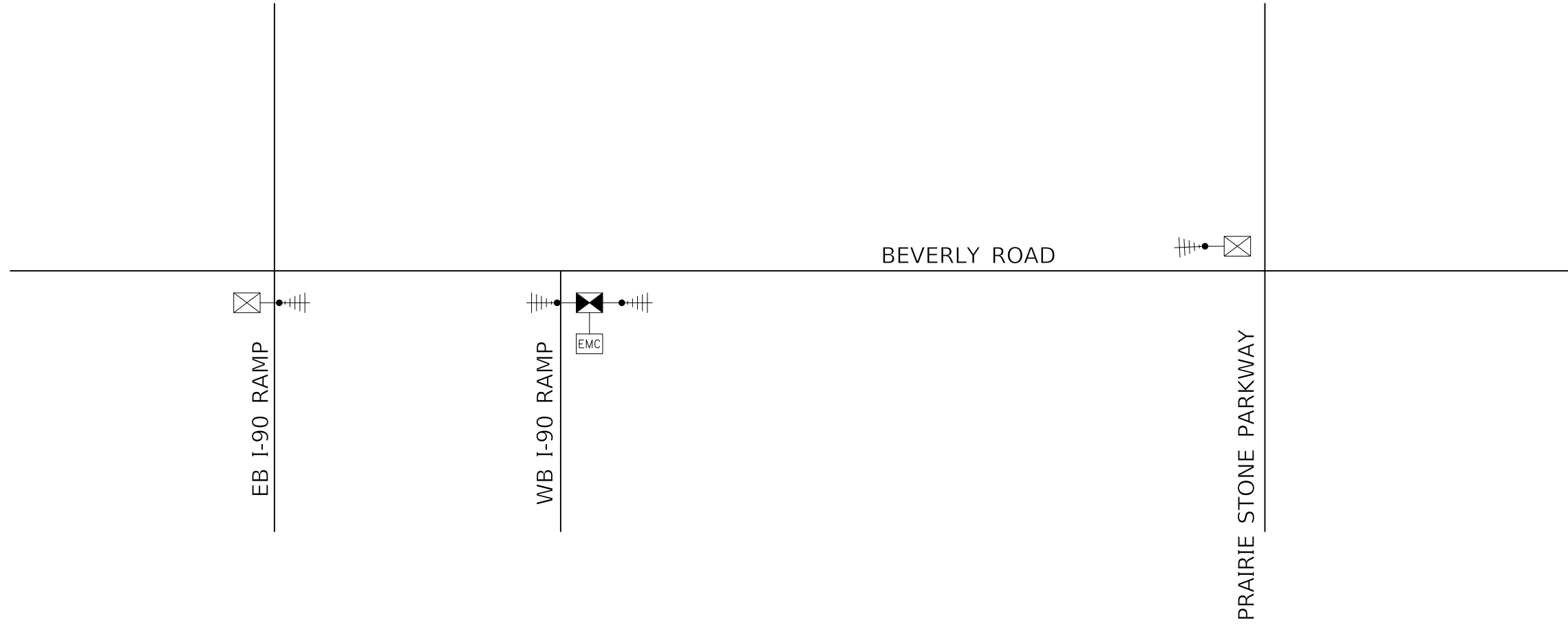




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	PLOTTED		
NOTE BOOK NO.	ALIGNMENT CHECKED		
	STRUCTURE NOTATION CHECKED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
NOTE BOOK NO.	STRUCTURE NOTATION CHECKED		



MODEL: SH0DELNAME5
FILE NAME: ...302171914_Temporary Interconnect Schematic.dgn



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DRAWN - AS	REVISED -
CHECKED - JJE	REVISED -
DATE - 7/28/2023	REVISED -

VILLAGE OF HOFFMAN ESTATES

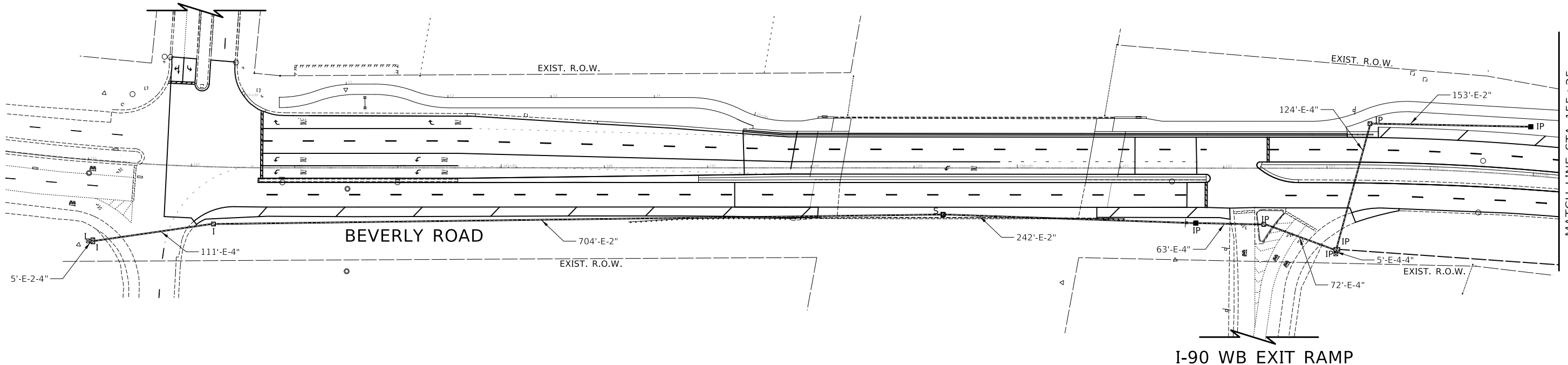
**TEMPORARY INTERCONNECT SCHEMATIC
BEVERLY ROAD AND I-90 EXIT RAMP**

SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	101
ILLINOIS			CONTRACT NO. 61J88	



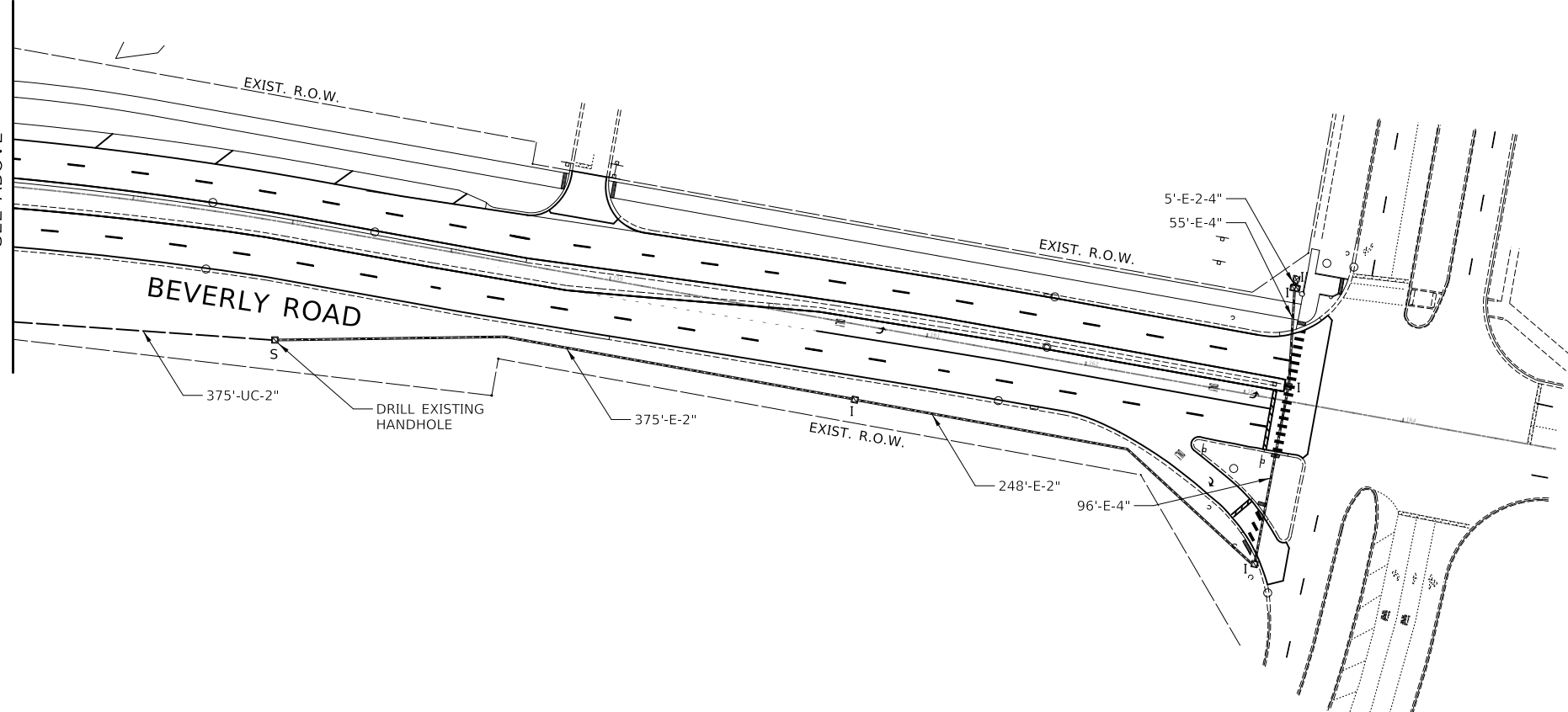
BEACON POINTE DRIVE



PLAN	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK NO.	ALIGNMENT CHECKED		
	GRADE CHECKED		
	STRUCTURE NOTATION CHECKED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE NOTATION CHECKED		

MATCH LINE STA 155+25
SEE ABOVE



MATCH LINE STA 155+25
SEE BELOW

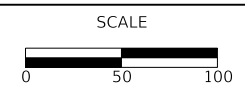
I-90 WB EXIT RAMP



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VILLAGE OF HOFFMAN ESTATES



**PROPOSED INTERCONNECT PLAN
BEVERLY ROAD AND I-90 WB EXIT RAMP**

SHEET 1 OF 1 SHEETS STA. TO STA.

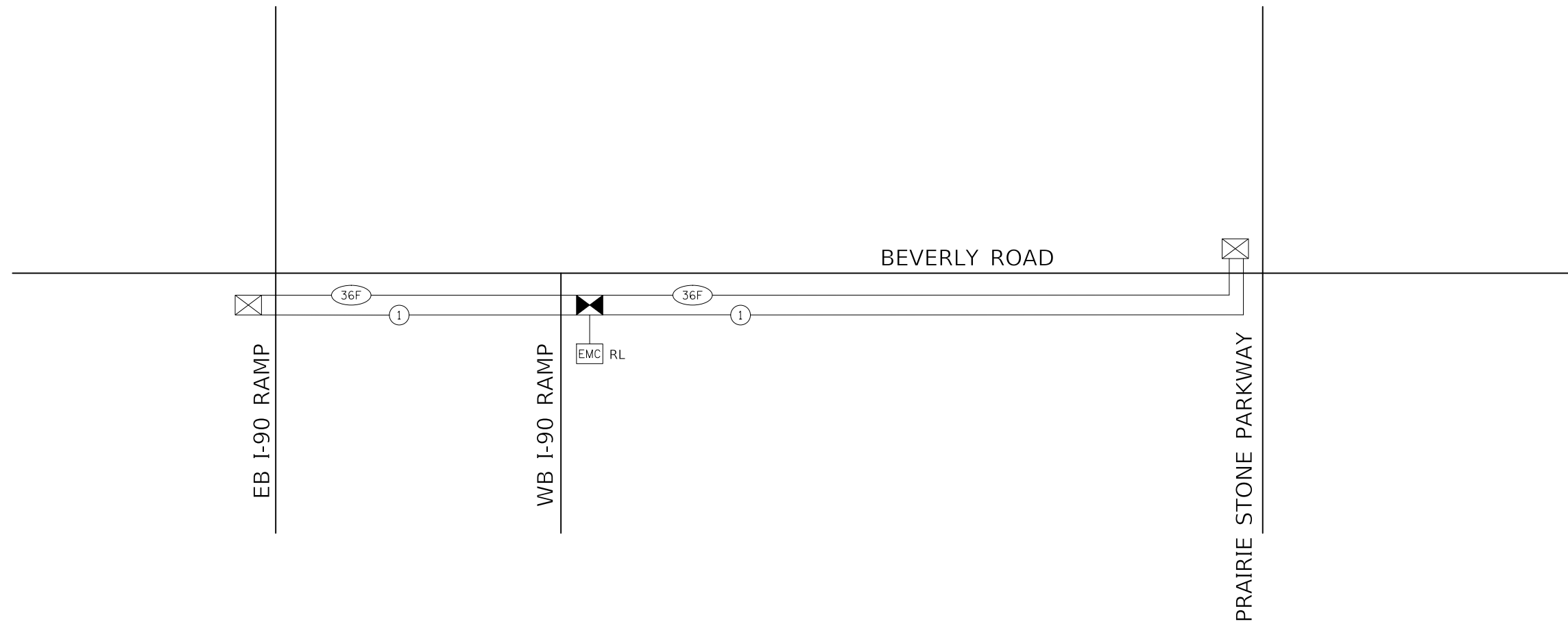
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	102
				CONTRACT NO. 61J88
ILLINOIS				

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FILE NAME: ...302171515_Proposed Interconnect Plan.dgn



PLAN	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK NO.	ALIGNMENT CHECKED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		



INTERCONNECT SCHEDULE OF QUANTITIES:

CODED PAY ITEM NO.	PAY ITEM	UNIT	QNTY.
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	33
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2483
87900200	DRILL EXISTING HANDHOLE	EACH	1
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3843
* X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	500
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	2529
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1

* NOMINAL QUANTITY TO BE USED AND AS APPROVED BY THE ENGINEER

MODEL: SH06L0M00000
FILE NAME: ...302171516_Proposed Interconnect Schematic.dgn



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CHECKED - JJE	REVISED -
DATE - 7/28/2023	REVISED -

VILLAGE OF HOFFMAN ESTATES

**INTERCONNECT SCHEMATIC
BEVERLY ROAD AND I-90 EXIT RAMP**

SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	103
ILLINOIS				CONTRACT NO. 61J88

Benchmark: TBM C - Box Cut on Northwest Corner of Traffic Signal Vault, Sta. 151+90, Offset 51' RT., Elevation 865.49
 TBM D - Box Cut on West Side of Concrete Light Pole Base, Sta. 148+00, Offset 52' RT., Elevation 865.49

Existing Structure: SN 016-2655 was constructed in 1994 and rehabilitated in 2015 and carries northbound and southbound Beverly Road over I-90 (NW Tollway). The superstructure is a two span continuous PPC Bulb T-beam carrying two lanes of traffic in each direction. The substructure consists of integral abutments and a six column trapezoidal concrete pier on metal shell concrete-filled piles. The structure length is 239'-0 1/2" Back to Back Abutments with an out to out width of 99'-2".

Maintenance of Traffic: Traffic will be maintained during construction.

Salvage: None.

SCOPE OF WORK

1. Remove the existing raised concrete median on the bridge.
2. Repair delaminated concrete and cracks in the bridge deck.
3. Scarify a portion of the bridge deck and place a thin polymer overlay.
4. Construct new bridge median, parapet, parapet railing, and bridge fence railing (special) mounted on top of the existing bridge parapet.
5. Remove southwest & northwest approach slabs and footings.
6. Remove portions of southwest & northwest concrete connector pavement for the approaches.
7. Remove southwest & northwest approach shoulder pavement.
8. Construct southwest & northwest approach slabs, approach footings, connector pavements, and approach shoulder pavements.

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

f'c = 3,500 psi
 f'c = 4,000 psi (Superstructure)
 fy = 60,000 psi (Reinforcement)

FIELD UNITS (EXISTING CONSTRUCTION)

f'c = 3,500 psi (Substructure)
 f'c = 4,000 psi (Superstructure)
 fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS (EXISTING CONSTRUCTION)

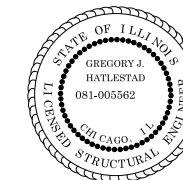
f'c = 6,000 psi
 f'ci = 5,000 psi
 fpu = 270,000 psi (0.5" Ø low relax strands)
 fpbt = 202,000 psi (0.5" Ø low relax strands)

DESIGN SPECIFICATIONS

NEW CONSTRUCTION:
 2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

EXISTING CONSTRUCTION:
 1992 AASHTO Standard Specifications for Highway Bridges, 15th Edition

CIVILTECH ENGINEERING, INC.
 GREGORY J. HATLESTAD, S.E.

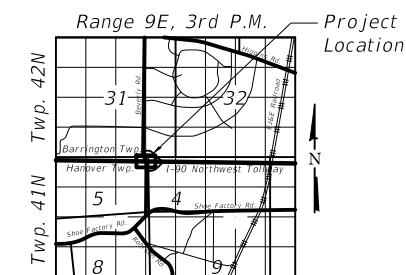


GREGORY J. HATLESTAD, S.E.
 # 081-005562

EXP 11/30/2024

DATE 08/07/2023

I certify that to the best of 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 Bridge Design Specifications for Highway Bridges.

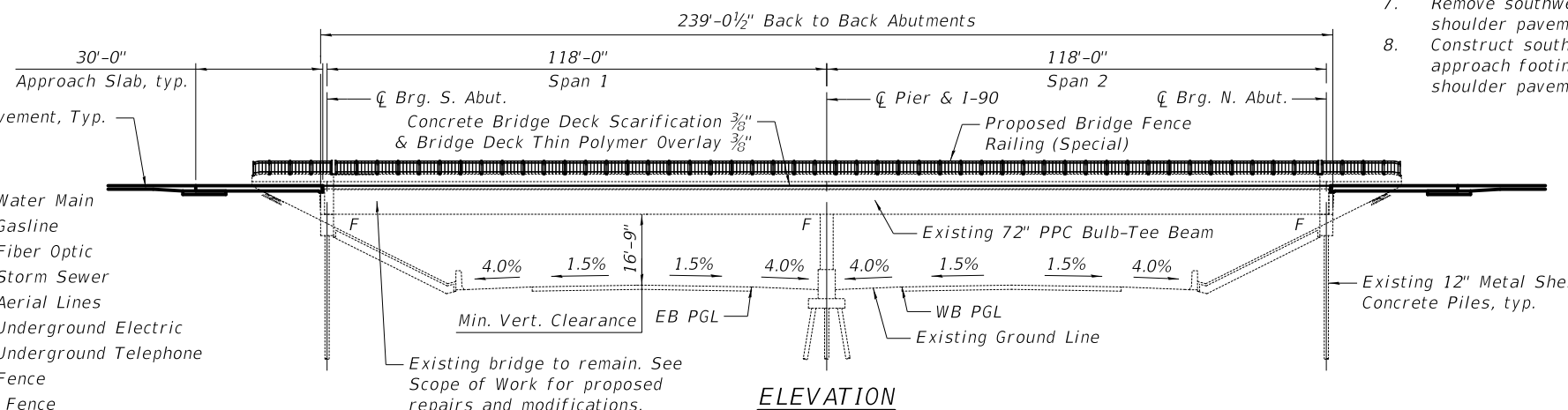


LOCATION SKETCH

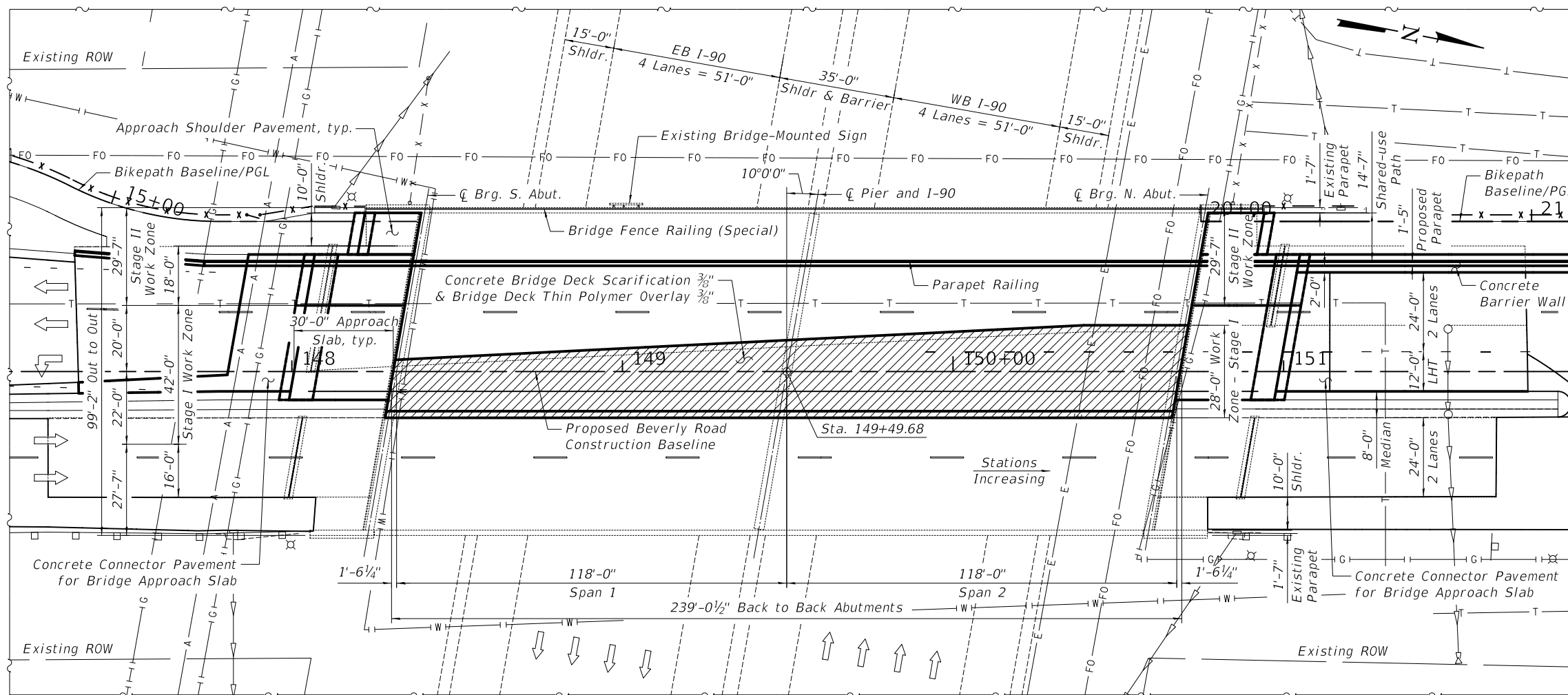
**GENERAL PLAN & ELEVATION
 BEVERLY ROAD (F.A.U. 3725) OVER I-90
 SECTION NO. 19-00106-00-RS
 COOK COUNTY
 STATION 149+49.68
 STRUCTURE NO. 016-2655**

LEGEND

- |W|- Existing Water Main
- |G|- Existing Gasline
- FO-FO- Existing Fiber Optic
- >->- Existing Storm Sewer
- A-A- Existing Aerial Lines
- E-E- Existing Underground Electric
- T-T- Existing Underground Telephone
- x-x-x- Existing Fence
- x-x-x- Proposed Fence



ELEVATION



PLAN

gjk FILE NAME: SFILES

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 Two Pierce Place, Suite 1400
 Itasca, Illinois 60143
 Tel: 630.773.3900 Fax: 630.773.3975
 www.civiltechinc.com

DRAWN - K. KOMPARE
 DESIGNED - K. KOMPARE
 CHECKED - G. HATLESTAD
 DATE - 7/28/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -

VILLAGE OF HOFFMAN ESTATES

**GENERAL PLAN AND ELEVATION
 STRUCTURE NO. 016-2655**

SHEET S-1 OF S-33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	104
			CONTRACT NO. 61J88	

ILLINOIS

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Plan dimensions and details relative to existing plans are subject to nominal construction deviations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work; however, the Contractor will be paid the quantity actually furnished at the unit price bid for the work.
3. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost incidental to "Concrete Removal".
4. Contractor shall not scale dimensions from the contract plans for construction purposes. Scales shown are for information only.
5. No concrete cutting shall be permitted until the cutting limits have been outlined by the Contractor and approved by the Engineer.
6. It shall be the Contractor's responsibility to verify the location of all utilities prior to starting construction. Contact J.U.L.I.E., 800-892-0123.
7. It shall be the Contractor's responsibility to verify the location of all fiber optic utilities prior to starting construction. The Contractor shall initiate the location process for the fiber optic cable by completing a "Request Illinois Tollway Utilities Locate" form filled in online at the Illinois Tollway Website under "Doing Business" at least four (4) business days prior to starting any underground operations, excavations, or digging of any type in the general area of the fiber optic cable.
8. The Contractor shall use care when excavating around existing foundations. Any damage to the existing structure and/or supporting foundations shall be repaired or replaced at the Contractor's expense at no additional cost to the Village.

INDEX OF SHEETS

S-1	General Plan and Elevation
S-2	General Data
S-3	Stage Construction Details
S-4	Deck Removal and Repair Plan
S-5	Top of Approach Slab Elevations
S-6	Superstructure
S-7	Superstructure Details
S-8	Approach Slab
S-9	Approach Slab Details
S-10	Approach Shoulder Pavement
S-11	South Concrete Barrier Wall
S-12	North Concrete Barrier Wall
S-13	Bridge Fence Railing (Special) Details
S-14	Parapet Railing Details
S-15	Bar Splicer Assembly and Mechanical Splicer Details
S-16 to S-33	Existing Plans

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	85.4	-	85.4
Protective Shield	Sq. Yd.	1,362	-	1,362
Concrete Structures	Cu. Yd.	-	32.4	32.4
Concrete Superstructure	Cu. Yd.	58.3	-	58.3
Bridge Deck Grooving	Sq. Yd.	315	-	315
Protective Coat	Sq. Yd.	1,294	-	1,294
Concrete Superstructure (Approach Slab)	Cu. Yd.	139.9	-	139.9
Reinforcement Bars, Epoxy Coated	Pound	59,510	5,680	65,190
Bar Splicers	Each	210	80	290
Parapet Railing	Foot	579	-	579
* Concrete Barrier Base (Special)	Foot	216	-	216
* Bridge Fence Railing (Special)	Foot	271	-	271
* Concrete Barrier Wall (Special)	Foot	289	-	289
* Concrete Bridge Deck Scarification 3/8"	Sq. Yd.	621	-	621
* Bridge Deck Thin Polymer Overlay 3/8"	Sq. Yd.	515	-	515
* Deck Slab Repair (Partial)	Sq. Yd.	100	-	100
* Joint Sealer	Foot	826	-	826

* Indicates Special Provision

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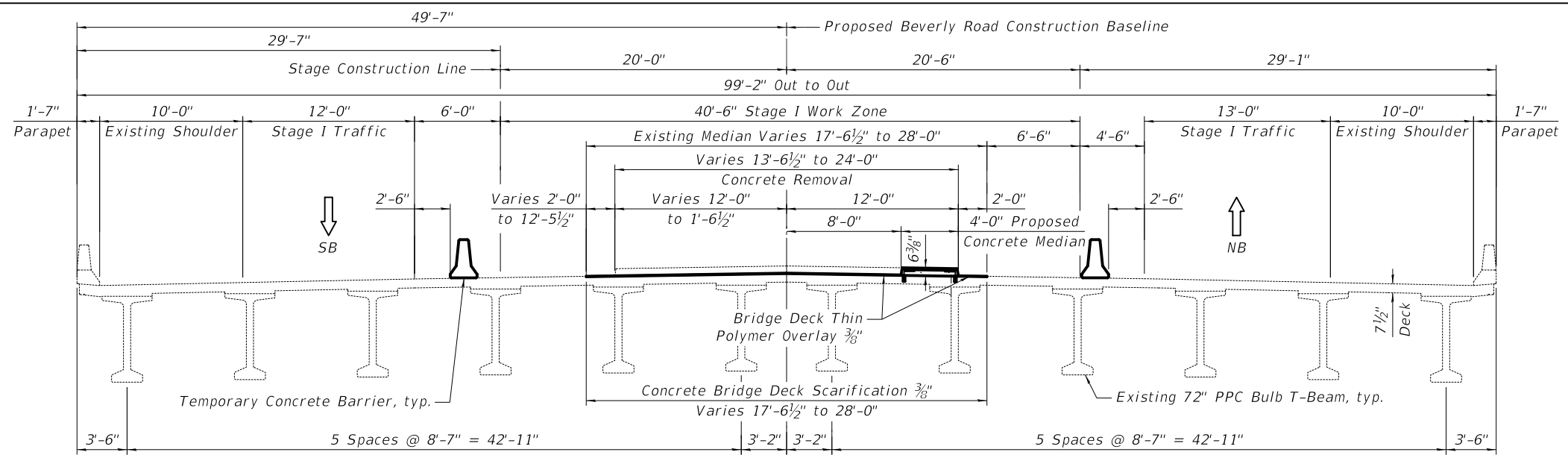
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DESIGNED	-	K. KOMPARE	REVISED	-
CHECKED	-	G. HATLESTAD	REVISED	-
DATE	-	7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

**GENERAL DATA
STRUCTURE NO. 016-2655**

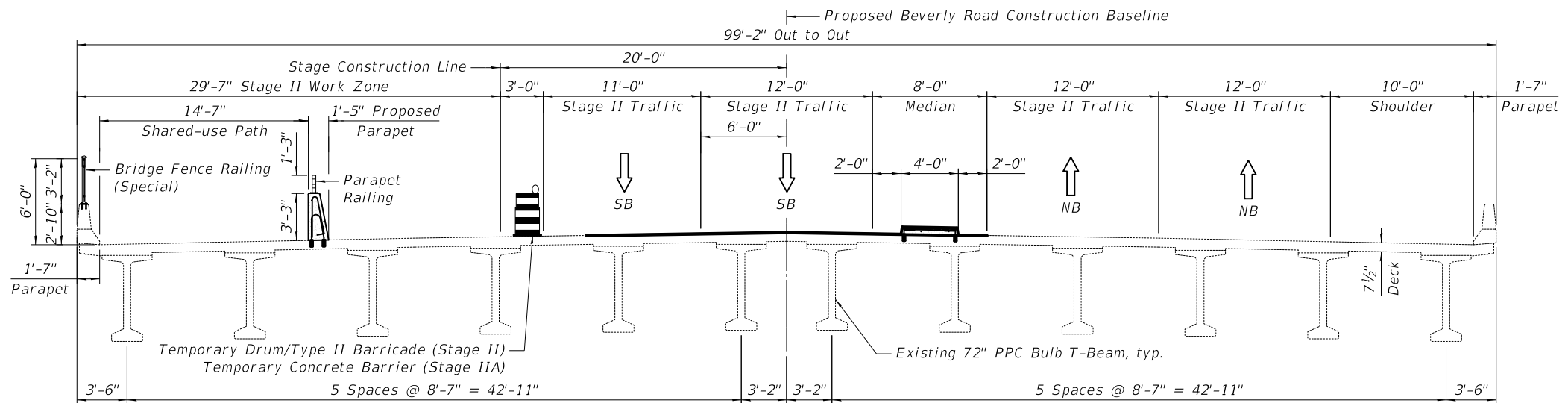
SHEET S-2 OF S-33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	105
			CONTRACT NO. 61J88	
		ILLINOIS		



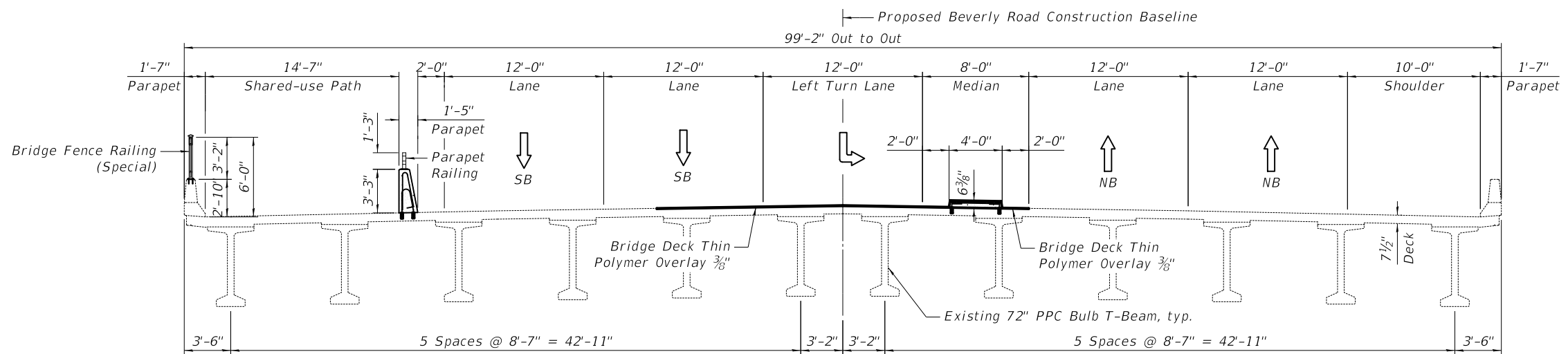
STAGE I CONSTRUCTION

(Looking North)



STAGE II CONSTRUCTION

(Looking North)



PROPOSED CROSS SECTION

(Looking North)

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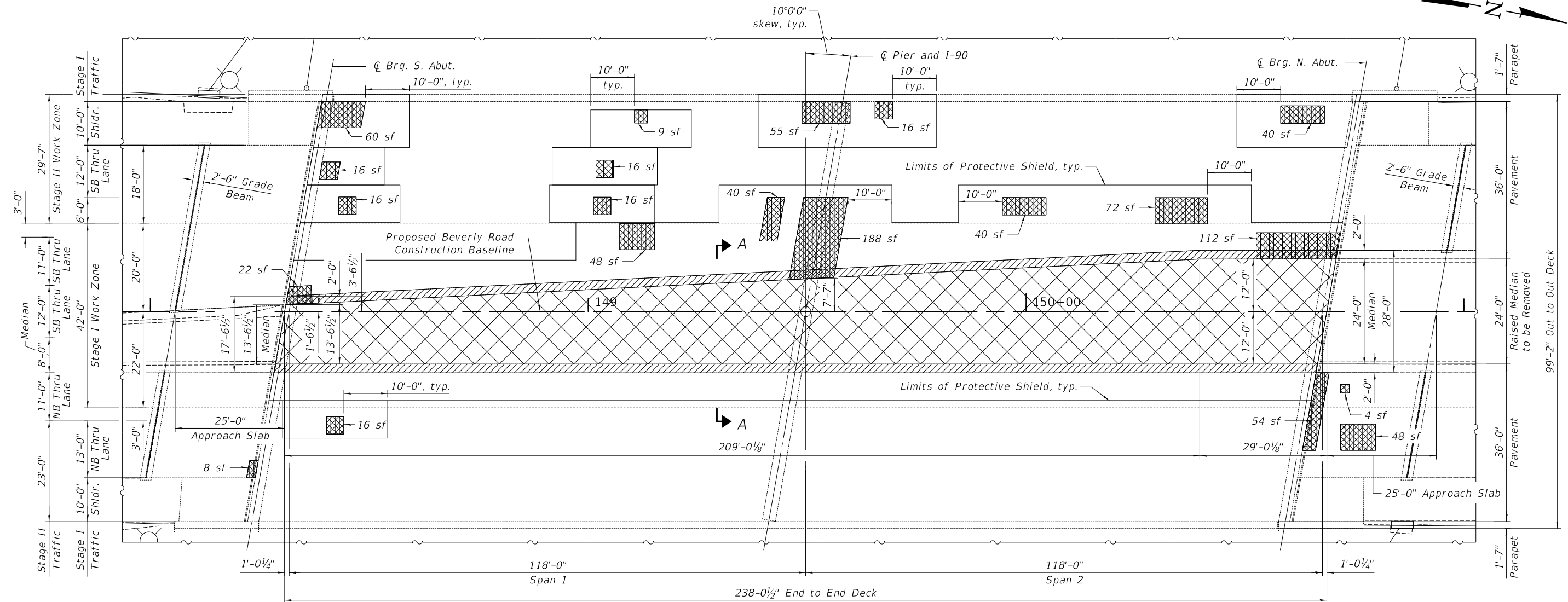
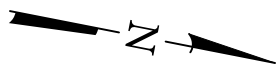
DRAWN	- K. KOMPARE	REVISED	-
DESIGNED	- K. KOMPARE	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 016-2655**

SHEET S-3 OF S-33 SHEETS

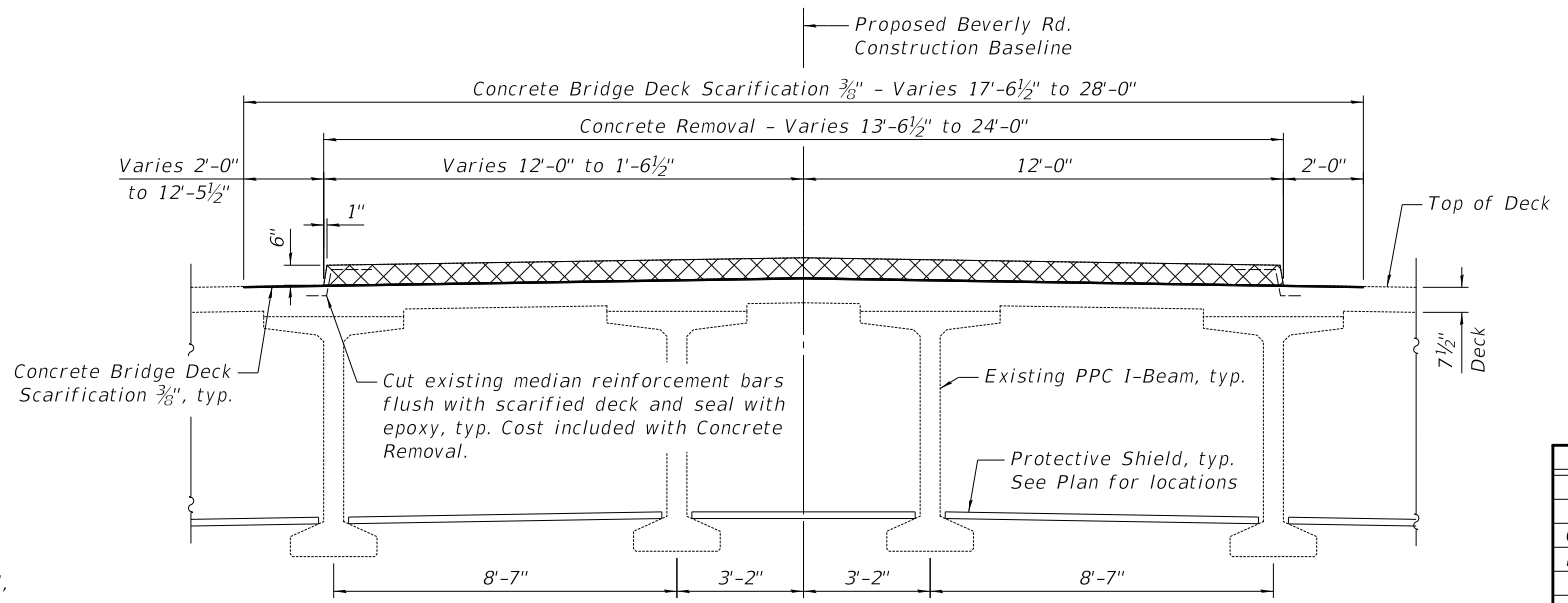
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	106
			CONTRACT NO. 61J88	
ILLINOIS				



PLAN

NOTES:

1. Contractor must exercise extreme caution while removing concrete over PPC I-Beams. Any damage done to the PPC I-Beam flange during concrete removal operations must be repaired at the Contractor's expense.
2. Perimeters of concrete removal area shall be saw cut $\frac{3}{4}$ " prior to the removal of the concrete. Care shall be exercised by the Contractor during and following concrete removal to ensure the existing reinforcement remaining in place is not damaged. If the bottom of the top reinforcement layer is exposed, remove concrete 1-inch below the reinforcement. If the bottom of the bottom layer is exposed, use a full depth repair.
3. Deck repair quantity is estimated. Actual repair areas and locations shall be determined by the Engineer and shown on "As-Built" plans.
4. For approach pavement removal, approach connector pavement removal, and approach shoulder pavement removal limits, please see the Roadway Removal Plans.



SECTION A-A

LEGEND

- Concrete Bridge Deck Scarification $\frac{3}{8}$ "
- Raised Median Removal and Concrete Bridge Deck Scarification $\frac{3}{8}$ "
- Deck Slab Repair (Partial)

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	85.4
Protective Shield	Sq. Yd.	1,362
Concrete Bridge Deck Scarification $\frac{3}{8}$ "	Sq. Yd.	621
Deck Slab Repair (Partial)	Sq. Yd.	100

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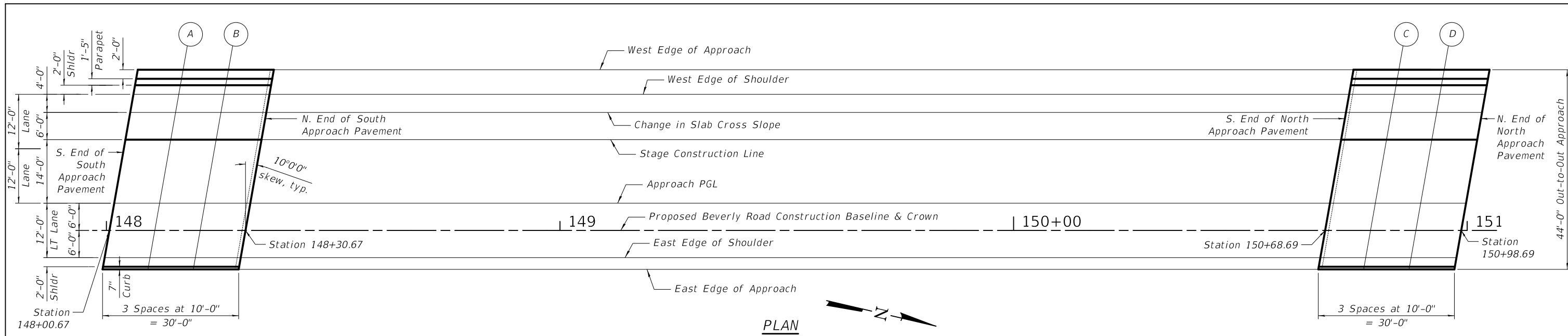
DRAWN	- K. KOMPARE	REVISED	-
DESIGNED	- K. KOMPARE	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

**DECK REMOVAL AND REPAIR PLAN
 STRUCTURE NO. 016-2655**

SHEET S-4 OF S-33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	107
CONTRACT NO. 61J88				



WEST EDGE OF APPROACH

Location	Station	Offset from PGL	Theoretical Grade Elevation
S. End S. Appr. Pav't	148+06.91	-29.42	868.57
A	148+16.91	-29.42	868.75
B	148+26.91	-29.42	868.94
N. End S. Appr. Pav't	148+36.91	-29.42	869.12
S. End N. Appr. Pav't	150+74.94	-29.42	868.96
C	150+84.94	-29.42	868.79
D	150+94.94	-29.42	868.60
N. End N. Appr. Pav't	151+04.94	-29.42	868.40

WEST EDGE OF SHOULDER

Location	Station	Offset from PGL	Theoretical Grade Elevation
S. End S. Appr. Pav't	148+05.96	-24.00	868.67
A	148+15.96	-24.00	868.85
B	148+25.96	-24.00	869.03
N. End S. Appr. Pav't	148+35.96	-24.00	869.21
S. End N. Appr. Pav't	150+73.98	-24.00	869.09
C	150+83.98	-24.00	868.92
D	150+93.98	-24.00	868.73
N. End N. Appr. Pav't	151+03.98	-24.00	868.53

CHANGE IN SLAB CROSS SLOPE

Location	Station	Offset from PGL	Theoretical Grade Elevation
S. End S. Appr. Pav't	148+05.25	-20.00	868.74
A	148+15.25	-20.00	868.92
B	148+25.25	-20.00	869.10
N. End S. Appr. Pav't	148+35.25	-20.00	869.28
S. End N. Appr. Pav't	150+73.28	-20.00	869.19
C	150+83.28	-20.00	869.01
D	150+93.28	-20.00	868.83
N. End N. Appr. Pav't	151+03.28	-20.00	868.63

STAGE CONSTRUCTION LINE

Location	Station	Offset from PGL	Theoretical Grade Elevation
S. End S. Appr. Pav't	148+04.19	-14.00	868.81
A	148+14.19	-14.00	869.00
B	148+24.19	-14.00	869.18
N. End S. Appr. Pav't	148+34.19	-14.00	869.36
S. End N. Appr. Pav't	150+72.22	-14.00	869.30
C	150+82.22	-14.00	869.13
D	150+92.22	-14.00	868.94
N. End N. Appr. Pav't	151+02.22	-14.00	868.74

APPROACH PGL

Location	Station	Offset from PGL	Theoretical Grade Elevation
S. End S. Appr. Pav't	148+01.72	0.00	868.99
A	148+11.72	0.00	869.17
B	148+21.72	0.00	869.35
N. End S. Appr. Pav't	148+31.72	0.00	869.53
S. End N. Appr. Pav't	150+69.75	0.00	869.56
C	150+79.75	0.00	869.39
D	150+89.75	0.00	869.21
N. End N. Appr. Pav't	150+99.75	0.00	869.01

PROPOSED BEVERLY ROAD CONSTRUCTION
BASELINE & CROWN

Location	Station	Offset from PGL	Theoretical Grade Elevation
S. End S. Appr. Pav't	148+00.67	6.00	869.06
A	148+10.67	6.00	869.24
B	148+20.67	6.00	869.43
N. End S. Appr. Pav't	148+30.67	6.00	869.61
S. End N. Appr. Pav't	150+68.69	6.00	869.67
C	150+78.69	6.00	869.50
D	150+88.69	6.00	869.32
N. End N. Appr. Pav't	150+98.69	6.00	869.12

EAST EDGE OF SHOULDER

Location	Station	Offset from PGL	Theoretical Grade Elevation
S. End S. Appr. Pav't	147+99.61	12.00	868.94
A	148+09.61	12.00	869.13
B	148+19.61	12.00	869.31
N. End S. Appr. Pav't	148+29.61	12.00	869.49
S. End N. Appr. Pav't	150+67.63	12.00	869.59
C	150+77.63	12.00	869.43
D	150+87.63	12.00	869.25
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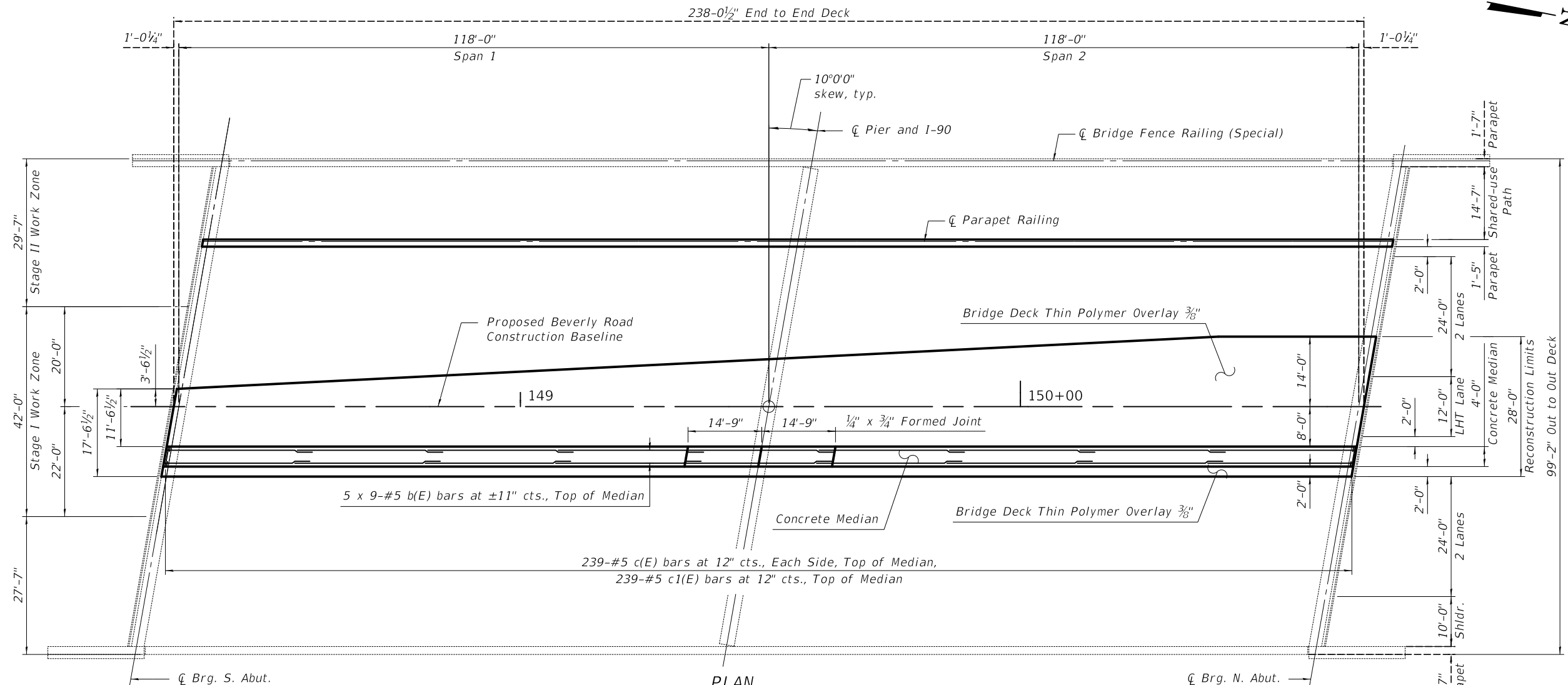
EAST EDGE OF APPROACH

Location	Station	Offset from PGL	Theoretical Grade Elevation
S. End S. Appr. Pav't	147+99.15	14.58	868.90
A	148+09.15	14.58	869.08
B	148+19.15	14.58	869.26
N. End S. Appr. Pav't	148+29.15	14.58	869.45
S. End N. Appr. Pav't	150+67.18	14.58	869.56
C	150+77.18	14.58	869.39
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gjk FILE NAME: SFILELS

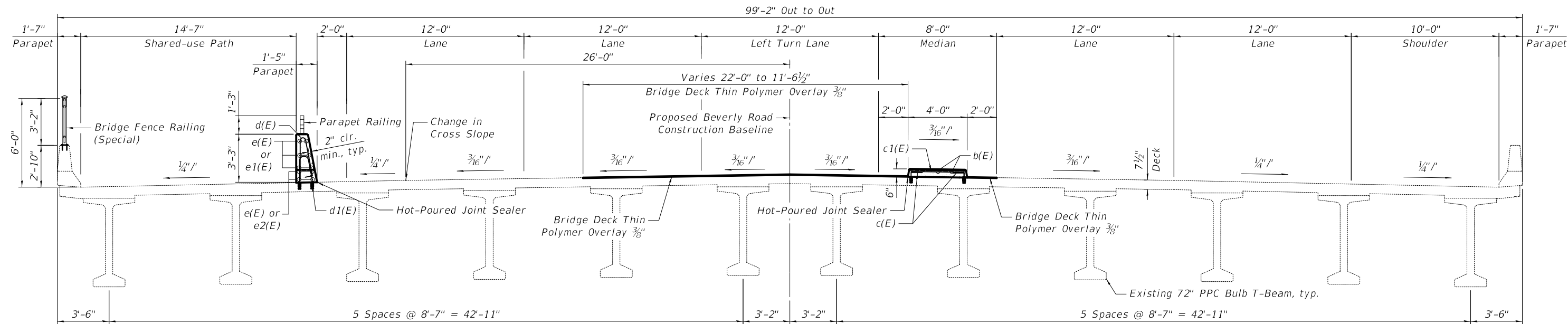
MINIMUM BAR LAP

#5 Bar = 3'-0" Lap



PLAN

Note: Bars indicated thus 5 x 9-#5 etc. indicates 5 lines of bars with 9 lengths per line.



CROSS SECTION

(Looking North)

gjk FILE NAME: SFILES

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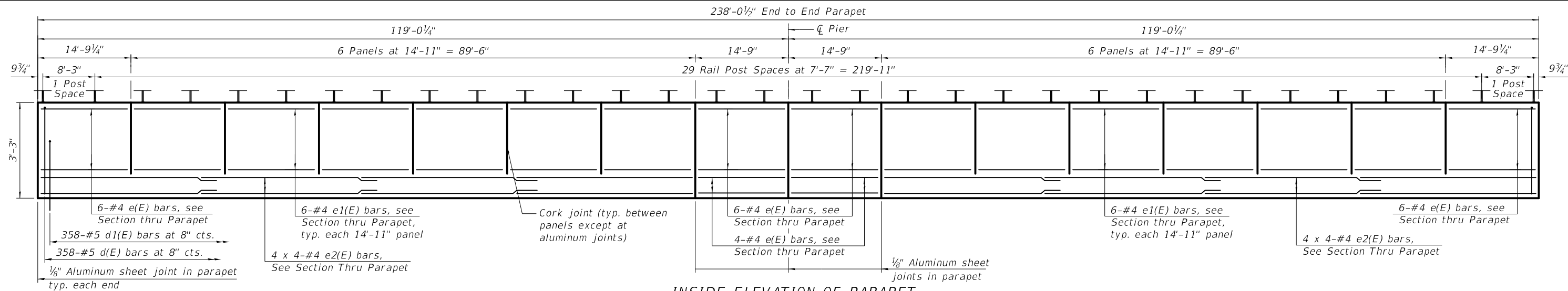
DRAWN	- K. KOMPARE	REVISED	-
DESIGNED	- K. KOMPARE	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

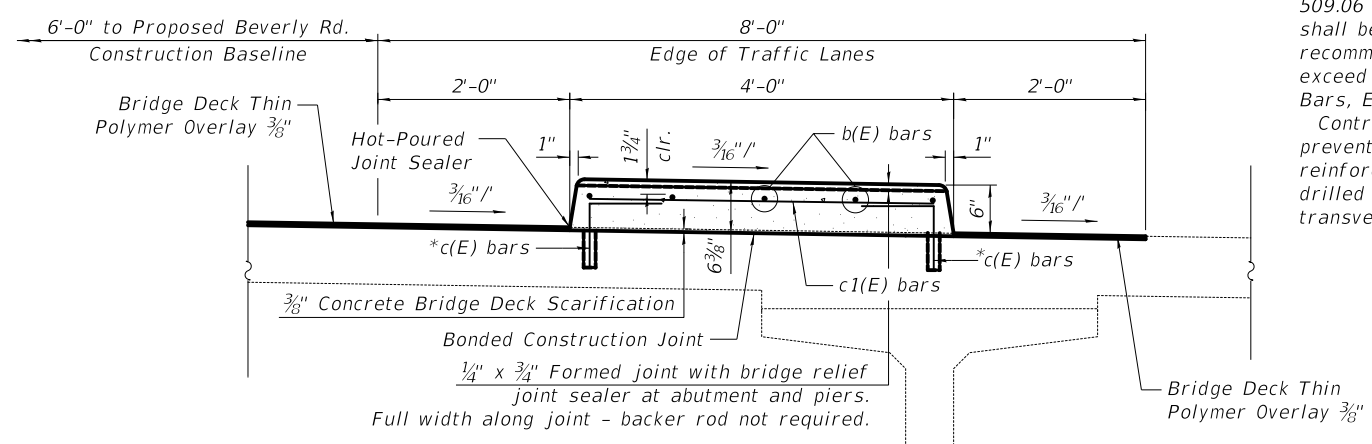
**SUPERSTRUCTURE
 STRUCTURE NO. 016-2655**

SHEET S-6 OF S-33 SHEETS

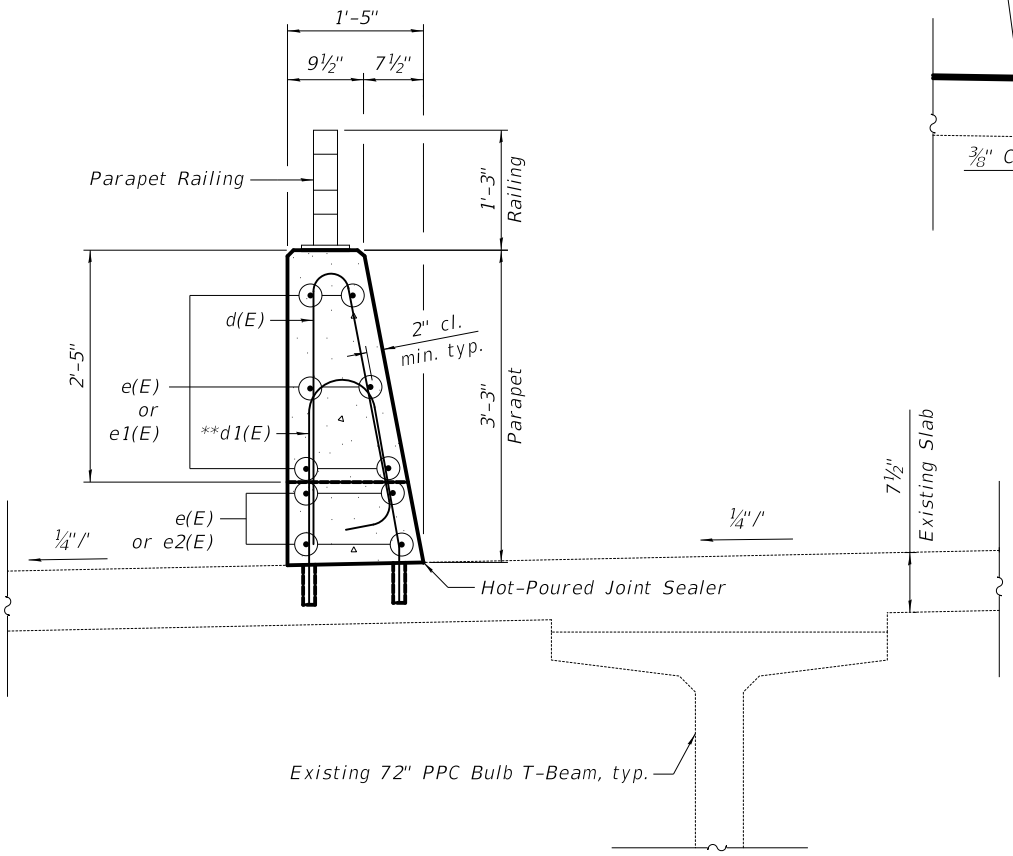
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	109
CONTRACT NO. 61J88				



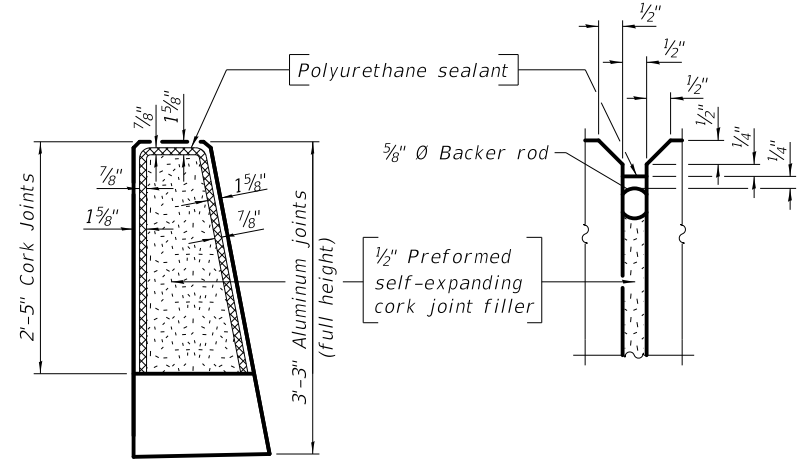
INSIDE ELEVATION OF PARAPET
(Looking West)



SECTION THRU MEDIAN



SECTION THRU PARAPET

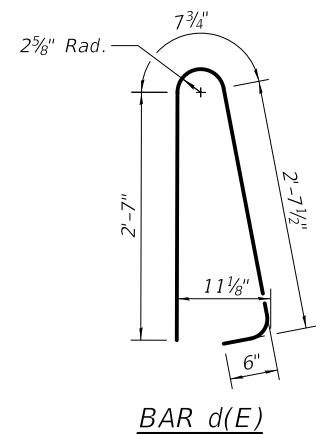


PARAPET JOINT DETAILS

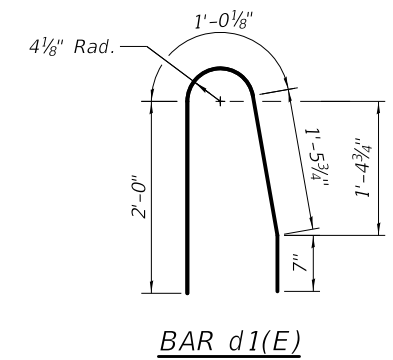
Notes:
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 See Sheet S-13 for Bridge Fence Railing (Special) Details and Sheet S-14 for Parapet Railing Details.

* Core and set #5 c(E) bars according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 5". Included in the cost of Reinforcement Bars, Epoxy Coated.
 Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

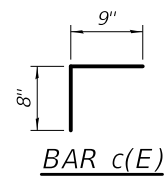
MINIMUM BAR LAP
#4 bar = 2'-5"



BAR d(E)



BAR d1(E)



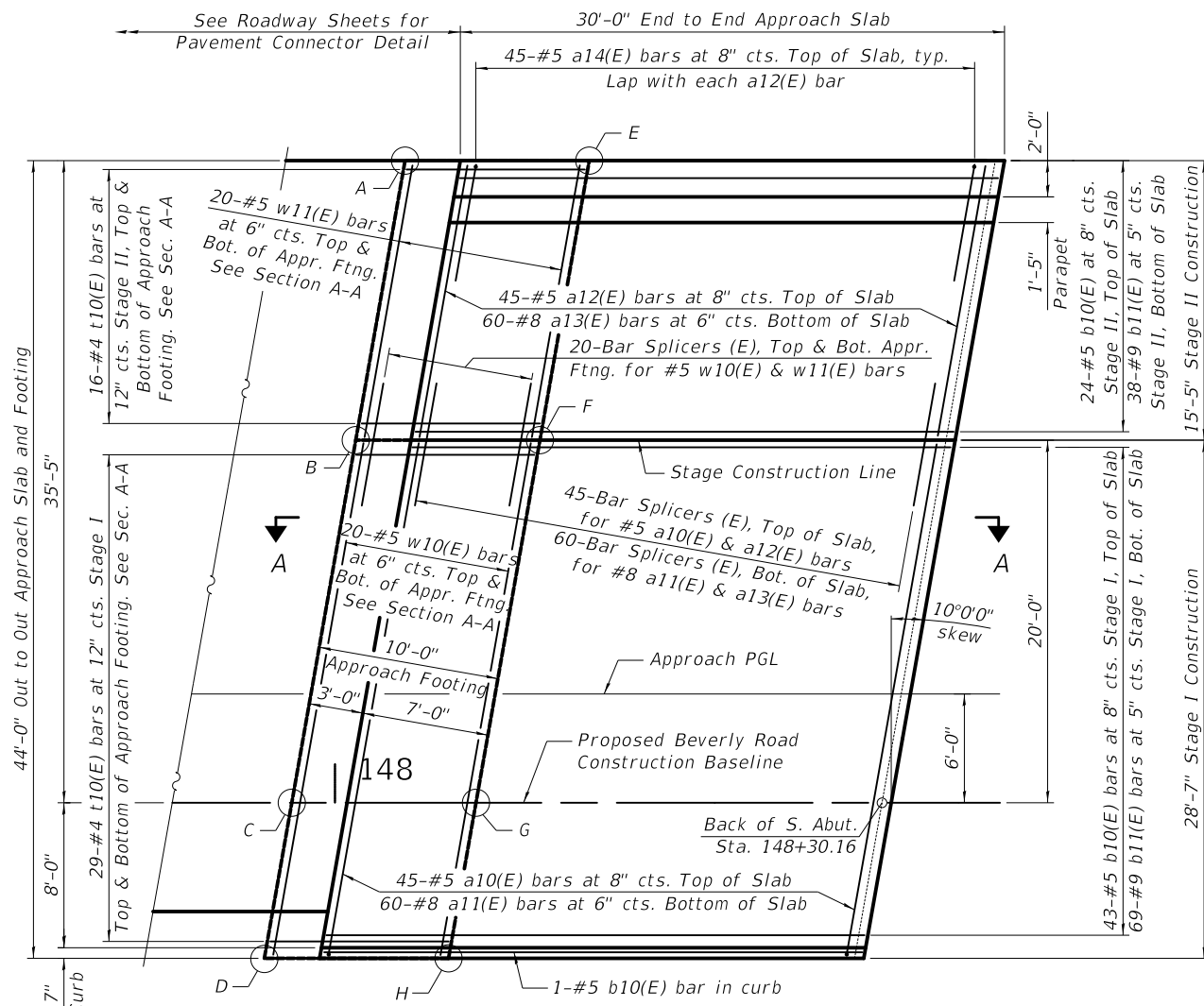
BAR c(E)

SUPERSTRUCTURE BILL OF MATERIAL

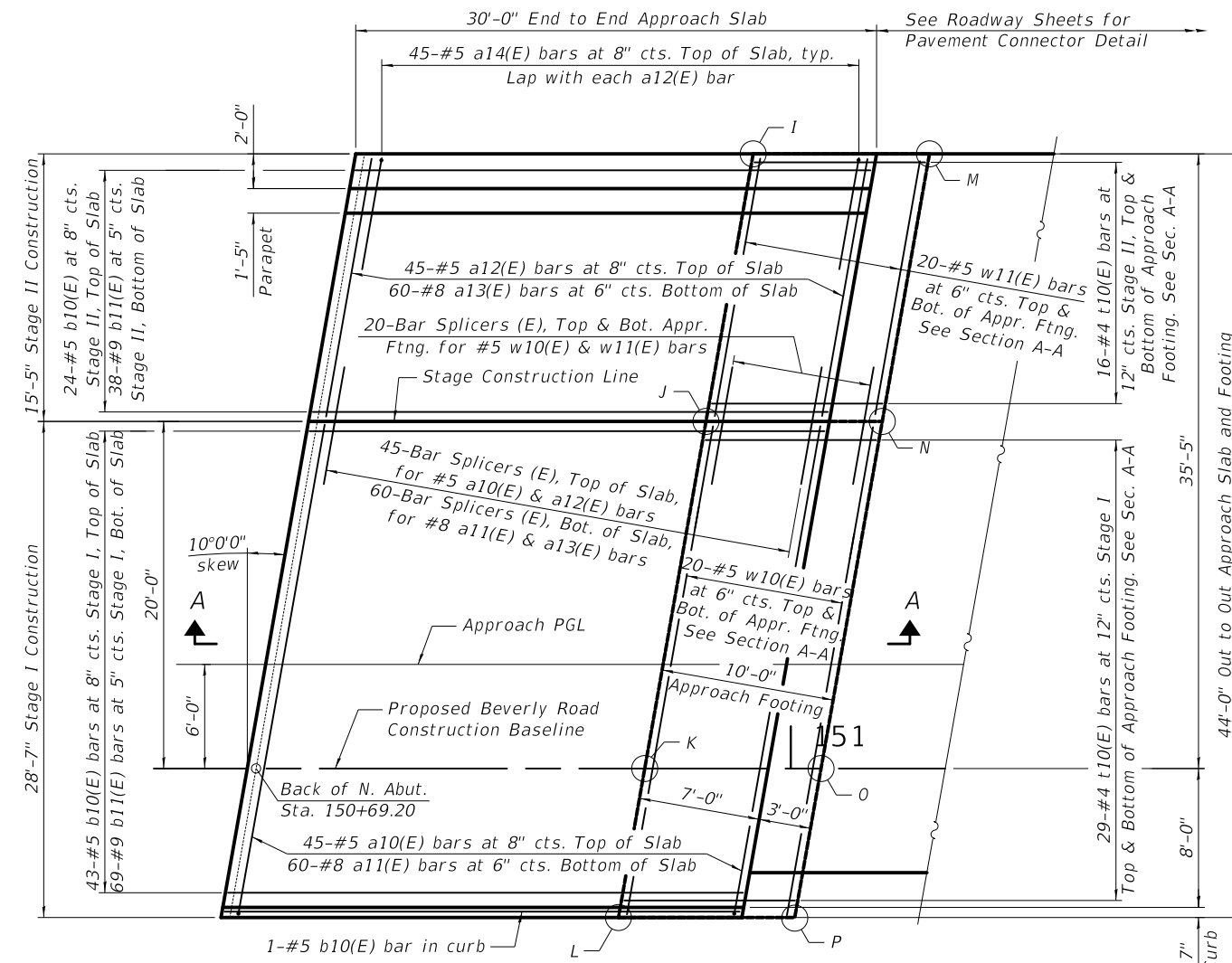
Bar	No.	Size	Length	Shape
b(E)	45	#5	29'-1"	—
c(E)	478	#5	1'-5"	┌
c1(E)	239	#5	3'-7"	—
d(E)	358	#5	6'-5"	┌
d1(E)	358	#5	5'-1"	┌
e(E)	32	#4	14'-5"	—
e1(E)	72	#4	14'-7"	—
e2(E)	32	#4	27'-10"	—

Concrete Superstructure	Cu. Yd.	50.2	
Protective Coat	Sq. Yd.	752	
Reinforcement Bars, Epoxy Coated	Lbs.	8,870	
Parapet Railing	Foot	237	
Bridge Deck Thin Polymer Overlay 3/8"	Sq. Yd.	515	
Joint Sealer	Foot	477	

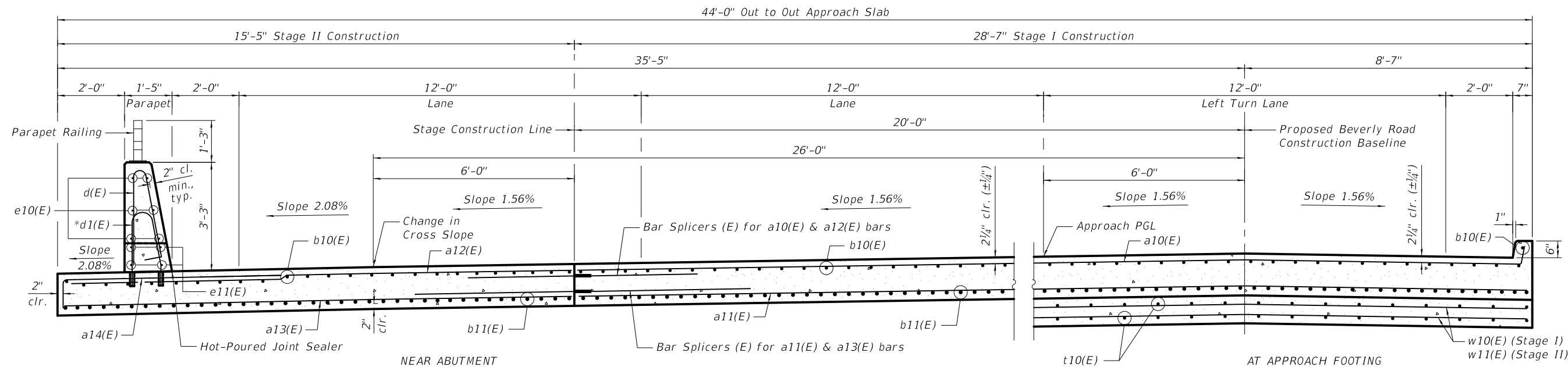
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



SOUTH APPROACH PLAN



NORTH APPROACH PLAN



CROSS SECTION
(Looking North)

* Core and set #5 d1(E) bars according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 5". Included in the cost of Reinforcement Bars, Epoxy Coated.

Notes:
See Sheet S-9 for Approach Slab Footing Elevations A thru P.

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DRAWN	- K. KOMPARE	REVISED	-
DESIGNED	- K. KOMPARE	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

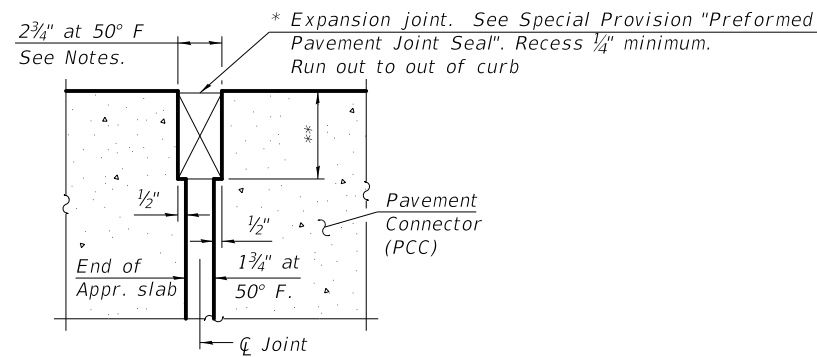
APPROACH SLABS
STRUCTURE NO. 016-2655

SHEET S-8 OF S-33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	111
CONTRACT NO. 61J88				

ILLINOIS

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

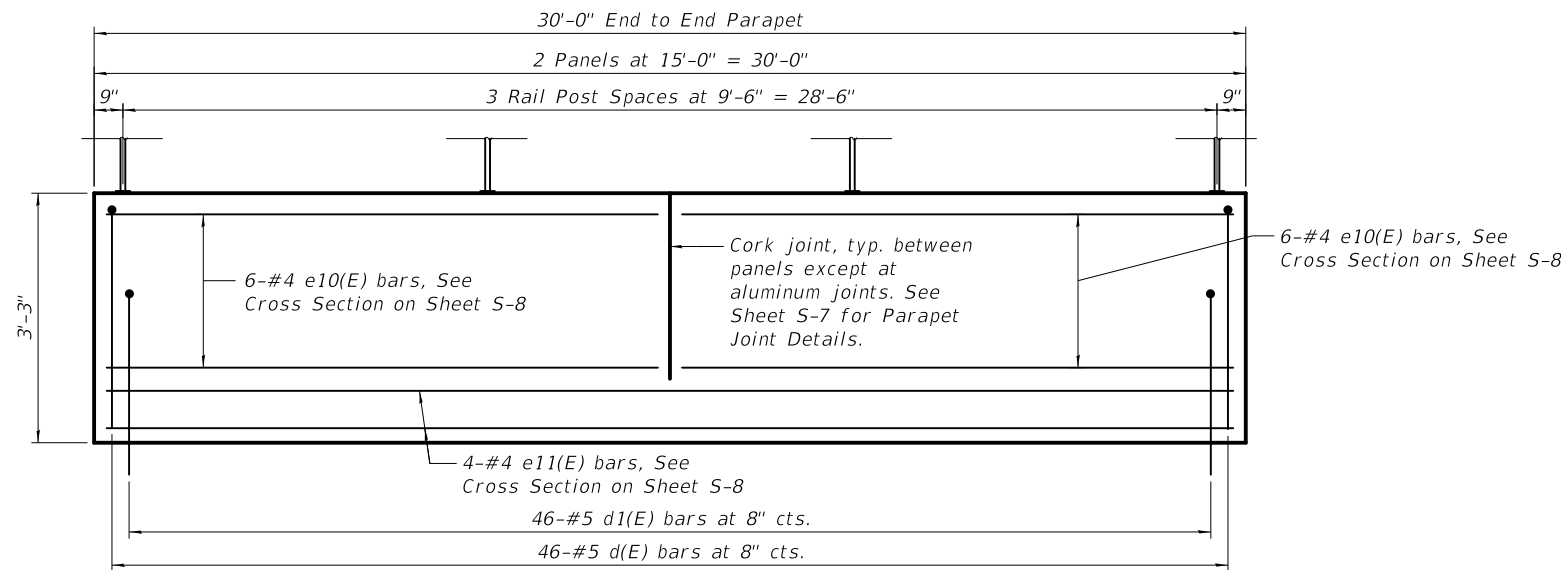


DETAIL A
(at Rt. L's)

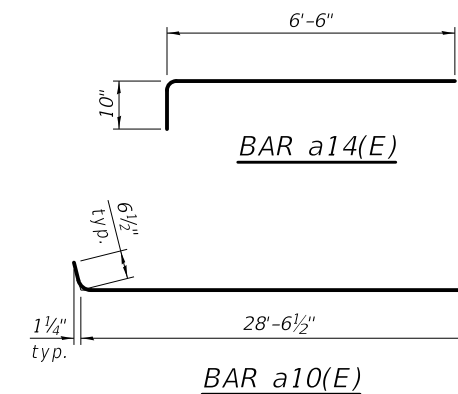
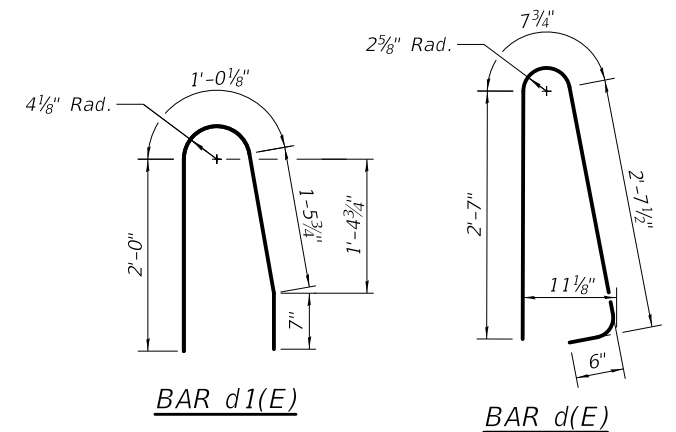
Only at South Approach and Connector Pavement
* Cost included with Concrete Superstructure (Approach Slab).
** Per manufacturer recommendations

South Approach					North Approach				
Point/Location	Station	Offset from PGL	Top	Bottom	Point/Location	Station	Offset from PGL	Top	Bottom
A	148+03.86	-29.42	867.27	866.43	I	150+97.83	-29.42	867.29	866.46
B	148+01.15	-14.00	867.51	866.67	J	150+95.11	-14.00	867.64	866.80
C	147+97.62	6.00	867.74	866.91	K	150+91.58	6.00	868.02	867.18
D	147+96.11	14.58	867.58	866.75	L	150+90.07	14.58	867.91	867.08
E	148+14.02	-29.42	867.45	866.62	M	151+07.98	-29.42	867.08	866.25
F	148+11.30	-14.00	867.69	866.86	N	151+05.26	-14.00	867.43	866.60
G	148+07.77	6.00	867.94	867.11	O	151+01.74	6.00	867.81	866.98
H	148+06.26	14.58	867.78	866.95	P	151+00.22	14.58	867.71	866.88

Notes:
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Bridge Fence Railing (Special) Details, see Sheet S-13.
For Parapet Railing Details, see Sheet S-14.

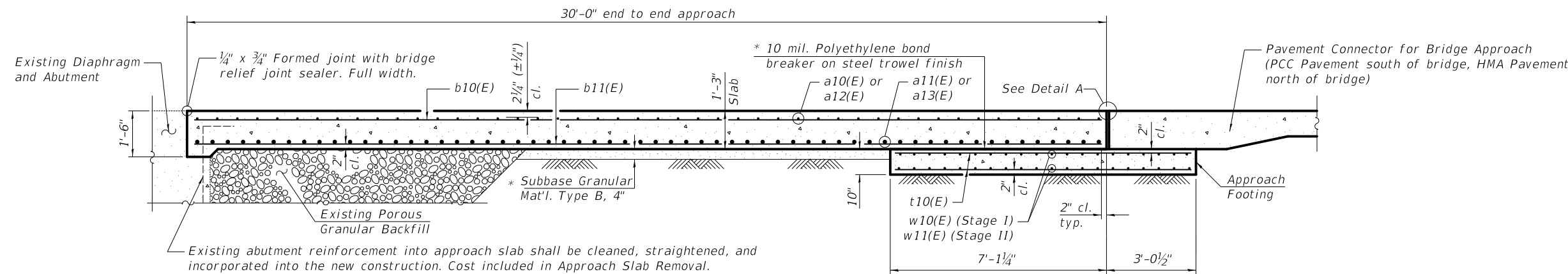


INSIDE ELEVATION OF NORTH AND SOUTH PARAPETS
(Looking West)



TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	90	#5	29'-1"	—
a11(E)	120	#8	28'-8"	—
a12(E)	90	#5	15'-0"	—
a13(E)	120	#8	15'-3"	—
a14(E)	90	#5	7'-4"	—
b10(E)	136	#5	29'-8"	—
b11(E)	214	#9	29'-8"	—
d(E)	92	#5	6'-5"	∧
d1(E)	92	#5	5'-1"	∧
e10(E)	24	#4	14'-7"	—
e11(E)	8	#4	29'-8"	—
t10(E)	180	#4	9'-10"	—
w10(E)	80	#5	28'-8"	—
w11(E)	80	#5	15'-3"	—
Concrete Structures		Cu. Yd.	27.6	
Concrete Superstructure		Cu. Yd.	8.1	
Bridge Deck Grooving		Sq. Yd.	267	
Protective Coat		Sq. Yd.	315	
Concrete Superstructure (Approach Slab)		Cu. Yd.	123.6	
Reinforcement Bars, Epoxy Coated		Pound	51,040	
Parapet Railing		Foot	57	
Joint Sealer		Foot	60	



SECTION A-A

* Cost included with Concrete Superstructure (Approach Slab).

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DESIGNED - K. KOMPARE
CHECKED - G. HATLESTAD
DATE - 7/28/2023

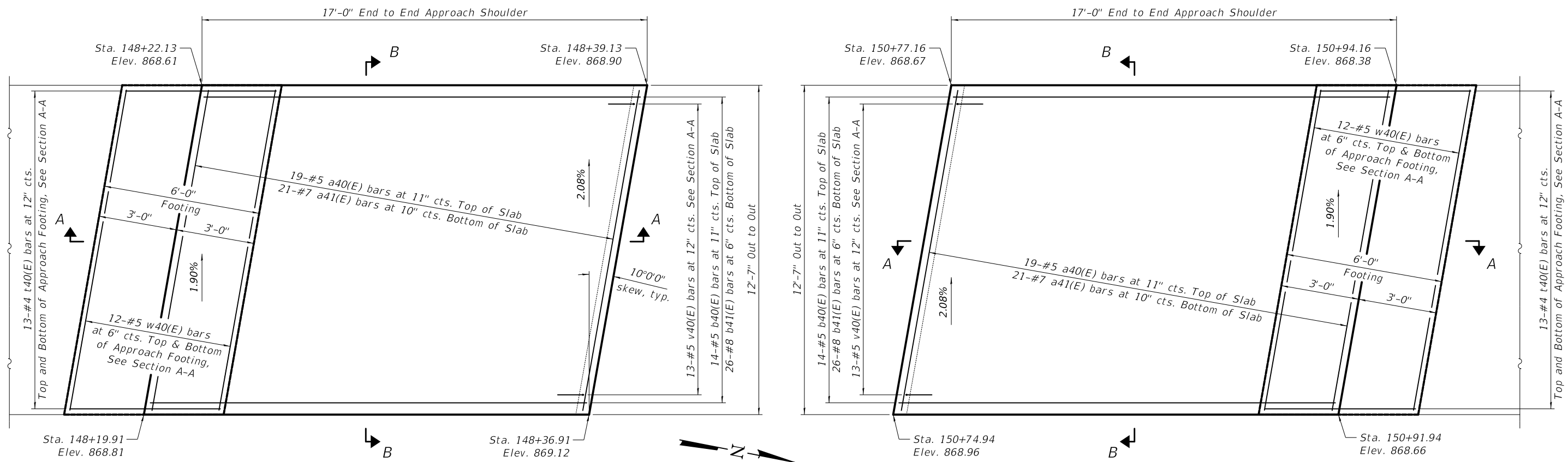
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VILLAGE OF HOFFMAN ESTATES

APPROACH SLAB DETAILS
STRUCTURE NO. 016-2655

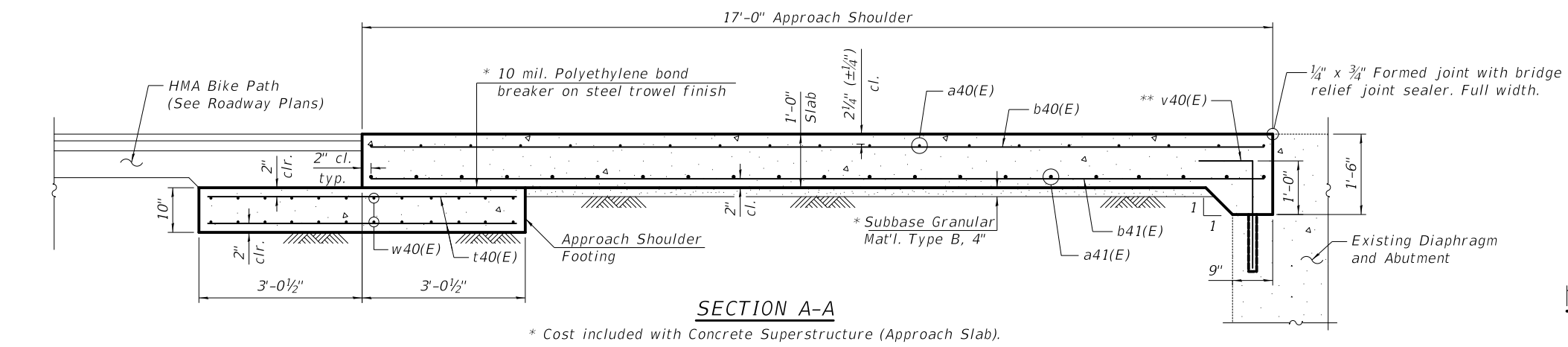
SHEET S-9 OF S-33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	112
				CONTRACT NO. 61J88



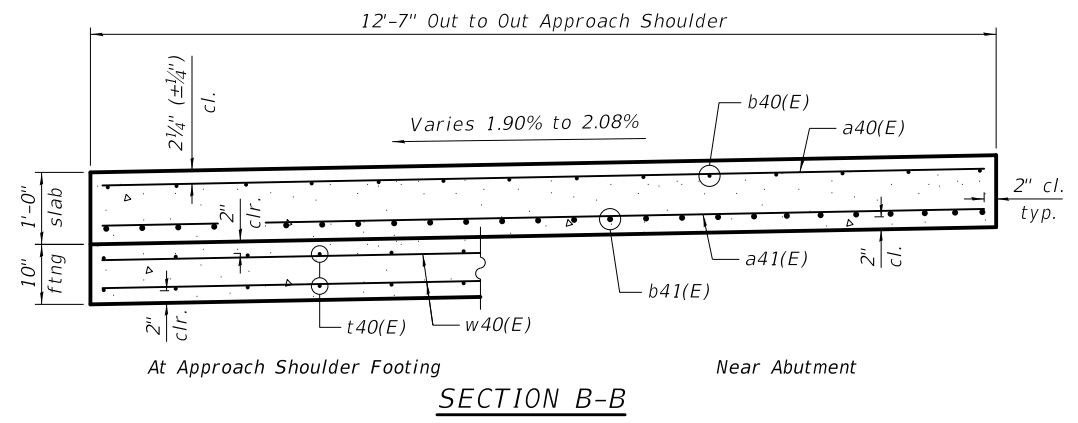
APPROACH SHOULDERS PLAN

Notes:
 Approach shoulder slabs shall be paid for as Concrete Superstructure (Approach Slab).
 Approach shoulder footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach shoulder footing included with Concrete Structures.



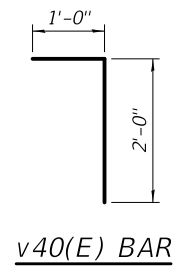
SECTION A-A

* Cost included with Concrete Superstructure (Approach Slab).



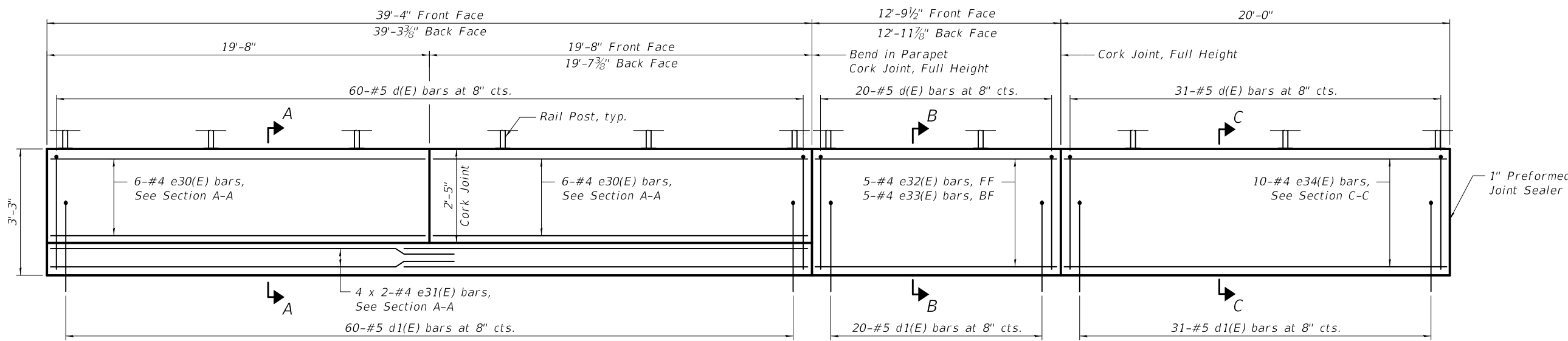
SECTION B-B

** Core and set #5 v40(E) bars according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 12". Included in the cost of Reinforcement Bars, Epoxy Coated. Contractor shall take all necessary precautions to prevent drilled hole interference with abutment and diaphragm reinforcement bars.



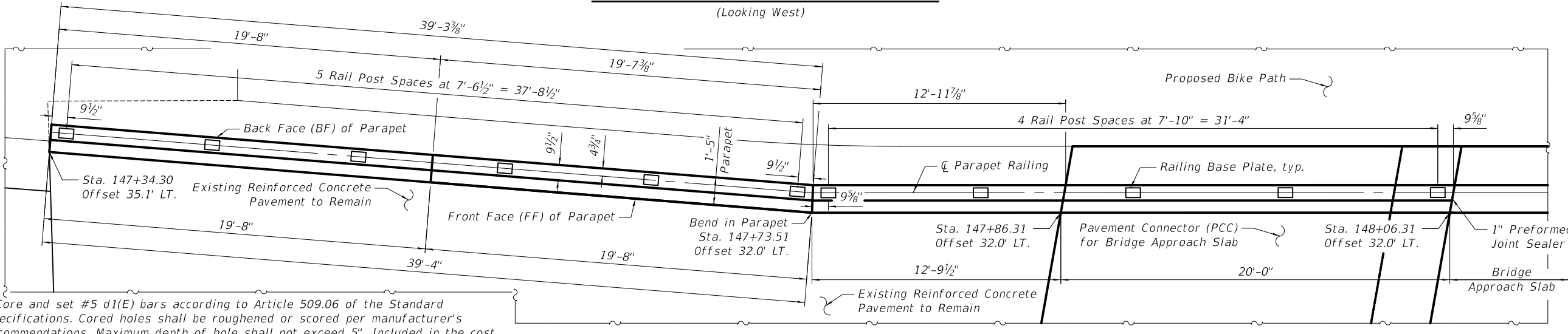
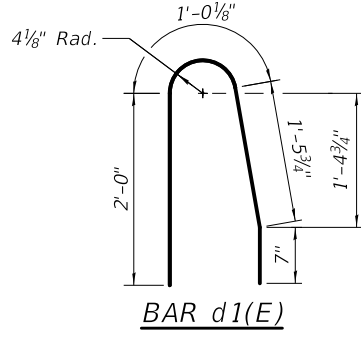
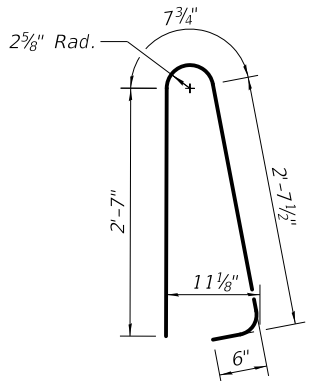
**TWO APPROACHES SHOULDER PAVEMENTS
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a40(E)	38	#5	12'-5"	—
a41(E)	42	#7	12'-5"	—
b40(E)	28	#5	16'-8"	—
b41(E)	52	#8	16'-8"	—
t40(E)	52	#4	5'-9"	—
v40(E)	26	#5	3'-0"	└
w40(E)	48	#5	12'-5"	—
Bridge Deck Grooving		Sq. Yd.	48	
Protective Coat		Sq. Yd.	48	
Concrete Superstructure (Approach Slab)		Cu. Yd.	16.3	
Concrete Structures		Cu. Yd.	4.8	
Reinforcement Bars, Epoxy Coated		Pound	5,280	



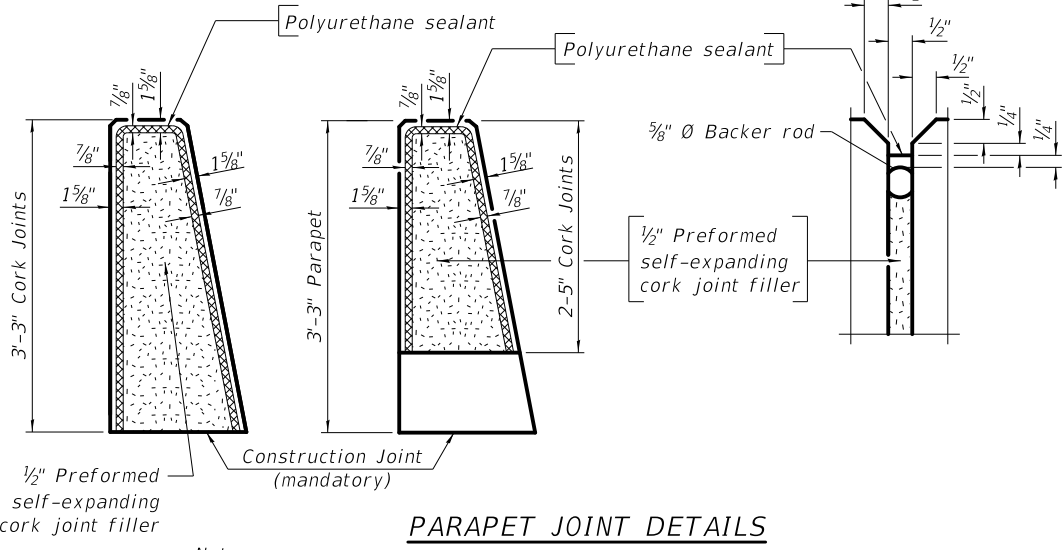
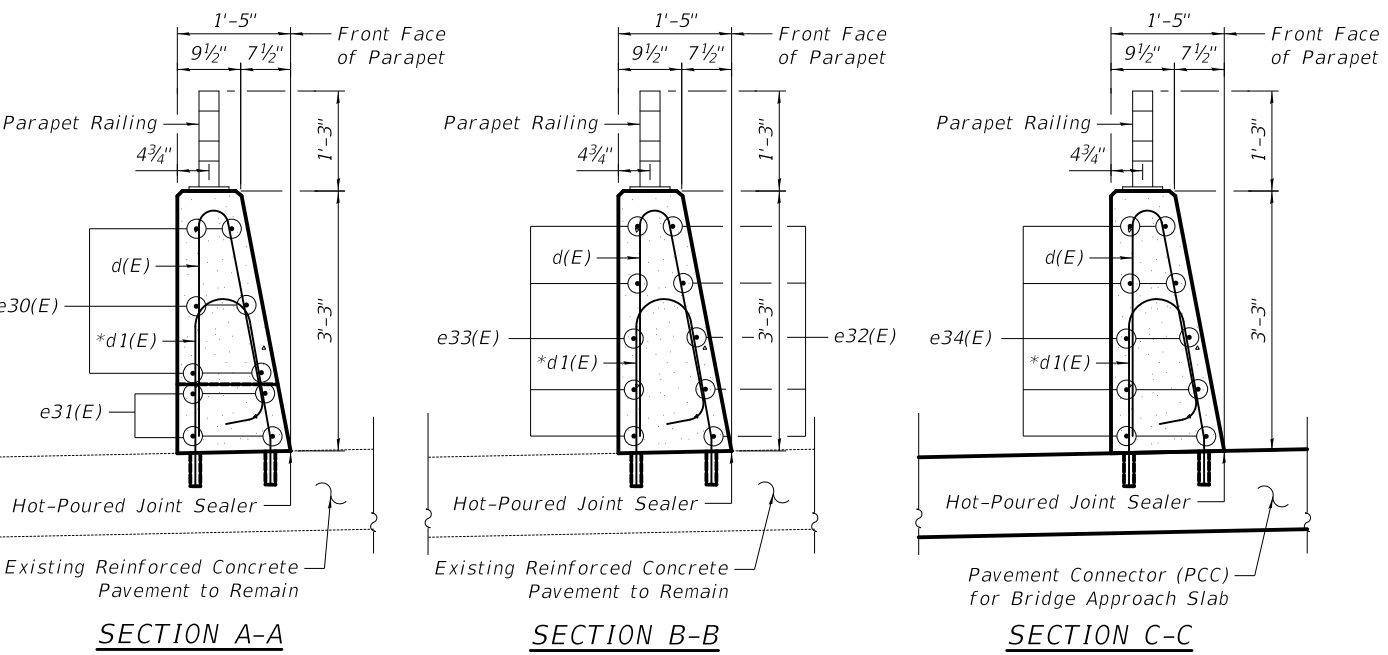
INSIDE ELEVATION OF SOUTH BARRIER
(Looking West)

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



PLAN
(Stations and Offsets measured to Front Face of Parapet)

* Core and set #5 d1(E) bars according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 5". Included in the cost of Reinforcement Bars, Epoxy Coated.
Contractor shall take all necessary precautions to prevent drilled hole interference with pavement reinforcement.



Notes:
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

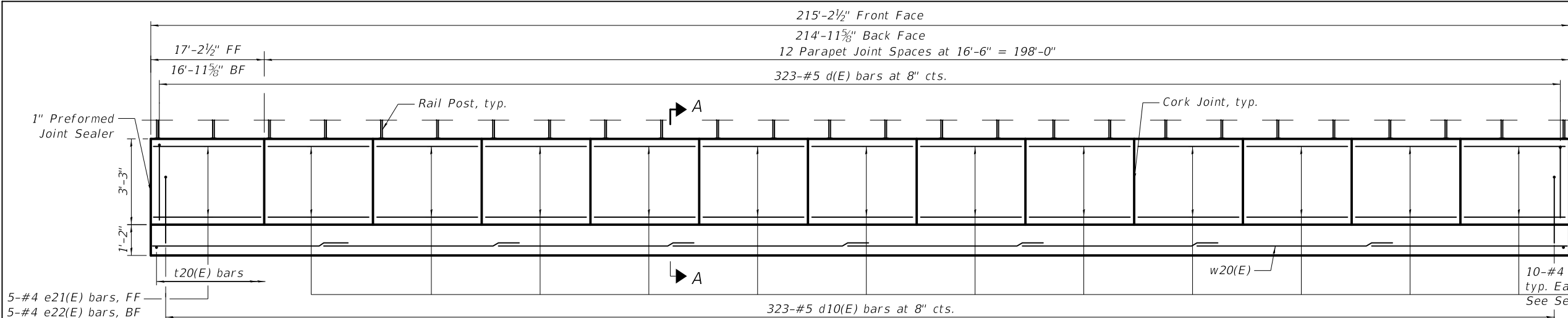
SOUTH CONCRETE BARRIER FOR INFORMATION ONLY

Bar	No.	Size	Length	Shape
d(E)	111	#5	6'-5"	
d1(E)	111	#5	5'-1"	
e30(E)	12	#4	19'-3"	
e31(E)	8	#4	20'-9"	
e32(E)	5	#4	12'-5"	
e33(E)	5	#4	12'-8"	
e34(E)	10	#4	19'-8"	
Concrete Structures			Cu. Yd.	9.7
Reinforcement Bars, Epoxy Coated			Lbs.	1,820

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

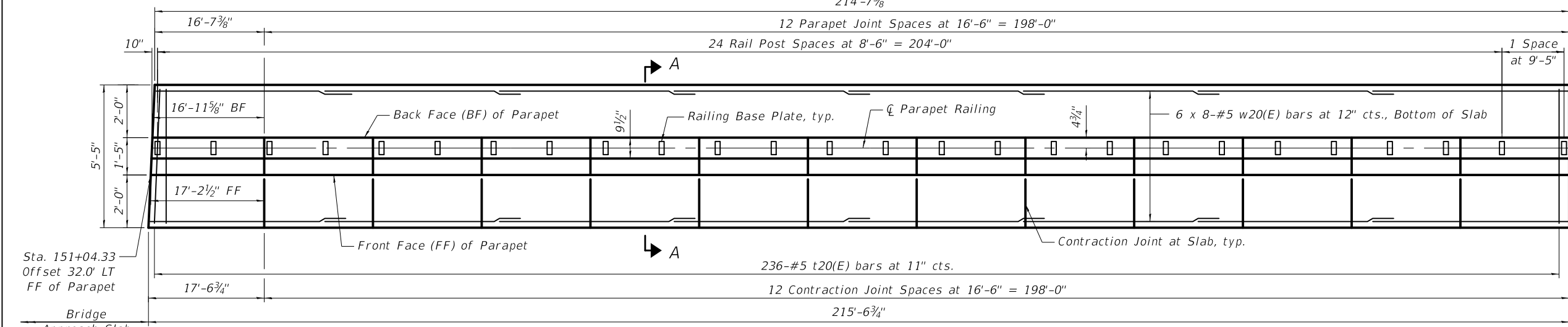
BILL OF MATERIAL

Item	Unit	Quantity
Protective Coat	Sq. Yd.	33
Parapet Railing	Foot	71
Concrete Barrier Wall (Special)	Foot	73
Joint Sealer	Foot	73



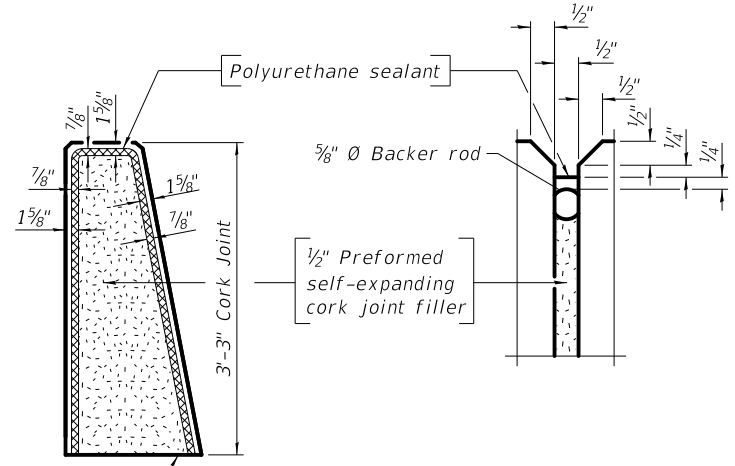
INSIDE ELEVATION OF NORTH BARRIER

(Looking West)



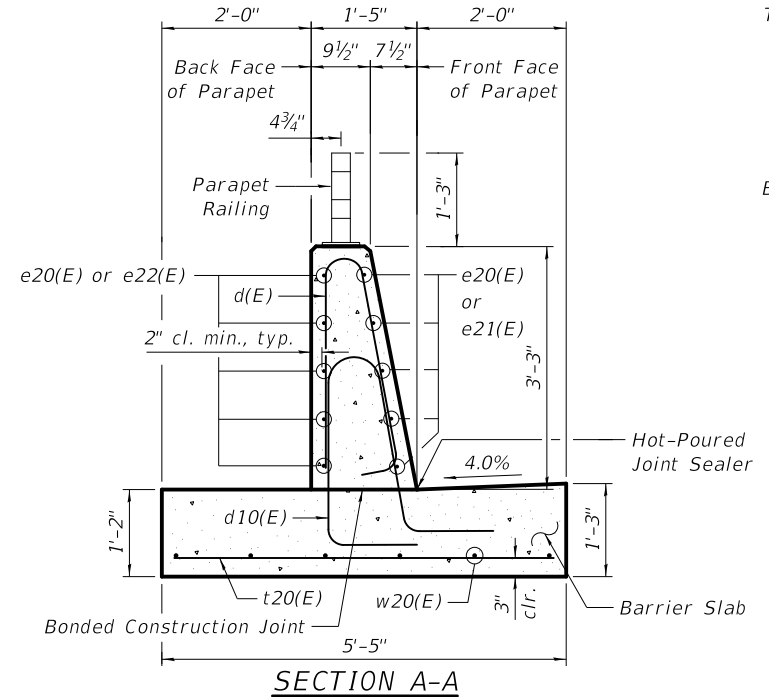
PLAN

(Stations and Offsets measured to Front Face of Parapet)

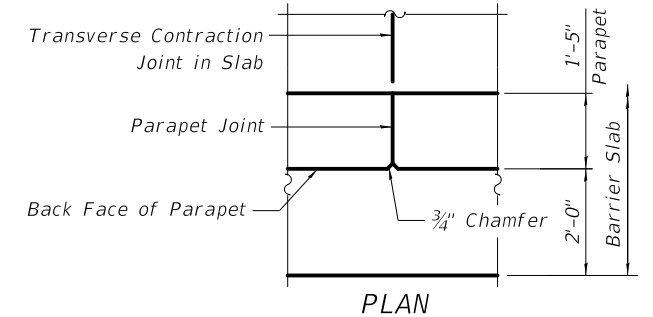


PARAPET JOINT DETAILS

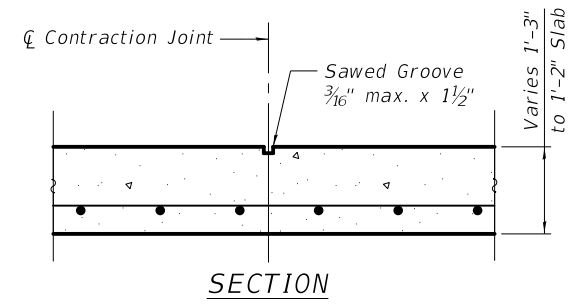
Notes:
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.



SECTION A-A

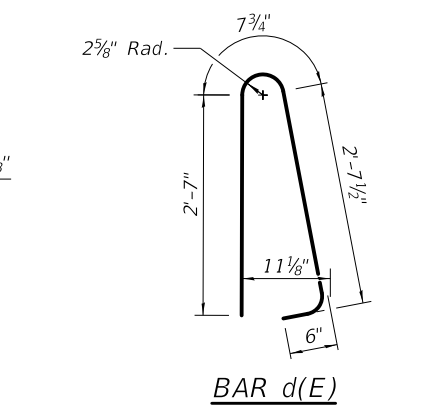
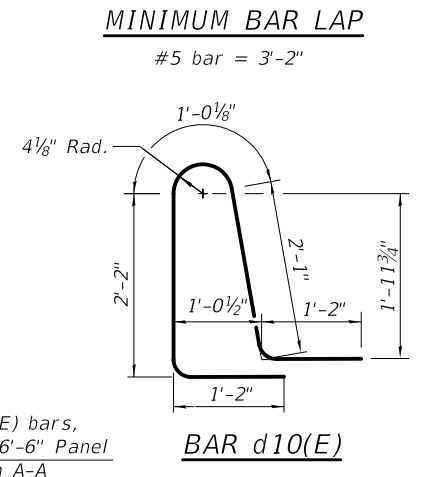


PLAN



SECTION

TRANSVERSE CONTRACTION JOINT
See Art. 420.05(c) of Standard Specifications



Sta. 153+19.55
Offset 32.0' LT
FF of Parapet

Impact Attenuator
(Full Redirective, Narrow),
Test Level 2

NORTH CONCRETE BARRIER FOR INFORMATION ONLY

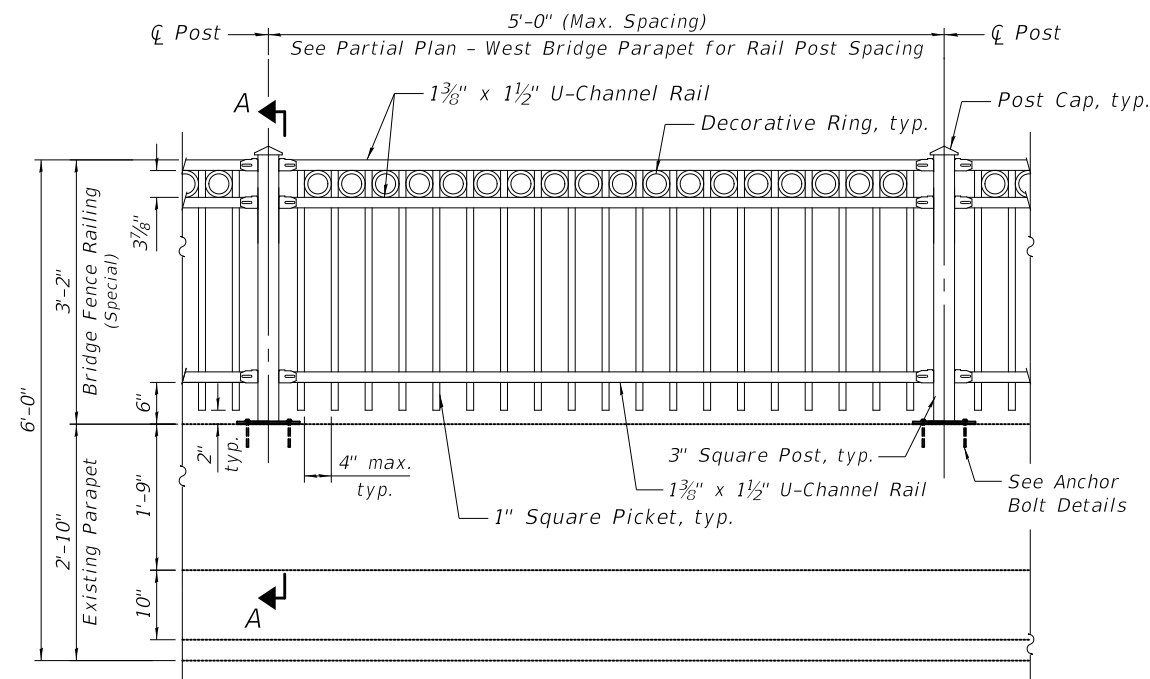
Bar	No.	Size	Length	Shape
d(E)	323	#5	6'-5"	
d10(E)	323	#5	7'-8"	
e20(E)	120	#4	16'-2"	
e21(E)	5	#4	16'-10"	
e22(E)	5	#4	16'-8"	
t20(E)	236	#5	5'-1"	
w20(E)	48	#5	29'-8"	

Concrete Structures	Cu. Yd.	79.6
Reinforcement Bars, Epoxy Coated	Lbs.	8,890

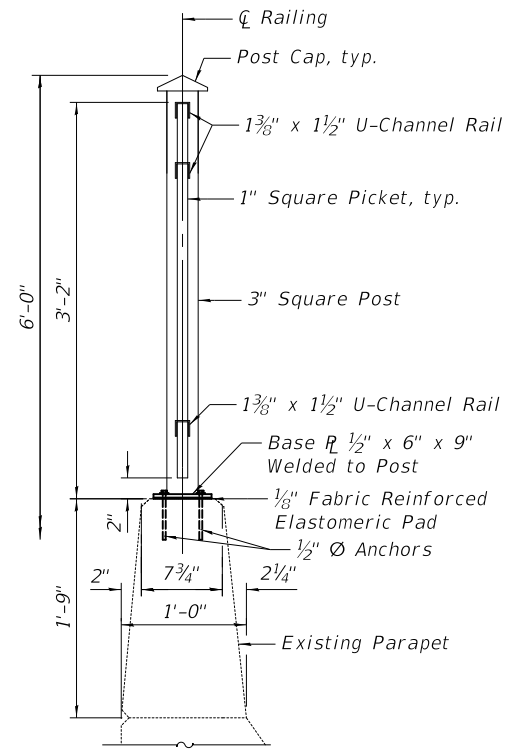
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

BILL OF MATERIAL

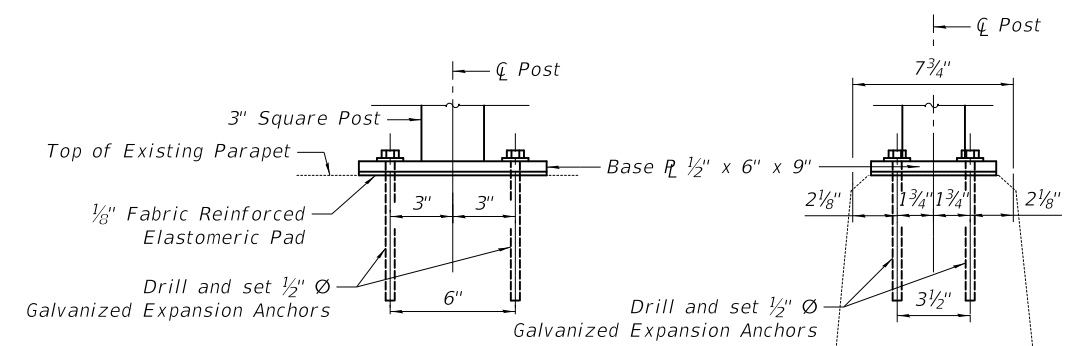
Protective Coat	Sq. Yd.	146
Parapet Railing	Foot	214
Concrete Barrier Base (Special)	Foot	216
Concrete Barrier Wall (Special)	Foot	216
Joint Sealer	Foot	216



BRIDGE FENCE RAILING (SPECIAL) ELEVATION

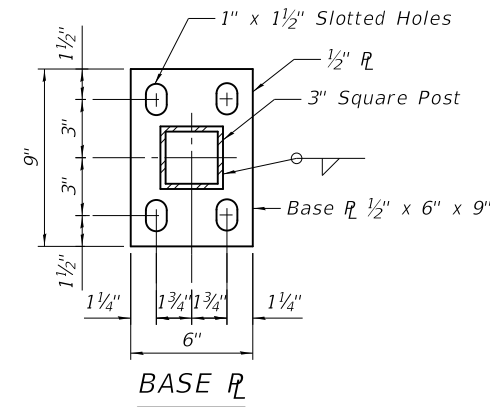


SECTION A-A

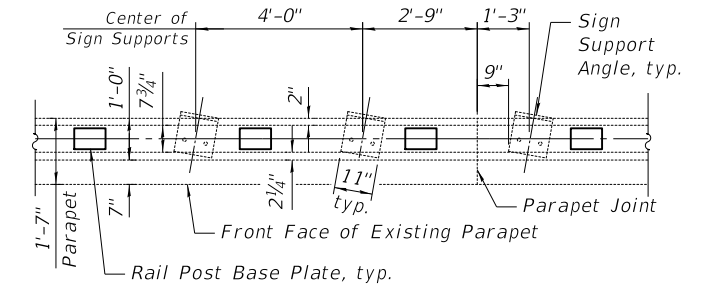


ANCHOR BOLT DETAILS

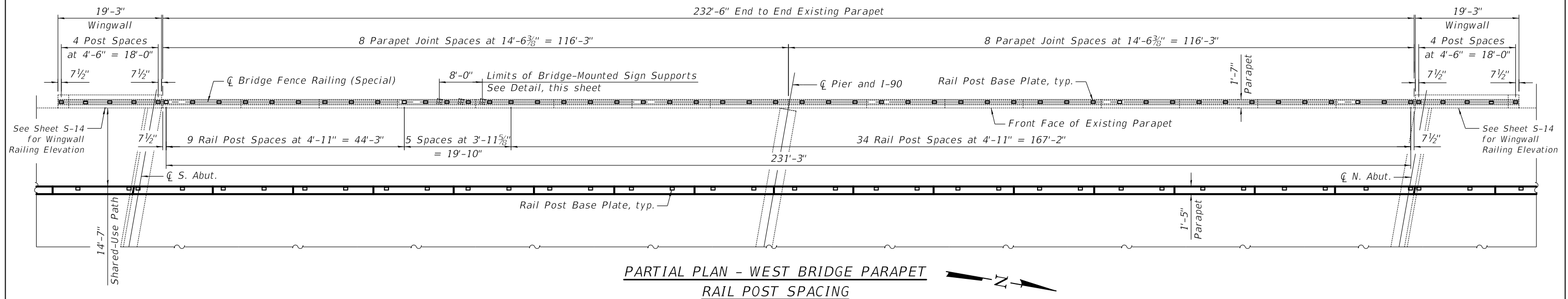
Drill and set 1/2" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the Manufacturer's recommendations.



BASE PLATE



BRIDGE-MOUNTED SIGN SUPPORTS DETAIL



PARTIAL PLAN - WEST BRIDGE PARAPET RAIL POST SPACING

NOTES:

- Railing plans are for the design of the base plate connection only. Railing, Post, and Base Plate Details are shown schematically. Contractor shall submit detailed shop drawings for the entire manufactured railing system.
- Install fence per Manufacturer's recommendations.
- Tubular Steel shall be ASTM A-924/A924M with Minimum Yield Strength of 45 ksi.
- Steel U-Channel shall be ASTM A-653/A653M with Minimum Yield Strength of 50 ksi.
- Base Plate shall be ASTM A709, Grade 36.
- Rail/Post Brackets shall be die cast of zinc per ASTM B86-83Z 33521 and shall accommodate rail angles up to 30° in any direction. Rail/Post Bracket shall have a minimum shear strength of 3,000 lbs and holding strength of 2,200 lbs. Bracket to have security cover.
- Post caps shall be cast aluminum, malleable iron, or formed steel.
- Industrial drive rivets shall have a minimum shear strength of 1,500 lbs and holding power of 1,100 lbs.
- Galvanize Tubular Steel, U-Channels, and Base Plates per ASTM A653/653M with G90 zinc coating, 0.90 oz/sf.
- All fence elements shall be powder coated with Zinc Enriched Epoxy Primer Powder Coat of 2-4 mils and Ultra Polyester Finish TGIC Powder Coat of 2-4 mils. Finish color shall be black.
- Steel tubular members shall be manufactured per ASTM F2408.
- All posts shall be vertical.

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing (Special)	Foot	271

gjk
FILE NAME: SFILES

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DESIGNED - K. KOMPARE
CHECKED - G. HATLESTAD
DATE - 7/28/2023

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REVISED -

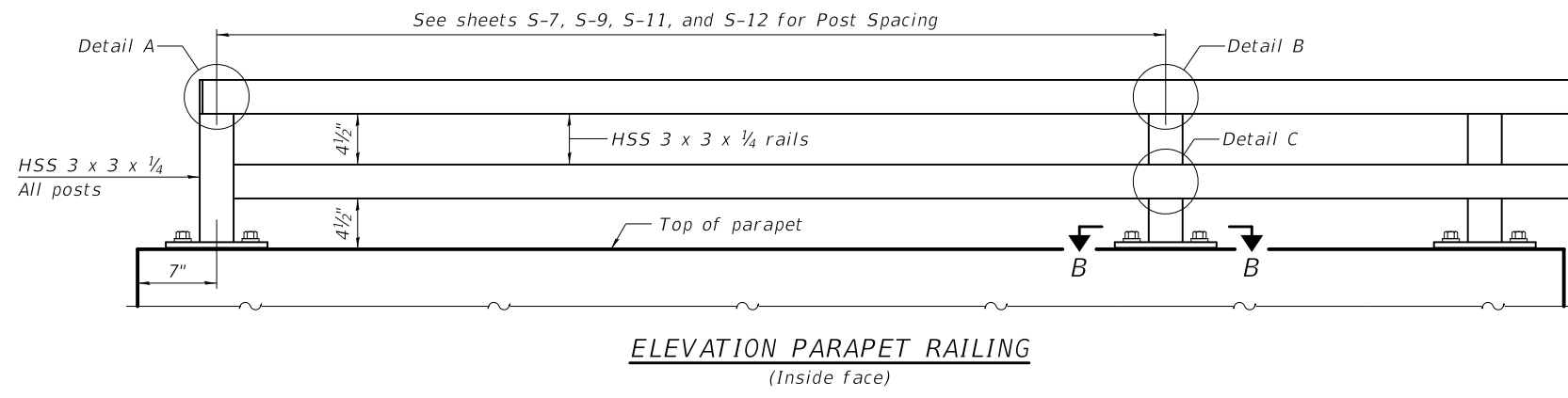
VILLAGE OF HOFFMAN ESTATES

**BRIDGE FENCE RAILING (SPECIAL) DETAILS
STRUCTURE NO. 016-2655**

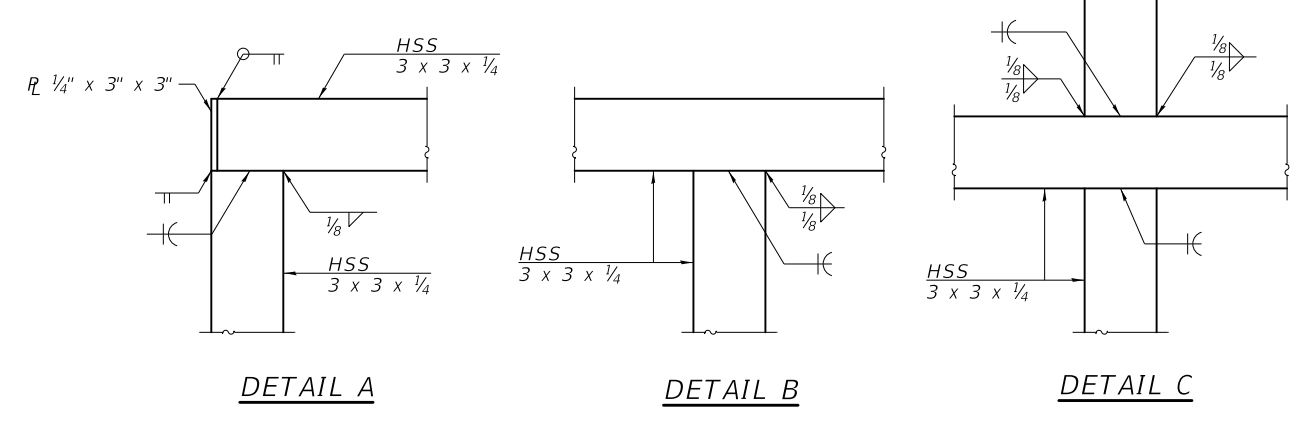
SHEET S-13 OF S-33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	116

ILLINOIS CONTRACT NO. 61J88



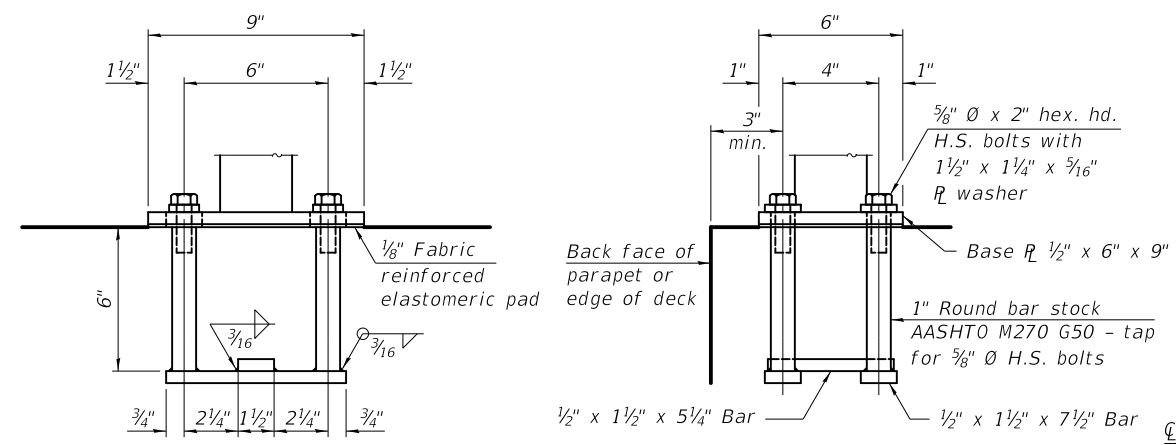
ELEVATION PARAPET RAILING
(Inside face)



DETAIL A

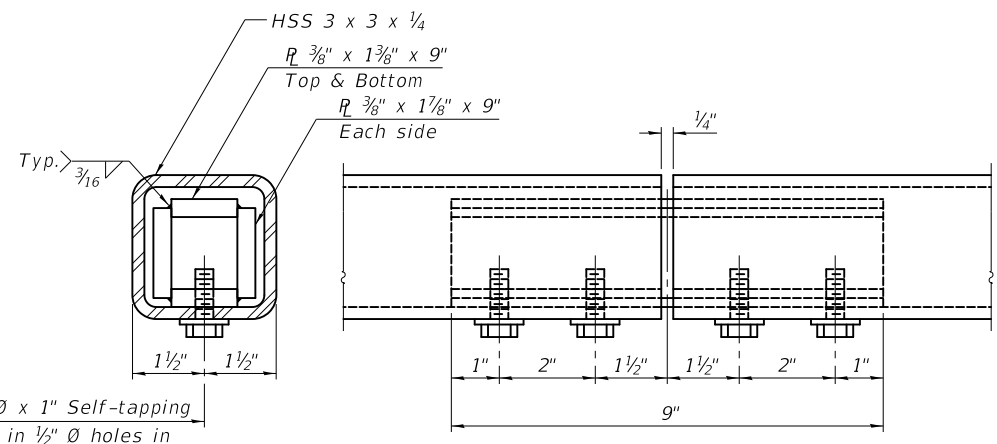
DETAIL B

DETAIL C

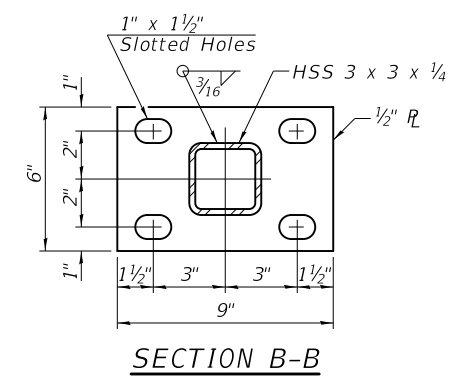


ANCHORAGE ASSEMBLY

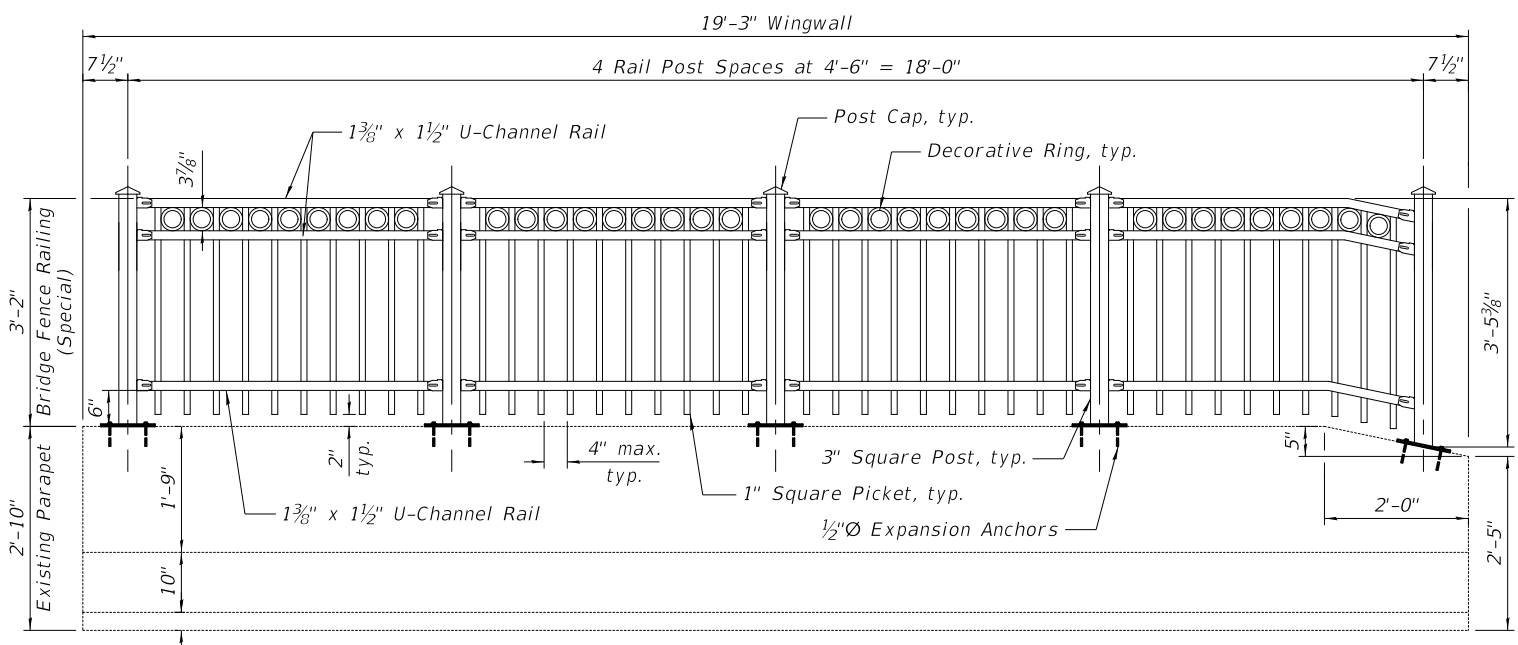
The Bicycle Railing fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates. In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



MATERIAL SPLICE

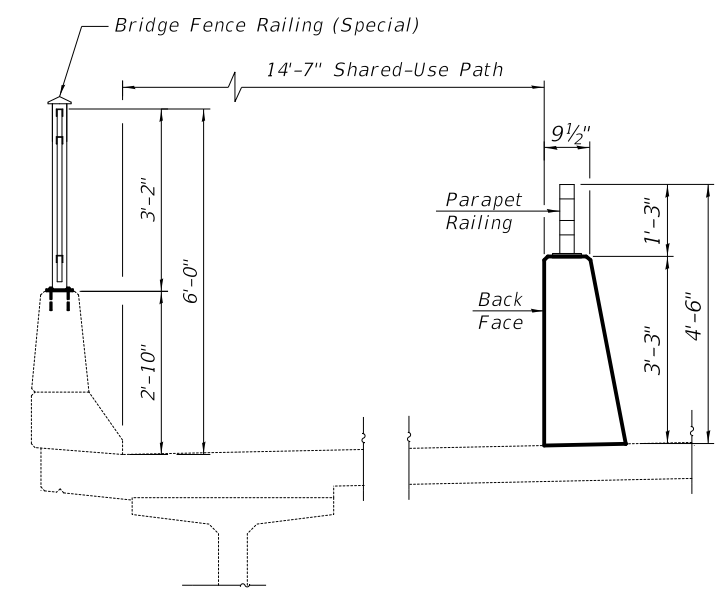


SECTION B-B



BRIDGE FENCE RAILING (SPECIAL) - WINGWALL ELEVATION

For additional Bridge Fence Railing (Special) details, see sheet S-13



SECTION THRU DECK

- Notes:
- Place reinforcement bars to miss anchor rod locations.
 - All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
 - All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.
 - All base plates used for the Paraper Railing shall be AASHTO M270 grade 50.
 - All heavy hex nuts shall be according to ASTM A 563 grade DH.
 - All fully threaded anchor rods shall be ASTM F1554 grade 105.
 - The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
 - Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
 - All fence and parapet railing elements shall be powder coated with Zinc Enriched Epoxy Primer Powder Coat of 2-4 mils and Ultra Polyester Finish TGIC Powder Coat of 2-4 mils. Finish color shall be black.

RAILING CRITERIA

MASH 2016 Test Level	4
Parapet Railing Weight (plf)	25
Max Post Spacing	10'-0"

gjk
FILE NAME: SFILES

Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

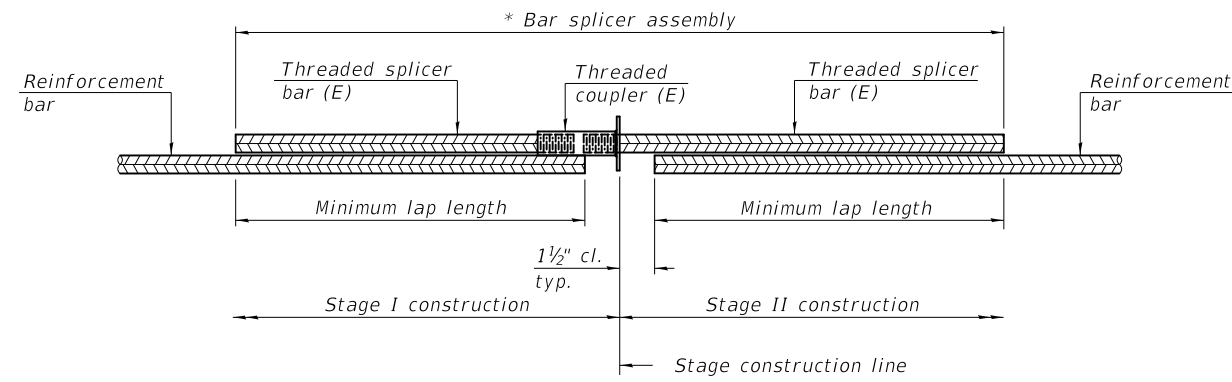
DRAWN	- K. KOMPARE	REVISED	-
DESIGNED	- K. KOMPARE	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

**PARAPET RAILING DETAILS
STRUCTURE NO. 016-2655**

SHEET S-14 OF S-33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	117
			CONTRACT NO. 61J88	
ILLINOIS				

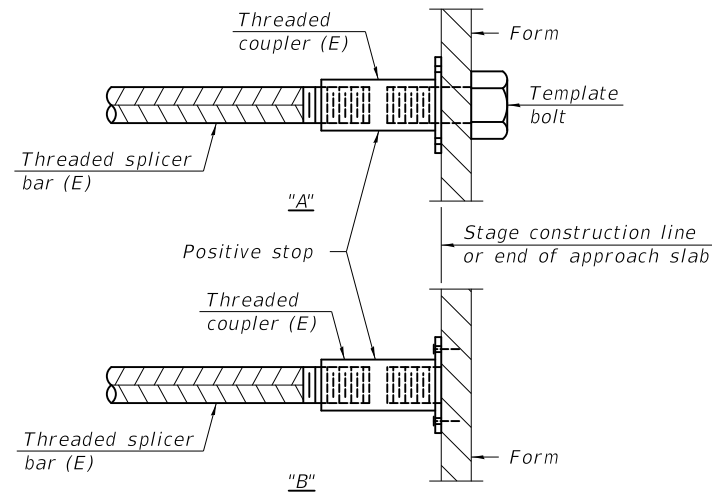


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Approach Slabs, top	#5	90	3'-2"
Approach Slabs, bottom	#8	120	4'-9"
Approach Footings, Top & Bottom	#5	80	3'-2"

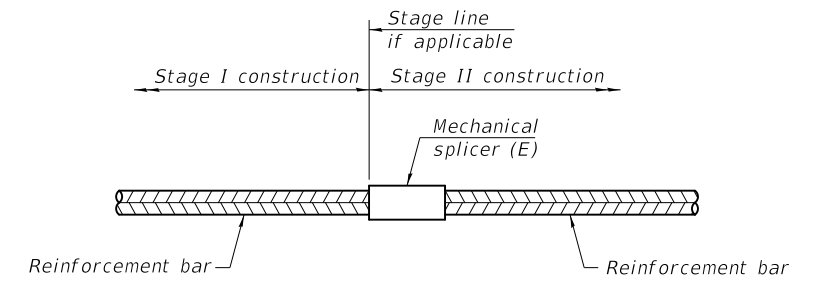


INSTALLATION AND SETTING METHODS

"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

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.

gjk FILE NAME: SFILES

BSD-1

1-1-2020



Two Pierce Place, Suite 1400
 Itasca, Illinois 60143
 Tel: 630.773.3900 Fax: 630.773.3975
 www.civiltechinc.com

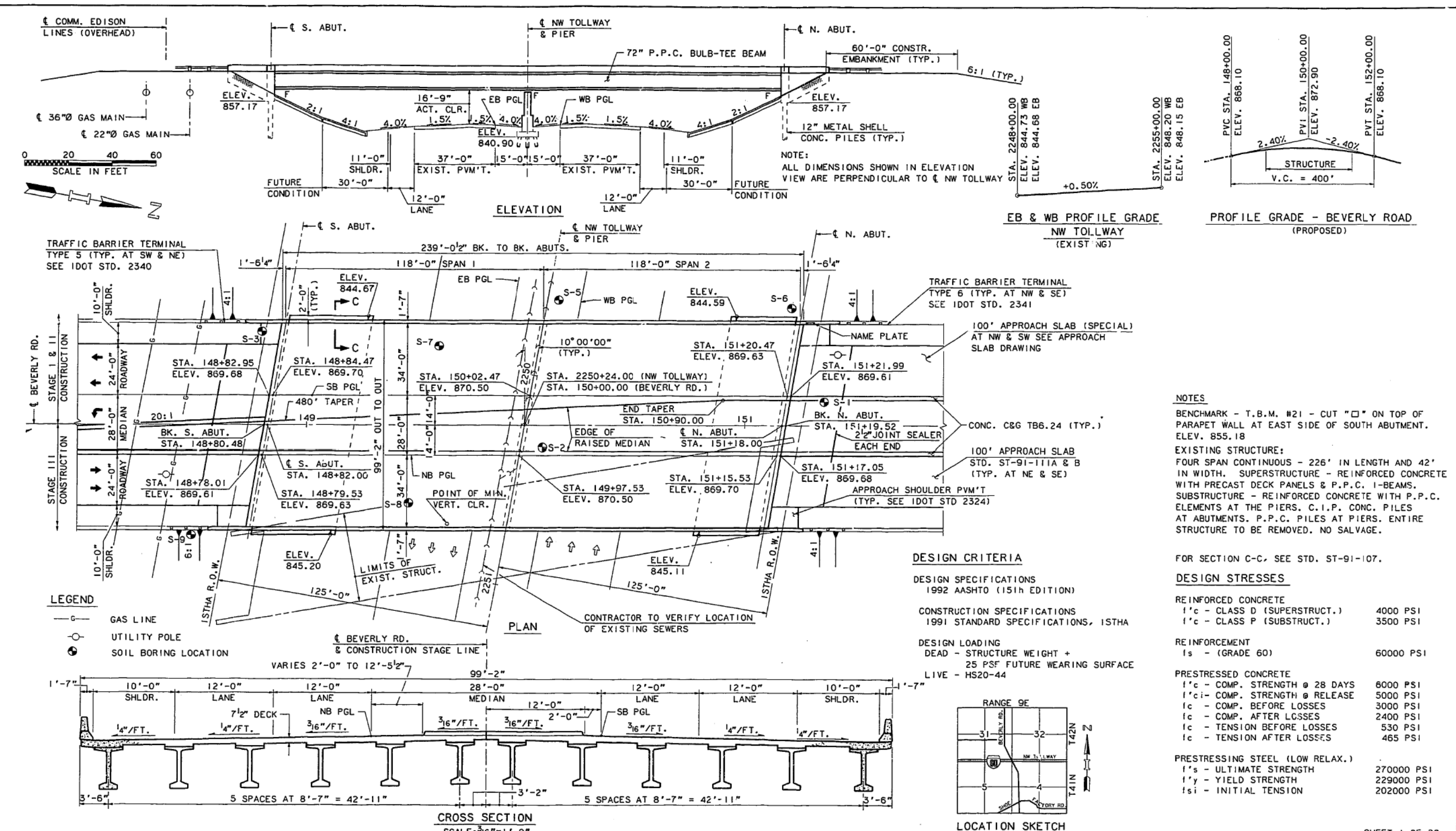
DRAWN	- K. KOMPARE	REVISED	-
DESIGNED	- K. KOMPARE	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-2655

SHEET S-15 OF S-33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	118
CONTRACT NO. 61J88			ILLINOIS	



DRAWN GLH/JRB
 CHECKED PCA
 DATE 3/28/94
 SCALE AS SHOWN

HNTB
 HOWARD NEEDLES TAMMEN & BERGENDOFF
 ARCHITECTS ENGINEERS PLANNERS

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 ONE AUTHORITY DRIVE
 DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT CIP-91-466
 GENERAL PLAN AND ELEVATION
 BEVERLY ROAD OVER NW TOLLWAY
 DRAWING NO. 141 OF 231

NOTES
 BENCHMARK - T.B.M. #21 - CUT "□" ON TOP OF PARAPET WALL AT EAST SIDE OF SOUTH ABUTMENT. ELEV. 855.18
 EXISTING STRUCTURE:
 FOUR SPAN CONTINUOUS - 226' IN LENGTH AND 42' IN WIDTH. SUPERSTRUCTURE - REINFORCED CONCRETE WITH PRECAST DECK PANELS & P.P.C. I-BEAMS. SUBSTRUCTURE - REINFORCED CONCRETE WITH P.P.C. ELEMENTS AT THE PIERS. C.I.P. CONC. PILES AT ABUTMENTS. P.P.C. PILES AT PIERS. ENTIRE STRUCTURE TO BE REMOVED. NO SALVAGE.

DESIGN CRITERIA
 DESIGN SPECIFICATIONS 1992 AASHTO (15th EDITION)
 CONSTRUCTION SPECIFICATIONS 1991 STANDARD SPECIFICATIONS, ISTHA
 DESIGN LOADING
 DEAD - STRUCTURE WEIGHT + 25 PSF FUTURE WEARING SURFACE
 LIVE - HS20-44

DESIGN STRESSES

REINFORCED CONCRETE	
1'c - CLASS D (SUPERSTRUCT.)	4000 PSI
1'c - CLASS P (SUBSTRUCT.)	3500 PSI
REINFORCEMENT	
1s - (GRADE 60)	60000 PSI
PRESTRESSED CONCRETE	
1'c - COMP. STRENGTH @ 28 DAYS	6000 PSI
1'ci - COMP. STRENGTH @ RELEASE	5000 PSI
1c - COMP. BEFORE LOSSES	3000 PSI
1c - COMP. AFTER LOSSES	2400 PSI
1c - TENSION BEFORE LOSSES	530 PSI
1c - TENSION AFTER LOSSES	465 PSI
PRESTRESSING STEEL (LOW RELAX.)	
1's - ULTIMATE STRENGTH	270000 PSI
1'y - YIELD STRENGTH	229000 PSI
1'si - INITIAL TENSION	202000 PSI

FOR SECTION C-C, SEE STD. ST-91-107.

GENERAL NOTES

CAST-IN-PLACE CONCRETE

- ALL SUPERSTRUCTURE CONCRETE SHALL BE CLASS D. ALL CLASS D CONCRETE SHALL BE CHERT FREE AS SPECIFIED IN ARTICLE 1107.1.1 OF THE STANDARD SPECIFICATIONS. ALL OTHER CONCRETE SHALL BE CLASS P.
- ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4"-45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE

REINFORCING STEEL

- REINFORCING BARS, INCLUDING EPOXY COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M31, GRADE 60 DEFORMED BARS.
- CONCRETE COVER FROM THE FACE OF CONCRETE TO THE FACE OF REINFORCING BAR SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2" FOR ALL OTHER SURFACES, UNLESS OTHERWISE SHOWN.
- REINFORCING BAR BENDING DIMENSIONS ARE OUT TO OUT.
- BARS NOTED THUS, "3X2-#5 ETC. " INDICATES 3 LINES OF BARS WITH 2 LENGTHS OF BARS PER LINE.
- REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
- REINFORCING BARS BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES", ACI 315, LATEST EDITION.
- UNLESS OTHERWISE SHOWN, REINFORCEMENT BAR SPLICES SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE.

CLASS "C" SPLICE (GRADE 60)

SIZE	l'c = 3,500 PSI	l'c = 4,000 PSI
#4	1'-9"	1'-9"
#5	2'-2"	2'-2"
#6	2'-7"	2'-7"
#7	3'-6"	3'-3"
#8	4'-7"	4'-3"
#9	5'-9"	5'-5"
#10	7'-4"	6'-10"
#11	9'-0"	8'-5"

- SLOPE WALLS SHALL BE REINFORCED WITH WELDED WIRE FABRIC, 6"x6" - W4.0 x W4.0, WEIGHING 58 LBS. PER 100 SQ. FT.

CONSTRUCTION

- DO NOT SCALE DIMENSIONS FOR CONSTRUCTION. SCALE IF SHOWN, APPLIES ONLY TO FULL SIZE DRAWINGS.
- NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS WILL BE ALLOWED UNLESS DIRECTED BY THE ENGINEER.
- RAISED BEARING AREAS SHALL BE CAST MONOLITHICALLY WITH THE REST OF THE STRUCTURE AND GROUND, IF NECESSARY, TO THE ELEVATIONS SHOWN.
- THE EMBANKMENT CONFIGURATION SHOWN SHALL BE THE MINIMUM EMBANKMENT THAT MUST BE CONSTRUCTED PRIOR TO CONSTRUCTION OF THE ABUTMENTS.
- BACKFILL SHALL BE PLACED BEHIND THE ABUTMENT AFTER THE SUPERSTRUCTURE HAS BEEN PLACED AND THE FALSEWORK REMOVED. SEE SUB-SECTION 207.4 OF THE STANDARD SPECIFICATIONS AND WINGWALL STAGING.
- AFTER THE BEAMS ARE SET, ALL ELEVATIONS FOR DETERMINING FILLET HEIGHTS SHALL BE TAKEN AT ONE TIME.
- FOR DETERMINING DECK ELEVATIONS, THE CONTRACTOR SHALL MAKE ALLOWANCE FOR THE DEFLECTION OF FORMS, SHRINKAGE AND SETTLEMENT OF FALSEWORK, IN ADDITION TO ALLOWANCE FOR DEAD LOAD DEFLECTION.
- TEMPORARY SHEETING OR BRACING SHALL BE CONSTRUCTED AS REQUIRED FOR ANY EXCAVATION TO PROTECT ADJACENT AREAS FROM SETTLING OR FALLING INTO EXCAVATED AREAS. THIS WORK SHALL BE INCIDENTAL TO STRUCTURE EXCAVATION, COMMON.

BEVERLY ROAD
BUILT 199 BY
VILLAGE OF HOFFMAN ESTATES
F.A.I. RTE. 90 STA. 2250+24
LOADING HS20
STR. NO. 016-2655

NAME PLATE
(SEE IDOT STD. 2113)

INTERIOR BEAM REACTION TABLE		
	ABUTMENT	PIER
R _Q (k)	124.1	138.6
R _L (k)	50.8	93.9
Imp (k)	10.4	19.3
R _{Total} (k)	185.3	251.8

CONSTRUCTION (CONT.)

- CONCRETE PILES AT ABUTMENTS SHALL BE DRIVEN IN HOLES PRECURED THROUGH THE EMBANKMENT IN ACCORDANCE WITH SUB-SECTION 505.7.2 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL DRIVE THREE METAL SHELL CAST-IN-PLACE CONCRETE TEST PILES IN PERMANENT LOCATIONS AS SHOWN ON THE PLAN DRAWINGS OR AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING SUBSTRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK, CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.
- THE INFORMATION CONCERNING TYPE AND LOCATION OF UNDERGROUND AND OTHER UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATIONS AS TO THE TYPE AND LOCATION OF THE UTILITIES AS MAYBE NECESSARY TO AVOID DAMAGE THERETO.

STRUCTURE PLANS

- THE EXISTING BRIDGE PLANS ARE AVAILABLE AT THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY'S OFFICE AT ONE AUTHORITY DRIVE, DOWNERS GROVE, ILLINOIS 60515 AND WILL BE MADE AVAILABLE TO THE CONTRACTOR UPON WRITTEN REQUEST.

SPECIAL PROVISIONS

- FOR SPECIAL REQUIREMENTS, SEE SPECIAL PROVISIONS.

WINGWALL STAGING

- WEST HALF
 - EXCAVATE FOR ABUTMENT POROUS GRANULAR AREA & WINGWALL
 - CONSTRUCT ABUTMENT & WINGWALL
 - BACKFILL ABUTMENT AND ANCHOR WALL AREA (DO NOT BACKFILL AT WINGWALL)
 - PLACE ANCHOR WALL AND WEST TIE ROD.
 - TIGHTEN TIE ROD TO ENGAGE ANCHOR WALL (SNUG TIGHT)
 - BACKFILL AT WINGWALL
- EAST HALF
 - EXCAVATE FOR ABUTMENT POROUS GRANULAR AREA & WINGWALL
 - CONSTRUCT ABUTMENT & WINGWALL
 - BACKFILL ABUTMENT (DO NOT BACKFILL AT ANCHOR WALL & WINGWALL).
 - PLACE EAST TIE ROD AND CONNECT TO WEST TIE ROD.
 - TIGHTEN EAST TIE ROD ENOUGH TO RELIEVE PRESSURE FROM WEST TIE ROD ON CHANNEL WALKER OF ANCHOR WALL.
 - COMPLETE BACKFILL

ABBREVIATIONS

PGL	PROFILE GRADE LINE
BF	BACK FACE
EF	EACH FACE
FF	FRONT FACE
NA	NORTH ABUTMENT
SA	SOUTH ABUTMENT
PJF	PREFORMED JOINT FILLER
PJS	PREFORMED JOINT SEAL
SB	SOUTH BOUND
NB	NORTH BOUND
WW	WINGWALL
NW	NORTHWEST
NE	NORTHEAST
SW	SOUTHWEST
SE	SOUTHEAST
EOP	EDGE OF PAVEMENT

INTERIOR BEAM MOMENT TABLE		
	0.4 SPAN 1	€ PIER
	0.6 SPAN 2	
I (in ⁴)	545,900	545,900
I' (in ⁴)	1,139,800	-
SI (in ³)	15,420	15,420
S'I (in ³)	66,620	-
Sb (in ³)	14,910	14,910
S'b (in ³)	20,760	-
Q (k/ft)	1.74	1.74
M _Q (ft-k)	3.020	-
S _Q (k/ft)	0.49	0.49
M _{S_Q} (ft-k)	480	-853
M _L (ft-k)	1193	-1222
M _I (ft-k)	244	-257
M _o (ft-k)	7,663	4,298
M _u (ft-k)	9,378	4,434
f _{cl} (ksi)	2.01	-
f _{cb} (ksi)	-0.38	-
loss (%)	21.2	-

TOTAL BILL OF MATERIALS



ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
206C	STRUCTURE EXCAVATION, COMMON	CU. YD.	404	406.8
210	POROUS GRANULAR BACKFILL	CU. YD.	477	510.3
436C	BRIDGE APPROACH SLAB CONCRETE PRESSURE RELIEF JOINT	L.F.	112	122.1
501A	CONCRETE FOR BRIDGES AND DRAINAGE STRUCTURES (CLASS D)	CU. YD.	924.5	923.01
501B	CONCRETE FOR BRIDGES AND DRAINAGE STRUCTURES (CLASS P)	CU. YD.	401.4	934.31
502C7	PRESTRESSED CONCRETE BEAMS AND GIRDERS, MANUFACTURED, DELIVERED, AND ERECTED (72 IN.)	L.F.	2840	2838.00
504A	REINFORCING STEEL	LB.	18,180	18180.
504B	REINFORCING STEEL (EPOXY COATED)	LB.	219,200	219092.
505F	FURNISHING STEEL SHELLS FOR CAST-IN-PLACE CONCRETE PILES	L.F.	2724	2156.0
505G	DRIVING AND FILLING STEEL SHELLS FOR CAST-IN-PLACE CONCRETE PILES	L.F.	2724	1504.1
505K	TEST PILES	L.F.	112	112.0
505J	SPLICES OF STEEL PILES OR STEEL SHELLS	EACH	5	5
524A	SEALANT	SG. FT.	6850	67070
526	BRIDGE APPROACH SLAB	SG. YD.	1238	1267.1
537	PROTECTIVE SHIELD	SG. FT.	22,442	4351.6
539	TIE ROD ASSEMBLY	EACH	4	4
540	STEEL SHEET PILING	SG. FT.	180	0
541	REMOVAL OF EXISTING STRUCTURE (BEVERLY RD. BRIDGE)	L.S.	1	1
542	NAME PLATE	EACH	1	1
607C1	STRUCTURAL SUBDRAIN (FILTER FABRIC) (6")	L.F.	196	202
607H2	OUTLET SUBDRAIN (6")	L.F.	210	66
617	CONCRETE SLOPE WALL	SG. YD.	995	1010.5
638	GEOCOMPOSITE WALL DRAIN	SG. YD.	234	299.3

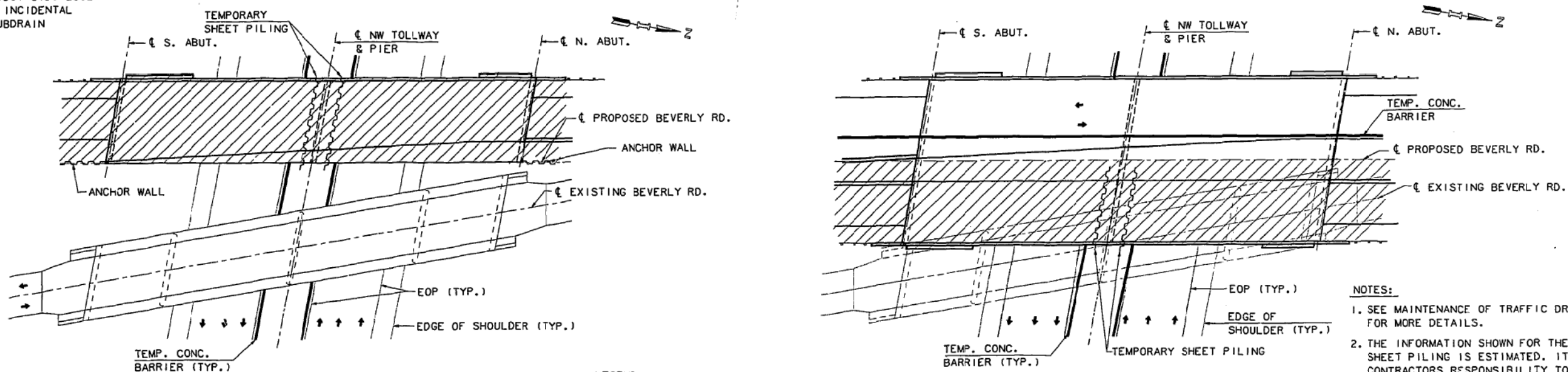
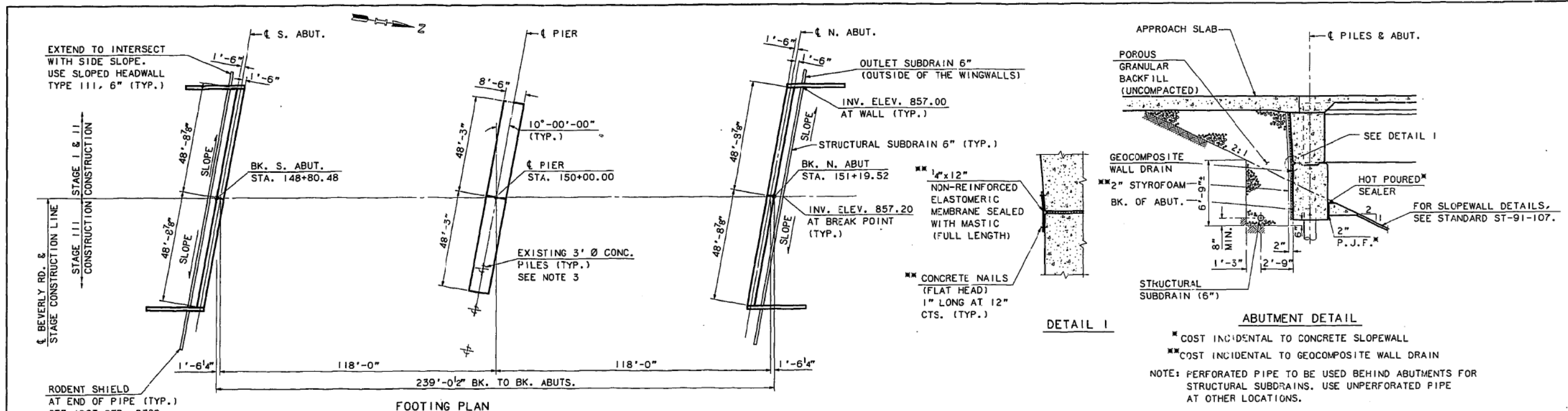
* THE PROTECTIVE SHIELD SHALL EXTEND FROM FACE TO FACE OF EXISTING PIERS OR 10' BEYOND THE PROPOSED EDGE OF EACH SHOULDER AND A MINIMUM OF 2' BEYOND THE EXISTING OF PROPOSED EDGE OF DECK. AS A MINIMUM, 7,147 S.F. OF PROTECTIVE SHIELD WILL BE REQUIRED TO REMOVE THE EXISTING STRUCTURE AND 15,295 S.F. WILL BE REQUIRED TO CONSTRUCT THE PROPOSED.

INDEX TO SHEETS
BEVERLY ROAD OVER NW TOLLWAY

SHEET NO.	TITLE
1	GENERAL PLAN & ELEVATION
2	GENERAL NOTES & QUANTITIES
3	CONSTRUCTION STAGING & SUBSTRUCTURE DETAILS
4	PILE DRIVING RECORD
5	NORTH & SOUTH ABUTMENTS
6	WINGWALL DETAILS
7	PIER
8	PIER DETAILS
9	FRAMING PLAN & DIAPHRAGM DETAILS
10	BEAM DETAILS - SPANS 1 & 2
11	DECK PLAN & SECTION - SB
12	DECK PLAN & SECTION - NB
13	PARAPET ELEVATION & DECK DETAILS
14-17	DECK ELEVATIONS
18-22	SOIL BORINGS
23	APPROACH SLABS
24	APPROACH SLAB-E.J. & E. & SIGN STRUCTURE
25	RETAINING WALL BEVERLY ROAD - RAMP B
26	RETAINING WALL DETAILS BEVERLY ROAD - RAMP B
	ISTHA STANDARDS
	ST-91-105
	ST-91-107
	ST-91-111A
	ST-91-111B

SHEET 2 OF 26

DRAWN <u>JRB</u>	DATE <u>3/28/94</u>	 HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION		CONTRACT CIP-91-466	DRAWING NO.
CHECKED <u>PCA</u>	SCALE <u>NONE</u>					GENERAL NOTES & QUANTITIES BEVERLY ROAD OVER NW TOLLWAY	142 OF 231



1. SET TRAFFIC CONTROL PER MAINTENANCE OF TRAFFIC DRAWINGS.
2. CONSTRUCT SOUTHBOUND SUBSTRUCTURE AND SUPERSTRUCTURE.
1. SHIFT TRAFFIC PER MAINTENANCE OF TRAFFIC DRAWINGS.
2. REMOVE EXISTING BRIDGE.
3. CONSTRUCT NORTHBOUND SUBSTRUCTURE AND SUPERSTRUCTURE.
4. SHIFT TRAFFIC PER MAINTENANCE OF TRAFFIC DRAWINGS.
- NOTES:
1. SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR MORE DETAILS.
2. THE INFORMATION SHOWN FOR THE TEMPORARY SHEET PILING IS ESTIMATED. IT IS THE CONTRACTORS RESPONSIBILITY TO PROVIDE A DESIGN FOR THE TEMPORARY SHEET PILING AND ASSOCIATED MEMBERS, IF REQUIRED, AND IS SUBJECT TO THE APPROVAL OF THE ENGINEER.
3. THE EXISTING PILES SHOWN ARE ONLY A PORTION OF THE TOTAL EXISTING PILES. BASED UPON THE EXACT LOCATION OF THE EXISTING PILES AT THE PIER, THE NEW PILE SPACING MAY HAVE TO BE ALTERED AS APPROVED BY THE ENGINEER. DO NOT REMOVE EXISTING PILES TO PLACE NEW PILES.

DRAWN JRB	DATE 3/28/94	HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION		CONTRACT CIP-91-466 CONSTRUCTION STAGING & SUBSTRUCTURE DETAILS BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. 143 OF 231
CHECKED PCA	SCALE N.T.S.						

PILE DRIVING RECORD - SOUTH ABUTMENT									
TYPE & SIZE OF PILE:					DATE:				
PILE DRIVING EQUIP.:					MONTH YEAR				
ENERGY RATING:									
TYPE OF HAMMER:									
WEIGHT OF HAMMER:									
DROP OF HAMMER:									
FORMULA USED:									
PILE LOCATION	PILE NO.	CUT-OFF ELEV.	LENGTH IN PLACE FT.	DRIVING DATA - FINAL 5 FEET					
				5' BLOWS PER FT	4' BLOWS PER FT	3' BLOWS PER FT	2' BLOWS PER FT	FINAL 1' BLOWS PER FT	BEARING TON
S. ABUT.	1								
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PILE DRIVING RECORD - PIER									
TYPE & SIZE OF PILE:					DATE:				
PILE DRIVING EQUIP.:					MONTH YEAR				
ENERGY RATING:									
TYPE OF HAMMER:									
WEIGHT OF HAMMER:									
DROP OF HAMMER:									
FORMULA USED:									
PILE LOCATION	PILE NO.	CUT-OFF ELEV.	LENGTH IN PLACE FT.	DRIVING DATA - FINAL 5 FEET					
				5' BLOWS PER FT	4' BLOWS PER FT	3' BLOWS PER FT	2' BLOWS PER FT	FINAL 1' BLOWS PER FT	BEARING TON
PIER	1								
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PILE DRIVING RECORD - NORTH ABUTMENT									
TYPE & SIZE OF PILE:					DATE:				
PILE DRIVING EQUIP.:					MONTH YEAR				
ENERGY RATING:									
TYPE OF HAMMER:									
WEIGHT OF HAMMER:									
DROP OF HAMMER:									
FORMULA USED:									
PILE LOCATION	PILE NO.	CUT-OFF ELEV.	LENGTH IN PLACE FT.	DRIVING DATA - FINAL 5 FEET					
				5' BLOWS PER FT	4' BLOWS PER FT	3' BLOWS PER FT	2' BLOWS PER FT	FINAL 1' BLOWS PER FT	BEARING TON
N. ABUT.	1								
	2								
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	24								

SHEET 4 OF 26

DRAWN <u>GH</u>	DATE <u>3/28/94</u>	 HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	REVISIONS		NO.	DATE							CONTRACT CIP-91-466 PILE DRIVING RECORD BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. 144. OF 231.
REVISIONS																
NO.	DATE															
CHECKED <u>KGN</u>	SCALE <u>NONE</u>															

PILE DRIVING RECORD - SOUTH ABUTMENT

TYPE & SIZE OF PILE: 12" DIA STEEL SHELL C.J.P. DATE: JULY 1994
 PILE DRIVING EQUIP.: VULCAN 50C MONTH YEAR
 ENERGY RATING: 15,000 FT. LBS
 TYPE OF HAMMER: DOUBLE ACTION AIR
 WEIGHT OF HAMMER: 5,000 LBS
 DROP OF HAMMER: 15.5"
 FORMULA USED: P=2E/5 * OJ

PILE LOCATION	PILE NO.	CUT-OFF ELEV.	LENGTH IN PLACE FT.	DRIVING DATA - FINAL 5 FEET					BEARING TON
				5'	4'	3'	2'	FINAL 1'	
S. ABUT.	1	8597	2370	39		31	55	60	50
	2	8596	2440			70		85	63
	3	8596	2220			50	55	55	47
	4	8596	1890			22	120	120	76
	5	8597	1970		31		66	70	56
	6	8597	2020		30		80	80	60
	7	8595	2020			29	65	70	56
	8	8597	2030				55	70	56
	9	8597	2060		23		55	70	56
	10	8596	1840				55	70	56
	11	8596	1800				67	70	56
	12	8596	3400		100		102	110	72
	13	8596	2160			50		75	58
	14	8596	1920			50		55	47
	15	8597	1840		37		60	66	54
	16	8597	1950			60		60	50
	17	8597	1900	50	55			55	47
	18	8596	1330				50	60	50
	19	8597	1270				60	65	53
	20	8596	1240			33	95	110	72
	21	8596	1190	46			50	60	50
	22	8595	1160				100	100	69
	23	8595	1050		42		42	42	39
	24	8595	1200		8	26	70	80	60

PILE DRIVING RECORD - PIER



TYPE & SIZE OF PILE: 12" DIA STEEL SHELL C.J.P. DATE: AUGUST 1994
 PILE DRIVING EQUIP.: VULCAN 50C MONTH YEAR
 ENERGY RATING: 15,000 FT. LBS
 TYPE OF HAMMER: DOUBLE ACTION AIR
 WEIGHT OF HAMMER: 5,000 LBS
 DROP OF HAMMER: 15.5"
 FORMULA USED: P=2E/5 * OJ

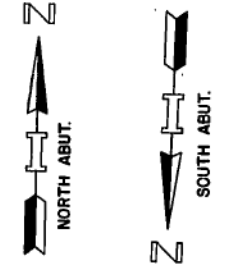
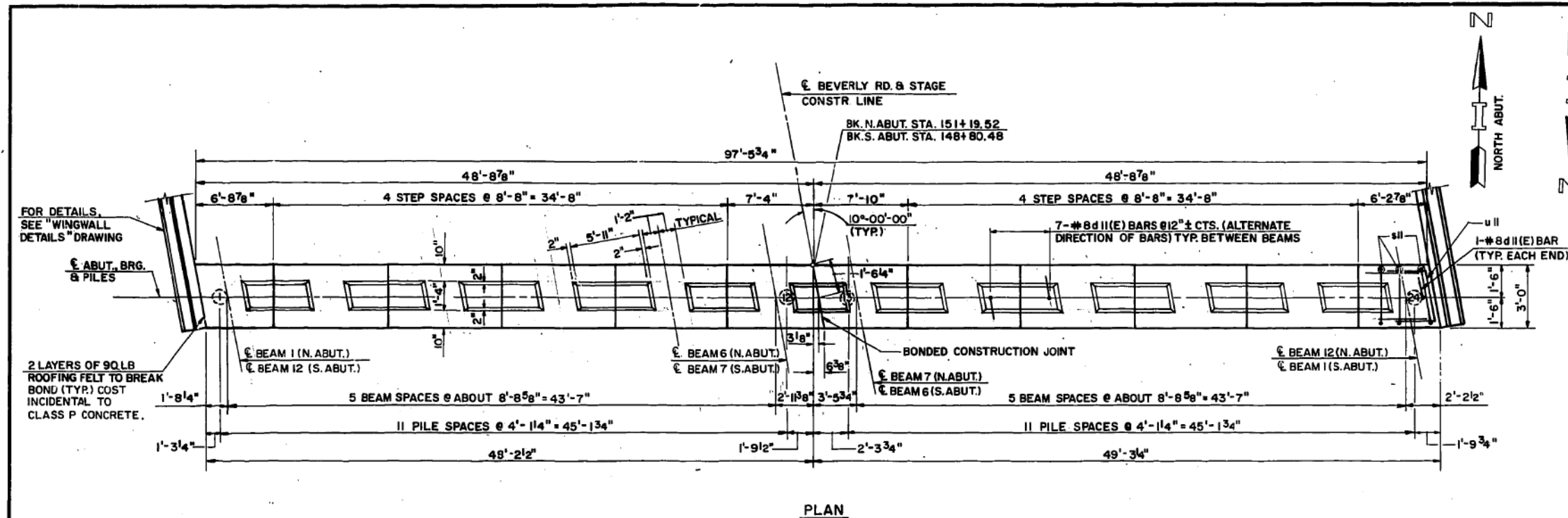
PILE LOCATION	PILE NO.	CUT-OFF ELEV.	LENGTH IN PLACE FT.	DRIVING DATA - FINAL 5 FEET					BEARING TON	
				5'	4'	3'	2'	FINAL 1'		
PIER	1	84162	490					55	67.5	
	2	84175	540					28	55	67.5
	3	84175	590	19	60			55	67.5	
	4	84168	640			42		55	67.5	
	5	84178	680		18		42	55	67.5	
	6	84174	670				42	50	67.5	
	7	84173	660			22		55	67.5	
	8	84182	780			11		55	67.5	
	9	84172	650			22		55	67.5	
	10	84181	750	20			55	55	47	
	11	84180	700			18		55	67.5	
	12	84180	700		45	48		55	47	
	13	84180	760		15		18	55	67.5	
	14	84178	790			16		55	67.5	
	15	84183	700				28	55	47	
	16	84187	900	22				55	47	
	17	84174	800		12		33	60	50	
	18	84183	710			26		80	67.5	
	19	84190	890	12			23	80	67.5	
	20	84183	850			10	20	80	67.5	
	21	84187	790	18		31		60	50	
	22	84204	880				24	80	67.5	
	23	84203	940		20			80	60	
	24	84199	1020		12			55	47	
	25	84205	1020			27		55	47	
	26	84195	1100				52	52	46	
	27	84194	950					80	67.5	
	28	84200	1120					55	47	
	29	84190	1212	40	50	65	70	80	60	
	30	84212	990	22		29		55	67.5	
	31	84197	990		23		36	55	47	
	32	84195	910	23				55	47	
	33	84203	830		40		60	60	67.5	
	34	84191	940					55	47	
	35	84195	860	11				55	67.5	
	36	84185	850		60	60		40	67.5	
	37	84207	1000		27			55	47	
	38	84180	830	16		34		55	47	
	39	84191	760			40		50	67.5	
	40	84200	820		16		28	60	50	
	41	84207	850						67.5	
	42	84214	730				40	55	47	
	43	84204	970		25			55	47	
	44	84188	890	14		27		55	47	
	45	84217	740		22				67.5	
	46	84203	1130	15				52	45	
	47	84189	980	19		30		55	47	
	48	84213	1100		20			55	47	
	49	84192	1060		38			55	47	
	50	84196	600					46	67.5	
	51	84213	1130					55	47	
	52	84202	1500		30	50		55	47	
	53	84189	1560	40	30	31		55	47	
	54	84202	1130			18		55	47	
	55	84200	1000			35		55	47	
	56	84196	1050		20			80	60	
	57	84201	1060		11		18	55	47	
	58	84204	1110	19		40		55	47	
	59	84192	1090	19				55	47	
	60	84197	1140		40		50	55	47	

PILE DRIVING RECORD - NORTH ABUTMENT

TYPE & SIZE OF PILE: 12" DIA STEEL SHELL C.J.P. DATE: JULY 1994
 PILE DRIVING EQUIP.: VULCAN 50C MONTH YEAR
 ENERGY RATING: 15,000 FT. LBS
 TYPE OF HAMMER: DOUBLE ACTION AIR
 WEIGHT OF HAMMER: 5,000 LBS
 DROP OF HAMMER: 15.5"
 FORMULA USED: P=2E/5 * OJ

PILE LOCATION	PILE NO.	CUT-OFF ELEV.	LENGTH IN PLACE FT.	DRIVING DATA - FINAL 5 FEET					BEARING TON			
				5'	4'	3'	2'	FINAL 1'				
N. ABUT.	1	85967	2250					40	70	56		
	2	85967	2300	28				32	34	70	95	67
	3	85967	2200					35	45	70	56	
	4	85932	2088	40				44		55	45	
	5	85962	2174					47		60	50	
	6	85957	1575					14	27	34	75	58
	7	85958	1553					18		46	70	56
	8	85958	1460	40	40				31	70	56	
	9	85965	1421					32		34	55	45
	10	85960	1613						50	60	75	58
	11	85963	1426					45		60	50	
	12	85967	2002	50	70				80	90	104	70
	13	85960	1459						60		75	58
	14	85959	1063					18	34	55	60	50
	15	85959	1395	7	19				60	70	56	
	16	85961	1386	10					70	75	58	
	17	85958	1370	55				44		70	67.5	
	18	85959	1624	50	55				50	70	56	
	19	85959	1512	11				55	60	70	56	
	20	85961	1535	22				55	67	75	58	
	21	85963	1752	50	56				55	60	50	
	22	85959	1610	23				50	43	70	56	
	23	85963	1633	26					52	80	60	
	24	85972	2108	35					43	55	55	45

DRAWN BY: GWH	DATE: 3/20/94	 HOWARD NEEDLES TAMMEN & BERGENOFF ARCHITECTS ENGINEERS PLANNERS	 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION 10-31-96 RECORD DRAWING	CONTRACT CIP-91-466 RECORD PILE DRIVING RECORD BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. ...1.4.9 OF 231...
CHECKED BY: KGN	SCALE: NONE					

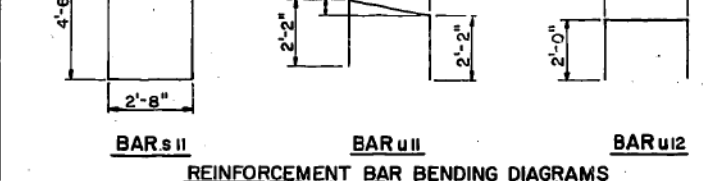
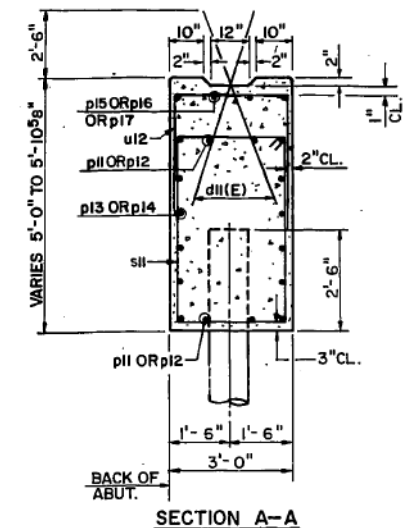
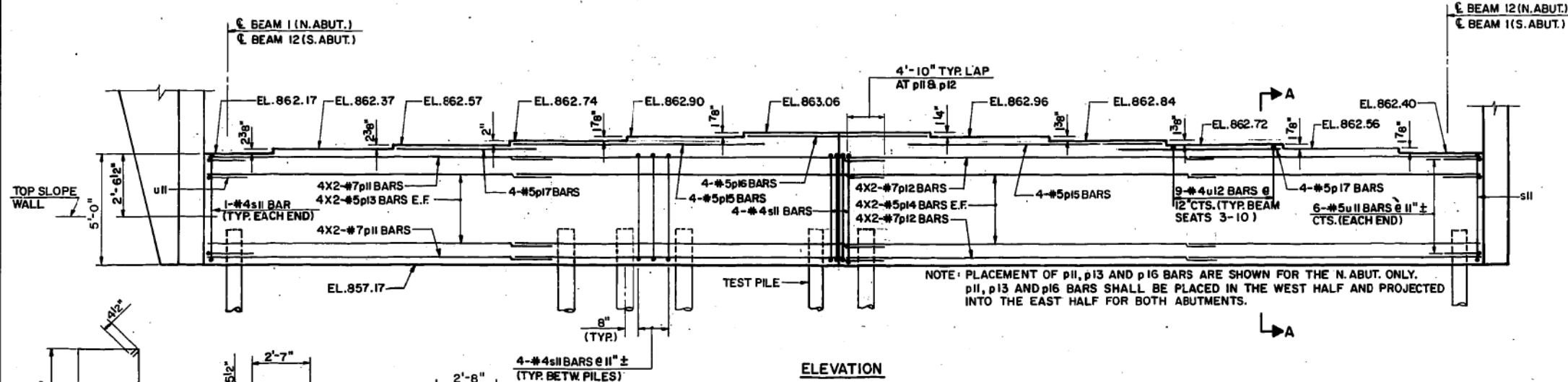


BILL OF MATERIAL
(TWO ABUTMENTS)

BAR	NO.	SIZE	LENGTH	SHAPE
dII(E)	158	# 8	5'-0"	—
p II	32	# 7	29'-3"	—
p12	32	# 7	26'-8"	—
p13	32	# 5	26'-6"	—
p14	32	# 5	25'-8"	—
p15	16	# 5	19'-4"	—
p16	8	# 5	14'-10"	—
p17	16	# 5	10'-9"	—
s II	188	# 4	15'-1"	□
u II	24	# 5	7'-0"	—
u12	144	# 4	6'-8"	—

ITEM	UNIT	QUANTITY
STRUCT. EXCAVATION, COM.	CY	244
POROUS GRANULAR BACKFILL	CY	477
CONC. FOR BRIDGES (CLASS P)	CY	119.5
REINFORCING STEEL	LBS	8730
REINFORCING STEEL (EPOXY COATED)	LBS	2110
FURNISH STEEL SHELLS FOR C.I.P. CONCRETE FILES	LF	1518
DRIVING & FILLING STEEL SHELLS FOR CONC. PILES	LF	1518
TEST PILES	LF	86
STRUCTURAL SUBDRAIN (FILTER FABRIC, 6 INCH)	LF	196
OUTLET SUBDRAIN (6 INCH)	LF	210
GEOCOMPOSITE WALL DRAIN	SY	234

- NOTES:**
- ALL p BARS TO BE EQUALLY SPACED AS SHOWN IN SECTION A-A.
 - FOR DETAILS OF BACKFILL, SUBDRAIN AND WALL DRAIN, SEE "CONSTRUCTION STAGING & SUBSTRUCTURE DETAILS" DRAWING.



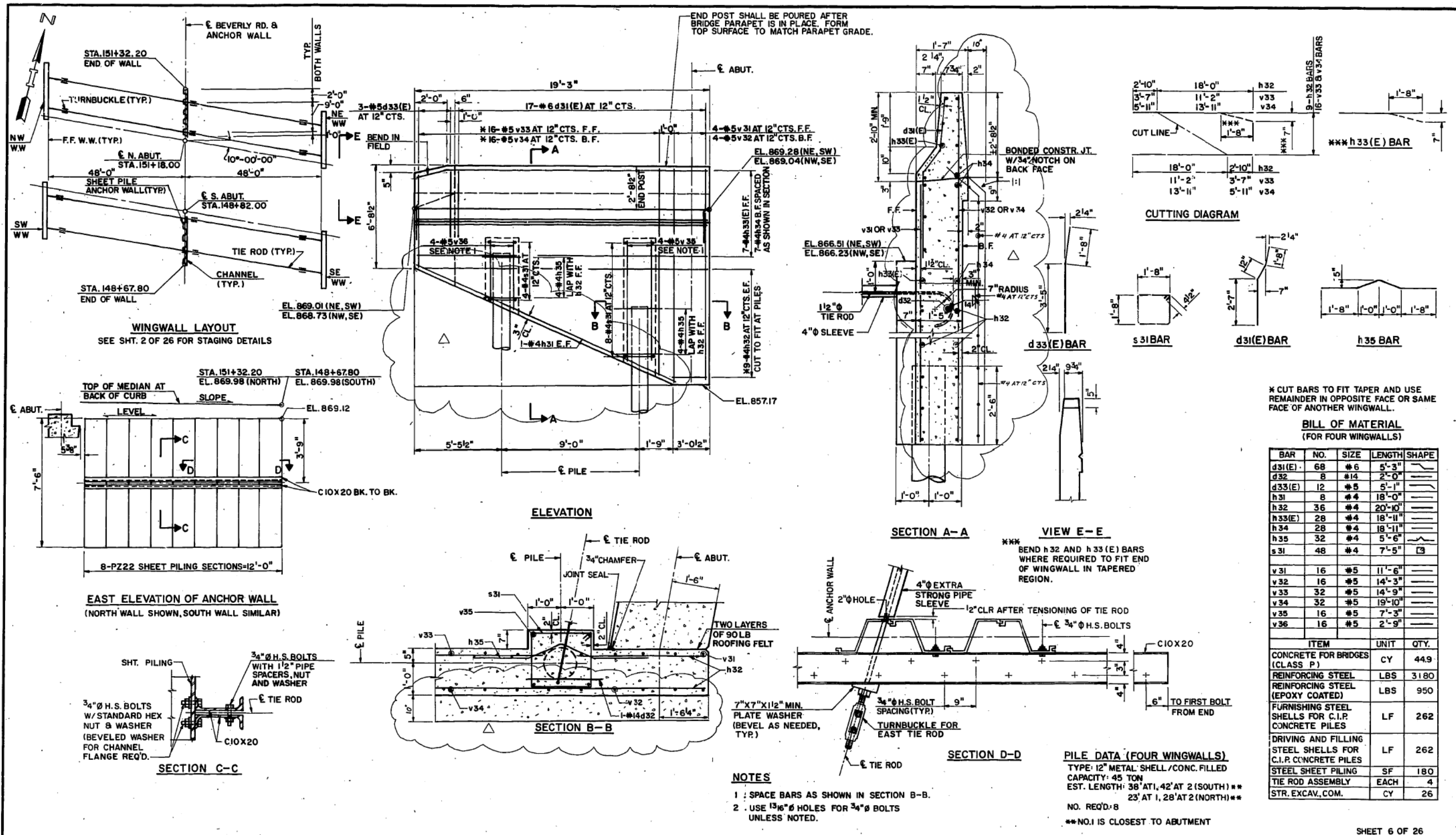
PILE DATA

TYPE	12" METAL SHELL / CONC. FILLED
CAPACITY	45 TON
EST. LENGTH	28' N.A. (38' S.A.)
NO. REQ'D.	48 (INCLUDING 1 TEST PILE AT EACH ABUTMENT.)

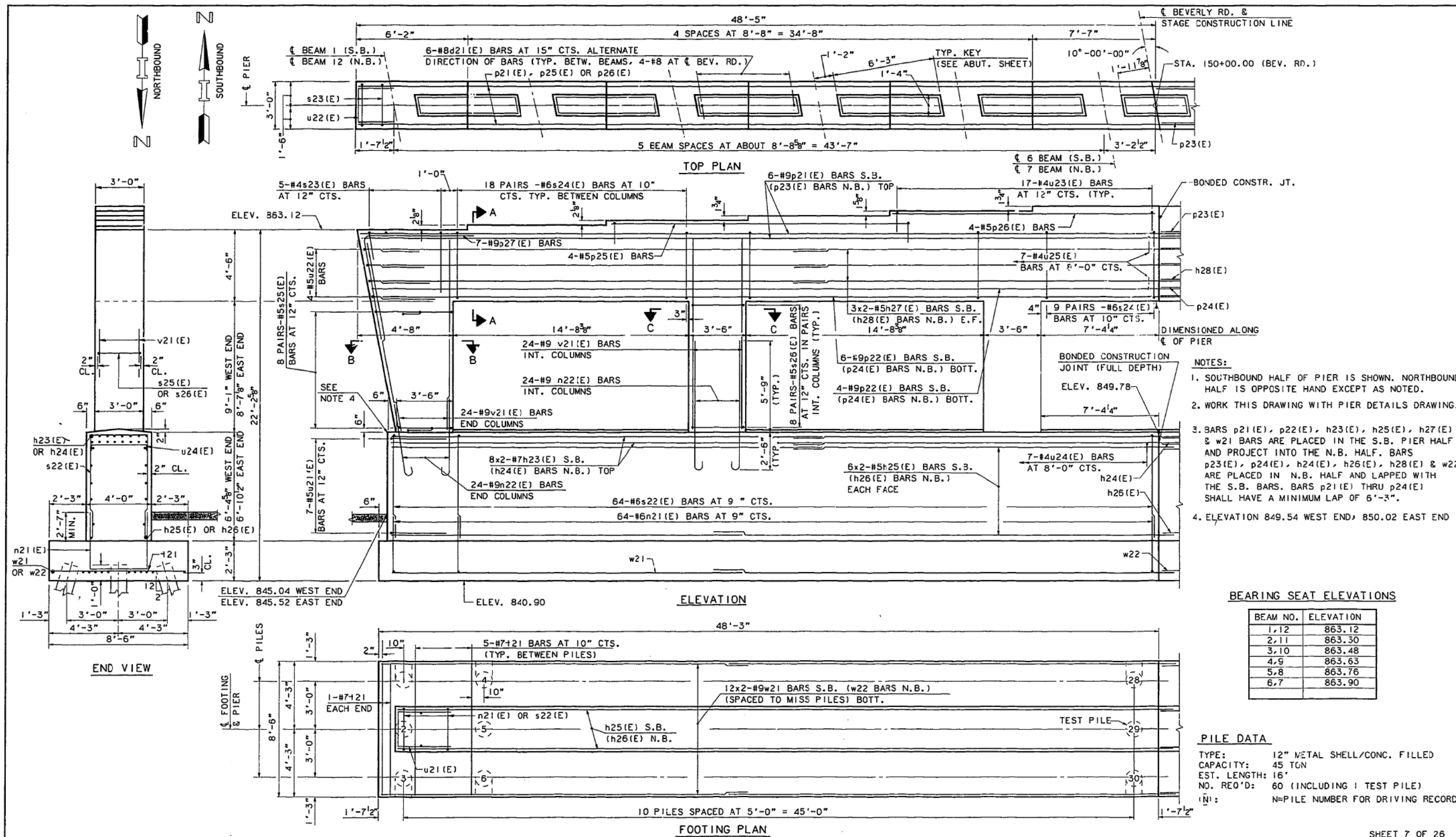
N = PILE NUMBER FOR DRIVING RECORD

SHEET 5 OF 26

DRAWN I.S.S.	DATE ... 3/28/94 ...	HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION	CONTRACT CIP-91-466 NORTH & SOUTH ABUTMENTS BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. 145 of 231
CHECKED P.C.A.	SCALE ... N.T.S. ...					



DRAWN: ISS CHECKED: PCA	DATE: 3/28/94 SCALE: N.T.S.	HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION 1 10-31-96 RECORD DRAWING	CONTRACT CIP-91-466 WINGWALL DETAILS BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. 146 OF 231
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- NOTES:**
1. SOUTHBOUND HALF OF PIER IS SHOWN. NORTHBOUND HALF IS OPPOSITE HAND EXCEPT AS NOTED.
 2. WORK THIS DRAWING WITH PIER DETAILS DRAWING.
 3. BARS p21(E), p22(E), h23(E), h25(E), h27(E) & w21 BARS ARE PLACED IN THE S.B. PIER HALF AND PROJECT INTO THE N.B. HALF. BARS p23(E), p24(E), h24(E), h26(E), h28(E) & w22 ARE PLACED IN N.B. HALF AND LAPPED WITH THE S.B. BARS p21(E) THRU p24(E) SHALL HAVE A MINIMUM LAP OF 6'-3".
 4. ELEVATION 849.54 WEST END; 850.02 EAST END

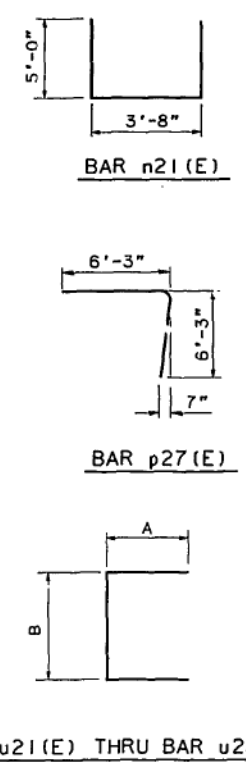
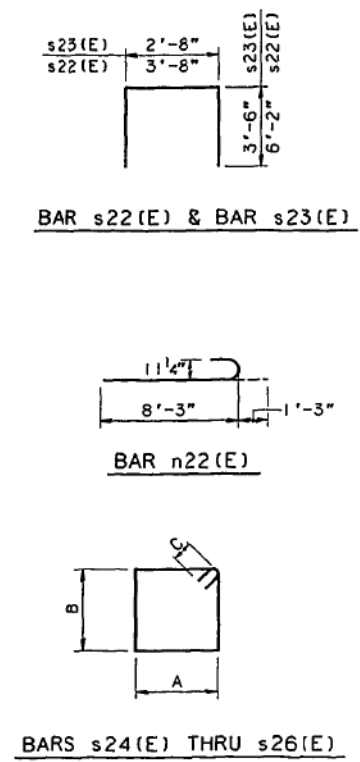
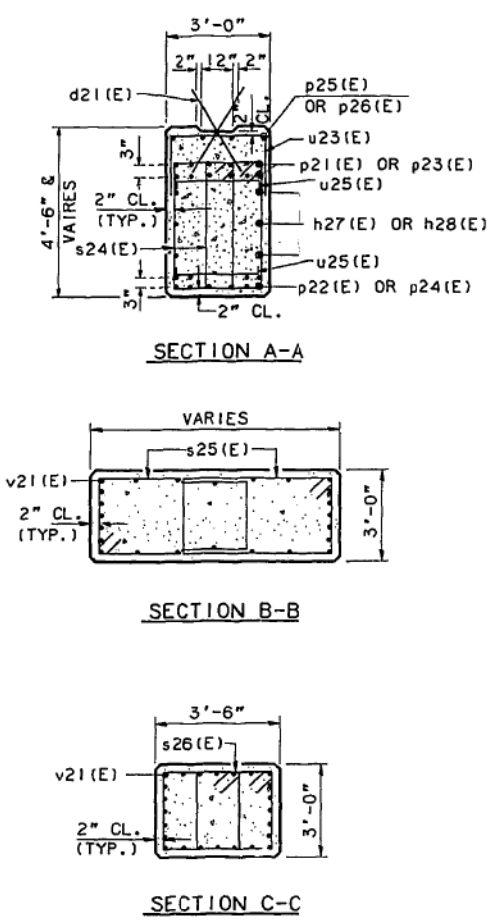
BEARING SEAT ELEVATIONS

BEAM NO.	ELEVATION
1,12	863.12
2,11	863.30
3,10	863.48
4,9	863.63
5,8	863.76
6,7	863.90

PILE DATA

TYPE: 12" METAL SHELL/CONC. FILLED
 CAPACITY: 45 TON
 EST. LENGTH: 16'
 NO. REQ'D: 60 (INCLUDING 1 TEST PILE)
 (N): N=PILE NUMBER FOR DRIVING RECORD

DRAWN: JRB	DATE: 3/28/94	HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	<table border="1" style="font-size: small;"> <thead> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS			NO.	DATE	DESCRIPTION				CONTRACT CIP-91-466 PIER BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. 147 OF 231
REVISIONS															
NO.	DATE	DESCRIPTION													



REINFORCEMENT BAR BENDING DIAGRAMS

TABLE OF BAR DIMENSIONS

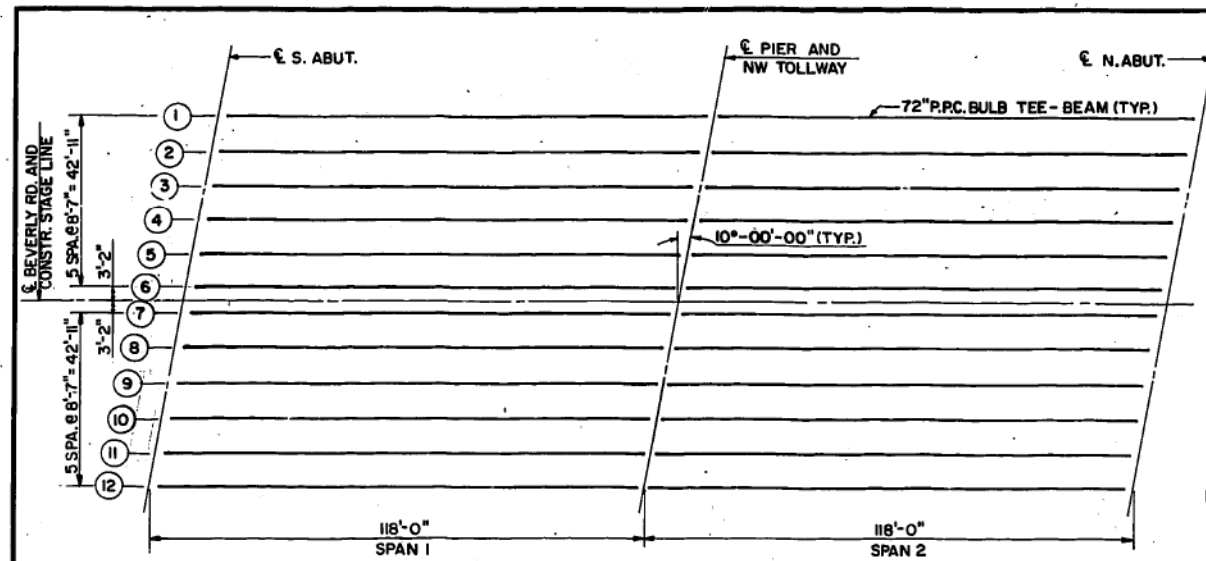
BAR	DIMENSION		
	A	B	C
s24(E)	1'-8"	4'-2"	8"
s25(E)	3'-2"	2'-8"	5 1/2"
s26(E)	2'-2"	2'-8"	5 1/2"
u21(E)	3'-0"	3'-6"	-
u22(E)	3'-0"	2'-6"	-
u23(E)	1'-0"	2'-8"	-
u24(E)	1'-0"	3'-8"	-
u25(E)	1'-0"	2'-8"	-

BILL OF MATERIAL (TWO HALFS)

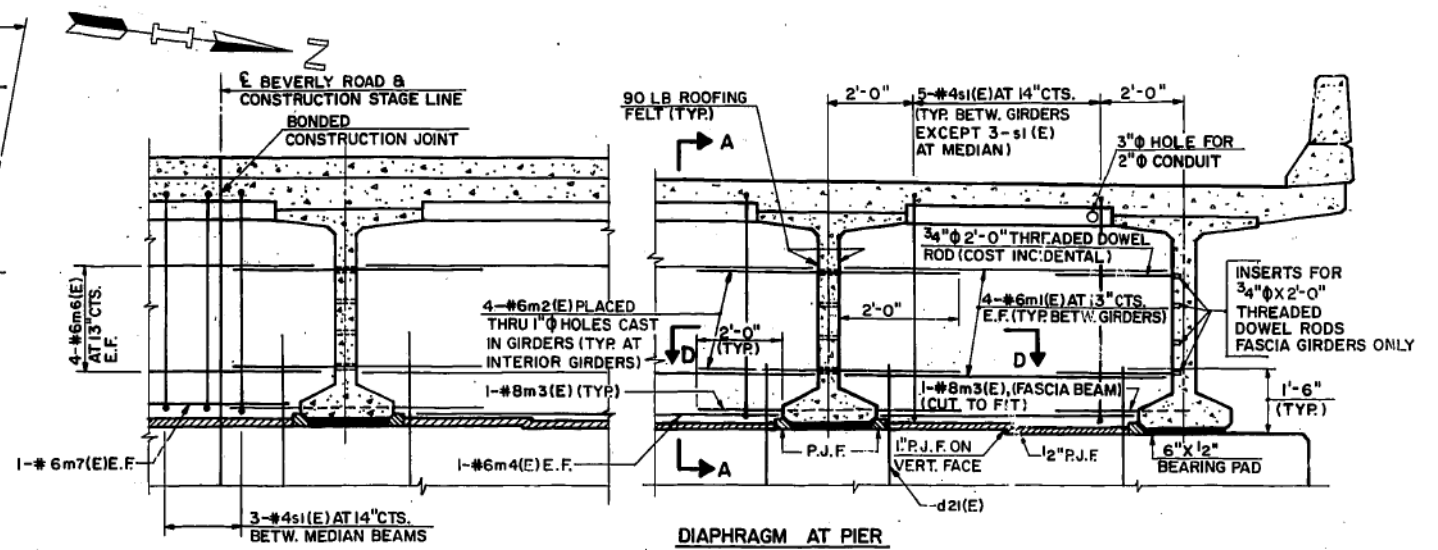
BAR	NO.	SIZE	LENGTH	SHAPE
d21(E)	64	#8	3'-0"	—
h23(E)	32	#7	28'-6"	—
h24(E)	32	#7	26'-3"	—
h25(E)	24	#5	26'-0"	—
h26(E)	24	#5	25'-0"	—
h27(E)	12	#5	26'-3"	—
h28(E)	12	#5	25'-3"	—
n21(E)	128	#6	13'-8"	U
n22(E)	144	#9	9'-6"	U
p21(E)	12	#9	54'-6"	—
p22(E)	10	#9	54'-0"	—
p23(E)	12	#9	47'-9"	—
p24(E)	10	#9	47'-3"	—
p25(E)	8	#5	18'-4"	—
p26(E)	8	#5	15'-8"	—
p27(E)	14	#9	12'-6"	U
s22(E)	128	#6	16'-0"	U
s23(E)	10	#4	9'-8"	U
s24(E)	180	#6	13'-0"	U
s25(E)	32	#5	12'-7"	U
s26(E)	64	#5	10'-7"	U
+21	98	#7	8'-2"	—
u21(E)	14	#5	9'-6"	U
u22(E)	8	#5	8'-6"	U
u23(E)	68	#4	4'-8"	U
u24(E)	14	#4	5'-8"	U
u25(E)	28	#4	4'-8"	U
v21(E)	144	#9	12'-9"	—
w21	24	#9	29'-9"	—
w22	24	#9	27'-0"	—
ITEM	UNIT	QUANTITY		
STRUCT. EXCAVATION, COMMON	CU. YD.	134		
CONC. FOR BRIDGES CLASS P	CU. YD.	237.0		
REINFORCING STEEL	LB.	6,270		
REINF. STEEL EPOXY COATED	LB.	36,370		
FURNISH STEEL SHELLS, FOR C.I.P. CONC. PILLS	L.F.	944		
DRIVING & FILLING STEEL SHELLS FOR C.I.P. CONC. PILES	L.F.	944		
TEST PILES	L.F.	26		

NOTES:
1. WORK THIS DRAWING WITH PIER DRAWING.

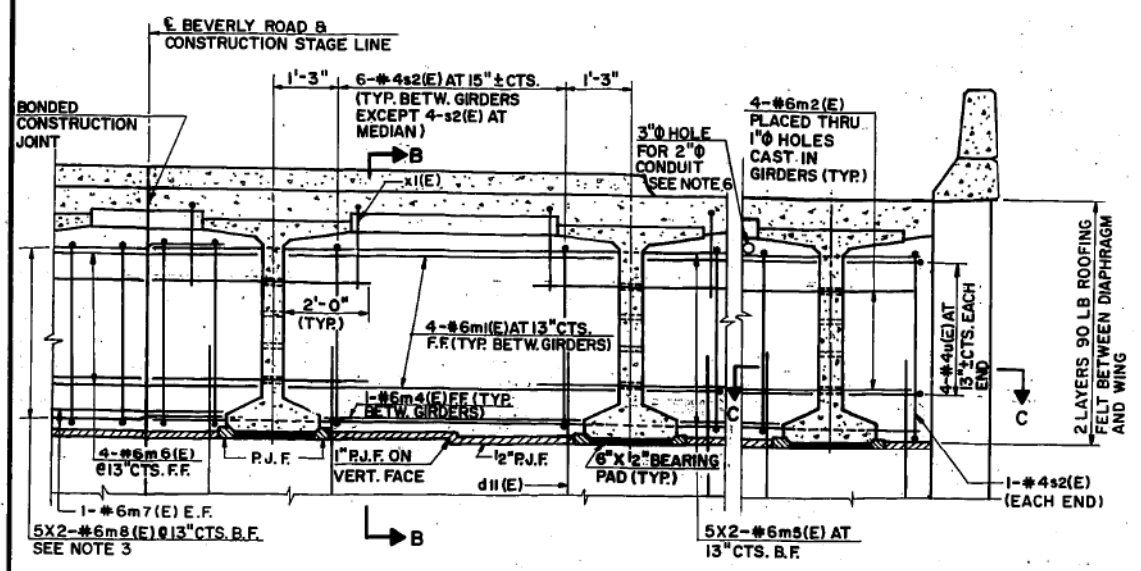
DRAWN <u>JRB</u>	DATE <u>3/28/94</u>	HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	<table border="1"> <thead> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS			NO.	DATE	DESCRIPTION				CONTRACT <u>CIP-91-466</u>	DRAWING NO. <u>148 OF 231</u>
REVISIONS															
NO.	DATE	DESCRIPTION													
CHECKED <u>KGN</u>	SCALE <u>N.T.S.</u>				PIER DETAILS										
					BEVERLY ROAD OVER NW TOLLWAY										



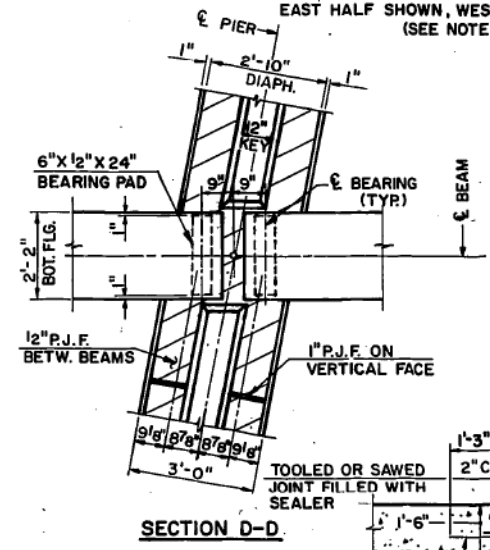
FRAMING PLAN



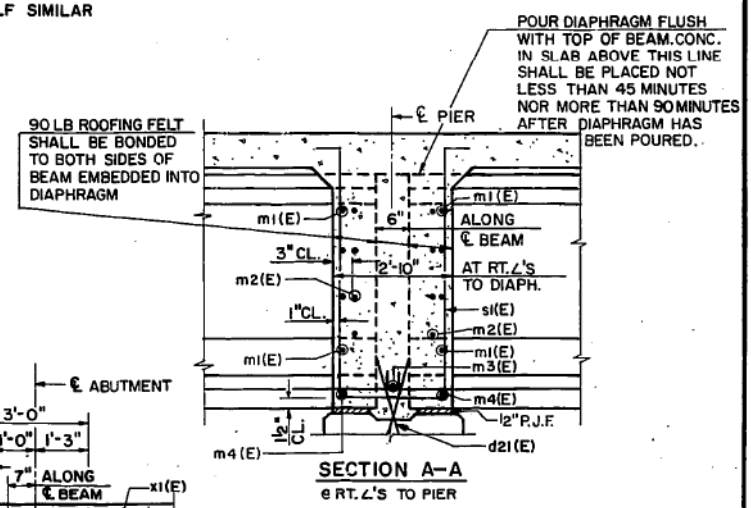
**DIAPHRAGM AT PIER
EAST HALF SHOWN, WEST HALF SIMILAR
(SEE NOTE 1.)**



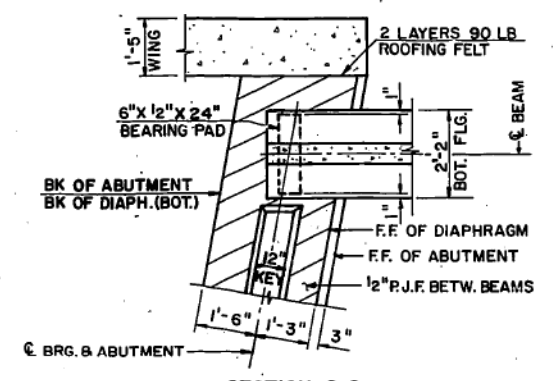
**DIAPHRAGM AT ABUTMENTS
EAST HALF NO. ABUT. SHOWN, WEST
HALF & SO. ABUT. SIMILAR.
(SEE NOTE 1.)**



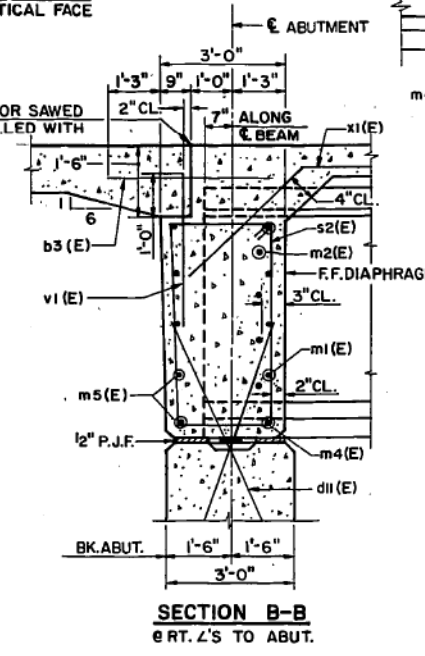
SECTION D-D



**SECTION A-A
@ RT. L'S TO PIER**



SECTION C-C



**SECTION B-B
@ RT. L'S TO ABUT.**

- NOTES:**
- HORIZONTAL DIMENSIONS ARE MEASURED PARALLEL TO THE FACE OF THE DIAPHRAGM.
 - WORK THIS DRAWING WITH DECK PLAN AND SECTION DRAWINGS.
 - EXTEND m8 (E) BAR 2'-7" INTO EAST SIDE FOR LAP WITH m5 (E) BARS.
 - COST OF BEARING PADS IS INCIDENTAL TO PRESTRESSED CONCRETE BEAMS AND GIRDERS.
 - d11(E) & d21(E) BARS ARE BILLED WITH THE ABUTMENTS AND PIERS RESPECTIVELY.
 - EXPANSION COUPLING TO BE USED AT BACK FACE OF ABUTMENT DIAPHRAGM.

DRAWN: I.S.S. CHECKED: P.C.A.	DATE: 3/28/94 SCALE: N.T.S.	HNTB HOWARD NEEDLES TAMMEN & BERGENOFF ARCHITECTS ENGINEERS PLANNERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION	CONTRACT CIP-91-466 FRAMING PLAN AND DIAPHRAGM DETAILS BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. 149 OF 231
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gjk FILE NAME: SFILES

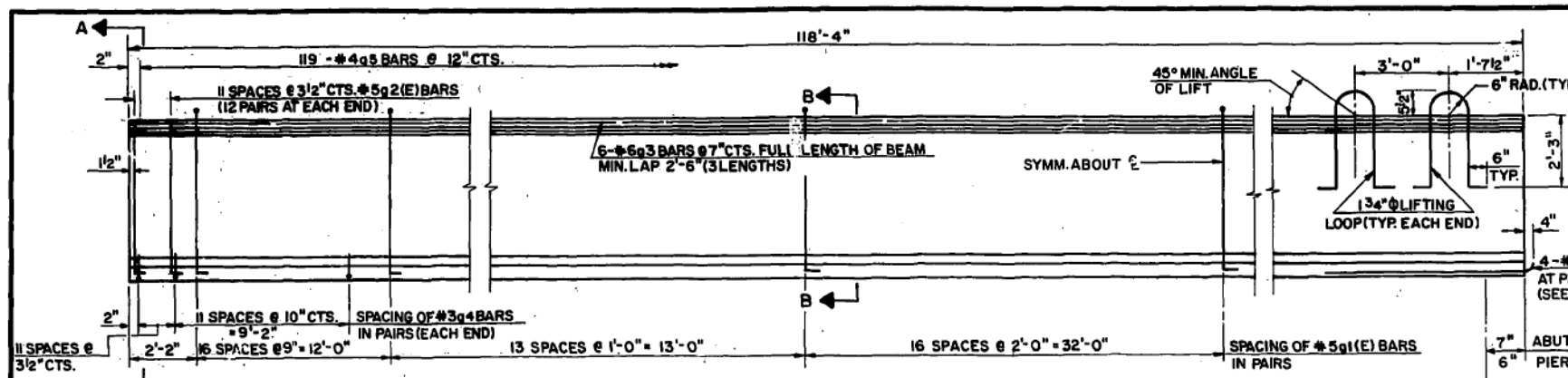
Two Pierce Place, Suite 1400
 Itasca, Illinois 60143
 Tel: 630.773.3900 Fax: 630.773.3975
 www.civiltechinc.com

DRAWN	K. KOMPARE	REVISED	-
DESIGNED	K. KOMPARE	REVISED	-
CHECKED	G. HATLESTAD	REVISED	-
DATE	7/28/2023	REVISED	-

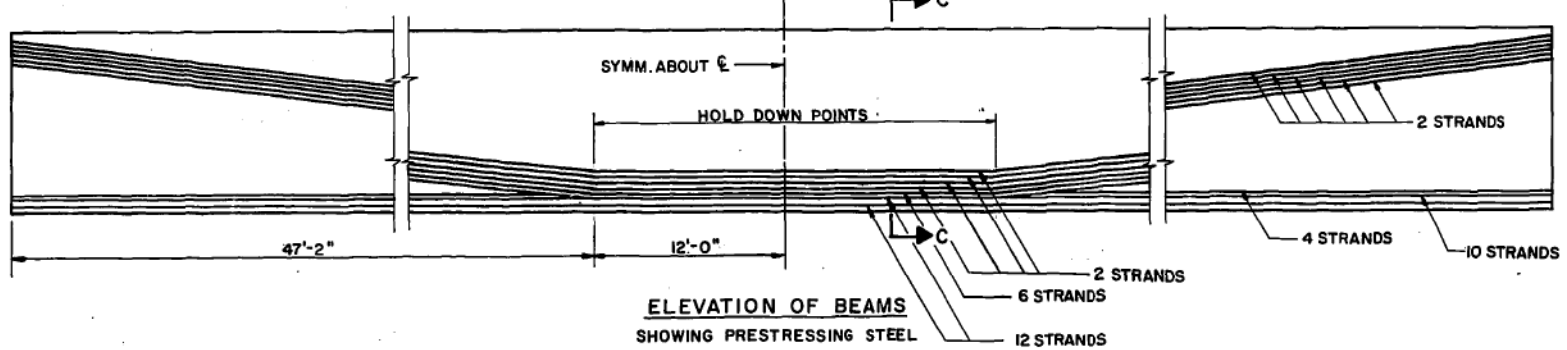
VILLAGE OF HOFFMAN ESTATES

EXISTING PLANS
STRUCTURE NO. 016-2655
 SHEET S-25 OF S-33 SHEETS

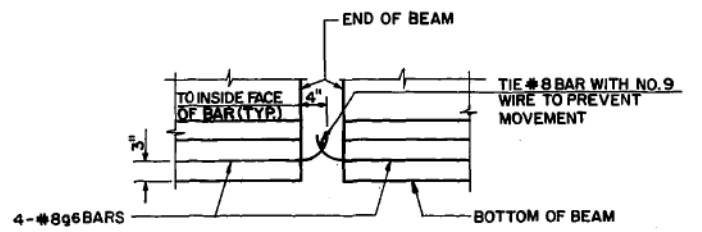
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	128
			CONTRACT NO. 61J88	
ILLINOIS				



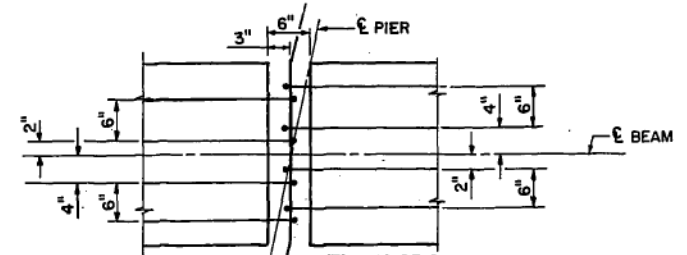
ELEVATION OF BEAMS
SHOWING REINFORCEMENT & DIMENSIONS



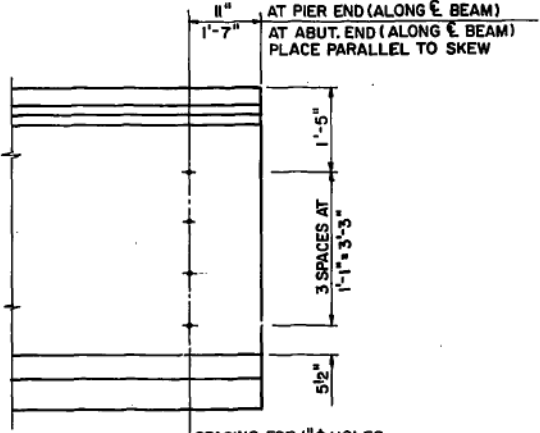
ELEVATION OF BEAMS
SHOWING PRESTRESSING STEEL



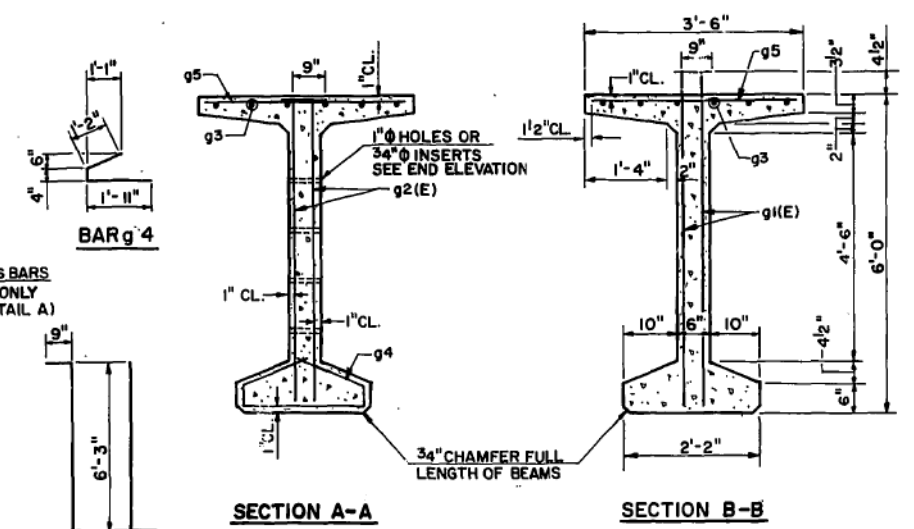
ELEVATION



DETAIL A
(FOR SPANS 1 & 2)

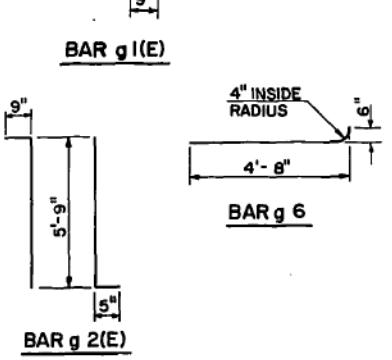


END ELEVATION
(FOR SPANS 1 & 2)



SECTION A-A

SECTION B-B

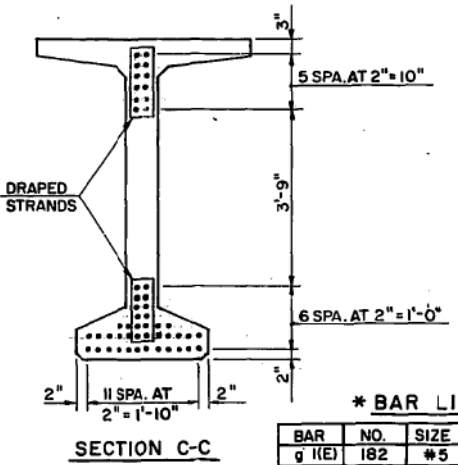


BAR g 4

BAR g 1(E)

BAR g 6

BAR g 2(E)



SECTION C-C

* BAR LIST

BAR	NO.	SIZE	LENGTH	SHAPE
g 1(E)	182	#5	7'-9"	TL
g 2(E)	48	#5	6'-11"	TL
g 3	18	#6	41'-1"	
g 4	92	#3	3'-5"	L
g 5	119	#4	3'-3"	
g 6	4	#8	5'-2"	

* FOR ONE BEAM ONLY

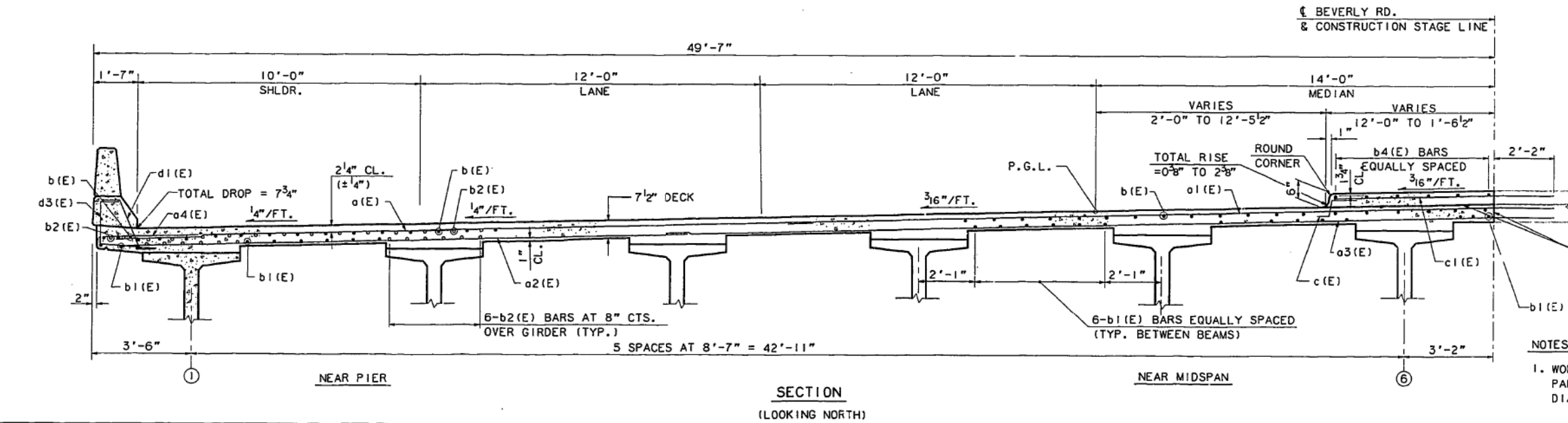
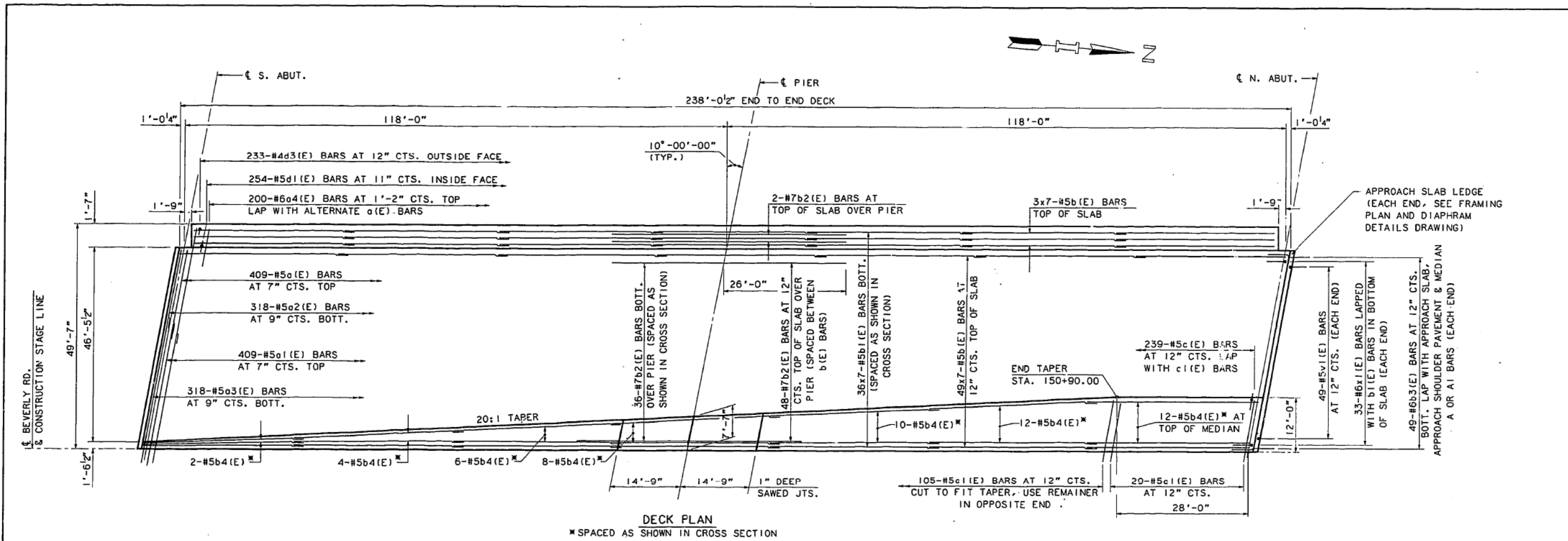
BILL OF MATERIAL

ITEM	UNIT	TOTAL
PRESTRESSED CONCRETE BEAMS AND GIRDERS, MANUFACTURED, DELIVERED, AND ERECTED (72 IN.)	LIN. FT.	2840

NOTES
 PRESTRESSING STEEL SHALL BE NON-GALVANIZED HIGH STRENGTH LOW RELAXATION 7 WIRE STRAND, GRADE 270.
 ALL INSERTS AND THREADED RODS FOR INSERTS, REINFORCING AND PRESTRESSING STEEL, AND OTHER ITEMS WHICH ARE CAST INTO THE PRECAST CONCRETE GIRDERS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT OF PRESTRESSED CONCRETE BEAMS AND GIRDERS, MANUFACTURED, DELIVERED, AND ERECTED (72 IN.).
 PRESTRESSING STEEL SHALL BE A NOMINAL DIAMETER OF 1/2" AND A NOMINAL CROSS-SECTIONAL AREA OF 0.153 SQ. IN.
 INSERTS FOR 3/4" THREADED RODS ARE TO BE SINGLE COIL, FLARED LOOP TYPE FOR EXTERIOR GIRDERS.
 STEEL FOR LIFTING LOOPS SHALL BE NON-DEFORMED BARS f_y = 40,000 p.s.i.
 REQUIRED RELEASE STRENGTH, f'_i SHALL BE 5000 p.s.i.
 REQUIRED STRENGTH, f'_c SHALL BE 6000 p.s.i.

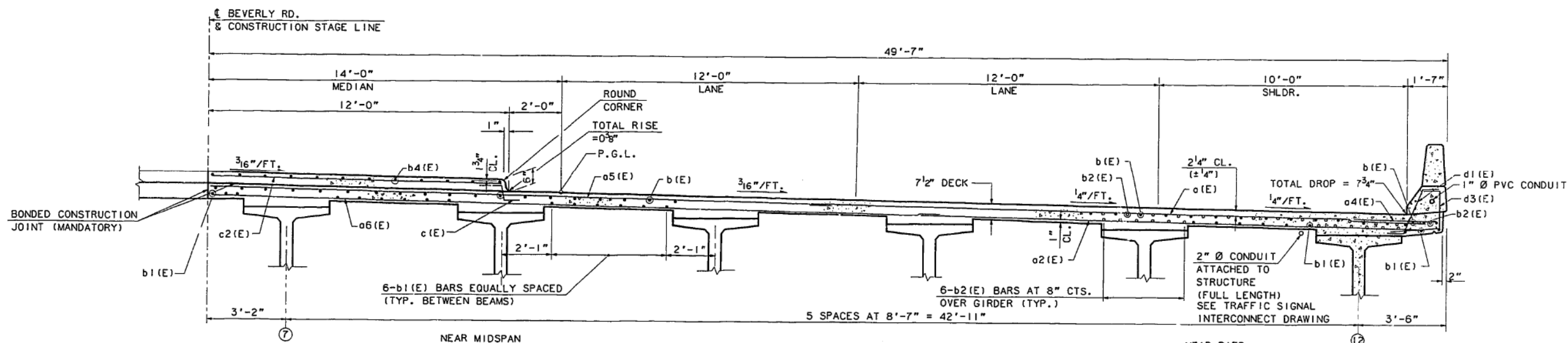
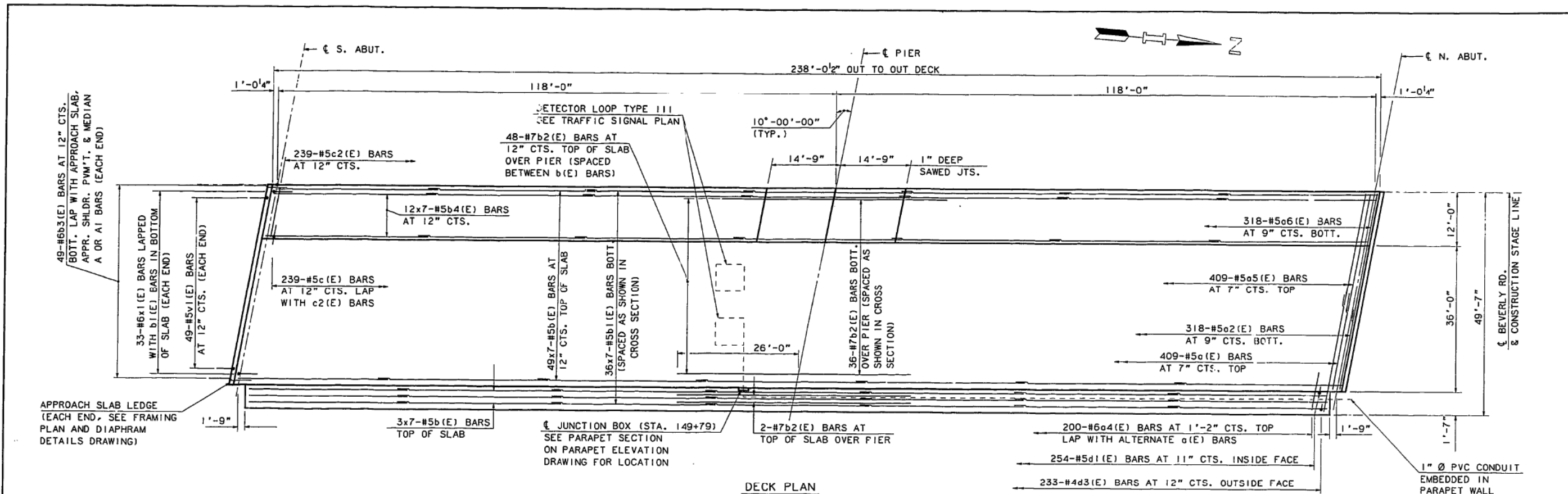
SHEET 10 OF 26

DRAWN... I.S.S. CHECKED... P.C.A.	DATE... 3/28/94 SCALE... N.T.S.	HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION	CONTRACT CIP-91-466 BEAM DETAILS - SPANS 1 & 2 BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. 150 OF 231
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NOTES:
 1. WORK THIS DRAWING WITH DECK PLAN-NB, PARAPET DETAILS AND FRAMING PLAN AND DIAPHRAGM DRAWINGS.

DRAWN: JRB	DATE: 3/28/94	 HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION		CONTRACT CIP-91-466 DECK PLAN AND SECTION - SB BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. ..151. OF ..231
CHECKED: PCA	SCALE: N.T.S.						



NOTES:
 1. WORK THIS DRAWING WITH DECK PLAN-SB, PARAPET DETAILS AND FRAMING PLAN AND DIAPHRAGM DRAWINGS.

DRAWN GJH
 CHECKED PCA
 DATE 3/20/94
 SCALE N.T.S.

HNTB
 HOWARD NEEDLES TAMMEN & BERGENDOFF
 ARCHITECTS ENGINEERS PLANNERS

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 ONE AUTHORITY DRIVE
 DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT CIP-91-466
 DRAWING NO. .152 OF 231
 DECK PLAN AND SECTION - NB
 BEVERLY ROAD OVER NW TOLLWAY

DRAWN	- K. KOMPARE	REVISED	-
DESIGNED	- K. KOMPARE	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 7/28/2023	REVISED	-

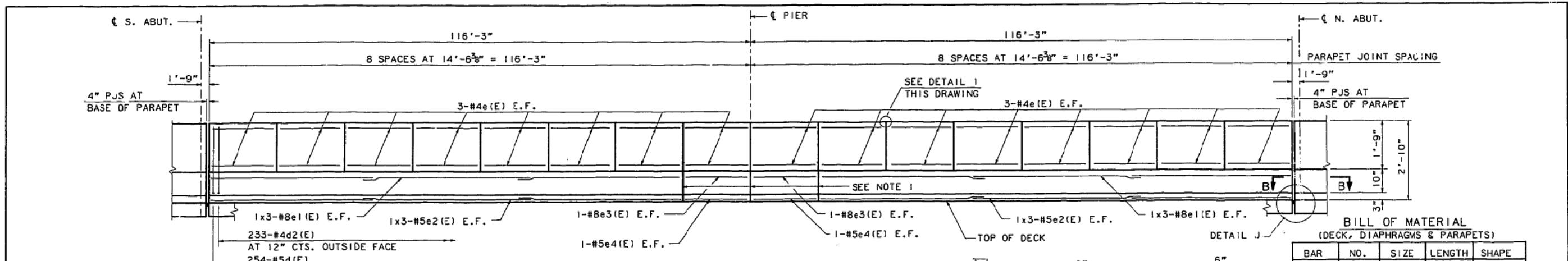
VILLAGE OF HOFFMAN ESTATES

EXISTING PLANS
STRUCTURE NO. 016-2655

SHEET S-28 OF S-33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	131
CONTRACT NO. 61J88				

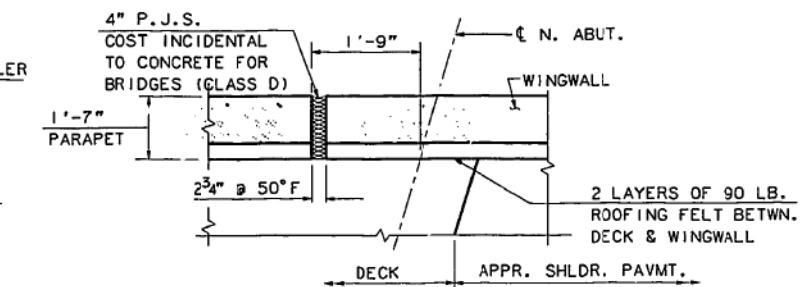
ILLINOIS



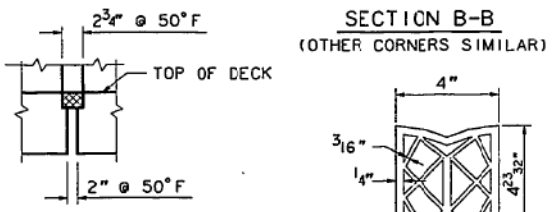
**BILL OF MATERIAL
(DECK, DIAPHRAGMS & PARAPETS)**

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	818	#5	26'-3"	
a1(E)	409	#5	28'-3"	
a2(E)	636	#5	22'-0"	
a3(E)	318	#5	32'-6"	
a4(E)	400	#6	4'-0"	
a5(E)	409	#5	26'-0"	
a6(E)	318	#5	30'-3"	
b(E)	728	#5	35'-10"	
b1(E)	504	#5	35'-10"	
b2(E)	172	#7	52'-0"	
b3(E)	196	#6	4'-0"	
b4(E)	138	#5	35'-10"	
c(E)	478	#5	2'-2"	
c1(E)	134	#5	14'-2"	
c2(E)	239	#5	11'-9"	
d(E)	508	#5	3'-0"	
d1(E)	508	#5	2'-7"	
d2(E)	466	#4	3'-0"	
d3(E)	466	#4	3'-6"	
e(E)	192	#4	14'-2"	
e1(E)	24	#8	36'-8"	
e2(E)	24	#5	35'-3"	
e3(E)	8	#6	14'-2"	
e4(E)	8	#5	14'-2"	
m1(E)	160	#6	7'-10"	
m2(E)	176	#6	4'-6"	
m3(E)	12	#8	6'-2"	
m4(E)	40	#6	6'-3"	
m5(E)	20	#6	25'-6"	
m6(E)	16	#6	5'-7"	
m7(E)	4	#6	4'-0"	
m8(E)	20	#6	26'-10"	
s1(E)	53	#4	16'-4"	
s2(E)	132	#4	15'-10"	
u(E)	16	#4	5'-6"	
v1(E)	196	#5	4'-0"	
x1(E)	132	#6	5'-6"	
ITEM	UNIT	QUANTITY		
CONCRETE FOR BRIDGES (CLASS D)	C.Y.	924.5		
REINFORCING STEEL (EPOXY COATED)	LBS.	179,770		
SEALANT	S.F.	6850		

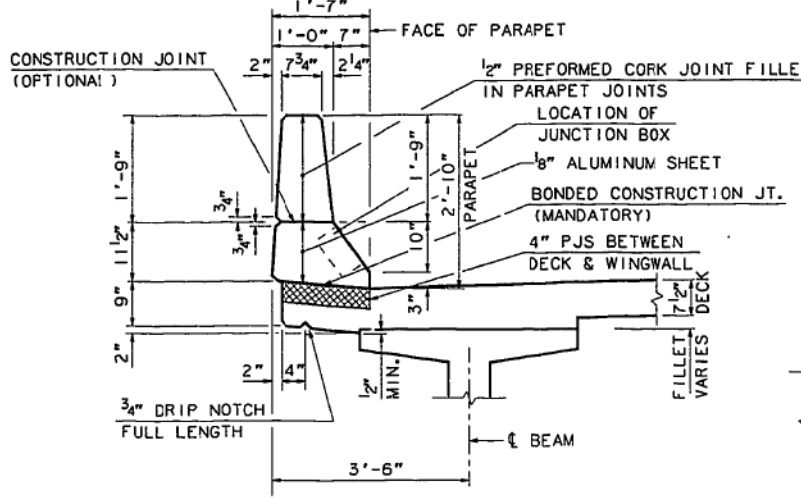
**INSIDE ELEVATION OF WEST PARAPET
(EAST PARAPET SHOWN OPPOSITE FACE)**



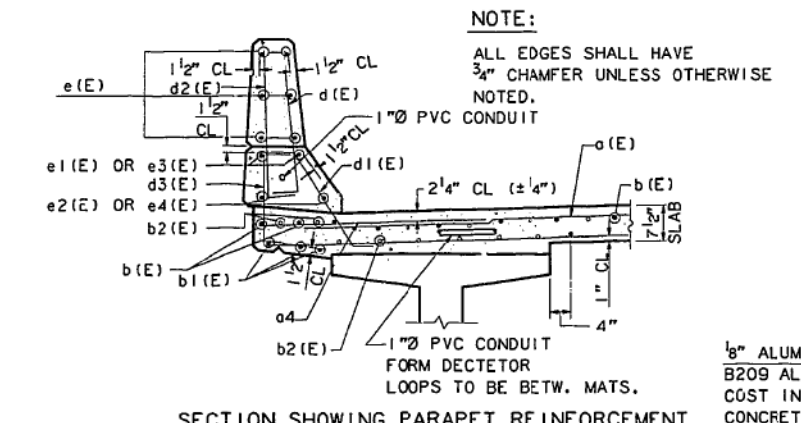
**SECTION B-B
(OTHER CORNERS SIMILAR)**



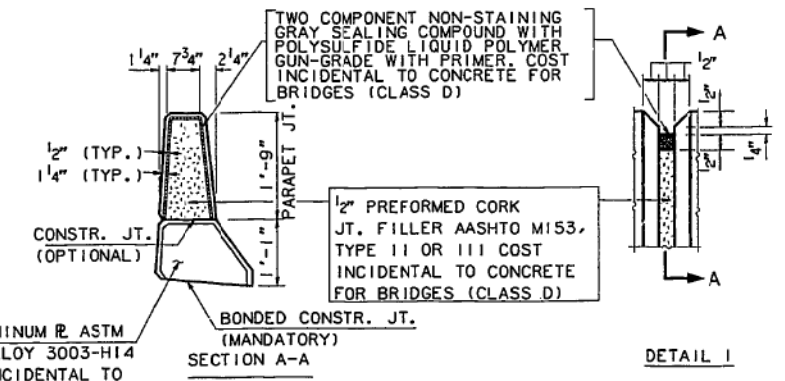
**DETAIL J
PREFORMED JOINT SEAL (4")**



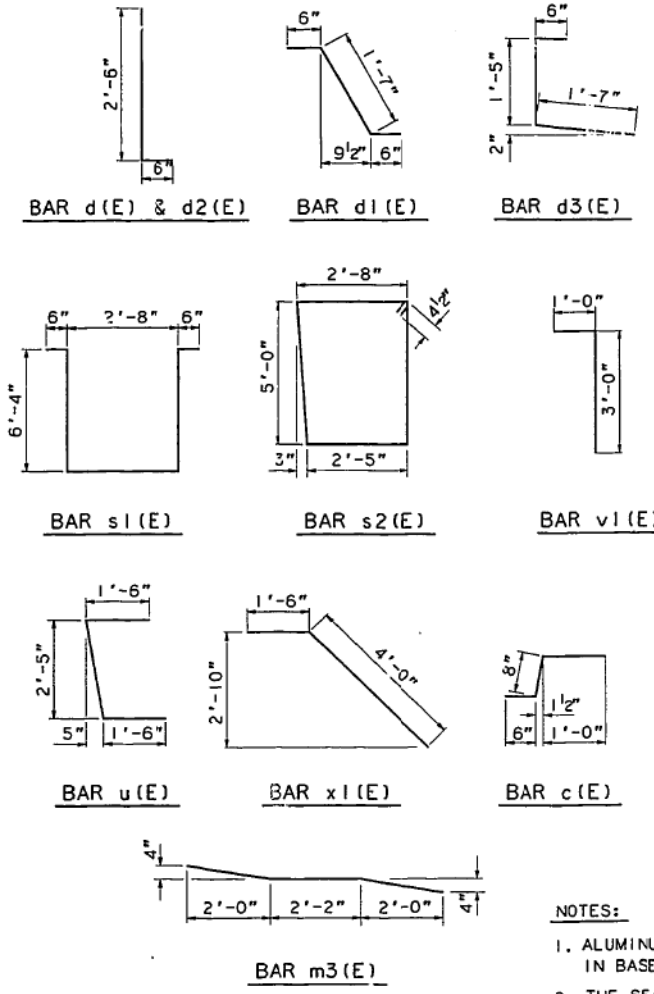
SECTION SHOWING PARAPET DIMENSIONS



SECTION SHOWING PARAPET REINFORCEMENT

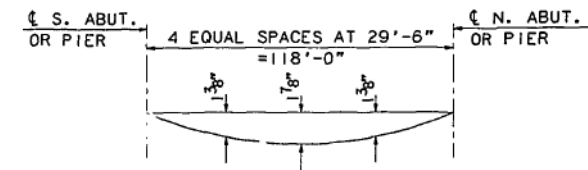
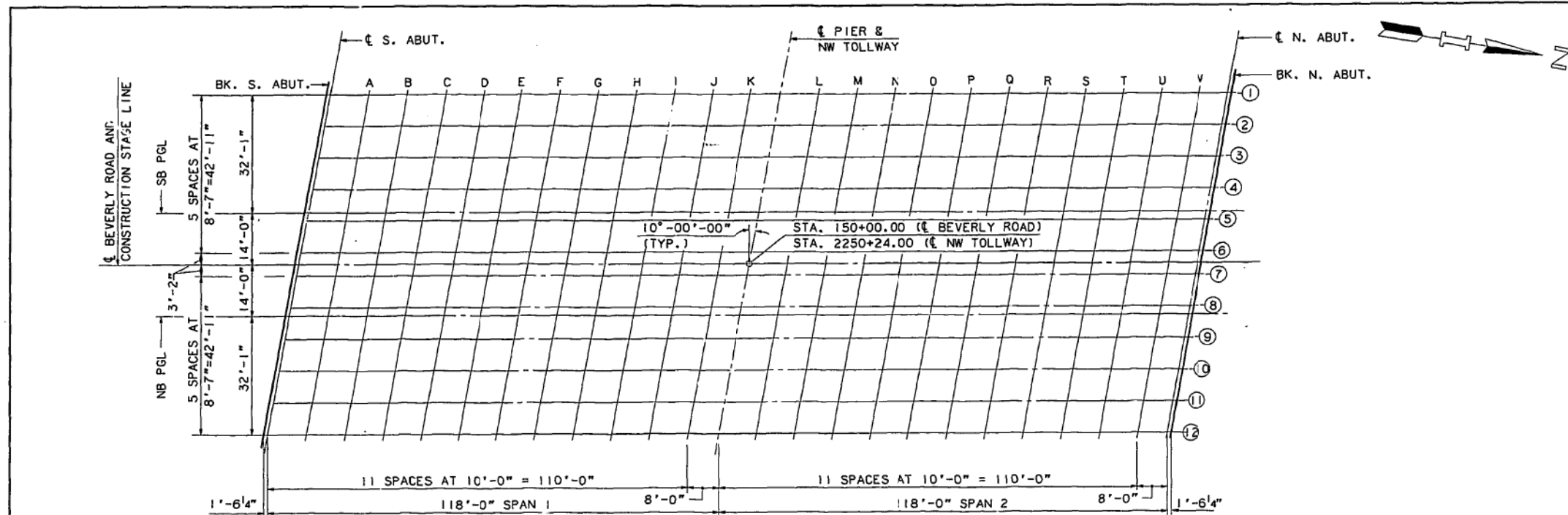


PARAPET JOINT DETAILS



- NOTES:**
1. ALUMINUM SHEETED CONSTRUCTION JOINT IN BASE OF PARAPET.
 2. THE SEALANT MATERIAL SHALL BE APPLIED TO THE TOP AND VERTICAL SURFACE OF THE MEDIAN AND TO THE TOP AND TRAFFIC FACE OF ALL BRIDGE DECK PARAPETS, INCLUDING PARAPETS ON WINGWALLS.
 3. WORK THIS SHEET WITH DECK PLAN AND SECTION DRAWINGS.

DRAWN: GWH/JRB CHECKED: PCA	DATE: 3/20/94 SCALE: N.T.S.	HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION	CONTRACT CIP-91-466 PARAPET ELEVATION AND DECK DETAILS BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. 153 OF 231
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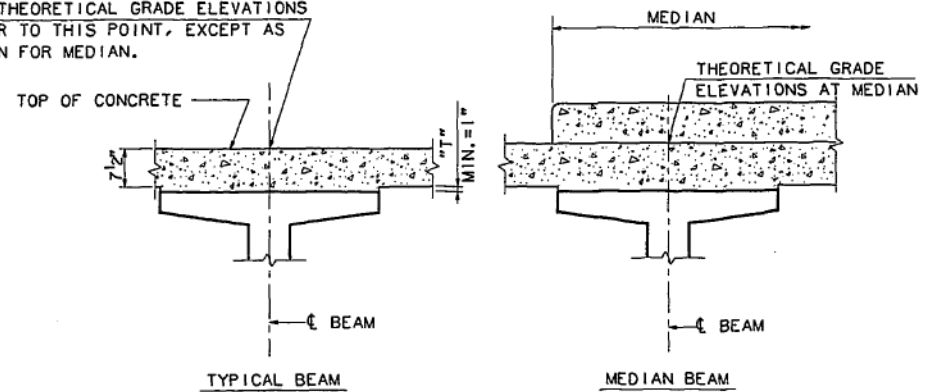


SPANS 1 & 2
 DEAD LOAD DEFLECTIONS
 (INCLUDES WEIGHT OF CONCRETE SLAB)

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.

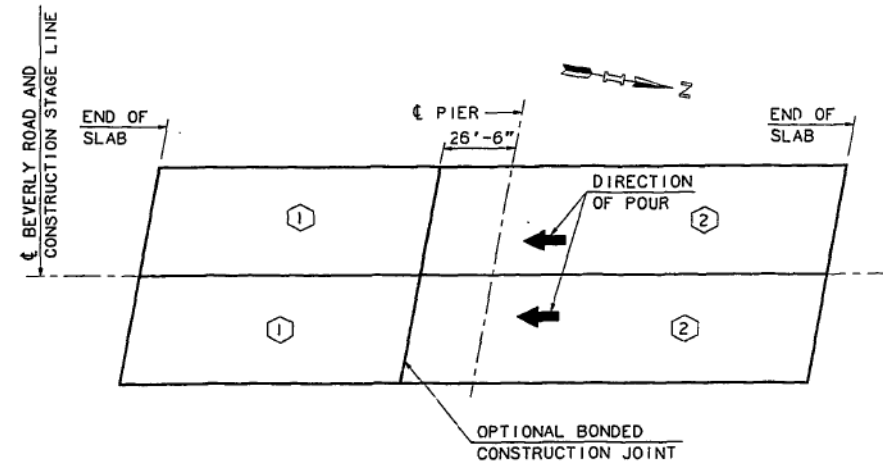
KEY PLAN

ALL THEORETICAL GRADE ELEVATIONS REFER TO THIS POINT, EXCEPT AS SHOWN FOR MEDIAN.



FILLET HEIGHTS

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 DEFLECTION" MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "T" ABOVE TOP FLANGES OF BEAMS.



POURING SEQUENCE

- POUR ② SHALL NOT BE MADE UNTIL BOTH OF THE FOLLOWING REQUIREMENTS ARE MET.
1. AT LEAST 7 DAYS HAVE ELAPSED FROM THE END OF THE PREVIOUS POUR.
 2. THE CONCRETE STRENGTH SHALL HAVE A MINIMUM MODULUS OF RUPTURE OF 550 PSI OR A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.

NOTES:
 WORK THIS DRAWING WITH OTHER DECK ELEVATION DRAWINGS.
 OFFSETS SHOWN IN THE TABLES ARE MEASURED FROM THE CL BEVERLY ROAD.

DRAWN <u>GLH</u>	DATE <u>3/20/94</u>	 HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS		CONTRACT CIP-91-466	DRAWING NO. 154 OF 231
				NO.	DATE		
CHECKED <u>PCA</u>	SCALE <u>N.T.S.</u>					DECK ELEVATIONS BEVERLY ROAD OVER NW TOLLWAY	

DRAWN	- K. KOMPARE	REVISED	-
DESIGNED	- K. KOMPARE	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 7/28/2023	REVISED	-

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	133
ILLINOIS			CONTRACT NO. 61J88	

BEAM 1				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+88.605	-46.083	869.150	869.150
¢ S. ABUT.	148+90.126	-46.083	869.170	869.170
A	149+00.126	-46.083	869.296	869.336
B	149+10.126	-46.083	869.409	869.488
C	149+20.126	-46.083	869.511	869.621
D	149+30.126	-46.083	869.601	869.734
E	149+40.126	-46.083	869.679	869.826
F	149+50.126	-46.083	869.745	869.896
G	149+60.126	-46.083	869.799	869.944
H	149+70.126	-46.083	869.841	869.969
I	149+80.126	-46.083	869.870	869.974
J	149+90.126	-46.083	869.888	869.959
K	150+00.126	-46.083	869.894	869.927
¢ PIER	150+08.126	-46.083	869.890	869.890
L	150+18.126	-46.083	869.874	869.915
M	150+28.126	-46.083	869.847	869.925
N	150+38.126	-46.083	869.807	869.916
O	150+48.126	-46.083	869.755	869.888
P	150+58.126	-46.083	869.691	869.838
Q	150+68.126	-46.083	869.616	869.767
R	150+78.126	-46.083	869.528	869.673
S	150+88.126	-46.083	869.428	869.557
T	150+98.126	-46.083	869.316	869.420
U	151+08.126	-46.083	869.193	869.264
V	151+18.126	-46.083	869.057	869.090
¢ N. ABUT.	151+26.126	-46.083	868.940	868.940
BK. N. ABUT.	151+27.647	-46.083	868.916	868.916

BEAM 2				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+87.091	-37.500	869.308	869.308
¢ S. ABUT.	148+88.612	-37.500	869.328	869.328
A	148+98.612	-37.500	869.456	869.497
B	149+08.612	-37.500	869.572	869.650
C	149+18.612	-37.500	869.675	869.785
D	149+28.612	-37.500	869.767	869.900
E	149+38.612	-37.500	869.847	869.994
F	149+48.612	-37.500	869.914	870.065
G	149+58.612	-37.500	869.970	870.115
H	149+68.612	-37.500	870.014	870.143
I	149+78.612	-37.500	870.045	870.149
J	149+88.612	-37.500	870.065	870.136
K	149+98.612	-37.500	870.073	870.106
¢ PIER	150+06.612	-37.500	870.070	870.070
L	150+16.612	-37.500	870.056	870.097
M	150+26.612	-37.500	870.030	870.109
N	150+36.612	-37.500	869.992	870.132
O	150+46.612	-37.500	869.943	870.075
P	150+56.612	-37.500	869.881	870.027
Q	150+66.612	-37.500	869.807	869.958
R	150+76.612	-37.500	869.721	869.866
S	150+86.612	-37.500	869.623	869.752
T	150+96.612	-37.500	869.513	869.617
U	151+06.612	-37.500	869.391	869.462
V	151+16.612	-37.500	869.257	869.290
¢ N. ABUT.	151+24.612	-37.500	869.141	869.141
BK. N. ABUT.	151+26.133	-37.500	869.118	869.118

BEAM 3				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+85.578	-28.917	869.466	869.466
¢ S. ABUT.	148+87.099	-28.917	869.487	869.487
A	148+97.099	-28.917	869.616	869.657
B	149+07.099	-28.917	869.734	869.812
C	149+17.099	-28.917	869.839	869.949
D	149+27.099	-28.917	869.933	870.066
E	149+37.099	-28.917	870.014	870.161
F	149+47.099	-28.917	870.084	870.235
G	149+57.099	-28.917	870.141	870.286
H	149+67.099	-28.917	870.187	870.316
I	149+77.099	-28.917	870.220	870.324
J	149+87.099	-28.917	870.242	870.313
K	149+97.099	-28.917	870.251	870.284
¢ PIER	150+05.099	-28.917	870.250	870.250
L	150+15.099	-28.917	870.238	870.279
M	150+25.099	-28.917	870.214	870.292
N	150+35.099	-28.917	870.178	870.287
O	150+45.099	-28.917	870.130	870.262
P	150+55.099	-28.917	870.070	870.216
Q	150+65.099	-28.917	869.997	870.148
R	150+75.099	-28.917	869.913	870.058
S	150+85.099	-28.917	869.817	869.946
T	150+95.099	-28.917	869.709	869.813
U	151+05.099	-28.917	869.589	869.660
V	151+15.099	-28.917	869.457	869.490
¢ N. ABUT.	151+23.099	-28.917	869.343	869.343
BK. N. ABUT.	151+24.620	-28.917	869.320	869.320

BEAM 4				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+84.064	-20.333	869.595	869.595
¢ S. ABUT.	148+85.585	-20.333	869.616	869.616
A	148+95.585	-20.333	869.747	869.790
B	149+05.585	-20.333	869.866	869.948
C	149+15.585	-20.333	869.973	870.087
D	149+25.585	-20.333	870.069	870.207
E	149+35.585	-20.333	870.152	870.304
F	149+45.585	-20.333	870.223	870.380
G	149+55.585	-20.333	870.283	870.433
H	149+65.585	-20.333	870.330	870.464
I	149+75.585	-20.333	870.365	870.473
J	149+85.585	-20.333	870.389	870.463
K	149+95.585	-20.333	870.400	870.434
¢ PIER	150+03.585	-20.333	870.400	870.400
L	150+13.585	-20.333	870.390	870.433
M	150+23.585	-20.333	870.368	870.449
N	150+33.585	-20.333	870.333	870.447
O	150+43.585	-20.333	870.287	870.425
P	150+53.585	-20.333	870.229	870.381
Q	150+63.585	-20.333	870.158	870.315
R	150+73.585	-20.333	870.076	870.226
S	150+83.585	-20.333	869.982	870.116
T	150+93.585	-20.333	869.876	869.983
U	151+03.585	-20.333	869.757	869.832
V	151+13.585	-20.333	869.627	869.661
¢ N. ABUT.	151+21.585	-20.333	869.514	869.514
BK. N. ABUT.	151+23.106	-20.333	869.492	869.492

SB PGL				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+82.948	-14.000	869.678	869.678
¢ S. ABUT.	148+84.469	-14.000	869.699	869.699
A	148+94.469	-14.000	869.832	869.875
B	149+04.469	-14.000	869.952	870.034
C	149+14.469	-14.000	870.061	870.175
D	149+24.469	-14.000	870.158	870.295
E	149+34.469	-14.000	870.242	870.395
F	149+44.469	-14.000	870.315	870.471
G	149+54.469	-14.000	870.376	870.526
H	149+64.469	-14.000	870.424	870.558
I	149+74.469	-14.000	870.461	870.569
J	149+84.469	-14.000	870.486	870.560
K	149+94.469	-14.000	870.498	870.533
¢ PIER	150+02.469	-14.000	870.500	870.500
L	150+12.469	-14.000	870.491	870.534
M	150+22.469	-14.000	870.470	870.551
N	150+32.469	-14.000	870.437	870.551
O	150+42.469	-14.000	870.392	870.530
P	150+52.469	-14.000	870.335	870.487
Q	150+62.469	-14.000	870.266	870.422
R	150+72.469	-14.000	870.185	870.335
S	150+82.469	-14.000	870.092	870.226
T	150+92.469	-14.000	869.987	870.095
U	151+02.469	-14.000	869.870	869.944
V	151+12.469	-14.000	869.741	869.776
¢ N. ABUT.	151+20.469	-14.000	869.629	869.629
BK. N. ABUT.	151+21.990	-14.000	869.607	869.607

BEAM 5				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+82.551	-11.750	869.707	869.707
¢ S. ABUT.	148+84.072	-11.750	869.729	869.729
A	148+94.072	-11.750	869.862	869.905
B	149+04.072	-11.750	869.983	870.065
C	149+14.072	-11.750	870.092	870.206
D	149+24.072	-11.750	870.189	870.327
E	149+34.072	-11.750	870.274	870.427
F	149+44.072	-11.750	870.347	870.504
G	149+54.072	-11.750	870.409	870.559
H	149+64.072	-11.750	870.458	870.591
I	149+74.072	-11.750	870.495	870.603
J	149+84.072	-11.750	870.520	870.594
K	149+94.072	-11.750	870.533	870.568
¢ PIER	150+02.072	-11.750	870.535	870.535
L	150+12.072	-11.750	870.526	870.569
M	150+22.072	-11.750	870.506	870.587
N	150+32.072	-11.750	870.473	870.587
O	150+42.072	-11.750	870.429	870.567
P	150+52.072	-11.750	870.372	870.525
Q	150+62.072	-11.750	870.304	870.460
R	150+72.072	-11.750	870.223	870.374
S	150+82.072	-11.750	870.131	870.265
T	150+92.072	-11.750	870.027	870.134
U	151+02.072	-11.750	869.910	869.984
V	151+12.072	-11.750	869.782	869.816
¢ N. ABUT.	151+20.072	-11.750	869.670	869.670
BK. N. ABUT.	151+21.593	-11.750	869.648	869.648

DRAWN JRB	DATE 3/28/94	HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	REVISIONS	CONTRACT CIP-91-466	SHEET 15 OF 26
CHECKED PCA	SCALE NONE			NO. DATE DESCRIPTION	DRAWING NO. DECK ELEVATIONS	
					BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. 155 OF 231

CIVILTECH Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975 www.civiltechinc.com

DRAWN - K. KOMPARE	REVISED -
DESIGNED - K. KOMPARE	REVISED -
CHECKED - G. HATLESTAD	REVISED -
DATE - 7/28/2023	REVISED -

VILLAGE OF HOFFMAN ESTATES

**EXISTING PLANS
STRUCTURE NO. 016-2655**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	134
ILLINOIS		CONTRACT NO. 61J88		

BEAM 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+81.037	-3.167	869.820	869.820
€ S. ABUT.	148+82.558	-3.167	869.842	869.842
A	148+92.558	-3.167	869.977	870.019
B	149+02.558	-3.167	870.100	870.181
C	149+12.558	-3.167	870.211	870.324
D	149+22.558	-3.167	870.309	870.447
E	149+32.558	-3.167	870.396	870.549
F	149+42.558	-3.167	870.471	870.628
G	149+52.558	-3.167	870.534	870.684
H	149+62.558	-3.167	870.585	870.719
I	149+72.558	-3.167	870.624	870.732
J	149+82.558	-3.167	870.651	870.725
K	149+92.558	-3.167	870.666	870.700
€ PIER	150+00.558	-3.167	870.669	870.669
L	150+10.558	-3.167	870.663	870.705
M	150+20.558	-3.167	870.644	870.725
N	150+30.558	-3.167	870.613	870.727
O	150+40.558	-3.167	870.571	870.708
P	150+50.558	-3.167	870.516	870.668
Q	150+60.558	-3.167	870.449	870.606
R	150+70.558	-3.167	870.371	870.521
S	150+80.558	-3.167	870.280	870.414
T	150+90.558	-3.167	870.177	870.285
U	151+00.558	-3.167	870.063	870.137
V	151+10.558	-3.167	869.936	869.970
€ N. ABUT.	151+18.558	-3.167	869.826	869.826
BK. N. ABUT.	151+20.079	-3.167	869.804	869.804

€ BRIDGE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+80.479	0.000	869.862	869.862
€ S. ABUT.	148+82.000	0.000	869.883	869.883
A	148+92.000	0.000	870.019	870.062
B	149+02.000	0.000	870.143	870.224
C	149+12.000	0.000	870.254	870.368
D	149+22.000	0.000	870.354	870.491
E	149+32.000	0.000	870.441	870.593
F	149+42.000	0.000	870.517	870.673
G	149+52.000	0.000	870.581	870.731
H	149+62.000	0.000	870.632	870.766
I	149+72.000	0.000	870.672	870.780
J	149+82.000	0.000	870.699	870.774
K	149+92.000	0.000	870.715	870.749
€ PIER	150+00.000	0.000	870.719	870.719
L	150+10.000	0.000	870.713	870.756
M	150+20.000	0.000	870.695	870.776
N	150+30.000	0.000	870.665	870.779
O	150+40.000	0.000	870.623	870.760
P	150+50.000	0.000	870.569	870.721
Q	150+60.000	0.000	870.503	870.659
R	150+70.000	0.000	870.425	870.575
S	150+80.000	0.000	870.335	870.468
T	150+90.000	0.000	870.233	870.341
U	151+00.000	0.000	870.119	870.193
V	151+10.000	0.000	869.993	870.027
€ N. ABUT.	151+18.000	0.000	869.883	869.883
BK. N. ABUT.	151+19.521	0.000	869.862	869.862

BEAM 7

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+79.921	3.167	869.804	869.804
€ S. ABUT.	148+81.442	3.167	869.826	869.826
A	148+91.442	3.167	869.962	870.005
B	149+01.442	3.167	870.086	870.168
C	149+11.442	3.167	870.199	870.312
D	149+21.442	3.167	870.299	870.437
E	149+31.442	3.167	870.387	870.539
F	149+41.442	3.167	870.464	870.620
G	149+51.442	3.167	870.528	870.678
H	149+61.442	3.167	870.580	870.714
I	149+71.442	3.167	870.620	870.728
J	149+81.442	3.167	870.649	870.723
K	149+91.442	3.167	870.665	870.699
€ PIER	149+99.442	3.167	870.669	870.669
L	150+09.442	3.167	870.664	870.707
M	150+19.442	3.167	870.647	870.728
N	150+29.442	3.167	870.617	870.731
O	150+39.442	3.167	870.576	870.714
P	150+49.442	3.167	870.523	870.675
Q	150+59.442	3.167	870.457	870.614
R	150+69.442	3.167	870.380	870.530
S	150+79.442	3.167	870.291	870.424
T	150+89.442	3.167	870.189	870.297
U	150+99.442	3.167	870.076	870.150
V	151+09.442	3.167	869.951	869.985
€ N. ABUT.	151+17.442	3.167	869.842	869.842
BK. N. ABUT.	151+18.963	3.167	869.820	869.820

BEAM 8

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+78.407	11.750	869.648	869.648
€ S. ABUT.	148+79.928	11.750	869.670	869.670
A	148+89.928	11.750	869.808	869.851
B	148+99.928	11.750	869.934	870.016
C	149+09.928	11.750	870.048	870.162
D	149+19.928	11.750	870.150	870.288
E	149+29.928	11.750	870.241	870.393
F	149+39.928	11.750	870.319	870.475
G	149+49.928	11.750	870.385	870.535
H	149+59.928	11.750	870.439	870.572
I	149+69.928	11.750	870.481	870.589
J	149+79.928	11.750	870.511	870.585
K	149+89.928	11.750	870.529	870.564
€ PIER	149+97.928	11.750	870.535	870.535
L	150+07.928	11.750	870.531	870.574
M	150+17.928	11.750	870.516	870.597
N	150+27.928	11.750	870.488	870.602
O	150+37.928	11.750	870.449	870.587
P	150+47.928	11.750	870.397	870.550
Q	150+57.928	11.750	870.334	870.490
R	150+67.928	11.750	870.258	870.408
S	150+77.928	11.750	870.171	870.304
T	150+87.928	11.750	870.071	870.179
U	150+97.928	11.750	869.960	870.034
V	151+07.928	11.750	869.836	869.871
€ N. ABUT.	151+15.928	11.750	869.729	869.729
BK. N. ABUT.	151+17.449	11.750	869.707	869.707

NB PGL

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+78.010	14.000	869.607	869.607
€ S. ABUT.	148+79.531	14.000	869.629	869.629
A	148+89.531	14.000	869.768	869.811
B	148+99.531	14.000	869.894	869.976
C	149+09.531	14.000	870.009	870.123
D	149+19.531	14.000	870.111	870.249
E	149+29.531	14.000	870.202	870.354
F	149+39.531	14.000	870.281	870.437
G	149+49.531	14.000	870.347	870.497
H	149+59.531	14.000	870.402	870.535
I	149+69.531	14.000	870.444	870.552
J	149+79.531	14.000	870.475	870.549
K	149+89.531	14.000	870.493	870.528
€ PIER	149+97.531	14.000	870.500	870.500
L	150+07.531	14.000	870.497	870.539
M	150+17.531	14.000	870.482	870.563
N	150+27.531	14.000	870.455	870.568
O	150+37.531	14.000	870.415	870.553
P	150+47.531	14.000	870.364	870.517
Q	150+57.531	14.000	870.301	870.458
R	150+67.531	14.000	870.226	870.376
S	150+77.531	14.000	870.139	870.273
T	150+87.531	14.000	870.040	870.148
U	150+97.531	14.000	869.929	870.004
V	151+07.531	14.000	869.806	869.841
€ N. ABUT.	151+15.531	14.000	869.699	869.699
BK. N. ABUT.	151+17.052	14.000	869.678	869.678

BEAM 9

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+76.894	20.333	869.492	869.492
€ S. ABUT.	148+78.415	20.333	869.514	869.514
A	148+88.415	20.333	869.654	869.697
B	148+98.415	20.333	869.782	869.863
C	149+08.415	20.333	869.898	870.012
D	149+18.415	20.333	870.002	870.139
E	149+28.415	20.333	870.094	870.246
F	149+38.415	20.333	870.173	870.330
G	149+48.415	20.333	870.241	870.391
H	149+58.415	20.333	870.297	870.431
I	149+68.415	20.333	870.341	870.449
J	149+78.415	20.333	870.373	870.447
K	149+88.415	20.333	870.393	870.428
€ PIER	149+96.415	20.333	870.400	870.400
L	150+06.415	20.333	870.399	870.441
M	150+16.415	20.333	870.385	870.466
N	150+26.415	20.333	870.359	870.473
O	150+36.415	20.333	870.321	870.459
P	150+46.415	20.333	870.272	870.424
Q	150+56.415	20.333	870.210	870.366
R	150+66.415	20.333	870.136	870.286
S	150+76.415	20.333	870.051	870.184
T	150+86.415	20.333	869.953	870.061
U	150+96.415	20.333	869.843	869.918
V	151+06.415	20.333	869.722	869.756
€ N. ABUT.	151+14.415	20.333	869.616	869.616
BK. N. ABUT.	151+15.936	20.333	869.595	869.595

DRAWN JRB DATE 3/28/94
 CHECKED PCA SCALE NONE

HNTB
 HOWARD NEEDLES TAMMEN & BERGENDOFF
 ARCHITECTS ENGINEERS PLANNERS

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 ONE AUTHORITY DRIVE
 DOWNERS GROVE, ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT CIP-91-466
 DECK ELEVATIONS
 BEVERLY ROAD OVER NW TOLLWAY

SHEET 16 OF 26

DRAWING NO.
 156 OF 231

CIVILTECH
 Two Pierce Place, Suite 1400
 Itasca, Illinois 60143
 Tel: 630.773.3900 Fax: 630.773.3975
 www.civiltechinc.com

DRAWN	- K. KOMPARE	REVISED	-
DESIGNED	- K. KOMPARE	REVISED	-
CHECKED	- G. HATLESTAD	REVISED	-
DATE	- 7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

EXISTING PLANS
STRUCTURE NO. 016-2655

SHEET S-32 OF S-33 SHEETS



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	135
CONTRACT NO. 61J88				
ILLINOIS				

BEAM 10				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+75.380	28.917	869.320	869.320
€ S. ABUT.	148+76.901	28.917	869.343	869.343
A	148+86.901	28.917	869.484	869.525
B	148+96.901	28.917	869.614	869.692
C	149+06.901	28.917	869.732	869.841
D	149+16.901	28.917	869.837	869.970
E	149+26.901	28.917	869.931	870.078
F	149+36.901	28.917	870.013	870.164
G	149+46.901	28.917	870.083	870.227
H	149+56.901	28.917	870.140	870.269
I	149+66.901	28.917	870.186	870.290
J	149+76.901	28.917	870.220	870.291
K	149+86.901	28.917	870.241	870.274
€ PIER	149+94.901	28.917	870.250	870.250
L	150+04.901	28.917	870.250	870.291
M	150+14.901	28.917	870.238	870.317
N	150+24.901	28.917	870.215	870.324
O	150+34.901	28.917	870.179	870.311
P	150+44.901	28.917	870.131	870.278
Q	150+54.901	28.917	870.071	870.222
R	150+64.901	28.917	869.999	870.144
S	150+74.901	28.917	869.915	870.044
T	150+84.901	28.917	869.819	869.923
U	150+94.901	28.917	869.711	869.782
V	151+04.901	28.917	869.591	869.624
€ N. ABUT.	151+12.901	28.917	869.487	869.487
BK. N. ABUT.	151+14.422	28.917	869.466	869.466

BEAM 11				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+73.867	37.500	869.118	869.118
€ S. ABUT.	148+75.388	37.500	869.141	869.141
A	148+85.388	37.500	869.285	869.326
B	148+95.388	37.500	869.416	869.494
C	149+05.388	37.500	869.536	869.645
D	149+15.388	37.500	869.643	869.776
E	149+25.388	37.500	869.739	869.886
F	149+35.388	37.500	869.822	869.973
G	149+45.388	37.500	869.894	870.039
H	149+55.388	37.500	869.954	870.082
I	149+65.388	37.500	870.001	870.105
J	149+75.388	37.500	870.037	870.108
K	149+85.388	37.500	870.060	870.093
€ PIER	149+93.388	37.500	870.070	870.070
L	150+03.388	37.500	870.072	870.113
M	150+13.388	37.500	870.062	870.140
N	150+23.388	37.500	870.040	870.149
O	150+33.388	37.500	870.006	870.139
P	150+43.388	37.500	869.960	870.107
Q	150+53.388	37.500	869.902	870.053
R	150+63.388	37.500	869.832	869.977
S	150+73.388	37.500	869.750	869.879
T	150+83.388	37.500	869.656	869.759
U	150+93.388	37.500	869.550	869.621
V	151+03.388	37.500	869.432	869.464
€ N. ABUT.	151+11.388	37.500	869.328	869.328
BK. N. ABUT.	151+12.909	37.500	869.308	869.308

BEAM 12				
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	148+72.353	46.083	868.916	868.916
€ S. ABUT.	148+73.874	46.083	868.940	868.940
A	148+83.874	46.083	869.085	869.126
B	148+93.874	46.083	869.218	869.296
C	149+03.874	46.083	869.340	869.449
D	149+13.874	46.083	869.449	869.582
E	149+23.874	46.083	869.546	869.693
F	149+33.874	46.083	869.632	869.783
G	149+43.874	46.083	869.705	869.850
H	149+53.874	46.083	869.766	869.895
I	149+63.874	46.083	869.816	869.920
J	149+73.874	46.083	869.853	869.924
K	149+83.874	46.083	869.879	869.911
€ PIER	149+91.874	46.083	869.890	869.890
L	150+01.874	46.083	869.894	869.935
M	150+11.874	46.083	869.886	869.964
N	150+21.874	46.083	869.865	869.975
O	150+31.874	46.083	869.833	869.966
P	150+41.874	46.083	869.789	869.936
Q	150+51.874	46.083	869.733	869.884
R	150+61.874	46.083	869.664	869.809
S	150+71.874	46.083	869.584	869.713
T	150+81.874	46.083	869.492	869.596
U	150+91.874	46.083	869.388	869.459
V	151+01.874	46.083	869.271	869.304
€ N. ABUT.	151+09.874	46.083	869.170	869.170
BK. N. ABUT.	151+11.395	46.083	869.150	869.150

SHEET 17 OF 26

DRAWN <u>JRB</u>	DATE <u>3/28/94</u>	 HNTB HOWARD NEEDLES TAMMEN & BERGENDOFF ARCHITECTS ENGINEERS PLANNERS	 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60515	<table border="1"> <thead> <tr><th colspan="3">REVISIONS</th></tr> <tr><th>NO.</th><th>DATE</th><th>DESCRIPTION</th></tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	REVISIONS			NO.	DATE	DESCRIPTION										CONTRACT CIP-91-466 DECK ELEVATIONS BEVERLY ROAD OVER NW TOLLWAY	DRAWING NO. .157 OF .231
REVISIONS																					
NO.	DATE	DESCRIPTION																			
CHECKED <u>PCA</u>	SCALE <u>NONE</u>																				

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Two Pierce Place, Suite 1400
 Itasca, Illinois 60143
 Tel: 630.773.3900 Fax: 630.773.3975
 www.civiltechinc.com

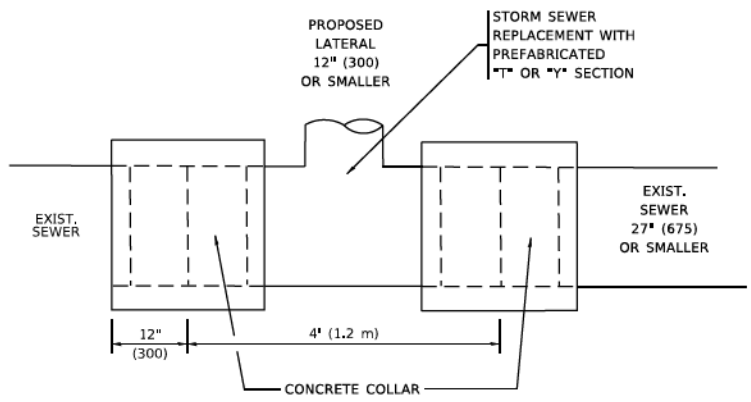
DRAWN - K. KOMPARE	REVISED -
DESIGNED - K. KOMPARE	REVISED -
CHECKED - G. HATLESTAD	REVISED -
DATE - 7/28/2023	REVISED -

VILLAGE OF HOFFMAN ESTATES

EXISTING PLANS
 STRUCTURE NO. 016-2655

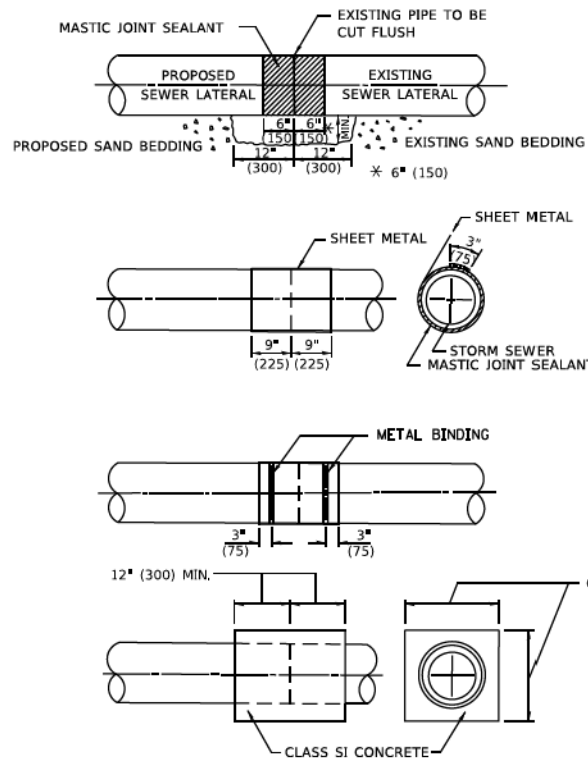
SHEET S-33 OF S-33 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	136
				CONTRACT NO. 61J88
ILLINOIS				



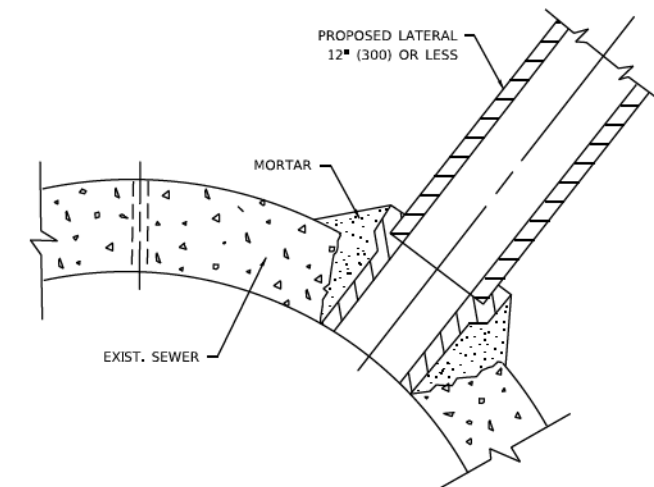
DETAIL "A"

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



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

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

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 OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

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

1. 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.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

1. 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.
2. 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.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. 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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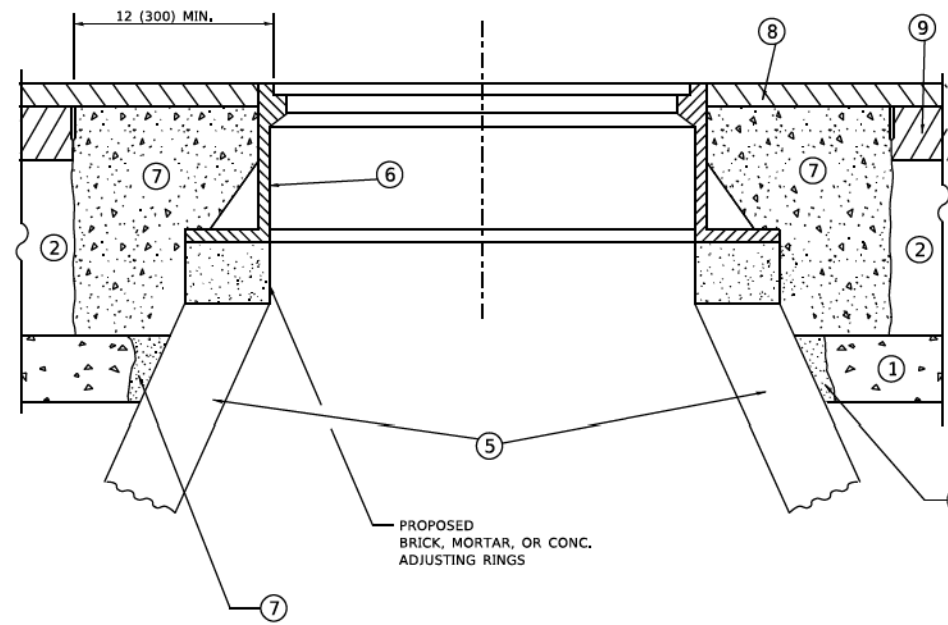
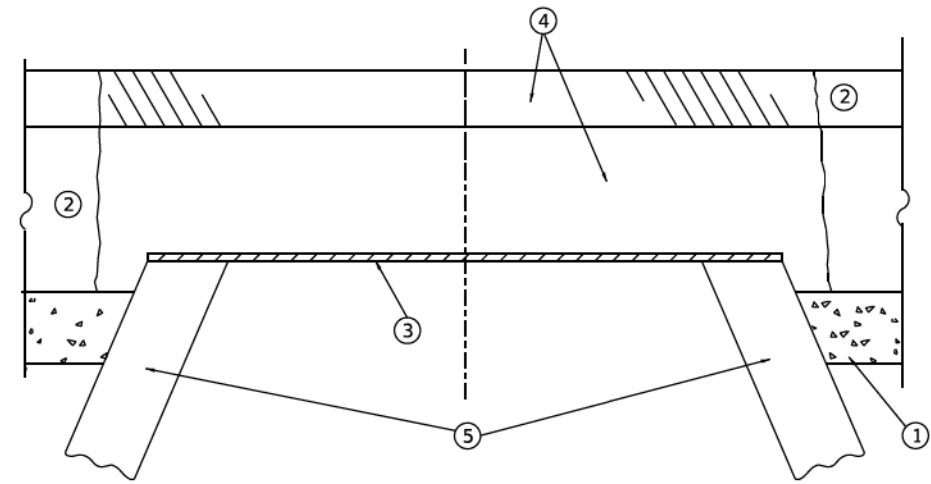
USER NAME	Lawrence,DeManche	DESIGNED	M. DE YONG	REVISED	R. SHAH 09-09-94
		DRAWN	-	REVISED	R. SHAH 10-25-94
PLOT SCALE	= 100,0000 * / 1/16"	CHECKED	-	REVISED	R. SHAH 06-12-96
PLOT DATE	= 11/18/2022	DATE	07-25-90	REVISED	K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	137
BD500-01 (BD-07)		CONTRACT NO. 61188		
ILLINOIS FED. AID PROJECT				



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS*PP-1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS*PP-1 CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

- 1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- 2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- 3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

NOTES

- 1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- 3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- 4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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USER NAME - Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
PLOT SCALE = 100,0000 * / 1/16"	CHECKED -	REVISED - R. BORO 03-09-11
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - R. BORO 12-06-11
		REVISED - K. SMITH 11-18-22

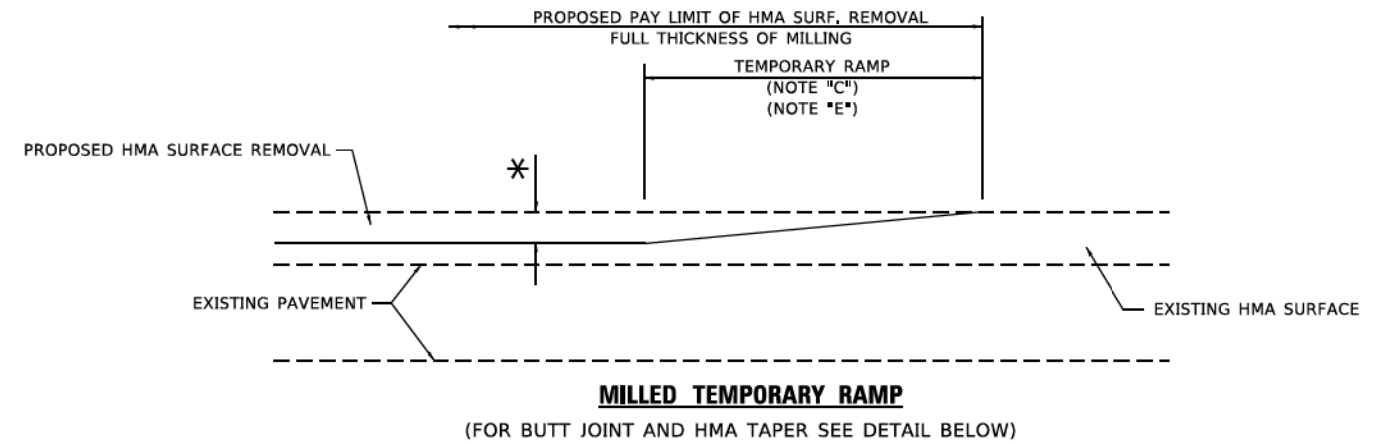
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

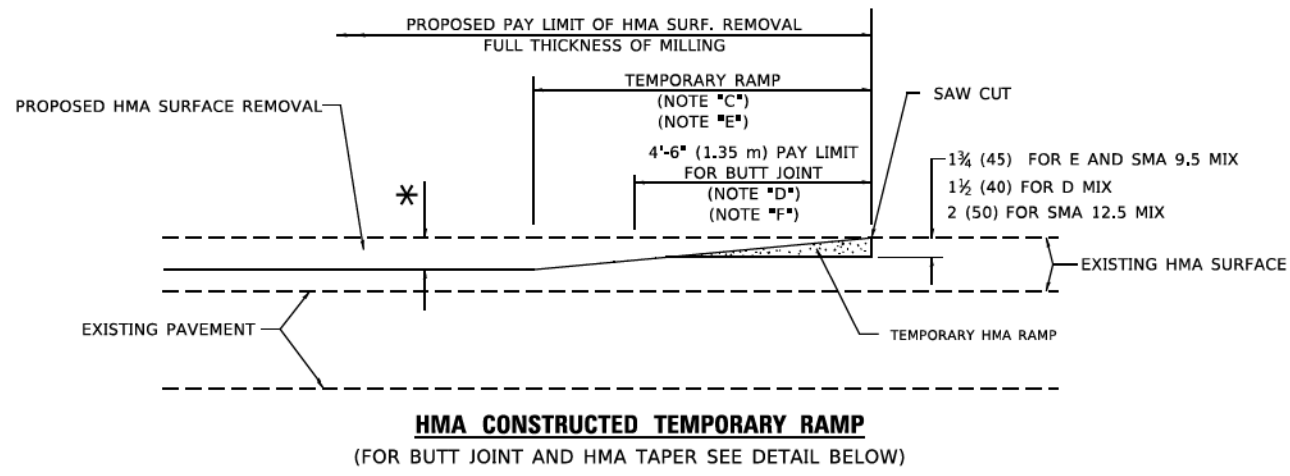
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 3725	SECTION 19-00106-00-RS	COUNTY COOK	TOTAL SHEETS 171	SHEET NO. 138
BD600-03 (BD-08)		CONTRACT NO. 61188		
ILLINOIS FED. AID PROJECT				

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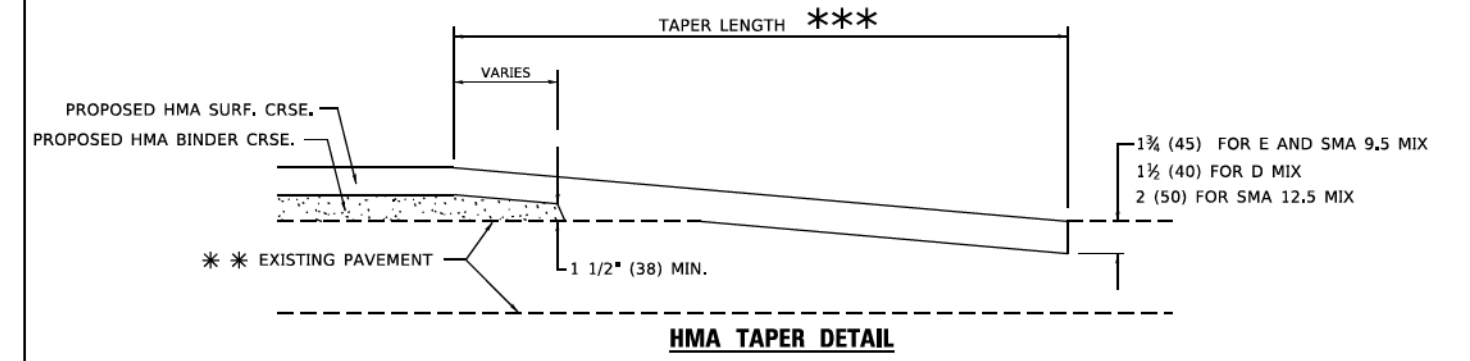
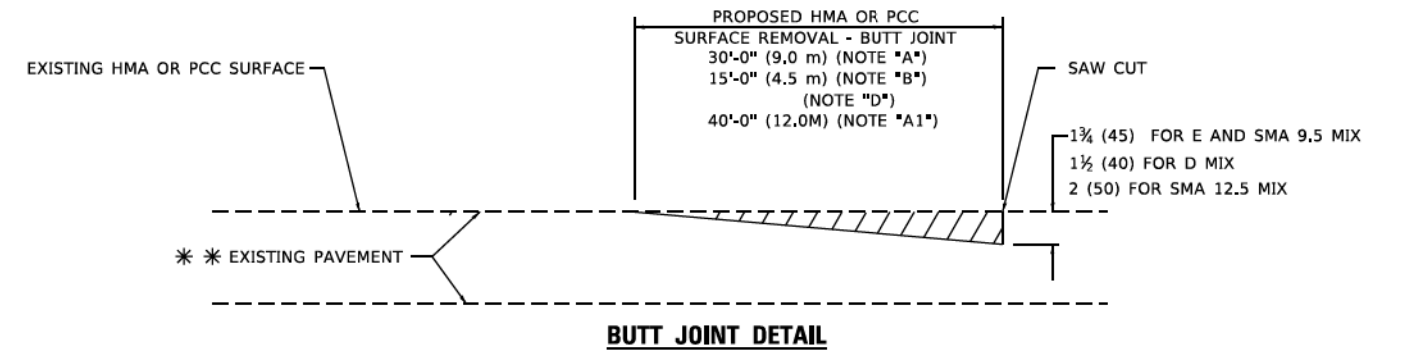


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

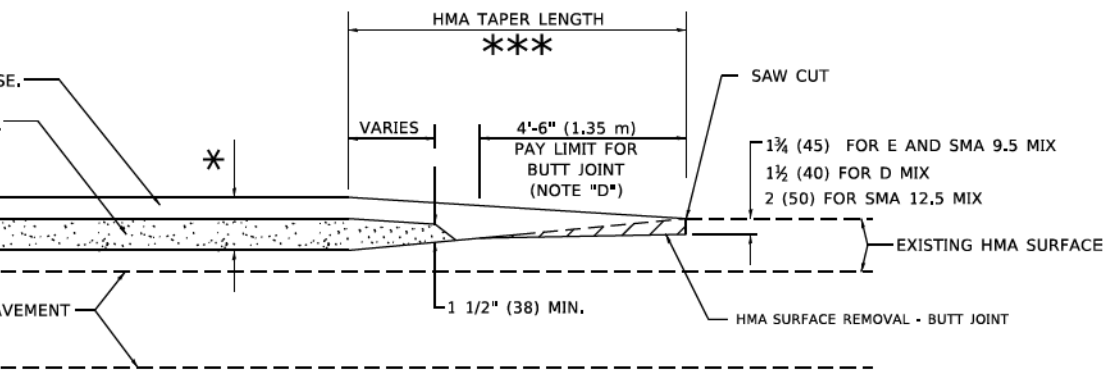
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 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

1. 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".
2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



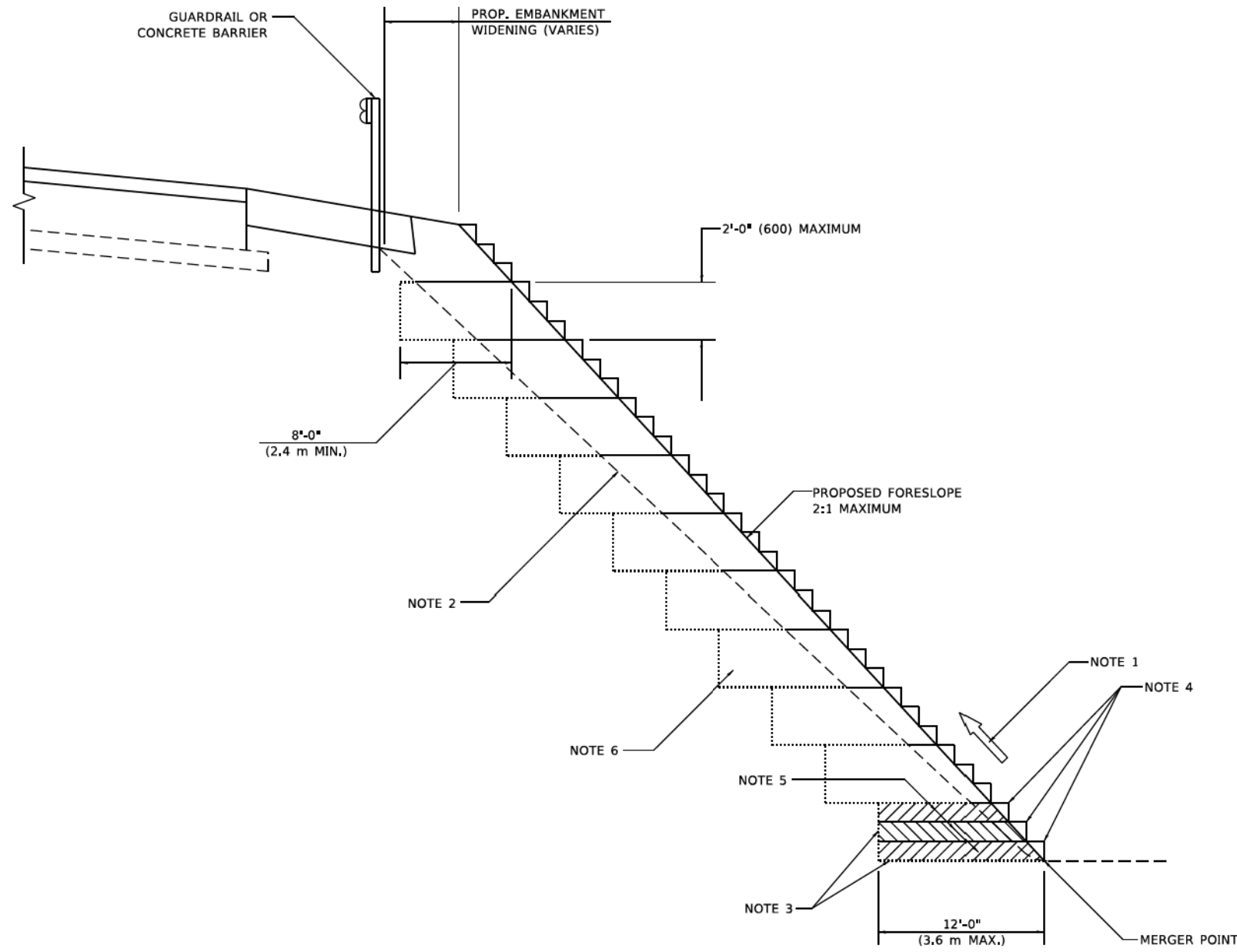
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

USER NAME - Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = 100,0000 * / 1/4"	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.U. RTE. 3725	SECTION 19-00106-00-RS	COUNTY COOK	TOTAL SHEETS 171	SHEET NO. 139
BD400-05		BD-32	CONTRACT NO. 61188	
ILLINOIS FED. AID PROJECT				



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

GENERAL 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.

BASIS OF PAYMENT

1. 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.

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

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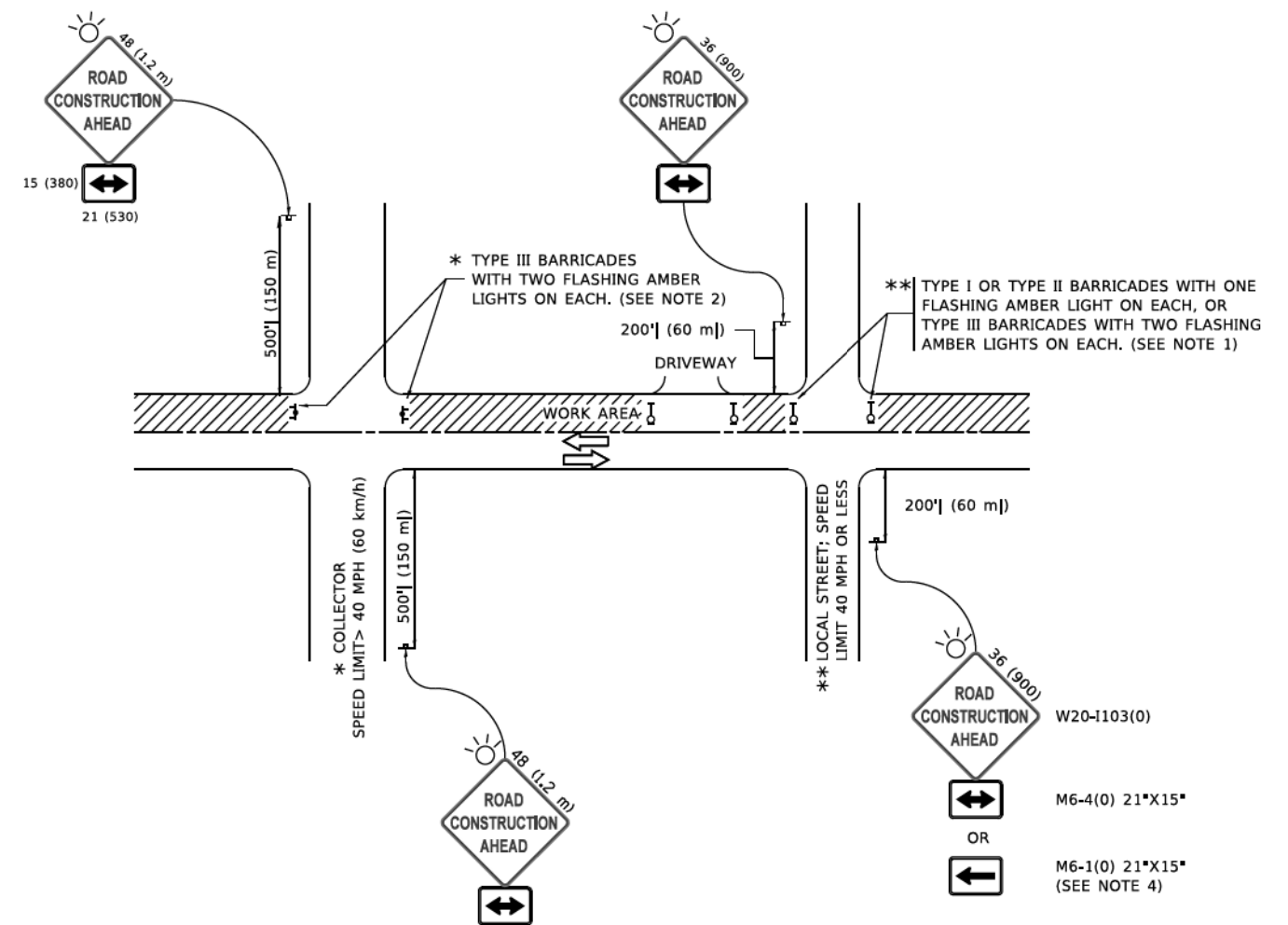
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DRAWN	-	CADD	-	REVISED	-	
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PLOT DATE	= 11/18/2022	DATE	-	06-16-04	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BENCHING DETAIL
FOR EMBANKMENT WIDENING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	140
BD-51			CONTRACT NO. 61188	
ILLINOIS FED. AID PROJECT				



NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 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.
- SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- 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.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- 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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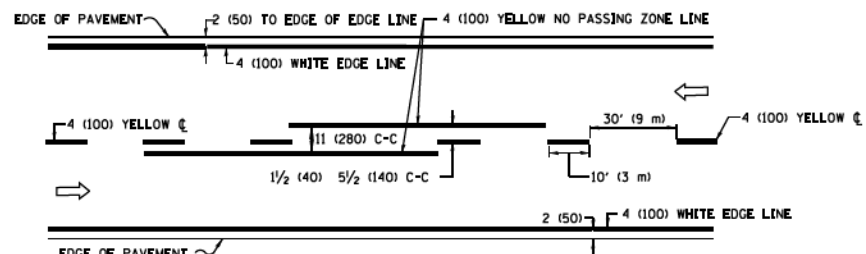
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	DRAWN	REVISED
		T. RAMMACHER 01-06-00
PLOT SCALE	CHECKED	REVISED
50,0000' / 1"		A. SCHUETZE 07-01-13
PLOT DATE	DATE	REVISED
3/4/2019	06-89	A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

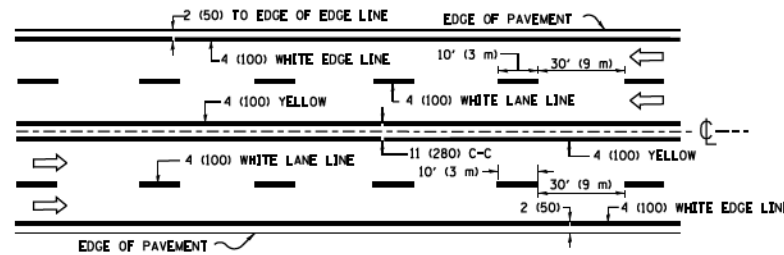
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

SCALE: NONE SHEET 1 OF 1 SHEETS

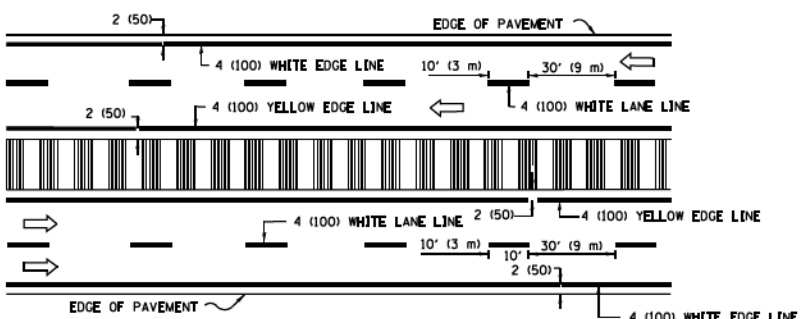
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3725	19-00106-00-RS	COOK	171	141
TC-10		CONTRACT NO. 61188		
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

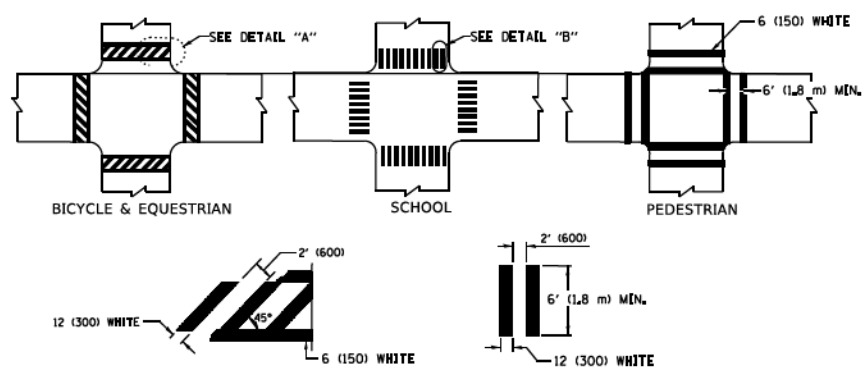


MULTI-LANE UNDIVIDED



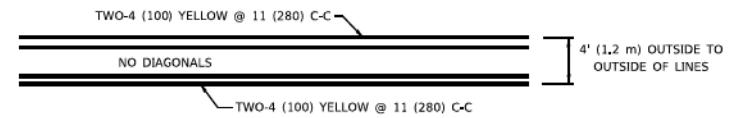
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

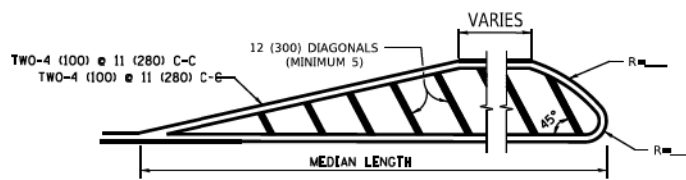


TYPICAL CROSSWALK MARKING

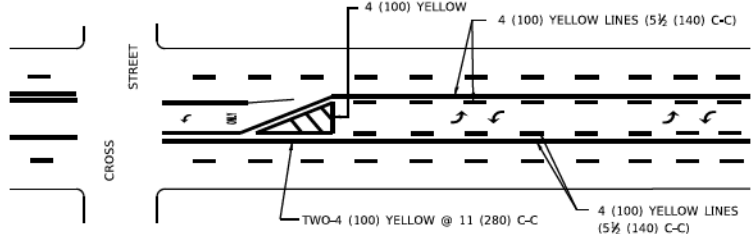
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



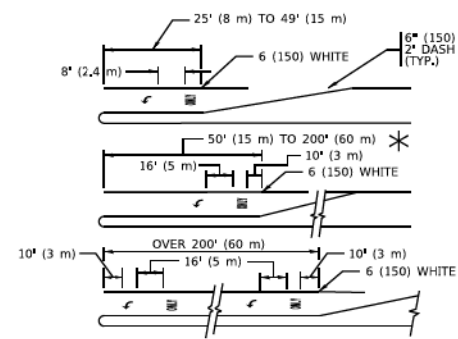
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



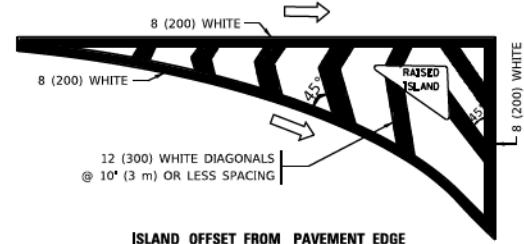
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



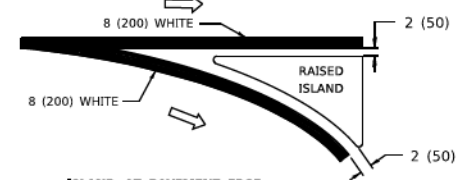
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

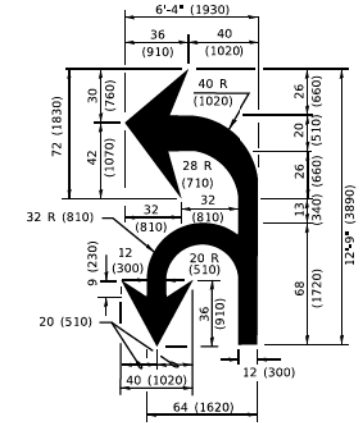
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



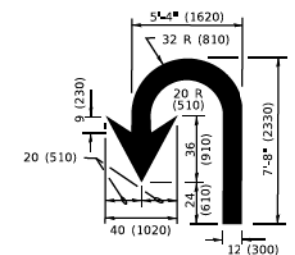
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) 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: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" 15' (4.5 m) 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.

MODEL: D:\info\...
 FILE NAME: p:\u0000\0848\BND\TEC\...
 PROJECT: D:\info\...
 OFFICE: D:\info\...
 DATE: 3/4/2019

USER NAME	DESIGNED	REVISION
footemj	EVERS	C. JUCIUS 09-09-09
		C. JUCIUS 07-01-13
		C. JUCIUS 12-21-15
		C. JUCIUS 04-12-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE	SHEET	OF	SHEETS
NONE	1	2	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	142

TC-13 CONTRACT NO. 61J88
 ILLINOIS FED. AID PROJECT

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

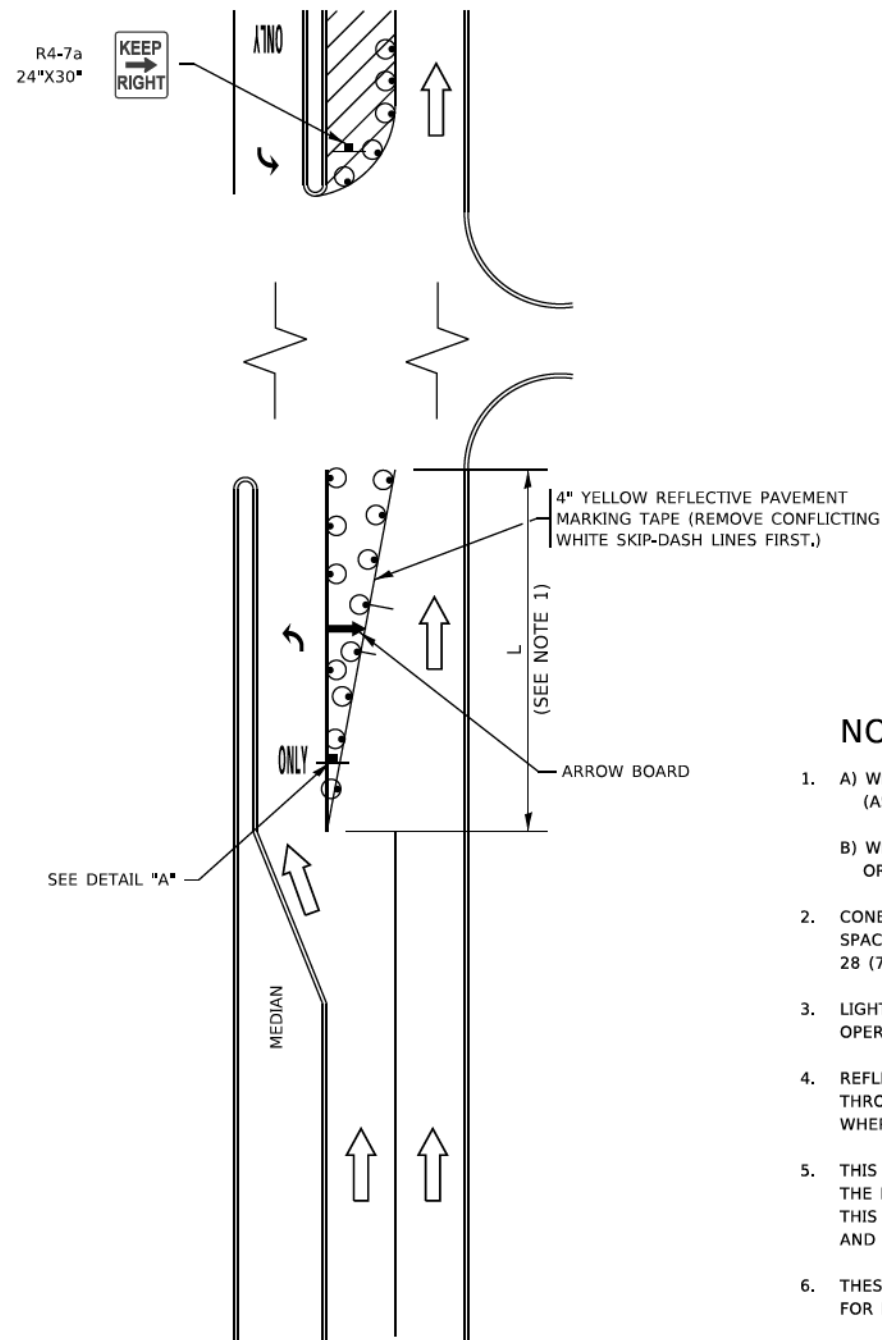


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

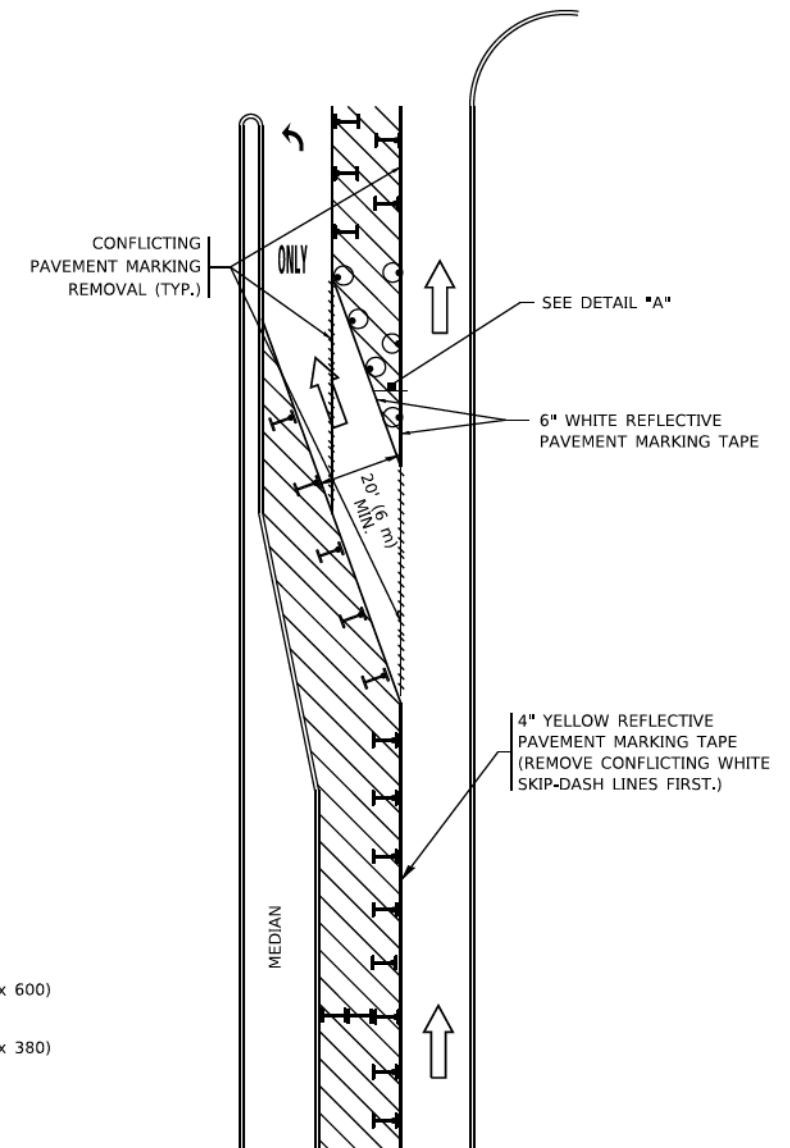


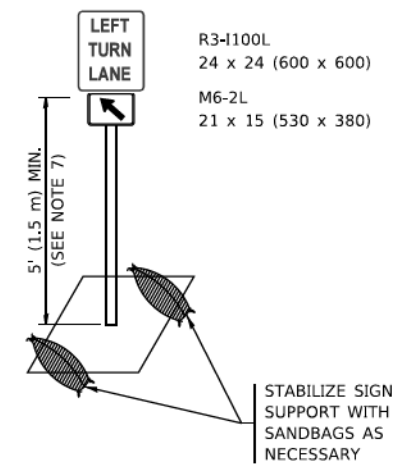
FIGURE 2

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 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.

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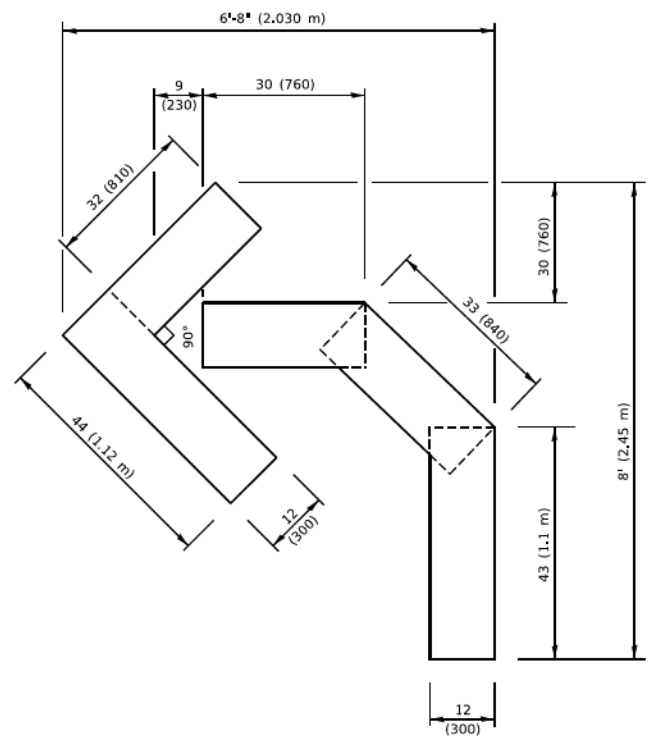
USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 50,000' / 1"	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

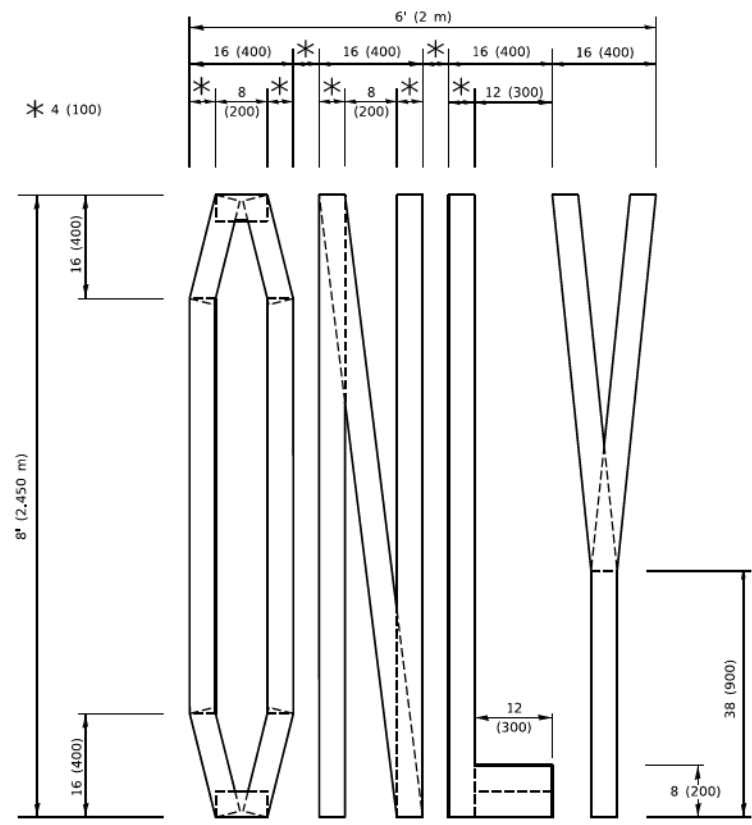
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

SCALE: NONE SHEET 1 OF 1 SHEETS

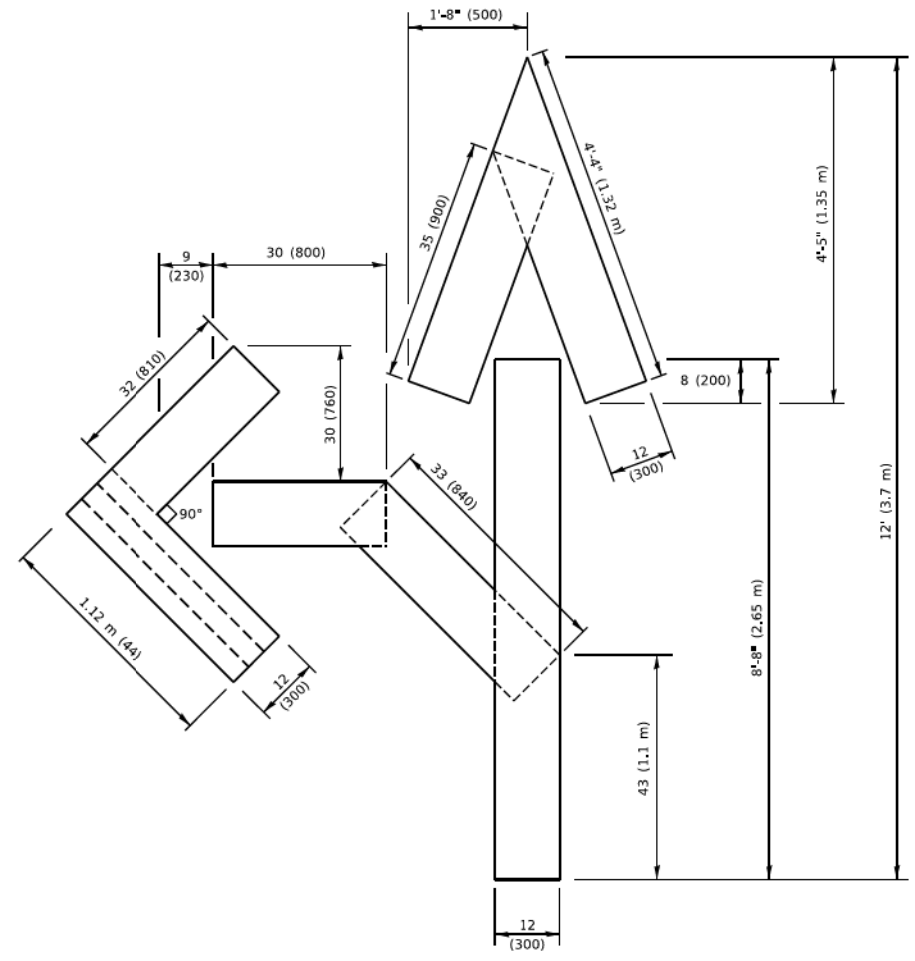
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	143
TC-14			CONTRACT NO. 61J88	
ILLINOIS FED. AID PROJECT				



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

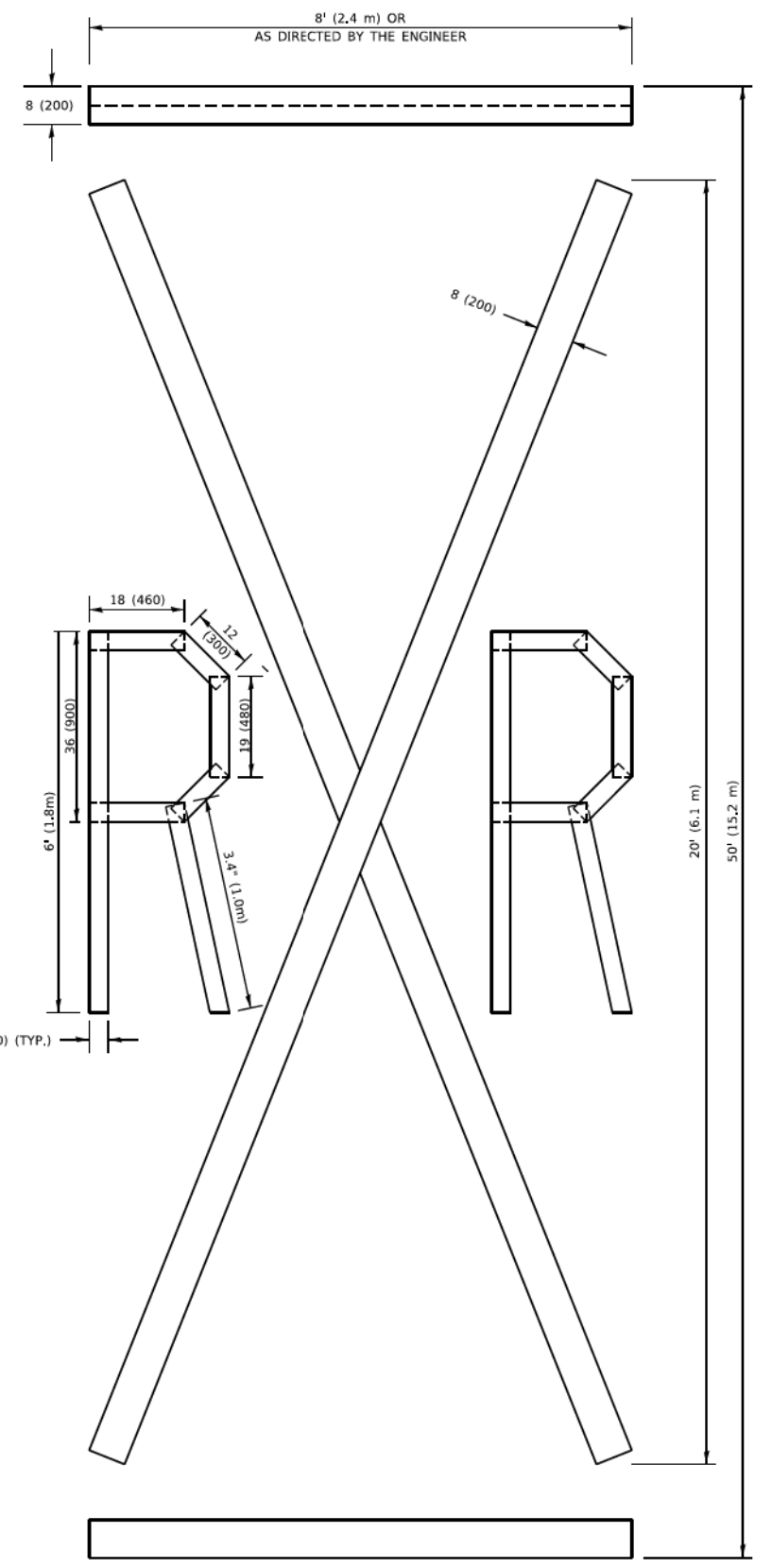


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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.

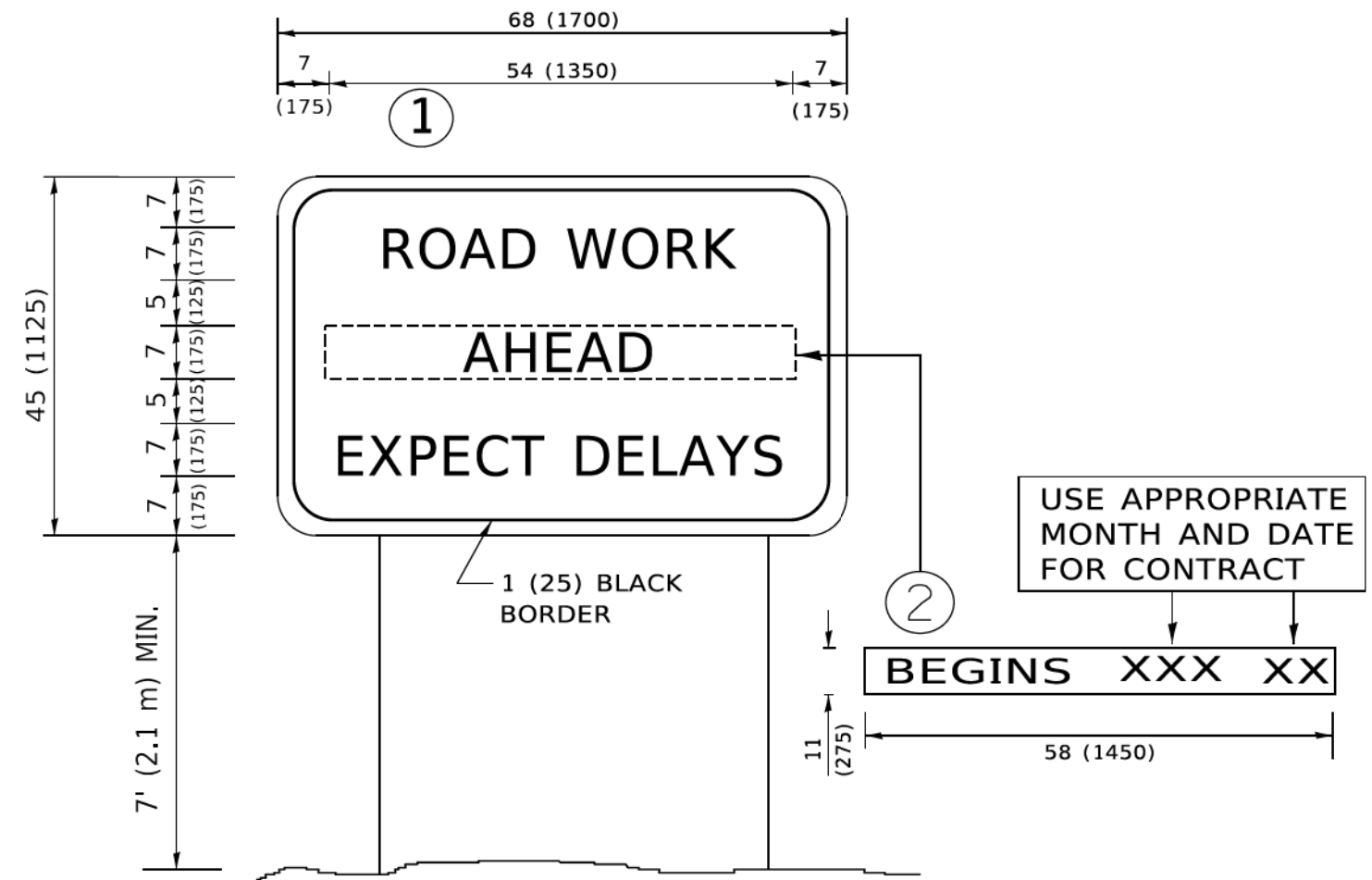
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USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
PLOT SCALE = 50,0068 * / In.	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	CHECKED -	REVISED - E. GOMEZ 08-28-00
	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET 1	OF 1	SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	144
TC-16			CONTRACT NO. 61188	
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.

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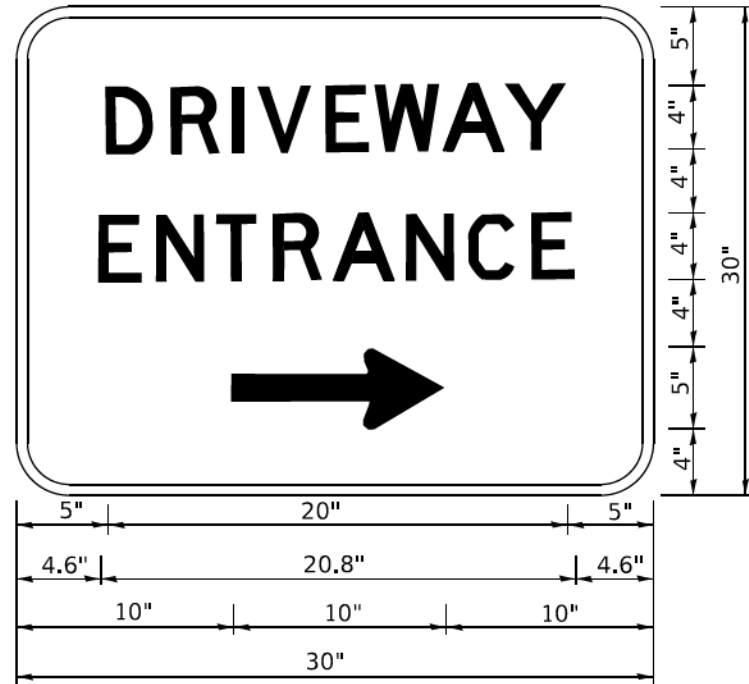
USER NAME	DESIGNED -	REVISED - R. MIRS 09-15-97
footemj	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE	CHECKED -	REVISED - T. RAMMACHER 02-02-99
50,0000 ' / In.	DATE -	REVISED - C. JUCIUS 01-31-07
PLOT DATE		
3/4/2019		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

SCALE: NONE SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	145
TC-22		CONTRACT NO. 61188		
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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USER NAME	DESIGNED	REVISED
leysa	-	C. JUCIUS 02-15-07
	DRAWN	REVISED
	-	-
PLOT SCALE	CHECKED	REVISED
50,0000 ' / in.	-	-
PLOT DATE	DATE	REVISED
8/6/2021	-	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

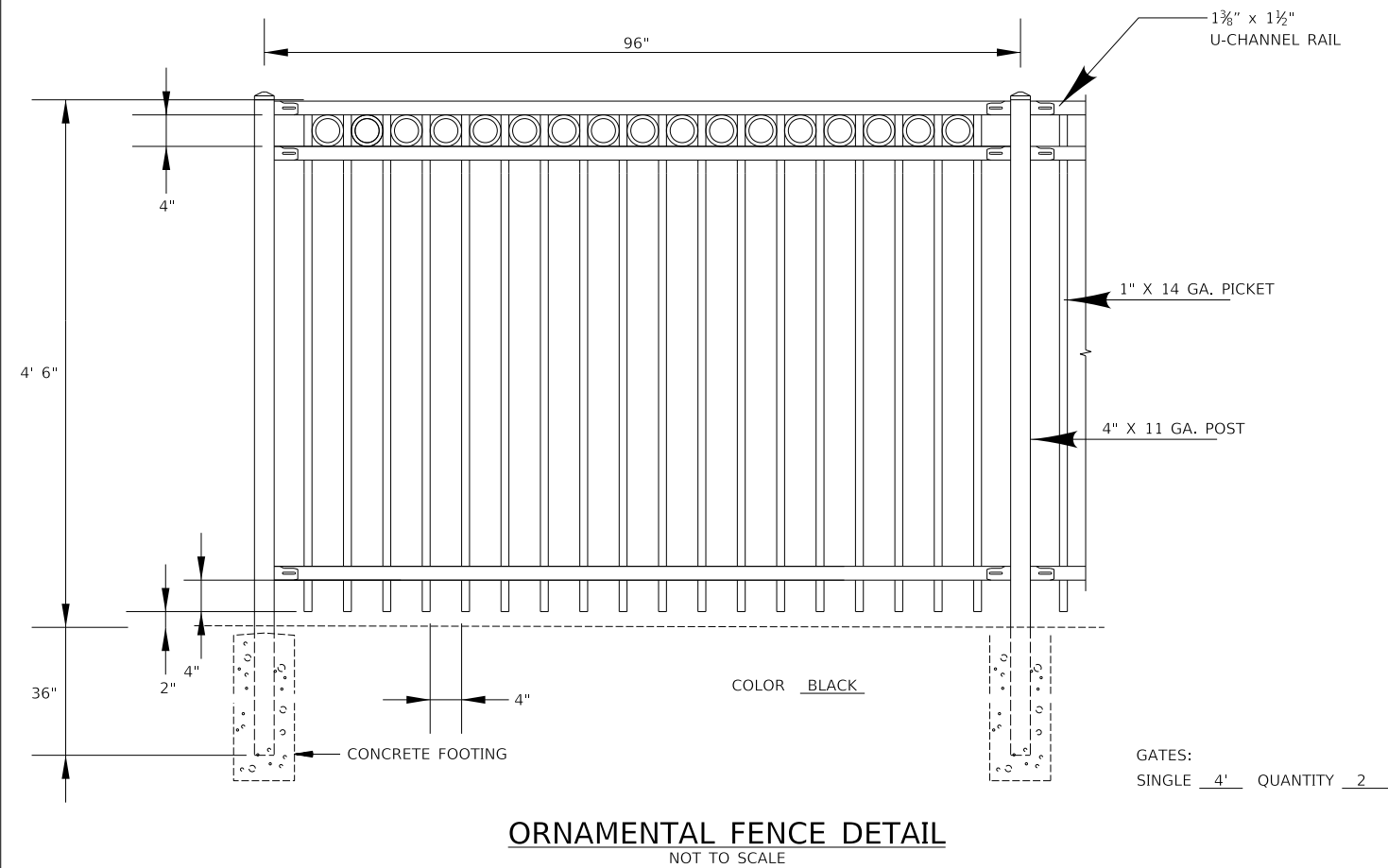
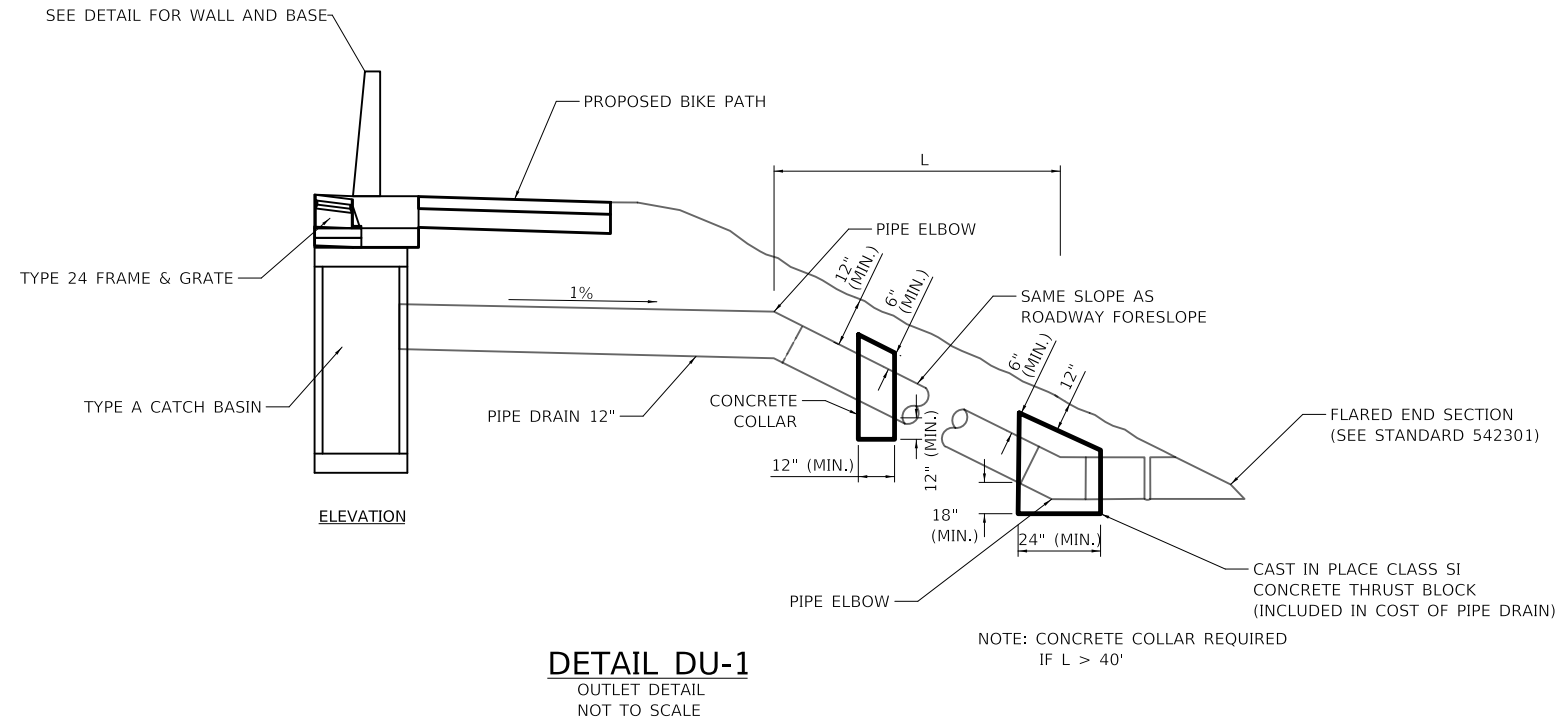
DRIVEWAY ENTRANCE SIGNING

SCALE: NONE SHEET 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-26			CONTRACT NO. 61188	
ILLINOIS FED. AID PROJECT				

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	PLOTTED	BY
NOTE BOOK NO.	ALIGNMENT CHECKED	
	FIELD FILE NAME	

PROFILE	SURVEYED	DATE
	GRADES CHECKED	BY
NOTE BOOK NO.	STRUCTURE NOTATION	CHWD



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CIVILTECH
Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

DESIGNED -	KDC	REVISED -	
DRAWN -	JFG	REVISED -	
CHECKED -	DJK	REVISED -	
DATE -	7/28/2023	REVISED -	

VILLAGE OF HOFFMAN ESTATES

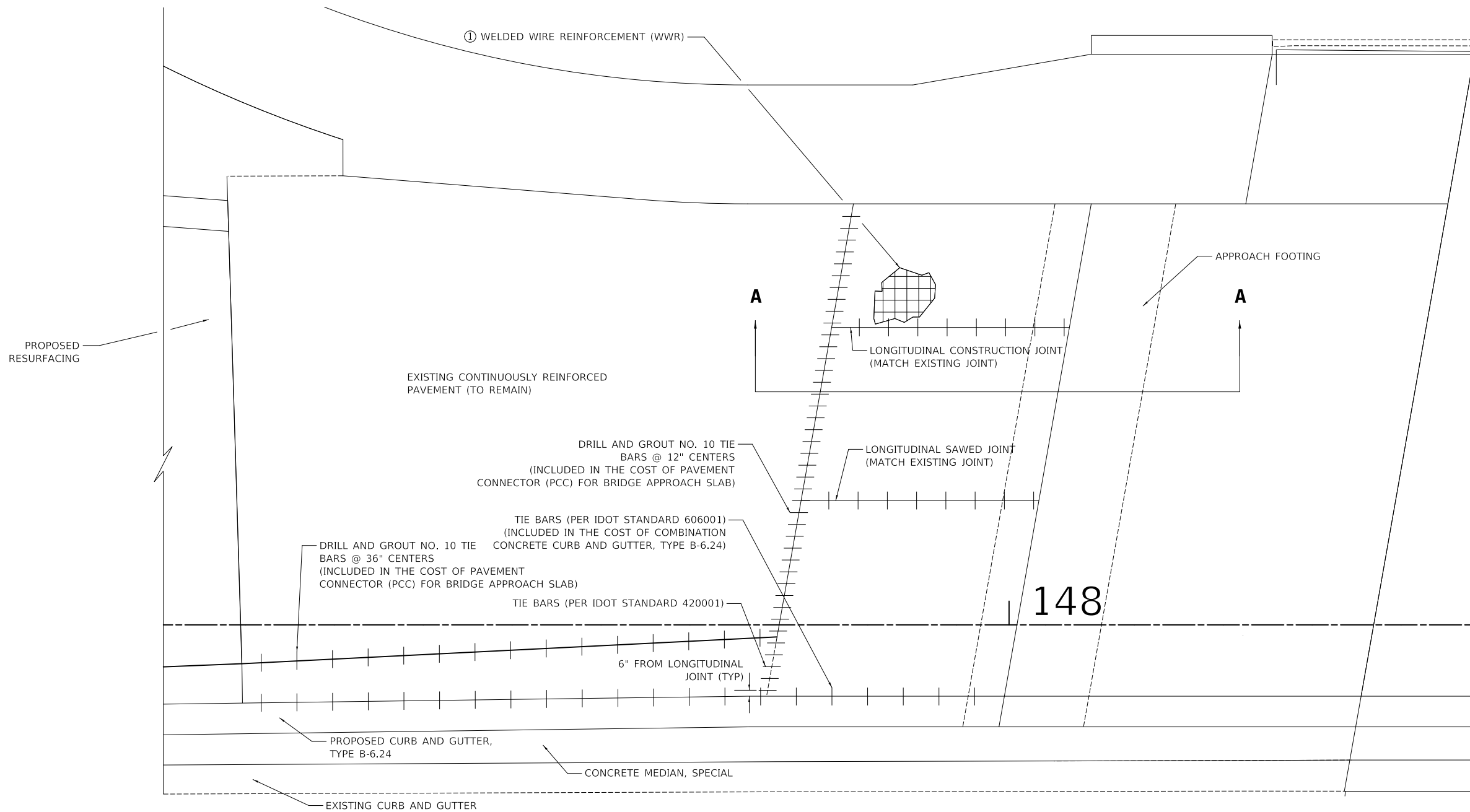
CONSTRUCTION DETAILS

SHEET 1 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	147
CONTRACT NO. 61J88				
ILLINOIS				

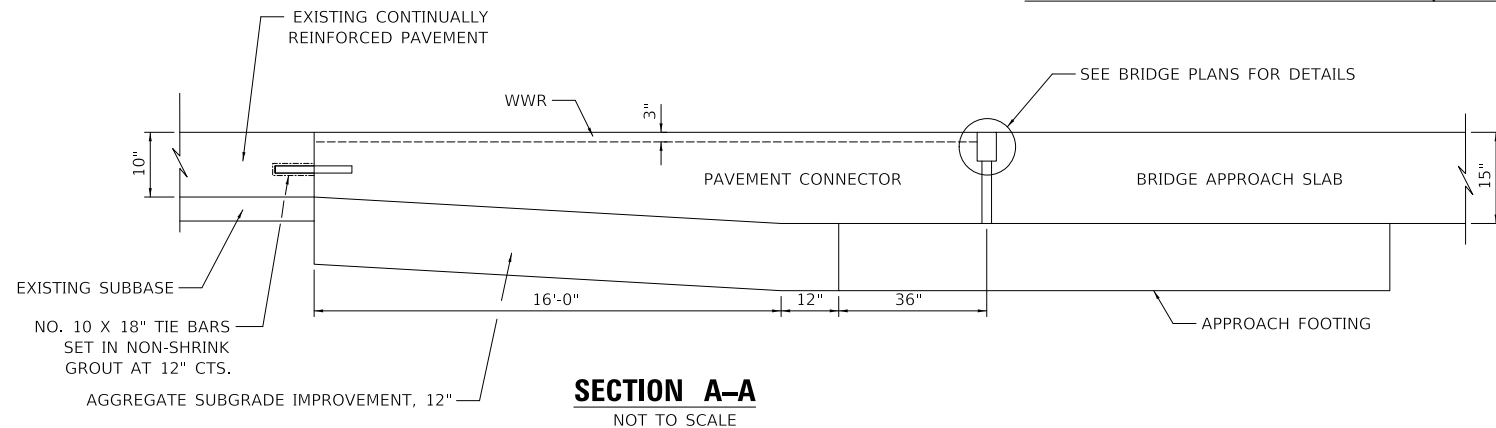
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	CHECKED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	BY	
	NO.	



PAVEMENT CONNECTOR (PCC) FOR SOUTHERN BRIDGE APPROACH SLAB

SCALE: 1" = 5'



SECTION A-A
NOT TO SCALE

① WWR SHALL BE 0.11 SQ IN./FT. IN BOTH DIRECTIONS. MAXIMUM WIRE SPACING SHALL BE 6. MINIMUM LAP DISTANCE SHALL BE TWO CROSS WIRES.

MODEL: SH06L0M005
FILE NAME: ...3021-Connector_Details.dgn

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Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
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DRAWN	-	JFG	REVISED	-
CHECKED	-	DJK	REVISED	-
DATE	-	7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

CONSTRUCTION DETAILS

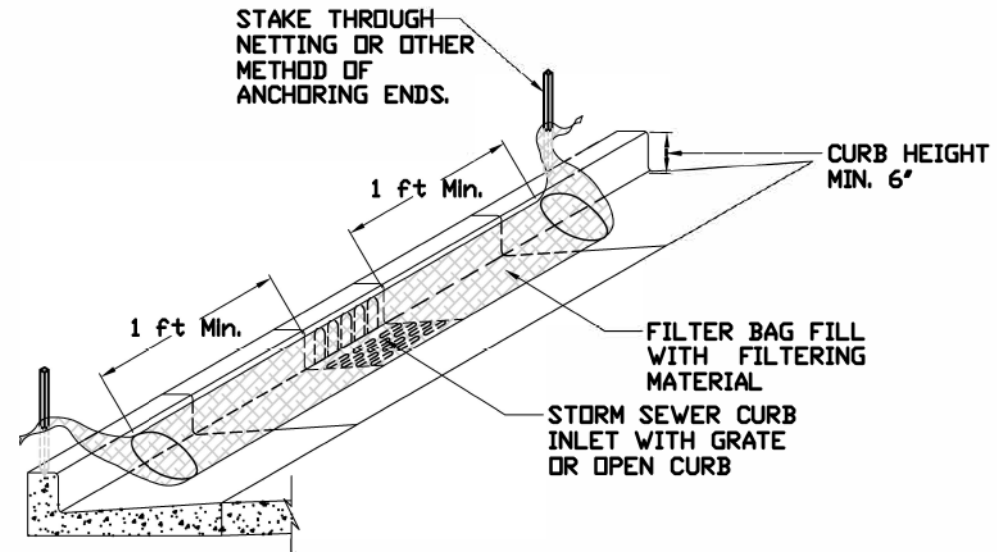
SHEET 2 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	148
			CONTRACT NO. 61J88	
ILLINOIS				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
	VERTICAL CHECKED		
	CADD FILE NAME		
	NOTE BOOK NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		

INLET PROTECTION - IMPERVIOUS AREAS CURB PROTECTION



REFERENCE	
Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.
IUM-561C
SHEET 1 OF 1
DATE 01-11-11

MODEL: SMODEL\MAMES
FILE NAME: ...17-Detail\1962-1-Detail.dgn



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Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

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DRAWN	-	JFG	REVISED	-
CHECKED	-	DJK	REVISED	-
DATE	-	7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

CONSTRUCTION DETAILS

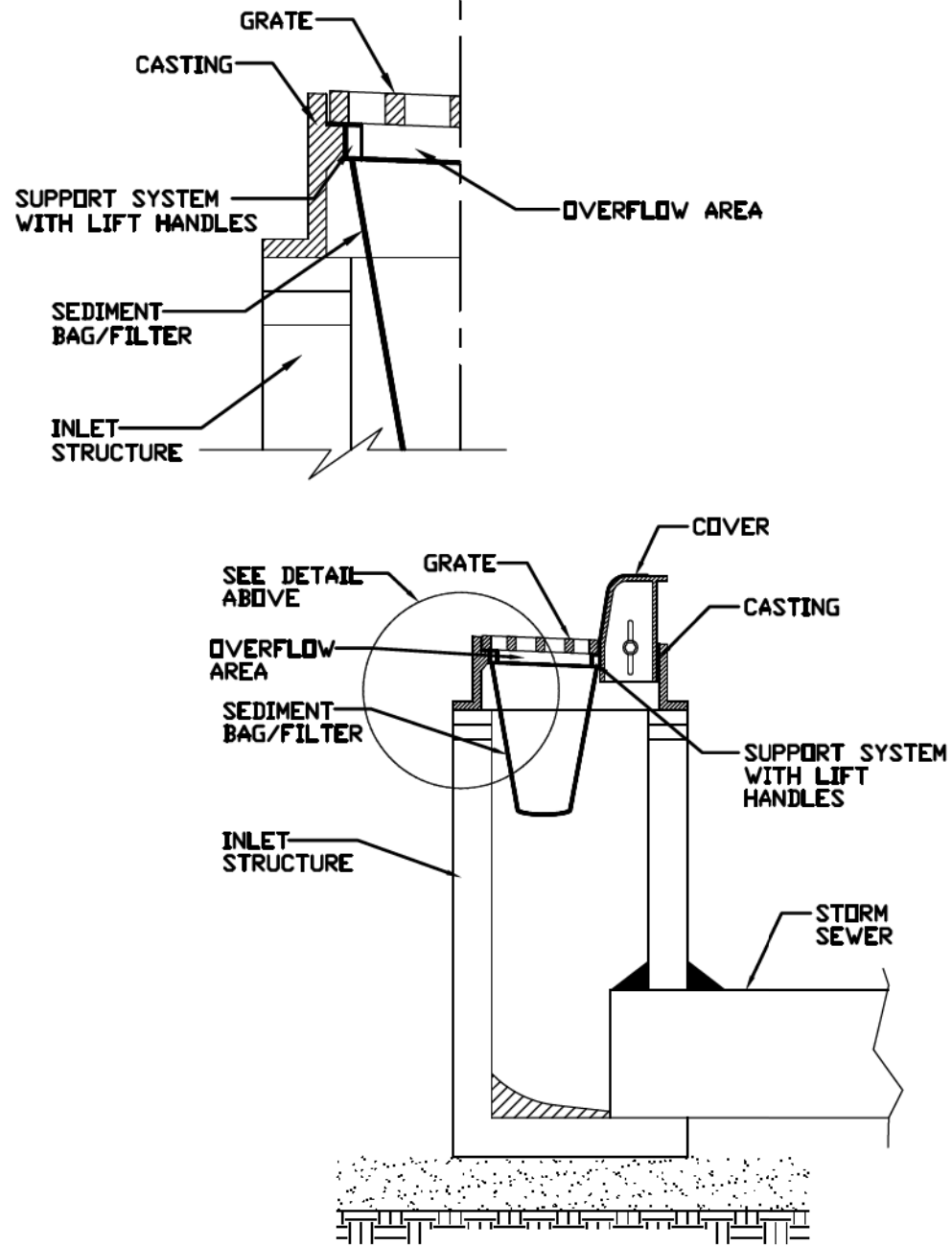
SHEET 3 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	149
CONTRACT NO. 61J88				
ILLINOIS				

DATE	
BY	
PLAN	
NO.	
NO.	
NO.	
NO.	
NO.	
NO.	
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DATE	
BY	
PROFILE	
NO.	
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NO.	

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION

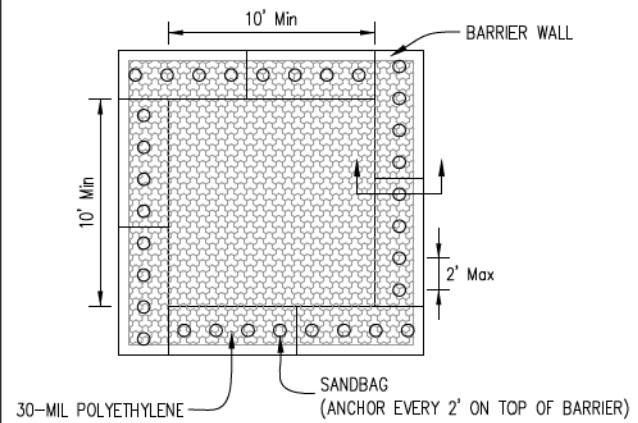


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Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____

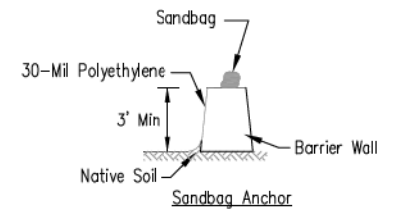


STANDARD DWG. NO.
IUM-561D
SHEET 1 OF 1
DATE 01-11-11

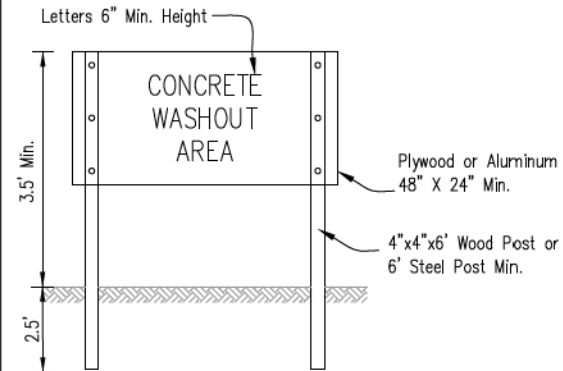
AUTOCAD2006



PLAN VIEW



BARRIER WALL ANCHOR SECTION



SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

Sheet 3 of 3
Date
6/28/19

TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL

Designed	_____
Drawn	R. JOHNSON 6/28
Checked	_____
Approved	_____

MODEL: SHODLNAME5
FILE NAME: ...137-Defn1562-1-Details.dgn



Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

DESIGNED	-	KDC	REVISED	-	
DRAWN	-	JFG	REVISED	-	
CHECKED	-	DJK	REVISED	-	
DATE	-	7/28/2023	REVISED	-	

VILLAGE OF HOFFMAN ESTATES

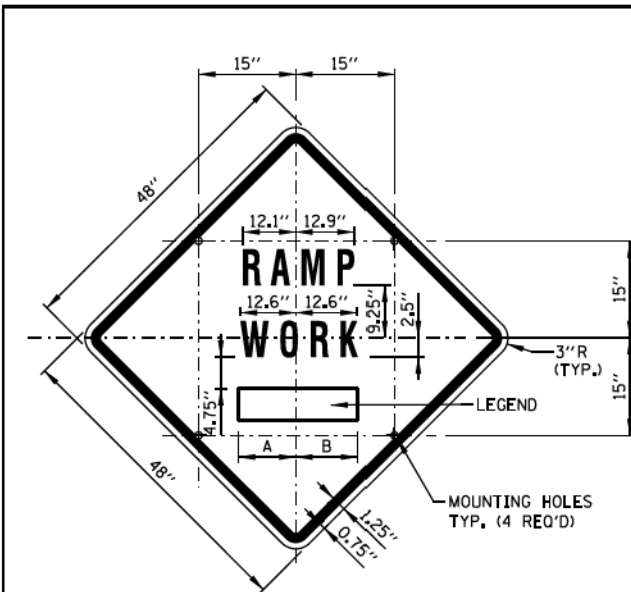
CONSTRUCTION DETAILS

SHEET 4 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	150
				CONTRACT NO. 61J88
ILLINOIS				

DATE
BY
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADE CHECKED
STRUCTURE NOTATION CHECKED
NOTE BOOK NO.
CADD FILE NAME

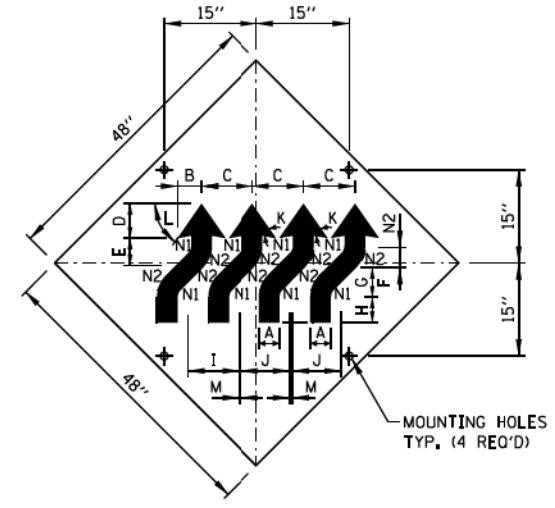
DATE
BY
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADE CHECKED
STRUCTURE NOTATION CHECKED
NOTE BOOK NO.
CADD FILE NAME



SIGN TS-2 (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
BORDER AND SYMBOL - BLACK
SIZE: 48"x48"
LETTERING: 7" FEDERAL SERIES D
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN

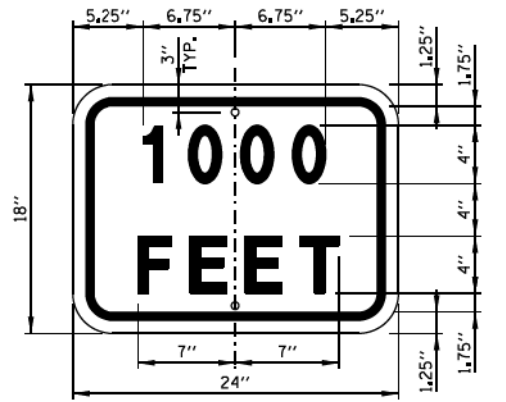
SIGN NO.	LEGEND	A	B
TS-2A	AHEAD	15.50"	15.50"
TS-2B	500 FT	14.25"	15.13"
TS-2C	1000 FT	14.88" L2	15.75" L2
TS-2D	1500 FT	14.88" L2	15.75" L2
TS-2E	1/2 MILE	15.75" L3	15.75" L3
TS-2F	1 MILE	13.06"	13.06"



SIGN W1-4dR (O)

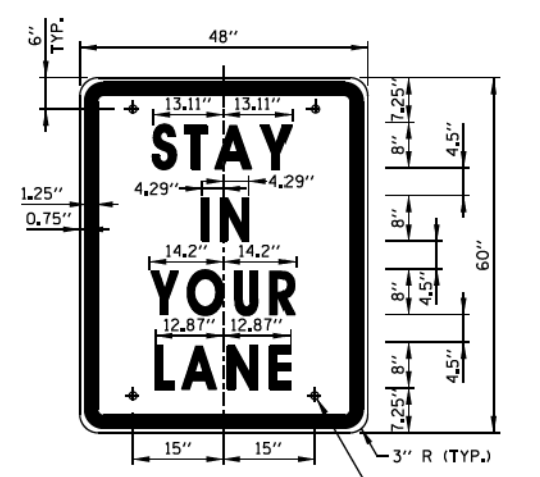
COLOR: BACKGROUND-FLUORESCENT ORANGE (O)
TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATIONS (*A)
BORDER AND LETTERS-BLACK
SIZE: 48"x48"
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN.

A	4 1/2"
B	5 3/4"
C	12 1/2"
D	7 3/4"
E	6 1/2"
F	4 1/2"
G	6 1/2"
H	6"
I	12 3/4"
J	12"
K	45°
L	55°
M	3/4"
N1	2"
N2	6 1/2"



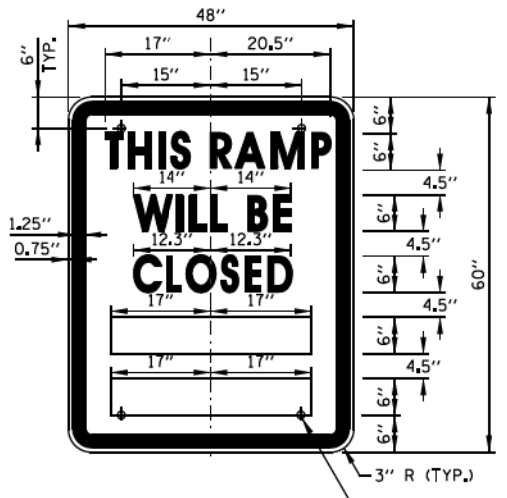
SUPPLEMENTAL PLATE (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
BORDER AND LETTERS - BLACK
SIZE: 24"x18"
LETTERING: 4" FEDERAL SERIES D
MOUNTING HOLES: 7/16" DIA., 2 HOLES SPACED AS SHOWN



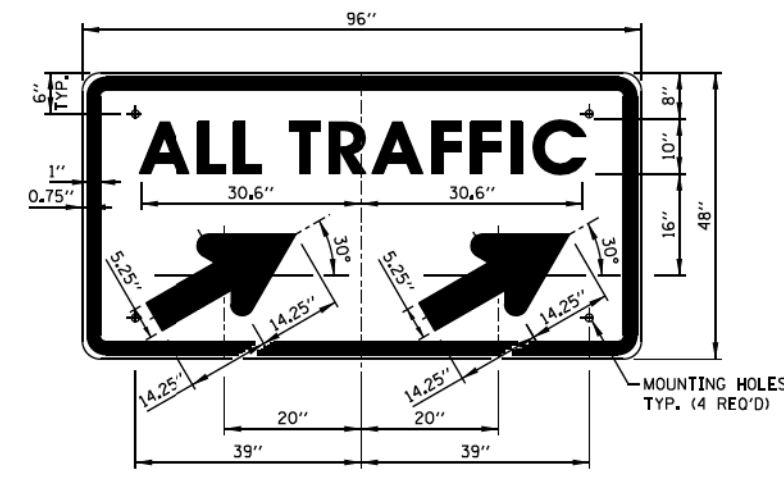
SIGN TS-3

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
BORDER AND LETTERS - BLACK
SIZE: 48"x60"
LETTERING: LEGEND - 8" FEDERAL SERIES D
MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN



SIGN TS-4

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
BORDER AND LETTERS - BLACK
SIZE: 48"x60"
LETTERING: LEGEND - 6" FEDERAL SERIES C
MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN



SIGN TS-5a & TS-5b

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
BORDER AND LETTERS - BLACK
ARROW - BLACK
SIZE: 96"x48"
LETTERING: 10" FEDERAL SERIES D
MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN
NOTE: SIGN TS-5a IS SHOWN, SUBSTITUTE LEGEND " " FOR " " FOR SIGN TS-5b

NOTES:

- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THIS GUIDE EXCEPT WHERE NOTED.
- SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
- SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS.
(O) FLUORESCENT ORANGE REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
(*A) - REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
- DIMENSIONS INDICATED THUS L ARE BASED ON A REDUCTION IN STANDARD LETTERING SPACING AS SHOWN BELOW:
L1 SPACING REDUCED BY 25%
L2 SPACING REDUCED BY 40%
L3 SPACING REDUCED BY 50%

APPROVED: *Paul Kovacs*
DATE: 5-1-2009
CIVILTECH ENGINEERING OFFICER

DATE	REVISIONS
3-01-2019	REMOVED STANDARD IDOT SIGNS, REVISED WZSL ASSEMBLY, ADDED WZSL TRANSITION
3-31-2017	REVISED END WZSL SIGN COLOR
3-11-2015	REVISED NOTES
03-31-14	REVISED FINE SIGN NUMBER AND ADDED LED SPEED LIMIT DISPLAY
11-01-12	DELETED SIGN TS-1

CONSTRUCTION SIGNS
STANDARD E1-07



Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
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DESIGNED -	KDC	REVISED -	
DRAWN -	JFG	REVISED -	
CHECKED -	DJK	REVISED -	
DATE -	7/28/2023	REVISED -	

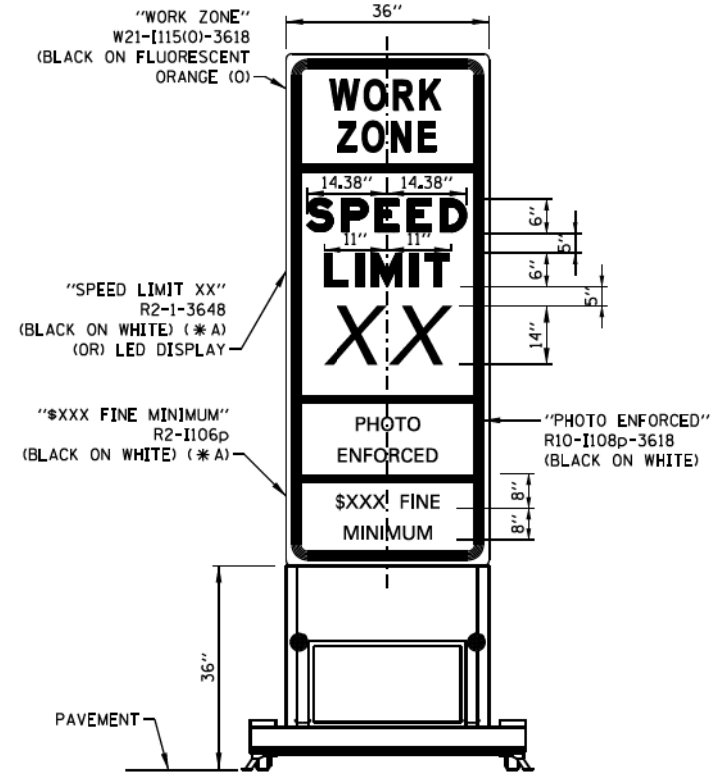
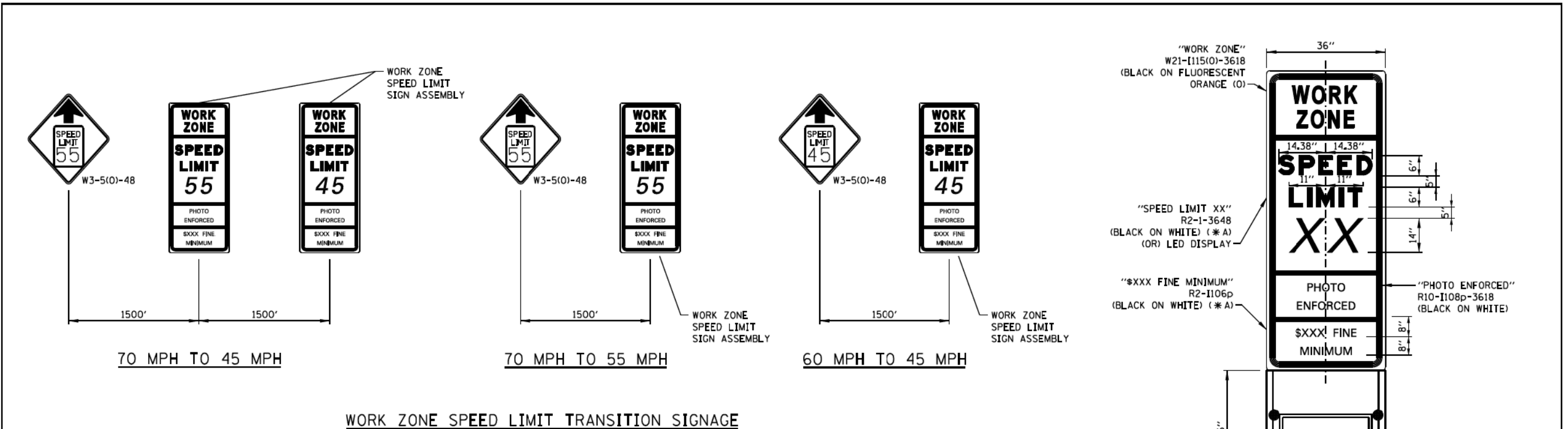
VILLAGE OF HOFFMAN ESTATES

CONSTRUCTION DETAILS

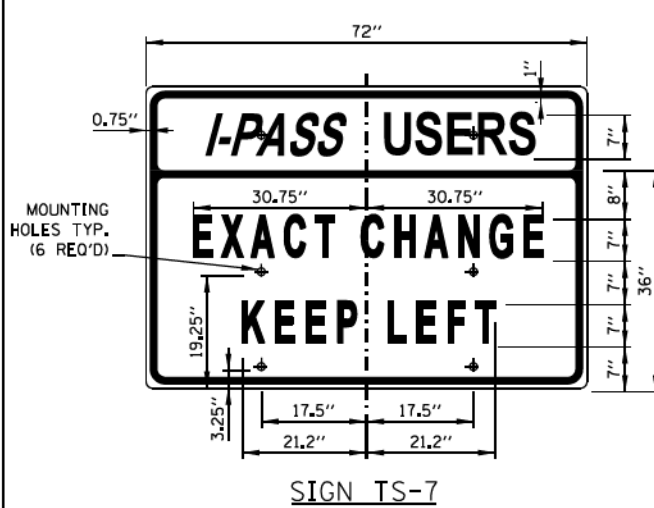
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	151
CONTRACT NO. 61J88				
ILLINOIS				

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

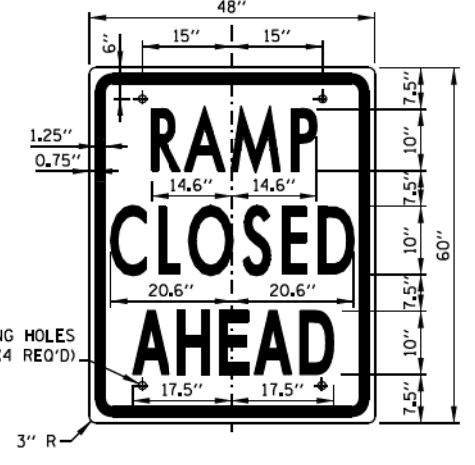
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTARIS	
	NO.	



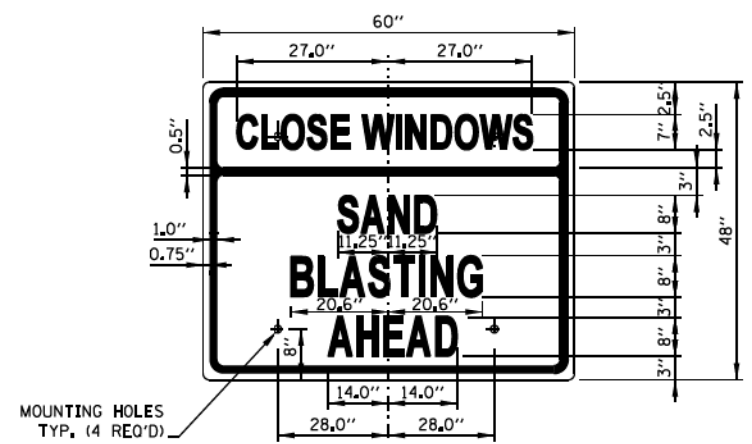
WORK ZONE SPEED LIMIT TRANSITION SIGNAGE



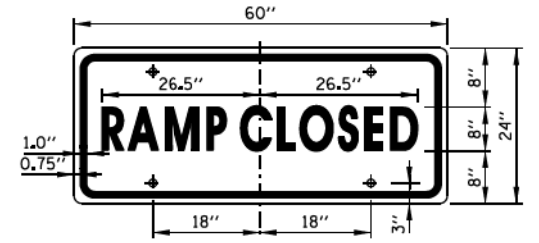
SIGN TS-7
 COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
 BORDER AND LETTERS - BLACK
 SIZE: 72"x36"
 LETTERING: 7" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-9
 COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: 10" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-10 (O)
 COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x48"
 LETTERING: 8" FEDERAL SERIES C, 7" FEDERAL SERIES B
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-6
 COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x24"
 LETTERING: 8" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN

WORK ZONE SPEED LIMIT SIGN ASSEMBLY

APPROVED: *Paul Kovacs* DATE: 5-1-2009
 CREDIT: ENGINEERING OFFICER

NOTE: SEE SHEET 1 OF THIS SERIES FOR NOTES.

SHEET 2 OF 2



CONSTRUCTION SIGNS

STANDARD E1-07



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DESIGNED -	KDC	REVISED -	
DRAWN -	JFG	REVISED -	
CHECKED -	DJK	REVISED -	
DATE -	7/28/2023	REVISED -	

VILLAGE OF HOFFMAN ESTATES

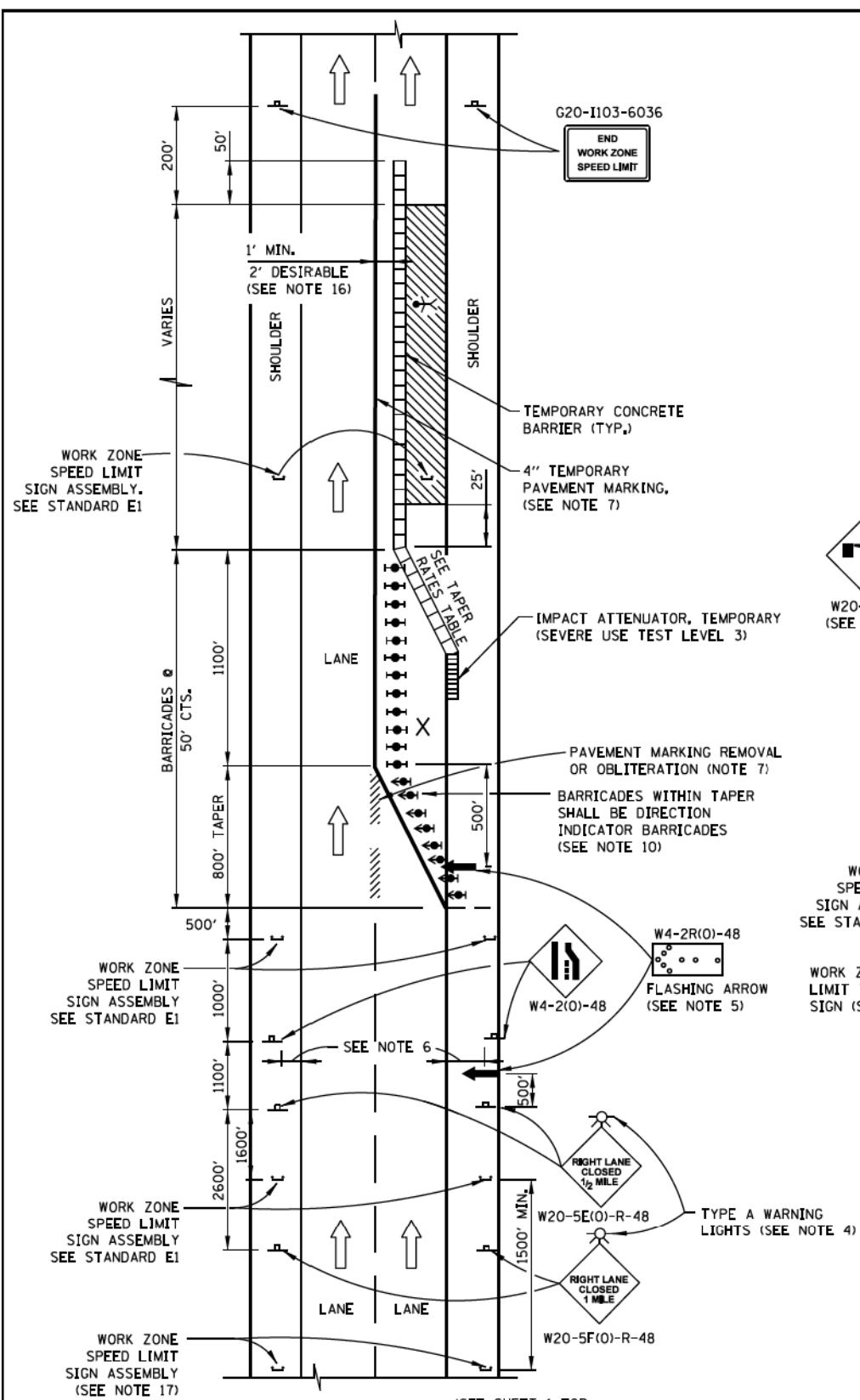
CONSTRUCTION DETAILS

SHEET 6 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	152
				CONTRACT NO. 61J88
ILLINOIS				

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	NO. _____	
	FILE NAME	

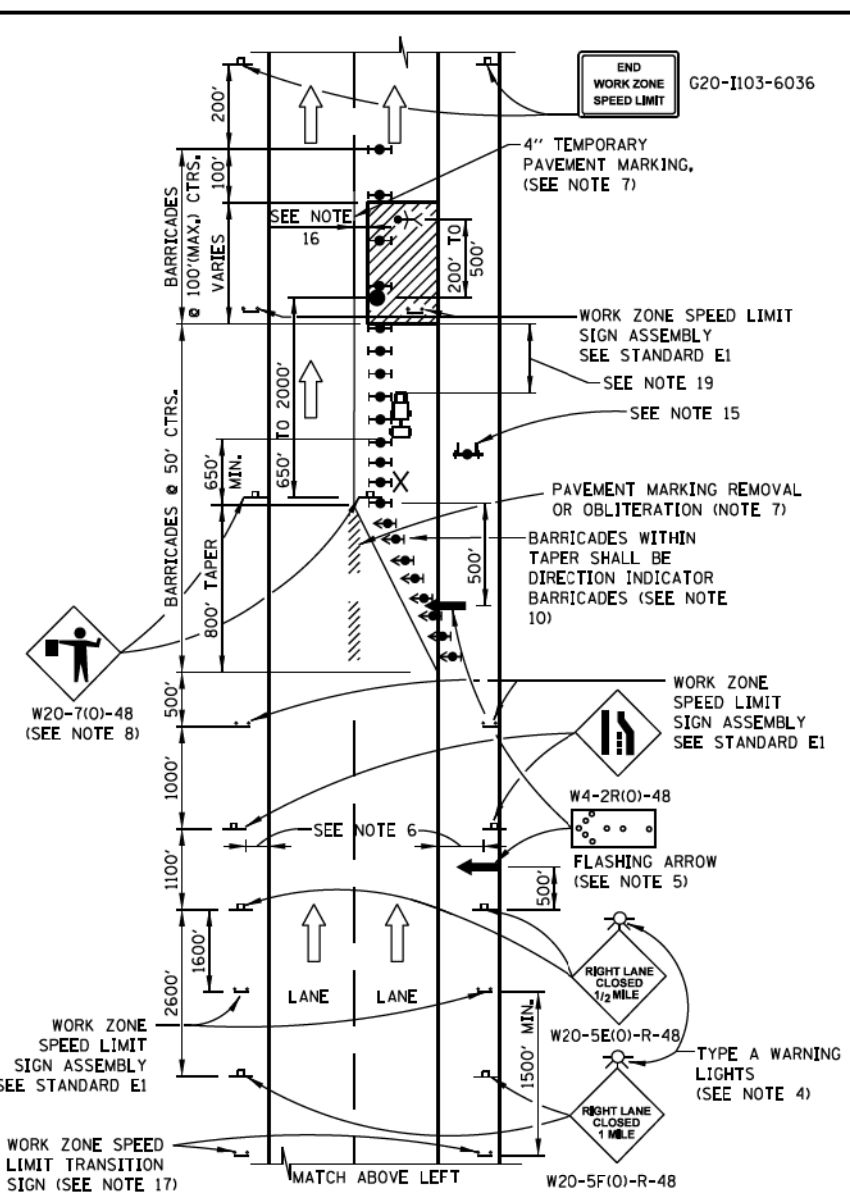
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	NO. _____	
	STRUCTURE	
	NOTATION	



APPROVED: *Paul Kovacs* DATE: 5-1-2009.
 CRIB ENGINEERING OFFICER

(SEE SHEET 1 FOR ADVANCE SIGNING)

ONE - LANE CLOSURE WITH BARRIER



ONE - LANE CLOSURE WITH BARRICADE

TAPER RATES

WORK ZONE SPEED (mph)	SHY LINE (ft.)	BARRIER INSIDE SHY LINE	BARRIER AT OR BEYOND SHY LINE
65	8.5	28±	19±
60	8	26±	18±
55	7	24±	16±
50	6.5	21±	14±
45	6	18±	12±
40	5	16±	10±
35	4.5	15±	9±
30	4	13±	8±

LEGEND

- ➔ ARROW BOARD
- ▨ WORK AREA
- ♣ SIGN
- ➔ DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- ♣ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH LIGHT IF REQUIRED. SEE ARTICLE 701.05(a)(5)
- FLAGGER WITH TRAFFIC CONTROL SIGN
- ♣ WORKER
- ✕ LANE CLOSED
- ♣ CHECK BARRICADE
- ♣ TRUCK MOUNTED ATTENUATOR

LANE CLOSURE NOTES:

- IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
- FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT - ONLY CLOSURES, THE LIGHTS MAY BE OMITTED.
- FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
- CONSTRUCTION SIGNS SHALL GENERALLY BE POST - MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8' TO 12' FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE. IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
- PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS, THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
- WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. FLAGGER SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN THE SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY, PER THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
- WORK ZONE SPEED LIMIT SIGN ASSEMBLIES, SHALL BE PLACED ADJACENT TO THE OPEN TRAFFIC LANE(S). WORK ZONE SPEED SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY PER THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
- DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
- FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
- CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
- BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
- SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
- CHECK BARRICADES SHALL BE PLACED IN EACH CLOSED LANE AND SHOULDER AT 1000 FOOT CENTERS.
- A 1'-0" MINIMUM/2'-0" DESIRABLE SHY DISTANCE SHALL BE PROVIDED, MEASURED BETWEEN EDGE OF PAVEMENT LANE MARKING TO THE EDGE OF THE TRAFFIC CONTROL DEVICE.
- SEE STANDARD E1 FOR ADDITIONAL SIGNAGE REQUIRED WHEN WORK ZONE SPEED LIMIT IS REDUCED BY MORE THAN 10 MPH. THE SPEED LIMIT SHALL BE TRANSITIONED TO THE SPECIFIED WORK ZONE SPEED LIMIT 2600 FEET BEFORE THE FIRST W4-2 SIGN.
- WHEN NO POSITIVE PROTECTION IS PROVIDED AND WORKERS OR EQUIPMENT ENCR OACH WITHIN 2'-0" OR LESS FROM THE EDGE OF TRAVELED WAY, THE LANE OPEN TO TRAFFIC SHALL BE TEMPORARILY CLOSED OR SHIFTED DURING WORK ACTIVITIES.
- IN WORK ZONES WITH NO POSITIVE PROTECTION, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED WITH A BUFFER AREA BETWEEN THE FRONT OF THE TMA AND WORKERS OR EQUIPMENT. THE BUFFER AREA SHALL BE 200' UNLESS OTHERWISE DETERMINED. WHERE WORKERS OR EQUIPMENT ARE PRESENT BEYOND THE WORK AREA, AN ADDITIONAL TMA SHALL BE PROVIDED TO EACH WORK AREA, A FEET AREA IS DEFINED AS STARTING AT THE END OF THE BUFFER AREA, EXTENDING 1000 FEET BEYOND THIS POINT.

Illinois Tollway

LANE CLOSURE DETAILS

STANDARD E2-10



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DESIGNED -	KDC	REVISED -	
DRAWN -	JFG	REVISED -	
CHECKED -	DJK	REVISED -	
DATE -	7/28/2023	REVISED -	

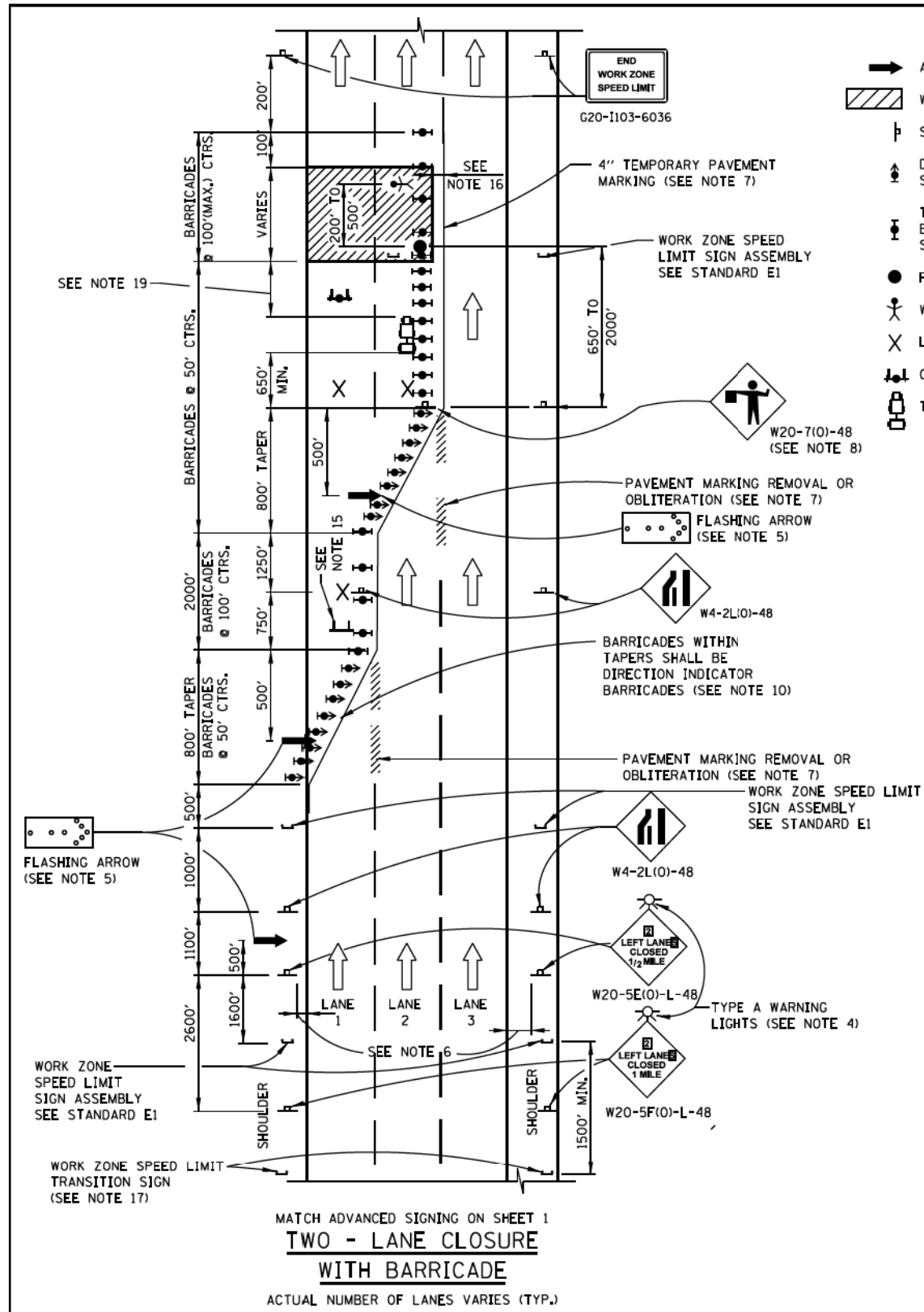
VILLAGE OF HOFFMAN ESTATES

CONSTRUCTION DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	153
				CONTRACT NO. 61J88
ILLINOIS				

DATE	
BY	
FILE NAME	
MODEL NAME	
DATE	
BY	
FILE NAME	
MODEL NAME	

DATE	
BY	
FILE NAME	
MODEL NAME	
DATE	
BY	
FILE NAME	
MODEL NAME	

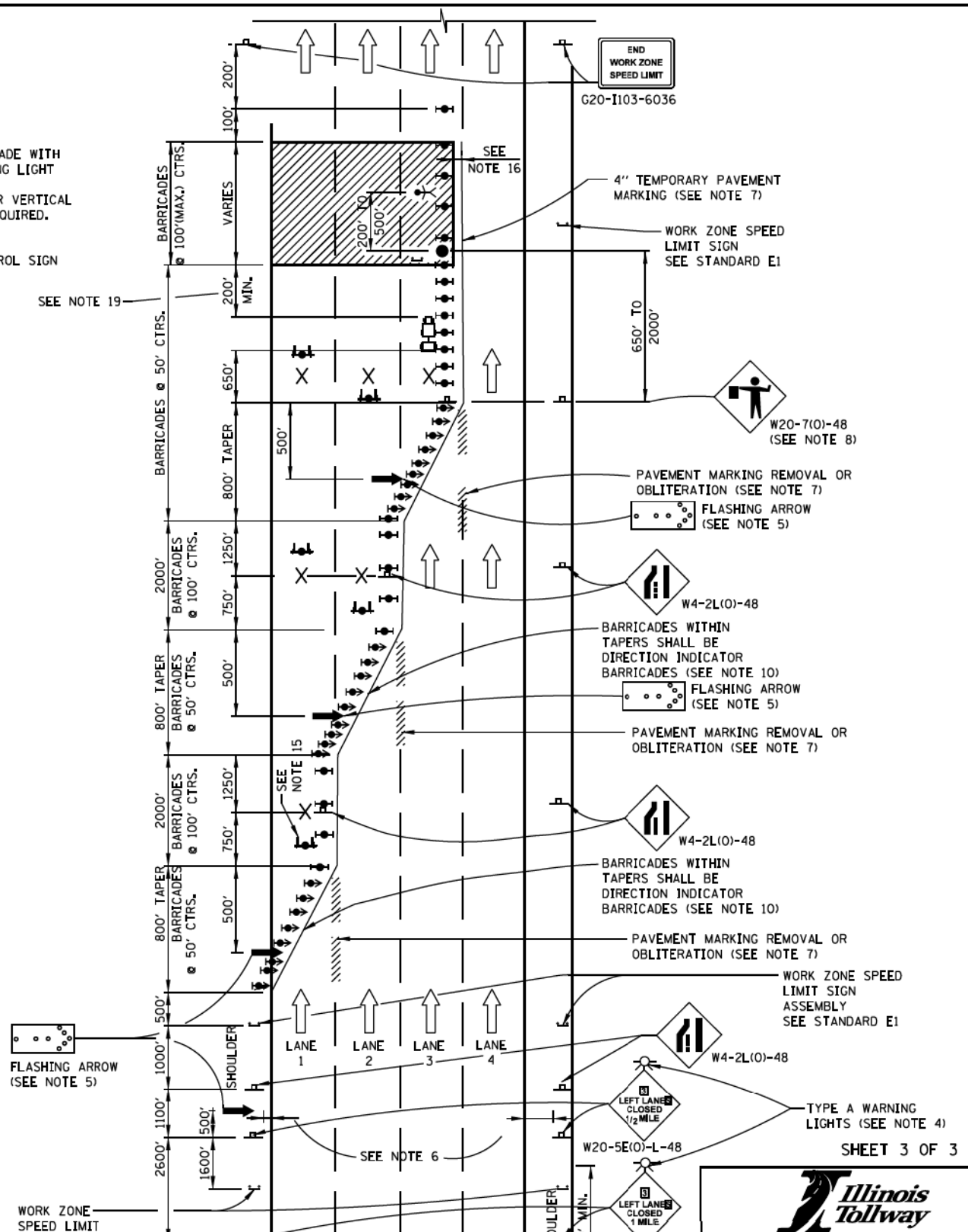


APPROVED: *Paul Kovacs*
 DATE: 5-1-2009
 CIVILTECH ENGINEERING OFFICE

SEE SHEET 1 IN THIS SERIES FOR NOTES

LEGEND

- ARROW BOARD
- ▨ WORK AREA
- ⊥ SIGN
- ▲ DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- ⊥ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH LIGHT IF REQUIRED. SEE ARTICLE 701.05(1)(5)
- FLAGGER WITH TRAFFIC CONTROL SIGN
- ⊥ WORKER
- ⊥ LANE CLOSED
- ⊥ CHECK BARRICADE
- ⊥ TRUCK MOUNTED ATTENUATOR



APPROVED: *Paul Kovacs*
 DATE: 5-1-2009
 CIVILTECH ENGINEERING OFFICE

SEE SHEET 1 IN THIS SERIES FOR NOTES

TWO - LANE CLOSURE WITH BARRICADE

ACTUAL NUMBER OF LANES VARIES (TYP.)

THREE - LANE CLOSURE WITH BARRICADE

ILLINOIS Tollway

LANE CLOSURE DETAILS

STANDARD E2-10



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DESIGNED	-	KDC	REVISED	-
DRAWN	-	JFG	REVISED	-
CHECKED	-	DIK	REVISED	-
DATE	-	7/28/2023	REVISED	-

VILLAGE OF HOFFMAN ESTATES

CONSTRUCTION DETAILS

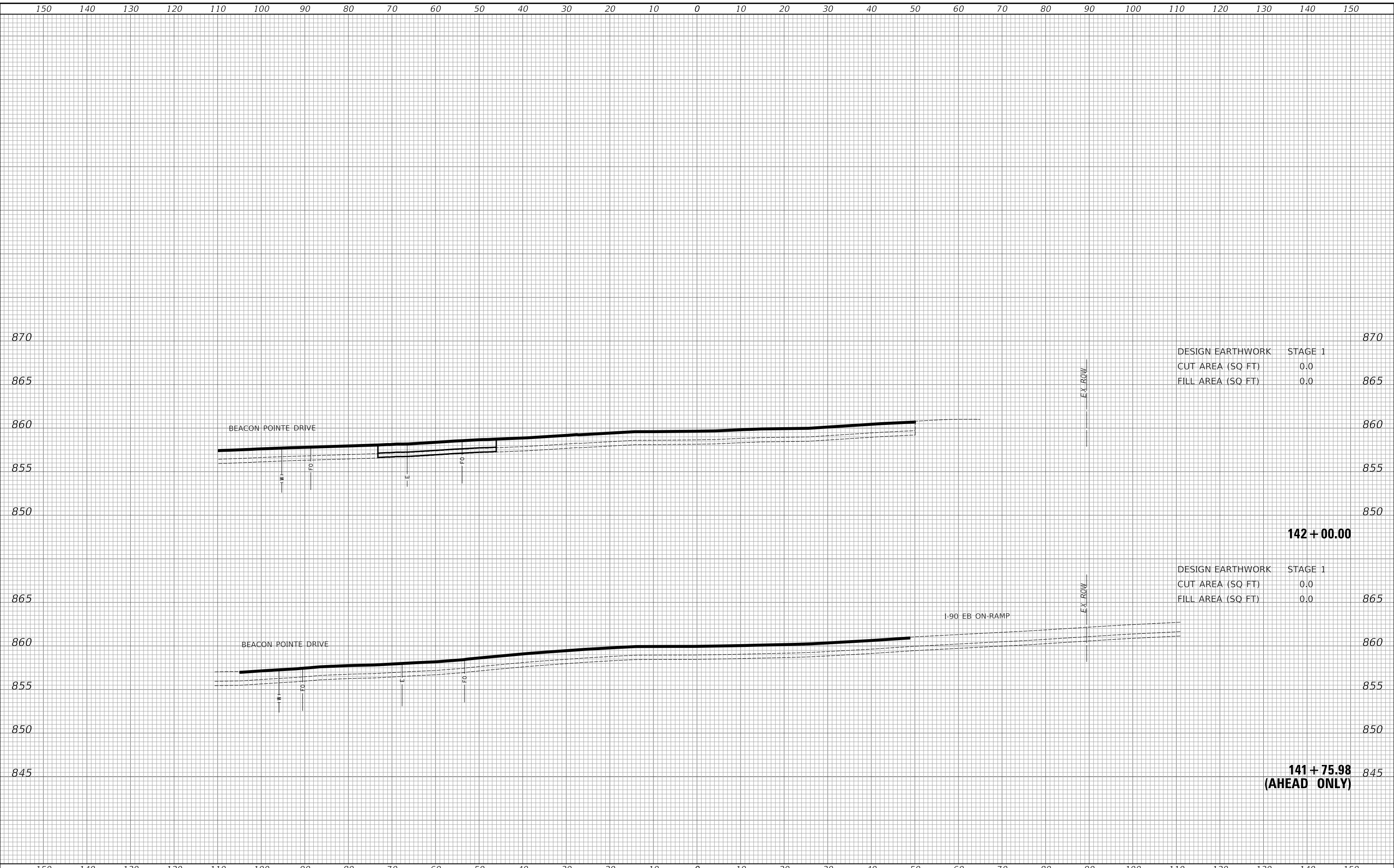
SHEET 8 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	154
			CONTRACT NO. 61J88	
ILLINOIS				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

MODEL: S:\MODEL\NAMES
FILE NAME: ...CROSS\Sections\362-1a11.xsc



DESIGN EARTHWORK	STAGE 1	
CUT AREA (SQ FT)	0.0	
FILL AREA (SQ FT)	0.0	

DESIGN EARTHWORK	STAGE 1	
CUT AREA (SQ FT)	0.0	
FILL AREA (SQ FT)	0.0	

USER NAME = djk	DESIGNED - KDC	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.U. RTE. 3725	SECTION 19-00106-00-R5	COUNTY COOK	TOTAL SHEETS 171	SHEET NO. 155	
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISIED -		SCALE: 1"=10'H/5'V	SHEET 1 OF 17 SHEETS	STA. 141+75.98 TO STA. 142+00.00	CONTRACT NO. 61J88					
PLOT DATE = 8/30/2023	DATE -	REVISIED -		ILLINOIS FED. AID PROJECT								

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

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

MODEL: S:\MODEL\AMES
FILE NAME: ...19-00106-00-RS\362-1811.xsc



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	29.5
FILL AREA (SQ FT)	2.4

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	0.0
FILL AREA (SQ FT)	0.0

NOTE: PARKWAY SLOPES ARE 4% UNLESS OTHERWISE NOTED

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

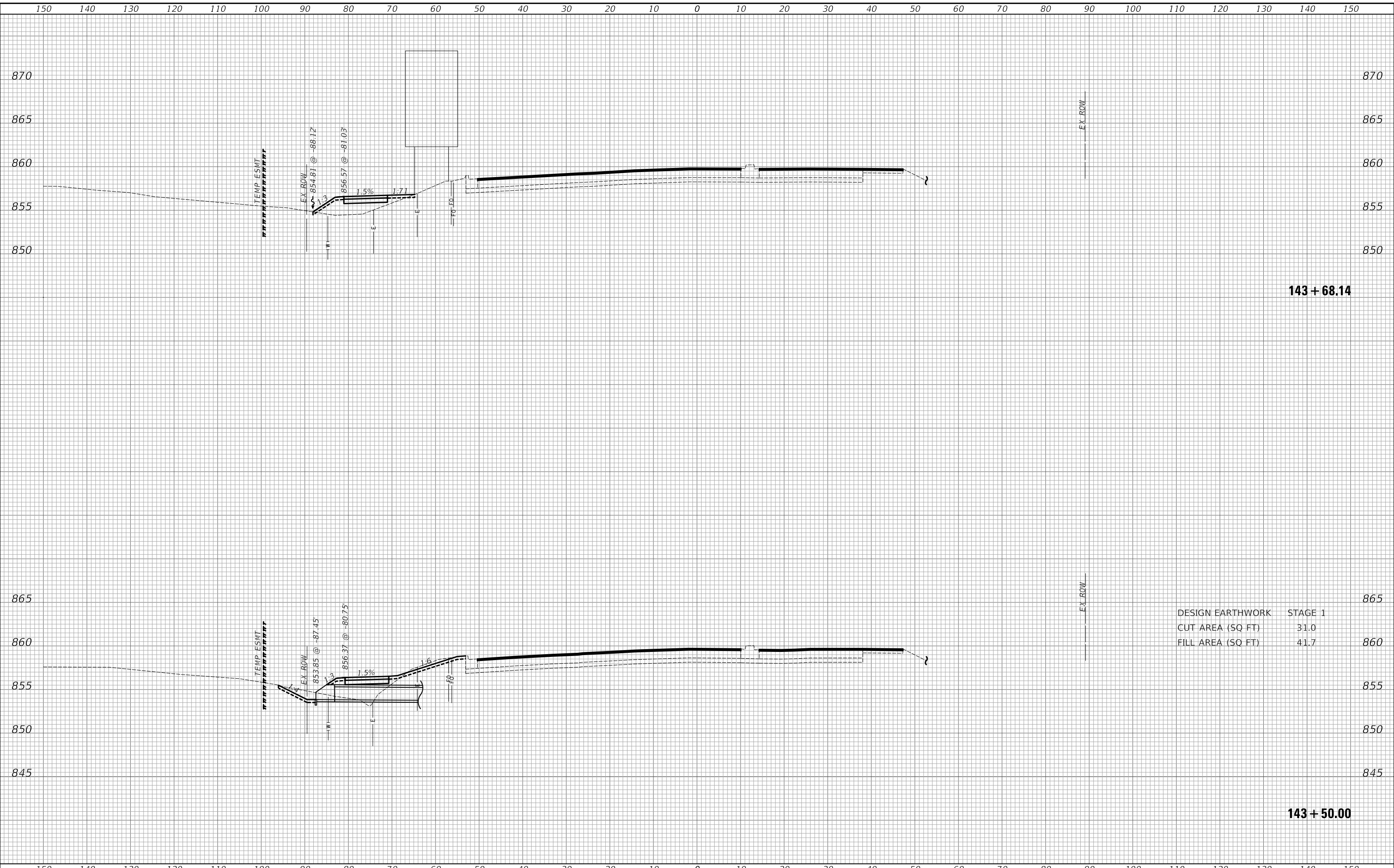
SCALE: 1"=10'H/5'V SHEET 2 OF 17 SHEETS STA. 142+50.00 TO STA. 143+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	156
				CONTRACT NO. 61J88
		ILLINOIS	FED. AID PROJECT	

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

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

MODEL: S:\MODEL\AMES
FILE NAME: ...19-00106-00-RS\19-00106-00-RS-362-1.dwg xsc



143 + 68.14

143 + 50.00

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	31.0
FILL AREA (SQ FT)	41.7

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

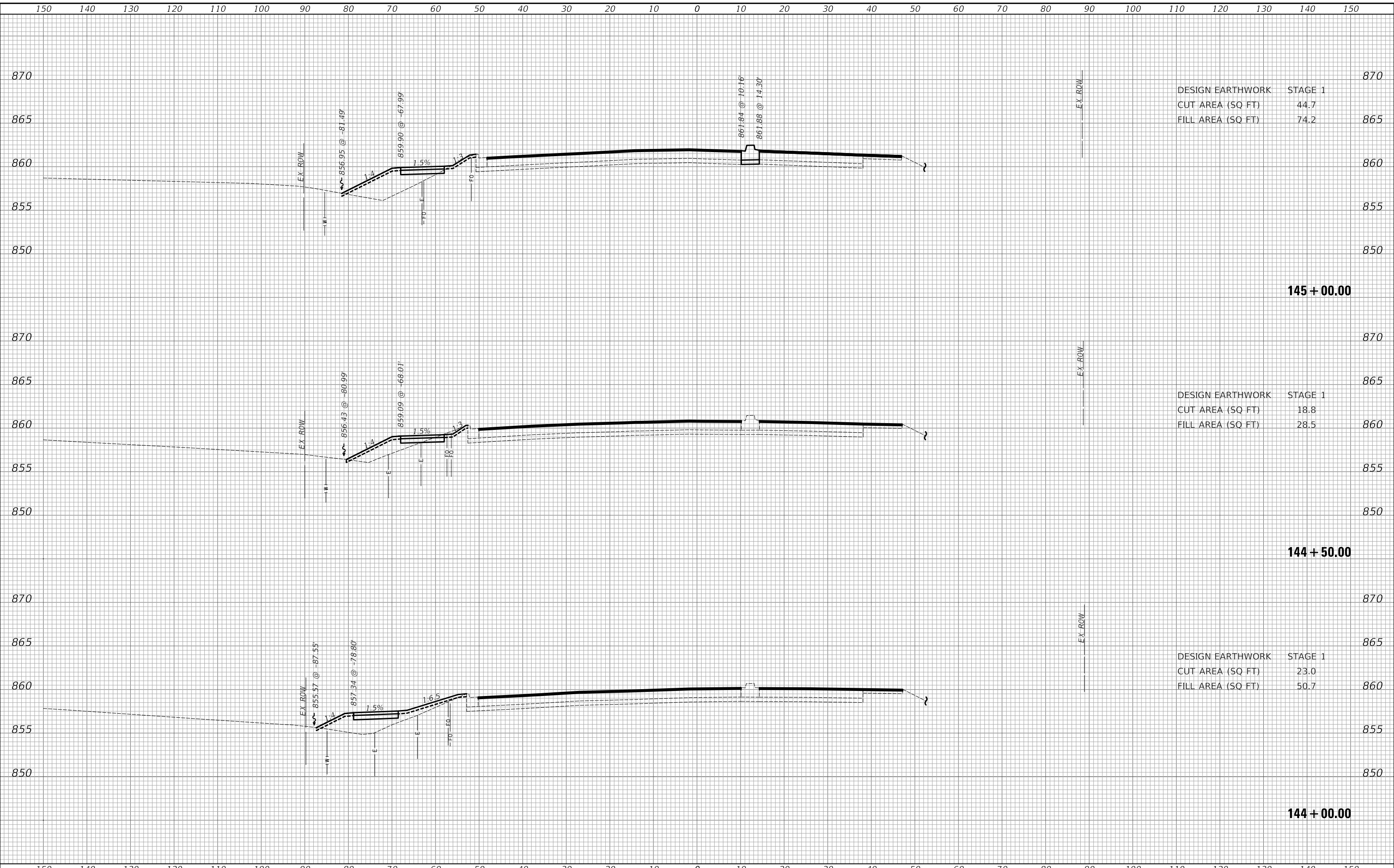
SCALE: 1"=10'H/5'V SHEET 3 OF 17 SHEETS STA. 143+50.00 TO STA. 143+68.14

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-RS	COOK	171	157
				CONTRACT NO. 61J88
				ILLINOIS FED. AID PROJECT

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

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

MODEL: S:\MODEL\NAMES
FILE NAME: ...144+00.00\crossSections\3621-ent.xsc



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	44.7
FILL AREA (SQ FT)	74.2

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	18.8
FILL AREA (SQ FT)	28.5

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	23.0
FILL AREA (SQ FT)	50.7

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

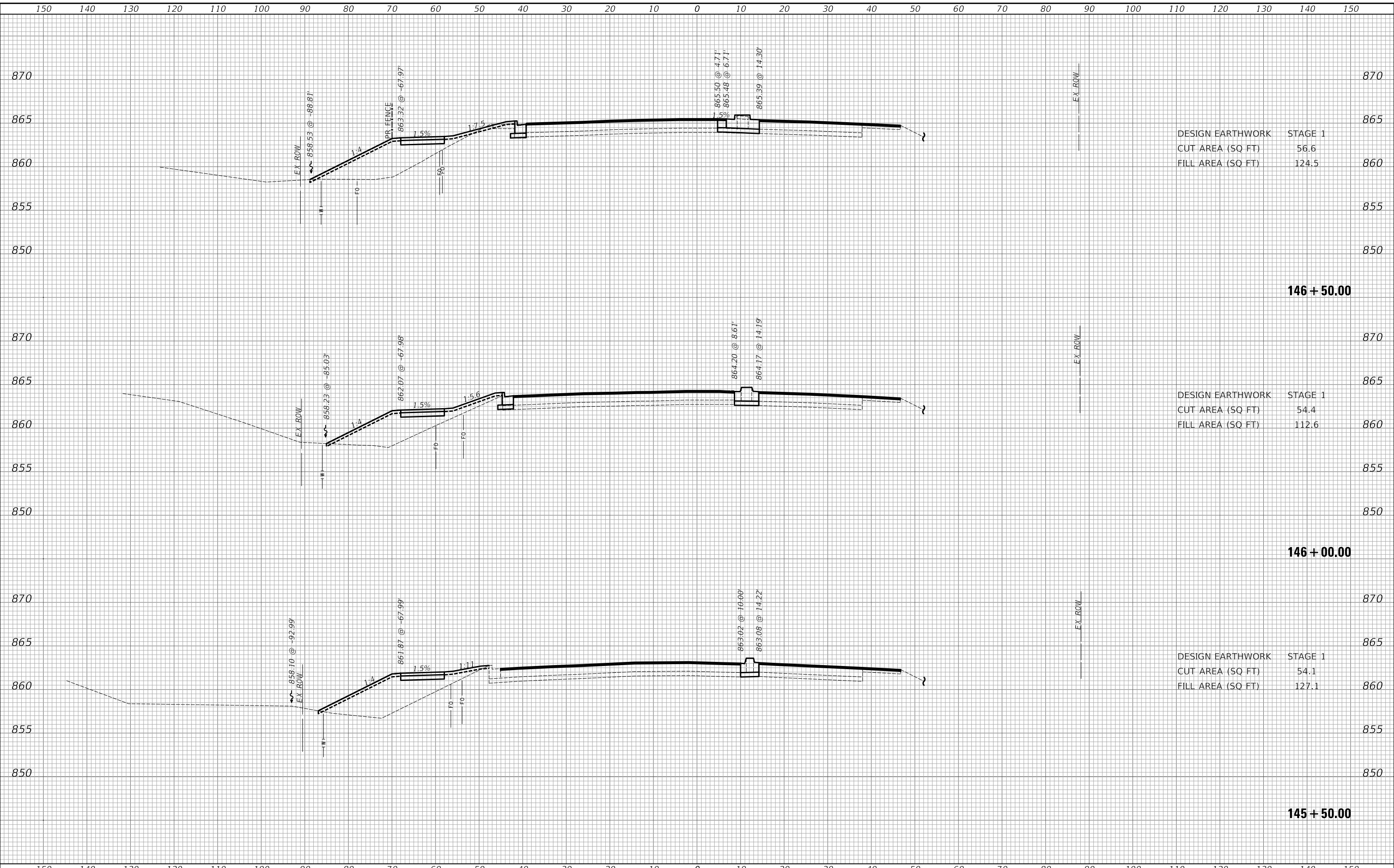
SCALE: 1"=10'H/5'V SHEET 4 OF 17 SHEETS STA. 144+00.00 TO STA. 145+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	158
			CONTRACT NO. 61J88	
			ILLINOIS FED. AID PROJECT	

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

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

MODEL: S:\MODEL\NAMES
FILE NAME: ...:\CROSS\Sections\362-1st.xsc



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	56.6
FILL AREA (SQ FT)	124.5

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	54.4
FILL AREA (SQ FT)	112.6

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	54.1
FILL AREA (SQ FT)	127.1

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

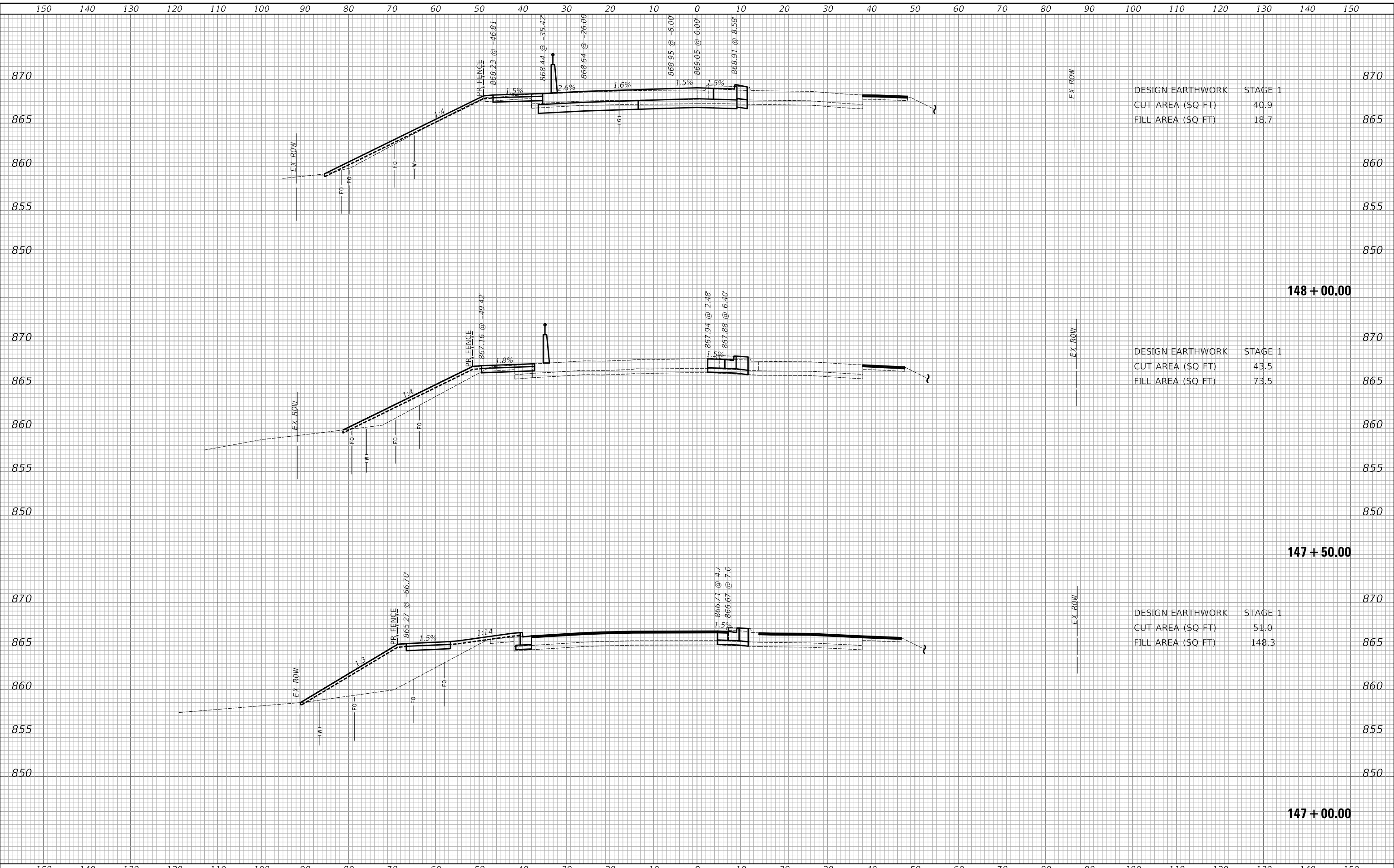
SCALE: 1"=10'H/5'V SHEET 5 OF 17 SHEETS STA. 145+50.00 TO STA. 146+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	159
CONTRACT NO. 61J88				
ILLINOIS		FED. AID PROJECT		

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

MODEL: S:\MODEL\NAMES
FILE NAME: ...:\CROSS\Sections\3621-1st.xsc



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	40.9
FILL AREA (SQ FT)	18.7

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	43.5
FILL AREA (SQ FT)	73.5

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	51.0
FILL AREA (SQ FT)	148.3

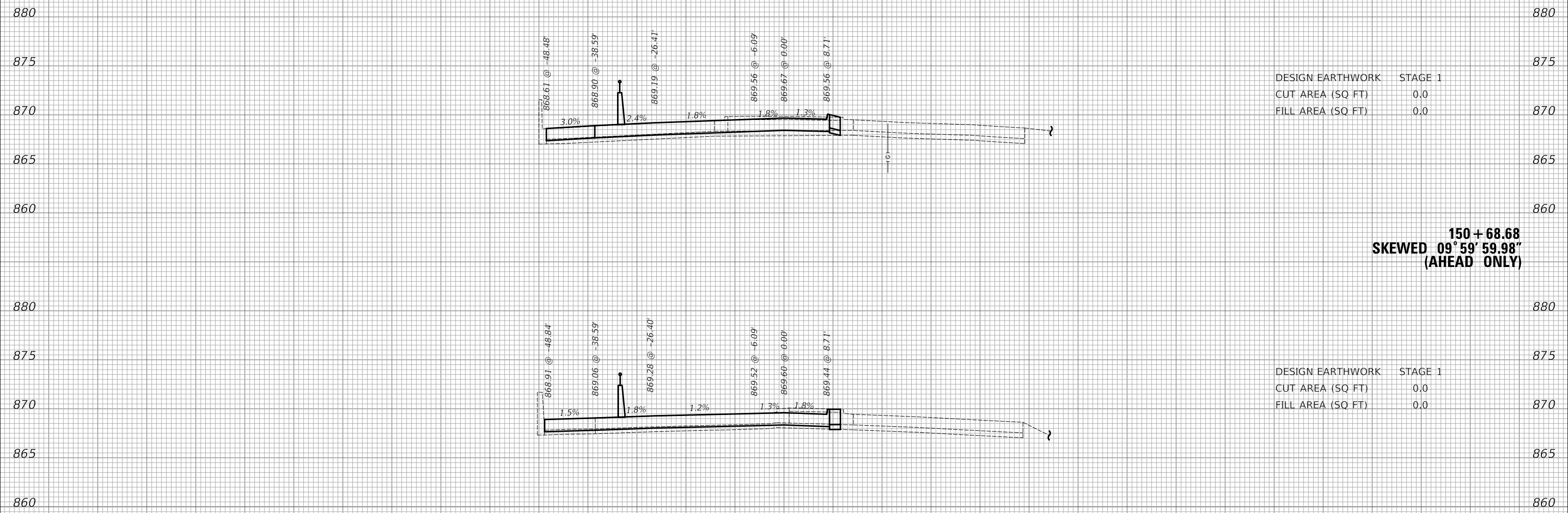
USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 20.0000' / in.	DRAWN - KDC	REVISED -			3725	19-00106-00-R5	COOK	171	160	
PLOT DATE = 8/30/2023	CHECKED - DJK	REVISED -			CONTRACT NO. 61J88					
	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE: 1"=10'H/5'V			SHEET 6 OF 17 SHEETS		STA. 147+00.00 TO STA. 148+00.00					

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

MODEL: S:\MODEL\NAMES
FILE NAME: ...:\CROSS\Sections\362-Left.xsc



DESIGN EARTHWORK STAGE 1
CUT AREA (SQ FT) 0.0
FILL AREA (SQ FT) 0.0

DESIGN EARTHWORK STAGE 1
CUT AREA (SQ FT) 0.0
FILL AREA (SQ FT) 0.0

150 + 68.68
SKewed 09° 59' 59.98"
(AHEAD ONLY)

148 + 30.67
SKewed 09° 59' 59.98"
(BACK ONLY)

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10'H/5'V SHEET 7 OF 17 SHEETS STA. 148+30.49 TO STA. 150+68.68

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	161
CONTRACT NO. 61J88				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: S:\MODEL\NAME5
FILE NAME: ...:\CROSS\Sections\3621-1st1.xsc



USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

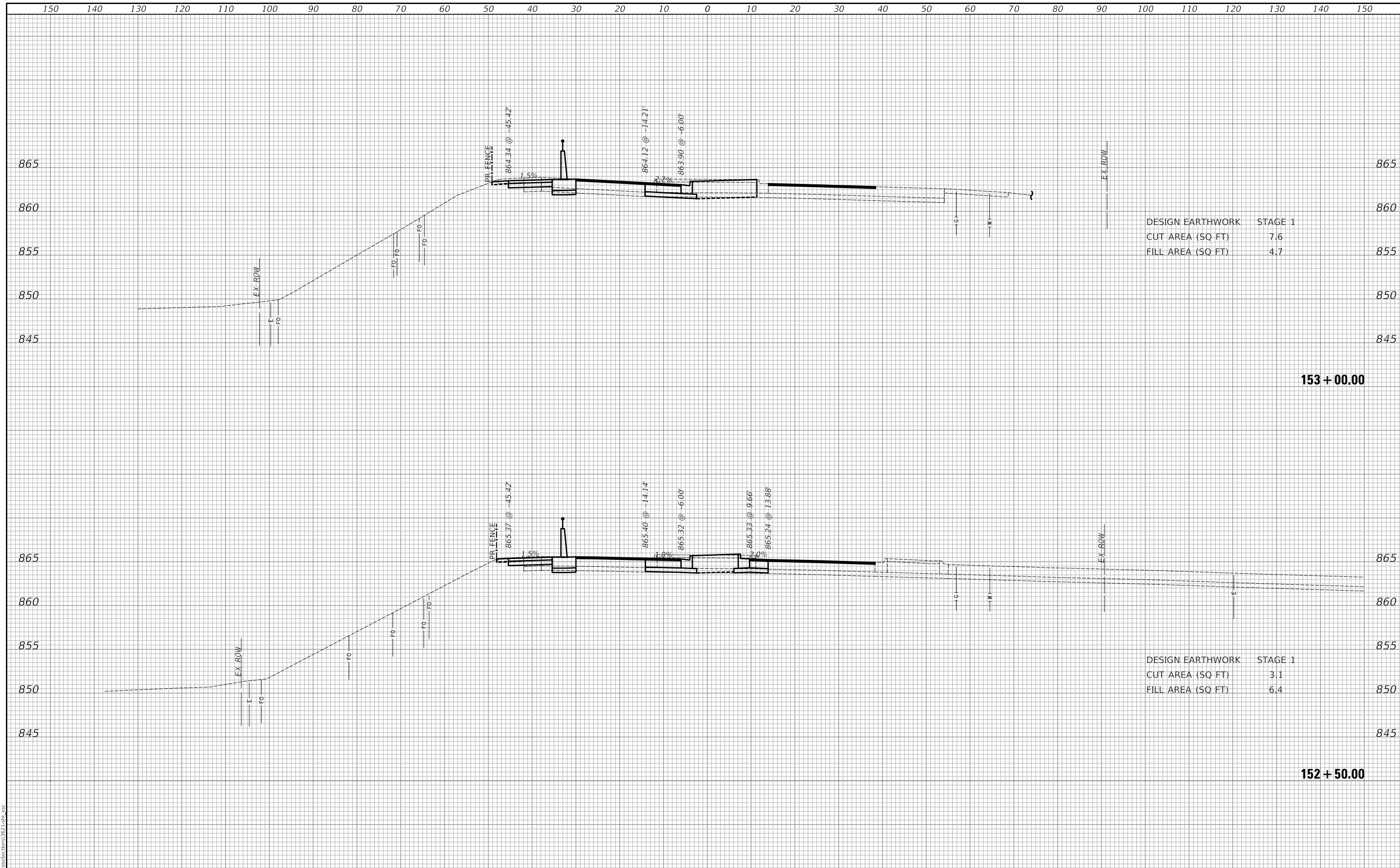
CROSS SECTIONS

SCALE: 1"=10'H/5'V SHEET 8 OF 17 SHEETS STA. 151+00.00 TO STA. 152+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	162
				CONTRACT NO. 61J88
		ILLINOIS	FED. AID PROJECT	

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

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



MODEL: S:\MODEL\AMES
 FILE NAME: ...:\CROSS\Sections\362-1st1.xsc

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

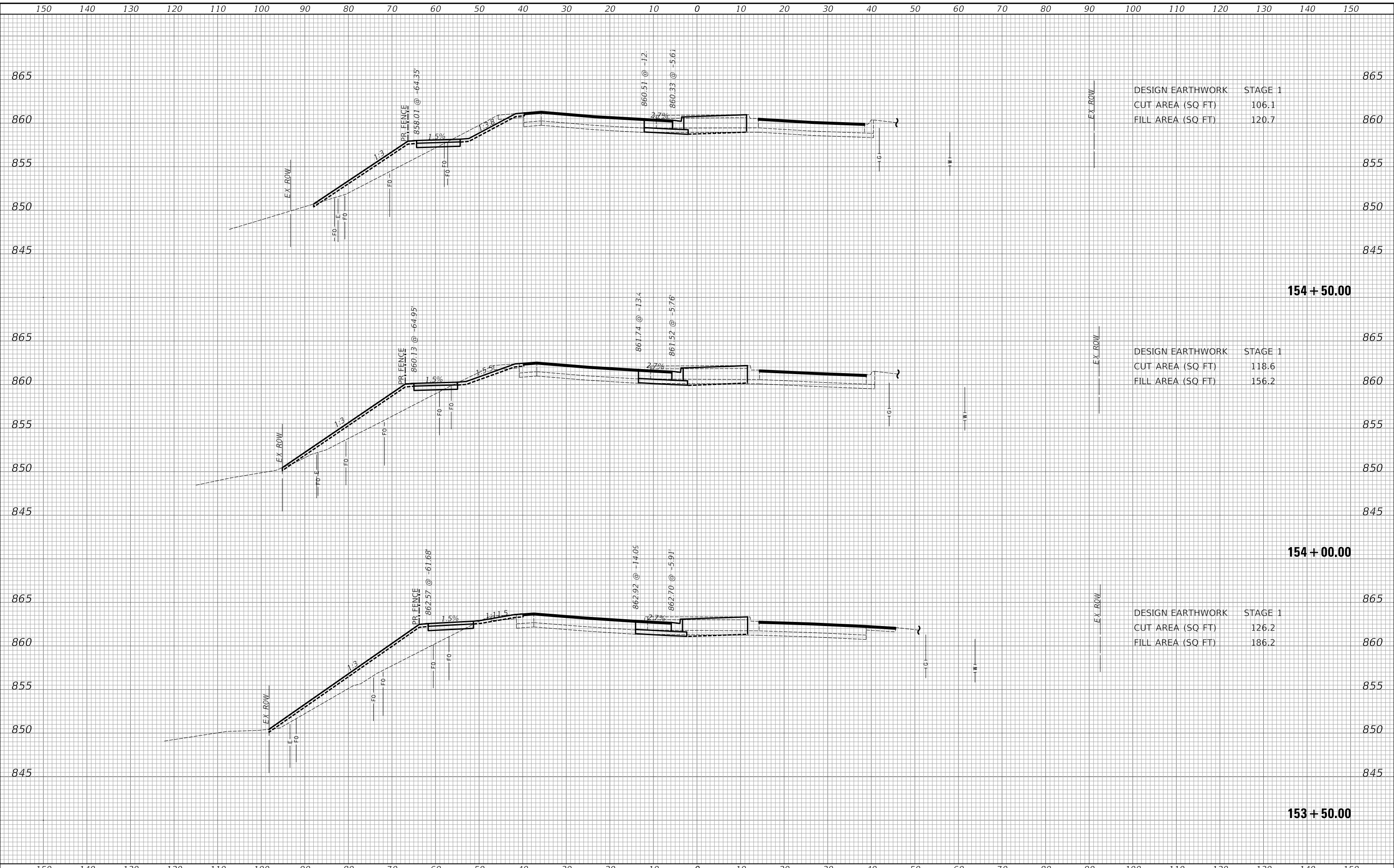
CROSS SECTIONS	
SCALE: 1"=10'H/5'V	SHEET 9 OF 17 SHEETS
STA. 152+35.00	TO STA. 153+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	163
				CONTRACT NO. 61J88
				ILLINOIS FED. AID PROJECT

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

MODEL: S:\MODEL\MAMES
FILE NAME: ...:\CROSS\Sections\3621-1st.xsc



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	106.1
FILL AREA (SQ FT)	120.7

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	118.6
FILL AREA (SQ FT)	156.2

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	126.2
FILL AREA (SQ FT)	186.2

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

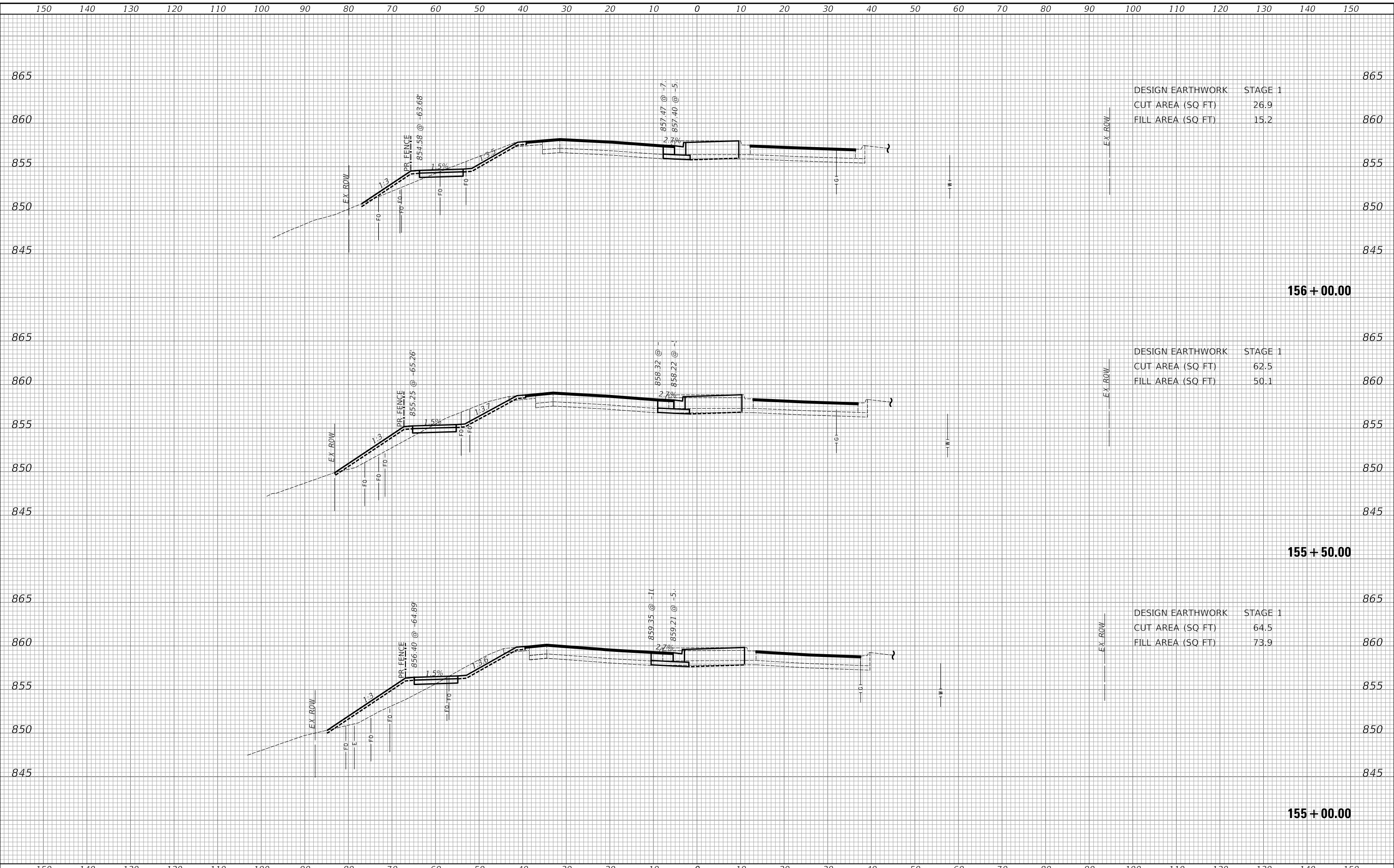
SCALE: 1"=10'H/5'V SHEET 10 OF 17 SHEETS STA. 153+50.00 TO STA. 154+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	164
				CONTRACT NO. 61J88
				ILLINOIS FED. AID PROJECT

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

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
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MODEL: S:\MODEL\NAMES
FILE NAME: ...CROSS\Sections\3621-1st.xsc



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	26.9
FILL AREA (SQ FT)	15.2

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	62.5
FILL AREA (SQ FT)	50.1

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	64.5
FILL AREA (SQ FT)	73.9

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

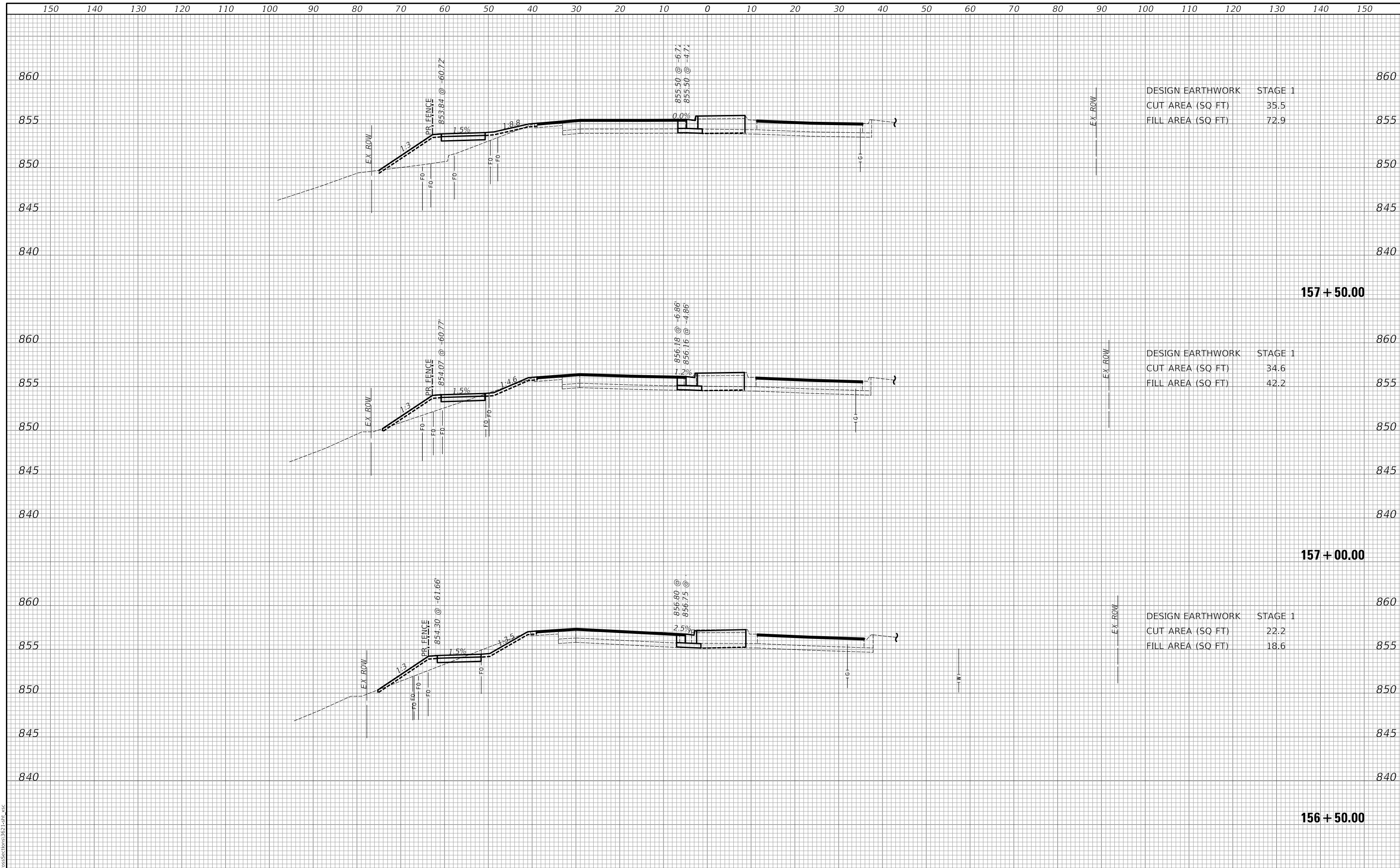
CROSS SECTIONS

SCALE: 1"=10'H/5'V SHEET 11 OF 17 SHEETS STA. 155+00.00 TO STA. 156+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	165
			CONTRACT NO. 61J88	
		ILLINOIS	FED. AID PROJECT	

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



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	35.5
FILL AREA (SQ FT)	72.9

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	34.6
FILL AREA (SQ FT)	42.2

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	22.2
FILL AREA (SQ FT)	18.6

MODEL: S:\MODEL\NAMES
FILE NAME: ...156+50+CrossSections3621.dwg xsc

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

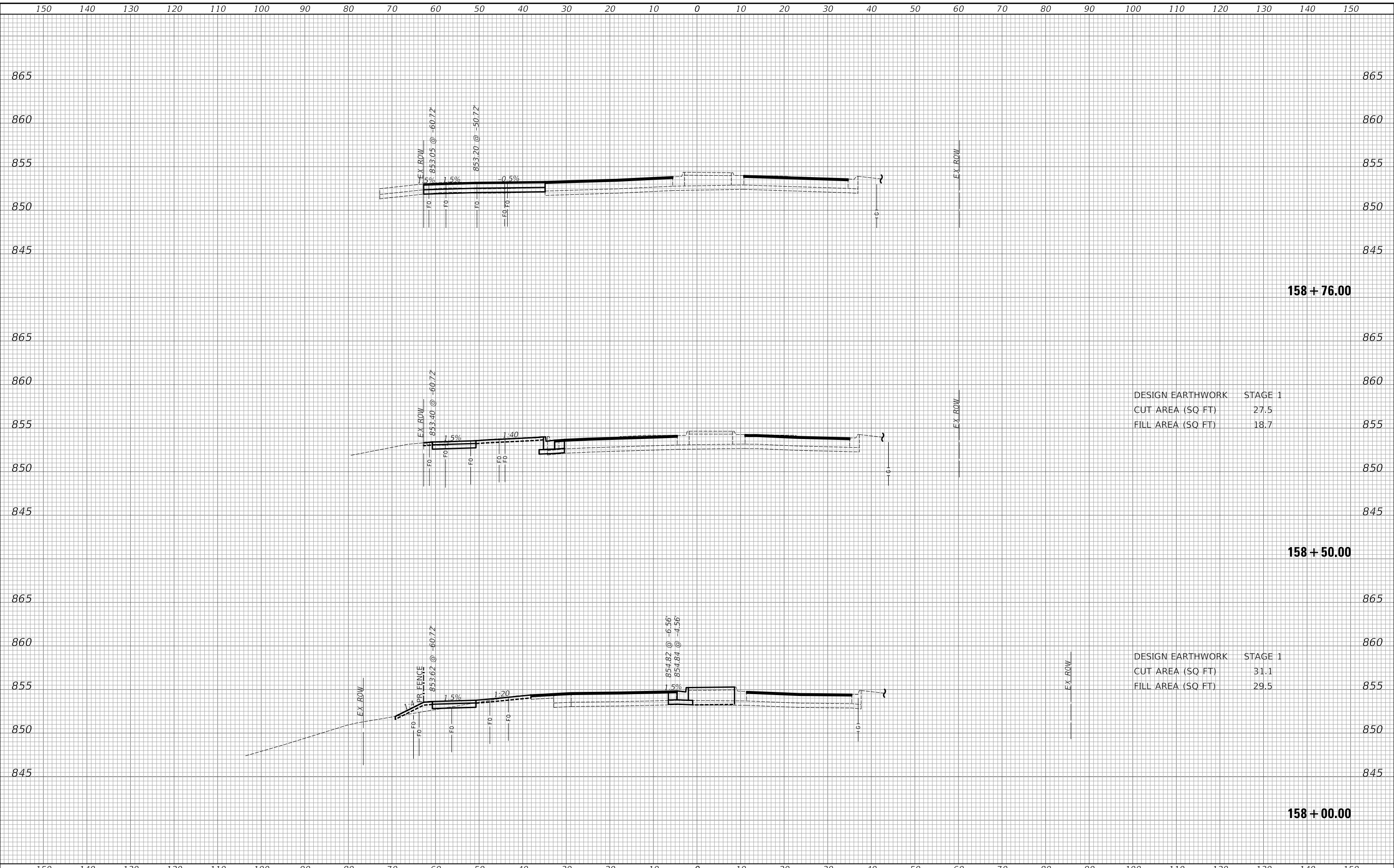
SCALE: 1"=10'H/5'V SHEET 12 OF 17 SHEETS STA. 156+50.00 TO STA. 157+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	166
CONTRACT NO. 61J88				
ILLINOIS		FED. AID PROJECT		

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

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

MODEL: S:\MODEL\NAMES
FILE NAME: ...19-00106-00-R5-CrossSections\362-1.rvt.xsc



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	27.5
FILL AREA (SQ FT)	18.7

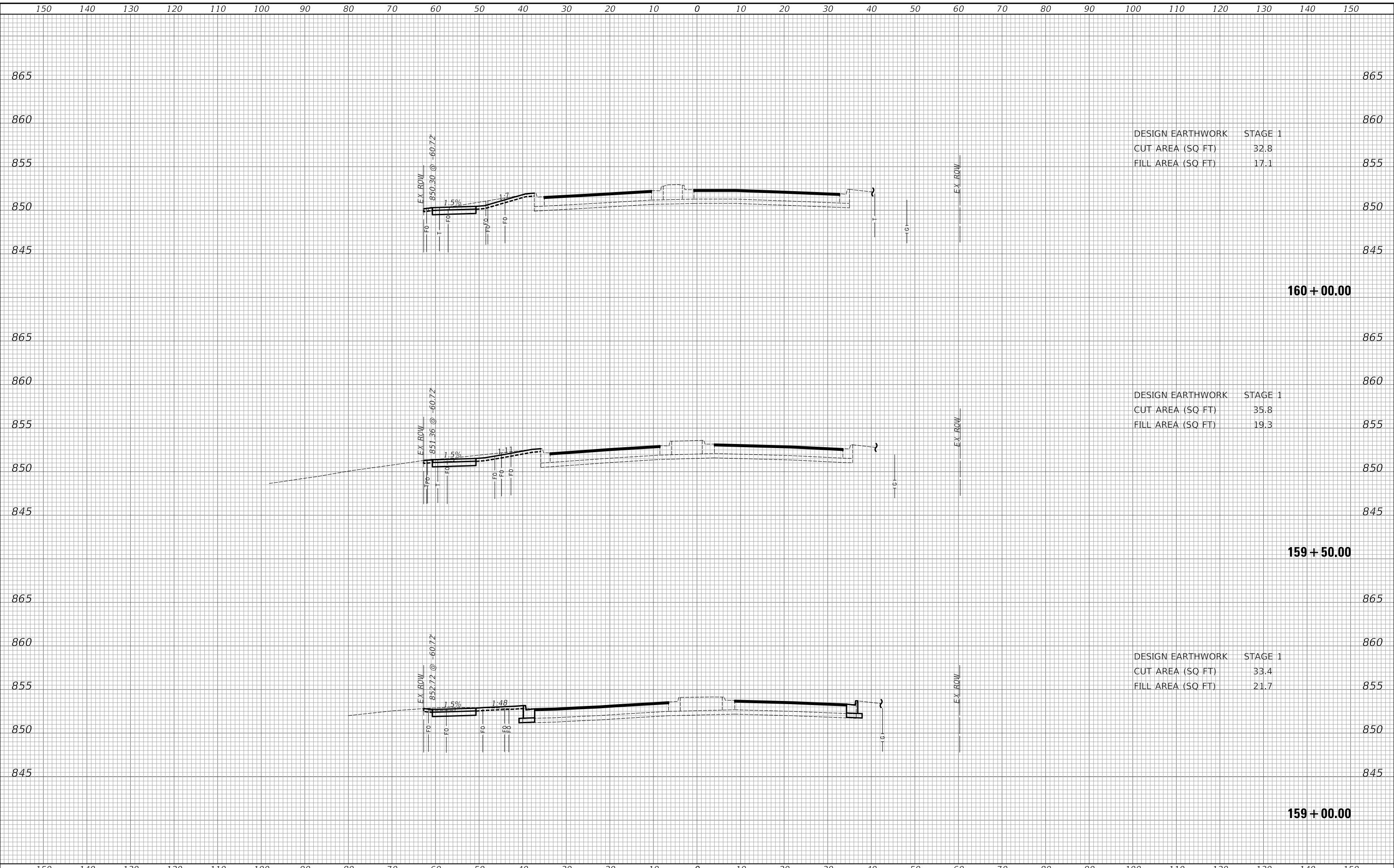
DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	31.1
FILL AREA (SQ FT)	29.5

USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.U. RTE. 3725	SECTION 19-00106-00-R5	COUNTY COOK	TOTAL SHEETS 171	SHEET NO. 167	
PLOT SCALE = 20.0000' / in.	DRAWN - KDC	REVISED -		SCALE: 1"=10'H/5'V	SHEET 13	OF 17 SHEETS	STA. 158+00.00	TO STA. 158+76.00	CONTRACT NO. 61J88			
PLOT DATE = 8/30/2023	CHECKED - DJK	REVISED -		ILLINOIS FED. AID PROJECT								
	DATE -	REVISED -										

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
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MODEL: S:\MODEL\NAMES
FILE NAME: ...CROSS\Sections\362-1a11.xsc



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	32.8
FILL AREA (SQ FT)	17.1

160 + 00.00

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	35.8
FILL AREA (SQ FT)	19.3

159 + 50.00

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	33.4
FILL AREA (SQ FT)	21.7

159 + 00.00

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

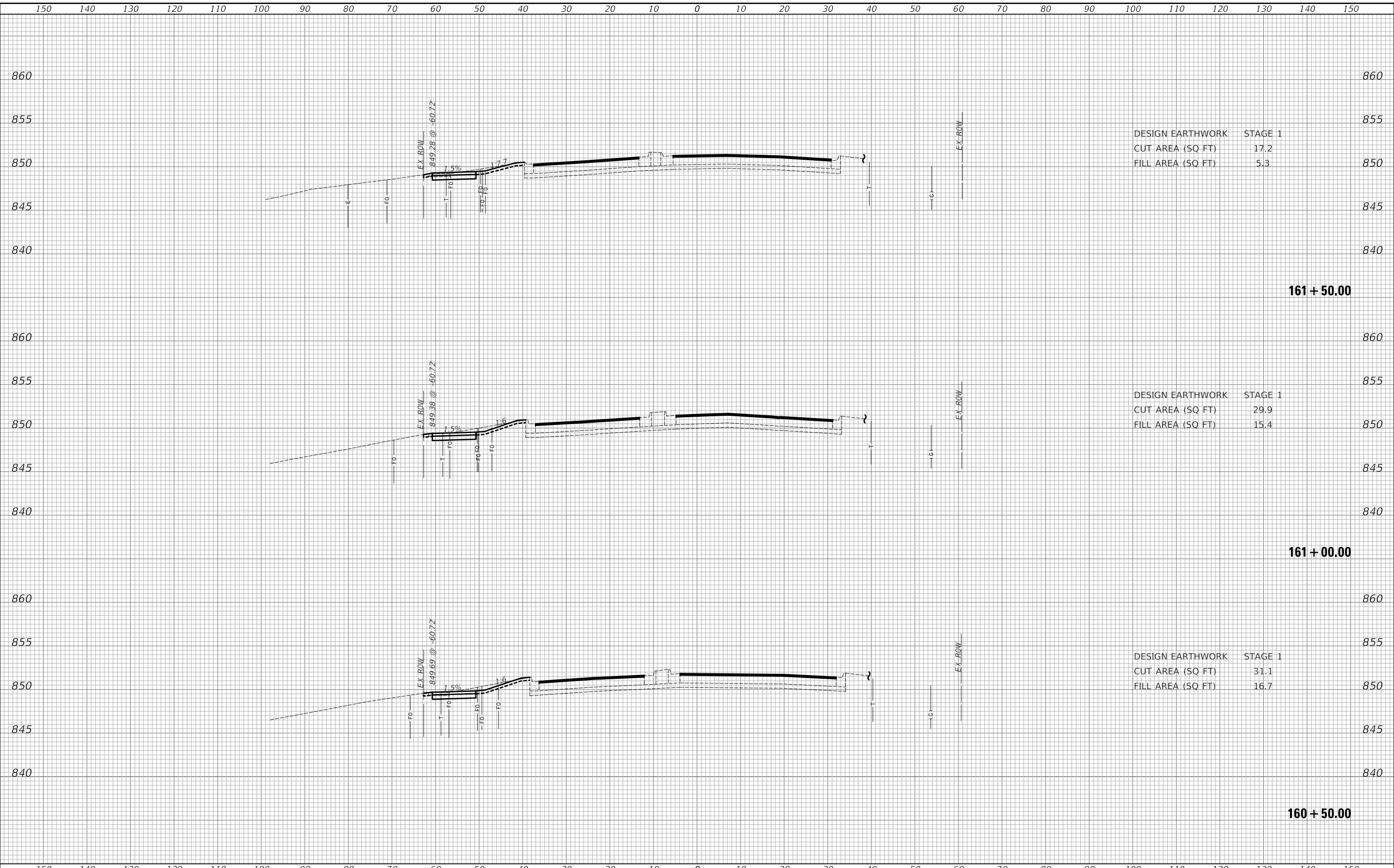
SCALE: 1"=10'H/5'V SHEET 14 OF 17 SHEETS STA. 159+00.00 TO STA. 160+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	168
			CONTRACT NO. 61J88	
			ILLINOIS FED. AID PROJECT	

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

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

MODEL: S:\MODEL\NAMES
FILE NAME: ...:\CROSS\Sections\362-1a1t.xsc



DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	17.2
FILL AREA (SQ FT)	5.3

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	29.9
FILL AREA (SQ FT)	15.4

DESIGN EARTHWORK	STAGE 1
CUT AREA (SQ FT)	31.1
FILL AREA (SQ FT)	16.7

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

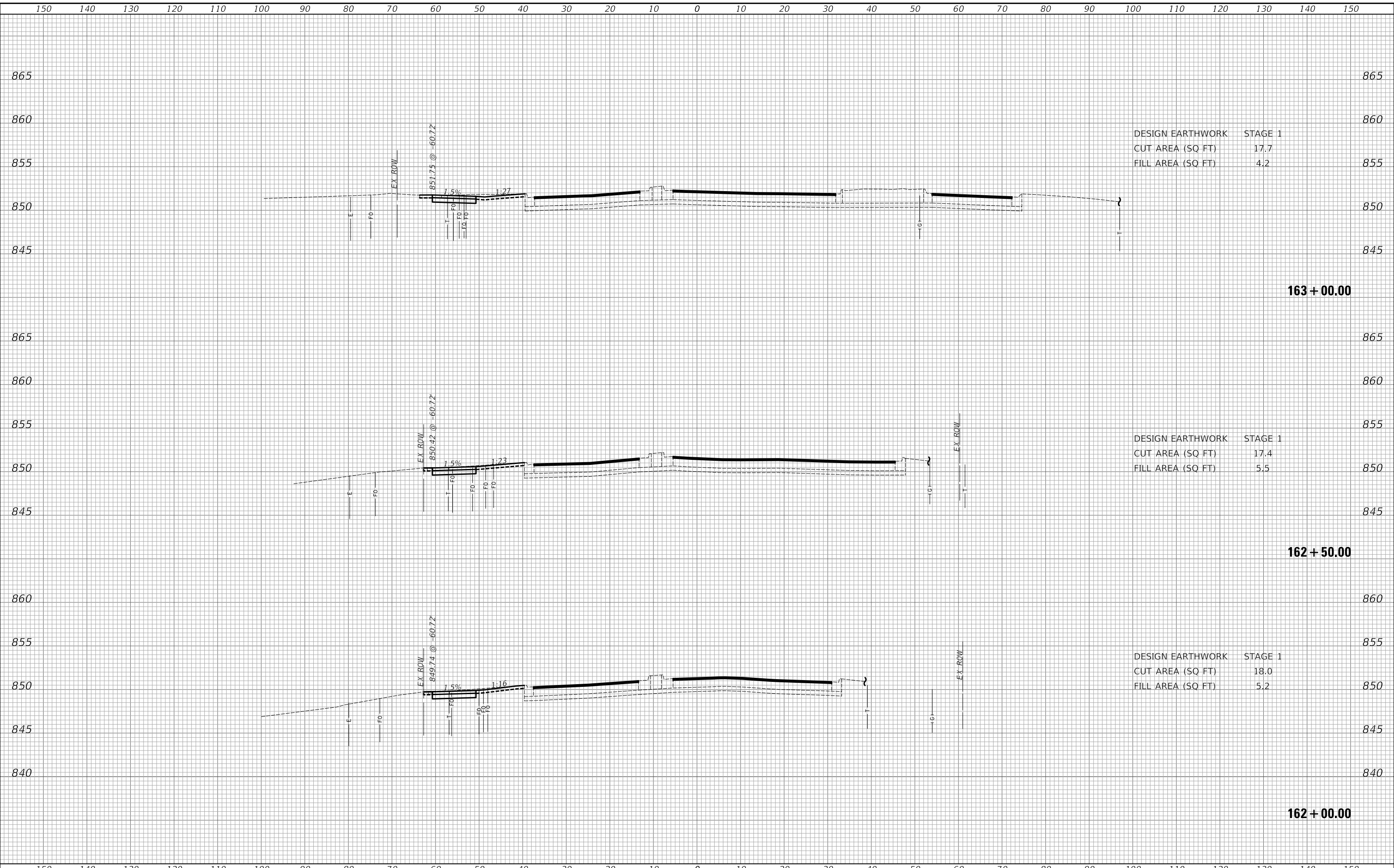
SCALE: 1"=10'H/5'V SHEET 15 OF 17 SHEETS STA. 160+50.00 TO STA. 161+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	169
CONTRACT NO. 61J88				
ILLINOIS		FED. AID PROJECT		

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

DATE	
BY	
SURVEYED	
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TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
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MODEL: S:\MODEL\NAMES
FILE NAME: ...19-00106-00-RS\362-1st1.xsc



USER NAME = djk	DESIGNED - KDC	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - KDC	REVISED -
PLOT DATE = 8/30/2023	CHECKED - DJK	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

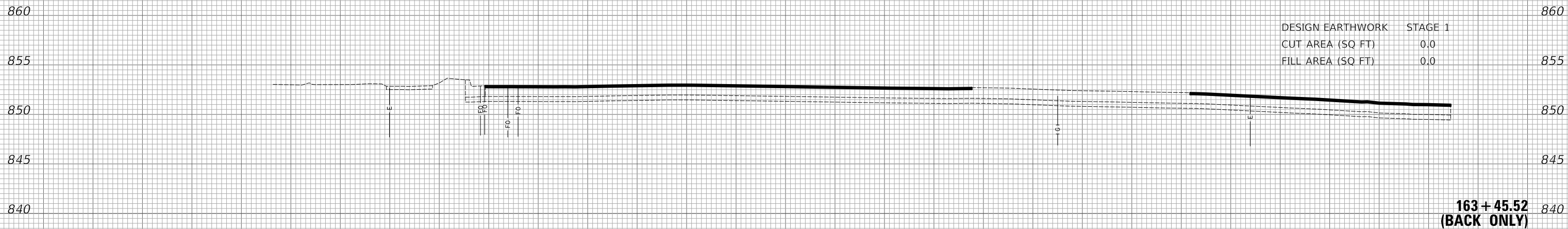
CROSS SECTIONS		
SCALE: 1"=10'H/5'V	SHEET 16 OF 17 SHEETS	STA. 162+00.00 TO STA. 163+00.00

F.A.U. RTE. 3725	SECTION 19-00106-00-RS	COUNTY COOK	TOTAL SHEETS 171	SHEET NO. 170
			CONTRACT NO. 61J88	
			ILLINOIS FED. AID PROJECT	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



**163 + 45.52
(BACK ONLY)**

MODEL: S:\MODEL\NAME5
FILE NAME: ...163+45.52\crossSections\362-161t.xsc

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

USER NAME = djk	DESIGNED - KDC	REVISED -
	DRAWN - KDC	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - DJK	REVISED -
PLOT DATE = 8/30/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: 1"=10'H/5'V SHEET 17 OF 17 SHEETS STA. 163+45.52 TO STA. 163+45.52

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3725	19-00106-00-R5	COOK	171	171
CONTRACT NO. 61J88			ILLINOIS FED. AID PROJECT	