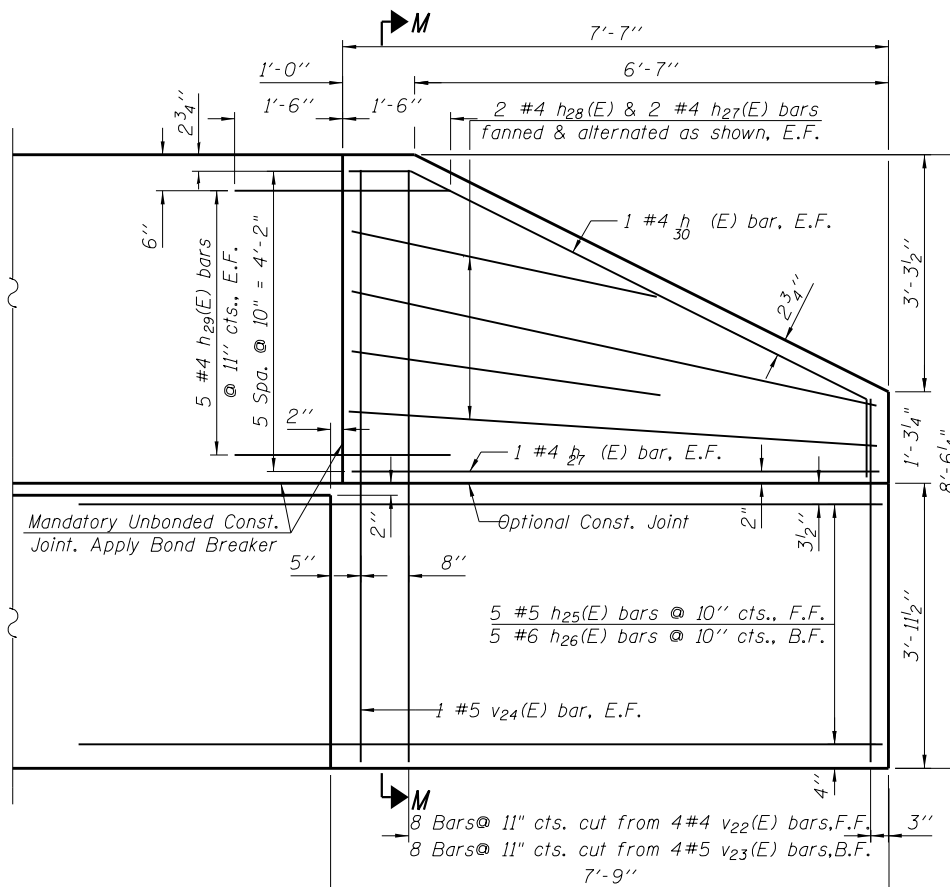
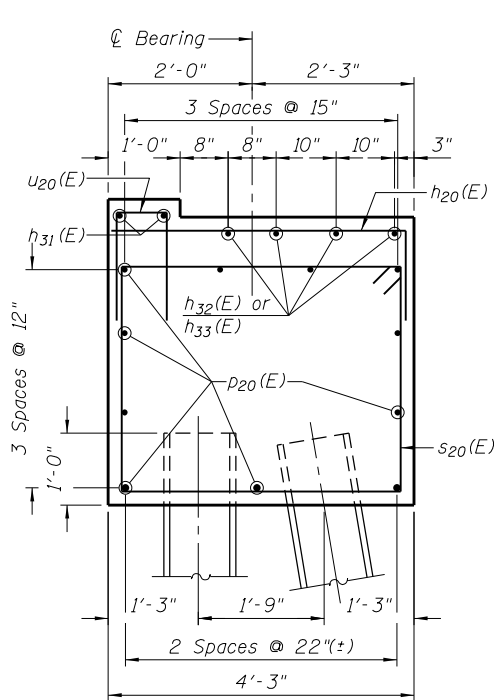


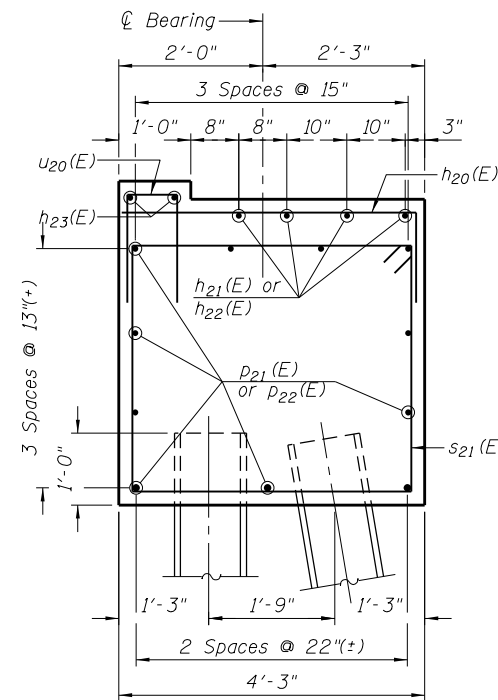
NORTHWEST WINGWALL ELEVATION LOOKING NORTH



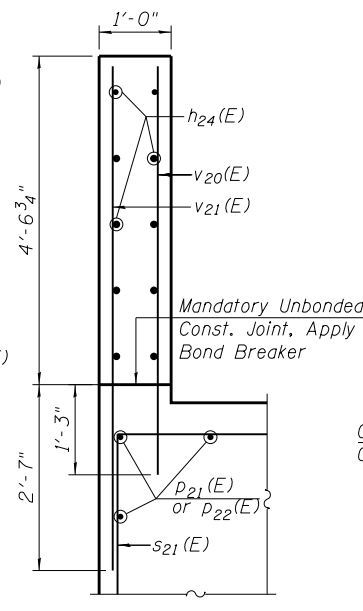
SOUTHWEST WINGWALL ELEVATION LOOKING SOUTH



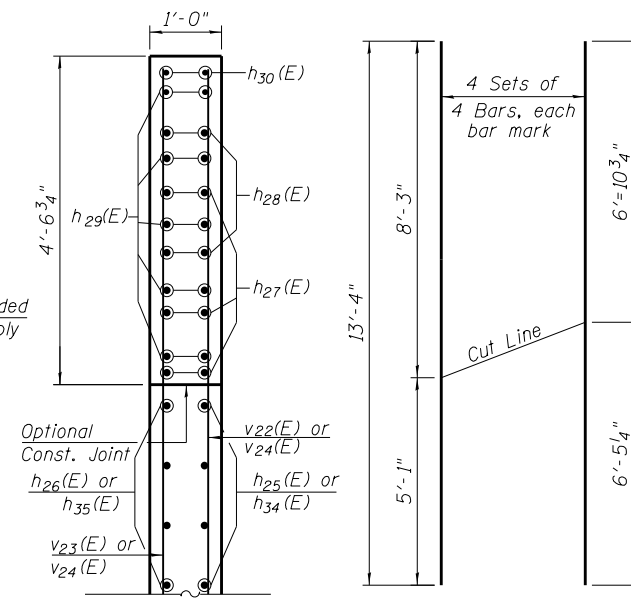
SECTION J-J



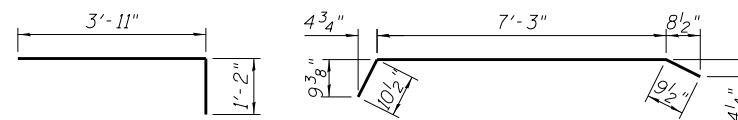
SECTION K-K



SECTION L-L

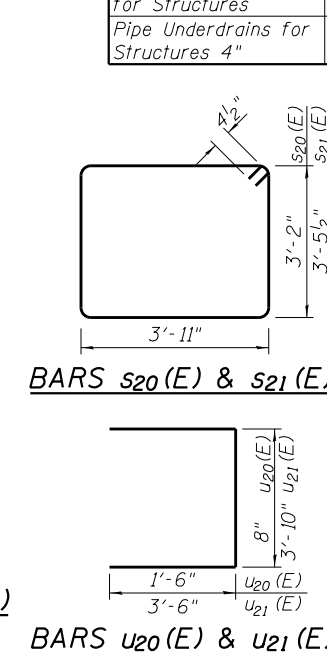


SECTION M-M



BAR h20(E)

BAR h30(E)



BARS v22(E) & v23(E)

BARS u20(E) & u21(E)

**SOUTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h20(E)	76	#4	5'-1"	┌
h21(E)	4	#4	24'-0"	—
h22(E)	4	#4	22'-1"	—
h23(E)	4	#4	32'-3"	—
h24(E)	10	#4	17'-8"	—
h25(E)	10	#5	9'-11"	—
h26(E)	10	#6	11'-2"	—
h27(E)	12	#4	7'-4"	—
h28(E)	8	#4	4'-4"	—
h29(E)	10	#4	3'-0"	—
h30(E)	4	#4	8'-11"	└
h31(E)	4	#4	27'-4"	—
h32(E)	4	#4	24'-8"	—
h33(E)	4	#4	7'-4"	—
p20(E)	22	#7	28'-1"	—
p21(E)	22	#7	33'-3"	—
s20(E)	52	#5	14'-11"	□
s21(E)	65	#5	15'-6"	□
u20(E)	115	#4	3'-8"	—
u21(E)	8	#6	10'-10"	—
v20(E)	18	#4	5'-8"	—
v21(E)	18	#5	7'-10"	—
v22(E)	8	#4	13'-4"	—
v23(E)	8	#5	13'-4"	—
v24(E)	4	#5	8'-3"	—
Structure Excavation			Cu. yd.	331
Rock Excavation for Structures			Cu. yd.	361
Concrete Structures			Cu. yd.	81.5
Reinforcement Bars, Epoxy Coated			Pound	6,610
Furnishing Steel Piles HP 12x53			Foot	1,082
Driving Piles			Foot	1,082
Test Pile Steel HP 12x53			Each	2
Geocomposite Wall Drain			Sq. yd.	100
Precoring			Foot	211
Concrete Encasement for Structures			Cu. yd.	6.8
Pipe Underdrains for Structures 4"			Foot	150

**NORTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h20(E)	76	#4	5'-1"	┌
h21(E)	4	#4	24'-0"	—
h22(E)	4	#4	22'-1"	—
h23(E)	4	#4	32'-3"	—
h24(E)	10	#4	17'-8"	—
h25(E)	5	#5	9'-11"	—
h26(E)	5	#6	11'-2"	—
h27(E)	12	#4	7'-4"	—
h28(E)	8	#4	4'-4"	—
h29(E)	10	#4	3'-0"	—
h30(E)	4	#4	8'-11"	└
h31(E)	4	#4	27'-4"	—
h32(E)	4	#4	24'-8"	—
h33(E)	4	#4	7'-4"	—
h34(E)	5	#5	7'-0"	—
h35(E)	5	#6	8'-3"	—
p20(E)	22	#7	28'-1"	—
p22(E)	22	#7	34'-9"	—
s20(E)	52	#5	14'-11"	□
s21(E)	65	#5	15'-6"	□
u20(E)	115	#4	3'-8"	—
u21(E)	8	#6	10'-10"	—
v20(E)	18	#4	5'-8"	—
v21(E)	18	#5	7'-10"	—
v22(E)	8	#4	13'-4"	—
v23(E)	8	#5	13'-4"	—
v24(E)	4	#5	8'-3"	—
Structure Excavation			Cu. yd.	396
Rock Excavation for Structures			Cu. yd.	289
Concrete Structures			Cu. yd.	83.1
Reinforcement Bars, Epoxy Coated			Pound	6,770
Furnishing Steel Piles HP 12x53			Foot	1,016
Driving Piles			Foot	1,016
Test Pile Steel HP 12x53			Each	2
Geocomposite Wall Drain			Sq. yd.	100
Precoring			Foot	171
Concrete Encasement for Structures			Cu. yd.	6.8
Pipe Underdrains for Structures 4"			Foot	150

NOTES

- Space reinforcement in abutment seats to miss anchor bolts.
- For details of Bar Splicers, see sheet S40.
- Work Sheets S30 thru S35 together.
- New embankment is required for bridge abutment widening. The 4 piles at the new embankment for the east side of the South Abutment, shall be driven through precored holes extending to elevation 575.0 according to Article 512.09(c) of the Standard Specifications (due to downward). These piles shall be coated with bituminous coating from elevation 575.0 to the bottom of the concrete encasement at the South Abutment. At the North and South Abutments, Soil Boring Log SB-02 and Log 10 indicate the presence of slag and partially cemented gravel fill. At locations with slag and partially cemented gravel fill, the piles shall be driven through precored holes. Existing buried wingwalls and their footings may be encountered at several pile locations. Precoring will also be required at these locations. All precoring work shall be in accordance with the special provision "Precoring for Piles". The precore diameter shall be determined by the Contractor and shall be 18" minimum diameter.

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 4/14/18 RJK

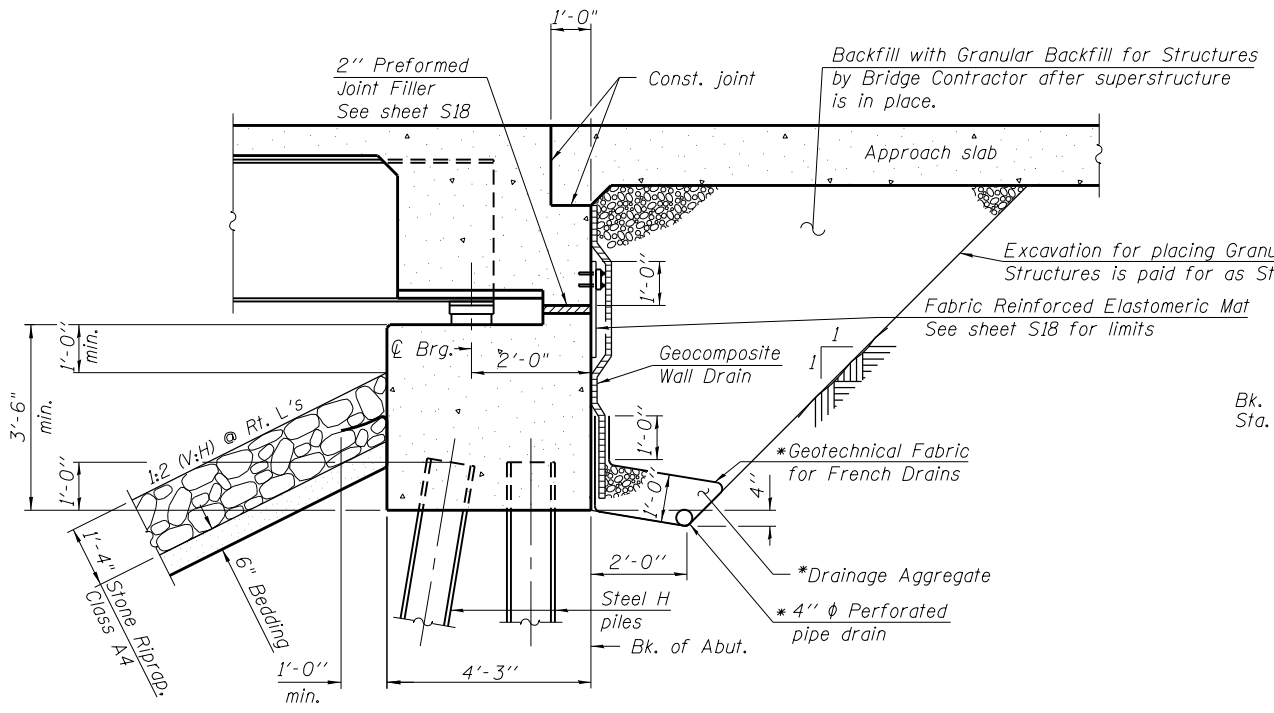
GRAEF
 8501 W. Higgins Road, Suite 280
 Chicago, Illinois 60631 (773) 399-0112

USER NAME =	DESIGNED - J.J.G.	REVISED -
PLOT SCALE =	CHECKED - J.A.Z.	REVISED -
PLOT DATE =	DRAWN - E.A.F.	REVISED -
	DATE - 01/23/2018	REVISED -

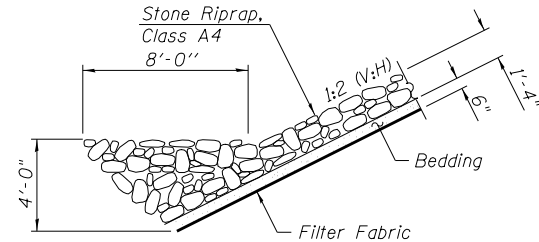
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT DETAILS
STRUCTURE NO. 016-1302**
 SHEET NO. S34 OF 47 SHEETS

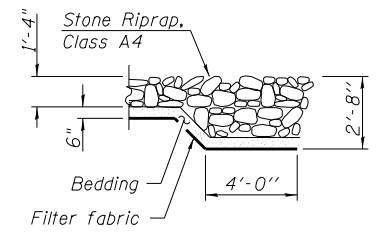
F.A.U. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	101
CONTRACT NO. 60K78				
ILLINOIS FED. AID PROJECT				



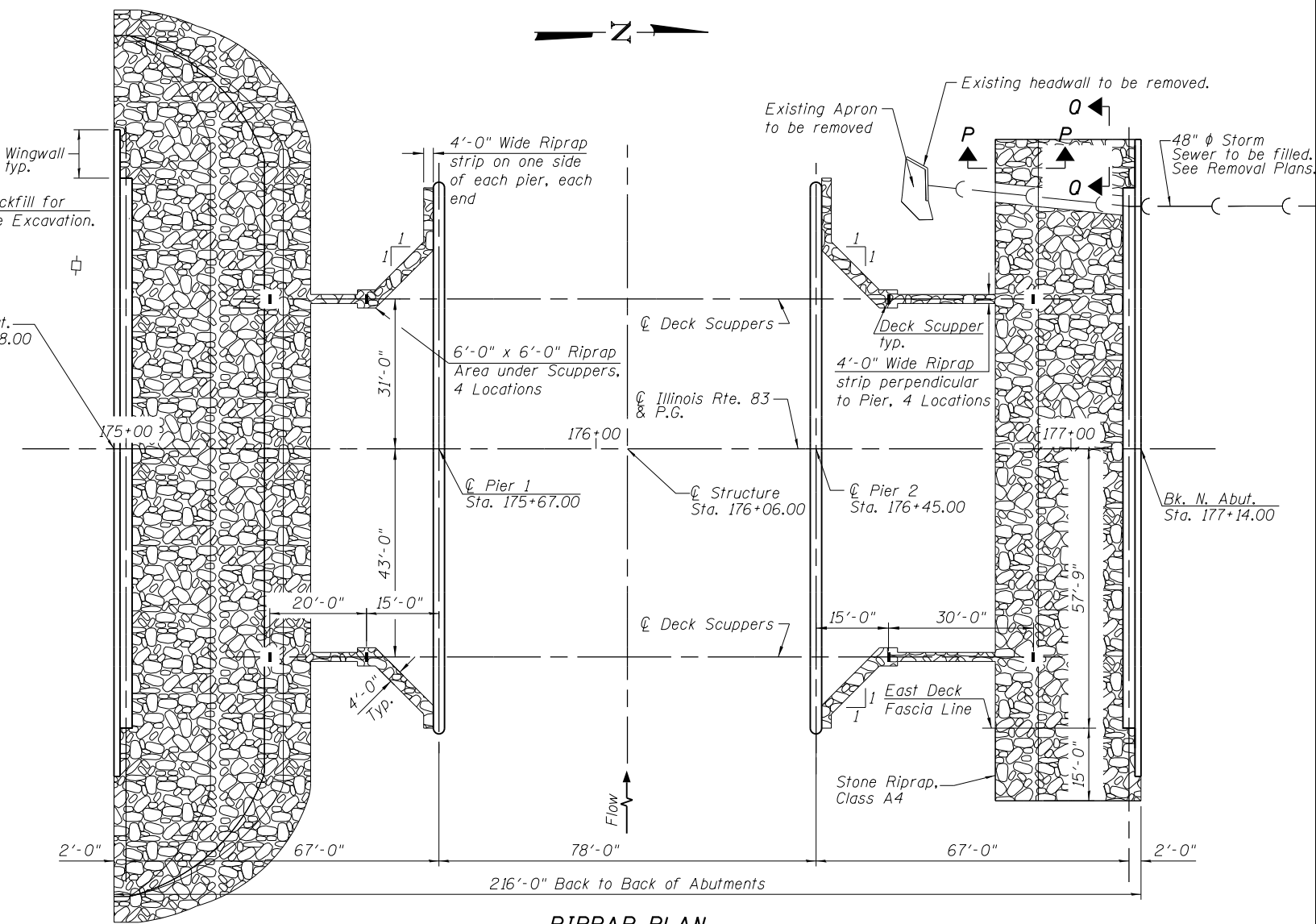
SECTION THRU SOUTH OR NORTH ABUTMENT
(Horiz. dim. @ Rt. L's)



SECTION P-P



SECTION Q-Q



RIPRAP PLAN

LEGEND

- Indicates Stone Riprap, Class A4
- Indicates Granular Backfill for Structures
- Indicates Scupper

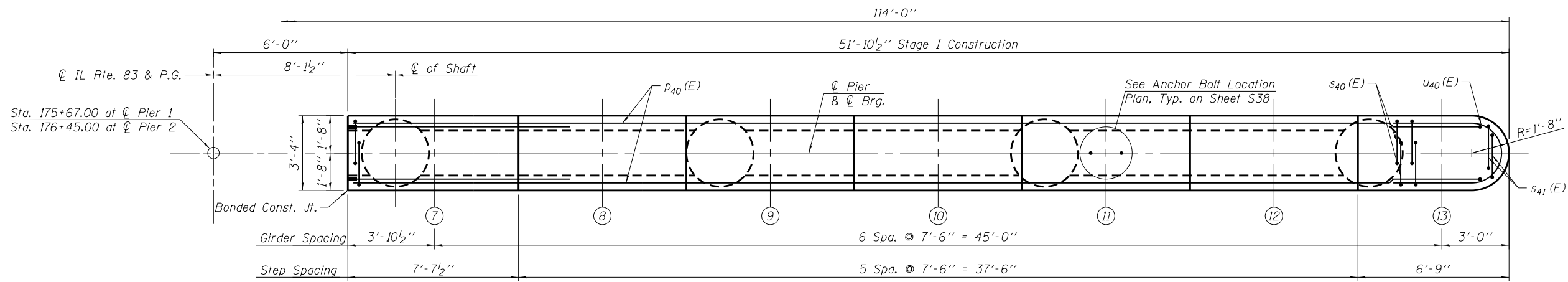
NOTES

1. 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)
2. * Items included in the cost of Pipe Underdrains for Structures 4".
3. Work Sheets S30 thru S35 together.

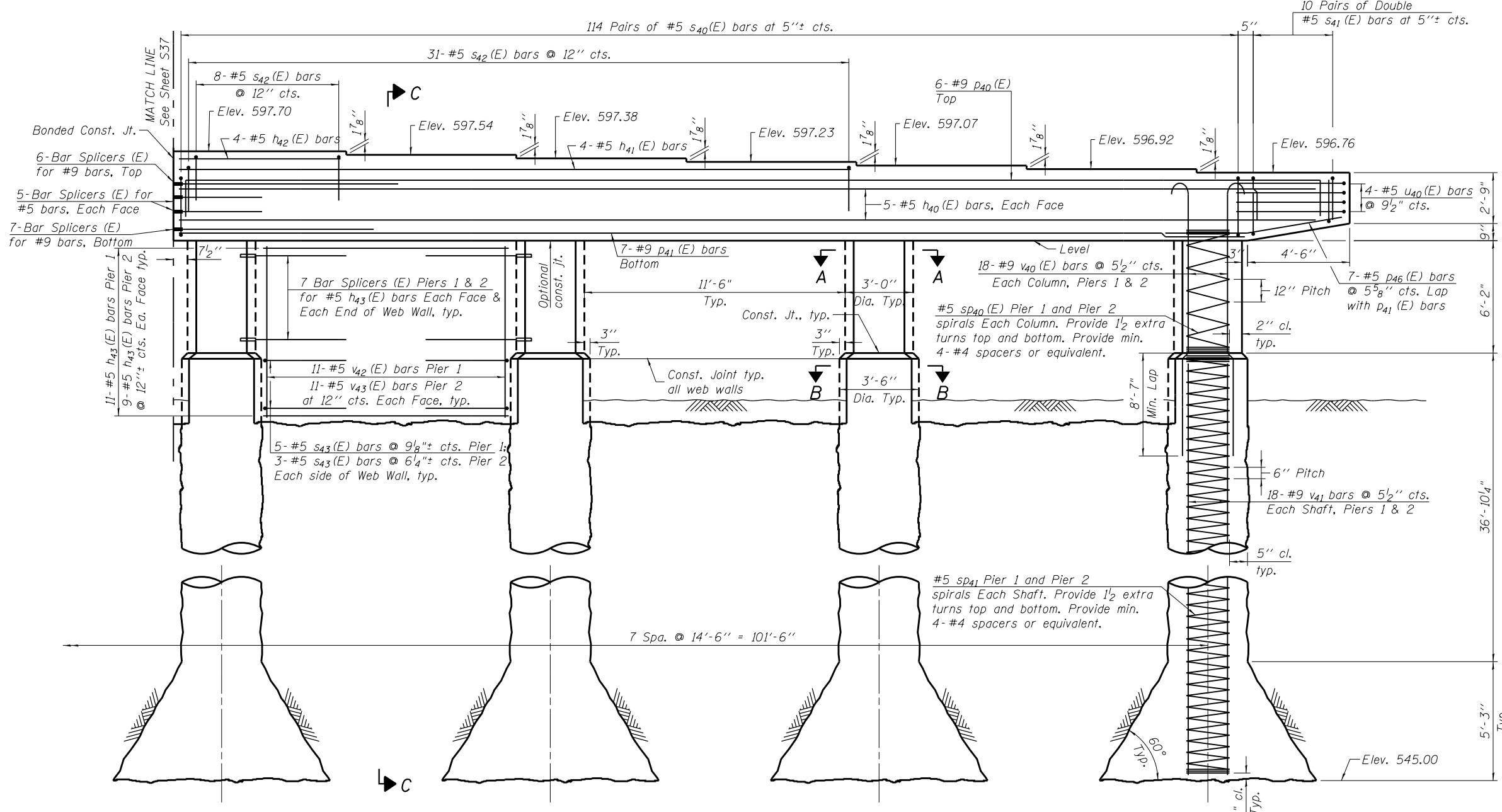
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PLOT DATE =	DRAWN - D.L.G.	REVISED -
	DATE - 01/23/2018	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	102
CONTRACT NO. 60K78				
ILLINOIS FED. AID PROJECT				



PLAN



ELEVATION
(Looking North)

NOTES

1. Work this sheet with sheets S37 and S38.

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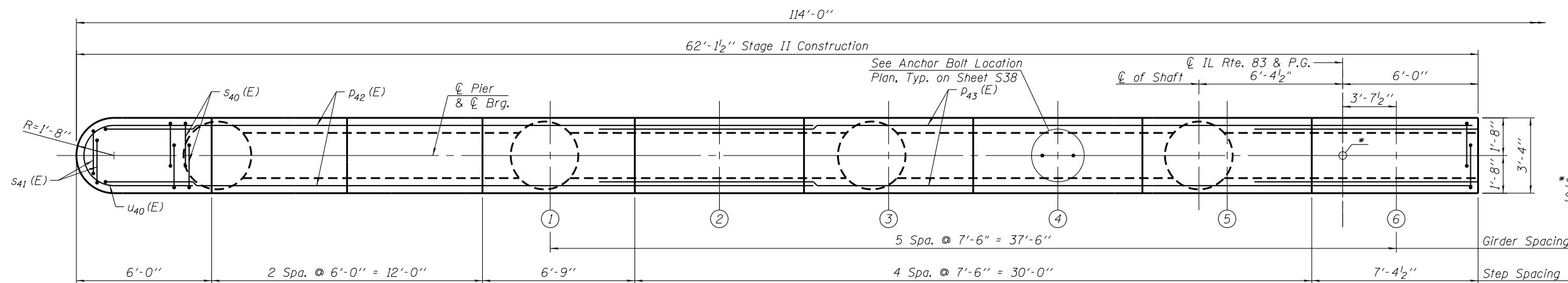
GR&E
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 Chicago, Illinois 60631 (773) 399-0112

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CHECKED - E.E.J.	REVISED -	
DRAWN - D.L.G.	REVISED -	
DATE - 01/23/2018	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

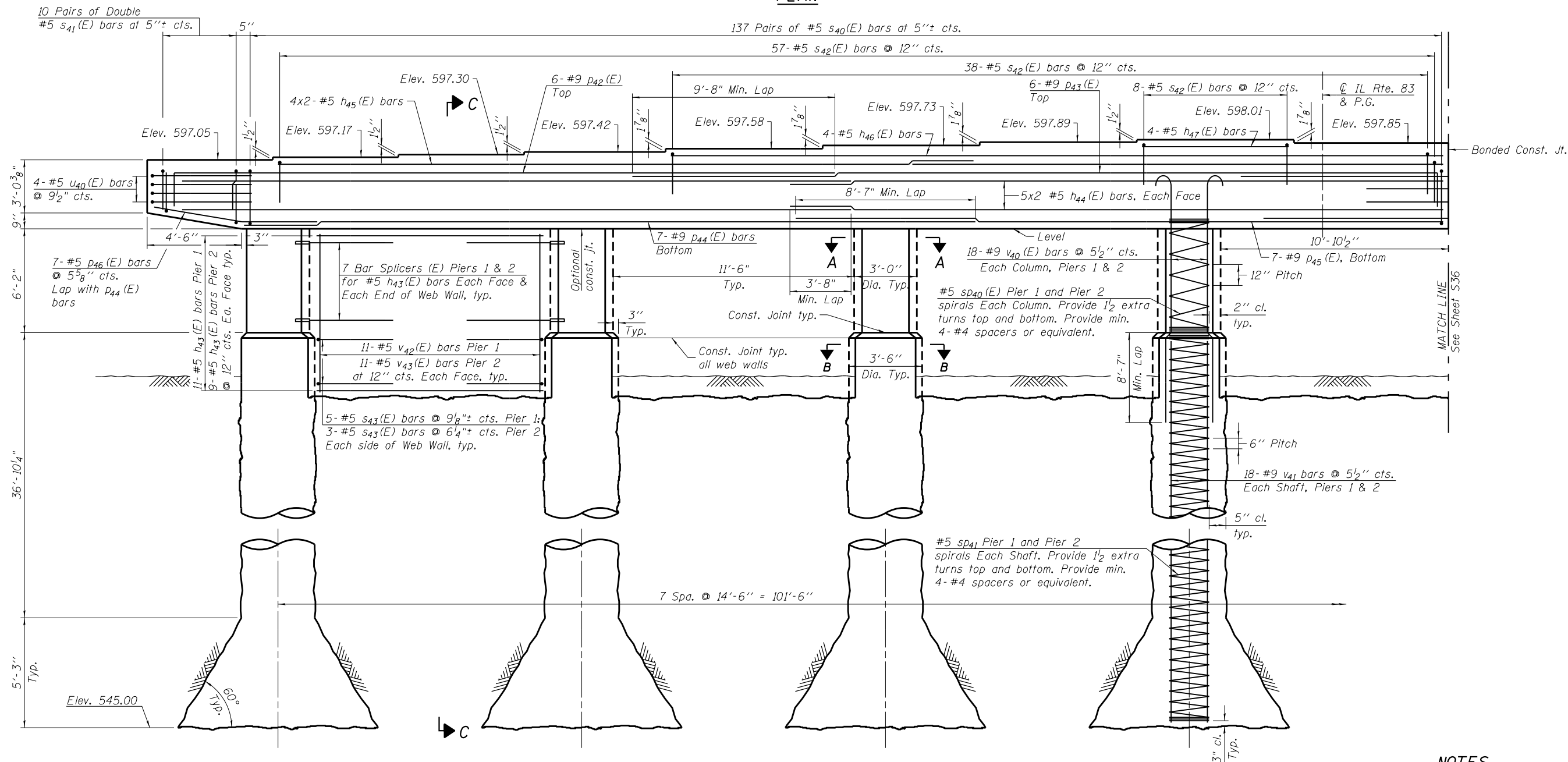
**PIERS STAGE I
 STRUCTURE NO. 016-1302**
 SHEET NO. S36 OF 47 SHEETS

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	103
CONTRACT NO. 60K78			ILLINOIS FED. AID PROJECT	



PLAN

*Sta. 175+67.00 at CL Pier 1
Sta. 176+45.00 at CL Pier 2



ELEVATION
(Looking North)

NOTES

1. Work this sheet with sheets S36 and S38.
2. Bars indicated thus: 5x2 #5 etc. indicates 5 lines of bars with 2 lengths per line.

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8501 W. Higgins Road, Suite 280
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PLOT SCALE =	DRAWN - D.L.G.	REVISED -
PLOT DATE =	DATE - 01/23/2018	REVISED -

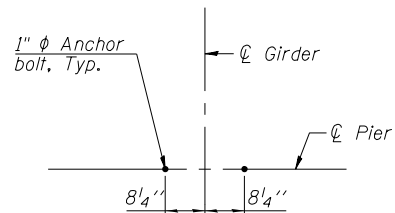
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIERS STAGE II
STRUCTURE NO. 016-1302

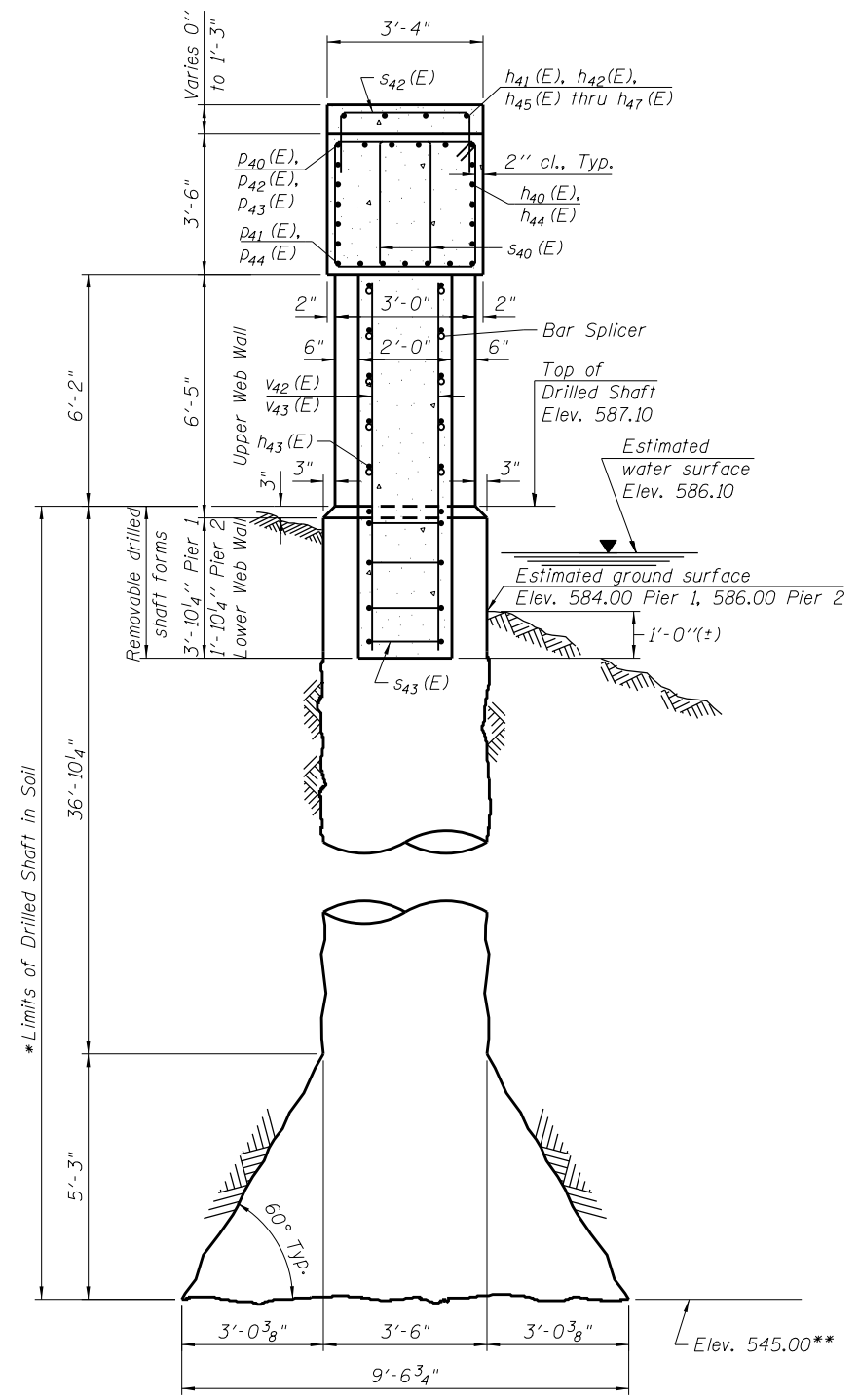
SHEET NO. S37 OF 47 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	104
CONTRACT NO. 60K78				

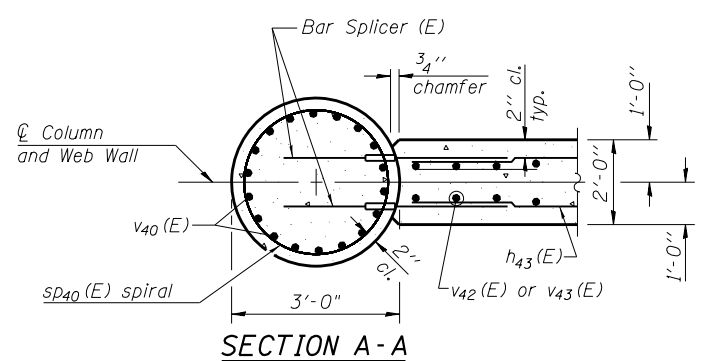
ILLINOIS FED. AID PROJECT



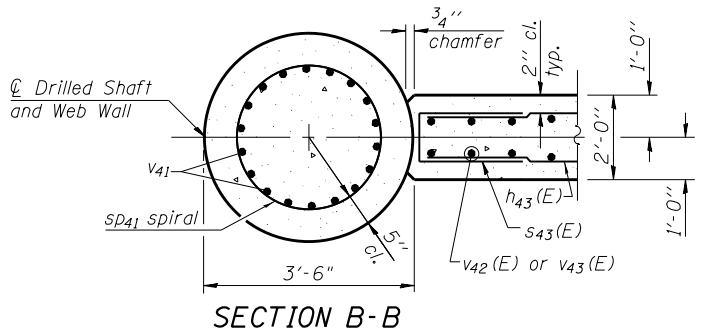
ANCHOR BOLT LOCATION PLAN



SECTION C-C



SECTION A-A



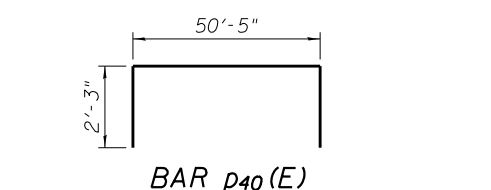
SECTION B-B

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailed are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

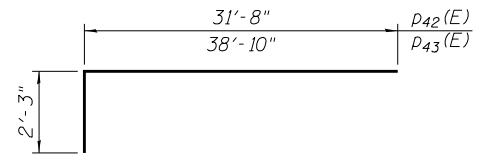
**The Elevation of the base of the drilled shaft is based upon the strength of soil shown in the Boring Logs in the contract plans. The Engineer shall verify that the soil strength of the soil removed at the base of the shaft is consistent with that of the boring logs.

CONSTRUCTION SEQUENCE FOR WEB WALL:

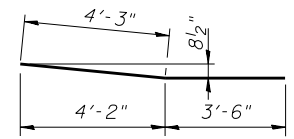
1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.
4. Construct Columns.
5. Construct upper web walls.



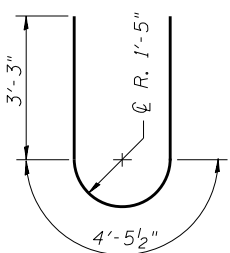
BAR p40(E)



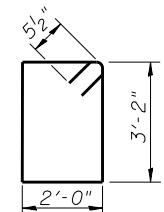
BARS p42(E) & p43(E)



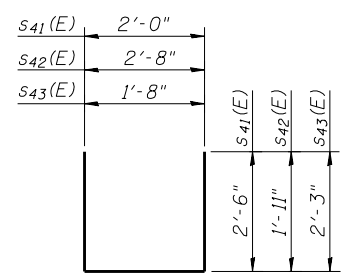
BAR p46(E)



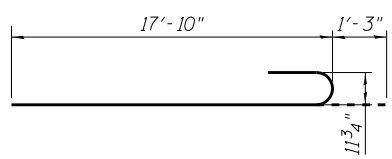
BAR u40(E)



BAR s40(E)



BARS s41(E), s42(E) & s43(E)



BAR v40(E)

**TWO PIERS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h40(E)	20	#5	50'-4"	—
h41(E)	8	#5	29'-9"	—
h42(E)	8	#5	7'-3"	—
h43(E)	280	#5	10'-10"	—
h44(E)	40	#5	32'-2"	—
h45(E)	16	#5	29'-9"	—
h46(E)	8	#5	37'-0"	—
h47(E)	8	#5	7'-2"	—
p40(E)	12	#9	54'-11"	┌
p41(E)	14	#9	47'-4"	┌
p42(E)	12	#9	33'-11"	┌
p43(E)	12	#9	41'-1"	┌
p44(E)	14	#9	35'-1"	┌
p45(E)	14	#9	32'-0"	┌
p46(E)	28	#5	7'-9"	┌
s40(E)	1004	#5	11'-3"	□
s41(E)	160	#5	7'-0"	┌
s42(E)	284	#5	6'-6"	┌
s43(E)	112	#5	6'-2"	┌
sp40(E)	16	#5	6'-4"	~
sp41	16	#5	42'-2"	~
u40(E)	16	#5	11'-0"	┌
v40(E)	288	#9	19'-1"	┌
v41	288	#9	41'-9"	┌
v42(E)	154	#5	9'-10"	┌
v43(E)	154	#5	7'-10"	┌
Concrete Structures	Cu. Yd.		244.1	
Reinforcement Bars	Pound		52,830	
Reinforcement Bars, Epoxy Coated	Pound		56,520	
Drilled Shaft in Soil	Cu. Yd.		315	

**

**

** Length is height of spiral.

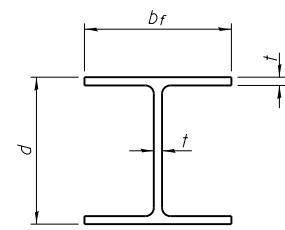
NOTES

1. Work this sheet with sheets S36 and S37.
2. Cast steps monolithically with cap.
3. Space cap reinforcement to miss anchor bolts.
4. Bars indicated thus 8 x 2 - #9 etc. indicates 8 lines of bars with 2 lengths per line.
5. Horizontal Bar Splicers in columns shall be cut or bent to fit within column area. Bar Splicers in web walls shall be full-length.

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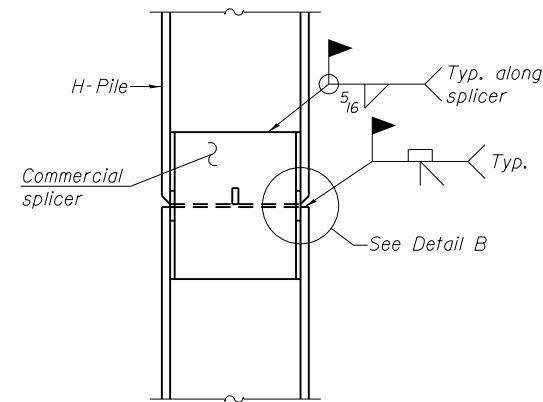
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PLOT SCALE =	CHECKED - E.E.J.	REVISED -
PLOT DATE =	DRAWN - D.L.G.	REVISED -
	DATE - 01/23/2018	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	105
CONTRACT NO. 60K78				
ILLINOIS FED. AID PROJECT				

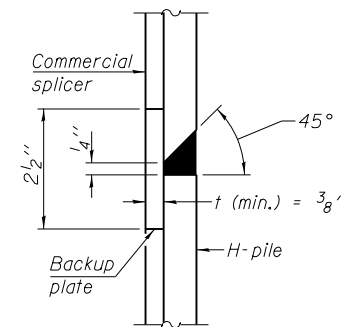


STEEL PILE TABLE

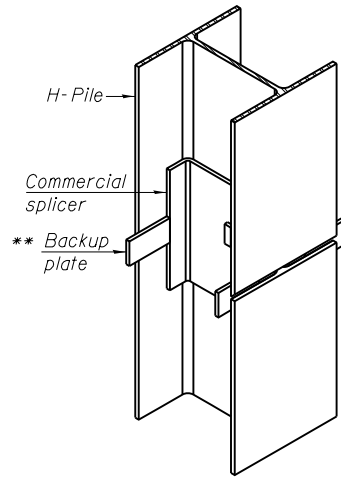
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



ELEVATION

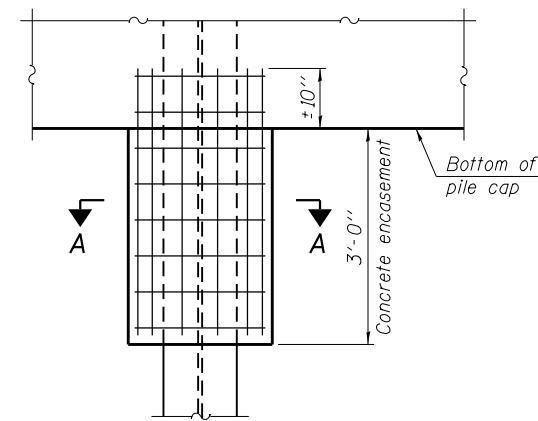


DETAIL "B"



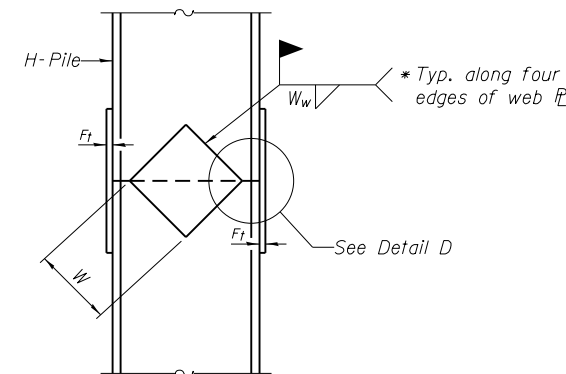
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION

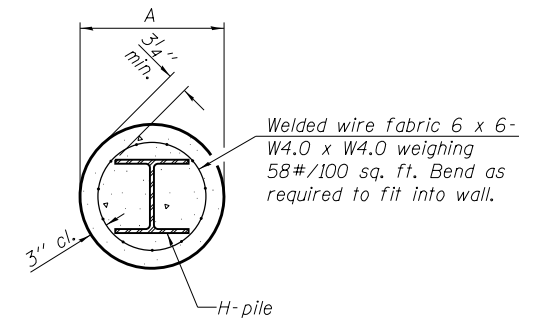
PILE ENCASEMENT



ELEVATION

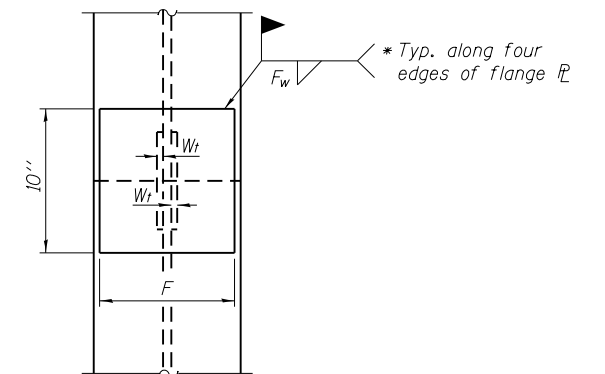
DETAIL D

WELDED PLATE FIELD SPLICE

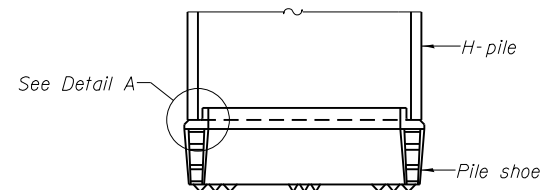


SECTION A-A

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



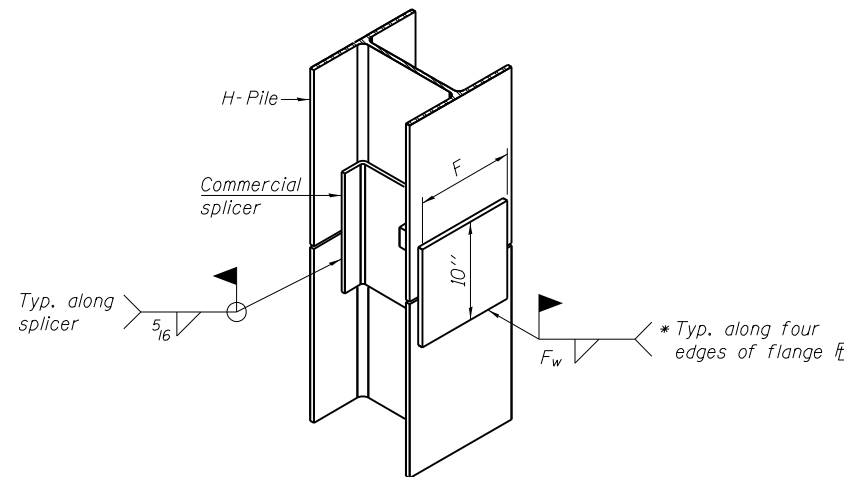
END VIEW



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 (5/16" min.).

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

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

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F-HP 1-27-12

GR&E
8501 N. Higgins Road, Suite 280
Chicago, Illinois 60631; (773) 399-0112

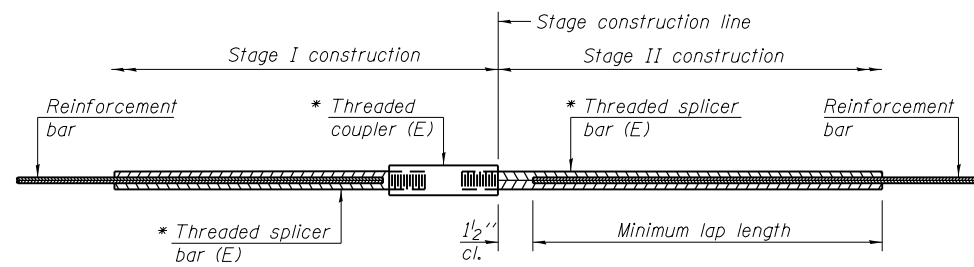
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PLOT SCALE =	CHECKED - J.A.Z.	REVISED -
PLOT DATE =	DRAWN - D.L.G.	REVISED -
	DATE - 01/23/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**HP PILE DETAILS
STRUCTURE NO. 016-1302**

SHEET NO. S39 OF 47 SHEETS

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	106
CONTRACT NO. 60K78				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

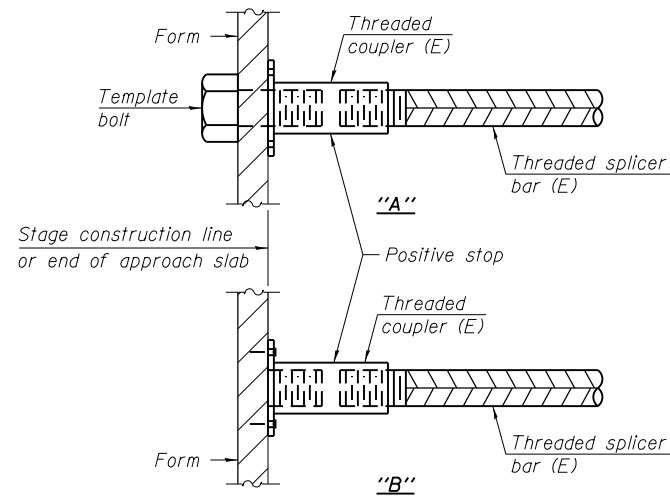
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	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, 0.8 Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

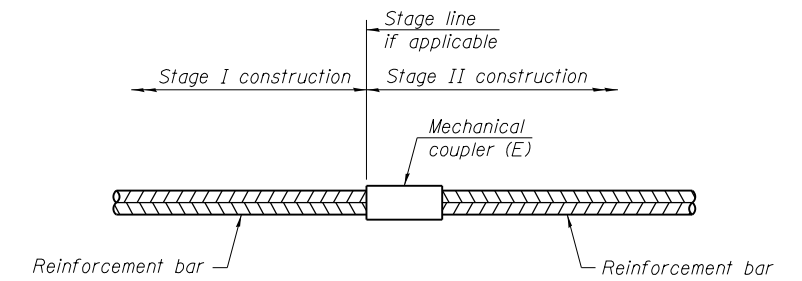
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	752	5
Abut. Diaphragms	#6	24	6
Approach Slabs	#4	50	6
Approach Slabs	#5	92	5
Appr. Slab Ftg's.	#5	80	5
South Abutment	#7	11	4
North Abutment	#7	11	4
Pier Caps, Top	#9	12	6
Pier Caps, Bottom	#9	14	5
Pier Caps, Side	#5	20	6
Pier Webwalls	#5	392	6



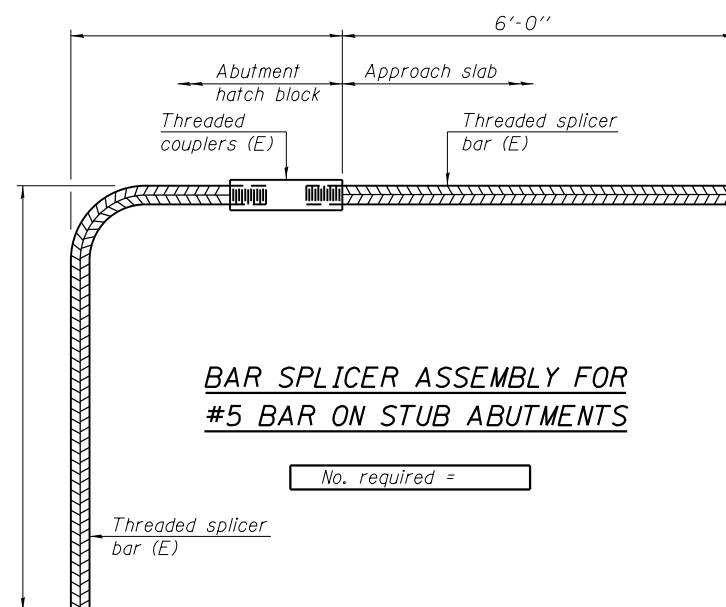
INSTALLATION AND SETTING METHODS

"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 STUB ABUTMENTS

No. required =

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.

H:\projects\2012\20123002\CAD\60K78\CAD_Sheets\Diagrams\60K78-s40-bar-splc-dt.dgn 1/26/2018 4:15:58 PM

BSD-1

8-31-12

GRÄEF
 8501 W. Higgins Road, Suite 280
 Chicago, Illinois 60631; (773) 399-0112

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PLOT DATE =	DRAWN - D.L.G.	REVISED -
	DATE - 01/23/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY DETAILS
 STRUCTURE NO. 016-1302**

SHEET NO. S40 OF 47 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	107
CONTRACT NO. 60K78				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

PAGE 1 of 2
 DATE 4/10/2012
 LOGGED BY MD
 GSI JOB No. 10147

ROUTE US Route 6/FAP 0358 DESCRIPTION IL 83/US Route 6/Torrence Ave. Over The Little Calumet River
 SECTION 0909.1-B LOCATION T36N, R14E, SEC24 & T36N, R15E, SEC19 3rd PM
 COUNTY Cook DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. Existing SN 016-0936
 Proposed SN 016-1302
 Station 176+10.00
 BORING NO. **SB-01**
 Northing 177+31
 Easting 21.5' Left
 Ground Surface Elev. 600.6

DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOIST (%)	Surface Water Elev. <u>n/a</u>				Stream Bed Elev. <u>n/a</u>			
				DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOIST (%)	DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOIST (%)
0.0				4.0" ASPHALT, 10.0" CONCRETE							
2.0	2		104								
3.0											
5.0	3.4B	21									
1.0			93	CLAY-dark brown & gray-stiff to very stiff (A-6) Fill							
2.0											
3.0	1.1B	27									
3.0			108	CLAY-gray-medium stiff to very stiff (A-6)							
6.0											
7.0	5.4B	19									
3.0			108								
10.0											
10.0	NP	23		SILT-brown-medium dense (A-4)							
11.0											
11.0	NP	26		SILT-gray-medium dense (A-4)							
8.0			105								
10.0											
15.0	9	NP	20								
2.0			100	SILTY CLAY LOAM-gray-loose (A-4/A-6)							
4.0											
5.0	0.3B	26									
3.0			109	CLAY-gray-medium stiff to very stiff (A-6)							
3.0											
6.0	1.5B	20									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery



SOIL BORING LOG

PAGE 2 of 2
 DATE 4/10/2012
 LOGGED BY MD
 GSI JOB No. 10147

ROUTE US Route 6/FAP 0358 DESCRIPTION IL 83/US Route 6/Torrence Ave. Over The Little Calumet River
 SECTION 0909.1-B LOCATION T36N, R14E, SEC24 & T36N, R15E, SEC19 3rd PM
 COUNTY Cook DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. Existing SN 016-0936
 Proposed SN 016-1302
 Station 176+10.00
 BORING NO. **SB-01**
 Northing 177+31
 Easting 21.5' Left
 Ground Surface Elev. 600.6

DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOIST (%)	Surface Water Elev. <u>n/a</u>				Stream Bed Elev. <u>n/a</u>			
				DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOIST (%)	DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOIST (%)
4.0				CLAY LOAM-gray-very stiff to hard (A-6)							
5.0			115								
8.0											
10.0	3.25B	17		CLAY-gray-medium stiff to very stiff (A-6)							
3.0			109								
3.0											
6.0	2.4B	20									
3.0			108								
4.0											
7.0	1.8B	21		SILT-brown-medium dense (A-4)							
11.0	NP	26		SILT-gray-medium dense (A-4)							
8.0			105								
10.0											
15.0	9	NP	20								
2.0			100	SILTY CLAY LOAM-gray-loose (A-4/A-6)							
4.0											
5.0	0.3B	26									
3.0			109	CLAY-gray-medium stiff to very stiff (A-6)							
3.0											
6.0	1.9B	20									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS=Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery

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PLOT DATE =	DATE - 01/23/2018	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOG, SB-1
 STRUCTURE NO. 016-1302

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	108
CONTRACT NO. 60K78				

SHEET NO. S41 OF 47 SHEETS

ILLINOIS FED. AID PROJECT



ROCK CORE LOG

PAGE 1 of 1
 DATE 10/13/2010
 LOGGED BY DR
 GSI JOB No. 09172

ROUTE FAP 349 (US 30) DESCRIPTION US 30 from west of IL 31 to east of Burlington Northern Railroad
 SECTION (10 & 11 VB) R-3 LOCATION Section 32, T. 38 N., R. 8 E., Aurora Township, 3rd P.M.
 COUNTY Kane CORING METHOD Rotary Wash

STRUCT. NO. SN 045-0039 CORING BARREL TYPE & SIZE NX Double Swivel-10 ft
 Station 12171+21.00 Core Diameter 2.0 in
 BORING NO. **SB-04** Top of Rock Elev. 596.1
 Station: 1269+09 Begin Core Elev. 596.1
 Offset: 36.5' Left
 Ground Surface Elev. 640.1

DEPTH	CORERUN	RECOVERY	R.Q.D.	CORRECTION	STRENGTH
(ft)	(#)	(%)	(%)	(min /ft)	(tsf)
596.1	1	100.0	62.5	n/a	577@ -44.0
RUN 1 (-44.0' to -54.0') Silurian System, Niagaran Series Dolomite Light gray mottled gray with horizontal to wavy bedding. Soft & argillaceous with some varving. Numerous weathered horizontal fractures with clay & shale partings.					
-49					
-54					



Color pictures of the cores Yes Cores will be stored for examination for XX
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

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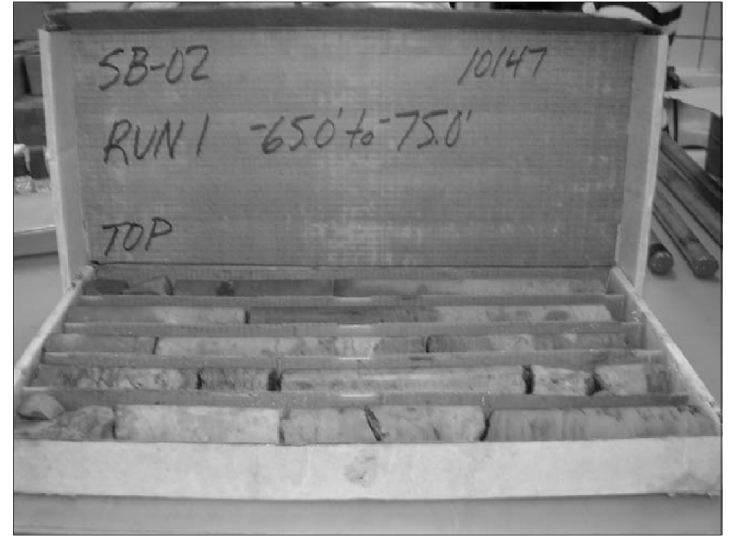
ROCK CORE LOG

PAGE 1 of 1
 DATE 4/11/2012
 LOGGED BY JK
 GSI JOB No. 10147

ROUTE US Route 6/FAP 0358 DESCRIPTION IL 83/US Route 6/Torrence Ave. Over The Little Calumet River
 SECTION 0909.1-B LOCATION T36N, R14E, SEC24 & T36N, R15E, SEC19 3rd PM
 COUNTY Cook CORING METHOD Rotary Wash
 STRUCT. NO. Existing SN 016-0936 CORING BARREL TYPE & SIZE NX Double Swivel-10 ft
 Station 176+10.00 Core Diameter 2.0 in
 BORING NO. SB-02 Top of Rock Elev. 536.5
 Northing 177+29 Begin Core Elev. 535.5
 Easting 25.0' Right
 Ground Surface Elev. 600.5

DEPTH	CORE	RECOVERY	R.Q.D.	CORRECTION	STRENGTH
(ft)	(#)	(%)	(%)	(ft)	(tsf)
	1	100.0	69.5	n/a	1106 @ -67.0'

SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE
 RUN 1 (-65.0' to -75.0')
 Gray mottled light gray with horizontal bedding. Fine grained becoming porous & fossiliferous with below -70.8'.



Color pictures of the cores Yes _____ Cores will be stored for examination for _____
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROCK CORE LOG, SB-2
 STRUCTURE NO. 016-1302

SHEET NO. S44 OF 47 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	111
				CONTRACT NO. 60K78
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

PAGE 1 of 2
DATE 10/12/2012
LOGGED BY JK
GSI JOB No. 10147

ROUTE US Route 6/FAP 0358 DESCRIPTION II. 83/US Route 6/Torrence Ave. Over The Little Calumet River
SECTION 0909.1-B LOCATION T36N, R14E, SEC24 & T36N, R15E, SEC19 3rd PM
COUNTY Cook DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. Existing SN 016-0936 Proposed SN 016-1302
Station 176+10.00
BORING NO. **SB-03**
Northing 175+10
Easting 21.5' Left
Ground Surface Elev. 600.3

DEPTH TH (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	Surface Water Elev. <u>n/a</u>				Stream Bed Elev. <u>n/a</u>				Groundwater Elevation:			
				DEPTH TH (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	DEPTH TH (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	DEPTH TH (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)
4.0" ASPHALT, 12.0" CONCRETE															
	7														
	11														
	14	3.25P	20												
CLAY LOAM-black- loose to medium dense (Fill)															
	10														
	6														
	5		21												
	2														
	5														
	4	1.5P	26												
TOPSOIL-black (Fill)															
	2														
	3														
	6		31												
	3														
	4														
	4	NP	19												
Silty SAND-gray-loose (Fill)															
	2														
	2														
	2														
	2														
	2														
	2														
	3														
	3														
	5	0.75P	53												
Organic SILTY CLAY-dark brown & black-loose															
	2														
	2														
	3														
	2														
	3														
	5														
	8														
	11	1.3B	22												

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery



SOIL BORING LOG

PAGE 2 of 2
DATE 10/12/2012
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GSI JOB No. 10147

ROUTE US Route 6/FAP 0358 DESCRIPTION II. 83/US Route 6/Torrence Ave. Over The Little Calumet River
SECTION 0909.1-B LOCATION T36N, R14E, SEC24 & T36N, R15E, SEC19 3rd PM
COUNTY Cook DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. Existing SN 016-0936 Proposed SN 016-1302
Station 176+10.00
BORING NO. **SB-03**
Northing 175+10
Easting 21.5' Left
Ground Surface Elev. 600.3

DEPTH TH (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	Surface Water Elev. <u>n/a</u>				Stream Bed Elev. <u>n/a</u>				Groundwater Elevation:			
				DEPTH TH (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	DEPTH TH (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	DEPTH TH (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)
CLAY LOAM-gray- very stiff to hard (A-6)															
	2														
	2														
	3	0.8B	54												
Organic SILTY CLAY-dark brown & black-loose															
	1														
	3														
	4	0.6B	59												
CLAY-gray- medium stiff to stiff (A-6)															
	5														
	8														
	10	1.4B	20												
Silty SAND & FRACTURED ROCK-gray- very dense (A-2)															
	5														
	11														
	13	1.6B	19												
CLAY-gray- medium stiff to stiff (A-6)															
	8														
	12														
	17	3.25P	17												
Silurian System, Niagaran Series Dolomite RUN 1 (-66.0' to -76.0') Light gray to gray, fine grained with horizontal bedding. Becoming slightly porous & vuggy from -70.4' to -74.1'. Recovery=94.0% RQD=91.0%															
	7														
	15														
	32	3.0B	15												
CLAY LOAM-gray- very stiff to hard (A-6)															
	7														
	15														
	32	3.0B	15												
End Of Boring @ -76.0' Hollow Stem Augers To -10.0' Rotary Drilling To Completion CME Automatic Hammer															
	24														
	61														
	100	1.5+P	12												

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

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PLOT DATE =	DATE - 01/23/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOG, SB-3
STRUCTURE NO. 016-1302**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	112
CONTRACT NO. 60K78				
ILLINOIS FED. AID PROJECT				

SHEET NO. S45 OF 47 SHEETS

Geo Services, Inc.
 Geotechnical, Environmental & Civil Engineering
 805 Amherst Court, Suite 204
 Naperville, Illinois 60565
 (630) 355-2638

ROCK CORE LOG

PAGE 1 of 1

DATE 10/12/2012

LOGGED BY JK

GSI JOB No. 10147

ROUTE US Route 6/FAP 0358 DESCRIPTION IL 83/US Route 6/Torrence Ave. Over The Little Calumet River

SECTION 0909.1-B LOCATION T36N, R14E, SEC24 & T36N, R15E, SEC19 3rd PM

COUNTY Cook CORING METHOD Rotary Wash

STRUCT. NO. Existing SN 016-0936 CORING BARREL TYPE & SIZE NX Double Swivel-10 ft

Station 176+10.00 Core Diameter 2.0 in

BORING NO. SB-03 Top of Rock Elev. 534.3

Northing 175+10 Begin Core Elev. 534.3

Easting 21.5' Left

Ground Surface Elev. 600.3

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORRECTION (ft)	STRENGTH (tsf)
	1	94.0	91.0	n/a	1140 @ -66.0'

SILURIAN SYSTEM, NIAGARAN SERIES DOLOMITE
 RUN 1 (-66.0' to -76.0')
 Light gray to gray, fine grained with horizontal bedding. Becoming slightly porous & vuggy
 from -70.4' to -74.1'.



Color pictures of the cores Yes Cores will be stored for examination for -
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

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GRAEF
 8501 W. Higgins Road, Suite 280
 Chicago, Illinois 60631 (773) 399-0112

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PLOT SCALE =	DRAWN - D.L.G.	REVISED -
PLOT DATE =	DATE - 01/23/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROCK CORE LOG, SB-3
 STRUCTURE NO. 016-1302**

SHEET NO. S46 OF 47 SHEETS

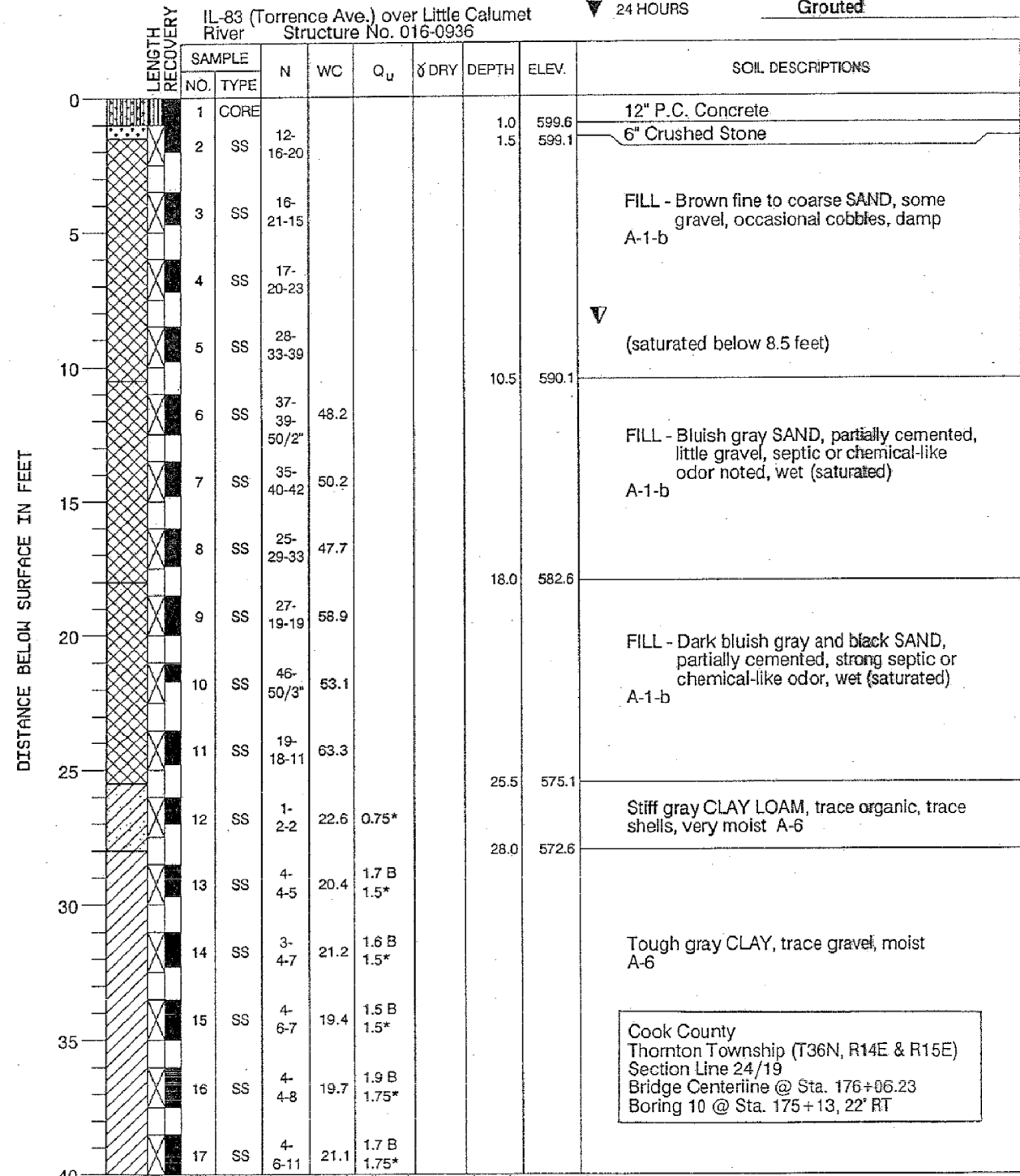
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	113
				CONTRACT NO. 60K78

ILLINOIS FED. AID PROJECT

PROJECT **Streambed Scour Study, 11 Bridge Locations, District 1, Illinois**
 CLIENT **Illinois Department of Transportation, Schaumburg, Illinois**
 BORING **10** DATE STARTED **8-1-96** DATE COMPLETED **8-1-96** JOB **L-39,864**



ELEVATIONS WATER TABLE
 GROUND SURFACE **600.6** WHILE DRILLING **8.5'**
 END OF BORING **535.1** AT END OF BORING **Rotary Wash Drill**
 24 HOURS **Grouted**



DRILL RIG NO. **91**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

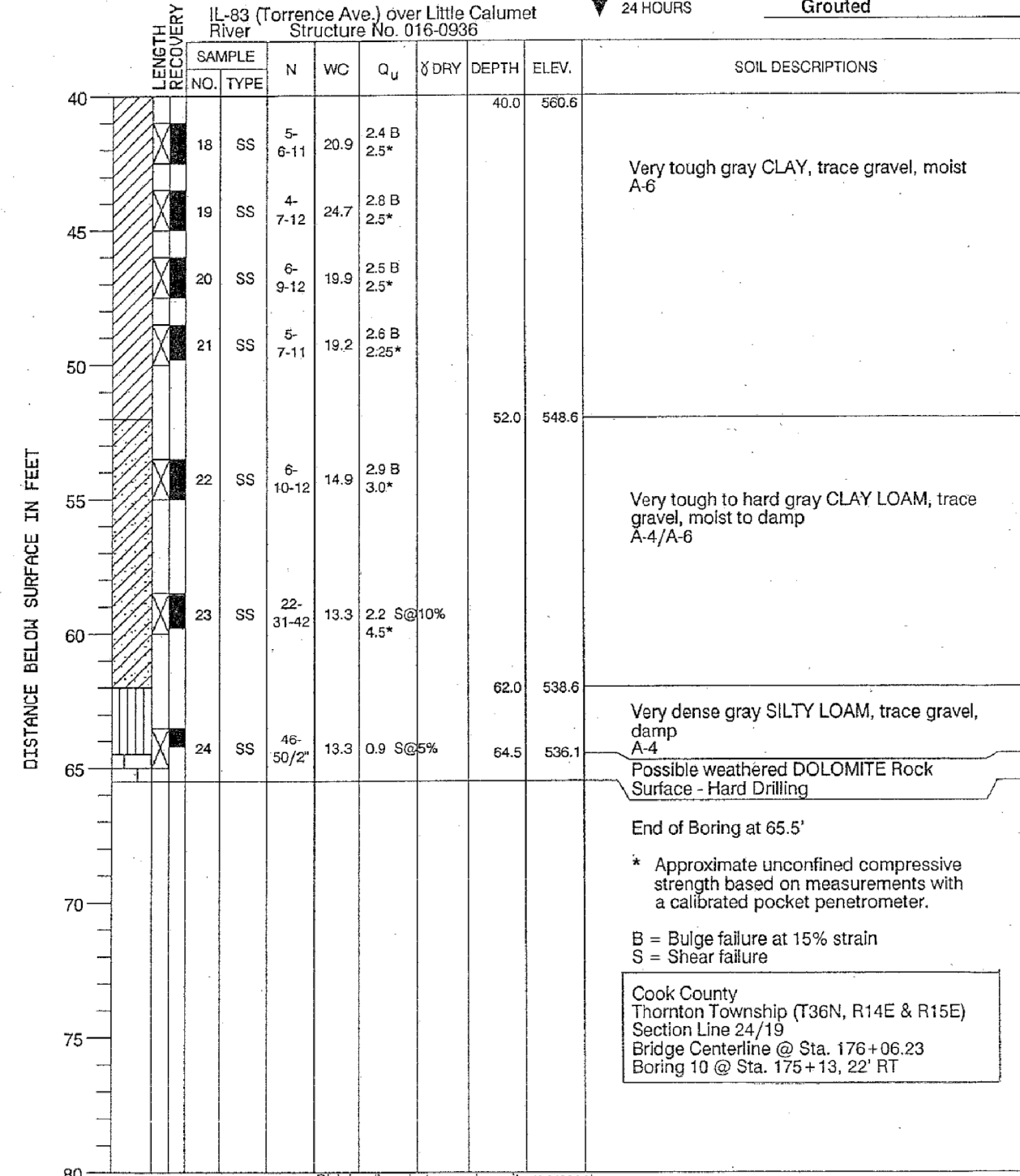
Page 1 of 2

Cook County
 Thornton Township (T36N, R14E & R15E)
 Section Line 24/19
 Bridge Centerline @ Sta. 176+06.23
 Boring 10 @ Sta. 175+13, 22' RT

PROJECT **Streambed Scour Study, 11 Bridge Locations, District 1, Illinois**
 CLIENT **Illinois Department of Transportation, Schaumburg, Illinois**
 BORING **10** DATE STARTED **8-1-96** DATE COMPLETED **8-1-96** JOB **L-39,864**



ELEVATIONS WATER TABLE
 GROUND SURFACE **600.6** WHILE DRILLING **8.5'**
 END OF BORING **535.1** AT END OF BORING **Rotary Wash Drill**
 24 HOURS **Grouted**



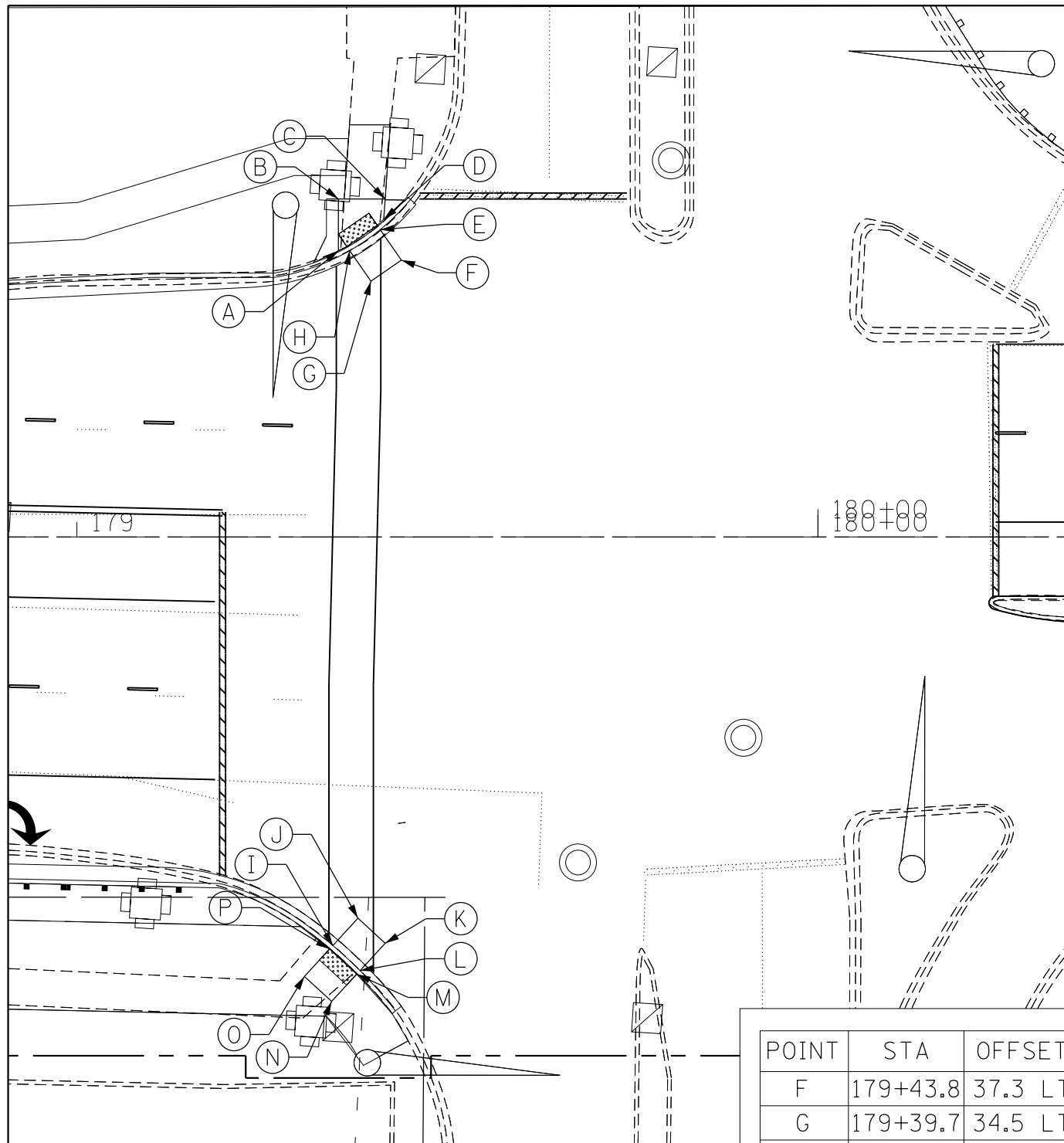
DRILL RIG NO. **91**

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

Page 2 of 2

Cook County
 Thornton Township (T36N, R14E & R15E)
 Section Line 24/19
 Bridge Centerline @ Sta. 176+06.23
 Boring 10 @ Sta. 175+13, 22' RT

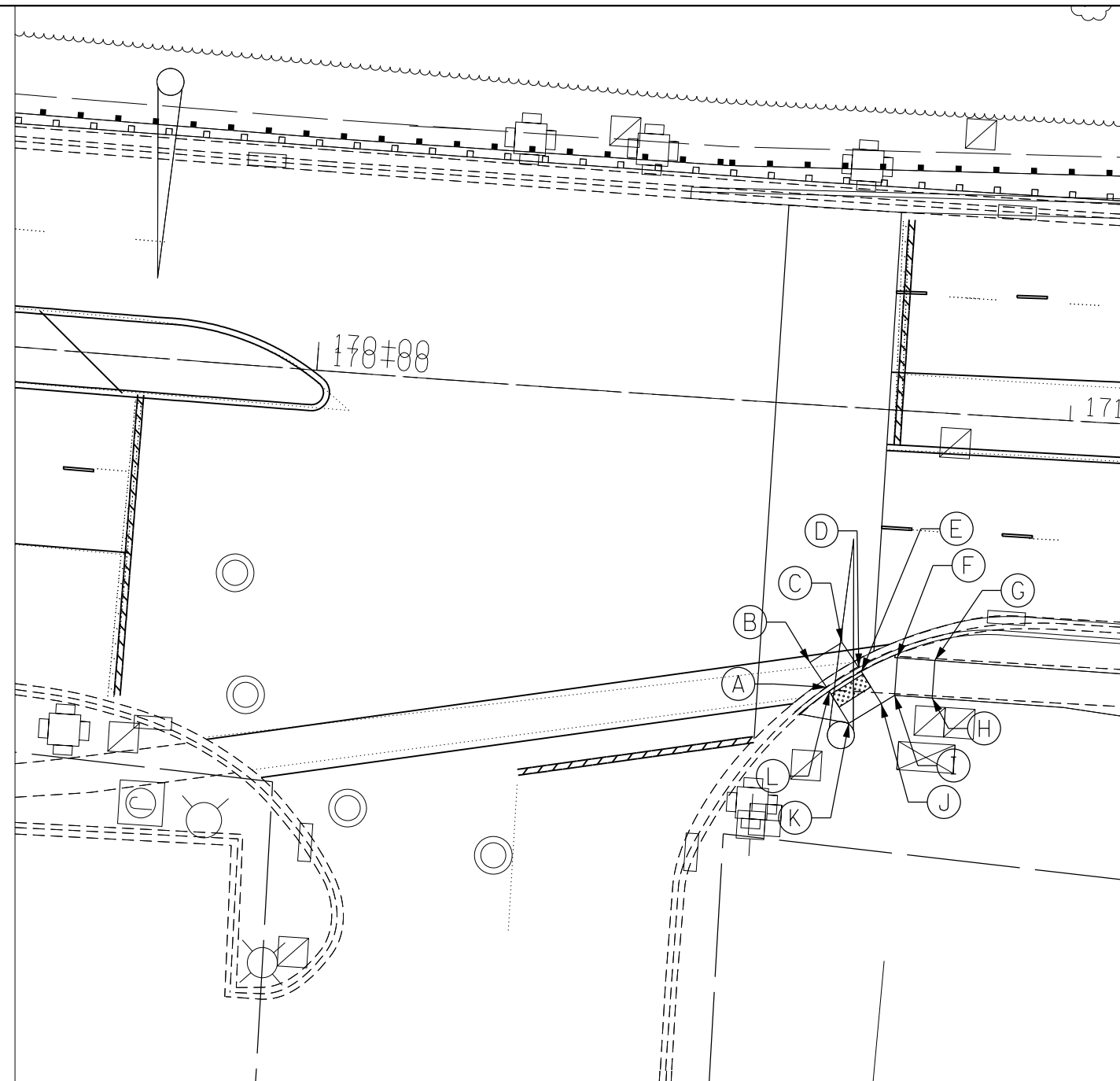
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IL ROUTE 83/US ROUTE 6 AT RIVER OAKS/CENTER DRIVE AND RING ROAD
SW TO SE CORNERS

POINT	STA	OFFSET	ELEV
A	179+35.3	38.6 LT	598.69
B	179+35.3	45.6 LT	598.79
C	179+41.6	45.6 LT	598.70
D	179+41.4	42.8 LT	598.66
E	179+40.9	41.5 LT	598.63

POINT	STA	OFFSET	ELEV
F	179+43.8	37.3 LT	598.71
G	179+39.7	34.5 LT	598.74
H	179+36.8	39.6 LT	598.66
I	179+34.5	55.1 RT	598.75
J	179+37.9	51.4 RT	598.83
K	179+41.6	54.8 RT	598.80
L	179+38.2	58.5 RT	598.72
M	179+37.8	59.0 RT	598.75
N	179+34.4	62.7 RT	598.83
O	179+30.7	59.3 RT	598.86
P	179+34.1	55.6 RT	598.78

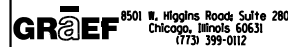


IL ROUTE 83/US ROUTE 6 AT EXCHANGE STREET
NW CORNER

POINT	STA	OFFSET	ELEV
A	170+70.1	37.2 RT	597.39
B	170+67.7	34.1 RT	597.47
C	170+71.7	31.2 RT	597.50
D	170+74.2	34.3 RT	597.42
E	170+74.5	34.8 RT	597.45
F	170+79.1	32.7 RT	597.48
G	170+84.1	32.8 RT	597.56
H	170+84.1	37.8 RT	597.63
I	170+79.1	37.7 RT	597.55

POINT	STA	OFFSET	ELEV
J	170+77.4	38.9 RT	597.52
K	170+73.3	41.8 RT	597.49
L	170+70.5	37.7 RT	597.42

2023002\Final\I-25-HI.tbi
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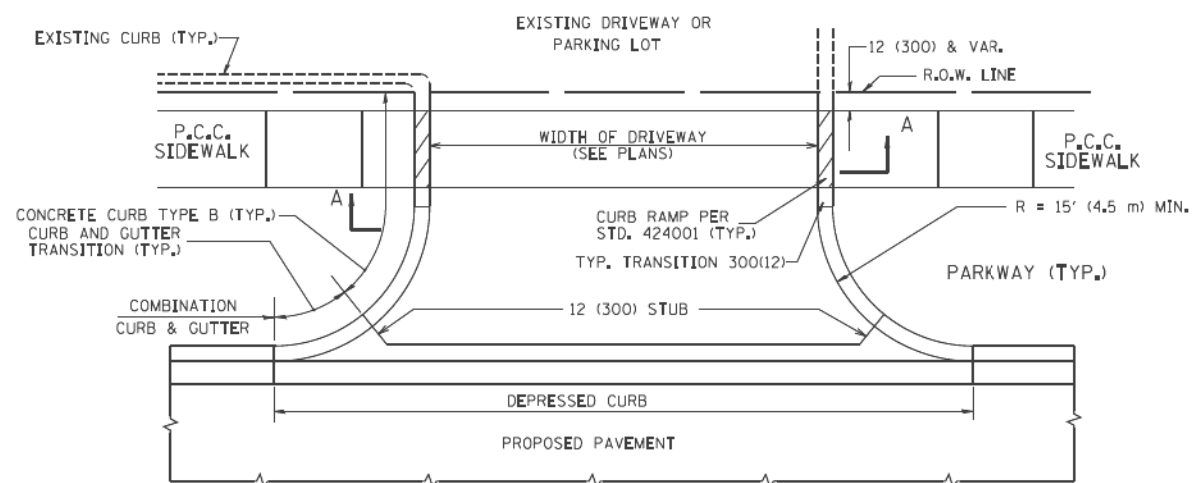
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

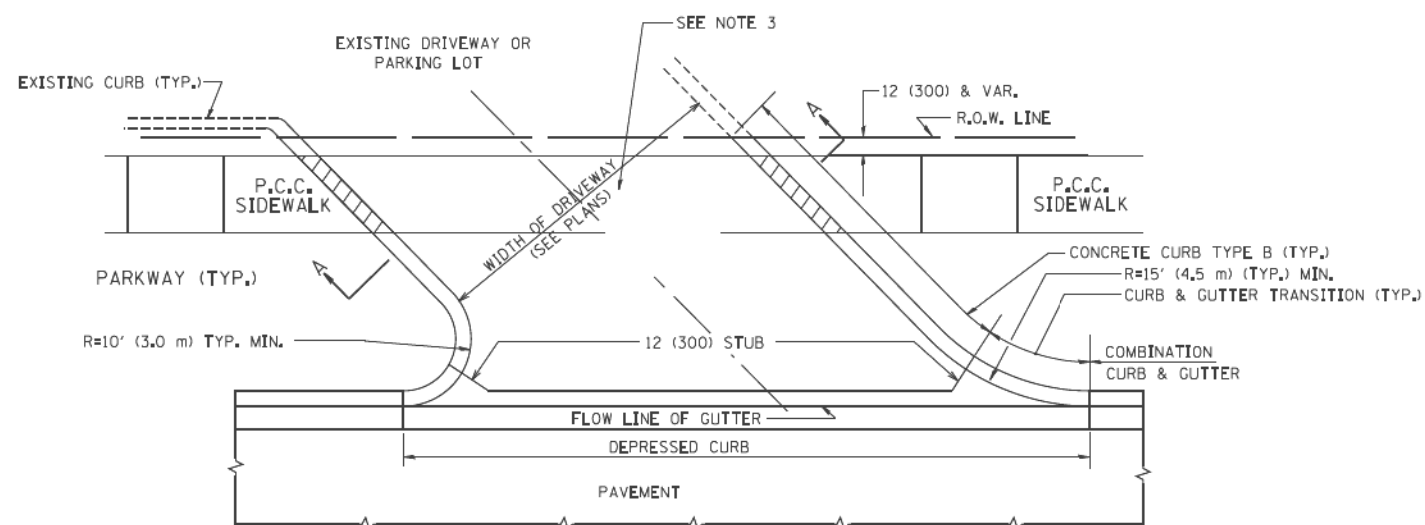
IL 83/US 6 (TORRENCE AVENUE) OVER LITTLE CALUMET RIVER
ADA RAMPS

SCALE: 1" = 20' SHEET NO. ADA-1 OF 1 STA. TO STA.

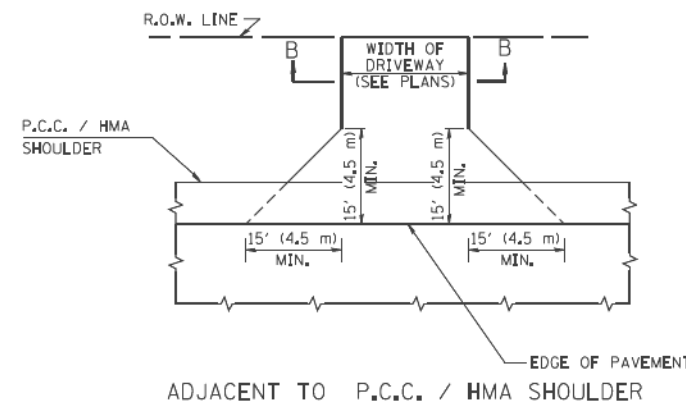
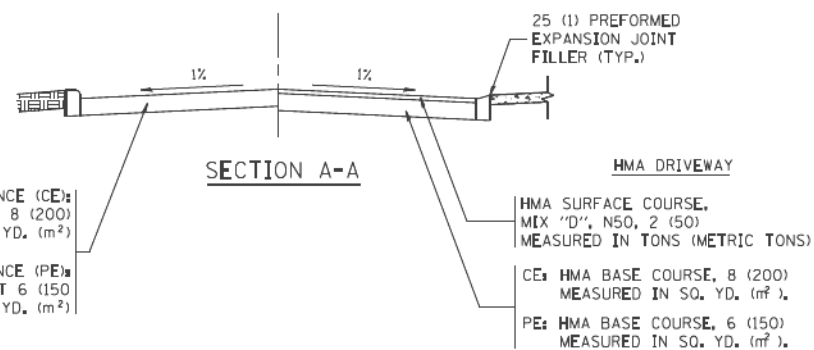
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CONTRACT NO. 60K78				
ILLINOIS FED. AID PROJECT				



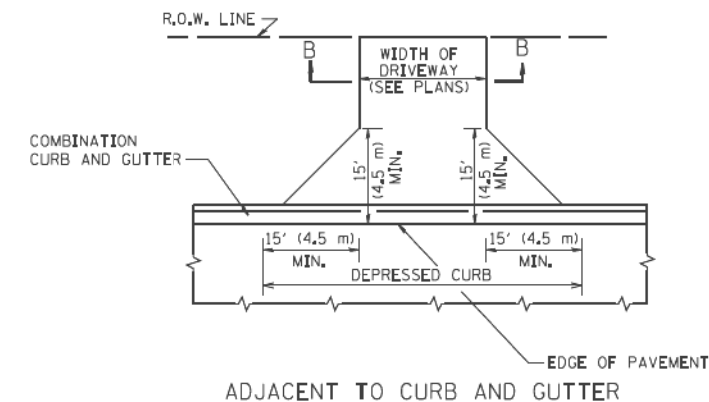
WITH CONCRETE CURB, TYPE B



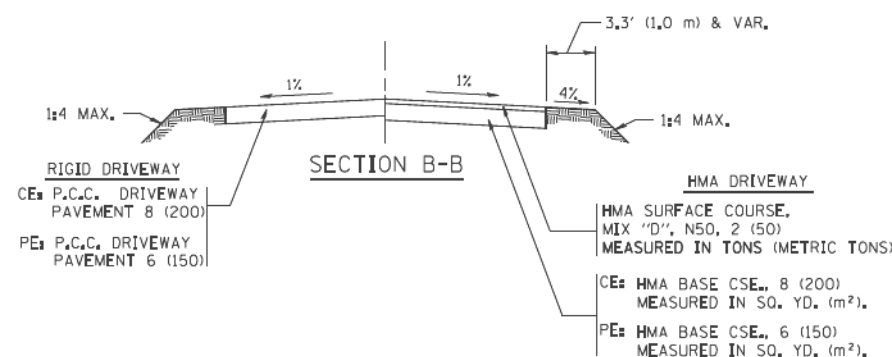
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)
HMA SURFACE COURSE,
MIX 'D', N50, 2 (50)
MEASURED IN TONS (METRIC TONS)
AGGREGATE BASE COURSE, 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.

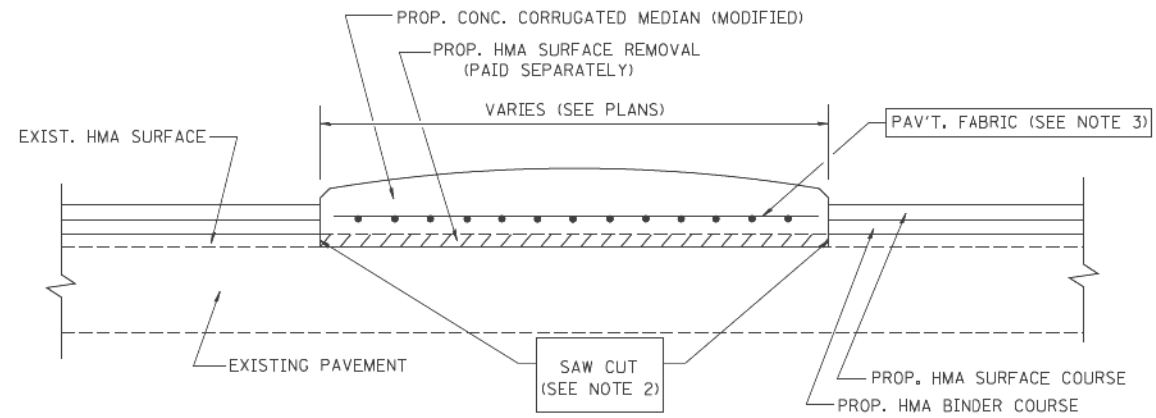
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME =	USER NAME = luyee	DESIGNED - R. SHAH	REVISED - P. LoFLUER 04-15-03
ca:\pw_work\p\dot\luyee\d0108315\bd01.dgn		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 06-11-08
		DATE - 11-04-95	REVISED - R. BORO 09-06-11

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.

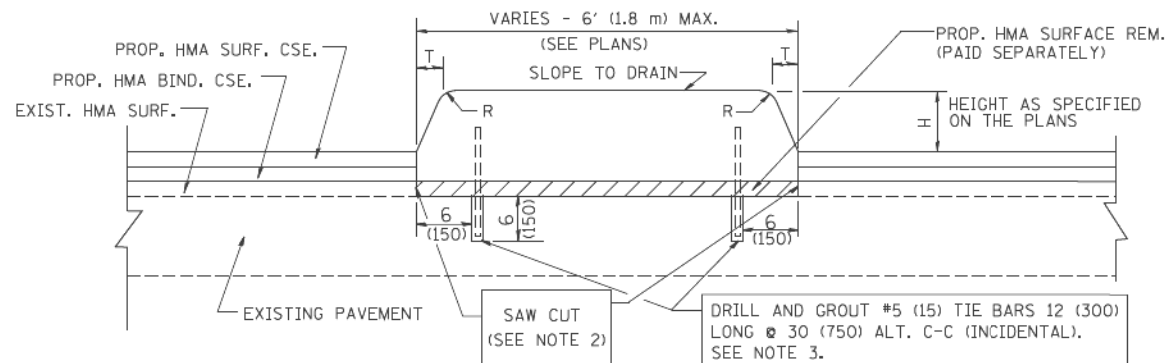
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	



- NOTES:
1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
 2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
 3. PAVEMENT FABRIC WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)

DETAILS FOR CORRUGATED MEDIAN (MODIFIED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CORRUGATED MEDIAN (MODIFIED)"



- NOTES:
1. CONCRETE MEDIAN TYPE SB (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
 2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"
 3. FOR MEDIAN WIDTH LESS THAN 4' (1.2 m) USE ONE ROW OF #5 (15) BARS @ 30 (750) C-C ALONG THE MEDIAN CENTERLINE. TIE BARS WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"

H	R	T
6(150)	1(25)	1(25)
9(225)	1(25)	2(50)

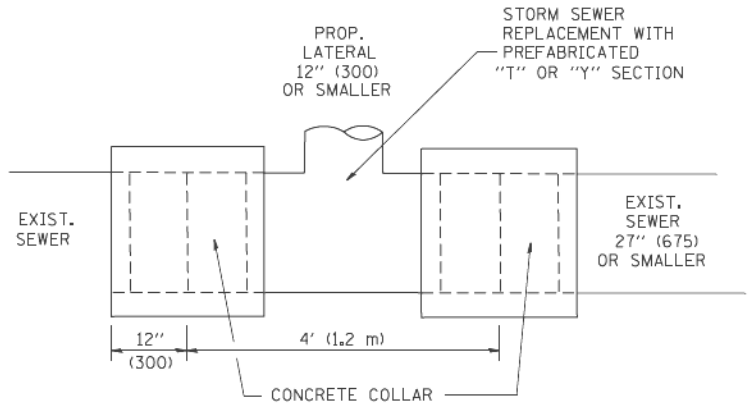
DETAILS FOR CONCRETE MEDIAN

TYPE SB (DOWELLED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CONCRETE MEDIAN TYPE SB (DOWELLED)"

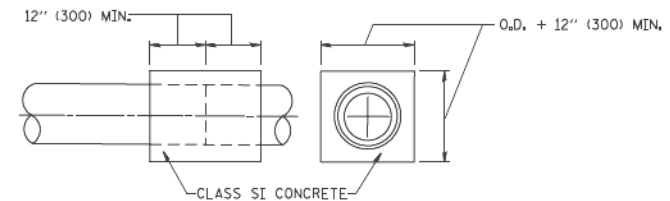
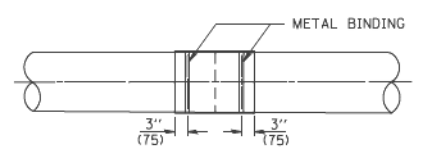
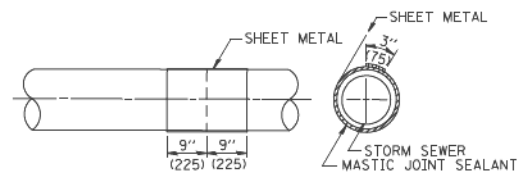
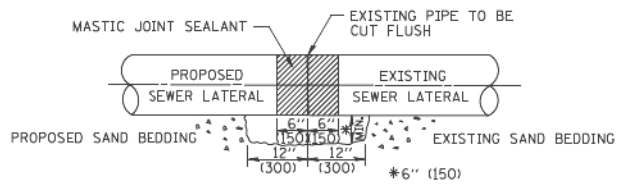
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		CHECKED -	REVISED - E. GOMEZ 08-28-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. I	ILLINOIS	FED. AID PROJECT		
		DATE - 05-14-90	REVISED - R. BORO 01-01-07									



DETAIL "A"

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

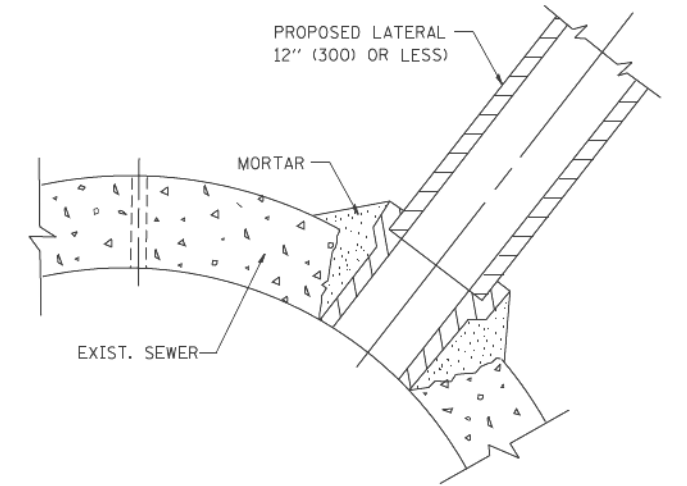


DETAIL "B"

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 OOOZES 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.

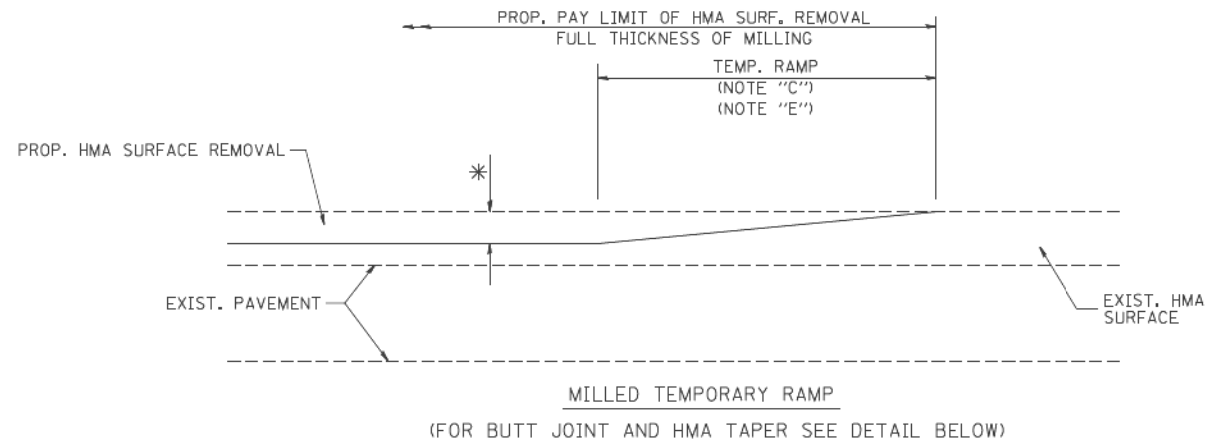
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		CHECKED -	REVISED - R. SHAH 10-25-94
		DATE - 07-25-90	REVISED - R. SHAH 06-12-96

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

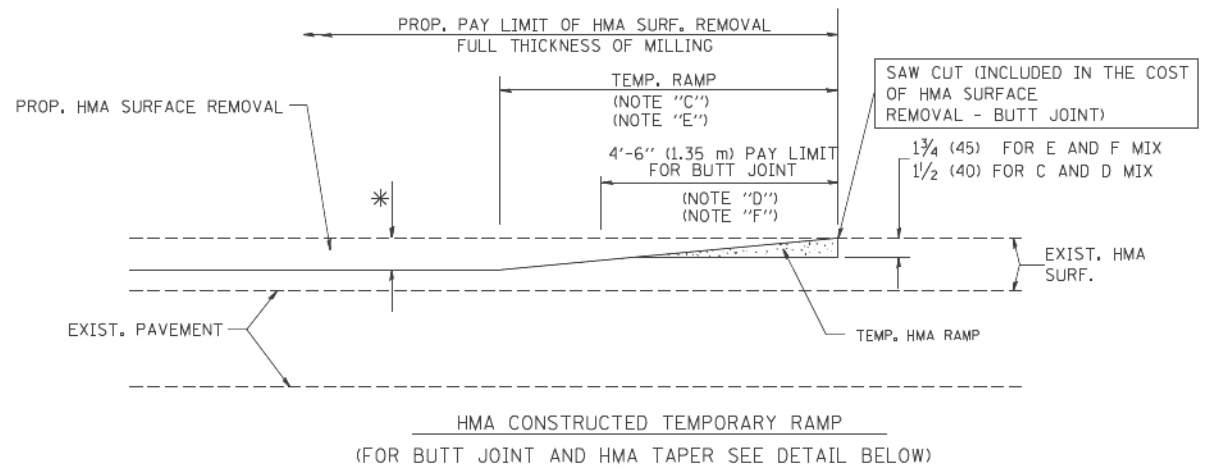
**DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER**

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

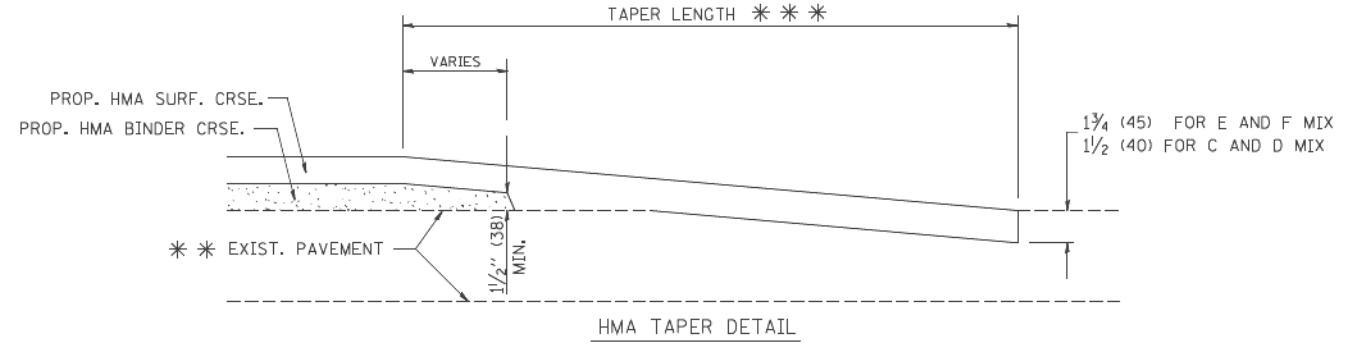
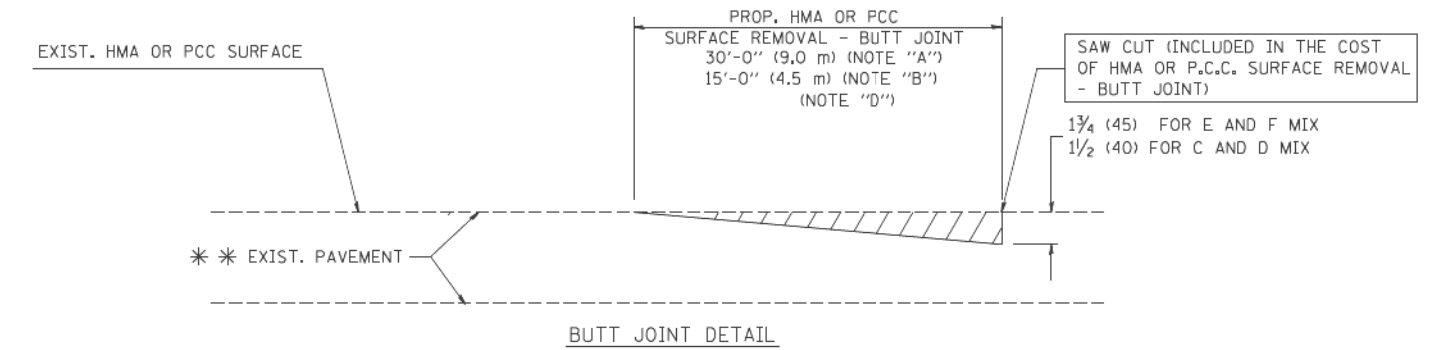
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			138	118
BD500-01 (BD-7)			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



OPTION 1



**OPTION 2
TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

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

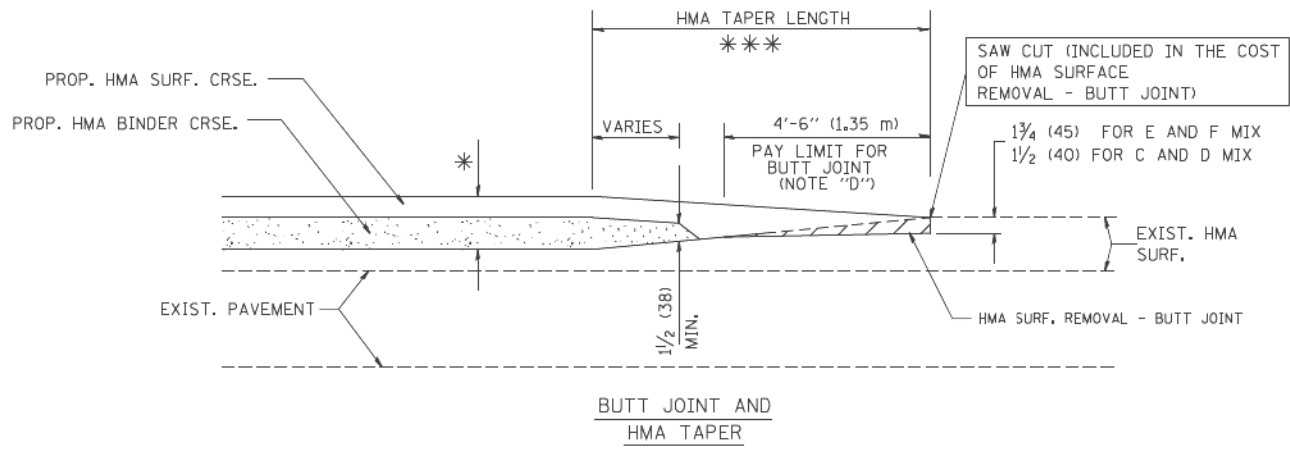
NOTES

- 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**

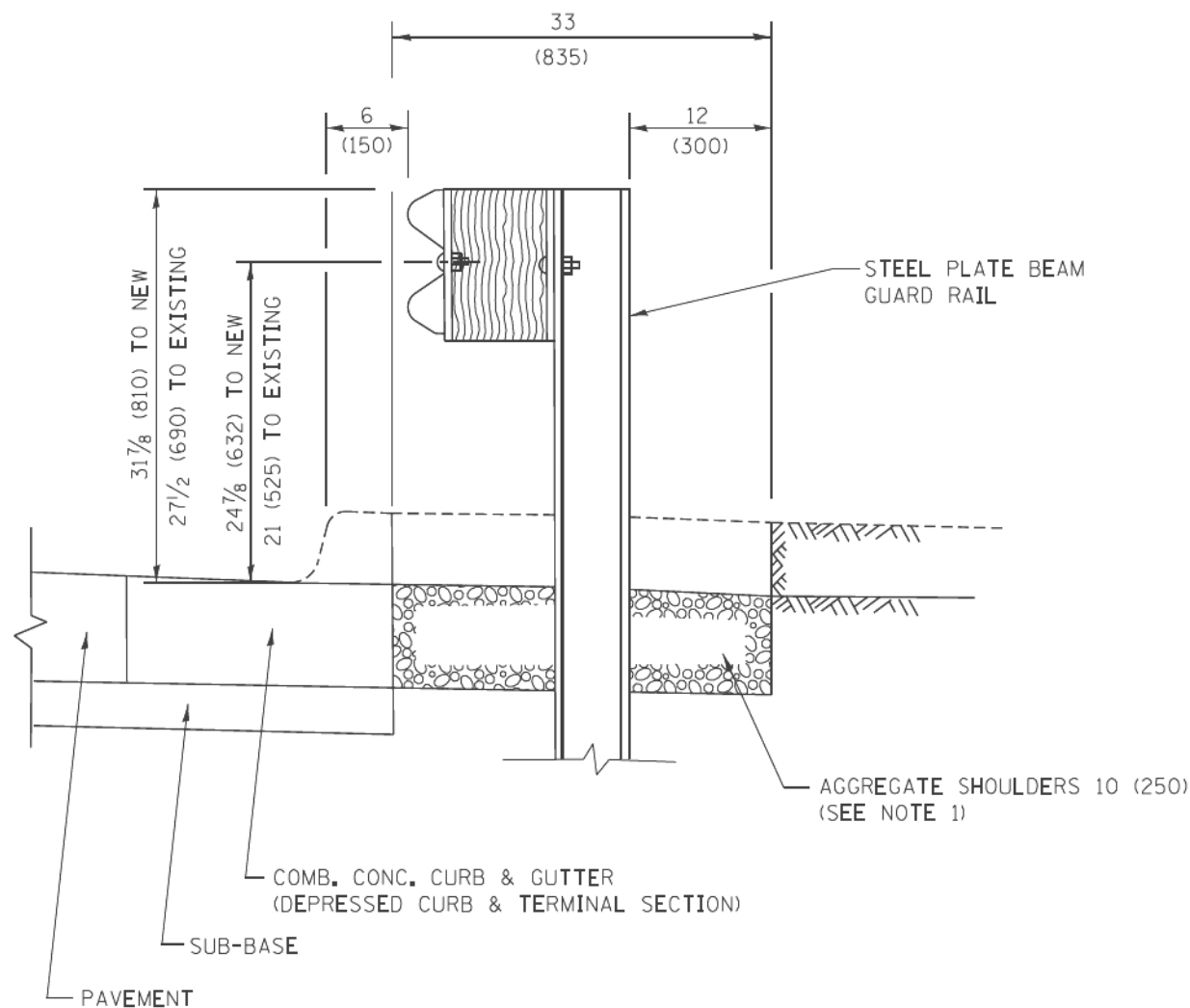
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	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

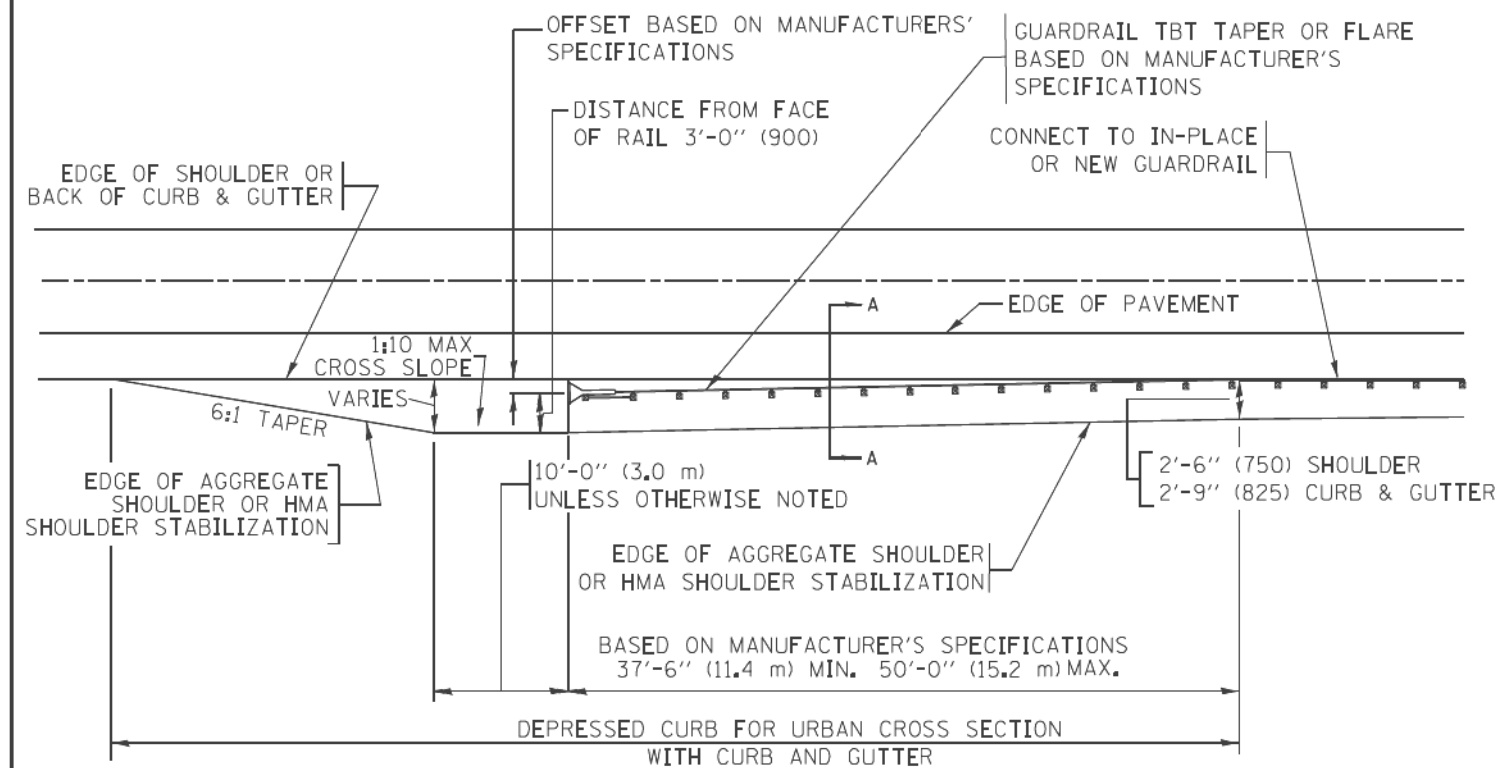
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			138	119
BD400-05 BD32			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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. 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.

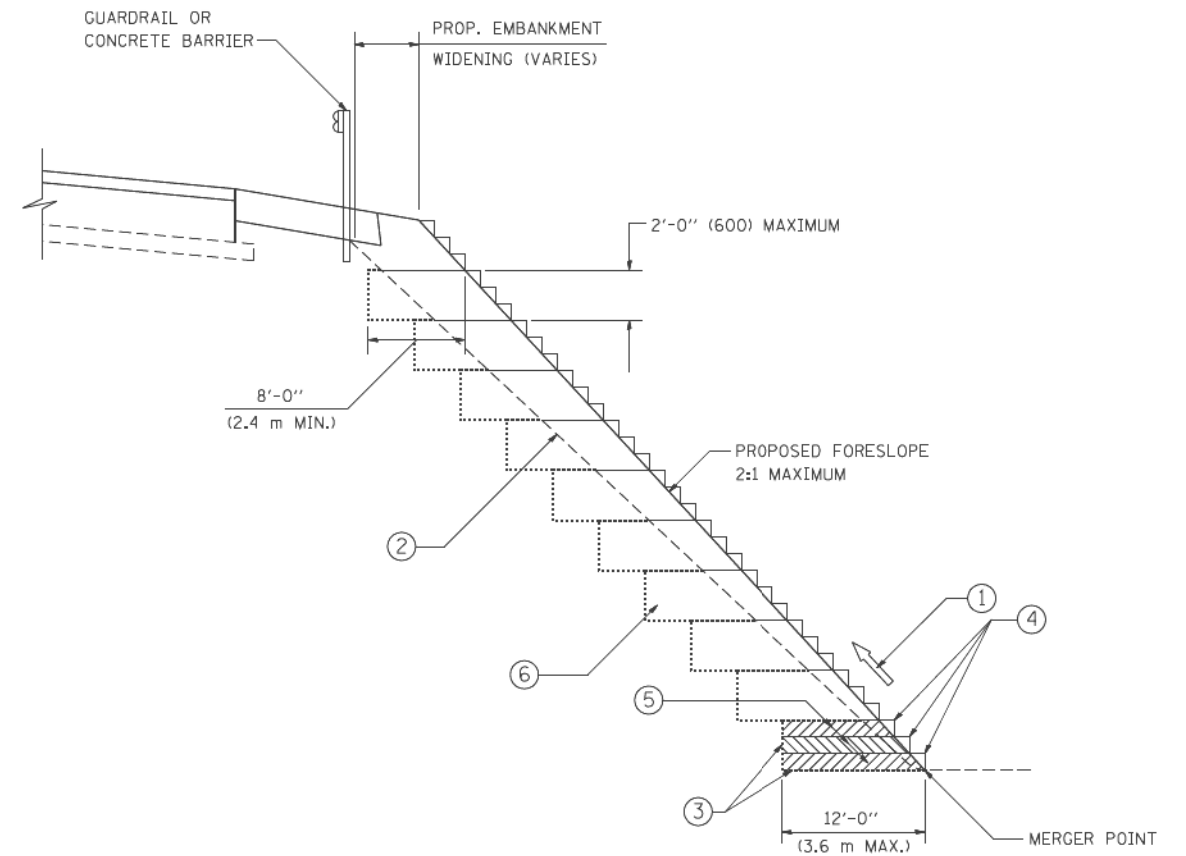
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		CHECKED -	REVISED - R. BORO 05-08-2015
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	PLOT DATE = 12/21/2015		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD600-10 (BD 34)		138	120
ILLINOIS FED. AID PROJECT			CONTRACT NO.	



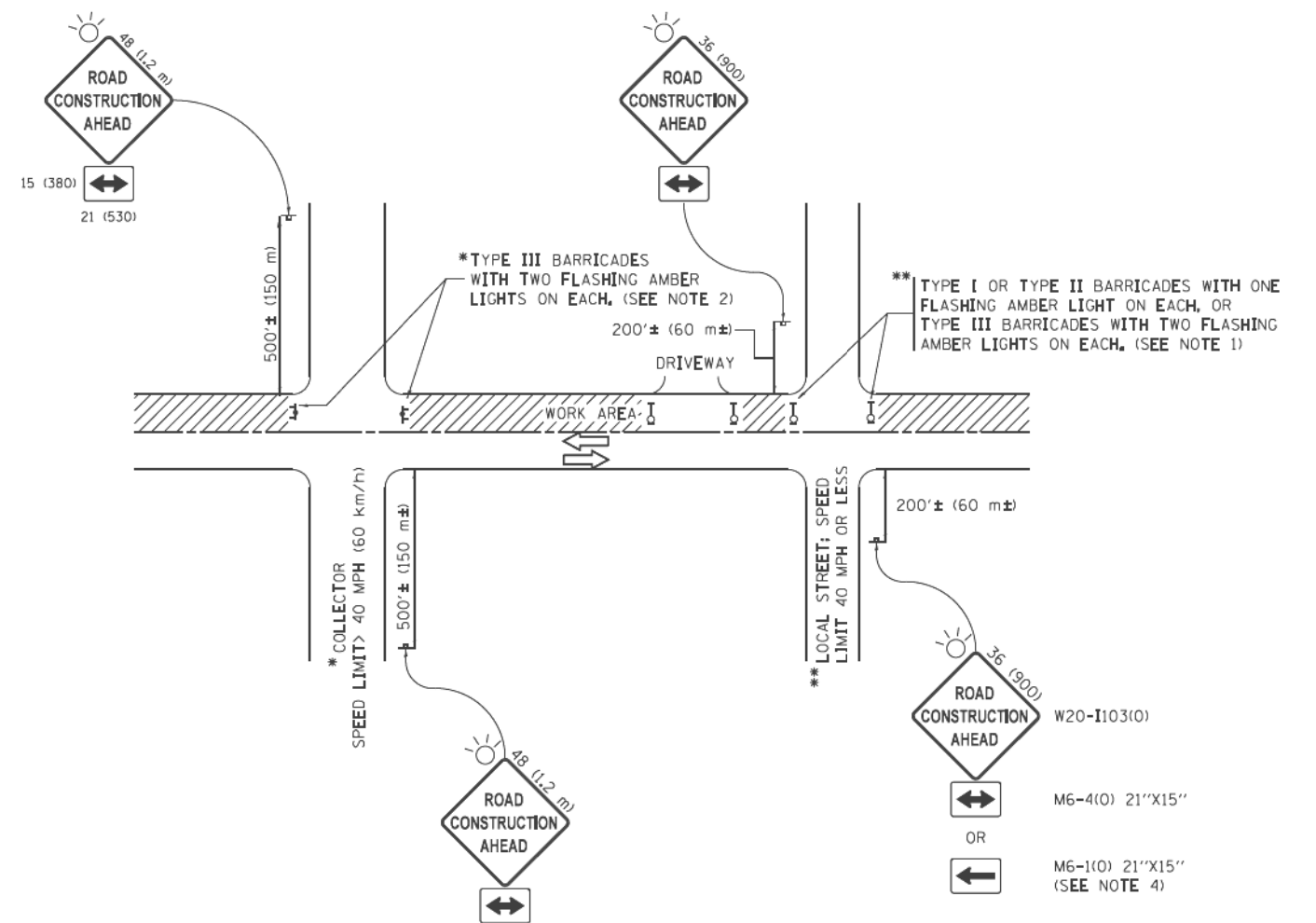
**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

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 = W:\diststd\22x34\bd51.dgn	USER NAME = goglianobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BENCHING DETAIL FOR EMBANKMENT WIDENING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000 / / IN.	DRAWN - CADD	REVISED -		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	138	121
	PLOT DATE = 1/4/2008	CHECKED - S.E.B.	REVISED -		80-51			CONTRACT NO.				
		DATE - 06-16-04	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



NOTES:

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 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. 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.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

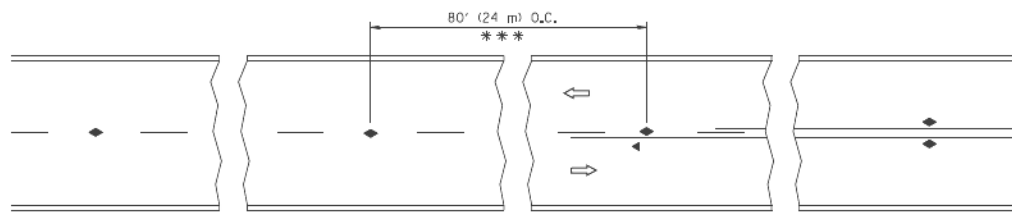
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pw\11084EBID\INTEG\Illinois.gov\FWIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\022400\CA0Data\CA0sheets\tcl1.dgn			REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 50.000' / 1" =	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016	DATE = 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

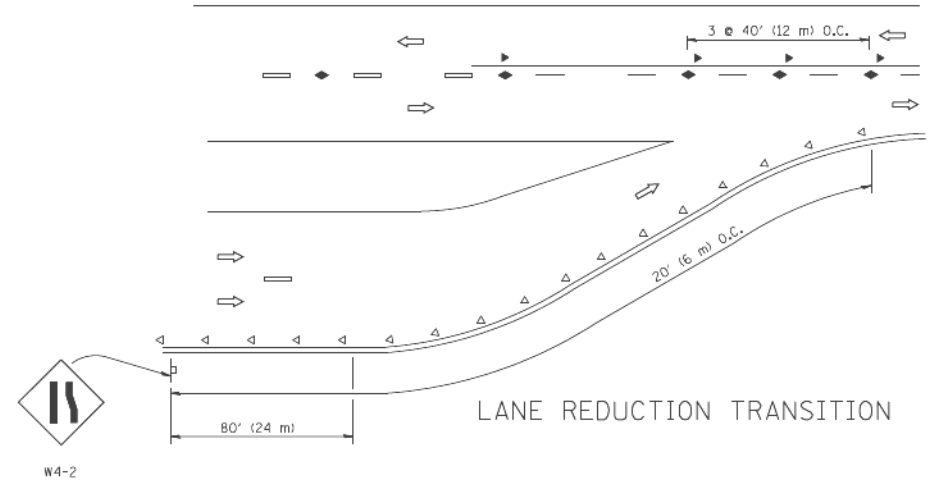
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

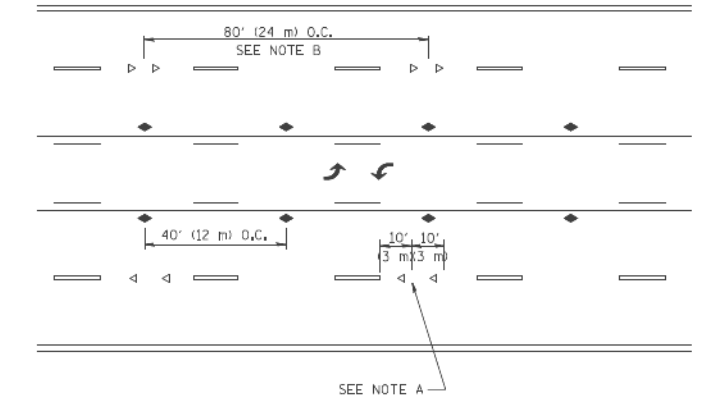
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			138	122
TC-10			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				



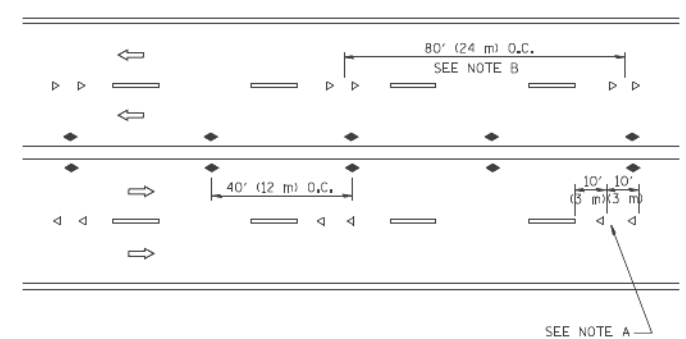
TWO-LANE/TWO-WAY



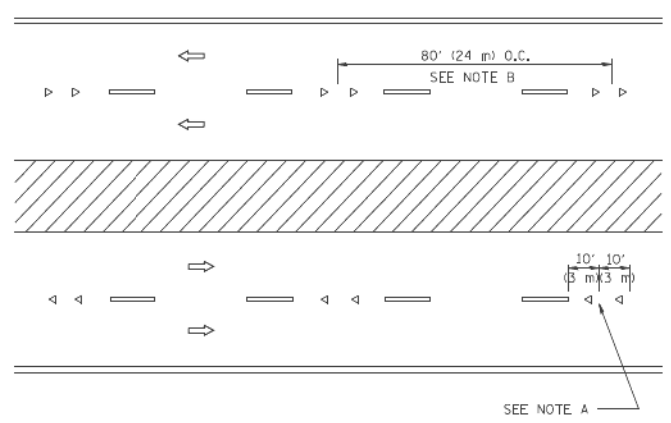
LANE REDUCTION TRANSITION



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

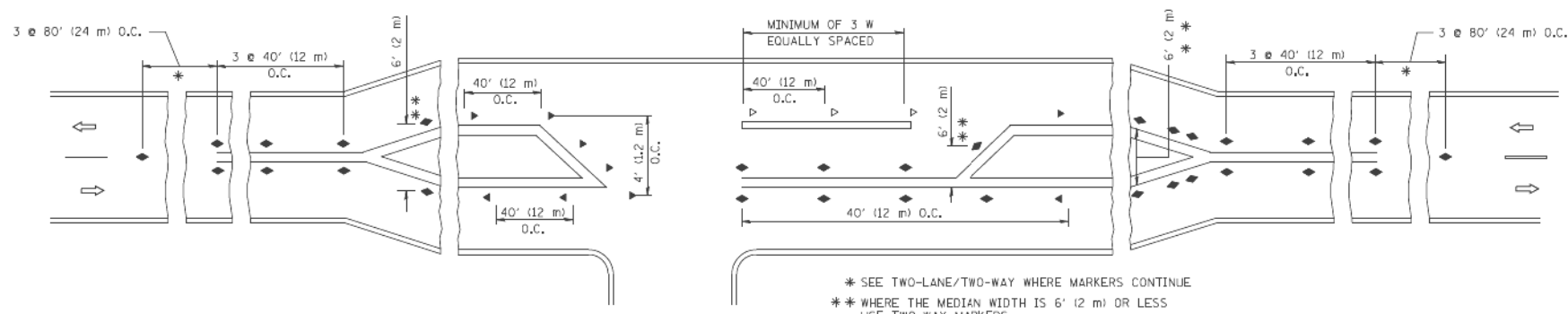
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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

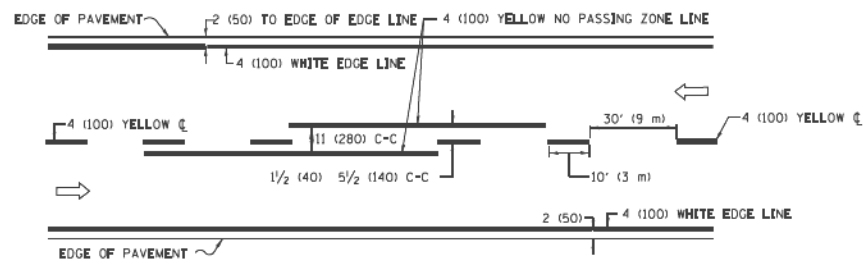
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = lujss	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
ca\pwork\pwork\lujss\d0108315\td11.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

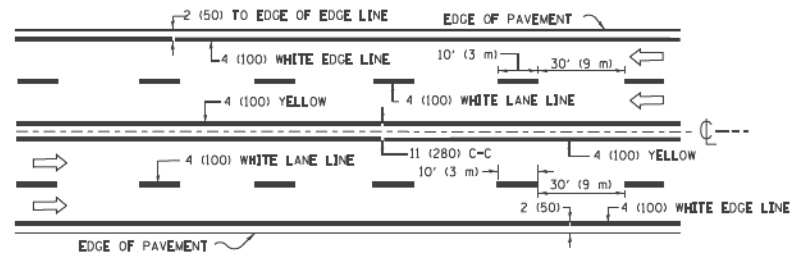
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

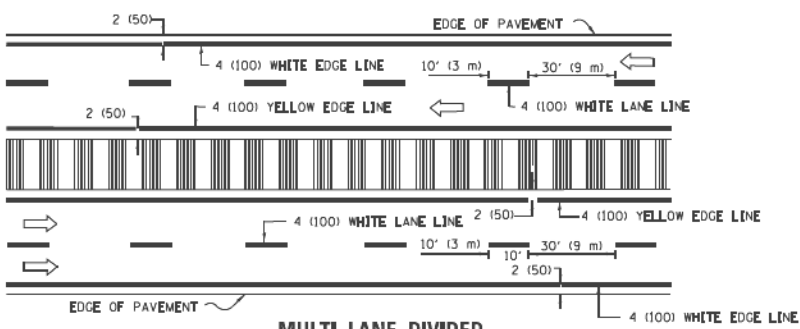
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			138	123
TC-11			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

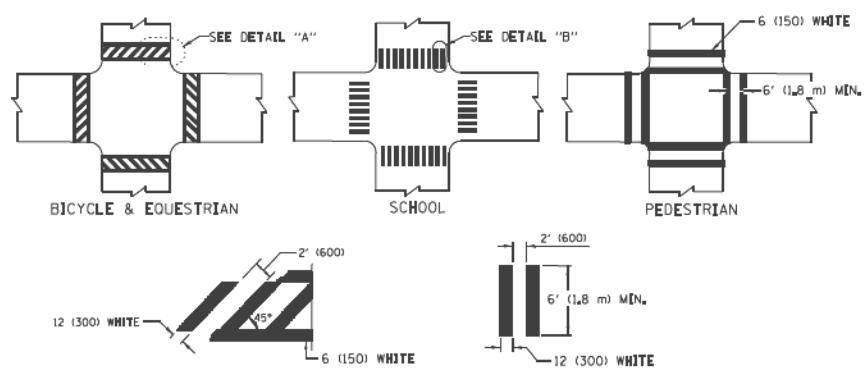


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

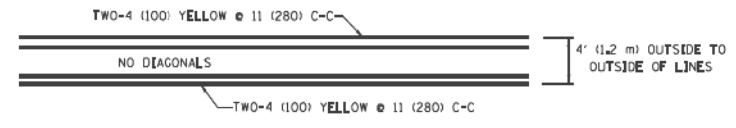
TYPICAL LANE AND EDGE LINE MARKING



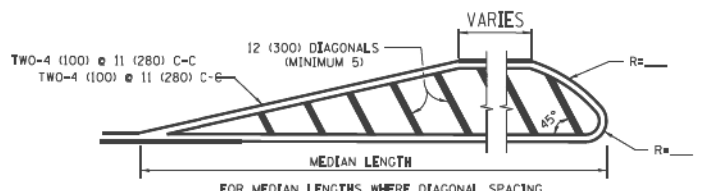
DETAIL "A" DETAIL "B"

TYPICAL CROSSWALK MARKING

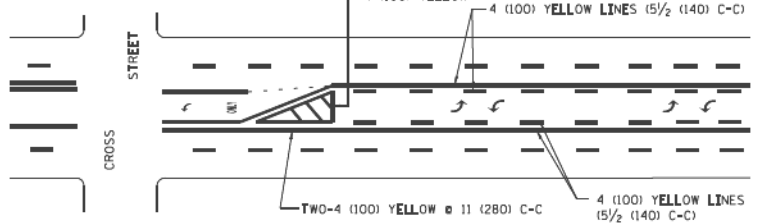
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



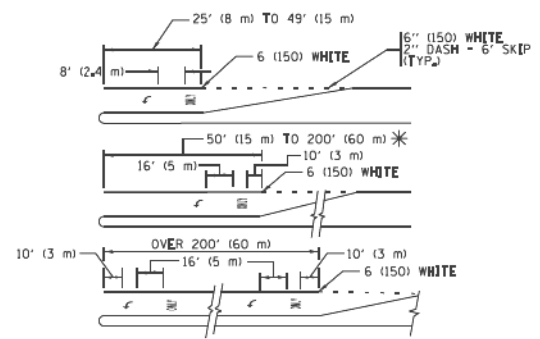
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

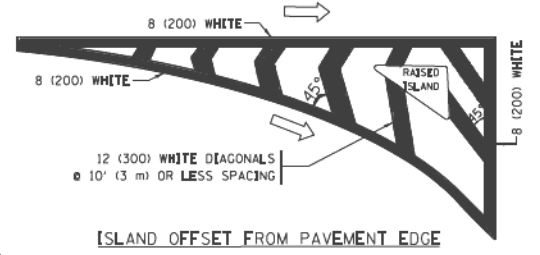


**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

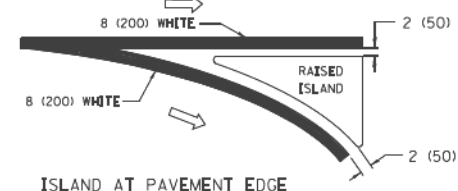


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

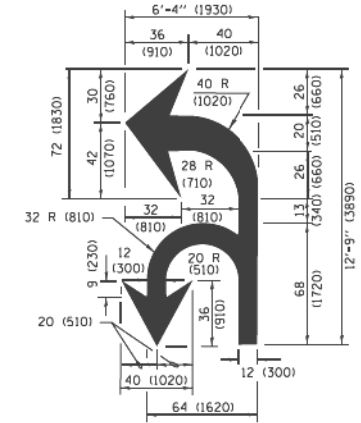
**TYPICAL LEFT (OR RIGHT) TURN LANE
TYPICAL TURN LANE MARKING**



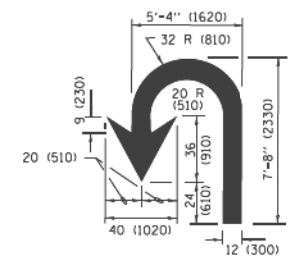
ISLAND OFFSET FROM PAVEMENT EDGE



**ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING**



COMBINATION LEFT AND U-TURN



U-TURN

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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 WHITE	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30 MPH (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" 35' 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 (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

FILE NAME =	USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\11084EBID\INTEG\Illinois.gov\FWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\022016\CADData\CADsheets\tol3.dgn		CHECKED -	REVISED - C. JUCIUS 07-01-13
	PLOT SCALE = 50.0000' / in.	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
Default	PLOT DATE = 4/13/2016		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13		138	124
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

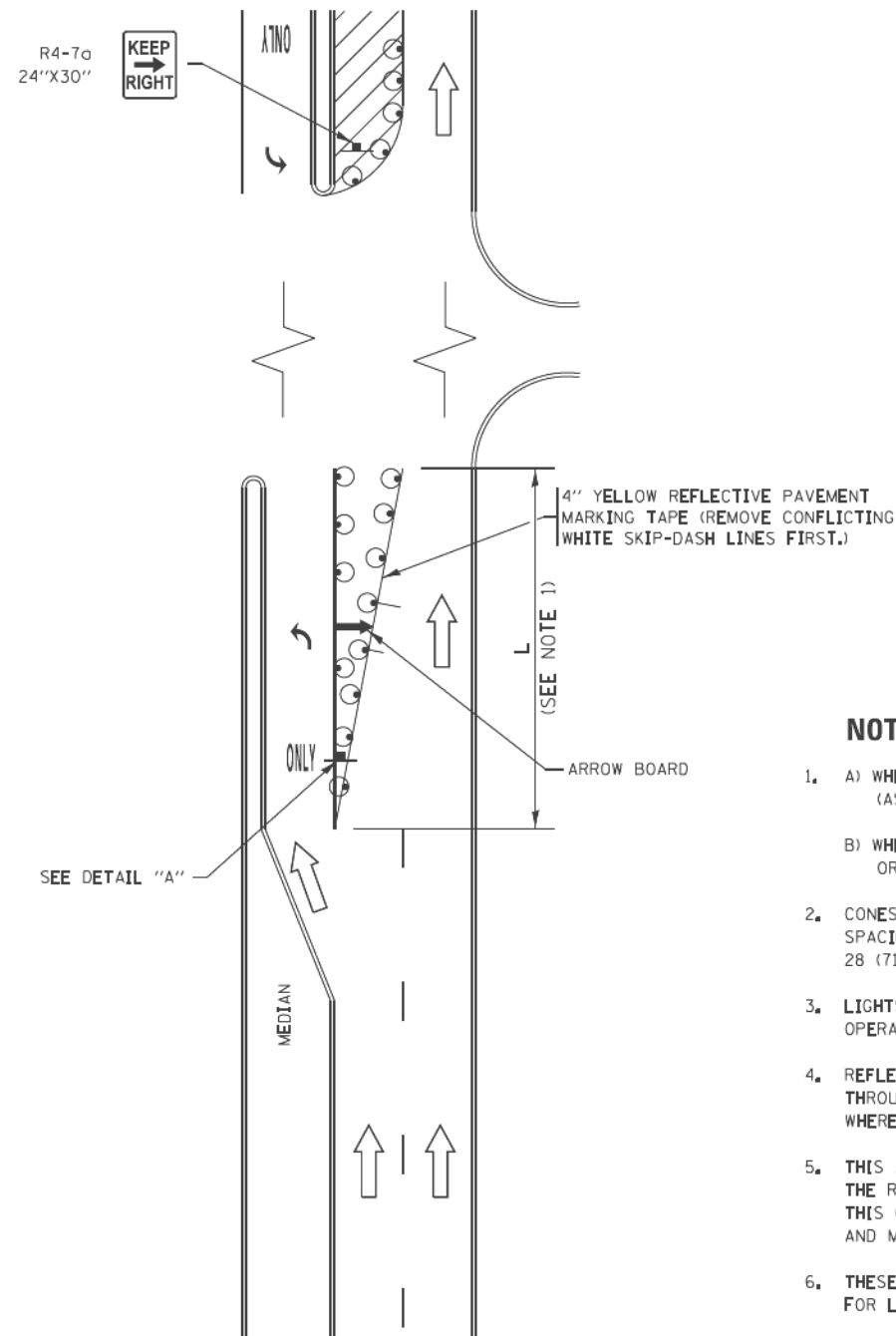


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

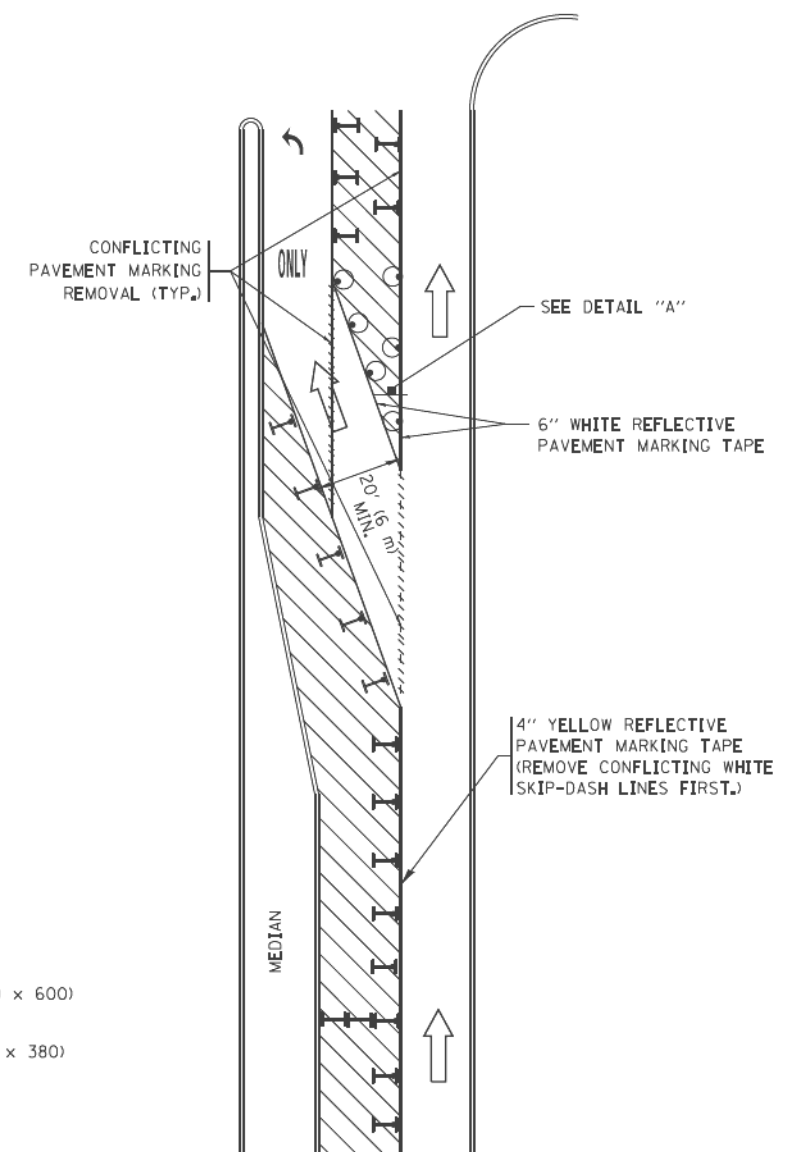


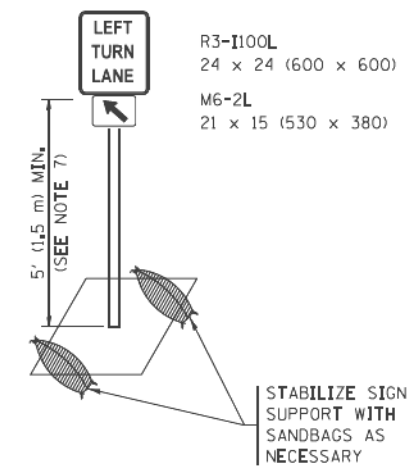
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

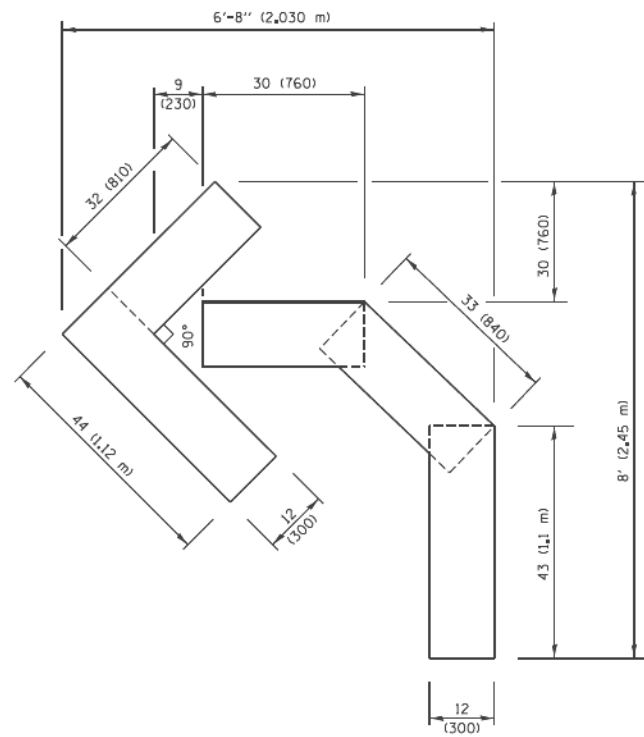
1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. 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" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PRE REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

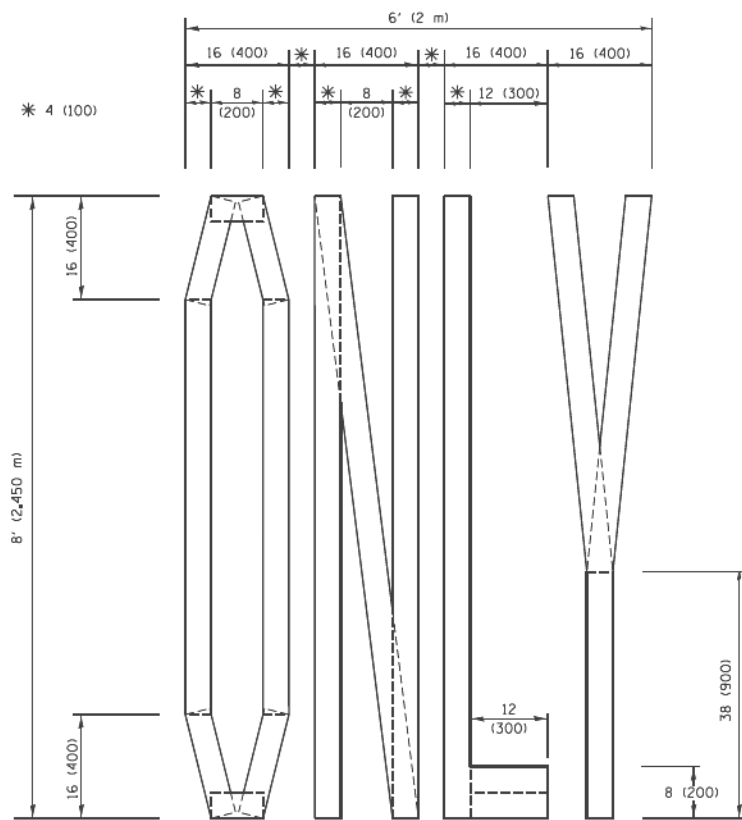
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footemj	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBID\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\Dist 1\AD\Detail\09-07-95	REVISED - A. SCHUETZE 07-01-13	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16					TC-14	CONTRACT NO.	138	125	
PLOT SCALE = 50.0000 / 1 in.	REVISED - T. RAMMACHER 01-06-00	REVISED -	REVISED -					ILLINOIS FED. AID PROJECT				
Default	PLOT DATE = 9/15/2016							SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.		



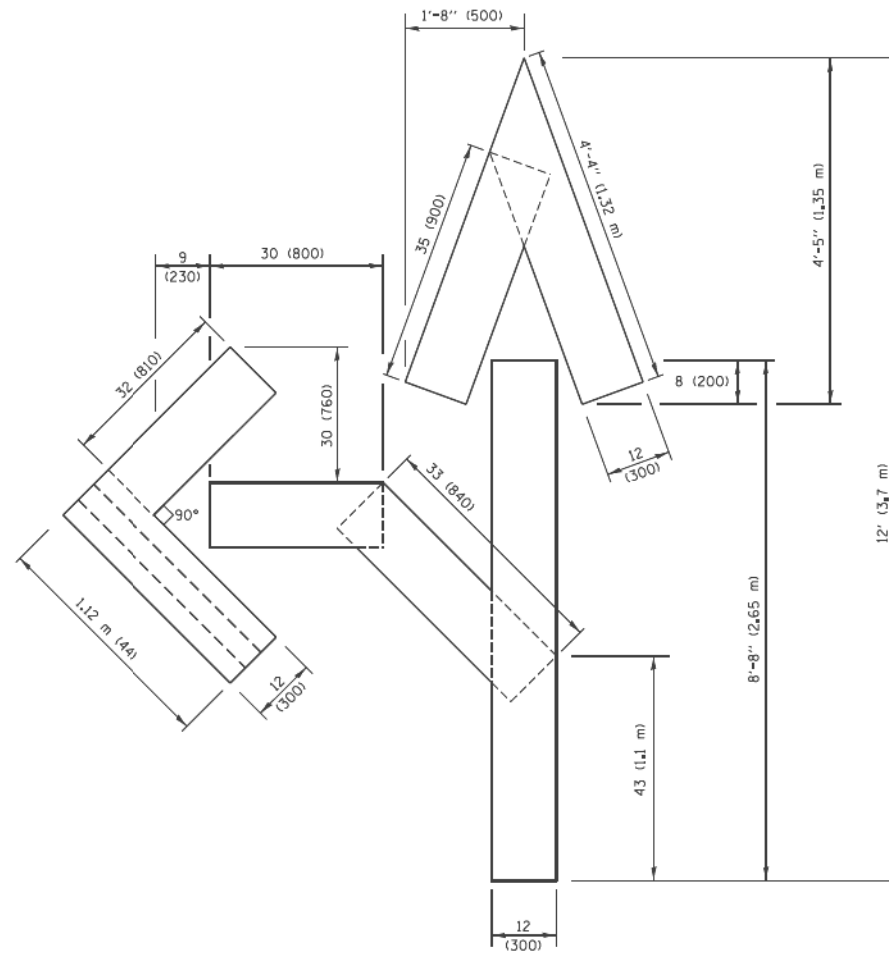
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

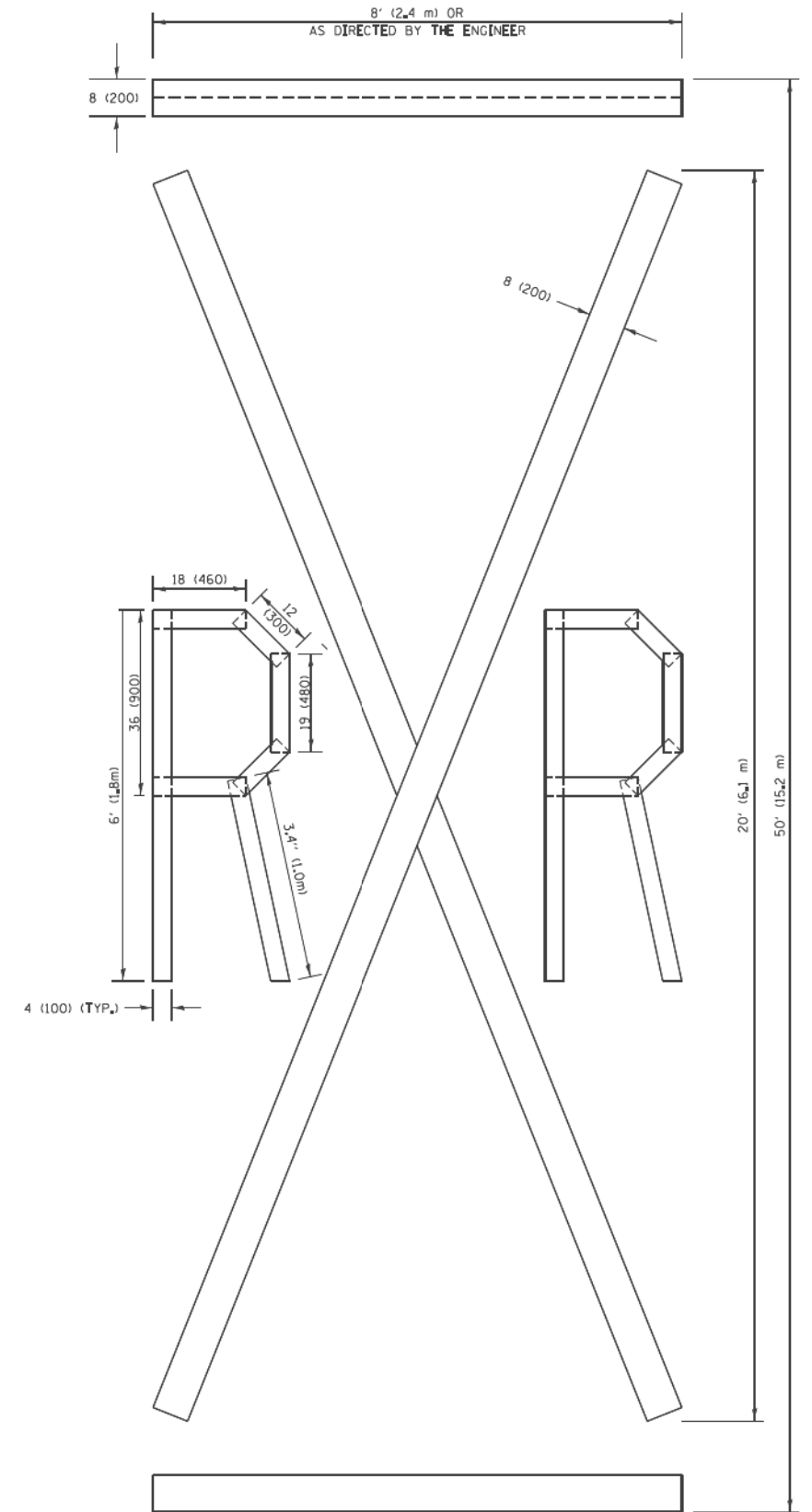


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

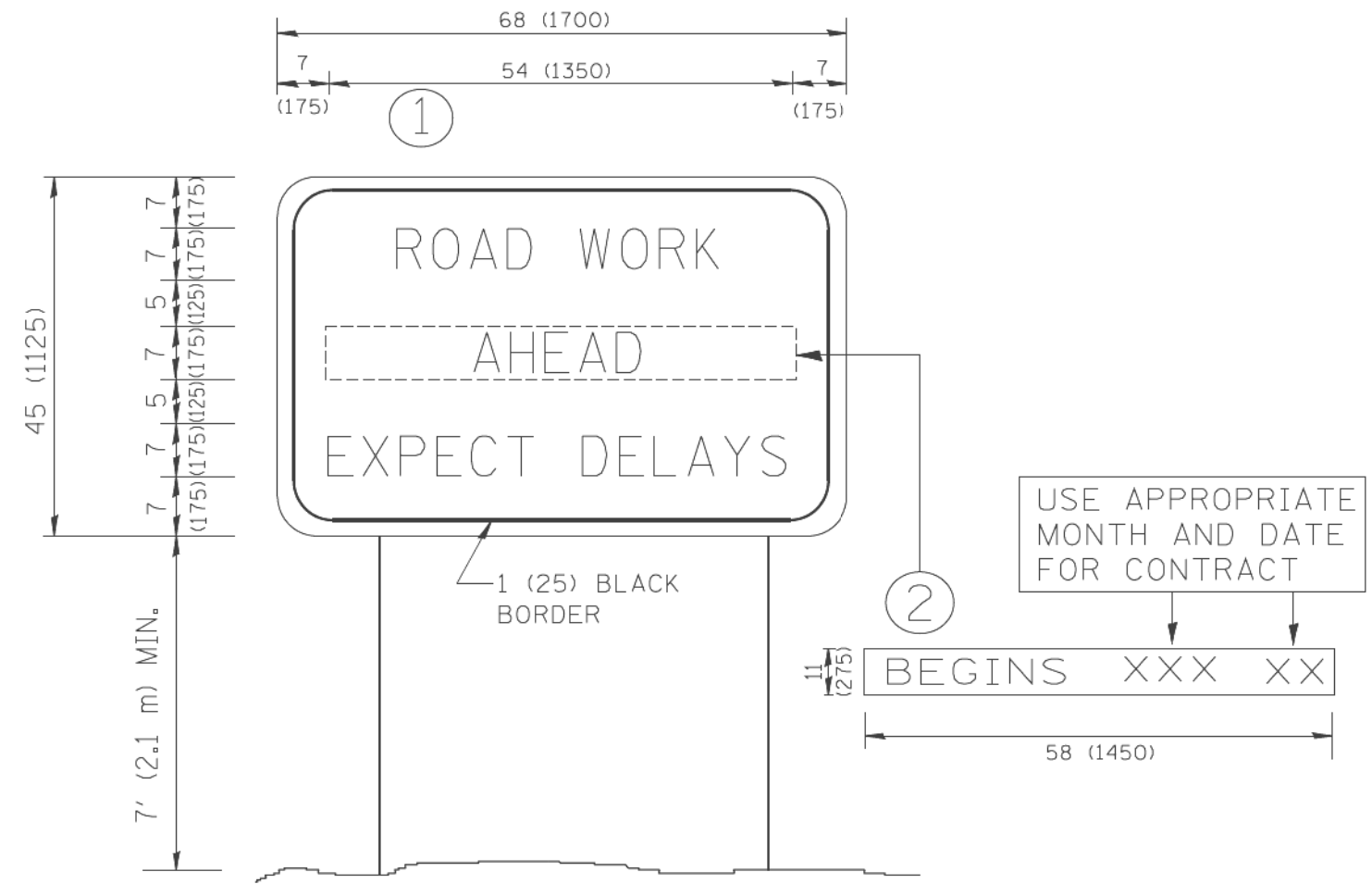
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pw\11884EBID\INTEG\Illinois.gov\FWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\0224\11\CADData\CAD\sheets\tc16.dgn			REVISED -E. GOMEZ 08-28-00
		CHECKED -	REVISED -E. GOMEZ 08-28-00
PLOT SCALE = 50.0000 / 1 in.		DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16
PLOT DATE = 9/15/2016			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-16		138	126
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	



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.

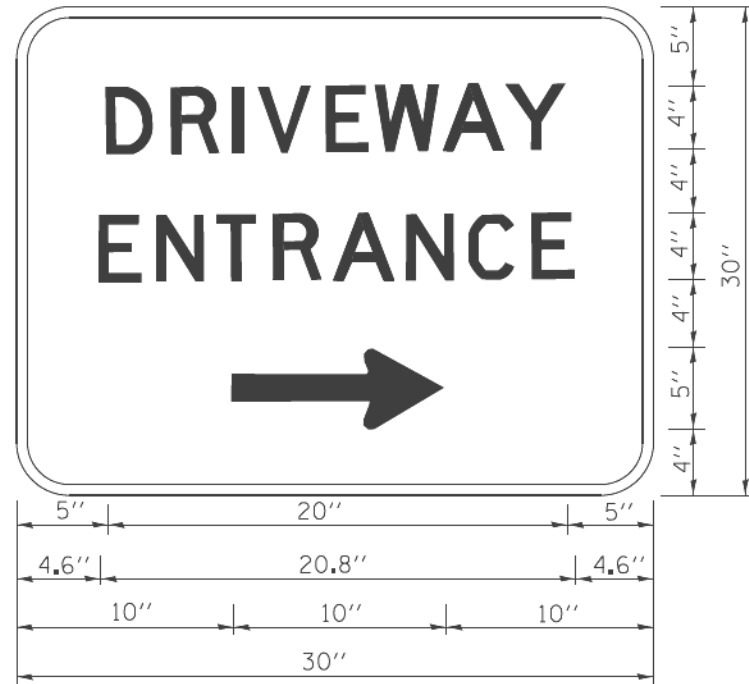
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			REVISED - R. MIRS 12-11-97
			REVISED - T. RAMMACHER 02-02-99
			REVISED - C. JUCIUS 01-31-07
PLOT SCALE = 50.000' / IN.	CHECKED -	DATE -	
PLOT DATE = 1/4/2008			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			138	127
TC-22		CONTRACT NO.		
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".

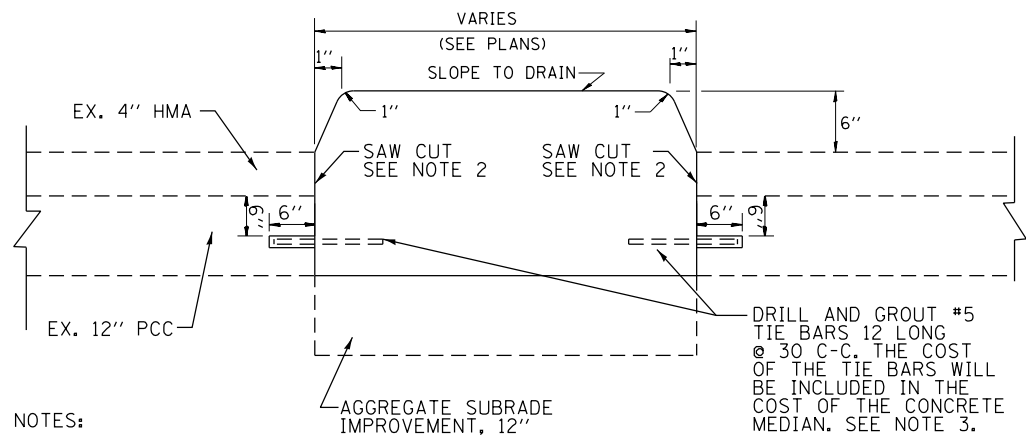
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	PLOT SCALE = 50.000 ' / 1"	CHECKED -	REVISED -
	PLOT DATE = 12/13/2012	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

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

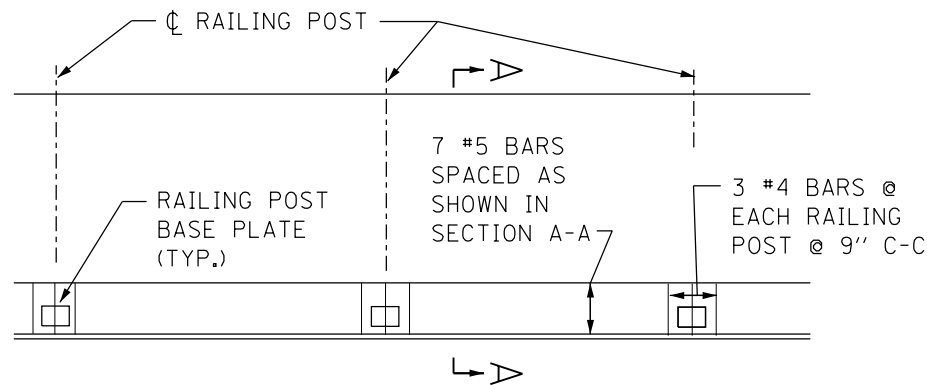
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			138	128
TC-26			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



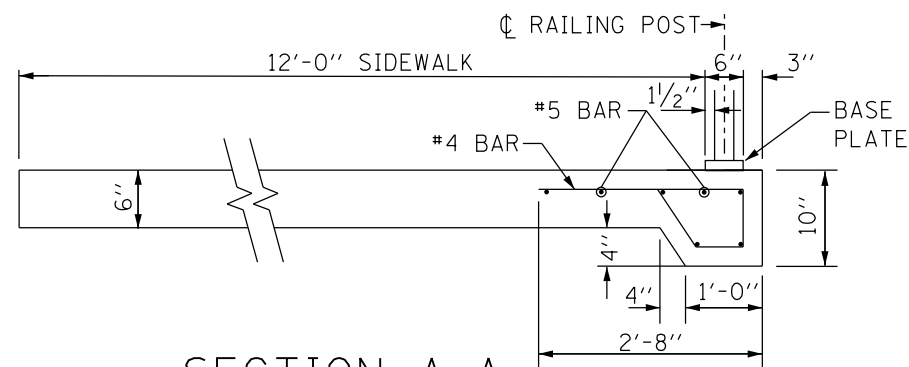
NOTES:

1. CONCRETE MEDIAN TYPE SB (SPECIAL) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF HIGHWAY STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED UPON REMOVAL OF TEMPORARY PAVEMENT. SAW CUT WILL BE INCLUDED IN THE COST OF "CONCRETE BARRIER MEDIAN."
3. FOR MEDIAN WIDTH LESS THAN 4' USE ONE ROW OF #5 BARS @ 30" C-C ALONG THE MEDIAN CENTERLINE. TIE BARS WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN, TYPE SB (SPECIAL)."

CONCRETE MEDIAN, TYPE SB (SPECIAL)



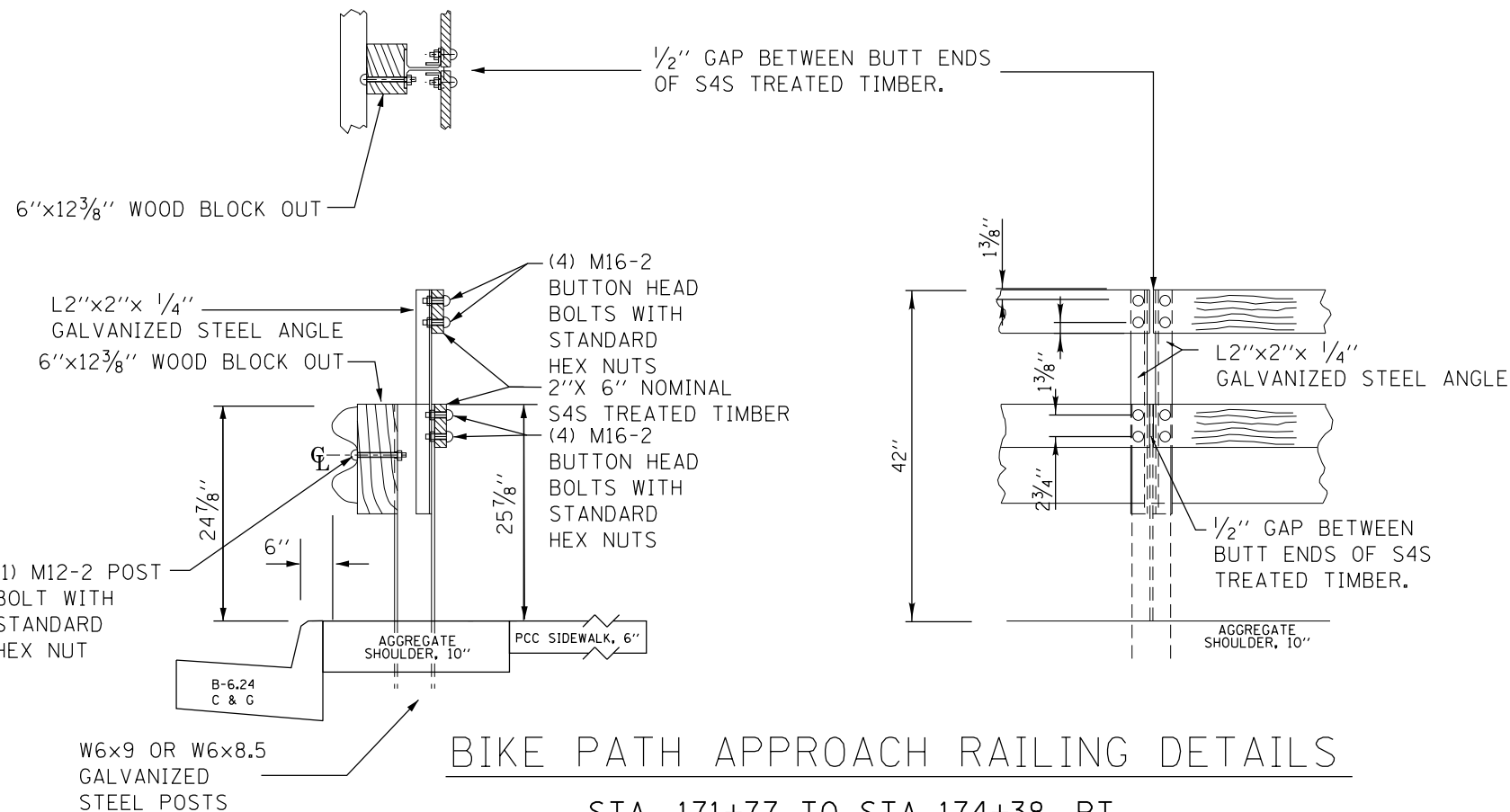
SIDEWALK PLAN



SECTION A-A

BICYCLE RAILING REINFORCEMENT DETAIL

STA. 172+47 TO STA 174+70, RT.



BIKE PATH APPROACH RAILING DETAILS

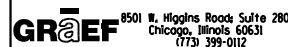
STA. 171+77 TO STA 174+38, RT.
STA. 177+75 TO STA, 179+00, RT.

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR 'BIKE PATH APPROACH RAILING'. STEEL PLATE BEAM GUARDRAIL AND TRAFFIC BARRIER TERMINALS WILL BE PAID FOR SEPARATELY.

NOTES:

1. THE COST OF THE ADDITIONAL CONCRETE AND REINFORCEMENT WILL NOT BE PAID FOR BUT INCLUDED IN THE COST FOR BICYCLE RAILING.
2. ALL REINFORCING BARS SHALL BE EPOXY COATED.
3. REFER TO SHEET S24 OF THE BRIDGE PLANS FOR ANCHOR BOLT DETAILS BELOW THE BASE AND FOR FURTHER BICYCLE RAILING DETAILS

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pdfNOLA\YERS\sw-pltcfq
H:\Jobs\2013\2013002\CAD\60K78\CAD_Sheets\160K78-snt-Detail-0.dgn
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Chicago, Illinois 60631
(773) 399-0112

USER NAME = 1908	DESIGNED - JWB	REVISED -
	DRAWN - JWB	REVISED -
PLOT SCALE = 20.0000' / 1"	CHECKED - RS	REVISED -
PLOT DATE = 1/26/2018 - 4:13:28 PM	DATE - 01/23/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83/US 6 (TORRENCE AVENUE) OVER LITTLE CALUMET RIVER
DETAILS

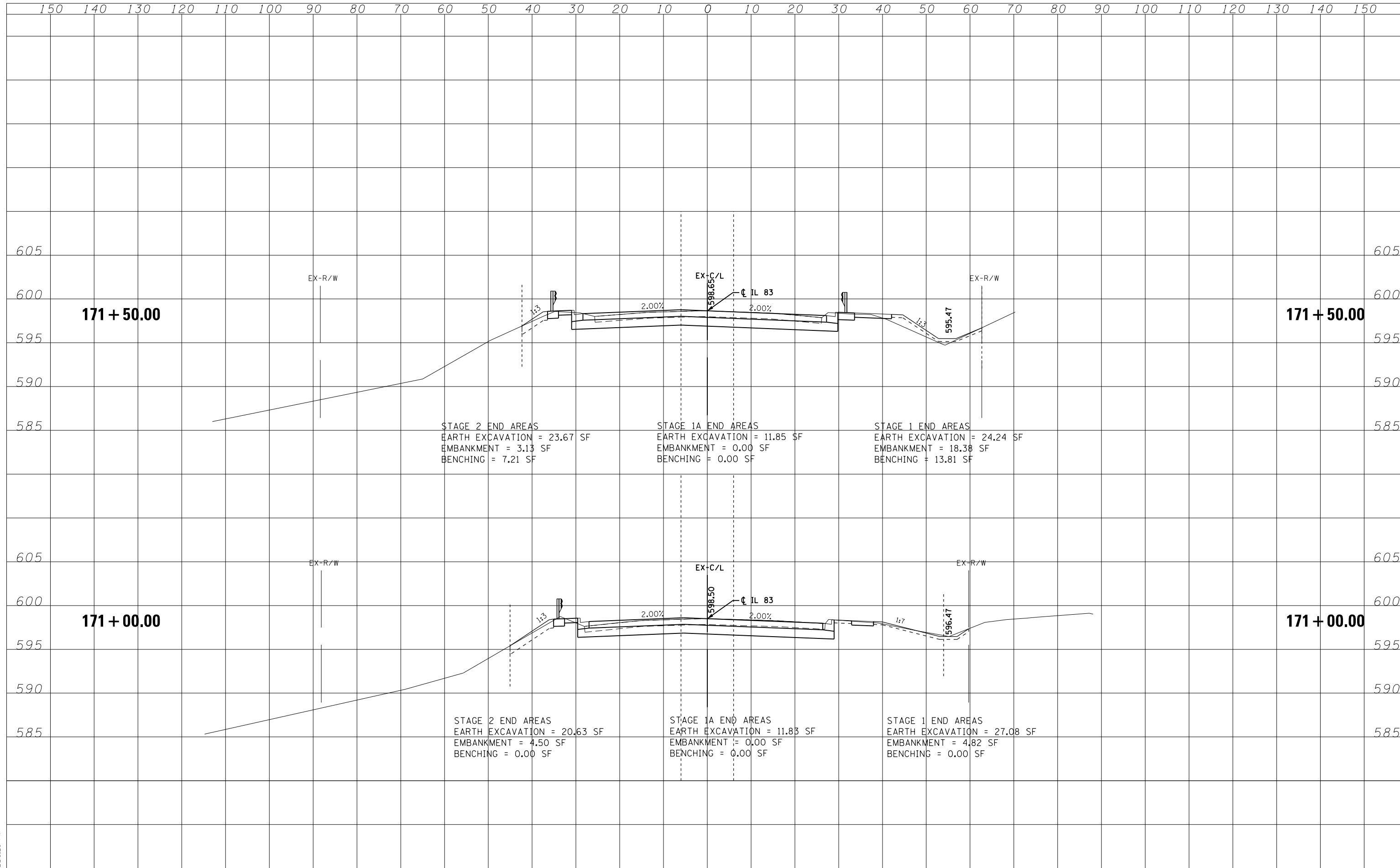
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	129
CONTRACT NO. 60K78				

ILLINOIS FED. AID PROJECT

DATE	
BY	
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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



STAGE 2 END AREAS
 EARTH EXCAVATION = 23.67 SF
 EMBANKMENT = 3.13 SF
 BENCHING = 7.21 SF

STAGE 1A END AREAS
 EARTH EXCAVATION = 11.85 SF
 EMBANKMENT = 0.00 SF
 BENCHING = 0.00 SF

STAGE 1 END AREAS
 EARTH EXCAVATION = 24.24 SF
 EMBANKMENT = 18.38 SF
 BENCHING = 13.81 SF

STAGE 2 END AREAS
 EARTH EXCAVATION = 20.63 SF
 EMBANKMENT = 4.50 SF
 BENCHING = 0.00 SF

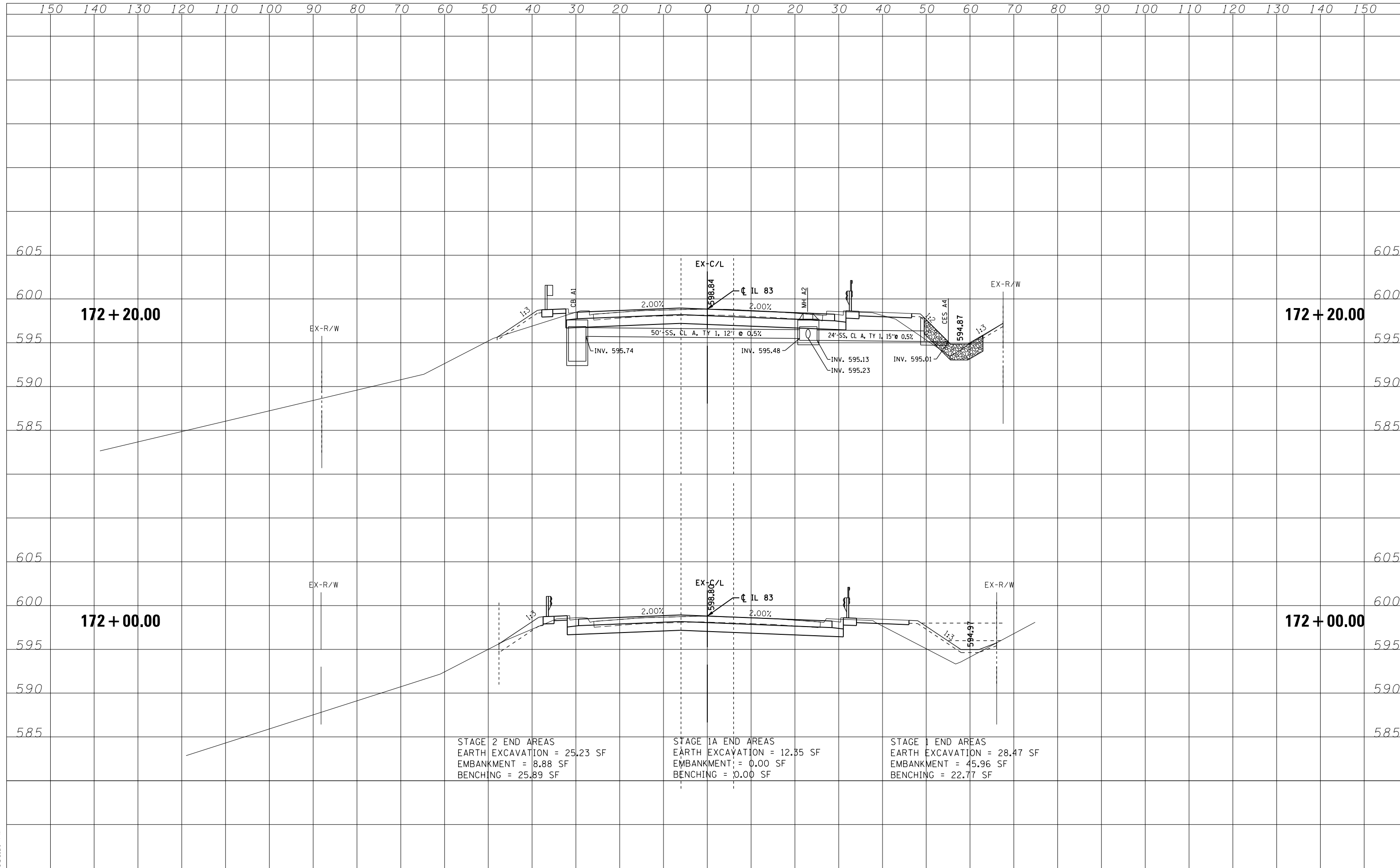
STAGE 1A END AREAS
 EARTH EXCAVATION = 11.83 SF
 EMBANKMENT = 0.00 SF
 BENCHING = 0.00 SF

STAGE 1 END AREAS
 EARTH EXCAVATION = 27.08 SF
 EMBANKMENT = 4.82 SF
 BENCHING = 0.00 SF

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DATE	
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TEMPLATE	
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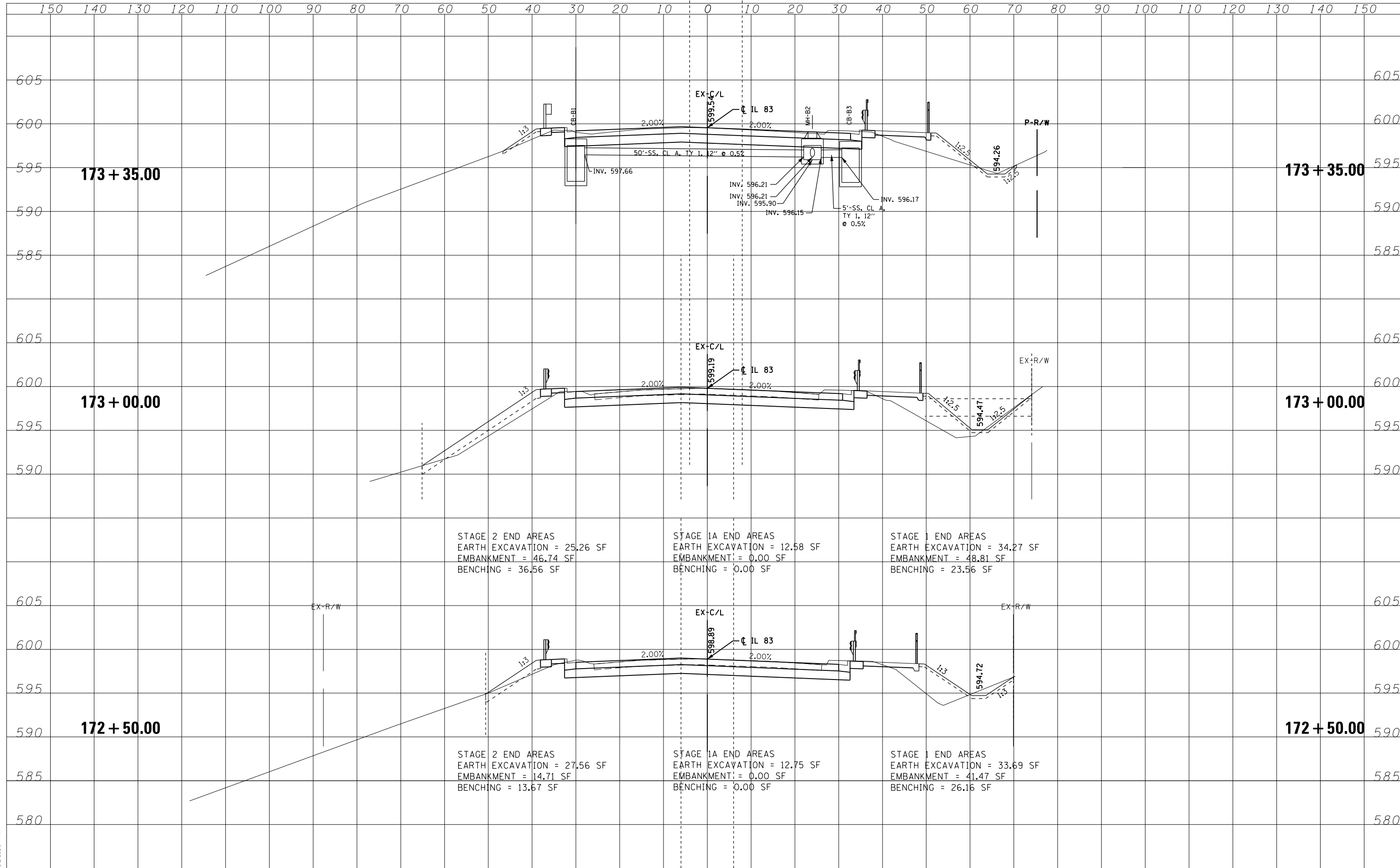
STAGE 2 END AREAS
 EARTH EXCAVATION = 25.23 SF
 EMBANKMENT = 8.88 SF
 BENCHING = 25.89 SF

STAGE 1A END AREAS
 EARTH EXCAVATION = 12.35 SF
 EMBANKMENT = 0.00 SF
 BENCHING = 0.00 SF

STAGE 1 END AREAS
 EARTH EXCAVATION = 28.47 SF
 EMBANKMENT = 45.96 SF
 BENCHING = 22.77 SF

DATE	
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AREAS CHECKED	
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BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



STAGE 2 END AREAS
 EARTH EXCAVATION = 25.26 SF
 EMBANKMENT = 46.74 SF
 BENCHING = 36.56 SF

STAGE 1A END AREAS
 EARTH EXCAVATION = 12.58 SF
 EMBANKMENT = 0.00 SF
 BENCHING = 0.00 SF

STAGE 1 END AREAS
 EARTH EXCAVATION = 34.27 SF
 EMBANKMENT = 48.81 SF
 BENCHING = 23.56 SF

STAGE 2 END AREAS
 EARTH EXCAVATION = 27.56 SF
 EMBANKMENT = 14.71 SF
 BENCHING = 13.67 SF

STAGE 1A END AREAS
 EARTH EXCAVATION = 12.75 SF
 EMBANKMENT = 0.00 SF
 BENCHING = 0.00 SF

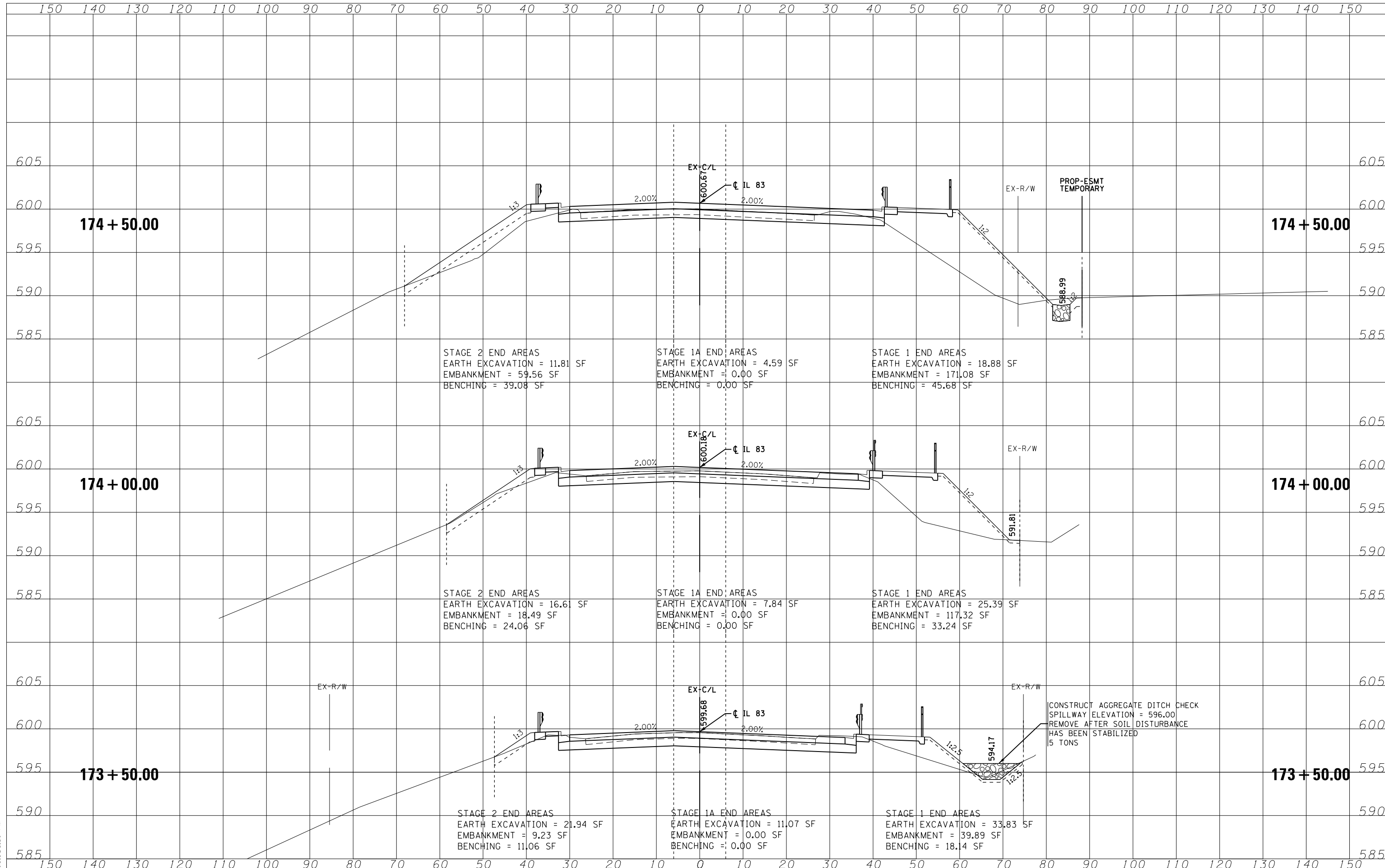
STAGE 1 END AREAS
 EARTH EXCAVATION = 33.69 SF
 EMBANKMENT = 41.47 SF
 BENCHING = 26.16 SF

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AREAS CHECKED	
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AREAS CHECKED	
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PLOT DATE = 1/26/2018 - 4:13:30 PM	DATE - 06/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

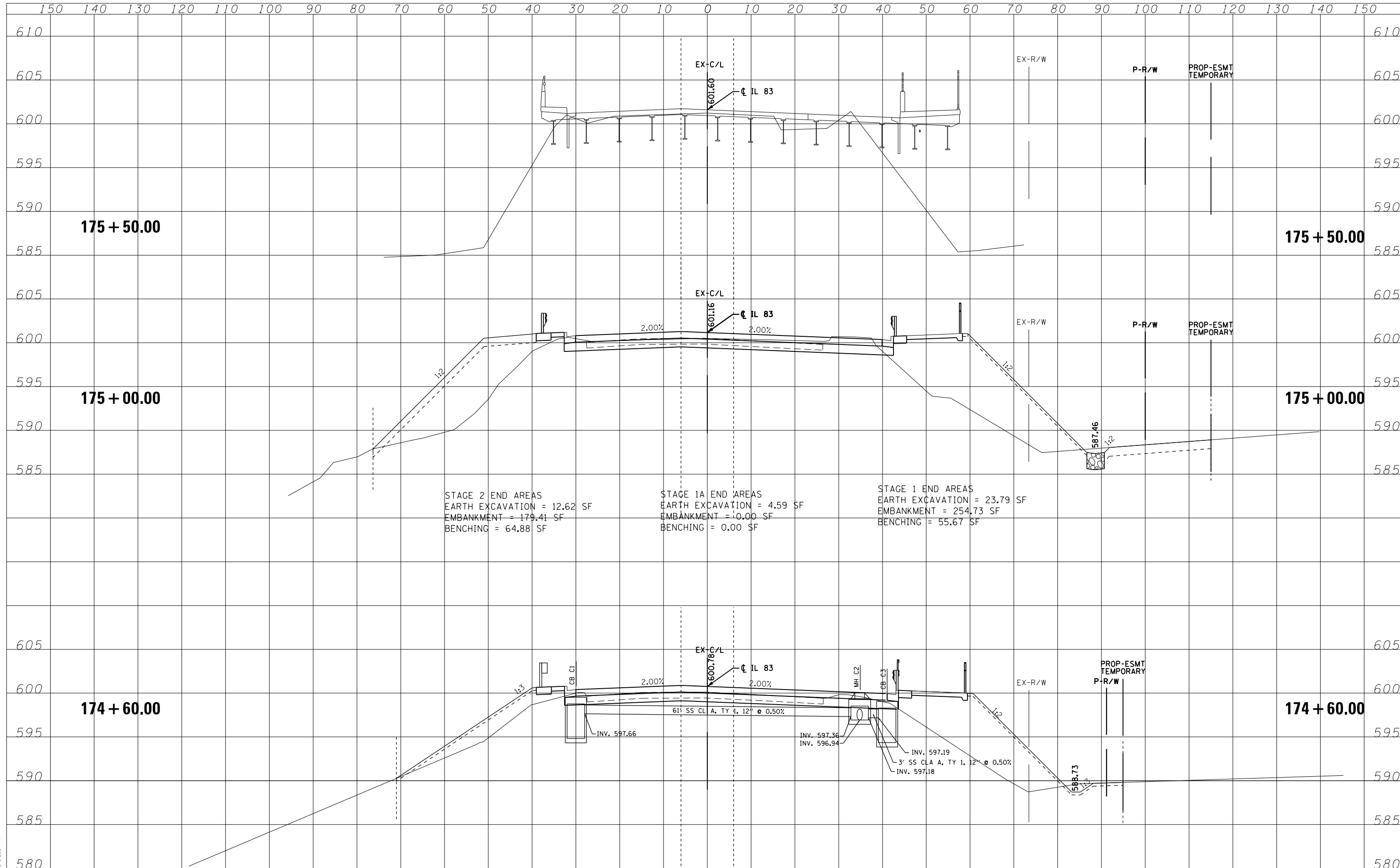
IL 83/US 6 (TORRENCE AVENUE) OVER LITTLE CALUMET RIVER
PROPOSED CROSS SECTIONS

SCALE: H 1"=10' V 1"=5' SHEET NO. 4 OF 9 SHEETS STA. 173+50.00 TO STA. 174+05.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	133
FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT
CONTRACT NO. 60K78				

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



STAGE 2 END AREAS
 EARTH EXCAVATION = 12.62 SF
 EMBANKMENT = 179.41 SF
 BENCHING = 64.88 SF

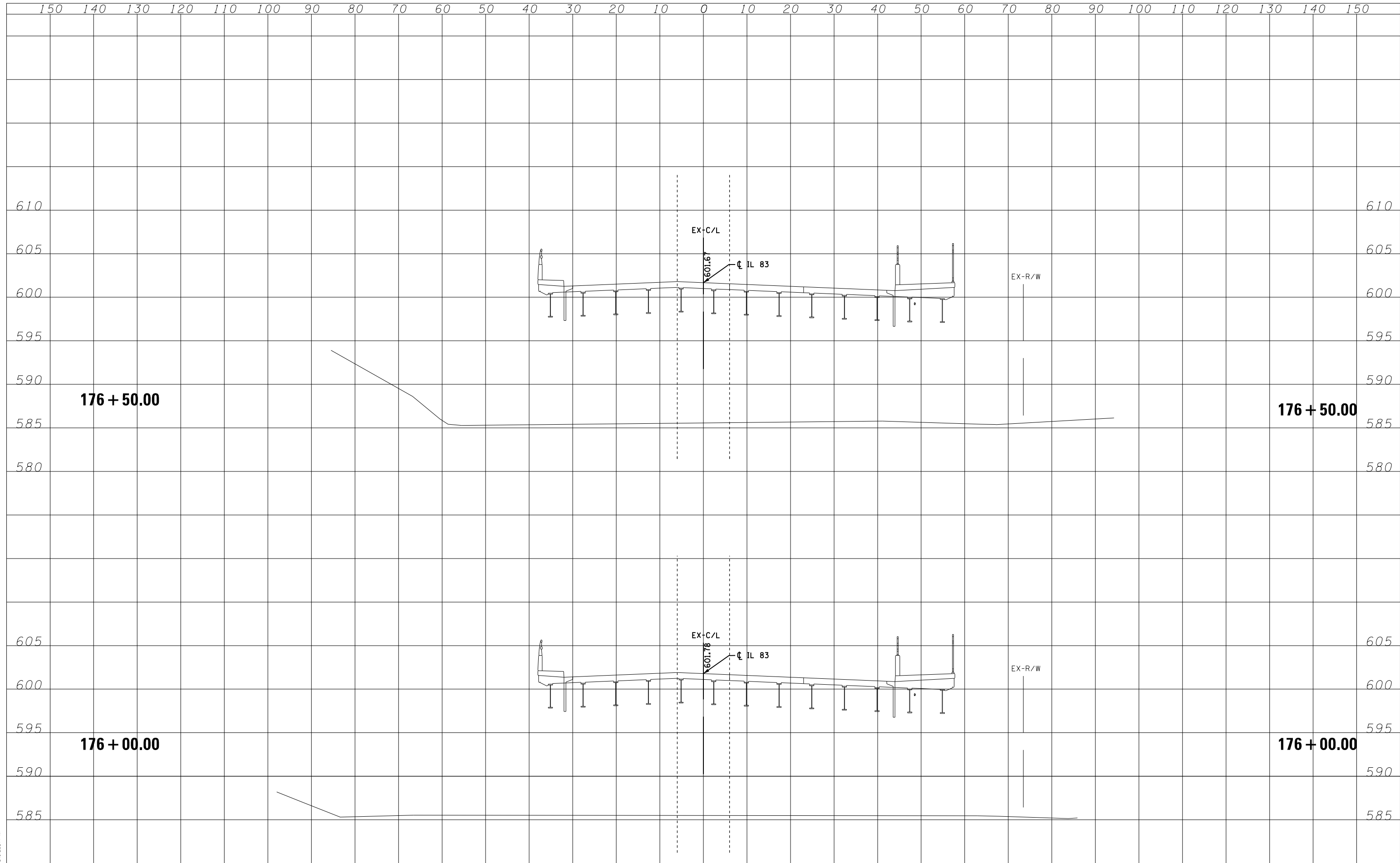
STAGE 1A END AREAS
 EARTH EXCAVATION = 4.59 SF
 EMBANKMENT = 0.00 SF
 BENCHING = 0.00 SF

STAGE 1 END AREAS
 EARTH EXCAVATION = 23.79 SF
 EMBANKMENT = 254.73 SF
 BENCHING = 55.67 SF

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

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



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USER NAME = 1908	DESIGNED - JWb	REVISED -
	DRAWN - JWb	REVISED -
PLOT SCALE = 20.000' / in.	CHECKED - RS	REVISED -
PLOT DATE = 1/26/2018 - 4:13:31 PM	DATE - 06/15/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 83/US 6 (TORRENCE AVENUE) OVER LITTLE CALUMET RIVER
PROPOSED CROSS SECTIONS**

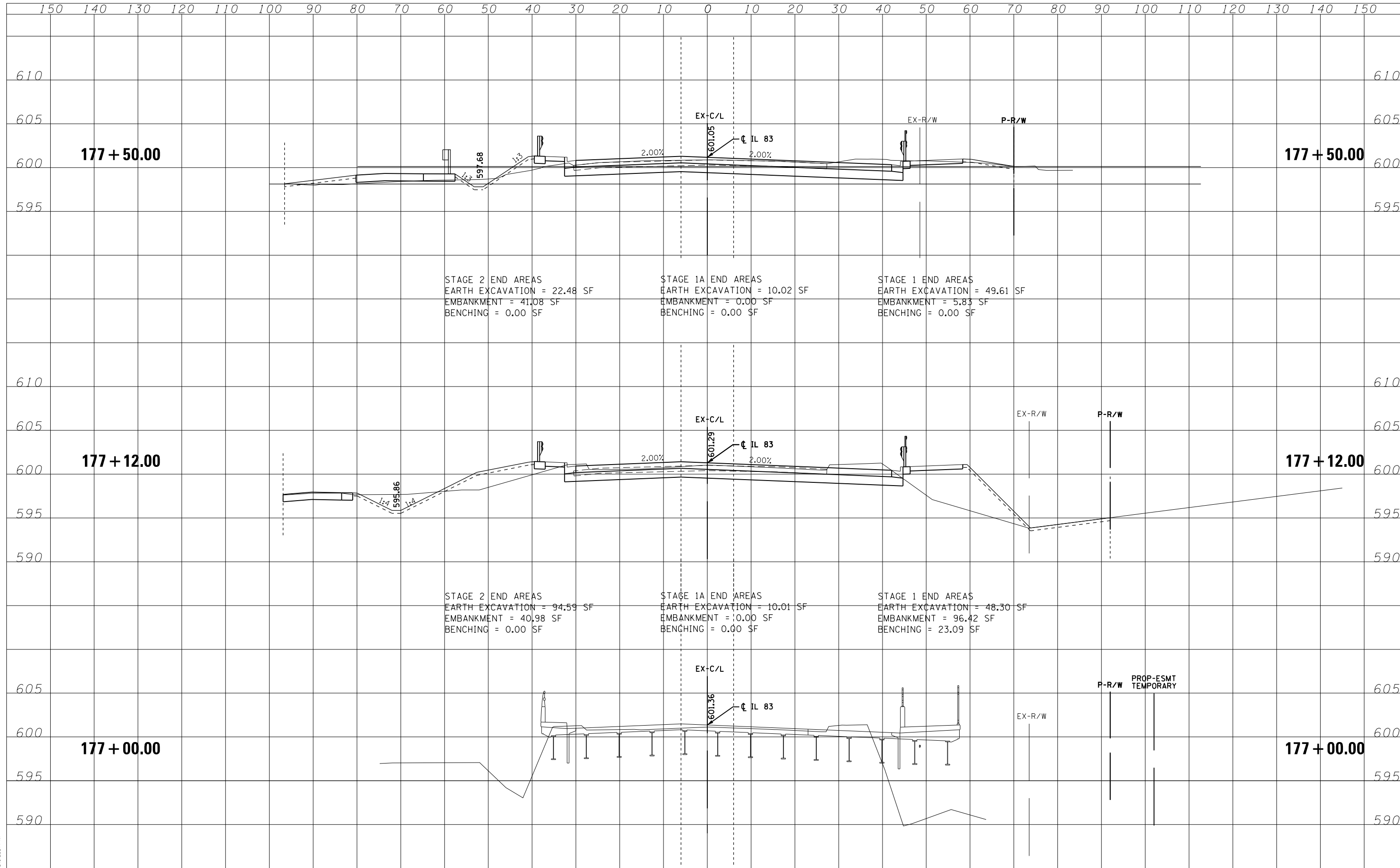
SCALE: H 1"=10'
V 1/4"=5'

SHEET NO. 6 OF 9 SHEETS STA. 176+00.00 TO STA. 176+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	135
CONTRACT NO. 60K78				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	
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TEMPLATE	
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FINAL SURVEY	
NOTE BOOK	
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DATE	
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TEMPLATE	
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ORIGINAL SURVEY	
NOTE BOOK	
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 (773) 399-0112

USER NAME = 1908	DESIGNED - JWB	REVISED -
	DRAWN - JWB	REVISED -
PLOT SCALE = 20.000' / in.	CHECKED - RS	REVISED -
PLOT DATE = 1/26/2018 - 4:13:31 PM	DATE - 06/15/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 83/US 6 (TORRENCE AVENUE) OVER LITTLE CALUMET RIVER
 PROPOSED CROSS SECTIONS**

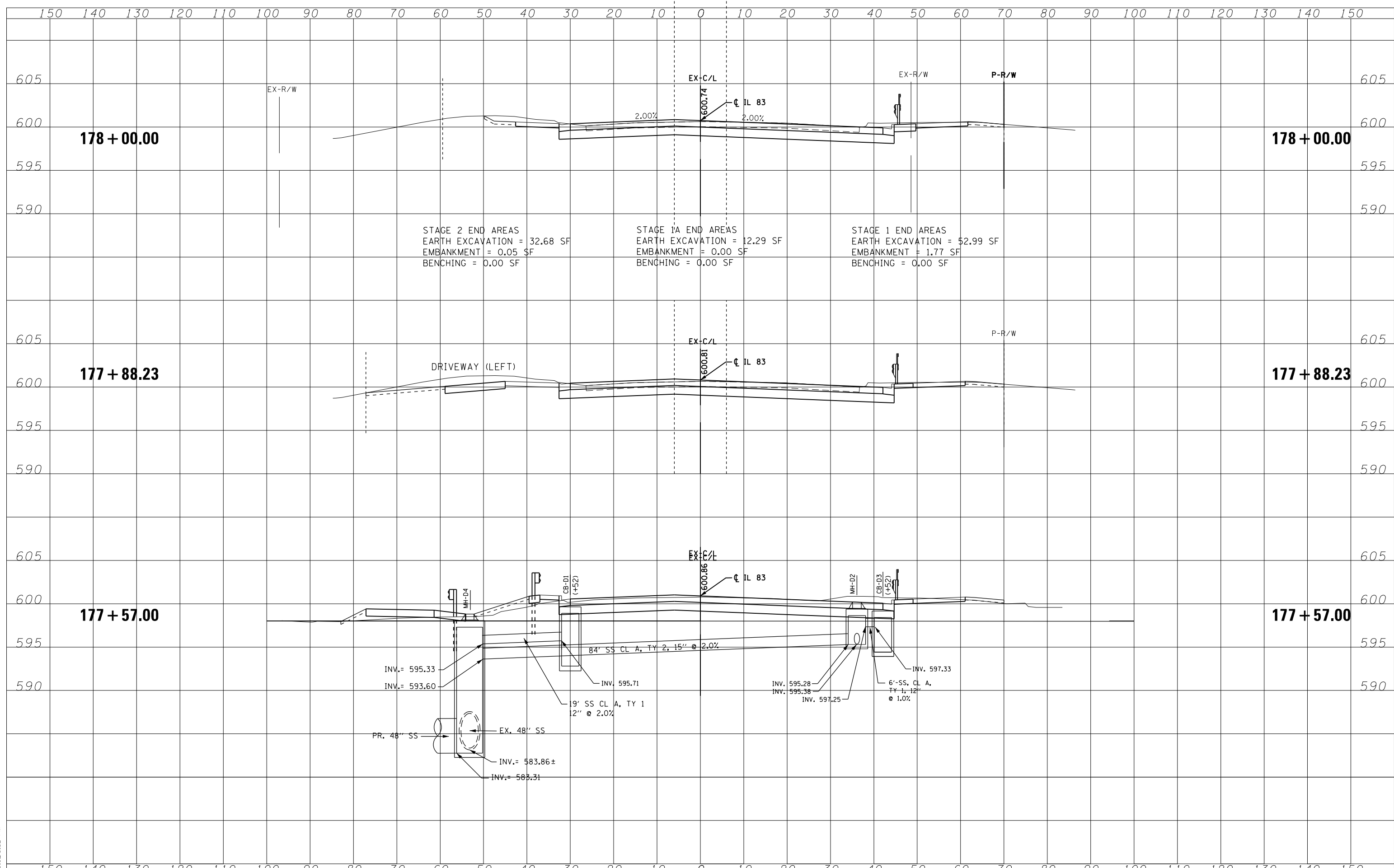
SCALE: $\frac{1}{2}'' = 10'$
 $\frac{1}{4}'' = 5'$

SHEET NO. 7 OF 9 SHEETS STA. 177+00.00 TO STA. 177+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	136
CONTRACT NO. 60K78				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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



STAGE 2 END AREAS
 EARTH EXCAVATION = 32.68 SF
 EMBANKMENT = 0.05 SF
 BENCHING = 0.00 SF

STAGE 1A END AREAS
 EARTH EXCAVATION = 12.29 SF
 EMBANKMENT = 0.00 SF
 BENCHING = 0.00 SF

STAGE 1 END AREAS
 EARTH EXCAVATION = 52.99 SF
 EMBANKMENT = 1.77 SF
 BENCHING = 0.00 SF

INV. = 595.33
 INV. = 593.60
 INV. = 595.71
 INV. = 583.86±
 INV. = 583.31

84" SS CL A, TY 2, 15" @ 2.0%

19" SS CL A, TY 1 12" @ 2.0%

PR. 48" SS

EX. 48" SS

INV. = 595.28
 INV. = 595.38
 INV. = 597.25

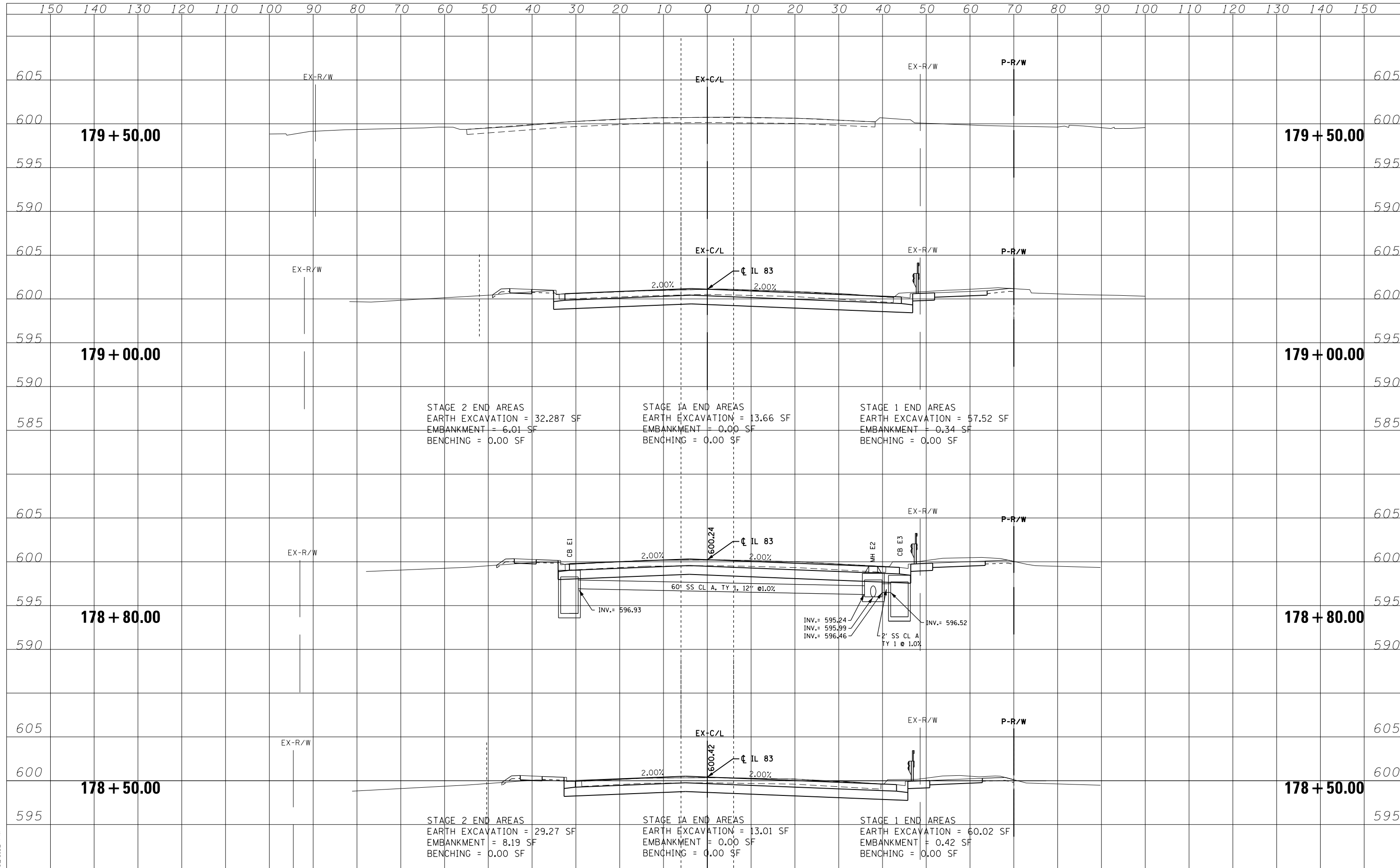
6'-SS, CL A, TY 1, 12" @ 1.0%

INV. = 597.33

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DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
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PLOT SCALE = 20.000' / in.	CHECKED - RS	REVISED -
PLOT DATE = 1/26/2018 - 4:13:32 PM	DATE - 06/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 83/US 6 (TORRENCE AVENUE) OVER LITTLE CALUMET RIVER
PROPOSED CROSS SECTIONS

SCALE: H 1"=10'
 V 1"=5'
 SHEET NO. 9 OF 9 SHEETS
 STA. 178+80.00 TO STA. 179+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
358	0909.1-B	COOK	138	138
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60K78	