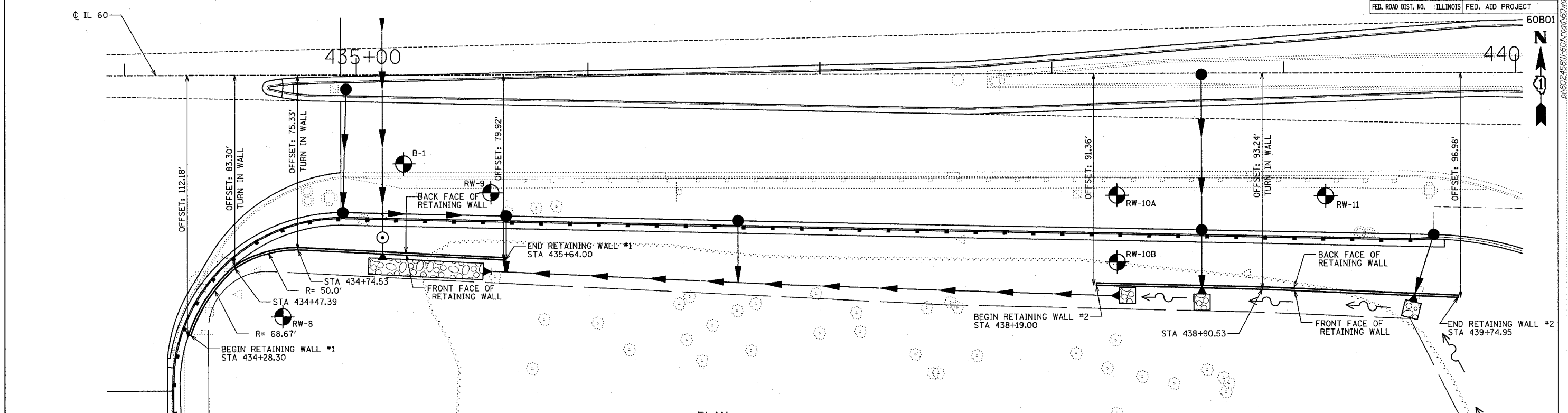
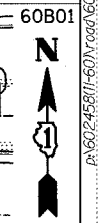
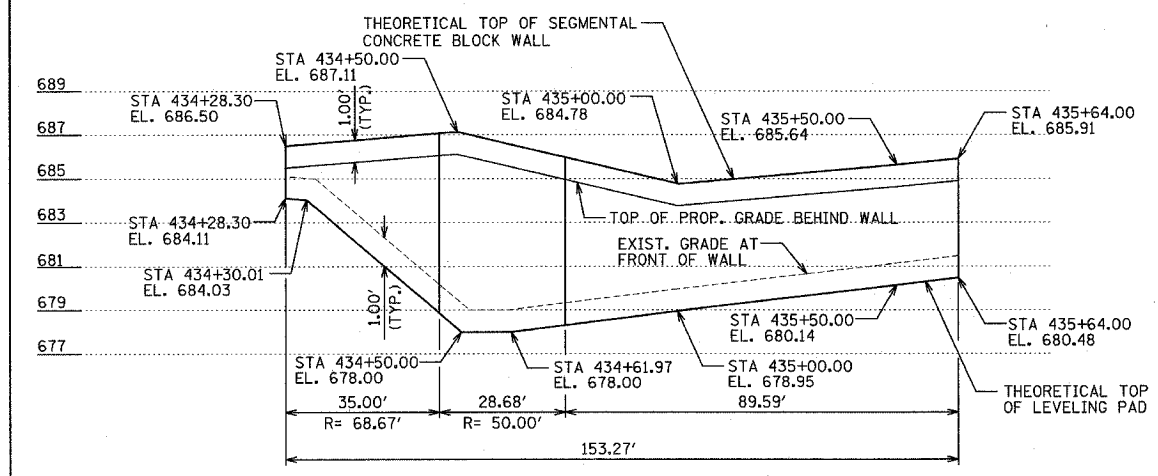


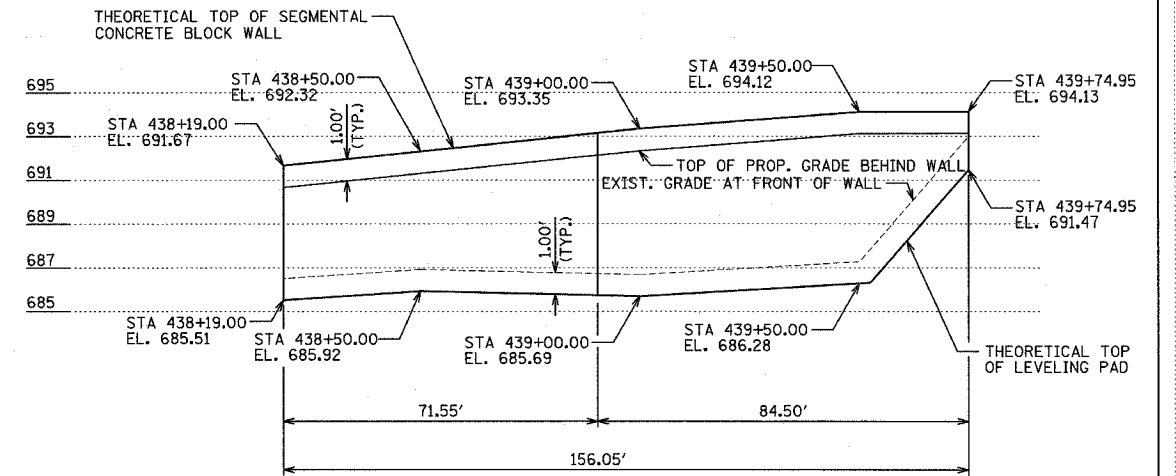
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	301
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



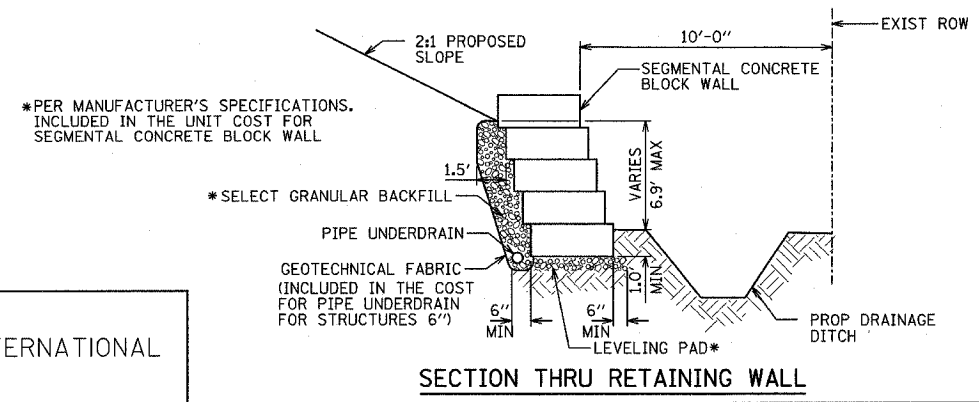
PLAN



ELEVATION WALL #1
SCALED (5:1) (V:H)



ELEVATION WALL #2
SCALED (5:1) (V:H)



SECTION THRU RETAINING WALL

*PER MANUFACTURER'S SPECIFICATIONS. INCLUDED IN THE UNIT COST FOR SEGMENTAL CONCRETE BLOCK WALL

*SELECT GRANULAR BACKFILL

NOTES

- BLOCK SIZE, BATTER, SETBACK & NUMBER OF COURSES PER WALL SUPPLIER DESIGN. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.
- OUTLET PIPE UNDERDRAIN TO PROPOSED DRAINAGE DITCH PER WALL SUPPLIER'S DESIGN. COST INCLUDED WITH SEGMENTAL CONCRETE BLOCK WALL.
- WALL SUPPLIER SHALL DETAIL WALL TO ACCOMMODATE OPENINGS FOR DRAINAGE PIPES. FOR DIAMETERS AND INVERTS, SEE DRAINAGE PLANS.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
STRUCTURE EXCAVATION	CU YD	62
PIPE UNDERDRAIN FOR STRUCTURES 6"	FOOT	310
SEGMENTAL CONCRETE BLOCK WALL	SQ FT	2039

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS RTE 60 OVER I-94
SEGMENTAL CONCRETE BLOCK WALLS 1 AND 2
FROM STA 434+28.30 TO STA 435+64.00
AND STA 438+19.00 TO STA 439+74.95

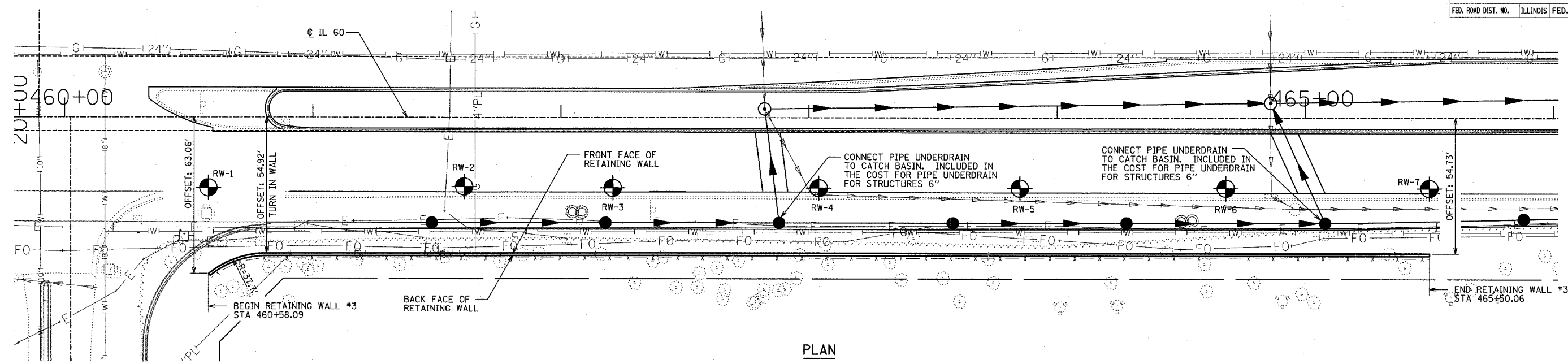
SCALE: DRAWN BY: DE
DATE: MAY 8, 2007 CHECKED BY: SP

TYLIN INTERNATIONAL

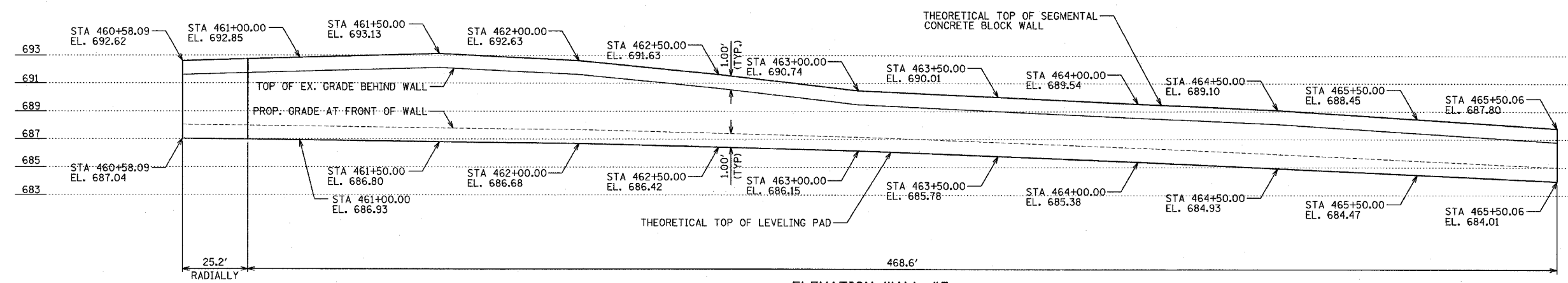
05/09/2007 08:48:08 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	303
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

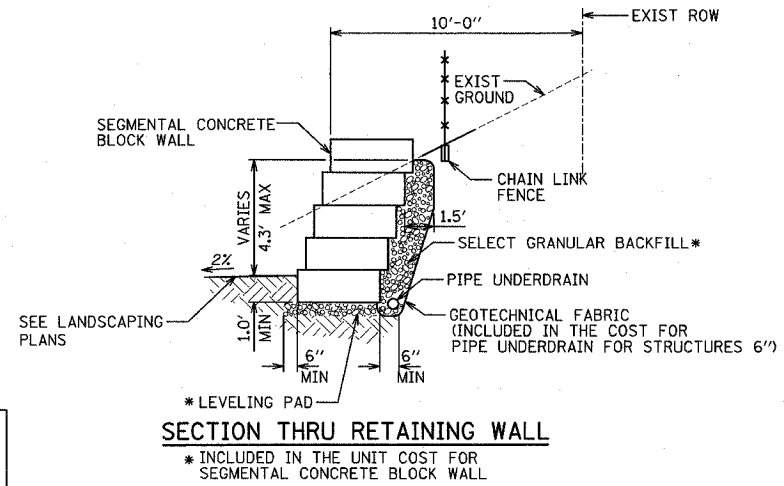
60B01



PLAN



ELEVATION WALL #3
SCALED (5:1) (V:H)



SECTION THRU RETAINING WALL
* INCLUDED IN THE UNIT COST FOR SEGMENTAL CONCRETE BLOCK WALL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
STRUCTURE EXCAVATION	CU YD	456
PIPE UNDERDRAIN FOR STRUCTURES 6"	FOOT	500
CHAIN LINK FENCE, 4'	FOOT	494
SEGMENTAL CONCRETE BLOCK WALL	SQ FT	1552

NOTES

- BLOCK SIZE, BATTER, SETBACK & NUMBER OF COURSES PER WALL SUPPLIER DESIGN. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS RTE 60 OVER I-94
SEGMENTAL CONCRETE BLOCK WALL 3
FROM STA 460+58.09 TO STA 465+50.06

SCALE: DRAWN BY: PL
DATE: MAY 8, 2007 CHECKED BY: SP

TYLIN INTERNATIONAL

05/09/2007 08:46:00 AM

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amber Court, Suite 204
Naperville, Illinois 60565
(630) 255-1200

SOIL BORING LOG

PAGE 1 of 1
DATE August 8, 2006
LOGGED BY RH
GSI JOB No. 06119

ROUTE F.A.P. 335 (IL Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Auto Hammer

STRUCT. NO. SN-049-2012
Station 432+83.16 to 470+54.86

BORING NO. RW-1
Station 460+58
Offset: 28.5' Right
Ground Surface Elev. 687.3

DEPTH (ft)	BL (ft)	UCS (tsf)	M (1%)	DEPTH (ft)	BL (ft)	UCS (tsf)	M (1%)	
10.0' CONCRETE, 4.0' CRUSHED STONE				686.1				
3				3			110	
CLAY-brown & gray- very stiff (A-6) Fill				684.3				
5				3			110	
7	3.25P	15		6	1.7B	20		
SILTY LOAM-brown & gray- medium dense (A-4) Fill				681.8				
3				3			110	
5				4			110	
-5	5 NP	21		-25	5 1.4B	20	662.3	
SILTY CLAY-brown & gray- very stiff (A-6) Fill				679.3				
6				3			116	
10				8			116	
10	2.75P	18		12	6.25B	17		
CLAY-brown & gray- very stiff (A-6)				676.8				
7			113	4			112	
12				8			112	
-10	8 2.6B	18		-10	8 3.3B	19		
CLAY-gray- stiff to very stiff (A-6)				667.3				
2			114	2			114	
4				6			114	
5	1.6B	18		8	8.8B	18		
4			113	3			114	
4				5			112	
-15	5 2.2B	18		-15	7 1.5B	18		
4			113	3			114	
7				3			112	
11	2.7B	18		6	1.75B	18		
4			112	3			112	
5				4			112	
-20	7 1.9B	19		-20	5 1.5B	19		

End Of Boring @ -25.0'
Hollow Stem Augers
CME-55 Automatic Hammer

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shaly Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM T266) The Unit Dry Weight (pcf) is noted in italics above most (Z)
NR-No Recovery

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amber Court, Suite 204
Naperville, Illinois 60565
(630) 255-1200

SOIL BORING LOG

PAGE 1 of 1
DATE August 8, 2006
LOGGED BY RH
GSI JOB No. 06119

ROUTE F.A.P. 335 (IL Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Auto Hammer

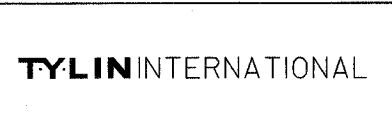
STRUCT. NO. SN-049-2012
Station 432+83.16 to 470+54.86

BORING NO. RW-2
Station 461+61
Offset: 28' Right
Ground Surface Elev. 687.3

DEPTH (ft)	BL (ft)	UCS (tsf)	M (1%)	DEPTH (ft)	BL (ft)	UCS (tsf)	M (1%)	
11.0' CONCRETE, 4.0' SAND & GRAVEL				686.05				
5			118	5			113	
CLAY-gray- medium stiff to stiff (A-6)				684.3				
5				4			113	
9	8.0B	15		12	8.9B	18		
CLAY-brown & gray- very stiff to hard (A-6)				681.8				
5			119	3			110	
7				4			110	
-5	10 7.5B	16		-25	6 1.5B	20	662.3	
CLAY-brown & gray- very stiff (A-6)				676.8				
3			116	3			116	
8				8			116	
12	6.25B	17		12	6.25B	17		
CLAY-gray- medium stiff to stiff (A-6)				667.3				
4			112	4			112	
8				8			112	
-10	8 3.3B	19		-10	8 3.3B	19		
CLAY-gray- medium stiff to stiff (A-6)				667.3				
2			114	2			114	
6				6			114	
8	8.8B	18		8	8.8B	18		
3			114	3			114	
5				5			112	
-15	7 1.5B	18		-15	7 1.5B	18		
3			114	3			114	
3				3			112	
6	1.75B	18		6	1.75B	18		
3			112	3			112	
4				4			112	
-20	5 1.5B	19		-20	5 1.5B	19		

End Of Boring @ -25.0'
Hollow Stem Augers
CME-55 Automatic Hammer

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shaly Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM T266) The Unit Dry Weight (pcf) is noted in italics above most (Z)
NR-No Recovery



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS FOR RETAINING WALL I
ILLINOIS 60 OVER I-94
F.A.P. RTE. 335 SECTION 119R-2

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE:
DATE: MAY 8, 2007

05/03/2007 04:31:48 PM P:\602456\1160\Yroad\60borwall_sfl1.dgn

PAGE 1 of 1
DATE August 1, 2006
LOGGED BY MB
GSI JOB No. 06119

SOIL BORING LOG

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering
805 Amber Court, Suite 204
Naperville, Illinois 60565

ROUTE F.A.P. 335 (I.L. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME-75 Auto Hammer

STRUCT. NO. SN-049-2012
Station 432+83.16 to 470+54.86

BORING NO. RW-3
Station: 462+21
Offset: 28.5' Right
Ground Surface Elev. 687.4

	D	B	U	M	Surface Water Elev.	D	B	U	M
	E	L	C	O		E	L	C	O
	P	O	S	I	Stream Bed Elev.	P	O	S	I
	T	W		S	Groundwater Elevations:	H	S	Qu	T
	H	S	Qu	T	First Encounter				
	(ft)	(6)	(tsf)	(12)	Upon Completion	(ft)	(6)	(tsf)	(12)
					After				
					Hrs.				
10.0' CONCRETE, 6.0' CRUSHED STONE					n/a				
685.9		4					4		111
		7					5		
		7	6.0P	15	CLAY-gray-stiff to hard (A-6)		6	1.7B	19
		4					5		116
		7			CLAY-brown & gray-hard (A-6)		7		
	-5	7	7.3B	16		-25	9	2.1B	16
	4						6		117
	10					660.4	6		
	11	6.2B	16				8	1.6B	16
679.4		4					7		
	4				SANDY CLAY-gray-very stiff (A-6)		6		
	-10	10	4.3B	15		657.4-30	9	2.25P	9
		3							
	3				CLAY-gray-stiff to hard (A-6)		4		114
	5	2.1B	17				8	2.0B	18
	2						3		115
	3						5		
	-15	4	1.75P	18		-35	7	2.1B	17
	3						3		114
	4						5		
	6	2.5P	18				6	2.6B	18
	4						4		113
667.4		6					5		
	-20	8	2.6B	18		646.7-40	7	2.2B	18

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

PAGE 1 of 1
DATE August 9, 2006
LOGGED BY RH
GSI JOB No. 06119

SOIL BORING LOG

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering
805 Amber Court, Suite 204
Naperville, Illinois 60565

ROUTE F.A.P. 335 (I.L. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE CME Auto Hammer

STRUCT. NO. SN-049-2012
Station 432+83.16 to 470+54.86

BORING NO. RW-4
Station: 463+04
Offset: 28.5' Right
Ground Surface Elev. 686.7

	D	B	U	M	Surface Water Elev.	D	B	U	M
	E	L	C	O		E	L	C	O
	P	O	S	I	Stream Bed Elev.	P	O	S	I
	T	W		S	Groundwater Elevations:	H	S	Qu	T
	H	S	Qu	T	First Encounter				
	(ft)	(6)	(tsf)	(12)	Upon Completion	(ft)	(6)	(tsf)	(12)
					After				
					Hrs.				
10.0' CONCRETE, 6.0' CRUSHED STONE					n/a				
685.35		1					1		116
		2					2		
		5	4.0B	17	CLAY-gray-stiff to very stiff (A-6)		3		114
		5					5	1.8B	18
		4					3		
	663.2	7			CLAY-brown & gray-very stiff to hard (A-6)		4		
		5					7		
		9	3.5P	16	SILT-gray-loose (A-4)		4		
	661.7	-25				661.7	4	NP	18
		4							
		9			End Of Boring @ -25.0' Hollow Stem Augers CME-55 Automatic Hammer		4		118
		12	7.6B	16			9		
678.4		4					12	2.75B	16
		4					4		118
		9					9		
	-10	12	2.75B	16		-30			
		4					4		114
		7			CLAY-gray-stiff to very stiff (A-6)		7		
		8	2.0B	18			8	2.0B	18
		3					3		115
		5					5		
	-15	7	2.1B	17		-35	7	2.1B	17
		3					3		114
		5					5		
		6	2.6B	18			6	2.6B	18
		4					4		113
666.7		5					5		
	-20	7	2.2B	18		646.7-40	7	2.2B	18

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS FOR RETAINING WALL II
ILLINOIS 60 OVER I-94
F.A.P. RTE. 335 SECTION 119R-2

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE:
DATE: MAY 8, 2007

PR:60245817-6D:\road\50borwall_sfr2.dgn 05/03/2007 04:31:49 PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	306
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B01

PAGE 1 of 2

SOIL BORING LOG

Geotechnical, Environmental & Civil Engineering
805 Amber Court, Suite 204
Naperville, Illinois 60565
(630) 339-1236

DATE August 4, 2006
LOGGED BY MB
GSI JOB No. 06119

ROUTE F.A.P. 335 (I.I. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE D-120 Auto Hammer

STRUCT. NO. SN-049-2012
Station 432+83.16 to 470+54.86
BORING NO. RW-5
Station: 463+85
Offset: 28.5' Right
Ground Surface Elev. 686.1

DEPTH (ft)	BULGE (in)	S-Shear (tsf)	P-Penetrometer (lb)	SOIL DESCRIPTION	DEPTH (ft)	BULGE (in)	S-Shear (tsf)	P-Penetrometer (lb)	SOIL DESCRIPTION
0				Surface Water Elev. n/a	0				Surface Water Elev. n/a
0				Stream Bed Elev. n/a	0				Stream Bed Elev. n/a
0				Groundwater Elevations:	0				Groundwater Elevations:
				First Encounter Dry					First Encounter Dry
				Upon Completion Dry					Upon Completion Dry
				After Hrs					After Hrs
0				CLAY-gray-very stiff (A-6)	0				CLAY-gray-very stiff (A-6)
3					3				
5					5				
6	6.0P	17			6	2.4B	17		
				663.1					
0				CLAY-brown & gray-hard (A-6)	0				CLAY-brown & gray-hard (A-6)
4					4				
7				SILTY LOAM to SILTY CLAY LOAM-gray-medium dense (A-4)	7				SILTY LOAM to SILTY CLAY LOAM-gray-medium dense (A-4)
-5	4.0P	17			-5	2.5P	17		
				660.6					
0					0				
11			110		11				
13					13				
13	6.4B	15			13	1.75P	18		
0				CLAY-gray-stiff to very stiff (A-6)	0				CLAY-gray-stiff to very stiff (A-6)
6					6				
8	4.0P	17			8	3.0P	17		
-10				675.6	-10				675.6
0				CLAY-gray-very stiff (A-6)	0				CLAY-gray-very stiff (A-6)
3					3				
5					5				
6	3.25P	17			6	2.5B	18		
0					0				
3			120		3				
6					6				
-15	3.5B	15		670.6	-15	2.7B	18		670.6
0				SILTY LOAM-gray-medium dense (A-4)	0				SILTY LOAM-gray-medium dense (A-4)
10					10				
13	NP	17			13	NP	17		
				668.1					668.1
0				CLAY-gray-very stiff (A-6)	0				CLAY-gray-very stiff (A-6)
4			113		4				
6					6				
-20	3.0B	18		666.1	-20	1.3B	20		666.1

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

PAGE 2 of 2

SOIL BORING LOG

Geotechnical, Environmental & Civil Engineering
805 Amber Court, Suite 204
Naperville, Illinois 60565
(630) 339-1236

DATE August 4, 2006
LOGGED BY MB
GSI JOB No. 06119

ROUTE F.A.P. 335 (I.I. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE D-120 Auto Hammer

STRUCT. NO. SN-049-2012
Station 432+83.16 to 470+54.86
BORING NO. RW-5
Station: 463+85
Offset: 28.5' Right
Ground Surface Elev. 686.1

DEPTH (ft)	BULGE (in)	S-Shear (tsf)	P-Penetrometer (lb)	SOIL DESCRIPTION	DEPTH (ft)	BULGE (in)	S-Shear (tsf)	P-Penetrometer (lb)	SOIL DESCRIPTION
0				Surface Water Elev. n/a	0				Surface Water Elev. n/a
0				Stream Bed Elev. n/a	0				Stream Bed Elev. n/a
0				Groundwater Elevations:	0				Groundwater Elevations:
				First Encounter Dry					First Encounter Dry
				Upon Completion Dry					Upon Completion Dry
				After Hrs					After Hrs
0				CLAY-gray-stiff to very stiff (A-6)	0				CLAY-gray-stiff to very stiff (A-6)
6					6				
6					6				
-45	10	2.8B	22	639.1	-45				639.1
0				CLAYEY SAND & GRAVEL-gray-medium dense (A-2-6)	0				CLAYEY SAND & GRAVEL-gray-medium dense (A-2-6)
10					10				
13					13				
-50	13	NP	15	636.1	-50				636.1
0				End Of Boring @ -50.0' Hollow Stem Augers D-120 Automatic Hammer	0				End Of Boring @ -50.0' Hollow Stem Augers D-120 Automatic Hammer
0					0				
4			18		4				
6					6				
7			18		7				
0					0				
3			117		3				
5					5				
-35	6	2.7B	18	670.6	-35				670.6
0					0				
0					0				
6					6				
-20				626.1	-20				626.1

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS FOR RETAINING WALL III
ILLINOIS 60 OVER I-94
F.A.P. RTE. 335 SECTION 119R-2

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE:
DATE: MAY 8, 2007

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	307
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

Geo Services, Inc. Geotechnical, Environmental, Civil Engineering
885 Amber Road, Suite 204 Naperville, Illinois 60565
(630) 255-1234

SOIL BORING LOG

PAGE 1 of 1
DATE August 9, 2006
LOGGED BY RH
GSI JOB No. 06119

ROUTE F.A.P. 335 (I. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25' Hollow Stem Auger HAMMER TYPE CME Auto Hammer

STRUCT. NO. SN-049-2012
Station 432+83.16 to 470+54.86
BORING NO. RW-6
Station: 464+68
Offset: 28.5' Right
Ground Surface Elev. 685.3

DEPTH (ft)	BULGE (in)	UCS (tsf)	M O I S T (%)	Surface Water Elev.		Stream Bed Elev.		DEPTH (ft)	BULGE (in)	UCS (tsf)	M O I S T (%)
				ft	in	ft	in				
0				n/a		n/a					
3								4			114
5	6.0P	17						7	1.88		18
5								3			121
8								7			
-5	6.7B	16		660.3	-25			9	1.48		15
4											
5											
5	7.3B	16									
4											
6											
-10	5.0B	17						-30			
3											
5											
9	2.8B	17									
8			NP								
-15		NP	11					-35			
5											
5											
5	1.5P	13									
4											
4											
6	1.25P	17		645.3	-40						

10.0' CONCRETE, 5.0' GRAVEL 684.05

CLAY-gray-stiff (A-6)

CLAY-brown & gray-hard (A-6)

CLAY-gray-very stiff (A-6)

SILTY CLAY LOAM-gray-medium dense (A-4)

CLAY-gray-stiff (A-6)

End Of Boring @ -25.0' Hollow Stem Augers CME-55 Automatic Hammer

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N) values is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

Geo Services, Inc. Geotechnical, Environmental, Civil Engineering
885 Amber Road, Suite 204 Naperville, Illinois 60565
(630) 255-1234

SOIL BORING LOG

PAGE 1 of 1
DATE August 4, 2006
LOGGED BY MB
GSI JOB No. 06119

ROUTE F.A.P. 335 (I. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25' Hollow Stem Auger HAMMER TYPE D-120 Auto Hammer

STRUCT. NO. SN-049-2012
Station 432+83.16 to 470+54.86
BORING NO. RW-7
Station: 465+50
Offset: 28.5' Right
Ground Surface Elev. 684.8

DEPTH (ft)	BULGE (in)	UCS (tsf)	M O I S T (%)	Surface Water Elev.		Stream Bed Elev.		DEPTH (ft)	BULGE (in)	UCS (tsf)	M O I S T (%)
				ft	in	ft	in				
0				n/a		n/a					
3								4			
6								8	3.0P		17
4								4			
6								6			
-5								10	3.25P		18
6											
6											
9	2.5P	14									
7											
5											
-10								-30			
8	2.0P	15									
9											
9											
14	2.75P	17									
7											
11											
-15								-35			
6											
8											
8	2.4B	18									
4											
5											
7	2.8B	18									

10.0' CONCRETE, 5.0' GRAVEL 683.45

CLAY-brown & gray-very stiff (A-6)

SILTY CLAY-gray-very stiff (A-6)

CLAY-gray-very stiff (A-6)

End Of Boring @ -20.0' Hollow Stem Augers D-120 Automatic Hammer

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N) values is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS FOR RETAINING WALL IV
ILLINOIS 60 OVER I-94
F.A.P. RTE. 335 SECTION 119R-2

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE:
DATE: MAY 8, 2007

TYLIN INTERNATIONAL

PA-6002458111-601V Road & 60 bor wall - SHF.dgn 08/09/2007 08:54:41 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	308
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amber Court, Suite 204
Naperville, Illinois 60565
(630) 395-1226

SOIL BORING LOG

PAGE 1 of 1
DATE May 2, 2007
LOGGED BY RT
GSI JOB No. 06119

ROUTE F.A.P.335 (I. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE Hand Auger

STRUCT. NO. SN-049-2012
Station 432+83.16 to 470+54.86
BORING NO. RW-8
Station: 434+68
Offset: 104' Right
Ground Surface Elev. 676.0

DEPT H	BLOW S	UCS Qu	M DIST	Surface Water Elev. n/a	DEPT H	BLOW S	UCS Qu	M DIST
(ft)	(bl)	(tsf)	(%)	Stream Bed Elev. n/a	(ft)	(bl)	(tsf)	(%)
				Groundwater Elevation:				
				First Encounter Dry ▼				
				Upon Completion Dry ▼				
				After _____ Hrs.				

TOPSOIL-black

675.0	AS	1.5P	26
CLAY to CLAY LOAM- brown & gray spotted black- stiff (A-6) Fill	AS	1.5P	15
-5	AS	1.5P	14
670.0	AS	1.25P	26
CLAY-dark brown & gray- stiff (A-6) Wet			94
666.0	AS	1.48	28
End Of Boring @ -10.0' Hand Auger			
-15			
-20			

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(630) 395-1226

SOIL BORING LOG

PAGE 1 of 1
DATE May 2, 2007
LOGGED BY RT
GSI JOB No. 06119

ROUTE F.A.P.335 (I. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE Hand Auger

STRUCT. NO. SN-049-2012
Station 432+83.16 to 470+54.86
BORING NO. RW-9
Station: 435+58
Offset: 51' Right
Ground Surface Elev. 689.5

DEPT H	BLOW S	UCS Qu	M DIST	Surface Water Elev. n/a	DEPT H	BLOW S	UCS Qu	M DIST
(ft)	(bl)	(tsf)	(%)	Stream Bed Elev. n/a	(ft)	(bl)	(tsf)	(%)
				Groundwater Elevation:				
				First Encounter Dry ▼				
				Upon Completion Dry ▼				
				After _____ Hrs.				

CLAY to CLAY LOAM-
brown & gray spotted black-
stiff (A-6) Fill

AS	0.75P	19	
686.5	AS	1.5P	16
CLAY-brown & gray- stiff to hard (A-6)	AS	6.0P	16
-5	AS	6.0P	16
-25			
682.5	AS	1.75P	20

Auger Refusal @ -7.0'
Unknown Obstruction
End Of Boring
Hand Auger

-10			
-15			
-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer), ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D 1286). The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer), ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D 1286). The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

TYLININTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS FOR RETAINING WALL V
ILLINOIS 60 OVER I-94
F.A.P. RTE. 335 SECTION 119R-2

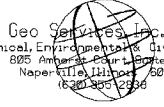
SCALE: _____
DATE: MAY 8, 2007

DESIGNED BY: _____
DRAWN BY: _____
CHECKED BY: _____

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	310
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amber Road, Suite 204
Naperville, Illinois 60563
(630) 221-2286

SOIL BORING LOG

PAGE 1 of 1
DATE May 1, 2007
LOGGED BY RT
GSI JOB No. 06119

ROUTE F.A.P. 335 (I.L. Route 60) DESCRIPTION Illinois Route 60 Bridge Widening and Reconstruction over I-94
SECTION 119R-2 LOCATION T43N R11E 01NW-T43N R11E 02NE, Vernon Township
COUNTY Lake DRILLING METHOD 3.25" Hollow Stem Auger HAMMER TYPE Hand Auger

STRUCT. NO. SN-049-2012 Surface Water Elev. n/a
Station 432+83.16 to 470+54.86 Stream Bed Elev. n/a
BORING NO. RW-11 Groundwater Elevation:
Station: 439+18 First Encounter Dry
Offset: 5' Right Upon Completion Dry
Ground Surface Elev. 699.3 After _____ Hrs.

DEPTH (ft)	TEST	RESULTS	DEPTH (ft)	TEST	RESULTS
699.0	AS	0.5P 22			
		CLAY-dark brown & gray- medium stiff (A-6) Fill			
696.3	AS	0.75P 23			
		CLAY-brown & gray- very stiff (A-6)			
			102		
691.3	AS	3.7B 24			
		Auger Refusal @ -8.0' Unknown Obstruction End Of Boring Hand Auger			
			-10		
			-15		
			-20		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N) value is the sum of the last two blow values in each sampling zone (ASTM D 1586) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS FOR RETAINING WALL VII
ILLINOIS 60 OVER I-94
F.A.P. RTE. 335 SECTION 119R-2

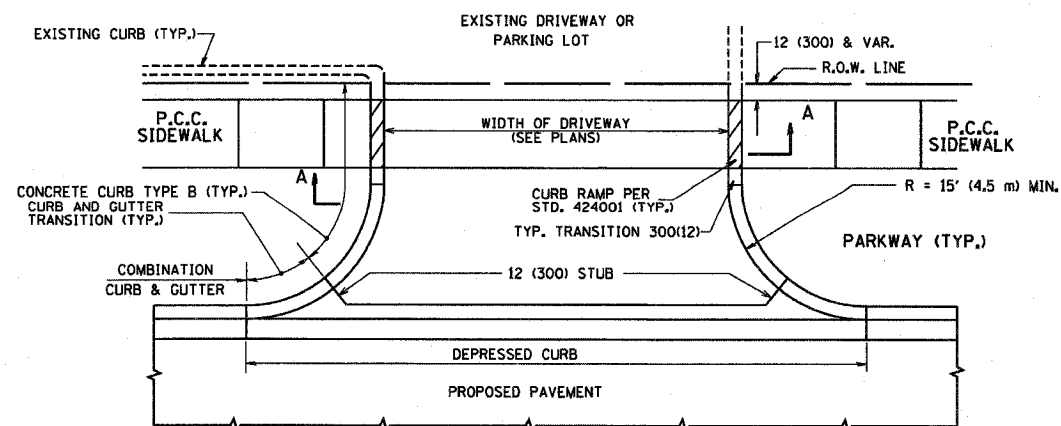
DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE:
DATE: MAY 8, 2007

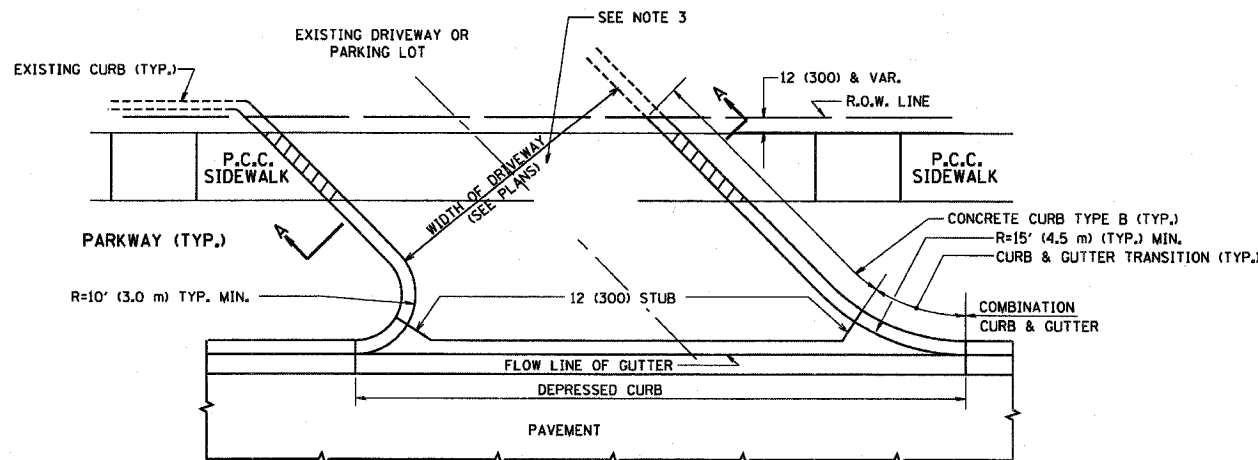
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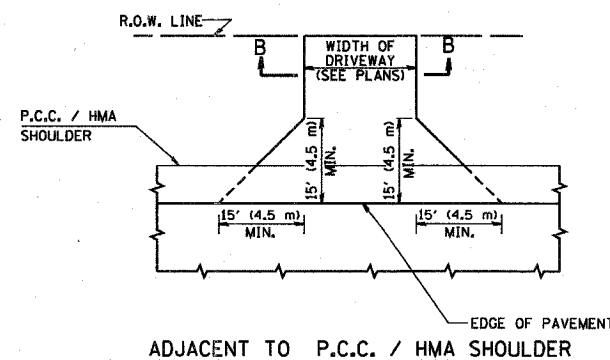
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	311
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



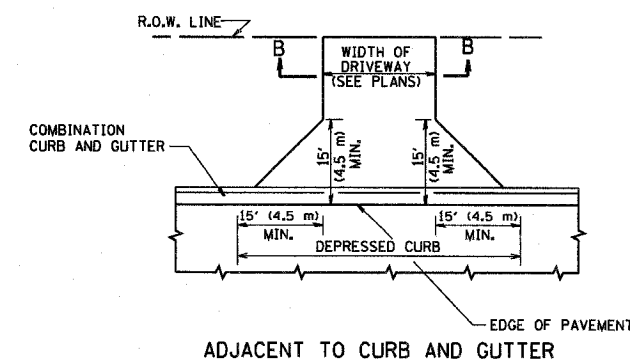
WITH CONCRETE CURB, TYPE B



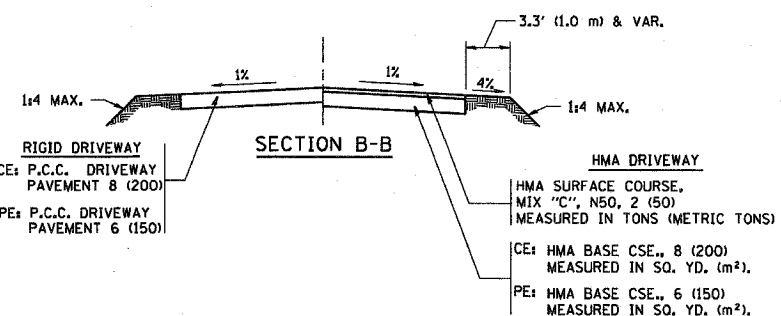
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)
 HMA SURFACE COURSE,
 MIX "C", N50, 2 (50)
 MEASURED IN TONS (METRIC TONS)
 AGGREGATE BASE CSE., TYPE A 8 (200)
 MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

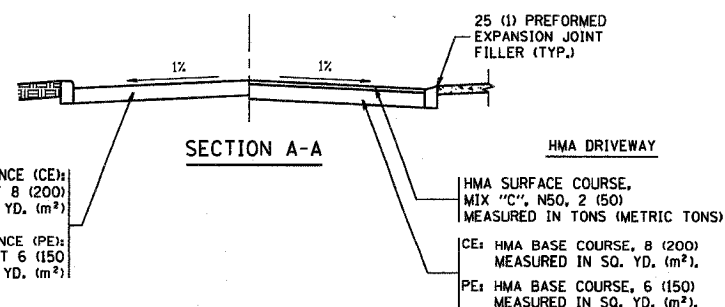
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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

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

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



RIGID DRIVEWAY
 COMMERCIAL ENTRANCE (CE):
 P.C.C. DRIVEWAY PAVEMENT 8 (200)
 MEASURED IN SQ. YD. (m²)
 NON-COMMERCIAL ENTRANCE (PE):
 P.C.C. DRIVEWAY PAVEMENT 6 (150)
 MEASURED IN SQ. YD. (m²)

HMA DRIVEWAY
 HMA SURFACE COURSE,
 MIX "C", N50, 2 (50)
 MEASURED IN TONS (METRIC TONS)
 CE: HMA BASE COURSE, 8 (200)
 MEASURED IN SQ. YD. (m²).
 PE: HMA BASE COURSE, 6 (150)
 MEASURED IN SQ. YD. (m²).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

REVISIONS	
NAME	DATE
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01
P. LOFLEUR	04-15-03
R. BORO	01-01-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

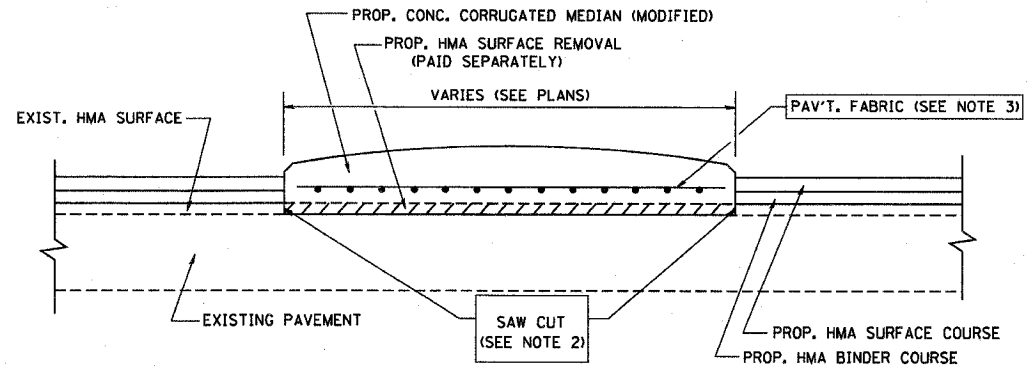
DRIVEWAY DETAILS
 DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

SCALE: VERT. NONE
 HORIZ. 1"=10'
 PLOT DATE: 1/18/2007

DRAWN BY
 CHECKED BY

BDO156-07 (BD-01)
 REVISION DATE: 01/01/07

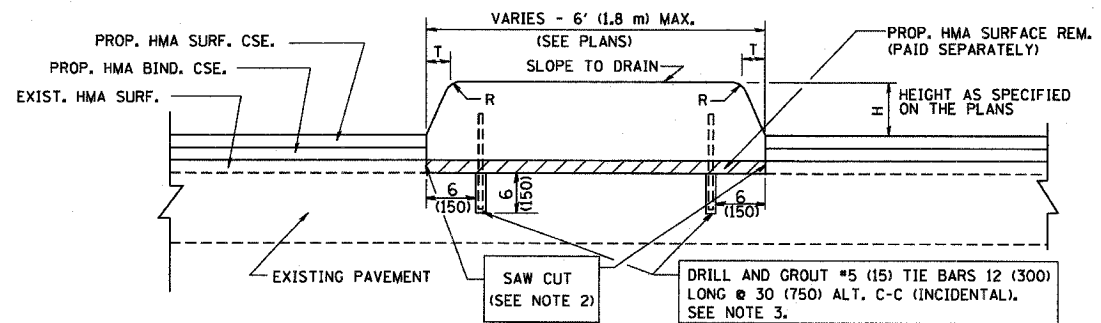
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	312
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



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

DETAILS FOR CORRUGATED MEDIAN (MODIFIED)

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



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

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

DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED)

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

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

REVISIONS	
NAME	DATE
M. DE YONG	05/14/98
M. DE YONG	06/13/98
M. DE YONG	06/14/98
M. DE YONG	06/20/98
M. DE YONG	09/21/98
M. DE YONG	10/12/98
R. SHAH	09/09/94
R. SHAH	10/25/94
E. GOMEZ	08/28/00
R. BORO	01/01/07

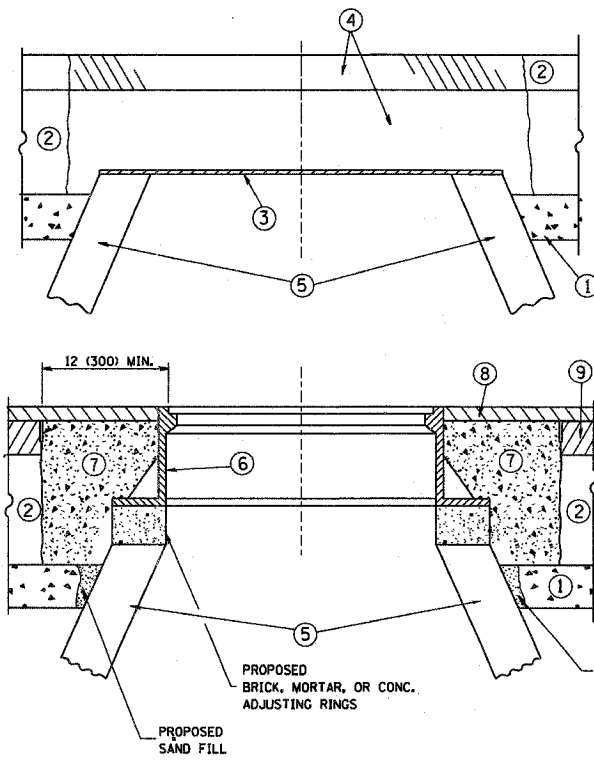
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DETAILS FOR
 CONCRETE MEDIAN TYPE SB (DOWELLED)
 CORRUGATED MEDIAN (MODIFIED)

SCALE: VERT. NONE
 HORIZ. NONE
 PLOT DATE: 1/18/2007

DRAWN BY
 CHECKED BY

PLOT DATE = 1/18/2007
 FILE NAME = c:\pave\pav\mst\mst01.dwg
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 USER NAME = crvcrvcrv

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	313
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS S1 CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS S1 CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

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

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

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

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

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

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

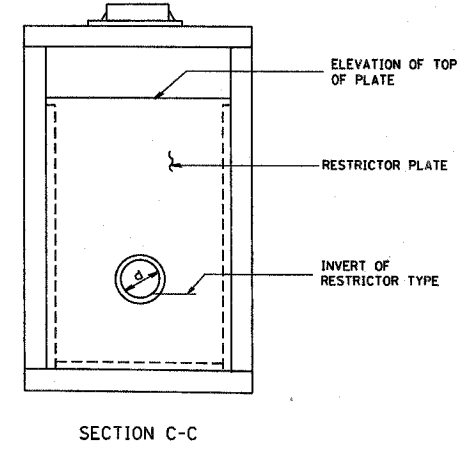
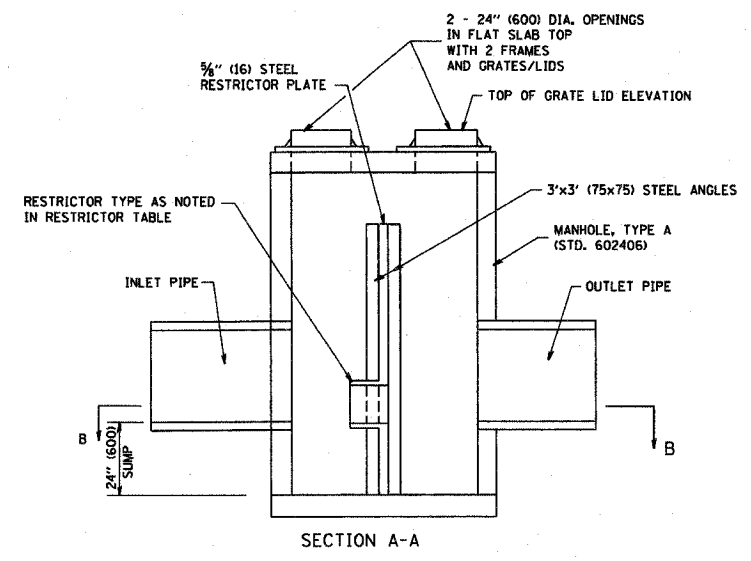
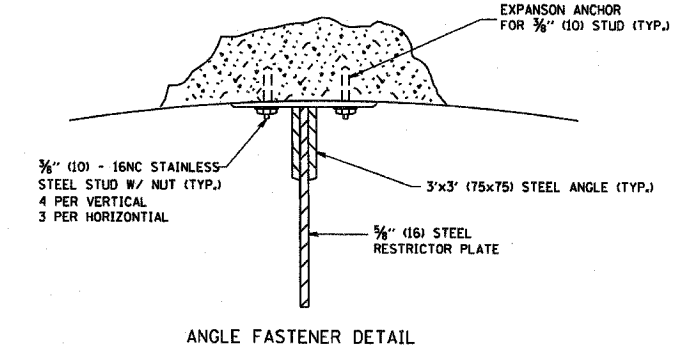
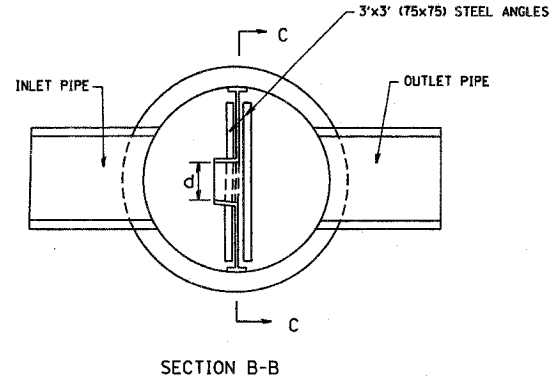
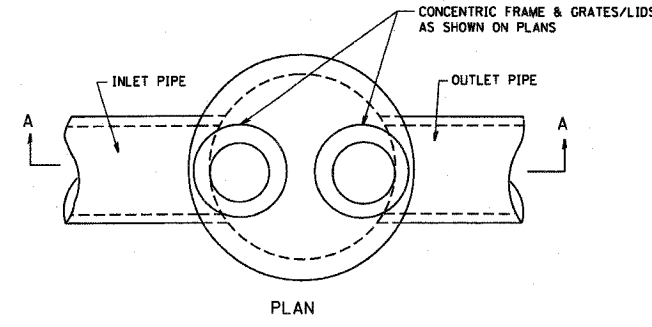
REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

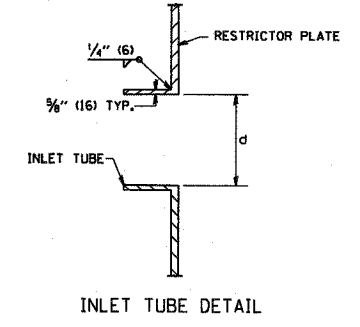
SCALE: VERT. NONE
HORIZ. 1/18/2007
DRAWN BY
CHECKED BY
BD600-03 (BD-B)
REVISION DATE: 01/01/07

PLT DATE: 1/18/2007
FILE NAME: D:\projects\60801\bd600-03.dwg
PLOT SCALE: 1/18/2007 / IN.
USER NAME: draykagm

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	314
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

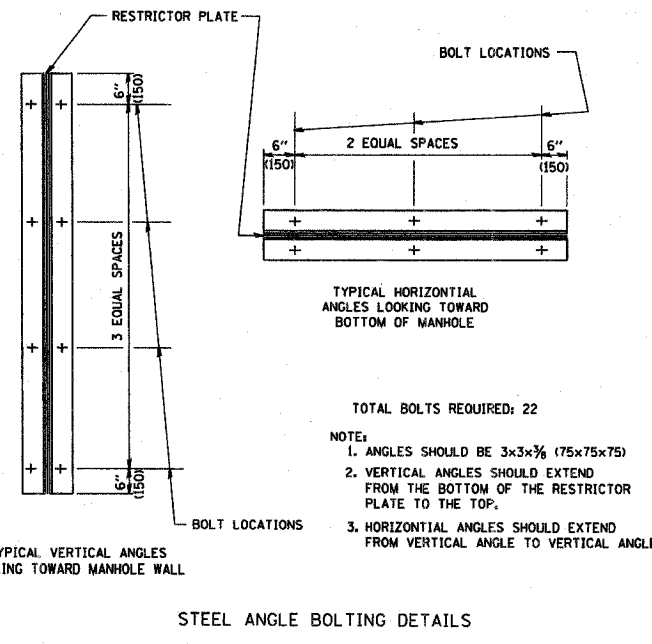


- NOTES:
- ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
 - ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
 - BASIS OF PAYMENT: "MANHOLES, TYPE A, 6 FT. (1.8 m) DIAMETER, TYPE I, FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER In. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW

* FOR INFORMATION SEE DRAINAGE SCHEDULE - SHEET 3 OF 3



- TOTAL BOLTS REQUIRED: 22
- NOTE:
- ANGLES SHOULD BE 3x3x3/8 (75x75x75)
 - VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
 - HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

REVISIONS	
NAME	DATE
R. SHAH	09/09/94
R. SHAH	10/25/94
E. GOMEZ	08/28/00
M. GOMEZ	01/08/01

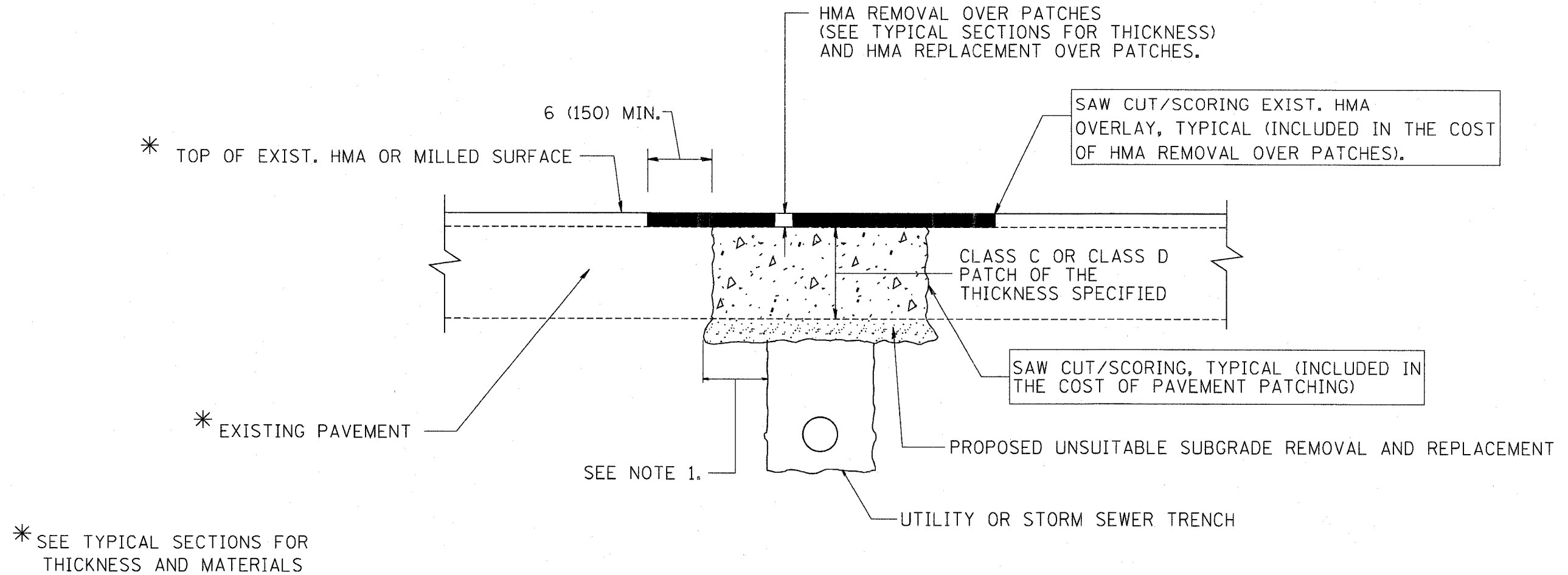
ILLINOIS DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

SCALE: VERT. NONE
HORIZ. DRAWN BY
CHECKED BY

PLOT DATE = 3/5/2007
PLOT SCALE = 1/8" = 1'-0"
USER NAME = bboard

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	315
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. NONE
HORIZ. 1/18/2007

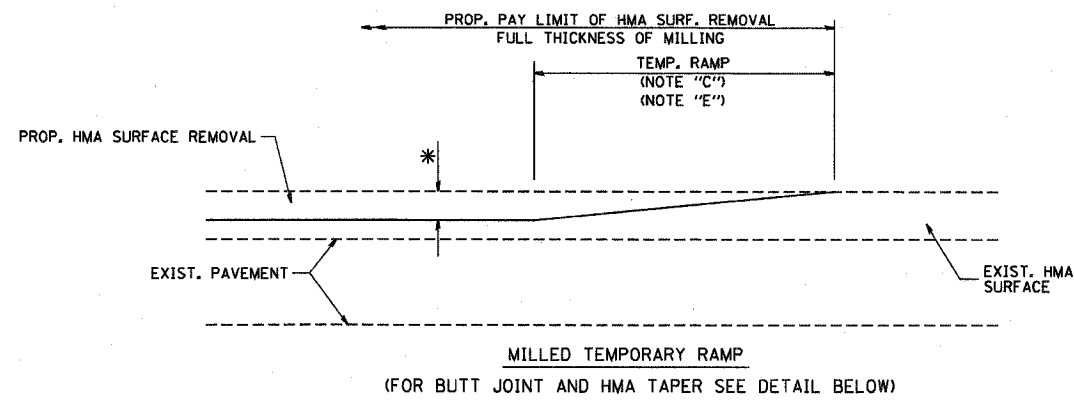
DRAWN BY

CHECKED BY

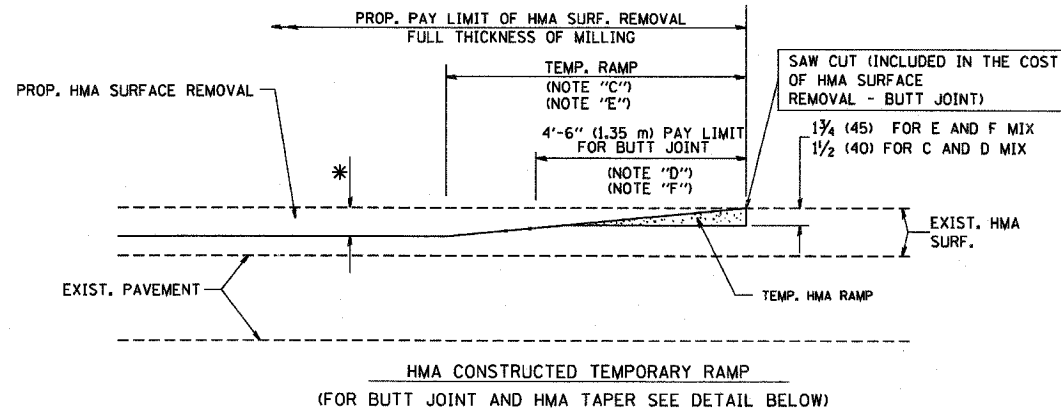
BD400-04 (BD-22)

REVISION DATE: 01/01/07

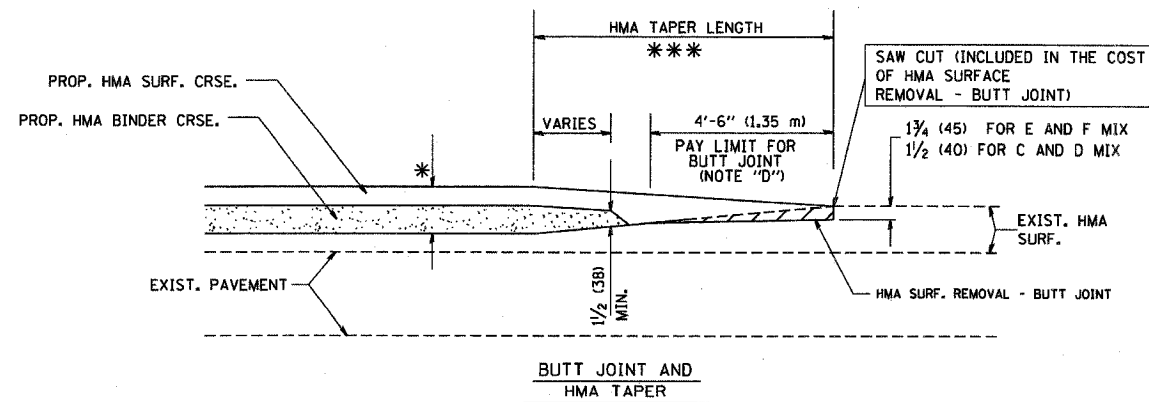
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	316
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT



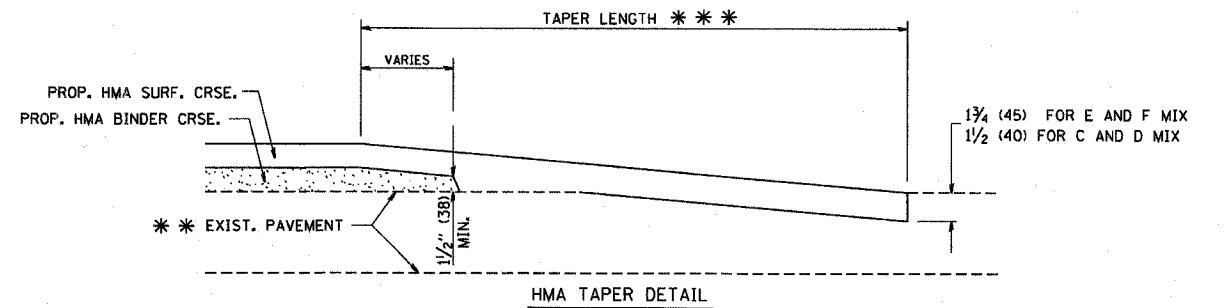
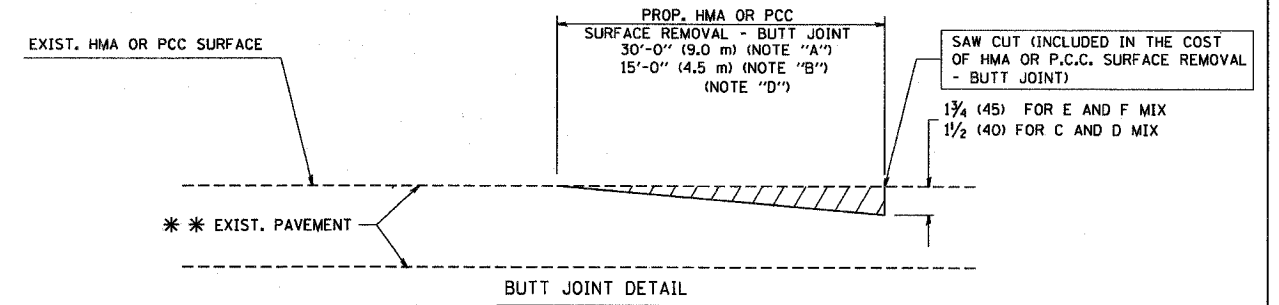
OPTION 1



OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

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

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

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

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

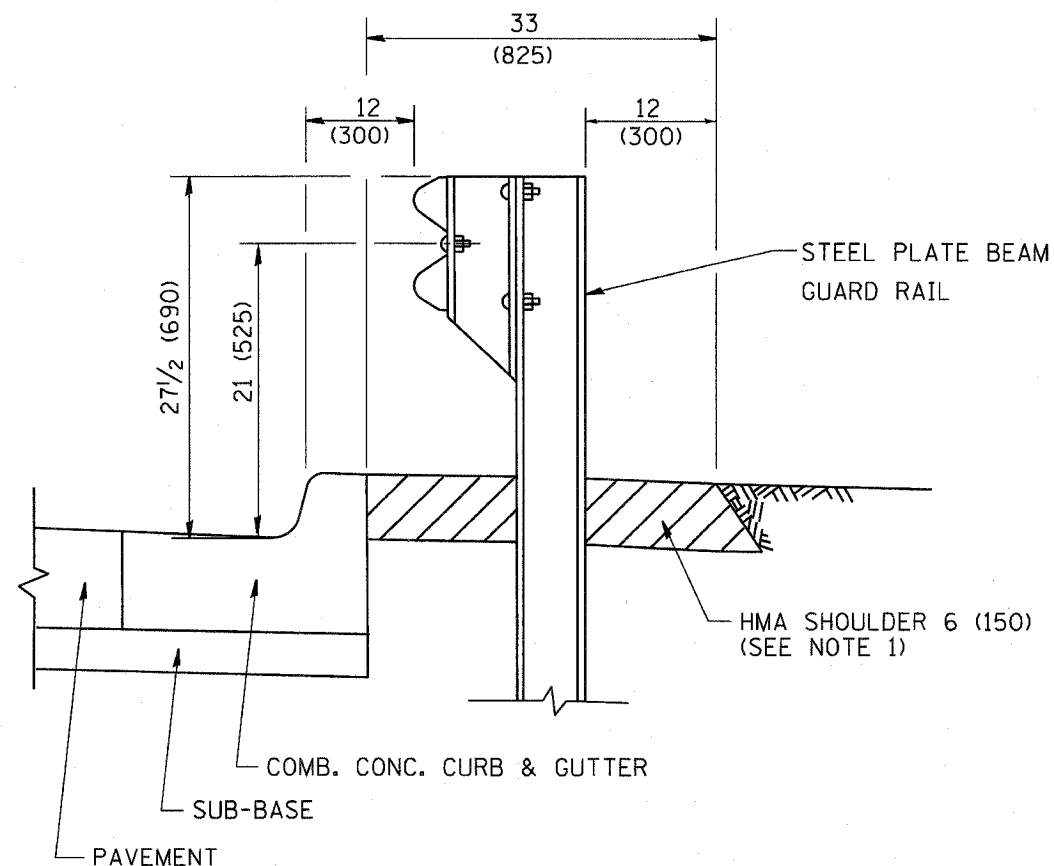
SCALE: VERT. NONE
HORIZ. 1/8" = 1'-0"

DRAWN BY
CHECKED BY

BD400-05 (VI=BD32)
REVISION DATE: 01/01/07

PLOT DATE = 1/18/2007
PLOT SCALE = 1/8" = 1'-0"
PLOT USER = dr1vckn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	317
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

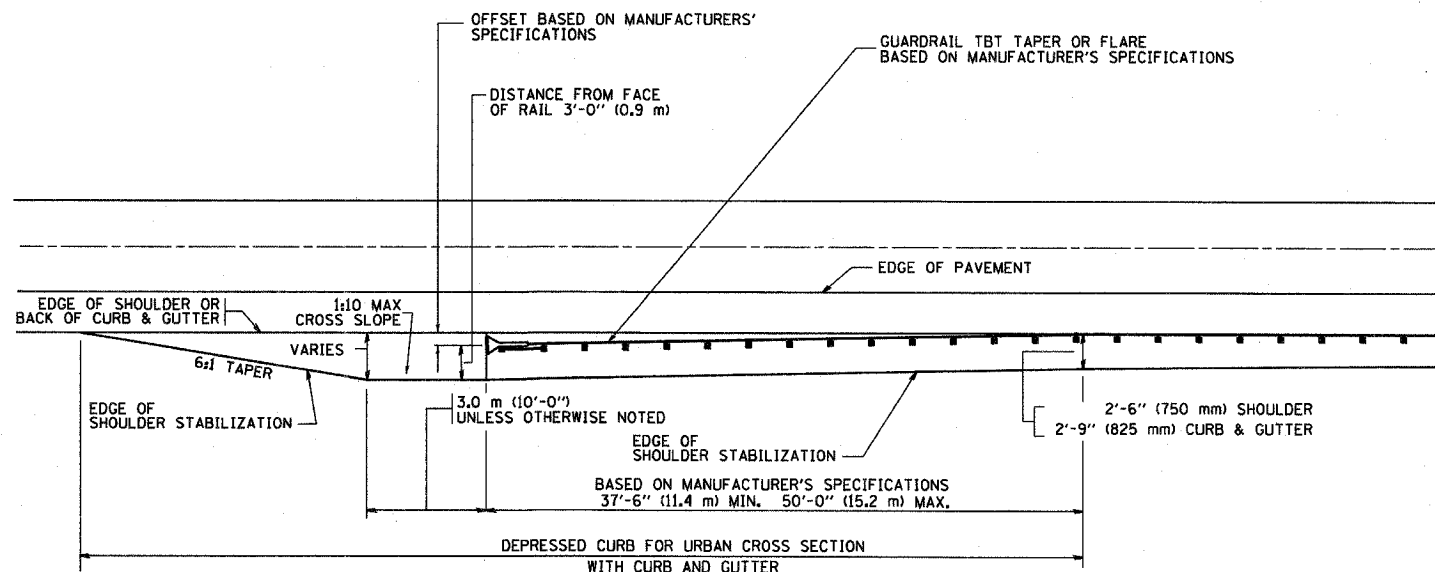


- NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: HMA SHOULDER 6 (150) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDER 6" (150 mm)".

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 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



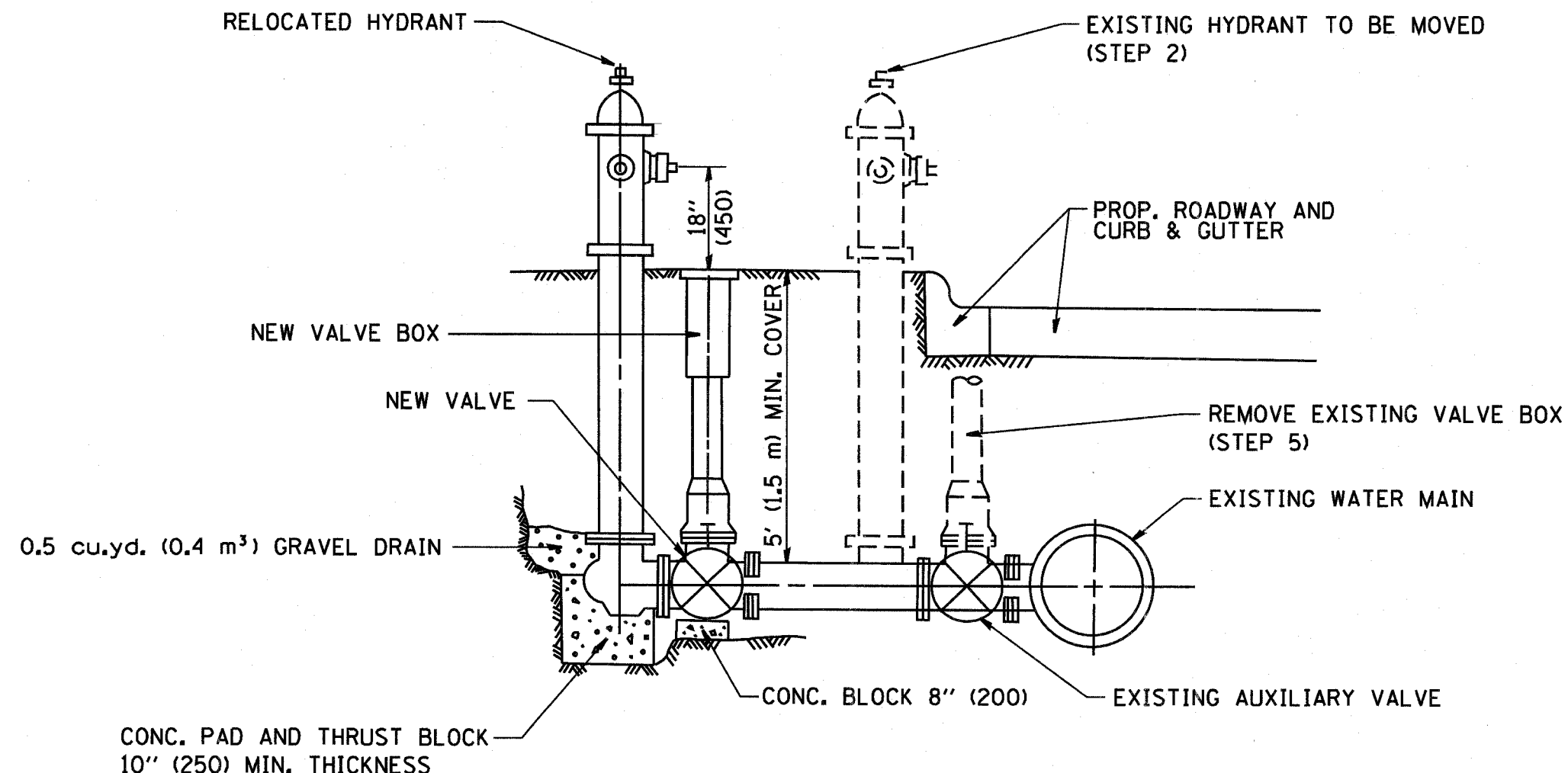
STABILIZATION AT TBT TY. 1 SPL.

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
M. DE YONG	09-22-90	DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL. SCALE: VERT. NONE HORIZ. 1/8"=1'-0" PLOT DATE: 1/18/2007 DRAWN BY Jjs CHECKED BY
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	
R. BORO	01/01/07	

PLOT DATE = 1/18/2007
 FILE NAME = c:\p\projects\60801\60801.dwg
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = jdrivings

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	318
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SEQUENCE OF CONSTRUCTION:

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

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

FIRE HYDRANT TO BE MOVED

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

REVISIONS	
NAME	DATE
R. SHAH	09/09/94
R. SHAH	10/25/94

ILLINOIS DEPARTMENT OF TRANSPORTATION

FIRE HYDRANT TO BE MOVED

SCALE: VERT. _____
 HORIZ. _____
 DATE: 1/18/2007

DRAWN BY _____
 CHECKED BY _____

PLOT DATE: 1/18/2007
 FILE NAME: I:\Projects\60801\Drawings\318.dwg
 USER: RSHAH
 PLOTTER: HP DesignJet 500

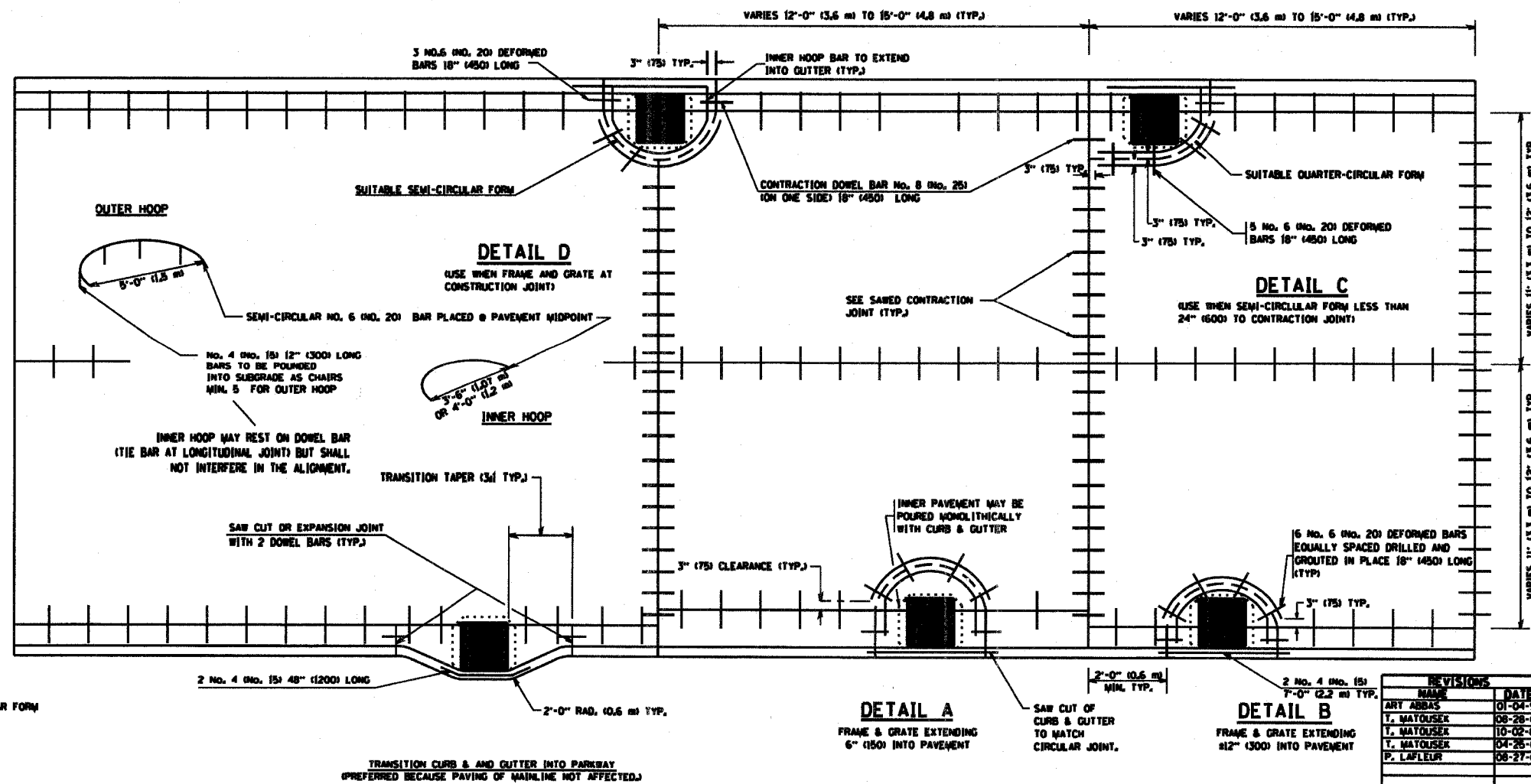
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	319
STA.		TO STA.		
FED. RDW DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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

NOTES:

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



LEGEND:
 - - - - - CASTING
 - - - - - SUITABLE SEMI-CIRCULAR FORM

PLAT DATE: 1/18/2007
 PLAT SCALE: AS SHOWN / 1" = 1'-0"
 USER: [signature]

REVISIONS	
NAME	DATE
ART. ABBAS	01-04-99
T. MATOUSEK	08-28-00
T. MATOUSEK	10-02-00
T. MATOUSEK	04-26-02
P. LAFLEUR	08-27-02

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

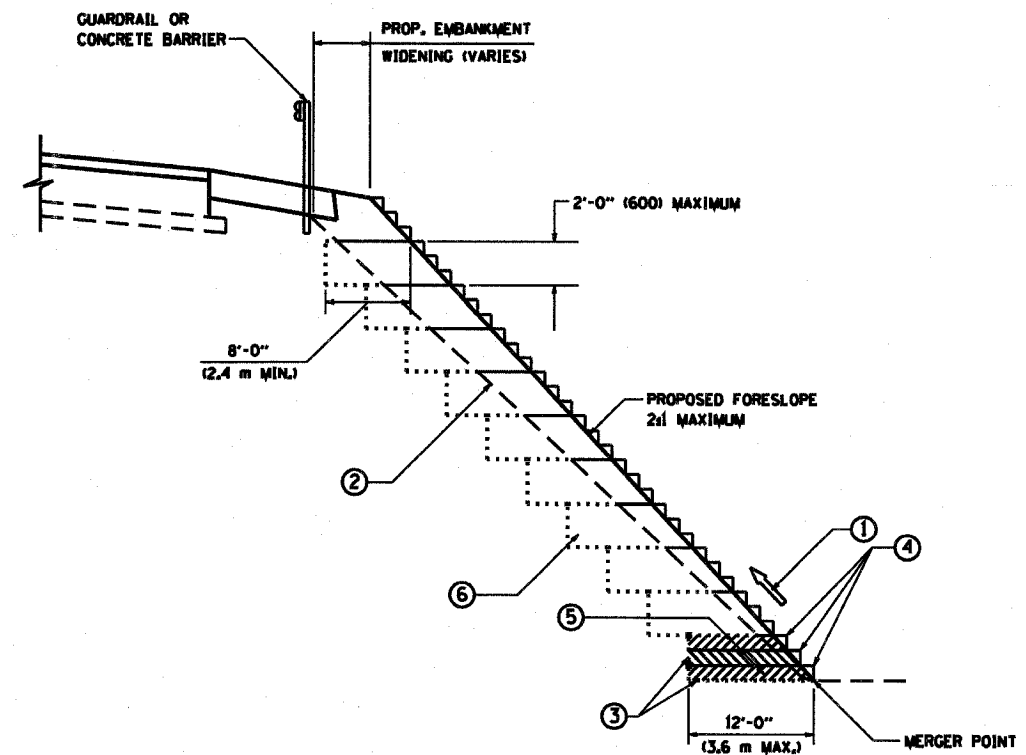
ILLINOIS DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER

SCALE: VERT. 1" = 4'-0" (1:48)
 HORIZ. 1" = 10'-0" (1:120)
 DATE: 1/18/2007

DRAWN BY: [signature]
 CHECKED BY: [signature]

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	320
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

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

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL FOR EMBANKMENT WIDENING

SCALE: VERT. HORIZ. DATE: 1/18/2007

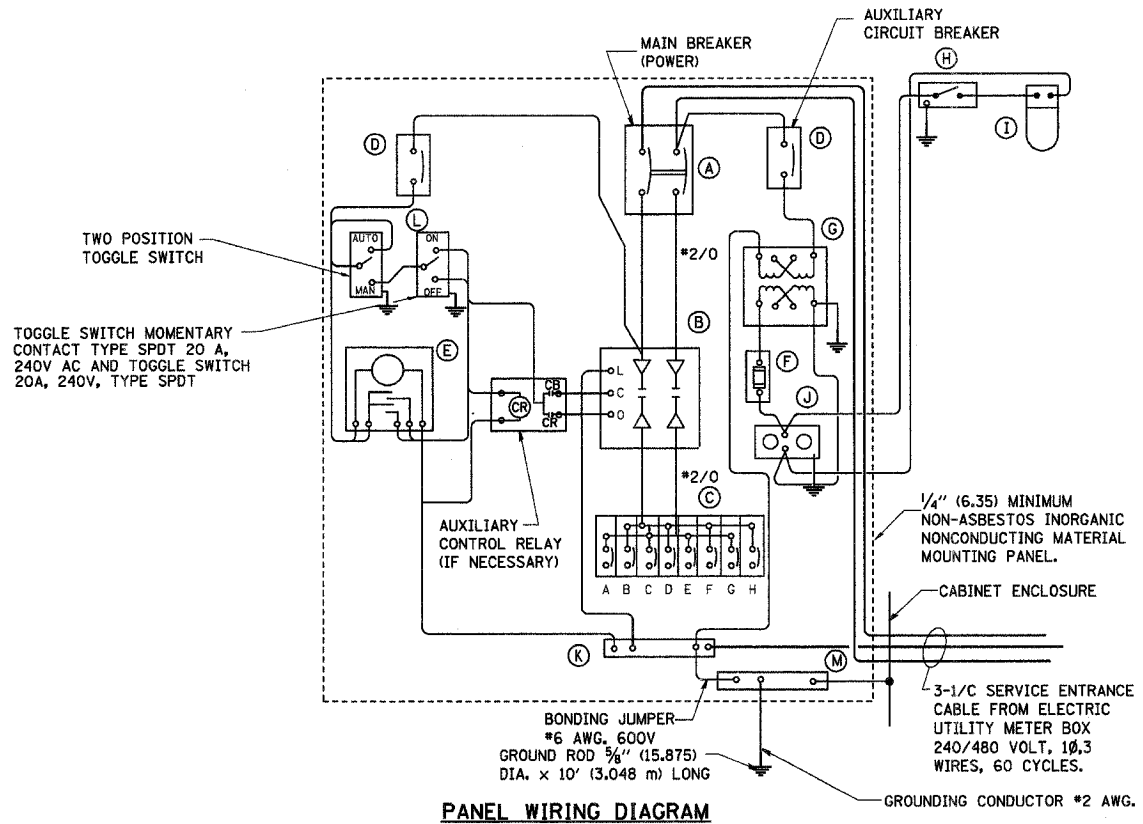
DRAWN BY: CADD CHECKED BY: S.E.B.

BD-51

REVISION DATE: 01/01/07

DATE: 1/18/2007
 DRAWN BY: CADD
 CHECKED BY: S.E.B.
 USER: S.E.B.

F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			122	321
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

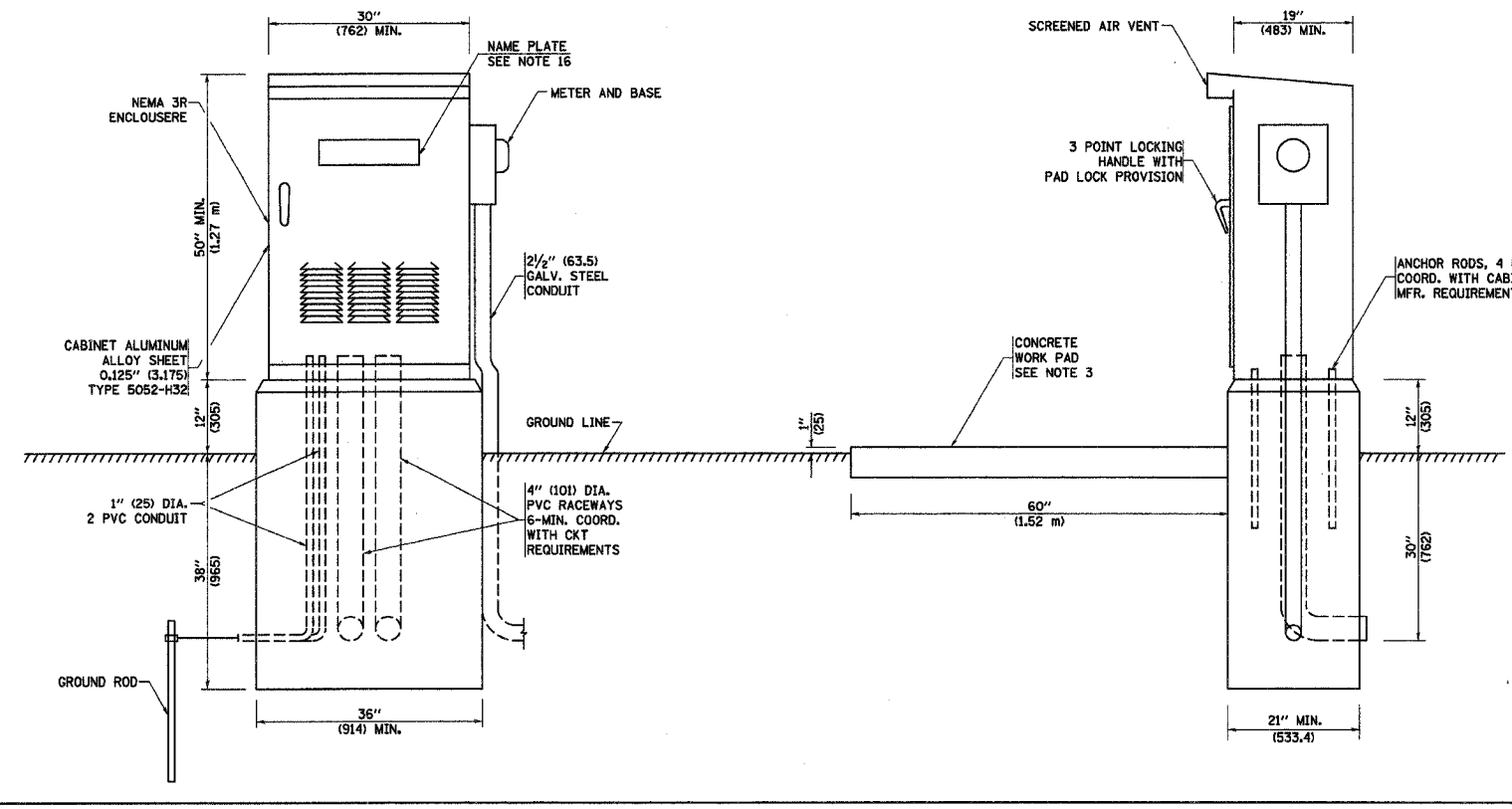


PANEL EQUIPMENT

BILL OF MATERIAL		
ITEM	QUANTITY	DESCRIPTION
A	1	MAIN CIRCUIT BREAKER, 2 POLE, 600 VOLT 100AMP. FRAME, 100AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-22000 AMP. AT 480 VOLT.
B	1	REMOTE CONTROL SWITCH, ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, SINGLE THROW, 100 AMP., 600 VOLTS CONTROL CIRCUIT 240 VOLT.
C	8	CIRCUIT BREAKERS, 1 POLE, 100AMP. FRAME 50 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-10,000 AMP. AT 240 V.
D	2	CONTROL CIRCUIT-CIRCUIT BREAKER, 1 POLE, 240 V., 100AMP. FRAME, 15AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-5000 AMP. AT 240 V.
E	1	ASTRONOMIC MICROPROCESSOR-BASED 2-CHANNEL CONTROLLER [TIME SWITCH].
F	1	20 A., 120 V. FUSE.
G	1	1.5 KVA, SINGLE PHASE, ENCAPSULATED TRANSFORMER 240 X 480 / 120 X 240 VOLT, 60 Hz.
H	1	SPST 20A SWITCH ON DOOR, TO TURN LIGHT ON WHEN DOOR IS OPEN.
I	1	INCANDESCENT LIGHTING FIXTURE ENCLOSED AND GASKETED WITH 60 WATT, 120 V. LAMP.
J	1	20 A., 120 V., DUPLEX RECEPTACLE, GFCI.
K	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND 4 SPARE LUGS
L	1	TOGGLE SWITCHES MOUNTED IN 4" (101.6) X 4" (101.6 mm) BOX.
M	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND SPARE LUGS

NOTES:

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- FOUNDATION SIZE SHALL BE COORDINATED WITH CABINET SIZE AND MFR.
- IN FRONT OF CONTROL CABINET DOOR, REMOVE VEGETATION AND 2" (50.8 mm) TOP SOIL, LEVEL THE AREA AND ON TOP, PLACE LENGTH WISE PARALLEL TO CONTROL CABINET, A CONCRETE PAD 36" (914.4 mm) x 60" (18.288 m) x 4" (101 mm) MIN. SIZE. THE COST OF LABOR AND MATERIALS ARE INCLUDED IN THE COST OF THE CONTROLLER.
- DOOR SHALL BE CONSTRUCTED FROM SAME TYPE OF MATERIAL AND THICKNESS AS CABINET.
- DOOR SHALL BE EQUIPPED WITH THREE POINT LATCHING MECHANISM WITH NYLON ROLLERS AT TOP THE BOTTOM.
- DOOR HINGE SHALL BE A HEAVY GAUGE CONTINUOUS HINGE WITH A 1/4" (6.35 mm) DIA. STAINLESS STEEL HINGE PIN.
- ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
- CONTROL WIRING TO BE #12 AWG, 600V, TYPE "SIS" GRAY SWITCH BOARD WIRE, STRANDED COPPER.
- METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET, NEAR TO THE SERVICE POLE.
- CABINETS SHALL BE PRIMED AND PAINTED AS SPECIFIED
- THE HEADS OF CONNECTORS SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BAR CONNECTION AND GREEN FOR GROUND BAR CONNECTORS
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.
R = RED BL = BLUE W = WHITE
B = BLACK Y = YELLOW G = GREEN
- PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
- THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL"
- 12" (304.8) X 16" (406.4 mm) STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED



PLOT DATE = 1/16/2007
 FILE NAME = c:\projects\60801\dwg\60801.dgn
 PLOT SCALE = 48.0000 / 1 IN.
 USER NAME = jtrankin

BE-215

REVISIONS	
NAME	DATE

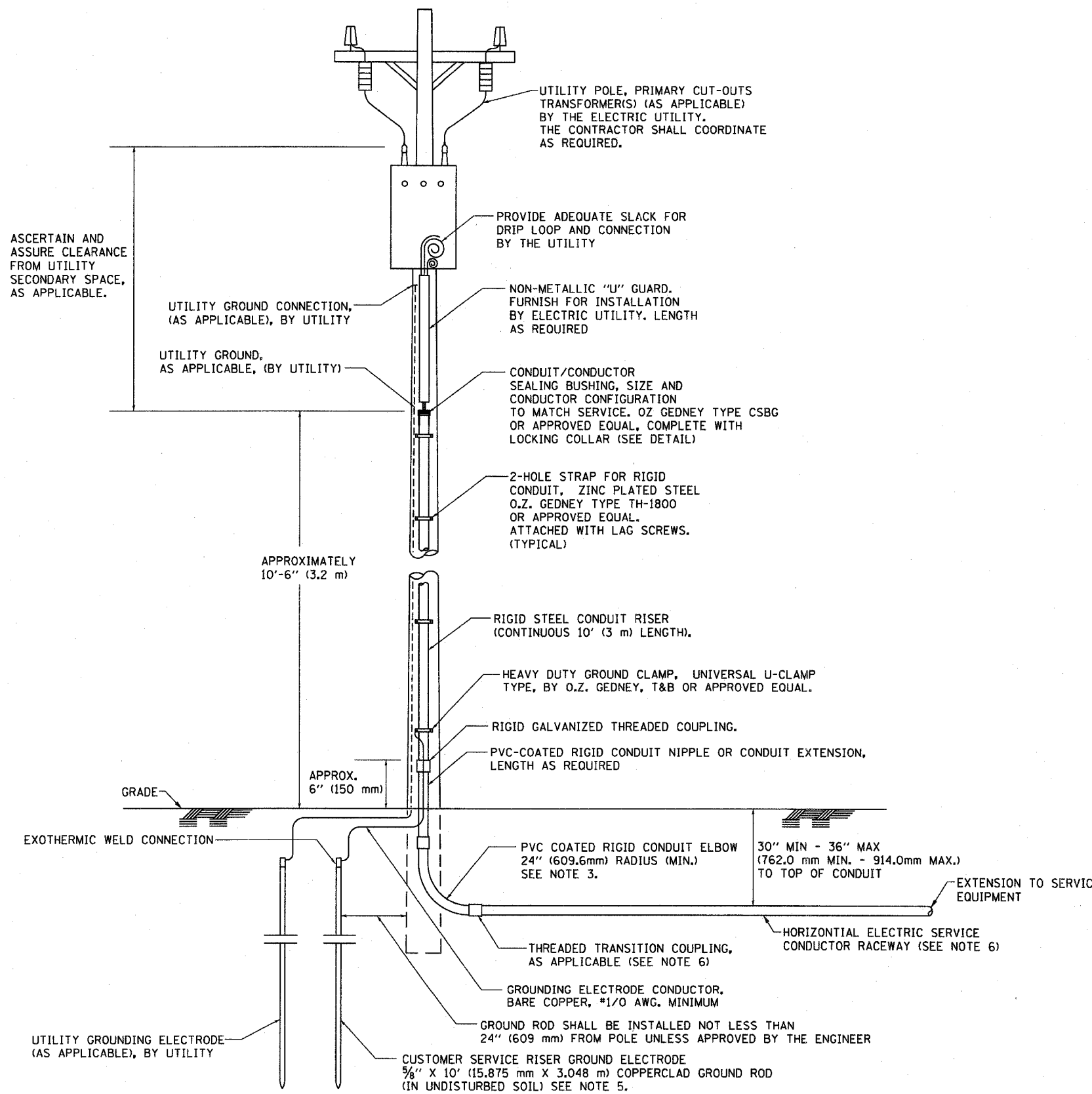
ILLINOIS DEPARTMENT OF TRANSPORTATION

**LIGHTING CONTROLLER
SINGLE DOOR**

SCALE: NONE
DATE: 1/9/2007

DRAWN BY jls
CHECKED BY
BE-215
REVISION DATE: 01/01/07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	322
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

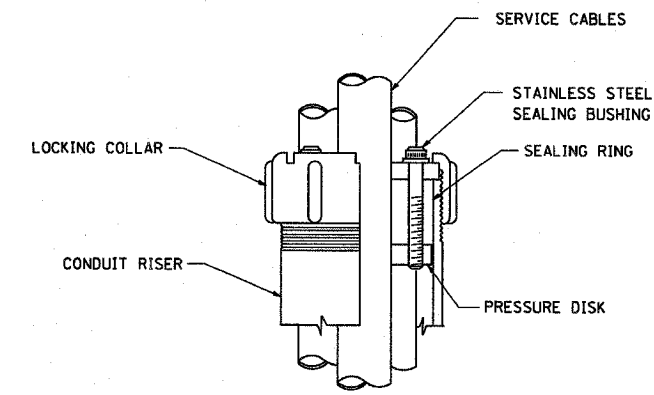


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

- SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
- UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
- CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
- PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
- THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
- PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



SEALING BUSHING DETAIL

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 USER NAME = alrind

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ELECTRIC SERVICE INSTALLATION
 AERIAL, REMOTE DISCONNECT
 BE - 220**

SCALE: NONE
 DATE: 1/9/2007

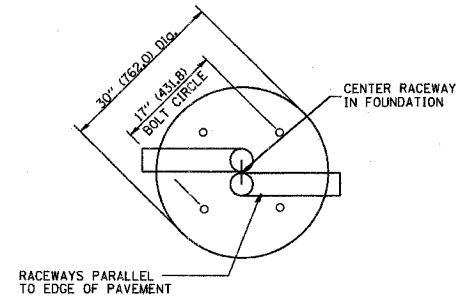
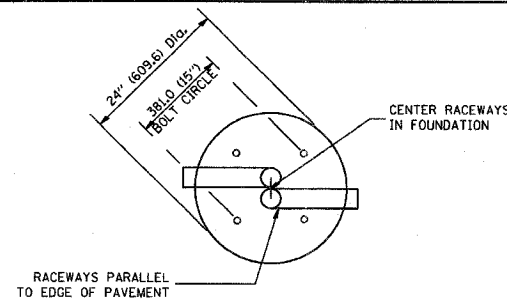
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 CHECKED BY MEA

BE-220

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	323
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192M) TO 47.5 FT. (14.478M) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SO. FT.	13'-0" (3.96M)	15'-0" (4.57M)
MEDIUM CLAY Qu = 0.75 TON/SO. FT.	9'-6" (2.93M)	10'-9" (3.23M)
STIFF CLAY Qu = 1.50 TON/SO. FT.	7'-0" (2.13M)	8'-0" (2.44M)
LOOSE SAND φ = 34°	9'-0" (2.74M)	10'-0" (3.05M)
MEDIUM SAND φ = 37.5°	8'-3" (2.52M)	9'-0" (2.74M)
DENSE SAND φ = 40°	7'-9" (2.36M)	8'-0" (2.44M)

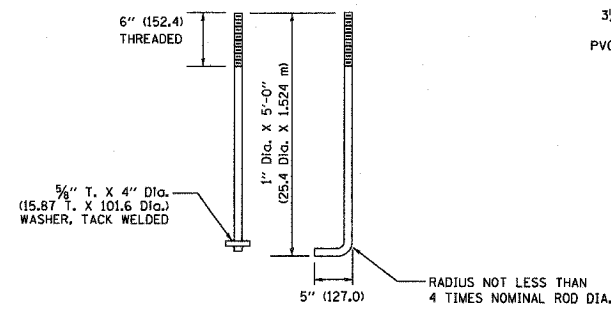


TOP VIEW

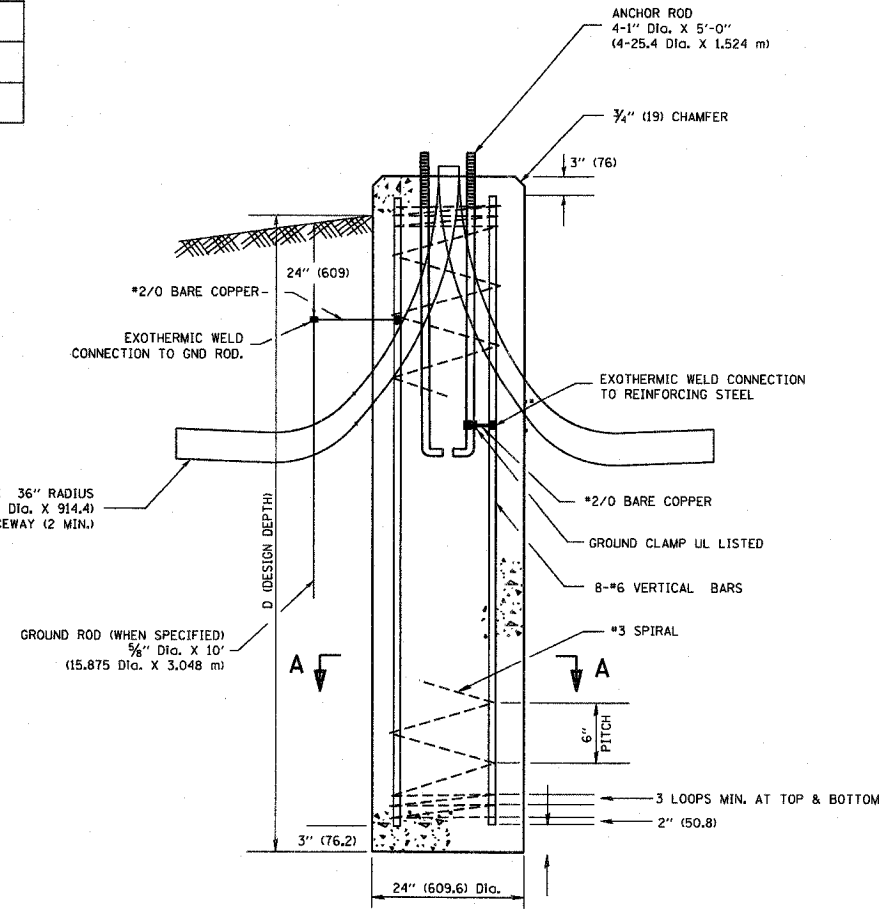
TOP VIEW

NOTES

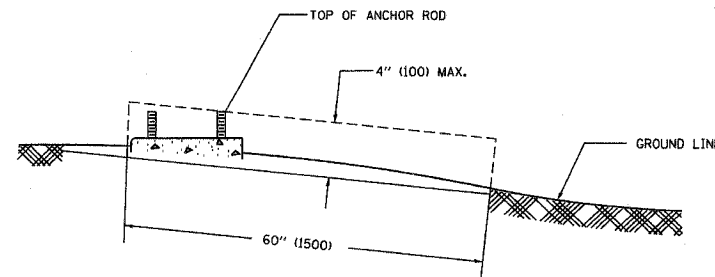
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5M) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20MM).
- THE CONCRETE SHALL BE CLASS SL. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 4H, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG (MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 MM) WITH A MINIMUM OF 3 INCHES (75 MM) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9MM) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4MM) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8MM) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4MM) ABOVE THE TOP OF THE FOUNDATION.



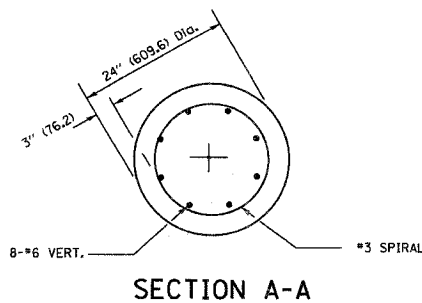
ANCHOR ROD DETAIL



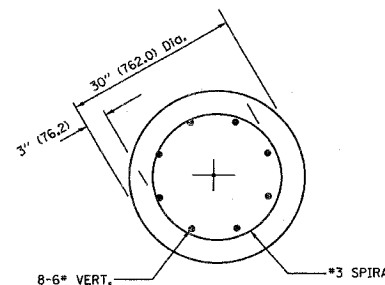
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

PLOT DATE = 1/9/2007
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USER NAME = alrashed

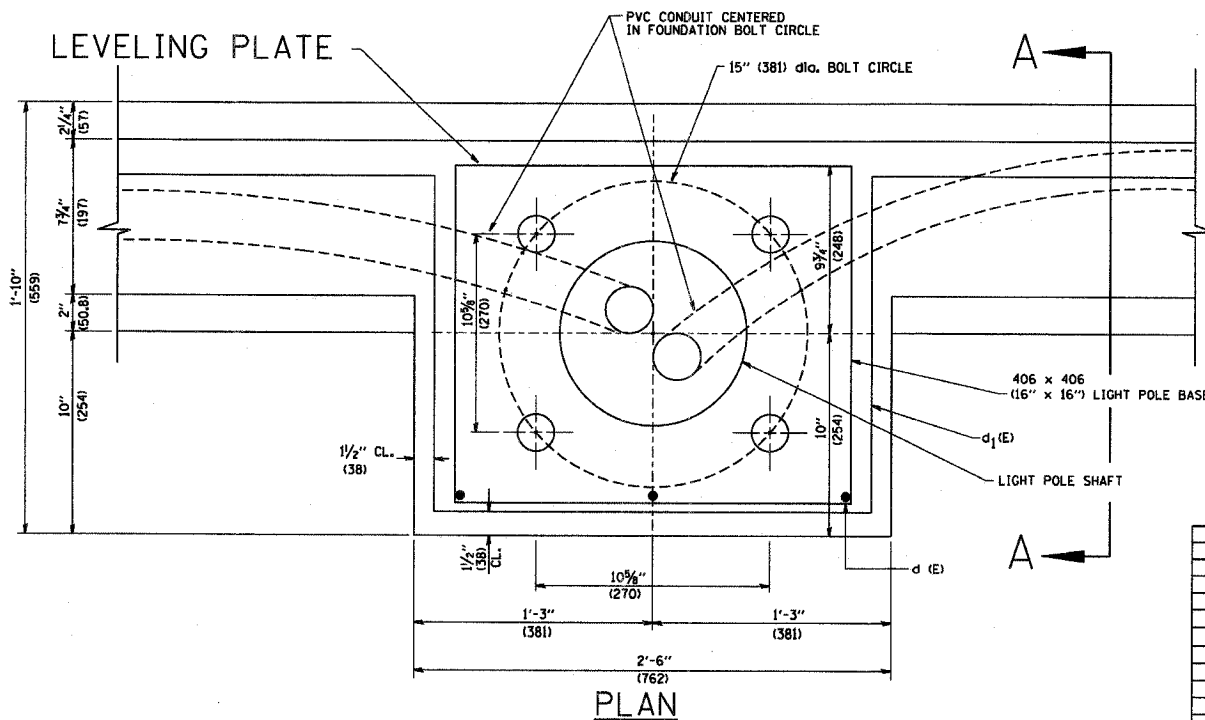
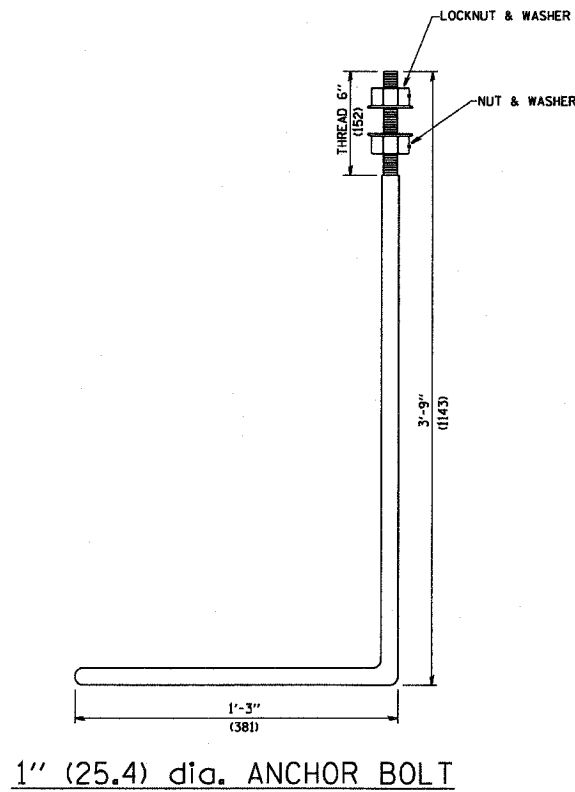
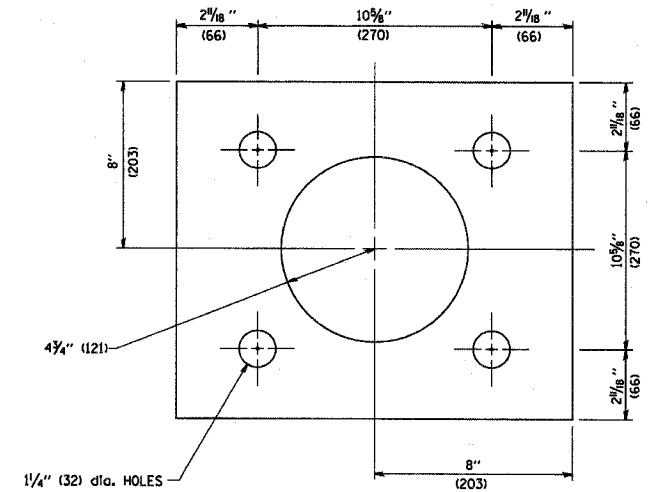
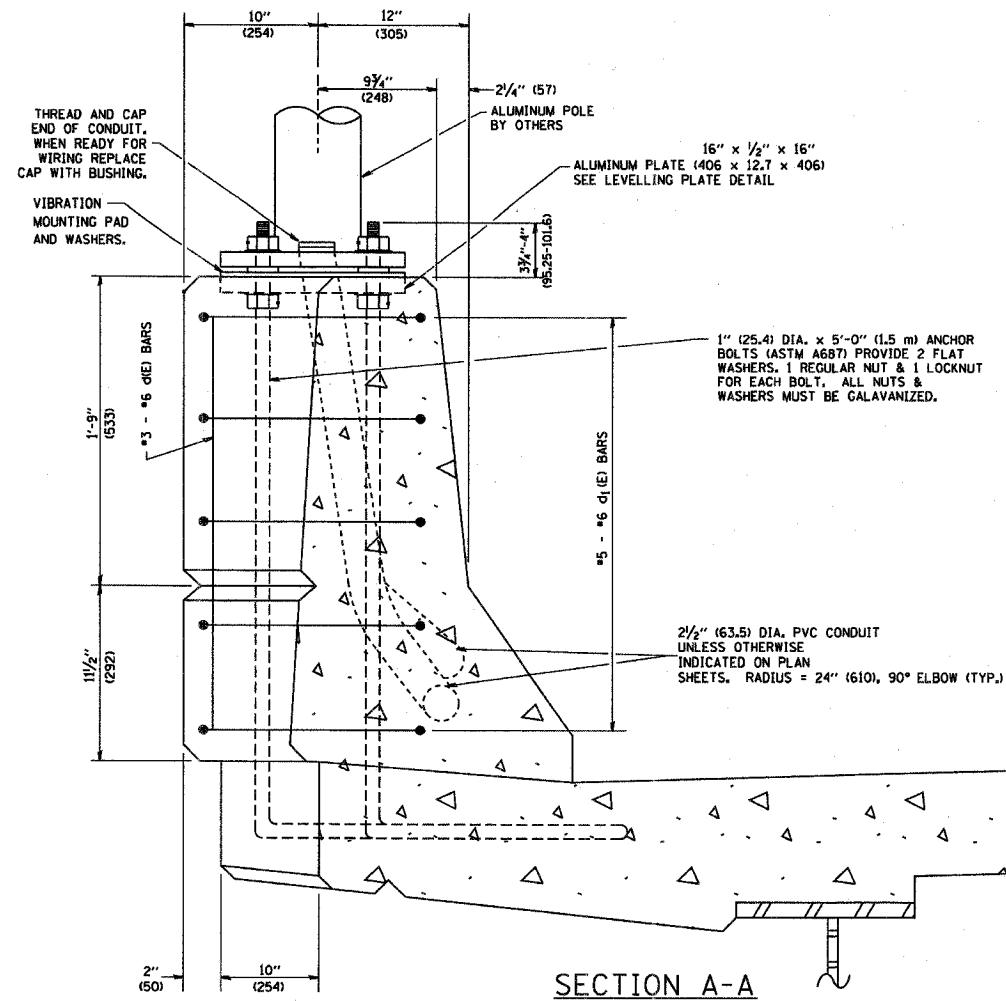
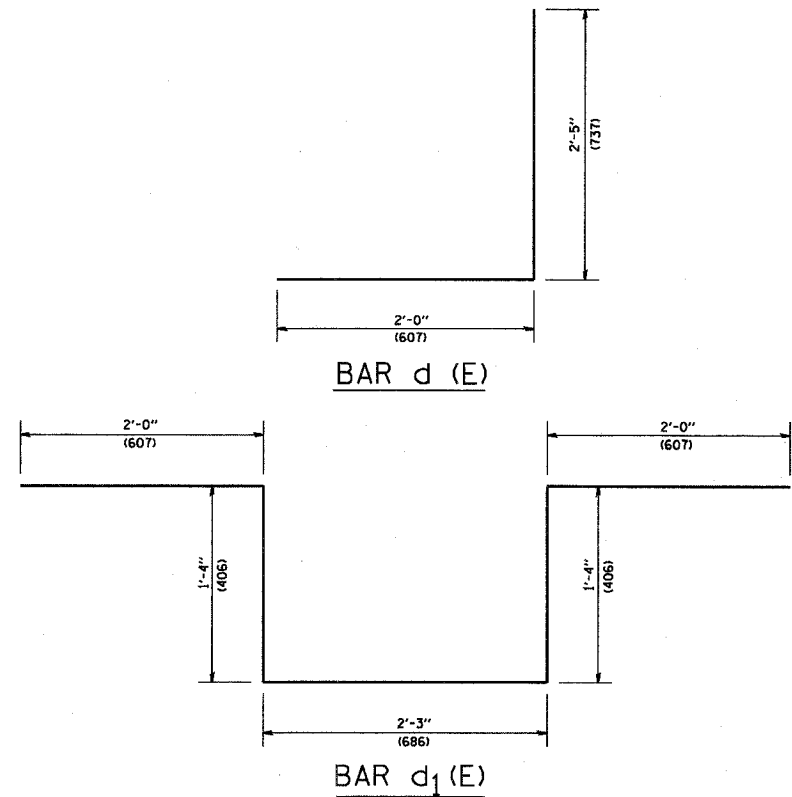
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
LIGHT POLE FOUNDATION
40' (12.192M) TO 47 1/2' (14.478M) M.H.
15" (381) BOLT CIRCLE

SCALE: NONE
DATE: 1/9/2007

DRAWN BY
CHECKED BY
BE301
REVISION DATE: 01/01/07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	324
STA.		TO STA.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. LEVEL LIGHT POLE PLATES, USING THE FLANGE NUTS, PRIOR TO POURING THE PARAPET WALL. THE TOP OF THE PLATE SHALL BE AT THE SAME ELEVATION AS THE FINISHED CONCRETE PARAPET.
3. THE COST OF ANCHOR BOLTS, CONDUIT, LEVELLING PLATE AND FOUNDATION IS INCLUDED IN THE COST OF THE BRIDGE STRUCTURE.

PLOT DATE = 1/10/2007
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 USER NAME = jlr-ghd

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
LIGHT POLE MOUNTED ON CONCRETE PARAPET WALL
 15" (381 mm) BOLT CIRCLE

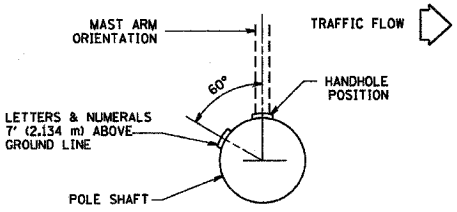
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 DATE: 1/10/2007

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 REVISION DATE: 01/01/07

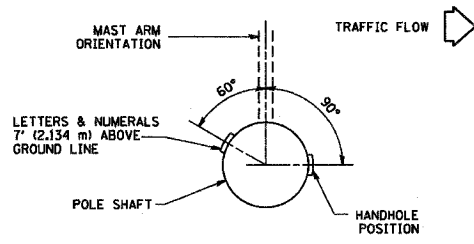
BE-330

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

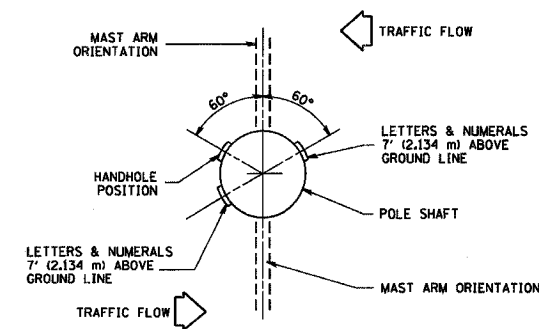
- NOTES:**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
 3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
 4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
 5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
 6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
 7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
 8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



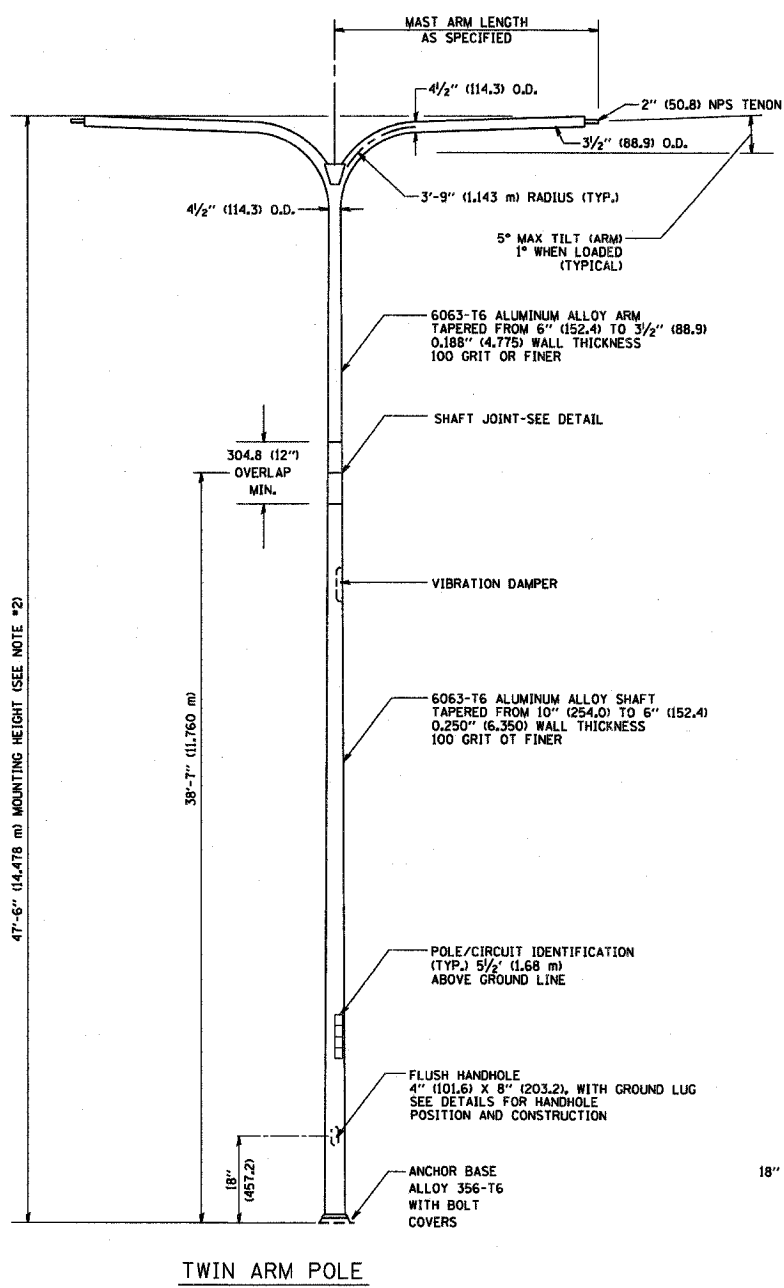
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



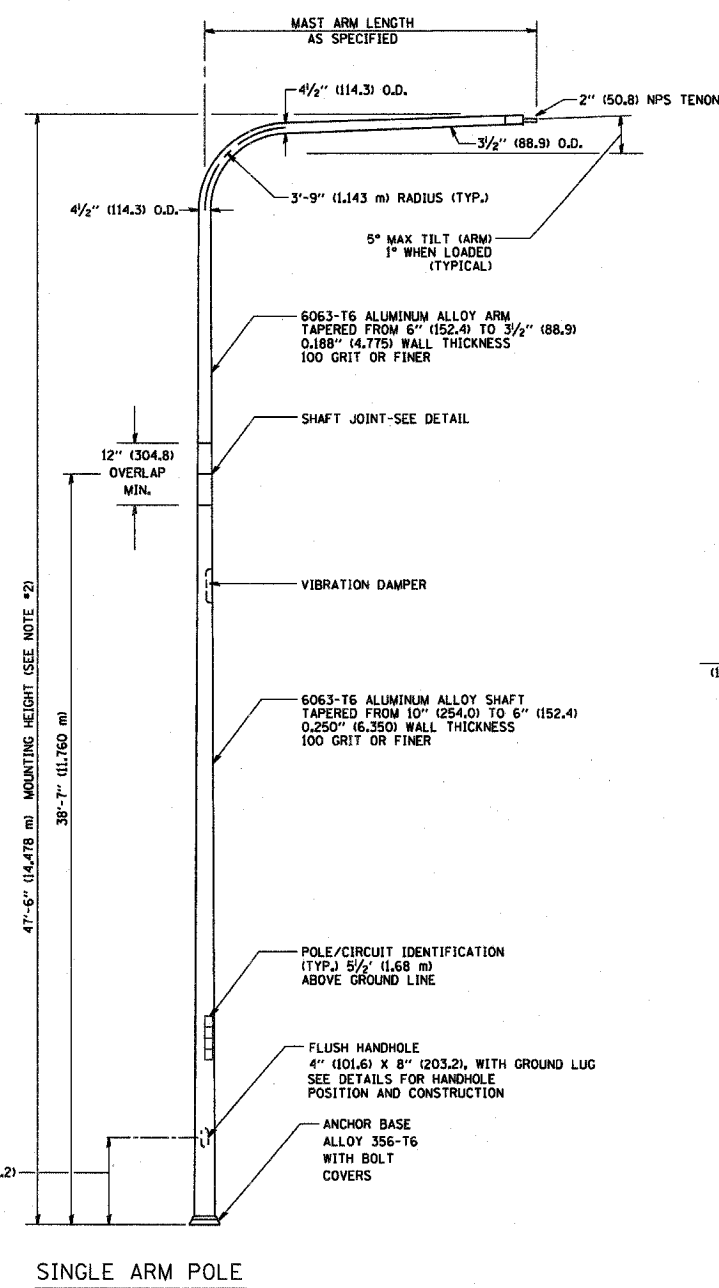
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



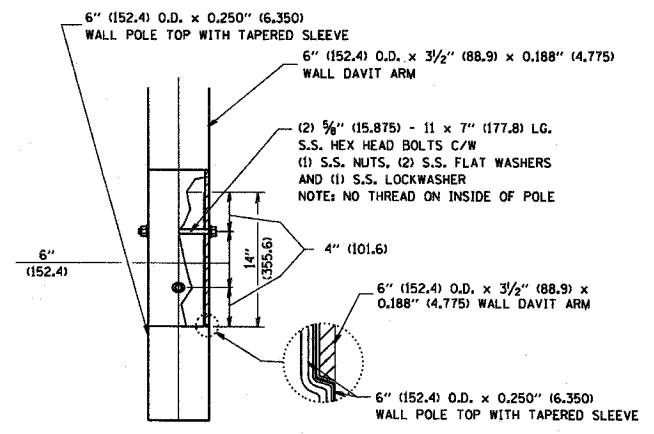
POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



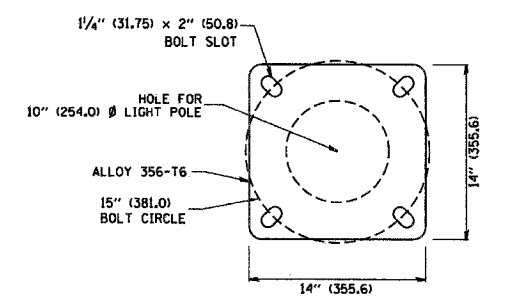
TWIN ARM POLE



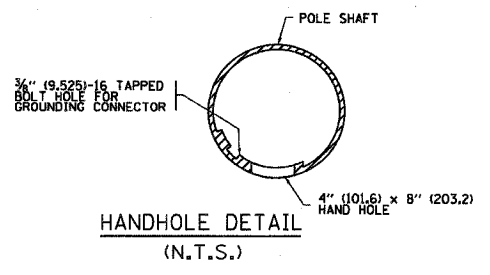
SINGLE ARM POLE



DAVIT ARM CONNECTION [14" (355.6) OVERLAP SHOWN]



LIGHT POLE BASE PLATE DETAIL (FOR POLE MOUNTED ON 15 INCH (381.0) BOLT CIRCLE FOUNDATION)



HANDHOLE DETAIL (N.T.S.)

REVISIONS	
NAME	DATE
D. DREW	4-2-92
D. DREW	5-7-92
R. TOMSONS	9-6-00
R. TOMSONS	8-12-03

ILLINOIS DEPARTMENT OF TRANSPORTATION

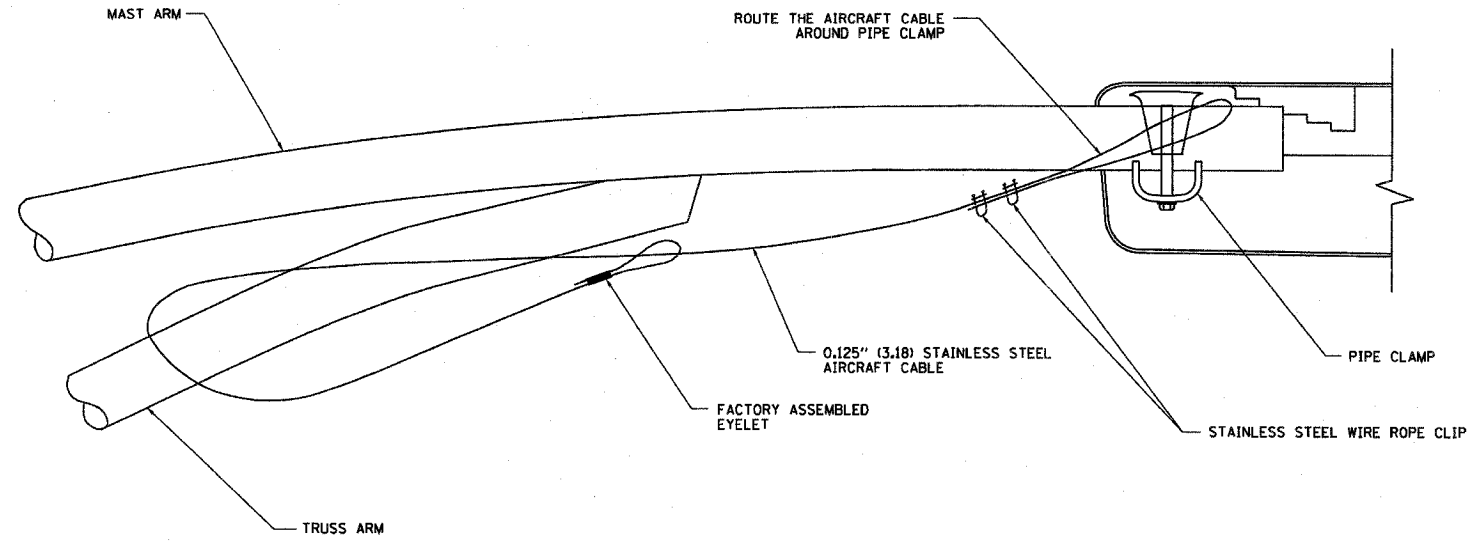
DAVIT LIGHT POLE
47' - 6" (14,478 m)
MOUNTING HEIGHT

SCALE: NONE
DATE: 1/16/2007

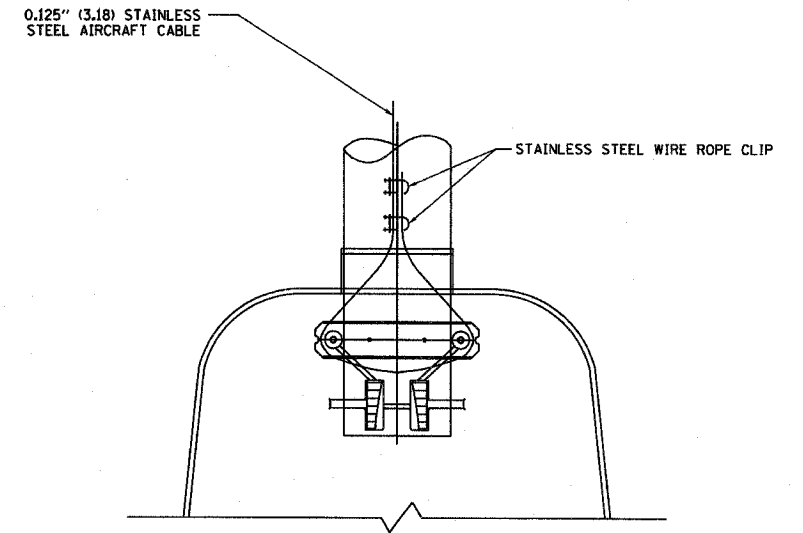
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BE-410
REVISION DATE: 01/01/07

DATE: 1/16/2007
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USER NAME: [signature]

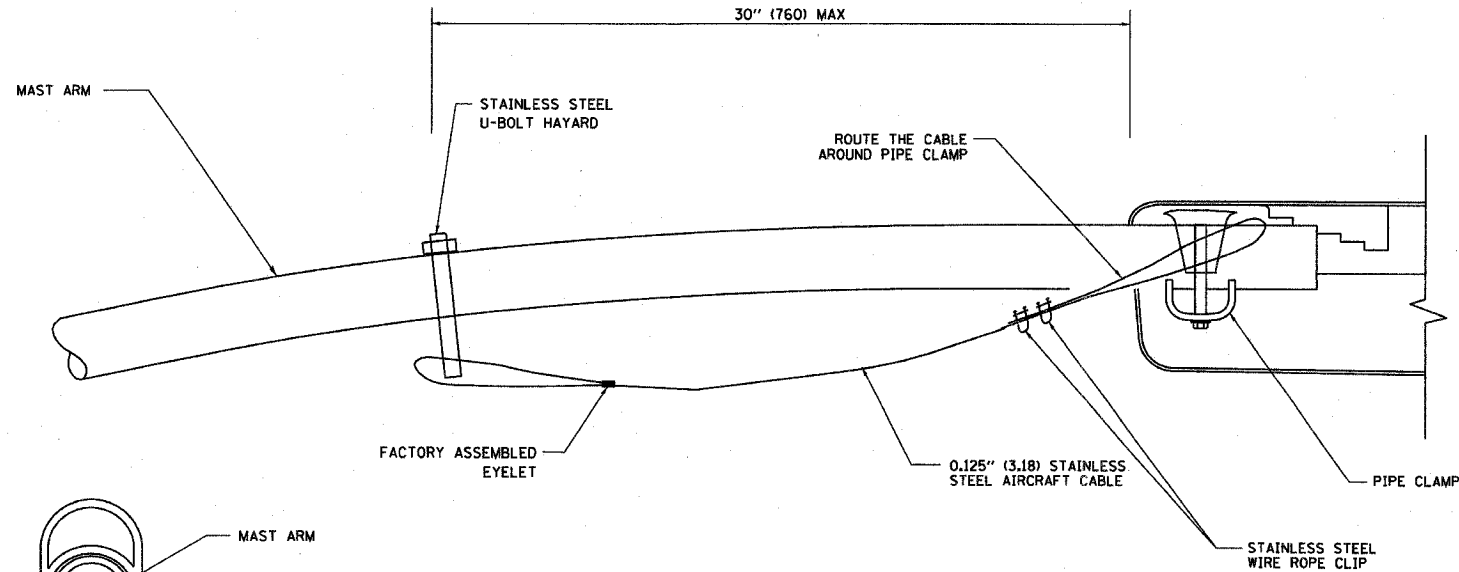
F.A. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	326
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



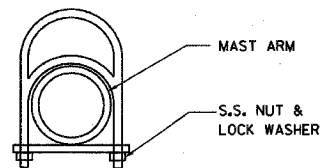
SIDE VIEW (TRUSS ARM)
N.T.S.



BOTTOM VIEW
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.



STAINLESS STEEL
U-BOLT HAYARD

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN

REVISIONS	
NAME	DATE

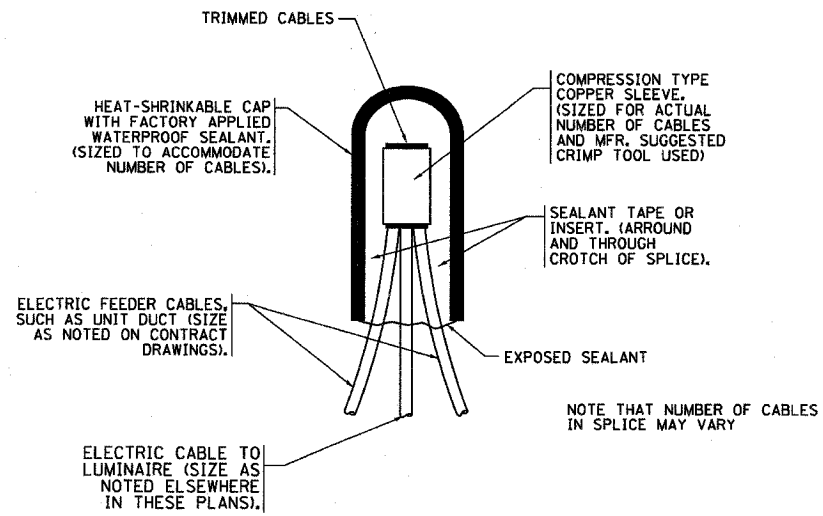
ILLINOIS DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY
CABLE ASSEMBLY

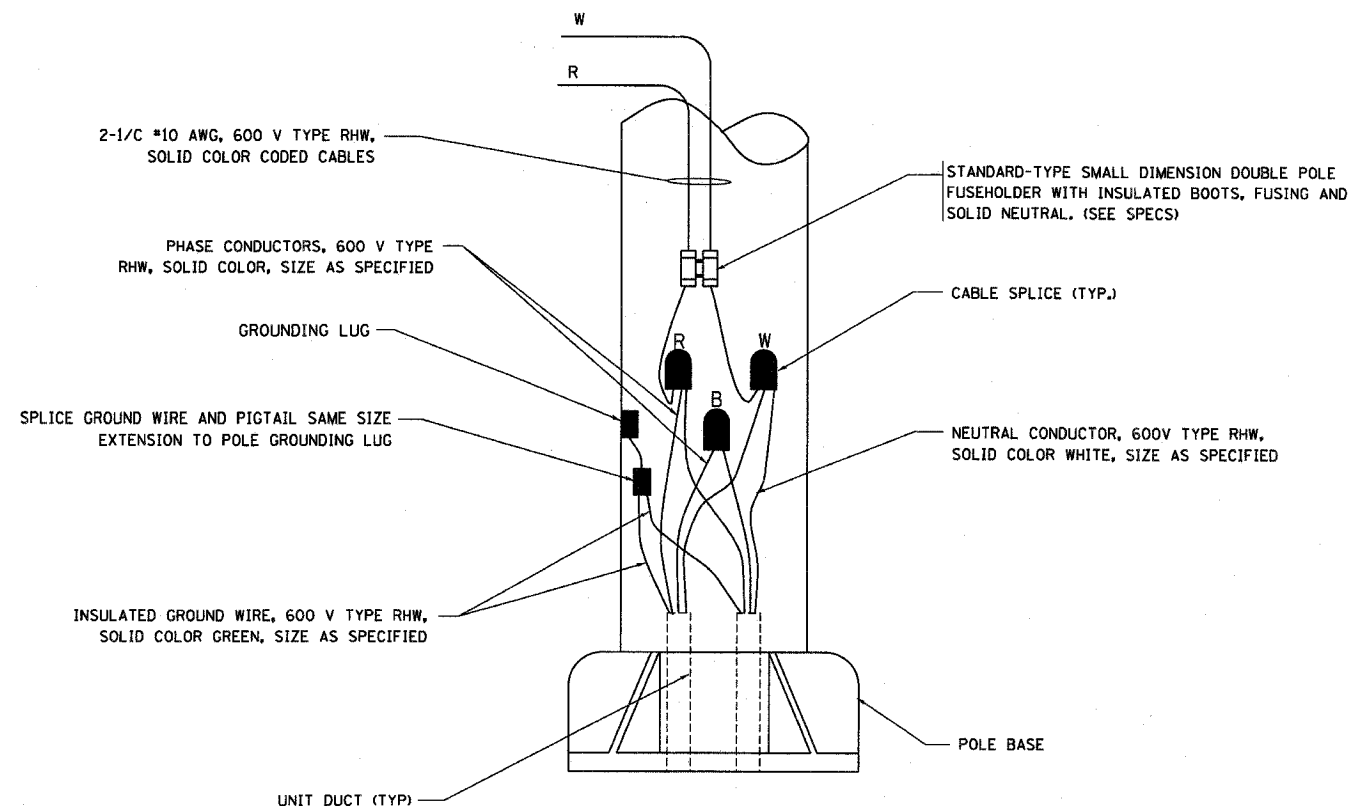
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DATE: 1/17/2007

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CHECKED BY
BE-701
REVISION DATE: 01/01/07

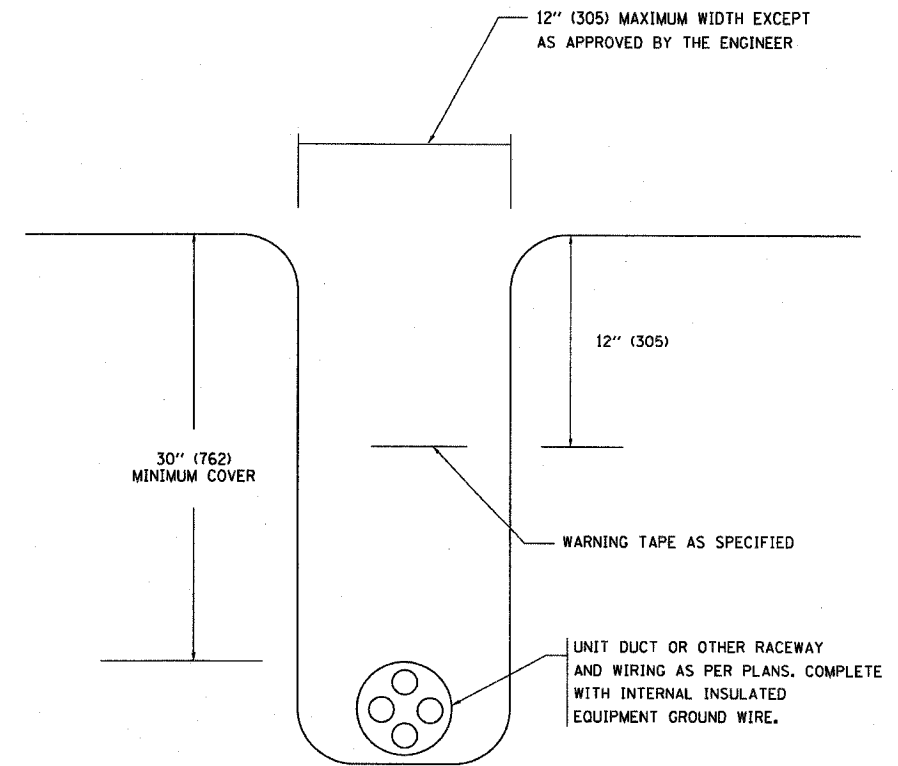
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	327
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL SPLICE DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.

PLOT DATE = 1/18/2007
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 USER NAME = gregjandax

REVISIONS	
NAME	DATE

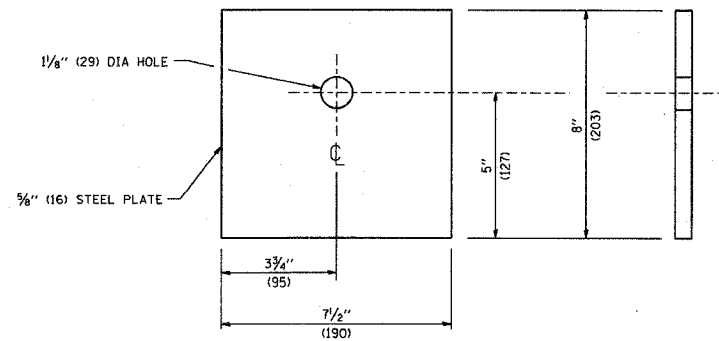
ILLINOIS DEPARTMENT OF TRANSPORTATION

MISC. ELECTRICAL DETAILS
SHEET A

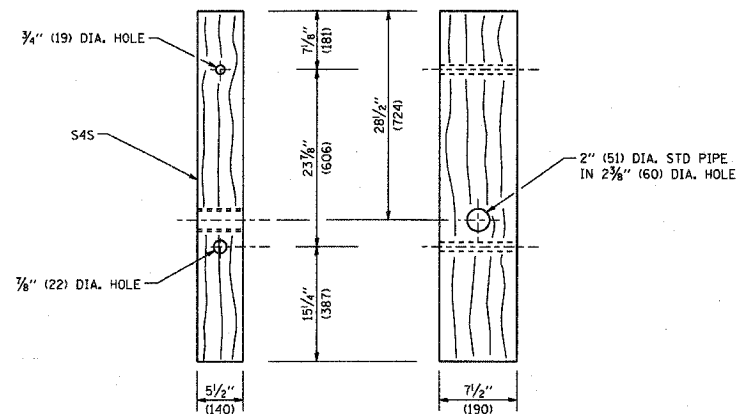
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 HORIZ. _____
 DATE: 1/18/2007

DRAWN BY _____
 CHECKED BY _____
 BE-702
 REVISION DATE: 01/01/07

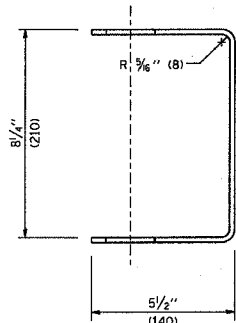
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	328
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



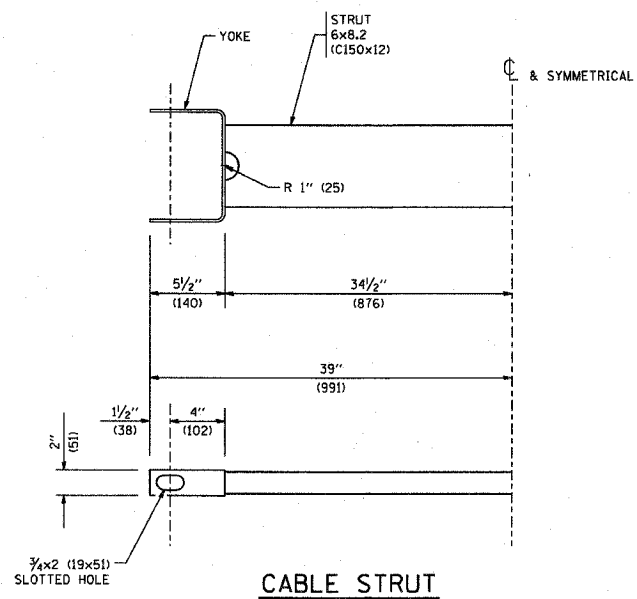
BEARING PLATE K



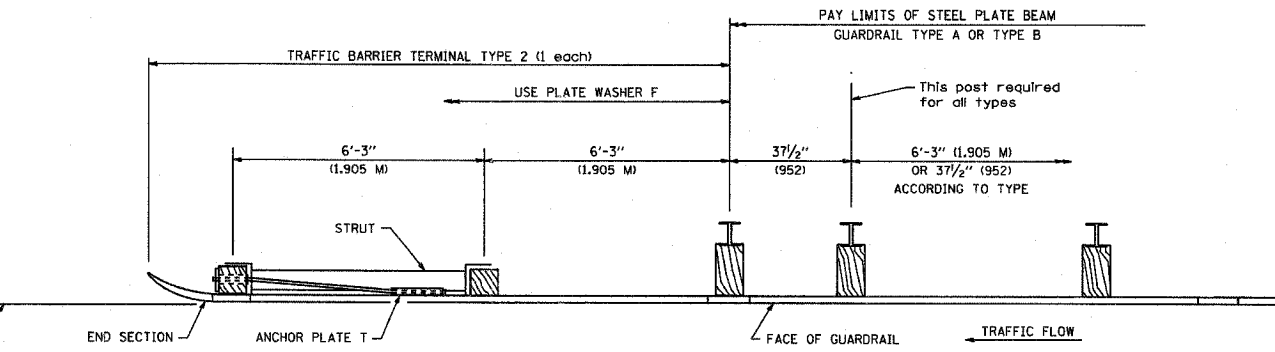
WOOD POST



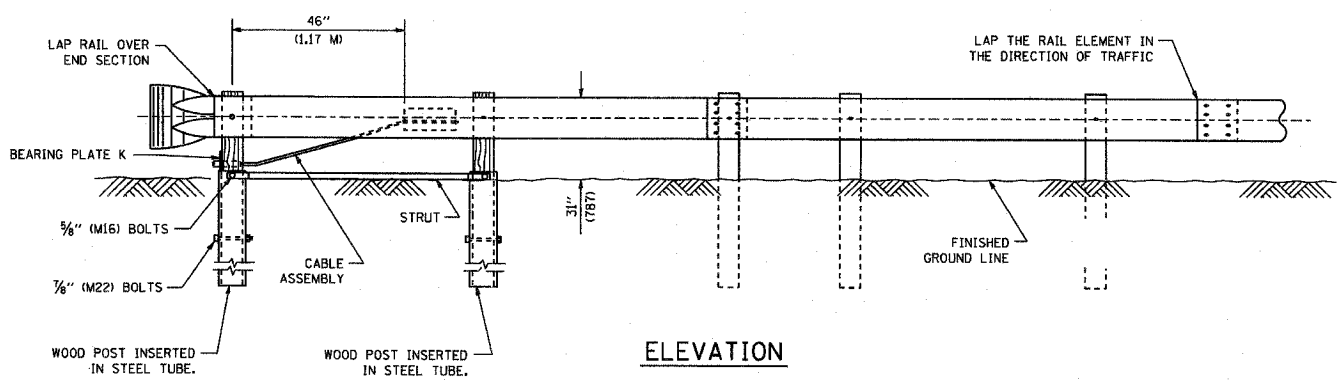
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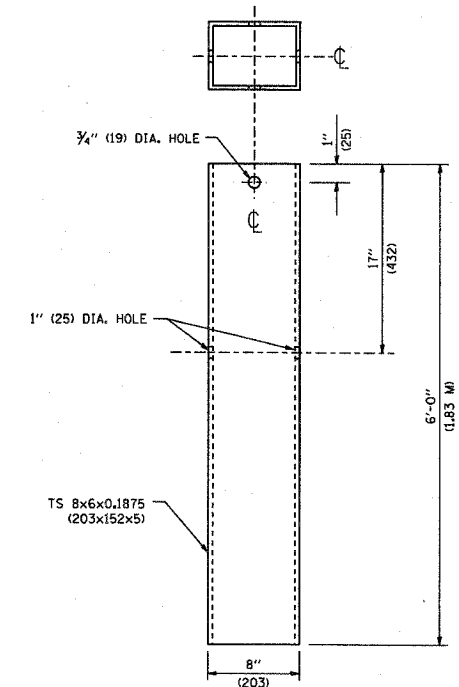
CABLE STRUT



PLAN



ELEVATION



STEEL TUBE

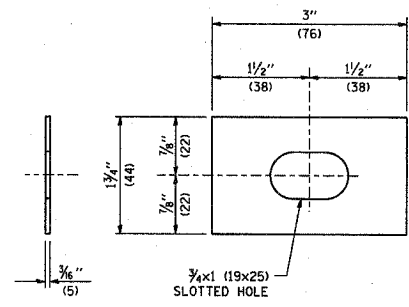


PLATE WASHER F

GENERAL NOTES

SEE STANDARD 630001 FOR DETAILS OF GUARDRAIL NOT SHOWN.
 THE BEARING PLATE K SHALL BE HELD IN POSITION BY (2) TWO EIGHT PENNY NAILS DRIVEN INTO THE POST AND BENT OVER THE TOP OF THE PLATE.
 ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC BARRIER TERMINAL, TYPE 2

SCALE: NONE

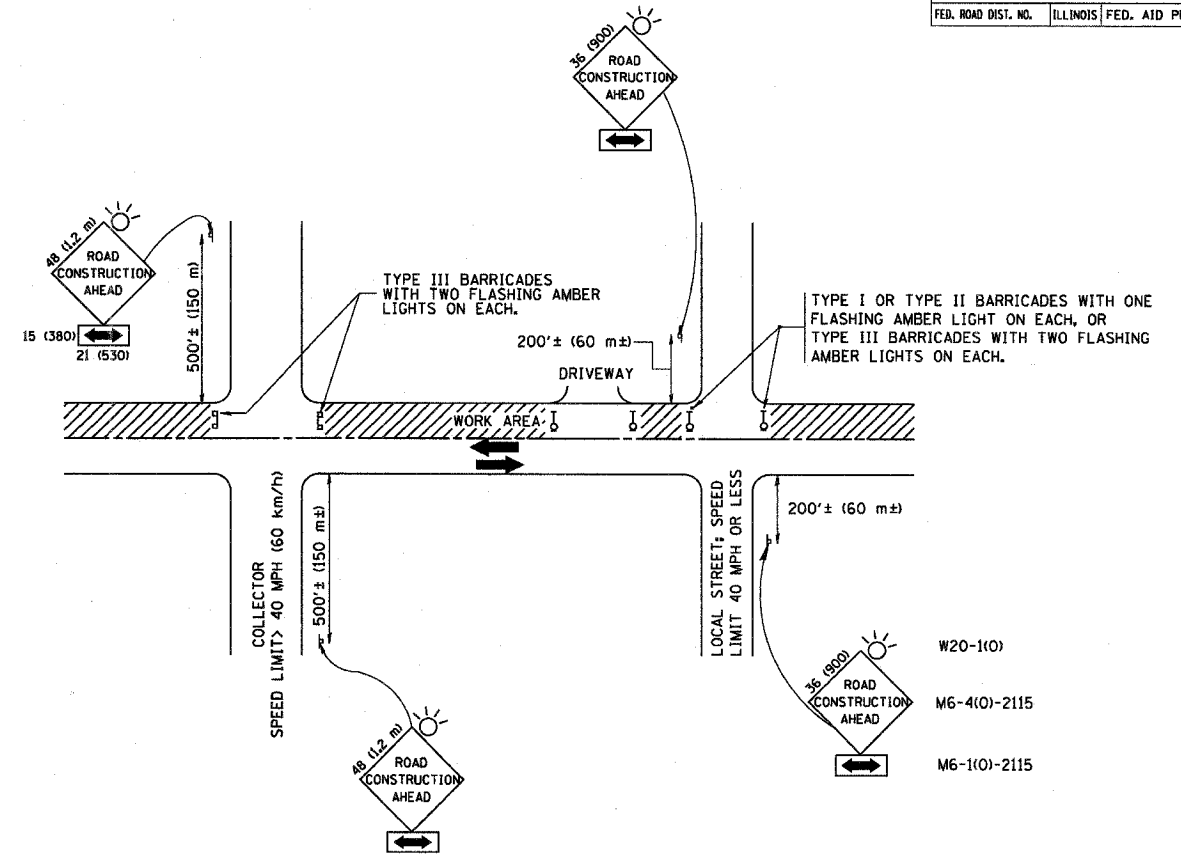
DRAWN BY

CHECKED BY

BD-TRAFBARTEMTYPE2

PLOT DATE = 3/12/2007
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = bboard1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	329
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 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

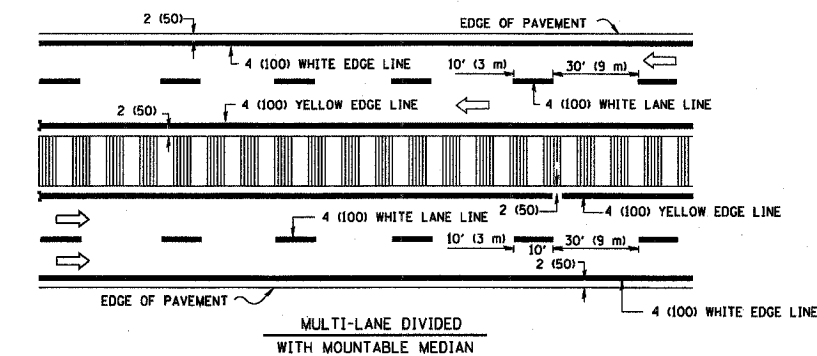
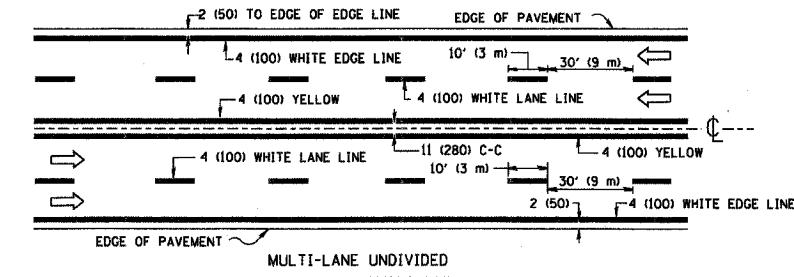
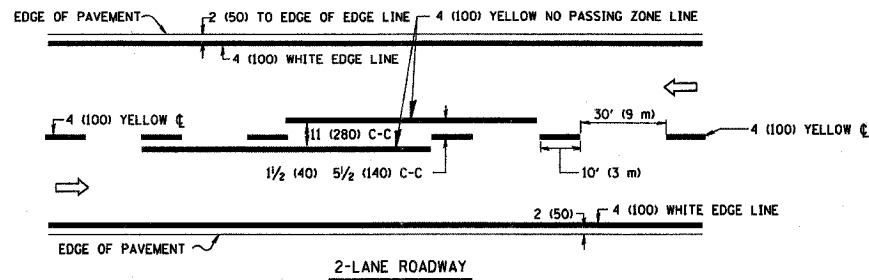
D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
NAME	DATE	
LHA	6/89	SCALE: DATE: 1/17/2007 DRAWN BY CHECKED BY TC-10 REVISION DATE: 01/06/00
T. RAMMACHER	09/08/94	
J. OBERLE	10/18/95	
A. HOUSEH	03/06/96	
T. RAMMACHER	01/06/00	

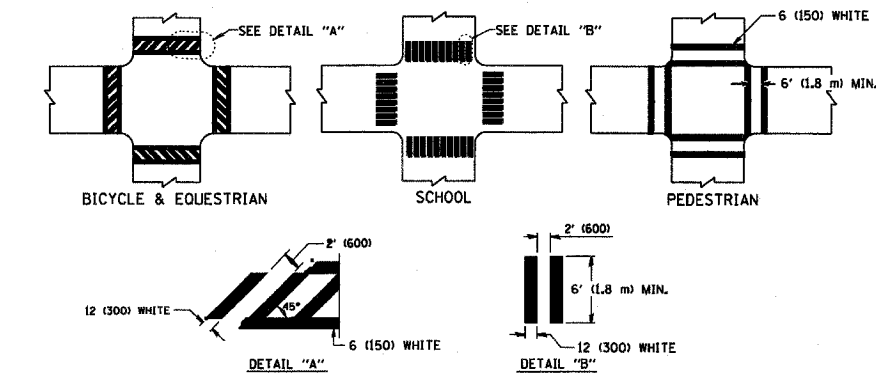
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USER NAME = jrguo

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	331
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

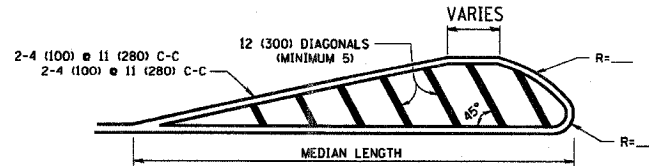
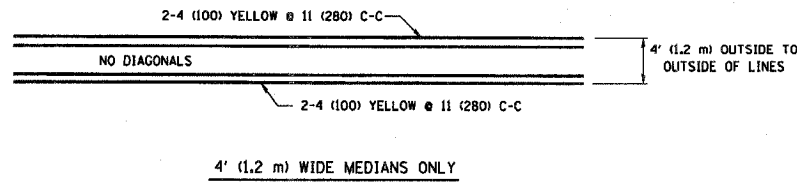


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

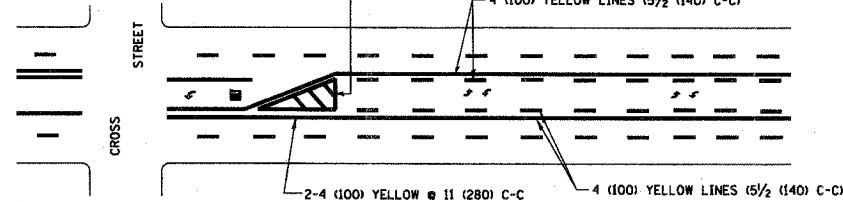


TYPICAL CROSSWALK MARKING



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

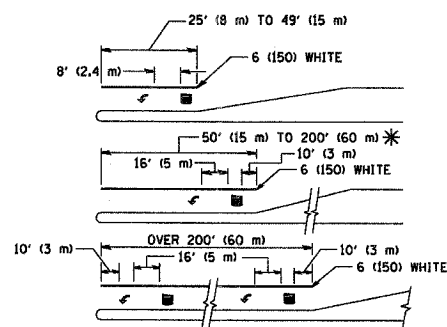
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

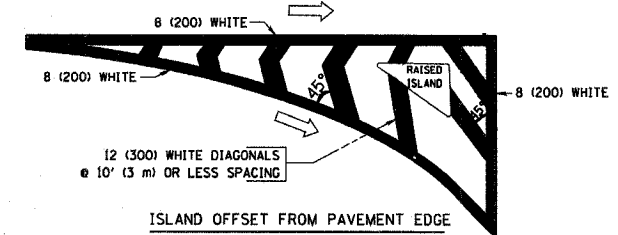
TYPICAL PAINTED MEDIAN MARKING



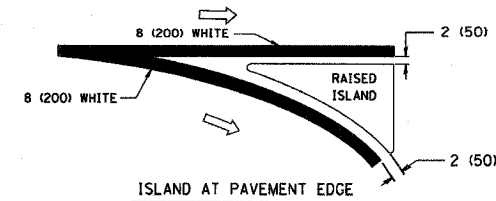
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

All dimensions are in 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

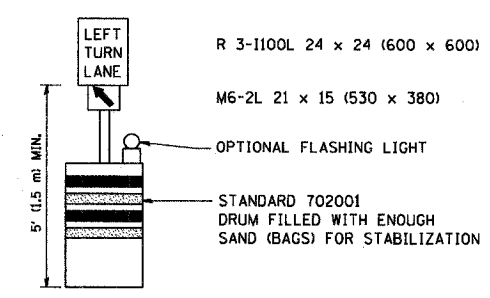
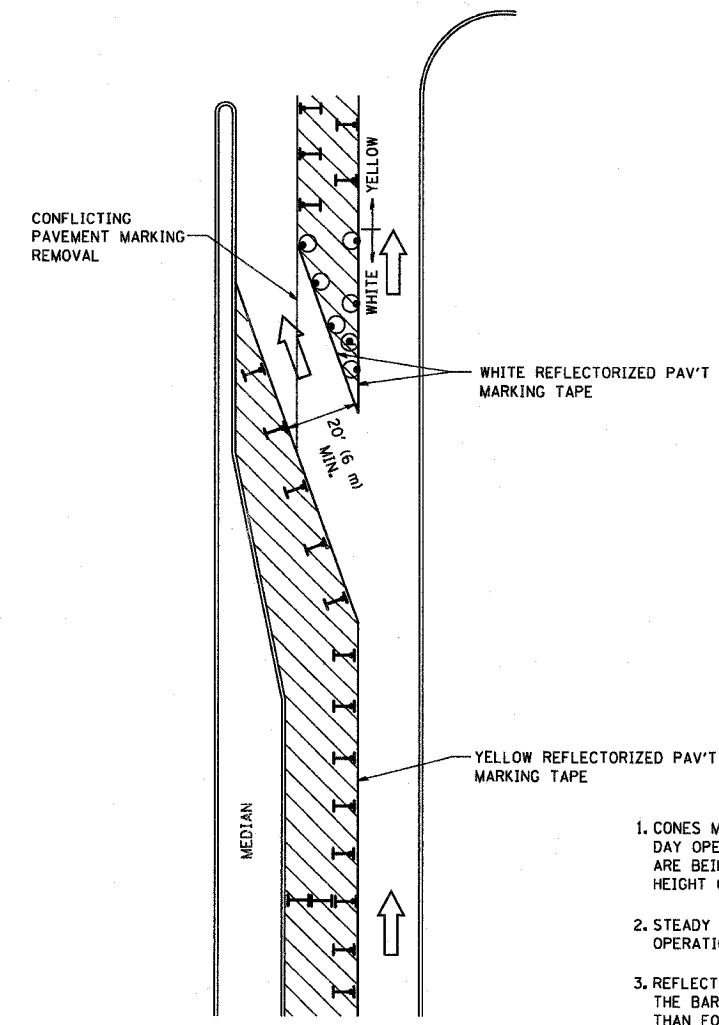
DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS

SCALE: NONE
DATE: 1/17/2007

DRAWN BY CADD
CHECKED BY

TC-13
REVISION DATE: 01/06/00

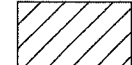





F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	332
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



GENERAL NOTES

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

LEGEND

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

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

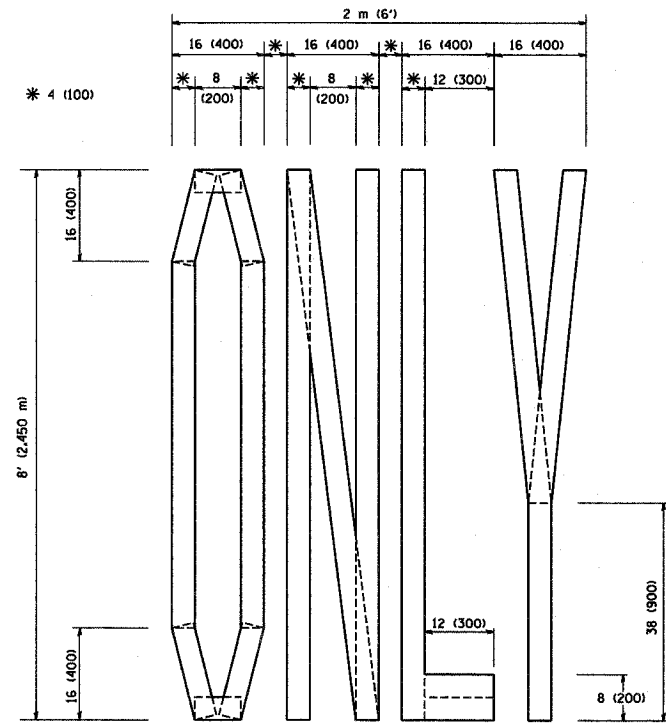
REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

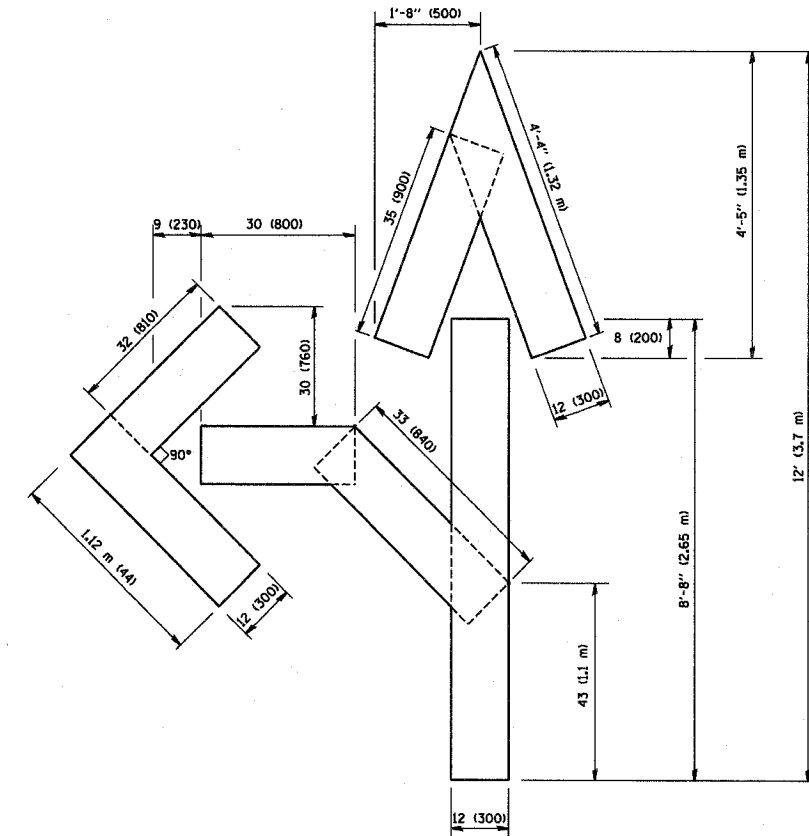
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 DRAWN BY
 CHECKED BY LHA

PLOT DATE: 1/17/2007
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 PLOT SCALE: 1"=100'
 USER NAME: lha

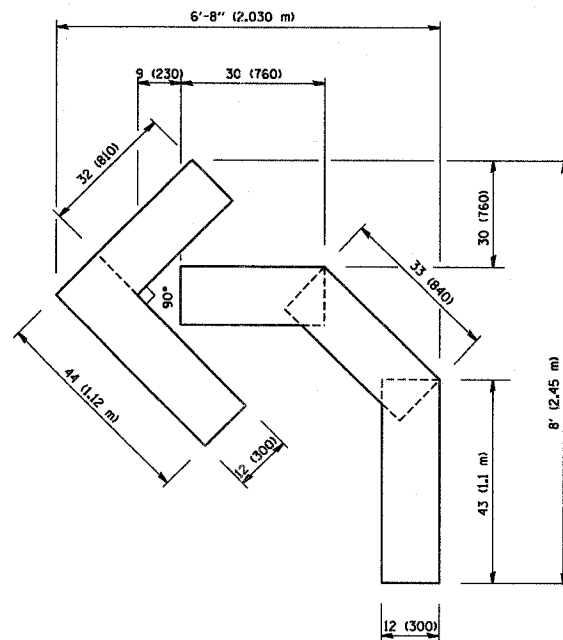
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	333
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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



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



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

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

PLOT DATE = 1/17/2007
FILE NAME = 11172007.dwg
PLOT SCALE = 50:1
USER NAME = jrguo

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: 1/17/2007

DRAWN BY CADD
CHECKED BY

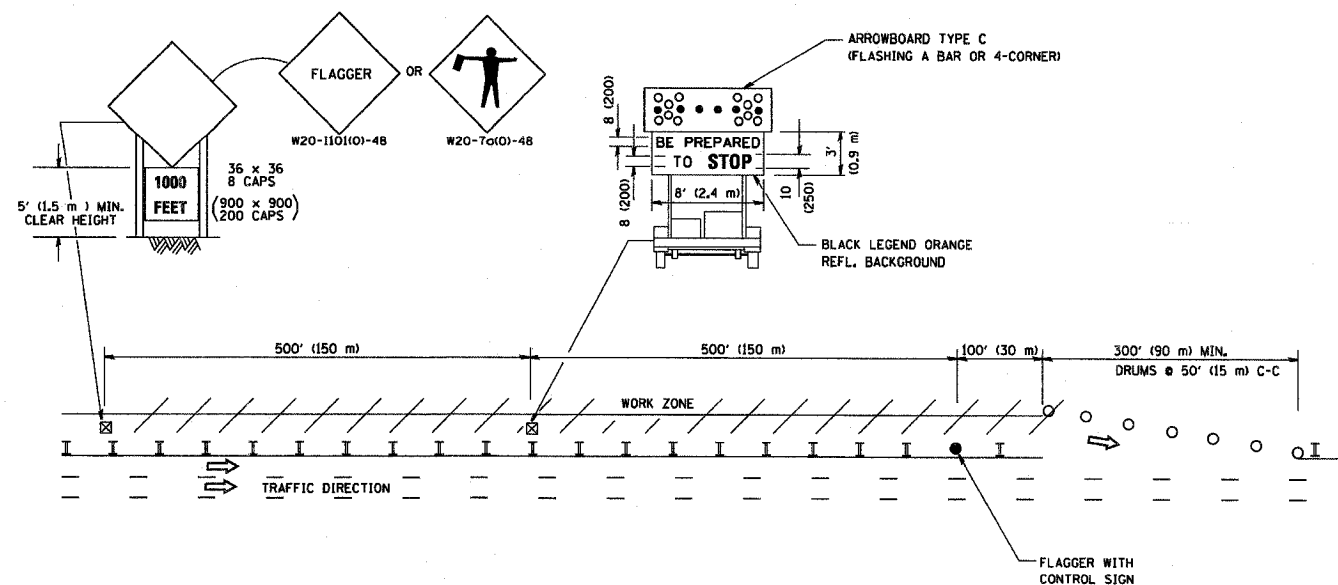
TC-16

REVISION DATE: 08/28/00

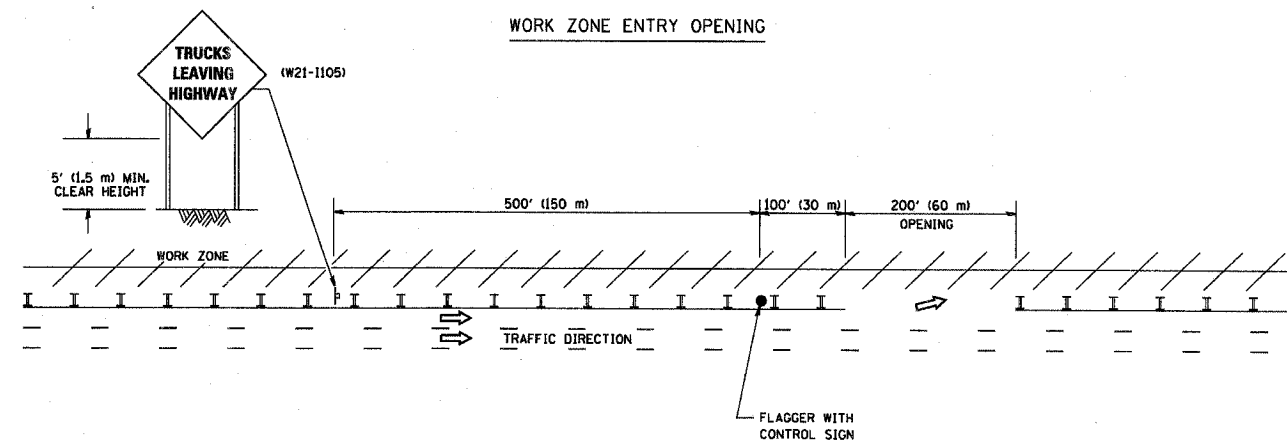
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			479	334
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03
JAF	2/06
SPB	1/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

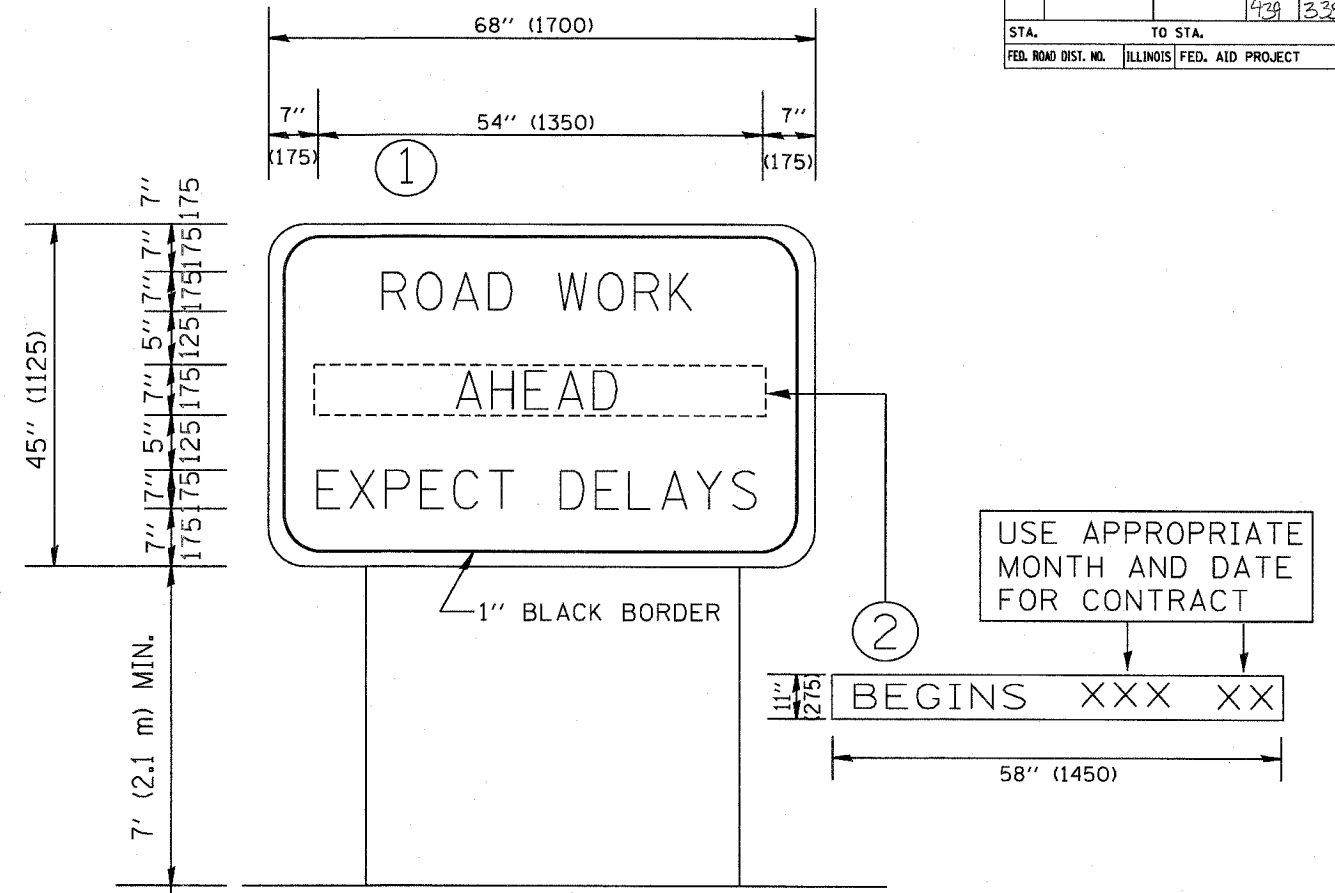
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DATE: 1/16/2007

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CHECKED BY

TC-1B

REVISION DATE: 01/01/07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			424	335
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 25.70 SQ. FT. (2.3 SQ. M.)

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

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

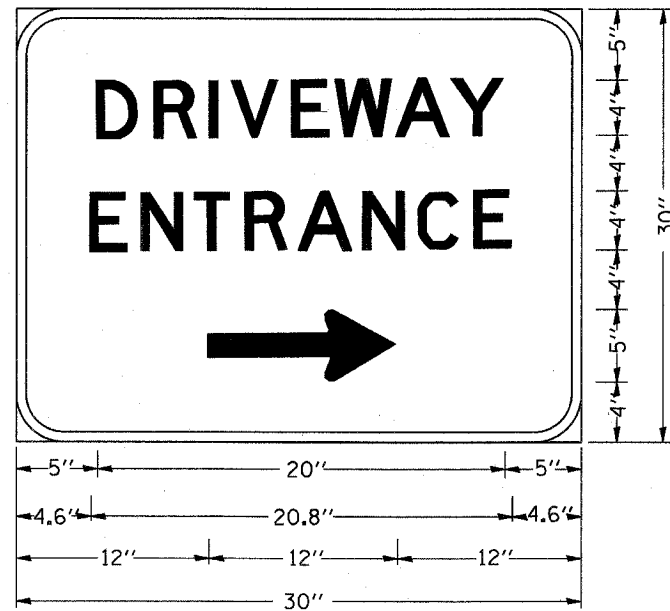
ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INFORMATION SIGNING

SCALE:
DATE: 1/17/2007

DRAWN BY DESIGN
CHECKED BY

TC22
REVISION DATE: 02/02/99

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			439	326
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

PLOT DATE = 3/7/2007
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 USER NAME = bwardi

REVISIONS	
NAME	DATE
C. JUCIUS	02/15/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DRIVEWAY ENTRANCE
 SIGNING**

SCALE: NONE

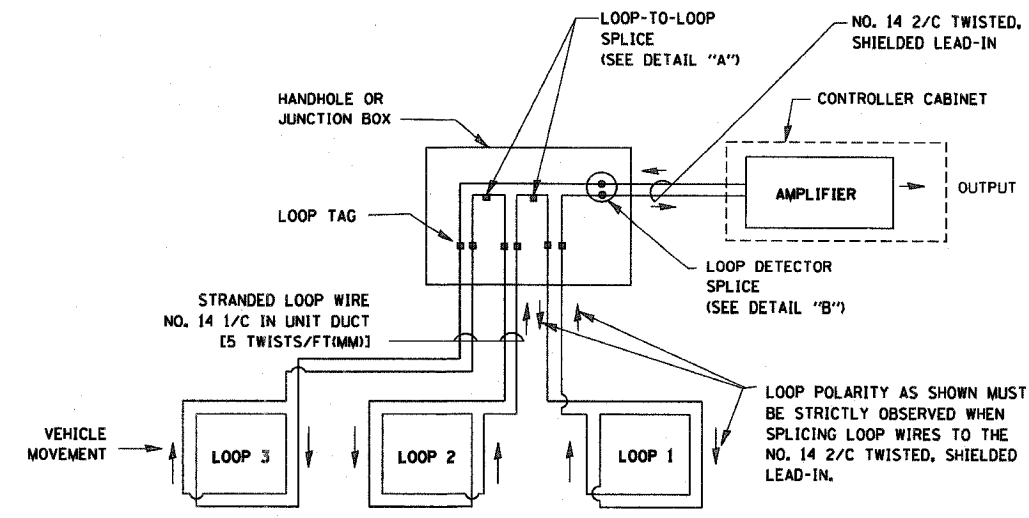
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CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			434	338
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LOOP DETECTOR NOTES

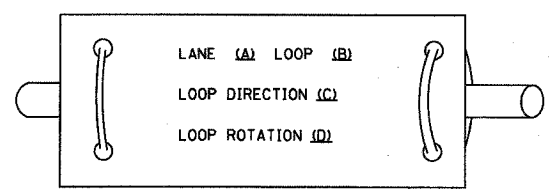
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PERFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PERFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



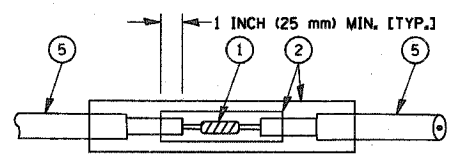
DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

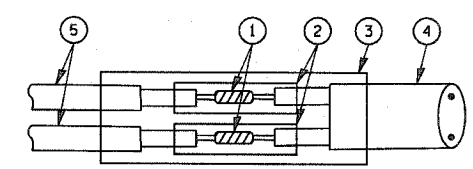
LOOP LEAD-IN CABLE TAG



- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

PLOT DATE: 2/15/2006
 FILE NAME: w:\projects\60801\ts05.dgn
 PLOT SCALE: 1/8"=1'-0"
 USER NAME: gplienob1

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS**

SCALE: NONE
DATE: 2/15/2006

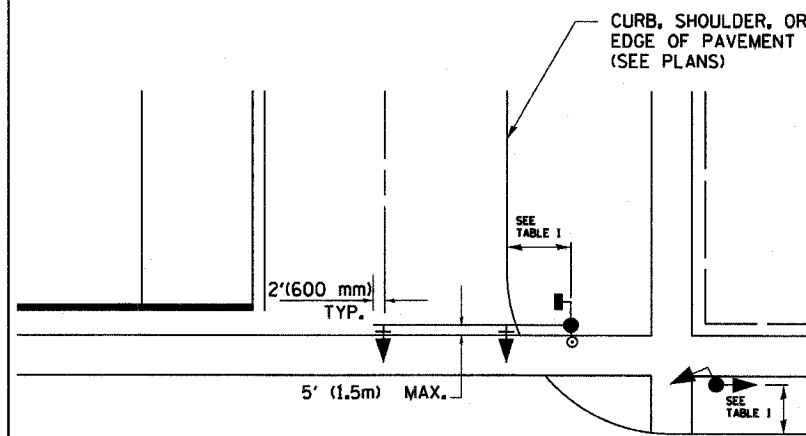
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

TS05
REVISION DATE: 01/01/02

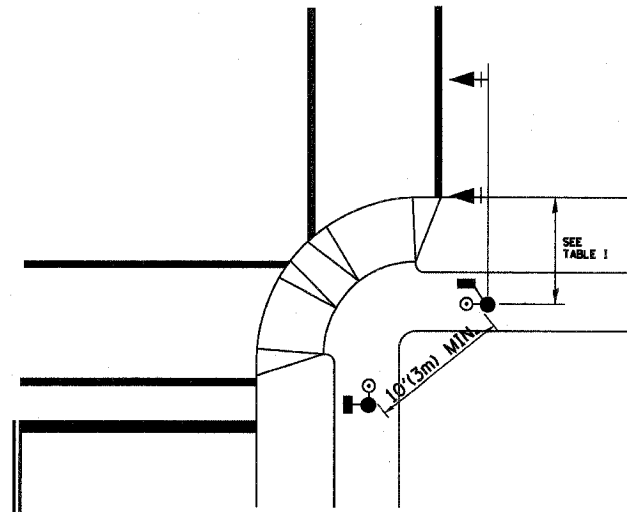
F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
			439 339
STA.		TO STA.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.
 AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.
 PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK.
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

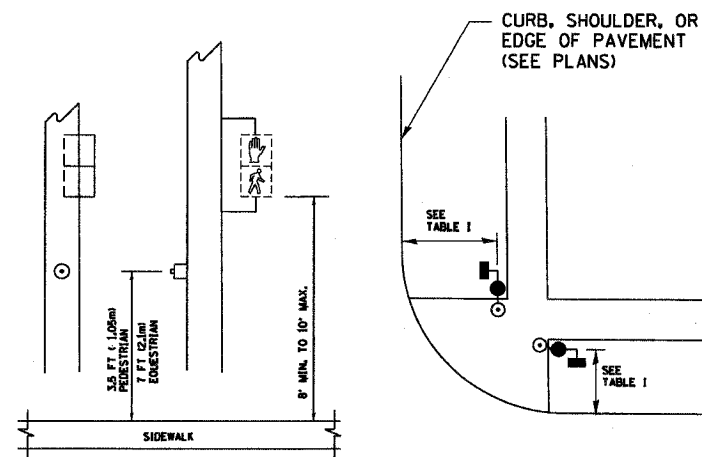


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

PLOT DATE = 1/17/2007
 FILE NAME = 60801.dwg
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = jingua

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

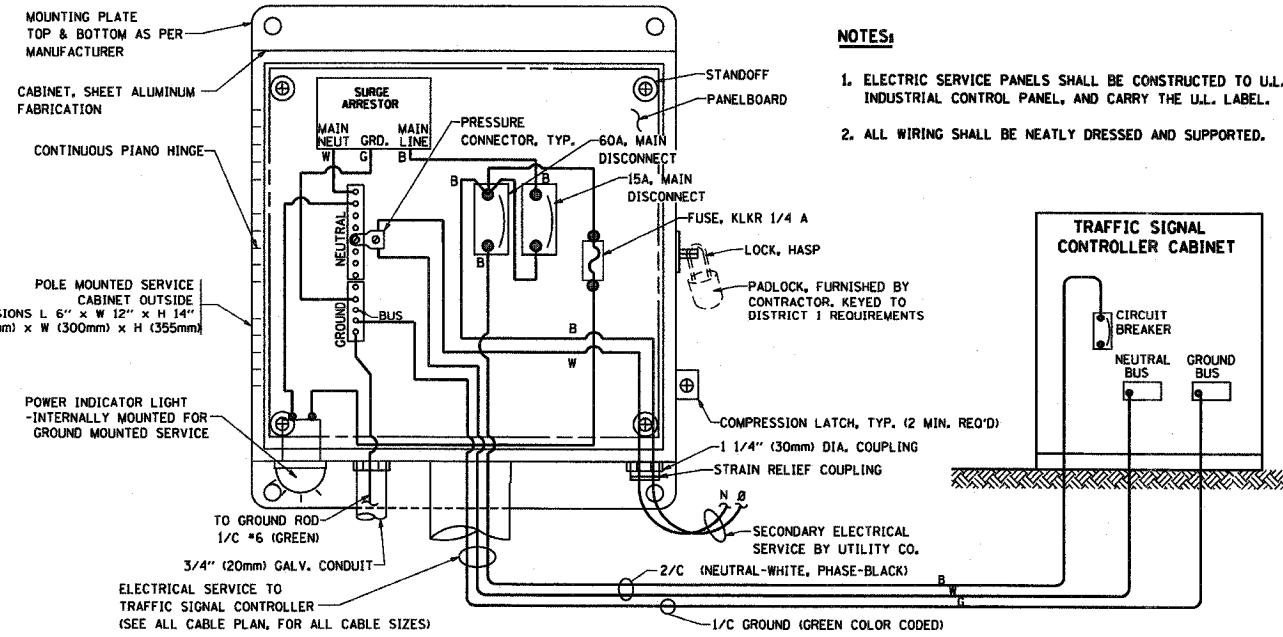
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 DATE: 1/17/2007

DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 2 OF 4

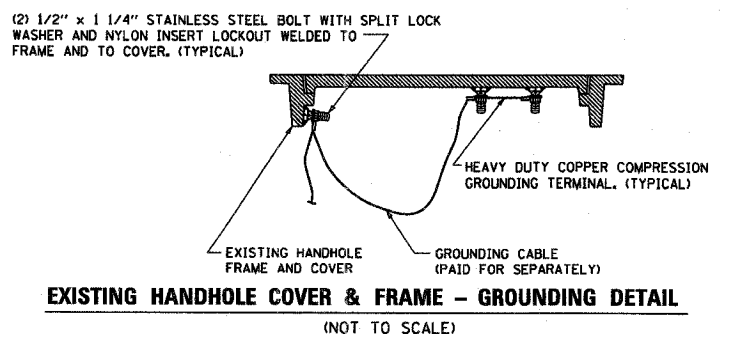
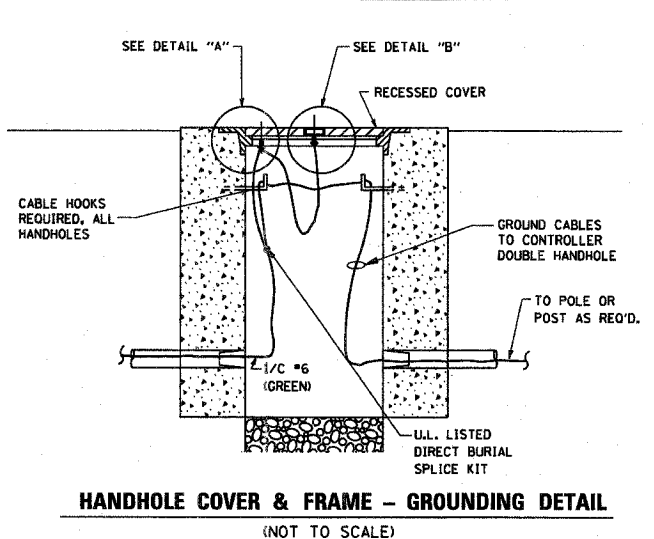
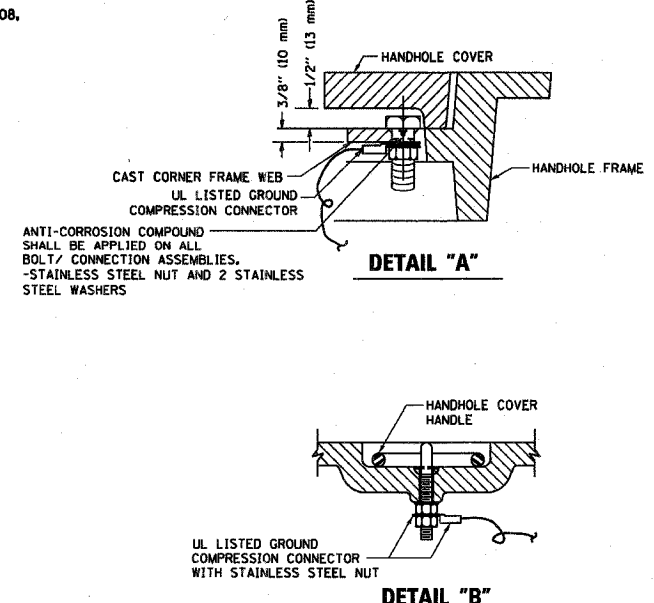
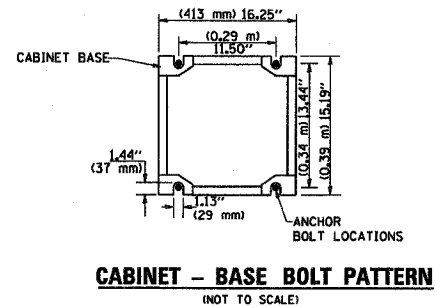
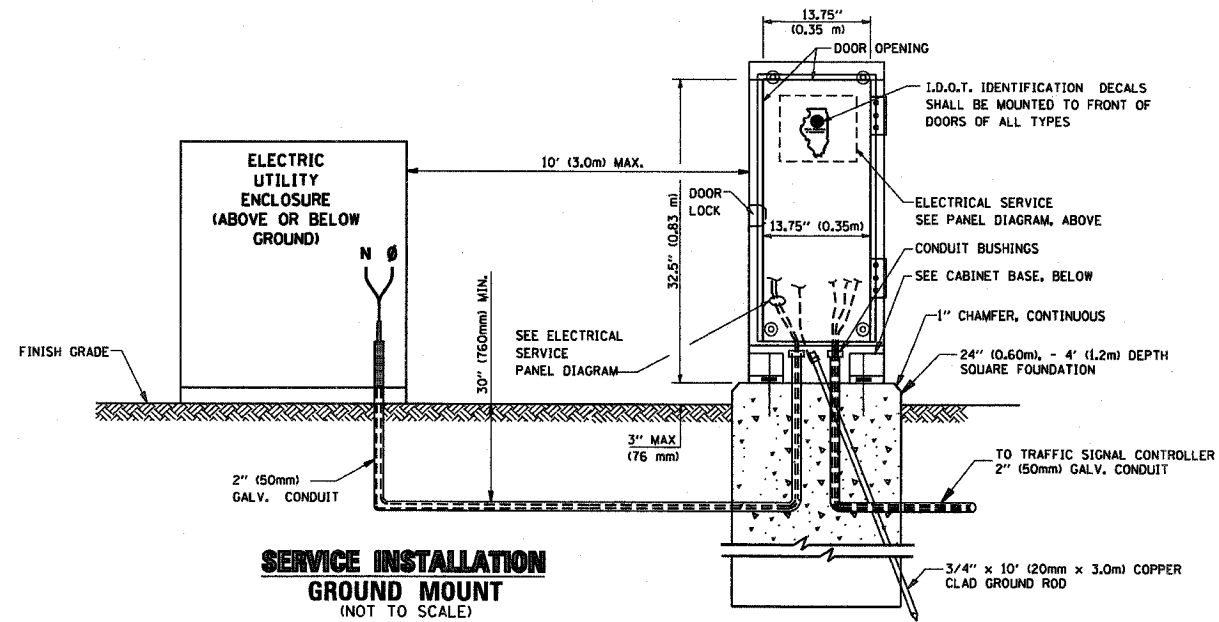
TS05

REVISION DATE: 01/01/02

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

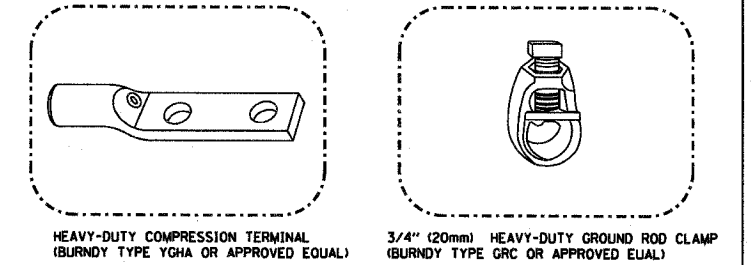


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)

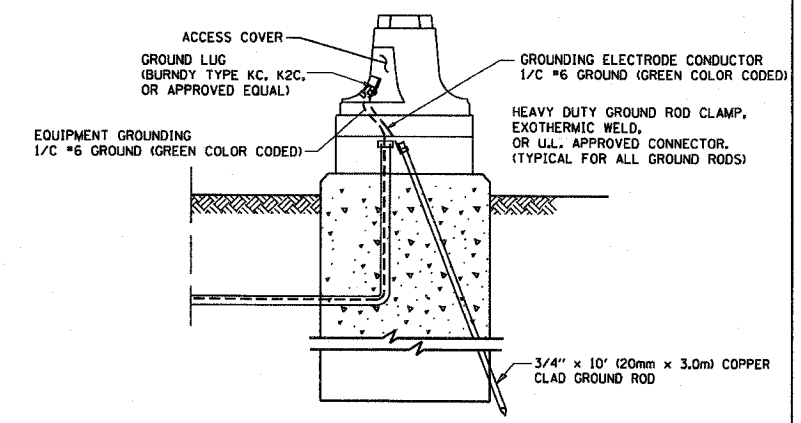


GROUNDING SYSTEM

- NOTES:**
- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD, ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
 - THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
 - ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
 - THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



REVISIONS

NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

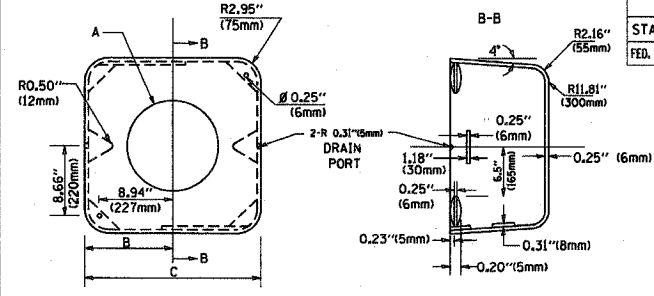
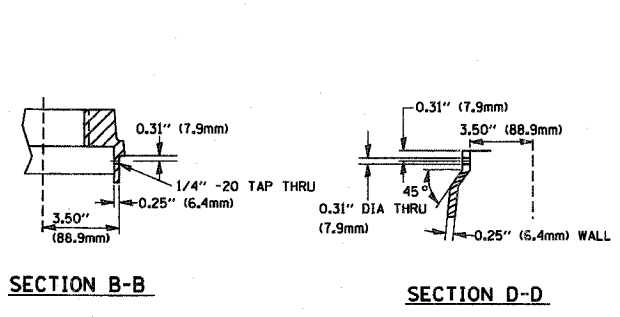
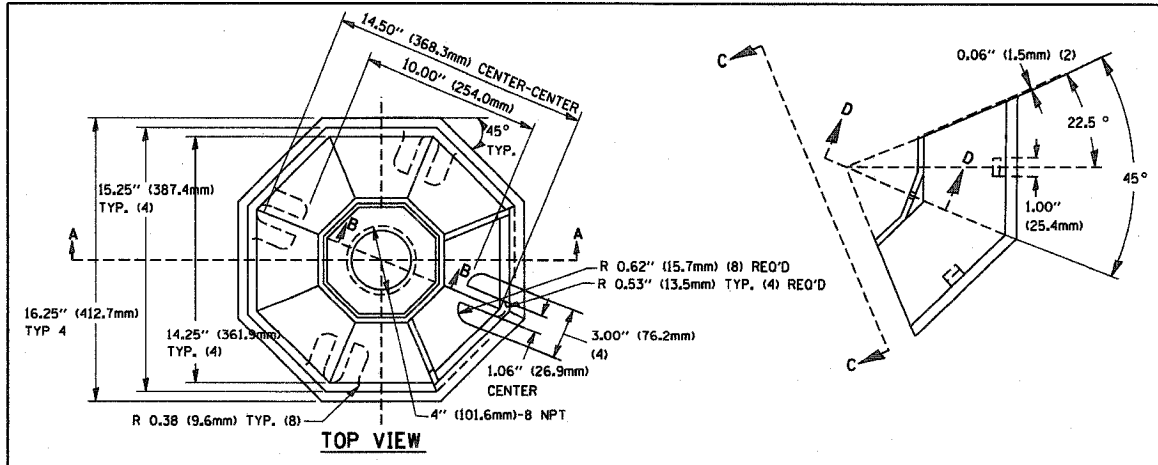
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 CHECKED BY: DAZ
 SHEET 3 OF 4

TS05
 REVISION DATE: 01/01/02

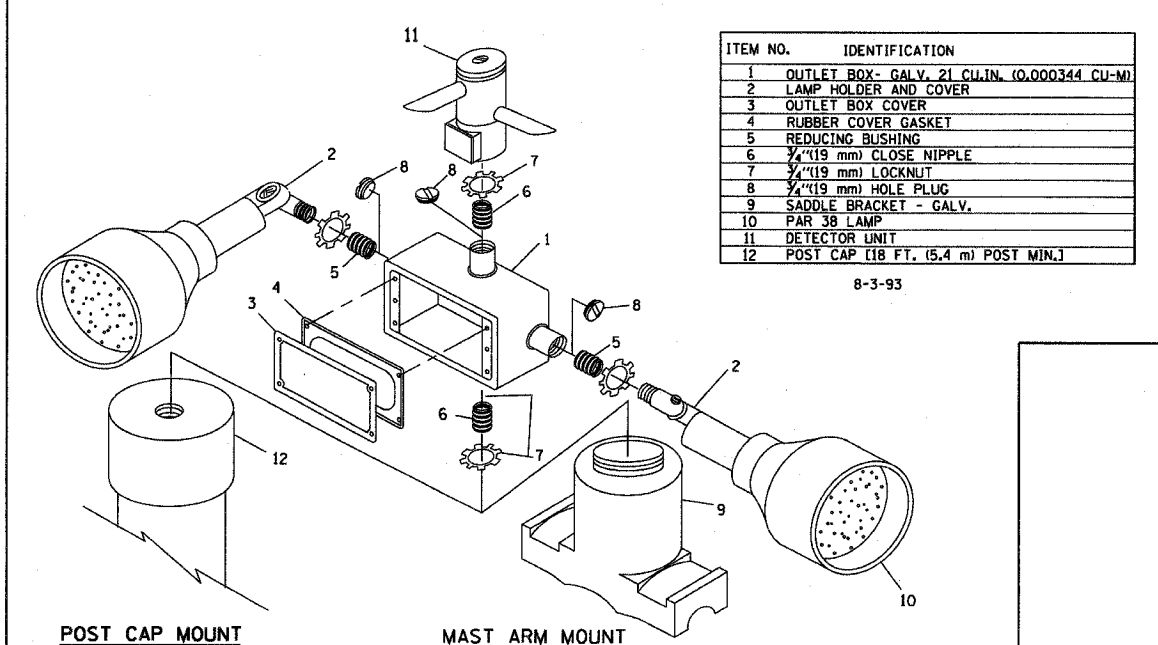
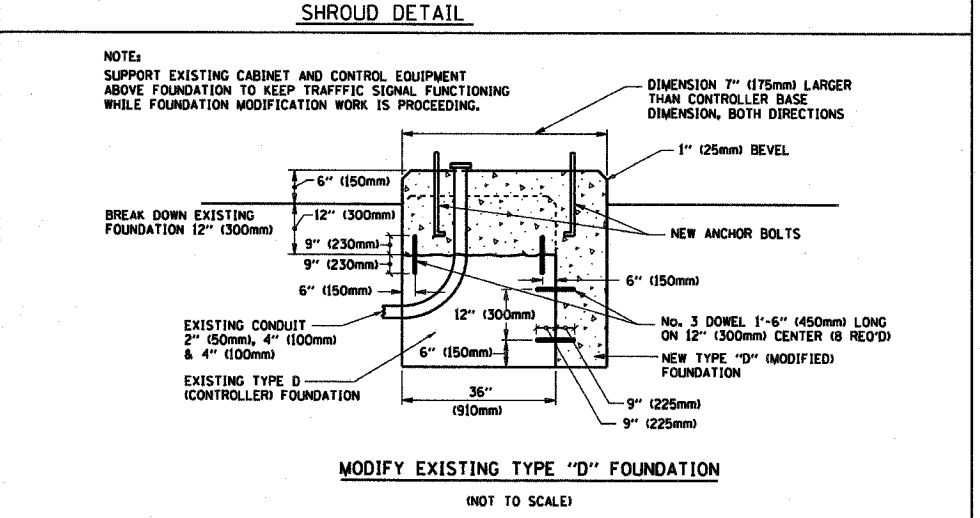
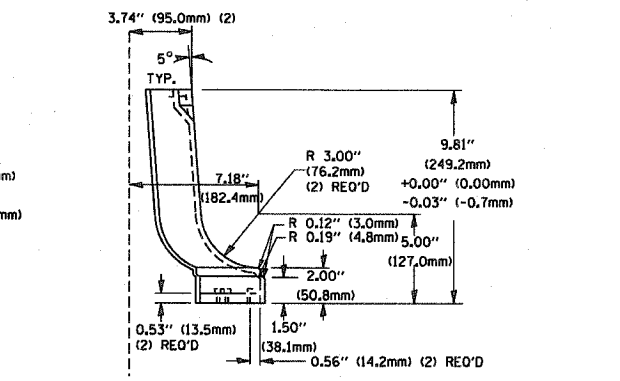
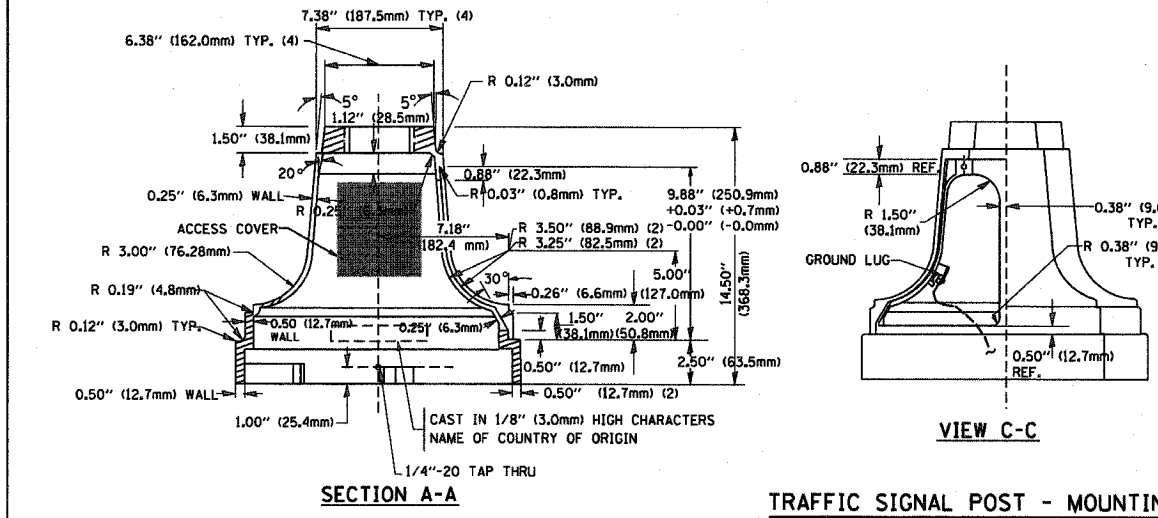
PLT DATE = 2/15/2006
 PLT NAME = gregg@tdot.gov
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 USER NAME = gregg

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



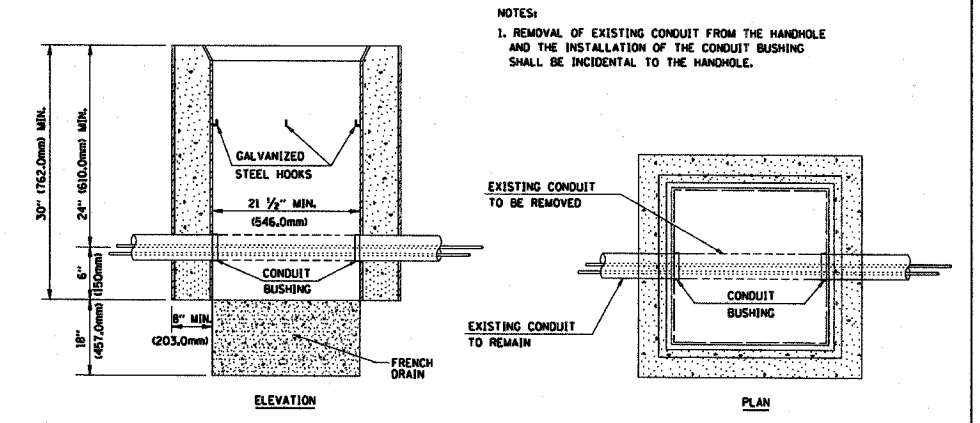
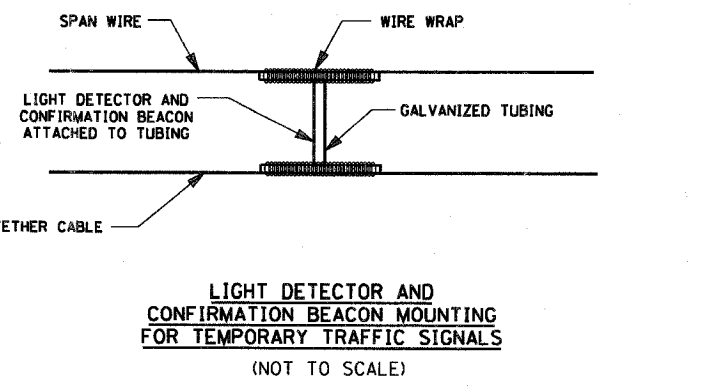
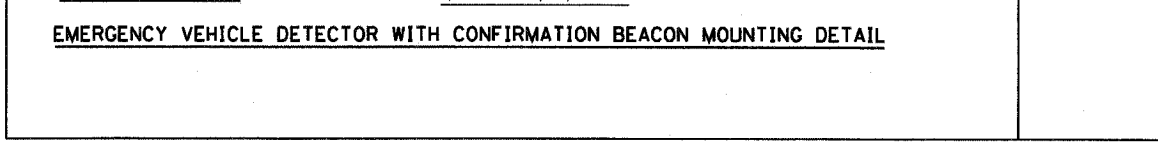
TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125\"(257mm)	9.5\"(241mm)	19\"(483mm)	12\"(300mm)	24kg
II	Ø 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\"(300mm)	26kg

MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED



ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU. IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:
 1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
 ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
 ITEM #9- 'BAND-IT' SADDLE BRACKET OR EQUIVALENT
 3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.

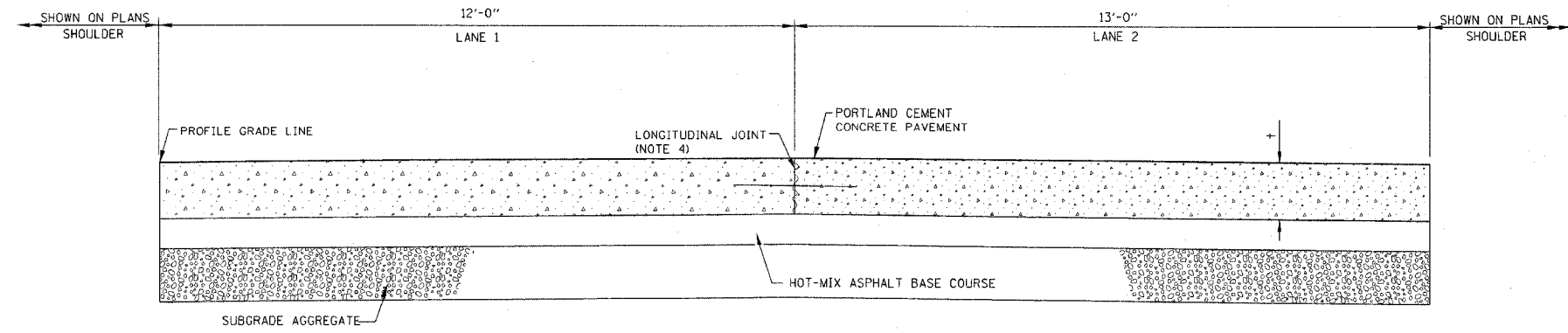


REVISIONS	NAME	DATE
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2	BUREAU OF TRAFFIC	3/15/01
3	BUREAU OF TRAFFIC	11/12/01
4	BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

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 USER NAME: gajlunab

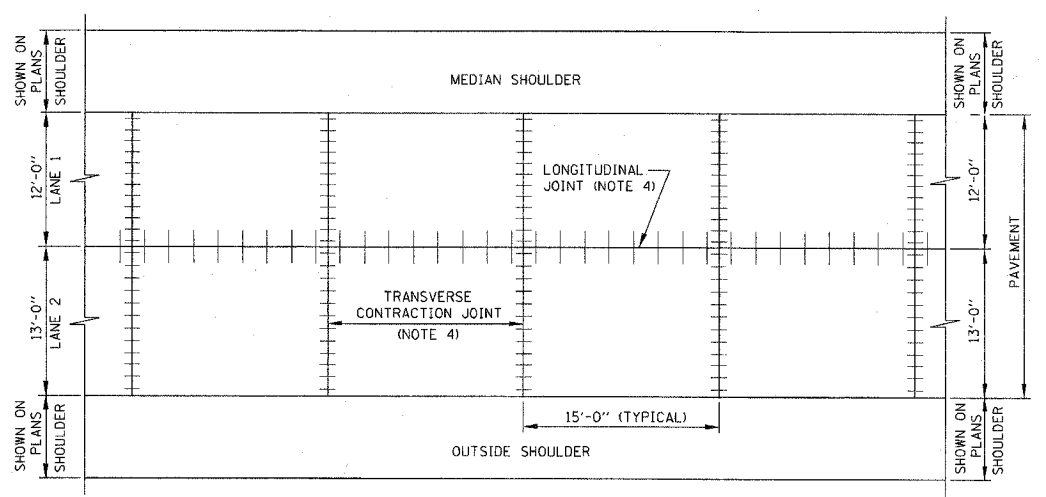
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 DESIGNED BY: DAD
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 SHEET 4 OF 4
 TS05
 REVISION DATE: 01/01/02



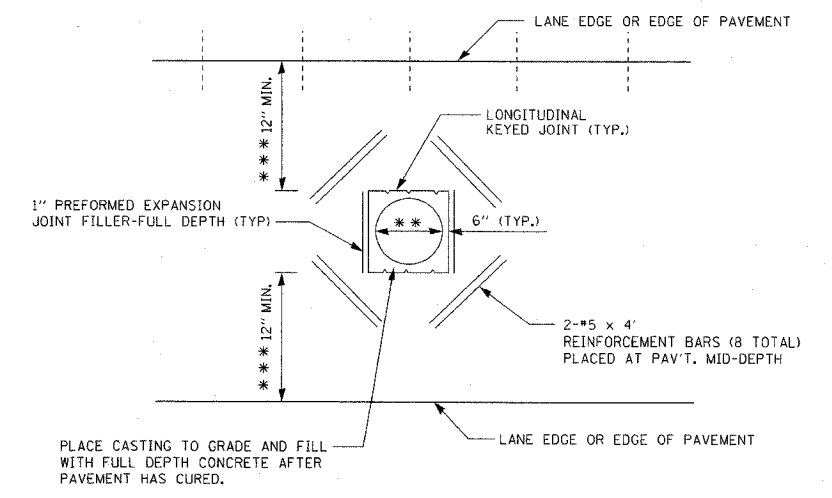
PAVEMENT CROSS - SECTION (2 LANES)

GENERAL NOTES:

1. DOWEL BASKET ASSEMBLIES, WHERE USED, SHALL BE SUPPORTED AND ANCHORED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
2. WHEN ADJACENT LANES ARE NOT BUILT IN ONE OPERATION, A LONGITUDINAL JOINT SHALL BE REPLACED WITH BULKHEAD LONGITUDINAL JOINT.
3. MATERIALS ARE PROJECT SPECIFIC. REFER TO PROJECT PLANS AND CONTRACT DOCUMENTS FOR DETAILS.
4. SEE STANDARD A7 (PAVEMENT JOINTS) AND IDOT STANDARD 420001 (PAVEMENT JOINTS) FOR DETAILS OF JOINTS AND TIE BARS NOT SHOWN.
5. PAVEMENT DESIGNS ARE PROJECT SPECIFIC, OTHER MATERIALS MAY BE SUBSTITUTED FOR HOT-MIX ASPHALT BASE COURSE AND SUBGRADE AGGREGATE. REFER TO PROJECTS PLANS FOR DETAILS AND MATERIAL THICKNESS.



PAVEMENT PLAN
2 - LANE SECTION



- ** CASTING OUTSIDE LIMITS
- *** WHEN THE 12" MINIMUM CANNOT BE ACHIEVED, THE TRANSVERSE JOINTS SHALL BE EXTENDED TO EITHER THE LONGITUDINAL JOINT OR EDGE OF PAVEMENT

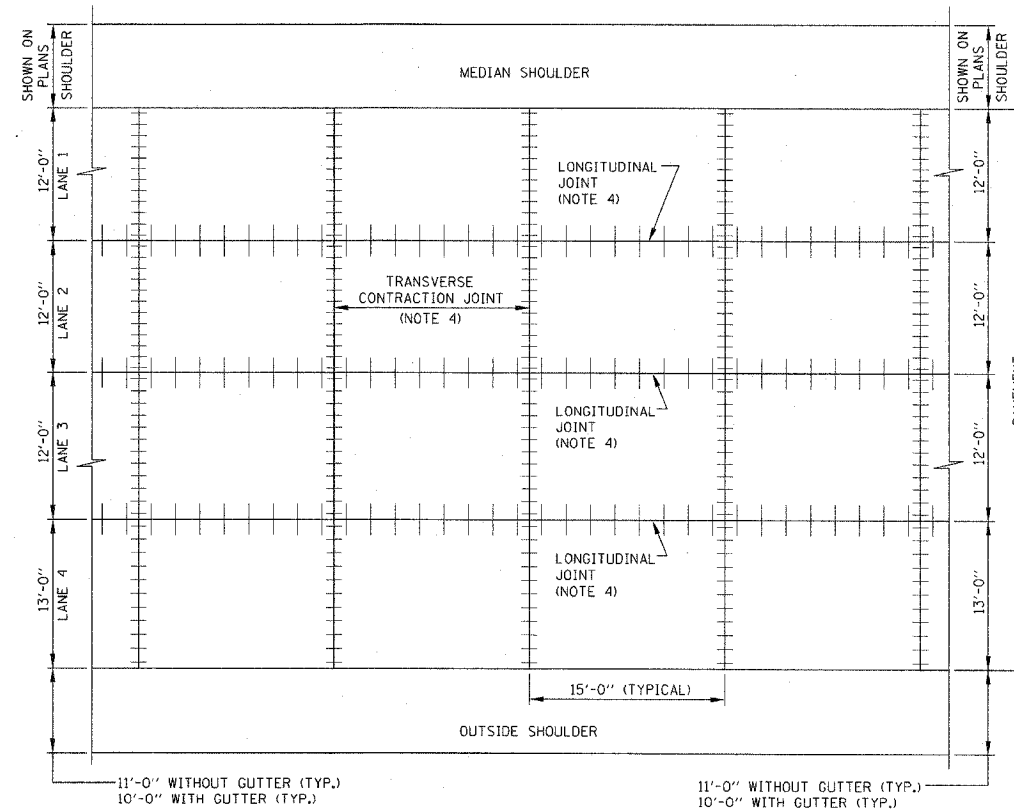
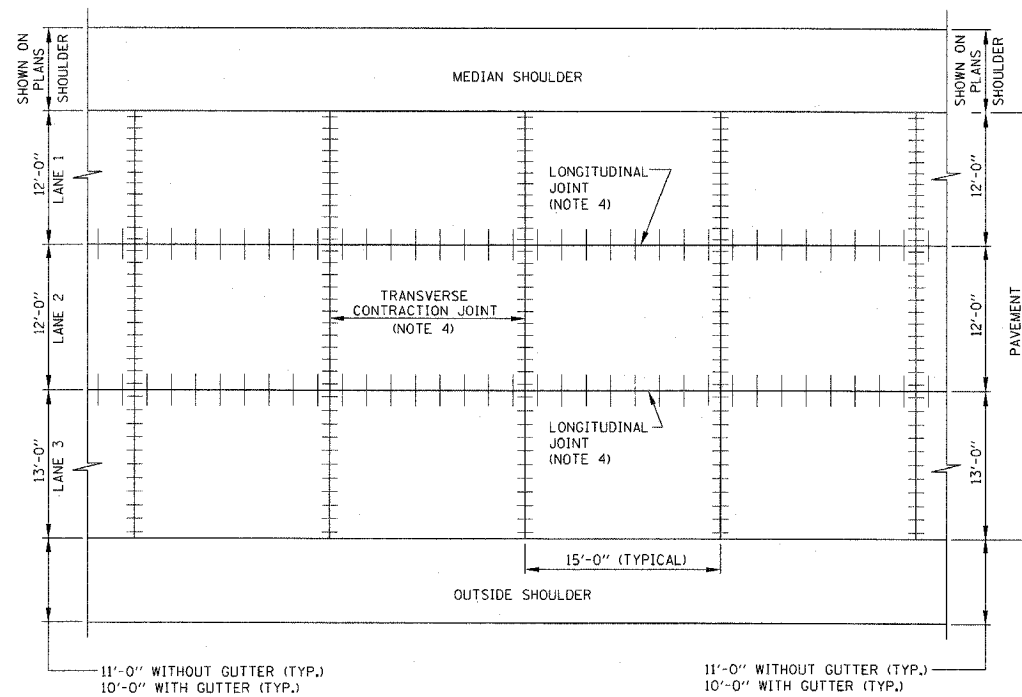
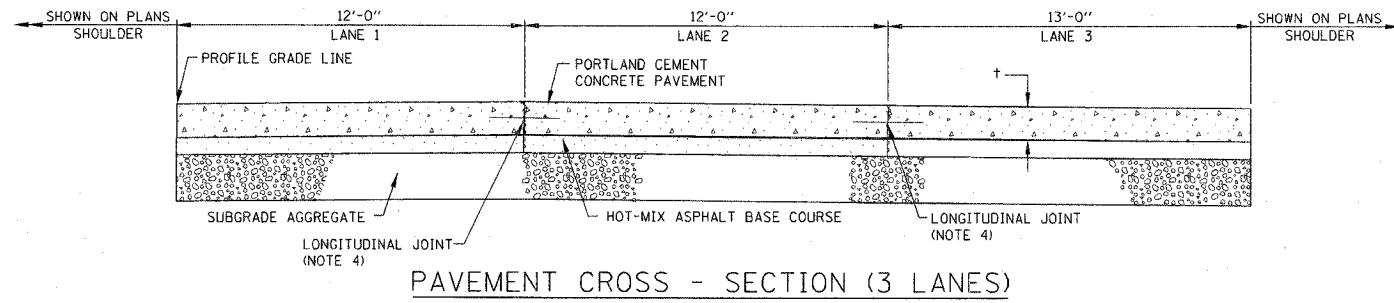
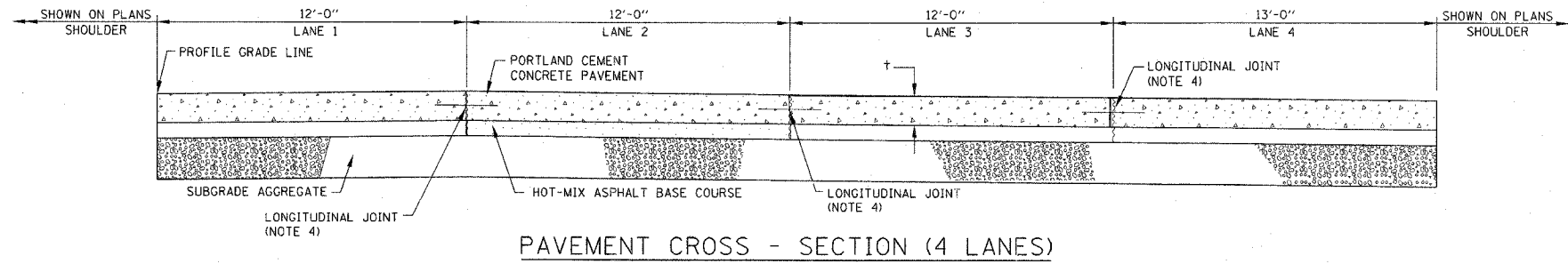
DETAIL OF ADDED REINFORCEMENT
FOR PAVEMENT BLOCKS-OUTS



APPROVED: *Jeff Haly*
CHIEF ENGINEER
DATE 1-1-2007

DATE	REVISIONS

J.P.C. PAVEMENT
STANDARD A5-00



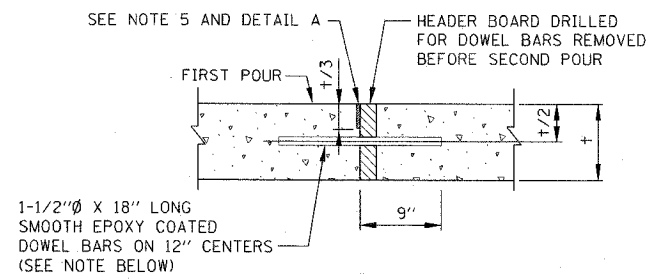
J.P.C. PAVEMENT

STANDARD A5-00

SEE SHEET 1 (OF 2)
IN THIS SERIES
FOR GENERAL NOTES.

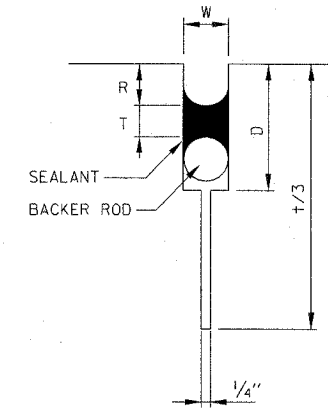
DATE	REVISIONS

APPROVED *Jeff Staley*
DATE 1-1-2007



NOTE: FOR 13" PAVEMENT USE THE FOLLOWING
1-1/2"Ø X 18" LONG ON 9" CENTERS OR
1-3/4"Ø X 18" LONG ON 12" CENTERS

TRANSVERSE CONSTRUCTION JOINT / CONTRACTION JOINT
(JOINTED PLAIN CONCRETE PAVEMENT)

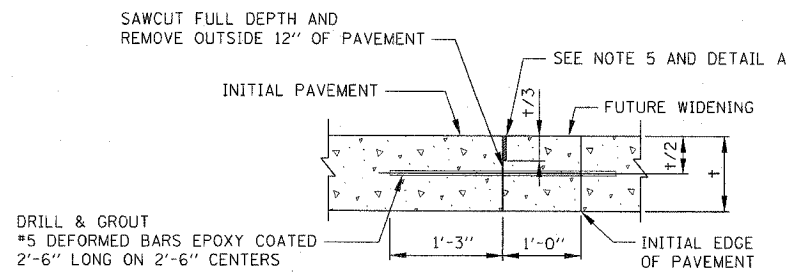


DETAIL A

TYPICAL JOINT CROSS-SECTION

W = SEALANT WIDTH, 3/8" MIN
T = SEALANT THICKNESS
R = SEALANT RECESS, FLUSH OR OVER BANDING NOT ALLOWED
D = JOINT CHANNEL DEPTH
t = PAVEMENT THICKNESS

AS RECOMMENDED BY MANUFACTURER



LONGITUDINAL JOINT
(FUTURE WIDENING)

GENERAL NOTES

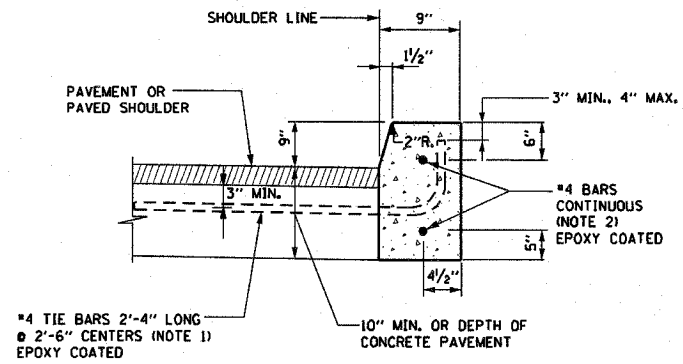
1. DOWEL BAR CAPS SHALL BE PLACED ON OPPOSITE END OF ADJACENT DOWEL BARS.
2. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
3. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
4. † = PAVEMENT THICKNESS
5. SAW CUTS FOR PAVEMENT CRACK CONTROL AND JOINT SEALING SHALL BE MADE IN TWO STEPS. A 3/8" SAW CUT SHALL BE PROVIDED AS A JOINT SEALANT RESERVOIR TO THE DEPTH RECOMMENDED BY THE SEALANT MANUFACTURER AND APPROVED BY THE ENGINEER.

APPROVED *Jeff Haley* CHIEF ENGINEER DATE 1-1-2007

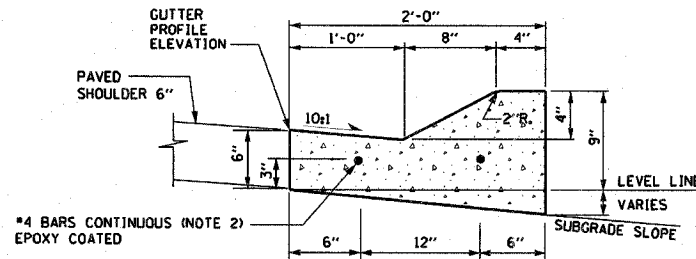


DATE	REVISIONS

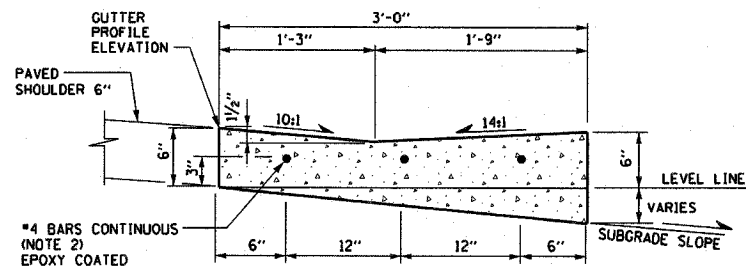
PAVEMENT JOINTS
STANDARD A7-00



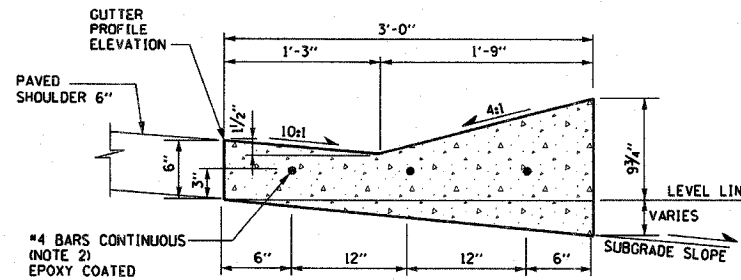
TYPE "C" CURB



TYPE G-2 GUTTER



TYPE G-3, MODIFIED GUTTER



TYPE G-3 GUTTER

NOTES:

1. CURBS OR CURB AND GUTTERS CONSTRUCTED ADJACENT TO PROPOSED P.C.C. PAVEMENTS OR P.C.C. SHOULDERS SHALL HAVE #4 TIE BARS AS DETAILED. CURB AND GUTTERS CONSTRUCTED ADJACENT TO AN EXISTING P.C.C. PAVEMENT OR P.C.C. BASE COURSE SHALL HAVE #4 TIE BARS, DRILLED AND GROUTED INTO THE EXISTING CONCRETE WITH AN APPROVED EPOXY GROUT. CURB AND GUTTERS CONSTRUCTED ADJACENT TO EXISTING P.C.C. SHOULDERS SHALL BE PROVIDED WITH TIE BARS IF SPECIFIED AND DETAILED IN THE PLANS.
2. WHEN CURBS OR CURB AND GUTTERS ARE CONSTRUCTED ADJACENT TO EXISTING OR PROPOSED P.C.C. PAVEMENT, P.C.C. BASE COURSE OR P.C.C. SHOULDERS CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE CONSTRUCTED IN THE CURBS OR CURB AND GUTTERS IN PROLONGATION WITH THE JOINTS IN ADJACENT PAVEMENT OR SHOULDER. EXPANSION JOINTS SHALL BE AS SPECIFIED AND DETAILED IN THE PLANS. REINFORCING BARS SHALL BE DISCONTINUED AT EXPANSION JOINTS.
3. CONSTRUCTION JOINT SHALL BE PROVIDED WITH #4 DEFORMED STEEL TIE BARS 2'-6" LONG. THE BARS SHALL BE PLACED ON 9"+ CENTERS (MINIMUM 2 PER JOINT).
4. FOR CURB TRANSITIONS, THE CURB PORTION OF LEADING ENDS OF CURB OR CURB AND GUTTERS IN THE DIRECTION OF TRAFFIC SHALL BEGIN FLUSH WITH ADJACENT PAVEMENT OR SHOULDER SURFACE AND TRANSITION TO FULL HEIGHT AT THE RATE OF ONE INCH VERTICAL TO ONE FOOT HORIZONTAL. CURB HEIGHT AND SHAPE TRANSITIONS FROM ONE ABUTTING TYPE TO ANOTHER SHALL BE 3 FT. MIN. IN LENGTH.
5. FOR G-2 AND G-3 TRANSITION DETAILS SEE STANDARD B2 (TYPE G-2 AND G-3 GUTTER TRANSITIONS).
6. G-3 GUTTER SHALL NOT BE CONSTRUCTED ALONG UNSHIELDED FILL SLOPES STEEPER THAN 6:1.

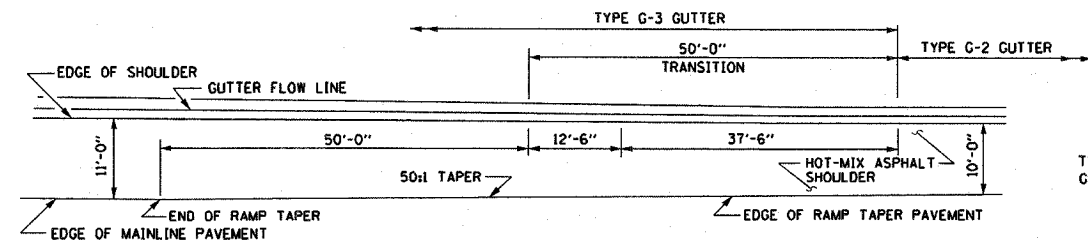
APPROVED *Jeff Daley* CHIEF ENGINEER DATE 1-1-2007

DATE	REVISIONS

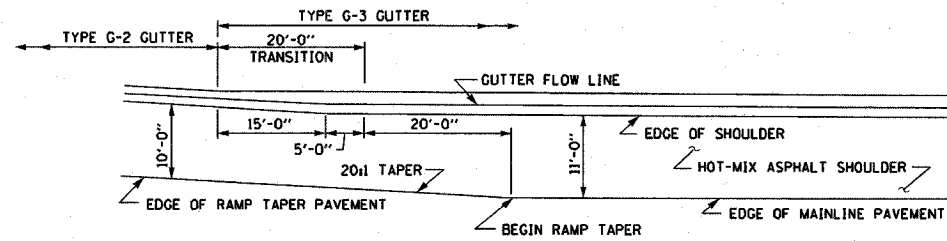
Illinois Tollway
Open Roads for a Faster Future

CURB, CURB AND GUTTER AND GUTTER DETAILS

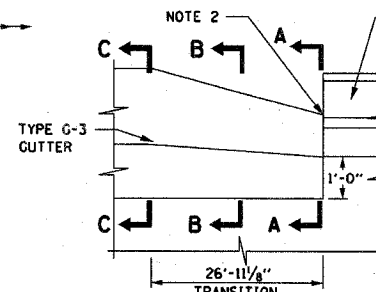
STANDARD B1-00



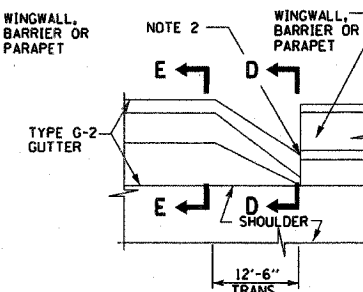
GUTTER TRANSITION AT ENTRANCE RAMP TERMINALS



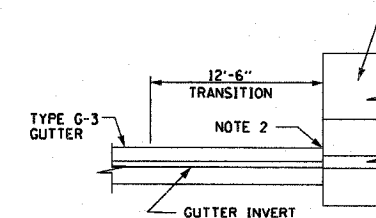
GUTTER TRANSITION AT EXIT RAMP TERMINALS



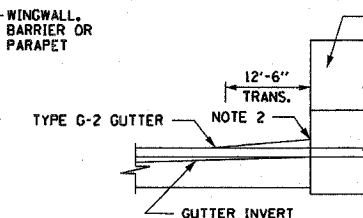
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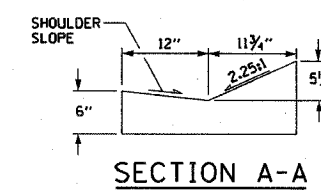
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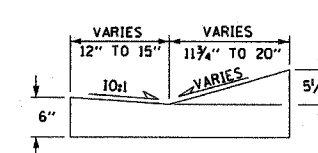
ELEVATIONS
TYPE G-3



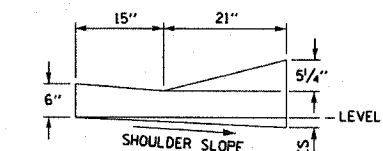
ELEVATION
TYPE G-2



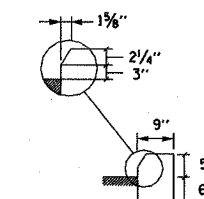
SECTION A-A



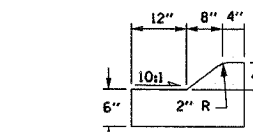
SECTION B-B



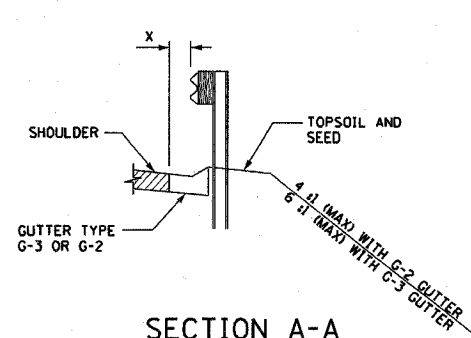
SECTION C-C
NORMAL TYPE G-3 GUTTER



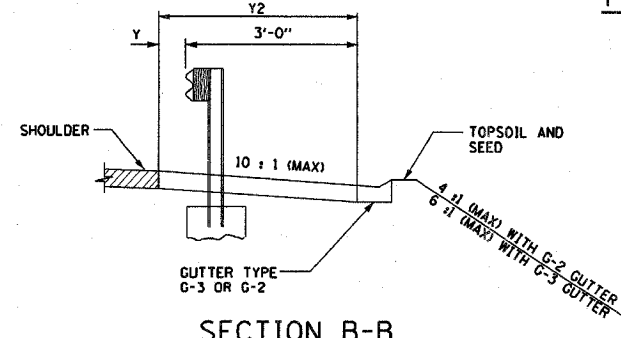
SECTION D-D



SECTION E-E
NORMAL TYPE G-2 GUTTER

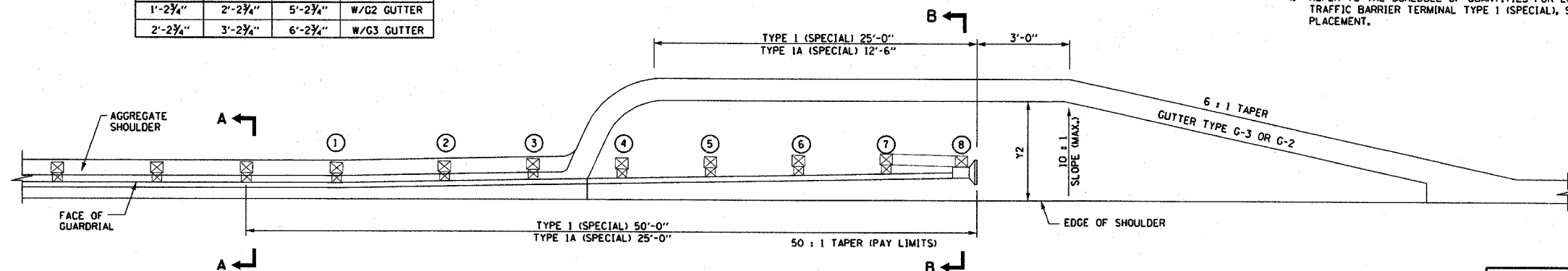


SECTION A-A



SECTION B-B

X	Y	Y2	CONDITION
1'-2 3/4"	2'-2 3/4"	5'-2 3/4"	W/G2 GUTTER
2'-2 3/4"	3'-2 3/4"	6'-2 3/4"	W/G3 GUTTER



GUTTER TRANSITION AT TANGENT TRAFFIC BARRIER TERMINAL,
TYPE 1 & 1A (SPECIAL)

GUTTER TRANSITIONS AT BRIDGE DEPARTURES

GUTTER TRANSITION NOTES:

1. TRANSITIONS SHALL BE PAID FOR PER LINEAR FOOT FOR CONCRETE GUTTER, TYPE G-3.
2. PROVIDE 1" EXPANSION JOINT WITH PREFORMED JOINT FILLER BETWEEN TRANSITION SECTION AND WINGWALL.
3. SEE STANDARD B3 (TYPE G-2/G-3 GUTTER TRANSITION AT TRAFFIC BARRIER TERMINAL, TYPE 6) FOR G-3 GUTTER TRANSITION AT BRIDGE APPROACH.
4. REFER TO THE SCHEDULE OF QUANTITIES FOR LOCATIONS OF TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL), SPECIAL PLACEMENT.

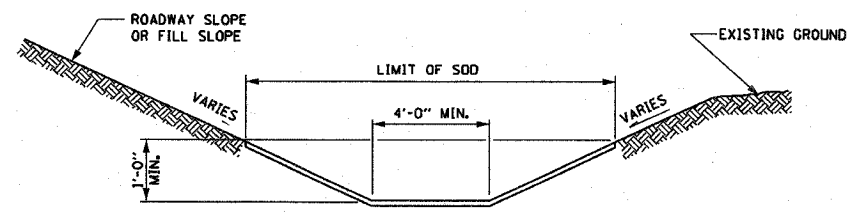
APPROVED: *Jeff Staley*
CHIEF ENGINEER DATE 1-1-2007

DATE	REVISIONS

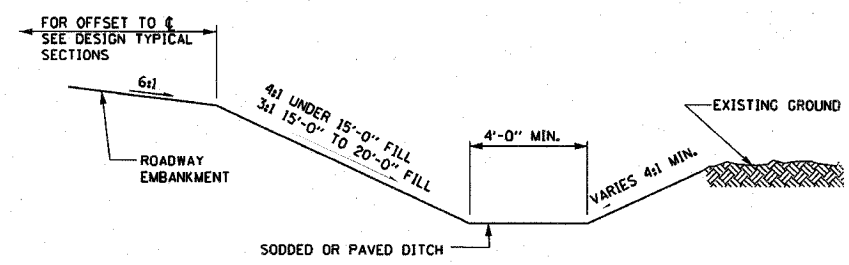
Illinois Tollway
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TYPE G-2 AND G-3
GUTTER TRANSITIONS

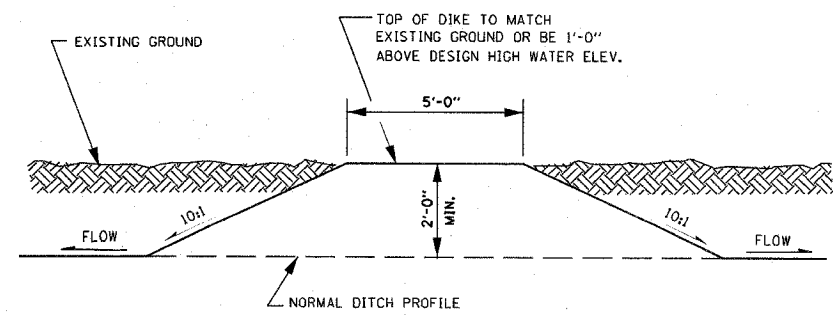
STANDARD B2-00



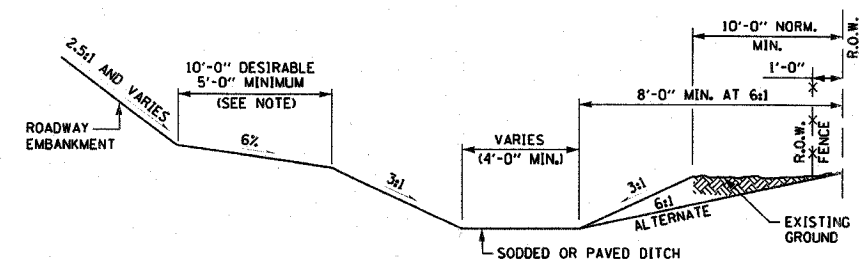
SODDED DITCH



**EMBANKMENT UNDER 20 FEET IN HEIGHT
TOE OF EMBANKMENT DITCHES**



SIDE DITCH DIKE



**EMBANKMENT
OVER 20 FEET IN HEIGHT**

NOTES FOR EMBANKMENT DITCHES:

1. WIDTH AND SLOPE MAY VARY DEPENDING ON SOIL CONDITION OR R.O.W. REQUIREMENTS.
2. THESE SECTIONS APPLY TO A DESIRABLE SECTION FOR NEW CONSTRUCTION. HOWEVER, THE WIDTH AND SLOPES MAY VARY DEPENDING ON SOIL CONDITIONS OR R.O.W. CONSTRAINTS.

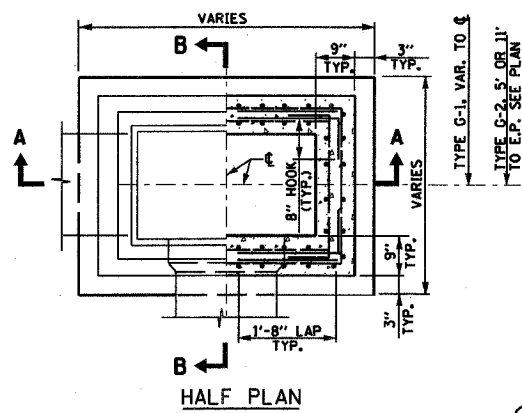
APPROVED *Jeff Haley* CHIEF ENGINEER DATE 1-1-2007

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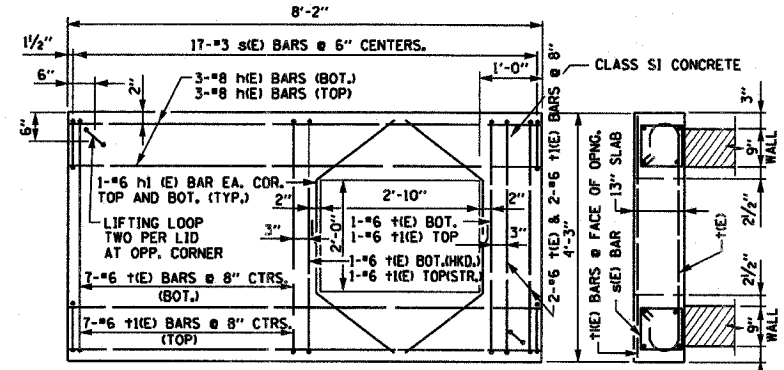
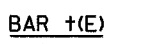
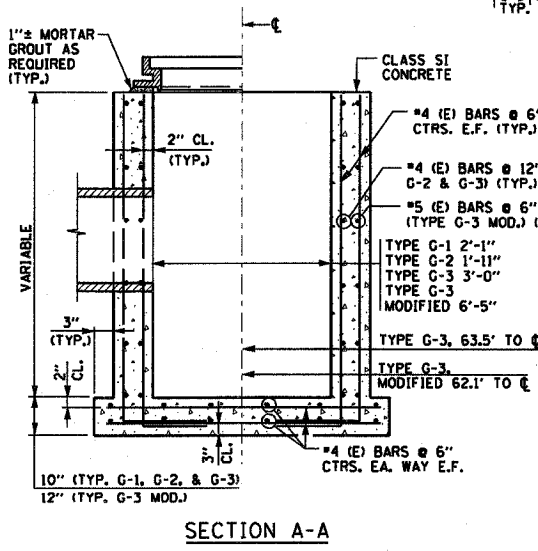
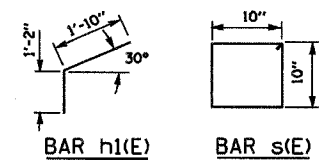
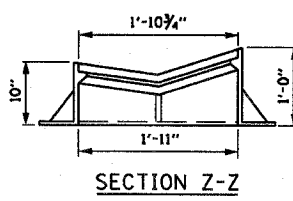
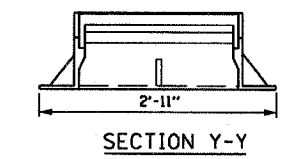
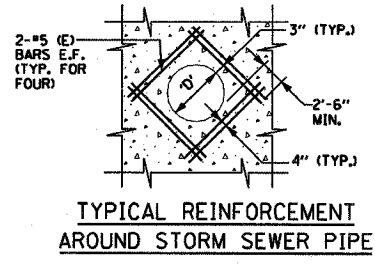
DITCHES AND DITCH DIKE

STANDARD B4-00

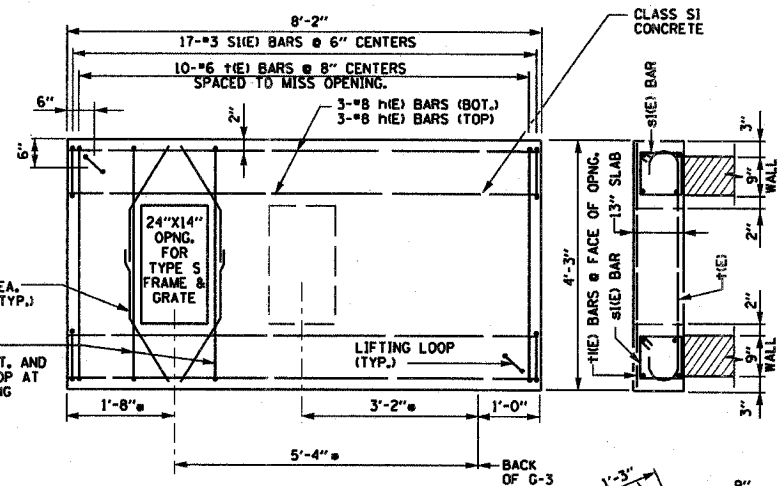
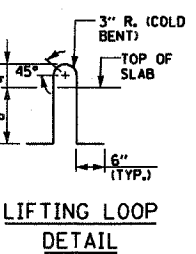
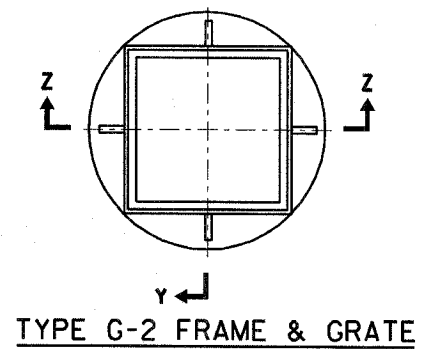
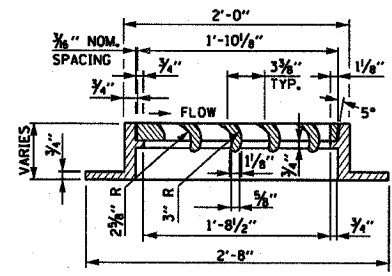


NOTES:

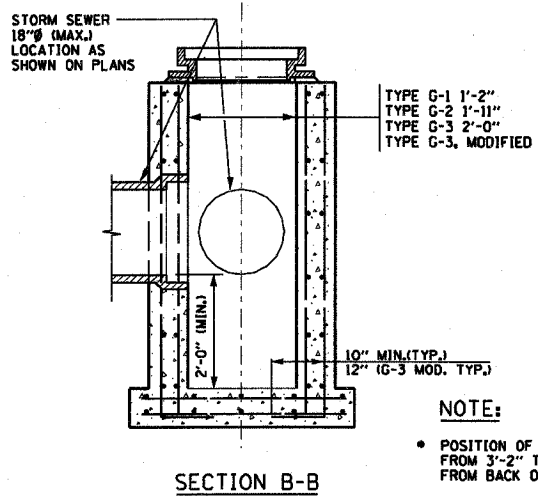
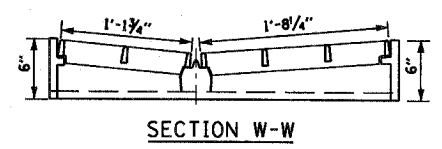
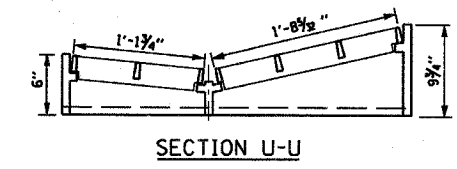
1. PRECAST CONCRETE UNITS WILL BE ACCEPTABLE PROVIDED THEY MEET ALL THE REQUIREMENTS AS SHOWN ON THIS DRAWING. BASE EXTENSION OF 3" NOT REQUIRED FOR PRECAST UNITS. FABRICATION DRAWINGS SHOWING PIPE OPENINGS, REINFORCEMENT AND OTHER PERTINENT DIMENSIONS WILL BE REQUIRED FOR EACH UNIT, FOR APPROVAL BY THE ENGINEER PRIOR TO FABRICATION.
2. CATCH BASINS TYPE G-SERIES SHALL BE USED IN THE SWALE ON THE HIGH SIDE OF SUPERELEVATED PAVEMENT.
3. CATCH BASINS TYPE G-2 SHALL BE USED ALONG RAMPS WHERE G-2 GUTTER IS PROVIDED.
4. CATCH BASINS TYPE G-3 SHALL BE USED WHERE G-3 GUTTER IS PROVIDED.
5. CATCH BASINS TYPE G-3 MODIFIED SHALL BE USED IN PAVEMENT SECTIONS AND ON THE LOW SIDE OF SUPERELEVATED PAVEMENT.
6. CATCH BASINS TYPE G-3 MODIFIED SHALL BE PROVIDED WITH A REINFORCED CONCRETE SLAB TOP AS DETAILED ON THIS DRAWING.
7. TYPE S FRAME AND GRATE SHALL BE NEENAH R-3338-F MODIFIED BY THE ADDITION OF THE FOURTH SIDE OF THE FRAME, OR APPROVED EQUAL.
8. REFER TO STANDARD B9 (FRAME AND GRATE TYPE S, REINFORCED CONCRETE LID FOR TYPES G-3 & S FRAMES) FOR FRAME AND GRATE DETAILS.
9. TYPE G-2 FRAME AND GRATE SHALL BE NEENAH R-3508-A2 OR APPROVED EQUAL.
10. TYPE G-3 FRAME AND GRATE SHALL BE NEENAH INLET FOR ROLL TYPE CURB R-3501-U OR EAST JORDAN IRON WORKS 10004 OR APPROVED EQUAL.
11. TYPE G-3, MODIFIED FRAME AND GRATE SHALL BE NEENAH INLET FOR ROLL TYPE CURB SPECIAL R-3501-UI OR APPROVED EQUAL.
12. MORTAR OR SEALER SHALL BE USED WHEN A PRECAST REINFORCED CONCRETE LID IS USED.
13. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.



REINFORCED CONCRETE LID
TYPE G-3 FRAME AND GRATE



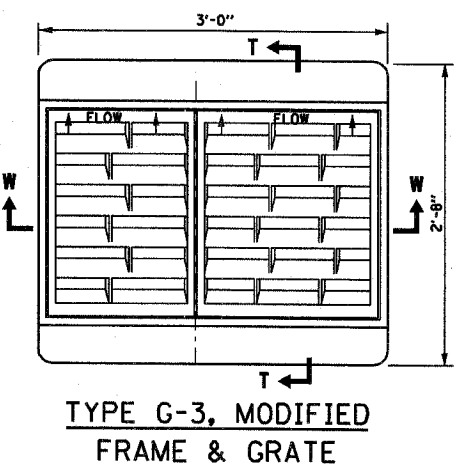
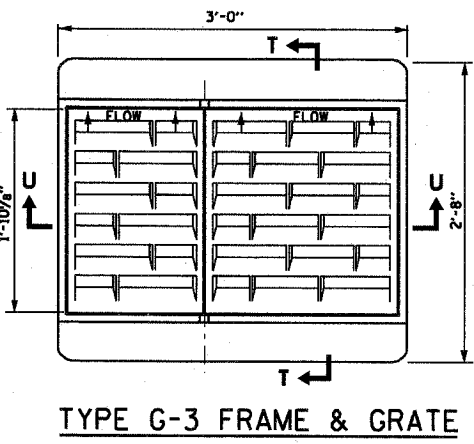
REINFORCED CONCRETE LID
TYPE S FRAME AND GRATE



CATCH BASIN TYPE "G" SERIES

NOTE:
• POSITION OF OPENING VARIES FROM 3'-2" TO 5'-4" MEASURED FROM BACK OF GUTTER LINE

DRAINAGE STRUCTURE TYPE G-3, MODIFIED



APPROVED *Jeff Staley* DATE 1-1-2007
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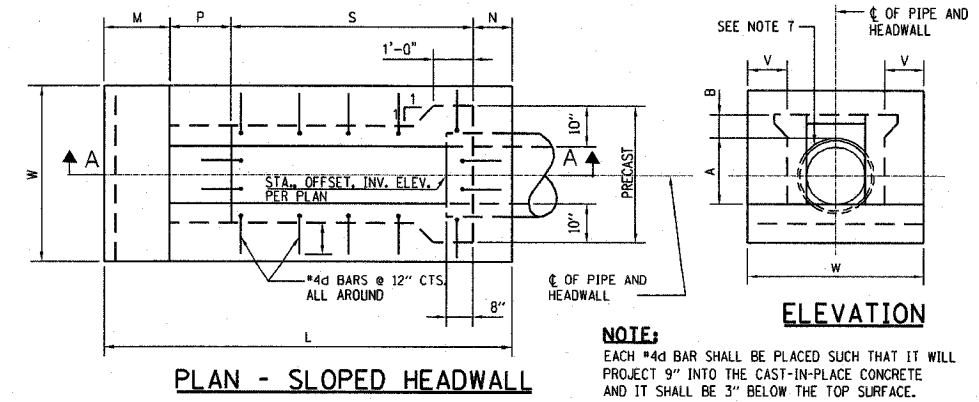
DATE	REVISIONS

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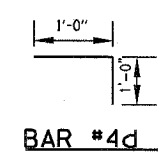
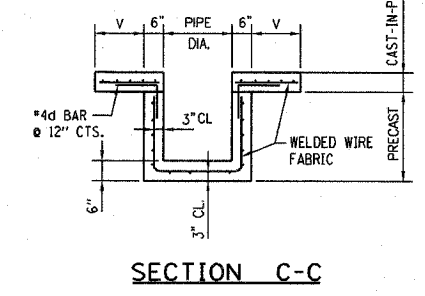
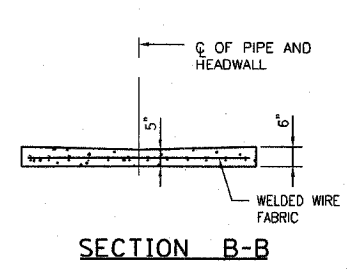
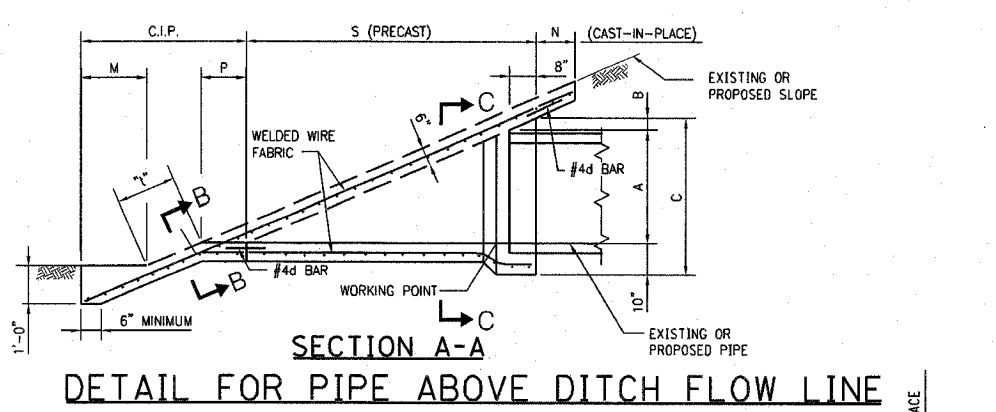
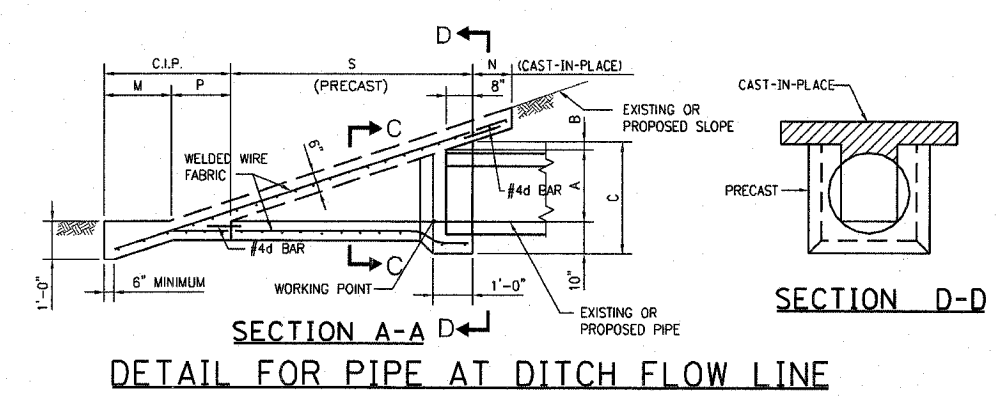
CATCH BASINS TYPES G & TYPE G MODIFIED, FRAMES AND GRATES TYPE G-2, G-3 & G-3 MODIFIED

STANDARD B8-00

DIMENSIONS AND QUANTITIES IN ONE SLOPED HEADWALL TYPE III



NOTE:
EACH #4d BAR SHALL BE PLACED SUCH THAT IT WILL PROJECT 9" INTO THE CAST-IN-PLACE CONCRETE AND IT SHALL BE 3" BELOW THE TOP SURFACE. HOOKS IN THE PRECAST SECTION SHALL BE TIPPED TO CLEAR ALL CONCRETE SURFACES A MIN. OF 2".



PIPE DIA	DIMENSIONS										PRE CAST CONC. CU. YD.	CAST-IN-PLACE CU. YD.	WELDED WIRE FABRIC SQ. YD.	NO. OF #4d BARS	REINF. STEEL LBS.
	A	B	C	N	M	P	S	L	V	W					
6"	9"	2 3/4"	1'-9 3/4"	1'-0"	1'-8"	1'-6 3/4"	2'-11 1/4"	7'-2"	1'-0"	3'-6"	.19	.51	2.67	12	16
12"	1'-3 1/2"	2 3/4"	2'-4 1/4"	1'-0"	1'-8"	1'-6 3/4"	4'-6 3/4"	8'-9 1/2"	1'-0"	4'-0"	.36	.65	3.80	14	19
15"	1'-6 1/2"	2 3/4"	2'-7 1/4"	1'-0"	1'-8"	1'-6 3/4"	5'-3 3/4"	9'-6 1/2"	1'-0"	4'-3"	.47	.73	5.13	16	21
18"	1'-10"	2 3/4"	2'-10 3/4"	1'-0"	1'-8"	1'-6 3/4"	6'-2 1/4"	10'-5"	1'-0"	4'-6"	.61	.80	5.65	18	24
21"	2'-1"	2 3/4"	3'-1 3/4"	1'-0"	1'-9"	1'-6 3/4"	6'-11 1/4"	11'-3"	1'-3"	5'-3"	.74	1.0	7.42	22	29
24"	2'-4 1/2"	2 3/4"	3'-5 1/4"	1'-0"	2'-0"	1'-6 3/4"	7'-9 3/4"	12'-4 1/2"	1'-6"	6'-0"	.86	1.24	8.80	24	32
27"	2'-7 1/2"	2 3/4"	3'-8 1/4"	1'-1 1/2"	2'-3"	1'-6 3/4"	8'-6 3/4"	13'-6"	1'-9"	6'-9"	1.03	1.53	12.35	24	32
30"	2'-11"	2 3/4"	3'-11 3/4"	1'-3"	2'-6"	1'-6 3/4"	9'-5 1/4"	14'-9"	2'-0"	7'-6"	1.22	2.00	15.08	26	35

PIPE DIA	DIMENSIONS										PRE CAST CONC. CU. YD.	CAST-IN-PLACE CU. YD.	WELDED WIRE FABRIC SQ. YD.	NO. OF #4d BARS	REINF. STEEL LBS.
	A	B	C	N	M	P	S	L	V	W					
6"	9"	1 3/4"	1'-8 3/4"	1'-0"	1'-8"	2'-1"	3'-7"	8'-4"	1'-0"	3'-6"	.21	.57	3.27	12	16
12"	1'-3 1/2"	1 3/4"	2'-3 1/4"	1'-0"	1'-8"	2'-1"	5'-9"	10'-6"	1'-0"	4'-0"	.44	.75	4.58	16	21
15"	1'-6 1/2"	1 3/4"	2'-6 1/4"	1'-0"	1'-8"	2'-1"	6'-9"	11'-6"	1'-0"	4'-3"	.57	.83	5.66	18	24
18"	1'-10"	1 3/4"	2'-9 3/4"	1'-0"	1'-8"	2'-1"	7'-11"	12'-8"	1'-0"	4'-6"	.73	.93	7.57	22	29
21"	2'-1"	1 3/4"	3'-0 3/4"	1'-0"	1'-9"	2'-1"	8'-11"	13'-9"	1'-3"	5'-3"	.89	1.16	9.83	24	32
24"	2'-4 1/2"	1 3/4"	3'-4 1/4"	1'-0"	2'-0"	2'-1"	10'-1"	15'-2"	1'-6"	6'-0"	1.12	1.45	12.51	28	37
27"	2'-7 1/2"	1 3/4"	3'-7 1/4"	1'-1 1/2"	2'-3"	2'-1"	11'-1"	16'-6 1/2"	1'-9"	6'-9"	1.32	1.77	13.28	30	40
30"	2'-11"	1 3/4"	3'-10 3/4"	1'-3"	2'-6"	2'-1"	12'-3"	18'-1"	2'-0"	7'-6"	1.58	2.14	18.77	32	43

PIPE DIA	DIMENSIONS										PRE CAST CONC. CU. YD.	CAST-IN-PLACE CU. YD.	WELDED WIRE FABRIC SQ. YD.	NO. OF #4d BARS	REINF. STEEL LBS.
	A	B	C	N	M	P	S	L	V	W					
6"	9"	1 1/2"	1'-8 1/2"	1'-0"	1'-8"	3'-0"	5'-3"	10'-11"	1'-0"	3'-6"	.29	.71	4.11	16	21
12"	1'-3 1/2"	1 1/2"	2'-3"	1'-0"	1'-8"	3'-0"	8'-6"	14'-2"	1'-0"	4'-0"	.60	.96	7.27	22	29
15"	1'-6 1/2"	1 1/2"	2'-6"	1'-0"	1'-8"	3'-0"	10'-0"	15'-8"	1'-0"	4'-3"	.79	1.07	8.91	26	35
18"	1'-10"	1 1/2"	2'-9 1/2"	1'-0"	1'-8"	3'-0"	11'-9"	17'-5"	1'-0"	4'-6"	1.03	1.20	10.95	28	37
21"	2'-1"	1 1/2"	3'-0 1/2"	1'-0"	1'-9"	3'-0"	13'-3"	19'-0"	1'-3"	5'-3"	1.29	1.51	14.00	34	45
24"	2'-4 1/2"	1 1/2"	3'-4"	1'-0"	2'-0"	3'-0"	15'-0"	21'-0"	1'-6"	6'-0"	1.59	1.89	15.49	38	51
27"	2'-7 1/2"	1 1/2"	3'-7"	1'-1 1/2"	2'-3"	3'-0"	16'-6"	22'-10 1/2"	1'-9"	6'-9"	1.90	2.30	21.82	40	53
30"	2'-11"	1 1/2"	3'-10 1/2"	1'-3"	2'-6"	3'-0"	18'-3"	25'-0"	2'-0"	7'-6"	2.27	2.79	26.60	44	59

NOTES

- CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
- THE CAST-IN-PLACE SLOPEWALL SHALL BE CONSTRUCTED FLUSH WITH EXISTING OR PROPOSED SLOPE.
- THE SLOPEWALL DETAILS SHOWN IN THIS DRAWING ARE FOR USE ONLY WITH PIPES HAVING DIAMETER OR SPAN OF 30" OR LESS AND SHALL NOT BE USED WHEN THE PIPE OPENING IS FACING THE TRAFFIC UNLESS THE LOCATION IS OUTSIDE THE REQUIRED CLEAR ZONE.
- THE REQUIRED EXCAVATION, BACKFILL, RESTORATION, DITCH GRADING AND WELDED WIRE FABRIC SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR CONCRETE HEADWALLS AND CONCRETE COLLARS.*
- AFTER THE PRECAST HEADWALL HAS BEEN PLACED, THE SPACE BETWEEN THE HEADWALL AND PIPE SHALL BE COMPLETELY FILLED WITH AN APPROVED NON-SHRINK GROUT WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 5000 PSI. THE COST FOR FURNISHING AND PLACING THE GROUT SHALL BE INCIDENTAL TO CONCRETE HEADWALLS.
- WELDED WIRE FABRIC SHALL BE 6x6-W4xW4, 58 LBS. PER 100 SQ.FT.
- QUANTITIES FOR CONCRETE HEADWALL AND CONCRETE COLLARS, WELDED WIRE FABRIC, AND REINFORCING STEEL SHOWN IN THE SCHEDULES OF QUANTITIES ARE BASED ON A "4" DIMENSION OF 0'-0".
- PRECAST UNIT USE IS OPTIONAL. THE ENTIRE STRUCTURE MAY BE CAST IN PLACE.

* ADJUSTMENT TO THE LENGTH OF PIPE AND REMOVAL OF THE EXISTING HEADWALL OR END SECTION PAID SEPARATELY.

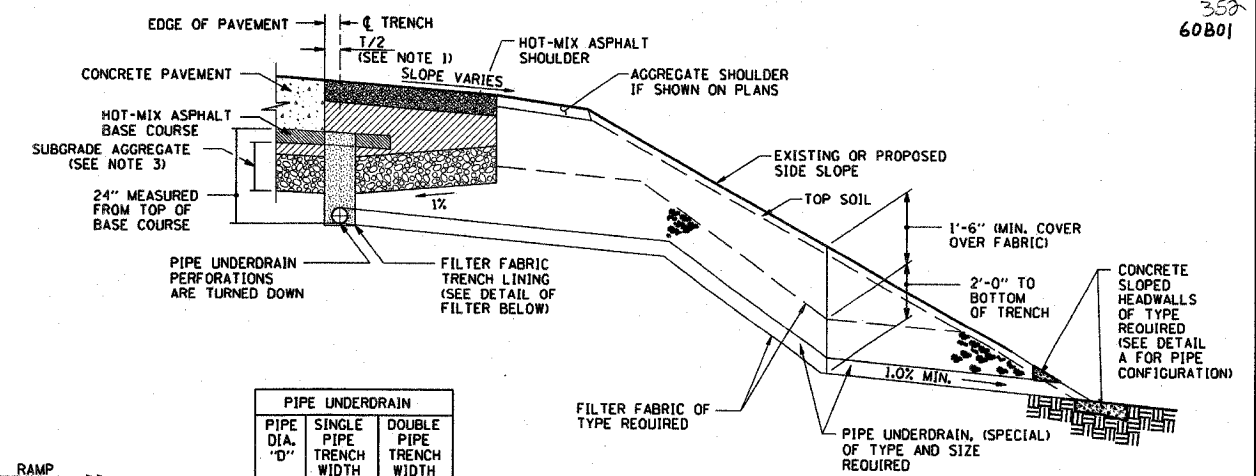
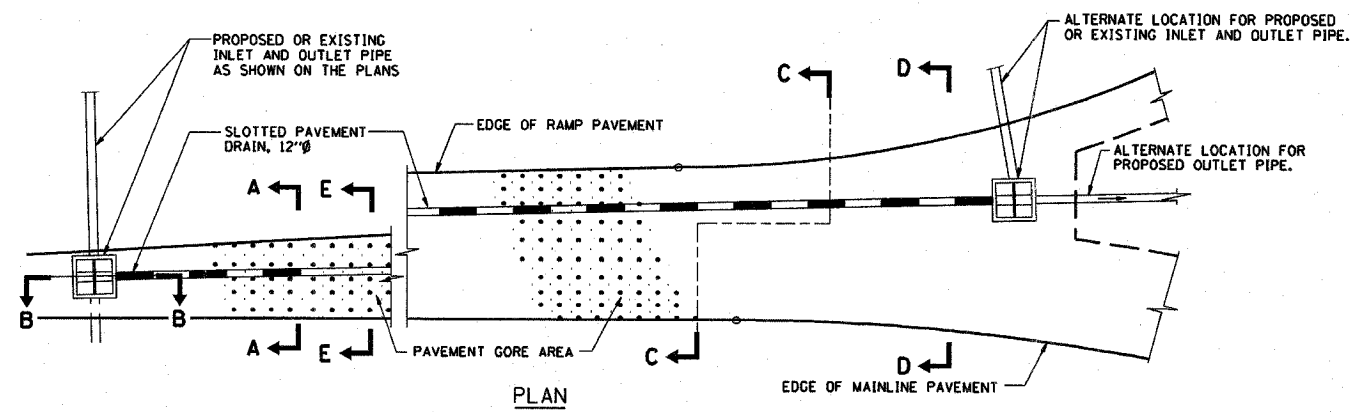


DATE	REVISIONS

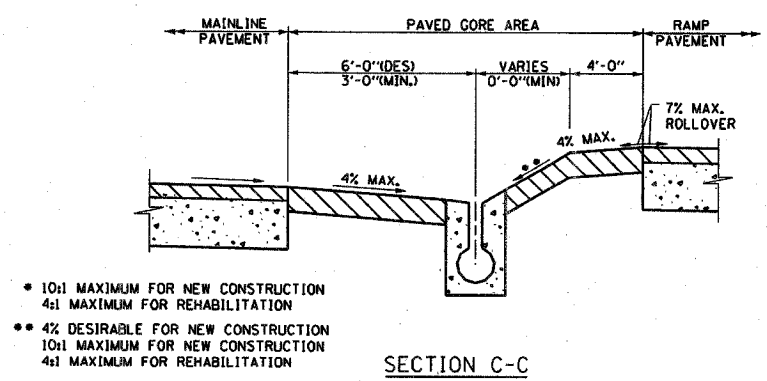
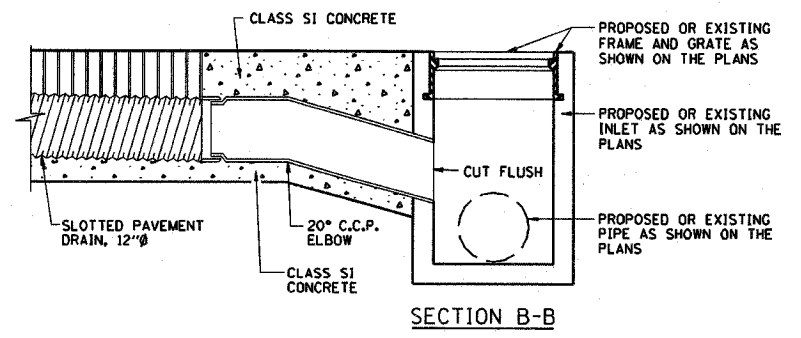
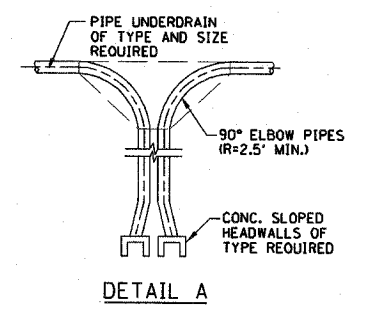
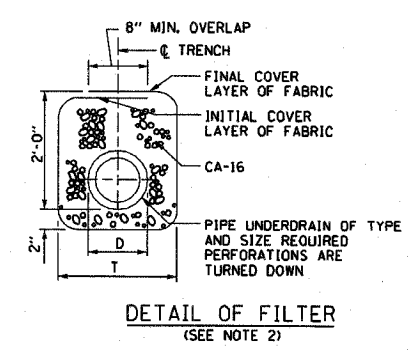
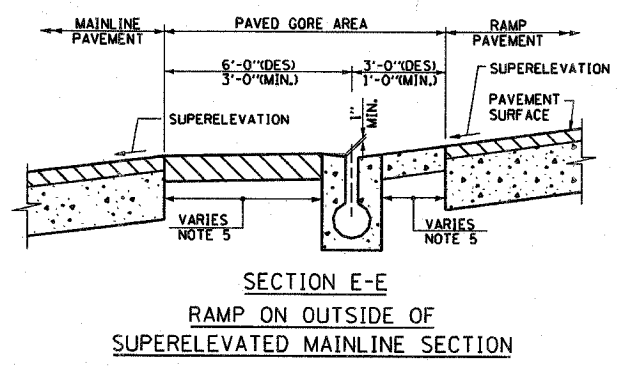
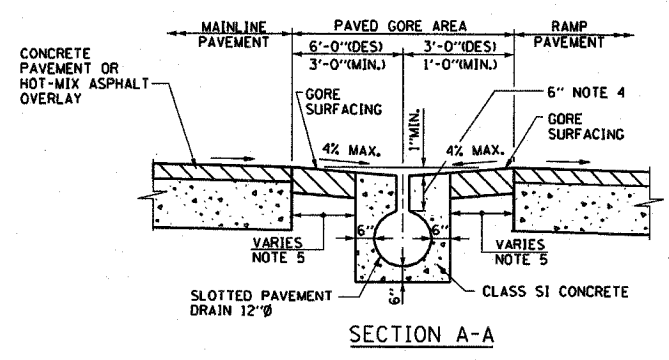
SLOPED HEADWALLS
TYPE III DETAILS

STANDARD B10-00

APPROVED *Jeff Daley*
CHIEF ENGINEER DATE 1-1-2007



PIPE UNDERDRAIN		
PIPE DIA. "D"	SINGLE PIPE TRENCH WIDTH "T"	DOUBLE PIPE TRENCH WIDTH "T"
4"	12"	20"
6"	14"	24"
8"	16"	28"



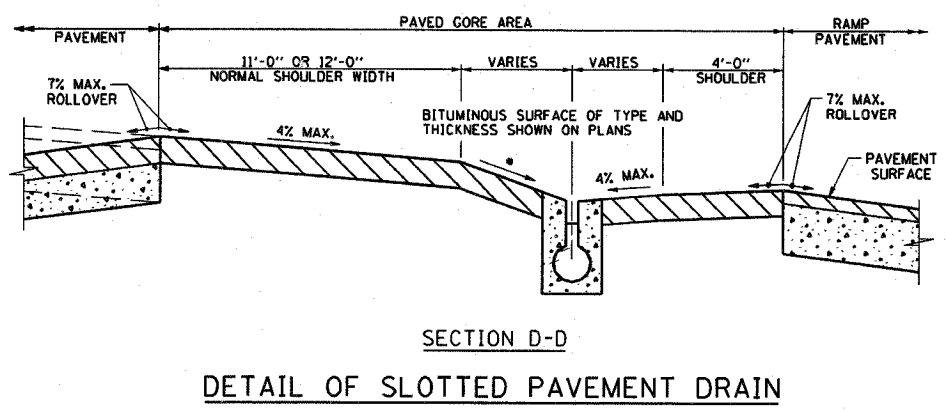
- 10% MAXIMUM FOR NEW CONSTRUCTION
4% MAXIMUM FOR REHABILITATION
- 4% DESIRABLE FOR NEW CONSTRUCTION
10% MAXIMUM FOR NEW CONSTRUCTION
4% MAXIMUM FOR REHABILITATION

NOTES FOR PIPE UNDERDRAIN (FILTER FABRIC):

1. WHEN LOCATED ALONG EXISTING PAVEMENT THE CENTERLINE OF THE PROPOSED PIPE UNDERDRAIN SHALL NOT BE CLOSER THAN 2'-9" TO THE EDGE OF EXISTING PAVEMENT.
2. AT OUTLET LOCATIONS, PIPE UNDERDRAINS SHALL SEPARATE SUFFICIENTLY TO PROVIDE SPACE FOR TWO END SECTIONS TO BE CONNECTED SEE DETAIL A. ADDITIONAL GRANULAR BACKFILL AND FILTER FABRIC SHALL BE INCIDENTAL TO PIPE UNDERDRAIN, (SPECIAL) OF TYPE AND SIZE REQUIRED.
3. SUBGRADE AGGREGATE SHALL CONSIST OF A 3" AND VARIES CA-6 CAP ABOVE A PGE BASE. THICKNESS AS NOTED IN THE PLANS.

NOTES FOR SLOTTED PAVEMENT DRAIN:

1. SLOTTED PAVEMENT DRAINS SHALL BE 12" DIA. 16 GAUGE, FULL BITUMINOUS COATED WITH PAVED INVERT UNLESS OTHERWISE SPECIFIED.
2. SLOTTED PAVEMENT DRAINS SHALL BE INSTALLED IN A CONTOURED TRENCH AND BACKFILLED WITH CLASS S1 CONCRETE.
3. THE UPSTREAM END OF EACH SLOTTED PAVEMENT DRAIN, 12" DIA. INSTALLATION SHALL BE SEALED WITH A WELDED END PLATE IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS, UNLESS CONNECTED TO A DRAINAGE STRUCTURE.
4. DEPTH OF SLOT CAN BE VARIED FROM 6" MINIMUM TO 12" MAXIMUM TO INCREASE SLOPE OF PIPE AS DETAILED FOR EACH SITE.
5. WHEN THE CONCRETE ENCASEMENT FOR SLOTTED PAVEMENT DRAIN IS WITHIN 3 FEET OF THE PAVEMENT, REPLACE THE GORE SURFACING WITH CLASS S1 CONCRETE 9 IN. DEPTH.



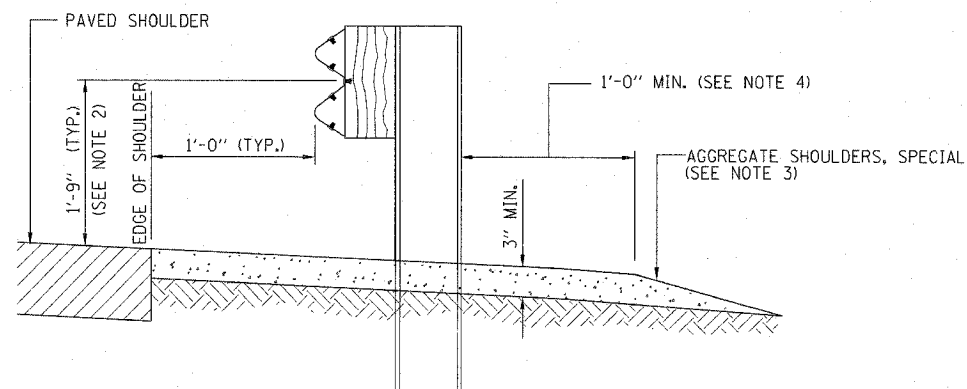
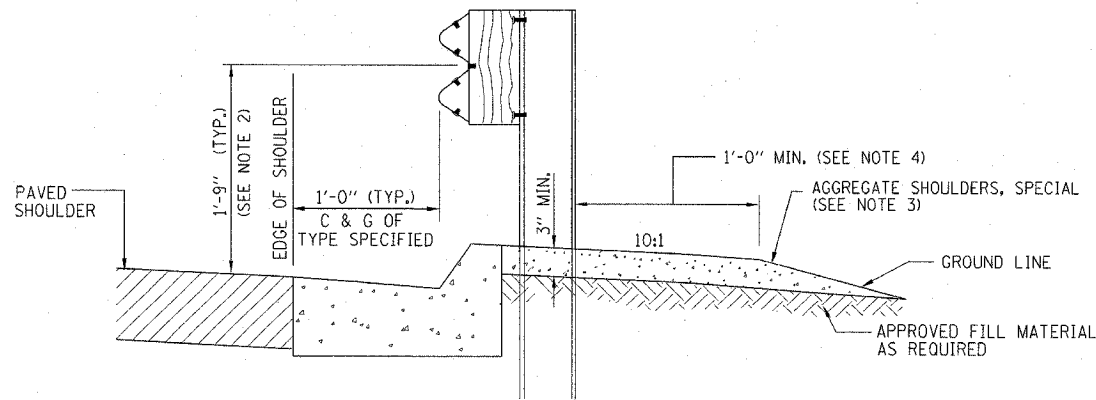
APPROVED *Jeff Daley* CHIEF ENGINEER DATE 1-1-2007

DATE	REVISIONS

Illinois Tollway
Open Roads for a Faster Future

PIPE UNDERDRAINS (FILTER FABRIC) AND SLOTTED PAVEMENT DRAIN

STANDARD B12-00



NOTES:

1. 1' OFFSET FROM EDGE OF PAVED SHOULDER TO FACE OF RAIL IS TYPICAL FOR ALL INSTALLATIONS EXCEPT AS OTHERWISE DETAILED IN THE PLAN DRAWINGS. WHERE CURB & GUTTER IS REQUIRED, THE FACE OF RAIL SHALL BE IN LINE WITH THE FACE OF CURB. WHERE GUTTERS SUCH AS TY. G-2 ARE REQUIRED IN FRONT OF THE GUARDRAIL, THE POSTS SHALL BE LOCATED IMMEDIATELY BACK OF AND ADJACENT TO THE GUTTER, OR AS OTHERWISE DETAILED IN THE PLANS.
2. THE 1'-9" TYPICAL RAIL HEIGHT IS MEASURED FROM EXISTING SURFACE 1' IN FRONT OF RAIL, OR FROM EDGE OF SHOULDER/EDGE OF GUTTER WHEN EDGE IS MORE THAN 1' IN FRONT OF RAIL.
3. AGGREGATE SHOULDERS, SPECIAL SHALL COMPLY WITH THE REQUIREMENTS OF THE TOLLWAY RECURRING SPECIAL PROVISION. WHERE CURB & GUTTER IS PROPOSED WITH GUARDRAIL, A 3" MINIMUM THICKNESS OF AGGREGATE SHOULDERS, SPECIAL SHALL BE PLACED BEHIND CURB. FOR GUARDRAIL WITHOUT CURB & GUTTER, AGGREGATE SHOULDER, OF THE SAME THICKNESS SHALL BE PLACED FROM THE EDGE OF PAVED SHOULDER SLOPING AWAY TO A 3" MIN. THICKNESS.
4. AGGREGATE SHOULDERS, SPECIAL SHALL EXTEND A MINIMUM OF 1' BEHIND POST OR GUARDRAIL, WHICHEVER IS FURTHER, EXCEPT AS DETAILED ELSEWHERE IN THE PLANS.

GUARDRAIL INSTALLATION DETAILS

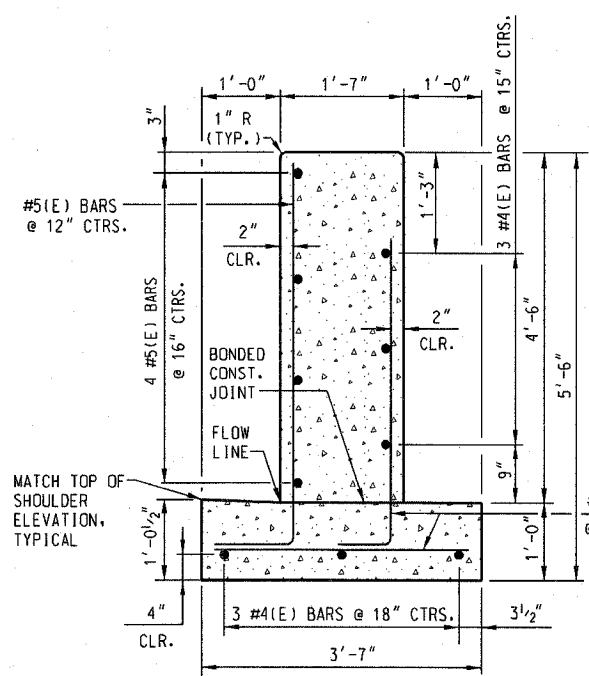
APPROVED *Jeff Haley*
CHIEF ENGINEER DATE 1-1-2007

REVISIONS	

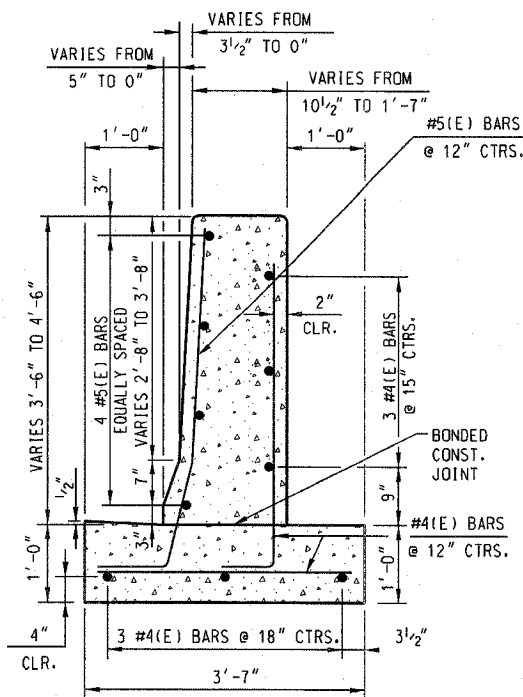
Illinois Tollway
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GUARDRAIL INSTALLATION
DETAILS

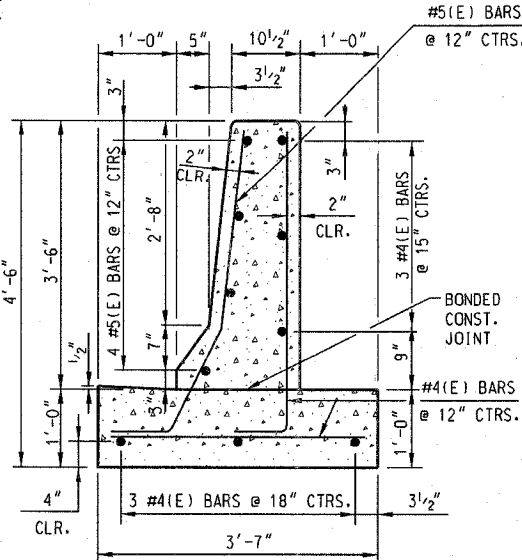
STANDARD C1-00



SECTION C-C

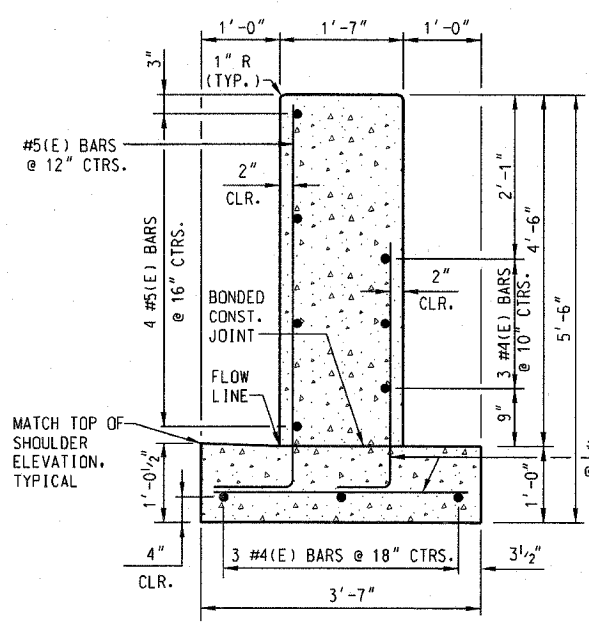


SECTION B-B

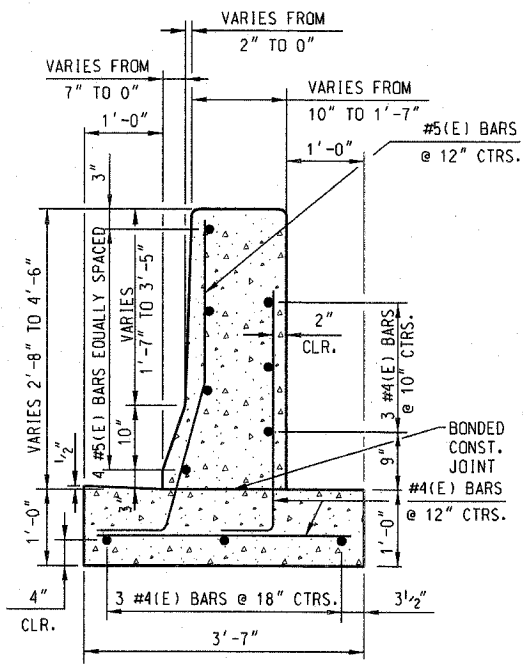


SECTION A-A

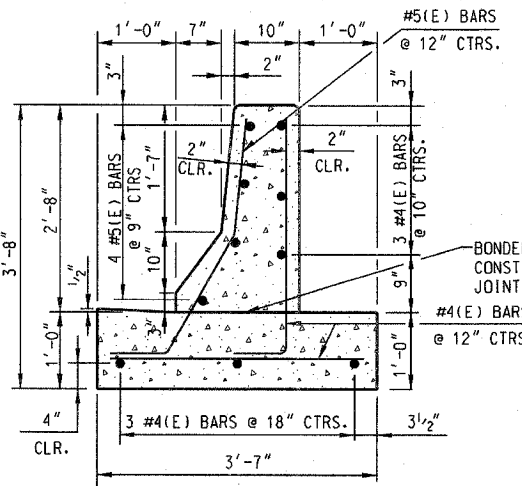
OUTSIDE SHOULDER BARRIER TRANSITION, TYPE F



SECTION C-C

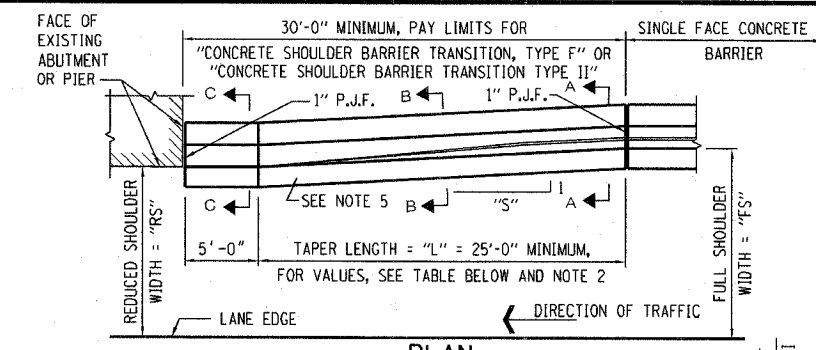


SECTION B-B

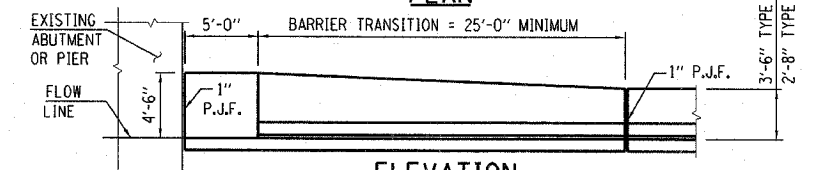


SECTION A-A

OUTSIDE SHOULDER BARRIER TRANSITION, TYPE II (NOT FOR NEW CONSTRUCTION)



PLAN

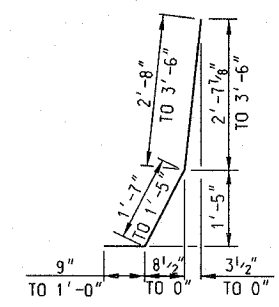


ELEVATION

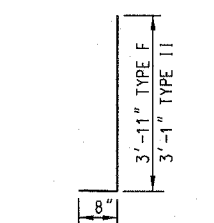
OUTSIDE SHOULDER BARRIER TRANSITION

TABLE FOR SHOULDER BARRIER TAPER LENGTH

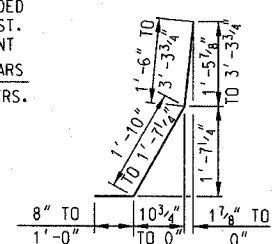
DESIGN SPEED MPH	REDUCED SHLD. WIDTH, SEE PLAN "RS" (FT.)	TAPER RATE "S":1	TAPER LENGTH="L" (SEE NOTE 4)
70	10' MINIMUM LESS THAN 10'	24:1 30:1	24 x (FS - RS) 30 x (FS - RS)
60	8' MINIMUM LESS THAN 8'	24:1 26:1	24 x (FS - RS) 26 x (FS - RS)
50	6.5' MINIMUM LESS THAN 6.5'	21:1 21:1	21 x (FS - RS) 21 x (FS - RS)



TYPE F BARRIER BARS



TYPES F & II BARRIER BARS



TYPE II BARRIER BARS

DOWEL BAR BENDING DIAGRAMS

- NOTES:**
1. THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR "CONCRETE SHOULDER BARRIER TRANSITION, TYPE F" AND FOR "CONCRETE SHOULDER BARRIER TRANSITION, TYPE II" SHALL BE PAID FOR THE OUTSIDE SHOULDER BARRIER TRANSITION, TYPE F OR TYPE II SHOWN, RESPECTIVELY, IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS.
 2. TAPER LENGTH REQUIRED FOR THE WIDTH TRANSITION WILL BE 25'-0" MINIMUM. INCREASE TAPER RATE "S", AS REQUIRED TO OBTAIN THE LENGTH OF 25'-0".
 3. TOP SHOULDER EDGE OF BARRIER BASE GUTTER SHALL MATCH THE TOP OF SHOULDER ELEVATION.
 4. 1" DEEP CONTRACTION JOINTS SHALL BE CONSTRUCTED IN THE BARRIER WALL ONLY (NOT IN THE BARRIER BASE). THE LOCATION OF THE CONTRACTION JOINT SHALL MATCH CRACKS THAT HAVE ALREADY DEVELOPED IN THE BASE. CONTRACTION JOINTS SHALL ALSO BE CONSTRUCTED AT BOTH SIDES OF ALL DRAINAGE STRUCTURES. MAXIMUM JOINT SPACING SHALL BE 30 FEET.
 5. THE FORMING OF CONTRACTION JOINTS SHALL BE DONE WITH AN APPROVED FINISHING TOOL AT THE DISCRETION OF THE ENGINEER SUBJECT TO THE SATISFACTORY CONTROL OF CRACKING. THE SAWING OF CONTRACTION JOINTS IN THE BARRIER WALL SHALL NOT BE PERMITTED.
 6. REINFORCING BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31 (ASTM A615), GRADE 60, AND SHALL CONFORM TO SECTION 508 OF THE STANDARD SPECIFICATIONS.
 7. REINFORCING BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.
 8. REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI)315, LATEST EDITION.
 9. REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
 10. TYPE F BARRIER SHALL BE USED WITH ALL NEW CONSTRUCTION, OR RECONSTRUCTION OF EXISTING BARRIERS.

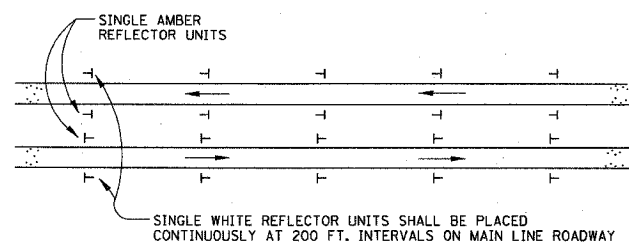
APPROVED *Jeff Waley* CHIEF ENGINEER DATE 1-1-2007

DATE	REVISIONS

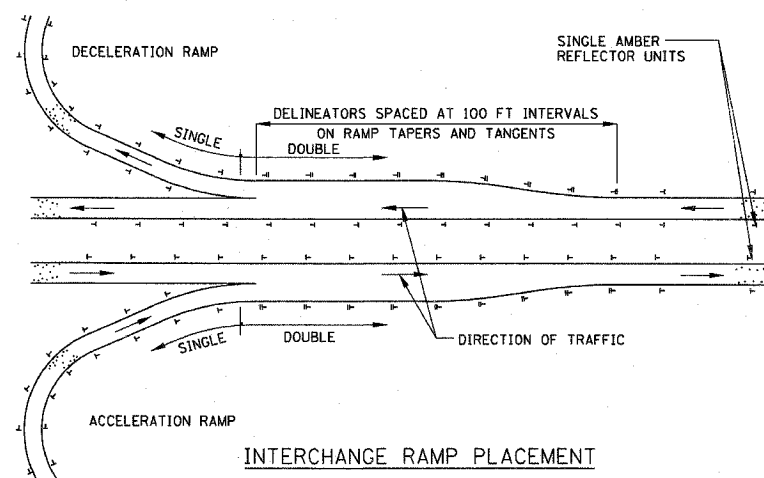
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CONCRETE SHOULDER BARRIER TRANSITION

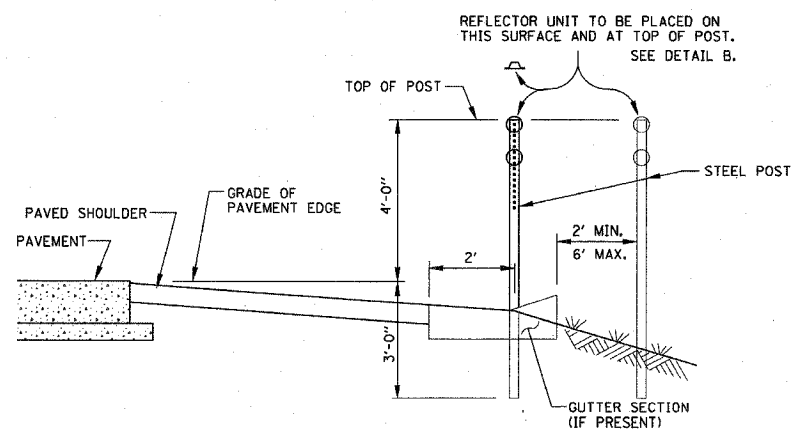
STANDARD C4-00



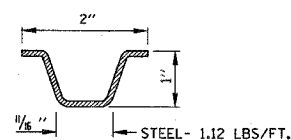
TANGENT PLACEMENT



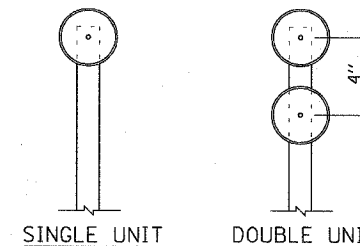
INTERCHANGE RAMP PLACEMENT



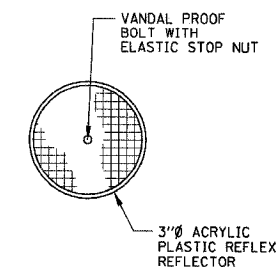
DELINEATOR INSTALLATION



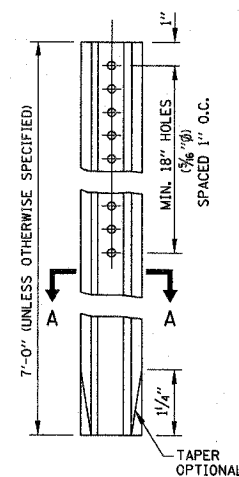
SECTION A-A



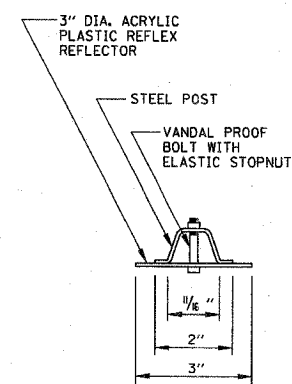
TYPICAL DELINEATORS



DELINEATORS



STEEL POST

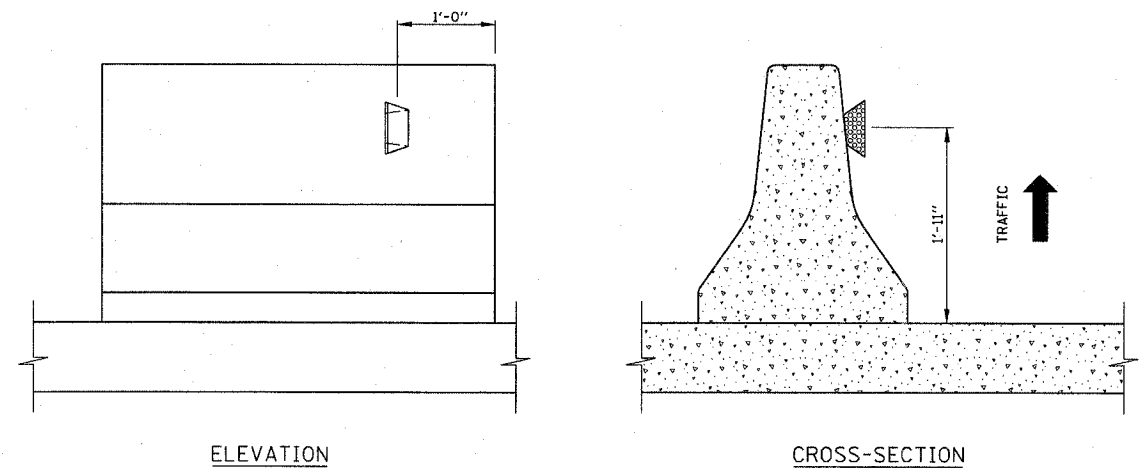


DETAIL B

NOTES FOR DELINEATOR INSTALLATION:

1. DELINEATORS ON TANGENT SECTIONS OF MAIN LINE SHALL BE PLACED AT 200 FOOT SPACING. DELINEATORS ON RAMP AND ACCELERATION AND DECELERATION LANES SHALL BE PLACED AT MAXIMUM SPACING OF 100 FEET.
2. A. MAIN LINE-SINGLE WHITE REFLECTOR UNITS SHALL BE PLACED CONTINUOUSLY ON THE RIGHT AND SINGLE AMBER REFLECTOR UNITS SHALL BE PLACED ON THE LEFT ON MAIN LINE SECTIONS WITHOUT BARRIER WALL.
B. RAMP-SINGLE REFLECTOR UNITS SHALL BE PLACED ON THE OUTSIDE OF ALL CURVED SECTIONS OF RAMP, SINGLE WHITE SHALL BE PLACED ON THE RIGHT SIDE AND AMBER ON THE LEFT SIDE. THE DELINEATORS SHALL BE OVERLAPPED FOR A SHORT DISTANCE TO CLEARLY INDICATE WHERE DELINEATION ON ONE SIDE OF THE RAMP ENDS AND DELINEATION ON THE OTHER SIDE APPEARS.
C. DOUBLE WHITE REFLECTOR UNITS SHALL BE PLACED ON THE RIGHT AT ALL ACCELERATION AND DECELERATION LANES.
3. MEDIAN CROSSOVER DELINEATION-THE FOLLOWING DELINEATION SHOULD BE INSTALLED ON THE LEFT SIDE OF THE PAVEMENT APPROACHING CROSSOVER:
A. ONE-HALF OF A MILE IN ADVANCE OF THE CROSSOVER ONE WHITE REFLECTOR UNIT OVER THREE AMBER REFLECTOR UNITS.
B. ONE-FOURTH OF A MILE IN ADVANCE OF THE CROSSOVER ONE WHITE REFLECTOR UNIT OVER TWO AMBER REFLECTOR UNITS.
C. AT A POINT NEAR THE INTERSECTION OF THE EDGE OF THE LEFT SHOULDER AND NEAR EDGE OF THE CROSSOVER ONE WHITE REFLECTOR UNIT OVER ONE AMBER REFLECTOR UNIT.
4. DELINEATORS SHALL BE MOUNTED ON SUPPORTS SUCH THAT THE TOP OF REFLECTORS IS FOUR FEET ABOVE THE ROADWAY EDGE AND TWO FEET OUTSIDE THE OUTER EDGE OF THE PAVED SHOULDER OR TWO FEET MINIMUM AND SIX FEET MAXIMUM OUTSIDE THE BACKS OF CURBS OR GUTTERS.
5. IN ALL CASES, THE COLOR OF THE REFLECTORS SHALL BE THE SAME AS THE ADJACENT EDGE LINE EXCEPT AS SPECIFIED IN NOTE 3.

DATE	REVISIONS



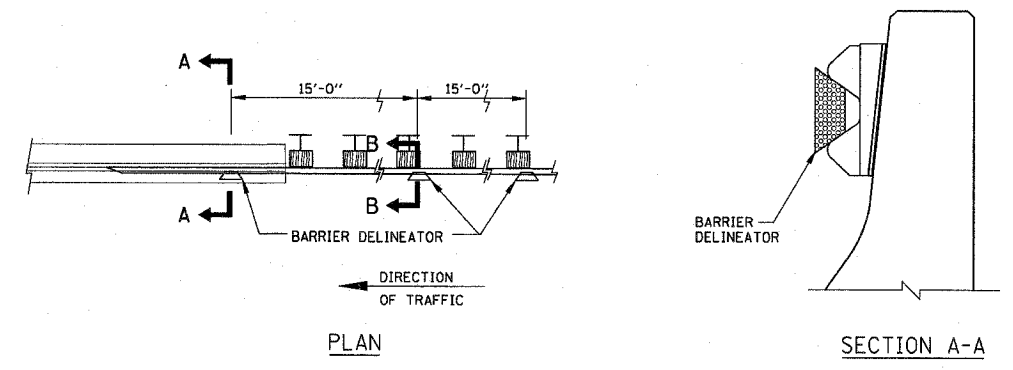
ELEVATION

CROSS-SECTION

MOVABLE CONCRETE BARRIER

NOTES FOR BARRIER DELINEATOR:

1. THE BARRIER DELINEATORS SHALL BE PLACED AT 100 FOOT SPACINGS ALONG ROADWAY AND 50 FOOT ON BRIDGES AND THREE DELINEATORS AT 15 FOOT SPACINGS ON BRIDGE APPROACHES. THE SPACINGS ARE THE SAME FOR TANGENT AND CURVE ALIGNMENTS. WHITE DELINEATOR SHALL BE PLACED ON THE RIGHT SIDE AND AMBER ON THE LEFT SIDE.

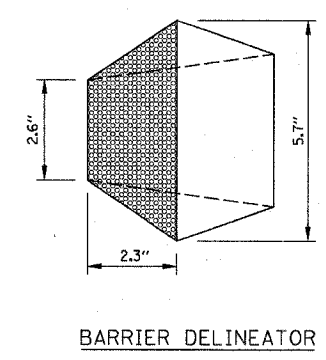


PLAN

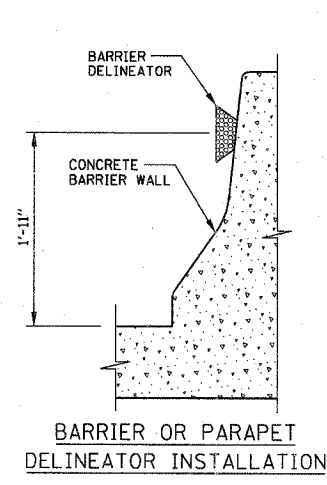
SECTION A-A

POST MOUNTED DELINEATOR SPACING ON CURVES

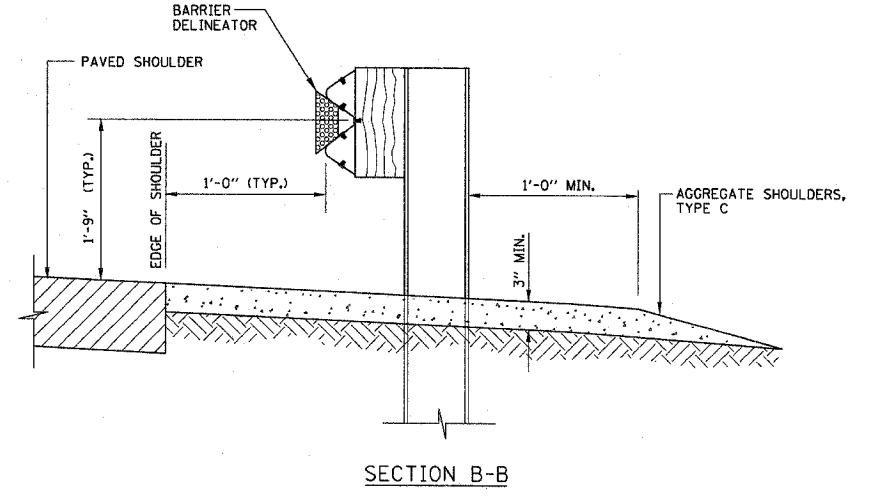
RADIUS OF CURVE (FT.)	SPACING ON CURVE (FT.)	SPACING IN ADVANCE AND BEYOND CURVE (FT.)		
		1ST	2ND	3RD
LESS THAN 100	20	40	65	125
100 - 174	30	60	90	180
175 - 224	35	70	110	200
225 - 274	40	85	125	200
275 - 349	50	95	145	200
350 - 449	55	110	170	200
450 - 549	65	125	190	200
550 - 649	70	140	200	200
650 - 749	75	150	200	200
750 - 849	80	165	200	200
850 - 949	85	175	200	200
950 - 1049	90	185	200	200
1050 - 1299	100	200	200	200
1300 - 1999	125	200	200	200
2000 - 2999	150	200	200	200
3000 - 3999	175	200	300	200
MORE THAN 3999	200	200	200	200



BARRIER DELINEATOR



BARRIER OR PARAPET DELINEATOR INSTALLATION



SECTION B-B

BARRIER DELINEATOR INSTALLATION ON GUARDRAIL AT BRIDGE APPROACHES

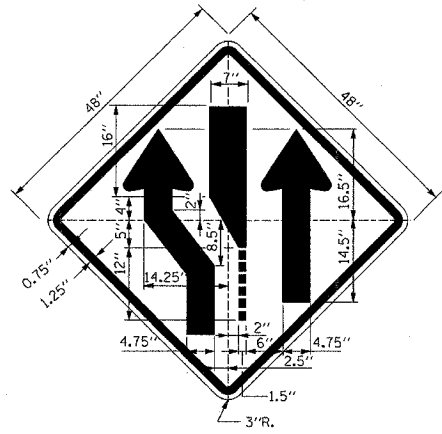
ALSO SEE SHEET 1 (OF 2) IN THIS SERIES FOR ADDITIONAL INFORMATION



APPROVED: *Jeff Daly*
CHIEF ENGINEER
DATE 1-1-2007

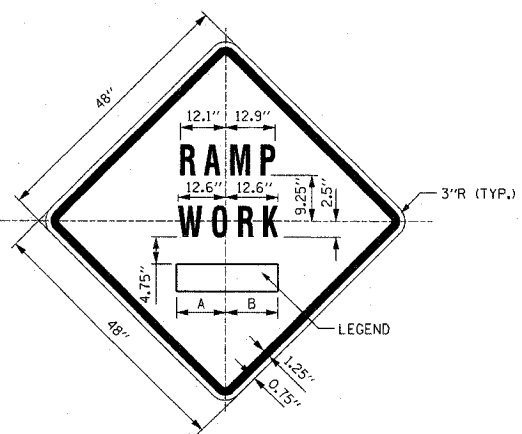
DATE	REVISIONS

DELINEATORS
STANDARD D4-00



SIGN TS-1

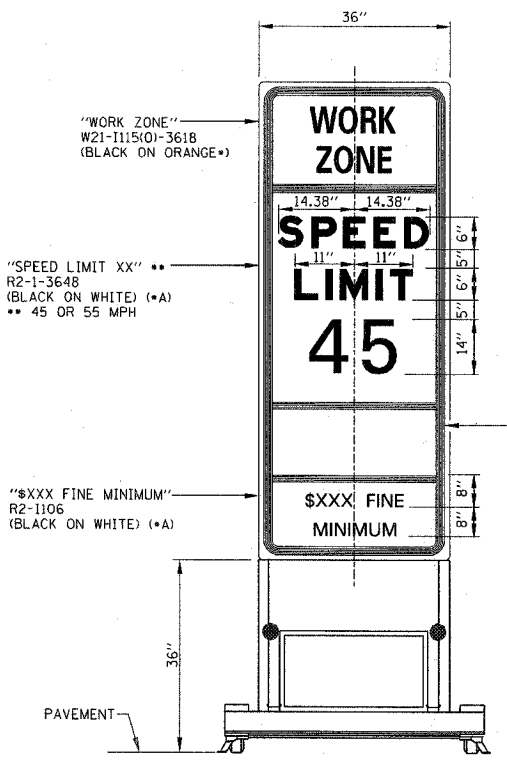
COLOR: BACKGROUND - •
BORDER AND SYMBOL - BLACK
SIZE: 48"x48"
MOUNTING HOLES: SAME AS SHOWN FOR SIGN W1-1
NOTE: SIGN TS-1L IS SHOWN; REVERSE SYMBOL FOR SIGN TS-1R



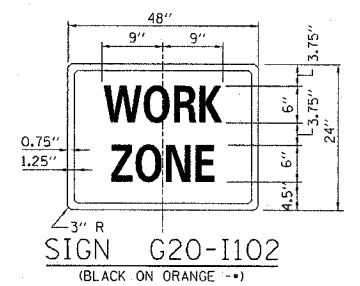
SIGN TS-2

COLOR: BACKGROUND - •
BORDER AND SYMBOL - BLACK
SIZE: 48"x48"
LETTERING: 7" FEDERAL SERIES D
MOUNTING HOLES: SAME AS SHOWN FOR SIGN W1-1

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

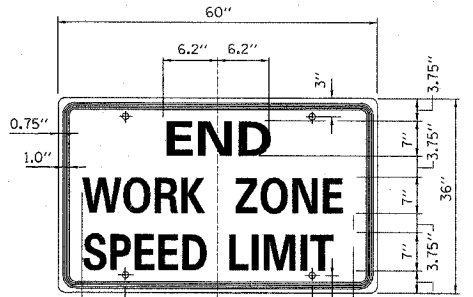


WORK ZONE SPEED LIMIT SIGN ASSEMBLY



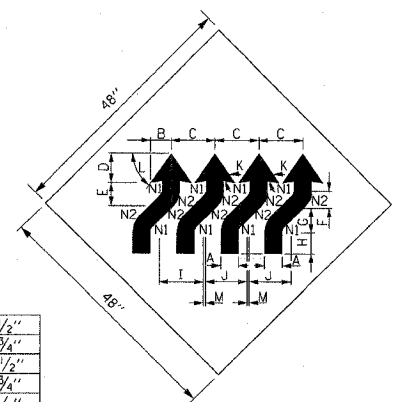
SIGN G20-I102

COLOR: BACKGROUND - ORANGE
BORDER AND LETTERS - BLACK
SIZE: 48"x24"
LETTERING: 6" FEDERAL SERIES C,
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN ON SIGN G20-2A



SIGN G20-I103

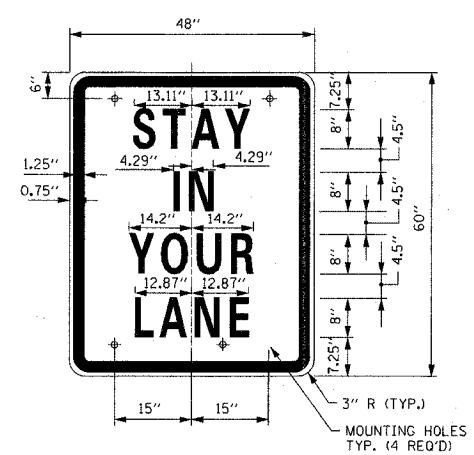
COLOR: BACKGROUND - ORANGE
BORDER AND LETTERS - BLACK
SIZE: 60"x36"
LETTERING: 6" FEDERAL SERIES C,
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN WI-4dR

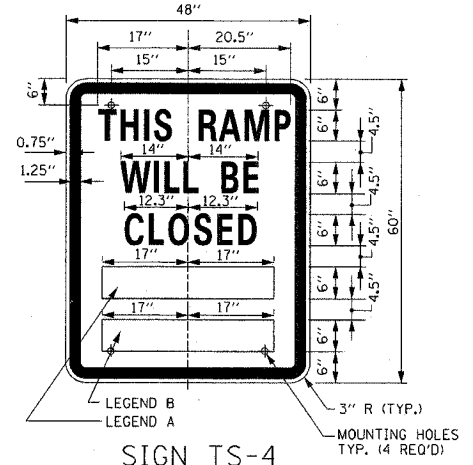
COLOR: BACKGROUND FLUORESCENT ORANGE TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATIONS
BORDER AND LETTERS-BLACK

SIZE: 48"x48"



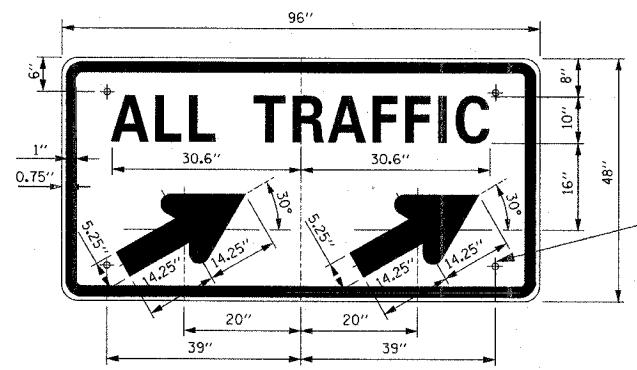
SIGN TS-3

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



SIGN TS-4

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



SIGN TS-5a & TS-5b

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

NOTES:

- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THIS GUIDE EXCEPT WHERE NOTED.
- SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
- SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS. • - FLUORESCENT ORANGE REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS. (*) - REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
- DIMENSIONS INDICATED THIS Δ ARE BASED ON A REDUCTION IN STANDARD LETTERING SPACING AS SHOWN BELOW:
Δ1 SPACING REDUCED BY 25%
Δ2 SPACING REDUCED BY 40%
Δ3 SPACING REDUCED BY 50%

RAMP CLOSURE ADVANCE INFORMATION SIGN

THE VARIABLE MESSAGE WITH DATES FOR THE BOTTOM TWO LINES SHALL BE DETERMINED BY THE ENGINEER AND GIVEN TO THE CONTRACTOR BEFORE THE REQUIRED FIELD ERECTION DATE.

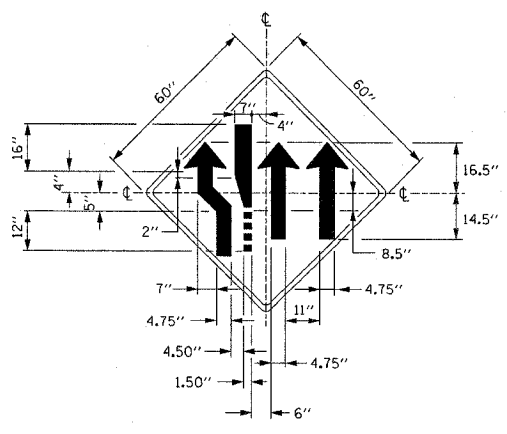


DATE	REVISIONS

CONSTRUCTION SIGNS

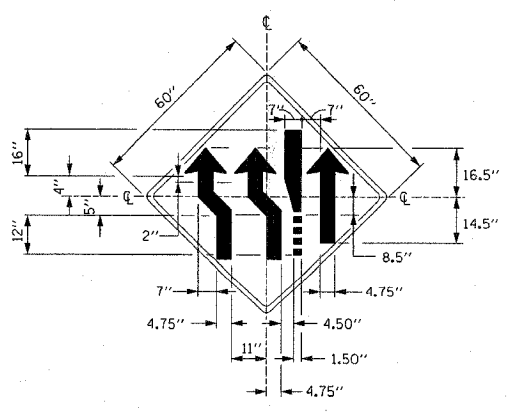
STANDARD E1-00

APPROVED: *Jeff Haly*
CHIEF ENGINEER
DATE: 1-1-2007



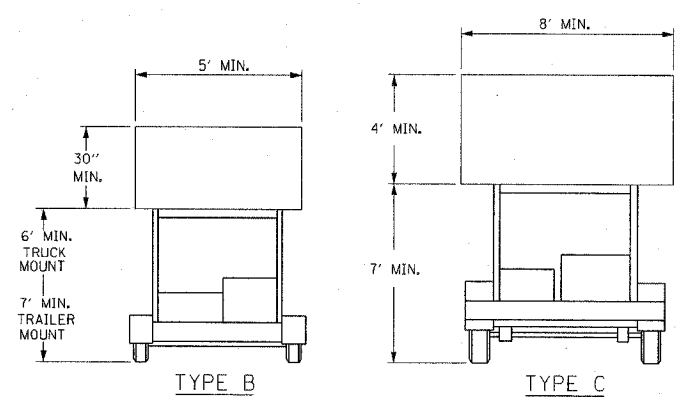
SIGN TS-1CL

COLOR: COLOR - BLACK (NON - REFLECTORIZED)
 COLOR: BACKGROUND YELLOW (REFLECTORIZED) PERMANENT USAGE
 • FLUORESCENT ORANGE CONSTRUCTION USAGE



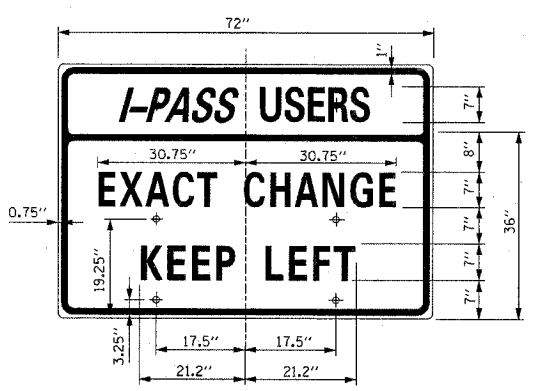
SIGN TS-1CR

COLOR: COLOR - BLACK (NON - REFLECTORIZED)
 COLOR: BACKGROUND YELLOW (REFLECTORIZED) PERMANENT USAGE
 • FLUORESCENT ORANGE CONSTRUCTION USAGE



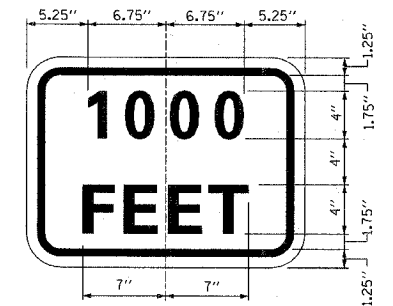
TYPE B TRUCK OR TRAILER MOUNTED
 TYPE C TRAILER MOUNTED

ARROW BOARDS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. TYPE C UNITS ARE TO BE USED FOR ALL OPERATIONS 24 HOURS OR MORE IN DURATION AND TYPE B UNITS MAY BE USED FOR OPERATIONS LESS THAN 24 HOURS IN DURATION. ARROW BOARDS SHALL NOT BE USED TO DIRECT PASSING MOVES INTO LANES USED BY OPPOSING TRAFFIC.



SIGN TS-7

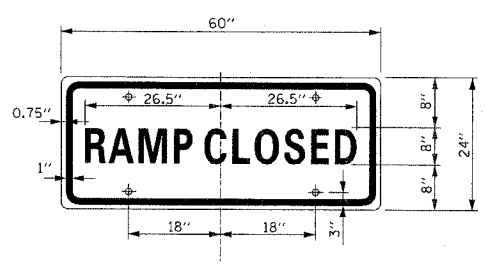
COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 72"x36"
 LETTERING: 7" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SUPPLEMENTAL PLATE

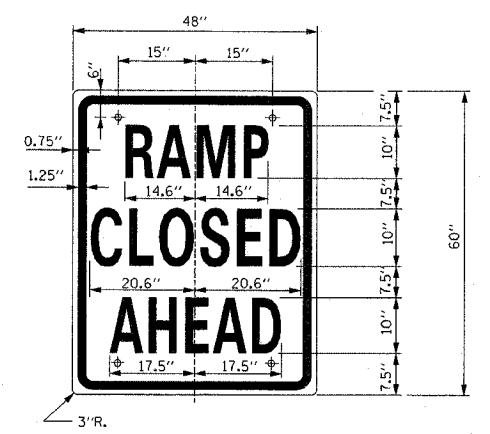
COLOR: BACKGROUND - • FLUORESCENT ORANGE
 BORDER AND LETTERS - BLACK
 SIZE: 24"x18"
 LETTERING: 4" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA.

FLASHING ARROW BOARDS
 SIGN TS-8



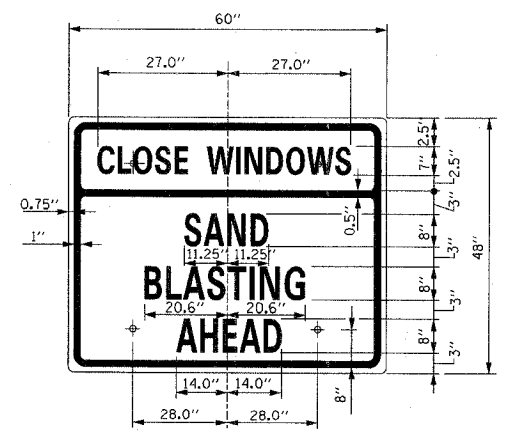
SIGN TS-6

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



SIGN TS-9

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



SIGN TS-10

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

GENERAL NOTES:

- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THE GUIDE EXCEPT WHERE NOTED.
 - SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
 - SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS.
- FLUORESCENT ORANGE REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
 (*A) REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.

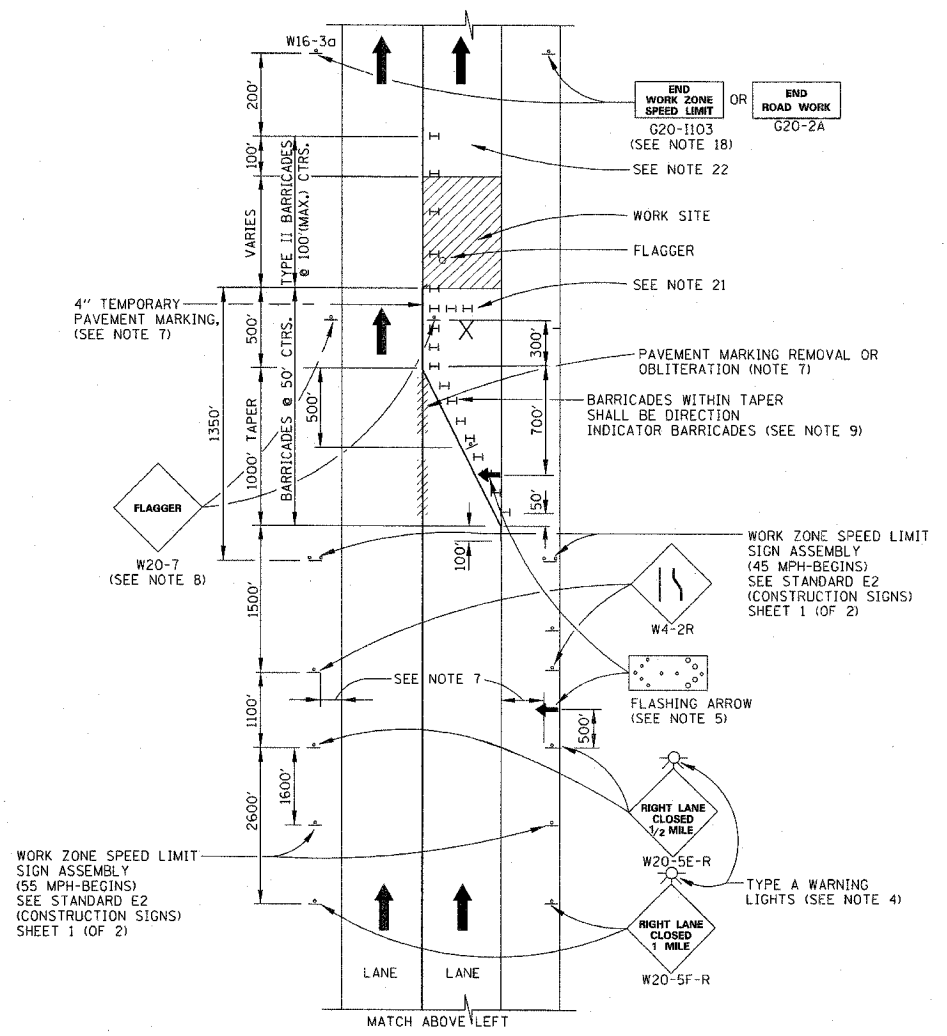
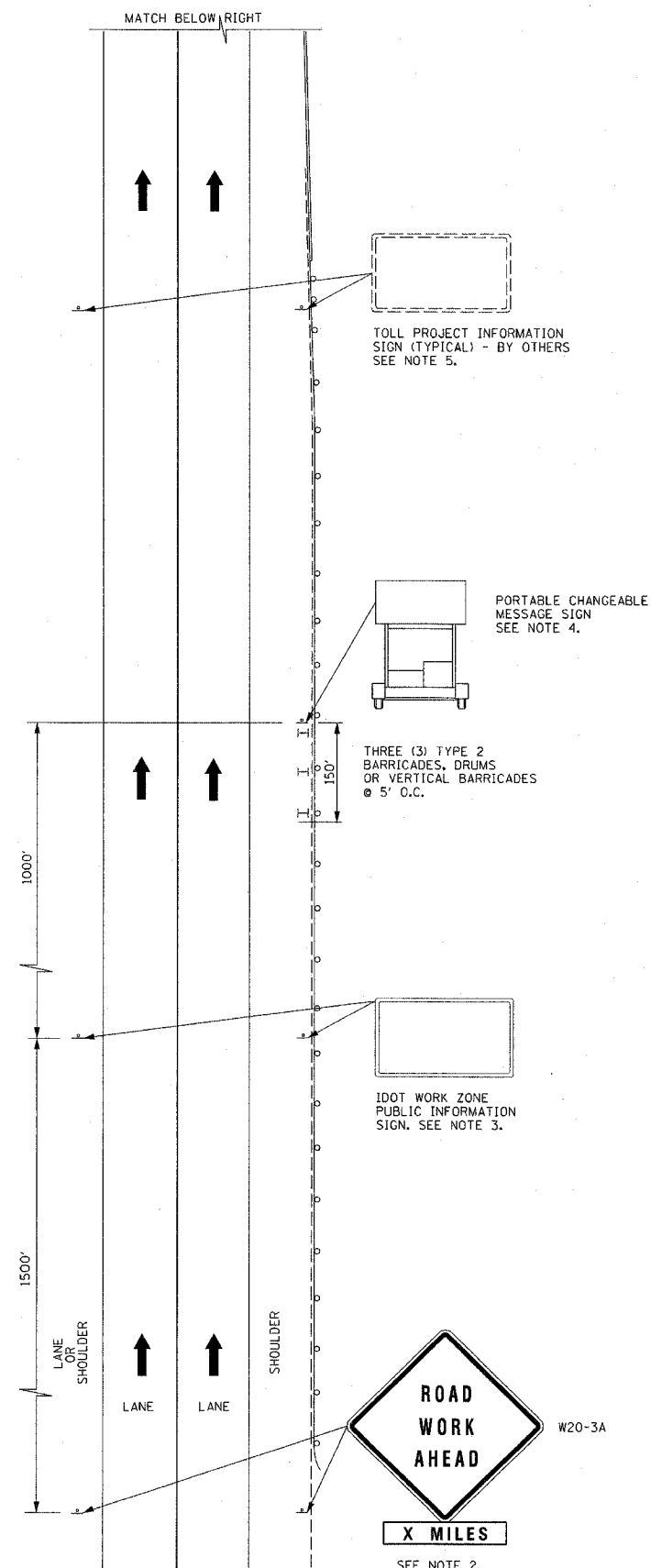


DATE	REVISIONS

CONSTRUCTION SIGNS

STANDARD E1-00

APPROVED *Jeff Bailey* DATE 1-1-2007
 CHIEF ENGINEER



ONE-LANE CLOSURE

LANE CLOSURE NOTES:

- IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
- FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED 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 12 REGARDING MOVING OPERATIONS.
- DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
- FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
- CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
- 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 THE STANDARD SPECIFICATIONS.
- 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.

ADVANCE SIGNAGE NOTES:

- 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.
- 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.
- 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).
- 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.
- 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.

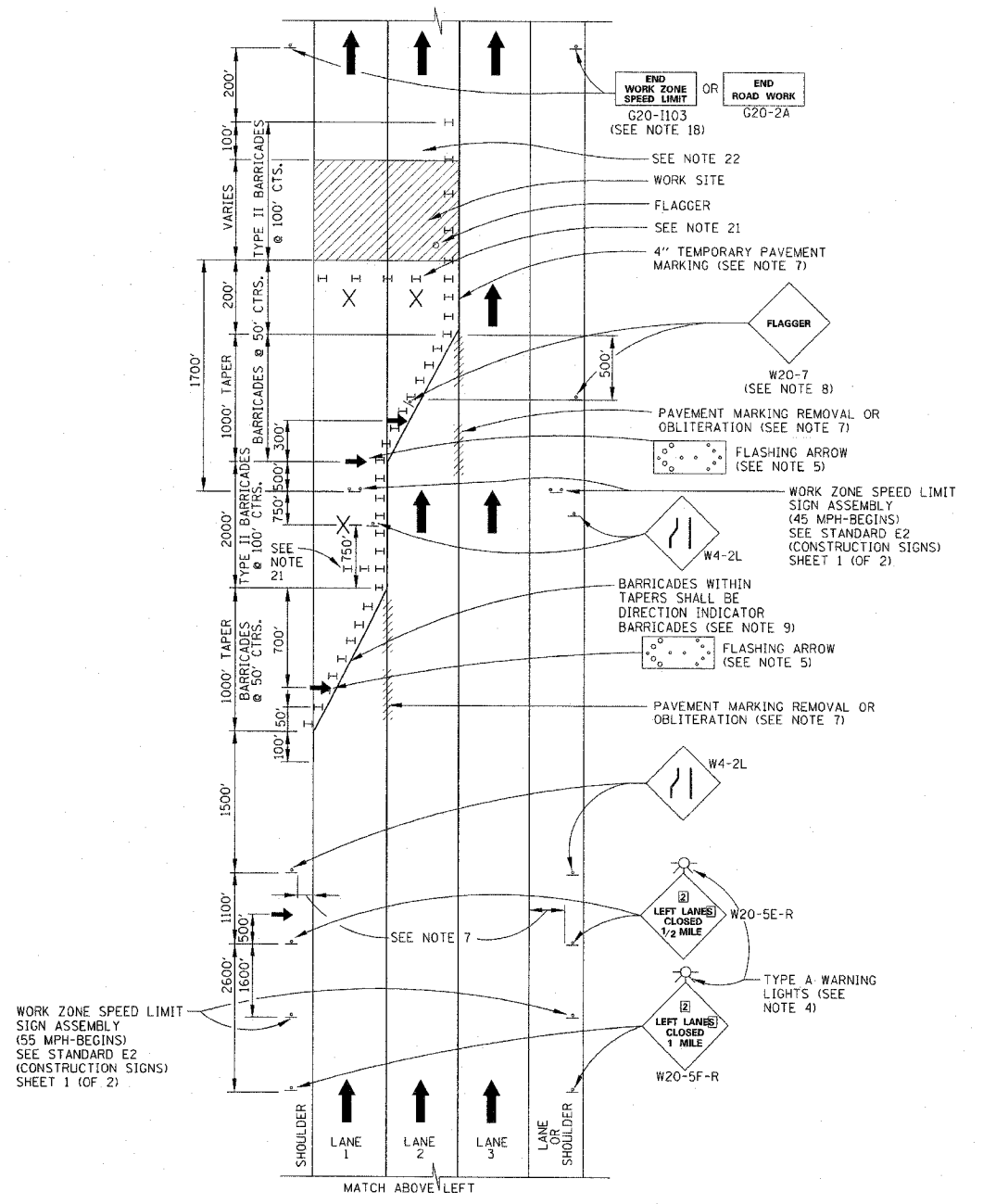
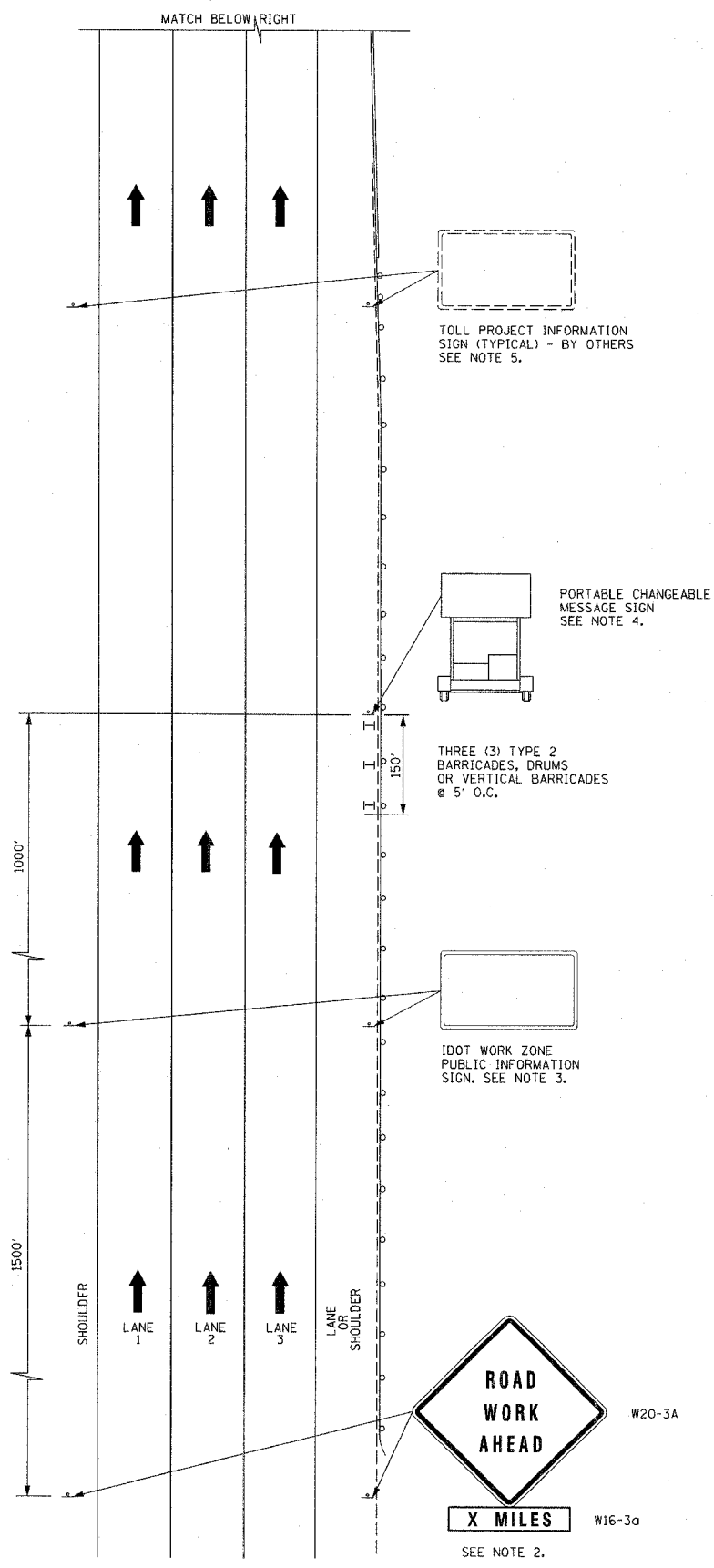


DATE	REVISIONS

LANE CLOSURE DETAILS

STANDARD E2-00

APPROVED *Jeff Daley* CHIEF ENGINEER DATE 1-1-2007



TWO-LANE CLOSURE

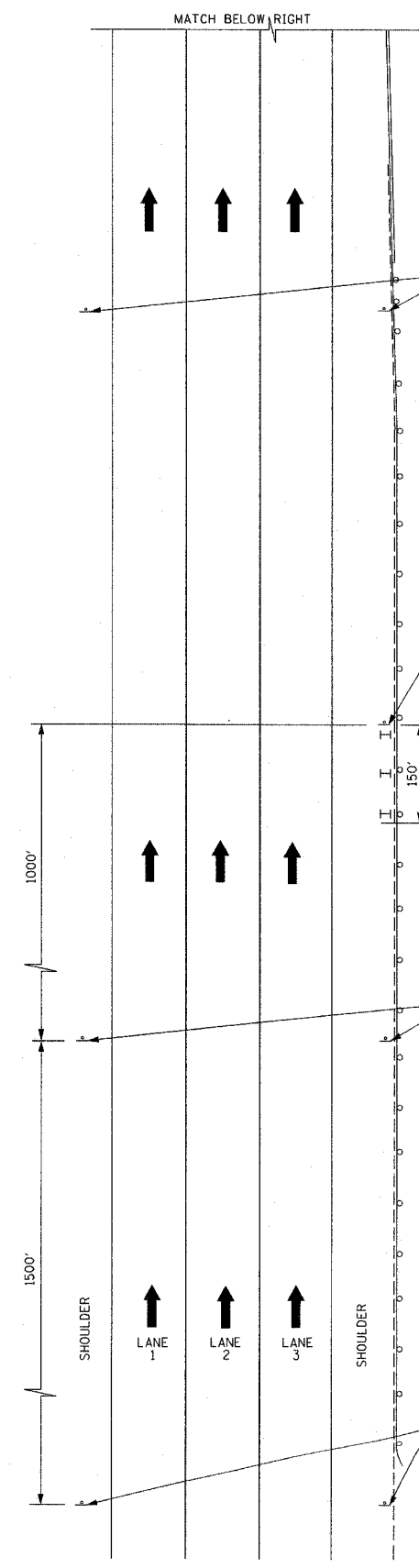


LANE CLOSURE DETAILS
STANDARD E2-00

DATE	REVISIONS

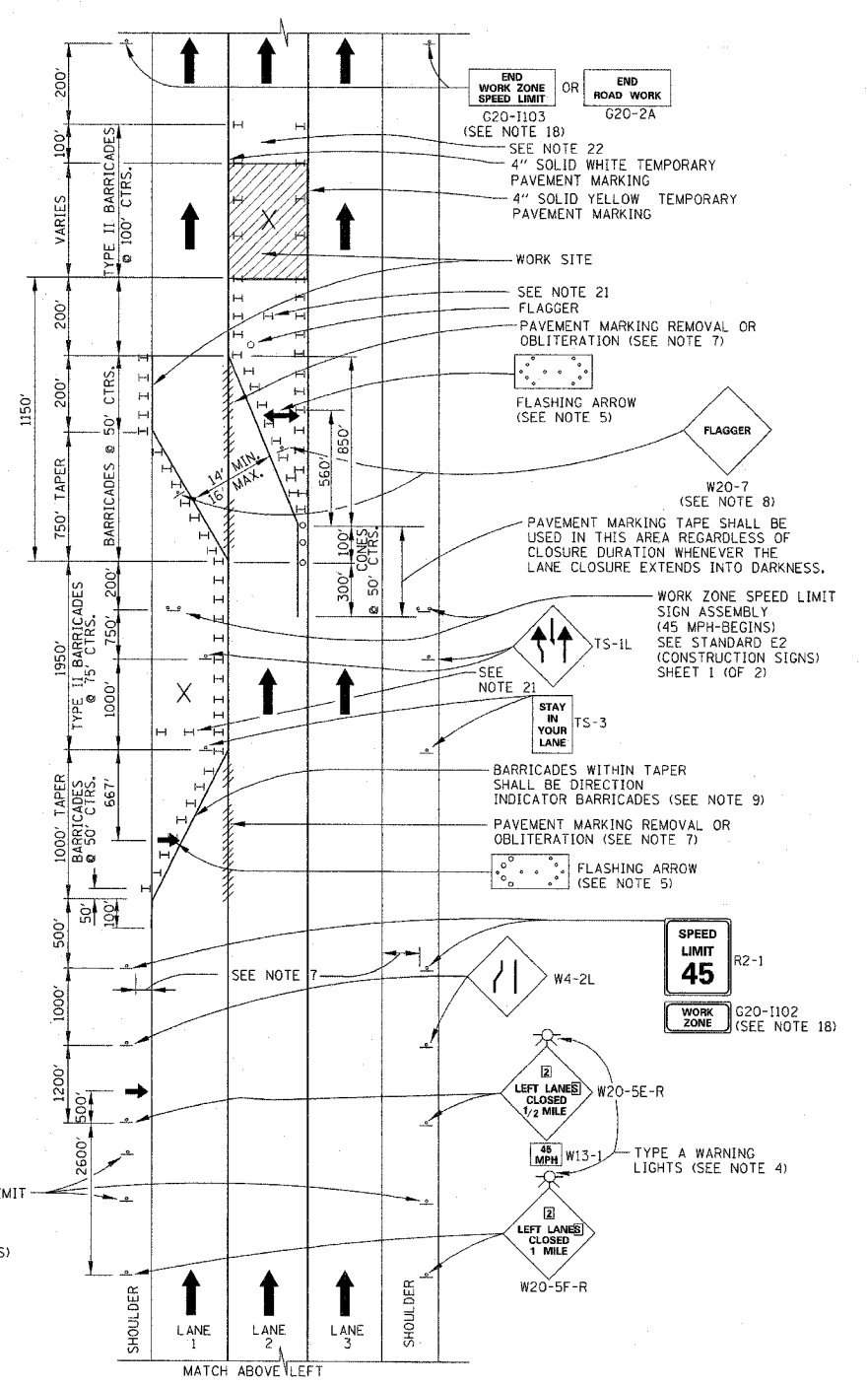
SEE SHEET 1 (OF 3) IN THIS SERIES FOR GENERAL NOTES

APPROVED: *Jeff Staley*
CHIEF ENGINEER DATE 1-1-2007



SEE NOTE 2.

WORK ZONE SPEED LIMIT SIGN ASSEMBLY (55 MPH-BEGIN) SEE STANDARD E2 (CONSTRUCTION SIGNS) SHEET 1 (OF 2)



CENTER-LANE CLOSURE

APPROVED *Jeff Staley* CHIEF ENGINEER DATE 1-1-2007

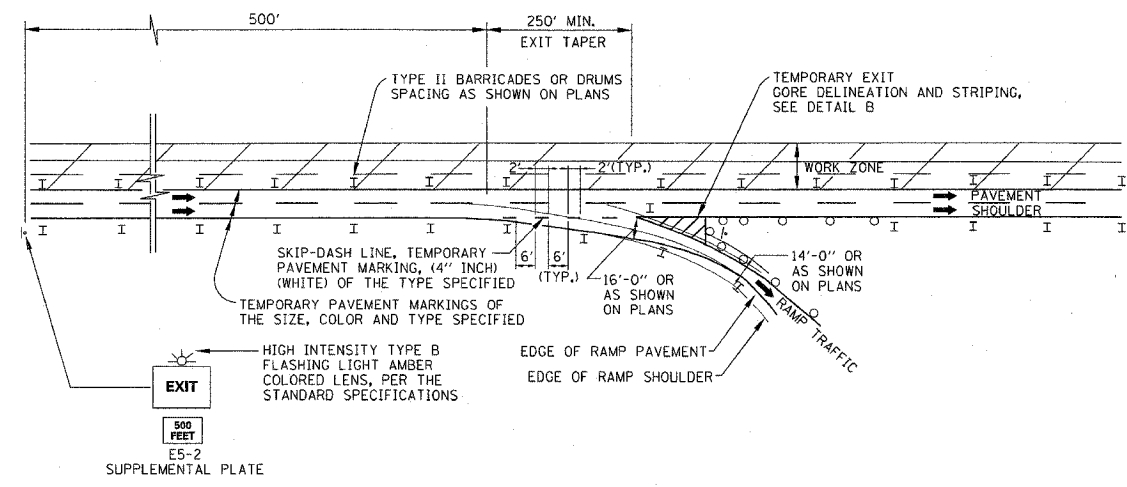
SEE SHEET 1 (OF 3) IN THIS SERIES FOR GENERAL NOTES

DATE	REVISIONS

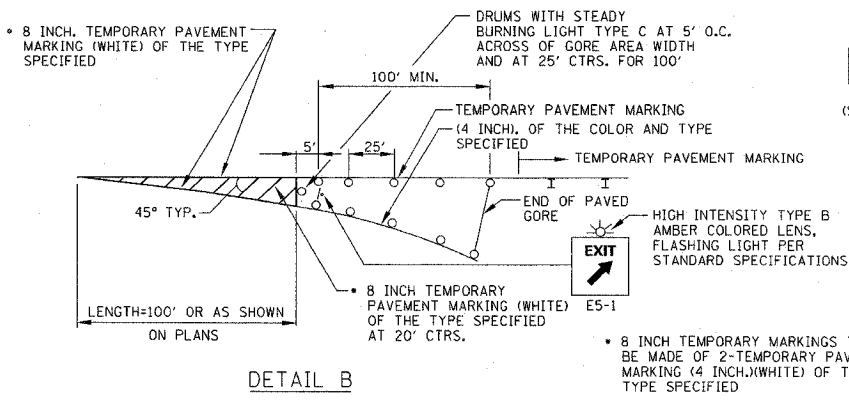


LANE CLOSURE DETAILS

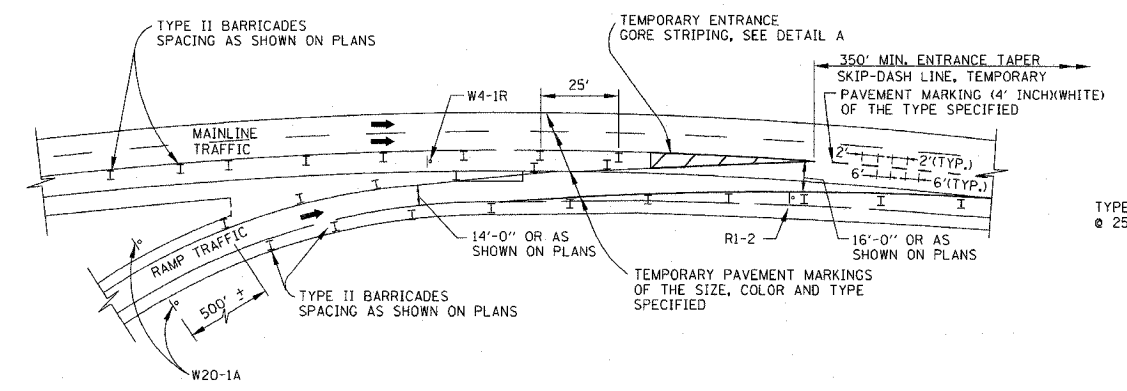
STANDARD E2-00



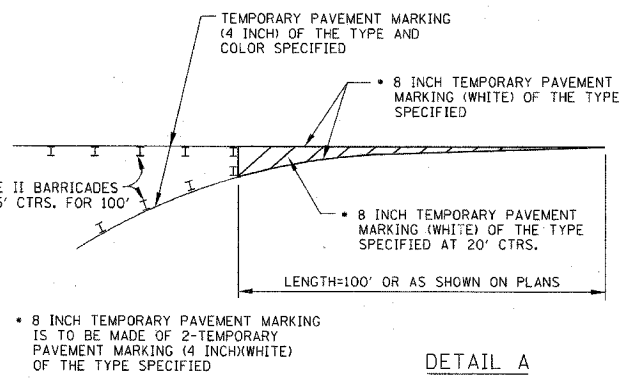
TYPICAL APPLICATION OF TEMPORARY EXIT GORE DELINEATION AND SIGNING



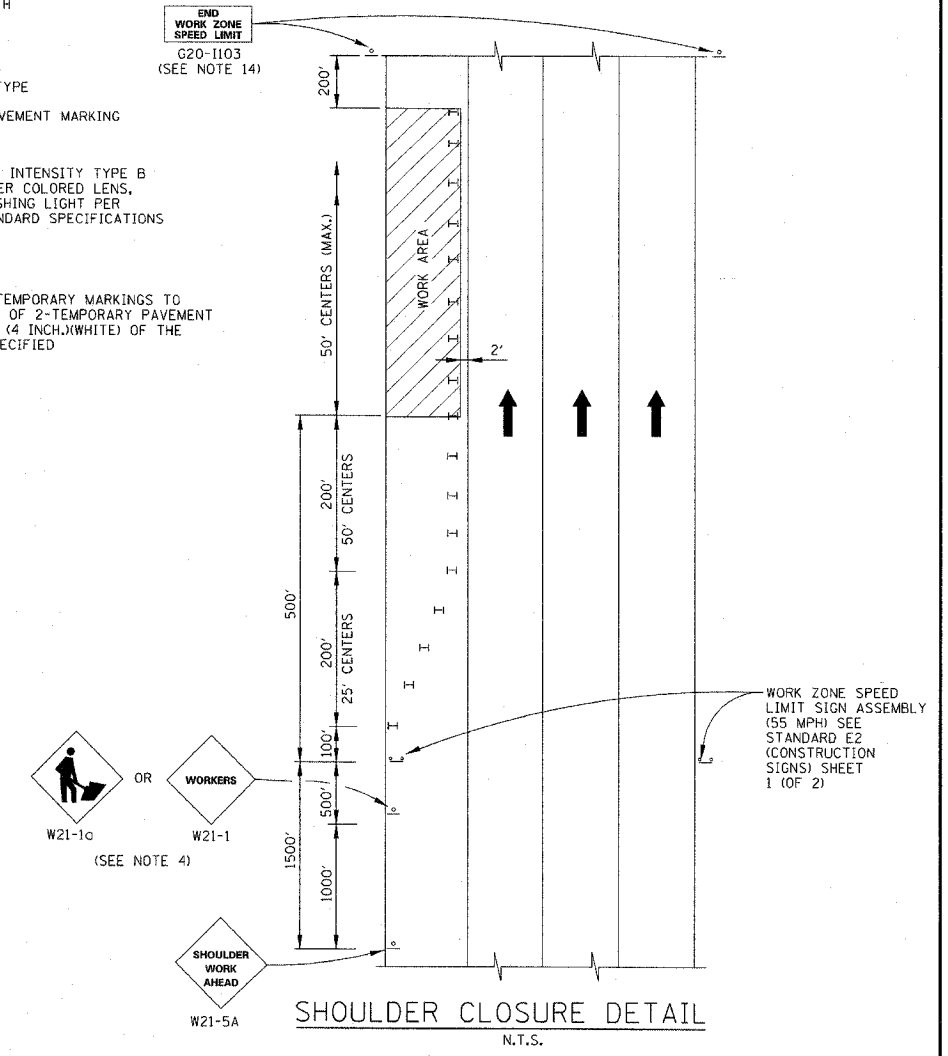
DETAIL B
TEMPORARY EXIT GORE DELINEATION AND SIGNING



TYPICAL APPLICATION OF TEMPORARY ENTRANCE GORE DELINEATION AND SIGNING



DETAIL A
TEMPORARY ENTRANCE GORE STRIPING



SHOULDER CLOSURE DETAIL
N.T.S.

GENERAL NOTES:

1. THE SHOULDER SHALL BE CLOSED WHEN A WORK ACTIVITY REQUIRING 15 OR MORE MINUTES IS PERFORMED AT A DISTANCE WHICH IS LESS THAN 15 FEET BUT NO CLOSER THAN 2 FEET THE EDGE OF PAVEMENT.
2. THE ADJACENT EXTERIOR LANE SHALL BE CLOSED WHEN WORK IS PERFORMED WITHIN 2 FEET FROM THE EDGE OF PAVEMENT.
3. THE CHANNELIZING DEVICES WHICH SEPARATE THE WORK SPACE FROM THE ADJACENT TRAVEL LANE SHALL BE SPACED AT 25' FOR THE NINE DEVICES (200 FEET) AND AT A MAXIMUM OF 50' FOR ALL ADDITIONAL DEVICES.
4. WHEN THE WORKSITE IS UNATTENDED, SUBSTITUTE - "SHOULDER WORK AHEAD" SIGN FOR THE SECOND SIGN.
5. WORKER SIGNS OR SHOULDER WORK SIGNS AND CHANNELIZATION DEVICES ARE PLACED ONLY ON THE SIDE OF THE ROADWAY ON WHICH THE ACTIVITY IS PERFORMED.
6. FOR SHOULDER CLOSURE EXTENDING OVERNIGHT, BARRICADE TYPE II WITH STEADY BURNING LIGHT, TYPE C SHALL BE USED.
7. FOR SHORT TERM CLOSURE (SUNRISE TO ONE HOUR BEFORE SUNSET) NOT EXTENDING INTO DARKNESS, CONES MAY BE USED.
8. ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY (55 MPH - BEGINS) SHALL BE PLACED AT A DISTANCE OF 500' TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE SHOULDER CLOSURE. MOVING OPERATIONS MAY REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
9. AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
10. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
11. THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY (MOVABLE BARRIER) WALL.
12. THE WORK ZONE SPEED LIMIT SIGNS AND SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT OR CLOSE TO MOVING TRAFFIC.
13. ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
14. "END WORK ZONE SPEED LIMIT" SIGNS SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 55MPH.
15. FOR SHOULDER REPAIRS OR REPLACEMENT THE CHANNELIZING DEVICES SHALL BE PLACED AT THE EDGE OF PAVEMENT WHENEVER THE WORK ACTIVITIES RESULT IN A DROPOFF AT THE EDGE OF PAVEMENT.

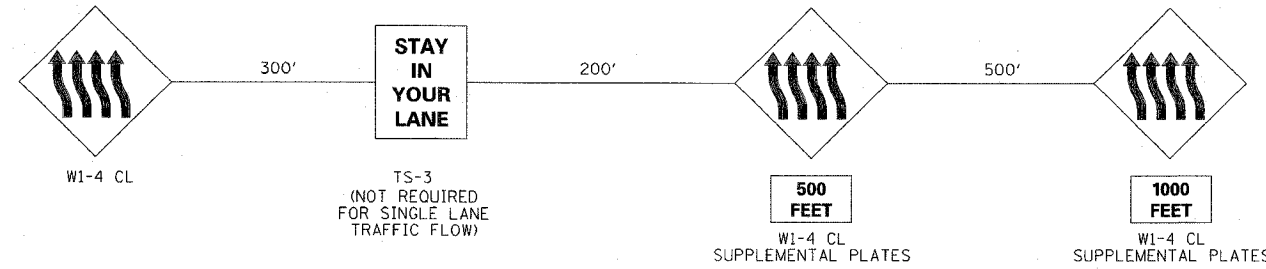
APPROVED: *Jeff Daley*
CHIEF ENGINEER DATE 1-1-2007

DATE	REVISIONS

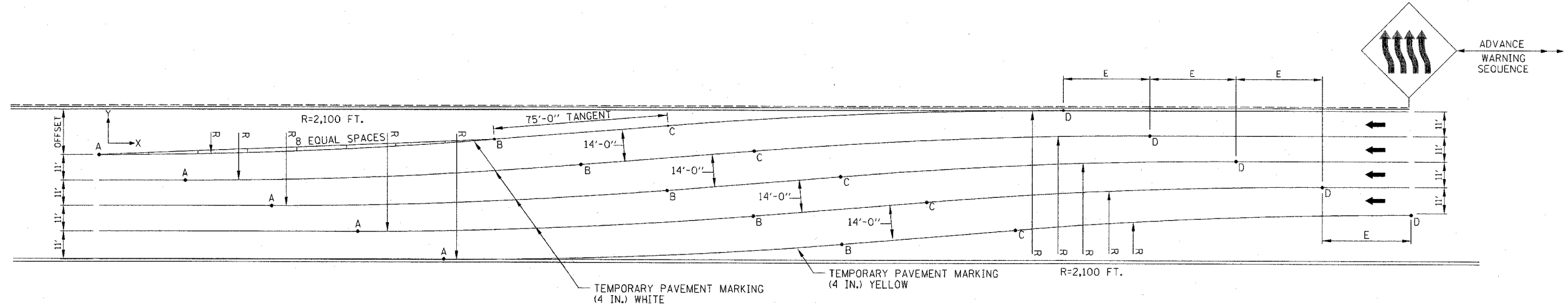
Illinois Tollway
Open Roads for a Faster Future

TEMPORARY GORE DETAILS AND SHOULDER CLOSURE DETAILS

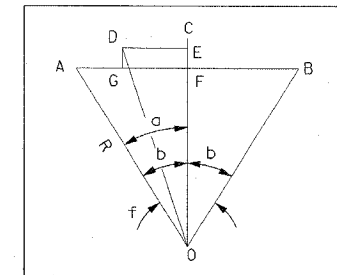
STANDARD E3-00



ADVANCE WARNING SEQUENCE



CHORD OFFSET SKETCH



OFFSET	POINT LAY-OUT										CHORD OFFSET DATA							
	E	B°	A		B		C		D		1/8 & 7/8	1/4 & 3/4	3/8 & 5/8	1/2				
			X	Y	X	Y	X	Y	X	Y	O/S	DIST	O/S	DIST	O/S	DIST	O/S	DIST
10	56.68	3.05	0	0	112	3.0	187	7.0	298	9.9	0.3	14	0.6	28	0.7	42	0.7	56
12	50.47	3.43	0	0	126	3.8	201	8.2	326	12.0	0.4	16	0.7	31	0.9	47	0.9	63
14	45.99	3.77	0	0	138	4.5	213	9.5	351	14.0	0.5	17	0.9	35	1.1	52	1.1	69
16	42.56	4.08	0	0	149	5.3	224	10.7	374	16.0	0.6	19	1.0	37	1.2	56	1.3	75
18	39.70	4.36	0	0	160	6.1	235	11.9	396	18.0	0.7	20	1.2	40	1.4	60	1.5	80
20	37.30	4.67	0	0	171	7.0	246	13.1	417	20.0	0.8	21	1.3	43	1.6	64	1.7	86
22	35.38	4.93	0	0	180	7.8	255	14.2	436	22.0	0.9	23	1.5	45	1.8	68	1.9	90
24	33.66	5.19	0	0	190	8.6	265	15.4	455	24.0	0.9	24	1.6	48	2.0	71	2.2	95
26	32.17	5.44	0	0	199	9.5	274	16.6	473	26.0	1.0	25	1.8	50	2.2	75	2.4	100
28	30.91	5.67	0	0	207	10.3	282	17.7	490	28.0	1.1	26	1.9	52	2.4	78	2.6	104
30	29.73	5.905	0	0	216	11.1	291	18.9	507	30.0	1.2	27	2.1	54	2.6	81	2.8	108
32	28.68	6.13	0	0	224	12.0	299	20.0	523	32.0	1.3	28	2.3	56	2.8	84	3.0	112
34	27.78	6.34	0	0	232	12.8	306	21.1	538	34.0	1.4	29	2.4	58	3.0	87	3.2	116
36	26.93	6.55	0	0	240	13.7	314	22.3	554	36.0	1.5	30	2.6	60	3.2	90	3.4	120
38	26.14	6.76	0	0	247	14.6	322	23.4	569	38.0	1.6	31	2.7	62	3.4	93	3.7	124
40	25.44	6.955	0	0	254	15.5	329	24.5	583	40.0	1.7	32	2.9	64	3.6	96	3.9	127
42	24.79	7.15	0	0	261	16.3	336	25.7	597	42.0	1.8	33	3.1	65	3.8	98	4.1	131
44	24.19	7.34	0	0	268	17.2	343	26.8	611	44.0	1.9	34	3.2	67	4.0	101	4.3	134
46	23.65	7.52	0	0	275	18.1	349	27.9	624	45.9	2.0	34	3.4	69	4.2	103	4.5	138
48	23.10	7.71	0	0	282	19.0	356	29.0	638	48.0	2.1	35	3.6	71	4.5	106	4.8	141
50	22.61	7.89	0	0	288	19.9	363	30.2	651	50.1	2.2	36	3.7	72	4.7	108	5.0	144
52	22.17	8.06	0	0	294	20.7	369	31.3	663	52.0	2.3	37	3.9	74	4.9	111	5.2	148
54	21.75	8.23	0	0	301	21.6	375	32.4	675	54.0	2.4	38	4.1	75	5.1	113	5.4	151
56	21.34	8.4	0	0	307	22.5	381	33.5	688	56.0	2.5	38	4.2	77	5.3	115	5.6	154
58	20.98	8.56	0	0	313	23.4	387	34.6	699	57.9	2.6	39	4.4	78	5.5	118	5.9	157
60	20.62	8.725	0	0	319	24.3	393	35.7	711	60.0	2.7	40	4.6	80	5.7	120	6.1	160

GENERAL NOTES:

1. REVERSE CURVE INFORMATION CAN BE USED FOR SINGLE LANE OR MULTILANE TRAFFIC FLOWS, SHIFTING RIGHT TO LEFT (AS SHOWN) OR LEFT TO RIGHT BY CHANGING TO THE APPROPRIATE ADVANCE WARNING SEQUENCE.
2. PLACE TEMPORARY RAISED PAVEMENT MARKERS AT 25' C-C ON LINES NOT DELINEATED BY TRAFFIC CONTROL DEVICES.
3. THE REVERSE CURVE SHALL BE USED ONLY WITHIN THE WORK ZONE. LANE SHIFTS IN ADVANCE OF OR ON THE APPROACH TO THE WORK ZONE SHALL BE IMPLEMENTED WITH A SHIFT RATE OF 83:1. LANE SHIFTS OUT OF THE WORK ZONE OR FOR OFFSETS LESS THAN TEN FEET WITHIN THE WORK ZONE SHALL BE IMPLEMENTED WITH A SHIFT RATE OF 75:1.

APPROVED *Jeff Daley* CHIEF ENGINEER DATE 1-1-2007

DATE	REVISIONS

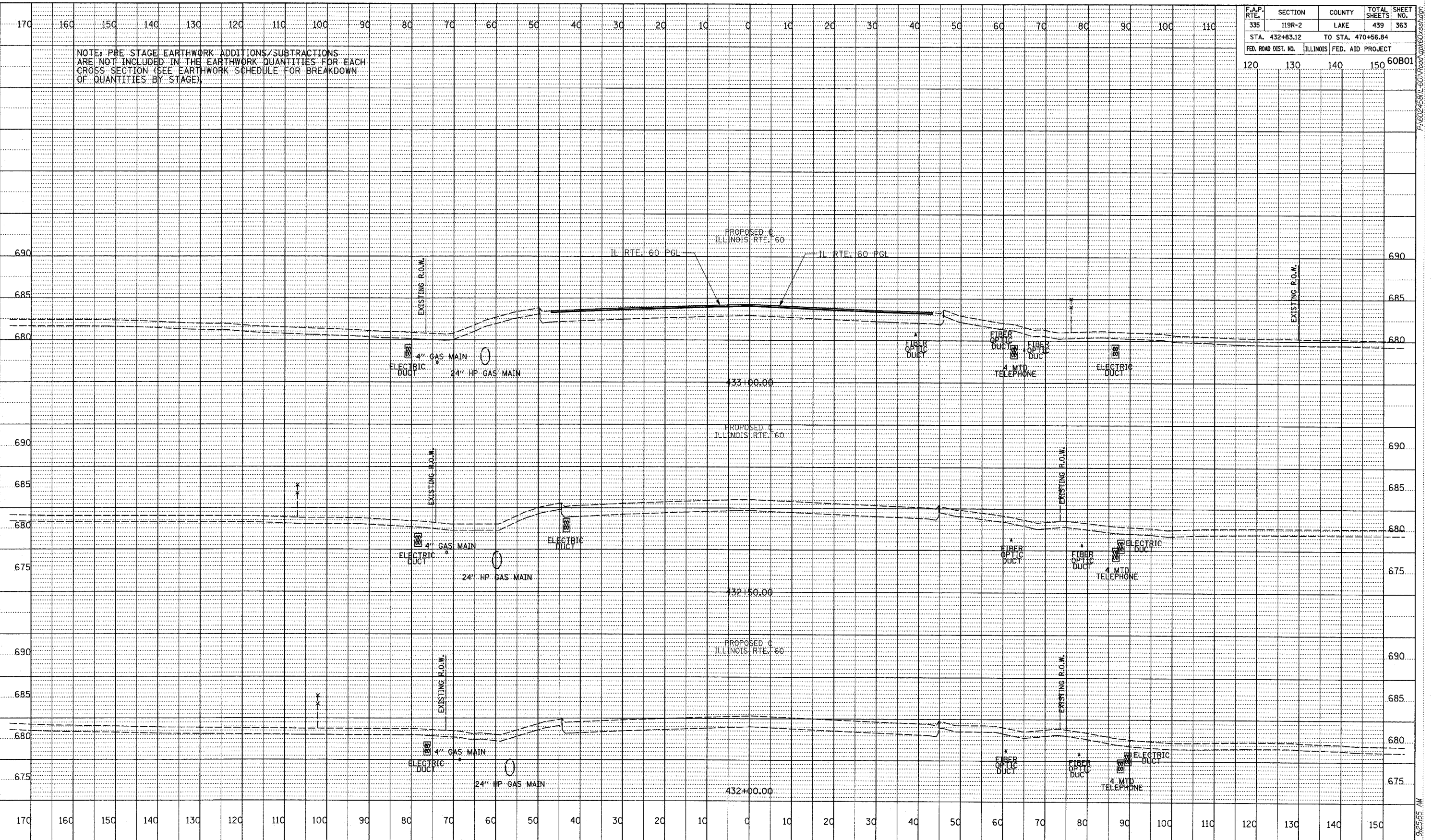


MAINTENANCE OF TRAFFIC REVERSE CURVE

STANDARD E4-00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	363
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
				60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)



PROFILE	DATE
BY	
CHECKED	
DESIGNED	
NOTED	
NO.	

TYLIN INTERNATIONAL



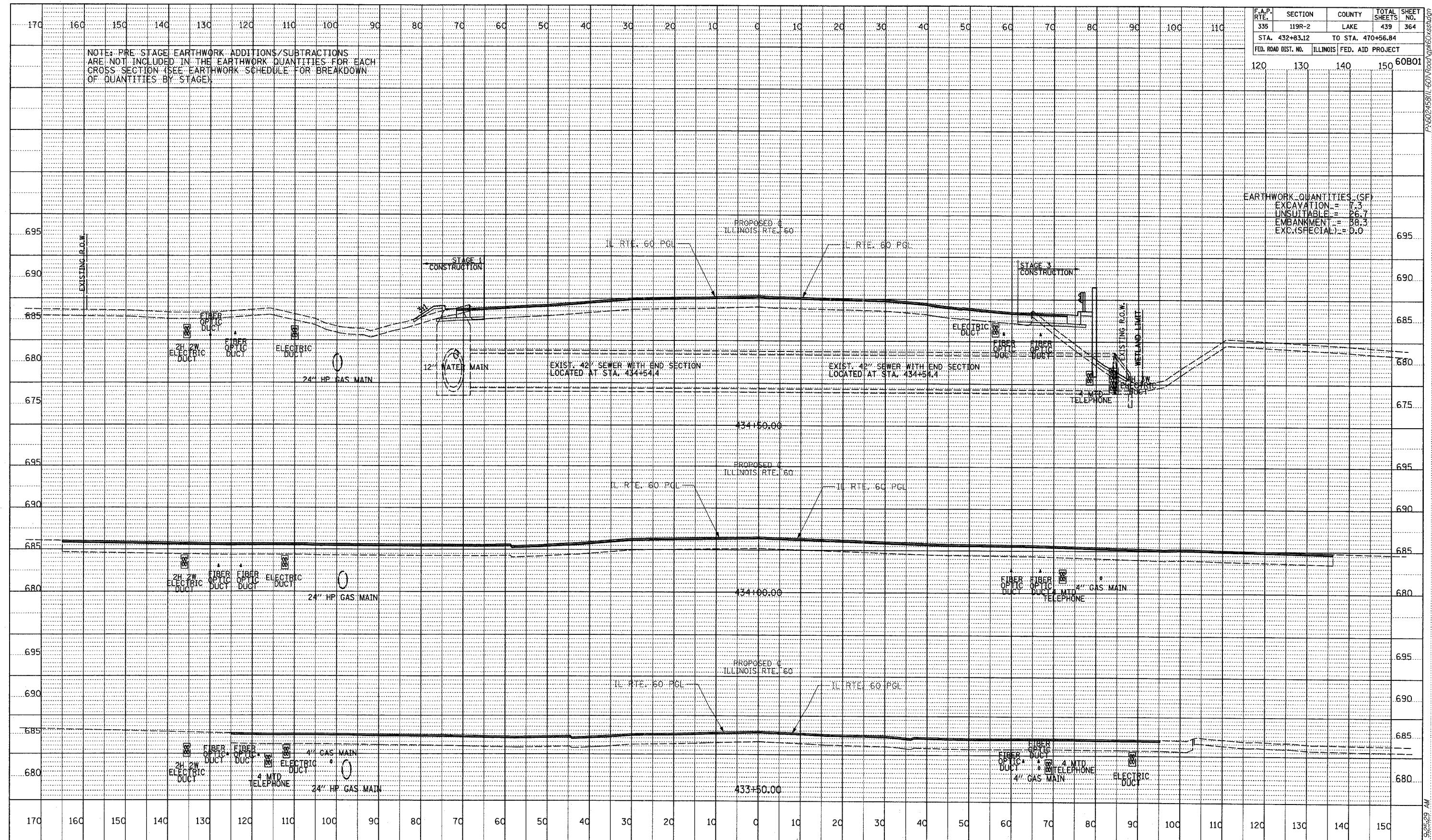
ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 432+00 TO STA. 433+00

5/17/2007 9:25:55 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	364
STA. 432+83.12 TO STA. 470+56.84				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	120	130	140	150
				60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 7.3
UNSUITABLE	= 26.7
EMBANKMENT	= 58.3
EXC.(SPECIAL)	= 0.0



DATE	BY
PROFILE	
REVISED	
NOTED	
STRUCTURE NOTATIONS GRID	

TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLINE RD)
STA. 433+50 TO STA. 434+50

5.7.7.2007 9:25:29 AM

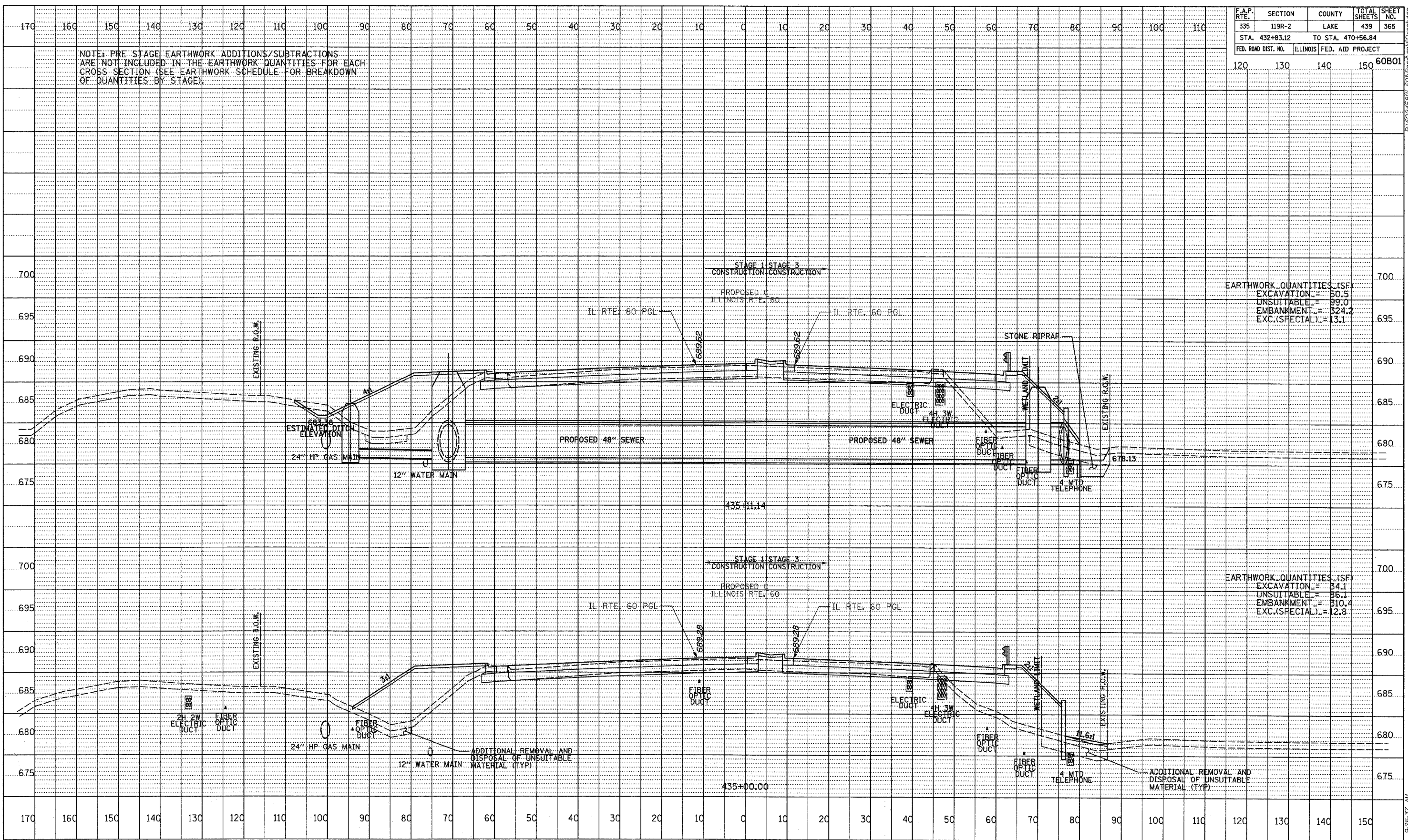
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	365
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 50.5
 UNSUITABLE = 89.0
 EMBANKMENT = 324.2
 EXC.(SPECIAL) = 13.1

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 34.1
 UNSUITABLE = 36.1
 EMBANKMENT = 310.4
 EXC.(SPECIAL) = 12.8

DATE	BY



TYL IN INTERNATIONAL

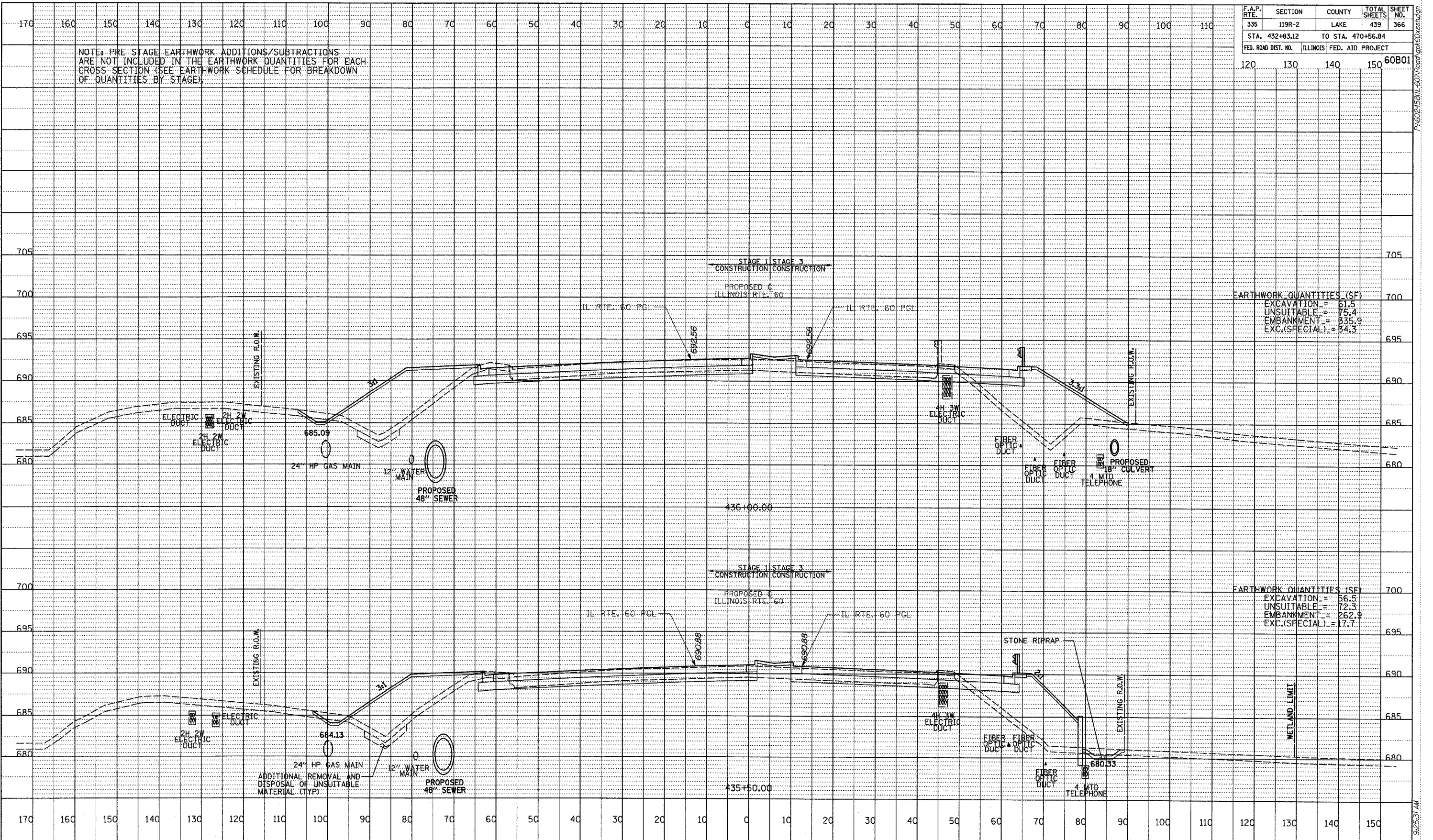


ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 435+00 TO STA. 435+11.14

P:\6024581\1-60\Road\p60\60xssi.dgn 9:25:37 AM 5/7/2007

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	366
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		60B01

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

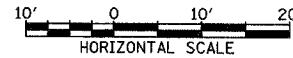


EARTHWORK QUANTITIES (SF)
EXCAVATION = 61.5
UNSUITABLE = 75.4
EMBANKMENT = 835.9
EXC.(SPECIAL) = 84.3

EARTHWORK QUANTITIES (SF)
EXCAVATION = 86.5
UNSUITABLE = 72.3
EMBANKMENT = 262.9
EXC.(SPECIAL) = 17.7

DATE: _____ BY: _____
PROJECT NO.: _____
SHEET NO.: _____
DATE PLOTTED: _____
NOTE BOOK NO.: _____
STRUCTURE NOTATION: _____

TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 435+50 TO STA. 436+00

5/17/2007 9:25:31 AM

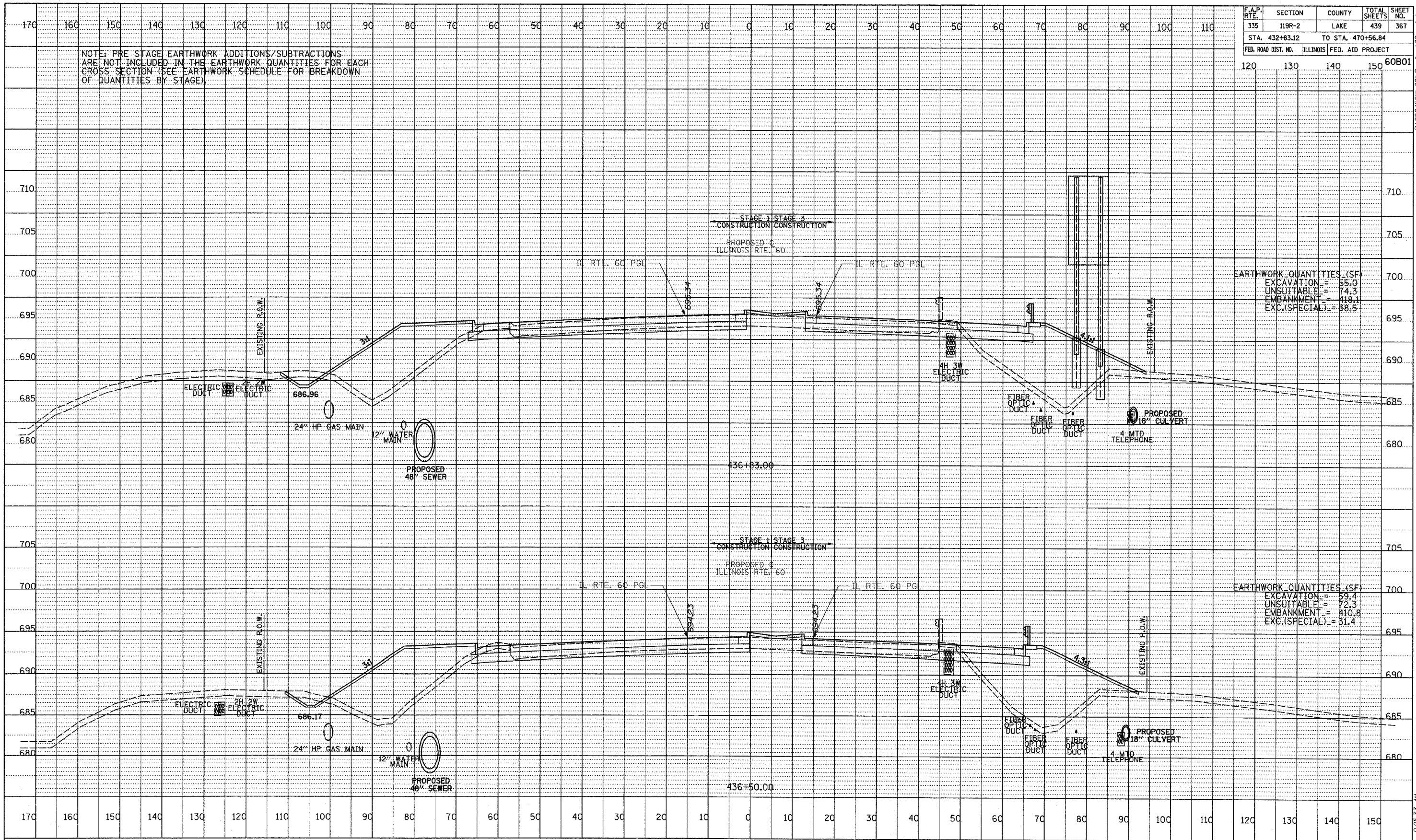
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	367
STA. 432+83.12 TO STA. 470+56.84				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			120	130
			140	150
			60B01	

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 55.0
 UNSUITABLE = 74.3
 EMBANKMENT = 419.1
 EXC.(SPECIAL) = 38.5

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 59.4
 UNSUITABLE = 72.3
 EMBANKMENT = 410.8
 EXC.(SPECIAL) = 31.4

DATE	
BY	
REVISION	
DATE	
BY	
REVISION	
DATE	
BY	
REVISION	



TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 436+50 TO STA. 436+83

PAGE 245817_601_P06_Vp166_xss1d09 9:25:33 AM 5/7/2007

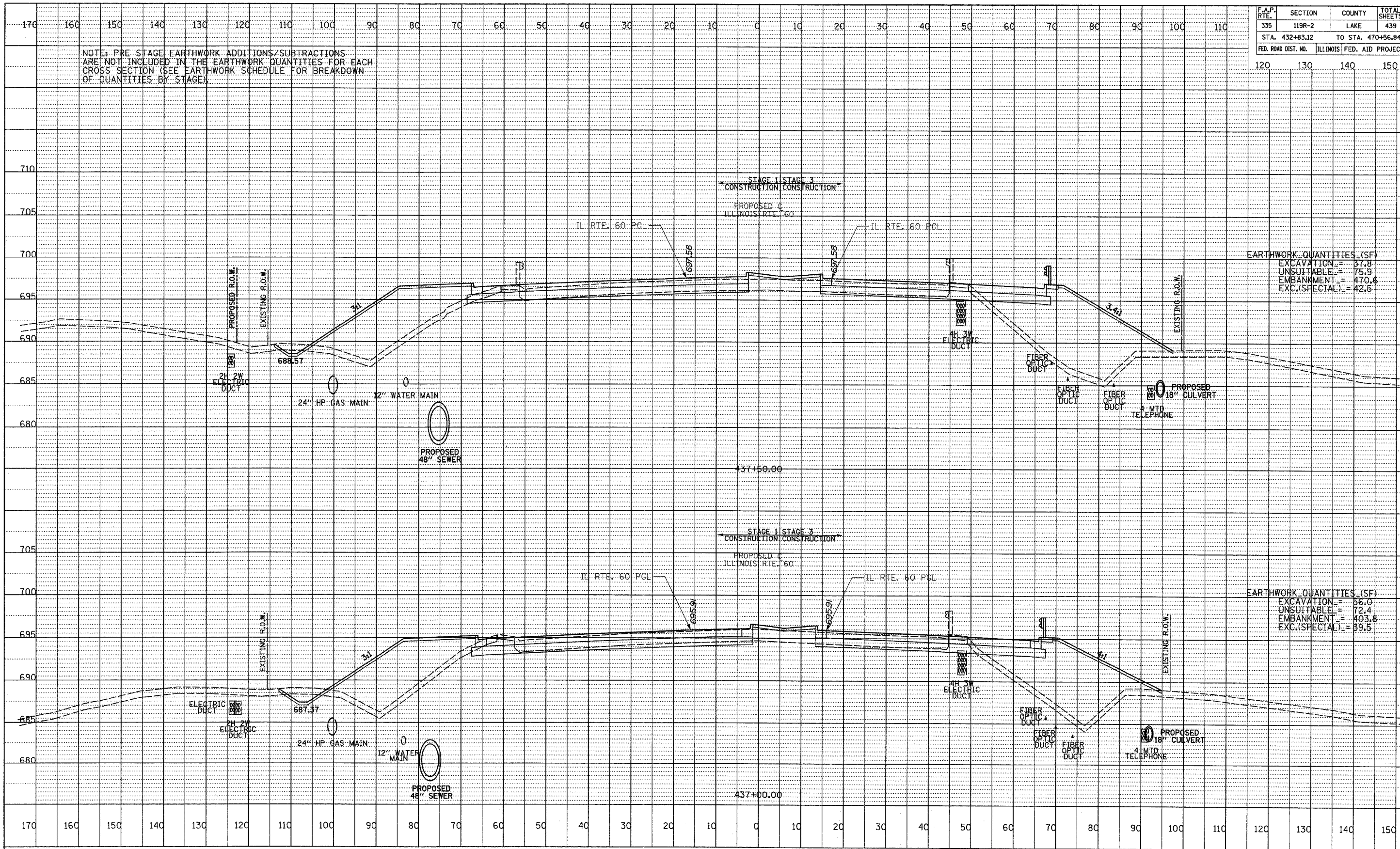
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	368
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 37.8
 UNSUITABLE = 75.9
 EMBANKMENT = 170.6
 EXC.(SPECIAL) = 42.5

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 56.0
 UNSUITABLE = 72.4
 EMBANKMENT = 403.8
 EXC.(SPECIAL) = 39.5

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



TYLIN INTERNATIONAL

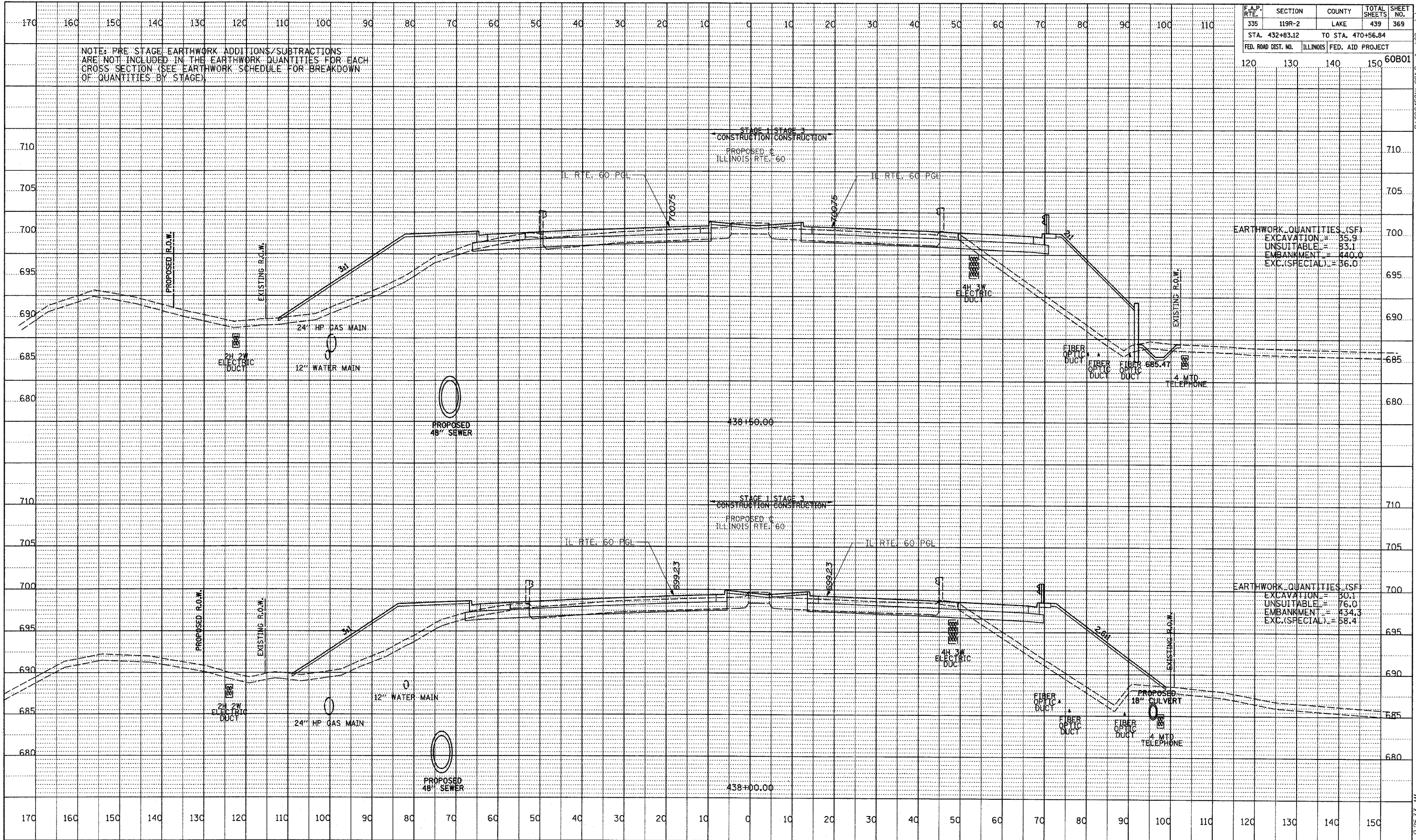


ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 437+00 TO STA. 437+50

9/25/07 9:25:53 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	369
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)



EARTHWORK QUANTITIES (SF)

EXCAVATION	=	35.9
UNBANKMENT	=	83.1
EMBANKMENT	=	440.0
EXC.(SPECIAL)	=	36.0

EARTHWORK QUANTITIES (SF)

EXCAVATION	=	30.1
UNBANKMENT	=	76.0
EMBANKMENT	=	434.3
EXC.(SPECIAL)	=	58.4

DATE	
BY	
DESIGNED	
PLOTTED	
GRADES CHECKED	
STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.	

TYLINT INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 438+00 TO STA. 438+50

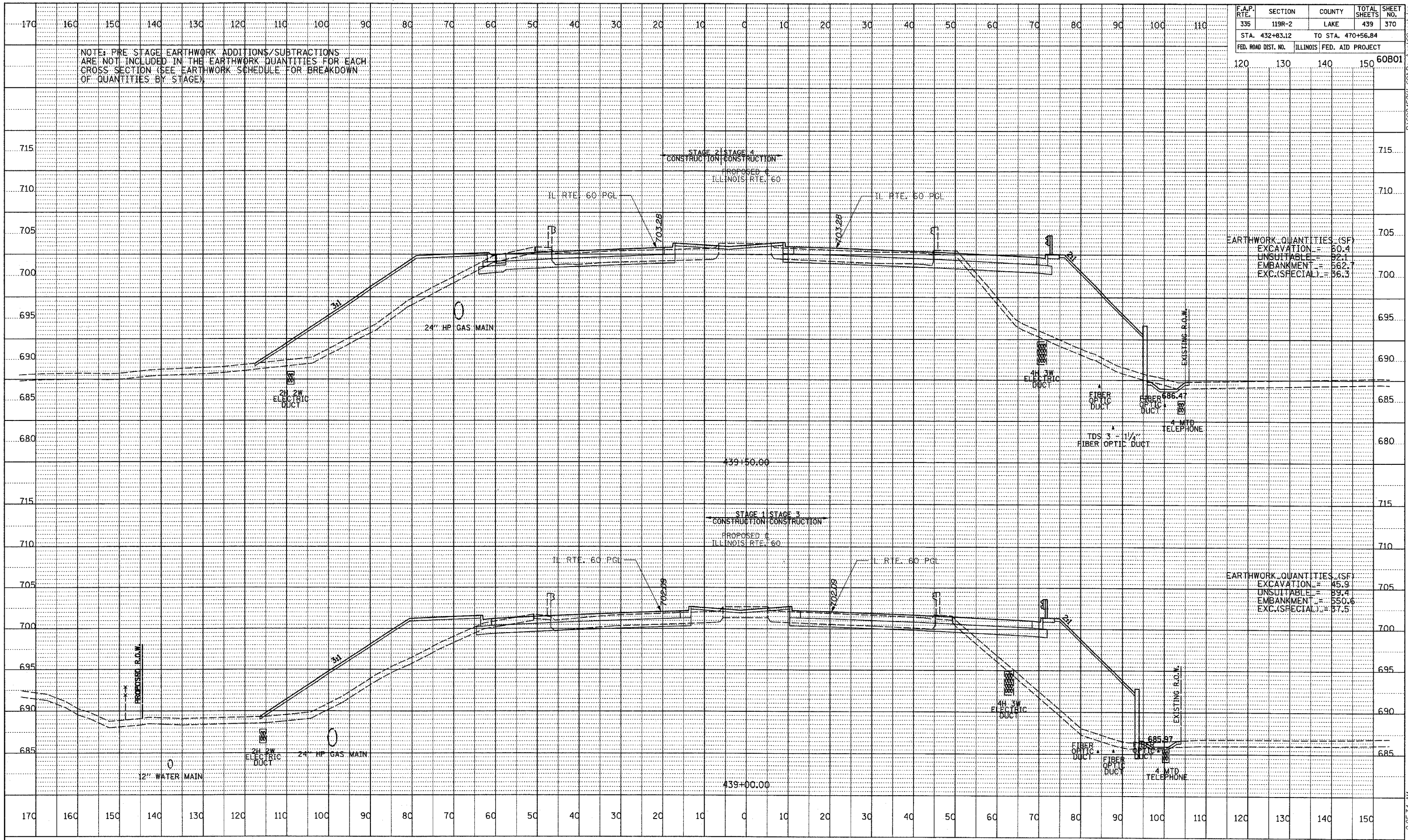
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	370
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
120	130	140	150	60B01

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

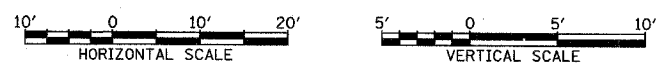
EARTHWORK QUANTITIES (SF)
 EXCAVATION = 80.4
 UNSUITABLE = 92.1
 EMBANKMENT = 562.7
 EXC.(SPECIAL) = 36.3

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 45.9
 UNSUITABLE = 89.4
 EMBANKMENT = 550.6
 EXC.(SPECIAL) = 37.5



DATE	BY
REVISION	NO.
CHANGED	
PLANNING	
DESIGNED	
CHECKED	
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APPROVED	
BY	
DATE	

TYLINS INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLINE RD)
 STA. 439+00 TO STA. 439+50

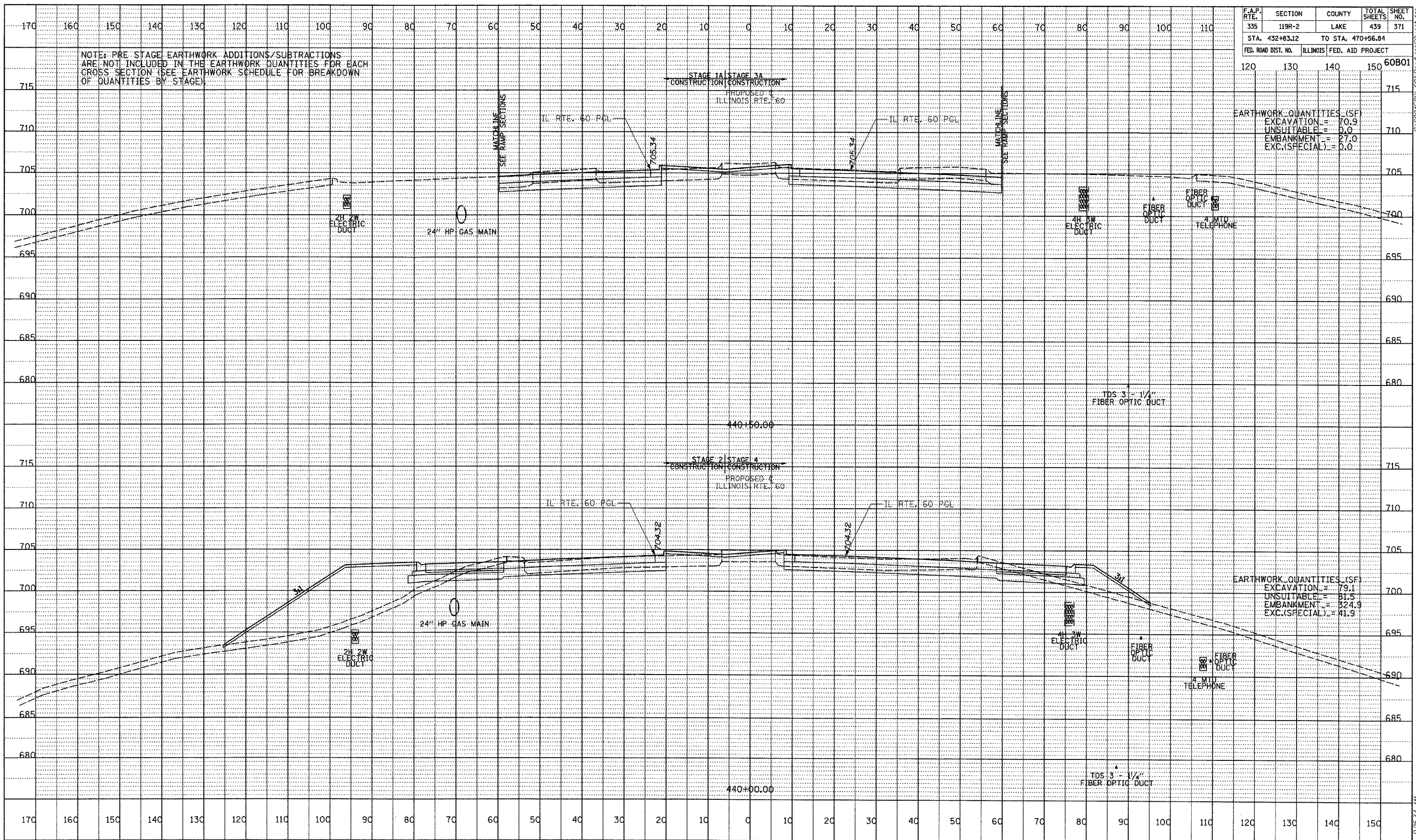
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	371
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			60B01	

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 70.9
UNSUITABLE	= 0.0
EMBANKMENT	= 27.0
EXC.(SPECIAL)	= 0.0

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 79.1
UNSUITABLE	= 81.5
EMBANKMENT	= 324.9
EXC.(SPECIAL)	= 41.9



PROFILE	DATE
BY	
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DATE	

TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 440+00 TO STA. 440+50

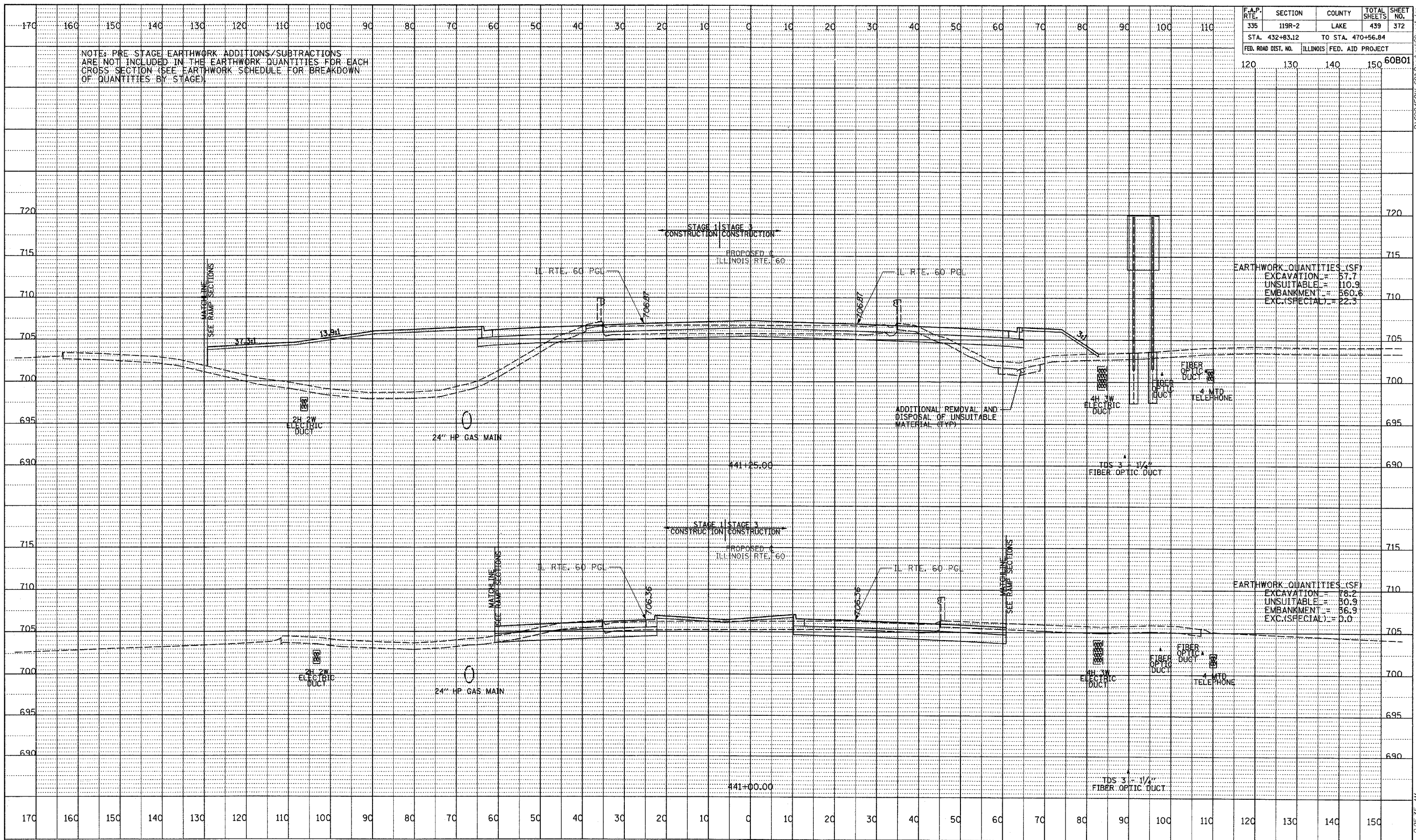
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	372
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

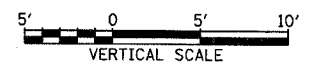
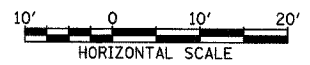
EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 57.7
UNSUITABLE	= 110.9
EMBANKMENT	= 560.6
EXC.(SPECIAL)	= 22.3

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 78.2
UNSUITABLE	= 30.9
EMBANKMENT	= 36.9
EXC.(SPECIAL)	= 0.0



DATE	BY
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GRADES CHECKED	
STAKE PLACED	
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STAKE PLACED	
NOTATIONS CHECKED	

TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 441+00 TO STA. 441+25

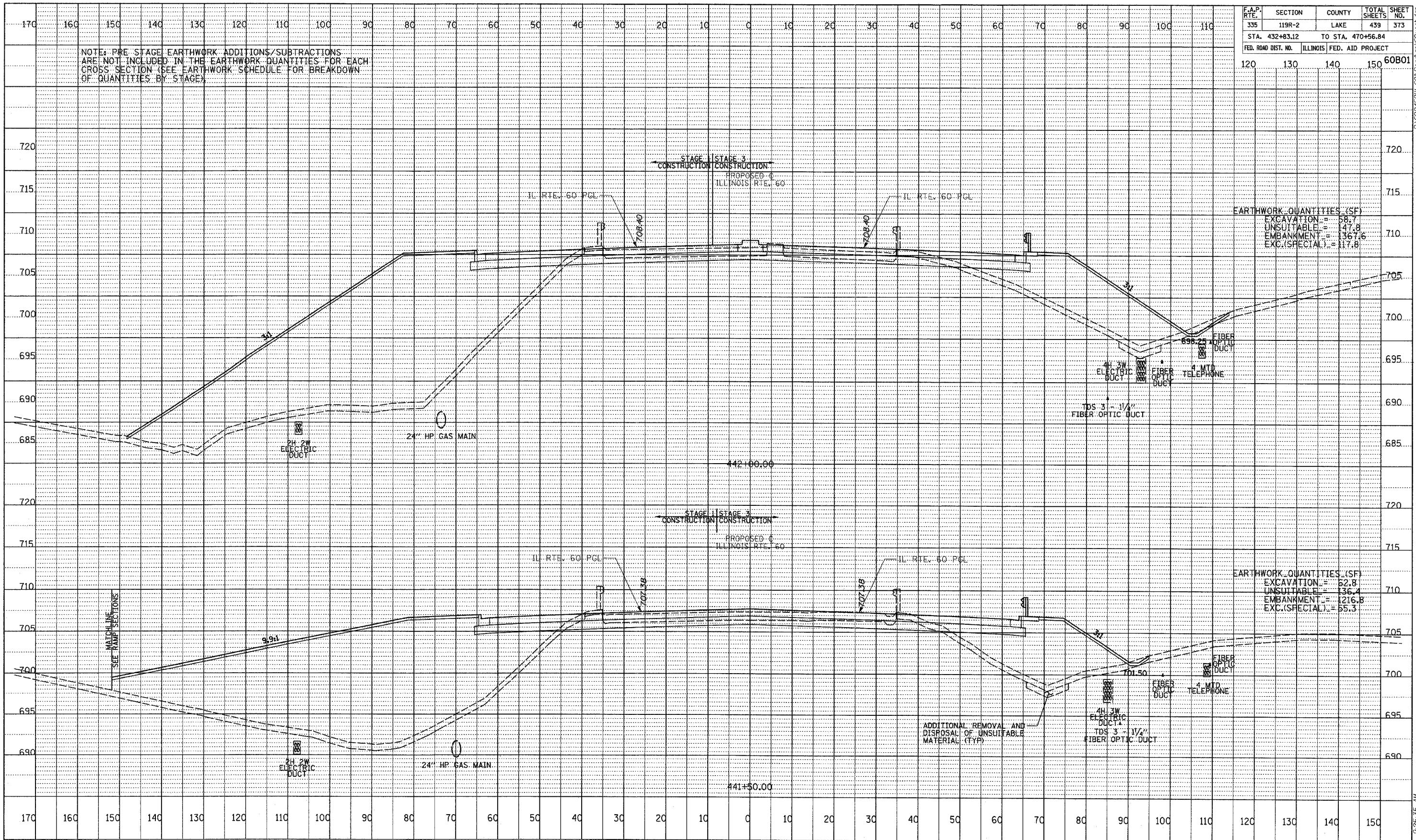
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	373
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		120 130 140 150 60B01	

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

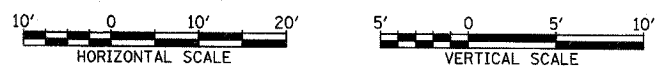
EARTHWORK QUANTITIES (SF)
 EXCAVATION = 58.7
 UNSUITABLE = 147.8
 EMBANKMENT = 1367.6
 EXC.(SPECIAL) = 117.8

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 62.8
 UNSUITABLE = 136.4
 EMBANKMENT = 1216.8
 EXC.(SPECIAL) = 55.3



PROFILE	DATE
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STRUCTURE NOTATIONS CHECKED	
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TYL INTERNATIONAL

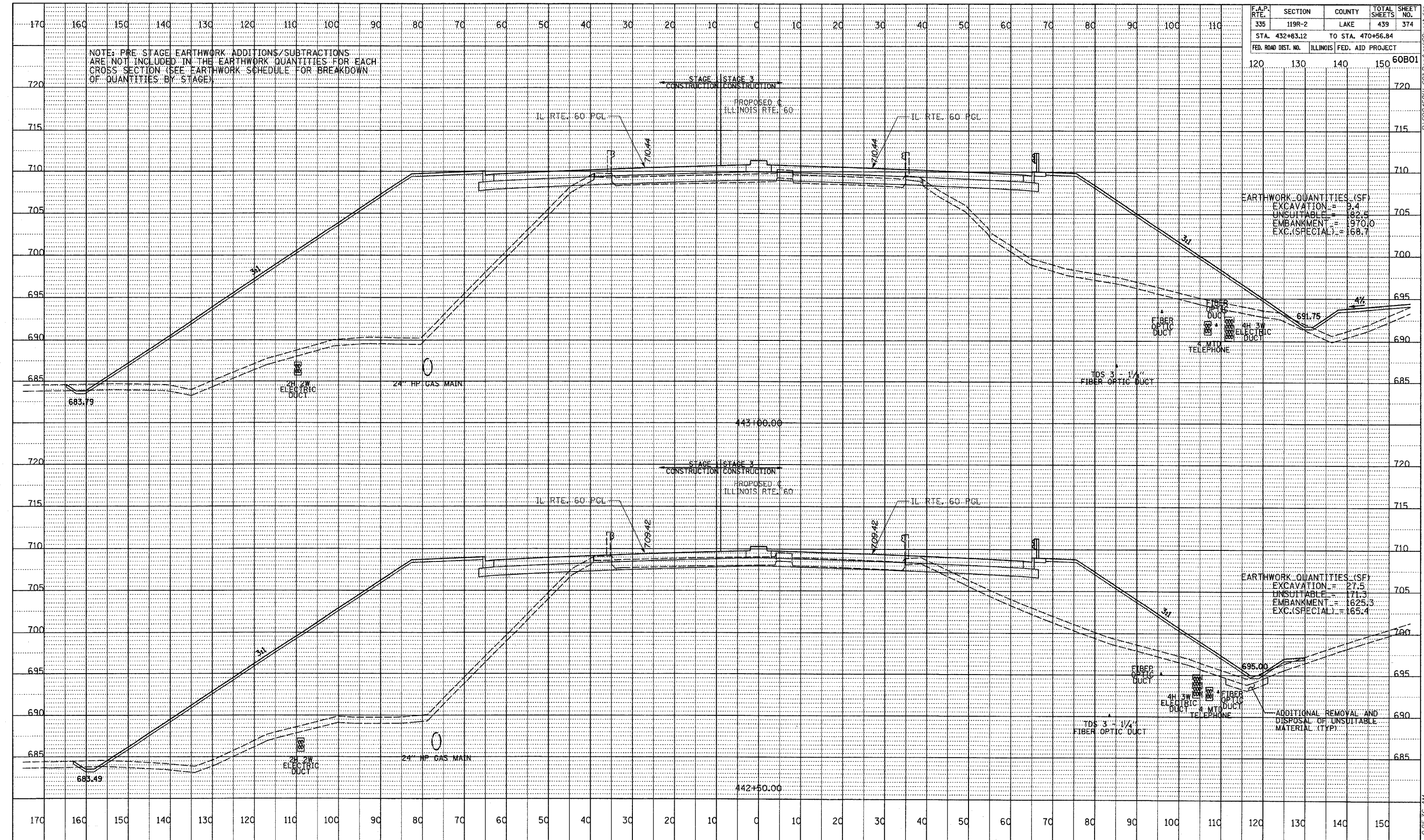


ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 441+50 TO STA. 442+00

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	374
STA. 432+63.12 TO STA. 470+56.84				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)



EARTHWORK QUANTITIES (SF)

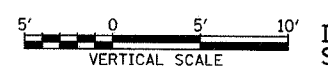
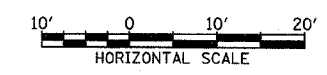
EXCAVATION	= 9.4
UNSUITABLE	= 182.5
EMBANKMENT	= 1970.0
EXC.(SPECIAL)	= 168.7

EARTHWORK QUANTITIES (SF)

EXCAVATION	= 27.5
UNSUITABLE	= 171.3
EMBANKMENT	= 1625.3
EXC.(SPECIAL)	= 165.4

PROFILE
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 BY
 CHECKED
 GRADES CHECKED
 PLOTTED
 STRUTTURE NOTATIONS OK'D

TYLINT INTERNATIONAL

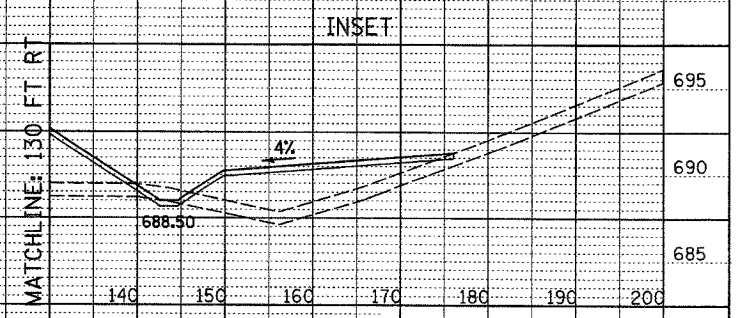
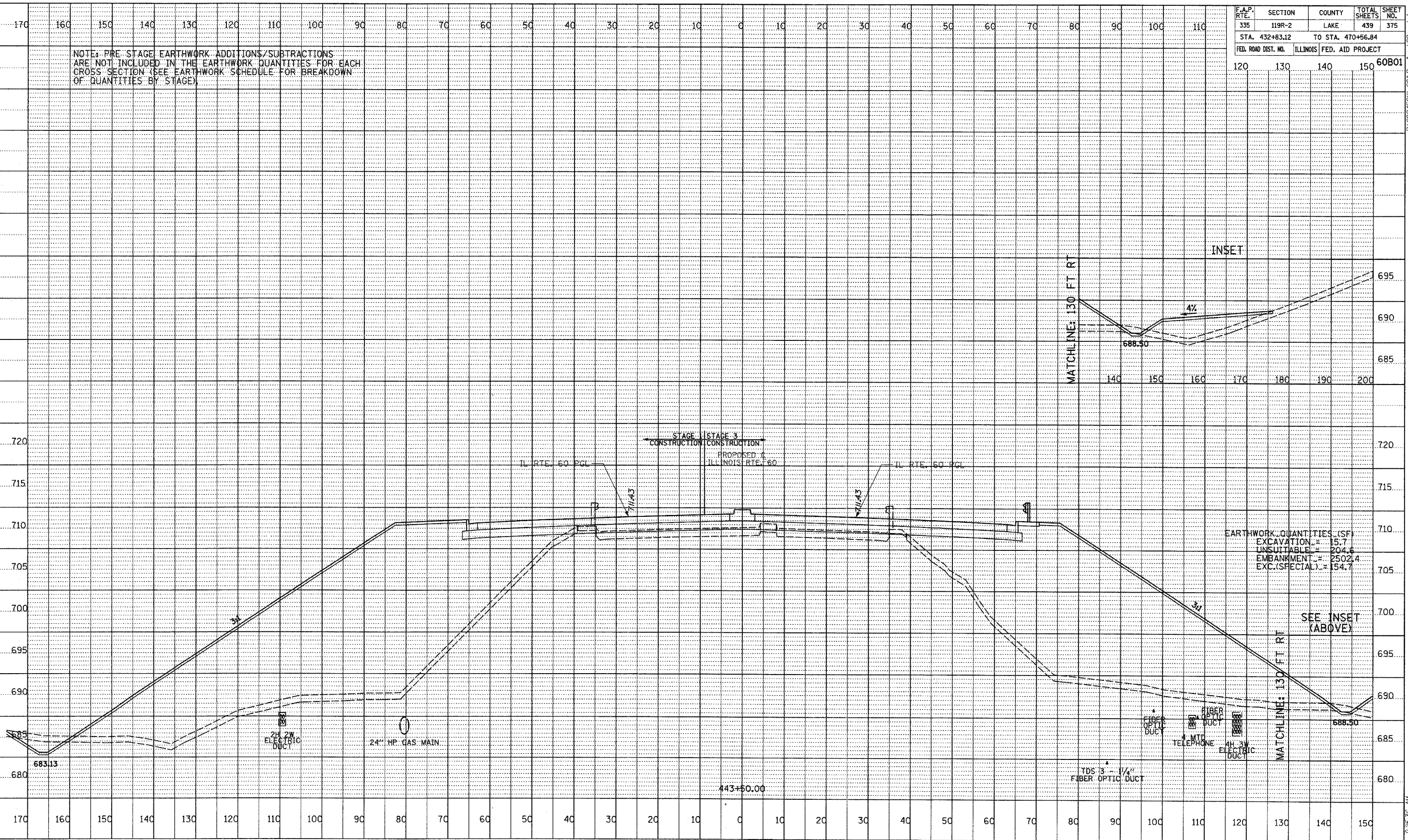


ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 442+50 TO STA. 443+00

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	375
STA. 432+83.12 TO STA. 470+56.84				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
				60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).



EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 5.7
UNSUITABLE	= 204.6
EMBANKMENT	= 2502.4
EXC. (SPECIAL)	= 154.7

SEE INSET (ABOVE)

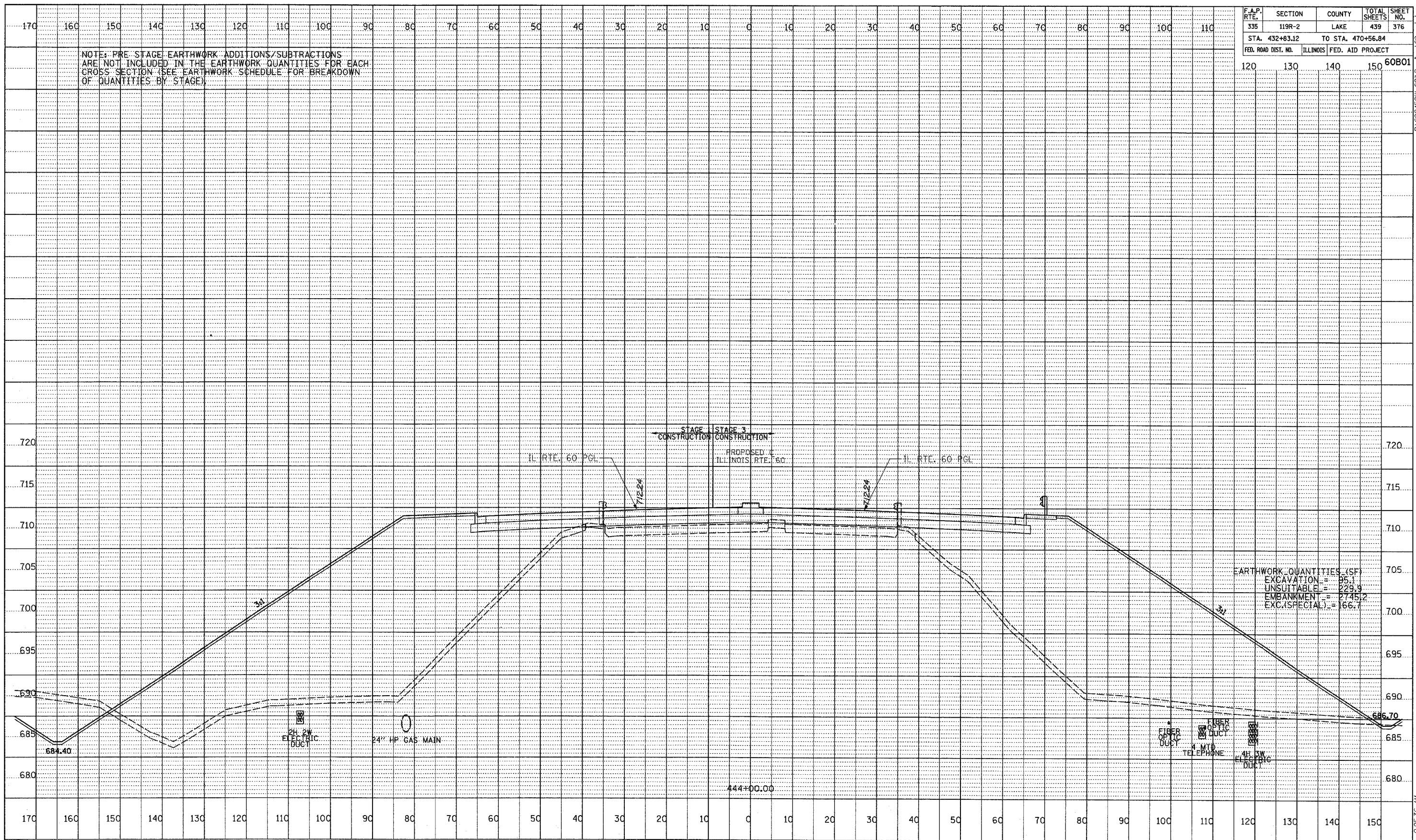
PROFILE	DATE
REVISION	BY
GRADES CHECKED	DATE
STRUCTURE NOTATIONS	DATE
NO.	

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	376
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

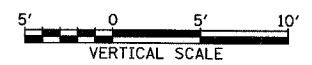
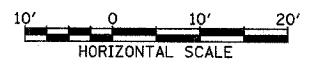
NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

PROFILE	DATE
BY	
REVISION	
PLANNED	
GRADING CHECKED	
STRUCTURE NOTATION	
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EARTHWORK QUANTITIES (SF)
 EXCAVATION = 95.1
 UNSUITABLE = 229.9
 EMBANKMENT = 2745.2
 EXC.(SPECIAL) = 166.7

TYLIN INTERNATIONAL



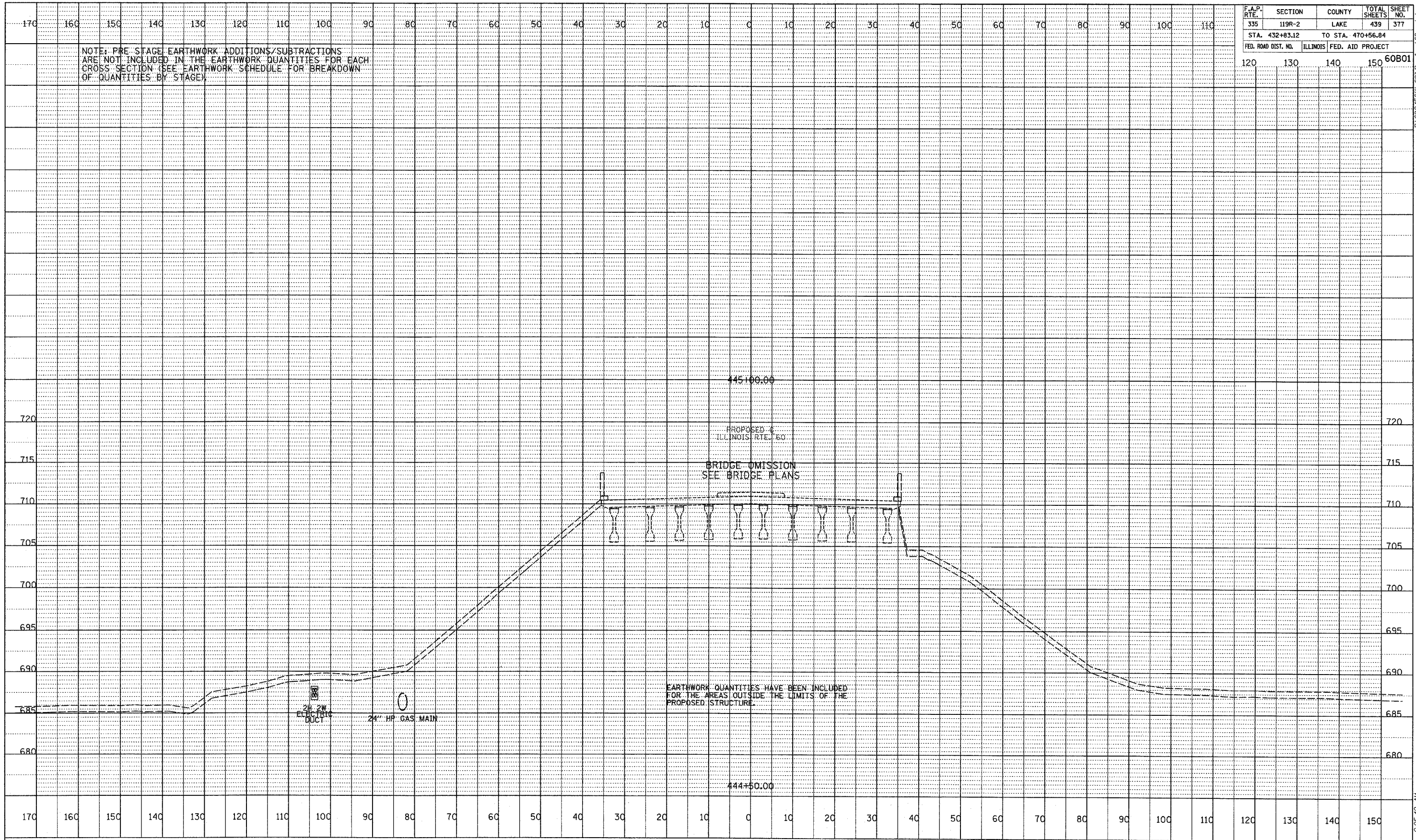
ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 444+00

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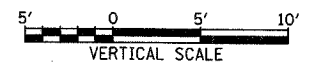
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	377
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

PROFILE	BY	DATE
REVISION		
GRADES CHECKED		
STRUCTURE NOTATIONS CHKD		
NO.		



TYLINT INTERNATIONAL

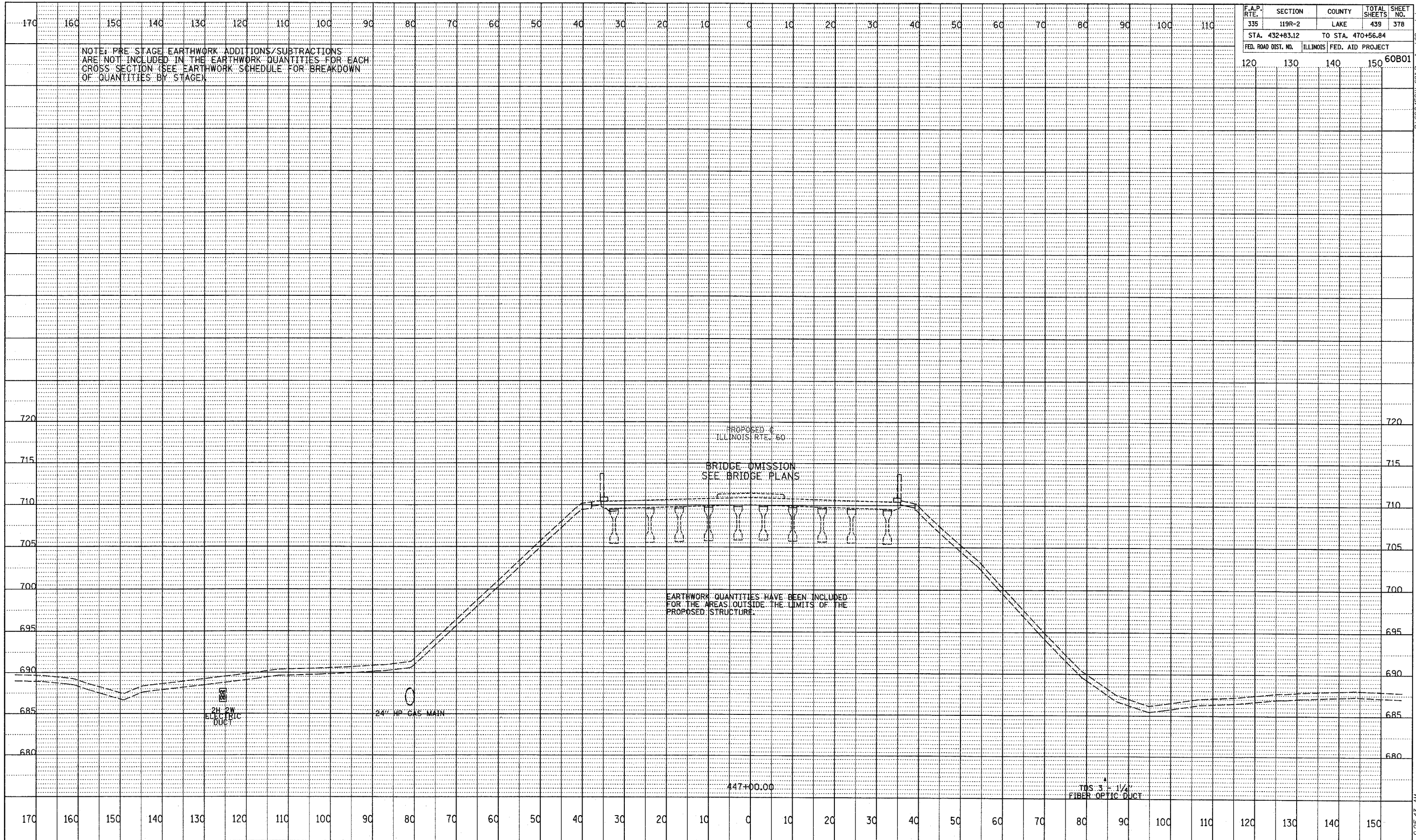


ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 444+50

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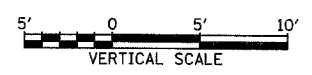
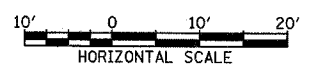
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	378
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).



PROFILE	DATE
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REVISION	
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NOTE BOOK	
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TYLIN INTERNATIONAL

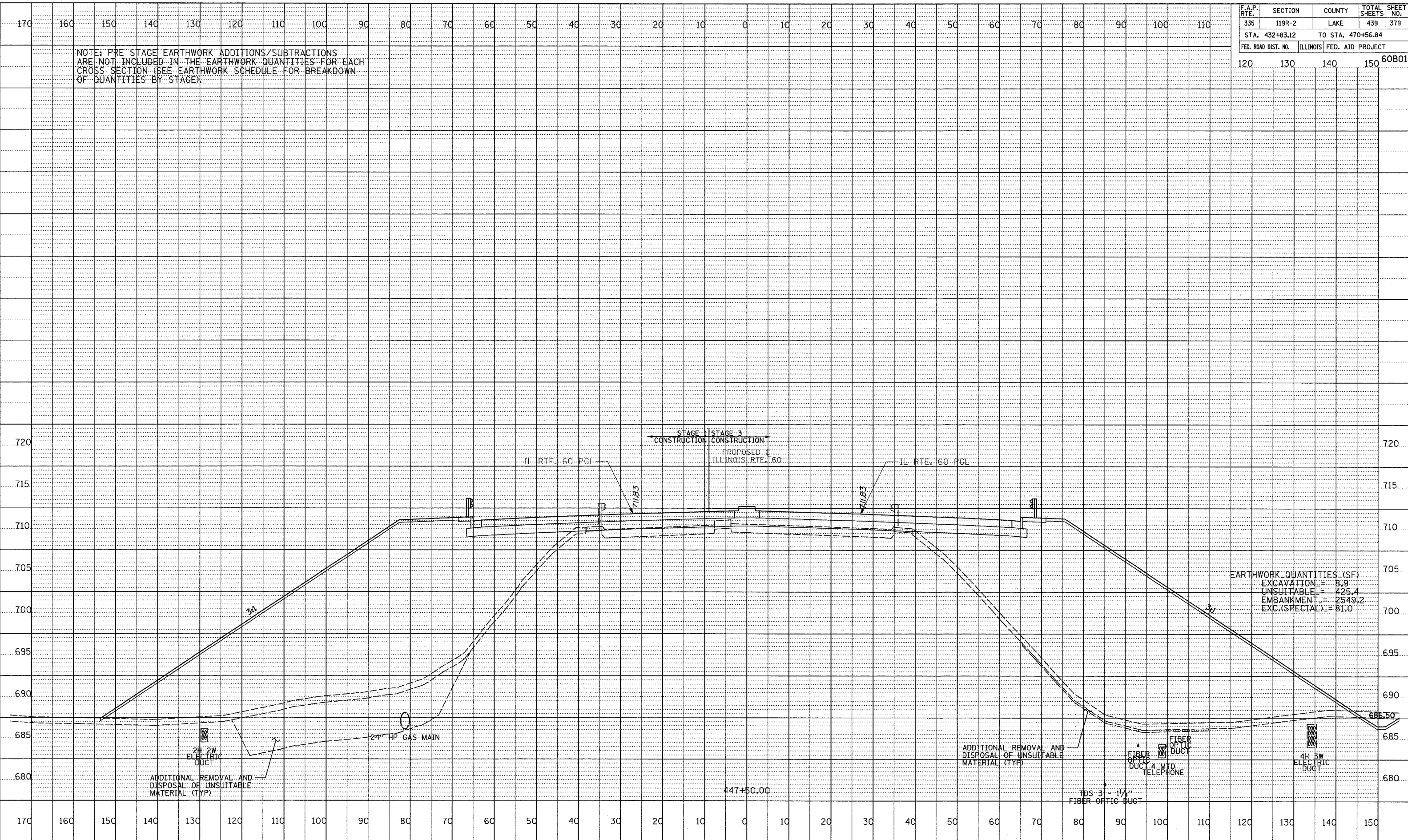


ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 447+00

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	379
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

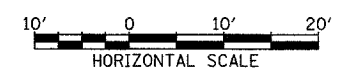
NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).



EARTHWORK QUANTITIES (SF)
 EXCAVATION = 8.9
 UNSUITABLE = 125.4
 EMBANKMENT = 2549.2
 EXC.(SPECIAL) = 81.0

ADDITIONAL REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (TYP)

ADDITIONAL REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (TYP)

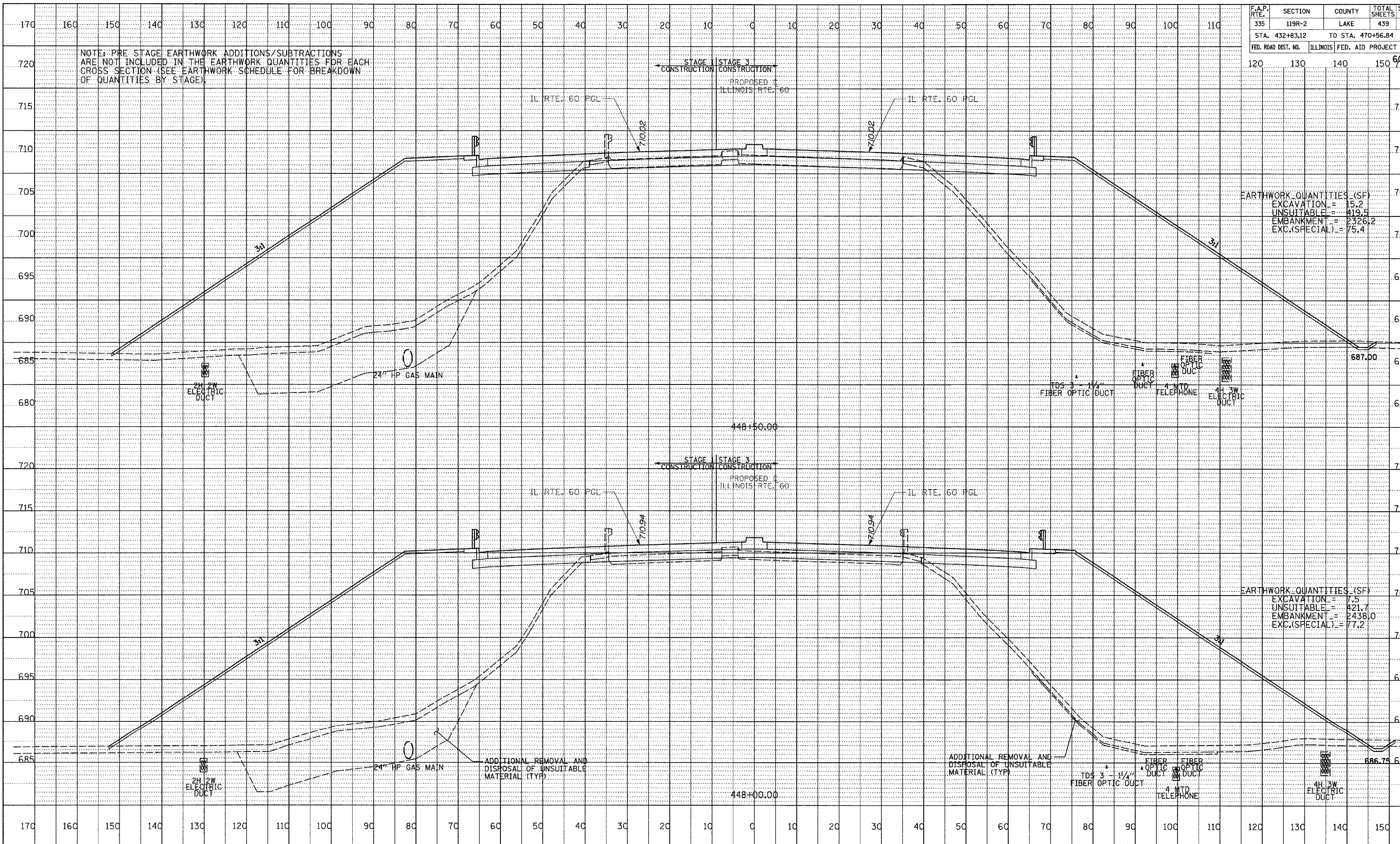


NOTE BOOK GRADES CHECKED E.A. NOTED STRUCTURE NOTATIONS CTRD

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	380
STA. 432+83.12		TO STA. 470+56.84		60R01
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).



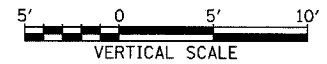
EARTHWORK QUANTITIES (SF)

EXCAVATION	=	15.2
UNSUITABLE	=	419.5
EMBANKMENT	=	2326.2
EXC.(SPECIAL)	=	75.4

EARTHWORK QUANTITIES (SF)

EXCAVATION	=	7.5
UNSUITABLE	=	421.7
EMBANKMENT	=	2438.0
EXC.(SPECIAL)	=	77.2

TYLIN INTERNATIONAL

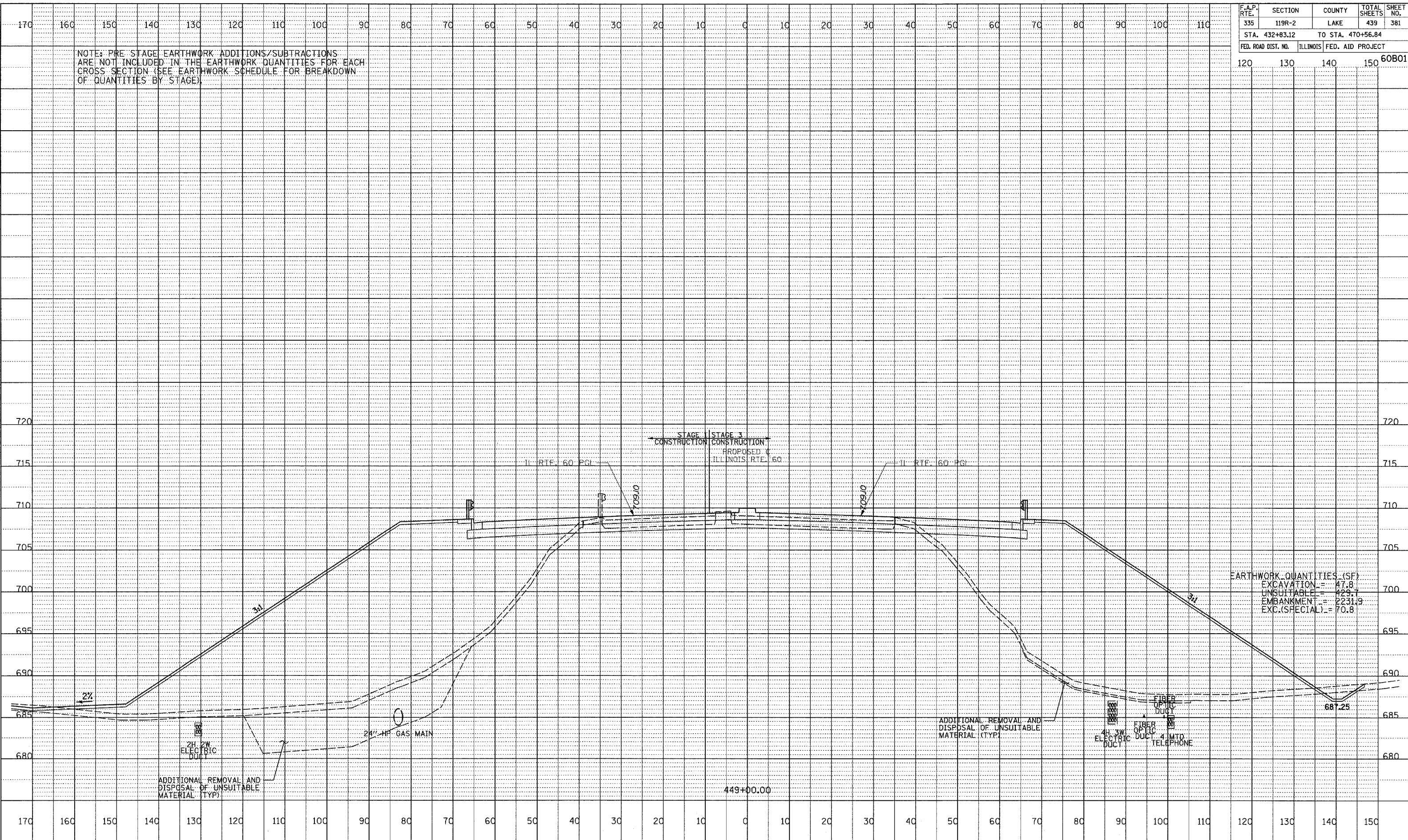


ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 448+00 TO STA. 448+50

6/13/2007 1:53:46 PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	381
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

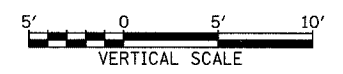
NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).



EARTHWORK QUANTITIES (SF)

EXCAVATION	= 47.8
UNSUITABLE	= 429.7
EMBANKMENT	= 2231.9
EXC.(SPECIAL)	= 70.8

TYLIN INTERNATIONAL



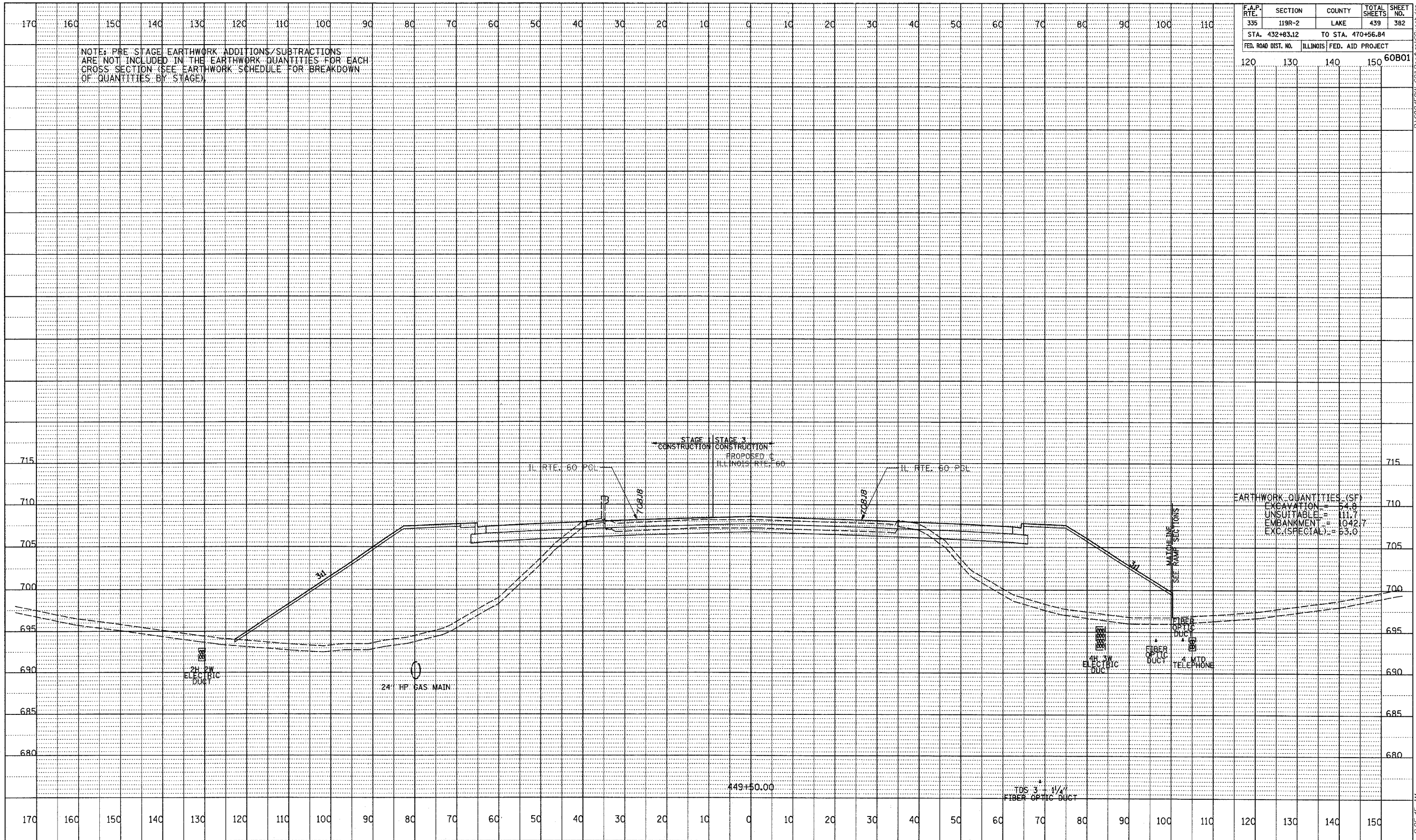
ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 449+00

NOTE BOOK
GRADES CHECKED
E.M. NOTED
STRUCTURE NOTATION CHRD
NO.

DATE: 02/25/07 1:50:00 PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	382
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

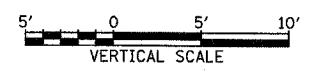
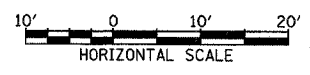


EARTHWORK QUANTITIES (SF)

EXCAVATION	= 54.8
UNSUITABLE	= 111.7
EMBANKMENT	= 1042.7
EXC. (SPECIAL)	= 53.0

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REVISION	
NO.	
DESCRIPTION	

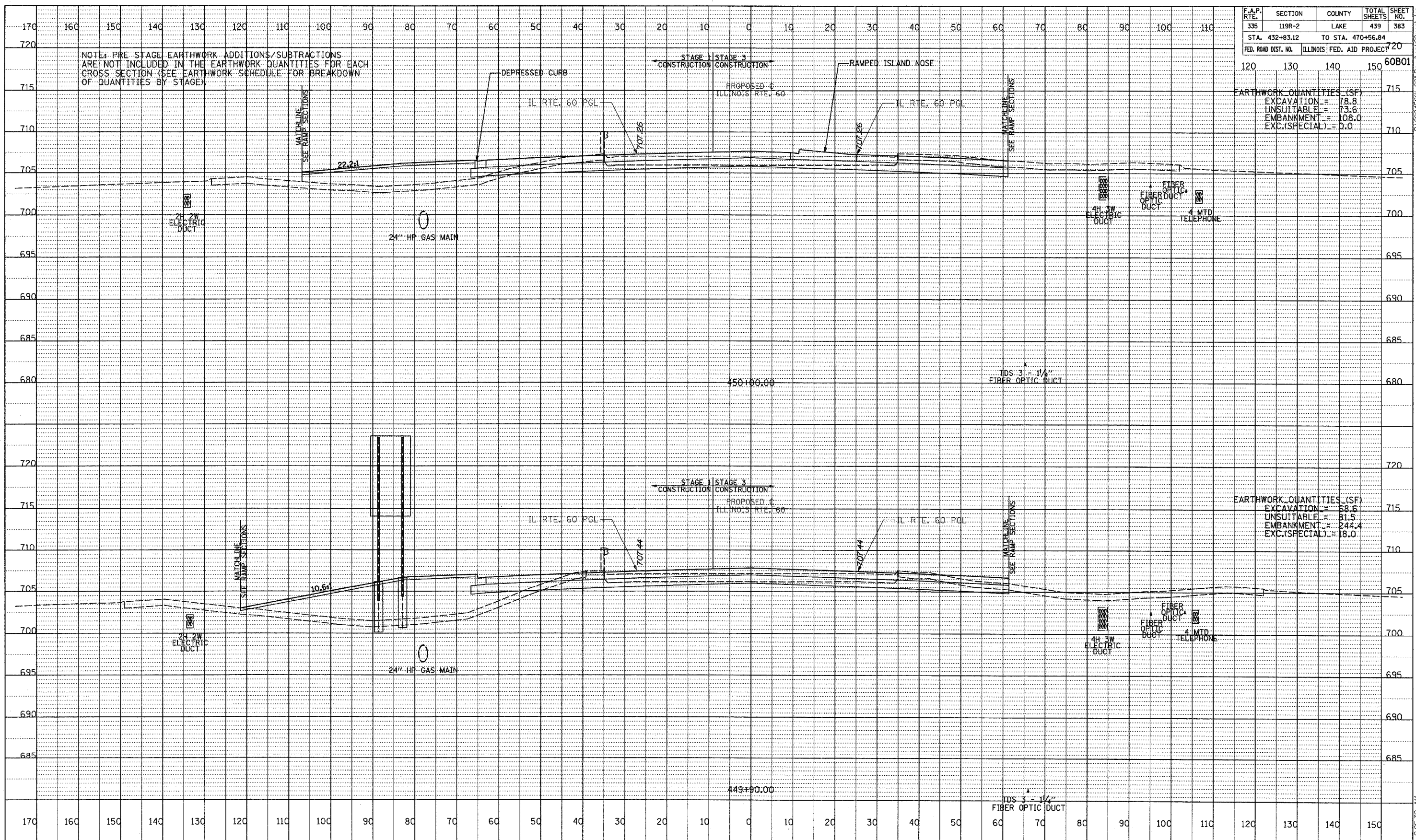
TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 449+50

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 IN CHARGE: _____
 PROJECT NO.: _____
 SHEET NO.: _____

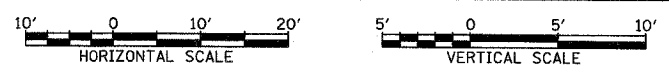


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	383
STA. 432+83.12		TO STA. 470+56.84		720
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	60B01	

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 78.8
UNSUITABLE	= 73.6
EMBANKMENT	= 108.0
EXC.(SPECIAL)	= 0.0

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 68.6
UNSUITABLE	= 81.5
EMBANKMENT	= 244.4
EXC.(SPECIAL)	= 18.0

TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 449+90 TO STA. 450+00

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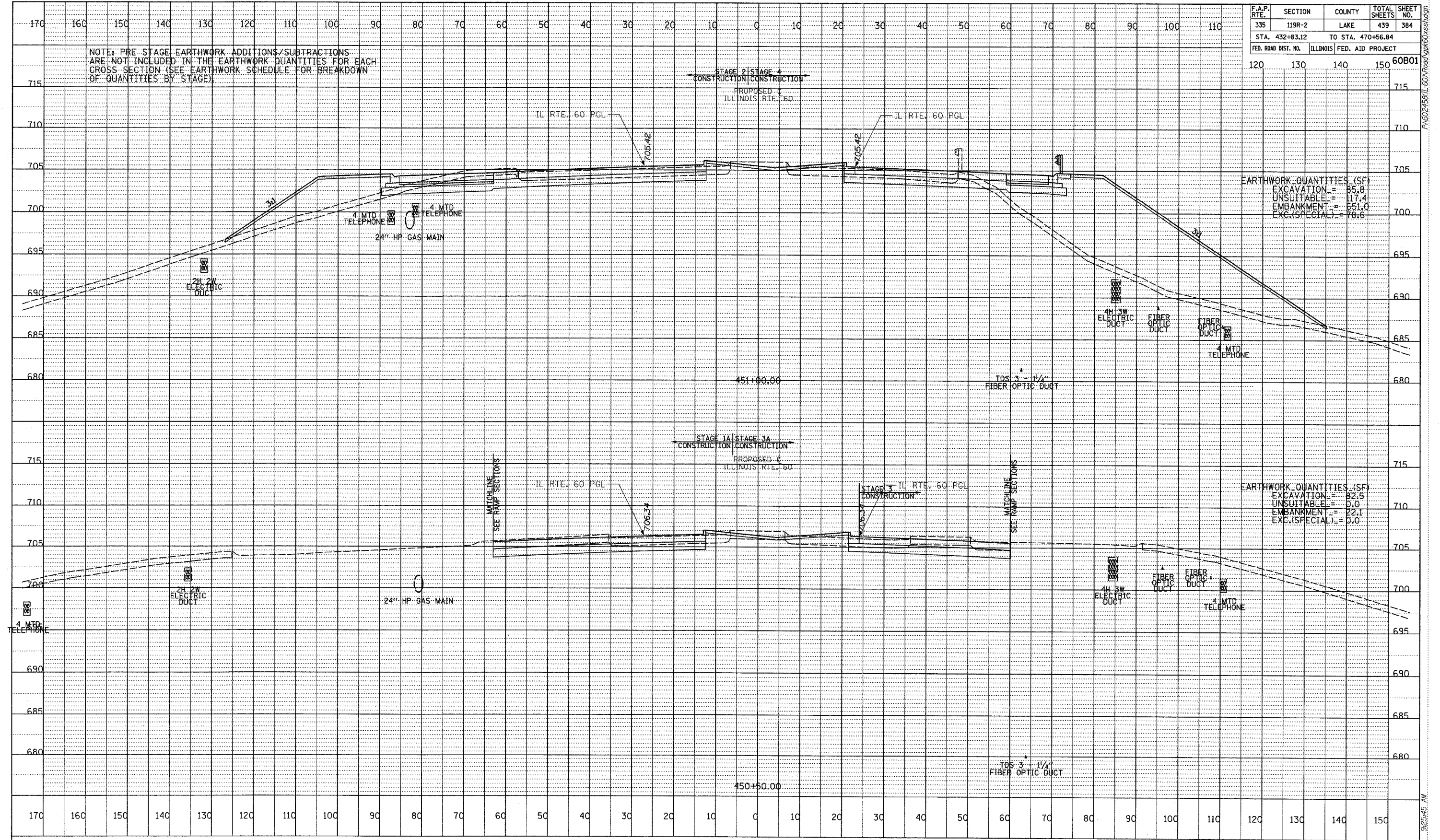
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	384
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
120	130	140	150	60B01

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

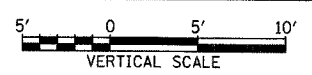
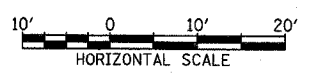
EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 55.8
UNSUITABLE	= 117.4
EMBANKMENT	= 651.0
EXC.(SPECIAL)	= 78.6

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 82.5
UNSUITABLE	= 0.0
EMBANKMENT	= 22.1
EXC.(SPECIAL)	= 0.0

DATE	BY



TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 450+50 TO STA. 451+00

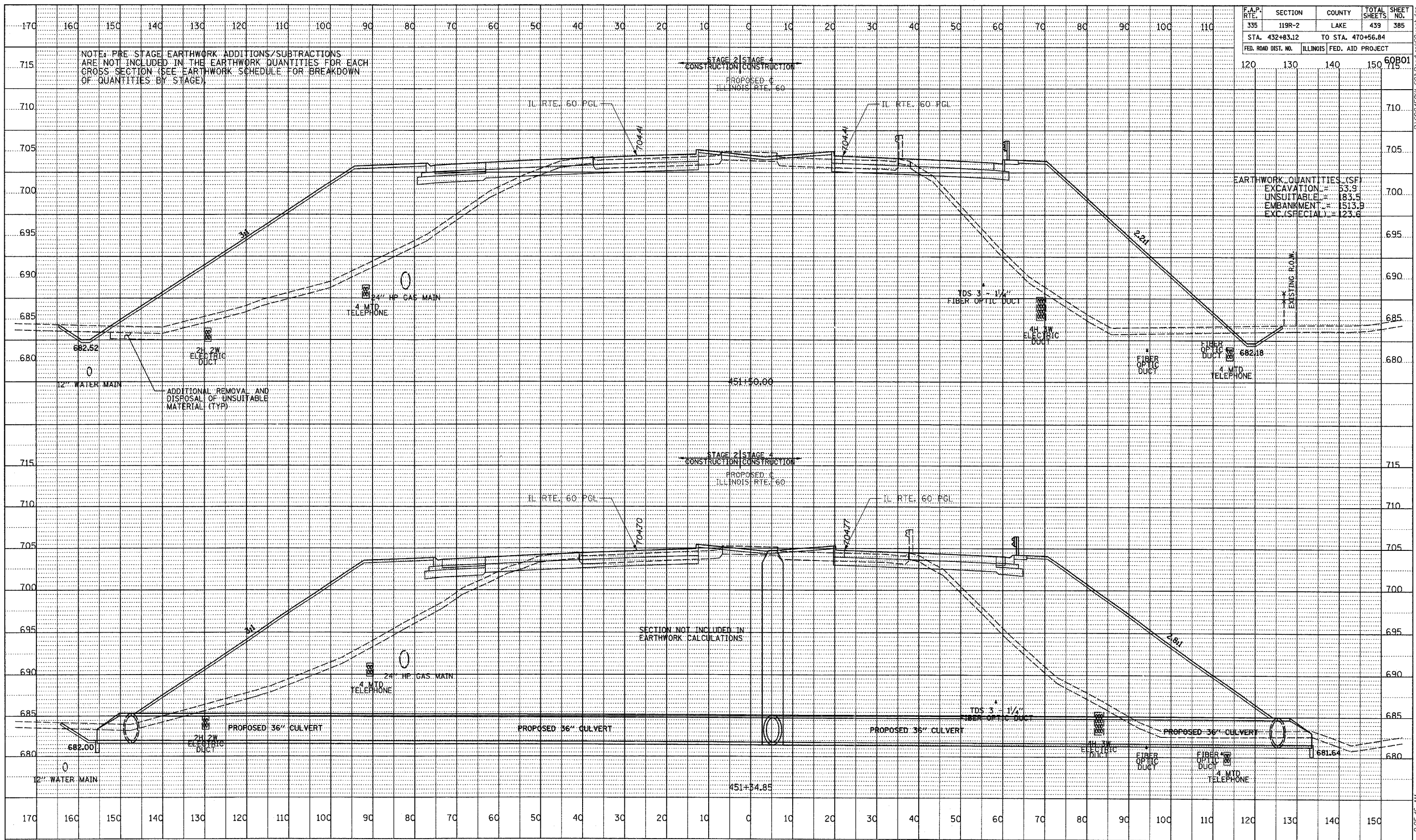
9/25/05 AW 5/7/2007

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	385
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

120 130 140 150 60B01

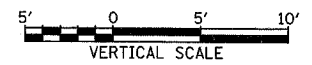
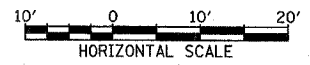
NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 53.9
 UNSUITABLE = 183.5
 EMBANKMENT = 1513.9
 EXC (SPECIAL) = 123.6



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PLANNED	
GRAPHS CHECKED	
STRUCTURE NOTATIONS BY	
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TYLIN INTERNATIONAL

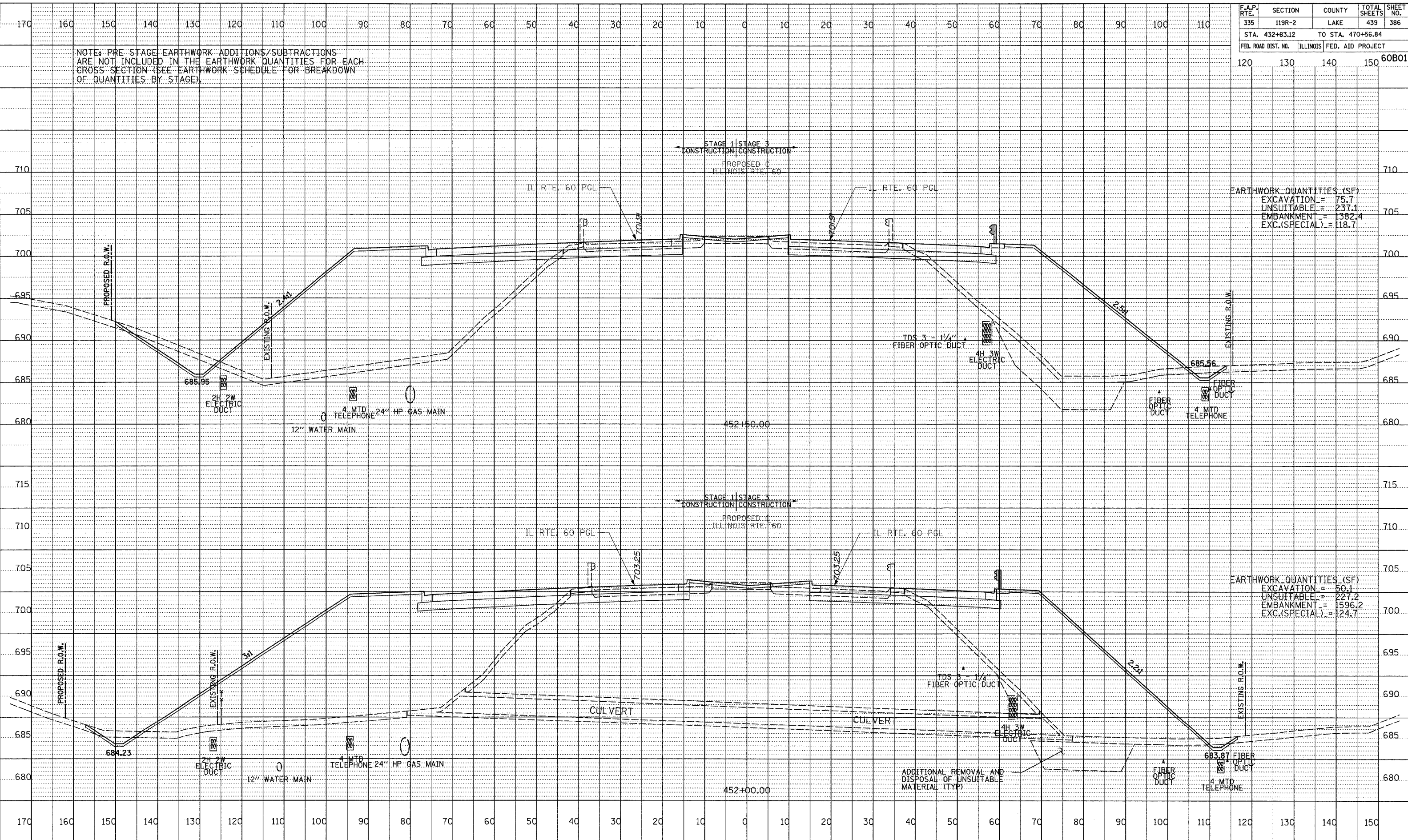


ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 451+34.85 TO STA. 451+50

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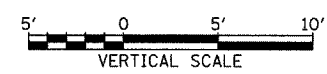
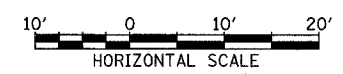
F.A.P. RTE. 335	SECTION 119R-2	COUNTY LAKE	TOTAL SHEETS 439	SHEET NO. 386
STA. 432+83.12		TO STA. 470+56.84		60B01
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).



EARTHWORK QUANTITIES (SF)
 EXCAVATION = 75.7
 UNSUITABLE = 237.1
 EMBANKMENT = 1382.4
 EXC.(SPECIAL) = 118.7

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 50.1
 UNSUITABLE = 227.2
 EMBANKMENT = 1596.2
 EXC.(SPECIAL) = 124.7

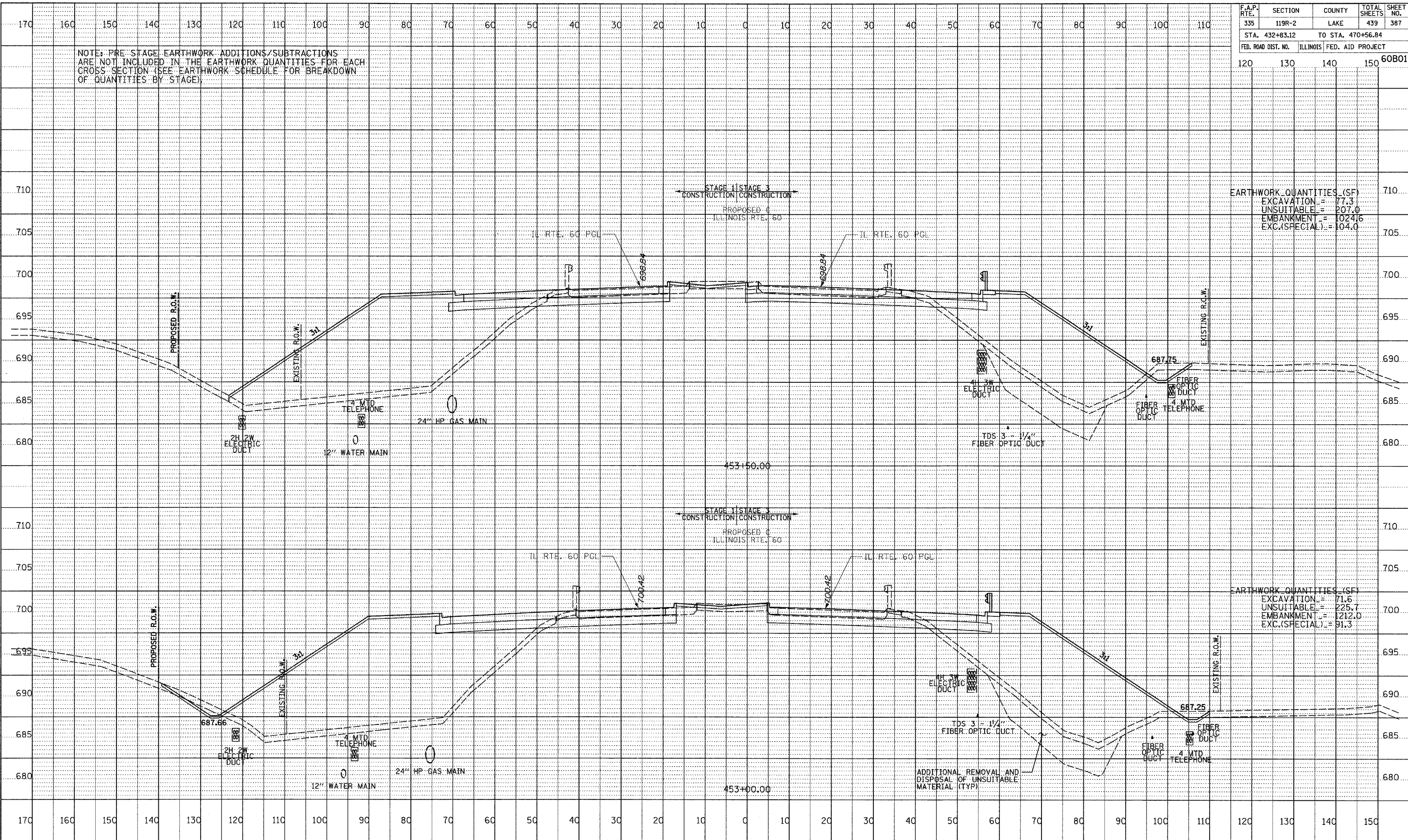


NOTE BOOK GRADES CHECKED
 E.M. NO. 100
 STRUCTURE NOTATION: 01/10

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	387
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

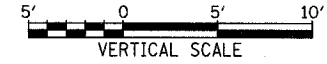
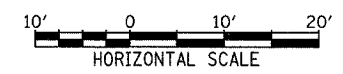
NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).



EARTHWORK QUANTITIES (SF)
 EXCAVATION = 77.3
 UNSUITABLE = 207.0
 EMBANKMENT = 1024.6
 EXC.(SPECIAL) = 104.0

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 71.6
 UNSUITABLE = 225.7
 EMBANKMENT = 1212.0
 EXC.(SPECIAL) = 91.3

NOTE BOOK
 DRAWN CHECKED
 E.M. NOTED
 NO. STRUCTURE NOTATIONS (P)

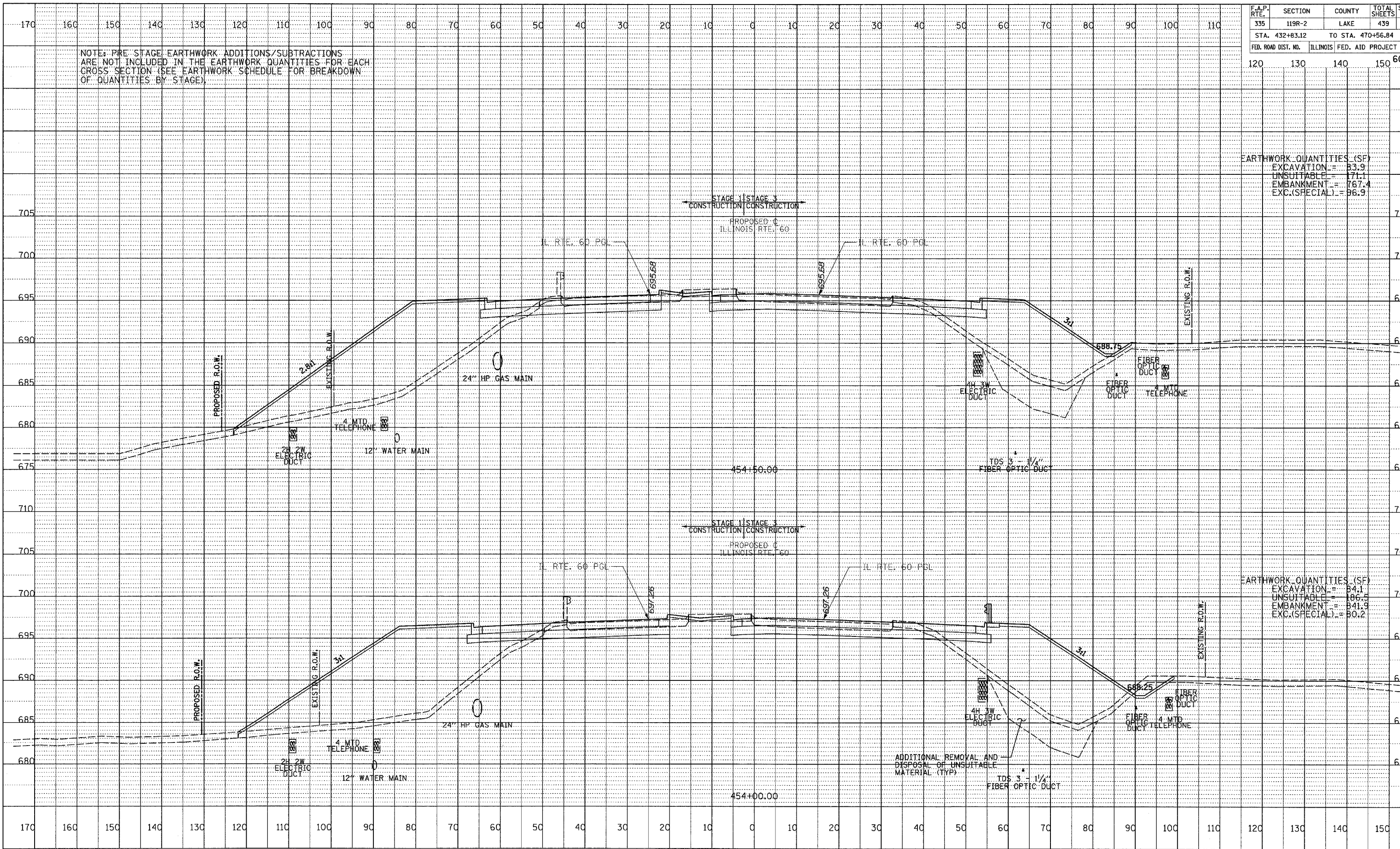


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	388
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		120 130 140 150 60B01	

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

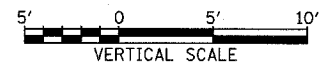
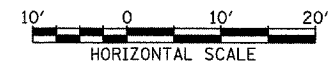
EARTHWORK QUANTITIES (SF)

EXCAVATION	=	83.9
UNSUITABLE	=	171.1
EMBANKMENT	=	767.4
EXC.(SPECIAL)	=	96.9



EARTHWORK QUANTITIES (SF)

EXCAVATION	=	84.1
UNSUITABLE	=	186.5
EMBANKMENT	=	841.9
EXC.(SPECIAL)	=	80.2



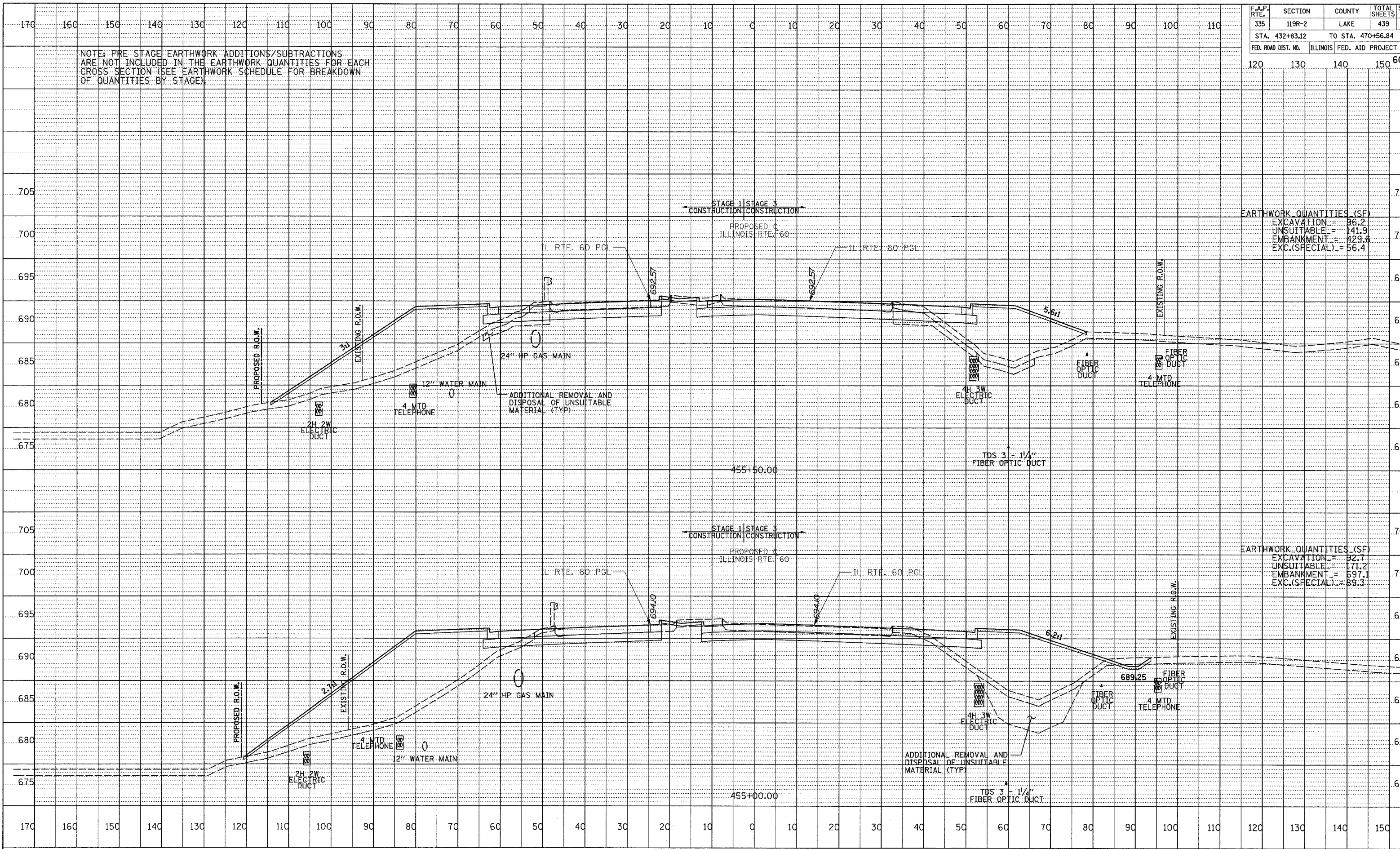
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	389
STA. 432+83.12		TO STA. 470+56.84		60B01
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

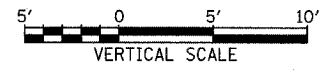
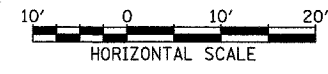
NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 96.2
UNSUITABLE	= 141.9
EMBANKMENT	= 429.6
EXC.(SPECIAL)	= 56.4

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 92.7
UNSUITABLE	= 171.2
EMBANKMENT	= 697.1
EXC.(SPECIAL)	= 89.3



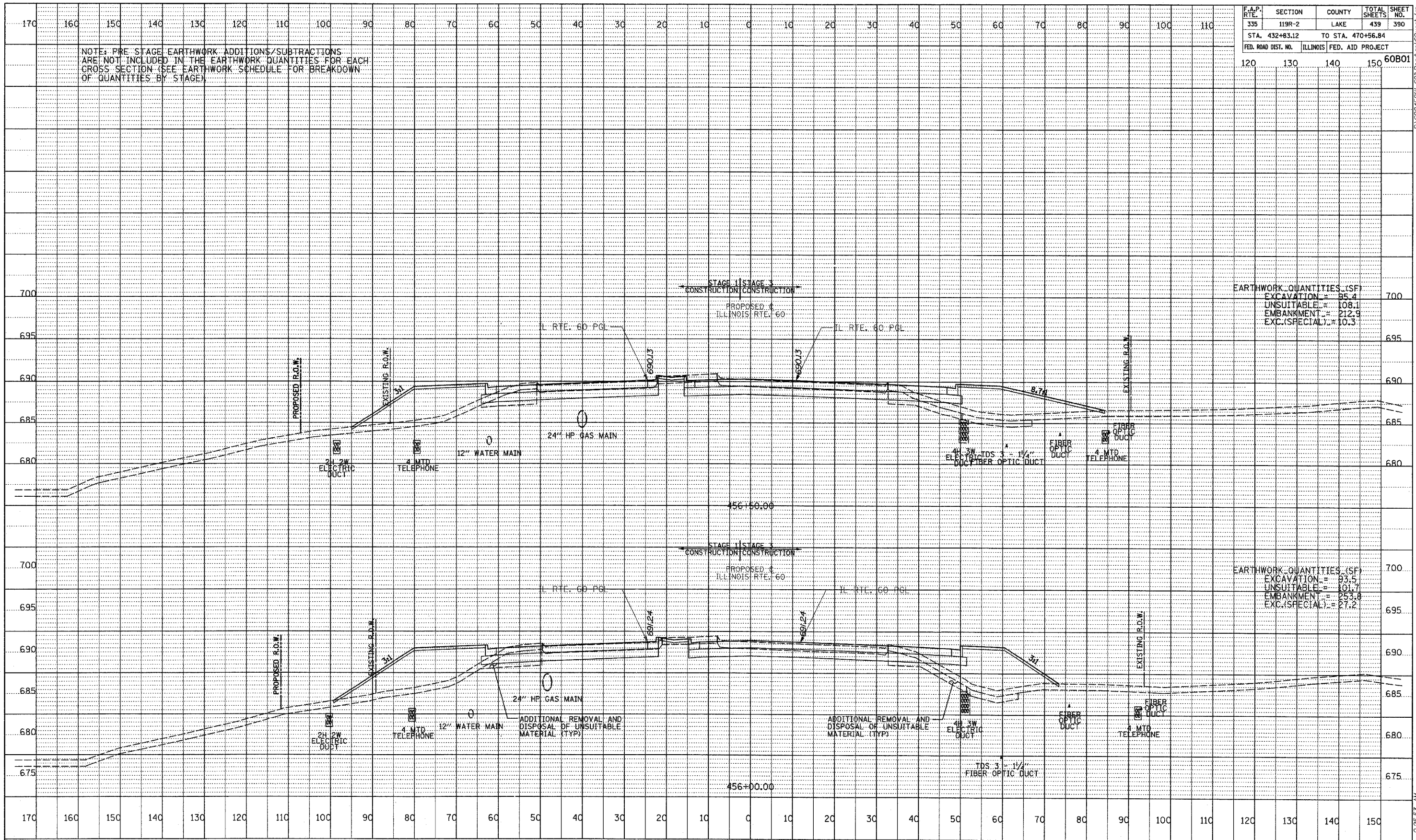
NOTE BOOK NO. _____ PLOTTED BY _____ CHECKED BY _____ DATE _____ STRUCTURE NOTATIONS CHFD



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	390
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)



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 DATE: _____
 BY: _____
 REVIEWED: _____
 CHANGES CHECKED: _____
 NOTE BOOK NO.: _____
 STRUCTURE NOTATION: _____

TYLIN INTERNATIONAL

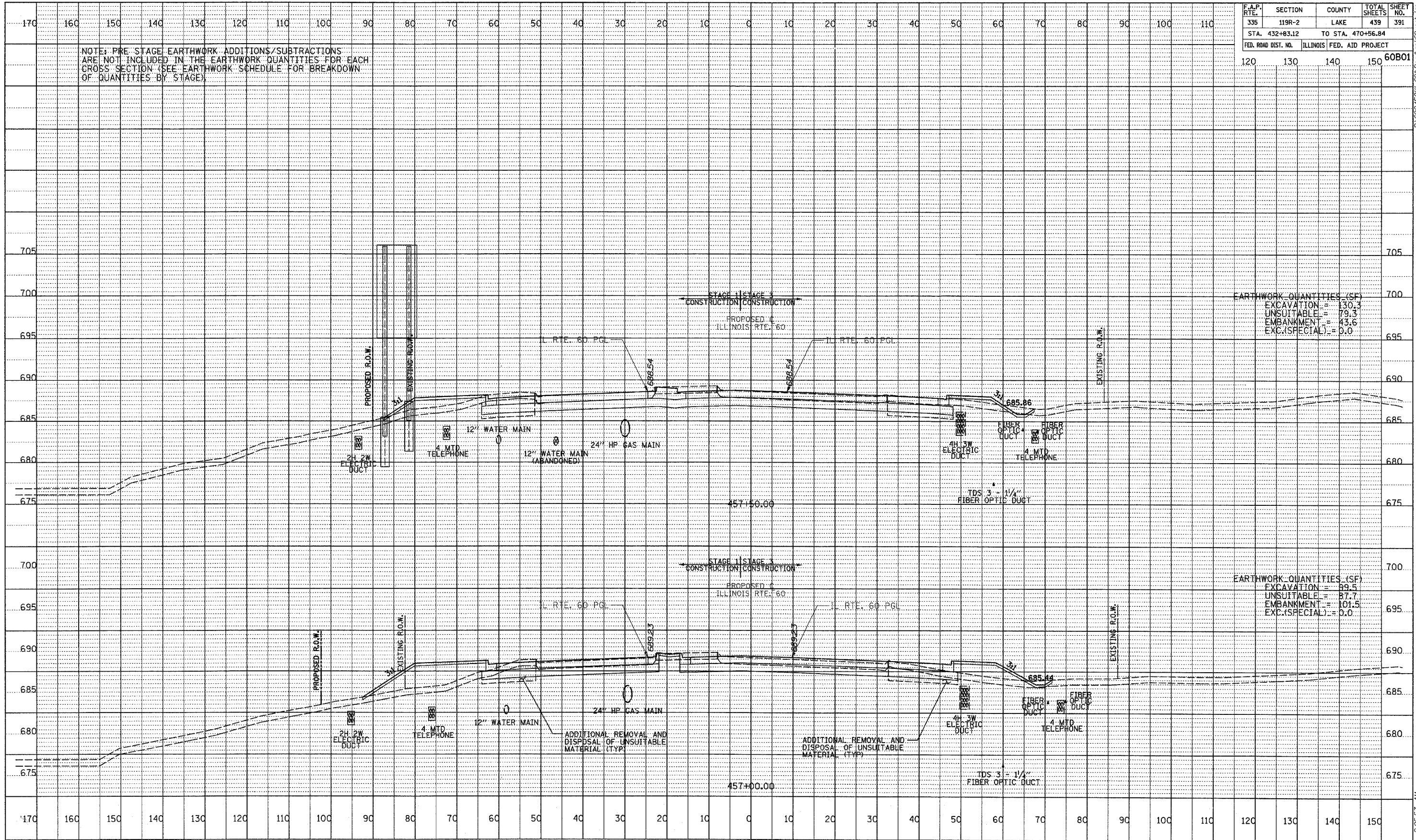


ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 456+00 TO STA. 456+50

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	391
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)



EARTHWORK QUANTITIES (SF)

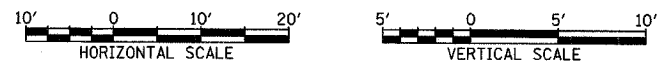
EXCAVATION	= 130.3
UNSUITABLE	= 79.3
EMBANKMENT	= 43.6
EXC.(SPECIAL)	= 0.0

EARTHWORK QUANTITIES (SF)

EXCAVATION	= 99.5
UNSUITABLE	= 87.7
EMBANKMENT	= 101.5
EXC.(SPECIAL)	= 0.0

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TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 457+00 TO STA. 457+50

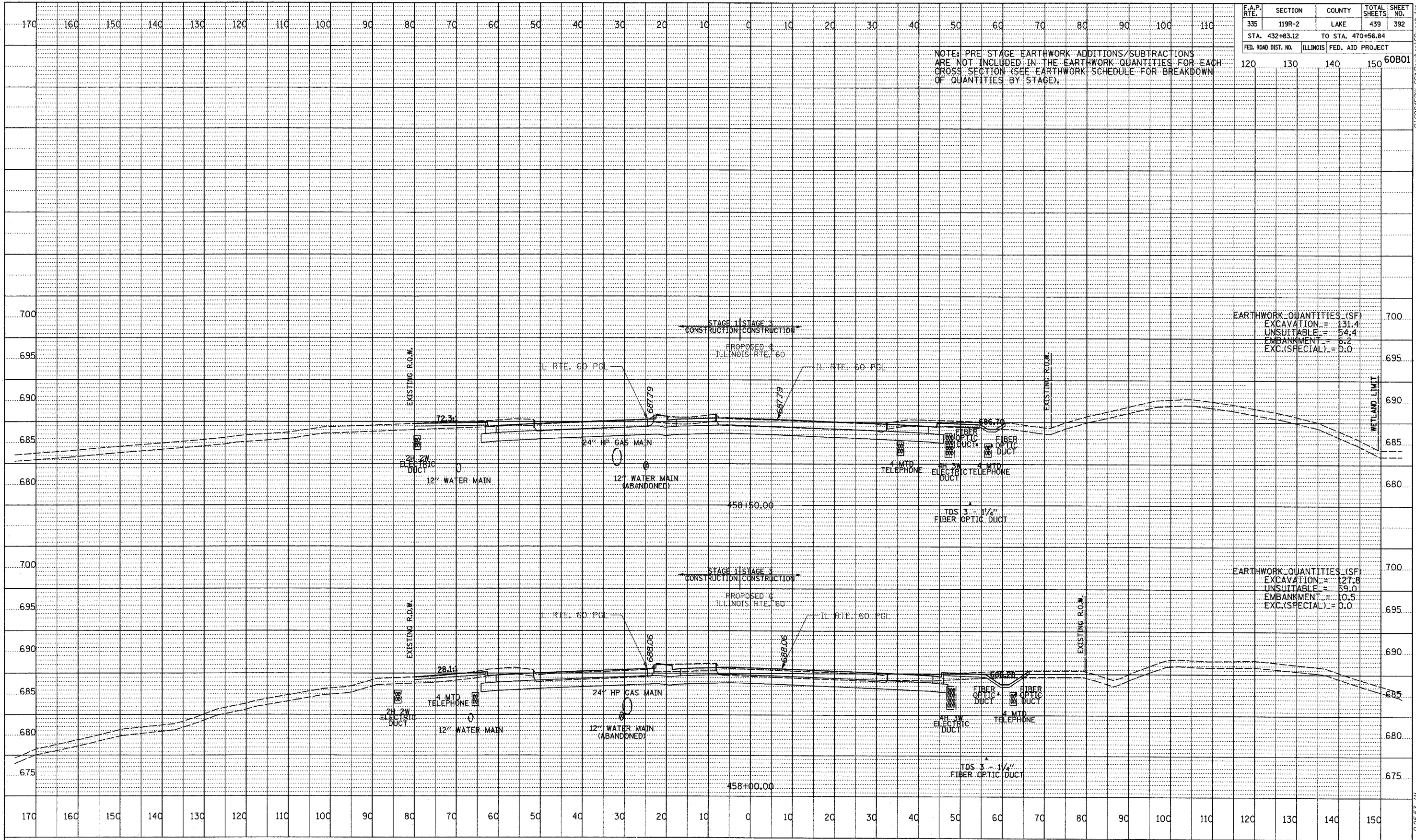
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	392
STA. 432+63.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

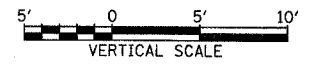
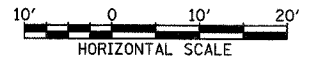
EARTHWORK QUANTITIES (SF)
 EXCAVATION = 131.4
 UNSUITABLE = 54.4
 EMBANKMENT = 8.2
 EXC.(SPECIAL) = 0.0

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 127.8
 UNSUITABLE = 59.0
 EMBANKMENT = 10.5
 EXC.(SPECIAL) = 0.0



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 PROFILE DRAWN BY: _____
 CHECKED BY: _____
 NOTE BOOK NO.: _____
 STRUCTURE NO.: _____
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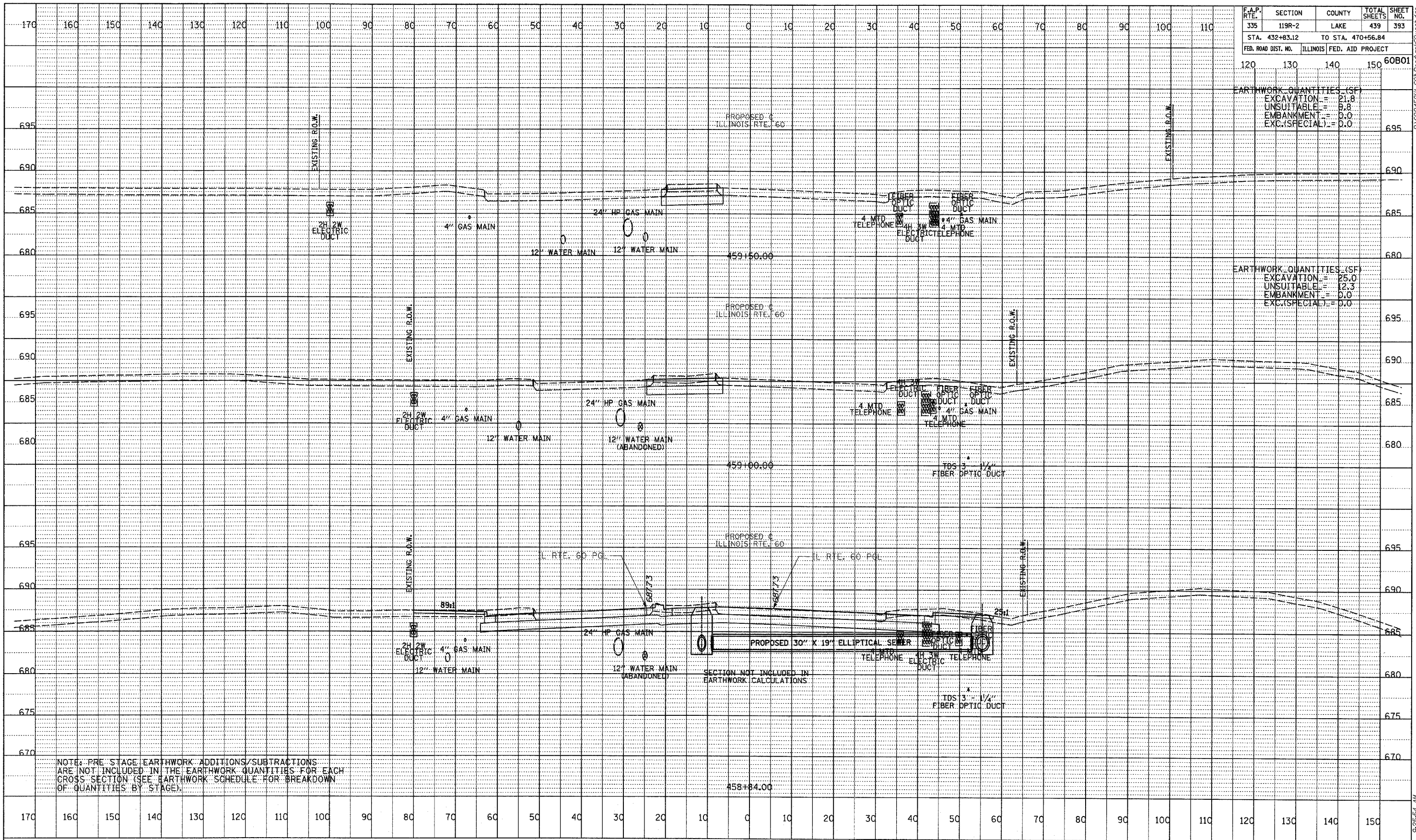
TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 458+00 TO STA. 458+50

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	393
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 21.8
UNSUITABLE	= 0.8
EMBANKMENT	= 0.0
EXC.(SPECIAL)	= 0.0

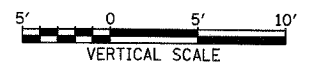
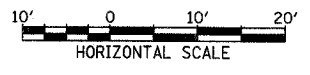
EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 25.0
UNSUITABLE	= 12.3
EMBANKMENT	= 0.0
EXC.(SPECIAL)	= 0.0

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

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE).

SECTION NOT INCLUDED IN EARTHWORK CALCULATIONS

TYLIN INTERNATIONAL



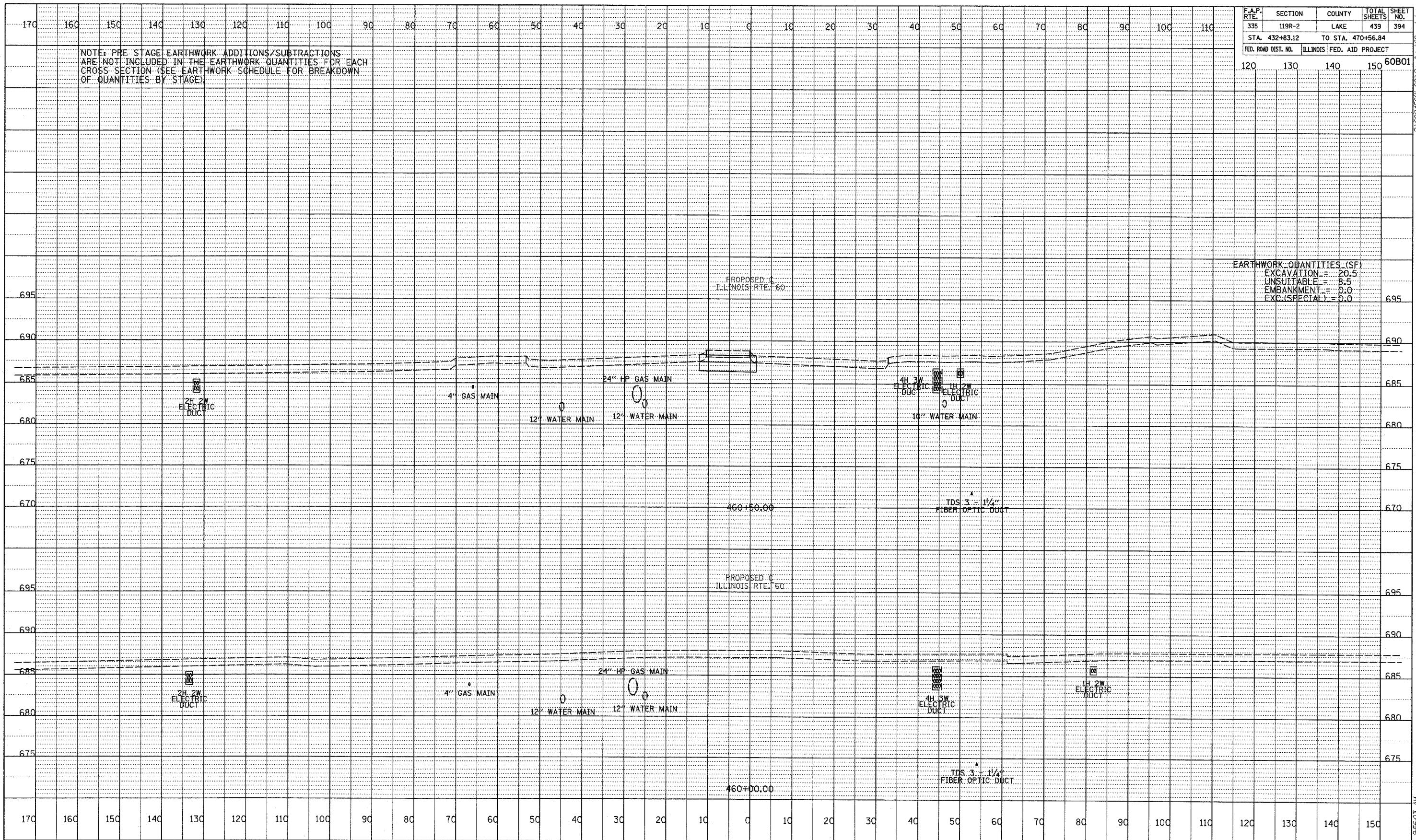
ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 458+84 TO STA. 459+50

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	394
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			120	130
			140	150
			60B01	

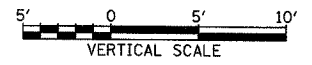
NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULE FOR BREAKDOWN OF QUANTITIES BY STAGE)

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 20.5
 UNSUITABLE = 3.5
 EMBANKMENT = 0.0
 EXC. (SPECIAL) = 0.0



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NOTE BOOK	
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STRUCTURE NOTATIONS CHECKED	

TYLIN INTERNATIONAL

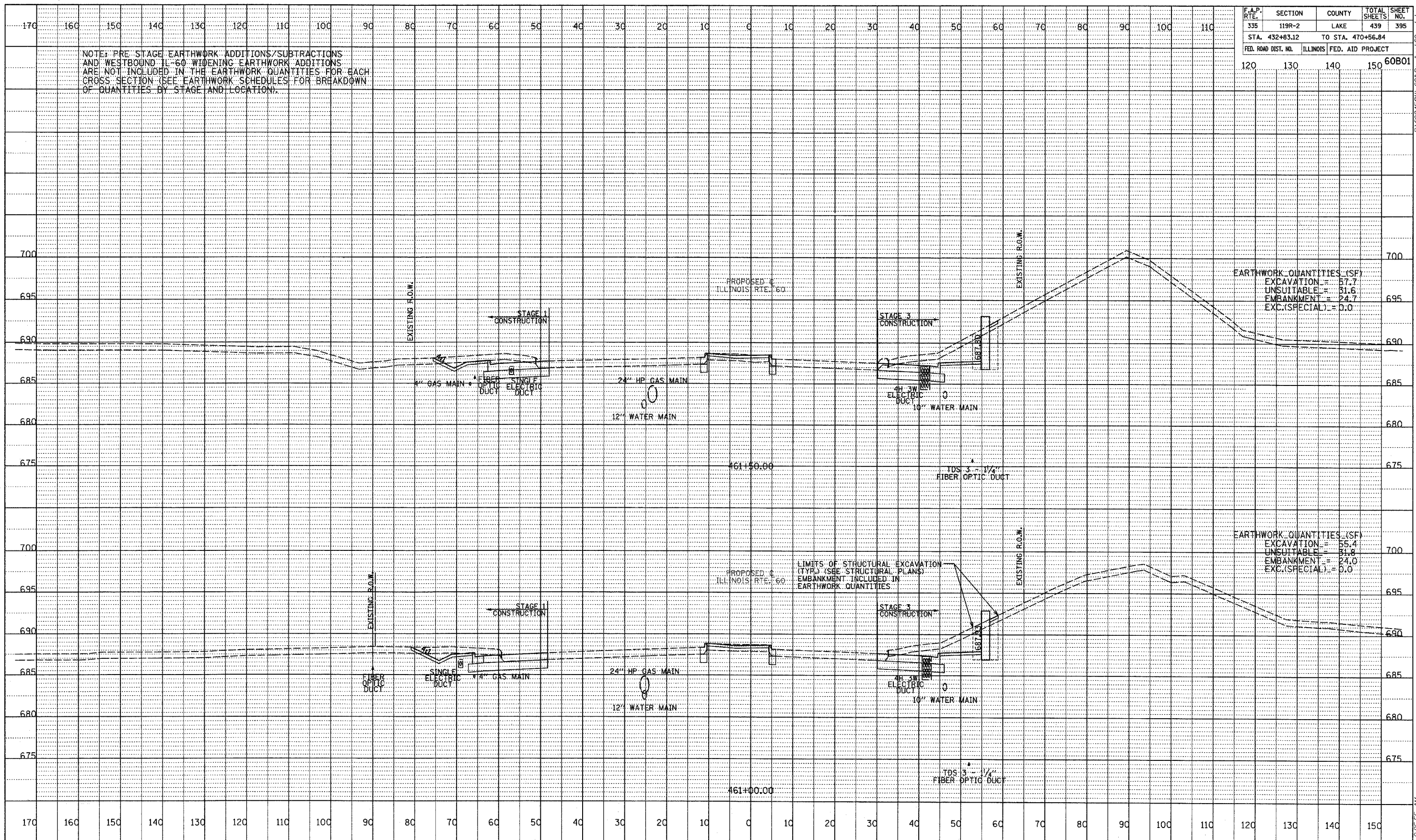


ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 460+00 TO STA. 460+50

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	395
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
	120	130	140	150
				60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS AND WESTBOUND IL-60 WIDENING EARTHWORK ADDITIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULES FOR BREAKDOWN OF QUANTITIES BY STAGE AND LOCATION).



PROFILE
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 CHECKED BY _____
 DESIGNED BY _____
 DATE _____

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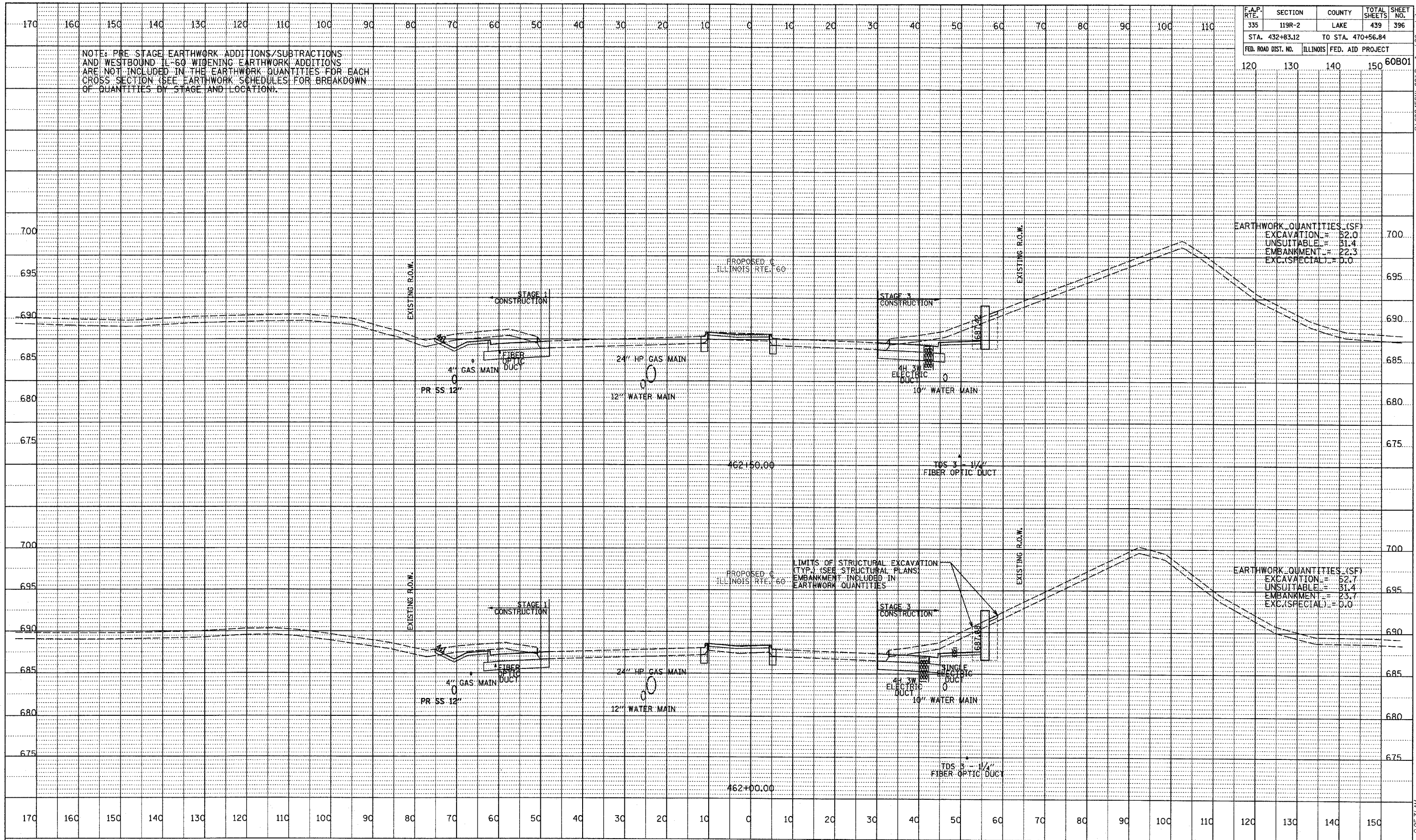


ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 461+00 TO STA. 461+50

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	396
STA. 432+83.12 TO STA. 470+56.84				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
	120	130	140	150
				60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS AND WESTBOUND IL-60 WIDENING EARTHWORK ADDITIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULES FOR BREAKDOWN OF QUANTITIES BY STAGE AND LOCATION).



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PROFILE	
REVISED	
GRAPHS CHECKED	
NOTE BOOK	
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STRUCTURE	
NOTATION	
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TYLIN INTERNATIONAL

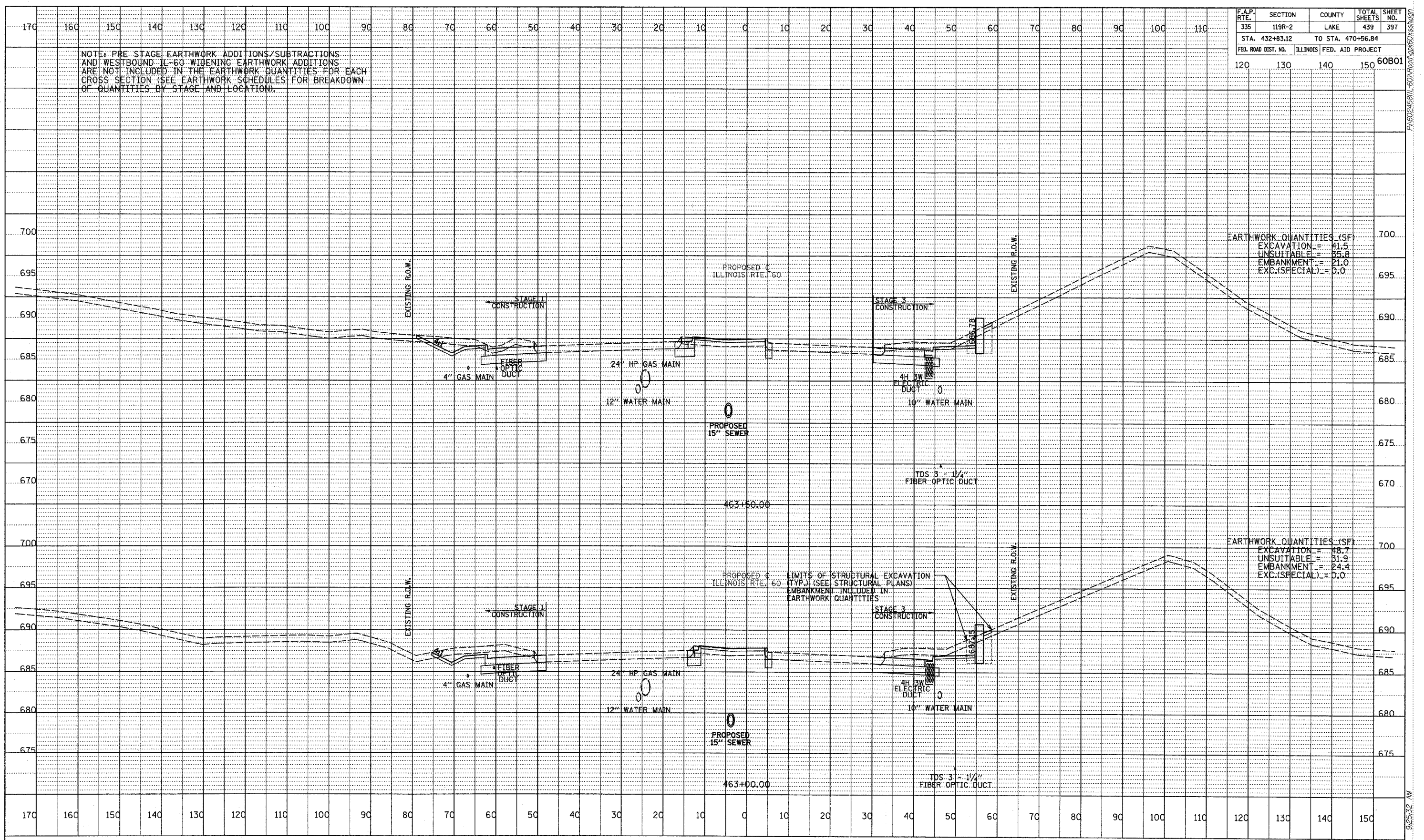


ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 462+00 TO STA. 462+50

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	397
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS AND WESTBOUND ILL-60 WIDENING EARTHWORK ADDITIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULES FOR BREAKDOWN OF QUANTITIES BY STAGE AND LOCATION).

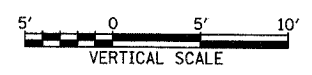
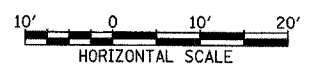


EARTHWORK QUANTITIES (SF)
 EXCAVATION = 41.5
 UNSUITABLE = 85.8
 EMBANKMENT = 21.0
 EXC.(SPECIAL) = 0.0

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 48.7
 UNSUITABLE = 31.9
 EMBANKMENT = 24.4
 EXC.(SPECIAL) = 0.0

DATE	BY

TYLIN INTERNATIONAL



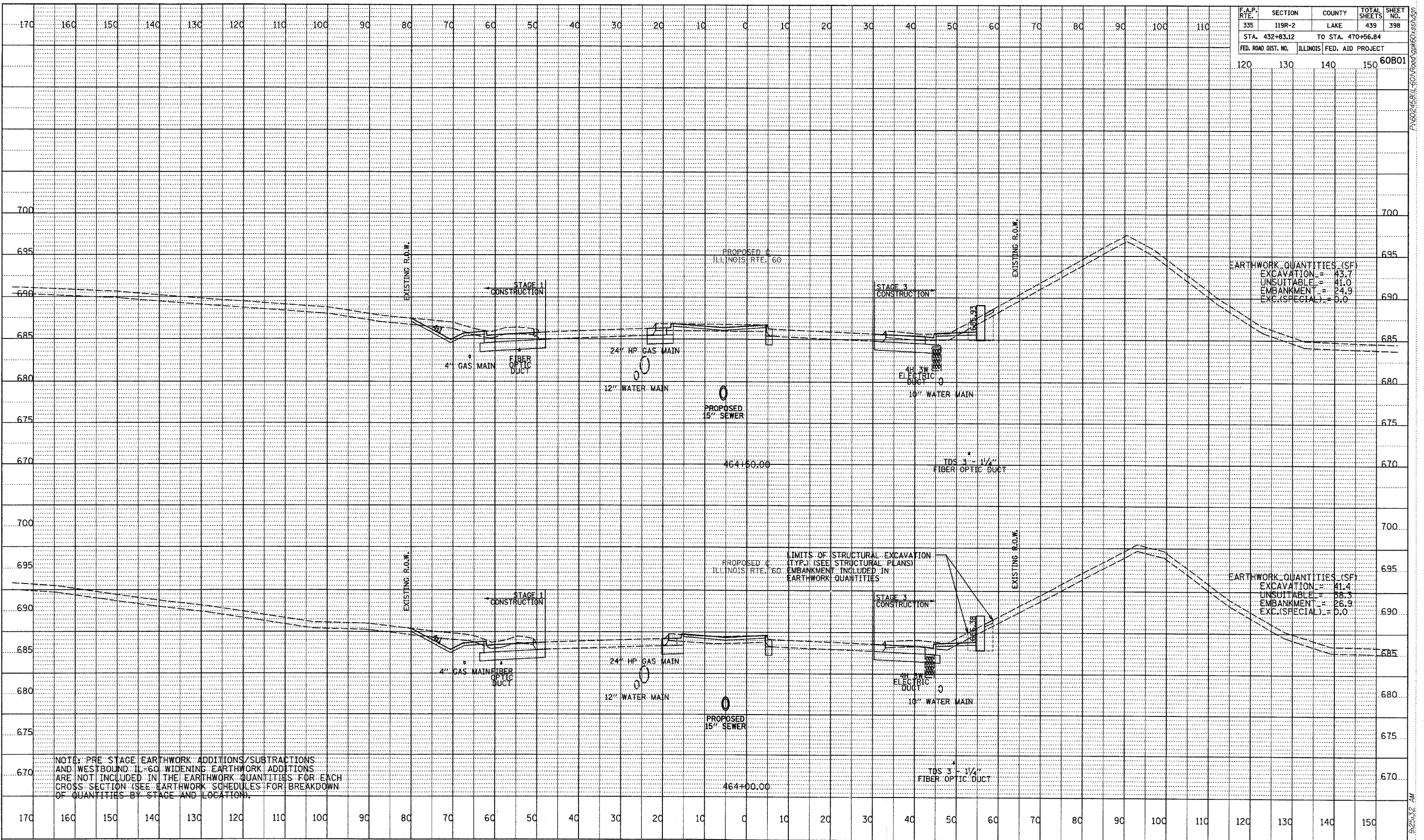
ILLINOIS RTE. 60 (TOWNLINE RD)
 STA. 463+00 TO STA. 463+50

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	398
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT
120	130	140	150	60B01

DATE	BY

PROFILE SURVEYED _____
 PLOTTED/REVISION _____
 NOTE BOOK _____
 NO. _____
 STRUCTURE NOTATIONS CHNO



EARTHWORK QUANTITIES (SF)
 EXCAVATION = 43.7
 UNSUITABLE = 41.0
 EMBANKMENT = 24.9
 EXC.(SPECIAL) = 0.0

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 41.4
 UNSUITABLE = 58.3
 EMBANKMENT = 26.9
 EXC.(SPECIAL) = 0.0

NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS AND WESTBOUND IL-60 WIDENING EARTHWORK ADDITIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULES FOR BREAKDOWN OF QUANTITIES BY STAGE AND LOCATION).

LIMITS OF STRUCTURAL EXCAVATION (TYP.) (SEE STRUCTURAL PLANS) EMBANKMENT INCLUDED IN EARTHWORK QUANTITIES

TYLIN INTERNATIONAL

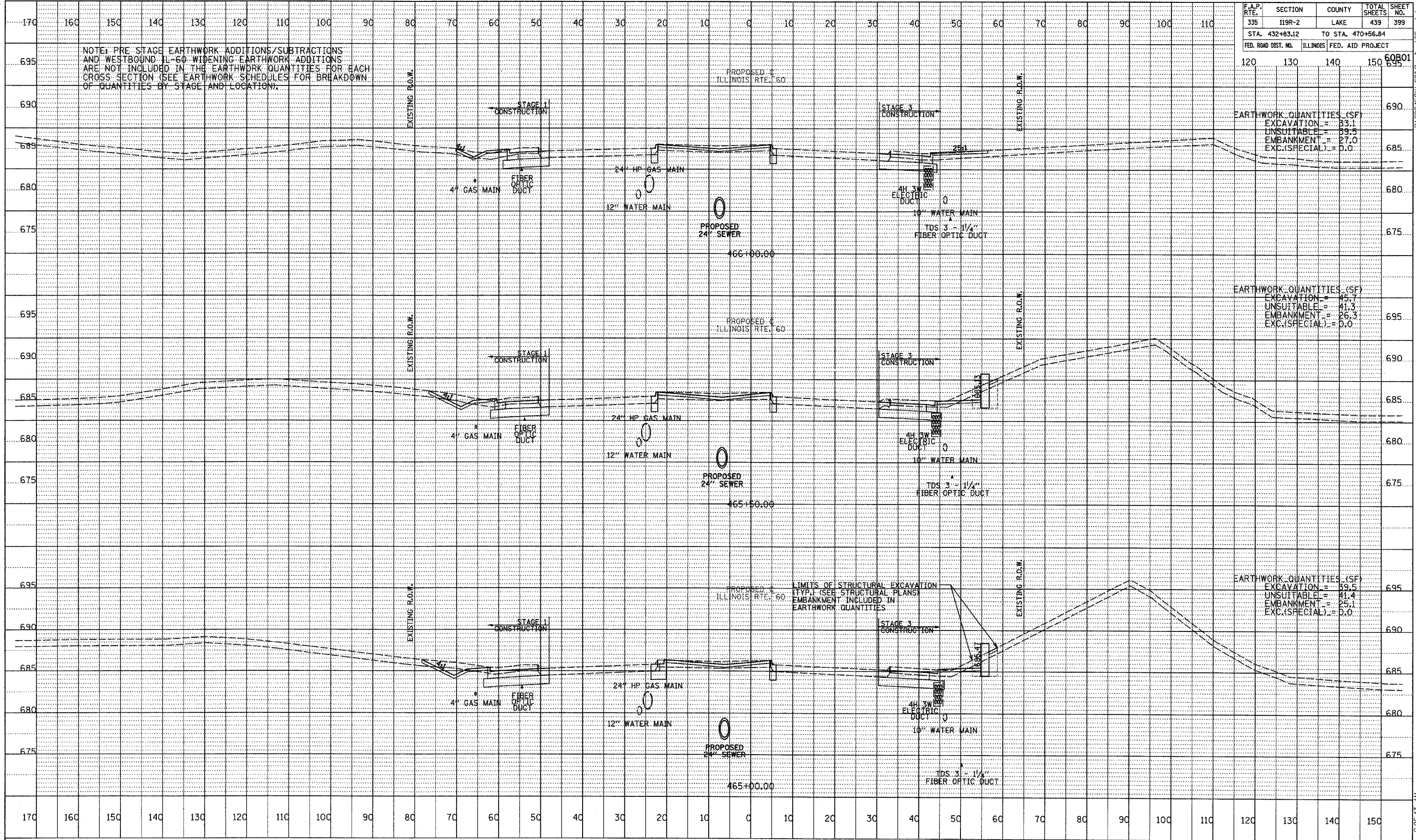


ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 464+00 TO STA. 464+50

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	399
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		120	130	140
				150

NOTE: PRE-STAGE EARTHWORK ADDITIONS/SUBTRACTIONS AND WESTBOUND IL-60 WIDENING EARTHWORK ADDITIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULES FOR BREAKDOWN OF QUANTITIES BY STAGE AND LOCATION).



DATE	
BY	
REVISED	
DESIGNED	
CHECKED	
STRUCTURE	
NOTATION	
NO.	

TYLIN INTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
STA. 465+00 TO STA. 466+00

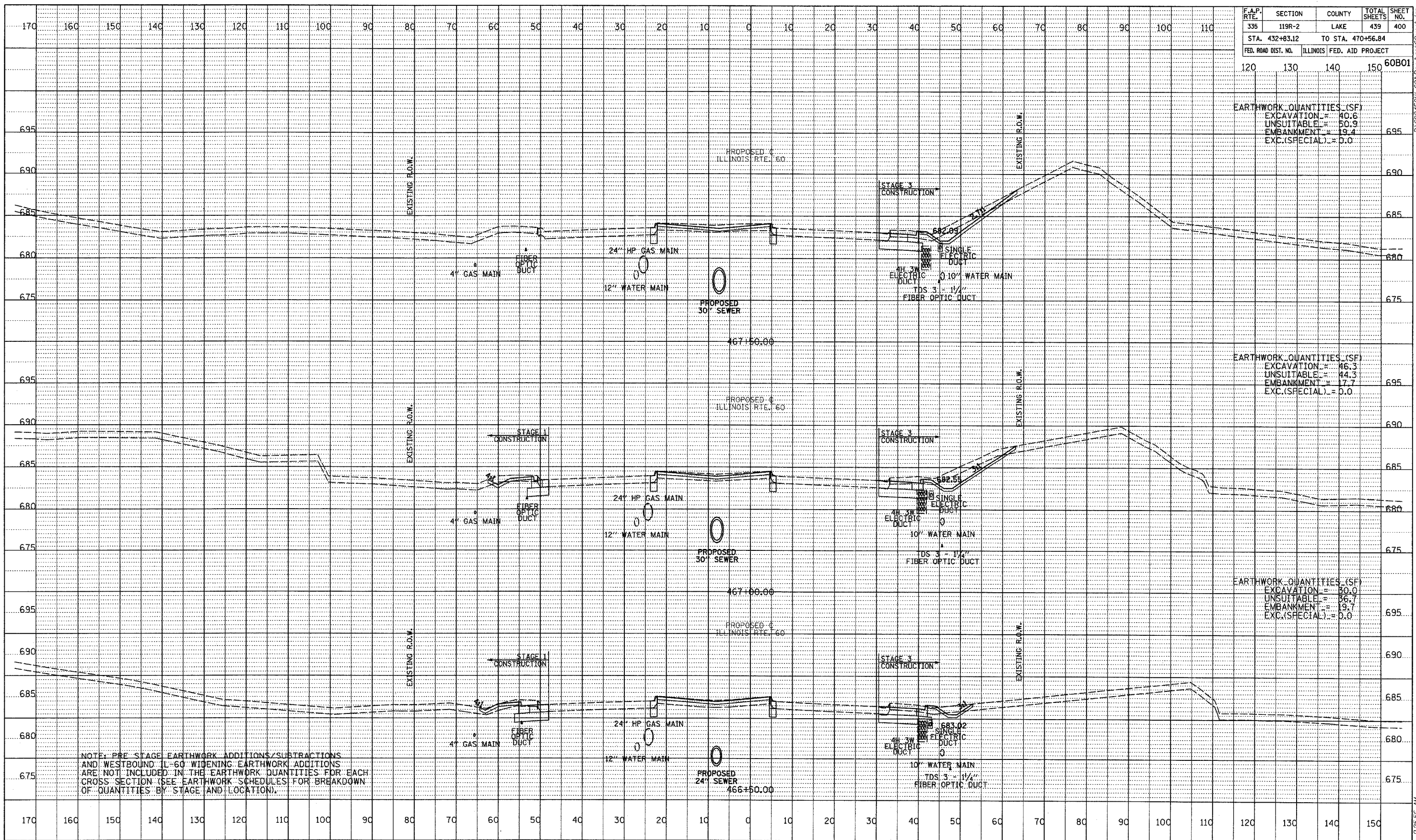
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	400
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
120	130	140	150	60B01

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 40.6
UNSUITABLE	= 50.9
EMBANKMENT	= 19.4
EXC.(SPECIAL)	= 0.0

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 46.3
UNSUITABLE	= 44.3
EMBANKMENT	= 17.7
EXC.(SPECIAL)	= 0.0

EARTHWORK QUANTITIES (SF)	
EXCAVATION	= 50.0
UNSUITABLE	= 36.7
EMBANKMENT	= 19.7
EXC.(SPECIAL)	= 0.0

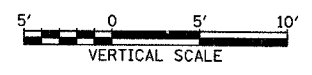
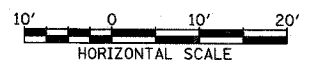


NOTE: PRE STAGE EARTHWORK ADDITIONS/SUBTRACTIONS AND WESTBOUND IL-60 WIDENING EARTHWORK ADDITIONS ARE NOT INCLUDED IN THE EARTHWORK QUANTITIES FOR EACH CROSS SECTION (SEE EARTHWORK SCHEDULES FOR BREAKDOWN OF QUANTITIES BY STAGE AND LOCATION).

DATE	BY

PROFILE
 DRAWING
 CHECKED
 STRUCTURE
 NOTATIONS
 BY
 NO.

TYLINTERNATIONAL



ILLINOIS RTE. 60 (TOWNLIN RD)
 STA. 466+50 TO STA. 467+50

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