

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	1
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 60E63	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.P. 573 / U.S. 30
SECTION: 117 R-2B-R
AT E. & W. BRANCH BIG ROCK CREEK
BRIDGE DECK REPAIR

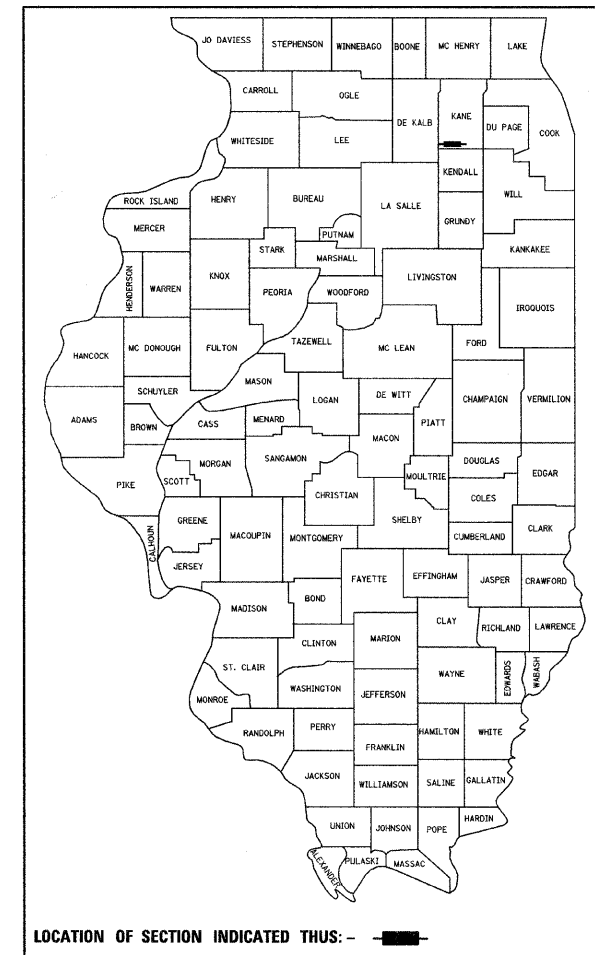
COUNTY: KANE
C-91-497-08
BIG ROCK TOWNSHIP
R. 6 E.

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION:
RURAL - OTHER PRINCIPAL ARTERIAL
SPEED LIMIT : 55 MPH
2007 ADT = 7,100

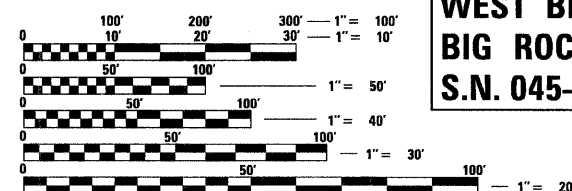
PROJECT LOCATED IN THE
VILLAGE OF BIG ROCK

D-91-497-08



2) LOCATION:
U.S. 30 OVER
EAST BRANCH
BIG ROCK CREEK
S.N. 045-2006

1) LOCATION:
U.S. 30 OVER
WEST BRANCH
BIG ROCK CREEK
S.N. 045-2005

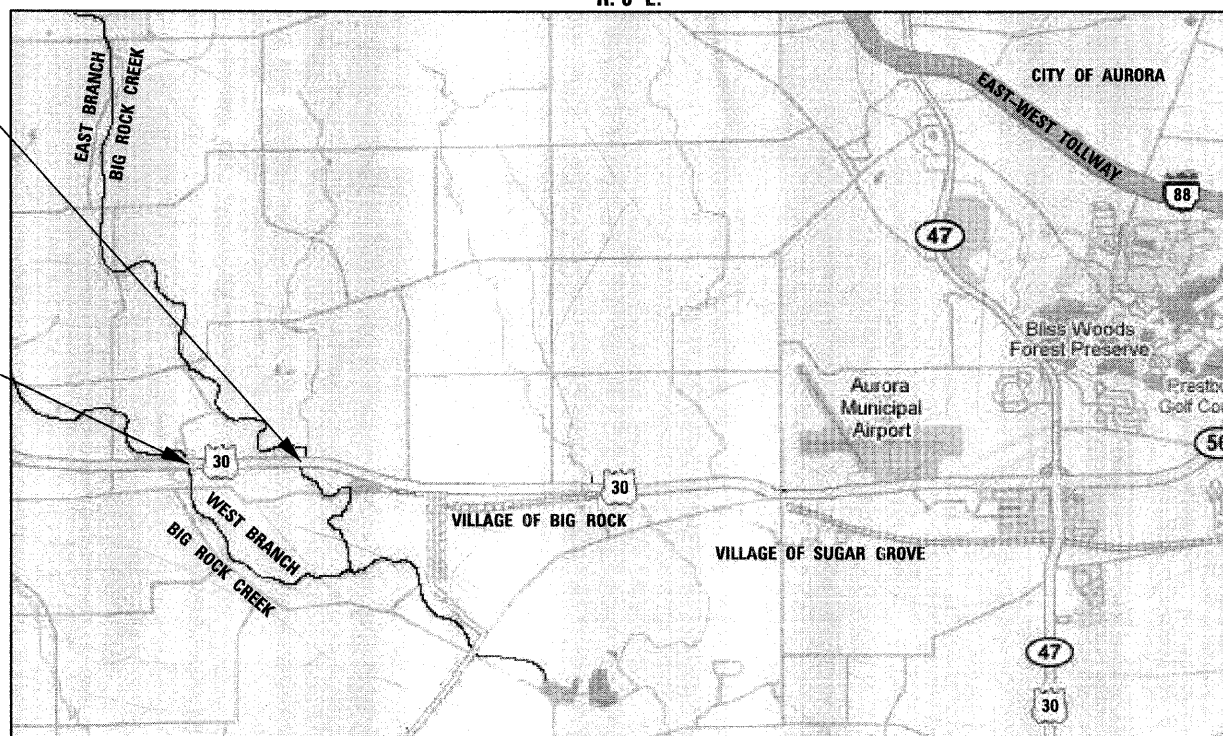


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

DISTRICT ONE - PLAN PREP ENGINEER:
KEN ENG (847) 705-4247

CONTRACT NO. 60E63



LOCATION 1) GROSS & NET LENGTH OF PROJECT = 295.00 FEET = 0.056 MILES
LOCATION 2) GROSS & NET LENGTH OF PROJECT = 244.00 FEET = 0.046 MILES

T. 38 N.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JANUARY 23, 2009

Diana M. O'Keefe DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER
March 27, 2009

Charles J. Ingersoll ENGINEER OF DESIGN AND ENVIRONMENT
March 27, 2009

Christine M. Reed DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



Birinder S. Sachdeva January 21, 2009

BIRINDER S. SACHDEVA, P.E.
EXPIRES: 11-30-2009



Bhadrish N. Shah JANUARY 21, 2009

BHADRISH N. SHAH, S.E., P.E.
EXPIRES: 11-30-2010



CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS - PLANNERS - SURVEYORS
211 W. WACKER DRIVE CHICAGO, IL 60606
TELEPHONE: 312-372-2023

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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LIST OF STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701316-04	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS > 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION

GENERAL NOTES

1. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM IDOT FIELD MAINTENANCE ENGINEERS.
2. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE.
3. FORTY-EIGHT HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) OR 811 TO HAVE THE LOCATION OF EXISTING UTILITIES STAKED.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
6. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
7. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
8. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS ADJOINING RESIDENTIAL AREAS.
9. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION.
10. THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO ASSURE THAT NO DEBRIS FALLS IN THE CREEK. THE COST OF THIS WORK SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS.
11. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
12. THE CONTRACTOR SHALL CONTACT DON CHIARUGI, THE AREA TRAFFIC FIELD ENGINEER, AT (847) 741-9857 TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
13. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

FILE NAME = D162E63-shr-gennote.dgn
PLOT DATE = 1/26/2009



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211 WEST WACKER DRIVE
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DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - E.J.M.	REVISED -
DATE - JANUARY 28, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, LIST OF STATE STANDARDS AND GENERAL NOTES
U.S. 30**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	2
CONTRACT NO. 60E63			FED. ROAD DIST. VOL. 111 NOTES FED. AID PROJECT	

SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		SFTY-2A	
			TOTAL QUANTITIES	WEST BRANCH	EAST BRANCH
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	1	0.5	0.5
40600300	AGGREGATE (PRIME COAT)	TON	2	1	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	620	310	310
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	116	60	56
42001300	PROTECTIVE COAT	SQ YD	1,269	708	561
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	44	22	22
50102400	CONCRETE REMOVAL	CU YD	39.5	16.4	23.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	43.1	17.6	25.5
50300260	BRIDGE DECK GROOVING	SQ YD	1,190	666	524
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	6,660	2,490	4,170
50800515	BAR SPLICERS	EACH	54	22	32
52000110	PREFORMED JOINT STRIP SEAL	FOOT	208	118	90
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	3	3
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.5	0.5
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	15	15
70106700	TEMPORARY RUMBLE STRIP	EACH	12	6	6
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	699	312	387
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	632	360	272
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6	2	4
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	6	2	4
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	12	4	8

* SPECIALTY ITEM

SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		SFTY-2A	
			TOTAL QUANTITIES	WEST BRANCH	EAST BRANCH
80400100	ELECTRIC SERVICE INSTALLATION	EACH	2	1	1
80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1	0.5	0.5
* 81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	40	40	
* 81603210	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE	FOOT	275	275	
* 81800320	AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE	FOOT	2,025	905	1,120
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	195	195	
* 82103400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 400 WATT	EACH	11	5	6
* 83057250	LIGHT POLE, WOOD, 45 FOOT, CLASS 4	EACH	2	1	1
* 83057355	LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15 FT MAST ARM	EACH	11	5	6
* 84100110	REMOVAL OF TEMPORARY LIGHTING UNITS	EACH	11	5	6
X0322185	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/4 INCHES	SQ YD	1,187	672	515
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	104	52	52
* X0323574	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	4	2	2
X0325775	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	3,147	1,585	1,562
X0325841	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH	FOOT	48	24	24
* X0326135	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL	EACH	2	1	1
* X8900005	TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	2	1	1
* XX006937	GROUND ROD, 5/8" DIA. x 10 FT.	EACH	4	2	2
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	10	7	3
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	8	2	6
Z0006204	BRIDGE DECK HYDRO-SCARIFICATION 1/2"	SQ YD	1,187	672	515

* SPECIALTY ITEM

FILE NAME = D168E63-sh1-S00.dgn
PLOT DATE = 1/29/2009



CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
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DESIGNED -	S.J.P.	REVISED -	
DRAWN -	A.C.S.	REVISED -	
CHECKED -	E.J.M.	REVISED -	
DATE -	JANUARY 28, 2009	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
U.S. 30**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	3
CONTRACT NO. 60E63			Rev.	

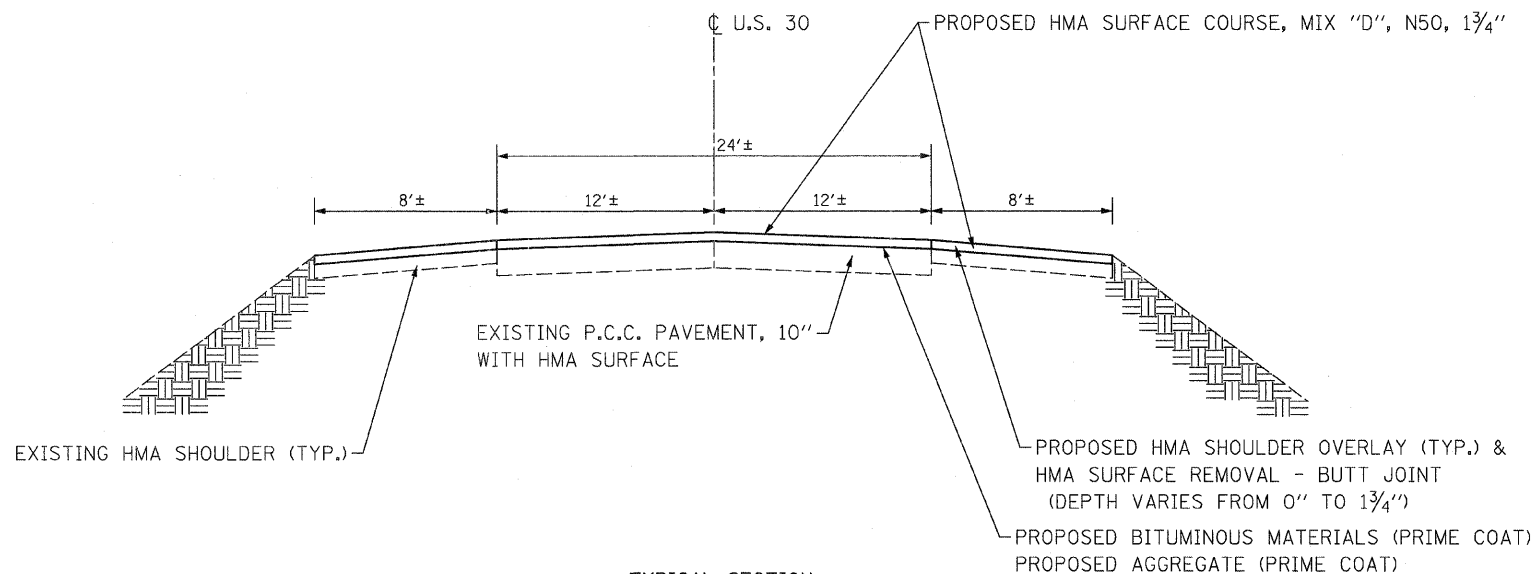
HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
PAVEMENT & SHOULDER RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	PG 64-22	4% @ 50 Gyr.
CLASS D PATCH		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	*PG 64-22	4% @ 70 Gyr.

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

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

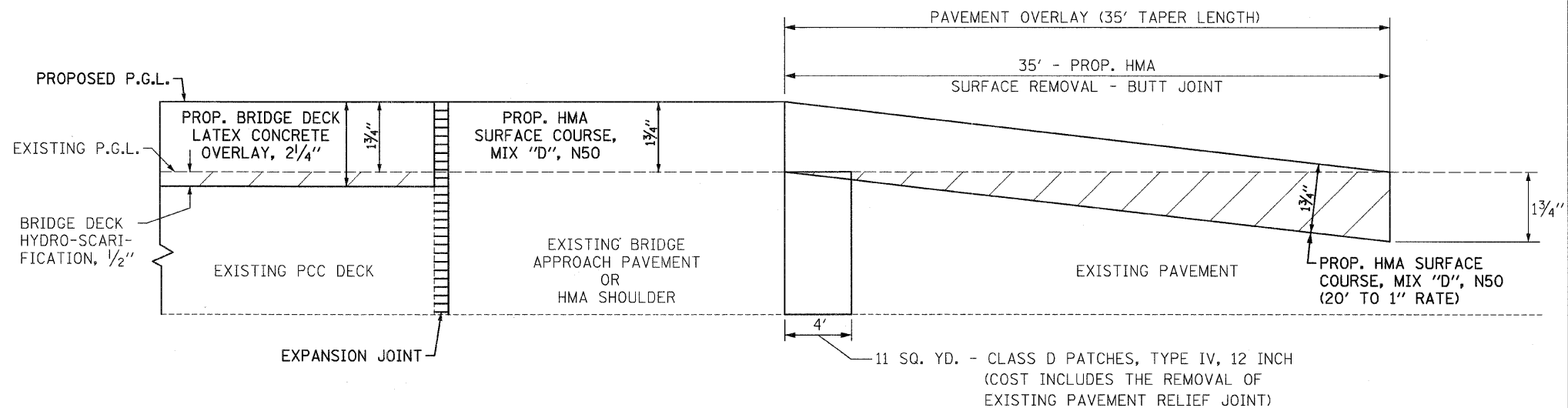
NOTES:

- EXISTING PAVEMENT TO BE OVERLAID WILL BE CLEANED AND PRIMED PER ARTICLE 407.06 OF THE 2007 STANDARD SPECIFICATIONS.
- SEE SHEET NO. 36 - BUTT JOINT AND HMA TAPER DETAILS FOR ADDITIONAL NOTES AND DETAILS.



TYPICAL SECTION
 STA. 129+95 TO STA. 130+62.1
 BRIDGE OMISSION STA. 130+62.1 TO STA. 132+21.5
 STA. 132+21.5 TO STA. 132+90

 STA. 186+98 TO STA. 187+57.2
 BRIDGE OMISSION STA. 187+57.2 TO STA. 188+81.7
 STA. 188+81.7 TO STA. 189+42



PAVEMENT MILLING AND RESURFACING - 35' TAPER WITH BUTT JOINT
 STA. 129+95 TO STA. 130+62.1
 STA. 132+21.5 TO STA. 132+90

 STA. 186+98 TO STA. 187+57.2
 STA. 189+81.7 TO STA. 189+42

FILE NAME = D160E63-sht-typical.dgn
 PLOT DATE = 1/26/2009

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 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

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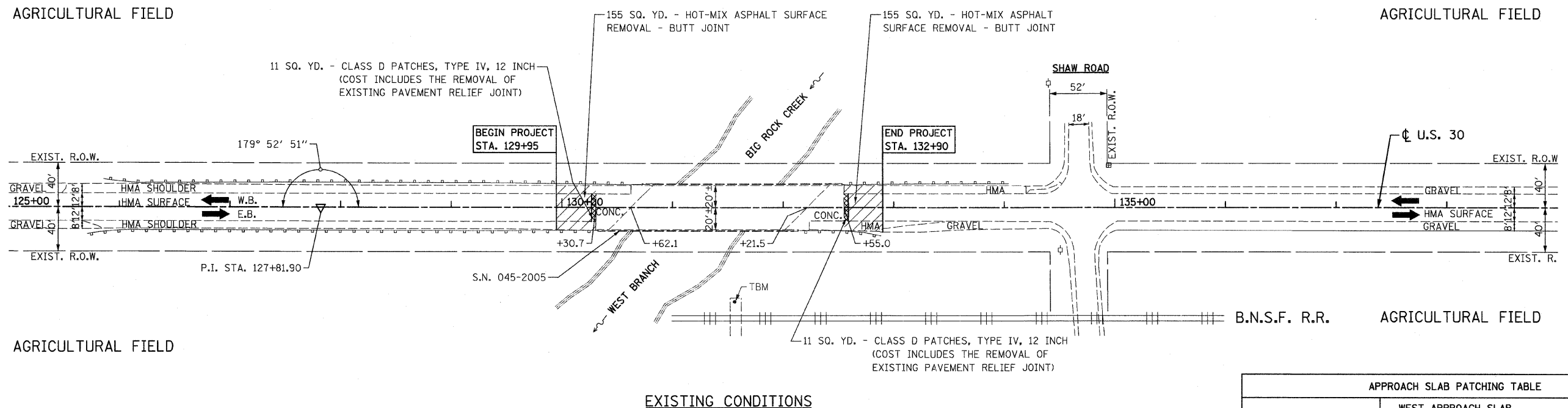
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTION & DETAILS
 U.S. 30**
 SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. VARIOUS TO STA. VARIOUS

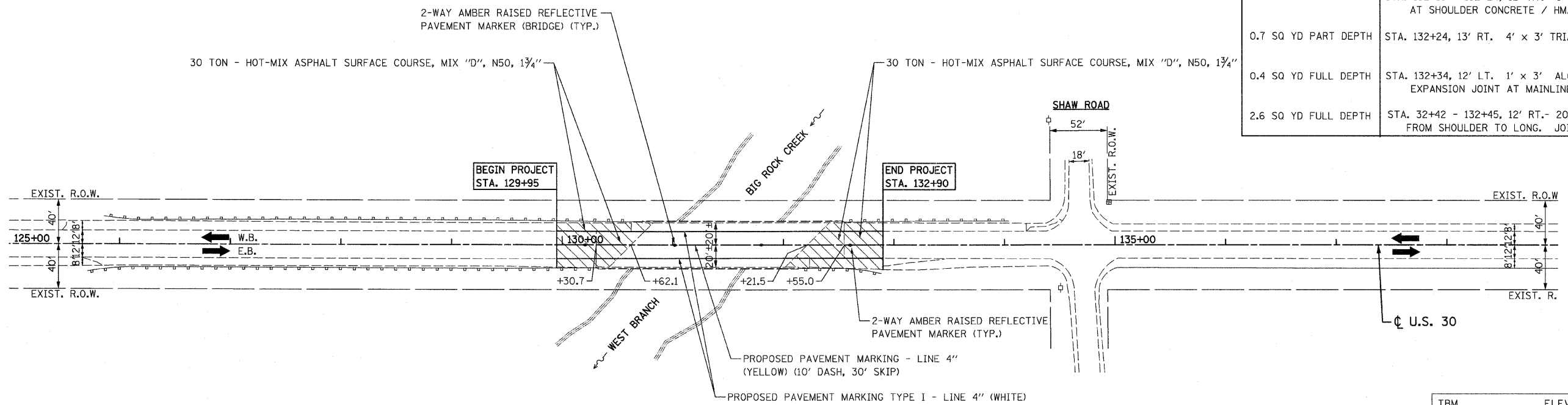
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	4
CONTRACT NO. 60E63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

S.E. 1/4 OF SEC. 18 T. 38 N. R. 6 E. KANE COUNTY



EXISTING CONDITIONS

APPROACH SLAB PATCHING TABLE	
WEST APPROACH SLAB	
2.4 SQ YD FULL DEPTH	STA. 130+42, 20' RT. 1' x 22' ALONG EXPANSION JOINT TO LONG. JOINT
0.5 SQ YD FULL DEPTH	STA. 130+58, 5' RT. 2' x 2' TRIANGLE
EAST APPROACH SLAB	
1.2 SQ YD FULL DEPTH	STA. 132+01, 20' RT. 1' x 11' ALONG EXPANSION JOINT ON SHOULDER
0.7 SQ YD PART DEPTH	STA. 132+18 - 132+24, 12' RT. 1' x 6' AT SHOULDER CONCRETE / HMA JOINT
0.7 SQ YD PART DEPTH	STA. 132+24, 13' RT. 4' x 3' TRIANGLE
0.4 SQ YD FULL DEPTH	STA. 132+34, 12' LT. 1' x 3' ALONG EXPANSION JOINT AT MAINLINE / SHOULDER
2.6 SQ YD FULL DEPTH	STA. 132+42 - 132+45, 12' RT.- 20' RT. 3' x 8' FROM SHOULDER TO LONG. JOINT



PROPOSED PLAN

PAVEMENT MARKING NOTE:
THERMOPLASTIC PAVEMENT MARKING WILL BE USED ON HMA SURFACE
AND POLYUREA TYPE I SHALL BE USED ON CONCRETE PAVEMENT

TBM ELEV. 728.704
CUT ON TOP OF
N. E. WINGWALL OF R. R. BRIDGE
ON WEST BRANCH BIG ROCK CREEK,
STA. 131+56, 85' RT.

FILE NAME = D160E63-sht-plan1.dgn
PLOT DATE = 1/29/2009

CR & A
CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

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REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

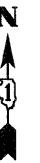
ROADWAY PLAN
U.S. 30 OVER WEST BRANCH BIG ROCK CREEK

SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. 129+95 TO STA. 132+90

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	5
CONTRACT NO. 60E63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

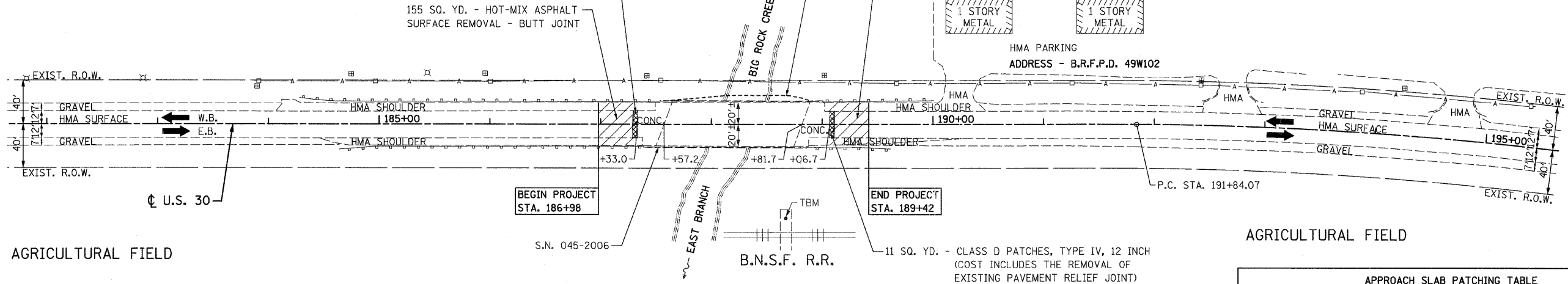
S.E. 1/4 OF SEC. 17 T. 38 N. R. 6 E. KANE COUNTY

CURVE NO. 1
 PI STA. = 193+93.11
 Δ = 6° 59' 07" (RT)
 D = 1° 40' 22"
 R = 3,425.00'
 T = 209.04'
 L = 417.56'
 E = 6.37'
 e =
 T.R. =
 S.E. RUN =
 P.C. STA. = 191+84.07
 P.T. STA. = 196+01.63



ATHLETIC FIELDS

INDUSTRIAL PROPERTY

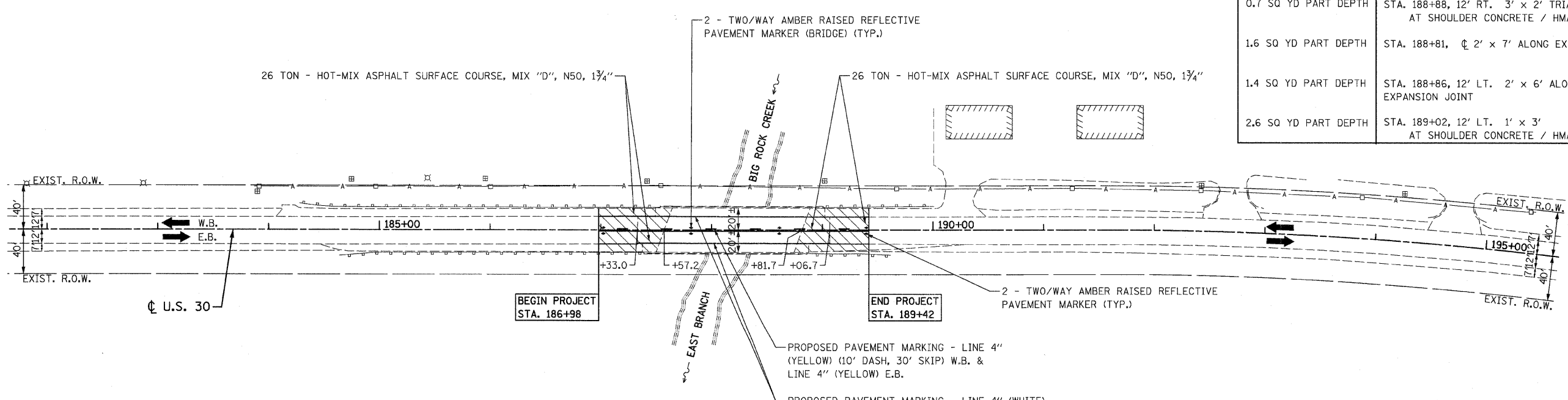


EXISTING CONDITIONS

AGRICULTURAL FIELD

AGRICULTURAL FIELD

APPROACH SLAB PATCHING TABLE	
WEST APPROACH SLAB	
0.5 SQ YD PART DEPTH	STA. 187+53, 12' RT. 3' x 3' TRIANGLE - ALONG EXPANSION JOINT
0.8 SQ YD PART DEPTH	STA. 187+45 - 187+52, 4' RT. 1' x 7' ALONG LONG. JOINT
EAST APPROACH SLAB	
3.0 SQ YD FULL DEPTH	STA. 188+74, 20' RT. 3' x 9' ALONG EXPANSION JOINT ON SHOULDER
0.7 SQ YD PART DEPTH	STA. 188+88, 12' RT. 3' x 2' TRIANGLE AT SHOULDER CONCRETE / HMA JOINT
1.6 SQ YD PART DEPTH	STA. 188+81, 2' x 7' ALONG EXPANSION JOINT
1.4 SQ YD PART DEPTH	STA. 188+86, 12' LT. 2' x 6' ALONG EXPANSION JOINT
2.6 SQ YD PART DEPTH	STA. 189+02, 12' LT. 1' x 3' AT SHOULDER CONCRETE / HMA JOINT



PROPOSED PLAN

PAVEMENT MARKING NOTE:
 THERMOPLASTIC PAVEMENT MARKING WILL BE USED ON HMA SURFACE
 AND POLYUREA TYPE I SHALL BE USED ON CONCRETE PAVEMENT

TBM ELEV. 714.780
 CUT ON TOP OF
 WINGWALL OF R.R. BRIDGE
 ON EAST BRANCH BIG ROCK CREEK,
 STA. 188+67, 85' RT.

FILE NAME = D160E63-sht-plan2.dgn
 PLOT DATE = 1/26/2009

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 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
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 DATE - JANUARY 28, 2009

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
U.S. 30 OVER EAST BRANCH BIG ROCK CREEK

SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS STA. 186+98 TO STA. 189+42

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	6
CONTRACT NO. 60E63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC

U.S. 30 OVER WEST BRANCH BIG ROCK CREEK
 U.S. 30 OVER EAST BRANCH BIG ROCK CREEK

CONSTRUCTION STAGING

STAGE I (EASTBOUND LANE CONSTRUCTION)

- HYDROSCARIFY DECK ON EASTBOUND HALF OF BRIDGE AND PLACE BRIDGE DECK LATEX CONCRETE OVERLAY.
- OVERLAY APPROACH PAVEMENT

STAGE II (WESTBOUND LANE CONSTRUCTION)

- HYDROSCARIFY DECK ON WESTBOUND HALF OF BRIDGE AND PLACE BRIDGE DECK LATEX CONCRETE OVERLAY.
- OVERLAY APPROACH PAVEMENT AND PLACE PAVEMENT MARKINGS.

MAINTENANCE OF TRAFFIC

STAGE I

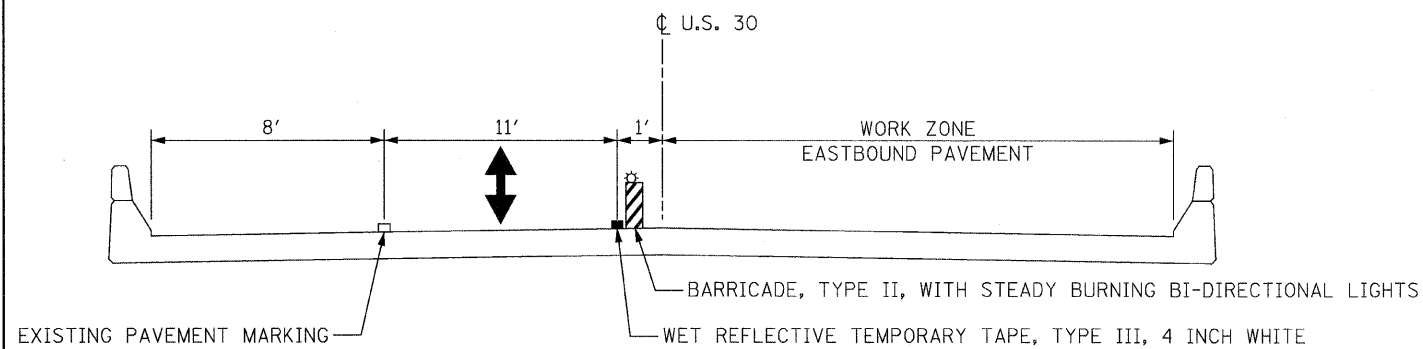
- INSTALL TEMPORARY BRIDGE TRAFFIC SIGNALS AND TEMPORARY LIGHTING. USE DAILY LANE CLOSURES, SEE IDOT STANDARD 701201 - LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH.
- CLOSE EASTBOUND LANE AND MAINTAIN ONE-LANE TWO-WAY TRAFFIC ON WESTBOUND PAVEMENT ACROSS BRIDGE AS SHOWN ON THE SUGGESTED MAINTENANCE OF TRAFFIC AND STAGING PLAN AND IDOT STANDARD 701316.

STAGE II

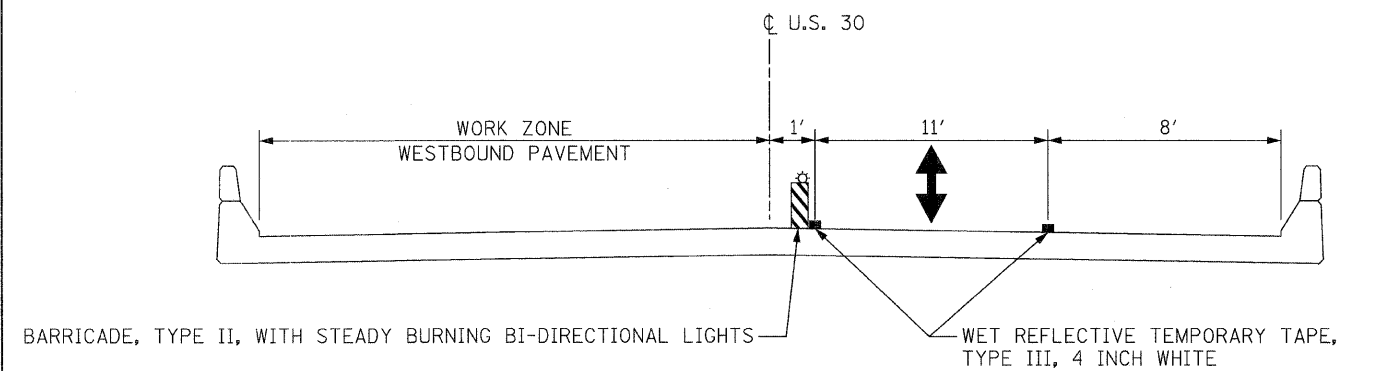
- SHIFT ONE-LANE TWO-WAY TRAFFIC TO EASTBOUND PAVEMENT ACROSS BRIDGE AS SHOWN ON THE SUGGESTED MAINTENANCE OF TRAFFIC AND STAGING PLAN AND IDOT STANDARD 701316.
- REMOVE TEMPORARY BRIDGE TRAFFIC SIGNALS AND USE DAILY LANE CLOSURES TO RESURFACE THE PAVEMENT ADJACENT TO THE BRIDGE. SEE IDOT STANDARD 701201 - LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH.

TRAFFIC CONTROL GENERAL NOTES

1. THE CONTRACTOR SHALL NOT MOUNT SIGNS ON EXISTING SIGNS.
2. CONTRACTOR SHALL MAINTAIN SATISFACTORY INGRESS AND EGRESS TO ADJACENT PROPERTIES THROUGHOUT THE CONSTRUCTION.
3. INSTALL TEMPORARY SIGN PANEL ASSEMBLY AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER. TO BE PAID FOR BY ITEM "TEMPORARY INFORMATION SIGNING FOR LANE CLOSURE".
4. ALL TEMPORARY PAVEMENT MARKING SHALL BE WET REFLECTIVE TEMPORARY TAPE, TYPE III.
5. USE SUGGESTED TRAFFIC CONTROL AND STAGING PLAN IN CONJUNCTION WITH STANDARD 701316.
6. TEMPORARY RUMBLE STRIPS SHALL BE INSTALLED FOR THE APPROACHES AT EACH BRIDGE AS SHOWN ON STANDARD 701316.



DECK CROSS SECTION - STAGE I
 U.S. 30 OVER WEST BRANCH BIG ROCK CREEK
 U.S. 30 OVER EAST BRANCH BIG ROCK CREEK



DECK CROSS SECTION - STAGE II
 U.S. 30 OVER WEST BRANCH BIG ROCK CREEK
 U.S. 30 OVER EAST BRANCH BIG ROCK CREEK

FILE NAME = D160E63-sht-staging.dgn
 PLOT DATE = 1/26/2009



DESIGNED - S.J.P.
 DRAWN - A.C.S.
 CHECKED - E.J.M.
 DATE - JANUARY 28, 2009

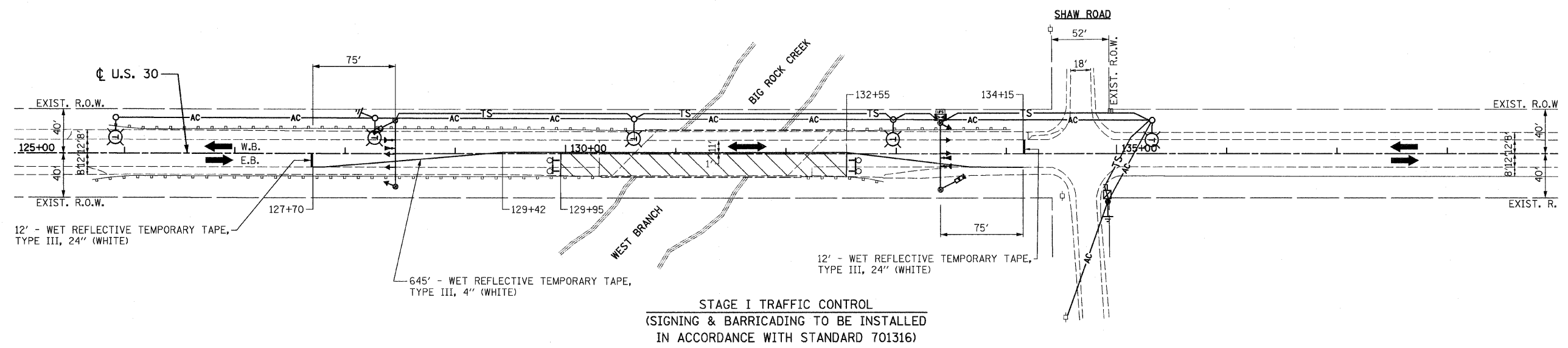
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 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC NOTES AND DETAILS
U.S. 30

SCALE: NONE SHEET NO. 1 OF 3 SHEETS STA. VARIOUS TO STA. VARIOUS

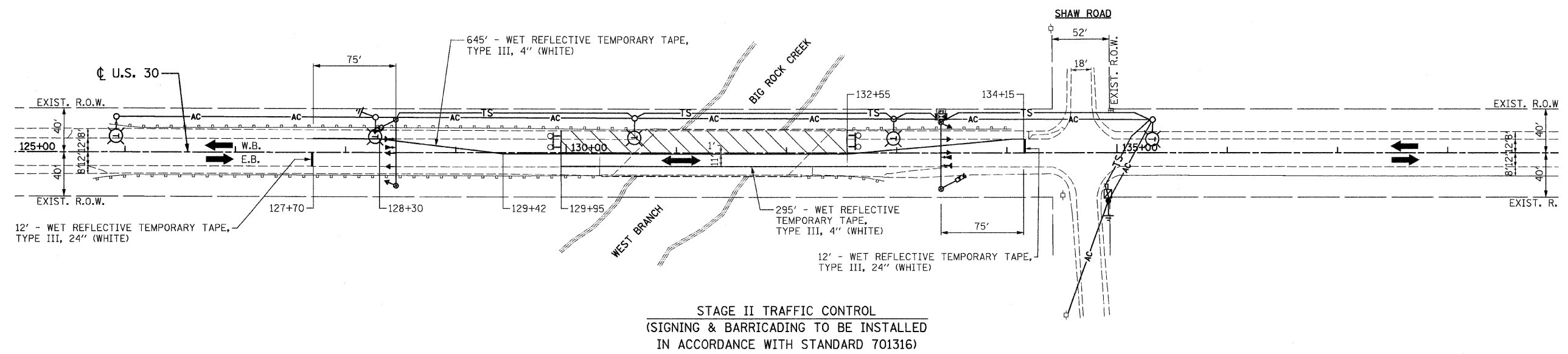
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	7
CONTRACT NO. 60E63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



STAGE I TRAFFIC CONTROL
 (SIGNING & BARRICADING TO BE INSTALLED
 IN ACCORDANCE WITH STANDARD 701316)

TRAFFIC CONTROL AND STAGING LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- TYPE III BARRICADES WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGNAL HEAD



STAGE II TRAFFIC CONTROL
 (SIGNING & BARRICADING TO BE INSTALLED
 IN ACCORDANCE WITH STANDARD 701316)

FILE NAME = D160E63-sht-staging1.dgn
 PLOT DATE = 1/26/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - S.J.P.
 DRAWN - A.C.S.
 CHECKED - E.J.M.
 DATE - JANUARY 28, 2009

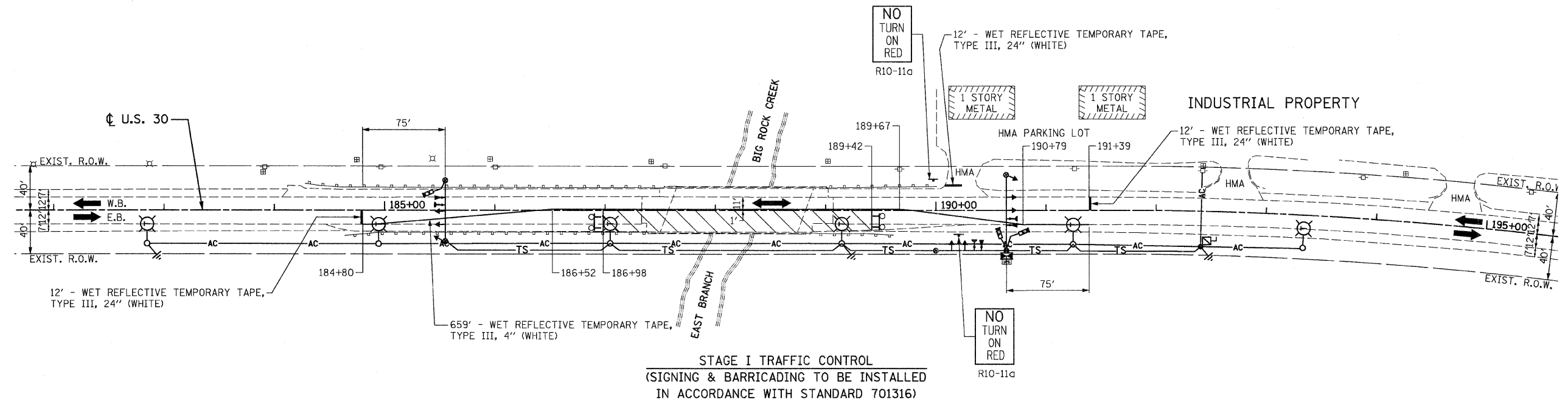
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 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED TRAFFIC CONTROL AND STAGING PLAN
U.S. 30 OVER WEST BRANCH BIG ROCK CREEK

SCALE: 1" = 50' SHEET NO. 2 OF 3 SHEETS STA. 129+95 TO STA. 132+90

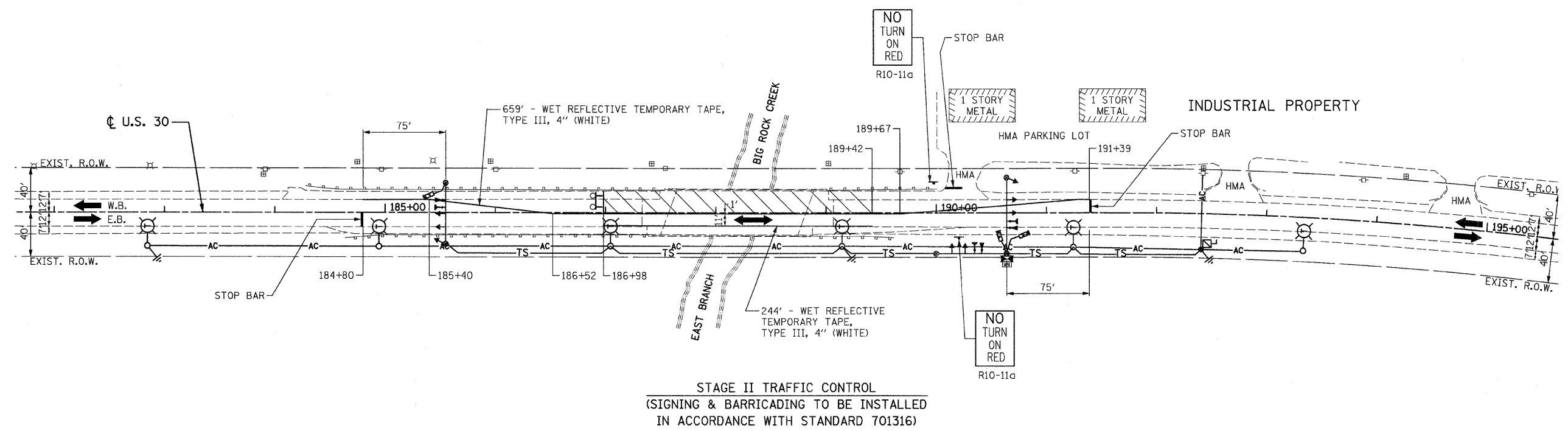
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	8
CONTRACT NO. 60E63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



STAGE I TRAFFIC CONTROL
 (SIGNING & BARRICADING TO BE INSTALLED
 IN ACCORDANCE WITH STANDARD 701316)

TRAFFIC CONTROL AND STAGING LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- TYPE III BARRICADES WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGNAL HEAD
- TEMPORARY TRAFFIC SIGN



STAGE II TRAFFIC CONTROL
 (SIGNING & BARRICADING TO BE INSTALLED
 IN ACCORDANCE WITH STANDARD 701316)

FILE NAME = D160E63-sh1-staging2.dgn
 PLOT DATE = 1/26/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - E.J.M.	REVISED -
DATE - JANUARY 28, 2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED TRAFFIC CONTROL AND STAGING PLAN
 U.S. 30 OVER EAST BRANCH BIG ROCK CREEK**

SCALE: 1" = 50' SHEET NO. 3 OF 3 SHEETS STA. 186+98 TO STA. 189+42

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	9
CONTRACT NO. 60E63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

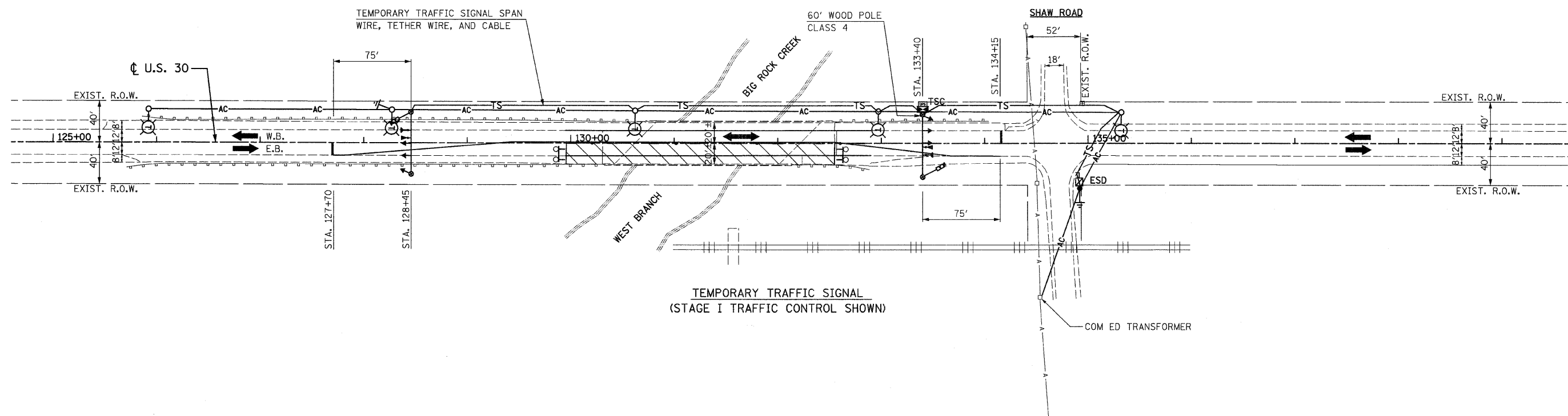


TEMPORARY LIGHTING LEGEND

- | | | |
|-----------------|-----------------|--|
| EXISTING | PROPOSED | |
| —A— | ⊗ | 400W, 120V, MCIII HPS. WITH PHOTO CELL 15' MA, 50 MH ON WOOD POLE, |
| | — | AERIAL LINE (COMED/TELEPHONE) |
| | TL-1 ⊗ | WOODEN POLE (60' WOODEN CLASS 4) WITH TEMPORARY LIGHTING UNIT |
| | —AC— | AERIAL ELECTRIC CABLE WITH MESSENGER WIRE |
| | ⊥ | 5/8" x 10' GROUND ROD |
| | ESD ⊥ | ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL |
| | ⊕ | COMED POWER POLE |
| | ⊞ | TELEPHONE SPLICE BOX |

TEMPORARY TRAFFIC SIGNAL LEGEND

- | | | |
|-----------------|-----|---|
| PROPOSED | | |
| ← | ← | TEMPORARY TRAFFIC SIGNAL HEAD |
| TSC ⊞ | ⊞ | TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET |
| —TS— | — | TEMPORARY TRAFFIC SIGNAL SPAN WIRE, TETHER WIRE, AND CABLE |
| ⊞ | ⊞ | VIDEO DETECTOR SENSOR |
| TS-1 ⊗ | ⊗ | WOOD POLE (CLASS 5 OR BETTER, 45 FOOT MINIMUM) FOR TEMPORARY TRAFFIC SIGNAL UNLESS OTHERWISE NOTED (TO BE INSTALLED 30' FROM ⊕) |
| ↔ | ↔ | DIRECTION OF TRAFFIC FLOW |
| ⊥ | ⊥ | EMERGENCY VEHICLE LIGHT DETECTOR |
| ⊥ | ⊥ | CONFIRMATION BEACON |
| UPS | UPS | UNINTERRUPTIBLE POWER SUPPLY |



TEMPORARY TRAFFIC SIGNAL
(STAGE I TRAFFIC CONTROL SHOWN)

FILE NAME = D160E63-sht-tal.dgn
PLOT DATE = 1/26/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - M.A.	REVISED -
DRAWN - M.A.	REVISED -
CHECKED - E.J.M.	REVISED -
DATE - JANUARY 28, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL PLAN
U.S. 30 OVER WEST BRANCH BIG ROCK CREEK**

SCALE: 1" = 50' SHEET NO. 1 OF 4 SHEETS STA. 129+95 TO STA. 132+90

F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 10
CONTRACT NO. 60E63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SEQUENCE OF OPERATION

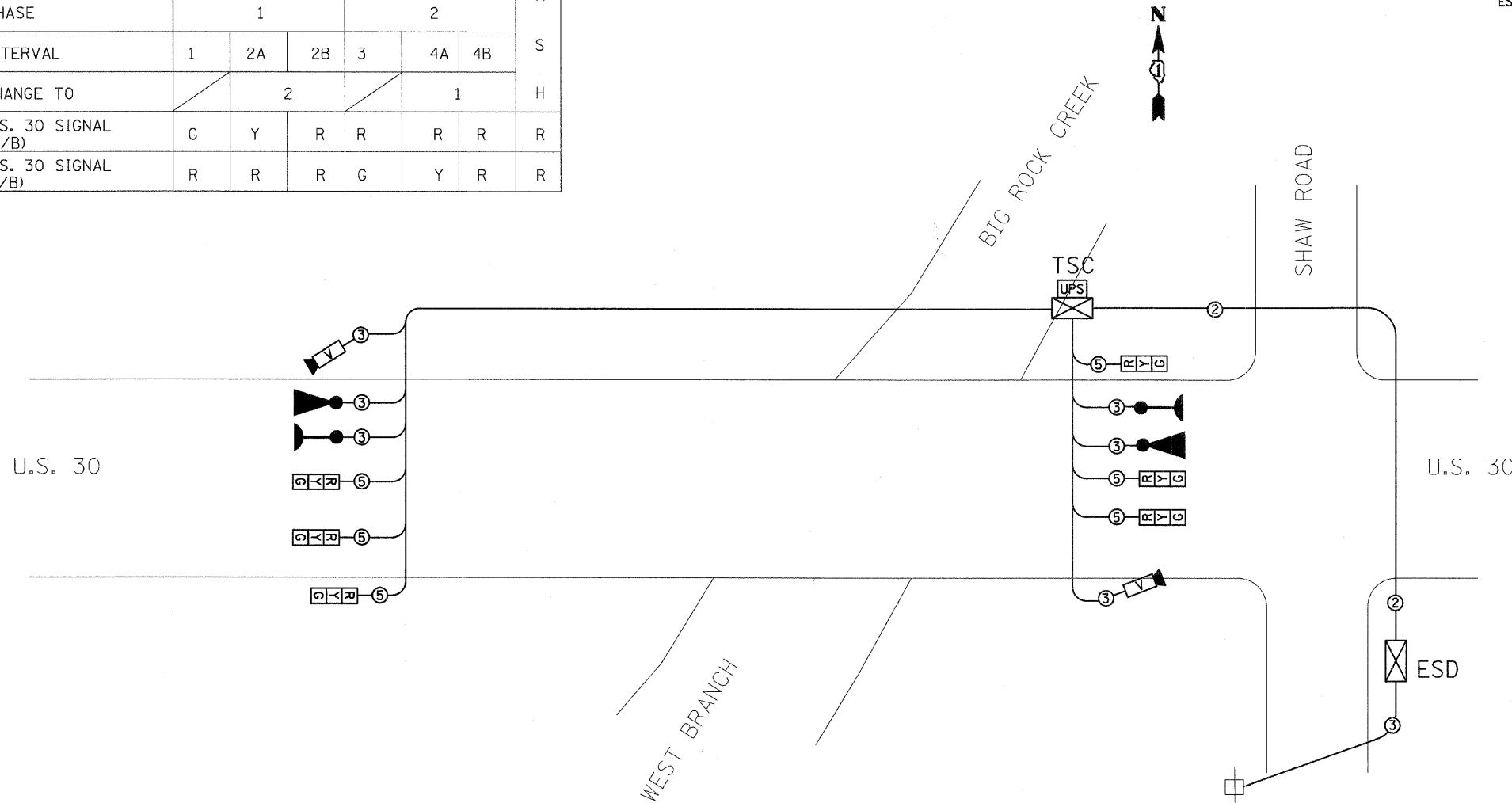
MOVEMENT	SHAW ROAD		SHAW ROAD		F		
	← U.S. 30		→ U.S. 30			L	
PHASE	1		2		A		
INTERVAL	1	2A	2B	3		4A	4B
CHANGE TO		2			1		H
U.S. 30 SIGNAL (W/B)	G	Y	R	R	R	R	
U.S. 30 SIGNAL (E/B)	R	R	R	G	Y	R	

TEMPORARY TRAFFIC SIGNAL BILL OF MATERIALS

DESCRIPTION	UNIT	QUANTITY
TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1

TEMPORARY CABLE DIAGRAM LEGEND

- PROPOSED
- TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300 mm)
 - TSC TEMPORARY TRAFFIC SIGNAL CONTROLLER
 - ESD ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL
 - EXISTING COMED ELECTRIC SERVICE TRANSFORMER
 - INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
 - VIDEO DETECTOR SENSOR
 - CONFIRMATION BEACON
 - EMERGENCY VEHICLE LIGHT DETECTOR
 - UNINTERRUPTIBLE POWER SUPPLY
 - TEMPORARY TRAFFIC SIGNAL HEAD (L.E.D.)

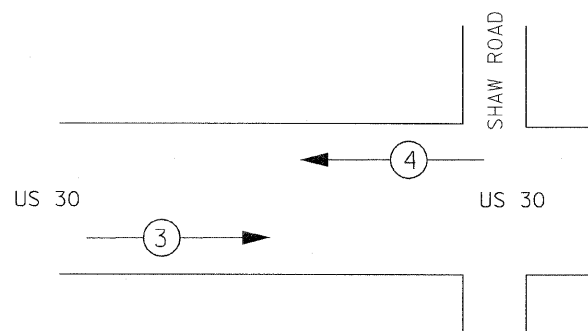


- NOTES:
- HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING.
 - THE PROPOSED TEMPORARY BRIDGE TRAFFIC SIGNAL SHALL BE ACTIVATED, TESTED OPERATIONAL AND APPROVED BY THE ENGINEER BEFORE ANY ANY PERMANENT LANE CLOSURES.
 - ALL LABOR AND MATERIALS TO COMPLY WITH THESE REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE BID PRICE OF TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION.
 - REMOVAL OF TEMPORARY SIGNALS SHOULD BE DONE AS DIRECTED BY THE ENGINEER AND MUST BE DONE IN COORDINATION WITH THE REMOVAL OF TEMPORARY LIGHTING.
 - EXACT LOCATION OF EXISTING POWER POLE WITH COMED TRANSFORMER TO BE DETERMINED IN THE FIELD.
 - PROPOSED LOCATION OF "ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL" (ESD) TO BE COORDINATED WITH PROPOSED TEMPORARY LIGHTING INSTALLATION.

LEGEND

- SINGLE ENTRY PHASE
- NUMBER REFERRING TO ASSOCIATED PHASE

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS

PRIORITY LANE INTERVAL	3	4
MOVEMENT	→	←

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE		OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	6	135	17	0.50	51.0
(YELLOW)	6	135	25	0.25	37.5
(GREEN)	6	135	15	0.25	22.5
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN		84		0.05	
EVP	1		25	1.00	25
V.D.S.	1		25	1.00	25
FLASHER				0.50	--
TOTAL =					261

ENERGY COSTS TO BE IDOT DISTRICT 1 TOTAL =
 BILLED TO ADDRESS: 201 W.CENTER COURT
 SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY CONTACT: JERRY SUHR
 PHONE: 815-490-2282
 COMPANY: COM. ED.

FILE NAME = D160E63-sht-ta2.dgn
 PLOT DATE = 1/29/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - M.A.
 DRAWN - M.A.
 CHECKED - E.J.M.
 DATE - JANUARY 28, 2009

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN AND PHASE DESIGNATION DIAGRAM
U.S. 30 OVER WEST BRANCH BIG ROCK CREEK

SCALE: NONE SHEET NO. 2 OF 4 SHEETS STA. 129+95 TO STA. 132+90

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	11
CONTRACT NO. 60E63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

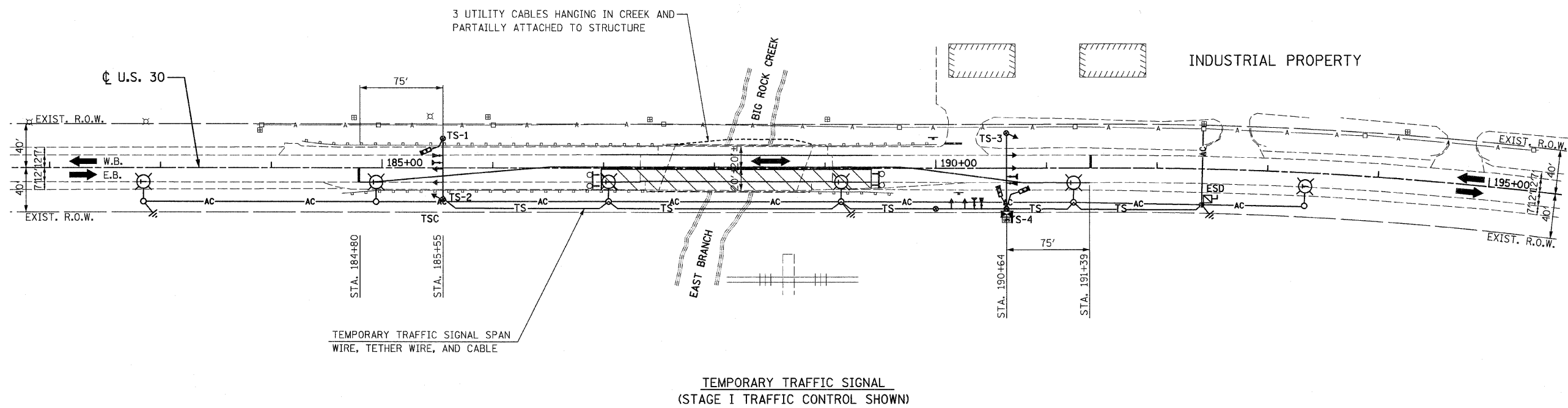


TEMPORARY LIGHTING LEGEND

EXISTING	PROPOSED	
—A—		400W, 120V, MCIII HPS. WITH PHOTO CELL 15' MA, 50 MH ON WOOD POLE,
		AERIAL LINE (COMED/TELEPHONE)
	TL-1	WOODEN POLE (60' WOODEN CLASS 4) WITH TEMPORARY LIGHTING UNIT
		WOOD POLE (25' CLASS 4) FOR TEMPORARY LIGHTING
	AC—	AERIAL ELECTRIC CABLE WITH MESSENGER WIRE
		5/8" x 10' GROUND ROD
	ESD	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL
		COMED POWER POLE
		TELEPHONE SPLICE BOX

TEMPORARY TRAFFIC SIGNAL LEGEND

PROPOSED	
	TEMPORARY TRAFFIC SIGNAL HEAD
TSC	TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET
—TS—	TEMPORARY TRAFFIC SIGNAL SPAN WIRE, TETHER WIRE, AND CABLE
	VIDEO DETECTOR SENSOR
TS-1	WOOD POLE (CLASS 5 OR BETTER, 45 FOOT (13.7m) MINIMUM) FOR TEMPORARY TRAFFIC SIGNAL (TO BE INSTALLED 8' BEHIND GUARDRAIL, OTHERWISE 20' FROM EDGE OF TRAVELED WAY WITH NO GUARD RAIL)
	DIRECTION OF TRAFFIC FLOW
	EMERGENCY VEHICLE LIGHT DETECTOR
	CONFIRMATION BEACON
	UNINTERRUPTIBLE POWER SUPPLY



FILE NAME = D160E63-sht-ts3.dgn
PLOT DATE = 1/26/2009

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - M.A.	REVISED -
DRAWN - M.A.	REVISED -
CHECKED - E.J.M.	REVISED -
DATE - JANUARY 28, 2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL PLAN
U.S. 30 OVER EAST BRANCH BIG ROCK CREEK**

SCALE: 1" = 50' SHEET NO. 3 OF 4 SHEETS STA. 186+98 TO STA. 189+42

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	12
CONTRACT NO. 60E63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SEQUENCE OF OPERATION

MOVEMENT	COMMERCIAL DRIVE		COMMERCIAL DRIVE		COMMERCIAL DRIVE		COMMERCIAL DRIVE		F L A S H	
	U.S. 30		U.S. 30		U.S. 30		U.S. 30			
PHASE	2		6		7					
INTERVAL	1	2A	2B	3	4A	4B	5	6A	6B	
CHANGE TO		6, 7			2, 7			2, 6		
U.S. 30 SIGNAL (EAST BOUND)	G	Y	R	R	R	R	R	R	R	R
U.S. 30 SIGNAL (WEST BOUND)	R	R	R	G	Y	R	R	R	R	R
COMMERCIAL DRIVE SIGNAL (EAST BOUND & WEST BOUND)	R	R	R	R	R	R	G	Y	R	R

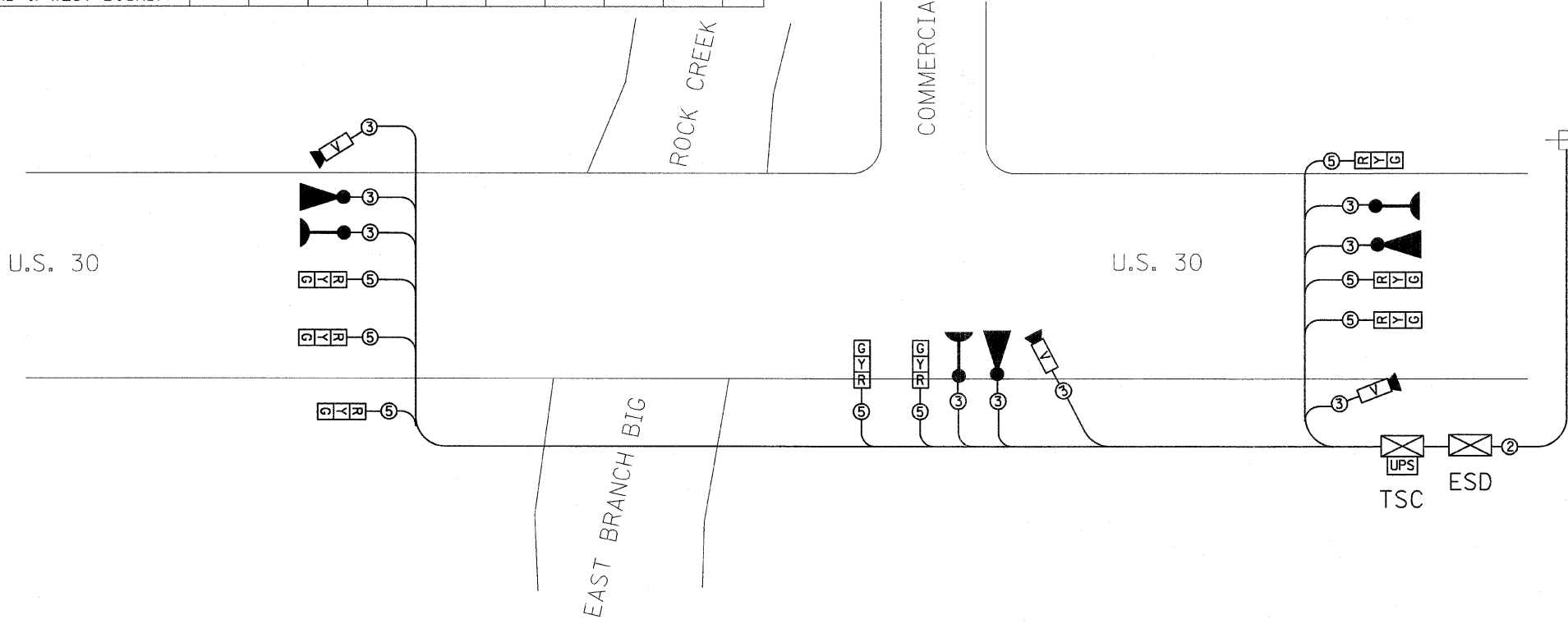
TEMPORARY TRAFFIC SIGNAL BILL OF MATERIALS

DESCRIPTION	UNIT	QUANTITY
TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1

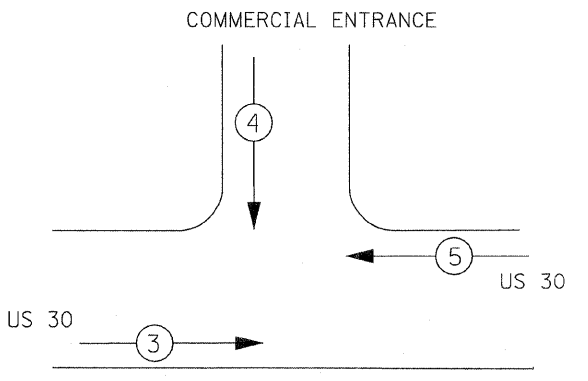
TEMPORARY CABLE DIAGRAM LEGEND

- PROPOSED
- TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300 mm)
 - TSC TEMPORARY TRAFFIC SIGNAL CONTROLLER
 - ESD ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL
 - EXISTING COMED ELECTRIC SERVICE TRANSFORMER
 - INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
 - VIDEO DETECTOR SENSOR
 - CONFIRMATION BEACON
 - EMERGENCY VEHICLE LIGHT DETECTOR
 - UPS UNINTERRUPTIBLE POWER SUPPLY
 - TEMPORARY TRAFFIC SIGNAL HEAD (L.E.D.)

- NOTES:
- HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING.
 - THE PROPOSED TEMPORARY BRIDGE TRAFFIC SIGNAL SHALL BE ACTIVATED, TESTED OPERATIONAL AND APPROVED BY THE ENGINEER BEFORE ANY ANY PERMANENT LANE CLOSURES.
 - ALL LABOR AND MATERIALS TO COMPLY WITH THESE REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE BID PRICE OF TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION.
 - REMOVAL OF TEMPORARY SIGNALS SHOULD BE DONE AS DIRECTED BY THE ENGINEER AND MUST BE DONE IN COORDINATION WITH THE REMOVAL OF TEMPORARY LIGHTING.
 - EXACT LOCATION OF EXISTING POWER POLE WITH COMED TRANSFORMER TO BE DETERMINED IN THE FIELD.
 - PROPOSED LOCATION OF "ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL" (ESD) TO BE COORDINATED WITH PROPOSED TEMPORARY LIGHTING INSTALLATION.



PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



LEGEND

- SINGLE ENTRY PHASE
- NUMBER REFERRING TO ASSOCIATED PHASE

PROPOSED EMERGENCY VEHICLE PREEMPTORS

PRIORITY LANE INTERVAL	3	5	4
MOVEMENT			









I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE		OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	8	135	17	0.50	68
(YELLOW)	8	135	25	0.25	50
(GREEN)	8	135	15	0.25	30
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN		84		0.05	
EVP	1		25	1.00	25
V.D.S.	1		25	1.00	25
FLASHER				0.50	--
TOTAL =					298

ENERGY COSTS TO BE IDOT DISTRICT 1 BILLED TO ADDRESS: 201 W.CENTER COURT SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY CONTACT: JERRY SUHR
PHONE: 814-490-2282
COMPANY: COM. ED.

LEGEND

-  TEMPORARY LIGHTING UNIT
50' MOUNTING HEIGHT ON 60' CLASS 4 WOOD POLE
15' MAST ARM, 400 WATT, 120 VOLT LUMINAIRE
WITH PHOTOCELL ON EACH LUMINAIRE
-  AC AERIAL CABLE, 3-1/C NO. 4, ALUMINUM, WITH MESSENGER WIRE
-  UNIT DUCT IN TRENCH, 600V, 3-1/C NO. 4, 1/C NO. 6 GROUND
1 1/4" DIA. POLYETHYLENE
-  3" RIGID GALVANIZED STEEL CONDUIT, PUSHED
CONTAINING PULLED-IN UNIT DUCT
-  A A EXISTING AERIAL UTILITY LINES
-  GROUND ROD, 5/8" DIAMETER x 10'
-  ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL
- 45' FOOT CLASS 4 TEMPORARY WOOD POLE
- EXISTING UTILITY POLE
-  A1 INDICATES CIRCUIT AND POLE NUMBER



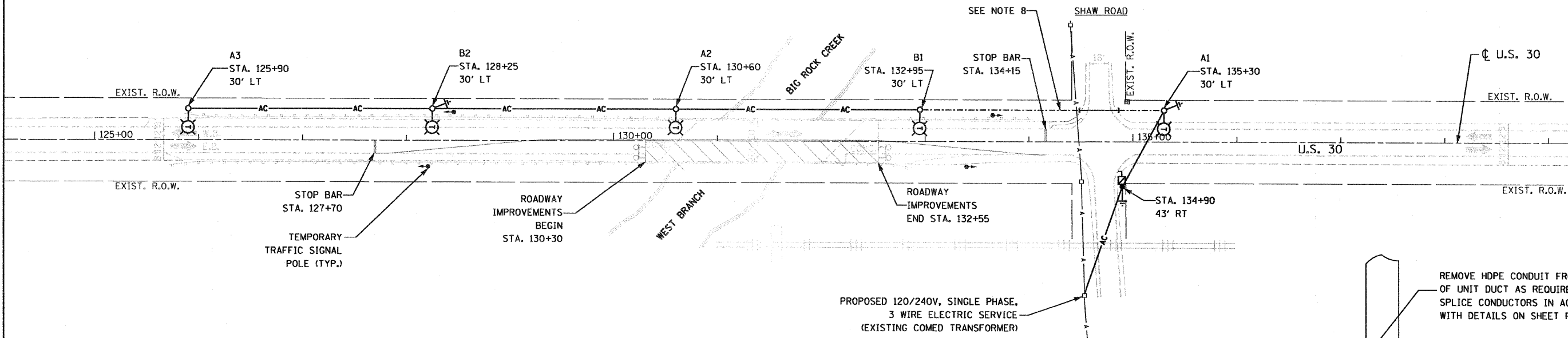
Robert A. Swanson
1-29-2009
EXPIRES 11-30-2009
SHEETS 14-17

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
ELECTRIC SERVICE INSTALLATION	EACH	1
ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	40
UNIT DUCT, 600V, 3-1/C NO. 4, 1/C NO. 6 GROUND (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE	FOOT	275
AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE	FOOT	905
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	195
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 400 WATT	EACH	5
LIGHT POLE, WOOD, 45 FOOT, CLASS 4	EACH	1
LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15 FT. MAST ARM	EACH	5
REMOVAL OF TEMPORARY LIGHTING UNITS	EACH	5
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	4
GROUND ROD, 5/8" DIA. X 10 FT.	EACH	2
ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL	EACH	1

•: THIS ITEM INCLUDES ELECTRIC UTILITY SERVICE COSTS FOR BOTH TEMPORARY LIGHTING SYSTEMS ASSOCIATED WITH THIS PROJECT.

••: THIS ITEM INCLUDES MAINTENANCE OF BOTH TEMPORARY LIGHTING SYSTEMS ASSOCIATED WITH THIS PROJECT.

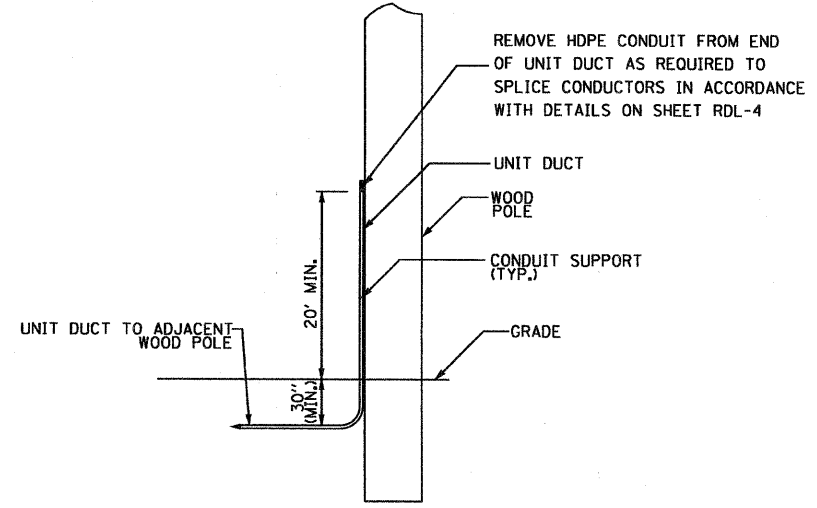


TEMPORARY ROADWAY LIGHTING PLAN
(STAGE I TRAFFIC CONTROL SHOWN)

GENERAL NOTES:

- THE MATERIALS AND INSTALLATION METHODS SHALL COMPLY WITH THE LATEST CODES, STANDARDS, AND ORDINANCES OF FEDERAL, STATE, AND LOCAL GOVERNING BODIES HAVING JURISDICTION. ALL WORK SHOWN ON THE PLANS AND DESCRIBED ELSEWHERE SHALL CONFORM TO THE LATEST NATIONAL ELECTRICAL CODE.
- THE CONTRACTOR SHALL CONTACT COMED AS SOON AS POSSIBLE CONCERNING PENDING ELECTRICAL SERVICE INSTALLATION AND CONNECTION TO ENSURE AVAILABILITY OF ELECTRICAL POWER SUPPLY IN A TIMELY MANNER.
- TEMPORARY LIGHTING SHALL BE INSTALLED AND OPERATIONAL BEFORE THE START OF ROADWAY CONSTRUCTION. TEMPORARY LIGHTING SHALL REMAIN IN OPERATION FOR BOTH STAGE I AND STAGE II.
- OVERHEAD CABLES SHALL MAINTAIN CLEARANCE FROM GROUND IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE SECTION 225.18 AND FROM EXISTING OVERHEAD UTILITY ELECTRICAL LINES IN ACCORDANCE WITH COMED REQUIREMENTS.

- GROUND RODS SHALL BE INSTALLED AT EVERY THIRD TEMPORARY LIGHT POLE, AND SHALL BE PAID FOR AS "GROUND ROD, 5/8" DIA. X 10 FT." GROUND WIRES AND CONNECTION OF GROUND RODS AT TEMPORARY LIGHT POLES ARE INCLUDED IN THE COST OF THE GROUND RODS. THE GROUND ROD AT THE SERVICE DISCONNECT BOX IS INCLUDED IN THE COST OF THE ITEM "ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL."
- ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO THEIR ORIGINAL CONDITION OR BETTER TO THE SATISFACTION OF THE ENGINEER.
- THE REMOVAL OF TEMPORARY LIGHTING UNITS SHALL INCLUDE ALL POLES, LUMINAIRES, MAST ARMS, MESSENGER WIRES, CABLES (INCLUDING UNDERGROUND CONDUCTORS IN UNIT DUCT), GROUND RODS, AND SERVICE DISCONNECT EQUIPMENT. ALL EQUIPMENT SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE. THE UNDERGROUND HDPE AND RIGID GALVANIZED STEEL CONDUIT ASSOCIATED WITH THE TEMPORARY ROADWAY LIGHTING SHALL BE ABANDONED IN PLACE.
- THE TEMPORARY WIRING BETWEEN THE POLES FOR TEMPORARY LIGHT UNITS A1 AND B1 IS TO BE INSTALLED UNDERGROUND TO AVOID CONFLICTS WITH EXISTING COMED OVERHEAD LINES.



UNIT DUCT INSTALLATION AT WOOD POLE
NO SCALE

NOTE:
PROVIDE PLASTIC CABLE GUARD FOR UNIT DUCT ON POLE.
THE CABLE GUARD AND CONDUIT SUPPORTS ARE INCLUDED IN THE COST OF THE WOOD POLE.

FILE NAME = 0160663-RDL-1.dgn
PLOT DATE = 1/26/2009

SPAAN Tech, Inc.
311 South Wacker Drive, Suite 2400
Chicago, IL 60606
phone: 312.277.8800
fax: 312.277.8808
web: www.SpaanTech.com

DESIGNED - R.A.S.	REVISED -
DRAWN - R.P.J.	REVISED -
CHECKED - I.A.B.	REVISED -
DATE - JANUARY 26, 2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION


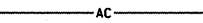






TEMPORARY ROADWAY LIGHTING PLAN
U.S. 30 OVER WEST BRANCH BIG ROCK CREEK

SCALE: 1" = 50'
SHEET NO. OF SHEETS STA. 130+30 TO STA. 132+55

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	14

CONTRACT NO. 60E63
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT

LEGEND

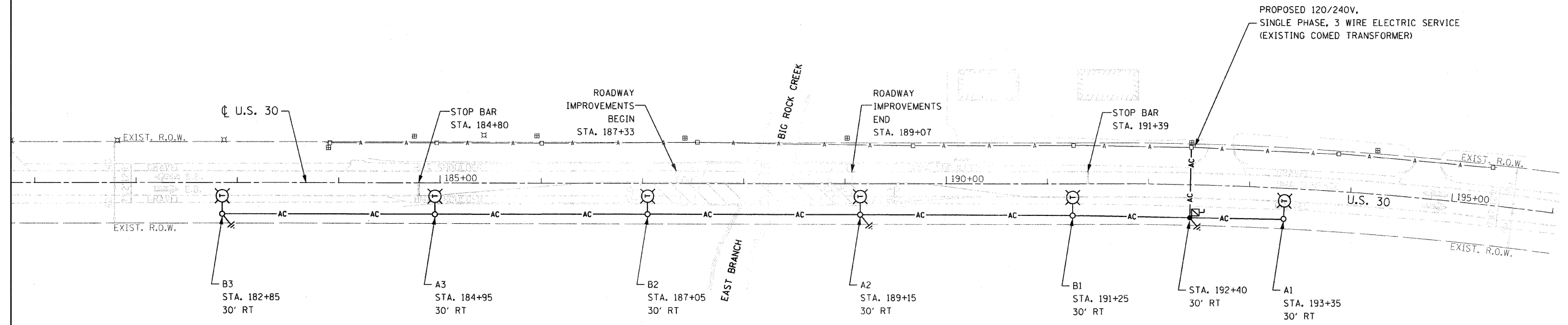
-  TEMPORARY LIGHTING UNIT
50' MOUNTING HEIGHT ON 60' CLASS 4 WOOD POLE
15' MAST ARM, 400 WATT, 120 VOLT LUMINAIRE
WITH PHOTOCELL ON EACH LUMINAIRE
-  AC AERIAL CABLE, 3-1/4 NO. 4, ALUMINUM, WITH MESSENGER WIRE
-  A EXISTING AERIAL UTILITY LINES
-  GROUND ROD, 5/8" DIAMETER x 10'
-  ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL
-  45' FOOT CLASS 4 TEMPORARY WOOD POLE
-  EXISTING UTILITY POLE
-  AI INDICATES CIRCUIT AND POLE NUMBER

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
ELECTRIC SERVICE INSTALLATION	EACH	1
• ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
AERIAL CABLE, 3-1/4 NO. 4 WITH MESSENGER WIRE	FOOT	1,120
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 400 WATT	EACH	6
LIGHT POLE, WOOD, 45 FOOT, CLASS 4	EACH	1
LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15 FT. MAST ARM	EACH	6
REMOVAL OF TEMPORARY LIGHTING UNITS	EACH	6
• MAINTENANCE OF LIGHTING SYSTEM	CAL MO	4
GROUND ROD, 5/8" DIA. X 10 FT.	EACH	2
ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL	EACH	1

• THIS ITEM INCLUDES ELECTRIC UTILITY SERVICE COSTS FOR BOTH TEMPORARY LIGHTING SYSTEMS ASSOCIATED WITH THIS PROJECT.

•• THIS ITEM INCLUDES MAINTENANCE OF BOTH TEMPORARY LIGHTING SYSTEMS ASSOCIATED WITH THIS PROJECT.




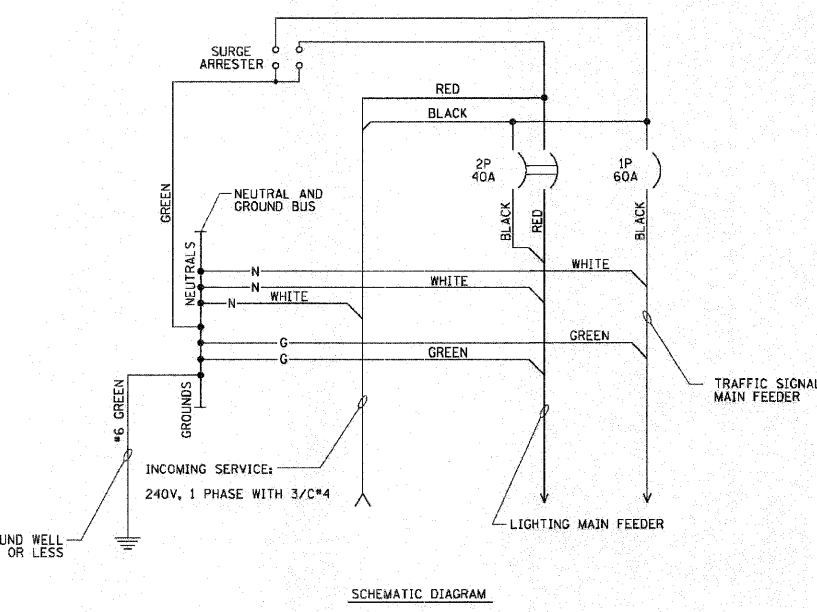
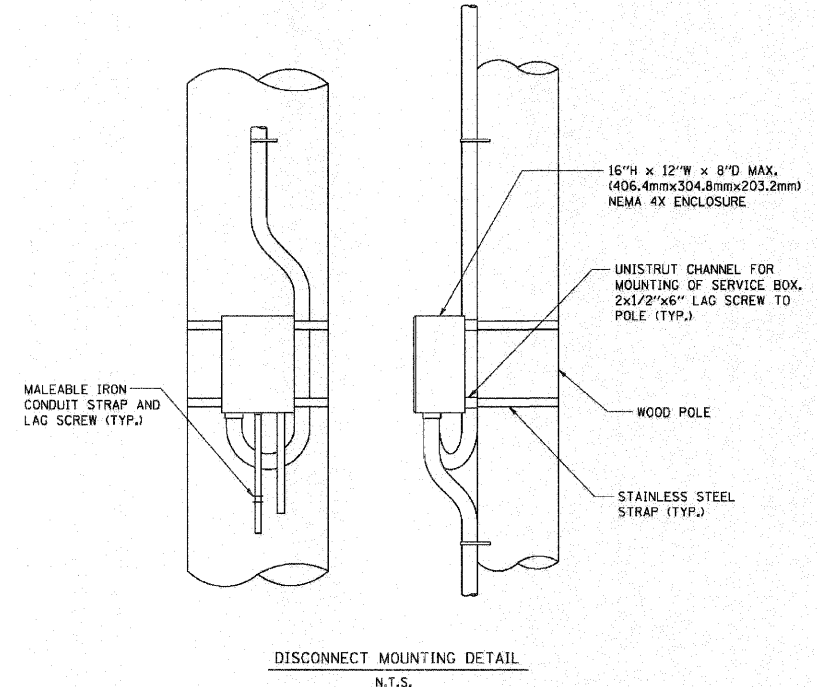
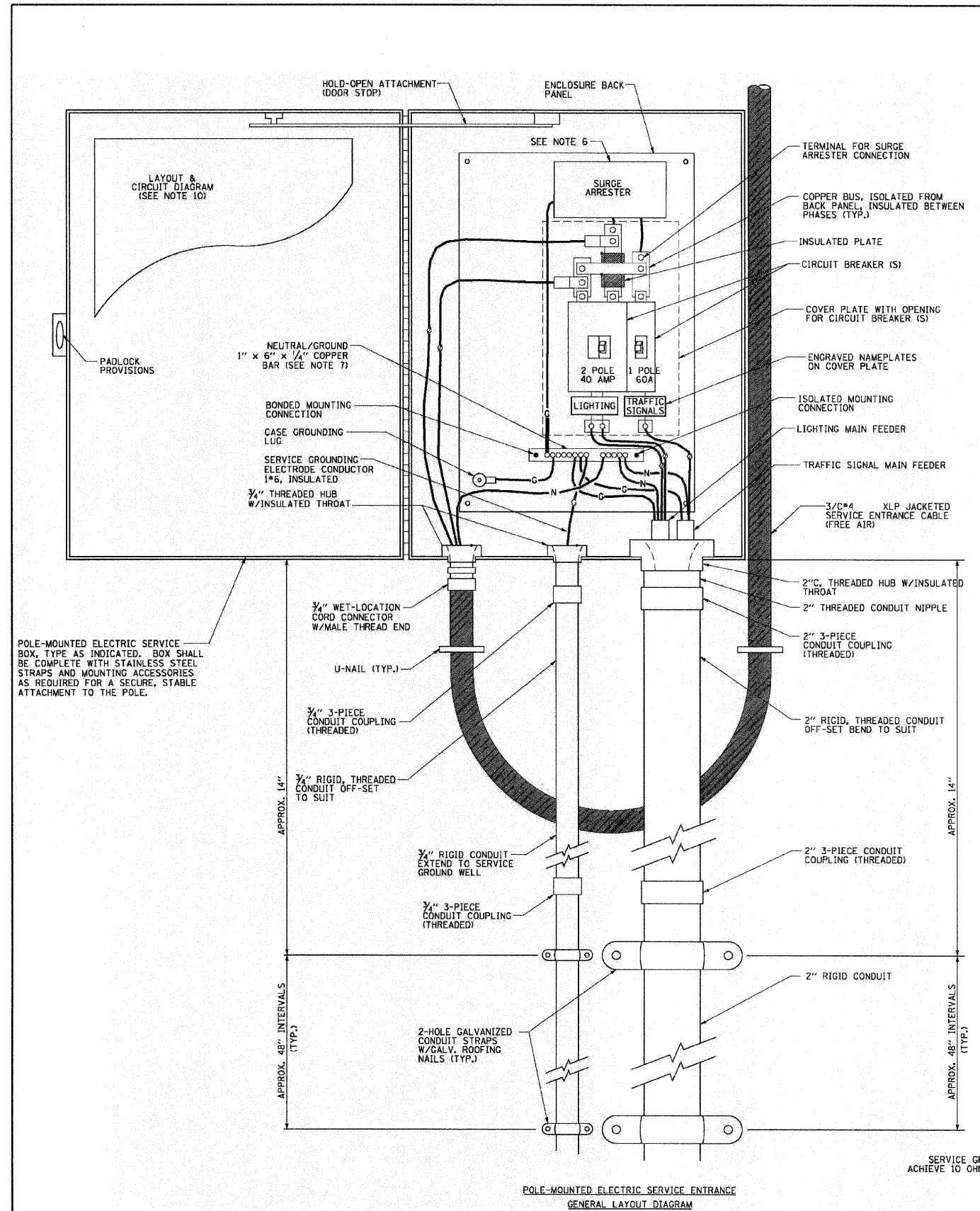
TEMPORARY ROADWAY LIGHTING PLAN
(STAGE I TRAFFIC CONTROL SHOWN)

GENERAL NOTES:

1. THE MATERIALS AND INSTALLATION METHODS SHALL COMPLY WITH THE LATEST CODES, STANDARDS, AND ORDINANCES OF FEDERAL, STATE, AND LOCAL GOVERNING BODIES HAVING JURISDICTION. ALL WORK SHOWN ON THE PLANS AND DESCRIBED ELSEWHERE SHALL CONFORM TO THE LATEST NATIONAL ELECTRICAL CODE.
2. THE CONTRACTOR SHALL CONTACT COMED AS SOON AS POSSIBLE CONCERNING PENDING ELECTRICAL SERVICE INSTALLATION AND CONNECTION TO ENSURE AVAILABILITY OF ELECTRICAL POWER SUPPLY IN A TIMELY MANNER.
3. TEMPORARY LIGHTING SHALL BE INSTALLED AND OPERATIONAL BEFORE STAGE I TRAFFIC CONTROL IS IN PLACE. TEMPORARY LIGHTING SHALL REMAIN IN OPERATION DURING BOTH STAGE I AND STAGE II.
4. OVERHEAD CABLES SHALL MAINTAIN CLEARANCE FROM GROUND IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE SECTION 225.18.
5. GROUND RODS SHALL BE INSTALLED AT EVERY THIRD TEMPORARY LIGHT POLE, AND SHALL BE PAID FOR AS "GROUND ROD, 5/8" DIA. X 10 FT." GROUND WIRES AND CONNECTION OF GROUND RODS AT TEMPORARY LIGHT POLES ARE INCLUDED IN THE COST OF THE GROUND RODS. THE GROUND ROD AT THE SERVICE DISCONNECT BOX IS INCLUDED IN THE COST OF THE ITEM "ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL."
6. ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO THEIR ORIGINAL CONDITION OR BETTER TO THE SATISFACTION OF THE ENGINEER.
7. THE REMOVAL OF TEMPORARY LIGHTING UNITS SHALL INCLUDE ALL POLES, LUMINAIRES, MAST ARMS, MESSENGER WIRES, CABLES, GROUND RODS, AND SERVICE DISCONNECT EQUIPMENT. ALL EQUIPMENT SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE.

RDL-2 OF 4

FILE NAME = D160E63-RDL-2.dgn PLOT DATE = 1/26/2009	 SPAAN Tech, Inc. <small>311 South Wacker Drive, Suite 2400 Chicago, IL 60606 phone: 312.277.8800 fax: 312.277.8808 web: www.SpaanTech.com</small>	DESIGNED - R.A.S. DRAWN - R.P.J. CHECKED - I.A.B. DATE - JANUARY 26, 2009	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY ROADWAY LIGHTING PLAN U.S. 30 OVER EAST BRANCH BIG ROCK CREEK	F.A.P. RTE. 573 SECTION 117 R-2B-R COUNTY KANE TOTAL SHEETS 40 SHEET NO. 15 CONTRACT NO. 60E63
SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 187+33 TO STA. 189+07						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



- NOTES:**
- ELECTRIC SERVICE SHALL BE OF THE VOLTAGE INDICATED OR DESIGNATED BY THE ENGINEER, AND SERVICE DROP CABLE SHALL BE COMPATIBLE WITH THE SERVICE ACCORDINGLY. SOME INSTALLATIONS MAY CALL FOR SERVICE ENTRANCE EQUIPMENT SUITABLE FOR 3-WIRE SERVICE EVEN THOUGH INITIALLY WIRED FOR 2-WIRE SERVICE.
 - THE POLE-MOUNTED ELECTRIC SERVICE BOX DETAIL DEPICTS THE BASIC CONSTRUCTION OF THE EQUIPMENT. SLIGHT MODIFICATIONS APPLY FOR DIFFERING SERVICES AND APPLICATIONS AS FOLLOWS:
 - TYPE A FULLY EQUIPPED FOR 240/120V, 3W SERVICE, COMPLETE WITH LIGHTING MAIN BREAKER
 - TYPE A1 FULLY EQUIPPED FOR 240/120V, 3W SERVICE, BLANK COVER IN LIEU OF LIGHTING MAIN BREAKER
 - TYPE B EQUIPPED FOR 120V, SERVICE, COMPLETE WITH IP, 60A, TRAFFIC SIGNALS MAIN BREAKER
 - TYPE B1 EQUIPPED FOR 120V, SERVICE, COMPLETE WITH IP, 40A, TRAFFIC SURVEILLANCE MAIN BREAKER
 - THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE UL LISTED AS SUITABLE FOR USE AS SERVICE ENTRANCE EQUIPMENT.
 - THE ELECTRIC SERVICE EQUIPMENT ENCLOSURE SHALL BE NEMA 4X STAINLESS STEEL, NOMINALLY 12"W X 16"W X 8"D, WITH A PIANO-HINGED DOOR, STEEL BACK PANEL, FAST-ACTING STAINLESS STEEL ENCLOSURE CLAMPS, PADLOCK PROVISIONS AND DOOR STOP, HOFFMAN CATALOG NO. A-16H120856LP/A-16 P12/A-DST0PK/C-PMK12, OR APPROVED EQUAL.
 - CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 25,000 SYMMETRICAL AMPERES AT 240 VOLTS. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR COMPLIANCE WITH OSHA LOCK-OUT/TAG-OUT REQUIREMENTS. HANDLES SHALL BE TRIP FREE.
 - THE SURGE PROTECTOR SHALL BE SUITABLE FOR 240/120 VOLT SINGLE PHASE 60HZ AC ELECTRICAL SERVICE, WITH A SURGE ENERGY CAPABILITY OF 2160 JOULES OR BETTER AT 8/20 MICRO-SECONDS, RATED -40 TO 60 DEGREES C, WITH LED OPERATING INDICATORS, AND SHALL BE UL LISTED PER UL 1449, CUTLER-HAMMER CMOV230L065XST OR APPROVED EQUAL.
 - BUS BARS, CONNECTORS, AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED, AND CONFIGURED TO PREVENT SHORTED CONDITIONS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE CONFIGURED BEHIND AN INSULATING BARRIER SHIELD WHICH IS REMOVABLE FOR ACCESS TO CONNECTIONS, OR THE ASSEMBLY SHALL BE A MANUFACTURED SPECIALTY PANELBOARD, CUTLER-HAMMER PRL2A OR APPROVED EQUAL.
 - THE COMBINATION GROUND AND NEUTRAL BAR SHALL BE CONFIGURED WITH SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE. THE SERVICE NEUTRAL AND SERVICE GROUNDING ELECTRODE CONDUCTOR SHALL BE TERMINATED ADJACENT TO EACH OTHER AT THE DIVIDE BETWEEN THE SECTIONS AND WIRING SHALL BE TERMINATED ONLY UPON THE APPROPRIATE SECTION.
 - THE WIRING TERMINALS, INCLUDING THE GROUND/NEUTRAL BAR SHALL BE ARRANGED TO PROVIDE ADEQUATE ROOM FOR PERFORMING FIELD TERMINATIONS.
 - A PLASTIC LAMINATED LAYOUT AND CIRCUIT DIAGRAM SHALL BE MECHANICALLY SECURED TO THE INTERIOR SIDE OF THE ENCLOSURE DOOR.
 - A 2-COLOR ENGRAVED PLASTIC NAMEPLATE, ATTACHED WITH SCREWS, AND ENGRAVED AS INDICATED, SHALL BE PROVIDED FOR EACH MAIN BREAKER.
 - LUGS AND CONNECTORS SHALL BE RATED FOR 75°C CONDUCTOR.
 - THE EXACT MOUNTING HEIGHT OF THE BOX SHALL BE FIELD DETERMINED TO AVOID OBSTRUCTIONS AND PUBLIC ACCESS. TYPICAL HEIGHT SHALL BE APPROXIMATELY 10 FEET ABOVE GRADE.

FILE NAME = D162E63-RDL-3.dgn
 PLOT DATE = 1/26/2009

SPAAN Tech, Inc.
 311 South Wacker Drive, Suite 2400
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 web: www.SpaanTech.com

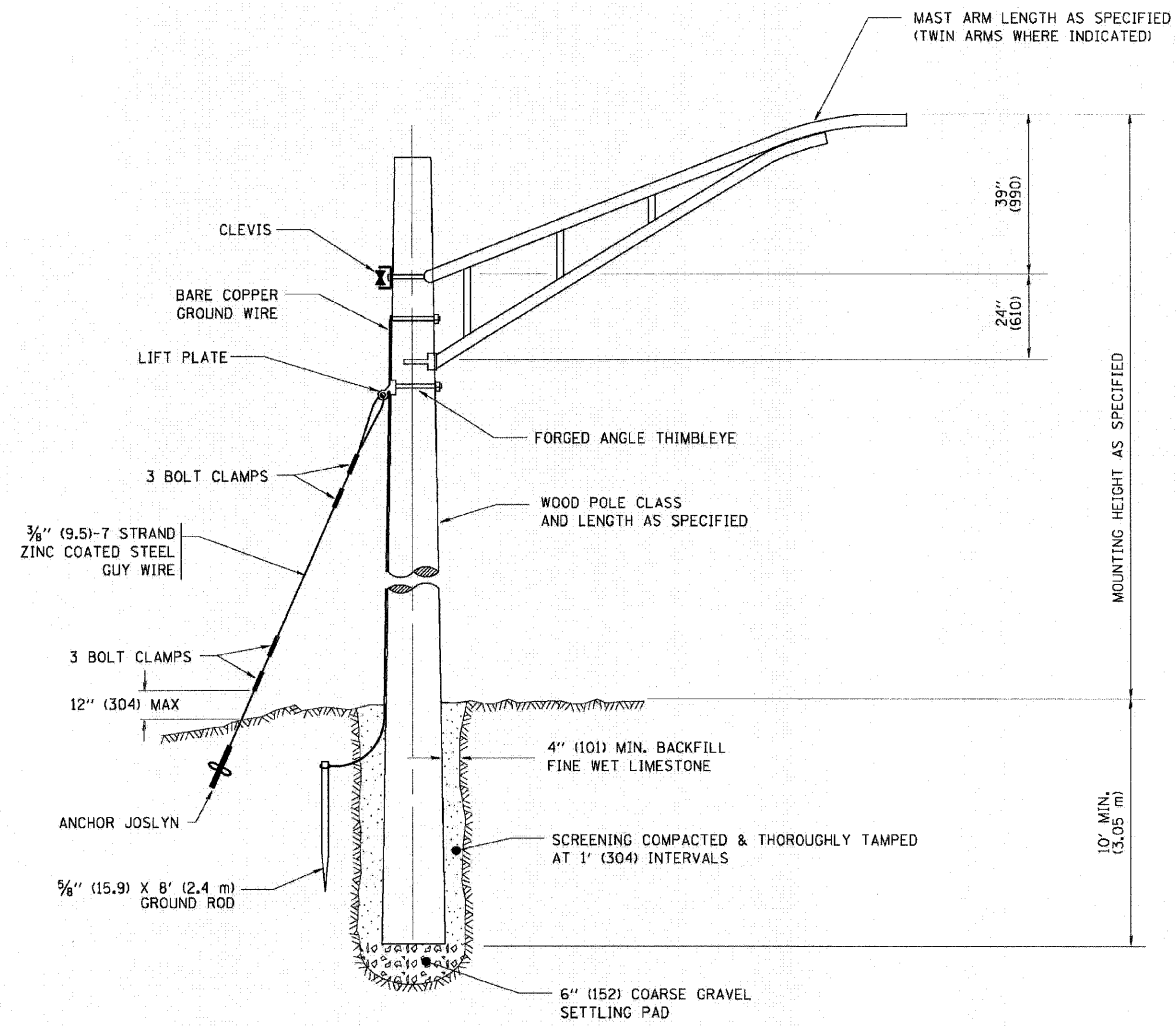
DESIGNED - R.A.S.	REVISED -
DRAWN - R.P.J.	REVISED -
CHECKED - J.A.B.	REVISED -
DATE - JANUARY 26, 2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL
 U.S. 30 OVER EAST & WEST BRANCH BIG ROCK CREEK**

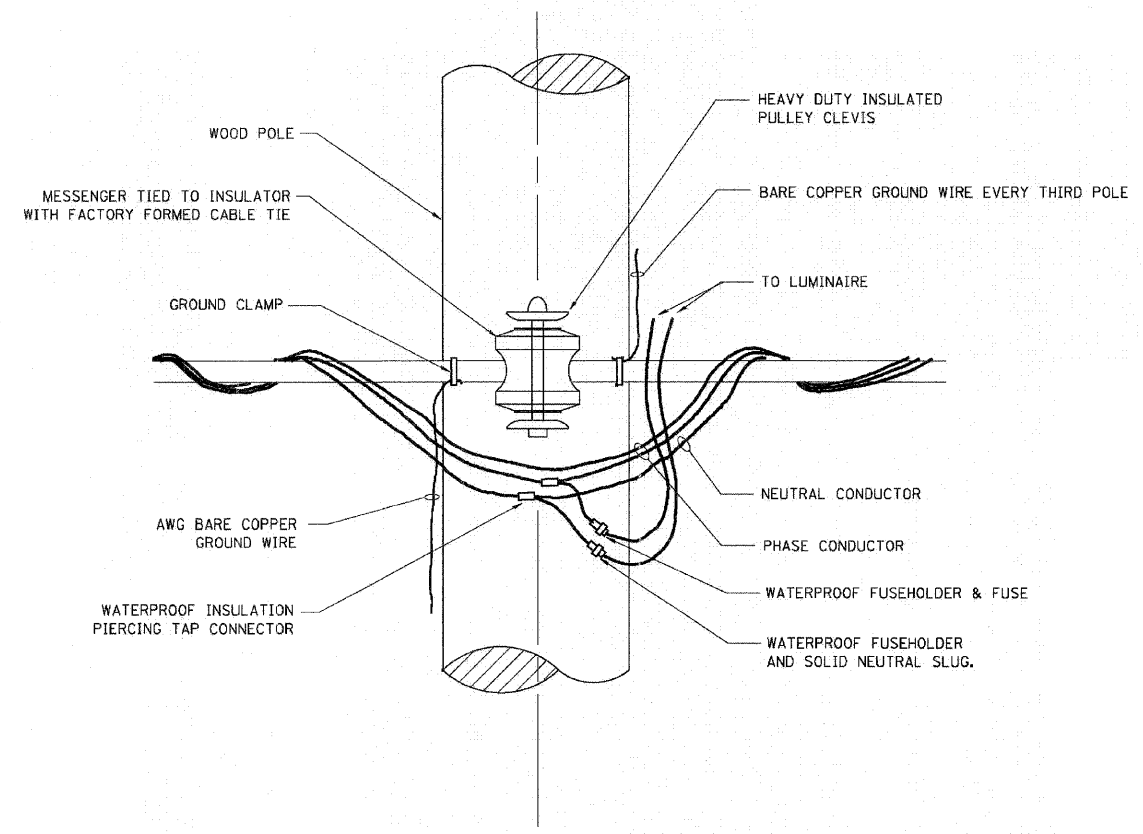
SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	117 R-2B-R	KANE	40	16
CONTRACT NO. 60E63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

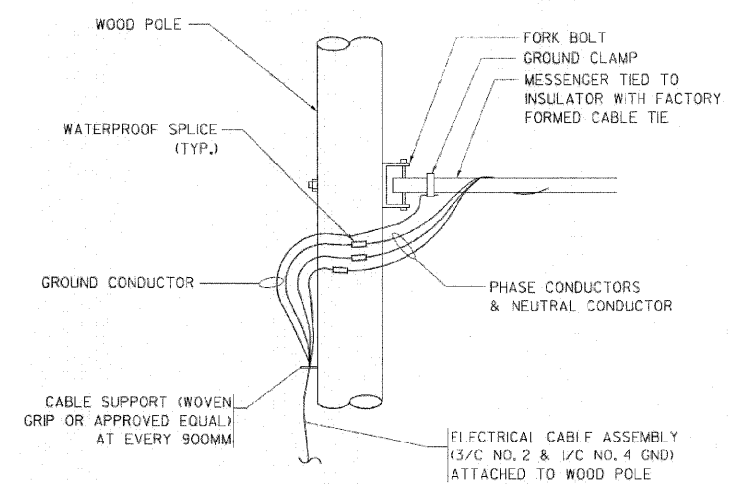


TEMPORARY LIGHT POLE DETAIL

- NOTES:
1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED



TEMPORARY LIGHT POLE ATTACHMENT DETAIL



AERIAL CABLE CONNECTION DETAIL
N.T.S.



GENERAL NOTES:

Plan Dimensions and Details Relative to Existing Plans are Subject to Nominal Construction Variations. The Contractor Shall Field Verify Existing Dimensions and Details Affecting new Construction and Make Necessary Approved Adjustments Prior to Construction or Ordering of Materials. Such Variations Shall not be Cause for Additional Compensation for a Change in Scope of the work, However, the Contractor will be Paid for the Quantity Actually Furnished at the Unit Price Bid for the Work.

These Plans Have Been Prepared From Notes Received From I.D.O.T. Field Maintenance Engineers.

Areas of Deck Repairs Shown are Estimated. The Engineer Shall Show Actual Locations of Deck Repairs on As-Built Plans.

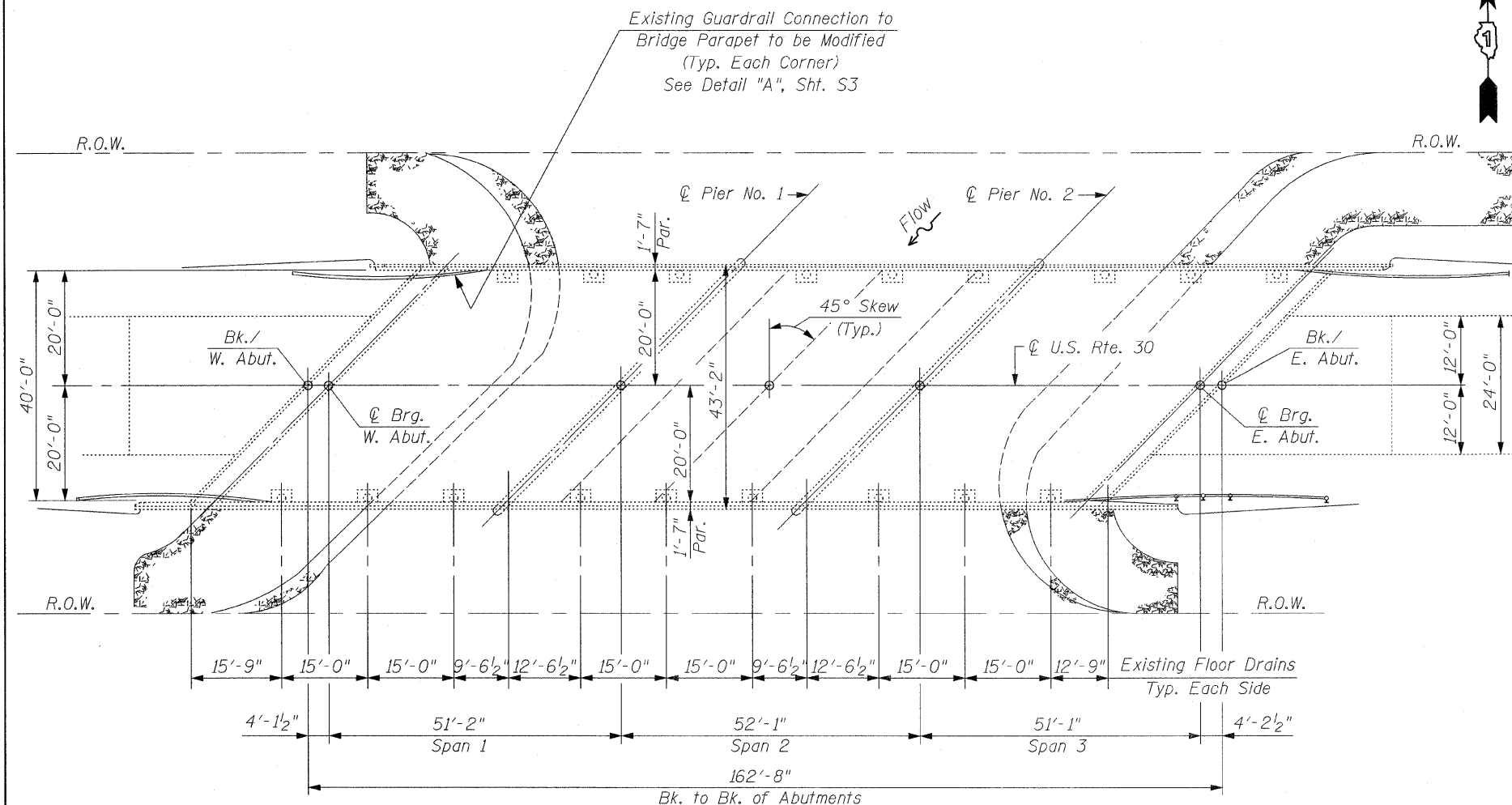
Joint Openings Shall be Adjusted According to Article 520.04 of the Standard Specifications when the Deck is Poured at an Ambient Temperature Other Than 50°F.

The Contractor Shall use Extreme Care During Concrete Removal so as not to Damage the PPC I-Beams. Any Damage Done to the PPC I-Beams is to be Repaired by the Contractor at the Contractor's Expense.

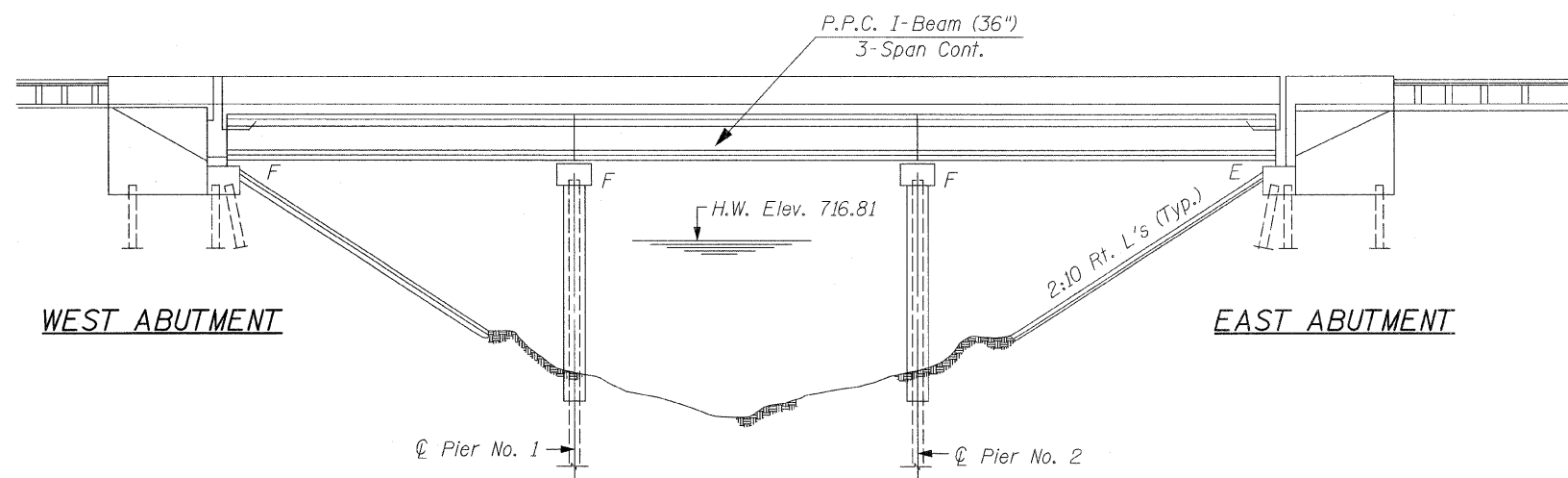
Existing Reinforcement Bars Extending into the Removal Area Shall be Cleaned, Straightened and Incorporated Into the New Construction. Any Reinforcement Bars that are Damaged During Concrete Removal Shall be Replaced With an Approved Bar Splicer or Anchorage System. Cost is Included With Concrete Removal.

Reinforcement Bars Shall Conform to the Requirements of ASTM A-706, Grade 60. See Special Provisions.

Reinforcement Bars Designated (E) Shall be Epoxy Coated.



PLAN



ELEVATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Bridge Deck Hydro-Scarification, 1/2 Inch	Sq. Yd.	672
Bridge Deck Latex Concrete Overlay, 2 1/4 Inch	Sq. Yd.	672
Bridge Deck Grooving	Sq. Yd.	666
Reinforcement Bars, Epoxy Coated	Pound	2,490
Concrete Removal	Cu. Yd.	16.4
Concrete Superstructure	Cu. Yd.	17.6
Preformed Joint Strip Seal	Foot	118
Bar Splicers	Each	22
Protective Coat	Sq. Yd.	708



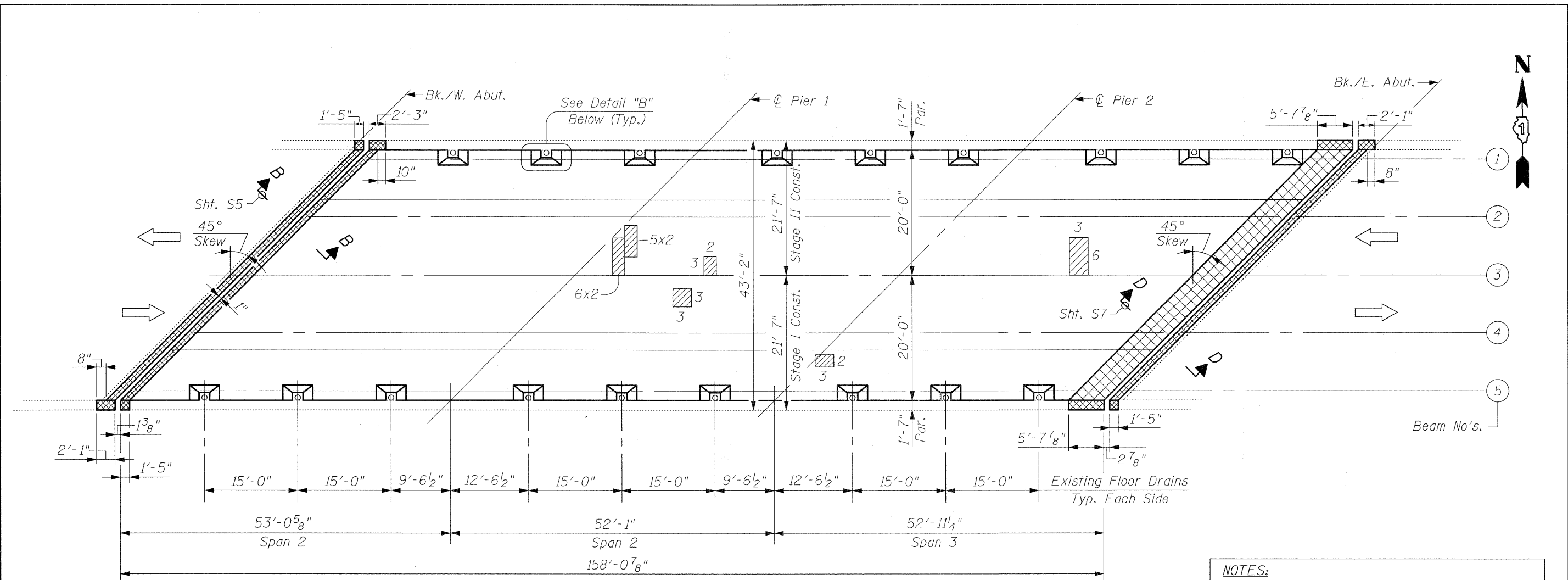
CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS / PLANNERS / SURVEYORS
211 W. WACKER DRIVE CHICAGO, IL. 60606
PHONE: (312)372-2023 FAX: (312)372-5274

FILE NAME = plan_elevation.dgn	USER NAME = IDDT	DESIGNED - B.N.S.	REVISED -
		DRAWN - F.M.	REVISED -
		CHECKED - B.N.S./J.C.N.	REVISED -
		DATE - JANUARY 27, 2009	REVISED -

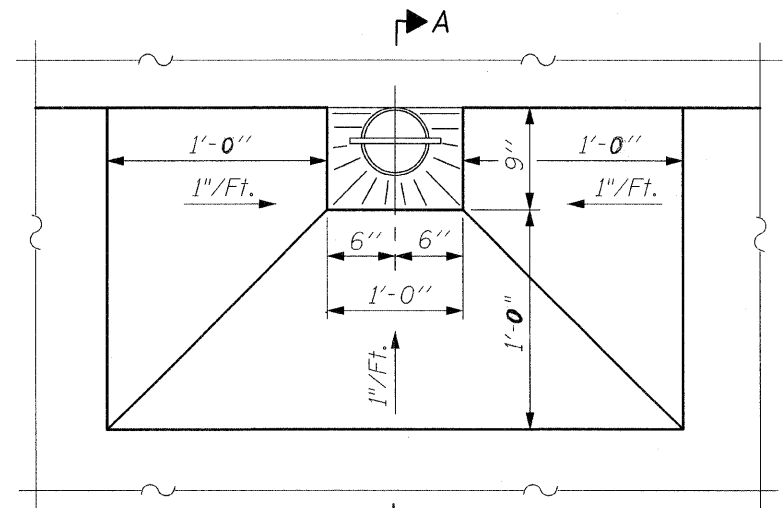
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
U.S. 30 OVER WEST BRANCH BIG ROCK CREEK S.N. 045-2005

F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 18
SCALE:		SHEET NO. 51 OF 518 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
			CONTRACT NO. 60E63	

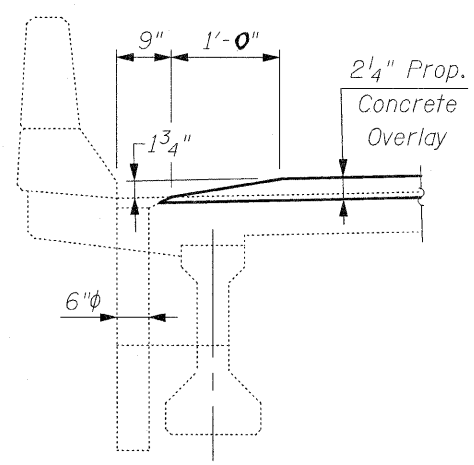


DECK PLAN



DETAIL "B"

Showing Overlay Taper at Floor Drains



SECTION A-A

LEGEND:

- Joint Reconstruction
- Deck Slab Repair (Partial)

NOTES:
 INSPECTION WAS CONDUCTED IN SEPT., 2008 BY I.D.O.T. FIELD MAINTENANCE ENGINEERS.

 INFRARED INSPECTION WAS CONDUCTED ON JULY 9, 2008 BY EARTH TECH/AECOM.

NOTE:
 SURFACE TYPE: CONCRETE WITH NO OVERLAY

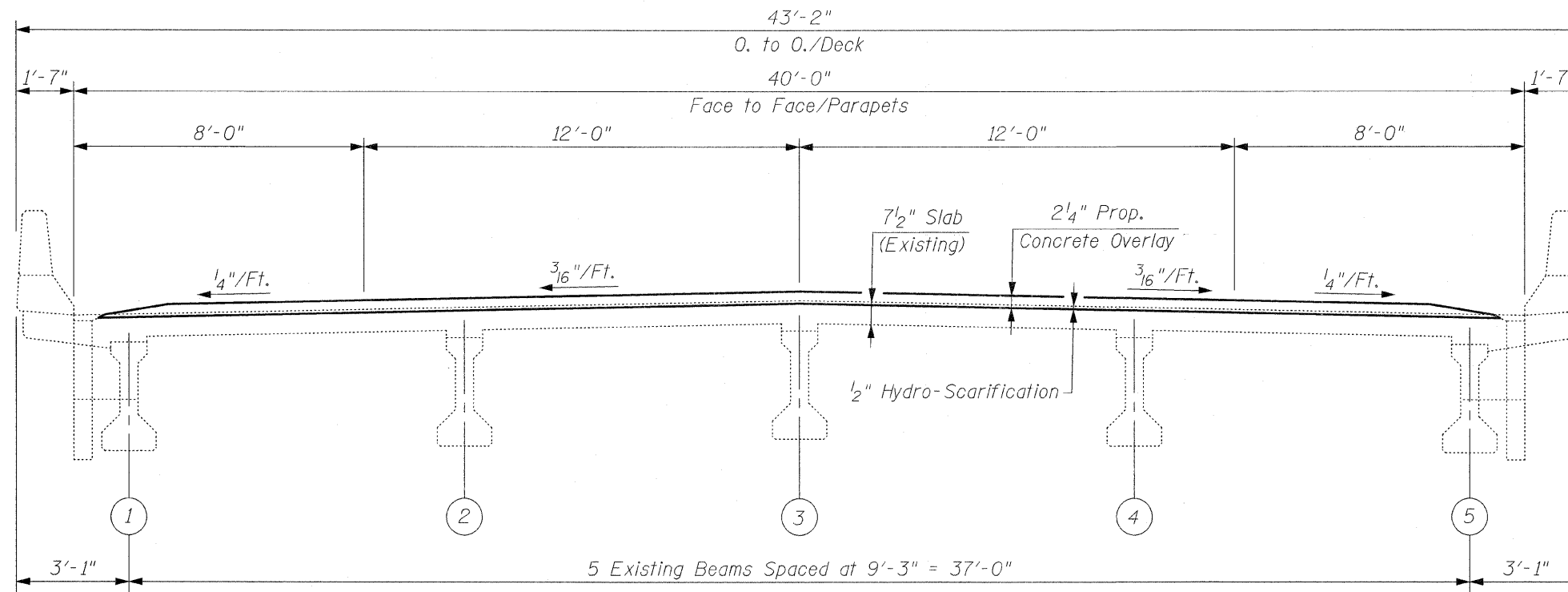
NOTES:
 For Joint Reconstruction Details, See Sht's. S4 thru S7.
 Deck Slab Repair (Partial) is Shown for Information Only.
 Locations & Areas of Repairs are Approximate and are Based on Inspections Performed by I.D.O.T. and Earth Tech/AECOM.
 Proposed Overlay to be Tapered at Existing Floor Drains, See Detail "B".
 All Patch Dimensions are in Feet.

FILE NAME = deck_repairs.dgn	USER NAME = IDOT	DESIGNED - B.N.S.	REVISED -
		DRAWN - F.M.	REVISED -
		CHECKED - B.N.S./J.C.N.	REVISED -
		DATE - JANUARY 27, 2009	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

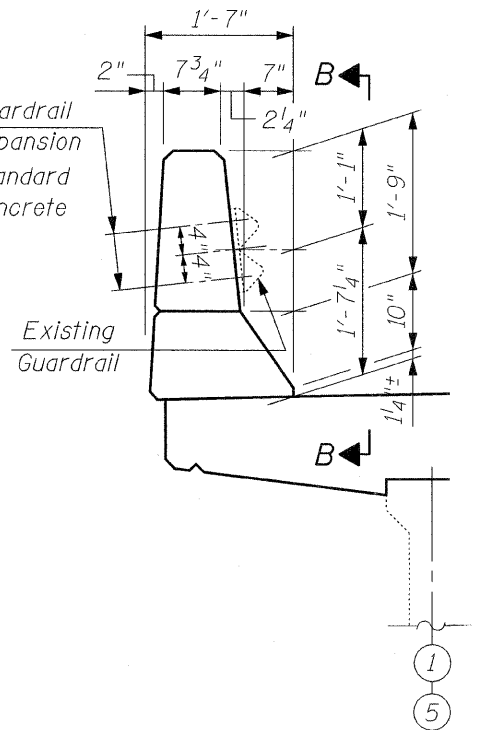
**DECK PLAN
 U.S. 30 OVER WEST BRANCH BIG ROCK CREEK S.N. 045-2005**

F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 19
SCALE: SHEET NO. 52 OF 518 SHEETS STA. TO STA.				CONTRACT NO. 60E63
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

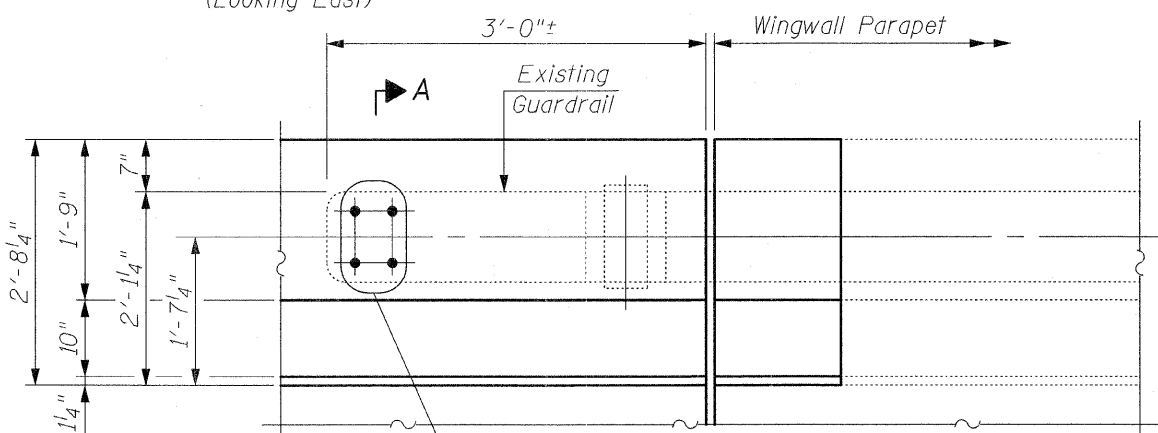


DECK CROSS SECTION
(Looking East)

Remove & Reattach Existing Guardrail Connection With 4 Proposed Expansion Anchors for 7/8"φ Bolts With Standard Washers. Cost Included With Concrete Superstructure.

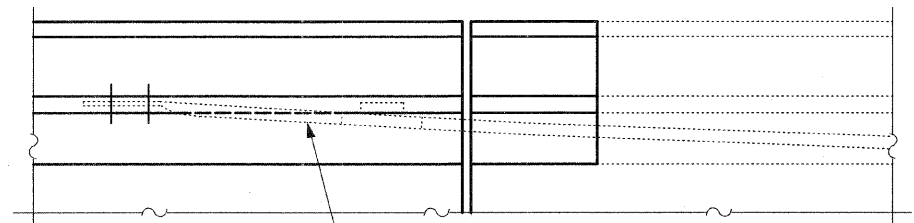


SECTION A-A



Remove & Reattach Existing Guardrail Connection With 4 Proposed Expansion Anchors for 7/8"φ Bolts With Standard Washers. Cost Included With Concrete Superstructure.

VIEW B-B



Existing Guardrail

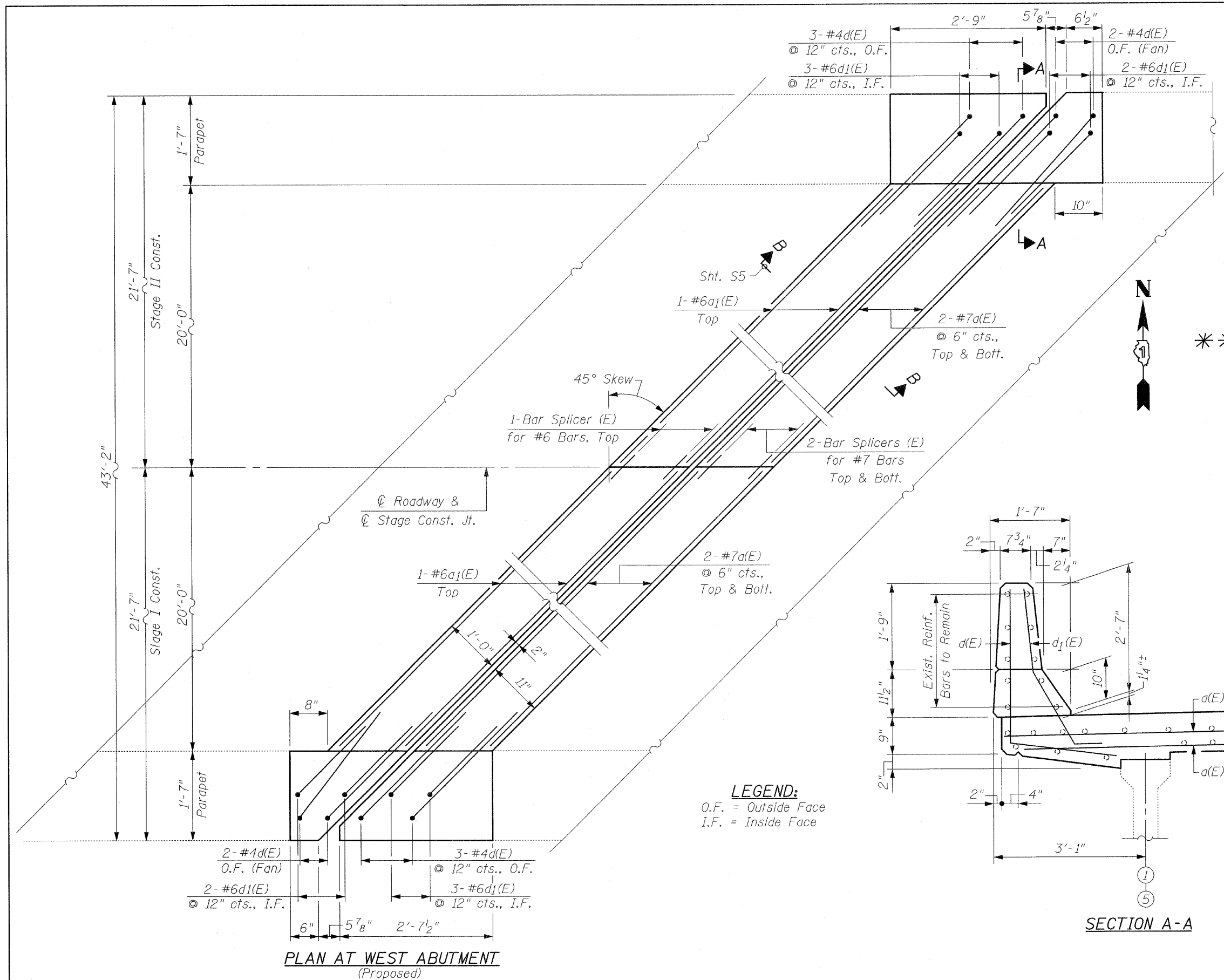
PLAN

DETAIL "A"
(Showing Guardrail Connection to Parapet)



CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS / PLANNERS / SURVEYORS
211 W. WACKER DRIVE CHICAGO, IL. 60606
PHONE: (312)372-2023 FAX: (312)372-5274

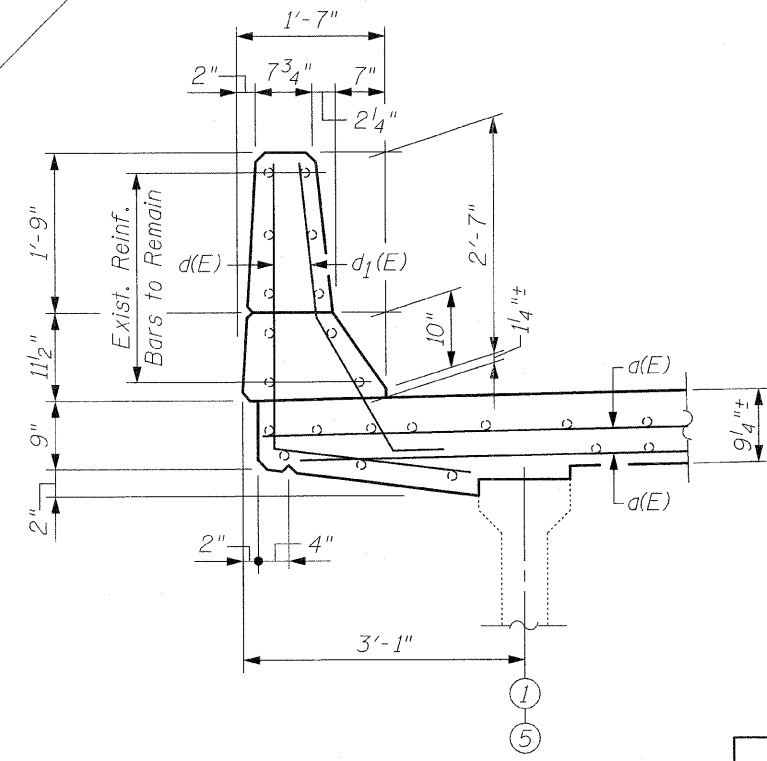
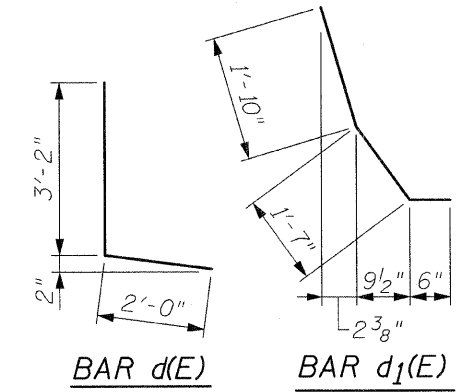
FILE NAME = deck_cross_section.dgn	USER NAME = IDOT	DESIGNED - B.N.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING DECK CROSS SECTION & GUARDRAIL CONNECTION TO PARAPET U.S. 30 OVER WEST BRANCH BIG ROCK CREEK S.N. 045-2005	F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 20	
PLOT SCALE = 5/8" = 1' IN.	CHECKED - B.N.S./J.C.N.	REVISED -	SCALE:			SHEET NO. 53 OF 518 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
PLOT DATE = 1/26/2009	DATE - JANUARY 27, 2009	REVISED -									
							CONTRACT NO. 60E63				



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	8	#7	29'-9"	—
a1(E)	4	#6	27'-9"	—
d(E)	10	#4	5'-2"	L
d1(E)	10	#6	3'-11"	L
Reinforcement Bars, Epoxy Coated		Pound	750	
Concrete Removal		Cu. Yd.	2.6	
Concrete Superstructure		Cu. Yd.	2.8	
Bar Splicers		Each	6	
Protective Coat		Sq. Yd.	1	

Quantity for Top & Inside Face of Reconstructed Parapets

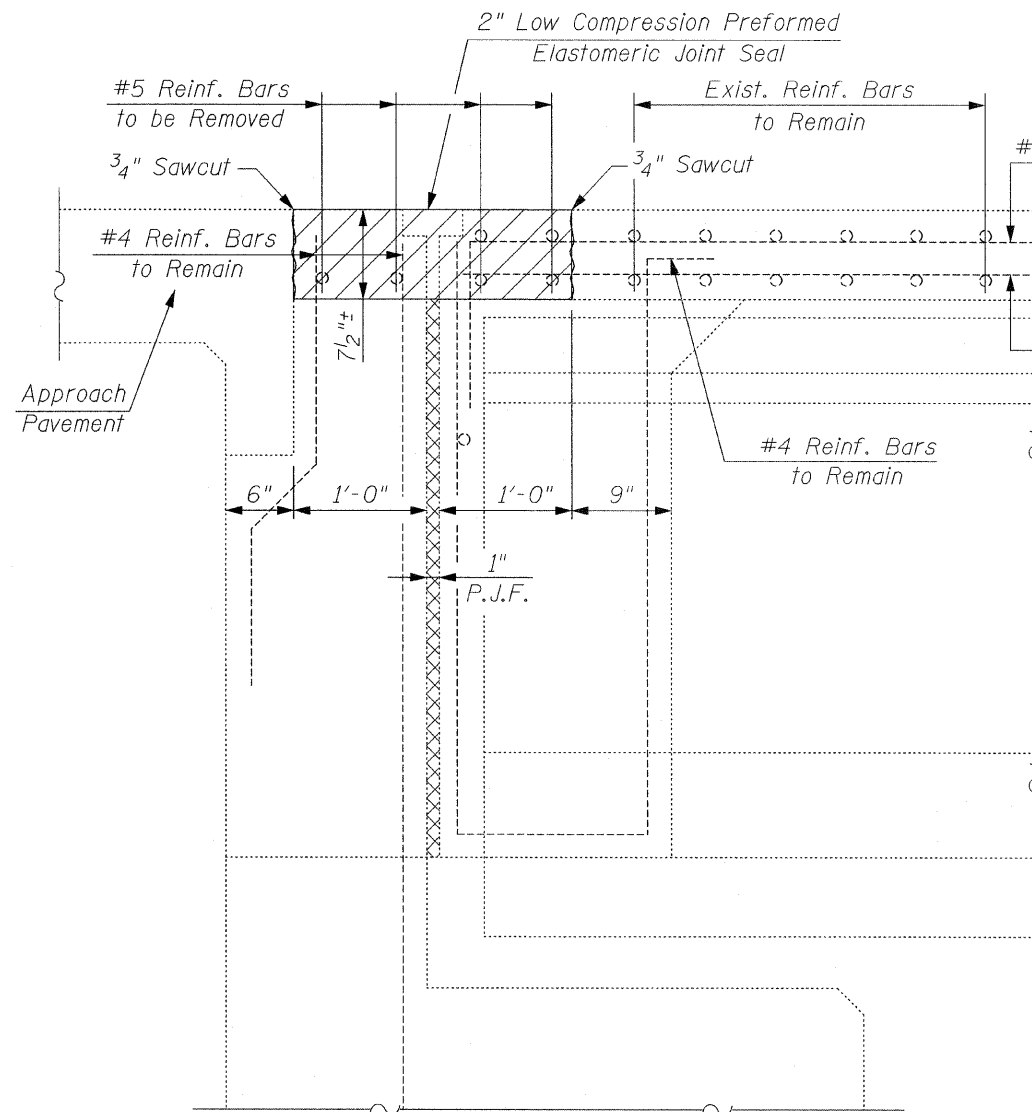


PLAN AT WEST ABUTMENT
(Proposed)

SECTION A-A

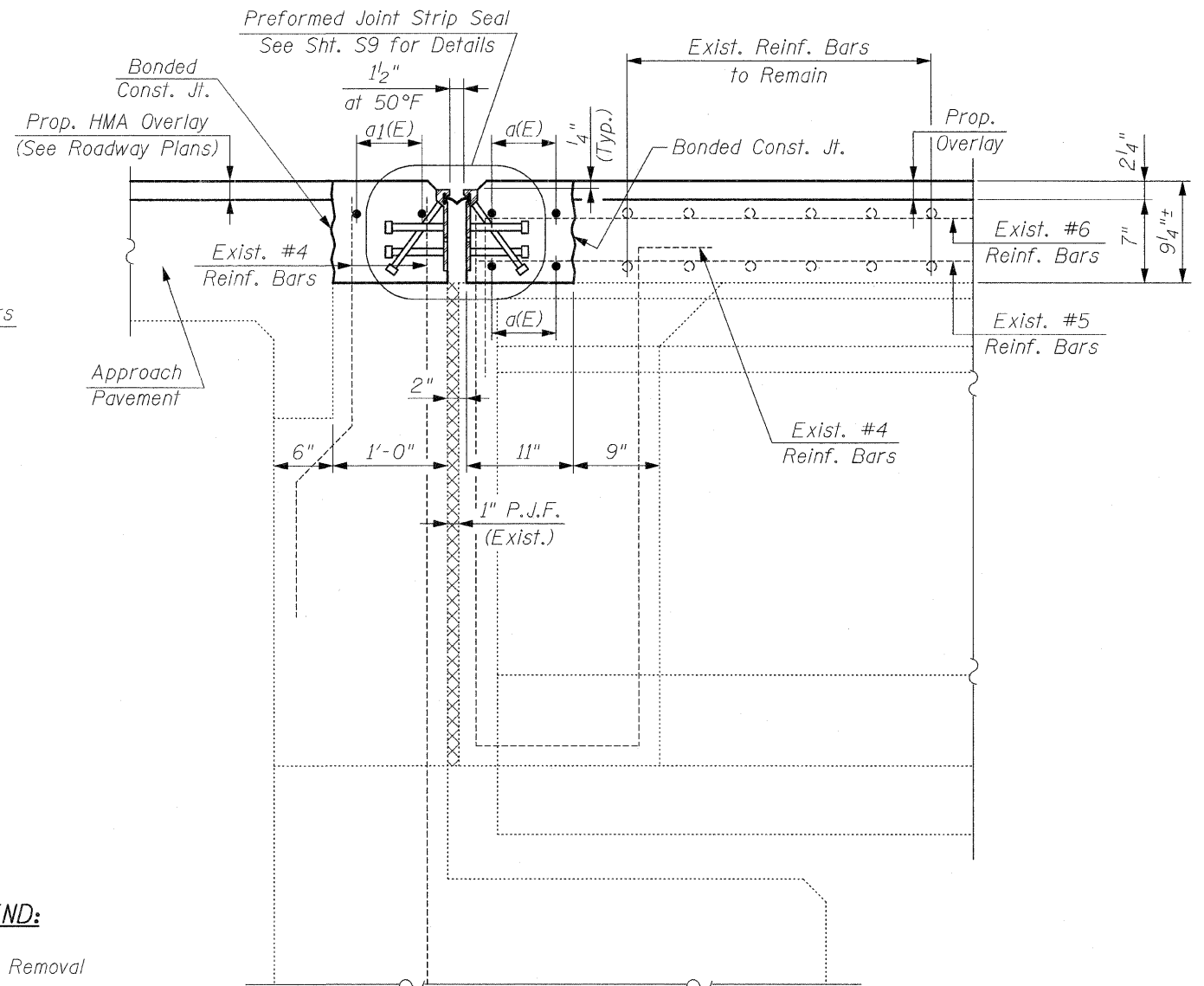
LEGEND:
O.F. = Outside Face
I.F. = Inside Face

CR & A
CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS / PLANNERS / SURVEYORS
211 W. WACKER DRIVE CHICAGO, IL. 60606
PHONE: (312)372-2023 FAX: (312)372-5274



EXISTING

**SECTION B-B
WEST ABUTMENT
(at Rt. L's)**



PROPOSED

**SECTION B-B
WEST ABUTMENT
(at Rt. L's)**

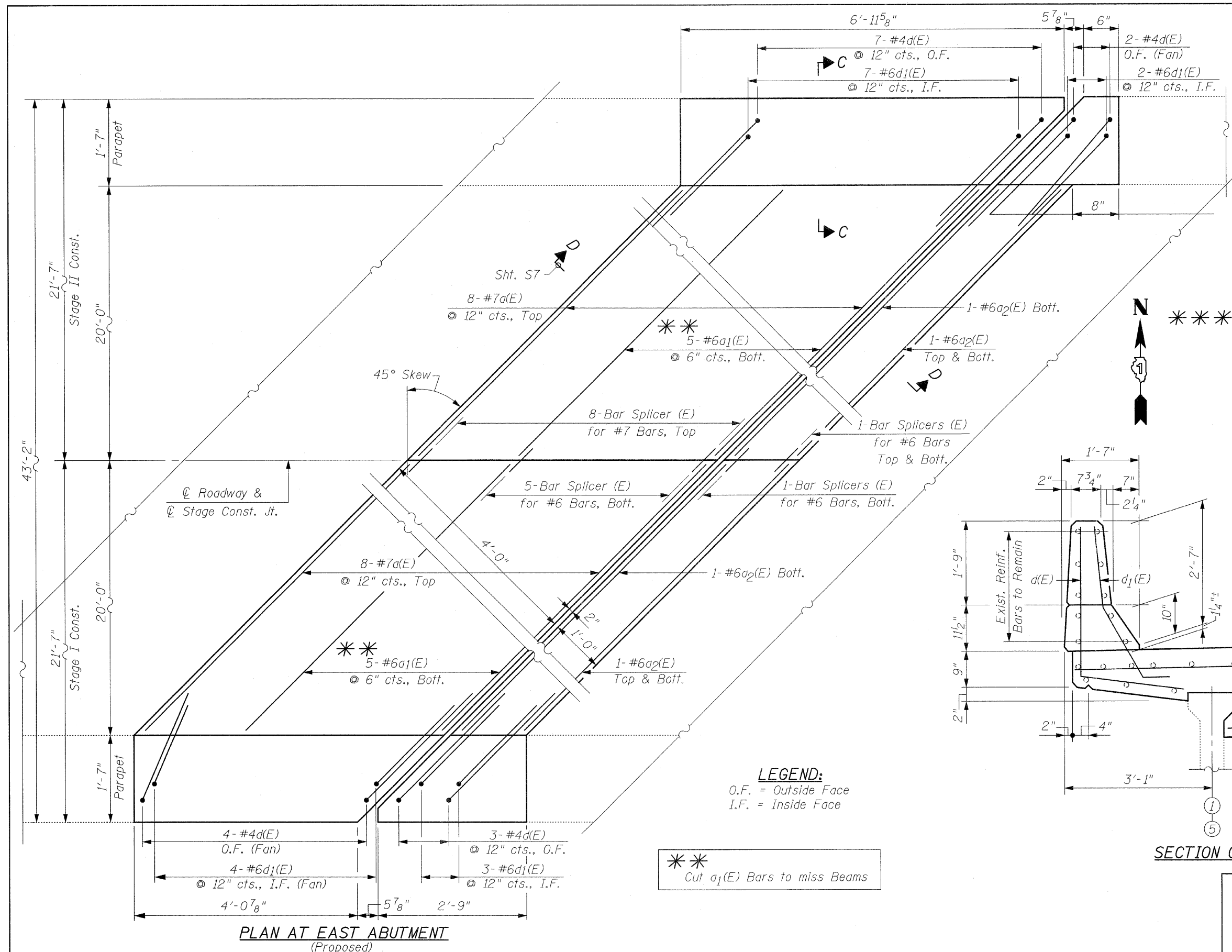
LEGEND:
 Concrete Removal

NOTE:
 For Bar Splicer Assembly Details, See Sht. S8

NOTE:
 Dimensions are Based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, Deck Dimensions may Require Adjustments to Match the Details on Sht. S9

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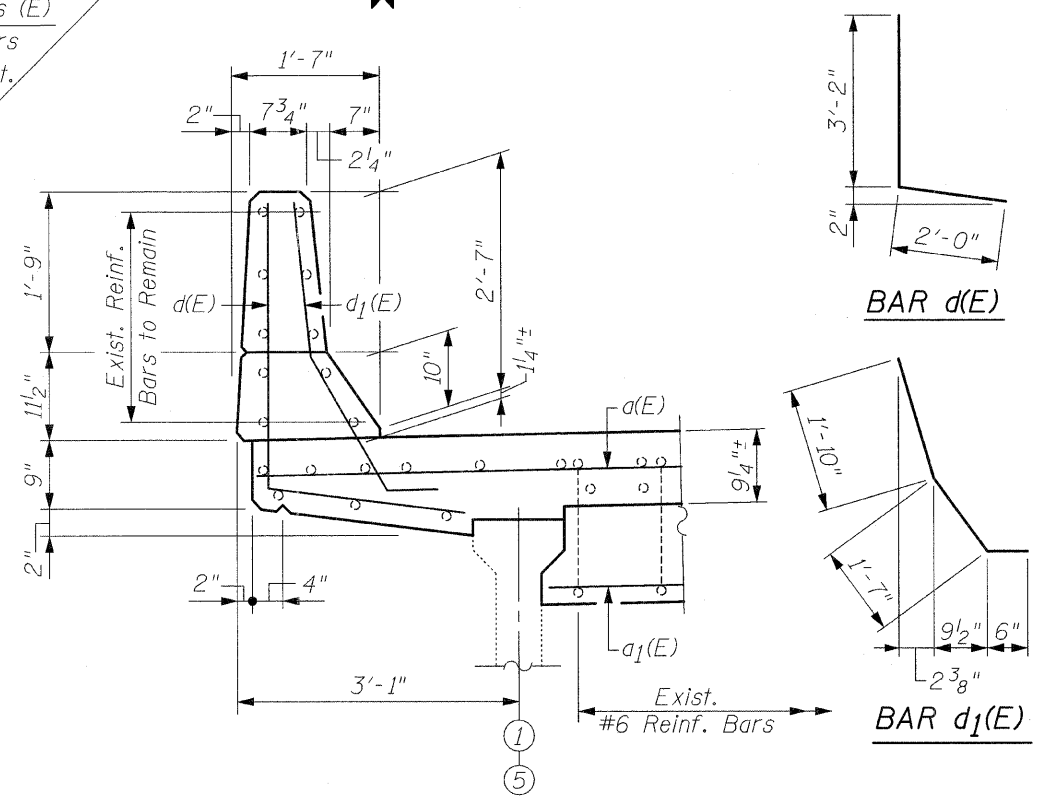
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PLOT SCALE = 50.0000' / IN.	DRAWN - F.M.	CHECKED - B.N.S./J.C.N.	REVISED -				SCALE:	SHEET NO. S5 OF S18 SHEETS	STA.	TO STA.	CONTRACT NO. 60E63			
PLOT DATE = 1/26/2009	DATE - JANUARY 27, 2009	REVISED -	REVISED -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	16	#7	29'-9"	—
a ₁ (E)	10	#6	24'-3"	—
a ₂ (E)	6	#6	27'-9"	—
d(E)	16	#4	5'-2"	L
d ₁ (E)	16	#6	3'-11"	L
Reinforcement Bars, Epoxy Coated	Pound		1,740	
Concrete Removal	Cu. Yd.		13.8	
Concrete Superstructure	Cu. Yd.		14.8	
Bar Splicers	Each		16	
Protective Coat	Sq. Yd.		5	

Quantity for Top & Inside Face of Reconstructed Parapets



LEGEND:
O.F. = Outside Face
I.F. = Inside Face

Cut a₁(E) Bars to miss Beams

PLAN AT EAST ABUTMENT
(Proposed)

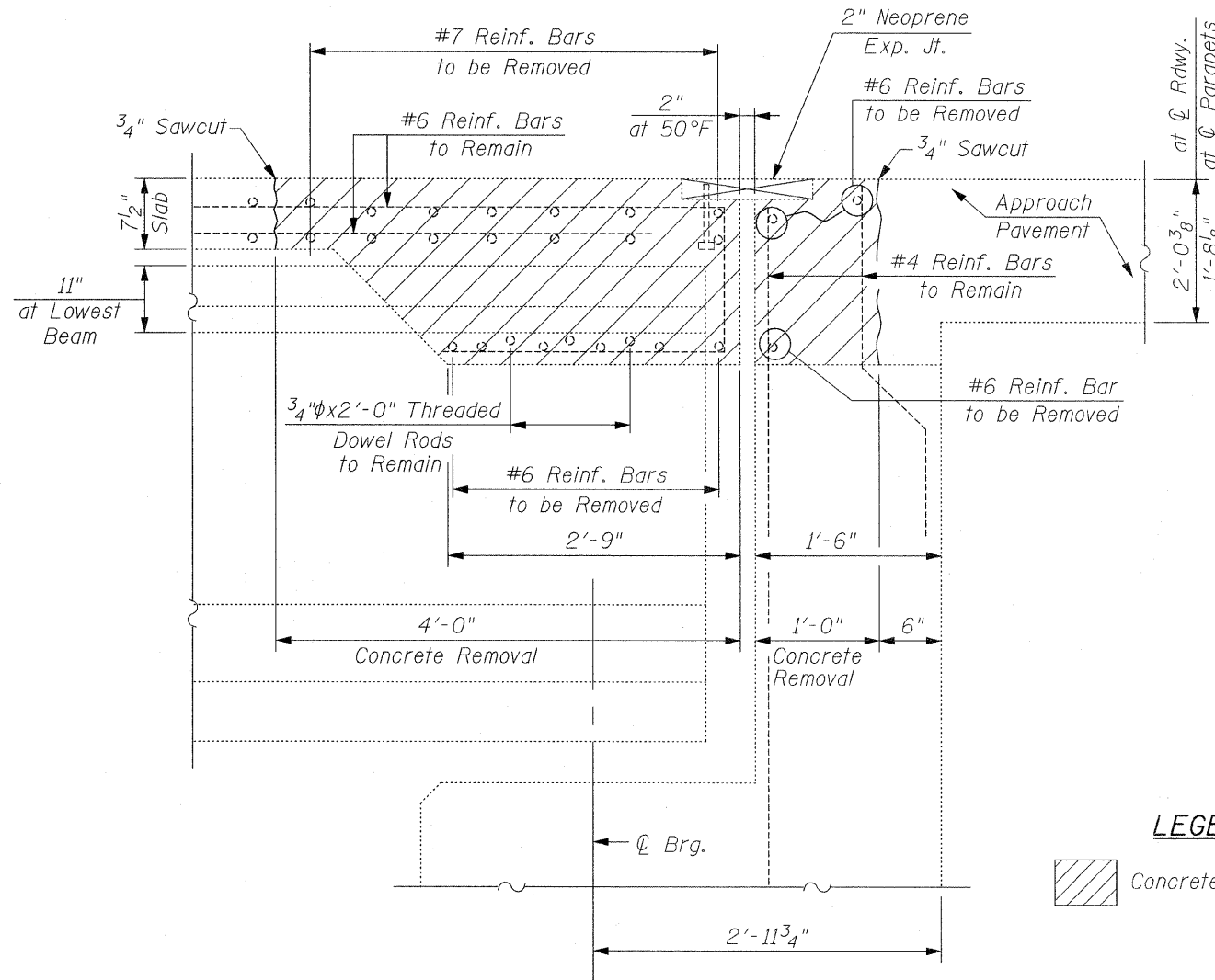
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		DRAWN - F.M.	REVISED -
		CHECKED - B.N.S./J.C.N.	REVISED -
		DATE - MARCH 16, 2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

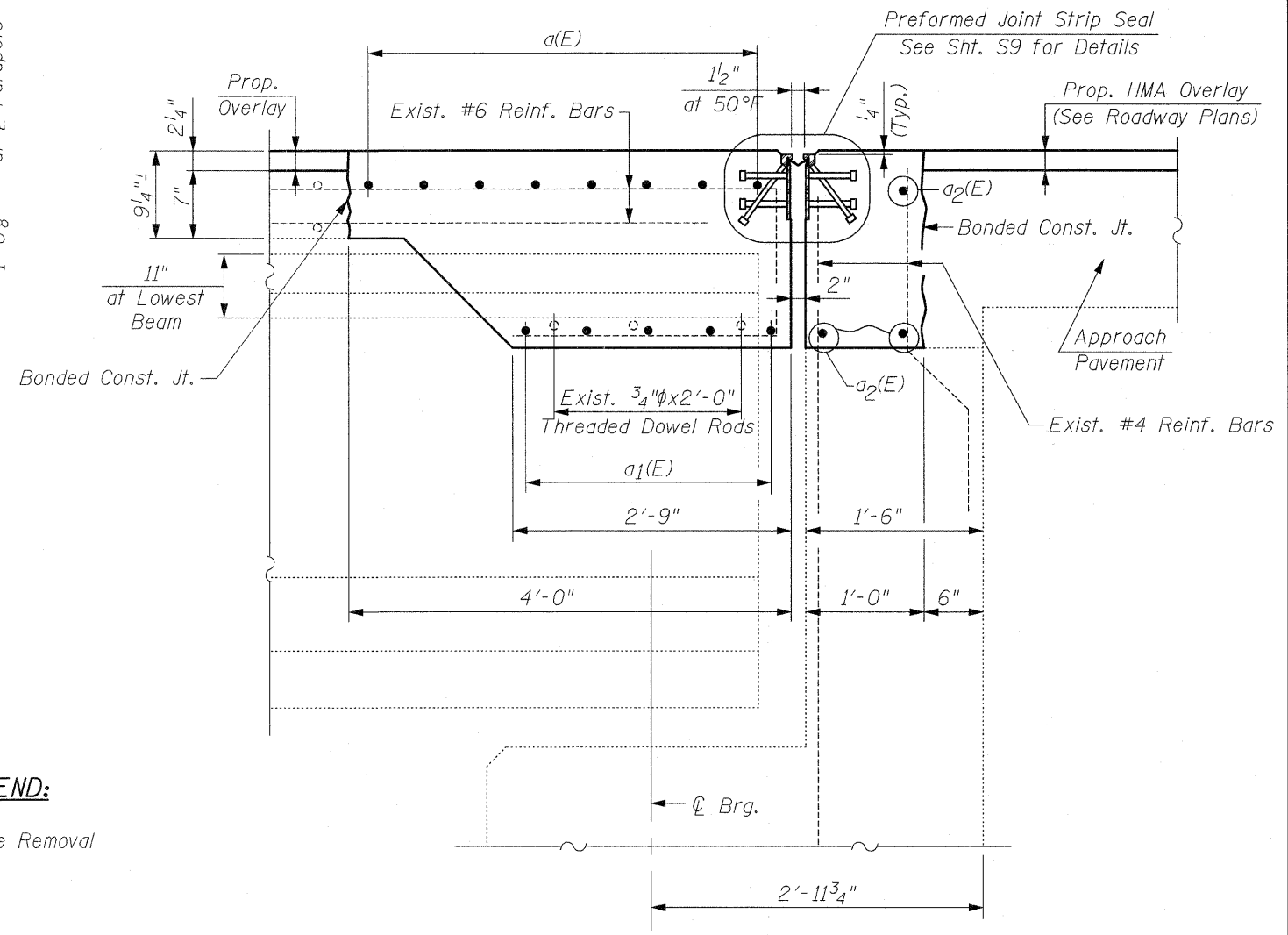
JOINT RECONSTRUCTION AT EAST ABUTMENT
U.S. 30 OVER WEST BRANCH BIG ROCK CREEK S.N. 045-2005

F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 23
SCALE: SHEET NO. S6 OF S18 SHEETS				CONTRACT NO. 60E63
STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

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EXISTING
SECTION D-D
EAST ABUTMENT
 (at Rt. L's)



PROPOSED
SECTION D-D
EAST ABUTMENT
 (at Rt. L's)

LEGEND:
 Concrete Removal

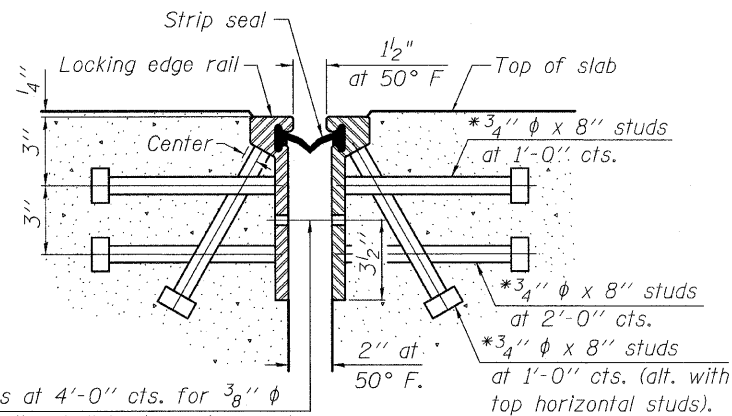
NOTE:
 For Bar Splicer Assembly Details, See Sht. S8

NOTE:
 Dimensions are Based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, Deck Dimensions may Require Adjustments to Match the Details on Sht. S9

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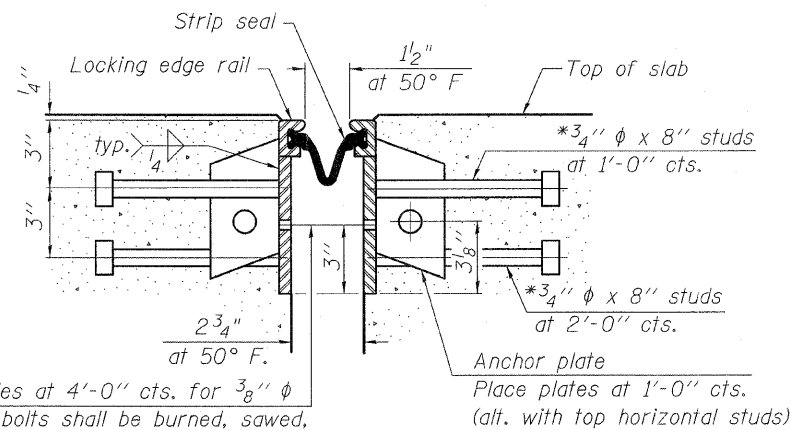
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PLOT SCALE = 50,000' / IN.	CHECKED - B.N.S./J.C.N.	REVISIED -	SCALE:			SHEET NO. 57 OF 518 SHEETS	STA.	TO STA.	CONTRACT NO. 60E63			
PLOT DATE = 1/26/2009	DATE - JANUARY 27, 2009	REVISIED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

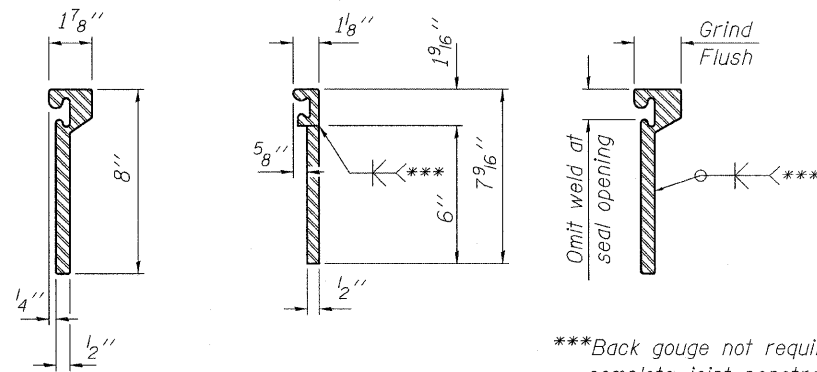
Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

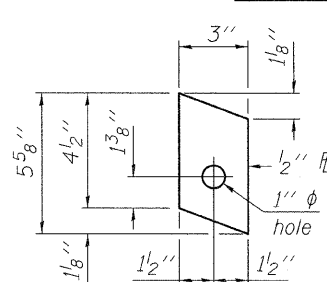
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

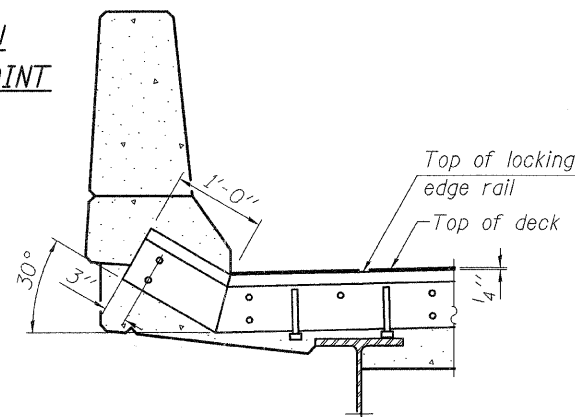
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



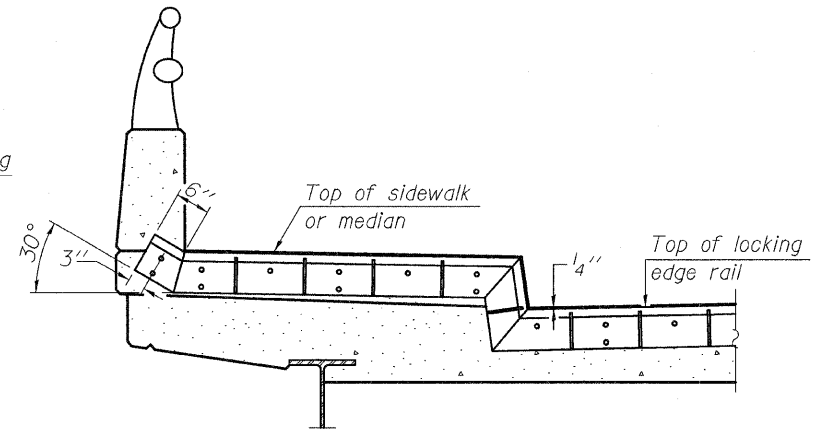
ROLLED (EXTRUDED) RAIL WELDED RAIL



ANCHOR PLATE (for welded rail)



AT PARAPET



AT SIDEWALK OR MEDIAN

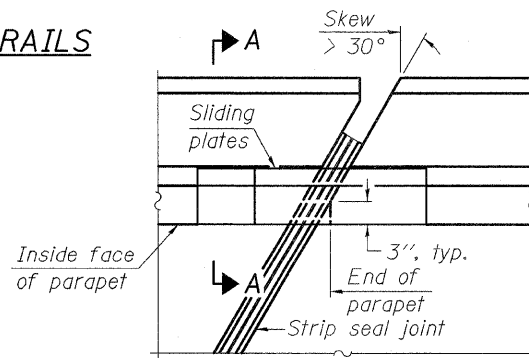
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

***Back gouge not required if complete joint penetration is verified by mock-up.

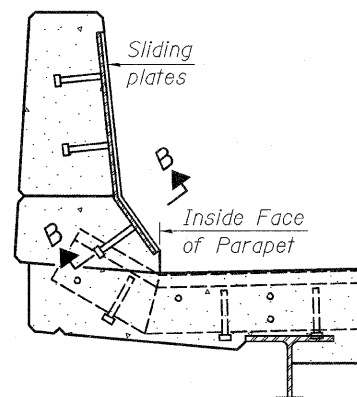
LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS



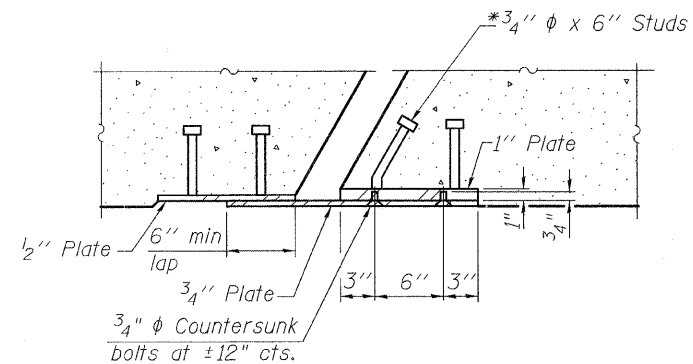
PLAN



SECTION A-A

POINT BLOCK DETAILS (for skews > 30°)

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	118

NOTE:

Work This Sheet With Sht's. S5 & S7

EJ-SSJ 10-1-08

FILE NAME = preformed_joint_seal.dgn	USER NAME = IDOT	DESIGNED - B.N.S.	REVISED -
		DRAWN - F.M.	REVISED -
		CHECKED - B.N.S./J.C.N.	REVISED -
		DATE - JANUARY 27, 2009	REVISED -

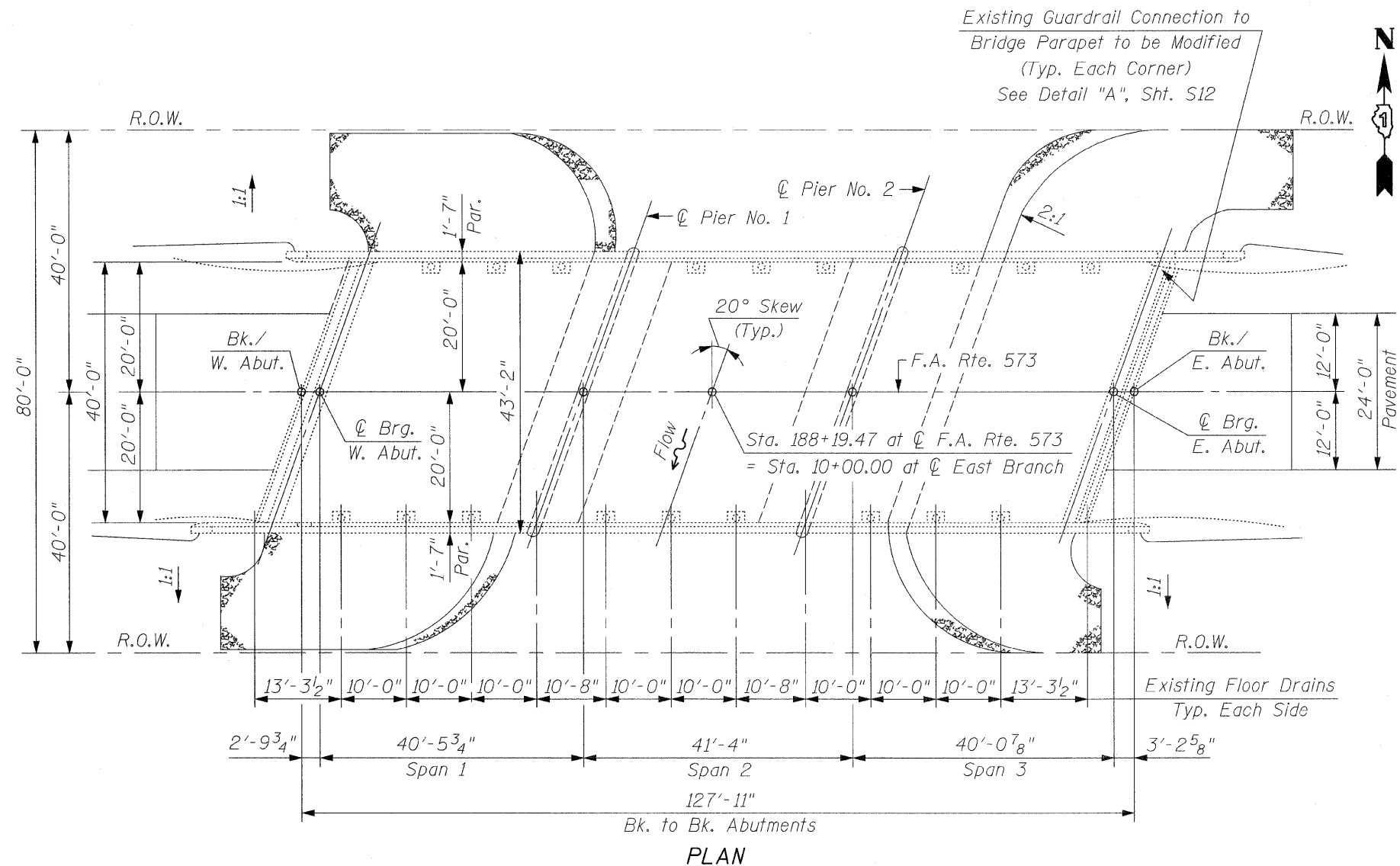
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL U.S. 30 OVER WEST BRANCH BIG ROCK CREEK S.N. 045-2005

F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 26
SCALE: SHEET NO. 59 OF 518 SHEETS STA. TO STA.			CONTRACT NO. 60E63	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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Existing Guardrail Connection to Bridge Parapet to be Modified (Typ. Each Corner) See Detail "A", Sht. S12



GENERAL NOTES:

Plan Dimensions and Details Relative to Existing Plans are Subject to Nominal Construction Variations. The Contractor Shall Field Verify Existing Dimensions and Details Affecting new Construction and Make Necessary Approved Adjustments Prior to Construction or Ordering of Materials. Such Variations Shall not be Cause for Additional Compensation for a Change in Scope of the work, However, the Contractor will be Paid for the Quantity Actually Furnished at the Unit Price Bid for the Work.

These Plans Have Been Prepared From Notes Received From I.D.O.T. Field Maintenance Engineers.

Areas of Deck Repairs Shown are Estimated. The Engineer Shall Show Actual Locations of Deck Repairs on As-Built Plans.

Joint Openings Shall be Adjusted According to Article 520.04 of the Standard Specifications when the Deck is Poured at an Ambient Temperature Other Than 50°F.

The Contractor Shall use Extreme Care During Concrete Removal so as not to Damage the PPC I-Beams. Any Damage Done to the PPC I-Beams is to be Repaired by the Contractor at the Contractor's Expense.

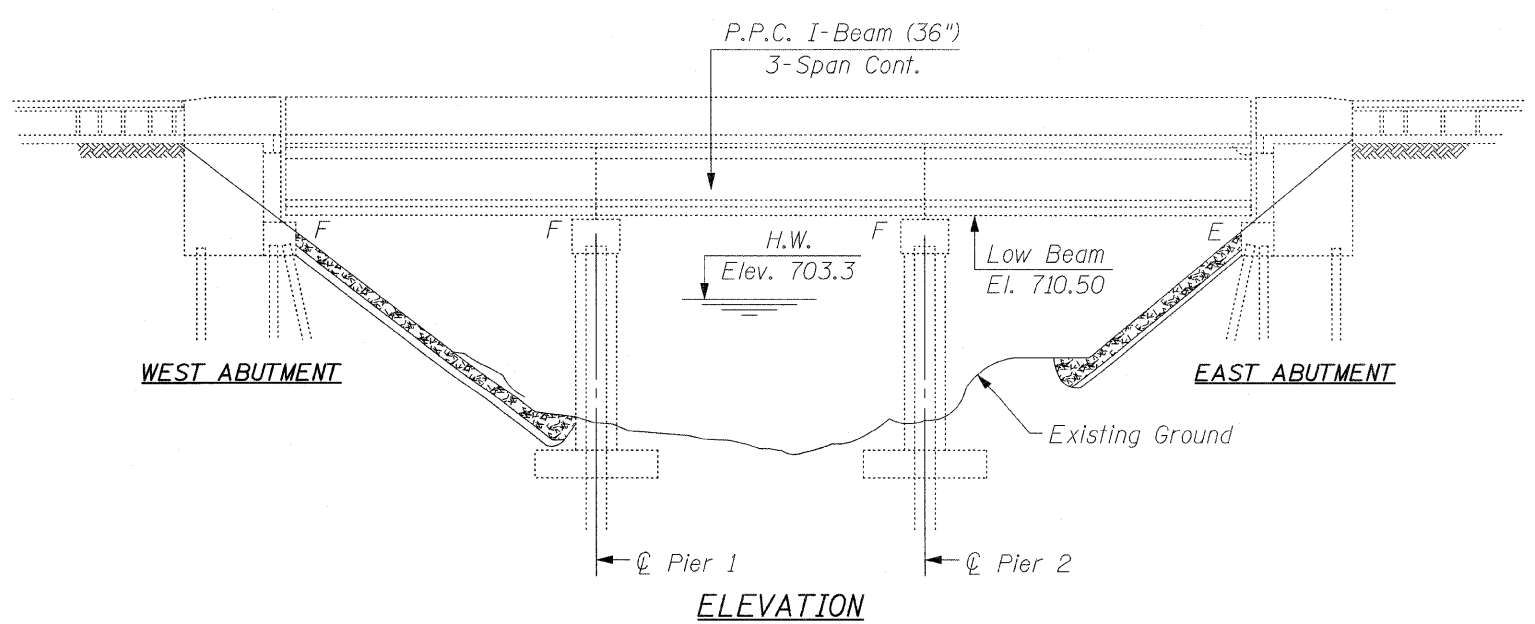
Existing Reinforcement Bars Extending into the Removal Area Shall be Cleaned, Straightened and Incorporated Into the New Construction. Any Reinforcement Bars that are Damaged During Concrete Removal Shall be Replaced With an Approved Bar Splicer or Anchorage System. Cost is Included With Concrete Removal.

Reinforcement Bars Shall Conform to the Requirements of ASTM A-706, Grade 60. See Special Provisions.

Reinforcement Bars Designated (E) Shall be Epoxy Coated.

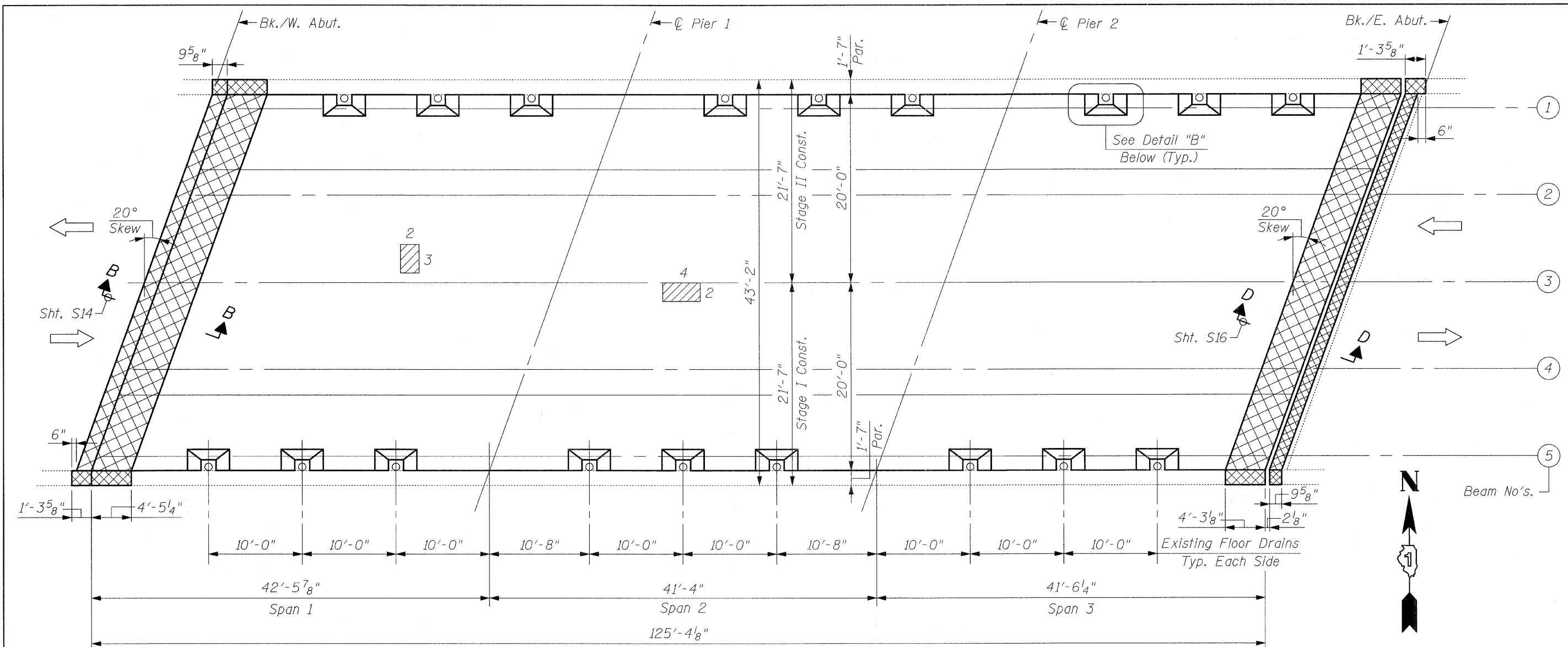
TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Bridge Deck Hydro-Scarification, 1/2 Inch	Sq. Yd.	515
Bridge Deck Latex Concrete Overlay, 2 1/4 Inch	Sq. Yd.	515
Bridge Deck Grooving	Sq. Yd.	524
Reinforcement Bars, Epoxy Coated	Pound	4,170
Concrete Removal	Cu. Yd.	23.1
Concrete Superstructure	Cu. Yd.	25.5
Preformed Joint Strip Seal	Foot	90
Bar Splicers	Each	32
Protective Coat	Sq. Yd.	561

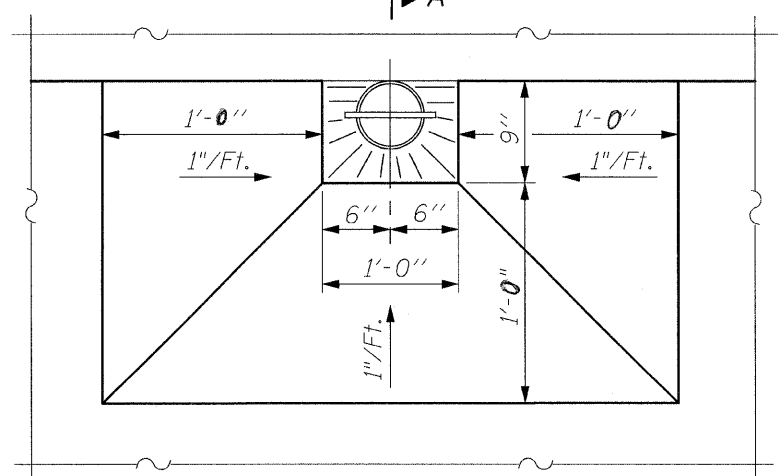


ELEVATION

CHRISTIAN-ROGE & ASSOCIATES, INC.
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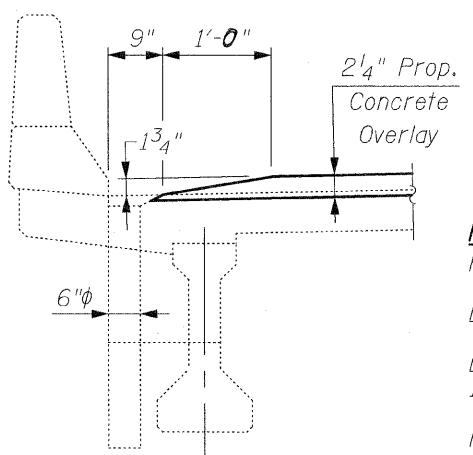


DECK PLAN



DETAIL "B"

TOP PLAN
Showing Overlay Taper at Floor Drains



SECTION A-A

LEGEND:

- Joint Reconstruction
- Deck Slab Repair (Partial)

NOTES:

For Joint Reconstruction Details, See Sht's. S13 thru S16.
Deck Slab Repair (Partial) is Shown for Information Only.

Locations & Areas of Repairs are Approximate and are Based on Inspections Performed by I.D.O.T. and Earth Tech/AECOM.

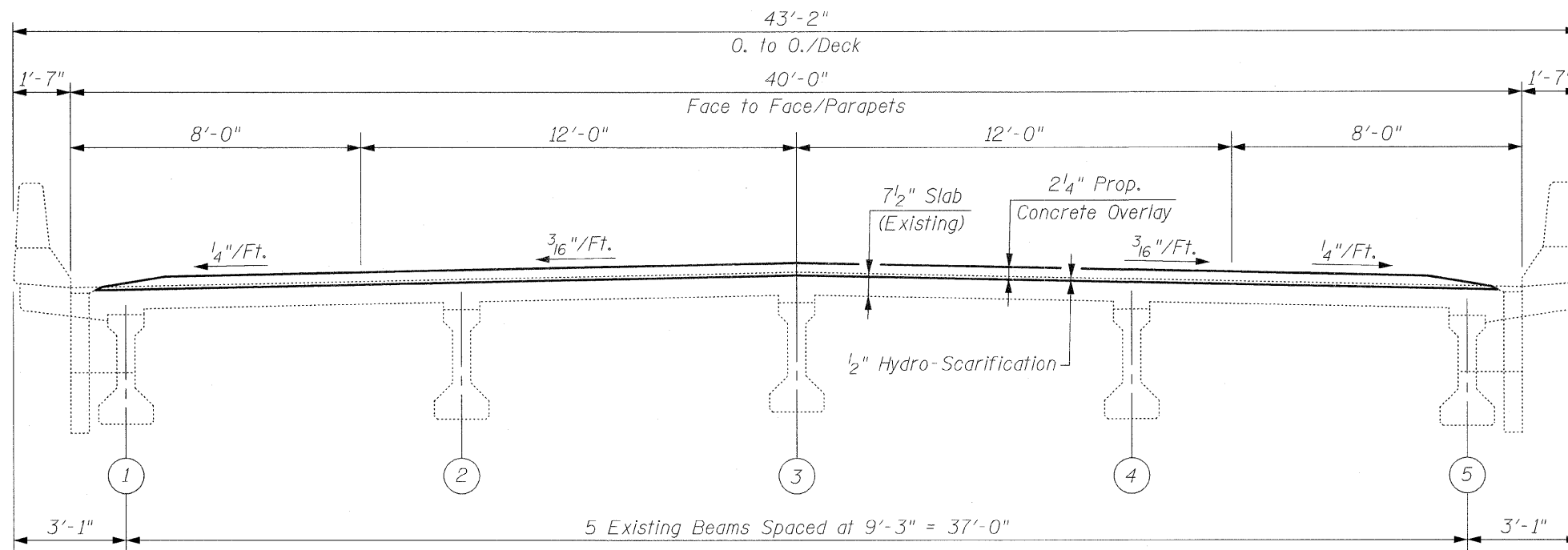
Proposed Overlay to be Tapered at Existing Floor Drains. See Detail "B".

All Patch Dimensions are in Feet.

NOTES:
INSPECTION WAS CONDUCTED IN SEPT., 2008 BY I.D.O.T. FIELD MAINTENANCE ENGINEERS.
INFRARED INSPECTION WAS CONDUCTED ON JULY 9, 2008 BY EARTH TECH/AECOM.

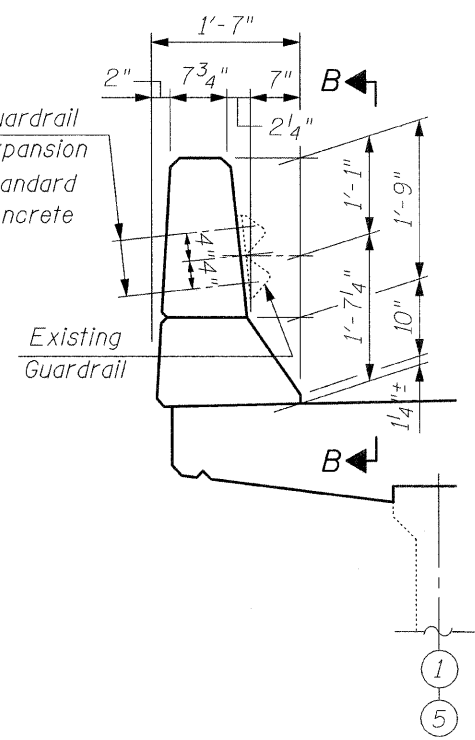
NOTE:
SURFACE TYPE: CONCRETE WITH NO OVERLAY

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PLOT SCALE = 5/8" = 1' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -	SCALE:			SHEET NO. S11 OF S18 SHEETS	STA.	TO STA.	CONTRACT NO. 60E63			
PLOT DATE = 1/26/2009	DATE - JANUARY 27, 2009	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

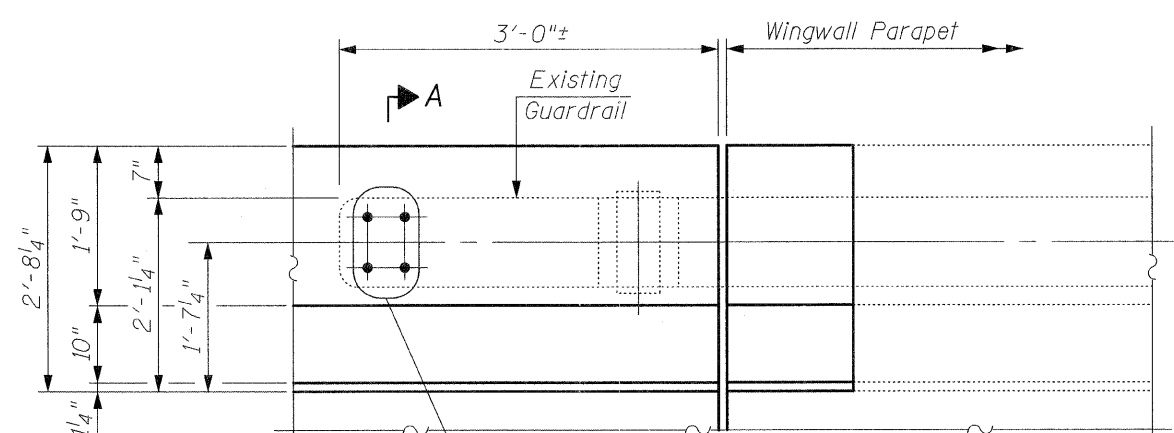


DECK CROSS SECTION
(Looking East)

Remove & Reattach Existing Guardrail Connection With 4 Proposed Expansion Anchors for 7/8"φ Bolts With Standard Washers. Cost Included With Concrete Superstructure.

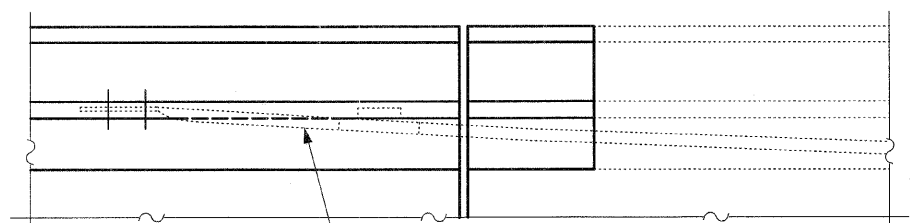


SECTION A-A



Remove & Reattach Existing Guardrail Connection With 4 Proposed Expansion Anchors for 7/8"φ Bolts With Standard Washers. Cost Included With Concrete Superstructure.

VIEW B-B

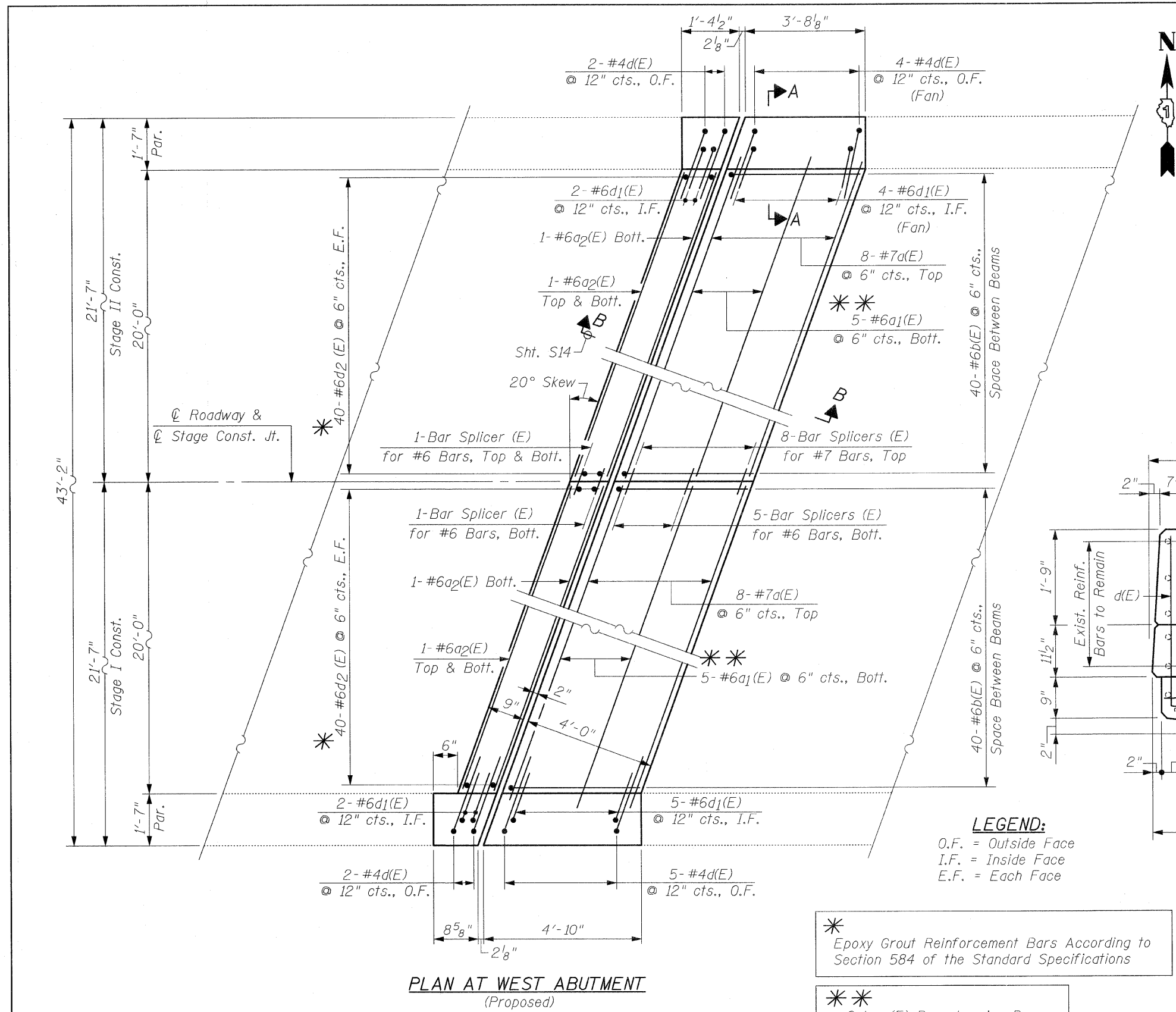


Existing Guardrail
PLAN

DETAIL "A"
(Showing Guardrail Connection to Parapet)

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FILE NAME = deck_cross_section.dgn	USER NAME = IDOT	DESIGNED - B.N.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING DECK CROSS SECTION & GUARDRAIL CONNECTION TO PARAPET U.S. 30 OVER EAST BRANCH BIG ROCK CREEK S.N. 045-2006		F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 29	
PLOT SCALE = 5/8" = 1' IN.	CHECKED - B.N.S./J.C.N.	DATE - JANUARY 27, 2009	REVISED -		SCALE:	SHEET NO. 512 OF 518 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
PLOT DATE = 1/26/2009	DATE -	REVISED -	REVISED -		CONTRACT NO. 60E63							



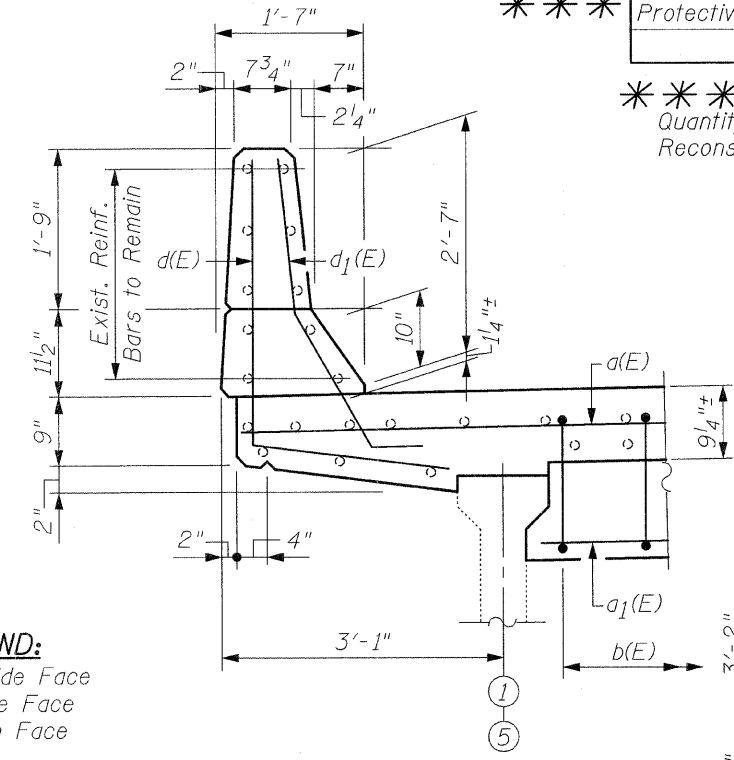
PLAN AT WEST ABUTMENT
(Proposed)



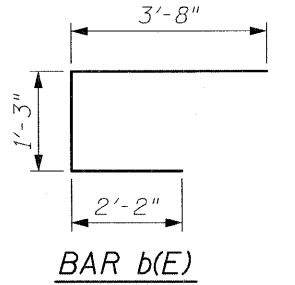
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a(E)	16	#7	22'-5"	—	
a ₁ (E)	10	#6	18'-5"	—	
a ₂ (E)	6	#6	20'-11"	—	
b(E)	80	#6	7'-1"	└	
d(E)	13	#4	5'-2"	└	
d ₁ (E)	13	#6	3'-11"	└	
d ₂ (E)	160	#6	2'-10"	—	
Reinforcement Bars, Epoxy Coated				Pound	2,850
Concrete Removal				Cu. Yd.	10.8
Concrete Superstructure				Cu. Yd.	13.0
Bar Splicers				Each	16
Protective Coat				Sq. Yd.	4

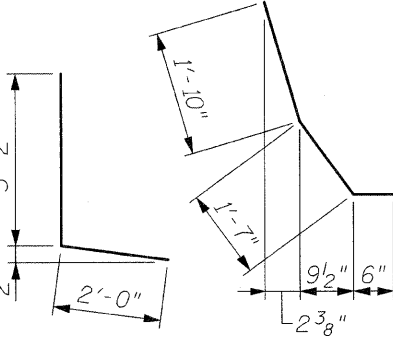
Quantity for Top & Inside Face of Reconstructed Parapets



SECTION A-A



BAR b(E)



BAR d(E)

BAR d₁(E)

LEGEND:
O.F. = Outside Face
I.F. = Inside Face
E.F. = Each Face

* Epoxy Grout Reinforcement Bars According to Section 584 of the Standard Specifications

** Cut a₁(E) Bars to miss Beams

FILE NAME = jt-reconst.west.dgn	USER NAME = IDOT	DESIGNED - B.N.S.	REVISED -
		DRAWN - F.M.	REVISED -
		CHECKED - B.N.S./J.C.N.	REVISED -
		DATE - MARCH 16, 2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

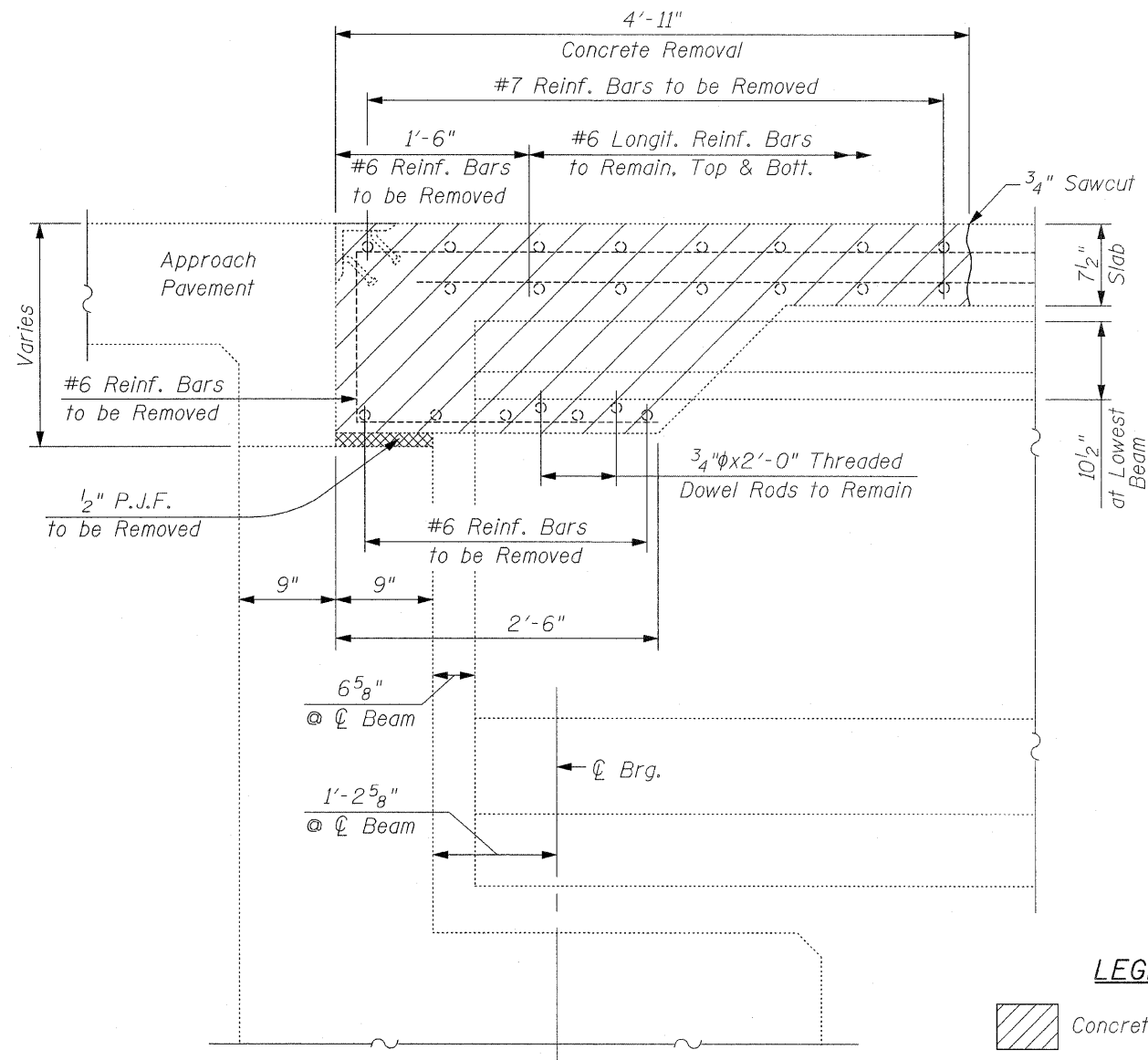
JOINT RECONSTRUCTION AT WEST ABUTMENT
U.S. 30 OVER EAST BRANCH BIG ROCK CREEK S.N. 045-2006

SCALE: SHEET NO. 513 OF 518 SHEETS STA. TO STA.

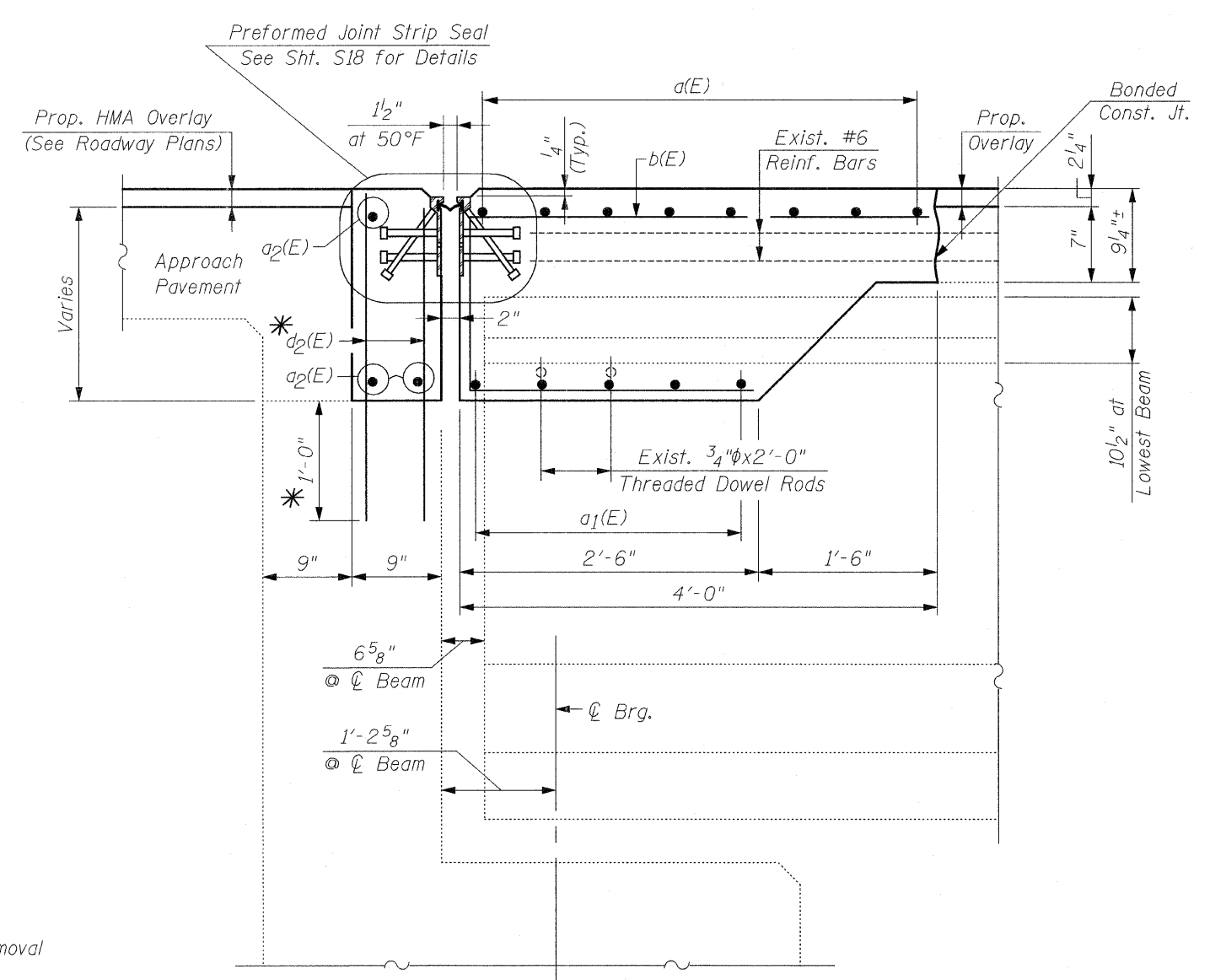
F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 30
CONTRACT NO. 60E63				FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT



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EXISTING
SECTION B-B
WEST ABUTMENT
 (at Rt. L's)



PROPOSED
SECTION B-B
WEST ABUTMENT
 (at Rt. L's)

LEGEND:

Concrete Removal

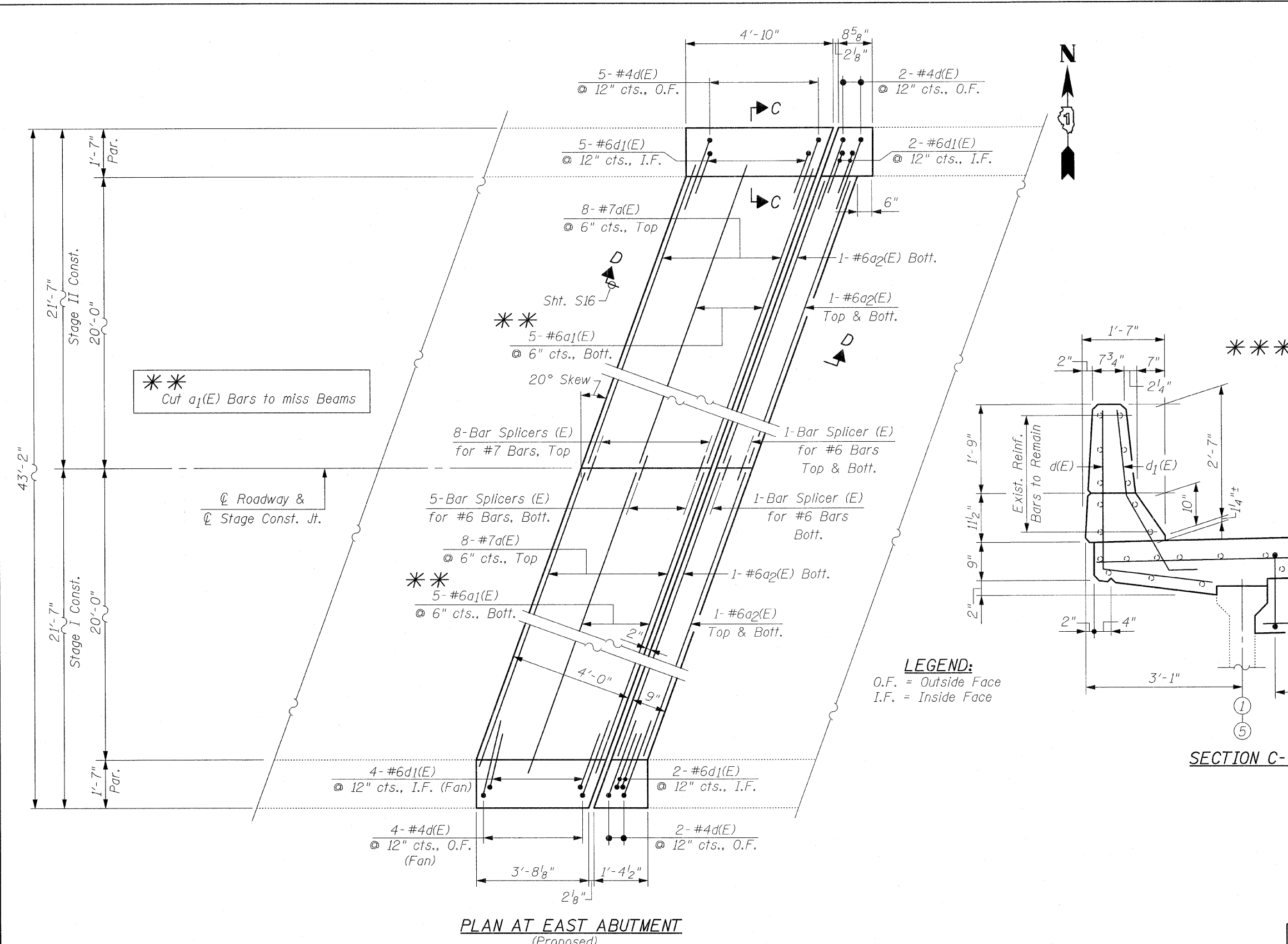
* Epoxy Grout Reinforcement Bars According to Section 584 of the Standard Specifications

NOTE:
 For Bar Splicer Assembly Details, See Sht. S17

NOTE:
 Dimensions are Based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, Deck Dimensions may Require Adjustments to Match the Details on Sht. S18

CR & A
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FILE NAME = jt_reconst_west_details.dgn	USER NAME = IDOT	DESIGNED - B.N.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT RECONSTRUCTION DETAILS AT WEST ABUTMENT U.S. 30 OVER EAST BRANCH BIG ROCK CREEK S.N. 045-2006	F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 31		
PLOT SCALE = 50.0000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -	SCALE:			SHEET NO. S14 OF S18 SHEETS	STA.	TO STA.	CONTRACT NO. 60E63			
PLOT DATE = 1/26/2009	DATE - JANUARY 27, 2009	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

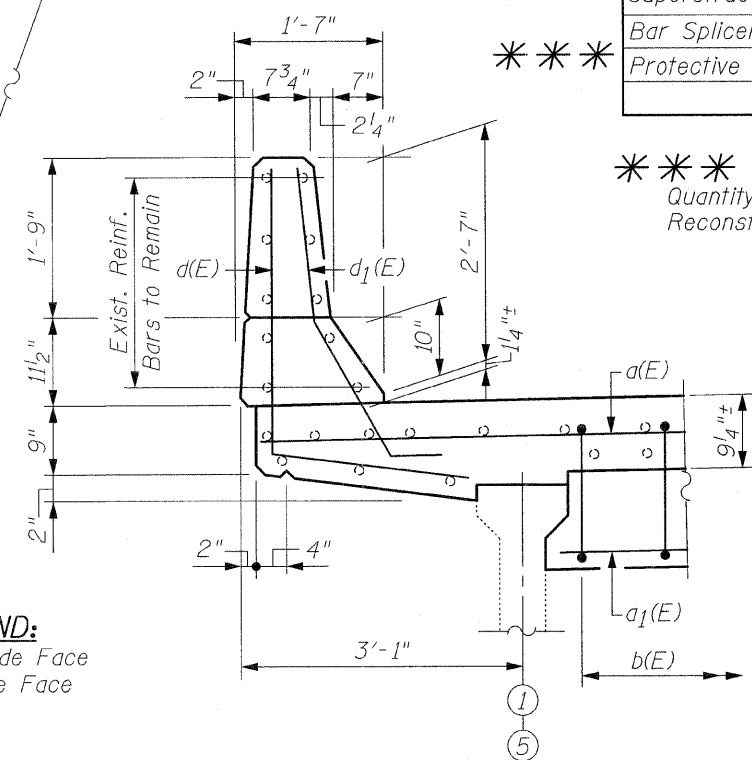


PLAN AT EAST ABUTMENT
(Proposed)

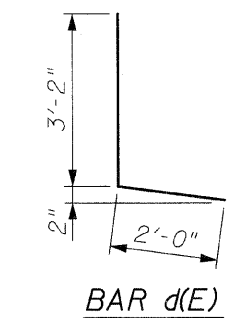
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	16	#7	22'-5"	—
a ₁ (E)	10	#6	18'-5"	—
a ₂ (E)	6	#6	20'-11"	—
d(E)	13	#4	5'-2"	L
d ₁ (E)	13	#6	3'-11"	L
Reinforcement Bars, Epoxy Coated	Pound	1,320		
Concrete Removal	Cu. Yd.	12.3		
Concrete Superstructure	Cu. Yd.	12.5		
Bar Splicers	Each	16		
Protective Coat	Sq. Yd.	4		

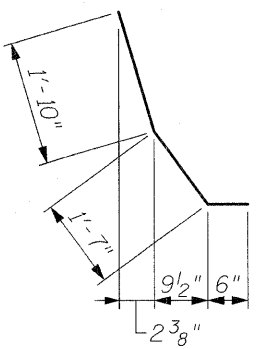
Quantity for Top & Inside Face of Reconstructed Parapets



SECTION C-C



BAR d(E)



BAR d₁(E)

LEGEND:
O.F. = Outside Face
I.F. = Inside Face

CR & A
CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS / PLANNERS / SURVEYORS
211 W. WACKER DRIVE CHICAGO, IL 60606
PHONE: (312)372-2023 FAX: (312)372-5274

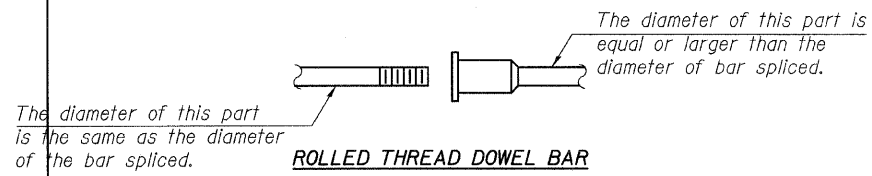
NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

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

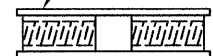


ROLLED THREAD DOWEL BAR



**** ONE PIECE**

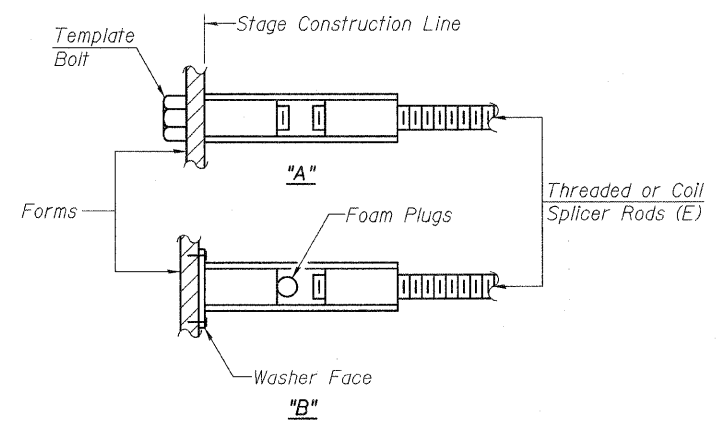
Wire Connector



WELDED SECTIONS

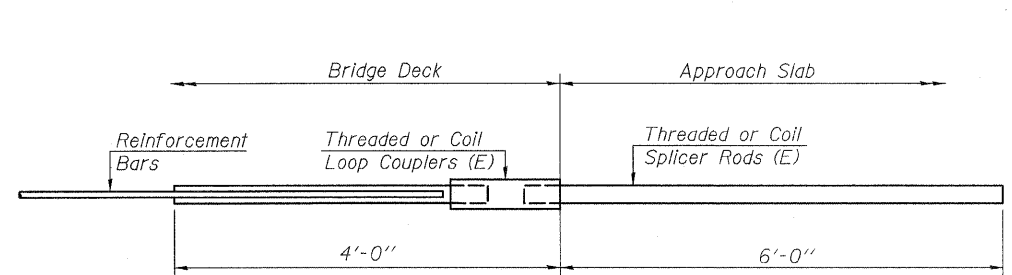
BAR SPLICER ASSEMBLY ALTERNATIVES

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



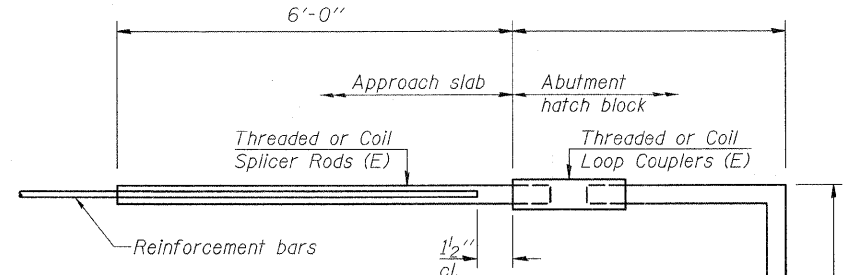
INSTALLATION AND SETTING METHODS

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



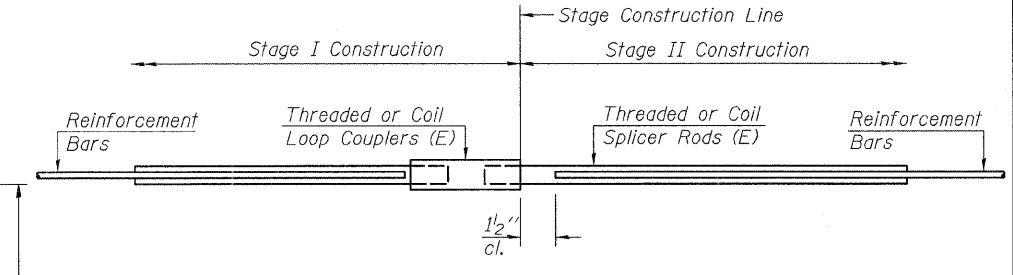
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#6	8	East Abutment
#7	8	
#6	8	West Abutment
#7	8	

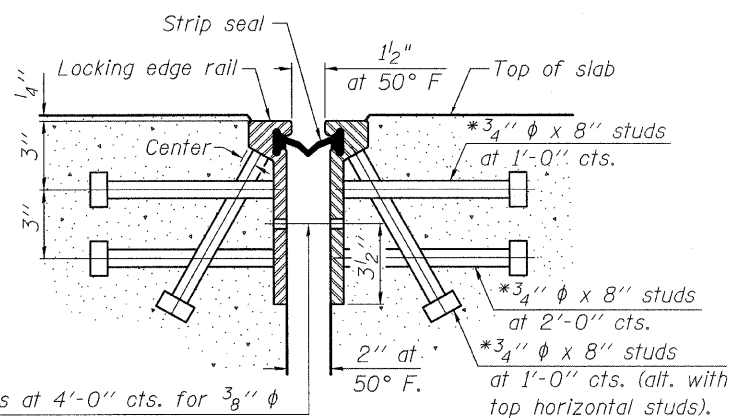
**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 045-2006**



CHRISTIAN-ROGE & ASSOCIATES, INC.
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 211 W. WACKER DRIVE CHICAGO, IL 60606
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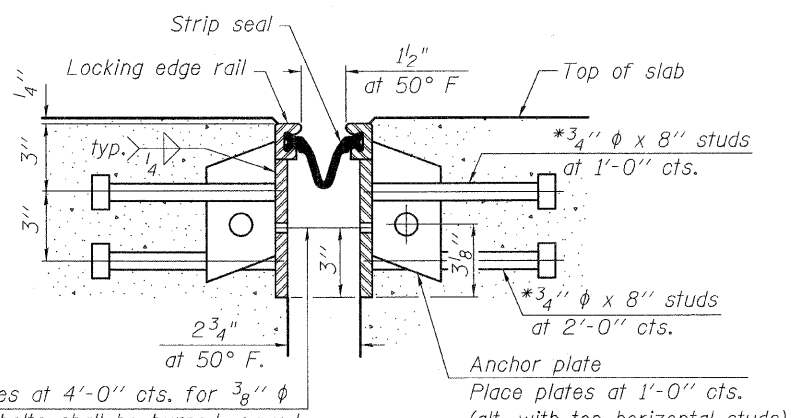
BSD-1 10-1-08

*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT

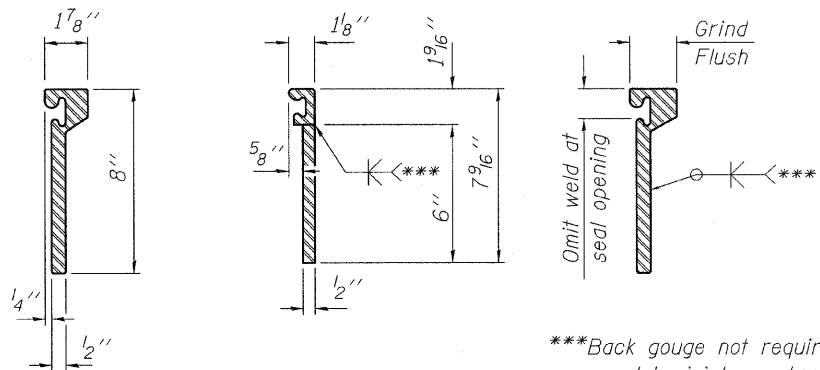


7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

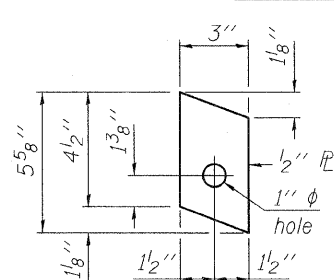
SECTION THRU WELDED RAIL JOINT

Notes:

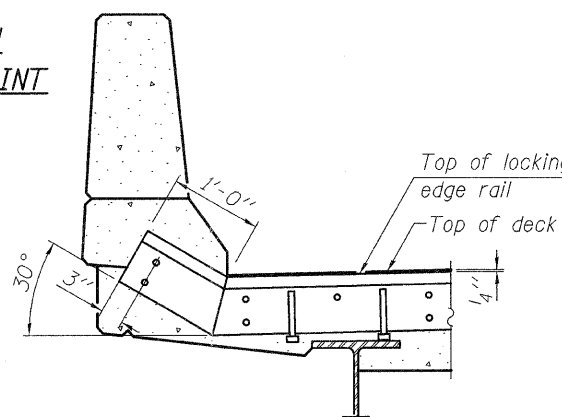
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints. The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



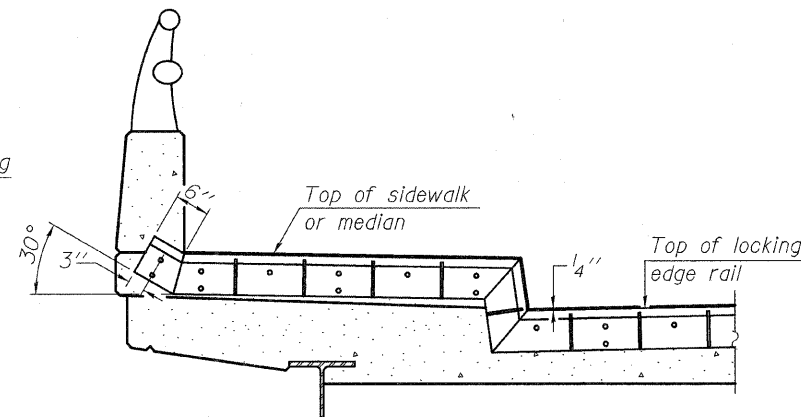
ROLLED (EXTRUDED) RAIL WELDED RAIL



ANCHOR PLATE (for welded rail)



AT PARAPET



AT SIDEWALK OR MEDIAN

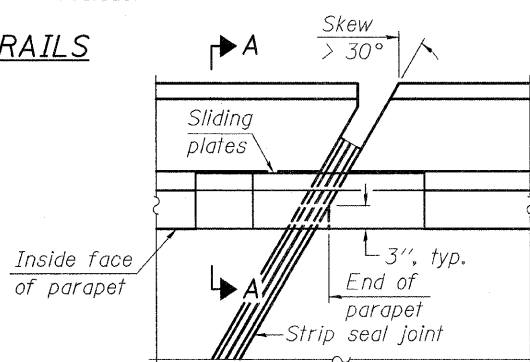
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

***Back gouge not required if complete joint penetration is verified by mock-up.

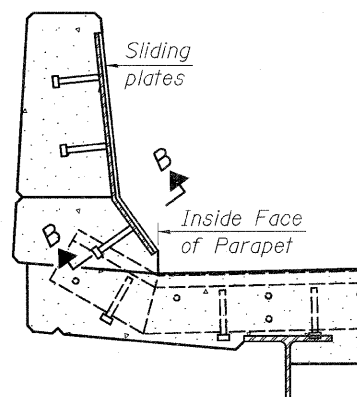
LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS



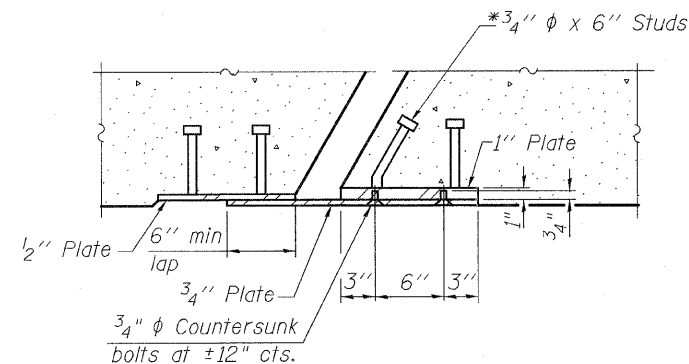
PLAN



SECTION A-A

POINT BLOCK DETAILS (for skews > 30°)

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	90

NOTE:

Work This Sheet With Sht's. S14 & S16

EJ-SSJ 10-1-08

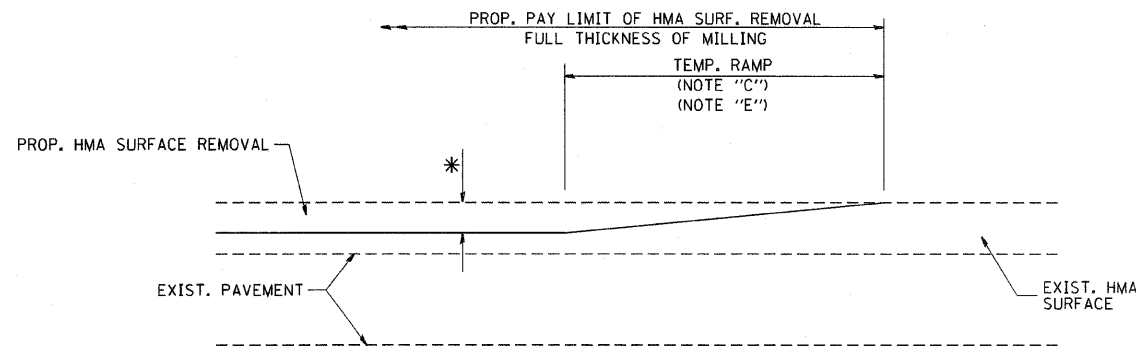
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		DRAWN - F.M.	REVISED -
		CHECKED - B.N.S./J.C.N.	REVISED -
		DATE - JANUARY 27, 2009	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL U.S. 30 OVER EAST BRANCH BIG ROCK CREEK S.N. 045-2006

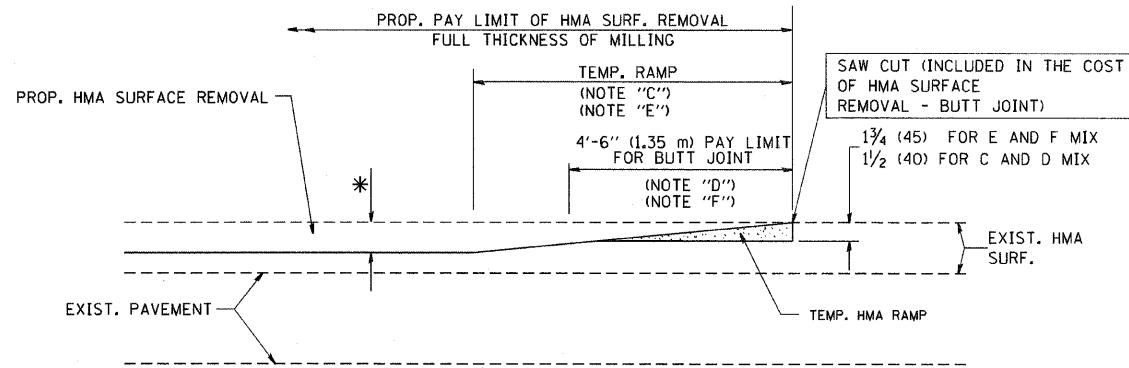
F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 35
SCALE: SHEET NO. S18 OF S18 SHEETS		STA. TO STA.	CONTRACT NO. 60E63	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CHRISTIAN-ROGE & ASSOCIATES, INC. ENGINEERS / PLANNERS / SURVEYORS 211 W. WACKER DRIVE CHICAGO, IL. 60606 PHONE: (312)372-2023 FAX: (312)372-5274



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

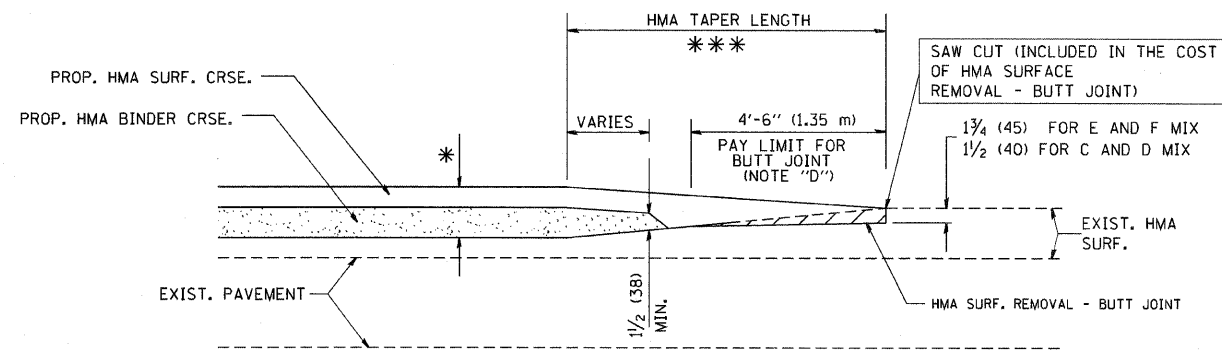
OPTION 1



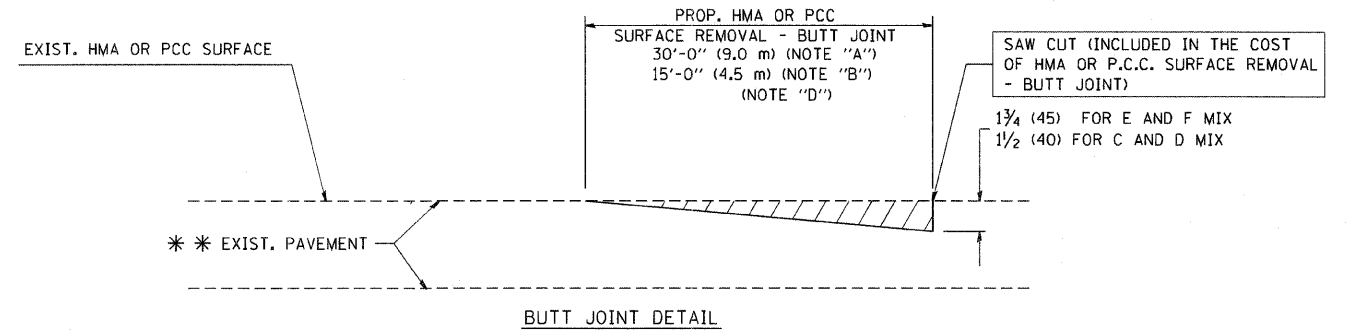
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

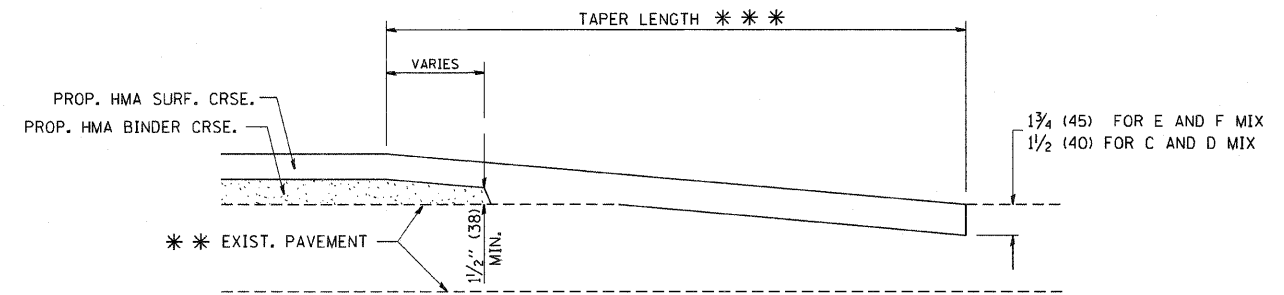
TYPICAL TEMPORARY RAMP



BUTT JOINT AND HMA TAPER
TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

FILE NAME =
W:\d\std\22x34\brd32.dgn

USER NAME = gaglienobt
PLOT SCALE = 50.0000 "/ IN.
PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

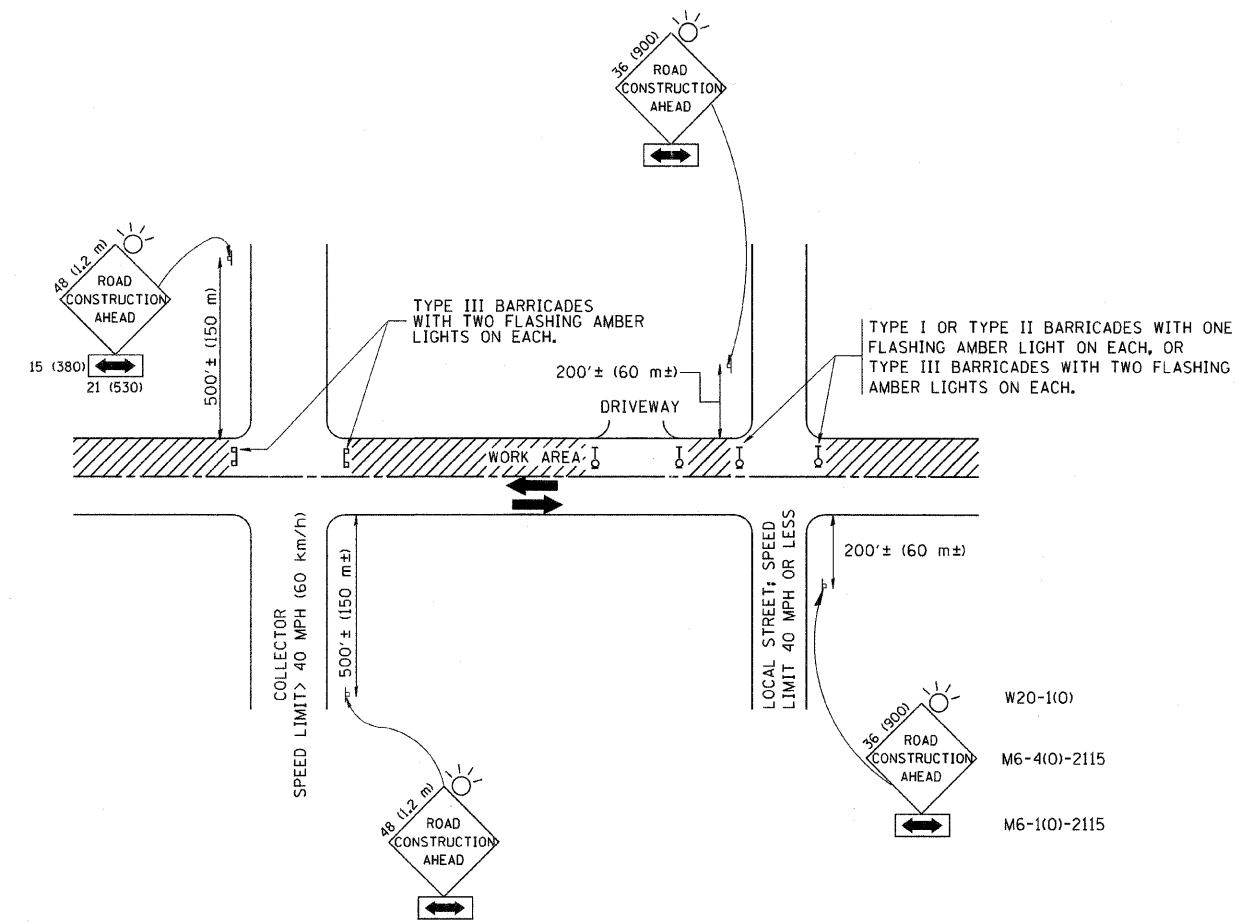
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 36
BD400-05 BD32			CONTRACT NO. 60E63	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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

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

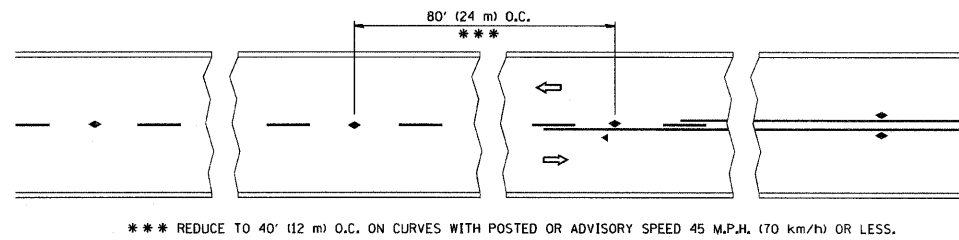
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLDT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLDT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

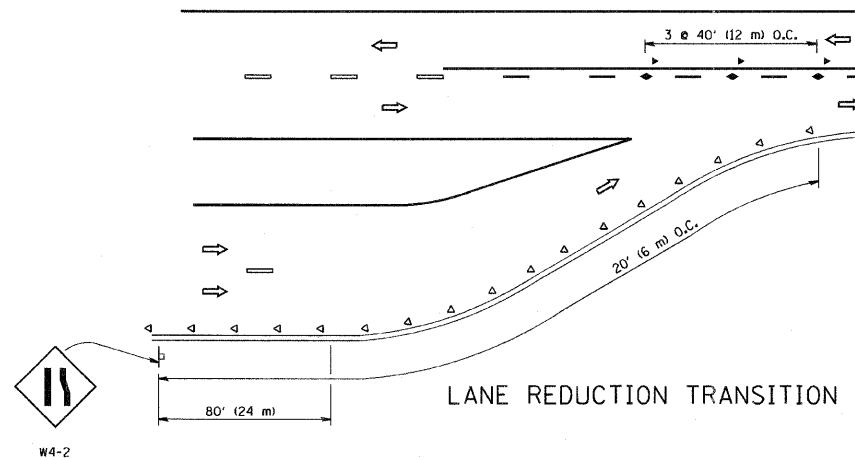
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 37
TC-10		CONTRACT NO. 60E63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

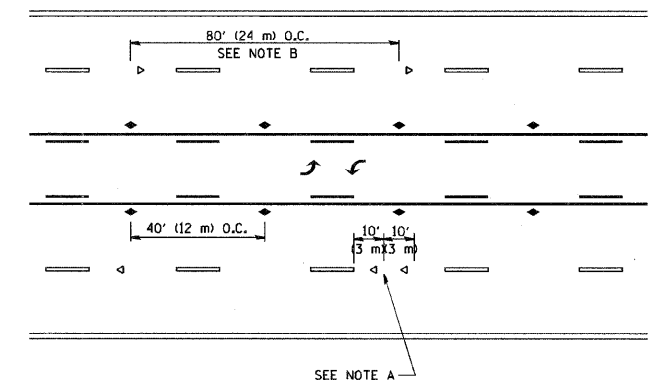
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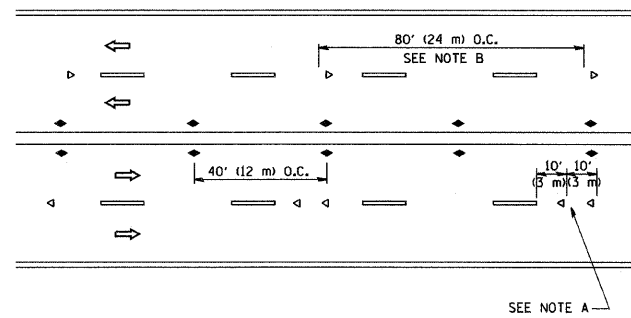
TWO-LANE/TWO-WAY



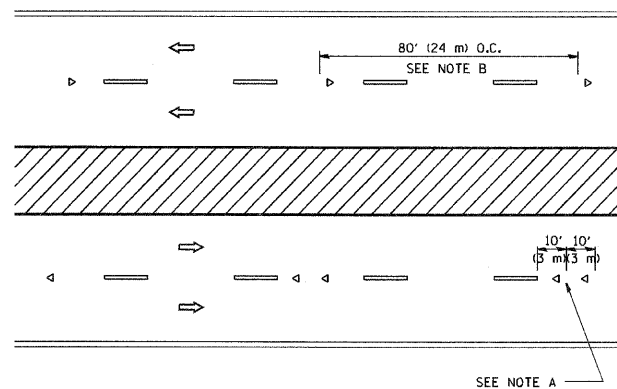
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

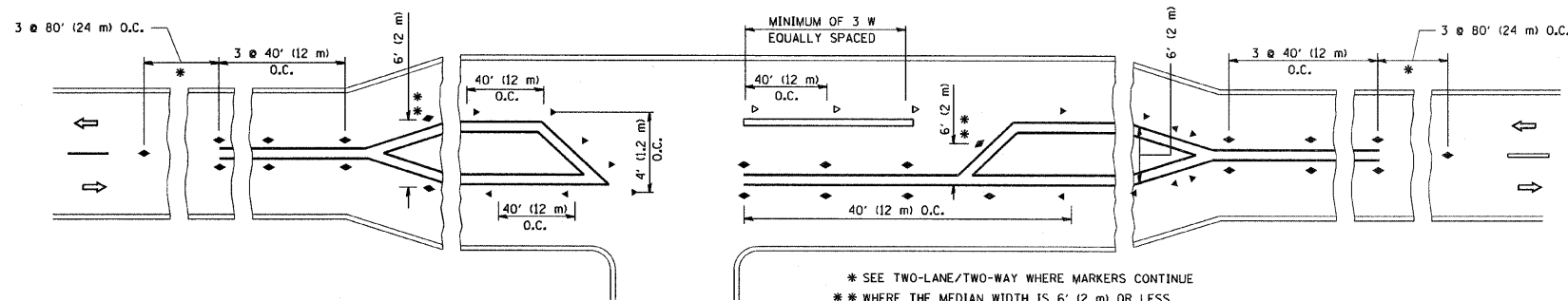
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

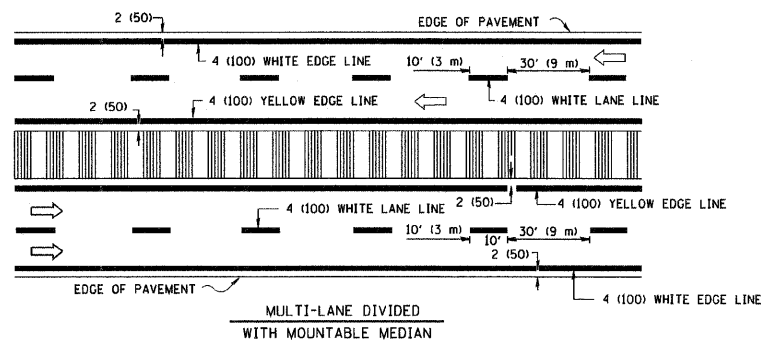
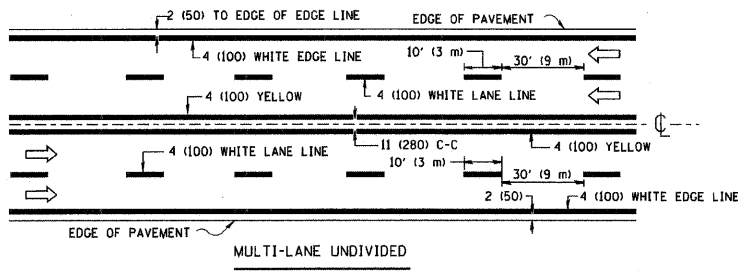
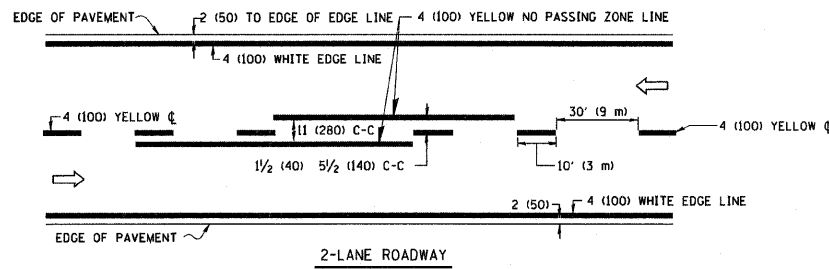
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

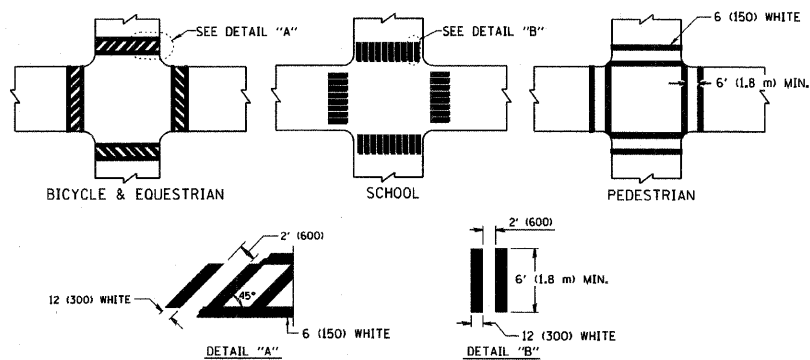
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = W:\dststd\22x34\to11.dgn	USER NAME = gaglienobt	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 38
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. VARIOUS	TO STA. VARIOUS	TC-11		CONTRACT NO. 60E63	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 01-06-00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

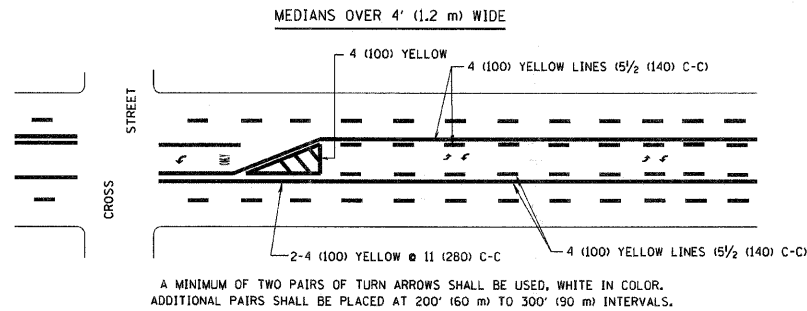
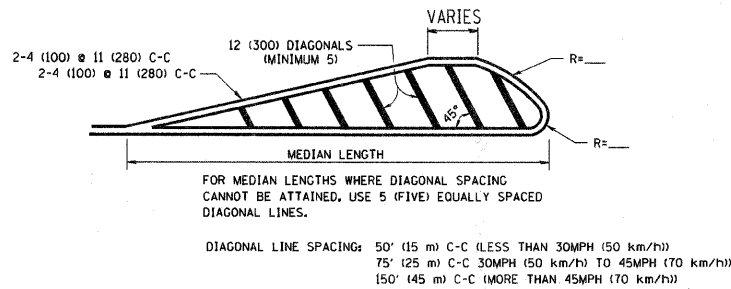
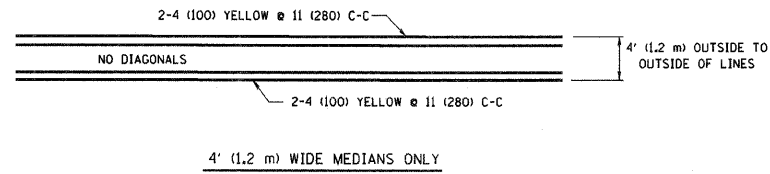


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

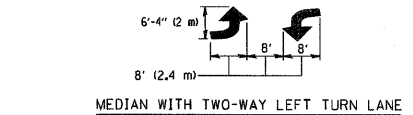
TYPICAL LANE AND EDGE LINE MARKING



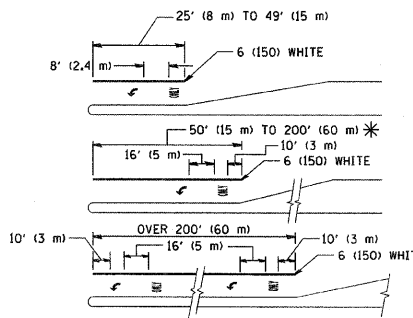
TYPICAL CROSSWALK MARKING



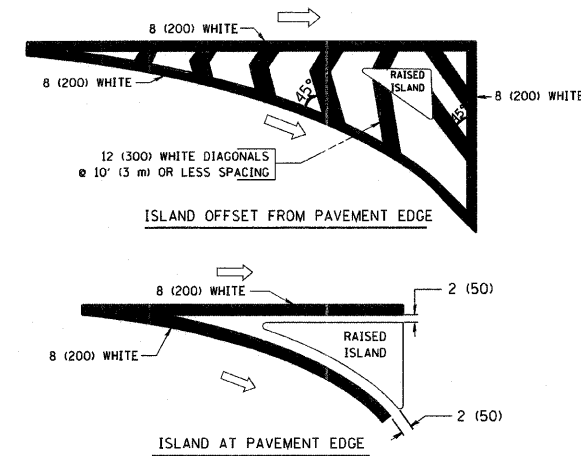
TYPICAL PAINTED MEDIAN MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING

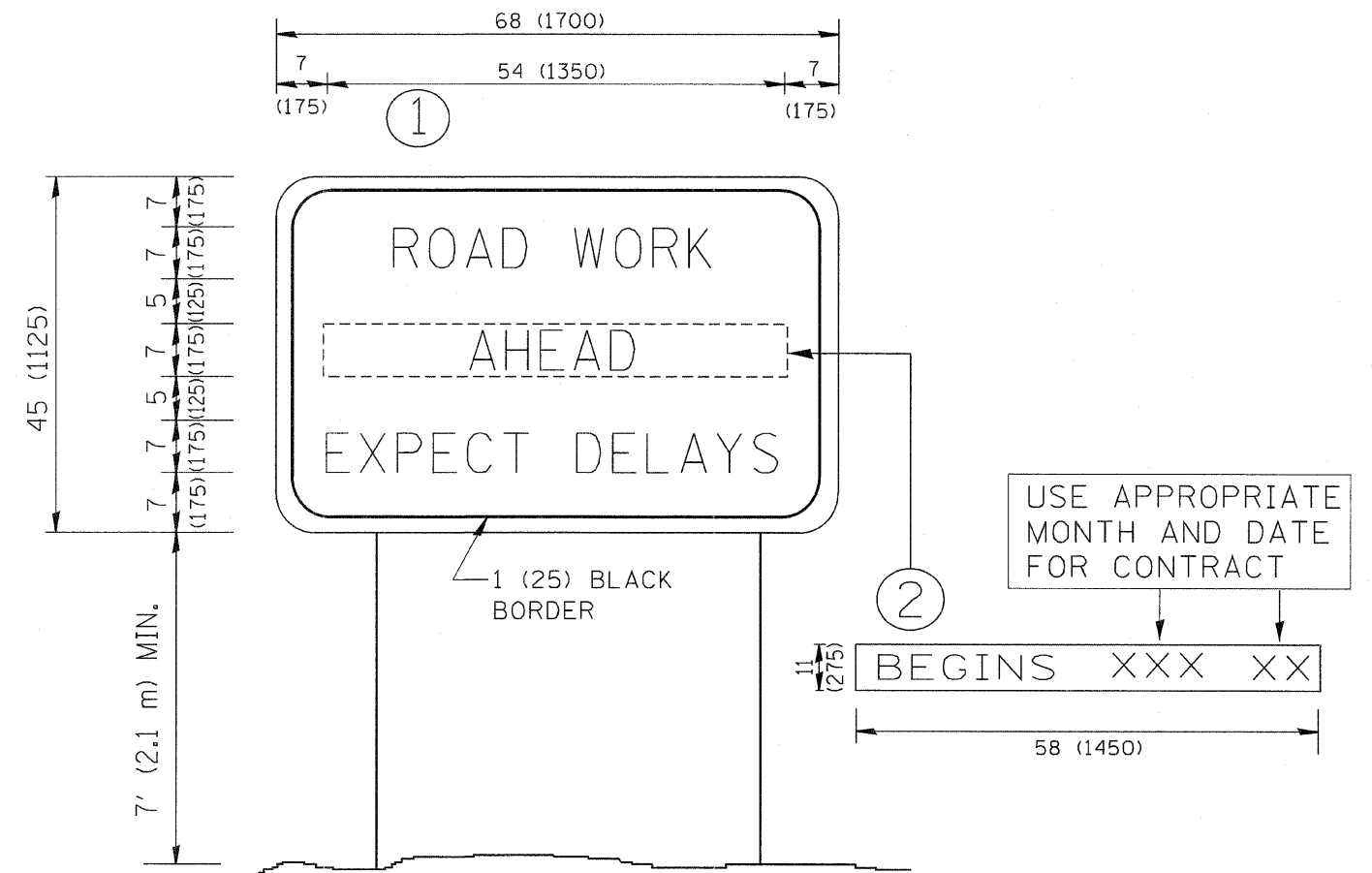


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES, FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15' (4.5 m) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = gaglienobt	DESIGNED - DRAWN -	REVISED - REVISED -	R. MIRS 09-15-97 R. MIRS 12-11-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A.P. RTE. 573	SECTION 117 R-2B-R	COUNTY KANE	TOTAL SHEETS 40	SHEET NO. 40
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA. VARIOUS	TO STA. VARIOUS	TC-22		CONTRACT NO. 60E63	
PLOT DATE = 1/4/2008	DATE -	REVISED -	C. JUCIUS 01-31-07	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								