# PRE-FINAL

# DEPARTMENT OF TRANSPORTATION

STATE OF ILLINOIS

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAP 520 (BLISS ROAD) **OVER BLACKBERRY CREEK** BRIDGE REPLACEMENT **SECTION 08-00058-02-BR PROJECT BHOS-0089(126)** KANE COUNTY JOB NO. C-91-162-09

PROJECT LOCATED IN:

THE NORTHWEST QUARTER OF SECTION 9 & 16, TOWNSHIP 38N,

RANGE 7E, OF THE THRID PRINCIPAL MERIDIAN, KANE COUNTY, ILLIONIS

ANDREW E. UNDERWAGER

SHEETS 95-118

**EXPIRATION DATE 11–30–2016** 

ILLINOIS REG. PROFESSIONAL ENGINEER NO. 081-006218

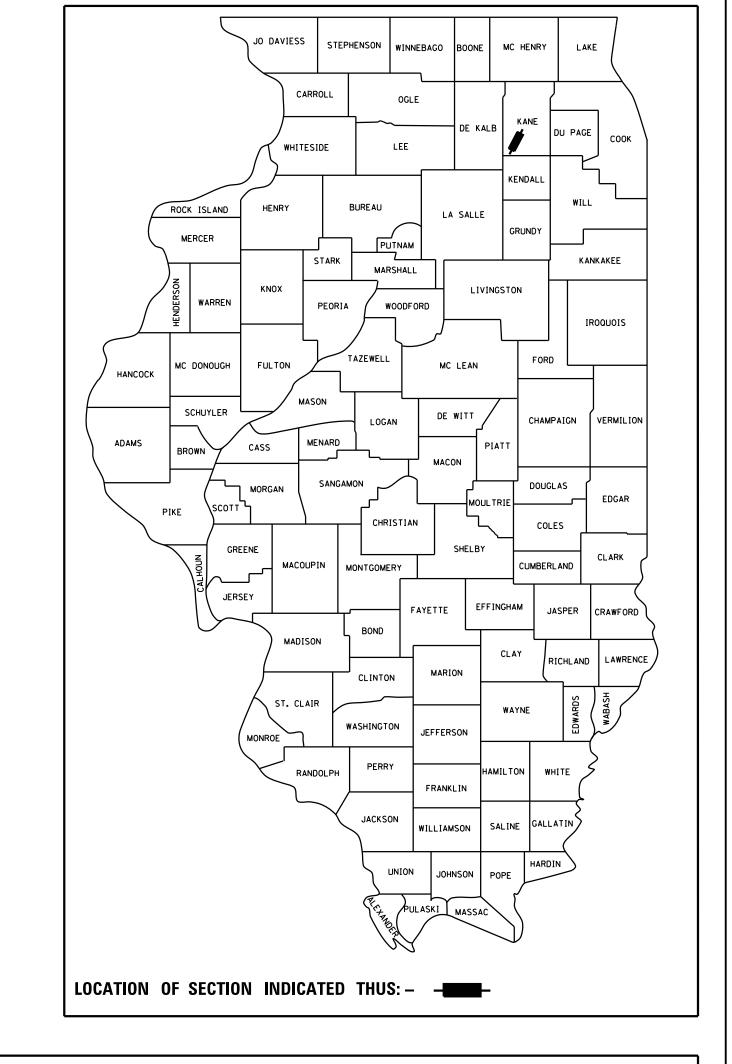
# 3rd P.M. PROJECT ENDS STA 28 + 50.00**SCALE** 1'' = 0.5 MIEX STRUCTURE NO. 045-3006 PR STRUCTURE NO. 045-3030 Grove **SUGAR GROVE TOWNSHIP** PROJECT NET AND GROSS LENGTH = 1,815 FT (0.344 MILE)

PAUL J. FITZPATRICK

SHEETS 1-94, 119-216

**EXPIRATION DATE 11–30–2017** 

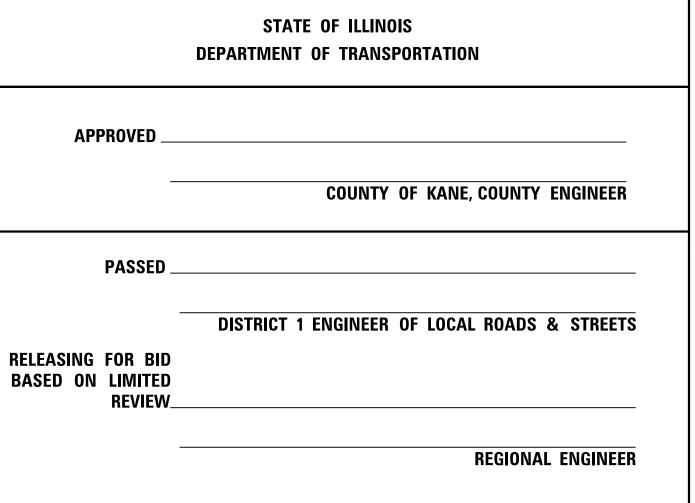
ILLINOIS REG. PROFESSIONAL ENGINEER NO. 062-047637



08-00058-02-BR

216 1

ILLINOIS CONTRACT NO.



# PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS



FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN SUGAR GROVE TOWNSHIP

### TRAFFIC DATA

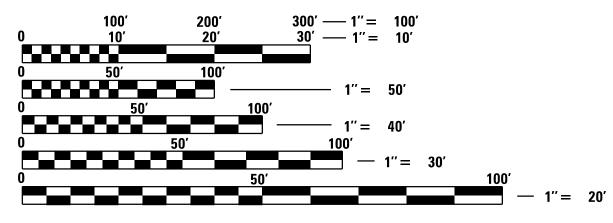
2011 ADT = 10,9002040 ADT = 12,000

### DESIGN/POSTED SPEED

**POSTED SPEED: 40 MPH DESIGN SPEED: 45 MPH** 

### **DESIGN DESIGNATION**

DESIGN DESIGNATION: OTHER PRINCIPAL ARTERIAL (OPA)



PROJECT BEGINS

STA 10 + 35.00

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

CONTRACT NO.

RIDDLE, **CHARLES ENGINEER:** 

**OFFICE** 

AND

ROGRAM

2. BEFORE STARTING ANY EXCAVATIONS, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

3. THE LOCATIONS OF THE EXISTING UTILITIES, AS SHOWN ON THE DRAWINGS, REPRESENT DATA RECEIVED FROM VARIOUS SOURCES, IT IS NOT GUARANTEED TO BE CORRECT OR ALL INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION SHALL BE IMMEDIATELY REPAIRED AT NO ADDITIONAL COST IN ACCORDANCE WITH ARTICLE 105.07.

4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.

5. ALL WORK SHALL BE COMPLETED WITHIN THE LIMITS OF THE PROJECT SHOWN. NO EQUIPMENT, MATERIAL YARD OR FIELD OFFICE SHALL BE SET UP OR STORED ON TOWNSHIP OR PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION OF THE ENGINEER.

6. MAINTENANCE OF TRAFFIC - GENERAL: TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES OF THE TIME OF NOTIFICATION BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.

7. TRAFFIC CONTROL 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 AN 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

1. DURING CONSTRUCTION OPERATIONS ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES AND TEMPORARY DITCHES THAT OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE CLEANED AS NECESSARY TO INSURE THAT THEY ARE FREE FROM ALL DIRT AND DEBRIS PRIOR TO THE FINAL INSPECTION OF THE PROJECT. THIS WORK WILL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTH EXCAVATION.

2. ANY FARM DRAIN, FIELD TILE SYSTEM OR OTHER UNDERGROUND TILE FACILITY ENCOUNTERED IN THE WORK SHALL BE LOCATED AND STAKED AND REPORTED TO THE ENGINEER. ANY DRAINAGE LINES WHICH ARE CUT OR DAMAGED BY GRADING, TRENCHING, EXCAVATION OR OTHER CONSTRUCTION ACTIVITIES SHALL BE REPAIRED SO AS TO MAINTAIN ITS ORIGINAL ALIGNMENT. IF THIS CANNOT BE ACCOMPLISHED, THE TILE SHALL BE REPAIRED AND CONNECTED TO THE PROPOSED STORM SEWER SYSTEM IN SUCH A MANNER AS TO RENDER THE LINES USABLE FOR THE PURPOSES INTENDED.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 611. THE MINIMUM SIZE FOR REPLACEMENT MUST BE 12 INCH 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 12", 15" AND 18" HAVE 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.

3. 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.

#### KANE-DUPAGE SOIL & WATER CONSERVATION DISTRICT

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

2. THE CONTRACTOR'S IN-STREAM WORK PLAN SHALL BE SUBMITTED TO THE SOIL & WATER CONSERVATION DISTRICT AND KANE COUNTY FOR REVIEW AND APPROVAL PRIOR TO STARTING ANY WORK. THERE WILL BE NO ADDITIONAL COMPENSATION FOR PROVIDING THE COORDINATION AND WORK PLAN.

3. SEE EROSION CONTROL PLAN SHEETS FOR ADDITIONAL DETAILS, CONDITIONS AND NOTES.

#### TREES AND SHRUBS

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

#### EARTHWORK AND ROADWAY

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

2. 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 DRAINAGE WAYS OR ON PAVEMENTS THAT ARE NOT SPECIFIED FOR REMOVAL. ANY DAMAGE REQUIRING REPAIR CAUSED BY THE CONTRACTORS STOCK PILING OR CONSTRUCTION OPERATIONS WILL BE DONE AT NO ADDITIONAL COST TO THE CONTRACT.

3. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION: ITEM NO. 21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION WILL ONLY BE UTILIZED IN AREAS THAT HAVE BEEN IDENTIFIED AS SUBGRADE UNDERCUTS AREAS OR WHERE DETERMINED IN THE FIELD BY A GEOTECHNICAL ENGINEER. THE FABRIC WILL BE USED IN COMBINATION WITH AGGREGATE SUBGRADE IMPROVEMENT. THE QUANTITY INCLUDED IN THE PLANS IS BASED ON THE SUBSURFACE INVESTIGATION PREPARED BY TESTING SERVICE CORPORATION RECOMMENDATIONS FOR UNDERCUT AREAS.

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

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

#### REMOVAL NOTES

1. SAW CUTS:

SAW CUTS SHALL BE PROVIDED 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 CONTRACT UNIT PRICE OF THE RELATED REMOVAL

2. KANE COUNTY DIVISION OF TRANSPORTATION (KDOT) SHALL REMOVE ALL SIGNS, WHICH INCLUDE BUT ARE NOT LIMITED TO REGULATORY. WARNING AND RECREATION SIGNS, ALONG BLISS ROAD FOR THIS PROJECT. THE CONTRACTOR SHALL COORDINATE THE REMOVAL OF THESE SIGNS WITH THE ENGINEER. THE SIGNS TO BE REMOVED HAVE BEEN IDENTIFIED IN THE PLANS FOR GENERAL REFERENCE.

#### PROPOSED ROADWAY SIGNAGE

KANE COUNTY DIVISION OF TRANSPORTATION (KDOT) SHALL SUPPLY AND ERECT ALL REGULATORY, WARNING AND RECREATION SIGNS ALONG BLISS ROAD FOR THIS PROJECT. THE CONTRACTOR SHALL COORDINATE ALL SIGN INSTALLATION WORK WITH THE ENGINEER. THE SIGNS HAVE BEEN INCLUDED IN THE PLANS FOR GENERAL REFERENCE.

#### PERMANENT SURVEY MONUMENT

THERE IS A KANE COUNTY SURVEY MARKER THAT WILL BE REMOVED AS PART OF THE CONSTRUCTION OPERATIONS. A PROPOSED PERMANENT SURVEY MONUMENT (MARKER) SHALL BE CONSTRUCTED AS DETAILED IN THE PLANS. THE MARKER SHALL BE PLACED IN UNDISTURBED GROUND AT OR NEAR STA. 25+30.00, 50.00' LT. THE FINAL LOCATION SHALL BE APPROVED BY THE ENGINEER.

SEE SPECIAL PROVISION FOR "SURVEY MONUMENT" FOR ADDITIONAL INFORMATION AND REQUIREMENTS REGARDING THE INSTALLATION OF THE SURVEY MONUMENT.

#### RIGHT OF WAY MARKERS

RIGHT OF WAY MARKERS SHALL BE IN ACCORDANCE WITH SECTION 666 OF THE STANDARD SPECIFICATION AND AS DETAILED ON IDOT STANDARD 666001 AND SHALL BE INSTALLED PER METHOD A. THE LOCATION OF THE ROW MARKERS ARE SHOWN IN THE PLAT-OF-HIGHWAYS INCLUDED IN THE PLANS.

#### 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 51-52.

#### HYDRAULIC REPORT

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

JENNIFER O'CONNELL. PE PROJECT MANAGER 630-584-1170 oconnelljennifer@co.kane.il.us

#### GEOTECHNICAL REPORT

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

JENNIFER O'CONNELL. PE PROJECT MANAGER 630-584-1170 oconnelljennifer@co.kane.il.us

### COMMITMENTS

THE CONTRACTOR SHALL SALVAGE LOGS FROM FELLED TREES. LOGS (8-FOOT MINIMUM LENGTH) WILL REMAIN THE PROPERTY OF THE FOREST PRESERVE DISTRICT OF KANE COUNTY. THE LOGS WILL BE STOCKPILED ON DISTRICT PROPERTY ADJACENT TO THE PROJECT SITE AT A LOCATION TO BE DETERMINED BY THE ENGINEER.

#### INDEX OF SHEETS

SHEET NO. DESCRIPTION COVER SHEET GENERAL NOTES, INDEX OF SHEETS & STANDARDS 3-8 SUMMARY OF QUANTITIES SCHEDULE OF QUANTITIES 9-20 TYPICAL SECTIONS ALIGNMENT, TIES & BENCHMARKS REMOVAL PLAN 36-38 PLAN & PROFILE 39-41 DETOUR PLANS MAINTENANCE OF TRAFFIC TYPICAL SECTIONS 51-61 MAINTENANCE OF TRAFFIC PLANS 69-68 EROSION CONTROL PLANS DRAINAGE PLAN & PROFILE 69-72 73 WATER MAIN INSTALLATION SEQUENCE OF CONSTRUCTION WATER MAIN PLAN & PROFILE 74-76 77-78 WATER MAIN DETAILS 79-82 GRADING PLANS 83-90 PLAT OF HIGHWAYS - FOR REFERENCE ONLY 91-93 PAVEMENT MARKING & SIGNING PLAN LANDSCAPING PLANS 95-118 STRUCTURAL PLANS 119-123 GENERAL DETAILS 124-130 DISTRICT 1 DETAILS 131-134 CROSS SECTIONS - BLACKBERRY CREEK 135-138 CROSS SECTIONS - STAGE 1A TEMPORARY DRIVEWAY 139-164 CROSS SECTIONS - STAGE 1A 165-190 CROSS SECTIONS - STAGE 1B CROSS SECTIONS - STAGE 2 & 3 191-216

#### HIGHWAY STANDARDS

#### STANDARD NO. DESCRIPTION

000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS 001001-02 AREAS OF REINFORCEMENT BARS 420406 PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB 442201-03 CLASS C AND D PATCHES+ 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT 515001-03 NAME PLATE FOR BRIDGES 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION 601001-05 PIPE UNDERDRAINS 601101-02 CONCRETE HEADWALL FOR PIPE UNDERDRAINS 602001-02 CATCH BASIN TYPE A 602301-04 INLET - TYPE A 602401-03 MANHOLE - TYPE A

602411-05 MANHOLE TYPE A 7' (2.1 m) DIAMETER 602501-02 VALVE VAULT TYPE A 602601-04 PRECAST REINFORCED CNCRETE FLAT SLAB TOP 602701-02 MANHOLE STEPS

602406-07 MANHOLE TYPE A 6' (1.8 m) DIAMETER

604001-04 FRAME AND LIDS TYPE 1 604036-03 GRATE TYPE 8 604091-03 FRAME AND GRATE TYPE 24

606001-06 CONCRETE CURB TYPE B AND COMINATION CONCRETE CURB AND GUTTER 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 631031-14 TRAFFIC BARRIER TERMIAL, TYPE 6

664001-02 CHAIN LINK FENCE 666001-01 RIGHT OF WAY MARKERS 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 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

701306-03 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH

701311-03 LANE CLOSURE, 2L. 2W, MOVING OPERATIONS - DAY ONLY 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH 701901-05 TRAFFIC CONTROL DEVICES

704001-08 TEMPORARY CONCRETE BARRIER 720006-04 SIGN PANEL ERECTION DETAILS OBJECT AND TERMINAL MARKERS 780001-05 TYPICAL PAVEMENT MARKINGS

781001-04 TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS 782006 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

#### DISTRICT STANDARDS (INLCUDED IN PLAN SET)

STANDARD NO. DESCRIPTION BD-32 BUTT JOINTS AND HMA TAPER

BD-34 DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT YBT TY 1 SPL.

BD-51 BENCHING DETAIL FOR EMBANKMENT WIDENING TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS,

INTERSECTIONS, AND DRIVEWAYS TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS

DRIVEWAY ENTRANCE SIGN TC-26



USER NAME = nparris	DESIGNED	-	SBP	REVISED -	
	DRAWN	-	NDP	REVISED -	
PLOT SCALE = 1:20	CHECKED	-	DPB	REVISED -	
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -	

					80% FEDERAL 20% STATE			ICIPATING LOCAL
SPECIALTY SPECIAL	$oxed{L}$	UNIT	TOTAL -	ROADWAY 0004	BRIDGE 0011	TRAINEES 0042	ROADWAY 0004	UTILITIES 0043
ITEM PROVISIO	NO.   20100110   TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	QUANTITY -	URBAN <b>845</b>	URBAN	URBAN	URBAN 1,082	URBAN
•	20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	1,297	603			694	
	20101000 TEMPORARY FENCE	FOOT	200	200				
	20101100 TREE TRUNK PROTECTION	EACH	20	11			9	
S	20200100 EARTH EXCAVATION	CU YD	6,201	4,192			2,009	
	20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	347	100			247	
	20300100 CHANNEL EXCAVATION	CU YD	78	78				
	20400800 FURNISHED EXCAVATION	CU YD	5,044	4,350			694	
	20800150 TRENCH BACKFILL	CU YD	326	300			26	
	21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,417				1,417	
	21101505 TOPSOIL EXCAVATION AND PLACEMENT	CU YD	2,419	1,483			936	
•	25000210 SEEDING, CLASS 2A	ACRE	2.75	1.2			1.5	
•	25000312 SEEDING, CLASS 4A	ACRE	0.5	0.5				
•	25000314 SEEDING, CLASS 4B	ACRE	0.75	0.75				
•	25000400 NITROGEN FERTILIZER NUTRIENT	POUND	248	111			137	
•	25000500 PHOSPHORUS FERTILIZER NUTRIENT	POUND	248	111			137	
•	25000600 POTASSIUM FERTILIZER NUTRIENT	POUND	248	111			137	
•	25100630 EROSION CONTROL BLANKET	SQ YD	18,406	10,978			7,428	
•	28000250 TEMPORARY EROSION CONTROL SEEDING	POUND	1,464	865			599	
•	28000305 TEMPORARY DITCH CHECKS	FOOT	370	200			170	
•	28000315 AGGREGATE DITCH CHECKS	TON	4.3	4.3				
•	28000400 PERIMETER EROSION BARRIER	FOOT	3,840	2,278			1,562	
•	28000500 INLET AND PIPE PROTECTION	EACH	4	2			2	
	28000510 INLET FILTERS	EACH	10	10				
	28100105 STONE RIPRAP, CLASS A3	SQ YD	42	35			7	
	28100107 STONE RIPRAP, CLASS A4	SQ YD	892	336	556			
	28200200 FILTER FABRIC	SQ YD	933	371	556		6	
S	30300001 AGGREGATE SUBGRADE IMPROVEMENT	CU YD	347	100			247	
S	30300112 AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	7,253	4,713			2,540	
	31101100 SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	28	28				
	31101200 SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	1,854	1,515.3			338.8	
	35501332 HOT-MIX ASPHALT BASE COURSE, 12"	SQ YD	517				517	
					<u> </u>			

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

	USER NAME = nparris	DESIGNED	-	SBP	REVISED	-
1		DRAWN	-	NDP	REVISED	-
	PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED	-
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	SUN	/IMARY	OF QU	ANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
				520	08-00058-02-BR	KANE	216	3		
							CONTRACT	NO.		
	SHEET NO. 1	OF 6	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

CONSTRUCTION CODE

2013\130282 Bliss PhII\cadd\Civil\Dgn\Sht\S00\_01.d

STYPE   STYPE   STYPE   STORY   STOR						80% FEDERAL 20% STATE			ICIPATING LOCAL
10   10   10   10   10   10   10   10		$oxed{L}$	1 1					ROADWAY	UTILITIES
### ### ##############################	TIEM PROVISION	NU.	QUAN			URBAN	URBAN		URBAN
1500.055   Left to Sheet Market Letter, into   104   366   97   294   105		40300275 BITUMINOUS MATERIALS (PRIME COAT) POUN	D 1,5	643	940.7			601.6	
MOSCOPS  TELEMENT SAFFALT SAFFACT FINENCE, DOLL JANCE  SOLD 1212   153		40600290 BITUMINOUS MATERIALS (TACK COAT) POUN	D 46	63	282			181	
MORESTON   INVERSIGN NAME   MINOR CORRES, INTERNAL   MORESTON NAME   MORESTO		40600635 LEVELING BINDER (MACHINE METHOD), N70	38	38	97			291	
		40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SQ Y	D 21	12	152			60	
		40600990 TEMPORARY RAMP SQ Y	D 14	18	118			30	
46001430   SRIDIE APPROACH PARTAENT COMMETTES   6121811-1   50 70   1/2   1/		40603085 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	1,7	56	1,246.4			509.5	
44000157 MONINE SERVET SIBERCE REMOVAL 2"  44000151 MONINE SERVET SIBERCE REMOVAL 2"  50 YO 1,125 1,12		40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	97	72	613			359	
44000157   101-HUX ASPHALT SURFACE REMOVAL, 2° 12°   50° 10   1,123		42001430 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)  SO Y	D 14	13	143				
MOTHING ASPIRALT SURFACE REMOVAL, 2 1/2"   SO YD 1,182   1,182		44000100 PAVEMENT REMOVAL SQ Y	D 3,6	527	2,510			1,117	
A4000200 ORIVEWAY PAVEMENT REMOVAL   S0 YO 1,164   \$69   195		44000157 HOT-MIX ASPHALT SURFACE REMOVAL, 2" SQ Y	D 1,12	23	1,123				
A4000500   COMBINATION CURB AND GUITER REMOVAL   FOOT   LOAL   LOAL		44000159 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2" SQ Y	D 1,19	92				1,192	
44004000 PAVED DITCH REMOVAL   FOOT 135   135   135		44000200 DRIVEWAY PAVEMENT REMOVAL SQ Y	D 1,10	64	969			195	
A420117   CLASS D PATCHES, TYPE (I, 6 INCH   S0 YD   10   10   10   10   10   10   10   1		44000500 COMBINATION CURB AND GUTTER REMOVAL FOO	Γ 1,0	)41	1,041				
44201721   CLASS D PATCHES, TYPE (II), 6 INCH		44004000 PAVED DITCH REMOVAL F00	Г 13	35	135				
A4201745   CLASS D PATCHES, TYPE III, B INCH   SO YD   38   19   19		44201717 CLASS D PATCHES, TYPE II, 6 INCH	D 10	0	10				
44201747 CLASS D PATCHES, TYPE IV, 8 INCH  • 44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT  • 44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT  • 48203029 HOT-MIX ASPHALT SHOULDERS, 3"  • 50 YD 131 130.2  48203023 HOT-MIX ASPHALT SHOULDERS, 6 1/2"  • 50 YD 1,033 644  • 389  • 50100100 REMOVAL OF EXISTING STRUCTURES  • EACH 1 1 1  • 50104400 CONCRETE HADWALL REMOVAL  • EACH 1 1 1  • 50105220 PIPE CULVERT REMOVAL  • 50200100 STRUCTURE EXCAVATION  • CU YD 117  • 50300225 CONCRETE STRUCTURES  • CU YD 89.9 89.9  • 5030025 CONCRETE SUPERSTRUCTURE  • CU YD 170.3 170.3  • 50300260 BRIDGE DECK GROOVING  • 50300300 PROTECTIVE COAT  • 50301350 CONCRETE SUPERSTRUCTURE (APPROACH SLAB)		44201721 CLASS D PATCHES, TYPE III, 6 INCH	D 32	2	16			16	
- 44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT FOOT 900 900 900 900 900 48203009 HOT-MIX ASPHALT SHOULDERS, 3" SO YD 131 130.2 900 900 900 900 900 900 900 900 900 90		44201745 CLASS D PATCHES, TYPE III, 8 INCH	D 38	8	19			19	
48203009 HOT-MIX ASPHALT SHOULDERS, 3"   SO YD   131   130.2     369     130   130.2     140.2   140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2   140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2   140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2   140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2   140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2   140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2   140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2     140.2   1		44201747 CLASS D PATCHES, TYPE IV, 8 INCH	D 5	51	51				
48203023   HOT-MIX ASPHALT SHOULDERS, 6 1/2"   SO YO 1,033   644   389	•	44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT	Г 90	00		900			
S0100100   REMOVAL OF EXISTING STRUCTURES		48203009 HOT-MIX ASPHALT SHOULDERS, 3"	D 13	31	130.2				
50104400   CONCRETE HEADWALL REMOVAL   EACH   1   1   1		48203023 HOT-MIX ASPHALT SHOULDERS, 6 1/2"	D 1,0	)33	644			389	
S0105220   PIPE CULVERT REMOVAL   FOOT   165   123   42		50100100 REMOVAL OF EXISTING STRUCTURES EACH	1 1	1		1			
S0200100   STRUCTURE EXCAVATION   CU YD   117		50104400 CONCRETE HEADWALL REMOVAL EACH	1 1	1	1				
50300225   CONCRETE STRUCTURES   CU YD   89.9   8		50105220 PIPE CULVERT REMOVAL F00	Г 16	55	123			42	
50300255   CONCRETE SUPERSTRUCTURE		50200100 STRUCTURE EXCAVATION CU Y	D 11	17		117			
50300260   BRIDGE DECK GROOVING   SO YD   750   750     750		50300225 CONCRETE STRUCTURES CU Y	D 89	9.9		89.9			
50300300   PROTECTIVE COAT   S0 YD   875									
50301350 CONCRETE SUPERSTRUCTURE (APPROACH SLAB)  CU YD 153 153									
50500105   FURNISHING AND ERECTING STRUCTURAL STEEL   LSUM   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1     1     1     1     1     1     1     1     1     1   1     1				53		153			
		50500105 FURNISHING AND ERECTING STRUCTURAL STEEL LSUI	1	1		1			

wbk engineering, llc
116 West Main Street, SUITE 20:
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(630) 443-7755

USER NAME = nparris	DESIGNED	-	SBP	REVISED	-
	DRAWN	-	NDP	REVISED	-
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED	-
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	SUMMARY	OF QU	ANTITIES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		520	520 08-00058-02-BR KANE		216	4			
							CONTRACT	NO.	
	SHEET NO. 2 OF 6	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		

						80% FEDERAL 20% STATE	CONSTRUCTION CC	NON-PART	ICIPATING LOCAL
_ I	ECIAL VISION	CODE	UNIT	TOTAL QUANTITY	ROADWAY 0004	BRIDGE 0011	TRAINEES 0042	ROADWAY 0004	UTILITIES 0043
ITEM PROV		NO. STUD SHEAR CONNECTORS	EACH	1,560	URBAN	URBAN 1,560	URBAN	URBAN	URBAN
		50800205 REINFORCEMENT BARS, EPOXY COATED	POUND	84,670		84,670			
		50800515 BAR SPLICERS	EACH	540		540			
		51201600 FURNISHING STEEL PILES HP12X53	FOOT	462		462			
		51202305 DRIVING PILES	FOOT	462		462			
		51203600 TEST PILE STEEL HP12X53	EACH	2		2			
		51204650 PILE SH0ES	EACH	16		16			
		51500100 NAME PLATES	EACH	1		1			
		52100520 ANCHOR BOLTS, 1"	EACH	32		32			
		52200010 TEMPORARY SHEET PILING	SQ FT	3,896		3,896			
		52200020 TEMPORARY SOIL RETENTION SYSTEM	SQ FT	391		391			
•		52200800 SEGMENTAL CONCRETE BLOCK WALL	SQ FT	190	190				
	S	54213663 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	4	2			2	
		54215436 CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 36"	EACH	1	1				
		5421C012 PIPE CULVERTS, CLASS C, TYPE 1 12" (TEMPORARY)	FOOT	48	48				
		542A0223 PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	84	36			48	
		550A0050 STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	186	186				
		550A0160 STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	283	283				
•	S	56100600 WATER MAIN 6"	FOOT	90					
•	S	56100900 WATER MAIN 12"	FOOT	1,128					
•	S	56400300 FIRE HYDRANTS TO BE ADJUSTED	EACH	1					
•	S	56400500 FIRE HYDRANTS TO BE REMOVED	EACH	2					
		59100100 GEOCOMPOSITE WALL DRAIN	SQ YD	98		98			
		59300100 CONTROLLED LOW-STRENGTH MATERIAL	CU YD	75	75				
		60100060 CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	7	4			3	
		60100945 PIPE DRAINS 12"	FOOT	120	120				
		60108100 PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	47	16			31	
	S	60108200 PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	209	209				
		60108204 PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	2,126	969			1,157	
		60203905 CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
		60221000 MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1				
		60221100 MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				

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PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED	-
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

SUMMARY	OF QU	ANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.	
			520	08-00058-02-BR	KANE	216	5	
						CONTRACT	NO.	
SHEET NO. 3 OF 6	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

			CONSTRUCTION CODE 80% FEDERAL			NON- NON- PARTICIPATING PARTICIPATING		
				20% STATE		100% LOCAL	100% LOCA	
PECIALTY SPECI	$oxed{I}$	UNIT TOTAL	ROADWAY 0004	BRIDGE 0011	TRAINEES 0042	UTILITIES 0043	ROADWAY 0004	
ITEM PROVIS	ION NO. 60224446 MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH 1	URBAN 1	URBAN	URBAN	URBAN	URBAN	
	60235300 INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH 2	2					
	60237470 INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH 5	5					
• S	60248900 VALVE VAULTS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH 2						
	60256940 MANHOLES TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH 1	1					
S	60265700 VALVE VAULTS TO BE ADJUSTED	EACH 2	2					
	60603800 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	F00T 52	52					
	60605000 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	F00T 992	992					
•	63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	F00T 337.5	337.5					
•	63100087 TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH 4	4					
•	63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH 4	4					
	63200310 GUARDRAIL REMOVAL	F00T 590	590					
•	66400305 CHAIN LINK FENCE, 6'	F00T 1,234	454			780		
•	66406000 CHAIN LINK GATES, 6' X 16' DOUBLE	EACH 1	1					
	67000500 ENGINEER'S FIELD OFFICE, TYPE B	CAL MO 7	7					
	67100100 MOBILIZATION	LSUM 1	1					
•	70100450 TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM 1	1					
•	70100460 TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	LSUM 1	1					
•	70100500 TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	LSUM 1	1					
S	70106800 CHANGEABLE MESSAGE SIGN	CAL MO 14	14					
	70300100 SHORT TERM PAVEMENT MARKING	FOOT 883	544			339		
	70300150 SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT 292	180			112		
•	70300220 TEMPORARY PAVEMENT MARKING - LINE 4"	F00T 7,654	4,313			3,341		
•	70300280 TEMPORARY PAVEMENT MARKING - LINE 24"	F00T 50	42			8		
•	70300520 PAVEMENT MARKING TAPE, TYPE III 4"	F00T 670	670					
	70301000 WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT 2,995	2,067			928		
	70400100 TEMPORARY CONCRETE BARRIER	F00T 1,575	1,112.5			462.5		
	70400200 RELOCATE TEMPORARY CONCRETE BARRIER	F00T 1,450	1,088			362		
•	70600241 IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH 2	2					
•	70600340 IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 2	EACH 2	2					
•	78009000 MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT 109.2	109.2					
•	78009004 MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	F00T 8,827	5,437			3,390		

WBK ENGINEERING, LLC
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PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

SUMMARY OF QUANTITIES				F.A.P. RTE.	F.A.P. SECTION		TOTAL SHEETS	SHEE NO.	
					520	08-00058-02-BR	KANE	216	6
			1				CONTRAC	T NO.	
HEET NO. 4	OF 6	SHEETS	STA.	TO STA.		ILLINOIS F	FED. AID PROJECT		

						80% FEDERAL 20% STATE			ICIPATING LOCAL
SPECIALTY		CODE	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	TRAINEES 0042	UTILITIES 0043	ROADWAY 0004
I TEM	PROVISION	NO.   The No.	FOOT	QUANTITY 656	URBAN <b>425</b>	URBAN	URBAN	URBAN <b>231</b>	URBAN
•		78009008 MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	2,066	1,614			452	
•		78009012 MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	265	215			50	
•		78009024 MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	73	56			17	
•		78100105 RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	6	6				
•	S	78200410 GUARDRAIL MARKERS, TYPE A	EACH	13	13				
	S	78200530 BARRIER WALL MARKERS, TYPE C	EACH	242	179			63	
•	S	78201000 TERMINAL MARKER - DIRECT APPLIED	EACH	4	4				
•		78300100 PAVEMENT MARKING REMOVAL	SQ FT	628	30			598	
		78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	27	27				
•		A2002920 TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	6				6	
•		A2005020 TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	4				4	
•		A2005674 TREE, OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM), 10' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	7	7				
•		A2006520 TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	3	3				
•		A2006618 TREE, QUERCUS IMBRICARIA (SHINGLE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	3	3				
•		A2006720 TREE, QUERCUS MACROCARPA (BUR OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2	2				
•		A2008519 TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	3	3				
•		B2000766 TREE, AMELANCHIER X GRANDIFLORA AUTUMN BRILLIANCE (AUTUMN BRILLIANCE SERVICE BERRY), 6' HEIGHT,  SHRUB FORM, BALLED AND BURLAPPED	EACH	6	6				
•		B2001566 TREE, CRATAEGUS CRUSGALLI (COCKSPUR HAWTHORN), 6' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	4				4	
•		B2001866 TREE, CRATAEGUS MOLLIS (DOWNY HAWTHORN), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	3	1			2	
•		D2001984 EVERGREEN, PICEA GLAUCA DENSATA (BLACK HILLS SPRUCE), 7' HEIGHT, BALLED AND BURLAPPED	EACH	7	7				
•		D2002184 EVERGREEN, PICEA PUNGENS (COLORADO SPRUCE), 7' HEIGHT, BALLED AND BURLAPPED	EACH	7	7				
•		D2002984 EVERGREEN, PINUS STROBUS (EASTERN WHITE PINE), 7' HEIGHT, BALLED AND BURLAPPED	EACH	3	3				
	S	X0300249 REMOVE EXISTING GATE	EACH	1	1				
	S	X0326806 WASHOUT BASIN	L SUM	1	1				
	S	X2090215 SELECT GRANULAR BACKFILL, SPECIAL	CU YD	16					
	S	X211110 TOPSOIL PLACEMENT	CU YD	113	38			75	
	S	X2130010 EXPLORATION TRENCH, SPECIAL	FOOT	200	200				
	S	X4021000 TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1				
	S	X4022000 TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	4	3			1	
	S	X4400110 TEMPORARY PAVEMENT REMOVAL	SQ YD		784			207	
	S	X5510100 STORM SEWER REMOVAL	FOOT	214	214				

WBK ENGINEERING, LLC
116 WEST MAIN STREET, SUITE 20
ST. CHARLES, ILLINOIS 60174
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	DRAWN	-	NDP	REVISED -
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED -
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES						SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
					520	08-00058-02-BR	KANE	216	7
T							CONTRACT	NO.	
SHEET NO. 5 OF	6	SHEETS	STA.	TO STA.		ILLINOIS FED.	. AID PROJECT		

					80% FEDERAL 20% STATE		100%	ICIPATING LOCAL
PECIALTY		CODE	UNIT	ROADWAY 0004	BRIDGE 0011	TRAINEES 0042	UTILITIES 0043	ROADWA` 0004
ITEM	PROVISION	NO. X5610662 WATER MAIN TO BE ABANDONED, 12"	FOOT 1,114	URBAN	URBAN	URBAN	URBAN	URBAN 1,114
•	S	X5630712 CONNECTION TO EXISTING WATER MAIN 12"	EACH 3					3
		X5640150 FIRE HYDRANT ASSEMBLY COMPLETE	EACH 4					
•	<u> </u>				175			4
	S	X5860110 GRANULAR BACKFILL FOR STRUCTURES	CU YD 175		175			
	S	X6026622 VALVE VAULTS TO BE REMOVED	EACH 3					3
•	S	X6330075 RELOCATE TRAFFIC BARRIER TERMINAL, (TEMPORARY)	EACH 1	1				
•	S	X6331009 REMOVE AND REPLACE STEEL PLATE BEAM GUARDRAIL, SPECIAL	F00T 179	179				
	S	X6610200 HOT-MIX ASPHALT CURB REPAIR	F00T 16	16				
	S	X6640300 CHAIN LINK FENCE REMOVAL	F00T 1,108	396			712	
•	S	X6660445 RIGHT OF WAY AND PROPERTY CORNERS	EACH 13	13				
•	S	X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM 1	1				
•	S	X7040125 PINNING TEMPORARY CONCRETE BARRIER	EACH 426	239.4			186.6	
•	S	X7240207 REMOVE EXISTING SIGN COMPLETE	EACH 1	1				
•	S	X7810300 RECESSED REFLECTIVE PAVEMENT MARKER	EACH 104	57			47	
	S	X7830050 RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH 18				18	
•	S	XX003032 GATE VALVES, 12"	EACH 2					2
•	S	XX004997 WATER SERVICE CONNECTION, 2"	EACH 1					1
•	S	XX005054 LANDSCAPE PLANTING COMPLETE	LSUM 1	1				
•	S	XX005633 ENTRY SIGNAGE	EACH 1	1				
•				1				
	<u> </u>	XX007958 DIVERSION STRUCTURE	EACH 1	1				
	S	ZOOO4530 HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD 25	25				
	S	ZOOO4538 HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD 839	707			132	
	S	Z0013797 STABILIZED CONSTRUCTION ENTRANCE	SQ YD 89	89				
•	S	Z0013798 CONSTRUCTION LAYOUT	LSUM 1	1				
	S	Z0018700 DRAINAGE STRUCTURE TO BE REMOVED	EACH 5	5				
	S	Z0046304 PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT 168		168			
•	S	Z0049100 RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT	EACH 18	18				
	S	Z0062456 TEMPORARY PAVEMENT	SQ YD 991	784			207	
•	S	Z0070200 SURVEY MONUMENTS	EACH 1	1				
	S	Z0076600 TRAINEES	HOUR 500			500		
	S	Z0076604 TRAINEES TRAINING PROGRAM GRADUATE	HOUR 500			500		
	<del>-</del>					-		

WBK ENGINEERIN
116 WEST MAIN STREET
ST. CHARLES, ILLINOIS 60
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STATE	E OF ILLINOIS	
DEPARTMENT	OF TRANSPORTATION	

SUMMARY	OF QU	ANTITIES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
				520	08-00058-02-BR	KANE	216	8
						CONTRACT	NO.	
SHEET NO. 6 OF 6	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

# WATER MAIN AND APPURTENANCE SCHEDULE

			56100600	56100900	56400300	56400500	60248900	60265700	X2090215	X5610662	X5630712	X5640150	X6026622	XX003032	XX004997
			WATER MAIN 6"	WATER MAIN 12"			VALVE VAULTS, TYPE A, 5'-	VALVE VAULTS TO BE ADJUSTED		WATER MAIN TO BE ABANDONED,	CONNECTION TO EXISTING WATER MAIN	FIRE HYDRANT ASSEMBLY COMPLETE	VALVE VAULTS TO BE REMOVED	GATE VALVES, 12"	WATER SERVICE CONNECTION,
LC	OCATIO	N			BE ADJUSTED	BE REMOVED	DIAMETER, TYPE 1 FRAME, CLOSED LID	ADJUSTED	BACKFILL, SPECIAL	12"	12"	COMPLETE	REWIOVED		2"
			(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(CU YD)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
MAINLINE															
7+00.00	_	7+50.00													
7+50.00	-	8+00.00													
8+00.00	-	8+50.00													
8+50.00	-	9+00.00													
9+00.00	-	9+50.00													
9+50.00	-	10+00.00													
10+00.00	-	10+50.00													
10+50.00	-	11+00.00						1.0							
11+00.00	-	11+50.00													
11+50.00	-	12+00.00													
12+00.00	-	12+50.00													
12+50.00 13+00.00	-	13+00.00 13+50.00													
13+50.00	-	14+00.00													
14+00.00	_	14+50.00													
14+50.00	_	15+00.00						1.0							
15+00.00	_	15+50.00						1.0							
15+50.00	_	16+00.00													
16+00.00	_	16+50.00													
16+50.00	_	17+00.00		42.0						39.0	2.0	1.0		1.0	
17+00.00	_	17+50.00	20.0	50.0			1.0			52.0					
17+50.00	-	18+00.00		50.0						51.0					
18+00.00	-	18+50.00		50.0						51.0					
18+50.00	-	19+00.00		50.0						50.0			1.0		
19+00.00	-	19+50.00	30.0	50.0						50.0		1.0			
19+50.00	-	20+00.00		50.0					15.3	50.0		0.0			1.0
20+00.00	-	20+50.00		50.0						50.0					
20+50.00	-	21+00.00		50.0		1.0				50.0			1.0		
21+00.00	-	21+50.00		50.0						50.0					
21+50.00	-	22+00.00		50.0						50.0					
22+00.00	-	22+50.00	20.0	50.0						50.0		1.0			
22+50.00	-	23+00.00		50.0						50.0					
23+00.00	-	23+50.00		50.0						50.0					
23+50.00	-	24+00.00		50.0		4.0				50.0			4.0		
24+00.00	-	24+50.00		50.0		1.0				50.0			1.0		
24+50.00 25+00.00	-	25+00.00 25+50.00	20.0	50.0 50.0						50.0 50.0		1.0			
25+50.00	<u>-</u>	26+00.00	20.0	50.0						50.0		1.0			
26+00.00	-	26+50.00		50.0						50.0					
26+50.00	-	27+00.00		50.0						50.0					
27+00.00	_	27+50.00		58.0						50.0					
27+50.00	_	28+00.00		28.0			1.0			21.0	1.0			1.0	
28+00.00	-	28+50.00			1.00										
28+50.00	-	29+00.00													
TOTAL				1100.0					45.0	14110					
TOTAL ADJUSTED TOT	ΓAL		90.0 <b>90.0</b>	1128.0 <b>1128.0</b>	1.0 1.0	2.0 <b>2.0</b>	2.0 <b>2.0</b>	2.0 <b>2.0</b>	15.3 <b>16.0</b>	1114.0 <b>1114.0</b>	3.0 3.0	4.0 <b>4.0</b>	3.0 3.0	2.0 2.0	1.0 1.0
	·		1	1	1			•	. 5.0	1	1		1 3.5		1

WBK 🔨	WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 201
engineering	ST. CHARLES, ILLINOIS 60174 (630) 443-7755
101181110011118	

USER NAME = nparris	DESIGNED	-	SBP	REVISED -	
	DRAWN	-	NDP	REVISED -	
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED -	
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	S	СН	EDU	JLE	OF QU	ANTITIES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
								520	08-00058-02-BR	KANE	216	9
						Т				CONTRACT	NO.	
SHEET	NO.	1	OF	12	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

# PAVEMENT SCHEDULE

		MATERIAL, TYPE B	GRANULAR MATERIAL, TYPE B 4"	ASPHALT BASE COURSE, 12"	HOT-MIX ASPHALT BASE COURSE WIDENING, 12"	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS  MATERIALS  (TACK COAT)	LEVELING BINDER (MACHINE METHOD), N70	HOT-MIX ASPHALT BINDER COURSE, IL- 19.0, N70	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	STRIP REFLECTIVE CRACK CONTROL TREATMENT	HOT-MIX ASPHALT SHOULDERS, 3"	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"
MAINLINE	(SQ YD)	(CU YD)	(SQ YD)	(SQ YD)	(SQ YD)	(POUND)	(POUND)	(TON)	(TON)	(TON)	(SQ YD)	(FOOT)	(SQ YD)	(SQ YD)	(FOOT)	(FOOT)	(FOOT)	(FOOT)
7+00.00 - 7+50.00 7+50.00 - 8+00.00 8+00.00 - 8+50.00 8+50.00 - 9+00.00 9+00.00 - 9+50.00 9+50.00 - 10+00.00 10+00.00 - 10+50.00 10+50.00 - 11+00.00 11+50.00 - 12+00.00 12+00.00 - 12+50.00 12+50.00 - 13+50.00 13+50.00 - 14+00.00	7.3 33.5 103.2 95.8 289.8 289.8 289.8 314.2 311.7	5.5	43.8 91.4 89.5 85.7 252.8 502.7 69.5		2.2 16.4 65.8 61.5	14.4 95.2 99.4 53.7 32.3 32.3 78.1 140.6 32.3	4.3 28.6 29.8 16.1 9.7 9.7 23.4 42.2 9.7	3.192 15.44 29.18 48.83	93.0 93.0 93.0 93.0 93.0	9.5 53.0 50.9 28.7 28.6 28.6 28.6 31.4 31.1			24.58 21.92		26.0 26.0	15.0 50.0 112.0 101.0 101.2 101.2 101.2 101.2	24.2	183.3 433.2
14+00.00       -       14+50.00         14+50.00       -       15+00.00         15+00.00       -       15+50.00         15+50.00       -       16+00.00         16+00.00       -       16+50.00         16+50.00       -       17+00.00         17+00.00       -       17+50.00         18+00.00       -       18+50.00         18+50.00       -       19+00.00         19+50.00       -       20+00.00	308.7 380.2 39.5 314.9 305.7 301.9 282.4 261.1 261.1	6.4 4.6 10.7	34.2 15.2 11.9 21.5 24.7 29.7 35.7 36.6 32.0 26.7			37.8 41.1 5.0 40.3 38.3 37.4 34.0 32.1 32.1 32.1	11.4 12.3 1.5 12.1 11.5 11.2 10.2 9.6 9.6 9.6 9.6		93.0 100.1 5.8 72.8 72.8 72.8 72.8 72.8 72.8 72.8	33.2 35.6 4.1 34.7 33.6 33.2 31.9 29.8 28.6 28.6	75.1 67.9		41.01 42.70	20.90 109.39 100.10 96.33 84.58 65.63 55.56		101.2 100.0 6.0		0.2
20+00.00       -       20+50.00         20+50.00       -       21+00.00         21+00.00       -       21+50.00         21+50.00       -       22+00.00         22+00.00       -       23+00.00         23+00.00       -       23+50.00         23+50.00       -       24+00.00         24+00.00       -       24+50.00	261.1 261.1 261.1 261.1 261.1 261.1 261.1 112.7		111.6 19.8 20.7 24.4 29.0 34.4 38.7 39.2 33.0	107.5		32.1 32.1 32.1 32.1 32.0 31.9 31.9 31.9 60.1	9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 18.0	27.37 36.70	72.8 72.8 72.8 72.8 72.8 72.7 72.8 72.8	28.6 28.6 28.6 28.6 28.6 28.6 28.6 28.6		100.0		55.56 55.56 55.56 55.47 55.46 55.6 55.6				33.0
24+50.00       -       25+00.00         25+00.00       -       25+50.00         25+50.00       -       26+00.00         26+00.00       -       26+50.00         26+50.00       -       27+00.00         27+00.00       -       28+00.00         28+00.00       -       28+50.00         28+50.00       -       29+00.00	111.8 107.1 96.1 84.0 72.7 66.3 61.2		98.8	106.1 101.2 90.6 78.5 32.8	34.7 60.9 55.6	76.2 49.8 45.7 41.1 36.8 34.2 33.7	22.9 14.9 13.7 12.3 11.0 10.3 10.1	57.49 54.79 35.90 27.44 26.92 23.91		22.4 22.0 20.6 19.2 17.8 17.0		100.0 100.0 100.0 100.0 100.0 100.0 100.0						98.8
TOTAL ADJUSTED TOTAL	7252.3 <b>7253.0</b>	27.3 <b>28.0</b>	1853.3 <b>1854.0</b>	516.8 <b>517.0</b>	297.0 <b>297.0</b>	1542.2 <b>1543.0</b>	462.6 <b>463.0</b>	387.1 388.0	1756.0 <b>1756.0</b>	971.3 <b>972.0</b>	143.0 <b>143.0</b>	900.0 <b>900.0</b>	130.2 <b>131.0</b>	1032.3 <b>1033.0</b>	52.0 <b>52.0</b>	991.2 <b>992.0</b>	24.2 <b>25.0</b>	838.6 <b>839.0</b>

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

USER NAME = nparris	DESIGNED	-	SBP	REVISED -
	DRAWN	-	NDP	REVISED -
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED -
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	520	08-00058-02-BR	KANE	216	10
			CONTRACT	NO.	
EET NO. 2 OF 12 SHEETS STA. TO STA.		ILLINOIS FED. AI	D PROJECT		

# REMOVAL SCHEDULE

			20100110	20100210	44000100	44000157	44000159	44000200	44000500	44004000	50100100	50104400	50105220	63200310	X5510100	X6640300	X7830050	Z0018700
	LOCATIO	ON	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)	PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	DRIVEWAY PAVEMENT REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	PAVED DITCH REMOVAL	REMOVAL OF EXISTING STRUCTURES	CONCRETE HEADWALL REMOVAL	PIPE CULVERT REMOVAL	GUARDRAIL REMOVAL	STORM SEWER REMOVAL	CHAIN LINK FENCE REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	DRAINAGE STRUCTURE TO BE REMOVED
MAINLINE			(UNIT)	(UNIT)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(FOOT)	(FOOT)	(EACH)	(EACH)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)
WALINE																		
7+00.00 7+50.00 8+00.00 8+50.00 9+00.00 9+50.00 10+00.00 11+00.00 11+50.00 12+00.00 13+50.00 13+50.00 14+50.00 15+00.00 15+50.00 17+00.00 17+50.00 17+50.00 17+50.00 17+50.00 20+00.00 21+50.00 21+50.00 21+50.00 22+00.00 21+50.00		7+50.00 8+00.00 9+00.00 9+50.00 10+00.00 10+50.00 11+00.00 11+50.00 12+00.00 13+00.00 13+50.00 14+50.00 15+50.00 16+00.00 16+50.00 17+00.00 17+50.00 18+00.00 19+00.00 20+00.00 20+00.00 21+50.00 21+50.00 21+50.00 22+00.00 23+50.00 23+50.00 23+50.00 24+00.00 25+50.00 25+50.00 26+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00 27+00.00	14.0 22.0 12.0 13.0 12.0 82.0 54.0 56.0 60.0 62.0 30.0 66.0 64.0 48.0 59.0 99.0 164.0 139.0 34.0 76.0 87.0 65.0	24.0  84.0 18.0 80.0 25.0  44.0  36.0  42.0 64.0 92.0  36.0 46.0 20.0 94.0  37.0	3.9 5.6 37.4 12.8 198.5 191.2 179.5 181.5 159.8 155.0 84.5 90.8 151.0 150.9 150.7 151.2 152.2 151.4 151.9 152.4 153.4 152.6 152.7 5.6 5.6 5.6 5.6 5.6 5.6	83.0 456.6 388.2 195.1	148.4 149.3 149.2 149.0 148.8 148.3 149.2 149.5	33.0 173.4 53.2 575.6 0.3 51.7 142.9	15.0 100.0 100.0 100.0 75.0 91.0 100.0 100.0 55.0	35.0 50.0 50.0	1.0	1.0	45.0 50.0 28.0	82.0 100.0 100.0 100.0 65.0 43.0	7.0 50.0 50.0 50.0 7.0	4.0 50.0 50.0 50.0 50.0 50.0 60.0 51.0 50.0 50.0 50.0 50.0 50.0 50.0 5	1.0 2.0 5.0 3.0 3.0 2.0	1.0 2.0 2.0
	TORY STO	ORAGE AREA	574.0	292.0	2222	4425.5	4404 =	4,000	10111	107.0			427.2	<b>500</b> 0		1100.0	10.0	
TOTAL ADJUSTED	ΓΩΤΔΙ		1927.0 <b>1927.0</b>	1297.0 <b>1297.0</b>	3626.6 <b>3627.0</b>	1122.9 <b>1123.0</b>	1191.7 <b>1192.0</b>	1163.3 <b>1164.0</b>	1041.0 <b>1041.0</b>	135.0 <b>135.0</b>	1.0 1.0	1.0 <b>1.0</b>	165.0 <b>165.0</b>	590.0 <b>590.0</b>	214.0 <b>214.0</b>	1108.0 <b>1108.0</b>	18.0 <b>18.0</b>	5.0 <b>5.0</b>
	/ \=		1027.0	120710	002710	1 120.0	110210	110-710	107110	100.0	1.9	110	100.0	300.0	<u> </u>	110010	10.0	

WBK 🔨	WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 20: ST. CHARLES, ILLINOIS 60174
engineering	(630) 443-7755

USER NAME = nparris	DESIGNED	-	SBP	REVISED -
	DRAWN	-	NDP	REVISED -
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED -
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		520	08-00058-02-BR	KANE	216	11		
				CONTRACT	NO.			
ET NO. 3 OF 12 SHEETS STA.	TO STA.		ILLINOIS FED. AID PROJECT					

# EROSION CONTROL SCHEDULE

# SEEDING SCHEDULE

LOCATION CONTROL EROSION DITCH CHECKS DITCH CHECK	PERIMETER EROSION BARRIER (FOOT)	INLET AND PIPE PROTECTION	INLET FILTERS	STONE	STONE	FILTER FABRIC
MAINLINE	(FOOT)	1 KOTESTION		RIPRAP, CLASS A3	RIPRAP, CLASS A4	I ILIER FADRI
The color   The	(1 001)	(EACH)	(EACH)	(SQ YD)	(SQ YD)	(SQ YD)
7+50.00       -       8+50.00       -       8+50.00       8+50.00       8+50.00       8+50.00       8+50.00       -       9+00.00       9+50.00       -       9+50.00       -       9+50.00       -       9+50.00       -       10+60.00       -       10+50.00       1188.5       97.1       10+50.00       1188.5       97.1       115+50.00       16+50.00       1188.5       97.1       115+50.00       16+50.00       10+50.00 <th></th> <th>(2/(3/1)</th> <th>(2/01)</th> <th>(04 15)</th> <th>(64 15)</th> <th>(00 15)</th>		(2/(3/1)	(2/01)	(04 15)	(64 15)	(00 15)
7+50.00 - 8+50.00   8+00.00 - 8+50.00   8+50.00 - 9+50.00   9+50.00 - 10+00.00   10+00.00 - 10+50.00   10+50.00 - 11+50.00   10+50.00 - 11+50.00   11+50.00 - 11+50.00   11+50.00 - 12+00.00   12+50.00 - 13+00.00   12+50.00 - 13+00.00   13+50.00 - 13+00.00   13+50.00 - 13+00.00   13+50.00 - 13+50.00   13+50.00 - 14+00.00   13+50.00 - 14+00.00   13+50.00 - 14+00.00   13+50.00 - 15+00.00   13+50.00 - 15+00.00   15+50.00 - 15+00.00   15+50.00 - 15+00.00   15+50.00 - 16+00.00   15+50.00 - 16+50.00   15+50.00 - 16+50.00   16+00.00 - 16+50.00   16+50.00 - 17+50.00   16+50.00 - 17+50.00   16+50.00 - 18+50.00   16+50.00 - 18+50.00   16+50.00 - 19+50.00   18+50.00 - 10+50.00   18+50.00   18+50.00 - 10+50.0						
8+00.00 - 8+50.00   8+50.00 - 9+00.00   9+00.00 - 9+50.00   9+50.00 - 10+00.00   10+00.00 - 10+50.00   11+50.00 - 11+00.00   11+50.00 - 11+50.00   11+50.00 - 12+00.00   295.2   21.6   12+00.00 - 12+50.00   310.5   23.0   10.0   12+50.00 - 13+00.00   310.5   23.0   310.0						
8+50.00 - 9+50.00   9+00.00 - 9+50.00   9+50.00 - 10+00.00   10+00.00 - 10+50.00   11+00.00 - 11+50.00   11+50.00 - 11+50.00   11+50.00 - 11+50.00   11+50.00 - 12+50.00   12+00.00 - 12+50.00   13+00.00 - 13+50.00   13+00.00 - 13+50.00   13+50.00 - 13+50.00   13+50.00 - 13+50.00   13+50.00 - 14+50.00   13+50.00 - 14+50.00   13+50.00 - 14+50.00   13+50.00 - 15+50.00   13+50.00 - 15+50.00   14+50.00 - 15+50.00   15+50.00 - 15+50.00   15+50.00 - 15+50.00   15+50.00 - 16+00.00   15+50.00 - 17+50.00   16+50.00 - 17+50.00   16+50.00 - 17+50.00   16+50.00 - 17+50.00   16+50.00 - 17+50.00   16+50.00 - 17+50.00   16+50.00 - 17+50.00   16+50.00 - 18+00.00   18+50.00 - 18+00.00   18+50.00 - 19+00.00   18+50.00 - 19+00.00   18+50.00 - 19+00.00   18+50.00 - 19+00.00   18+50.00 - 19+00.00   18+50.00 - 19+00.00   18+50.00 - 19+50.00   19+50.00 - 20+00.00   19+50.00   20+50.00 - 21+00.00   21+00.00 - 22+50.00   22+50.00 - 23+50.00   23+50.00 - 24+00.00   23+50.00 - 25+50.00   23+50.00 - 25+50.00   23+50.00 - 25+50.00   23+50.00 - 25+50.00   23+50.00 - 25+50.00   23+50.00 - 25+50.00   23+50.00 - 25+50.00   23+50.00 - 26+50.00   23+50.00 - 26+50.00   23+50.00 - 26+50.00   23+50.00 - 27+50.00   23+50.00 - 26+50.00   23+50.00 - 27+50.00   23+50.00 - 26+50.00   23+50.00 - 27+50.00   23+50.00 - 26+50.00   23+50.00 - 26+50.00   23+50.00 - 27+50.00   23+50.00 - 26+50						
9+00.00 - 9+50.00   9+50.00   16+00.00   10+00.00   - 10+00.00   16+00.00   - 10+50.00   16+00.00   - 11+50.00   207.9   16.8   11+50.00   - 12+50.00   310.5   23.0   10.0   12+50.00   12+50.00   310.5   23.0   10.0   12+50.00   13+50.00   - 13+50.00   732.8   57.0   30.0   13+50.00   - 14+50.00   144-0.00   144-0.00   144-0.00   144-0.00   14+50.00						
9+50.00 - 10+00.00   16.0   1.3   1.3   1.4   1.5   1.						
10+00.00         -         10+50.00         16.0         1.3           10+50.00         -         11+00.00         73.7         6.1           11+00.00         -         11+50.00         207.9         16.8           11+50.00         -         11+50.00         295.2         21.6           12+00.00         -         12+50.00         310.5         23.0         10.0           12+50.00         -         13+50.00         732.8         57.0         30.0           13+50.00         -         13+50.00         732.8         57.0         30.0           13+50.00         -         14+00.00         1134.0         99.1         20.0           14+00.00         -         14+50.00         1246.0         99.2         30.0           14+50.00         -         15+50.00         974.2         80.5           15+50.00         -         16+50.00         974.2         80.5           15+50.00         -         16+50.00         974.2         80.5           15+50.00         -         16+50.00         144.4         39.6         10.0           17+00.00         -         17+50.00         514.4         39.6         10.0						
10+50.00						
11+60.00       -       11+50.00       207.9       16.8         11+50.00       -       12+00.00       295.2       21.6         12+00.00       -       12+50.00       310.5       23.0       10.0         12+50.00       -       13+60.00       732.8       57.0       30.0         13+50.00       -       14+00.00       1134.0       90.1       20.0         14+50.00       -       14+50.00       1246.0       99.2       30.0         14+50.00       -       15+00.00       1188.5       97.1         15+50.00       -       16+00.00       333.9       27.6         16+00.00       -       16+50.00       16+50.00         16+50.00       -       16+50.00       514.4       39.6       10.0         17+50.00       -       17+50.00       431.2       33.0       10.0         18+50.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3       19+00.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0       20.0       20+0.00       20+0.00 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						
11+60.00       -       12+00.00       295.2       21.6         12+00.00       -       12+50.00       310.5       23.0       10.0         12+50.00       -       13+00.00       441.1       33.5       10.0         13+00.00       -       13+50.00       732.8       57.0       30.0         13+50.00       -       14+00.00       1134.0       90.1       20.0         14+00.00       -       14+50.00       1246.0       99.2       30.0         14+50.00       -       15+00.00       1188.5       97.1         15+00.00       -       15+50.00       974.2       80.5         15+50.00       -       16+00.00       333.9       27.6         16+50.00       -       16+50.00       340.1       28.1       3.6         17+00.00       -       17+50.00       514.4       39.6       10.0         17+50.00       -       18+50.00       431.2       33.0       10.0         18+50.00       -       18+50.00       454.7       35.7       20.0         19+50.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+50.00 <t< td=""><td>404.0</td><td></td><td>1.0</td><td></td><td></td><td></td></t<>	404.0		1.0			
12+00.00       -       12+50.00       310.5       23.0       10.0         12+50.00       -       13+00.00       441.1       33.5       10.0         13+50.00       -       13+50.00       732.8       57.0       30.0         13+50.00       -       14+00.00       1134.0       90.1       20.0         14+00.00       -       14+50.00       1188.5       97.1         15+00.00       -       15+50.00       974.2       80.5         15+50.00       -       16+00.00       333.9       27.6         16+00.00       -       16+50.00       77+00.00       340.1       28.1       3.6         17+00.00       -       17+50.00       514.4       39.6       10.0       3.6         17+50.00       -       18+00.00       431.2       33.0       10.0       3.6         18+50.00       -       18+50.00       426.2       33.0       10.0       3.6         18+50.00       -       19+50.00       454.7       35.7       20.0       20.0         19+50.00       -       19+50.00       489.5       39.0       20.0       20.0         20+50.00       -       21+00.00       398	104.6		1.0			
12+50.00       -       13+00.00       441.1       33.5       10.0         13+00.00       -       13+50.00       732.8       57.0       30.0         13+50.00       -       14+00.00       1134.0       90.1       20.0         14+00.00       -       14+50.00       1246.0       99.2       30.0         14+50.00       -       15+50.00       1188.5       97.1         15+50.00       -       16+00.00       333.9       27.6         16+00.00       -       16+50.00       340.1       28.1       3.6         17+00.00       -       17+50.00       340.1       28.1       3.6         17+00.00       -       17+50.00       340.1       28.1       3.6         17+00.00       -       17+50.00       340.1       33.0       10.0         18+00.00       -       18+00.00       431.2       33.0       10.0         18+50.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       454.7       35.7       20.0         19+50.00       -       20+00.00       489.5       39.0       20.0         20+50.00       -	93.8		1.0			
13+00.00       -       13+50.00       732.8       57.0       30.0         13+50.00       -       14+00.00       1134.0       90.1       20.0         14+00.00       -       14+50.00       1246.0       99.2       30.0         14+50.00       -       15+00.00       1188.5       97.1         15+00.00       -       15+50.00       333.9       27.6         16+00.00       -       16+50.00       16+50.00         16+50.00       -       17+00.00       340.1       28.1         17+00.00       -       17+50.00       514.4       39.6       10.0         17+50.00       -       18+50.00       431.2       33.0       10.0         18+50.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3         19+00.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5	47.7 102.7					
13+50.00       -       14+00.00       1134.0       90.1       20.0         14+00.00       -       14+50.00       1246.0       99.2       30.0         14+50.00       -       15+00.00       1188.5       97.1         15+00.00       -       15+50.00       974.2       80.5         15+50.00       -       16+00.00       333.9       27.6         16+50.00       -       16+50.00       16+50.00         16+50.00       -       17+00.00       340.1       28.1         17+00.00       -       17+50.00       514.4       39.6       10.0         17+50.00       -       18+50.00       431.2       33.0       10.0         18+50.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3         19+00.00       -       19+50.00       467.1       36.4       10.0         20+50.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+50.00       501.8       39.6       20.0	103.7		2.0			
14+00.00       -       14+50.00       1246.0       99.2       30.0         14+50.00       -       15+00.00       1188.5       97.1         15+00.00       -       15+50.00       974.2       80.5         15+50.00       -       16+00.00       333.9       27.6         16+00.00       -       16+50.00       -       16+50.00         16+50.00       -       17+00.00       340.1       28.1       3.6         17+00.00       -       17+50.00       514.4       39.6       10.0         17+50.00       -       18+00.00       431.2       33.0       10.0         18+00.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3       19+00.00         19+50.00       -       19+50.00       467.1       36.4       10.0         20+50.00       -       20+00.00       489.5       39.0       20.0         21+00.00       -       21+00.00       398.6       31.5       10.0         21+50.00       -       22+00.00       497.8       39.6       20.0         22+00.00       -       22+50.00	201.1					
14+50.00       -       15+00.00       1188.5       97.1         15+00.00       -       15+50.00       974.2       80.5         15+50.00       -       16+00.00       333.9       27.6         16+00.00       -       16+50.00       -       16+50.00         16+50.00       -       17+00.00       340.1       28.1       3.6         17+00.00       -       17+50.00       514.4       39.6       10.0         17+50.00       -       18+00.00       431.2       33.0       10.0         18+50.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3       10.0         19+50.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+50.00	38.4					
15+0.0.00       -       15+50.00       974.2       80.5         15+50.00       -       16+00.00       333.9       27.6         16+00.00       -       16+50.00       -       16+50.00         16+50.00       -       17+00.00       340.1       28.1       3.6         17+00.00       -       17+50.00       514.4       39.6       10.0         17+50.00       -       18+00.00       431.2       33.0       10.0         18+50.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3         19+00.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5       10.0         21+50.00       -       22+00.00       497.8       39.6       20.0         22+50.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       23+50.00	115.0 193.9		1.0			
15+50.00       -       16+00.00       333.9       27.6         16+00.00       -       16+50.00       340.1       28.1       3.6         17+00.00       -       17+50.00       514.4       39.6       10.0         17+50.00       -       18+00.00       431.2       33.0       10.0         18+00.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3         19+00.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5       10.0         21+50.00       -       22+00.00       497.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+50.00       -       23+00.00       503.8       39.5       10.0         24+50.00       -<	223.0		2.0		286.5	286.5
16+00.00       -       16+50.00       -       17+00.00       340.1       28.1       3.6         17+00.00       -       17+50.00       514.4       39.6       10.0       10.0         17+50.00       -       18+00.00       431.2       33.0       10.0       10.0         18+00.00       -       18+50.00       426.2       33.0       10.0       10.0         18+50.00       -       19+00.00       451.1       34.3       19+00.00       19+50.00       454.7       35.7       20.0         19+50.00       -       19+50.00       467.1       36.4       10.0       20.0       20.0       20.0       20.0       20.0       20.0       20.0       20.0       20.0       20.0       20.0       20.0       20.0       20.0       20.0       20.0       21+50.00       496.8       39.6       20.0       21+50.00       22+50.00       497.8       39.6       20.0       22+50.00       22+50.00       501.8       39.6       20.0       22+50.00       22+50.00       503.8       39.6       20.0       22+50.00       23+50.00       503.3       39.5       10.0       10.0       23+50.00       23+50.00       498.8       39.5       10.0       24+50	136.6		2.0		356.1	356.1
16+50.00       -       17+00.00       340.1       28.1       3.6         17+00.00       -       17+50.00       514.4       39.6       10.0         17+50.00       -       18+00.00       431.2       33.0       10.0         18+00.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3         19+00.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5       10.0         21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       20.0         22+00.00       -       22+50.00       501.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+50.	130.0			8.0	248.6	256.6
17+00.00       -       17+50.00       514.4       39.6       10.0         17+50.00       -       18+00.00       431.2       33.0       10.0         18+00.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3         19+00.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5       10.0         21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       10.0         22+00.00       -       22+50.00       501.8       39.6       20.0         23+00.00       -       23+50.00       503.8       39.6       20.0         23+50.00       -       23+50.00       503.3       39.5       10.0         24+50.00       -       24+50.00       477.8       39.5       10.0         24+50	94.7			20.9	240.0	20.9
17+50.00       -       18+00.00       431.2       33.0       10.0         18+00.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3         19+00.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5       10.0         21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       10.0         22+00.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -	99.9			20.9		20.9
18+00.00       -       18+50.00       426.2       33.0       10.0         18+50.00       -       19+00.00       451.1       34.3         19+00.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5       10.0         21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       20.0         22+00.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+0	120.5					
18+50.00       -       19+00.00       451.1       34.3       20.0         19+50.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5       10.0         21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       10.0         22+00.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00	100.7					
19+00.00       -       19+50.00       454.7       35.7       20.0         19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5       10.0         21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       10.0         22+00.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -	100.7					
19+50.00       -       20+00.00       467.1       36.4       10.0         20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5       10.0         21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       10.0         22+00.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -	100.3					
20+00.00       -       20+50.00       489.5       39.0       20.0         20+50.00       -       21+00.00       398.6       31.5       10.0         21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       10.0         22+00.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -	107.3			6.4		6.4
20+50.00       -       21+00.00       398.6       31.5       10.0         21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       10.0         22+00.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	100.1			0.1		
21+00.00       -       21+50.00       496.8       39.6       20.0         21+50.00       -       22+00.00       497.8       39.6       10.0         22+00.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	86.3	1.00				
21+50.00       -       22+00.00       497.8       39.6       10.0         22+00.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	100.1					
22+00.00       -       22+50.00       501.8       39.6       20.0         22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	100.1					
22+50.00       -       23+00.00       503.8       39.6       20.0         23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	100.1					
23+00.00       -       23+50.00       503.3       39.5       10.0         23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	100.1					
23+50.00       -       24+00.00       499.8       39.5       10.0         24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	100.1					
24+00.00       -       24+50.00       477.8       39.5       10.0         24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	100.0					
24+50.00       -       25+00.00       438.1       36.2         25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	100.0					
25+00.00       -       25+50.00       375.2       31.0         25+50.00       -       26+00.00       481.8       39.8       10.0         26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	98.0					
25+50.00     -     26+00.00     481.8     39.8     10.0       26+00.00     -     26+50.00     493.9     40.8     10.0       26+50.00     -     27+00.00     506.2     41.8     10.0       27+00.00     -     27+50.00     518.0     42.8     10.0	82.8	1.00		6.4		6.4
26+00.00       -       26+50.00       493.9       40.8       10.0         26+50.00       -       27+00.00       506.2       41.8       10.0         27+00.00       -       27+50.00       518.0       42.8       10.0	100.0					
26+50.00     -     27+00.00     506.2     41.8     10.0       27+00.00     -     27+50.00     518.0     42.8     10.0	100.0					
27+00.00 - 27+50.00 518.0 42.8 10.0	100.0					
	100.0					
	100.0					
28+00.00 - 28+50.00 530.4 43.8	100.0					
28+50.00 - 29+00.00 30.2 2.5	5.0					
MAINTENANCE 100.0 40.0 0.70	185.0	2.0	2.0			
TOTAL 18405.10 1463.12 370.00 4.30	3839.20	4.00	10.00	41.70	891.20	932.90
ADJUSTED TOTAL 18406.0 1464.0 370.0 4.3	3840.0	4.0	10.0	42.0	892.0	933.0

	25000210 SEEDING	, SEEDING,	25000314 SEEDING,	25000400 NITROGEN	25000500 PHOSPHORUS	25000600 POTASSIUM
LOCATION	CLASS 2/	A CLASS 4A	CLASS 4B	FERTILIZER NUTRIENT (SEE NOTE 1)	FERTILIZER NUTRIENT (SEE NOTE 1)	FERTILIZER NUTRIENT (SEE NOTE 1)
	(ACRE)	(ACRE)	(ACRE)	(POUND)	(POUND)	(POUND)
MAINLINE						
7+00.00 - 7+	50.00					
	00.00					
8+00.00 - 8+	50.00					
	00.00					
	50.00					
9+50.00 - 10-	+00.00 0.003					
	+50.00 0.015			0.30	0.30	0.30
	+00.00 0.043			1.37	1.37	1.37
	+50.00 0.061			3.86	3.86	3.86
	+00.00 0.064			5.49	5.49	5.49
	+50.00 0.091			5.77	5.77	5.77
	+00.00 0.053			8.20	8.20	8.20
	+50.00 0.072		0.099	4.73	4.73	4.73
	+00.00 0.085		0.162	6.52	6.52	6.52
	+50.00 0.120		0.172	7.69	7.69	7.69
	+00.00 0.160		0.126	10.77	10.77	10.77
	+50.00 0.055		0.041	14.42	14.42	14.42
	+00.00		0.014	4.98	4.98	4.98
	+50.00					
	+00.00	0.07				
	+50.00	0.07				
	+00.00	0.09				
	+50.00 0.044					
	+00.00 0.082	0.09		3.94	3.94	3.94
		0.05		7.34	7.34	7.34
		0.01		8.68	8.68	8.68
				9.10	9.10	9.10
				7.41	7.41	7.41
				9.22	9.22	9.22
				9.25	9.25	9.25
	+00.00 0.103			9.25	9.25	
	+50.00 0.104			9.37		9.31
	+00.00 0.104 +50.00 0.103			9.35	9.37 9.35	9.37 9.35
				9.33	9.35	
	+00.00 0.099					9.29
	+50.00 0.090			8.88	8.88	8.88
	+00.00 0.078			8.14	8.14	8.14
	+50.00 0.100			6.98	6.98	6.98
	+00.00 0.102			8.96	8.96	8.96
	+50.00 0.105			9.18	9.18	9.18
	+00.00 0.107			9.41	9.41	9.41
	+50.00 0.108			9.63	9.63	9.63
	+00.00 0.110			9.73	9.73	9.73
	+50.00 0.006			9.86	9.86	9.86
28+50.00 - 29-	+00.00			0.56	0.56	0.56
MAINTENANCE						
TOTAL	2.752	0.415	0.613	247.70	247.70	247.70
ADJUSTED TOTAL	2.75	0.50	0.75	248.0	248.0	248.0

NOTE 1: ONLY CLASS 2A SEED REQUIRES FERTILIZER NUTRIENTS

WBK ENGINEERING, LLC
116 WEST MAIN STREET, SUITE 2
ST. CHARLES, ILLINOIS 60174
(630) 443-7755

USER NAME = nparris	DESIGNED	-	SBP	REVISED	-
	DRAWN	-	NDP	REVISED	-
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED	-
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

	SCHEDULE OF QU	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		520	08-00058-02-BR	KANE	216	12		
				CONTRAC	T NO.			
SCALE:	SHEET NO. 4 OF 12 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

# DRAINAGE SCHEDULE

	20800150	54213663	54215436	5421C012	542A0223	550A0050	550A0160	59300100	60100060	60100945	60108100	60108200	60108204	60203905	60221000	60221100	60224446	60235300	60237470
	TRENCH	PRECAST	CAST-IN-PLACE	PIPE	PIPE	STORM	STORM	CONTROLLED	CONCRETE	PIPE DRAINS	PIPE	PIPE	PIPE	CATCH BASINS,	MANHOLES,	MANHOLES,	MANHOLES,	INLETS, TYPE A	
LOCATION	BACKFILL	REINFORCED CONCRETE	REINFORCED	CULVERTS,	CULVERTS, CLASS A, TYPE	SEWERS, CLASS A, TY 1	SEWERS, CLASS A, TY 1	LOW-STRENGTH MATERIAL	HEADWALLS FOR PIPE	12"	UNDERDRAINS 4" (SPECIAL)	UNDERDRAINS 6" (SPECIAL)	UNDERDRAINS, TYPE 2, 4"	TYPE A, 5' DIA., TYPE 1 FRAME,	TYPE A, 5' DIA., TYPE 1 FRAME,	TYPE A, 5' DIA., TYPE 1 FRAME,		1	AND GRAT
		FLARED END	SECTIONS 36"	1 12"	1 18"	12"	36"	W/ (1 E1 (1) (E	DRAINS		(6. 26.7.2)	(6) 26, (2)	, -	CLOSED LID	OPEN LID	CLOSED LID	OPEN LID		
	(211)(2)	SECTIONS 18"	(= . 2.1)	(TEMPORARY)	(-0.0-)	(2002)	(5000)	(011)(0)	(=1.01)	(50.05)	(7007)	(7007)	(2002)	(7.0.1)	(7.0.1)	(7.0.1)	(7.0.1)	(7.1.011)	(7.01)
AINLINE	(CU YD)	(EACH)	(EACH)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(CU YD)	(EACH)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
00.00 - 7+50.00																			
50.00 - 8+00.00																			
00.00 - 8+50.00																			
50.00 - 9+00.00																			
00.00 - 9+50.00																			
50.00 - 10+00.00																			
-00.00 - 10+50.00	3.3												8.4						
50.00 - 11+00.00	16.1												50.1						
-00.00 - 11+50.00	15.6							15.5					50.1						
-50.00 - 12+00.00	15.3			26.0		51.5							49.8			2.0			1.0
00.00 - 12+50.00	78.6			22.0				16.7					48.7						
	10.1			22.0		39.9		10.7					46.1						2.0
50.00 - 13+00.00	6.4					23.1	36.5						48.7				1.0		2.0
00.00 - 13+50.00	14.3					23.1	52.1										1.0		
50.00 - 14+00.00													51.6						
00.00 - 14+50.00	44.6						52.9						48.6						
50.00 - 15+00.00	67.4						47.8						48.5		2.0				
00.00 - 15+50.00	23.0					71.0	47.3	41.8					48.5	1.0		1.0			2.0
50.00 - 16+00.00							45.5		1.0				27.5						
00.00 - 16+50.00												6.4							
50.00 - 17+00.00			1.0						2.0			50.5							
00.00 - 17+50.00												50.5	52.9						
50.00 - 18+00.00												50.5	49.7						
00.00 - 18+50.00												50.5	49.7						
50.00 - 19+00.00													49.7						
00.00 - 19+50.00													49.7						
50.00 - 20+00.00									1.0		16.0		91.7						
		1.0							1.0		10.0		49.7						
00.00 - 20+50.00	4.4				36.0								49.7						
50.00 - 21+00.00	4.4	1.0			30.0														
-00.00 - 21+50.00													49.7						
50.00 - 22+00.00													49.7						
00.00 - 22+50.00													49.7						
50.00 - 23+00.00													49.7						
00.00 - 23+50.00	15.7												49.8						
50.00 - 24+00.00													50.0						
00.00 - 24+50.00									2.0		20.0		98.0						
50.00 - 25+00.00	2.2	1.0			16.0								100.0						
00.00 - 25+50.00	7.4	1.0			32.0								100.0						
0.00 - 26+00.00													100.0						
0.00 - 26+50.00													100.0						
50.00 - 27+00.00													100.0						
													100.0						
00.00 - 27+50.00									4.0				100.0						
50.00 - 28+00.00									1.0		44.0								
-00.00 - 28+50.00 -50.00 - 29+00.00											11.0		60.0						
29100.00																			
DISCRETION FOR										120.0								2.0	
D TILE REPAIR																			
ΓAL	324.3	4.0	1.0	48.0	84.0	185.5	282.1	74.1	7.0	120.0	47.0	208.4	2126.0	1.0	2.0	3.0	1.0	2.0	5.0
JUSTED TOTAL	325.0	4.0	1.0	48.0	84.0	186.0	283.0	75.0	7.0	120.0	47.0	209.0	2126.0	1.0	2.0	3.0	1.0	2.0	5.0

WBK **1**engineerin

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

USER NAME = nparris	DESIGNED	-	SBP	REVISED -
	DRAWN	-	NDP	REVISED -
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED -
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES									SECTION	COUNTY TOTAL SHEETS			
								520	08-00058-02-BR	KANE	216	13	
										CONTRACT	NO.		
	SHEET NO. 5 OF 12 SHEETS STA. TO STA.							ILLINOIS FED. A	ID PROJECT				

# PAVEMENT MARKING & GUARDRAIL SCHEDULE

	63000001	63100087	63100167	78009000	78009004	78009006	78009008	78009012	78009024	78100105	78200410	78201000	X7810300	Z0049100
LOCATION	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6A	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	GUARDRAIL MARKERS, TYPE A	TERMINAL MARKER - DIRECT APPLIED	RECESSED REFLECTIVE PAVEMENT MARKER	RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT
	(FOOT)	(EACH)	(EACH)	(SQ FT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
MAINLINE           7+00.00         -         7+50.00           7+50.00         -         8+00.00           8+00.00         -         8+50.00           8+50.00         -         9+50.00           9+50.00         -         10+00.00           10+00.00         -         10+50.00           10+50.00         -         11+50.00           11+50.00         -         12+00.00           12+50.00         -         12+00.00           12+50.00         -         12+50.00           12+50.00         -         13+00.00           13+50.00         -         13+50.00           13+50.00         -         14+00.00           14+50.00         -         15+00.00           15+50.00         -         15+00.00           15+50.00         -         16+00.00           16+50.00         -         17+50.00           17+50.00         -         17+50.00           18+50.00         -         18+00.00           18+50.00         -         18+50.00           19+50.00         -         20+00.00           20+00.00         -         20+00.00	36.5 50.0 26.0 61.0 100.0 55.5 8.5	2.0 2.0			(FOOT)  70.0 200.0 200.0 200.0 200.0 332.0 94.0 115.0 200.0	4.0 13.0 19.0 8.0 50.0 16.0 47.0 50.0 50.0 68.0 13.0 13.0 13.0 8.0	14.0 100.0	7.0 15.0 15.0 17.0 17.0 17.0 17.0 17.0 17.0 17.0 17	(FOOT)  34.0  22.0	2.0 4.0	1.0 1.0 3.0 1.0 1.0 2.0 1.0 2.0	1.0 1.0 1.0	(EACH)  4.0  3.0  3.0  3.0  6.0  6.0  2.0  2.0  2.0  2.0  2.0  4.0  2.0  2	1.0 2.0 2.0 5.0 3.0 2.0
MAINTENANCE														
TOTAL	337.5	4.0	4.0	109.2	8827.0	656.0	2066.0	265.0	73.0	6.0	13.0	4.0	104.0	18.0
ADJUSTED TOTAL	337.5	4.0	4.0	110.0	8,827.0	656.0	2,066.0	265.0	73.0	6.0	13.0	4.0	104.0	18.0

WBK ENGINEERING, LL
116 WEST MAIN STREET, SUITE 2
ST. CHARLES, ILLINOIS 60174
(630) 443-7755

,	USER NAME = nparris	DESIGNED	-	SBP	REVISED -	
1		DRAWN	-	NDP	REVISED -	
	PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED -	
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	520	08-00058-02-BR	KANE	216	14			
				CONTRACT	NO.			
EET NO. 6 OF 12 SHEETS STA.	TO STA.	ILLINOIS FED. AID PROJECT						

# MAINTENANCE OF TRAFFIC SCHEDULE

	52200010	70300220	70300280	70300520	70301000	70400100	70400200	70600241	70600340	78200530	78300100	X4400110	X6330075	X6331009	X6610200	X7040125	Z0062456
	TEMPORARY	TEMPORARY	TEMPORARY	PAVEMENT	WORK ZONE	TEMPORARY	RELOCATE	IMPACT	IMPACT	BARRIER	PAVEMENT	TEMPORARY	RELOCATE	REMOVE AND	HOT-MIX	PINNING	TEMPORARY
	SHEET PILING	PAVEMENT	PAVEMENT	MARKING	PAVEMENT	CONCRETE	TEMPORARY		ATTENUATORS	WALL	MARKING	PAVEMENT	TRAFFIC	REPLACE	ASPHALT	TEMPORARY	PAVEMENT
LOCATION		MARKING -	MARKING -	TAPE, TYPE III	MARKING	BARRIER	CONCRETE	, TEMPORARY	, RELOCATE	MARKERS, TYPE C	REMOVAL	REMOVAL	BARRIER	STEEL PLATE	CURB REPAIR	CONCRETE	
		LINE 4"	LINE 24"	4"	REMOVAL		BARRIER	(NON- REDIRECTIVE),	(NON- REDIRECTIVE).	ITPEC			TERMINAL, (TEMPORARY)	BEAM GUARDRAIL,		BARRIER	
								<del>-</del>	TEST LEVEL 2				(12	SPECIAL			
	SQ FT	FOOT	(FOOT)	(FOOT)	SQ FT	FOOT	FOOT	EACH	EACH	EACH	SQ FT	SQ YD	EACH	FOOT	FOOT	EACH	SQ YD
MAINLINE																	
7,00,00 7,50,00				100.0	52.8						40.6						
7+00.00 - 7+50.00				100.0	192.3						91.0						
7+50.00 - 8+00.00 8+00.00 - 8+50.00				100.0	167.3						116.0						
8+50.00 - 9+00.00				100.0	72.3						91.0						
9+00.00 - 9+50.00				100.0	66.0						91.0						
9+50.00 - 10+00.00				100.0	66.0						91.0						
10+00.00 - 10+50.00		60.0		70.0	89.1						107.0						
10+50.00 - 11+00.00		410.0	12.0		33.0												
11+00.00 - 11+50.00		407.0			33.0	12.9				4.0		43.8				6.0	43.8
11+50.00 - 12+00.00		119.0			49.5	50.0	8.0			7.0		67.1				12.0	67.1
12+00.00 - 12+50.00		100.0			66.0	100.0	50.0			12.0		89.5				12.0	89.5
12+50.00 - 13+00.00		100.0			66.0	100.0	50.0			13.0		85.7			16.0	12.0	85.7
13+00.00 - 13+50.00	450.0	357.0	30.0		83.9	100.0	50.0			12.0		69.5				12.0	69.5
13+50.00 - 14+00.00	450.0	210.0			76.7	100.0	50.0			13.0		69.5				12.0	69.5
14+00.00 - 14+50.00	450.0	100.0			66.0	75.0	50.0			8.0		69.5				12.0	69.5
14+50.00 - 15+00.00	450.0	100.0			66.0	50.0	50.0			8.0		34.2				12.0	34.2
15+00.00 - 15+50.00	450.0	150.0			66.0	50.0	50.0			8.0						12.0	
15+50.00 - 16+00.00	180.0	200.0			66.0	50.0	50.0			8.0		15.2				12.0	15.2
16+00.00 - 16+50.00		200.0			66.0	50.0	50.0			8.0						12.0	
16+50.00 - 17+00.00	265.2	200.0			66.0	50.0	87.0			10.0		11.9		37.0		12.0	11.9
17+00.00 - 17+50.00	600.0	200.0			66.0	50.0	101.0			12.0		21.5		42.0		12.0	21.5
17+50.00 - 18+00.00	600.0	200.0			66.0	50.0	101.0			12.0		24.7	1.0			12.0	24.7
18+00.00 - 18+50.00		200.0			66.0	50.0	90.0			12.0		29.7				12.0	29.7
18+50.00 - 19+00.00		200.0			66.0	50.0	51.0			8.0		35.7				12.0	35.7
19+00.00 - 19+50.00		200.0			66.0	50.0	50.0			8.0		36.6				12.0	36.6
19+50.00 - 20+00.00		200.0			66.0	50.0	50.0			8.0		32.0				12.0	32.0
20+00.00 - 20+50.00		200.0			66.0	24.6	50.0	1.0				26.5				6.0	26.5
20+50.00 - 21+00.00		200.0			94.4	16.0	50.0			8.0		21.3				6.0	21.3
21+00.00 - 21+50.00		200.0			161.0	50.0	50.0			8.0		19.8				32.0	19.8
21+50.00 - 22+00.00		200.0			167.0	50.0	50.0			8.0		20.7				24.0	20.7
22+00.00 - 22+50.00		200.0			100.0	50.0	50.0			8.0		24.4				24.0	24.4
22+50.00 - 23+00.00		200.0			100.0	50.0 50.0	50.0 50.0			8.0		29.0				24.0 24.0	29.0
23+00.00 - 23+50.00		200.0 200.0			100.0 100.0	50.0 50.0	50.0 50.0			8.0		34.4 38.7				24.0 24.0	34.4 38.7
23+50.00 - 24+00.00		286.0			100.0	50.0	50.0			8.0 8.0		39.2				24.0 24.0	39.2
24+00.00 - 24+50.00		321.0	8.0		100.0	50.0	12.0			7.0		39.2				24.0	39.2
24+50.00 - 25+00.00 25+00.00 - 25+50.00		334.0	0.0		100.0	46.5	12.0	1.0	1.0	/.5						20.0	
25+50.00 - 26+00.00		200.0				.5.5											
26+00.00 - 26+50.00		200.0															
26+50.00 - 27+00.00		200.0															
27+00.00 - 27+50.00		200.0															
27+50.00 - 28+00.00		200.0															
28+00.00 - 28+50.00		200.0															
28+50.00 - 29+00.00																	
MAINTENANCE																	
TOTAL	3895.2	7654.0	50.0	670.0	2994.3	1575.0	1450.0	2.0	1.0	242.0	627.6	990.2	1.0	79.0	16.0	426.0	990.2
ADJUSTED TOTAL	3,896.0	7,654.0	50.0	670.0	2,995.0	1,575.0	1,450.0	2.0	1.0	242.0	628.0	991.0	1.0	79.0	16.0	426.0	991.0
	-,	.,	<del></del>	1 2.0.0	_,	1 .,	.,		1		1 3-0.0	1 30.10	1				

WBK ENGINE
116 WEST MAIN S
ST. CHARLES, ILLIN
(630) 443-7755

USER NAME = nparris	DESIGNED	-	SBP	REVISED	-
	DRAWN	-	NDP	REVISED	-
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED	-
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COUEDING OF OUANITHIES	F.A.P.	F.A.P. SECTION COUNTY TOTAL						
SCHEDULE OF QUANTITIES	RTE.	32011311	000.11	SHEETS	NO.			
	520	08-00058-02-BR	KANE	216	15			
			CONTRACT	NO.				
EET NO. 7 OF 12 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT						

# EARTHWORK SUMMARY

			EARTHWORK				ТОР	SOIL		SUE	GRADE IMPROVEN	MENT
	20200100			20400800	20300100	21101505			X2111110	20201200	30300001	21001000
	EARTHWORK	SHOULDER	BALANCE	STRUCTURAL	CHANNEL	TOPSOIL	TOPSOIL	BALANCE	TOPSOIL	REMOVAL &	AGGREGATE	GEOTECHNICAL
LOCATION	EXCAVATION	EMBANKMENT	WASTE (+) OR	<b>EMBANKMENT</b>	EXCAVATION	EXCAVATION &	<b>EMBANKMENT</b>	WASTE (+) OR	PLACEMENT	DISPOSAL OF	SUBGRADE	FABRIC
LOCATION			SHORTAGE (-)			PLACEMENT	(6" THICK)	SHORTAGE (-)	(4" THICK)	UNSUITABLE	IMPROVEMENT	FOR GROUND
								(NO SHRINKAGE)		MATERIAL		STABILIZATION
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)
STAGE 1A	1639.0	0.0	5065.0	1432.0	0.0	1287.0	1122.0	165.0		78.0	78.0	501.0
OTAGE IA	1000.0	0.0	0000.0	1402.0	0.0	1207.0	1122.0	100.0		70.0	70.0	001.0
STAGE 1B	794.0	757.0	37.0	2136.0	60.0	760.0	528.0	232.0		69.0	69.0	466.0
STAGE 2	341.0	718.0	-377.0	1476.0	18.0	372.0	349.0	23.0				
STAGE 3									113.0			
COMP STORAGE AREA	3427.0											
R.E. DISCRETION										150.0	150.0	450.0
TOTAL	6201.0	1475.0	4725.0	5044.0	78.0	2419.0	1999.0	420.0	113.0	297.0	297.0	1417.0

#### EARTHWORK GENERAL NOTES

- 1. ALL EARTHWORK QUANTITIES ARE CALCULATED BY THE METHOD OF AVERAGE END AREAS USING THE PLAN CROSS SECTIONS.
- 2. 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.
- 3. RECOMMENDATIONS OUTLINED IN THE REPORTS OF SOIL EXPLORATION REPORT PREPARED BY TESTING SERVICE CORPORATION, DATED, MAY 13, 2015 WERE USED IN PREPARATION OF THE ROADWAY PLANS AND RELATED QUANTITY CALCULATIONS.
- 4. FOR THE PURPOSE OF ESTIMATING THE TOPSOIL STRIPPING QUANTITIES, THE TOPSOIL THICKNESS WAS ESTIMATED AT SIX (6) INCHES.
- 5. IF UNDERCUTS ARE ENCOUNTERED, UNDERCUTS WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. AFTER TOPSOIL STRIPPING AND VEGETATION CLEARING 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.
- 6. 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.

- 7. BASED ON THE GEOTECHNICAL REPORT, 247 CY OF AGGREGATE SUBGRADE IMPROVEMENT HAS BEEN PROVIDED FOR LOCATIONS WHERE SOILS TEND TO BE UNSTABLE WHEN WET. AN ADDITIONAL 150 CY HAVE BEEN INLCUDED TO BE USED AT THE RE'S DESCRETION. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT 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 ROLLED USING FULL LOAD SEMI), IF UNSUITABLE AND/OR UNSTABLE MATERIALS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.
- 8. EARTH EXCAVATION SHALL BE PAID FOR ONLY ONCE, REGARDLESS OF STAGING OR SEQUENCING OF CONTRACTORS OPERATIONS THAT REQUIRE STOCKPILING OF MATERIALS FOR LATER USE FOR REDISTRIBUTION AND RESPREADING IN SHOULDERS AND CONSTRUCTING OF EMBANKMENTS.
- 9. TOPSOIL EXCAVATION WILL INCLUDE EXCAVATION OF THE TOPSOIL MATERIAL IN ITS ORIGINAL POSITION, TEMPORARY STOCK PILING FOR LATER USE, RE-HANDLING AND SPREADING OF THE FINAL TOPSOIL COURSE FOR THE THICKNESS SPECIFIED.

USER NAME = nparris	DESIGNED	-	SBP	REVISED -
	DRAWN	-	NDP	REVISED -
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED -
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUA	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
			520	08-00058-02-BR	KANE	216	16
					CONTRACT	NO.	
SHEET NO. 8 OF 12 SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

# EARTHWORK SCHEDULE - STAGE 1A

			EARTHWORK				TOPSOIL		SUE	GRADE IMPROVEN	IENT
	20200100		20400800	20400800	20300100	21101505			20201200	30300001	21001000
	EARTHWORK	SHOULDER	BALANCE	STRUCTURAL	CHANNEL	TOPSOIL	TOPSOIL	BALANCE	REMOVAL &	AGGREGATE	GEOTECHNICAL
LOCATION	EXCAVATION	<b>EMBANKMENT</b>	WASTE (+) OR	EMBANKMENT	<b>EXCAVATION</b>	EXCAVATION &	<b>EMBANKMENT</b>	WASTE (+) OR	DISPOSAL OF	SUBGRADE	FABRIC
LOCATION			SHORTAGE (-)			PLACEMENT		SHORTAGE (-)	UNSUITABLE	IMPROVEMENT	FOR GROUND
								(NO SHRINKAGE)	MATERIAL		STABILIZATION
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)
STAGE 1A											
MAINLINE	1638.3	0.0	1638.3	1432.0	0.0	874.1	709.1	165.0	78.0	78.0	501.0
CHANNEL											
COMP STORAGE	3426.7	0.0	3426.7	0.0	0.0	412.9	412.9	0.0			
R.E. DESCRETION									50.0	50.0	150.0
TOTAL	5065.0	0.0	5065.0	1432.0	0.0	1287.0	1122.0	165.0	128.0	128.0	651.0

Γ			END	AREAS				TOPSOIL				EARTHWORK			SU	BGRADE IMPROVEM	ENT
1	TOPSOIL	TOPSOIL	EXCAVATION	STRUCTURAL	SHOULDER	UNDERCUT	21101505			20200100			20400800	20300100	20201200	30300001	210010000
LOCATION	STRIPPING (TSS)	EMBANKMENT	(CUT)	EMBANKMENT (FILL)	EMBANKMENT (FILL)		TOPSOIL EXCAVATION & PLACEMENT	TOPSOIL EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-) (NO SHRINKAGE)	EARTHWORK EXCAVATION	SHOULDER EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-)	STRUCTURAL EMBANKMENT	CHANNEL EXCAVATION	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	AGGREGATE SUBGRADE IMPROVEMENT	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)
MAINLINE																	
10+00.00																	
10+35.00																	
10+50.00																	
11+00.00																	
11+50.00	11.1	3.7	29.7				10.3	3.4	6.9	27.5		27.5					
11+75.29	13.2	5.3	25.0				11.4	4.2	7.2	25.6		25.6					
12+00.00	14.1	6.7	11.2	6.9			12.5	5.5	7.0	16.6		16.6	3.1				
12+50.00	15.2	3.3	4.4	27.8			27.1	9.2	17.9	14.4		14.4	32.1				
13+00.00	16.5	8.1	10.6	21.8			29.4	10.5	18.8	13.8		13.8	45.9				
13+36.78	14.1	8.4	12.4	52.4			20.8	11.2	9.6	15.6		15.6	50.5				
13+50.00	14.3	8.5	12.5	48.4			6.9	4.1	2.8	6.1		6.1	24.7				
14+00.00	11.0	8.1	4.1	48.6			23.4	15.3	8.1	15.3		15.3	89.8				
14+50.00	12.3	10.2		87.6			21.6	16.9	4.7	3.8		3.8	126.1				
14+86.00	11.0		3.0	179.1			15.6	6.8	8.8	2.0		2.0	177.8				
15+25.00							8.0		8.0	2.1		2.1	129.3				
15+70.00	0.2		2.9	0.0			0.2		0.2	2.5		2.5	0.0				
OMIT BRIDGE																	
16+80.00			3.3	0.0													
17+00.00			3.4	0.0						2.5		2.5	0.0				
17+50.00	14.4	15.1	4.0	64.7			13.4	14.0	-0.6	6.8		6.8	59.9				
18+00.00	14.3	13.7	2.8	59.7			26.6	26.7	-0.1	6.3		6.3	115.2				
18+50.00	13.8	12.5	2.6	48.0			26.0	24.3	1.8	5.0		5.0	99.8				
19+00.00	14.1	12.3	2.5	52.0			25.9	22.9	2.9	4.8		4.8	92.6				
19+50.00	13.2	11.5	2.2	34.6			25.2	22.0	3.3	4.4		4.4	80.1				
20+00.00	12.4	11.3	2.1	27.9			23.7	21.0	2.6	4.0		4.0	57.8				
20+50.00	16.4	15.9	28.7	10.8			26.7	25.1	1.6	28.5		28.5	35.8				
20+70.15	17.7	17.3	42.0	9.9			12.7	12.4	0.4	26.4		26.4	7.7				
21+00.00	19.3	18.9	51.8	8.0			20.5	20.0	0.4	51.9		51.9	9.9				
21+50.00	19.9	19.5	64.9	3.7			36.3	35.6	0.6	108.0		108.0	10.9				
22+00.00	18.8	18.4	69.8	1.2			35.8	35.1	0.7	124.7		124.7	4.6				
22+50.00	16.7	15.8	24.4	8.2			32.9	31.6	1.2	87.2		87.2	8.7				
23+00.00	16.5	15.0	13.4	21.5			30.8	28.5	2.3	35.0		35.0	27.5				
23+50.00	18.7	16.7	25.5	11.9			32.6	29.4	3.2	36.1		36.1	31.0				
24+00.00	20.2	17.8	35.2	10.9			36.0	32.0	4.0	56.3		56.3	21.2				
24+50.00	20.7	15.6	52.9	6.0		6.4	37.9	30.9	7.0	81.6		81.6	15.7		5.9	5.9	70.9
25+08.00			2.2	7.4		6.0	22.3	16.8	5.5	59.1		59.1	14.4		13.2	13.2	79.5
25+50.00	21.1	17.4	67.4	6.3		5.9	16.4	13.6	2.8	54.1		54.1	10.6		9.2	9.2	55.1
26+00.00	21.5	17.2	69.8	3.9		5.4	39.4	32.0	7.4	127.1		127.1	9.5		10.4	10.4	62.3
26+50.00	21.4	18.4	83.0	2.7		4.7	39.7	32.9	6.8	141.5		141.5	6.1		9.3	9.3	55.8
27+00.00	20.3	18.4	86.6	2.9		4.1	38.6	34.1	4.5	157.0		157.0	5.2		8.1	8.1	48.5
27+50.00	17.8	16.6	67.6	2.5		3.5	35.2	32.4	2.8	142.8		142.8	5.0		7.0	7.0	42.2
28+00.00	14.7	13.4	35.7	5.3		3.4	30.1	27.7	2.3	95.7		95.7	7.3		6.5	6.5	38.8
28+50.00	4.5	4.4	7.2	5.7		2.5	17.7	16.5	1.2	39.8		39.8	10.2		5.5	5.5	33.0
29+00.00							4.1	4.1	0.0	6.7		6.7	5.2		2.3	2.3	13.9
COMP STORAGE							412.9	412.9		3426.7		3426.7					
HRINKAGE FACTOR		<u> </u>	15%	1		TOTAL	1286.1	1121.6	164.6	5064.8		5064.8	1431.1		77.4	77.4	500.1
						ADJ. TOTAL	1287.0	1122.0	165.0	5065.0		5065.0	1432.0		78.0	78.0	501.0

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

USER NAME = nparris	DESIGNED	-	SBP	REVISED	-
	DRAWN	-	NDP	REVISED	-
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED	-
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

STATE OF	ILLINOIS
DEPARTMENT OF	TRANSPORTATION

SCHEDULE OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL  SHEETS	SHEET   NO.			
				520	08-00058-02-BR	KANE	216	17			
						CONTRACT	NO.				
SHEET NO. 9 OF	12 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT						

# EARTHWORK SCHEDULE - STAGE 1B

			<b>EARTHWORK</b>				TOPSOIL		SUBGRADE IMPROVEMENT			
	20200100		20400800	20400800	20300100	21101505			20201200	30300001	21001000	
	EARTHWORK	SHOULDER	BALANCE	STRUCTURAL	CHANNEL	TOPSOIL	TOPSOIL	BALANCE	REMOVAL &	AGGREGATE	GEOTECHNICAL	
LOCATION	<b>EXCAVATION</b>	EMBANKMENT	WASTE (+) OR	EMBANKMENT	EXCAVATION	EXCAVATION &	<b>EMBANKMENT</b>	WASTE (+) OR	DISPOSAL OF	SUBGRADE	FABRIC	
LOCATION			SHORTAGE (-)			PLACEMENT		SHORTAGE (-)	UNSUITABLE	IMPROVEMENT	FOR GROUND	
								(NO SHRINKAGE)	MATERIAL		STABILIZATION	
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)	
STAGE 1B MAINLINE	794.0	757.0	37.0	2136.0		760.0	528.0	232.0	69.0	69.0	466.0	
CHANNEL	794.0	737.0	37.0	2136.0	60.0	760.0	526.0	232.0	69.0	65.0	400.0	
R.E. DESCRETION									50.0	50.0	150.0	
TOTAL	794.0	757.0	37.0	2136.0	60.0	760.0	528.0	232.0	119.0	119.0	616.0	

Γ			END A	AREAS				TOPSOIL				EARTHWORK			SU	BGRADE IMPROVEMI	SUBGRADE IMPROVEMENT		
	TOPSOIL	TOPSOIL	EXCAVATION	STRUCTURAL	SHOULDER	UNDERCUT	21101505			20200100			20400800	20300100	20201200	30300001	210010000		
LOCATION	STRIPPING (TSS)	EMBANKMENT	(CUT)	EMBANKMENT (FILL)	EMBANKMENT (FILL)		TOPSOIL EXCAVATION & PLACEMENT	TOPSOIL EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-) (NO SHRINKAGE)	EARTHWORK EXCAVATION	SHOULDER EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-)	STRUCTURAL EMBANKMENT	CHANNEL EXCAVATION	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	AGGREGATE SUBGRADE IMPROVEMENT	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION		
	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)		
MAINLINE																			
10+00.00																			
10+35.00																			
10+50.00 11+00.00																			
11+50.00	1.2		3.7	0.8			1.1		1.1	3.5		3.5	0.7						
11+75.29	2.4		9.2				1.7		1.7	6.0		6.0	0.4						
12+00.00	3.2		4.0	13.5			2.6		2.6	6.0		6.0	6.2						
12+50.00	3.6		4.6	22.6			6.3		6.3	7.9		7.9	33.4						
13+00.00	5.0			41.7			7.9		7.9	4.3		4.3	59.5						
13+36.78	5.7			52.6			7.3		7.3				64.2						
13+50.00	5.8			56.7			2.8		2.8				26.8						
14+00.00	6.2			78.2			11.1		11.1				124.9						
14+50.00	6.3			89.1			11.6		11.6				154.9						
14+86.00	40.4		1.8	73.5	40.7		4.2	7.0	4.2	1.2	00.4	1.2	108.4						
15+25.00	19.4	9.6	1.6	137.9 107.7	40.7		14.0	7.0	7.0 14.1	1.3 1.4	29.4 74.1	-28.1 -72.7	152.7 204.6						
15+70.00 OMIT BRIDGE	16.0	8.8	1.6	107.7	48.2		29.5	15.4	14.1	1.4	74.1	-12.1	204.6						
16+80.00	17.0	16.0	19.5	106.3	62.4														
17+00.00	20.1	17.5	20.0	130.4	62.4		13.7	12.4	1.3	14.6	46.2	-31.6	87.7						
17+50.00	21.8	17.0	11.0	95.7	61.3		38.7	31.9	6.8	28.7	114.5	-85.8	209.3						
18+00.00	21.7	15.1	5.7	77.0	54.5		40.2	29.7	10.5	15.5	107.3	-91.8	159.9						
18+50.00	19.9	13.5	3.1	58.4	46.9		38.5	26.4	12.0	8.1	93.9	-85.7	125.4						
19+00.00	19.6	15.8	5.9	24.4	43.6		36.5	27.1	9.5	8.3	83.7	-75.4	76.7						
19+50.00	17.4	13.7	9.8	17.9	23.5		34.2	27.2	7.0	14.6	62.1	-47.5	39.2						
20+00.00	16.4	12.7	9.3	14.3	17.0		31.4	24.4	7.0	17.7	37.5	-19.8	29.8						
20+50.00	17.0	14.7	33.4	15.5			30.9	25.3	5.6	39.6	15.7	23.8	27.6						
20+70.15				57.6			6.3	5.5	0.9	12.5		12.5	27.3						
21+00.00	20.9	15.3	54.1	5.1			11.5	8.4	3.1	29.9		29.9	34.7						
21+50.00	21.0	16.3	66.0	4.6			38.7	29.2	9.6	111.2		111.2	9.0						
22+00.00	21.6 21.0	17.0 17.1	73.3 61.4	5.1			39.4 39.4	30.8 31.6	8.6 7.9	129.1 124.8		129.1 124.8	9.0 14.1						
22+50.00 23+00.00	16.2	12.6	7.0	17.4	20.6		34.5	27.5	7.9	63.3	19.0	44.3	25.5						
23+50.00	14.6	11.3	2.4	15.7	29.3		28.6	22.1	6.4	8.7	46.2	-37.5	30.6						
24+00.00	15.2	12.2	7.8	26.7	20.0		27.7	21.8	5.9	9.4	27.1	-17.7	39.2						
24+50.00	10.8	8.0	8.3	18.7		4.6	24.1	18.7	5.4	14.9		14.9	42.0		4.2	4.2	56.0		
25+08.00	10.8	7.6	7.5	16.9		4.7	23.2	16.7	6.5	16.9		16.9	38.2		9.9	9.9	66.2		
25+50.00	11.0	7.4	7.7	17.0		5.0	17.0	11.7	5.3	11.8		11.8	26.4		7.5	7.5	49.6		
26+00.00	10.7	7.2	7.8	16.6		4.8	20.1	13.5	6.5	14.3		14.3	31.2		9.1	9.1	58.9		
26+50.00	10.0	7.1	7.1	14.9		4.3	19.1	13.3	5.8	13.8		13.8	29.1		8.4	8.4	54.8		
27+00.00	9.2	6.9	6.4	11.9		4.0	17.8	12.9	4.9	12.5		12.5	24.8		7.7	7.7	48.7		
27+50.00	8.7	6.3	6.6	12.7		3.8	16.6	12.2	4.4	12.0		12.0	22.8		7.2	7.2	43.9		
28+00.00	7.8	5.9	6.8	10.3		3.6	15.2	11.3	3.9	12.4		12.4	21.3		6.8	6.8	41.3		
28+50.00 29+00.00	4.8	4.5	5.8	4.9		2.4	11.6 4.4	9.6 4.1	2.0 0.3	11.7 5.4		11.7 5.4	14.0 4.5		5.5 2.2	5.5 2.2	33.2 13.1		
<u>CHANNEL</u>																			
100+79.89																			
101+00.00			38.3											14.3					
101+10.33			17.0											10.6					
101+19.92			29.9											8.3					
101+49.92			8.5											21.3					
101+79.92														4.7					
102+00.00 102+24.96																			
IRINKAGE FACTOR			15%			TOTAL	759.2	527.6	231.7	793.1	756.6	36.5	2135.7	59.2	68.5	68.5	465.6		
						ADJ. TOTAL	760.0	528.0	232.0	794.0	757.0	37.0	2136.0	60.0	69.0	69.0	466.0		

WBK ENGINEERING, LLC

116 WEST MAIN STREET, SUITE 20

ST. CHARLES, ILLINOIS 60174

(630) 443-7755

,	USER NAME = nparris	DESIGNED	-	SBP	REVISED -
1		DRAWN	-	NDP	REVISED -
	PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED -
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES					F.A.P. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.	
			520	08-00058-02-BR	}	KANE	216	18			
									CONTRACT	NO.	
HEET NO	. 10 OF	12	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT				

# EARTHWORK SCHEDULE - STAGE 2

			EARTHWORK				TOPSOIL		SUE	GRADE IMPROVEN	IENT
	20200100			20400800	20300100	21101505			20201200		21001000
	EARTHWORK	SHOULDER	BALANCE	STRUCTURAL	CHANNEL	TOPSOIL	TOPSOIL	BALANCE	REMOVAL &	AGGREGATE	GEOTECHNICAL
LOCATION	EXCAVATION	EMBANKMENT	WASTE (+) OR	EMBANKMENT	EXCAVATION	EXCAVATION &	<b>EMBANKMENT</b>	WASTE (+) OR	DISPOSAL OF	SUBGRADE	FABRIC
LOCATION			SHORTAGE (-)			PLACEMENT		SHORTAGE (-)	UNSUITABLE	IMPROVEMENT	FOR GROUND
								(NO SHRINKAGE)	MATERIAL		STABILIZATION
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)
STAGE 2											
MAINLINE	341.0	718.0	-377.0	1476.0		372.0	349.0	23.0	0.0	0.0	0.0
CHANNEL					18.0						
R.E. DESCRETION									50.0	50.0	150.0
TOTAL	341.0	718.0	-377.0	1476.0	18.0	372.0	349.0	23.0	50.0	50.0	150.0

TOPSOIL TOPSOIL STRIPPING (TSS)  TOPSOIL TOPSOIL EXCAVATION STRUCTURAL SHOULDER (FILL)  TOPSOIL STRIPPING (CUT) EMBANKMENT (FILL)  (FI	Г			END	ADEAC			T	TORSOIL	_			EARTUMORK			l ei	UBGRADE IMPROVEM	ENT
Process   Proc		TOPSOII	TOPSOIL		_	SHOUL DED	LINDERCUT	21101505	TOPSOIL		20200100		EARTHWORK	20400800	20300100			
Martin	LOCATION	STRIPPING			EMBANKMENT	EMBANKMENT	UNDERCUT	TOPSOIL EXCAVATION &		WASTE (+) OR SHORTAGE (-)	EARTHWORK		WASTE (+) OR	STRUCTURAL	CHANNEL	REMOVAL & DISPOSAL OF UNSUITABLE	AGGREGATE SUBGRADE	GEOTECHNICAL FABRIC FOR
		(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(SQ YD)
C-STATE   STATE   ST																		
Section   1-2		0.0		4.5						0.0	4.0							
Minde   12			1.0		0.2				0.3					0.0				
15-90					0.2													
### 150					2.5	10.7						9 9						
March   \$2																		
Table																		
19-577 4 4 4 45																		
15440   C		19.8	26.5	32.6	32.8			22.4	37.6	-15.2		37.3						
Second   S	13+36.78	4.4	14.8		157.9	64.9		16.5	28.1	-11.6	22.2	67.7	-45.5	129.9				
Marie   St.   230   251   252   25	13+50.00	5.5	17.5		144.6	73.0		2.4	7.9	-5.5		33.8	-33.8	74.0				
Medical   D S	14+00.00	16.5	18.1		71.4	53.3		20.4	33.0	-12.6		117.0		200.0				
Strate   S				25.1												1		
1-1											16.7							
OVERSIGN																		
Net		13.9	10.0		101.5	56.2		28.9	21.2	7.8		120.9	-120.9	179.9				
10-XLU    1-7		11.6	0.2	1 1	69.4	40.8												
175500   0.0   4								86	6.9	1 7	0.9	34 4	-33 4	55 4				
## MECCE   97   30   37   229   132   73   33   C8   6   6   6   6   6   6   6   6   6				'''		10.0												
1-500				0.7								00.0						
1910 0																		
99-30C			1.4															
265-5500 3.7 16 6.9 18 18 5 76 4.0 148 4.6 4.7 19 19 19 19 18 19 21 1 28 1.2 1.0 4.0 4.0 14.8 4.0 17.7 19 19 19 19 19 19 19 19 19 19 19 19 19	19+50.00	3.6	1.6	7.7	3.7			8.4	2.8	5.6	18.3		18.3	7.6				
200/030 43 19 59 31 28 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 61 28 18 18 18 18 18 18 18 18 18 18 18 18 18	20+00.00	3.3	1.2	8.9	2.9			6.4	2.6	3.8	15.4		15.4	6.1				
21-1000 10 18 8 0 28 44 20 24 8.5 65 52 125 125 125 25-000 13 1.7 8.8 13 13 7.7 8.8 13 12 7.8 125 35 36 118 115 115 125 35 22-0000 13 1.7 8.8 20 125 125 125 125 55 22 125 125 125 125 1	20+50.00	3.7	1.6	6.9	1.6			6.5	2.6	4.0	14.6		14.6	4.2				
211-00																		
22-000																		
224:000																		
231-0000 5-4 13.3 1-6 10.8 92 5.3 3.9 5.6 5.6 15.1 22.5 0.0 5.9 3.7 0.7 0.7 13.0 15.4 15.3 5.9 5.0 5.0 5.0 15.1 22.5 0.0 5.9 3.7 0.7 0.7 13.0 15.4 15.3 6.3 4.0 2.7 2.4 5.0 0.0 2.4 5.0 0.																		
23-9000 5-9 3.7 0.7 13.0 11.4 0.5 1.9 2.1 2.1 22.0 2.20 2.40 0.00 6.2 3.1 2.2 8.6 12.3 8.3 4.0 2.7 2.7 20.00 2.40 0.00 6.2 3.1 2.2 8.6 12.3 8.3 4.0 2.7 2.1 8.0 2.1 8.																		
2440.00 5.2 3.1 2.2 8.6 10.3 6.3 4.0 2.7 2.7 20.0 2546.00 2546																		
241 5.00																		
28*150.00 28*100.00 28*100.00 28*150.00 27*150.00 27*150.00 27*150.00 28*150																		
28*50.00 28*00.00 28*00.00 28*00.00 28*00.00 28*00.00 28*00.00 20*00.00  CHANNEL 100*73.89 101*10.33 101*19.92 101*49.92 101*49.92 101*49.92 101*49.92 101*49.92 101*49.92 101*49.92 101*49.92 101*49.92 101*49.92 101*49.93 101*4																		
28+50.00 27+50.00 28+50.00 29+00.00 29+00.00 29+00.00 29+00.00 39+00.00 101+10.33 101+19.32 101+49.92 101+49.92 101+39.92 101+	25+50.00																	
27-50.00 28-50.00 28-50.00 28-50.00 28-50.00 28-50.00 29-50.00 29-50.00 101-100.33 101+19.92 101	26+00.00																	
27-50,00 28-90,00 28-90,00 29-																		
28+50.00																		
28+50.00 29+00.00  CHANNEL 100+79.89 101+00.00 101+10.33 101+19.92 101+49.92 101+49.92 101+79.92 7.5 8.9 102+00.00 117 002+24.96  SHRINKAGE FACTOR 15% TOTAL 371.2 348.5 22.6 340.8 717.3 -376.7 1476.1 17.8																		
29+00.00  CHANNEL 100+79.89 101+00.00 101+10.33 101+19.92 101+49.92 101+49.92 101+49.92 102+00.00 11.7 102+24.96  SHRINKAGE FACTOR  15%  TOTAL  371.2  348.5  22.6  340.8  717.3  -376.7  1475.1  17.8																		
CHANEL 100-79.89 101+00.00 101+10.33 101+19.92 101+49.92 8.5 7.5 101+79.92 7.5 1.7 101+79.92 7.5 1.7 102+20.90 102+24.96 SHRINKAGE FACTOR 15% TOTAL 371.2 348.5 22.6 340.8 717.3 -376.7 1475.1 17.8																		
100+79.89 101+00.00 101+10.33 101+19.92 101+49.92 101+79.92 102+00.00 11.7 102+24.96  SHRINKAGE FACTOR  15%  TOTAL 371.2 348.5 22.6 340.8 717.3 3-376.7 1475.1 17.8	29+00.00																	
100+79.89 101+00.00 101+10.33 101+19.92 101+49.92 101+79.92 102+00.00 11.7 102+24.96  SHRINKAGE FACTOR  15%  TOTAL 371.2 348.5 22.6 340.8 717.3 3-376.7 1475.1 17.8	CHANNE															1		
101+00.00 101+10.33 101+19.92 101+49.92 101+99.92 102+00.00 102+24.96 SHRINKAGE FACTOR  15%  TOTAL  371.2  348.5  22.6  340.8  717.3  -376.7  1475.1  17.8																1		
101+10.33 101+19.92 101+49.92 101+79.92 102+00.00 102+24.96 SHRINKAGE FACTOR 15% TOTAL 371.2 348.5 22.6 340.8 717.3 -376.7 1475.1 17.8																1		
101+19.92 101+49.92 101+79.92 102+00.00 102+24.96 SHRINKAGE FACTOR 15% TOTAL 371.2 348.5 22.6 340.8 717.3 -376.7 1475.1 17.8																1		
101+49.92 101+79.92 102+00.00 102+24.96 SHRINKAGE FACTOR 15% TOTAL 371.2 348.5 22.6 340.8 717.3 -376.7 1475.1 17.8																1		
101+79.92 102+00.00 102+24.96 SHRINKAGE FACTOR 15% TOTAL 371.2 348.5 22.6 340.8 717.3 -376.7 1475.1 17.8				8.5											4.7	1		
102+24.96 0.8 0.8															8.9			
SHRINKAGE FACTOR 15% TOTAL 371.2 348.5 22.6 340.8 717.3 -376.7 1475.1 17.8				1.7												1		
	102+24.96														0.8	1		
											2							
ADITATAL   0700   040   740   740   740   740   1	SHRINKAGE FACTOR	<b>K</b>		15%								+				-		

wbk engineering, LLC

116 WEST MAIN STREET, SUITE 20

ST. CHARLES, ILLINOIS 60174

(630) 443-7755

~	USER NAME = nparris	DESIGNED	-	SBP	REVISED -
01		DRAWN	-	NDP	REVISED -
	PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED -
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE 0	F QUA	ANTITIES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				520	08-00058-02-BR	KANE	216	19
						CONTRACT	NO.	
SHEET NO. 11 OF 12 SH	HEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		

# EARTHWORK SCHEDULE - STAGE 3

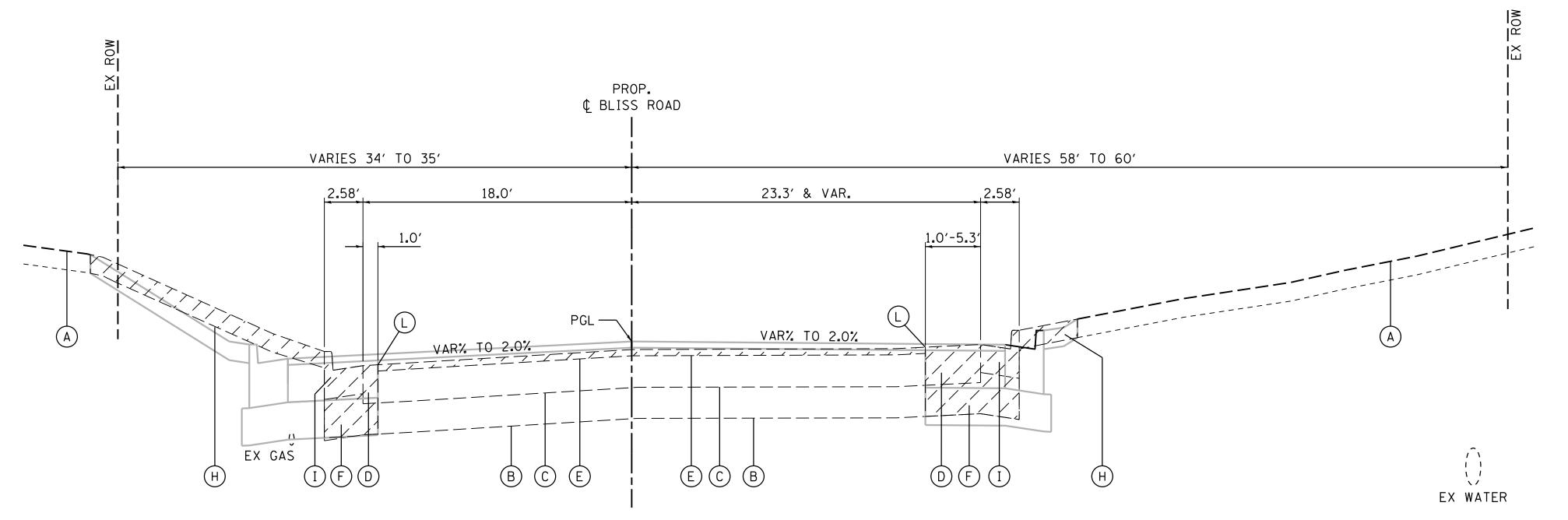
		TOPSOIL							
	21101505			X2111110					
	TOPSOIL	TOPSOIL	BALANCE	TOPSOIL					
LOCATION	EXCAVATION &	<b>EMBANKMENT</b>	WASTE (+) OR	<b>PLACEMENT</b>					
LOCATION	PLACEMENT		SHORTAGE (-)	(4" THICK)					
			(NO SHRINKAGE)						
	(CU YD)	(CU YD)	(CU YD)	(CU YD)					
STAGE 3									
MAINLINE				113.0					
R.E. DESCRETION									
TOTAL				113.0					

		END AREAS		TOPSOIL						
	TOPSOIL	TOPSOIL	TOPSOIL	21101505			X2111110			
LOCATION	STRIPPING (TSS)	EMBANKMENT	PLACEMENT	TOPSOIL EXCAVATION & PLACEMENT	TOPSOIL EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-) (NO SHRINKAGE)	TOPSOIL PLACEMENT			
	(SQ FT)	(SQ FT)	(SQ FT)	(CU YD)	(CU YD)	(CU YD)	(CU YD)			
MAINLINE										
10+00.00										
10+35.00										
10+50.00										
11+00.00										
11+50.00										
11+75.29										
12+00.00										
12+50.00										
13+00.00										
13+36.78										
13+50.00										
14+00.00										
14+50.00										
14+86.00										
15+25.00										
15+70.00										
OMIT BRIDGE			0.0							
16+80.00			2.6				4.0			
17+00.00			2.6				1.9			
17+50.00			2.6				4.8			
18+00.00			2.6				4.8			
18+50.00			2.6				4.8			
19+00.00			2.6				4.8			
19+50.00			2.6				4.8			
20+00.00			2.6				4.8			
20+50.00			2.6				4.8			
20+70.15			2.6				1.9			
21+00.00			2.6				2.9			
21+50.00			2.6				4.8			
22+00.00			2.6				4.8			
22+50.00			2.6				4.8			
23+00.00			2.6				4.8			
23+50.00			2.6				4.8			
24+00.00			2.6				4.8			
24+50.00			2.6				4.8			
25+08.00			2.6				5.6			
25+50.00			2.6				4.0			
26+00.00			2.6				4.8			
26+50.00			2.6				4.8			
27+00.00			2.6				4.8			
27+50.00			2.6				4.8			
28+00.00			2.6				4.8			
28+50.00			2.6				4.8			
29+00.00										
RINKAGE FACTOR	₹						112.6			
							113.0			

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

USER NAME = nparris	DESIGNED	-	SBP	REVISED	-
	DRAWN	-	NDP	REVISED	-
PLOT SCALE = 1:1	CHECKED	-	SBP/NDP	REVISED	-
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

SCHEDULE OF QUANTITIES					SECTION	COUNTY	TOTAL SHEETS	
				520	08-00058-02-BR	KANE	216	20
						CONTRACT	NO.	
SHEET NO. 12 OF 12	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

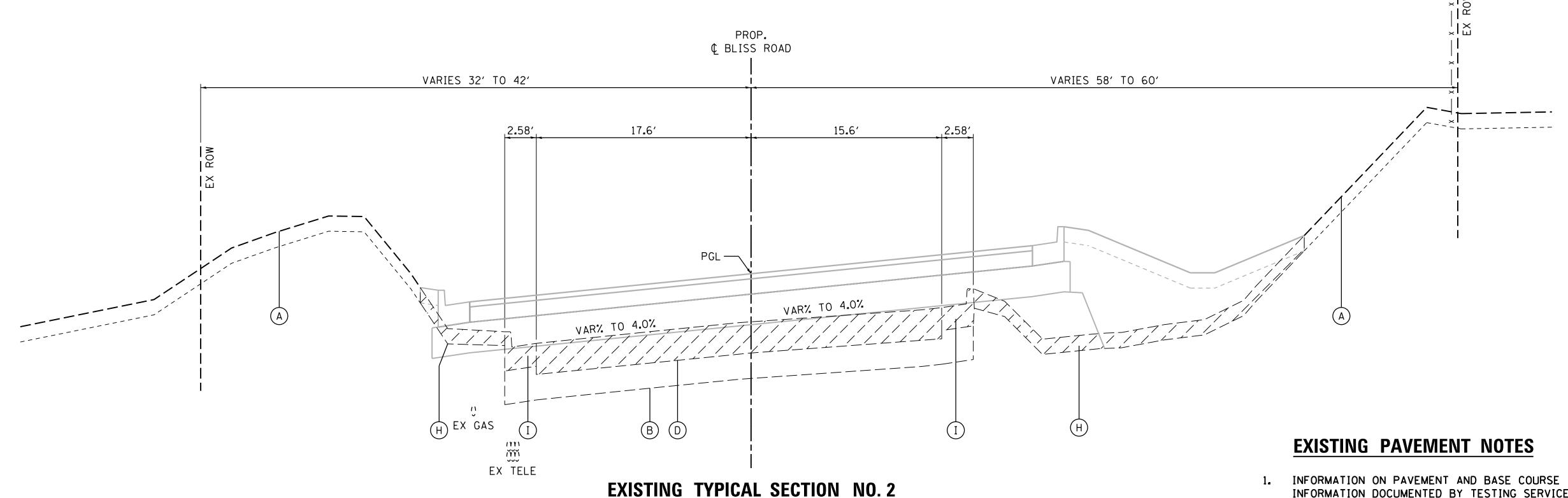


### LEGEND, EXISTING

- EXISTING GROUND
- EXISTING AGGREGATE BASE TO BE REMAIN 6"-12" CRUSHED SUB-BASE MATERIAL
- EXISTING HOT-MIX ASPHALT PAVEMENT TO REMAIN 12"-15" VARYING LAYERS OF BITUMINOUS PAVEMENTS
- EXISTING HOT-MIX ASPHALT PAVEMENT, TO BE REMOVED (44000100)
- EXISTING HOT-MIX ASPHALT PAVEMENT, 2" SURFACE MILLING (44000157 - SEE MILLING PLAN)
- EXISTING AGGREGATE BASE TO BE REMOVED (INCLUDED IN EARTH EX. 20200100)
- EXISTING AGGREGATE SHOULDER TO BE REMOVED (INCLUDED IN EARTH EX. 20200100)
- EXISTING TOPSOIL TO BE REMOVED (TOPSOIL EXCAVATION AND PLACEMENT 21101505)
- EXISTING B6.24 CONCRETE COMB. CURB AND GUTTER TO BE REMOVED (44000500)
- EXISTING GUARDRAIL TO BE REMOVED (63200310)
- EXISTING CHAIN LINK FENCE TO BE REMOVED (X6640300)
- SAWCUT, FULL DEPTH (INCLUDED IN ITEM BEING REMOVED)

### **EXISTING TYPICAL SECTION NO. 1**

STA. 10+35.0 TO STA. 12+00.0, BLISS ROAD



STA. 12+00.0 TO STA. 15+77.7, BLISS ROAD

EXISTING BRIDGE OMISSION STA. 15+77.7 TO STA. 16+70.1, BLISS ROAD

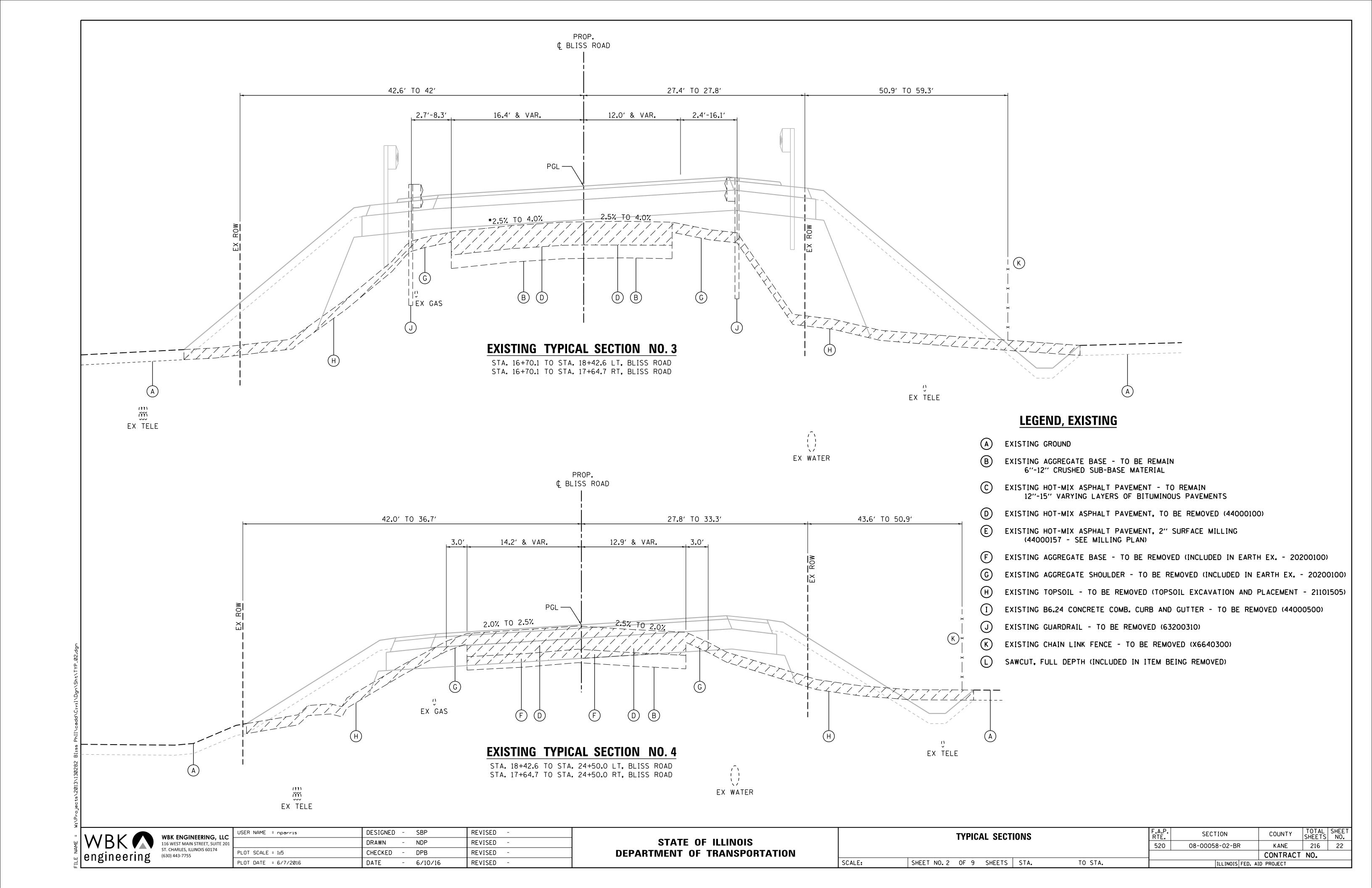
- INFORMATION ON PAVEMENT AND BASE COURSE THICKNESS WAS TAKEN FROM INFORMATION DOCUMENTED BY TESTING SERVICE CORPORATION IN THE "REPORT OF SOIL EXPLORATION" DATED MARCH 13, 2015 AND THE "STRUCTURAL GEOTECHNICAL REPORT" DATED MARCH 1, 2012. SEE ADDITIONAL NOTE BELOW.
- 2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE THICKNESS OF THE EXISTING PAVEMENTS TO BE REMOVED AND THE EXTENT TO WHICH THEY MAY BE REINFORCED (IF APPLICABLE). NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF VARIATIONS FROM THE ASSUMED THICKNESS SHOWN ON THE PLANS OR FOR VARIATIONS IN THE AMOUNT OF REINFORCEMENT (IF APPLICABLE).

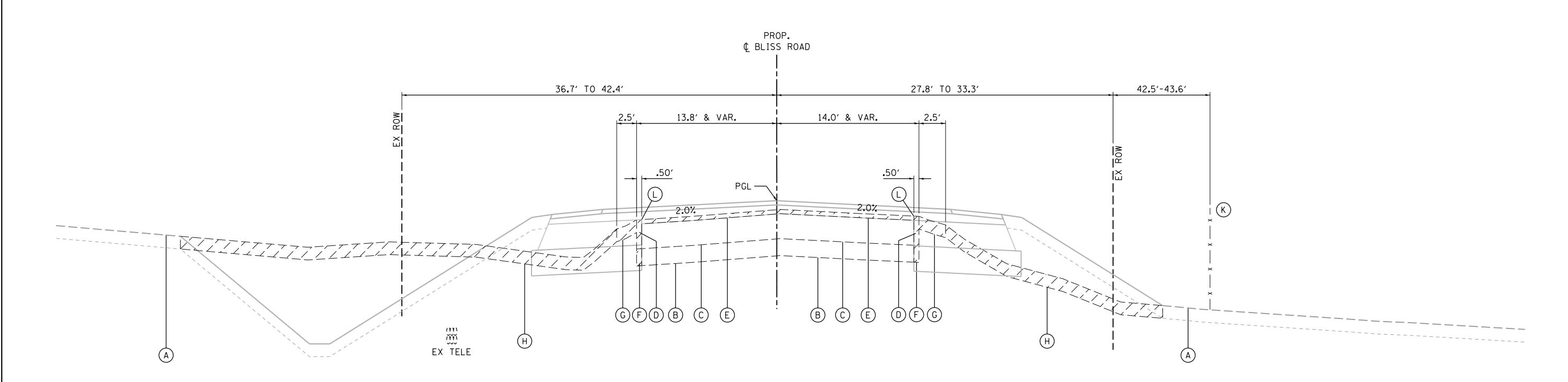


	USER NAME = nparris	DESIGNED	-	SBP	REVISED -	
201		DRAWN	-	NDP	REVISED -	
	PLOT SCALE = 1:5	CHECKED	-	DPB	REVISED -	
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE
					520	08-00058-02-BR	KANE	216	2
							CONTRACT	NO.	
SHEET NO. 1	OF 9	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		





# **EXISTING TYPICAL SECTION NO. 5**

STA. 24+50.0 TO STA. 28+50.0, BLISS ROAD

EX WATER

SCALE:

### C EVICTING ODGUN

**LEGEND, EXISTING** 

- A EXISTING GROUND
- B EXISTING AGGREGATE BASE TO BE REMAIN 6"-12" CRUSHED SUB-BASE MATERIAL
- © EXISTING HOT-MIX ASPHALT PAVEMENT TO REMAIN
  12"-15" VARYING LAYERS OF BITUMINOUS PAVEMENTS
- (D) EXISTING HOT-MIX ASPHALT PAVEMENT, TO BE REMOVED (44000100)
- EXISTING HOT-MIX ASPHALT PAVEMENT, 2" SURFACE MILLING (44000157 SEE MILLING PLAN)
- EXISTING AGGREGATE BASE TO BE REMOVED (INCLUDED IN EARTH EX. 20200100)
- © EXISTING AGGREGATE SHOULDER TO BE REMOVED (INCLUDED IN EARTH EX. 20200100)
- H EXISTING TOPSOIL TO BE REMOVED (TOPSOIL EXCAVATION AND PLACEMENT 21101505)
- I EXISTING B6.24 CONCRETE COMB. CURB AND GUTTER TO BE REMOVED (44000500)
- J EXISTING GUARDRAIL TO BE REMOVED (63200310)
- EXISTING CHAIN LINK FENCE TO BE REMOVED (X6640300)
- SAWCUT, FULL DEPTH (INCLUDED IN ITEM BEING REMOVED)

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

USER NAME = nparris	DESIGNED	-	SBP	REVISED -	
	DRAWN	-	NDP	REVISED -	
PLOT SCALE = 1:5	CHECKED	-	DPB	REVISED -	
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS			F.A.P. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.	
				520	08-00058-02-BR		KANE	216	23
	1						CONTRACT	NO.	
	SHEET NO. 3 OF 9 SHEETS	STA.	TO STA.		ILLINOIS FE	ED. AID	PROJECT		

### HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AIR VOIDS @ Ndes
BLISS ROAD - RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 6" (2 1/4" MIN 4" MAX.)*	4% @ 70 GYR.
BLISS ROAD - PAVEMENT WIDENING, 12"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 10" (2 1/4" MIN 4" MAX.)*	4% @ 70 GYR.
BLISS ROAD - RESURFACING AND LEVELING COURSE	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 GYR.
LEVELING BINDER (MACHINE METHOD), N50, VAR. 1/2" TO 3 1/2"	4% @ 70 GYR.
BLISS ROAD - APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19, N50 (2 1/4" MIN 4" MAX.)*	4% @ 50 GYR.
HMA SHOULDERS, 3" OR 6 1/2"	
HOT-MIX ASPHALT SHOULDER (HMA BINDER IL-19 mm), (2 1/4" MIN 4" MAX.)*	4% @ 70 GYR.
HMA PATCHING	4% @ 70 GYR.
CLASS D PATCHES (HMA BINDER IL-19 mm), (2 1/4" MIN 4" MAX.)*	
HMA DRIVEWAYS - 8" (P.E.) / 10" (C.E.)	4% @ 70 GYR.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 6" (P.E.) (2 1/4" MIN 4" MAX.)*	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), (C.E.) 8" (2 1/4" MIN 4" MAX.)*	4% @ 50 GYR.
TEMPORARY PAVEMENT 7 1/4" - STAGE 1A	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 GYR.
HOT-MIX ASPHALT SHOULDER (HMA BINDER IL-19 mm), 5 1/4" (2 1/4" MIN 4" MAX.)*	4% @ 70 GYR.
TEMPORARY RAMP	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% @ 70 GYR.

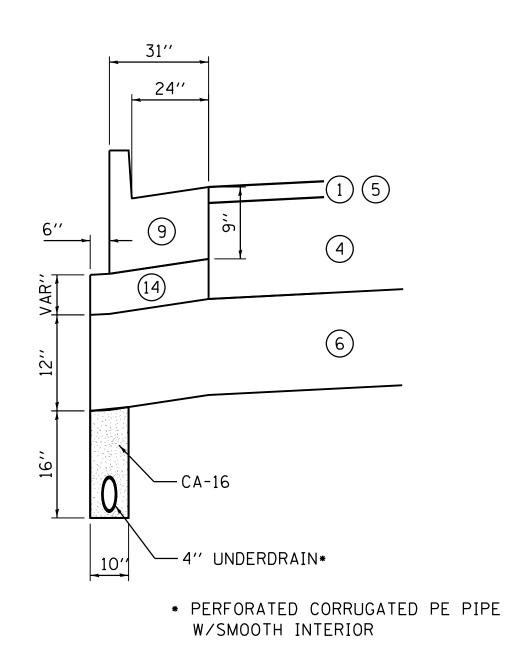
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN.

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" SEE DISTRICT ONE SPECIAL PROVISIONS.

\*NUMBER OF LIFTS TO BE DETERMINED BY THE ENGINEER.

### PROPOSED TYPICAL SECTION NO. 1

STA. 10+35.0 TO STA. 12+00.0, BLISS ROAD



### **CURB ADJACENT TO WIDENING**

### STRUCTURAL PAVEMENT DESIGN

SCALE:

### **LEGEND, EXISTING**

(A) EXISTING GROUND

### **LEGEND, PROPOSED**

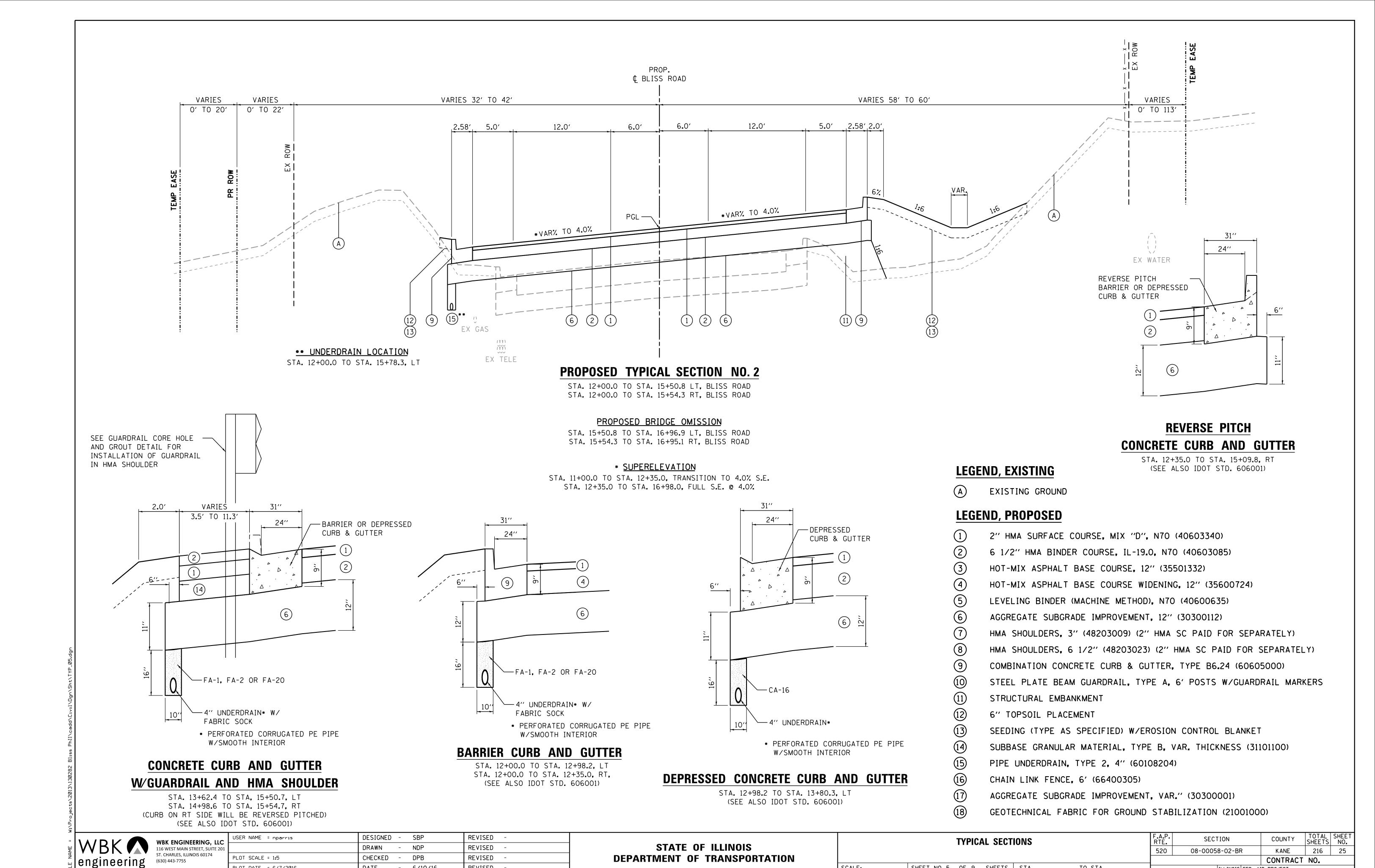
- 1) 2" HMA SURFACE COURSE, MIX "D", N70 (40603340)
- (2) 6 1/2" HMA BINDER COURSE, IL-19.0, N70 (40603085)
- (3) HOT-MIX ASPHALT BASE COURSE, 12" (35501332)
- (4) HOT-MIX ASPHALT BASE COURSE WIDENING, 12" (35600724)
- (5) LEVELING BINDER (MACHINE METHOD), N70 (40600635)
- 6) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
- (7) HMA SHOULDERS, 3" (48203009) (2" HMA SC PAID FOR SEPARATELY)
- HMA SHOULDERS. 6 1/2" (48203023) (2" HMA SC PAID FOR SEPARATELY)
- (9) COMBINATION CONCRETE CURB & GUTTER, TYPE B6.24 (60605000)
- O) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS W/GUARDRAIL MARKERS
- (11) STRUCTURAL EMBANKMENT
- (12) 6" TOPSOIL PLACEMENT
- (13) SEEDING (TYPE AS SPECIFIED) W/EROSION CONTROL BLANKET
- (14) SUBBASE GRANULAR MATERIAL, TYPE B, VAR. THICKNESS (31101100)
- (15) PIPE UNDERDRAIN, TYPE 2, 4" (60108204)
- (16) CHAIN LINK FENCE, 6' (66400305)
- AGGREGATE SUBGRADE IMPROVEMENT, VAR." (30300001)
- (18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)



,	USER NAME = nparris	DESIGNED	-	SBP	REVISED -	
1		DRAWN	-	NDP	REVISED -	
	PLOT SCALE = 1:5	CHECKED	-	DPB	REVISED -	
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -	

SUBGRADE SUPPORT RATING: SSR = (POOR)

TYPICAL SECT	IONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE 1
			520	08-00058-02-BR	KANE	216	24
					CONTRACT	NO.	
SHEET NO. 4 OF 9 SHEETS	STA.	TO STA. Γ		ILL INOIS FED. A	ID PROJECT		



SCALE:

SHEET NO. 5 OF 9 SHEETS STA.

TO STA.

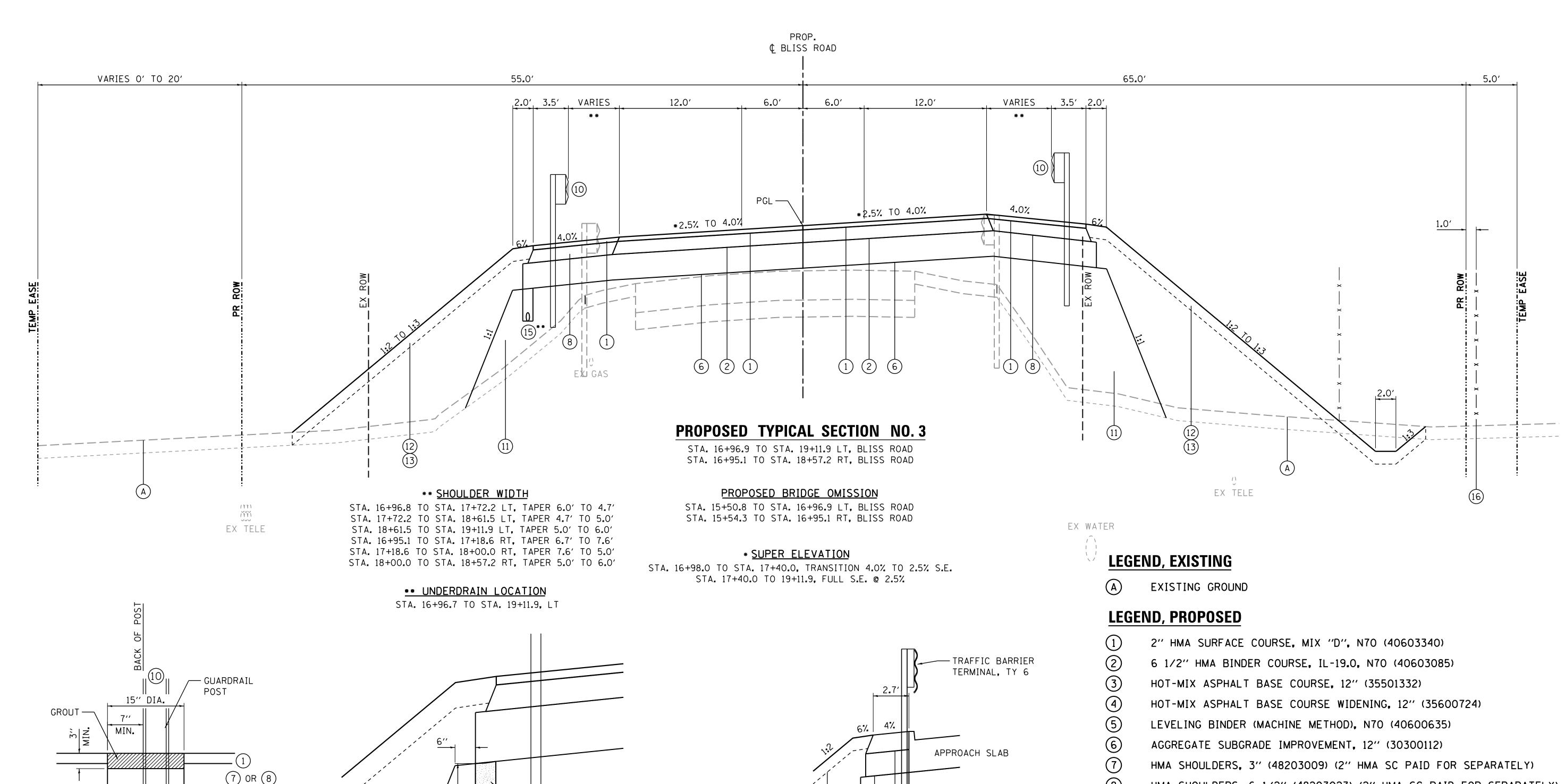
ILLINOIS FED. AID PROJECT

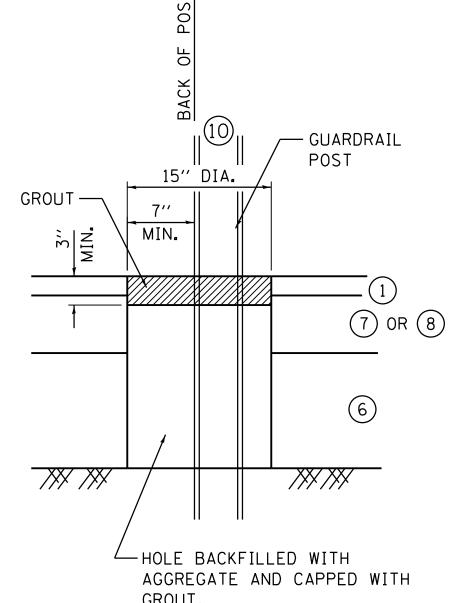
PLOT DATE = 6/7/2016

DATE

- 6/10/16

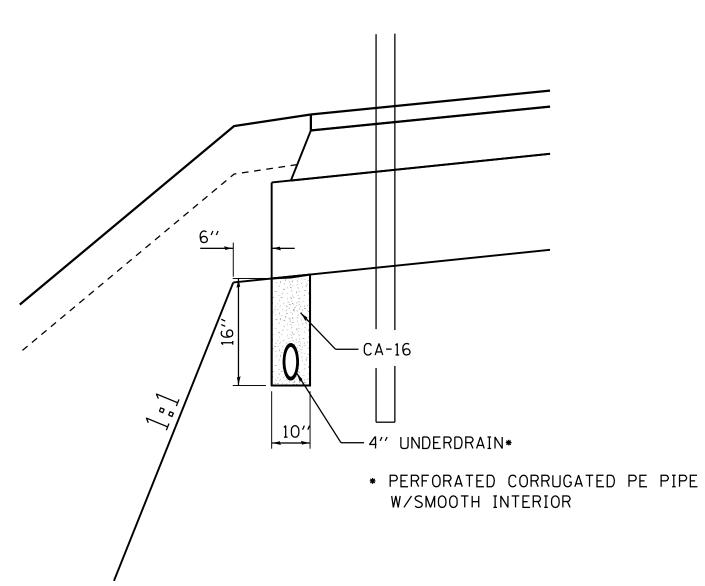
REVISED





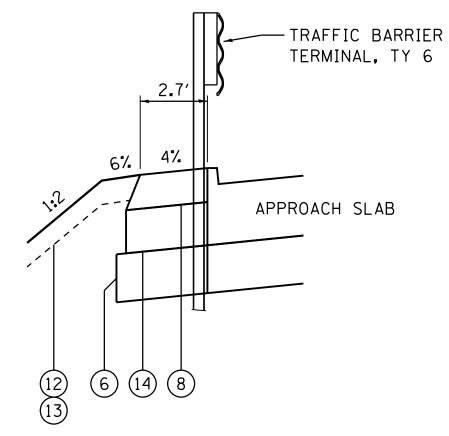
### **GUARDRAIL GROUT DETAIL**

SEE STD. 630201 FOR ADDITIONAL DETAILS



### HMA SHOULDER W/UNDERDRAIN

STA. 16+96.7 TO STA, 19+11.9, LT



### HMA SHOULDER BEHIND **CURB DETAIL**

STA. 15+50.7 TO 15+70.1 LT STA. 15+54.6 TO 15+74.1 RT -- BRIDGE OMISSION --STA. 16+77.8 TO 16+97.0 LT

STA. 16+75.2 TO 16+95.0 RT

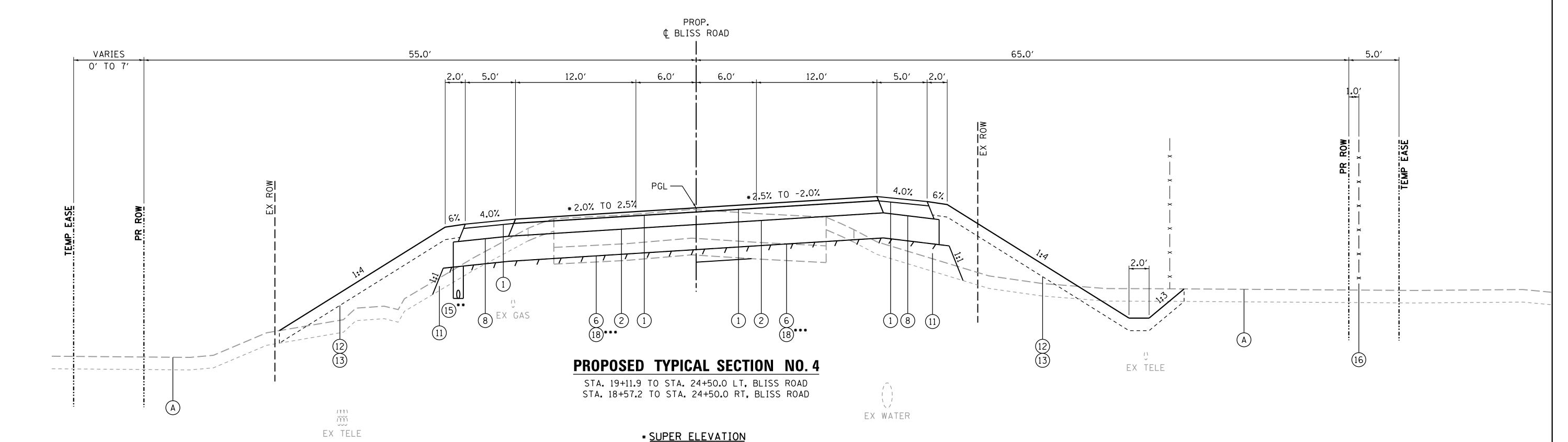
- HMA SHOULDERS. 6 1/2" (48203023) (2" HMA SC PAID FOR SEPARATELY)
- COMBINATION CONCRETE CURB & GUTTER, TYPE B6.24 (60605000)
- STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS W/GUARDRAIL MARKERS
- STRUCTURAL EMBANKMENT
- 6" TOPSOIL PLACEMENT
- SEEDING (TYPE AS SPECIFIED) W/EROSION CONTROL BLANKET
- SUBBASE GRANULAR MATERIAL, TYPE B, VAR. THICKNESS (31101100)
- PIPE UNDERDRAIN, TYPE 2, 4" (60108204)
- CHAIN LINK FENCE, 6' (66400305)
- AGGREGATE SUBGRADE IMPROVEMENT, VAR." (30300001)
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)



	USER NAME = nparris	DESIGNED	-	SBP	REVISED -
1		DRAWN	-	NDP	REVISED -
	PLOT SCALE = 1:5	CHECKED	-	DPB	REVISED -
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -
		•		·	

STATE OF ILLINOIS	STATE OF ILLINOIS								
DEPARTMENT OF TRANSPORTATION									

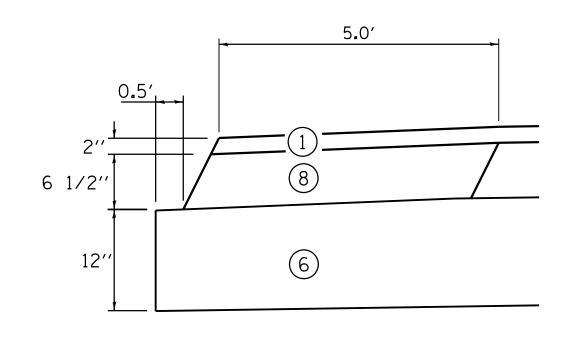
TYPICAL SECTIONS						F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						520	08-00058-02-BR	KANE	216	26
								CONTRACT	NO.	
S	SHEET NO. 6	OF 9	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT			



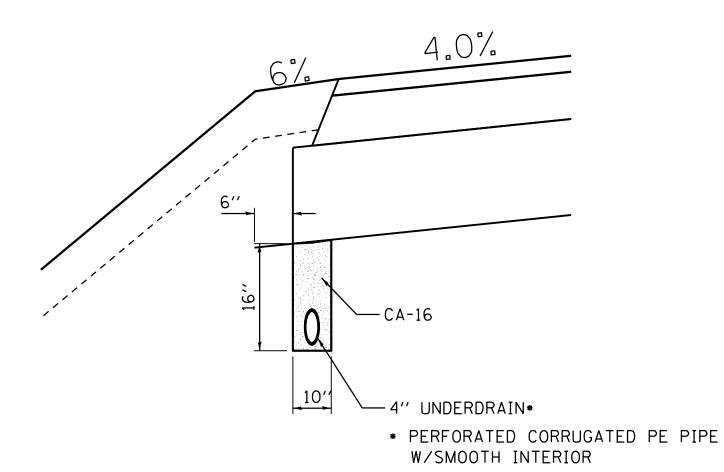
••• GEOTECHNICAL FABRIC FOR GROUND STABILIZATION STA. 21+35.0 TO STA. 24+50.0, LT/RT

•• UNDERDRAIN LOCATION
STA. 19+11.9 TO STA. 24+50.0, LT

STA. 19+11.9 TO STA. 22+95.0, FULL S.E. @ 2.5%
STA. 22+95.0 TO STA. 24+21.0, TRANSITION TO NORMAL CROWN @ 2.0%
STA. 24+21.0 TO STA. 24+50.0, NORMAL CROWN @ 2.0%



HMA SHOULDER DETAIL
ADJACENT TO FULL DEPTH PAVEMENT



### HMA SHOULDER W/UNDERDRAIN

STA. 19+11.9 TO STA. 24+50.0, LT

### **LEGEND, EXISTING**

A EXISTING GROUND

### **LEGEND, PROPOSED**

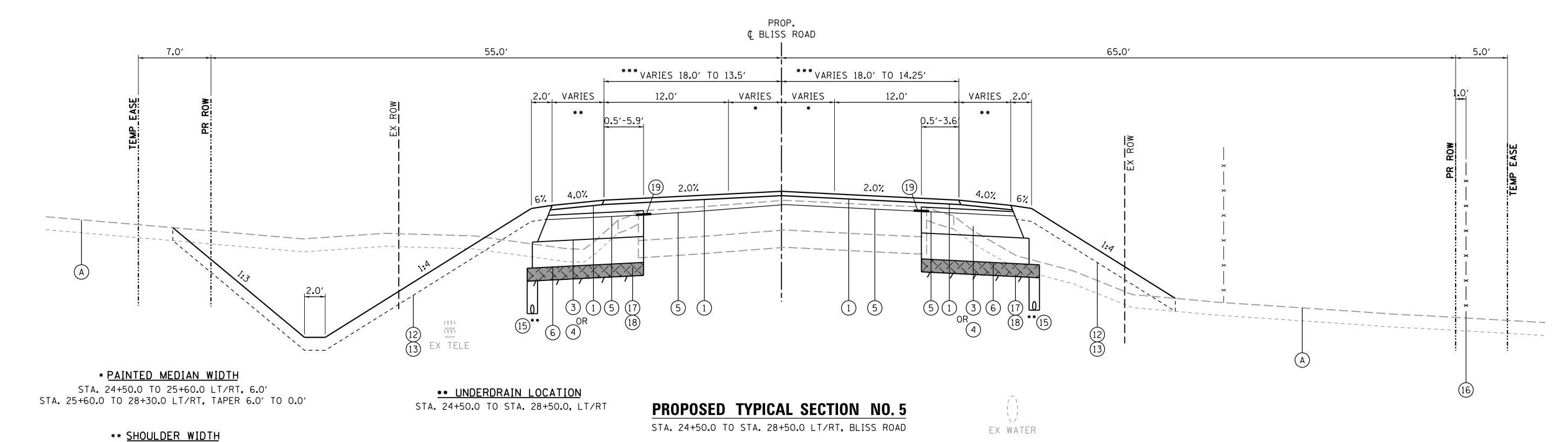
- 1) 2" HMA SURFACE COURSE, MIX "D", N70 (40603340)
- (2) 6 1/2" HMA BINDER COURSE, IL-19.0, N70 (40603085)
- (3) HOT-MIX ASPHALT BASE COURSE, 12" (35501332)
- 4) HOT-MIX ASPHALT BASE COURSE WIDENING, 12" (35600724)
- (5) LEVELING BINDER (MACHINE METHOD), N70 (40600635)
- (6) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
- (7) HMA SHOULDERS, 3" (48203009) (2" HMA SC PAID FOR SEPARATELY)
- TIMA SHOULDERS, 5 (40203003) (2 TIMA 3C FAID FOR SEFARATEET)
- (8) HMA SHOULDERS, 6 1/2" (48203023) (2" HMA SC PAID FOR SEPARATELY)
- (9) COMBINATION CONCRETE CURB & GUTTER, TYPE B6.24 (60605000)
- (10) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS W/GUARDRAIL MARKERS
- (11) STRUCTURAL EMBANKMENT
- (12) 6" TOPSOIL PLACEMENT
- (13) SEEDING (TYPE AS SPECIFIED) W/EROSION CONTROL BLANKET
- (14) SUBBASE GRANULAR MATERIAL, TYPE B, 5" (31101300)
- 15) PIPE UNDERDRAIN, TYPE 2, 4" (60108204)
- (16) CHAIN LINK FENCE, 6' (66400305)
- (17) AGGREGATE SUBGRADE IMPROVEMENT, VAR." (30300001)
- (18) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)



USER NAME = nparris	DESIGNED	-	SBP	REVISED -	
	DRAWN	-	NDP	REVISED -	
PLOT SCALE = 1:5	CHECKED	-	DPB	REVISED -	
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -	
-	PLOT SCALE = 1:5	DRAWN PLOT SCALE = 1:5 CHECKED	DRAWN - CHECKED -	DRAWN - NDP  CHECKED - DPB	DRAWN - NDP REVISED -  CHECKED - DPB REVISED -

STATE OF ILLINOIS
<b>DEPARTMENT OF TRANSPORTATION</b>

TYPICAL SECTIONS						F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						520	08-00058-02-BR	KANE	216	27
								CONTRACT	NO.	
	SHEET NO. 7	OF 9	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				



STA. 24+50.0 TO 28+30.0 LT/RT, 5.0' STA. 28+30.0 TO 28+50.0 LT/RT, TAPER 5.0' TO 2.0'

#### \*\*\* PAVEMENT WIDTH

STA. 24+50.0 TO 25+60.0 LT/RT, 18.0' STA. 25+60.0 TO 28+50.0 LT, TAPER 18.0' TO 13.5' STA. 25+60.0 TO 28+50.0 RT, TAPER 18.0' TO 14.3'

### ESTIMATED THICKNESS FOR UNDERCUTTING, AGGREGATE IMPROVEMENT SUBGRADE AND GEOTECHNICAL FABRIC

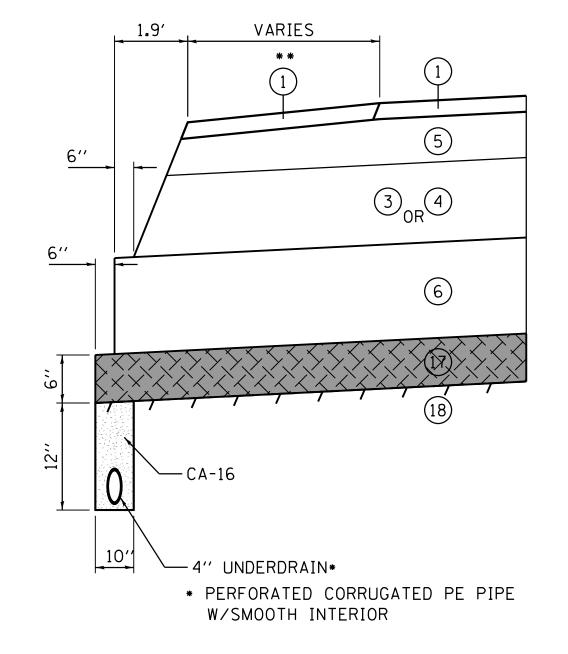
	1110	
BORING	LOCATION	THICKNESS
B 102	24+50 TO 28+50	6 INCHES

### DITCH/ UNDERDRAIN -6" TOPSOIL PLACEMENT -------2" COMPRESSED WHEAT STRAW -GRANULAR BACKFILL, CA-7/11 -6" UNDERDRAIN\* W/ FILTER SOCK (SPECIAL) 2.0′

### NOTES:

1. GRANULAR BACKFILL & COMPRESSED STRAW SHALL NOT BE MEASURED SEPARATLY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAIN.

## PIPE UNDERDRAIN, 6" (SPECIAL) IN DITCHES



# SHOULDER DETAIL ADJACENT TO WIDENING

HMA BASE COURSE, 12" STA. 24+50.0 TO 27+23.5 LT/RT

HMA BASE COURSE WIDENING, 12" STA. 27+23.5 TO 28+50.0 LT/RT

SCALE:

### LEGEND, EXISTING

EXISTING GROUND

### **LEGEND, PROPOSED**

- 2" HMA SURFACE COURSE, MIX "D", N70 (40603340)
- 6 1/2" HMA BINDER COURSE, IL-19.0, N70 (40603085)
- HOT-MIX ASPHALT BASE COURSE, 12" (35501332)
- HOT-MIX ASPHALT BASE COURSE WIDENING. 12" (35600724)
- LEVELING BINDER (MACHINE METHOD), N70 (40600635)
- AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
- HMA SHOULDERS, 3" (48203009) (2" HMA SC PAID FOR SEPARATELY)
- HMA SHOULDERS, 6 1/2" (48203023) (2" HMA SC PAID FOR SEPARATELY)
- COMBINATION CONCRETE CURB & GUTTER, TYPE B6.24 (60605000)
- STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS W/GUARDRAIL MARKERS
- STRUCTURAL EMBANKMENT
- 6" TOPSOIL PLACEMENT
- SEEDING (TYPE AS SPECIFIED) W/EROSION CONTROL BLANKET
- SUBBASE GRANULAR MATERIAL, TYPE B, 5" (31101300)
- PIPE UNDERDRAIN, TYPE 2, 4" (60108204)
- CHAIN LINK FENCE, 6' (66400305)
- AGGREGATE SUBGRADE IMPROVEMENT, VAR." (30300001)
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000)
- STRIP REFLECTIVE CRACK CONTROL TREATMENT (44300200)



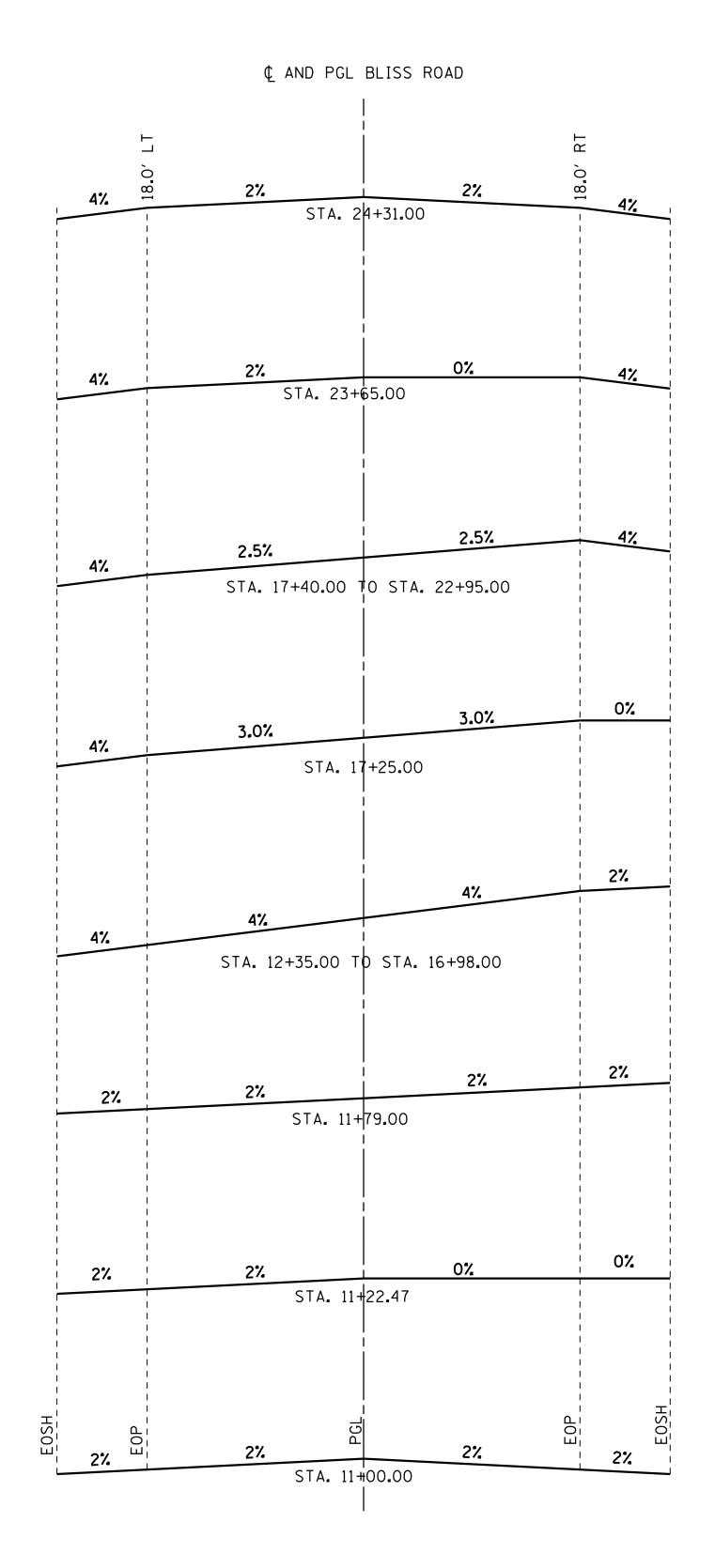
	USER NAME = nparris	DESIGNED	-	SBP	REVISED	-
1		DRAWN	-	NDP	REVISED	-
	PLOT SCALE = 1:5	CHECKED	-	DPB	REVISED	-
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	520	08-00058-02-BR	KANE	216	28
	CONTRAC	T NO.			
SHEET NO. 8 OF 9 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			

## **SUPERELEVATION TABLE (BLISS ROAD)**

		SHOULDER/EOP LEFT		EASTBOUND LANES (LEFT)			CENTERLINE ELEVATION					SHOULDER/EOP (RIGHT)				
		OUTER	CROSS	SHOULDER	OUTER EOP	LANE	ELEVATION	CROSS		CROSS	ELEVATION	LANE	OUTER EOP	SHOULDER (	CROSS	OUTER
		EOSH		WIDTH (FT)			ADJUSTMENT				ADJUSTMENT		ELEVATION (PIGHT)	WIDTH (FT)		EOSH
		(LEFT)	(%)		(LEFT)	(FT)	(FT)	(%)		(%)	(FT)	(FT)	(RIGHT)		(%)	ELEVATION (RIGHT)
	STATION								PGL							
NORMAL CROWN (LEFT)	11+00.00	CUF	RB & GL	JTTER	702.86	18.00	-0.36	-2.00	703.22	-0.80	-0.14	18.00	703.08	CURB	& GUT	TER
	11+22.47 11+25.00				702.59 702.56	18.00 18.00	-0.36 -0.36	-2.00 -2.00	702.95 702.92	0.00	0.00	18.00 18.00	702.95 702.94			
	11+50.00				702.24	18.00	-0.36	-2.00	702.60	0.98	0.18	18.00	702.78			
	11+75.00				701.89	18.00	-0.36	-2.00	702.25	1.87	0.34	18.00	702.59			
END NORMAL CROWN (LEFT)	11+79.00				701.83	18.00	-0.36	-2.00	702.19	2.01	0.36	18.00	702.55			
PC CURVE - PR_BLISS-1	11+93.22				701.53	18.00	-0.45	-2.51	701.98	2.51	0.45	18.00	702.43			
	12+00.00 12+25.00				701.38 700.79	18.00 18.00	-0.50 -0.66	-2.75 -3.64	701.87 701.45	2.75 3.64	0.50	18.00 18.00	702.37 702.11			
BEGIN FULL SUPER (4%)	12+35.00				700.75	18.00	-0.72	-4.00	701.43	4.00	0.72	18.00	702.11			
	12+50.00				700.28	18.00	-0.72	-4.00	701.00	4.00	0.72	18.00	701.72			
	12+75.00				699.80	18.00	-0.72	-4.00	700.52	4.00	0.72	18.00	701.24			
	13+00.00				699.30	18.00	-0.72	-4.00	700.02	4.00	0.72	18.00	700.74			
	13+25.00				698.80	18.00	-0.72	-4.00	699.52	4.00	0.72	18.00	700.24			
	13+50.00 13+75.00				698.30 697.80	18.00 18.00	-0.72 -0.72	-4.00 -4.00	699.02 698.52	4.00	0.72 0.72	18.00 18.00	699.74 699.24			
	14+00.00				697.30	18.00	-0.72	-4.00	698.02	4.00	0.72	18.00	698.74		_	
	14+25.00				696.80	18.00	-0.72	-4.00	697.52	4.00	0.72	18.00	698.24			
	14+50.00				696.30	18.00	-0.72	-4.00	697.02	4.00	0.72	18.00	697.74			
	14+75.00				695.80	18.00	-0.72	-4.00	696.52	4.00	0.72	18.00	697.24			
	15+00.00 15+25.00				695.30 694.80	18.00 18.00	-0.72 -0.72	-4.00 -4.00	696.02	4.00	0.72 0.72	18.00 18.00	696.74 696.24		$\downarrow$	
	15+25.00	CUF	▼ RB & GL	ITTFR	694.80	18.00	-0.72	-4.00 -4.00	695.52 695.02	4.00	0.72	18.00	695.74	CURB	& GUT	TFR
	15+75.00		GE APP		693.80	18.00	-0.72	-4.00	694.52	4.00	0.72	18.00	695.24	BRIDGE		
	16+00.00		BRIDG	E	693.30	18.00	-0.72	-4.00	694.02	4.00	0.72	18.00	694.74	В	RIDGE	
	16+25.00				692.80	18.00	-0.72	-4.00	693.52	4.00	0.72	18.00	694.24			
PCC CURVE - PR_BLISS-1 &2	16+41.81		<del> </del>	_	692.46	18.00	-0.72	-4.00	693.18	4.00	0.72	18.00	693.90		<del> </del>	
	16+50.00 16+75.00		BRIDG GE APP		692.30	18.00	-0.72 -0.72	-4.00 -4.00	693.02 692.52	4.00	0.72 0.72	18.00 18.00	693.74	BRIDGE	RIDGE	
END FULL SUPER (4%)	16+73.00	691.14	-4.00	5.00	691.80 691.34	18.00 18.00	-0.72	-4.00	692.32	4.00	0.72	18.00	693.24 692.78		2.00	692.91
	17+00.00	691.08	-4.00		691.31	18.00	-0.71	-3.93	692.02	3.93	0.71	18.00	692.73		2.00	692.91
	17+25.00	690.64	-4.00	8.38	690.97	18.00	-0.55	-3.04	691.52	3.04	0.55	18.00	692.07	8.38	0.00	692.07
BEGIN FULL SUPER (2.5%)	17+40.00	690.44	-4.00		690.77	18.00	-0.45	-2.50	691.22	2.50	0.45	18.00	691.67		-3.39	691.39
	17+50.00	690.24	-4.00		690.57	18.00	-0.45	-2.50	691.02	2.50	0.45	18.00	691.47		-4.00	691.14
-	17+75.00 18+00.00	689.78 689.37	-4.00 -4.00		690.10 689.69	18.00 18.00	-0.45 -0.45	-2.50 -2.50	690.55 690.14	2.50	0.45	18.00 18.00	691.00 690.59		-4.00 -4.00	690.68 690.27
	18+25.00	689.01	-4.00		689.33	18.00	-0.45	-2.50	689.78	2.50	0.45	18.00	690.23		-4.00 -4.00	689.91
	18+50.00	688.71	-4.00	8.00	689.03	18.00	-0.45	-2.50	689.48	2.50	0.45	18.00	689.93		-4.00	689.61
	18+75.00	688.46	-4.00	8.35	688.79	18.00	-0.45	-2.50	689.24	2.50	0.45	18.00	689.69	8.35	-4.00	689.36
	19+00.00	688.26	-4.00		688.61	18.00	-0.45	-2.50	689.06	2.50	0.45	18.00	689.51		-4.00	689.16
	19+25.00	688.28	-4.00	5.00	688.48	18.00	-0.45	-2.50	688.93	2.50	0.45	18.00	689.38		-4.00	689.18
	19+50.00 19+75.00	688.21 688.20	-4.00 -4.00		688.41 688.40	18.00 18.00	-0.45 -0.45	-2.50 -2.50	688.86 688.85	2.50	0.45 0.45	18.00 18.00	689.31 689.30		-4.00 -4.00	689.11 689.10
	20+00.00	688.25	-4.00 -4.00		688.45	18.00	-0.45 -0.45	-2.50 -2.50	688.90	2.50	0.45	18.00	689.35		-4.00 -4.00	689.10
	20+25.00	688.35	-4.00	5.00	688.55	18.00	-0.45	-2.50	689.00	2.50	0.45	18.00	689.45		-4.00	689.25
	20+50.00	688.51	-4.00		688.71	18.00	-0.45	-2.50	689.16	2.50	0.45	18.00	689.61		-4.00	689.41
	20+75.00	688.70	-4.00	5.00	688.90	18.00	-0.45	-2.50	689.35	2.50	0.45	18.00	689.80		-4.00	689.60
	21+00.00	688.89	-4.00		689.09	18.00	-0.45	-2.50	689.54	2.50	0.45	18.00	689.99		-4.00	689.79
	21+25.00 21+50.00	689.09 689.28	-4.00 -4.00	5.00 5.00	689.29 689.48	18.00 18.00	-0.45 -0.45	-2.50 -2.50	689.74 689.93	2.50	0.45 0.45	18.00 18.00	690.19 690.38		-4.00 -4.00	689.99 690.18
	21+30.00	689.47	-4.00 -4.00		689.67	18.00	-0.45	-2.50	690.12	2.50	0.45	18.00	690.57		-4.00 -4.00	690.18
	22+00.00	689.66	-4.00		689.86	18.00	-0.45	-2.50	690.31	2.50	0.45	18.00	690.76		-4.00	690.56
	22+25.00	689.85	-4.00	5.00	690.05	18.00	-0.45	-2.50	690.50	2.50	0.45	18.00	690.95		-4.00	690.75
	22+50.00	690.04	-4.00	5.00	690.24	18.00	-0.45	-2.50	690.69	2.50	0.45	18.00	691.14		-4.00	690.94
END FILL CURED (2 FO/)	22+75.00	690.24	-4.00		690.44	18.00	-0.45	-2.50	690.89	2.50	0.45	18.00	691.34		-4.00	691.14
END FULL SUPER (2.5%)	22+95.00 23+00.00	690.41 690.49	-4.00 -4.00		690.61 690.69	18.00 18.00	-0.45 -0.42	-2.50 -2.32	691.06 691.11	2.50	0.45	18.00 18.00	691.51 691.53		-4.00 -4.00	691.31 691.33
BEGIN NORMAL CROWN (LEFT)	23+00.00	690.49	-4.00		690.83	18.00	-0.42	-2.32	691.11	2.00	0.42	18.00	691.55		-4.00 -4.00	691.35
	23+25.00	690.79	-4.00		690.99	18.00	-0.36	-2.00	691.35	1.43	0.26	18.00	691.61		-4.00	691.41
PT CURVE - PR_BLISS-2	23+26.20	690.80	-4.00	5.00	691.00	18.00	-0.36	-2.00	691.36	1.39	0.25	18.00	691.61		-4.00	691.41
	23+50.00	691.05	-4.00		691.25	18.00	-0.36	-2.00	691.61	0.54	0.10	18.00	691.71		-4.00	691.51
	23+65.00	691.22	-4.00		691.42	18.00	-0.36	-2.00	691.78	0.00	0.00	18.00	691.78		-4.00	691.58
	23+75.00	691.33	-4.00		691.53	18.00	-0.36 -0.36	-2.00 -2.00	691.89	-0.36	-0.06 -0.23	18.00	691.83		-4.00 -4.00	691.63
BEGIN NORMAL CROWN (RIGHT)	24+00.00 24+21.00	691.64	-4.00 -4.00	5.00 5.00	691.84 692.10	18.00 18.00	-0.36 -0.36	-2.00 -2.00	692.20 692.46	-1.25	-0.23 -0.36	18.00 18.00	691.98 692.10		-4.00 -4.00	691.78 691.90
(INDITI)	24+25.00	691.95	-4.00		692.15	18.00	-0.36	-2.00	692.51	-2.00	-0.36	18.00	692.15		-4.00	691.95



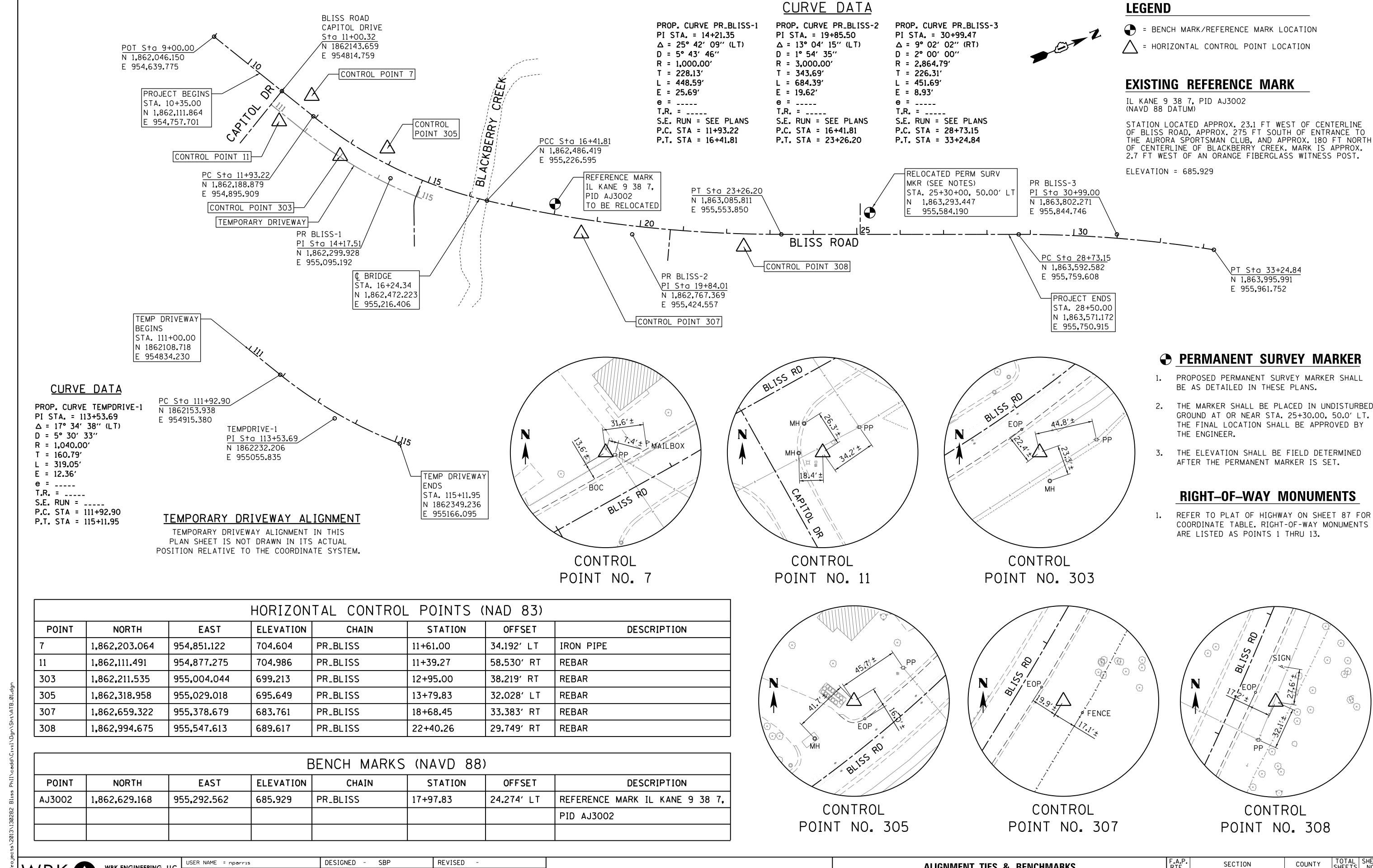
## **AXIS OF ROTATION DIAGRAM**

WBK ENGINEERING, LL
116 WEST MAIN STREET, SUITE 2
ST. CHARLES, ILLINOIS 60174
(630) 443-7755

USER NAME = nparris	DESIGNED	-	SBP	REVISED -
	DRAWN	-	NDP	REVISED -
PLOT SCALE = 1:5	CHECKED	-	DPB	REVISED -
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS			SECTION	COUNTY	TOTAL SHEETS	SHEE NO.	
		520	08-00058-02-BR	KANE	216	29	
				CONTRACT	NO.		
SHEET NO. 9 OF 9 SHEETS   STA.	TO STA.						



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

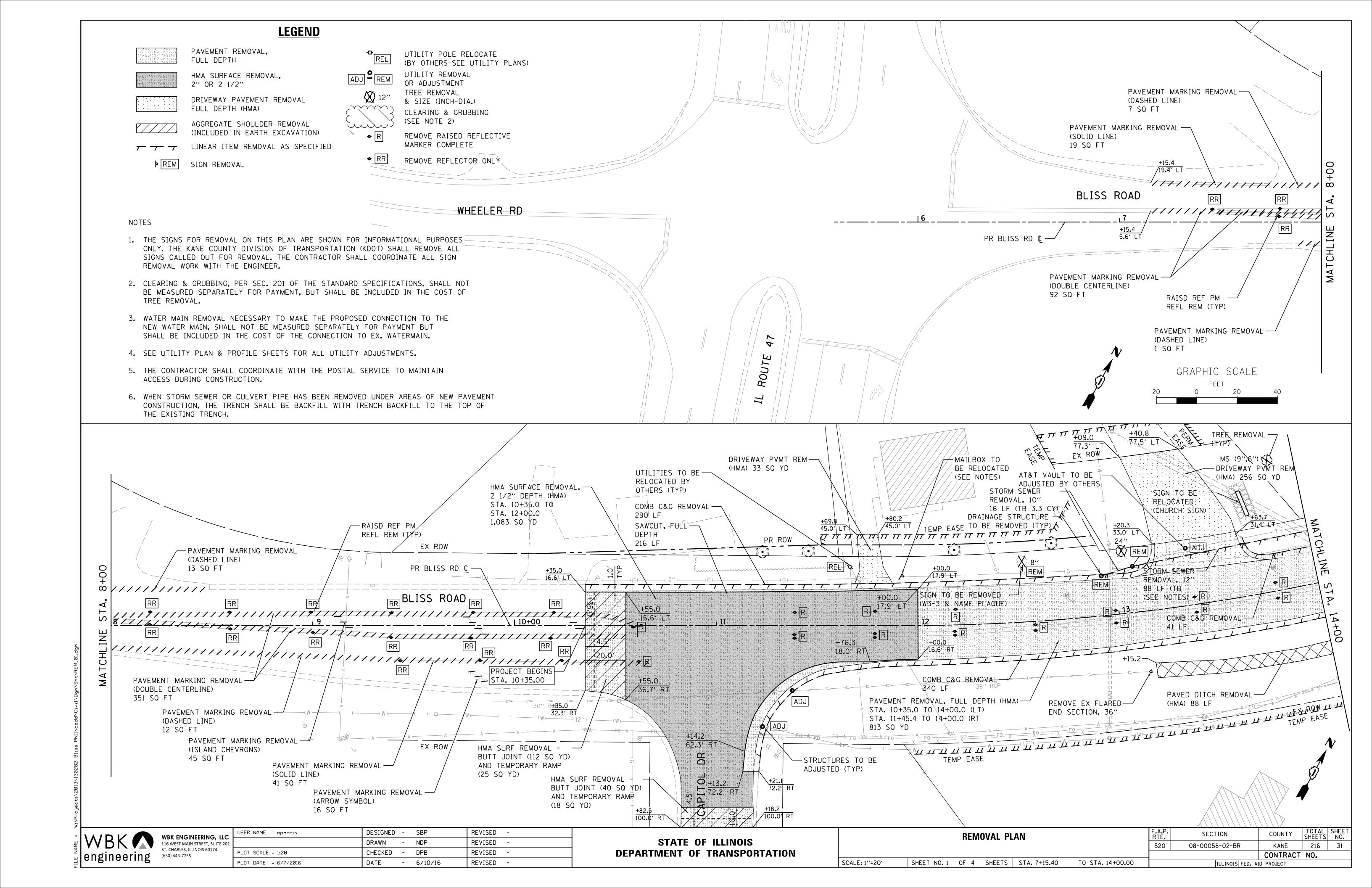
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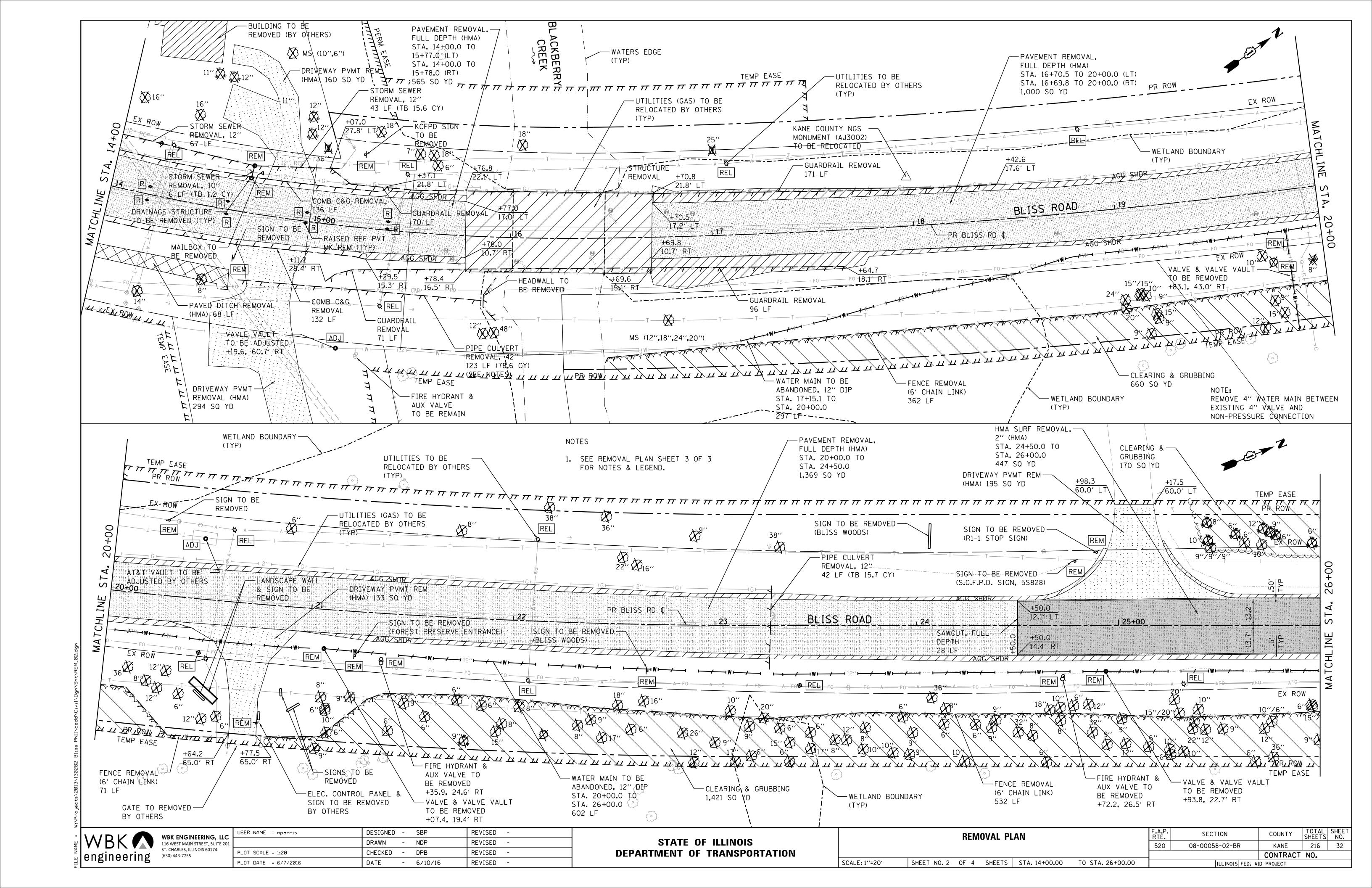
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

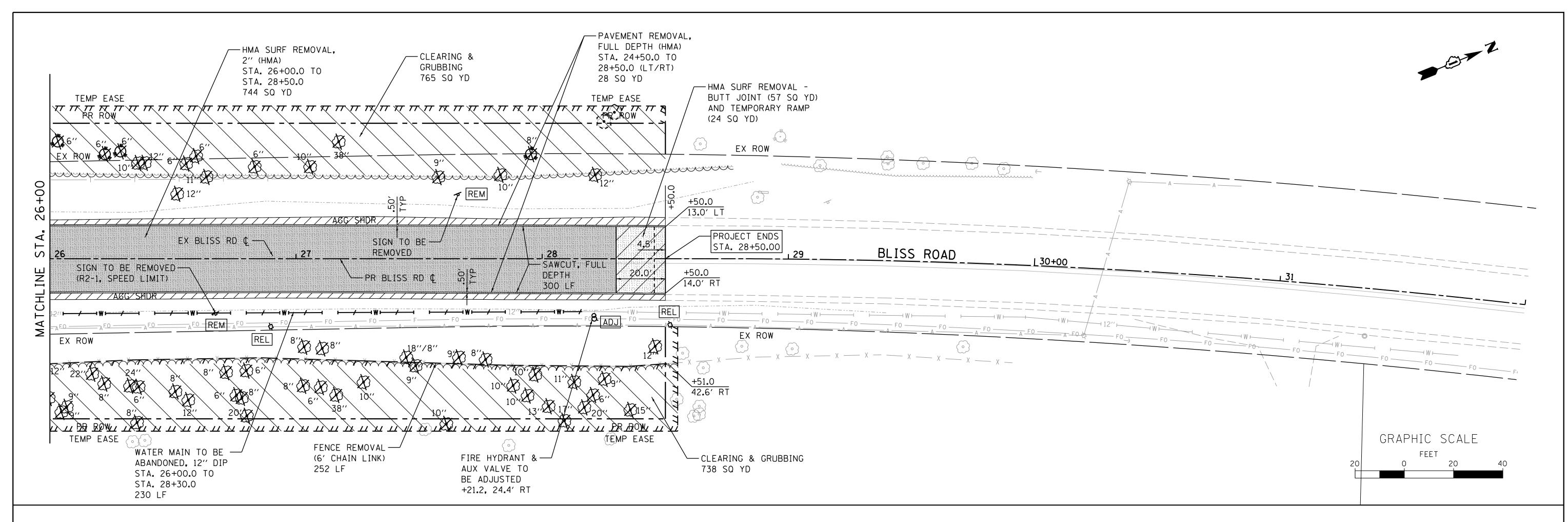
ALIGNMENT, TIES & BENCHMARKS SHEET NO. 1 OF 1 SHEETS STA. TO STA.

SCALE:

216 30 08-00058-02-BR KANE CONTRACT NO. ILLINOIS FED. AID PROJECT







### **LEGEND**

PAVEMENT REMOVAL, FULL DEPTH

HMA SURFACE REMOVAL, 2" OR 2 1/2"

DRIVEWAY PAVEMENT REMOVAL FULL DEPTH (HMA)

AGGREGATE SHOULDER REMOVAL (INCLUDED IN EARTH EXCAVATION) T T LINEAR ITEM REMOVAL AS SPECIFIED

FREM SIGN REMOVAL

UTILITY POLE RELOCATE (BY OTHERS-SEE UTILITY PLANS) UTILITY REMOVAL OR ADJUSTMENT

TREE REMOVAL & SIZE (INCH-DIA.) CLEARING & GRUBBING (SEE NOTE 2)

REMOVE RAISED REFLECTIVE MARKER COMPLETE

REMOVE REFLECTOR ONLY

### NOTES

- 1. THE SIGNS FOR REMOVAL ON THIS PLAN ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. THE KANE COUNTY DIVISION OF TRANSPORTATION (KDOT) SHALL REMOVE ALL SIGNS CALLED OUT FOR REMOVAL. THE CONTRACTOR SHALL COORDINATE ALL SIGN REMOVAL WORK WITH THE ENGINEER.
- 2. CLEARING & GRUBBING, PER SEC. 201 OF THE STANDARD SPECIFICATIONS, SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF TREE REMOVAL.
- 3. WATER MAIN REMOVAL NECESSARY TO MAKE THE PROPOSED CONNECTION TO THE NEW WATER MAIN, SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF THE CONNECTION TO EX. WATERMAIN.
- 4. SEE UTILITY PLAN & PROFILE SHEETS FOR ALL UTILITY ADJUSTMENTS.
- 5. THE CONTRACTOR SHALL COORDINATE WITH THE POSTAL SERVICE TO MAINTAIN ACCESS DURING CONSTRUCTION.
- 6. WHEN STORM SEWER OR CULVERT PIPE HAS BEEN REMOVED UNDER AREAS OF NEW PAVEMENT CONSTRUCTION, THE TRENCH SHALL BE BACKFILL WITH TRENCH BACKFILL TO THE TOP OF THE EXISTING TRENCH.

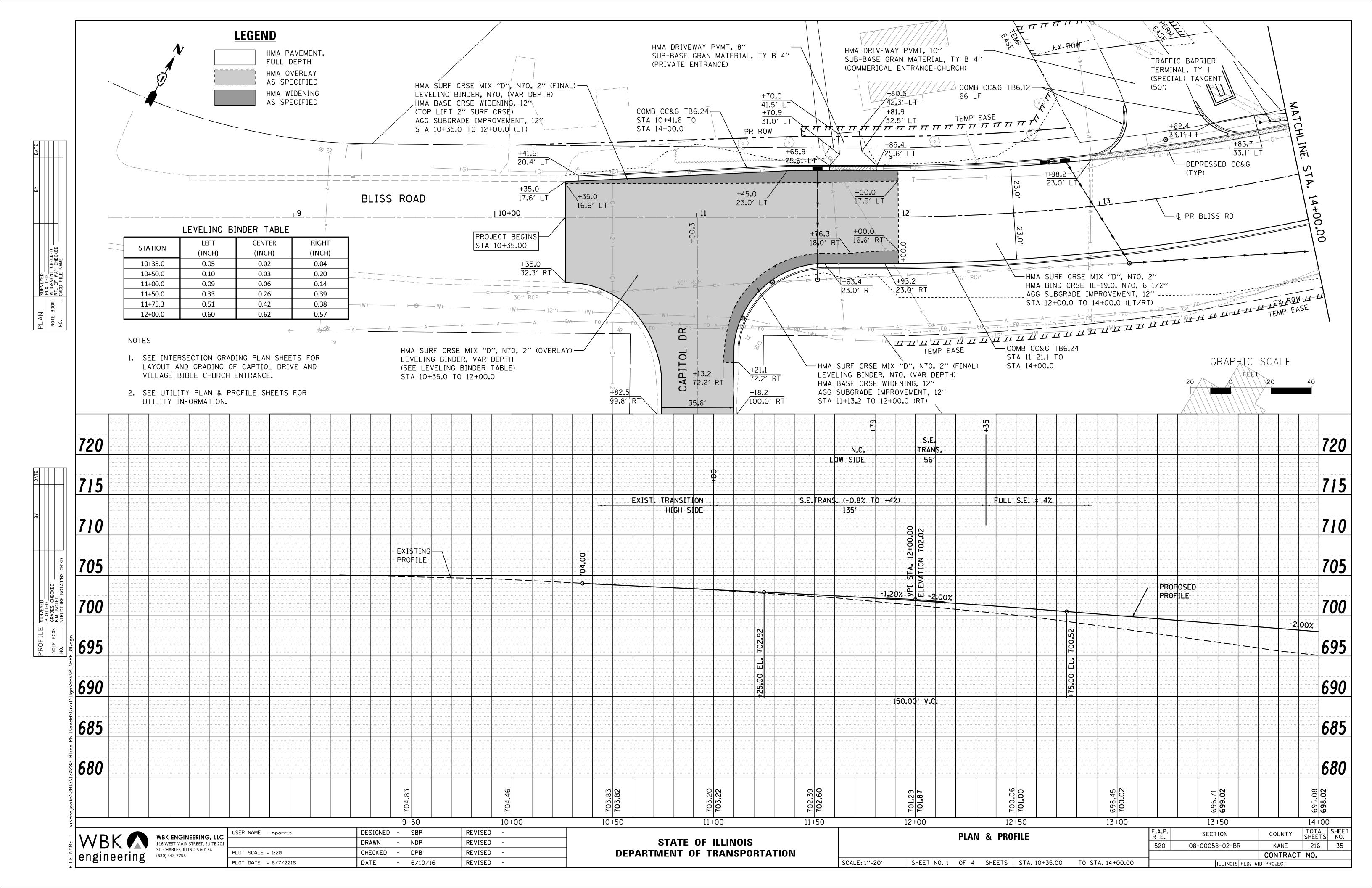
WBK 🔨	WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 201 ST. CHARLES, ILLINOIS 60174
engineering	(630) 443-7755

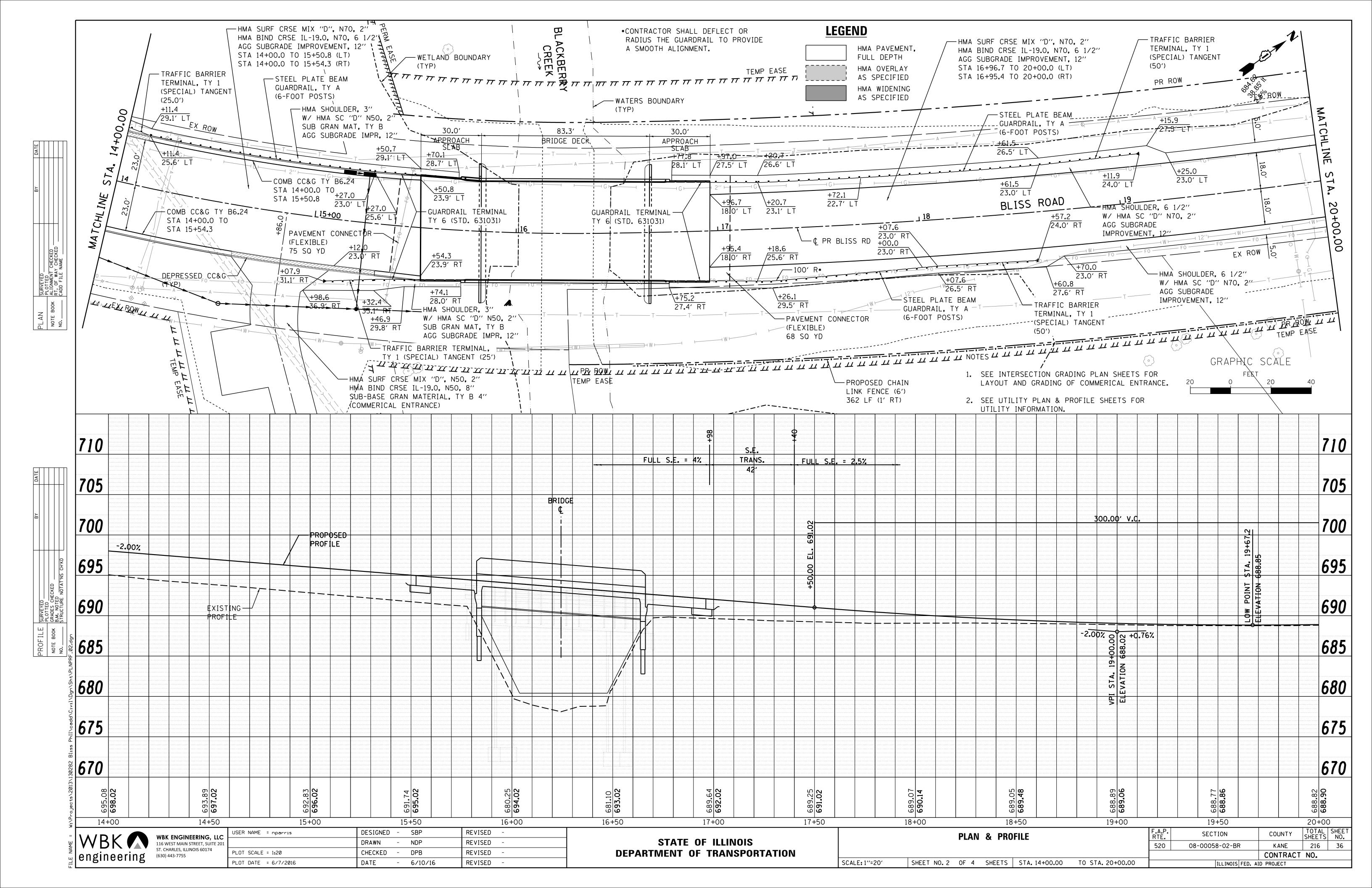
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	DRAWN	-	NDP	REVISED -	
PLOT SCALE = 1:20	CHECKED	-	DPB	REVISED -	
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -	

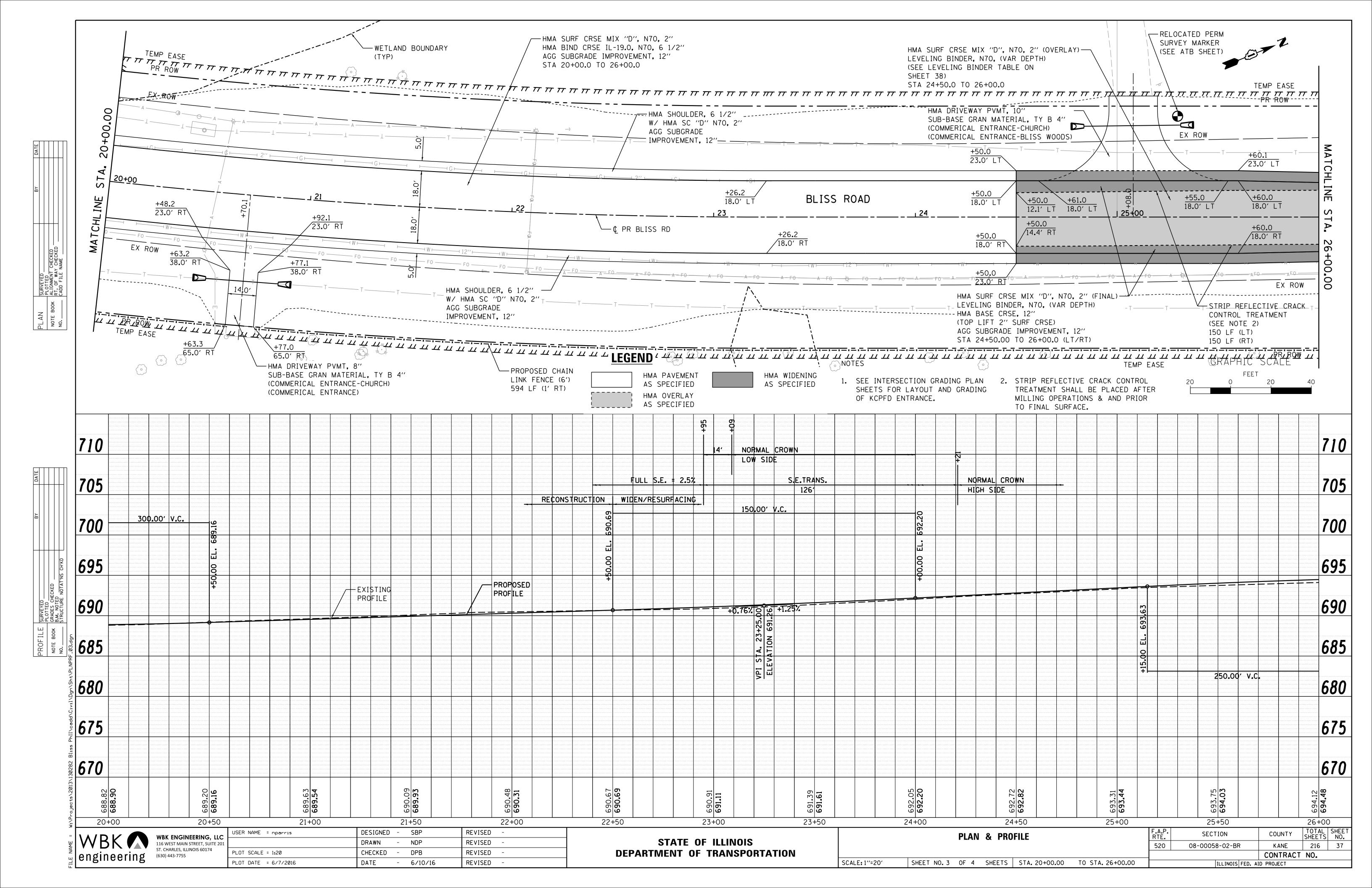
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

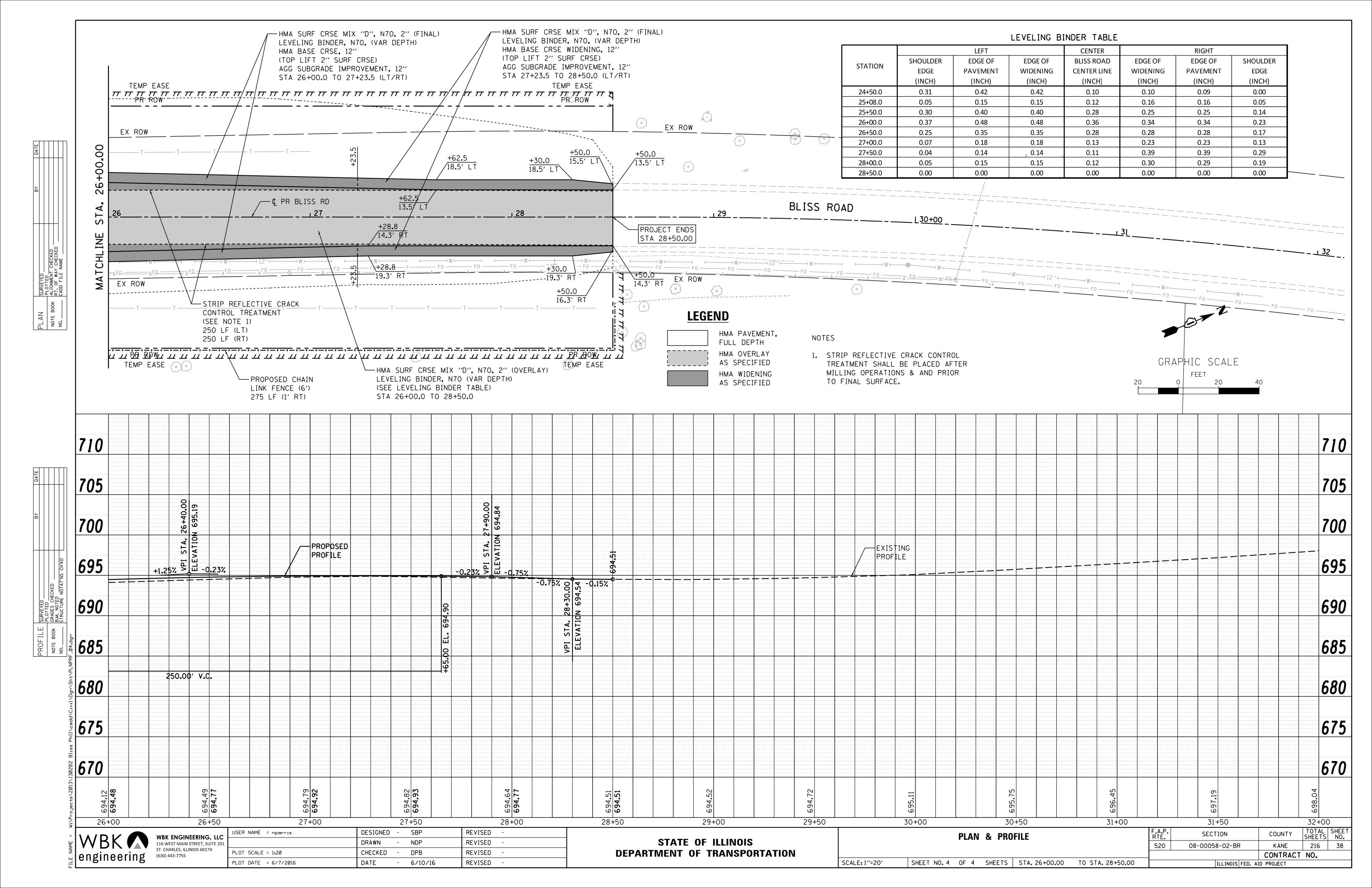
		REM	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE1			
			520	08-00058-02-BR	KANE	216	33			
	Γ				CONTRACT	NO.				
SCALE: 1''=20'	SHEET NO. 3	OF 4	SHEETS	STA. 26+00.00	TO STA. 28+50.00		ILLINOIS FED. A	ID PROJECT		











#### GENERAL NOTES

- 1. 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).
- 2. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APR. 1, 2016", "THE QUALITY STANDARD FOR WORK ZONE TRAFFIC CONTROL DEVICES ADOPTED 2010", THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
- 3. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE ENGINEER SHALL DETERMINE THE HOUR OF CLOSURE. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- 4. THE CONTRACTOR SHALL SUPPLY TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING PRIOR TO THE START OF THE WORK.
- 5. LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS, WITH THE APPROVAL OF THE ENGINEER.
- 6. THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN AND INSPECTED AND APPROVED BY THE ENGINEER.
- 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS, AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY INCLUDING SUNDAYS AND HOLIDAYS DURING THE TIME THE DETOUR IS IN EFFECT.
- 8. THE TRAFFIC CONTROL SHOWN ON THE DETOUR PLAN IS THE MINIMUM NECESSARY TO ENSURE THIS ROAD CLOSURE. THE CONTRACTOR SHALL MAKE ALL CHANGES IN TRAFFIC CONTROL THAT IS DEEMED NECESSARY BY THE ENGINEER. ADDITIONS AND DELETIONS OF TRAFFIC CONTROL FOR THIS DETOUR SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, SPECIAL".
- 9. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR, IN A MANNER APPROVED BY THE ENGINEER.
- 10. ALL DETOUR SIGNING SHALL BE POST MOUNTED.
- 11. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETINGS HALL MEET THE REQUIREMENTS OF SECTION 1091 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR LIKE NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
- 12. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- 13. AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THIS DETOUR SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING THE HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
- 14. THE ROAD NAME SIGN SHALL HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTIVE SHEETING.
  THE SIGN BLANK SHALL BE A 9" X VARIABLE OR A 12" X VARIABLE WITH DESIGN SERIES C LETTERS.
  THE CAPITAL LETTERS SHALL BE 6" WITH 5" LOWER CASE.
- 15. DURING NON-WORKING HOURS AT THE POINT OF ROAD CLOSURE TO ALL TRAFFIC THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
- 16. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT ARTICLE 701.04 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
- 17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNING, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
- 18. THE FOLLOWING ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD IS APPLICABLE FOR THIS WORK: STANDARD 701901-05
- 19. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO (2) HOURS BEFORE THE ROAD IS TO BE OPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
- 20. LOCATION OF EXISTING UTILITIES ALONG THE DETOUR ROUTE IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO INSTALLATION OF POST-MOUNTED SIGNAGE.

#### 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

THE CONTRACTOR SHALL PLACE CHANGEABLE MESSAGE SIGNS ON THE SOUTH AND NORTH SIDES OF THE PROJECT, ON BLISS 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 THE ENTRIE DURATION OF THE CONTRACT OR OTHERWISE APPPROVED BY THE ENGINEER. 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" PER CALENDAR MONTH FOR EACH MESSAGE SIGN UTILIZED.

#### TEMPORARY IMFORMATION SIGNING

SPECIALTY SIGNS WILL BE REQUIRED THROUGHOUT THE PROJECT TO INFORM THE PUBLIC OF ADVANCE WARNING OR SPECIAL INSTRUCTIONS. THE CONTRACTOR SHALL ERECT TEMPORARY INFORMATION SIGNS AT THE LOCATIONS SHOWN IN THE MOT PLANS. THE CONTRACTOR WILL COORDINATE WITH THE ENGINEER ON THE EXACT PLACEMENT OF THESE SIGNS. THE SIGNS SHALL BE IN PLACE FOR THE ENTIRE DURATION OF THE CONTRACT UNLESS OTHERWISE SPECIFIED IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THE TEMPORARY SIGNS WILL BE DIMENSIONED AS DETAILED ON THE DETOUR PLAN. THE SIGNING, WHICH INCLUDES POST, MOUNTING AND REMOVAL, WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION. (SPECIAL)".

#### 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
KANE COUNTY SHERIFF
KANE CO. OFFICE OF EMERGENCY MANAGEMENT
BLACKBERRY TOWNSHIP ROAD DISTRICT
SUGAR GROVE TOWNSHIP HIGHWAY DEPARTMENT
SUGAR GROVE FIRE PROTECTION DISTRICT
SUGAR GROVE POLICE DEPARTMENT
KANELAND COMMUNITY SCHOOL DISTRICT 302

DAVE BOESCH, CHIEF OF CONSTRUCTION	630-584-1170
DONALD E. KRAMER, SHERIFF	630-232-6840
DONALD BRYANT, DIRECTOR	630-232-5985
RODNEY FEECE, HWY. COMMISSIONER	630-365-9109
GREG HUGGINS, HWY. COMMISIONER	630-466-4283
WILLIAM PERKINS, CHIEF	630-466-4513
PAT ROLLINS, CHIELF	630-466-4526
RENEE GOIER, INTERIM SUPERINTENDENT	630-365-5111

SCALE:

# 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:

- 1. 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 BLISS ROAD REMAINS OPEN AT ALL TIMES.
- 2. 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.
- 3. IF REQUIRED, THE CONTRACTOR SHALL FURNISH AND ERECT "ROAD CONSTRUCTION AHEAD" SIGNS (W2O-i103 (O)-48) AT ALL SIDE ROADS WITHIN THE LIMITS OF THIS SECTION WHEN WORKING IN THE VICINITY OF THE SIDE ROAD INTERSECTION (SEE TC-10).

# WORKING HOURS

THE NORMAL WORKING HOURS FOR CONSTRCUTION 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 REQUEST IN WRITING TO HAVE THE NORMAL HOURS EXTENDED.

#### KEEPING ROADS OPEN TO TRAFFIC

THE CONTRACTOR SHALL SCHEDULE HIS 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.

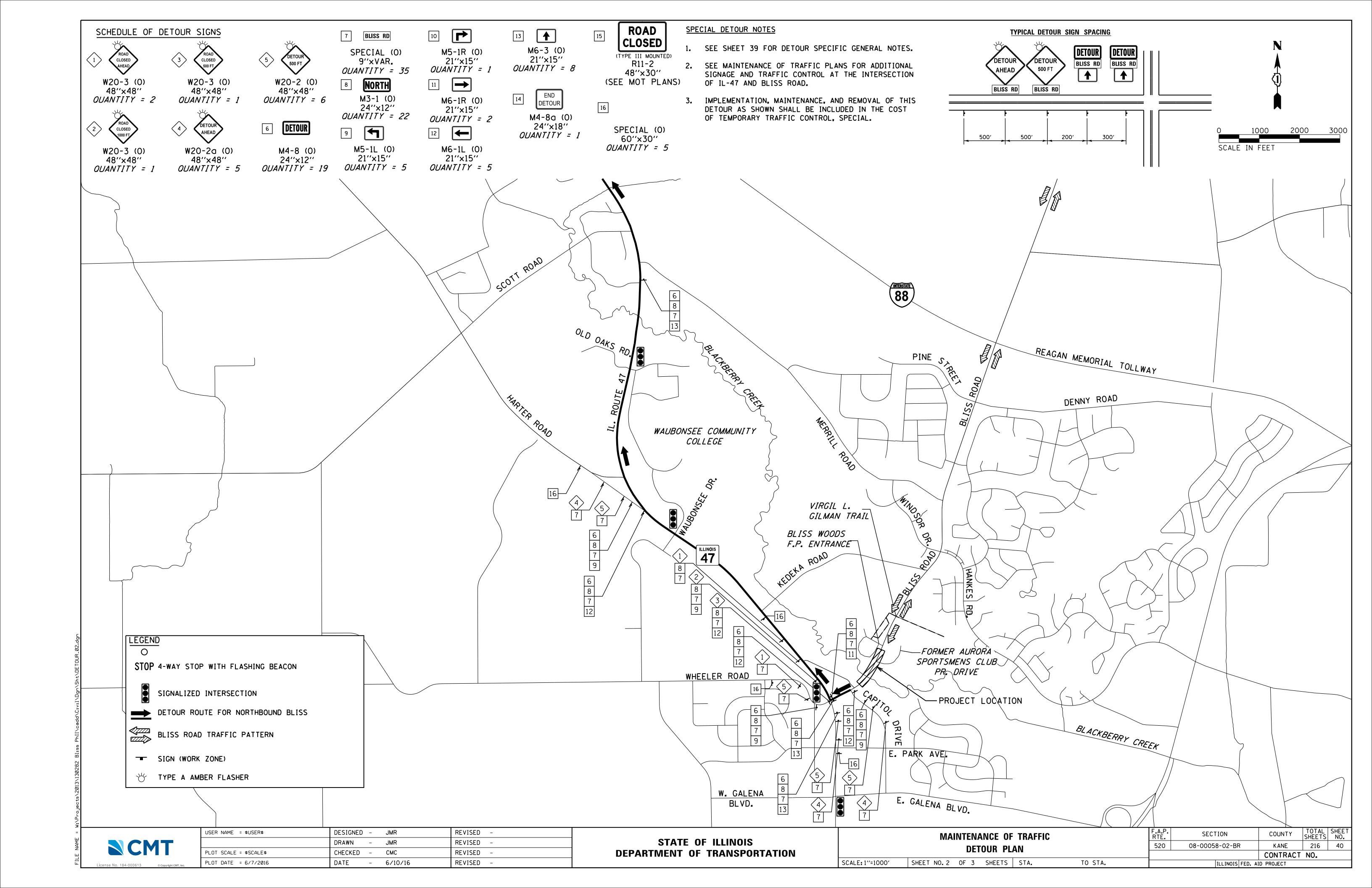
#### SUGGESTED SEQUENCE OF CONSTRUCTION OPERATIONS

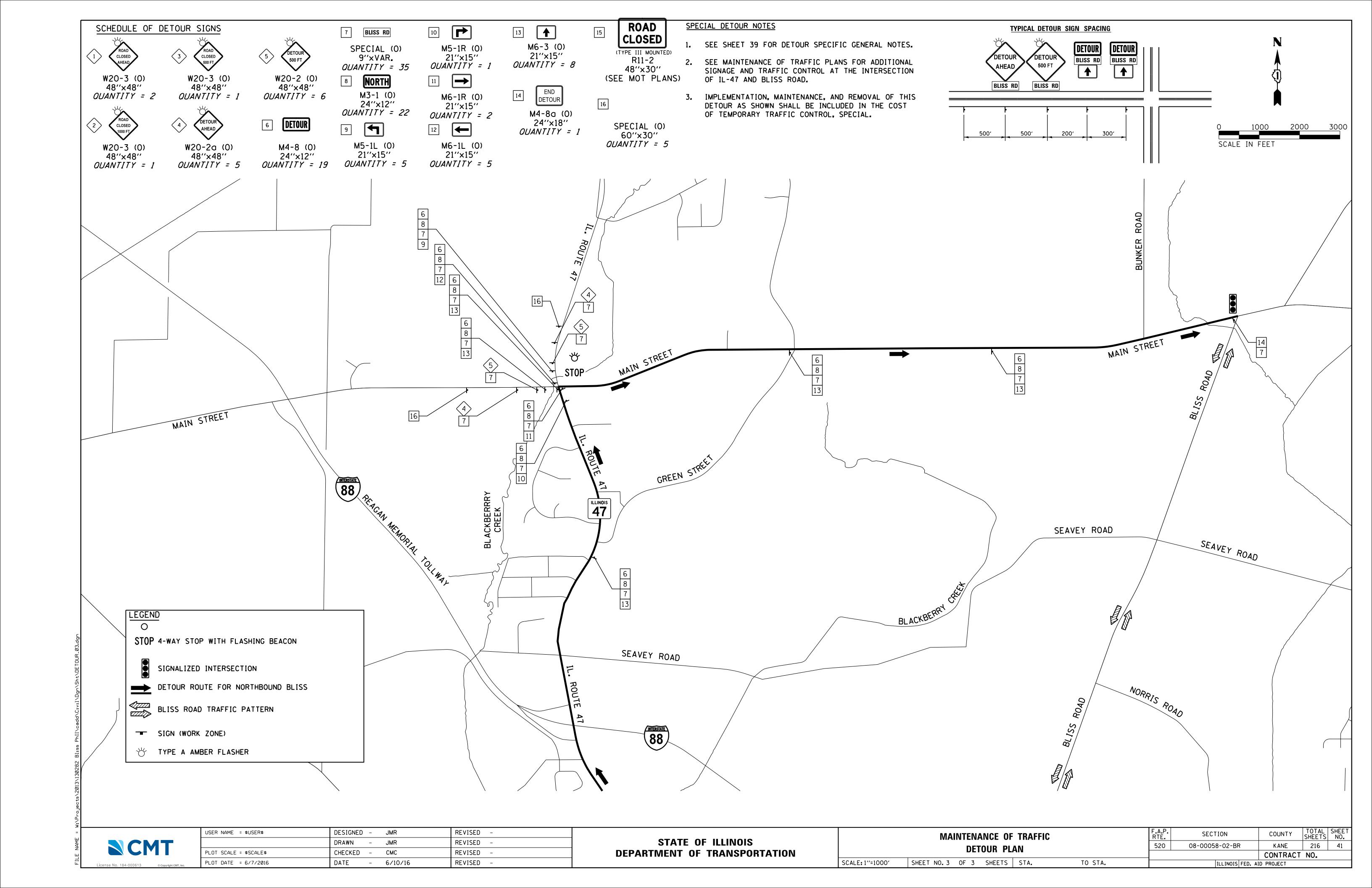
THE SUGGESTED SEQUENCE OF OPERATIONS AND SUMMARY FOR CONSTRUCTION STAGING DOES NOT, NOR IS IT INTENDED TO, DEPICT ALL WORK THAT WILL BE REQUIRED BY THE CONTRACTOR FOR STAGING OPERATIONS DURING THE CONTRACT, THE SEQUENCE OF OPERATIONS IS GIVEN AS AN AIDE AND GUIDE FOR THE CONTRACTOR'S USE TO ESTABLISH THE NECESSARY GUIDELINES FOR EFFICIENT TRAFFIC OPERATION DURING THE DURATION OF THE CONTRACT.

THE CONTRACTOR MAY WISH TO MAKE REVISIONS OR MODIFICATIONS TO THE SEQUENCE OF CONSTRUCTION OR THE MAINTENANCE OF TRAFFIC PLANS. ALL CHANGES MUST BE SUBMITTED IN WRITING TO THE ENGINEER FOR APPROVAL. REVISIONS IN THE PHASING OF CONSTRUCTION OR MAINTENANCE OPERATIONS, REQUESTED BY THE CONTRACTOR, MAY REQUIRE TRAFFIC CONTROL TO BE INSTALLED IN ACCORDANCE WITH STANDARDS AND/OR DESIGNS OTHER THAN THOSE INCLUDED IN THE PLANS. IF REVISIONS IN THE PHASING OF CONSTRUCTION OR MAINTENANCE OPERATIONS REQUESTED BY THE CONTRACTOR REQUIRES ADDITIONAL SIGNS, FLAGGERS, BARRICADES OR OTHER TRAFFIC CONTROL DEVICES OVER AND ABOVE THOSE SPECIFIED THEY WILL BE AT THE CONTRACTOR'S EXPENSE.

#### 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 AS MUCH WORK AS PRACTICAL UNDER THE DETOUR CLOSURE. ONLY SPECIFIC STANDARDS WILL BE MEASURED SEPARATELY FOR PAYMENT. ALL OTHER STANDARDS LISTED WILL BE CONSIDERED INCLUDED IN THE LUMP SUM COST FOR "TRAFFIC CONTROL AND PROTECTION. (SPECIAL)".





#### PRE-STAGE OPERATIONS

- \* INSTALL WARNING SIGNS AS SHOWN IN THE APPLICABLE TRAFFIC CONTROL STANDARD.
- \* REMOVE TREES FOR ENTIRE PROJECT LIMITS. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701006.
- \* REMOVE CHAIN LINK FENCE FROM STA. 16+45 TO STA. 28+51. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701006.
- \* CONSTRUCT WATER MAIN AND APPURTENANCES AND ABANDON AND FILL EXISTING WATER MAIN FROM STA. 17+08 TO STA. 28+30. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701006 AND 701201.
- \* INSTALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES.

# **STAGE 1A OPERATIONS**

- \* INSTALL WARNING SIGNS AS SHOWN ON STAGE 1A MAINTENANCE OF TRAFFIC PLAN.
- \* SAWCUT PAVEMENT EDGES WHERE REQUIRED. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701201 AND 701326.
- \* EXCAVATE COMPENSATORY STORAGE AREA AS NEEDED. PROVIDE TEMPORARY EROSION CONTROL FOR ALL DISTURBED AREAS AND STOCK PILES.
- \* REMOVE CONFLICTING RAISED REFLECTIVE PAVEMENT MARKERS FROM STA. 10+50 TO STA. 16+00. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701201.
- \* CONSTRUCT PERMANENT HMA BASE COURSE AND BASE COURSE WIDENING STA. 24+50 TO STA. 28+50.0, LT. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701201 AND 701326.
- \* CONSTRUCT ALL CROSS ROAD STORM SEWERS AND HMA PATCHES SHOWN IN STAGE 1A PLAN. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701201.
- \* CONSTRUCT TEMPORARY PAVEMENT WIDENING AND DITCHES FROM STA. 15+37.2 TO STA. 15+77.0, LT. AND STA. 16+63.3 TO STA. 24+50.0, LT. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701201 AND 701326.
- \* CONSTRUCT TEMPORARY DRIVEWAY ACCESS AND PERMANENT PARKING AREA (BINDER ONLY) FROM STA. 11+30.2 TO STA. 15+00.0, RT. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701006 AND 701201. PLACE TEMPORARY BARRIER WALL STA. 112+00.0 TO STA. 114+25.0 (DRIVEWAY BASELINE).
- \* REMOVE AND RELOCATE EXISTING GUARDRAIL AND TRAFFIC BARRIER TERMINALS STA. 16+70.5 TO STA. 18+00.0, LT., INSTALL RELOCATED GUARDRAIL MARKERS. THE WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701201 OR 701326.
- \* INSTALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES.

# **STAGE 1B OPERATIONS**

- \* SET UP ONE-DIRECTION DETOUR AND RELATED TEMPORARY STAGE 1B TRAFFIC CONTROL THROUGH THE PROJECT SITE, WHICH INCLUDES THE TEMPORARY SHEET PILING, TEMPORARY CONCRETE BARRIER WALL, SIGNAGE, MESSAGE SIGNS, ARROW BOARDS, DRUMS/BARRICADES, STRIPING, AND ATTENUATORS FROM STA. 6+00 TO 29+00.
- \* CLOSE TURN LANES ON IL. RTE. 47 AS DETAILED IN THE STAGE 1B TRAFFIC PLANS.
- \* MAINTAIN TEMPORARY DRIVEWAY ACCESS AND PARKING AREA STA. STA. 11+30.2 TO STA. 15+00.0, RT.
- \* MOVE TRAFFIC ONTO STAGE 1B LANE CONFIGURATION.
- \* PLACE ADDITIONAL EROSION CONTROL AS NEEDED.
- \* REMOVE EXISTING ROADWAY, BRIDGE SHOULDER AND DRIVEWAY PAVEMENT, CURB AND GUTTERS STORM SEWER, GUARDRAILS, CULVERTS LEFT OF CENTERLINE (SEE MOT PLANS SHEETS) STA. 251+00 TO STA. 260+00, LT.
- \* CONSTRUCT, BRIDGE, SUBGRADE, AGGREGATE BASES, UNDERDRAINS, STORM SEWERS, SHOULDERS, CURB AND GUTTERS AND ROADWAY PAVEMENT WITH BITUMINOUS BINDER TO THE LIMITS SHOWN ON STAGE 1B TRAFFIC PLAN FROM STA. 10+00.0 TO STA. 28+50.0, RT. SHOULDERS BEHIND CURB AND GUTTER WILL HAVE FINAL SURFACE COURSE.
- \* CONSTRUCT PERMANENT GUARDRAIL FROM STA. 15+08 TO BRIDGE. PERMANENT GUARDRAIL FROM BRIDGE TO STA. 18+57, RT. WILL NOT BE INSTALLED UNTIL STAGE 3. INSTALL TEMPORARY CONCRETE BARRIER AND ATTENUATOR THIS LOCATION.
- \* INSTALL TEMPORARY HMA RAMPS AT BRIDGE APPROACHES, PAVEMENT DROP-OFFS AND AS NEEDED.
- \* PLACE TOPSOIL, FINAL TURF, AND LANDSCAPING RIGHT OF CENTERLINE IN ITS ENTIRETY.
- \* INSTALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES.

#### **STAGE 2 OPERATIONS**

\* MAINTAIN DETOUR FROM STAGE 1B.

- \* SET UP TEMPORARY STAGE 2 TRAFFIC CONTROL THOUGH THE PROJECT SITE, WHICH INCLUDES RELOCATION OF THE TEMPORARY CONCRETE BARRIER WALL, SIGNAGE, DRUMS/BARRICADES, STRIPING, AND ATTENUATORS FROM STA. 6+00 TO 29+00.
- \* REMOVE TEMPORARY DRIVEWAY ACCESS AND PARKING AREA FROM STA. STA. 11+30.2 TO STA. 15+00.0.
- \* REMOVE TEMPORARY PAVEMENT WIDENING FROM STA. 15+37.2 TO STA. 15+77.0, LT. AND STA. 16+63.3 TO STA. 24+50.0.
- \* MOVE TRAFFIC ONTO STAGE 2 LANE CONFIGURATION.
- PLACE ADDITIONAL EROSION CONTROL AS NEEDED.
- \* REMOVE EXISTING ROADWAY AND SHOULDER PAVEMENT, BRIDGE LEFT OF CENTERLINE (SEE MOT PLANS, SHEETS) STA. 10+00 TO STA. 28+50, LT.
- \* CONSTRUCT, BRIDGE, SUBGRADE, AGGREGATE BASES, UNDERDRAINS, STORM SEWERS, CURB AND GUTTERS, SHOULDERS AND ROADWAY PAVEMENT TO THE LIMITS SHOWN ON STAGE 2 TRAFFIC PLAN FROM STA. 10+00.0 TO STA. 28+50.0, LT.; FINAL HMA SURFACE COURSE FROM STA. 10+00.0 TO STA. 24+50.0 WILL BE PLACED IN STAGE 2. PLACE SHORT-TERM PAVEMENT MARKING.
- \* CONSTRUCT PERMANENT GUARDRAIL AND TRAFFIC BARRIER TERMINALS FROM STA. 13+85 TO BRIDGE AND BRIDGE TO STA. 19+12, LT.
- \* PLACE TEMPORARY OR SHORT-TERM PAVEMENT MARKINGS (NO PAINT) PRIOR TO REMOVING STAGE 2 TRAFFIC CONTROL.
- \* PLACE TOPSOIL, FINAL TURF, AND LANDSCAPING LEFT OF CENTERLINE IN ITS ENTIRETY.
- \* INSTALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES.

# **SUB-STAGE 2A OPERATIONS**

- \* SUB-STAGE 2A IS REQUIRED TO EXPEDITE THE WORK FROM STA. 10+00 TO 14+00, LT. TO LIMIT THE DURATION OF THE CLOSURE TO THE VILLAGE BIBLE CHURCH MAIN ENTRANCE AT STA. 13+50 LT.
- \* ALL WORK IN THIS STAGE WILL BE AS DESCRIBED IN STAGE 2 EXCEPT THE ROADWAY AND DRIVEWAY PAVEMENTS IN THIS SECTION WILL NOT NEED TO HAVE THE FINAL HMA LEVELING AND SURFACE COURSE. THE SURFACE WILL BE COMPLETED AT THE END OF STAGE 2. PROVIDE HMA TEMPORARY RAMPS AS NEEDED.
- \* UPON THE COMPLETION OF SUB-STAGE 2A, THE TEMPORARY CONCRETE BARRIER WALL WILL BE REMOVED AND/OR RELOCATED TO THE LOCATIONS SHOWN ON THE SUBSTAGE 2A TRAFFIC CONTROL PLAN.
- \* INSTALL TEMPORARY PAVEMENT MARKINGS (PAINT) AND TRAFFIC CONTROL SIGNING AS DETAILED IN SUB-STAGE 2A AND RE-OPEN THE ENTRANCE.

# **STAGE 3 OPERATIONS**

- \* REMOVE DETOUR, TEMPORARY BARRIER WALL, TEMPORARY PAVEMENT MARKINGS FOR THE ONE-DIRECTIONAL DETOUR. OPEN LANES FOR 2-WAY TRAFFIC.
- \* REMOVE TEMPORARY HMA RAMPS AND CONSTRUCT REMAINING BUTT JOINTS.
- CONSTRUCT BITUMINOUS LEVELING IN MILLED AREAS. APPLY BITUMINOUS TACK COAT.

  MAINTENANCE OF TRAFFIC FOR THE MILLING AND LEVELING OPERATIONS SHALL BE

  COMPLETED UTILIZING TRAFFIC CONTROL STD. 701306.
- \* CONSTRUCT HMA LEVELING AND SURFACE COURSE ON BINDER COURSE PREVIOUSLY CONSTRUCTED IN STAGE 1B STA. 10+00.0 TO STA. 28+50.0 AND STAGE 2 FROM STA. 24+50.0 TO 28+50.0. THIS WORK SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL STD. 701306.
- \* INSTALL PERMANENT GUARDRAIL FROM BRIDGE TO STA. 18+57, RT.
- \* PLACE ALL PERMANENT PAVEMENT MARKINGS, RECESSED PAVEMENT REFLECTORS AND SIGNAGE STA. 10+00.0 TO STA. 28+50.0. THE WORK SHALL BE COMPLETED UNDER STD. 701306 AND/OR STD. 701311.
- \* REMOVE REMAINING TRAFFIC CONTROL DEVICES AND SIGNAGE.

#### STD. 701006

THIS STANDARD SHOULD BE USED FOR, GRADING, SEEDING, AND OTHER MISCELLANEOUS WORK WHICH IS PERFORMED WITHIN 15', BUT NOT CLOSER THAN 2' TO THE EDGE OF THE TRAFFIC LANE. ALL WORK PERFORMED UNDER THIS TRAFFIC CONTROL APPLICATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL), LUMP SUM.

ANTICIPATED MAJOR OPERATIONS FOR APPLICATION OF THIS STANDARD:

- \*STAGE 1A TREE REMOVAL, WATER MAIN WORK, AND FENCE REMOVAL.
- \*STAGE 1A TEMPORARY DRIVEWAY AND PARKING AREA
- \*SURVEY AND LAYOUT
- \*INSTALLING TRAFFIC CONTROL SIGNS AND OTHER SIGNS.

#### STD. 701201

THIS STANDARD SHOULD BE USED WHEN THE CONTRACTOR'S WORK IS PERFORMED WITH THE STAGING CONFIGURED AS A TWO LANE, TWO -WAY TRAFFIC. TYPICAL OPERATIONS ARE PAVEMENT PATCHING FOR STORM SEWER AND UTILITY CROSSING. WORK PERFORMED UNDER THIS TRAFFIC CONTROL APPLICATION WILL PAID FOR SEPARATELY UNDER TRAFFIC CONTROL AND PROTECTION, STANDARD 701201, LUMP SUM. THE STANDARD WILL ONLY BE PAID FOR ONCE FOR THE ENTIRE PROJECT REGARDLESS OF HOW MANY TIMES THE SET UPS ARE REQUIRED TO COMPLETE THE WORK.

ANTICIPATED MAJOR OPERATIONS FOR APPLICATION OF THIS STANDARD:

- \*STAGE 1A SAW CUTTING PAVEMENT EDGES
- \*STAGE 1A/1B/2 REMOVING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS
- \*STAGE 1A STORM SEWER CROSSINGS AND HMA PATCHING
- \*STAGE 1A RELOCATE EXISTING GUARD RAIL AND TRAFFIC TERMINAL BARRIERS
- \*STAGE 3 INSTALL PROPOSED GUARD RAIL AND TRAFFIC TERMINAL BARRIERS

#### STD. 701301

THIS STANDARD WILL APPLY WHEN SHORT TIME WORK OPERATIONS ARE BEING PERFORMED. TYPICAL OPERATIONS ARE BITUMINOUS DENSITY TESTING, APPLICATION OF TEMPORARY PAVEMENT MARKING, MARKING PATCHES, AND MISCELLANEOUS SURVEY OPERATIONS. OPERATIONS PERFORMED UNDER THIS TRAFFIC CONTROL APPLICATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION. (SPECIAL). LUMP SUM.

#### STD, 701306

THIS STANDARD IS APPROPRIATE FOR USE DURING CONSTRUCTION FOR BITUMINOUS MILLING AND RESURFACING AND UTILITY OPERATIONS. WORK PERFORMED UNDER THIS TRAFFIC CONTROL APPLICATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL), LUMP SUM.

ANTICIPATED MAJOR OPERATIONS FOR APPLICATION OF THIS STANDARD:

\*STAGE 3 MILLING BUTT JOINTS AND SURFACING PAVING OPERATIONS.

#### STD. 701326

THIS STANDARD IS APPROPRIATE FOR USE AT THE END OF CONSTRUCTION DAY DURING THE PAVEMENT WIDENING STAGE. ALL LANES OF TRAFFIC SHALL REMAIN OPEN. TRAFFIC CONTROL DEVICES SHALL BE SET UP AS APPLICABLE AS SHOWN ON HIGHWAY STANDARD 701326. WORK PERFORMED UNDER THIS TRAFFIC CONTROL APPLICATION WILL BE PAID FOR SEPARATELY UNDER TRAFFIC CONTROL AND PROTECTION, STANDARD 701326, LUMP SUM. THE STANDARD WILL ONLY PAID FOR ONCE FOR THE ENTIRE PROJECT REGARDLESS OF HOW MANY TIMES THE SET UPS ARE REQUIRED TO COMPLETE THE WORK.

ANTICIPATED MAJOR OPERATIONS FOR APPLICATION OF THIS STANDARD:

\*STAGE 1A - TEMPORARY PAVEMENT, HMA BASE COURSE AND BASE COURSE WIDENING.

#### STD. 701311

THIS STANDARD SHOULD BE USED ON TWO-LANE, TWO-WAY ROADWAYS FOR PAVEMENT MARKING OPERATIONS. WORK PERFORMED UNDER THIS TRAFFIC CONTROL APPLICATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL), LUMP SUM.

ANTICIPATED MAJOR OPERATIONS FOR APPLICATION OF THIS STANDARD:

\*STAGE 3 - PERMANENT PAVEMENT MARKING AND RECESSED REFLECTIVE PAVEMENT MARKERS.

#### STD. 704001

SCALE:

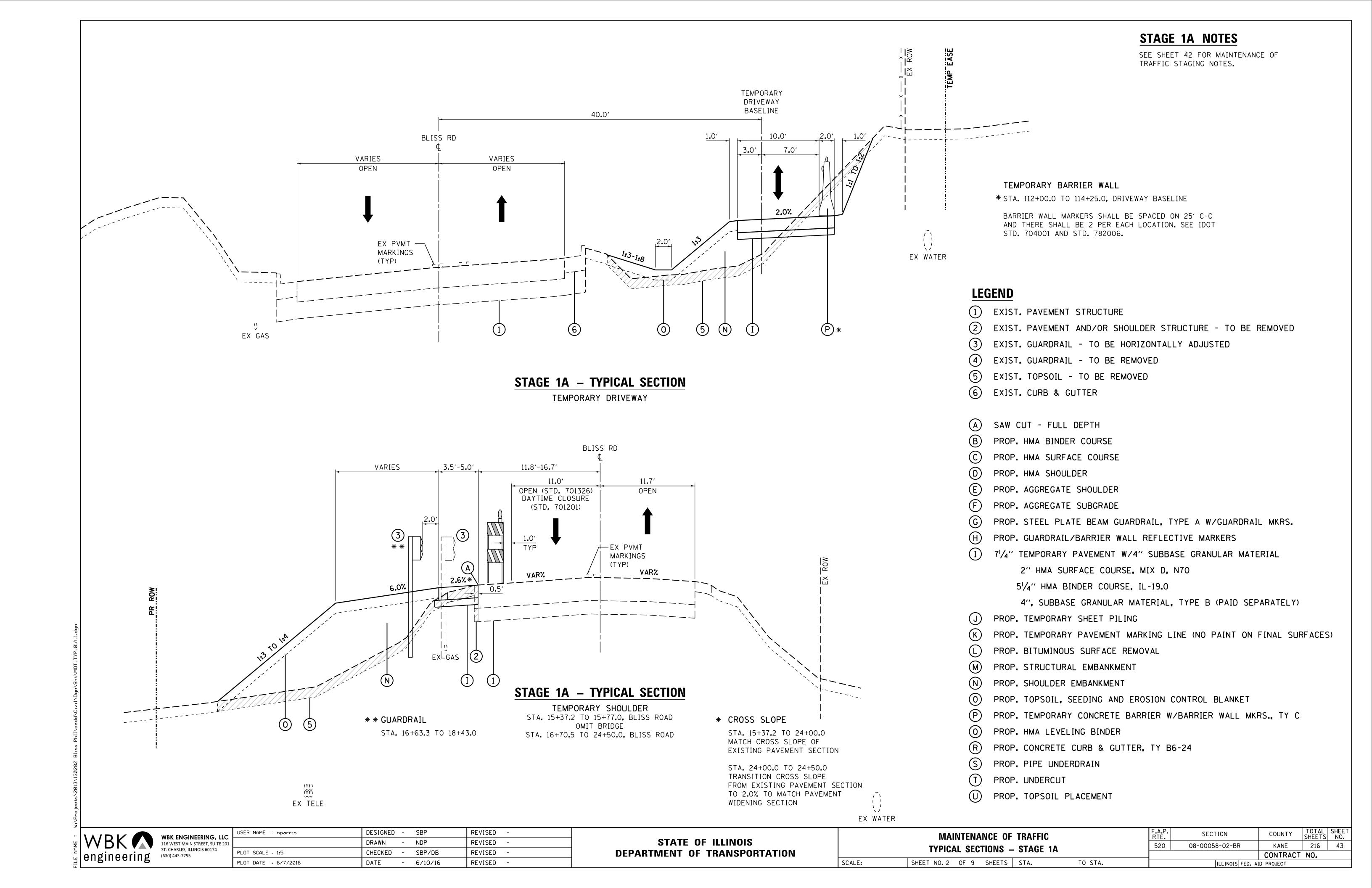
THIS STANDARD SHOULD BE USED AT ALL LOCATIONS WHERE TEMPORARY BARRIERS ARE REQUIRED. TEMPORARY CONCRETE BARRIERS WILL BE PAID SEPARATELY UNDER TEMPORARY CONCRETE BARRIER, PER LINEAL FOOT AND RELOCATE TEMPORARY CONCRETE BARRIER PER LINEAL FOOT.

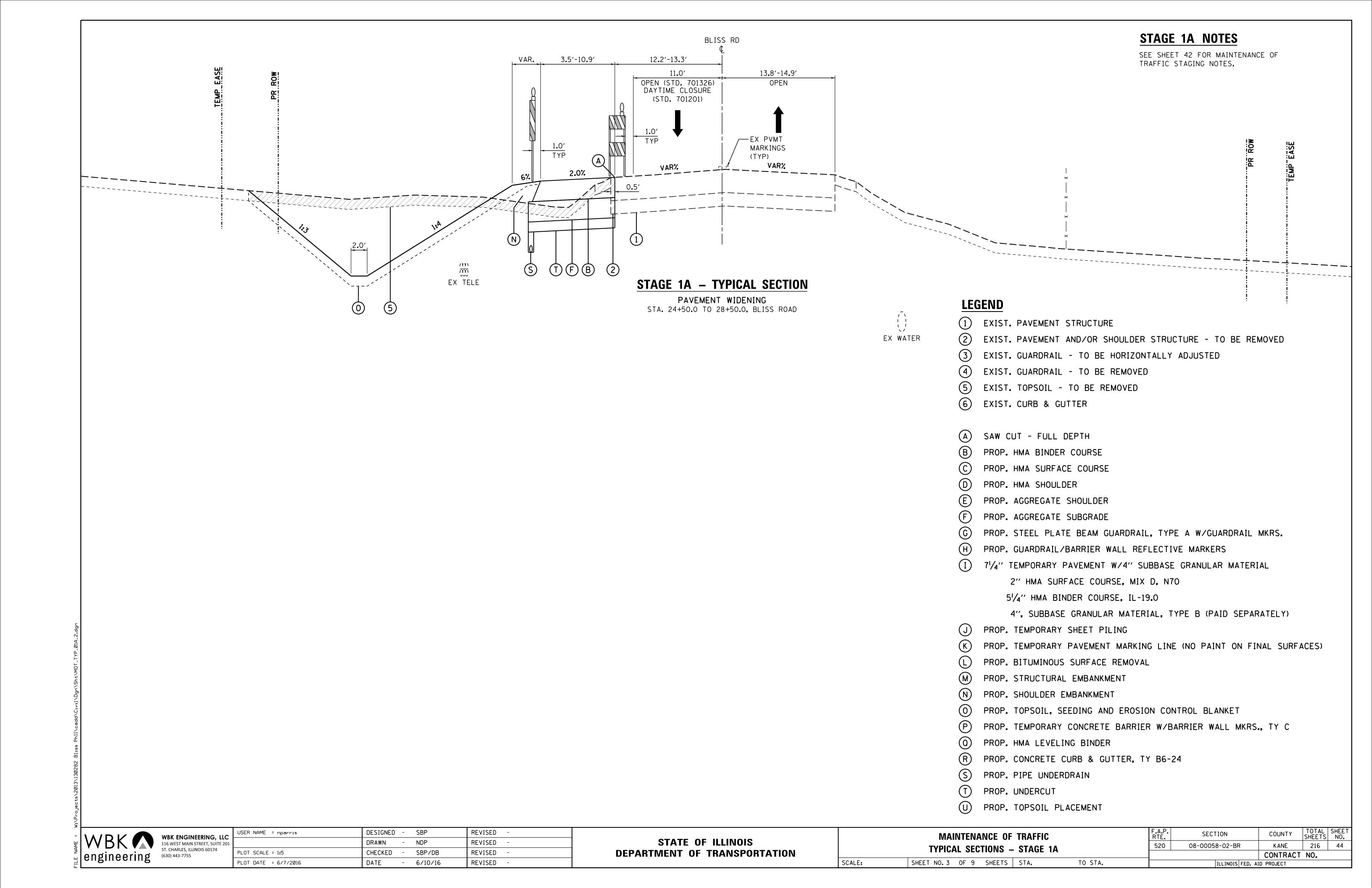
ANTICIPATED MAJOR OPERATIONS FOR APPLICATION OF THIS STANDARD:

\*STAGE 1B, 2, 2A - TEMPORARY CONCRETE BARRIER STA. 11+93 TO STA. 24+82.



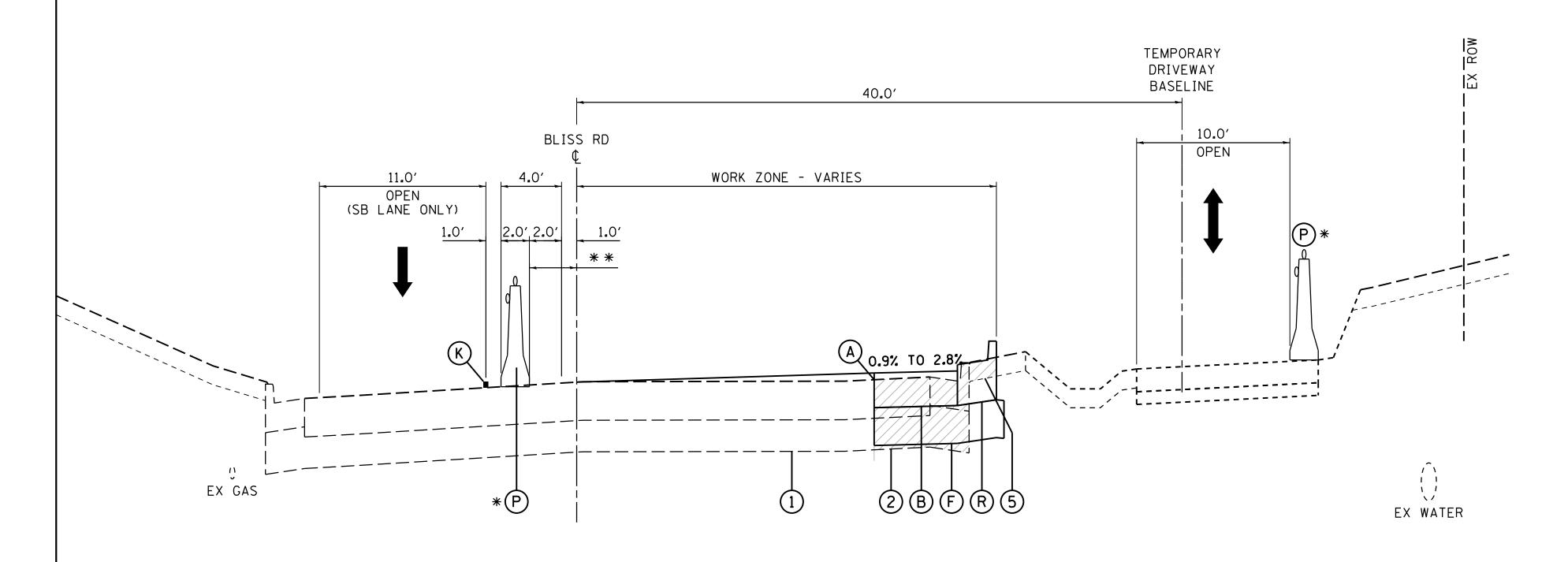
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	DRAWN	-	6/10/16	REVISED	-
PLOT SCALE = 1:5	CHECKED	-	6/10/16	REVISED	-
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-





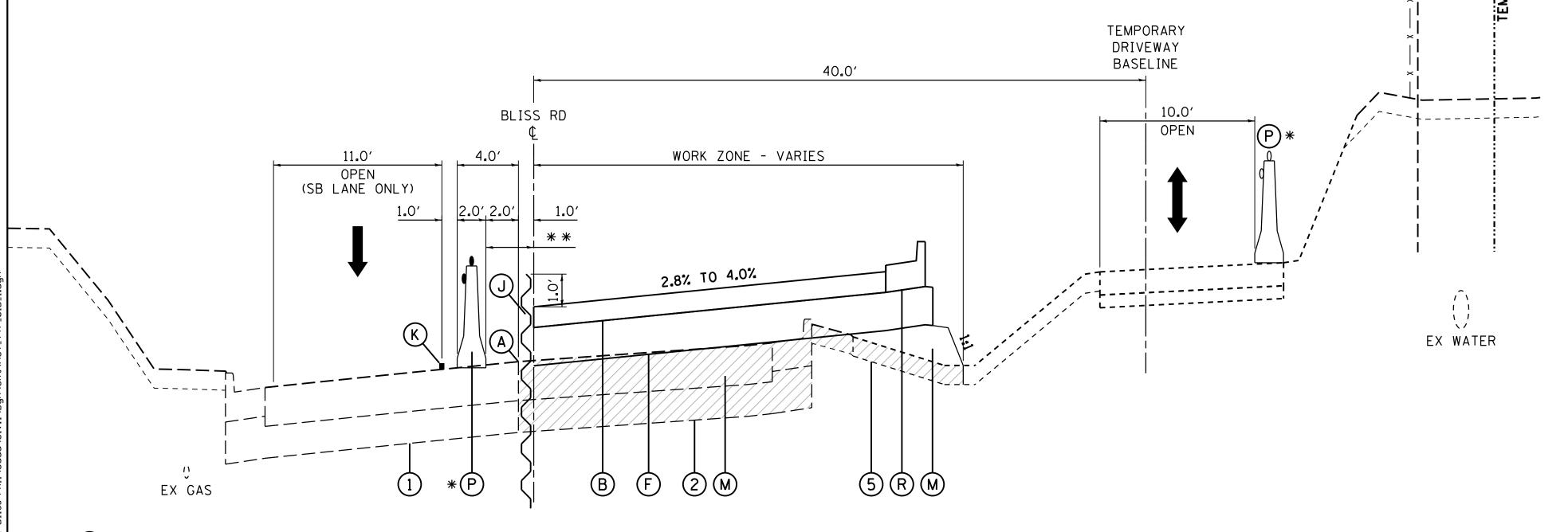
# **STAGE 1B NOTES**

SEE SHEET 42 FOR MAINTENANCE OF TRAFFIC STAGING NOTES.



# STAGE 1B - TYPICAL SECTION

NORTH BOUND LANE CLOSURE STA. 11+37.2 TO 12+00.0, BLISS ROAD



(J) TEMPORARY SHEET PILING STA. 13+00.0 TO 15+70.0

ST. CHARLES, ILLINOIS 60174

(630) 443-7755

engineering

# **STAGE 1B - TYPICAL SECTION**

NORTH BOUND LANE CLOSURE STA. 12+00.0 TO 15+52.6, BLISS ROAD

#### USER NAME = nparris DESIGNED - SBP REVISED WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 201 REVISED - NDP PLOT SCALE = 1:5 CHECKED - SBP/DB REVISED PLOT DATE = 6/7/2016 - 6/10/16 REVISED

# **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

SCALE:

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS - STAGE 1B SHEET NO. 4 OF 9 SHEETS STA. TO STA.

SECTION 216 45 08-00058-02-BR KANE CONTRACT NO. ILLINOIS FED. AID PROJECT

TEMPORARY BARRIER WALL

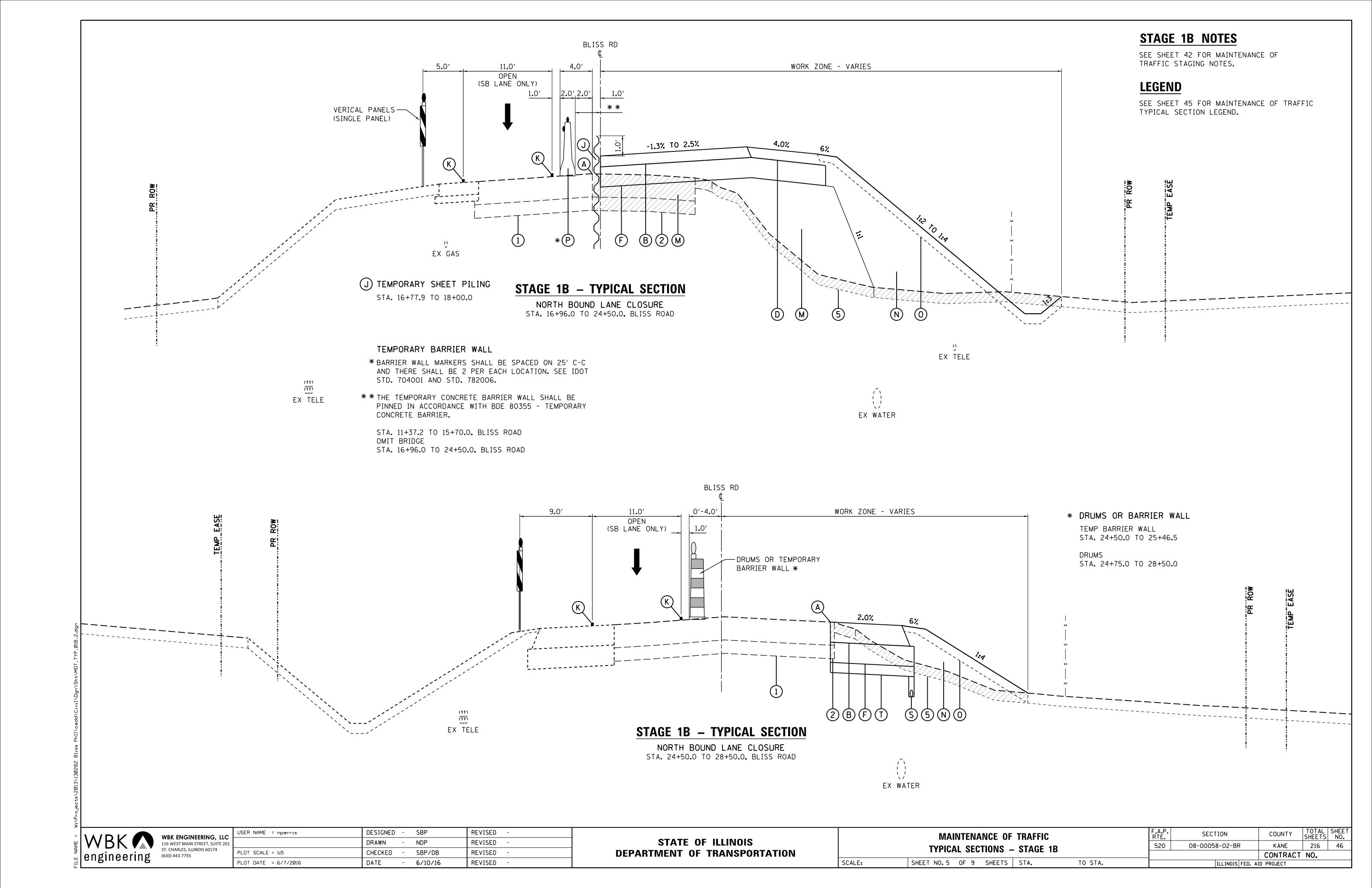
\*BARRIER WALL MARKERS SHALL BE SPACED ON 25' C-C AND THERE SHALL BE 2 PER EACH LOCATION. SEE IDOT STD. 704001 AND STD. 782006.

\* \* THE TEMPORARY CONCRETE BARRIER WALL SHALL BE PINNED IN ACCORDANCE WITH BDE 80355 - TEMPORARY CONCRETE BARRIER.

STA. 11+37.2 TO 15+70.0, BLISS ROAD OMIT BRIDGE STA. 16+96.0 TO 24+50.0, BLISS ROAD

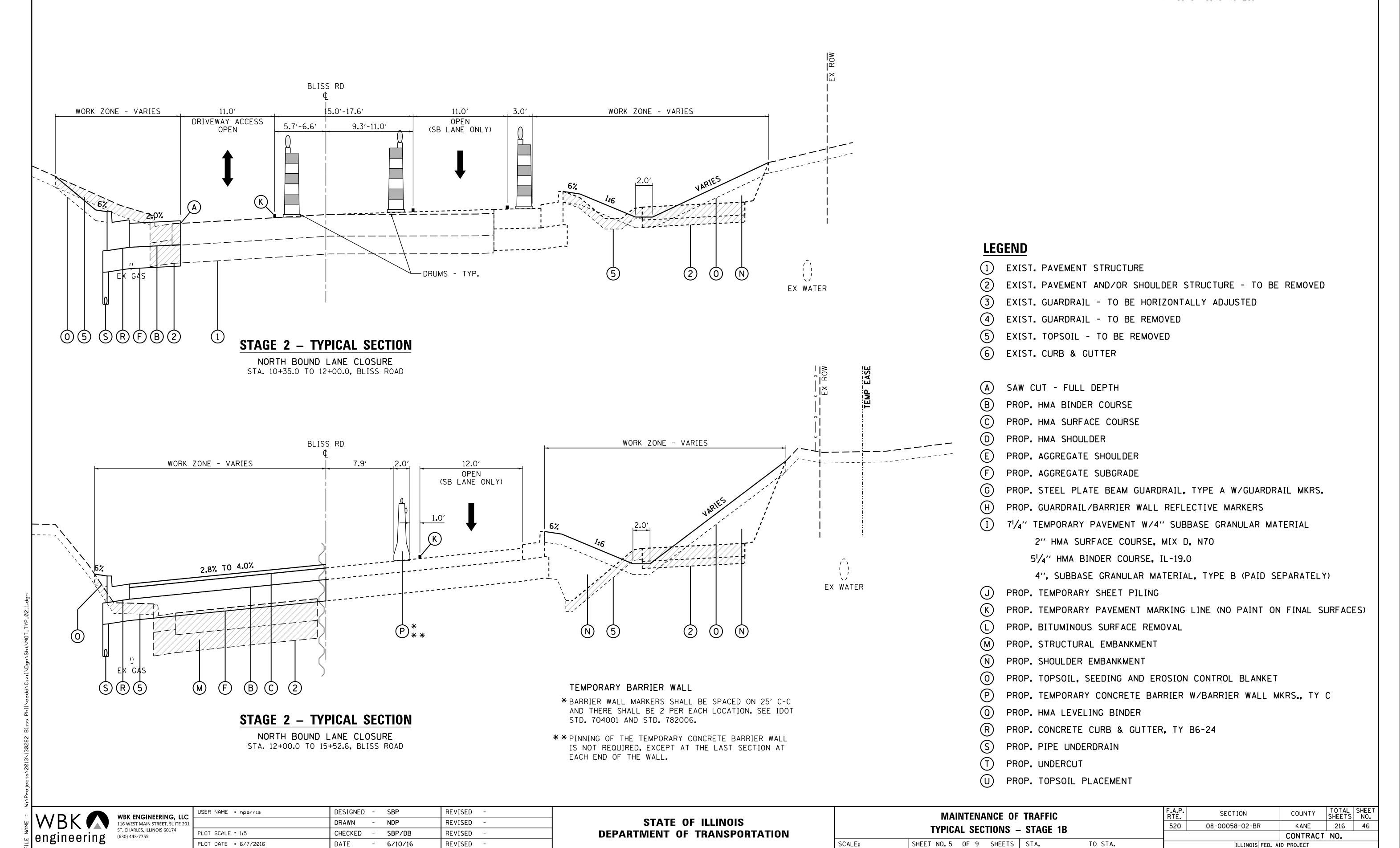
# **LEGEND**

- (1) EXIST. PAVEMENT STRUCTURE
- EXIST. PAVEMENT AND/OR SHOULDER STRUCTURE TO BE REMOVED
- EXIST. GUARDRAIL TO BE HORIZONTALLY ADJUSTED
- EXIST. GUARDRAIL TO BE REMOVED
- EXIST. TOPSOIL TO BE REMOVED
- EXIST. CURB & GUTTER
- SAW CUT FULL DEPTH
- PROP. HMA BINDER COURSE
- PROP. HMA SURFACE COURSE
- PROP. HMA SHOULDER
- PROP. AGGREGATE SHOULDER
- F PROP. AGGREGATE SUBGRADE
- PROP. STEEL PLATE BEAM GUARDRAIL, TYPE A W/GUARDRAIL MKRS.
- PROP. GUARDRAIL/BARRIER WALL REFLECTIVE MARKERS
- 71/4" TEMPORARY PAVEMENT W/4" SUBBASE GRANULAR MATERIAL
  - 2" HMA SURFACE COURSE, MIX D, N70
  - 51/4" HMA BINDER COURSE, IL-19.0
  - 4", SUBBASE GRANULAR MATERIAL, TYPE B (PAID SEPARATELY)
- PROP. TEMPORARY SHEET PILING
- PROP. TEMPORARY PAVEMENT MARKING LINE (NO PAINT ON FINAL SURFACES)
- PROP. BITUMINOUS SURFACE REMOVAL
- PROP. STRUCTURAL EMBANKMENT
- PROP. SHOULDER EMBANKMENT
- PROP. TOPSOIL, SEEDING AND EROSION CONTROL BLANKET
- PROP. TEMPORARY CONCRETE BARRIER W/BARRIER WALL MKRS., TY C
- PROP. HMA LEVELING BINDER
- PROP. CONCRETE CURB & GUTTER, TY B6-24
- PROP. PIPE UNDERDRAIN
- PROP. UNDERCUT
- PROP. TOPSOIL PLACEMENT



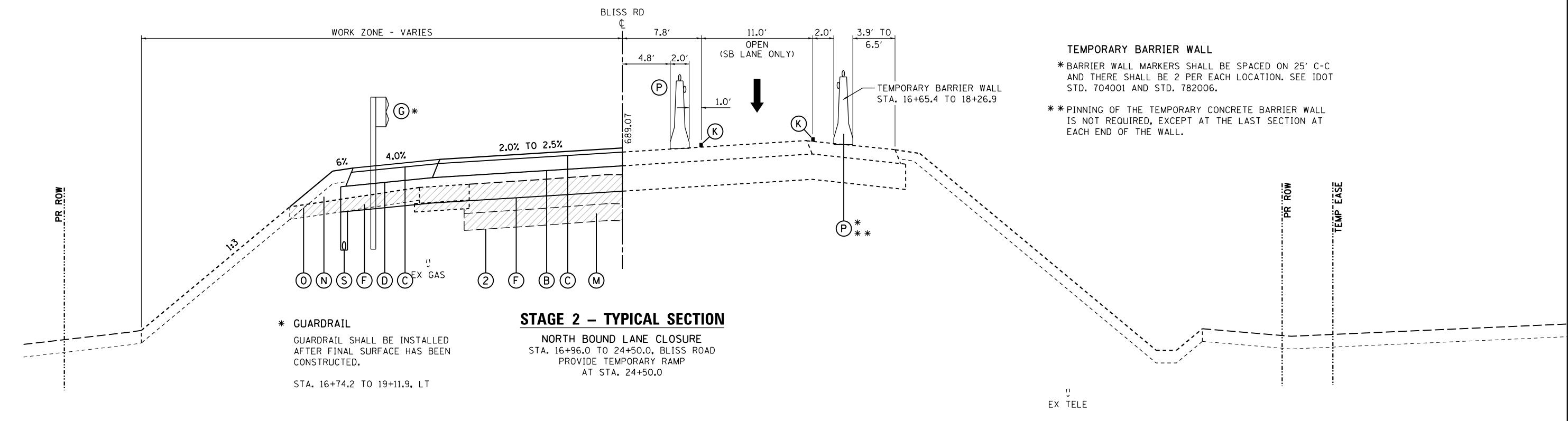
# STAGE 2 NOTES

SEE SHEET 42 FOR MAINTENANCE OF TRAFFIC STAGING NOTES.



# STAGE 2 NOTES

SEE SHEET 42 FOR MAINTENANCE OF TRAFFIC STAGING NOTES.



**LEGEND** 

- A SAW CUT FULL DEPTH EX TELE
- B) PROP. HMA BINDER COURSE
- (C) PROP. HMA SURFACE COURSE
- (D) PROP. HMA SHOULDER
- (E) PROP. AGGREGATE SHOULDER
- (F) PROP. AGGREGATE SUBGRADE
- G PROP. STEEL PLATE BEAM GUARDRAIL, TYPE A W/GUARDRAIL MKRS.
- (H) PROP. GUARDRAIL/BARRIER WALL REFLECTIVE MARKERS
- (I) 71/4" TEMPORARY PAVEMENT W/4" SUBBASE GRANULAR MATERIAL
  - 2" HMA SURFACE COURSE, MIX D, N70
  - 51/4" HMA BINDER COURSE, IL-19.0
  - 4", SUBBASE GRANULAR MATERIAL, TYPE B (PAID SEPARATELY)
- (J) PROP. TEMPORARY SHEET PILING
- R) PROP. TEMPORARY PAVEMENT MARKING LINE (NO PAINT ON FINAL SURFACES)
- (L) PROP. BITUMINOUS SURFACE REMOVAL
- (M) PROP. STRUCTURAL EMBANKMENT
- (N) PROP. SHOULDER EMBANKMENT
- (0) PROP. TOPSOIL, SEEDING AND EROSION CONTROL BLANKET
- (P) PROP. TEMPORARY CONCRETE BARRIER W/BARRIER WALL MKRS., TY C
- (0) PROP. HMA LEVELING BINDER
- (R) PROP. CONCRETE CURB & GUTTER, TY B6-24
- S PROP. PIPE UNDERDRAIN
- T) PROP. UNDERCUT
- (U) PROP. TOPSOIL PLACEMENT

- 1) EXIST. PAVEMENT STRUCTURE
- (2) EXIST. PAVEMENT AND/OR SHOULDER STRUCTURE TO BE REMOVED
- (3) EXIST. GUARDRAIL TO BE HORIZONTALLY ADJUSTED
- 4 EXIST. GUARDRAIL TO BE REMOVED
- (5) EXIST. TOPSOIL TO BE REMOVED
- (6) EXIST. CURB & GUTTER

EX WATER

SCALE:

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

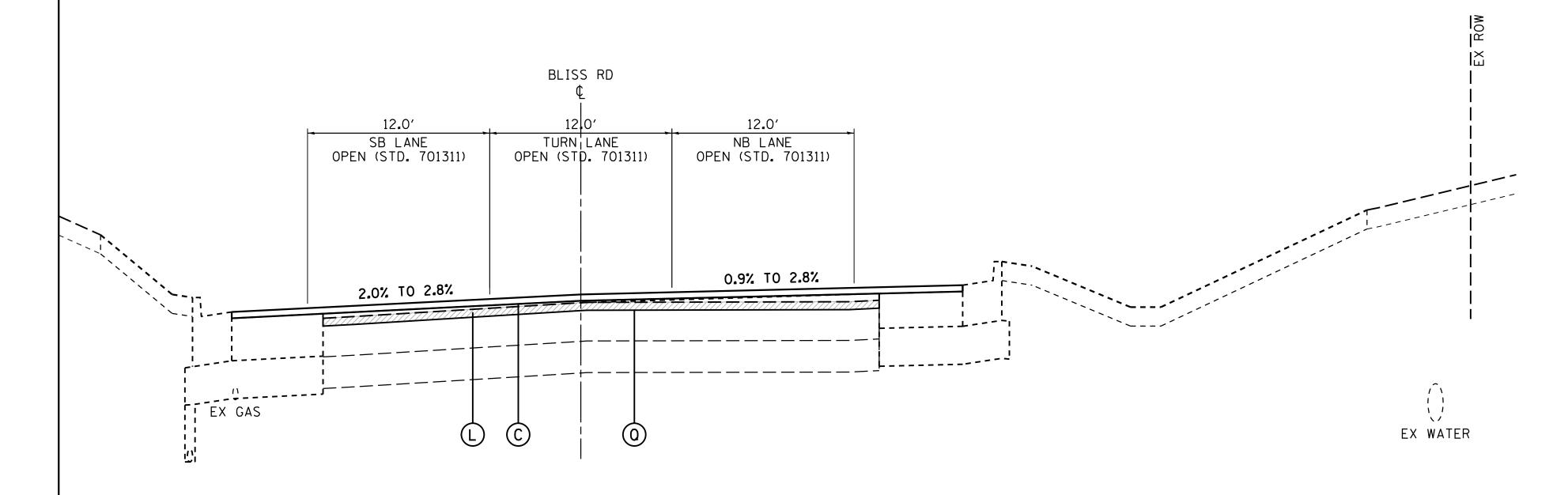
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	DRAWN	-	NDP	REVISED	-
PLOT SCALE = 1:5	CHECKED	-	SBP/DB	REVISED	-
PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

MAINTEN	ANCE OF	TRAFFIC	}	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
TYPICAL SE	CTIONS	_ STAGE	2	520	08-00058-02-BR	KANE	216	47
TITIOAL SE	CHONS	- JIAGL				CONTRACT	NO.	
SHEET NO. 6 OF 9	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		

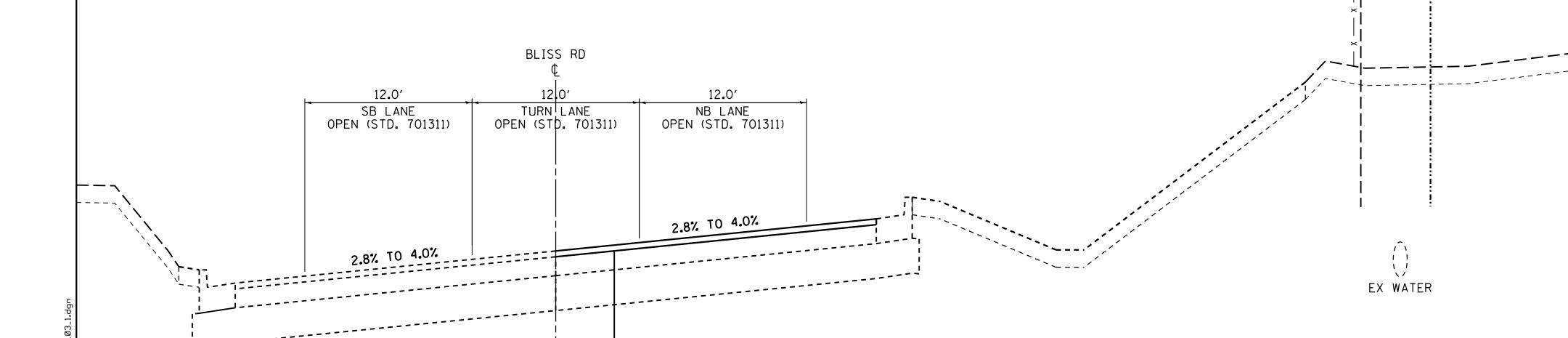


SEE SHEET 42 FOR MAINTENANCE OF TRAFFIC STAGING NOTES.



# STAGE 3 - TYPICAL SECTION

FINAL SURFACE STA. 10+35.0 TO 12+00.0, BLISS ROAD



# STAGE 3 - TYPICAL SECTION

FINAL SURFACE STA. 12+00.0 TO 15+52.6, BLISS ROAD

# **LEGEND**

- 1 EXIST. PAVEMENT STRUCTURE
- (2) EXIST. PAVEMENT AND/OR SHOULDER STRUCTURE TO BE REMOVED
- (3) EXIST. GUARDRAIL TO BE HORIZONTALLY ADJUSTED
- (4) EXIST. GUARDRAIL TO BE REMOVED
- 5) EXIST. TOPSOIL TO BE REMOVED
- (6) EXIST. CURB & GUTTER
- (A) SAW CUT FULL DEPTH
- B PROP. HMA BINDER COURSE
- (C) PROP. HMA SURFACE COURSE
- D PROP. HMA SHOULDER
- (E) PROP. AGGREGATE SHOULDER
- (F) PROP. AGGREGATE SUBGRADE
- G PROP. STEEL PLATE BEAM GUARDRAIL, TYPE A W/GUARDRAIL MKRS.
- (H) PROP. GUARDRAIL/BARRIER WALL REFLECTIVE MARKERS
- (I) 71/4" TEMPORARY PAVEMENT W/4" SUBBASE GRANULAR MATERIAL
  - 2" HMA SURFACE COURSE, MIX D, N70
  - 51/4" HMA BINDER COURSE, IL-19.0
  - 4", SUBBASE GRANULAR MATERIAL, TYPE B (PAID SEPARATELY)
- J PROP. TEMPORARY SHEET PILING
- (K) PROP. TEMPORARY PAVEMENT MARKING LINE (NO PAINT ON FINAL SURFACES)
- PROP. BITUMINOUS SURFACE REMOVAL
- (M) PROP. STRUCTURAL EMBANKMENT
- (N) PROP. SHOULDER EMBANKMENT
- (O) PROP. TOPSOIL, SEEDING AND EROSION CONTROL BLANKET
- (P) PROP. TEMPORARY CONCRETE BARRIER W/BARRIER WALL MKRS., TY C
- (Q) PROP. HMA LEVELING BINDER
- (R) PROP. CONCRETE CURB & GUTTER, TY B6-24
- S) PROP. PIPE UNDERDRAIN
- (T) PROP. UNDERCUT
- U PROP. TOPSOIL PLACEMENT



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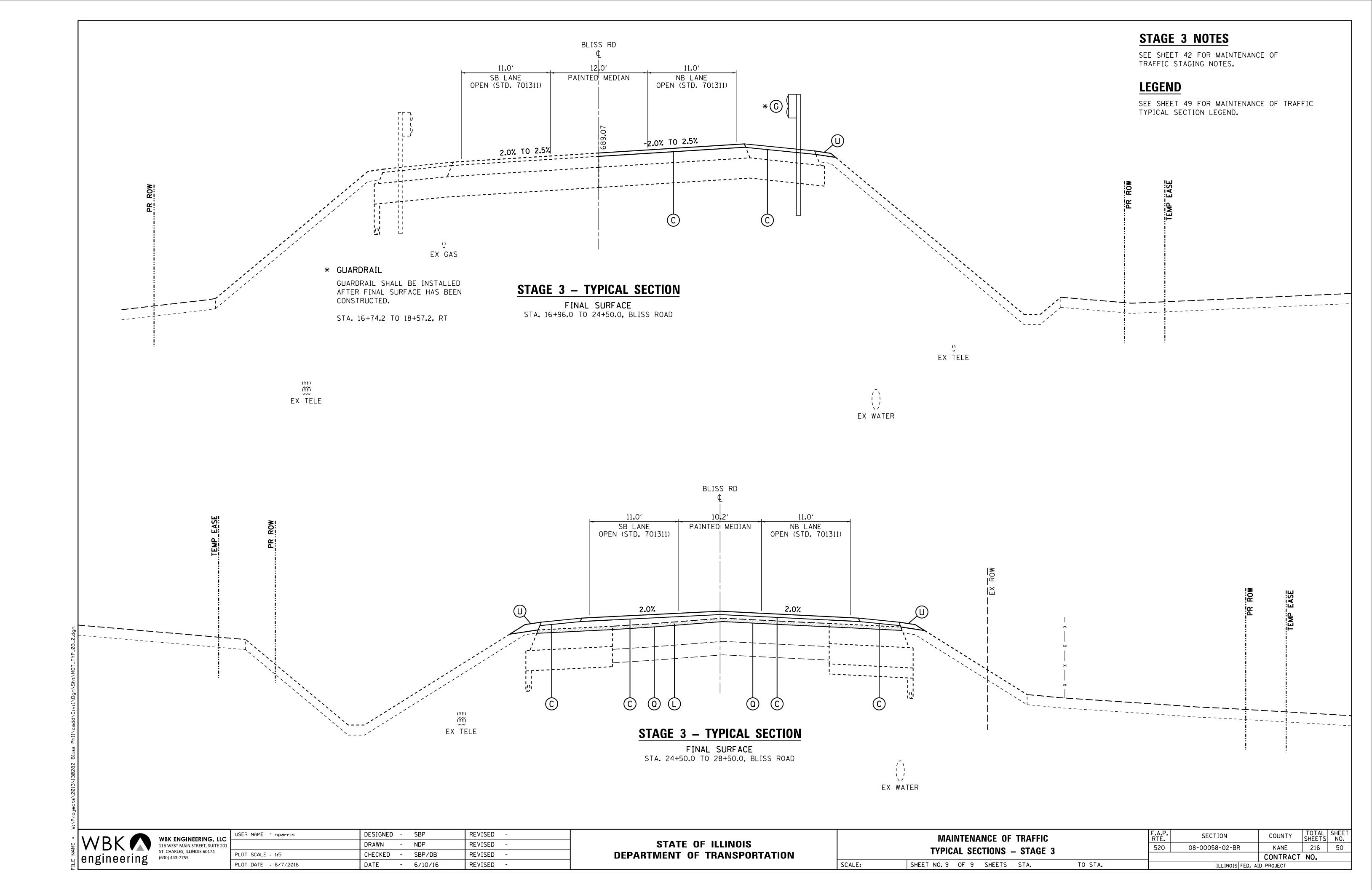
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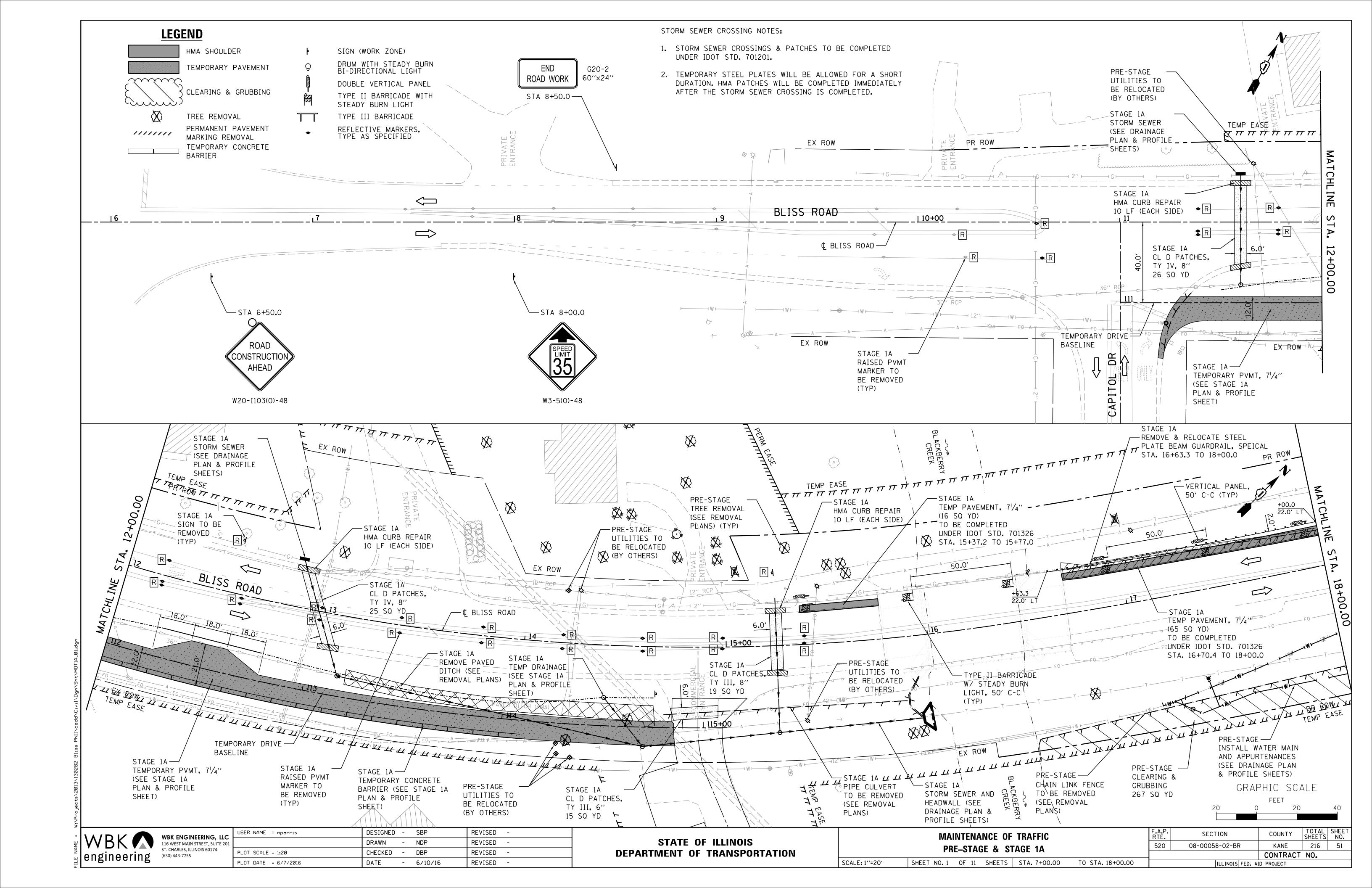
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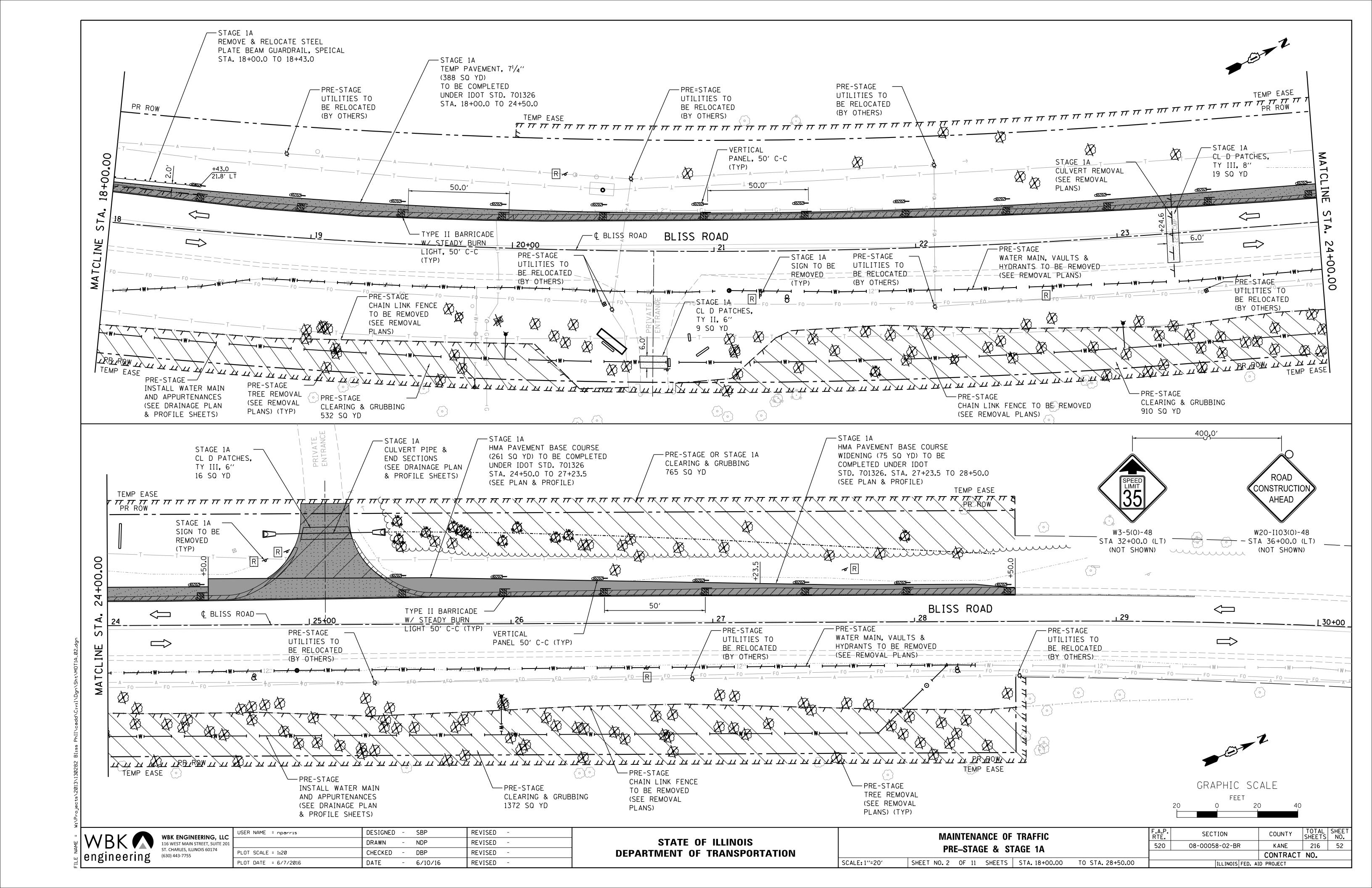
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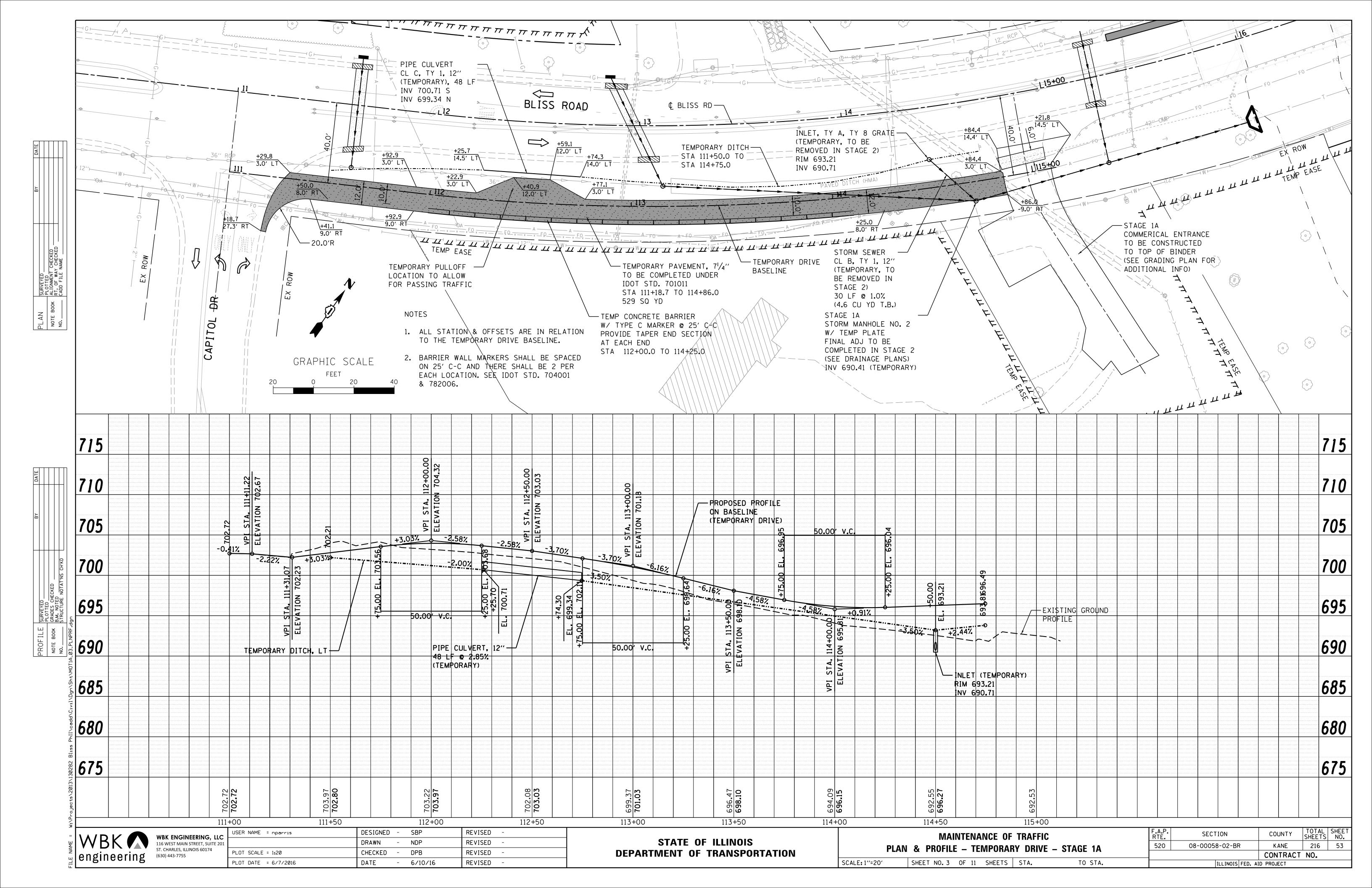
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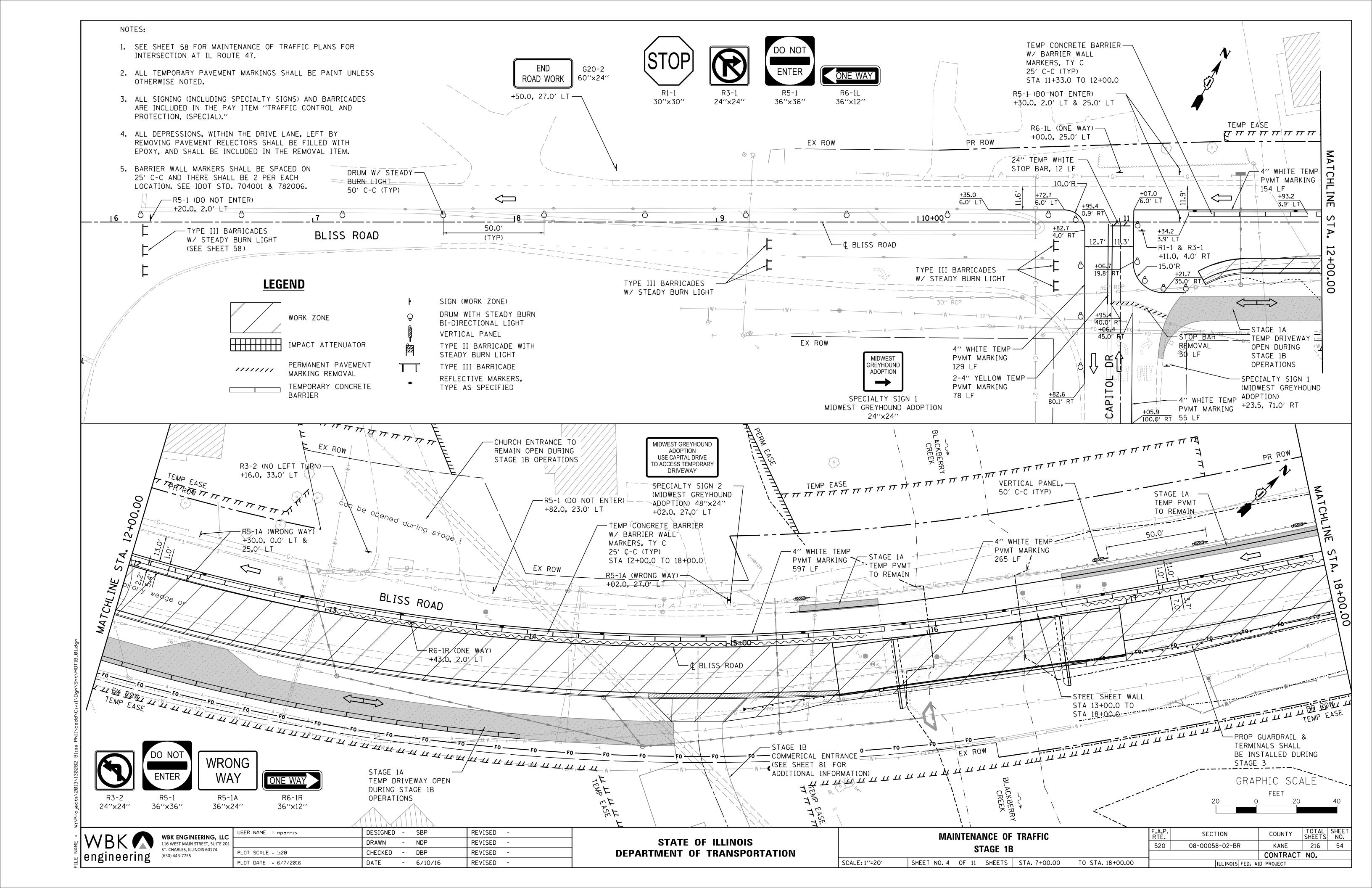
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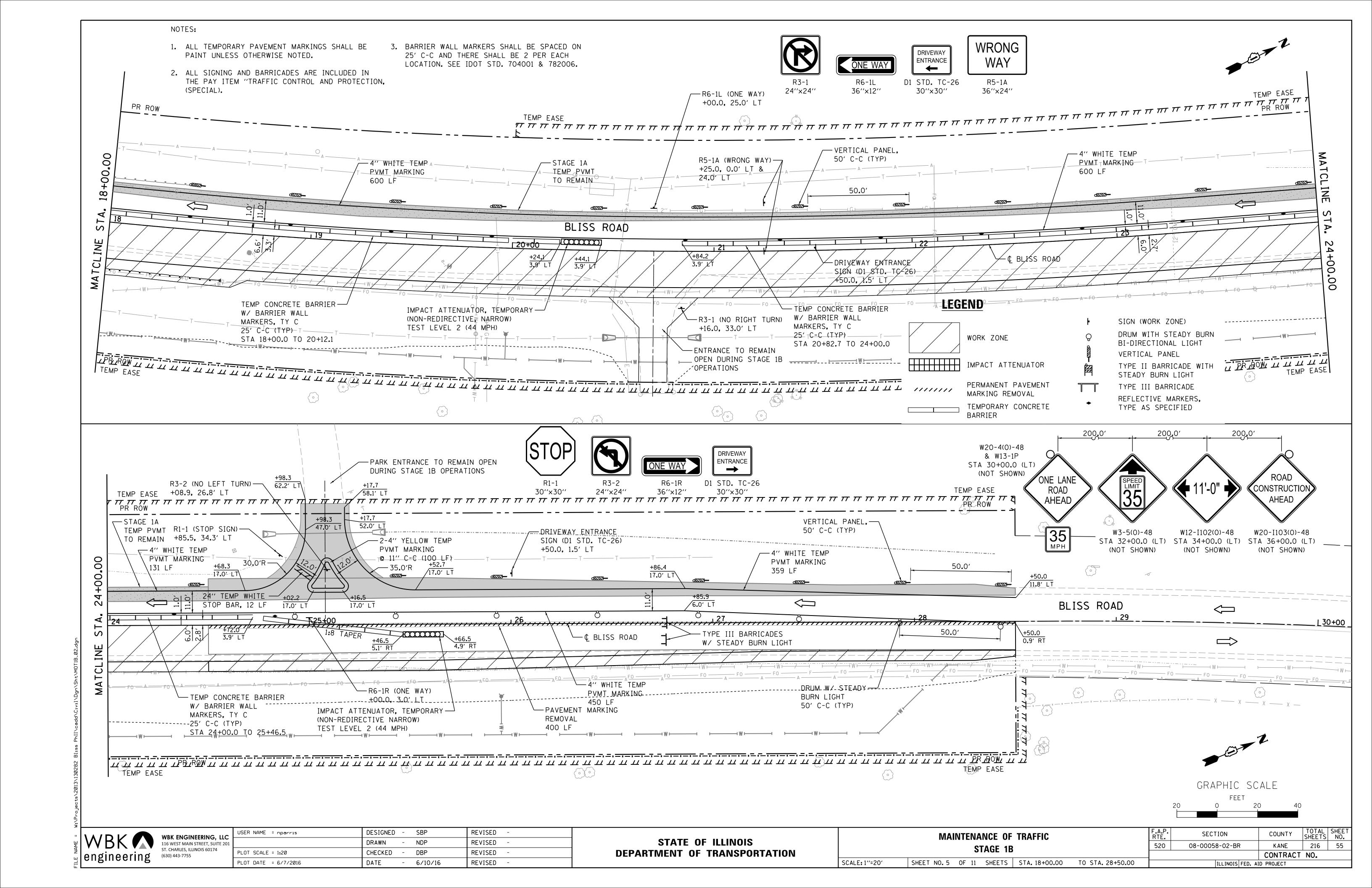


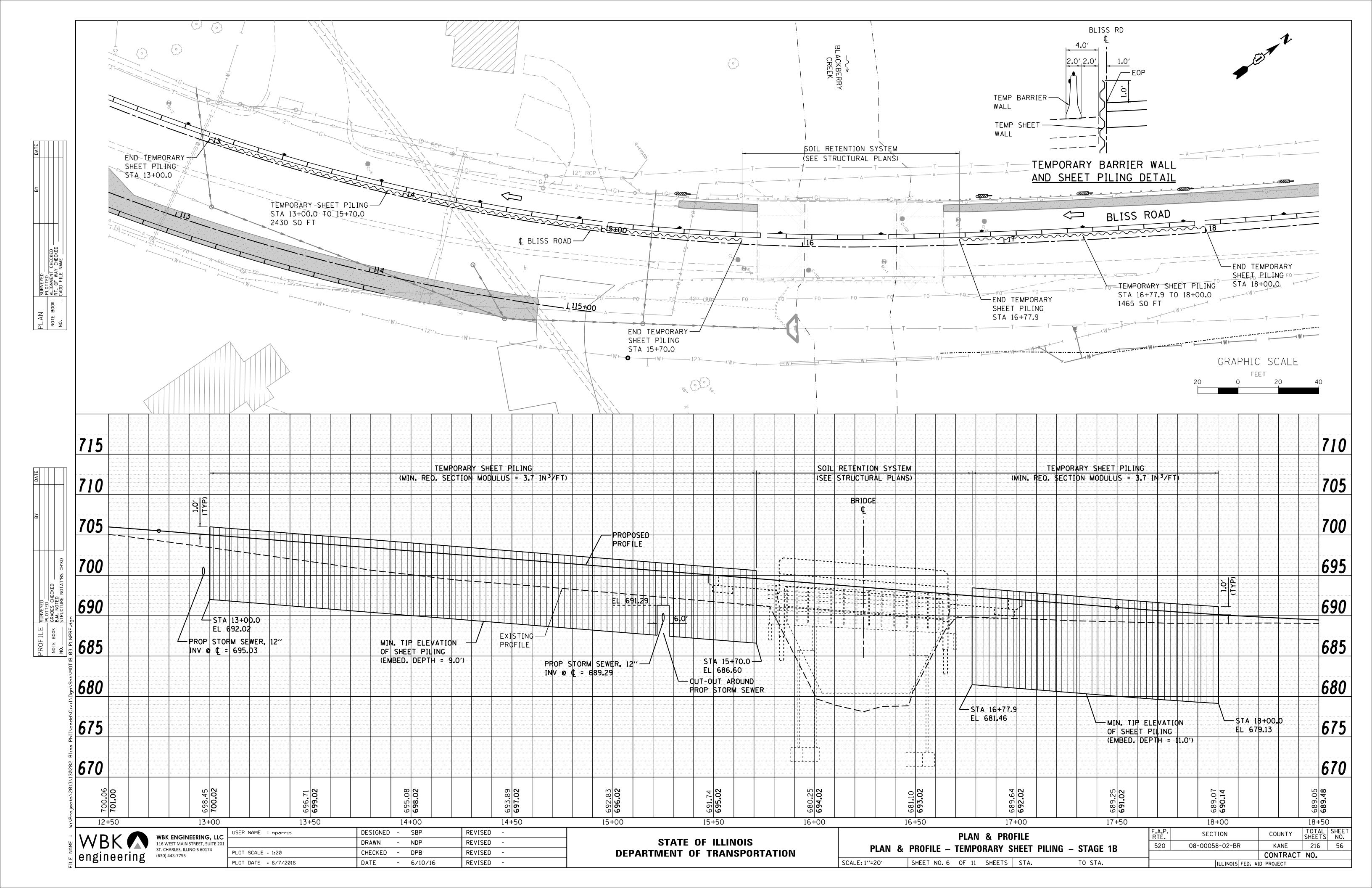


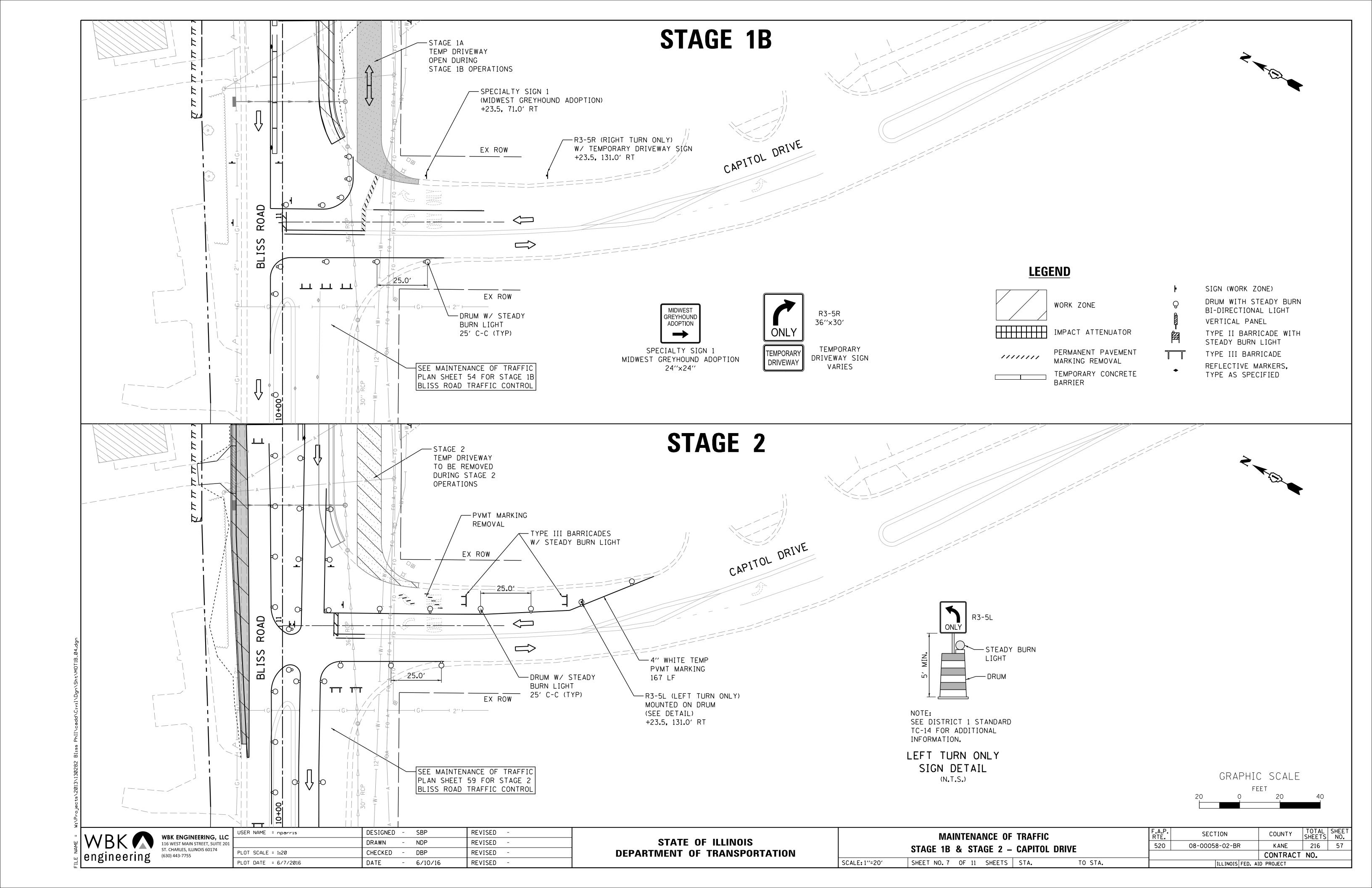


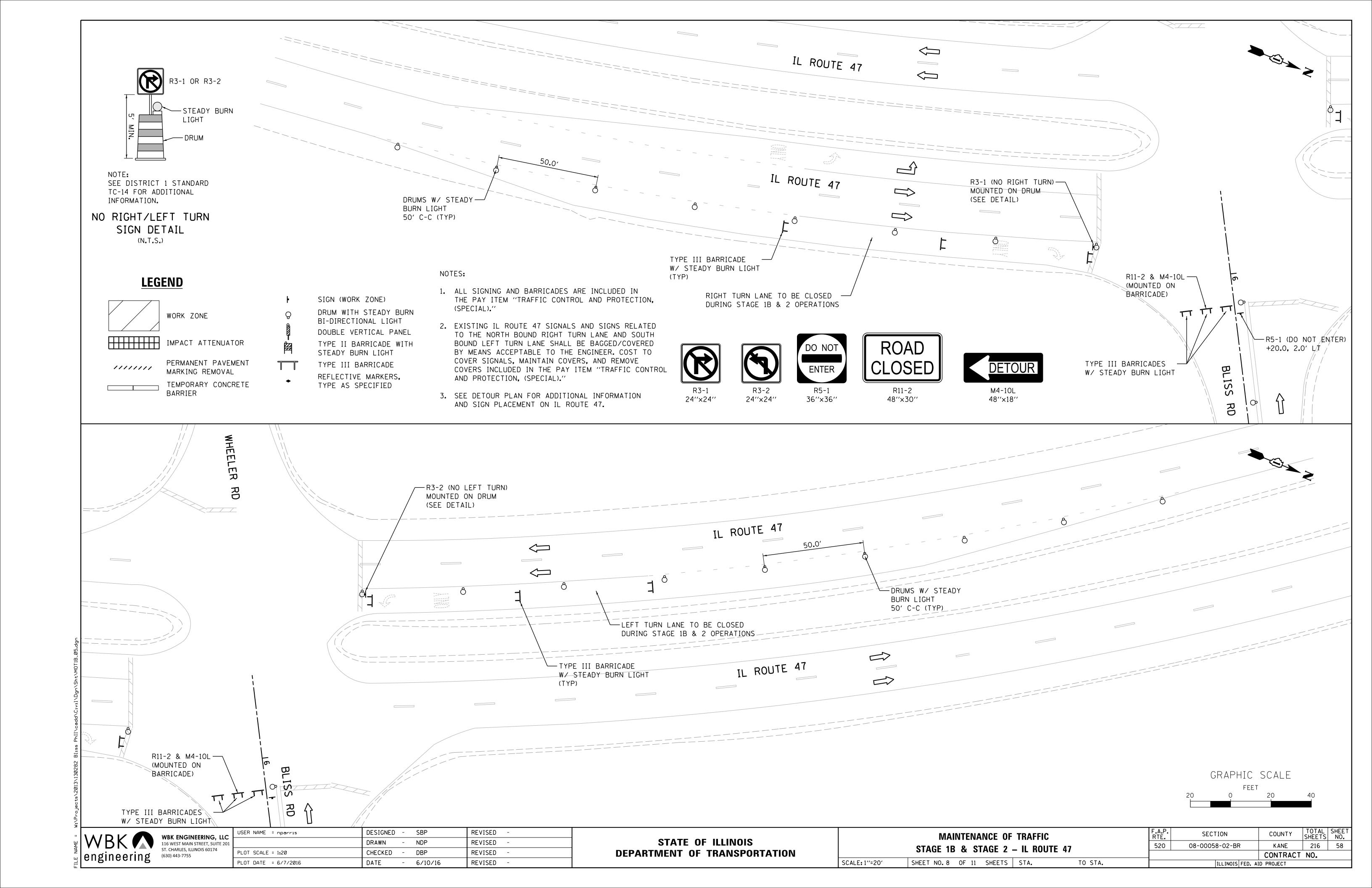


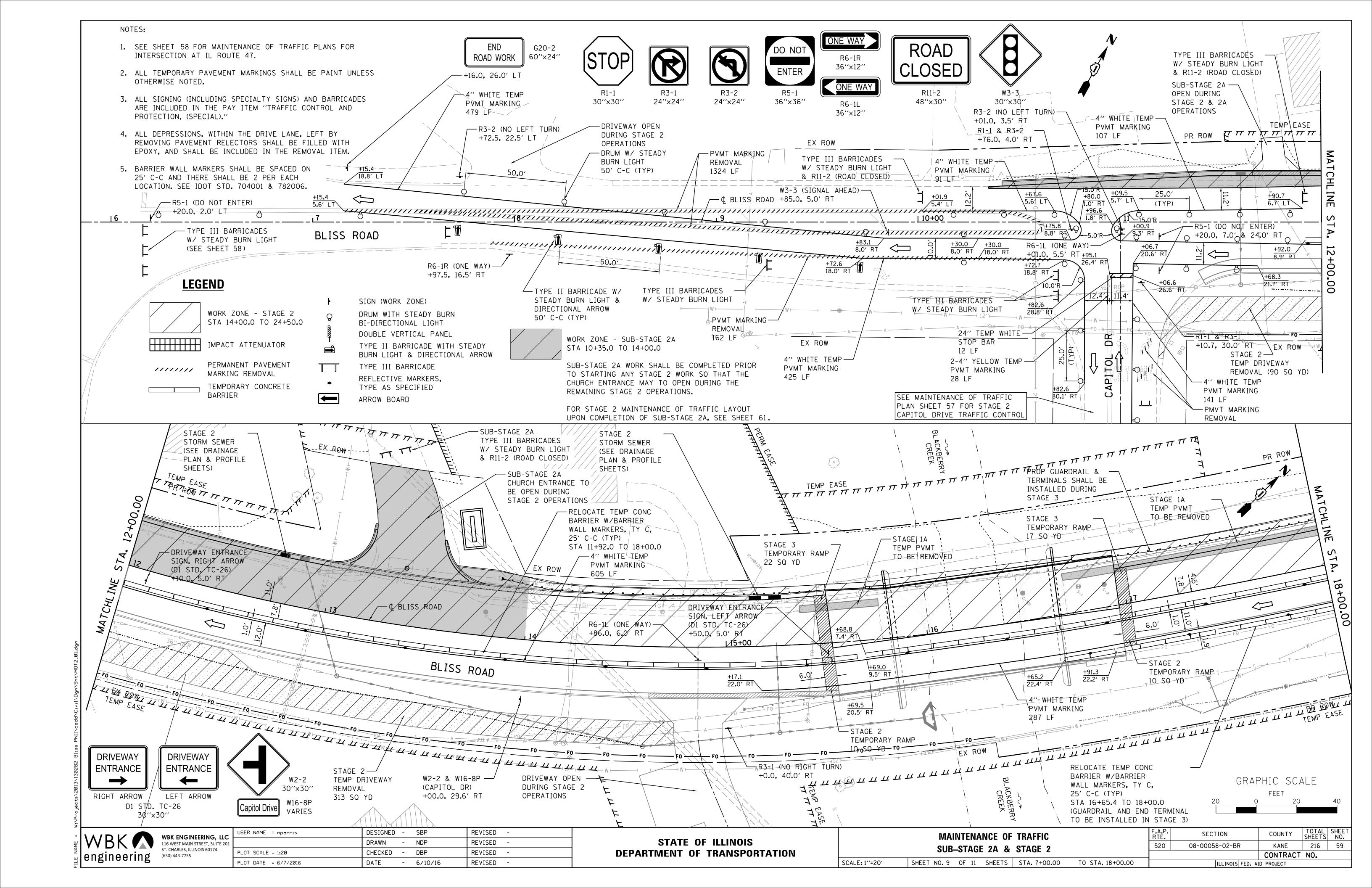


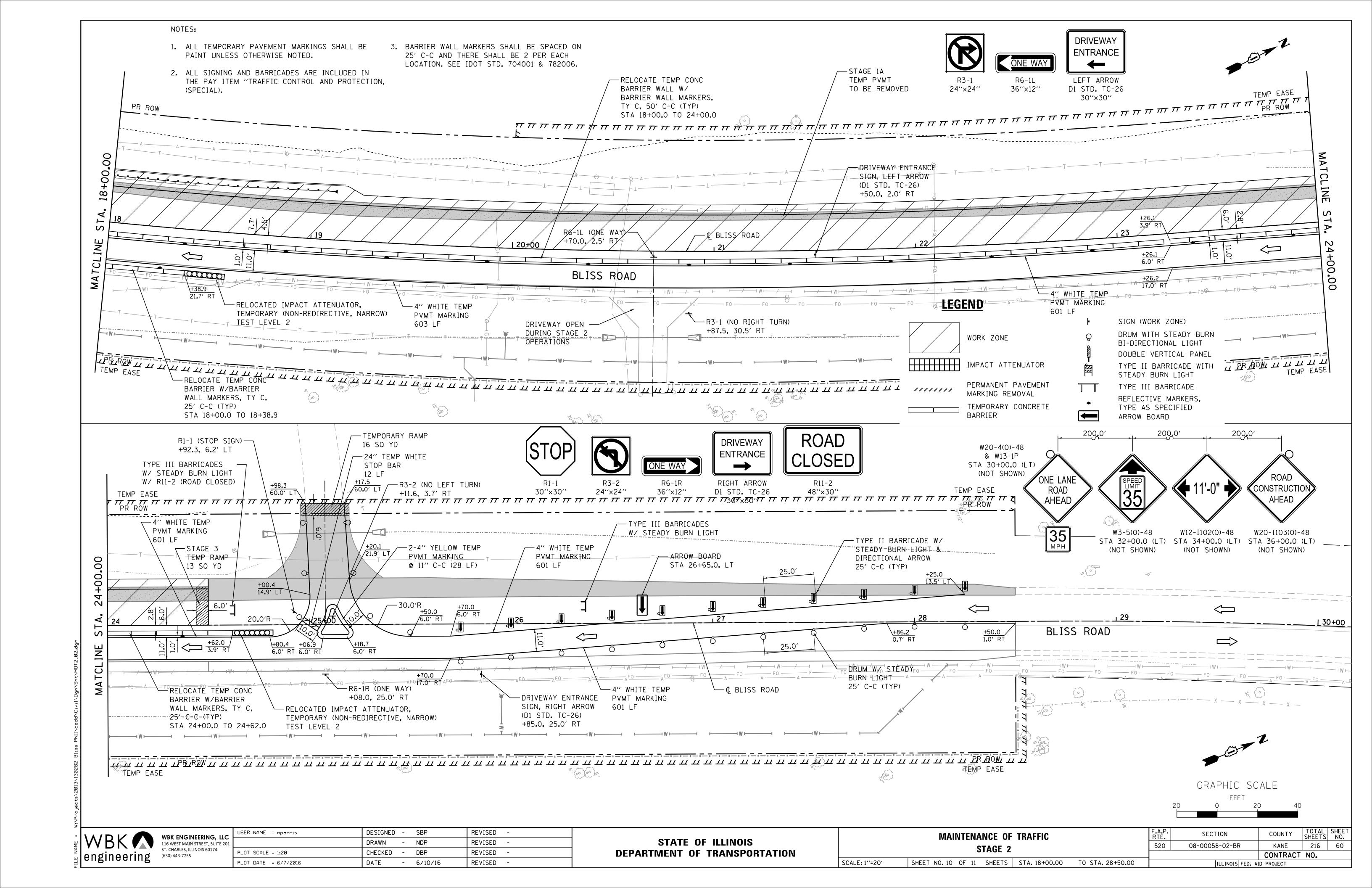


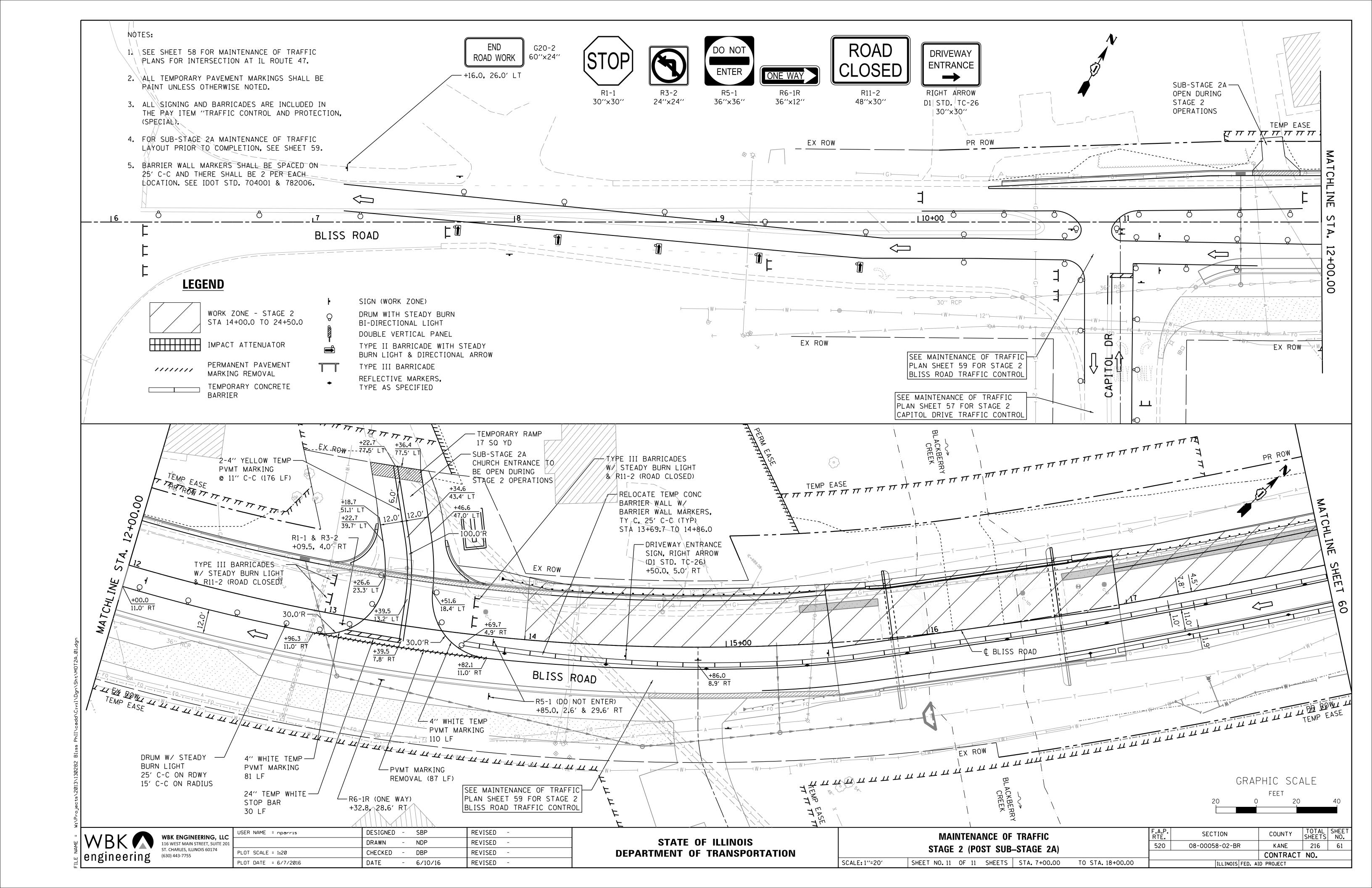


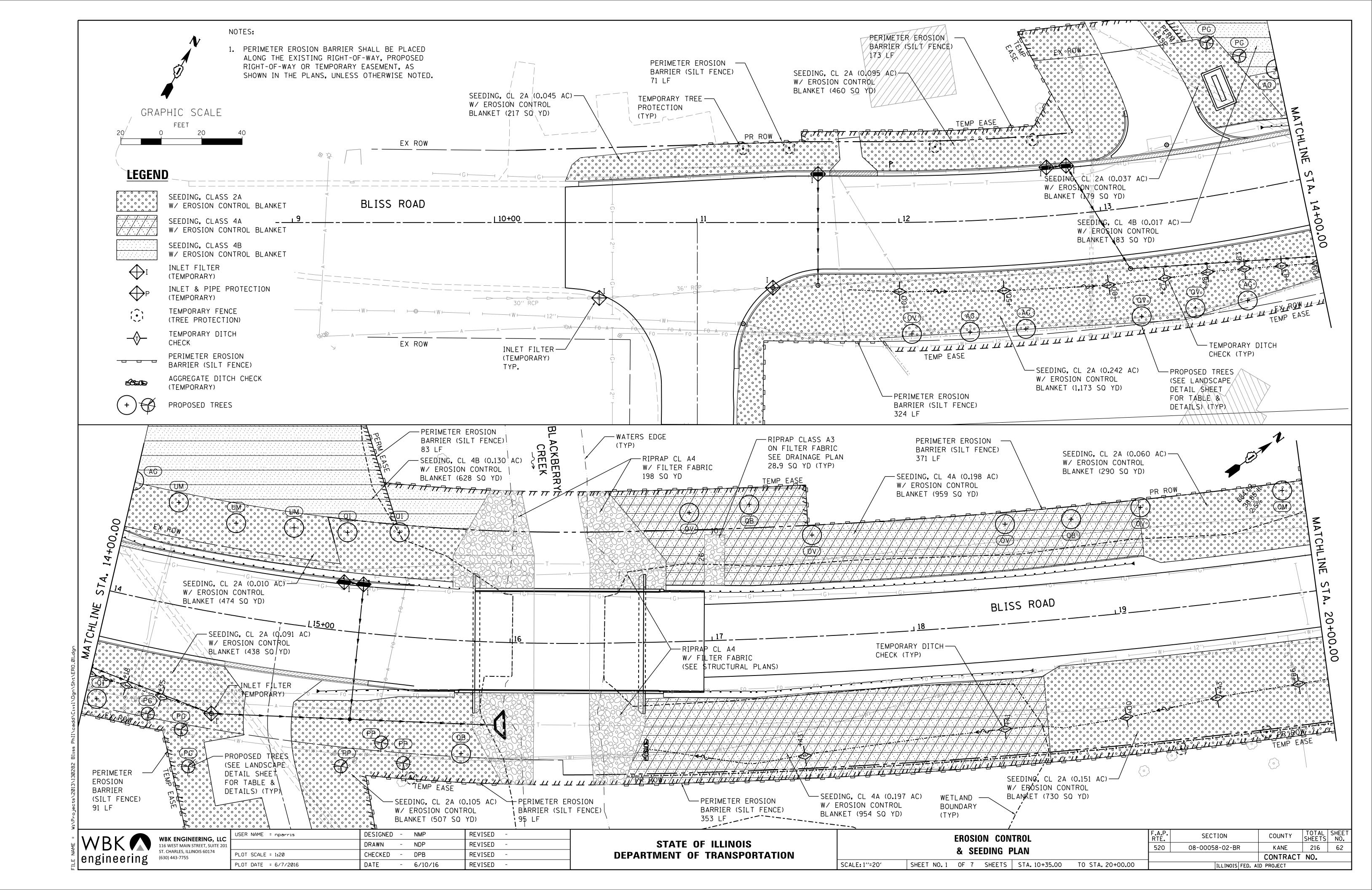


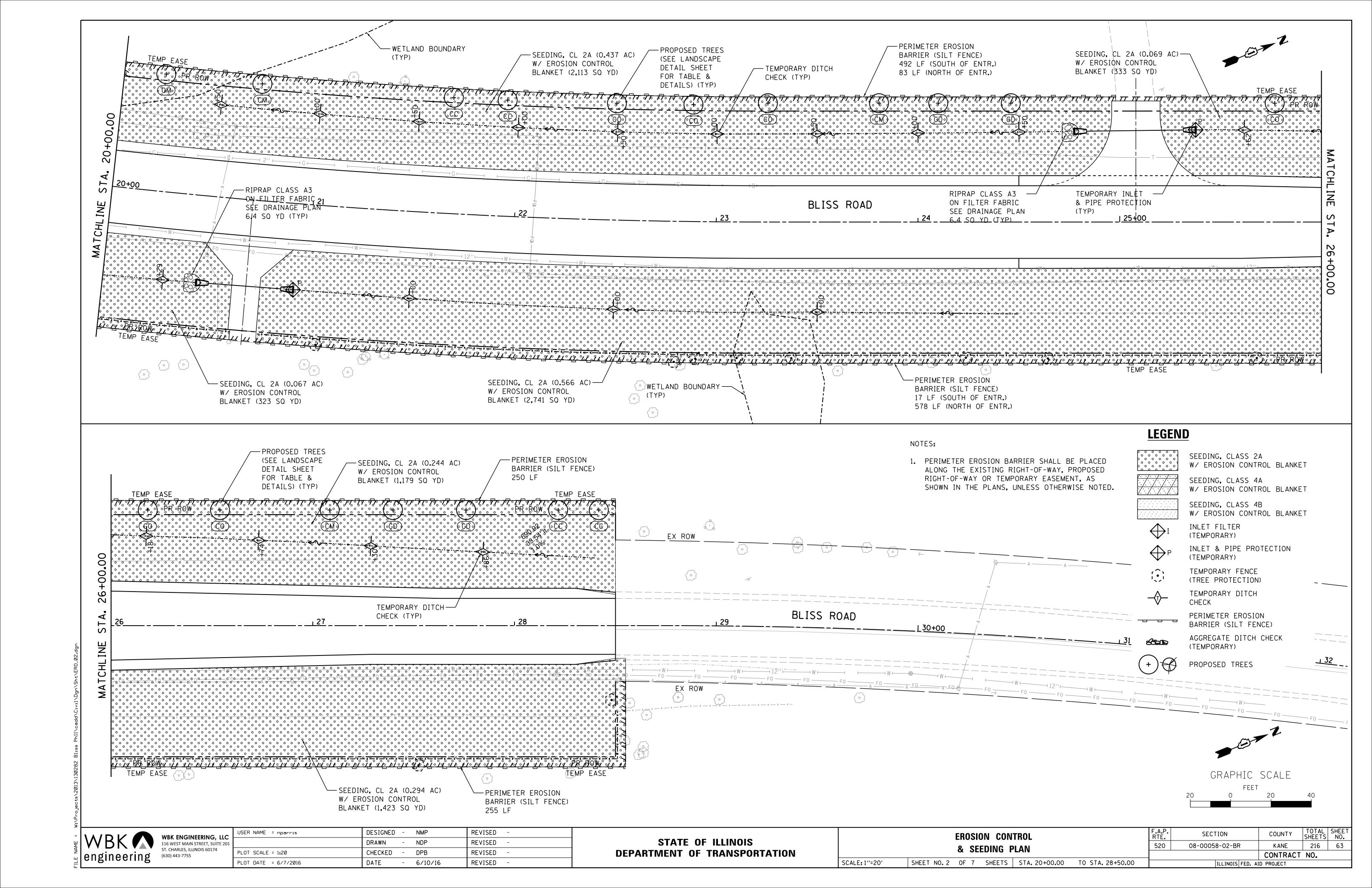


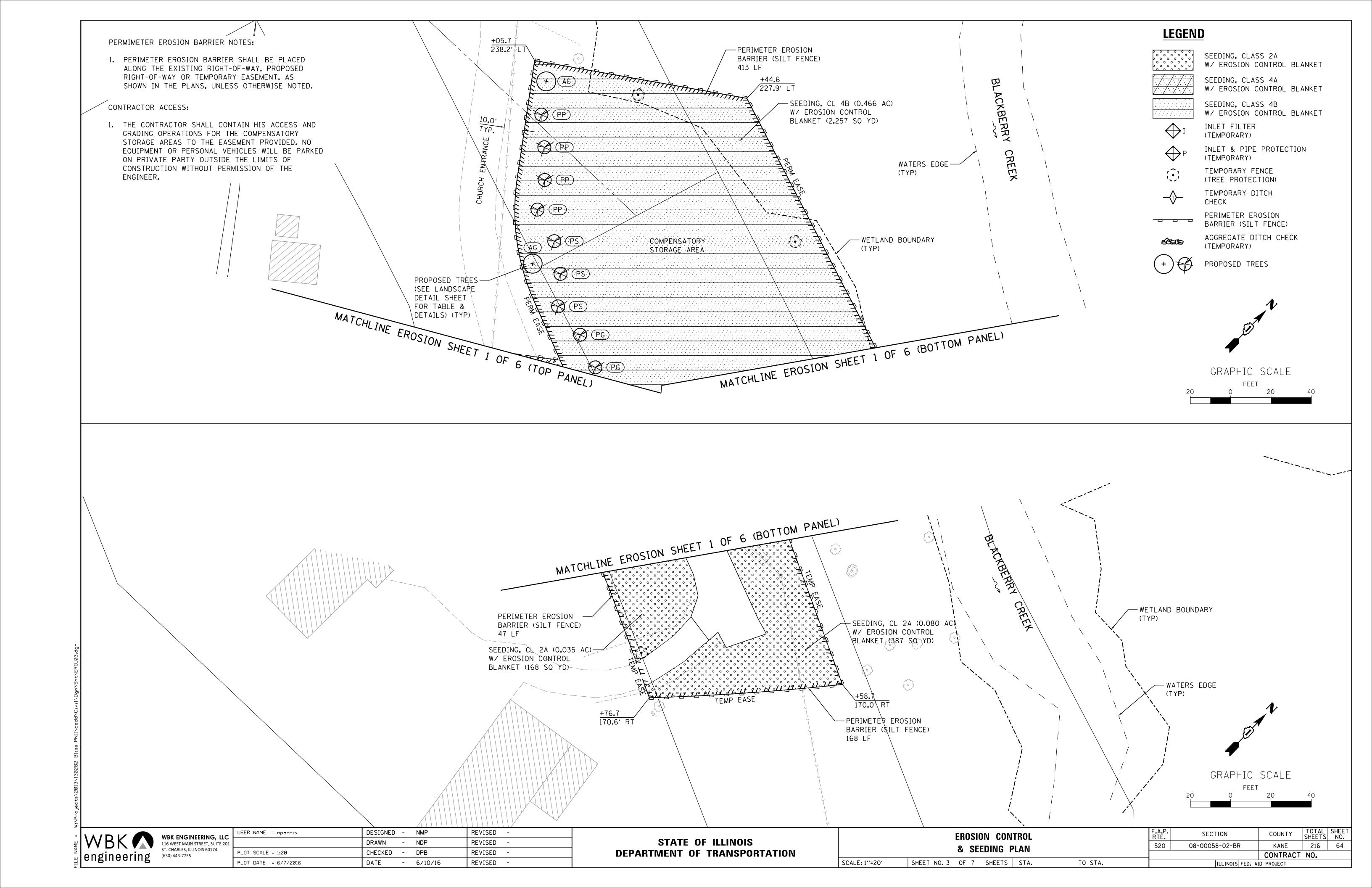












#### WINTER SHUT DOWN

A WINTER SHUT DOWN IS NOT ANTICIPATED FOR THIS PROJECT. BUT IN THE EVENT THAT UNAVOIDABLE CIRCUMSTANCES 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 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.

#### STOCKPILE LOCATIONS AND PROTECTING STOCK PILE AREAS

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

#### CONCRETE WASHOUT

A CONCRETE WASHOUT IS NEEDED FOR THIS PROJECT. 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		+ <u>B</u>		
DORMANT SEEDING	С									-	С	
TEMPORARY SEEDING			₊D									
EROSION - CONTROL	F		-	E								

- A. CLASS 2A
- B. CLASS 4A CLASS 4B
- C. INCREASE SEEDING RATES BY 25% WHEN DORMANT SEEDING (NOT ANTICIPATED)
- D. TEMPORARY SEEDING (PERENNIAL RYE GRASS, SPRING OATS)
- E. EROSION CONTROL BLANKET (PERMANENT SEED AREAS ONLY)
- F. MULCH, METHOD 3 (EROSION CONTROL BARE EARTH)
- \* 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 = 2	26 sq.	mi.						
Flood	Freq.	Q	0pening	Sq Ft	Nat.	Head	- F†.	Headw	ater El.
[ 1000	Yr.	C.F.S.	Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.
	2	451	241		684.65	0.15		684.8	

2-Year Velocity through Existing Bridge = 2.08 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-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.
- 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 66 FOR ADDITIONAL NOTES.

SCALE:



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	PLOT SCALE = 1:10	CHECKED	-	DPB	REVISED -
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -



EROSION CONTROL & SEEDING NOTES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			520	08-00058-02-BR	KANE	216	65
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SHEET NO. 4 OF 7 SHEETS STA. TO STA.			ILLINOIS FE	D. AID PROJECT			

#### <u>IN-STREAM WORK</u>

- 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, RIPRAP 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.

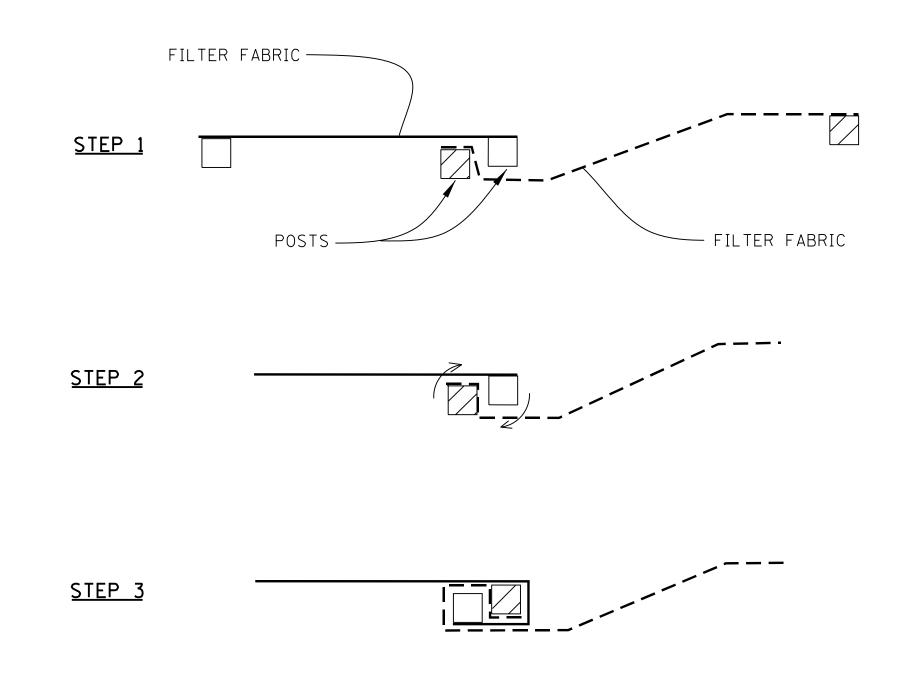
#### DIVERSION AND DEWATERING

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 BRIDGE, HEADWALLS, STONE RIP RAP CHANNEL LINING AND OTHER WORK ASSOCIATED WITH CONSTRUCTION OF THE BRIDGE 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 BRIDGE, HEADWALLS, DRAINAGE SYSTEMS, FOOTING AND AGGREGATE BASE CONSTRUCTION.

#### DIVERSION & DEWATERING - BASIS OF PAYMENT

ALL WORK REQUIRED TO PROVIDE FOR THE DEWATERING AND/OR DIVERSION SYSTEMS FOR THE CONSTRUCTION OF THE BRIDGE, HEADWALLS, CHANNEL AND BANK STABILIZATION SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF THE "CONCRETE BOX CULVERT", WHICH WORK SHALL INCLUDE MEANS AND METHODS FOR DESIGN OF COFFERDAMS, BARRIER WALL, 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 NEEDED TO PERFORM THE WORK DESCRIBED HEREIN AND AS SPECIFIED ON THE PLANS.



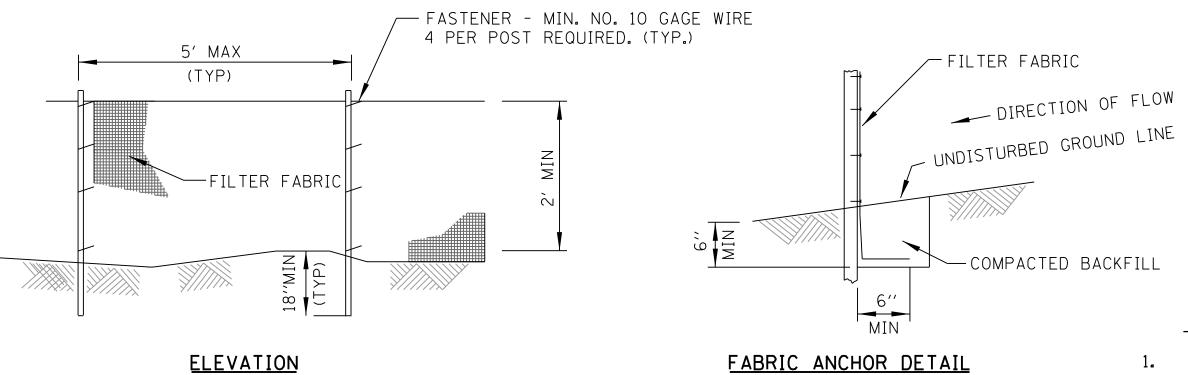
## ATTACHING TWO SILT FENCES

#### PERIMETER EROSION BARRIER 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

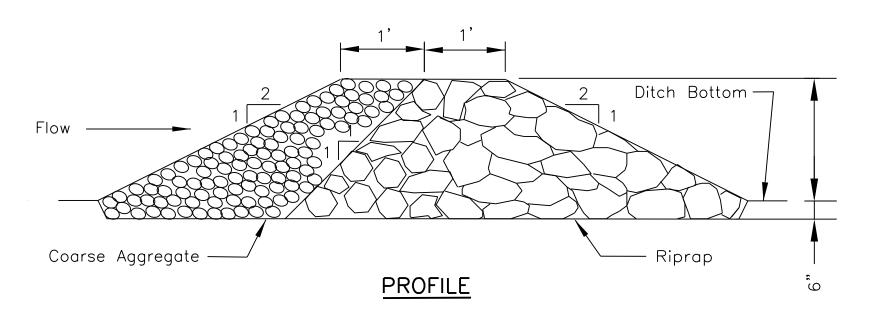
(SILT FENCE - SPLICING TWO FENCES)

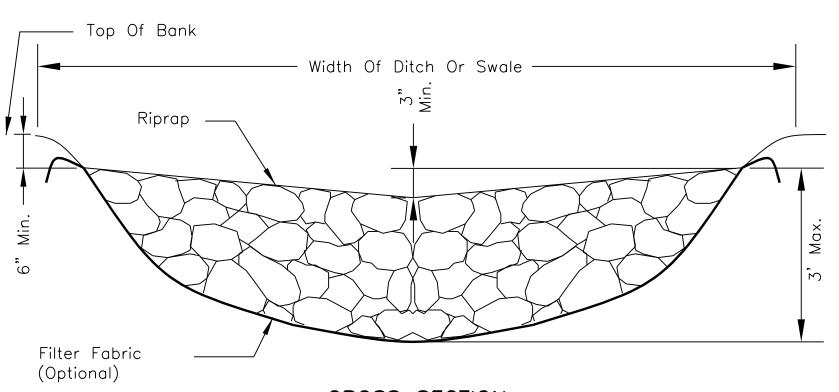


## PERIMETER EROSION BARRIER

(SILT FENCE)

STD. IUM-620A (SILT FENCE PLAN)





# CROSS SECTION CENTERLINE LOOKING DOWNSTREAM

#### AGGREGATE DITCH CHECK NOTES:

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

#### AGGREGATE DITCH CHECK

# PERIMETER EROSION BARRIER NOTES:

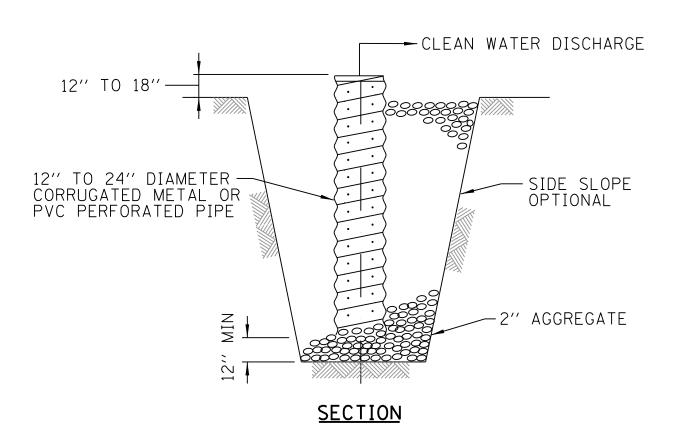
- 1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
- 2. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION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



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SCALE:

EROSION CONTROL & SEEDING DETAILS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
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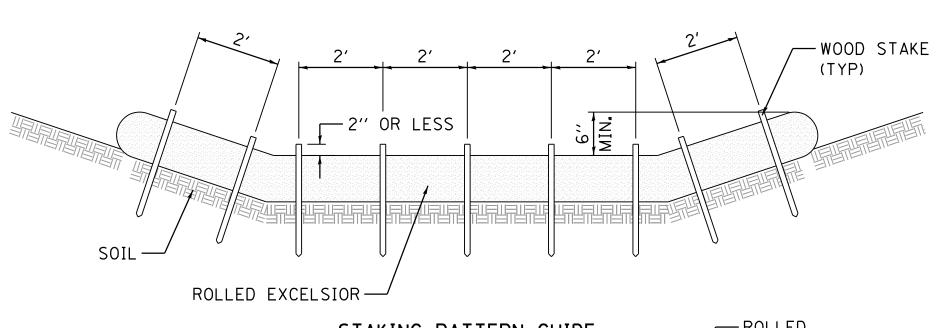
#### SUMP PIT NOTES:

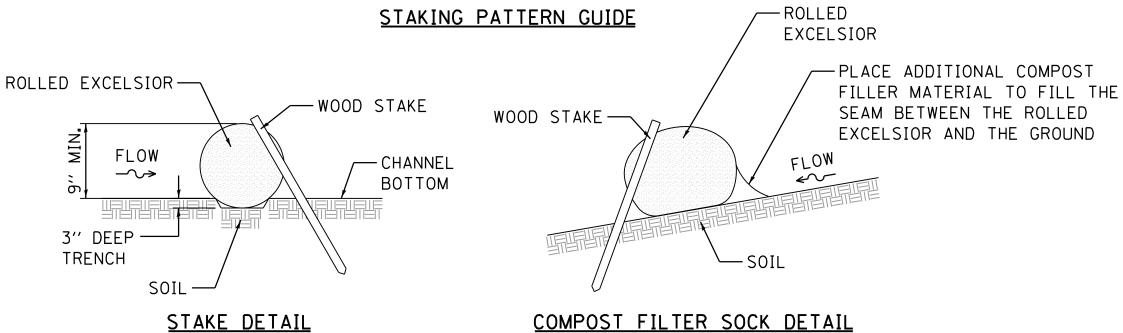
- 1. PIT DIMENSIONS ARE OPTIONAL.
- 2. THE STANDPIPE WILL BE CONSTRUCTED BY PERFORATING A 12"-24" DIAMETER CORRUGATED METAL OR PVC PIPE.
- 3. A BASE OF 2" AGGREGATE WILL BE PLACED IN THE PIT TO A MINIMUM DEPTH OF 12". AFTER INSTALLING THE STANDPIPE, THE PIT SURROUNDING THE STANDPIPE WILL THEN BE BACKFILLED 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)

THE SUMP PIT WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED PART OF THE DEWATERING OPERATIONS.





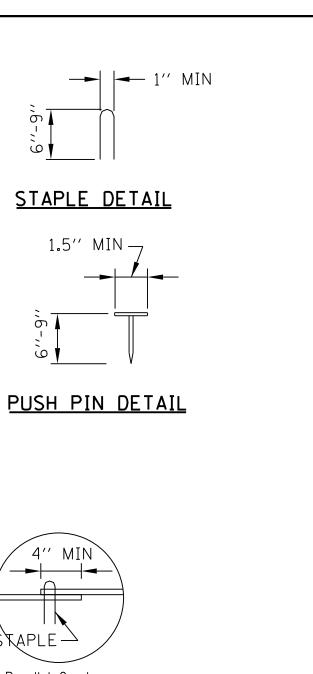
# TEMPORARY DITCH CHECK

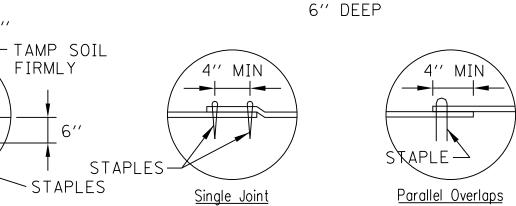
# **ROLLED EXCELSIOR**

STD. IUM-514RC (ROLLED EROSION CONTROL PRODUCTS)

# DITCH CHECK NOTES:

- 1. ENDS OF ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
- 2. RECOMMENDED STAKES ARE  $1\frac{1}{8}$ " WIDE  $\times$   $1\frac{1}{8}$ " THICK  $\times$  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.





BURY TOE OF BLANKET

IN TRENCH 6" WIDE BY

OVERLAP BLANKETS

SIDE BY SIDE

OVERLAP WITH

UPSLOPE BLANKET

USING A 4"

LAID OVER

DOWNSLOPE

BLANKET

DETAIL 1 DETAIL 2 DETAIL 3

#### BLANKET NOTES:

Anchor Slot

OVERLAP END OF UPSLOPE BLANKET

4" OVER

STAPLES

DOWNSLOPE

BLANKET AND

SECURE WITH

BURY UPSLOPE

BLANKET IN

TRENCH 6"

WIDE BY 6"

END OF

DEEP

- 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

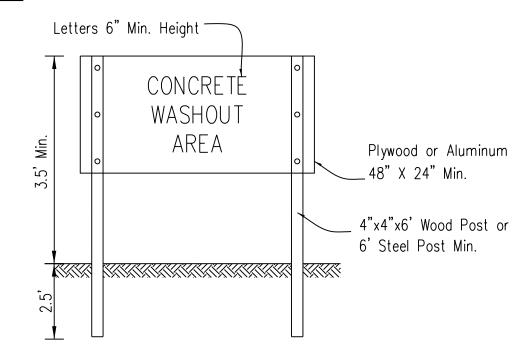
SCALE:

# **BLANKET INSTALLATION DETAILS**

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

# 10' MIN STRAW BALE 6" Wire Staple or Sandbag 30-Mil Polyethylene 3' Min Native Soil Liner Anchor STRAW BALE ANCHOR SECTIONS 30-MIL POLYETHYLENE 6" WIRE STAPLE OR SANDBAG (ANCHOR EVERY 2')

#### PLAN VIEW



#### SIGN DETAIL

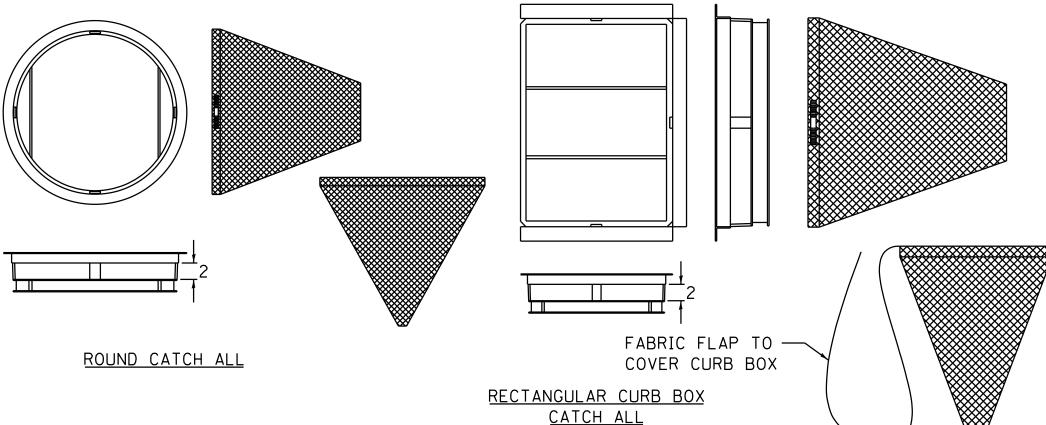
WASHOUT NOTES:

- 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)



# INLET FILTER NOTES

FRAME: TOP FLANGE FABRICATED FROM  $1^{1}/_{4}$  " $\times 1^{1}/_{4}$ " ANGLE. BASE RIM FABRICATED FROM  $1^{1}/_{2}$ "  $\times 1^{1}/_{2}$ " CHANNEL. HANDELS AND SUSPENSION BRACKETS FABRICATED FROM  $1^{1}/_{4}$ " FLAT STOCK. ALL STEEL CONFORMING TO ASTM-A36.

SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./SQ.YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL BAND AND LOCK.

# **INLET FILTER DETAIL**

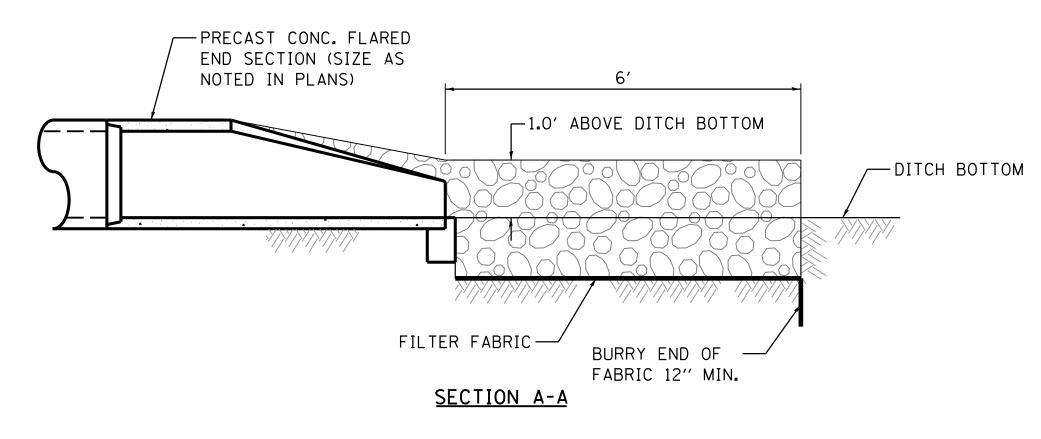


(	USER NAME = nparris	DESIGNED	-	NMP	REVISED -
01		DRAWN	-	NDP	REVISED -
	PLOT SCALE = 1:10	CHECKED	-	DPB	REVISED -
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

	EROSION CONTROL		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	
& SEEDING DETAILS		520	08-00058-02-BR	KANE	216	67	
	& SELDING DETAILS				CONTRACT	T NO.	
	SHEET NO. 6 OF 7 SHEETS   STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		



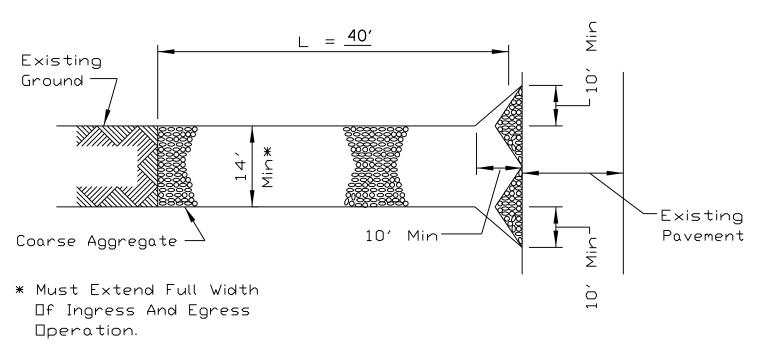


#### PIPE OUTLET NOTES:

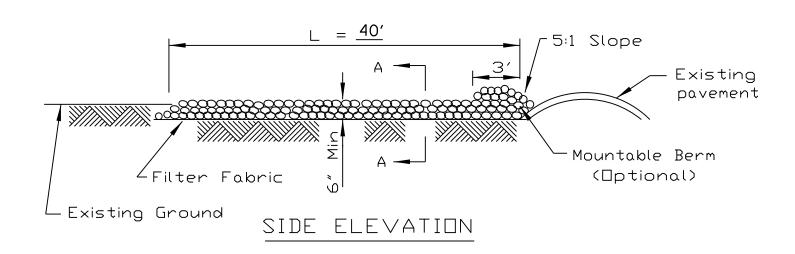
- 1. THE FILTER FABRIC SHALL MEET THE REQUIREMENTS OF ARTICLE 1080.03 OF THE STANDARD SPECIFICATIONS AND SHALL BE PLACED OVER THE CLEARED SUBGRADE AREA PRIOR TO PLACING OF THE RIPRAP.
- 2. THE ROCK RIPRAP SHALL MEET THE REQUIREMENTS OF SECTION 1005 OF THE STANDARD SPECIFICATIONS FOR GRADATION RR3.
- 3. THE RIPRAP SHALL BE PLACED ACCORDING TO THE CONSTRUCTION SPECIFICATION OF SECTION 281 THE STANDARD SPECIFICATIONS.

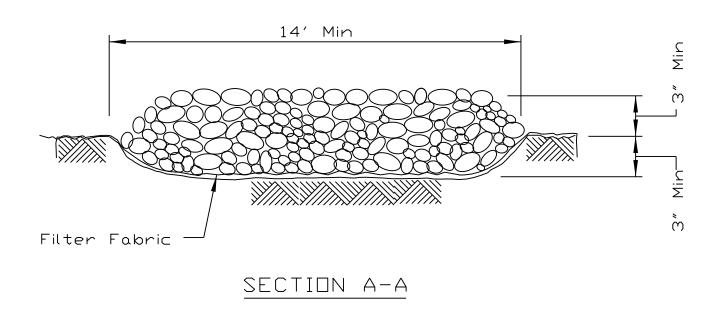
# PIPE OUTLET TO CHANNEL DETAIL

STD. IL 611 (PIPE OUTLET TO CHANNEL)









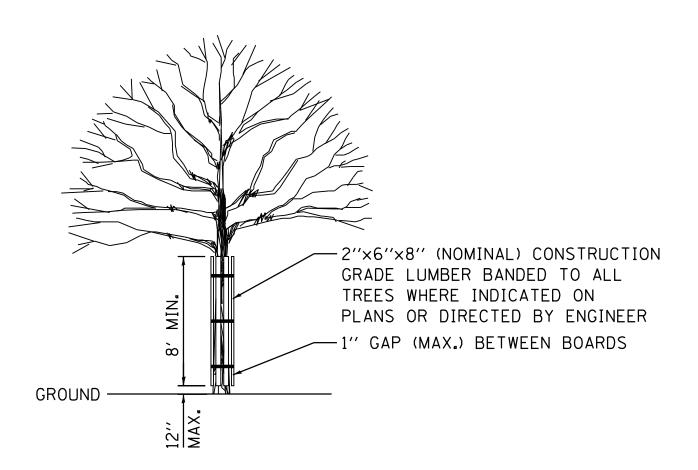
#### NOTES:

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

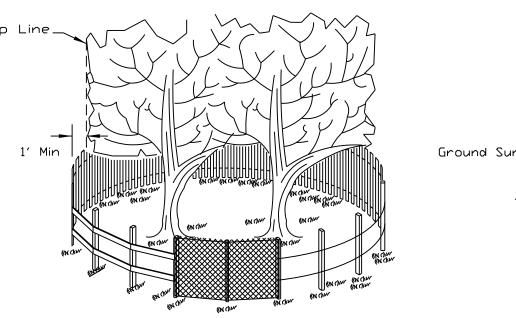
# STABILIZED CONSTRUCTION

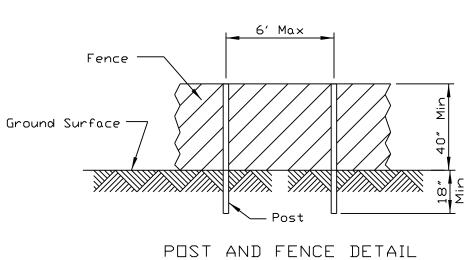
# **ENTRANCE PLAN**

STD. IL-630(A), IL-630(B) (STABILIZED CONTRUCTION ENTRANCE PLAN)



# TREE TRUNK PROTECTION





# SIDE VIEW

#### NOTES:

- 1. THE FENCE SHALL BE LOCATED A MINIMUM OF 1 FOOT OUTSIDE THE DRIP LINE OF THE TREE TO BE SAVED AND IN NO CASE CLOSER THAN 5 FEET TO THE TRUNK OF ANY TREE.
- 2. FENCE POSTS SHALL BE EITHER STANDARD STEEL POSTS OR WOOD POSTS WITH A MINIMUM CROSS SECTIONAL AREA OF 3.0 SQ. IN.
- 3. THE FENCE MAY BE EITHER 40" HIGH SNOW FENCE, 40" PLASTIC WEB FENCING OR ANY OTHER MATERIAL AS APPROVED BY THE ENGINEER/INSPECTOR.
- 4. TO BE PAID FOR AS "TEMPORARY FENCE."

# TREE PROTECTION FENCING

STD. IL-690

(TREE PROTECTION - FENCING)

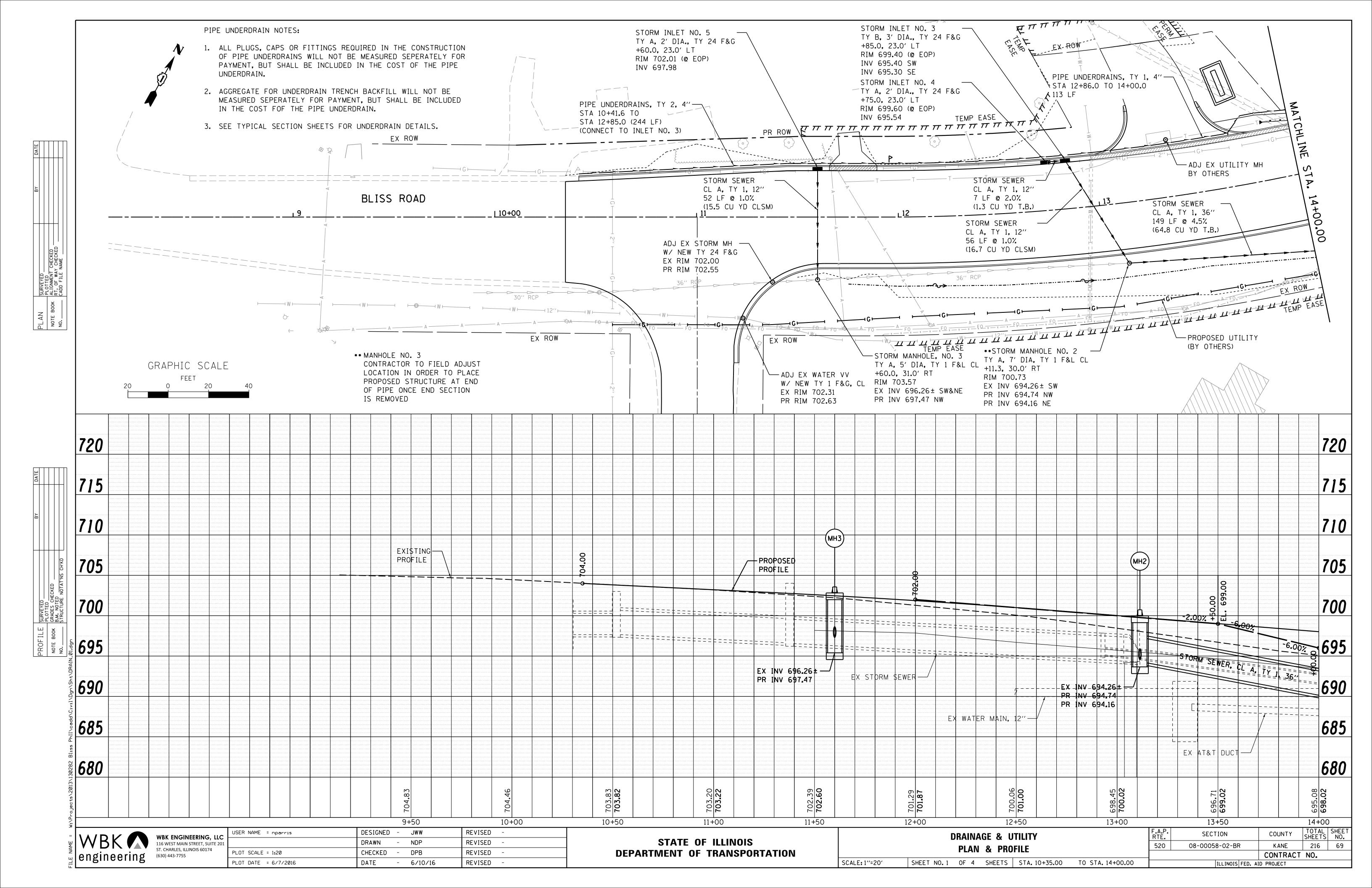
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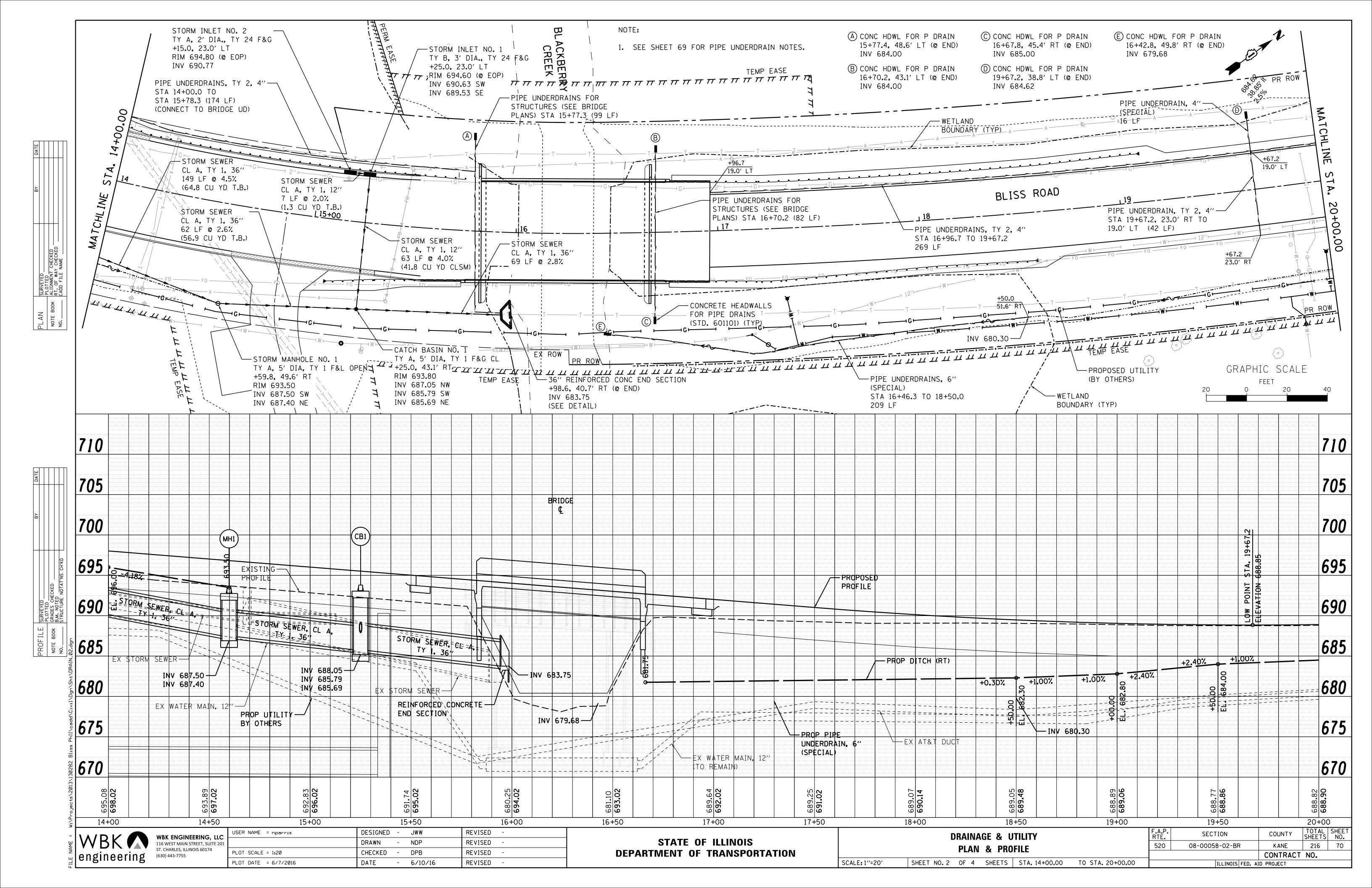
**STATE OF ILLINOIS** DEPARTMENT OF TRANSPORTATION

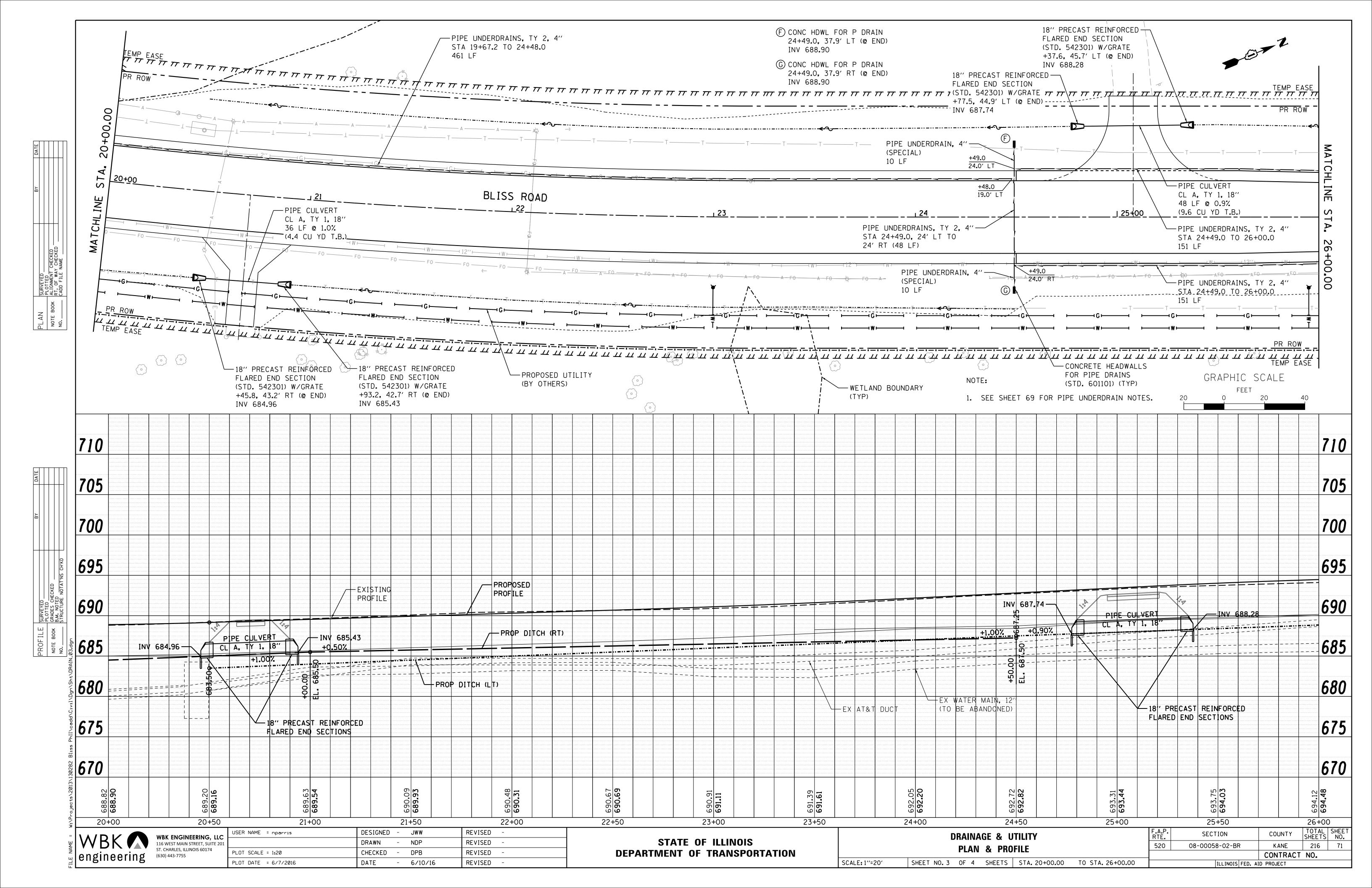
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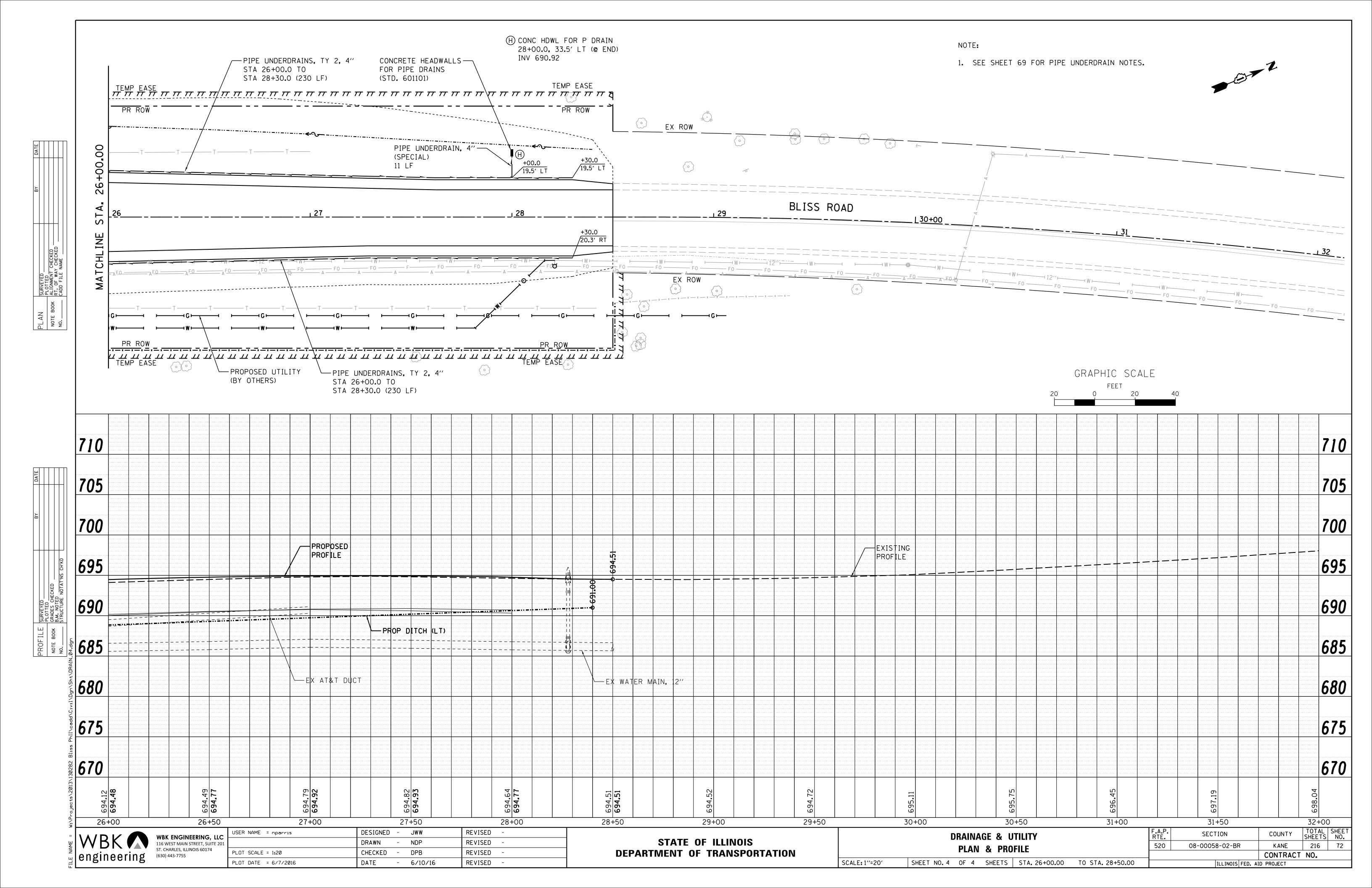
SECTION COUNTY **EROSION CONTROL** 216 68 520 08-00058-02-BR KANE & SEEDING DETAILS CONTRACT NO. SHEET NO. 7 OF 7 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT

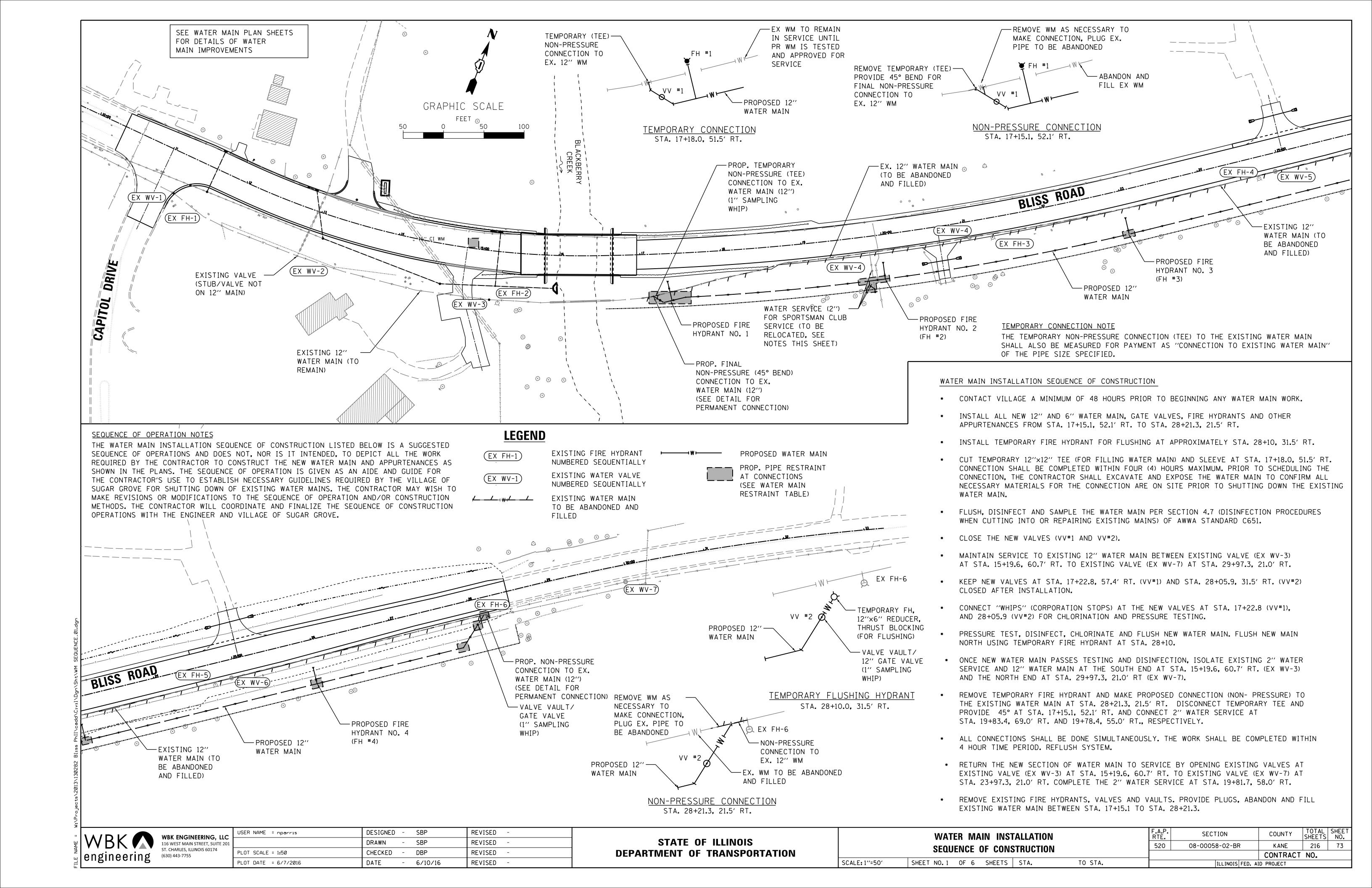
WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 201 ST. CHARLES, ILLINOIS 60174 (630) 443-7755

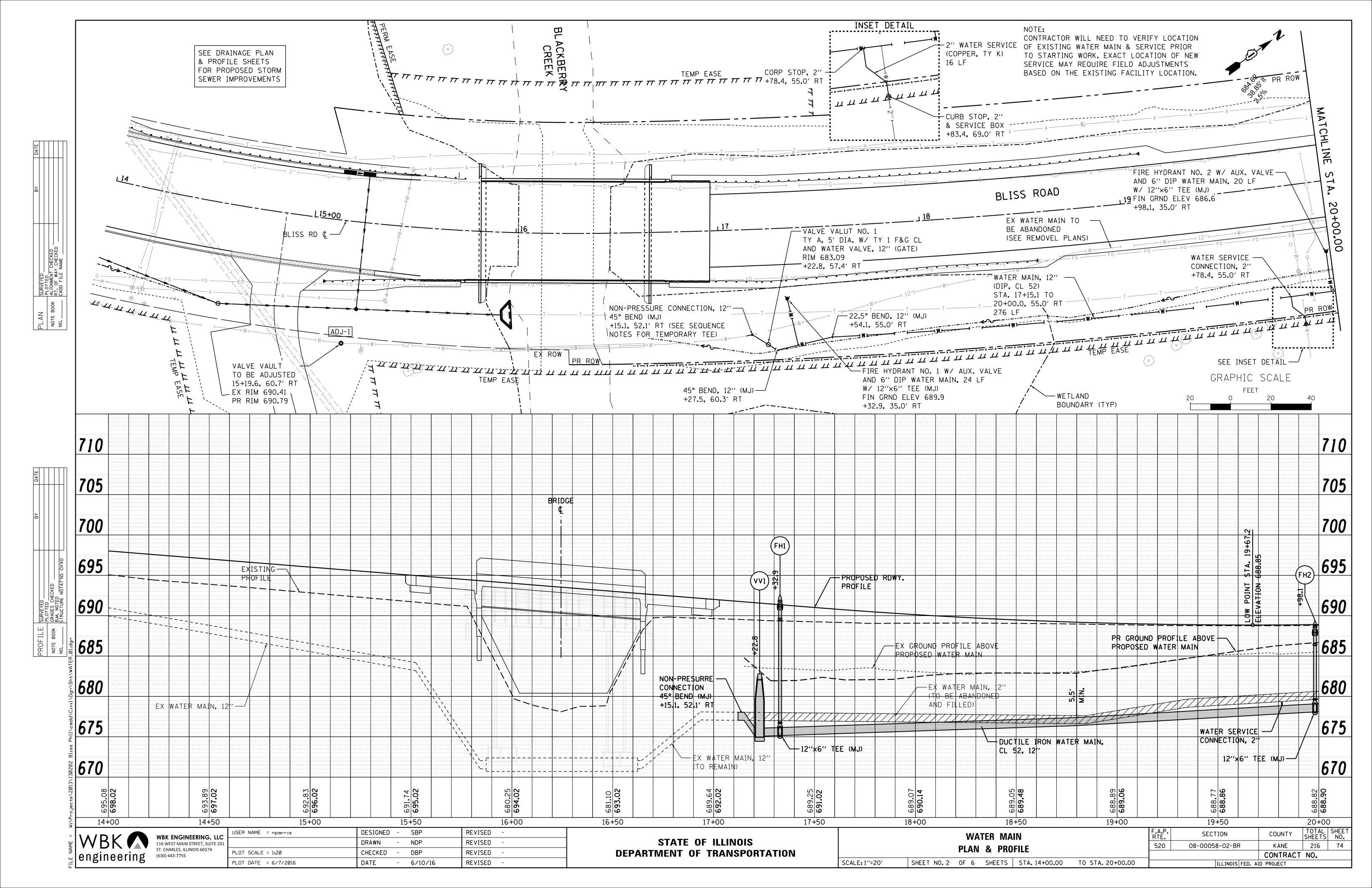


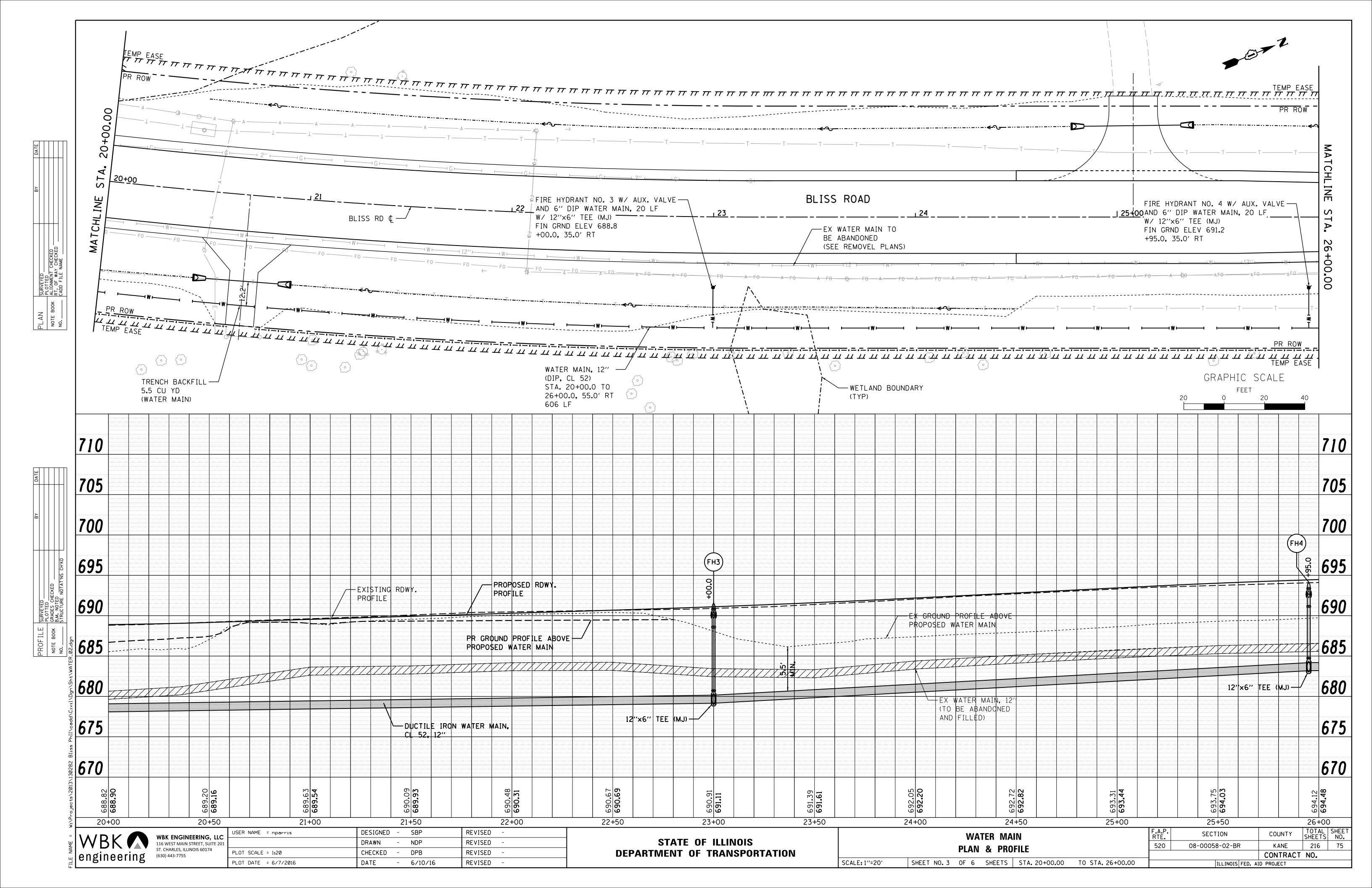


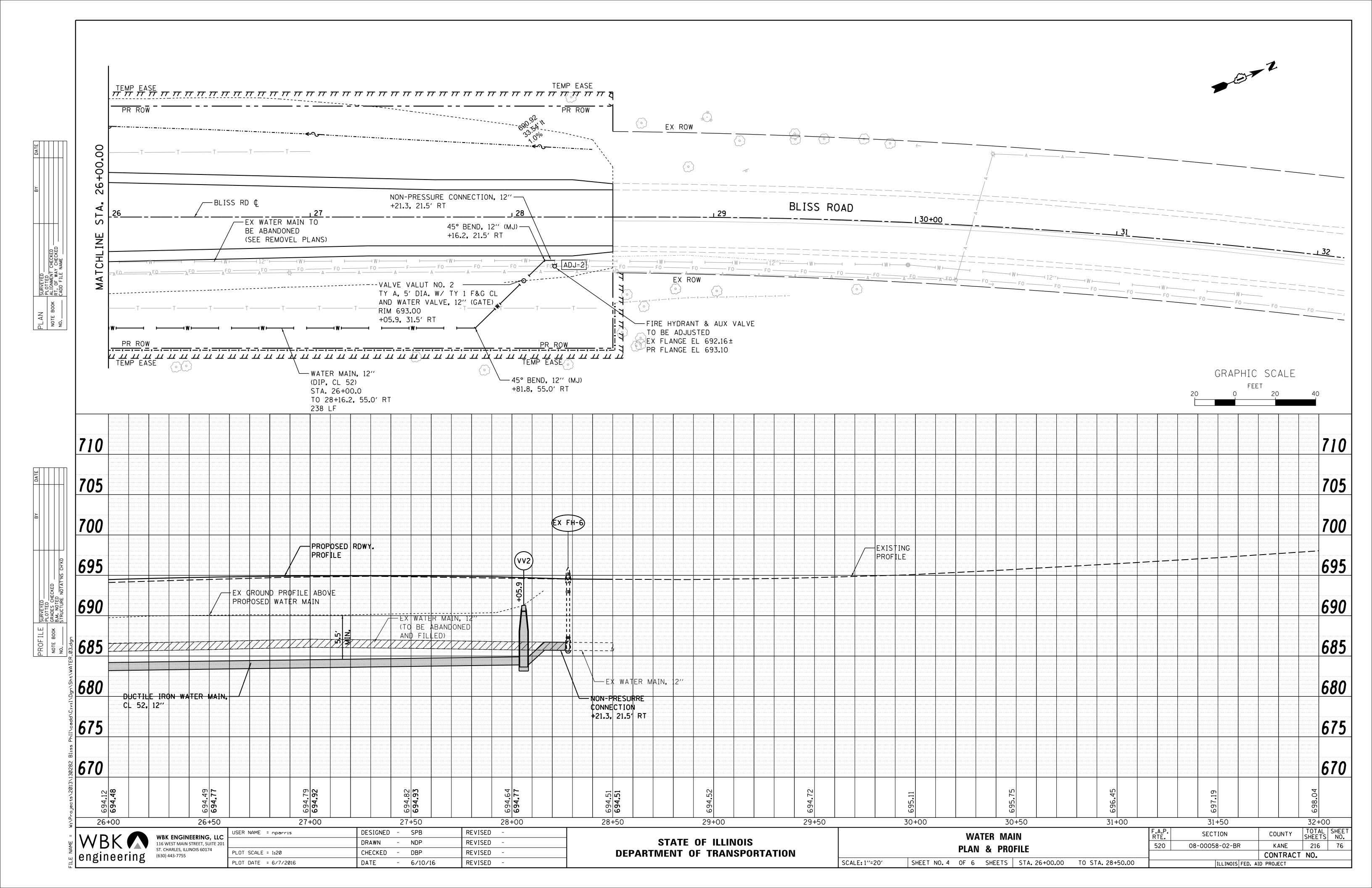


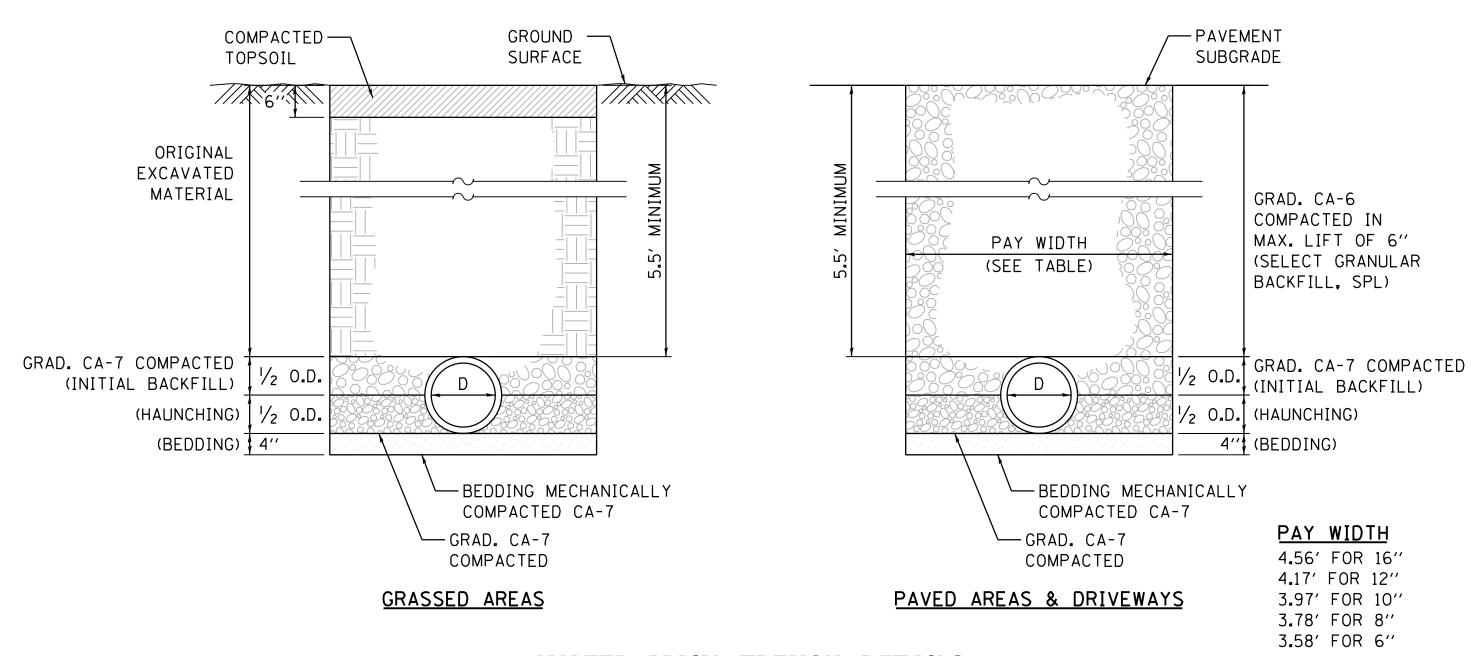










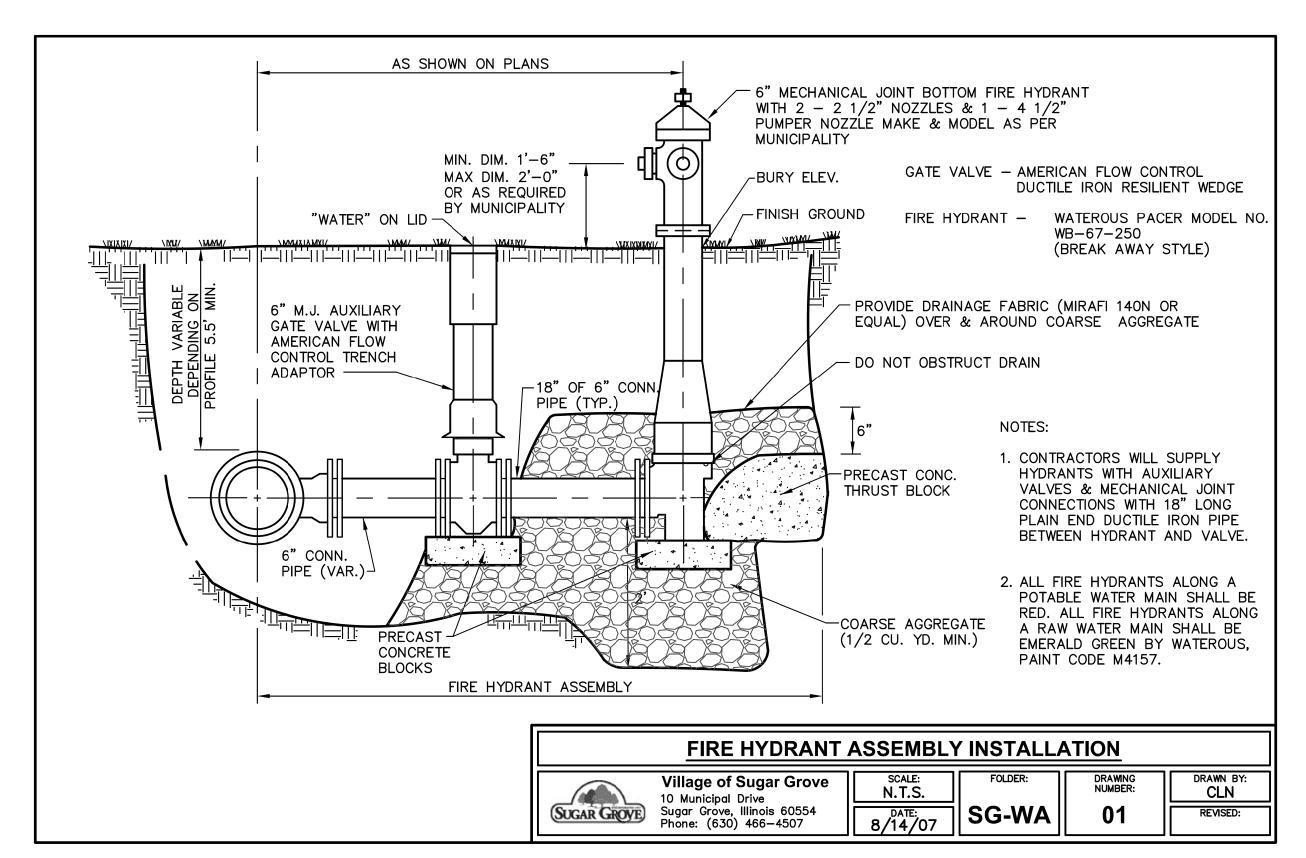


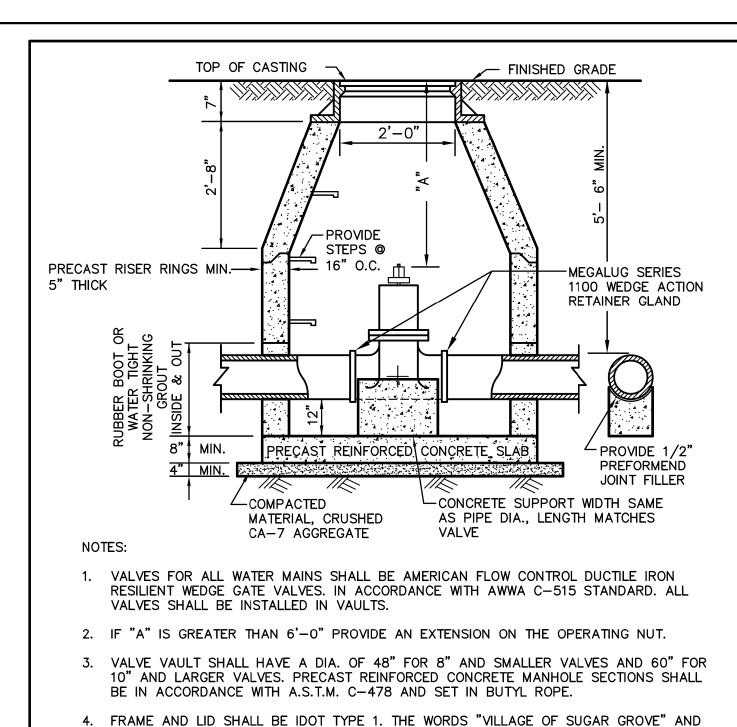
N.T.S.

WATER MAIN TRENCH DETAILS

BEDDING, HAUNCHING AND INITIAL BACKFILL WILL NOT BE MEASURED SEPERATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF WATER MAIN OF THE SIZE SPECIFIED.

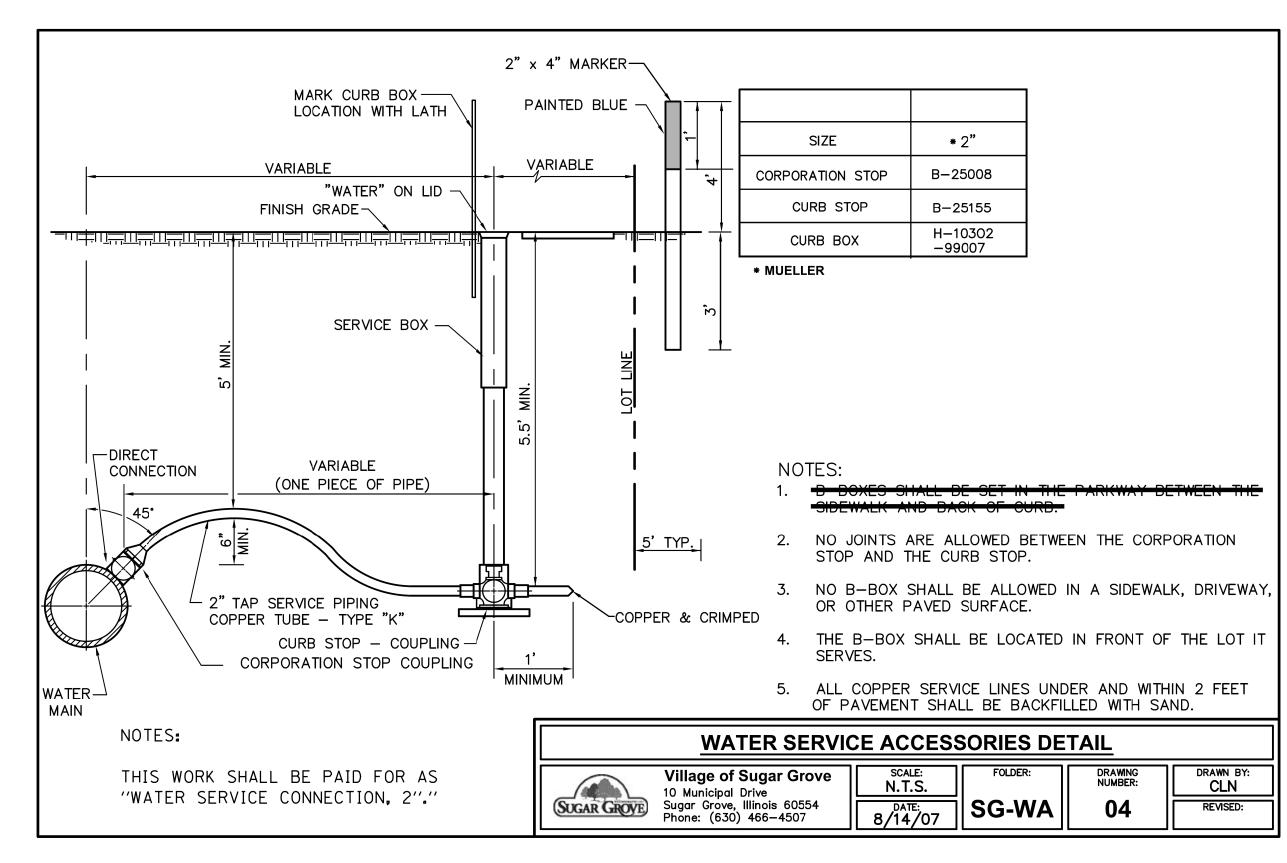
NOTES:





- FRAME AND LID SHALL BE IDOT TYPE 1. THE WORDS "VILLAGE OF SUGAR GROVE" AND "WATER" SHALL BE CAST INTO THE LID.
- 5. A MAXIMUM OF 8" OF ADJUSTING RINGS SHALL BE USED. NO MORE THAN 2 ADJUSTING RINGS ARE ALLOWED. BITUMINOUS MASTIC BED FOR EACH RING AND CASTING IS REQUIRED.
- 6. AT EACH JOINT, APPLY A CONTINUOUS LAYER OF PREFORMED NON-HARDENING BITUMINOUS MASTIC MATERIAL.
- 7. VALVE MUST ALIGN WITH THE CENTER OF VAULT OPENINGS.
- 8. CONES MUST BE CONCENTRIC UNLESS A PRESSURE TAP VALVE IS PROVIDED.

VALVE VAULT INSTALLATION										
SUGAR GROVE	Village of Sugar Grove 10 Municipal Drive Sugar Grove, Illinois 60554 Phone: (630) 466-4507	SCALE: N.T.S. DATE: 03-26-07	FOLDER:	DRAWING NUMBER: 02	DRAWN BY: CLN REVISED:					



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

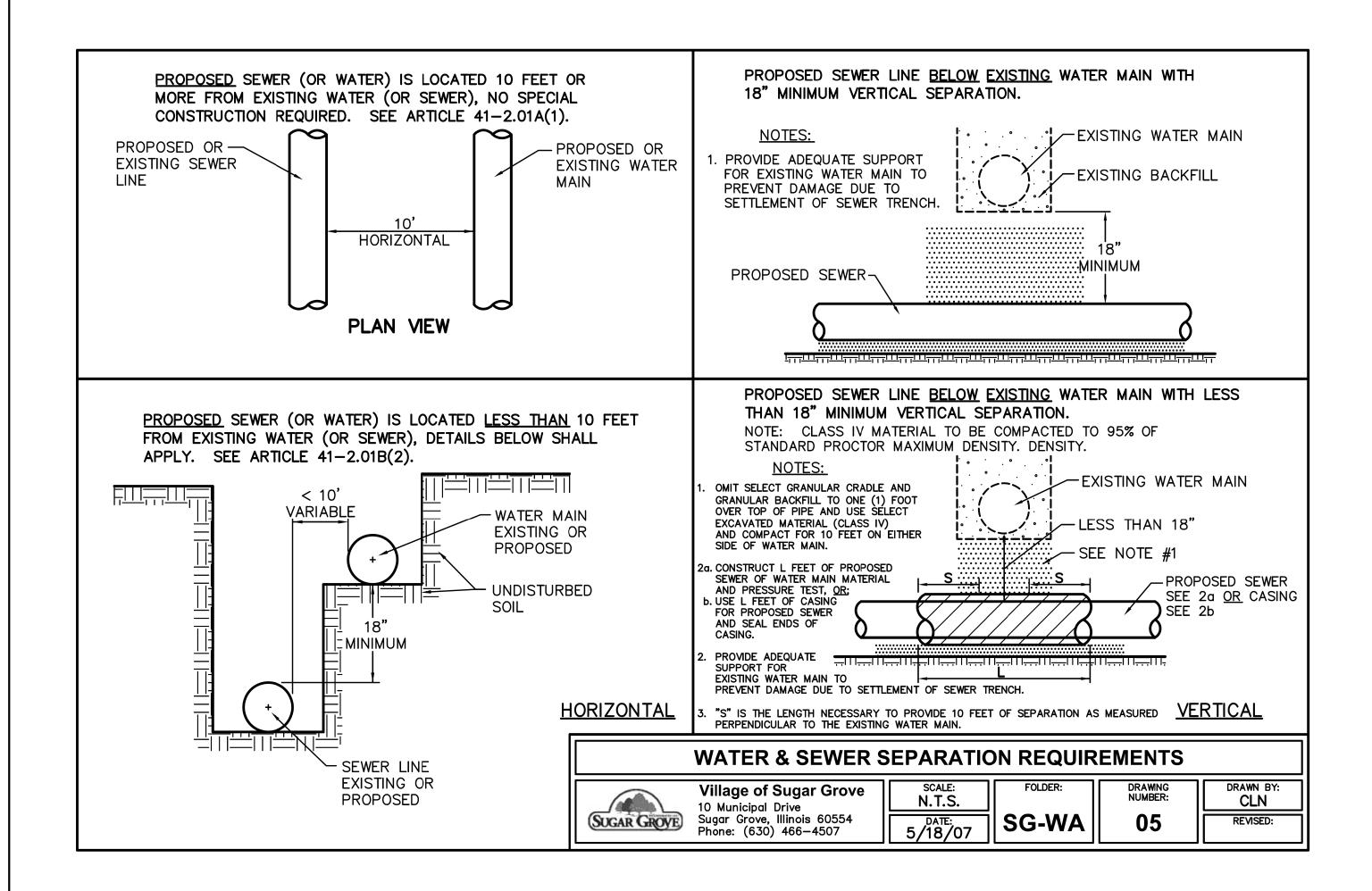
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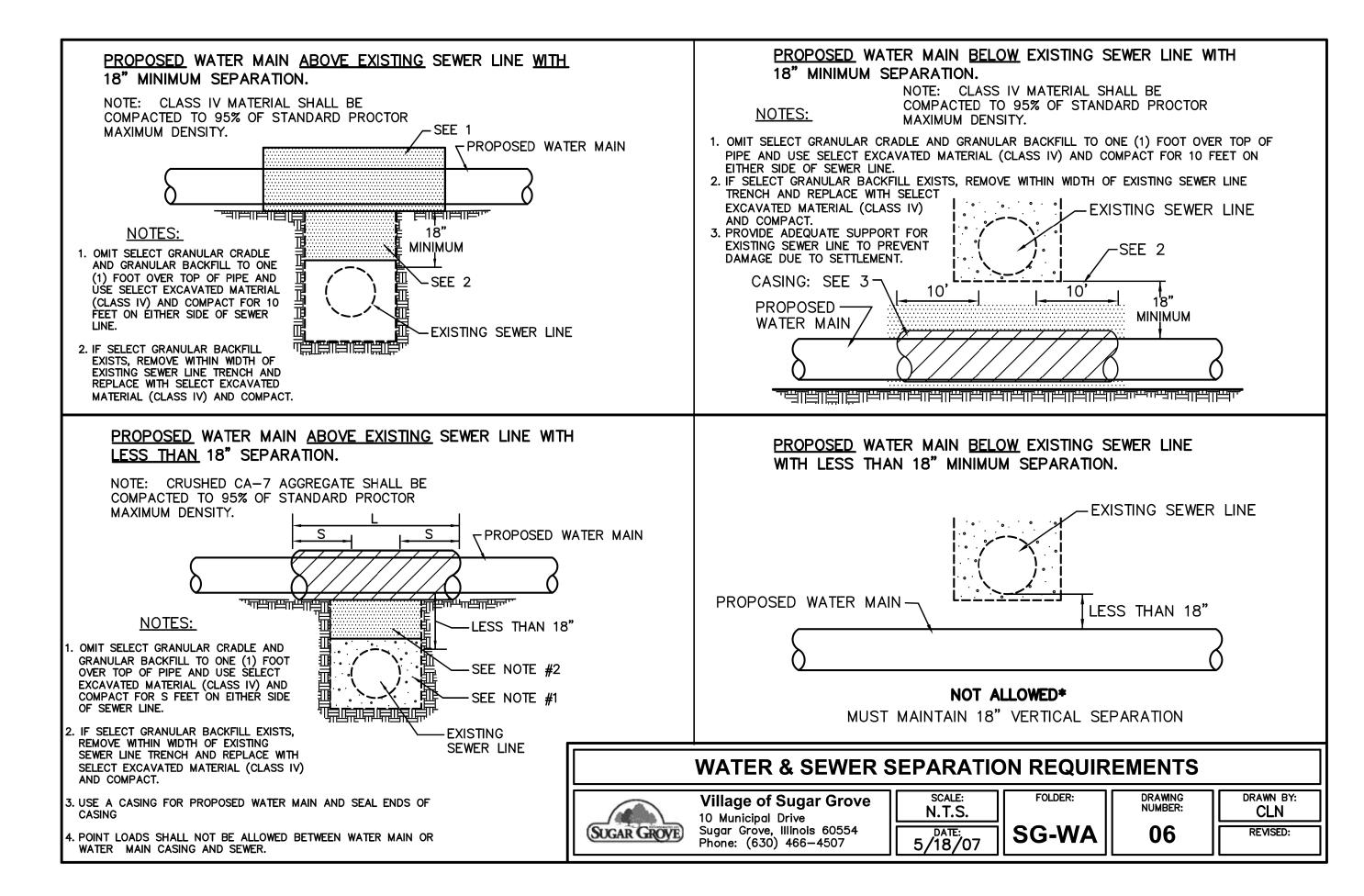
 WATER MAIN DETAILS
 F.A.P. RTE.
 SECTION
 COUNTY
 TOTAL SHEET NO.

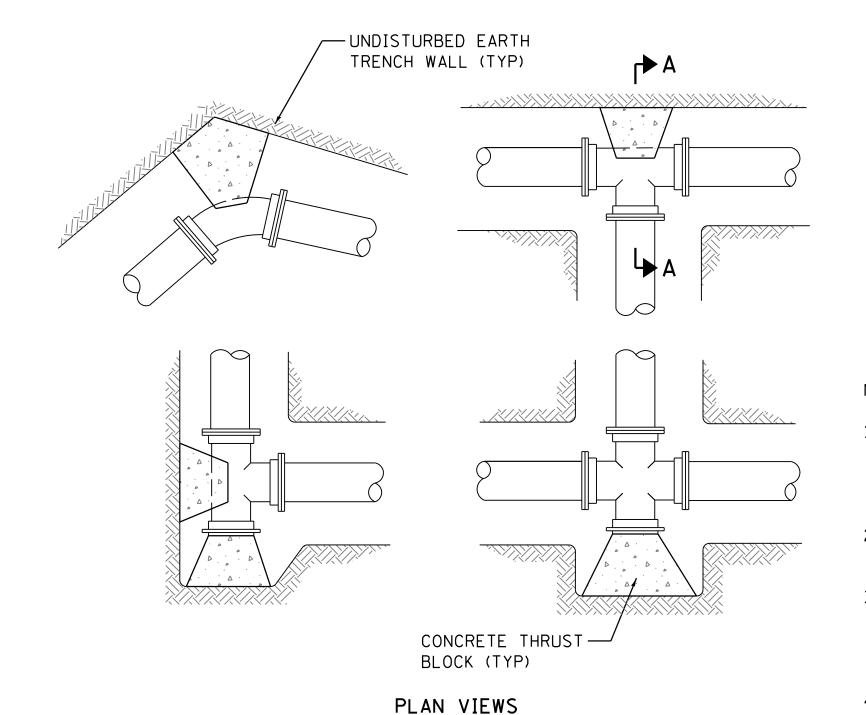
 520
 08-00058-02-BR
 KANE
 216
 77

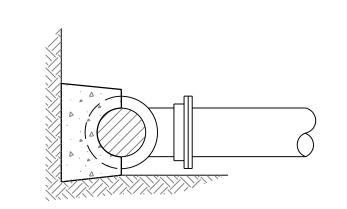
 CONTRACT NO.

 SHEET NO. 5 OF 6 SHEETS STA.
 TO STA.
 ILLINOIS FED. AID PROJECT









SECTION A-A

#### NOTES:

- 1. PROVIDE PRECAST CONCRETE THRUST BLOCKS OF ADEQUATE SIZE (12" MIN.) ON THRUST BEARING SURFACE TO PREVENT MOVEMENT OF PIPELINE UNDER PRESSURE.
- 2. PLACE THE BASE AND THRUST BEARING SIDES OF THRUST BLOCK DIRECTLY AGAINST UNDISTURBED EARTH.
- 3. ALL FITTINGS SHALL HAVE MECHANICAL JOINTS WITH UNI-FLANGE WEDGE ACTION RETAINER GLANDS. RESTRAINED LENGTH FOR TEES AND BENDS SHALL BE IN ACCORDANCE WITH THE WATER MAIN RESTRAINT TABLE ON THIS SHEET.
- 4. 90 DEGEE BENDS ARE PROHIBITED.

# MINIMUM RESTRAINED LENGTHS (FEET) BACK FROM BOTH SIDES OF FITTING

DACK TROW DOTT SIDES OF TITTING								
FITTING TYPE / NOMINAL SIZE	4′′	6′′	12''					
90 DEGREE BENDS	9	13	24					
45 DEGREE BENDS	4	6	10					
22.5 DEGREE BENDS	2	3	5					
11.25 DEGREE BENDS	1	2	3					
DEAD END	17	24	45					
TOP SIDE VERTICAL OFFSET (45°)*	9	10	19					
BOTTOM SIDE VERTICAL OFFSET (45°)*	4	4	7					
TEE 12'X6"		SEE NOTE						
REDUCER 6"x4"	13							

#### DESIGN ASSUMPTIONS

- \*2:1 SAFETY FACTOR
- \*TEST PRESSURE 150 PSI
- \*SOIL CLASSIFICATION CL
- \*TRENCH TYPE NO. 5 (SEE TRENCH DETAIL)

NOTE: IF RESTRAINED JOINT LENGTH ALONG MAIN IS GREATER THAN 4'
THEN RESTRAINED JOINT LENGTH ALONG BRANCH IS MIN. 1'

#### WATER MAIN RESTRAINT TABLE

THE CALCULATED RESTRAINED LENGTHS SHOWN IN THE TABLE HAVE BEEN CALCULATED BASED ON AVERAGE SOIL CONDITONS TAKEN FROM THE GEOTECHNICAL REPORT AND DESIGN PARAMETERS FOR THE SPECIFIED BRAND OF RETAINER GLAND. THE INFORMATION IS MEANT FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR WILL BE REQUIRED TO VERIFY ACTUAL SITE CONDITIONS AND ADJUST, IF NECESSARY, THE LENGTH OF RESTRAINT REQUIRED BASED ON THE JOINT MANUFACTURERS RECOMMENDATIONS.

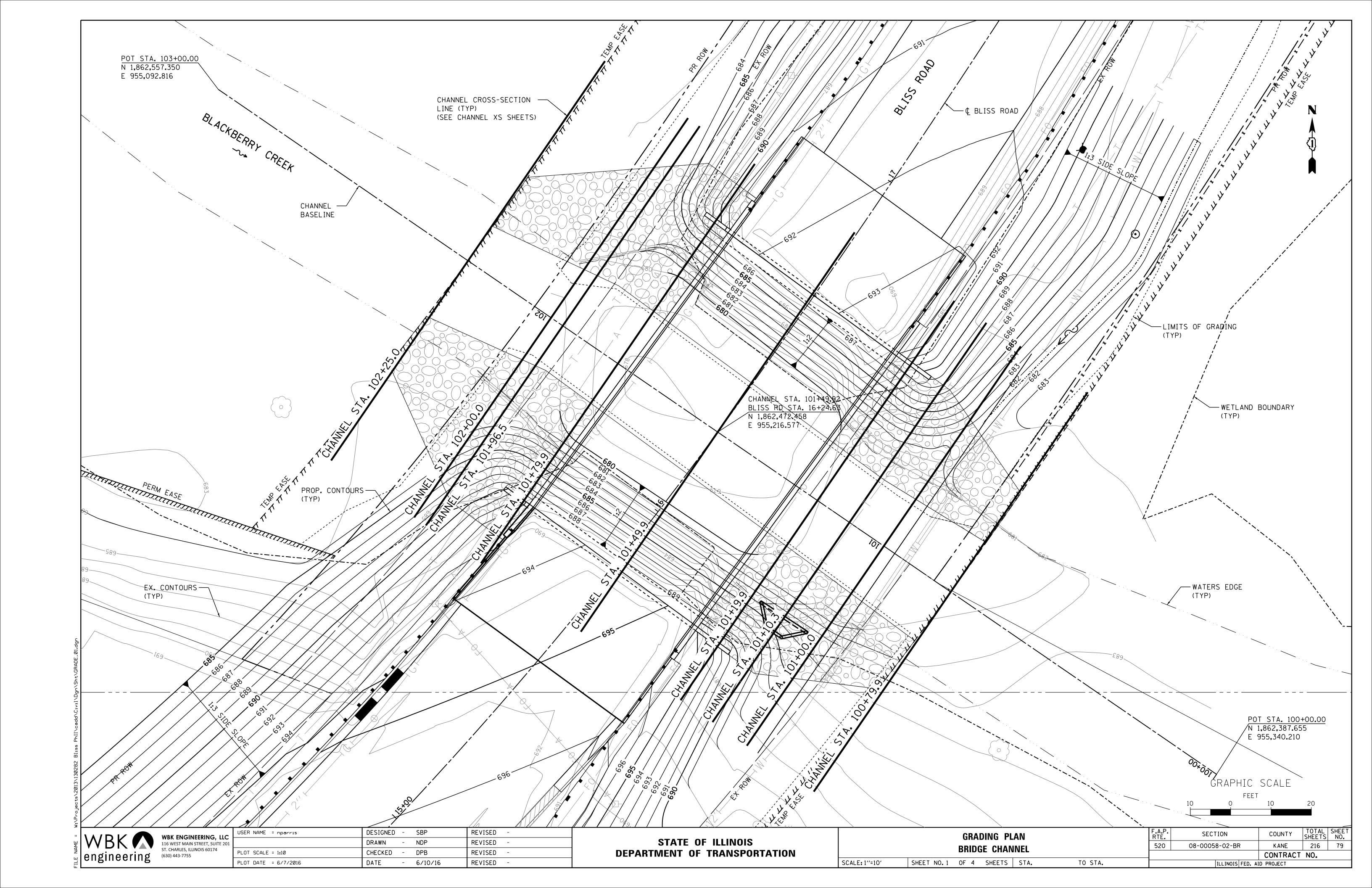
# THRUST BLOCK INSTALLATION DETAILS

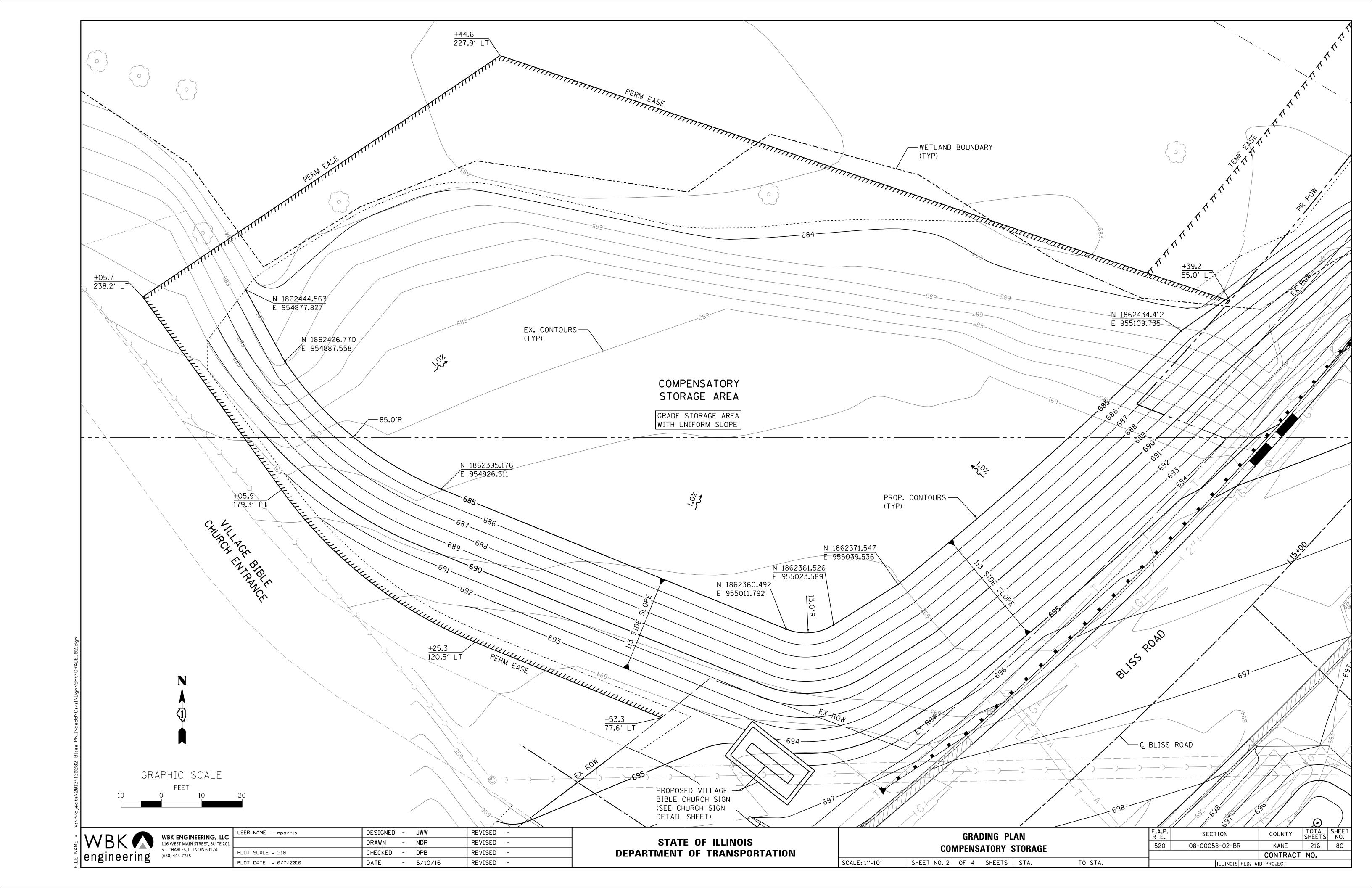
:			
1	WBK 🔨	WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 201	
	engineering	ST. CHARLES, ILLINOIS 60174 (630) 443-7755	
1	Chemiconne		

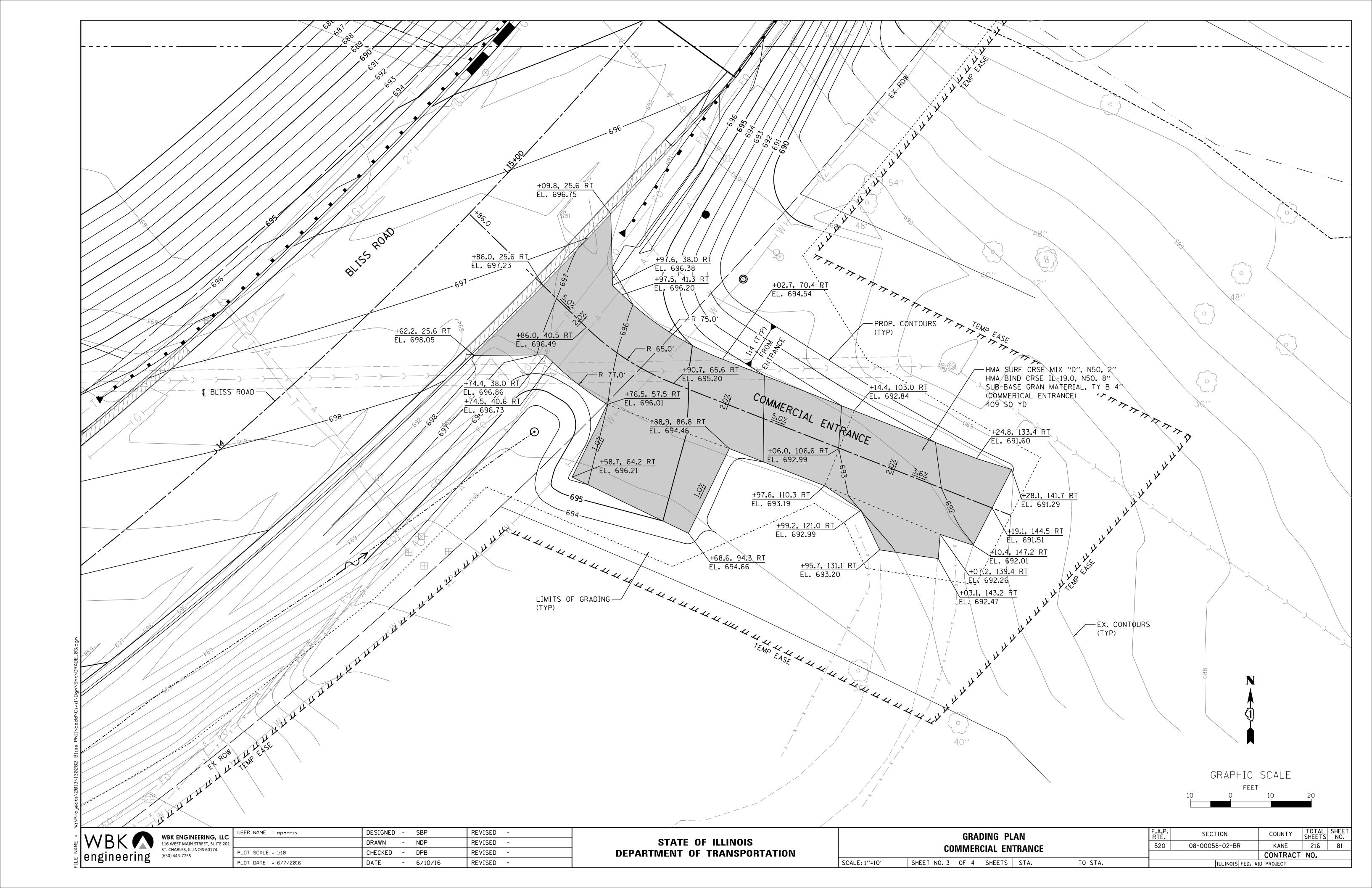
	USER NAME = nparris	DESIGNED	_		REVISED	-	
2	<u>'</u>	DRAWN	_		REVISED	_	
1		_					
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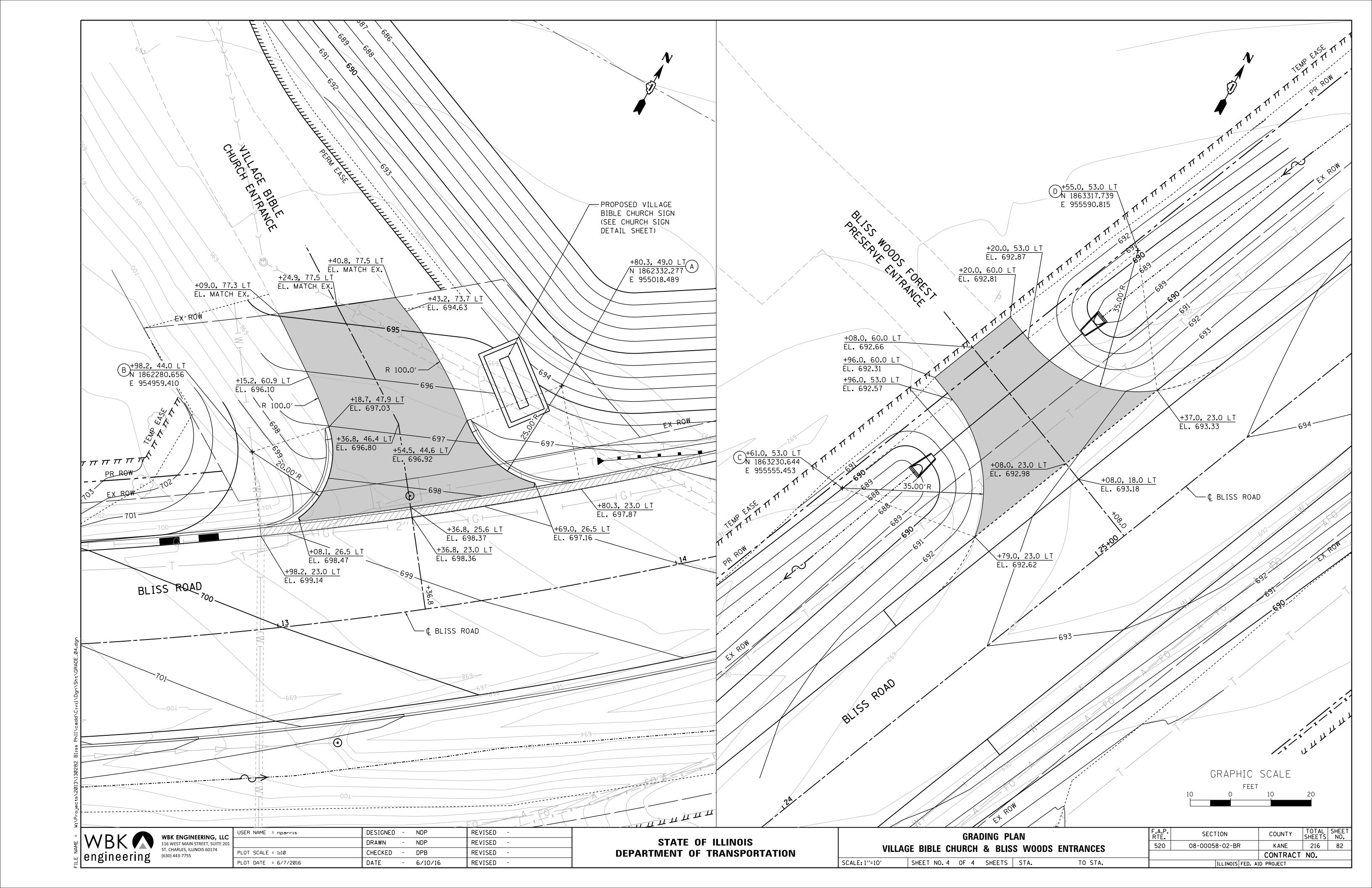
STATE OF ILLINOIS
<b>DEPARTMENT OF TRANSPORTATION</b>

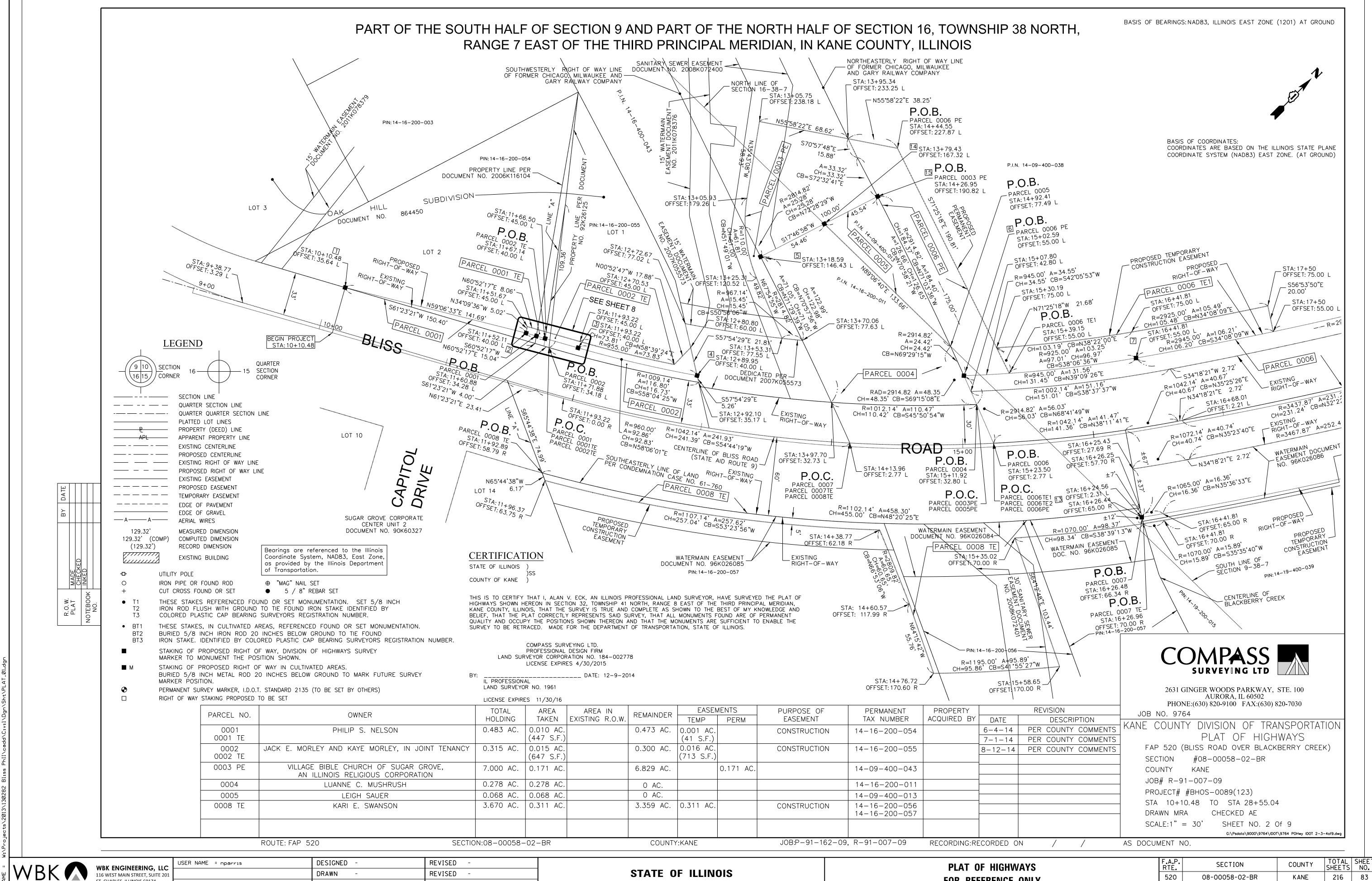
WATER MAIN DETAILS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
						08-00058-02-BR	KANE	216	78
							CONTRACT	NO.	
SCALE:	SHEET NO. 6 OF 6	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT			











ST. CHARLES, ILLINOIS 60174 (630) 443-7755

DRAWN REVISED PLOT SCALE = 1:1 CHECKED REVISED PLOT DATE = 6/7/2016 DATE - 6/10/16 REVISED

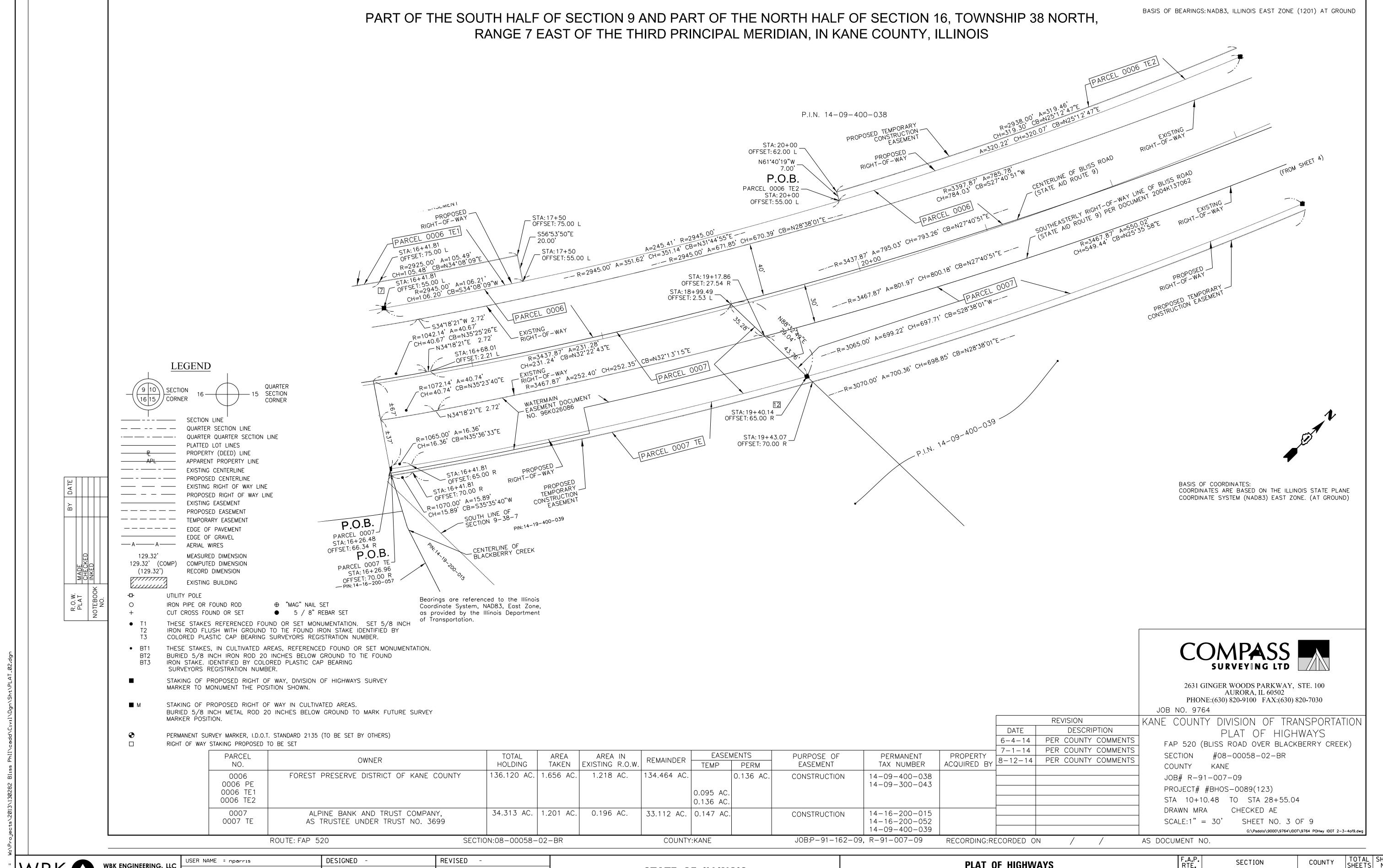
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

FOR REFERENCE ONLY SHEET NO.1 OF 8 SHEETS STA.

TO STA.

SCALE:

520 08-00058-02-BR KANE CONTRACT NO. ILLINOIS FED. AID PROJECT



WBK (A) engineering

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
FOR REFERENCE ONLY

SHEET NO. 2 OF 8 SHEETS STA.

SCALE:

RTE. SECTION
520 08-00058-02-BR

| ILLINOIS | FED

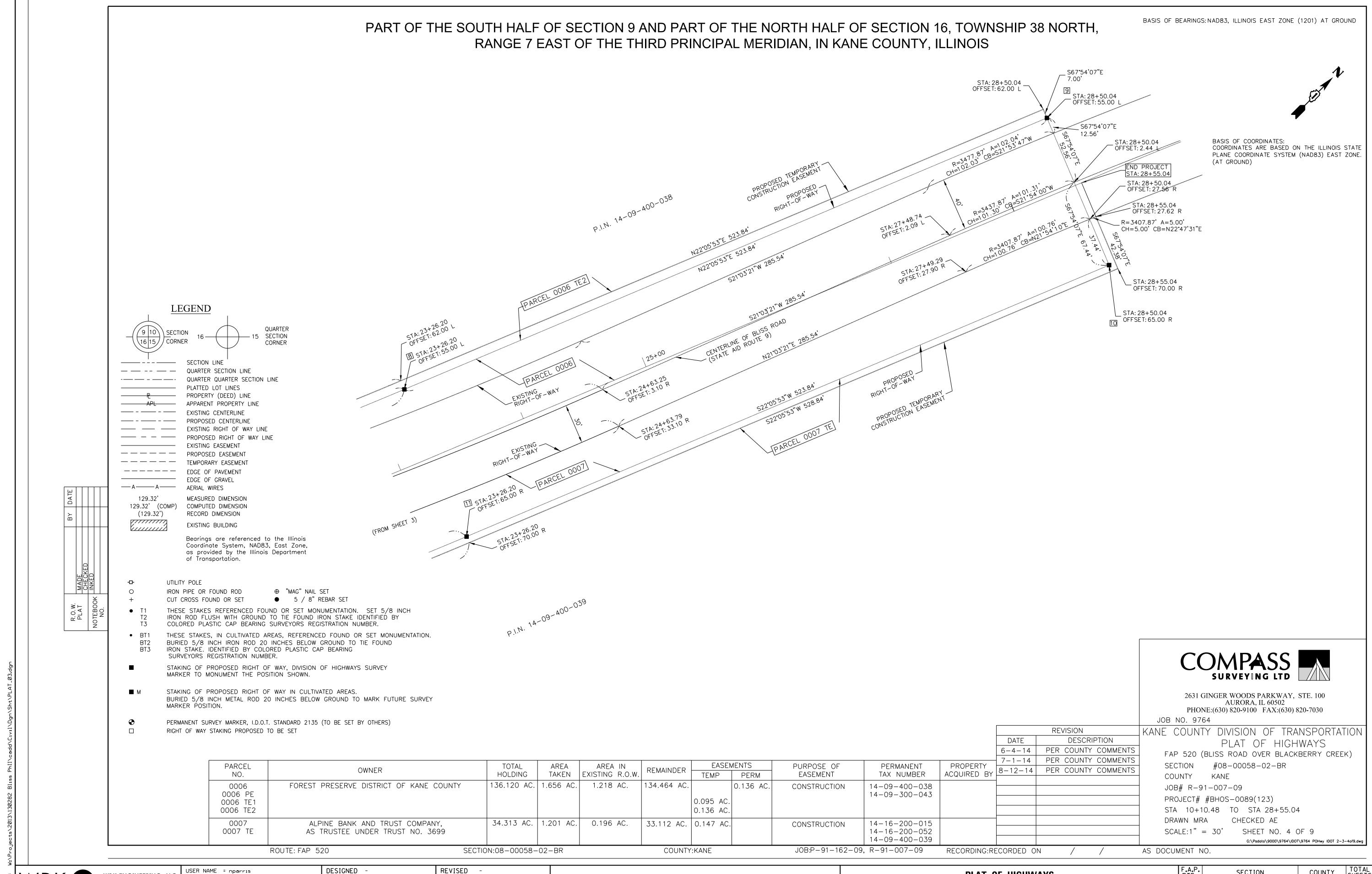
TO STA.

SHEETS NO.

88-02-BR KANE 216 84

CONTRACT NO.

ILLINOIS FED. AID PROJECT



WBK (1) sengineering

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

 USER NAME = nparris
 DESIGNED REVISED 

 DRAWN REVISED 

 PLOT SCALE = 1:1
 CHECKED REVISED 

 PLOT DATE = 6/7/2016
 DATE - 6/10/16
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS
FOR REFERENCE ONLY

SHEET NO. 3 OF 8 SHEETS STA.

SCALE:

F.A.P. SECTION

520 08-00058-02-BR

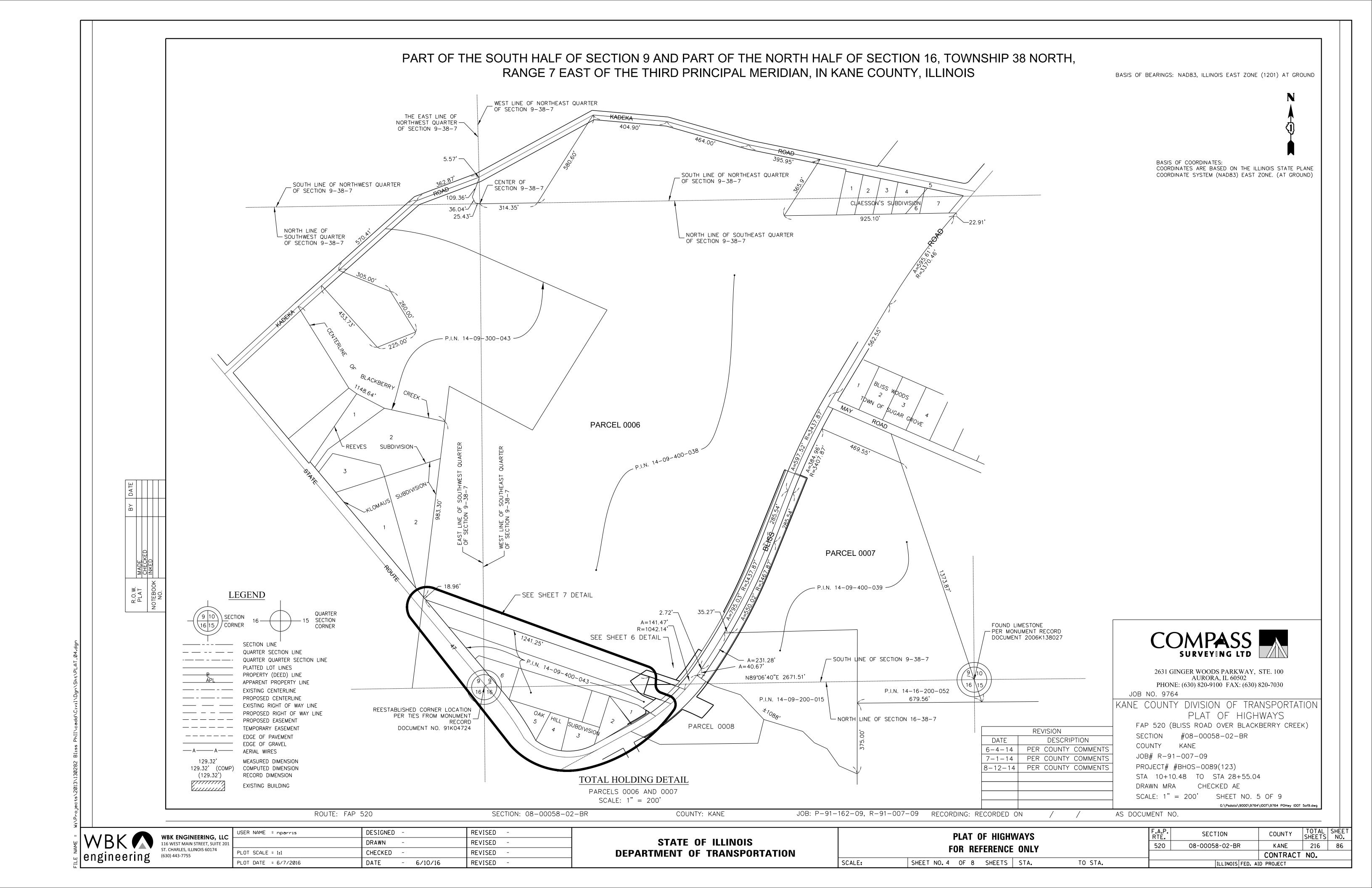
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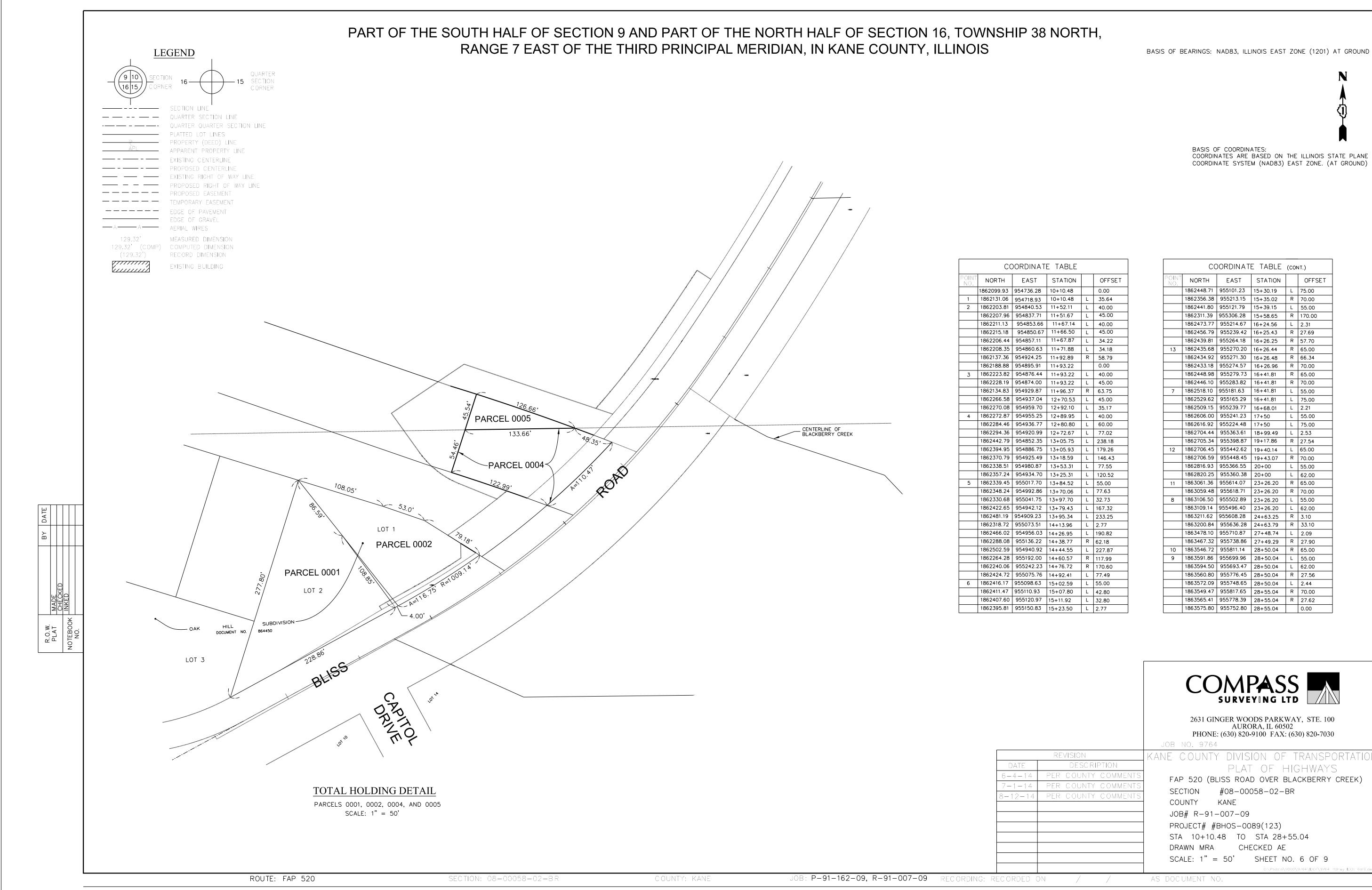
COUNTY SHEETS NO.

88-02-BR KANE 216 85

CONTRACT NO.

ILLINOIS FED. AID PROJECT





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

DESIGNED REVISED USER NAME = nparris DRAWN REVISED PLOT SCALE = 1:1 CHECKED -REVISED PLOT DATE = 6/7/2016 DATE - 6/10/16 REVISED

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

SCALE:

PLAT OF HIGHWAYS FOR REFERENCE ONLY

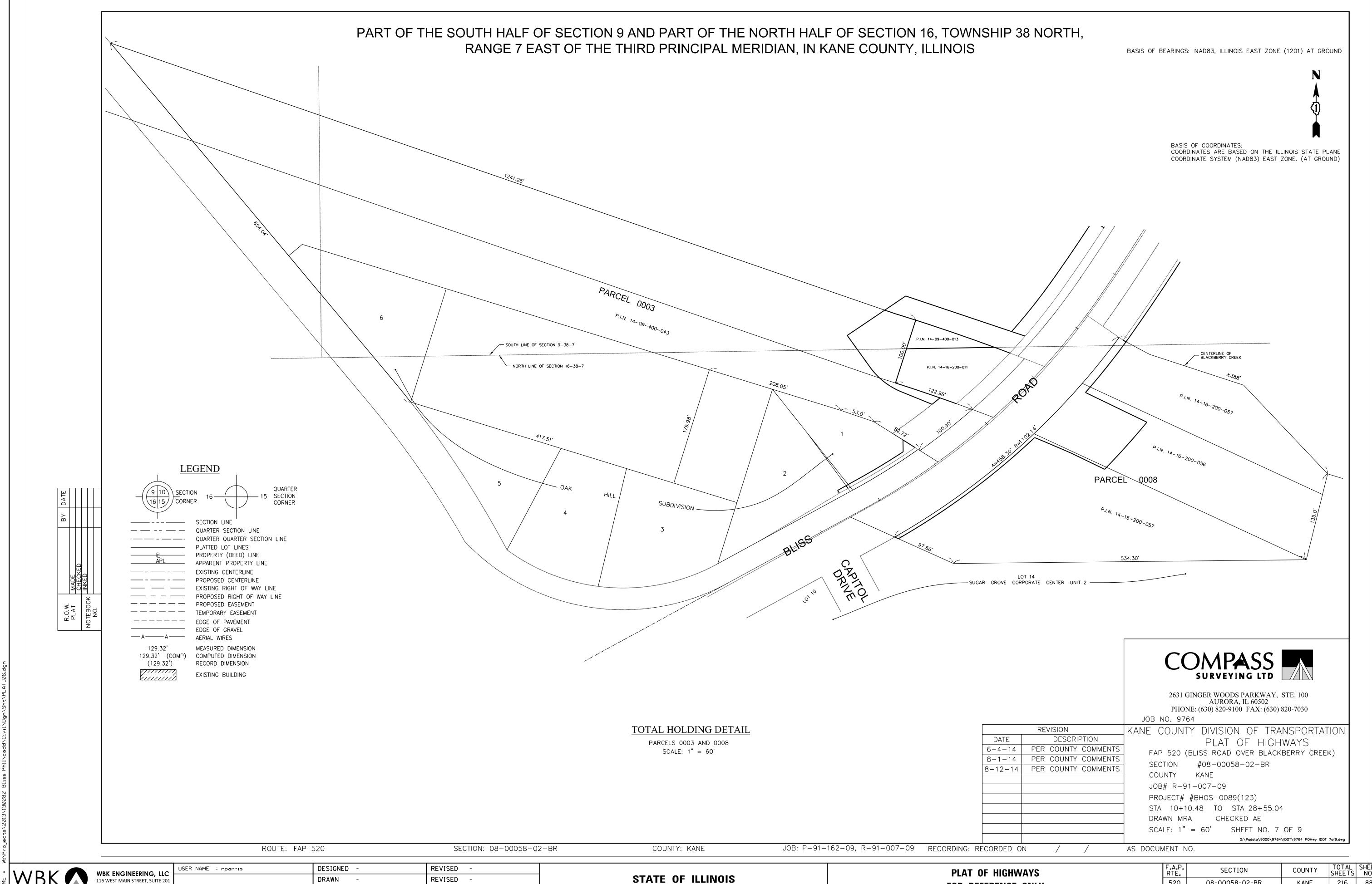
SHEET NO. 5 OF 8 SHEETS STA.

SECTION 08-00058-02-BR KANE

TO STA.

ILLINOIS FED. AID PROJECT

216 87 CONTRACT NO.



WBK ENGINEERING, LLC 116 WEST MAIN STREET, SUITE 20 ST. CHARLES, ILLINOIS 60174

LLC	USER NAME = nparris	DESIGNED	_		KE A 12FD	-	
201		DRAWN	-		REVISED	-	
	PLOT SCALE = 1:1	CHECKED	-		REVISED	-	
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-	

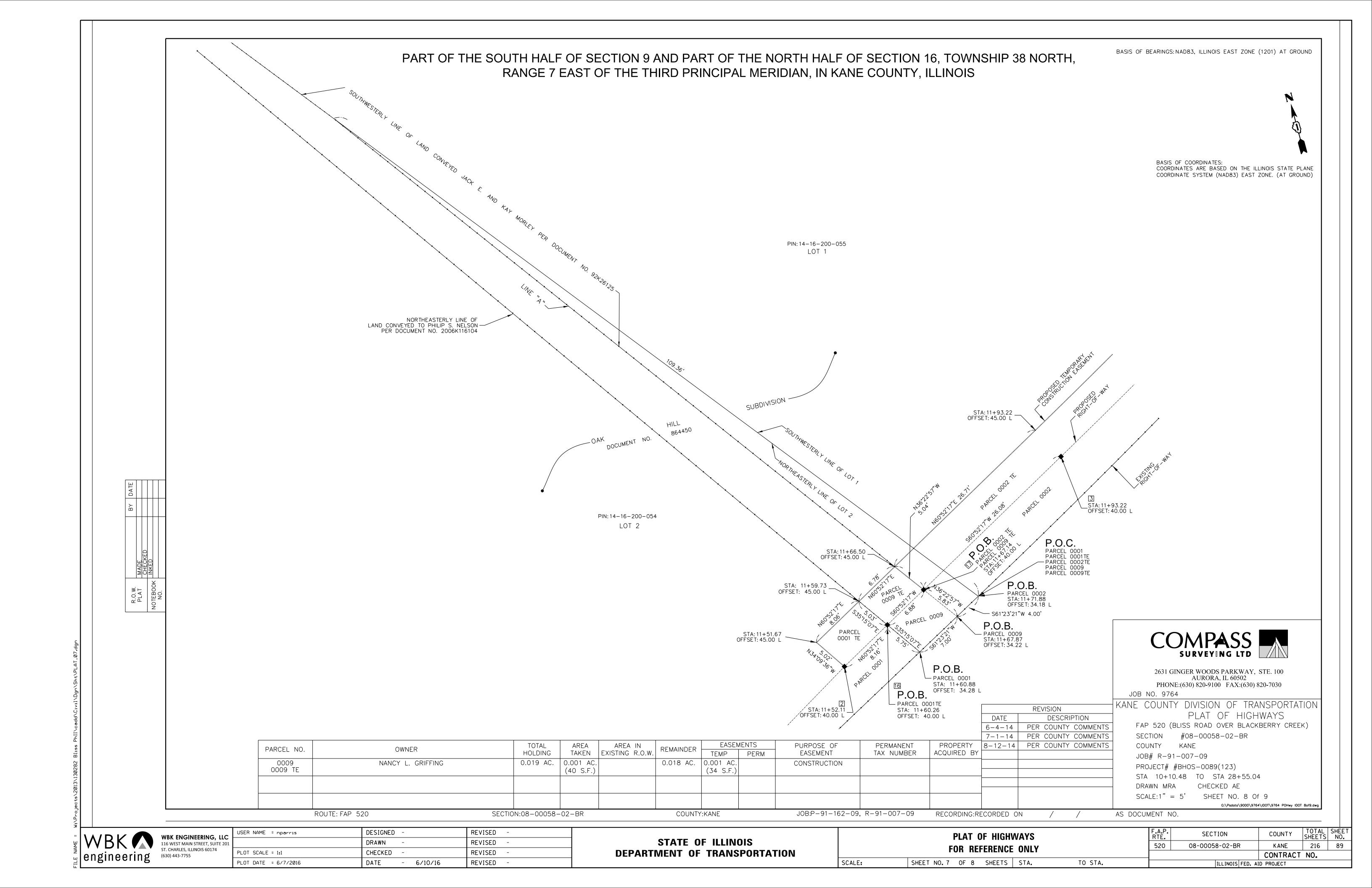
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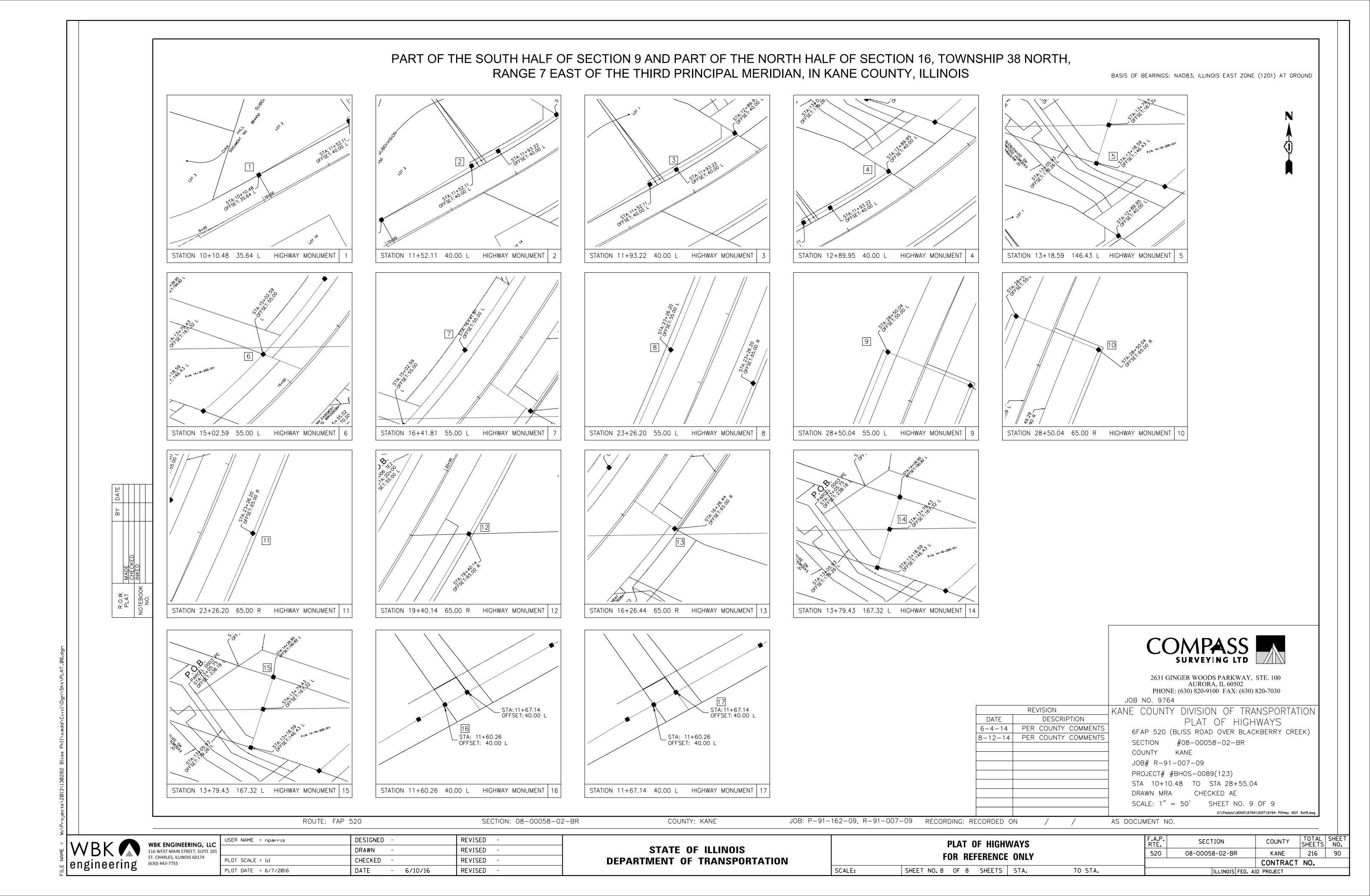
TO STA.

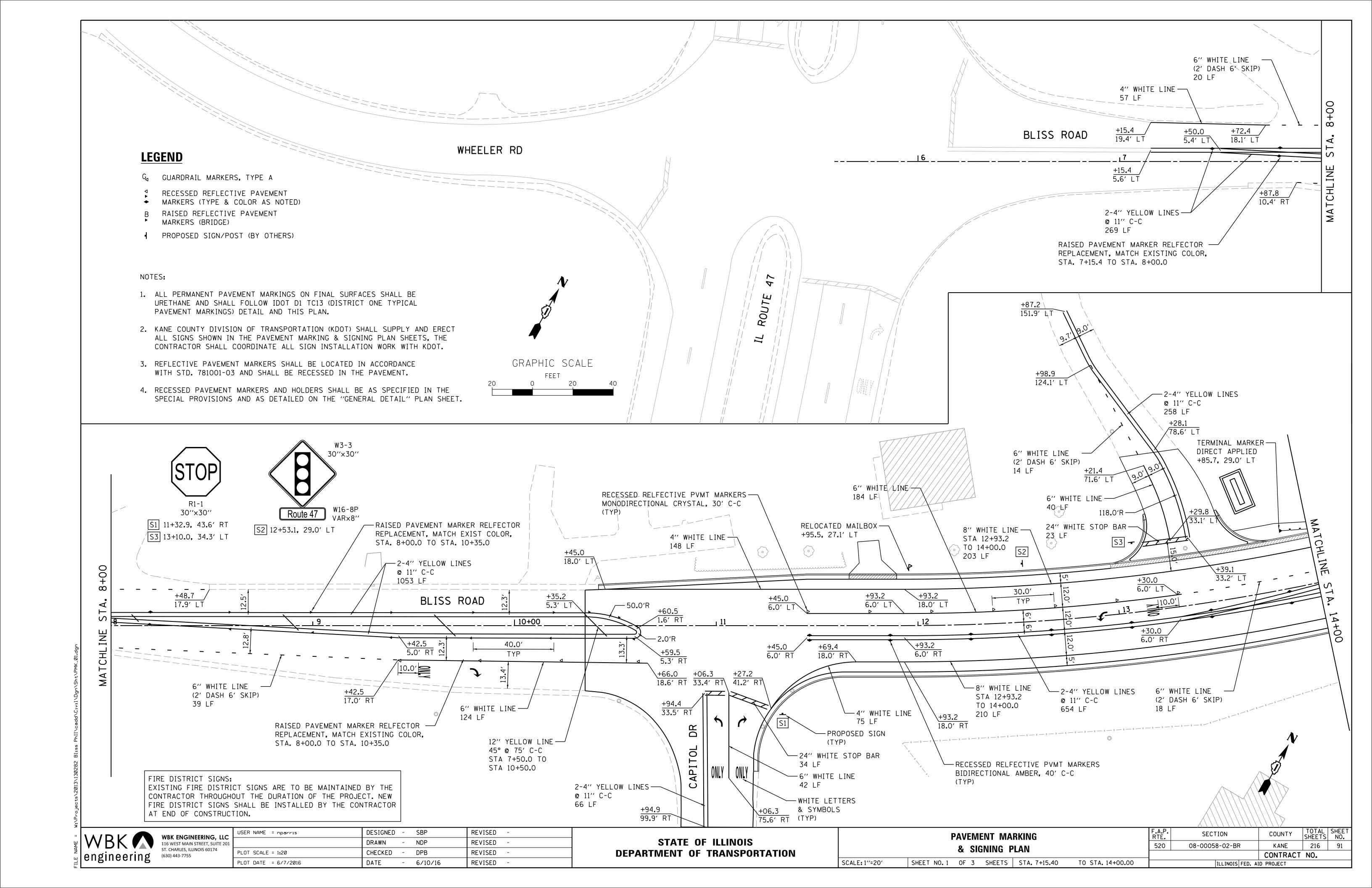
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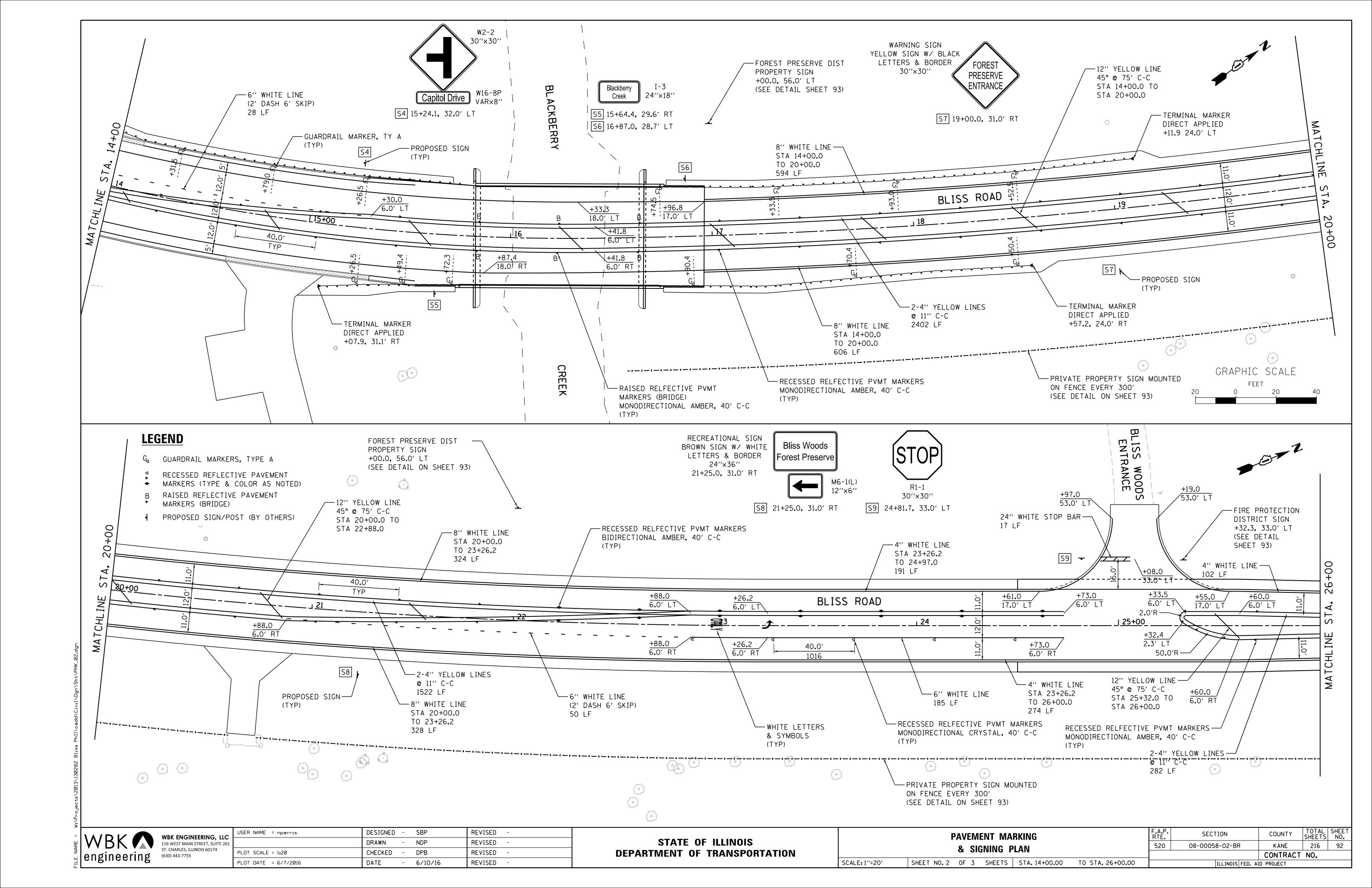
08-00058-02-BR ILLINOIS FED. AID PROJECT

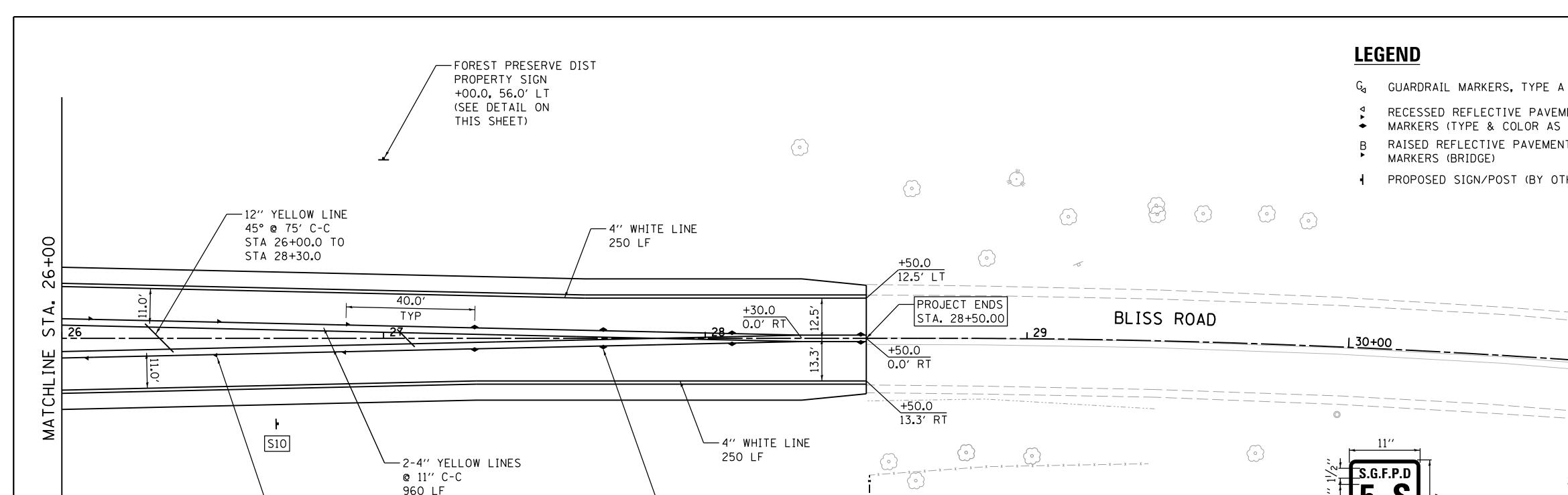
KANE 216 88 CONTRACT NO.











#### RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE)

GRAPHIC SCALE

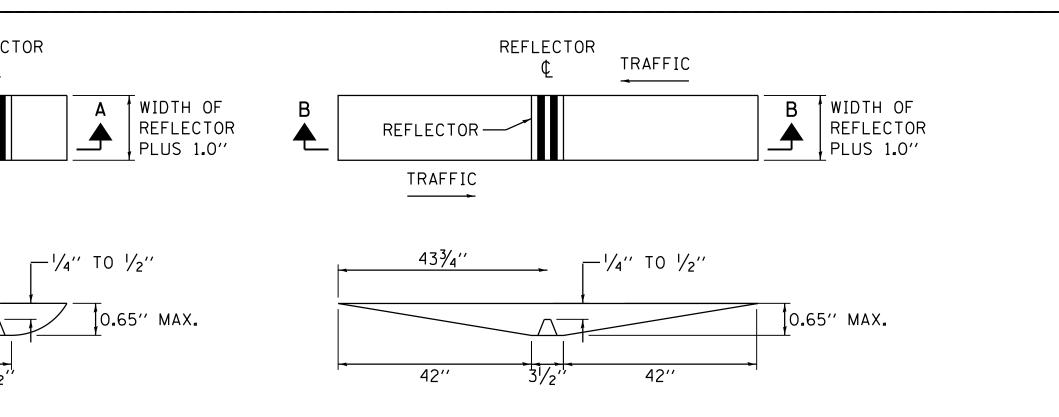
PROPOSED SIGN/POST (BY OTHERS)

RECESSED REFLECTIVE PAVEMENT

MARKERS (TYPE & COLOR AS NOTED)

1. ONE (1) SIGN SHALL BE MANUFACTURED FOR EACH ADDRESS, TOTALING ONE SIGN: 5S828

- 2. ALL FIRE DISTRICT SIGNS SHALL BE MOUNTED ON A METAL TYPE A POST, PER STANDARD 729001-01. THE POST AND SIGN SHALL BE PAID FOR AS METAL POST-TYPE A AND SIGN PANEL. TYPE 1, RESPECTIVELY.
- 3. THE SIGN IS RED IN COLOR WITH WHITE LETTERING AND A WHITE BOARDER. 11"x14" WITH 4" ADDRESS LETTERING AND  $1-\frac{1}{2}$ " LETTERING FOR 'S.G.F.P.D.'
- 4. THE SIGN SHALL BE PLACED AT THE STATION AND OFFSET WITH THE CORRESPONDING ADDRESS, AS SHOWN ON THE PAVEMENT MARKING & SIGNING PLANS.



ONE-WAY RECESSED REFLECTIVE PAVEMENT MARKER

TWO-WAY RECESSED REFLECTIVE PAVEMENT MARKER

### **RECESSED RELECTIVE PAVEMENT MARKERS**

- PRIVATE PROPERTY SIGN MOUNTED

(SEE DETAIL ON THIS SHEET)

ON FENCE EVERY 300'

#### GENERAL NOTES:

SPEED

24''×30''

TRAFFIC

PLAN VIEW

SECTION A-A

S10 26+67.1, 26.6' RT

1. INSTALLATION SHALL CONFORM TO THE LATEST VERSION OF DISTRICT ONE DETAL TC-11 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTENT) FOR MARKER REPLACEMENT ONLY.

--- RECESSED RELFECTIVE PVMT MARKERS

MONODIRECTIONAL AMBER, 40' C-C

2. ANY REFERENCE TO RAISED REFLECTIVE PAVEMENT MARKER IN DISTRICT ONE DETAIL TC11 SHALL BE INTERPRETED TO MEAN RECESSED REFLECTIVE PAVEMENT MARKERS.

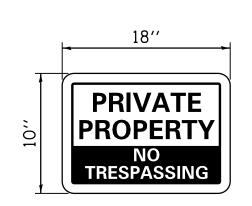
#### INSTALLATION NOTES:

1. SAWCUT TO DIMENSIONS SHOWN.

-RECESSED RELFECTIVE PVMT MARKERS

BIDIRECTIONAL AMBER, 40' C-Ci

- 2. SAWCUT AREAS TO BE DRY AND FREE OF MATERIAL THAT ADVERSELY AFFECTS THE ADHESIVE BOND.
- 3. INSTALL THE REFLECTOR WITH AN APPROVED TWO-COMPONENT EPOXY ADHESIVE. EPOXY SHOULD NOT OBSCURE OR BLOCK THE LENS.
- 4. INSTALL TOP OF REFLECTOR  $\frac{1}{2}$ " TO  $\frac{1}{4}$ " BELOW THE PAVEMENT SURFACE.



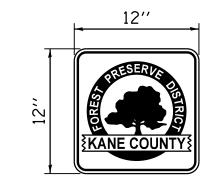
FIRE DISTRICT SIGN DETAIL

SUGAR GROVE FIRE PROTECTION

DISTRICT (S.G.F.P.D.)

### PRIVATE PROPERTY SIGN

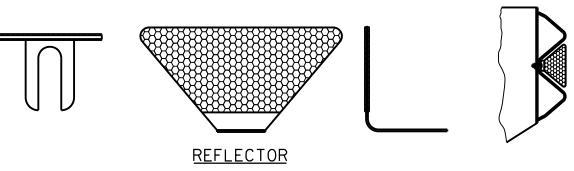
- 1. THE SIGN SHALL BE MOUNTED ON THE PROPOSED FENCE ACCORDING TO THE MANUFACTURERS SPECIFICATIONS AT A SPACING OF EVERY 300 FEET.
- 2. THE SIGN IS WHITE WITH RED BORDER, RED LETTERING FOR 'PRIVATE PROPERTY' AND WHITE LETTING FOR 'NO TRESPASSING.'
- 3. THE SIGN SHALL NOT BE MEASURED SEPERATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED FENCE.



## FOREST PRESERVE DISTRICT **PROPERTY SIGN**

FOREST PRESERVE DISTRICT OF KANE COUNTY

- 1. ALL FOREST PRESERVE DISTRICT PROPERTY SIGNS SHALL BE MOUNTED ON A METAL TYPE A POST, PER STANDARD 729001-01. THE POST AND SIGN SHALL BE PAID FOR AS METAL POST-TYPE A AND SIGN PANEL-TYPE 1, RESPECTIVELY.
- 2. THE SIGN IS WHITE IN COLOR WITH GREEN IMAGE, GREEN LETTING FOR 'KANE COUNTY' AND WHITE LETTERING FOR 'FOREST PRESERVE DISTRICT'.
- 3. THE SIGNS SHALL BE PLACED AT THE STATION AND OFFSET AS SHOWN ON THE PAVEMENT MARKING & SIGNING PLANS.



**GUARDRAIL MARKER, TYPE A** 

SCALE: 1"=20"

GUARDRAIL MARKER NOTE:

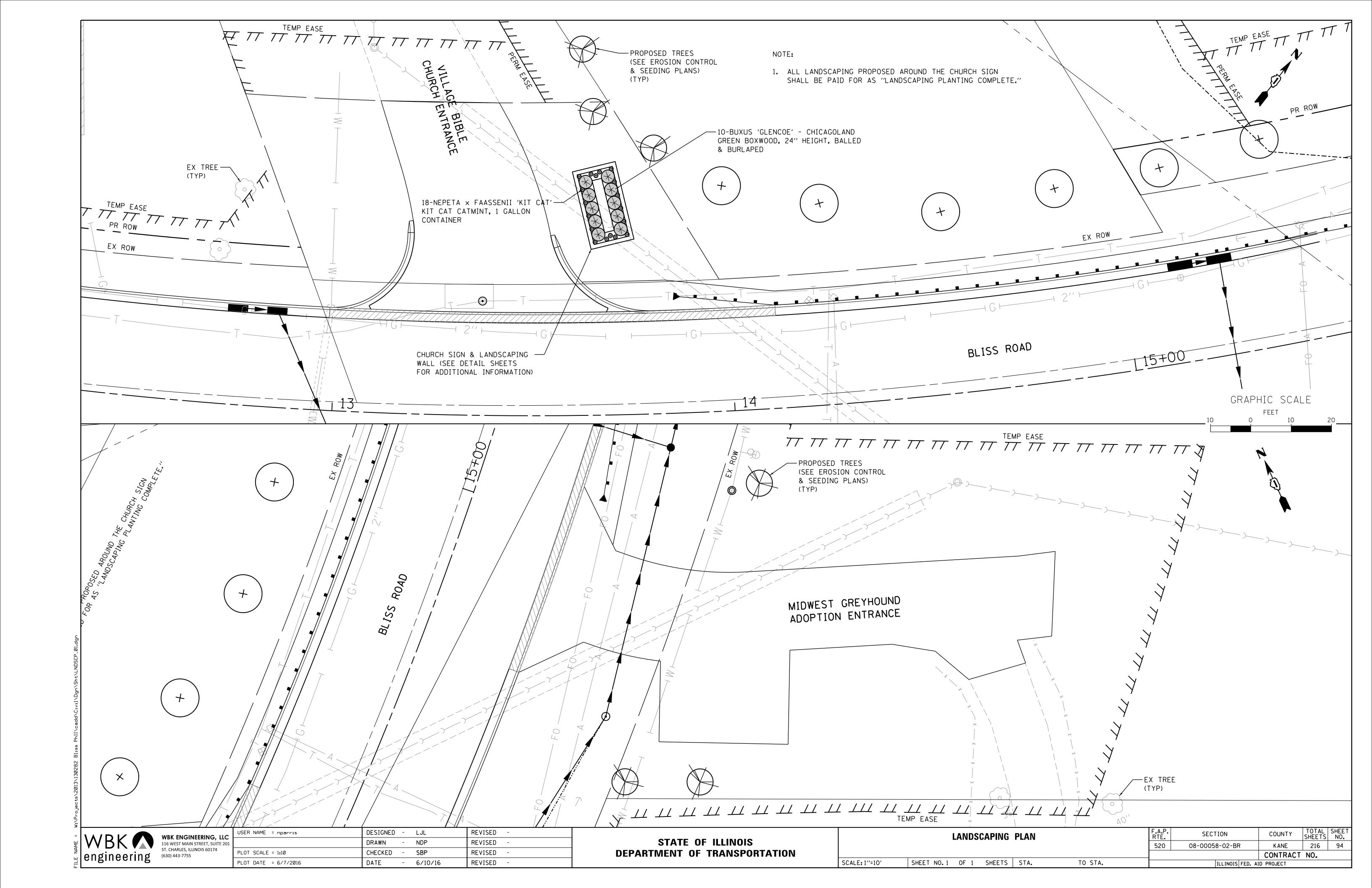
1. GUARDRAIL MARKERS SHALL BE REFLECTIVE ON ONE (1) SIDE OF THE MARKER CONSISTING OF WHITE FOR APPROACHING TRAFFIC. SEE SPECIAL PROVISIONS.

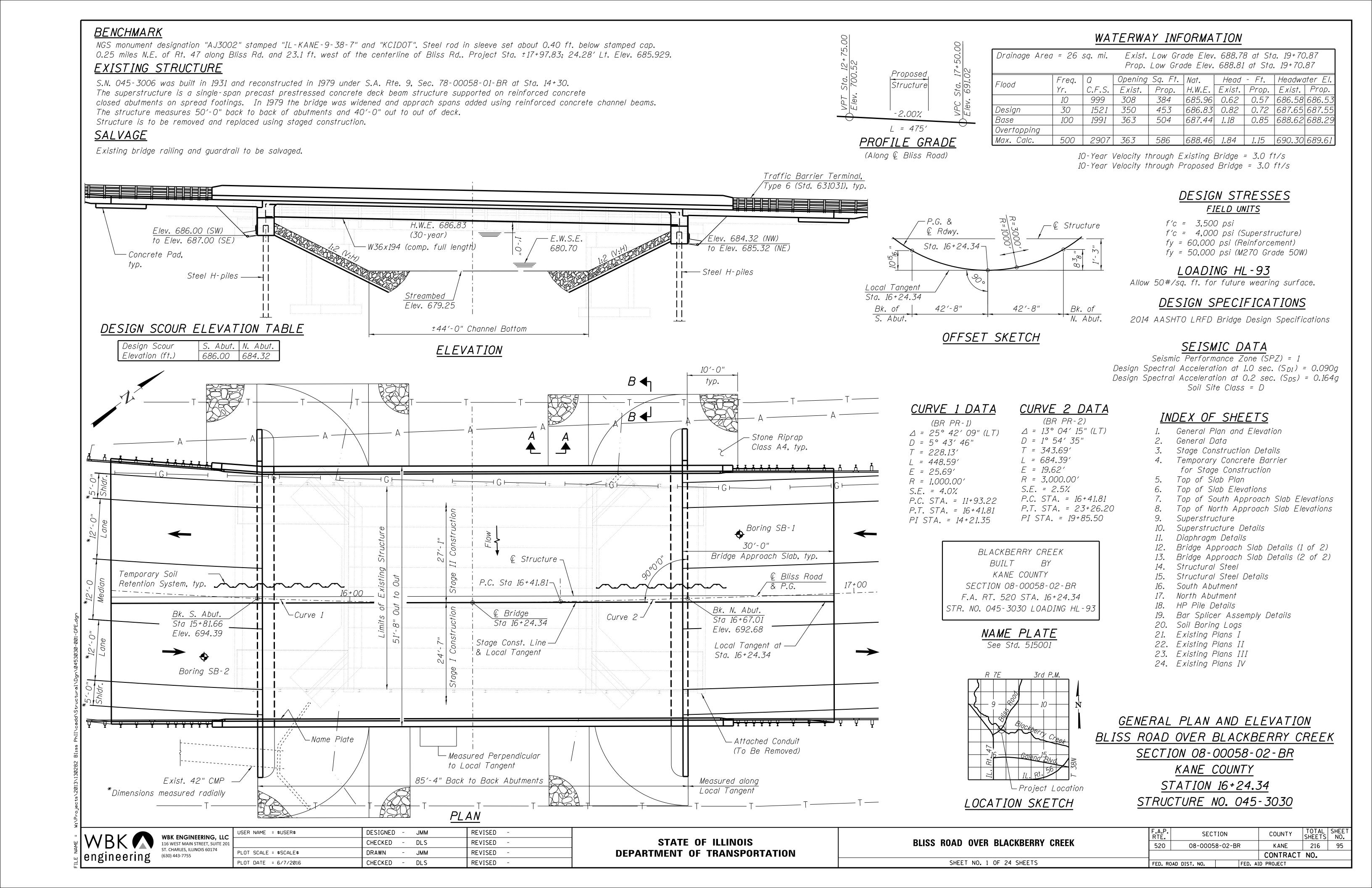


,	USER NAME = nparris	DESIGNED	-	SBP	REVISED	-
1		DRAWN	-	NDP	REVISED	-
	PLOT SCALE = 1:20	CHECKED	-	DPB	REVISED	-
	PLOT DATE = 6/7/2016	DATE	-	6/10/16	REVISED	-

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

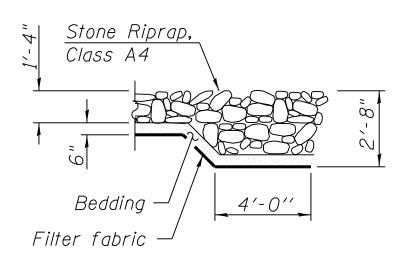
	PAVEMENT MARKING & SIGNING PLAN			SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				08-00058-02-BR	KANE	216	93
					CONTRACT	NO.	
	SHEET NO. 3 OF 3 SHEETS   STA. 26+00.00	TO STA. 28+50.00		ILLINOIS FED. A	ID PROJECT		



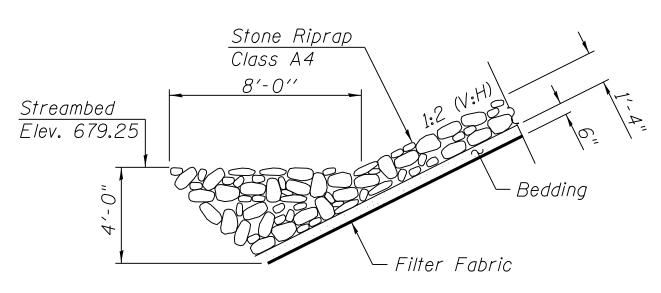


## GENERAL NOTES

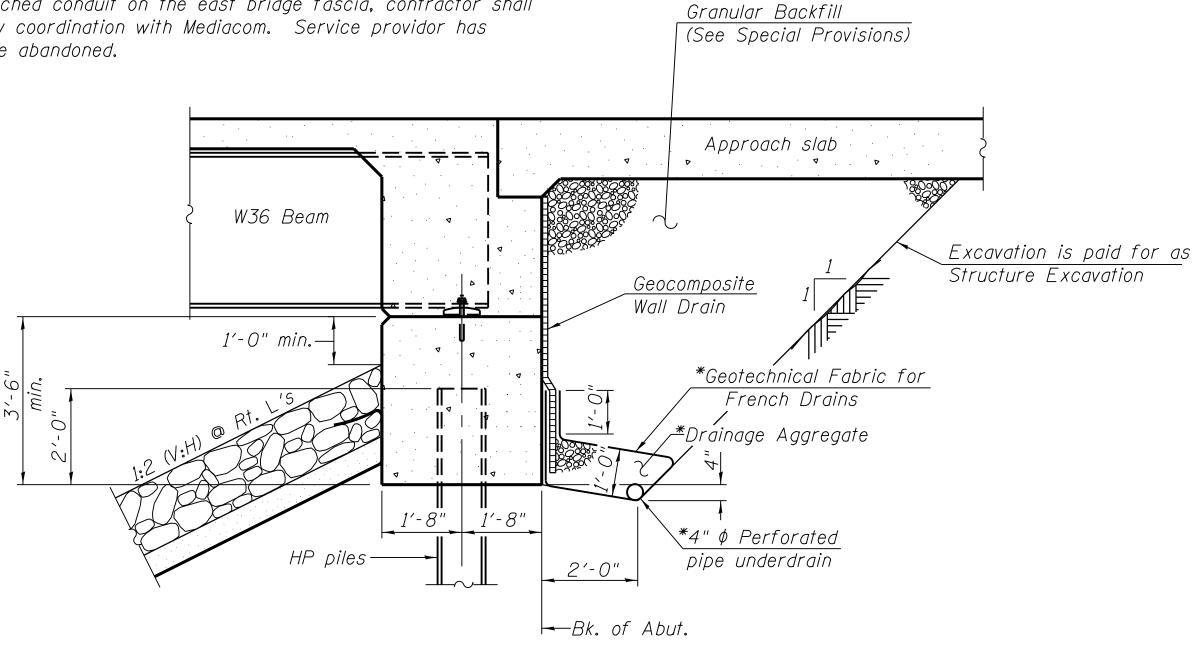
- 1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts  $^{7}_{8}$  in.  $\phi$ , holes  $^{15}_{16}$  in.  $\phi$ , unless otherwise noted.
- 2. Calculated weight of Structural Steel = 142,180 lbs. (Grade 50W)
- 3. All structural steel shall be AASHTO M 270 Grade 50W.
- 4. No field welding is permitted except as specified in the contract documents.
- 5. Reinforcement bars designated (E) shall be epoxy coated.
- 6. Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
- 7. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- 8. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- 9. Existing bridge railing to be removed. Cost included in the pay item "Removal of Existing Structures."
- 10. Existing bituminous wearing surface to be removed. Cost included in the pay item "Removal of Existing Structures."
- 11. The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal or replacement of the structure.
- 12. Prior to removal of attached conduit on the east bridge fascia, contractor shall be responsible for utility coordination with Mediacom. Service providor has deemed the facility to be abandoned.



SECTION B-B



SECTION A-A



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

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

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).

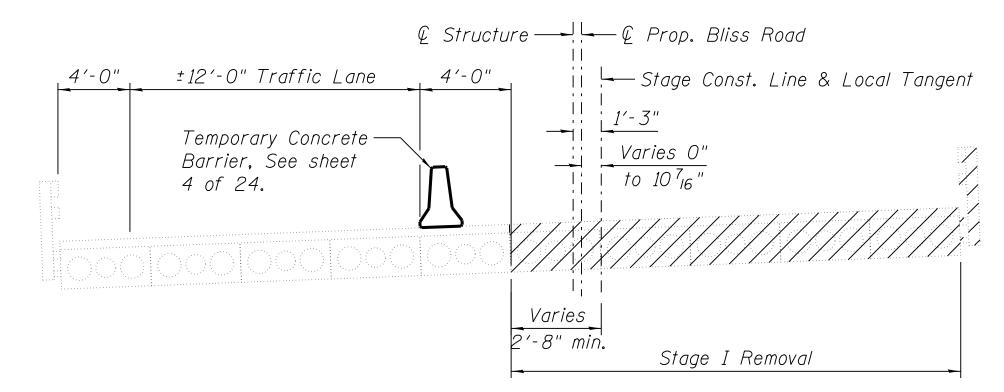
USER NAME = \$USER\$	DESIGNED	-	JMM	REVISED	-
	CHECKED	-	DLS	REVISED	-
PLOT SCALE = \$SCALE\$	DRAWN	-	JMM	REVISED	-
PLOT DATE = 6/7/2016	CHECKED	-	DLS	REVISED	-

### **STATE OF ILLINOIS** DEPARTMENT OF TRANSPORTATION

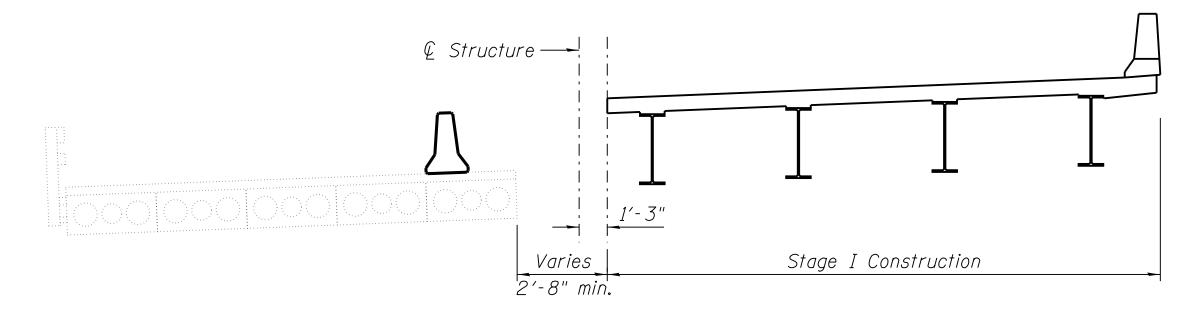
#### SECTION COUNTY **GENERAL DATA** 216 96 520 08-00058-02-BR KANE **STRUCTURE NO. 045–3030** CONTRACT NO. SHEET NO. 2 OF 24 SHEETS FED. AID PROJECT FED. ROAD DIST. NO.

## TOTAL BILL OF MATERIAL

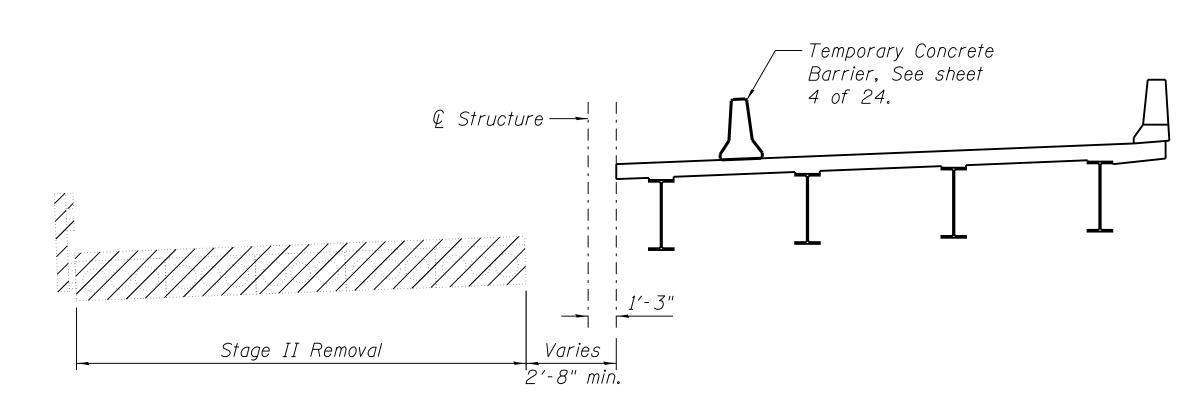
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		575	575
Filter Fabric	Sq. Yd.		575	575
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		117	117
Concrete Structures	Cu. Yd.		89.9	89.9
Concrete Superstructure	Cu. Yd.	170.3		170.3
Bridge Deck Grooving	Sq. Yd.	750		750
Protective Coat	Sq. Yd.	875		875
Concrete Superstructure (Approach Slab)	Cu. Yd.	153.0		<i>153.0</i>
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	1,560		<i>1</i> ,560
Reinforcement Bars, Epoxy Coated	Pound	68,930	15,740	84,670
Bar Splicers	Each	424	116	540
Furnishing Steel Piles HP12x53	Foot		462	462
Driving Piles	Foot		462	462
Test Pile Steel HP 12x53	Each		2	2
Pile Shoes	Each		<i>1</i> 6	<i>1</i> 6
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		32	32
Temporary Soil Retention System	Sq. Ft.		391	391
Geocomposite Wall Drain	Sq. Yd.		98	98
Granular Backfill for Structures	Cu. Yd.		175	175
Pipe Underdrains for Structures, 4"	Foot		168	168



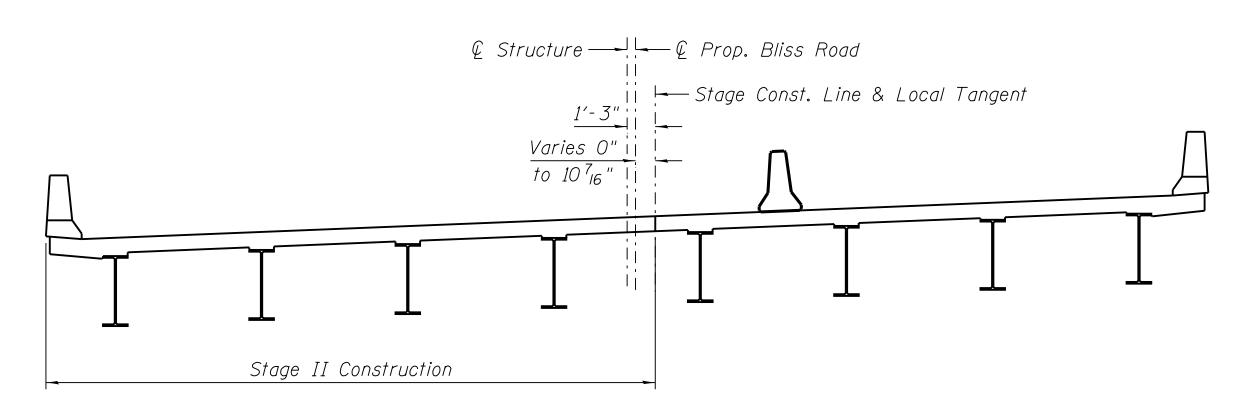
## STAGE I REMOVAL



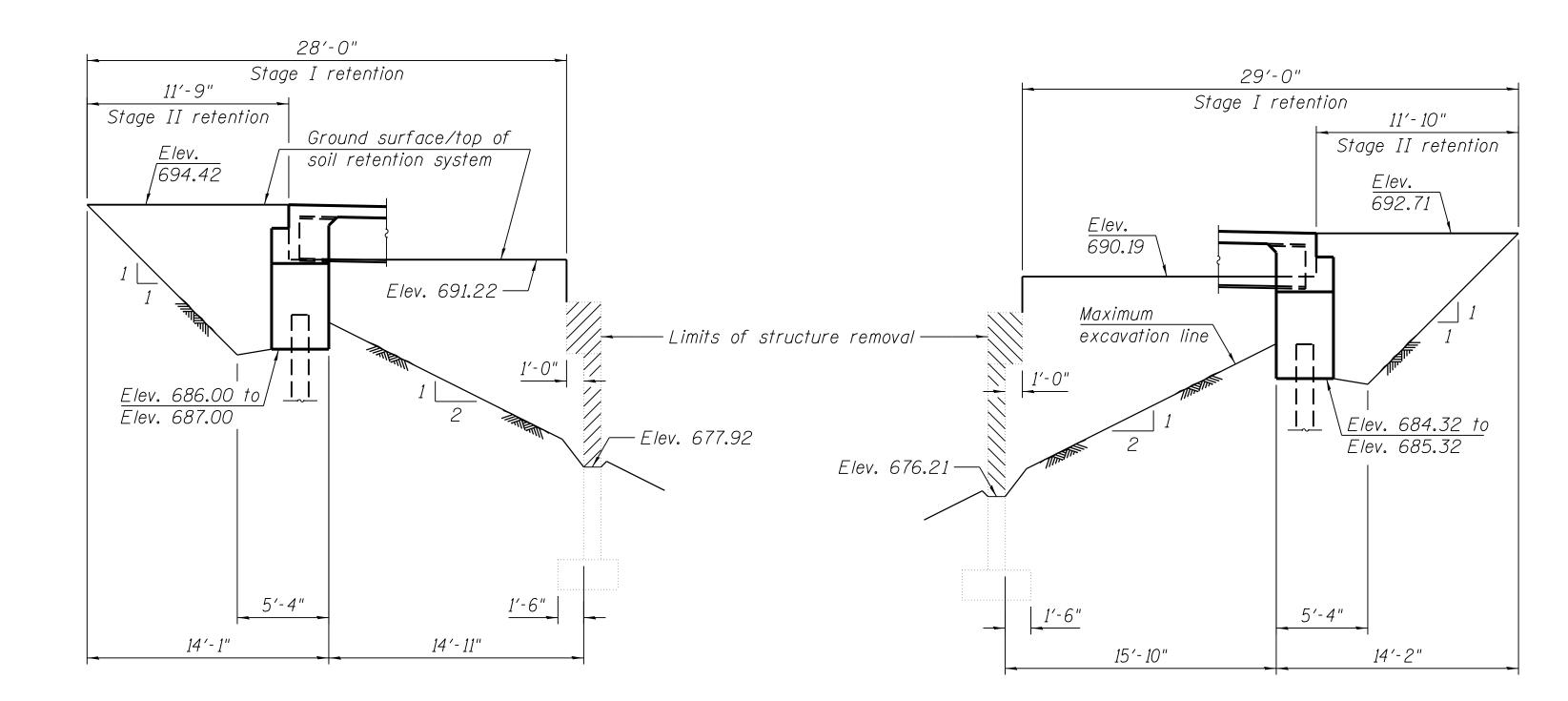
## STAGE I CONSTRUCTION



STAGE II REMOVAL



## STAGE II CONSTRUCTION



## TEMPORARY SOIL RETENTION SYSTEM AT SOUTH ABUTMENT

Dimensions measured along stage construction line

## TEMPORARY SOIL RETENTION SYSTEM AT NORTH ABUTMENT

Dimensions measured along stage construction line

## NOTES:

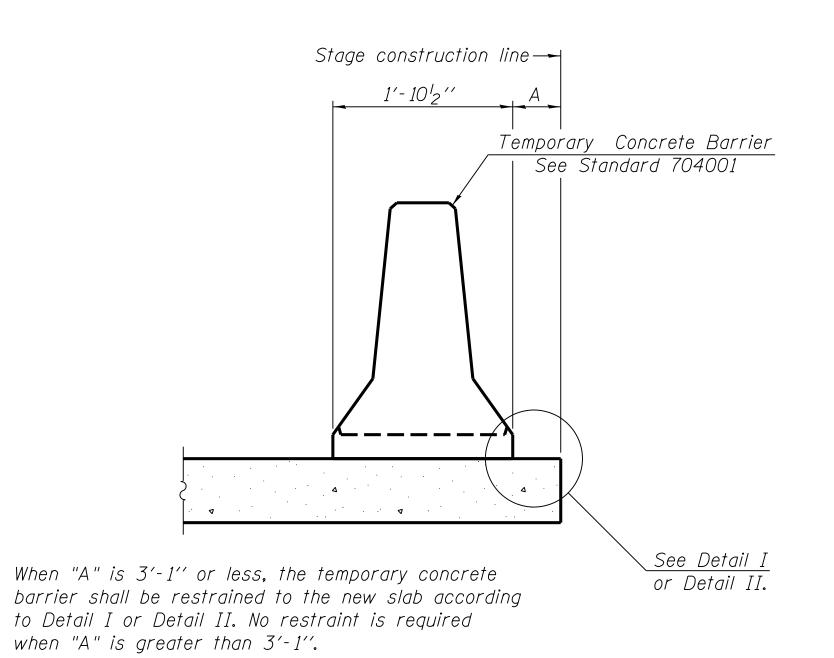
- 1. All staging cross sections are looking North.
- 2. Hatched area indicates Removal of Existing Structures.
- 3. See roadway plans for quantity of Temporary Concrete Barrier.
- 4. See sheet 4 of 24 for details of Temporary Concrete Barrier.
- 5. Removal of existing bridge railing and bituminous wearing surface is included with Removal of Existing Structures.
- 6. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

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

USER NAME = \$USER\$ DESIGNED - JMM REVISED CHECKED - DLS REVISED PLOT SCALE = \$SCALE\$ - JMM REVISED DRAWN PLOT DATE = 6/7/2016 CHECKED - DLS REVISED

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**  STAGE CONSTRUCTION DETAILS **STRUCTURE NO. 045–3030** SHEET NO. 3 OF 24 SHEETS

TOTAL SHEET NO. 216 97 SECTION COUNTY KANE 520 08-00058-02-BR CONTRACT NO. FED. AID PROJECT FED. ROAD DIST. NO.



NEW SLAB

Temporary Concrete Barrier

See Standard 704001

Drill 3-14" \( \phi\) Holes in existing slab for

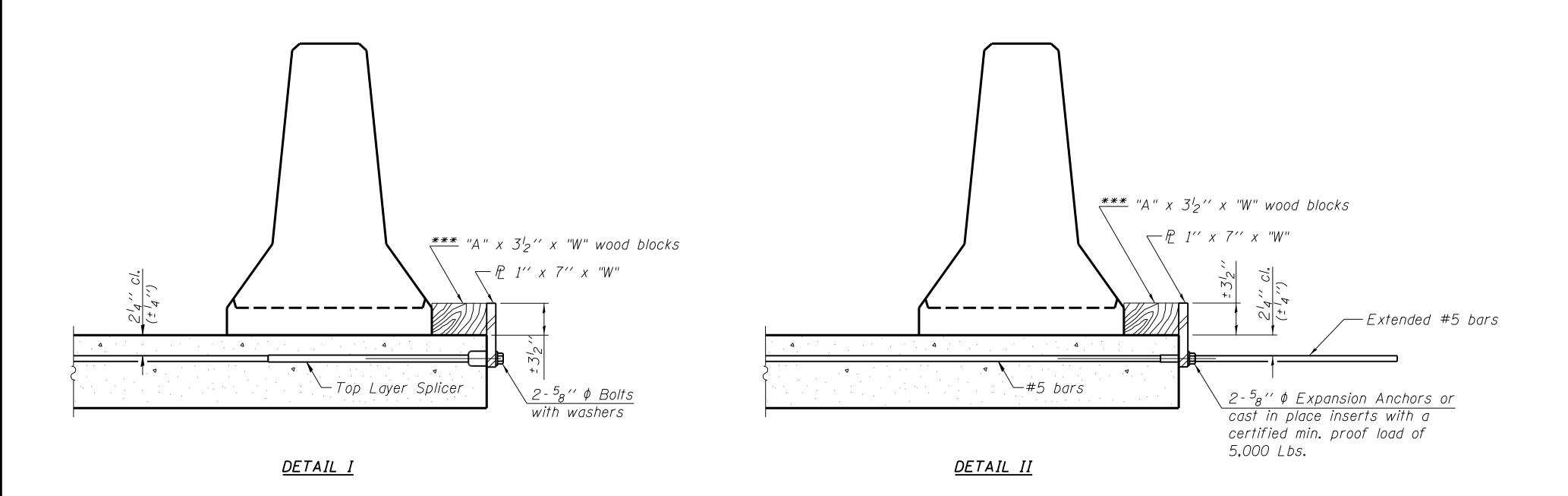
1" \( \phi\) restraining pins. Traffic side only.

Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

EXISTING DECK BEAM

## SECTIONS THRU SLAB OR DECK BEAM

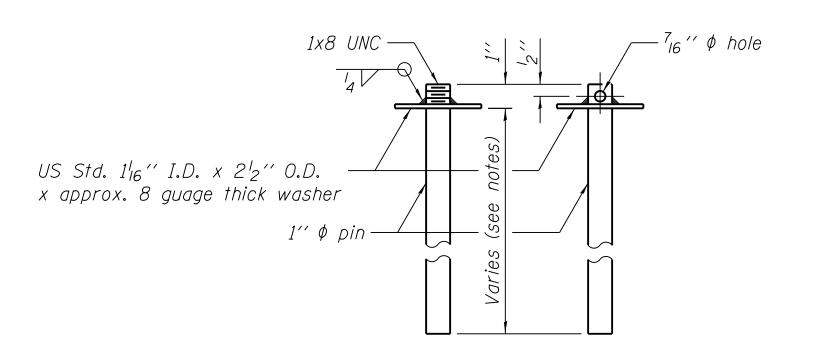


## RETAINER ASSEMBLY

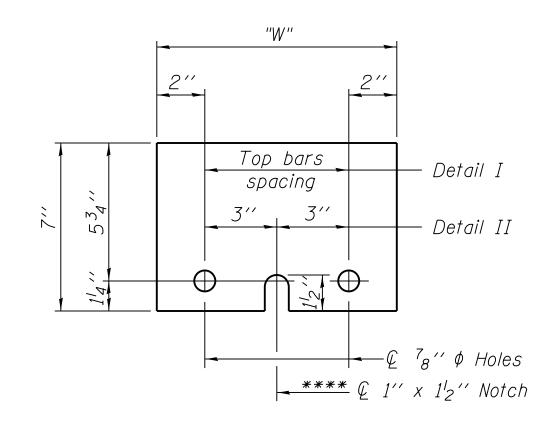
\*\*\* Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

- \* Dimension shown is minimum required embedment into concrete.

  If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.
- \*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



## <u>RESTRAINING PIN</u>



## STEEL RETAINER P 1" x 7" x "W"

\*\*\*\* Required only with Detail II

## NOTES

Detail I - With Bar Splicer or Couplers:

Connect one (1) 1'' x 7' 'x ''W'' steel  $\mathbb P$  to the top layer of couplers with  $2^{-5}8''$   $\phi$  bolts screwed to coupler at approximate  $\mathbb Q$  of each barrier panel.

Detail II - With Extended Reinforcement Bars:

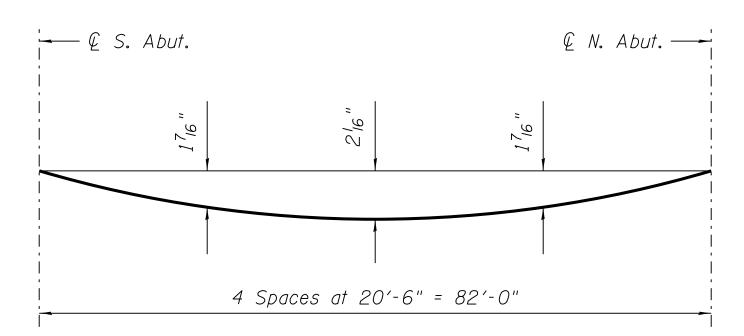
Connect one (1) 1" x 7" x "W" steel  $\mathbb{P}$  to the concrete slab or concrete wearing surface with  $2^{-5}_8$ "  $\phi$ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\mathbb{Q}$  of each barrier panel.

Cost of retainer assembly is included with Temporary Concrete Barrier.

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



USER NAME = \$USER\$	DESIGNED - JMM	REVISED -	
	CHECKED - DLS	REVISED -	
PLOT SCALE = \$SCALE\$	DRAWN - JMM	REVISED -	
PLOT DATE = 6/7/2016	CHECKED - DLS	REVISED -	

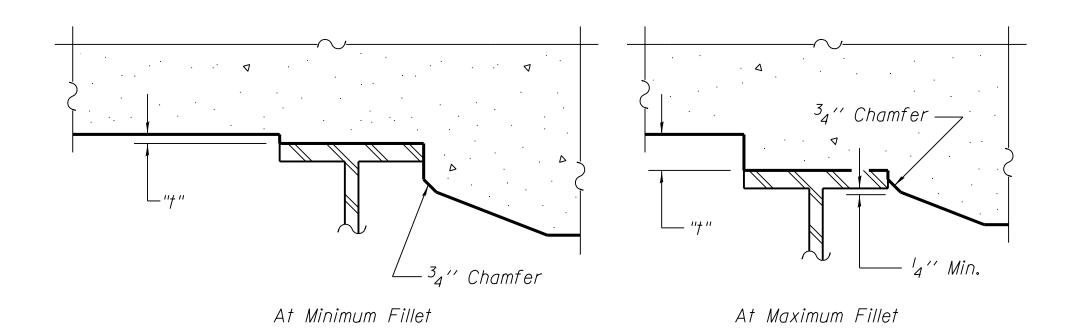


## DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

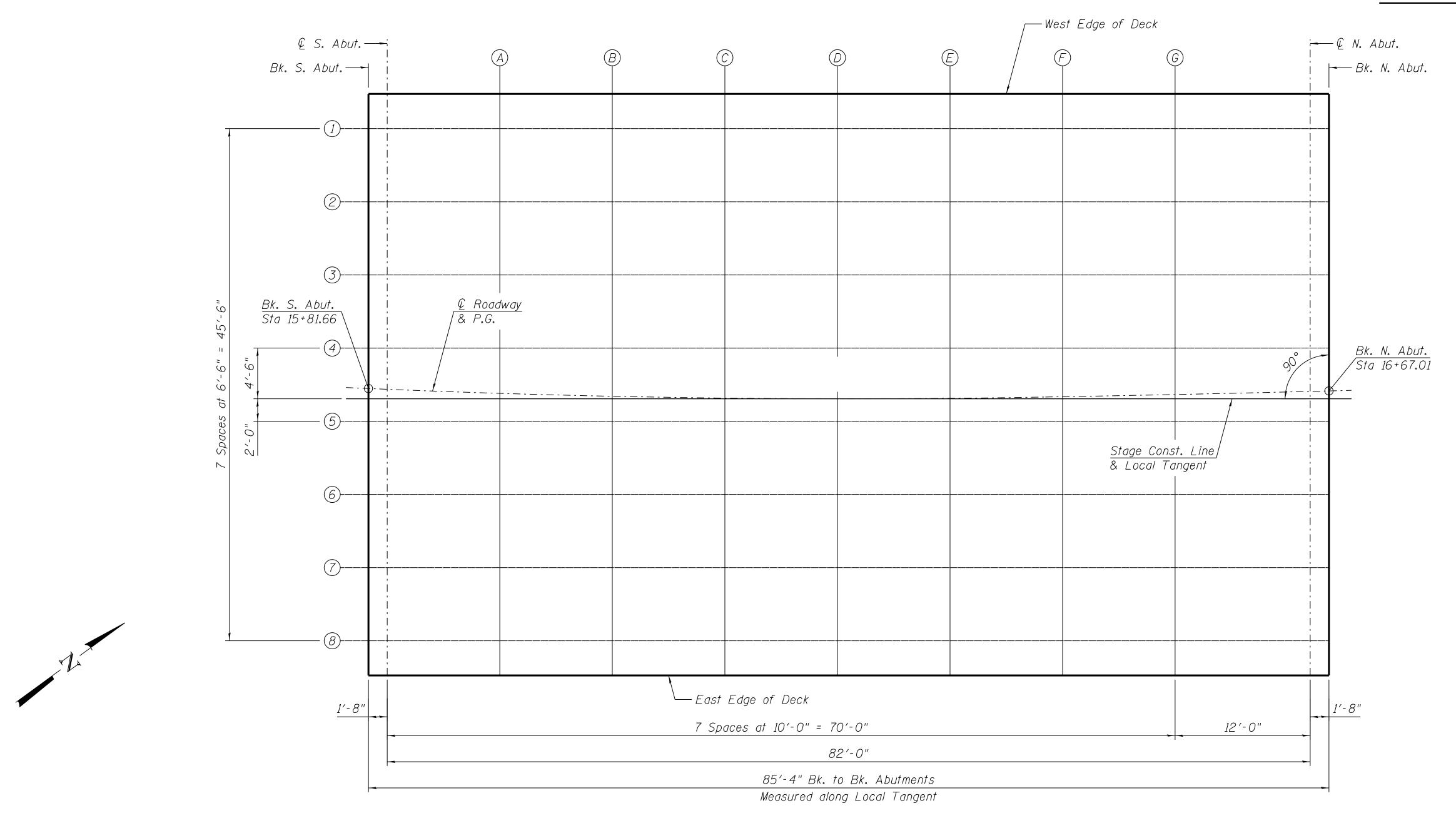
Note

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections on Sheet 6 of 24.



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

## FILLET HEIGHTS





USER NAME = \$USER\$	DESIGNED - JMM	REVISED -
	CHECKED - DLS	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - JMM	REVISED -
PLOT DATE = 6/7/2016	CHECKED - DLS	REVISED -

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

TOP OF SLAB PLAN		F.A.P. SECTION		COUNTY	
STRUCTURE NO. 045-3030	520 08-00058-02-BR		KANE		
SINUCIONE NO. 043-3030					CONTRA
SHEET NO. 5 OF 24 SHEETS	FED. RO	DAD DIST. NO.		FED. AI	D PROJECT

COUNTY TOTAL SHEET NO.

KANE 216 99

CONTRACT NO.

BEAM 1	BEAM 2	BEAM 3	BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+80.65	-23.07	693.48	693.48
€ Brg S Abut	15+82.36	-23.14	693.45	693.45
A B C D E F G	15+92.59 16+02.83 16+13.07 16+23.32 16+33.56 16+43.77 16+53.85	-23.51 -23.77 -23.94 -24.00 -23.96 -23.82 -23.62	693.23 693.01 692.80 692.59 692.39 692.19 692.00	693.29 693.13 692.96 692.77 692.55 692.32
€ Brg N Abut	16+65.94	-23.34	691.77	691.77
Bk N Abut	16+67.62	-23.29	691.74	691.74

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+80.94	-16.57	693.74	693.74
€ Brg S Abut	15+82.63	-16.64	693.70	693.70
A B C D E F G	15+92.80 16+02.97 16+13.14 16+23.32 16+33.50 16+43.65 16+53.71	-17.01 -17.28 -17.44 -17.50 -17.46 -17.32 -17.12	693.48 693.27 693.06 692.85 692.65 692.45 692.26	693.55 693.39 693.22 693.03 692.81 692.58 692.34
₽ Brg N Abut	16+65.77	-16.84	692.03	692.03
Bk N Abut	16+67.45	-16.80	692.00	692.00

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+81.23	-10.08	693.99	693.99
& Brg S Abut	15+82.91	-10.15	693.96	693.96
A B C D E F G	15+93.01 16+03.11 16+13.22 16+23.33 16+33.44 16+43.53 16+53.57	-10.51 -10.78 -10.94 -11.00 -10.96 -10.82 -10.62	693.74 693.53 693.32 693.11 692.91 692.72 692.52	693.80 693.65 693.47 693.29 693.07 692.84 692.60
& Brg N Abut	16+65.61	-10.34	692.29	692.29
Bk N Abut	16+67.28	-10.30	692.26	692.26

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+81.51	-3.59	694.25	694.25
& Brg S Abut	15+83.18	-3.66	694.21	694.21
A B C D E F G	15+93.21 16+03.25 16+13.29 16+23.34 16+33.38 16+43.42 16+53.43	-4.02 -4.28 -4.44 -4.50 -4.46 -4.32 -4.12	694.00 693.78 693.58 693.37 693.17 692.98 692.79	694.06 693.90 693.73 693.54 693.34 693.11
Ø Brg N Abut	16+65.44	-3.84	692.56	692.56
Bk N Abut	16+67.11	-3.80	692.53	692.53

<u>BEAM 5</u> <u>BEAM 7</u> <u>BEAM 8</u>

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+81.78	2.91	694.50	694.50
€ Brg S Abut	15+83.44	2.84	694.46	694.46
A B C D E F G	15+93.41 16+03.39 16+13.36 16+23.34 16+33.32 16+43.30 16+53.29	2.48 2.22 2.06 2.00 2.04 2.18 2.38	694.25 694.04 693.84 693.63 693.44 693.24 693.05	694.31 694.16 693.99 693.80 693.60 693.37 693.12
© Brg N Abut	16+65.28	2.66	692.82	692.82
Bk N Abut	16+66.94	2.70	692.79	692.79

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+82.06	9.40	694.75	694.75
€ Brg S Abut	15+83.71	9.33	694.72	694.72
A B C D E F G	15+93.61 16+03.52 16+13.43 16+23.35 16+33.26 16+43.18 16+53.15	8.98 8.72 8.56 8.50 8.54 8.68 8.87	694.51 694.30 694.09 693.89 693.70 693.50 693.31	694.57 694.42 694.25 694.06 693.86 693.63 693.39
€ Brg N Abut	16+65.11	9.15	693.08	693.08
Bk N Abut	16+66.77	9.20	693.05	693.05

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+82.33	15.90	695.01	695.01
& Brg S Abut	15+83.97	15.83	694.97	694.97
A B C D E F G	15+93.81 16+03.65 16+13.50 16+23.36 16+33.20 16+43.07 16+53.01	15.47 15.22 15.06 15.00 15.04 15.18 15.37	694.76 694.56 694.35 694.15 693.96 693.77	694.83 694.67 694.51 694.32 694.12 693.89 693.65
& Brg N Abut	16+64.95	15.65	693.35	693.35
Bk N Abut	16+66.61	15.69	693.32	693.32

	Location		Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
	Bk S	A b u t	15+82.60	22.39	695.26	695.26
Q	Brg S	Abut	15+84.22	22.32	695.23	695.23
		A B C D E F G	15+94.00 16+03.79 16+13.57 16+23.36 16+33.15 16+42.95 16+52.88	21.97 21.72 21.56 21.50 21.54 21.68 21.87	695.02 694.81 694.61 694.41 694.22 694.03 693.84	695.08 694.93 694.77 694.58 694.38 694.16 693.91
Q	Brg N	Abut	16+64.79	22.15	693.61	693.61
	Bk N	A b u t	16+66.44	22.19	693.58	693.58

# STATIONING LINE & PGL

# STAGE CONSTRUCTION LINE & LOCAL TANGENT

EAST	<i>EDGE</i>	OF	DEC

W = C = T	FDAF	$\circ$	
WESI	EDGE	UF	DECK

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+81.66	0.00	694.39	694.39
€ Brg S Abut	15+83.33	0.00	694.35	694.35
A B C D E F G	15+93.33 16+03.32 16+13.32 16+23.32 16+33.31 16+43.30 16+53.28	0.00 0.00 0.00 0.00 0.00 0.00	694.15 693.95 693.75 693.55 693.35 693.15 692.95	694.22 694.07 693.91 693.73 693.52 693.28 693.03
€ Brg N Abut	16+65.34	0.00	692.71	692.71
Bk N Abut	16+67.01	0.00	692.68	692.68

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+81.70	0.91	694.42	694.42
€ Brg S Abut	15+83.36	0.84	694.39	694.39
A B C D E F G	15+93.35 16+03.34 16+13.34 16+23.34 16+33.34 16+43.34 16+53.33	0.48 0.22 0.06 0.00 0.04 0.18 0.38	694.17 693.96 693.76 693.55 693.35 693.16 692.97	694.24 694.08 693.91 693.72 693.52 693.29 693.04
€ Brg N Abut	16+65.33	0.66	692.74	692.74
Bk N Abut	16+66.99	0.70	692.71	692.71

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+82.72	25.47	695.38	695.38
© Brg S Abut	15+84.35	25.40	695.35	695.35
A B C D E F G	15+94.09 16+03.85 16+13.60 16+23.36 16+33.12 16+42.90 16+52.81	25.05 24.80 24.64 24.58 24.62 24.76 24.95	695.14 694.93 694.73 694.54 694.34 694.15 693.96	695.20 695.05 694.89 694.71 694.50 694.28 694.04
€ Brg N Abut	16+64.71	25.23	693.74	693.74
Bk N Abut	16+66.36	25.27	693.70	693.70

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elevations Adjusted for DL Deflection
Bk S Abut	15+80.51	-26.15	693.36	693.36
€ Brg S Abut	15+82.22	-26.22	693.33	693.33
A B C D E F G	15+92.49 16+02.76 16+13.03 16+23.31 16+33.59 16+43.83 16+53.92	-26.59 -26.86 -27.02 -27.08 -27.04 -26.90 -26.70	693.11 692.89 692.68 692.47 692.27 692.07 691.87	693.17 693.01 692.84 692.64 692.43 692.20 691.95
€ Brg N Abut	16+66.02	-26.42	691.64	691.64
Bk N Abut	16+67.70	-26.38	691.61	691.61