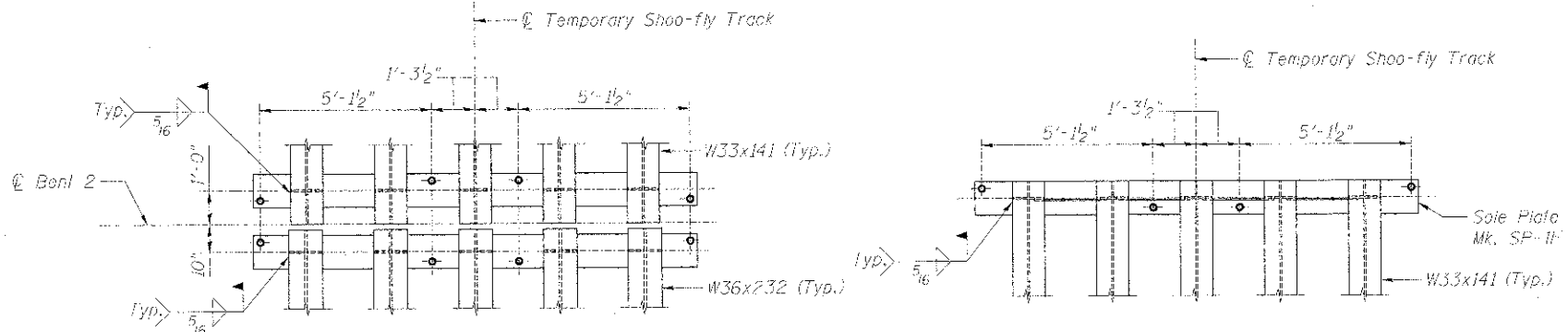


FRAMING PLAN

MOMENT AND SHEAR PER BEAM

MOMENT		
	Spans 1 & 3	Span 2
Dead Load	47 k-ft	118 k-ft
Live Load - Alternate Live Load	426 k-ft	684 k-ft
Impact	186 k-ft	290 k-ft
Total	659 k-ft	1,090 k-ft
Section - A709 Gr. 36	W33x141	W36x232
Gross I Furnished	7,450 in ⁴	15,000 in ⁴
Net I Furnished	6,950 in ⁴	14,500 in ⁴
Net Section Modulus Furnished	418 in ³	782 in ³
Allowable Max. Stress in Flange	19.8 ksi	19.8 ksi
Actual stress in Flange	Tension	18.9 ksi
	Compression	17.7 ksi
Actual stress in Flange	17.7 ksi	16.2 ksi
Allowable Max. Deflection	0.60"	0.84"
Actual Max. Deflection Alternate Load + Impact	0.52"	0.82"
SHEAR		
Dead Load	6 k	11 k
Live Load - Alternate Live Load	60 k	66 k
Impact	27 k	28 k
Total	93 k	105 k
Web Shear	4.6 ksi	3.3 ksi
End Stiffener Column Area Required	4.7 in ²	5.3 in ²
Section (2 Plates)	5/8" x 5"	5/8" x 5"
End Stiffener Column Area Furnished	10.6 in ²	15.3 in ²



PLAN - BENT 2 BEARING
(Bent 3 similar)

PLAN - END BENT BEARING

BEARING ON MASONRY

	Spans 1 & 3	Span 2
Total Reaction	93 k	105 k
Net Bearing Area Furnished	162 in ²	169 in ²
Average Bearing Stress	575 psi	621 psi

BILL OF MATERIAL*

ITEM	UNIT	QUANTITY
Furnishing and Erecting Structural Steel	Pound	116,250

*For information only. Furnishing and Erecting Structural Steel is included in cost of "Temporary Bridge".

NOTE:
N.T.R. denotes Notch Toughness Requirements.



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10074

FILE NAME: Temp. Br. 3770-Framing-Plan.dgn	USER NAME: rgrism	DESIGNED: JLS	REVISIONS:
		CHECKED: LRB	REVISIONS: -
		DRAWN: RMC	REVISIONS: -
		CHECKED: LRB	REVISIONS: -

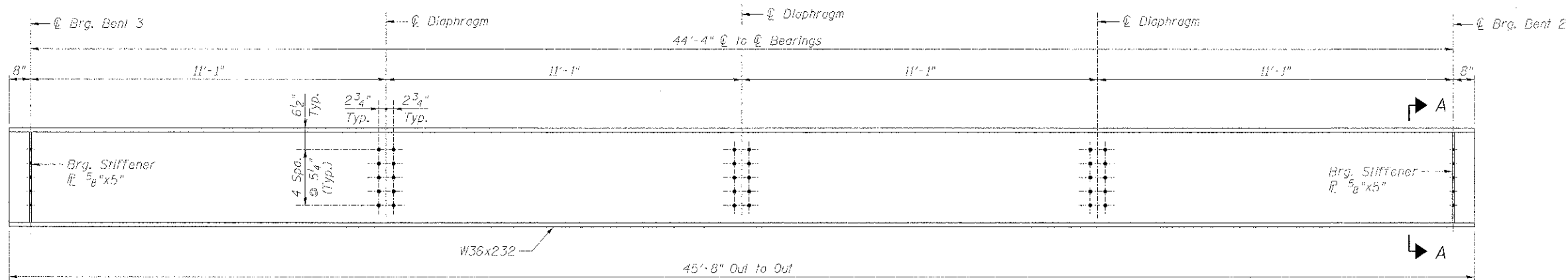
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

M.P. 37.71 BELVIDERE SUBDIVISION - TEMPORARY BRIDGE
FRAMING PLAN

SHEET NO. UP-41 OF UP-52 SHEETS

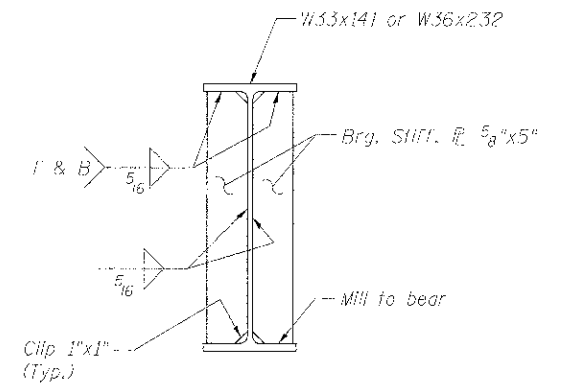
F.A.P. RTL 361	SECTION 06-00214-18-RP	COUNTY KANE	TOTAL SHEETS 451	SHEET NO. 361
CONTRACT NO. 63598			ILLINOIS FED. AID PROJECT	

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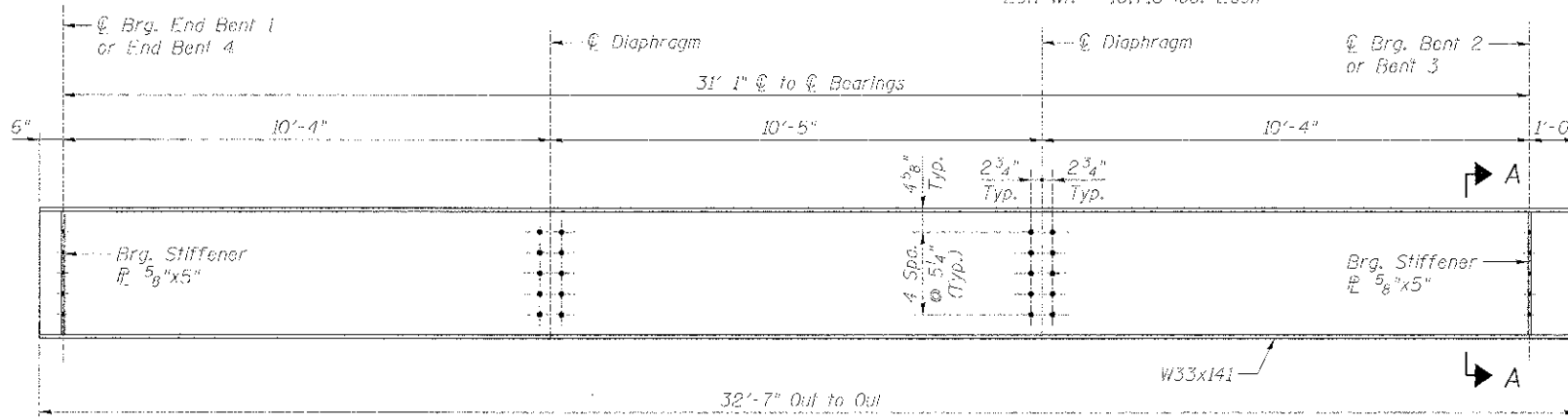


ELEVATION - BEAMS 1 THRU 5 (SPAN 2)

(5 Required)
Est. Wt. = 10,716 lbs. Each

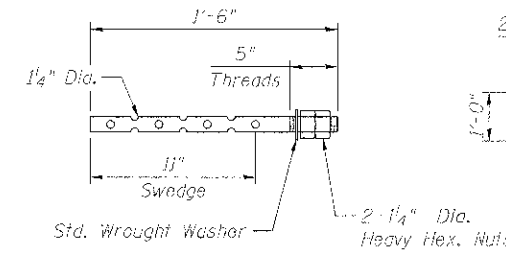


SECTION A-A



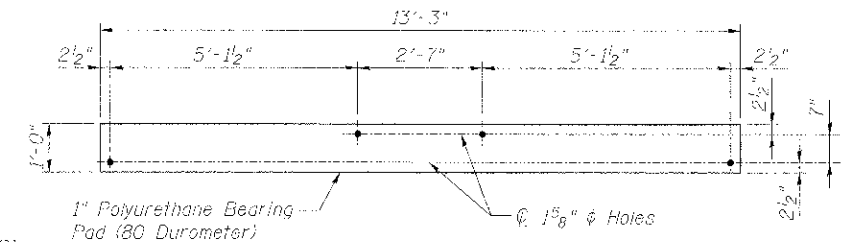
ELEVATION - BEAMS 1 THRU 5 (SPANS 1 & 3)

(10 Required)
Est. Wt. = 4,706 lbs. Each



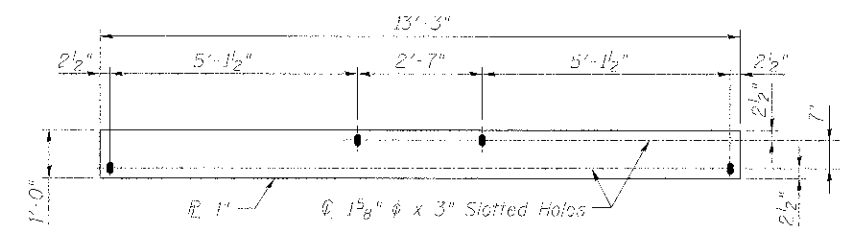
ANCHOR BOLT MK. SAB-3

24 Req'd
Est. Wt. = 8.1 LB. Each



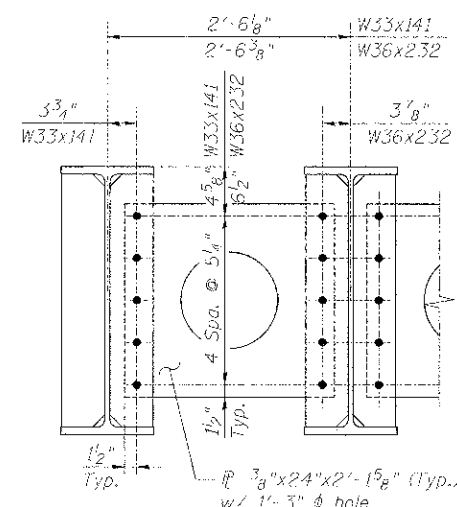
BEARING PAD MK. BP-1

(6 Required)



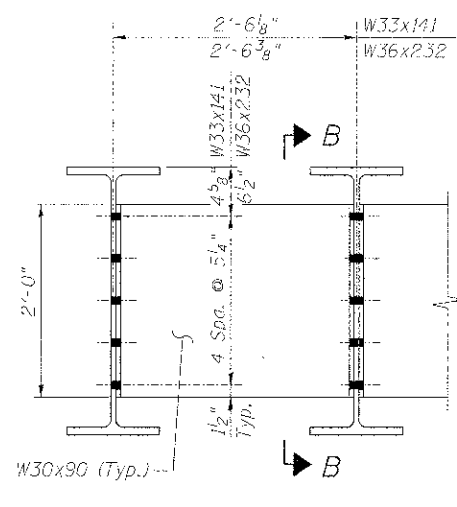
SOLE PLATE MK. SP-1E

(For Expansion Bearings)
(3 Required)
Est. Wt. = 540.6 lbs.



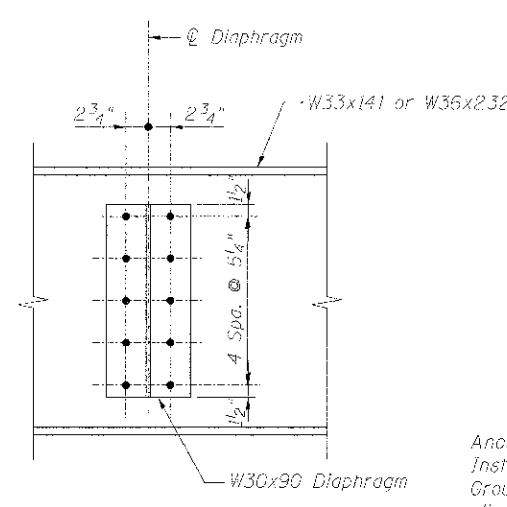
END DIAPHRAGM

(Mk. D-11)
(24 Required)
Est. Wt. = 65.33 lbs Each

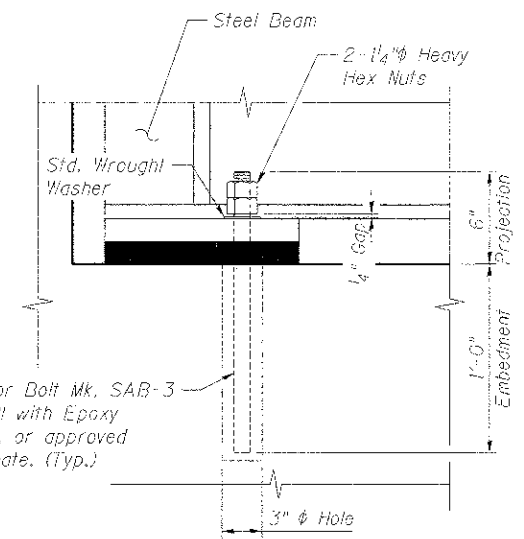


INTERIOR DIAPHRAGM

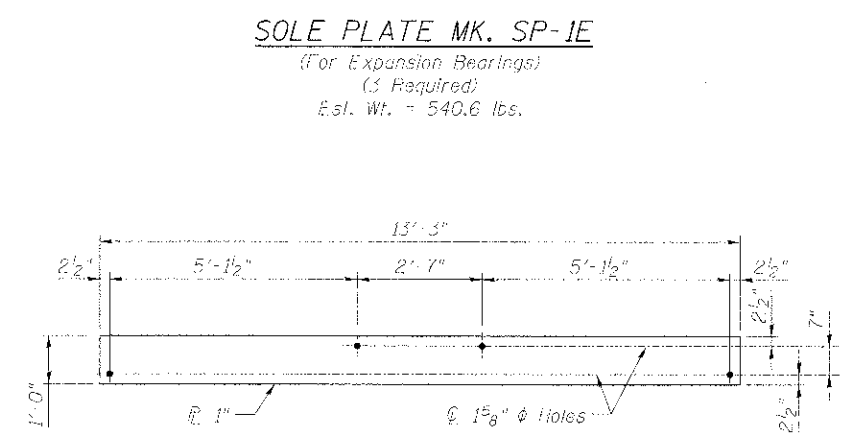
(Mk. D-10)
(28 Required)
Est. Wt. = 180 lbs. Each



VIEW B-B



ANCHOR BOLT DETAIL



SOLE PLATE MK. SP-1F

(For Fixed Bearings)
(3 Required)
Est. Wt. = 540.6 lbs.

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312-565-0450 Job No. 10074

FILE NAME =	USER NAME =	DESIGNED - JLS	REVISED -
Temp.Br.-089-Beam-Details.dwg	egrimm	CHECKED - LRB	REVISED -
		DRAWN - RMG	REVISED -
		CHECKED - LRB	REVISED -

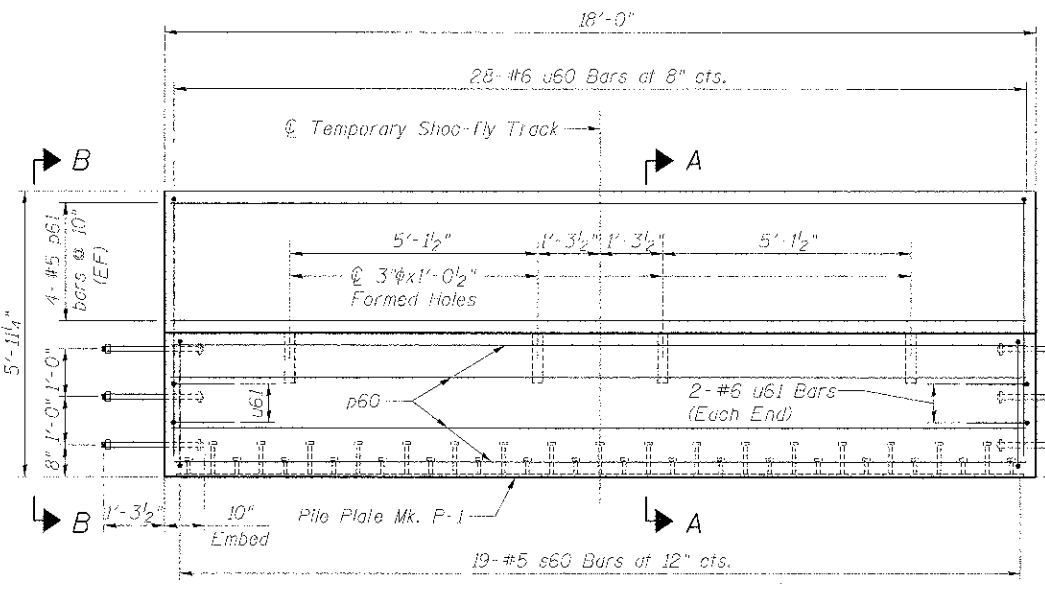
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**M.P. 37.71 BELVIDERE SUBDIVISION - TEMPORARY BRIDGE
BEAM DETAILS**

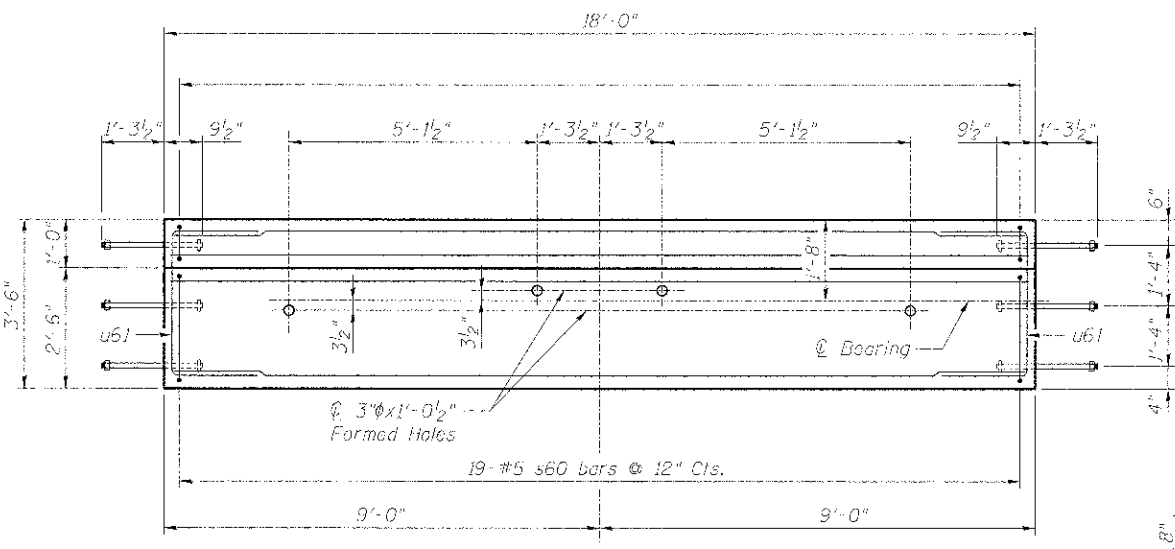
SHEET NO. UP-42 OF UP-52 SHEETS

P.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEET NO.
361	06-00214-18-RP	KANE	451 302
			CONTRACT NO. 63598

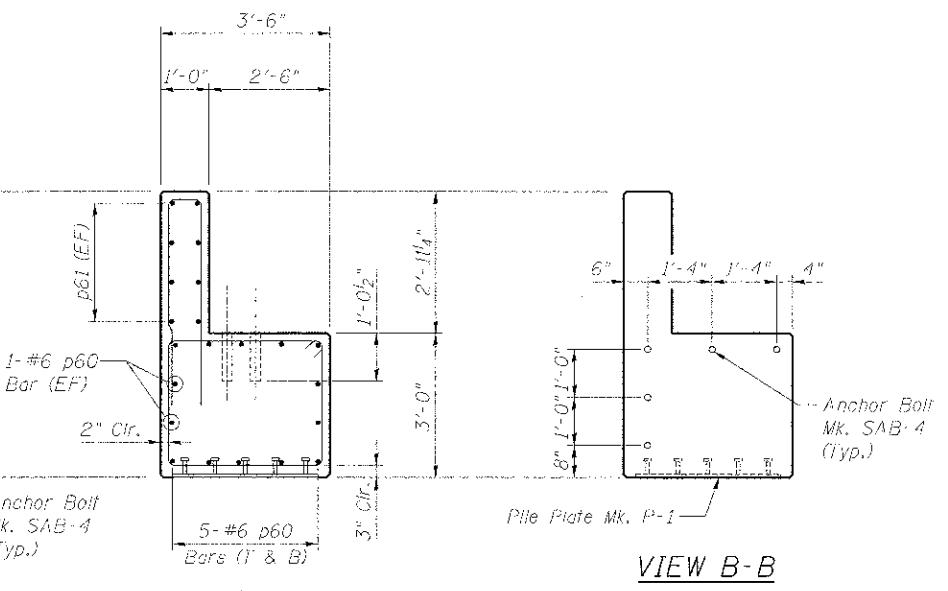
ILLINOIS REG. AND PROJECT



ELEVATION - PRECAST END BENT CAP MK. C-1
Estimated Wt. = 18.5 Tons
(2 Required)

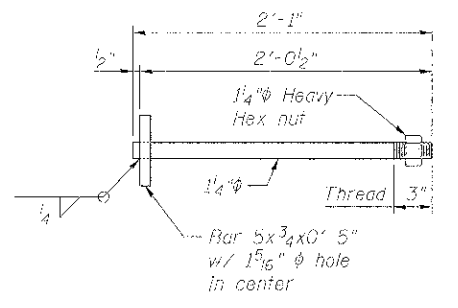


PLAN - PRECAST END BENT CAP MK. C1

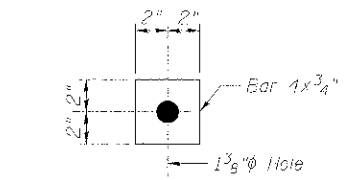


SECTION A-A

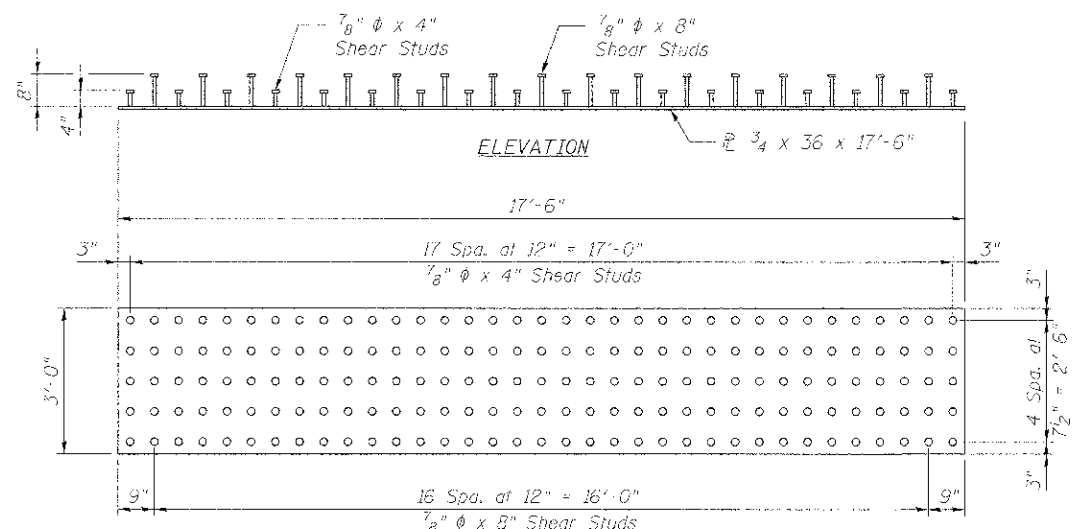
VIEW B-B



ANCHOR BOLT MK. SAB-4
(10 Req'd per Bent)
Est. Wt. = 14.8 lbs. Each
(Galvanized)



WASHER MK. SABW-1
(10 Req'd per Bent)
Est. Wt. = 3.4 lbs. Each
(Galvanized)



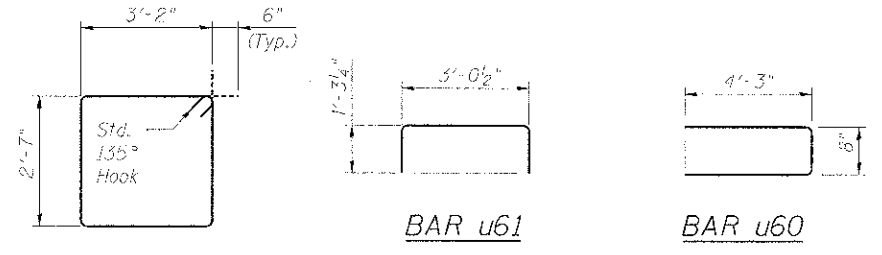
PILE PLATE MK. P-1
Estimated Wt. = 1805 lbs.
(2 Required)

FOR ONE MK. C-1

Bar	No.	Size	Length	Shape
p60	14	#6	17'-8"	—
p61	3	#5	17'-8"	—
s60	19	#5	12'-6"	□
u60	28	#6	9'-2"	—
u61	4	#5	5'-7"	—

	Unit	Req'd
Precast Concrete Structures	Cu. Yd.	3.0
Reinforcement Bars	Pound	1,180
Pile Plate MK. P-1	Pound	1,805

All bar dimensions shown are out to out of bars.



BAR s60

BAR u61

BAR u60

BILL OF MATERIAL*

ITEM	UNIT	TOTAL
Precast End Bent Cap Mk. C-1	Ea.	2
Pile Plate MK. P-1	Ea.	2
Reinforcing Steel (Per Schedule, this sheet)	Lof	?
Anchor Bolt MK. SAB-4	Ea.	20
Washer MK. SABW-1	Ea.	20

*For Information Only, items are included in cost of "Temporary Bridge".

NOTES:

- The Fabricator will be responsible for the design of the Lifting Loops or Lift Anchors for the Erection of the Precast members. Required details to be coordinated with the Contractor and approved by the Engineer.
- E.F. denotes Face Face.
- Pile Plate shall be A.S.T.M. A36 steel.
- Anchor Bolts shall be A.S.T.M. 1554, Grade 36.

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312-565-0450 Job No. 10074

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

M.P. 37.71 BELVIDERE SUBDIVISION - TEMPORARY BRIDGE
PRECAST END BENT DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-R?	KANE	451	303

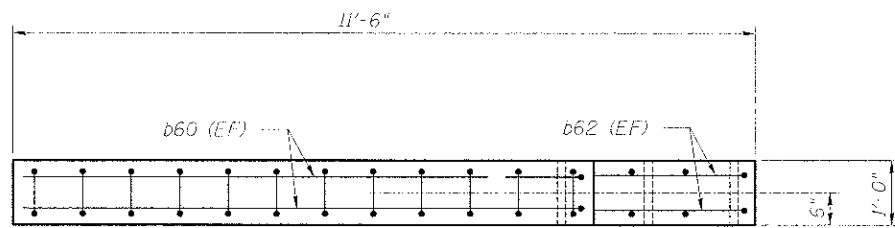
CONTRACT NO. 63598

SHEET NO. UP-43 OF UP-52 SHEETS

ILLINOIS FED. AID PROJECT

FILE NAME	USER NAME	DESIGNED	REVISIONS
Temp.Br..EBC..End..Bent.dgn	mgramm	JLS	
		LRB	
		RMG	
		LRB	

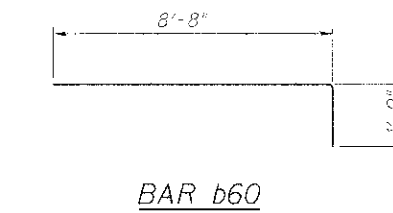
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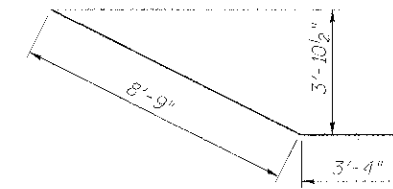
PLAN

Bar	A
u60	3'-0"
u61	3'-4 1/2"
u62	3'-9"
u63	4'-1 1/2"
u64	4'-6"
u65	4'-10 1/2"
u66	5'-3"
u67	5'-7 1/2"
u68	6'-0"
u69	6'-4 1/2"
u70	6'-9"
u71	6'-10"

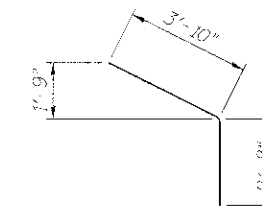
BARS u60 thru u71



BAR b60



BAR b61

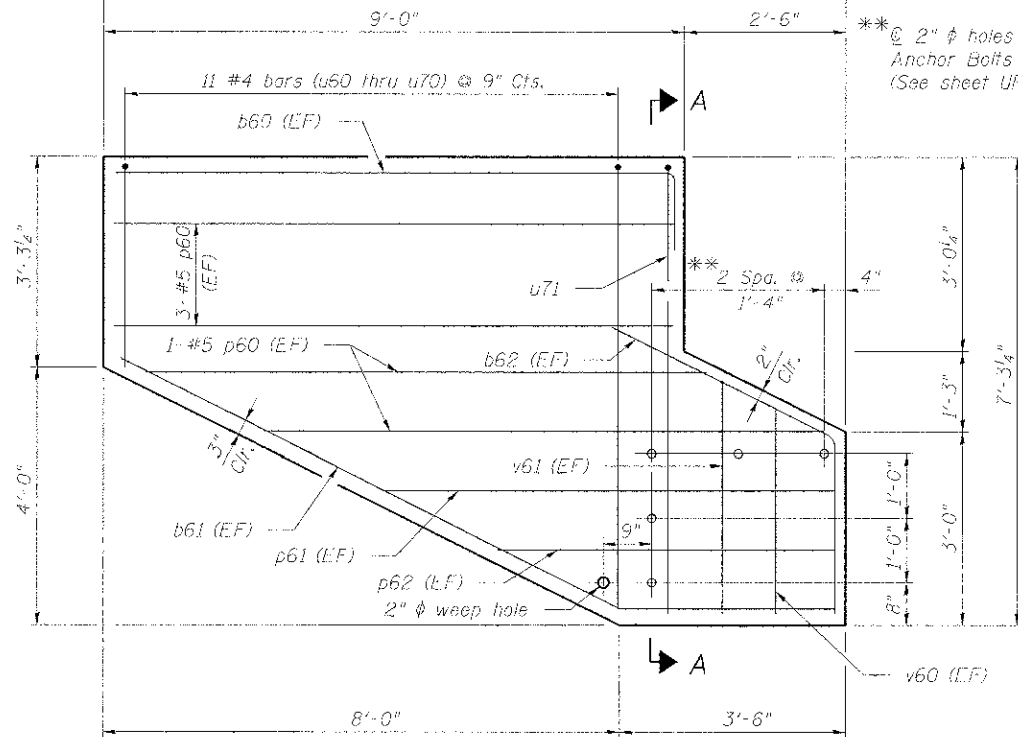


BAR b62

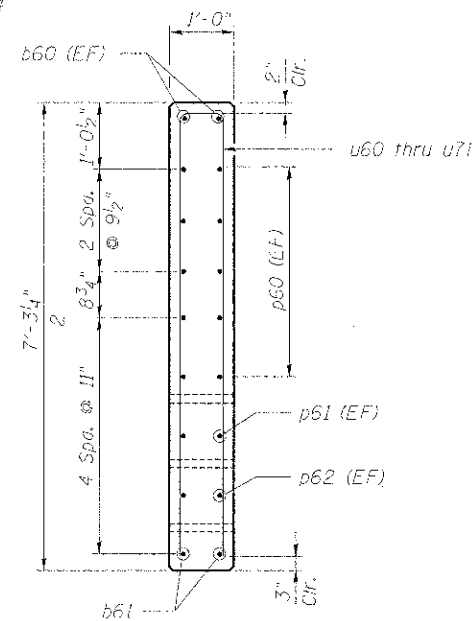
FOR ONE MK. WW-1

Bar	No.	Size	Length	Shape
b60	2	#4	9'-8"	L
b61	2	#4	12'-1"	L
b62	2	#4	6'-6"	L
p60	10	#4	8'-8"	
p61	2	#4	7'-3"	
p62	2	#4	5'-5"	
u60	1	#4	6'-8"	U
u61	1	#4	7'-5"	U
u62	1	#4	8'-2"	U
u63	1	#4	8'-11"	U
u64	1	#4	9'-8"	U
u65	1	#4	10'-5"	U
u66	1	#4	11'-2"	U
u67	1	#4	11'-11"	U
u68	1	#4	12'-8"	U
u69	1	#4	13'-5"	U
u70	1	#4	14'-2"	U
u71	1	#4	14'-4"	U
v60	2	#4	3'-0"	
v61	2	#4	3'-6"	
Precast Concrete Structures		Cu. Yd.	2.2	
Reinforcing Bars		Pound	210	

All bar dimensions shown are out to out of bars.



PRECAST WINGWALL MK. WW-1
(Estimated Wt. = 4.5 Tons)



SECTION A-A

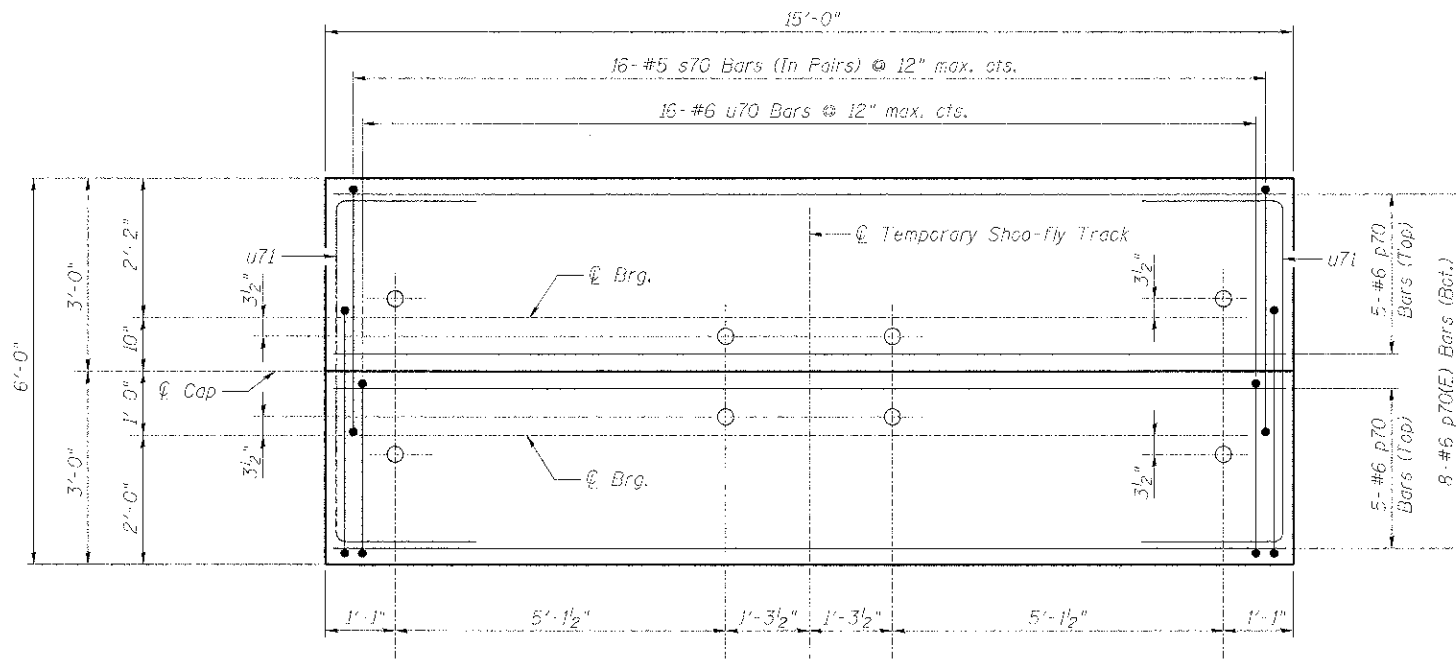
BILL OF MATERIAL*

ITEM	UNIT	TOTAL
Precast Wingwall Mk. WW-1	Ea.	4
Reinforcing Steel (Per Schedule, this sheet)	Lbf	4

*For Information Only.
Items are included in cost of "Temporary Bridge".

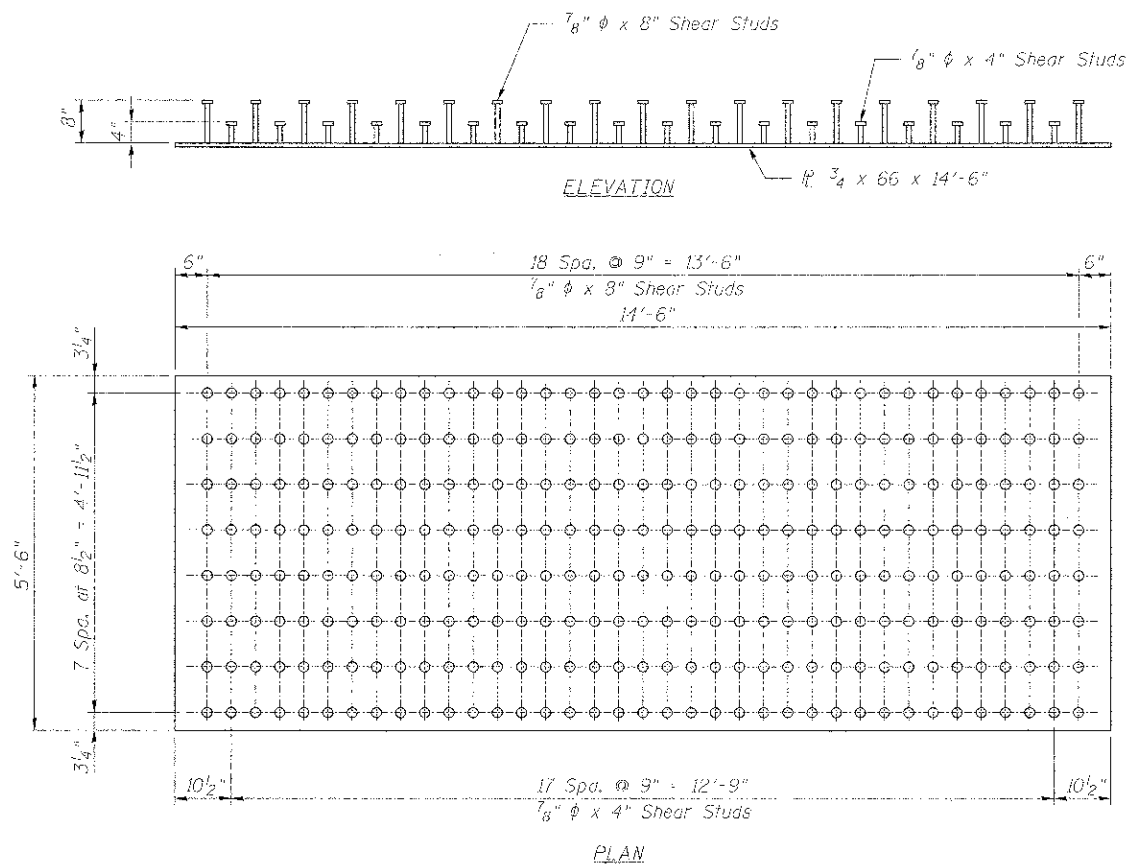
NOTES:

- The Fabricator will be responsible for the design of the Lifting Loops or Lift Anchors for the Erection of the Precast members. Required details to be coordinated with the Contractor and approved by the Engineer.
- E.F. denotes Each Face.



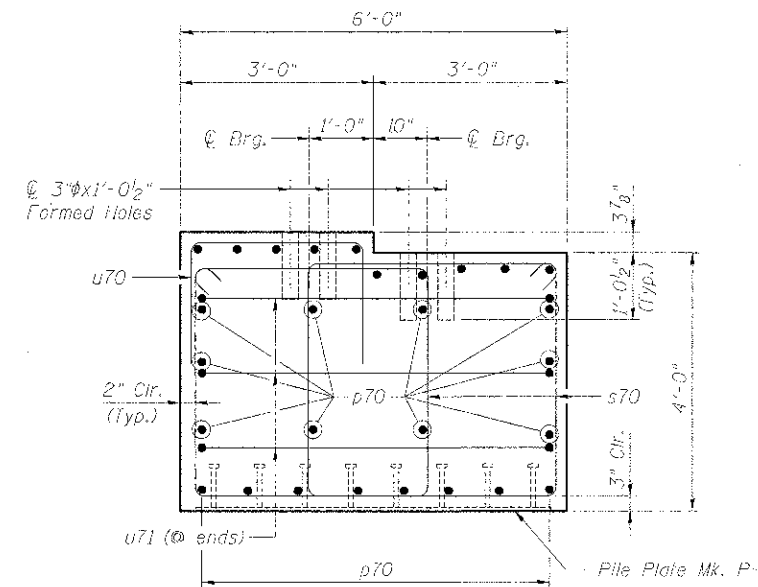
PLAN - PRECAST BENT CAP MK. C-2

Estimated Wt. = 28.5 Tons
(2 Required)



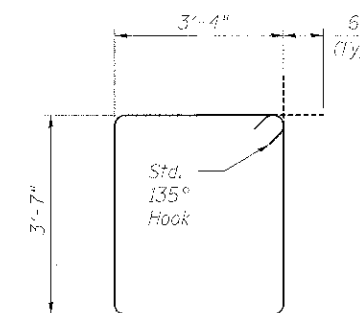
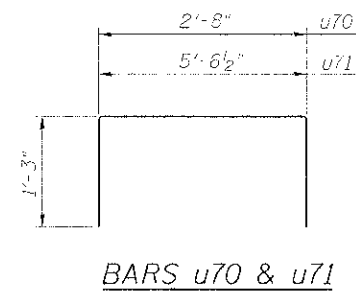
PILE PLATE MK. P-2

Est. Weight = 2780 lbs.
(2 Required)



SECTION THRU BENT CAP

To West Chicago
Bent 3
To West Chicago
Bent 2



FOR ONE MK. C-2

Bar	No.	Size	Length	Shape
p70	28	#6	14'-6"	—
s70	32	#5	14'-10"	□
u70	16	#6	5'-2"	┌
u71	6	#5	8'-0"	┌
Precast Concrete Structures			Cu. Yd.	13.9
Reinforcement Bars			Pound	1,280
Pile Plate Mk. P-2			Pound	2,780

All bar dimensions shown are out to out of bars.

BILL OF MATERIAL *

ITEM	UNIT	TOTAL
Precast Bent Cap Mk. C-2	Ea.	2
Reinforcing Steel (Per Schedule, this sheet)	Lbs.	2
Pile Plate Mk. P-2	Ea.	2

*For Information Only,
items are included in cost
of "Temporary Bridge".

NOTES:

- The Fabricator will be responsible for the design of the Lifting Loops or Lift Anchors for the erection of the precast members. Required details to be coordinated with the Contractor and approved by the Engineer.
- E.F. denotes Each Face.
- Pile Plate shall be A.S.T.M. A36 steel.

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312-565-0450 Job No. 10074

FILE NAME =	USER NAME = rgrimm	DESIGNED - JLS	REVISED -
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		DRAWN - RMG	REVISED -
		CHECKED - LRB	REVISED -

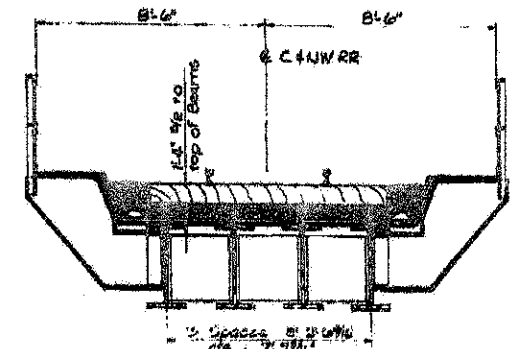
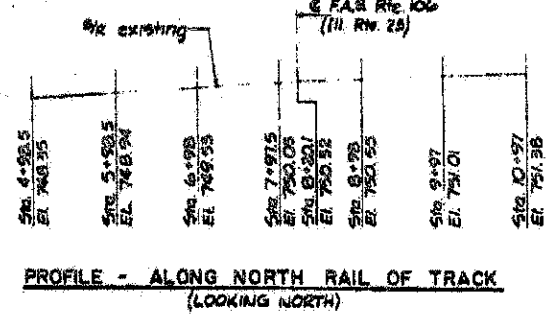
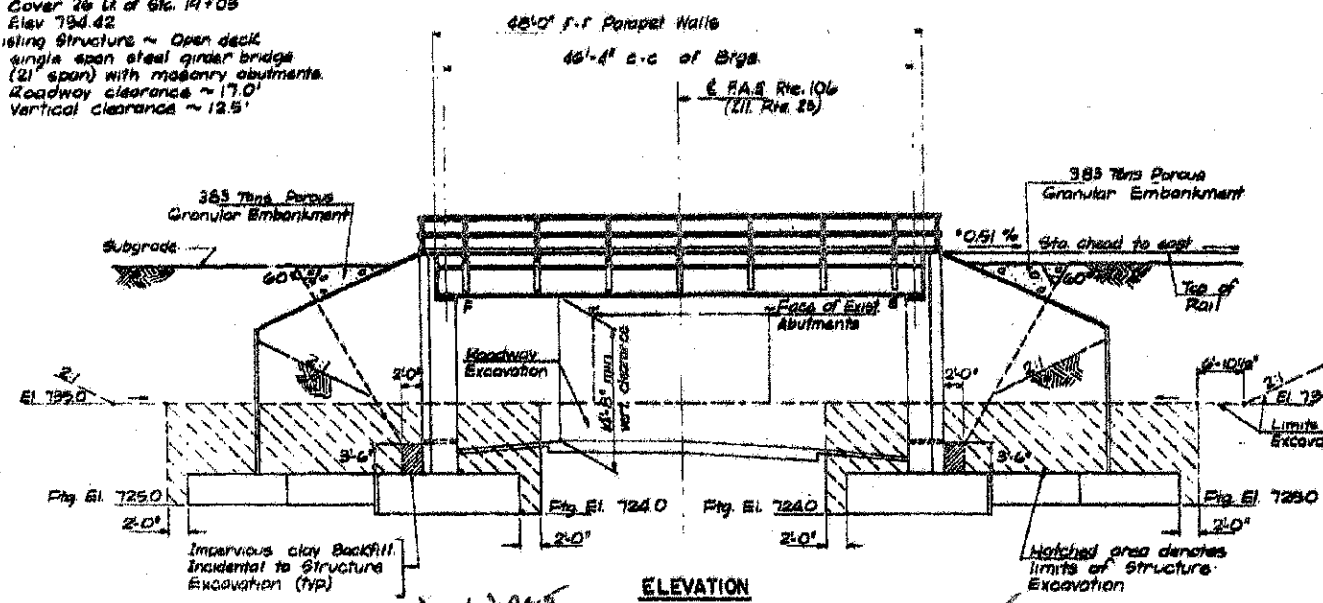
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**M.P. 37.71 BELVIDERE SUBDIVISION - TEMPORARY BRIDGE
PRECAST BENT CAP DETAILS**

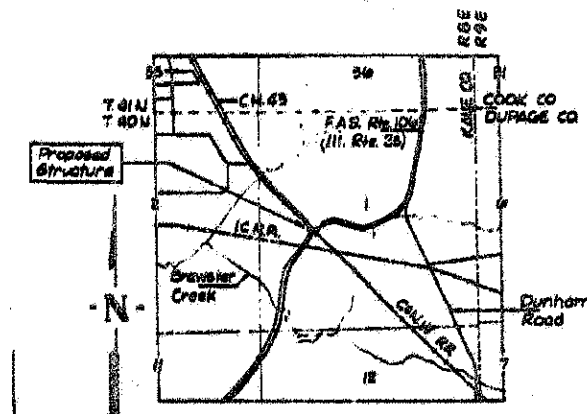
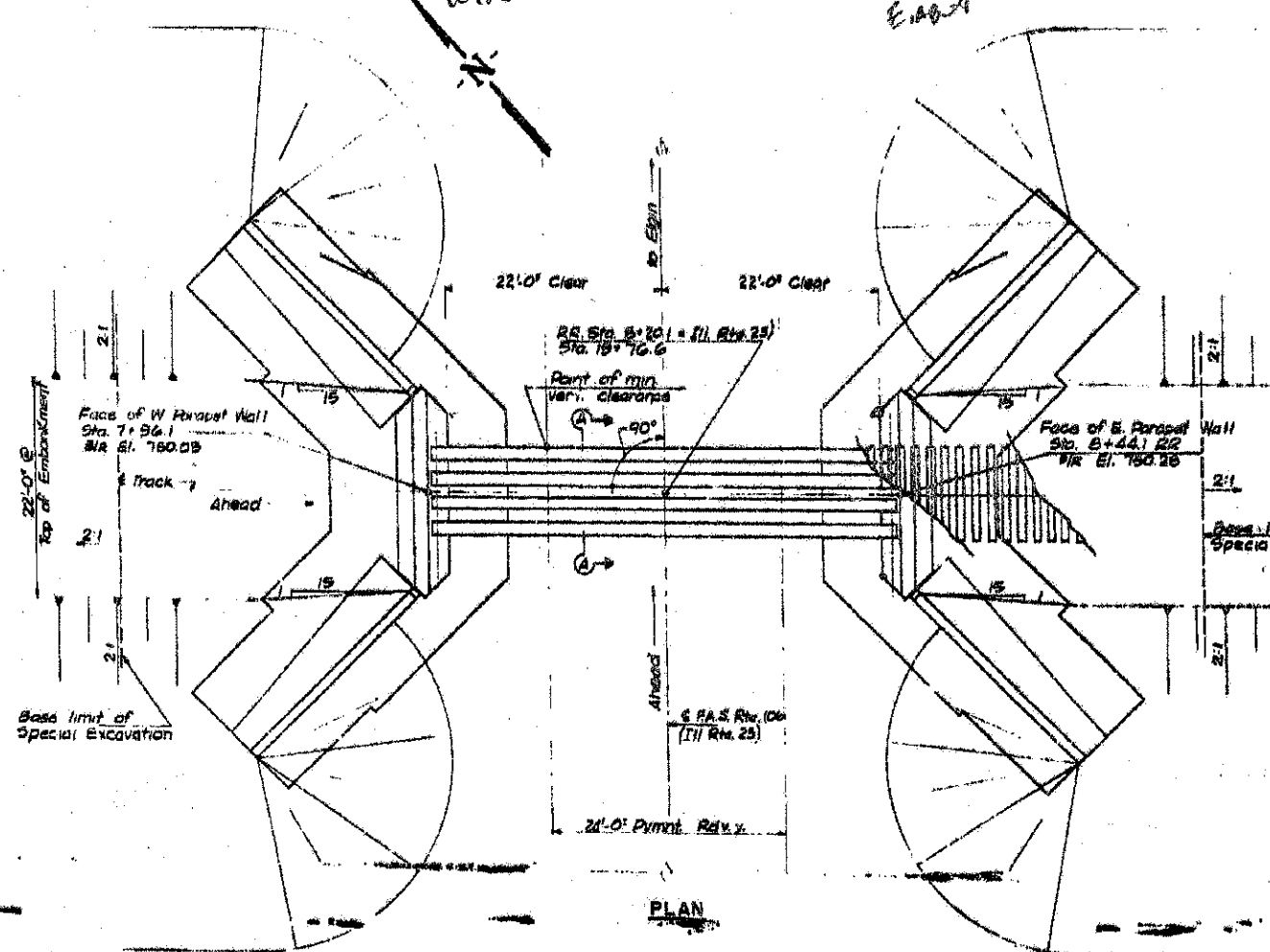
SHEET NO. UP-45 OF UP-52 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	305
CONTRACT NO. 63596			ILLINOIS FED. AID PROJECT	

BM #2 ~ Chiseled Square on step of existing N.W. Wingwall 16' left of Sta. 19+95 Elev. 746.10
 BM #3 ~ Center of Top of Manhole Cover 26' Lt. of Sta. 19+09 Elev. 794.42
 Existing Structure ~ Open deck single span steel girder bridge (21' span) with masonry abutments. Roadway clearance ~ 17.0' Vertical clearance ~ 12.5'



SECTION A-A
 (SHOWING TYPICAL DECK CROSS-SECTION)



LOCATION PLAN
 For Boring Layout & Location of Borings see Sheet 2 of 7.

TOTAL BILL OF MATERIAL

ITEM	SUPER	SUB	TOTAL
Porous Granular Embankment	Tons	786	786
Removal of Existing Structure	Each	1	1
Structure Excavation	Cu Yds	1085	1085
Clays & Concrete	Cu Yds	379	379
Membrane Waterproofing	Sq. Ft.	7183	7183
Furnishing & Erecting Structural Steel	Lump	1	1
Reinforcement Bars	Lbs	39,078	39,078
Deck Drains	Ln. Ft	102	102
Home Plate	Each	1	1

CEN. TRANSPORTATION CO.
 BUILT 197 BY
 STATE OF ILLINOIS
 A.A.S. K1.106 SCL. 49-5B-1
 STA. 19+76.6
 LOADING E-72
 NAME PLATE
 See Sct. 2113

DESIGN STRESSES
 $f_c = 1000$ p.s.i. (Sub)
 $f_c = 75$ p.s.i. (Figs)
 $f_t = 20,000$ p.s.i. (Reinf. & Struct)
 $n = 10$
 MAXIMUM FOOTING PRESSURES = 7160 p.s.f.

August F. Wilkinson
 Illinois Structural # 29149



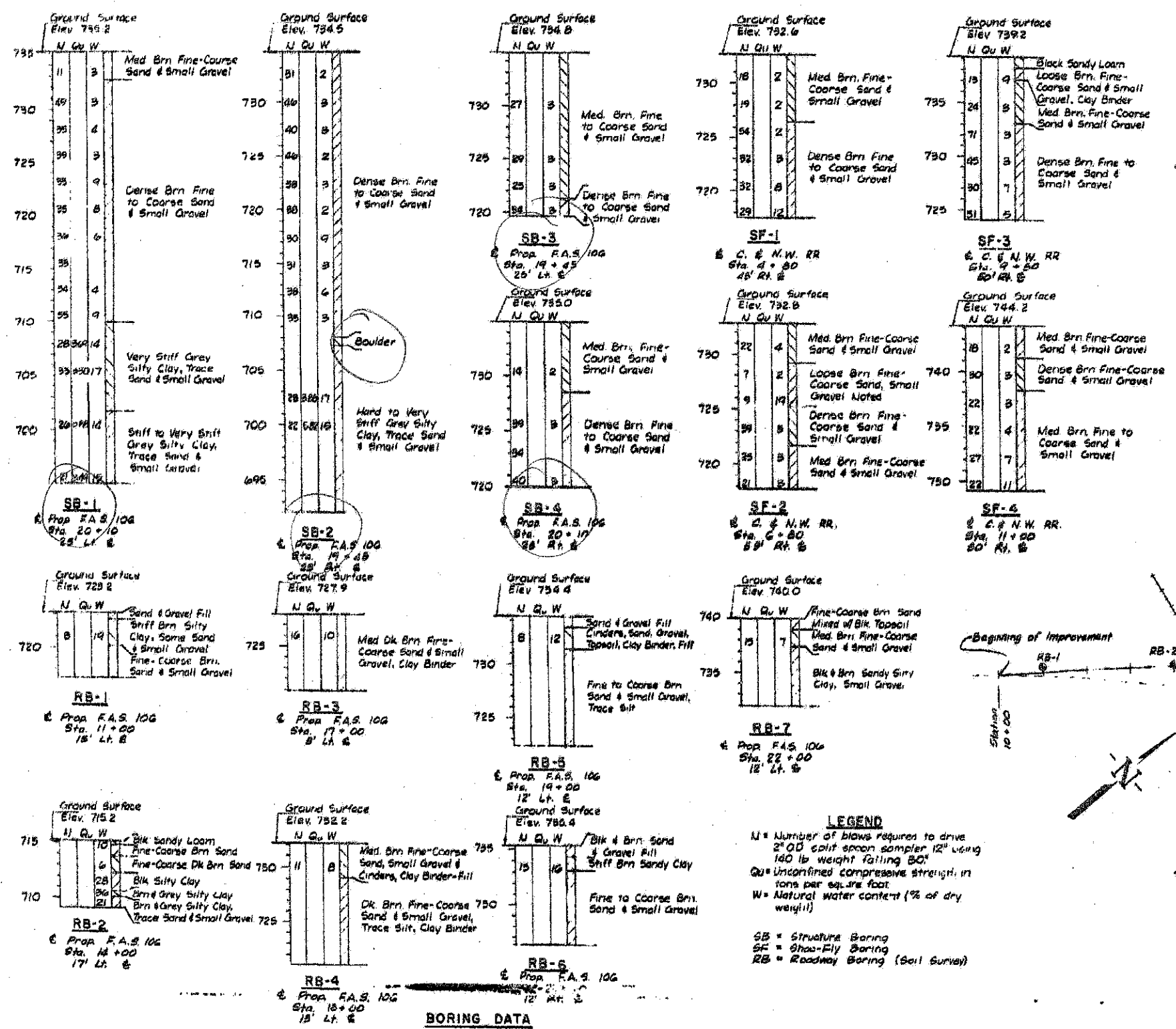
APPROVED
 FOR STRUCTURAL APPROVAL ONLY

GENERAL PLAN & ELEVATION
 C. & N.W. RY. OVER FAS RTE. 106
 C.H. ROUTE 13 (ILL. RTE. 25)
 SECTION 49-5B-1
 KANE COUNTY, ILLINOIS

WALTER E. HANSON COMPANY
 STRUCTURAL ENGINEERS
 CONSULTANTS
 640928
 Oct. 19, 1971

FILE NAME Exist:\Plans\BLL.dgn	USER NAME jls	DESIGNED - JLS CHECKED - LRB	REVISED - REVISED -	F.A.P. RTE. 361	SECTION 06-06214-18-RP	COUNTY KANE	TOTAL SHEETS 451	SHEET NO. 306
	PLOT DATE 12/13/2012	DRAWN - RMS CHECKED - LRB	REVISED - REVISED -	SHEET NO. UP-46 OF UP-52 SHEETS		CONTRACT NO. 63598		ILLINOIS FED. AID PROJECT

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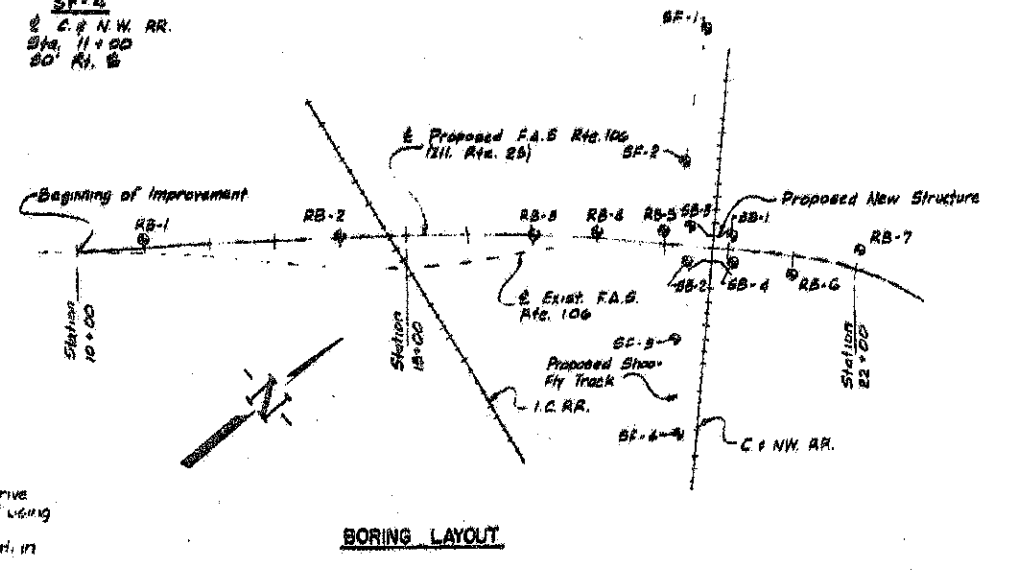


GENERAL NOTES

- Specifications for Design: American Railroad Engineering Association Manual-1969, Superstructure-Chapter 15; Substructure-Chapter 8; Live loading-Cooper E72 plus steam impact.
- Specifications for material and workmanship: A.R.E.A. for Structural Steel-Standard Specifications for Road and Bridge Construction; State of Illinois Department of Transportation, Division of Highway, JULY 2, 1973, for concrete, high strength steel, and all other material, except those covered by special provisions.
- High strength steel bolts shall be used for all field connections unless noted otherwise.
- Class K concrete shall be used throughout.
- The main load carrying member components subject to the Supplemental Requirements for Notch Toughness are the flanges, webs, and splice plates of the steel girders or wide flange beams.
- For painting see special provision.

DESIGN MOMENTS, SHEARS, AND REACTIONS

	MOMENT	SHEAR	REACTION
D.L.	228,000 ft.-lb.	14,700 lb.	14,700 lb.
L.L.	750,250 ft.-lb.	74,550 lb.	74,550 lb.
IMP.	518,000 ft.-lb.	31,000 lb.	31,000 lb.
TOTAL	1,496,250 ft.-lb.	120,250 lb.	120,250 lb.



LEGEND

N = Number of blows required to drive 2" O.D. split spoon sampler 12" using 140 lb weight falling 50"

Qu = Uncolored compressive strength, in tons per square foot

W = Natural water content (% of dry weight)

SB = Structure Boring

SF = Show-Fly Boring

RB = Roadway Boring (Soil Survey)

BORINGS & GENERAL NOTES
C. & N.W. RY. OVER F.A.S. RTE. 106
CH. ROUTE 15 (ILL. RTE. 25)
SECTION 49-SB-1
KANE COUNTY, ILLINOIS

WALTER E. HANSON COMPANY
 STRUCTURAL ENGINEERS
 CONSULTANTS

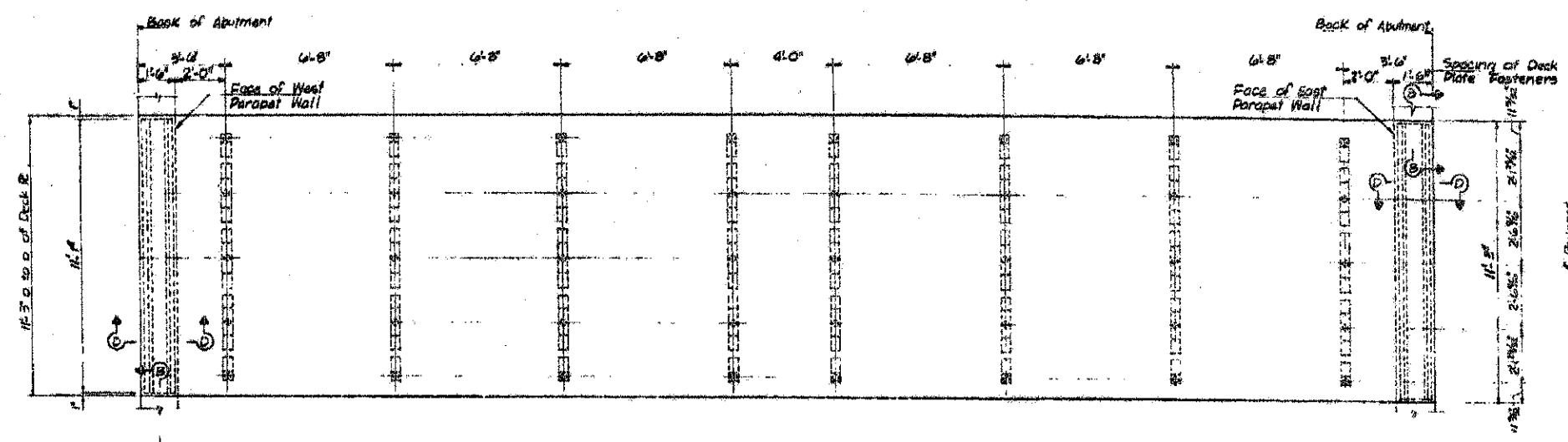
10/18/71

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PLT. DATE = 12/13/2012		DRAWN = RMG	REVISED =
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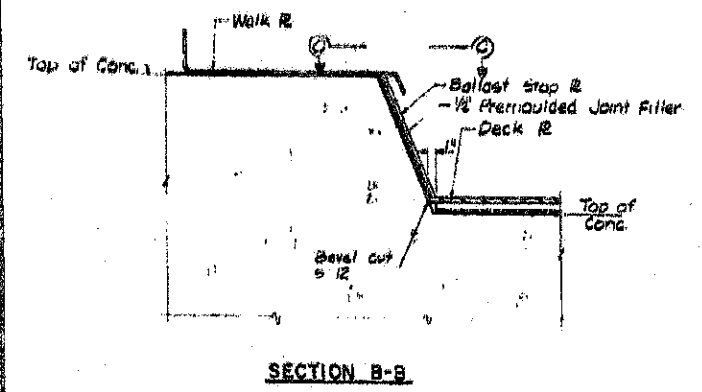
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12/19/2012	KANE	ZE	22	
DESIGNED		CHECKED		

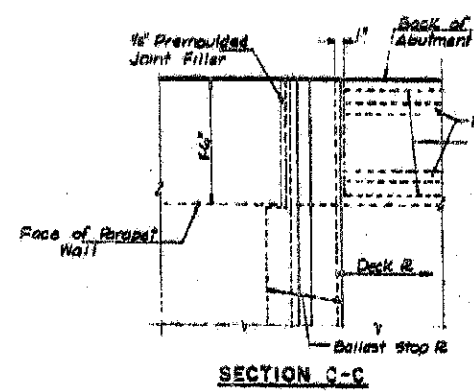
SHEET 4 OF 7



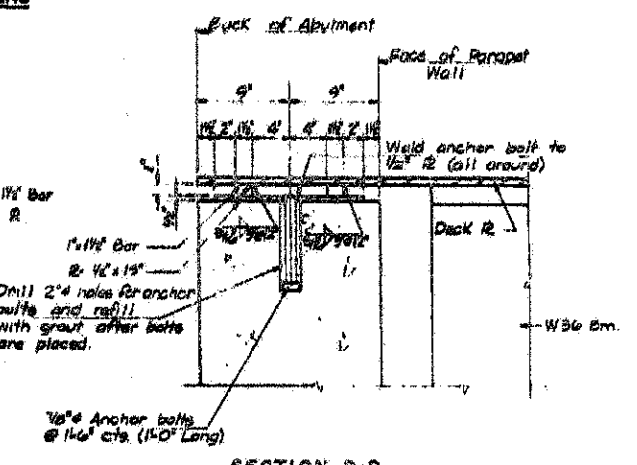
PLAN
DECK PLATE AND FASTENERS



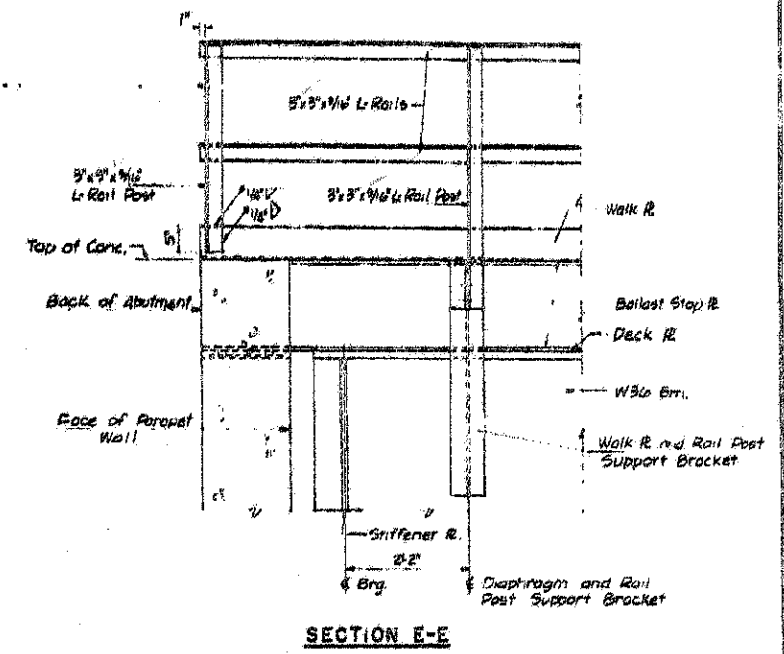
SECTION B-B



SECTION C-C



SECTION D-D



SECTION E-E

SUPERSTRUCTURE DETAILS
C. & N.W. RY. OVER IAS. RTE. 108
CH. ROUTE 13 (ILL. RTE. 25)
SECTION 49-SB-1
KANE COUNTY, ILLINOIS

DESIGNED BY W.E.H.	DESIGNED BY WALTER E. HANSON COMPANY	DATE 040928
CHECKED BY W.C.L.	CHECKED BY STRUCTURAL ENGINEERS	
DATE 12/19/12	DATE CONSULTANTS	DATE OCT. 19, 1971

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312-565-0450 Job No. 10074

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

M.P. 37.71 BELVIDERE SUBDIVISION - EXISTING BRIDGE
EXISTING PLANS SHEET (4 OF 7)

F.A.P. RT#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	309
CONTRACT NO. 63598			ILLINOIS FED. AID PROJECT	

FILE NAME =	USER NAME =	DESIGNED =	REVISIONS
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		LRB	
		DRAWN =	REVISIONS
		RMC	
		CHECKED =	REVISIONS
		LRB	

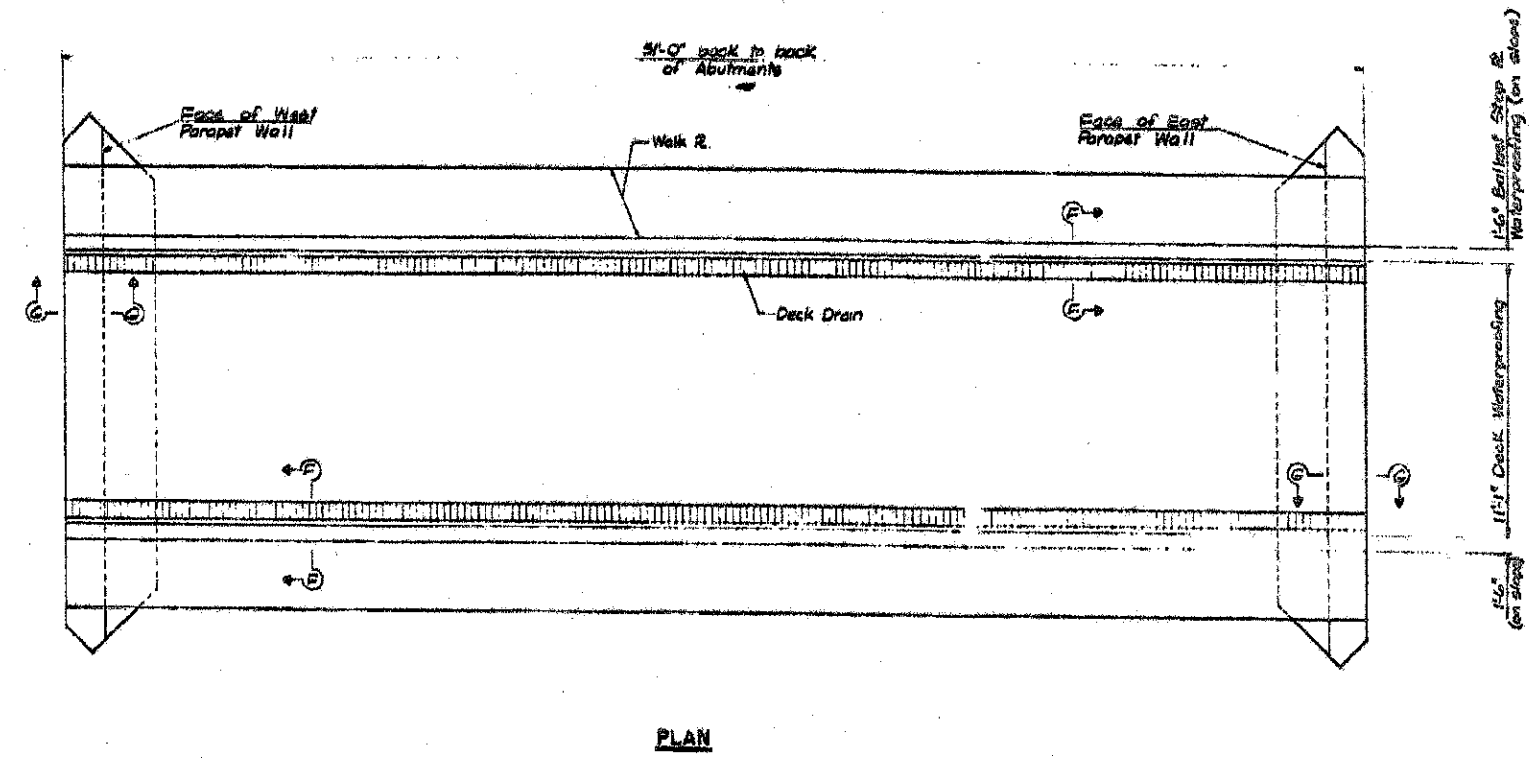
SHEET NO. 49-49 OF 49-52 SHEETS

FOR INFORMATION ONLY

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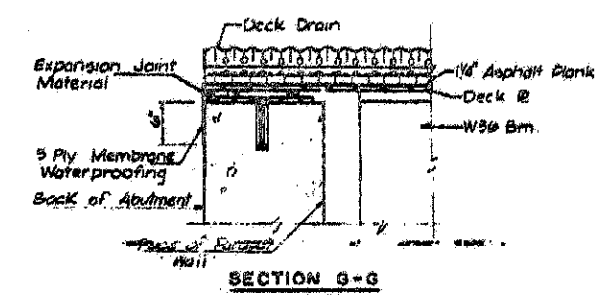
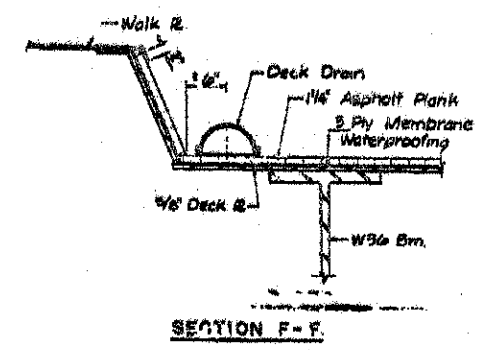
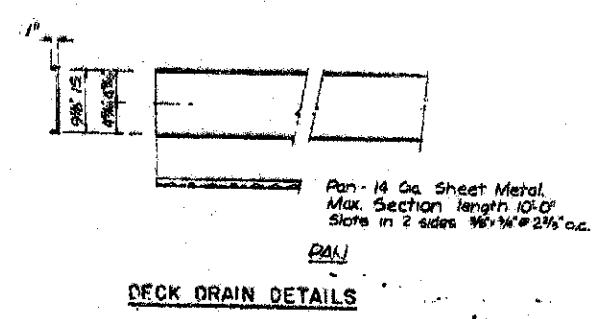
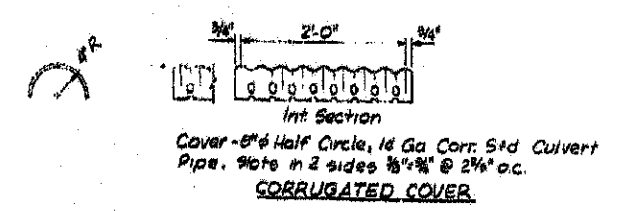
DATE	BY	REVISION	NO.	DATE
10-10-08	KANE	25	23	

SHEET 5 OF 7



BILL OF MATERIAL

Item	Quantity
Membrane Waterproofing (3-Ply membrane waterproofing-type A (1 Layer asphalt plank 1/4" thick)	Sq Ft 7185
Deck Drains (2-54" units of corr cover & pan)	Lin Ft 102



DECK WATERPROOFING AND DRAINS
C. & N.W. R. OVER FAS. RTE 106
C.H. ROUTE 13 (ILL. RTE. 25)
SECTION 49 - SB-1
KANE COUNTY, ILLINOIS

DESIGNED BY: WALTER E. H. JR.
 DRAWN BY: J. M. JONES
 CHECKED BY: J. M. JONES
 DATE: Oct 18, 08

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 Chicago, Illinois 60601
 312-565-0450 Job No. 10074

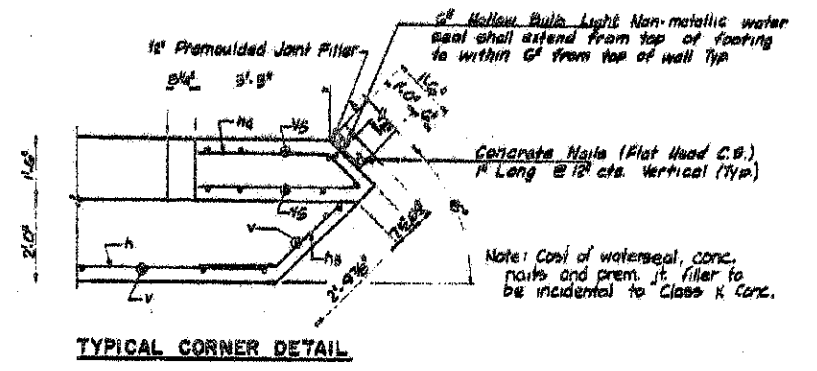
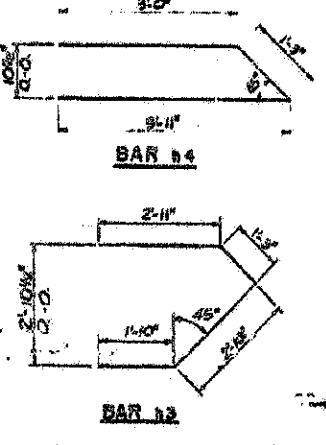
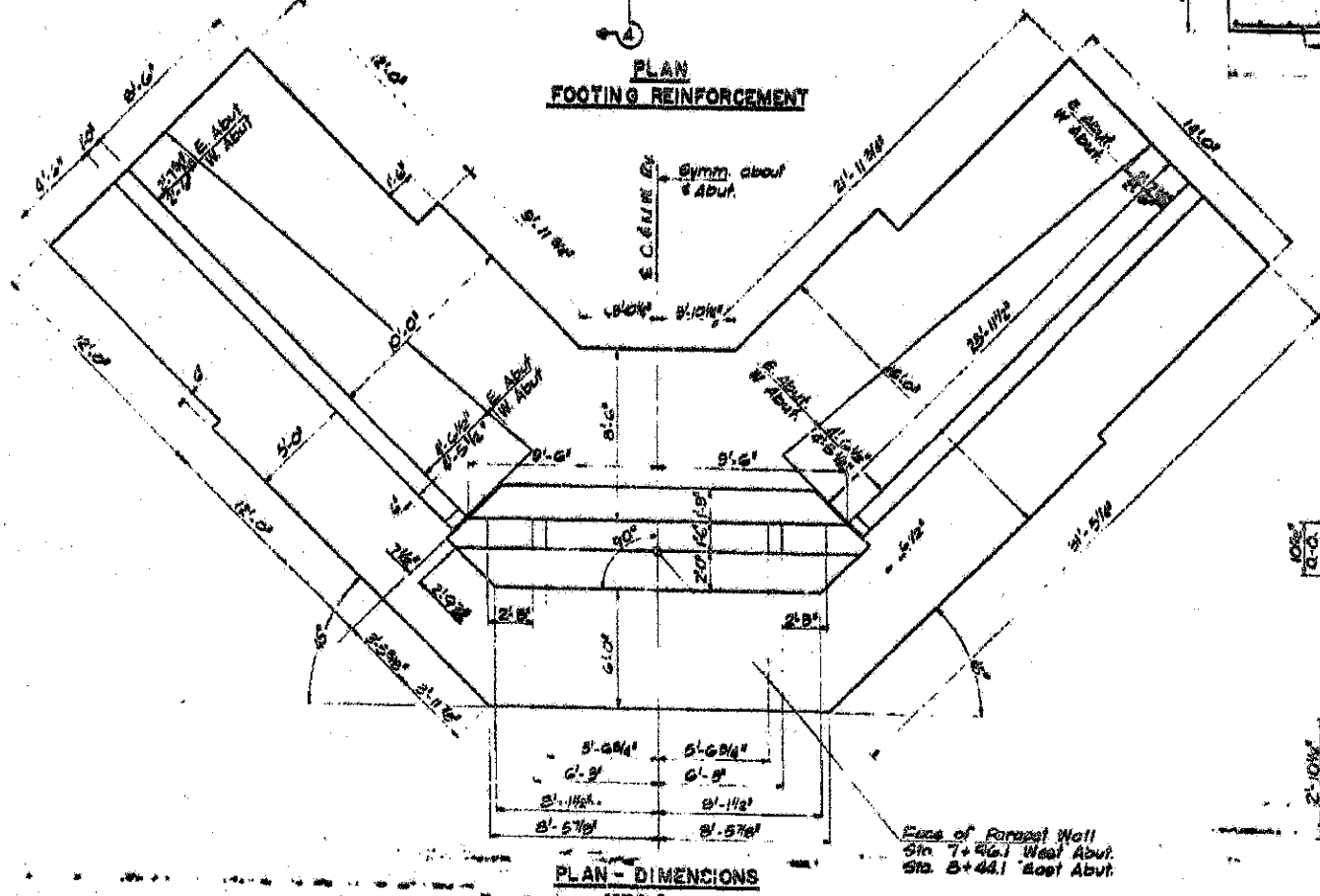
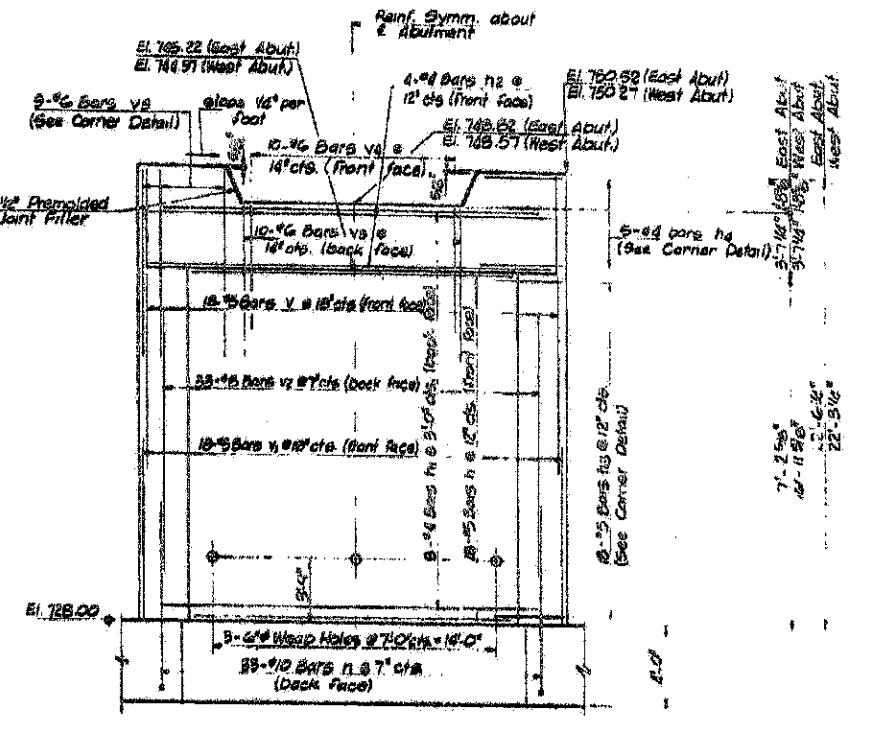
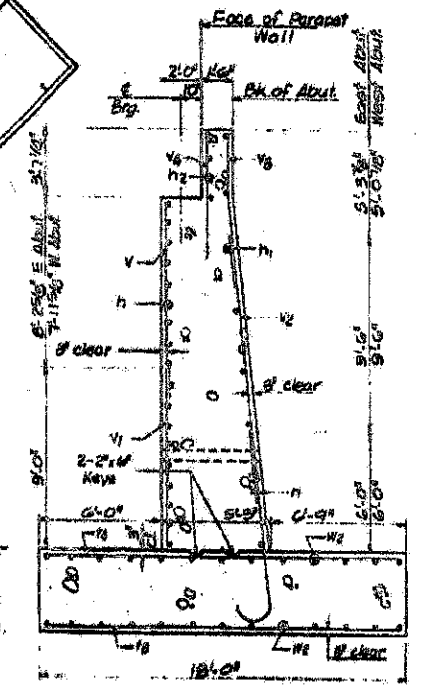
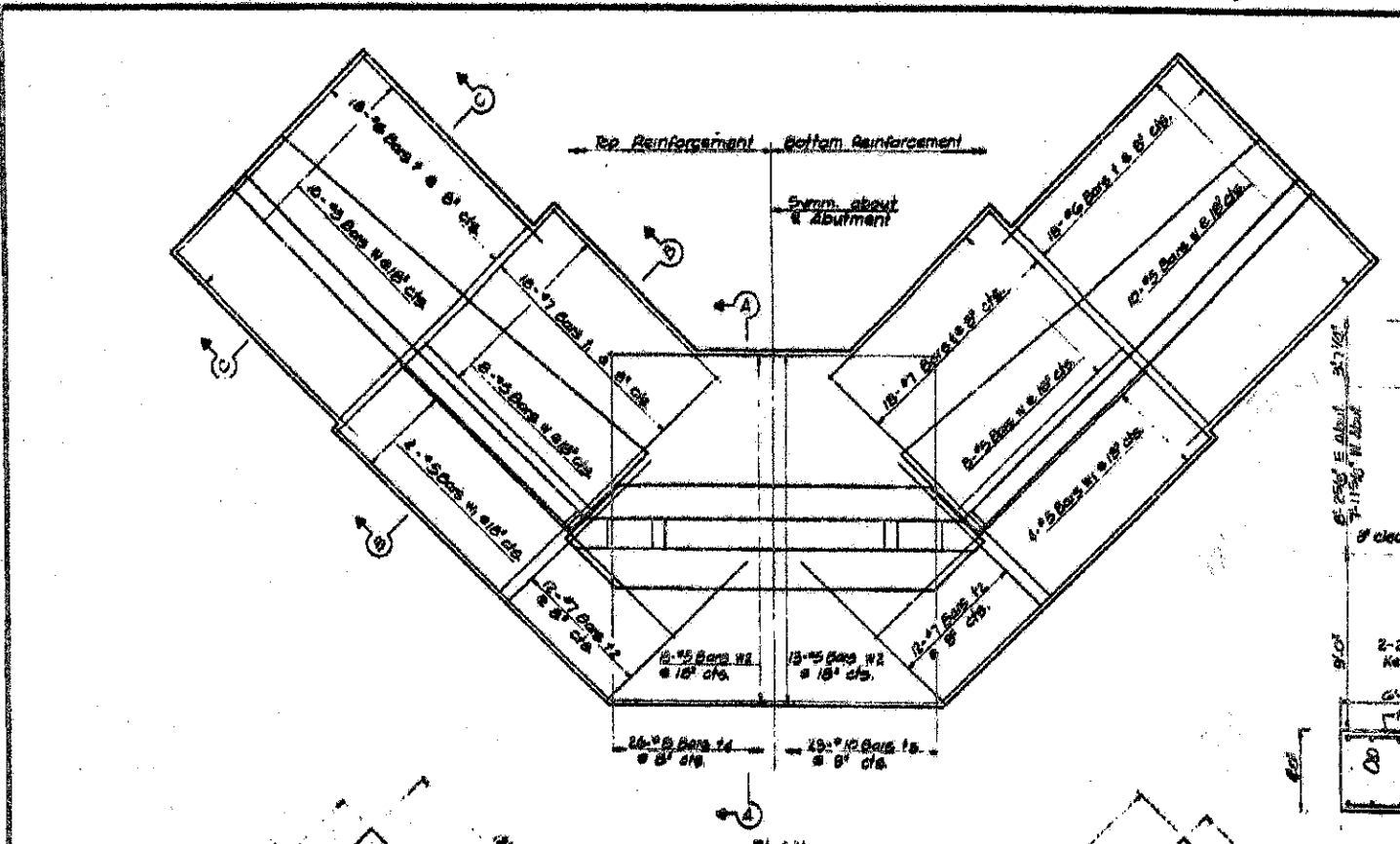
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

M.P. 37.71 BELVIDERE SUBDIVISION - EXISTING BRIDGE
EXISTING PLANS SHEET (5 OF 7)

FOR INFORMATION ONLY

FILE NAME =	USER NAME = jgramm	DESIGNED = JLS	REVISIONS =	SHEET NO. UP-50 OF UP-52 SHEETS	TOTAL SHEETS: 310
Extra L.P. encl. 085.dgn	PLOT SCALE =	CHECKED = LRB	REVISIONS =		
	PLOT DATE = 12/13/2012	DRAWN = RMG	REVISIONS =		
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ABUTMENTS
 C. & N.W. RY. OVER FAS RTE 106
 CH. ROUTE 13 (ILL. RTE. 25)
 SECTION 49-SB-1
 KANE COUNTY, ILLINOIS
 WALTER E. HANSON COMPANY
 STRUCTURAL ENGINEERS
 CONSULTANTS
 Dec. 19, 1971

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 Chicago, Illinois 60601
 312-565-0450 Job No. 10074

FILE NAME: Exist: Plans_276.dgn	USER NAME: fgrimm	DESIGNED: JLS	REVISED:
PLT SCALE: 1/8" = 1'-0"	PLT DATE: 12/13/2012	CHECKED: LRB	REVISED:
		DRAWN: RMG	REVISED:
		CHECKED: LRB	REVISED:

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

M.P. 37.71 BELVIDERE SUBDIVISION - EXISTING BRIDGE
 EXISTING PLANS SHEET (6 OF 7)

F.A.P. RTE. 361	SECTION 06-00214-18-RP	COUNTY KANE	TOTAL SHEETS 451	SHEET NO. 311
SHEET NO. UP-51 OF UP-52 SHEETS			CONTRACT NO. 63598	
[ILLINOIS] FED. AID PROJECT				

FOR INFORMATION ONLY

Benchmark: "Aluminum Disk" set in concrete, 0.50 ± mile east of Stearns Road and Dunham Road at the south side of Stearns Road. Elev. 762.678

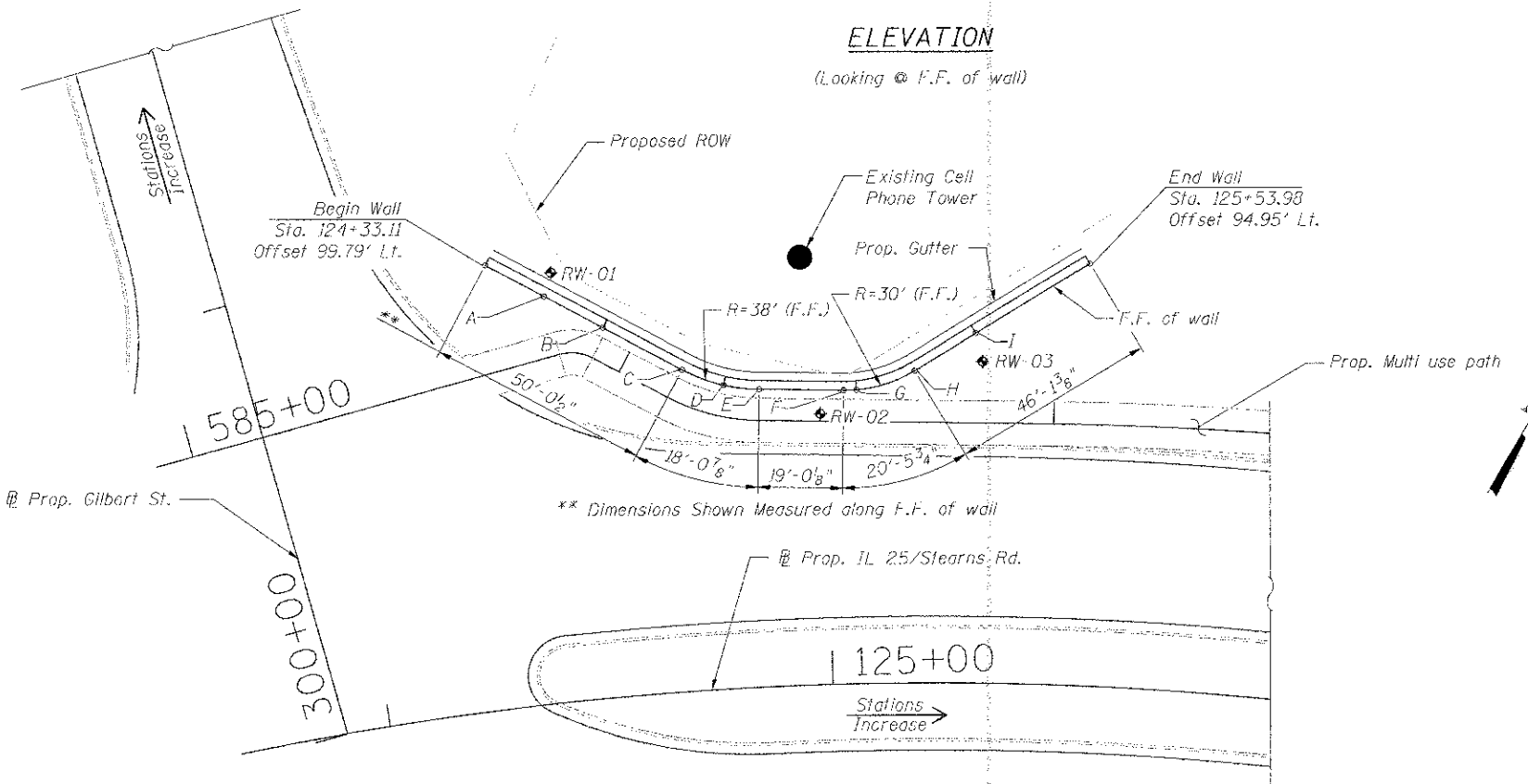
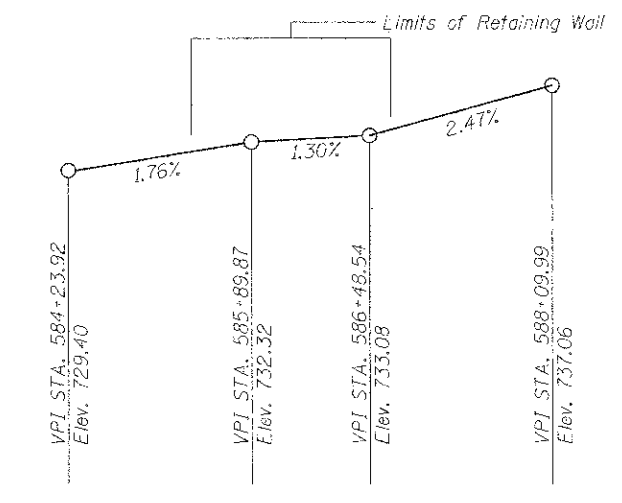
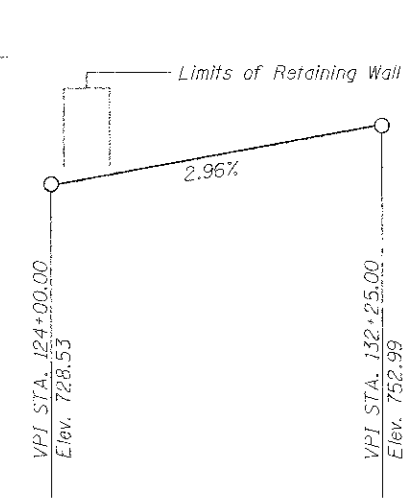
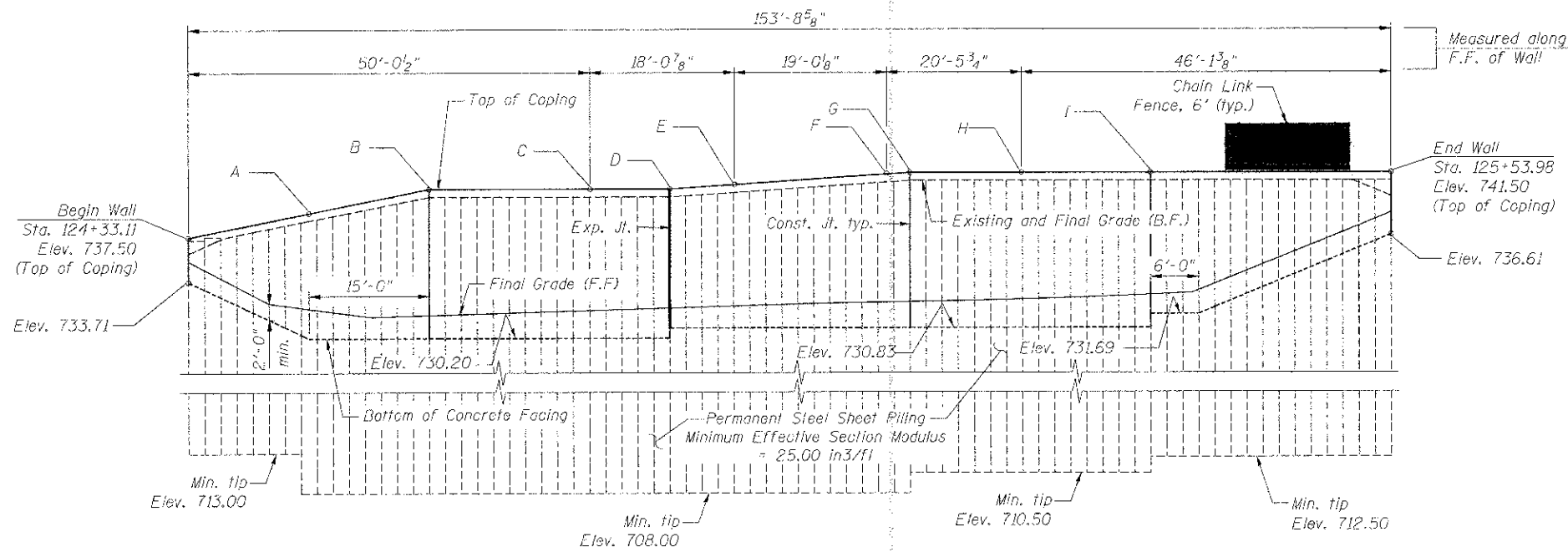
Existing Structure: None.

INDEX OF SHEETS

- SR1 General Plan and Elevation
- SR2 Retaining Wall Details
- SR3 Soil Boring Logs

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition



HIGHWAY CLASSIFICATION

F.A.P. Route 361 - IL 25/Stearns Rd
Functional Class: Other Principal Arterial
ADT: 32,000 (2020)
Design Speed: 45 MPH
Posted Speed: 45 MPH

DESIGN STRESSES

FIELD UNITS

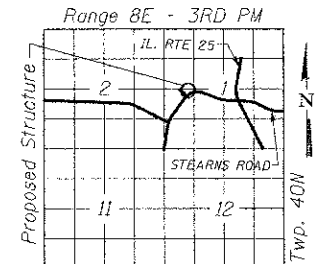
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Sheet Piling)

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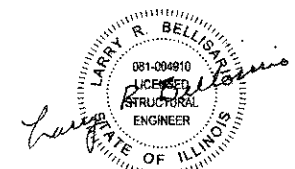
Along @ IL Rte 25
Δ = 73° 39' 40.14" (RT)
R = 780.00'
T = 584.16'
L = 1002.79'
E = 194.50'
S.E. = 0.02 ' / '
P.C. STA. = 122+11.16
P.T. STA. = 132+13.95
P.I. STA. = 127+95.32
SE Attained Sta. 120+85.36 to Sta. 122+40.75
SE Removed Sta. 131+84.37 to Sta. 133+61.95

WALL DATA

Location	Station	T/Coping Elevation	Offset
A	124+44.18	739.00	91.38' Lt.
B	124+55.15	740.50	83.15' Lt.
C	124+70.85	740.50	72.43' Lt.
D	124+79.18	740.50	68.40' Lt.
E	124+86.52	740.77	67.03' Lt.
F	125+04.01	741.40	66.13' Lt.
G	125+06.67	741.50	66.17' Lt.
H	125+18.75	741.50	70.28' Lt.
I	125+31.29	741.50	78.70' Lt.



APPROVED
For Structural Adequacy Only
M. Carl Phipps
Engineer of Bridges & Structures



EXPIRATION DATE: 11-30-2014
DATE: 12-14-2012

NOTES:

1. Offsets measured from @ Prop. IL 25/Stearns Rd to the front face of the wall.
2. F.F. - Front Face
B.F. - Back Face

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

GENERAL PLAN & ELEVATION

RETAINING WALL
IL 25/STEARNS ROAD
F.A.P. 361 - SEC. 06-00214-18-RP
KANE COUNTY
STATION 124+33.11 TO 125+53.98
STRUCTURE NO. 045-WQ16

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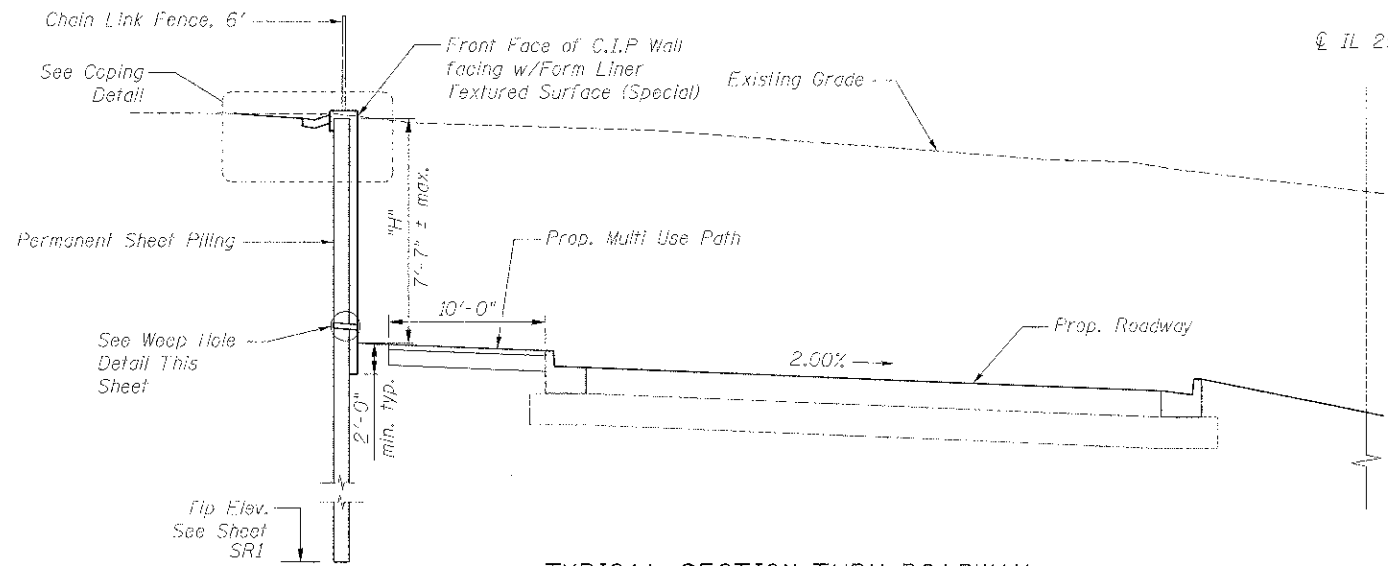
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	PLT SCALE =	CHECKED =	REVISD =
		LRB	-
	PLT DATE = 1/5/2013	DRAWN =	REVISD =
		JJC	-
		CHECKED =	REVISD =
		LRB	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. SR1 OF SR3 SHEETS

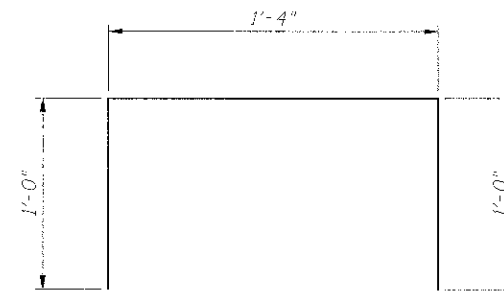
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	313
ILLINOIS FED. AID PROJECT			CONTRACT NO. 63598	

X:\100005\10074\Engineering\Documents\Phase II\Retaining Wall\Plans\Retaining Wall.GPJ.dgn 8/24/07 AM 1/5/2013



TYPICAL SECTION THRU ROADWAY

(Looking East)



BAR u(E)

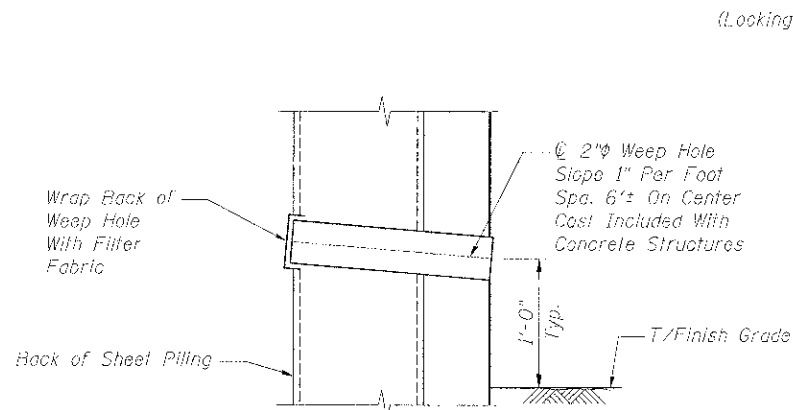
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Structures	Cu. Yd.	64.5
Stud Shear Connectors	Each	880
Reinforcement Bars, Epoxy Coated	Pound	4,530
Concrete Gutter, Type B	Foot	154
Chain Link Fence, 6'	Foot	154
Permanent Steel Sheet Piling	Sq. Ft.	4,670
Anti-Graffiti Protection System	Sq. Ft.	1,405
Form Liner Textured Surface (Special)*	Sq. Ft.	1,405

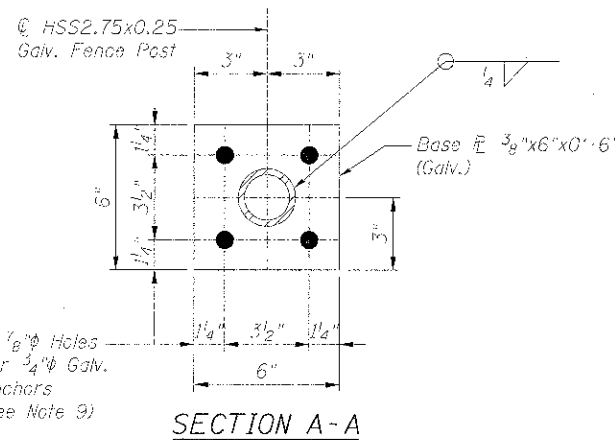
* See Special Provision

BAR LIST

Bar	No.	Size	Length	Shape
h(E)	75	#5	29'-3"	—
v(E)	155	#5	10'-4"	—
u(E)	155	#5	3'-4"	—

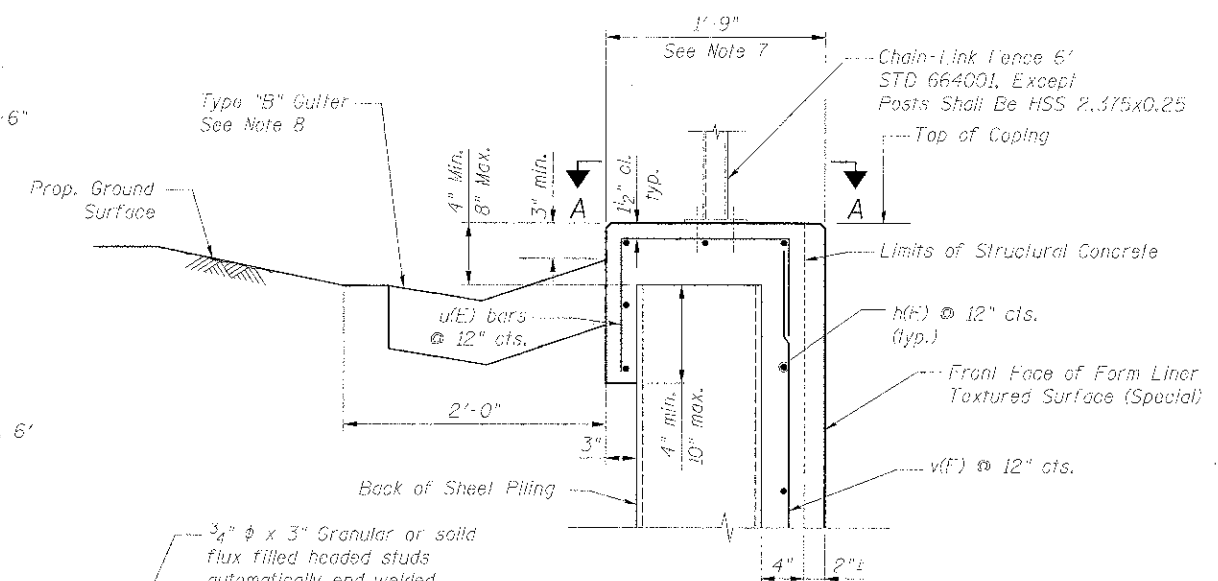


WEEP HOLE DETAIL



SECTION A-A

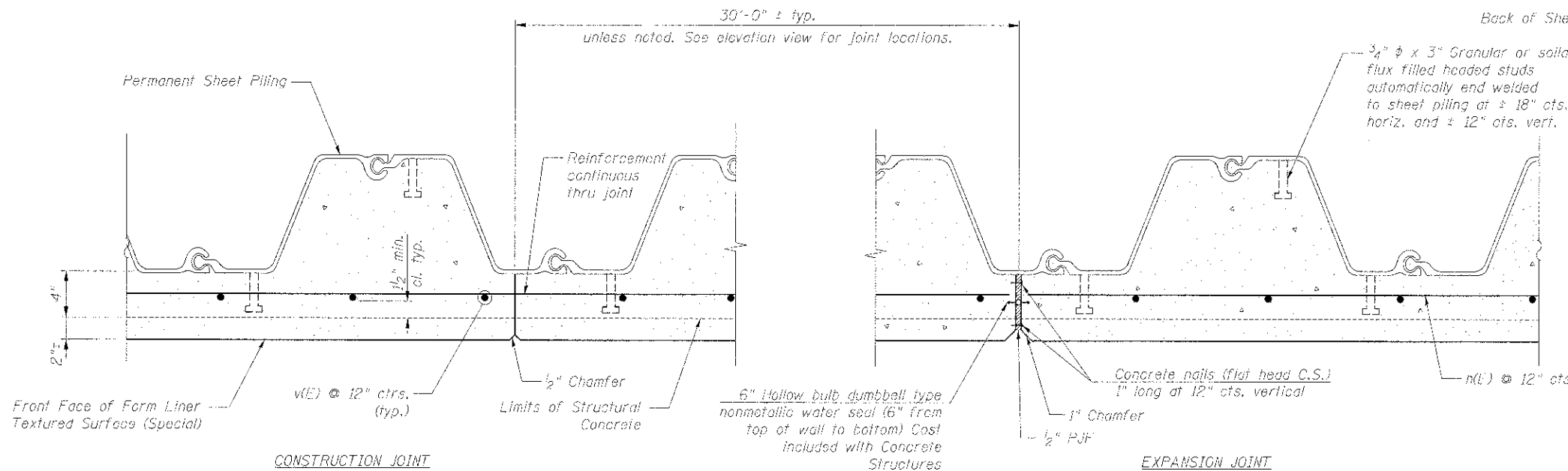
Cost of Base Plate & Anchors Shall be Included With Chain Link Fence, 6'



COPING DETAIL

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Min. lap length #5 bar - 2'-2"
4. Bend h(E) bars in field as required.
5. Cut h(E) & v(E) bars in field as required.
6. Shear studs shall conform to the requirements of ASTM A108, Grades 1015, 1018, or 1020 and be either semi or fully killed.
7. Dimension shown is based on the use of PZ-27. If an alternate sheet pile section is chosen, this dimension must be adjusted.
8. Provide minimum 0.3% gutter slope.
9. Anchors for fence may either be mechanical expansion anchors or epoxy anchored rods. They shall be capable of developing an allowable tension capacity of 3,500 lbs each.



CONSTRUCTION JOINT

EXPANSION JOINT

TYPICAL SECTION THRU WALL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RETAINING WALL DETAILS
STRUCTURE NO. 045-W016

SHEET NO. SR2 OF SR3 SHEETS

F.A.P. R.T.C.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	314

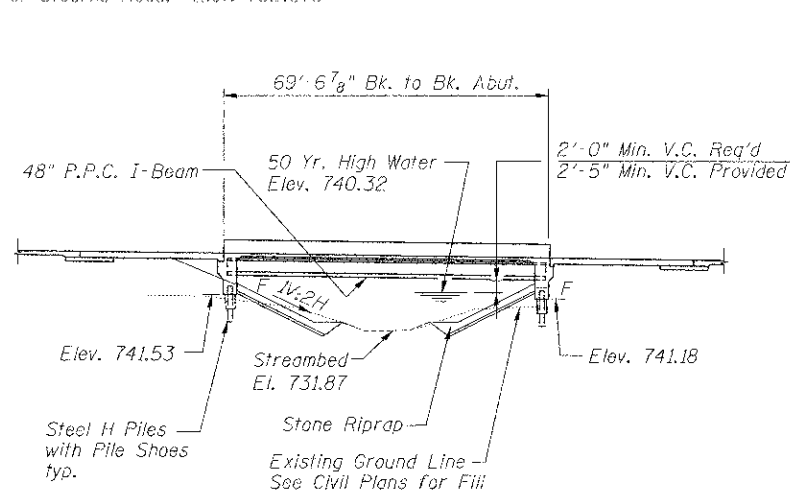
CONTRACT NO. 63598
ILLINOIS FED. AID PROJECT

DESIGNED	CHECKED	DRAWN	PLotted
JJC	LRB	JJC	LRB
REVISIONS	DATE	BY	REASON

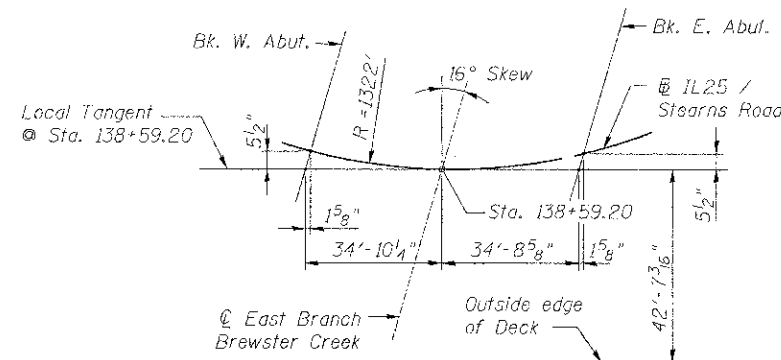
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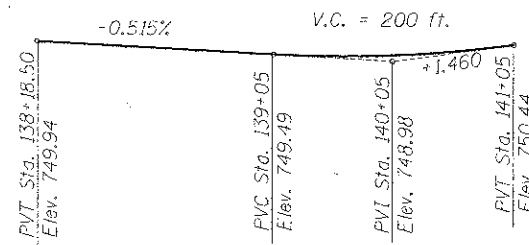
Benchmark BM-24:
 "Aluminum Disk" set in concrete, 0.50± mile east of Stearns Road and
 Dunham Road at the south side of Stearns Road. Elev. 762.678
 No existing structure.



ELEVATION

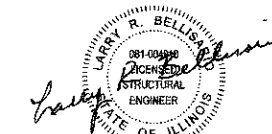


OFFSET SKETCH



PROFILE GRADE
 (IL 25/Stearns Rd.)

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



EXPIRATION DATE: 11-30-2014
 DATE: 12-14-2012

STATION 138+59.20
 F.A.P. 361
 SECTION 06-00214-18-RP
 BUILT 2011 BY
 STATE OF ILLINOIS
 LOADING HL-93
 STRUCTURE NO. 045-2033

NAME PLATE

See std. 515001

LOADING HL-93

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

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications (5th ed.)

DESIGN STRESSES

FIELD UNITS

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

PRECAST PRESTRESSED UNITS

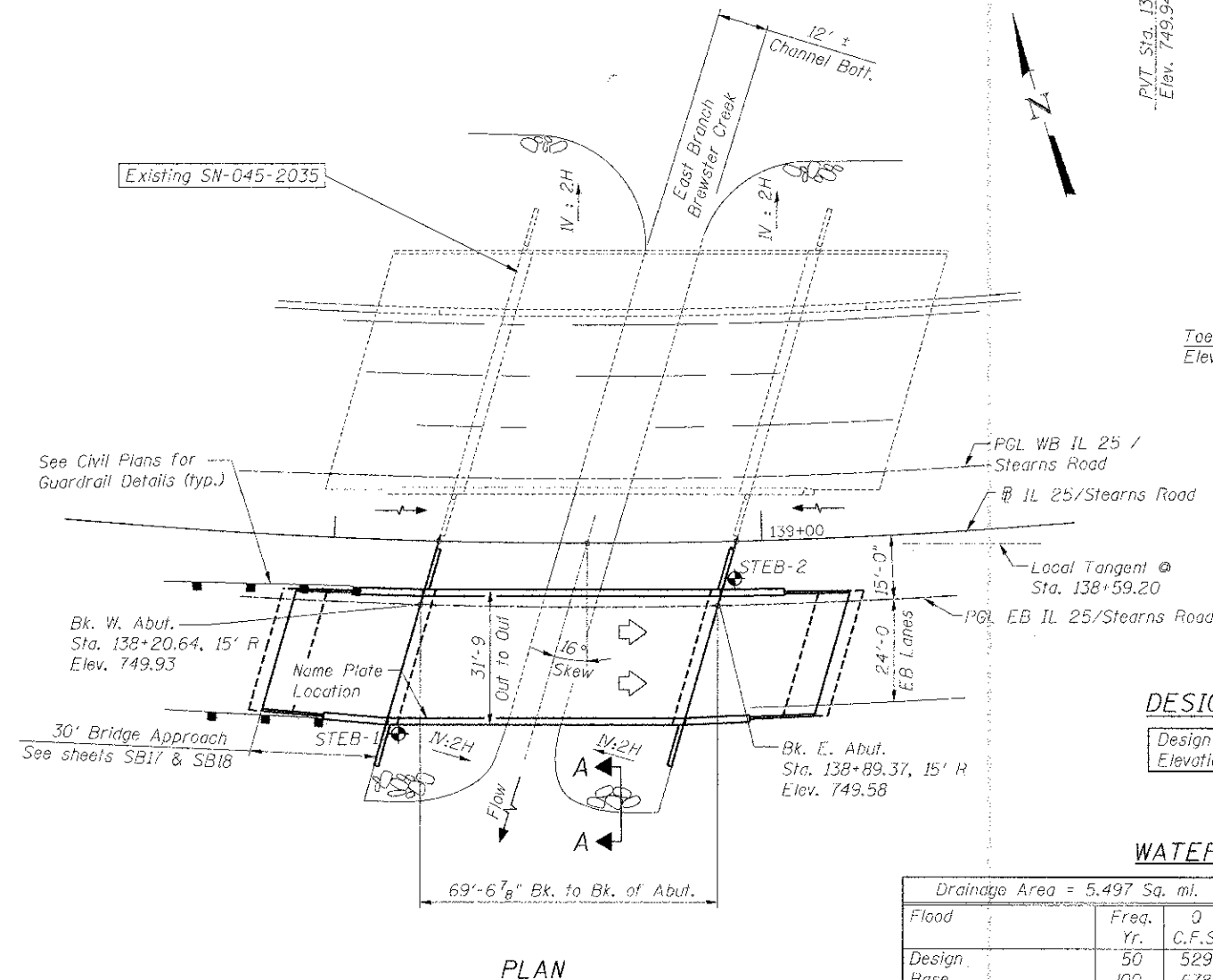
$f'_c = 6,000$ psi
 $f'_d = 5,000$ psi
 $f_{pu} = 270,000$ psi ($\frac{1}{2}$ " ϕ low lax. strands)
 $f_{pbl} = 201,960$ psi ($\frac{1}{2}$ " ϕ low lax. strands)

CURVE DATA

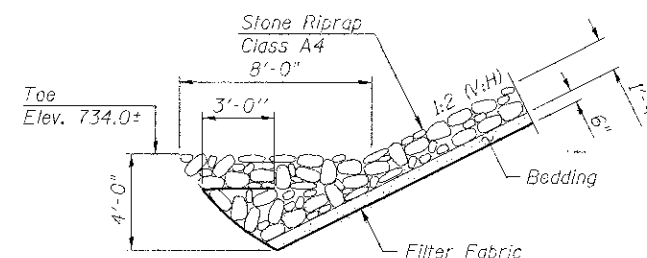
Along IL Rte 25
 $\Delta = 16^\circ 49' 38.31"$ (LT)
 $D = 4^\circ 20' 02"$
 $R = 1322.00'$
 $T = 195.54'$
 $L = 388.26'$
 $E = 14.38'$
 $S.E. = 3.5\%$ LT
 P.C. STA. = 137+52.75
 P.T. STA. = 141+41.01
 P.I. STA. = 139+48.29
 SE Attained Sta. 135+60.34
 to Sta. 138+04.55
 SE Removed Sta. 140+89.21
 to Sta. 143+33.41

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. ($S_{1.0}$) = 0.08 g
 Design Spectral Acceleration at 0.2 sec. ($S_{0.2}$) = 0.14 g
 Soil Site Class = D



PLAN



SECTION A-A

DESIGN SCOUR ELEVATION TABLE

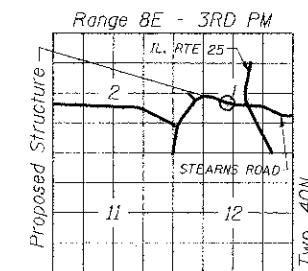
Design Scour Elevation (ft.)	W. Abut.	Piers	E. Abut.
	741.53	NA	741.18

WATERWAY INFORMATION

Drainage Area = 5.497 Sq. mi.

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	529	N/A	302.8	740.32	N/A	0.04	N/A	740.36
Base	100	678	N/A	331.7	740.65	N/A	0.07	N/A	740.72
Overtopping	>500**	4412	N/A	474.7	N/A	N/A	N/A	N/A	749.00
Max. Calc.	500*	1000	N/A	352.0	741.32	N/A	0.17	N/A	741.49

* 500-Year Flowrate determined from analytical frequency curve - WSEL'S Extrapolated
 ** Overtopping occurs above the 500-Year WSEL under proposed conditions



LOCATION SKETCH

GENERAL PLAN & ELEVATION
 IL 25/STEARNS ROAD OVER THE
 EAST BRANCH OF BREWSTER CREEK
 F.A.P. 361 - SEC. 06-00214-18-RP
 KANE COUNTY

STATION 138+59.20
 STRUCTURE NO. 045-2033

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 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-665-0450 Job No. 10074

FILE NAME	USER NAME	DESIGNED	REVISIONS
0452033-201-GPE.dgn	prgrm	RJT	
		AJK	
		RMG	
		AJK	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	316

CONTRACT NO. 63598
 ILLINOIS FED. AID PROJECT

SHEET NO. SBI OF SBI9 SHEETS

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 1/5/2013

GENERAL NOTES

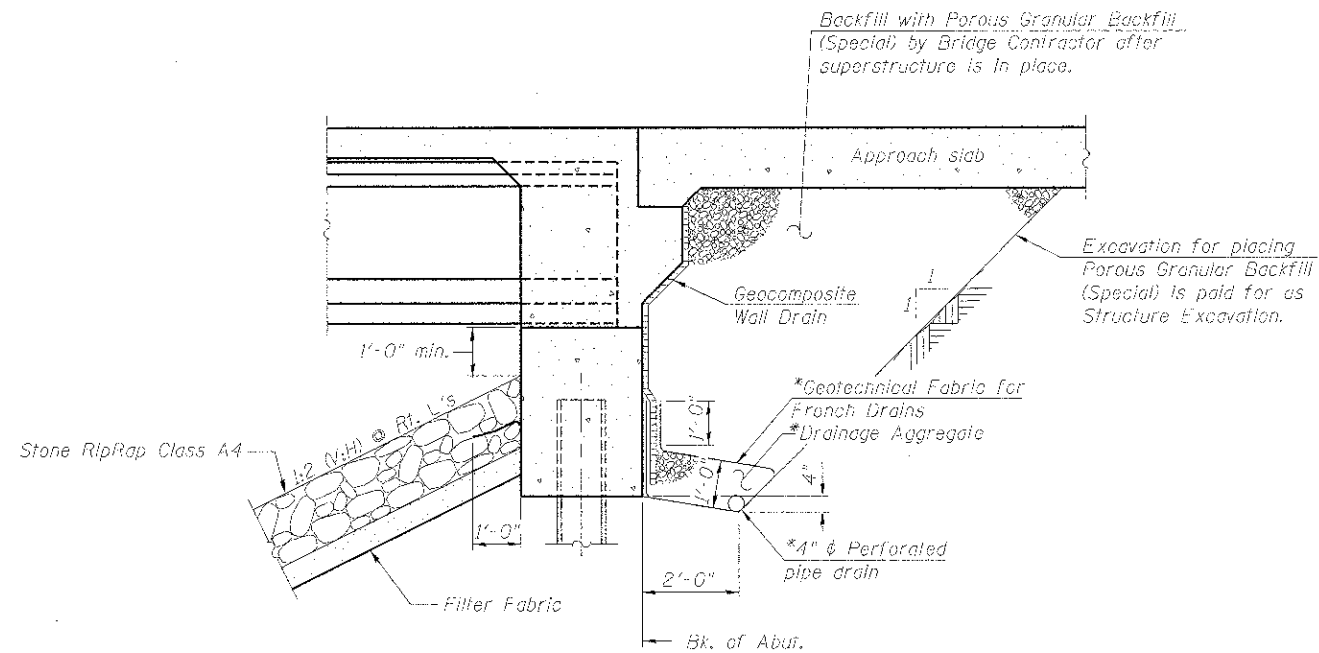
1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
4. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
5. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
6. Slipforming of the parapets is not allowed.
7. No in-stream work or work that could potentially impact the Fox River can occur between March 1, 2013 and June 7, 2013. In-stream work includes the East Branch of Brewster Creek.
8. All disturbed areas and work areas must be isolated from creek flows at all times. The diversion/isolation of the creek flows must be constructed from non-erodible materials. The KDSWCD must be in agreement with overall exact method of diversion/isolation prior to the commencement of construction (Contact KDSWCD 630-584-7951 x3).
9. No work shall be performed in flowing water and no equipment shall enter Brewster Creek without approval of the KDSWCD or the Army Corps of Engineers. Work in and near the critical areas should be isolated from concentrated flows or stream flow. The stream banks shall be stabilized at the end of each day. Once work in this area begins, priority shall be given to the completion of the work and final stabilization of all disturbed areas.

INDEX OF SHEETS

SB1 of SB19	General Plan and Elevation
SB2 of SB19	General Notes, Index of Sheets and Total Bill of Material
SB3 of SB19	Foundation Plan
SB4 of SB19	Deck Elevation Plan
SB5 of SB19	Top of Slab Elevations
SB6 of SB19	Top of Approach Slab Elevations
SB7 of SB19	Deck Reinforcement Plan and Cross Section
SB8 of SB19	Diaphragm Section and Elevation
SB9 of SB19	Parapet Elevation and Details
SB10 of SB19	Framing Plan and Moment Table
SB11 of SB19	48" PPC I-Beam Elevation
SB12 of SB19	48" PPC I-Beam Details
SB13 of SB19	West Abutment - Plan and Elevation
SB14 of SB19	East Abutment - Plan and Elevation
SB15 of SB19	Pile Details
SB16 of SB19	Bar Splicer Assembly and Mechanical Splicer Details
SB17 of SB19	Bridge Approach Slab Details (1 of 2)
SB18 of SB19	Bridge Approach Slab Details (2 of 2)
SB19 of SB19	Soil Boring Logs

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		177	177
Stone Riprap Class A4	Sq. Yd.		399	399
Filter Fabric	Sq. Yd.		457	457
Structure Excavation	Cu. Yd.		18	18
Concrete Structures	Cu. Yd.		50.7	50.7
Concrete Superstructure	Cu. Yd.	200.3		200.3
Bridge Deck Grooving	Sq. Yd.	379		379
Concrete Encasement	Cu. Yd.		5.0	5.0
Protective Coat	Sq. Yd.	497		497
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 in.	Foot	274		274
Reinforcement Bars, Epoxy Coated	Pound	43,640	9,730	53,370
Bar Splicers	Each		60	60
Furnishing Steel Piles, HP12x53	Foot		882	882
Driving Piles	Foot		882	882
Test Pile, HP12x53	Each		2	2
Pile Shoes	Each		14	14
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		94	94
Pipe Underdrains for Structures 4"	Foot		130	130



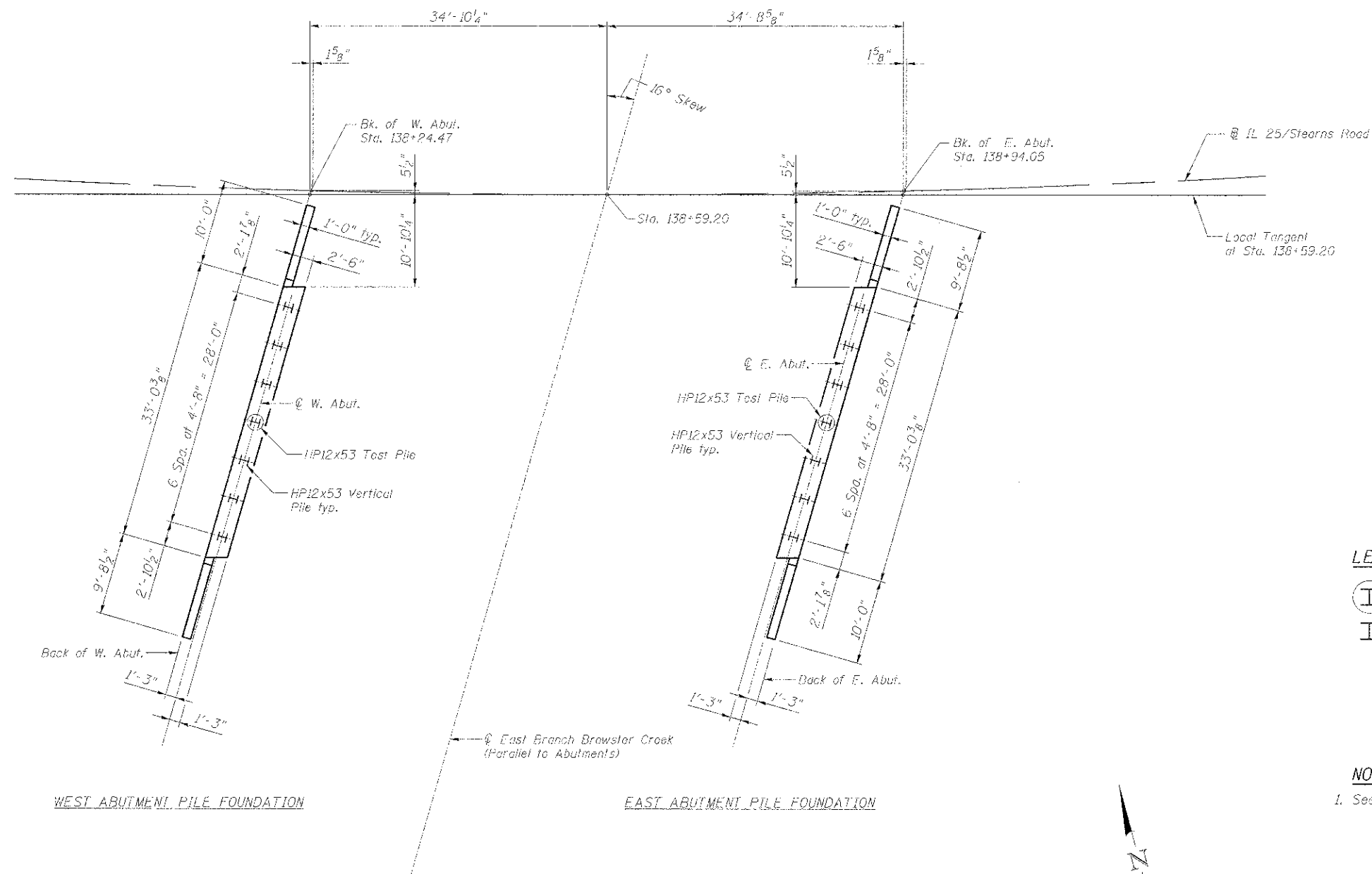
SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

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

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		CHECKED = AJK	REVISED =
		DRAWN = RMG	REVISED =
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			REVISED =

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	317
				CONTRACT NO. 63598



LEGEND:

- HP12x53 Test Pile
- HP12x53 Vertical Pile

NOTES:

1. See Sheets SB13 thru SB15 for abutment details and pile data.

FOUNDATION LAYOUT

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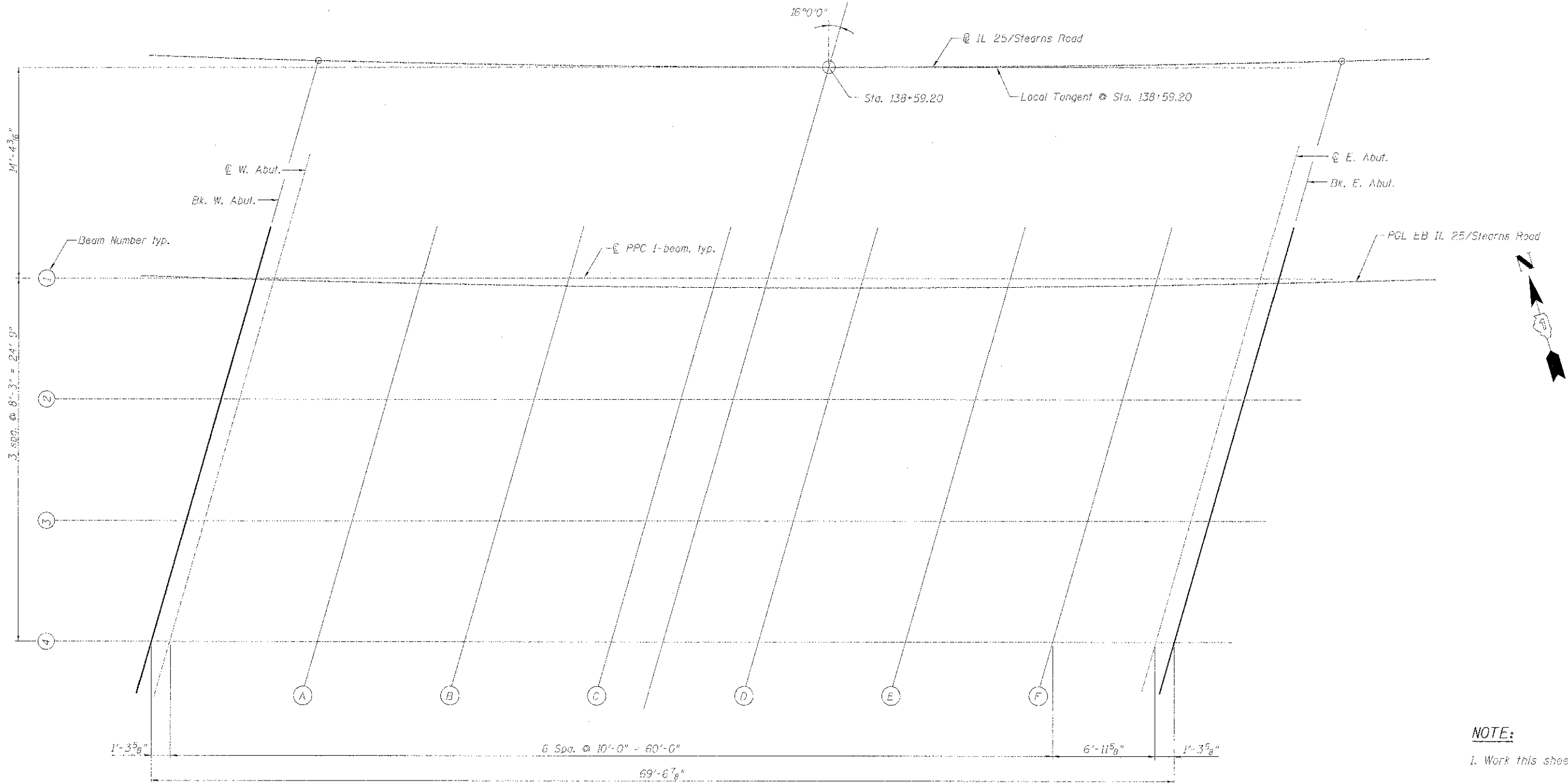
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PLOT DATE =	CHECKED -	REVISED -	
12/13/2012	AJK		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FOUNDATION PLAN
IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033

SHEET NO. SB3 OF SB19 SHEETS

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	08-002(4-18-RP	XANE	451	318
				CONTRACT NO. 63598
ILLINOIS FED. AID PROJECT				



PLAN

NOTE:
1. Work this sheet with sheet SB5.

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		CHECKED - AJK	REVISED -
	PLOT SCALE =		
	PLOT DATE = 12/13/2012		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK ELEVATION PLAN
IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033**
SHEET NO. SB4 OF SB19 SHEETS

F.A.P. RIE. 361	SECTION 06-C0214-18-RP	COUNTY KANE	TOTAL SHEETS NO. 451 ; 319
			CONTRACT NO. 63598
ILLINOIS FED. AID PROJECT			

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BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut	138+20.66	+14.92	749.93	749.93
Q W. Abut	138+21.95	+14.88	749.92	749.92
A	138+31.84	+14.64	749.86	749.88
B	138+41.73	+14.47	749.80	749.84
C	138+51.62	+14.37	749.75	749.79
D	138+61.51	+14.35	749.70	749.74
E	138+71.40	+14.41	749.65	749.68
F	138+81.30	+14.54	749.60	749.62
Q E. Abut	138+88.18	+14.67	749.57	749.57
Bk. E. Abut	138+89.47	+14.70	749.56	749.56

PGL EB IL 25/Stearns Road

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut	138+20.64	+15.00	749.93	749.93
Q W. Abut	138+21.92	+15.00	749.92	749.92
A	138+31.74	+15.00	749.87	749.89
B	138+41.58	+15.00	749.82	749.86
C	138+51.44	+15.00	749.77	749.82
D	138+61.33	+15.00	749.72	749.77
E	138+71.23	+15.00	749.67	749.70
F	138+81.16	+15.00	749.62	749.63
Q E. Abut	138+88.08	+15.00	749.58	749.58
Bk. E. Abut	138+89.37	+15.00	749.58	749.58

BEAM 2

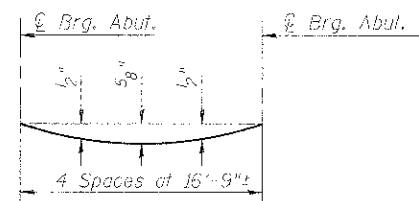
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut	138+18.58	+23.23	750.23	750.23
Q W. Abut	138+19.86	+23.19	750.22	750.22
A	138+29.68	+22.93	750.16	750.18
B	138+39.51	+22.75	750.10	750.15
C	138+49.34	+22.64	750.05	750.10
D	138+59.17	+22.60	750.00	750.05
E	138+69.00	+22.64	749.95	749.98
F	138+78.83	+22.75	749.90	749.92
Q E. Abut	138+85.68	+22.87	749.87	749.87
Bk. E. Abut	138+86.96	+22.90	749.86	749.86

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut	138+16.51	+31.55	750.53	750.53
Q W. Abut	138+17.79	+31.51	750.52	750.52
A	138+27.55	+31.24	750.46	750.49
B	138+37.32	+31.03	750.40	750.45
C	138+47.09	+30.91	750.35	750.40
D	138+56.86	+30.85	750.30	750.35
E	138+66.63	+30.87	750.25	750.28
F	138+76.40	+30.96	750.20	750.22
Q E. Abut	138+83.20	+31.07	750.17	750.17
Bk. E. Abut	138+84.48	+31.10	750.16	750.16

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut	138+14.48	+39.88	750.83	750.83
Q W. Abut	138+15.74	+39.83	750.82	750.82
A	138+25.45	+39.54	750.76	750.79
B	138+35.15	+39.32	750.71	750.74
C	138+44.86	+39.18	750.65	750.70
D	138+54.58	+39.11	750.60	750.64
E	138+64.29	+39.11	750.55	750.58
F	138+74.00	+39.18	750.50	750.52
Q E. Abut	138+80.76	+39.28	750.47	750.47
Bk. E. Abut	138+82.03	+39.30	750.46	750.46

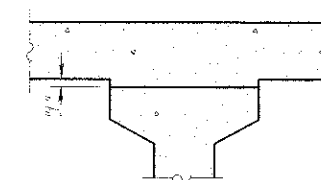


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

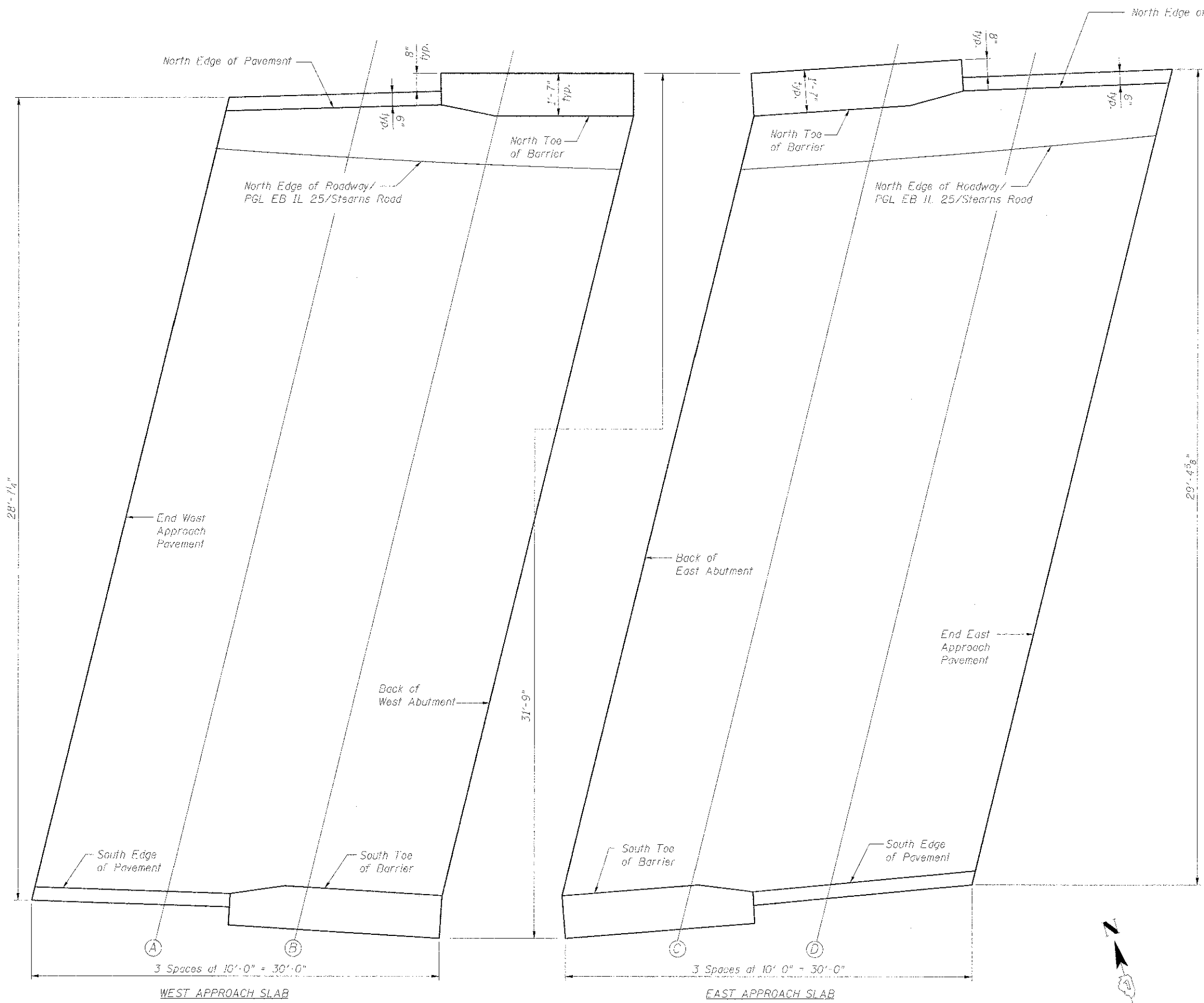
Note:

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



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

FILLET HEIGHTS



NOTE:
For approach slab details see sheets SB17 and SB18.

NORTH TOE OF BARRIER / EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End West Approach Pavement	137+91.75	+13.00	750.01
A	138+01.59	+12.78	749.95
B	138+11.32	+13.05	749.91
Back of West Abutment	138+21.15	+12.99	749.86
Back of East Abutment	138+90.05	+12.80	749.49
C	139+00.00	+12.93	749.45
D	139+10.07	+12.72	749.39
End East Approach Pavement	139+20.02	+13.00	749.36

NORTH EDGE OF ROADWAY/PGL EB IL 25/STEARNS ROAD

Location	Station	Offset	Theoretical Grade Elevations
End West Approach Pavement	137+91.29	+15.00	750.08
A	138+01.06	+15.00	750.03
B	138+10.84	+15.00	749.98
Back of West Abutment	138+20.64	+15.00	749.93
Back of East Abutment	138+89.37	+15.00	749.58
C	138+99.34	+15.00	749.52
D	139+09.33	+15.00	749.47
End East Approach Pavement	139+19.35	+15.00	749.43

SOUTH TOE OF BARRIER / EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End West Approach Pavement	137+85.45	+41.00	750.91
A	137+94.94	+41.34	750.93
B	138+04.52	+41.34	750.93
Back of West Abutment	138+14.01	+41.81	750.90
Back of East Abutment	138+81.46	+41.21	750.53
C	138+91.31	+40.92	750.47
D	139+01.02	+41.13	750.43
End East Approach Pavement	139+10.87	+41.00	750.38

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PLAN

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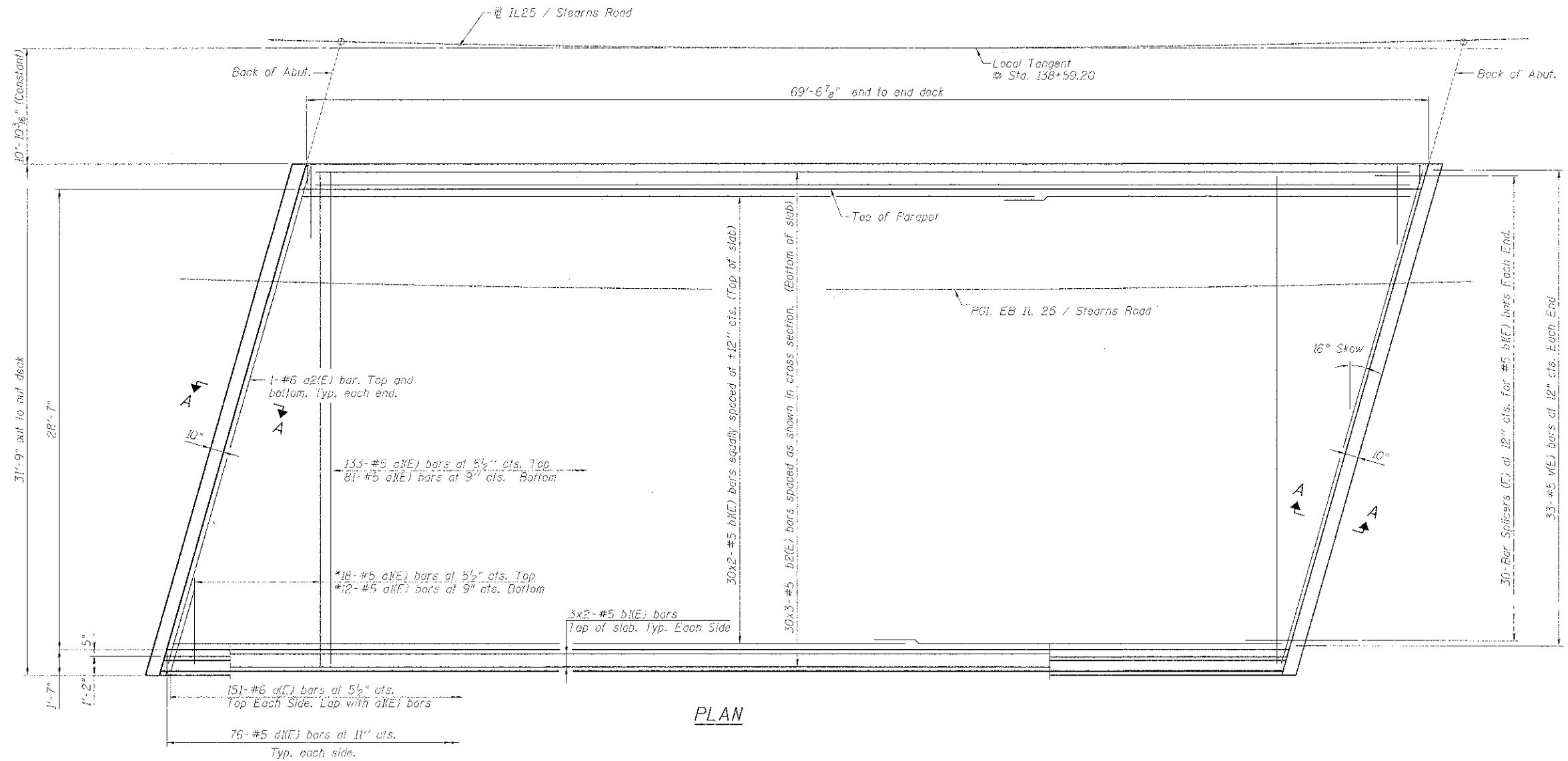
**TOP OF APPROACH SLAB ELEVATIONS
IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	321

CONTRACT NO. 63598
ILLINOIS FEE, AID PROJECT

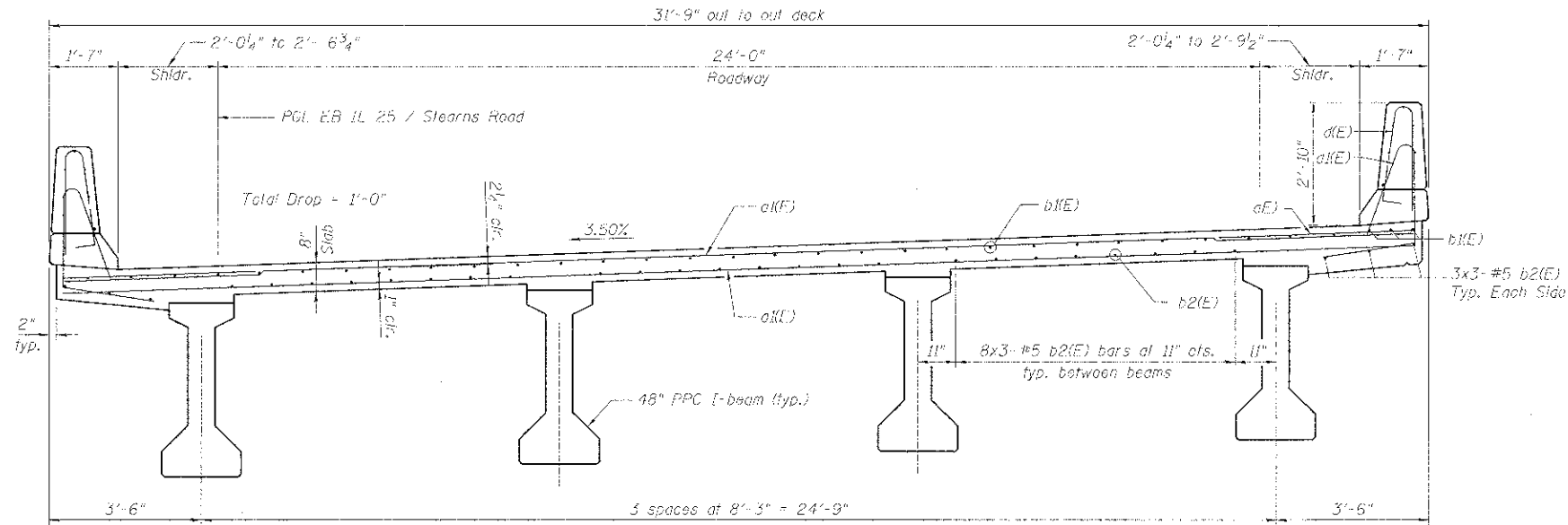
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PLAN

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



DECK CROSS SECTION
(Looking East)

MINIMUM BAR LAP
#5 bar = 3'-3"

- NOTES:
- See sheet SB9 for superstructure details and Bill of Material.
 - For Section A, A and diaphragm details see sheet SB0.
 - Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 - See sheet SB9 for parapet reinforcement.

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DECK REINFORCEMENT PLAN AND CROSS SECTION
IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 63598	

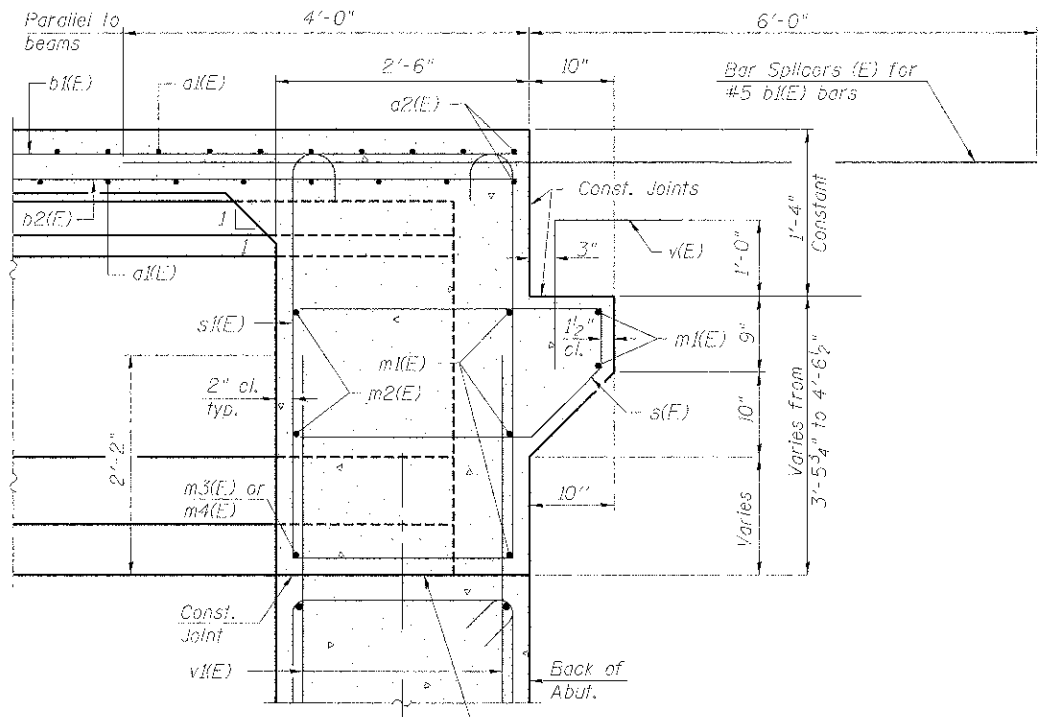
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PLOT DATE =	CHECKED =	REVISED =	
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SHEET NO. 327 OF 328 SHEETS

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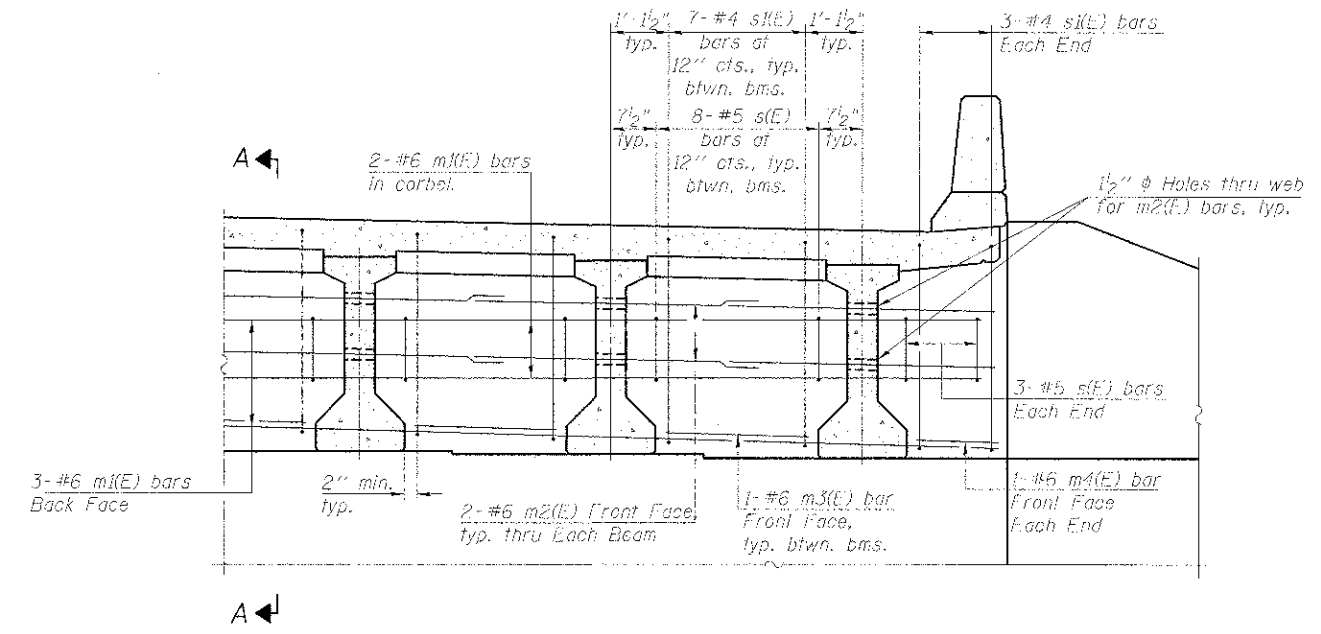
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Beam ends shall be set on an initial 1/2" min. grout (2:1 sand and portland cement, very dry mix) to provide full bearing. Any excess grout squeezed out from under the beam shall be removed. Cost included with Concrete Structures.

SECTION A-A
Dimensions at right angles to abutment, except as shown.



DIAPHRAGM ELEVATION AT ABUTMENT

MIN. BAR LAP
#6 bar - 3'-4"

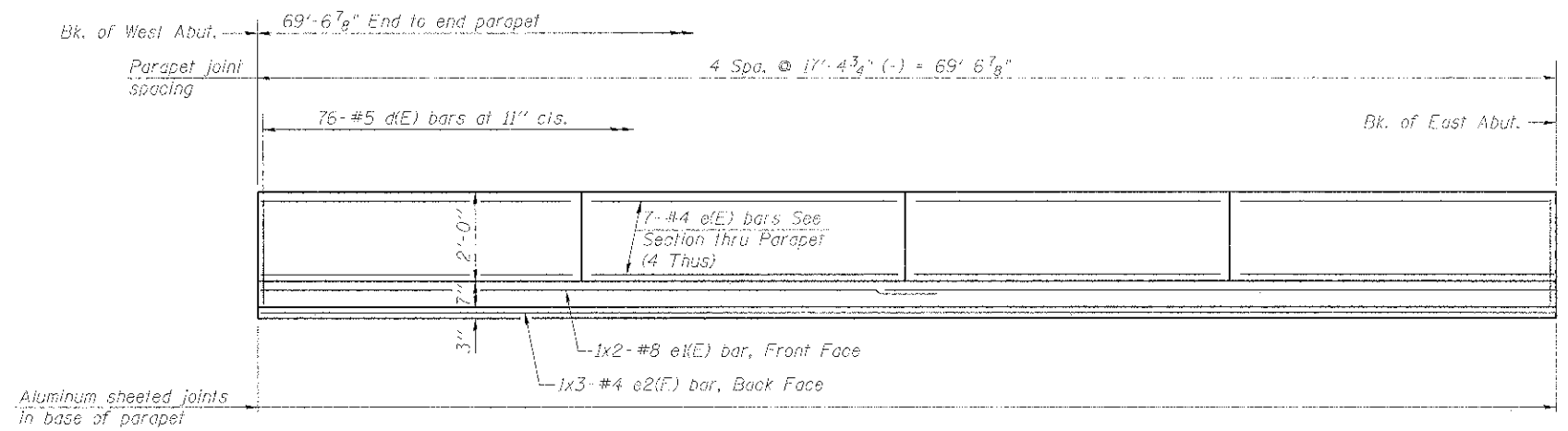
NOTES:

1. Reinforcement bars in diaphragm are bitted with superstructure on sheet SB9.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet SB9.
3. For details of bars s(E) and s(E) see sheet SB9.
4. The s(E) and s(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

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SHEET NO. S88 OF S819 SHEETS			CONTRACT NO. 63598	
ILLINOIS FED. AID PROJECT				

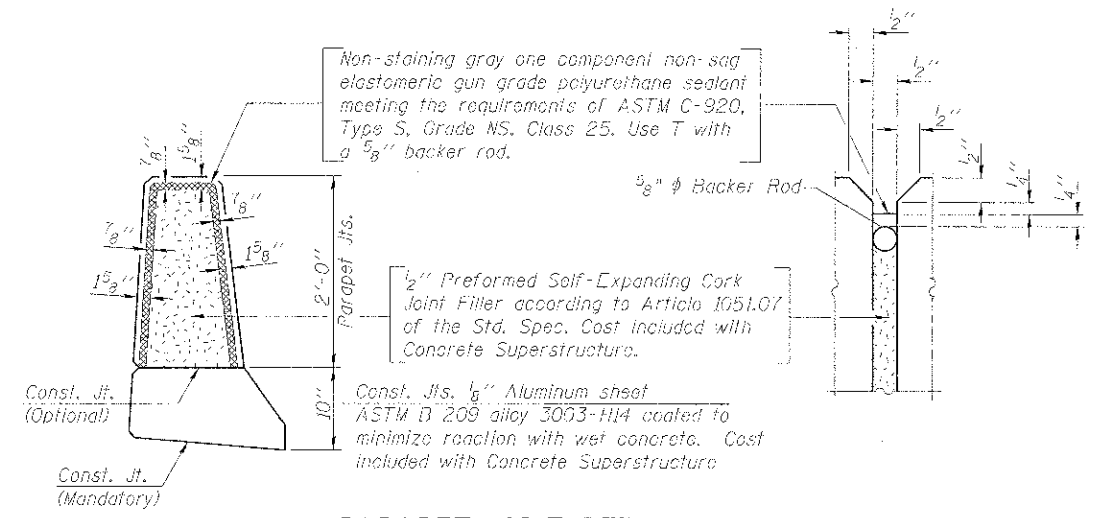
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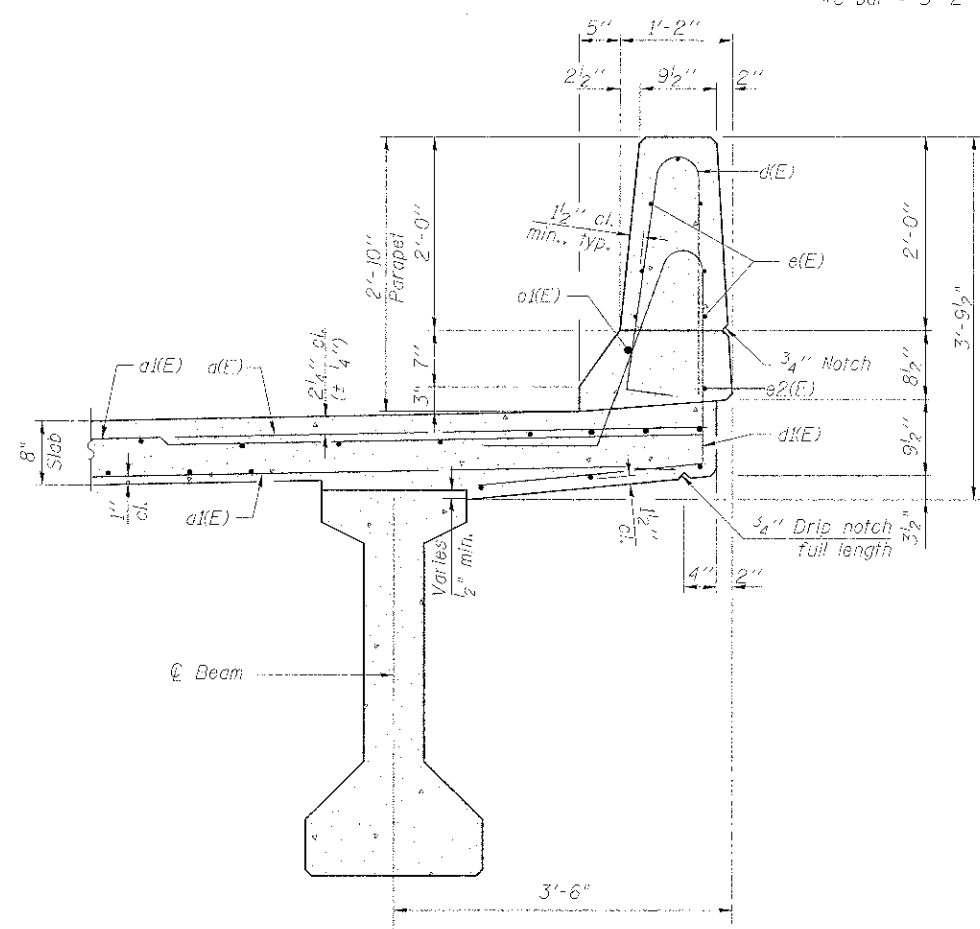
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

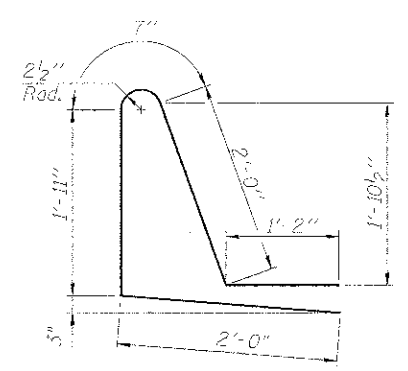
#4 bar = 2'-0"
#8 bar = 5'-2"



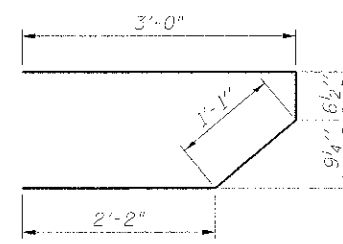
PARAPET JOINT DETAILS



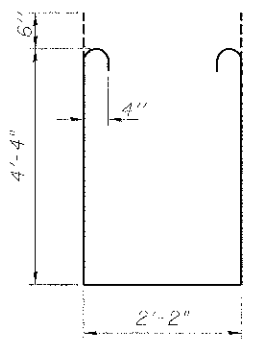
SECTION THRU SOUTH PARAPET



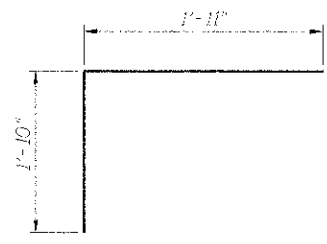
BAR d(E)



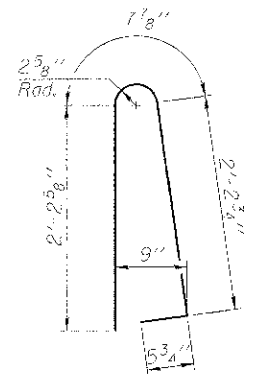
BAR s(E)



BAR s(E)



BAR v(E)



BAR d(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar No.	Size	Length	Staps
a(E)	#6	6'-6"	
a1(E)	#5	31'-1"	
a2(E)	#6	32'-9"	
b(E)	#5	35'-11"	
b2(E)	#5	24'-6"	
c(E)	#5	5'-7"	
d(E)	#5	7'-8"	
e(E)	#4	17'-1"	
e1(E)	#8	37'-3"	
e2(E)	#4	24'-5"	
m(E)	#6	32'-8"	
m2(E)	#6	17'-7"	
m3(E)	#6	6'-4"	
m4(E)	#6	2'-6"	
s(E)	#5	6'-10"	
s1(E)	#4	11'-10"	
v(E)	#5	3'-9"	
Reinforcement Bars, Epoxy Coated		Lbs.	21,250
Concrete Superstructure		Cu. Yds.	100.4

Bars indicated thus 1x2-#5 etc. indicates 1 line of bars with 2 lengths per line.

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FILE NAME #
R452033 009-pov.dgn

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DESIGNED - RJT
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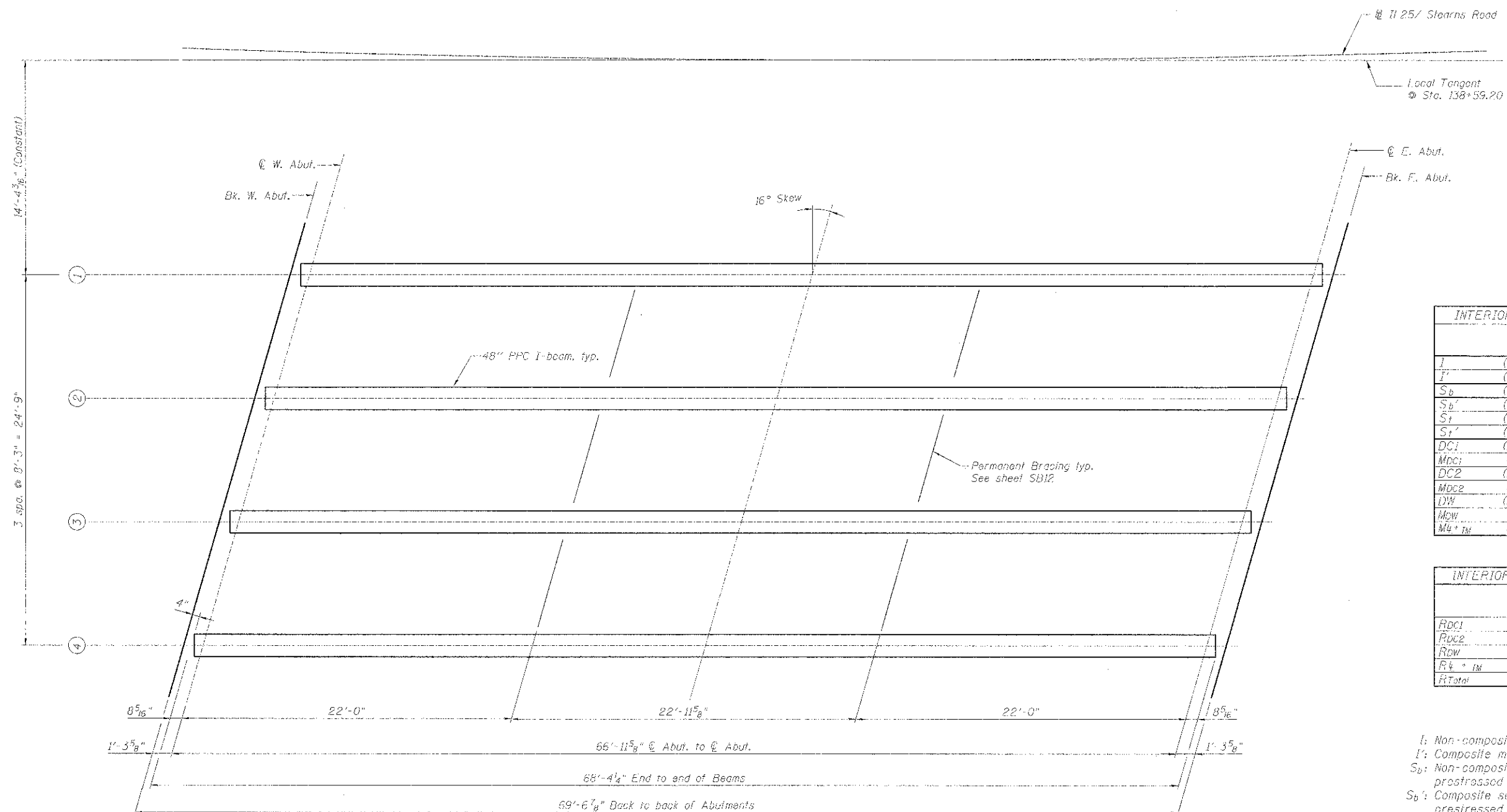
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PARAPET ELEVATION AND DETAILS
IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033

SHEET NO. 589 OF 5819 SHEETS

F.A.F. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	324
CONTRACT NO. 63598			ILL. INF. FED. AID PROJECT	

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INTERIOR BEAM MOMENT TABLE	
	Midspan
I	144117
I'	468564
S_b	6834
S_b'	12240
S_t	5355
S_t'	22446
$DC1$	1.46
$MDC1$	816
$DC2$	0.23
$MDC2$	131
DW	0.37
MDW	208
$M4 + IM$	1168

INTERIOR BEAM REACTION TABLE	
	Abutments
$RDC1$	48.8
$RDC2$	7.8
RDW	12.4
$R4 + IM$	91.4
R_{Total}	160.4

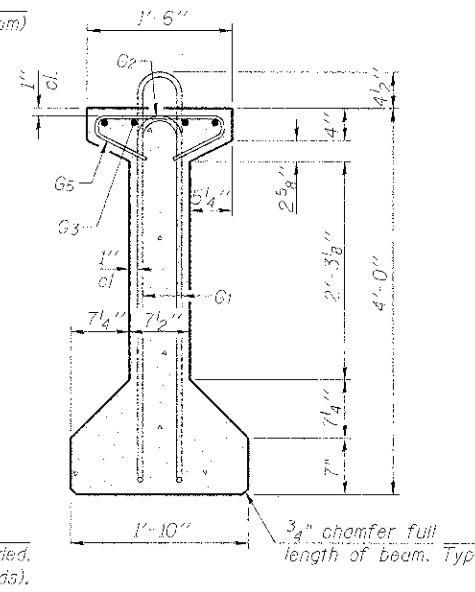
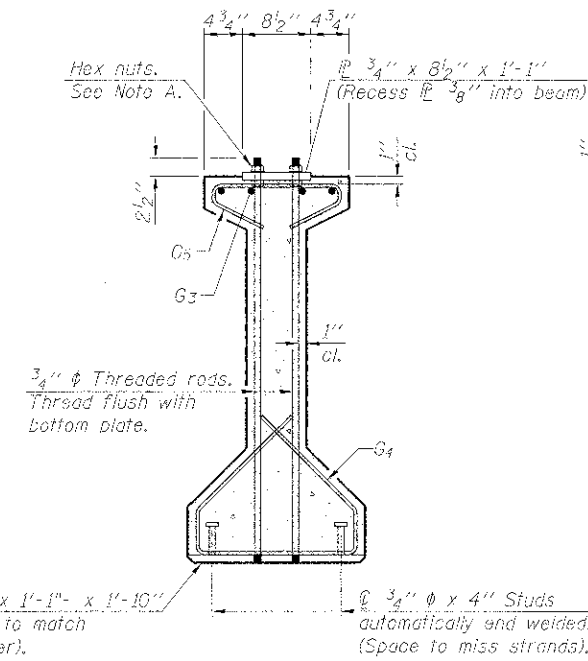
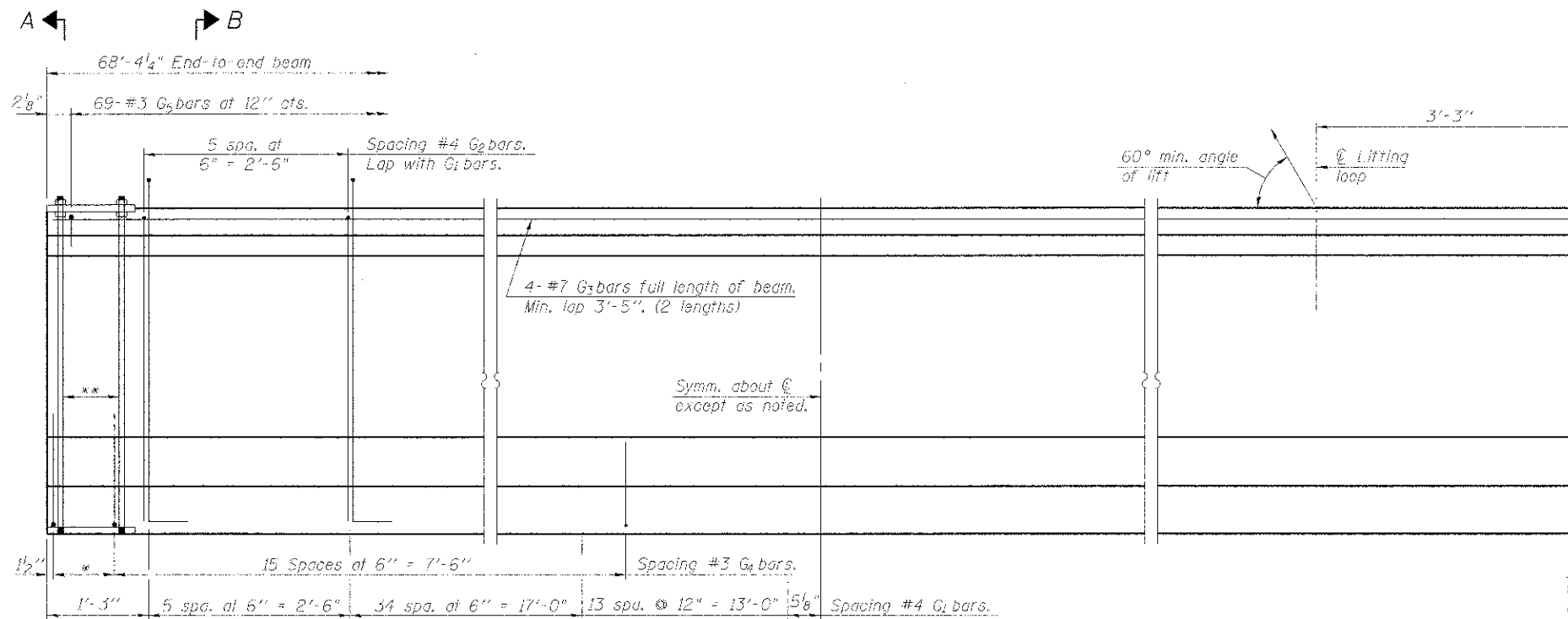
I : Non-composite moment of inertia of beam section (in.⁴).
 I' : Composite moment of inertia of beam section (in.⁴).
 S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
 S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in.³).
 S_t : Non-composite section modulus for the top fiber of the prestressed beam (in.³).
 S_t' : Composite section modulus for the top fiber of the prestressed beam (in.³).
 $DC1$: Un-factored non-composite dead load (kips/ft.).
 $MDC1$: Un-factored moment due to non-composite dead load (kip-ft.).
 $DC2$: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 $MDC2$: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW : Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 MDW : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 $M4 + IM$: Un-factored live load moment plus dynamic load allowance (Imact) (kip-ft.).

PLAN

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FILE NAME: 0452033-012-FrpIn.dgn	USER NAME: rjg/ajm	DESIGNED: RJT	REVISSED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING PLAN AND MOMENT TABLE IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033	F.A.P. QTY: 361	SECTION: 06-00214-18-RP	COUNTY: KANE	TOTAL SHEETS: 451	SHEET NO.: 325
PLOT SCALE: -	DRAWN: RMS	REVISSED: -	SHEET NO. SB10 OF SB19 SHEETS			CONTRACT NO. 63598				
PLOT DATE: 12/13/2012	CHECKED: AJK	REVISSED: -	ILLINOIS FED. AID PROJECT							

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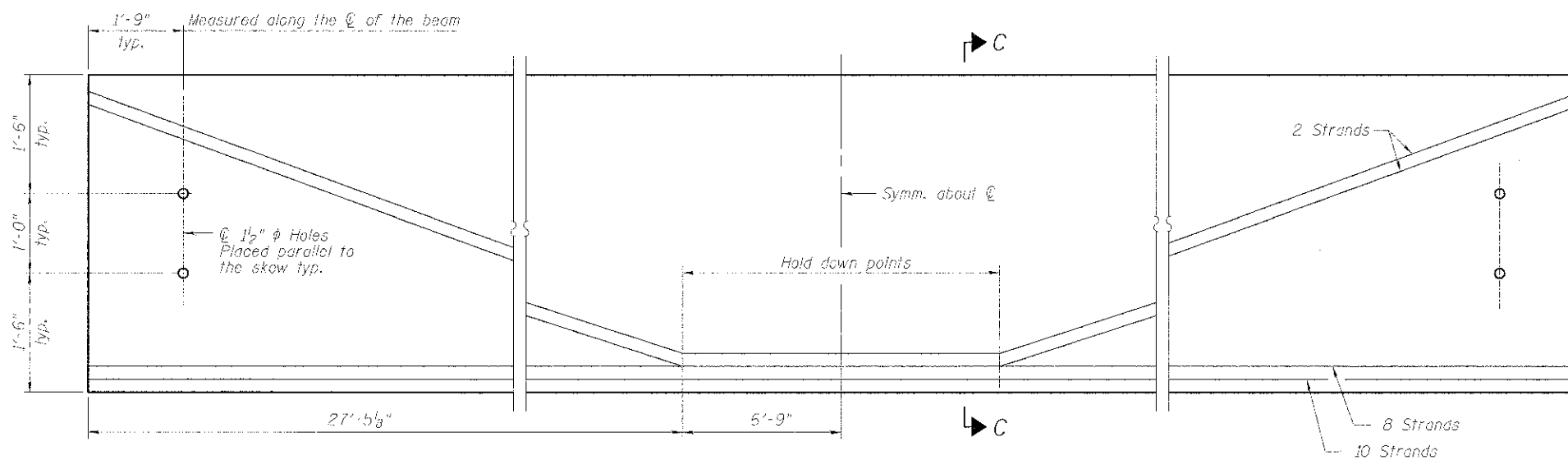
SECTION A-A

SECTION B-B

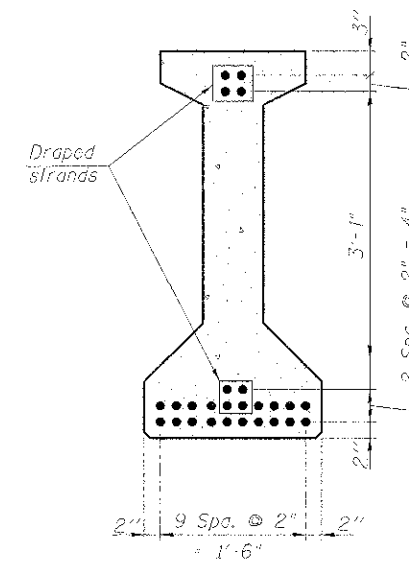
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

*3 spaces at 3" = 9"
**4 3/4" ∅ threaded dowel rods at 3" o.c.s., Each Face.

ELEVATION OF BEAM
(Showing reinforcement & dimensions)



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

***BAR LIST
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
G ₁	105	#4	9'-6"	∩
G ₂	12	#4	7'-11"	∩
G ₃	8	#7	35'-9"	—
G ₄	33	#3	5'-3"	∩
G ₅	69	#3	2'-9"	∩

***For information only

- Notes:
- See sheet SBI2 for additional details and Bill of Material.
 - Required release strength, f'ci, shall be 5,000 psi.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

48" PPC I-BEAM ELEVATION
IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	08-00214-18-RP	KANE	451	326

CONTRACT NO. 63598

FILE NAME =
E:\452233-01\ppcel.dgn

USC2 NAME = rgr1.mxd
DESIGNED - RJT
CHECKED - AJK
DRAWN - RMG
CHECKED - AJK

PLOT SCALE =
PLOT DATE = 12/13/2012

REVISED -
REVISED -
REVISED -
REVISED -

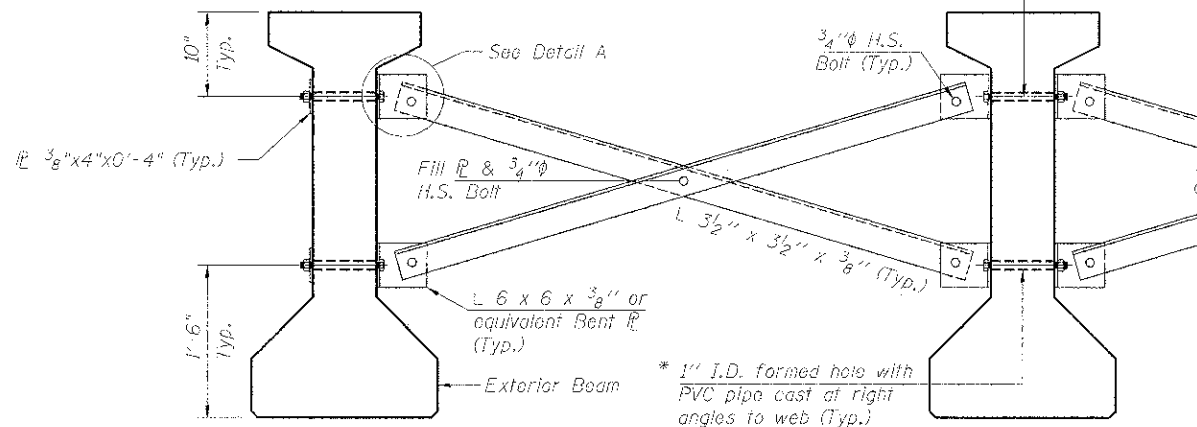
SHEET NO. SBI2 OF SBI9 SHEETS

ILLINOIS FED. AID PROJECT

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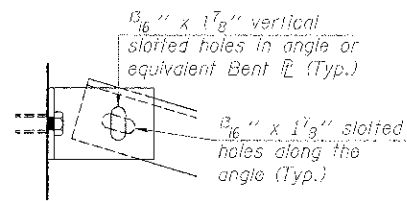
* Fabricator shall locate to miss strands within permissible tolerances.

$\frac{3}{4}$ " ϕ A307 Bolts with lock nuts. (Typ.)
Bolts through the concrete web shall be tightened to snug tight only.



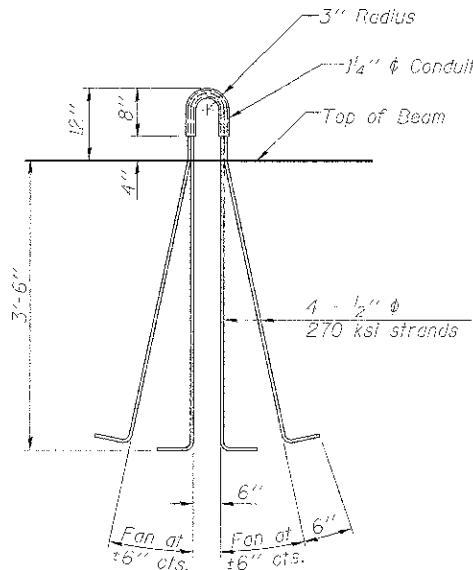
NOTES:

1. All material for bracing shall be hot dip galvanized according to AASHTO Mill unless otherwise noted.
2. Two hardened washers are required for each set of oversized holes.
3. All holes shall be $\frac{1}{16}$ " ϕ unless otherwise noted.
4. $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes.
5. All bolts shall be galvanized according to AASHTO M232.
6. Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
7. Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"



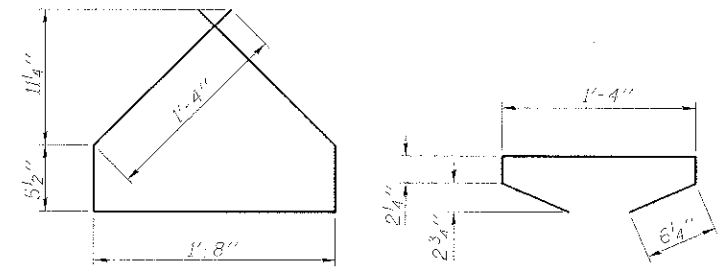
DETAIL A

**PERMANENT BRACING DETAILS FOR
48" PPC I-BEAMS**



LIFTING LOOP DETAIL

- NOTES**
1. Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
 2. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.
 3. Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).
 4. A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling.
 5. The top and bottom plates shall be AASHTO M270 Grade 50.
 6. The bottom plates and studs shall be galvanized according to AASHTO Mill. Top plates and threaded rods need not be galvanized.
 7. Threaded rods shall be ASTM F 1554 Grade 55.

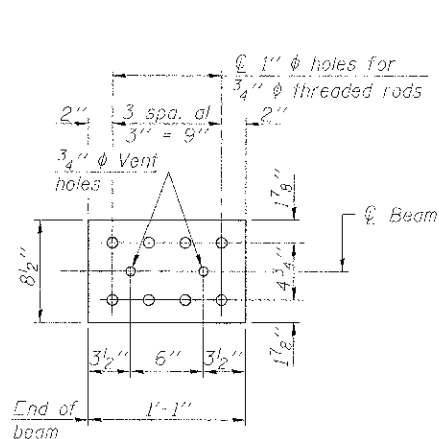


BAR G4

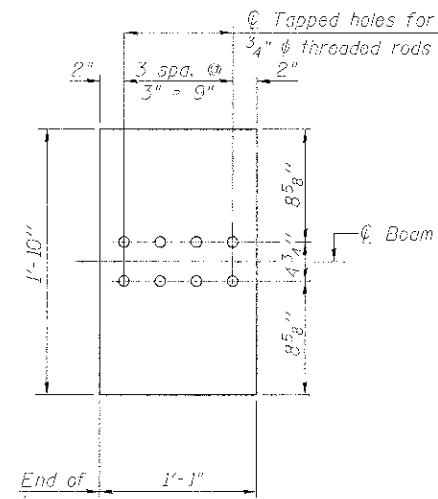
BAR G5

BILL OF MATERIAL

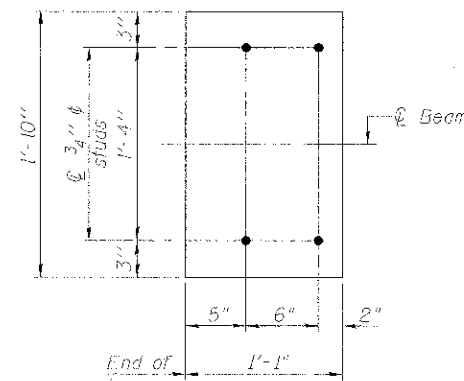
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	274



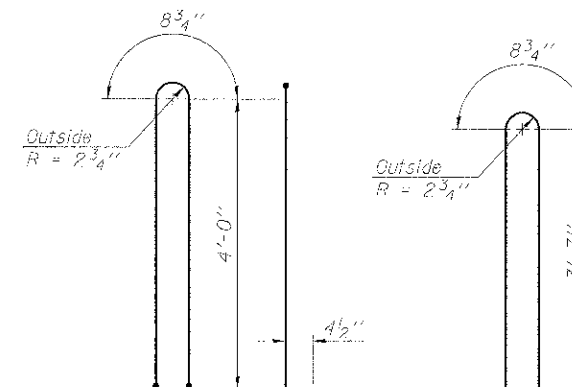
TOP PLATE



**BOTTOM PLATE
(Showing threaded rods)**



**BOTTOM PLATE
(Showing studs)**



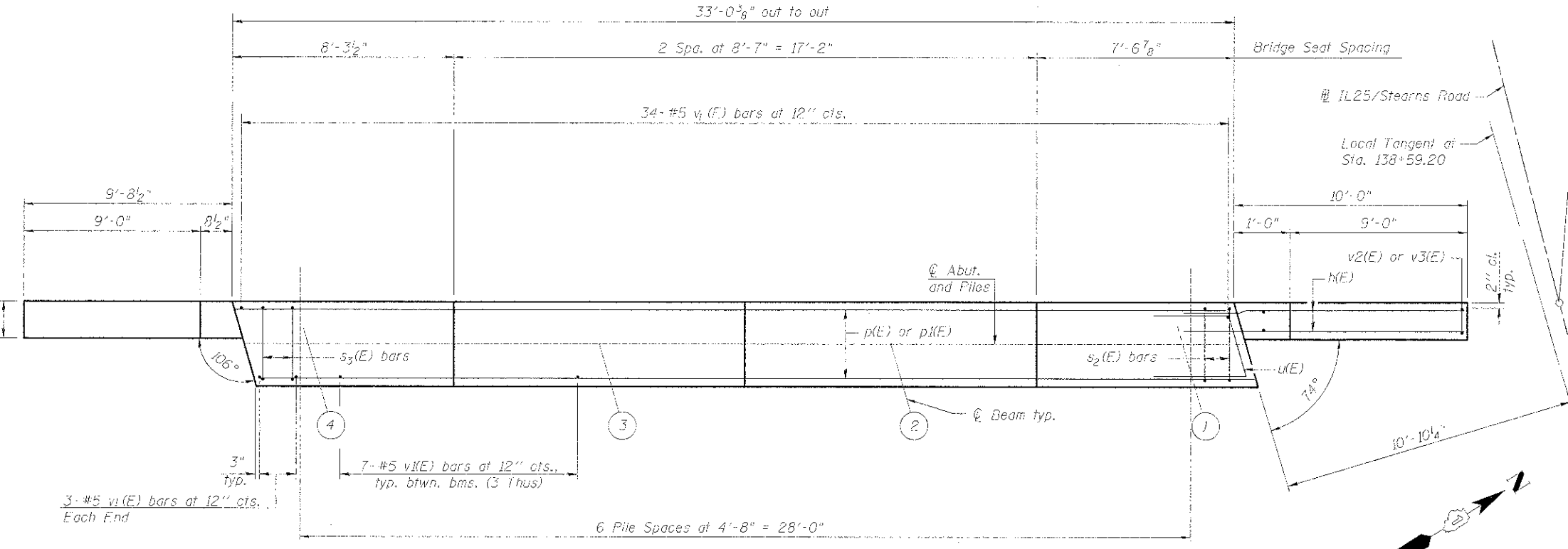
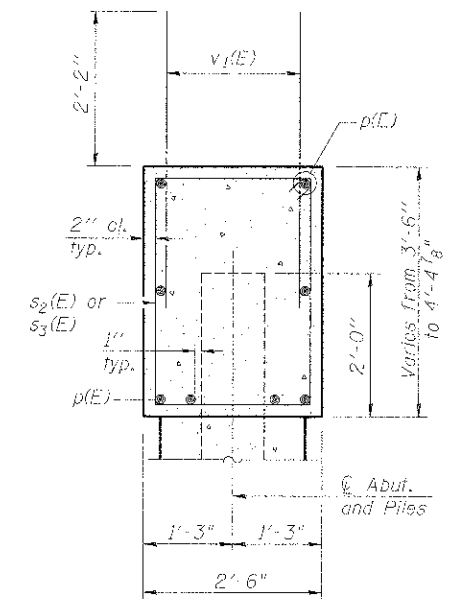
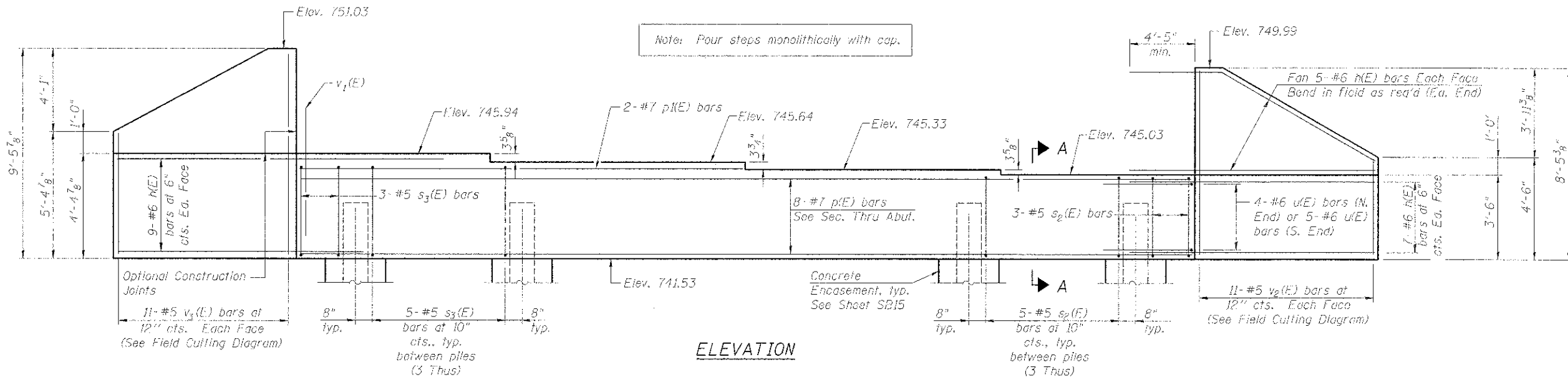
BAR G1

BAR G2

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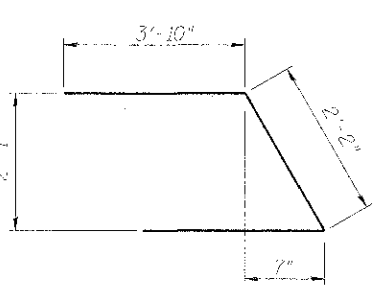
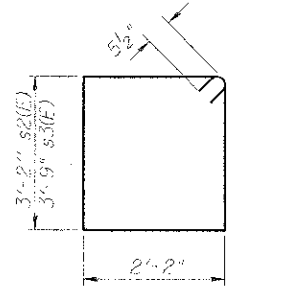
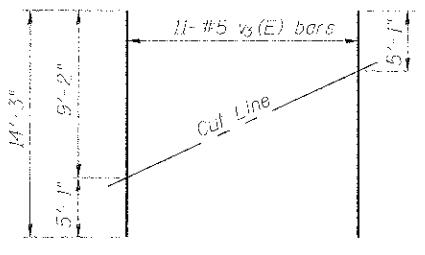
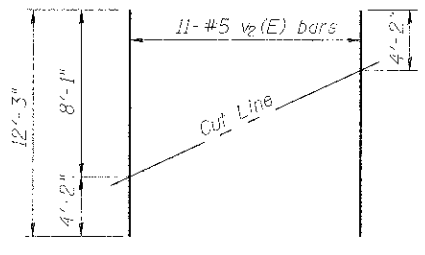
FILE NAME : 6452033-012-ppcdt.dgn	USER NAME : rgrmm	DESIGNED : RJT	REVISIONS : -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	48" PPC I-BEAM DETAILS IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033	F.A.P. RTE. 361	SECTION 06-00214-18-PP	COUNTY KANE	TOTAL SHEET SHEETS NO. 451 327
PLOT SCALE : -	DRAWN : RMG	REVISIONS : -	CONTRACT NO. 63598						
PLOT DATE : 12/13/2012	CHECKED : AJK	REVISIONS : -	ILLINOIS FED. AID PROJECT						



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#6	15'-3"	
p(E)	8	#7	32'-8"	
p(F)	2	#7	15'-10"	
s2(E)	18	#5	11'-7"	
s3(E)	18	#5	12'-9"	
u(E)	9	#6	9'-10"	
v1(E)	61	#5	4'-4"	
v2(E)	11	#5	12'-3"	
v3(E)	11	#5	14'-3"	
Structure Excavation		Cu. Yd.	2	
Concrete Structures		Cu. Yd.	16.0	
Reinforcement Bars, Epoxy Coated		Found	2,960	
Furnishing Steel Piles, HP12x53		Foot	444	
Driving Piles		Foot	444	
Test Pile, HP12x53		Each	1	
Pile Shoes		Each	7	
Concrete Encasement		Cu. Yd.	2.5	

For details of piles and Concrete Encasement, see sheet SB15.



PILE DATA

Type: HP 12x53 w/ Pile Shoes
 Nominal Required Bearing: 291 kips
 Factored Resistance Available: 160 kips
 Est. Length: 74 Foot
 No. Production Piles: 6
 No. Test Piles: 1

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DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT PLAN AND ELEVATION
IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033

FILE NAME	USER NAME	DESIGNED	REVISIONS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0452033-013-wabut.dgn		MPH		361	KANE	451	328
		AJK					
		RMG					
		AJK					

CONTRACT NO. 63598

FILE NAME: 0452033-013-wabut.dgn

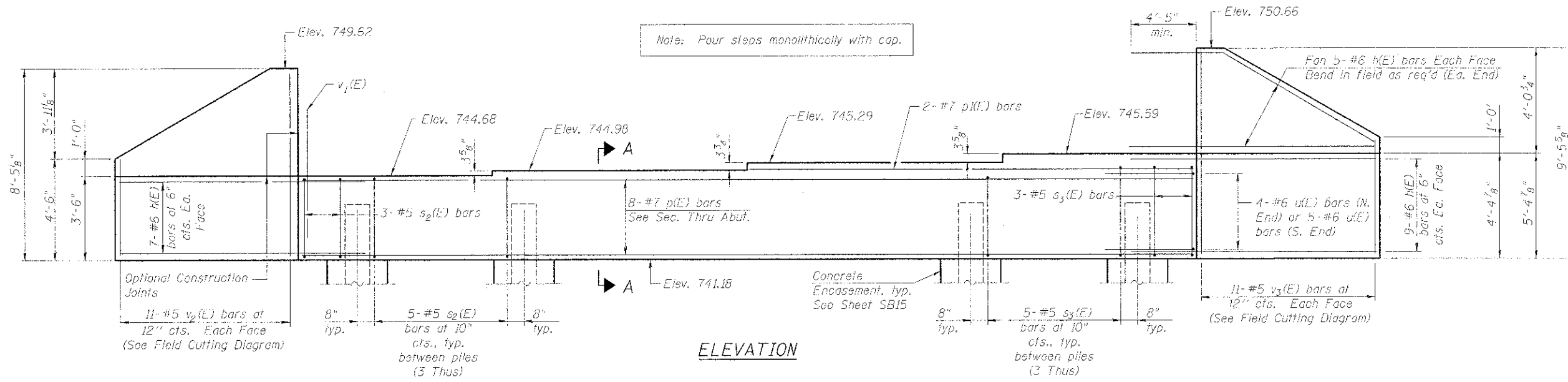
PLOT SCALE: 1/8" = 1'-0"

PLOT DATE: 12/13/2012

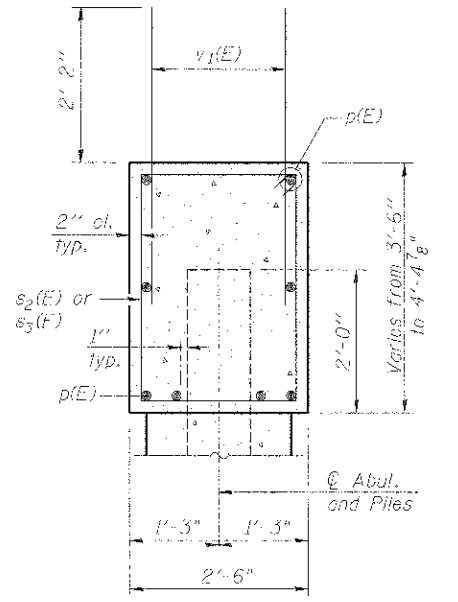
SHEET NO. SB13 OF SB19 SHEETS

ILLINOIS FED. AID PROJECT

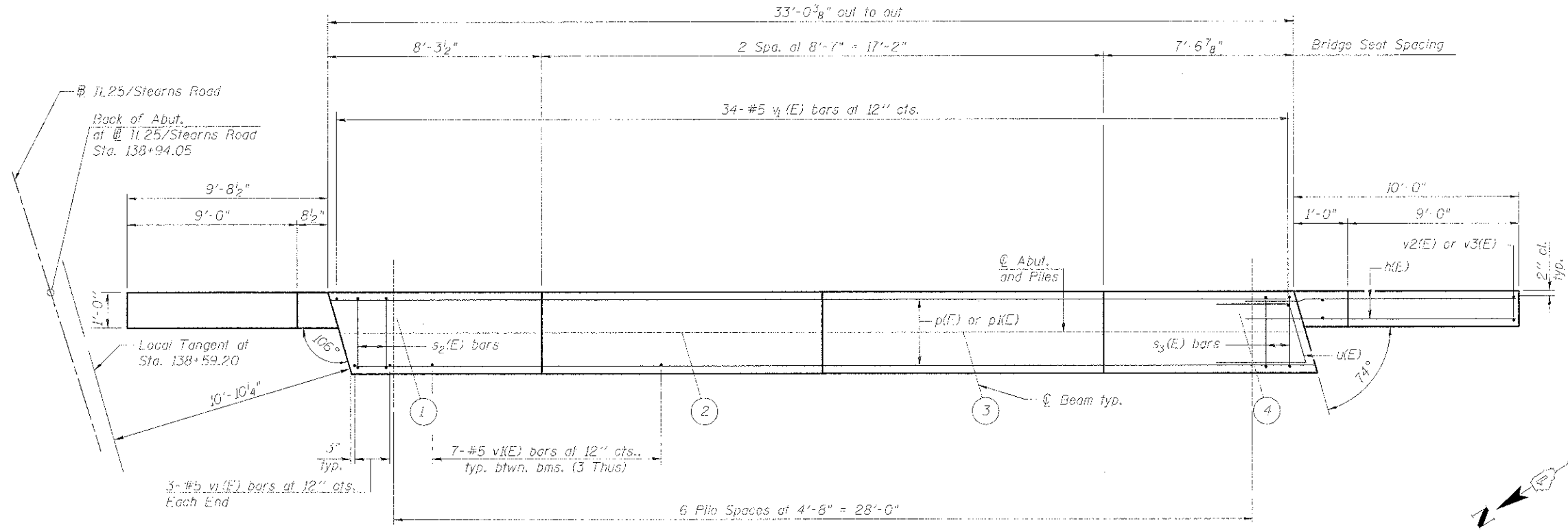
x:\1000000\10074\Engineering\Documents\Phase_1\SN_045_2033\Brewster_Creek\Plans\0452033-013-wabut.dgn 2:34:51 PM 12/13/2012



ELEVATION



SECTION A-A

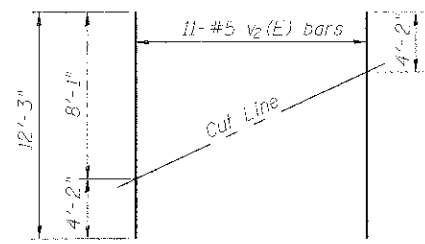


PLAN

BILL OF MATERIAL

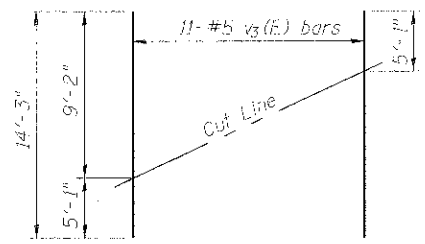
Bar No.	Size	Length	Shape
h(E)	#6	15'-3"	—
p(E)	#7	32'-8"	—
p(hE)	#7	15'-10"	—
s2(E)	#5	11'-7"	□
s3(E)	#5	12'-9"	□
u(E)	#6	9'-10"	—
v(hE)	#5	4'-4"	—
v2(E)	#5	12'-3"	—
v3(E)	#5	14'-3"	—
Structure Excavation	Cu. Yd.	16	
Concrete Structures	Cu. Yd.	16.0	
Reinforcement Bars	Pound	2,960	
Epoxy Coated			
Furnishing Steel Piles	Foot	438	
HP12x53			
Driving Piles	Foot	438	
Test Pile, HP12x53	Each	1	
Pile Shoes	Each	7	
Concrete Encasement	Cu. Yd.	2.5	

For details of piles and Concrete Encasement, see sheet SB15.



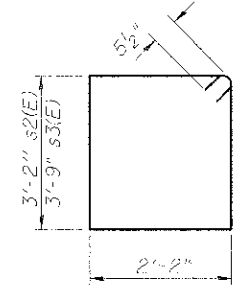
FIELD CUTTING DIAGRAM

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

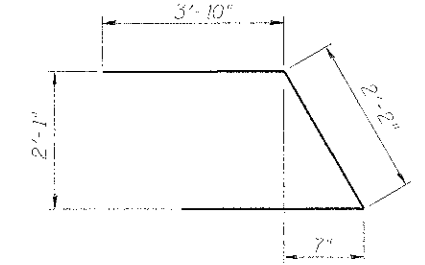


FIELD CUTTING DIAGRAM

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



BARS s2(E) & s3(E)



BAR u(E)

PILE DATA

Type: HP 12x53 w/ Pile Shoes
 Nominal Required Bearing: 291 kips
 Factored Resistance Available: 160 kips
 Est. Length: 15 Feet
 No. Production Piles: 6
 No. Test Piles: 1

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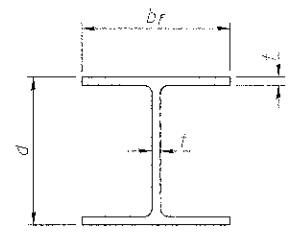
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT PLAN AND ELEVATION
IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
36i	06-00214-18-8P	KANE	151	329
			CONTRACT NO. 63598	
ILLINOIS FED. AID PROJECT				

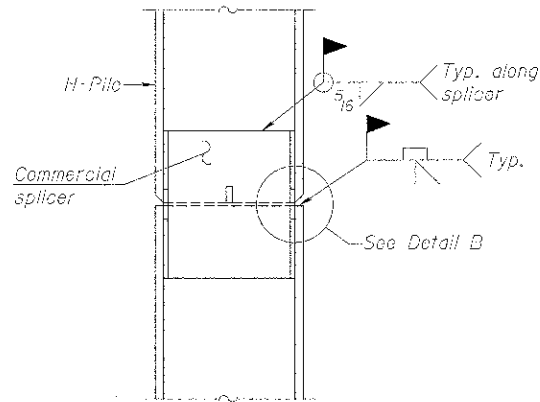
SHEET NO. SB14 OF SB19 SHEETS

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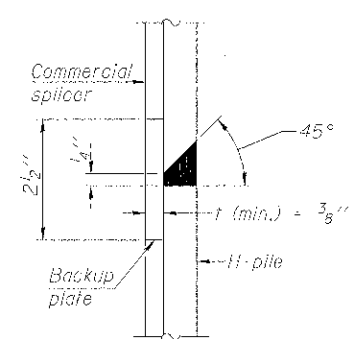


STEEL PILE TABLE

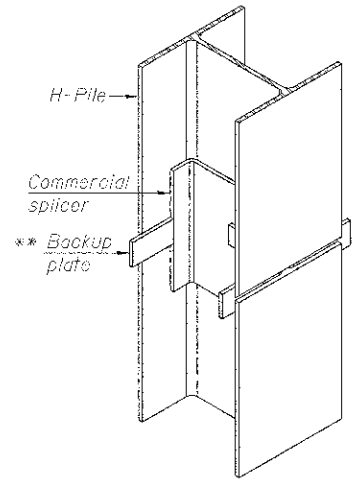
Designation	Depth d	Flange width df	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 3/8"	1 5/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	1/16"	18"



ELEVATION

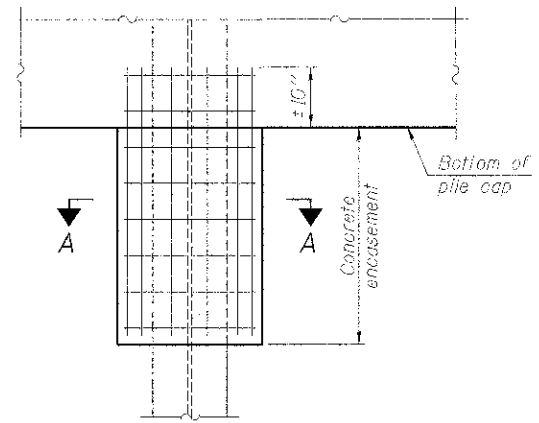


DETAIL "B"



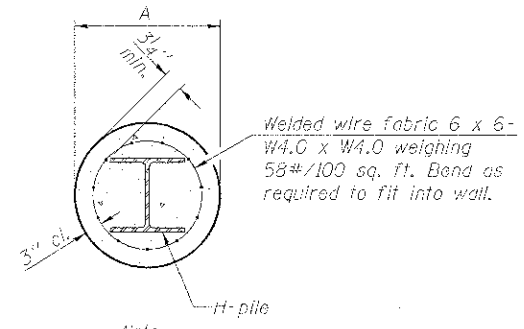
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



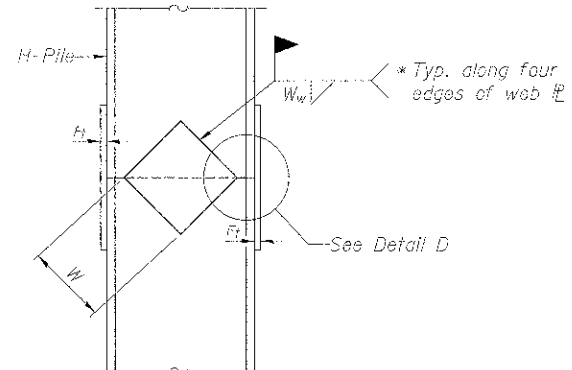
ELEVATION

PILE ENCASEMENT

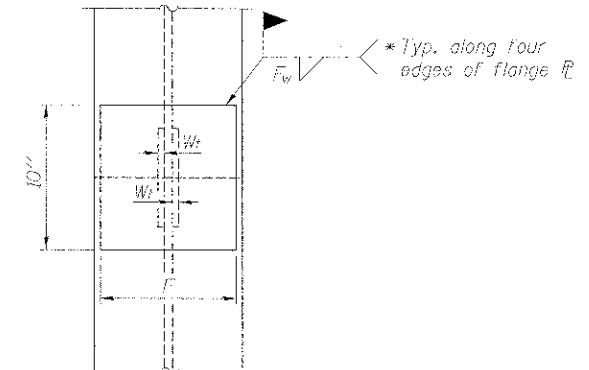


SECTION A-A

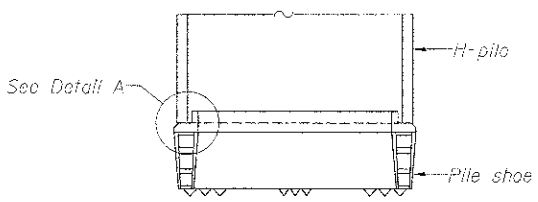
Note:
Forms for encasement may be omitted when soil conditions permit.



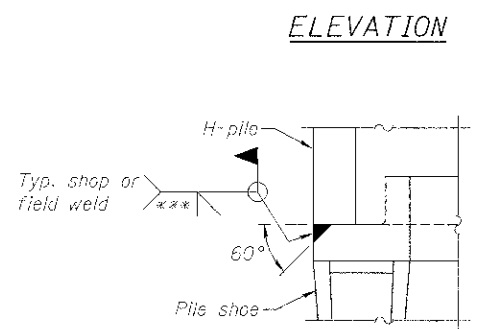
ELEVATION



END VIEW

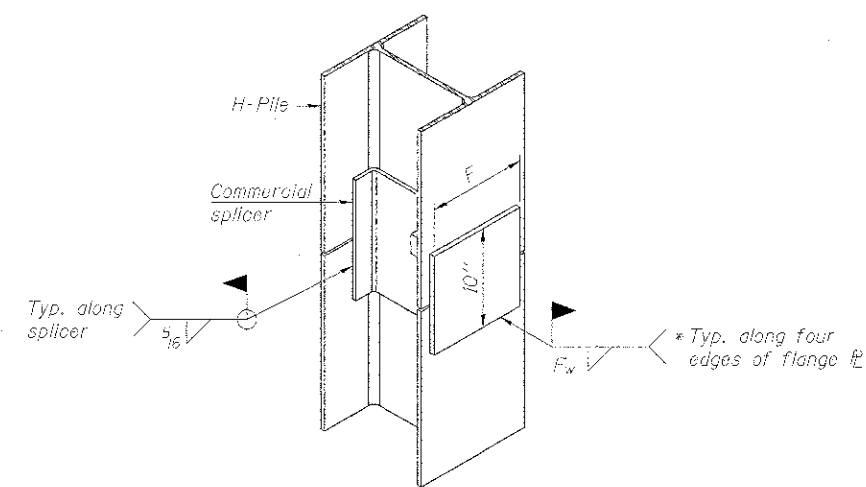


ELEVATION



DETAIL A

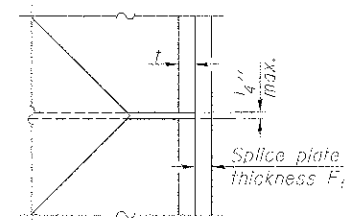
H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (3/16" min.).



DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	F _f	F _w	W	W _f	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 3/8"	1 1/2"
x102	12 1/2"	7/8"	5/4"	7 3/4"	5 3/8"	1 1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5 3/8"	1 1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 3/8"	1 1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5 3/8"	1 1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5 3/8"	1 1/2"
x63	10"	5/8"	1/2"	6 1/2"	1 1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1 1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1 1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1 1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1 1/2"	3/8"

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



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F-HP 1-27-12

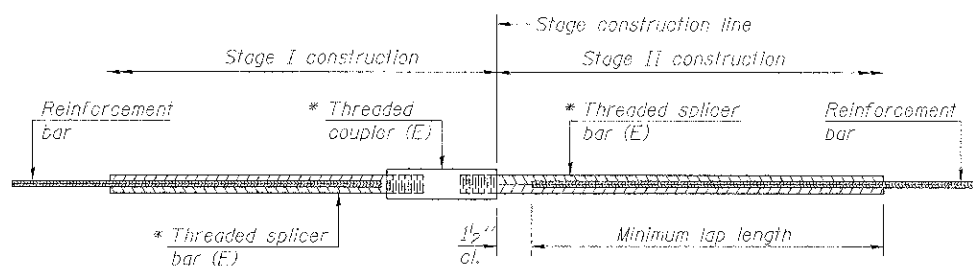
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		DRAWN = RMG	REVISED =
		CHECKED = AJK	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033

F.A.P. NO. 361	SECTION C6-00214-18-RP	COUNTY KANE	TOTAL SHEETS 330	SHEET NO. 330
SHEET NO. 5815 OF 5819 SHEETS			CONTRACT NO. 63598	

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STANDARD BAR SPLICER ASSEMBLY

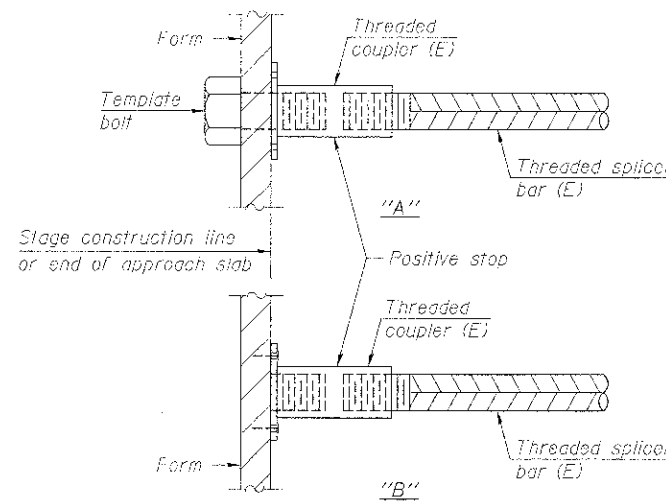
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar lap, Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

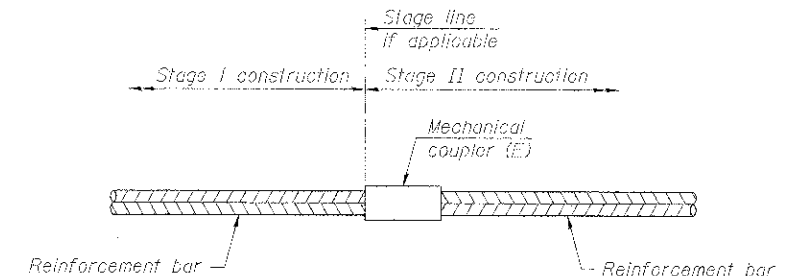
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



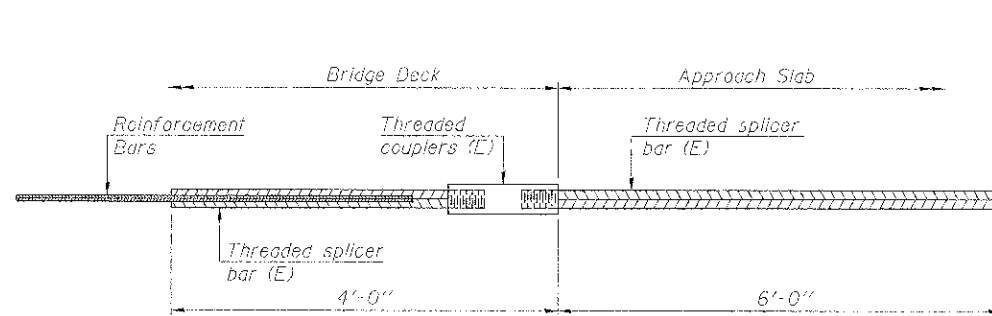
INSTALLATION AND SETTING METHODS

"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.



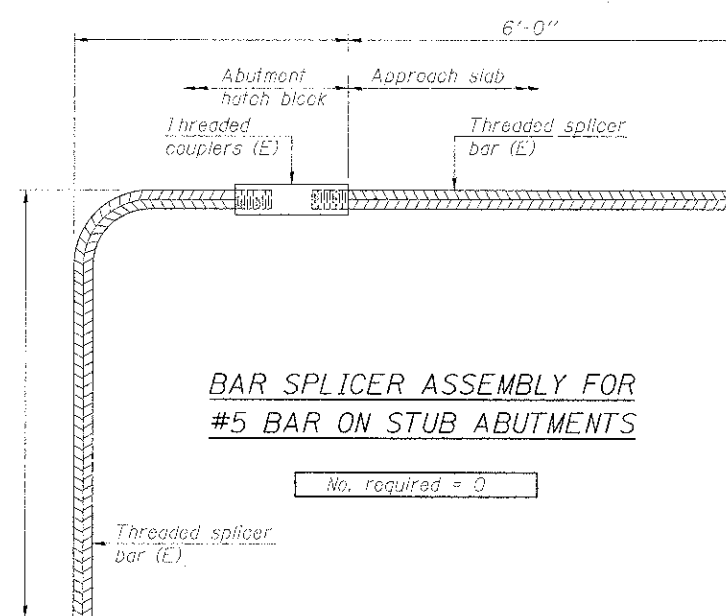
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 60



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 0

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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 312-965-0450 Job No. 10074

BSD-1

1 27-12

FILE NAME : 0452833-016-brod.txd	USER NAME : ngrimm	DESIGNED : MPH	REVISION :
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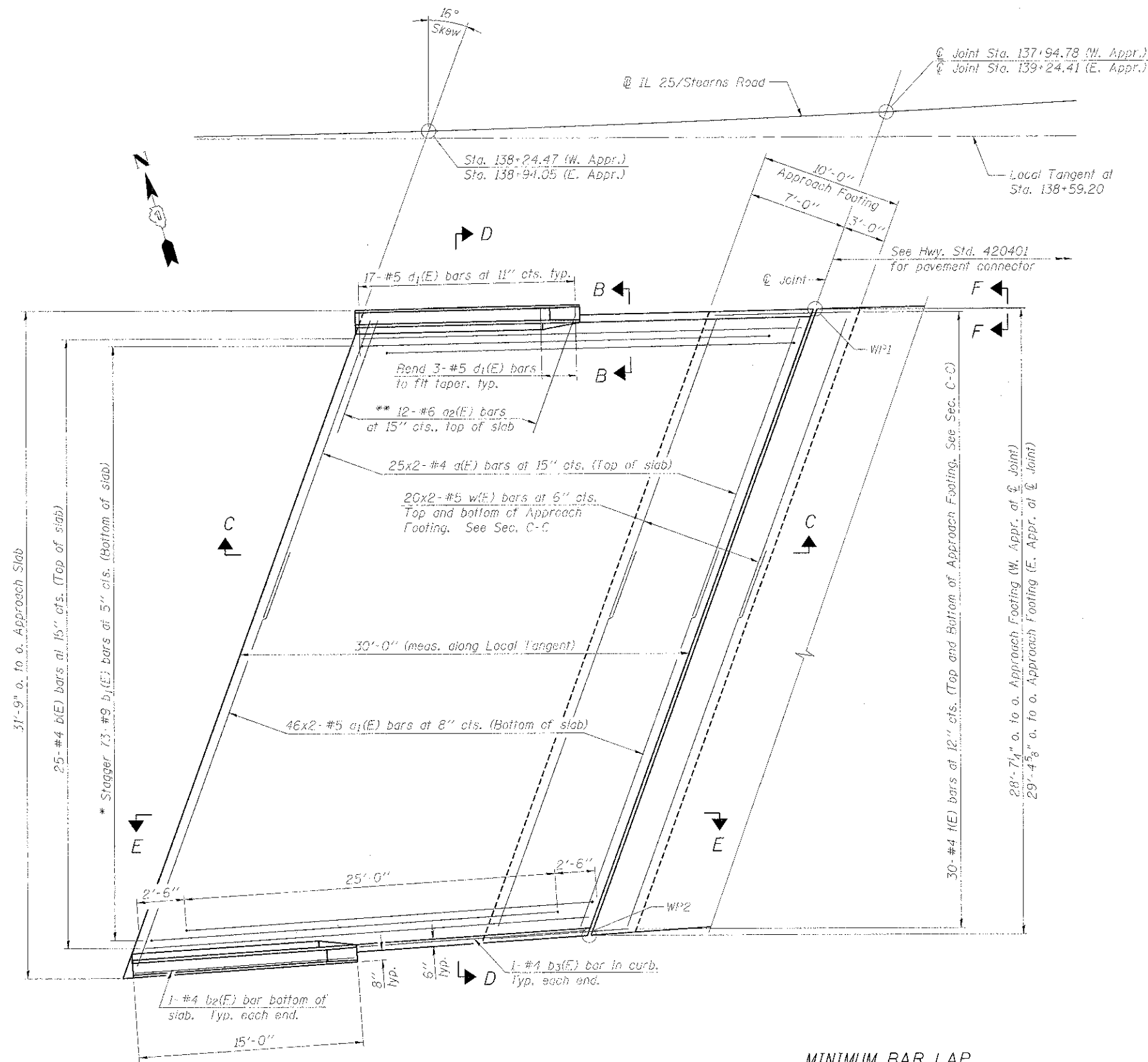
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033**

F.A.S. R.F.E. : 361	SECTION : 06-00211-18-PP	COUNTY : KANE	TOTAL SHEETS : 451	SHEET NO. : 331
SHEET NO. 3616 OF 3819 SHEETS				CONTRACT NO. 63598
ILLINOIS FED. AID PROJECT				

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Notes:
See Sheet SB18 for Sections C-C & D-D and View E-E.
a(E) and a₁(E) bar spacings measured along Local Tangent.

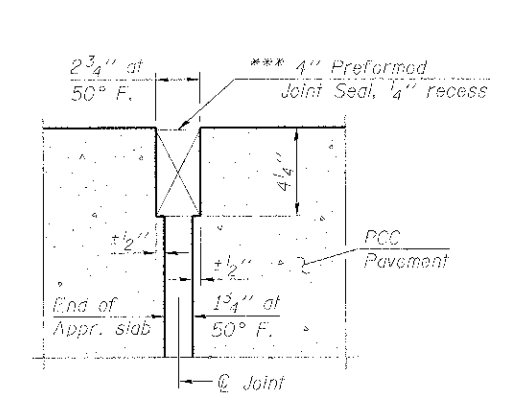


PLAN

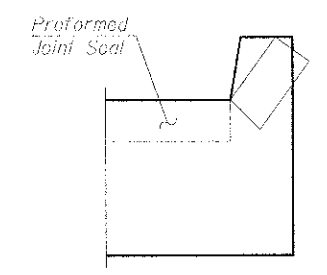
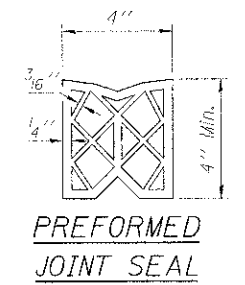
* Tilt #9 b₁(E) bars as required to maintain clearance.
** Space between a₁(E) bars, typ. each parapet.

MINIMUM BAR LAP
(Approach Slab)
#4 bar = 2'-7"
#5 bar = 3'-3"

*** Cost included with Concrete Superstructure.

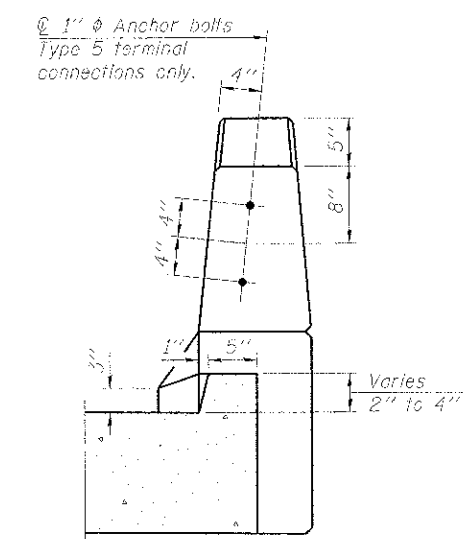


DETAIL A



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



VIEW B-B

WORK POINTS

Point	Appr.	Station	Offset
WP1	West	137+91.87	12.50' Rt.
WP2	West	137+85.34	41.50' Rt.
WP1	East	139+20.19	12.50' Rt.
WP2	East	139+10.71	41.50' Rt.

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Chicago, Illinois 60601
312-565-0450 Job No. 10074

FILE NAME =	USER NAME = pgr1mm	DESIGNED - MFH	REVISED -
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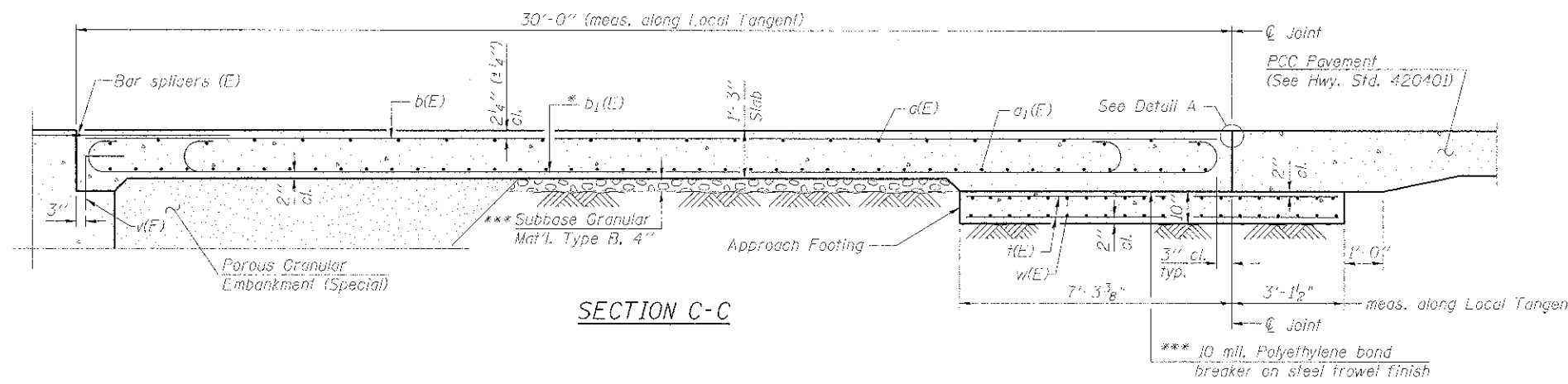
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS (1 OF 2)
IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033
SHEET NO. SB17 OF SB19 SHEETS

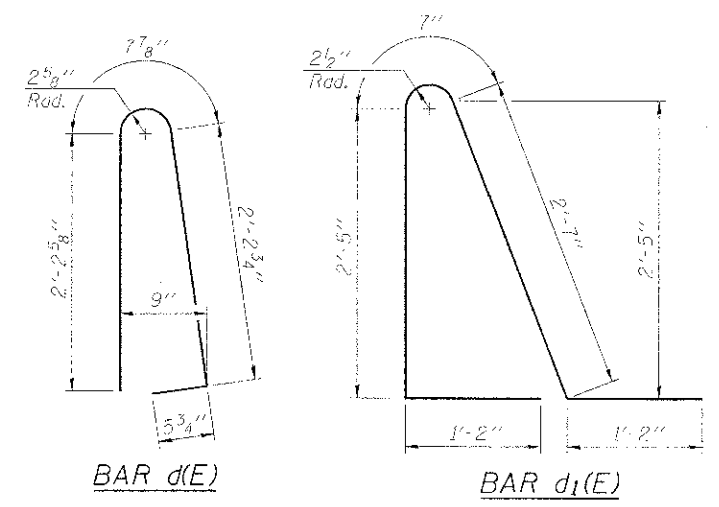
F.A.P. RTE. 361	SECTION 06-0021-18-RP	COUNTY KANE	TOTAL SHEETS 45	SHEET NO. 332
CONTRACT NO. 63598			ILLINOIS FED. AID PROJECT	

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Notes:
 See Sheet SB17 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For $v(E)$ bar details, see Sheet SB2.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see Sheet SB15.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see Sheet SB2.
 For additional parapet details, see Sheet SB9.



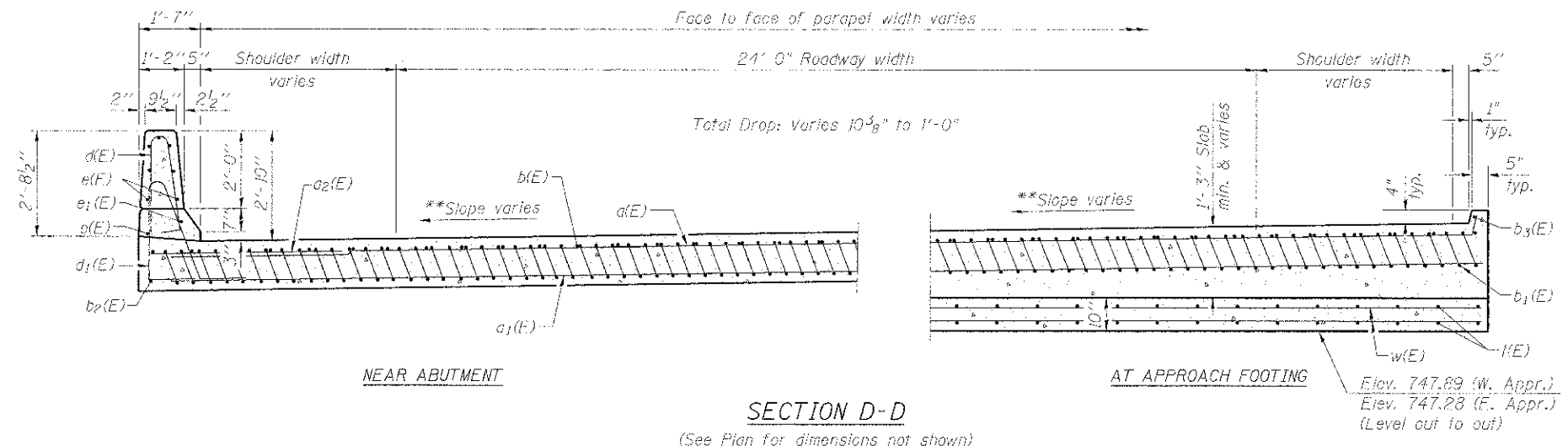
SECTION C-C



BAR d(E)

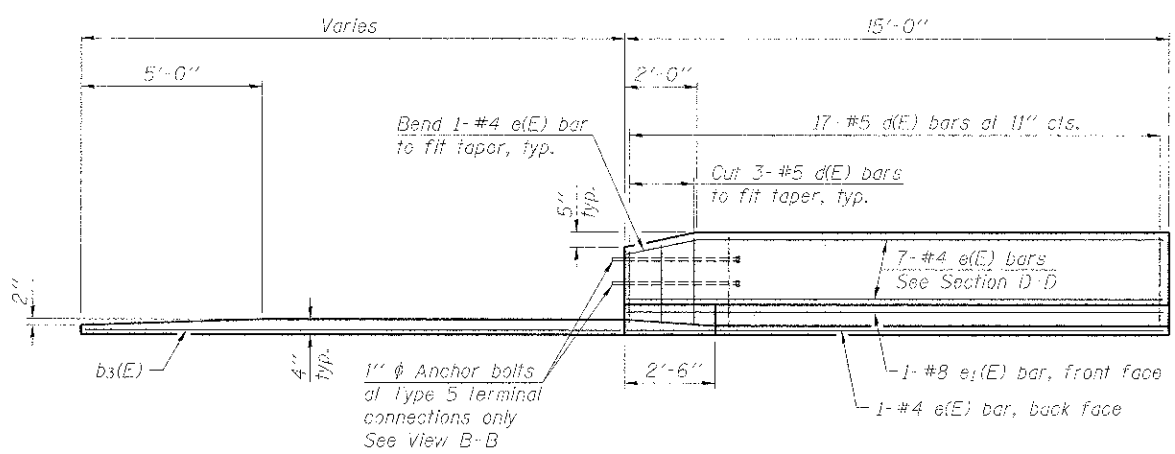
BAR d1(E)

* T1# #9 $b_1(E)$ bars as required to maintain clearance.
 ** Varies from 3.07% to 3.50% on the W. Appr. and is a constant 3.50% on the E. Appr. See Civil Plans for superelevation transition.
 *** Cost included with Concrete Superstructure.

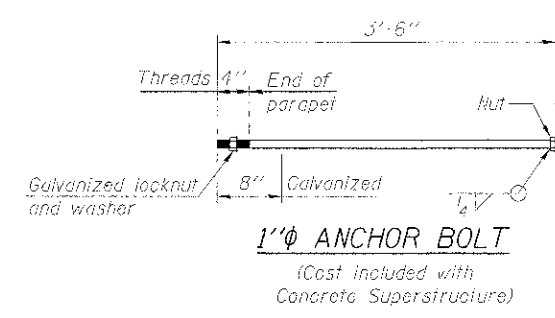


SECTION D-D

(See Plan for dimensions not shown)



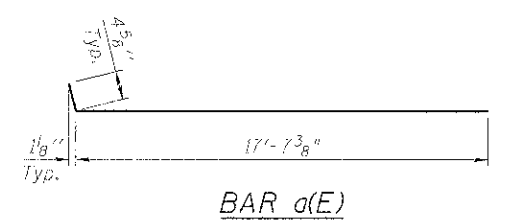
VIEW E-E



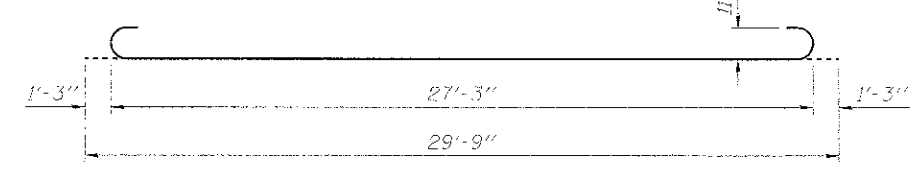
1" ANCHOR BOLT
 (Cost included with Concrete Superstructure)

TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	100	#4	18'-0"	—
a1(E)	184	#5	18'-0"	—
a2(E)	48	#6	6'-6"	—
b(E)	50	#4	29'-8"	—
b1(E)	116	#9	29'-9"	—
b2(E)	4	#4	14'-8"	—
b3(E)	4	#4	15'-0"	—
d(E)	68	#5	5'-7"	—
d1(E)	68	#5	7'-11"	—
e(E)	32	#4	14'-5"	—
e1(E)	4	#8	14'-5"	—
f(E)	120	#4	10'-0"	—
w(E)	160	#5	18'-0"	—
Concrete Superstructure		Cu. Yd.	99.9	
Concrete Structures		Cu. Yd.	18.7	
Reinforcement Bars, Epoxy Coated		Pound	26,200	



BAR a(E)



BAR b1(E)

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FILE NAME: 0452033-218-app-2.dgn
 USER NAME: ngrimm
 DESIGNED: MPH
 CHECKED: AJK
 DRAWN: RMG
 CHECKED: AJK
 PLOT SCALE: 1" = 12'-0"
 PLOT DATE: 12/13/2012

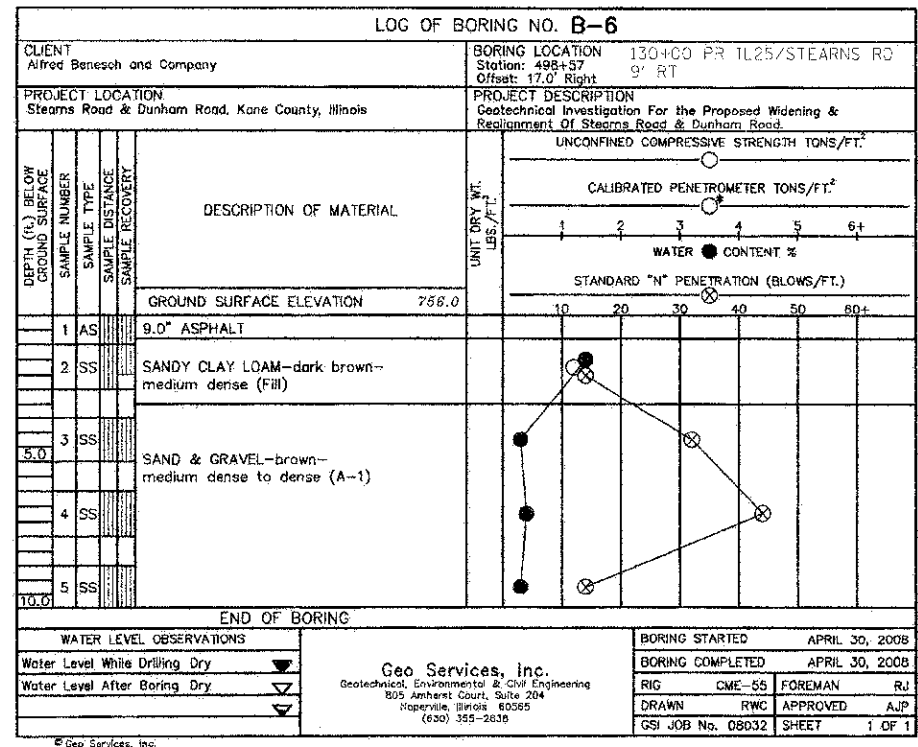
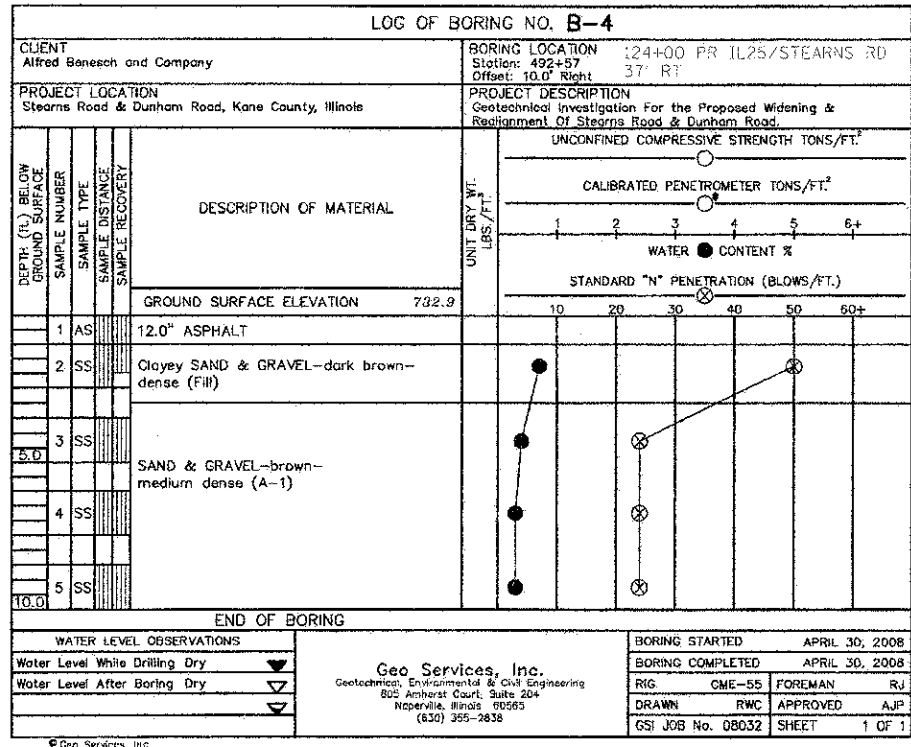
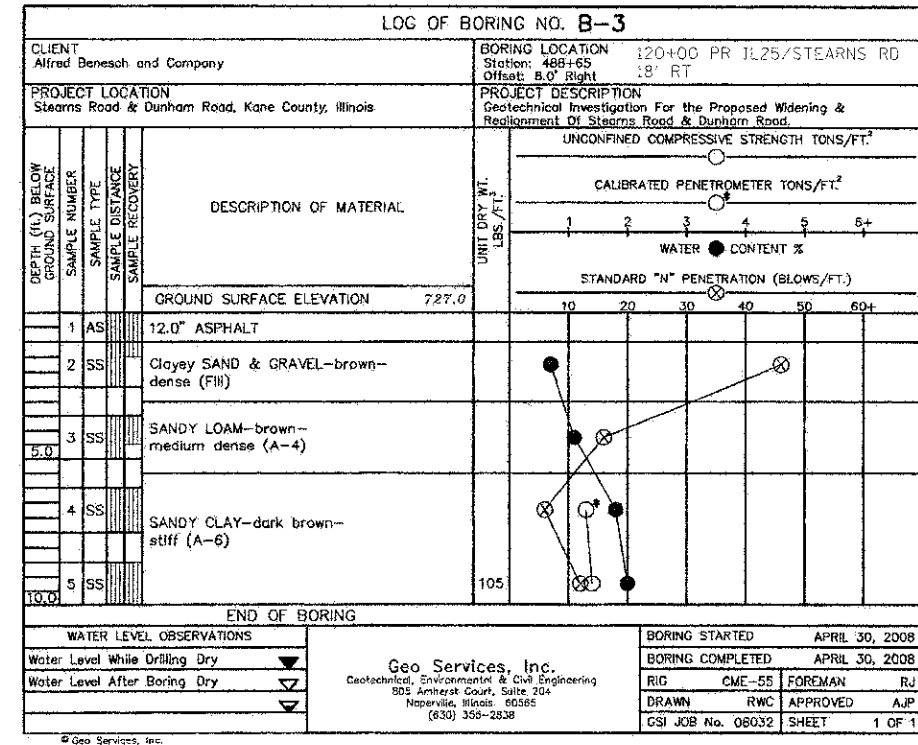
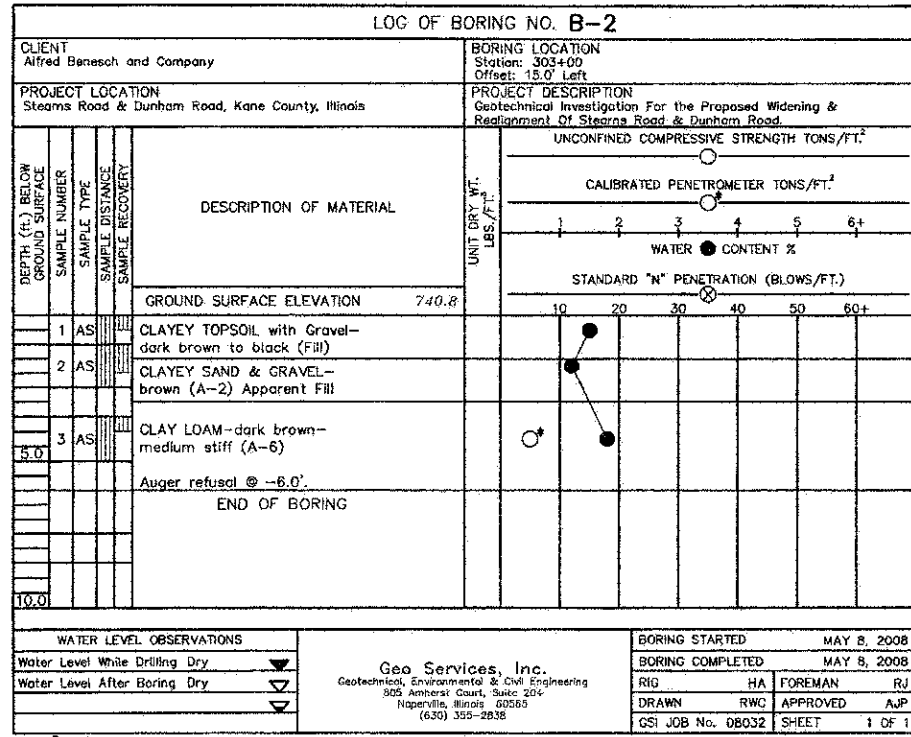
REVISIONS:
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS (2 OF 2)
 IL 25/STEARNS RD EB OVER BREWSTER CREEK STRUCTURE NO. 045-2033

F.A.P. RITE: 361
 SECTION: 06-C0214-18-RP
 COUNTY: KANE
 TOTAL SHEETS: 451
 SHEET NO. 333
 CONTRACT NO. 63598
 ILLINOIS FED. AID PROJ. #ST

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DATE: 01/18/2013

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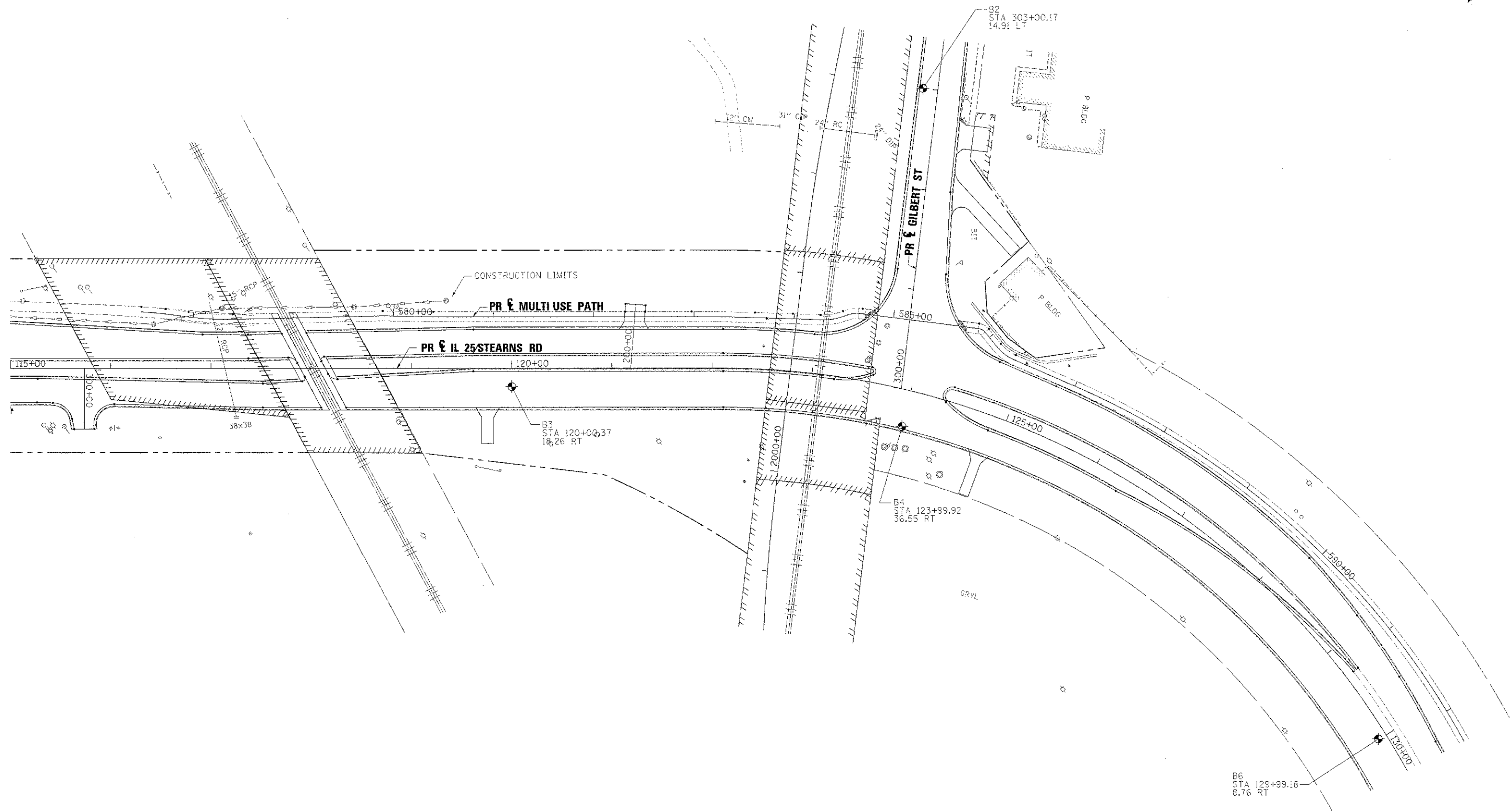
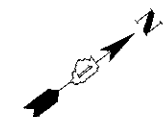


**STATE OF ILLINOIS
DIVISION OF TRANSPORTATION**

SOIL BORING PLAN

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

F.A.P. RTE. 361	SECTION 06-00214-18-RP	COUNTY KANE	TOTAL SHEETS 451	SHEET NO. 335
			CONTRACT NO. 63598	
(ILLINOIS) FED. AID PROJECT				



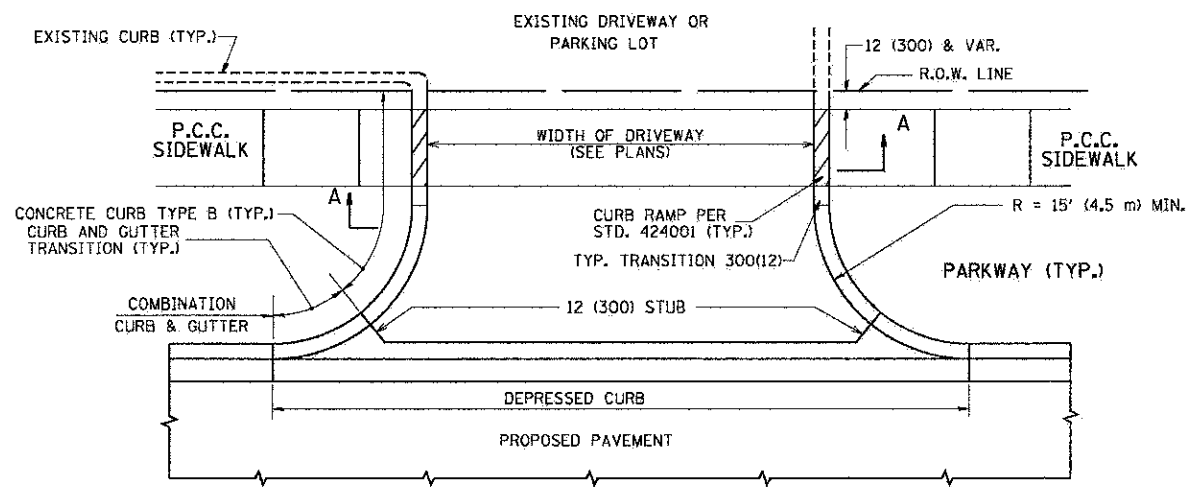
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**STATE OF ILLINOIS
DIVISION OF TRANSPORTATION**

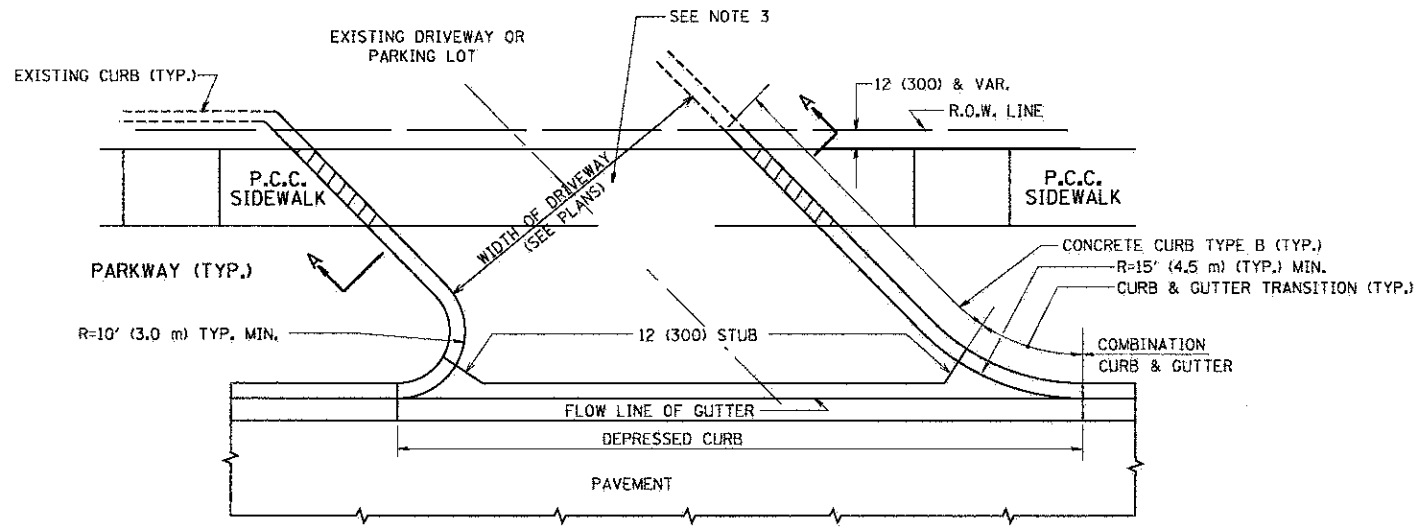
SOIL BORING LOGS

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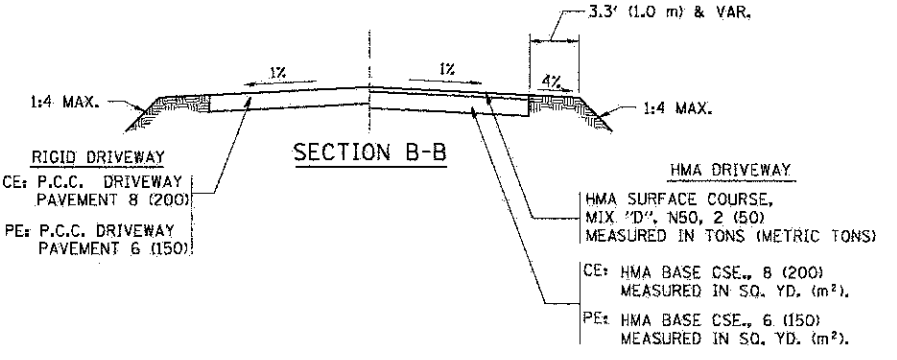
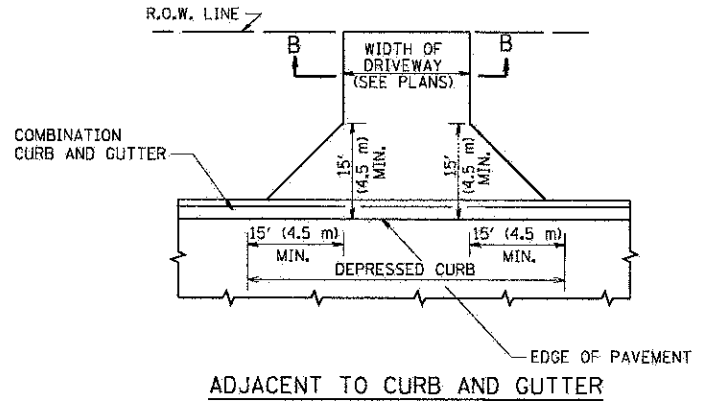
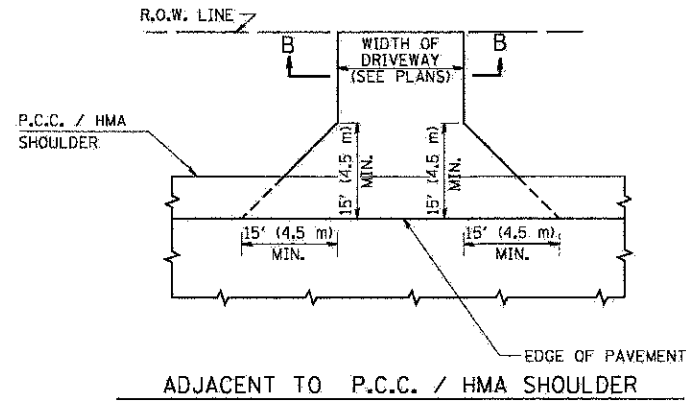
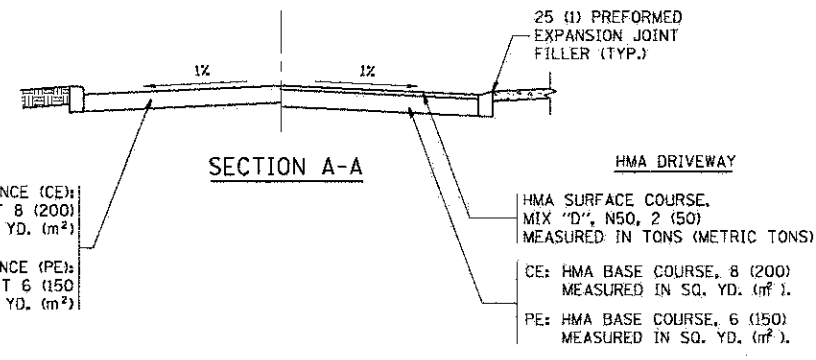
F.A.P. RTL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	336
CONTRACT NO. 63598				
ILLINOIS FED. AID PROJECT				



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "D", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

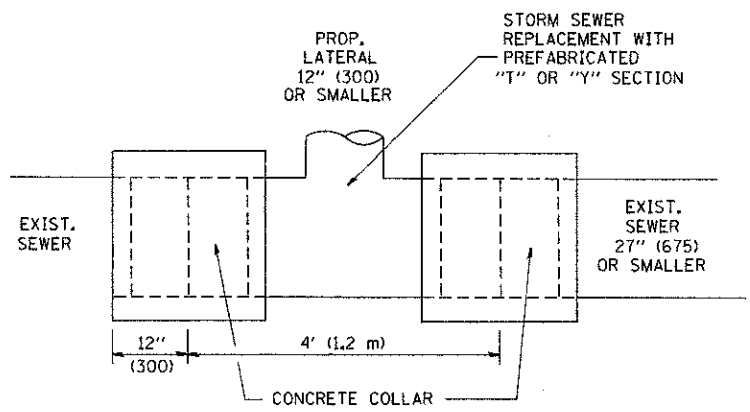
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

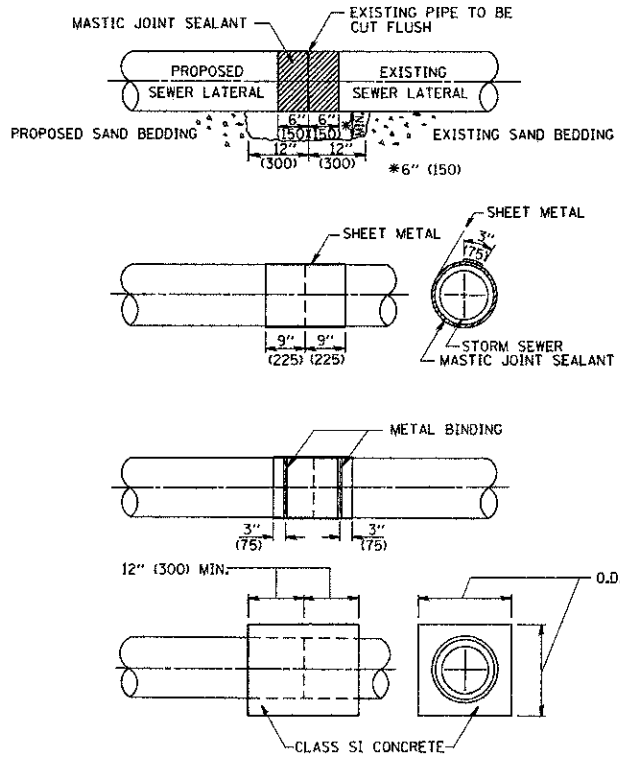
DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	337
DD0158-07 (BD-01)			CONTRACT NO. 63598	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



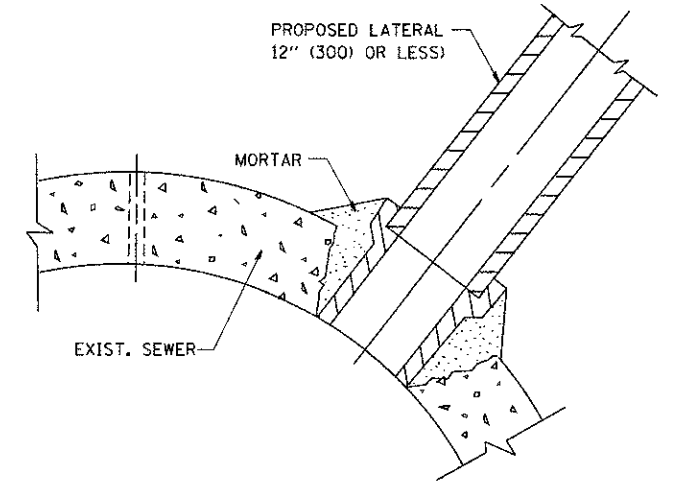
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"
PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
 - II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".
- IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS. THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

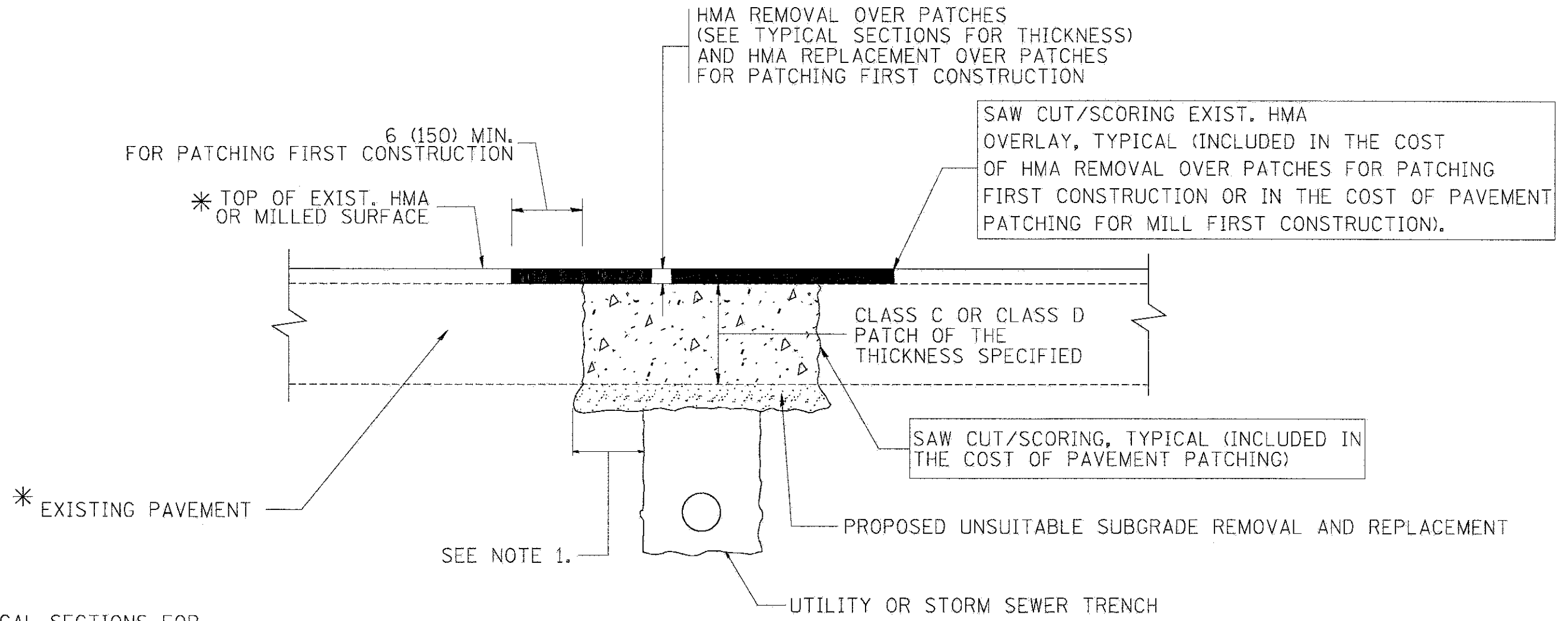
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gegltonbt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 09-09-94		361	06-00214-18-RP	KANE	451	339		
		PLOT SCALE = 50,000' / IN.	REVISED - R. SHAH 10-25-94		BD500-01 (BD-7)		CONTRACT NO. 63598				
		PLOT DATE = 1/4/2008	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

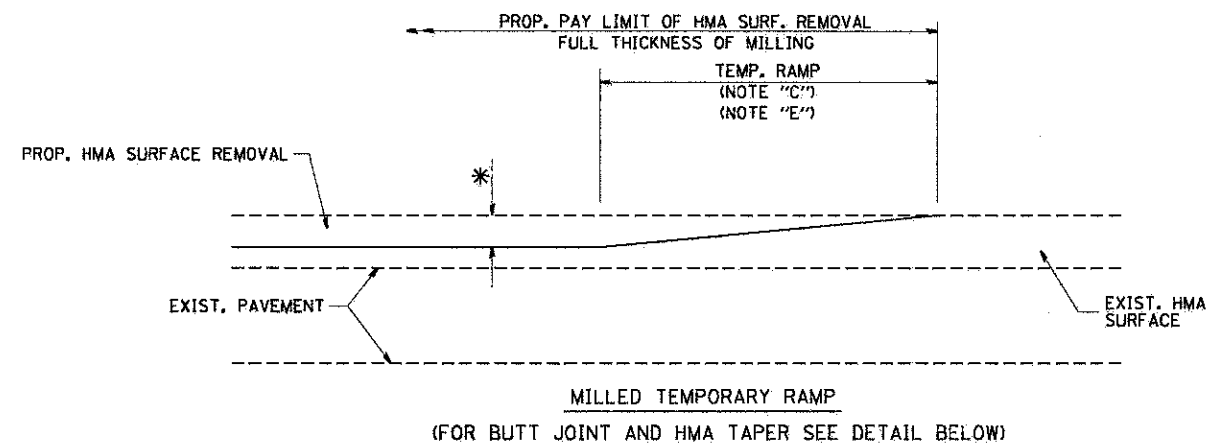
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

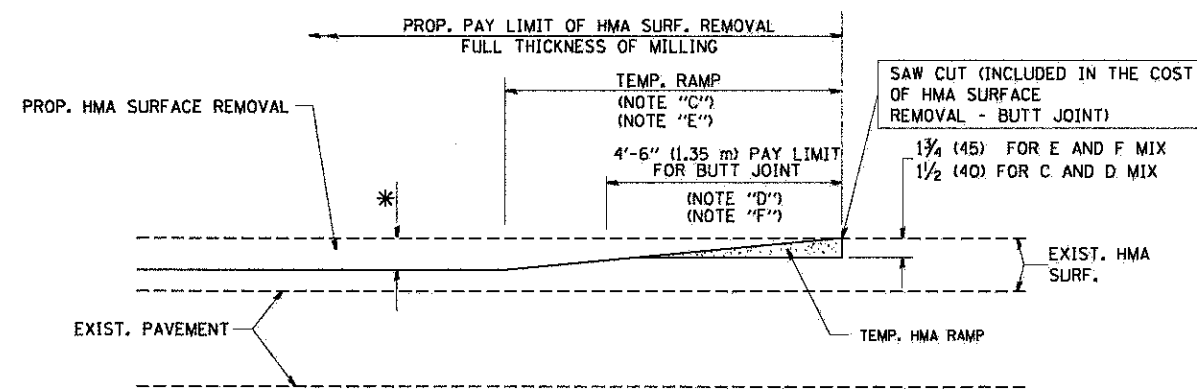
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\101state\22x34\bd22.dgn	USER NAME = bawerd1	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	361	451	340
		PLOT SCALE = 50.000' / IN.	REVISOR - R. BORO 09-04-07										
		PLOT DATE = 10/27/2008	REVISOR - K. ENG 10-27-08										
								BD400-04 (BD-22)		CONTRACT NO. 63598			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT													

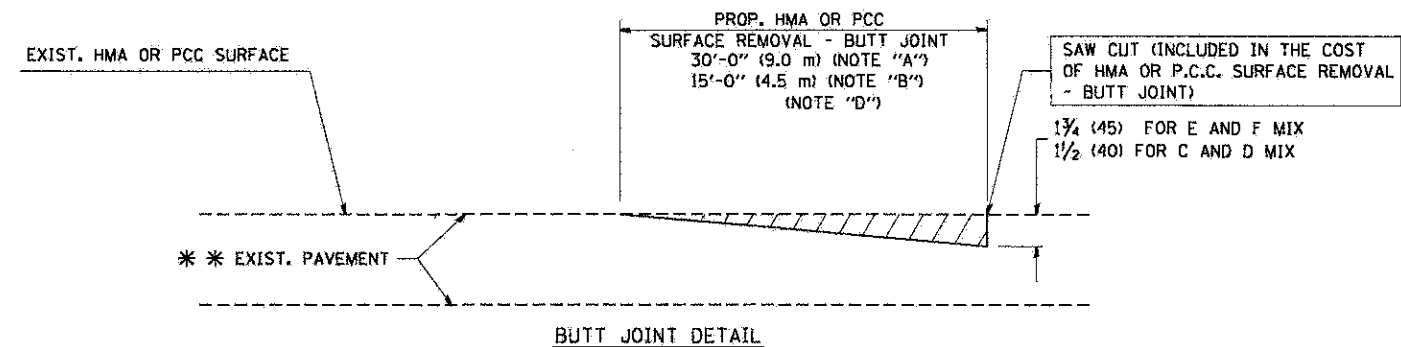


OPTION 1

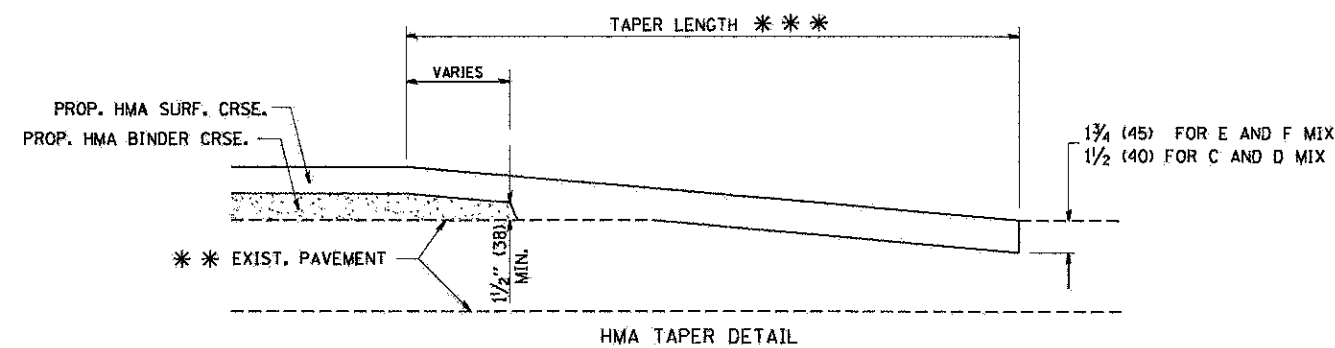


OPTION 2
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

TYPICAL TEMPORARY RAMP



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".

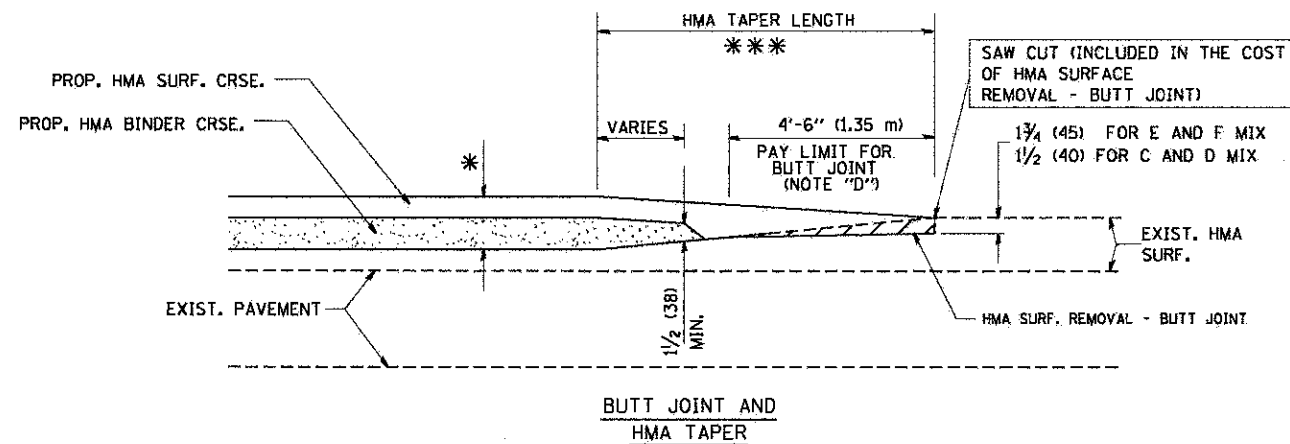
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 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.



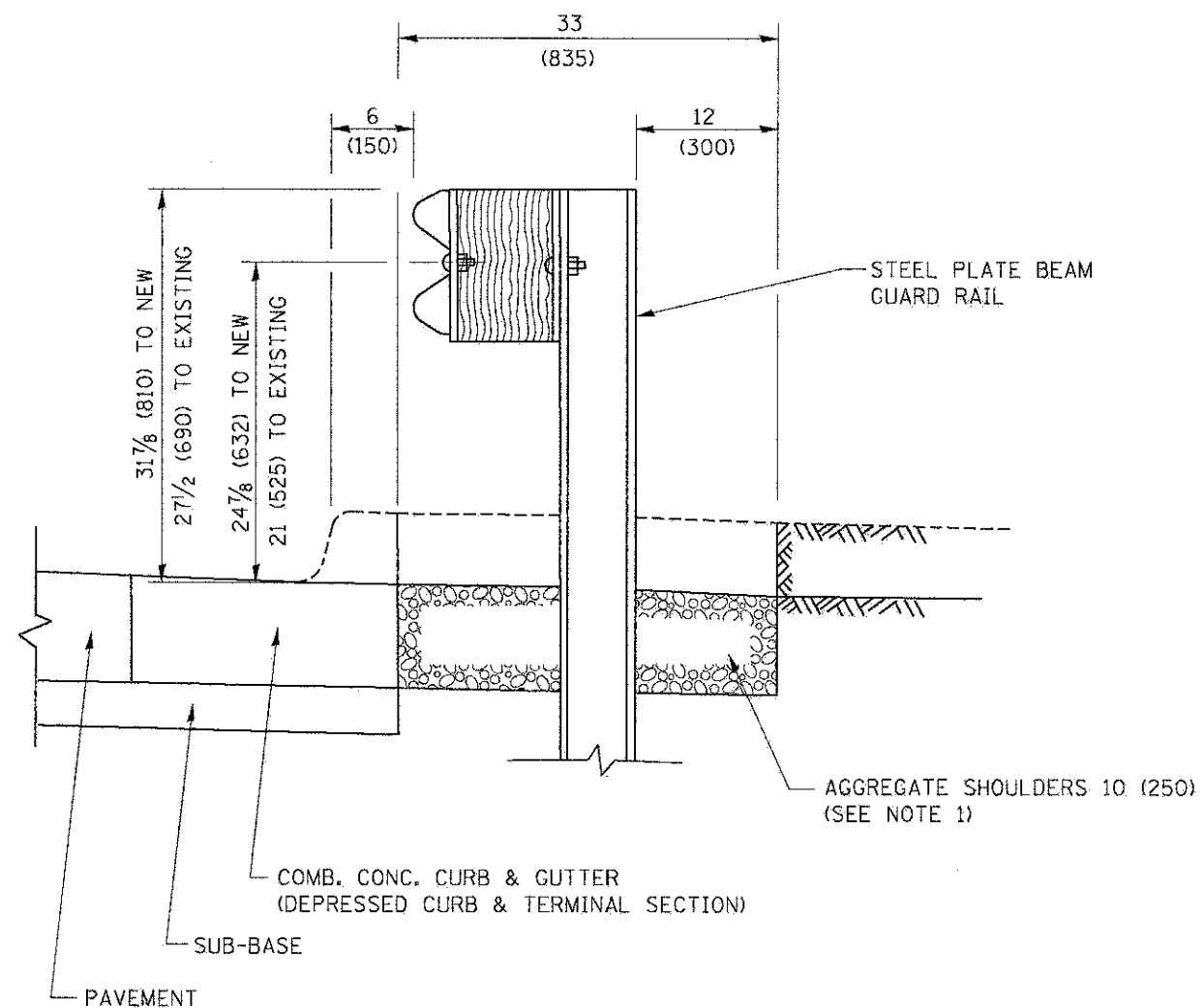
TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING

FILE NAME = N:\distsd\22x34\bd32.dgn	USER NAME = geglisenobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2000	DATE - 06-13-90	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. TO STA.

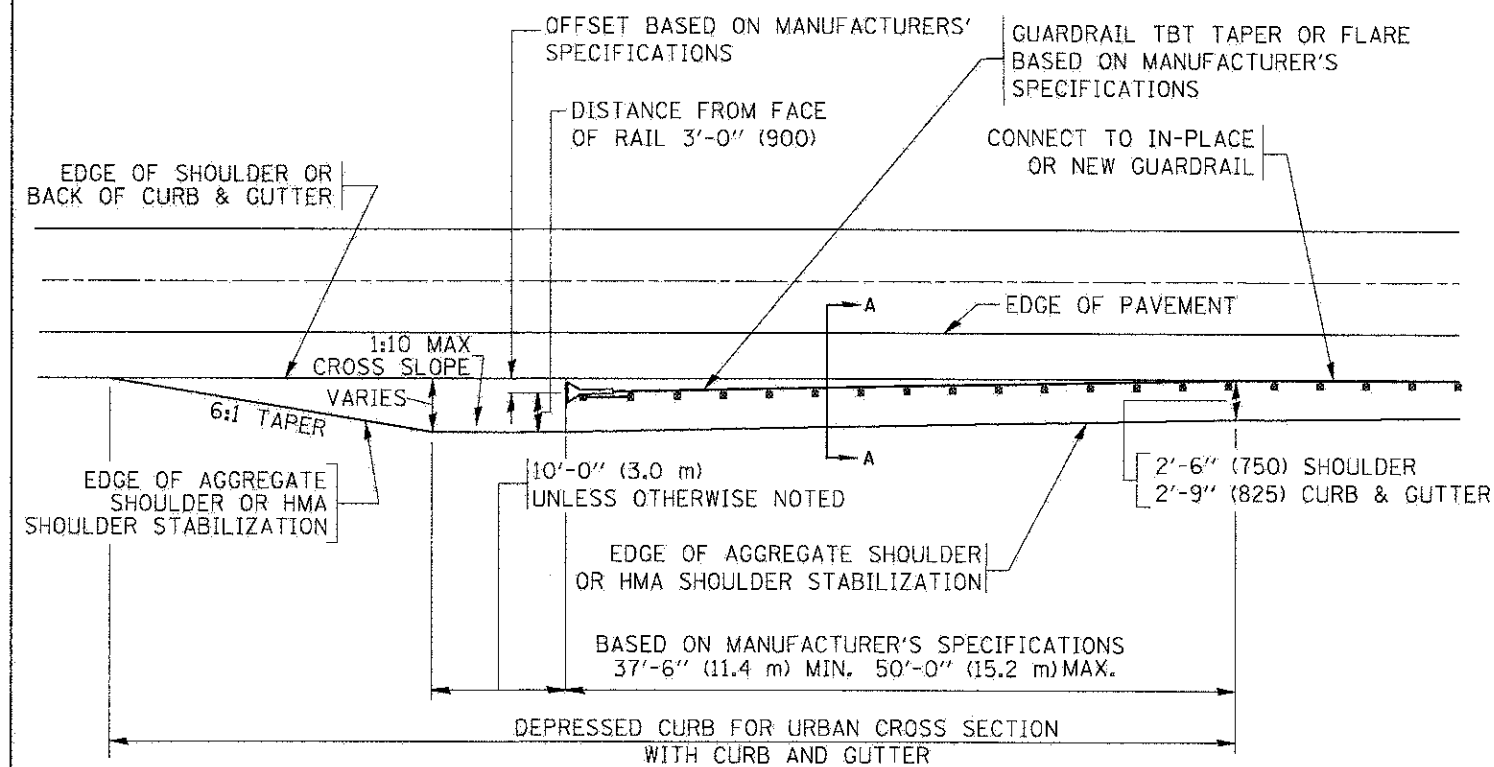
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	341
BD400-05 BD32			CONTRACT NO. 63598	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER**
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

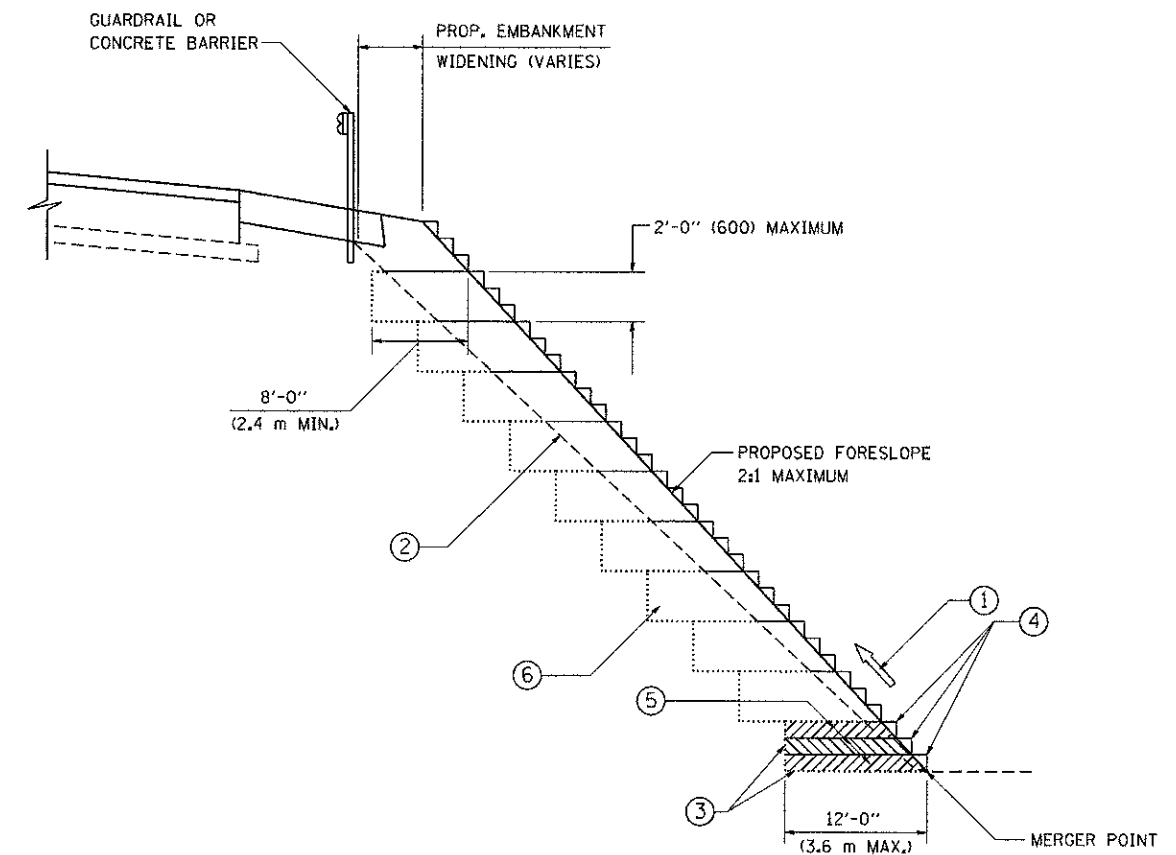
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at\pwork\pwork\drivakosgn\d0180315\bc04.dgn		DRAWN -	REVISED - R. BORO 12-08-2008
	PLOT SCALE = 50.0000' / 1m	CHECKED -	REVISED - R. BORO 09-14-2009
	PLOT DATE = 9/4/2012	DATE - 09-22-90	REVISED - R. BORO 08-06-2012

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY 1 SPL.**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-03214-18-RP	KANE	451	342
BD600-10 (BD 34)		CONTRACT NO. 63598		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

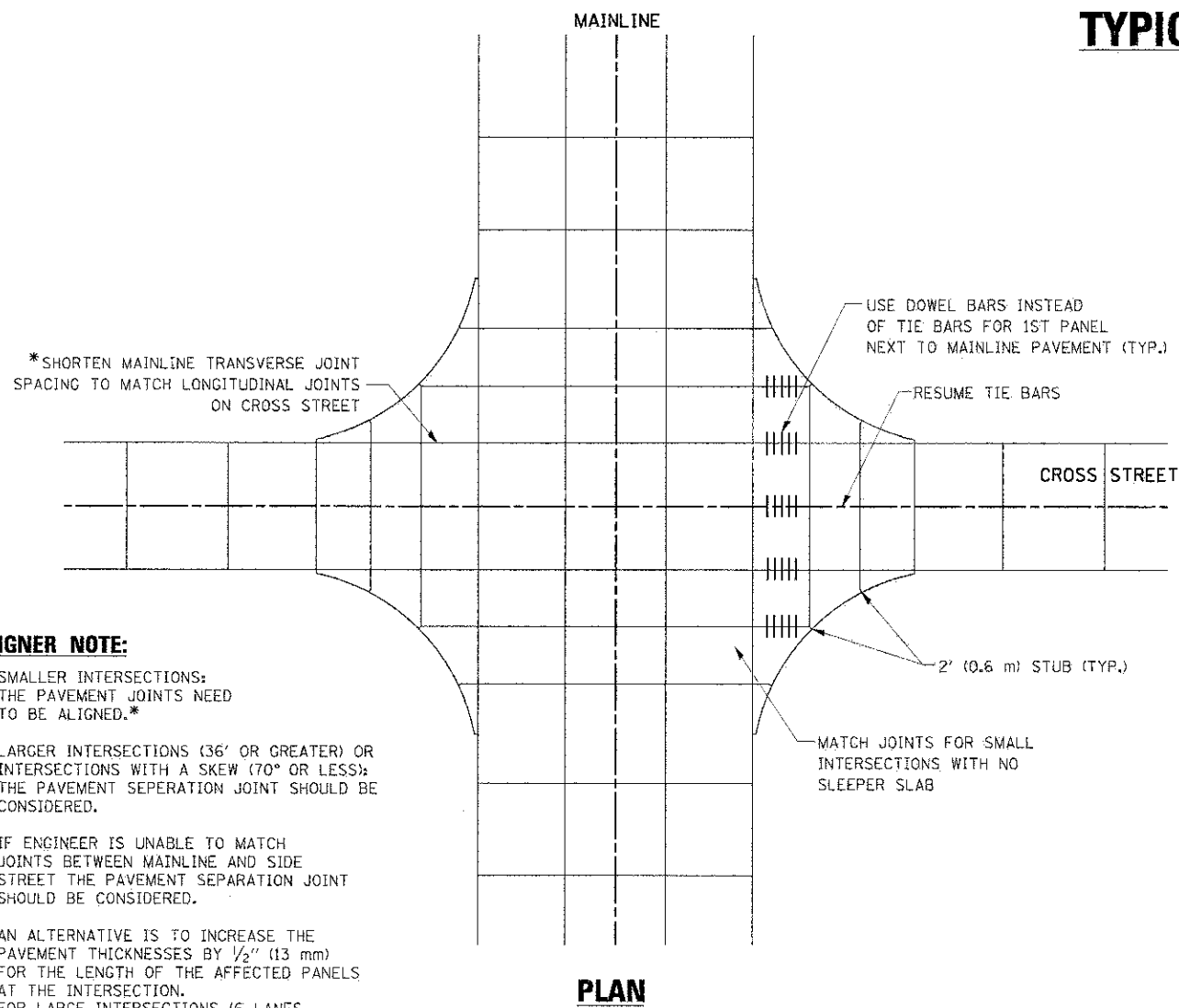
- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL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

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

FILE NAME = N:\distatd\22x34\bd51.dgn	USER NAME = goglionobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BENCHING DETAIL FOR EMBANKMENT WIDENING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,0000 ' / IN.	DRAWN - CADD	REVISED -					361	06-00214-18-PP	KANE	451	343
	PLOT DATE = 1/4/2009	CHECKED - S.E.B.	REVISED -		BD-51			CONTRACT NO. 63598				
	DATE - 06-16-04	REVISED -	SCALE: NONE		SHEET NO. 1 OF 1	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			

TYPICAL APPLICATION

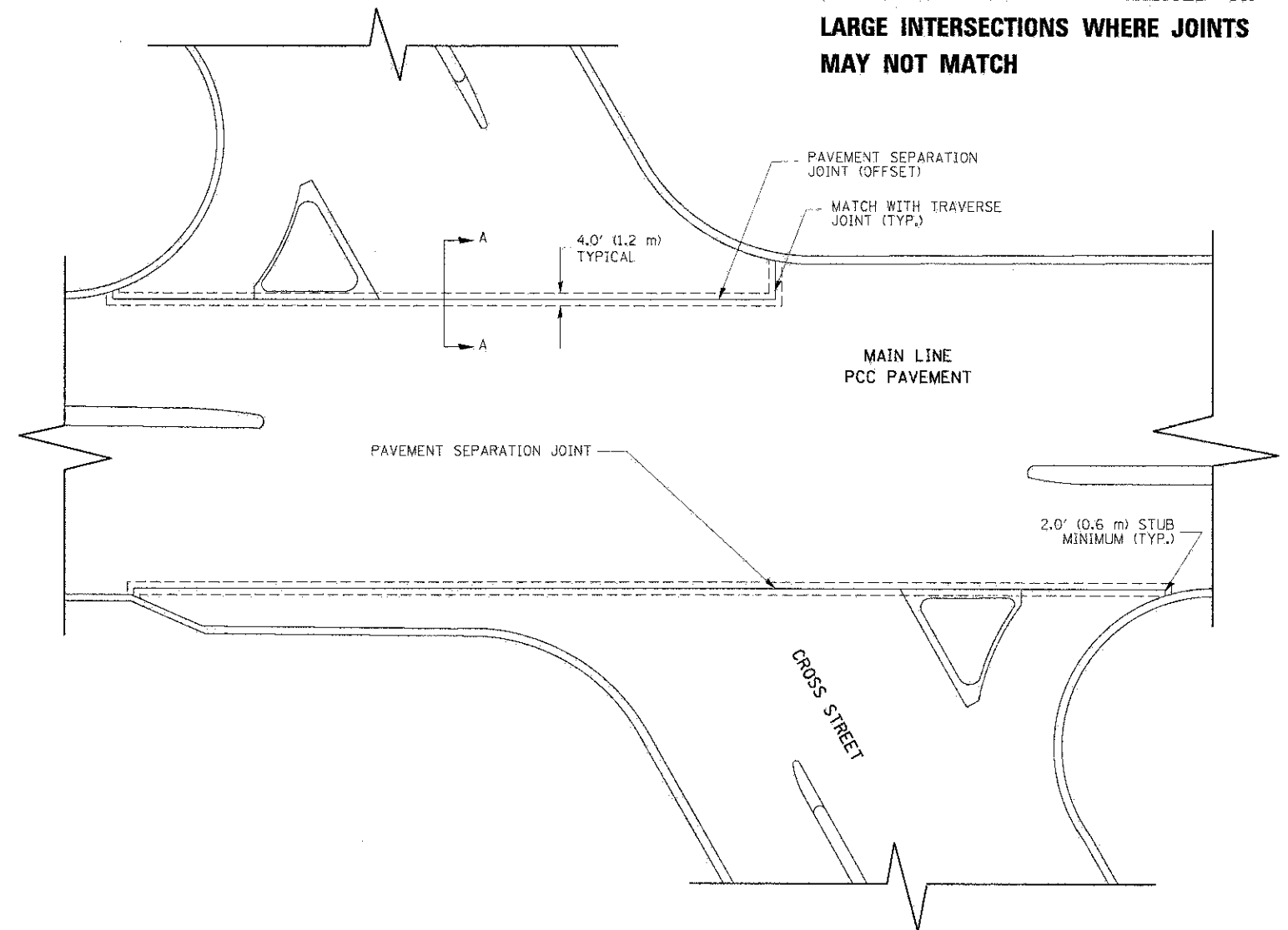
THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH



PLAN

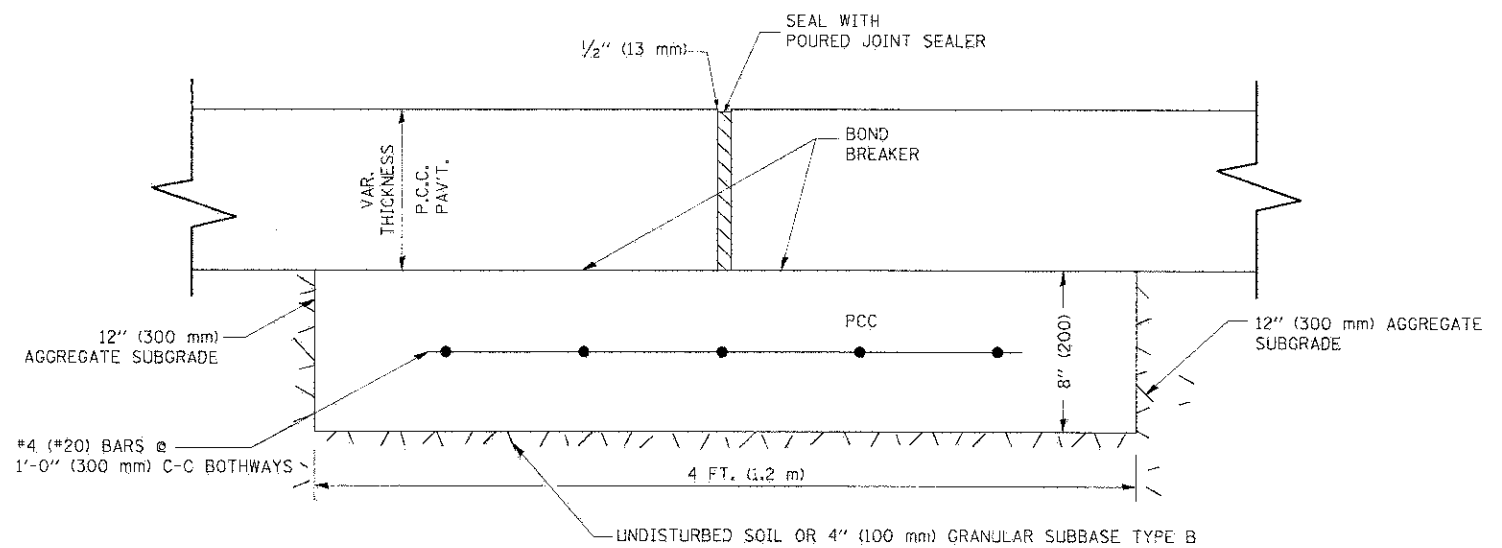
DESIGNER NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.



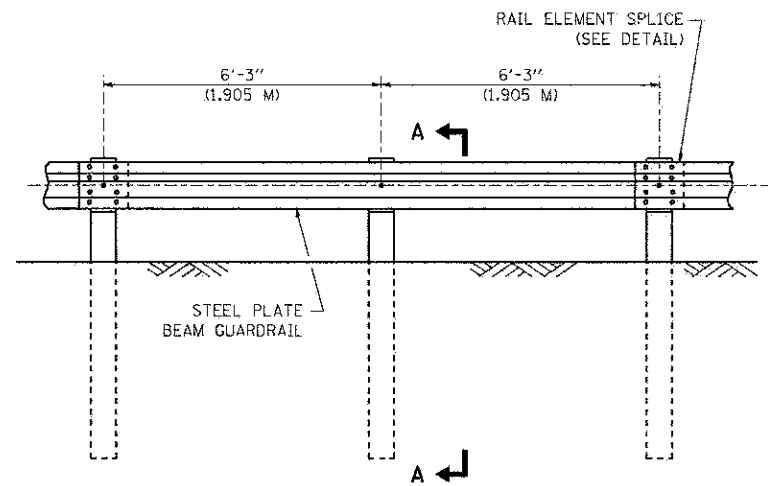
NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".



PROPOSED SECTION A-A

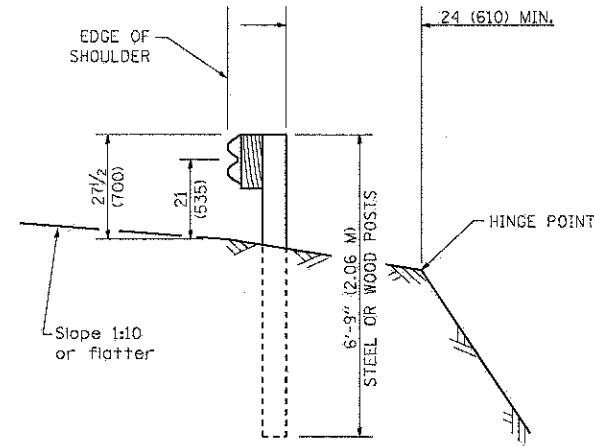
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	PLOT SCALE = 49.9999' / IN.	DRAWN -	REVISED -				361	06-00214-18-RP	KANE	451	344
	PLOT DATE = 2/25/2011	CHECKED -	REVISED -				BB52		CONTRACT NO. 63598		
	DATE -	REVISED -	SCALE: NONE				SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



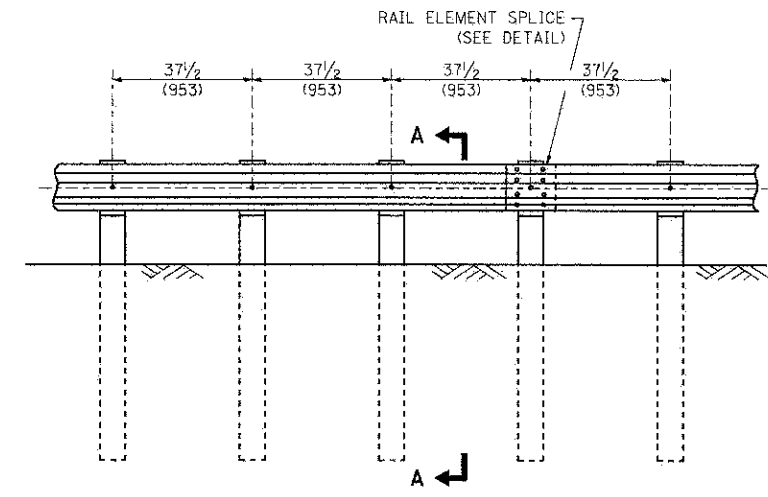
ELEVATION

TYPE A

6'-3" (1.905 M) TYPICAL POST SPACING



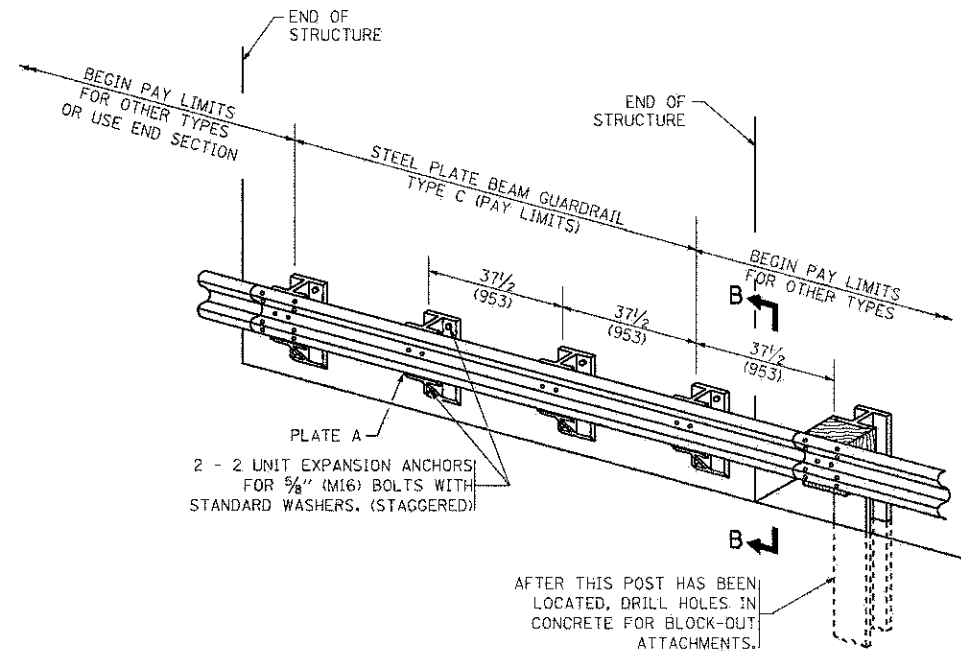
SECTION A-A



ELEVATION

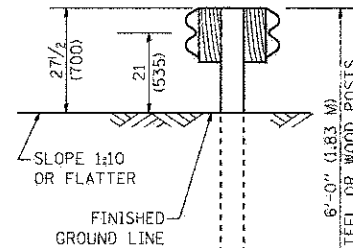
TYPE A

37 1/2 (953) CLOSED POST SPACING

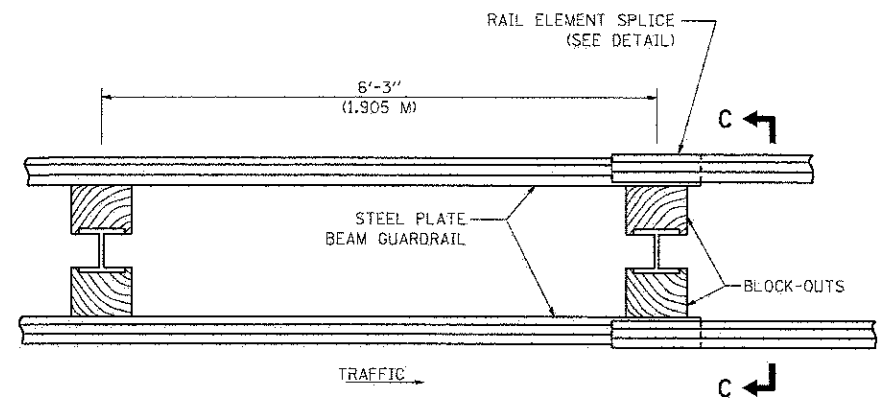


TYPE C

37 1/2 (953) BLOCK-OUT SPACING



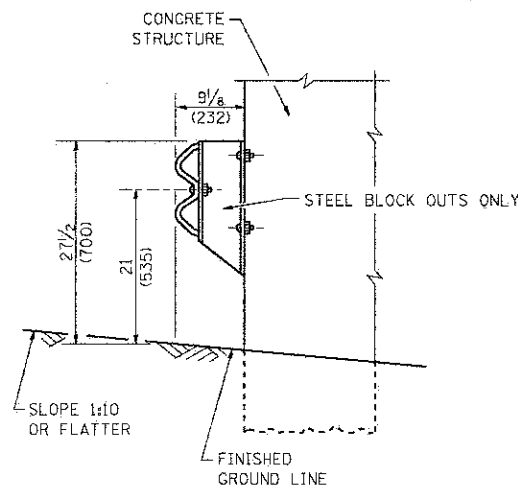
SECTION C-C



PLAN

TYPE D

DOUBLE STEEL PLATE BEAM GUARDRAIL
6'-3" (1.905 M) TYPICAL POST SPACING



SECTION B-B

GENERAL NOTES

ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).

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

THE EXISTING STEEL POSTS MAY BE DRILLED TO MATCH THE BOLT PATTERN SHOWN HEREIN FOR THE WOOD BLOCK-OUT, OR A NEW STEEL POST SHALL BE PROVIDED.

THIS DETAIL IS APPLICABLE TO THE GUARDRAIL SYSTEM USED PRIOR TO JANUARY 1, 2007. FOR DETAILS ON THE MIDWEST GUARDRAIL SYSTEM, SEE STANDARD 630001.

FILE NAME =
W:\dist\24\22x34\bm21.dgn

USER NAME = gaglanob

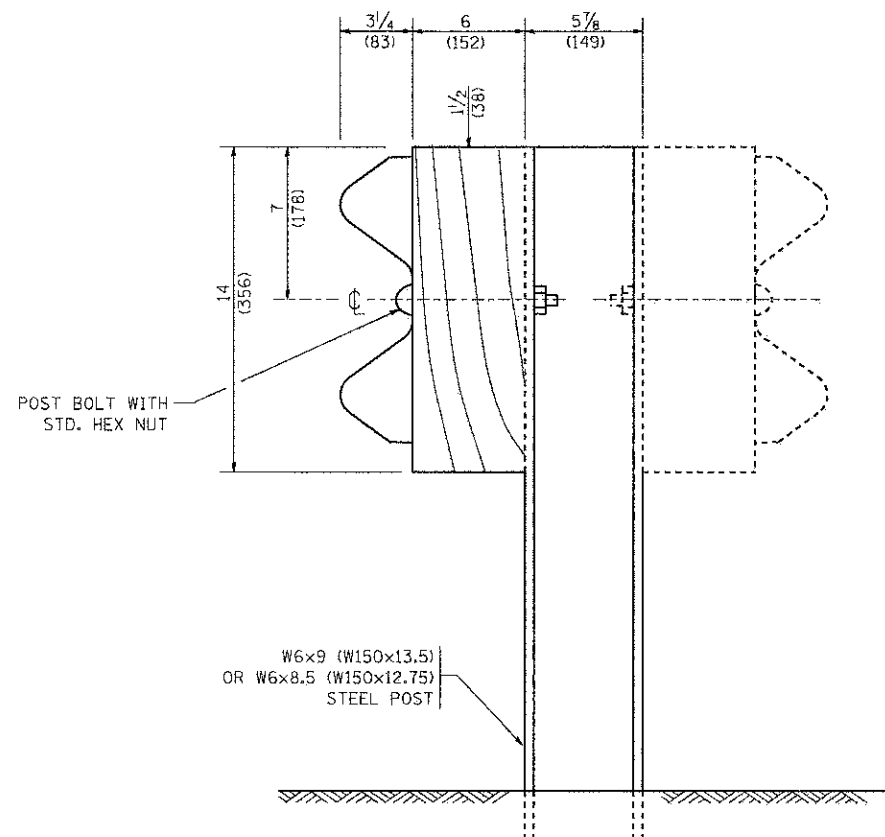
DESIGNED -
DRAWN -

REVISED - 10-31-06
REVISED -
REVISED -
REVISED -

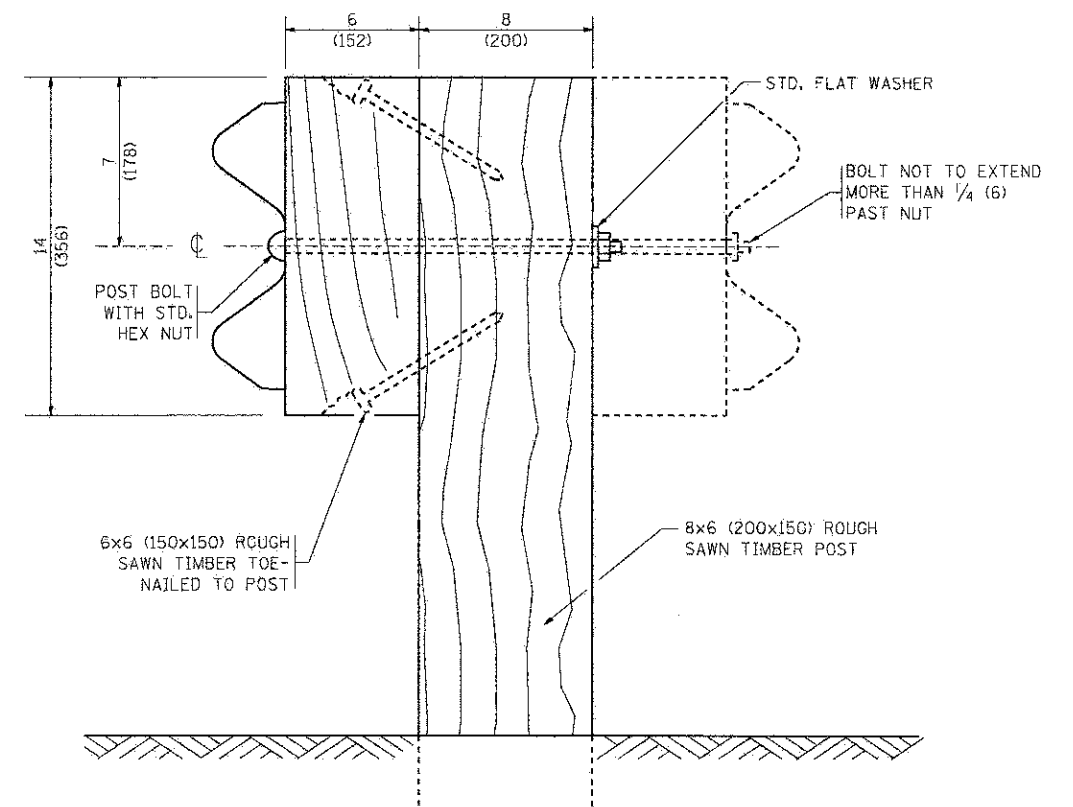
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVE AND REERECT
STEEL PLATE BEAM GUARDRAIL
SCALE: NONE SHEET NO. 1 OF 4 SHEETS STA. TO STA.

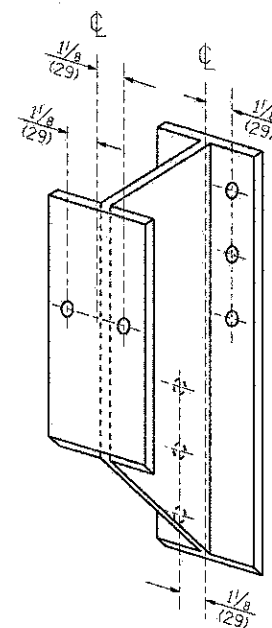
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-90214-18-RP	KANE	45	345
BM-21			CONTRACT NO. 63598	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



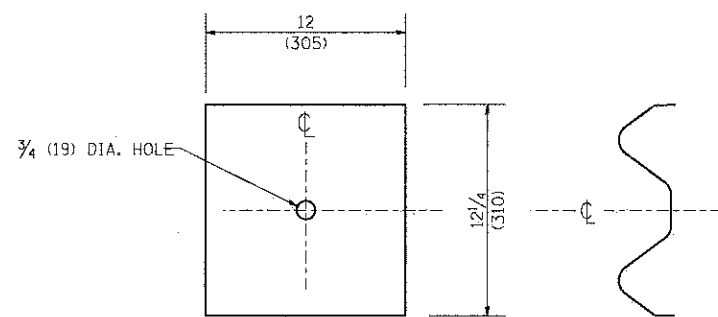
STEEL POST CONSTRUCTION



WOOD POST CONSTRUCTION



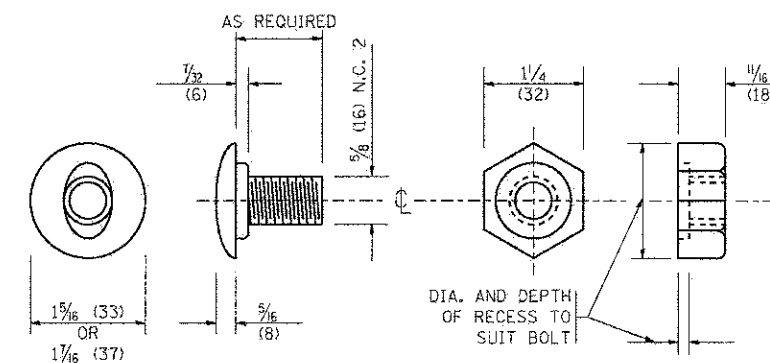
STEEL BLOCK-OUT DETAIL



NOTE:

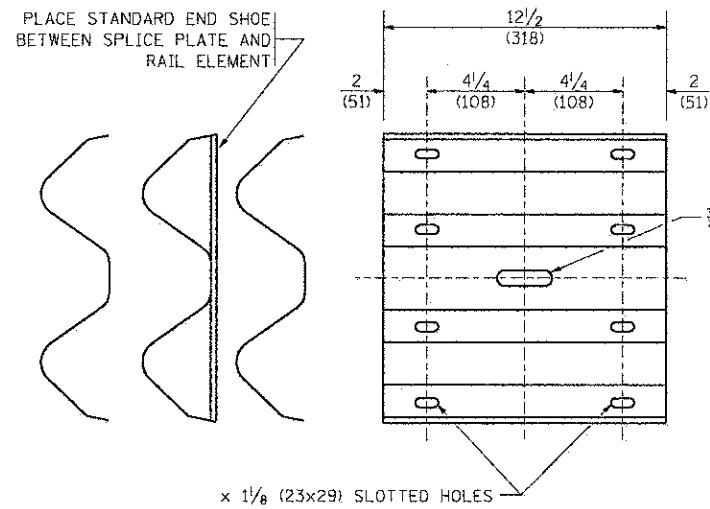
PLATE A SHALL BE PLACED BETWEEN RAIL ELEMENT AND BLOCK-OUT AT NON-SPLICE MOUNTING POINTS ONLY WHEN STEEL BLOCK-OUTS ARE USED.

PLATE A

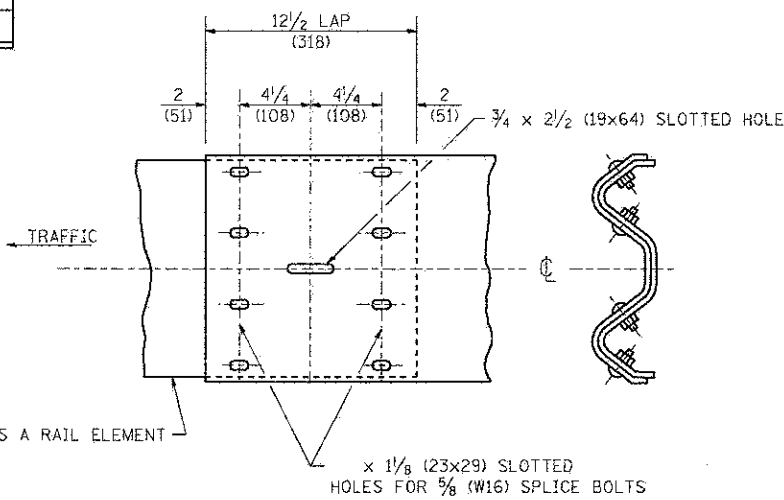


POST OR SPLICE BOLT & NUT

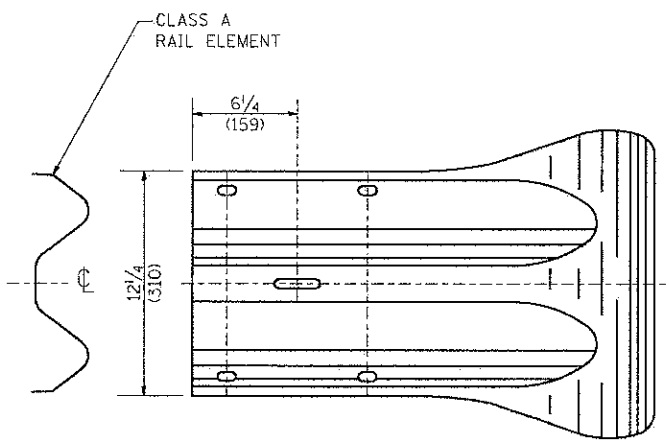
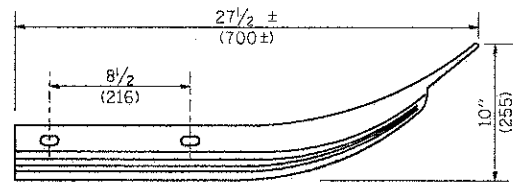
FILE NAME = W:\dbs\staf\22x34\bm21.dgn	USER NAME = gagltenobt	DESIGNED -	REVISED - 10-31-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL			F.A.P. RTE. 361	SECTION 06-00214-18-RP	COUNTY KANE	TOTAL SHEETS 451	SHEET NO. 346
	PLOT SCALE = 50.0000 / / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.	BM-21		CONTRACT NO. 63598	
	PLOT DATE = 1/4/2009	CHECKED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



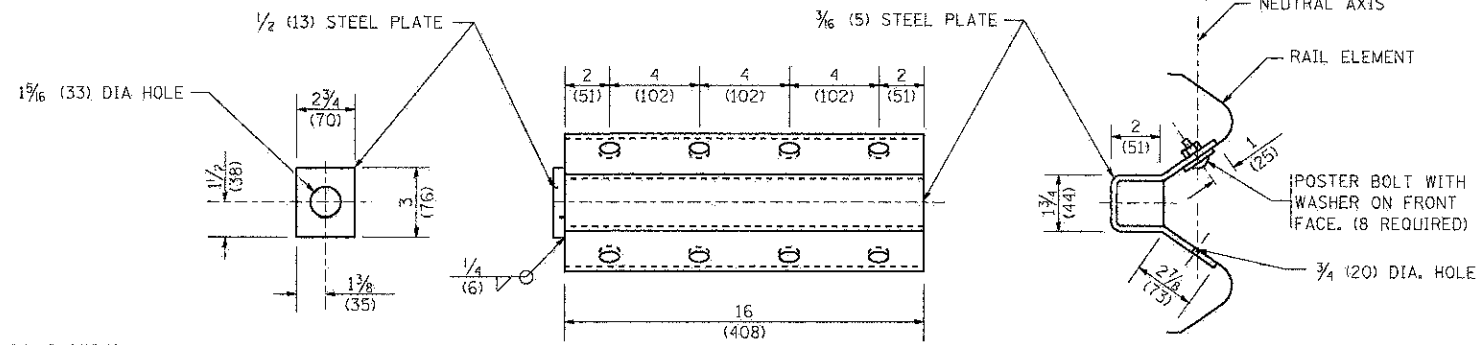
SPLICE PLATE



RAIL ELEMENT SPLICE



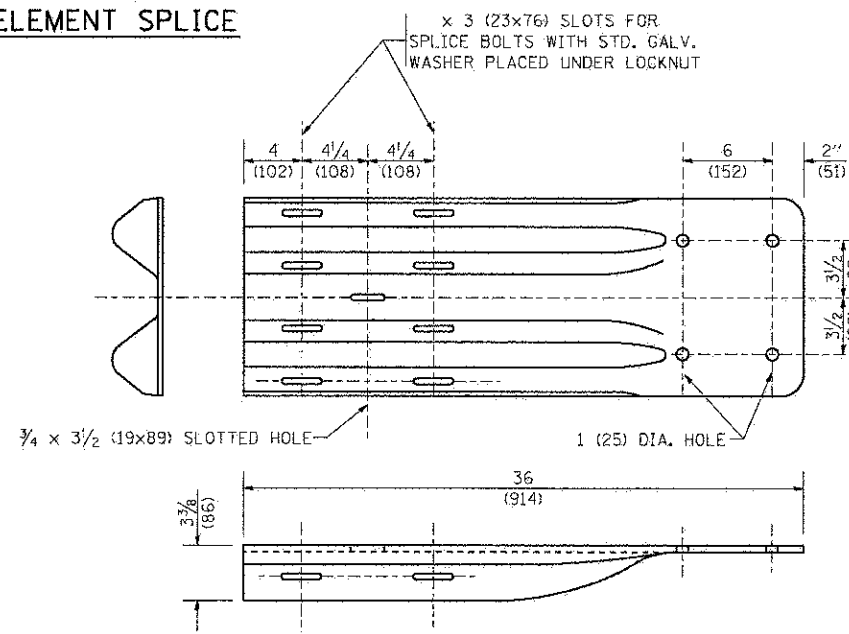
END SECTION



NOTE:

ANCHOR PLATE T SHALL BE USED TO ATTACH CABLE ASSEMBLY TO GUARDRAIL WHEN REQUIRED ON TRAFFIC BARRIER TERMINALS.

ANCHORE PLATE T DETAILS



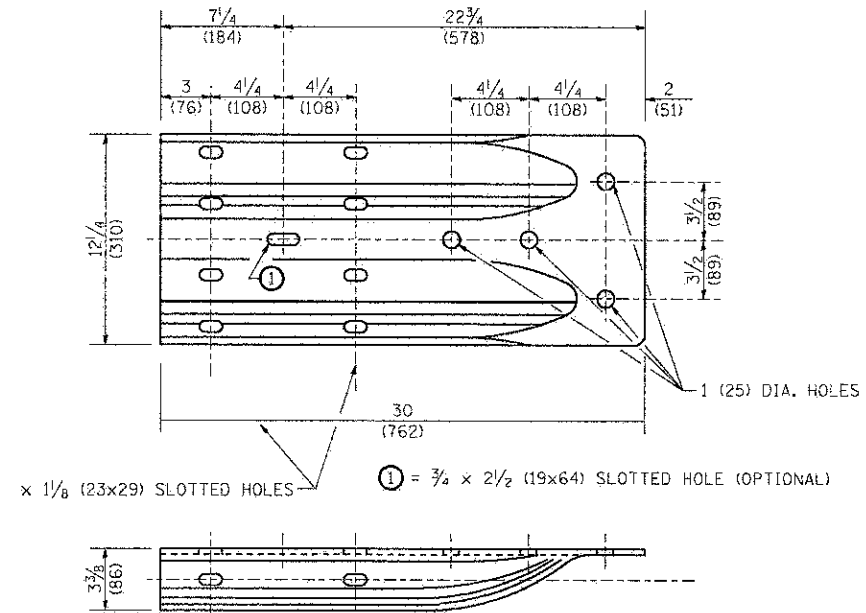
END SHOE

NOTE:

WHEN END SHOE IS ATTACHED TO A BRIDGE PARAPET WHICH HAS AN EXPANSION JOINT, THE BOLTS SHALL BE PROVIDED WITH A LOCKNUT OR DOUBLE NUT AND SHALL BE TIGHTENED ONLY TO A POINT THAT WILL ALLOW GUARDRAIL MOVEMENT.

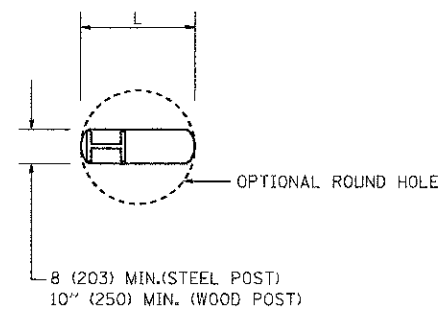
THE STANDARD END SHOE SHALL BE ATTACHED TO THE CONCRETE WITH PRE-DRILLED OR SELF-DRILLING ANCHOR BOLTS. THE ANCHOR CONE SHALL BE SET FLUSH WITH THE SURFACE OF THE CONCRETE.

EXTERNALLY THREADED STUDS PROTRUDING FROM THE SURFACE OF THE CONCRETE WILL NOT BE PERMITTED.

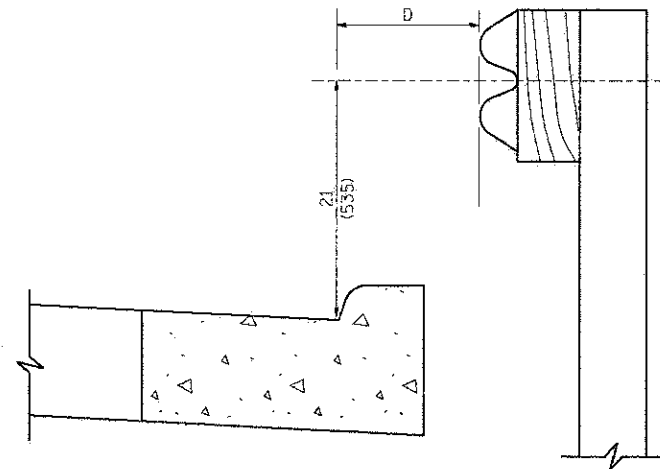


ALTERNATE END SHOE

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	PLOT SCALE = 50.0000' / 1" = 1/4"	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 3 OF 4 SHEETS	STA. TO STA.	BM-21		CONTRACT NO. = 63598	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -								



PLAN

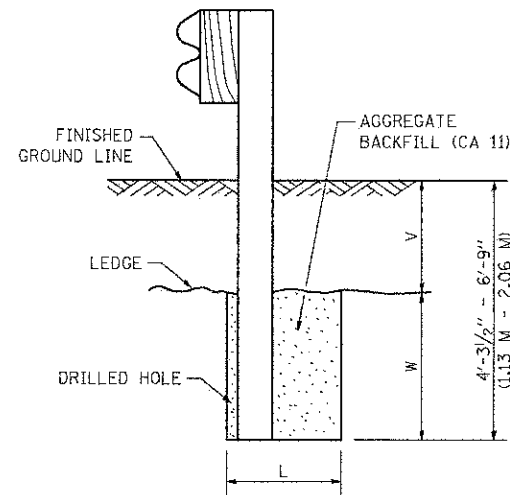


NOTE:

IF IT IS NECESSARY FOR D TO BE MORE THAN 12 (300) AND LESS THAN 10'-0" (3.0 M) TYPE M-2 (M-5) CURB AND GUTTER (STD. 60600) SHALL BE USED IN FRONT OF AND IN ADVANCE OF THE GUARDRAIL.

GUARDRAIL PLACED BEHIND CURB

(D = 0 DESIRABLE TO 12 (300) MAXIMUM)

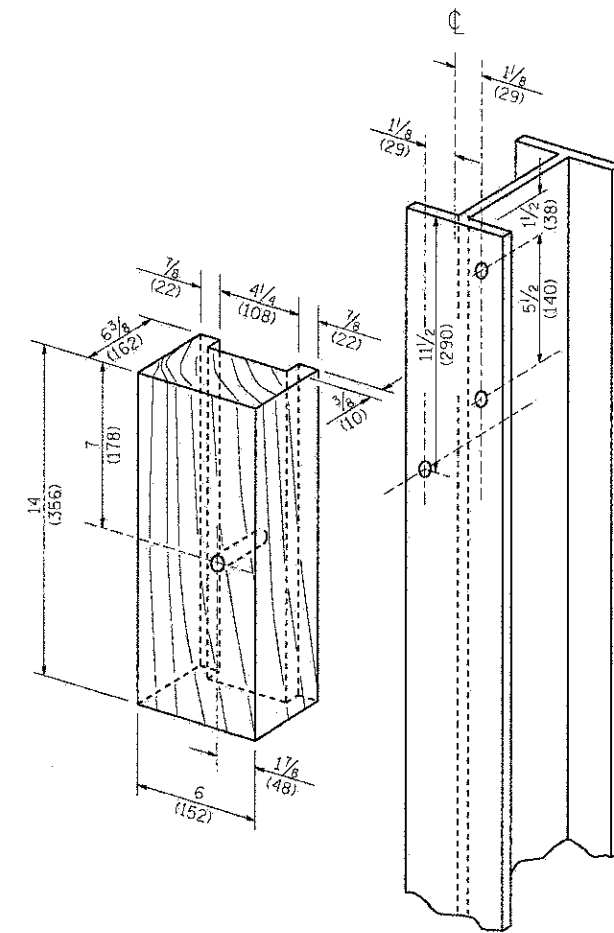


NOTE:

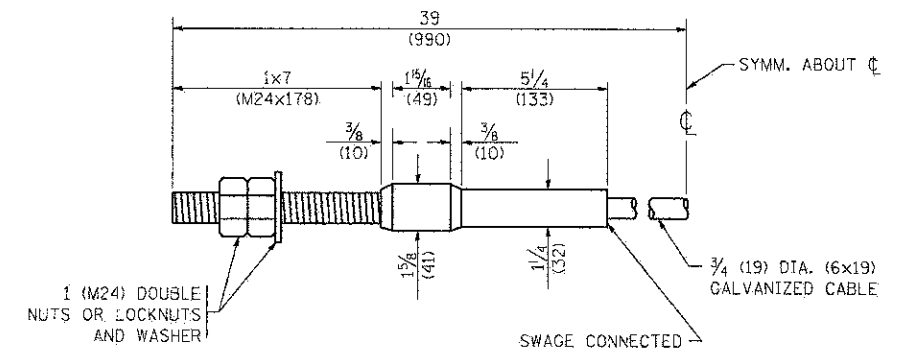
LEDGE LINE IS TOP OF ROCK LEDGE OR HARD SLAG FILL.

ELEVATION

V	W	L	
		STEEL POST	WOOD POST
0 - 18 (0 - 460)	24 (610)	21 (530)	23 (580)
>18 - 41.5 (> 460 - 825)	12 (305)	8 (203)	10 (250)
>41.5 - 53.5 (> 825 - 1.13 M)	12 - 0 (350 - 0)	8 (203)	10 (250)



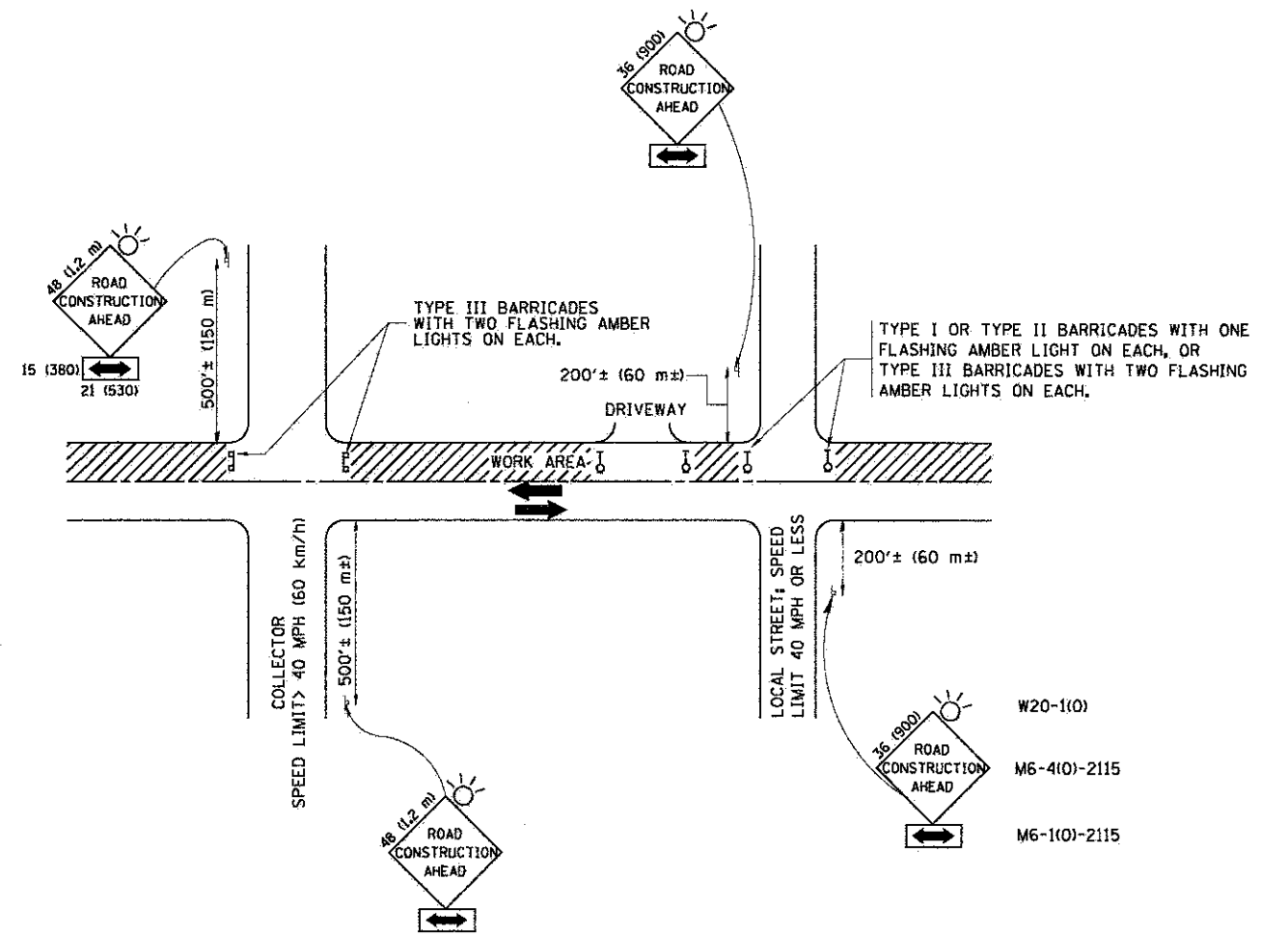
WOOD BLOCK-OUT AND STEEL POST DETAILS



CABLE ASSEMBLY

(40,000 LBS (18,100 KG) MIN. BREAKING STRENGTH)
TIGHTEN TO TAUT TENSION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED



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.

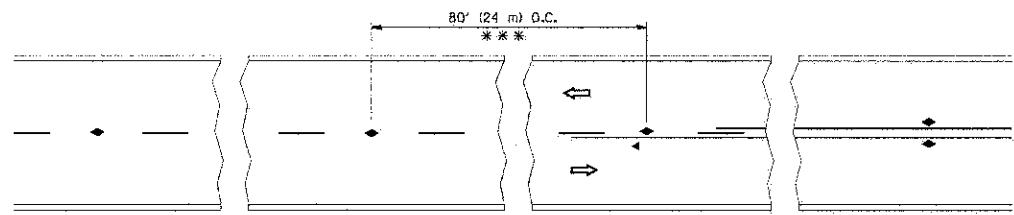
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLDT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

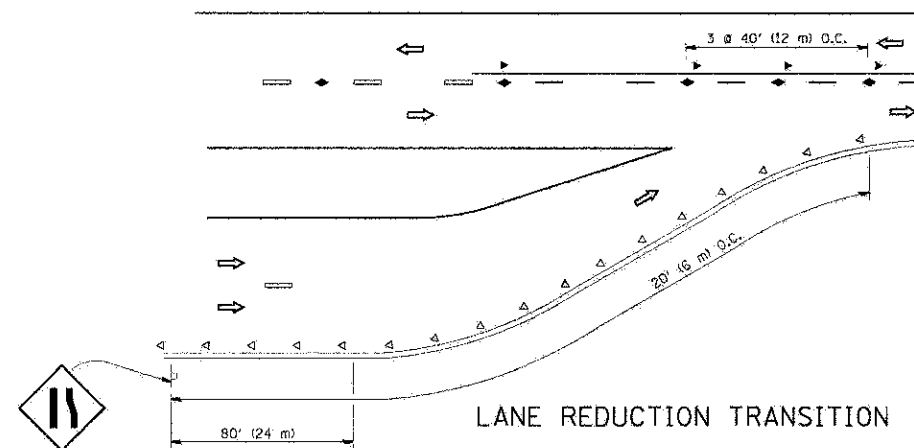
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 361	SECTION 06-00214-18-RP	COUNTY KANE	TOTAL SHEETS 451	SHEET NO. 349
TC-10			CONTRACT NO. 63598	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

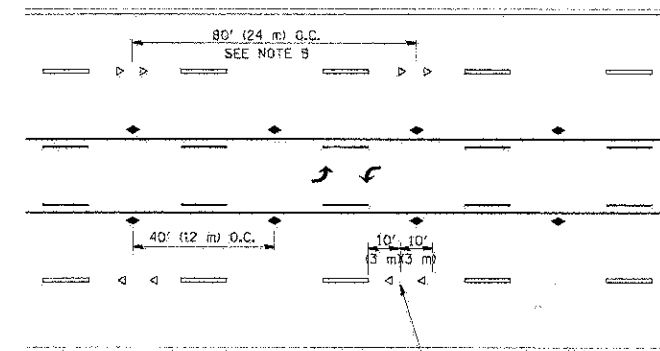


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

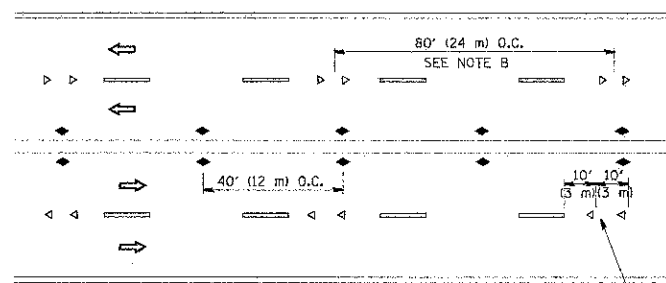
TWO-LANE/TWO-WAY



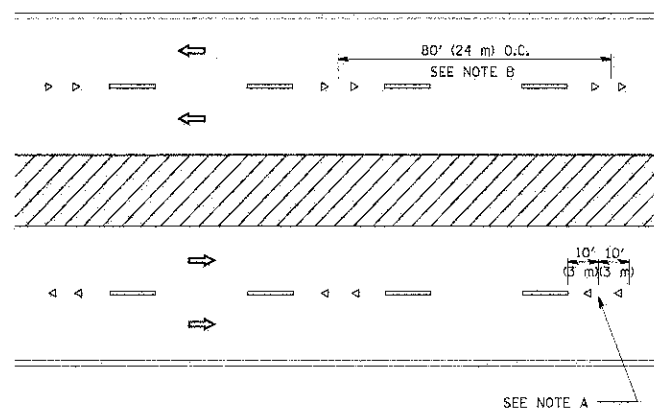
LANE REDUCTION TRANSITION



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

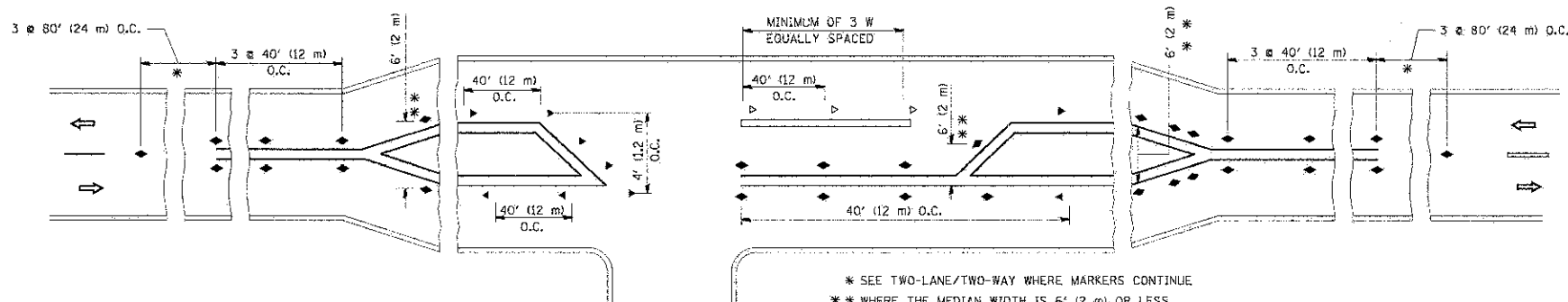
- YELLOW STRIPE
- WHITE STRIPE
- ◄ ONE-WAY AMBER MARKER
- ◄ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

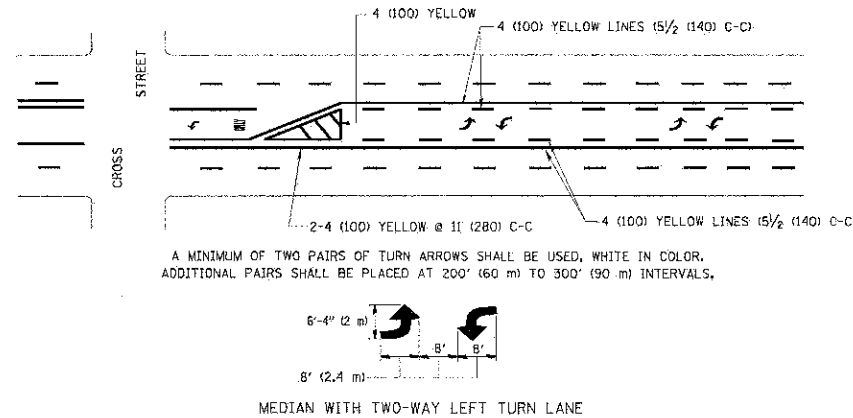
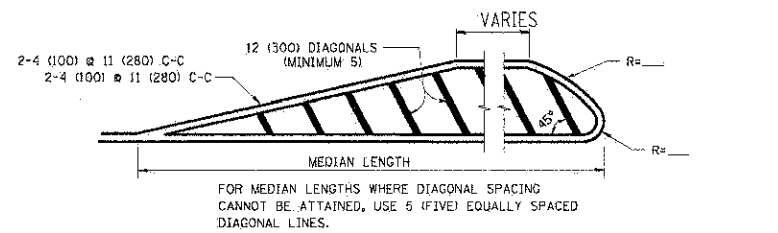
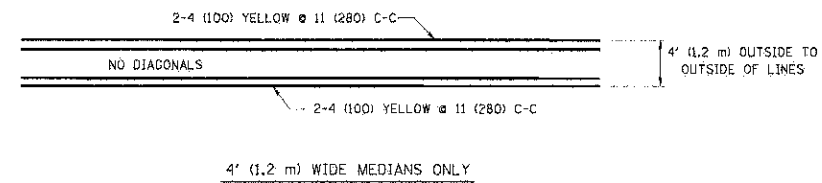
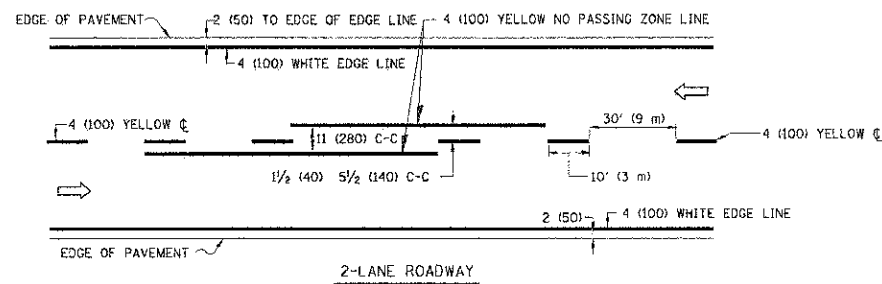


LEFT TURN

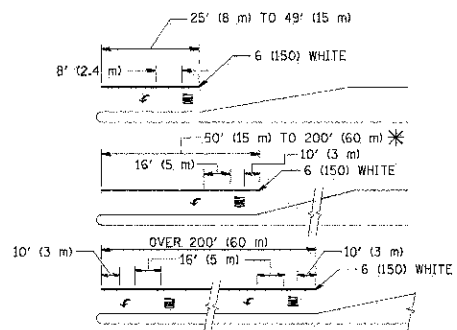
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

FILE NAME = c:\pwork\pwork\iege\40109315\td11.dgn	USER NAME = ljege	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. = 361	SECTION = 06-C0214-18-RP	COUNTY = KANE	TOTAL SHEETS = 451	SHEET NO. = 350
	PLOT SCALE = 3/8" = 1' IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TC-11		CONTRACT NO. 63598	
PLOT DATE = 3/27/2011	DATE -	REVISED - C. JUCIUS 09-09-09					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TYPICAL PAINTED MEDIAN MARKING

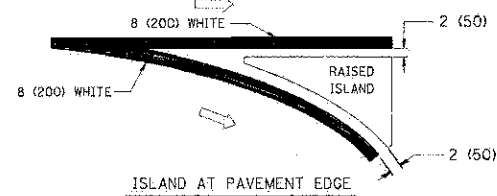
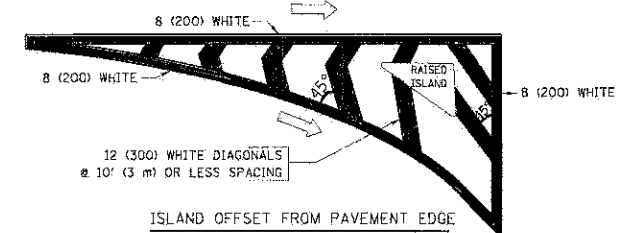


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

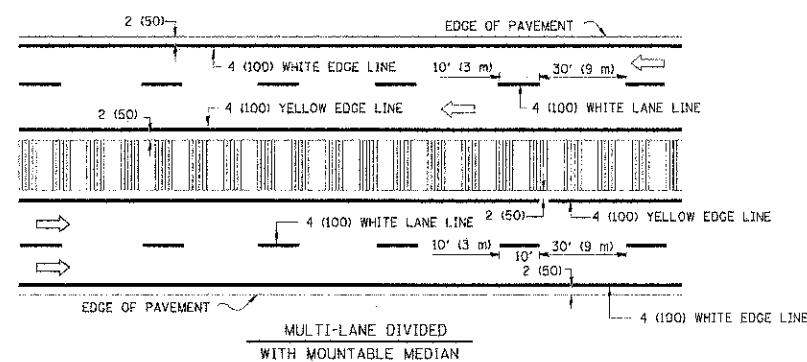
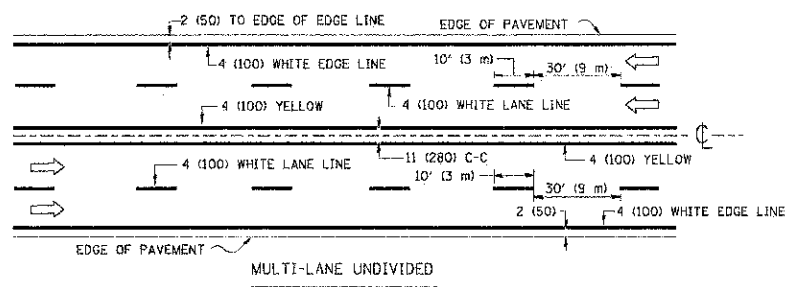


TYPICAL ISLAND MARKING

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	5/2 (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' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4 m) LEFT ARROW	IN PAIRS	WHITE	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 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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	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))

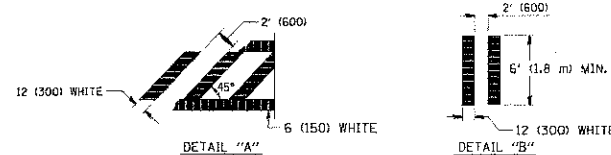
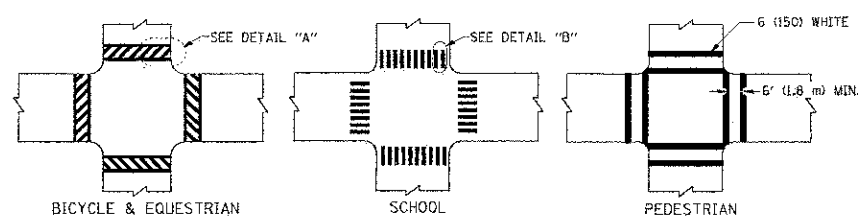
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

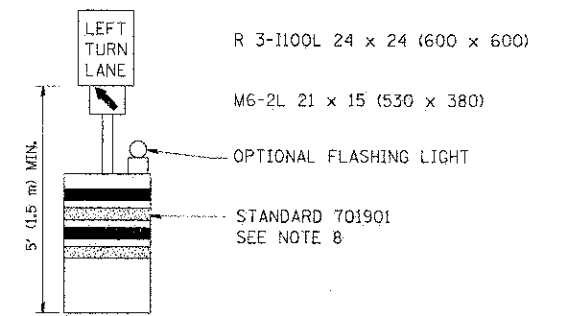
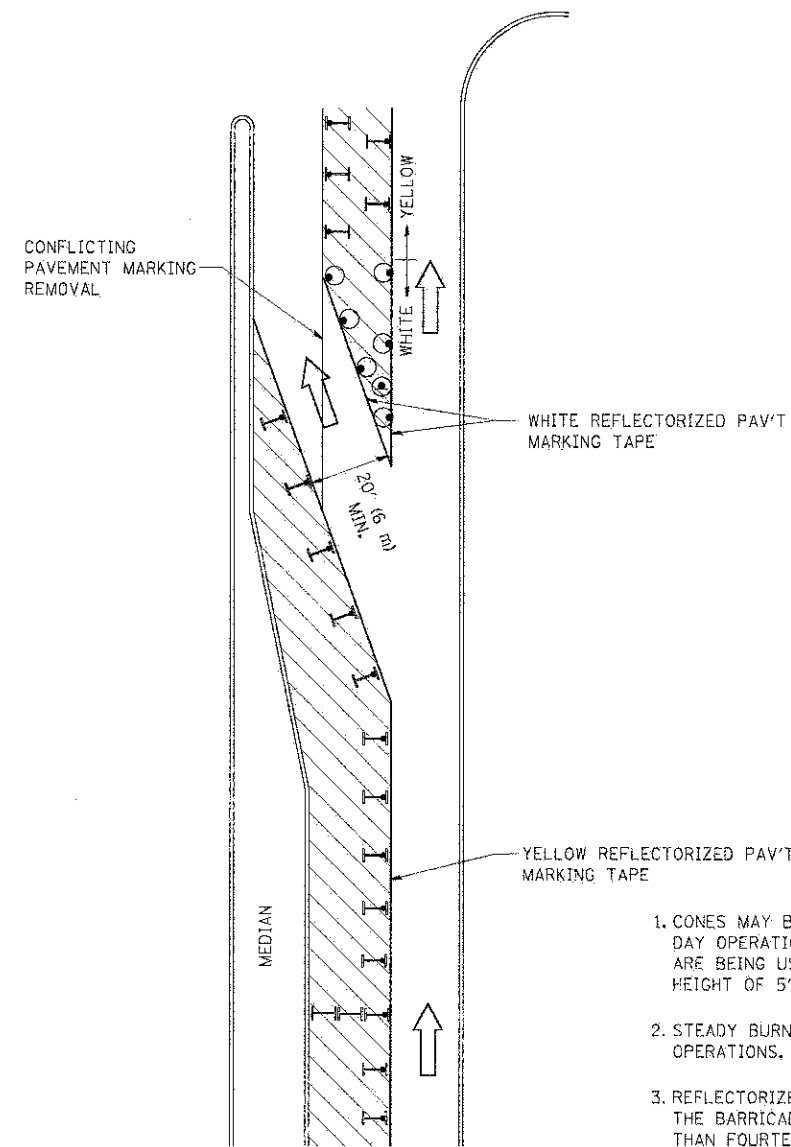


NOTE: MEDIANS WITH BARRIER CURBS DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

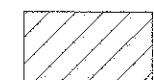







GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

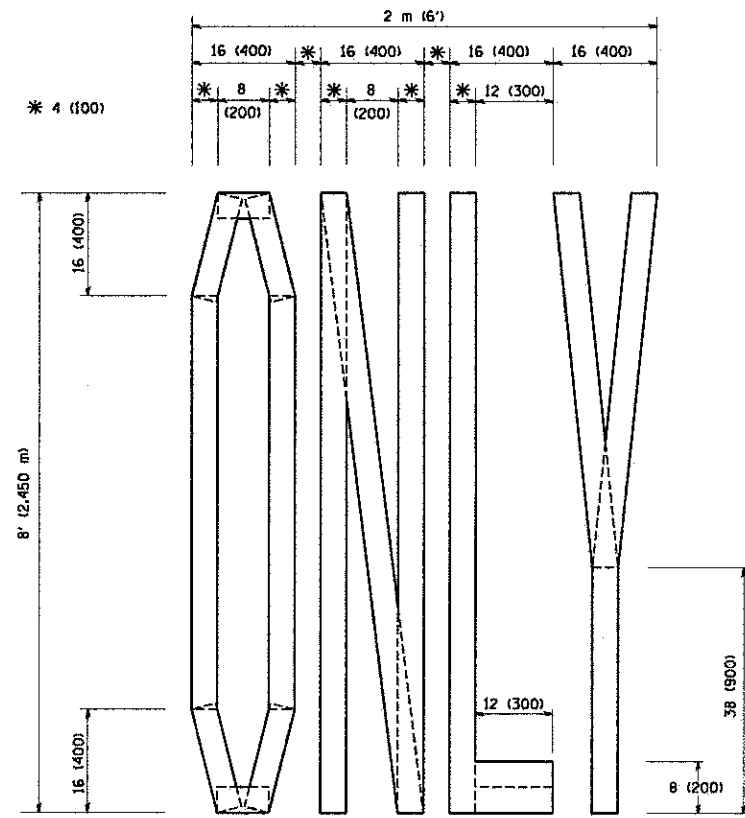
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	PLLOT DATE = 9/14/2009	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

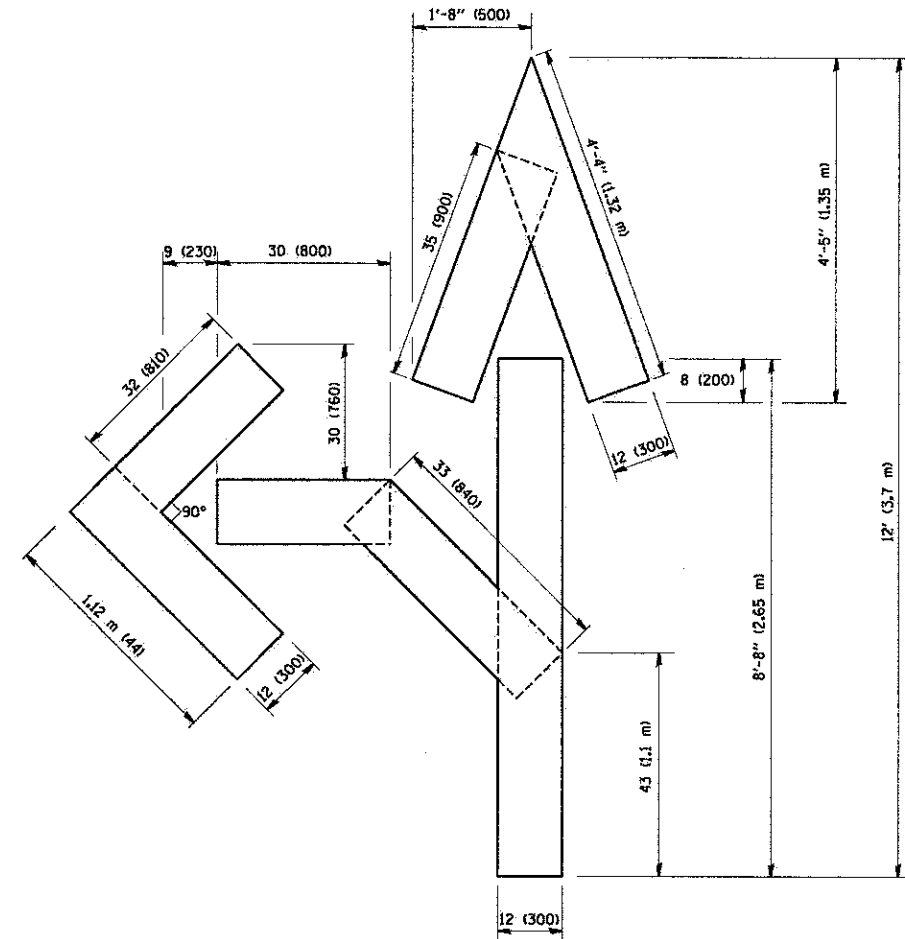
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

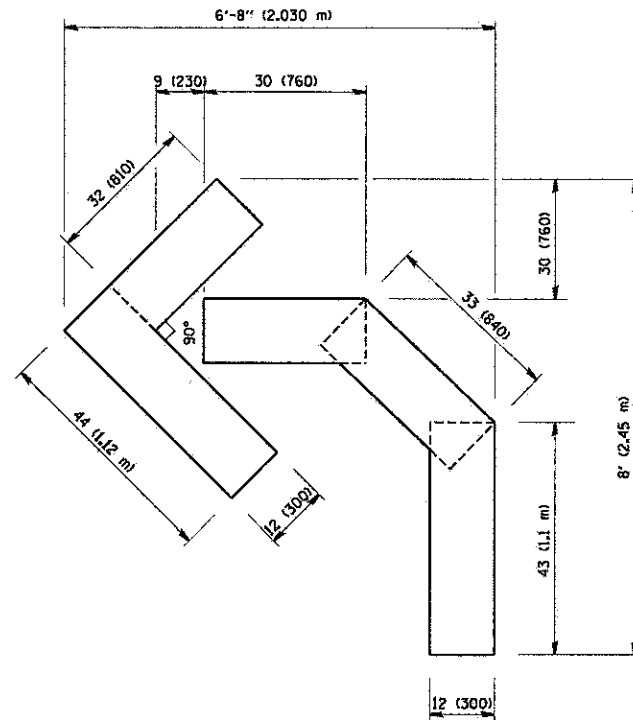
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	352
TC-14			CONTRACT NO. 63598	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

FILE NAME = W:\diststd\22x34\vtel6.dgn	USER NAME = goglianobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 60.0000 / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2009	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	353
TC-16			CONTRACT NO. 63598	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

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

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

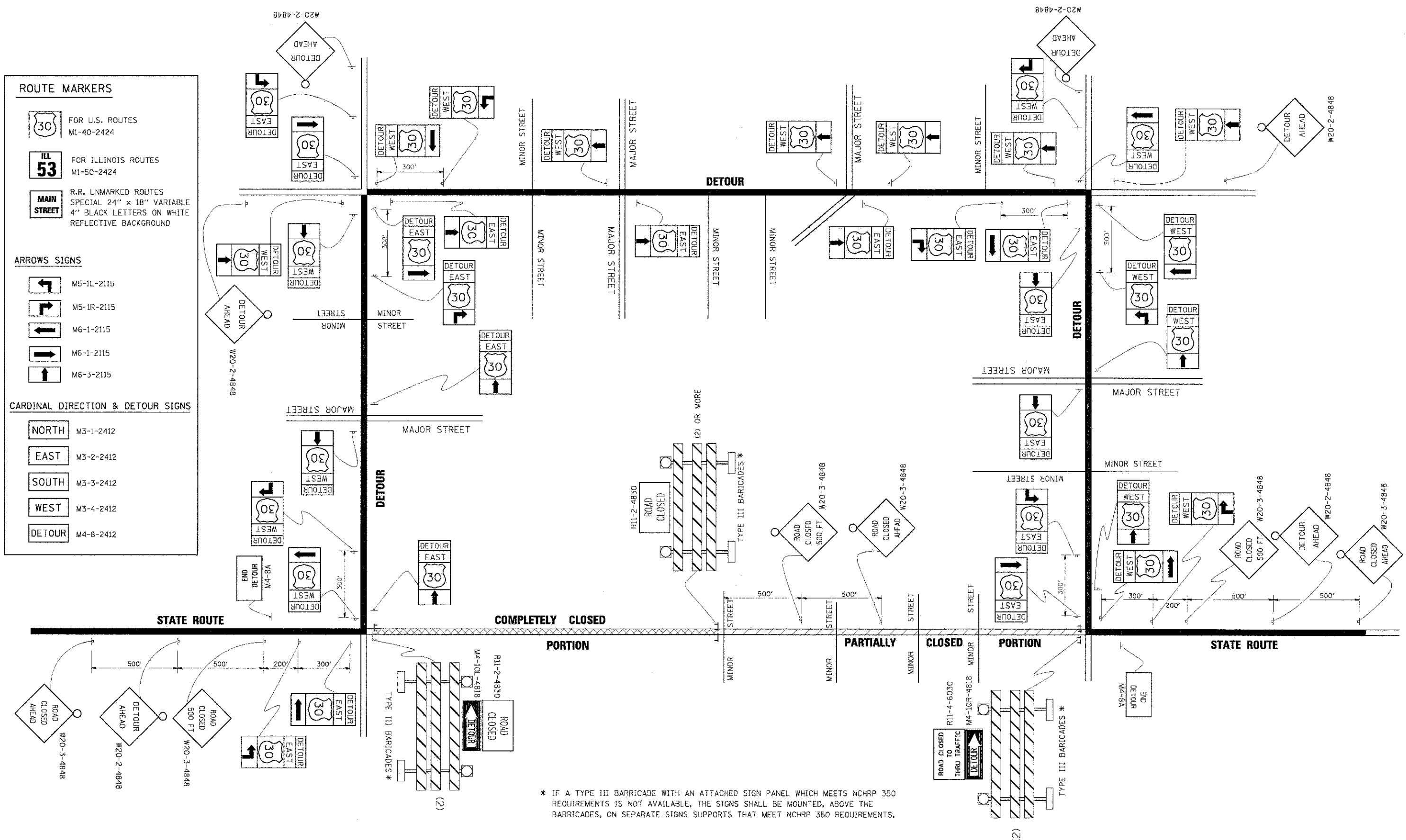
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

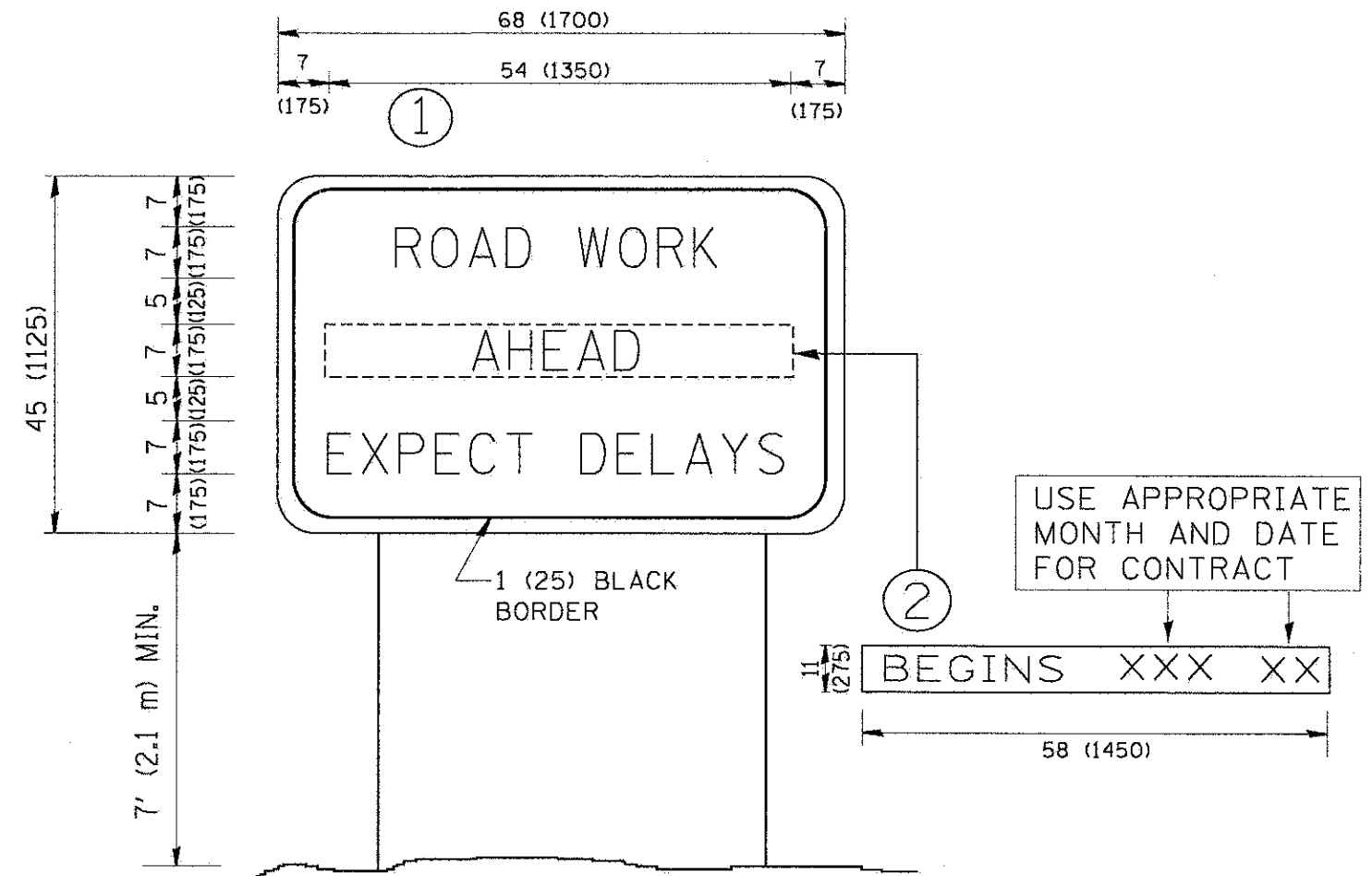
WEST M3-4-2412

DETOUR M4-8-2412



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

FILE NAME =	USER NAME = drvakosgr	DESIGNED -	REVISED - 10-18-02	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS			F.A.P. / RTE. / 361	SECTION 06-00214-18-RP	COUNTY KANE	TOTAL SHEETS 451	SHEET NO. 354
PLT SCALE = 49.9999 / IN.	CHECKED -	REVISED - R. BORO 09-14-09	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-21		CONTRACT NO. 63598	
PLT DATE = 9/14/2009	DATE -	REVISED -	REVISED -					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



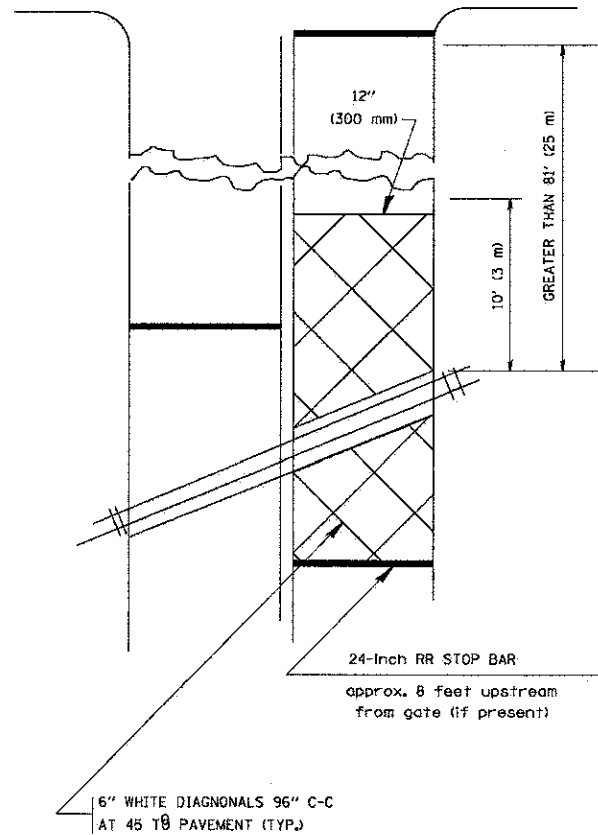
NOTES:

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.

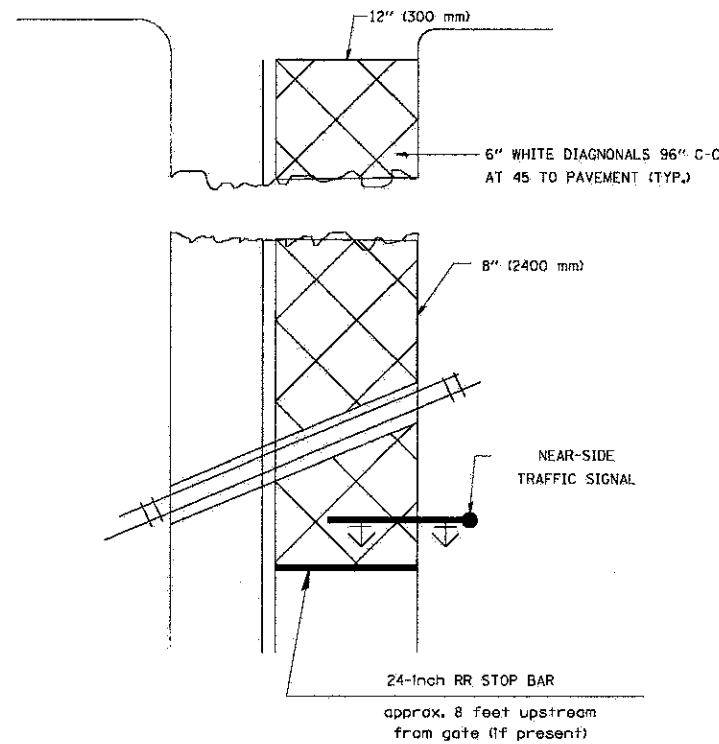
FILE NAME = W:\dets\22x34\to22.dgn	USER NAME = gegltenobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		361	06-00214-19-RP	KANE	451	355		
PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99	SCALE: NONE		SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 63598		
	DATE -	REVISED - C. JUCIUS 01-31-07	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

WITH INTERSECTION TRAFFIC SIGNALS
(SEE NOTE 1)



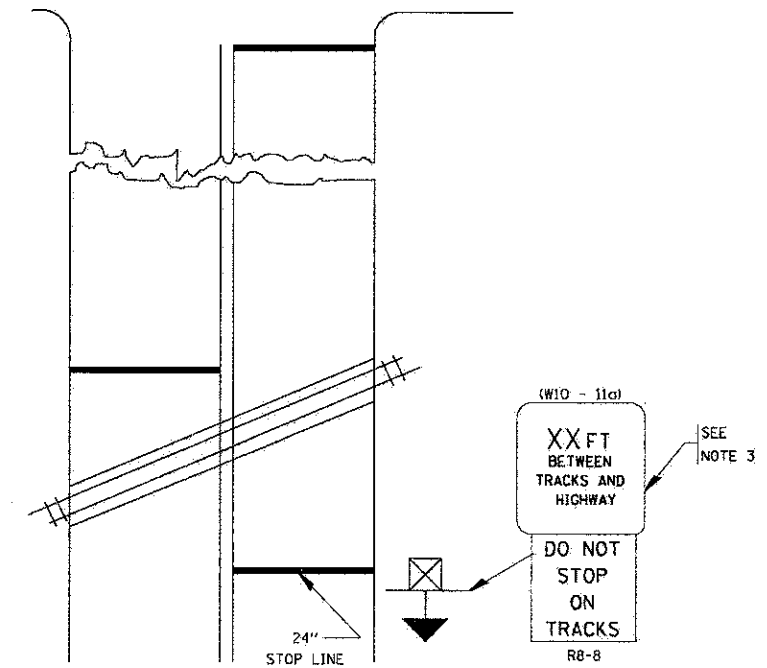
PLAN
N. T. S.

WITH NEAR-SIDE TRAFFIC SIGNALS
(SEE NOTE 1 & 2)



PLAN
N. T. S.

WITH NONSIGNALIZED INTERSECTION
81' (25 m) OR LESS TO CLOSEST RAIL

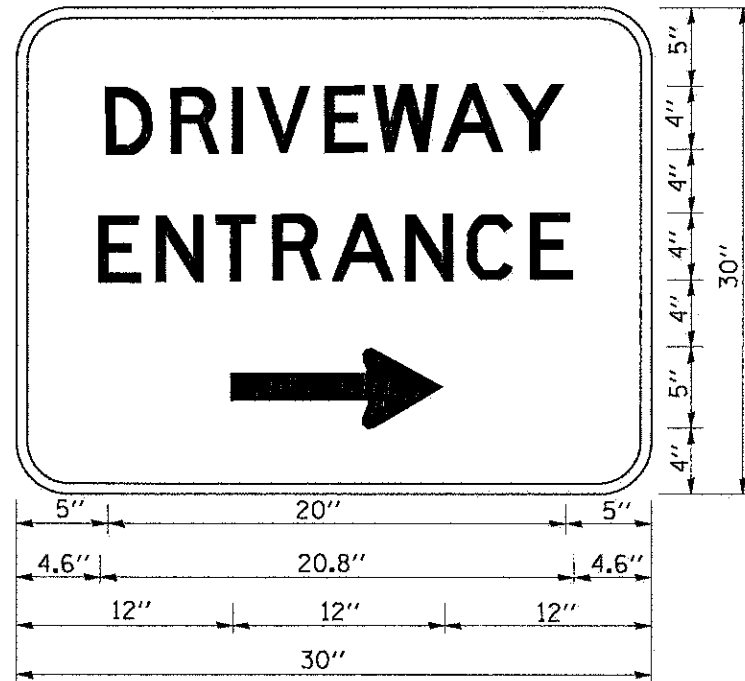


NOTES:

1. PAVEMENT MARKINGS TO BE INSTALLED ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
3. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6-FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - 02-25-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - 04-26-12					361	06-00214-18-RP	KANE	451	356
		CHECKED -	REVISED -		TC-23			CONTRACT NO. 63598				
		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME = W:\drststd\22x34\to26.dgn	USER NAME = goglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 60.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

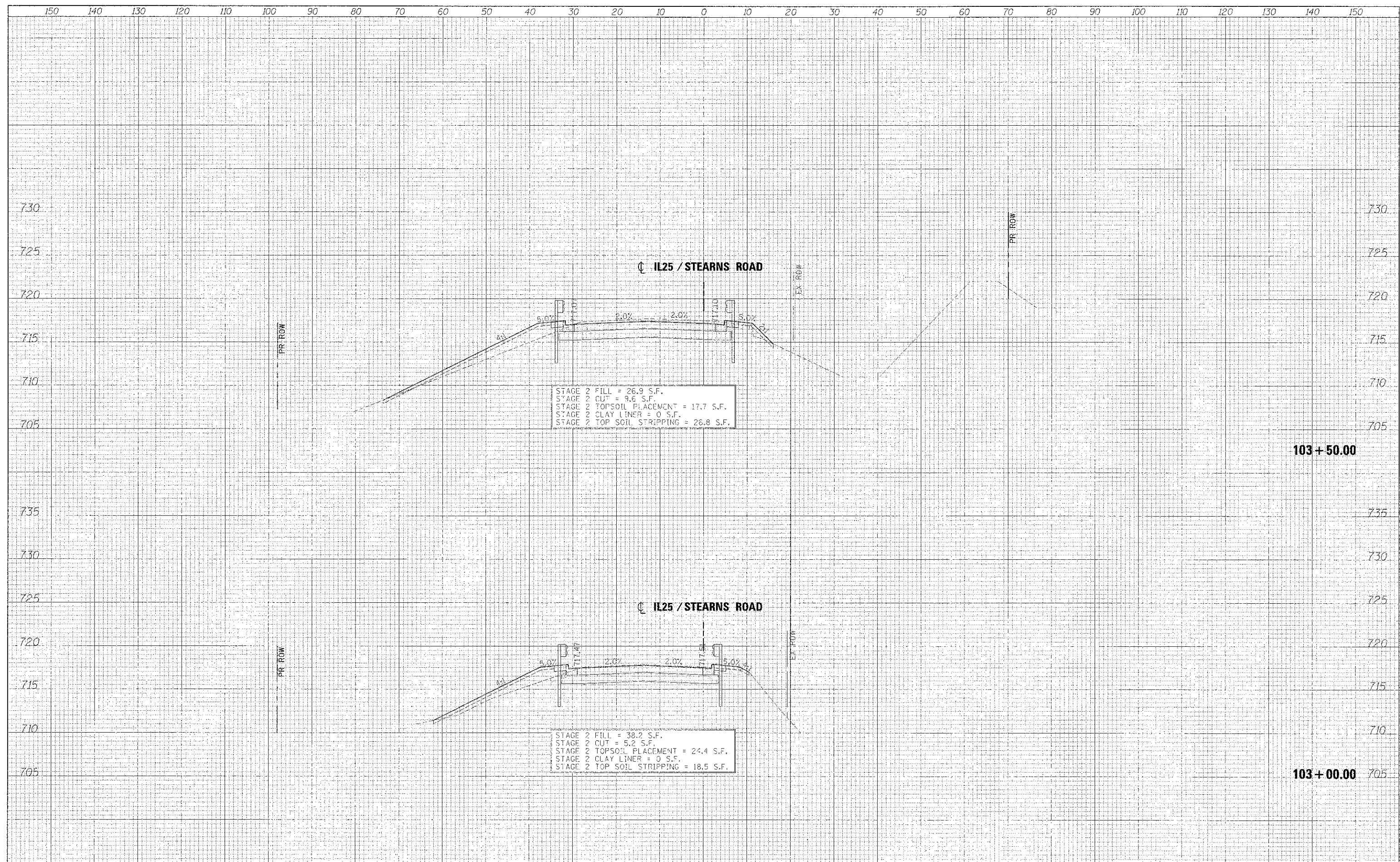
DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
36:	06-00214-18-RP	KANE	451	357
TC-26			CONTRACT NO. 63598	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
BY	
SCALE	
FORM	
SYMBOLS	
NOTES	
REVISIONS	
APPROVALS	

DATE	
BY	
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FORM	
SYMBOLS	
NOTES	
REVISIONS	
APPROVALS	



FILE NAME	DESIGNED - AFS	REVISED -
...\\163598-3\1L2551R0-sec.dgn	DRAWN - TMB	REVISED -
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PLT DATE = 1/17/2013	DATE - 01/18/2013	REVISED -



STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

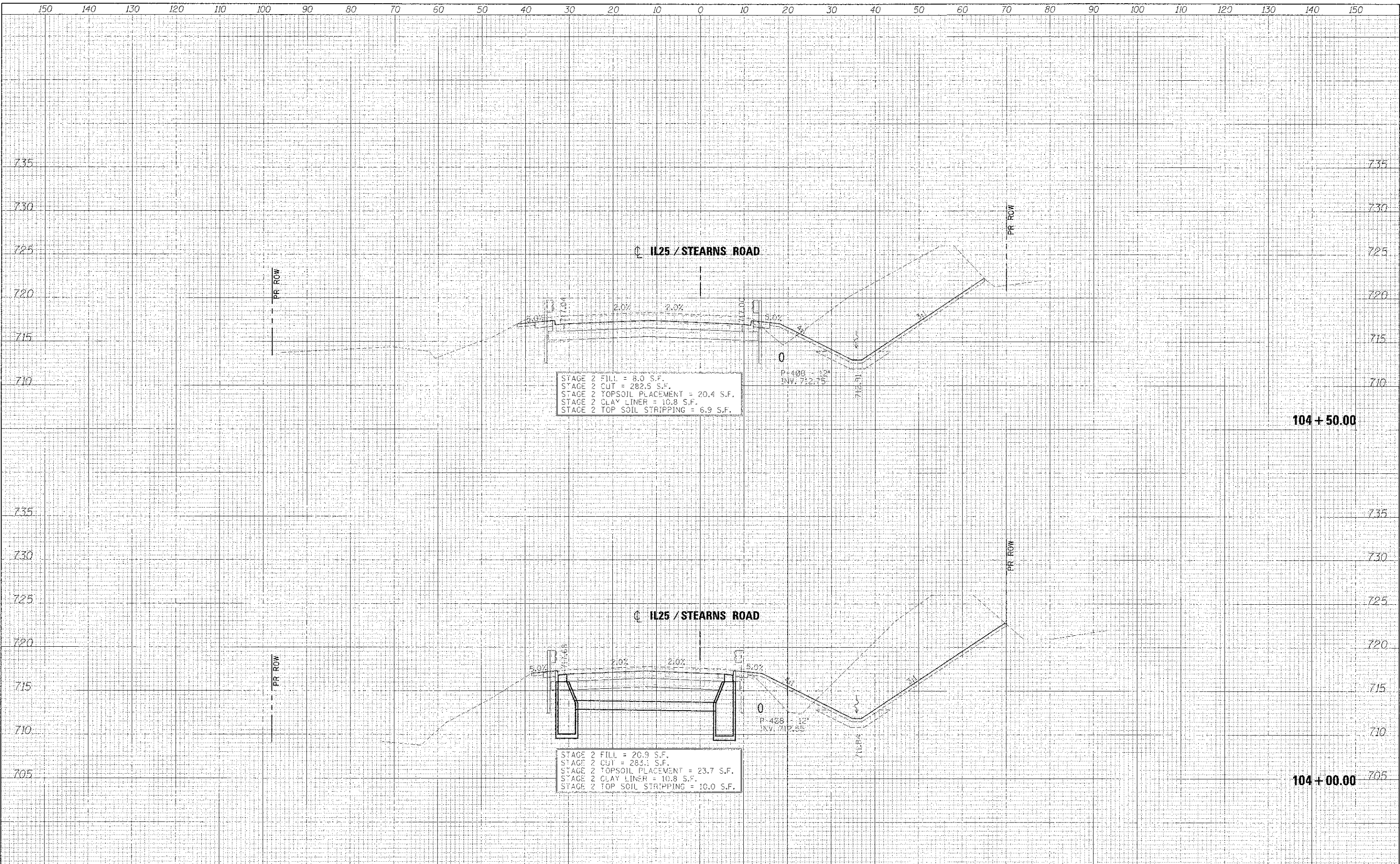
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 1 OF 43 SHEETS STA. 103+00.00 TO STA. 103+50.00

F.A.P. RTE. 361	SECTION 06-00214-18-RP	COUNTY KANE	TOTAL SHEET NO. 451	SHEET NO. 358
CONTRACT NO. 63598			ILLINOIS FED. AID PROJECT	

DATE	
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DRAWN	
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FILE NAME	
USER NAME	
PLOT DATE	

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USER NAME	
PLOT DATE	



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...NO:63598-34IL250TAS-xsec.dgn	DRAWN - TMB	REVISED -
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PLOT DATE = 1/17/2013	DATE - 01/18/2013	REVISED -



STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

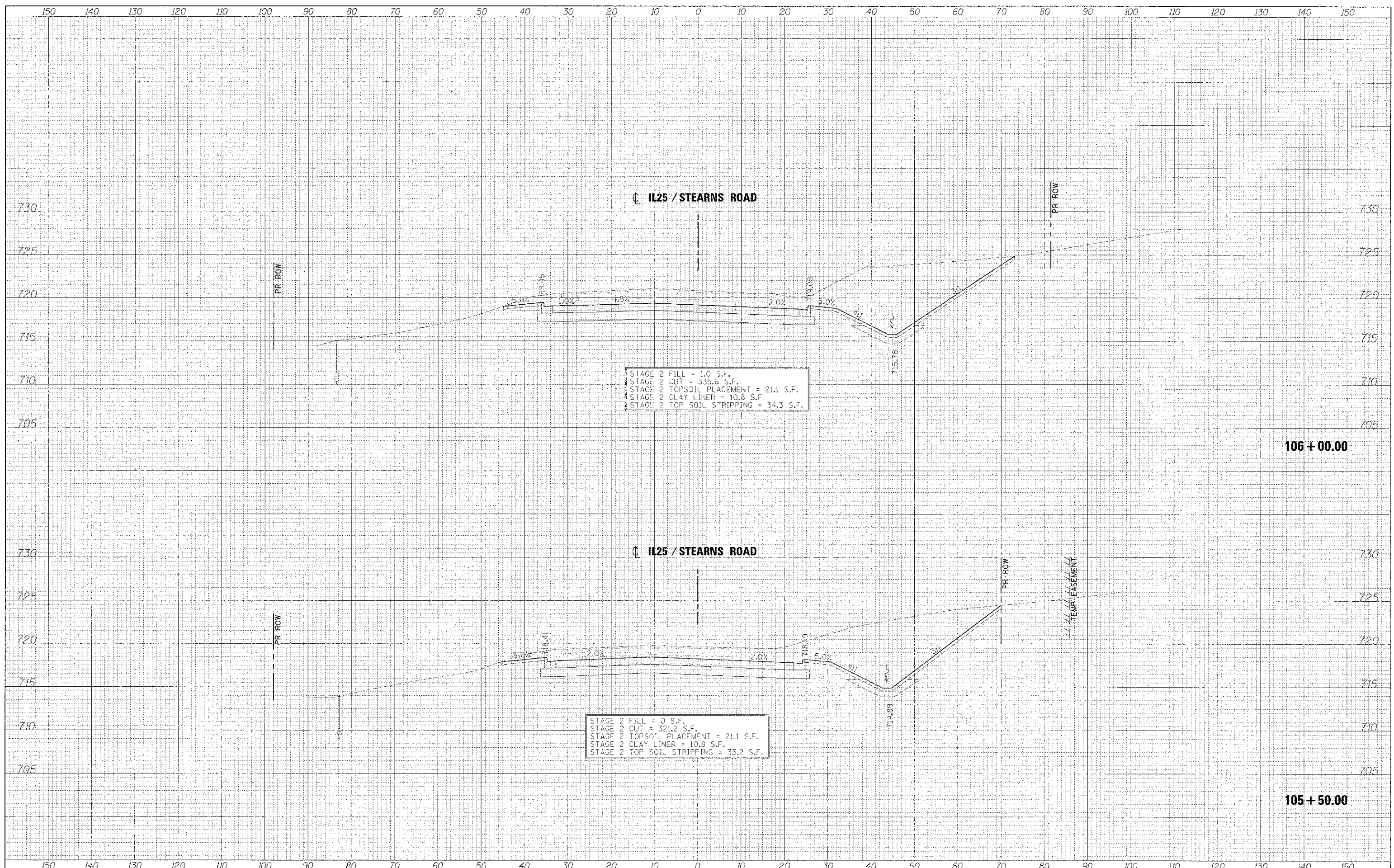
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=40', V 1"=5' SHEET NO. 2 OF 43 SHEETS STA. 104+00.00 TO STA. 104+50.00

F.A.P. RTE. 361	SECTION 06-00214-18-RP	COUNTY KANE	TOTAL SHEETS 451	SHEET NO. 359
			CONTRACT NO. 63598	
[ILLINOIS] FED. AID PROJECT				

DATE	BY
DESIGNED	AFS
DRAWN	TMS
CHECKED	JMM
DATE	01/18/2013

DATE	BY
DESIGNED	AFS
DRAWN	TMS
CHECKED	JMM
DATE	01/17/2013



IL25 / STEARNS ROAD

IL25 / STEARNS ROAD

STAGE 2 FILL = 1.0 S.F.
 STAGE 2 CUT = 335.6 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 21.1 S.F.
 STAGE 2 CLAY LINER = 10.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 34.3 S.F.

STAGE 2 FILL = 0 S.F.
 STAGE 2 CUT = 321.2 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 21.1 S.F.
 STAGE 2 CLAY LINER = 10.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 33.2 S.F.

106 + 00.00

105 + 50.00

FILE NAME	DESIGNED	AFS	REVISED	-
...\\NIG0398-34112551NS-xxcd.dgn	DRAWN	TMS	REVISED	-
USER NAME = 101ack	CHECKED	JMM	REVISED	-
PLOT DATE = 1/17/2013	DATE	01/18/2013	REVISED	-



STATE OF ILLINOIS
 DIVISION OF TRANSPORTATION

CROSS SECTIONS
 IL 25/STEARNS RD

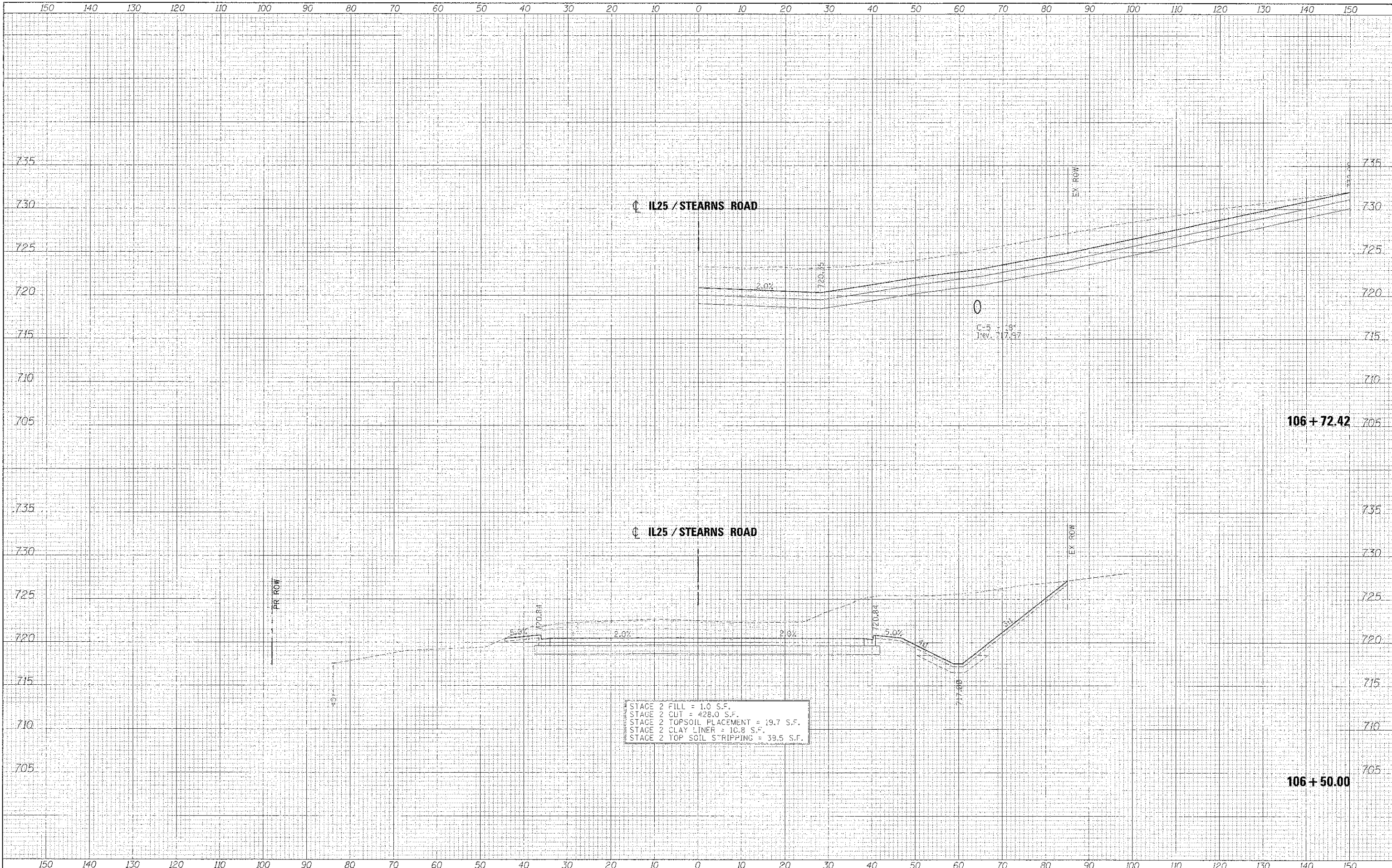
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
361	06-00214-18-RP	KANE	451 / 361
			CONTRACT NO. 63598

SCALE: 1"=10' V 1"=50' SHEET NO. 4 OF 43 SHEETS : STA. 105+50.00 TO STA. 106+00.00

ILLINOIS FED. AID PROJECT

FINC.	DATE
SURVEY	BY
FIELD	
NOTE BOOK	
AREAS CHECKED	
NO.	

ORIGNA.	DATE
STREET	BY
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



STAGE 2 FILL = 1.0 S.F.
 STAGE 2 CUT = 428.0 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 19.7 S.F.
 STAGE 2 CLAY LINER = 10.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 39.5 S.F.

FILE NAME ...01635196-042_285198-100.dgn	DESIGNED - AFS	REVISED -
USER NAME - tblack	DRAWN - TMB	REVISED -
PILOT DATE - 1/17/2013	CHECKED - JMM	REVISED -
	DATE - 01/18/2013	REVISED -



STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

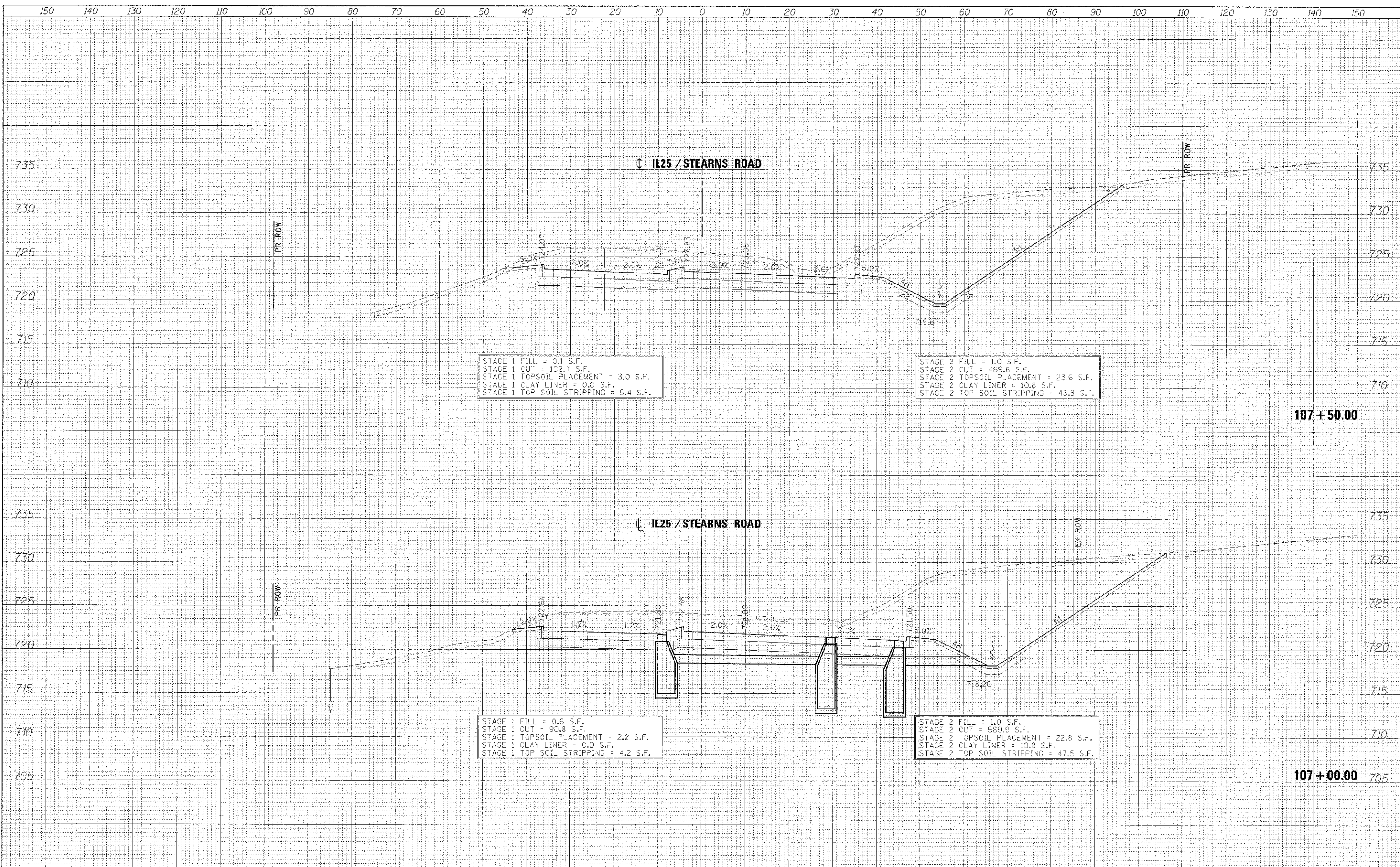
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10' V 1"=5' SHEET NO. 5 OF 43 SHEETS STA. 106+50.00 TO STA. 106+72.42

F.A.P. RITE. 361	SECTION 06-00214-1B-RP	COUNTY KANE	TOTAL SHEETS 451	SHEET NO. 362
				CONTRACT NO. 63598
ILLINOIS' FED. AID PROJECT				

DATE	
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REVISION	
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DATE	
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REVISION	
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DATE	
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REVISION	
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REVISION	
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REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	



STAGE 1 FILL = 0.1 S.F.
 STAGE 1 CUT = 102.7 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 3.0 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 5.4 S.F.

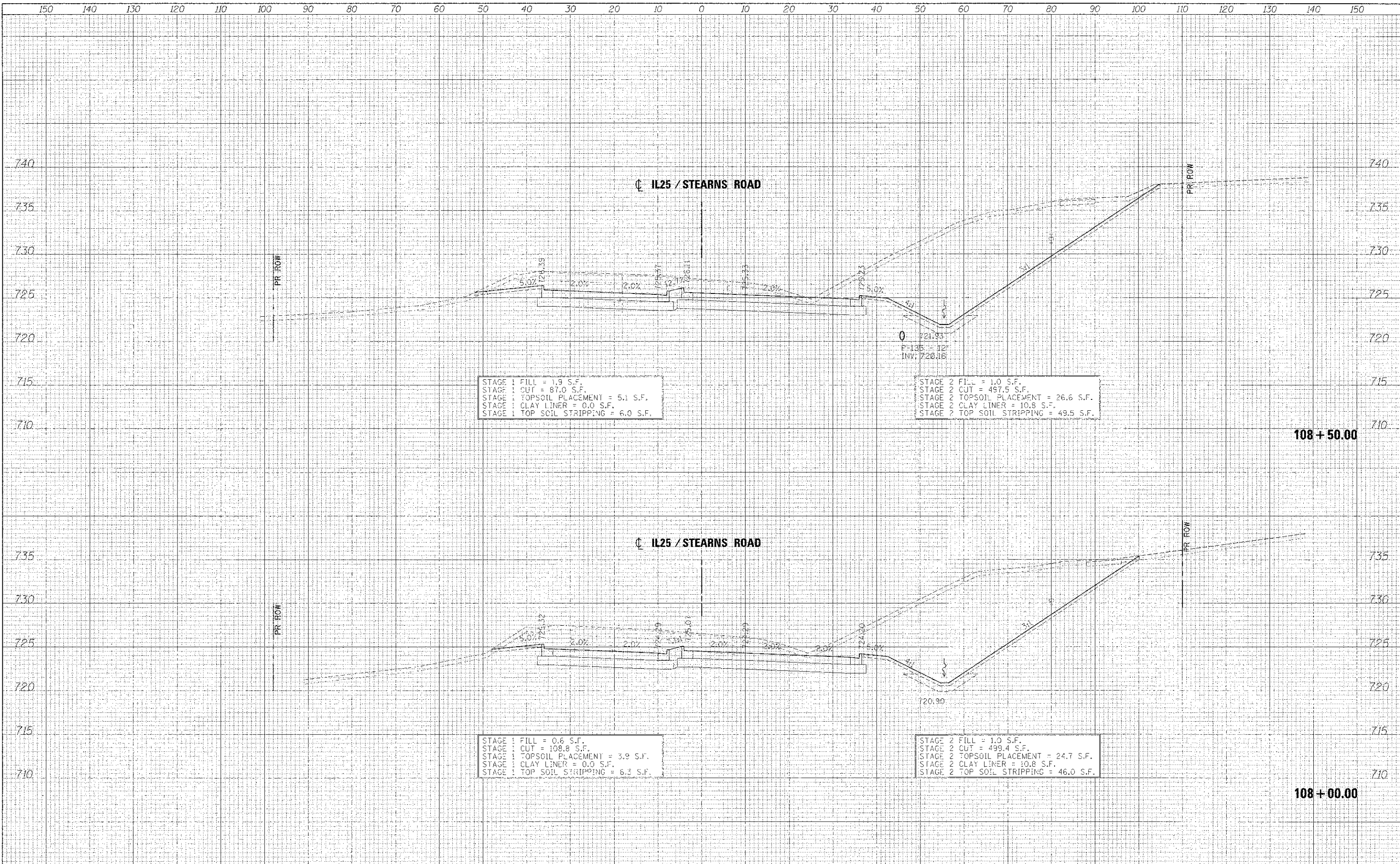
STAGE 2 FILL = 1.0 S.F.
 STAGE 2 CUT = 469.6 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 23.6 S.F.
 STAGE 2 CLAY LINER = 10.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 43.3 S.F.

STAGE 1 FILL = 0.6 S.F.
 STAGE 1 CUT = 90.8 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 2.2 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 4.2 S.F.

STAGE 2 FILL = 1.0 S.F.
 STAGE 2 CUT = 569.9 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 22.8 S.F.
 STAGE 2 CLAY LINER = 0.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 47.5 S.F.

DATE	
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FINAL SURVEY	
NOTE BOOK	
TEMPORARY	
AREAS CHECKED	

DATE	
BY	
DESIGNED	
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CHECKED	
DATE	



STAGE 1 FILL = 1.9 S.F.
 STAGE 1 CUT = 87.0 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 5.1 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 6.0 S.F.

STAGE 2 FILL = 1.0 S.F.
 STAGE 2 CUT = 497.5 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 26.6 S.F.
 STAGE 2 CLAY LINER = 10.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 49.5 S.F.

STAGE 1 FILL = 0.6 S.F.
 STAGE 1 CUT = 108.8 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 3.9 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 6.3 S.F.

STAGE 2 FILL = 1.0 S.F.
 STAGE 2 CUT = 499.4 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 24.7 S.F.
 STAGE 2 CLAY LINER = 10.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 46.0 S.F.

FILE NAME =	DESIGNED - AFS	REVISED
...ND163598-345L2557AS...xps.dgn	DRAWN - TWB	REVISED -
USER NAME = tblank	CHECKED - JMM	REVISED -
PLOT DATE = 1/17/2013	DATE - 01/18/2013	REVISED -



STATE OF ILLINOIS
 DIVISION OF TRANSPORTATION

CROSS SECTIONS
 IL 25/STEARNS RD

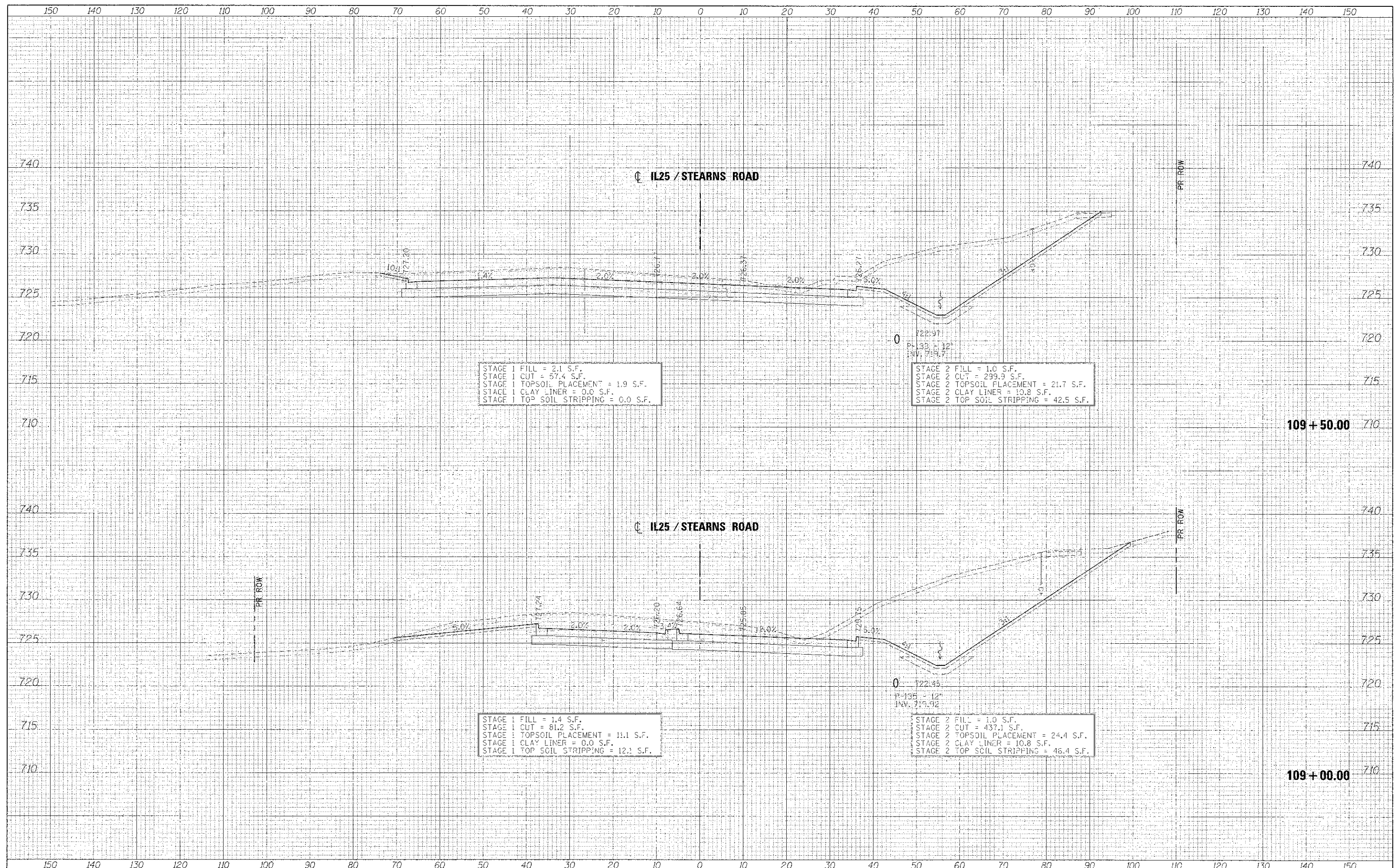
SCALE: H 1"=10' V 1"=5' SHEET NO. 7 OF 43 SHEETS STA. 108+00.00 TO STA. 108+50.00

F.A.P. FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	364
CONTRACT NO. 63598				

ILLINOIS FED. AID PROJECT

DATE	
BY	
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DRAWN	
CHECKED	
DATE	
REVISIONS	
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AREA'S CHECKED	
NOTES	
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DATE	
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DESIGNED	
DRAWN	
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DATE	
REVISIONS	
NO.	
AREA'S CHECKED	
NOTES	
NO.	



STAGE 1 FILL = 2.1 S.F.
 STAGE 1 CUT = 57.4 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 1.9 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 0.0 S.F.

STAGE 2 FILL = 1.0 S.F.
 STAGE 2 CUT = 299.9 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 21.7 S.F.
 STAGE 2 CLAY LINER = 10.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 42.5 S.F.

STAGE 1 FILL = 1.4 S.F.
 STAGE 1 CUT = 81.2 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 11.1 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 12.1 S.F.

STAGE 2 FILL = 1.0 S.F.
 STAGE 2 CUT = 437.1 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 24.4 S.F.
 STAGE 2 CLAY LINER = 10.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 46.4 S.F.

FILE NAME	DESIGNED - AFS	REVISED -
USER NAME	DRAWN - TMH	REVISED -
DATE	CHECKED - JMM	REVISED -
	DATE - 01/18/2013	REVISED -



STATE OF ILLINOIS
 DIVISION OF TRANSPORTATION

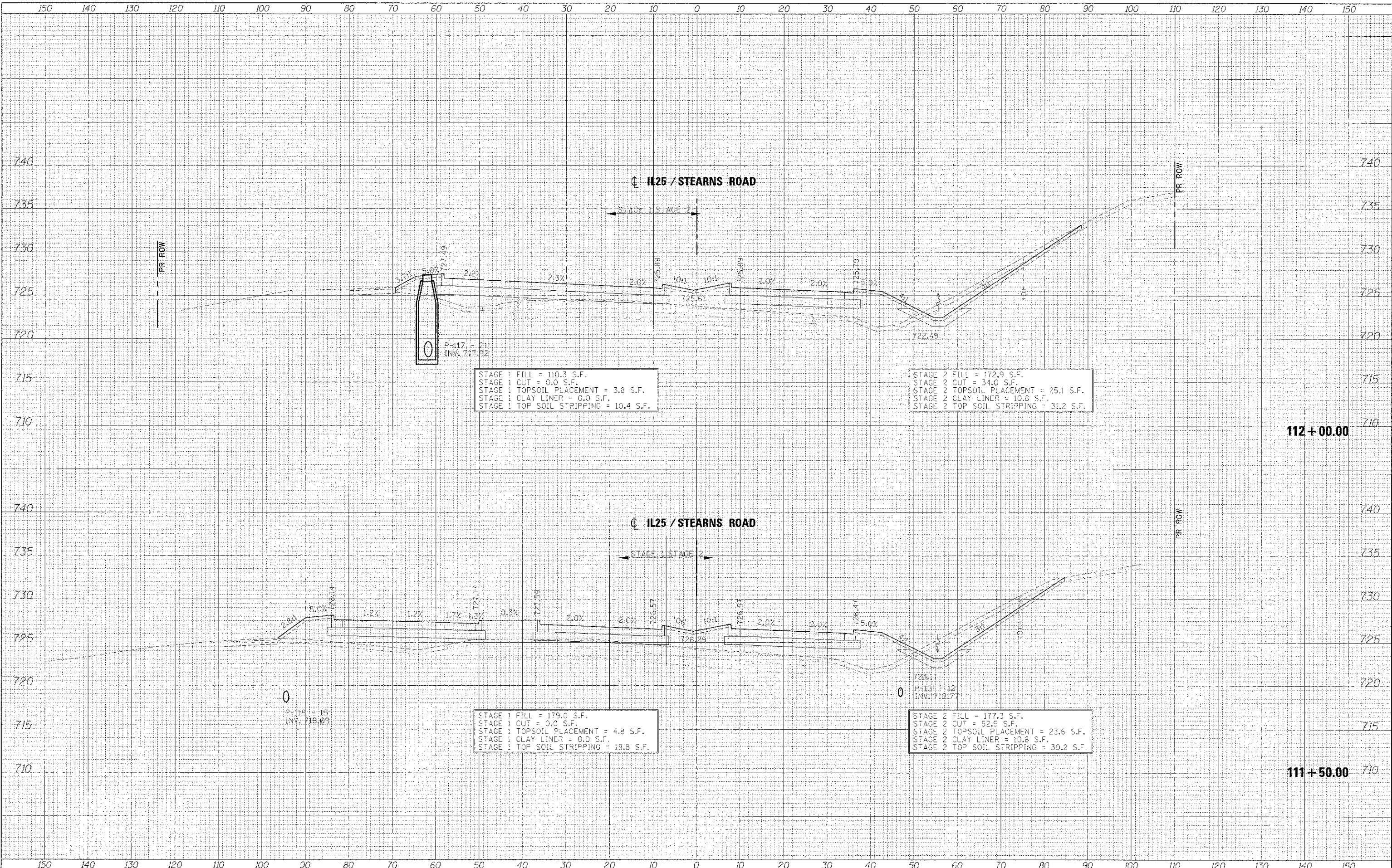
CROSS SECTIONS
 IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 8 OF 43 SHEETS STA. 109+00.00 TO STA. 109+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS, NO.
361	C6-00214-18-PP	KANE	451 365
			CONTRACT NO. 63598
ILLINOIS FED. AID PROJECT			

DATE	
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DESIGNED	
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FILE NAME	
USER NAME	
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USER NAME	
PLOT DATE	



FILE NAME	DESIGNED	REVIS
...D:\63598-3A-2857AS-ecad.dgn	AFS	
USER NAME	DRAWN	REVIS
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PLOT DATE	CHECKED	REVIS
1/17/2013	JMM	
	DATE	REVIS
	01/18/2013	



STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

CROSS SECTIONS
IL 25/STEARNS RD

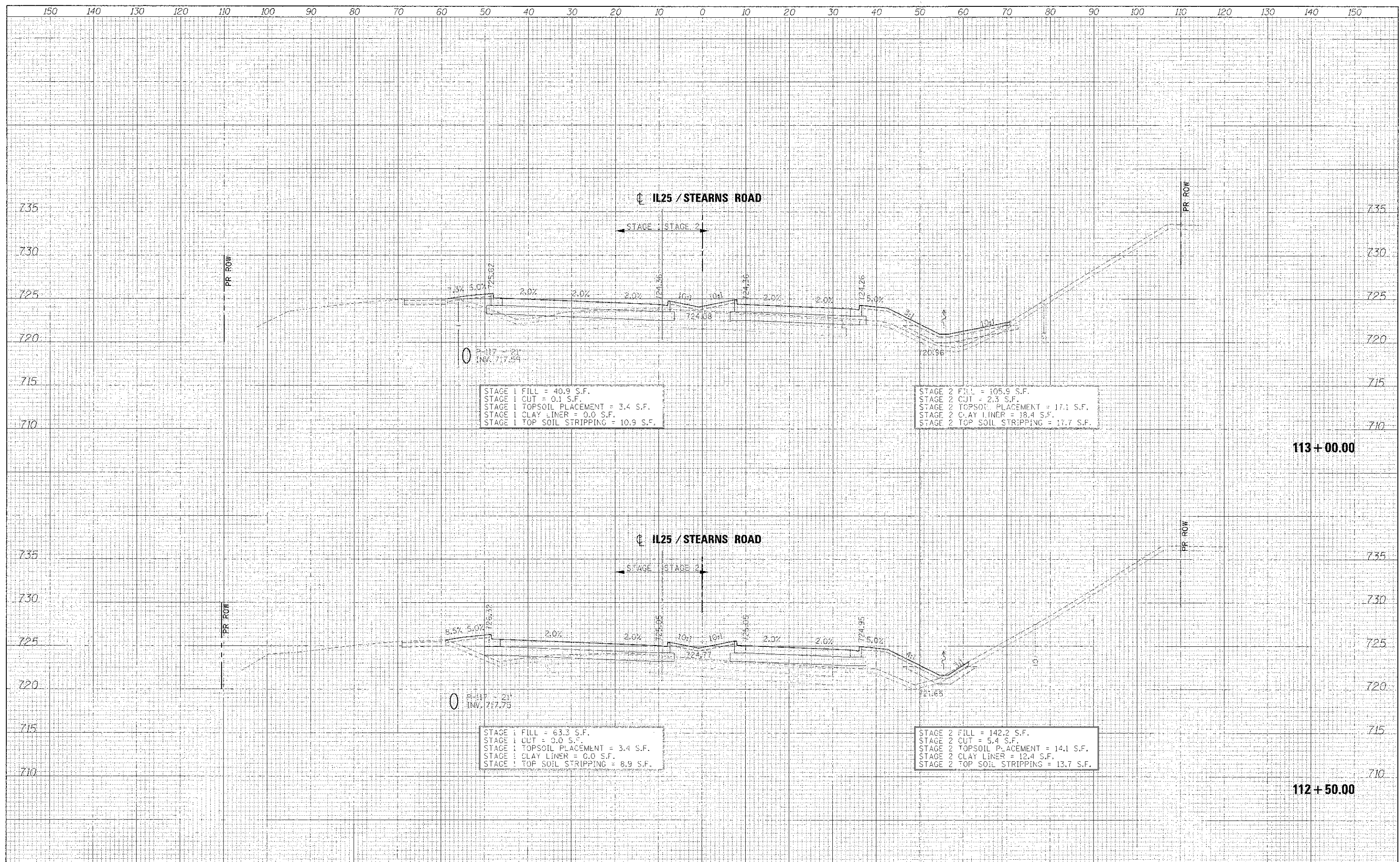
SCALE: H 1"=10', V 1"=5' SHEET NO. 9 OF 43 SHEETS STA. 111+50.00 TO STA. 112+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	366
CONTRACT NO. 63598				

ILLINOIS FED. AID PROJECT

DATE	
BY	
PROJECT	
NO. OF SHEETS	
NO. OF SHEETS CHECKED	
NO. OF SHEETS REVISIONS	
NO. OF SHEETS APPROVED	

DATE	
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PROJECT	
NO. OF SHEETS	
NO. OF SHEETS CHECKED	
NO. OF SHEETS REVISIONS	
NO. OF SHEETS APPROVED	



FILE NAME =	DESIGNED - AFS	REVISED -
...NO:63598 34IL25STNS-xsep.dgn	DRAWN - TMB	REVISED -
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PLT DATE = 1/17/2013	DATE - 01/18/2013	REVISED -



STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

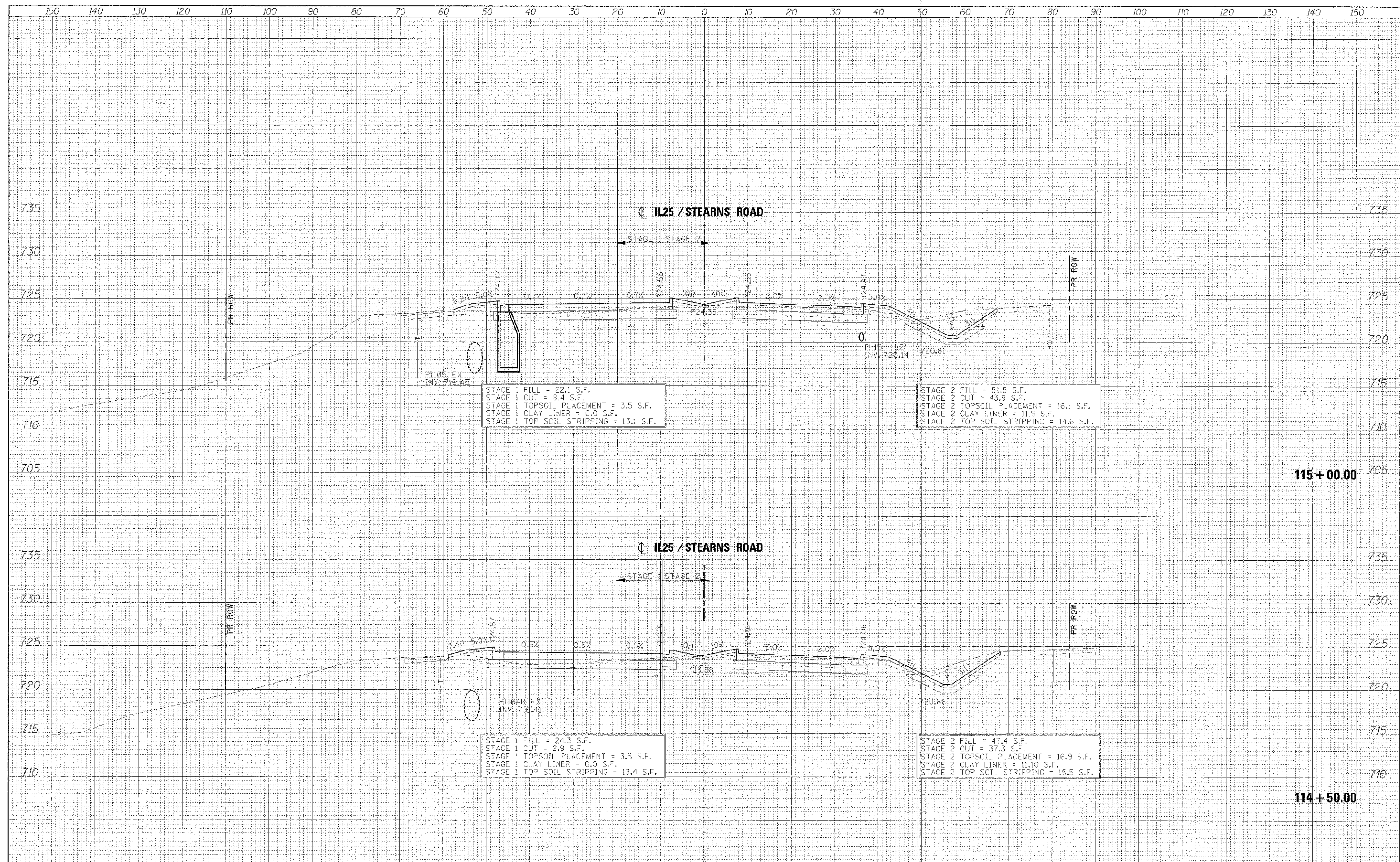
CROSS SECTIONS
IL 25/STEARNS RD

P.A.P. RITE.	SECTION	COUNTY	TOTAL SHEET NO.
361	06-00214-18-RF	KANE	452
			SHEETS NO. 367
			CONTRACT NO. 63598
TEL: (618) 233-1100 PROJECT			

SCALE: H=1"=10', V=1"=5' SHEET NO. 10 OF 43 SHEETS STA. 112+50.00 TO STA. 113+00.00

DATE	
BY	
SUPPLEMENT	
NO. SURVEY	
TEMPLATE	
NOTE BOOK	
AREAS	
AREAS CHECKED	
NO.	

DATE	
BY	
SUPPLEMENT	
NO. SURVEY	
TEMPLATE	
NOTE BOOK	
AREAS	
AREAS CHECKED	
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FILE NAME =	DESIGNED - AFS	REVISED -
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PLT DATE = 1/11/2013	DATE - 01/18/2013	REVISED



STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

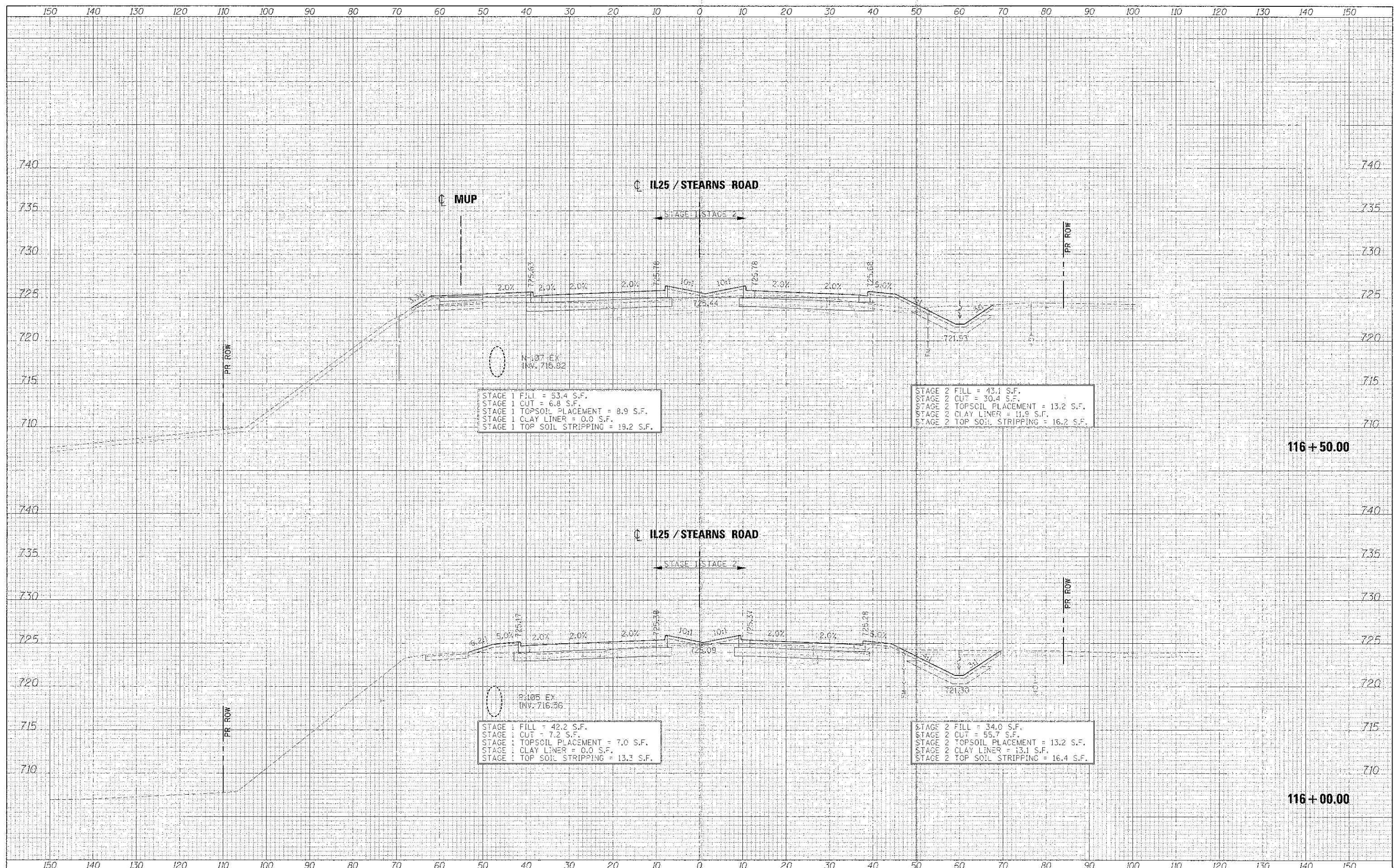
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 12 OF 43 SHEETS STA. 114+50.00 TO STA. 115+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	XANE	451	369
				CONTRACT NO. 63598
[ILLINOIS] FED. AID PROJECT				

DATE	
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DATE	
FILE NAME	
USER NAME	
PLOT DATE	
PROJECT	
SECTION	
COUNTY	
TOTAL SHEETS	
SHEET NO.	
CONTRACT NO.	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
FILE NAME	
USER NAME	
PLOT DATE	
PROJECT	
SECTION	
COUNTY	
TOTAL SHEETS	
SHEET NO.	
CONTRACT NO.	



STAGE 1 FILL = 53.4 S.F.
 STAGE 1 CUT = 6.8 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 8.9 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 19.2 S.F.

STAGE 2 FILL = 43.1 S.F.
 STAGE 2 CUT = 30.4 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 13.2 S.F.
 STAGE 2 CLAY LINER = 11.9 S.F.
 STAGE 2 TOP SOIL STRIPPING = 16.2 S.F.

STAGE 1 FILL = 42.2 S.F.
 STAGE 1 CUT = 7.2 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 7.0 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 13.3 S.F.

STAGE 2 FILL = 34.0 S.F.
 STAGE 2 CUT = 55.7 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 13.2 S.F.
 STAGE 2 CLAY LINER = 13.1 S.F.
 STAGE 2 TOP SOIL STRIPPING = 16.4 S.F.

FILE NAME	DESIGNED - AFS	REVISED -
... \1\63598-3\IL25STAS-reso.ctb	DRAWN - TMB	REVISED -
USER NAME - tbank	CHECKED - JMM	REVISED -
PLOT DATE - 1/17/2013	DATE - 01/18/2013	REVISED -



STATE OF ILLINOIS
 DIVISION OF TRANSPORTATION

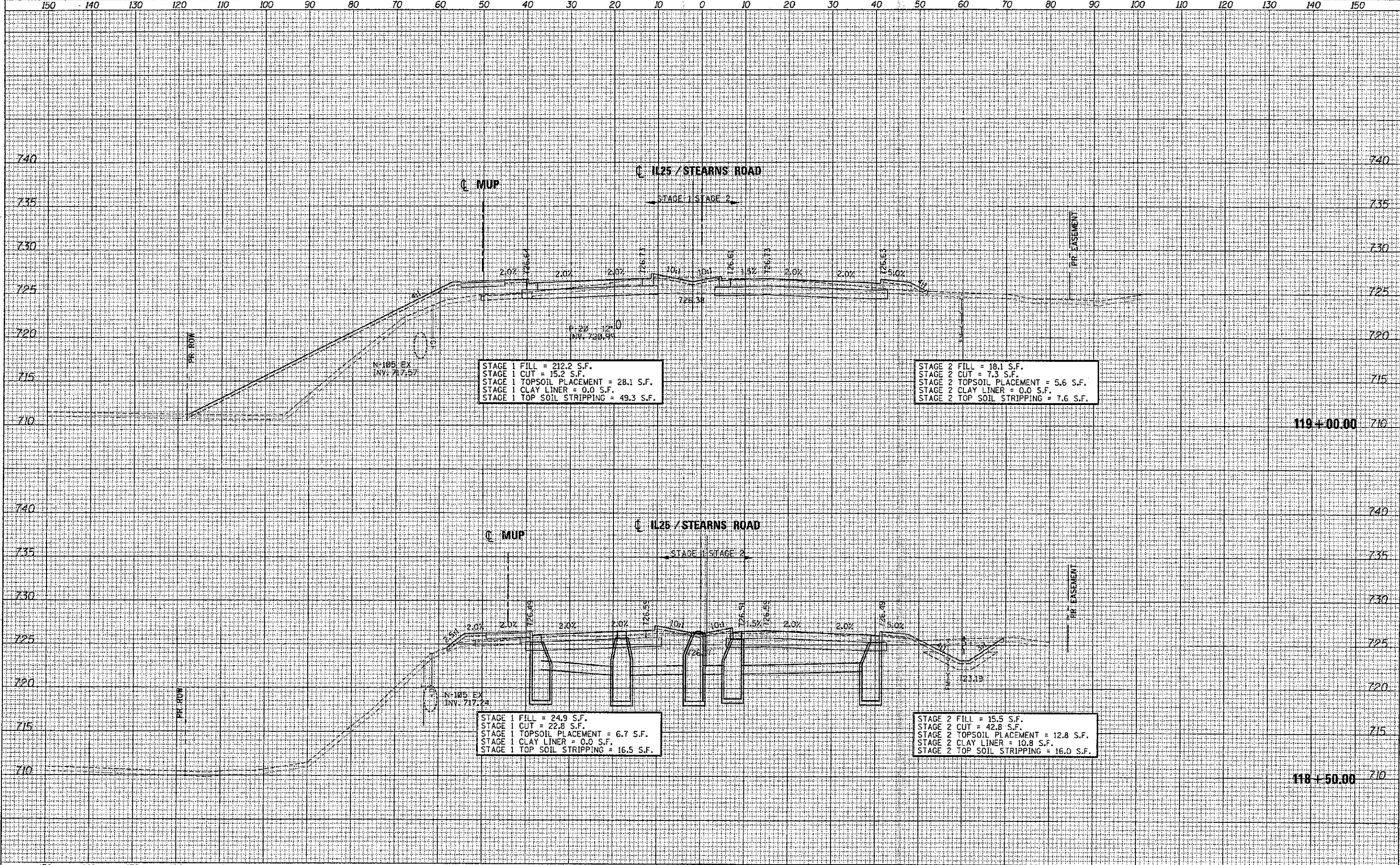
CROSS SECTIONS
 IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 14 OF 43 SHEETS STA. 116+00.00 TO STA. 116+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	371
CONTRACT NO. 63598			ILLINOIS FED. AID PROJECT	

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	

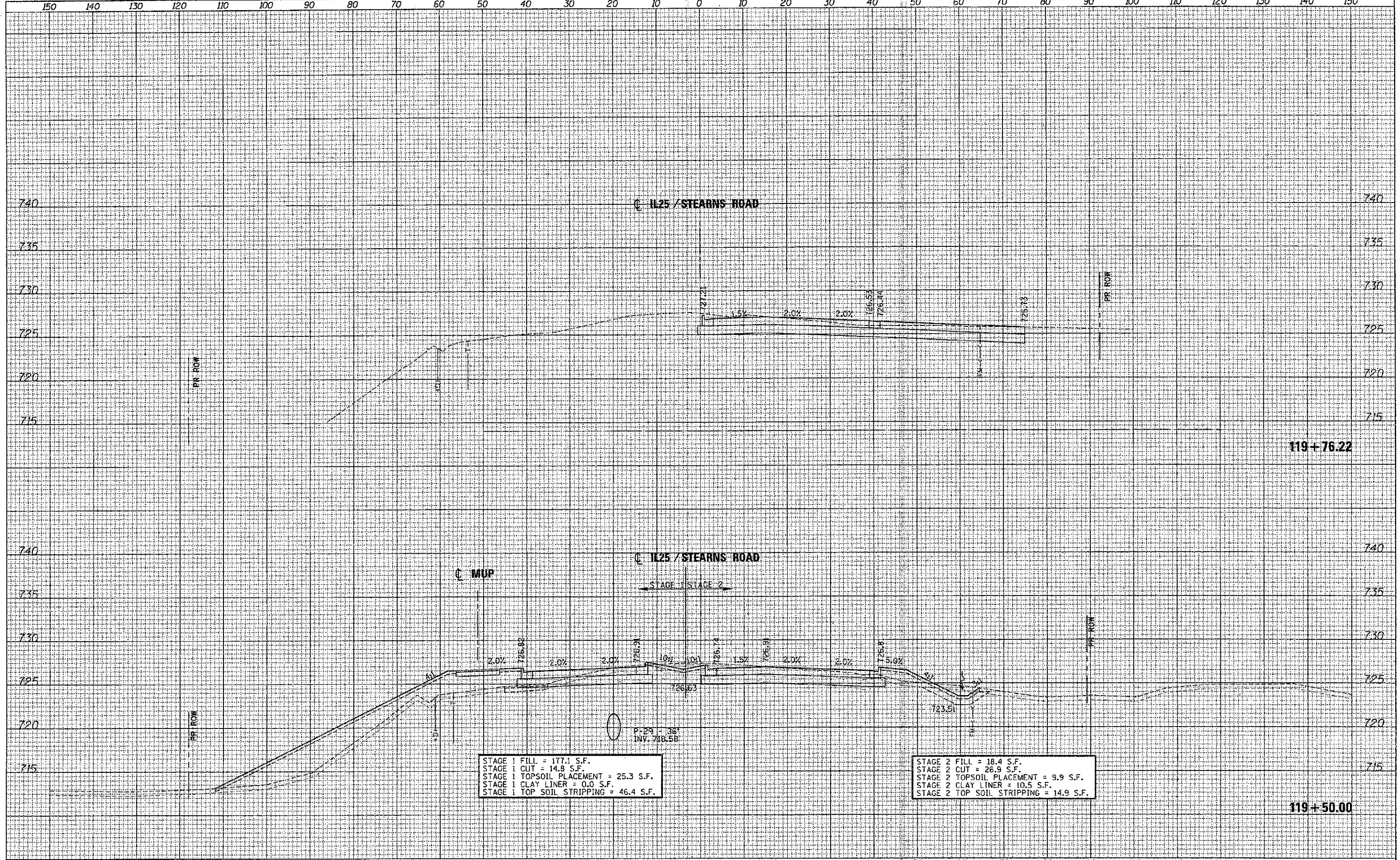


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USER NAME = tblank	DRAWN - TMB	REVISED -				361	06-00214-18-RP	KANE	451	373
PLDT DATE = 1/17/2013	CHECKED - JMM	REVISED -				CONTRACT NO. 63598				
DATE = 01/18/2013	REVISED -	ILLINOIS FED. AID PROJECT								

SCALE: H 1"=10', V 1"=5' SHEET NO. 16 OF 43 SHEETS STA. 118+50.00 TO STA. 119+00.00

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

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

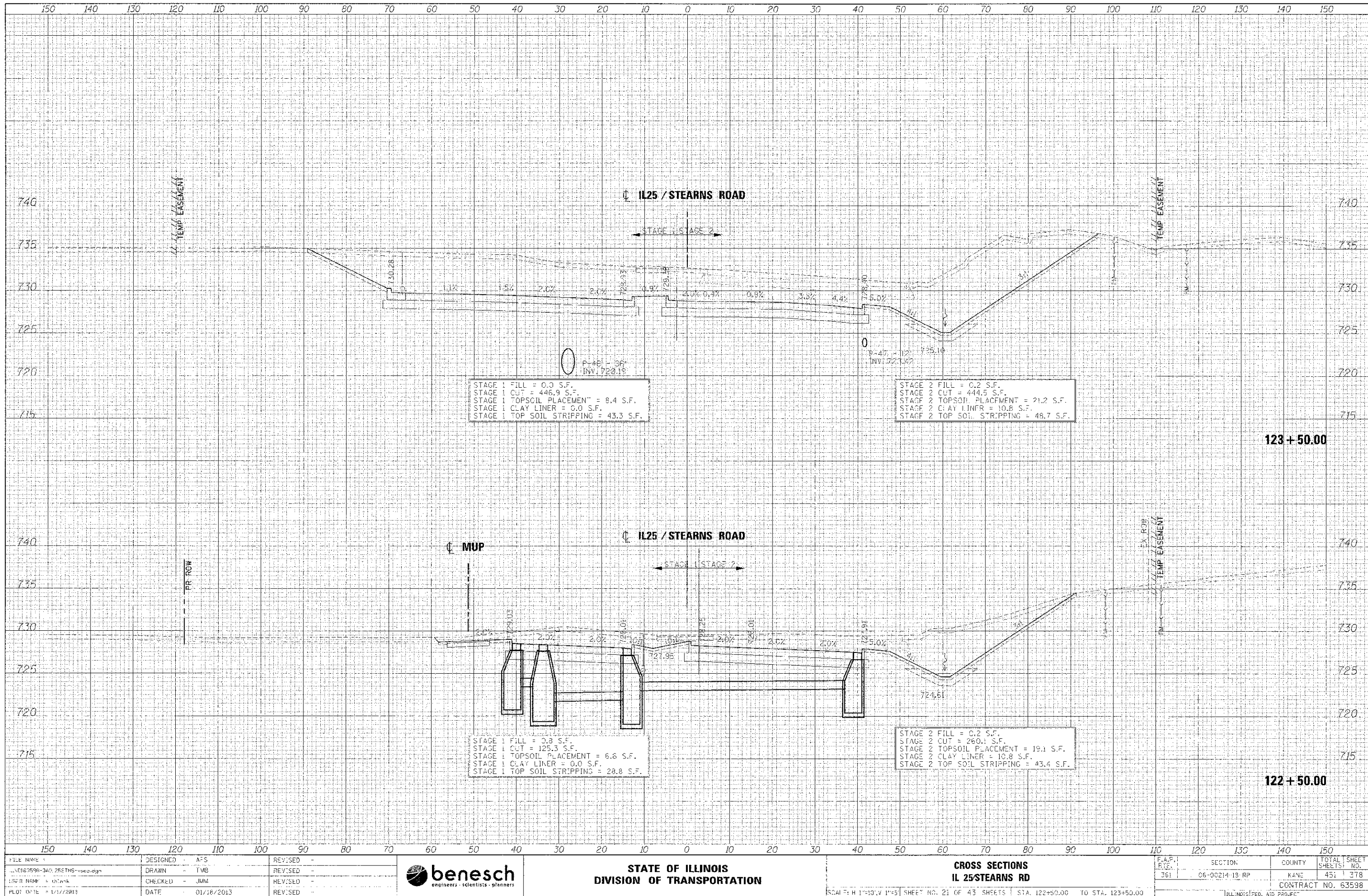


STAGE 1 FILL = 177.1 S.F.
 STAGE 1 CUT = 14.8 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 25.3 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 46.4 S.F.

STAGE 2 FILL = 18.4 S.F.
 STAGE 2 CUT = 26.9 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 9.9 S.F.
 STAGE 2 CLAY LINER = 10.5 S.F.
 STAGE 2 TOP SOIL STRIPPING = 14.9 S.F.

FILE NAME = ... \D163598-3A1L255TNS-rsec.dgn	DESIGNED - AFS	REVISED -		STATE OF ILLINOIS DIVISION OF TRANSPORTATION		CROSS SECTIONS IL 25/STEARNS RD		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = tblank	DRAWN - TMB	REVISED -						361	06-00214-18-RP	KANE	451	374
PLOT DATE = 1/17/2013	CHECKED - JMM	REVISED -						CONTRACT NO. 63598				
DATE - 01/18/2013	DATE - 01/18/2013	REVISED -						ILLINOIS FED. AID PROJECT				

SCALE: H 1"=10', V 1"=5' SHEET NO. 17 OF 43 SHEETS STA. 119+50.00 TO STA. 119+76.22



STAGE 1 FILL = 0.3 S.F.
 STAGE 1 CUT = 446.9 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 8.4 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 43.3 S.F.

STAGE 2 FILL = 0.2 S.F.
 STAGE 2 CUT = 444.5 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 21.2 S.F.
 STAGE 2 CLAY LINER = 10.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 48.7 S.F.

STAGE 1 FILL = 0.8 S.F.
 STAGE 1 CUT = 125.3 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 6.6 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 28.8 S.F.

STAGE 2 FILL = 0.2 S.F.
 STAGE 2 CUT = 260.1 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 19.1 S.F.
 STAGE 2 CLAY LINER = 10.8 S.F.
 STAGE 2 TOP SOIL STRIPPING = 43.4 S.F.

DATE: 01/17/2013
 BY: JMM
 CHECKED: JMM
 DESIGNED: AFS
 DRAWN: TMB
 FILE NAME: ...D:\63598-341\262181-1.dgn
 PLOT DATE: 1/17/2013

DATE: 01/17/2013
 BY: JMM
 CHECKED: JMM
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 PLOT DATE: 1/17/2013



STATE OF ILLINOIS
 DIVISION OF TRANSPORTATION

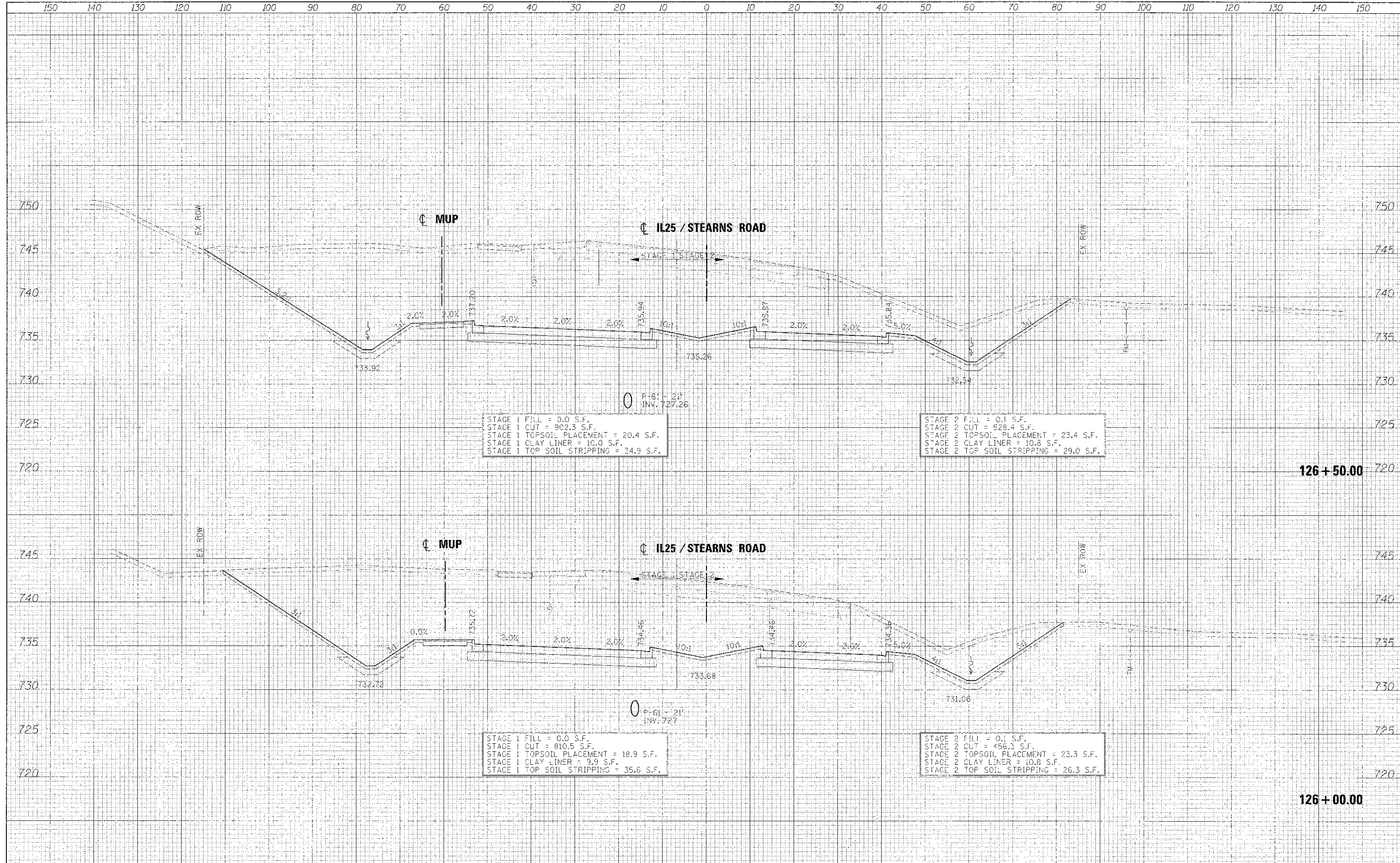
CROSS SECTIONS
 IL 25/STEARNS RD

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
06-00214-18-RP	KANE	45	378
CONTRACT NO. 63598		ILLINOIS FED. AID PROJECT	

SCALE: H 1"=10' V 1"=4' SHEET NO. 21 OF 43 SHEETS STA. 122+50.00 TO STA. 123+50.00

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PLT DATE = 1/17/2013	DATE - 01/18/2013	REVISED

benesch
engineers • scientists • planners

STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

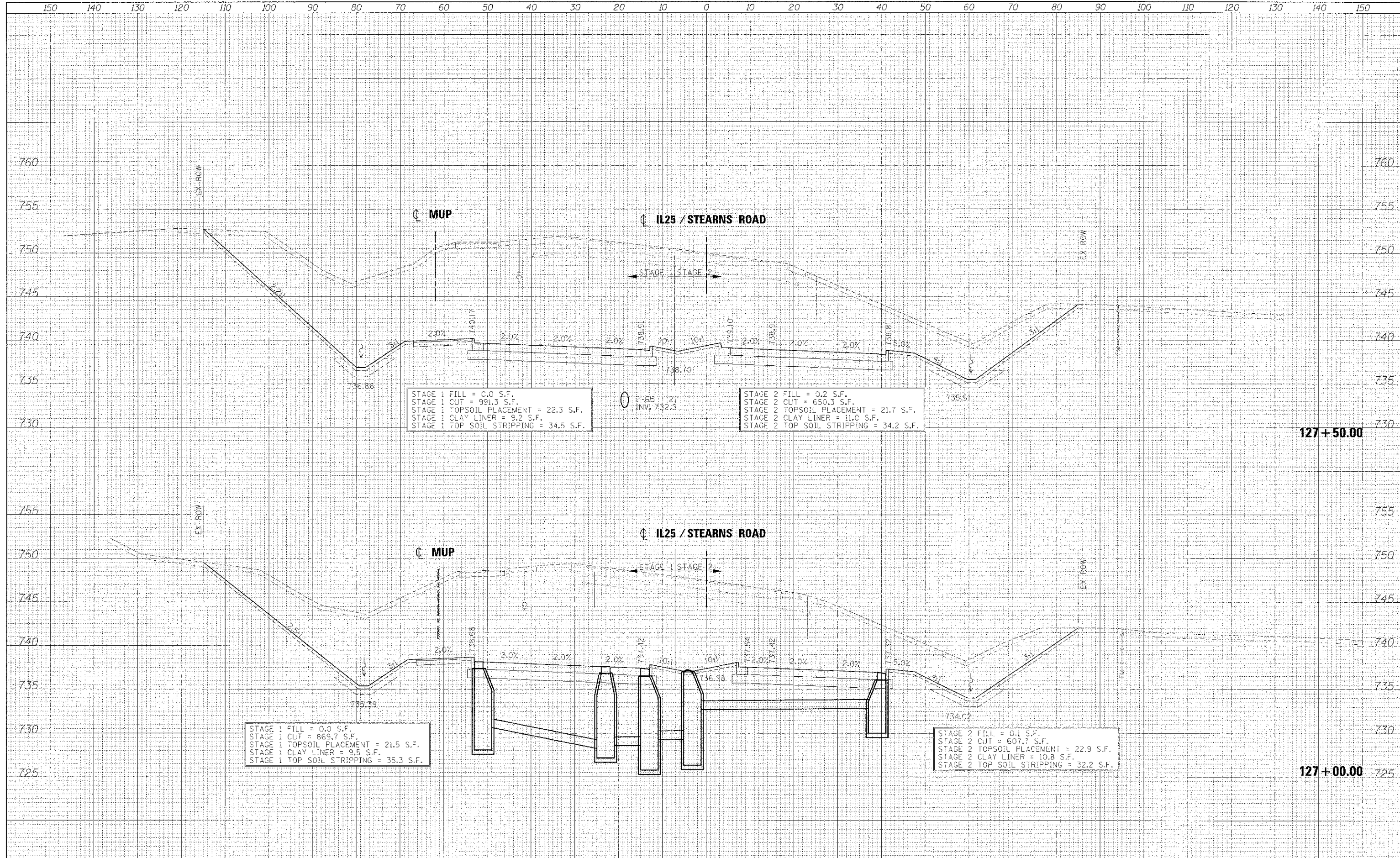
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 24 OF 43 SHEETS STA. 126+00.00 TO STA. 126+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
361	06-00214-18-RP	KANE	451 / 381
			CONTRACT NO. 63598
ILLINOIS FED. AID PROJECT			

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USER NAME = tmlans	CHECKED - JMM	REVISED -
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STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

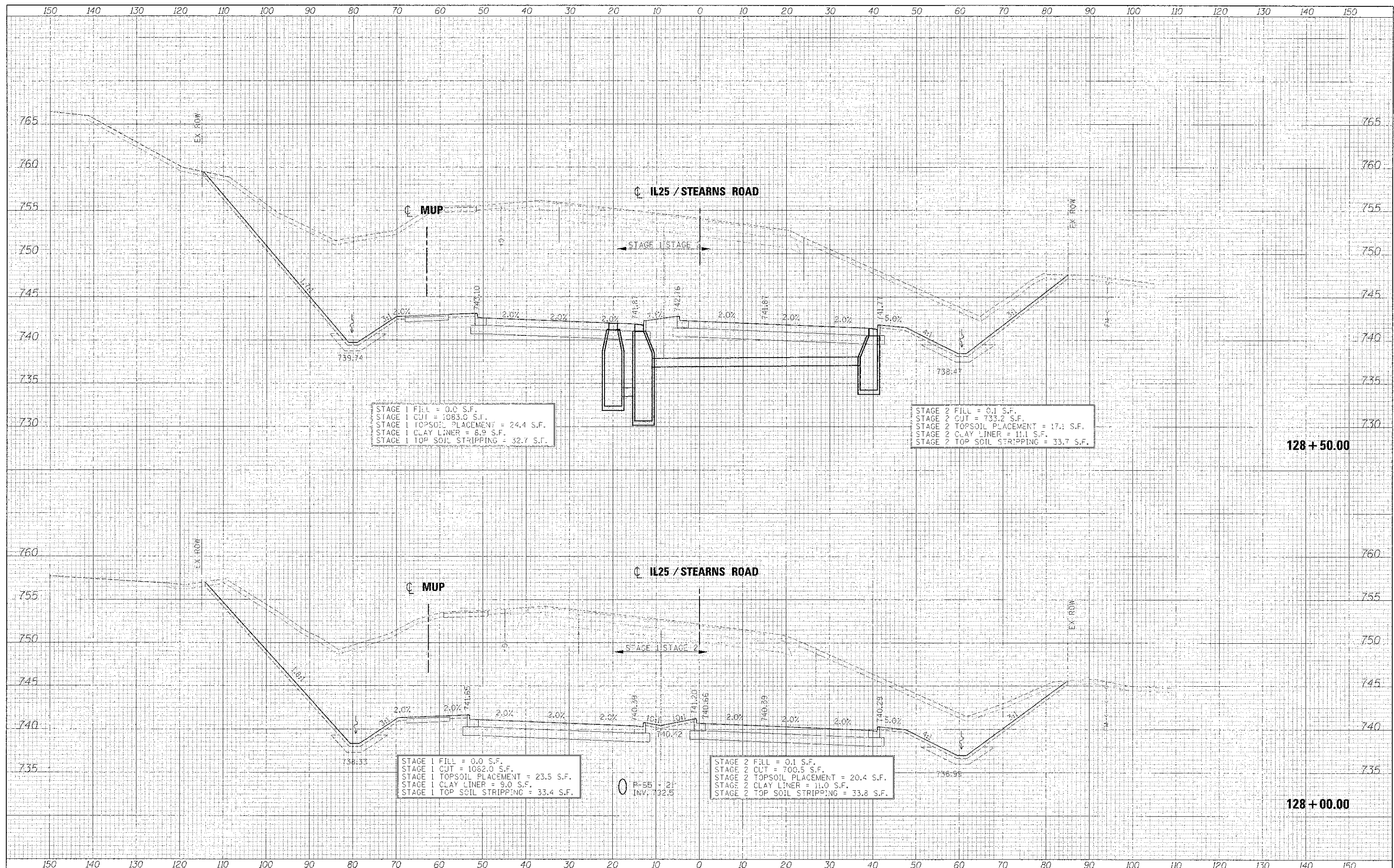
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 25 OF 43 SHEETS STA. 127+00.00 TO STA. 127+50.00

F.A.P. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	45	382
CONTRACT NO. 63598			ILLINOIS FED. AID PROJECT	

DATE	5/1/13
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DRAWN	TMB
CHECKED	JMM
DATE	01/18/2013

DATE	5/1/13
DESIGNED	AFS
DRAWN	TMB
CHECKED	JMM
DATE	01/18/2013



STAGE 1 FILL = 0.0 S.F.
 STAGE 1 CUT = 1083.0 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 24.4 S.F.
 STAGE 1 CLAY LINER = 8.9 S.F.
 STAGE 1 TOP SOIL STRIPPING = 32.7 S.F.

STAGE 2 FILL = 0.1 S.F.
 STAGE 2 CUT = 733.2 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 17.1 S.F.
 STAGE 2 CLAY LINER = 11.1 S.F.
 STAGE 2 TOP SOIL STRIPPING = 33.7 S.F.

STAGE 1 FILL = 0.0 S.F.
 STAGE 1 CUT = 1062.0 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 23.5 S.F.
 STAGE 1 CLAY LINER = 9.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 33.4 S.F.

STAGE 2 FILL = 0.1 S.F.
 STAGE 2 CUT = 700.5 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 20.4 S.F.
 STAGE 2 CLAY LINER = 11.0 S.F.
 STAGE 2 TOP SOIL STRIPPING = 33.8 S.F.

FILE NAME	DESIGNED - AFS	REVISED
...N1163598-341.253745-ras.dgn	DRAWN - TMB	REVISED
USER NAME - rslava	CHECKED - JMM	REVISED
PLT DATE - 1/17/2013	DATE - 01/18/2013	REVISED



STATE OF ILLINOIS
 DIVISION OF TRANSPORTATION

CROSS SECTIONS
 IL 25/STEARNS RD

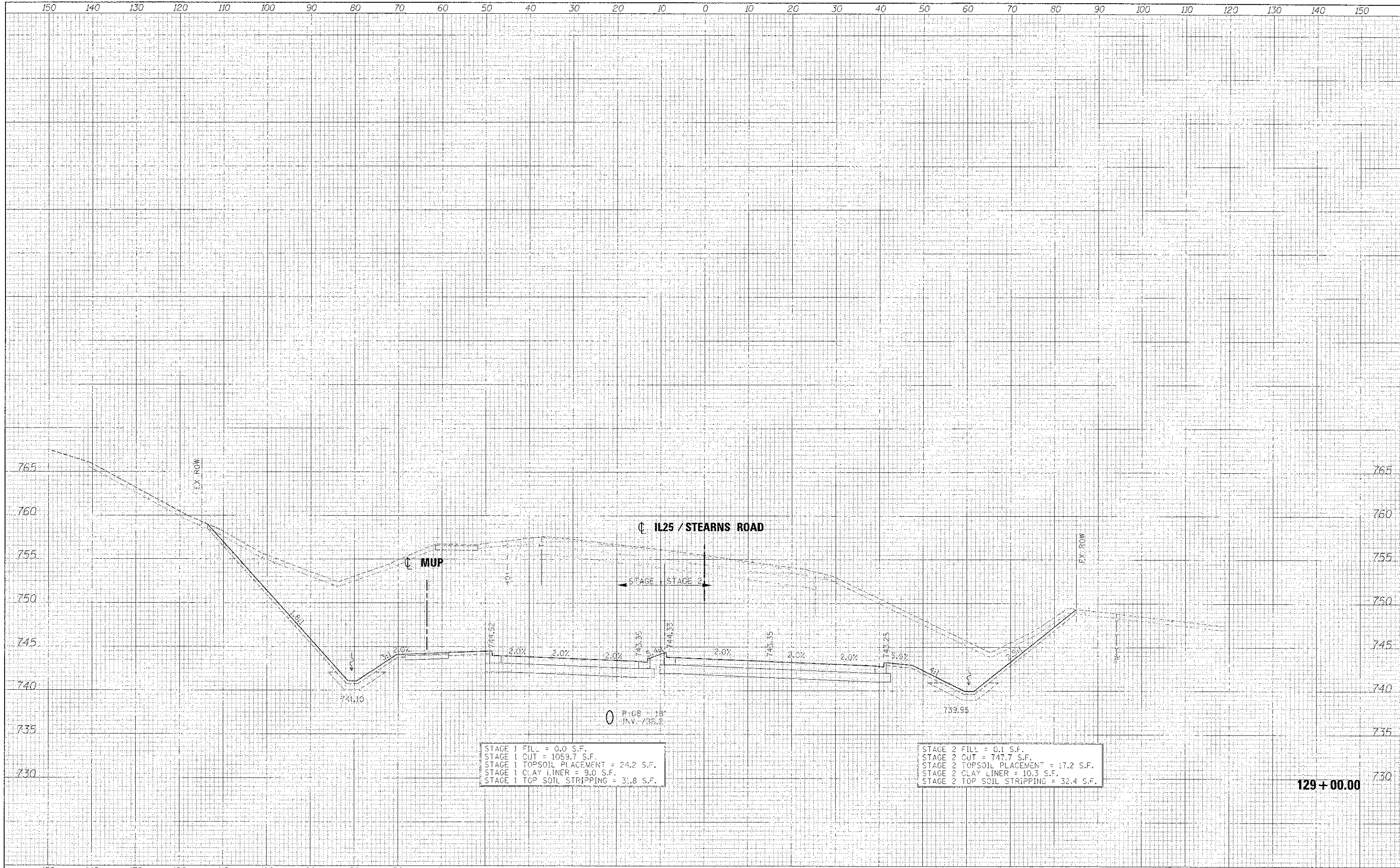
SCALE: H 1"=10', V 1"=5' SHEET NO. 26 OF 43 SHEETS STA. 128+00.00 TO STA. 128+50.00

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEET NO.
361	06-00214-16-RP	KANE	451 383
			CONTRACT NO. 63598

ILLINOIS FED. AID PROJECT

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DATE	01/18/2015	REVISION

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CHECKED	JMM	REVISION
DATE	01/18/2015	REVISION



STAGE 1 FILL = 0.0 S.F.
 STAGE 1 CUT = 1059.7 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 24.2 S.F.
 STAGE 1 CLAY LINER = 9.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 31.8 S.F.

STAGE 2 FILL = 0.1 S.F.
 STAGE 2 CUT = 747.7 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 17.2 S.F.
 STAGE 2 CLAY LINER = 10.3 S.F.
 STAGE 2 TOP SOIL STRIPPING = 32.4 S.F.

129+00.00

FILE NAME	DESIGNED	AFS	REVISION
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CHECKED	JMM	REVISION
DATE	01/18/2015	REVISION



STATE OF ILLINOIS
 DIVISION OF TRANSPORTATION

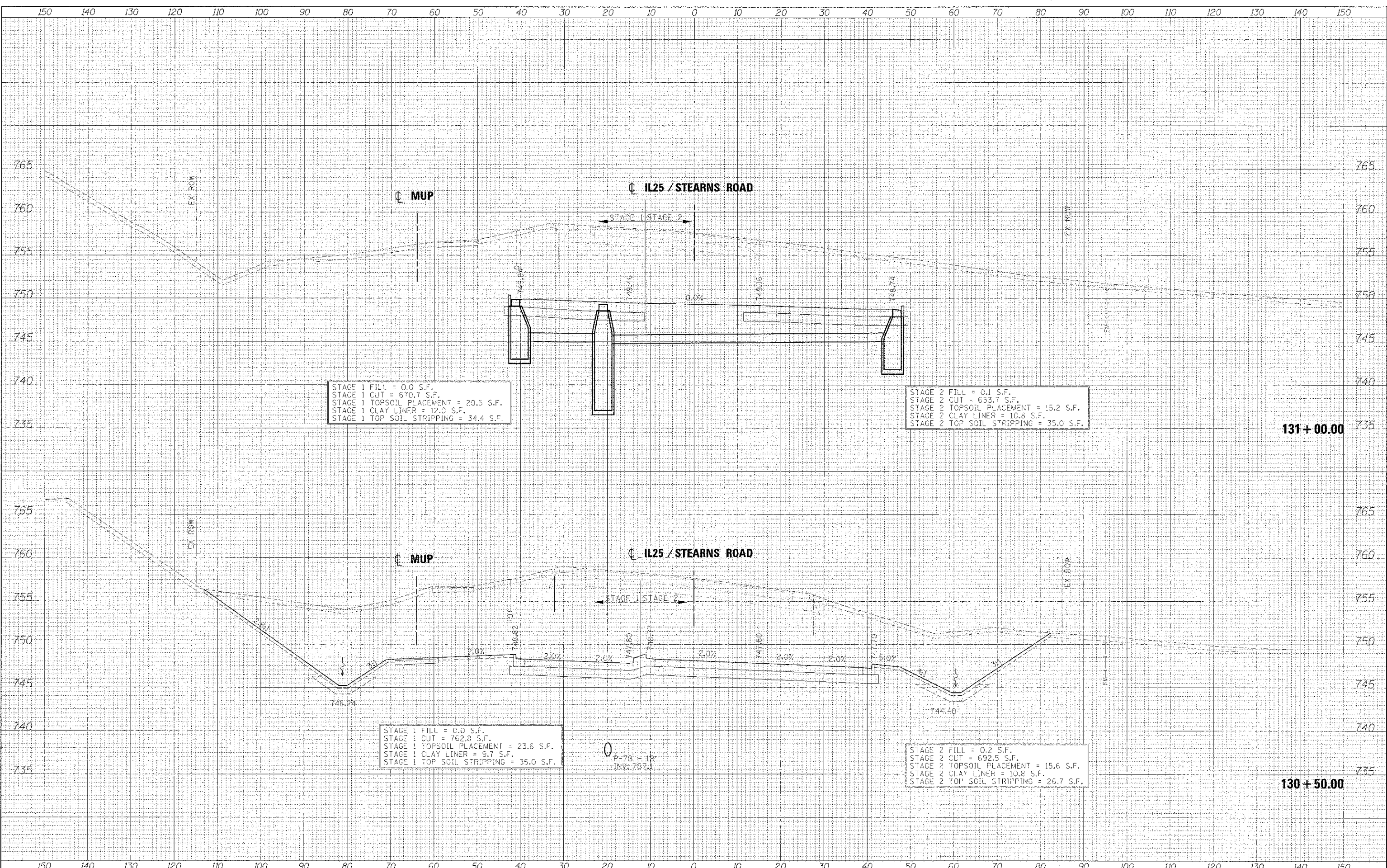
CROSS SECTIONS
 IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 27 OF 43 SHEETS STA. 129+00.00 TO STA. 129+00.00

F.A.P. RIE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	45	384
CONTRACT NO. 63598			ILLINOIS FED. AID PROJECT	

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STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

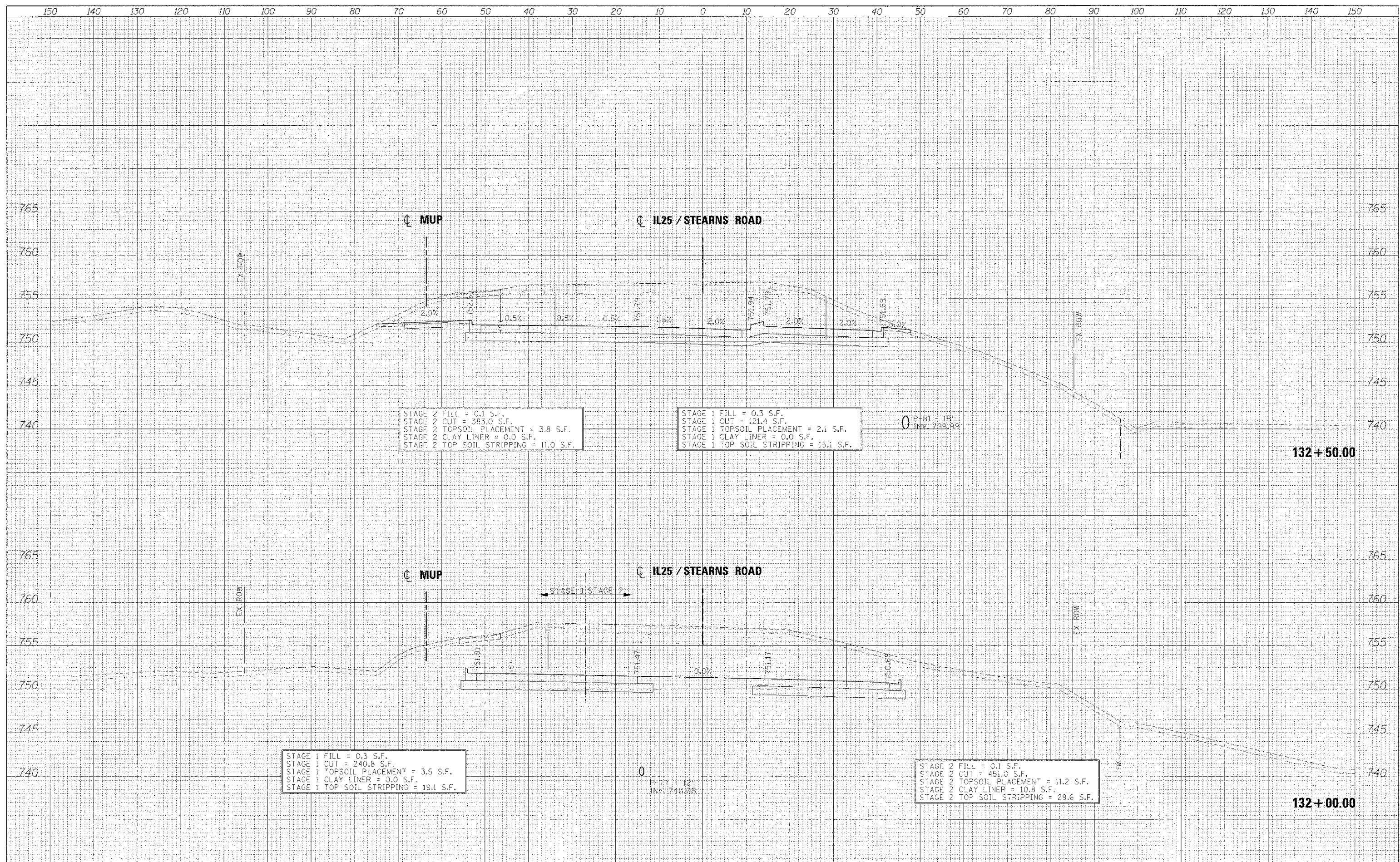
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: = 1"=10', V 1"=5' SHEET NO. 29 OF 43 SHEETS STA. 130+50.00 TO STA. 131+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
36	06-00214-18-RP	KANE	451 / 386
			CONTRACT NO. 63598
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STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

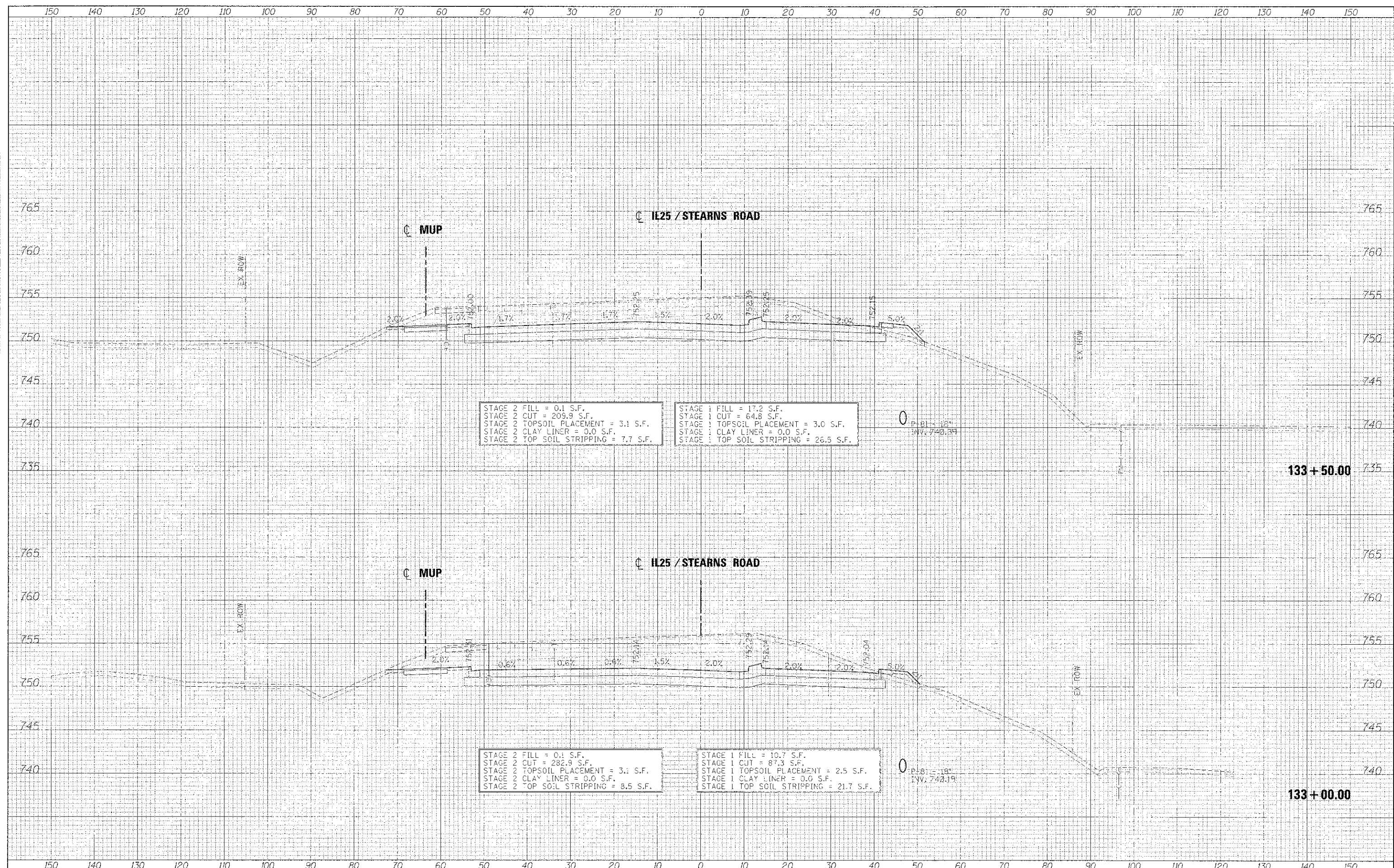
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 30 OF 43 SHEETS STA. 132+00.00 TO STA. 132+50.00

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
06-C0214-10-PP	KANE	451	387
CONTRACT NO. 63598			

DESIGNED BY DATE
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ORIGINAL SURVEY BY DATE
 NOTE BOOK NO. DATE
 AREAS OPENED



STAGE 2 FILL = 0.1 S.F.
 STAGE 2 CUT = 209.9 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 3.1 S.F.
 STAGE 2 CLAY LINER = 0.0 S.F.
 STAGE 2 TOP SOIL STRIPPING = 7.7 S.F.

STAGE 1 FILL = 17.2 S.F.
 STAGE 1 CUT = 64.8 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 3.0 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 26.5 S.F.

P+81 = 18"
 INV: 740.39

133 + 50.00

STAGE 2 FILL = 0.1 S.F.
 STAGE 2 CUT = 282.9 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 3.1 S.F.
 STAGE 2 CLAY LINER = 0.0 S.F.
 STAGE 2 TOP SOIL STRIPPING = 8.5 S.F.

STAGE 1 FILL = 10.7 S.F.
 STAGE 1 CUT = 87.3 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 2.5 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 21.7 S.F.

P+81 = 18"
 INV: 740.19

133 + 00.00

FILE NAME =	DESIGNED - AFS	REVISED -
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STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

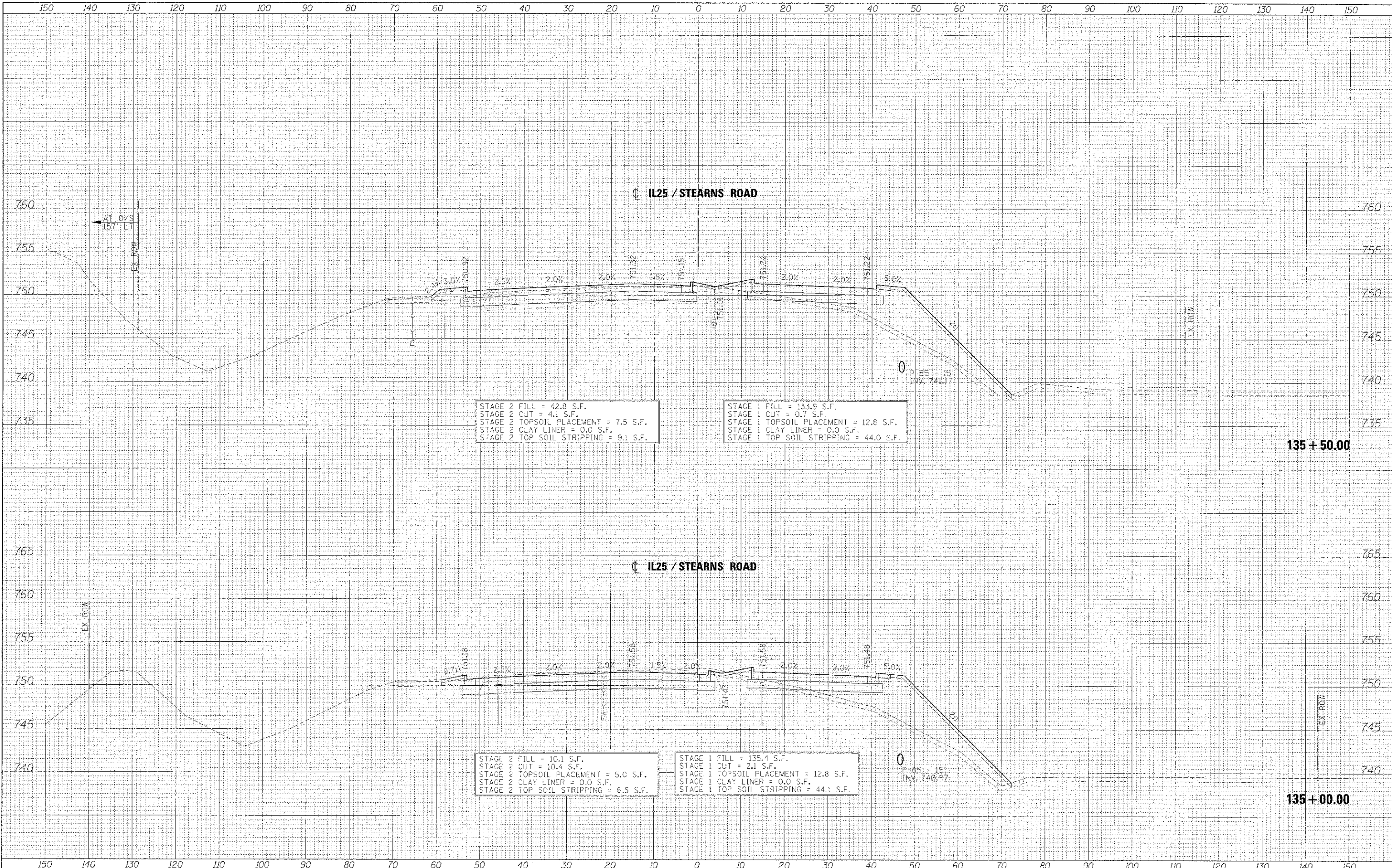
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 31 OF 43 SHEETS STA. 133+00.00 TO STA. 133+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	388
			CONTRACT NO. 63598	
ILLINOIS FED. AID PROJECT				

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STAGE 2 FILL = 42.8 S.F.
 STAGE 2 CUT = 4.1 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 7.5 S.F.
 STAGE 2 CLAY LINER = 0.0 S.F.
 STAGE 2 TOP SOIL STRIPPING = 9.1 S.F.

STAGE 1 FILL = 133.9 S.F.
 STAGE 1 CUT = 0.7 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 12.8 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 44.0 S.F.

STAGE 2 FILL = 10.1 S.F.
 STAGE 2 CUT = 10.4 S.F.
 STAGE 2 TOPSOIL PLACEMENT = 5.0 S.F.
 STAGE 2 CLAY LINER = 0.0 S.F.
 STAGE 2 TOP SOIL STRIPPING = 6.5 S.F.

STAGE 1 FILL = 135.4 S.F.
 STAGE 1 CUT = 2.1 S.F.
 STAGE 1 TOPSOIL PLACEMENT = 12.8 S.F.
 STAGE 1 CLAY LINER = 0.0 S.F.
 STAGE 1 TOP SOIL STRIPPING = 44.1 S.F.

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...NDJ63898-341L25STNS.dwg	DRAWN	TMB	REVISED	-
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PLOT DATE = 1/17/2013	DATE	01/18/2013	REVISED	-



STATE OF ILLINOIS
 DIVISION OF TRANSPORTATION

CROSS SECTIONS
 IL 25/STEARNS RD

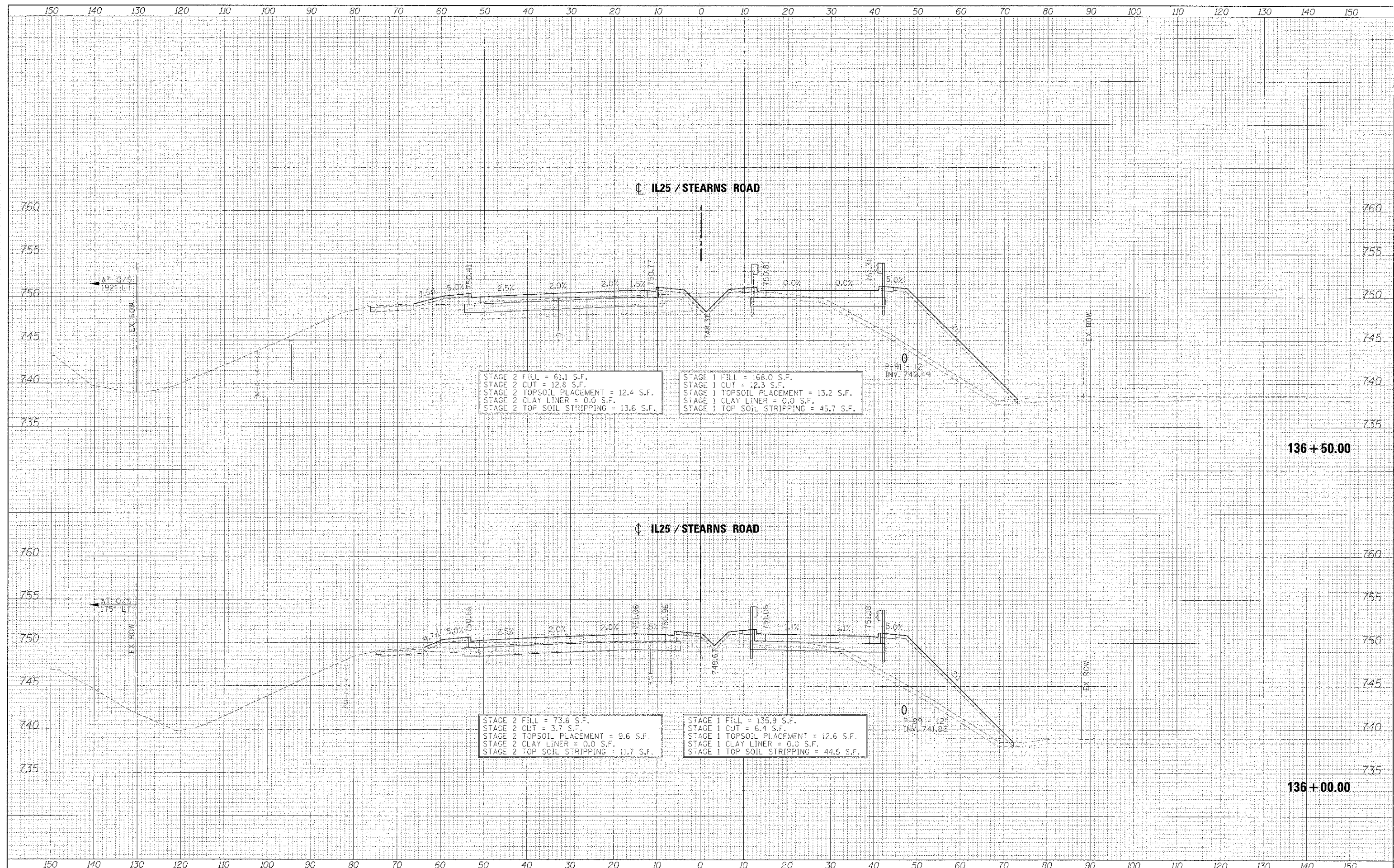
SCALE: H 1"=10', V 1"=5' SHEET NO. 33 OF 43 SHEETS STA. 135+00.00 TO STA. 135+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
361	06-00214-1B-RP	KANE	451 / 390
			CONTRACT NO. 63598

ILLINOIS FED. AID PROJ. CT

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STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

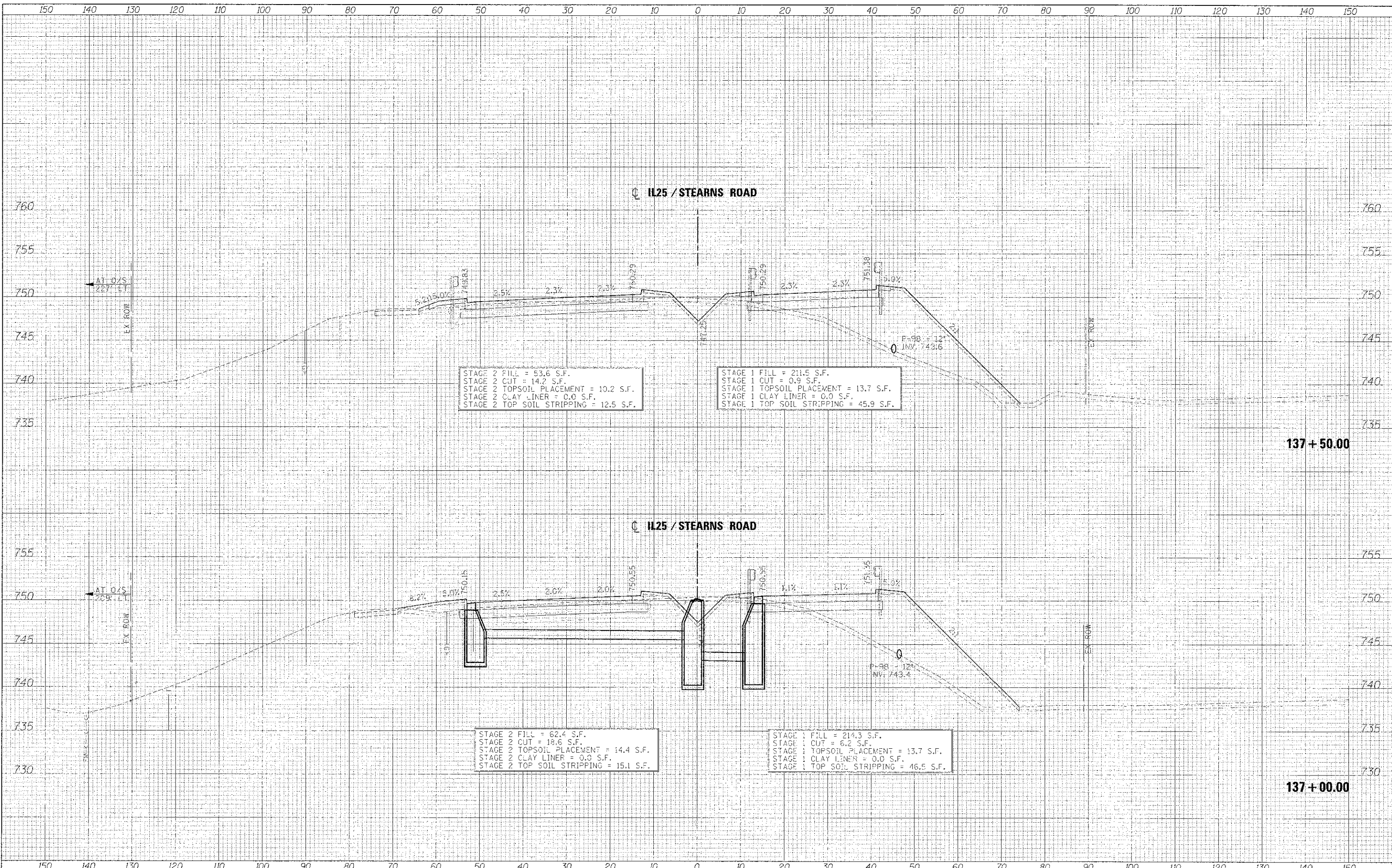
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 34 OF 43 SHEETS STA. 136+00.00 TO STA. 136+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
361	06-00214-18-RP	KANE	451
			SHEET NO. 391
			CONTRACT NO. 63598
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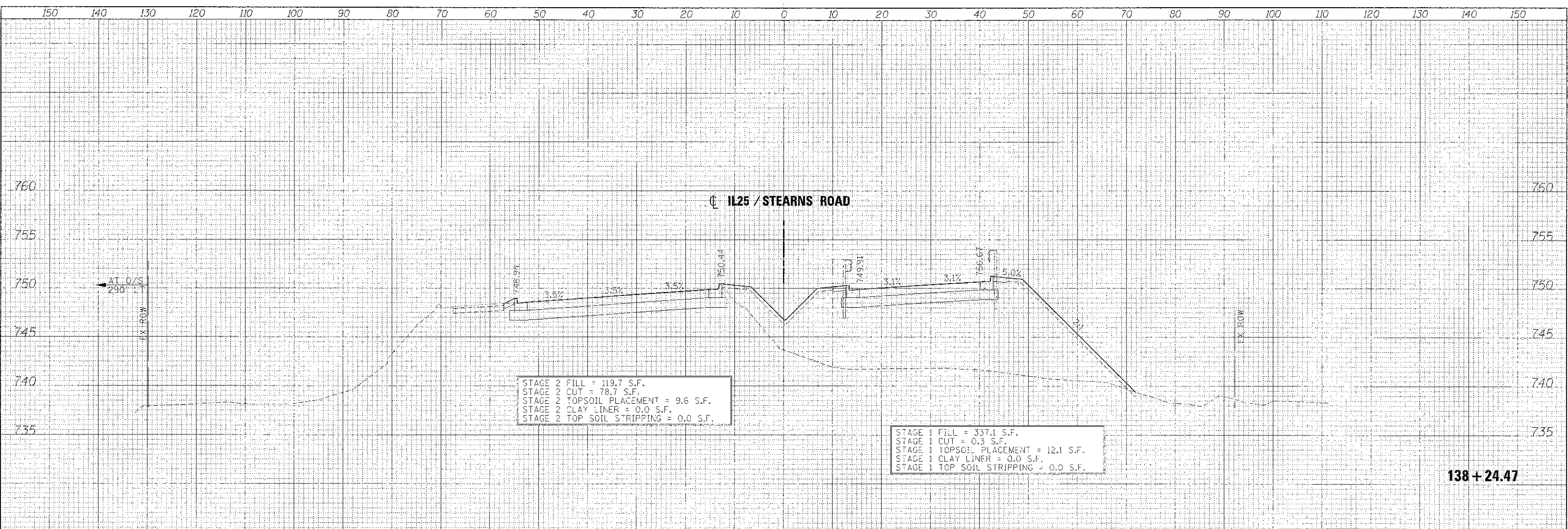
STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10' V 1"=5' SHEET NO. 35 OF 43 SHEETS STA. 137+00.00 TO STA. 137+50.00

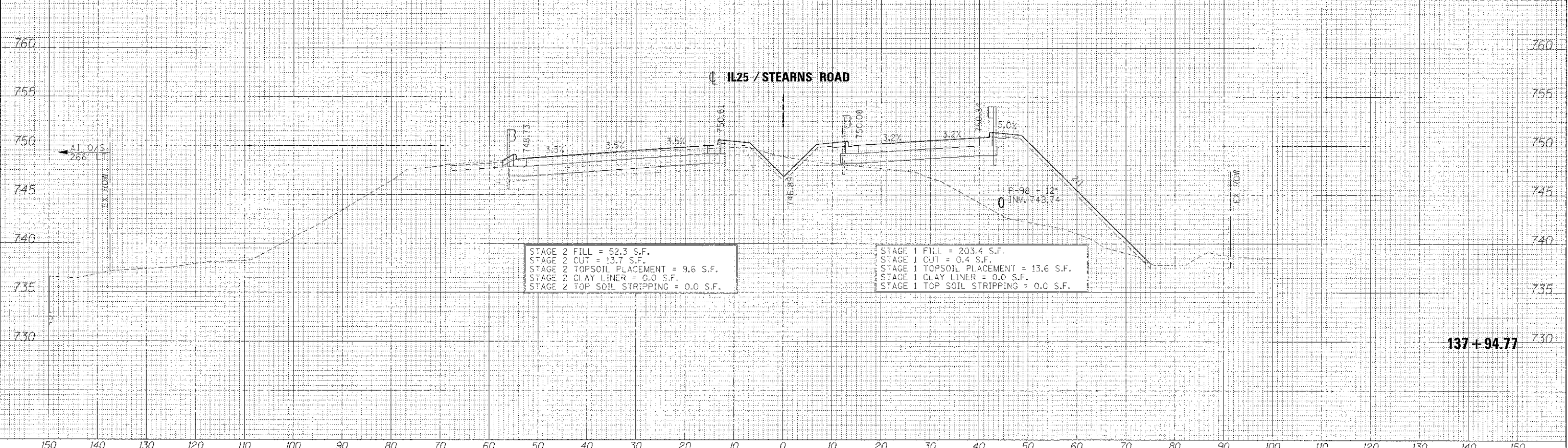
E.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	392
				CONTRACT NO. 63598
(ILLINOIS) FED. AID PROJECT				

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138 + 24.47

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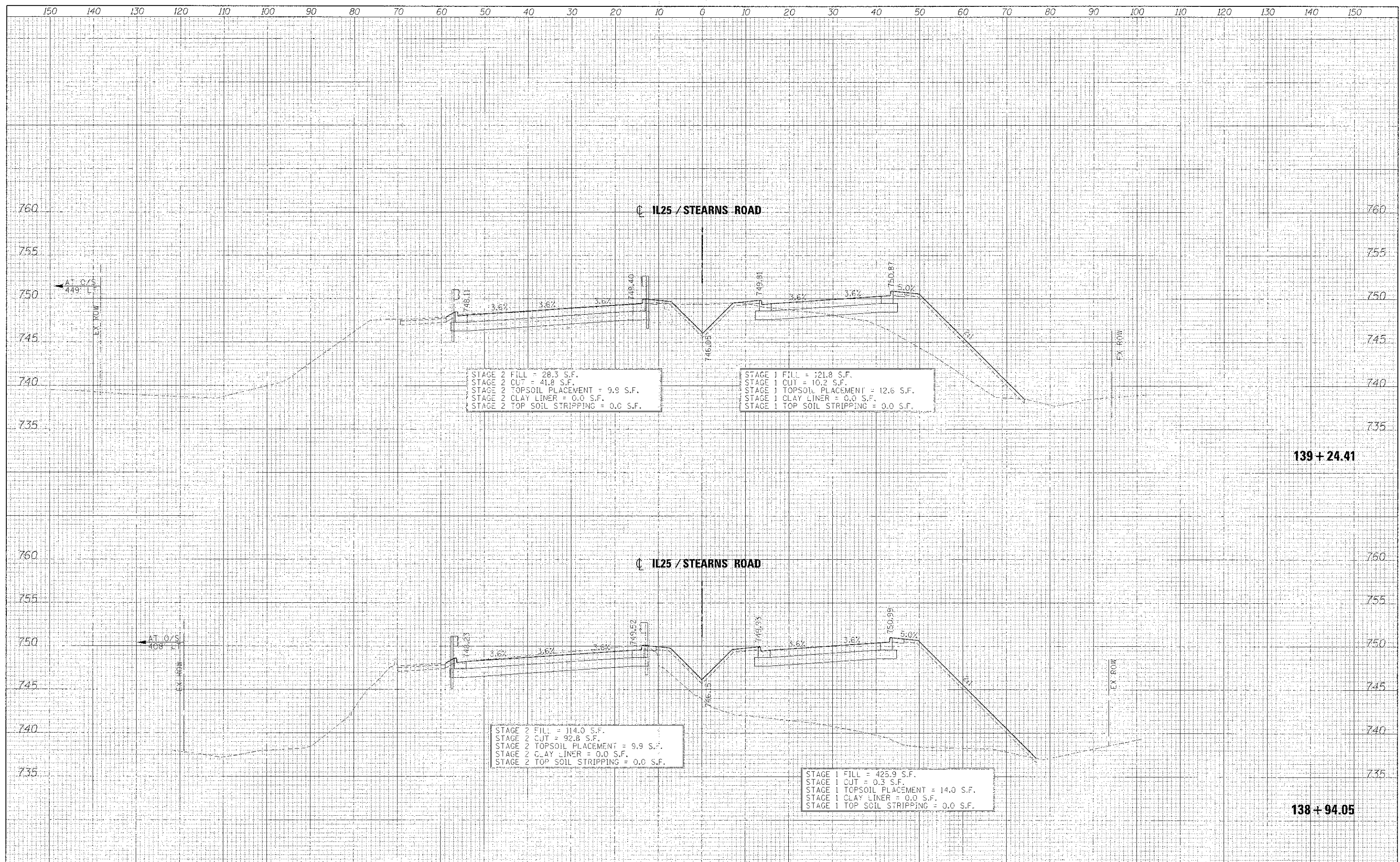


137 + 94.77

FILE NAME =	DESIGNED - AFS	REVISED -	 STATE OF ILLINOIS DIVISION OF TRANSPORTATION	CROSS SECTIONS		<table border="1"> <tr><td>F.A.P. RTE.</td><td>SECTION</td><td>COUNTY</td><td>TOTAL SHEETS</td><td>SHEET NO.</td></tr> <tr><td>361</td><td>06-00214-18-RP</td><td>KANE</td><td>45</td><td>393</td></tr> <tr><td colspan="5">CONTRACT NO. 63598</td></tr> </table>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	361	06-00214-18-RP	KANE	45	393	CONTRACT NO. 63598				
F.A.P. RTE.	SECTION	COUNTY		TOTAL SHEETS	SHEET NO.																
361	06-00214-18-RP	KANE		45	393																
CONTRACT NO. 63598																					
USER NAME = tblank	DRAWN - TMB	REVISED -	IL 25/STEARNS RD																		
DATE = 1/17/2013	CHECKED - JMM	REVISED -	SCALE: H 1"=10', V 1"=5'																		
DATE = 01/18/2013	DATE = 01/18/2013	REVISED -	SHEET NO. 36 OF 43 SHEETS STA. 137+94.77 TO STA. 138+24.47																		

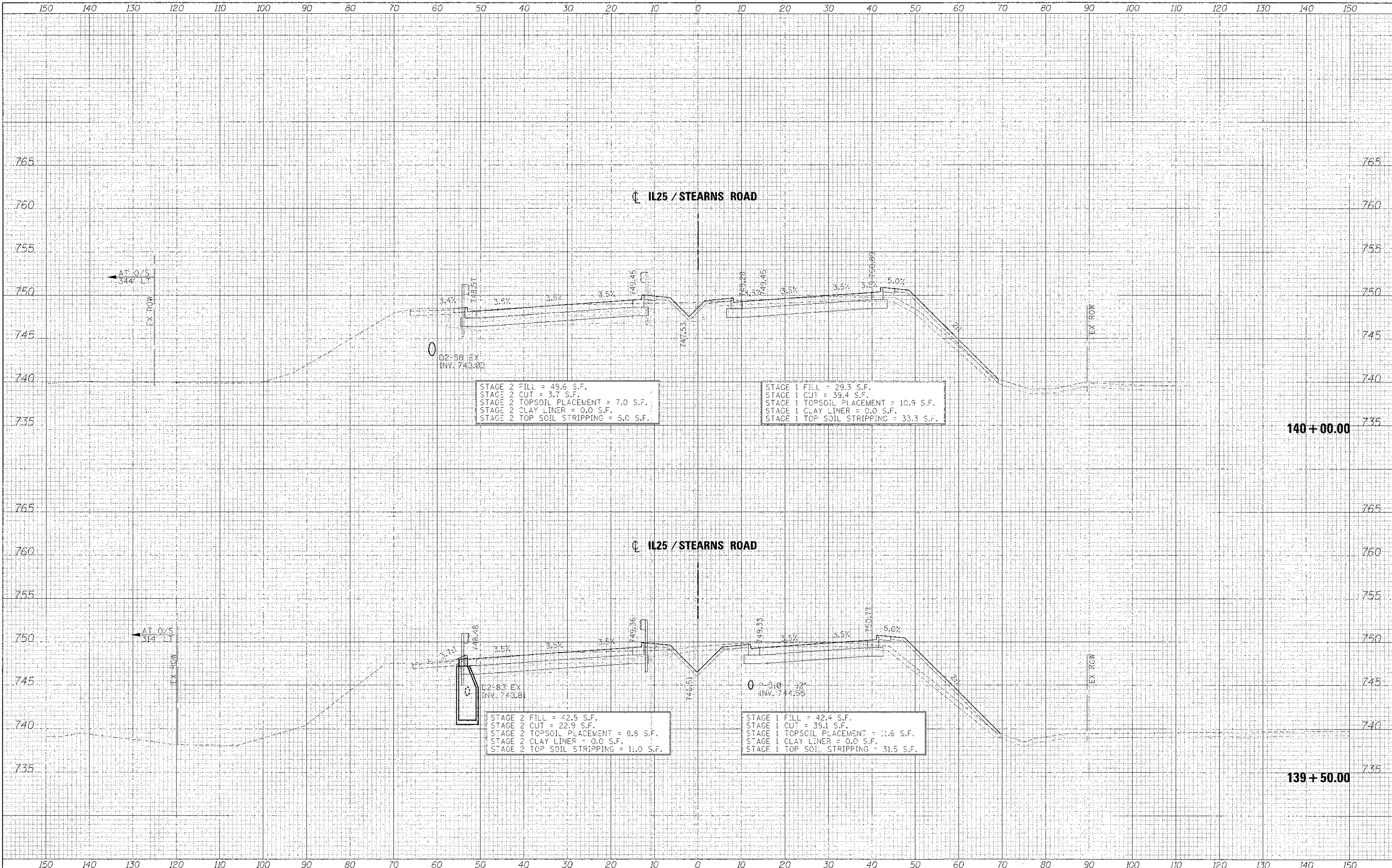
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STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

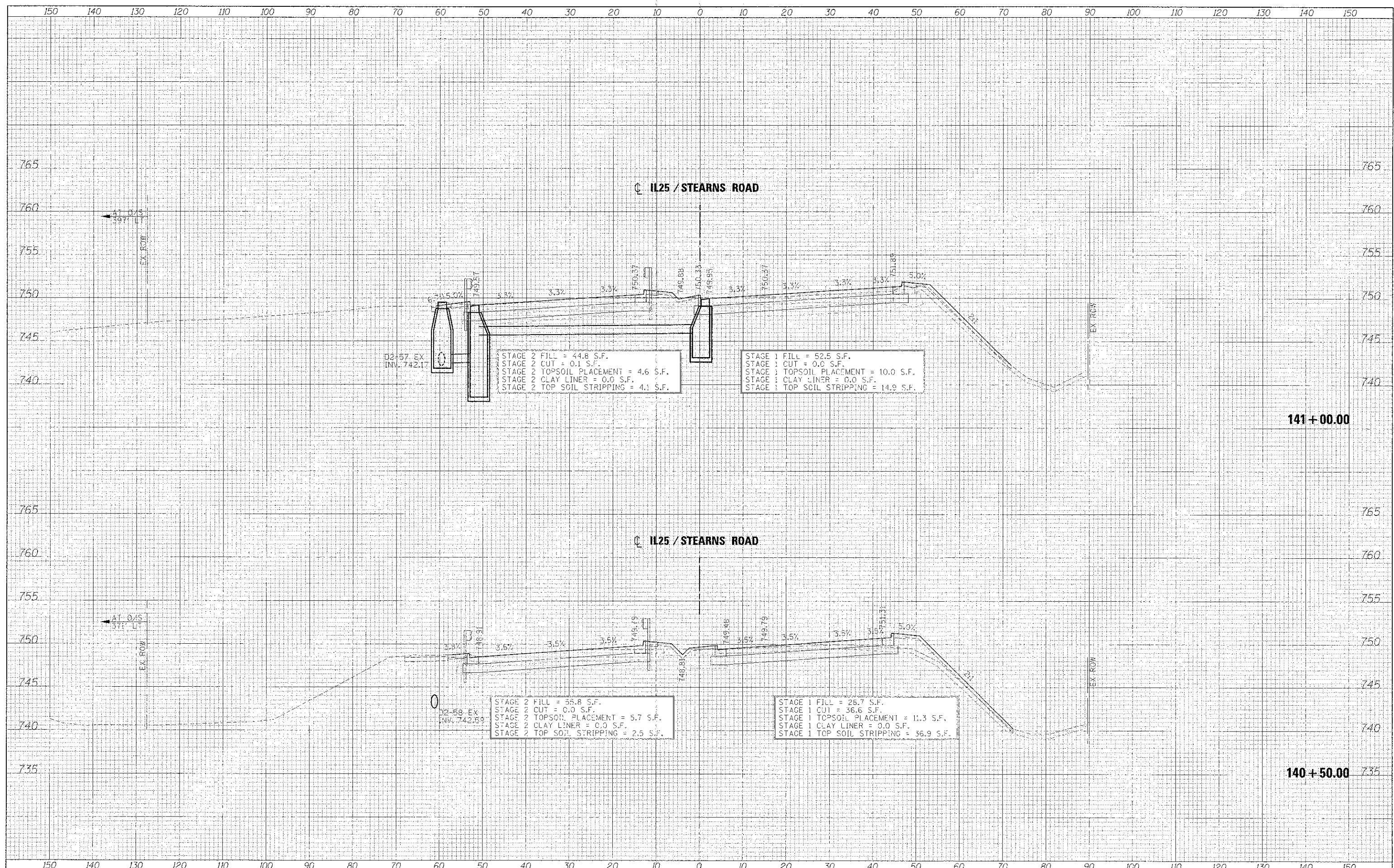
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10' V 1"=5' SHEET NO. 38 OF 43 SHEETS STA. 139+50.00 TO STA. 140+00.00

C.A.P. R.E.	SECTION	COUNTY	TOTAL SHEET NO.
361	06-00214-18-RP	KANE	451 / 395
			CONTRACT NO. 63598
ILLINOIS FED. AID PROJECT			

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STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

CROSS SECTIONS
IL 25/STEARNS RD

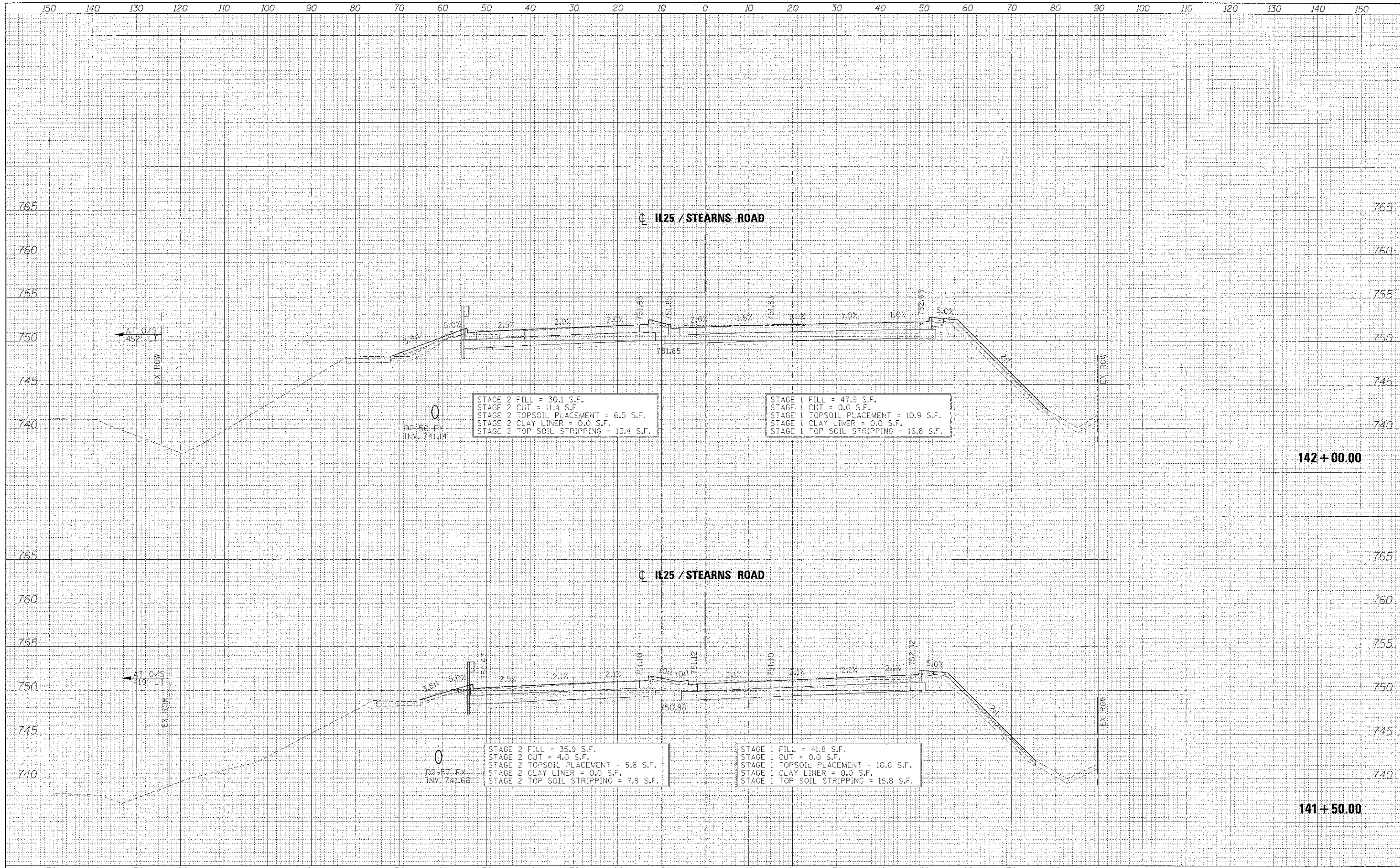
SECTION	COUNTY	TOTAL SHEETS
06-00214-18-RP	KANE	451 396
		CONTRACT NO. 63598

SCALE: H 1"=10', V 1"=5' SHEET NO. 39 OF 43 SHEETS STA. 140+50.00 TO STA. 141+00.00

ILLINOIS FED. AID PROJECT

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STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

CROSS SECTIONS
IL 25/STEARNS RD

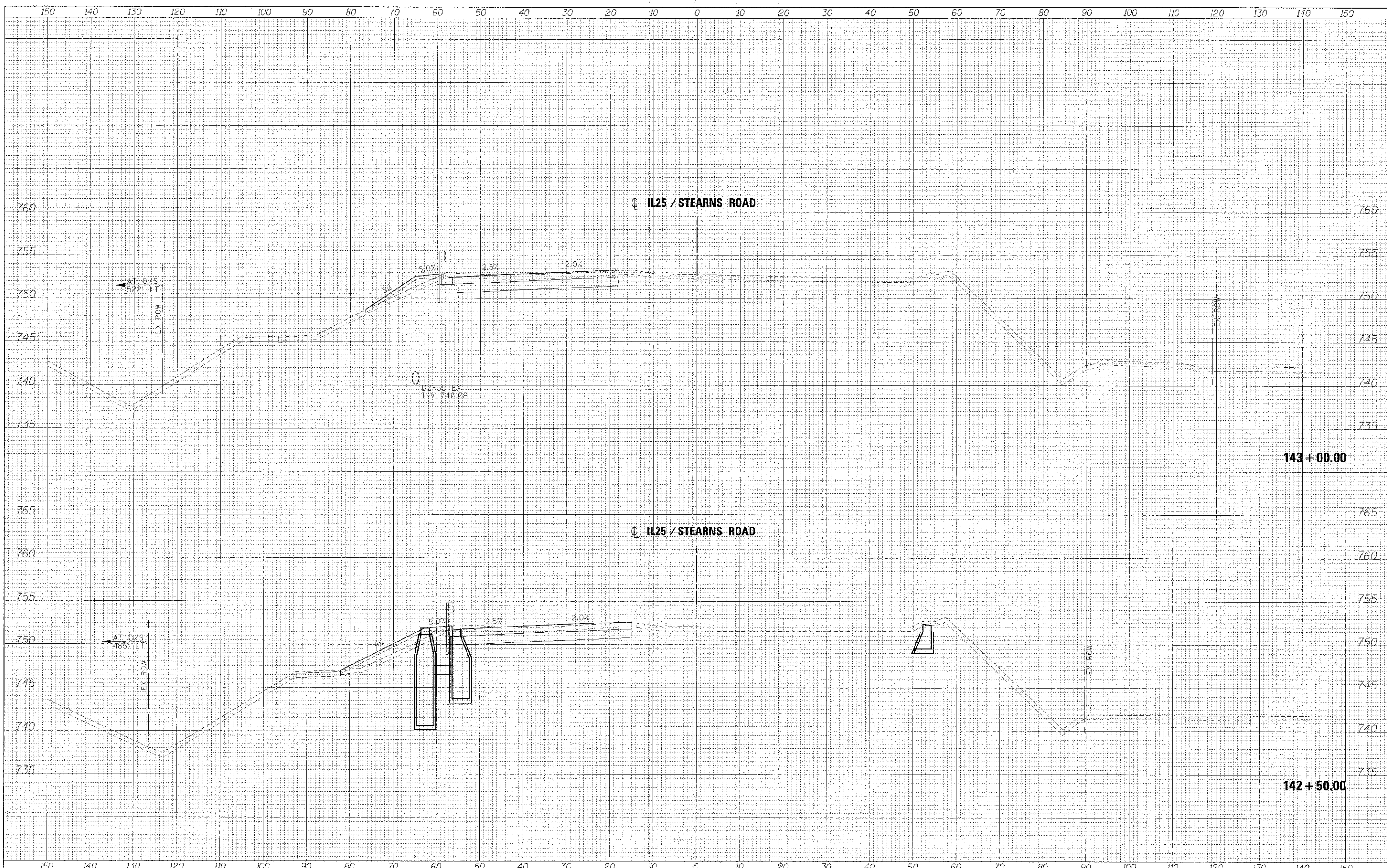
F.A.P. R.I.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-PP	KANE	451	397
CONTRACT NO. 63598				

SCALE: H 1"=10', V 1"=5' SHEET NO. 40 OF 43 SHEETS STA. 141+50.00 TO STA. 142+00.00

(ILLINOIS) FED. AID PROJECT

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STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

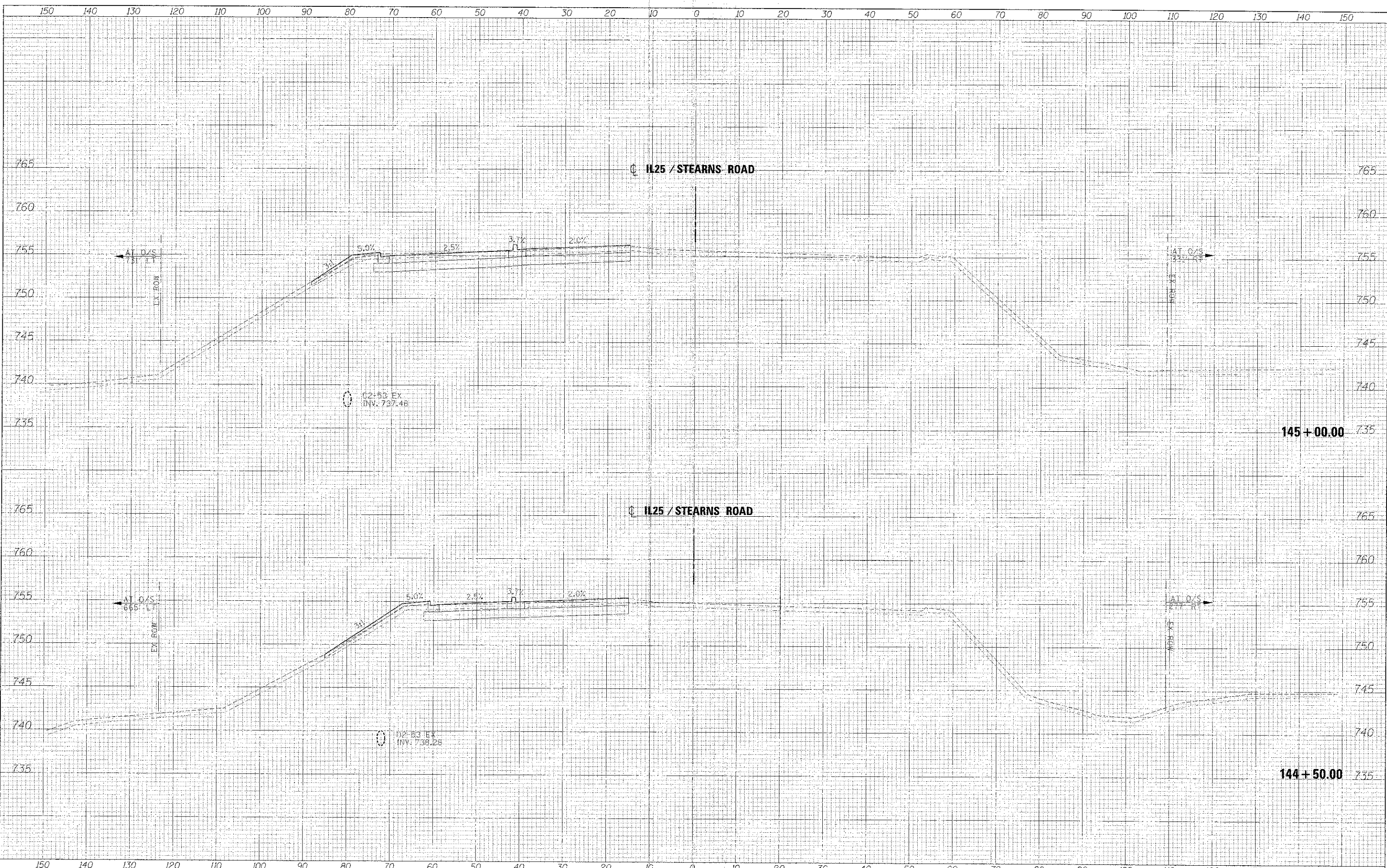
CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10'; V 1"=5' SHEET NO. 41 OF 43 SHEETS STA. 142+50.00 TO STA. 143+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-00214-18-RP	KANE	451	398
CONTRACT NO. 63598			ILLINOIS FED. AID PROJECT	

DATE	
BY	
DESIGNED	AFS
DRAWN	TMB
CHECKED	JMK
DATE	01/18/2013

DATE	
BY	
DESIGNED	AFS
DRAWN	TMB
CHECKED	JMK
DATE	01/18/2013



FILE NAME =	DESIGNED - AFS	REVISED
...\\06-002-18-06-002-18-RP	DRAWN - TMB	REVISED
USER NAME = thlans	CHECKED - JMK	REVISED
PLOT DATE = 1/17/2013	DATE - 01/18/2013	REVISED



STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

CROSS SECTIONS
IL 25/STEARNS RD

SCALE: H 1"=10', V 1"=5' SHEET NO. 43 OF 43 SHEETS | STA. 144+50.00 TO STA. 145+00.00

F.A.F. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	06-002-18-RP	KANE	451	400
			CONTRACT NO. 63598	

ILLINOIS FED. AID PROJECT