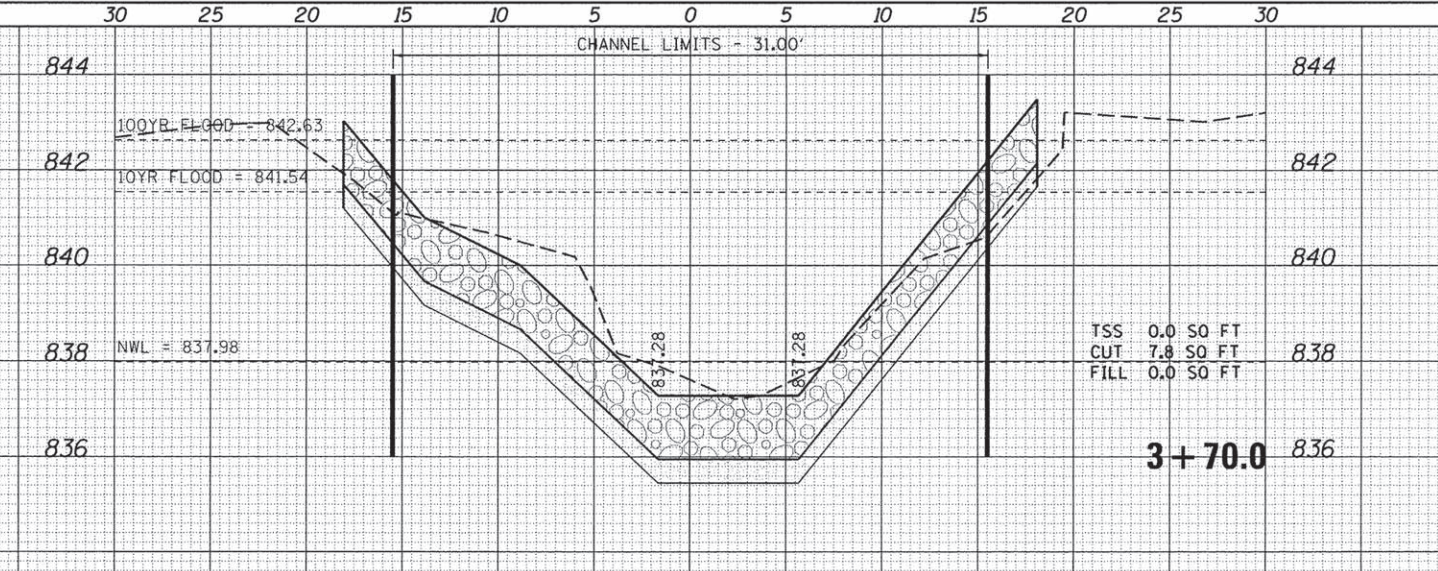
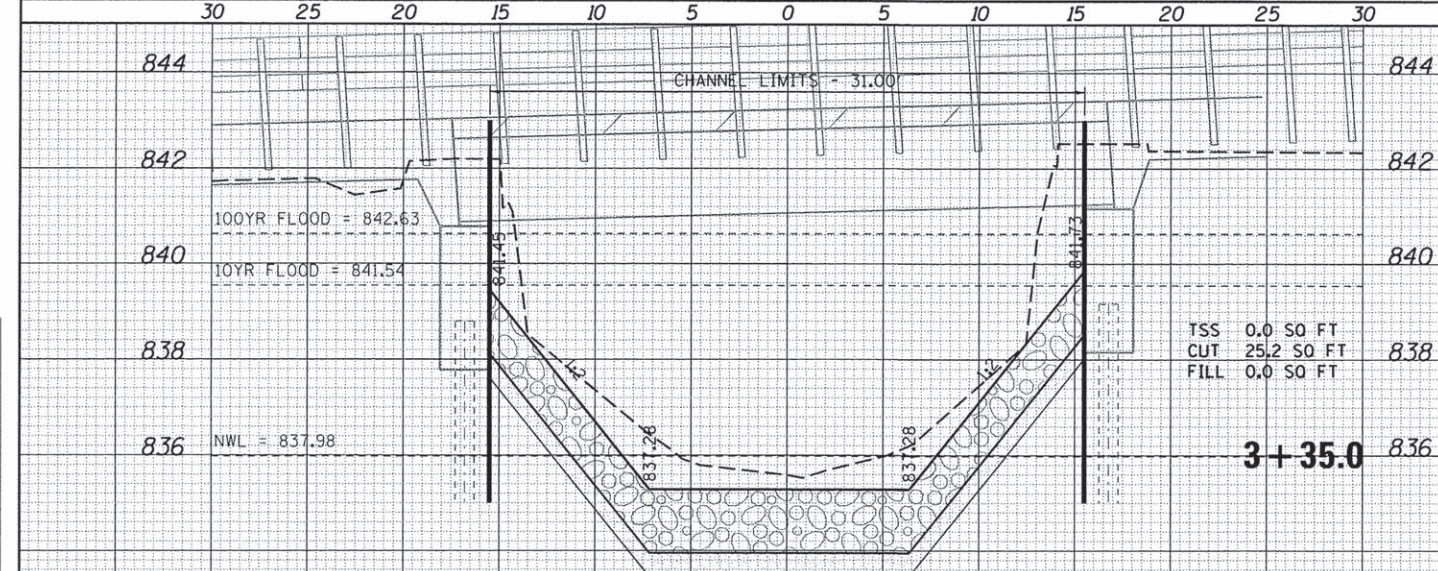
* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME = MAPProjects\2015\150108_NestorPdp\1\cadd\cvt\dgn\sh\1\DT_1-TC21.dgn

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PLOT DATE = 9/14/2009	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

DATE	
BY	
SURVEY	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

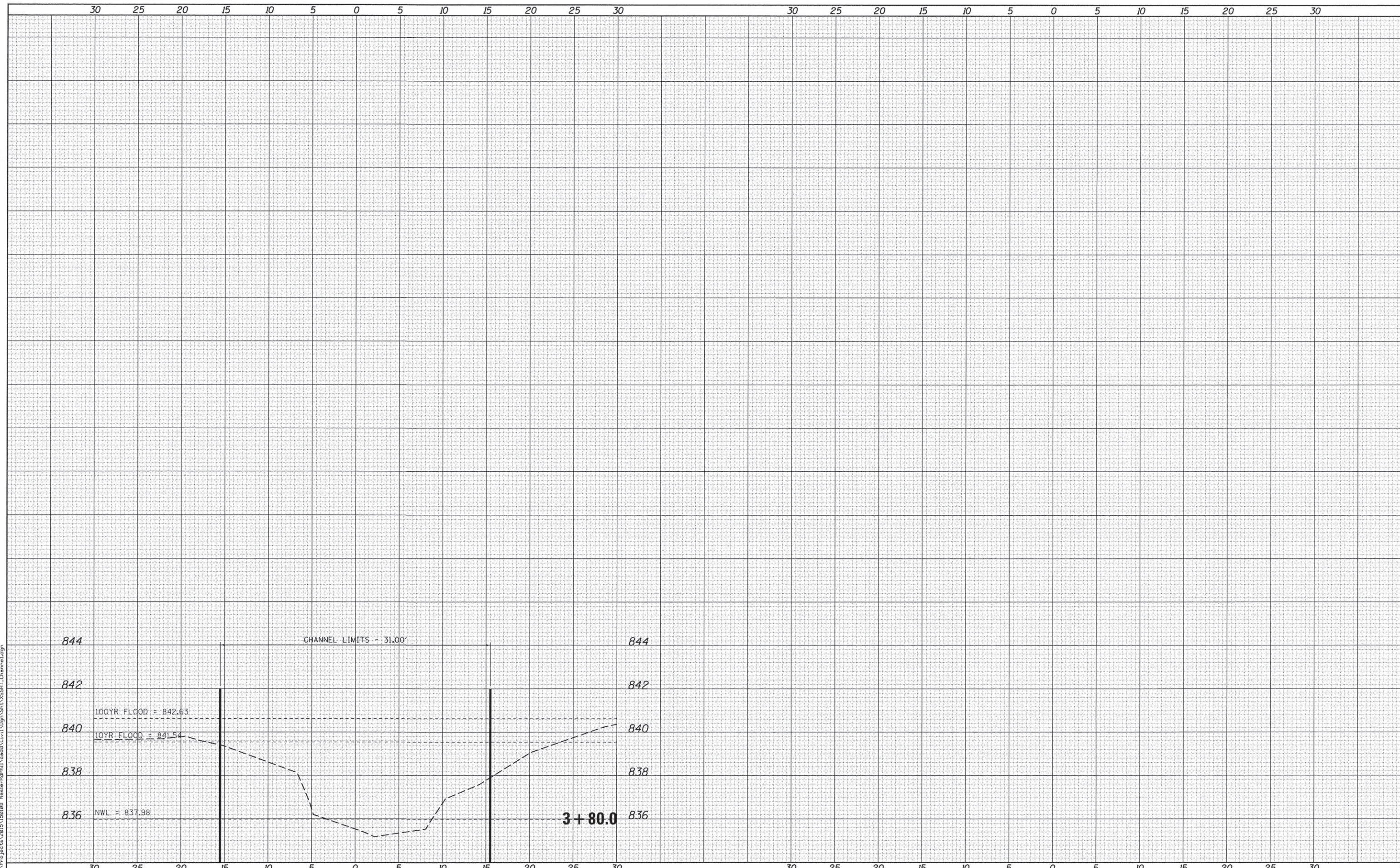
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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
NO.	

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

FILE NAME = \\projects\2015\150608_Nesler\p\k\1\00\150608_VSSHT_Channel.dgn



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

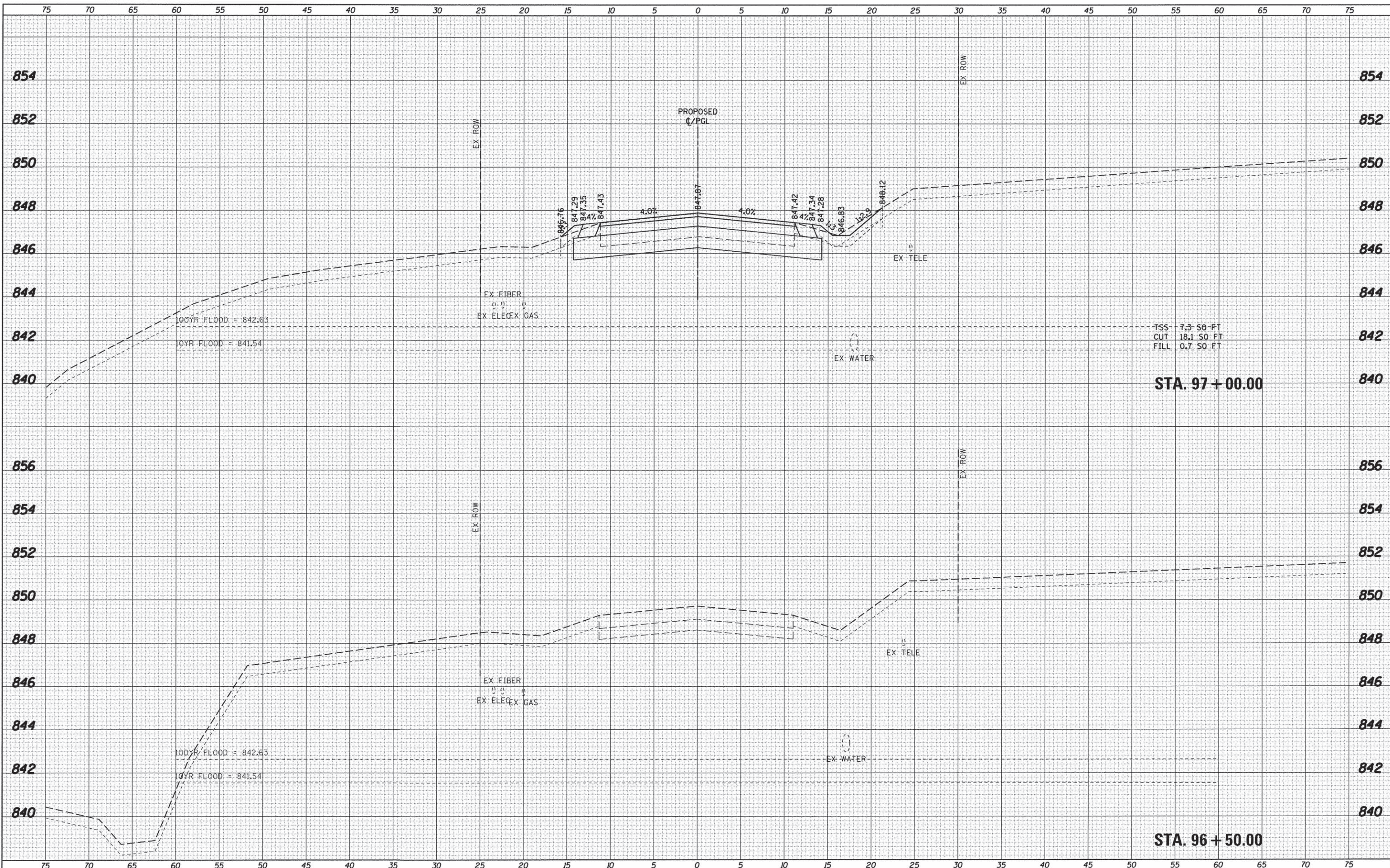
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	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE: H:5 V:2	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.
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**CROSS SECTIONS
 FITCHIE CHANNEL**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	50
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				



DATE	
BY	
NO.	
FINAL SURVEY	
NO. CHECKED	
NO. CHECKED	
NO. CHECKED	
NO. CHECKED	

DATE	
BY	
NO.	
ORIGINAL SURVEY	
NO. CHECKED	
NO. CHECKED	
NO. CHECKED	
NO. CHECKED	

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

USER NAME = nper13
 PLOT SCALE = 1:5
 PLOT DATE = 6/28/2016

DESIGNED - SBP	REVISED -
DRAWN - NDP	REVISED -
CHECKED -	REVISED -
DATE - 6/20/16	REVISED -

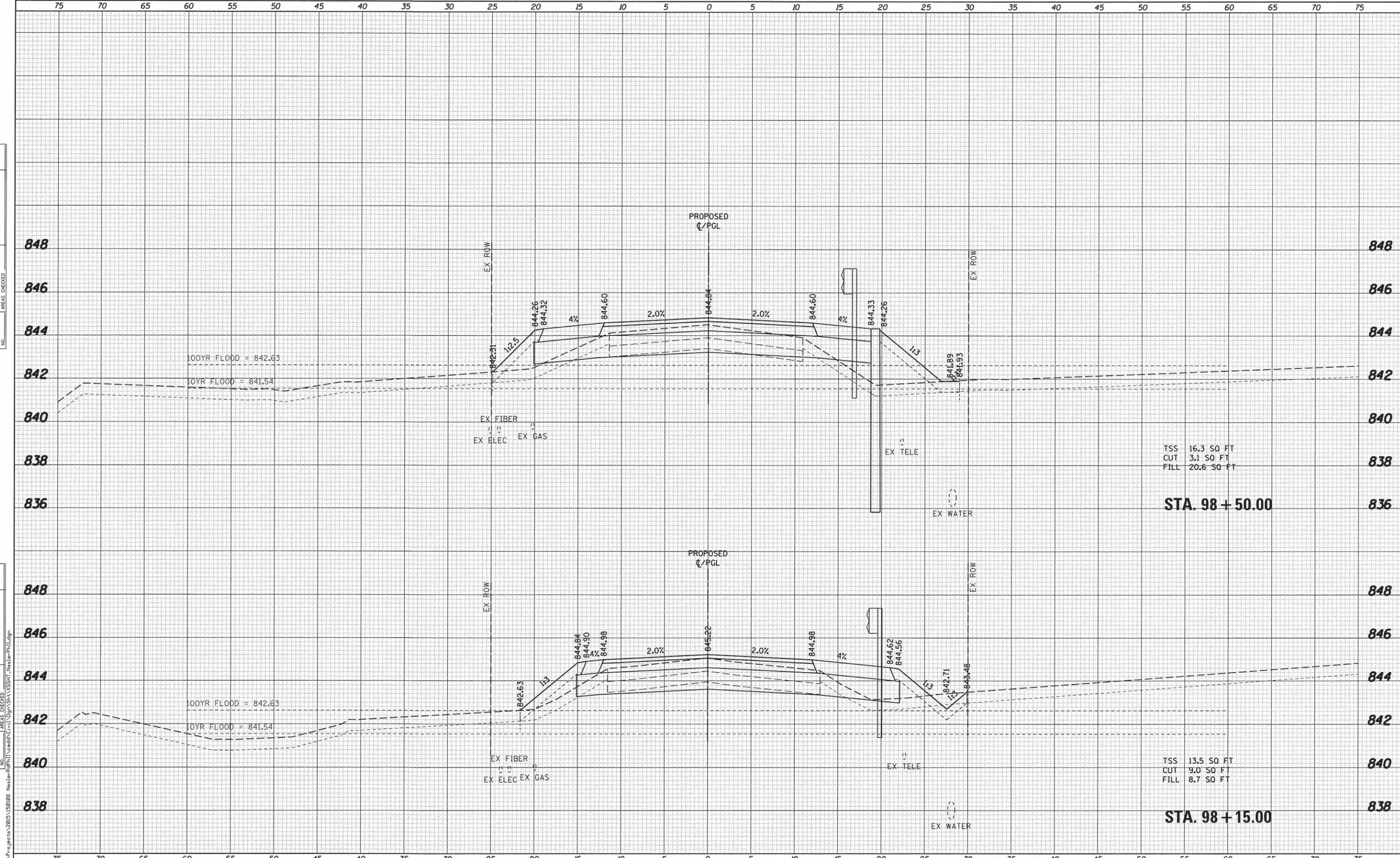
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS
NESLER ROAD OVER FITCHIE CREEK
 SCALE: H:5 V:2 SHEET NO. 1 OF 9 SHEETS STA. 96+50.00 TO STA. 97+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	51
CONTRACT NO. 61D13			ILLINOIS FED. AID PROJECT	

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

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



TSS 16.3 SO FT
 CUT 3.1 SO FT
 FILL 20.6 SO FT

STA. 98 + 50.00

TSS 13.5 SO FT
 CUT 9.0 SO FT
 FILL 8.7 SO FT

STA. 98 + 15.00

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 (630) 443-7755

USER NAME = nparris	DESIGNED - SBP	REVISED -
PLOT SCALE = 1/5	DRAWN - NDP	REVISED -
PLOT DATE = 6/20/2016	CHECKED -	REVISED -
	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

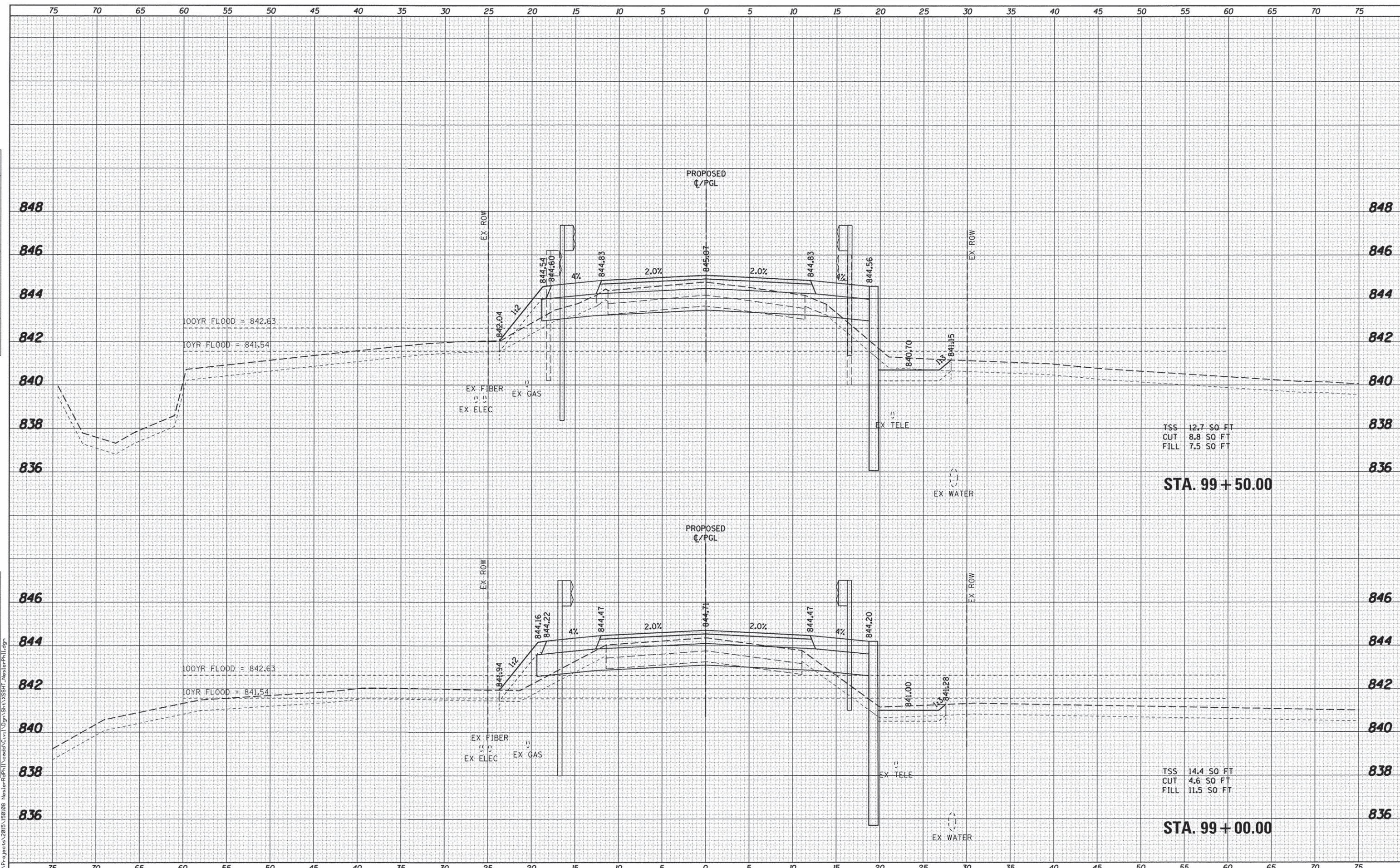
**CROSS SECTIONS
 NESLER ROAD OVER FITCHIE CREEK**

SCALE: H=5 V=2 SHEET NO. 3 OF 9 SHEETS STA. 98+15.00 TO STA. 98+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	53
CONTRACT NO. 61D13				ILLINOIS FED. AID PROJECT

FINAL SURVEY NOTE BOOK NO.	SURVEYED DATE

ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED DATE



TSS 12.7 SO FT
 CUT 8.8 SO FT
 FILL 7.5 SO FT
STA. 99 + 50.00

TSS 14.4 SO FT
 CUT 4.6 SO FT
 FILL 11.5 SO FT
STA. 99 + 00.00

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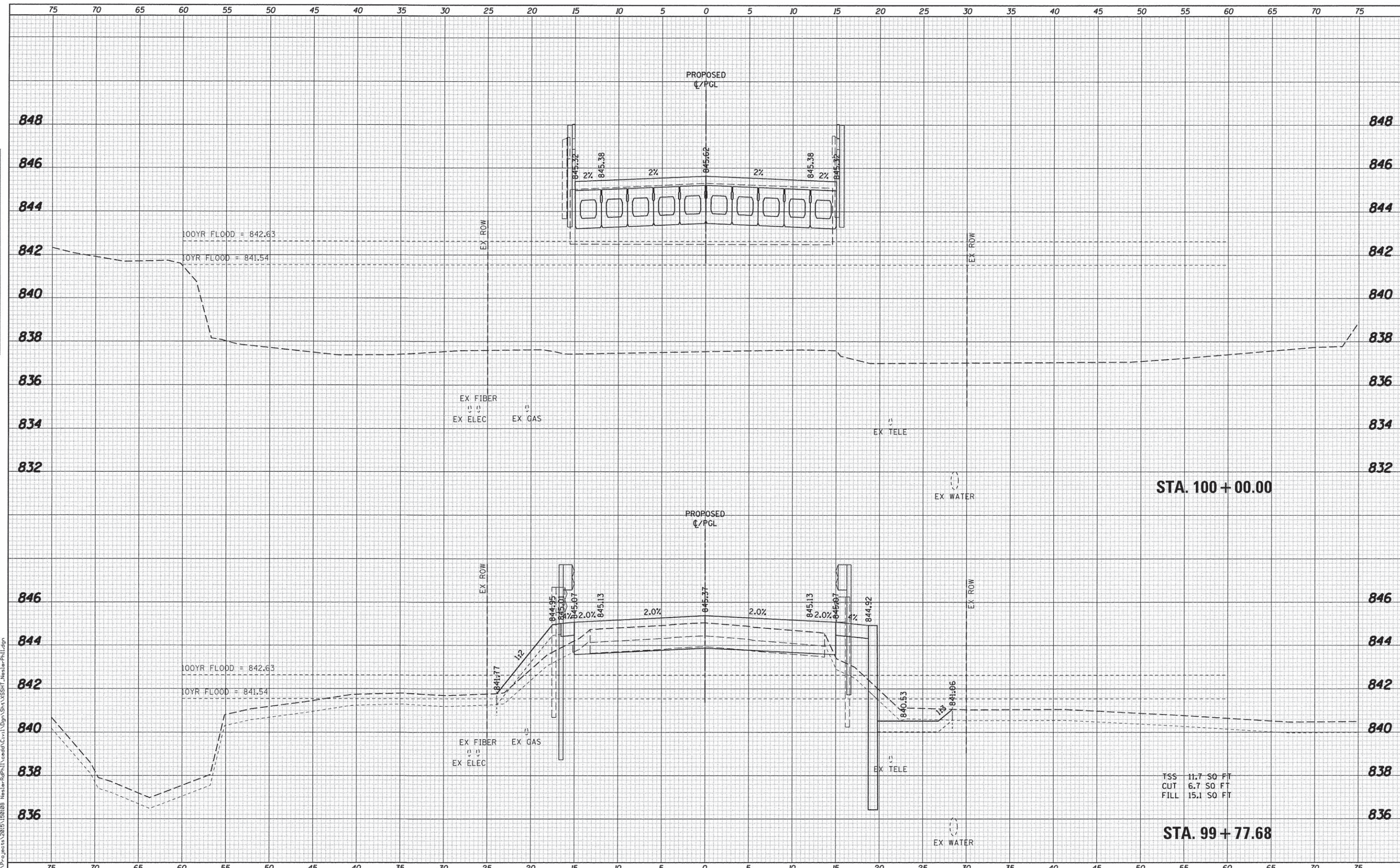
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PLOT SCALE = 1:5	DRAWN - NDP	REVISED -
PLOT DATE = 6/20/2016	CHECKED -	REVISED -
	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
NESLER ROAD OVER FITCHIE CREEK		3888	08-12103-02-BR	KANE	59	54	
SCALE: H=5 V=2		SHEET NO. 4 OF 9 SHEETS		STA. 99+00.00 TO STA. 99+50.00		CONTRACT NO. 61D13	
							ILLINOIS FED. AID PROJECT

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

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



STA. 100 + 00.00

STA. 99 + 77.68

TSS 11.7 SO FT
 CUT 6.7 SO FT
 FILL 15.1 SO FT

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USER NAME = nper119	DESIGNED - SBP	REVISED -
PLOT SCALE = 1:5	DRAWN - NDP	REVISED -
PLOT DATE = 6/20/2016	CHECKED -	REVISED -
	DATE - 6/20/16	REVISED -

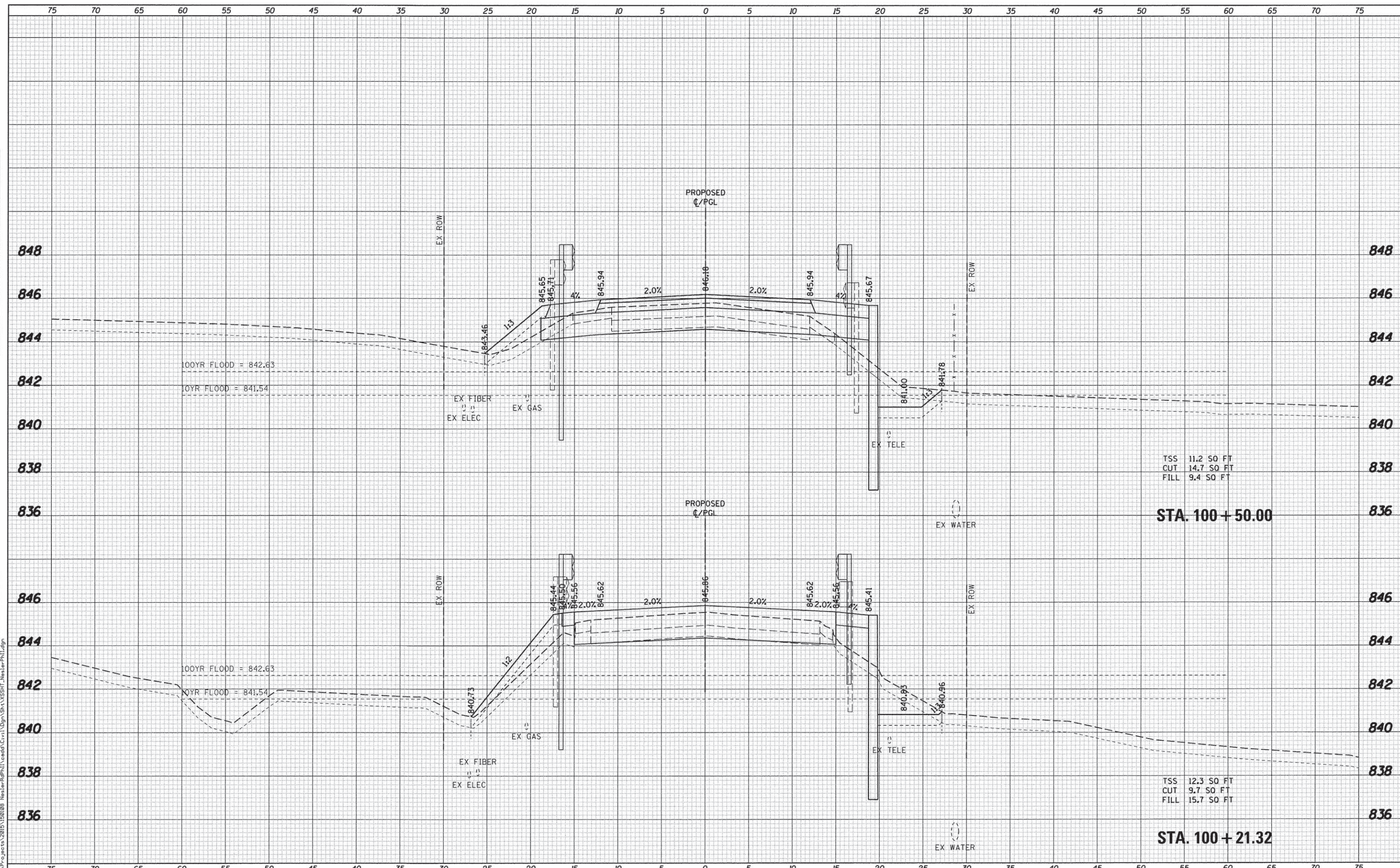
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
NESLER ROAD OVER FITCHIE CREEK			
SCALE: H=5 V=2	SHEET NO. 5	OF 9 SHEETS	STA. 99+77.68 TO STA. 100+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	55
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				

BY	DATE
FINL SURVEY	
SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

BY	DATE
ORIGINAL SURVEY	
SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



TSS 11.2 SQ FT
 CUT 14.7 SQ FT
 FILL 9.4 SQ FT

STA. 100 + 50.00

TSS 12.3 SQ FT
 CUT 9.7 SQ FT
 FILL 15.7 SQ FT

STA. 100 + 21.32

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USER NAME = nporris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED -	REVISED -
PLOT DATE = 6/20/2016	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

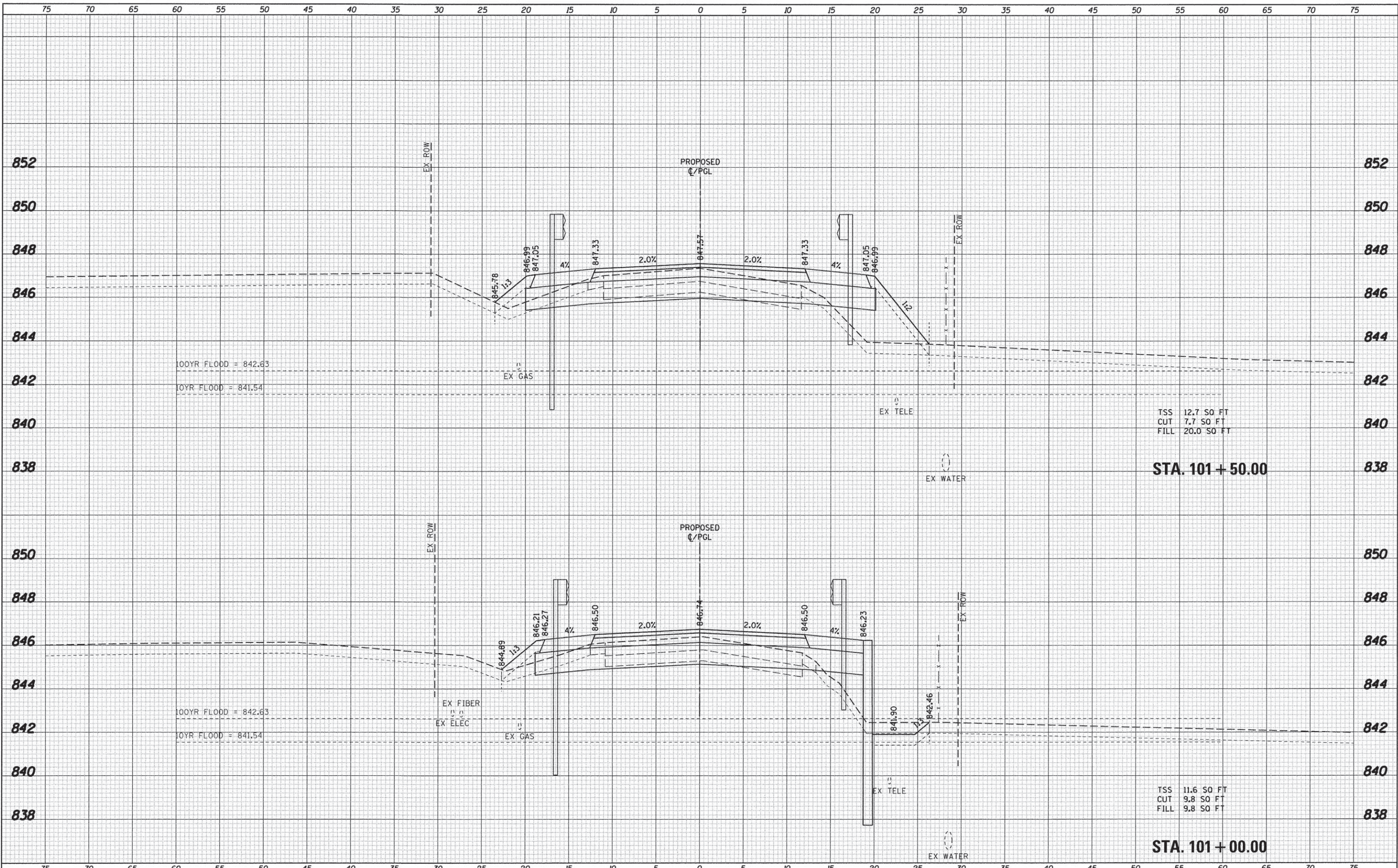
CROSS SECTIONS	
NESLER ROAD OVER FITCHIE CREEK	
SCALE: H:5 V:2	SHEET NO. 6 OF 9 SHEETS
STA. 100+21.32 TO STA. 100+50.00	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	56
CONTRACT NO. 61D13				
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = nparris	DESIGNED - SBP	REVISED -
PLOT SCALE = 1:5	DRAWN - NDP	REVISED -
PLOT DATE = 6/20/2016	CHECKED -	REVISED -
	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
NESLER ROAD OVER FITCHIE CREEK**

SCALE: H:5 V:2

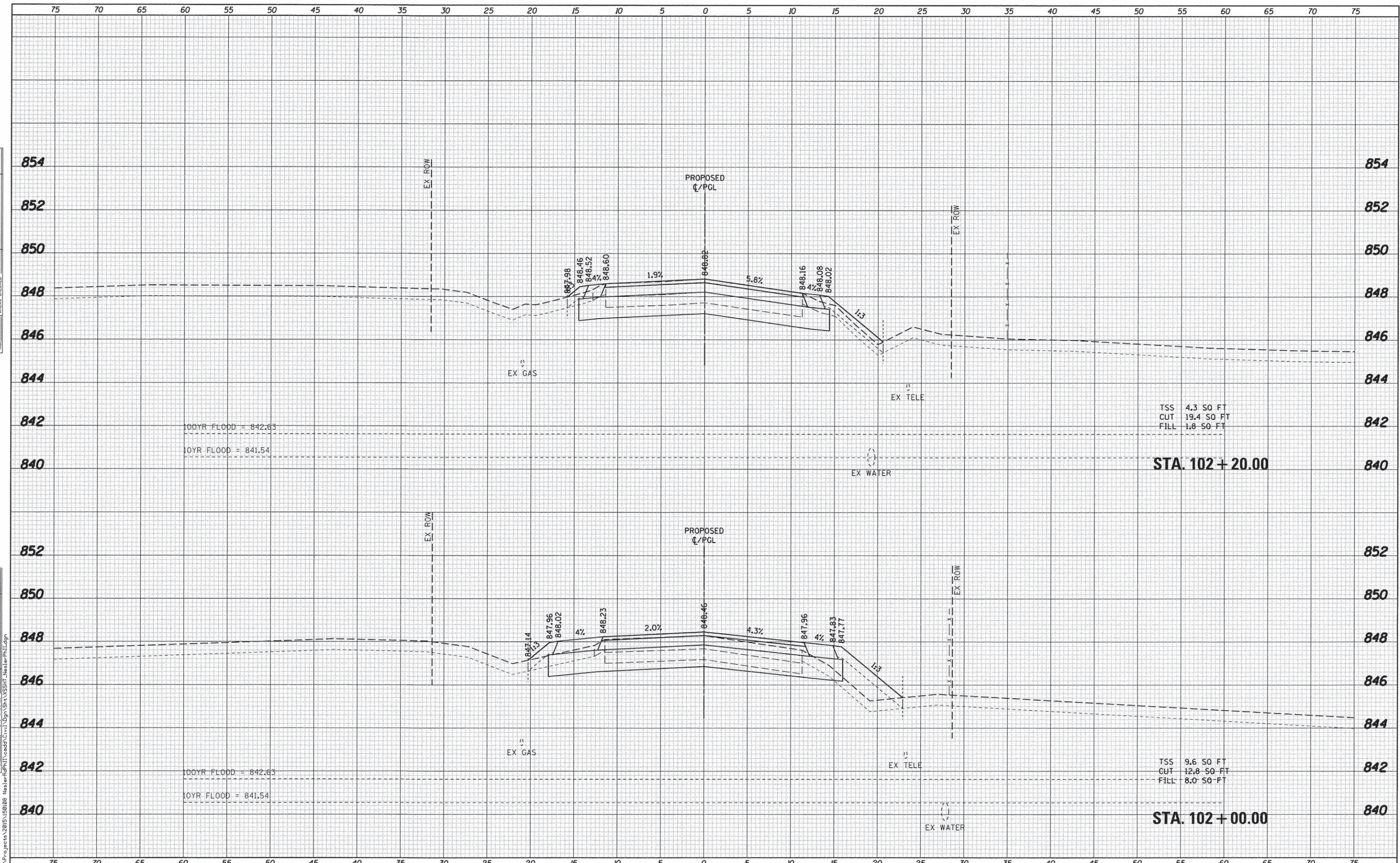
SHEET NO. 7 OF 9 SHEETS

STA. 101+00.00 TO STA. 101+50.00

F.A.U. RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 57
CONTRACT NO. 61D13			ILLINOIS FED. AID PROJECT	

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



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USER NAME = nparris	DESIGNED - SBP	REVISED -
PLOT SCALE = 1:5	DRAWN - NDP	REVISED -
PLOT DATE = 6/20/2016	CHECKED -	REVISED -
	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

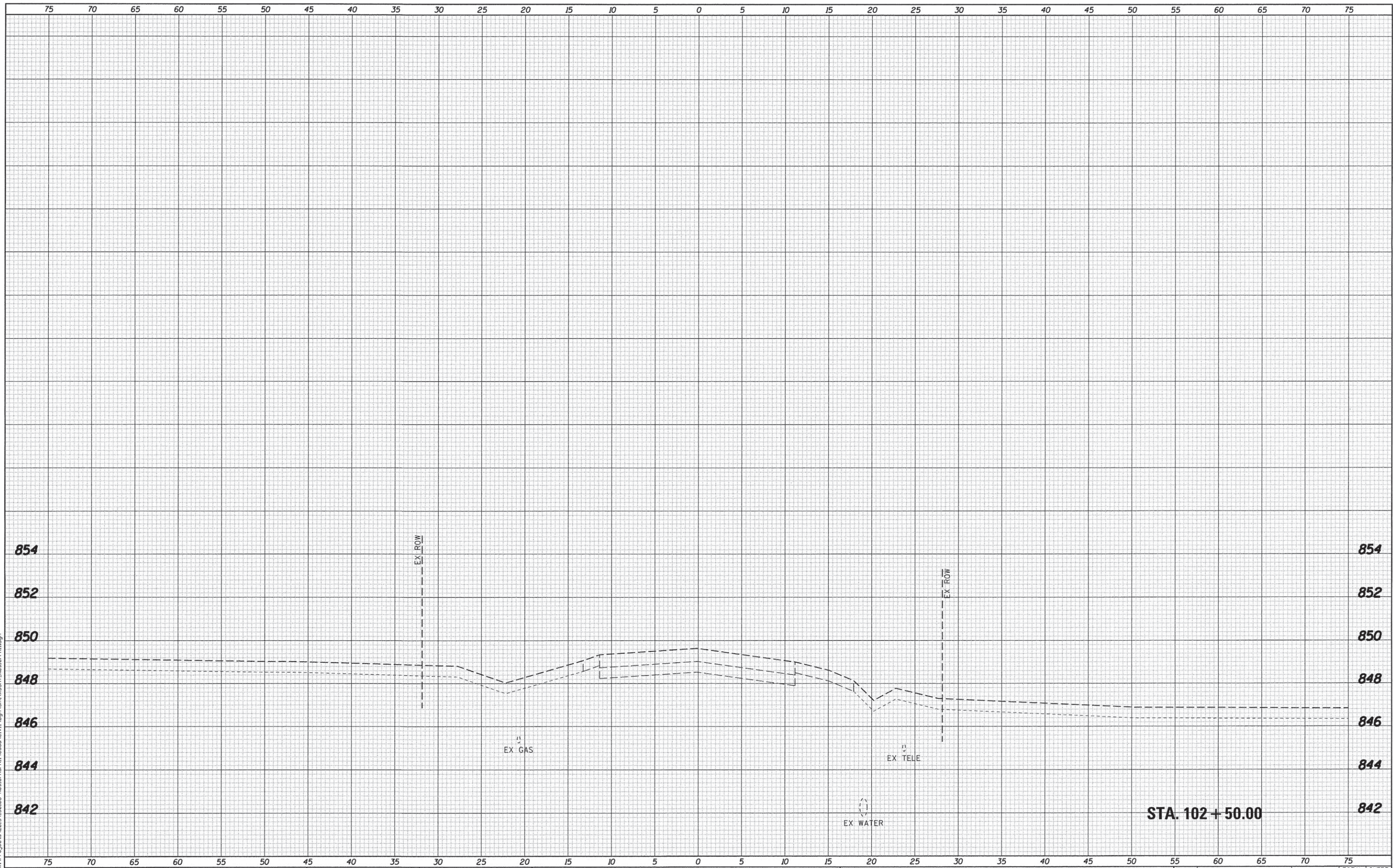
CROSS SECTIONS NESLER ROAD OVER FITCHIE CREEK	
SCALE: H45 V:2	SHEET NO. 8 OF 9 SHEETS
STA. 102+00.00 TO STA. 102+20.00	

F.A.U. RTE. 3888	SECTION 08-12103-02-BR	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 58
CONTRACT NO. 61D13			ILLINOIS FED. AID PROJECT	

DATE	
BY	
REVISIONS	
NO.	
DATE	
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REVISIONS	
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DATE	
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REVISIONS	
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DATE	
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REVISIONS	
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DATE	
BY	
REVISIONS	
NO.	

FILE NAME = I:\Projects\2015\150108 Nesler Rd Over Fitchie Creek\SSHT_NeslerRd.dwg
 ORIGINAL SURVEY NO. _____
 SURVEYED PLOTTED _____
 NOTE BOOK AREAS CHECKED _____



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USER NAME = nporris	DESIGNED - SBP	REVISED -
	DRAWN - NDP	REVISED -
PLOT SCALE = 1:5	CHECKED -	REVISED -
PLOT DATE = 6/20/2016	DATE - 6/20/16	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
NESLER ROAD OVER FITCHIE CREEK			
SCALE: H:5 V:2	SHEET NO. 9	OF 9 SHEETS	STA. 102+50.00 TO STA. 102+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3888	08-12103-02-BR	KANE	59	59
CONTRACT NO. 61D13			ILLINOIS FED. AID PROJECT	