

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	65	1

CONTRACT NO. 62531
D-91-321-02
ISTHA CONTRACT RR-02-5129
ISTHA BRIDGE NO. 1101

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
1999 ADT = 10,400
2020 ADT = 11,500

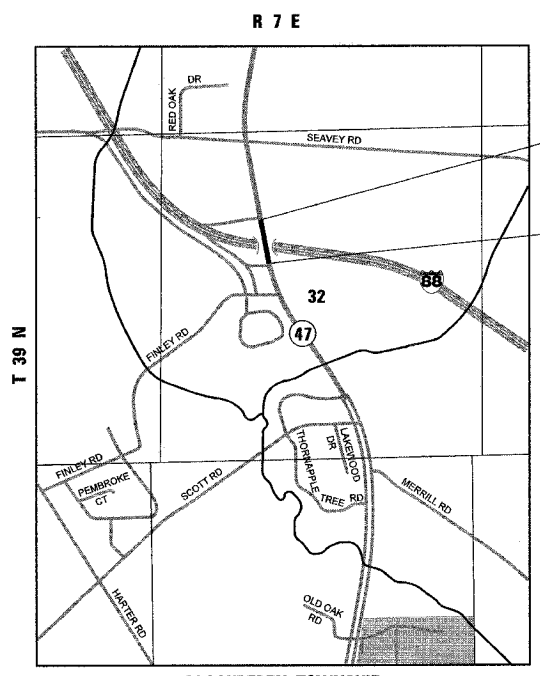
IL 47 DESIGN SPEED LIMIT = 55 MPH
IL 47 POSTED SPEED LIMIT = 55 MPH

F.A.P. ROUTE 326 (IL 47)
SECTION E-8-4-B
OVER I-88 (E-W TOLLWAY)
SUPERSTRUCTURE REPLACEMENT & SUBSTRUCTURE REPAIRS
KANE COUNTY
C-91-321-02



IMPROVEMENT IS LOCATED IN UNINCORPORATED
BLACKBERRY TOWNSHIP, KANE COUNTY

IL 47 OVER I-88
SN: 045-0082 (EXIST.)
REMOVE AND REPLACE EXISTING
2-SPAN SUPERSTRUCTURE WITH
48" P.P.C. I-BEAMS AND NEW DECK.
REMOVE AND REPLACE EXISTING
VAULTED ABUTMENT SLABS,
APPROACH SLABS AND ALL JOINTS
UTILIZING STAGED CONSTRUCTION.



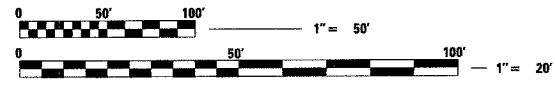
END IMPROVEMENT
STA 58 + 56.92

BEGIN IMPROVEMENT
STA 55 + 45.92

BLACKBERRY TOWNSHIP
LOCATION MAP
NOT TO SCALE

GROSS & NET LENGTH = 311 FT. = 0.059 MI.

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS _____



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

CONTRACT NO. 62531



Michael R. Hentabie 5/3/06
REGISTERED P.E. STATE OF ILLINOIS EXPIRES 11-30-07



William J. Vegrzyn 5/3/06
REGISTERED P.E. STATE OF ILLINOIS EXPIRES 11-30-06

rjngroup License # 184-000813
200 West Front Street
Wheaton, IL 60187
Excellence through Ownership

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED May 4 20 06
Diane M. O'Keefe/Cat
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 30, 20 06
Mike Hine
ENGINEER OF DESIGN AND ENVIRONMENT

June 30, 20 06
Milton R. Sees, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

DISTRICT ONE - BUREAU OF DESIGN
PROJECT MANAGER: RUSS SINHA (847) 705-4209

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	3
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62531
 ISTHA CONTRACT RR-02-5129
 ISTHA BRIDGE NO. 1101

GENERAL NOTES – ROADWAY

- SAW CUTTING OF PAVEMENTS, SHOULDERS, ETC. SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN, STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
- USE NO. 8 EPOXY-COATED TIE BARS (OR DOWEL BARS) CONFORMING TO ARTICLE 1003.10(B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BAR AS SHOWN ON STATE STANDARD 420001 AND FOR TYING PORTLAND CEMENT CONCRETE PAVEMENT TO EXISTING CONCRETE PAVEMENT AS SHOWN ON THE PLANS. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED.
- THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS PAVEMENT LIFTS.

GENERAL NOTES – TRAFFIC CONTROL & PROTECTION

- STAGING PROCEDURES PRESENTED ARE THE SUGGESTED SEQUENCE OF OPERATIONS. AT HIS OPTION, THE CONTRACTOR MAY SUBMIT AN ALTERNATIVE STAGING PROPOSAL TO THE ENGINEER FOR HIS APPROVAL.
- TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OF CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.
- ALL TEMPORARY PAVEMENT MARKINGS PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION PHASE CHANGE.
- THE RESIDENT ENGINEER SHALL CONTACT DON CHIARUG, AREA TRAFFIC ENGINEER AT (847) 741-9857, A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

GENERAL NOTES – DRAINAGE & UTILITIES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES. (48 HOUR NOTIFICATION REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE DEPARTMENT OF TRANSPORTATION


GENERAL NOTES – MISCELLANEOUS

- ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON THE U.S.G.S DATUM
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION FROM THE DEPARTMENT
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

GENERAL NOTES – EROSION CONTROL & LANDSCAPING

- ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND OF THE APPLICABLE STATE STANDARDS FOR THE ENTIRE DURATION OF THE CONTRACT, OR UNTIL SUCH TIME AS DIRECTED BY THE ENGINEER.
- ALL AREAS DISTURBED AND RESTORED WITH SEEDING SHALL BE COVERED WITH AN EROSION CONTROL BLANKET IN ACCORDANCE WITH SECTION 251 OF THE STANDARD SPECIFICATIONS.
- SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED ARE AS OUTLINED IN THESE PLANS. ANY ADDITIONAL AREAS SHALL BE DETERMINED BY THE ENGINEER.
- BEFORE STARTING CONSTRUCTION ON STAGE 2 OF THE PROJECT, EROSION CONTROL BLANKET AND SEEDING, CLASS 3 SHALL BE PLACED AFTER FINAL GRADING HAS BEEN COMPLETED ON THE FIRST PHASE OF CONSTRUCTION.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- LANDSCAPE CONTRACTOR SHALL STAKE THE LOCATION OF ALL SEEDING AND HAVE ALL PLANTING LAYOUTS APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- APPROVED WATERING EQUIPMENT SHALL BE AT THE SITE OF THE WORK AND IN OPERATING CONDITION PRIOR TO STARTING THE SEEDING OPERATION AND DURING ALL SEEDING OPERATIONS OR SEEDING WILL NOT BE ALLOWED.
- THE CONTRACTOR SHALL REPAIR IN KIND ANY AREAS DAMAGED AS A RESULT OF LANDSCAPING OPERATIONS
- THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR (4) INCHES IN AREAS TO BE SEEDED OR SODDED.

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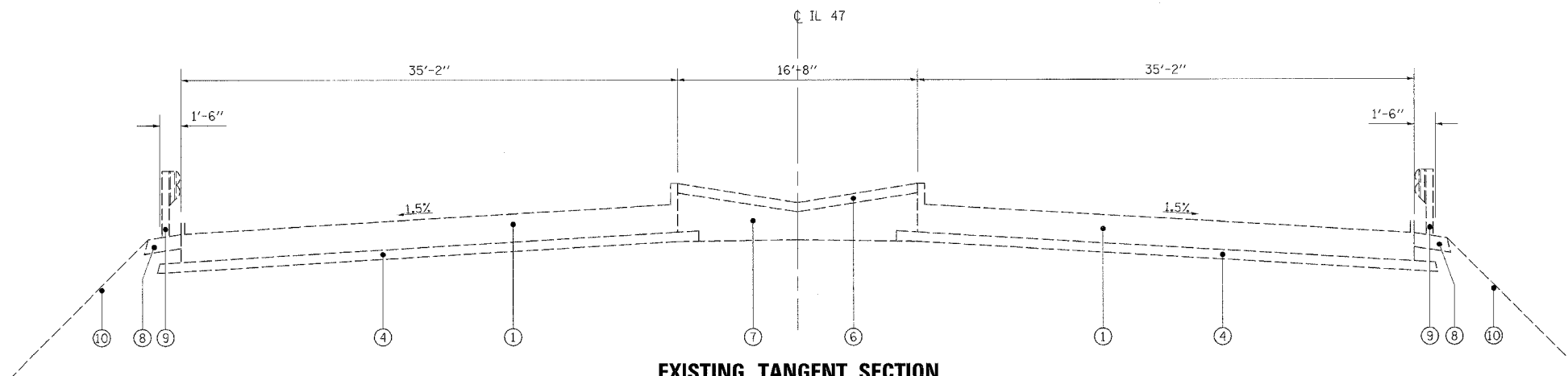
 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	REVISIONS NAME DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 326 (IL 47) GENERAL NOTES VERT. SCALE: DRAWN BY: NEC HORIZ. CHECKED BY: SFP DATE: MARCH 21, 2006

CODE #	PAY ITEM	UNIT	URBAN TOTAL QUANTITY	100% STATE		100% ISHTA	
				CONSTRUCTION CODE			
				J000-2A	X281-2A	SN. # 045-0082	
				ROADWAY	IDOT	ISTHA	
20200100	EARTH EXCAVATION	CU YD	550	550			
20201006	GRADING AND SHAPING SHOULDERS	UNIT	22	22			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	235	235			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2,075	2,075			
25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	39	39			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	39	39			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	39	39			
25100630	EROSION CONTROL BLANKET	SQ YD	2,075	2,075			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	43	43			
28000400	PERIMETER EROSION BARRIER	FOOT	2,610	2,610			
28100107	STONE RIPRAP, CLASS A4	SQ YD	915			915	
28200200	FILTER FABRIC	SQ YD	915			915	
31101100	SUB-BASE GRANULAR MATERIAL, TYPE B	CU YD	62	62			
31101400	SUB-BASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	2,760	2,760			
42001300	PROTECTIVE COAT	SQ YD	3,168	617	2,551		
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	536	536			
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	73	73			
44000100	PAVEMENT REMOVAL	SQ YD	73	73			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	147	147			
44000700	APPROACH SLAB REMOVAL	SQ YD	485	485			
44003100	MEDIAN REMOVAL	SQ FT	815	815			
44004250	PAVED SHOULDER REMOVAL	SQ YD	2,448	2,448			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	30	30			
48202600	BITUMINOUS SHOULDERS SUPERPAVE B"	SQ YD	34	34			
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1		
50102400	CONCRETE REMOVAL	CU YD	18.6			18.6	
50104650	SLOPE WALL REMOVAL	SQ YD	2			2	
50300150	NEOPRENE EXPANSION JOINT 2"	FOOT	190		190		
50300225	CONCRETE STRUCTURES	CU YD	34.5			34.5	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	734.9		734.9		
50300260	BRIDGE DECK GROOVING	SQ YD	1,800		1,800		
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24			24	
50401005	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 48 IN.	FOOT	1,984			1,984	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	165,740		163,330	2,410	
51100100	SLOPE WALL 4 INCH	SQ YD	2			2	
51500100	NAME PLATES	EACH	1		1		
58700200	BRIDGE SEAT SEALER	SQ FT	430			430	
59000100	EPOXY CRACK SEALING	FOOT	263			263	
60607400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24	FOOT	24	24			
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	808	808			
* 63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	350	350			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4			
* 63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	2	2			

* SPECIALTY ITEM

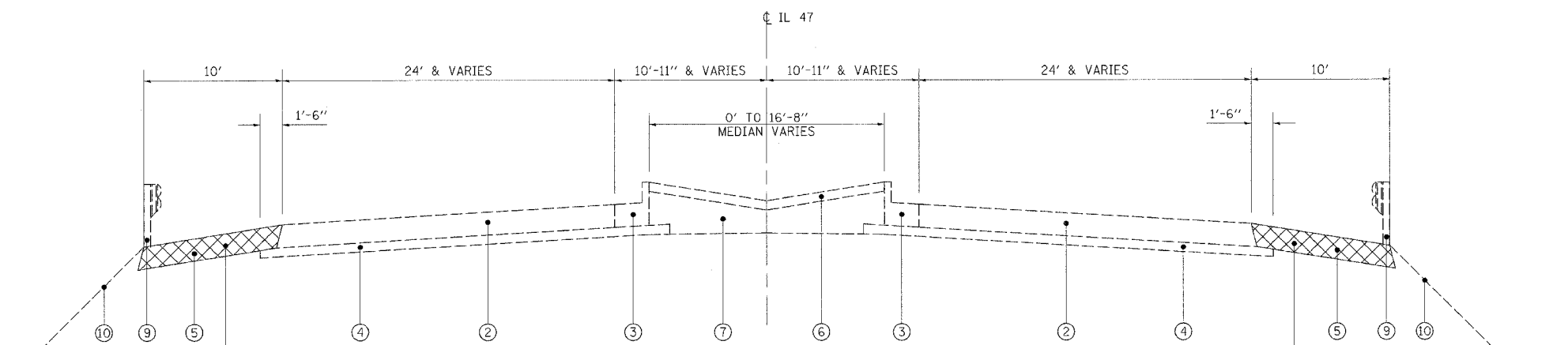
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				CONSTRUCTION CODE			
				J000-2A	X281-2A	SN. # 045-0082	
				ROADWAY	IDOT	ISTHA	
63200310	GUARDRAIL REMOVAL	FOOT	235	235			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8			
67100100	MOBILIZATION	L SUM	1	0.5	0.5		
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	1			
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	20	20			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	364	364			
70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	218	218			
70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	863	863			
70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	219	219			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	540	540			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	480	480			
* 78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	73	73			
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	9,057	9,057			
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - 6"	FOOT	305	305			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2	2			
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	12	12			
* 78200410	GUARDRAIL MARKERS - TYPE A	EACH	8	8			
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	6	6			
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2			
78300100	PAVEMENT MARKING REMOVAL	SQ FT	2,717	2,717			
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4			
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	168			168	
X0323082	DRAINAGE SCUPPERS, DS-33	EACH	2		2		
X0751105	REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1		1		
X0751							

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62531 ISTHA CONTRACT RR-02-5129 ISTHA BRIDGE NO. 1101				



**EXISTING TANGENT SECTION
(THROUGH APPROACH SLAB)**

STA. 55+51.92 TO 55+81.92
BRIDGE OMISSION STA. 55+81.92 TO 58+20.92
STA. 58+20.92 TO 58+50.92



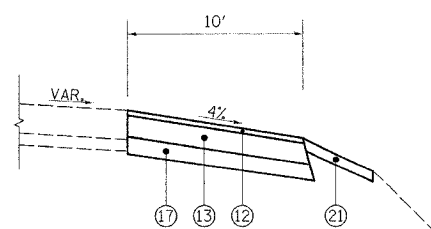
EXISTING TANGENT SECTION

STA. 49+25.20 TO 55+51.92
STA. 58+50.92 TO 72+46.80

FOR LOCATIONS, SEE DETAILS OF BITUMINOUS SHOULDER RECONSTRUCTION

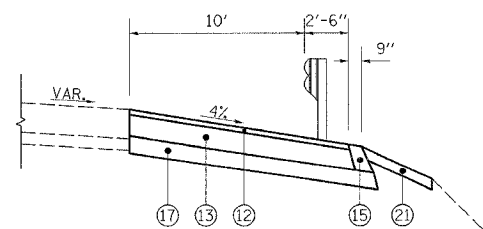
FOR LOCATIONS, SEE DETAILS OF BITUMINOUS SHOULDER RECONSTRUCTION

NOTE: ROADWAY IS SUPERELEVATED STA. 49+25.20 TO 54+16.50



DETAIL OF BITUMINOUS SHOULDER RECONSTRUCTION

STA. 49+33.03 TO 52+44.06, LT
STA. 60+48.77 TO 72+46.80, RT
STA. 62+99.61 TO 65+85.88, LT



**DETAIL OF BITUMINOUS SHOULDER RECONSTRUCTION
WITH BITUMINOUS STABILIZATION AT GUARDRAIL**

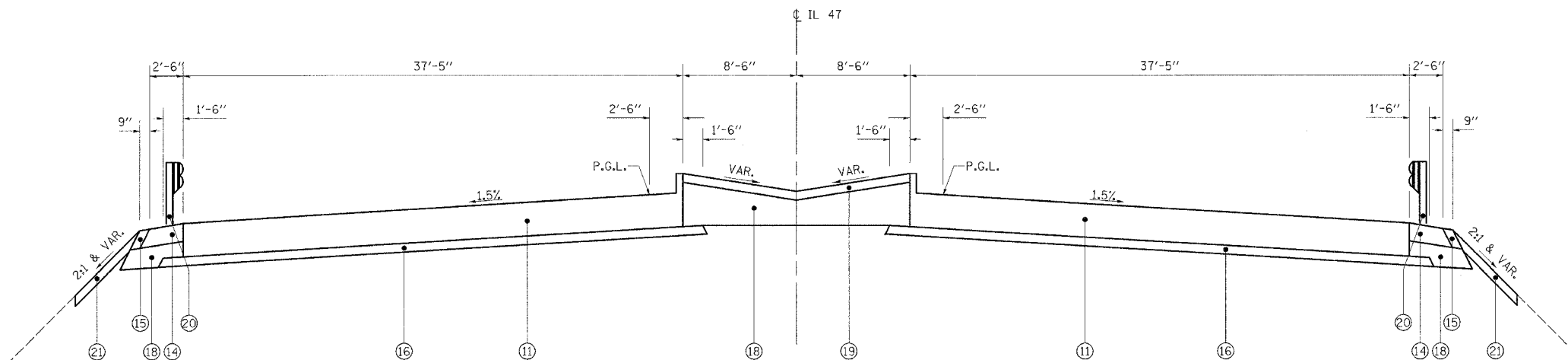
STA. 58+06.11 TO 60+48.77, RT
STA. 58+35.73 TO 61+95.11, LT

LEGEND

- ① EXISTING 12" APPROACH PAVEMENT
- ② EXISTING 10" REINFORCED P.C.C. PAVEMENT
- ③ EXISTING COMBINATION CONCRETE CURB AND GUTTER B-9.24
- ④ EXISTING 4" STABILIZED BASE COURSE
- ⑤ EXISTING BITUMINOUS SHOULDER (DEPTH VARIES 7" TO 9")
- ⑥ EXISTING CONCRETE BARRIER MEDIAN
- ⑦ EXISTING GRANULAR SUB-BASE
- ⑧ EXISTING AGGREGATE SHOULDER
- ⑨ EXISTING GUARDRAIL
- ⑩ EXISTING EMBANKMENT
- ⑪ PROPOSED 15" APPROACH PAVEMENT
- ⑫ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50, 1 3/4"
- ⑬ PROPOSED BITUMINOUS BASE COURSE, SUPERPAVE, 7/4"
- ⑭ PROPOSED BITUMINOUS SHOULDERS, SUPERPAVE, 8"
- ⑮ PROPOSED AGGREGATE SHOULDER
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑰ PROPOSED SUB-BASE GRANULAR MATERIAL TYPE B, 6"
- ⑱ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B
- ⑲ PROPOSED CONCRETE MEDIAN SURFACE, 4"
- ⑳ PROPOSED STEEL PLATE BEAM GUARDRAIL
- ㉑ PROPOSED TOPSOIL, FURNISH AND PLACE, 4"

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 326 (IL 47) TYPICAL SECTIONS SCALE: VERT. _____ HORIZ. _____ DATE: MARCH 21, 2006
	NAME	DATE	
		DRAWN BY: NEC	
		CHECKED BY: SPF	

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PROPOSED TANGENT SECTION

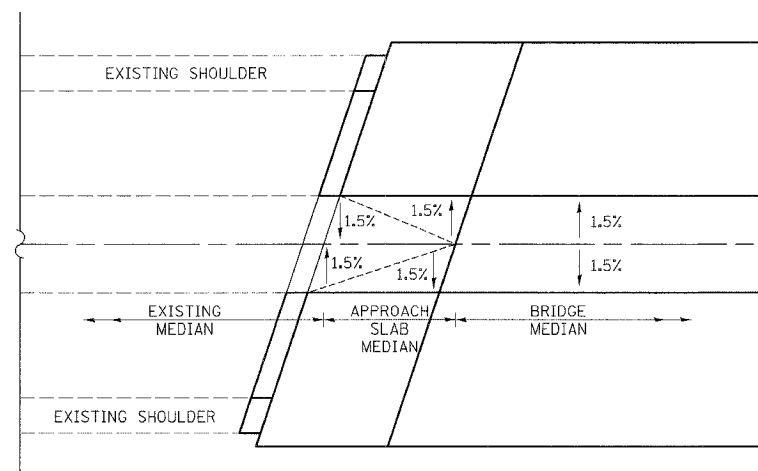
STA. 55+45.92 TO 55+81.92
BRIDGE OMISSION STA. 55+81.92 TO 58+50.92
STA. 58+20.92 TO 58+56.92

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

	BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE	BITUMINOUS CONCRETE BASE COURSE SUPERPAVE	BITUMINOUS SHOULDER SUPERPAVE
PG GRADE	PG 64-22	PG 58-22	PG 58-22
MAX % RAP ALLOWABLE *	15%	50%	50%
DESIGN AIR VOIDS	4.0% @ N50	2.0% @ N50	2.0% @ 30 GYR
MIXTURE COMPOSITION	IL 12.5 OR IL 9.5	BAM	BAM
FRICTION AGGREGATE	MIXTURE D		

* IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE QUANTITIES IS 112 POUNDS PER SQUARE YARD PER INCH.



**PLAN VIEW DETAIL OF MEDIAN PAVEMENT TRANSITION
APPROACH SLAB**

LEGEND

- ① EXISTING 12" APPROACH PAVEMENT
- ② EXISTING 10" REINFORCED P.C.C. PAVEMENT
- ③ EXISTING COMBINATION CONCRETE CURB AND GUTTER B-9.24
- ④ EXISTING 4" STABILIZED BASE COURSE
- ⑤ EXISTING BITUMINOUS SHOULDER (DEPTH VARIES 7" TO 9")
- ⑥ EXISTING CONCRETE BARRIER MEDIAN
- ⑦ EXISTING GRANULAR SUB-BASE
- ⑧ EXISTING AGGREGATE SHOULDER
- ⑨ EXISTING GUARDRAIL
- ⑩ EXISTING EMBANKMENT
- ⑪ PROPOSED 15" APPROACH PAVEMENT
- ⑫ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50, 1 3/4"
- ⑬ PROPOSED BITUMINOUS BASE COURSE, SUPERPAVE, 7 1/4"
- ⑭ PROPOSED BITUMINOUS SHOULDERS, SUPERPAVE, 8"
- ⑮ PROPOSED AGGREGATE SHOULDER
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑰ PROPOSED SUB-BASE GRANULAR MATERIAL TYPE B, 6"
- ⑱ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B
- ⑲ PROPOSED CONCRETE MEDIAN SURFACE, 4"
- ⑳ PROPOSED STEEL PLATE BEAM GUARDRAIL
- ㉑ PROPOSED TOPSOIL, FURNISH AND PLACE, 4"

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	REVISIONS NAME DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 326 (IL 47)
	SCALE: VERT. _____ HORIZ. _____ DATE: MARCH 21, 2006		

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PAVEMENT SCHEDULE									
LOCATION	SUB-BASE GRANULAR MATERIAL TYPE B (CU YD)	SUB-BASE GRANULAR MATERIAL TYPE B 6" (SQ YD)	PROTECTIVE COAT (SQ YD)	BRIDGE APPROACH PAVEMENT (SPECIAL) (SQ YD)	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) (SQ YD)	BITUMINOUS SHOULDERS SUPERPAVE 8" (SQ YD)	BITUMINOUS BASE COURSE SUPERPAVE, 7 1/4" (SQ YD)	CONCRETE MEDIAN SURFACE, 4" (SQ FT)	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50 (TON)
NORTHBOUND									
STA. 52+24.85 TO 53+55.00		7	141	125	16	8.5	7		1
STA. 53+55.00 TO 55+81.92		1634	186	161	25	8.5	306		30
STA. 58+20.92 TO 61+58.00							1330		130
STA. 61+58.00 TO 72+46.80									
MEDIAN									
STA. 55+45.92 TO 55+81.92	42							606	
STA. 58+20.92 TO 58+56.92	20							202	
SOUTHBOUND									
STA. 49+25.20 TO 52+44.10		316					315		31
STA. 53+55.00 TO 55+81.92		7	141	125	16	8.5	7		1
STA. 58+20.92 TO 61+58.00		478	141	125	16	8.5	480		47
STA. 61+58.00 TO 61+92.63									
STA. 62+99.78 TO 65+85.87		318					320		31
TOTAL	62	2760	609	536	73	34.0	2765	808	271

CURB & GUTTER / MEDIAN			
LOCATION	COMBINATION CONCRETE CURB AND GUTTER TYPE B-9.24 (FOOT)	CONCRETE MEDIAN SURFACE, 4 INCH (SQ FT)	PROTECTIVE COAT (SQ YD)
MEDIAN			
RT. STA. 55+43.10 TO 55+49.10	6		2
RT. STA. 58+52.12 TO 58+58.12	6		2
STA. 55+45.92 TO 55+81.92		606	
LT. STA. 55+48.74 TO 55+54.74	6		2
LT. STA. 58+53.74 TO 58+59.74	6		2
STA. 58+20.92 TO 58+56.92		201.5	
TOTAL	24	808	8

PAVEMENT MARKING SCHEDULE											
LOCATION	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III (FOOT)	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS (SQ FT)	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"(FOOT)	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"(FOOT)	RAISED REFLECTIVE PAVEMENT MARKER (EACH)	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) (EACH)	PAVEMENT MARKING TAPE, TYPE III - LETTERS & SYMBOLS (SQ FT)	PAVEMENT MARKING TAPE, TYPE III 6" (FOOT)	PAVEMENT MARKING TAPE, TYPE III 12" (FOOT)	GUARDRAIL MARKERS - TYPE A (EACH)	BARRIER WALL MARKERS - TYPE B (EACH)
STAGE I (NORTHBOUND)											
STA. 46+22.85 TO 67+58.18	4,838										
STAGE I (MEDIAN & TURN LANE)											
STA. 47+23.28 TO 61+90.41	2,024						72.6	284	38		
STA. 63+82.74 TO 71+00.00	1,685								122		
STAGE I (SOUTHBOUND)											
STA. 49+39.00 TO 52+28.43	294										
STA. 53+54.92 TO 61+94.86	642										
STA. 62+98.37 TO 65+85.73	288										
STAGE II (NORTHBOUND)											
STA. 51+20.44 TO 72+46.66	5,254										
STAGE II (MEDIAN & TURN LANE)											
STA. 45+00.00 TO 53+55.00							72.6	232	29		
STA. 53+55.00 TO 61+58.00	1,135								30		
STA. 61+58.00 TO 72+73.68	1,516										
STAGE II (SOUTHBOUND)											
STA. 49+48.97 TO 53+55.00	527										
STA. 53+55.00 TO 61+83.81	879										
STA. 61+83.81 TO 67+77.15	1,173										
NORTHBOUND											
STA. 44+96.86 TO 72+73.67				1,916							
STA. 49+47.77 TO 61+58.00				340						4	3
STA. 53+55.00 TO 61+58.00					2	6					
CENTERLINE, MEDIAN & TURN LANE											
STA. 44+99.78 TO 53+55.00	444			1,552							
STA. 53+55.00 TO 61+58.00	1,622		73	1,587			72.6	347			
STA. 61+58.00 TO 72+73.67	895			2,182							
SOUTHBOUND											
STA. 44+99.70 TO 47+99.35				326							
STA. 49+25.15 TO 52+45.72				865						4	3
STA. 53+55.00 TO 61+90.41				289		6					
STA. 63+53.62 TO 72+73.67											
TOTAL	23,216		73	9,057		12	218	863	219	8	6

REMOVAL SCHEDULE								
LOCATION	PAVEMENT REMOVAL (SQ YD)	COMBINATION CURB & GUTTER REMOVAL (FOOT)	APPROACH SLAB REMOVAL (SQ YD)	MEDIAN REMOVAL (SQ FT)	PAVED SHOULDER REMOVAL (SQ YD)	GUARDRAIL REMOVAL (FOOT)	PAVEMENT MARKING REMOVAL (SQ FT)	INLET BOX REMOVAL (EACH)
NORTHBOUND								
STA. 51+82.38 TO 55+81.92								
STA. 53+55.00 TO 55+81.92	16		113		8	25	60	1
STA. 58+20.92 TO 61+58.00	25		148		1,432	89	476	
STA. 61+58.00 TO 72+46.80								
MEDIAN								
STA. 55+45.92 TO 55+81.92		72		608			687	
STA. 58+20.92 TO 58+56.92		75		207			1,076	
SOUTHBOUND								
STA. 49+25.20 TO 52+44.10					299		110	
STA. 53+55.00 TO 55+81.92	16		112		8	25		1
STA. 58+20.92 TO 61+58.00	16		112		382	96	212	
STA. 61+58.00 TO 61+92.63								
STA. 62+99.78 TO 65+85.87					319		96	
TOTAL	73	147	485	815	2,448	235	2,717	2

EARTHWORK SCHEDULE						
LOCATION	EARTH EXCAVATION (CU YD)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	EMBANKMENT (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU YD)	EARTHWORK BALANCE (+) WASTE (-) SHORTAGE (CU YD)	FURNISHED EXCAVATION (CU YD)
STA. 50+00.00 TO STA. 55+81.92	130	25	8	98	(+) 90	0
STA. 58+20.92 TO STA. 71+00.00	420	210	33	315	(+) 282	0

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 326 (IL 47)

SCHEDULE OF QUANTITIES

SCALE: VERT.
 HORIZ.
 DATE: MARCH 21, 2006

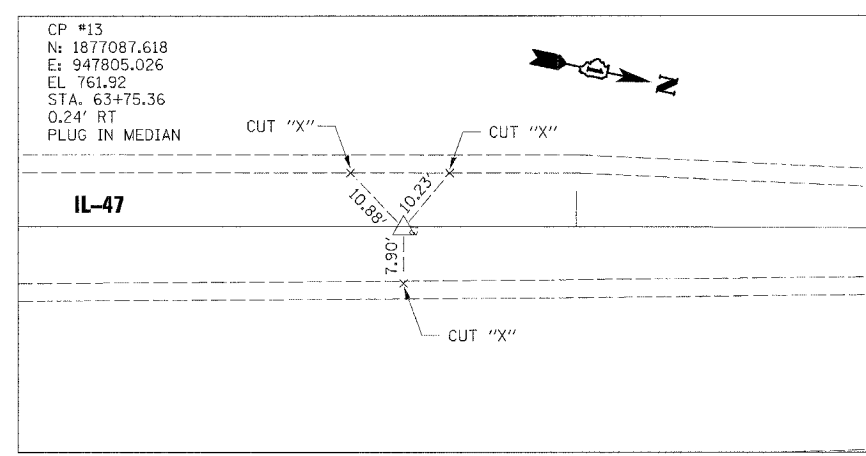
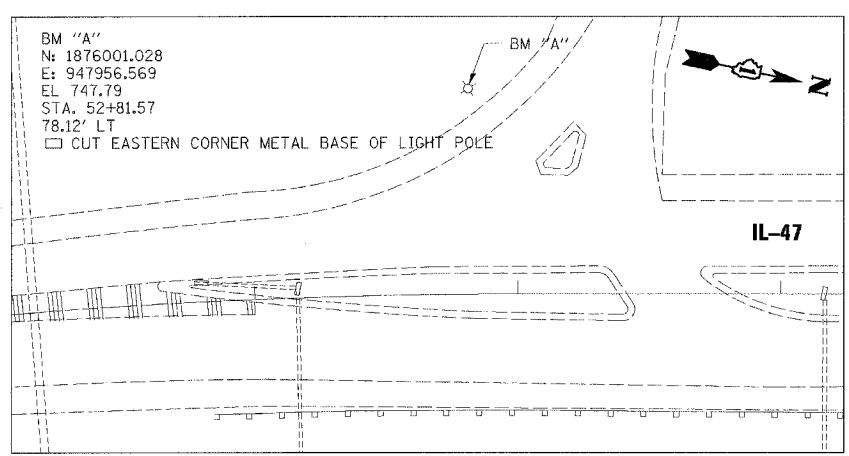
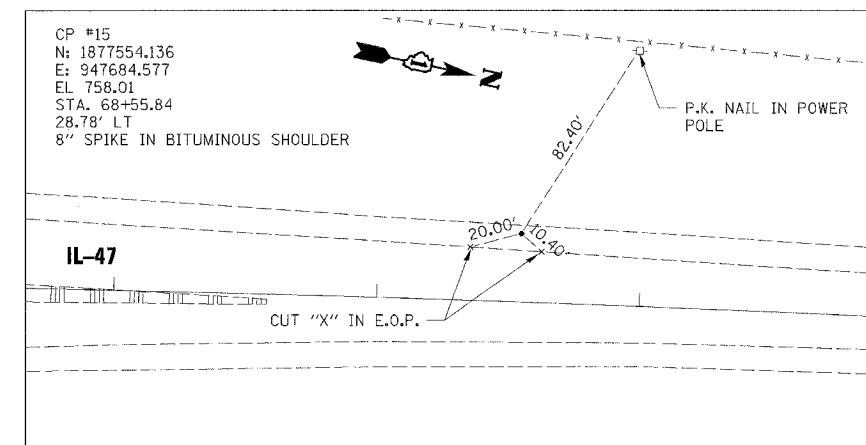
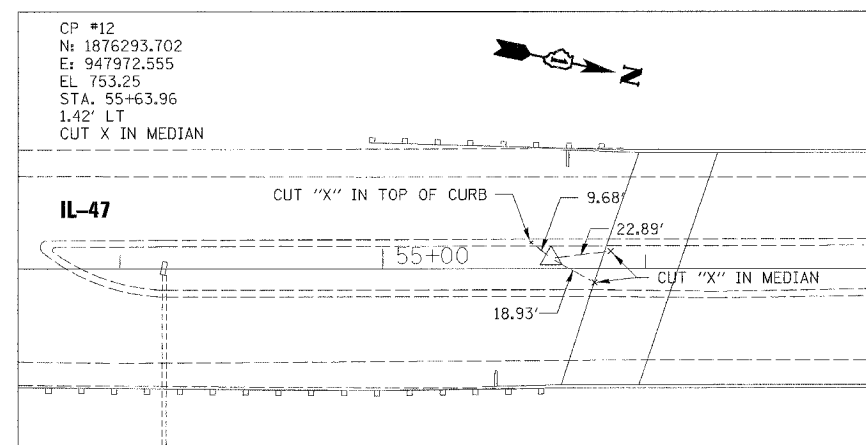
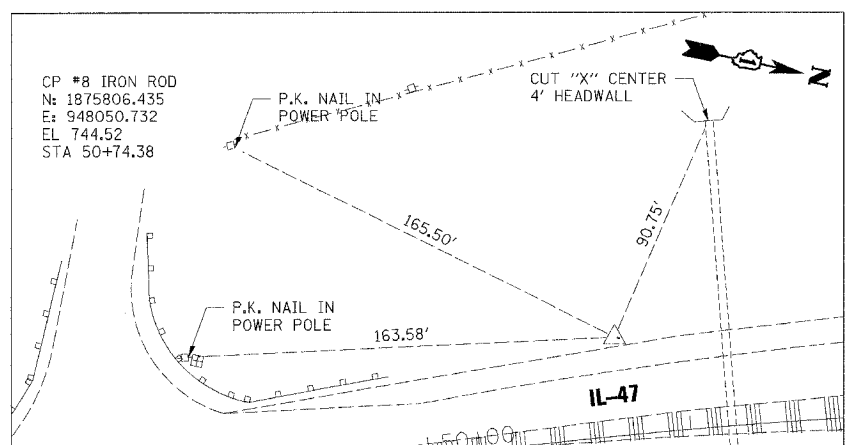
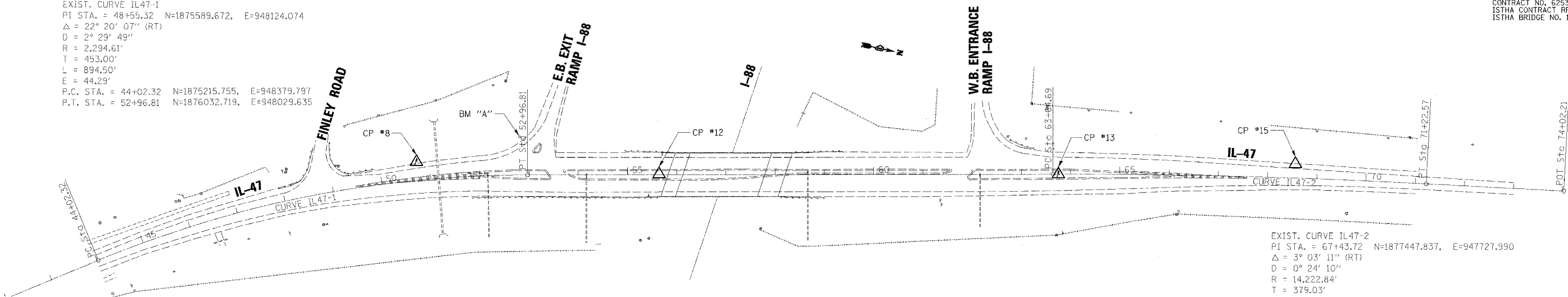
DRAWN BY: NEC
 CHECKED BY: SPF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	8
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 62531
 ISTHA CONTRACT RR-02-5129
 ISTHA BRIDGE NO. 1101

EXIST. CURVE IL47-1
 PI STA. = 48+55.32 N=1875589.672, E=948124.074
 $\Delta = 22^\circ 20' 07''$ (RT)
 $D = 2^\circ 29' 49''$
 $R = 2,294.61'$
 $T = 453.00'$
 $L = 894.50'$
 $E = 44.29'$
 P.C. STA. = 44+02.32 N=1875215.755, E=948379.797
 P.T. STA. = 52+96.81 N=1876032.719, E=948029.635

EXIST. CURVE IL47-2
 PI STA. = 67+43.72 N=1877447.837, E=947727.990
 $\Delta = 3^\circ 03' 11''$ (RT)
 $D = 0^\circ 24' 10''$
 $R = 14,222.84'$
 $T = 379.03'$
 $L = 757.88'$
 $E = 5.05'$
 P.C. STA. = 63+64.69 N=1877077.135, E=947807.008
 P.T. STA. = 71+22.57 N=1877822.221, E=947668.828

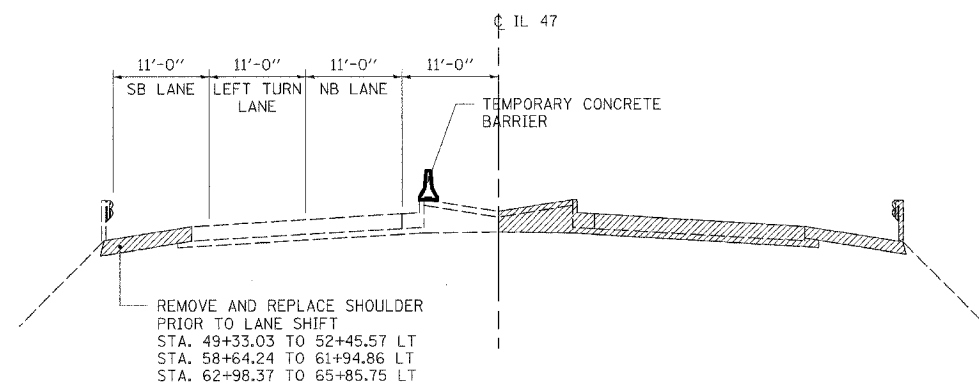


<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	REVISIONS NAME DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 326 (IL 47) ALIGNMENT, TIES & BENCHMARKS VERT. SCALE: 1" = 100' HORIZ. SCALE: 1" = 100' DATE: MARCH 21, 2006 DRAWN BY: NEC CHECKED BY: SPF
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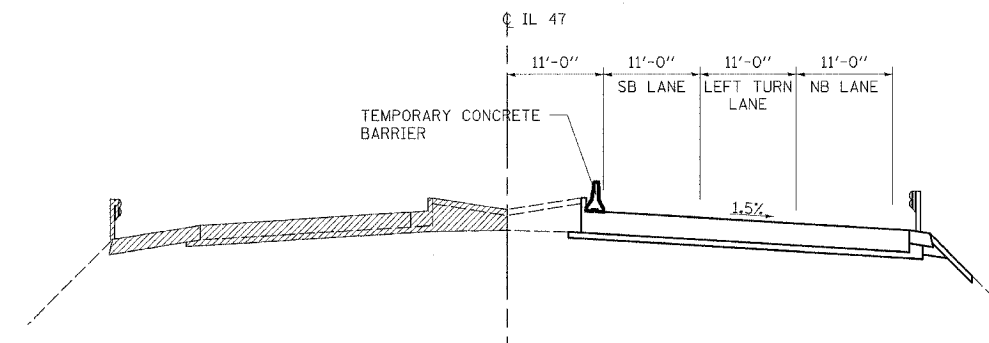
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	9
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

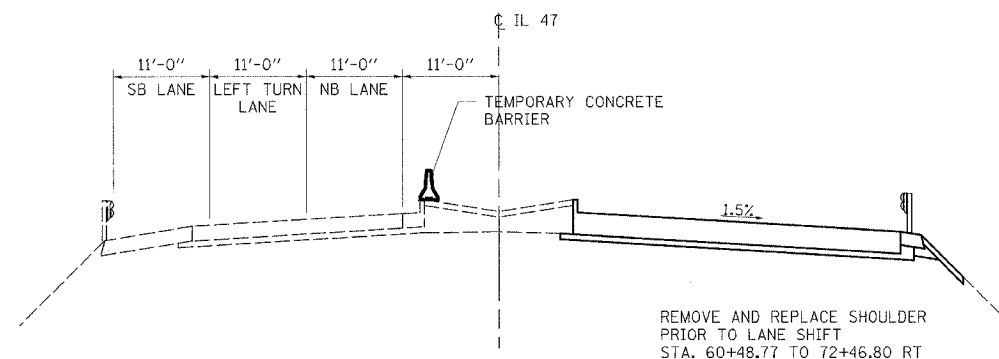
CONTRACT NO. 62531
 ISTHA CONTRACT RR-02-5129
 ISTHA BRIDGE NO. 1101



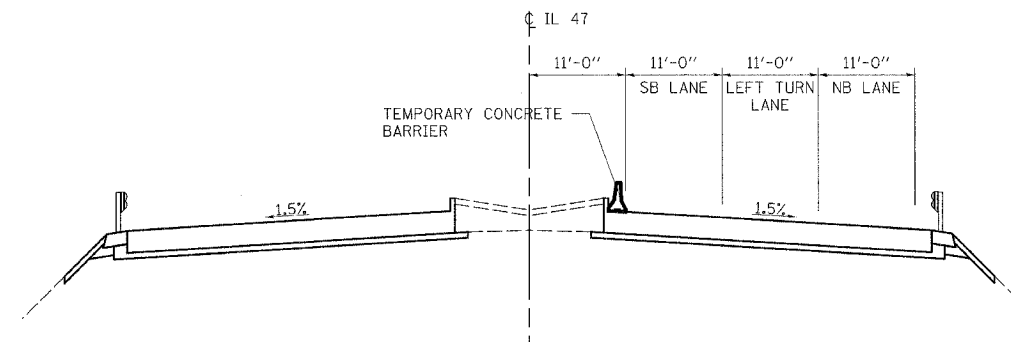
STAGE I REMOVAL



STAGE II REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

STAGE I CONSTRUCTION

1. REMOVE AND REPLACE SOUTHBOUND SHOULDERS AS SHOWN IN THESE PLANS UNDER TRAFFIC CONTROL STD. 701422
2. INSTALL PROTECTIVE SHIELD UNDER TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY) FOLLOWING REQUIREMENTS OF ISTHA TRAFFIC CONTROL STANDARD E1, E10 & E10A.
3. INSTALL TRAFFIC CONTROL AND PROTECTION (SPECIAL) AS DETAILED IN THESE PLANS
4. REMOVE NORTHBOUND PORTION OF EXISTING STRUCTURE
5. REMOVE NORTHBOUND PORTION OF EXISTING APPROACH SLAB AND SHOULDER
6. CONSTRUCT NORTHBOUND PORTION OF STRUCTURE
7. CONSTRUCT NORTHBOUND PORTION OF PROPOSED APPROACH SLAB
8. CONSTRUCT NORTHBOUND SHOULDER
9. INSTALL GUARDRAIL
10. INSTALL SEEDING AND RESTORATION

STAGE II CONSTRUCTION

1. RELOCATE TRAFFIC CONTROL AND PROTECTION (SPECIAL) TO NORTH BOUND LANES AS DETAILED IN THESE PLANS
2. REMOVE SOUTHBOUND PORTION OF EXISTING STRUCTURE
3. REMOVE SOUTHBOUND PORTION OF EXISTING APPROACH SLAB AND SHOULDER
4. CONSTRUCT SOUTHBOUND PORTION OF STRUCTURE
5. CONSTRUCT SOUTHBOUND SHOULDER
6. CONSTRUCT SOUTHBOUND PORTION OF PROPOSED APPROACH SLAB
7. INSTALL GUARDRAIL
8. INSTALL SEEDING AND RESTORATION

STAGE III CONSTRUCTION

1. RELOCATE TRAFFIC CONTROL AND PROTECTION (SPECIAL) TO MEDIAN AS DETAILED IN PLANS PROVIDING ONE THROUGH LANE IN EACH DIRECTION
2. CONSTRUCT MEDIAN

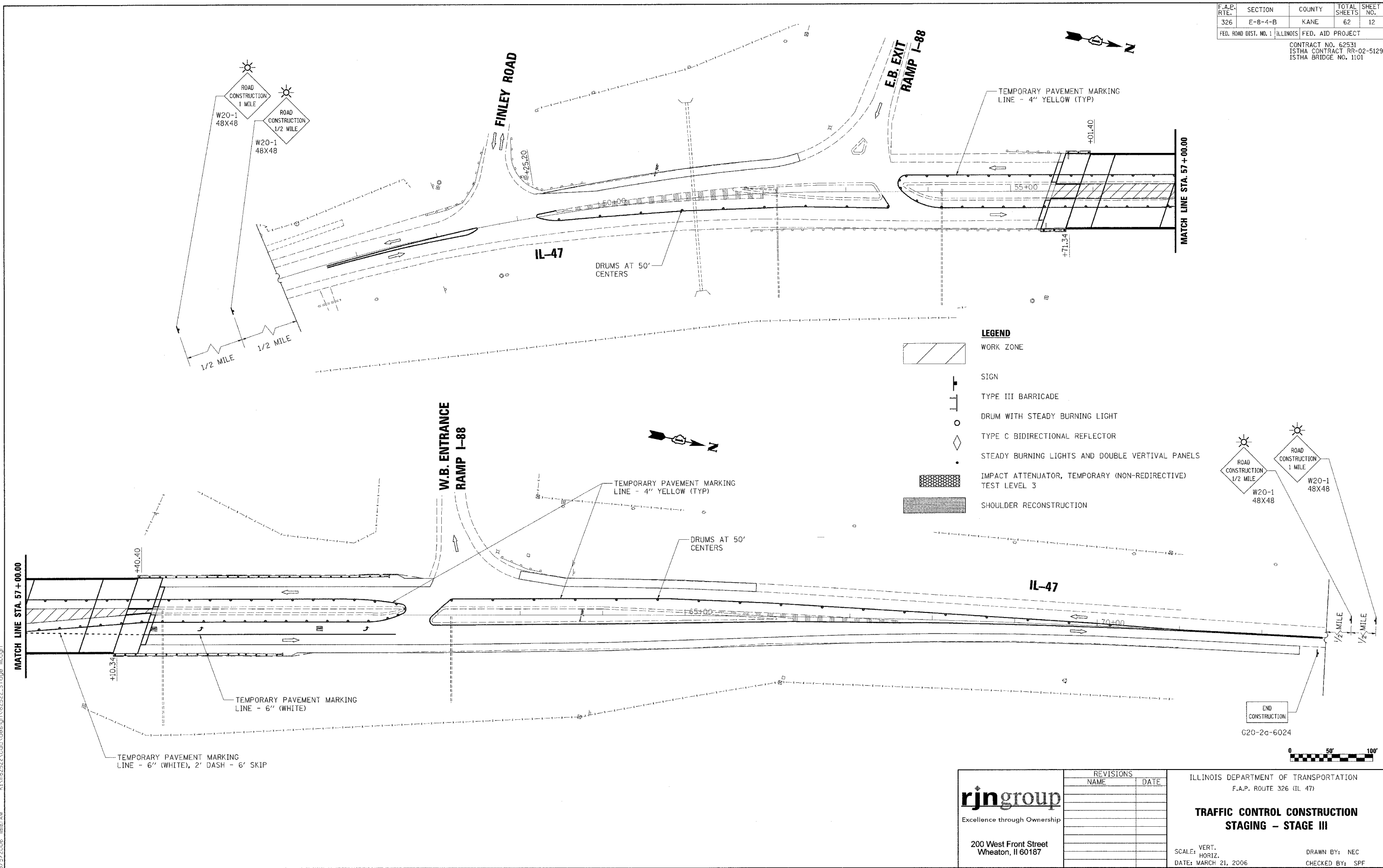
FINAL PAVEMENT MARKING AND CLEANUP

1. REMOVE TRAFFIC CONTROL AND PROTECTION (SPECIAL).
2. INSTALL FINAL PAVEMENT MARKING UNDER TRAFFIC CONTROL STD. 701426.

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	REVISIONS NAME DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 326 (IL 47) TRAFFIC CONTROL CONSTRUCTION STAGING NOTES AND DETAILS
	SCALE: VERT. DRAWN BY: NEC HORIZ. CHECKED BY: SPF DATE: MARCH 21, 2006		

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	12
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62531 ISTHA CONTRACT RR-02-5129 ISTHA BRIDGE NO. 1101				



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LEGEND

	WORK ZONE
	SIGN
	TYPE III BARRICADE
	DRUM WITH STEADY BURNING LIGHT
	TYPE C BIDIRECTIONAL REFLECTOR
	STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
	SHOULDER RECONSTRUCTION

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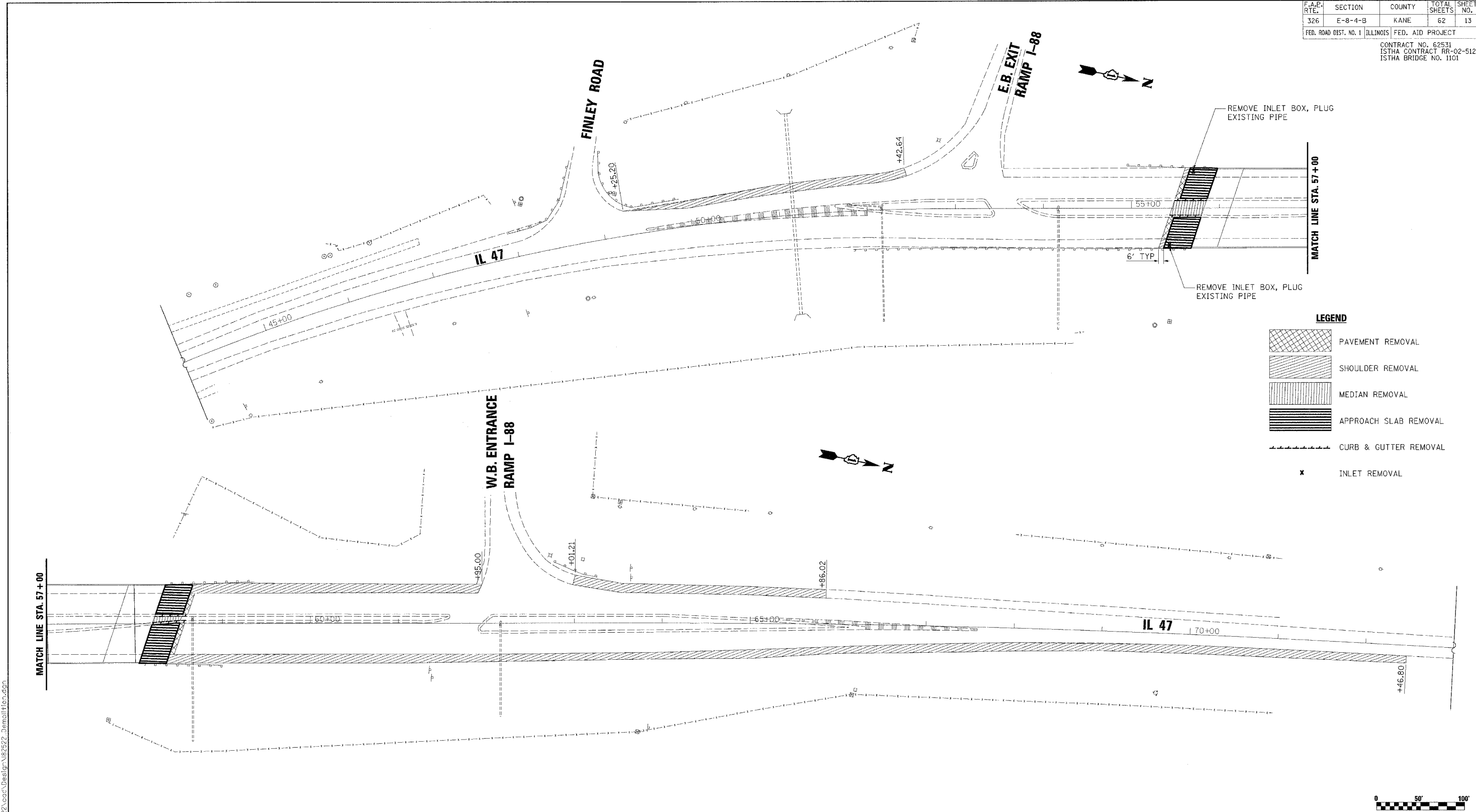
TRAFFIC CONTROL CONSTRUCTION STAGING - STAGE III

SCALE: VERT. DRAWN BY: NEC
 HORIZ. CHECKED BY: SPF
DATE: MARCH 21, 2006

END CONSTRUCTION
G20-2g-6024



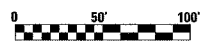
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	13
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62531 ISTHA CONTRACT RR-02-5129 ISTHA BRIDGE NO. 1101				



LEGEND

	PAVEMENT REMOVAL
	SHOULDER REMOVAL
	MEDIAN REMOVAL
	APPROACH SLAB REMOVAL
	CURB & GUTTER REMOVAL
	INLET REMOVAL

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NAME	DATE

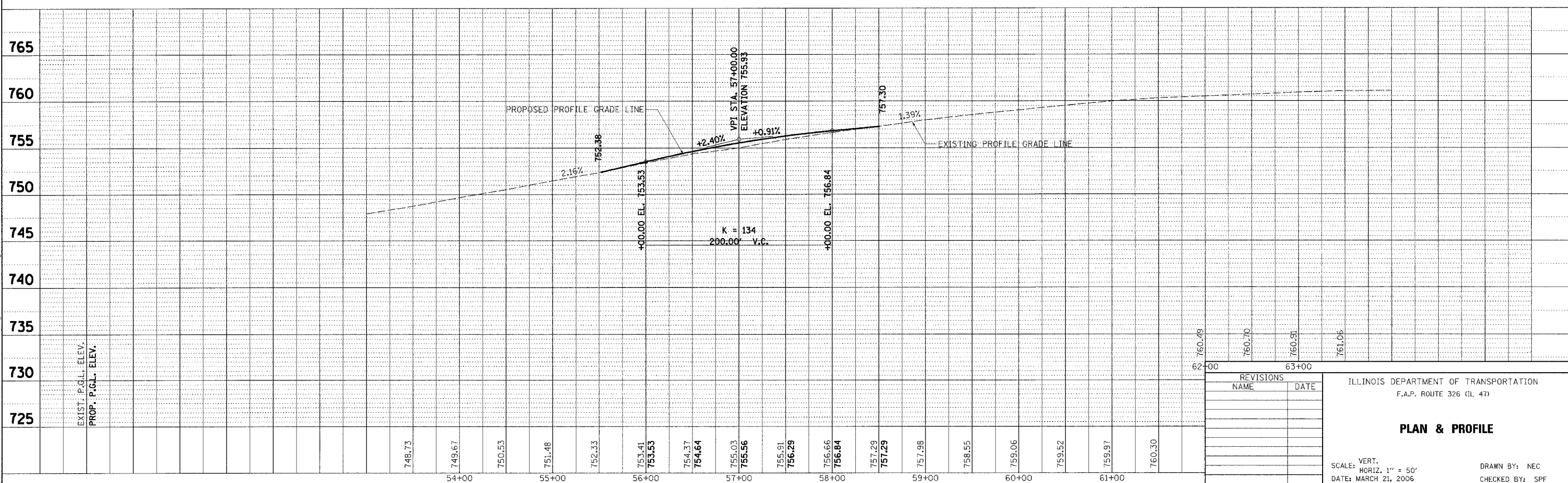
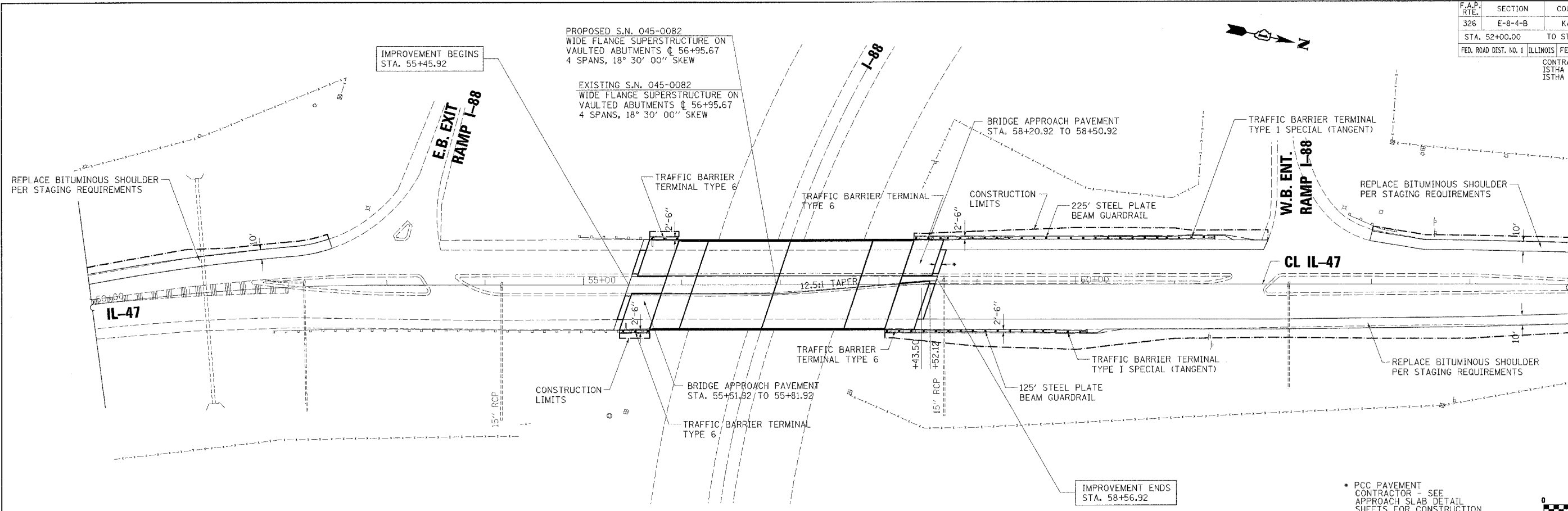
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 326 (IL 47)

DEMOLITION PLAN

SCALE: VERT.
HORIZ.
DATE: MARCH 21, 2006

DRAWN BY: NEC
CHECKED BY: SPF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	14
STA. 52+00.00		TO STA. 63+64.69		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62531 ISTHA CONTRACT RR-02-5129 ISTHA BRIDGE NO. 1101				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 326 (IL 47)

PLAN & PROFILE

SCALE: VERT. 1" = 50'
HORIZ. 1" = 50'

DATE: MARCH 21, 2006

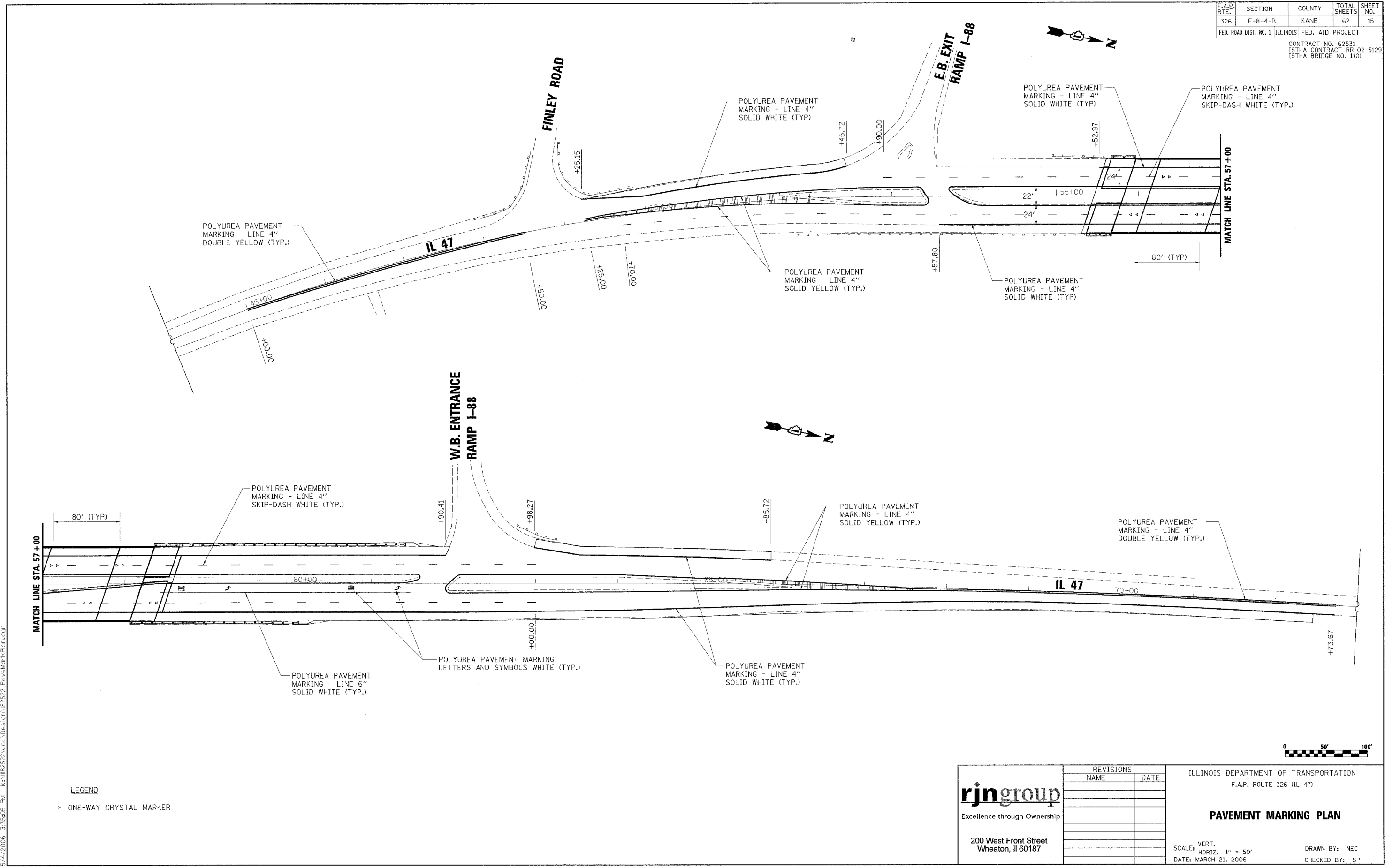
DRAWN BY: NEC
CHECKED BY: SPF

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

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

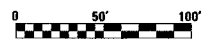
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326	E-8-4-B	KANE	62	15
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. G2531 ISTHA CONTRACT RR-02-5129 ISTHA BRIDGE NO. 1101				



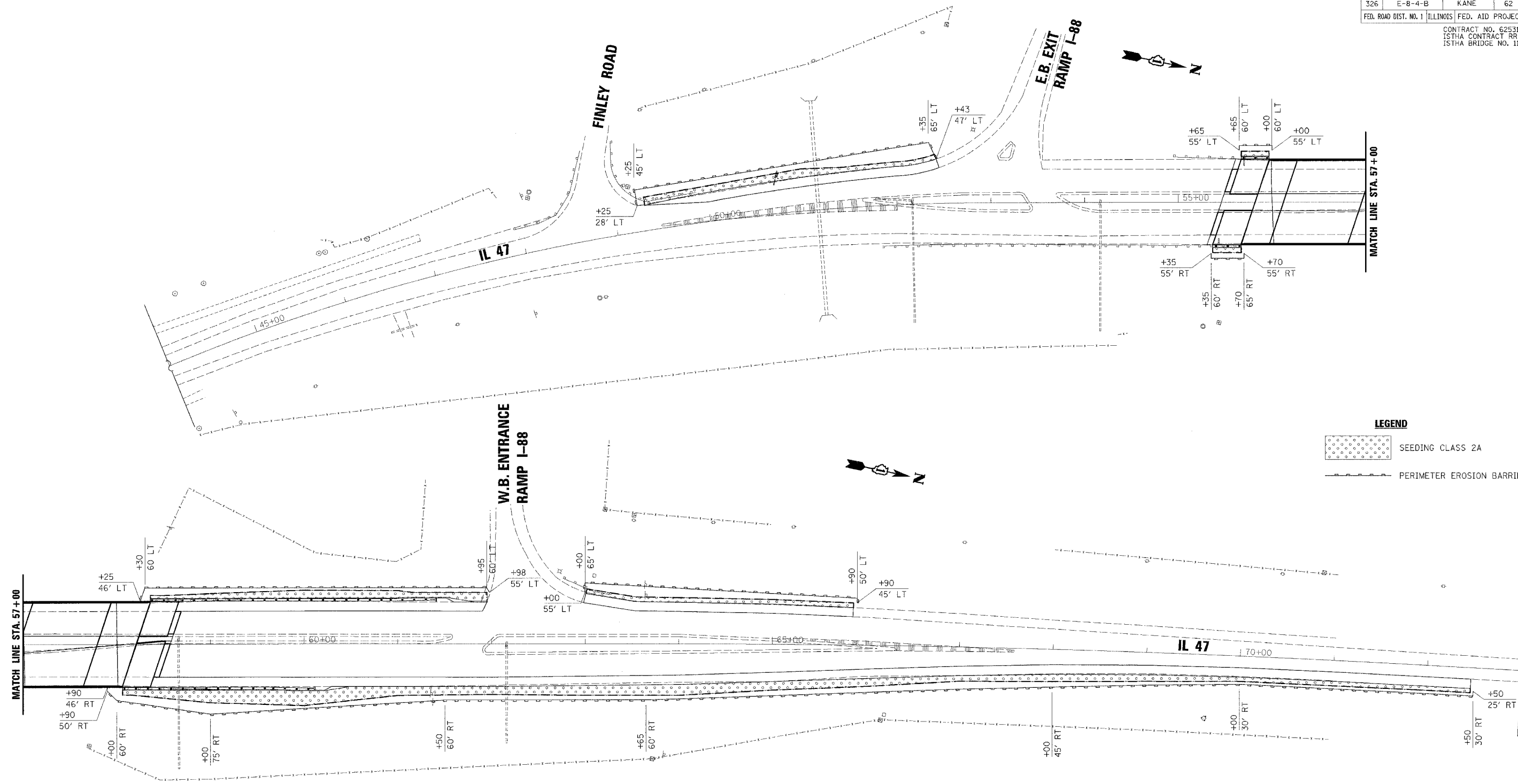
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LEGEND
 ▶ ONE-WAY CRYSTAL MARKER





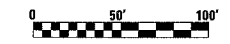
<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	REVISIONS NAME DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 326 (IL 47) PAVEMENT MARKING PLAN SCALE: VERT. 1" = 50' HORIZ. 1" = 50' DATE: MARCH 21, 2006 DRAWN BY: NEC CHECKED BY: SPF

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	16
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62531 ISTHA CONTRACT RR-02-5129 ISTHA BRIDGE NO. 1101				




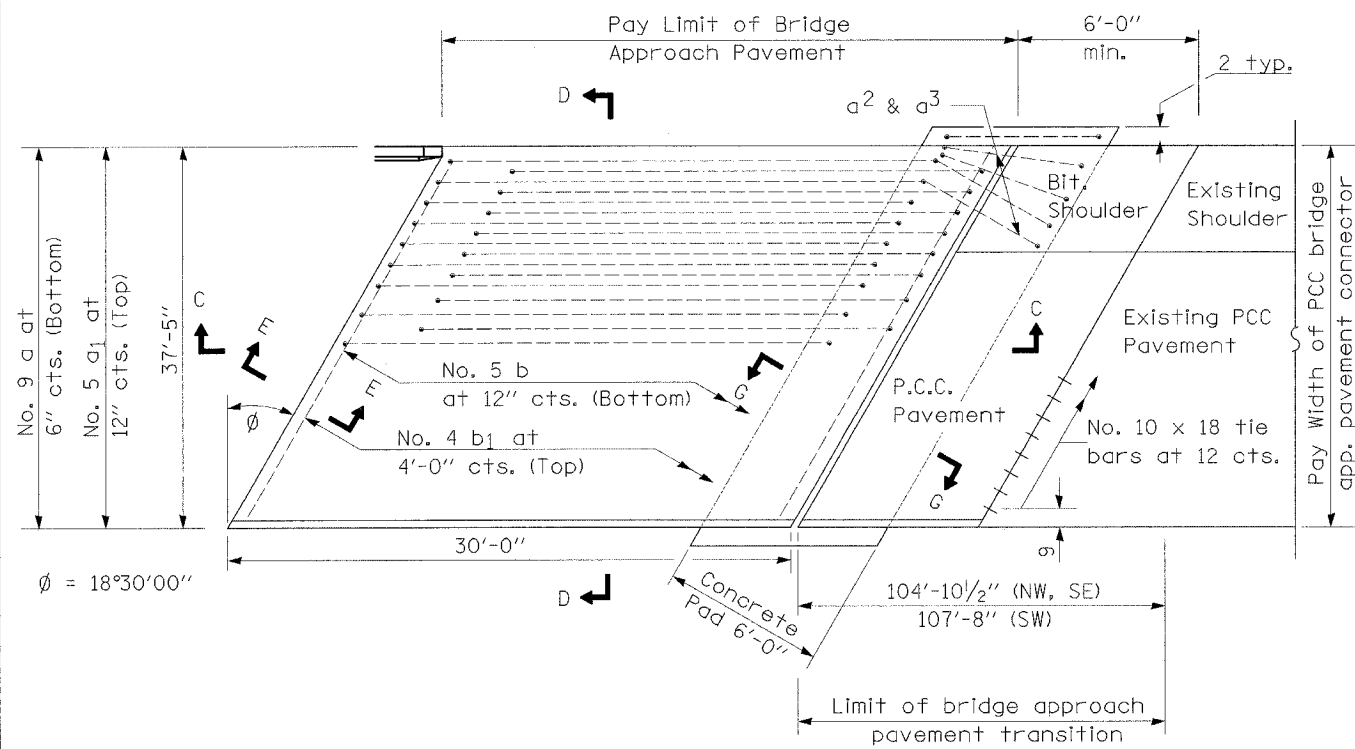
LEGEND

	SEEDING CLASS 2A
	PERIMETER EROSION BARRIER

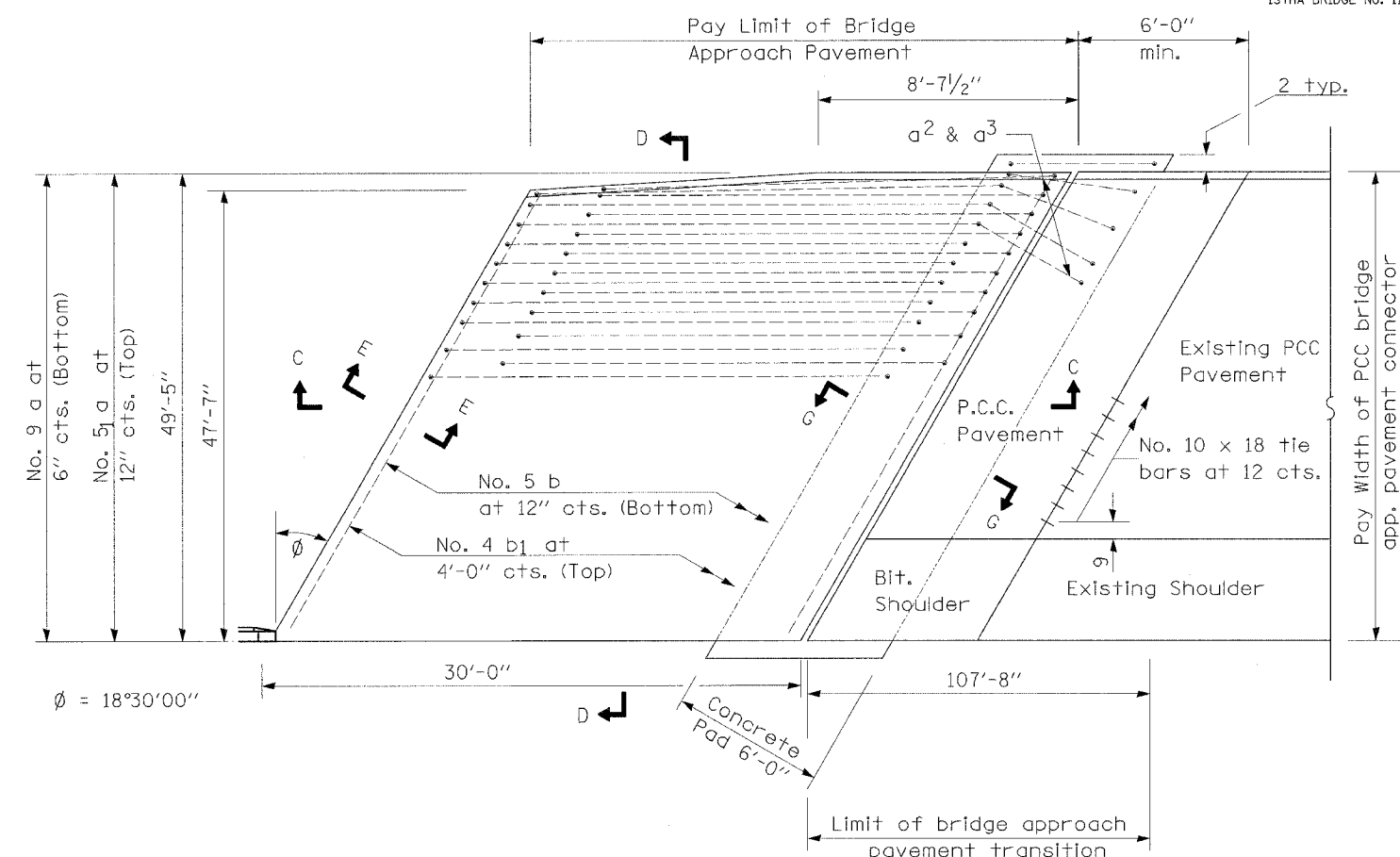


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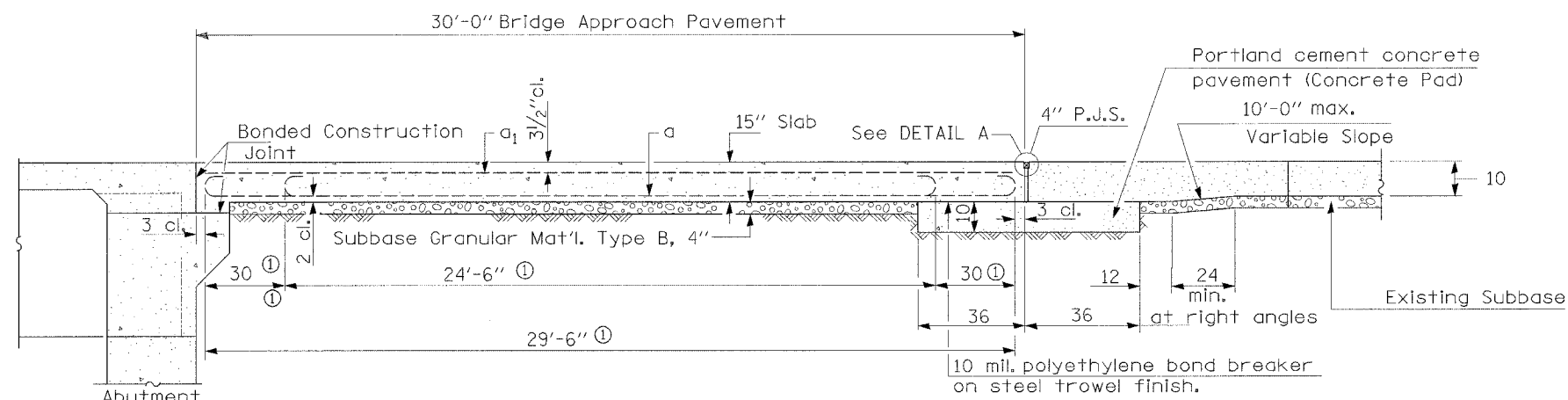
 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	REVISIONS NAME DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 326 (IL 47) EROSION CONTROL & LANDSCAPING PLAN SCALE: VERT. DRAWN BY: NEC HORIZ. CHECKED BY: SPF DATE: MARCH 21, 2006



PLAN - WITH SKEW
NW, SW & SE Quadrants



PLAN - WITH SKEW
NE Quadrant



SECTION C-C
① Stagger No. 9 a bars as shown on plan - full width

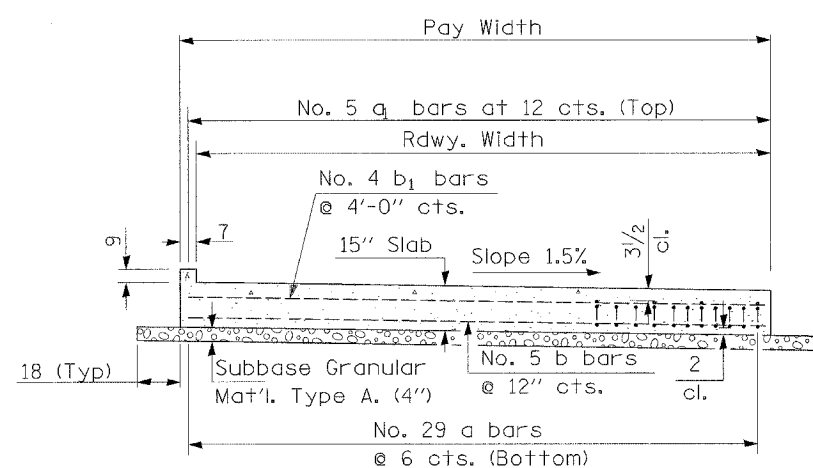
All dimensions are shown in inches unless otherwise stated.

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.P. ROUTE 326 (IL 47) BRIDGE APPROACH PAVEMENT DETAILS SCALE: VERT. _____ HORIZ. _____ DATE: MARCH 21, 2006 DRAWN BY: NEC CHECKED BY: SPF
	NAME	DATE	

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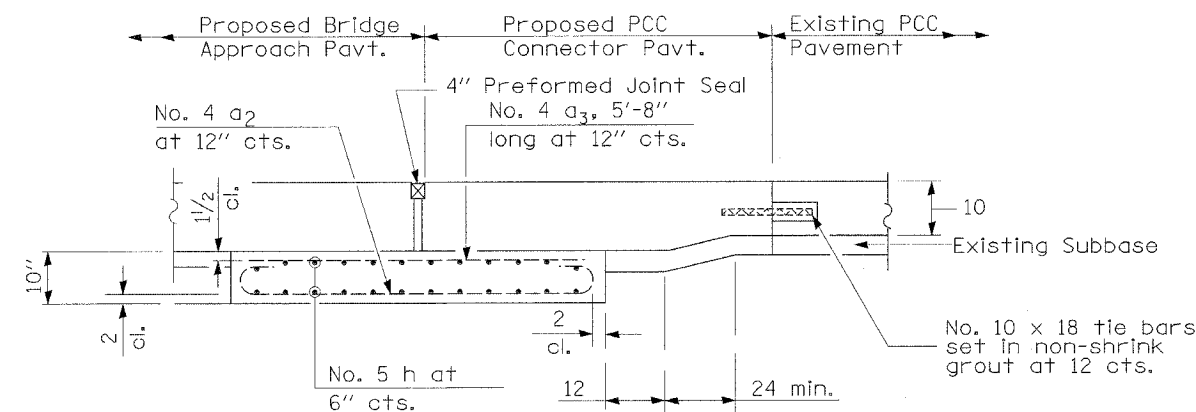
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	18
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 62531
 ISTHA CONTRACT RR-02-5129
 ISTHA BRIDGE NO. 1101



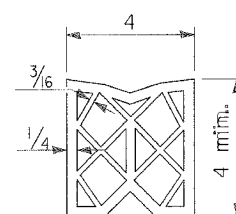
SECTION D-D

(See Plan for Dimensions not shown)
 All reinforcement bars shall be epoxy coated.

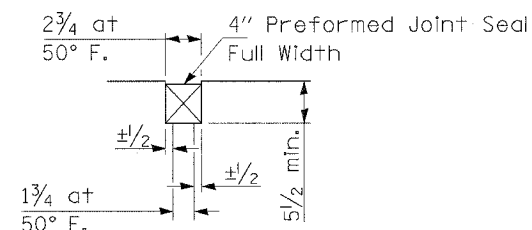


SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)

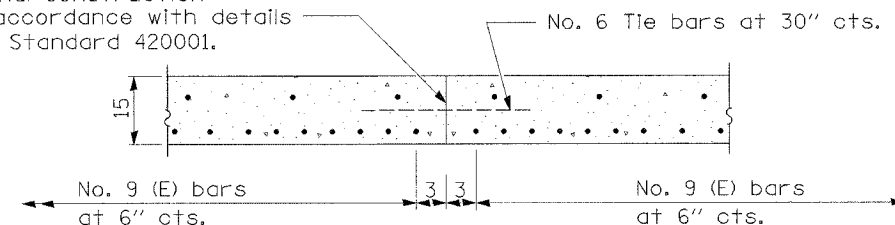


PREFORMED JOINT SEAL



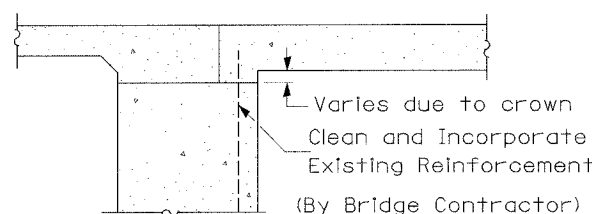
DETAIL A

Longitudinal Construction Joint in accordance with details shown on Standard 420001.

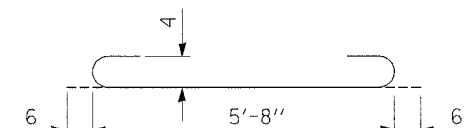


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



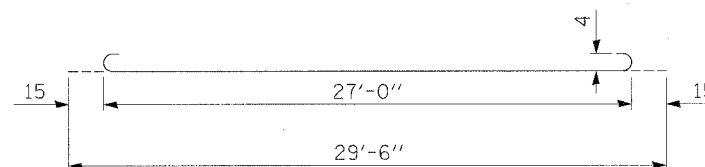
SECTION E-E
 (Vaulted Abutments)



BAR a₂

DESIGN STRESSES

$f_y = 60,000$ p.s.i.
 $f'_c = 3,500$ p.s.i.
 $n = 8.5$



BAR a

GENERAL NOTES

All dimensions are shown in inches unless otherwise stated.

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Excellence through Ownership

200 West Front Street
 Wheaton, IL 60187

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 326 (IL 47)

BRIDGE APPROACH PAVEMENT DETAILS

SCALE: VERT.
 HORIZ.
 DATE: MARCH 21, 2006

DRAWN BY: NEC
 CHECKED BY: SPF

ROUTE NO.	SECTION	COUNTY	LEAVE SHEETS	SHEET NO.	SHEET NO.
F.A.P. 326	0910-1BR-84	KANE	62	19	32 SHEETS
FED. ROAD DIST. NO. 7		BLDG. NO.	FED. AID PROJECT NO.		

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101

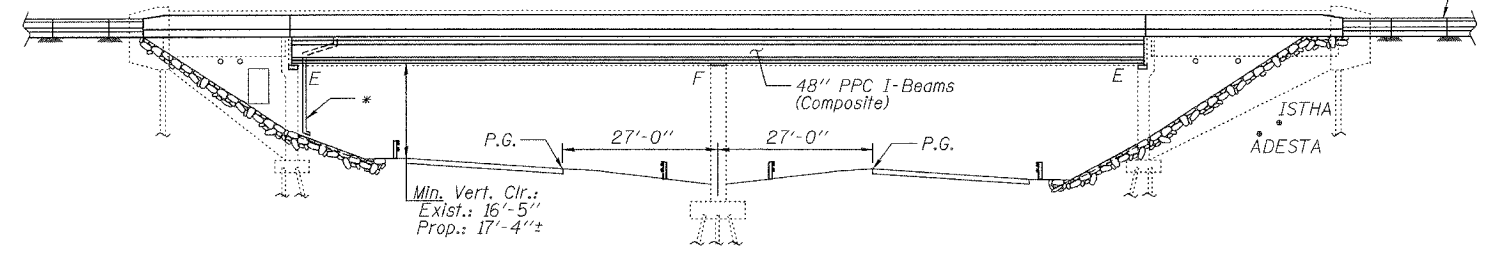
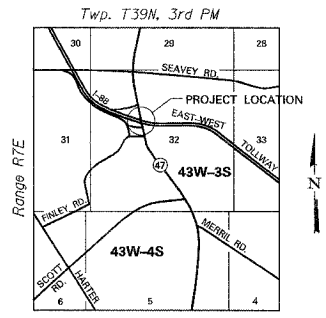
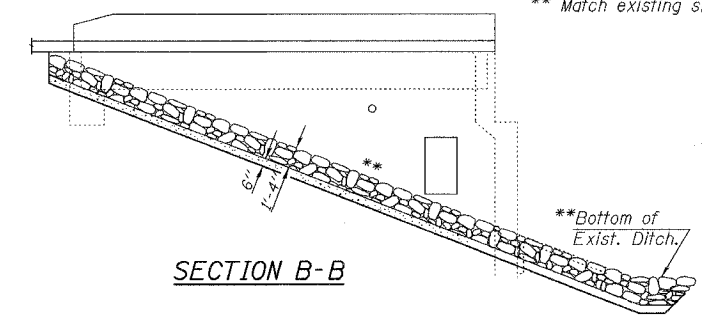
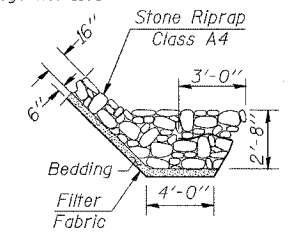
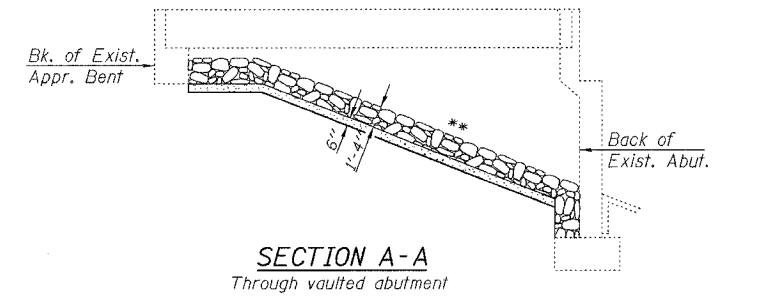
Benchmark:
 Square cut in eastern corner of metal base of light pole at southwest corner of Route 47 & I-88 EB off ramp.
 El. = 747.79

Existing structure:
 The existing structure No. 045-0082 was originally constructed in 1972 and rehabilitated in 1997. The existing structure consists of two vaulted approach spans and two main spans. The vaulted approach spans consist of a 4 1/2" thick reinforced concrete slab and 2 1/2" thick precast concrete planks supported on 36" deep (simply supported) PPC I-Beams. The main spans consist of a 5" thick reinforced concrete slab and 2 1/2" thick precast concrete planks supported on 54" deep (simply supported) PPC I-Beams. The substructure consists of reinforced concrete vaulted abutments, pile bents and two three-column piers at C of I-88 (E-W Tollway). The abutments, piers and pile bents are reinforced concrete elements supported on cast-in-place concrete piles. The overall structure length is 239'-0" back to back of pile bents. IL Rte 47 carries 4 lanes of traffic (2-12' lanes in each direction) with a 12' left turn lane in the northbound direction. There is a tapered raised center median. There are 9'-3" shoulders on both sides. The out to out of deck width is 91'-8" and face to face of curb dimension is 88'-6". One lane of traffic in each direction and one left turn lane shall be maintained during the rehabilitation using stage construction.

Salvage: The existing aluminum handrail shall be salvaged and delivered to the Bridge Office in Elk Grove Village. Contact Tom Matyas at (847) 956-1444 prior to delivery.

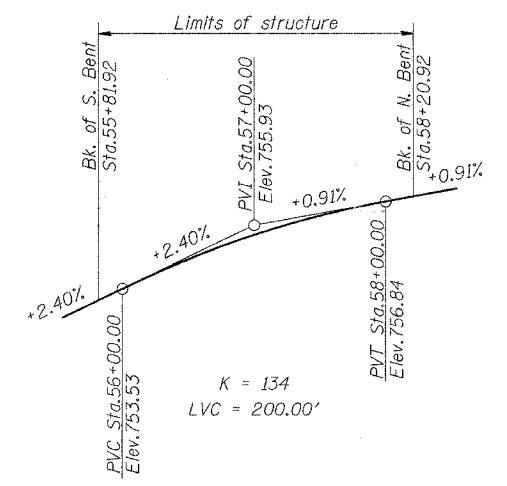
STATION 57+00.12
 REBUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. RT. 326
 SEC. 0910-1BR-84
 LOADING HS20
 STR. NO. 045-0082

NAME PLATE
 See Std. 515001

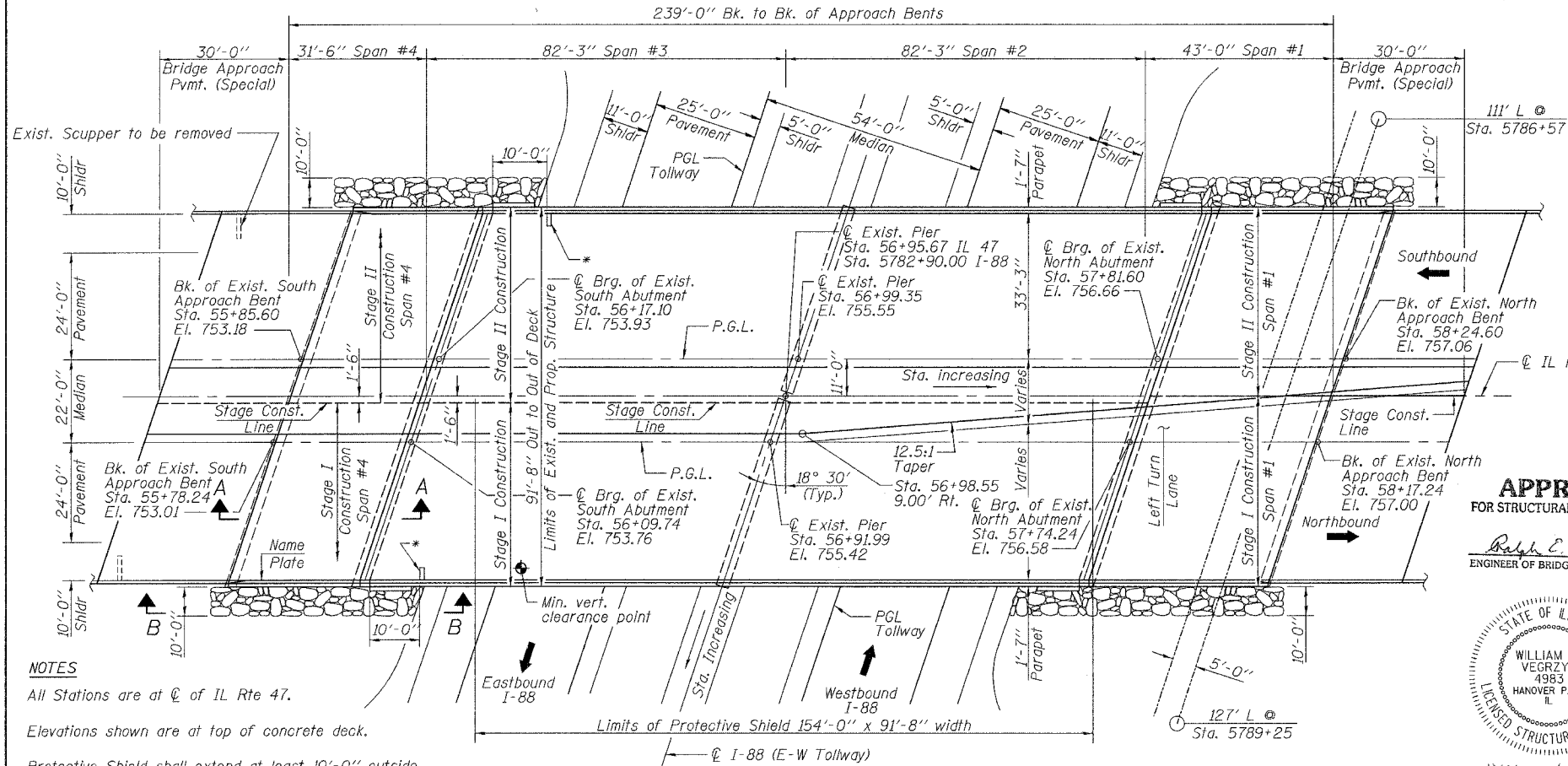


* Type DS-33 Drainage Scupper - See Sheet 18 of 32 for Drainage System.

ELEVATION



PROPOSED PROFILE GRADE



PLAN

NOTES
 All Stations are at C of IL Rte 47.
 Elevations shown are at top of concrete deck.
 Protective Shield shall extend at least 10'-0" outside the edge of each shoulder of I-88.

LOADING HS20-44
 Allow 25 pounds/Sq.Ft. for future wearing surface. New beams only.

DESIGN SPECIFICATIONS
 2002 AASHTO (17th Edition).

DESIGN STRESSES

NEW FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinf.)

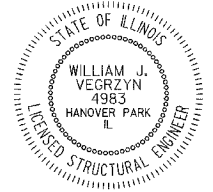
NEW PRECAST PRESTRESSED UNITS
 $f'_c = 7,000$ psi
 $f'_{ci} = 6,000$ psi
 $f'_s = 270,000$ psi (1/2" low relax. strands)
 $f'_{si} = 201,960$ psi (1/2" low relax. strands)

Existing Substructure Field Units
 $f'_c = 3,500$ psi
 $f_y = 40,000$ psi (Reinf.)

Existing 36" PPC-I Beam Units
 $f'_{ci} = 5,000$ psi
 $f'_s = 270,000$ psi (1/2" stress relieved strands)

SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = .04g
 Site Coefficient (S) = 1.0

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
 Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES



William J. Vegrzyn
 Expires 11-30-06

rjngroup
 Excellence through Ownership
 200 West Front Street
 Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
 GENERAL PLAN AND ELEVATION
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082
 DATE: 2-01-2006
 DRAWN BY: BLB
 CHECKED BY: WJW

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 326	0910-IBR-84	KANE	62	20
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 2

32 SHEETS

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101

GENERAL NOTES

The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

Bridge Seat Sealer shall be applied to the seat area of the abutments.

All Construction joints shall be bonded.

All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type I.

Slope wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.


TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Protective Coat	Sq. Yd.	2551		2551
Concrete Removal	Cu. Yd.		18.6	18.6
Removal of Existing Concrete Deck No. 1	Each	1		1
Removal of Existing Concrete Deck No. 2	Each	1		1
Removal of Existing Superstructures	Each	1		1
Neoprene Expansion Joint 2"	Foot	190		190
Concrete Structures	Cu. Yd.		34.5	34.5
Concrete Superstructure	Cu. Yd.	734.9		734.9
Bridge Deck Grooving	Sq. Yd.	1800		1800
Elastomeric Bearing Assembly Type I	Each	24		24
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.		168	168
Epoxy Crack Sealing	Foot		263	263
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Foot	1984		1984
Bridge Seat Sealer	Sq. Ft.		430	430
Reinforcement Bars, Epoxy Coated	Pound	163,330	2410	165,740
Stone Riprap, Class A4	Sq. Yd.		915	915
Filter Fabric	Sq. Yd.		915	915
Name Plates	Each	1		1
Bar Splicers	Each	803	4	807
Drainage Scuppers, DS-33	Each	2		2
*Protective Shield	Sq. Yd.	3138		3138
Drainage System	L. Sum		1	1
Slope Wall Removal	Sq. Yd.			2
Slope Wall 4 Inch	Sq. Yd.			2
Furnish and Install Door	Each		2	2

*1569 Sq. Yd. of Protective Shield will be furnished and installed for the removal of the concrete deck, then the Protective Shield will be removed and stored while the existing beams are being removed and replaced. Then the 1569 Sq. Yd. of Protective Shield will be reinstalled for the placement of the Concrete Superstructure. The Contractor will be paid for a total of 3138 Sq. Yd. of Protective Shield. This total quantity includes providing 1569 Sq. Yd. of Protective Shield and installing and removing 3138 Sq. Yd. of Protective Shield.

INDEX OF SHEETS

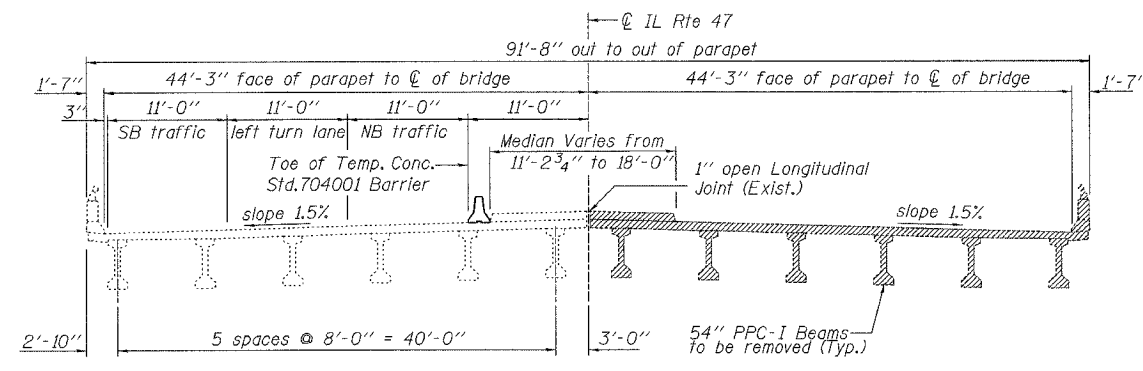
Sheet No.	Description
1	General Plan and Elevation
2	General Notes and Total Bill of Material
3	Stage Construction - Bridge
4	Stage Construction - Approach
5	Top of Slab Elevations - I
6	Top of Slab Elevations - II
7	Top of Slab Elevations - III
8	Top of Slab Elevations - IV
9	Top of Slab Elevations - V
10	North Vaulted Span
11	South Vaulted Span
12	Vaulted Span Details
13	Superstructure Plan
14	Superstructure Details - I
15	Superstructure Details - II
16	Superstructure Details - III
17	Drainage Scupper, DS-33
18	Drainage System Details
19	Continuous Seal Type Neoprene Expansion Joints
20	Framing Plan
21	48" P.P.C. I-Beam
22	48" P.P.C. I-Beam Details
23	Bearing Details
24	Anchor Bolt Details
25	North Abutment Details
26	South Abutment Details
27	North Abutment Repairs
28	South Abutment Repairs
29	Pier Details
30	Pier Repairs
31	Bar Splicer Assembly Details
32	Temporary Concrete Barrier For Stage Construction

 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	ILLINOIS DEPARTMENT OF TRANSPORTATION GENERAL NOTES AND TOTAL BILL OF MATERIAL IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082 DRAWN BY BLB
	DATE: 2-01-2006 CHECKED BY WJV

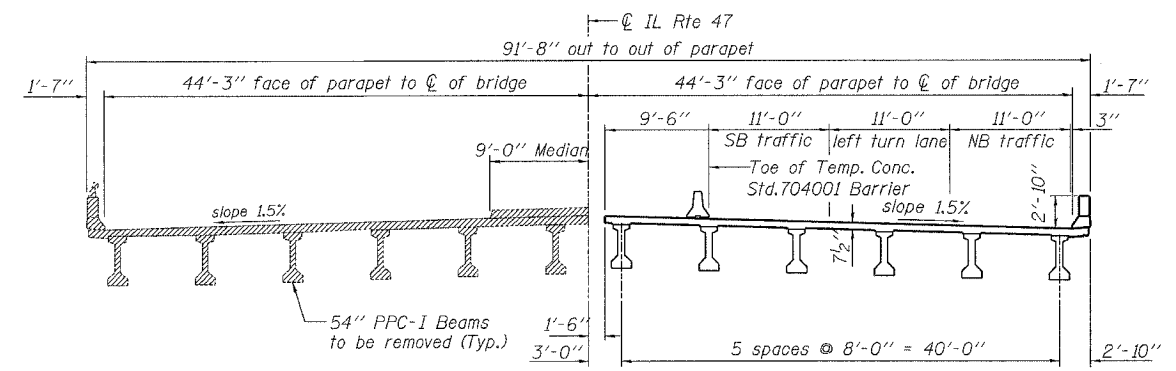
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F.A.P. 326	0910-IBR-84	KANE	62	21
FED. ROAD DIST. NO. 7	ALLIANCE	FED. AID PROJECT		

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101

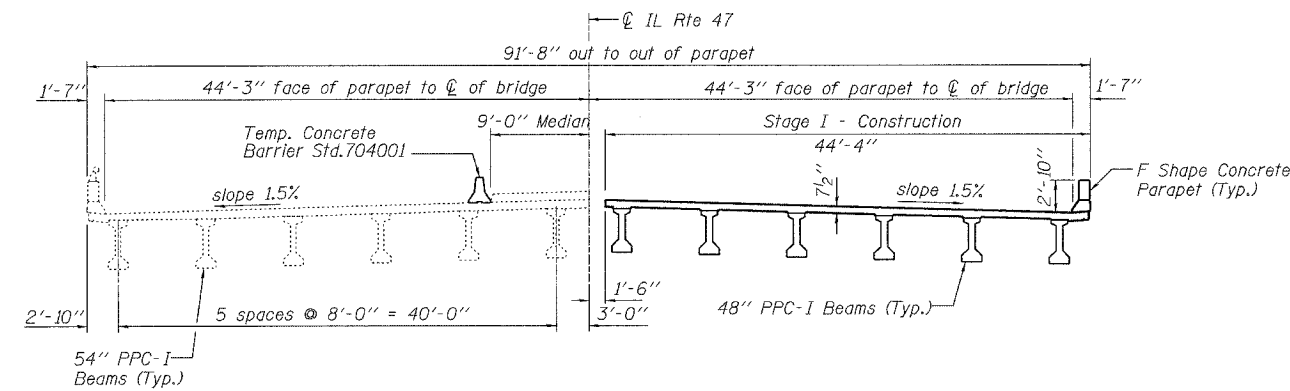
SHEET NO. 3
 32 SHEETS



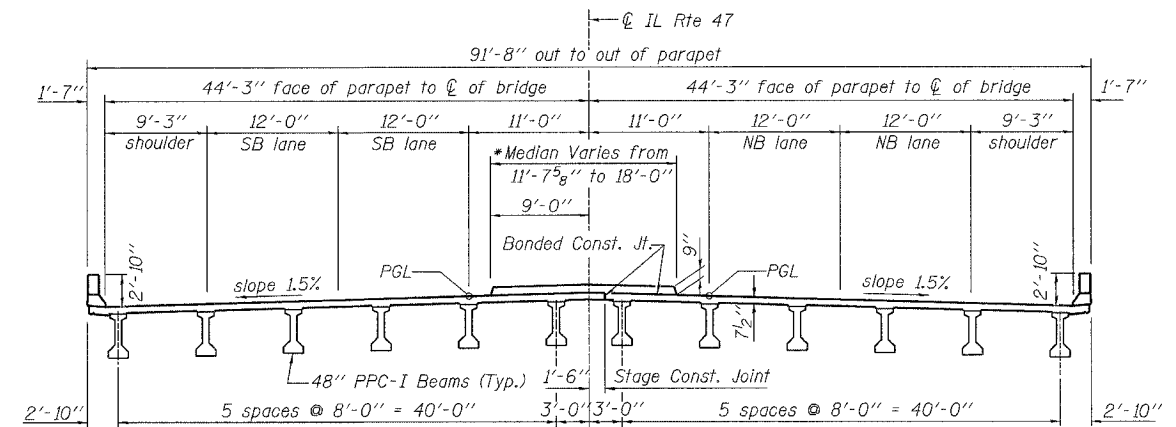
CROSS SECTION SPAN #2 & 3, STAGE I - REMOVAL
 (Looking North)



CROSS SECTION SPAN #2 & 3, STAGE II - REMOVAL
 (Looking North)



CROSS SECTION SPAN #2 & 3, STAGE I - CONSTRUCTION
 (Looking North)



CROSS SECTION SPAN #2 & 3, STAGE II - CONSTRUCTION
 (Looking North)

LEGEND:

Superstructure Removal

* Median to be constructed after completion of Stage II - Construction.

NOTE:

Removal of the existing bridge rail is included with Removal of Existing Superstructures.

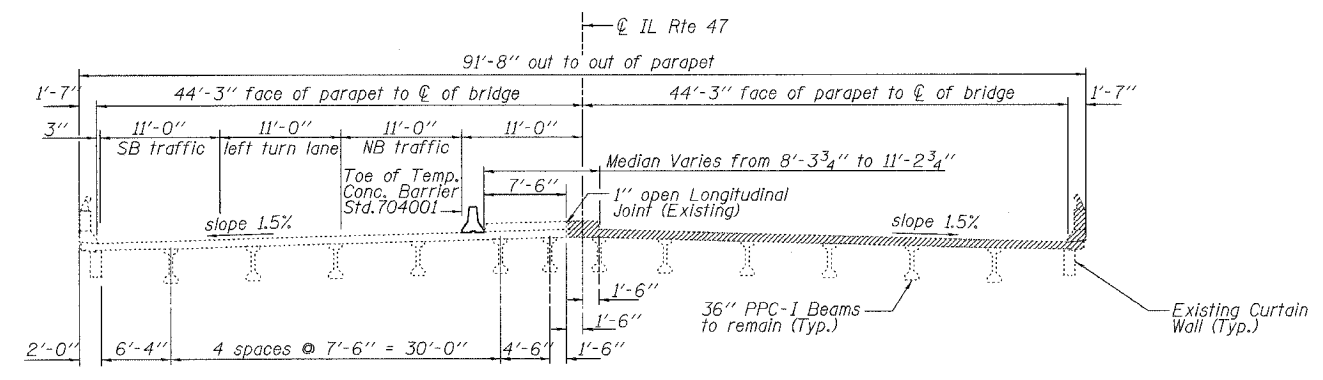
 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	ILLINOIS DEPARTMENT OF TRANSPORTATION STAGE CONSTRUCTION - BRIDGE IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082
	DRAWN BY JLA CHECKED BY GBC DATE: 2-01-2006

 DELTA ENGINEERING, INC. CONSULTING ENGINEERS, CHICAGO ILLINOIS.

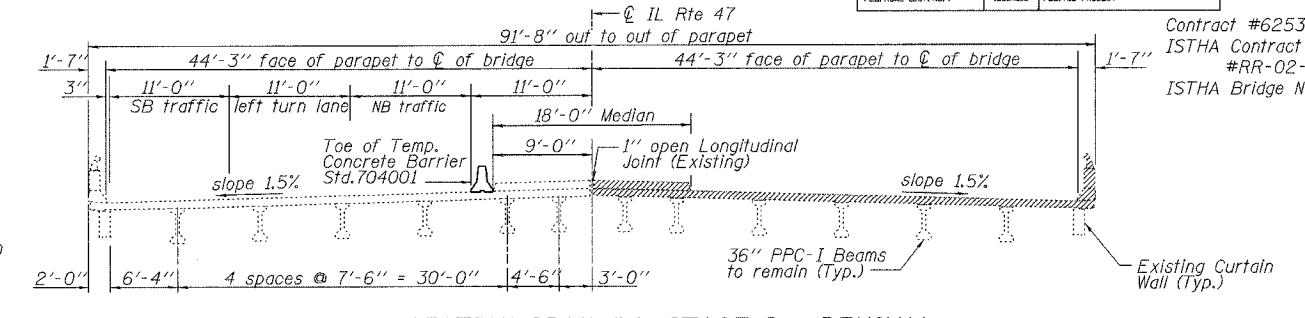
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 32 SHEETS
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

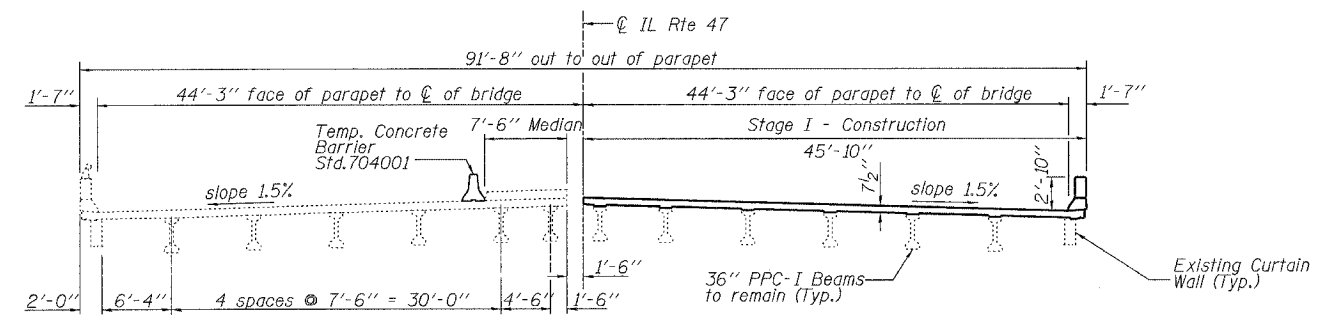
Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



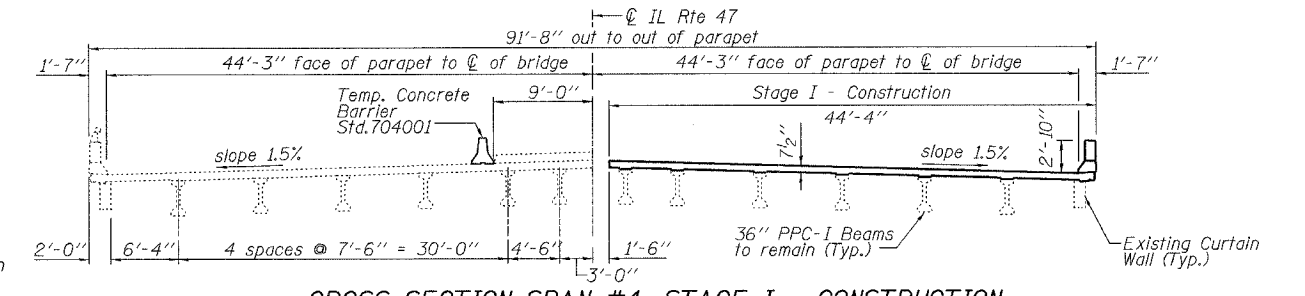
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 (Looking North)



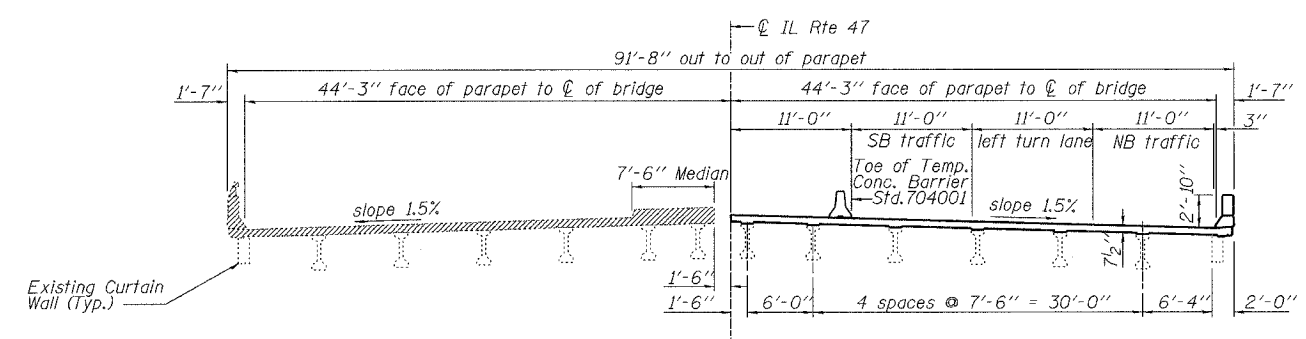
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 (Looking North)



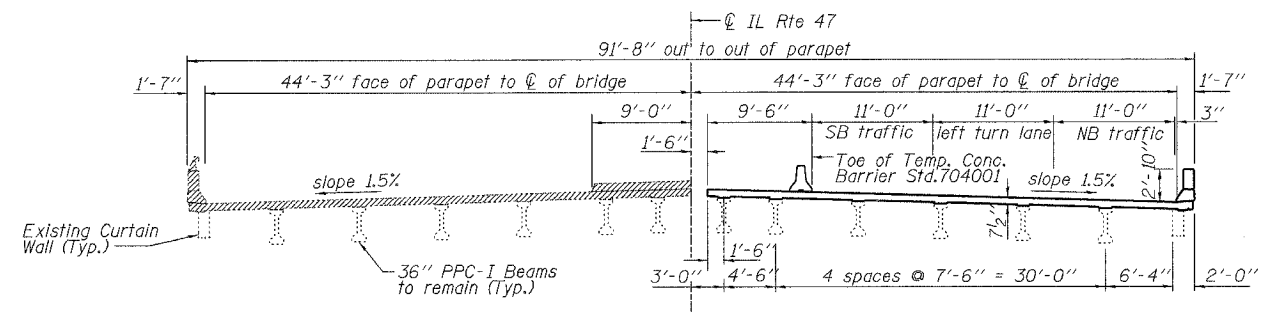
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 (Looking North)



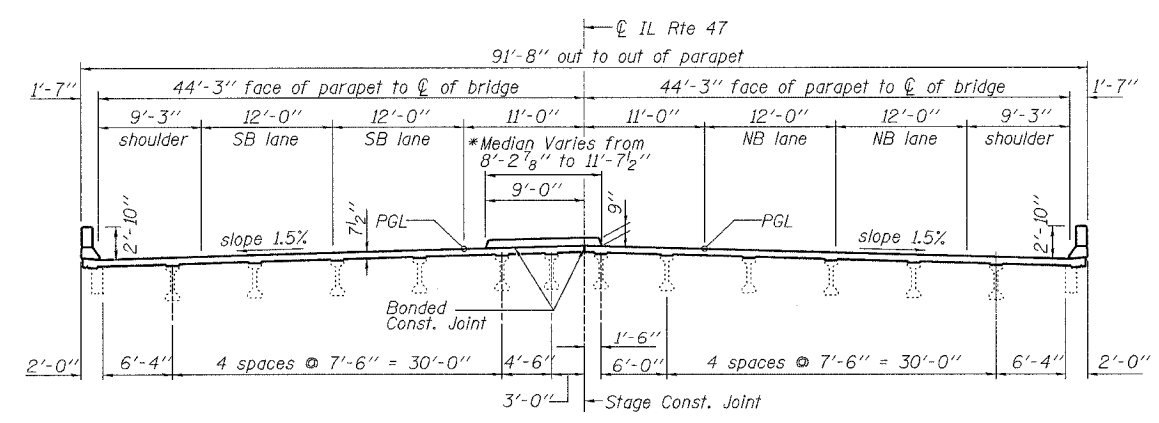
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 (Looking North)



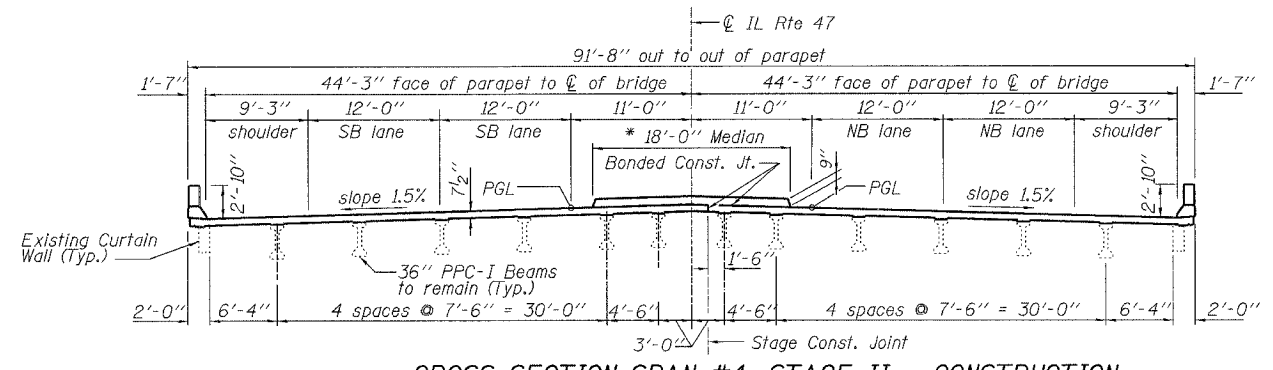
CROSS SECTION SPAN #1, STAGE II - REMOVAL
 (Looking North)



CROSS SECTION SPAN #4, STAGE II - REMOVAL
 (Looking North)



CROSS SECTION SPAN #1, STAGE II - CONSTRUCTION
 (Looking North)



CROSS SECTION SPAN #4, STAGE II - CONSTRUCTION
 (Looking North)

NOTE:
 Removal of the existing bridge rail is included with Removal of Existing Superstructures.

* Median to be constructed after completion of Stage II - Construction.

LEGEND:
 [Hatched Box] Superstructure Removal

DETA ENGINEERING, INC.
 CONSULTING ENGINEERS, CHICAGO ILLINOIS.

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 Excellence through Ownership

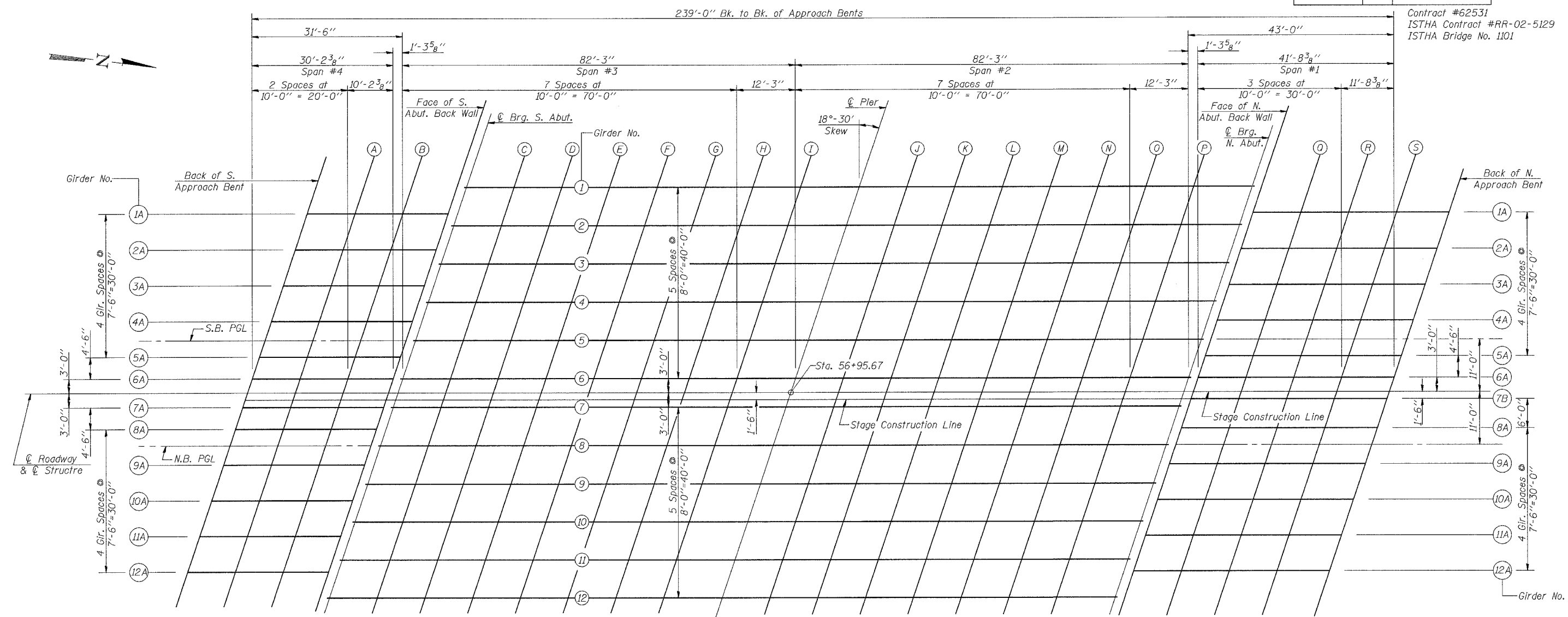
200 West Front Street
 Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
 STAGE CONSTRUCTION - APPROACH
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082

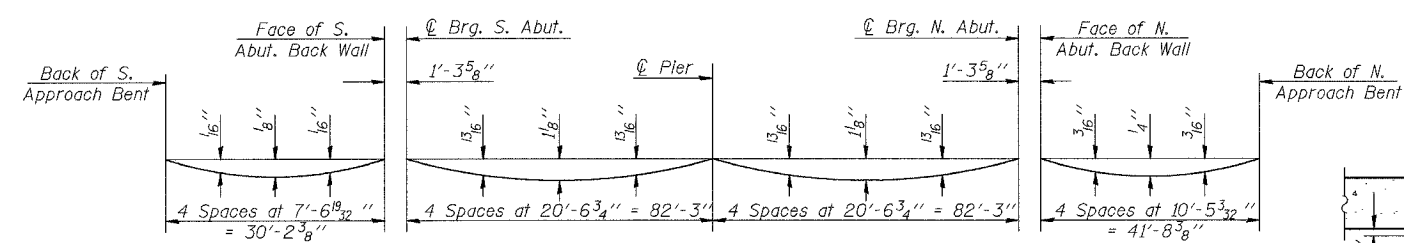
DATE: 2-01-2006
 DRAWN BY: JLA
 CHECKED BY: GBC

5/5/2005 K:\118252\Structures\IL-47 over I-88\Final Plans_Revand.dgn

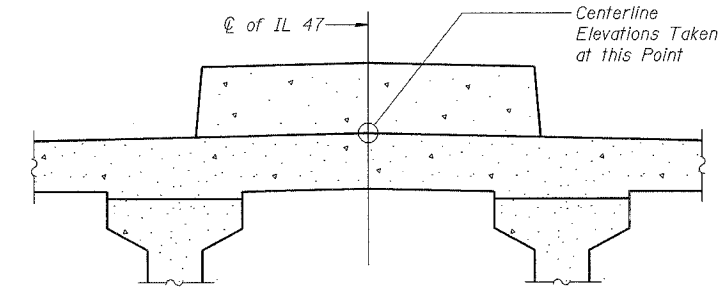
Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



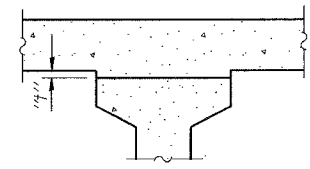
PLAN



DEAD LOAD DEFLECTION DIAGRAM
 (Includes weight of concrete, excluding beams).



SECTION THRU MEDIAN



FILLET HEIGHTS

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 6 thru 9 of 32.

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

 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	ILLINOIS DEPARTMENT OF TRANSPORTATION
	TOP OF SLAB ELEVATIONS - I IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082
DATE: 2-01-2006	DRAWN BY WJV CHECKED BY BLB

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101

GIRDER 1A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+94.47	-37.50	753.000	753.000
A	56+04.47	-37.50	753.239	753.247
B	56+14.47	-37.50	753.472	753.480
Face of South Abut. Back Wall	56+24.67	-37.50	753.702	753.702
Face of North Abut. Back Wall	57+91.77	-37.50	756.365	756.365
Q	58+01.77	-37.50	756.458	756.474
R	58+11.77	-37.50	756.549	756.570
S	58+21.77	-37.50	756.640	756.657
Back of North Approach Bent	58+33.47	-37.50	756.747	756.747

GIRDER 2A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+91.96	-30.00	753.052	753.052
A	56+01.96	-30.00	753.292	753.300
B	56+11.96	-30.00	753.526	753.535
Face of South Abut. Back Wall	56+22.16	-30.00	753.758	753.758
Face of North Abut. Back Wall	57+89.26	-30.00	756.453	756.453
Q	57+99.26	-30.00	756.548	756.563
R	58+09.26	-30.00	756.639	756.660
S	58+19.26	-30.00	756.730	756.747
Back of North Approach Bent	58+30.96	-30.00	756.837	756.837

GIRDER 3A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+89.45	-22.50	753.104	753.104
A	55+99.45	-22.50	753.344	753.352
B	56+09.45	-22.50	753.581	753.589
Face of South Abut. Back Wall	56+19.65	-22.50	753.815	753.815
Face of North Abut. Back Wall	57+86.75	-22.50	756.540	756.540
Q	57+96.75	-22.50	756.637	756.653
R	58+06.75	-22.50	756.729	756.750
S	58+16.75	-22.50	756.820	756.837
Back of North Approach Bent	58+28.45	-22.50	756.926	756.926

GIRDER 4A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+86.94	-15.00	753.156	753.156
A	55+96.94	-15.00	753.396	753.404
B	56+06.94	-15.00	753.635	753.643
Face of South Abut. Back Wall	56+17.14	-15.00	753.870	753.870
Face of North Abut. Back Wall	57+84.24	-15.00	756.627	756.627
Q	57+94.24	-15.00	756.726	756.742
R	58+04.24	-15.00	756.819	756.839
S	58+14.24	-15.00	756.910	756.926
Back of North Approach Bent	58+25.94	-15.00	757.016	757.016

S.B. PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+85.60	-11.00	753.184	753.184
A	55+95.60	-11.00	753.424	753.432
B	56+05.60	-11.00	753.663	753.671
Face of South Abut. Back Wall	56+15.80	-11.00	753.900	753.900
Face of North Abut. Back Wall	57+82.90	-11.00	756.673	756.673
Q	57+92.90	-11.00	756.773	756.789
R	58+02.90	-11.00	756.866	756.887
S	58+12.90	-11.00	756.957	756.974
Back of North Approach Bent	58+24.60	-11.00	757.064	757.064

GIRDER 5A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+84.43	-7.50	753.209	753.209
A	55+94.43	-7.50	753.449	753.457
B	56+04.43	-7.50	753.688	753.696
Face of South Abut. Back Wall	56+14.63	-7.50	753.926	753.926
Face of North Abut. Back Wall	57+81.73	-7.50	756.714	756.714
Q	57+91.73	-7.50	756.815	756.830
R	58+01.73	-7.50	756.908	756.929
S	58+11.73	-7.50	756.999	757.016
Back of North Approach Bent	58+23.43	-7.50	757.106	757.106

GIRDER 6A


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+82.92	-3.00	753.240	753.240
A	55+92.92	-3.00	753.480	753.488
B	56+02.92	-3.00	753.720	753.728
Face of South Abut. Back Wall	56+13.12	-3.00	753.958	753.958
Face of North Abut. Back Wall	57+80.23	-3.00	756.765	756.765
Q	57+90.23	-3.00	756.867	756.883
R	58+00.23	-3.00	756.962	756.983
S	58+10.23	-3.00	757.053	757.070
Back of North Approach Bent	58+21.92	-3.00	757.159	757.159

ROADWAY & STRUCTURE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+81.92	0.00	753.261	753.261
A	55+91.92	0.00	753.501	753.509
B	56+01.92	0.00	753.741	753.749
Face of South Abut. Back Wall	56+12.12	0.00	753.980	753.980
Face of North Abut. Back Wall	57+79.22	0.00	756.800	756.800
Q	57+89.22	0.00	756.903	756.918
R	57+99.22	0.00	756.998	757.019
S	58+09.22	0.00	757.089	757.106
Back of North Approach Bent	58+20.92	0.00	757.195	757.195

SPANS #1 AND #4

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 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	ILLINOIS DEPARTMENT OF TRANSPORTATION
	TOP OF SLAB ELEVATIONS - II IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082 DRAWN BY WJV CHECKED BY BLB
	DATE: 2-01-2006

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+81.42	1.50	753.227	753.227
A	55+91.42	1.50	753.467	753.474
B	56+01.42	1.50	753.706	753.714
Face of South Abut. Back Wall	56+11.62	1.50	753.946	753.946
Face of North Abut. Back Wall	57+79.22	0.00	756.800	756.800
Q	57+89.22	0.00	756.903	756.918
R	57+99.22	0.00	756.998	757.019
S	58+09.22	0.00	757.089	757.106
Back of North Approach Bent	58+20.92	0.00	757.195	757.195

GIRDER 7A & 7B

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+80.92	3.00	753.192	753.192
A	55+90.92	3.00	753.432	753.440
B	56+00.92	3.00	753.672	753.680
Face of South Abut. Back Wall	56+11.11	3.00	753.912	753.912
Face of North Abut. Back Wall	57+78.72	1.50	756.772	756.772
Q	57+88.72	1.50	756.875	756.890
R	57+98.72	1.50	756.971	756.992
S	58+08.72	1.50	757.062	757.079
Back of North Approach Bent	58+20.42	1.50	757.168	757.168

GIRDER 8A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+79.41	7.50	753.088	753.088
A	55+89.41	7.50	753.328	753.336
B	55+99.41	7.50	753.568	753.576
Face of South Abut. Back Wall	56+09.61	7.50	753.810	753.810
Face of North Abut. Back Wall	57+76.71	7.50	756.660	756.660
Q	57+86.71	7.50	756.765	756.780
R	57+96.71	7.50	756.862	756.883
S	58+06.71	7.50	756.954	756.970
Back of North Approach Bent	58+18.41	7.50	757.060	757.060

N.B. PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+78.24	11.00	753.008	753.008
A	55+88.24	11.00	753.248	753.256
B	55+98.24	11.00	753.488	753.496
Face of South Abut. Back Wall	56+08.44	11.00	753.730	753.730
Face of North Abut. Back Wall	57+75.54	11.00	756.595	756.595
Q	57+85.54	11.00	756.701	756.716
R	57+95.54	11.00	756.799	756.819
S	58+05.54	11.00	756.890	756.907
Back of North Approach Bent	58+17.24	11.00	756.997	756.997

GIRDER 9A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+76.90	15.00	752.916	752.916
A	55+86.90	15.00	753.156	753.163
B	55+96.90	15.00	753.396	753.404
Face of South Abut. Back Wall	56+07.10	15.00	753.638	753.638
Face of North Abut. Back Wall	57+74.20	15.00	756.520	756.520
Q	57+84.20	15.00	756.627	756.642
R	57+94.20	15.00	756.726	756.747
S	58+04.20	15.00	756.818	756.835
Back of North Approach Bent	58+15.90	15.00	756.925	756.925

GIRDER 10A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+74.39	22.50	752.743	752.743
A	55+84.39	22.50	752.983	752.991
B	55+94.39	22.50	753.223	753.231
Face of South Abut. Back Wall	56+04.59	22.50	753.467	753.467
Face of North Abut. Back Wall	57+71.69	22.50	756.380	756.380
Q	57+81.69	22.50	756.488	756.504
R	57+91.69	22.50	756.589	756.610
S	58+01.69	22.50	756.683	756.700
Back of North Approach Bent	58+13.39	22.50	756.789	756.789

GIRDER 11A


Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+71.88	30.00	752.570	752.570
A	55+81.88	30.00	752.810	752.818
B	55+91.88	30.00	753.050	753.058
Face of South Abut. Back Wall	56+02.08	30.00	753.295	753.295
Face of North Abut. Back Wall	57+69.18	30.00	756.239	756.239
Q	57+79.18	30.00	756.349	756.365
R	57+89.18	30.00	756.452	756.473
S	57+99.18	30.00	756.547	756.564
Back of North Approach Bent	58+10.88	30.00	756.654	756.654

GIRDER 12A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Approach Bent	55+69.37	37.50	752.397	752.397
A	55+79.37	37.50	752.637	752.645
B	55+89.37	37.50	752.877	752.885
Face of South Abut. Back Wall	55+99.57	37.50	753.122	753.122
Face of North Abut. Back Wall	57+66.68	37.50	756.098	756.098
Q	57+76.68	37.50	756.210	756.225
R	57+86.68	37.50	756.314	756.335
S	57+96.68	37.50	756.412	756.428
Back of North Approach Bent	58+08.37	37.50	756.518	756.518

SPANS #1 AND #4

K:\1102021\Structures\11-47 over I-88\Final Plans_Revise.dgn 5/5/2006

 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	ILLINOIS DEPARTMENT OF TRANSPORTATION
	TOP OF SLAB ELEVATIONS - III IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082 DRAWN BY WJV CHECKED BY BLB
	DATE: 2-01-2006

Contract #62531
ISTHA Contract #RR-02-5129
ISTHA Bridge No. 1101

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Bearing S. Abutment	56+27.81	-43.00	753.688	753.688
C	56+37.81	-43.00	753.904	753.939
D	56+47.81	-43.00	754.112	754.177
E	56+57.81	-43.00	754.313	754.399
F	56+67.81	-43.00	754.506	754.600
G	56+77.81	-43.00	754.692	754.780
H	56+87.81	-43.00	754.870	754.940
I	56+97.81	-43.00	755.041	755.082
☉ Pier	57+10.06	-43.00	755.240	755.240
J	57+20.06	-43.00	755.394	755.428
K	57+30.06	-43.00	755.541	755.605
L	57+40.06	-43.00	755.680	755.766
M	57+50.06	-43.00	755.812	755.907
N	57+60.06	-43.00	755.937	756.026
O	57+70.06	-43.00	756.054	756.125
P	57+80.06	-43.00	756.163	756.206
☉ Bearing N. Abutment	57+92.31	-43.00	756.288	756.288

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Bearing S. Abutment	56+25.13	-35.00	753.749	753.749
C	56+35.13	-35.00	753.967	754.002
D	56+45.13	-35.00	754.177	754.242
E	56+55.13	-35.00	754.380	754.466
F	56+65.13	-35.00	754.575	754.669
G	56+75.13	-35.00	754.763	754.851
H	56+85.13	-35.00	754.943	755.013
I	56+95.13	-35.00	755.116	755.157
☉ Pier	57+07.38	-35.00	755.317	755.317
J	57+17.38	-35.00	755.474	755.507
K	57+27.38	-35.00	755.623	755.686
L	57+37.38	-35.00	755.764	755.849
M	57+47.38	-35.00	755.898	755.992
N	57+57.38	-35.00	756.024	756.114
O	57+67.38	-35.00	756.143	756.214
P	57+77.38	-35.00	756.255	756.297
☉ Bearing N. Abutment	57+89.63	-35.00	756.381	756.381

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Bearing S. Abutment	56+22.45	-27.00	753.810	753.810
C	56+32.45	-27.00	754.030	754.064
D	56+42.45	-27.00	754.242	754.307
E	56+52.45	-27.00	754.446	754.532
F	56+62.45	-27.00	754.643	754.738
G	56+72.45	-27.00	754.833	754.922
H	56+82.45	-27.00	755.015	755.085
I	56+92.45	-27.00	755.190	755.231
☉ Pier	57+04.70	-27.00	755.394	755.394
J	57+14.70	-27.00	755.553	755.586
K	57+24.70	-27.00	755.703	755.767
L	57+34.70	-27.00	755.847	755.932
M	57+44.70	-27.00	755.983	756.077
N	57+54.70	-27.00	756.111	756.200
O	57+64.70	-27.00	756.232	756.303
P	57+74.70	-27.00	756.346	756.388
☉ Bearing N. Abutment	57+86.95	-27.00	756.475	756.475

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Bearing S. Abutment	56+19.78	-19.00	753.870	753.870
C	56+29.78	-19.00	754.092	754.126
D	56+39.78	-19.00	754.306	754.371
E	56+49.78	-19.00	754.512	754.598
F	56+59.78	-19.00	754.711	754.806
G	56+69.78	-19.00	754.903	754.992
H	56+79.78	-19.00	755.087	755.157
I	56+89.78	-19.00	755.264	755.305
☉ Pier	57+02.03	-19.00	755.471	755.471
J	57+12.03	-19.00	755.631	755.665
K	57+22.03	-19.00	755.784	755.848
L	57+32.03	-19.00	755.929	756.015
M	57+42.03	-19.00	756.067	756.161
N	57+52.03	-19.00	756.198	756.287
O	57+62.03	-19.00	756.321	756.392
P	57+72.03	-19.00	756.436	756.479
☉ Bearing N. Abutment	57+84.28	-19.00	756.568	756.568

GIRDER 5 & S.B. PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Bearing S. Abutment	56+17.10	-11.00	753.929	753.929
C	56+27.10	-11.00	754.153	754.188
D	56+37.10	-11.00	754.369	754.434
E	56+47.10	-11.00	754.578	754.664
F	56+57.10	-11.00	754.779	754.873
G	56+67.10	-11.00	754.973	755.061
H	56+77.10	-11.00	755.159	755.229
I	56+87.10	-11.00	755.338	755.379
☉ Pier	56+99.35	-11.00	755.547	755.547
J	57+09.35	-11.00	755.709	755.743
K	57+19.35	-11.00	755.864	755.928
L	57+29.35	-11.00	756.011	756.096
M	57+39.35	-11.00	756.151	756.245
N	57+49.35	-11.00	756.283	756.373
O	57+59.35	-11.00	756.408	756.480
P	57+69.35	-11.00	756.526	756.568
☉ Bearing N. Abutment	57+81.60	-11.00	756.660	756.660

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Bearing S. Abutment	56+14.42	-3.00	753.988	753.988
C	56+24.42	-3.00	754.214	754.249
D	56+34.42	-3.00	754.432	754.497
E	56+44.42	-3.00	754.643	754.729
F	56+54.42	-3.00	754.846	754.940
G	56+64.42	-3.00	755.042	755.130
H	56+74.42	-3.00	755.230	755.300
I	56+84.42	-3.00	755.411	755.452
☉ Pier	56+96.67	-3.00	755.622	755.622
J	57+06.67	-3.00	755.786	755.820
K	57+16.67	-3.00	755.943	756.007
L	57+26.67	-3.00	756.092	756.178
M	57+36.67	-3.00	756.234	756.329
N	57+46.67	-3.00	756.369	756.458
O	57+56.67	-3.00	756.496	756.567
P	57+66.67	-3.00	756.615	756.658
☉ Bearing N. Abutment	57+78.92	-3.00	756.752	756.752


☉ ROADWAY & STRUCTURE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Bearing S. Abutment	56+13.42	0.00	754.010	754.010
C	56+23.42	0.00	754.237	754.272
D	56+33.42	0.00	754.455	754.521
E	56+43.42	0.00	754.667	754.753
F	56+53.42	0.00	754.871	754.965
G	56+63.42	0.00	755.067	755.156
H	56+73.42	0.00	755.256	755.326
I	56+83.42	0.00	755.438	755.479
☉ Pier	56+95.67	0.00	755.650	755.650
J	57+05.67	0.00	755.815	755.849
K	57+15.67	0.00	755.973	756.037
L	57+25.67	0.00	756.123	756.208
M	57+35.67	0.00	756.265	756.360
N	57+45.67	0.00	756.401	756.490
O	57+55.67	0.00	756.528	756.599
P	57+65.67	0.00	756.649	756.691
☉ Bearing N. Abutment	57+77.92	0.00	756.786	756.786

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Bearing S. Abutment	56+12.92	1.50	753.976	753.976
C	56+22.92	1.50	754.203	754.238
D	56+32.92	1.50	754.422	754.488
E	56+42.92	1.50	754.634	754.720
F	56+52.92	1.50	754.838	754.933
G	56+62.92	1.50	755.035	755.124
H	56+72.92	1.50	755.224	755.294
I	56+82.92	1.50	755.406	755.447
☉ Pier	56+95.17	1.50	755.619	755.619
J	57+05.17	1.50	755.785	755.818
K	57+15.17	1.50	755.942	756.006
L	57+25.17	1.50	756.093	756.178
M	57+35.17	1.50	756.236	756.330
N	57+45.17	1.50	756.372	756.461
O	57+55.17	1.50	756.500	756.571
P	57+65.17	1.50	756.620	756.663
☉ Bearing N. Abutment	57+77.42	1.50	756.758	756.758

SPANS #2 AND #3

 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	ILLINOIS DEPARTMENT OF TRANSPORTATION TOP OF SLAB ELEVATIONS - IV IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082
	DRAWN BY WJV CHECKED BY BLB DATE: 2-01-2006

Contract #62531
ISTHA Contract #RR-02-5129
ISTHA Bridge No. 1101

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ⓞ Bearing S. Abutment	56+12.42	3.00	753.942	753.942
C	56+22.42	3.00	754.169	754.204
D	56+32.42	3.00	754.389	754.454
E	56+42.42	3.00	754.601	754.687
F	56+52.42	3.00	754.806	754.900
G	56+62.42	3.00	755.003	755.091
H	56+72.42	3.00	755.193	755.262
I	56+82.42	3.00	755.375	755.416
Ⓞ Pier	56+94.67	3.00	755.588	755.588
J	57+04.67	3.00	755.754	755.788
K	57+14.67	3.00	755.912	755.976
L	57+24.67	3.00	756.063	756.148
M	57+34.67	3.00	756.206	756.301
N	57+44.67	3.00	756.342	756.432
O	57+54.67	3.00	756.471	756.542
P	57+64.67	3.00	756.592	756.634
Ⓞ Bearing N. Abutment	57+76.92	3.00	756.730	756.730

GIRDER 8 & N.B. PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ⓞ Bearing S. Abutment	56+09.74	11.00	753.760	753.760
C	56+19.74	11.00	753.989	754.024
D	56+29.74	11.00	754.211	754.276
E	56+39.74	11.00	754.425	754.511
F	56+49.74	11.00	754.632	754.726
G	56+59.74	11.00	754.831	754.919
H	56+69.74	11.00	755.023	755.092
I	56+79.74	11.00	755.207	755.248
Ⓞ Pier	56+91.99	11.00	755.422	755.422
J	57+01.99	11.00	755.590	755.624
K	57+11.99	11.00	755.751	755.814
L	57+21.99	11.00	755.903	755.989
M	57+31.99	11.00	756.049	756.143
N	57+41.99	11.00	756.187	756.276
O	57+51.99	11.00	756.317	756.388
P	57+61.99	11.00	756.440	756.483
Ⓞ Bearing N. Abutment	57+74.24	11.00	756.581	756.581

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ⓞ Bearing S. Abutment	56+07.06	19.00	753.578	753.578
C	56+17.06	19.00	753.809	753.843
D	56+27.06	19.00	754.032	754.097
E	56+37.06	19.00	754.248	754.334
F	56+47.06	19.00	754.457	754.551
G	56+57.06	19.00	754.658	754.747
H	56+67.06	19.00	754.852	754.922
I	56+77.06	19.00	755.038	755.079
Ⓞ Pier	56+89.31	19.00	755.256	755.256
J	56+99.31	19.00	755.426	755.460
K	57+09.31	19.00	755.588	755.652
L	57+19.31	19.00	755.743	755.828
M	57+29.31	19.00	755.891	755.985
N	57+39.31	19.00	756.030	756.120
O	57+49.31	19.00	756.163	756.234
P	57+59.31	19.00	756.288	756.330
Ⓞ Bearing N. Abutment	57+71.56	19.00	756.431	756.431

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ⓞ Bearing S. Abutment	56+04.39	27.00	753.394	753.394
C	56+14.39	27.00	753.627	753.662
D	56+24.39	27.00	753.853	753.918
E	56+34.39	27.00	754.071	754.157
F	56+44.39	27.00	754.282	754.376
G	56+54.39	27.00	754.485	754.573
H	56+64.39	27.00	754.681	754.750
I	56+74.39	27.00	754.869	754.910
Ⓞ Pier	56+86.64	27.00	755.090	755.090
J	56+96.64	27.00	755.261	755.295
K	57+06.64	27.00	755.426	755.489
L	57+16.64	27.00	755.582	755.668
M	57+26.64	27.00	755.732	755.826
N	57+36.64	27.00	755.874	755.963
O	57+46.64	27.00	756.008	756.079
P	57+56.64	27.00	756.135	756.178
Ⓞ Bearing N. Abutment	57+68.89	27.00	756.281	756.281


GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ⓞ Bearing S. Abutment	56+01.71	35.00	753.211	753.211
C	56+11.71	35.00	753.446	753.481
D	56+21.71	35.00	753.673	753.739
E	56+31.71	35.00	753.893	753.980
F	56+41.71	35.00	754.106	754.200
G	56+51.71	35.00	754.311	754.400
H	56+61.71	35.00	754.509	754.579
I	56+71.71	35.00	754.699	754.740
Ⓞ Pier	56+83.96	35.00	754.922	754.922
J	56+93.96	35.00	755.096	755.130
K	57+03.96	35.00	755.262	755.326
L	57+13.96	35.00	755.421	755.506
M	57+23.96	35.00	755.572	755.667
N	57+33.96	35.00	755.716	755.806
O	57+43.96	35.00	755.853	755.924
P	57+53.96	35.00	755.982	756.024
Ⓞ Bearing N. Abutment	57+66.21	35.00	756.130	756.130

GIRDER 12

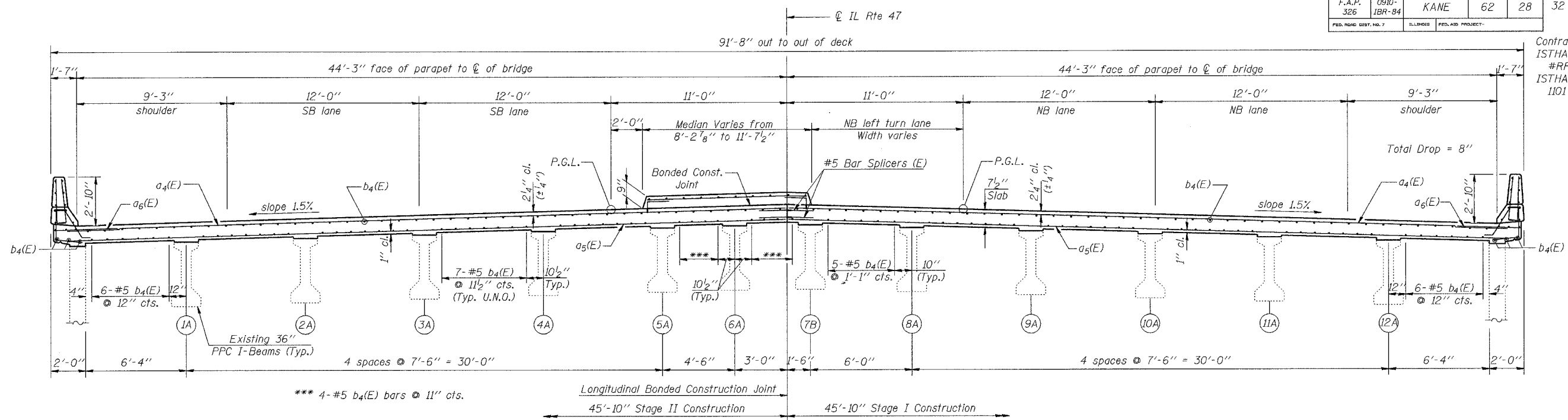
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Ⓞ Bearing S. Abutment	55+99.03	43.00	753.027	753.027
C	56+09.03	43.00	753.263	753.298
D	56+19.03	43.00	753.493	753.558
E	56+29.03	43.00	753.715	753.801
F	56+39.03	43.00	753.930	754.024
G	56+49.03	43.00	754.137	754.225
H	56+59.03	43.00	754.337	754.406
I	56+69.03	43.00	754.529	754.570
Ⓞ Pier	56+81.28	43.00	754.754	754.754
J	56+91.28	43.00	754.930	754.964
K	57+01.28	43.00	755.098	755.162
L	57+11.28	43.00	755.259	755.345
M	57+21.28	43.00	755.413	755.507
N	57+31.28	43.00	755.559	755.648
O	57+41.28	43.00	755.697	755.768
P	57+51.28	43.00	755.828	755.870
Ⓞ Bearing N. Abutment	57+63.53	43.00	755.978	755.978

SPANS #2 AND #3

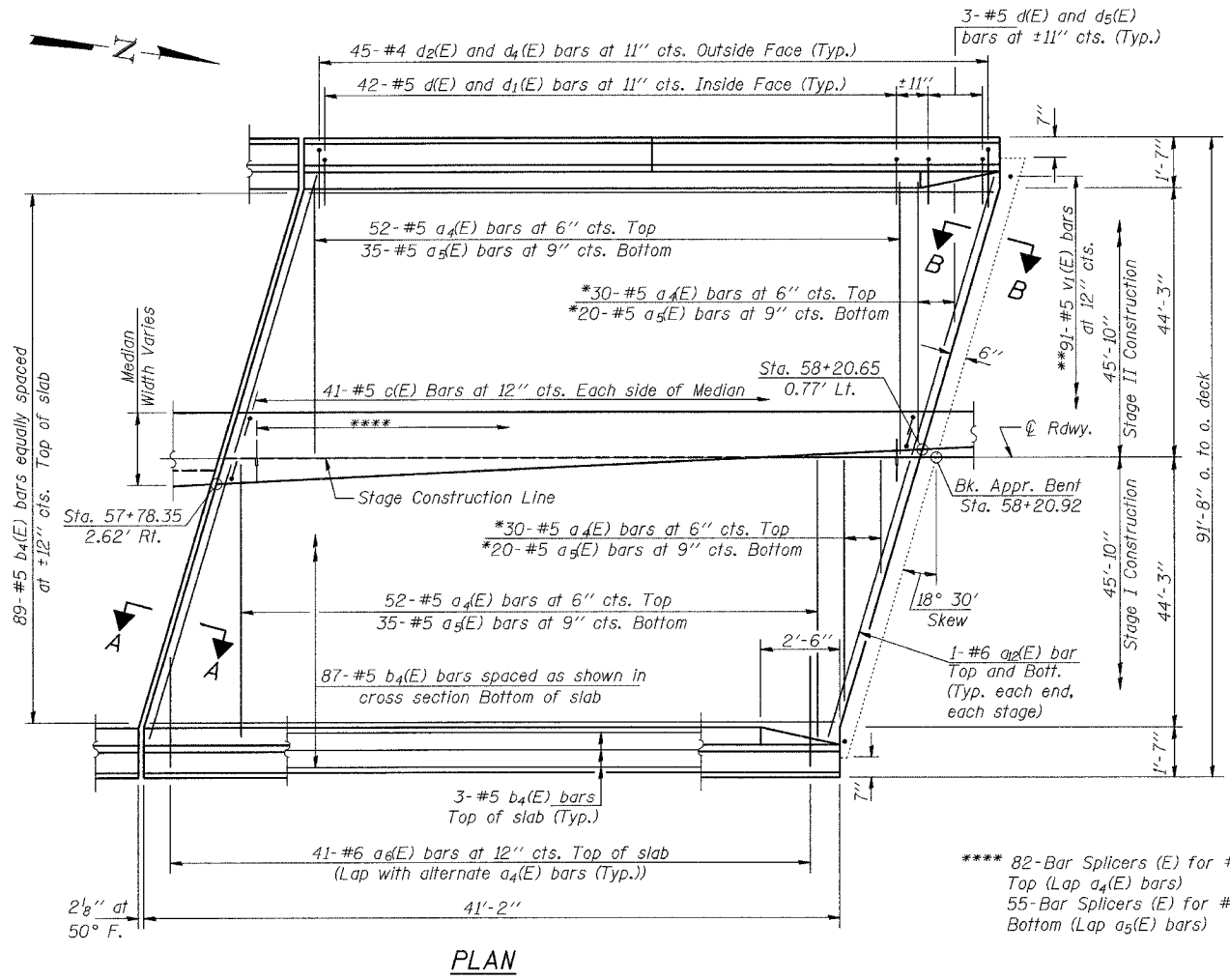
 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	ILLINOIS DEPARTMENT OF TRANSPORTATION
	TOP OF SLAB ELEVATIONS - V IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082 DRAWN BY WJV CHECKED BY BLB
	DATE: 2-01-2006

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 10
F.A.P. 326	0910-IBR-84	KANE	62	28	32 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

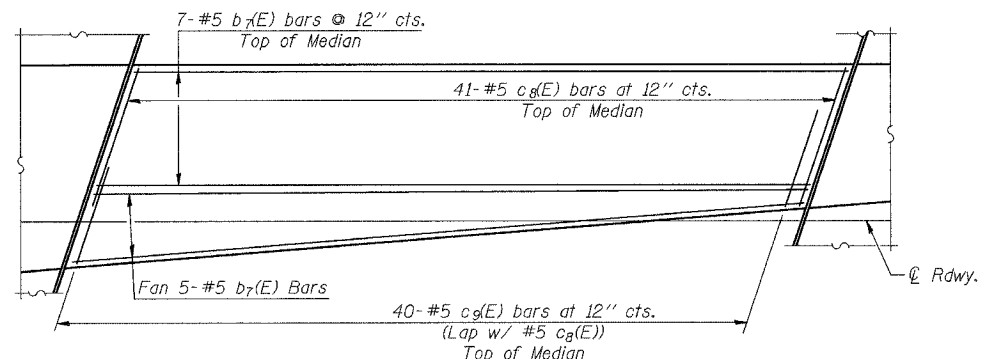
Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



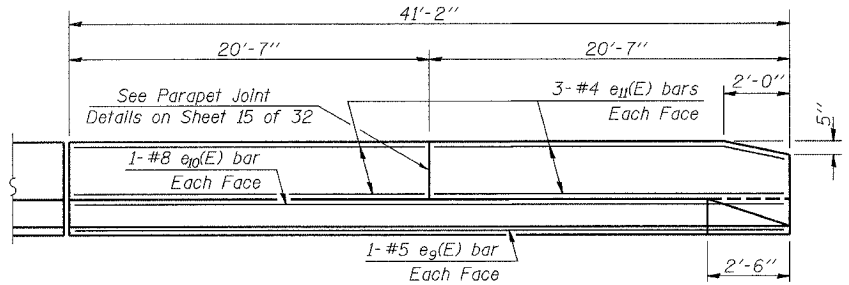
CROSS SECTION SPAN #1
 (Looking North)



PLAN



MEDIAN REINFORCEMENT



INSIDE ELEVATION OF PARAPET

NOTES

- Median to be constructed after completion of Stage II Construction.
- Min. lap length for #5 bars = 1'-8"
- See Sheet 16 of 32 for Section A-A.
- See Sheet 11 of 32 for Section B-B.
- See Sheet 12 of 32 for Median and Parapet Details, and Bill of Material.
- U.N.O. = Unless Noted Otherwise

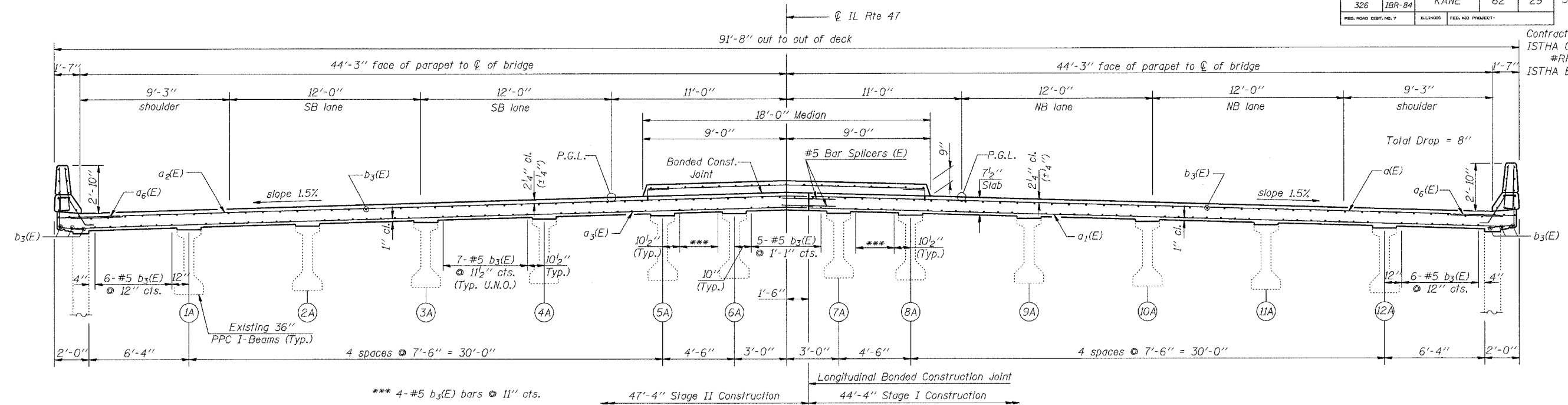
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 NORTH VAULTED SPAN
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082
 DRAWN BY BLB
 CHECKED BY WJV
 DATE: 2-01-2006

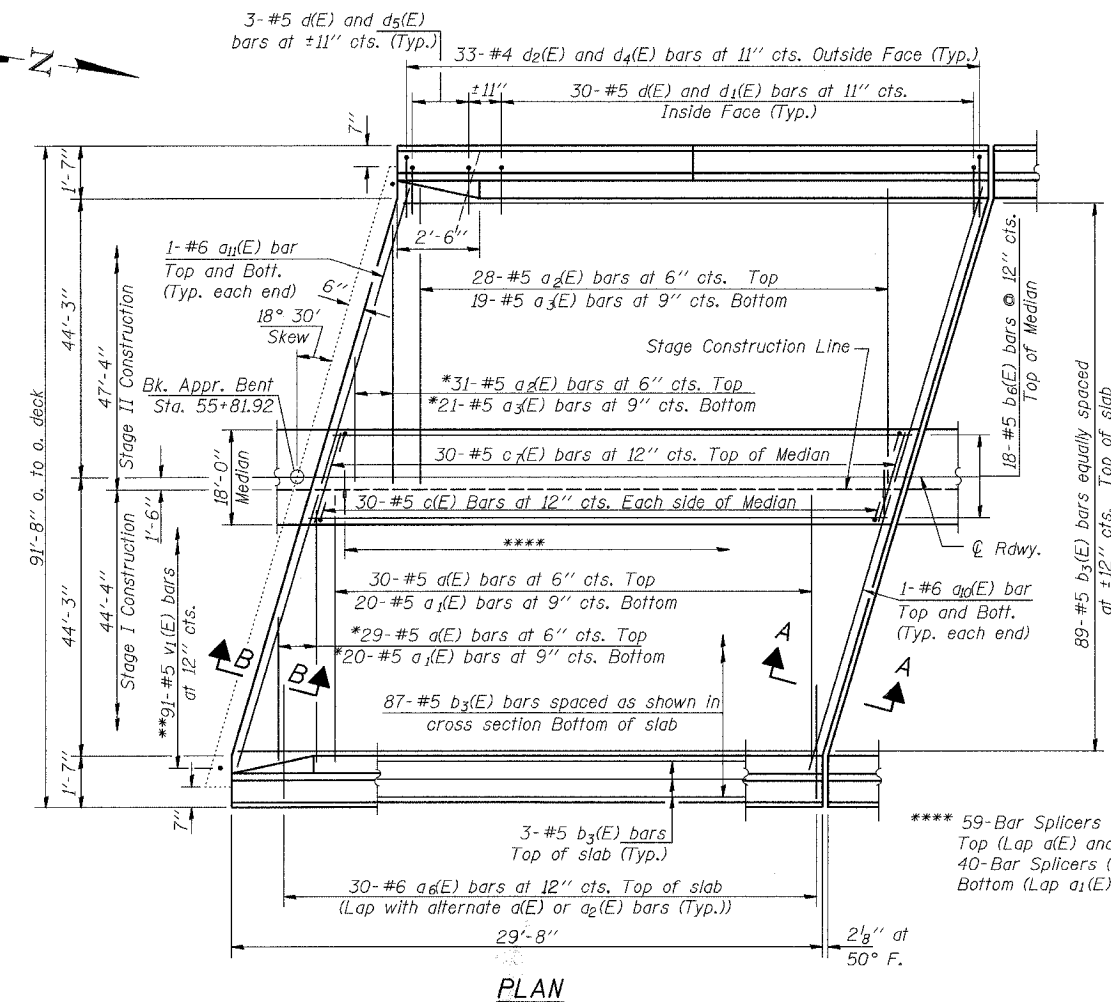
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ROUTE NO. F.A.P. 326	SECTION 0910- IBR-84	COUNTY KANE	SHEETS 62	SHEET 29	SHEET NO. 11 32 SHEETS
FED. ROAD DIST. NO. 7		ALLIANCE	FED. ROAD PROJECT		

Contract #62531
 ISTHA Contract
 #RR-02-5129
 ISTHA Bridge No. 1101



CROSS SECTION SPAN #4
 (Looking North)

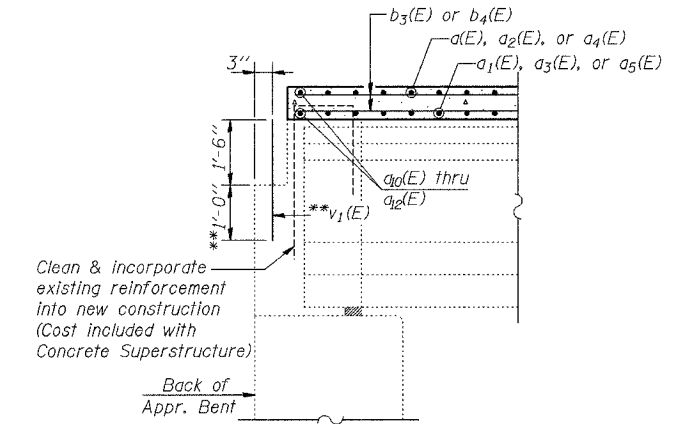


PLAN

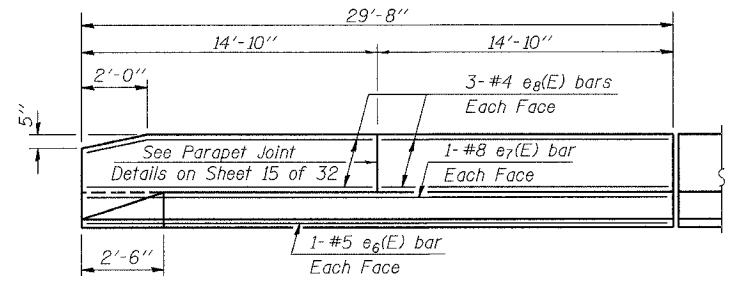
**Field drill and epoxy grout in place according to Article 584 of the Standard Specifications. Cost of drilling and grouting is included with Reinforcement Bars, Epoxy Coated.

* Order a(E) thru a3(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

**** 59-Bar Splicers (E) for #5 Bars at 6 inch center-to-center spacing. Top (Lap a(E) and a2(E))
 40-Bar Splicers (E) for #5 Bars at 9 inch center-to-center spacing. Bottom (Lap a1(E) and a3(E))



SECTION B-B



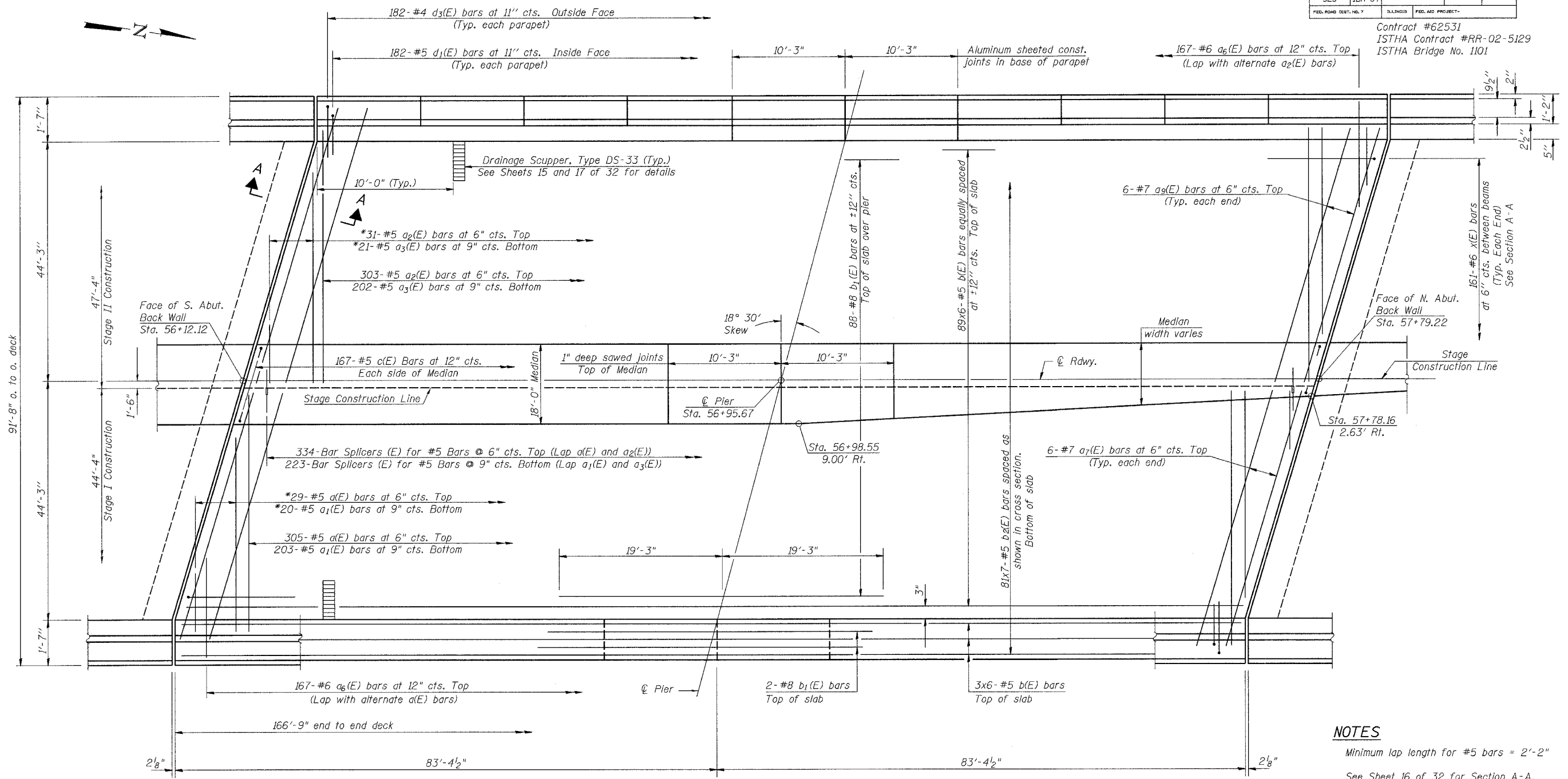
INSIDE ELEVATION OF PARAPET

- NOTES**
- Median to be constructed after completion of Stage II Construction.
 - See Sheet 16 of 32 for Section A-A.
 - See Sheet 12 of 32 for Median and Parapet Details, and Bill of Material.
 - U.N.O. = Unless Noted Otherwise

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	ILLINOIS DEPARTMENT OF TRANSPORTATION SOUTH VAULTED SPAN IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082
	DRAWN BY BLB CHECKED BY WJV DATE: 2-01-2006

5/5/2006 K:\110521\Structures\IL-47 over I-88\Final\Plans_Review.dgn

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101

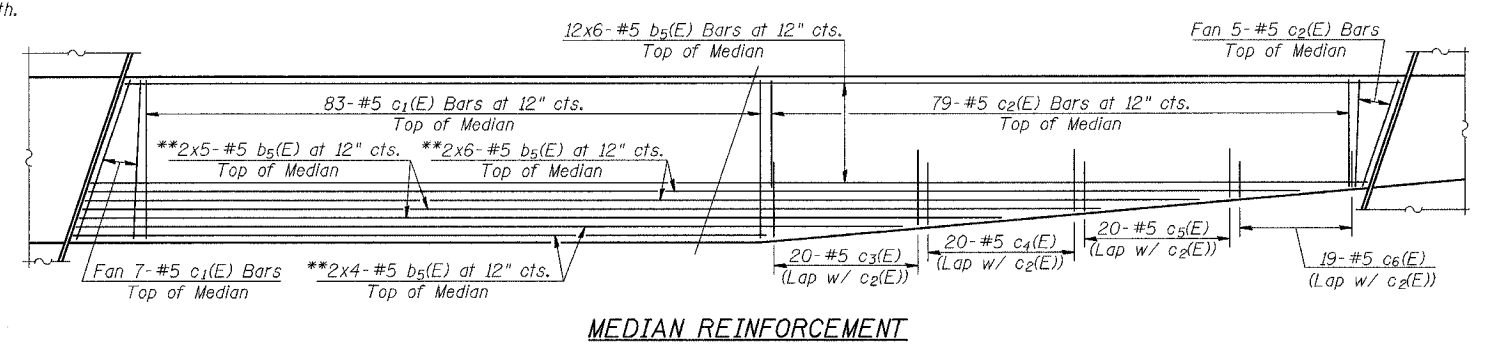


PLAN

- NOTES**
- Minimum lap length for #5 bars = 2'-2"
 - See Sheet 16 of 32 for Section A-A.
 - See Sheet 14 of 32 for Cross Section of Deck and Median Details.
 - See Sheet 15 of 32 for Parapet Details and Bill of Material.

* Order a(E) thru a3(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

** Vary lap on b5(E) Bars to fit inside median



MEDIAN REINFORCEMENT

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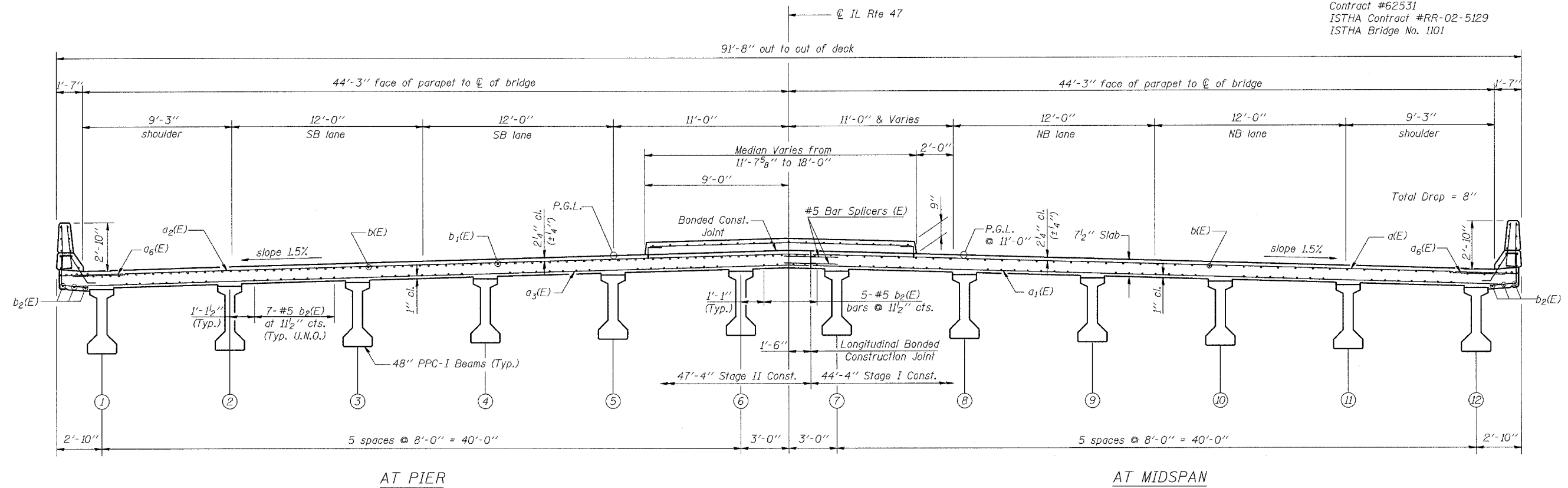
ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUPERSTRUCTURE PLAN
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082

DATE: 2-01-2006
 DRAWN BY: BLB
 CHECKED BY: WJV

5/5/2006 K:\1102521\Structures\IL-47 over I-88\Final\Plans_Revision.dgn

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO.
F.A.P. 326	0910- IBR-84	KANE	62	32	14
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		32 SHEETS

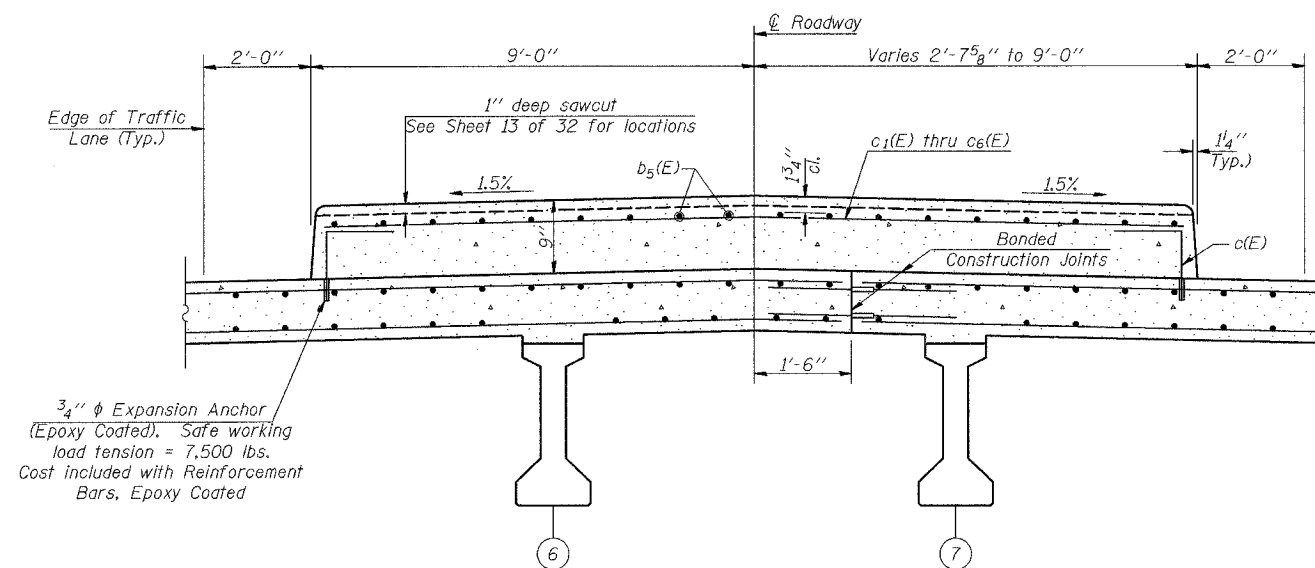
Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



CROSS SECTION SPAN #2 & #3
 (Looking North)

NOTES

- Median to be constructed after completion of Stage II Construction.
- See Sheet 15 of 32 for Parapet Details.
- U.N.O. = Unless Noted Otherwise



SECTION THRU MEDIAN, SPANS #2 & #3
 (Looking North)

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUPERSTRUCTURE DETAILS - I
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082

DATE: 2-01-2006
 DRAWN BY: BLB
 CHECKED BY: WJV

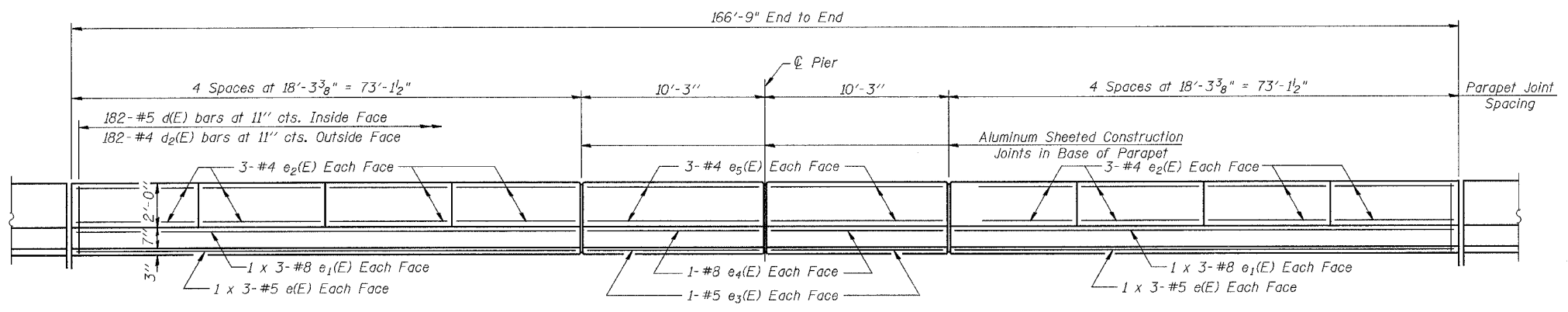
5/5/2006 K:\11102521\Structures\IL-47 over I-88\Final\Plans_Review\djg

Contract #62531
ISTHA Contract #RR-02-5129
ISTHA Bridge No. 1101

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	334	#5	43'-0"	—
a ₁ (E)	223	#5	43'-0"	—
a ₂ (E)	334	#5	46'-0"	—
a ₃ (E)	223	#5	46'-0"	—
a ₆ (E)	334	#6	4'-6"	—
a ₇ (E)	12	#7	45'-7"	—
a ₈ (E)	100	#6	7'-6"	—
a ₉ (E)	12	#7	48'-9"	—
a ₁₃ (E)	16	#5	2'-0"	—
b(E)	570	#5	29'-6"	—
b ₁ (E)	92	#8	38'-6"	—
b ₂ (E)	567	#5	25'-8"	—
b ₅ (E)	102	#5	29'-6"	—
c(E)	334	#5	1'-10"	└
c ₁ (E)	90	#5	17'-6"	—
c ₂ (E)	84	#5	11'-2"	—
c ₃ (E)	20	#5	8'-6"	—
c ₄ (E)	20	#5	6'-11"	—
c ₅ (E)	20	#5	5'-4"	—
c ₆ (E)	19	#5	3'-9"	—
d(E)	364	#5	3'-0"	└
d ₁ (E)	364	#5	2'-5"	└
d ₂ (E)	364	#4	3'-0"	└
d ₃ (E)	364	#4	3'-3"	└
e(E)	24	#5	25'-5"	—
e ₁ (E)	24	#8	26'-7"	—
e ₂ (E)	96	#4	18'-0"	—
e ₃ (E)	8	#5	9'-11"	—
e ₄ (E)	8	#8	9'-11"	—
e ₅ (E)	24	#4	9'-11"	—
m(E)	40	#4	7'-6"	—
m ₁ (E)	20	#6	6'-3"	—
m ₂ (E)	12	#8	5'-10"	—
s(E)	50	#4	11'-7"	└
v(E)	64	#8	4'-2"	—
x(E)	322	#6	7'-8"	└
Reinforcement Bars, Epoxy Coated	Pound	119,420		
Concrete Superstructure	Cu. Yds.	536.7		
Bar Splicers	Each	567		

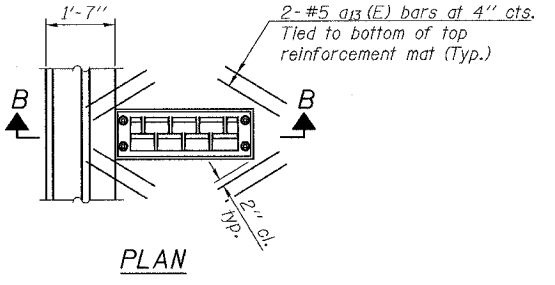
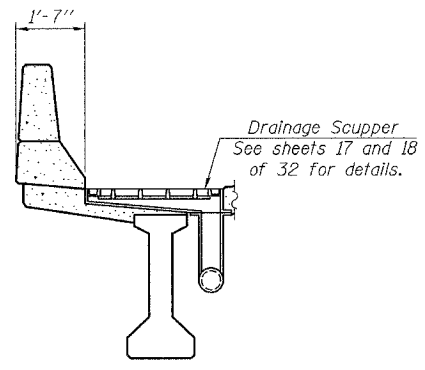
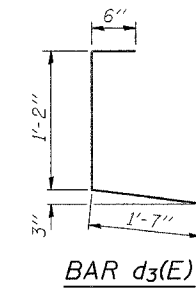
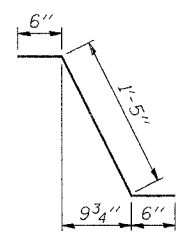
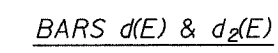
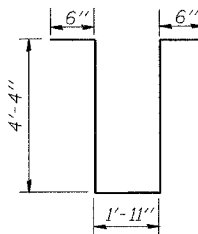
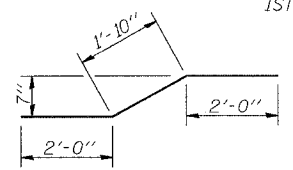
Reinforcement bars designated (E) shall be epoxy coated.



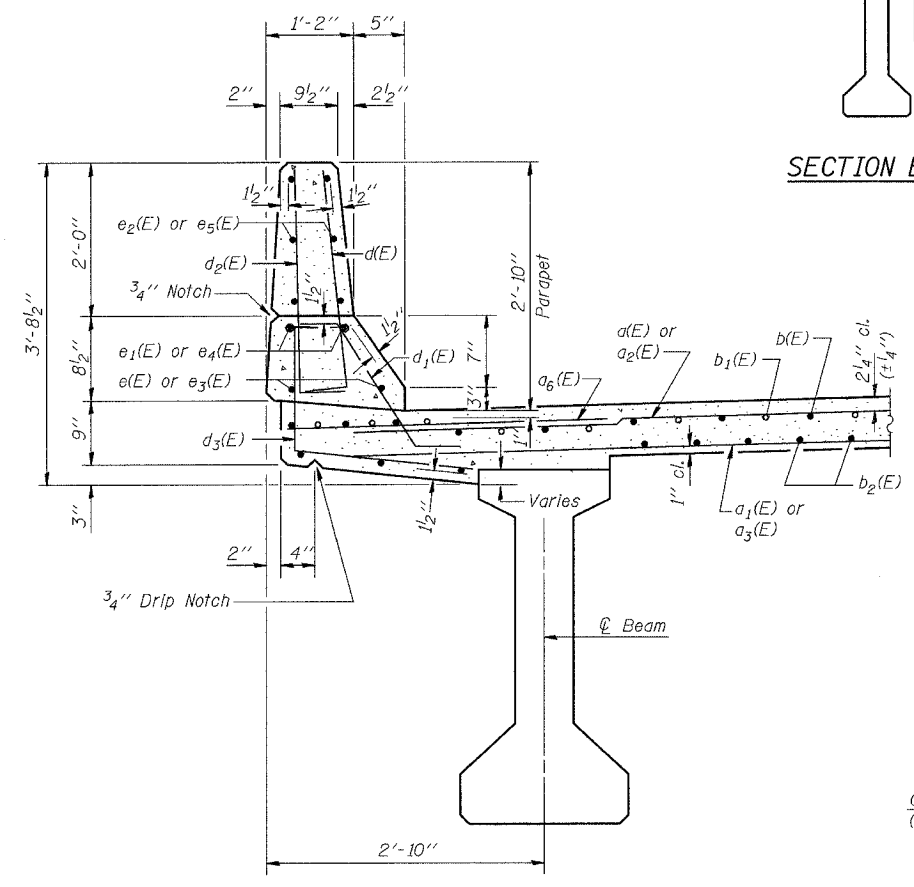
INSIDE ELEVATION OF PARAPET

MIN LAP LENGTHS

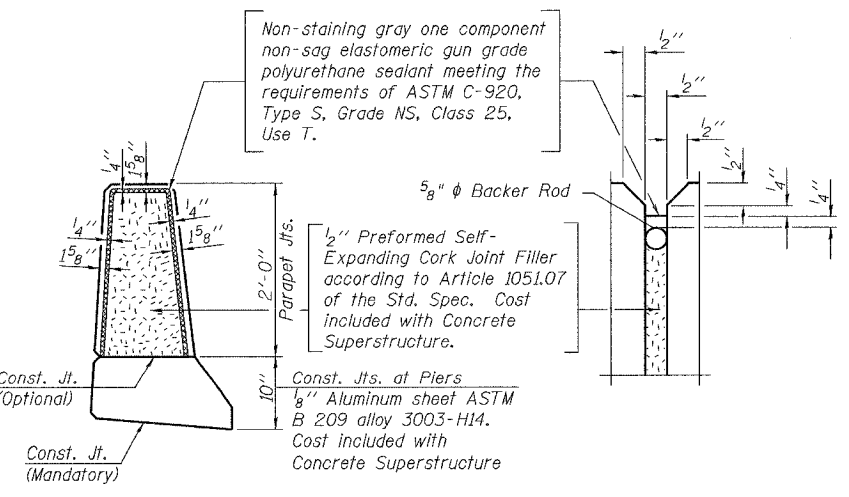
- #5 Bar - 1'-8"
- #8 Bar - 3'-5"



Note: Cut longitudinal reinforcement to clear drainage scuppers.



SECTION THRU PARAPET



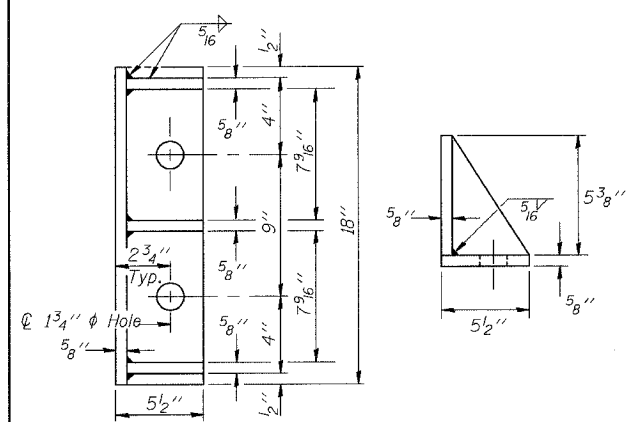
PARAPET JOINT DETAILS

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ILLINOIS DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS - II
IL RTE. 47 OVER I-88 (E-W TOLLWAY)
KANE COUNTY
STRUCTURE NO. 045-0082
DRAWN BY BLB
CHECKED BY WJV
DATE: 2-01-2006

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.P. 326	0910-IBR-84	KANE	62	34	32 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

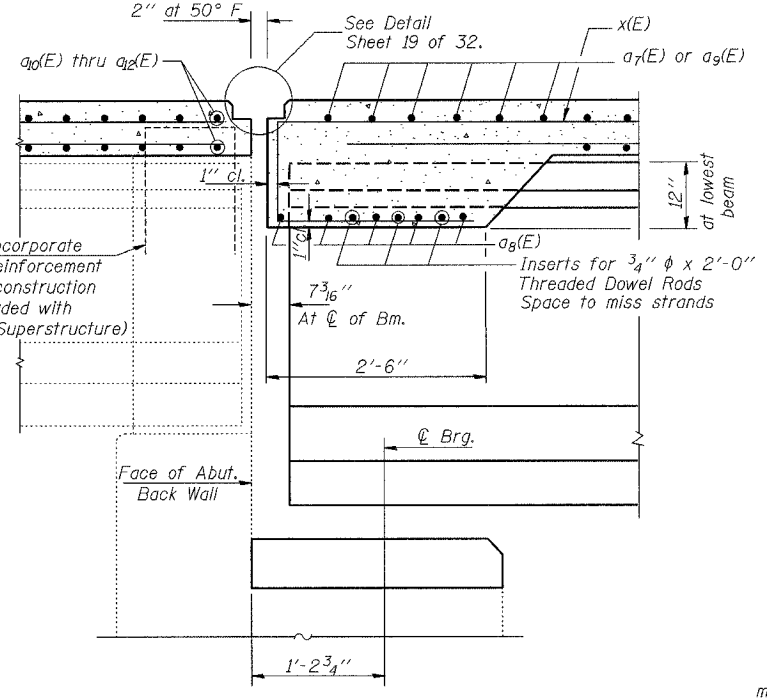
Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



SIDE RETAINER FOR PIER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

Cost of Side Retainers and Anchor Bolts shall be included with the unit bid price for Concrete Superstructure.

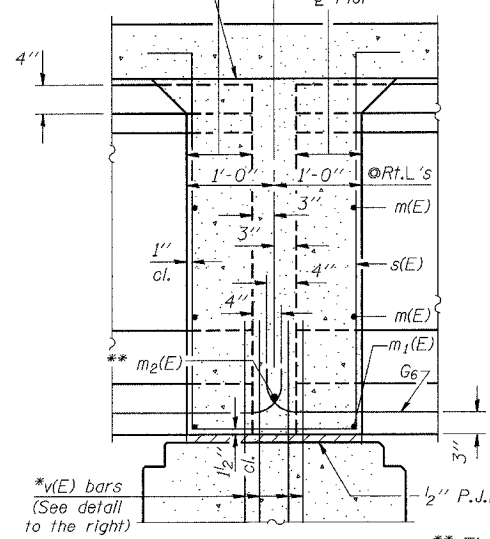


SECTION A-A AT ABUTMENT
(at Rt. Ls.)

Pour diaphragm flush with bott. of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.

Roofing felt shall be bonded to side of beam embedded into diaphragm.

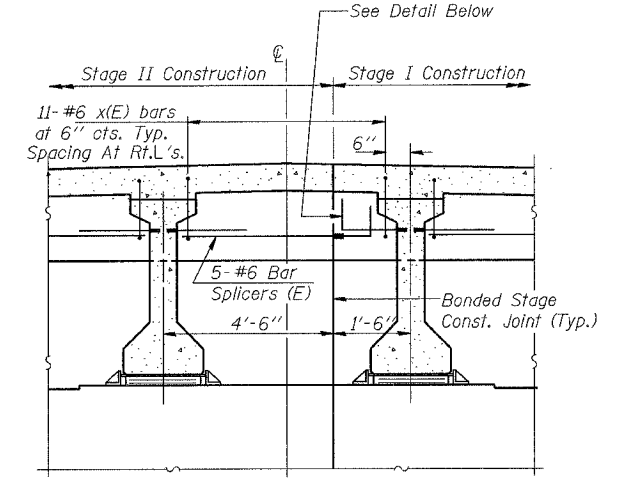
*Field drill and epoxy grout in place according to Article 584 of the Standard Specifications. Cost of drilling and grouting is included with Reinforcement Bars, Epoxy Coated.



SECTION C-C AT PIER
(Fixed)

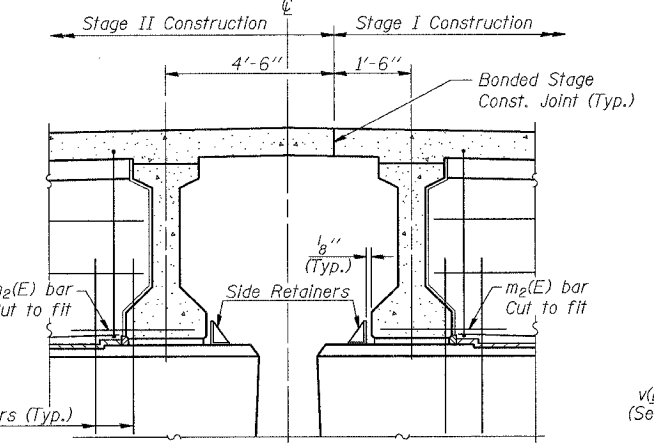
Note: Horizontal dimensions are along centerline of beam unless otherwise noted.

Cost of 90 lb. roofing felt, Fabric Brg. Pads and P.J.F. is included with "Concrete Superstructure".

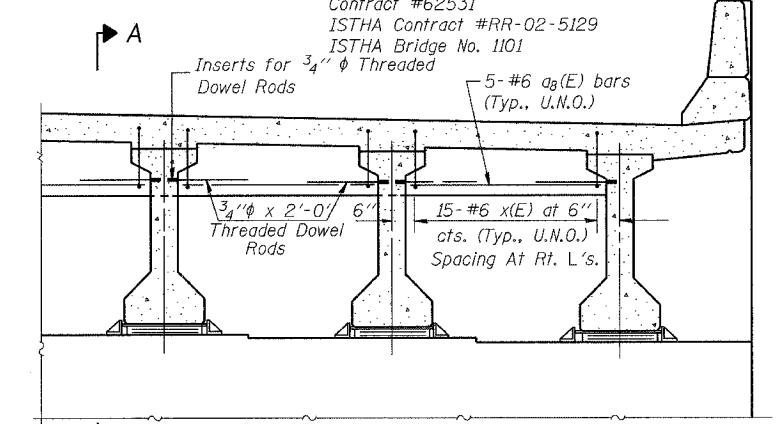


DIAPHRAGM AT NORTH ABUTMENT STAGE CONSTRUCTION
(Looking North)

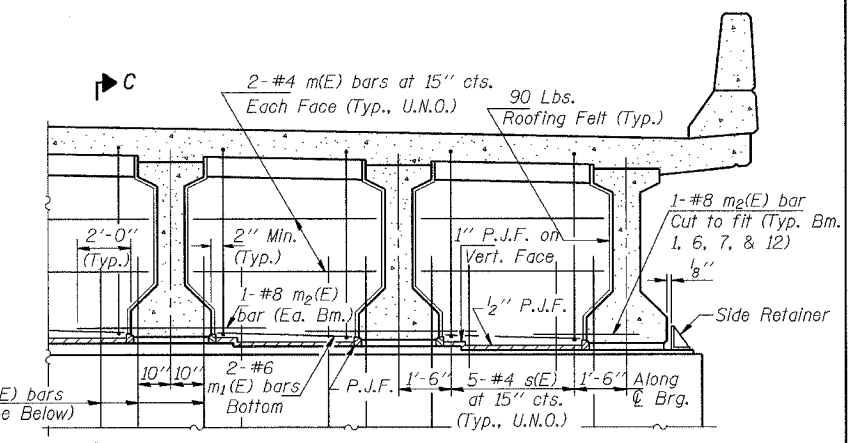
Diaphragm at South abutment is the same but mirrored



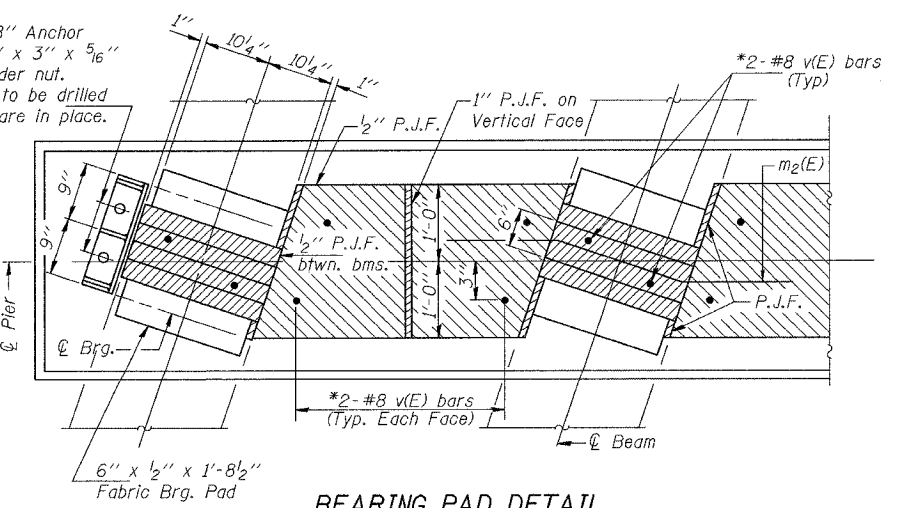
PIER AT STAGE CONSTRUCTION LINE
(Looking North)



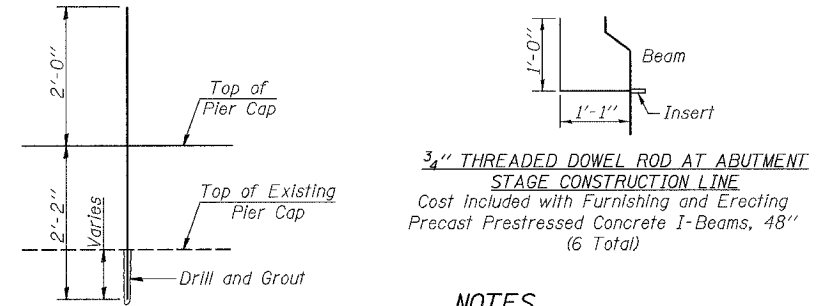
DIAPHRAGM AT NORTH ABUTMENT
(Looking North)



DIAPHRAGM AT PIER
(Fixed)
(Looking North)



BEARING PAD DETAIL AT PIER



NOTES
 U.N.O. = Unless Noted Otherwise
 See Sheet 15 of 32 for Bill of Material.

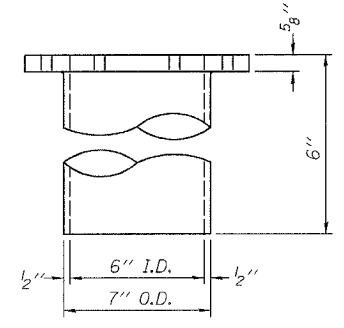
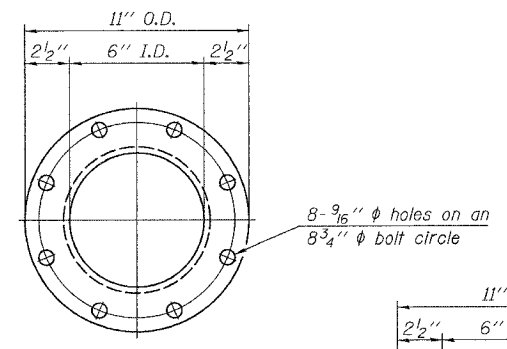
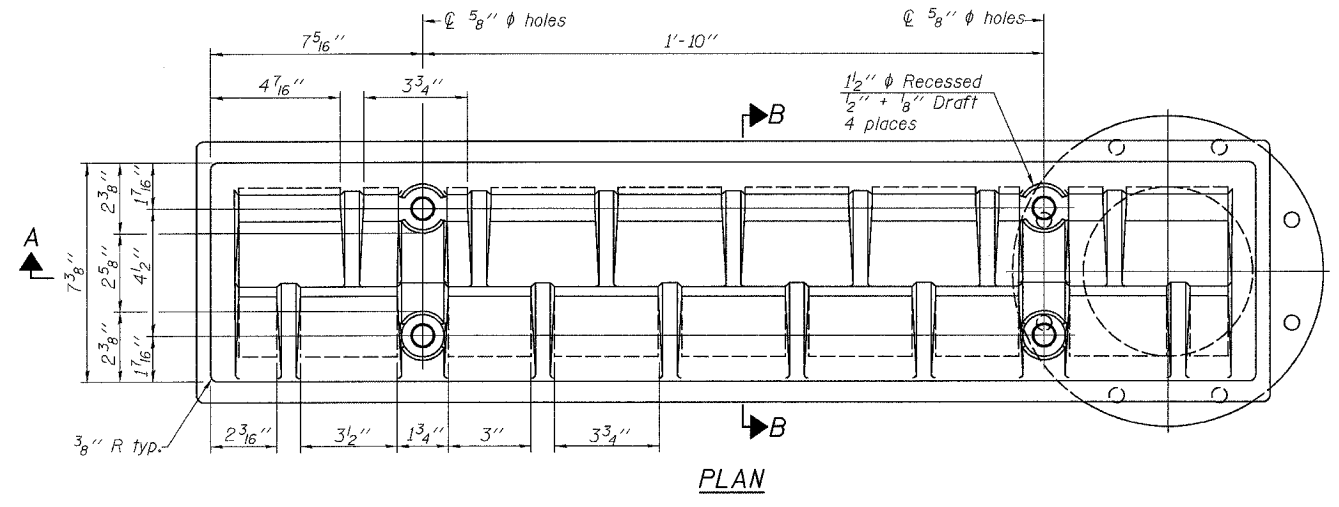
<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	ILLINOIS DEPARTMENT OF TRANSPORTATION SUPERSTRUCTURE DETAILS - III IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082
	DRAWN BY BLB CHECKED BY WJV DATE: 2-01-2006

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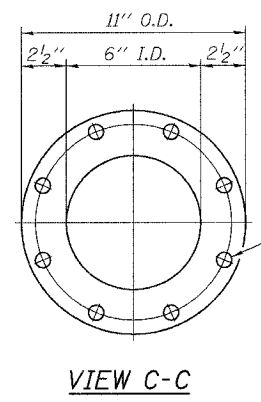
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 326	0910-IBR-84	KANE	62	35
ILLINOIS		PROJECT		

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101

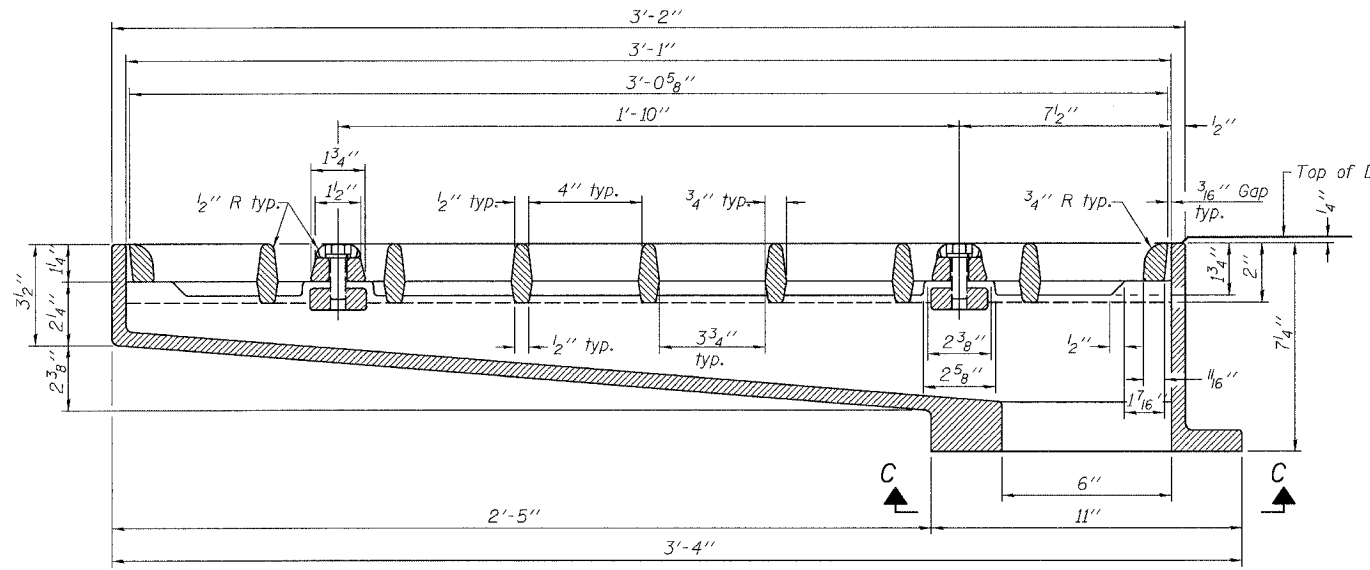
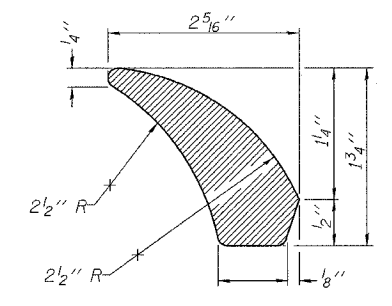
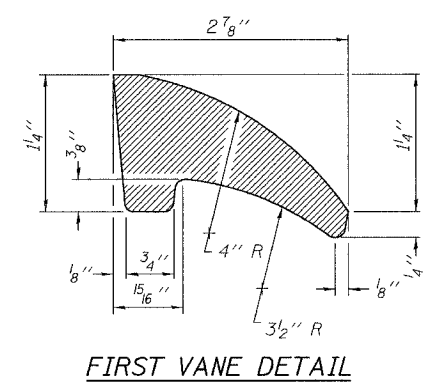
SHEET NO. 17
 32 SHEETS



DOWNSPOUT

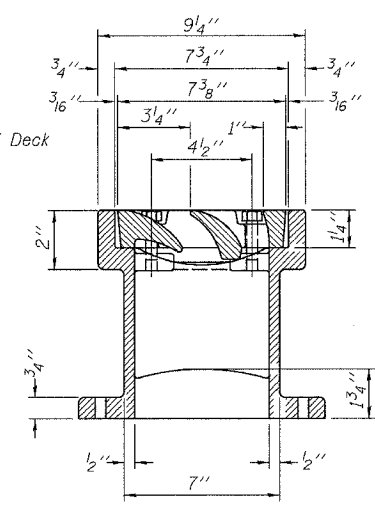


VIEW C-C

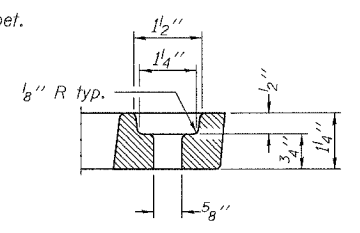


SECTION A-A

See sheet 15 of 32 for scupper location relative to parapet.



SECTION B-B



BOLT HOLE DETAIL

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.

The grate, frame and downspout shall be galvanized according to AASHTO M 111 and ASTM A 385. 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 cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

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-33.

See Sheet 18 of 32 for Drainage System Details.
 See Sheet 13 of 32 for Scupper location.

BILL OF MATERIAL

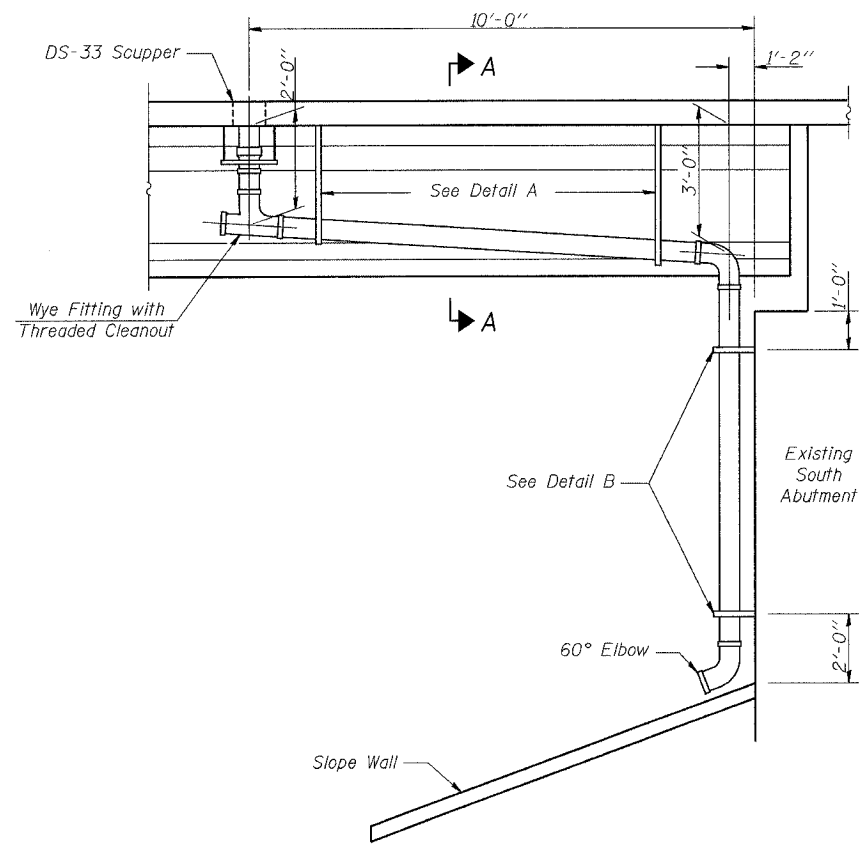
ITEM	UNIT	QUANTITY
Drainage Scupper, DS-33	Each	2

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 Wheaton, IL 60187

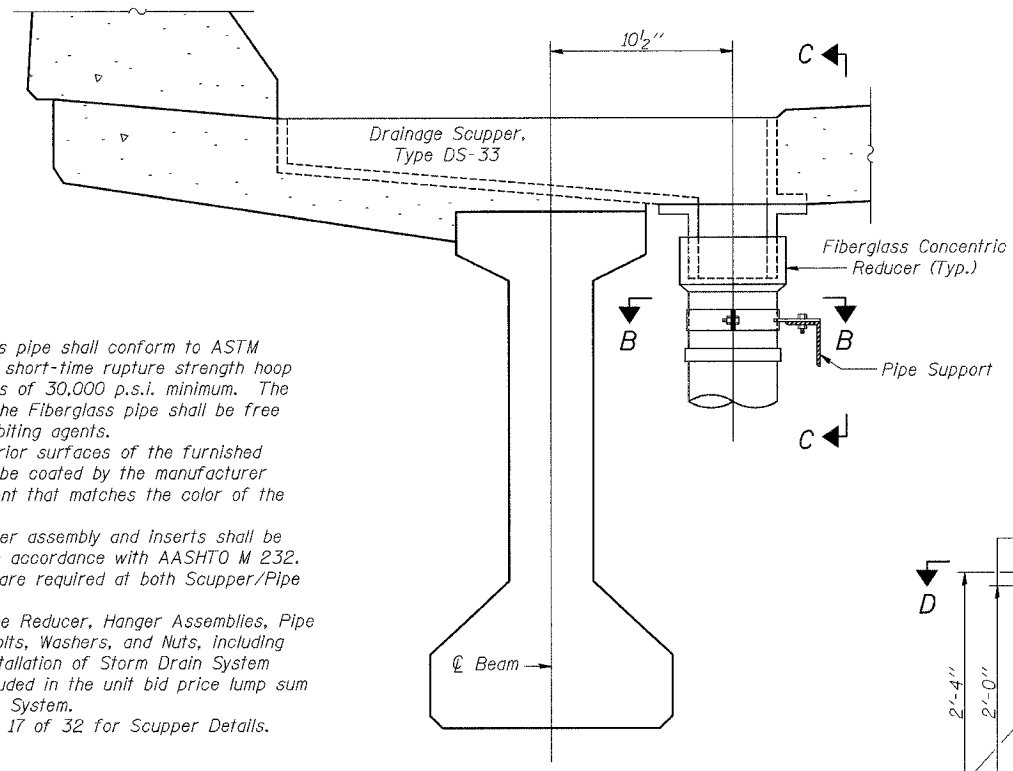
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DRAINAGE SCUPPER, DS-33
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082

DATE: 2-01-2006
 DRAWN BY BLB
 CHECKED BY WJV

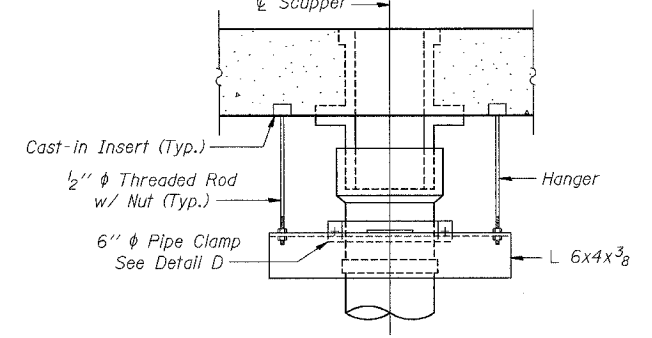
Contract #62531
ISTHA Contract #RR-02-5129
ISTHA Bridge No. 1101
Scupper



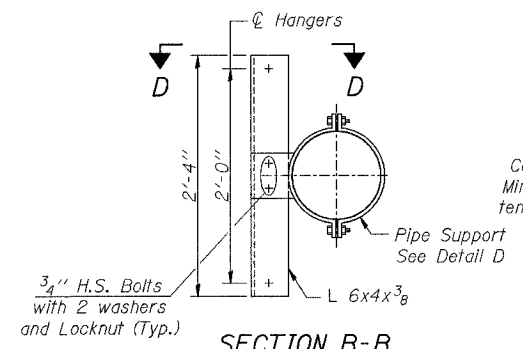
ELEVATION
Interior of Beam #12 shown -
Beam #1 similar but mirrored



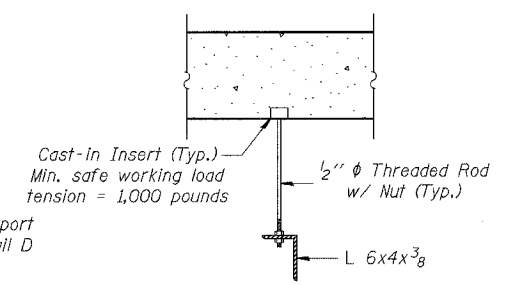
SECTION A-A
Beam #12 looking South -
Beam #1 similar but mirrored



SECTION C-C



SECTION B-B



SECTION D-D

NOTES

Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. The surface of the Fiberglass pipe shall be free of bond inhibiting agents.

The exterior surfaces of the furnished drains shall be coated by the manufacturer with a pigment that matches the color of the concrete.

The hanger assembly and inserts shall be galvanized in accordance with AASHTO M 232.

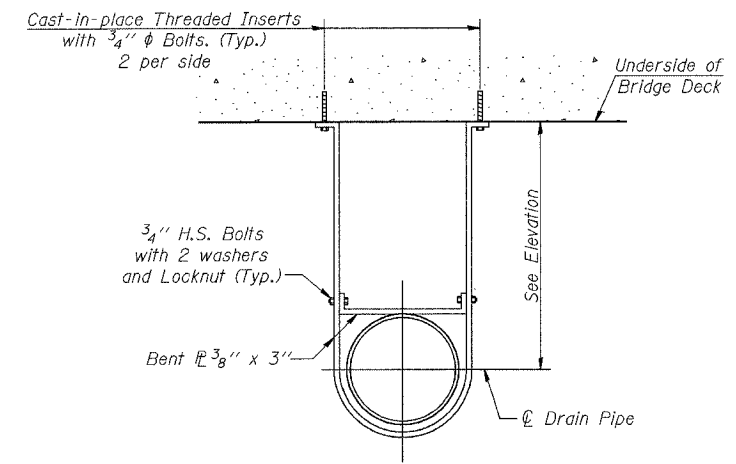
Reducers are required at both Scupper/Pipe connections.

Cost of the Reducer, Hanger Assemblies, Pipe Supports, Bolts, Washers, and Nuts, including complete installation of Storm Drain System shall be included in the unit bid price lump sum for Drainage System.

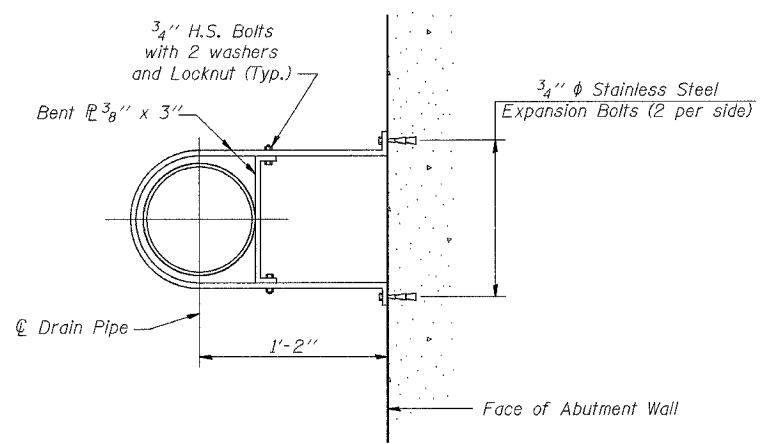
See Sheet 17 of 32 for Scupper Details.

BILL OF MATERIAL

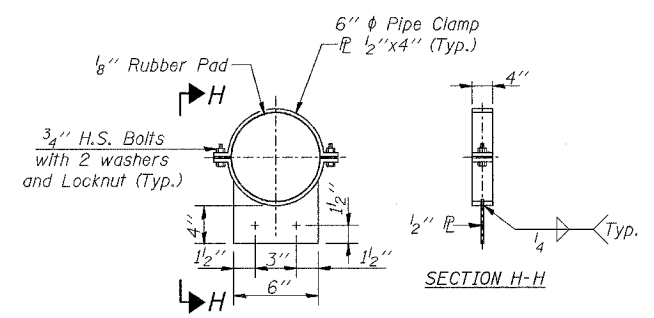
Item	Unit	Total
Drainage System	L. Sum	1



DETAIL A
Connection under bridge deck



DETAIL B
Connection at Abutment



DETAIL D
Pipe Support

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	DRAINAGE SYSTEM DETAILS
	IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY
	STRUCTURE NO. 045-0082
	DRAWN BY BLB
	CHECKED BY WJV
	DATE: 2-01-2006

Contract #62531
ISTHA Contract #RR-02-5129
ISTHA Bridge No. 1101

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.
The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.
The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.
Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.
The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

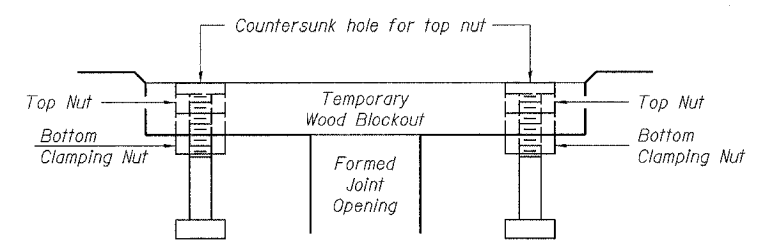
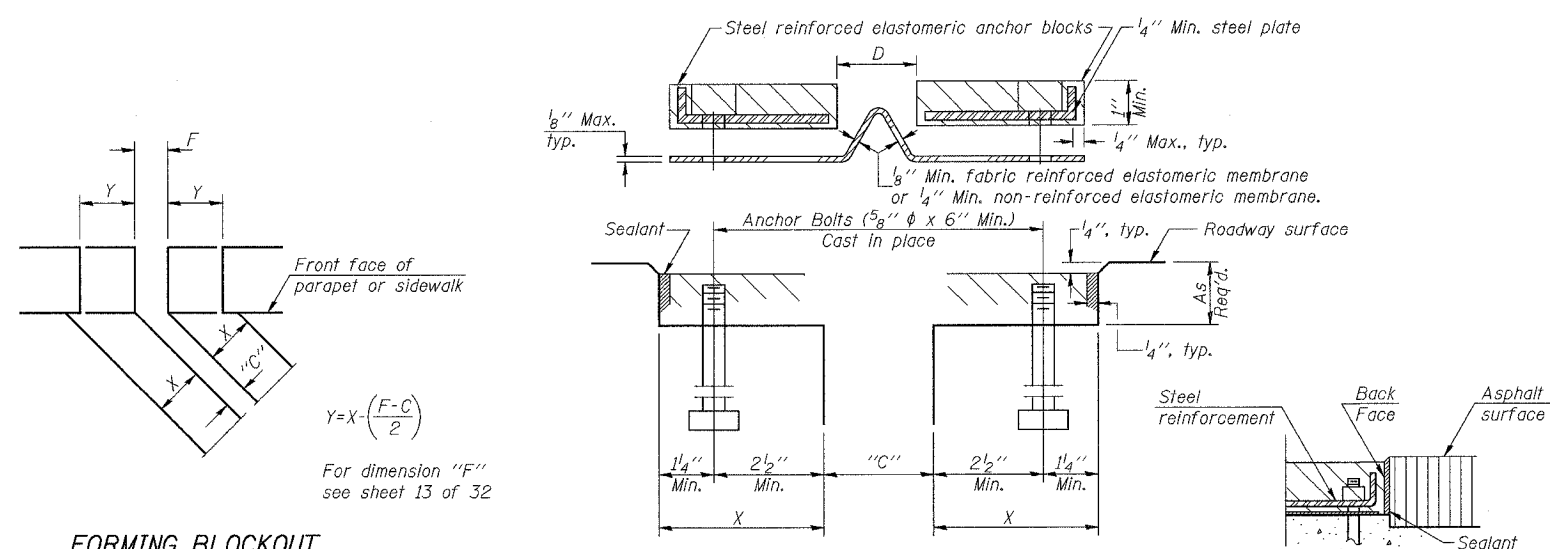
INSTALLATION NOTES

- Install continuous seal in roadway, parapet, curb, and sidewalk.
- Install anchor blocks as indicated.

Note A:
Maximum spacing of anchor bolts shall be 12" centers.

SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.

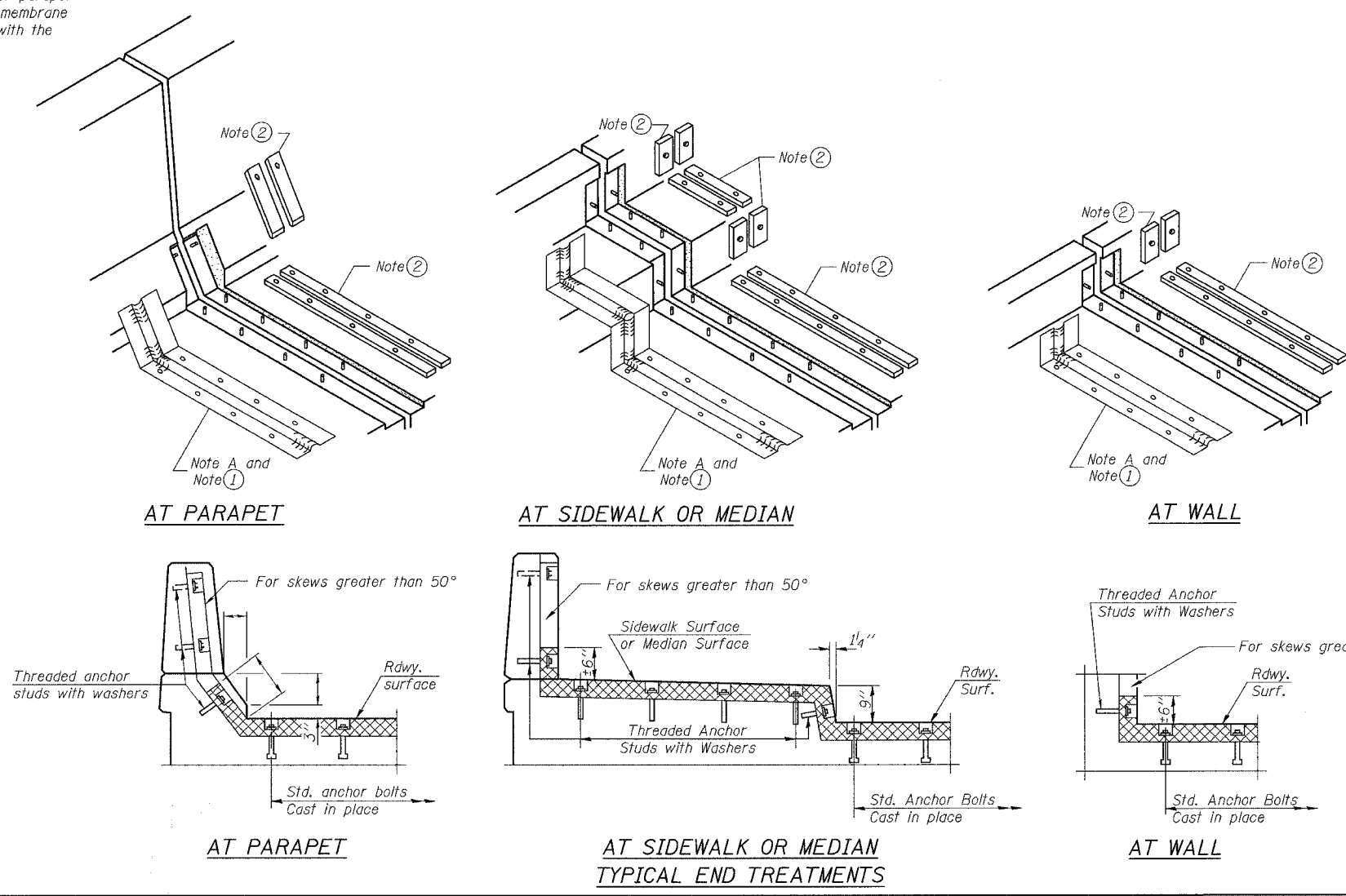


Note:
Stud needs to be threaded lower to allow for use of clamping nut.

RECOMMENDED BLOCKOUT DETAIL

BILL OF MATERIAL

Item	Unit	Total
Neoprene Expansion Joint 2"	Foot	190

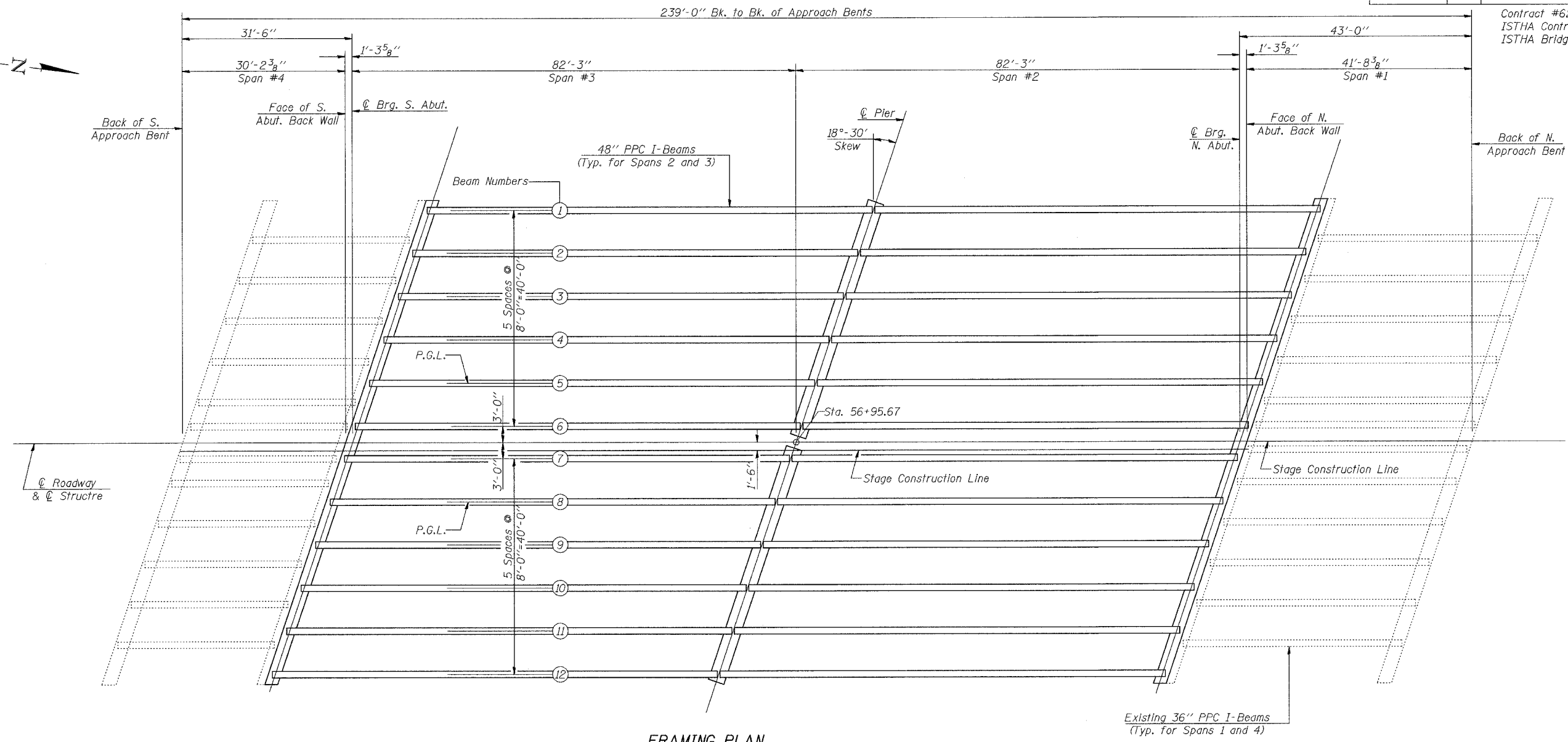


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ILLINOIS DEPARTMENT OF TRANSPORTATION
CONTINUOUS SEAL TYPE
NEOPRENE EXPANSION JOINTS
IL RTE. 47 OVER I-88 (E-W TOLLWAY)
KANE COUNTY
STRUCTURE NO. 045-0082
DRAWN BY BLB
DATE: 2-01-2006
CHECKED BY WJW

5/5/2006 K:\1182521\Structures\11-47 over I-88\Final\Plans_Revise.dgn

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



FRAMING PLAN

	0.4 Sp. #1	0.6 Sp. #2	Pier
Strand Pattern 26-A			
I	(in ⁴) 144,117	-	-
I'	(in ⁴) 399,811	-	-
S _b	(in ³) 6834	-	-
S _b '	(in ³) 11,324	-	-
S _t	(in ³) 5355	-	-
S _t '	(in ³) 32,217	-	-
I _c	(k/')	1,364	-
M _c	(k)	1153	-
s _c	(k/')	.391	.391
M _s	(k)	186	331
M _t	(k)	706	601
M (Imp)	(k)	170	144

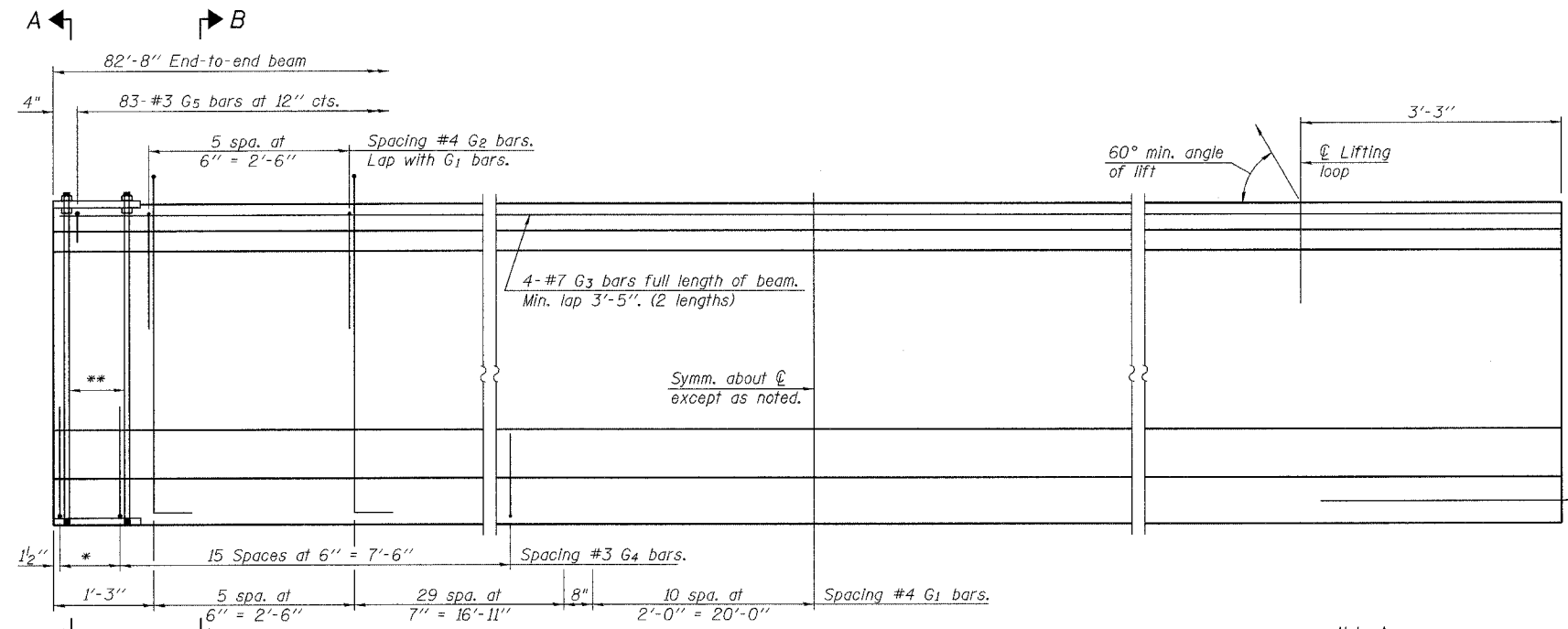
	Abut.	Pier Span 1	Pier Span 2
R _∅	(k) 56.1	56.1	-
R _{s∅}	(k) 12.1	20.1	-
R _t	(k) 45.0	33.3	-
Imp.	(k) 10.8	8.0	-
R (Total)	(k) 124.0	117.5	-

I and I' are the moment of inertia and composite moment of inertia of the beam section.
 S_b and S_b' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.
 S_t and S_t' are the non-composite and composite section modulus for the top fiber of the prestressed beam.

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	ILLINOIS DEPARTMENT OF TRANSPORTATION
	FRAMING PLAN IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082
	DATE: 2-01-2006

DRAWN BY WJV
CHECKED BY BLB

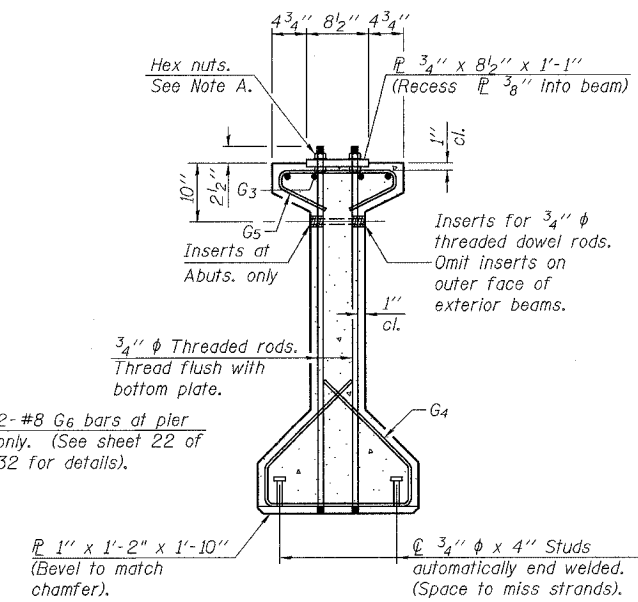
Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



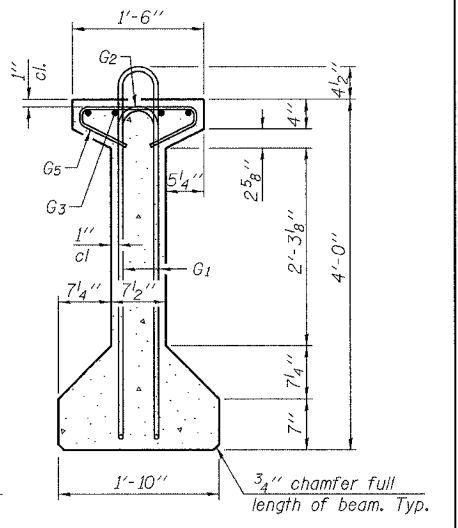
ELEVATION OF BEAM
 (Showing reinforcement & dimensions)

* 3 spaces at 3" = 9'.
 ** 4-3/4" φ threaded dowel rods at 3" cts., each face.

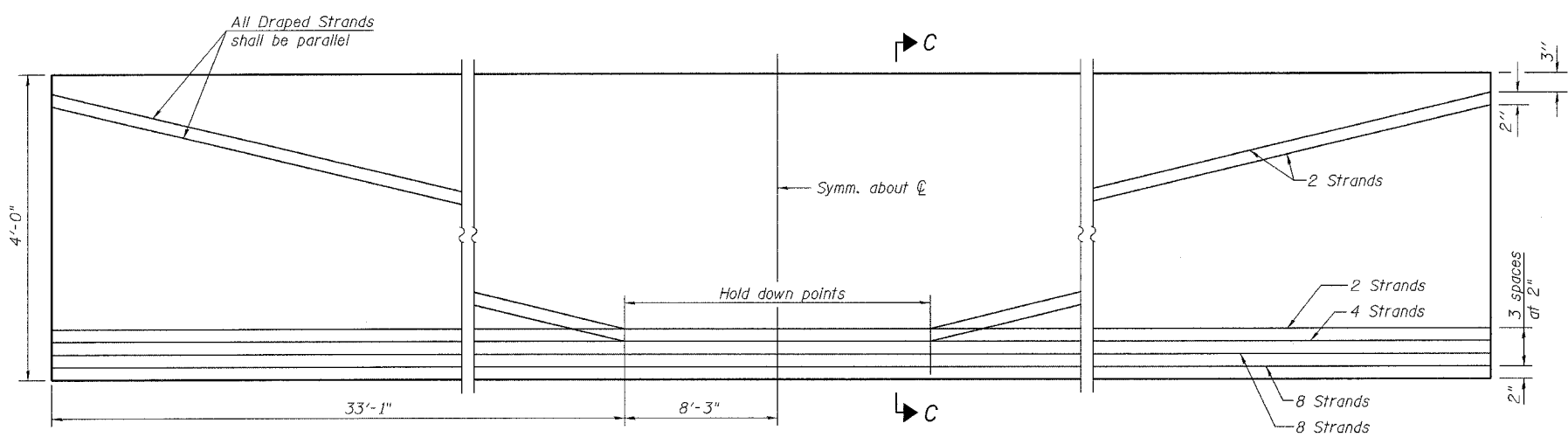
Note A:
 Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



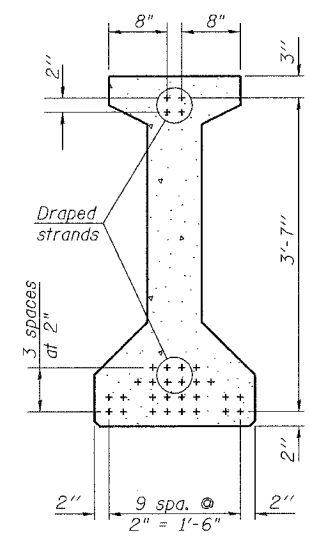
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
 (Showing prestressing steel)



SECTION C-C

BAR LIST
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
G1	91	#4	9'-6"	∩ L
G2	12	#4	5'-1"	∩
G3	8	#7	42'-11"	—
G4	38	#3	5'-3"	∩
G5	83	#3	2'-9"	∩
G6	2	#8	3'-9"	∩

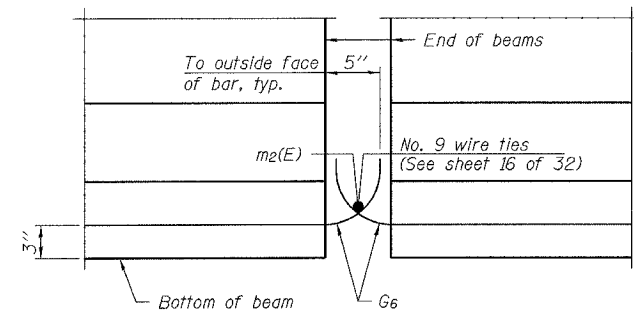
Notes:
 See sheet 22 of 32 for additional details and Bill of Material.
 Required release strength, f'ci, shall be 6,000 psi.

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	ILLINOIS DEPARTMENT OF TRANSPORTATION 48" P.P.C. I-BEAM IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082
	DRAWN BY NSR CHECKED BY WJV DATE: 2-01-2006

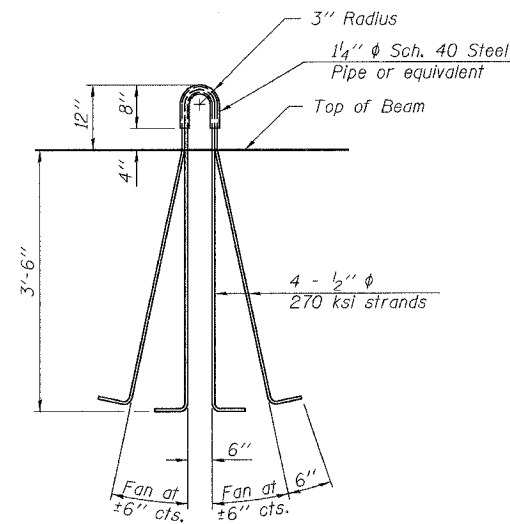
Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101

NOTES

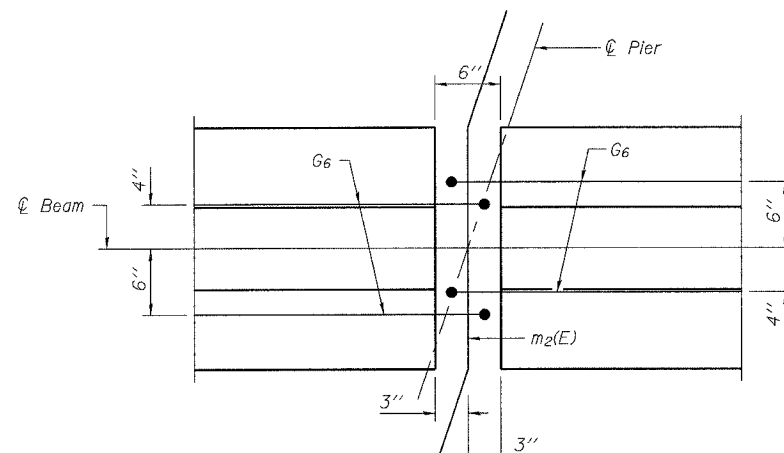
Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
 The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.
 Non-prestressing steel shall conform to AASHTO designation M-31 or M 322, Grade 60.
 A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling.
 Reinforcement bars designated (E) shall be epoxy coated.
 Cut G_6 bars when necessary to maintain $\frac{1}{2}$ " clearance.
 The bottom plates and studs shall be galvanized according to AASHTO M111 and ASTM A385.
 Threaded rods shall be ASTM F 1554 Grade 55.
 The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to all portions of the I-beam or Bulb-T beam, except the top surface of the top flange and the bottom surface of the bottom flange, starting at each beam end and extending out a distance of 48 inches. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.



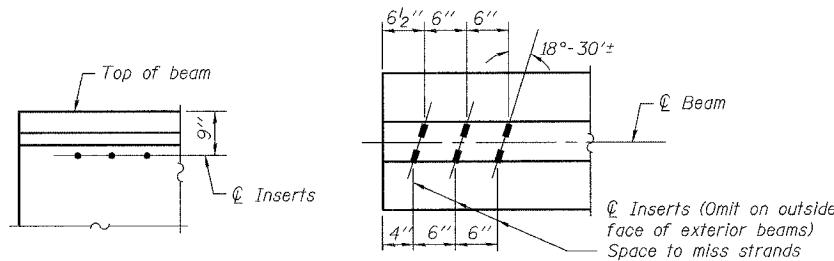
ELEVATION OF BEAM AT PIER



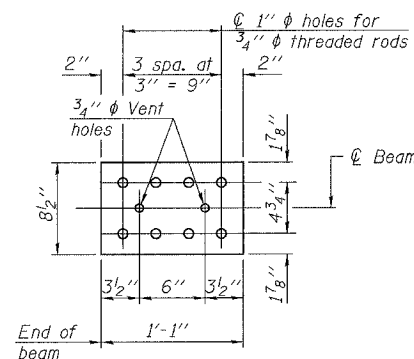
LIFTING LOOP DETAIL



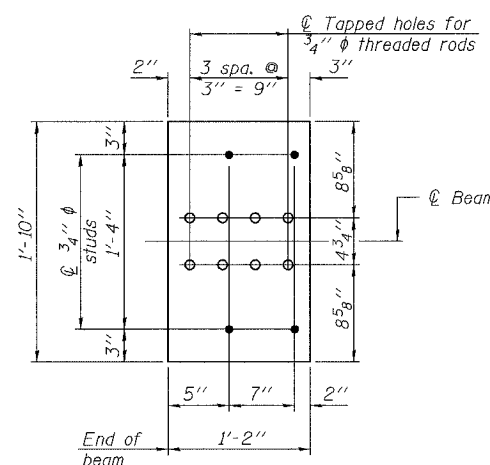
PLAN OF BEAM AT PIER



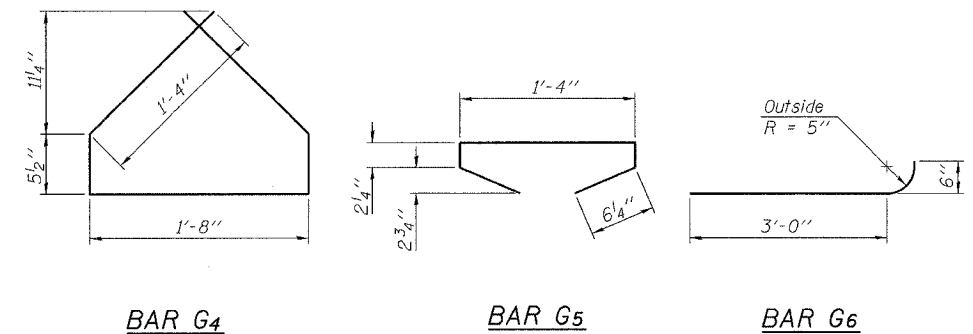
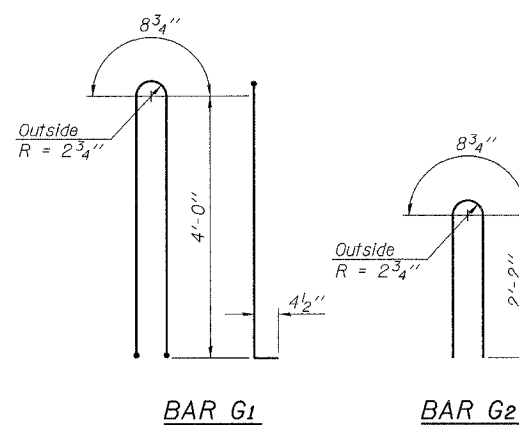
ELEVATION INSERT DETAIL AT ABUTMENT END OF BEAM



TOP PLATE



BOTTOM PLATE
 See bearing details for pintle hole locations when required.



BAR G4

BAR G5

BAR G6

BILL OF MATERIAL

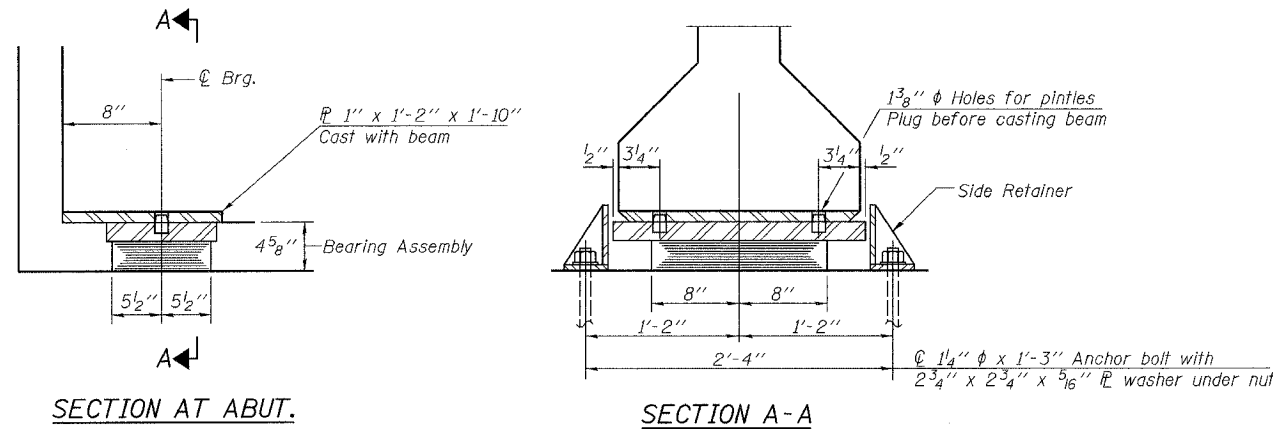
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	1984

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 48" P.P.C. I-BEAM DETAILS
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082

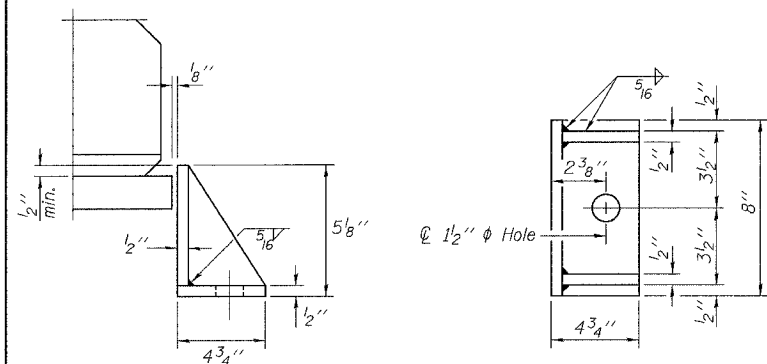
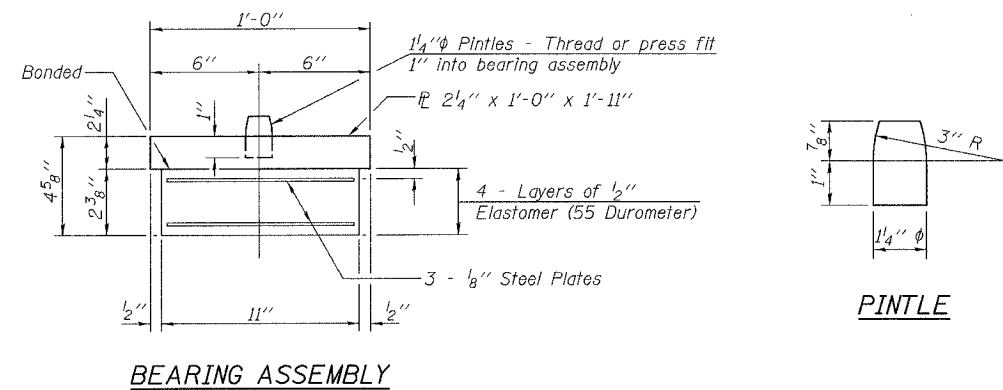
DATE: 2-01-2006
 DRAWN BY NSR
 CHECKED BY WJV

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



TYPE I ELASTOMERIC EXP. BRG.

Notes:
 Holes at expansion bearings shall be drilled and anchor bolts grouted in place after beams have been erected.
 See sheet 24 of 32 for anchor bolt installation.
 See sheet 22 of 32 for additional details of plate cast with beam.
 Cost of anchor bolts included with Elastomeric Bearing Assembly, Type I.



Cost included with Elastomeric Bearing Assembly, Type I.
 Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24

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	BEARING DETAILS IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082
	DRAWN BY NSR CHECKED BY WJV
	DATE: 2-01-2006

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 326	0910-IBR-84	KANE	62	42
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 24
32 SHEETS

Contract #62531
ISTHA Contract #RR-02-5129
ISTHA Bridge No. 1101

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Elastomeric Bearing Assembly, Type I (Abutments) or Concrete Superstructure (Pier).

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

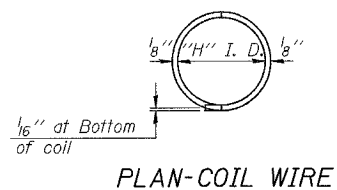
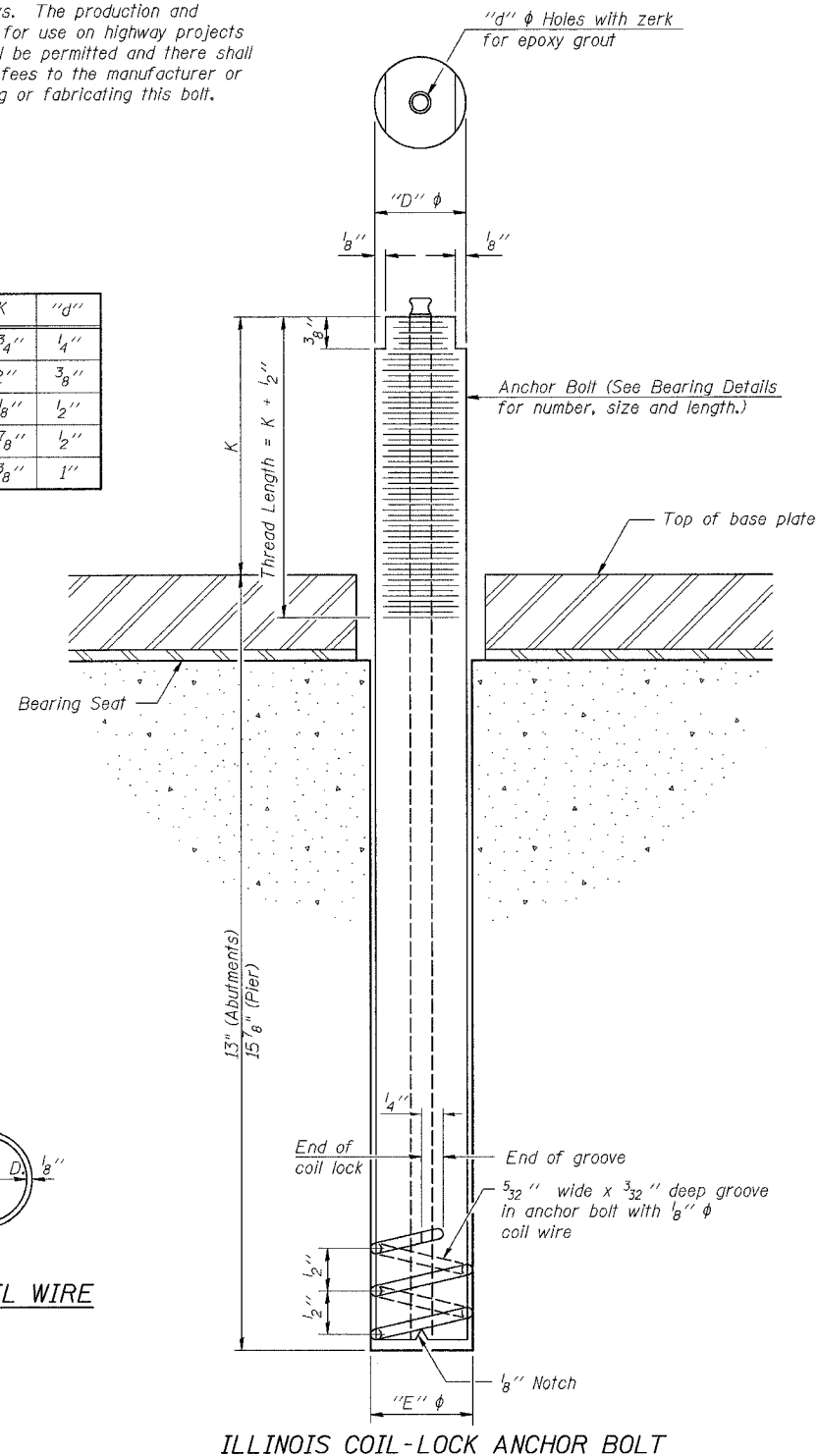
The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

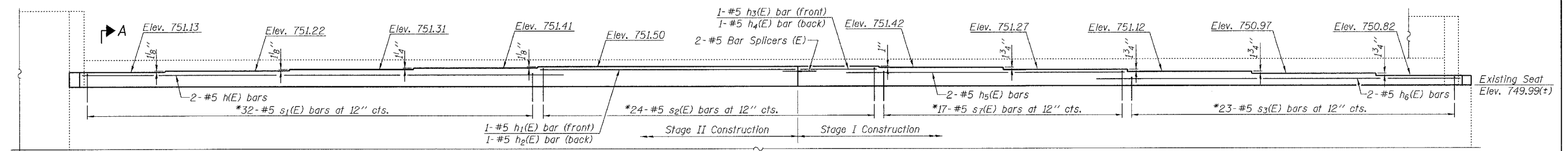
Location	Type
N. Abut.	A 307
S. Abut.	A 307
Pier	A 307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

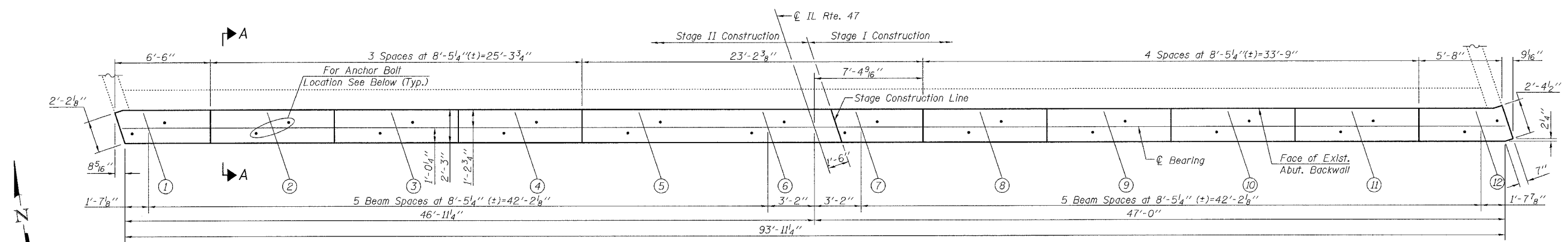
D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



ELEVATION
(Looking North)



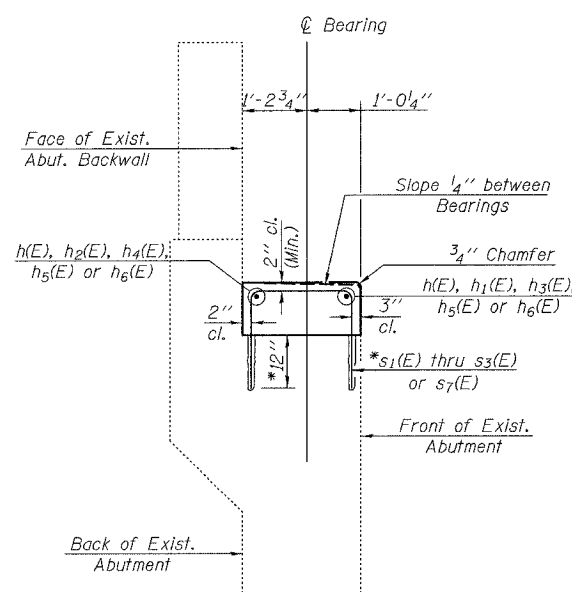
PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	2	#5	33'-0"	—
h1(E)	1	#5	17'-4"	—
h2(E)	1	#5	16'-9"	—
h3(E)	1	#5	5'-3"	—
h4(E)	1	#5	5'-10"	—
h5(E)	2	#5	18'-9"	—
h6(E)	2	#5	24'-6"	—
s1(E)	32	#5	5'-8"	□
s2(E)	24	#5	6'-6"	□
s3(E)	23	#5	5'-2"	□
s7(E)	17	#5	6'-0"	□

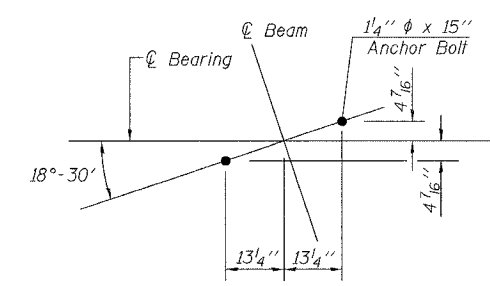
Concrete Structures	Cu. Yd.	10.1
Reinforcement Bars, Epoxy Coated	Pound	790
Bridge Seat Sealer	Sq. Ft.	215
Bar Splicers	Each	2

Reinforcement bars designated (E) shall be epoxy coated.



SECTION A-A

*Field drill and epoxy grout in place according to Article 584 of the Standard Specifications. Cost of drilling and grouting is included with Reinforcement Bars, Epoxy Coated.

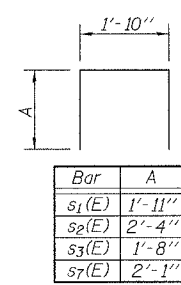


ANCHOR BOLT LOCATION DETAIL
(Typical for all beams)

NOTES

- See Sheet 24 of 32 for Anchor Bolt installation.
- Space reinforcement in cap to miss anchor bolts.
- Reinforcement bars designated (E) shall be epoxy coated.
- Pour steps monolithically with cap.
- All edges shall have standard 3/4" chamfers.
- All surfaces where new concrete is cast against existing concrete shall be Bonded Construction Joints, in accordance with Article 503.09(b)(2) of the Standard Specifications.

BARS s1(E) THRU s3(E), s7(E)

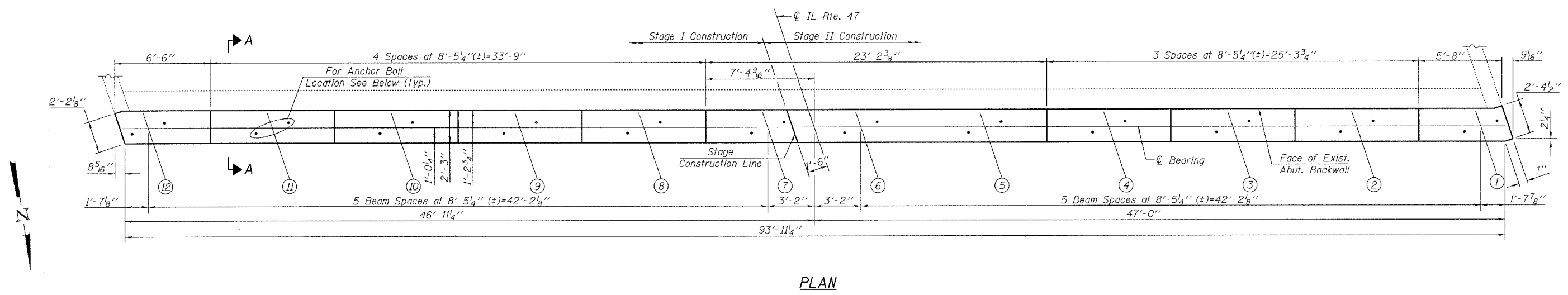
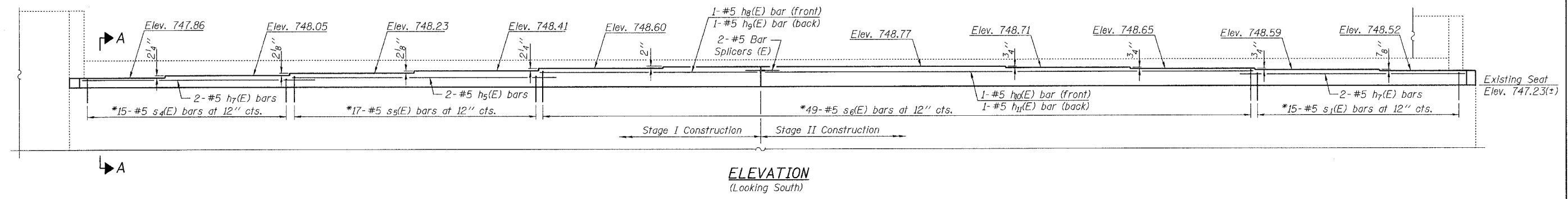


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ILLINOIS DEPARTMENT OF TRANSPORTATION
 NORTH ABUTMENT DETAILS
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082

DATE: 2-01-2006
 DRAWN BY: BLB
 CHECKED BY: WJV

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101

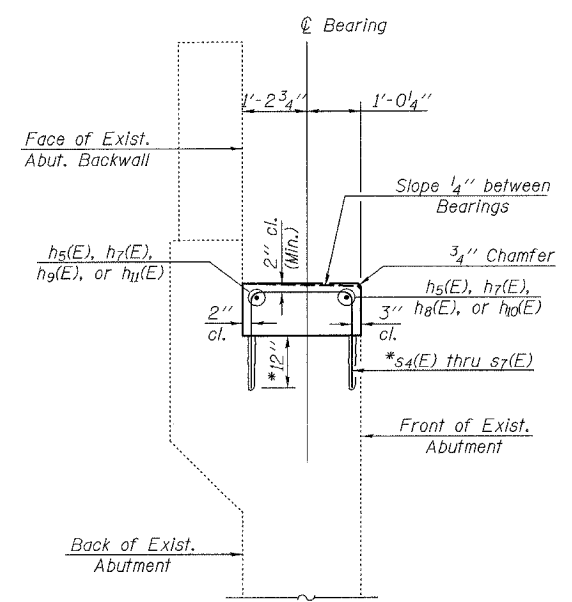


BILL OF MATERIAL

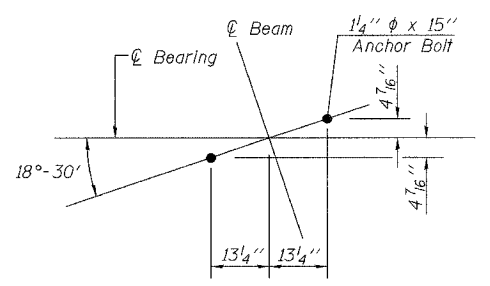
Bar	No.	Size	Length	Shape
h ₅ (E)	2	#5	18'-9"	—
h ₇ (E)	4	#5	16'-10"	—
h ₈ (E)	1	#5	14'-2"	—
h ₉ (E)	1	#5	13'-7"	—
h ₁₀ (E)	1	#5	33'-9"	—
h ₁₁ (E)	1	#5	34'-3"	—
s ₄ (E)	15	#5	4'-8"	□
s ₅ (E)	17	#5	5'-6"	□
s ₆ (E)	49	#5	6'-2"	□
s ₇ (E)	15	#5	6'-0"	□

Concrete Structures	Cu. Yd.	10.0
Reinforcement Bars, Epoxy Coated	Pound	790
Bridge Seat Sealer	Sq. Ft.	215
Bar Splicers	Each	2

Reinforcement bars designated (E) shall be epoxy coated.



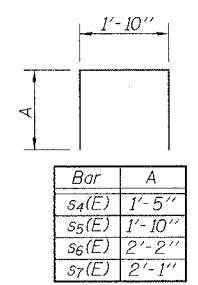
*Field drill and epoxy grout in place according to Article 584 of the Standard Specifications. Cost of drilling and grouting is included with Reinforcement Bars, Epoxy Coated.



NOTES

- See Sheet 24 of 32 for Anchor Bolt installation.
- Space reinforcement in cap to miss anchor bolts.
- Reinforcement bars designated (E) shall be epoxy coated.
- Pour steps monolithically with cap.
- All edges shall have standard 3/4" chamfers.
- All surfaces where new concrete is cast against existing concrete shall be Bonded Construction Joints, in accordance with Article 503.09(b)(2) of the Standard Specifications.
- Lap Length for #5 Bar = 1'-8".

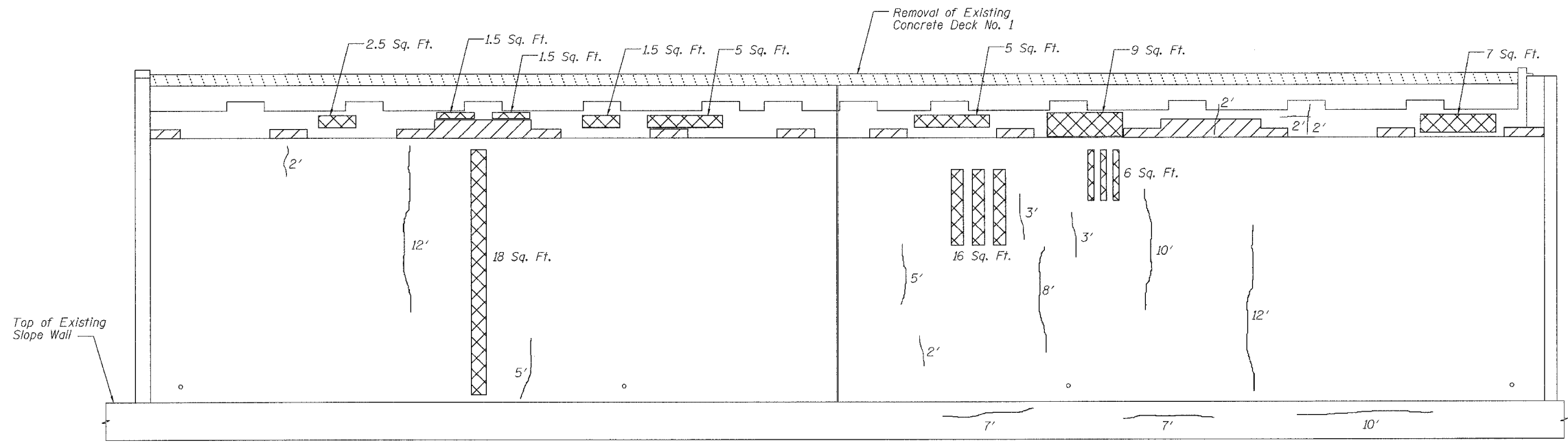
BARS s₁(E), s₄(E) THRU s₆(E)



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ILLINOIS DEPARTMENT OF TRANSPORTATION
 SOUTH ABUTMENT DETAILS
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082
 DRAWN BY BLB
 CHECKED BY WJV
 DATE: 2-01-2006

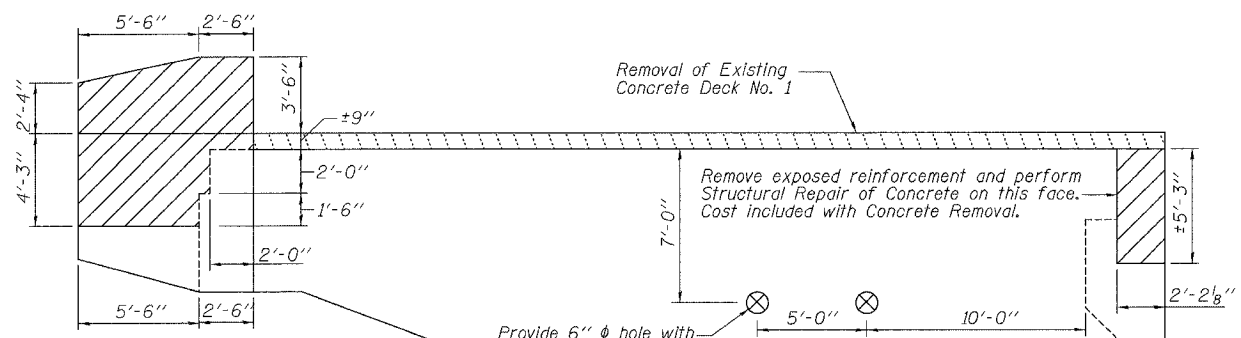
Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



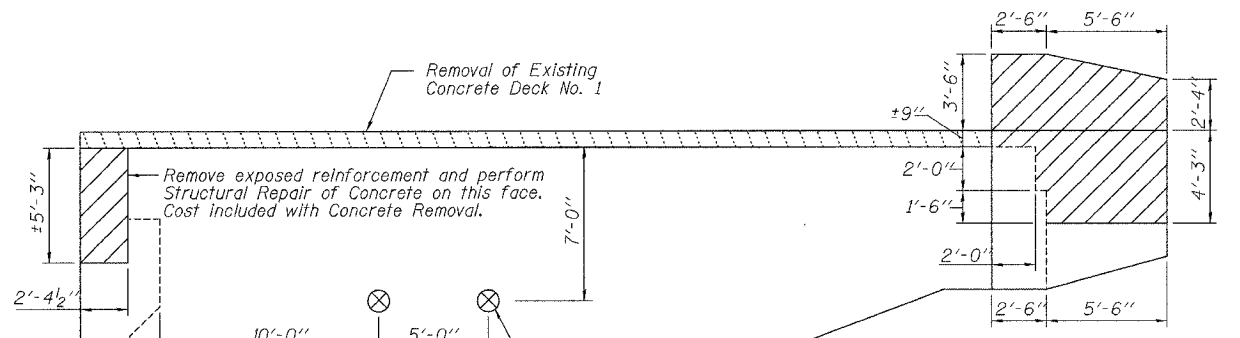
NORTH ABUTMENT ELEVATION

LEGEND:

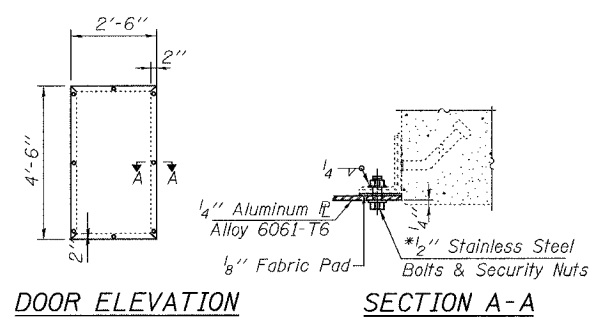
- Epoxy Crack Sealing
- Structural Repair of Concrete (Depth Equal To or Less Than 5")
- Concrete Removal
- Removal of Existing Concrete Deck



NORTHWEST CURTAIN WALL



NORTHEAST CURTAIN WALL



ACCESS DOOR DETAIL
(2 Required)

*Provide Fasteners to match the existing bolt hole locations

NOTES

Existing reinforcement exposed by the removal of the abutment seats shall be removed. Cost included with Concrete Removal.

See Sheet 28 of 32 for Rodent Shield Detail.

BILL OF MATERIAL

PAY ITEM	UNIT	N. ABUT.	N-W CURTAIN WALL	N-E CURTAIN WALL	TOTAL
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	73	0	0	73
Epoxy Crack Sealing	Foot	92	0	5	97
Concrete Removal	Cu. Yd.	3.1	2.7	2.7	8.5
Removal of Existing Concrete Deck No. 1	Each				1
Furnish and Install Door	Each	1			1



200 West Front Street
 Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
 NORTH ABUTMENT REPAIRS
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082

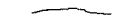




DATE: 2-01-2006
 DRAWN BY: JLA
 CHECKED BY: GBC

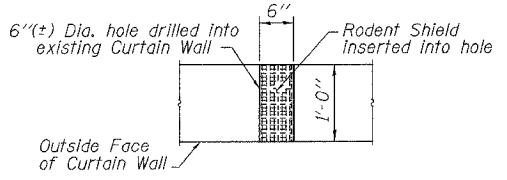
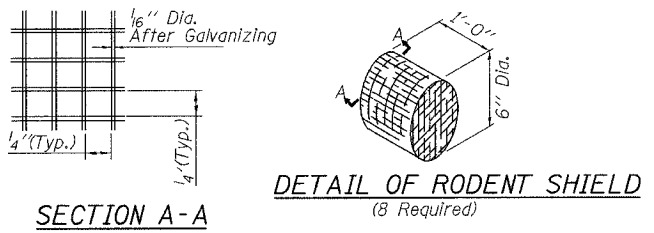
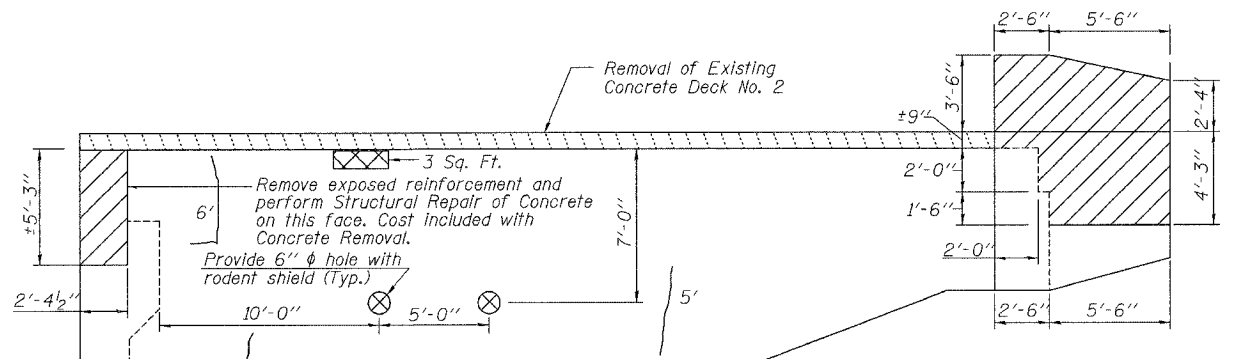
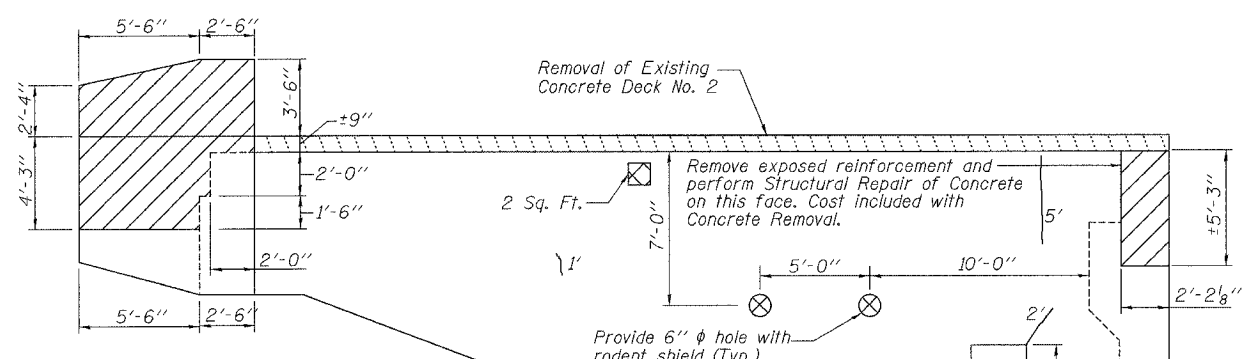
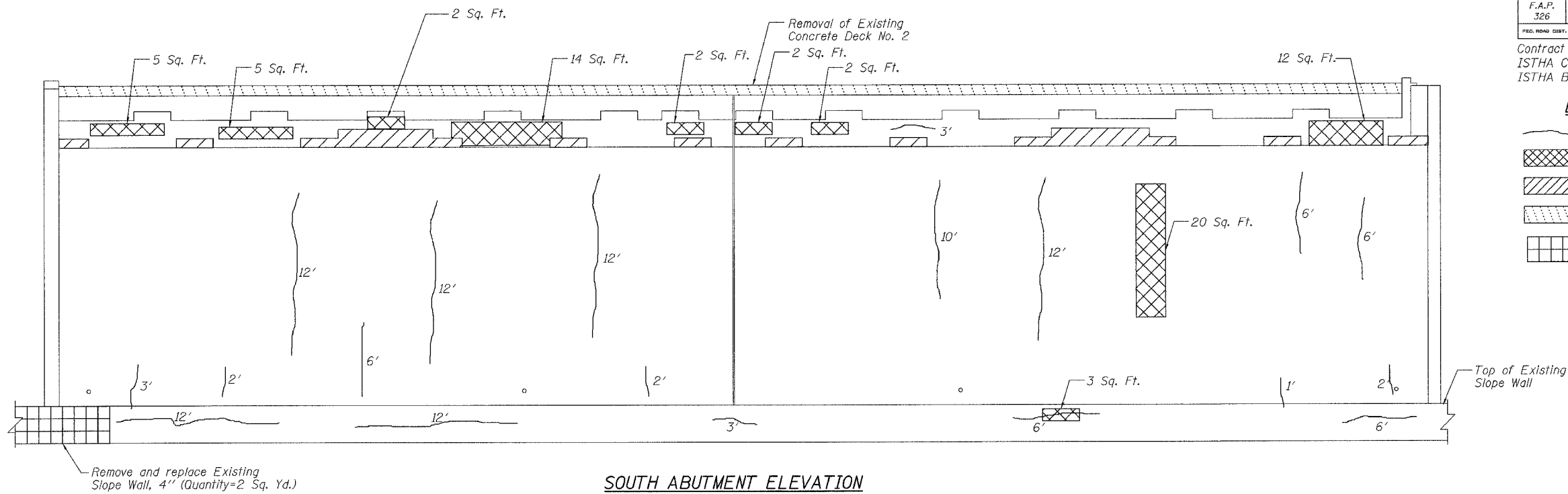


K:\11182521\Structures\11-47 over I-88\Final Plans_Revision.dgn 5/5/2006

Contract #62531
ISTHA Contract #RR-02-5129
ISTHA Bridge No. 1101

LEGEND:

-  Epoxy Crack Sealing
-  Structural Repair of Concrete (Depth Equal To or Less Than 5")
-  Concrete Removal
-  Removal of Existing Concrete Deck No. 2
-  Removal and Replace Existing Slope Wall, 4"



NOTES

Existing reinforcement exposed by the removal of the abutment seats shall be removed. Cost included with Concrete Removal.

See Sheet 27 of 32 for Access Door Detail.

Cost of drilling hole and Rodent Shield included with Concrete Removal.

BILL OF MATERIAL

PAY ITEM	UNIT	S. ABUT.	S-E CURTAIN WALL	S-W CURTAIN WALL	TOTAL
Structural Repair of Concrete (Depth Equal To or Less than 5")	Sq. Ft.	67	2	5	74
Epoxy Crack Sealing	Foot	128	8	23	159
Concrete Removal	Cu. Yd.	3.2	2.7	2.7	8.6
Removal of Existing Concrete Deck No. 2	Each				1
Slope Wall Removal	Sq. Yd.				2
Slope Wall 4"	Sq. Yd.				2
Furnish and Install Door	Each	1			1



200 West Front Street
Wheaton, IL 60187

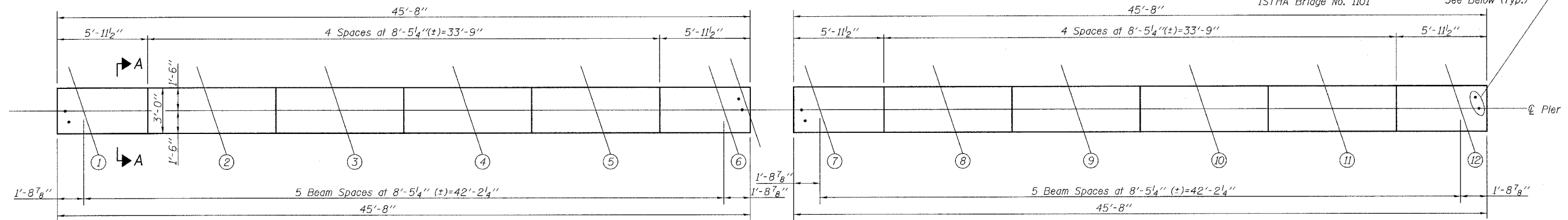


ILLINOIS DEPARTMENT OF TRANSPORTATION
SOUTH ABUTMENT REPAIRS
IL RTE. 47 OVER I-88 (E-W TOLLWAY)
KANE COUNTY
STRUCTURE NO. 045-0082

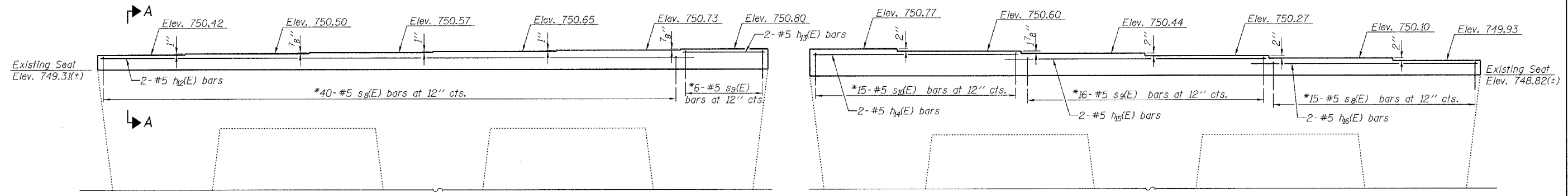
DATE: 2-01-2006

DRAWN BY: JLA
CHECKED BY: GBC

Contract #62531
 ISTHA Contract #RR-02-5129 For Anchor Bolt Location
 ISTHA Bridge No. 1101 See Below (Typ.)



PLAN



ELEVATION
(Looking North)

*Field drill and epoxy grout in place according to Article 584 of the Standard Specifications. Cost of drilling and grouting is included with Reinforcement Bars, Epoxy Coated.

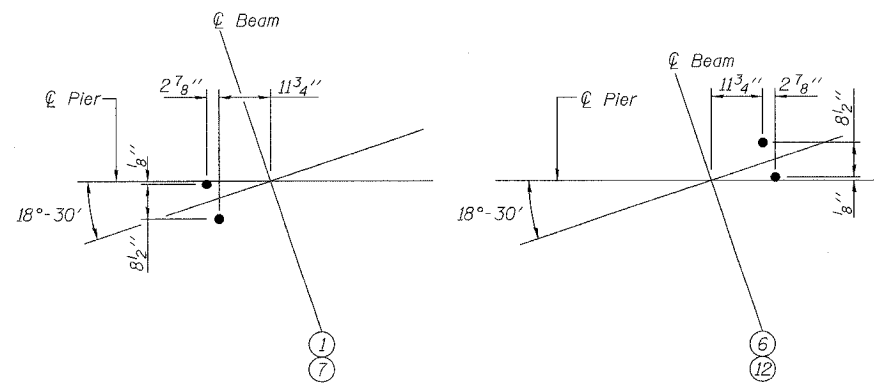
NOTES

- See Sheet 24 of 32 for Anchor Bolt Installation.
- See Sheet 16 of 32 for additional reinforcement.
- Reinforcement bars designated (E) shall be epoxy coated.
- Pour steps monolithically with cap.
- All edges shall have standard 3/4" chamfers.
- All surfaces where new concrete is cast against existing concrete shall be Bonded Construction Joints, in accordance with Article 503.09(b)(2) of the Standard Specifications.
- Space reinforcement in cap to miss anchor bolts.

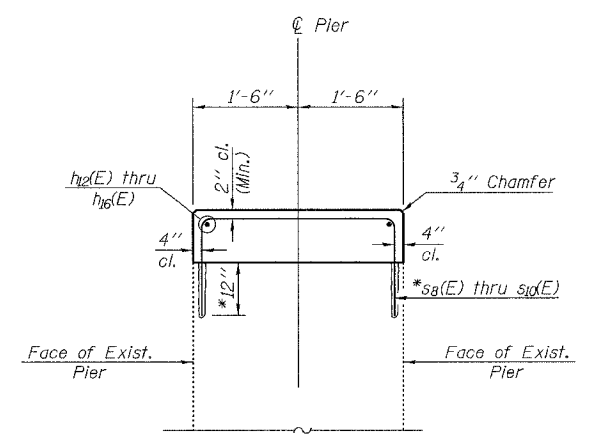
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1/2(E)	2	#5	41'-7"	—
h3(E)	2	#5	5'-8"	—
h4(E)	2	#5	14'-1"	—
h5(E)	2	#5	18'-9"	—
h6(E)	2	#5	16'-9"	—
sg(E)	55	#5	6'-2"	□
sg(E)	22	#5	6'-10"	□
sg(E)	15	#5	7'-6"	□
Concrete Structures			Cu. Yd.	14.4
Reinforcement Bars, Epoxy Coated			Pound	830

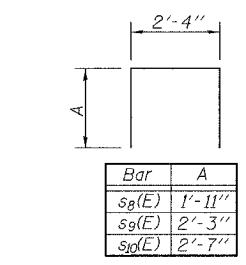
Reinforcement bars designated (E) shall be epoxy coated.



ANCHOR BOLT LOCATION DETAIL



SECTION A-A

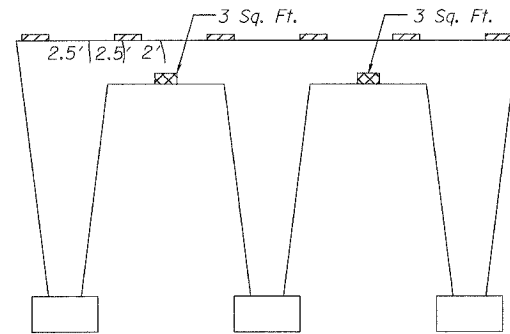


BARS sg(E) THRU sg(E)

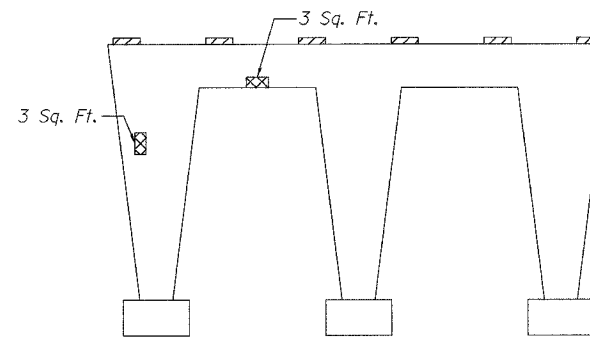
rjngroup
 Excellence through Ownership
 200 West Front Street
 Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PIER DETAILS
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082
 DRAWN BY BLB
 CHECKED BY WJV
 DATE: 2-01-2006

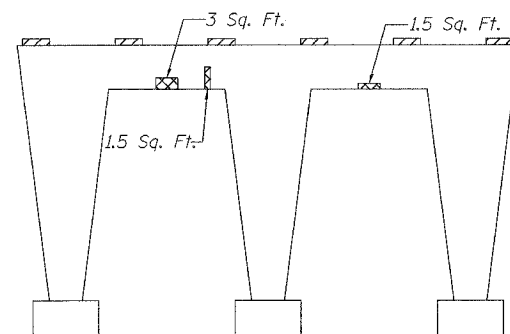
Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101



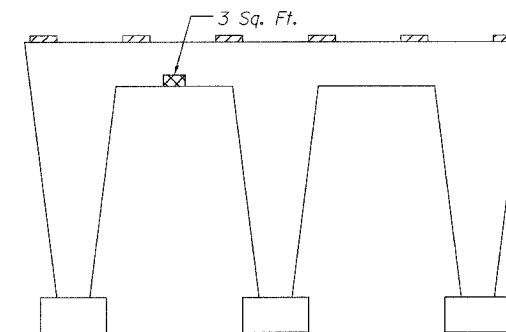
EAST PIER ELEVATION
NORTH FACE



WEST PIER ELEVATION
NORTH FACE



EAST PIER ELEVATION
SOUTH FACE



WEST PIER ELEVATION
SOUTH FACE

LEGEND:

- Epoxy Crack Sealing
- Structural Repair of Concrete (Depth Equal To or Less Than 5")
- Concrete Removal

BILL OF MATERIAL

PAY ITEM	UNIT	EAST PIER	WEST PIER	TOTAL
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	12	9	21
Epoxy Crack Sealing	Foot	7	0	7
Concrete Removal	Cu. Yd.	0.9	0.6	1.5

5/5/2006 K:\118252\Structures\IL-47 over I-88\Final\Plans_Revstd.dgn

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 Excellence through Ownership

200 West Front Street
 Wheaton, IL 60187



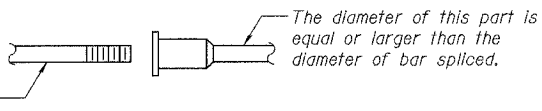
DELTA ENGINEERING, INC.
 CONSULTING ENGINEERS, CHICAGO ILLINOIS.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PIER REPAIRS
 IL RTE. 47 OVER I-88 (E-W TOLLWAY)
 KANE COUNTY
 STRUCTURE NO. 045-0082

DATE: 2-01-2006
 DRAWN BY JLA
 CHECKED BY GBC

Contract #62531
ISTHA Contract #RR-02-5129
ISTHA Bridge No. 1101

The diameter of this part is the same as the diameter of the bar spliced.



ROLLED THREAD DOWEL BAR



**** ONE PIECE**

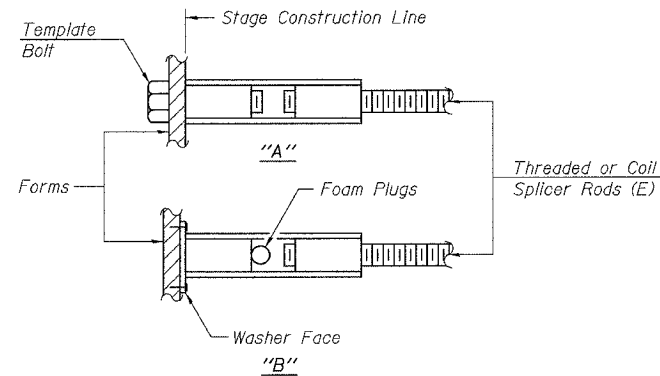
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

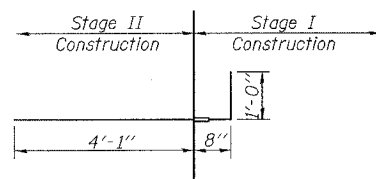
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s\ allow} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s\ allow}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

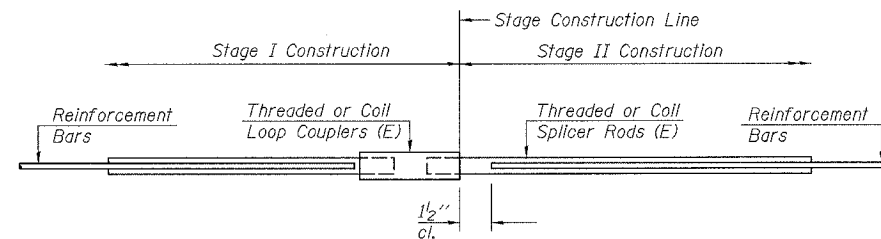
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



#6 BAR SPLICER (E) AT ABUTMENTS


SPECIAL SPLICER DETAIL



STANDARD

Bar Size	No. Assemblies Required	Location
#5	4	Abutments
*** #6	10	Diaphragms
#5	557	Deck, Span #2 & #3
#5	137	Deck, Span #1
#5	99	Deck, Span #4

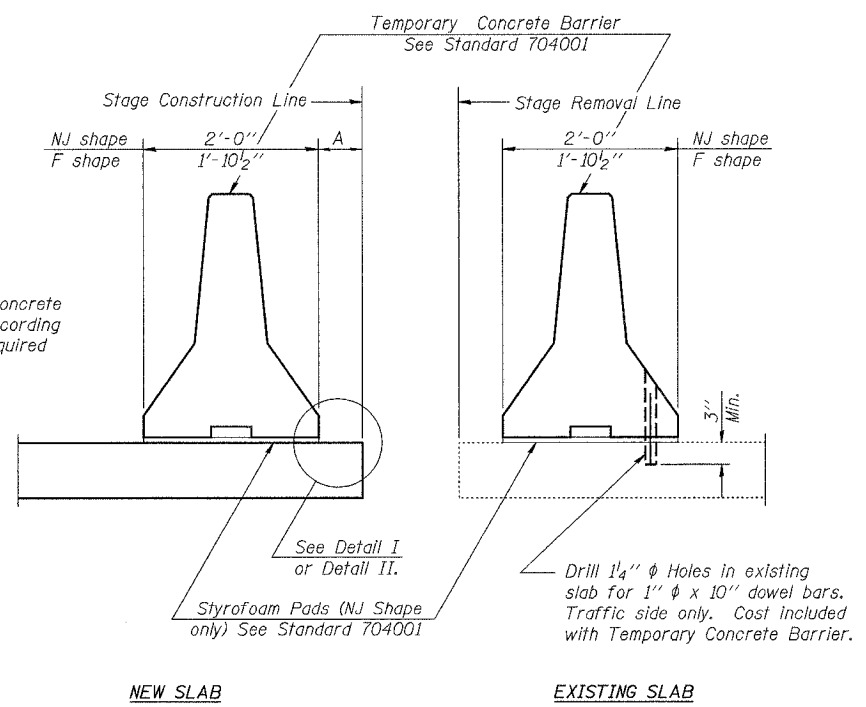
*** See special splicer details

 Excellence through Ownership 200 West Front Street Wheaton, IL 60187	ILLINOIS DEPARTMENT OF TRANSPORTATION BAR SPLICER ASSEMBLY DETAILS IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082
	DRAWN BY BLB CHECKED BY WJV DATE: 2-01-2006

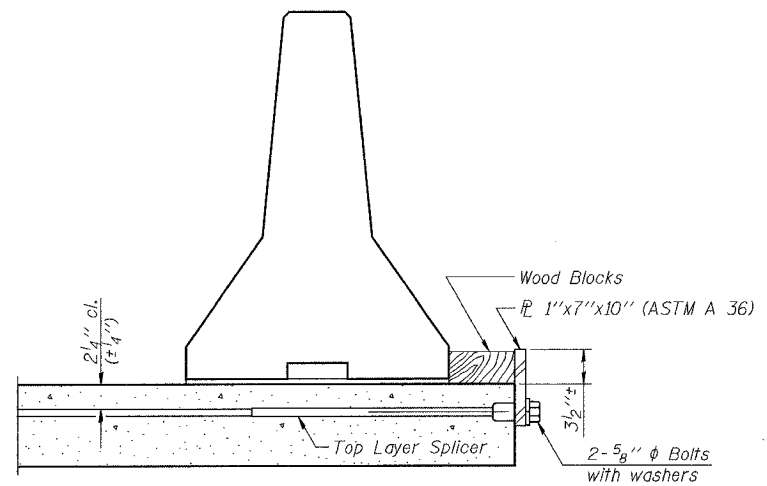
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 326	0910-IBR-84	KANE	62	50
ILLINOIS DIST. NO. 7	ILLINOIS	ILLINOIS PROJECT		

Contract #62531
 ISTHA Contract #RR-02-5129
 ISTHA Bridge No. 1101

SHEET NO. 32
 32 SHEETS

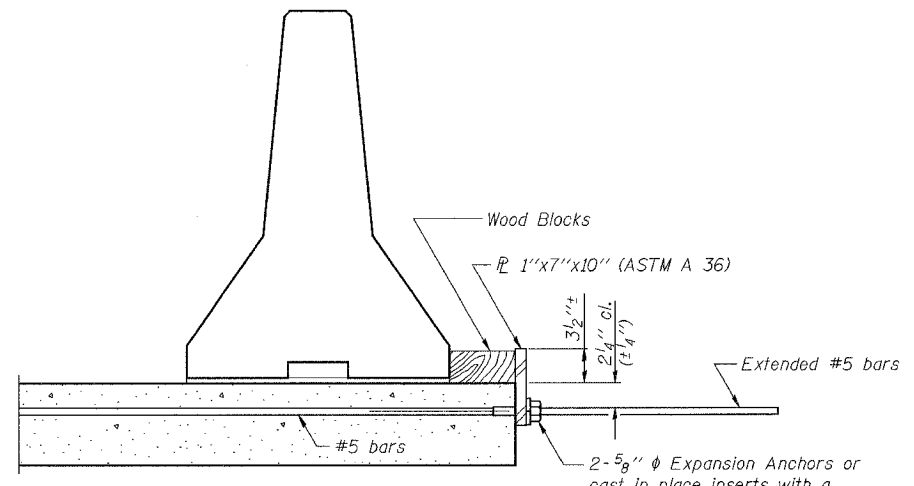


SECTIONS THRU SLAB



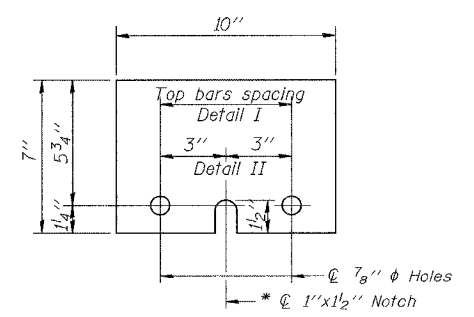
DETAIL I

The 1" x 7" x 10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1" x 7" x 10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



1" x 7" x 10"
 * Required only with Detail II

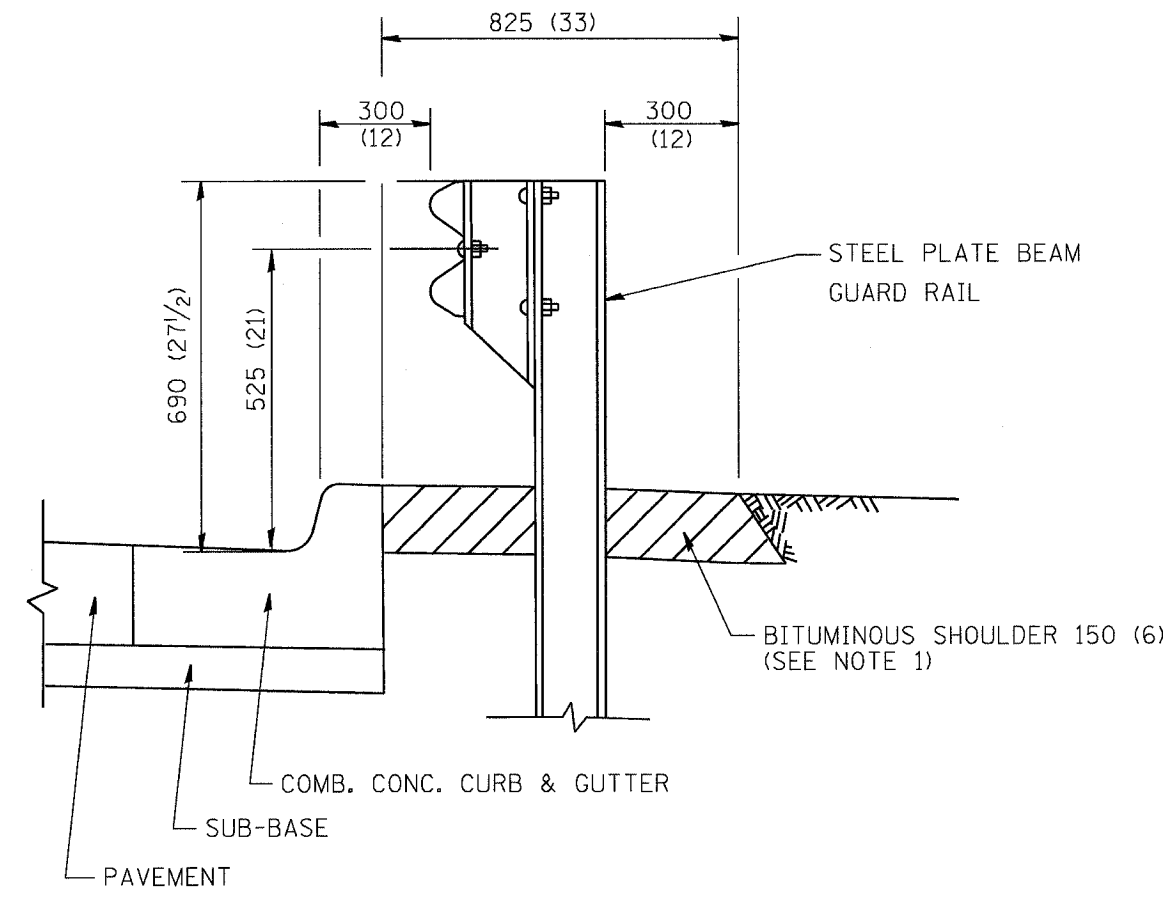
NOTES

- Detail I - With Bar Splicer or Couplers: Connect one (1) 1" x 7" x 10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.
 - Detail II - With Extended Reinforcement Bars: Connect one (1) 1" x 7" x 10" steel \bar{L} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.

R-27 10-22-04 K:\11182521\Structures\11-47 over I-88\Form Plans\Reinacddgn

<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION IL RTE. 47 OVER I-88 (E-W TOLLWAY) KANE COUNTY STRUCTURE NO. 045-0082 DRAWN BY BLB DATE: 2-01-2006 CHECKED BY WJV
---	---

CONTRACT NO.				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-0-4-B	LAKE	62	51
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



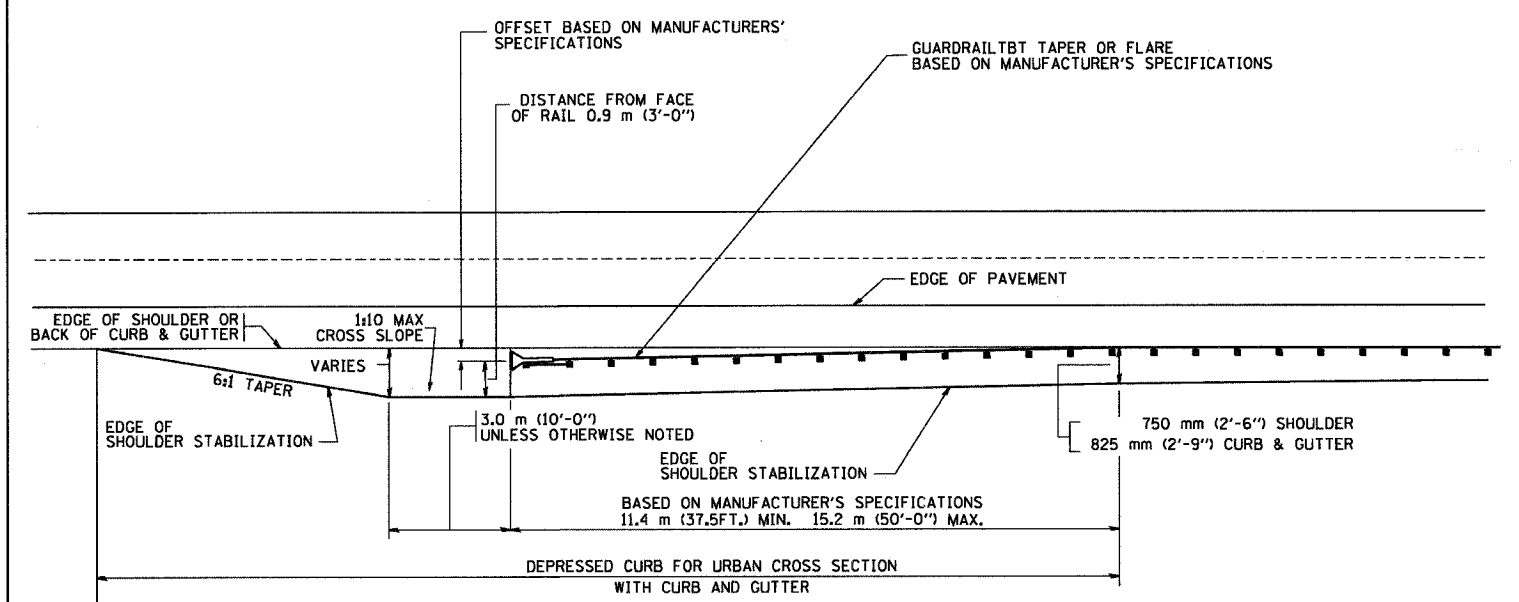
- NOTES: 1. THE BITUMINOUS SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: BITUMINOUS SHOULDER 150 (6) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER m² (sq. yd.) AS "BITUMINOUS SHOULDER 150 (6)."

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

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

PLOT DATE = 2/15/2006
 FILE NAME = M:\Users\mshah\p34.dgn
 PLOT SCALE = 481/100000000
 USER NAME = mshah



STABILIZATION AT TBT TY. 1 SPL.

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

REVISIONS	
NAME	DATE
M. DE YONG	09-22-90
M. DE YONG	07-14-92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	02/23/95
A. ABBAS	03/21/97
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

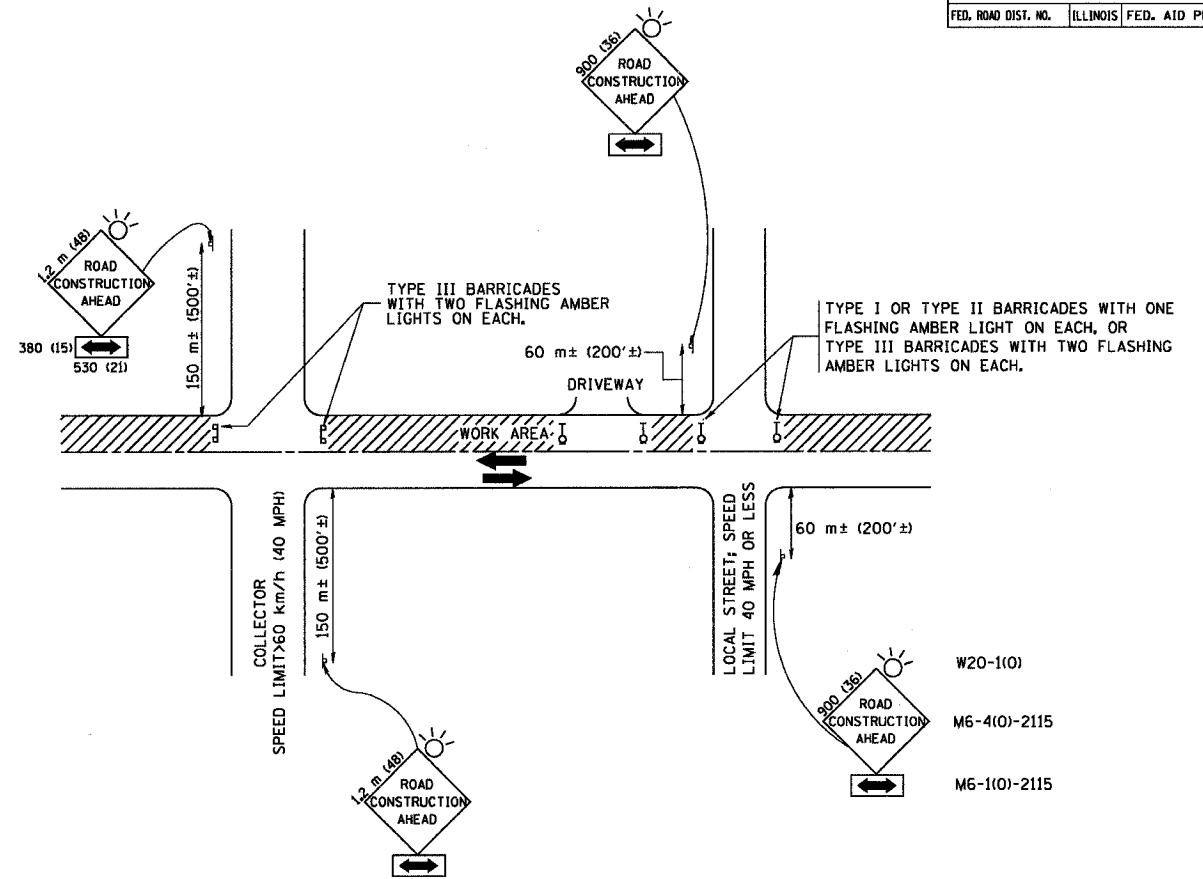
DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.

SCALE: VERT. _____
 HORIZ. _____

DATE: 2/15/2006

DRAWN BY: jls
 CHECKED BY: _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-B-4-B	KANE	62	52
STA.		TO STA.		
FED. ROAD DIST. NO.	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 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') 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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') 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.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

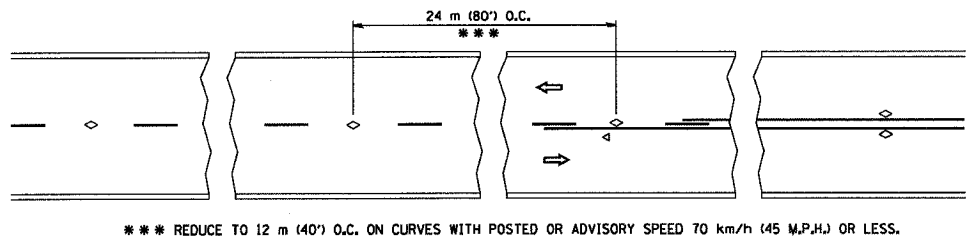
SCALE: DATE: 2/15/2006

DRAWN BY CHECKED BY

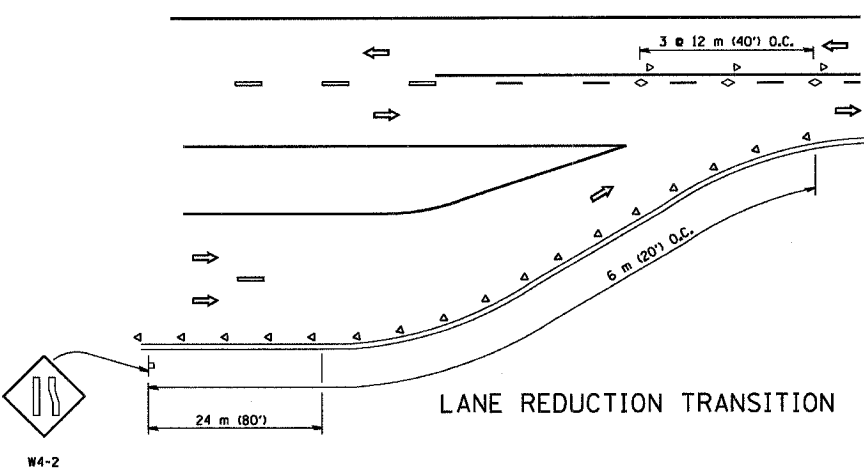
TC-10

REVISION DATE: 01/06/00

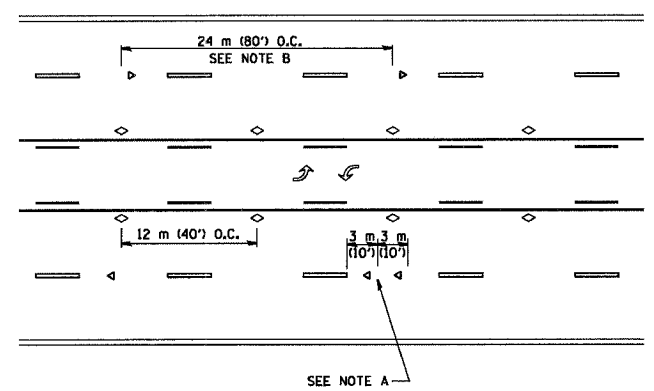
CONTRACT NO.			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
326	E-8-4-B	KANE	62 53
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	



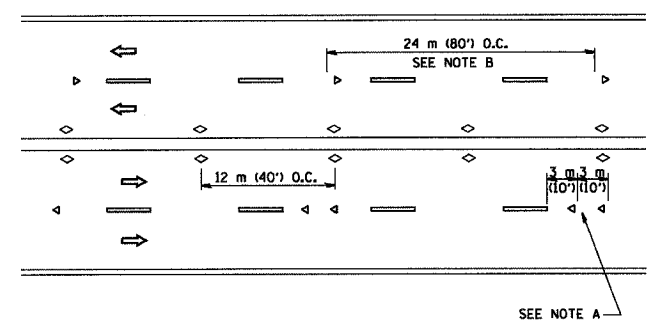
TWO-LANE/TWO-WAY



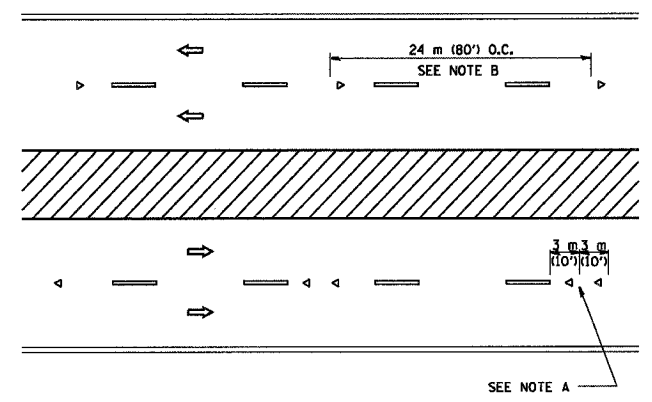
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

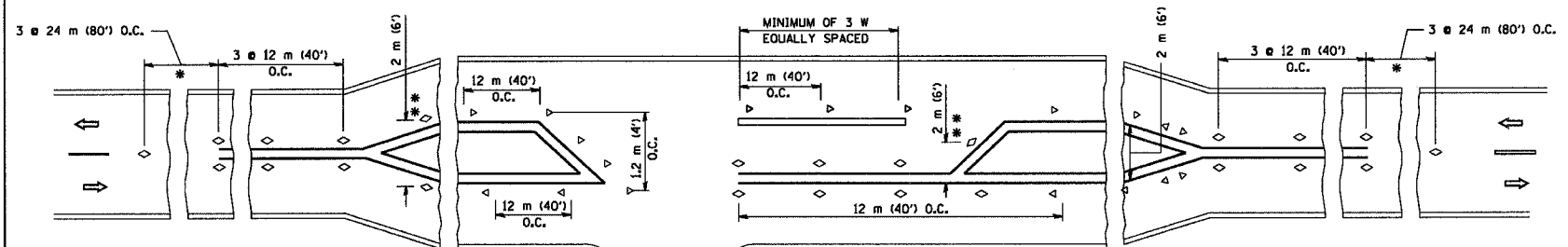
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◇ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

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 2 m (6') OR LESS USE TWO-WAY MARKERS.

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

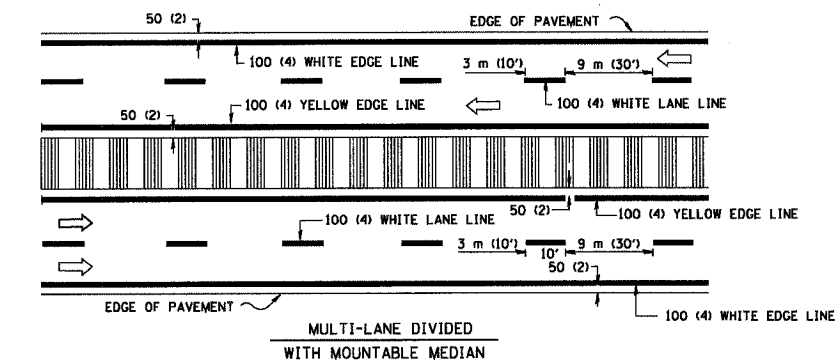
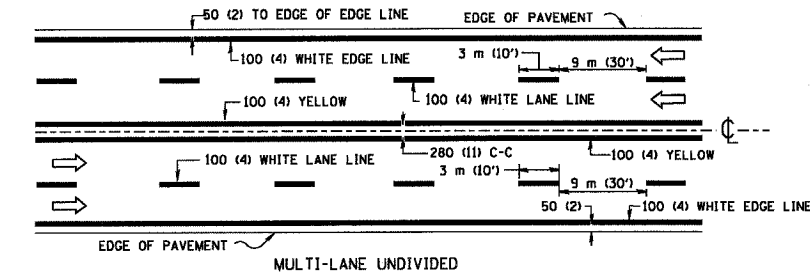
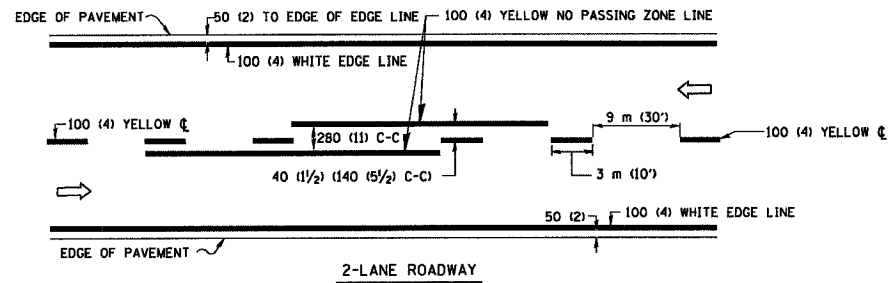
ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT
MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE
DATE: 2/15/2006
DRAWN BY CADD
CHECKED BY

TC-11
REVISION DATE: 01/06/00

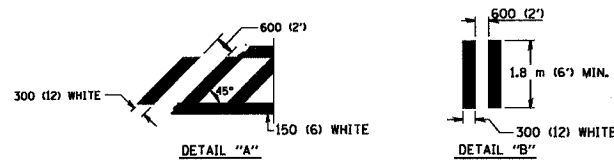
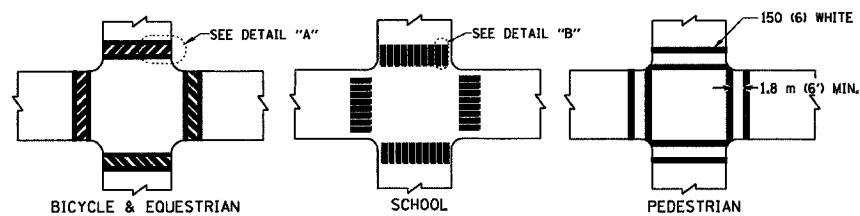
PLOT DATE = 2/15/2006
FILE NAME = \s\div\m\cadd\lgr
PLOT SCALE = 0.8000 / IN.
USER NAME = greglambert

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	E-8-4-B	KANE	62	5A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

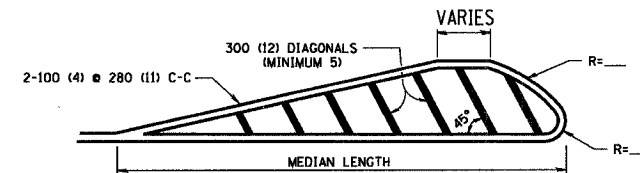
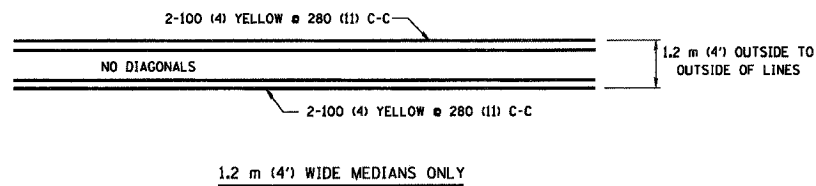


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



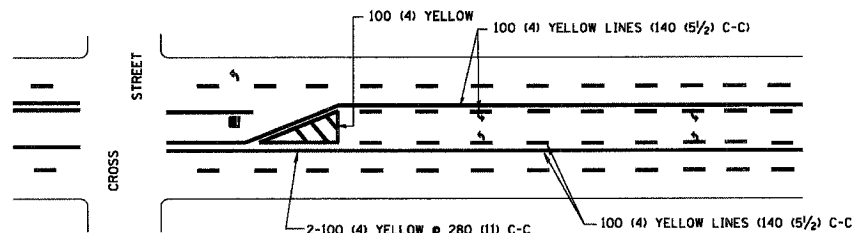
TYPICAL CROSSWALK MARKING



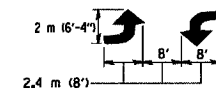
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 15 m (50') C-C (LESS THAN 50 km/h (30 MPH))
25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH))
45 m (150') C-C (MORE THAN 70 km/h (45 MPH))

MEDIANS OVER 1.2 m (4') WIDE

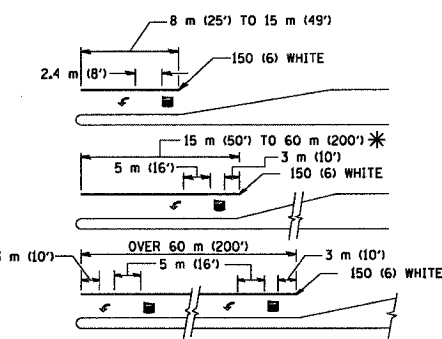


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

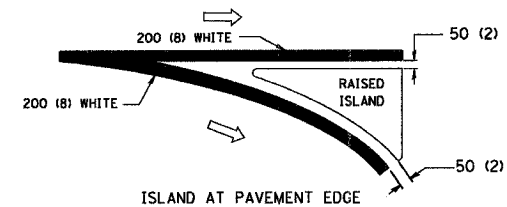
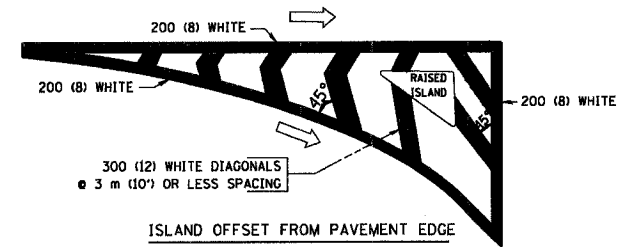


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
* AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

* TURN LANES IN EXCESS OF 120 m (400') 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	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (1) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (1) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) 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 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	280 (1) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" 15 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

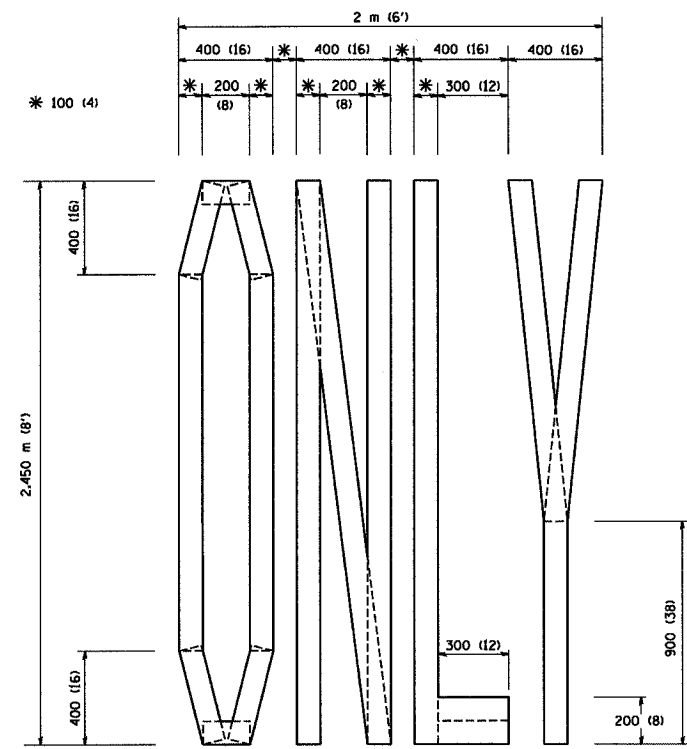
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE
DATE: 2/15/2006

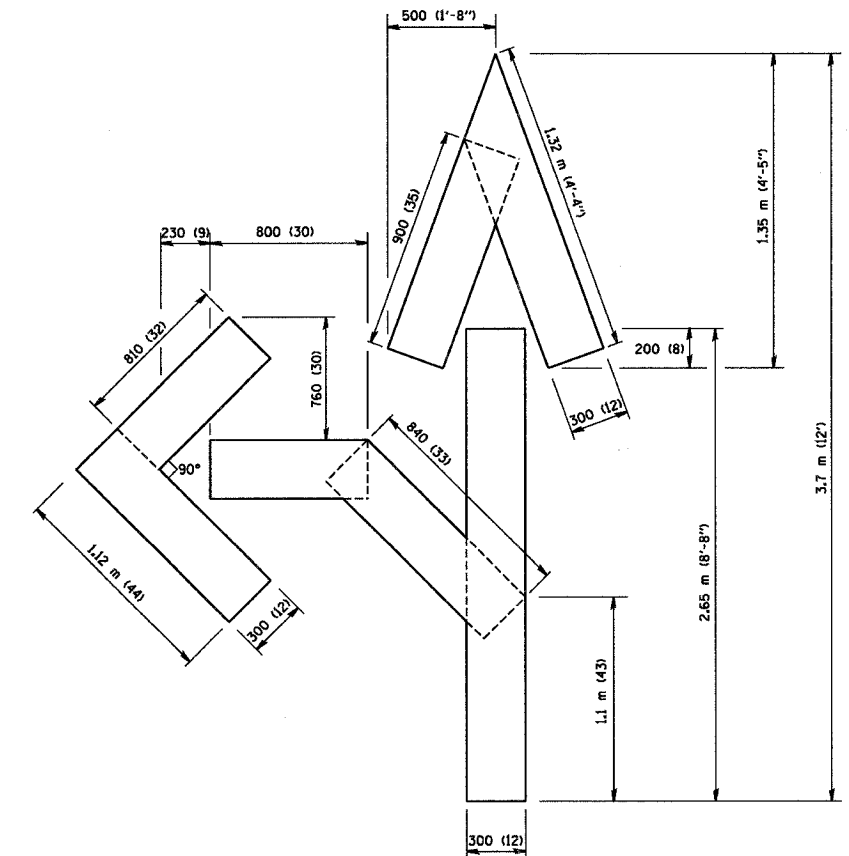
DRAWN BY CADD
CHECKED BY

TC-13
REVISION DATE: 01/06/00

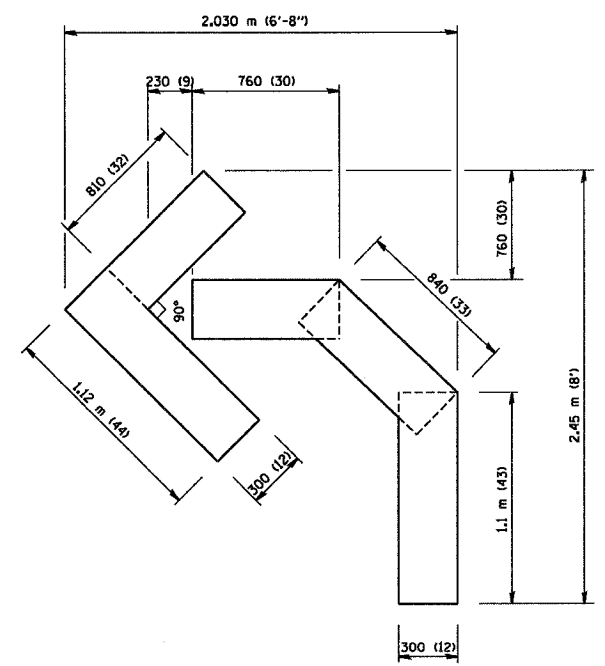
CONTRACT NO.				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
222	E-8-4-B	KANE	62	55
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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



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



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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

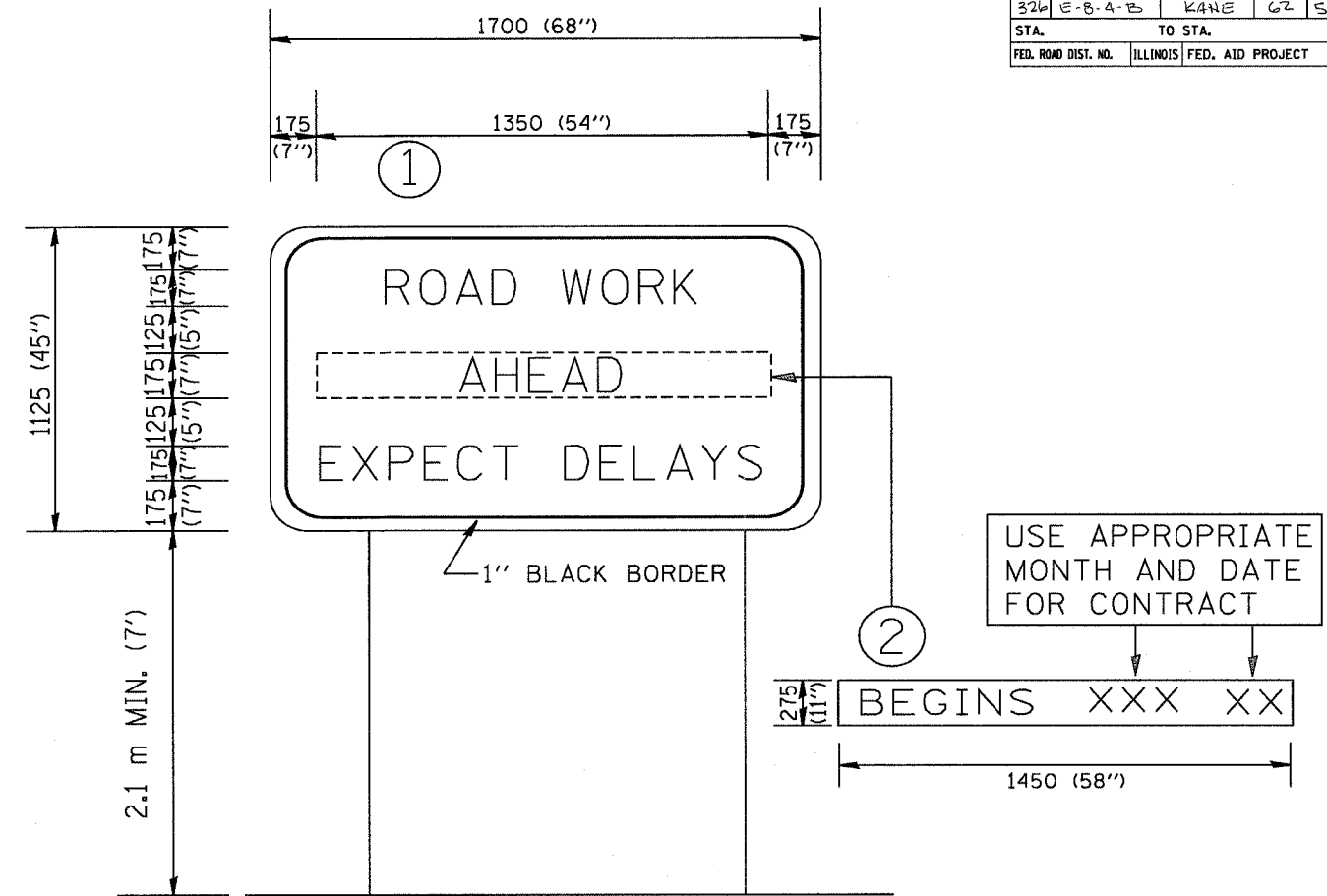
ILLINOIS DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING**

SCALE: NONE
 DATE: 2/15/2006
 DRAWN BY: CADD
 CHECKED BY:

TC-16
 REVISION DATE: 08/28/00

PLOT DATE = 2/15/2006
 FILE NAME = m:\data\pav\16.dgn
 PLOT SCALE = 40,000 / IN.
 USER NAME = greglund

CONTRACT NO.				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	E-B-A-B	KANE	62	50
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES:

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

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INFORMATION SIGNING

SCALE:
 DATE: 2/15/2006

DRAWN BY DESIGN
 CHECKED BY

TC22
 REVISION DATE: 02/02/99

PLOT DATE: 2/15/2006
 FILE NAME: W:\151515\151515.dgn
 PLOT SCALE: 1/8" = 1'-0"
 USER NAME: gpltdm001

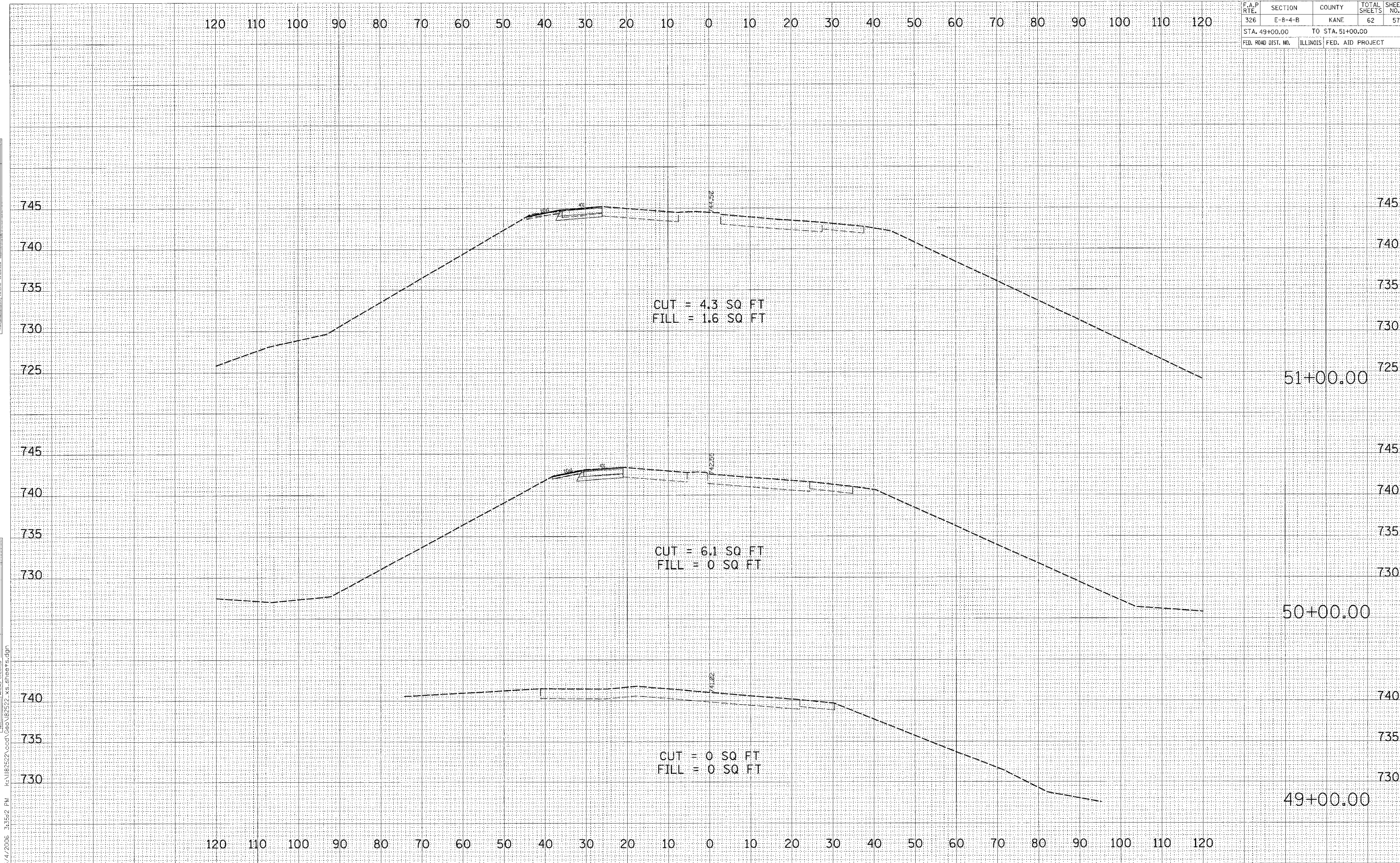
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326	E-8-4-B	KANE	62	57
STA. 49+00.00		TO STA. 51+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE	BY

SURVEYED
 PLOTTED
 CHECKED
 AREAS CHECKED
 NO.

DATE	BY

ORIGINAL SURVEY
 PLOTTED
 CHECKED
 AREAS CHECKED
 NO.



5/4/2006 3:52:22 PM K:\118252\cd\Goo\1182522_xs sheets.dgn

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	58
STA. 52+00.00 TO STA. 54+00.00				
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	

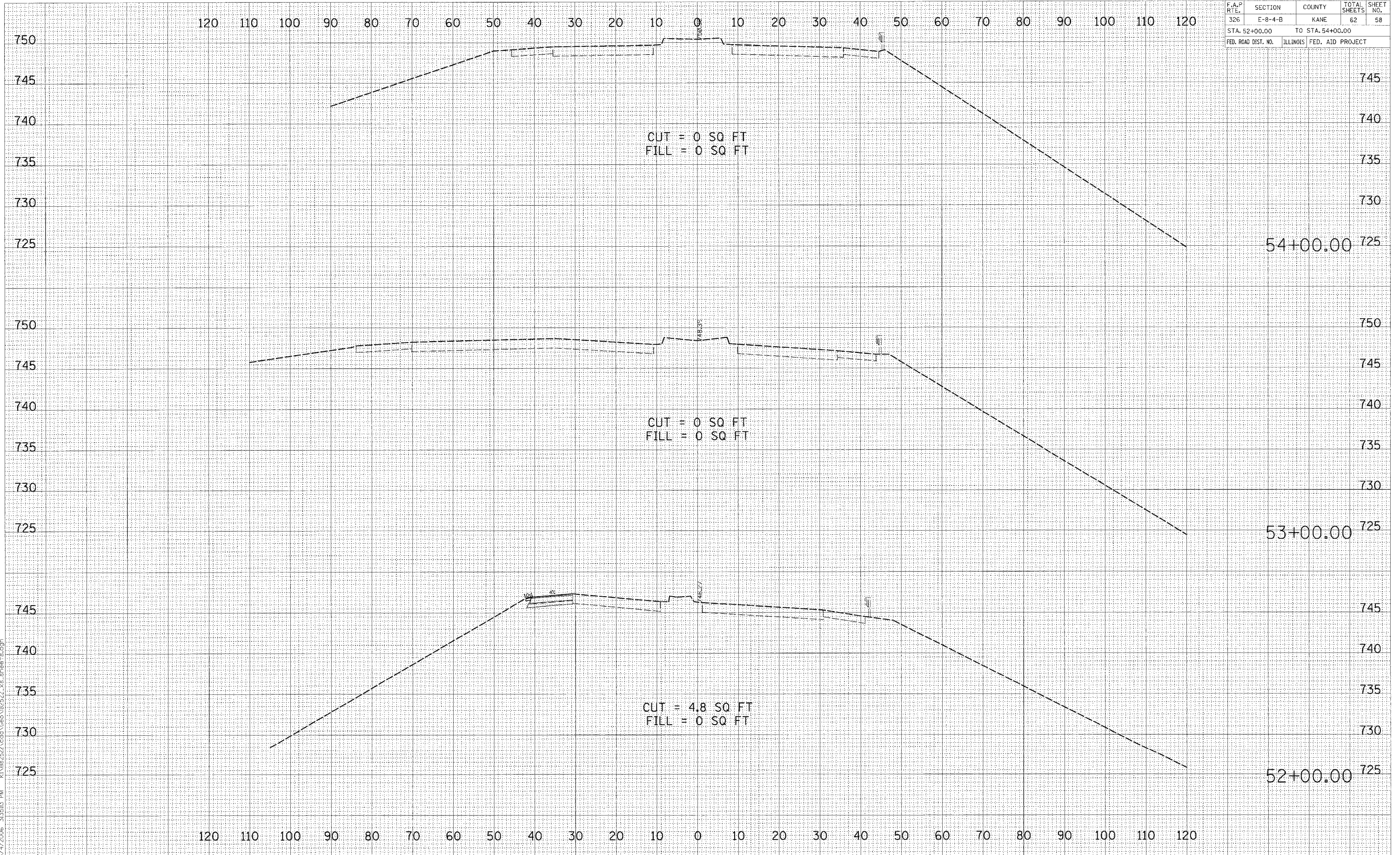
DATE	BY

FINAL SURVEY	DATE

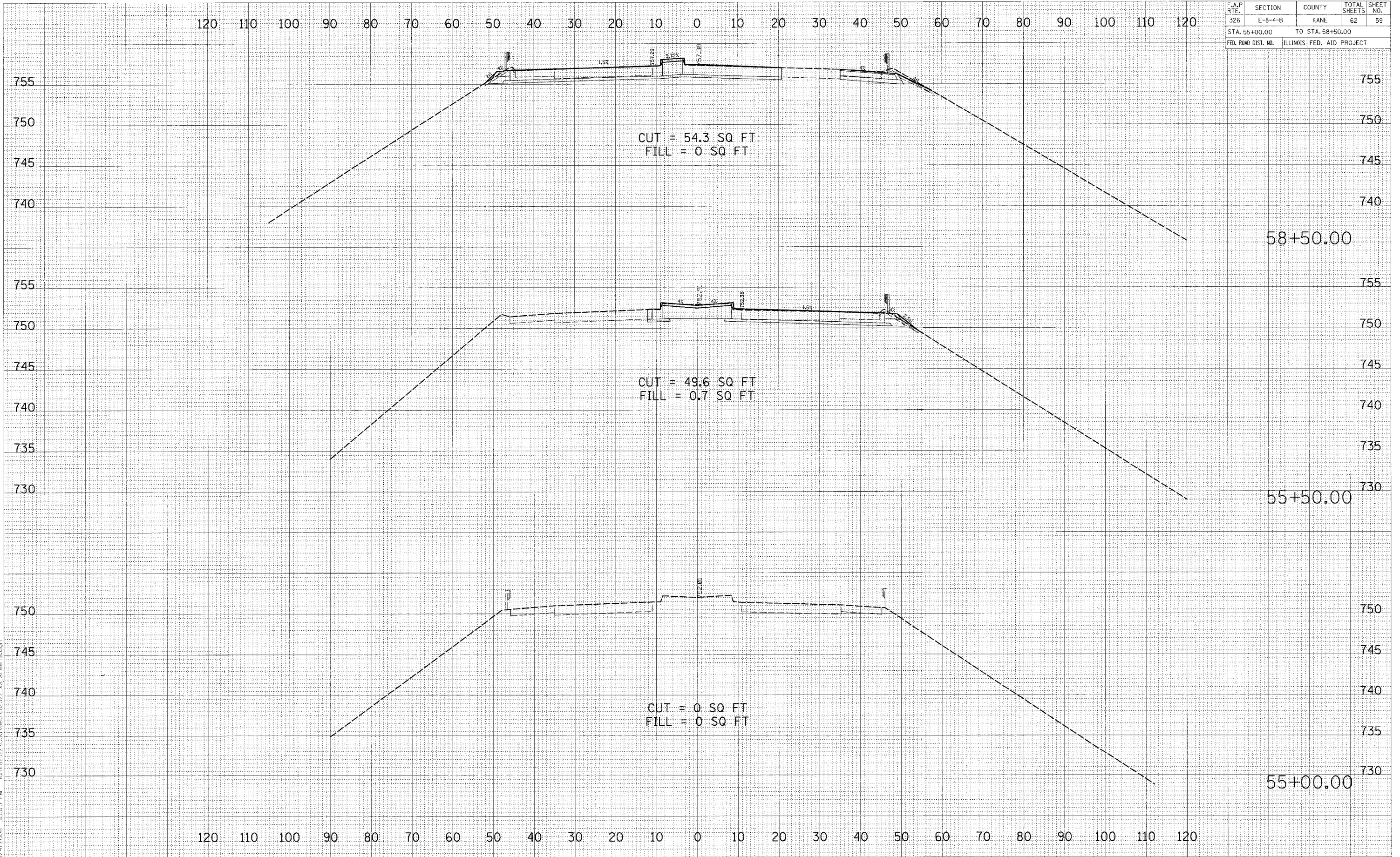
DATE	BY

ORIGINAL SURVEY	DATE

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	59
STA. 55+00.00		TO STA. 58+50.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BY: _____ DATE: _____

FINAL SURVEY _____

PLOTTED _____

NOTE BOOK _____

DATE _____

AREAS CHECKED _____

NO. _____

BY: _____ DATE: _____

ORIGINAL SURVEY _____

PLOTTED _____

NOTE BOOK _____

DATE _____

AREAS CHECKED _____

NO. _____

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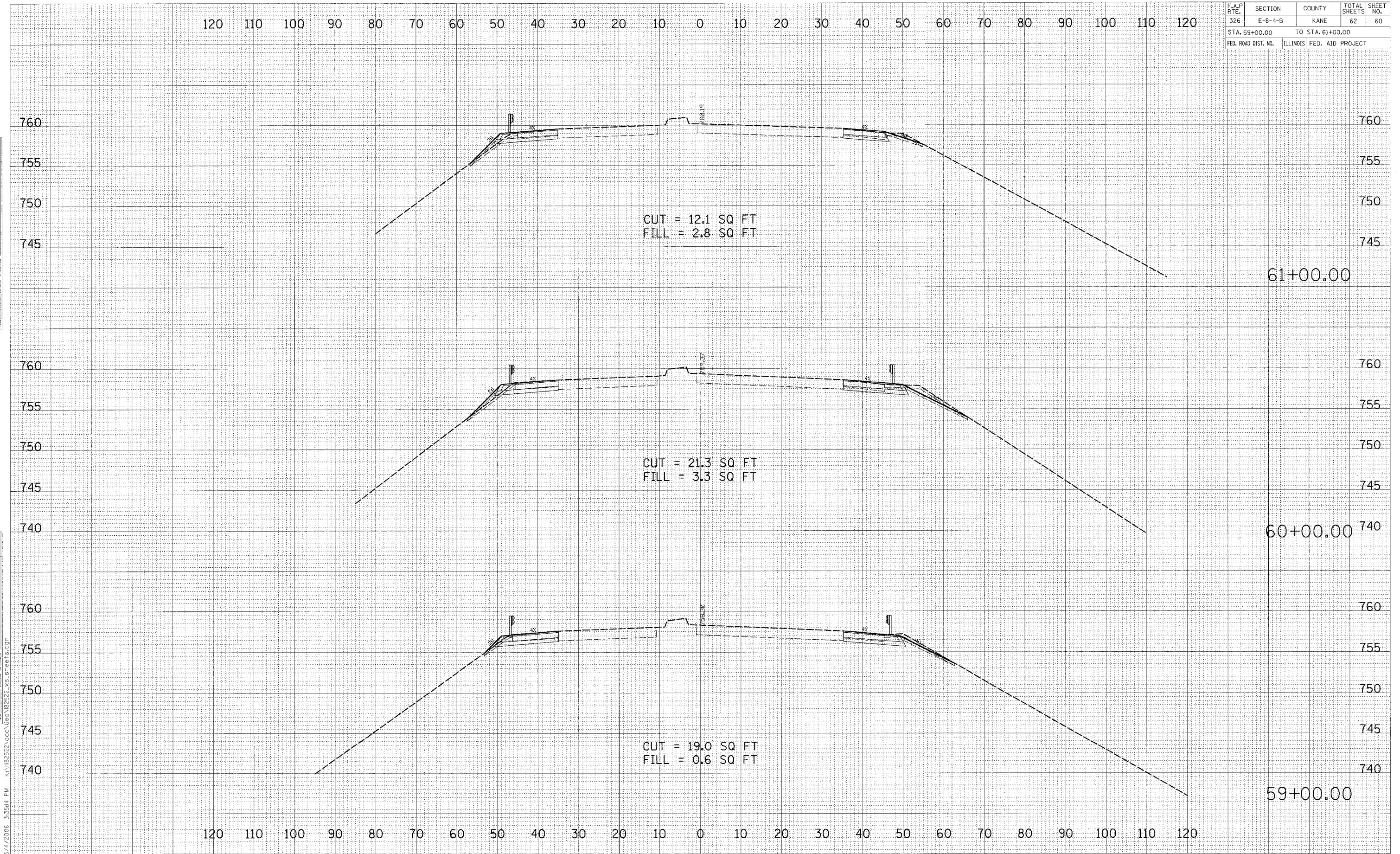
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	60
STA. 59+00.00		TO STA. 61+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BY: _____ DATE: _____

FINAL SURVEY _____
 SURVEY PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

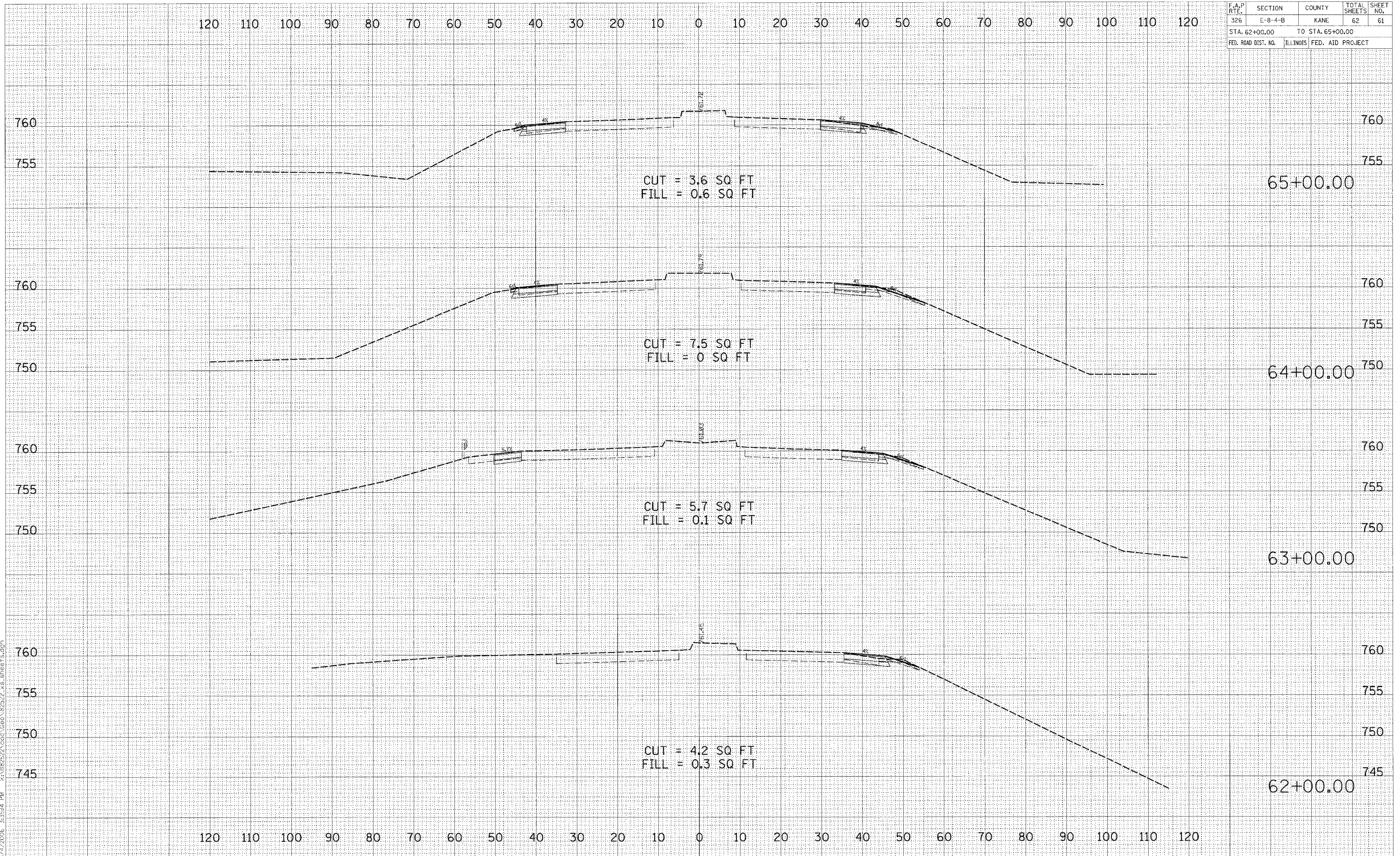
BY: _____ DATE: _____

ORIGINAL SURVEY _____
 SURVEY PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	E-8-4-B	KANE	62	61
STA. 62+00.00		TO STA. 65+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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

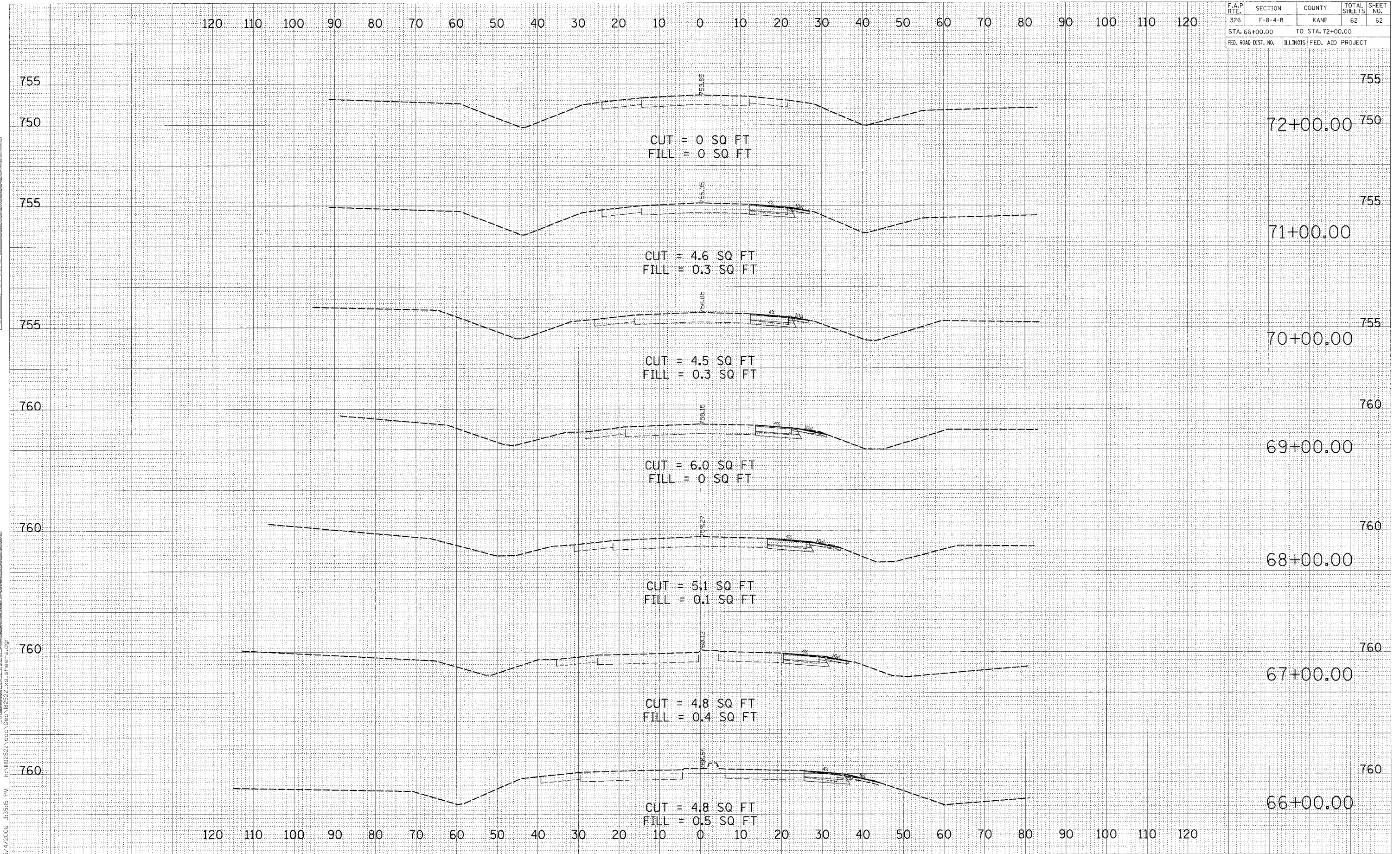
ORIGINAL SURVEY BY DATE
 SURVEYED BY DATE
 NOTE BOOK NO.
 TEMPLATE NO.
 AREAS CHECKED

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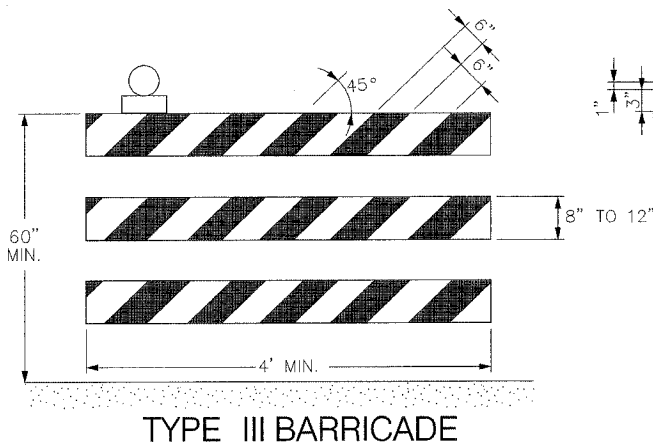
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326	E-8-4-B	KANE	62	62
STA. 66+00.00		TO STA. 72+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

DATE: _____
 BY: _____
 FINISHED SURVEY PLOTTED AREAS CHECKED
 NOTE BOOK NO. _____

DATE: _____
 BY: _____
 ORIGINAL SURVEY PLOTTED AREAS CHECKED
 NOTE BOOK NO. _____

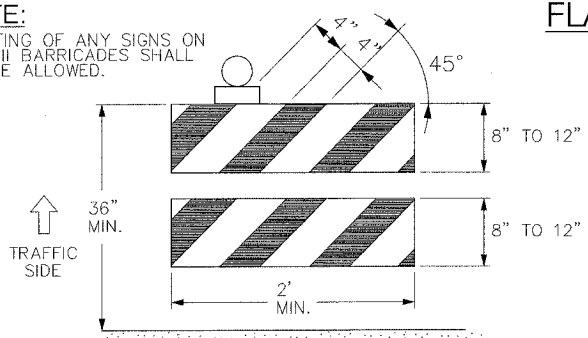


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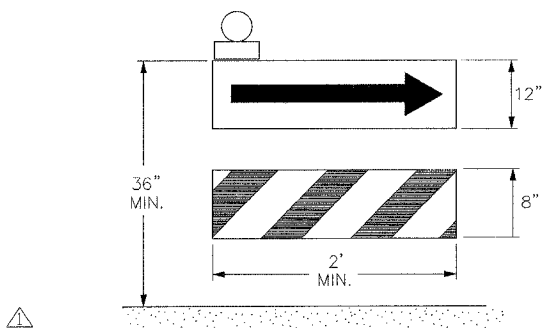


TYPE III BARRICADE

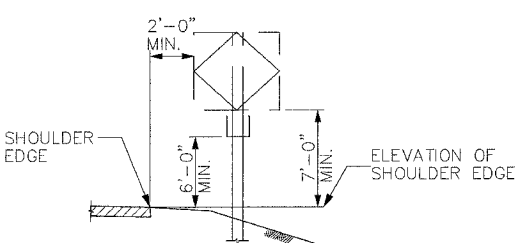
NOTE:
MOUNTING OF ANY SIGNS ON TYPE III BARRICADES SHALL NOT BE ALLOWED.



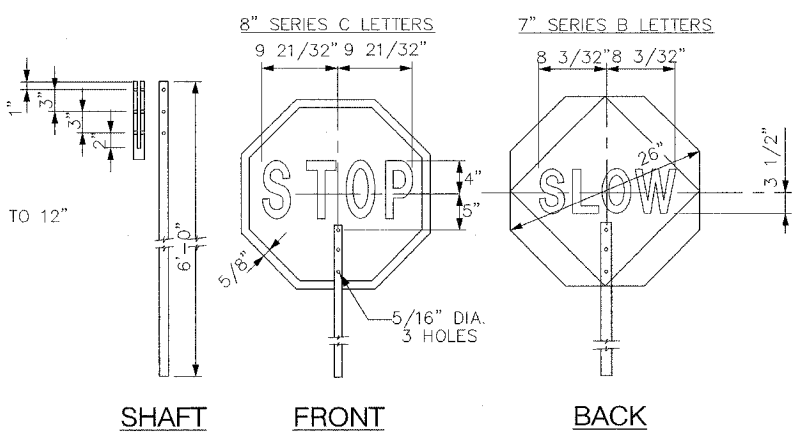
TYPE II BARRICADE



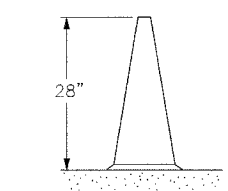
DIRECTION INDICATOR BARRICADE



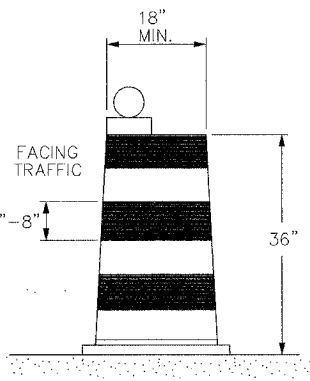
GROUND MOUNT INSTALLATION



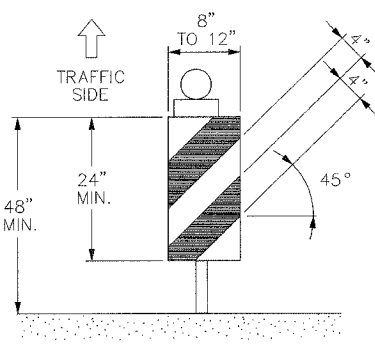
FLAGGER TRAFFIC CONTROL SIGN (PADDLE)



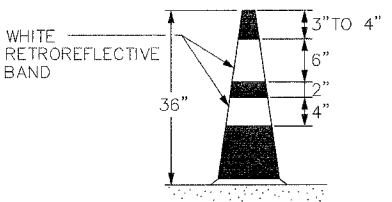
DAY TIME USE ONLY



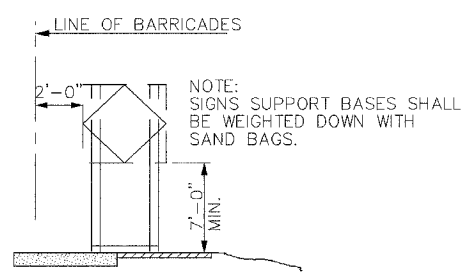
DRUM



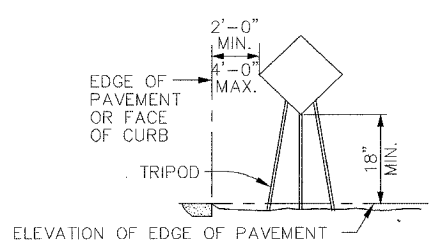
VERTICAL PANEL



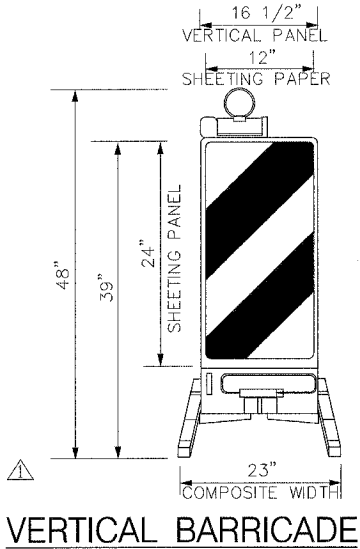
EMERGENCY NIGHT TIME USE CONES



CONSTRUCTION SIGN INSTALLATION PAVEMENT OR SHOULDER MOUNT



PORTABLE STAND



VERTICAL BARRICADE

GENERAL NOTES:

- SHEETING 1. UNLESS OTHERWISE NOTED, TYPE A REFLECTIVE SHEETING SHALL BE USED FOR TYPE II BARRICADES, DRUMS AND VERTICAL PANELS.
- USAGE 2. ONLY NON-METALLIC DRUMS OR TYPE II BARRICADES SHALL BE USED FOR LONG TERM CLOSURES. THESE DEVICES SHALL NOT BE INTERMIXED WITHIN AN INDIVIDUAL STRING OF DEVICES. CONES MAY BE USED FOR SHORT TERM CLOSURES (FROM SUNRISE TO 1 HOUR BEFORE SUNSET). VERTICAL PANELS ARE TO BE USED AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER. TYPE III BARRICADES ARE INTENDED FOR ROAD CLOSURES AND SHALL NOT BE USED FOR DELINEATION OR CHANNELIZATION.
- HEIGHT 3. ALL HEIGHTS SHOWN ARE MEASURED ABOVE THE PAVEMENT SURFACE. DEVICES PLACED ADJACENT TO A TRAFFIC LANE IN AN EXCAVATED AREA 6 INCHES OR DEEPER SHALL HAVE LEGS EXTENDED TO PROVIDE THE DESIRED HEIGHT ABOVE THE PAVEMENT AS SHOWN.
- STRIPING 4. ALL BARRICADES AND VERTICAL PANELS SHALL HAVE ALTERNATING REFLECTORIZED WHITE AND REFLECTORIZED ORANGE STRIPES SLOPING DOWNWARD AS SHOWN AT 45° TOWARD THE SIDE ON WHICH TRAFFIC WILL PASS. TYPE II BARRICADES SHALL BE STRIPED ON BOTH SIDES. TYPE III BARRICADES SHALL BE STRIPED ON BOTH SIDES WHERE TRAFFIC APPROACHES FROM EITHER DIRECTION. VERTICAL PANELS LOCATED ON THE OUTSIDE OF CURVES SHALL BE STRIPED ON BOTH SIDES.
- DRUMS 5. DRUMS SHALL BE NONMETALLIC AND HAVE ALTERNATING REFLECTORIZED ORANGE AND REFLECTORIZED WHITE HORIZONTAL CIRCUMFERENTIAL STRIPES AS SHOWN. THERE SHALL BE AT LEAST TWO ORANGE AND TWO WHITE STRIPES ON EACH DRUM. IF NONREFLECTIVE SPACES ARE LEFT BETWEEN THE ORANGE AND WHITE STRIPES, THEY SHALL BE NO MORE THAN 2" IN WIDTH. ALL NON-REFLECTORIZED PORTIONS OF THE DRUM SHALL BE ORANGE OR WHITE. DRUMS MAY BE SLIGHTLY CONICAL IN SHAPE AND HAVE ONE OR MORE FLAT SURFACES TO MINIMIZE ROLLING WHEN HIT. DRUMS MAY BE WEIGHTED INTERNALLY WITH JUST ENOUGH SAND, OR OTHER MATERIAL TO PROVIDE STABILITY.
- TYPE II BARRICADES 6. FRAMES FOR TYPE II BARRICADES SHALL BE NON-METALLIC, PROVIDE A STABLE SUPPORT, AND HAVE NO RIGID STAY BRACING FOR "A" FRAME DESIGNS. THE PREDOMINANT COLOR FOR NON-REFLECTORIZED BARRICADE COMPONENTS SHALL BE ORANGE OR WHITE.
- TYPE III BARRICADES 7. TYPE III BARRICADES SHALL NOT HAVE ANY VERTICAL OR SLOPING SUPPORTS HEAVIER THAN 4" x 4" LUMBER, 2" x 2" STEEL TUBING, OR 2" x 2" STEEL ANGLES. SIGNS SHALL NOT BE ERECTED ON TYPE III BARRICADES.
- CONES 8. MINIMUM WEIGHT SHALL BE 7 LBS. FOR 28" HIGH CONES WITH A MINIMUM OF 60 PERCENT OF THE TOTAL WEIGHT IN THE BASE.
- I.D. 9. BARRICADES MAY BE IDENTIFIED WITH A LEGEND THAT DOES NOT EXCEED ONE INCH IN HEIGHT ON A NON-REFLECTIVE SURFACE IN A LOCATION NOT VISIBLE TO TRAFFIC.
- WEIGHTS 10. WEIGHTS OF CONCRETE, STONE OR BRICK WILL NOT BE ALLOWED AND ALL WEIGHTS OTHER THAN SANDBAGS MUST BE RIGIDLY ATTACHED TO THE BARRICADES AS CLOSE TO THE GROUND AS POSSIBLE. NO WEIGHTS WILL BE ALLOWED ON THE TOP RAIL OF BARRICADES. SANDBAGS MAY BE PLACED ON THE BARRICADE LEGS, OVER THE STRIPED BOTTOM RAILS NOT FACING TRAFFIC OR SUSPENDED FROM THE BARRICADE RAIL OR FRAME IN SUCH A MANNER SO THAT THE BULK OF THE SAND IS AT LEAST 18" BELOW THE TOP OF THE BARRICADE.
- LIGHTS 11. WARNING LIGHTS ON BARRICADES, DRUMS OR VERTICAL PANELS SHALL BE MOUNTED ABOVE THE TOP OF THE DEVICE TO THE SIDE ON WHICH TRAFFIC WILL PASS AND SHALL NOT OBSCURE ANY REFLECTORIZED PORTION OF THE DEVICE.
- VERTICAL PANELS 12. VERTICAL PANELS MAY BE EITHER POST MOUNTED, FRAME SUPPORTED OR ATTACHED TO THE TOP OF A BARRIER. POST MOUNTED PANELS SHALL BE FIRMLY ATTACHED TO LIGHT WEIGHT METAL POSTS WITH A TOP HEIGHT OF 48" ABOVE THE PAVEMENT SURFACE, OR AS APPROVED BY THE ENGINEER.
- FLAGGER PADDLE FACE 13. THE "STOP" FACE SHALL CONSIST OF WHITE LETTERS AND BORDER ON A RED REFLECTORIZED BACKGROUND. THE "SLOW" FACE SHALL CONSIST OF BLACK LETTERS AND BORDER ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND. AREAS OUTSIDE THE SIGN BORDERS SHALL BE LIGHT BLUE OR BLACK. ALL COLORS AND LETTERS SHALL MEET APPLICABLE FEDERAL STANDARDS.
- FLAGGER PADDLE SHAFT 14. THE SHAFT SHALL CONSIST OF TWO SECTIONS JOINED BY A COUPLING LOCATED 60 INCHES FROM THE BOTTOM OF THE SHAFT. THE PORTION OF THE STAFF WITHIN THE SIGN FACE SHALL MATCH THE SIGN COLORS.
- FLAGGER SIGN 15. THE SIGN BASE MATERIAL SHALL BE 0.08 INCH THICK ALUMINUM. THE SIGN SHALL BE ATTACHED TO THE STAFF WITH RUST RESISTANT HARDWARE.
- FLAGGER PADDLE USAGE 16. THE SIGN SHALL BE FURNISHED BY THE CONTRACTOR AND SHALL BE USED BY THE FLAGGER IN LIEU OF FLAGS OR OTHER SIGNALING DEVICES.
- SIGN MOUNTING 17. CONSTRUCTION SIGNS MOUNTED FOR SHORT TERM CLOSURES, LESS THAN 12 HOURS, MAY BE PLACED ON PORTABLE STANDS AS SHOWN. CONSTRUCTION SIGNS MOUNTED FOR NIGHTTIME OR MOUNTED LONGER THAN A SHORT TERM CLOSURE SHALL BE GROUND, PAVEMENT OR SHOULDER MOUNTED.
- 18. MOUNTING OF ANY SIGNS ON TYPE III BARRICADES SHALL NOT BE ALLOWED.
- 19. ALL MOT DEVICES AND SIGN SUPORTS SHALL BE CERTIFIED AS MEETING THE REQUIRED TEST LEVEL OF NCHRP REPORT 350.

APPROVED *Jeff Daley* CHIEF ENGINEER DATE 5-28-2004

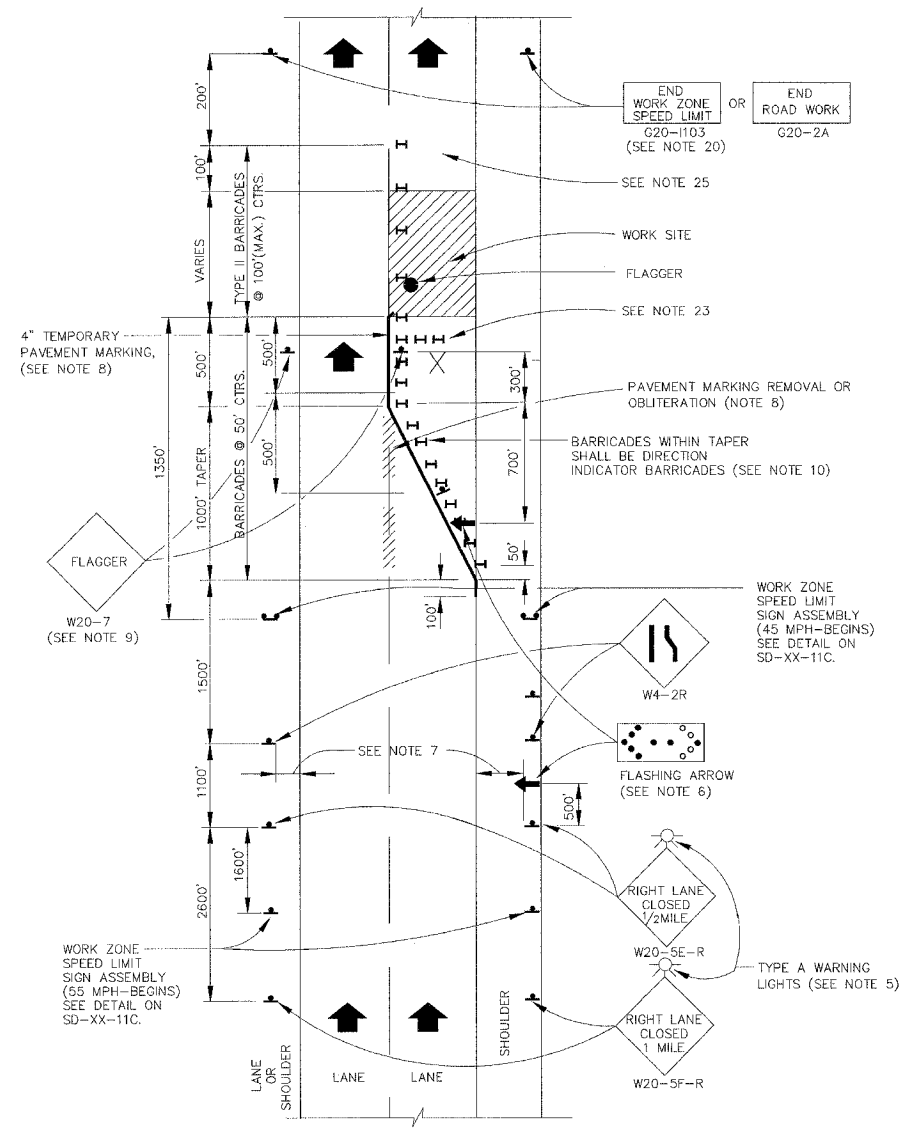
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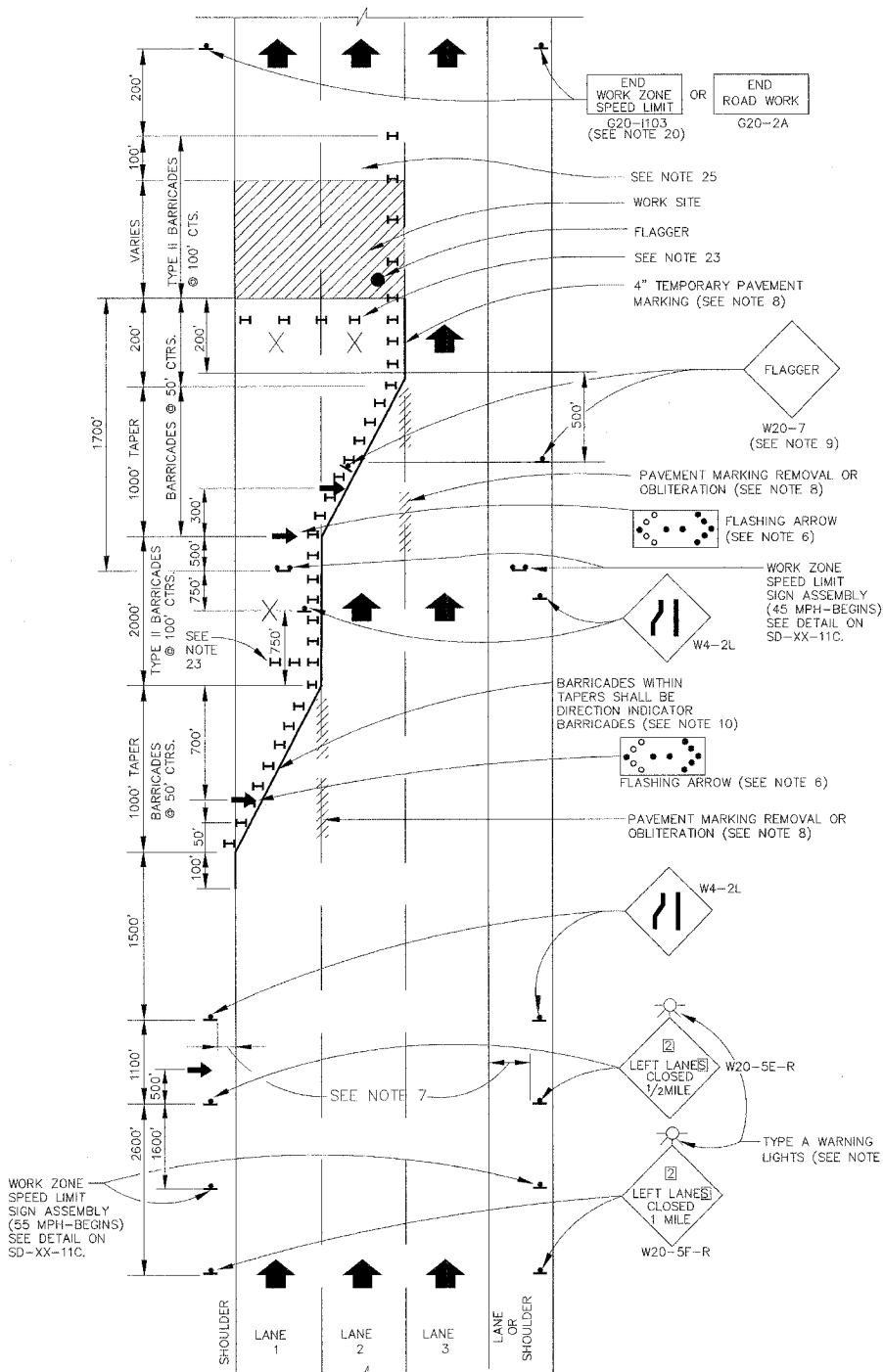
REVISIONS	
NO.	DESCRIPTION
1	6/1/04 CORRECTIONS

STANDARD SD 04-10A
STANDARD PROTECTIVE DEVICES

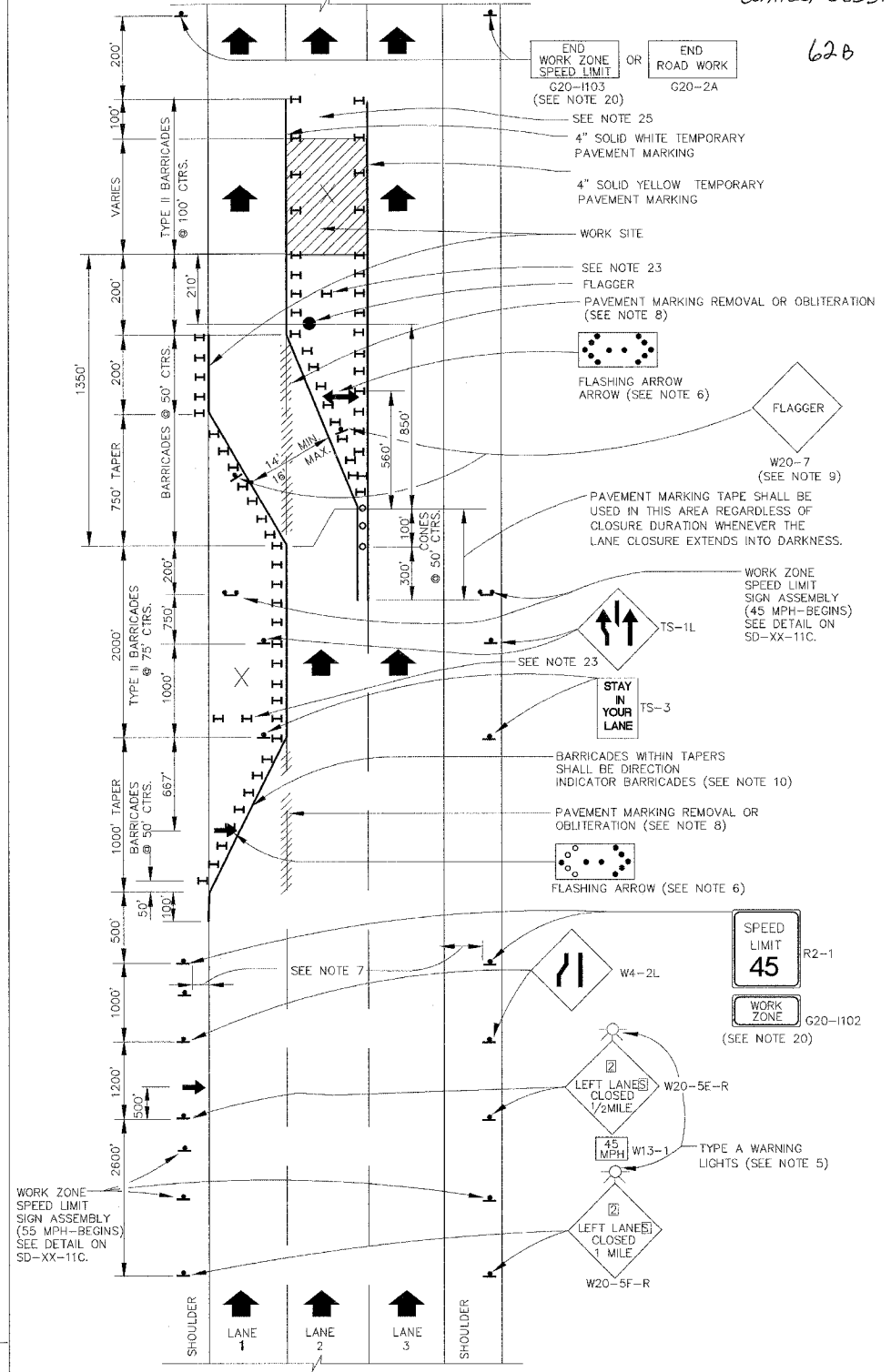
DRAWING NO. E1 OF



ONE-LANE CLOSURE



TWO-LANE CLOSURE



CENTER-LANE CLOSURE

GENERAL NOTES

- FOR DETAILS OF PROTECTIVE DEVICES AND SIGNS SEE APPLICABLE TOLLWAY STANDARDS DRAWINGS.
- IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
- FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED AND A MINIMUM OF 18" X 18" ORANGE WARNING FLAG AFFIXED TO THE FIRST SIGN ONLY.
- FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
- CONSTRUCTION SIGNS SHALL GENERALLY BE POST-MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8' TO 12' FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE, IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
- PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
- WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER AHEAD SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. SEE NOTE 14 REGARDING MOVING OPERATIONS.
- DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
- THE CONTRACTOR SHALL PROVIDE SUITABLE FRAMING TO SUPPORT THE GUIDE SIGN. THE ADEQUACY OF THE SUPPORT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
- CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.

- WHENEVER WORKERS ARE PRESENT, ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY WITH A 45 MPH POSTED SPEED SHALL BE PLACED ADJACENT TO THE OPEN LANE AT A DISTANCE OF 1000' MINIMUM TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE LANE CLOSURE. MOVING OPERATIONS WILL REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
- AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
- THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
- THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY (MOVABLE BARRIER) WALL.
- THE SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.
- ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
- SIGNS WITH G20-2A, OR AND G20-1103 SHALL BE IN PLACE WHEN THE SIGN ASSEMBLY (WORK ZONE SPEED LIMIT SIGN) IS UP. THESE SIGNS SHALL ALSO BE REMOVED OR COVERED WHEN THE SIGN ASSEMBLY IS REMOVED OR COVERED, UNLESS STILL REQUIRED BY THE MAINTENANCE OF TRAFFIC PLAN.
- BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.

- SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
- PLACE CHECK BARRICADES IN ACCORDANCE WITH SECTION 1001.6.2 OF THE STANDARD SPECIFICATIONS.
- REFER TO SHEET 2 OF 2 OF THIS STANDARD FOR SIGNAGE IN ADVANCE OF 1 MILE.
- WHEN THE CLOSURE EXTENDS A MINIMUM 2000 FEET PAST THE LAST WORKER, AND THE WIDTH OF THE OPEN LANES HAVE NOT BEEN ALTERED, A WORK ZONE SPEED LIMIT SIGN ASSEMBLY (55-RESUMES) SHALL BE PLACED AT 1/2 MILE INTERVALS UNTIL THE END OF THE CLOSURE, OR THE NEXT WORK OPERATION.

APPROVED *Jeff Daily* CHIEF ENGINEER DATE 5-21-2004

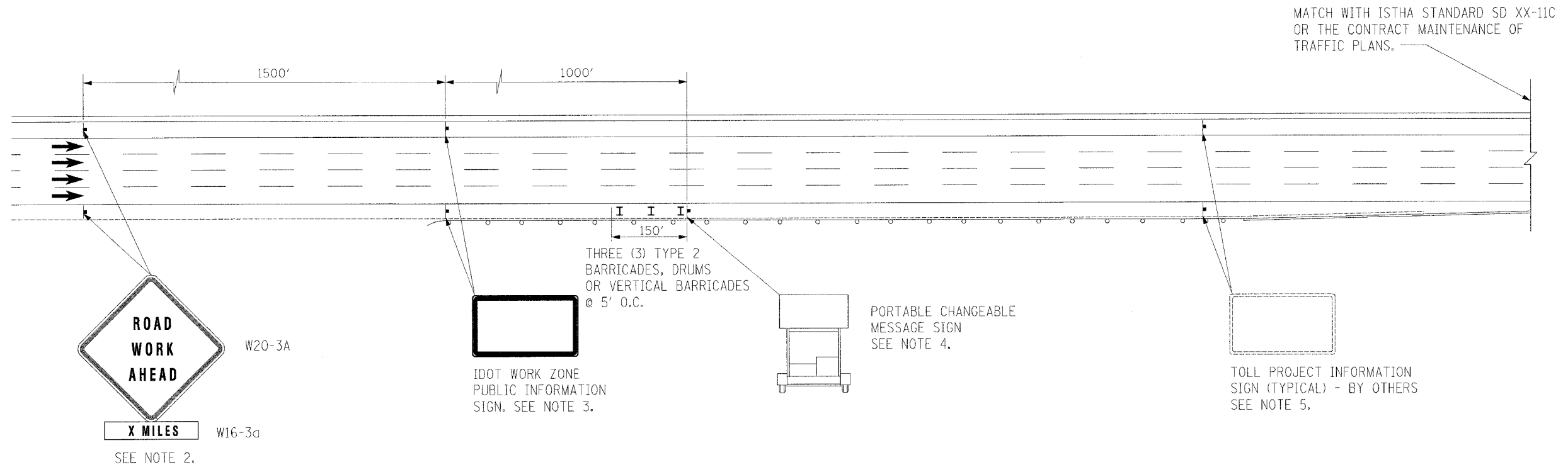
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STANDARD SD 04-20A
LANE CLOSURE DETAILS

DRAWING NO.
E10
OF



NOTES

1. THE ADVANCE SIGNAGE SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSES ONE OR MORE LANES, OR IS REQUIRED TO SHIFT THE LANE ALIGNMENT. THE 'ROAD WORK AHEAD' SIGNS, WORK ZONE PUBLIC INFORMATION SIGNS AND PORTABLE CHANGEABLE MESSAGE ARE STATIONARY.
2. THE ROAD CONSTRUCTION AHEAD SIGN (W20-1A, WITH W16-3a SUPPLEMENTAL PLATE) SHALL BE LOCATED UP TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS, WITH THE LOCATION BEING DETERMINED BY THE ENGINEER.
3. THE WORK ZONE INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS (217-782-2076).
4. THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED TO DISPLAY THE STATUS OF LANE WITHIN THE CONTRACT LIMITS. THE PRIMARY MESSAGES SHALL BE:
 "RIGHT LANE(S) CLOSED" / "X MILES AHEAD"
 "LEFT LANE(S) CLOSED" / "X MILES AHEAD"
 "LANE(S) SHIFT" / "X MILES AHEAD"
 "ALL LANES OPEN".
 THE PORTABLE CHANGEABLE MESSAGE SIGN MAY BE MOVED TO THE MEDIAN SHOULDER WHEN THE LANE CLOSURES ARE ON THE LEFT, PROVIDED THE EXISTING SHOULDER WIDTH IS ADEQUATE.
5. THE TOLLWAY WILL FURNISH AND INSTALL STATIC PROJECT INFORMATION SIGNS IN ADVANCE, THROUGH AND AT THE END OF THE WORK ZONE. THESE SIGNS WILL BE INSTALLED ALONG THE OUTSIDE SHOULDER WITH THE ADVANCE SIGNS LOCATED BETWEEN THE PORTABLE CHANGEABLE MESSAGE SIGN AND THE "ROAD WORK - 1 MILE AHEAD" SIGN. THE ENGINEER AND CONTRACTOR SHALL COORDINATE WITH THE AUTHORITY REGARDING THE LOCATION OF THESE SIGNS, AND NOTIFY THE AUTHORITY OF ANY DAMAGE TO THE SIGNS OR SUPPORTS.

SHEET 2 OF 2

APPROVED *Jeff Daley*
 CHIEF ENGINEER DATE 5-28-2004

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NO.	DATE	DESCRIPTION

STANDARD SD 04-20A
 LANE CLOSURE DETAILS
 ADVANCE SIGNAGE

DRAWING NO.
 E10A
 OF