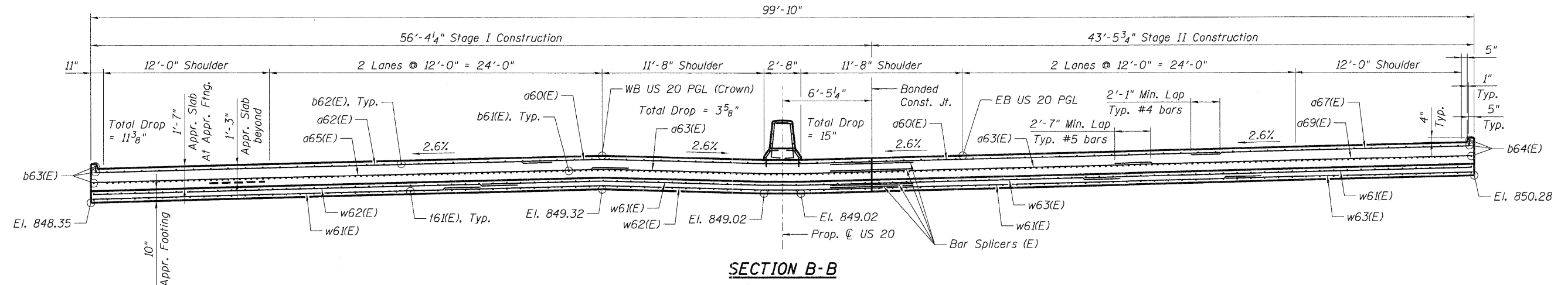


**SECTION A-A**  
(Looking East)



**SECTION B-B**  
(Looking East)

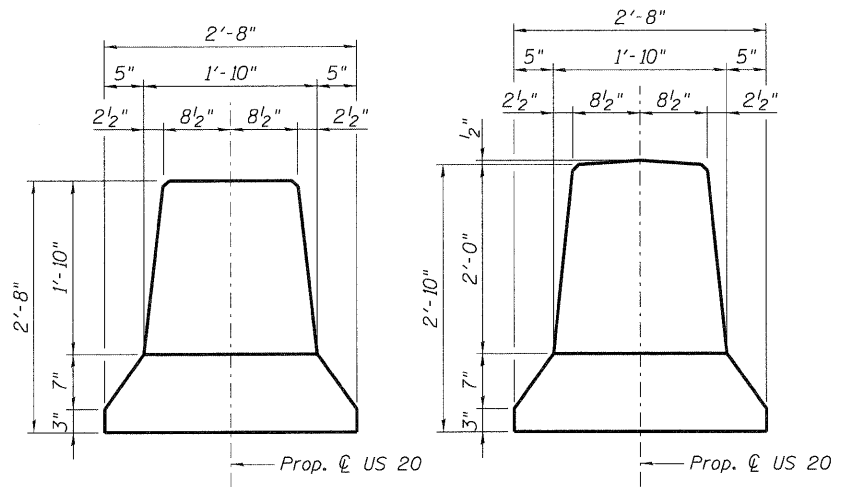
**EAST APPROACH BAR LIST**

Bar	No.	Size	Length	Shape
a60(E)	50	#4	25'-0"	---
a61(E)	14	#4	32'-3"	---
a62(E)	11	#4	33'-4"	---
a63(E)	92	#5	20'-0"	---
a64(E)	26	#5	37'-9"	---
a65(E)	20	#5	38'-8"	---
a66(E)	17	#4	19'-4"	---
a67(E)	8	#4	20'-6"	---
a68(E)	31	#5	24'-10"	---
a69(E)	15	#5	25'-9"	---
b61(E)	235	#9	29'-9"	U
b62(E)	79	#4	29'-8"	---
b63(E)	3	#4	12'-8"	---
b64(E)	3	#4	9'-2"	---
d61(E)	72	#5	1'-9"	---
d62(E)	72	#5	4'-2"	---
e61(E)	2	#4	31'-3"	---
e62(E)	2	#8	31'-3"	---
e63(E)	14	#4	15'-5"	---
f61(E)	202	#4	9'-8"	---
w61(E)	80	#5	28'-0"	---
w62(E)	40	#5	30'-9"	---
w63(E)	40	#5	17'-10"	---

**EAST APPROACH BILL OF MATERIAL**

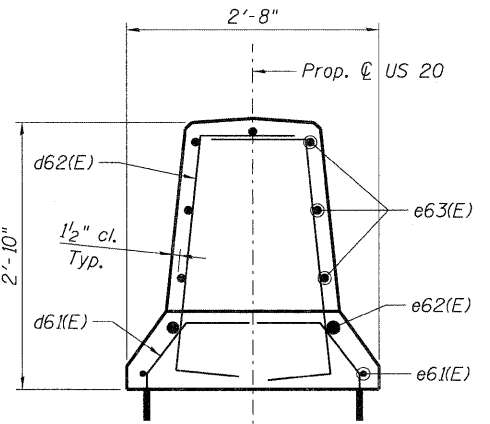
Item	Unit	Total
Concrete Structures	Cu. Yd.	30.8
Concrete Superstructure	Cu. Yd.	152.8
Bridge Deck Grooving	Sq. Yd.	320
Protective Coat	Sq. Yd.	363
Reinforcement Bars, Epoxy Coated	Pound	38,510

- Notes:**
- Work this sheet with Sht. S-28.
  - The Approach Slab and Median Barrier shall be paid for as Concrete Superstructure.
  - The Approach Footing shall be paid for as Concrete Structures.
  - Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
  - Cost of Subbase Granular Material and Closed Cell Joint Filler included with Concrete Superstructure.
  - Cost of excavation for Approach Footing included with Concrete Structures.
  - Cost of expansion anchors included with Reinforcement Bars, Epoxy Coated.
  - For v31(E) bar details, see Sht. S-47.
  - For Bar Splicer details, see Sht. S-54.
  - For Porous Granular Embankment, Special and drainage treatment details, see Sht. S-3.
  - The Approach Footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
  - For median barrier joint details, see Sht. S-24.

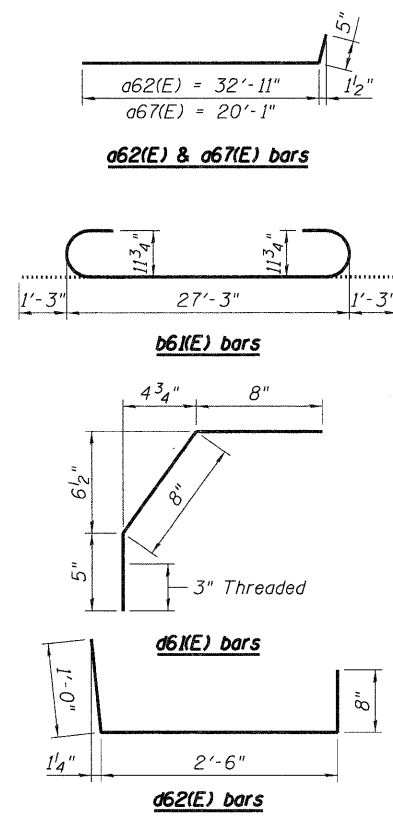


**MEDIAN BARRIER DETAIL**  
(Showing Dimensions at end of approach)

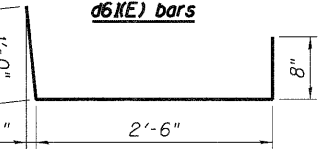
**MEDIAN BARRIER DETAIL**  
(Showing Typical Dimensions)



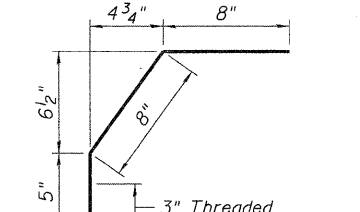
**MEDIAN BARRIER DETAIL**  
(Showing Reinforcement)



**a62(E) bars**

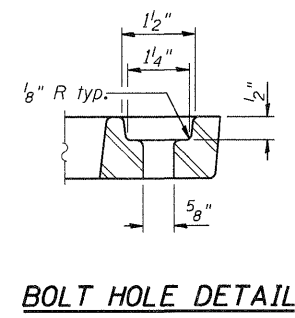
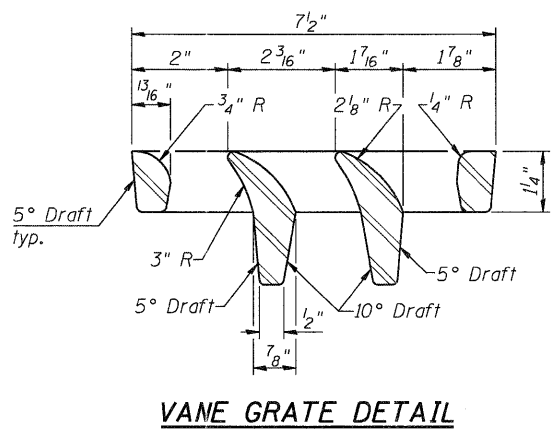
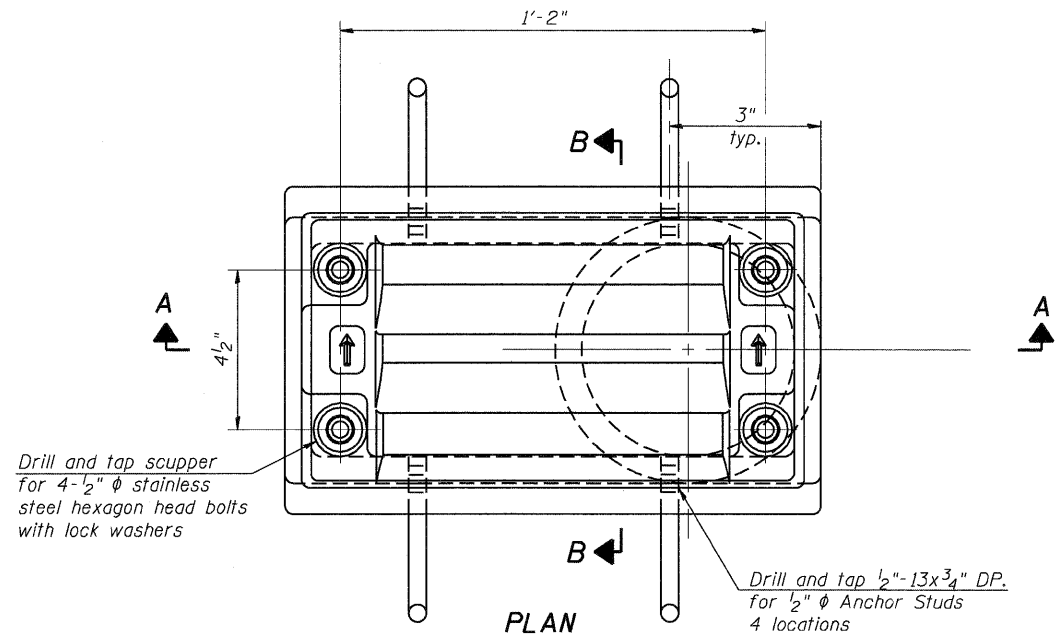


**b61(E) bars**



**a61(E) bars**

FILE NAME = ... USER NAME = \*USER\* ... DESIGNED - MDB ... REVISIONS ... STATE OF ILLINOIS ... EAST APPROACH PAVEMENT ... TOTAL SHEETS 794 ... SHEET NO. 501 ... CONTRACT NO. 60H45 ...



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

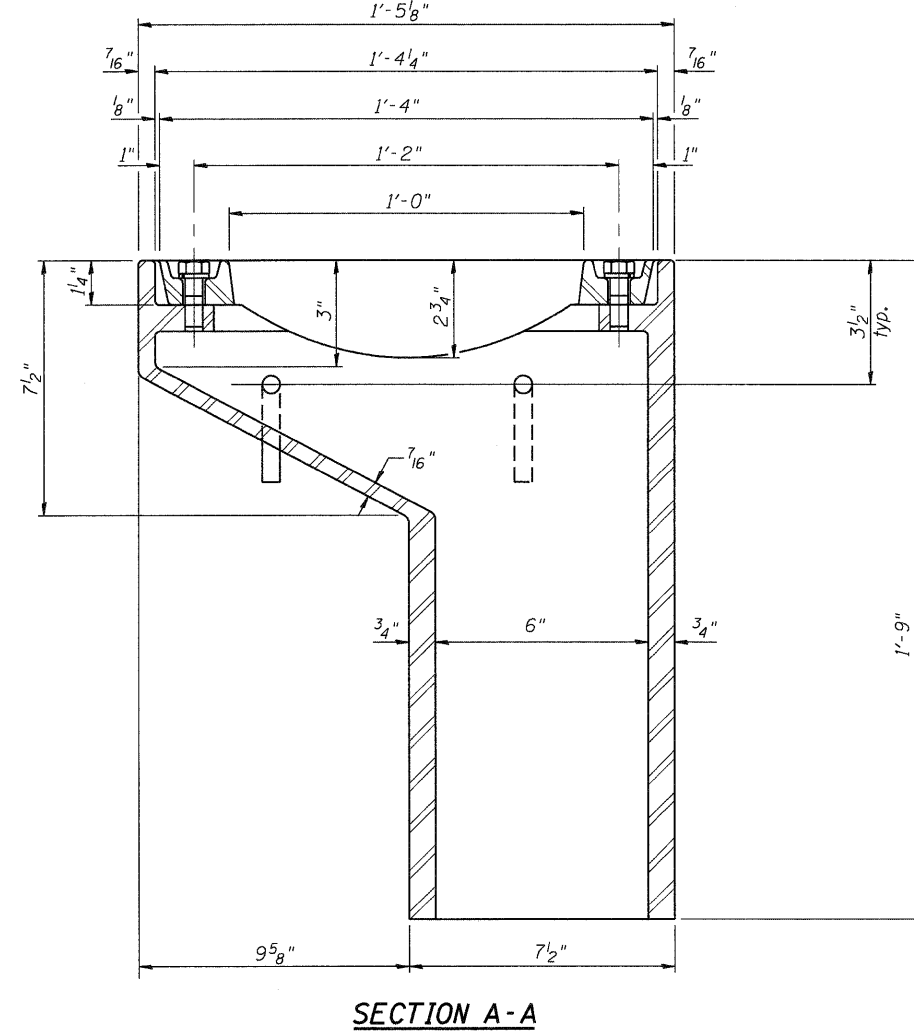
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M11.

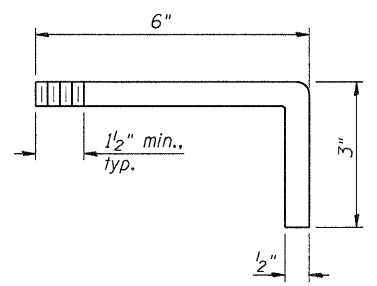
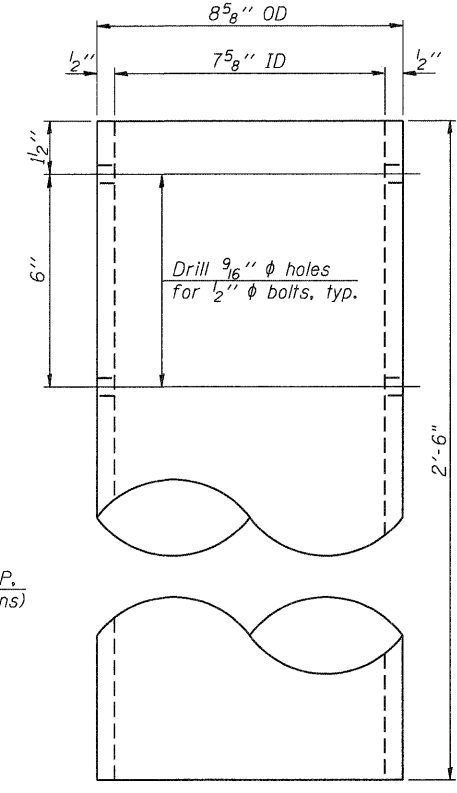
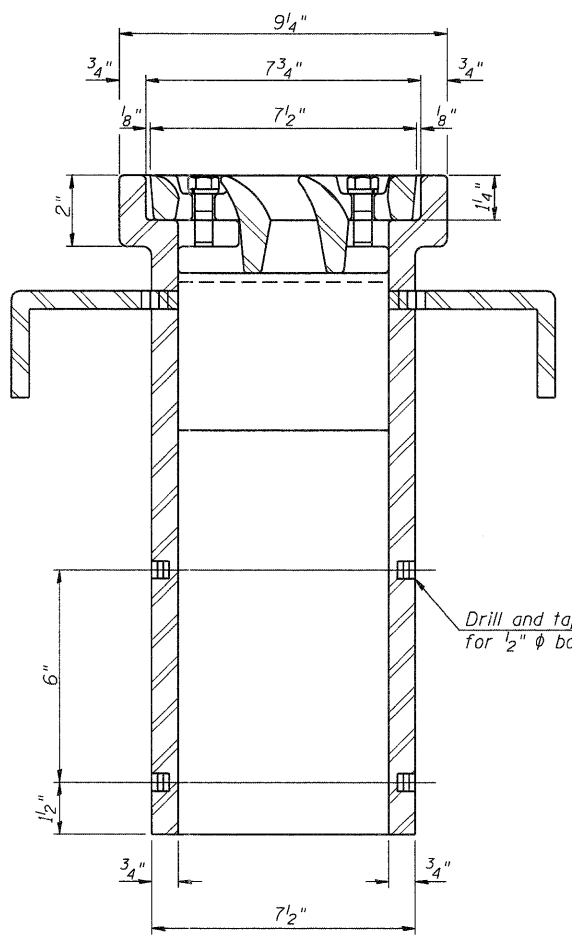
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



See Sht. S-20 & S-24 for scupper location relative to parapet.



**DOWNSPOUT**

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

\\FS-004\AKY\VAL T.D. TRANS. 07-2202\21379-001\STRUCT\CAD\60H45-04\0077\ASHEET 04\0077\MISCDETAIL\_SHT.DGN  
 12-12-2011, 10:39:27  
 BAJZEKJ  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

DS-11

7-1-10

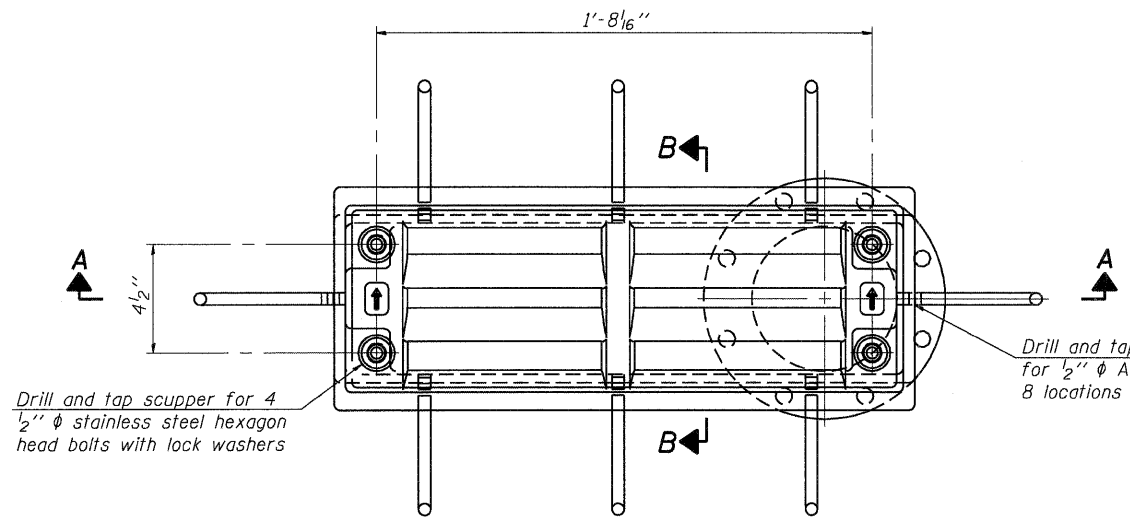
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 US 20 OVER MCLEAN BOULEVARD

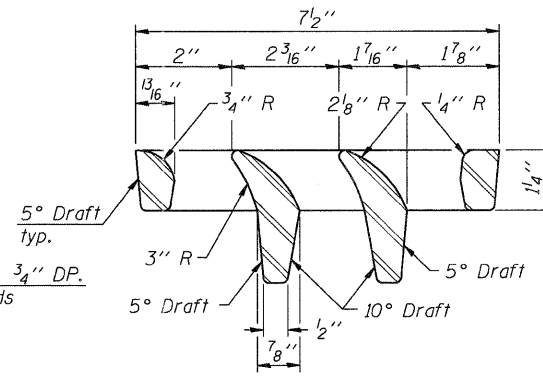
DRAINAGE SCUPPER DS-11

SCALE: SHEET NO. S-30 OF S-62 STATION 98+32.18

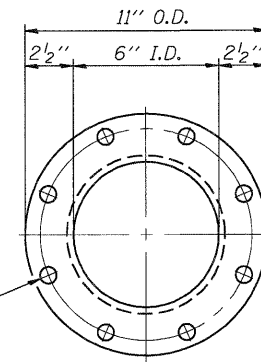
F.A.P. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 502
SN 045-0077			CONTRACT NO. 60H45	
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



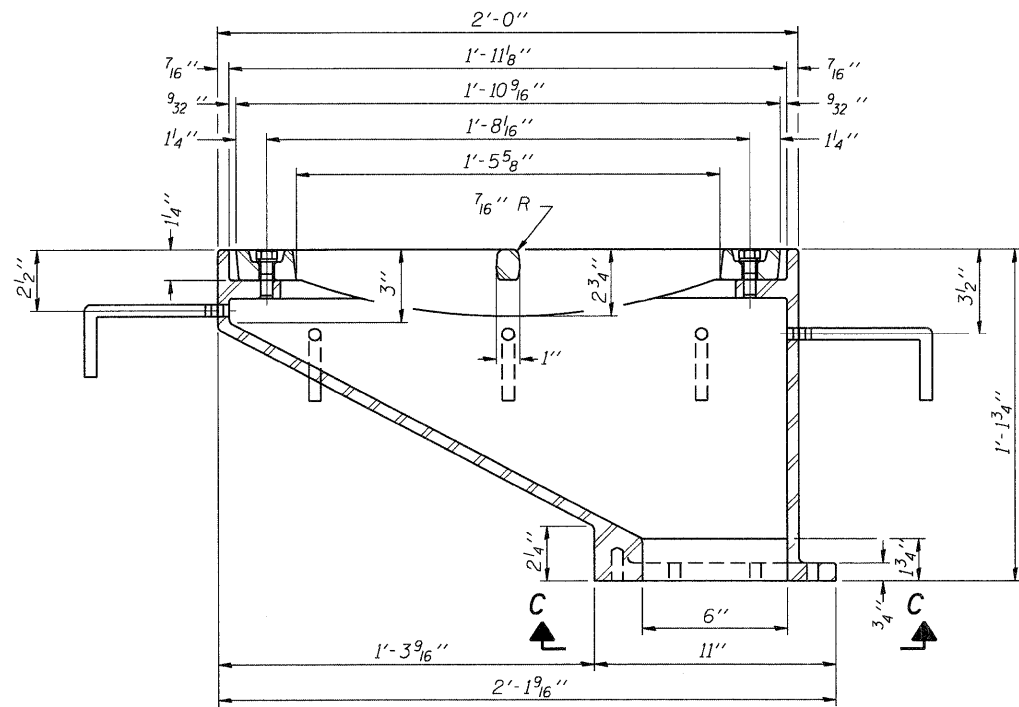
PLAN



VANE GRATE DETAIL

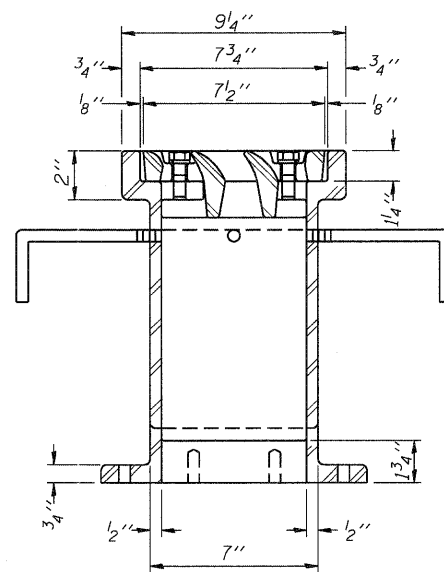


VIEW C-C

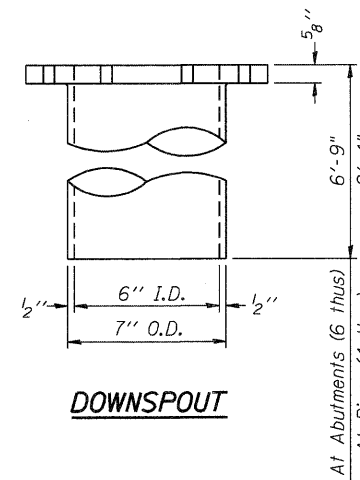


SECTION A-A

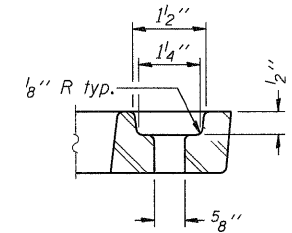
See Sht. S-20 & S-24 for scupper location relative to parapet.



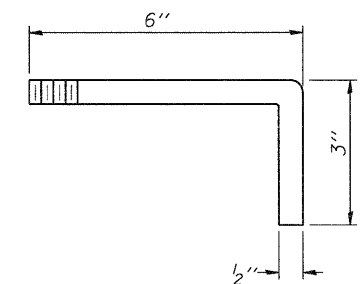
SECTION B-B



DOWNSPOUT



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

Drill and tap 8 holes for 1/2"-13 bolts on a 9 1/2" φ bolt circle. (2 blind holes are 1 1/4" deep, 6 thru holes)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	10

DS-12

7-1-10

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US 20 OVER MCLEAN BOULEVARD

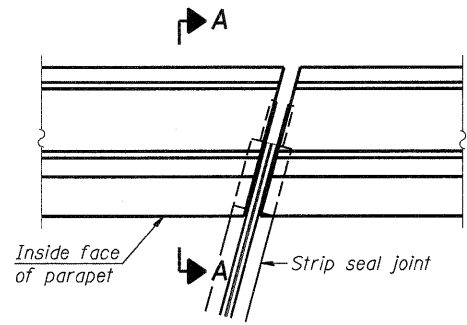
DRAINAGE SCUPPER DS-12

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 7   ILLINOIS   FED. AID PROJECT				

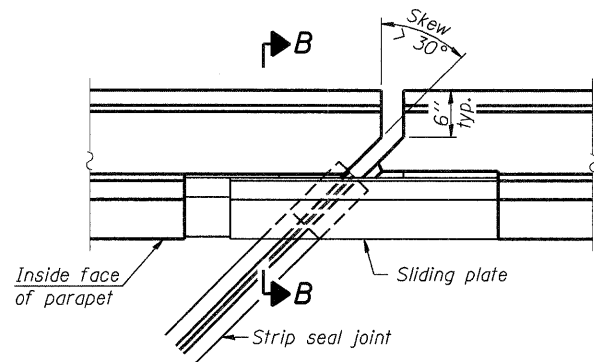
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		- MDB	-
		- PK	-
		- 12/16/11	-
SCALE	DATE	CHECKED	REVISED
		-	-

TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

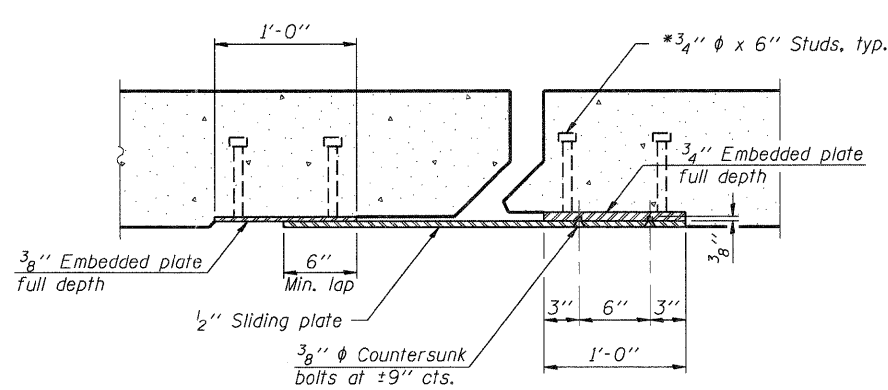
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 BAJZEKKJ



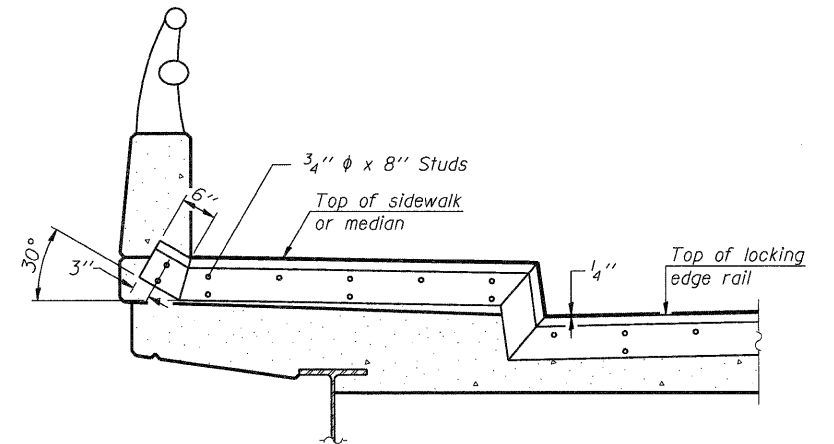
**PLAN**  
(For skews  $\leq 30^\circ$ )



**PLAN**  
(For skews  $> 30^\circ$ )  
Showing point block

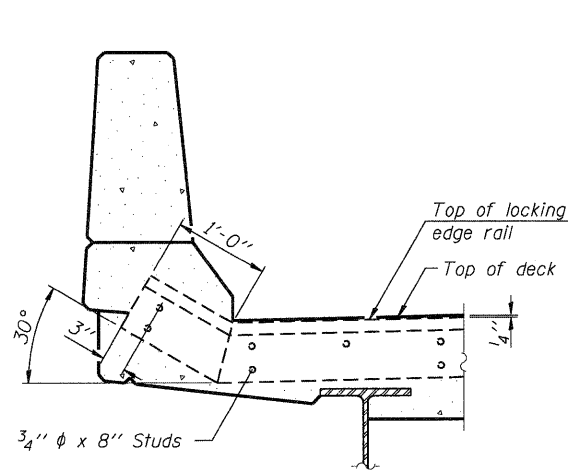


**SECTION C-C**

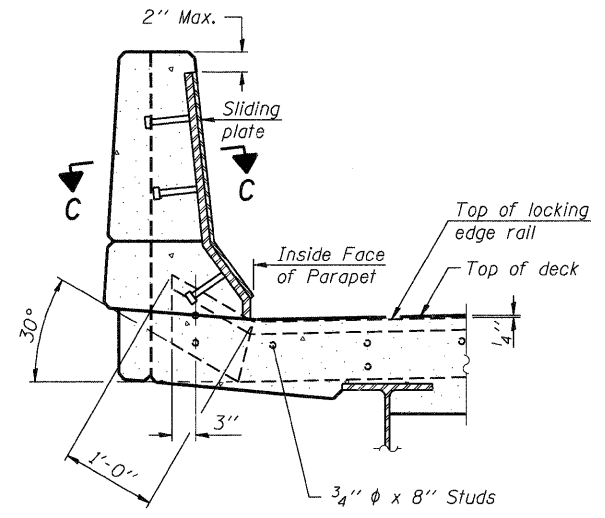


**TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN**

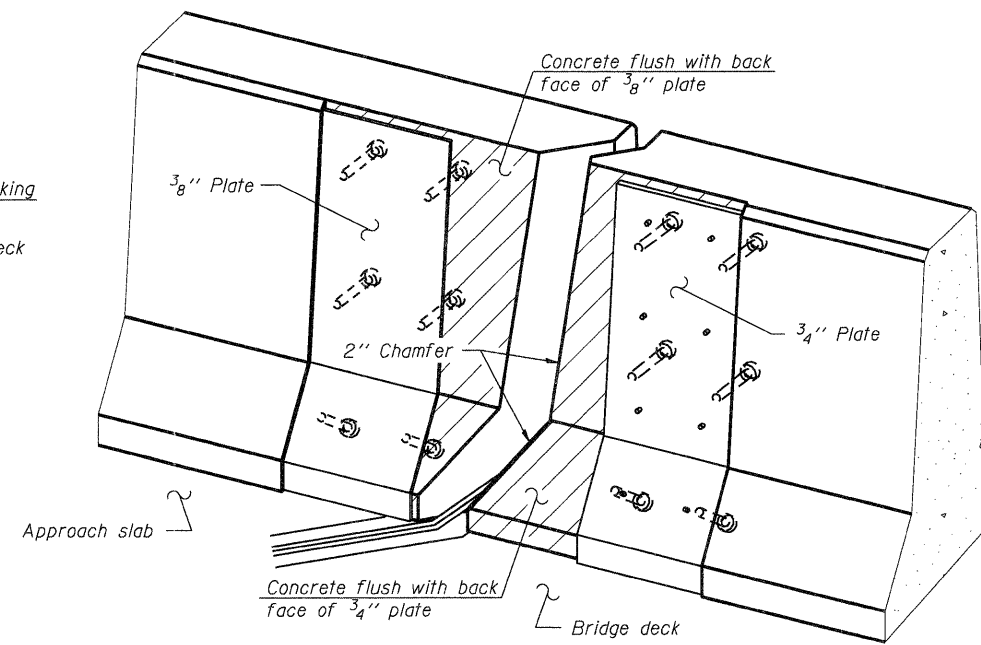
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



**SECTION A-A**

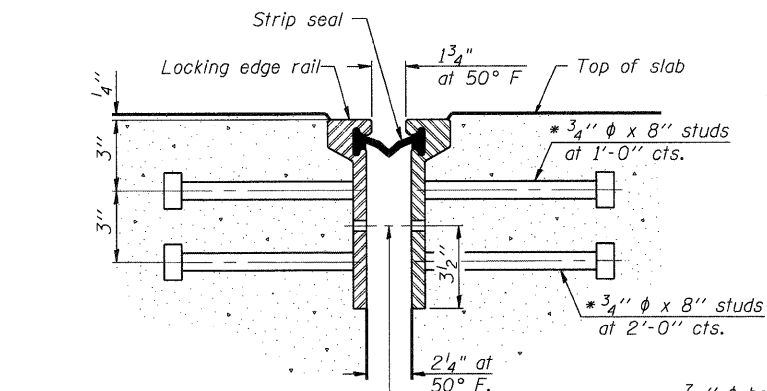


**SECTION B-B**

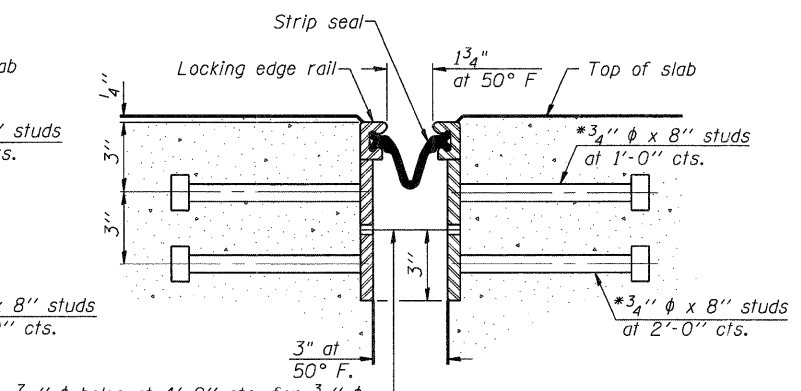


**TRIMETRIC VIEW**  
(Showing back plates only)

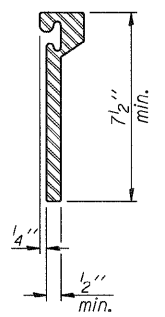
**Notes:**  
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.  
The manufacturer's recommended installation methods shall be followed.  
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.  
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.  
Parapet plates and anchorage studs for skews  $> 30^\circ$  included in the cost of Preformed Joint Strip Seal.



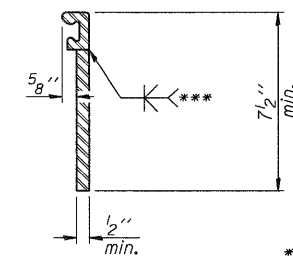
**SECTION THRU ROLLED RAIL JOINT**



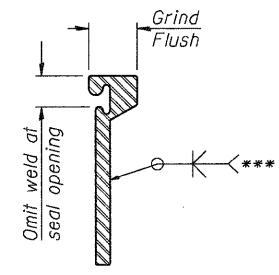
**SECTION THRU WELDED RAIL JOINT**



**ROLLED EXTRUDED RAIL**



**WELDED RAIL**



**LOCKING EDGE RAIL SPLICE**

The inside of the locking edge rail groove shall be free of weld residue.  
Rolled rail shown, welded rail similar.

**LOCKING EDGE RAILS**

The strip seal shall be continuous through the median barrier, with no upturns. See Detail 1 on Sht. S-33 for similar details.

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	98.0

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

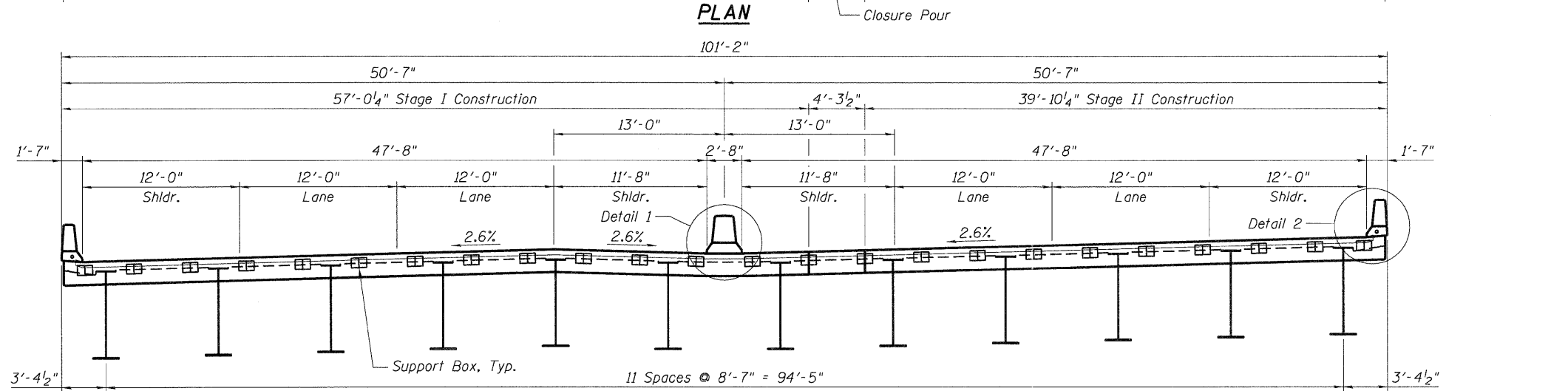
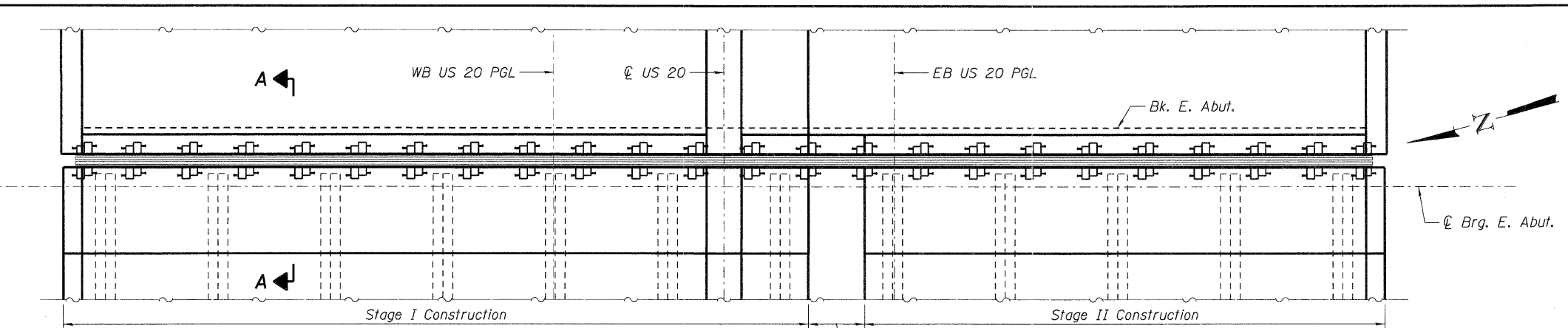
EJ-SSJ 7-1-10 (Modified)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US 20 OVER MCLEAN BOULEVARD

PREFORMED JOINT STRIP SEAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BR-R	KANE	794	504
SN 045-0077			CONTRACT NO. 60H45	
FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT				

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 TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS  
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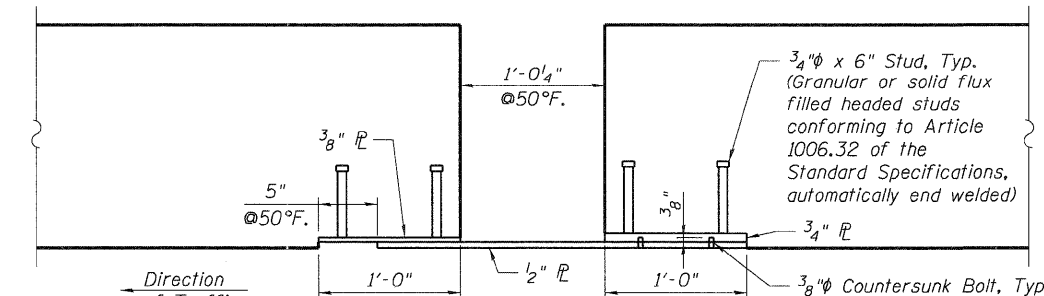
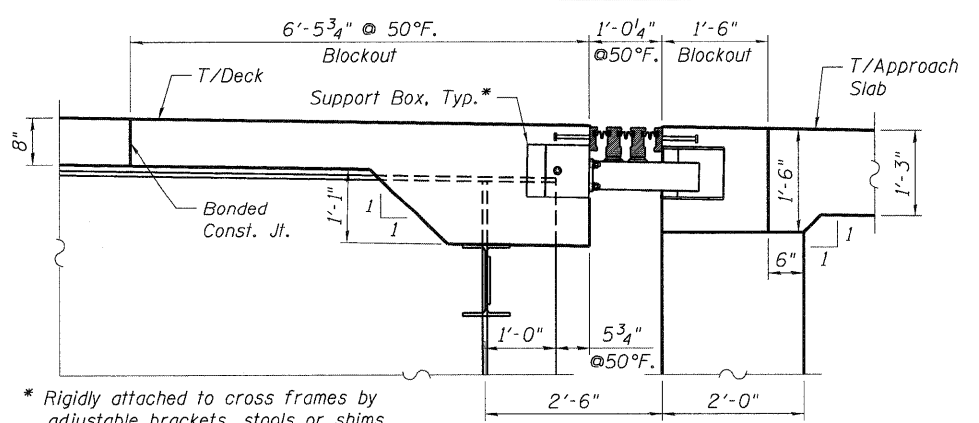
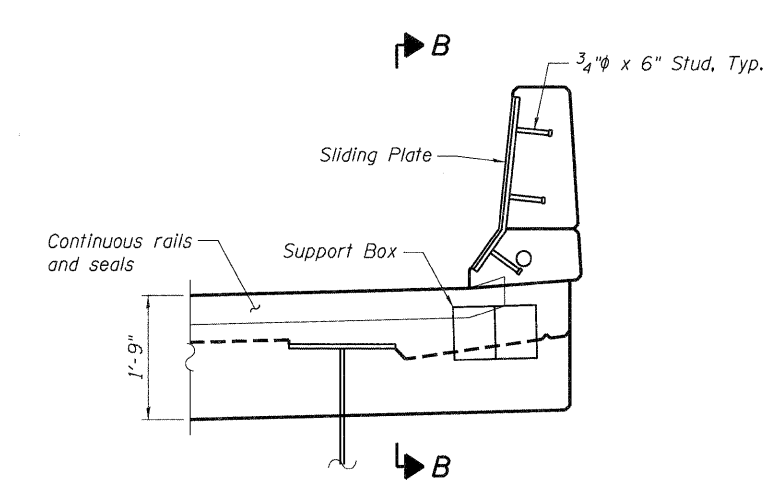
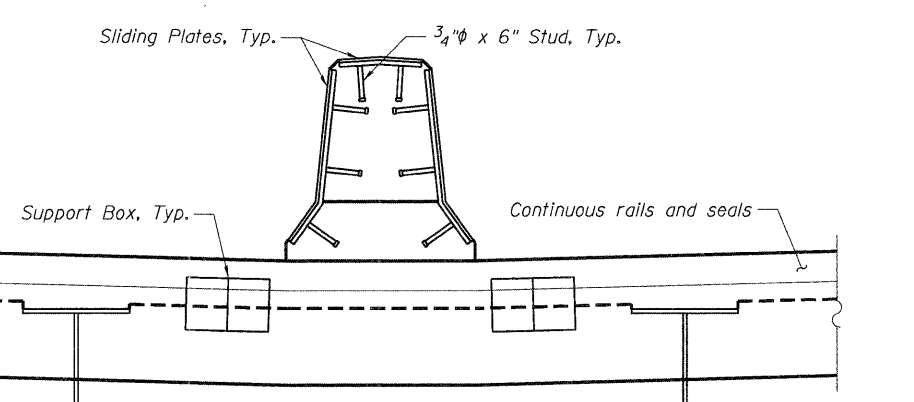
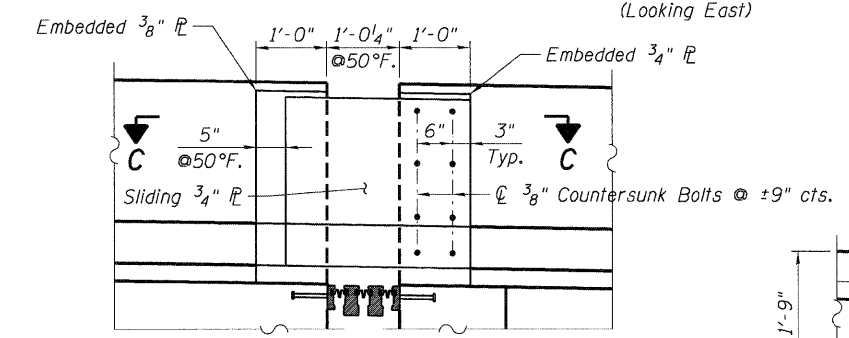


- Notes:**
1. The expansion joint device shall be a prefabricated modular assembly with multiple support bars and separator beams, providing a continuous seal across the deck.
  2. Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
  3. Joint opening shall be adjusted according to Article 520.04 of the Standard Specifications when the concrete blockout is cast at an ambient temperature other than 50°F.
  4. The structural steel plates of the barrier plate assemblies shall conform to the requirements of AASHTO M270 Grade 36, and hot-dipped galvanized according to AASHTO M111 after fabrication.
  5. The cost of furnishing and installing the barrier plate assemblies shall be included in the cost of Modular Expansion Joints.
  6. Countersunk bolts shall be in accordance with ASTM A307, Grade A.
  7. Countersunk bolts and concrete inserts shall be hot-dipped galvanized according to AASHTO M232.
  8. The modular joints shall be fabricated to conform to the roadway profile and cross slope.
  9. The joints shall be fabricated and installed according to the manufacturer's recommendations and as shown in the Special Provisions and as approved by the Engineer.

**REQUIRED MOVEMENT**

(AASHTO Load Combination Service II)

Item	E. Abut.
Total longitudinal (open/close) movement	6 1/2"

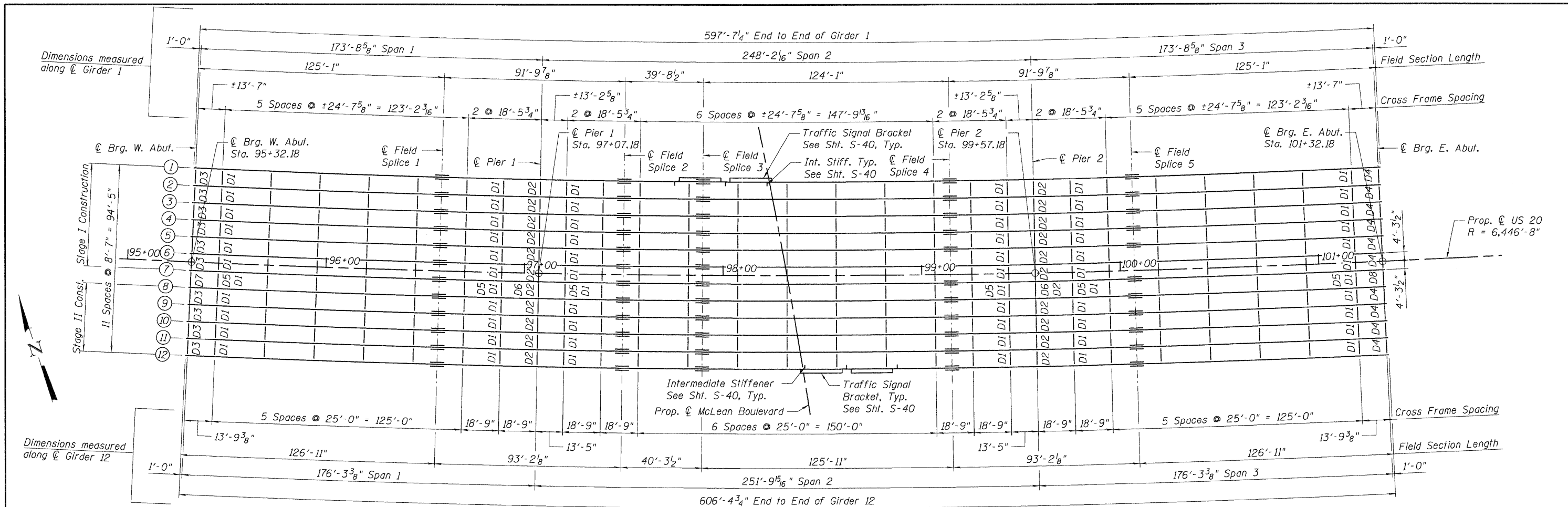


**DETAIL 2**  
(South Parapet shown, North Parapet similar)

**BILL OF MATERIAL**

Item	Unit	Total
Modular Expansion Joint 9"	Foot	98.0

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 #FILEL# DRAWN - MDB REVISED -  
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 PLOT DATE = #DATE# DATE - 12/16/11 REVISED -  
 TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS



	0.4 Sp. 1 0.6 Sp. 3	Pier 1 Pier 2	0.5 Sp. 2
$I_s$	85,359	234,486	93,084
$I_c(n)$	194,552	---	218,454
$I_c(3n)$	139,090	---	153,595
$I_c(cr)$	---	252,456	---
$S_s$	2,508	5,360	2,959
$S_c(n)$	3,338	---	3,908
$S_c(3n)$	3,025	---	3,550
$S_c(cr)$	---	6,062	---
$S_{xc}$	3,124	7,019	3,565
DC1	1.200	1.503	1.226
MDC1	1.801	6.907	2.995
DC2	0.225	0.225	0.225
MDC2	363	1,207	579
DW	0.400	0.400	0.400
MDW	639	2,140	1,035
$M\phi \cdot IM$	3,871	5,279	4,543
$f_i$ (Strength I)	1.9	0.6	1.6
$M_u + \frac{1}{3} f_i S_{xc}$	12,417	23,995	15,871
$\phi_r M_n$	16,018	25,000	19,591
$f_s$ DC1	8.6	13.9	12.2
$f_s$ DC2	1.5	2.4	2.0
$f_s$ DW	2.5	4.3	3.5
$f_s (\phi \cdot IM)$	13.9	10.4	14.0
$f_i$ (Service II)	1.5	0.5	1.2
$f_s + \frac{1}{2}$ (Service II)	31.4	34.2	36.4
$0.95R_n F_{yf}$	47.5	47.5	47.5
$f_s + \frac{1}{3}$ (Total)(Strength I)	41.4	44.6	47.8
$\phi_r F_n$	50.0	50.0	50.0
$V_r$	53.4	75.4	58.4

	0.4 Sp. 1 0.6 Sp. 3	Pier 1 Pier 2	0.5 Sp. 2
$I_s$	85,359	234,486	93,084
$I_c(n)$	202,172	---	227,561
$I_c(3n)$	144,804	---	160,163
$I_c(cr)$	---	253,123	---
$S_s$	2,508	5,360	2,959
$S_c(n)$	3,372	---	3,946
$S_c(3n)$	3,065	---	3,595
$S_c(cr)$	---	6,090	---
$S_{xi}$	2,641	6,109	3,111
DC1	1.244	1.547	1.269
MDC1	1,882	7,119	3,064
DC2	0.225	0.225	0.225
MDC2	365	1,204	582
DW	0.400	0.400	0.400
MDW	641	2,135	1,040
$M\phi \cdot IM$	3,286	4,535	3,564
$f_i$ (Strength I)	1.8	0.6	1.7
$M_u + \frac{1}{3} f_i S_{xc}$	11,407	22,961	14,387
$\phi_r M_n$	17,021	25,000	18,119
$f_s$ DC1	9.0	14.3	12.4
$f_s$ DC2	1.5	2.4	2.0
$f_s$ DW	2.5	4.2	3.5
$f_s (\phi \cdot IM)$	11.7	8.9	10.9
$f_i$ (Service II)	1.4	0.5	1.3
$f_s + \frac{1}{2}$ (Service II)	28.9	32.7	32.6
$0.95R_n F_{yf}$	47.5	47.5	47.5
$f_s + \frac{1}{3}$ (Total)(Strength I)	37.9	42.5	42.7
$\phi_r F_n$	50.0	50.0	50.0
$V_r$	50.0	70.6	54.8

### FRAMING PLAN

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections due to short term composite live loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in<sup>4</sup> and in<sup>3</sup>).

$S_{xc}$ : Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in<sup>3</sup>).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M\phi \cdot IM$ : Un-factored live load moment plus dynamic load allowance (impact)(kip-ft.).

$M_u$  (Strength I): Factored design moment (kip-ft.).

$1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M\phi \cdot IM$

$f_i$ : Factored calculated normal stress at edge of flange for controlling steel flange plate due to lateral bending, Strength I or Service II as applicable (ksi).

$\phi_r M_n$ : Factored resistance available according to A6.1.1 (kip-ft.).

$f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

$MDC1 / S_{xc}$

$f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$MDC2 / S_c(3n)$  or  $MDC2 / S_c(cr)$  as applicable.

$f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$MDW / S_c(3n)$  or  $MDW / S_c(cr)$  as applicable.

$f_s (\phi \cdot IM)$ : Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).

$M\phi \cdot IM / S_c(n)$  or  $M\phi \cdot IM / S_c(cr)$  as applicable.

$f_s + \frac{1}{2}$  (Service II): Sum of stresses as computed below (ksi).

$f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s \phi \cdot IM + \frac{1}{2}$

$0.95R_n F_{yf}$ : Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

$f_s + \frac{1}{3}$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

$1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s \phi \cdot IM + \frac{1}{3}$

$\phi_r F_n$ : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).

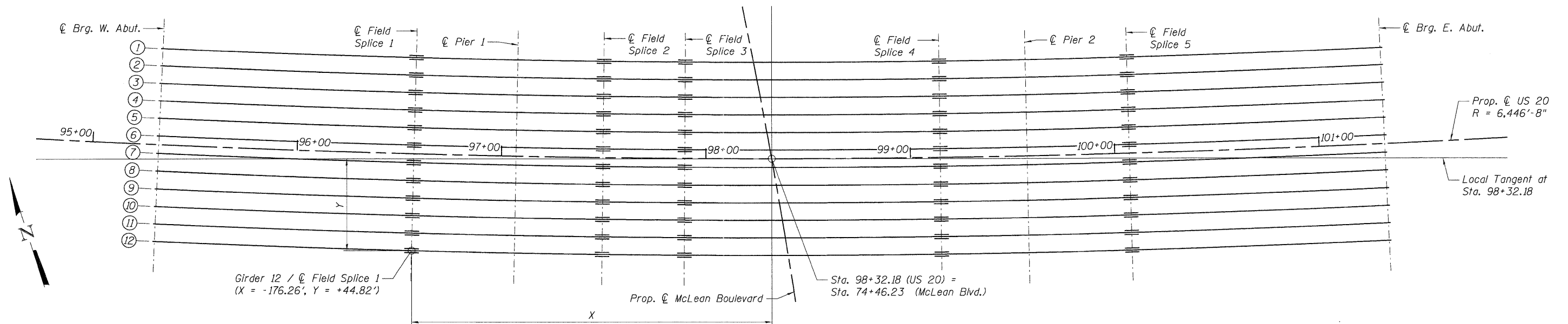
$V_r$ : Maximum factored shear range computed according to Article 6.10.10.

	Abutments	Piers
RDC1	69.0	315.9
RDC2	13.1	55.9
RDW	23.2	97.8
$R\phi \cdot IM$	105.9	234.5
RTotal	211.2	704.1

	Abutments	Piers
RDC1	71.8	325.6
RDC2	13.1	55.8
RDW	23.2	97.8
$R\phi \cdot IM$	120.5	266.8
RTotal	228.6	746.0

Note: Work this sheet with Shts. S-35 and S-36.

FILE NAME = ... USER NAME = \*USER\* ... DESIGNED - MDB ... REVISIONS ... STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION ...



**CURVED GIRDER LAYOUT**

GIRDER	C Brg. W. Abut.		C Field Splice 1		C Pier 1		C Field Splice 2		C Field Splice 3		C Field Splice 4		C Pier 2		C Field Splice 5		C Brg. E. Abut.	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
1	-297.70	-54.14	-173.70	-49.57	-124.08	-48.41	-81.89	-42.19	-47.73	-47.35	81.89	-47.73	124.08	-48.41	173.70	-49.57	297.70	-54.14
2	-298.09	-45.56	-173.93	-40.99	-124.24	-39.83	-82.00	-42.25	-39.15	-38.76	82.00	-39.15	124.24	-39.83	173.93	-40.99	298.09	-45.56
3	-298.49	-36.99	-174.16	-32.41	-124.41	-31.25	-82.11	-42.30	-30.57	-30.18	82.11	-30.57	124.41	-31.25	174.16	-32.41	298.49	-36.99
4	-298.89	-28.41	-174.40	-23.83	-124.58	-22.67	-82.22	-42.36	-21.98	-21.60	82.22	-21.98	124.58	-22.67	174.40	-23.83	298.89	-28.41
5	-299.29	-19.84	-174.63	-15.25	-124.74	-14.08	-82.33	-42.41	-13.40	-13.01	82.33	-13.40	124.74	-14.08	174.63	-15.25	299.29	-19.84
6	-299.69	-11.27	-174.86	-6.67	-124.91	-5.50	-82.44	-42.47	-4.82	-4.43	82.44	-4.82	124.91	-5.50	174.86	-6.67	299.69	-11.27
7	-300.09	-2.69	-175.09	1.91	-125.08	3.08	-82.55	-42.53	3.76	4.15	82.55	3.76	125.08	3.08	175.09	1.91	300.09	-2.69
8	-300.49	5.88	-175.33	10.50	-125.24	11.66	-82.66	-42.58	12.35	12.73	82.66	12.35	125.24	11.66	175.33	10.50	300.49	5.88
9	-300.89	14.46	-175.56	19.08	-125.41	20.24	-82.77	-42.64	20.93	21.32	82.77	20.93	125.41	20.24	175.56	19.08	300.89	14.46
10	-301.29	23.03	-175.79	27.66	-125.57	28.82	-82.88	-42.70	29.51	29.90	82.88	29.51	125.57	28.82	175.79	27.66	301.29	23.03
11	-301.69	31.60	-176.03	36.24	-125.74	37.41	-82.99	-42.75	38.09	38.48	82.99	38.09	125.74	37.41	176.03	36.24	301.69	31.60
12	-302.09	40.18	-176.26	44.82	-125.91	45.99	-83.10	-42.81	46.68	47.07	83.10	46.68	125.91	45.99	176.26	44.82	302.09	40.18

**EXTERIOR GIRDER  
LIVE LOAD DISTRIBUTION FACTORS**

	0.4 Span 1 0.6 Span 3	Pier 1 Pier 2	0.5 Span 2
Moment (single) (lanes)		0.76	
Moment (multiple) (lanes)	0.62	0.63	0.57
Shear (single) (lanes)		0.76	
Shear (multiple) (lanes)		0.67	
Fatigue Moment (lanes)		0.63	
Fatigue Shear (lanes)		0.63	

**INTERIOR GIRDER  
LIVE LOAD DISTRIBUTION FACTORS**

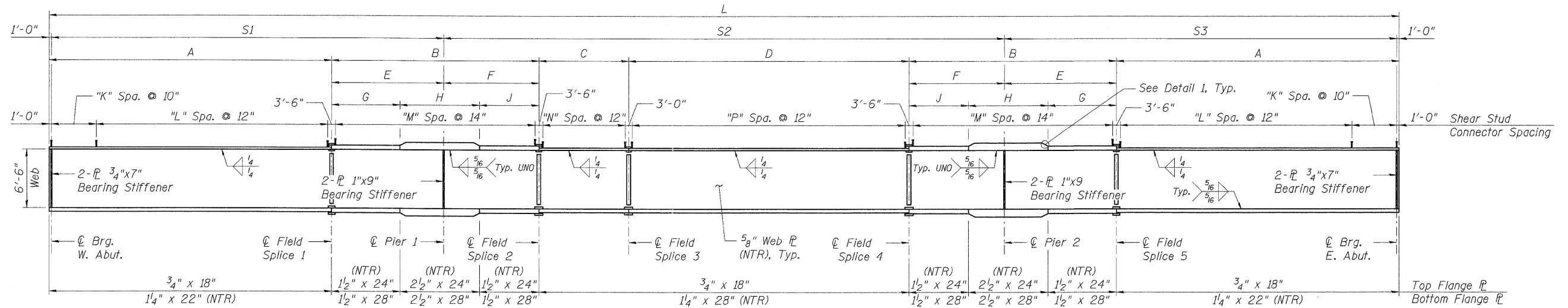
	0.4 Span 1 0.6 Span 3	Pier 1 Pier 2	0.5 Span 2
Moment (single) (lanes)		0.43	0.39
Moment (multiple) (lanes)	0.64	0.65	0.59
Shear (single) (lanes)		0.71	
Shear (multiple) (lanes)		0.86	
Fatigue Moment (lanes)	0.36	0.36	0.32
Fatigue Shear (lanes)		0.59	

Notes:  
The Distribution Factors labeled "Fatigue" do not include the single lane multiple presence factor.  
The Distribution Factors labeled "(single)" and "(multiple)" refer to the number of design lanes loaded and include the multiple presence factor.

Note:  
Work this sheet with Shts. S-34 and S-36.

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 BAJZEKKJ

FILE NAME =	USER NAME = #USER#	DESIGNED - MDB	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION US 20 OVER MCLEAN BOULEVARD</b>	<b>CURVED GIRDER LAYOUT</b>			F.A.P. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 507
#FILEL#		DRAWN - MDB	REVISED -		SCALE:	SHEET NO. S-35	OF S-62	STATION 98+32.18	SN 045-0077		CONTRACT NO. 60H45	
<b>TENG</b> TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = #SCALE#	CHECKED - PK	REVISED -						FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			
	PLOT DATE = #DATE#	DATE - 12/16/11	REVISED -									



**GIRDER ELEVATION**

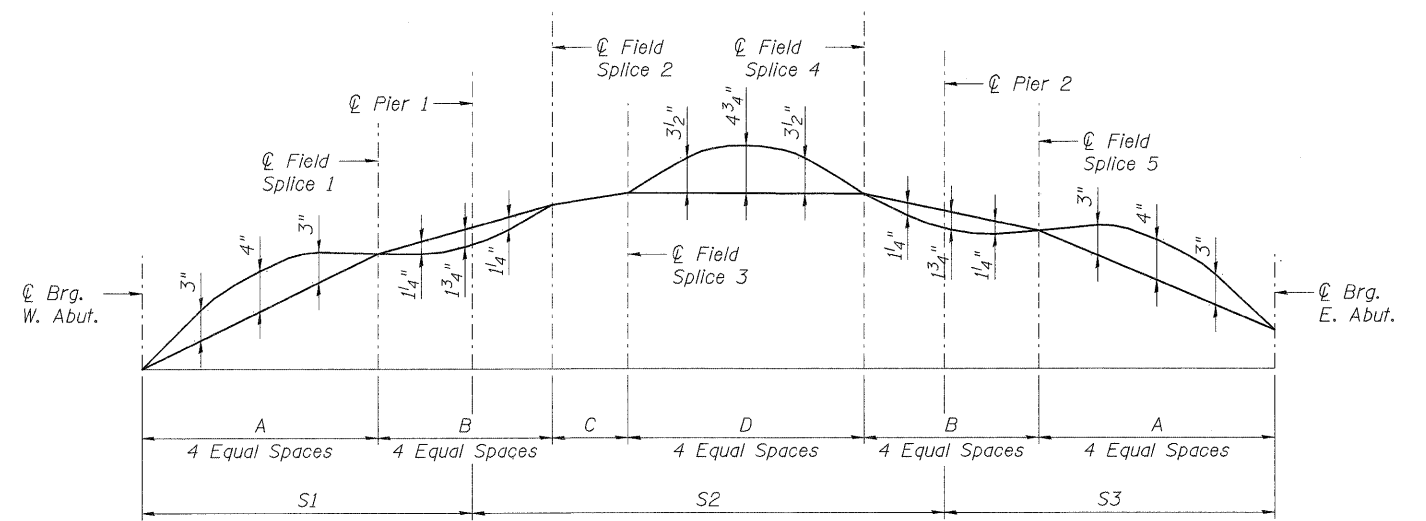
**GIRDER DIMENSIONS**

GIRDER	RADIUS	L	S1	S2	S3	A	B	C	D	E	F	G	H	J	K	L	M	N	P
1	6399'-5 1/2"	597'-7 1/4"	173'-8 5/8"	248'-2 1/6"	173'-8 5/8"	125'-1"	91'-9 7/8"	39'-8 1/2"	124'-1"	49'-7 5/8"	42'-2 1/4"	30'-3 5/16"	35'-2 7/8"	26'-3 1/16"	24	102	76	36	121
2	6408'-0 1/2"	598'-4 7/8"	173'-11 7/16"	248'-6"	173'-11 7/16"	125'-3"	91'-11 3/8"	39'-9 9/8"	124'-3"	49'-8 3/8"	42'-2 15/16"	30'-3 13/16"	35'-3 7/16"	26'-4 9/8"	24	103	76	37	121
3	6416'-7 1/2"	599'-2 7/16"	174'-2 3/16"	248'-10"	174'-2 3/16"	125'-5"	92'-0 13/16"	39'-9 3/4"	124'-5"	49'-9 3/8"	42'-3 5/8"	30'-4 5/16"	35'-4"	26'-4 1/2"	24	103	76	37	121
4	6425'-2 1/2"	600'-0 1/16"	174'-5"	249'-2"	174'-5"	125'-7"	92'-2 5/16"	39'-10 3/8"	124'-7"	49'-10"	42'-4 5/16"	30'-4 13/16"	35'-4 9/16"	26'-4 15/16"	24	103	76	37	121
5	6433'-9 1/2"	600'-9 5/8"	174'-7 13/16"	249'-6"	174'-7 13/16"	125'-9"	92'-3 13/16"	39'-11 1/16"	124'-9"	49'-10 13/16"	42'-5"	30'-5 1/4"	35'-5 5/8"	26'-5 3/8"	24	103	76	37	122
6	6442'-4 1/2"	601'-7 3/16"	174'-10 5/8"	249'-10"	174'-10 5/8"	125'-11"	92'-5 1/4"	39'-11 1/16"	124'-11"	49'-11 5/8"	42'-5 1/16"	30'-5 3/4"	35'-5 1/16"	26'-5 13/16"	24	103	76	37	122
7	6450'-11 1/2"	602'-4 13/16"	175'-1 3/8"	250'-2"	175'-1 3/8"	126'-1"	92'-6 3/4"	40'-0 3/8"	125'-1"	50'-0 3/8"	42'-6 5/16"	30'-6 1/4"	35'-6 5/16"	26'-6 3/16"	24	103	76	37	122
8	6459'-6 1/2"	603'-2 3/8"	175'-4 3/16"	250'-6"	175'-4 3/16"	126'-3"	92'-8 3/16"	40'-0 15/16"	125'-3"	50'-1 13/16"	42'-7"	30'-6 3/4"	35'-6 7/8"	26'-6 5/8"	24	103	76	37	122
9	6468'-1 1/2"	603'-11 9/16"	175'-7"	250'-10"	175'-7"	126'-5"	92'-9 1/16"	40'-1 5/8"	125'-5"	50'-2"	42'-7 1/16"	30'-7 3/16"	35'-7 1/16"	26'-7 1/16"	24	104	77	37	122
10	6476'-8 1/2"	604'-9 9/16"	175'-9 13/16"	251'-2"	175'-9 13/16"	126'-7"	92'-11 3/16"	40'-2 1/4"	125'-7"	50'-2 13/16"	42'-8 3/8"	30'-7 1/16"	35'-8"	26'-7 1/2"	24	104	77	37	122
11	6485'-3 1/2"	605'-7 9/8"	176'-0 9/16"	251'-6"	176'-0 9/16"	126'-9"	93'-0 5/8"	40'-2 7/8"	125'-9"	50'-3 5/8"	42'-9 1/16"	30'-8 3/16"	35'-8 9/16"	26'-7 7/8"	24	104	77	37	122
12	6493'-10 1/2"	606'-4 3/4"	176'-3 3/8"	251'-9 15/16"	176'-3 3/8"	126'-11"	93'-2 9/8"	40'-3 1/2"	125'-11"	50'-4 3/8"	42'-9 3/4"	30'-8 1/16"	35'-9 1/8"	26'-8 5/16"	24	104	77	37	123

**TOP OF WEB ELEVATIONS**

(For Fabrication Only)

GIRDER	1	2	3	4	5	6	7	8	9	10	11	12
Brig. W. Abut.	849.99	850.21	850.44	850.66	850.88	850.65	850.65	850.88	851.10	851.32	851.55	851.77
Field Splice 1	851.87	852.09	852.32	852.54	852.76	852.54	852.54	852.76	852.99	853.21	853.43	853.65
Pier 1	852.21	852.44	852.66	852.89	853.11	852.88	852.88	853.11	853.33	853.56	853.78	854.00
Field Splice 2	852.76	852.99	853.22	853.44	853.66	853.44	853.44	853.66	853.88	854.11	854.34	854.56
Field Splice 3	853.26	853.50	853.72	853.95	854.17	853.95	853.95	854.17	854.40	854.63	854.86	855.09
Field Splice 4	852.94	853.16	853.39	853.61	853.83	853.61	853.61	853.83	854.06	854.28	854.51	854.73
Pier 2	852.48	852.71	852.93	853.16	853.38	853.15	853.15	853.38	853.60	853.82	854.05	854.27
Field Splice 5	852.25	852.47	852.70	852.92	853.14	852.92	852.92	853.14	853.37	853.59	853.81	854.03
Brig. E. Abut.	850.63	850.85	851.08	851.30	851.52	851.29	851.29	851.52	851.74	851.96	852.19	852.41



**TYPICAL CAMBER DIAGRAM**

**Notes:**

- All Structural Steel shall be AASHTO M270 Grade 50, except fill plates.
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
- UNO = Unless Noted Otherwise

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
 US 20 OVER MCLEAN BOULEVARD

**GIRDER ELEVATIONS**

FILE NAME =  
 \$FILEL\$  
**TENG** TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

USER NAME = \$USER\$  
 DESIGNED - MDB  
 DRAWN - MDB  
 CHECKED - CCE  
 PLOT SCALE = \$SCALE\$  
 PLOT DATE = \$DATE\$

REVISIONS  
 REVISED -  
 REVISED -  
 REVISED -  
 DATE - 01/16/12  
 REVISED -

SCALE: SHEET NO. S-36 OF S-62 STATION 98+32.18

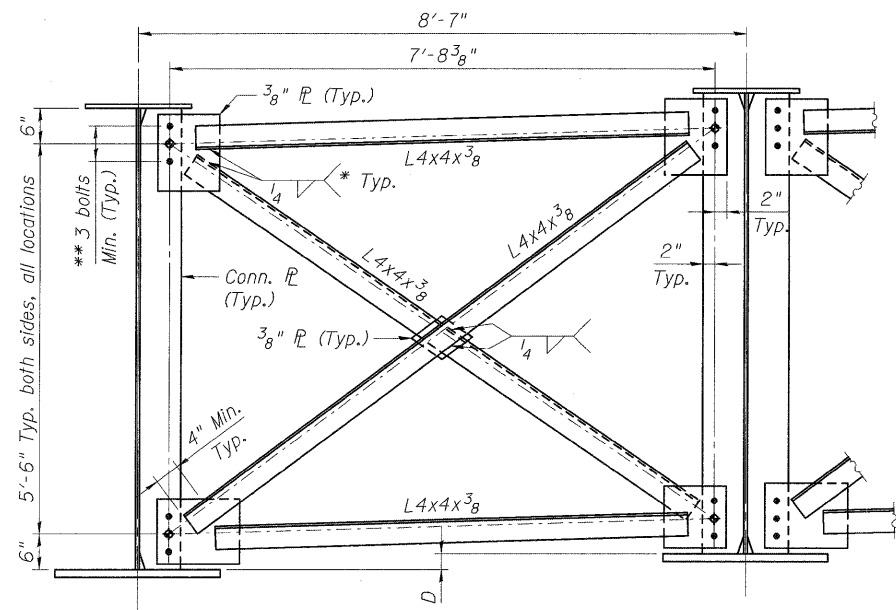
F.A.P. RTE. 345 SECTION 8R-R COUNTY KANE TOTAL SHEETS 794 SHEET NO. 508  
 SN 045-0077 CONTRACT NO. 60H45  
 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 US 20 OVER MCLEAN BOULEVARD

FILE NAME =  
 \$FILEL\$  
 USER NAME = \$USER\$  
 DESIGNED - MDB  
 DRAWN - MDB  
 CHECKED - CCE  
 PLOT SCALE = \$SCALE\$  
 PLOT DATE = \$DATE\$

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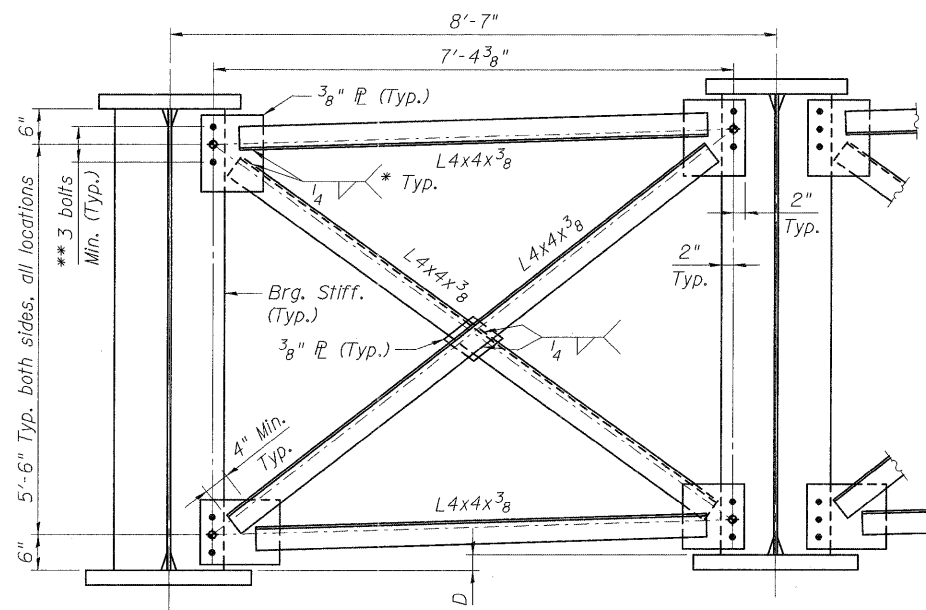




\* Fillet weld angles along 3 sides on one face of gusset plate.

**D1 - TYPICAL INTERIOR CROSS FRAME**

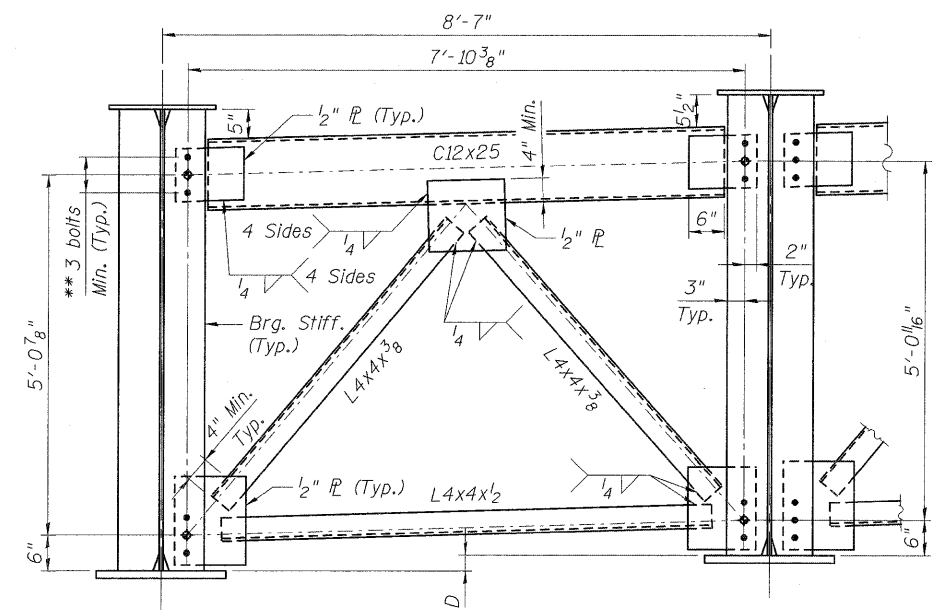
(275 thus)



\* Fillet weld angles along 3 sides on one face of gusset plate.

**D2 - PIER CROSS FRAME**

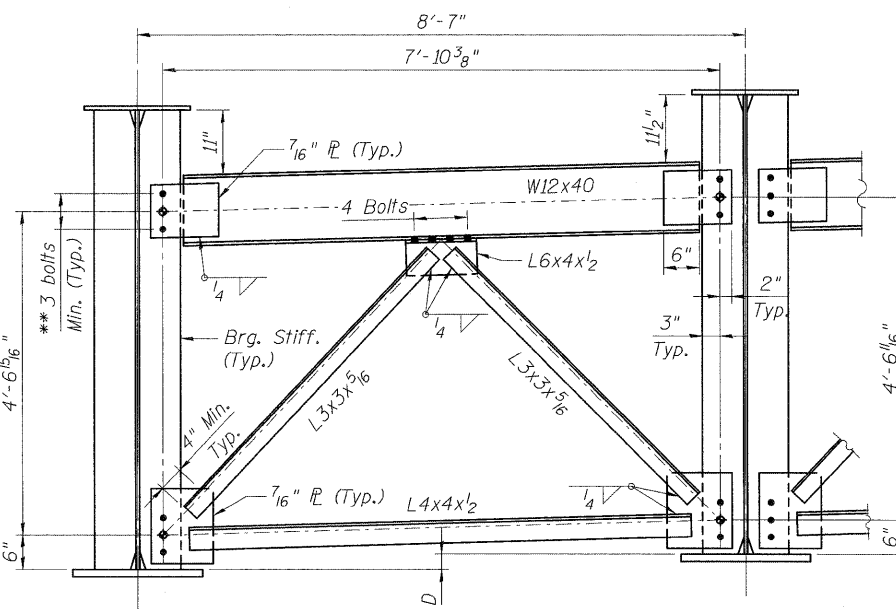
(22 thus)



Place cross frame with channel flanges and outstanding angle legs outward from abutment backwall.

**D3 - WEST ABUTMENT CROSS FRAME**

(10 thus)



Place cross frame with outstanding angle legs outward from abutment backwall.

**D4 - EAST ABUTMENT CROSS FRAME**

(10 thus)

\*\* Bolts 7/8"φ, Holes 1 1/16"φ. Two hardened washers required for each set of oversized holes.

**CROSS FRAME DIMENSIONS**

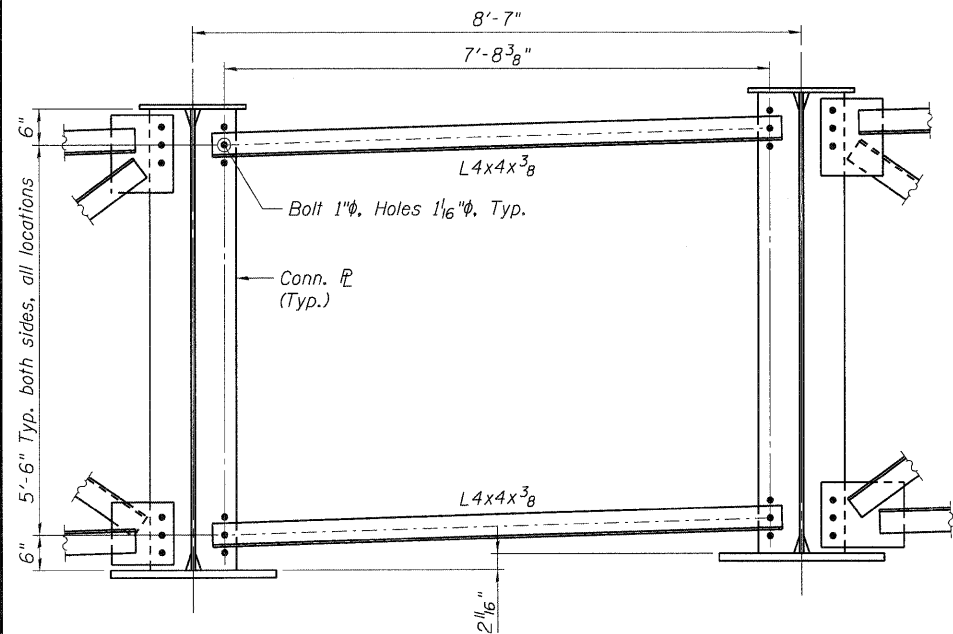
GIRDER BAY	D
1-2	2 1/16"
2-3	2 1/16"
3-4	2 1/16"
4-5	2 5/8"
5-6	-2 1/16"
6-7	0
7-8	2 1/16"
8-9	2 1/16"
9-10	2 1/16"
10-11	2 1/16"
11-12	2 1/16"

◆ Centroid of bolt group and workpoint of member principal axes

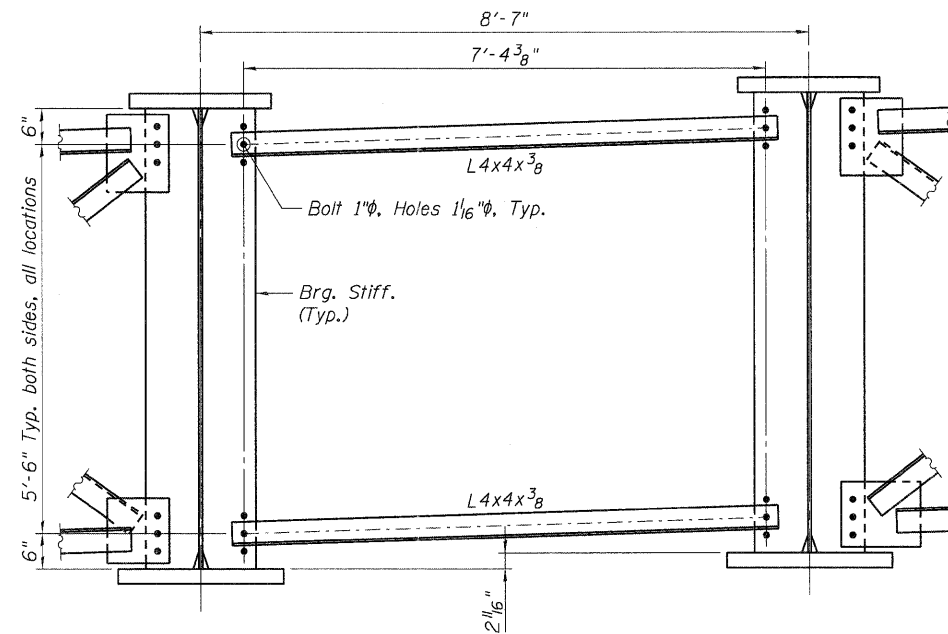
**NOTES:**

- All Structural Steel shall be AASHTO M270 Grade 50, except fill plates.
- All cross frames between girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
- For Bearing Stiffener R sizes, see Sht. S-36.

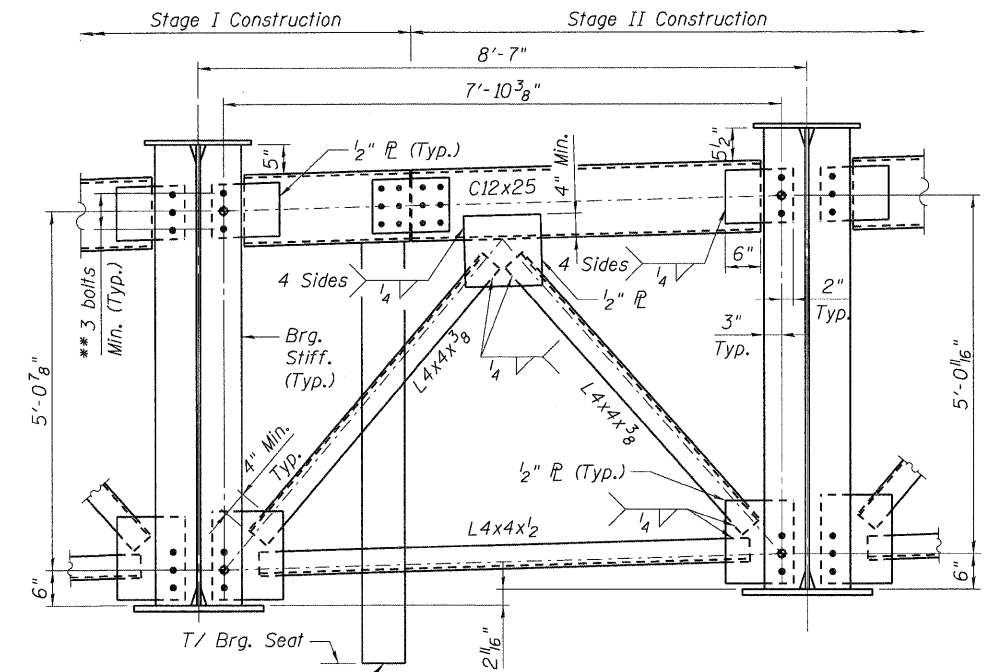
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 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS  
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**D5 - INTERIOR CROSS FRAME AT STAGE CONSTRUCTION LINE**  
(25 thus)



**D6 - PIER CROSS FRAME AT STAGE CONSTRUCTION LINE**  
(2 thus)



**D7 - WEST ABUTMENT CROSS FRAME AT STAGE CONSTRUCTION LINE**  
(1 thus)

Timber Block Post, cost included with Furnishing and Erecting Structural Steel. Place cross frame with channel flanges and outstanding angle legs outward from abutment backwall.

**Interior and Pier Cross Frame Stage Construction Sequence:**

1. Install D5 and D6 cross frames in Stage II Construction prior to casting deck.
2. Bolts shall be finger-tight.
3. Remove D5 and D6 cross frames and install D1 and D2 cross frames in Stage III Construction prior to casting deck closure pour.

**End Cross Frame Stage Construction Sequence:**

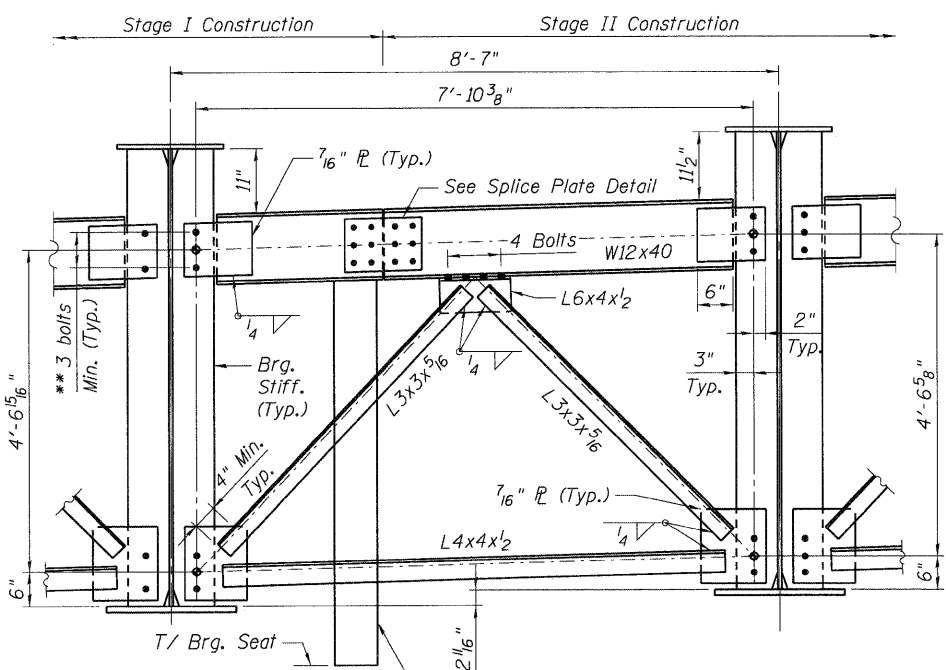
1. Order Cross Frame in two sections.
2. Attach section 1 of top chord of cross frame to Girder 7.
3. Place timber block posts between section 1 of cross frame and abutment bearing section.
4. Pour Stage I of deck and erect Stage II girders.
5. Attach section 2 of cross frame to both Beam 8 and section 1 of cross frame with splice plate.
6. Remove timber block posts.
7. Pour closure strip of deck.

\*\* Bolts 7/8"φ, Holes 1 1/16"φ. Two hardened washers required for each set of oversized holes.

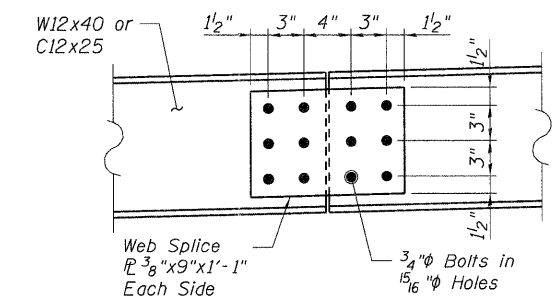
◆ Centroid of bolt group and workpoint of member principal axes

**NOTE:**

See Sht. S-37 for notes.



**D8 - EAST ABUTMENT CROSS FRAME AT STAGE CONSTRUCTION LINE**  
(1 thus)



**SPLICE PLATE DETAIL**

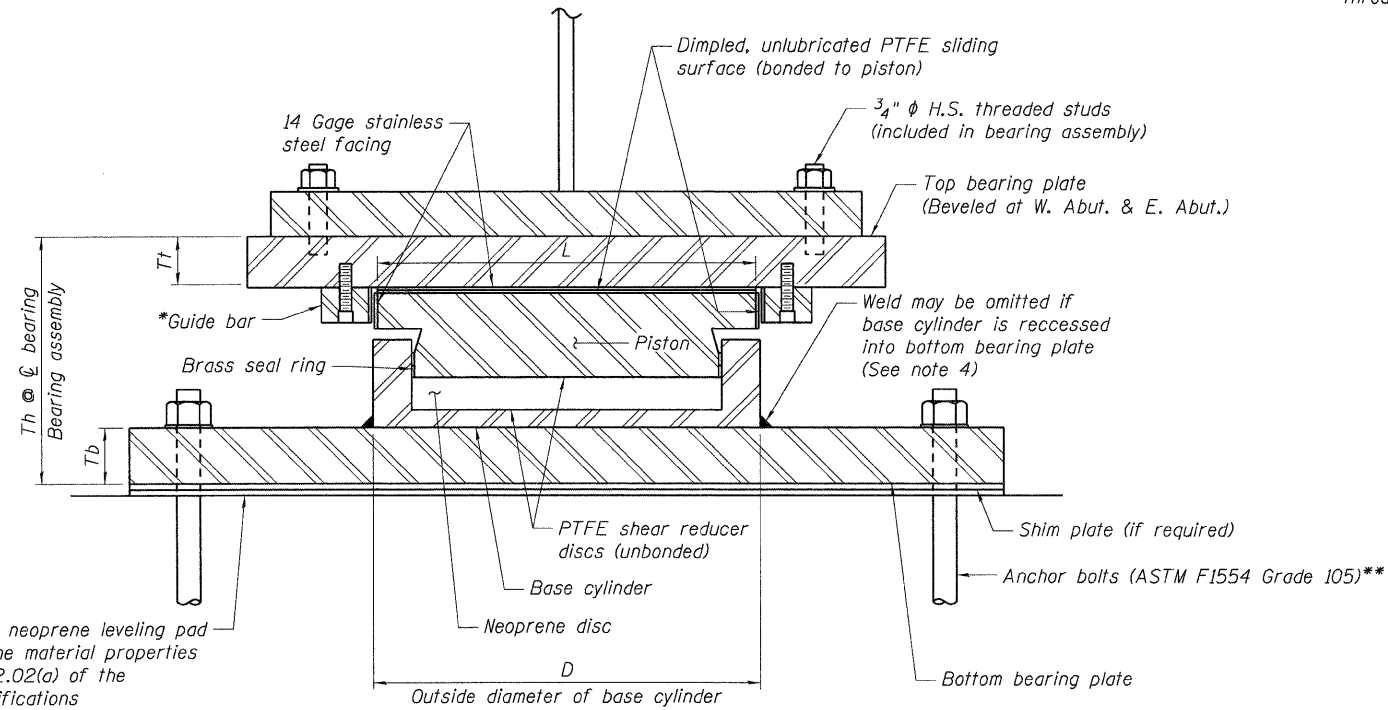
Place cross frame with outstanding angle legs outward from abutment backwall. Timber Block Post, cost included with Furnishing and Erecting Structural Steel.

FILE NAME = \\S:\Projects\60H45-001-STEELDETAIL.DGN USER NAME = \*USER\* DESIGNED - MDB REVISED -  
 PLOT SCALE = \*SCALE\* DRAWN - MDB REVISED -  
 PLOT DATE = \*DATE\* CHECKED - CCE REVISED -  
 DATE - 12/16/11 REVISED -  
 TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS  
 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION US 20 OVER MCLEAN BOULEVARD  
 STEEL DETAILS 2 OF 3  
 SCALE: SHEET NO. S-38 OF S-62 STATION 98+32.18  
 F.A.P. SECTION COUNTY TOTAL SHEETS SHEET NO.  
 R.T.E. 345 8R-R KANE 794 510  
 SN 045-0077 CONTRACT NO. 60H45  
 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT





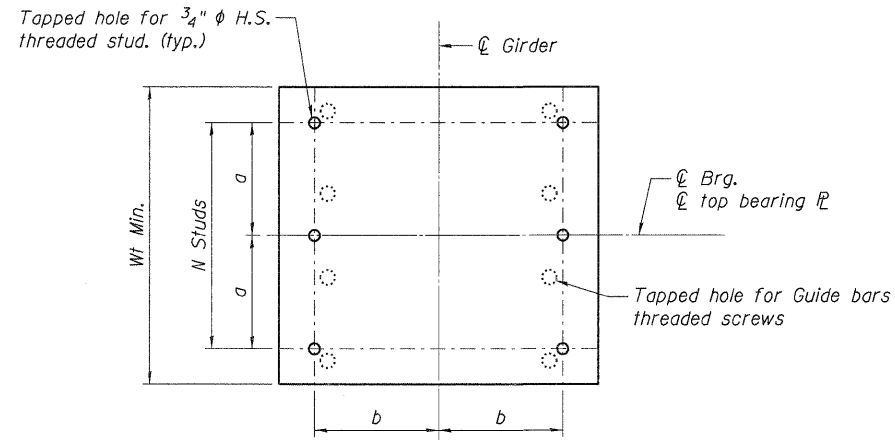
\* As alternate to the bolted connection shown, the guide bars may be connected to the top bearing plate by groove welds or the guide bars and top bearing plate may be fabricated as a single piece.



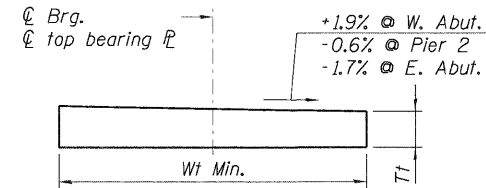
$\frac{1}{8}$ " Elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications

**GUIDED EXPANSION POT BEARING**  
(W. Abutment, Pier 2, E. Abutment)

\*\*1"  $\phi$  x 12" Anchor bolts  
2 $\frac{1}{4}$ " x 2 $\frac{1}{4}$ " x  $\frac{5}{16}$ "  $\phi$  Washer under nut  
1 $\frac{1}{2}$ "  $\phi$  holes in bottom bearing  $\phi$ , typ.



**TOP BEARING  $\phi$  PLAN**



**TOP BEARING  $\phi$  ELEVATION**

**DIMENSIONS (IN)**

Dimension	W. Abut.	Pier 2	E. Abut.
D	11 $\frac{7}{8}$ "	20 $\frac{5}{8}$ "	11 $\frac{7}{8}$ "
L	12"	20 $\frac{3}{4}$ "	12"
Wt	22"	28"	22"
Tb	2 $\frac{1}{4}$ "	2 $\frac{1}{2}$ "	2 $\frac{1}{4}$ "
Tt	1 $\frac{1}{2}$ "	2 $\frac{3}{4}$ "	1 $\frac{1}{2}$ "
Th	8 $\frac{5}{8}$ "	12 $\frac{1}{2}$ "	8 $\frac{5}{8}$ "
N	3	4	3
a	9"	8"	9"
b	9"	12"	9"
c	n/a	9 $\frac{1}{2}$ "	n/a
d	14 $\frac{1}{2}$ "	17 $\frac{1}{2}$ "	14 $\frac{1}{2}$ "

**DESIGN DATA**

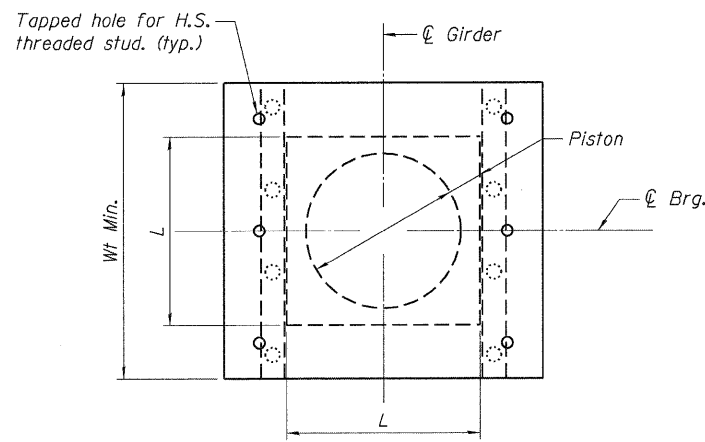
Data	W. Abut.	E. Abut.	Pier 2
Service Vertical Design Load (kips)	229	229	746
Factored Horizontal Design Load (kips)	22	22	96
Factored Design Rotation (rad)	0.013	0.008	0.013
Total Required Movement (in)	2.7	6.5	3.8

**BILL OF MATERIAL**

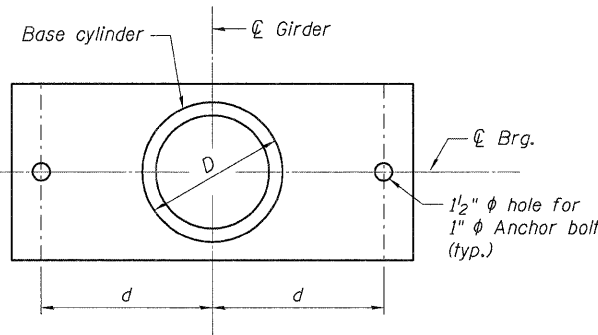
Item	Unit	Total
Anchor Bolts, 1" $\phi$	Each	96
High Load Multi-Rotational Bearings, Guided Expansion, 250K	Each	24
High Load Multi-Rotational Bearings, Guided Expansion, 750K	Each	12

**NOTES:**

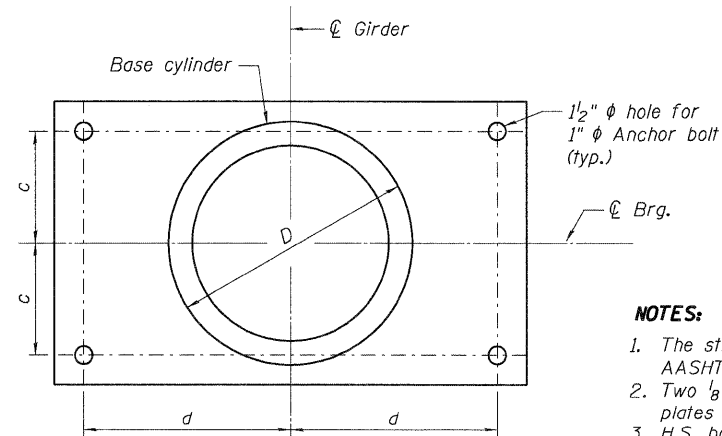
- The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Two  $\frac{1}{8}$  in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.
- If base cylinder is recessed into the bottom bearing plate, the thickness of the bottom plate shall be Tb plus the depth of the recess.
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade and diameter specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts may be either cast in place or installed in holes drilled after the supported member is in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- The cost of the elastomeric neoprene leveling pads, shim plates, and threaded studs shall be included in High Load Multi-Rotational Bearings.



**TOP BEARING  $\phi$  AND PISTON PLAN**



**BOTTOM BEARING  $\phi$  AND BASE CYLINDER PLAN**  
(W. Abut. & E. Abut.)



**BOTTOM BEARING  $\phi$  AND BASE CYLINDER PLAN**  
(Pier 2)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US 20 OVER MCLEAN BOULEVARD

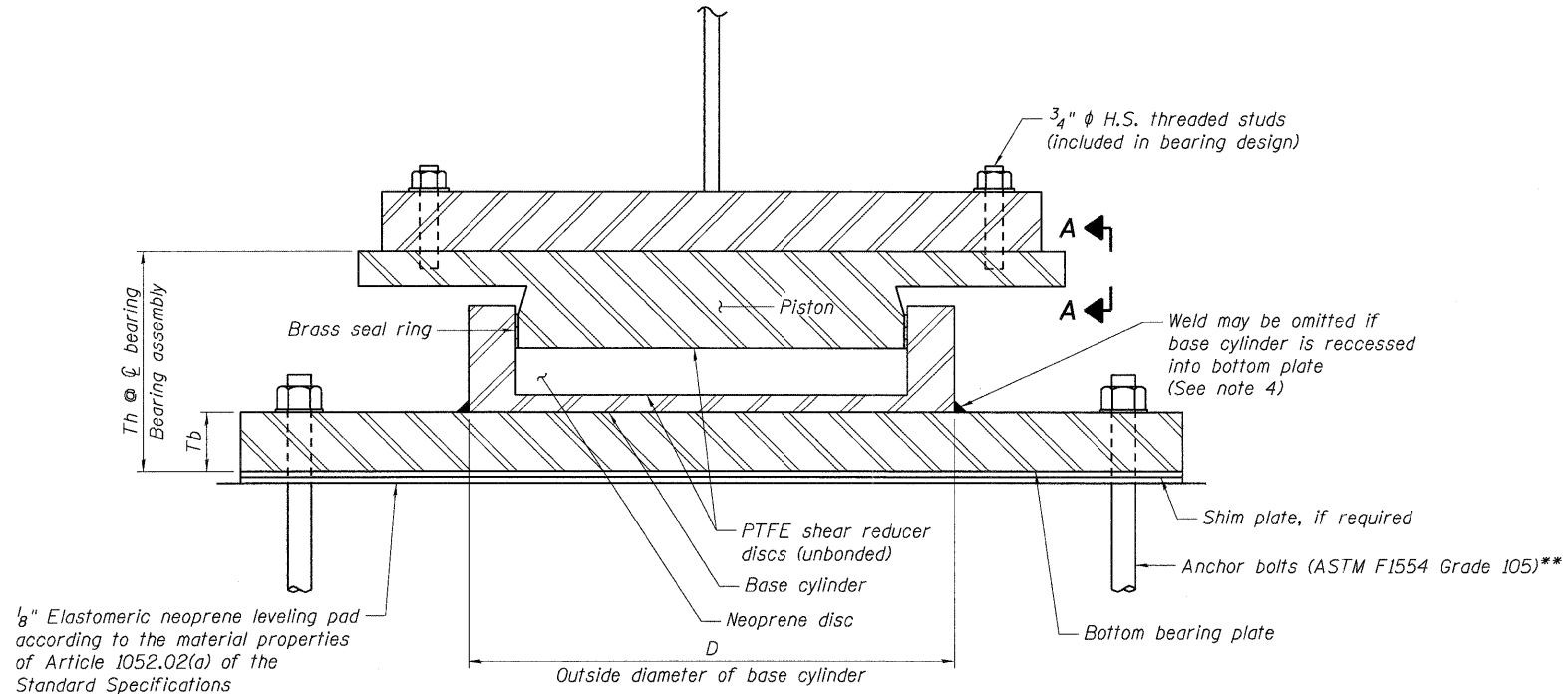
BEARING DETAILS  
1 OF 2

FILE NAME =	USER NAME = *USER*	DESIGNED - MDB	REVISED -
*FILEL*		DRAWN - MDB	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - PK	REVISED -
	PLOT DATE = *DATE*	DATE - 12/16/11	REVISED -

**TENG** TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

SCALE:	SHEET NO. 5-41	OF 5-62	STATION 98+32.18	F.A.P. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 513
				SN 045-0077		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7   ILLINOIS   FED. AID PROJECT								

\045077-60H45-001-BEARING\_SHT.DGN \VALL\SNUM-60H45-001-BORDER.DGN  
 \045077-60H45-001-BEARING\_SHT.DGN \VALL\STRUCT\CAD\60H45-045077\SHEET\045077-60H45-001-BEARING\_SHT.DGN  
 \VFS-2014\AM\VAULT\0-TRANS\_07\2202\SHEET\045077-60H45-001-BEARING\_SHT.DGN



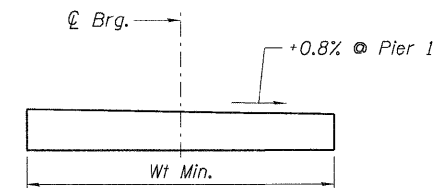
1/8" Elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications

**FIXED POT BEARING**  
(Pier 1)

\*\* 1"  $\phi$  x 12" Anchor bolts  
2 1/4" x 2 1/4" x 5/16" PL, Washer under nut  
1 1/2"  $\phi$  holes in bottom bearing PL, typ.

**DIMENSIONS (IN)**

Dimension	Pier 1
D	20 5/8"
Tb	2 1/2"
Th	9 1/8"
a	6"
b	12"
c	9 1/2"
d	17 1/2"



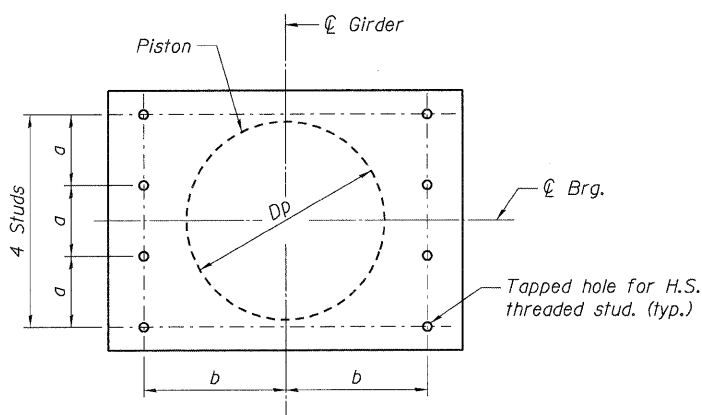
**VIEW A-A - BEVELED TOP OF PISTON**

**DESIGN DATA**

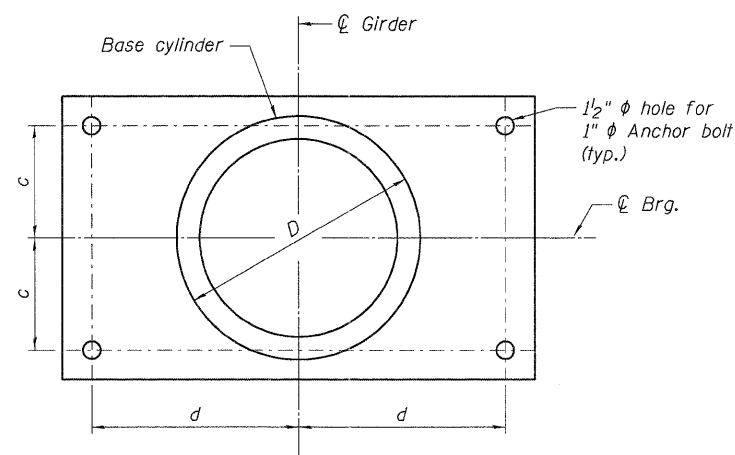
Data	Pier 1
Service Vertical Design Load (kips)	746
Factored Horizontal Design Load (kips)	96
Factored Design Rotation (rad)	0.008

**BILL OF MATERIAL**

Item	Unit	Total
High Load Multi-Rotational Bearings, Fixed, 750K	Each	12
Anchor Bolts, 1" $\phi$	Each	48



**TOP P - PISTON PLAN**

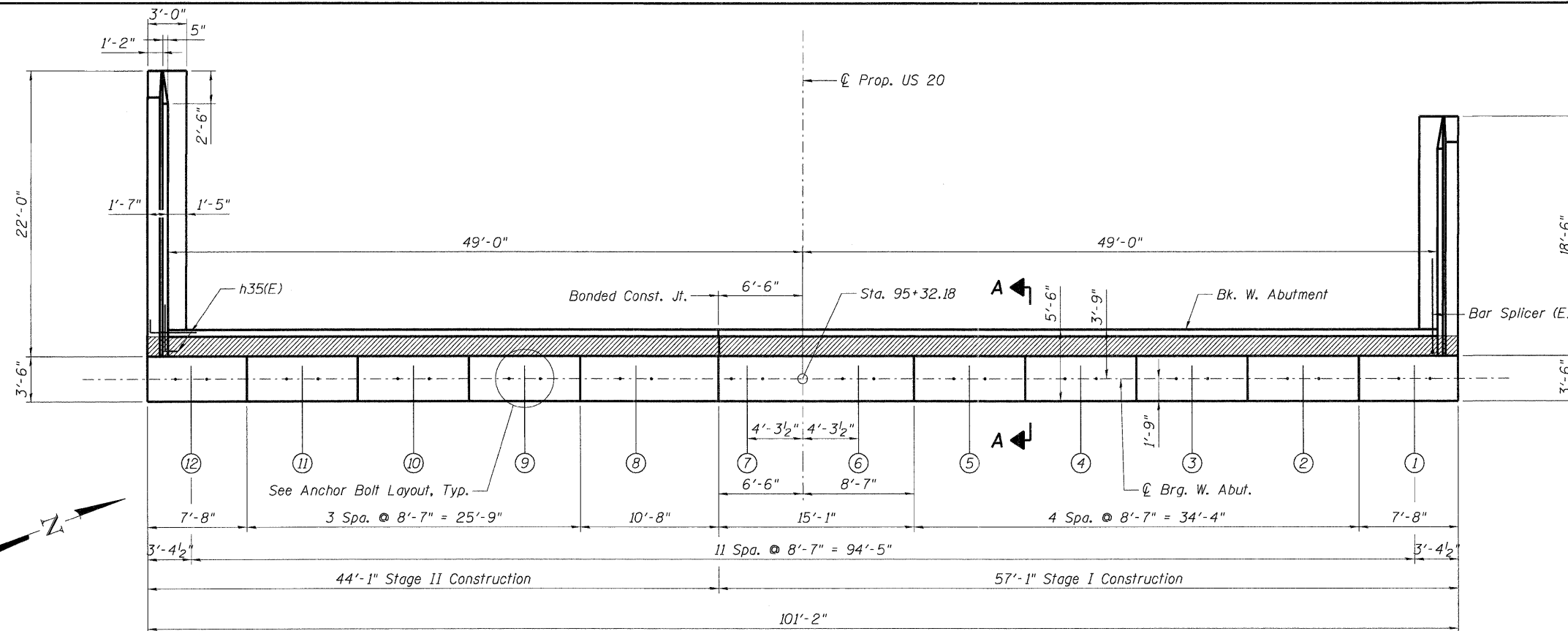


**BOTTOM BEARING P AND  
BASE CYLINDER PLAN**

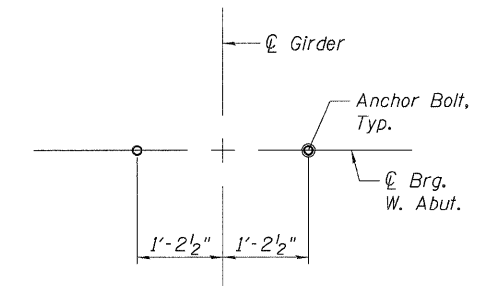
**NOTES:**

- The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.
- If base cylinder is recessed into the bottom bearing plate, the thickness of the bottom plate shall be Tb plus the depth of the recess.
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade and diameter specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts may be either cast in place or installed in holes drilled after the supported member is in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- The cost of the elastomeric neoprene leveling pads, shim plates, and threaded studs shall be included in High Load Multi-Rotational Bearings.

FILE NAME = \\VFS-2044\AM\VAL\T.D-TRANS.07\2202\21379-001\STRUCT\CAD\60H45 0450077\ASHEET 0450077-60H45-002-BEARING-SHT.DGN  
 USER NAME = \*USER\*  
 DESIGNED - MDB  
 DRAWN - MDB  
 CHECKED - PK  
 DATE - 12/16/11  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -  
 PLOT SCALE = \*SCALE\*  
 PLOT DATE = \*DATE\*  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 US 20 OVER MCLEAN BOULEVARD  
 BEARING DETAILS  
 2 OF 2  
 F.A.P. RTE. 345  
 SECTION BR-R  
 COUNTY KANE  
 TOTAL SHEETS 794  
 SHEET NO. 514  
 SN 045-0077  
 CONTRACT NO. 60H45  
 SCALE: SHEET NO. S-42 OF S-62 STATION 98+32.18  
 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT



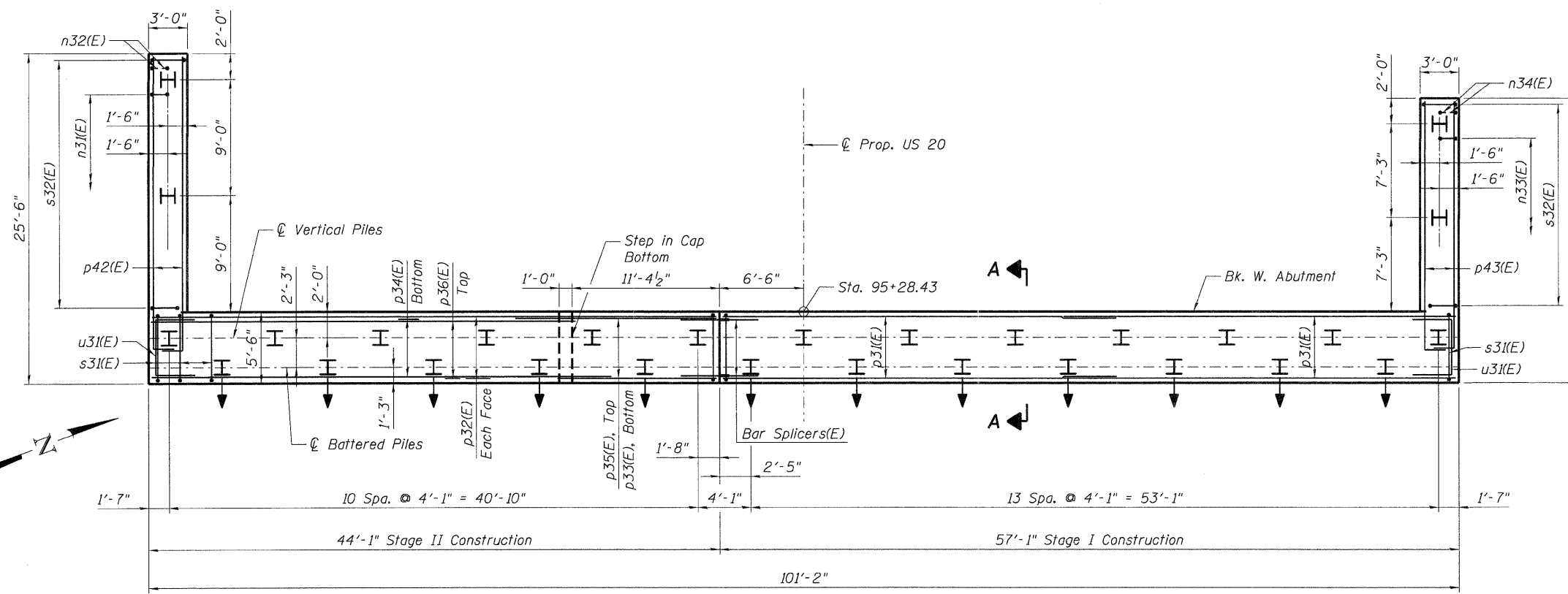
**TOP VIEW**



**ANCHOR BOLT LAYOUT**

**BEARING SEAT ELEVATIONS**

Girder	Elev.
1	842.65
2	842.88
3	843.10
4	843.32
5	843.54
6	843.32
7	843.32
8	843.54
9	843.76
10	843.99
11	844.21
12	844.43



**PLAN - W. ABUTMENT CAP**

**PILE DATA**

Type: Steel - HP14x73 with pile shoes  
 Nominal Required Bearing: 455 kips  
 Factored Resistance Available: 250 kips  
 Est. Length: 28'  
 No. Production Piles: 28  
 No. Test Piles: 1

**Notes:**

1. Work this sheet with Shts. S-44 & S-45.
2. Cast steps monolithically with cap.
3. Space top reinforcement in cap to miss anchor bolts.
4. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
5. End post shall be poured after bridge parapet is in place. Quantity of concrete included with Concrete Superstructure.
6. For Anchor Bolt and Bearing details, see Sht. S-41.
7. For Steel H-Pile and Concrete Encasement details, see Sht. S-55.
8. For Bar Splicer details, see Sht. S-54.
9. For Form Liner details, see Sht. S-56.
10. Cost of conduit is included in Concrete Superstructure.
11. Cost of anchor bolts for traffic barrier terminal connection is included in Concrete Superstructure.
12. E.F. = Each Face  
 I.F. = Inside Face  
 O.F. = Outside Face

FILE NAME = ... \ALLSNUM-60H45-001-ABUTMENT.DGN, ... \0450077-60H45-001-ABUTMENT\_SHT.DGN  
 #FILEL#  
 TENG & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS  
 DESIGNED - PK  
 DRAWN - PK  
 CHECKED - MDB  
 DATE - 12/16/11  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -  
 WEST ABUTMENT  
 PLAN AND ELEVATION  
 F.A.P. RTE. 345  
 SECTION BR-R  
 COUNTY KANE  
 TOTAL SHEETS 794  
 SHEET NO. 515  
 SN 045-0077  
 CONTRACT NO. 60H45  
 SCALE: SHEET NO. S-43 OF S-62 STATION 98+32.18  
 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT



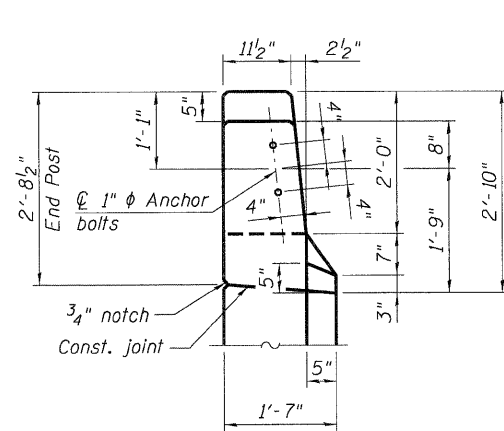


**BAR LIST**

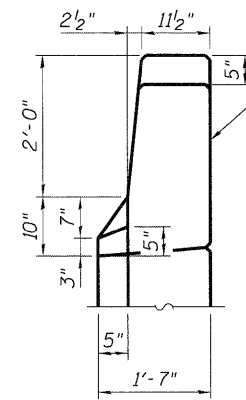
Bar	No.	Size	Length	Shape
h31(E)	30	#5	29'-2"	▬
h32(E)	15	#5	42'-3"	▬
h33(E)	8	#6	29'-2"	▬
h34(E)	4	#6	42'-3"	▬
h35(E)	36	#5	4'-7"	▬
h36(E)	17	#4	21'-8"	▬
h37(E)	13	#4	21'-8"	▬
h38(E)	16	#4	18'-2"	▬
h39(E)	12	#4	18'-2"	▬
n31(E)	20	#6	17'-4"	▬
n32(E)	6	#6	8'-9"	▬
n33(E)	16	#6	15'-8"	▬
n34(E)	6	#6	7'-11"	▬
p31(E)	42	#7	30'-9"	▬
p32(E)	8	#7	43'-10"	▬
p33(E)	6	#7	13'-8"	▬
p34(E)	6	#7	35'-0"	▬
p35(E)	7	#7	15'-6"	▬
p36(E)	7	#7	33'-2"	▬
p37(E)	7	#5	9'-11"	▬
p38(E)	7	#5	32'-0"	▬
p39(E)	7	#5	12'-0"	▬
p40(E)	7	#5	18'-6"	▬
p41(E)	7	#5	7'-5"	▬
p42(E)	16	#9	24'-3"	▬
p43(E)	16	#9	20'-9"	▬
s31(E)	148	#5	19'-7"	▬
s32(E)	36	#5	11'-7"	▬
u31(E)	12	#6	11'-2"	▬
u32(E)	80	#5	9'-6"	▬
v31(E)	99	#5	3'-10"	▬
v32(E)	99	#4	2'-11"	▬
v33(E)	42	#6	9'-10"	▬
v34(E)	36	#6	10'-0"	▬
v35(E)	6	#6	9'-6"	▬
v36(E)	99	#5	9'-5"	▬
v37(E)	99	#5	10'-8"	▬

**BILL OF MATERIAL**

Item	Unit	Total
Structure Excavation	Cu. Yd.	324
Concrete Structures	Cu. Yd.	187.8
Concrete Superstructure	Cu. Yd.	12.2
Concrete Encasement	Cu. Yd.	15.8
Form Liner Textured Surface	Sq. Ft.	270
Protective Coat	Sq. Yd.	18
Reinforcement Bars, Epoxy Coated	Pound	20,210
Furnishing Steel Piles HP 14x73	Foot	784
Driving Piles	Foot	784
Test Pile Steel HP14x73	Each	1
Pile Shoes	Each	29
Concrete Sealer	Sq. Ft.	1,251
Geocomposite Wall Drain	Sq. Yd.	128
Porous Granular Embankment, Special	Cu. Yd.	341
Pipe Underdrains for Structures 4"	Foot	132

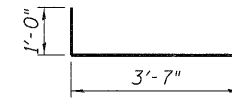


**VIEW C-C**

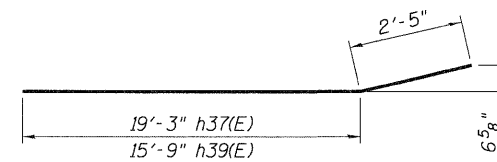


**VIEW D-D**

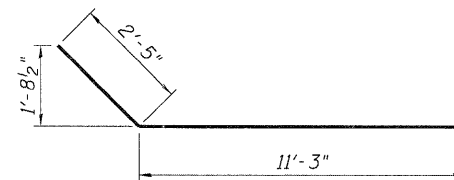
See Standard 631031 for location of 1" phi holes for Type 6 Traffic Barrier Terminal connection.



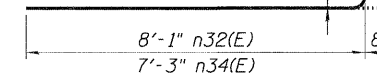
**h37(E) BARS**



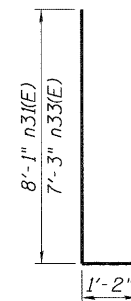
**h37(E) & h39(E) BARS**



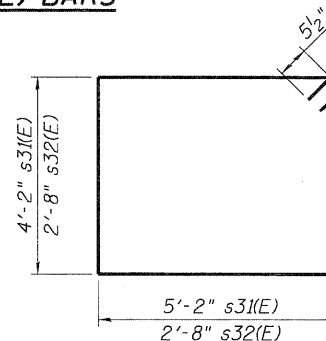
**p33(E) BARS**



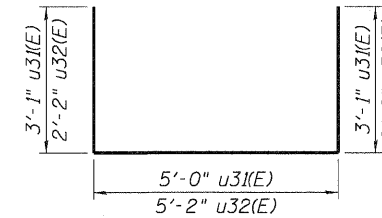
**n32(E) & n34(E) BARS**



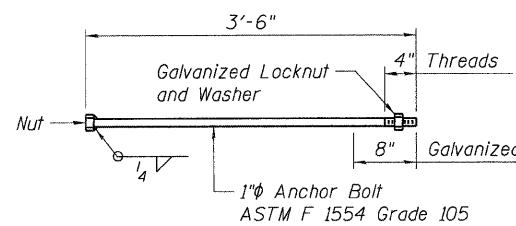
**n31(E) & n33(E) BARS**



**s31(E) & s32(E) BARS**

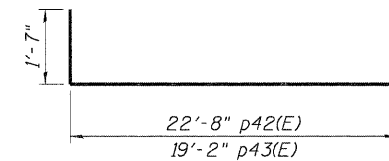


**u31(E) & u32(E) BARS**

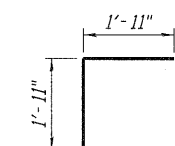


**ANCHOR BOLT DETAILS**

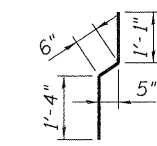
(For Type 5 Traffic Barrier Terminal connection)



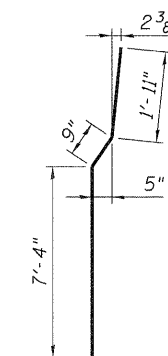
**p42(E) & p43(E) BARS**



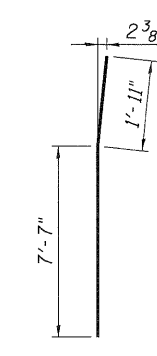
**v31(E) BARS**



**v32(E) BARS**



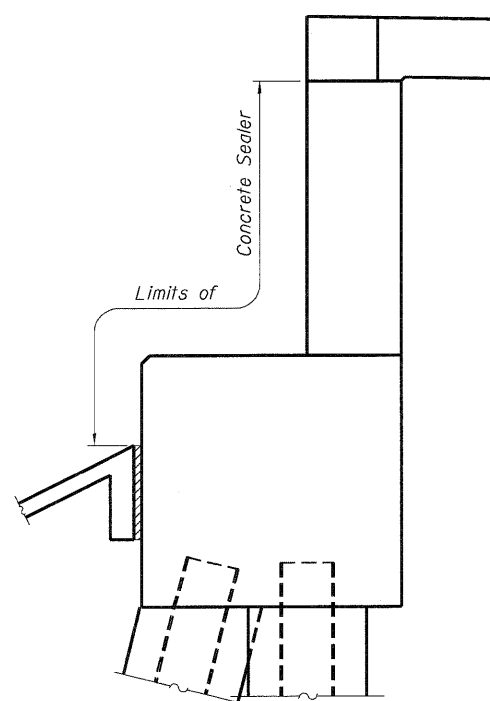
**v34(E) BARS**



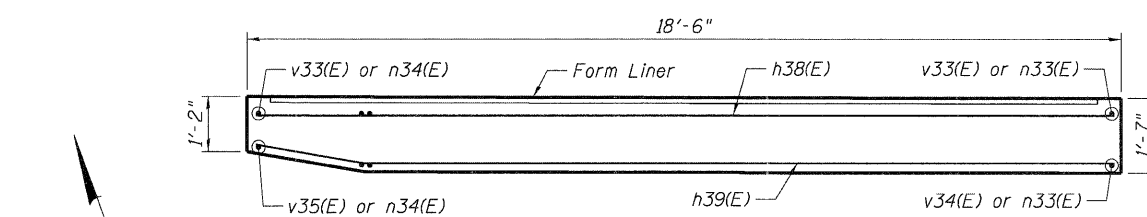
**v35(E) BARS**

**Note:**

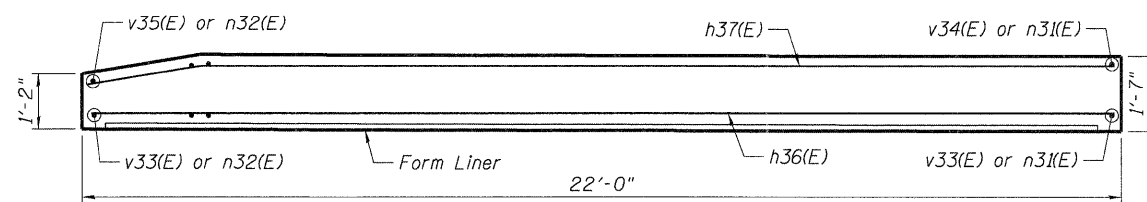
See Sht. S-43 for notes.



**LIMITS OF CONCRETE SEALER**



**NORTHWEST WINGWALL PLAN**



**SOUTHWEST WINGWALL PLAN**

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US 20 OVER MCLEAN BOULEVARD**

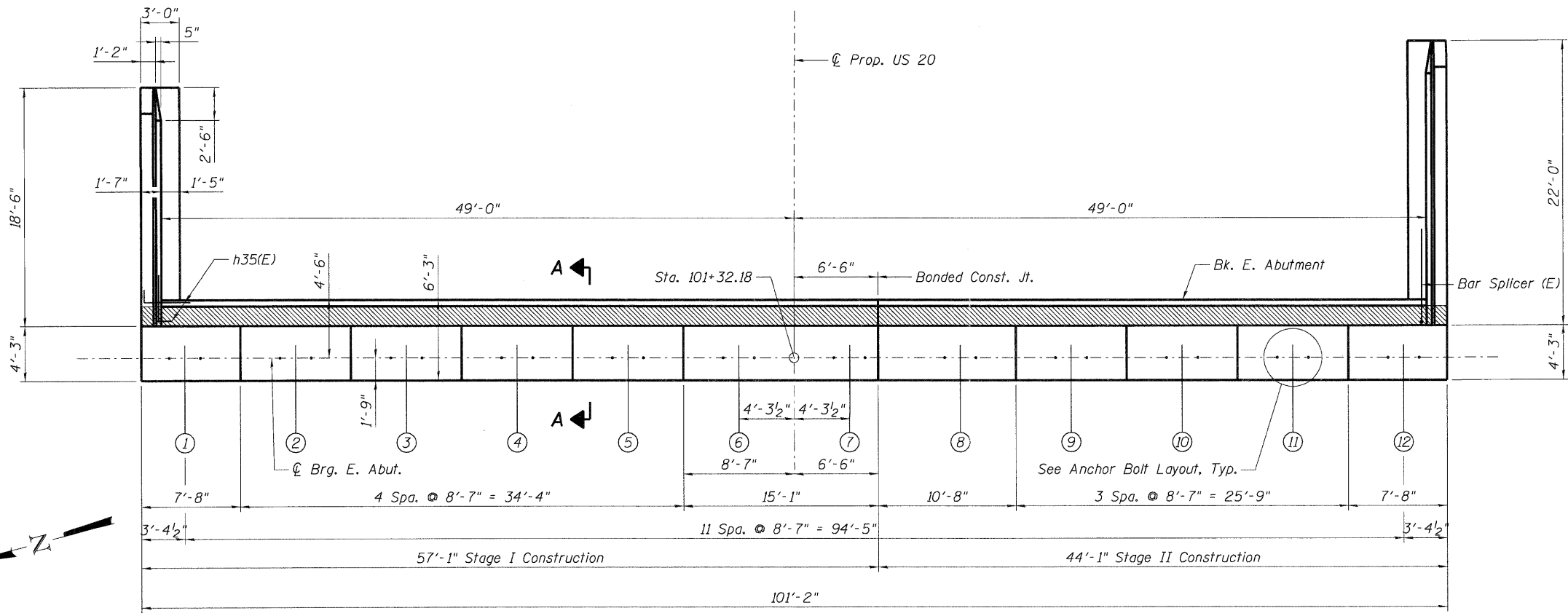
**WEST ABUTMENT  
DETAILS 2 OF 2**

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	PLOT DATE = #DATE#	DATE - 12/16/11	REVISED -

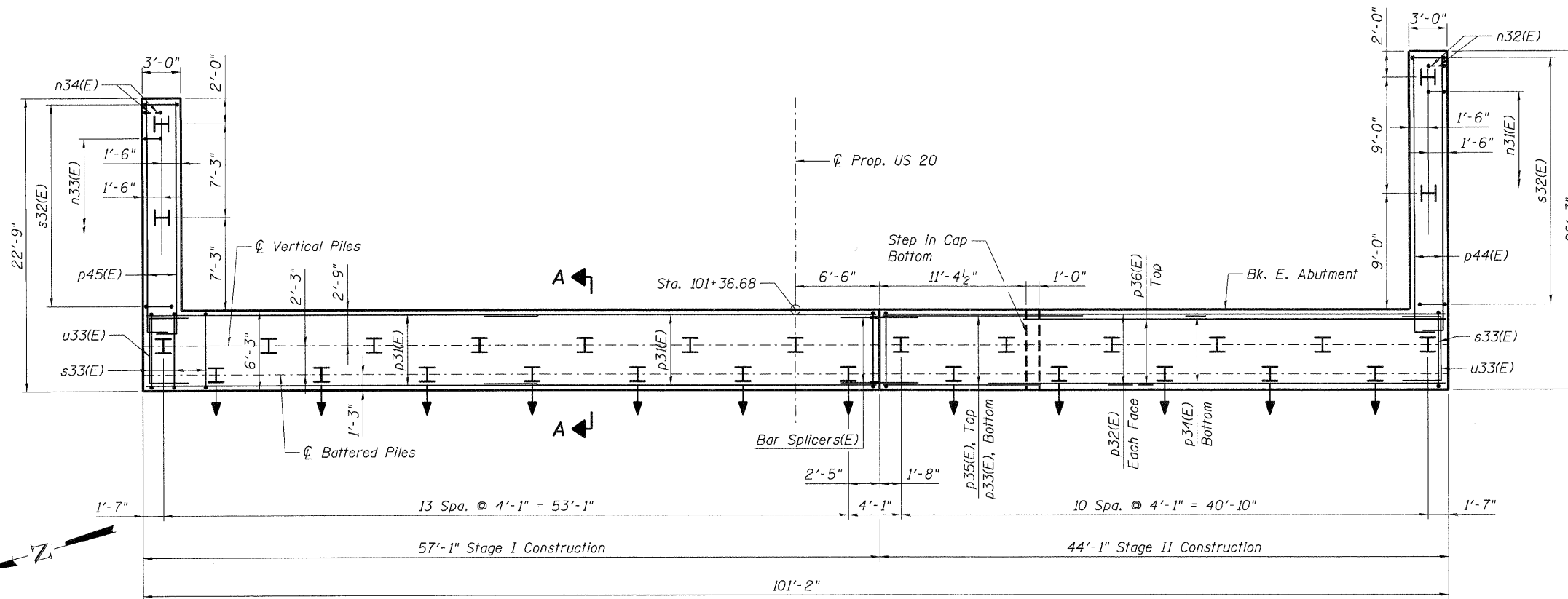
**TENG** TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

SCALE:	SHEET NO. S-45	OF S-62	STATION 98+32.18	F.A.P. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 517
				SN 045-0077		CONTRACT NO. 60H45		
				FED. ROAD DIST. NO. 7 [ILLINOIS] FED. AID PROJECT				

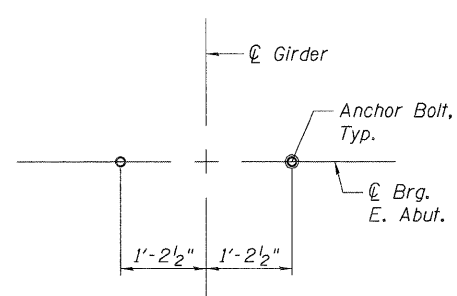
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 12-12-2011 10:40:25  
 BA-ZEKKJ



TOP VIEW



PLAN - E. ABUTMENT CAP



ANCHOR BOLT LAYOUT

BEARING SEAT ELEVATIONS

Girder	Elev.
1	843.29
2	843.52
3	843.74
4	843.96
5	844.18
6	843.95
7	843.95
8	844.18
9	844.40
10	844.62
11	844.85
12	845.07

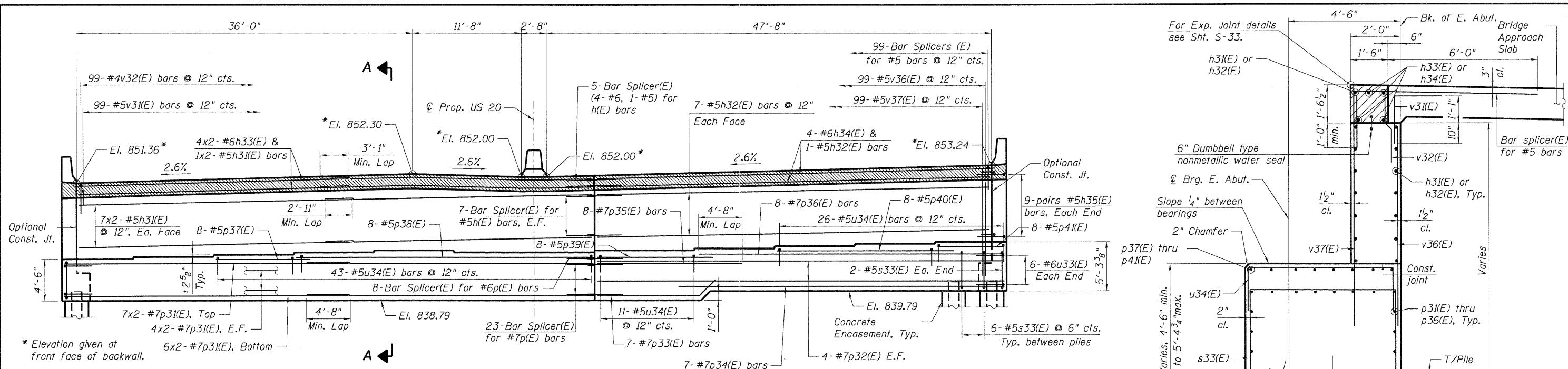
PILE DATA

Type: Steel - HP14x73 with pile shoes  
 Nominal Required Bearing: 500 kips  
 Factored Resistance Available: 275 kips  
 Est. Length: 33'  
 No. Production Piles: 28  
 No. Test Piles: 1

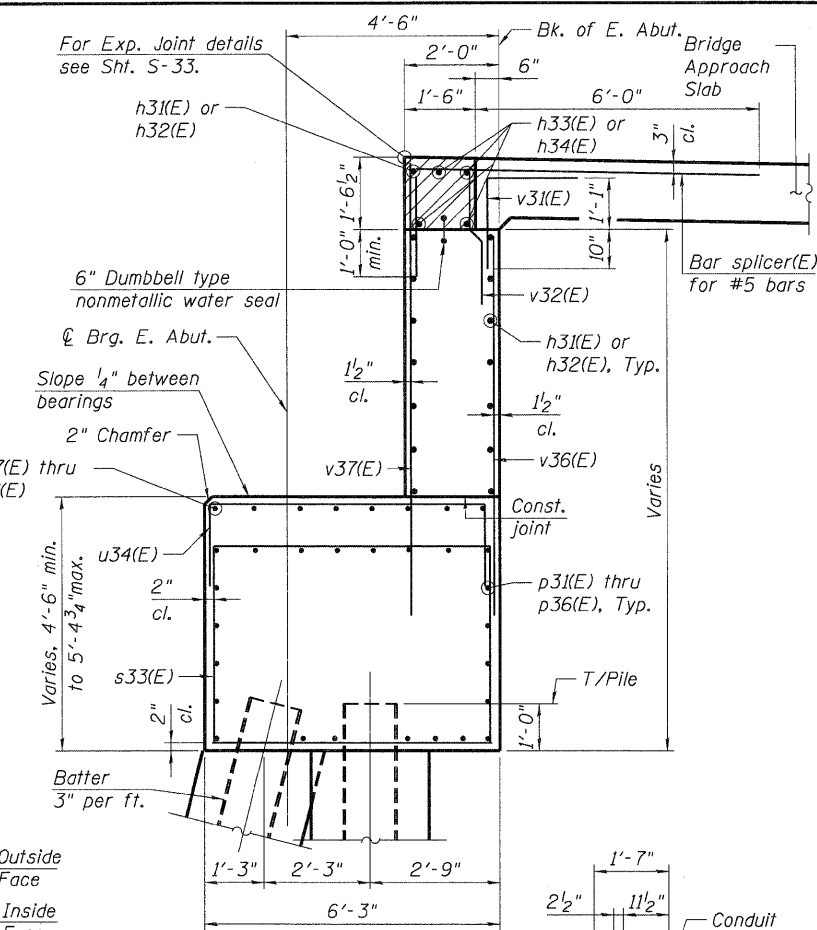
Notes:

1. Work this sheet with Shts. S-47 & S-48.
2. Cast steps monolithically with cap.
3. Space top reinforcement in cap to miss anchor bolts.
4. Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
5. End post shall be poured after bridge parapet is in place. Quantity of concrete included with Concrete Superstructure.
6. For Anchor Bolt and Bearing details, see Sht. S-41.
7. For Steel H-Pile and Concrete Encasement details, see Sht. S-55.
8. For Bar Splicer details, see Sht. S-54.
9. For Form Liner details, see Sht. S-56.
10. Cost of conduit is included in Concrete Superstructure.
11. Cost of anchor bolts for traffic barrier terminal connection is included in Concrete Superstructure.
12. E.F. = Each Face  
 I.F. = Inside Face  
 O.F. = Outside Face

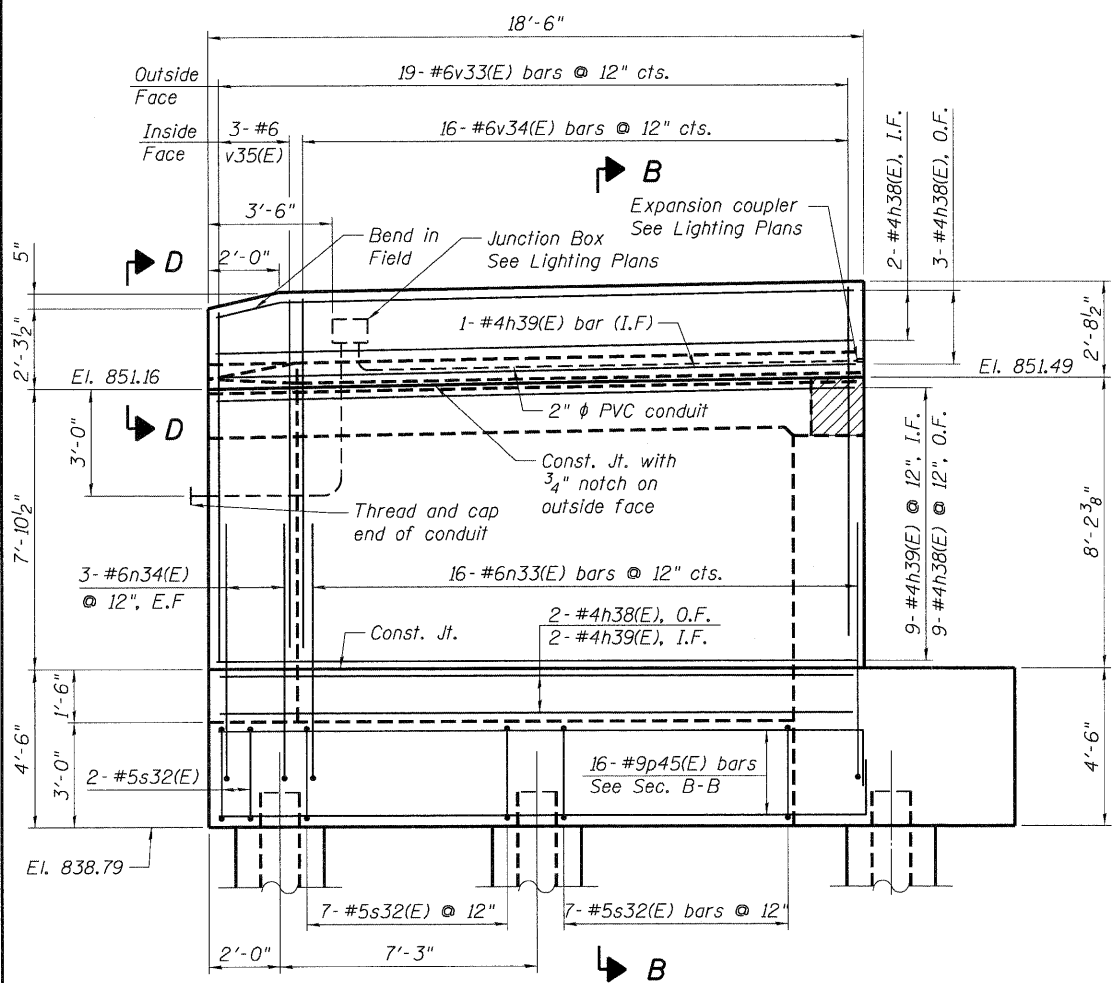
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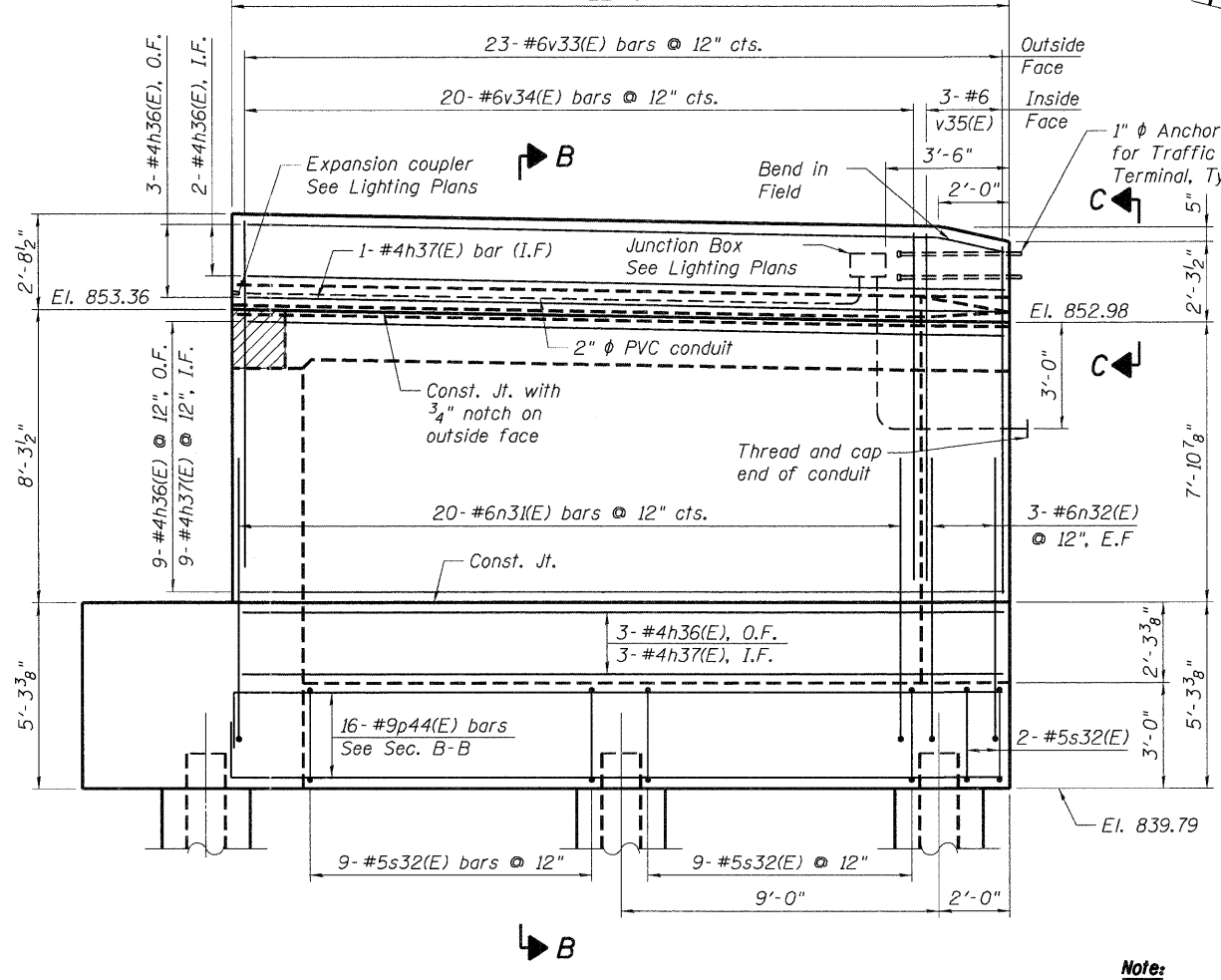
**ELEVATION**  
(Looking East)



**SECTION A-A**



**NORTHEAST WING WALL ELEVATION**  
(Looking South)



**SOUTHEAST WING WALL ELEVATION**  
(Looking North)

**Note:**  
See Sht. S-46 for notes.

**SECTION B-B**

FILE NAME = ...  
 USER NAME = ...  
 DESIGNED - PK  
 DRAWN - PK  
 CHECKED - MDB  
 DATE - 12/16/11  
 REVISIONS -  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 US 20 OVER MCLEAN BOULEVARD  
 EAST ABUTMENT  
 DETAILS 1 OF 2  
 F.A.P. RTE. 345  
 SECTION BR-R  
 COUNTY KANE  
 TOTAL SHEETS 794  
 SHEET NO. 519  
 SN 045-0077  
 CONTRACT NO. 60H45  
 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

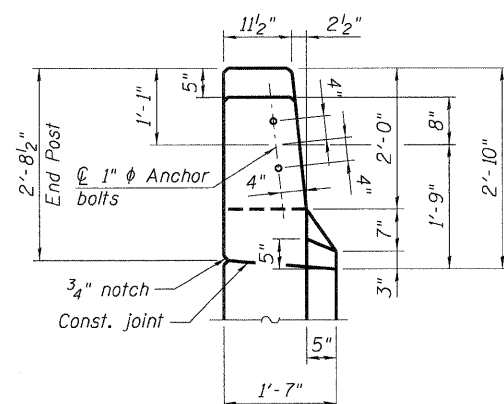
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#FILE#		DRAWN - PK	REVISED -	DEPARTMENT OF TRANSPORTATION	DETAILS 1 OF 2					
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	PLOT DATE = #DATE#	DATE - 12/16/11	REVISED -							CONTRACT NO. 60H45
										FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

**BAR LIST**

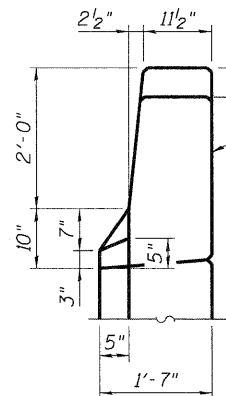
Bar	No.	Size	Length	Shape
h31(E)	30	#5	29'-2"	
h32(E)	15	#5	42'-3"	
h33(E)	8	#6	29'-2"	
h34(E)	4	#6	42'-3"	
h35(E)	36	#5	4'-7"	
h36(E)	17	#4	21'-8"	
h37(E)	13	#4	21'-8"	
h38(E)	16	#4	18'-2"	
h39(E)	12	#4	18'-2"	
n31(E)	20	#6	17'-4"	
n32(E)	6	#6	8'-9"	
n33(E)	16	#6	15'-8"	
n34(E)	6	#6	7'-11"	
p31(E)	46	#7	30'-9"	
p32(E)	8	#7	43'-10"	
p33(E)	7	#7	13'-8"	
p34(E)	7	#7	35'-0"	
p35(E)	8	#7	15'-6"	
p36(E)	8	#7	33'-2"	
p37(E)	8	#5	9'-11"	
p38(E)	8	#5	32'-0"	
p39(E)	8	#5	12'-0"	
p40(E)	8	#5	18'-6"	
p41(E)	8	#5	7'-5"	
p44(E)	16	#9	23'-5"	
p45(E)	16	#9	19'-11"	
s32(E)	36	#5	11'-7"	
s33(E)	148	#5	21'-1"	
u33(E)	12	#6	11'-11"	
u34(E)	80	#5	10'-3"	
v31(E)	99	#5	3'-10"	
v32(E)	99	#4	2'-11"	
v33(E)	42	#6	9'-10"	
v34(E)	36	#6	10'-0"	
v35(E)	6	#6	9'-6"	
v36(E)	99	#5	9'-5"	
v37(E)	99	#5	10'-8"	

**BILL OF MATERIAL**

Item	Unit	Total
Structure Excavation	Cu. Yd.	333
Concrete Structures	Cu. Yd.	200.7
Concrete Superstructure	Cu. Yd.	13.1
Concrete Encasement	Cu. Yd.	15.8
Form Liner Textured Surface	Sq. Ft.	270
Protective Coat	Sq. Yd.	18
Reinforcement Bars, Epoxy Coated	Pound	20,960
Furnishing Steel Piles HP 14x73	Foot	924
Driving Piles	Foot	924
Test Pile Steel HP14x73	Each	1
Pile Shoes	Each	29
Concrete Sealer	Sq. Ft.	1,314
Geocomposite Wall Drain	Sq. Yd.	126
Porous Granular Embankment, Special	Cu. Yd.	340
Pipe Underdrains for Structures 4"	Foot	132

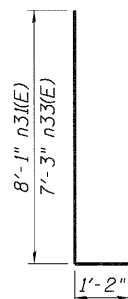


**VIEW C-C**

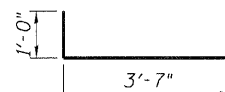


**VIEW D-D**

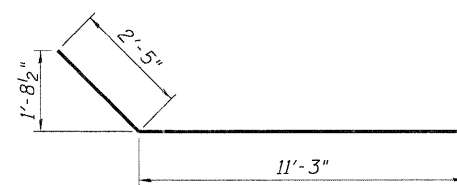
See Standard 631031 for location of 1" diameter holes for Type 6 Traffic Barrier Terminal connection.



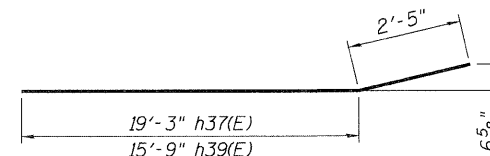
**n31(E) & n33(E) BARS**



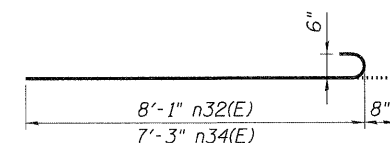
**h37(E) BARS**



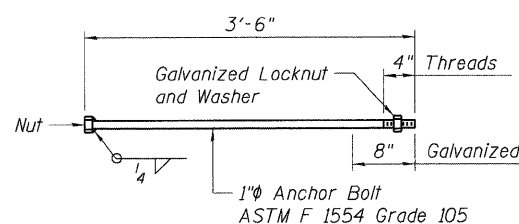
**p33(E) BARS**



**h37(E) & h39(E) BARS**

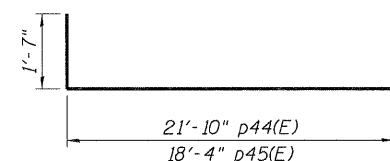


**n32(E) & n34(E) BARS**

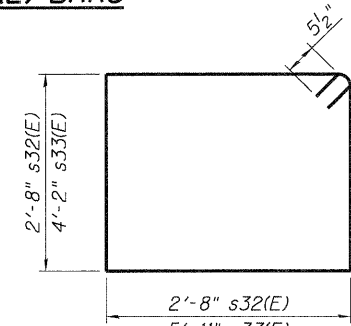


**ANCHOR BOLT DETAILS**

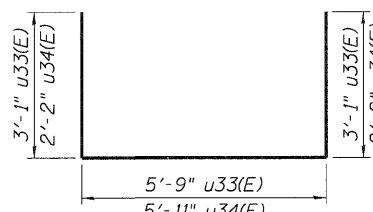
(For Type 5 Traffic Barrier Terminal connection)



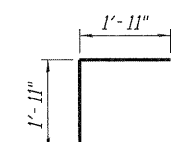
**p44(E) & p45(E) BARS**



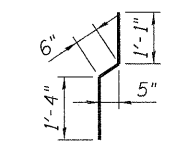
**s32(E) & s33(E) BARS**



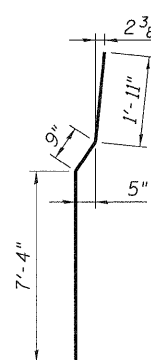
**u33(E) & u34(E) BARS**



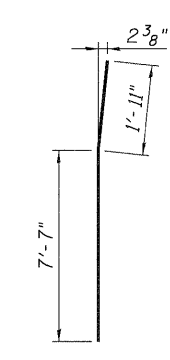
**v31(E) BARS**



**v32(E) BARS**

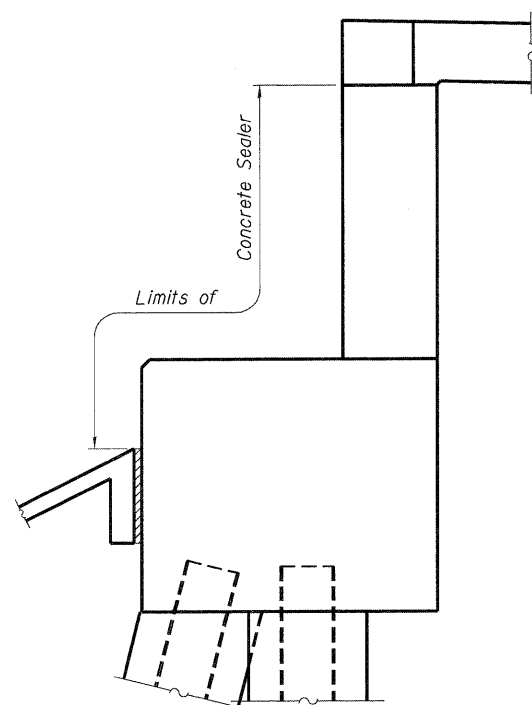


**v34(E) BARS**

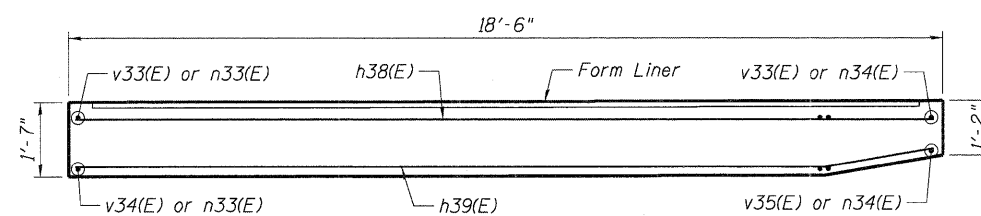


**v35(E) BARS**

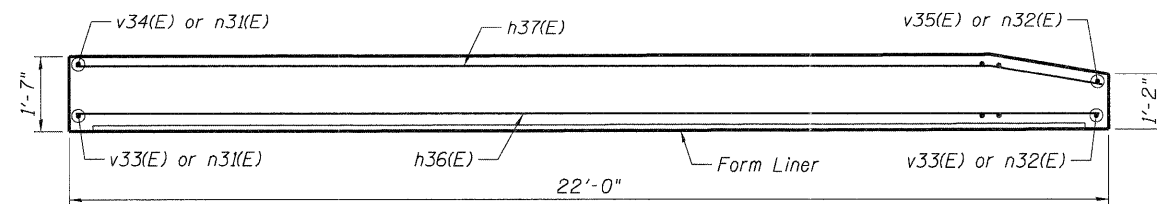
**Note:**  
See Sht. S-46 for notes.



**LIMITS OF CONCRETE SEALER**



**NORTHEAST WINGWALL PLAN**



**SOUTHEAST WINGWALL PLAN**

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US 20 OVER MCLEAN BOULEVARD**

**EAST ABUTMENT  
DETAILS 2 OF 2**

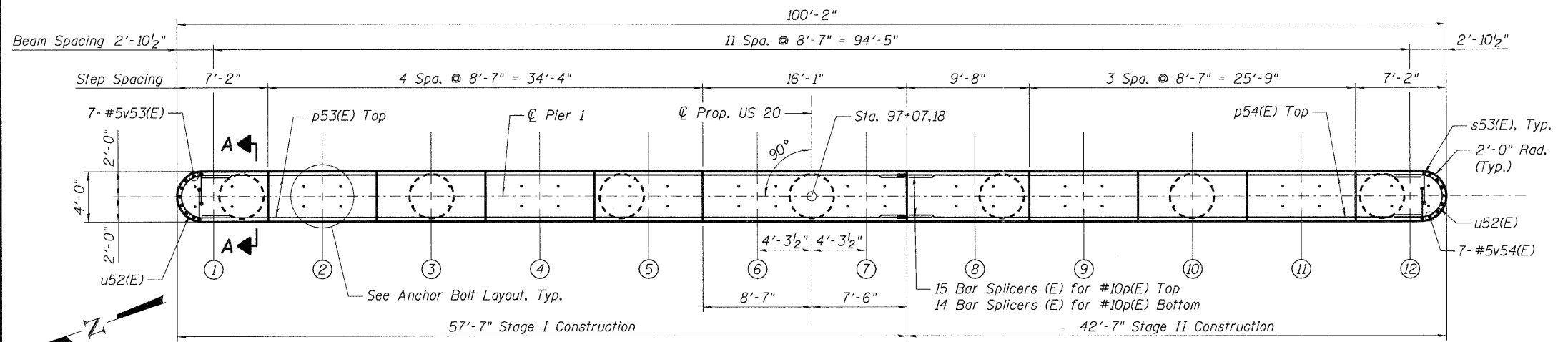
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	PLOT DATE = #DATE#	DATE - 12/16/11	REVISED -



TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

SCALE:	SHEET NO. S-48	OF S-62	STATION 98+32.18	F.A.P. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 520
				SN 045-0077		CONTRACT NO. 60H45		
				FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

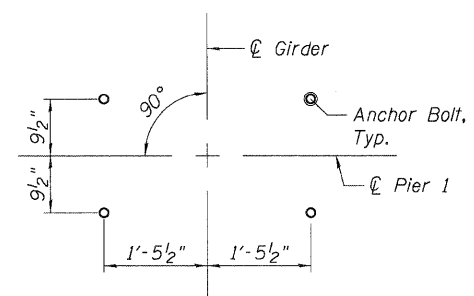
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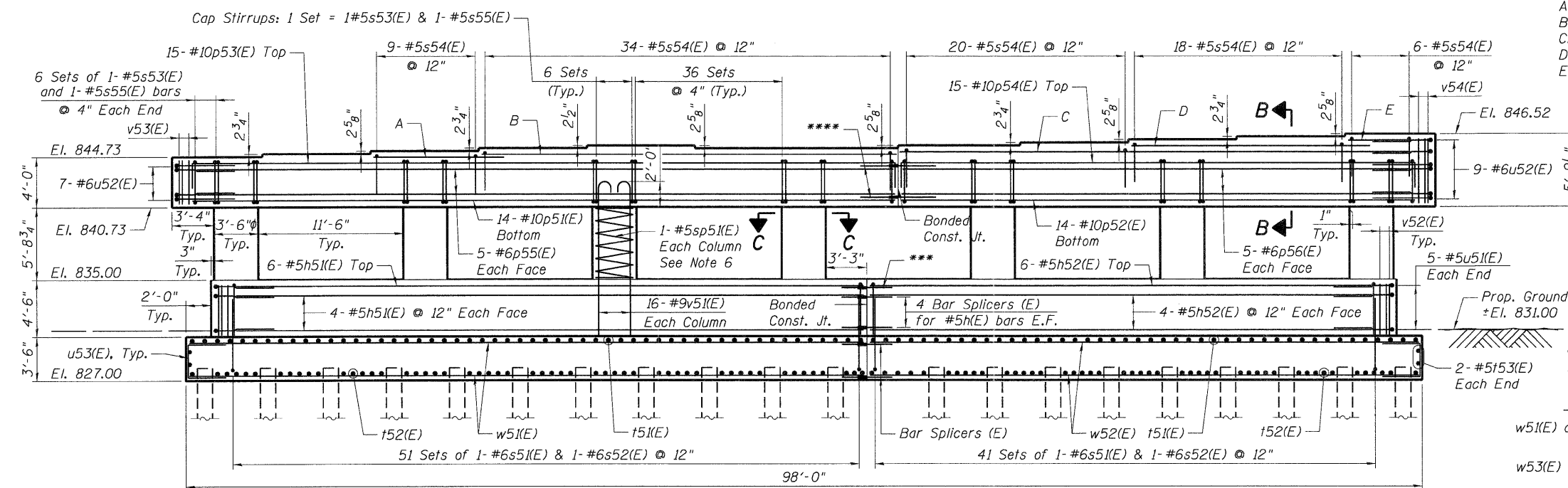
**CAP PLAN**

**BEARING SEAT ELEVATIONS**

Girder	Elev.
1	844.73
2	844.96
3	845.18
4	845.40
5	845.62
6	845.40
7	845.40
8	845.62
9	845.85
10	846.07
11	846.30
12	846.52

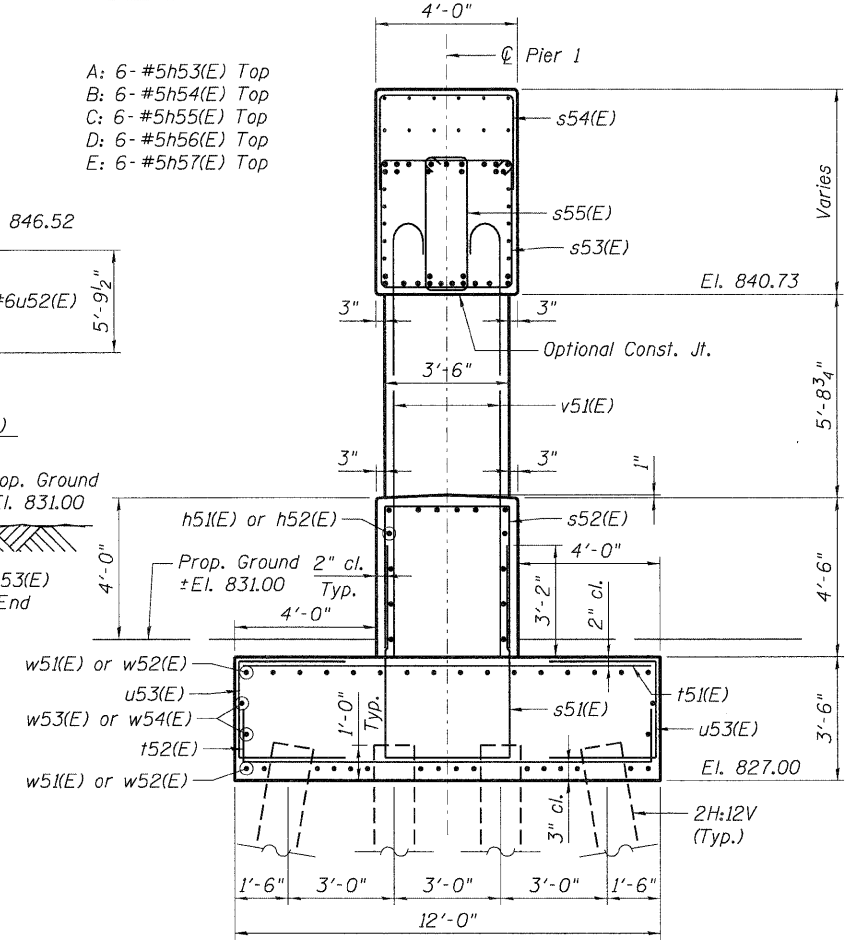


**ANCHOR BOLT LAYOUT**

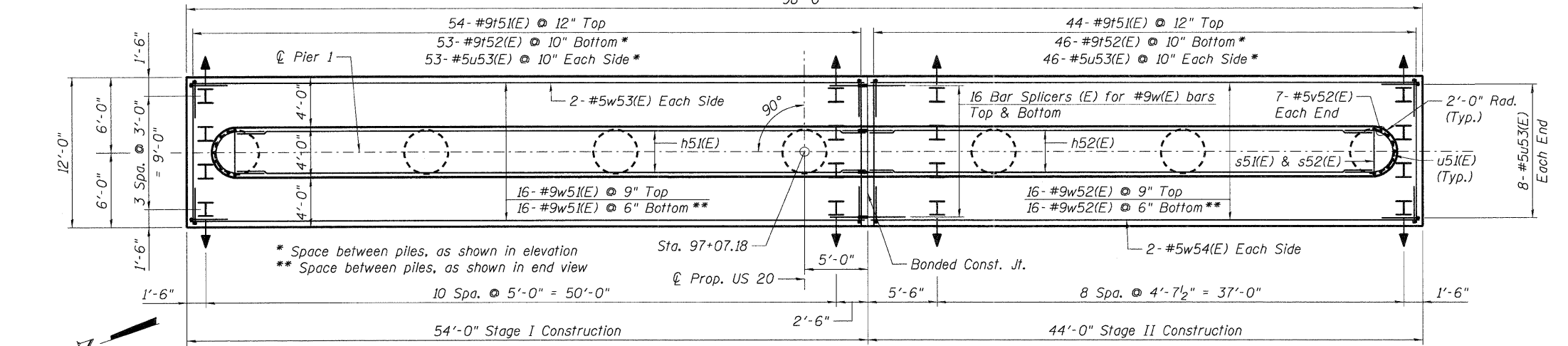


**PIER 1 ELEVATION (Looking East)**

A: 6-#5h53(E) Top  
 B: 6-#5h54(E) Top  
 C: 6-#5h55(E) Top  
 D: 6-#5h56(E) Top  
 E: 6-#5h57(E) Top



**END VIEW**



**FOOTING PLAN**

**PILE DATA**

Type: Steel - HP14x73 with pile shoes  
 Nominal Required Bearing: 400 kips  
 Factored Resistance Available: 220 kips  
 Est. Length: 41'  
 No. Production Piles: 79  
 No. Test Piles: 1

**Notes:**

1. Work this sheet with Sht. S-50.
2. Cast steps monolithically with cap.
3. Space top reinforcement in cap to miss anchor bolts.
4. For Anchor Bolt and Bearing details, see Sht. S-42.
5. For Steel H-Pile details, see Sht. S-55.
6. Provide 1/2 extra turns top and bottom. Extend spiral 2" into pier cap and crashwall. Provide 4-#4 spacers or equivalent.
7. E.F. = Each Face

FILE NAME = \*FILEL\*  
 USER NAME = \*USER\*  
 DESIGNED - MDB  
 DRAWN - MDB  
 CHECKED - PK  
 DATE - 12/16/11  
 REVISIONS -  
 REVISIONS -  
 REVISIONS -  
 REVISIONS -  
 REVISIONS -  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 US 20 OVER MCLEAN BOULEVARD  
 PIER 1  
 PLAN AND ELEVATION  
 SCALE: SHEET NO. S-49 OF S-62 STATION 98+32.18  
 F.A.P. RTE. 345 SECTION 8R-R COUNTY KANE TOTAL SHEETS 794 SHEET NO. 521  
 SN 045-0077 CONTRACT NO. 60H45  
 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT



**BAR LIST**

Bar	No.	Size	Length	Shape
h51(E)	14	#5	49'-11"	
h52(E)	14	#5	39'-11"	
h53(E)	6	#5	10'-5"	
h54(E)	6	#5	32'-11"	
h55(E)	6	#5	40'-7"	
h56(E)	6	#5	19'-0"	
h57(E)	6	#5	5'-2"	
p51(E)	14	#10	55'-6"	
p52(E)	14	#10	40'-6"	
p53(E)	15	#10	59'-2"	
p54(E)	15	#10	44'-2"	
p55(E)	10	#6	55'-6"	
p56(E)	10	#6	40'-6"	
s51(E)	92	#6	16'-6"	
s52(E)	92	#6	12'-2"	
s53(E)	270	#5	15'-7"	
s54(E)	87	#5	9'-8"	
s55(E)	270	#5	10'-7"	
* sp51(E)	7	#5	6'-0 3/4"	
t51(E)	98	#9	11'-8"	
t52(E)	100	#9	14'-10"	
t53(E)	4	#5	11'-8"	
u51(E)	10	#5	11'-5"	
u52(E)	16	#6	14'-4"	
u53(E)	216	#5	9'-0"	
v51(E)	112	#9	13'-6"	
v52(E)	14	#5	4'-3"	
v53(E)	7	#5	3'-8"	
v54(E)	7	#5	5'-5"	
w51(E)	32	#9	53'-9"	
w52(E)	32	#9	43'-9"	
w53(E)	4	#5	53'-9"	
w54(E)	4	#5	43'-9"	

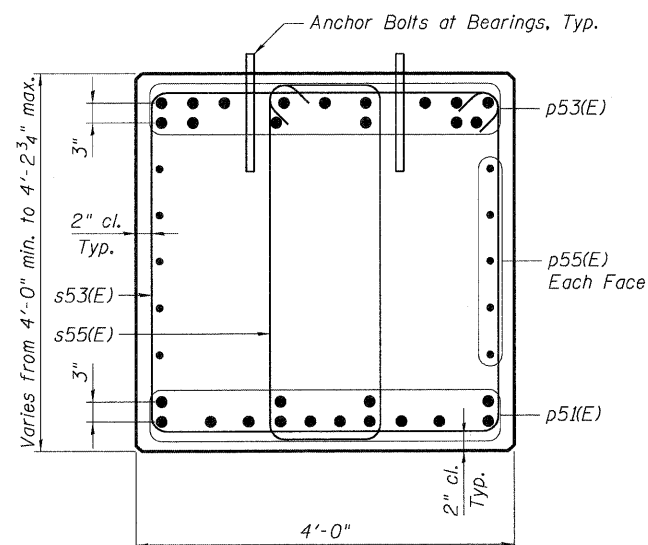
\* Length is height of spiral.

**BILL OF MATERIAL**

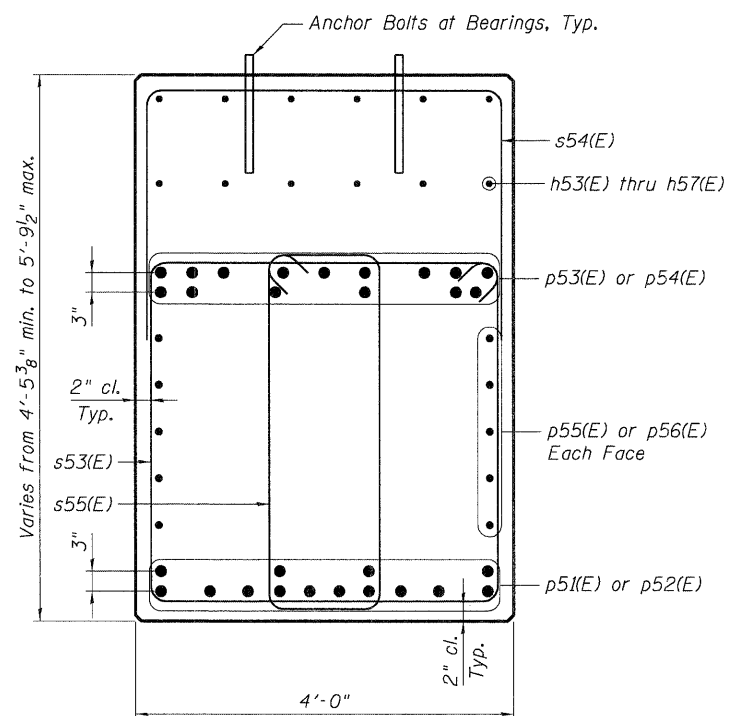
Item	Unit	Total
Structure Excavation	Cu. Yd.	242
Concrete Structures	Cu. Yd.	304.9
Reinforcement Bars, Epoxy Coated	Pound	57,360
Furnishing Steel Piles HP14x73	Foot	3,239
Driving Piles	Foot	3,239
Test Pile Steel HP14x73	Each	1
Pile Shoes	Each	80

**Notes:**

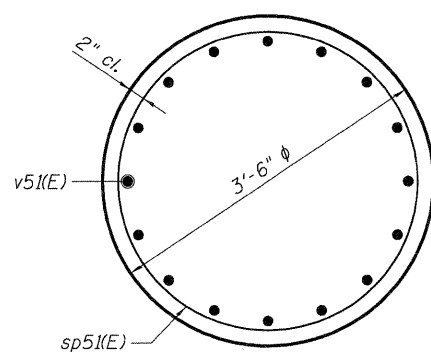
1. Work this sheet with Sht. S-49.
2. Concrete Sealer shall be applied to all exposed surfaces of the pier, from bottom of crashwall to top of cap.
3. For Bar Splicer quantity and details, see Sht. S-54.



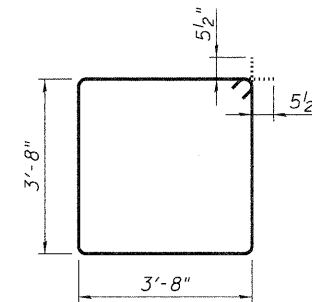
**SECTION A-A**



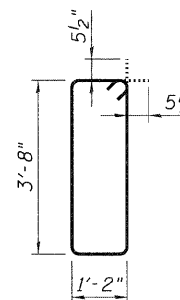
**SECTION B-B**



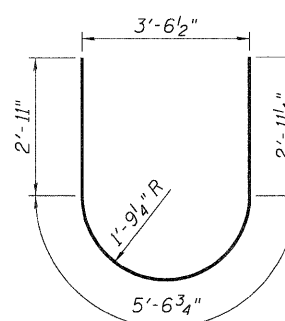
**SECTION C-C**



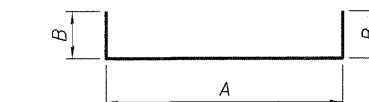
**s53(E) BAR**



**s55(E) BAR**

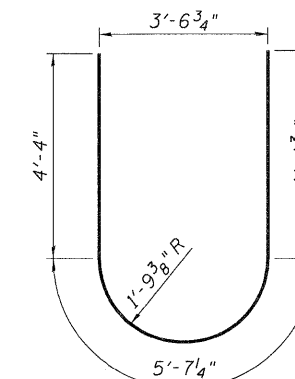


**u51(E) BAR**

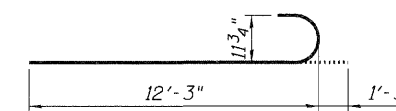


**p53(E), p54(E), s51(E), s52(E), s54(E), t52(E), u53(E)**

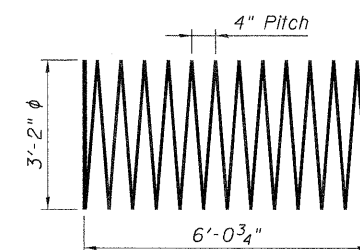
BAR	A	B
p53(E)	55'-6"	1'-10"
p54(E)	40'-6"	1'-10"
s51(E)	3'-8"	6'-4"
s52(E)	3'-8"	4'-3"
s54(E)	3'-8"	3'-0"
t52(E)	11'-8"	1'-7"
u53(E)	3'-0"	3'-0"



**u52(E) BAR**



**v51(E) BAR**



**sp51(E) BAR**

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US 20 OVER MCLEAN BOULEVARD**

**PIER 1  
DETAILS AND BAR LIST**

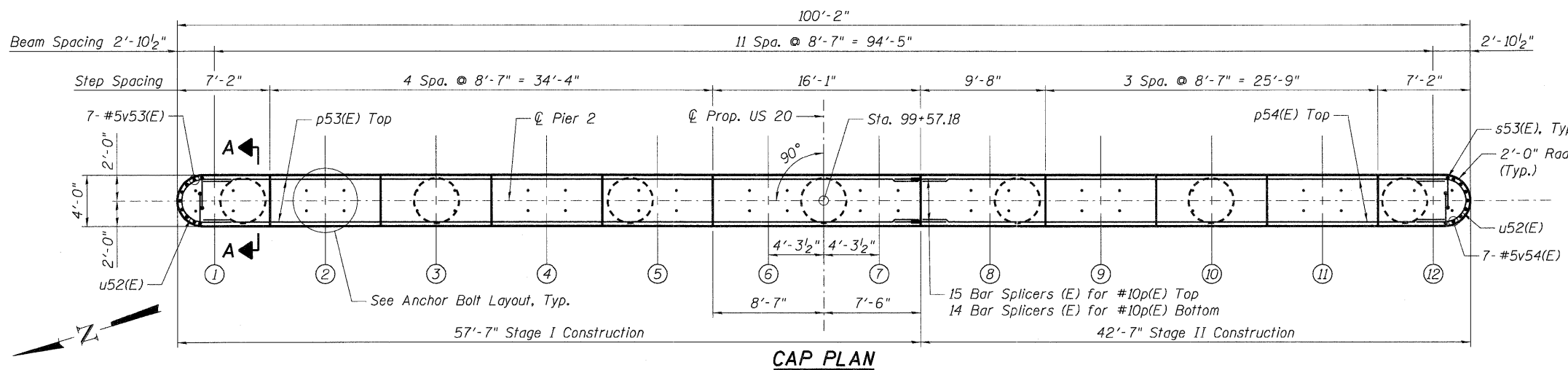
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BR-R	KANE	794	522

SN 045-0077 CONTRACT NO. 60H45  
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISIONS -
#FILE#		MDB	MDB
		MDB	MDB
		PK	PK
		12/16/11	12/16/11

**TENG** TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

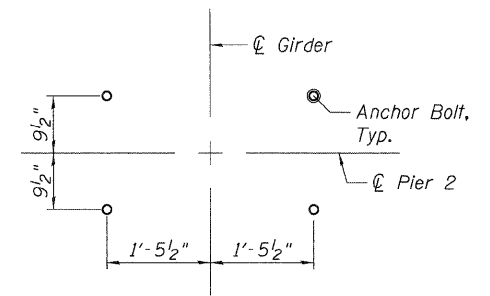
\0450077-60H45-001-PIER.DGN, \0450077-60H45-001-PIER.DGN, \ALL\SNUM-60H45-001-BORDER.DGN  
 \12-12-2011, 10:40:41  
 \NF5-2044\0450077-60H45-001-PIER.DGN, \NF5-2044\0450077-60H45-001-PIER.DGN, \NF5-2044\0450077-60H45-001-PIER.SHT.DGN  
 \NF5-2044\0450077-60H45-001-PIER.DGN, \NF5-2044\0450077-60H45-001-PIER.DGN, \NF5-2044\0450077-60H45-001-PIER.SHT.DGN



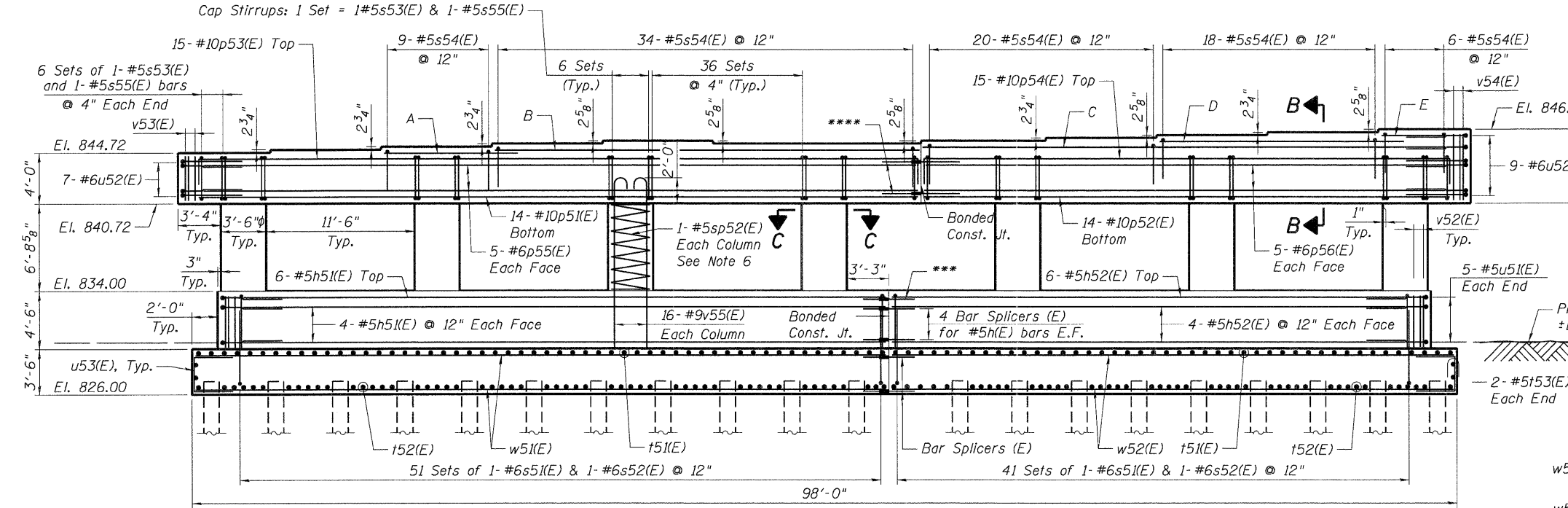
**CAP PLAN**

**BEARING SEAT ELEVATIONS**

Girder	Elev.
1	844.72
2	844.94
3	845.17
4	845.39
5	845.61
6	845.39
7	845.39
8	845.61
9	845.84
10	846.06
11	846.28
12	846.51

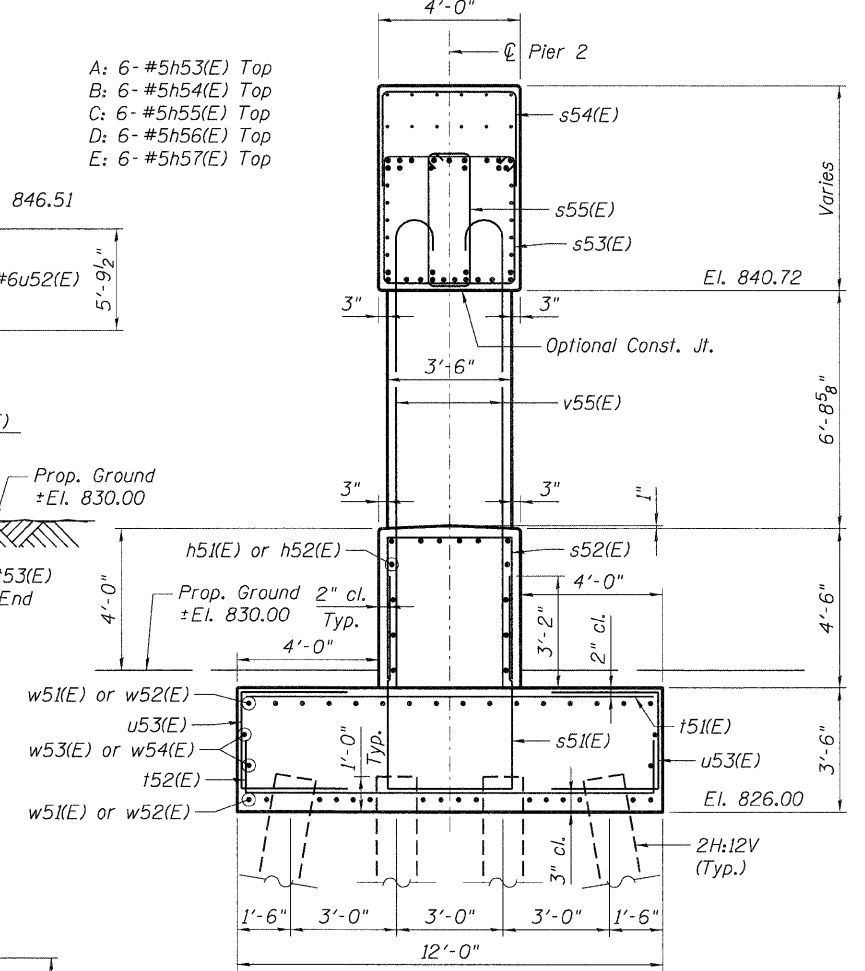


**ANCHOR BOLT LAYOUT**

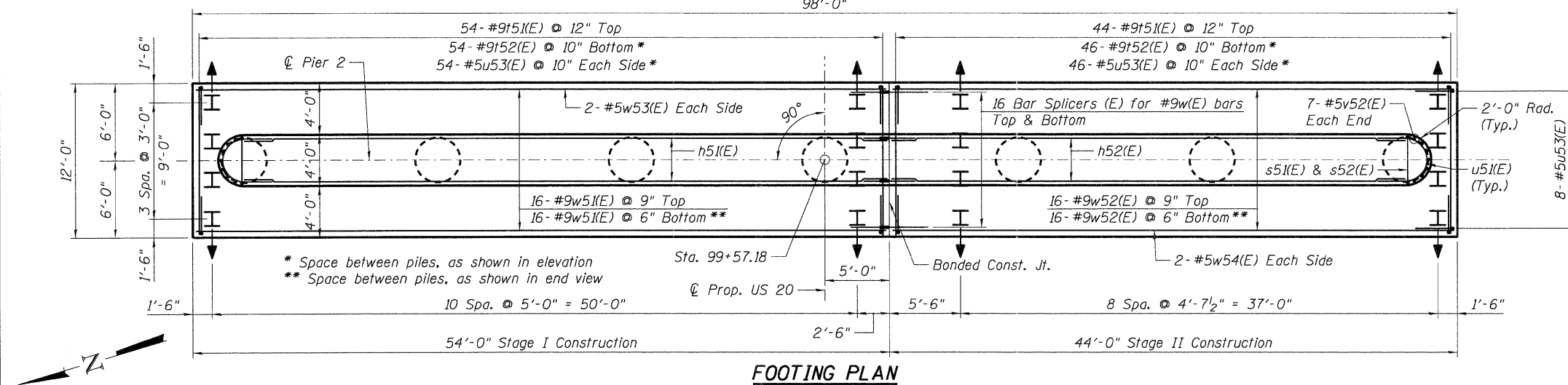


**PIER 2 ELEVATION**  
(Looking East)

- A: 6- #5h53(E) Top
- B: 6- #5h54(E) Top
- C: 6- #5h55(E) Top
- D: 6- #5h56(E) Top
- E: 6- #5h57(E) Top



**END VIEW**



**FOOTING PLAN**

**PILE DATA**

Type: Steel - HP14x73 with pile shoes  
 Nominal Required Bearing: 400 kips  
 Factored Resistance Available: 220 kips  
 Est. Length: 17'  
 No. Production Piles: 79  
 No. Test Piles: 1

**Notes:**

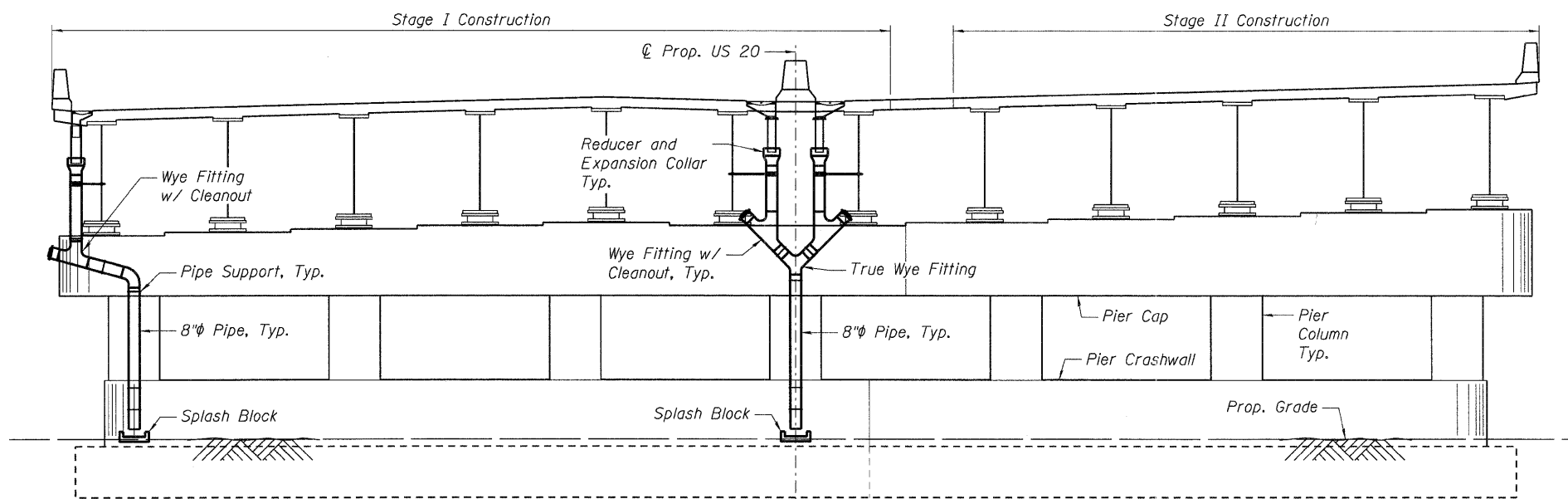
1. Work this sheet with Sht. S-52.
2. Cast steps monolithically with cap.
3. Space top reinforcement in cap to miss anchor bolts.
4. For Anchor Bolt and Bearing details, see Sht. S-41.
5. For Steel H-Pile details, see Sht. S-55.
6. Provide 1/2 extra turns top and bottom. Extend spiral 2" into pier cap and crashwall. Provide 4- #4 spacers or equivalent.
7. E.F. = Each Face

FILE NAME = #FILEL#  
 USER NAME = #USER#  
 DESIGNED - MDB  
 DRAWN - MDB  
 CHECKED - PK  
 DATE - 12/16/11  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 US 20 OVER MCLEAN BOULEVARD  
 PIER 2  
 PLAN AND ELEVATION  
 SCALE: SHEET NO. S-51 OF S-62 STATION 98+32.18  
 F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
 345 BR-R KANE 794 523  
 SN 045-0077 CONTRACT NO. 60H45  
 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT



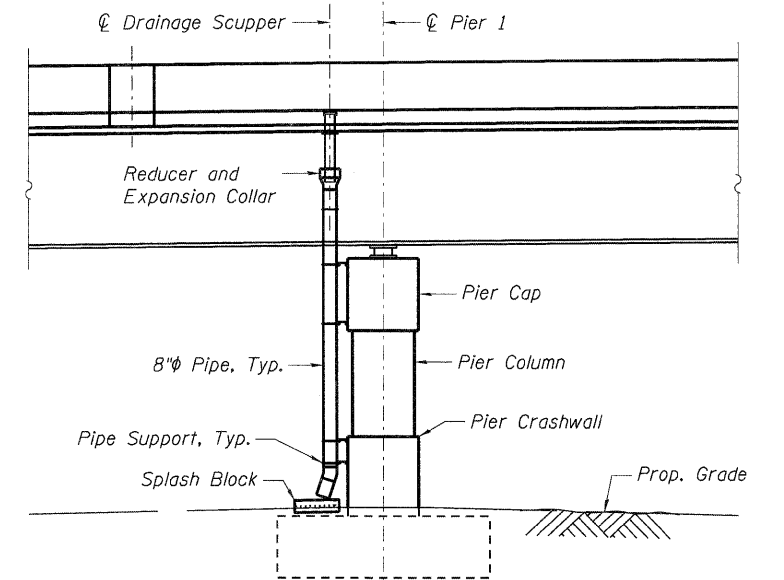






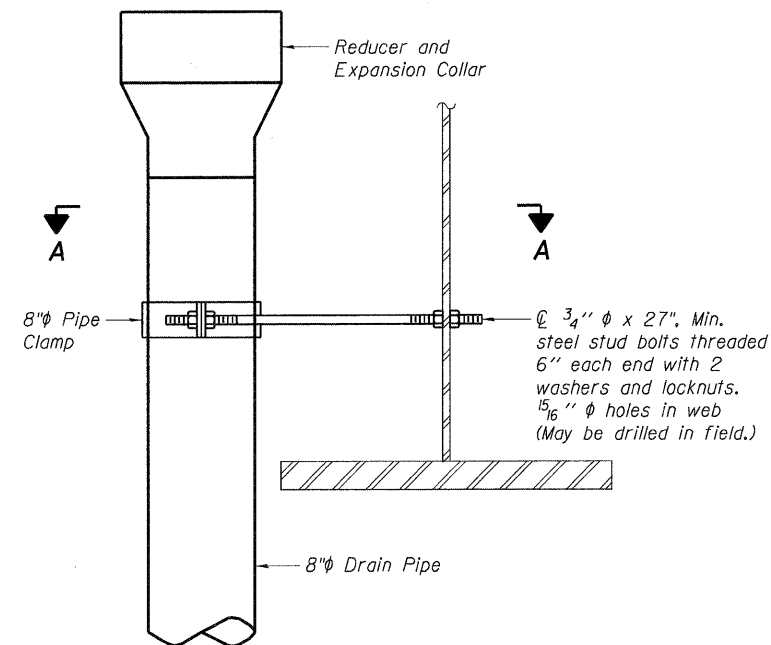
**PIER 1 ELEVATION - SHOWING BRIDGE DRAINAGE SYSTEM**

(Looking East - Pier 2 opposite hand)

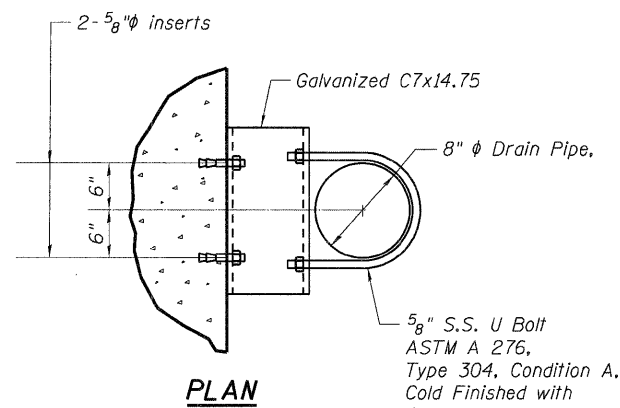


**PIER 1 END VIEW**

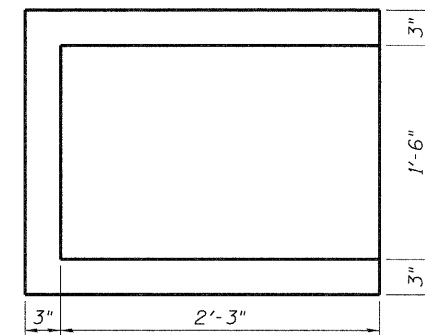
(Looking North - Pier 2 opposite hand)



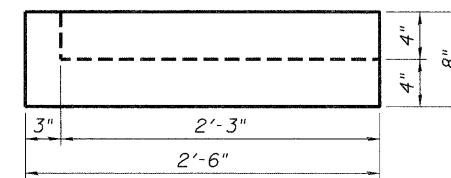
**DETAIL B - PIPE CLAMP DETAIL**



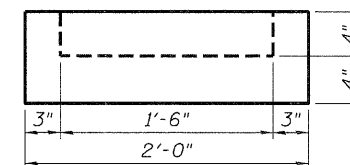
**PLAN**



**PLAN**

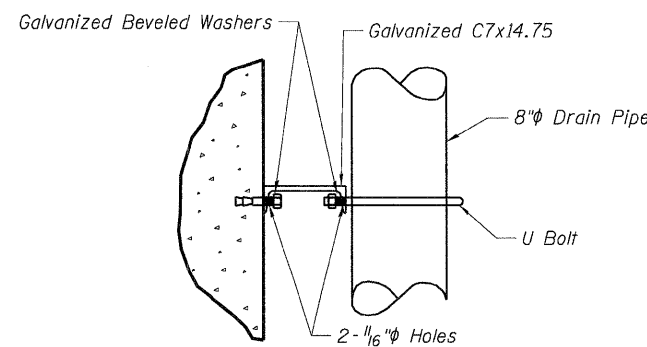


**ELEVATION**



**END VIEW**

**SPLASH BLOCK DETAIL**



**DETAIL A - PIPE CLAMP DETAIL**

(Use to support vertical pipe runs along pier cap and crashwall)

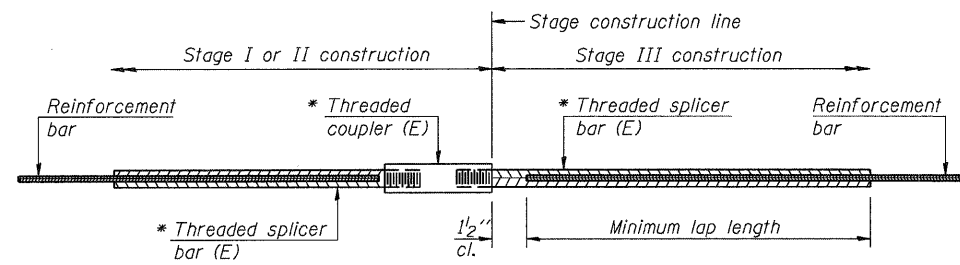
**BILL OF MATERIAL**

Item	Unit	Total
Drainage System	L Sum	1

**NOTES:**

- All pipe hangers, supports and hardware shall be hot-dipped galvanized in accordance with AASHTO M232 (ASTM A153) unless otherwise noted. All bolts, nuts and washers shall be stainless steel. Stainless steel bolts shall conform to the requirements of ASTM A 193M (A193), Class 1, ASTM F593, TYPE 304 Grade B8. Stainless steel nuts shall conform to the requirements of AASHTO M 292, ASTM F594, TYPE 304 Grade 8 or 8F, and the washers shall conform to ASTM A 240, Type 302 or 304.
- At Pier 2, the pipe fittings will need to accommodate a total horizontal movement of 4".
- Pipe brackets shall be provided at each tee, elbow or change in direction. Each vertical pipe shall have a minimum of two brackets attached to the crashwall and one bracket attached to the pier cap.

FILE NAME = \\S:\045\077\BRIDGE\DRAINAGE\SHIT.DGN, USER NAME = USER#, DESIGNED - MDB, REVISED - , DRAWN - MDB, REVISED - , CHECKED - PK, REVISED - , DATE - 12/16/11, REVISED - , PLOT SCALE = \$SCALE\*, PLOT DATE = \$DATE\*



**STANDARD BAR SPLICER ASSEMBLY**

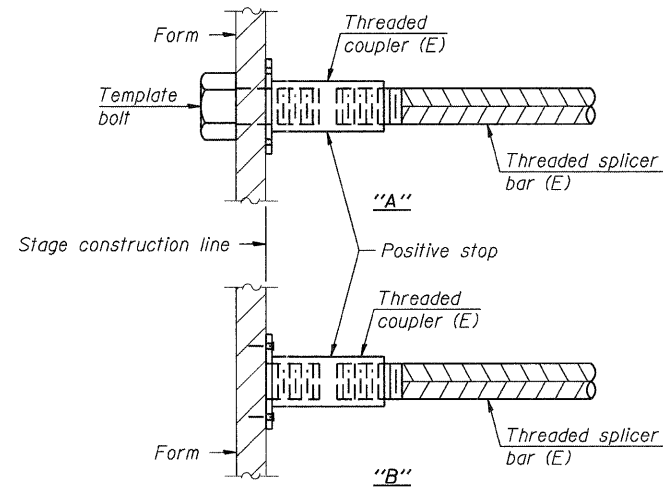
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

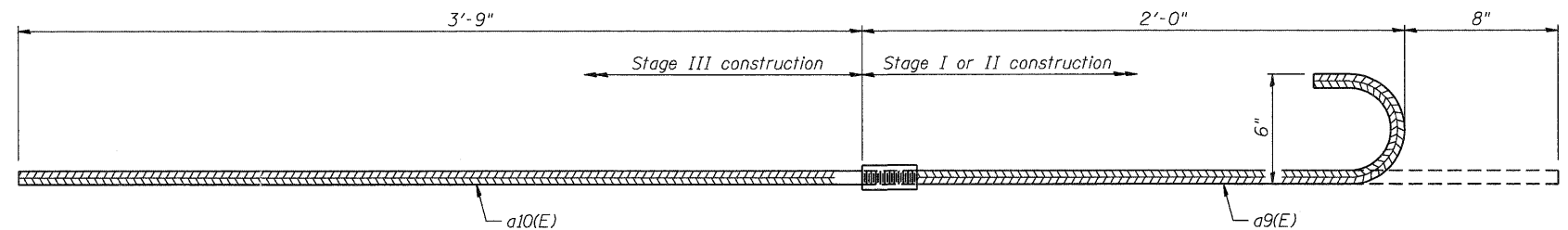
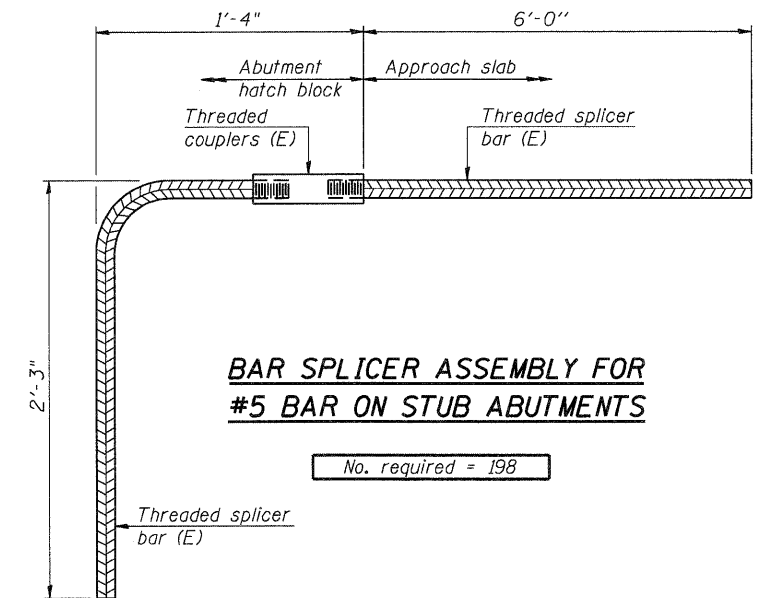
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck - Stage I	#5	2189	3
Deck - Stage II	#5	2189	3
West Approach Pavement	#4	25	3
West Approach Pavement	#5	86	3
East Approach Pavement	#4	25	3
East Approach Pavement	#5	86	3
West Abutment	#5	15	4
West Abutment	#6	11	4
West Abutment	#7	21	4
East Abutment	#5	15	4
East Abutment	#6	12	4
East Abutment	#7	23	4
Pier 1	#5	14	4
Pier 1	#6	10	4
Pier 1	#9	32	4
Pier 1	#10	29	4
Pier 2	#5	14	4
Pier 2	#6	10	4
Pier 2	#9	32	4
Pier 2	#10	29	4



**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.



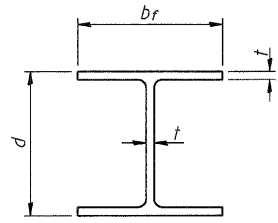
**#6a9(E) & #6a10(E) BAR SPLICER ASSEMBLIES FOR EDGE BEAMS AT STAGE CONSTRUCTION JOINT**

No. required = 16

**NOTES**

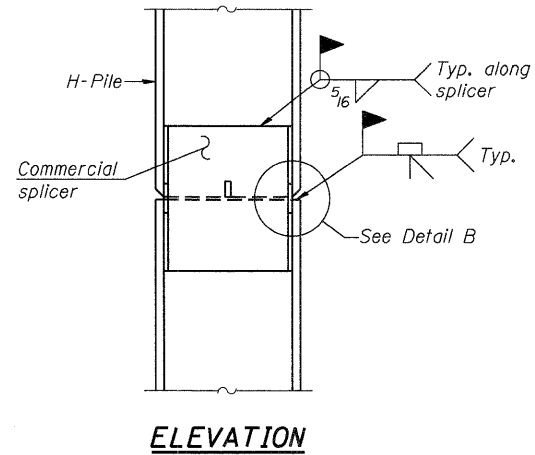
- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be lapped and tied to the splicer bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.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

FILE NAME = \\FS-024\4\ARK\VAULT\T.D-TRANS.07\2202\21379-001\STRUCT\CAD\60H45-04\6007\ASHEET.0450077\ASHEET.0450077-001-BARSPLICERL.SHT.DGN  
 PLOT SCALE = \*SCALE\*  
 PLOT DATE = \*DATE\*  
 DESIGNED - MDB  
 DRAWN - MDB  
 CHECKED - PK  
 DATE - 12/16/11  
 REVISED -  
 REVISED -  
 REVISED -  
 REVISED -  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 US 20 OVER MCLEAN BOULEVARD  
 BAR SPLICER DETAILS  
 F.A.P. RTE. 345  
 SECTION 8R-R  
 COUNTY KANE  
 TOTAL SHEETS 794  
 SHEET NO. 526  
 SN 045-0077  
 CONTRACT NO. 60H45  
 SCALE: SHEET NO. S-54 OF S-62 STATION 98+32.18  
 FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

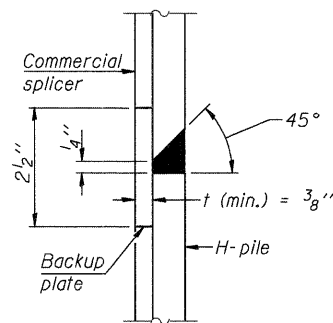


**STEEL PILE TABLE**

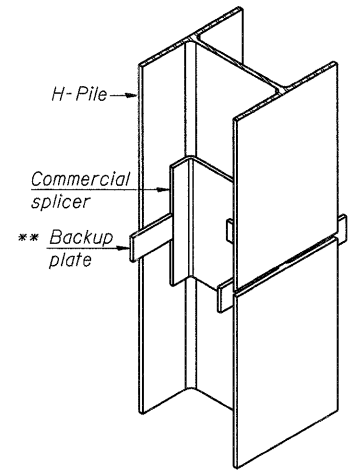
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 3/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



**ELEVATION**

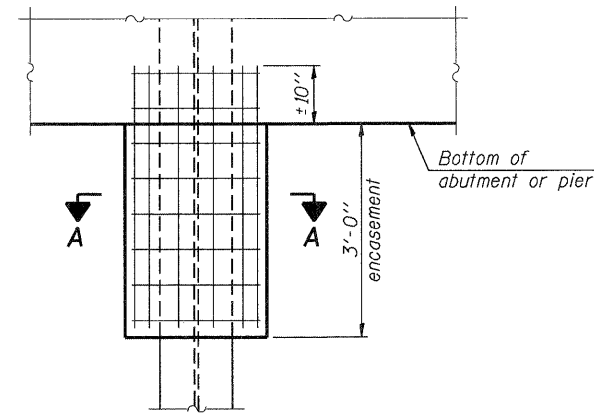


**DETAIL "B"**



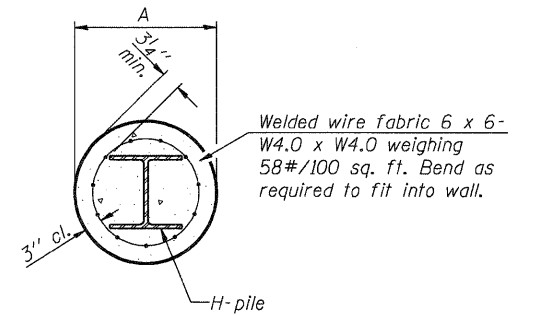
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**



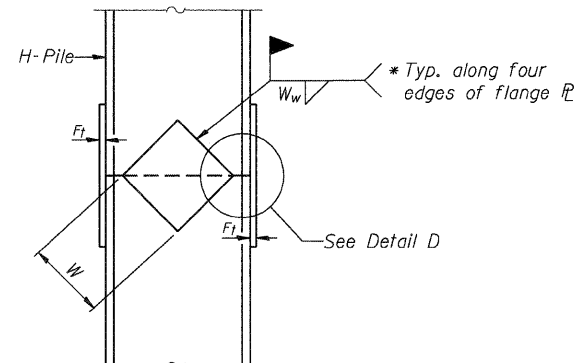
**ELEVATION**

**PILE ENCASEMENT**

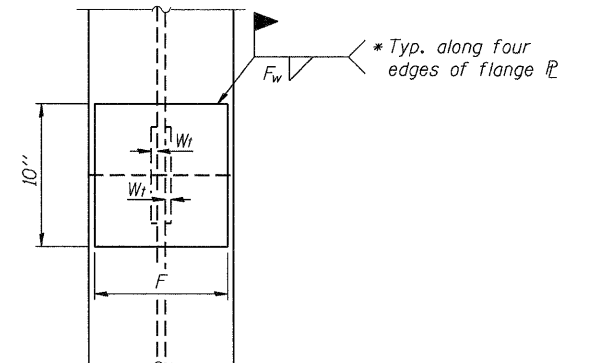


**SECTION A-A**

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

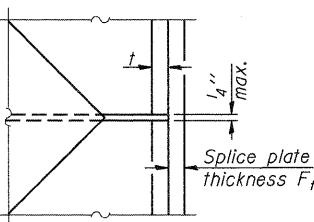


**ELEVATION**



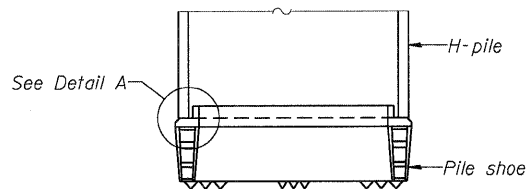
**END VIEW**

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

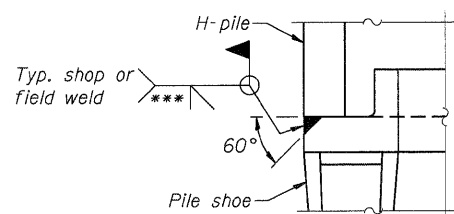


**DETAIL D**

**WELDED PLATE FIELD SPLICE**

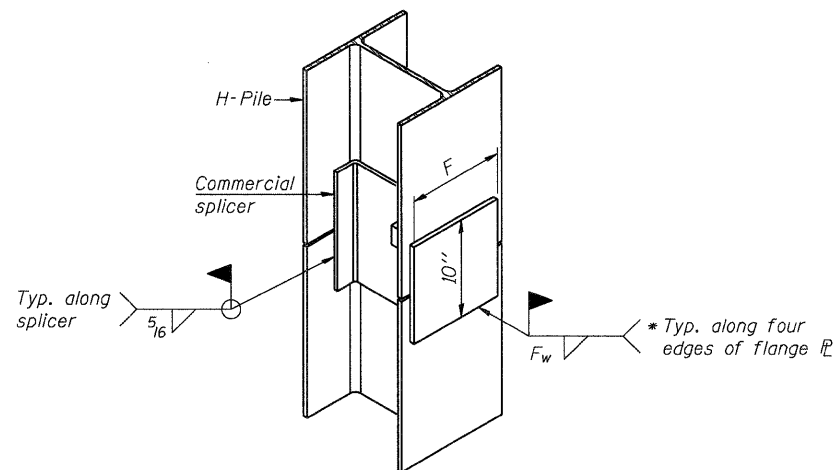


**ELEVATION**



**DETAIL A**

**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

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

F-HP

7-1-10

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US 20 OVER MCLEAN BOULEVARD

STEEL H-PILE DETAILS

F.A.P. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 527
SN 045-0077			CONTRACT NO. 60H45	

SCALE: SHEET NO. S-55 OF S-62 STATION 98+32.18

FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

\\FS-9044\AKAV\BULT.D-TRANS.07\22202\21379-001\STRUCT\CAD\60H45\0450077\SHEET.0450077-60H45-001-PILEDETAIL\_SHT.DGN  
 \\VALLSNUM-60H45-001-BORDER.DGN  
 12-12-2011 10:49:58  
 BANJEKJ

TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS





SOIL BORING SB-02 (2 OF 2)

SOIL BORING SB-03 (1 OF 2)

SOIL BORING SB-03 (2 OF 2)

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering  
805 Ashland Street, Suite 200  
Naperville, Illinois 60563  
(630) 256-2838

SOIL BORING LOG

PAGE 2 of 2  
DATE 3/31/2010  
LOGGED BY RJ  
GSI JOB No. 09118

ROUTE FAP 345 (U.S. Route 20) DESCRIPTION US 20 over McLean Boulevard, Elgin, Illinois Contract No. 60H45  
SECTION SR-R LOCATION SEC. 22, TWP. 41N, RNG. 8E, 3rd PM, Elgin Township  
COUNTY Kane DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 045-0077  
Station: 98+32.18  
BORING NO. SB-02  
Station: 95+40 US 20  
Offset: 50' Right  
Ground Surface Elev. 848.6

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	BLOWS	UNIT WEIGHT (pcf)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX	CLASSIFICATION
0	Surface Water Elev. n/a							
0	Stream Bed Elev. n/a							
0	Groundwater Elevation: n/a							
0	First Encounter n/a							
0	Upon Completion n/a							
0	After Hrs. n/a							
0	SAND & GRAVEL-gray-medium dense (A-1)							
23	SAND & GRAVEL-brown-medium dense to very dense (A-1)							
23								
45		NP	10					
45	SILTY LOAM-gray-loose to medium dense (A-4)							
20								
15								
50		NP	15					
5								
10								
55		NR						
55	End Of Boring @ -75.0' Hollow Stem Augers To -10.0' Rotary Drilling To Completion CME Automatic Hammer							
790.6								
3	SAND & GRAVEL-gray-medium dense (A-1)							
5								
60		NP	8					

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SOIL BORING LOG

PAGE 1 of 2  
DATE 3/30/2010  
LOGGED BY RJ  
GSI JOB No. 09118

ROUTE FAP 345 (U.S. Route 20) DESCRIPTION US 20 over McLean Boulevard, Elgin, Illinois Contract No. 60H45  
SECTION SR-R LOCATION SEC. 22, TWP. 41N, RNG. 8E, 3rd PM, Elgin Township  
COUNTY Kane DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 045-0077  
Station: 98+32.18  
BORING NO. SB-03  
Station: 96+95 US 20  
Offset: 34' Left  
Ground Surface Elev. 849.5

DEPTH (ft)	SOIL DESCRIPTION	DRILLING METHOD	BLOWS	UNIT WEIGHT (pcf)	WATER CONTENT (%)	LIQUID LIMIT (%)	PLASTICITY INDEX	CLASSIFICATION
0	Surface Water Elev. n/a							
0	Stream Bed Elev. n/a							
0	Groundwater Elevation: n/a							
0	First Encounter n/a							
0	Upon Completion n/a							
0	After Hrs. n/a							
0	CLAY to CLAY LOAM-stiff (A-6) Fill							
848.2								
504"								
4	SILTY CLAY-dark brown & black-stiff (A-6) Wet							
4								
6		2.0P	28					
846.0								
4	SANDY CLAY LOAM-dark brown & gray-medium dense (Fill)							
7								
5								
844.0								
5	SILTY CLAY LOAM-brown-stiff (A-4)							
7								
5								
824.0								
9	SANDY LOAM-brown-loose (A-2)							
4								
4								
6		NP	17					
821.5								
4	SAND & GRAVEL-brown-dense to very dense (A-1)							
4								
4								
10								
889.0								
5								
8								
8		1.7B	20					
889.0								
4	CLAY to CLAY LOAM-brown & gray-stiff (A-6) Fill							
6								
15								
8		1.8B	21					
4								
6								
10		1.6B	22					
4								
4								
20								
820.5								
4								
4								
40		NP	16					

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SOIL BORING LOG

PAGE 2 of 2  
DATE 3/30/2010  
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Station: 98+32.18  
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Offset: 34' Left  
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0	Stream Bed Elev. n/a							
0	Groundwater Elevation: n/a							
0	First Encounter n/a							
0	Upon Completion n/a							
0	After Hrs. n/a							
0	SAND & GRAVEL-brown-dense to very dense (A-1)							
30								
504"								
45	SAND & GRAVEL-gray-medium dense to dense (A-1)							
17								
802.0								
15	SILTY LOAM to LOAM-brown-dense (A-4)							
25								
50		NP	18					
798.5								
15	SANDY LOAM with Gravel-gray-dense (A-2)							
15								
15								
55		NP	15					
774.5								
792.5								
24	SAND & GRAVEL-gray-medium dense to dense (A-1)							
18								
60		NP	9					

FILE NAME = \\VALLSNUM-60H45-201-BORDER.DGN  
#FILE#  
12-12-2011 12:41:08  
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TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
CHICAGO, ILLINOIS

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

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

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

FILE NAME =	USER NAME = #USER#	DESIGNED - MDB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION US 20 OVER MCLEAN BOULEVARD			SOIL BORING LOGS 2 OF 6			F.A.P. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 530
#FILE#	PLOT SCALE = #SCALE#	DRAWN - MDB	REVISED -	US 20 OVER MCLEAN BOULEVARD			2 OF 6			SN 045-0077			CONTRACT NO. 60H45	
	PLOT DATE = #DATE#	CHECKED - PK	REVISED -				SCALE:			SHEET NO. S-58 OF S-62		STATION 98+32.18		
		DATE - 12/16/11	REVISED -							FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



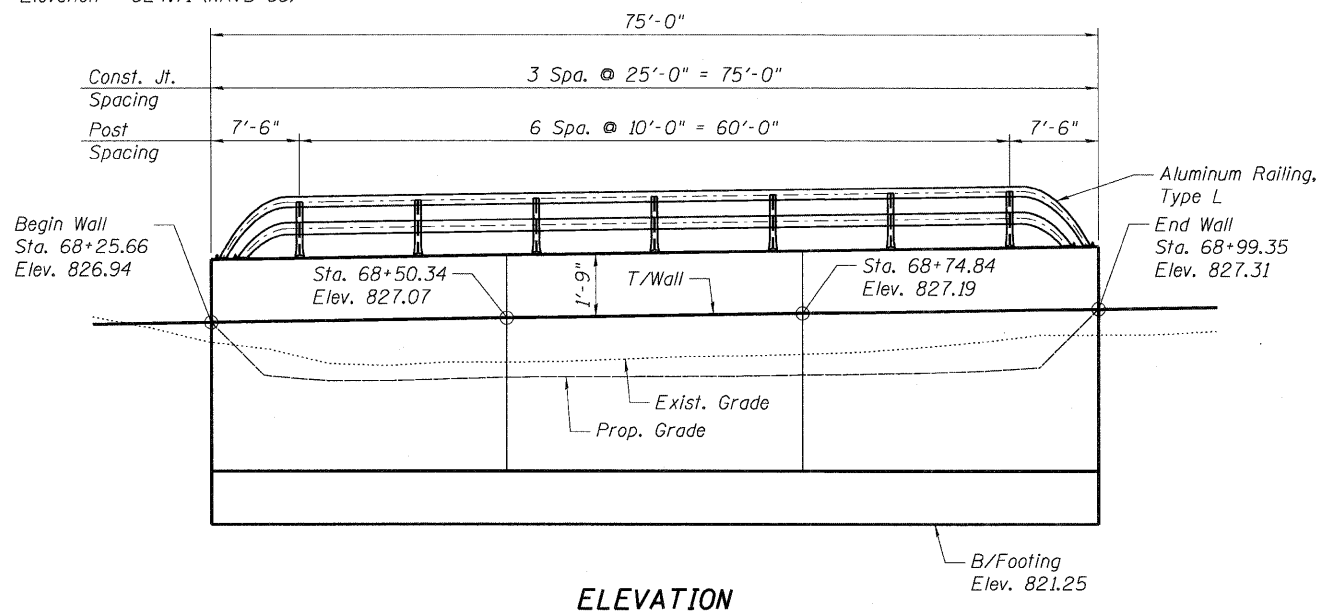








Bench Mark: Cross cut on concrete sidewalk on the north side of Fleetwood Drive and ±200' east of McLean Boulevard.  
Elevation = 824.71 (NAVD 88)



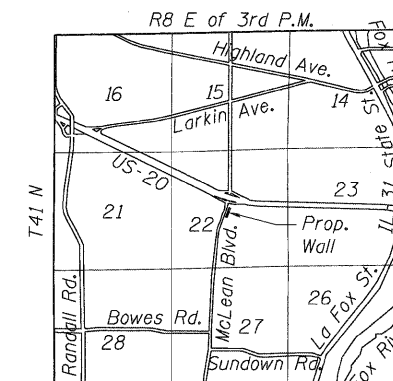
**ELEVATION**

**DESIGN SPECIFICATIONS**

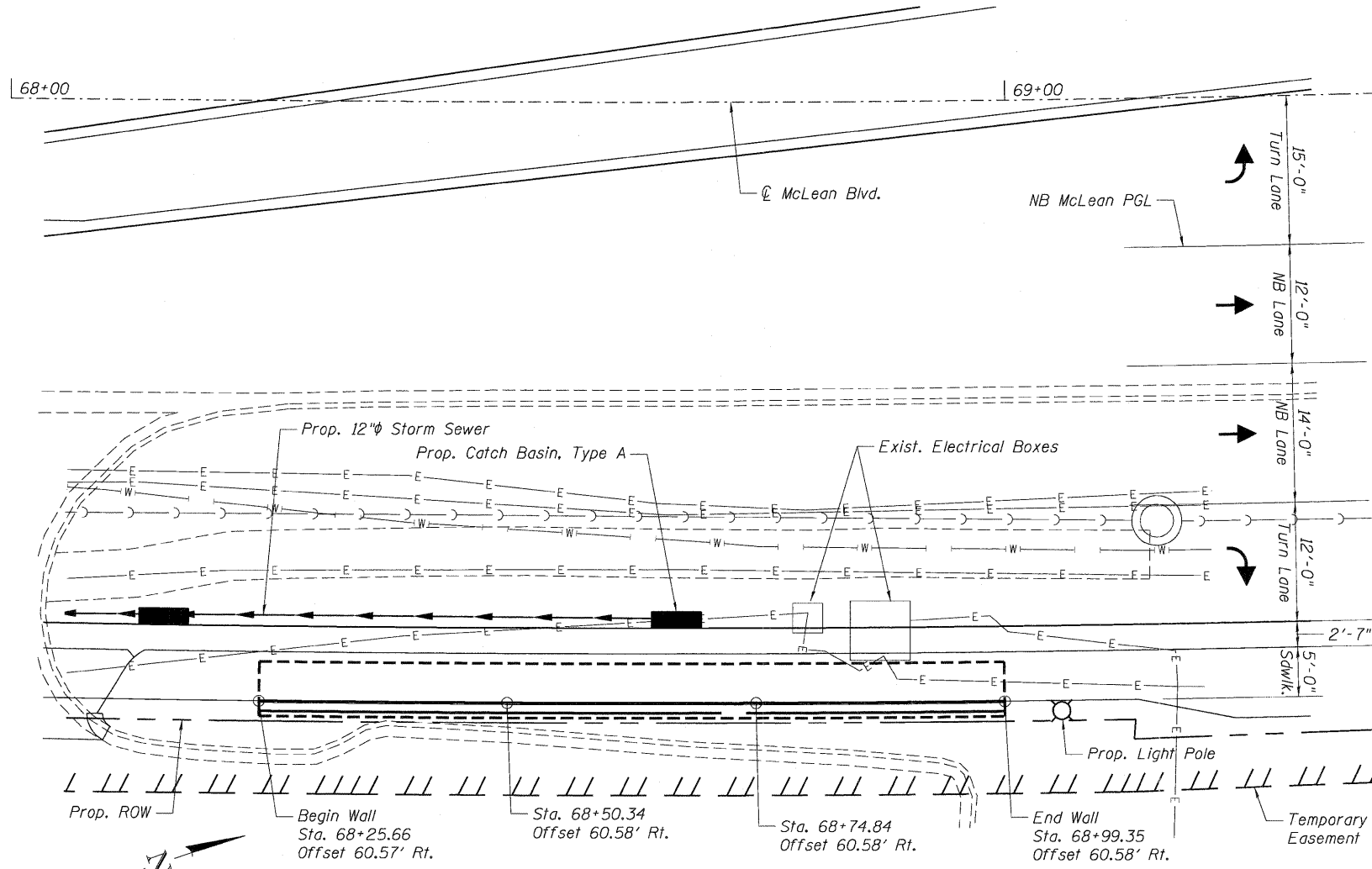
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

**DESIGN STRESSES**

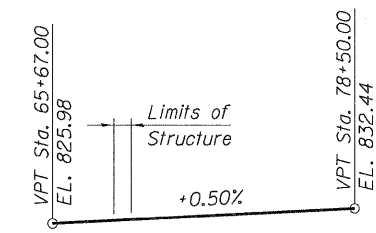
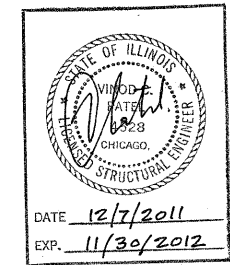
**FIELD UNITS**  
f'c = 3.5 ksi  
fy = 60 ksi (reinforcement)  
Maximum Applied Soil Bearing Pressure = 1.7 ksf



**LOCATION SKETCH**



**PLAN**



**PROFILE GRADE  
PGL MCLEAN BOULEVARD**

**GENERAL NOTES**

1. Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Stations and offsets given to the back face of wall.
4. Tie pipe underdrain into proposed catch basin.

**Legend:**

- W- Underground Water Line
- E- Underground Electric Line
- Prop. Storm Sewer

**INDEX OF SHEETS**

- W-1 General Plan and Elevation
- W-2 Wall Details and Bar List
- W-3 Aluminum Railing, Type L Details

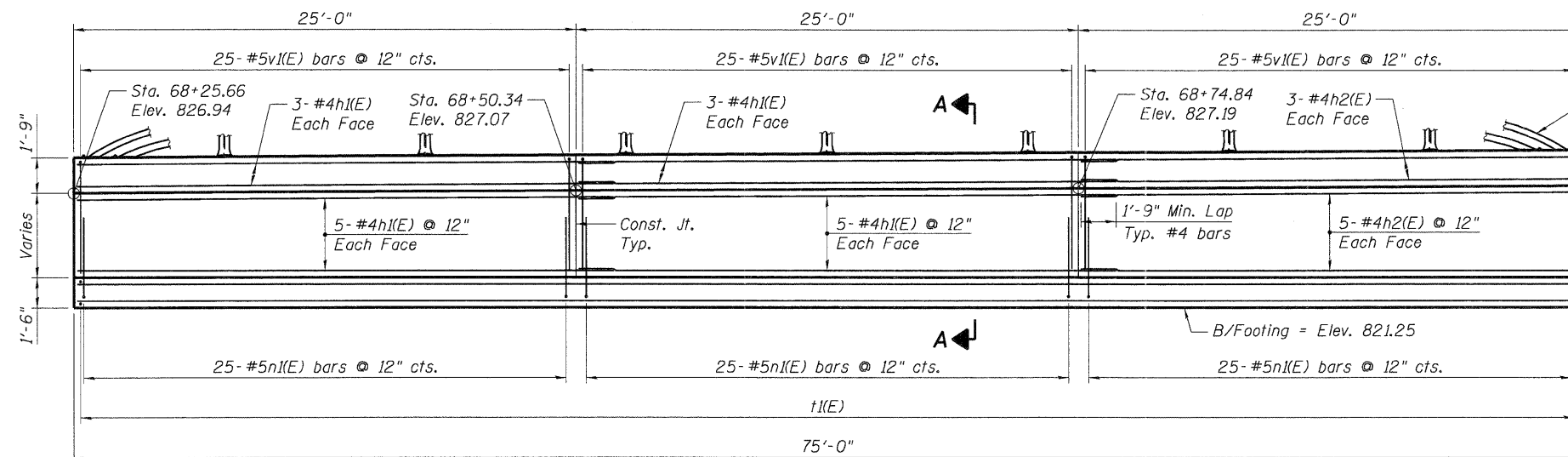
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Structure Excavation	Cu Yd	117
Concrete Structures	Cu Yd	39.6
Protective Coat	Sq Yd	22
Reinforcement Bars, Epoxy Coated	Pound	4,580
Aluminum Railing, Type L	Foot	73
Geocomposite Wall Drain	Sq Yd	33
Porous Granular Embankment, Special	Cu Yd	44
Pipe Underdrains for Structures 4"	Foot	90

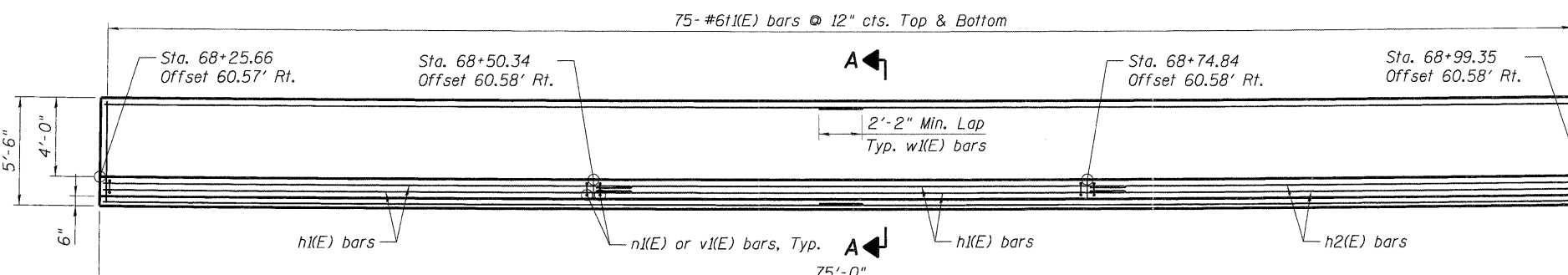
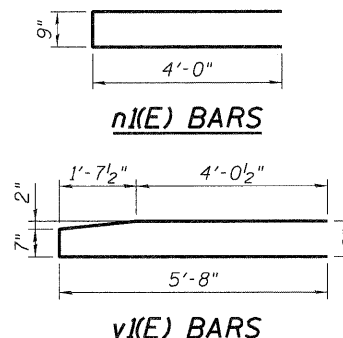
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**BAR LIST**

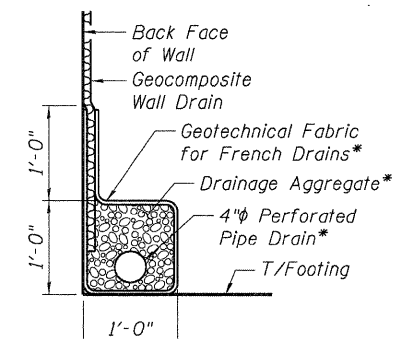
Bar	No.	Size	Length	Shape
h1(E)	32	#4	26'-9"	—
h2(E)	16	#4	24'-9"	—
n1(E)	75	#5	8'-9"	—
t1(E)	150	#6	5'-2"	—
v1(E)	75	#5	11'-11"	—
w1(E)	24	#5	38'-4"	—



**WALL ELEVATION**

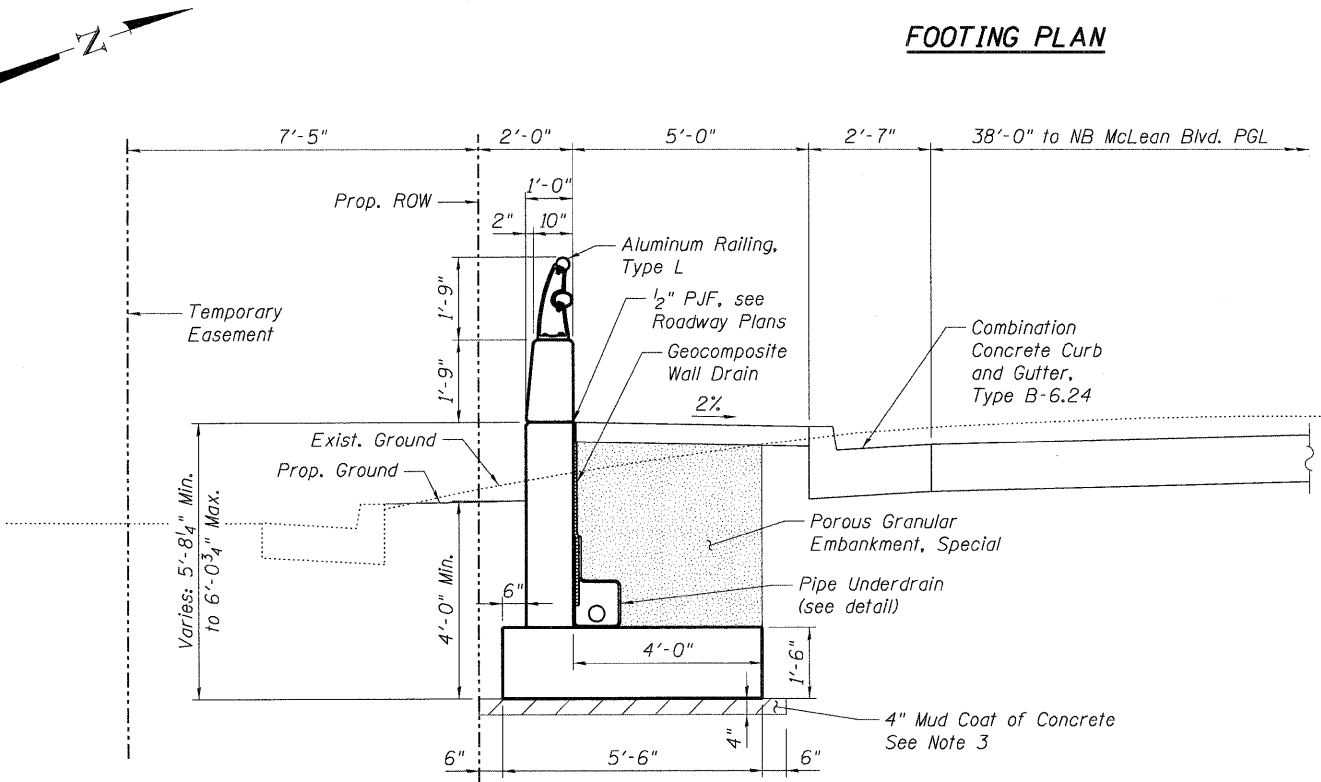


**FOOTING PLAN**

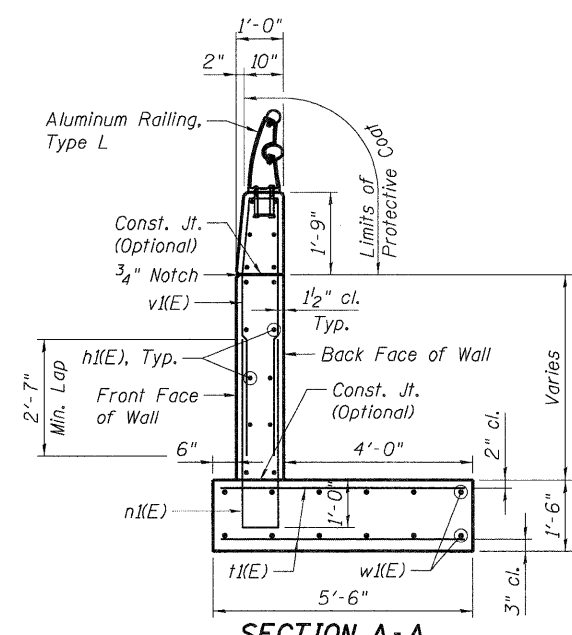


**PIPE UNDERDRAIN DETAIL**

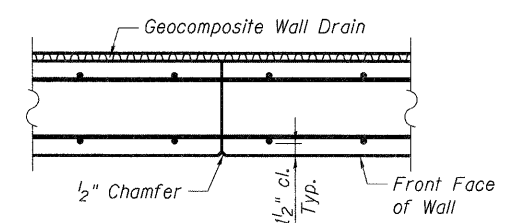
\* Included in the cost of Pipe Underdrains for Structures.



**SECTION A-A**  
(Showing Dimensions and Drainage Details)



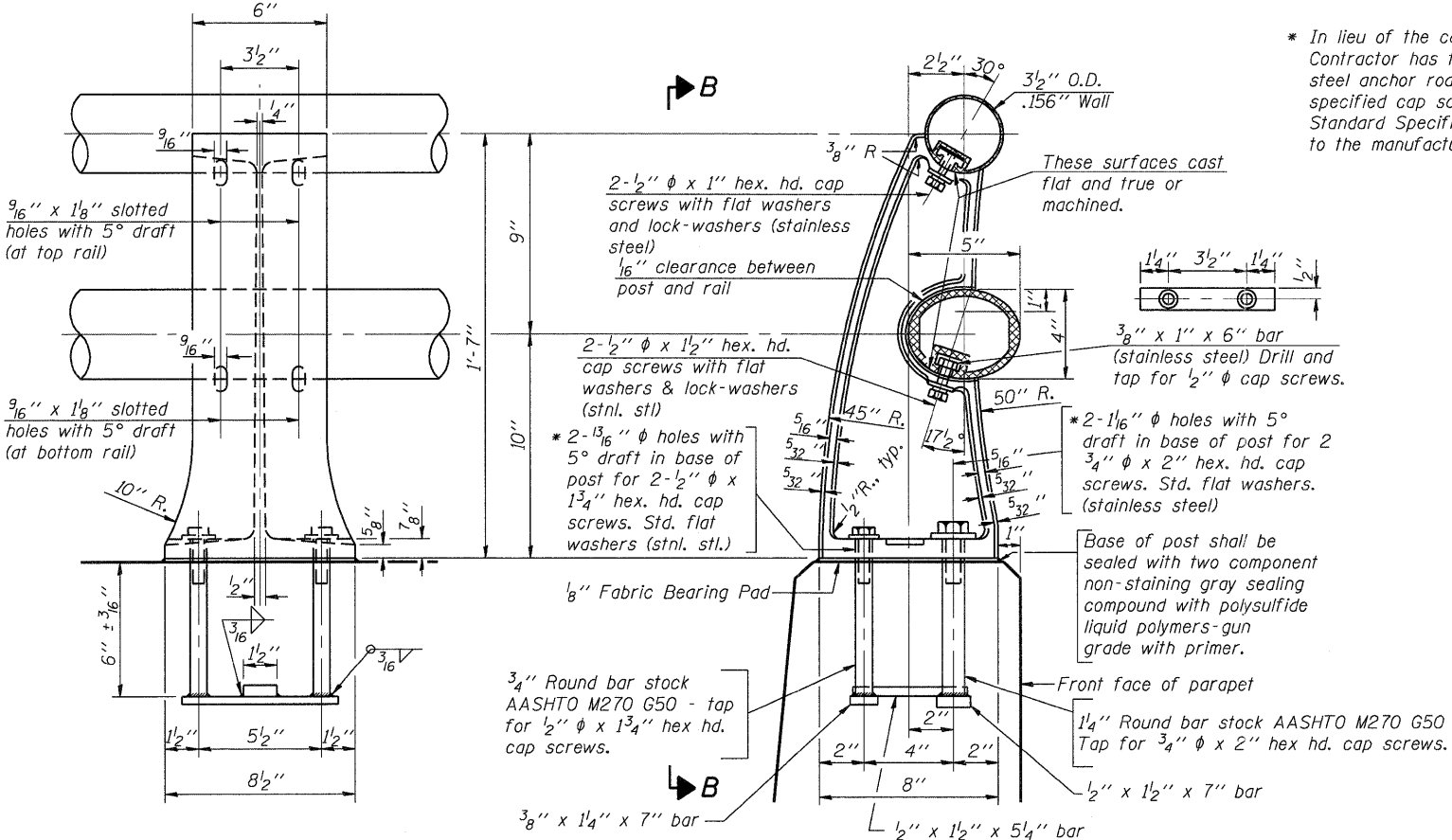
**SECTION A-A**  
(Showing Reinforcement)



**CONSTRUCTION JOINT DETAIL**

- Notes:**
1. Work this sheet with Shts. W-1 & W-3.
  2. Bars indicated thus 7x2-#5 etc. indicates 7 lines of bars with 2 lengths per line.
  3. The mud coat must be placed at the end of each work day or prior to adverse weather, whichever occurs first. The concrete shall be from an approved mix design (with a minimum compressive strength of 2,500 psi at 7 days), with a slump less than 6". Cost included in Concrete Structures.

FILE NAME = \\F:\2014\1041428\045W012-60H45-012-RET WALL.DGN, USER = BAJZEK, J, PLOT SCALE = 1/8"=1'-0", PLOT DATE = 12/16/11, DESIGNED - MDB, DRAWN - MDB, CHECKED - PK, DATE - 12/16/11, REVISED - , STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, US 20 OVER MCLEAN BOULEVARD, WALL DETAILS AND BAR LIST, F.A.P. RTE. 345, SECTION BR-R, COUNTY KANE, TOTAL SHEETS 794, SHEET NO. 536, SN 045-W012, CONTRACT NO. 60H45, FED. ROAD DIST. NO. 7, ILLINOIS FED. AID PROJECT

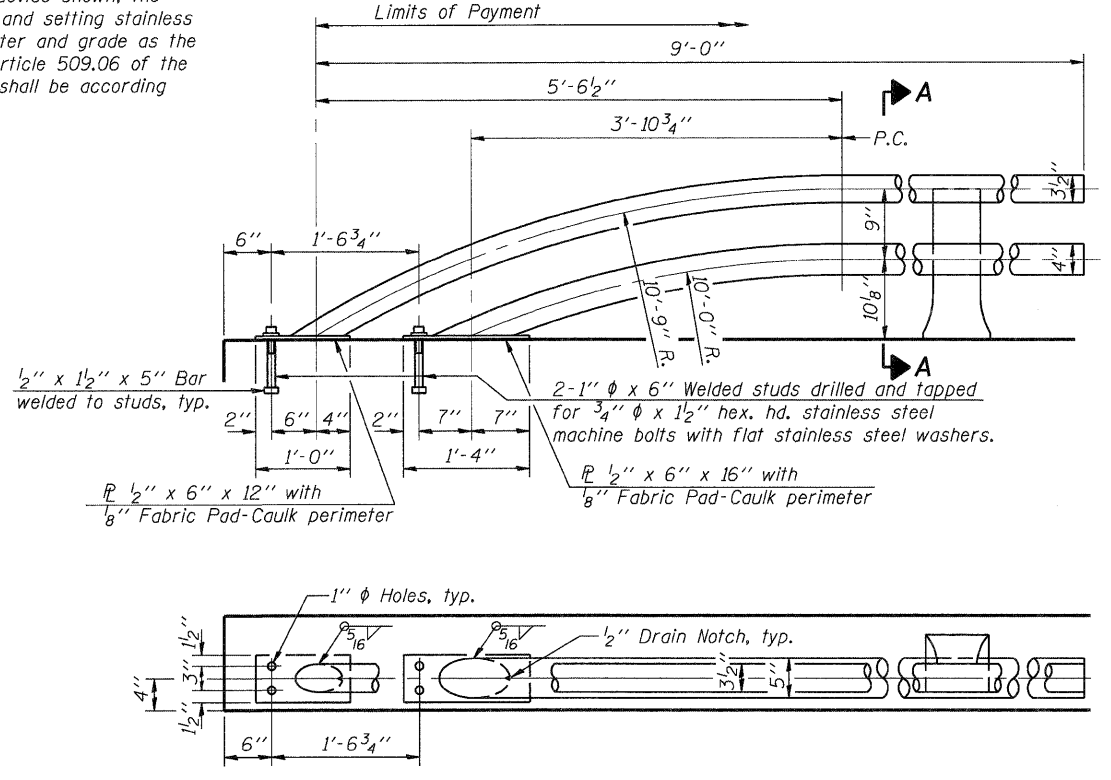


**VIEW B-B**

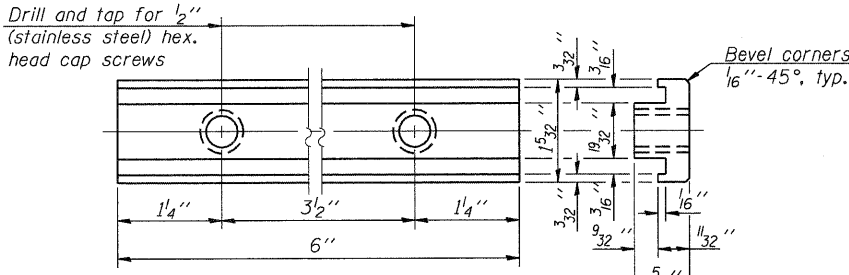
**RAIL POST DETAILS**

**SECTION A-A**

\* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

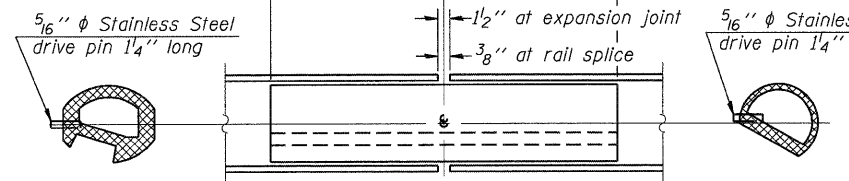


**RAIL TERMINAL SECTION**



**RAIL POST CLAMP BAR**

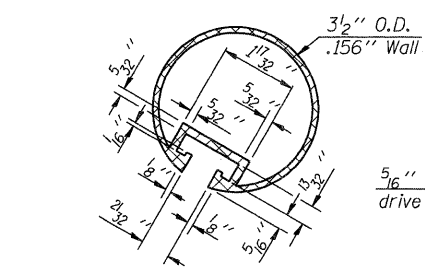
For Top Rail



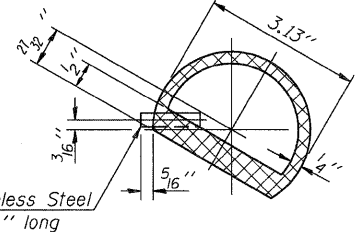
**RAIL SPLICE**

**BOTTOM RAIL**

**TOP RAIL**

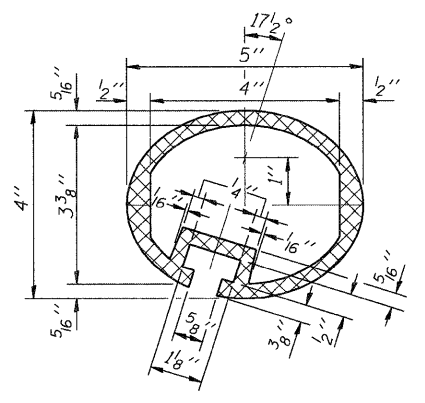


**SECTION THRU TOP RAIL**

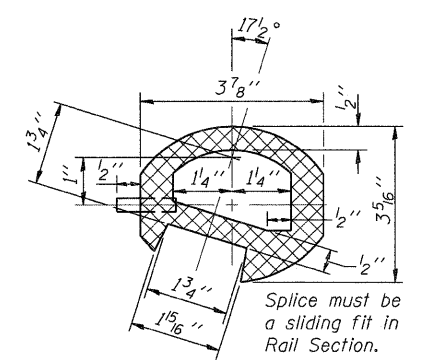


**SECTION THRU SPLICE**

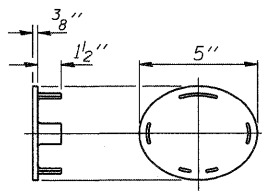
For Top Rail



**SEC. THRU ELLIPTICAL RAIL SECTION**

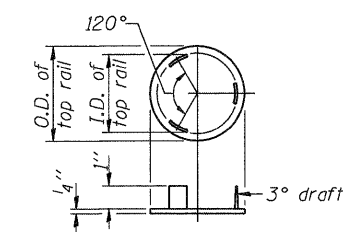


**SEC. THRU SPLICE**



**CAST END CAP**

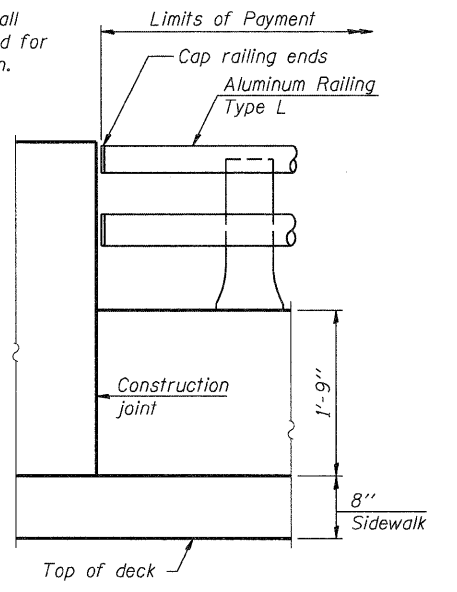
For bottom rail  
DRIVE FIT TYPE



**CAST END CAP**

For top rail

Note:  
The end rail post shall be set back as required for the terminal rail section.



**RAIL END TREATMENT FOR TYPE 5 AND 6 TERMINAL**

**BILL OF MATERIAL**

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	73

Notes:  
All Posts shall be normal to parapet.  
All joints in rail shall be spliced per detail.  
All exposed rail ends shall be capped per detail.  
Provide 1-1/8 inch and 2-1/8 inch Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.  
See sheet W-1 for rail post spacing.

R-20

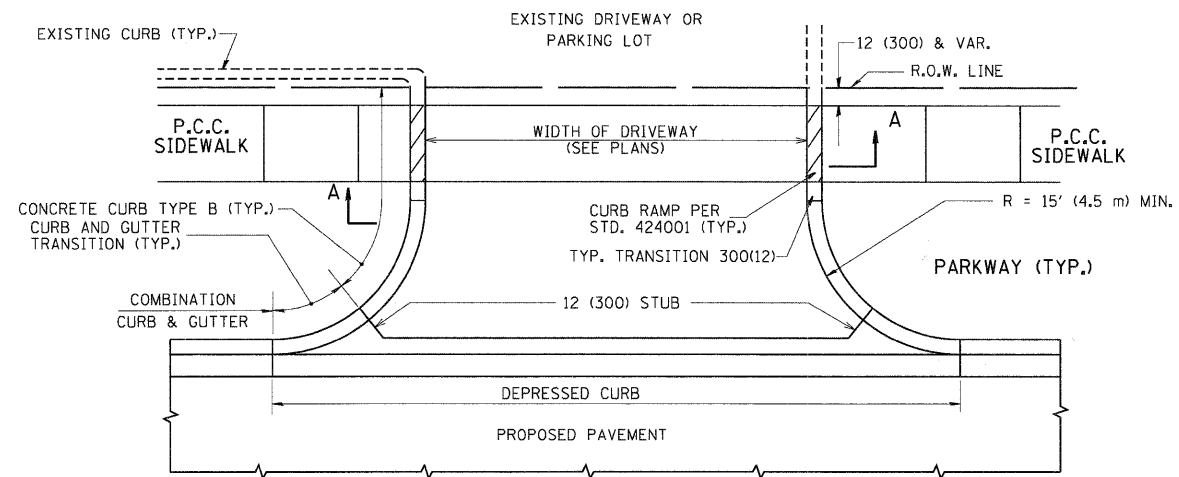
7-1-10 (7'-0" to 10'-0" Post spacing)

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
US 20 OVER MCLEAN BOULEVARD**

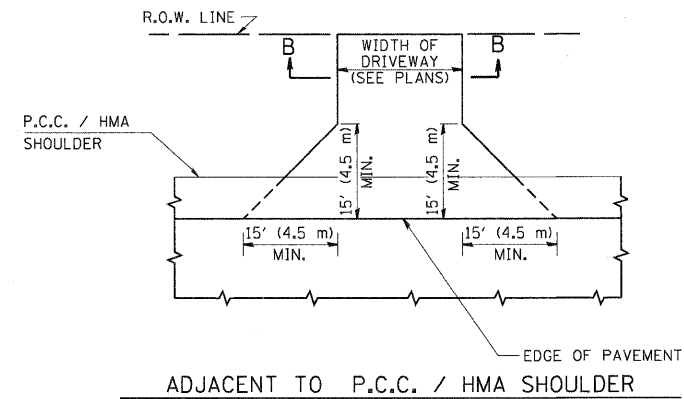
**ALUMINUM RAILING, TYPE L DETAILS**

FILE NAME =	USER NAME = #USER#	DESIGNED - MDB	REVISED -	SCALE:	SHEET NO. W-3 OF W-3	STA. 68+25.66 TO STA. 68+99.35	F.A.P. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 537
#FILE#		DRAWN - MDB	REVISED -				SN 045-W012		CONTRACT NO. 60H45		
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		DATE - 12/16/11	REVISED -								

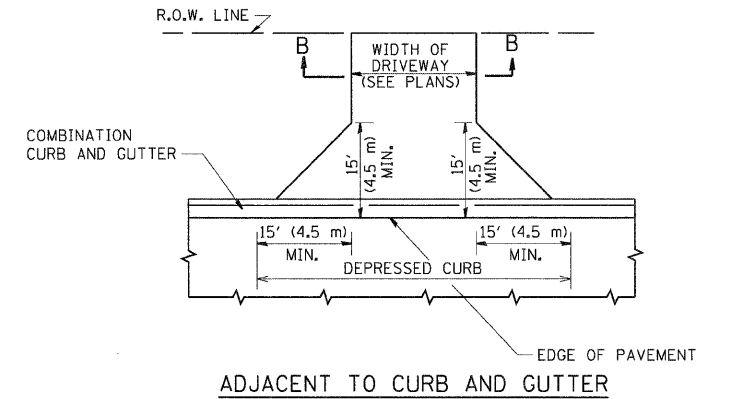
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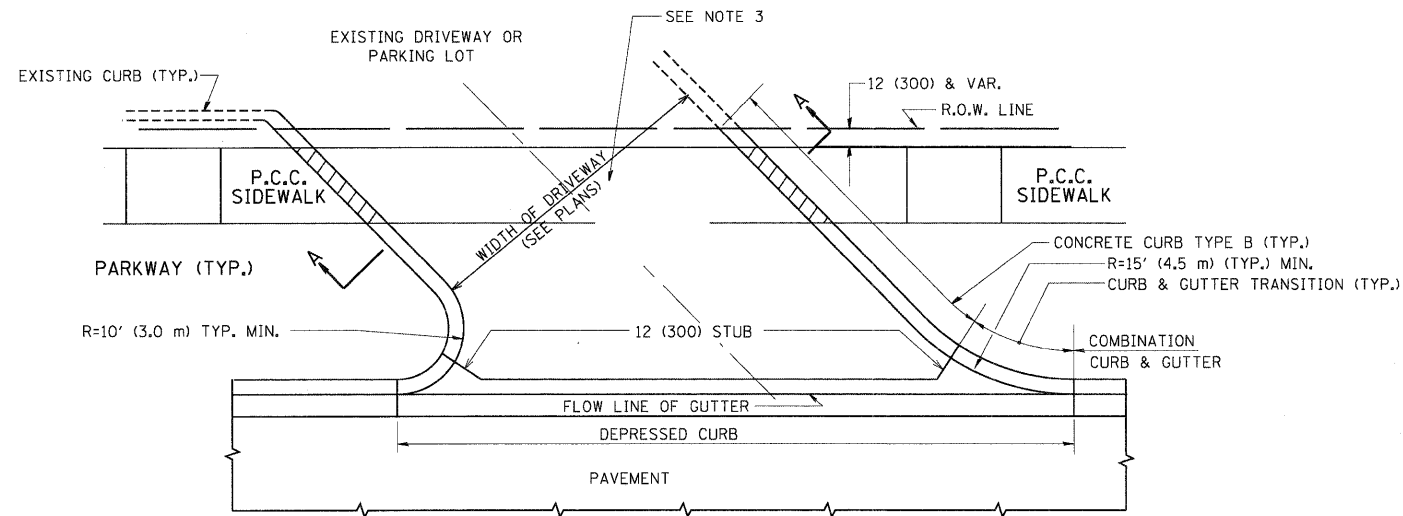
WITH CONCRETE CURB, TYPE B



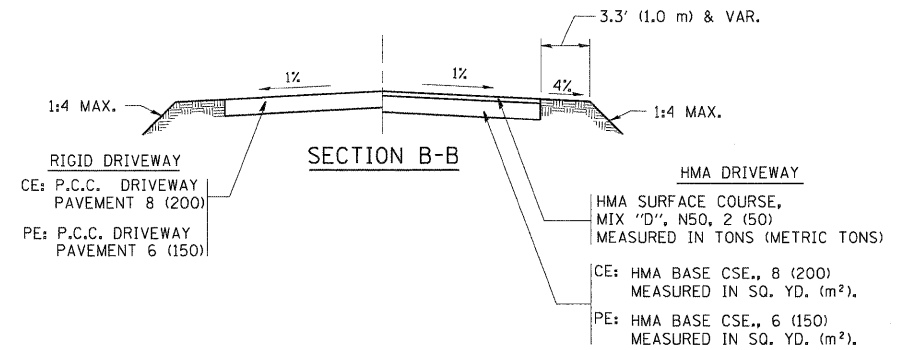
ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B



**GENERAL NOTES:**

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

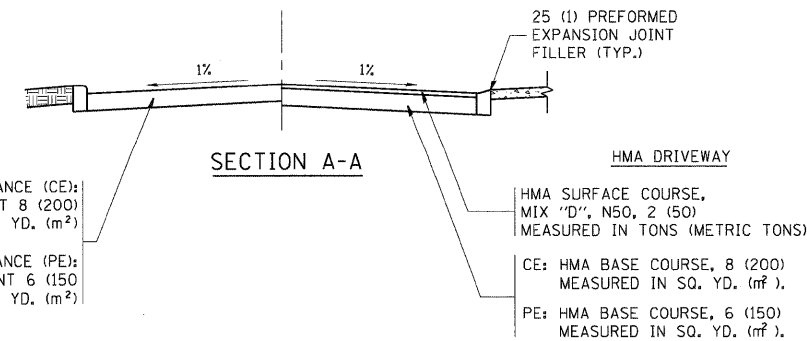
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

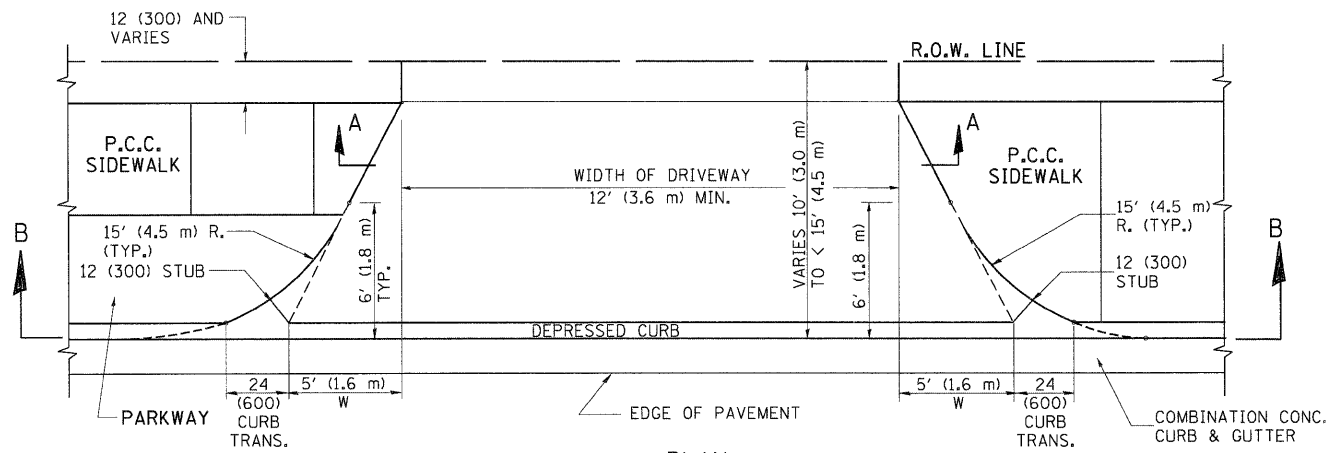
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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

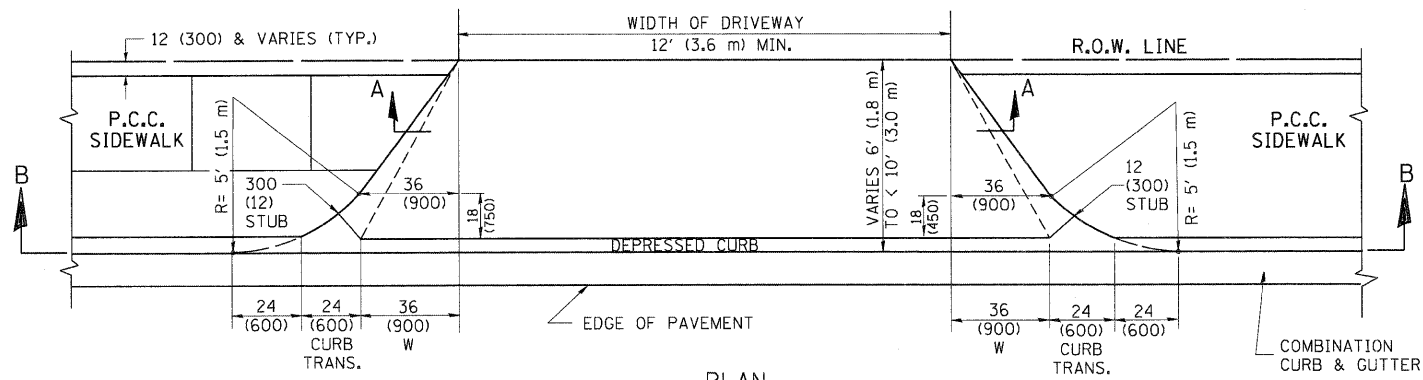
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.



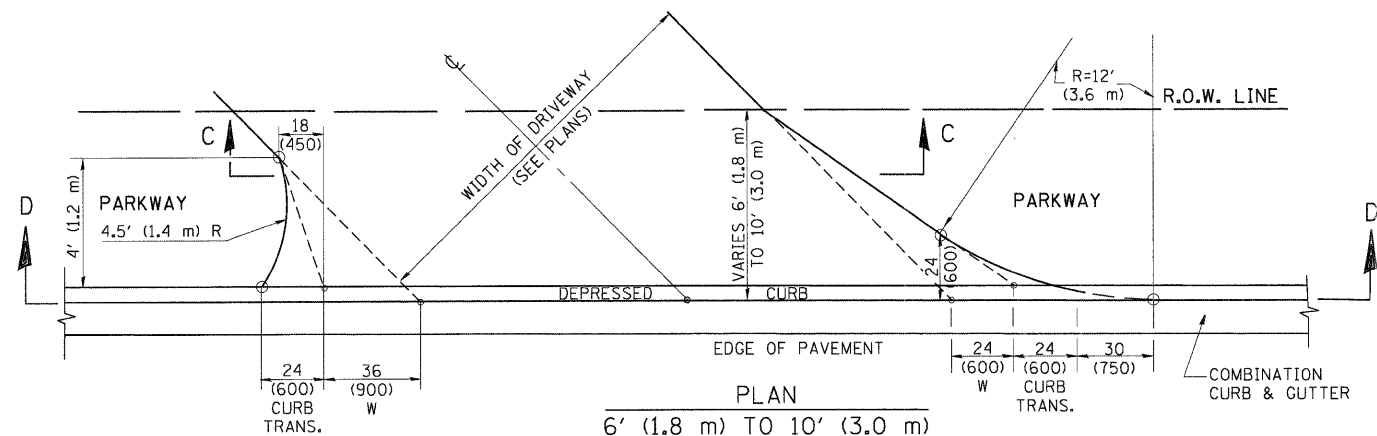
FILE NAME =	USER NAME = jeyso	DESIGNED - R. SHAH	REVISED - P. LOFLUER 04-15-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB &amp; EDGE OF SHOULDER &gt;= 15' (4.5 m)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs:\pw_work\pwidot\jeyso\d0128315\ba01.dwg	PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED - R. BORO 01-01-07			345	SR-R	KANE	794	538
PLOT DATE = 9/6/2011	CHECKED -	REVISED - R. BORO 06-11-08	REVISED - R. BORO 09-06-11			<b>BD0156-07 (BD-01)</b>		CONTRACT NO. 60H45		
	DATE - 11-04-95					SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



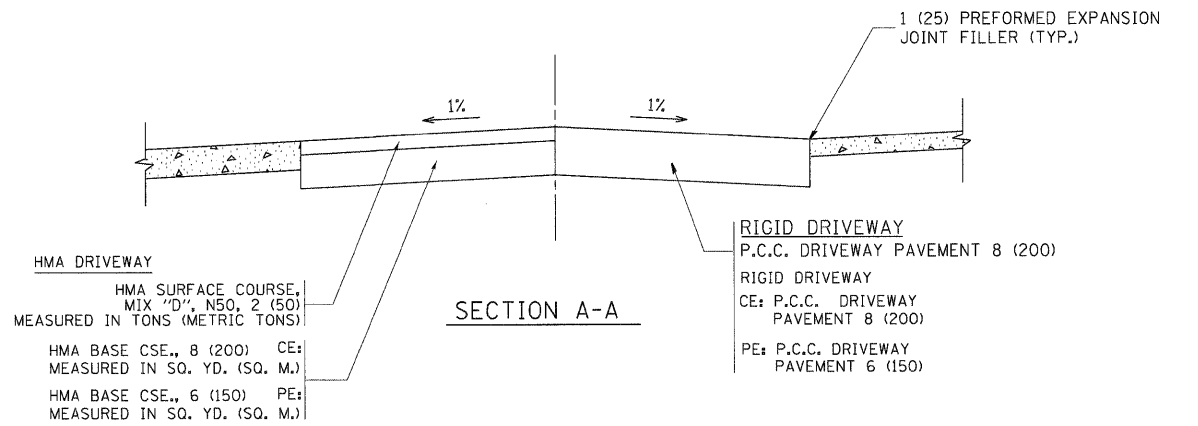
PLAN  
10' (3.0 m) TO < 15' (4.5 m)



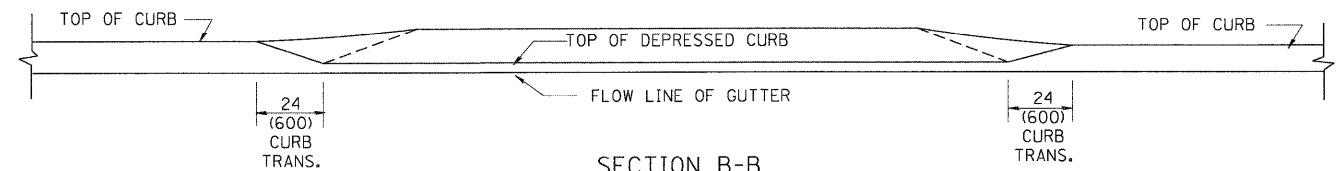
PLAN  
6' (1.8 m) TO < 10' (3.0 m)



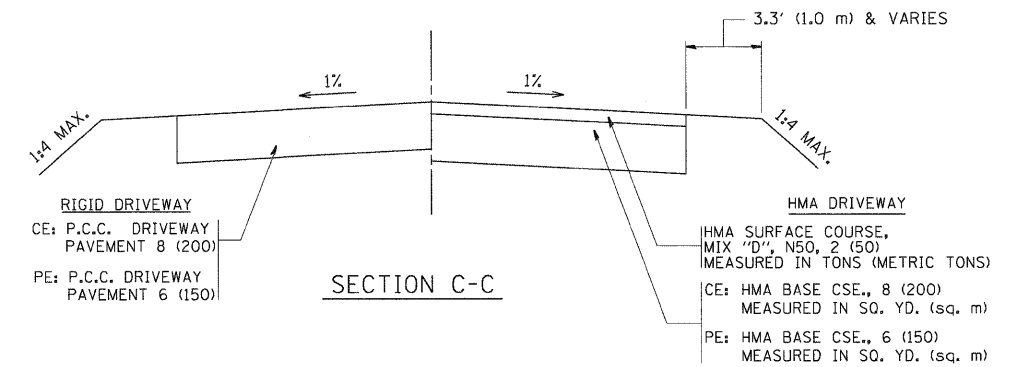
PLAN  
6' (1.8 m) TO 10' (3.0 m)



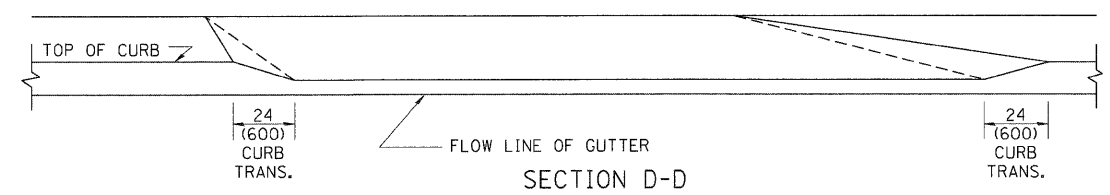
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

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

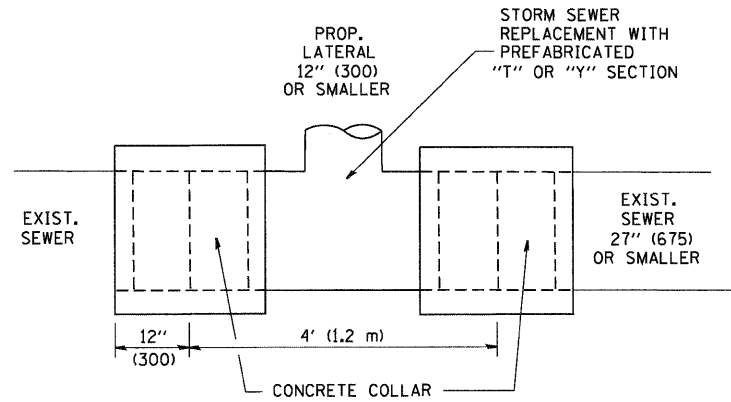
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

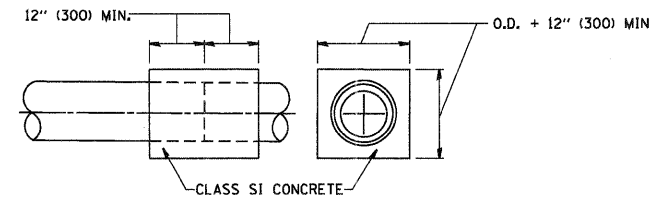
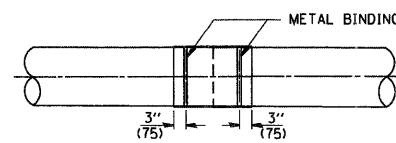
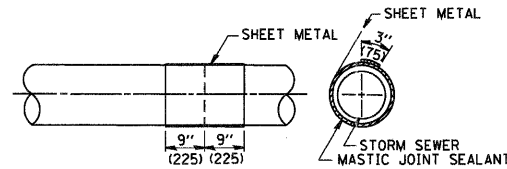
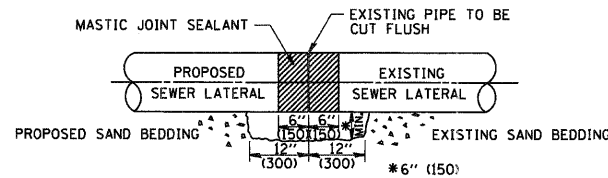
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = lsgsa	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0:\p\work\pwi\dot\lsgsa\d018315\bd02.dgn		DRAWN -	REVISED - P. LqFLEUR 04-15-03		345	8R-R	KANE	794	539			
PLOT SCALE = 50.0000' / in.		CHECKED -	REVISED - R. BORO 01-01-07		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			BD400-02 (BD-02)		CONTRACT NO. 60H45		
PLOT DATE = 9/6/2011		DATE - 11-06-95	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DETAIL "A"

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

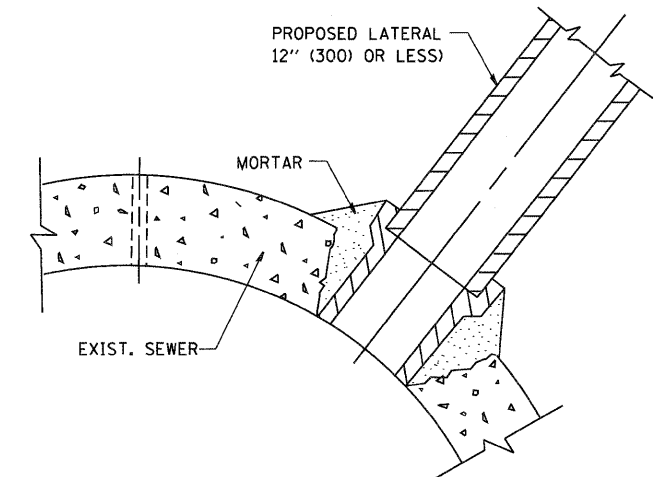


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
  - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

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

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

BASIS OF PAYMENT

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

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

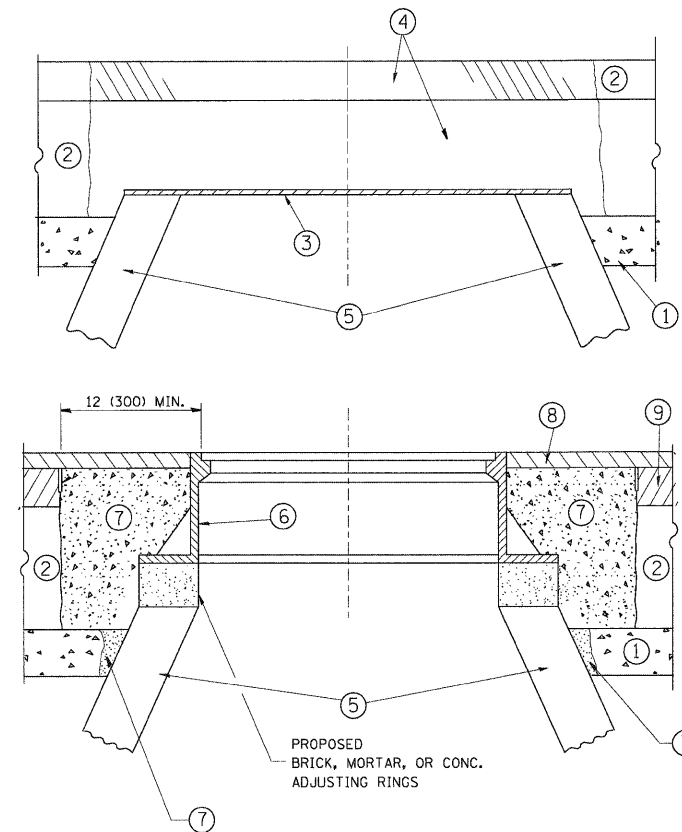
TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

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

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

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gegljanobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER</b>			F.A.P. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 540
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	BD500-01 (BD-7) CONTRACT NO. 60H45		
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 10-25-94		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
			REVISED - R. SHAH 06-12-96									





**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 A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**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.

**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:** THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

**NOTES:**

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.

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.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

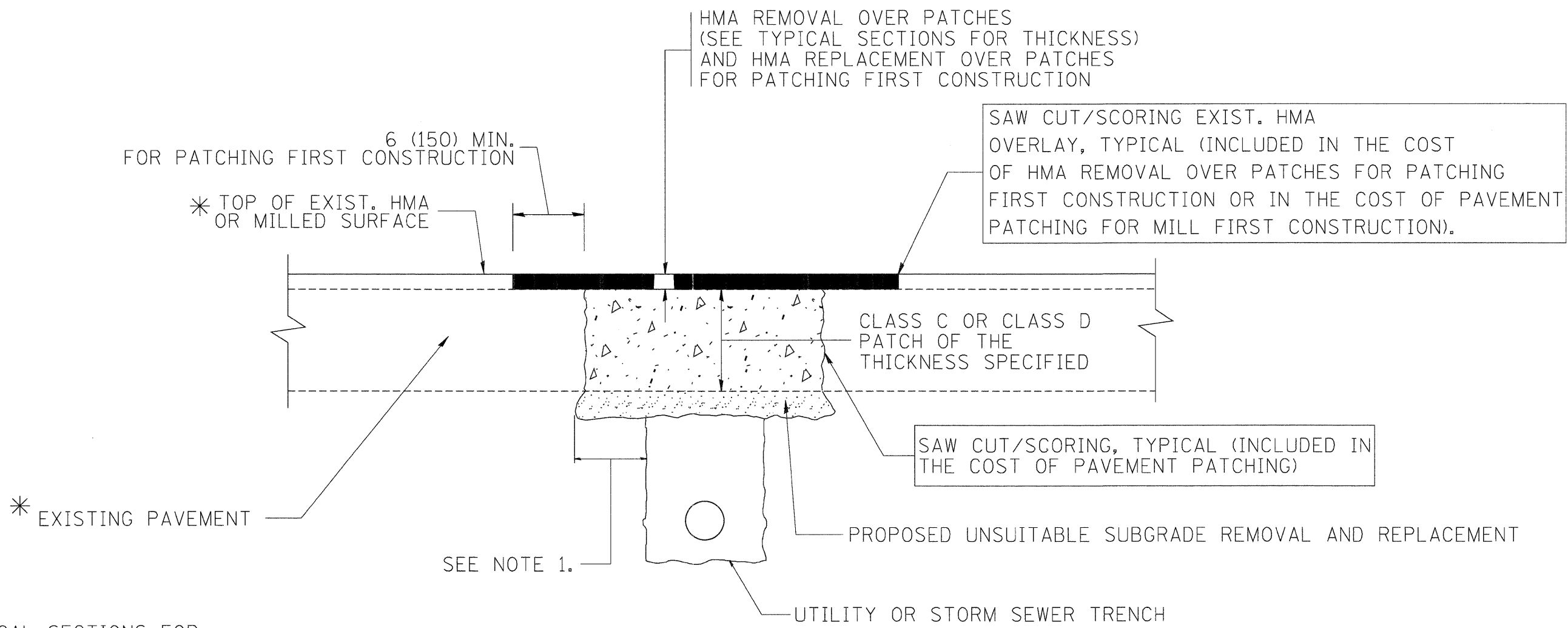
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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.

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = lejso	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			F.A.P. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 541
os\pwork\peidot\lejso\d0108315\bd08.dgn		DRAWN -	REVISED - R. WIEDEMAN 05-14-04		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>BD600-03 (BD-8)</b>		CONTRACT NO. 60H45		
	PLOT SCALE = 49.9999 * / IN.	CHECKED -	REVISED - R. BORO 01-01-07									
	PLOT DATE = 3/18/2011	DATE - 10-25-94	REVISED - R. BORO 03-09-11									



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

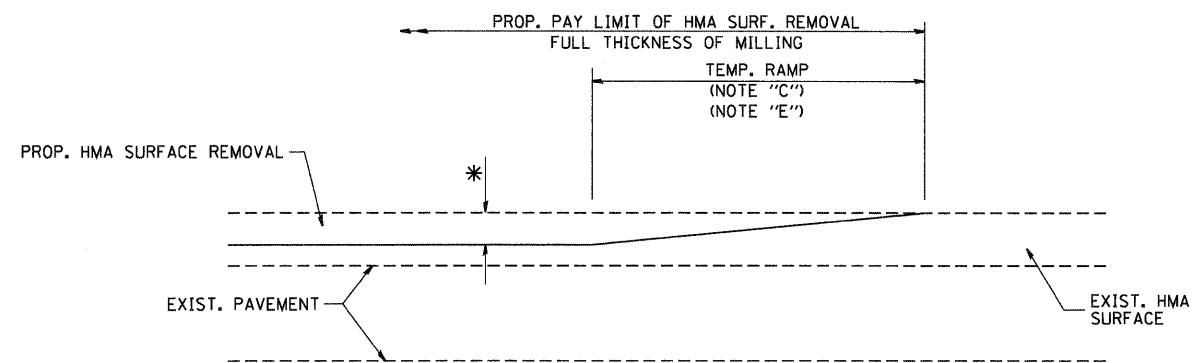
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

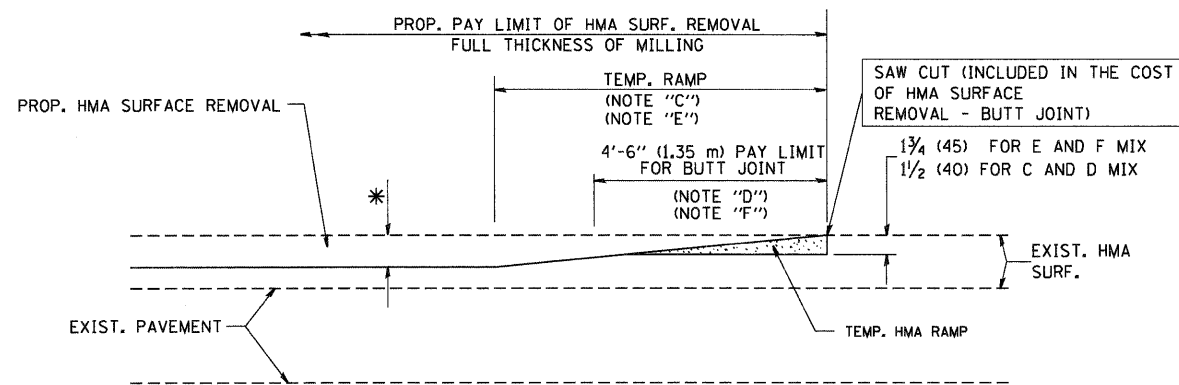
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - R. BORO 01-01-07					345	8R-R	KANE	794	542	
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07		SCALE: NONE			SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		BD400-04 (BD-22) CONTRACT NO. 60F145	
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT								



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

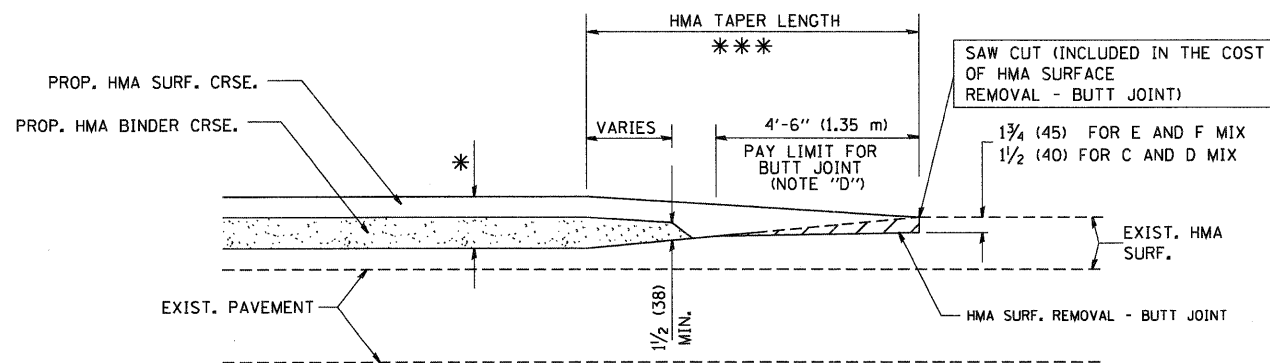
**OPTION 1**



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

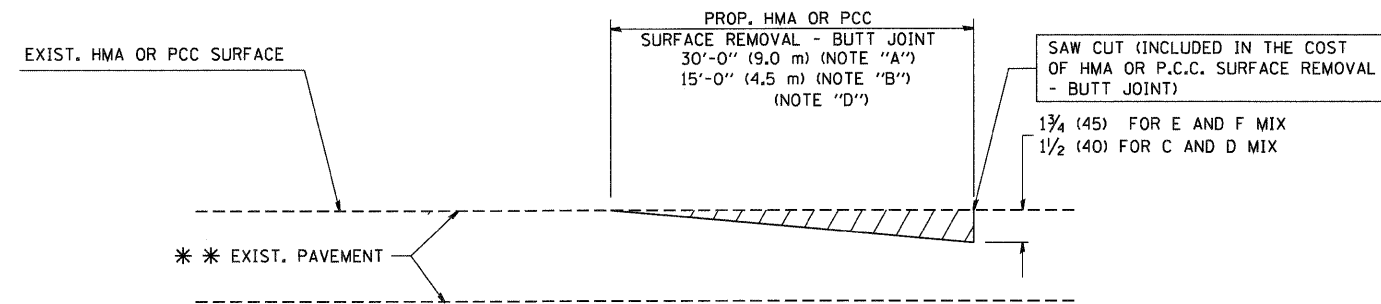
**OPTION 2**

**TYPICAL TEMPORARY RAMP**

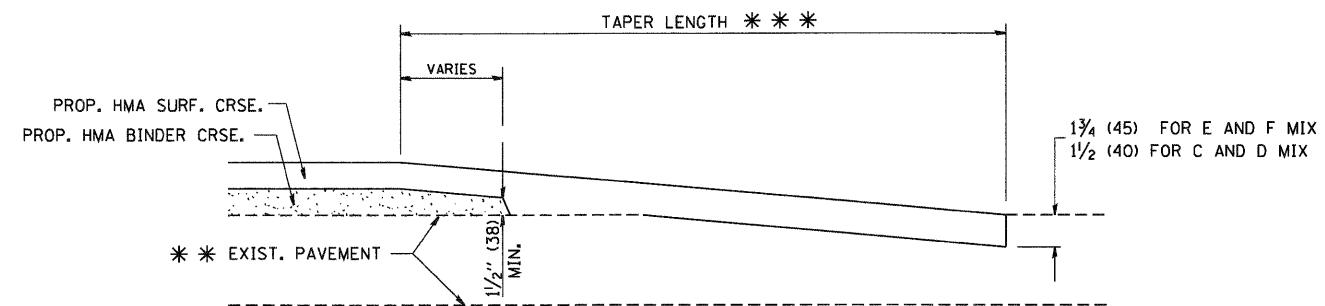


BUTT JOINT AND  
HMA TAPER

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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

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

**NOTES**

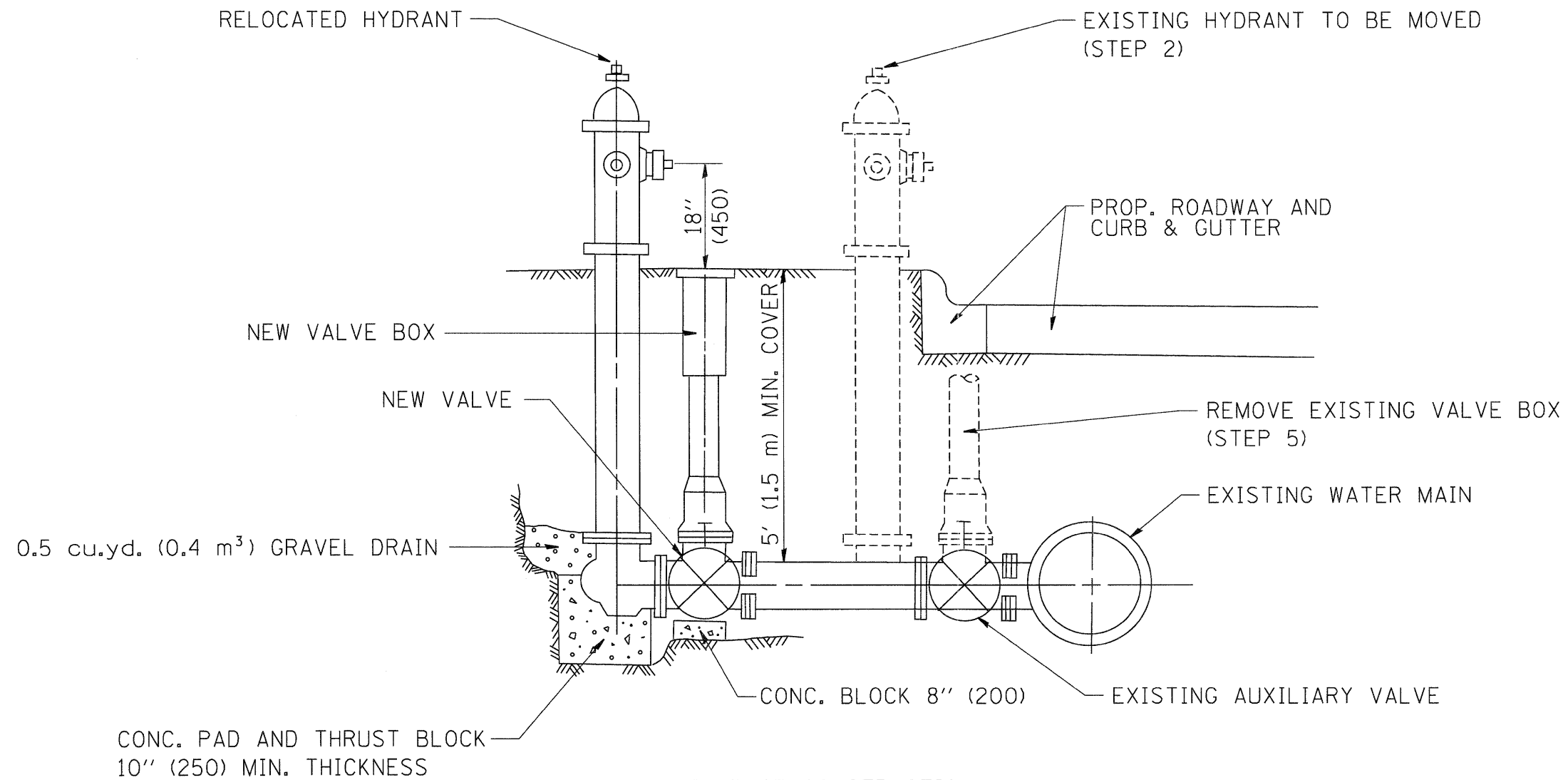
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE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

**BASIS OF PAYMENT:**

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

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

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = geglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT AND HMA TAPER DETAILS</b>		F.A.P. RTE. 345	SECTION SR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 543
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD400-05 BD32</b>		CONTRACT NO. 60H45
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - M. GOMEZ 04-06-01						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
			REVISED - R. BORO 01-01-07								



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

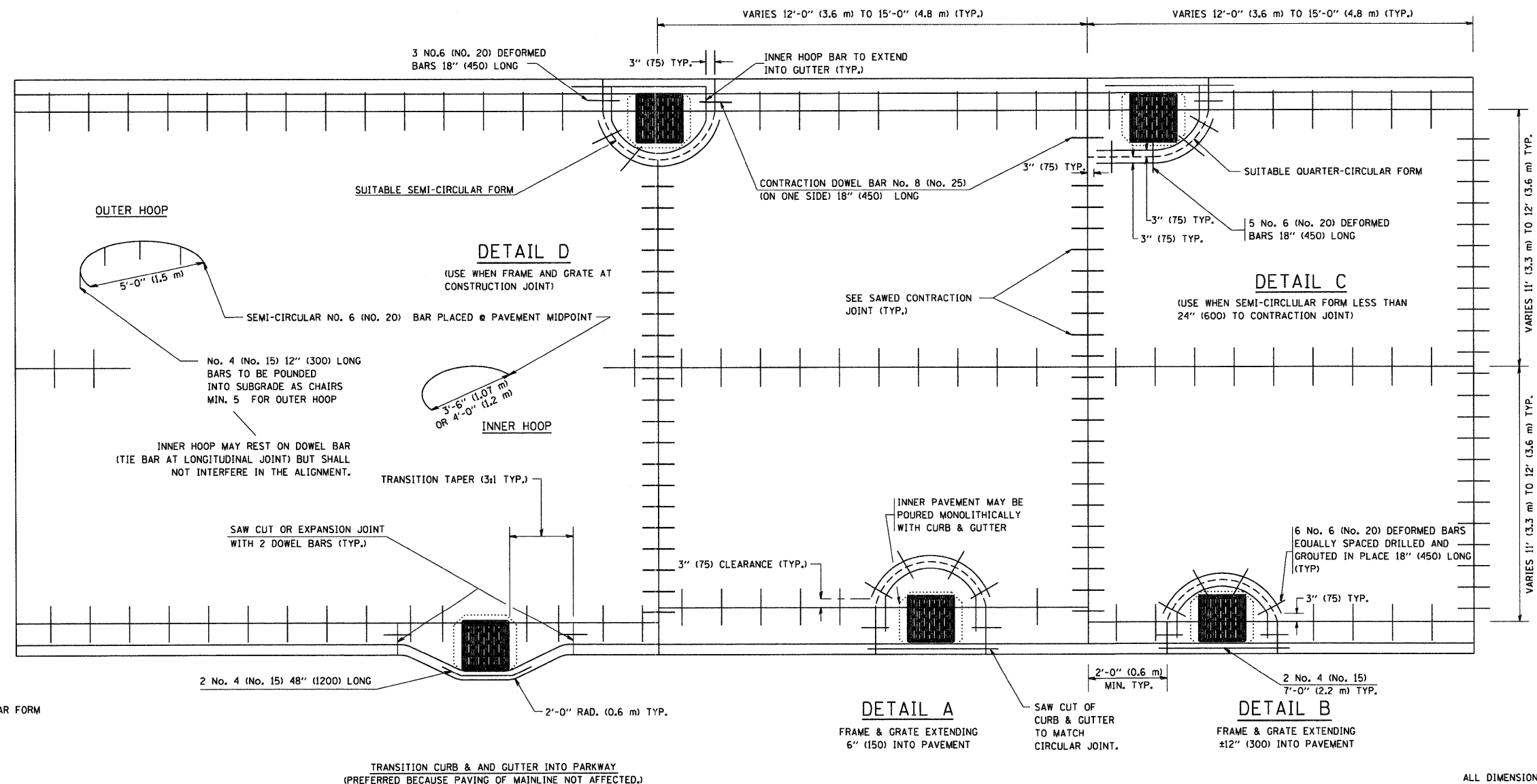
FILE NAME = W:\diststd\22x34\bd36.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED - REVISED - REVISED - REVISED -	R. SHAH 09-09-94 R. SHAH 10-25-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FIRE HYDRANT TO BE MOVED</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50,0000 ' / IN.	CHECKED - DATE -				SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	345	8R-R	KANE	794
	PLOT DATE = 1/4/2008											<b>BD-36</b>	<b>CONTRACT NO.</b>	60145	
											FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

**DESIGNER NOTE:**  
THIS DETAIL IS TO BE USED  
WHEN THE GUTTER FLAG IS  
LESS THAN 24"

**NOTES:**

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



**LEGEND:**

- ..... CASTING
- SUITABLE SEMI-CIRCULAR FORM

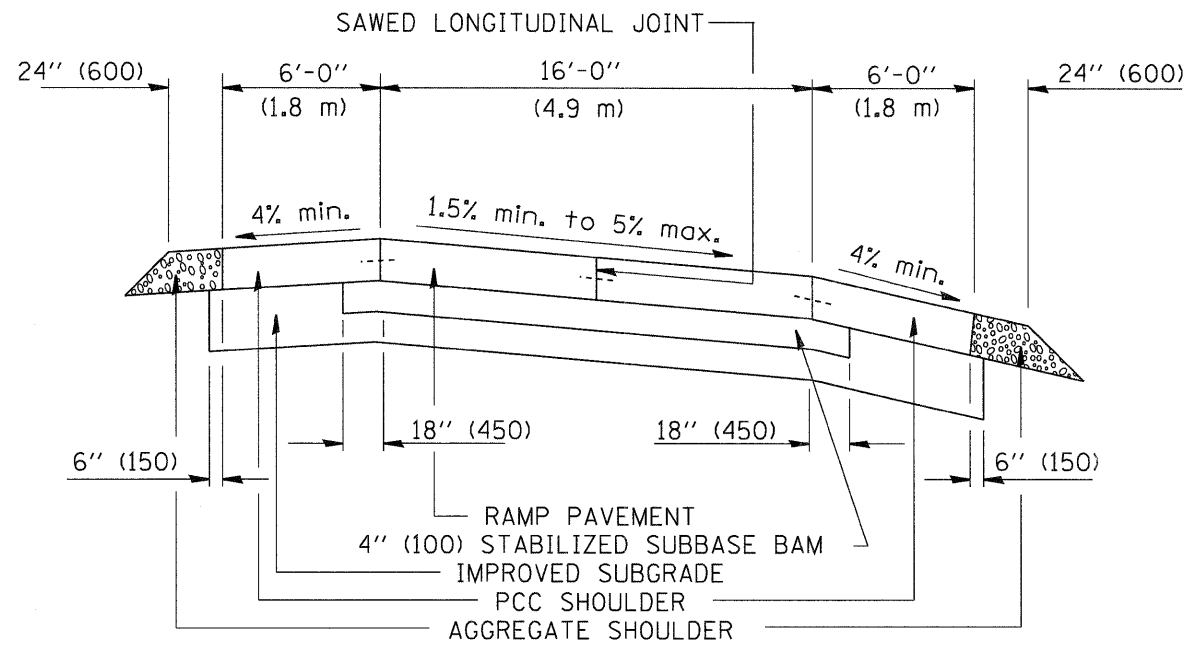
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		DRAWN - TOM MATOUSEK	REVISED - T. MATOUSEK 10-02-00
	PLOT SCALE = 50,0000 ' / IN.	CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02
	PLOT DATE = 1/4/2008	DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PCC PAVEMENT ROUNDOUTS AT  
CURB AND GUTTER**

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

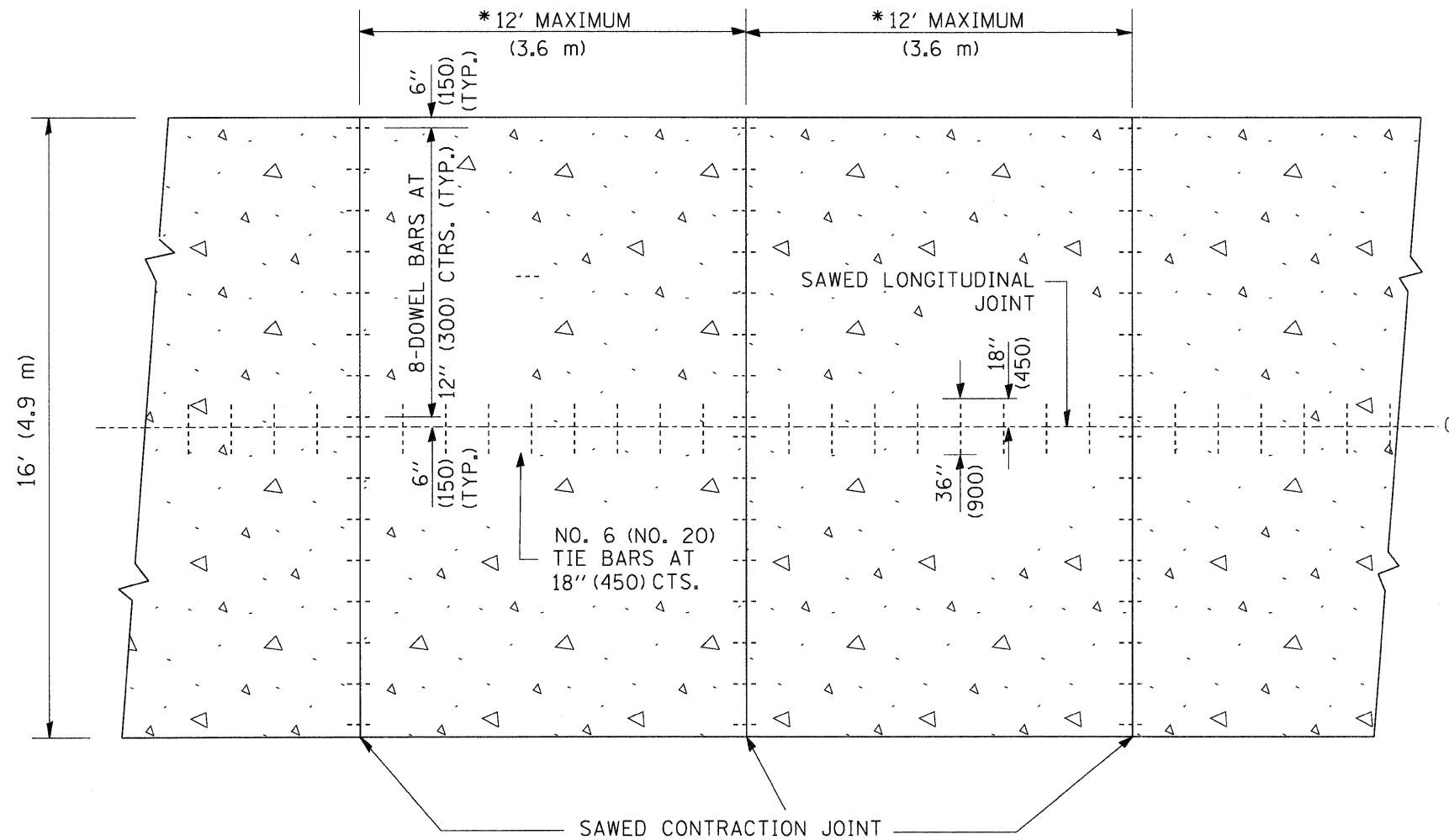
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	545
BD-48			CONTRACT NO. 60H45	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



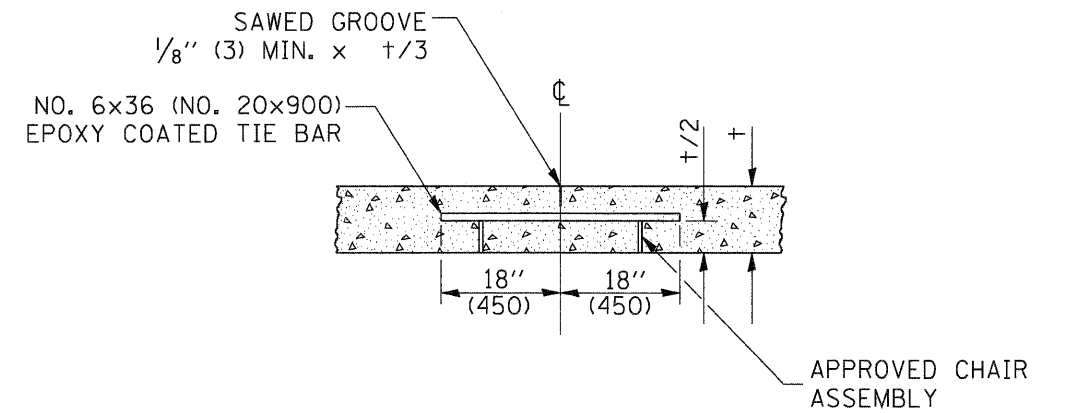
SECTION

NOTES:

1. CENTERLINE JOINT REMAINS IN THE CENTER WHEN RAMP TRANSITIONS TO TWO (2) RAMPS AT 12' (3.6 m).
2. ALL BARS TO BE EPOXY COATED.



PLAN



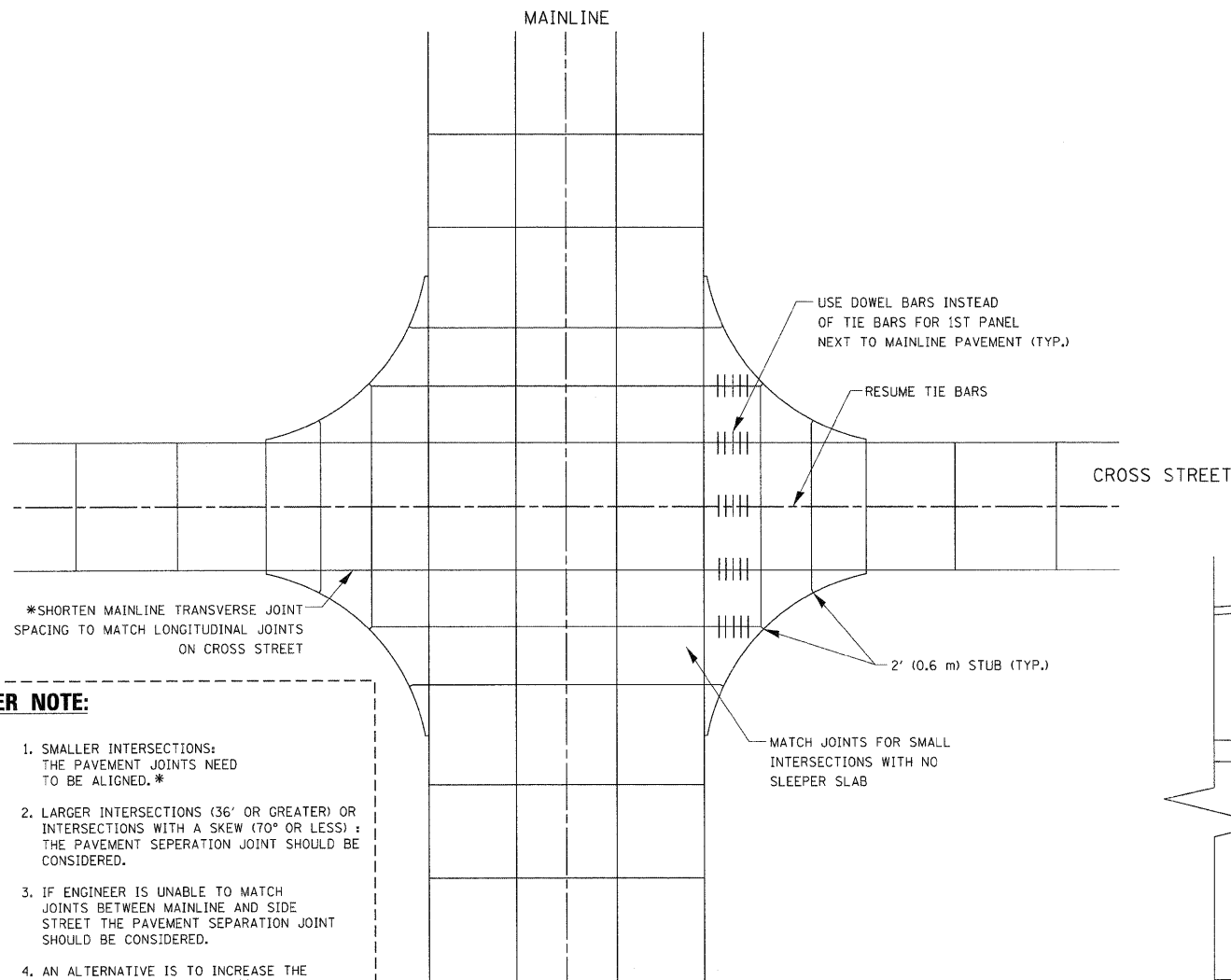
SAWED LONGITUDINAL JOINT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME = W:\diststa\22x34\bd49.dgn	USER NAME = gagliano	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAIL FOR CENTERLINE SAW CUT 16' (4.9 m) AND VARIABLE JOINTED PCC PAVEMENT FOR RAMPS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	CHECKED - A. ABBAS	REVISED -			345	SR-R	KANE	794	546
PLOT DATE = 1/4/2008	DATE - 10-18-02	REVISED -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		BD49		CONTRACT NO. 60H45	
						FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				



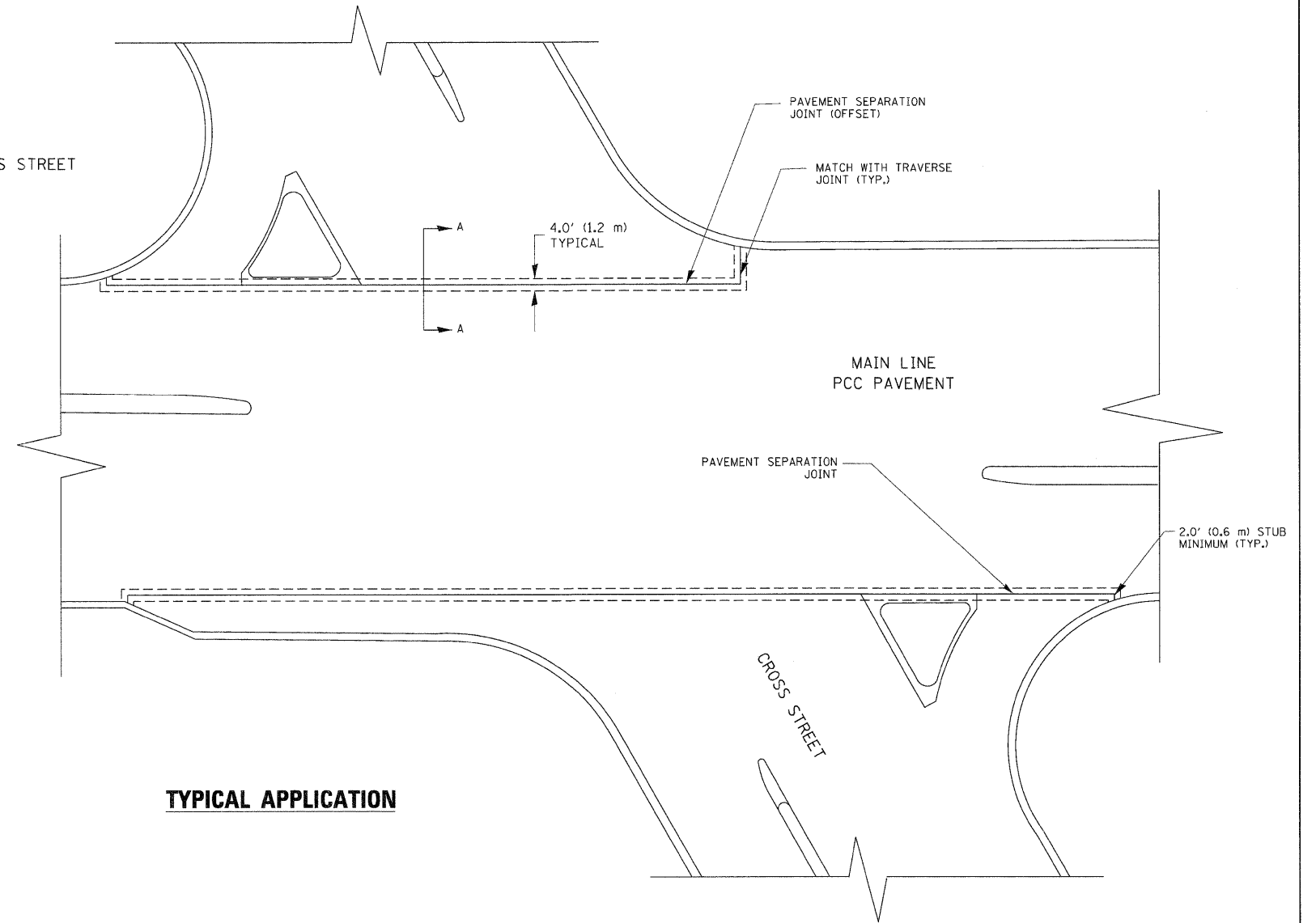
**THE USE OF  
CROSS STREET PAVEMENT SEPARATION JOINTS  
FOR SKEWED OR LARGE INTERSECTIONS  
WHERE JOINTS MAY NOT MATCH**



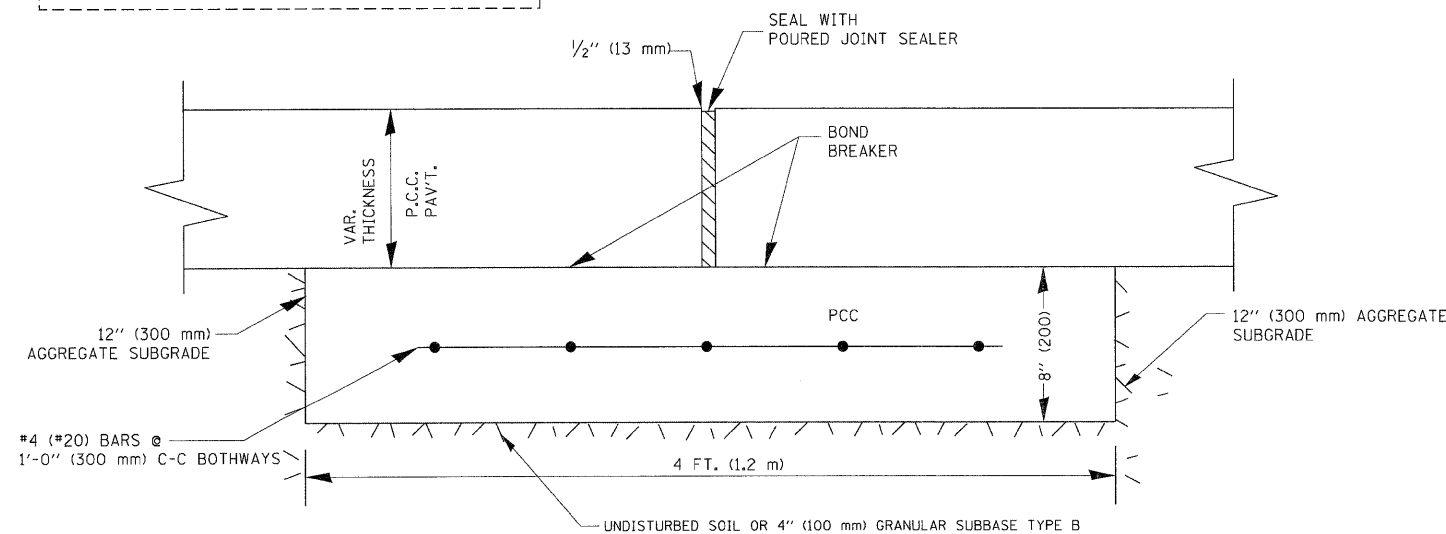
**DESIGNER NOTE:**

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.\*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPERATION JOINTS USED.

**PLAN**



**TYPICAL APPLICATION**



**PROPOSED SECTION A-A**

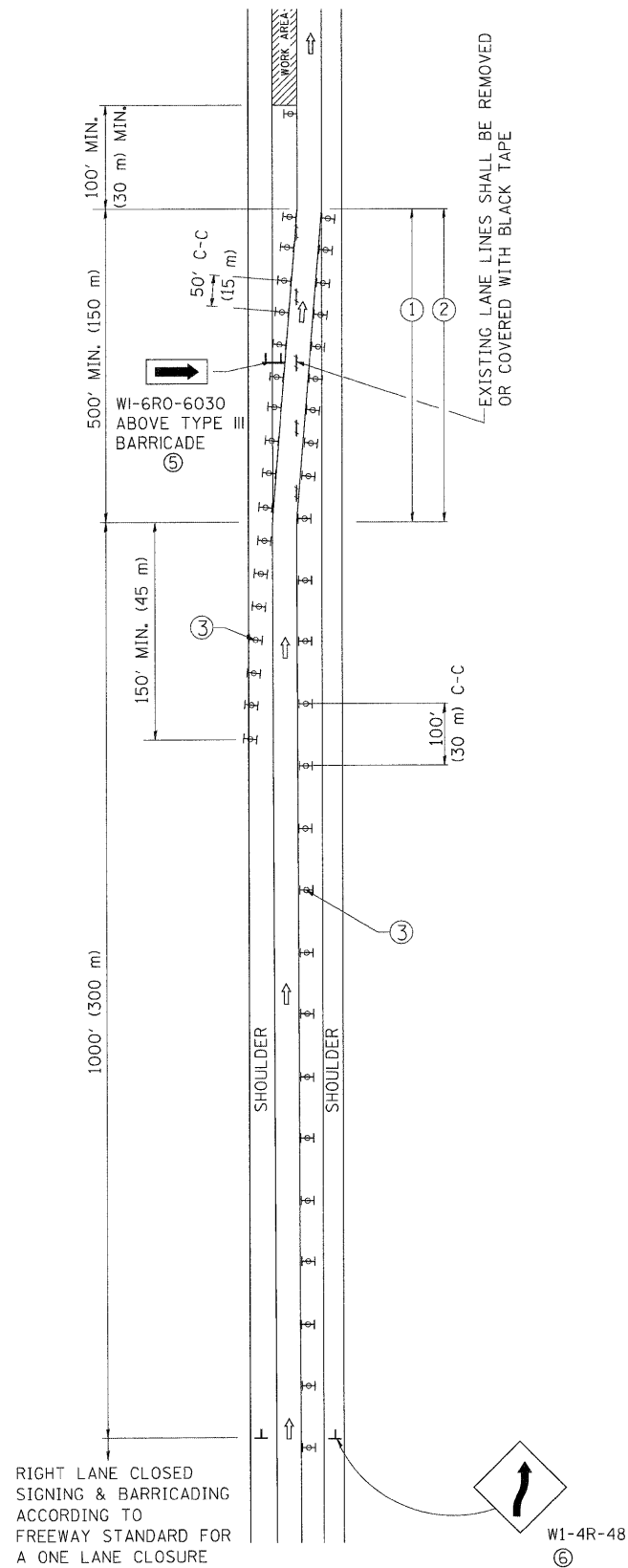
**NOTE:**

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

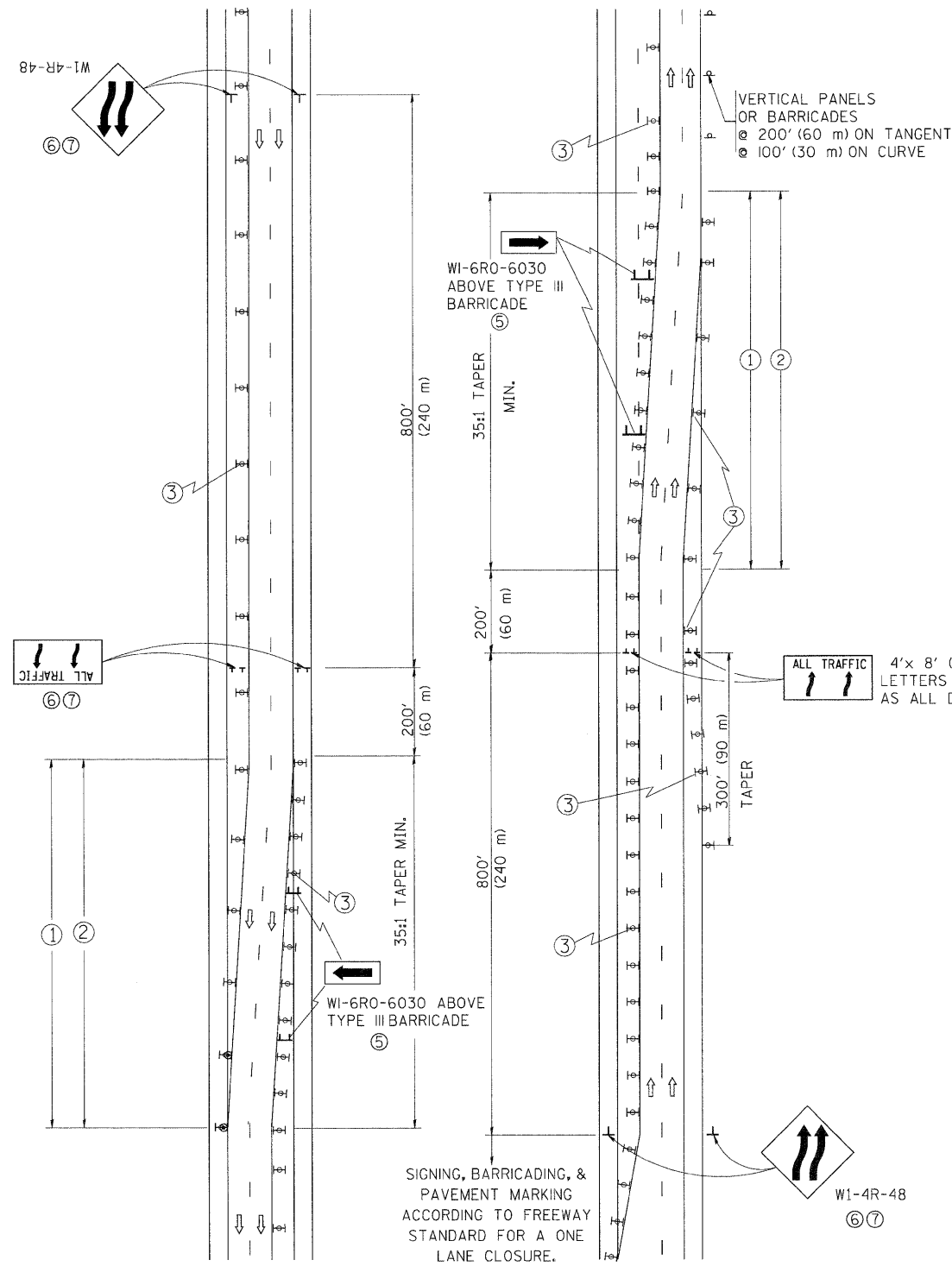
FILE NAME = bd52.dgn	USER NAME = gagl:anobt	DESIGNED -	REVISED - CADD 06-18-10	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,0000 ' / IN.	DRAWN -	REVISED -				345	SR-R	KANE	794	548
PLOT DATE = 6/18/2010	CHECKED -	DATE -	REVISED -	SCALE: NONE    SHEET NO. 1 OF 1 SHEETS    STA.    TO STA.		<b>BD52</b>		CONTRACT NO. 60H45		ILLINOIS FED. AID PROJECT	



# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



## GENERAL NOTES

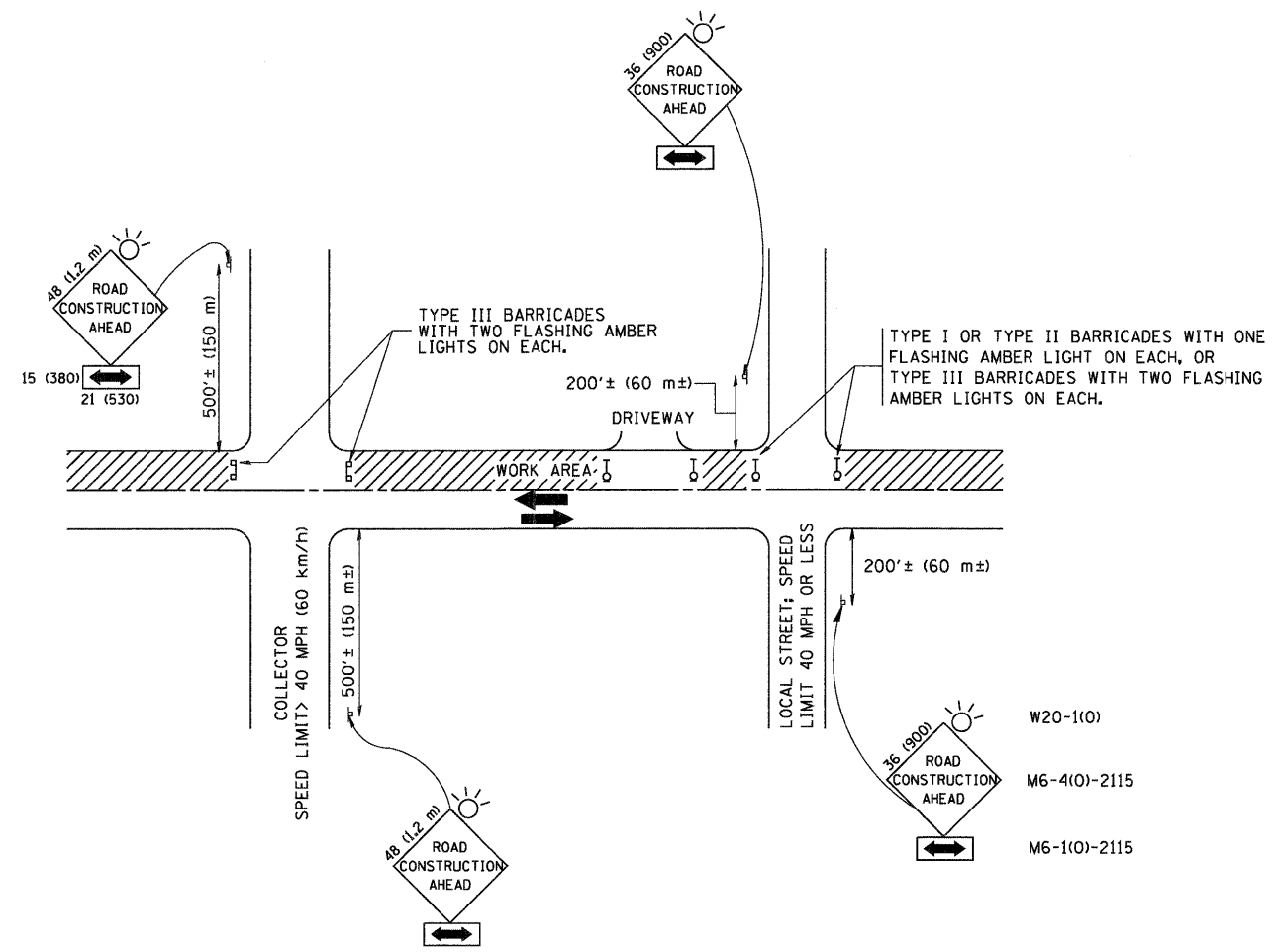
- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 24 HOURS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS. TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'x8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

## SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- W24-1-48
- W1-4R-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\td09.dgn	USER NAME = lejasa	DESIGNED - DWS	REVISED - JAF 01-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE &amp; MULTI-LANE WEAVE</b>			F.A.P. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 549
PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - JAF 02-06	REVISED - SPB 01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>TC-09</b>		CONTRACT NO. 60H45		
PLOT DATE = 1/26/2010	DATE - 02-87	REVISED - SPB 12-09			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT							



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

NOTES:

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

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

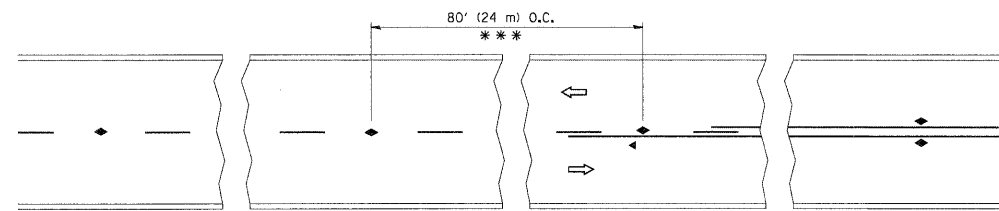
All dimensions are in millimeters (inches) unless otherwise shown.

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

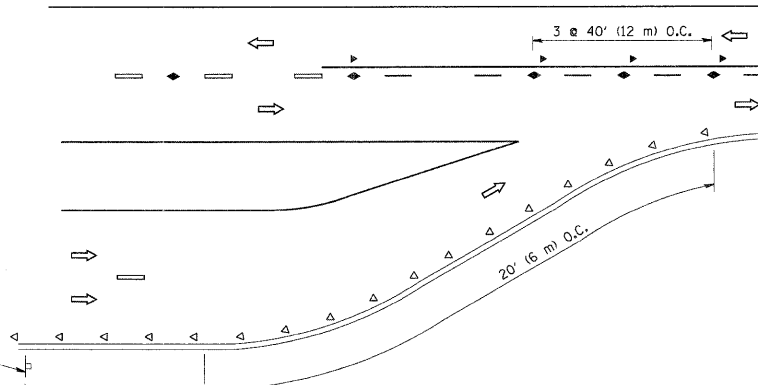
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE. 345	SECTION SR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 550
TC-10			CONTRACT NO. 60H45	
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

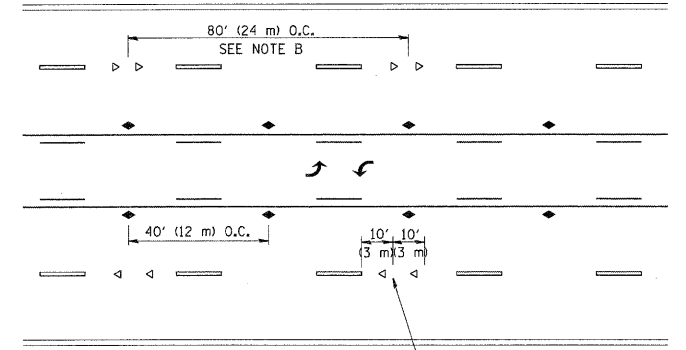


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

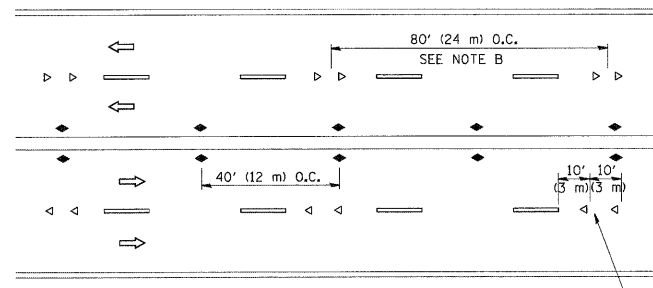
TWO-LANE/TWO-WAY



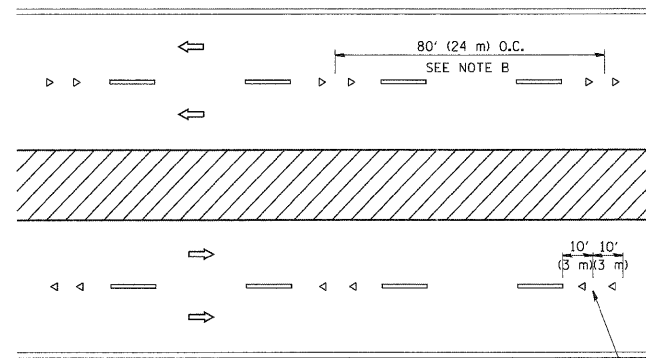
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

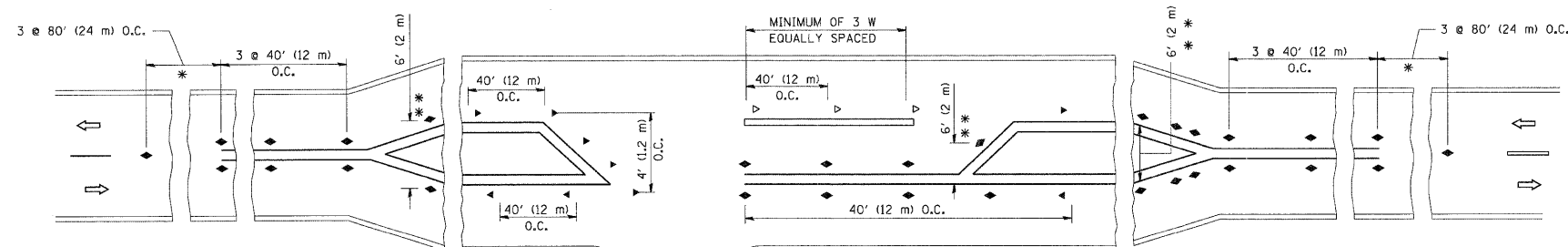
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.  
 B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

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

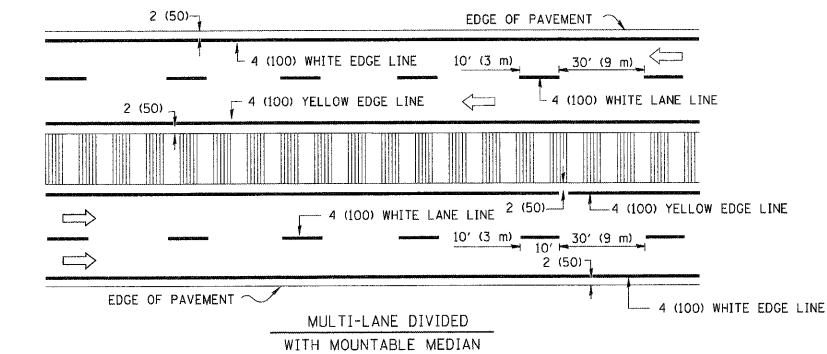
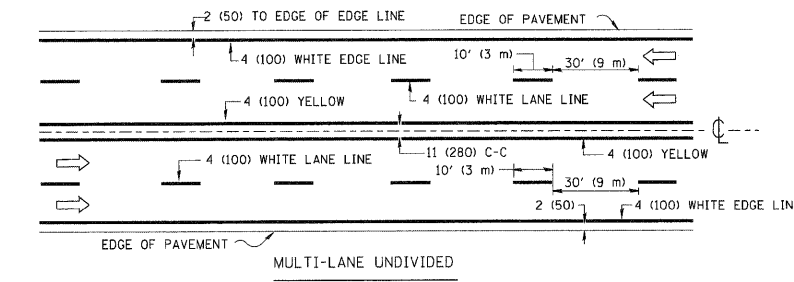
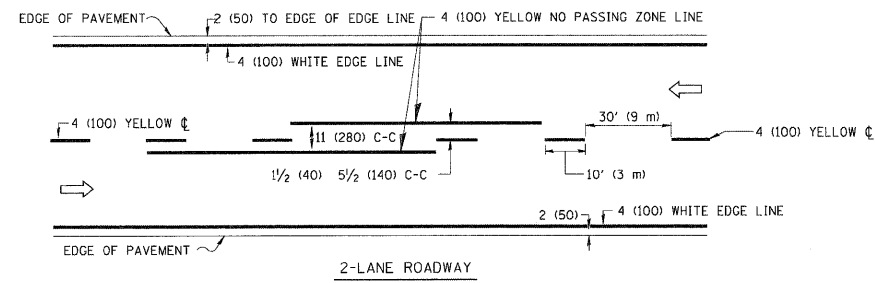


LEFT TURN

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

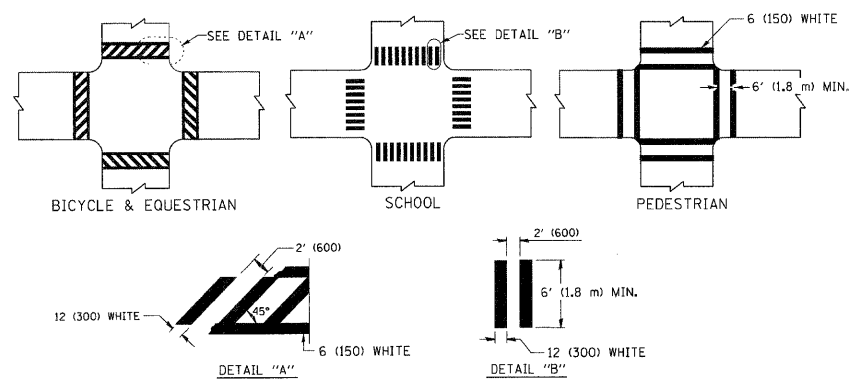
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = c:\pwwork\pwwork\drivakosgn\d0108315\td\l.dgn	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			F.A.P. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 551
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - T. RAMMACHER 03-12-99					<b>TC-11</b>				CONTRACT NO. 60H45
PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUICIUS 01-06-00	REVISED - C. JUICIUS 09-09-09	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

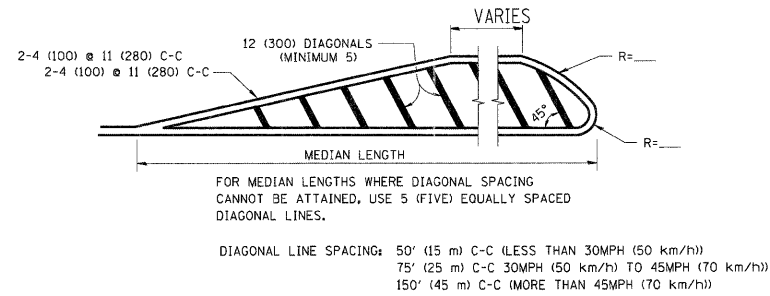
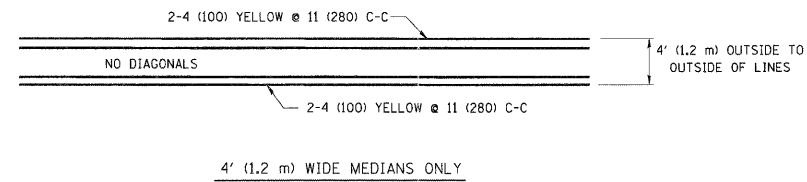


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

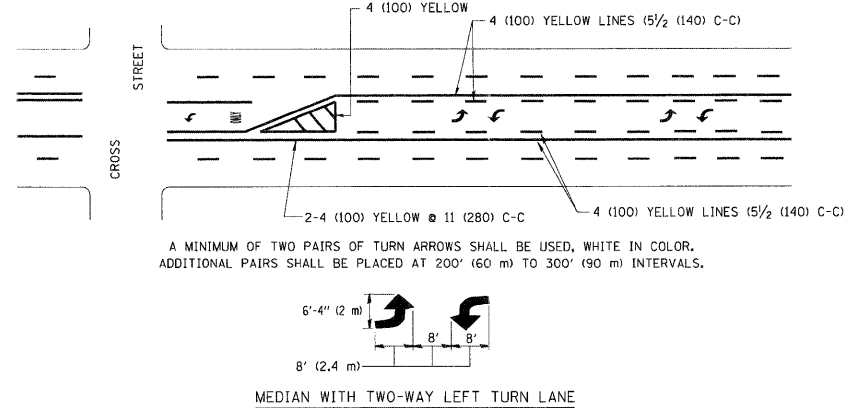
TYPICAL LANE AND EDGE LINE MARKING



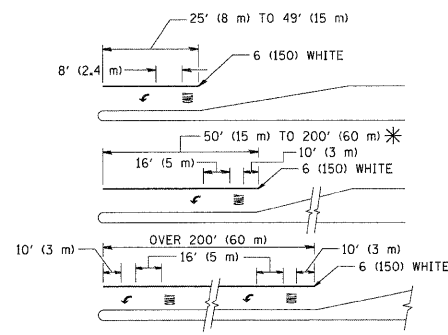
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE



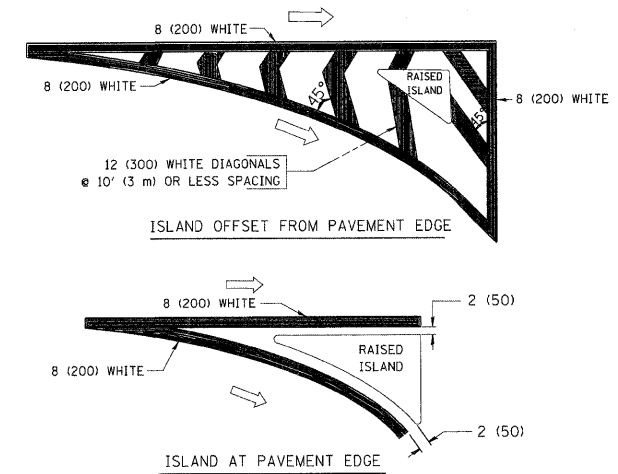
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

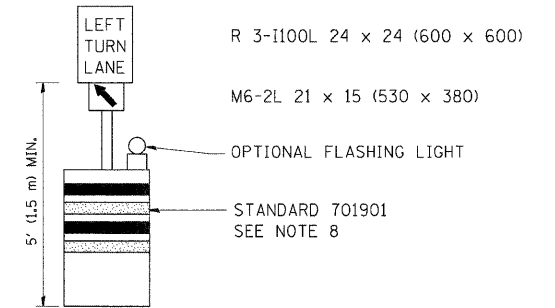
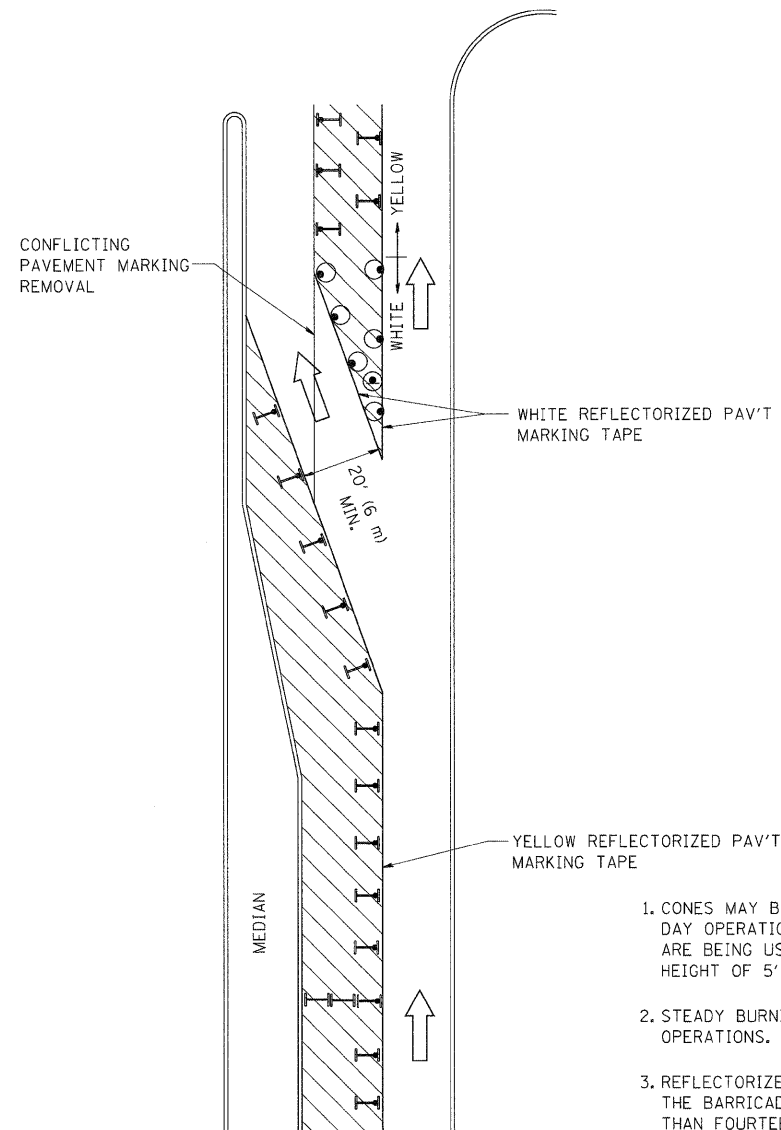


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2' (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2' (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	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))

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.









**GENERAL NOTES**

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

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

**LEGEND**

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

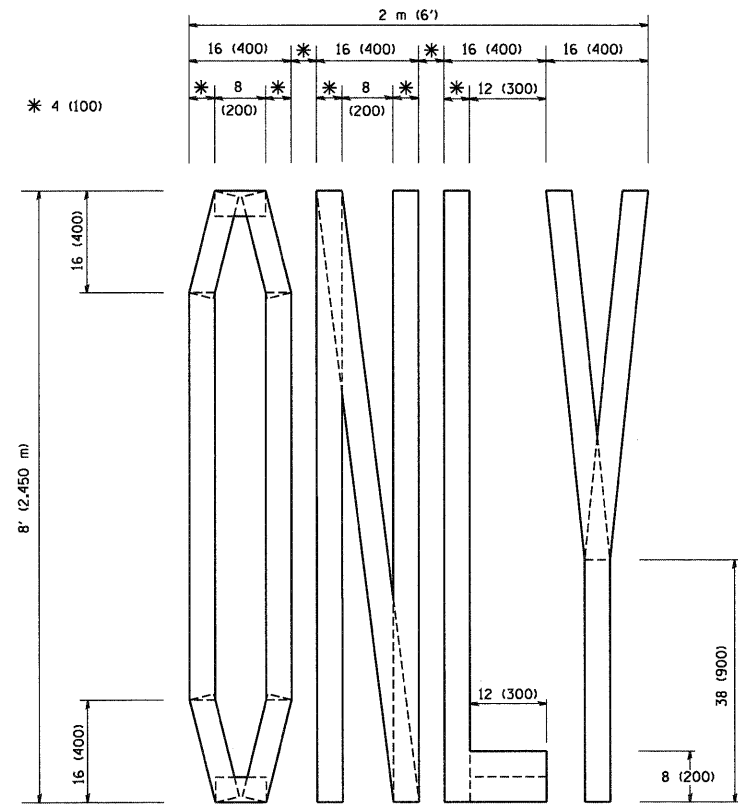
FILE NAME =	USER NAME = drivakosgn	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
ct:\pw_work\VPWIDOT\DRIVAKOSGN\d0108315\14.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 49,9999 ' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 9/14/2009	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

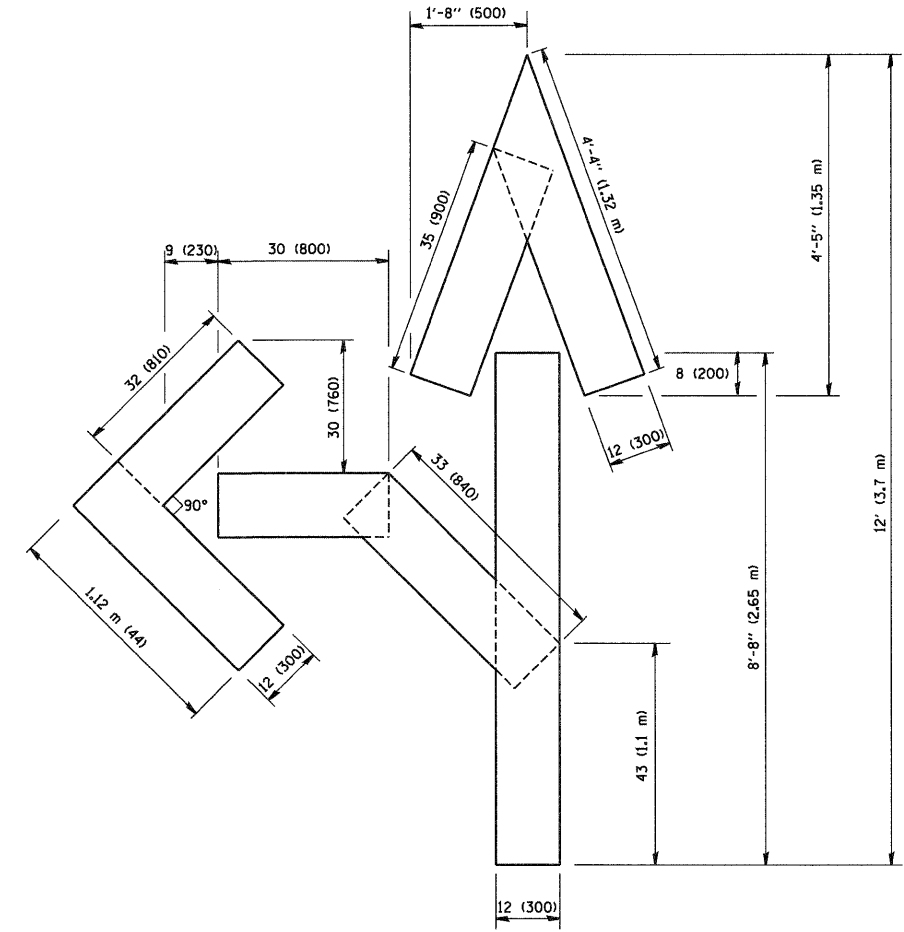
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	553
TC-14			CONTRACT NO. 60H45	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

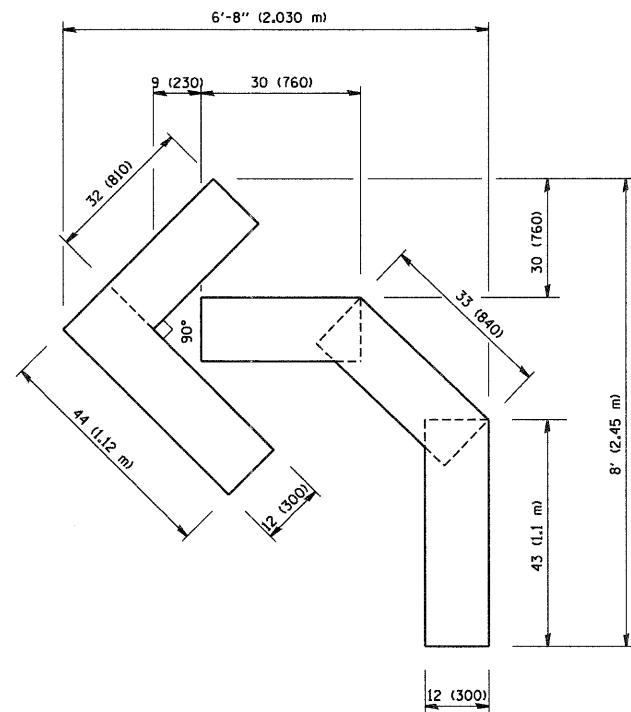
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.



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



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



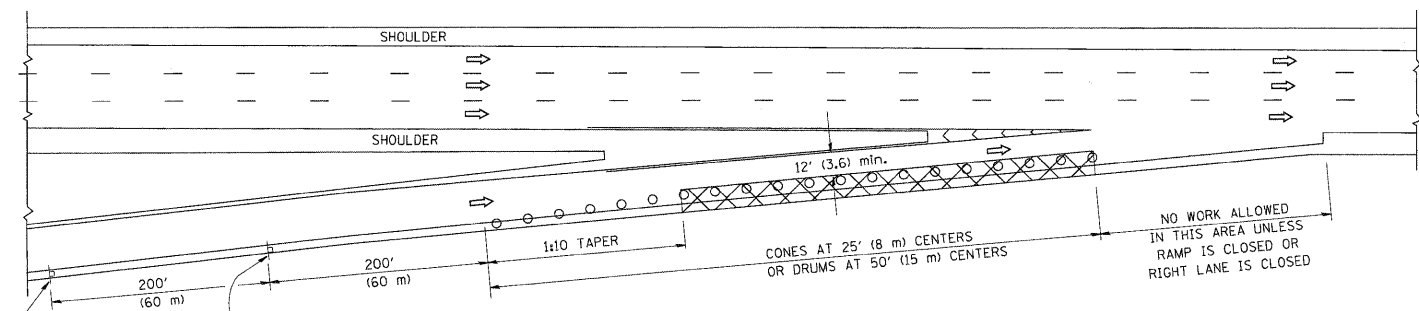
QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

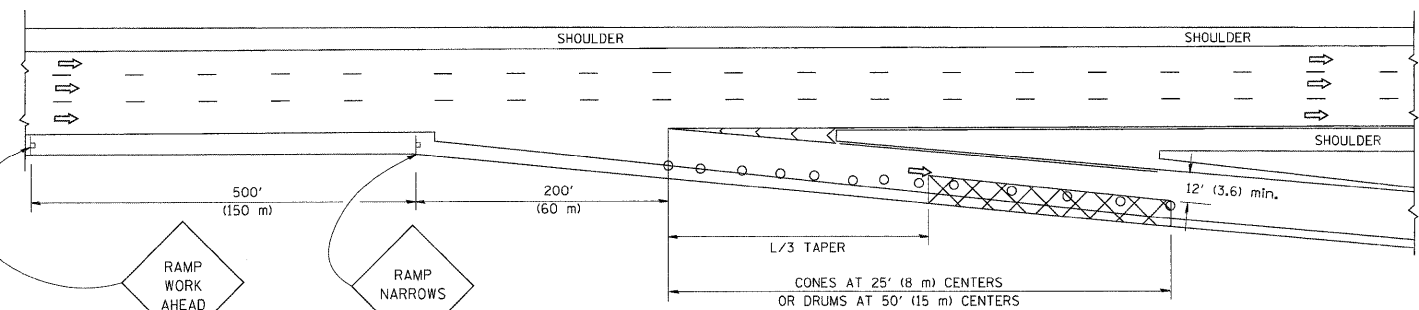
FILE NAME = W:\diststd\22x34\to16.dgn	USER NAME = geg1renobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -T. RAMMACHER 11-04-97					345	8R-R	KANE	794	554
		PLOT SCALE = 50.0000 "/td> <td>CHECKED -</td> <td>REVISED -T. RAMMACHER 03-02-98</td> <td colspan="3" style="text-align: center;"><b>TC-16</b></td> <td>CONTRACT NO.</td> <td>60H45</td>	CHECKED -		REVISED -T. RAMMACHER 03-02-98	<b>TC-16</b>			CONTRACT NO.	60H45		
		PLOT DATE = 1/4/2008	DATE - 09-18-94		REVISED -E. GOMEZ 08-28-00	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

PARTIAL RAMP CLOSURE DETAILS

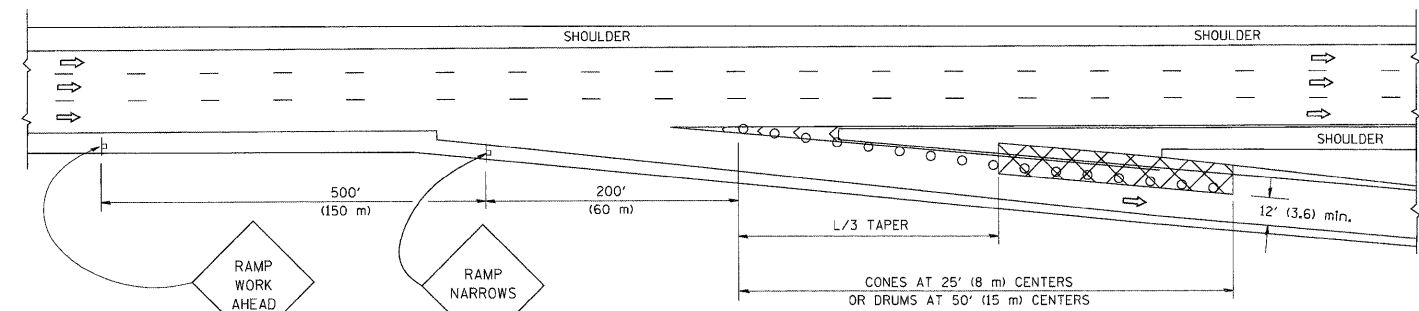
SHOULDER CLOSURE DETAILS



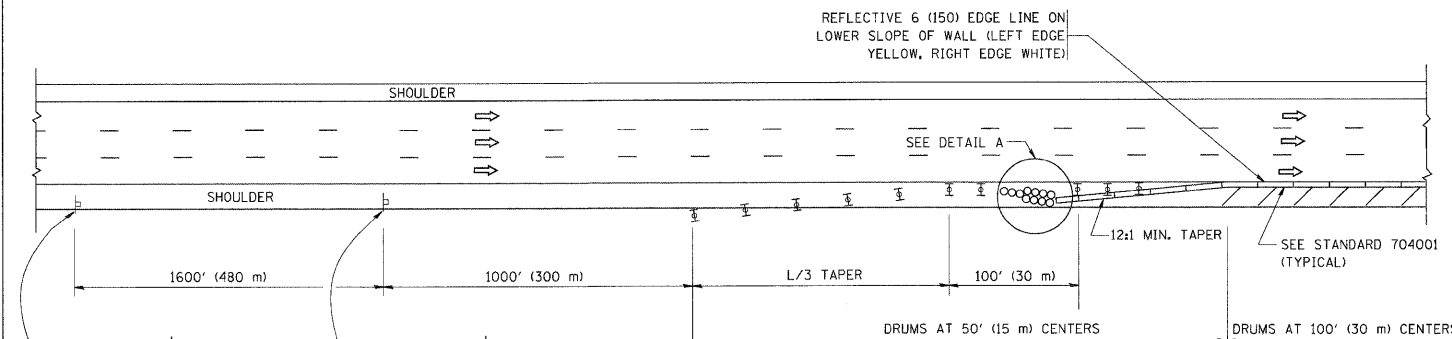
TYPICAL ENTRANCE RAMP



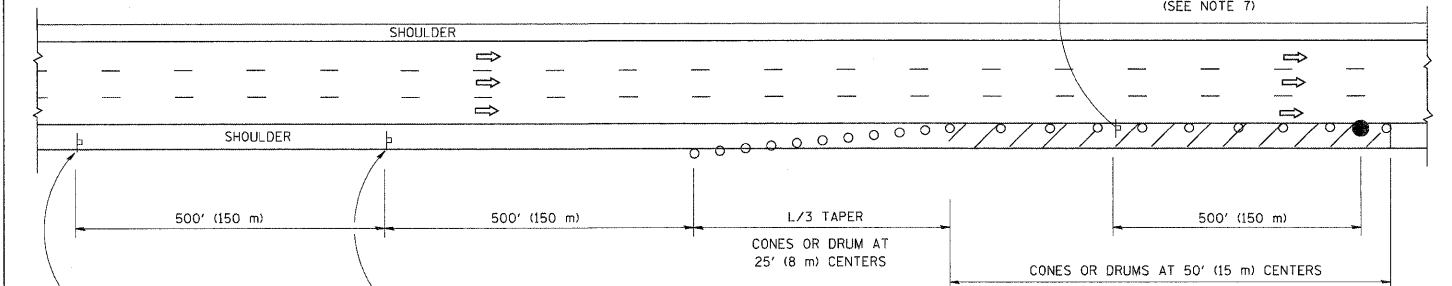
TYPICAL EXIT RAMP



TYPICAL EXIT RAMP



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:
 

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC: $L = 0.65(W)(S)$ ENGLISH: $L = (W)(S)$
	W = WIDTH OF OFFSET IN FEET (METERS)
	S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
  - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
  - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT.

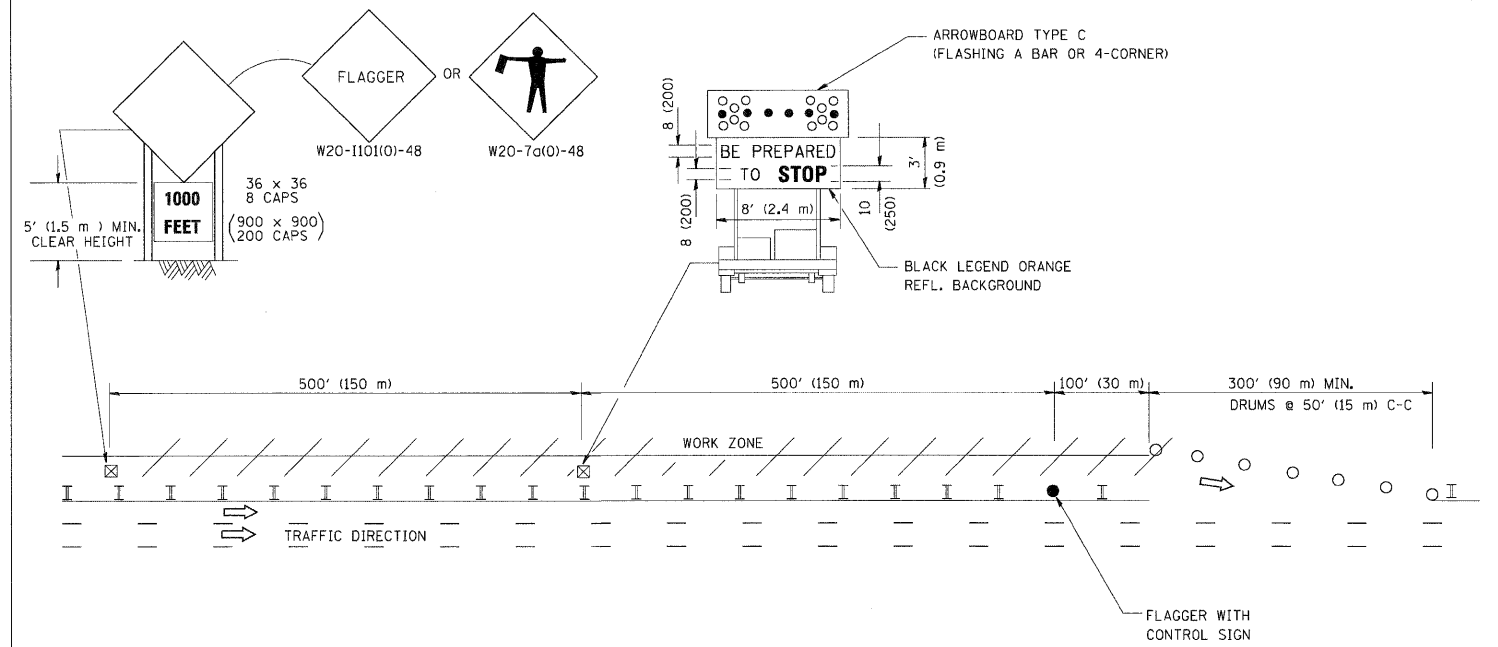
DETAIL "A"  
IMPACT ATTENUATOR, TEMPORARY  
(SEE NOTE 5)

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

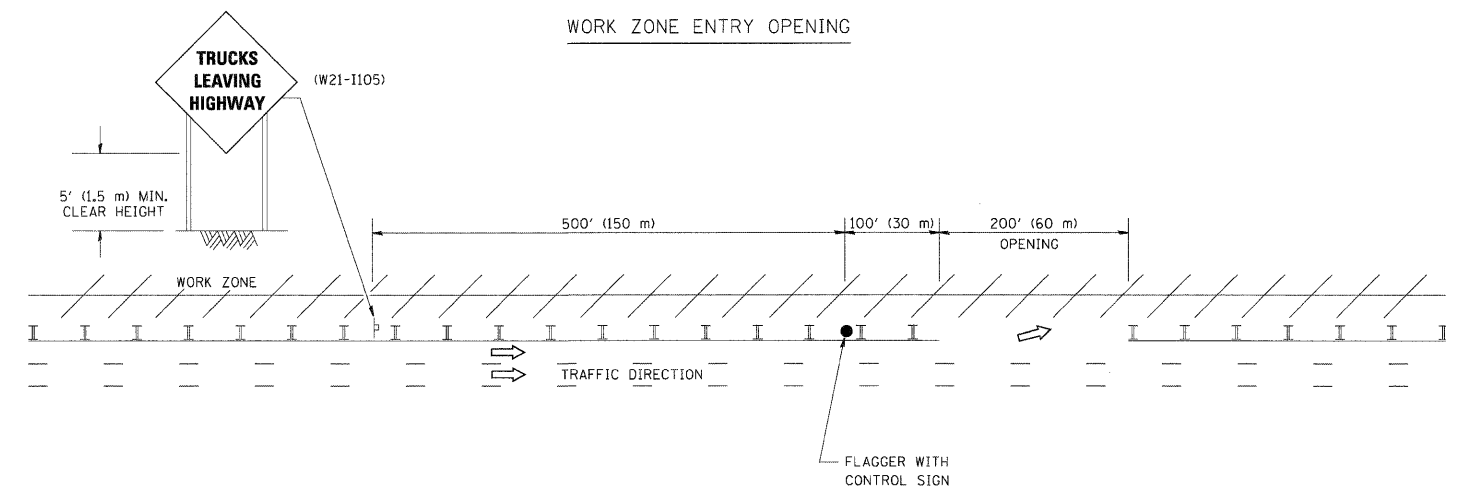
FILE NAME = W:\dists\d\22x34\tcl17.dgn	USER NAME = jayso	DESIGNED -	REVISED - 04-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES</b>	F.A.P. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 555
PLOT SCALE = 5/8" = 1' IN.	CHECKED -	REVISED - J.A.F. 12-06	REVISED - S.P.B. 01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	<b>TC-17</b>		CONTRACT NO. 60H45	
PLOT DATE = 1/26/2010	DATE - 11-96	REVISED - S.P.B. 12-09			STA. _____ TO STA. _____	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = jeyso	DESIGNED -	REVISED - J.A.F. 04-03
W:\diststd\22x34\to18.dgn		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

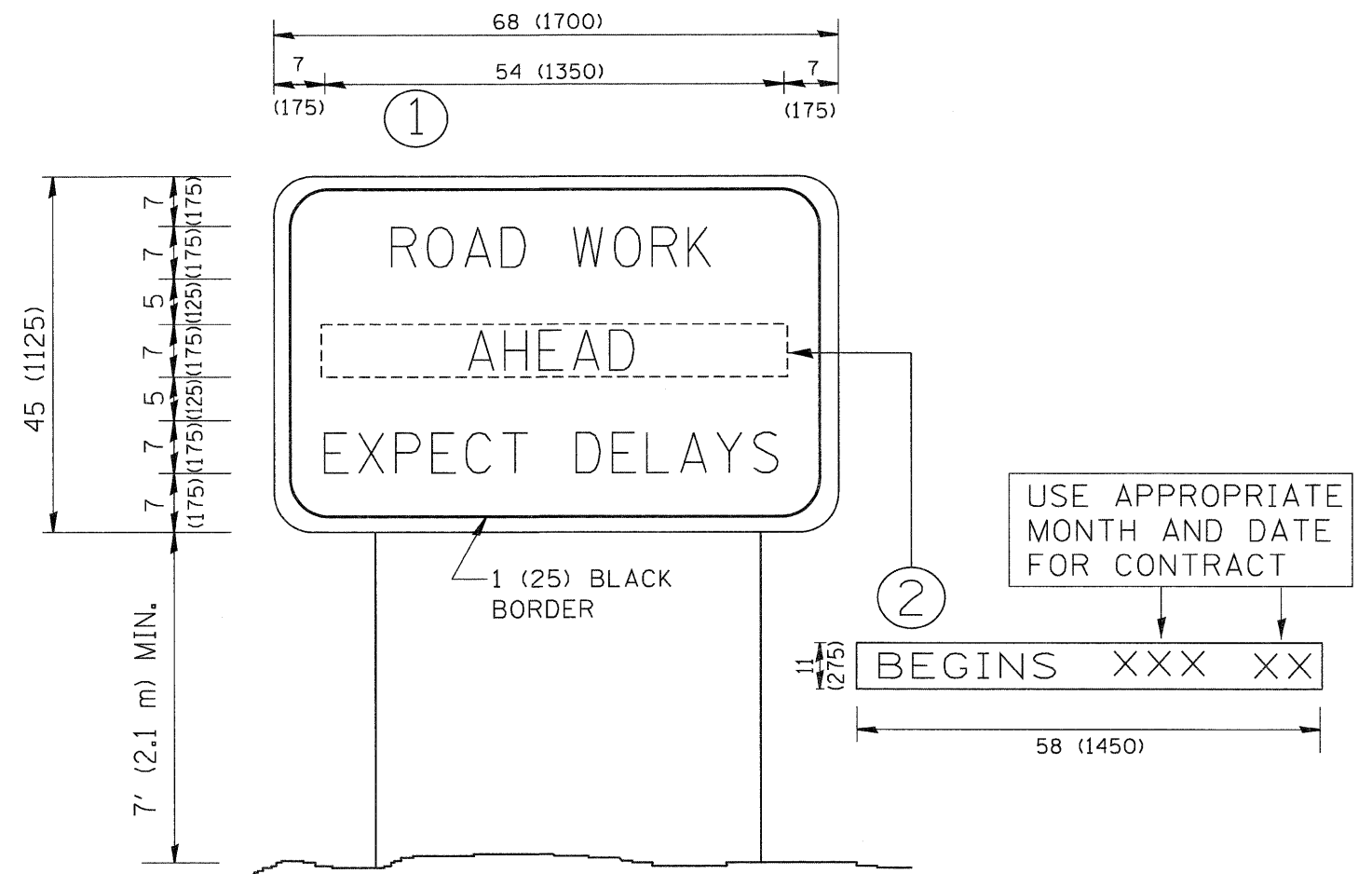
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS  
AT WORK ZONE OPENINGS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	556
TC-18			CONTRACT NO. 60H45	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

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



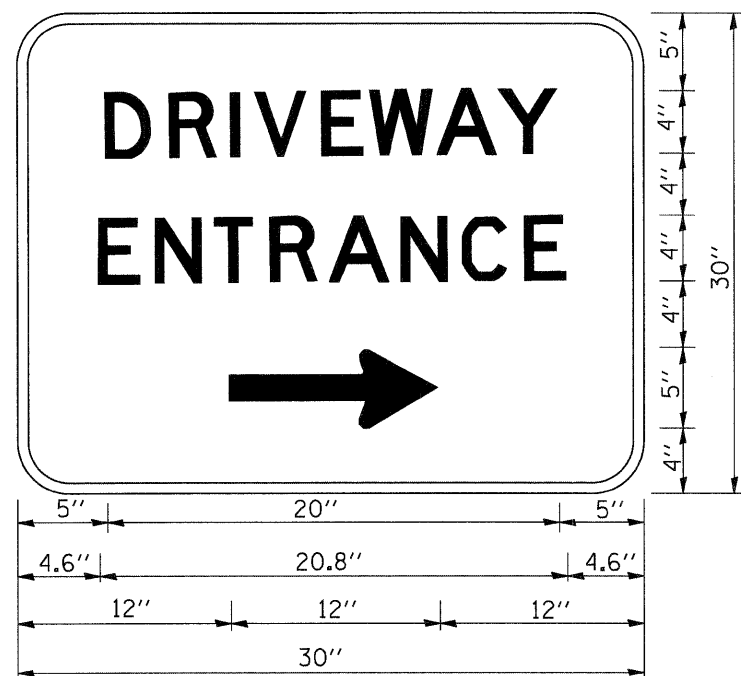


**NOTES:**

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = geglennobt	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000 "/ IN.	DRAWN -	REVISED - R. MIRS 12-11-97					345	8R-R	KANE	794	557
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99					<b>TC-22</b>		<b>CONTRACT NO. 60H45</b>		
		DATE -	REVISED - C. JUCIUS 01-31-07					FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				
				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.				



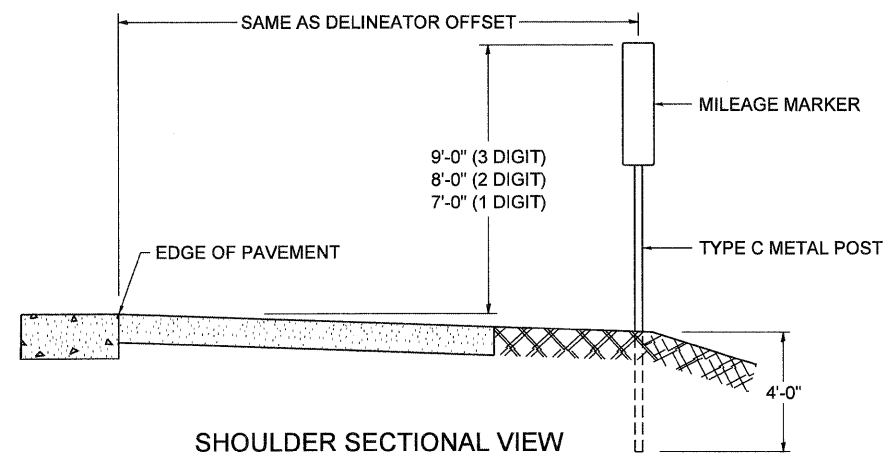
3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED  
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

**NOTES:**

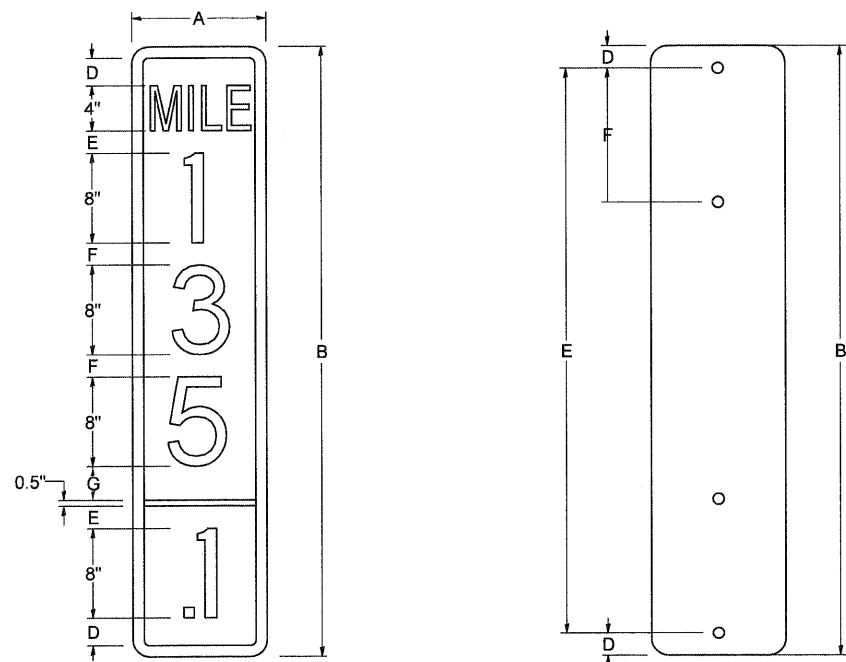
1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.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

FILE NAME = W:\diststd\22x34\to26.dgn	USER NAME = gajlianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY ENTRANCE SIGNING</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -					345	8R-R	KANE	794	558
PLOT DATE = 1/4/2008	DATE -	REVISED -	REVISED -	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			TC-26 CONTRACT NO. 60H45 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

### STANDARD DESIGN FOR MILE POST



SHOULDER SECTIONAL VIEW

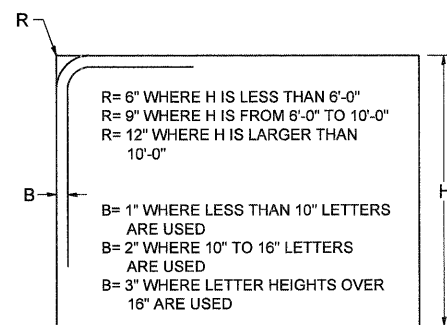


SIGN SIZE	DIMENSIONS							DIGIT
	A	B	C	D	E	F	G	
12 x 24	12.0	24.0	1.5	1.5	1.5	N/A	1.5	1
12 x 36	12.0	36.0	1.5	2.0	2.0	2.0	1.5	2
12 x 48	12.0	48.0	1.5	2.5	2.0	2.0	2.5	3

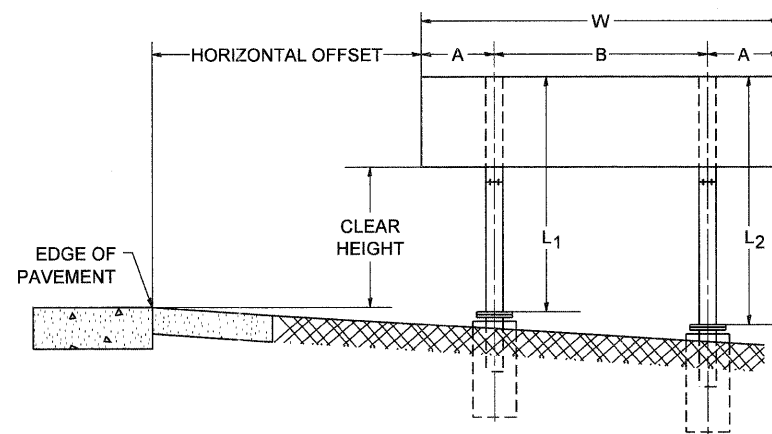
BLANK	A	B	C	D	E	F
B9-1224	12.0	24.0	1.5	2.0	20.0	N/A
B9-1236	12.0	36.0	1.5	2.0	32.0	12.0
B9-1248	12.0	48.0	1.5	2.0	44.0	12.0

SIGN SIZE	SERIES LINES					BORDER	BLANK STD.
	1	2	3	4	5		
12 x 24	4C	8D	4C	N/A	N/A	0.5	B9-1224
12 x 36	4C	8D	8D	4C	N/A	0.5	B9-1236
12 x 48	4C	8D	8D	8D	4C	0.5	B9-1248

### BORDER AND RADIUS LAYOUT



### MAJOR GUIDE SIGN LAYOUT

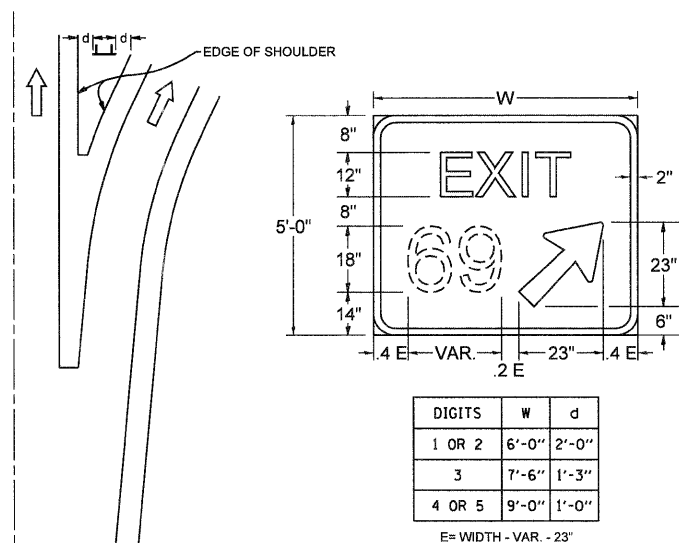


NUMBER OF STEEL SUPPORTS	A	B
2	.2 W	.6 W
3	.15 W	.35 W
4	.125 W	.25 W
5	.1 W	.2 W

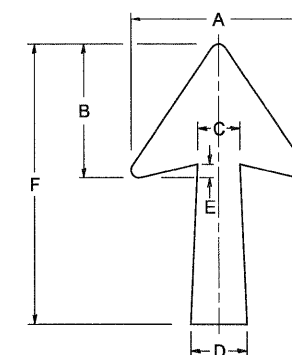
"L<sub>1</sub>" IS THE LENGTH OF SUPPORT, NOT INCLUDING THE STUB PROJECTION, CLOSEST TO THE EDGE OF THE PAVEMENT.

"A" IS THE DISTANCE FROM THE SIGN EDGE TO THE CENTERLINE OF THE NEAREST SUPPORT. "B" IS THE DISTANCE BETWEEN CENTERLINES OF SUPPORTS.

### GORE SIGNS

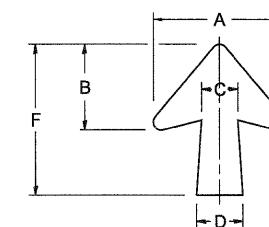


### STANDARD ARROWS FOR INTERSTATE GUIDE SIGNS



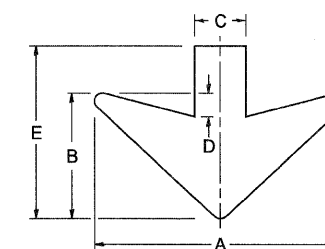
ARROW SYMBOL	A	B	C	D	E	F	R
24 1/4 x 15 1/8	15 1/8	11 3/8	3 3/4	5	1 3/8	24 1/4	1 1/8
29 1/4 x 18 1/4	18 1/4	14	4 1/2	6	1 1/2	29 1/4	3/4
35 5/8 x 22 1/4	22 1/4	17	5 3/8	7 1/8	1 3/4	35 5/8	1
18 1/4 x 11 1/4	11 1/4	8 3/4	3 3/8	3 3/8		18 1/4	

NOTE: D & F ARE RECOMMENDED DIMENSIONS. TAPER SHOULD BE HELD CONSTANT FOR LONGER OR SHORTER SHAFT LENGTHS



ARROW SYMBOL	A	B	C	D	E	F	R
17 1/4 x 14 1/4	14 1/4	9 9/16	3 3/8	4 1/2	5/8	17 1/4	3/4
20 1/4 x 17 1/4	17 1/4	11 3/4	4 3/8	5 5/8	1 1/2	20 1/4	
25 x 21 1/8	21 1/8	14 1/4	5	6 3/4	1 3/4	25	1
9 5/8 x 8 1/8	8 1/8	5 1/8	2 1/8	2 1/8		9 5/8	1/2

### DOWN ARROWS

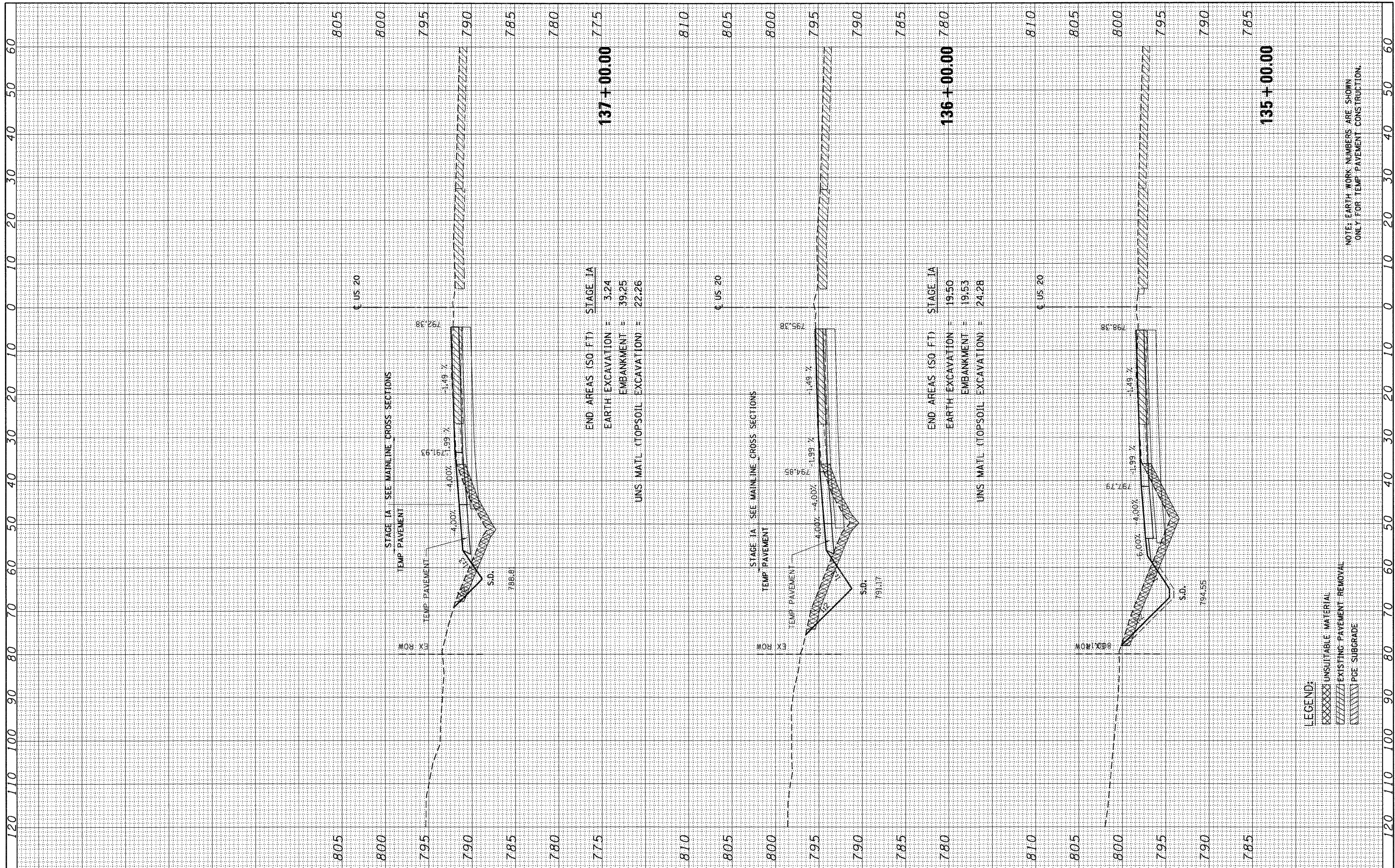


ARROW SYMBOL	A	B	C	D	E	R
16 1/2 x 24	24	12	5	1 1/2	16 1/2	3/4
22 x 32	32	16	6 1/2	3	22	1



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

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



END AREAS (SQ FT) **STAGE IA**  
 EARTH EXCAVATION = 3.24  
 EMBANKMENT = 39.25  
 UNS. MATL. (TOPSOIL EXCAVATION) = 22.26

END AREAS (SQ FT) **STAGE IA**  
 EARTH EXCAVATION = 19.50  
 EMBANKMENT = 19.53  
 UNS. MATL. (TOPSOIL EXCAVATION) = 24.28

**LEGEND:**

XXXXXX	UNSUITABLE MATERIAL
	EXISTING PAVEMENT REMOVAL
	PCE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

FILE NAME =	USER NAME = #USER#	DESIGNED - MRK	REVISED -
#FILE#		DRAWN - MRK	REVISED -
		CHECKED - DDH	REVISED -
		DATE - 12/16/11	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

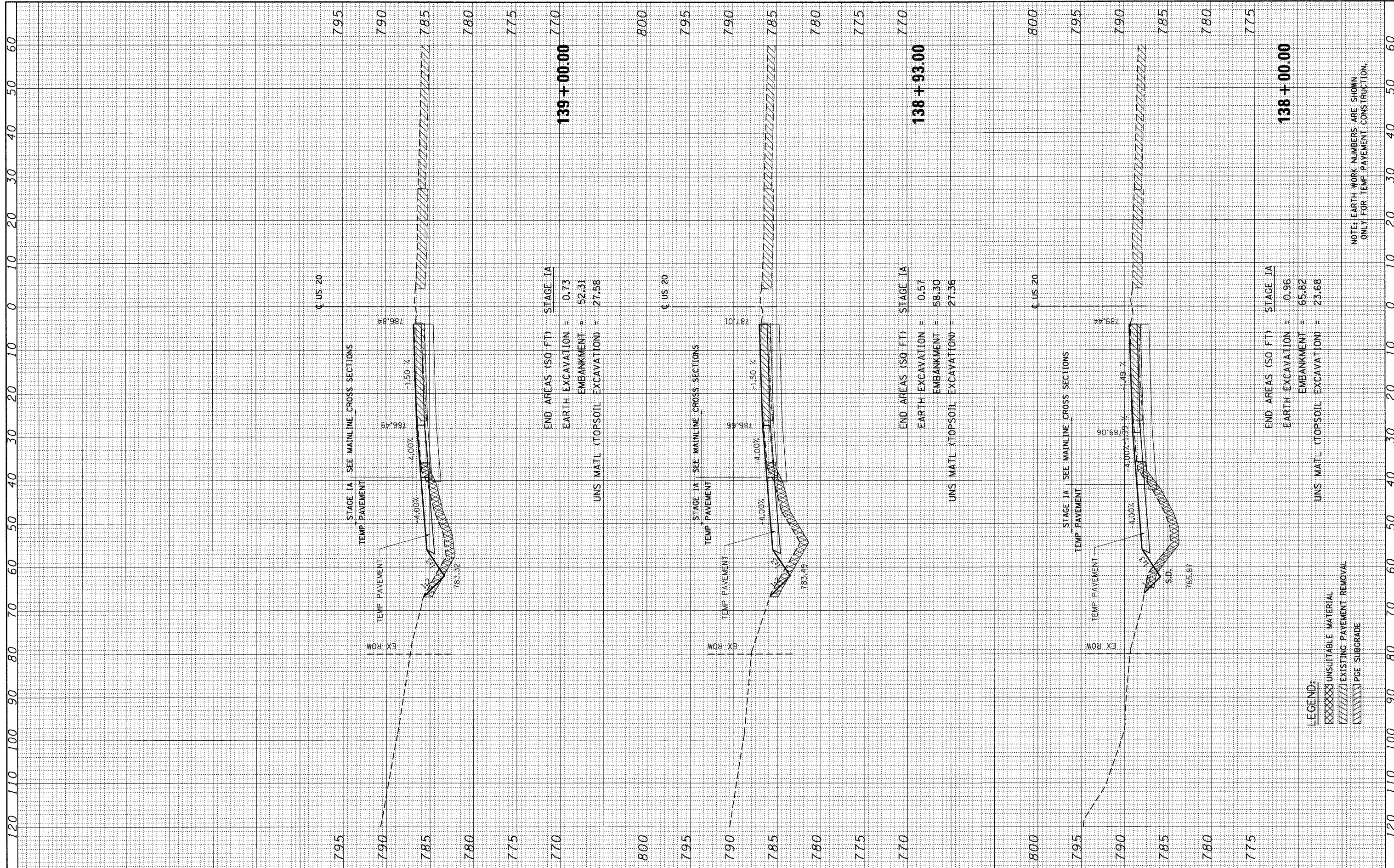
**US 20 TEMP PAVEMENT SECTIONS 135+00 TO 145+00 LT - STAGE IA**

SCALE: HORIZ. 1"=10'    VERT. 1"=5'    STA. 135+00.00 TO STA. 137+00.00

F.A. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 561
CONTRACT NO. 60H45			ILLINOIS FED. AID PROJECT	

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

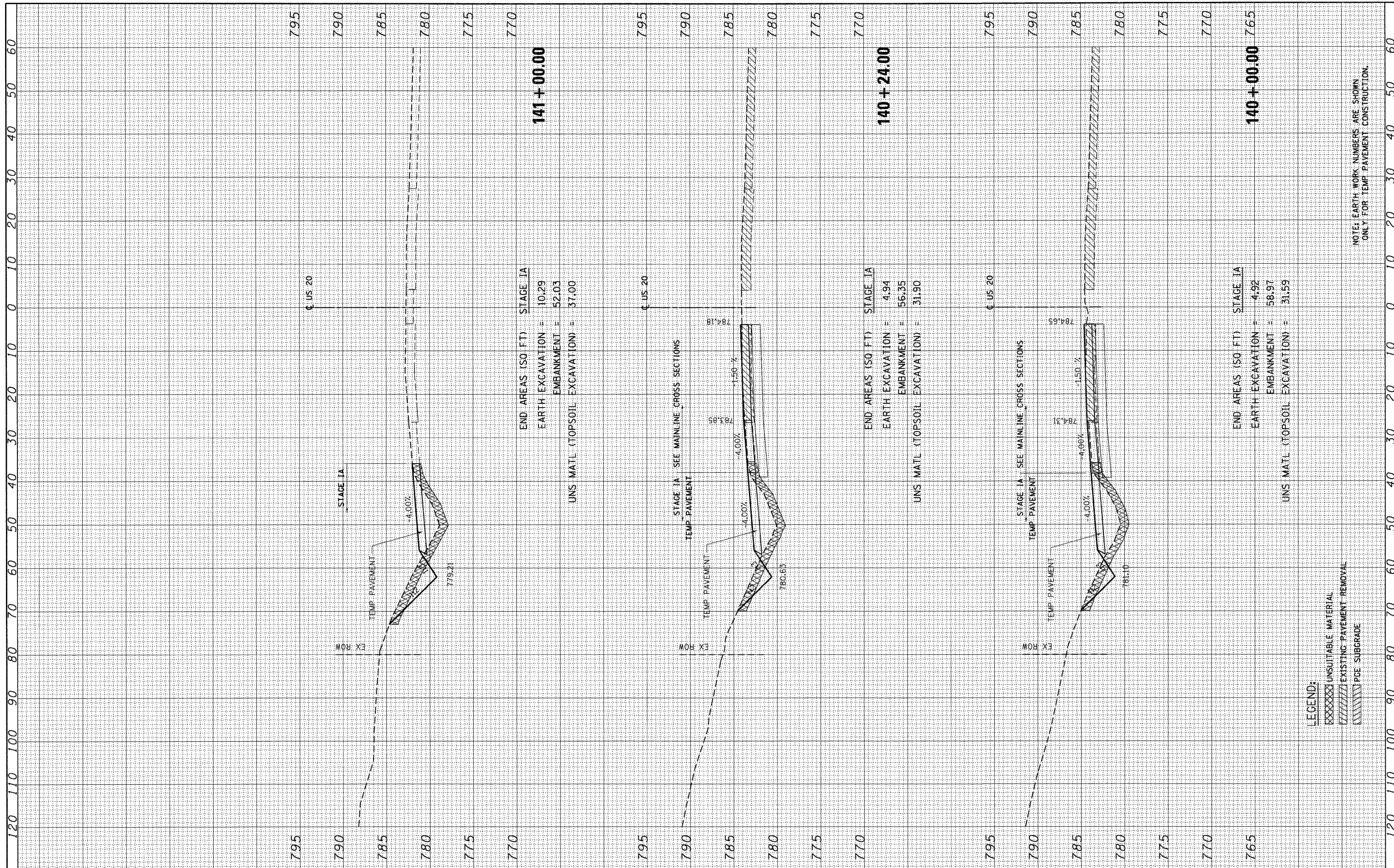
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME =	USER NAME = #USER#	DESIGNED - MRK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b> <b>US 20 TEMP PAVEMENT SECTIONS 135+00 TO 145+00 LT - STAGE IA</b> SCALE: HORIZ. 1"=10' VERT. 1"=5' STA. 138+00.00 TO STA. 139+00.00	F.A. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 562
#FILEL#		DRAWN - MRK	REVISED -		CONTRACT NO. 60H45				
PLOT SCALE = #SCALE#		CHECKED - DDH	REVISED -		ILLINOIS FED. AID PROJECT				
PLOT DATE = #DATE#		DATE - 12/16/11	REVISED -						

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

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



NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

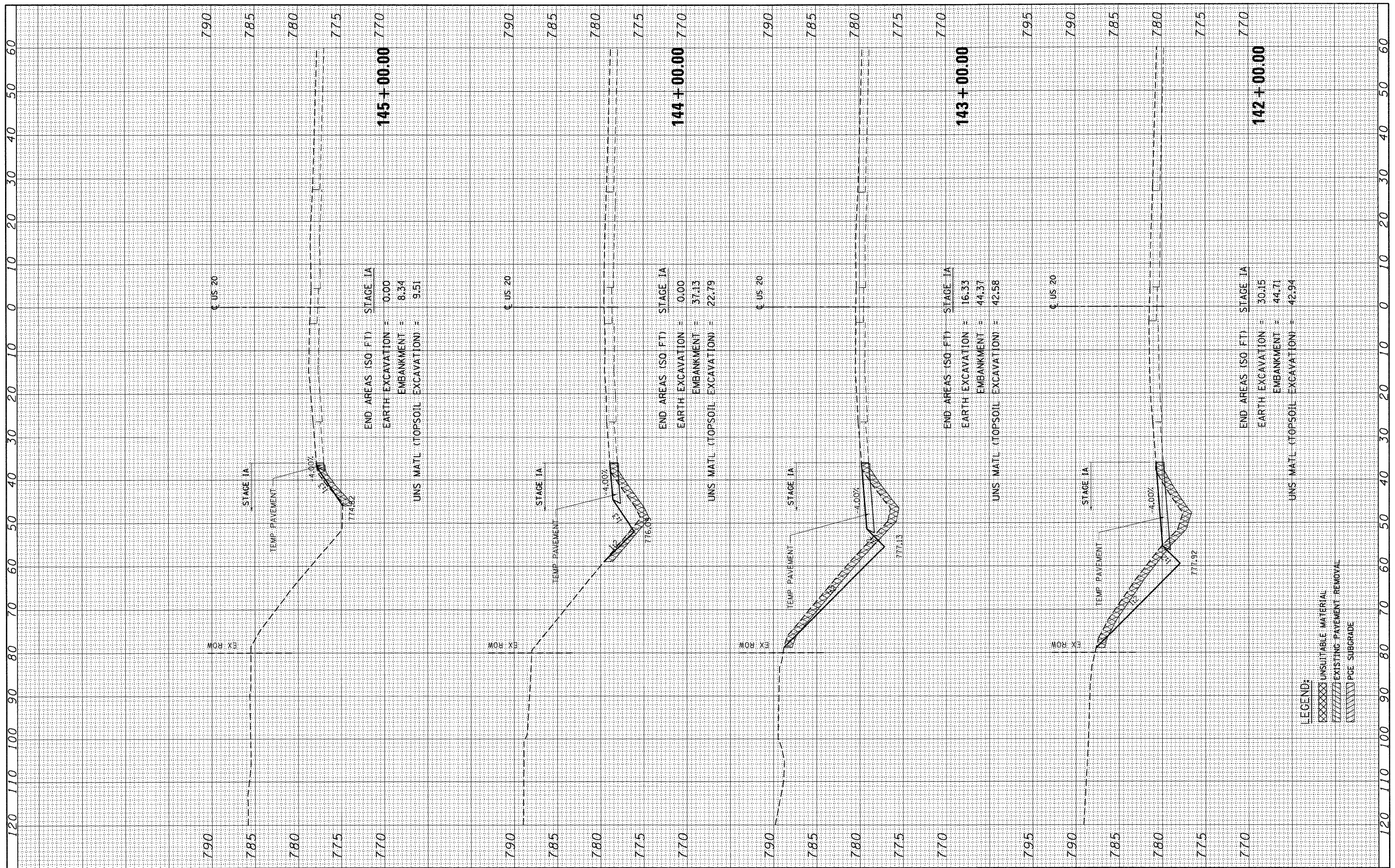
**LEGEND:**

XXXXXX	UNSUITABLE MATERIAL
	EXISTING PAVEMENT REMOVAL
	PGE SUBGRADE

FILE NAME =	USER NAME = #USER#	DESIGNED - MRK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 20 TEMP PAVEMENT SECTIONS 135+00 TO 145+00 LT - STAGE IA</b>		F.A. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 563	
#FILEL#		DRAWN - MRK	REVISED -		SCALE: HORIZ. 1"=10' VERT. 1"=5'	STA. 140+00.00 TO STA. 141+00.00	ILLINOIS FED. AID PROJECT		CONTRACT NO. 60H45			
		CHECKED - DDH	REVISED -									
		DATE - 12/16/11	REVISED -									

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



END AREAS (SQ. FT) STAGE IA  
 EARTH EXCAVATION = 0.00  
 EMBANKMENT = 8.34  
 UNS. MATL. (TOPSOIL EXCAVATION) = 9.51

END AREAS (SQ. FT) STAGE IA  
 EARTH EXCAVATION = 0.00  
 EMBANKMENT = 37.13  
 UNS. MATL. (TOPSOIL EXCAVATION) = 22.79

END AREAS (SQ. FT) STAGE IA  
 EARTH EXCAVATION = 16.33  
 EMBANKMENT = 44.37  
 UNS. MATL. (TOPSOIL EXCAVATION) = 42.58

END AREAS (SQ. FT) STAGE IA  
 EARTH EXCAVATION = 30.15  
 EMBANKMENT = 44.71  
 UNS. MATL. (TOPSOIL EXCAVATION) = 42.94

LEGEND:  
 [Symbol] UNSUITABLE MATERIAL  
 [Symbol] EXISTING PAVEMENT REMOVAL  
 [Symbol] PGE SUBGRADE

FILE NAME =	USER NAME = #USER#
#FILE#	
PLOT SCALE = #SCALE#	
PLOT DATE = #DATE#	

DESIGNED - MRK	REVISED -
DRAWN - MRK	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/16/11	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

US 20 TEMP PAVEMENT SECTIONS 135+00 TO 145+00 LT - STAGE IA

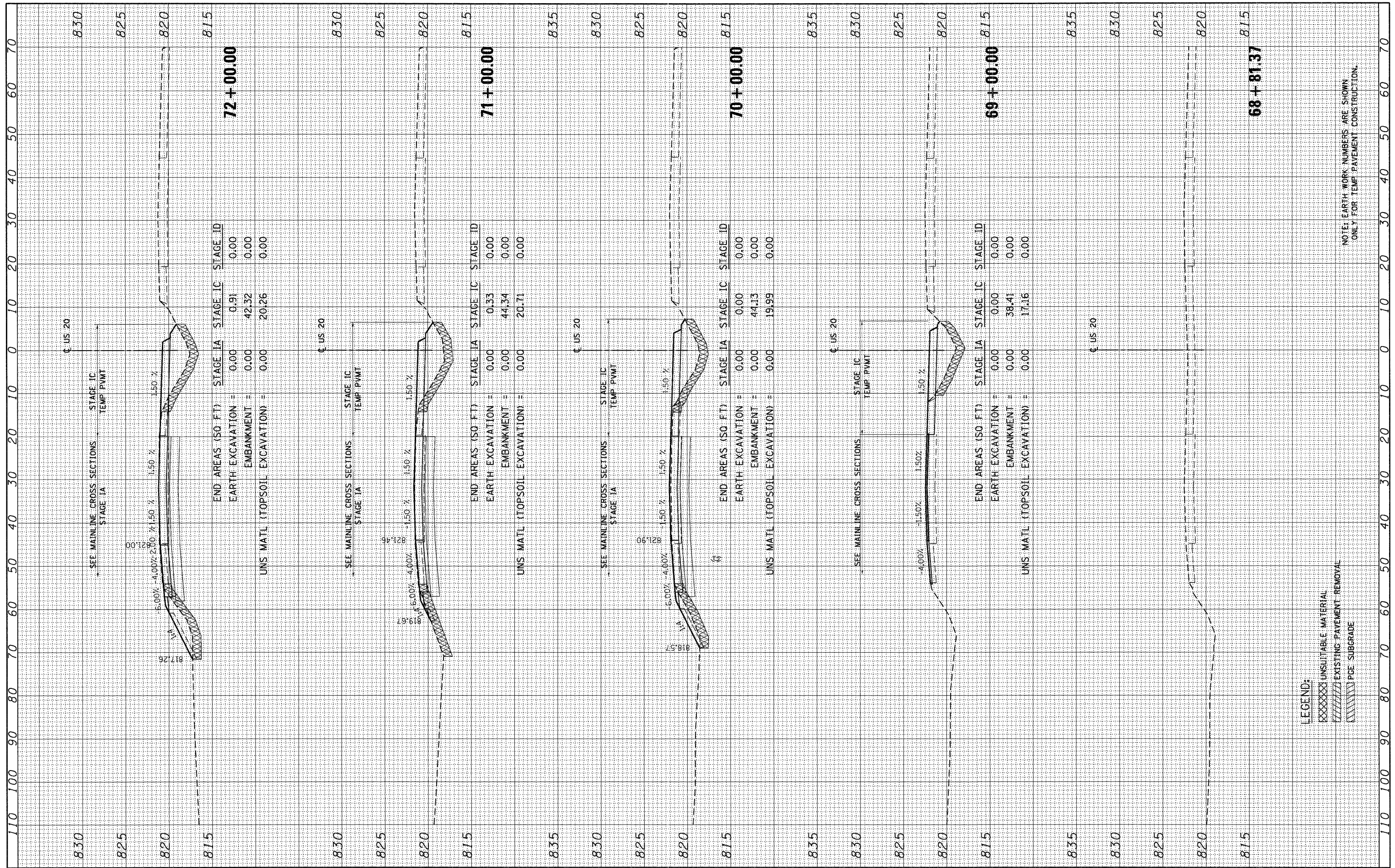
SCALE: HORIZ. 1"=10' VERT. 1"=5' STA. 142+00.00 TO STA. 145+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	564
CONTRACT NO. 60H45				
ILLINOIS FED. AID PROJECT				



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

ORIGINAL	BY	DATE
SURVEY		
NOTE BOOK		
NO.		



**72+00.00**

**71+00.00**

**70+00.00**

**69+00.00**

**68+81.37**

FILE NAME =	USER NAME = #USER#
*FILE#	

DESIGNED - MRK	REVISED -
DRAWN - MRK	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/16/11	REVISED -

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.91	0.00
EMBANKMENT =	0.00	42.32	0.00
UNS. MATL (TOPSOIL EXCAVATION) =	0.00	20.26	0.00

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.33	0.00
EMBANKMENT =	0.00	44.34	0.00
UNS. MATL (TOPSOIL EXCAVATION) =	0.00	20.71	0.00

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	44.13	0.00
UNS. MATL (TOPSOIL EXCAVATION) =	0.00	19.99	0.00

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	38.41	0.00
UNS. MATL (TOPSOIL EXCAVATION) =	0.00	17.16	0.00

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID**

SCALE: HORIZ. 1"=10' VERT. 1"=5' STA. 68+81.37 TO STA. 72+00.00

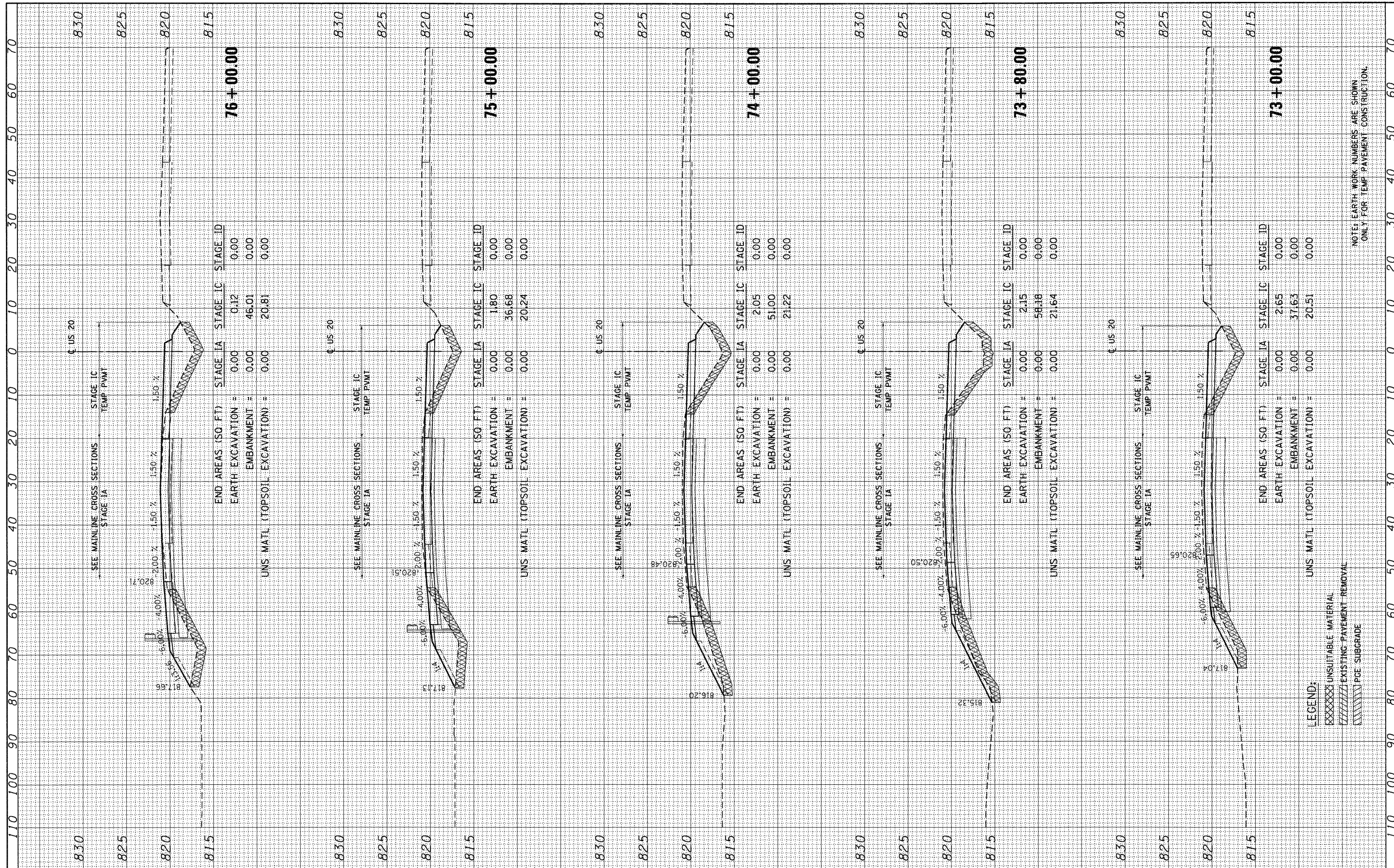
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BR-R	KANE	794	565
CONTRACT NO. 60H45			ILLINOIS FED. AID PROJECT	

- LEGEND:**
- XXXXX UNSUITABLE MATERIAL
  - XXXXX EXISTING PAVEMENT REMOVAL
  - XXXXX PGE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

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

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

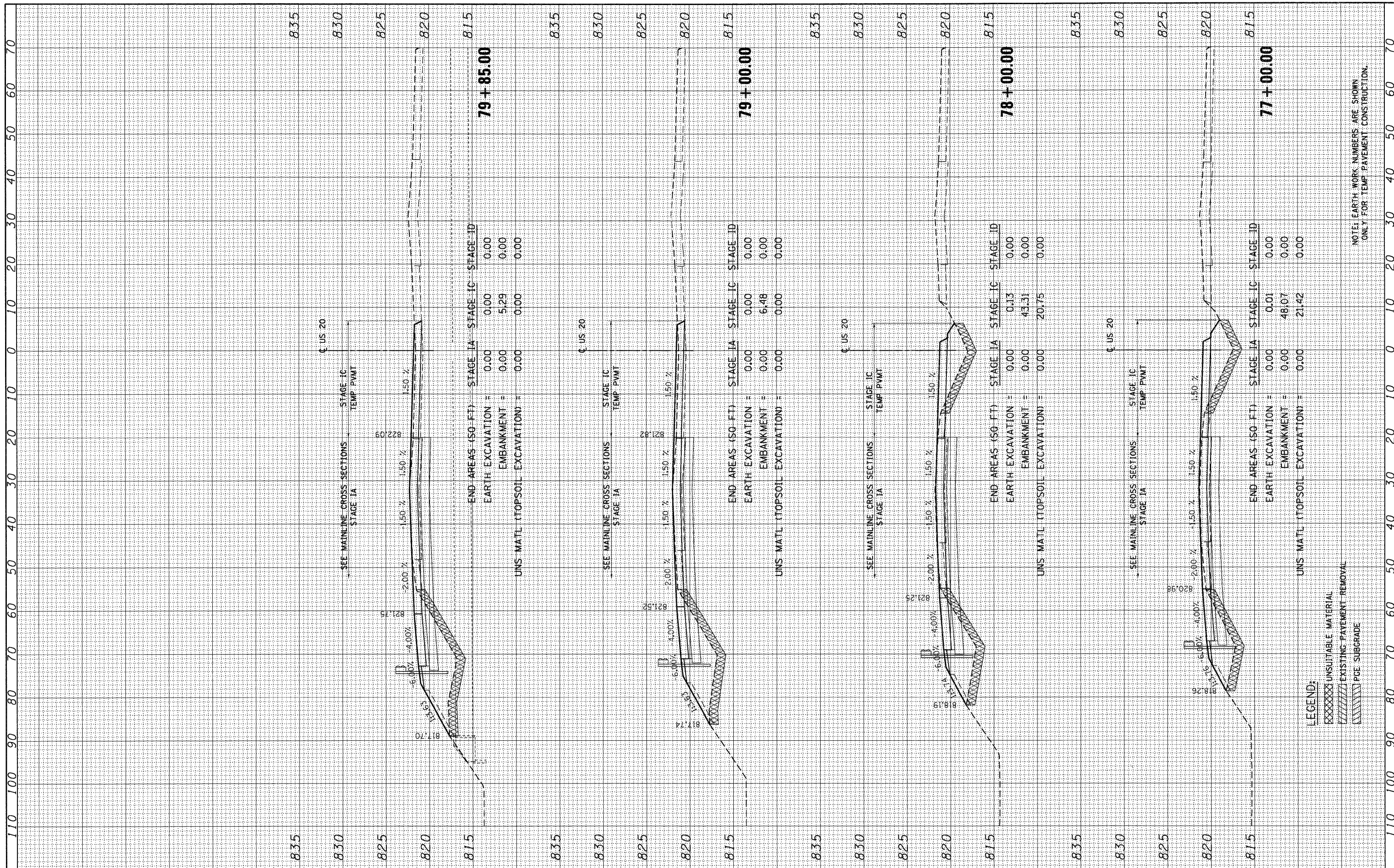


LEGEND:  
 [Symbol] UNSUITABLE MATERIAL  
 [Symbol] EXISTING PAVEMENT REMOVAL  
 [Symbol] PGE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

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

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



LEGEND:

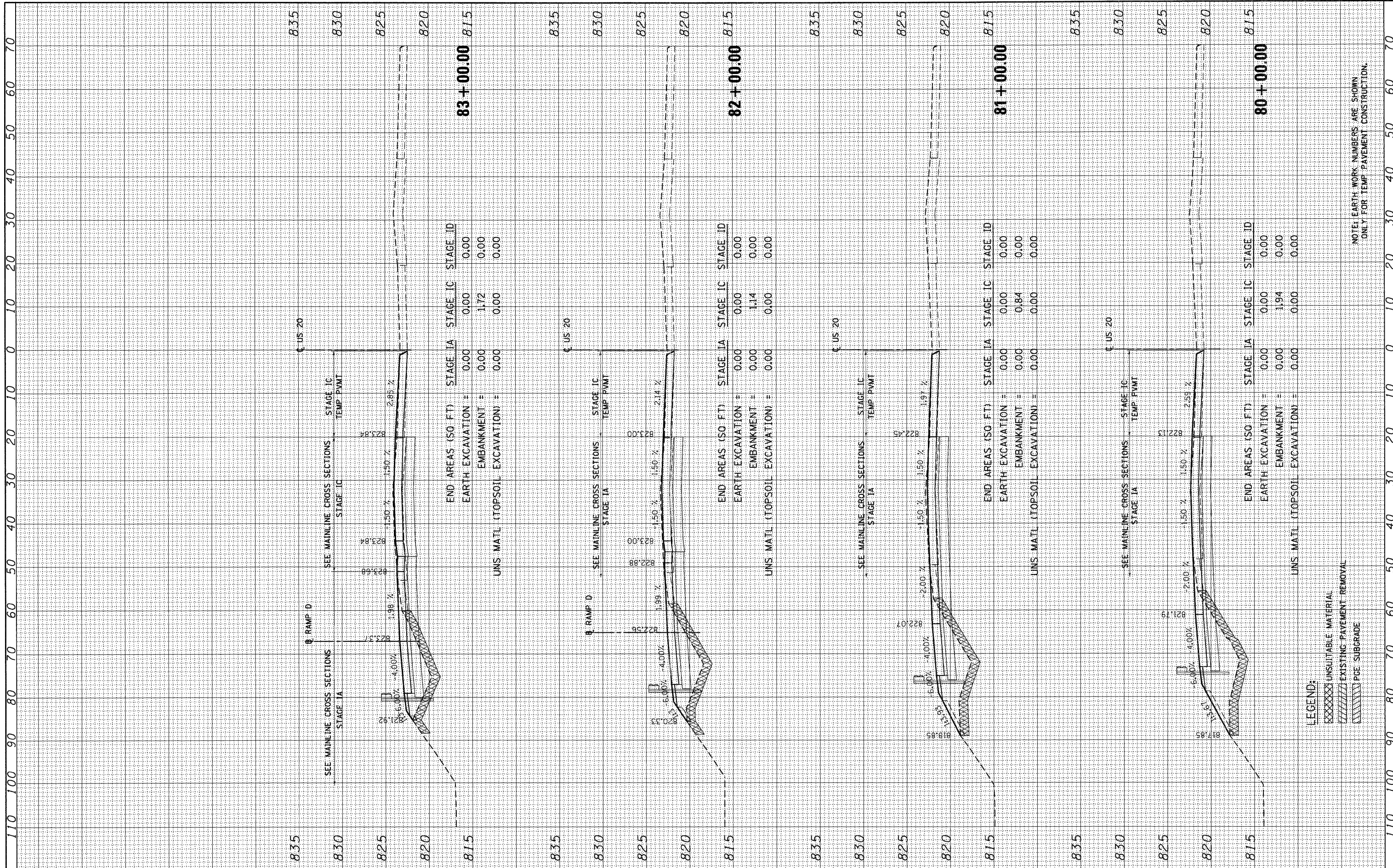
	UNSUITABLE MATERIAL
	EXISTING PAVEMENT REMOVAL
	PCE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

FILE NAME = #FILEL\$	USER NAME = #USER\$	DESIGNED - MRK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID</b>	F.A. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 567	
		DRAWN - MRK	REVISED -			SCALE: HORIZ. 1"=10' VERT. 1"=5'	STA. 77+00.00 TO STA. 79+85.00	ILLINOIS FED. AID PROJECT		CONTRACT NO. 60H45	
		CHECKED - DDH	REVISED -								
		DATE - 12/16/11	REVISED -								

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		



END AREAS (SQ FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION = 0.00    0.00    0.00

EMBANKMENT = 0.00    1.72    0.00

UNS MATL (TOPSOIL EXCAVATION) = 0.00    0.00    0.00

END AREAS (SQ FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION = 0.00    0.00    0.00

EMBANKMENT = 0.00    1.14    0.00

UNS MATL (TOPSOIL EXCAVATION) = 0.00    0.00    0.00

END AREAS (SQ FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION = 0.00    0.00    0.00

EMBANKMENT = 0.00    0.84    0.00

UNS MATL (TOPSOIL EXCAVATION) = 0.00    0.00    0.00

END AREAS (SQ FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION = 0.00    0.00    0.00

EMBANKMENT = 0.00    1.94    0.00

UNS MATL (TOPSOIL EXCAVATION) = 0.00    0.00    0.00

LEGEND:

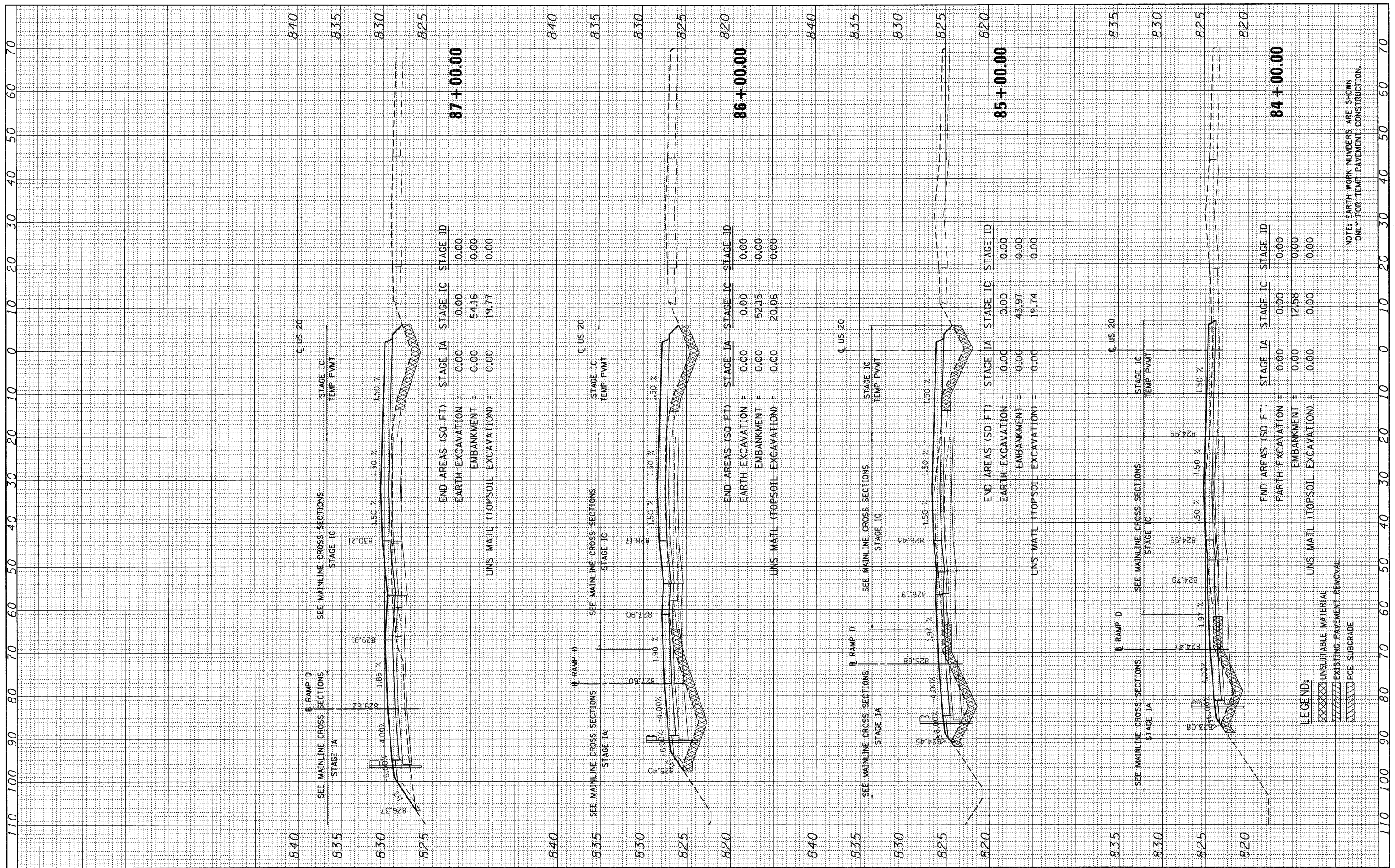
	UNSUITABLE MATERIAL
	EXISTING PAVEMENT REMOVAL
	PCE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

FILE NAME =	USER NAME = #USER#	DESIGNED - MRK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID</b>		F.A. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 568
#FILEL#		DRAWN - MRK	REVISED -		SCALE: HORIZ. 1"=10'    VERT. 1"=5'	STA. 80+00.00 TO STA. 83+00.00	ILLINOIS FED. AID PROJECT		CONTRACT NO. 60H45		
		CHECKED - DDH	REVISED -								
		DATE - 12/16/11	REVISED -								

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



END AREAS (50 FT) STAGE IA STAGE IC STAGE ID  
 EARTH EXCAVATION = 0.00 0.00 0.00  
 EMBANKMENT = 0.00 54.16 0.00  
 UNS MATL (TOPSOIL EXCAVATION) = 0.00 19.77 0.00

END AREAS (50 FT) STAGE IA STAGE IC STAGE ID  
 EARTH EXCAVATION = 0.00 0.00 0.00  
 EMBANKMENT = 0.00 52.15 0.00  
 UNS MATL (TOPSOIL EXCAVATION) = 0.00 20.06 0.00

END AREAS (50 FT) STAGE IA STAGE IC STAGE ID  
 EARTH EXCAVATION = 0.00 0.00 0.00  
 EMBANKMENT = 0.00 43.97 0.00  
 UNS MATL (TOPSOIL EXCAVATION) = 0.00 19.74 0.00

END AREAS (50 FT) STAGE IA STAGE IC STAGE ID  
 EARTH EXCAVATION = 0.00 0.00 0.00  
 EMBANKMENT = 0.00 12.58 0.00  
 UNS MATL (TOPSOIL EXCAVATION) = 0.00 0.00 0.00

LEGEND:  
 XXXXXX UNSUITABLE MATERIAL  
 XXXXXX EXISTING PAVEMENT REMOVAL  
 XXXXXX PGE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

FILE NAME =	USER NAME = #USER#
#FILEL#	

DESIGNED - MRK	REVISED -
DRAWN - MRK	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/16/11	REVISED -

PLT SCALE = #SCALE#	
PLT DATE = #DATE#	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

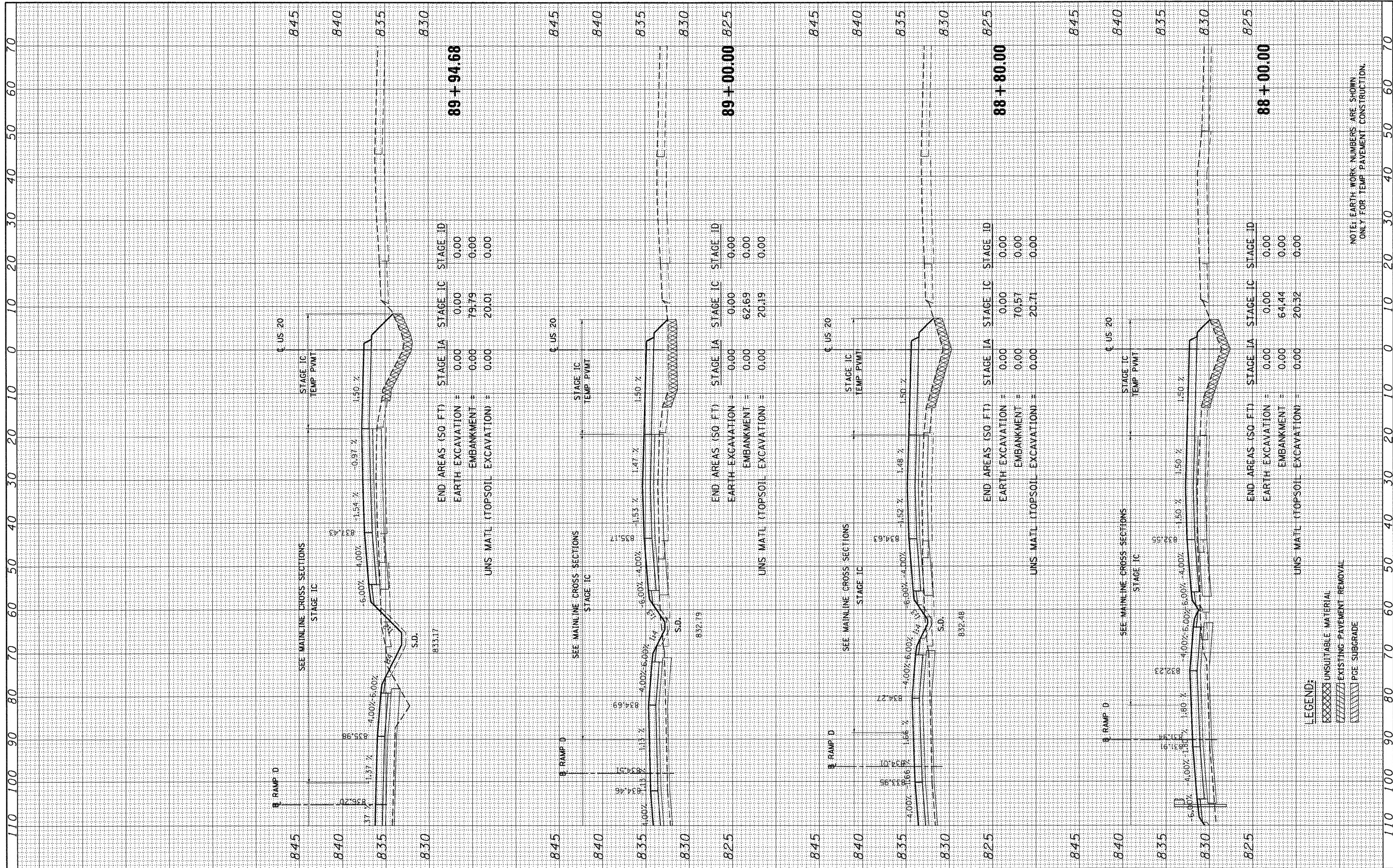
US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID

SCALE: HORIZ. 1"=10' VERT. 1"=5'  
 STA. 84+00.00 TO STA. 87+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	569
				CONTRACT NO. 60H45
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS	TEMPLATE		
CHECKED	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS	TEMPLATE		
CHECKED	AREAS		
	CHECKED		



89+94.68

89+00.00

88+80.00

88+00.00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID

SCALE: HORIZ. 1"=10' VERT. 1"=5' STA. 88+00.00 TO STA. 89+94.68

FILE NAME =	USER NAME = #USER#	DESIGNED - MRK	REVISED -	F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN - MRK	REVISED -	345	8R-R	KANE	794	570
		CHECKED - DDH	REVISED -					
		DATE - 12/16/11	REVISED -					

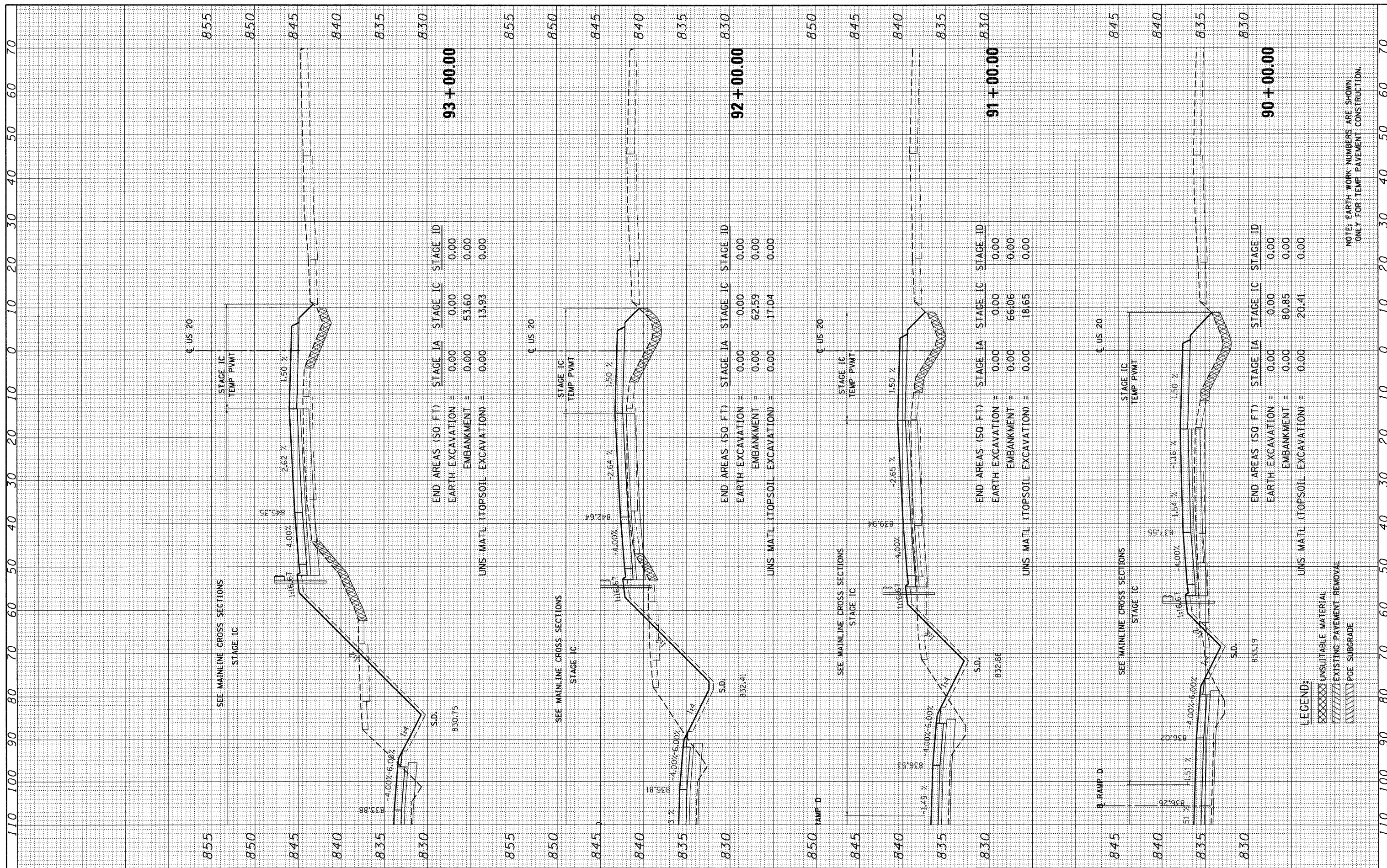
LEGEND:

[Symbol]	UNSUITABLE MATERIAL
[Symbol]	EXISTING PAVEMENT REMOVAL
[Symbol]	PCE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP. PAVEMENT CONSTRUCTION.

FINAL SURVEY	SURVEYED	BY	DATE
PLOTTED	PLOTTED		
NOTE BOOK	NOTE BOOK		
AREAS CHECKED	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
PLOTTED	PLOTTED		
NOTE BOOK	NOTE BOOK		
AREAS CHECKED	AREAS CHECKED		



93 + 00.00

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	53.60	0.00
UNS. MAT'L (TOPSOIL EXCAVATION) =	0.00	13.93	0.00

92 + 00.00

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	62.59	0.00
UNS. MAT'L (TOPSOIL EXCAVATION) =	0.00	17.04	0.00

91 + 00.00

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	66.06	0.00
UNS. MAT'L (TOPSOIL EXCAVATION) =	0.00	18.65	0.00

90 + 00.00

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	80.85	0.00
UNS. MAT'L (TOPSOIL EXCAVATION) =	0.00	20.41	0.00

LEGEND:  
 XXXXX UNSUITABLE MATERIAL  
 XXXXX EXISTING PAYMENT REMOVAL  
 XXXXX POE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP. PAYMENT CONSTRUCTION.

FILE NAME = #FILE#

USER NAME = #USER#

PLOT SCALE = #SCALE#

PLOT DATE = #DATE#

DESIGNED - MRK REVISIONS -

DRAWN - MRK REVISIONS -

CHECKED - DDH REVISIONS -

DATE - 12/16/11 REVISIONS -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID

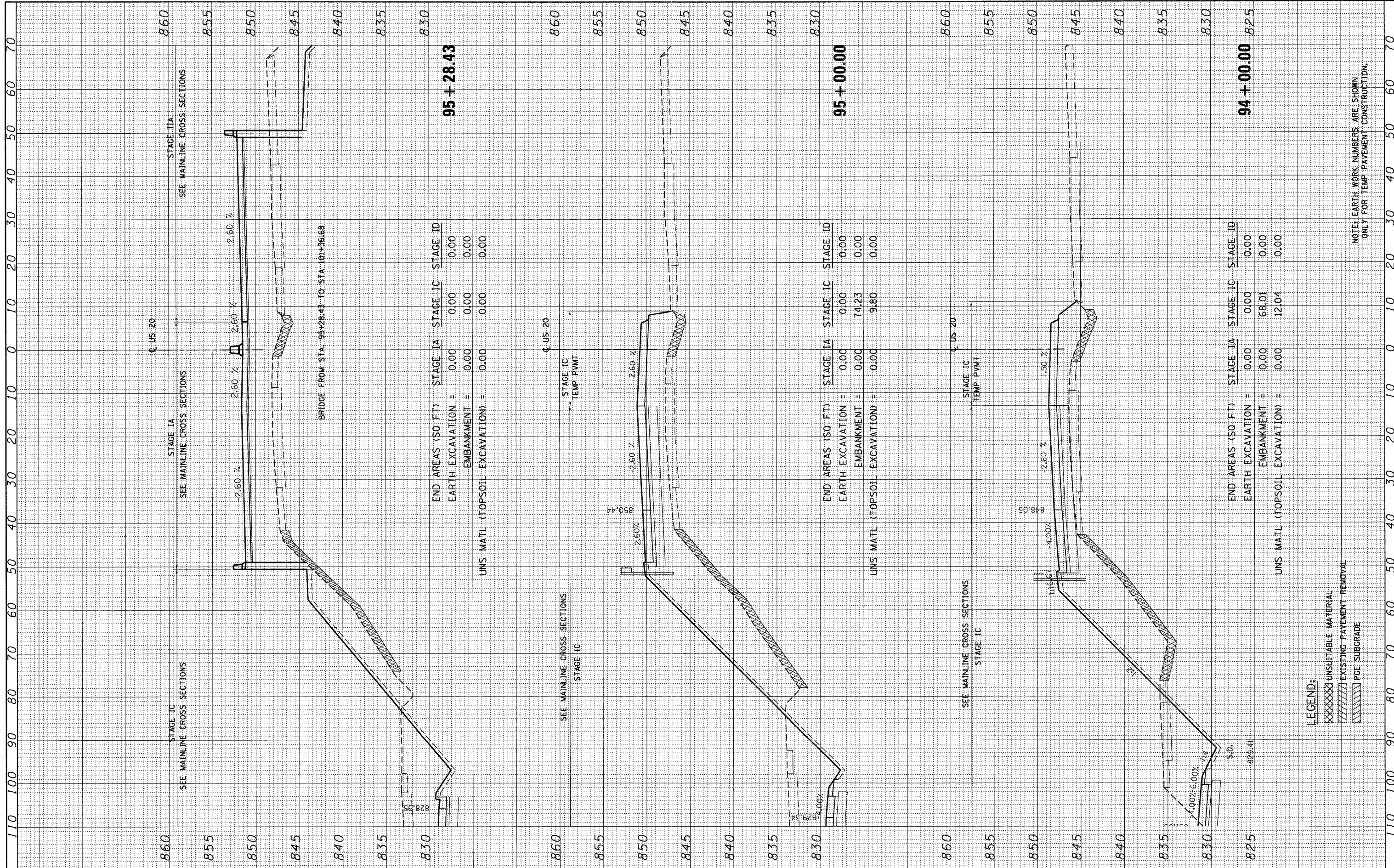
SCALE: HORIZ. 1"=10' VERT. 1"=5'

STA. 90+00.00 TO STA. 93+00.00

F.A. R.T.E. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 571
CONTRACT NO. 60H45			ILLINOIS FED. AID PROJECT	

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

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



**95 + 28.43**

**95 + 00.00**

**94 + 00.00**

BRIDGE FROM STA. 95+28.43 TO STA. 101+36.68

END AREAS (SQ. FT.)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	0.00	0.00
UNS. MATL. (TOPSOIL EXCAVATION) =	0.00	0.00	0.00

END AREAS (SQ. FT.)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	74.23	0.00
UNS. MATL. (TOPSOIL EXCAVATION) =	0.00	9.80	0.00

END AREAS (SQ. FT.)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	68.01	0.00
UNS. MATL. (TOPSOIL EXCAVATION) =	0.00	12.04	0.00

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP. PAVEMENT CONSTRUCTION.

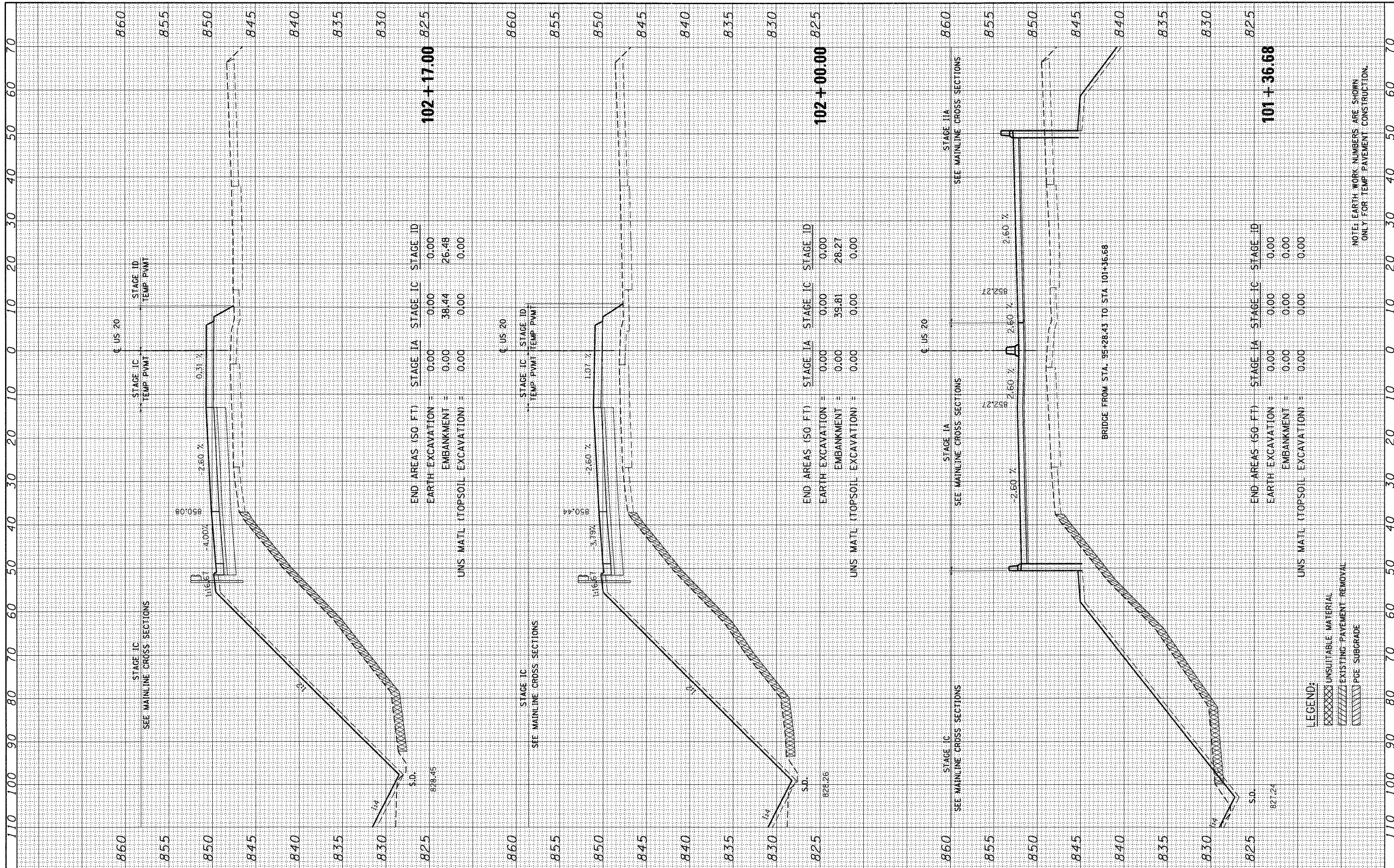
**LEGEND:**

XXXXXX	UNSUITABLE MATERIAL
	EXISTING PAVEMENT REMOVAL
	PGE SUBGRADE



FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		



102+17.00

END AREAS (SQ. FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	38.44	26.48
UNS. MATL. (TOPSOIL EXCAVATION) =	0.00	0.00	0.00

102+00.00

END AREAS (SQ. FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	39.81	28.27
UNS. MATL. (TOPSOIL EXCAVATION) =	0.00	0.00	0.00

101+36.68

END AREAS (SQ. FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	0.00	0.00	0.00
UNS. MATL. (TOPSOIL EXCAVATION) =	0.00	0.00	0.00

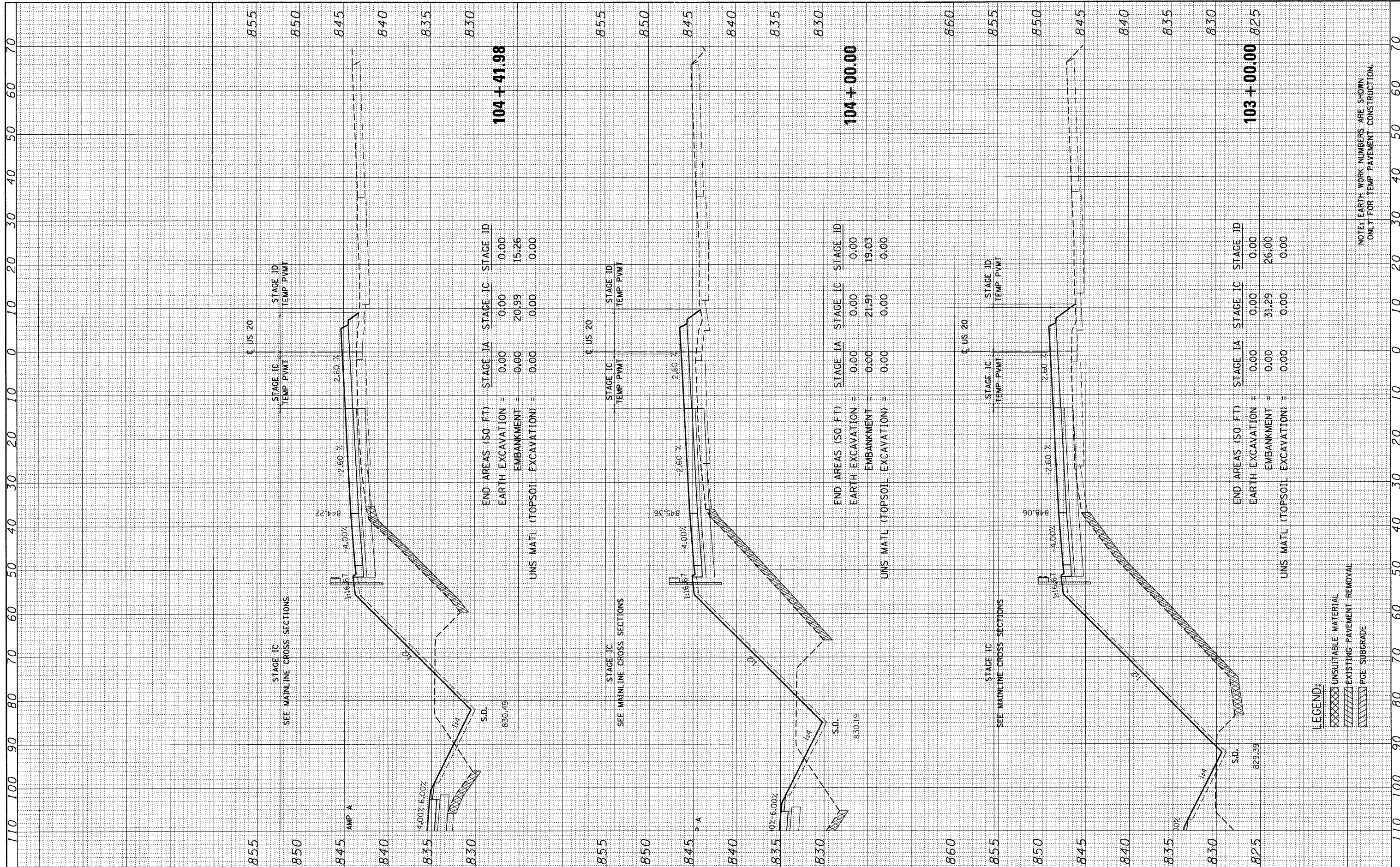
LEGEND:

- UNSUITABLE MATERIAL
- EXISTING PAVEMENT REMOVAL
- PGE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

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

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



**104 + 41.98**

END AREAS (SQ. FT.)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMPAKMENT =	0.00	20.99	15.26
UNSMATL (TOPSOIL EXCAVATION) =	0.00	0.00	0.00

**104 + 00.00**

END AREAS (SQ. FT.)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMPAKMENT =	0.00	21.91	19.03
UNSMATL (TOPSOIL EXCAVATION) =	0.00	0.00	0.00

**103 + 00.00**

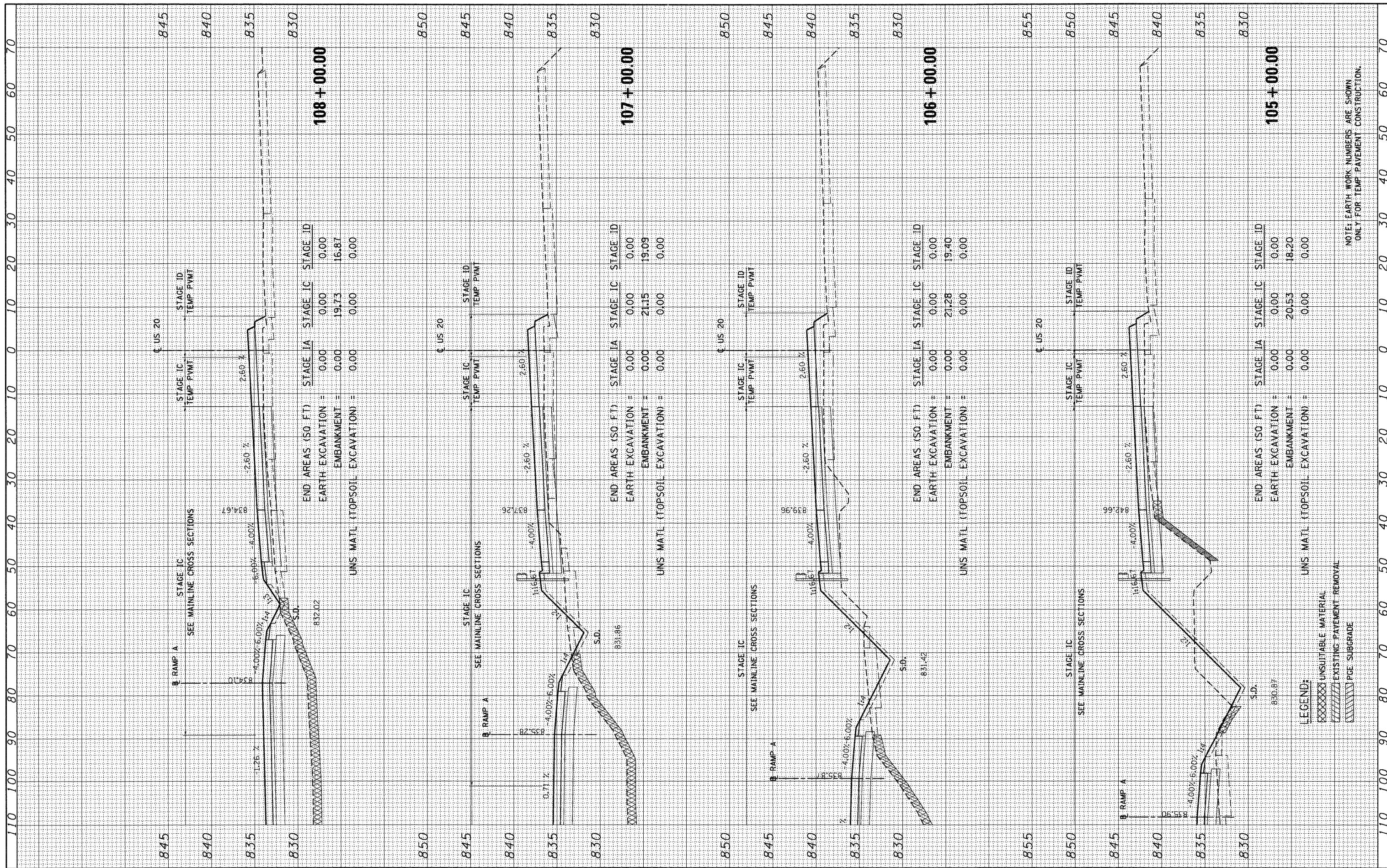
END AREAS (SQ. FT.)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMPAKMENT =	0.00	31.29	26.00
UNSMATL (TOPSOIL EXCAVATION) =	0.00	0.00	0.00

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

LEGEND:  
 UNSUITABLE MATERIAL  
 EXISTING PAVEMENT REMOVAL  
 PCE SUBGRADE

FINAL SURVEY PLOTTED	BY	DATE
NOTE BOOK AREAS CHECKED		

ORIGINAL SURVEY PLOTTED	BY	DATE
NOTE BOOK AREAS CHECKED		



FILE NAME =	USER NAME = #USER#	DESIGNED - MRK	REVISED -
#FILE#		DRAWN - MRK	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - DDH	REVISED -
	PLOT DATE = #DATE#	DATE - 12/16/11	REVISED -

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00	0.00
EMBANKMENT =	0.00	19.73	16.87	0.00
UNS MATL (TOPSOIL EXCAVATION) =	0.00	0.00	0.00	0.00

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00	0.00
EMBANKMENT =	0.00	21.15	19.09	0.00
UNS MATL (TOPSOIL EXCAVATION) =	0.00	0.00	0.00	0.00

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00	0.00
EMBANKMENT =	0.00	21.28	19.40	0.00
UNS MATL (TOPSOIL EXCAVATION) =	0.00	0.00	0.00	0.00

END AREAS (50 FT)	STAGE IA	STAGE IC	STAGE ID	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00	0.00
EMBANKMENT =	0.00	20.53	18.20	0.00
UNS MATL (TOPSOIL EXCAVATION) =	0.00	0.00	0.00	0.00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID

SCALE: HORIZ. 1"=10' VERT. 1"=5'

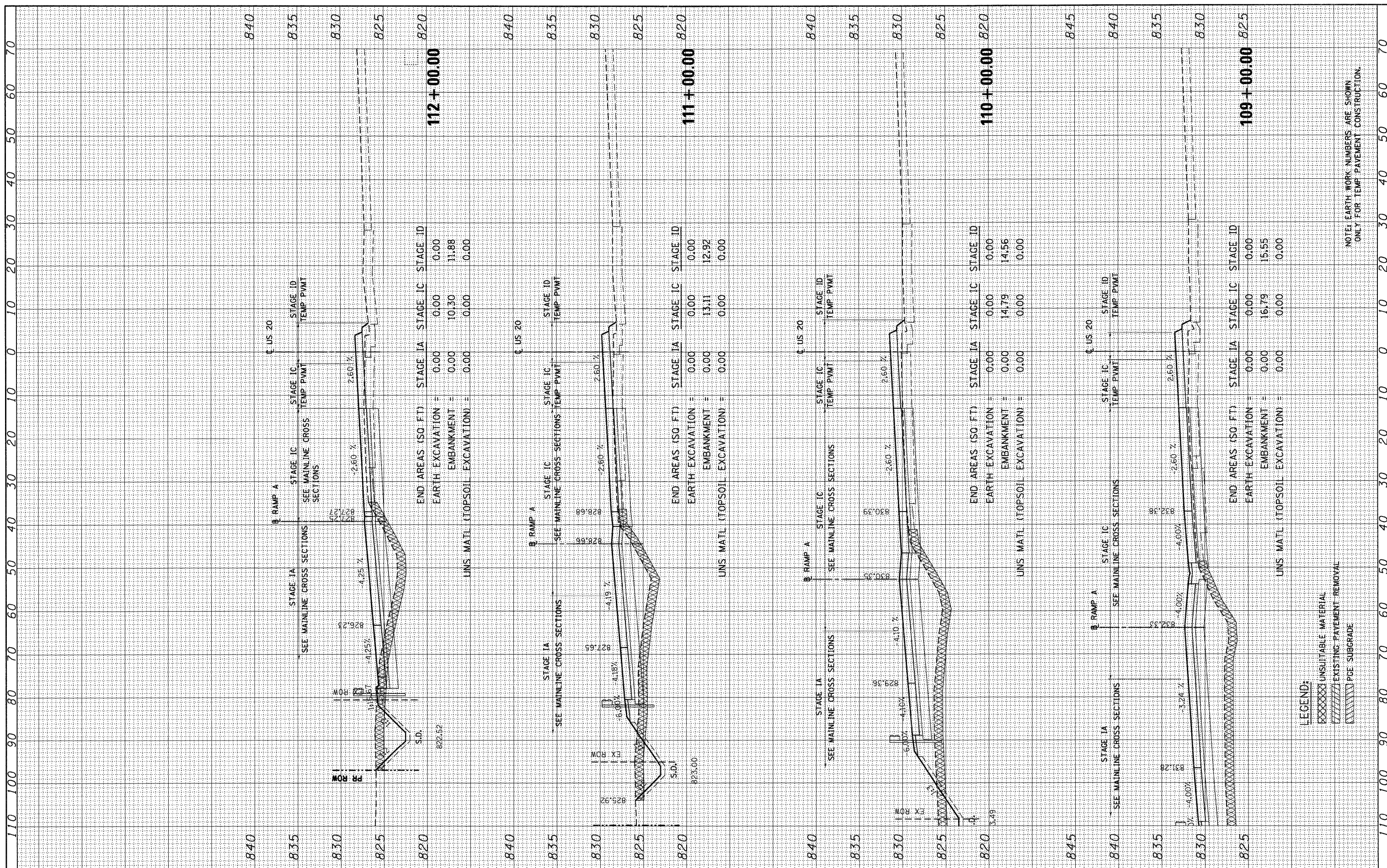
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BR-R	KANE	794	575
				CONTRACT NO. 60H45
ILLINOIS FED. AID PROJECT				

- LEGEND:
- XXXXX UNSUITABLE MATERIAL
  - XXXXX EXISTING PAVEMENT REMOVAL
  - XXXXX PGE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP. PAVEMENT CONSTRUCTION.

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

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



112+00.00

111+00.00

110+00.00

109+00.00

END AREAS (50 FT)

STAGE IA	STAGE IC	STAGE ID
0.00	0.00	0.00
0.00	10.30	11.88
0.00	0.00	0.00

EARTH EXCAVATION =

EMBANKMENT =

UNS. MATL (TOPSOIL EXCAVATION) =

END AREAS (50 FT)

STAGE IA	STAGE IC	STAGE ID
0.00	0.00	0.00
0.00	13.11	12.92
0.00	0.00	0.00

EARTH EXCAVATION =

EMBANKMENT =

UNS. MATL (TOPSOIL EXCAVATION) =

END AREAS (50 FT)

STAGE IA	STAGE IC	STAGE ID
0.00	0.00	0.00
0.00	14.79	14.56
0.00	0.00	0.00

EARTH EXCAVATION =

EMBANKMENT =

UNS. MATL (TOPSOIL EXCAVATION) =

END AREAS (50 FT)

STAGE IA	STAGE IC	STAGE ID
0.00	0.00	0.00
0.00	16.79	15.55
0.00	0.00	0.00

EARTH EXCAVATION =

EMBANKMENT =

UNS. MATL (TOPSOIL EXCAVATION) =

LEGEND:

XXXXXX	UNSUITABLE MATERIAL
XXXXXX	EXISTING PAYMENT REMOVAL
XXXXXX	PGE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP. PAYMENT CONSTRUCTION.

FILE NAME = #FILEL#

USER NAME = #USER#

PLOT SCALE = #SCALE#

PLOT DATE = #DATE#

DESIGNED - MRK	REVISED -
DRAWN - MRK	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/16/11	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID

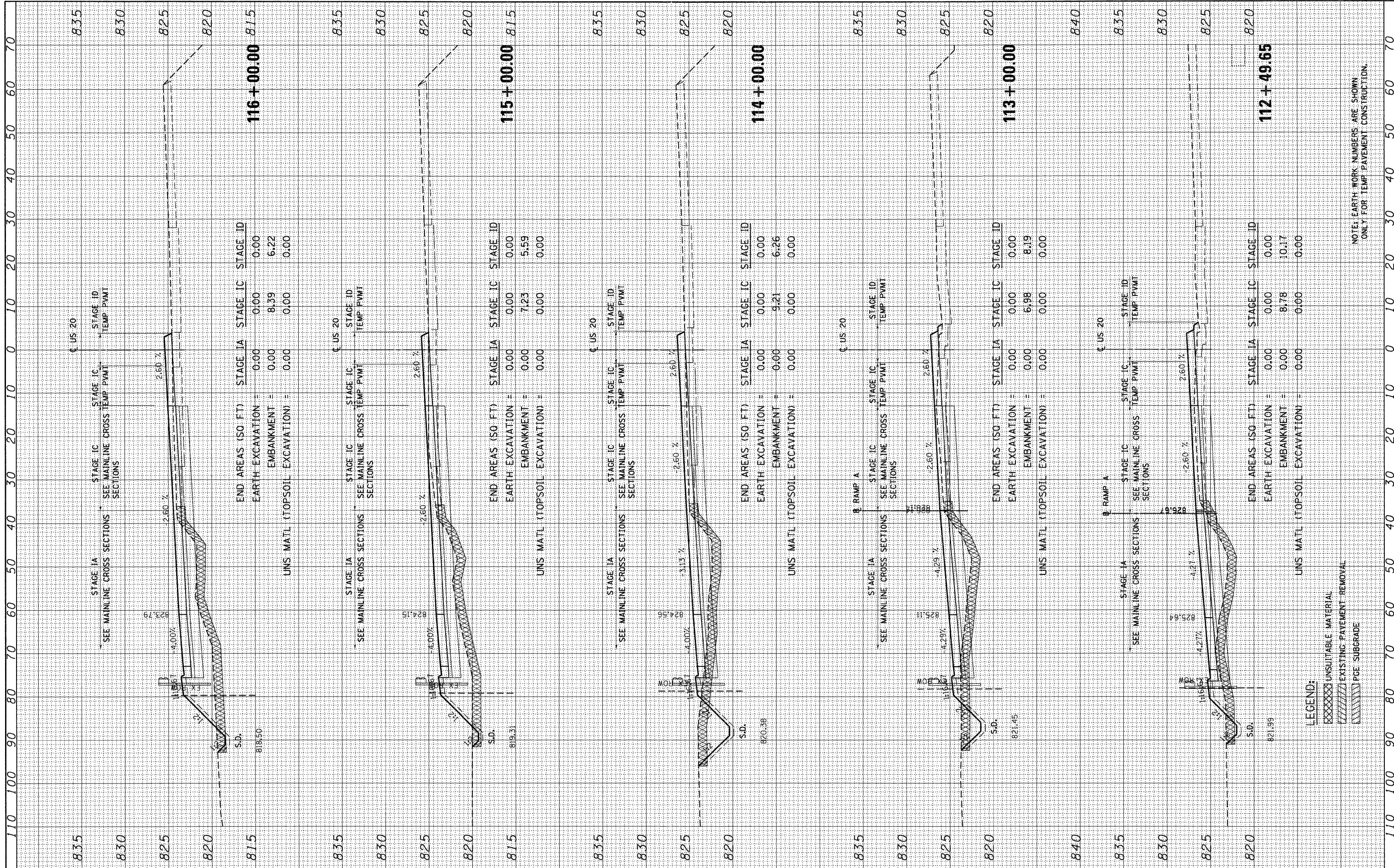
SCALE: HORIZ. 1"=10' VERT. 1"=5'

STA. 109+00.00 TO STA. 112+00.00

F.A. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 576
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60H45	

INITIAL	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		

ORIGINAL	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		



END AREAS (50 FT)

STAGE IA	STAGE IC	STAGE ID
0.00	0.00	0.00
EARTH EXCAVATION =		
0.00	8.39	6.22
EMBANKMENT =		
0.00	0.00	0.00
UNS MATL (TOPSOIL EXCAVATION) =		
0.00	0.00	0.00

END AREAS (50 FT)

STAGE IA	STAGE IC	STAGE ID
0.00	0.00	0.00
EARTH EXCAVATION =		
0.00	7.23	5.59
EMBANKMENT =		
0.00	0.00	0.00
UNS MATL (TOPSOIL EXCAVATION) =		
0.00	0.00	0.00

END AREAS (50 FT)

STAGE IA	STAGE IC	STAGE ID
0.00	0.00	0.00
EARTH EXCAVATION =		
0.00	9.21	6.26
EMBANKMENT =		
0.00	0.00	0.00
UNS MATL (TOPSOIL EXCAVATION) =		
0.00	0.00	0.00

END AREAS (50 FT)

STAGE IA	STAGE IC	STAGE ID
0.00	0.00	0.00
EARTH EXCAVATION =		
0.00	6.98	8.19
EMBANKMENT =		
0.00	0.00	0.00
UNS MATL (TOPSOIL EXCAVATION) =		
0.00	0.00	0.00

END AREAS (50 FT)

STAGE IA	STAGE IC	STAGE ID
0.00	0.00	0.00
EARTH EXCAVATION =		
0.00	8.78	10.17
EMBANKMENT =		
0.00	0.00	0.00
UNS MATL (TOPSOIL EXCAVATION) =		
0.00	0.00	0.00

LEGEND:

[Symbol]	UNSUITABLE MATERIAL
[Symbol]	EXISTING PAVEMENT REMOVAL
[Symbol]	PGE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

FILE NAME =	USER NAME = #USER#
#FILE#	
PLOT SCALE = #SCALE#	DESIGNED - MRK
	DRAWN - MRK
PLOT DATE = #DATE#	CHECKED - DDH
	DATE - 12/16/11

DESIGNED - MRK	REVISED -
DRAWN - MRK	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/16/11	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

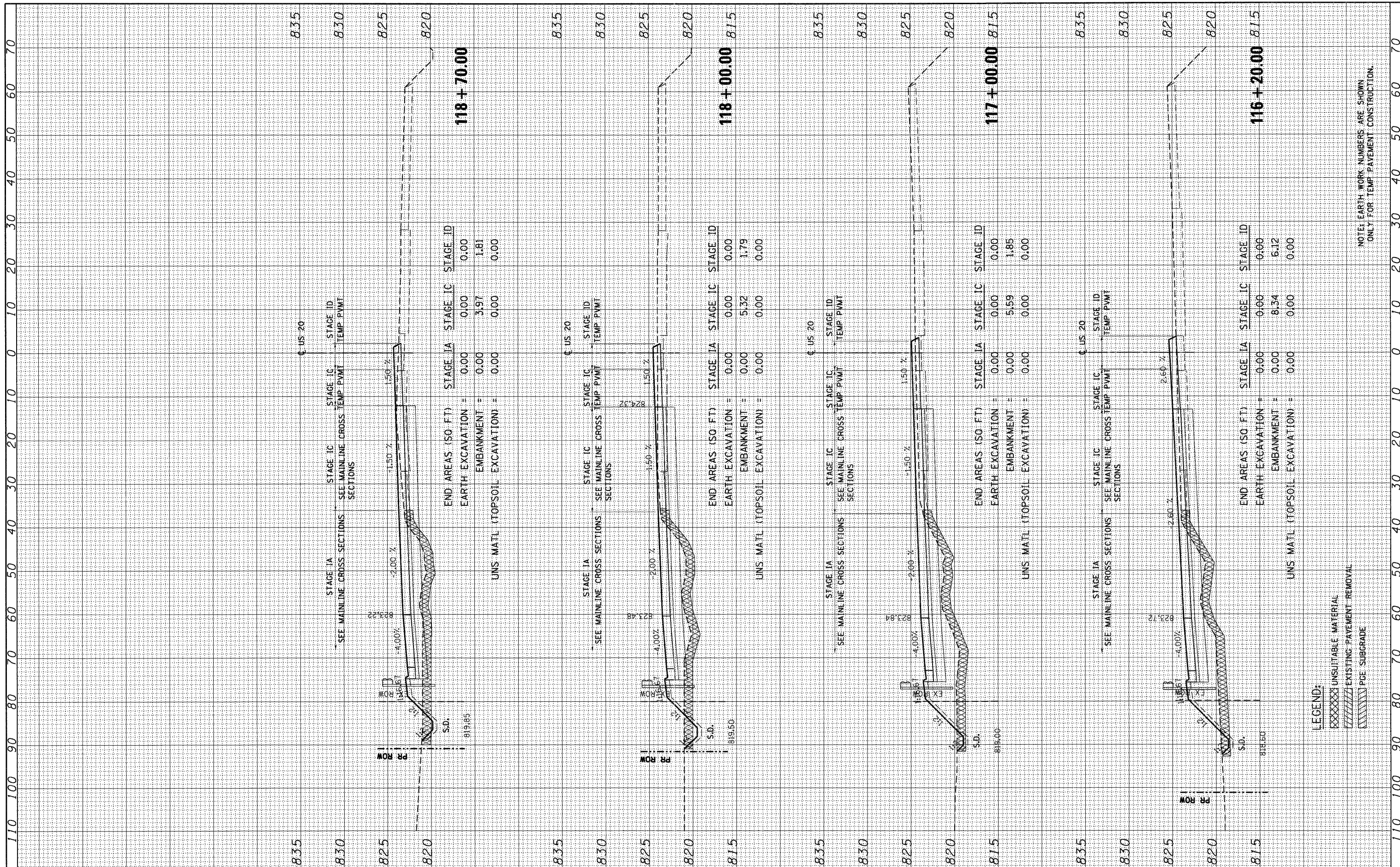
US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID

SCALE: HORIZ. 1"=10' VERT. 1"=5' STA. 112+49.65 TO STA. 116+00.00

F.A. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 577
CONTRACT NO. 60H45			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS		
	CHECKED		



END AREAS (SQ. FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION =    0.00    0.00    0.00

EMBANKMENT =        0.00    3.97    1.81

UNS MATL (TOPSOIL EXCAVATION) =    0.00    0.00    0.00

END AREAS (SQ. FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION =    0.00    0.00    0.00

EMBANKMENT =        0.00    5.32    1.79

UNS MATL (TOPSOIL EXCAVATION) =    0.00    0.00    0.00

END AREAS (SQ. FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION =    0.00    0.00    0.00

EMBANKMENT =        0.00    5.59    1.85

UNS MATL (TOPSOIL EXCAVATION) =    0.00    0.00    0.00

END AREAS (SQ. FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION =    0.00    0.00    0.00

EMBANKMENT =        0.00    8.34    6.12

UNS MATL (TOPSOIL EXCAVATION) =    0.00    0.00    0.00

LEGEND:

XXXXX UNSUITABLE MATERIAL

XXXXX EXISTING PAVEMENT REMOVAL

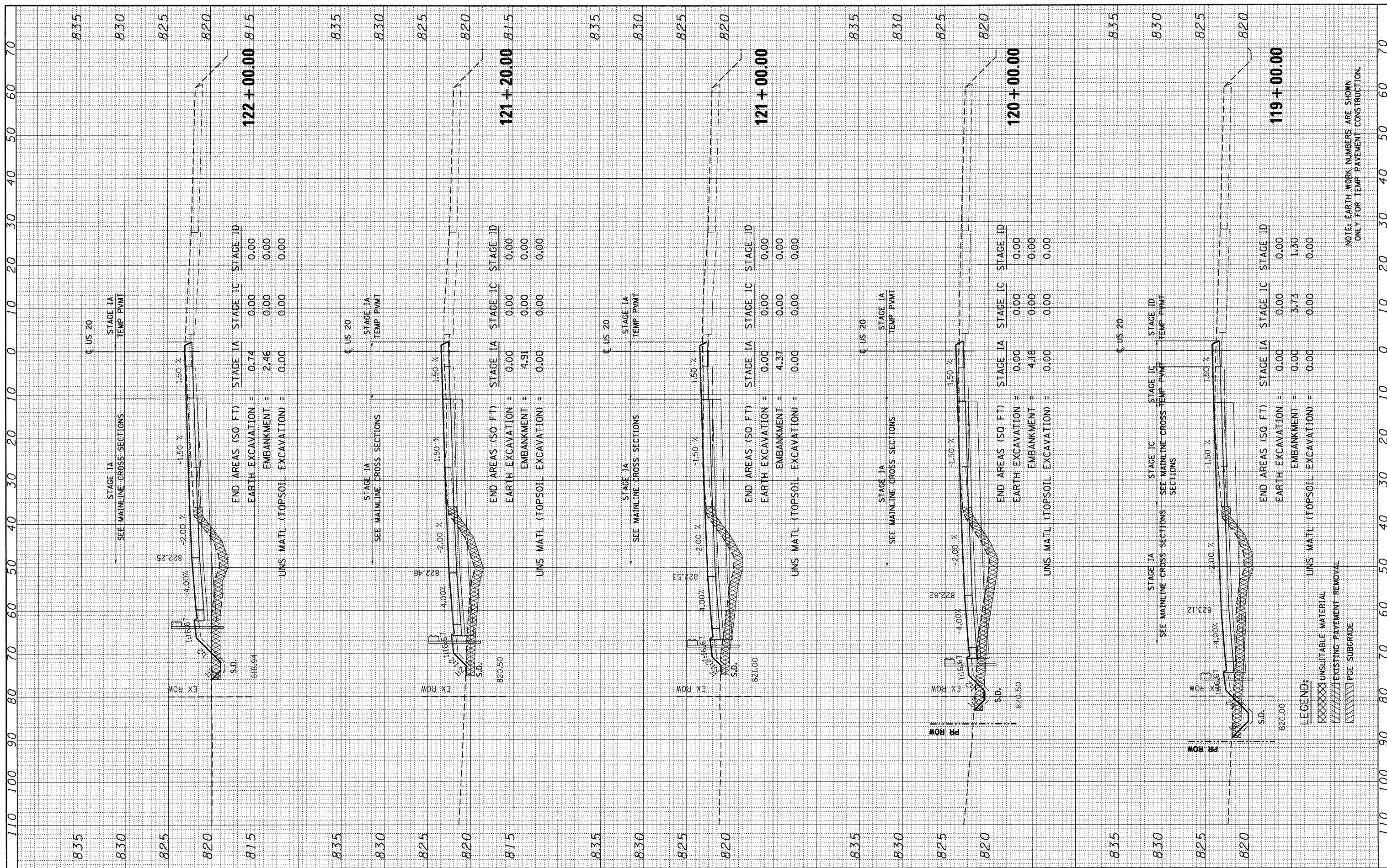
XXXXX PGE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

FILE NAME = #FILEL*	USER NAME = #USER*	DESIGNED - MRK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID</b>		F.A. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 578	
	PLOT SCALE = #SCALE*	CHECKED - DDH	REVISED -		SCALE: HORIZ. 1"=10'	VERT. 1"=5'	STA. 116+20.00 TO STA. 118+70.00	ILLINOIS FED. AID PROJECT				
	PLOT DATE = #DATE*	DATE - 12/16/11	REVISED -		CONTRACT NO. 60H45							

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = #USER#
#FILE#	
PLOT SCALE = #SCALE#	
PLOT DATE = #DATE#	

DESIGNED - MRK	REVISED -
DRAWN - MRK	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/16/11	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID**

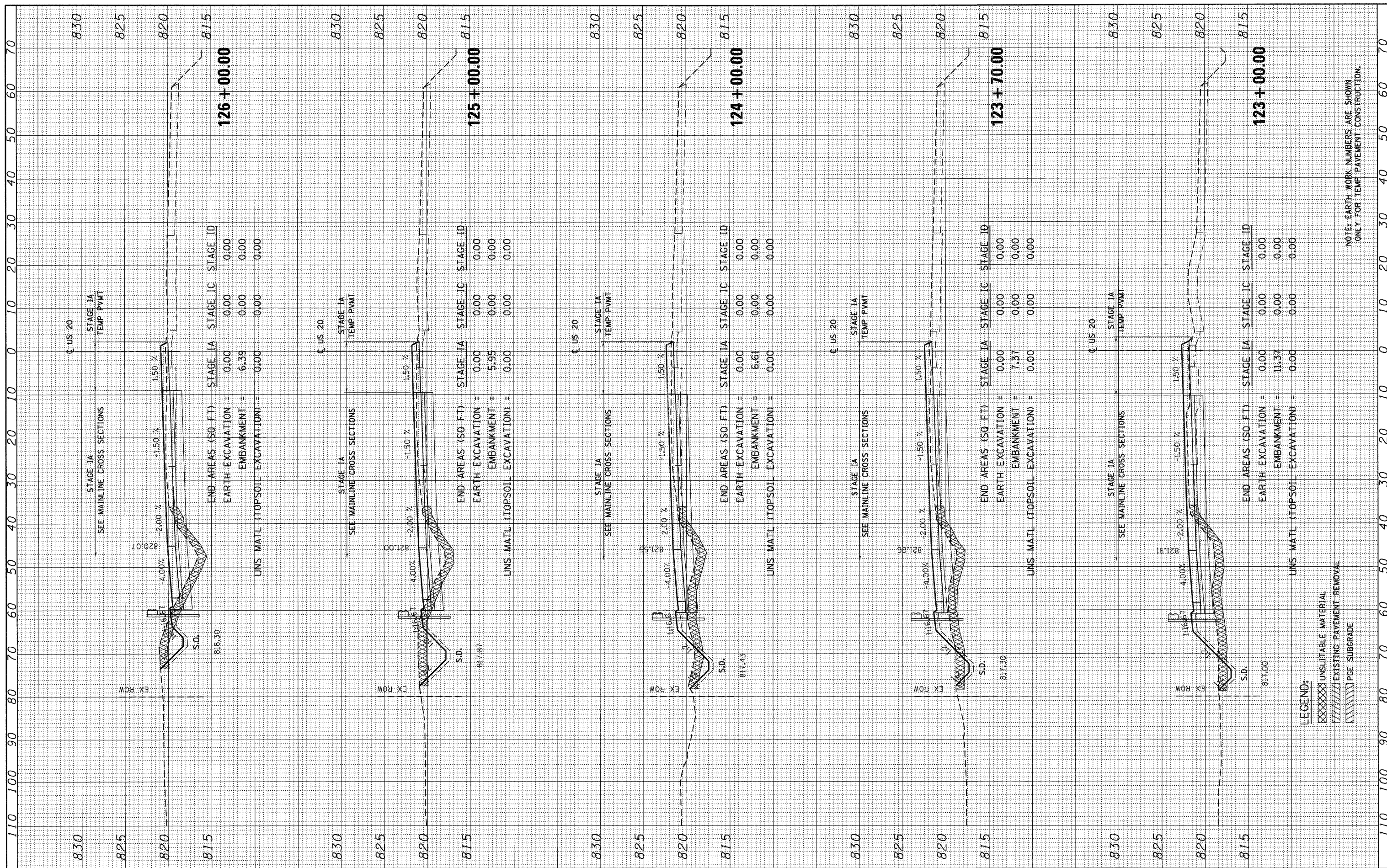
SCALE: HORIZ. 1"=10'    VERT. 1"=5'    STA. 119+00.00 TO STA. 122+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	579
CONTRACT NO. 60H45				
ILLINOIS FED. AID PROJECT				

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP. PAVEMENT CONSTRUCTION.

LEGEND:

XXXXXX	UNSUITABLE MATERIAL
	EXISTING PAVEMENT REMOVAL
	PGE SUBGRADE

FILE NAME =	USER NAME = #USER#
#FILE#	
PLOT SCALE = #SCALE#	
PLOT DATE = #DATE#	

DESIGNED - MRK	REVISED -
DRAWN - MRK	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/16/11	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID

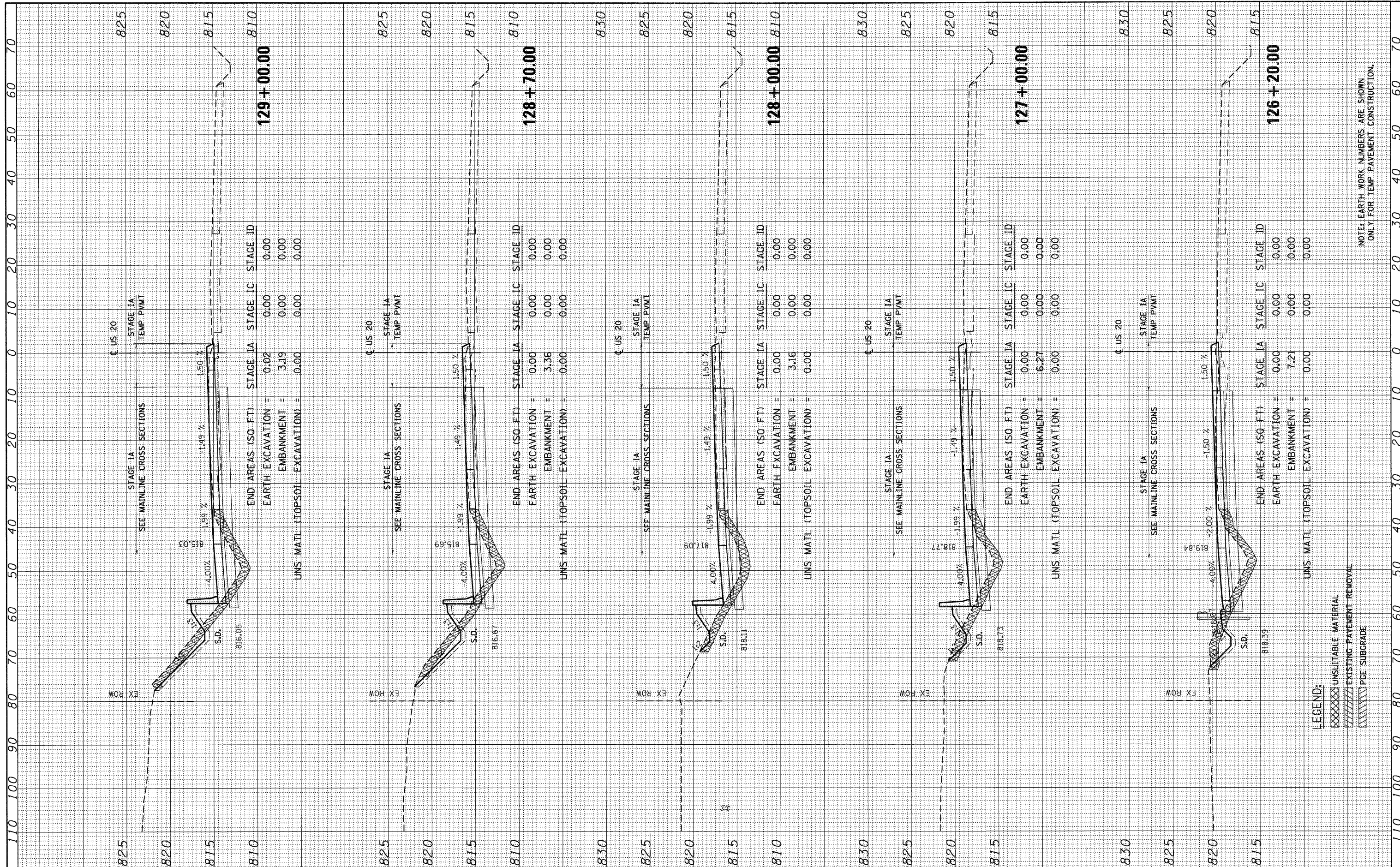
SCALE: HORIZ. 1"=10' VERT. 1"=5' STA. 123+00.00 TO STA. 126+00.00

F.A. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 580
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60H45	



FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



**129+00.00**

**128+70.00**

**128+00.00**

**127+00.00**

**126+20.00**

END AREAS (SQ. FT)

STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION = 0.02	0.00	0.00
EMBANKMENT = 3.19	0.00	0.00
UNS. MATL (TOPSOIL) EXCAVATION = 0.00	0.00	0.00

END AREAS (SQ. FT)

STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION = 0.00	0.00	0.00
EMBANKMENT = 3.36	0.00	0.00
UNS. MATL (TOPSOIL) EXCAVATION = 0.00	0.00	0.00

END AREAS (SQ. FT)

STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION = 0.00	0.00	0.00
EMBANKMENT = 3.16	0.00	0.00
UNS. MATL (TOPSOIL) EXCAVATION = 0.00	0.00	0.00

END AREAS (SQ. FT)

STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION = 0.00	0.00	0.00
EMBANKMENT = 6.27	0.00	0.00
UNS. MATL (TOPSOIL) EXCAVATION = 0.00	0.00	0.00

END AREAS (SQ. FT)

STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION = 0.00	0.00	0.00
EMBANKMENT = 7.21	0.00	0.00
UNS. MATL (TOPSOIL) EXCAVATION = 0.00	0.00	0.00

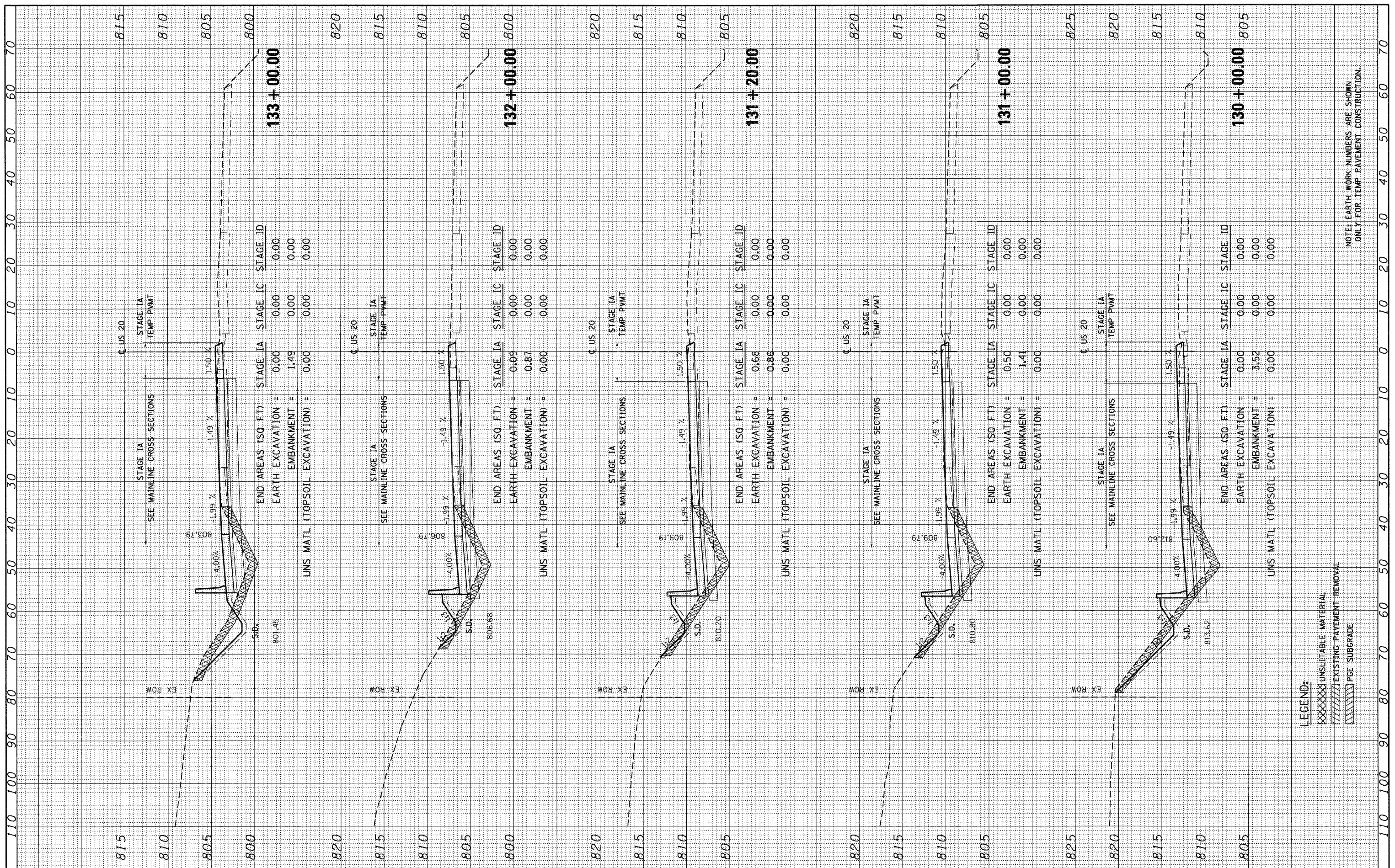
**LEGEND:**

	UNSUITABLE MATERIAL
	EXISTING PAVEMENT REMOVAL
	PCE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP. PAVEMENT CONSTRUCTION.

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

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



133 + 00.00

132 + 00.00

131 + 20.00

131 + 00.00

130 + 00.00

FILE NAME =	USER NAME = #USER#
#FILEL#	
PLOT SCALE = #SCALE#	
PLOT DATE = #DATE#	

DESIGNED - MRK	REVISED -
DRAWN - MRK	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/16/11	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID

SCALE: HORIZ. 1"=10' VERT. 1"=5'  
STA. 130+00.00 TO STA. 133+00.00

F.A. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 582
CONTRACT NO. 60H45			ILLINOIS FED. AID PROJECT	

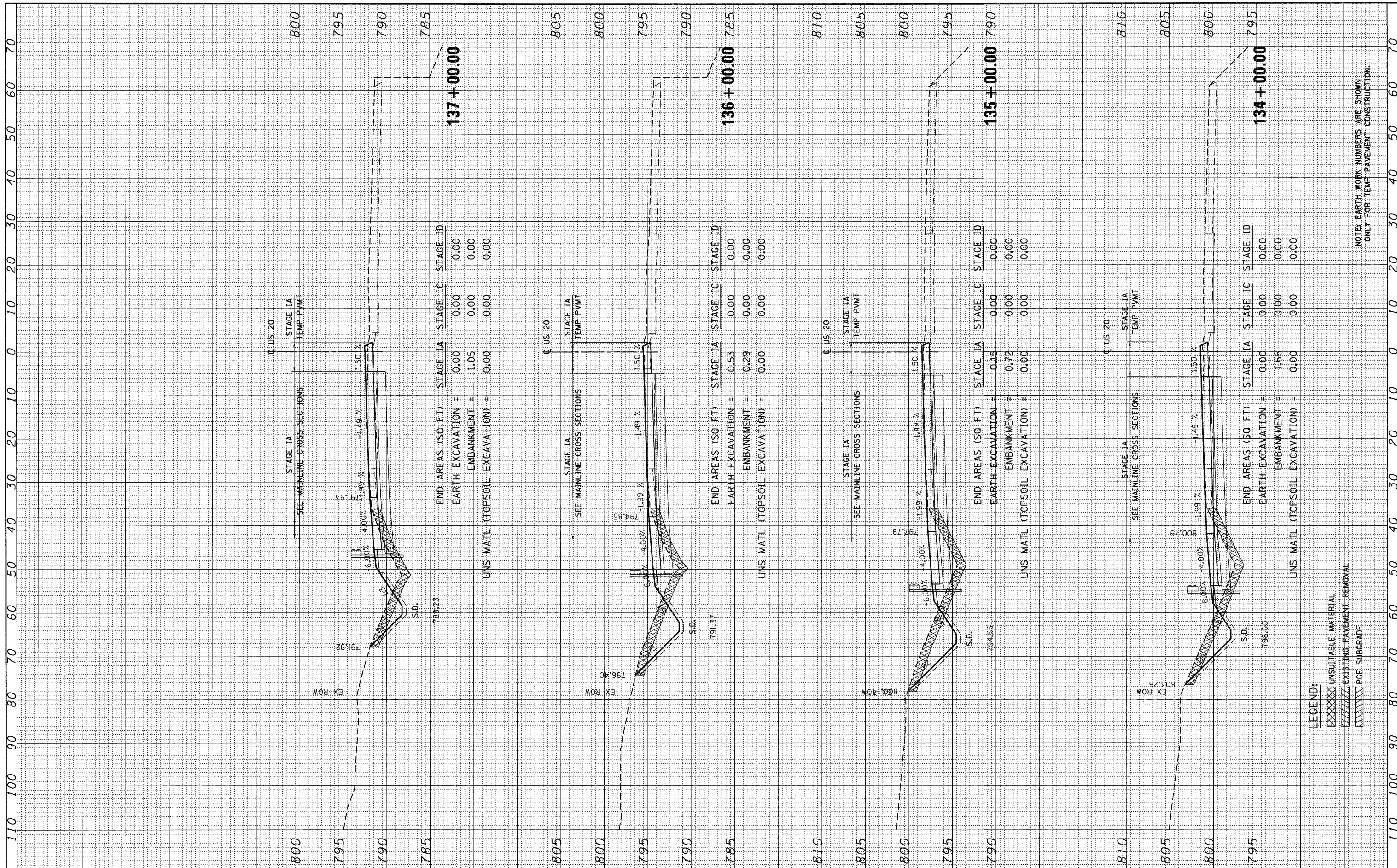
LEGEND:

XXXXXX	UNSUITABLE MATERIAL
XXXXXX	EXISTING PAVEMENT REMOVAL
XXXXXX	PGE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

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

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



LEGEND:  
 UNSUITABLE MATERIAL  
 EXISTING PAYMENT REMOVAL  
 POE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAYMENT CONSTRUCTION.

FILE NAME = #FILEL#

USER NAME = #USER#

DESIGNED - MRK  
 DRAWN - MRK  
 CHECKED - DDH  
 DATE - 12/16/11

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

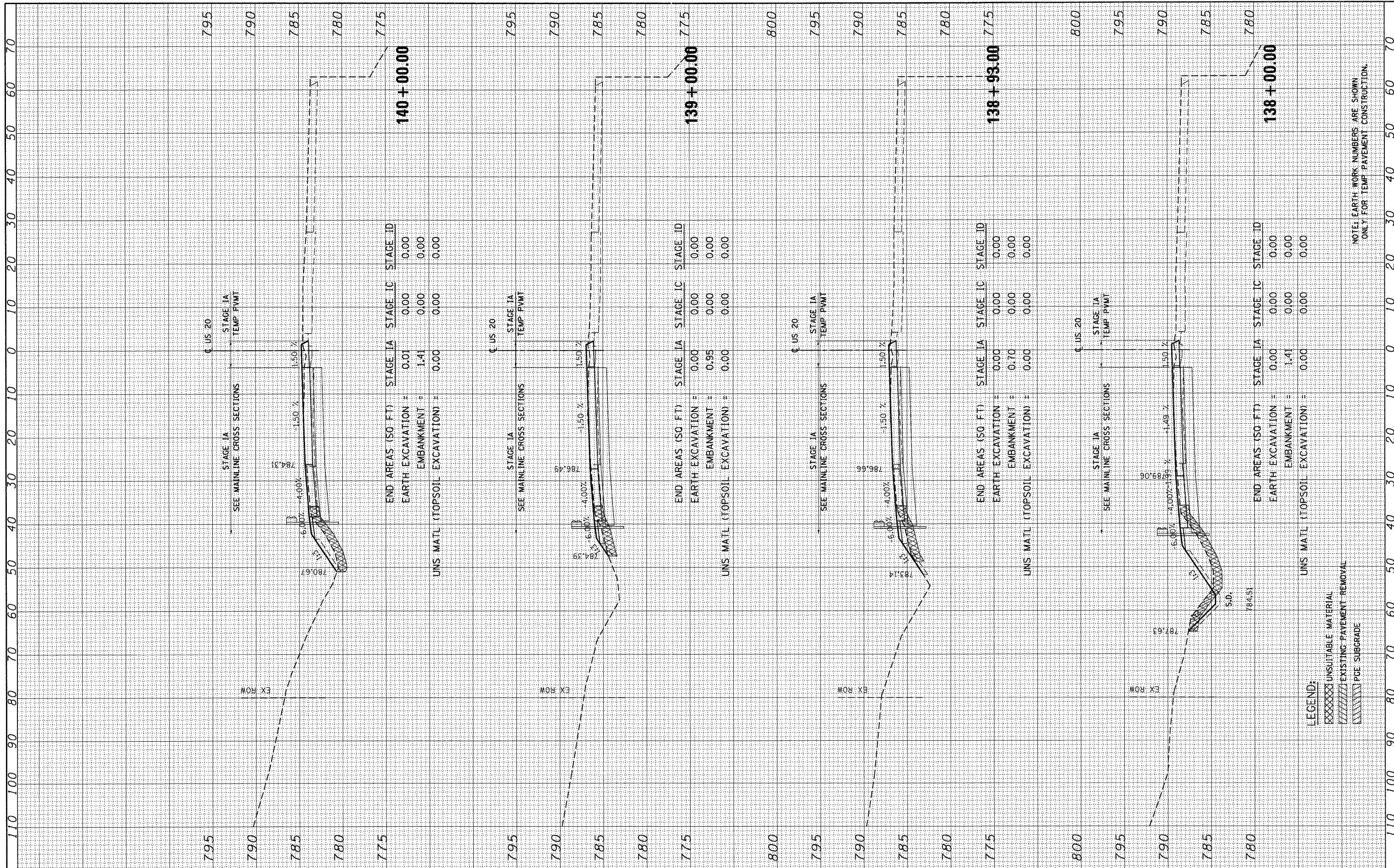
US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID

SCALE: HORIZ. 1"=10' VERT. 1"=5'  
 STA. 134+00.00 TO STA. 137+00.00

F.A. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 583
CONTRACT NO. 60H45			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



END AREAS (SQ FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION = 0.01    0.00    0.00    0.00

EMBANKMENT = 1.41    0.00    0.00    0.00

UNS MATL (TOPSOIL EXCAVATION) = 0.00    0.00    0.00    0.00

END AREAS (SQ FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION = 0.00    0.00    0.00    0.00

EMBANKMENT = 0.95    0.00    0.00    0.00

UNS MATL (TOPSOIL EXCAVATION) = 0.00    0.00    0.00    0.00

END AREAS (SQ FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION = 0.00    0.00    0.00    0.00

EMBANKMENT = 0.70    0.00    0.00    0.00

UNS MATL (TOPSOIL EXCAVATION) = 0.00    0.00    0.00    0.00

END AREAS (SQ FT)    STAGE IA    STAGE IC    STAGE ID

EARTH EXCAVATION = 0.00    0.00    0.00    0.00

EMBANKMENT = 1.41    0.00    0.00    0.00

UNS MATL (TOPSOIL EXCAVATION) = 0.00    0.00    0.00    0.00

LEGEND:

XXXXX UNSUITABLE MATERIAL

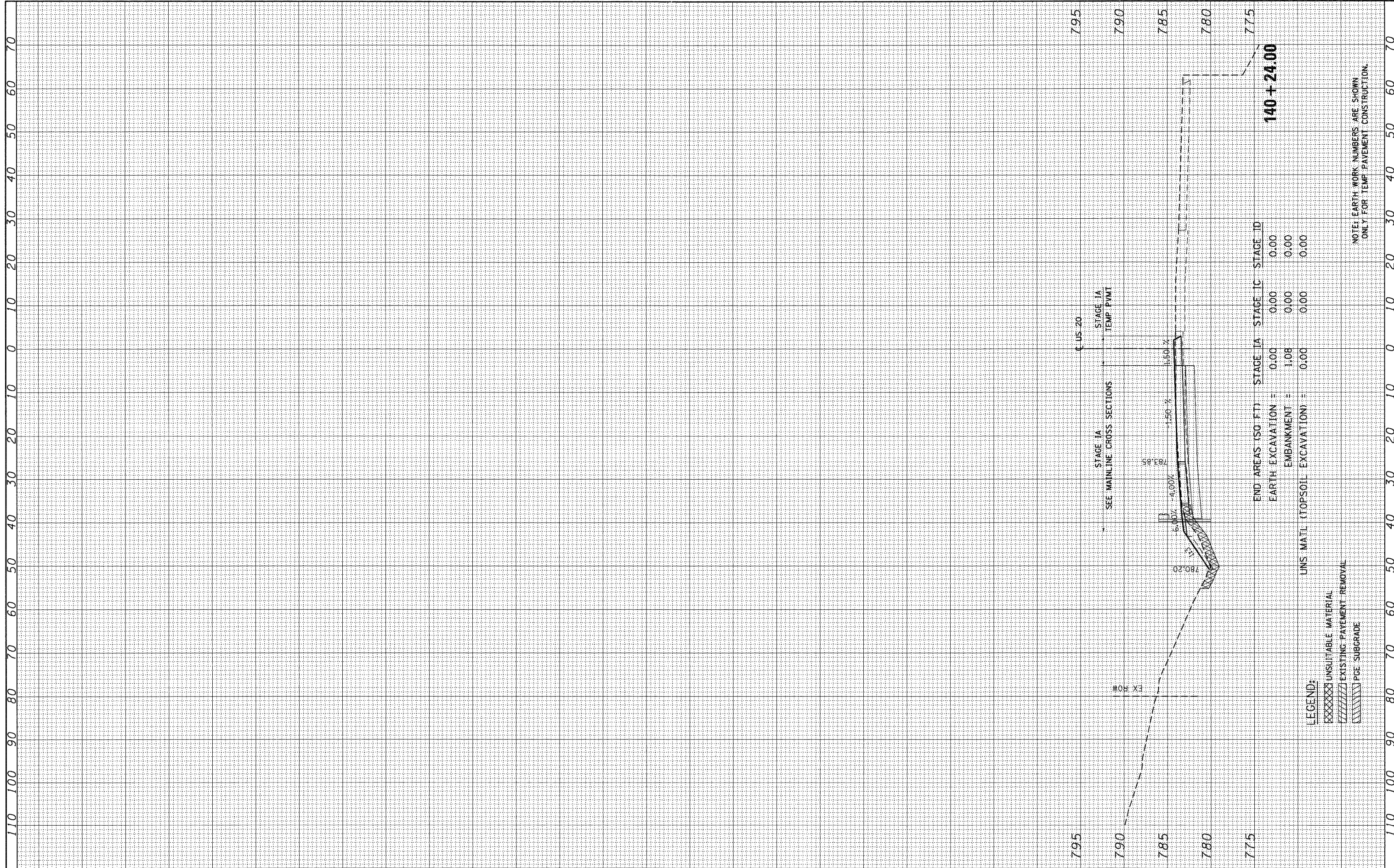
XXXXX EXISTING PAVEMENT REMOVAL

XXXXX PCE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

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

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



END AREAS (SQ FT)	STAGE IA	STAGE IC	STAGE ID
EARTH EXCAVATION =	0.00	0.00	0.00
EMBANKMENT =	1.08	0.00	0.00
LINS MATL (TOPSOIL EXCAVATION) =	0.00	0.00	0.00

**LEGEND:**

XXXXXX	UNSUITABLE MATERIAL
	EXISTING PAVEMENT REMOVAL
	PGE SUBGRADE

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION.

FILE NAME = #FILE#

USER NAME = #USER#

PLOT SCALE = #SCALE#

PLOT DATE = #DATE#

DESIGNED - MRK	REVISED -
DRAWN - MRK	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/16/11	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

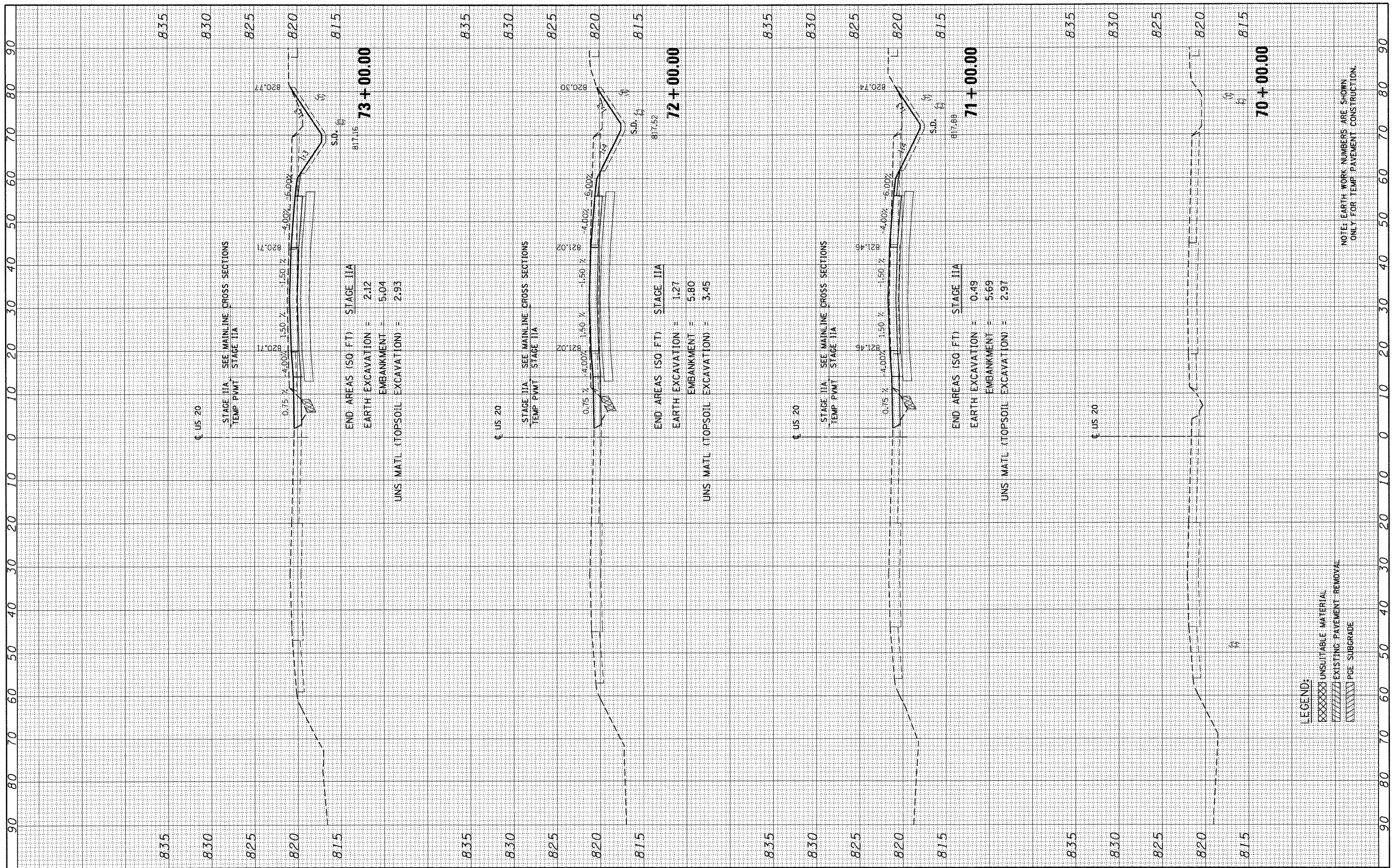
**US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IA, IC AND ID**

SCALE: HORIZ. 1"=10'    VERT. 1"=5'    STA. 140+24.00 TO STA. 140+24.00

F.A. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 585
			CONTRACT NO. 60H45	
ILLINOIS FED. AID PROJECT				

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

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



NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP. PAVEMENT CONSTRUCTION.

LEGEND:

XXXXXX	UNSUITABLE MATERIAL
	EXISTING PAVEMENT REMOVAL
	PGE SUBGRADE

FILE NAME =	USER NAME = #USER#
#FILE#	

DESIGNED - MRK	REVISED -
DRAWN - MRK	REVISED -
CHECKED - DDH	REVISED -
DATE - 12/16/11	REVISED -

PLLOT SCALE = #SCALE#	
PLLOT DATE = #DATE#	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

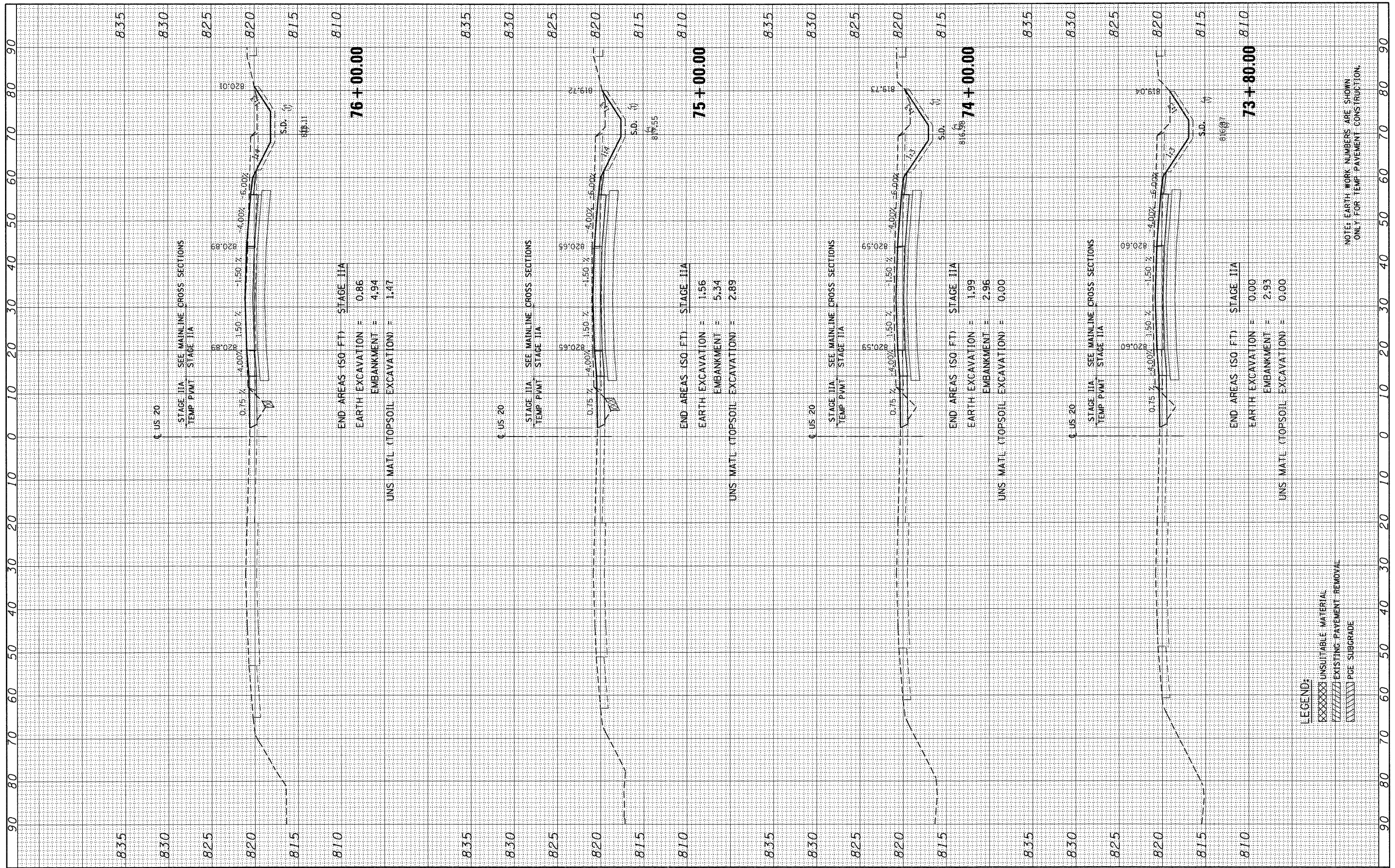
US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IIA

SCALE: HORIZ. 1"=10' VERT. 1"=5'  
STA. 70+00.00 TO STA. 73+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BR-R	KANE	794	586
CONTRACT NO. 60H45				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = #USER#
#FILE#	
PLOT SCALE = #SCALE#	DESIGNED - MRK
PLOT DATE = #DATE#	DATE - 12/16/11

DESIGNED - MRK	REVISOR
DRAWN - MRK	REVISOR
CHECKED - DDH	REVISOR
DATE - 12/16/11	REVISOR

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IIA**

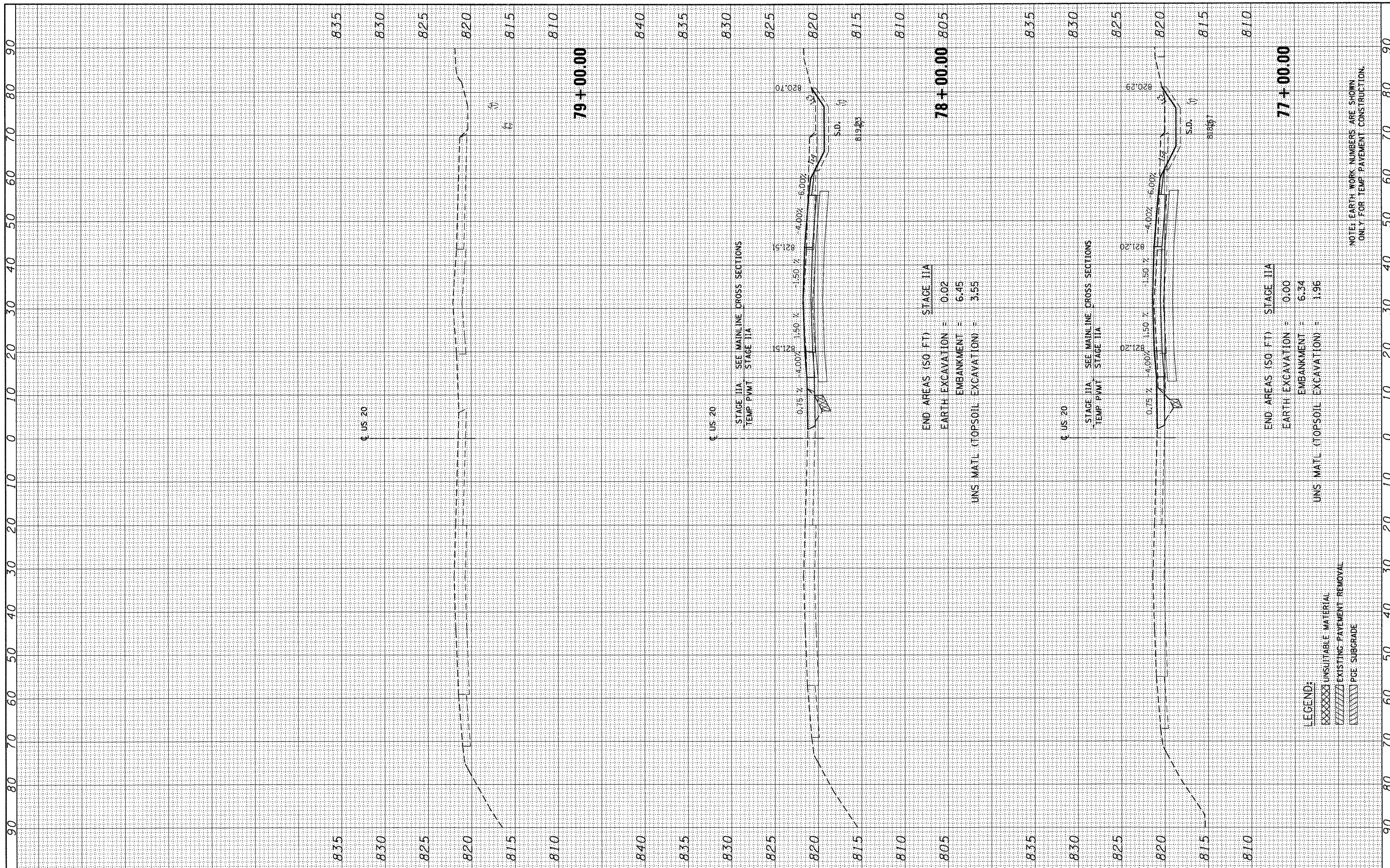
SCALE: HORIZ. 1"=10' VERT. 1"=5'

STA. 73+80.00 TO STA. 76+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	587
CONTRACT NO. 60H45			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS	TEMPLATE		
AREAS CHECKED			

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS	TEMPLATE		
AREAS CHECKED			



END AREAS (SQ FT) STAGE IIA  
 EARTH EXCAVATION = 0.02  
 EMBANKMENT = 6.45  
 UNS MATL (TOPSOIL EXCAVATION) = 3.55

END AREAS (SQ FT) STAGE IIA  
 EARTH EXCAVATION = 0.00  
 EMBANKMENT = 6.34  
 UNS MATL (TOPSOIL EXCAVATION) = 1.96

NOTE: EARTH WORK NUMBERS ARE SHOWN ONLY FOR TEMP PAVEMENT CONSTRUCTION

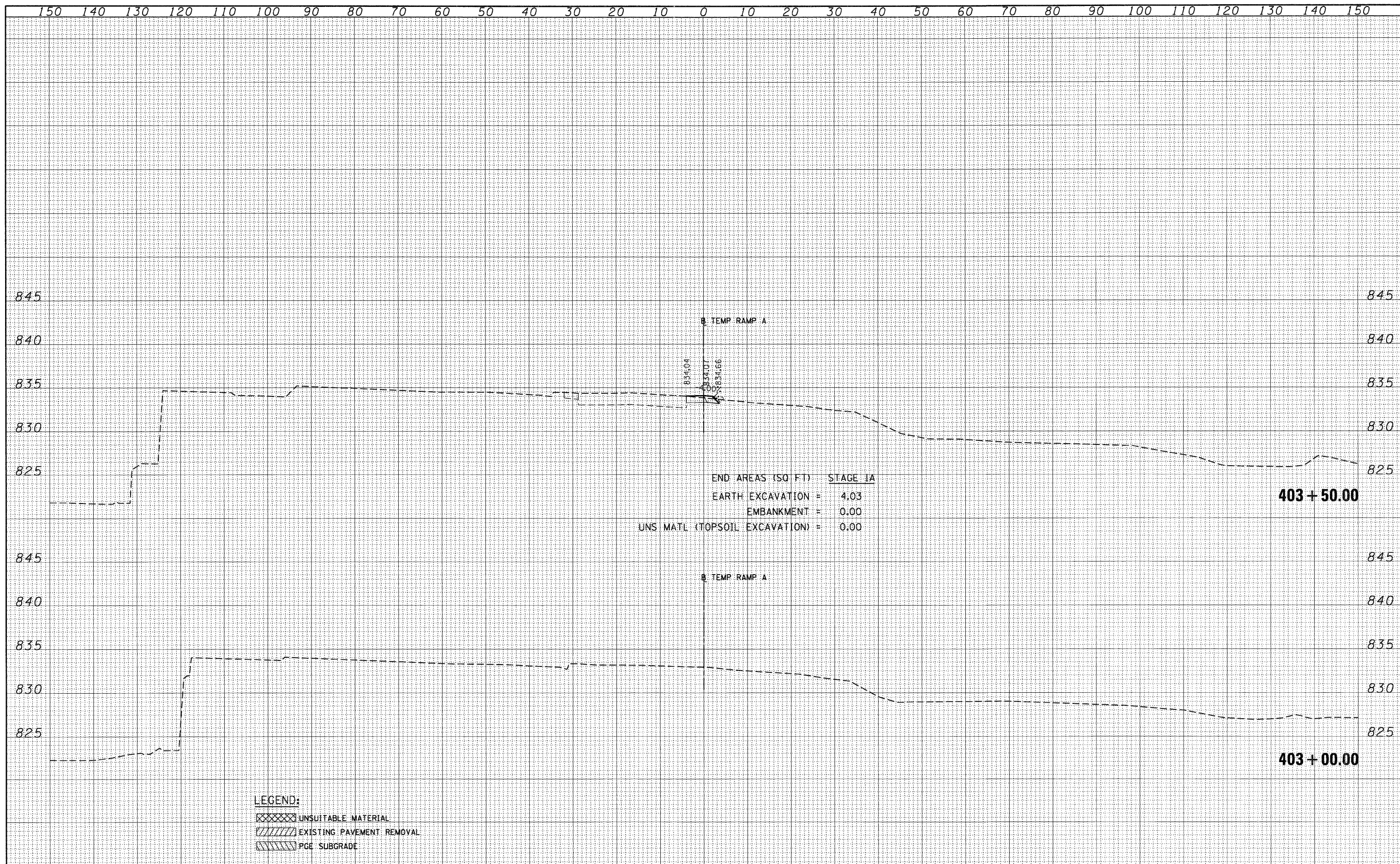
FILE NAME =	USER NAME = #USER#	DESIGNED - MRK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>US20 MEDIAN TEMP PVMT CROSS SECTIONS - STAGE IIA</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - MRK	REVISED -			345	8R-R	KANE	794	588	
PLOT SCALE = #SCALE#		CHECKED - DDH	REVISED -			CONTRACT NO. 60H45					
PLOT DATE = #DATE#		DATE - 12/16/11	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: HORIZ. 1"=10' VERT. 1"=5' STA. 77+00.00 TO STA. 79+00.00



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

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

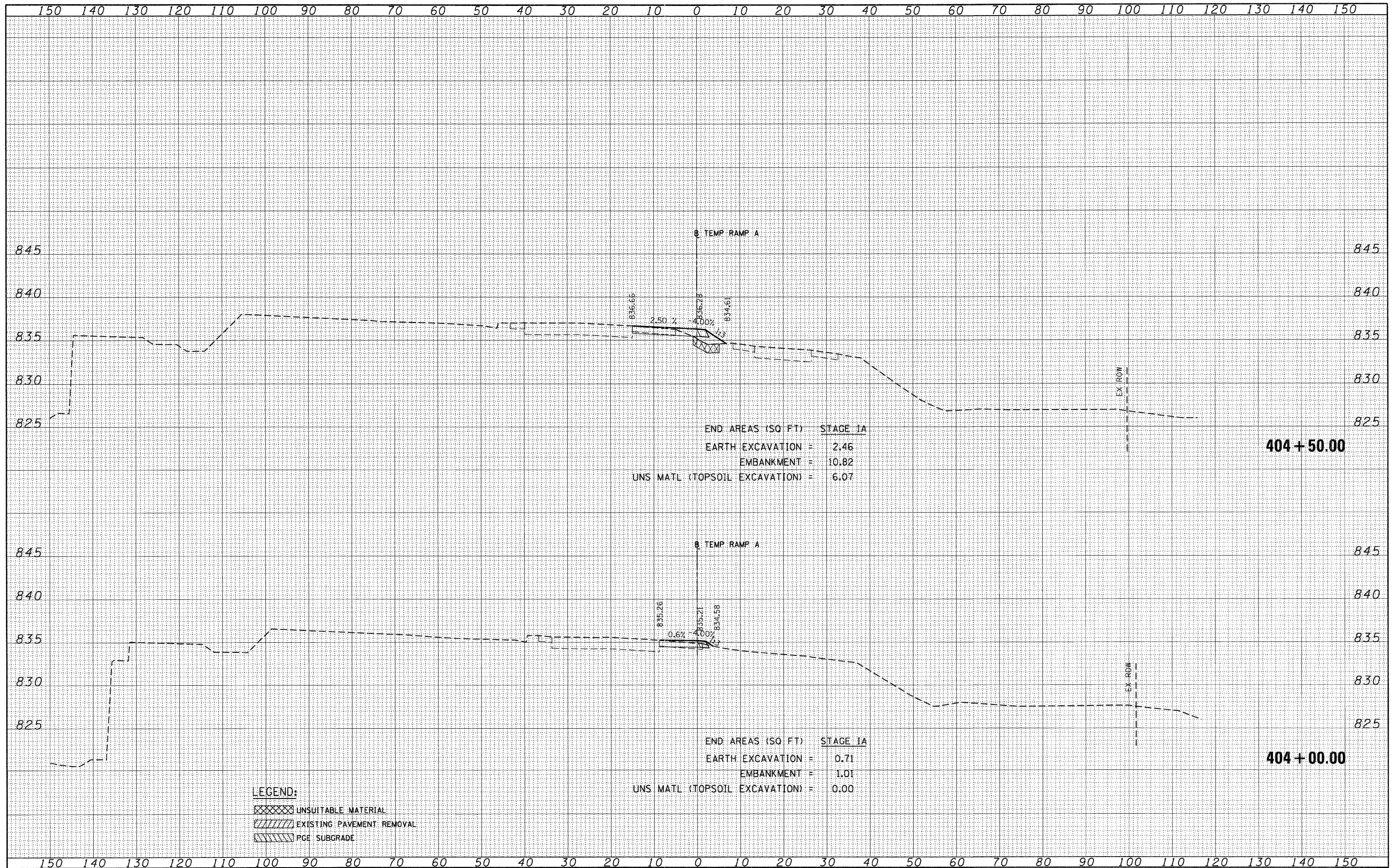


**LEGEND:**  
 [Cross-hatched] UNSUITABLE MATERIAL  
 [Diagonal lines] EXISTING PAVEMENT REMOVAL  
 [Wavy lines] PGE SUBGRADE

FILE NAME =	USER NAME = #USER#	DESIGNED - AMB	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY RAMP A CROSS SECTIONS - STAGE IA</b>	F.A. RTE. 345	SECTION BR-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 589	
\$FILEL\$		DRAWN - AMB	REVISED -			SCALE: HORIZ. 1"=10'    VERT. 1"=5'		STA. 403+00.00 TO STA. 403+50.00		CONTRACT NO. 60H45	
		CHECKED - PB	REVISED -			ILLINOIS FED. AID PROJECT					
		DATE - 12/16/11	REVISED -								

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

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

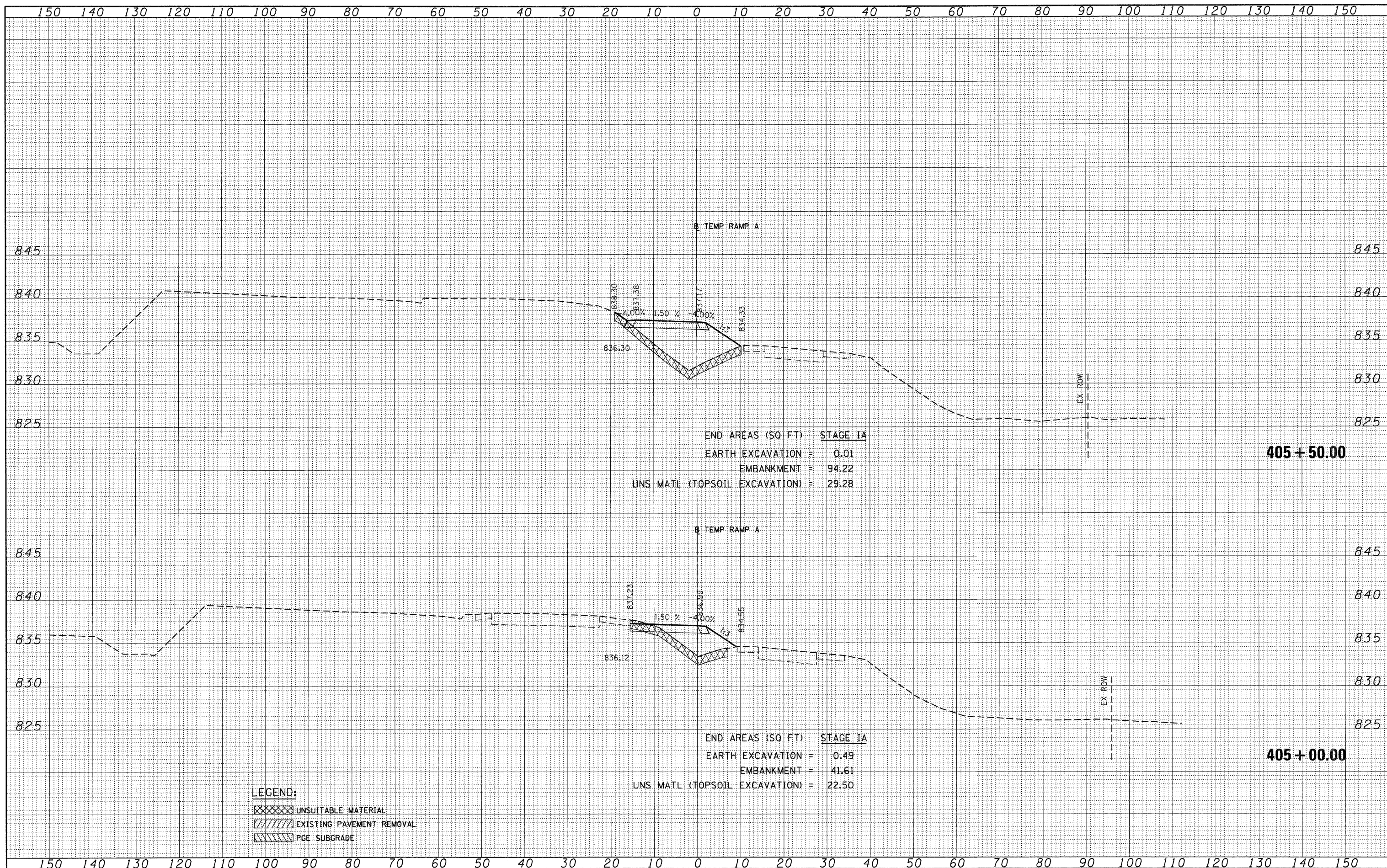


**LEGEND:**

- UNSUITABLE MATERIAL
- EXISTING PAVEMENT REMOVAL
- PGE SUBGRADE

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



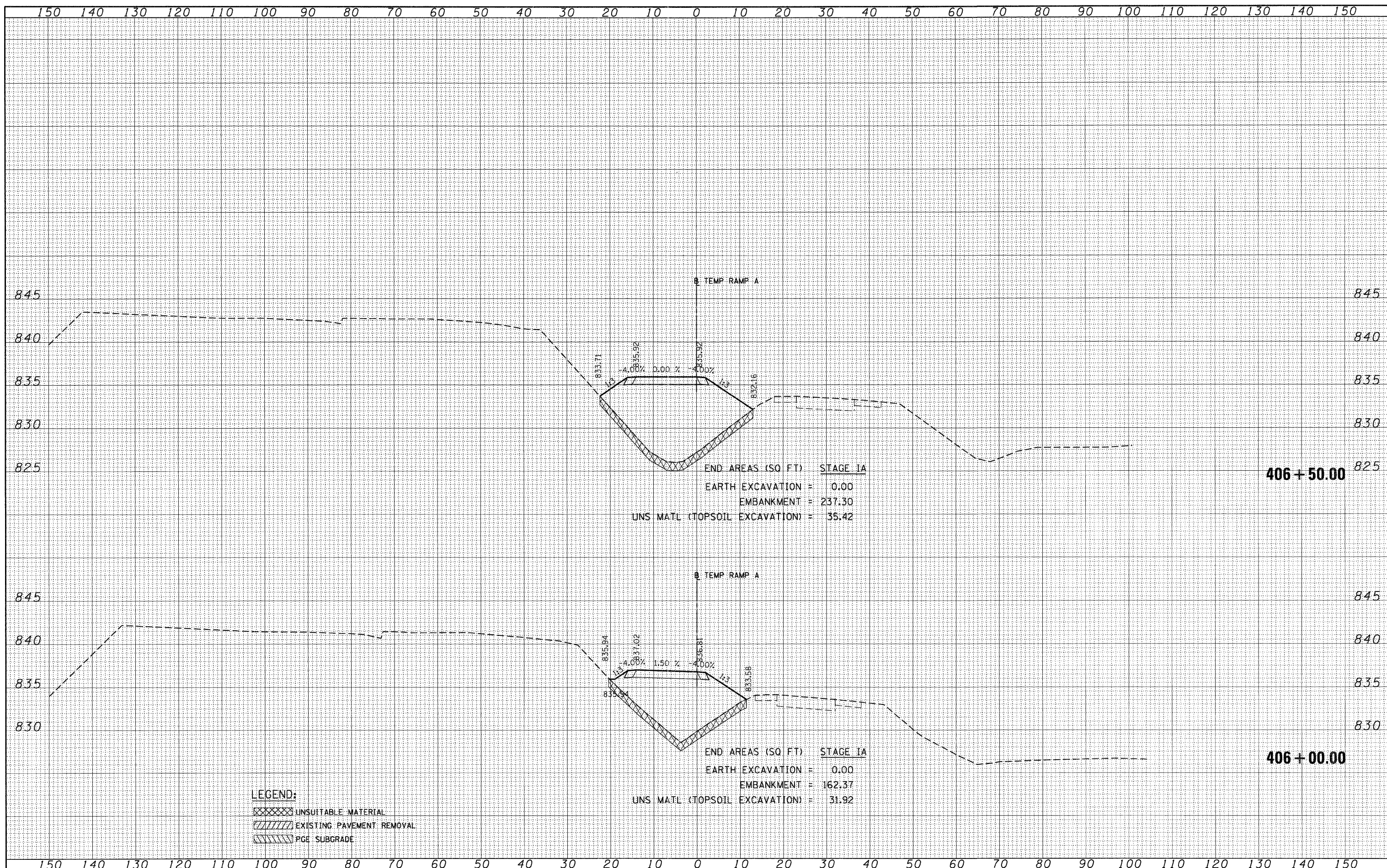
END AREAS (SQ FT) STAGE IA  
 EARTH EXCAVATION = 0.01  
 EMBANKMENT = 94.22  
 UNS MATL (TOPSOIL EXCAVATION) = 29.28

END AREAS (SQ FT) STAGE IA  
 EARTH EXCAVATION = 0.49  
 EMBANKMENT = 41.61  
 UNS MATL (TOPSOIL EXCAVATION) = 22.50

**LEGEND:**  
 [Hatched Box] UNSUITABLE MATERIAL  
 [Hatched Box] EXISTING PAVEMENT REMOVAL  
 [Hatched Box] PGE SUBGRADE

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



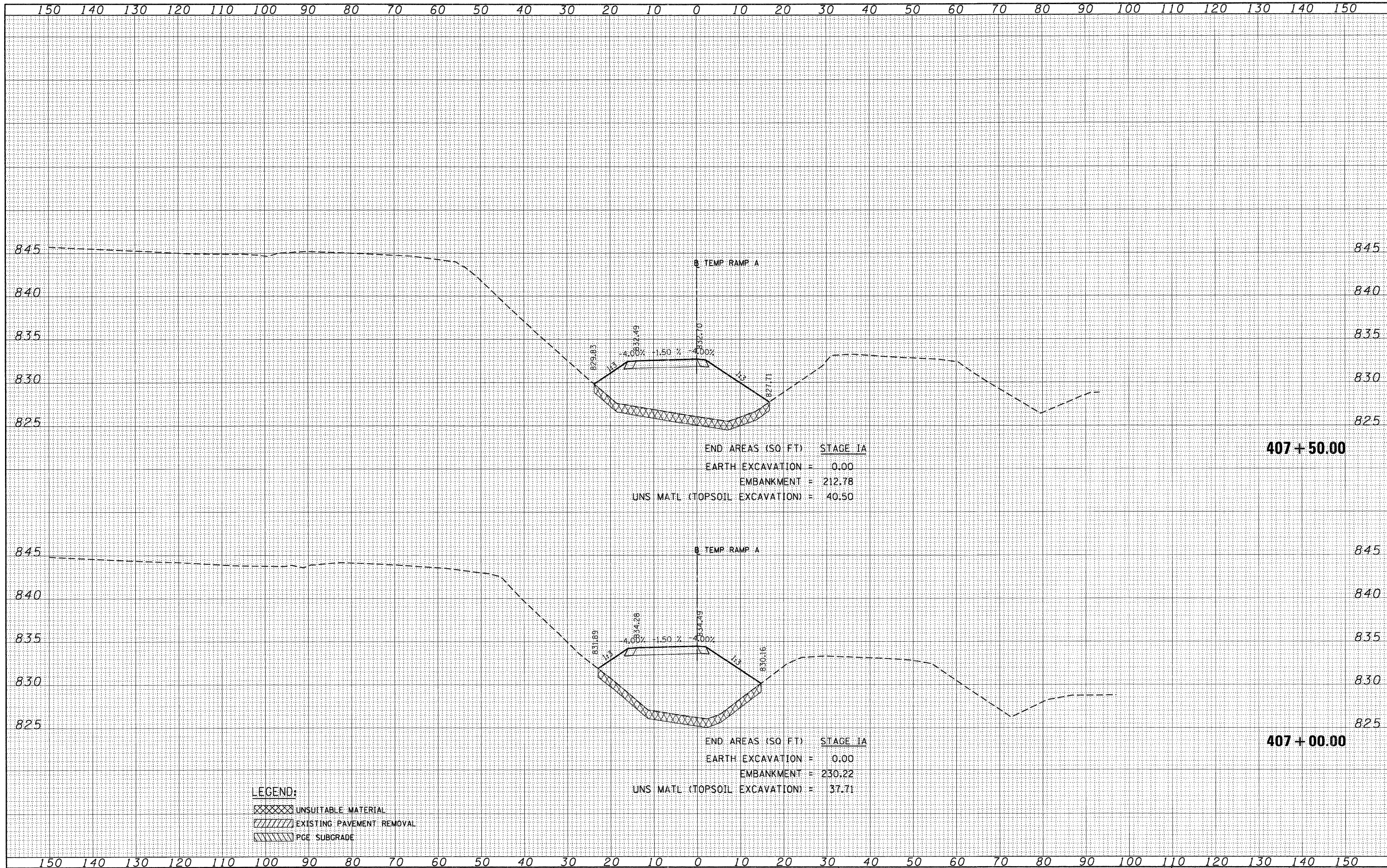
END AREAS (SQ FT) STAGE IA  
 EARTH EXCAVATION = 0.00  
 EMBANKMENT = 237.30  
 UNS MATL (TOPSOIL EXCAVATION) = 35.42

END AREAS (SQ FT) STAGE IA  
 EARTH EXCAVATION = 0.00  
 EMBANKMENT = 162.37  
 UNS MATL (TOPSOIL EXCAVATION) = 31.92

**LEGEND:**  
 [Cross-hatched] UNSUITABLE MATERIAL  
 [Diagonal lines] EXISTING PAVEMENT REMOVAL  
 [Wavy lines] PGE SUBGRADE

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



**LEGEND:**  
 [Cross-hatched] UNSUITABLE MATERIAL  
 [Diagonal lines] EXISTING PAVEMENT REMOVAL  
 [Horizontal lines] PCE SUBGRADE

FILE NAME =  
 #FILE#

USER NAME = #USER#  
 PLOT SCALE = #SCALE#  
 PLOT DATE = #DATE#

DESIGNED - AMB  
 DRAWN - AMB  
 CHECKED - PB  
 DATE - 12/16/11

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

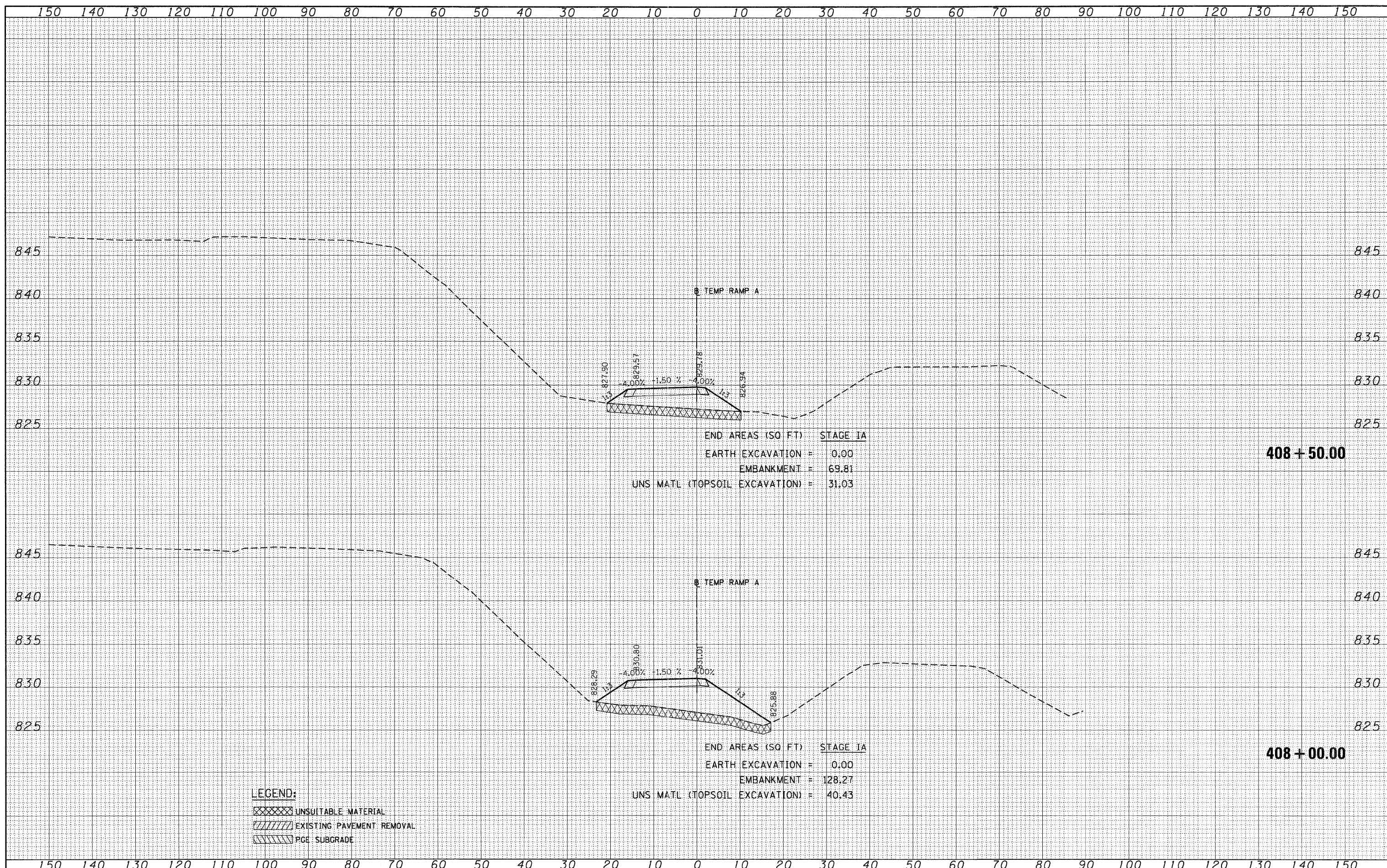
**TEMPORARY RAMP A CROSS SECTIONS - STAGE IA**

SCALE: HORIZ. 1"=10' VERT. 1"=5' STA. 407+00.00 TO STA. 407+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BR-R	KANE	794	593
CONTRACT NO. 60H45			ILLINOIS FED. AID PROJECT	

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



END AREAS (SQ FT) STAGE IA  
 EARTH EXCAVATION = 0.00  
 EMBANKMENT = 69.81  
 UNS MATL (TOPSOIL EXCAVATION) = 31.03

**408 + 50.00**

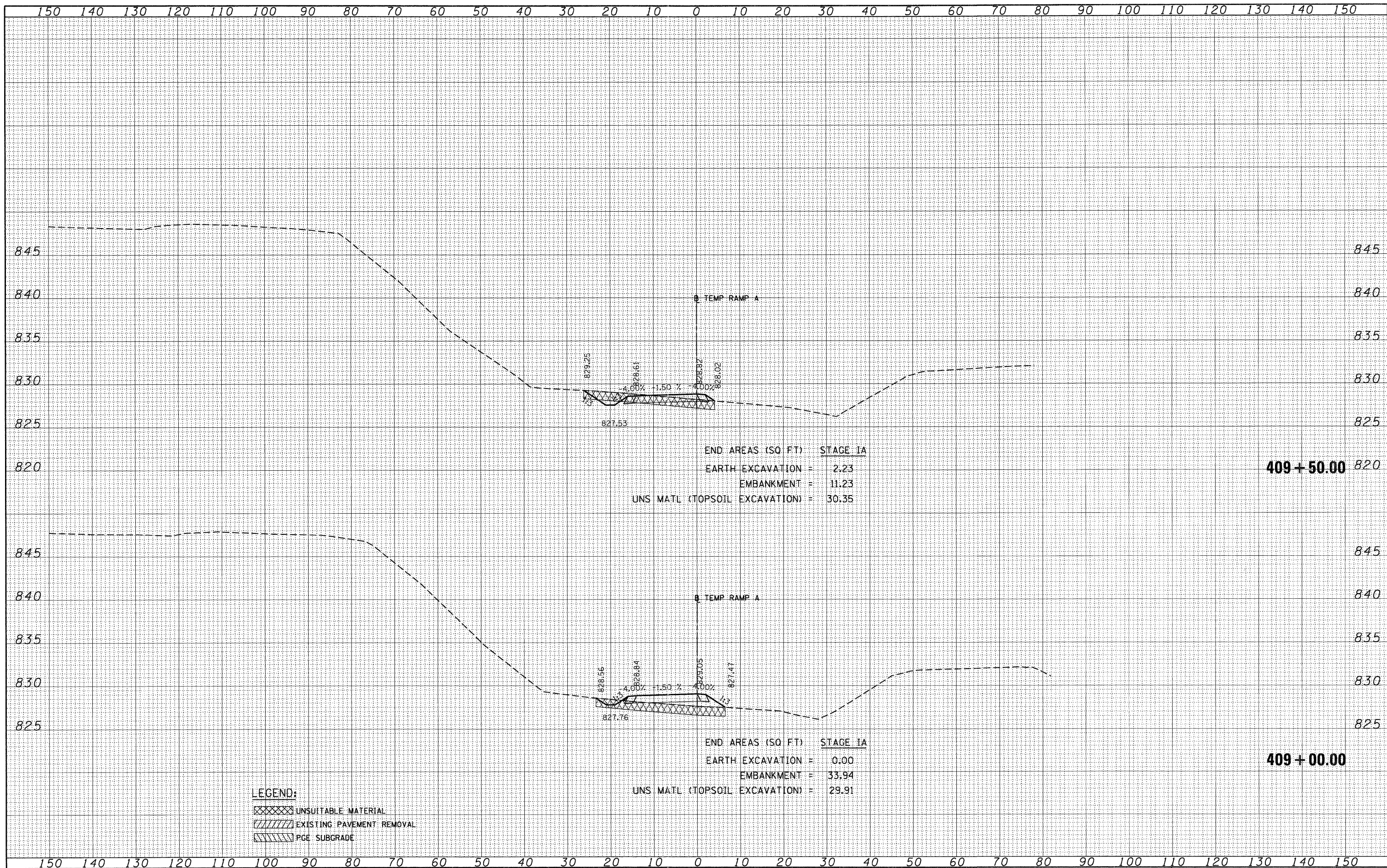
END AREAS (SQ FT) STAGE IA  
 EARTH EXCAVATION = 0.00  
 EMBANKMENT = 128.27  
 UNS MATL (TOPSOIL EXCAVATION) = 40.43

**408 + 00.00**

**LEGEND:**  
 [Cross-hatched] UNSUITABLE MATERIAL  
 [Diagonal lines] EXISTING PAVEMENT REMOVAL  
 [Horizontal lines] PCE SUBGRADE

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS \_\_\_\_\_  
 CHECKED \_\_\_\_\_

DATE \_\_\_\_\_  
 BY \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS \_\_\_\_\_  
 CHECKED \_\_\_\_\_



FILE NAME = \_\_\_\_\_  
 #FILEL# \_\_\_\_\_

USER NAME = \*USER\*  
 PLOT SCALE = \*SCALE\*  
 PLOT DATE = \*DATE\*

DESIGNED - AMB  
 DRAWN - AMB  
 CHECKED - PB  
 DATE - 12/16/11

REVISED - \_\_\_\_\_  
 REVISED - \_\_\_\_\_  
 REVISED - \_\_\_\_\_  
 REVISED - \_\_\_\_\_

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

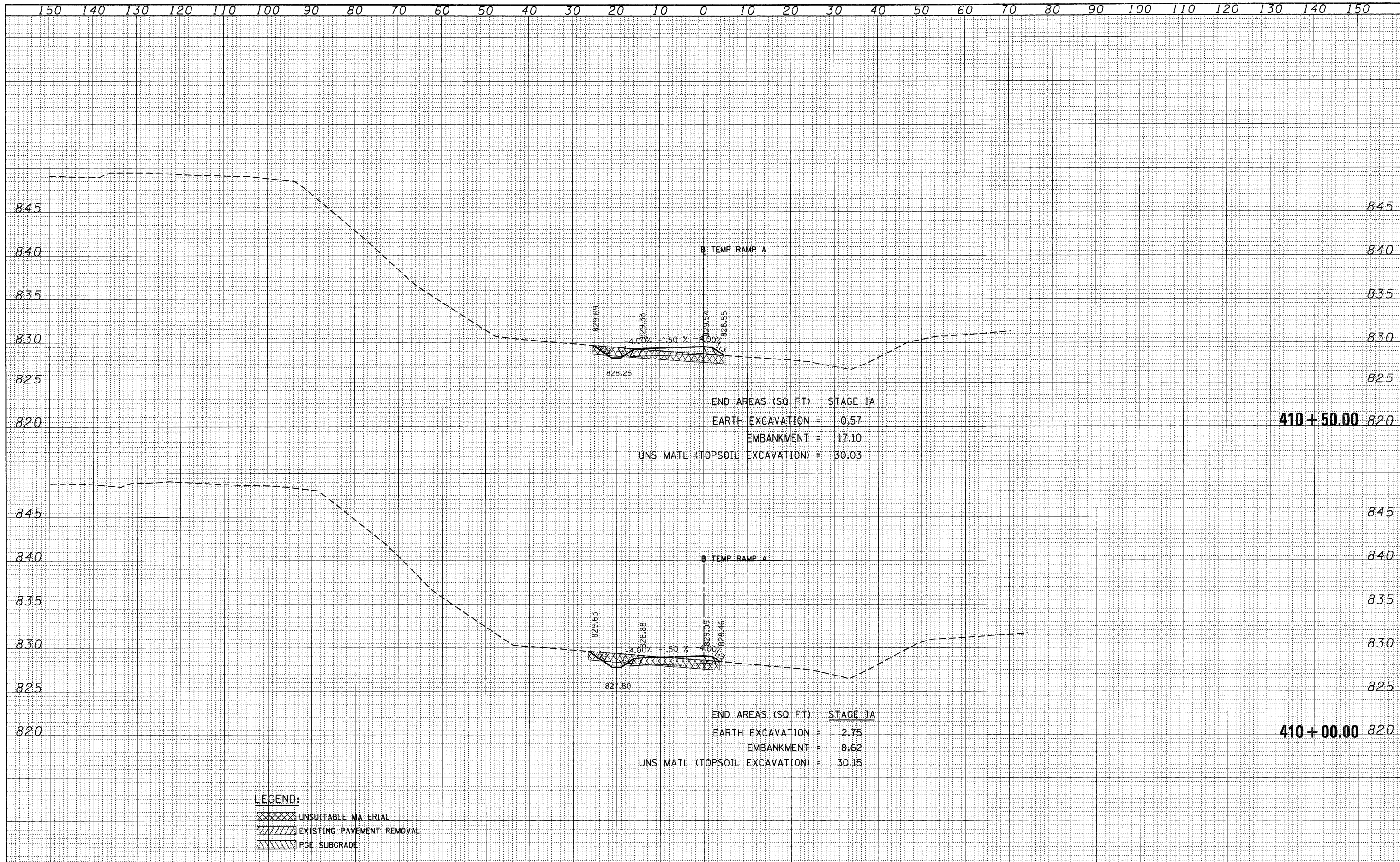
**TEMPORARY RAMP A CROSS SECTIONS - STAGE IA**

SCALE: HORIZ. 1"=10'    VERT. 1"=5'    STA. 409+00.00 TO STA. 409+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BR-R	KANE	794	595
CONTRACT NO. 60H45				
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.	

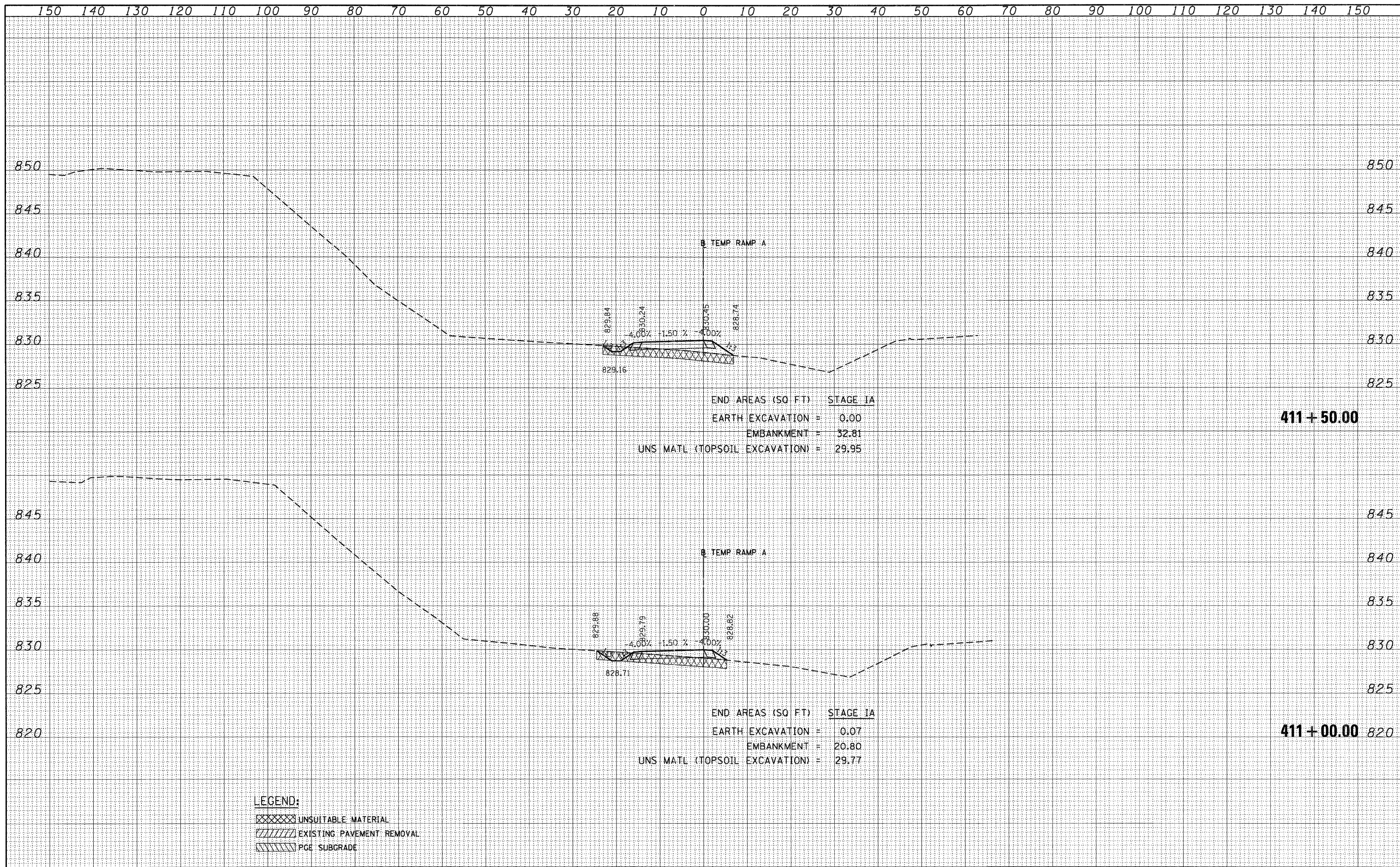


**LEGEND:**  
 [Cross-hatched box] UNSUITABLE MATERIAL  
 [Diagonal lines box] EXISTING PAVEMENT REMOVAL  
 [Horizontal lines box] PGE SUBGRADE



DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



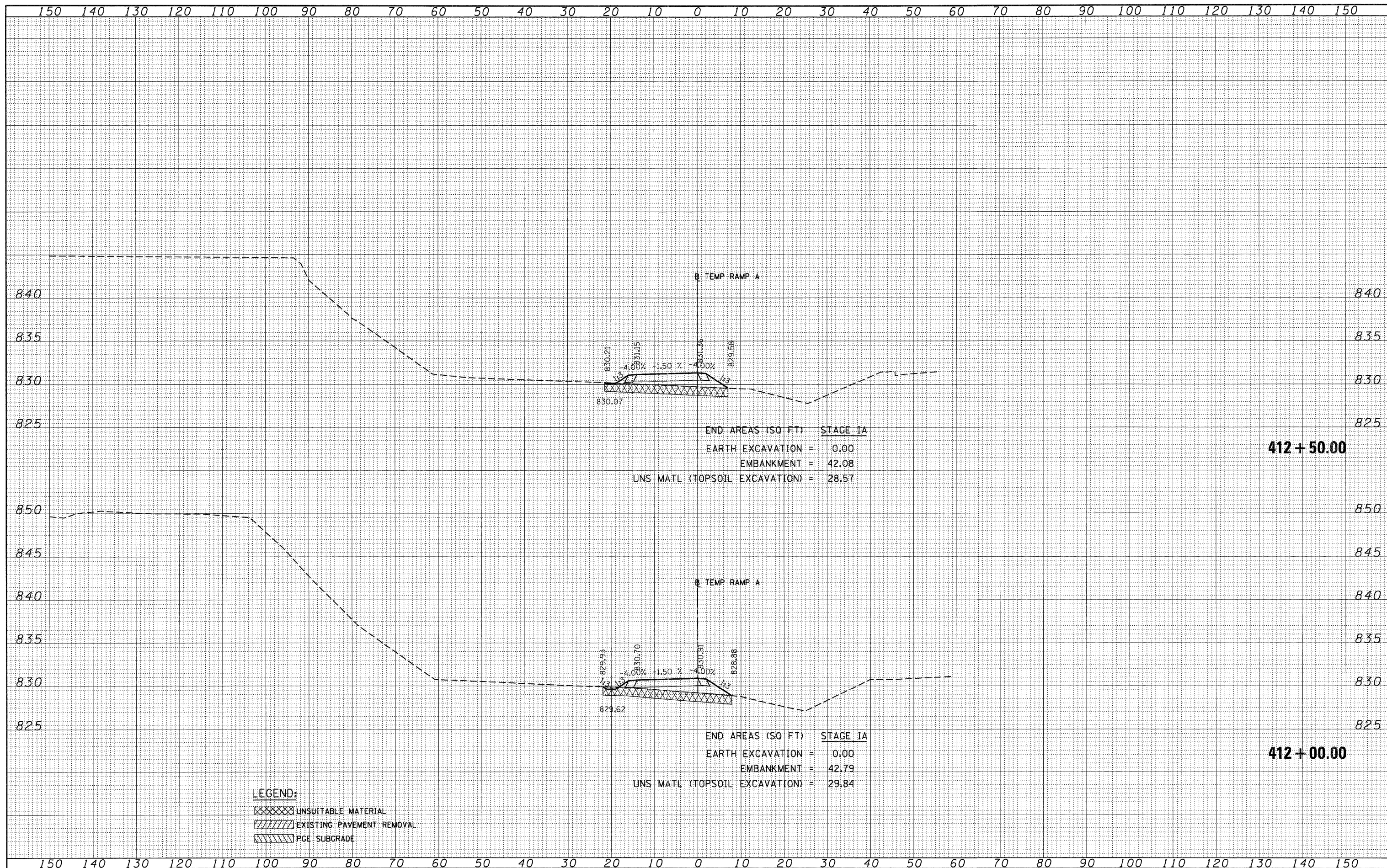
END AREAS (SQ FT) STAGE IA  
 EARTH EXCAVATION = 0.00  
 EMBANKMENT = 32.81  
 UNS MATL (TOPSOIL EXCAVATION) = 29.95

END AREAS (SQ FT) STAGE IA  
 EARTH EXCAVATION = 0.07  
 EMBANKMENT = 20.80  
 UNS MATL (TOPSOIL EXCAVATION) = 29.77

**LEGEND:**  
 [Cross-hatched] UNSUITABLE MATERIAL  
 [Diagonal lines] EXISTING PAVEMENT REMOVAL  
 [Horizontal lines] PGE SUBGRADE

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



END AREAS (SQ FT) STAGE IA  
 EARTH EXCAVATION = 0.00  
 EMBANKMENT = 42.08  
 UNS MATL (TOPSOIL EXCAVATION) = 28.57

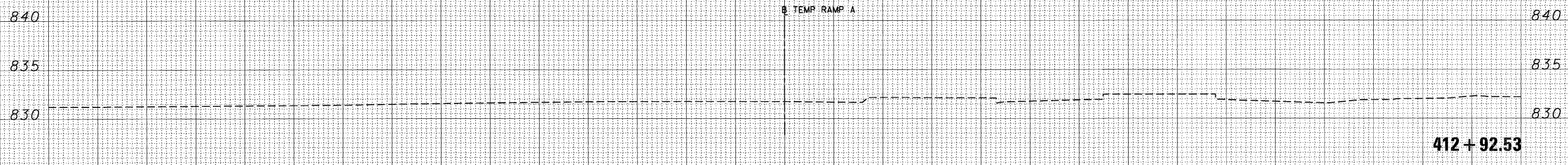
END AREAS (SQ FT) STAGE IA  
 EARTH EXCAVATION = 0.00  
 EMBANKMENT = 42.79  
 UNS MATL (TOPSOIL EXCAVATION) = 29.84

**LEGEND:**  
 [Cross-hatched] UNSUITABLE MATERIAL  
 [Diagonal lines] EXISTING PAVEMENT REMOVAL  
 [Wavy lines] PGE SUBGRADE

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

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



**LEGEND:**  
 [Cross-hatched pattern] UNSUITABLE MATERIAL  
 [Diagonal lines pattern] EXISTING PAVEMENT REMOVAL  
 [Wavy lines pattern] PGE SUBGRADE

