

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING HG-07

SOIL BORING HG-08

SOIL BORING HG-09

BORING LOG HG-07 Page 1 of 1

Wang Engineering, INC.
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03
Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevations: 184.04 m
North: 546218.90 m
East: 362425.95 m
Station: 440+862.75
Offset: 82.21 LT

BORING LOG HG-08 Page 1 of 1

Wang Engineering, INC.
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03
Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

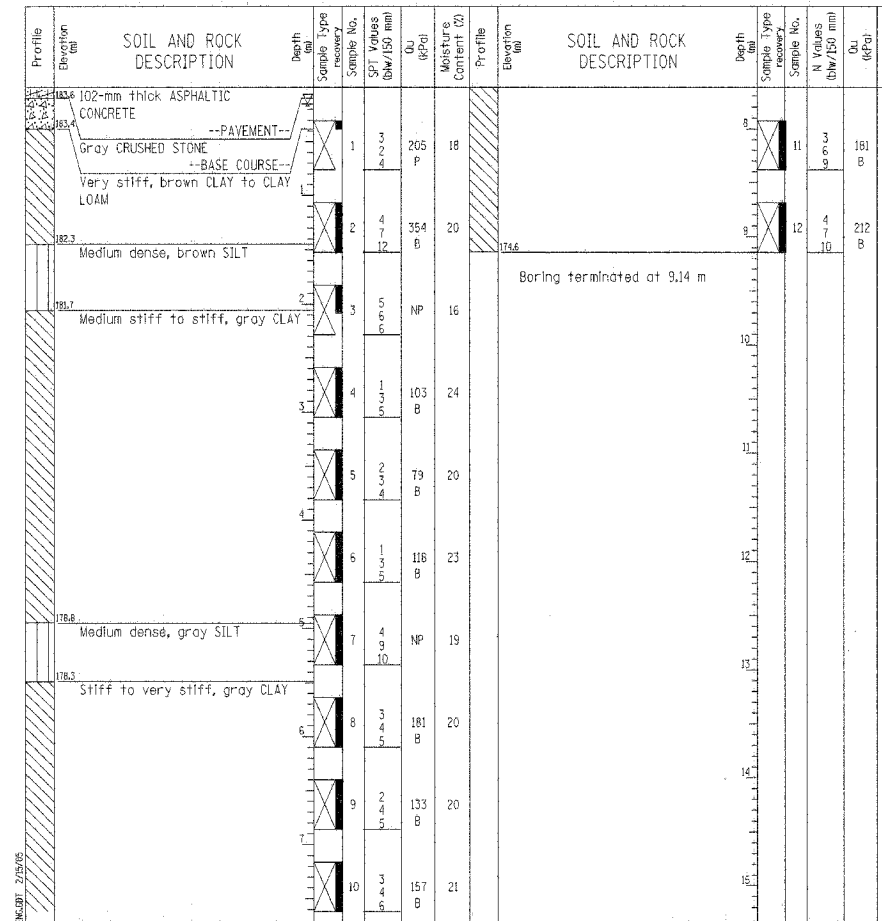
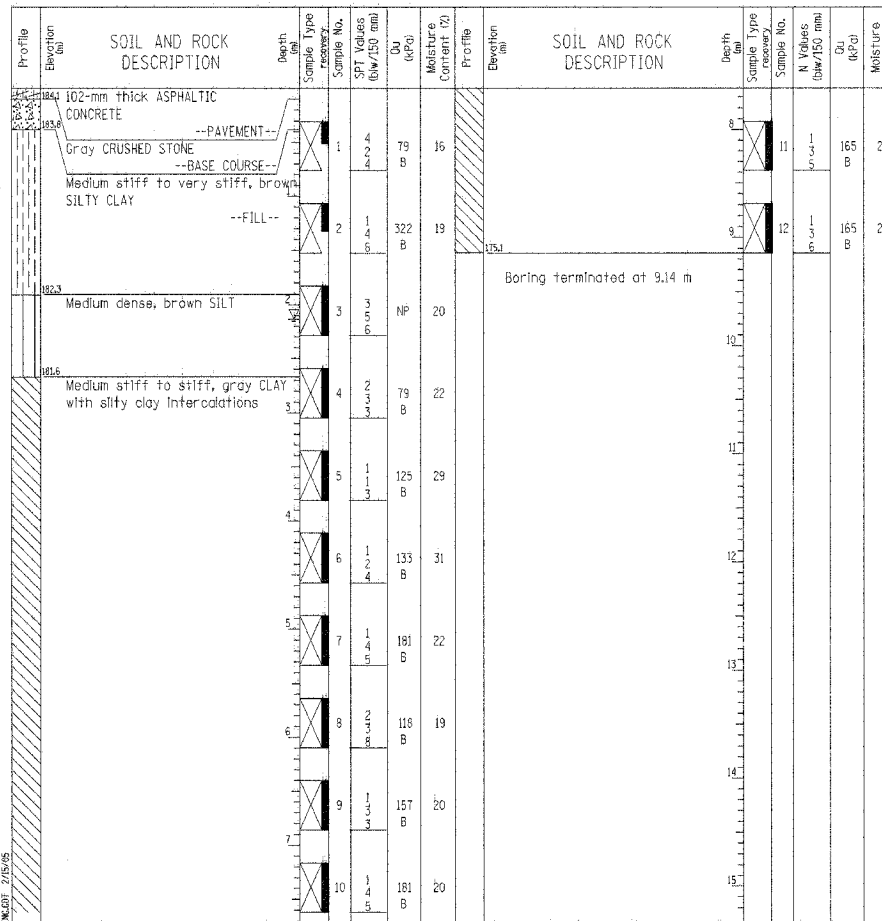
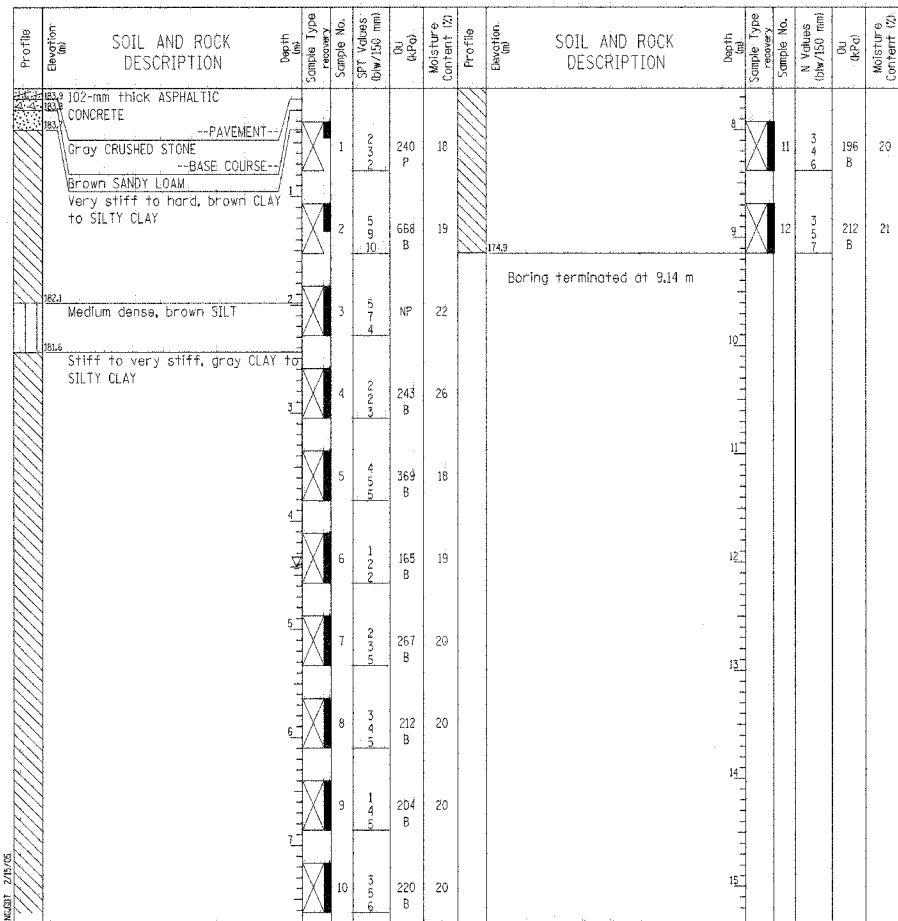
Datum: NGVD
Elevations: 184.22 m
North: 546130.00 m
East: 362426.95 m
Station: 440+881.39
Offset: 86.98 LT

BORING LOG HG-09 Page 1 of 1

Wang Engineering, INC.
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03
Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevations: 183.75 m
North: 546041.21 m
East: 362428.26 m
Station: 440+801.44
Offset: 99.16 LT



GENERAL NOTES

Begin Drilling: 05-02-2002 Complete Drilling: 05-02-2002
 Drilling Contractor: Patrick Drilling Drill Rig: CME 75
 Driller: K&D Logger: N. Davis Checked by: B. Fugiel
 Drilling Method: 3.25-in HSA; Backfilled upon completion

WATER LEVEL DATA

While Drilling: 4.42 m
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

GENERAL NOTES

Begin Drilling: 05-03-2002 Complete Drilling: 05-02-2002
 Drilling Contractor: Patrick Drilling Drill Rig: CME 75
 Driller: K&D Logger: N. Davis Checked by: B. Fugiel
 Drilling Method: 3.25-in HSA; Backfilled upon completion

WATER LEVEL DATA

While Drilling: 2.13 m
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

GENERAL NOTES

Begin Drilling: 05-03-2002 Complete Drilling: 05-03-2002
 Drilling Contractor: Patrick Drilling Drill Rig: CME 75
 Driller: K&D Logger: N. Davis Checked by: B. Fugiel
 Drilling Method: 3.25-in HSA; Backfilled upon completion

WATER LEVEL DATA

While Drilling: 0.15 m
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

| | |
|----------|-----|
| DESIGNED | LAS |
| CHECKED | DAZ |
| DRAWN | SAW |
| CHECKED | DAZ |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING HG-10

SOIL BORING HG-11

SOIL BORING HG-12

BORING LOG HG-10 Page 1 of 1

Wang Engineering, INC.
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03
Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevation: 180.45 m
North: 545852.42 m
East: 362429.86 m
Station: 440+723.87
Offset: 118.49 LT

BORING LOG HG-11 Page 1 of 1

Wang Engineering, INC.
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03
Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevation: 183.80 m
North: 545346.85 m
East: 362756.27 m
Station: 30+545.02
Offset: 52.62 LT

BORING LOG HG-12 Page 1 of 1

Wang Engineering, INC.
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03
Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevation: 184.27 m
North: 546016.24 m
East: 362698.40 m
Station: 30+450.67
Offset: 41.06 LT

| Profile Elevation (m) | SOIL AND ROCK DESCRIPTION | Depth (m) | Sample No. | SPT Values (blows/150 mm) | DL (kPa) | Moisture Content (%) | Profile Elevation (m) | SOIL AND ROCK DESCRIPTION | Depth (m) | Sample No. | N Values (blows/150 mm) | DL (kPa) | Moisture Content (%) |
|-----------------------|---|-----------|------------|---------------------------|----------|----------------------|-----------------------|--|-----------|------------|-------------------------|----------|----------------------|
| 180.4 | Black CLAY LOAM --TOPSOIL-- | 0 | | | | | 180.4 | Gray CRUSHED STONE --AGGREGATE SHOULDER-- | 0 | | | | |
| 179.5 | Stiff to very stiff, dark gray CLAY LOAM | 1 | 1 | 216 | 27 | | 180.4 | Very stiff to hard, brown CLAY to SILTY CLAY | 1 | 11 | 36 | 23 | 16 |
| 178.5 | Stiff, dark gray CLAY | 2 | 2 | 120 | 35 | | 181.8 | Medium dense, brown SILT | 2 | 12 | 7 | 19 | 14 |
| 177.8 | Soft to medium stiff, dark gray SANDY CLAY LOAM | 3 | 3 | 142 | 22 | | 181.8 | Stiff, brown CLAY | 3 | 13 | 20 | 22 | 22 |
| 176.2 | Stiff to very stiff, gray CLAY | 4 | 4 | 95 | 35 | | 180.6 | Stiff to very stiff, gray CLAY | 4 | 14 | 35 | 43 | |
| 174.1 | Water-bearing SAND lens | 5 | 5 | 32 | 32 | | | | | | | | |
| 174.0 | Very stiff to hard, gray SILTY CLAY | 6 | 6 | 189 | 21 | | | | | | | | |
| 174.0 | Very stiff to hard, gray SILTY CLAY | 7 | 7 | 196 | 21 | | | | | | | | |
| 174.0 | Very stiff to hard, gray SILTY CLAY | 8 | 8 | 267 | 21 | | | | | | | | |
| 174.0 | Very stiff to hard, gray SILTY CLAY | 9 | 9 | 236 | 19 | | | | | | | | |
| 174.0 | Very stiff to hard, gray SILTY CLAY | 10 | 10 | 267 | 16 | | | | | | | | |

| Profile Elevation (m) | SOIL AND ROCK DESCRIPTION | Depth (m) | Sample No. | SPT Values (blows/150 mm) | DL (kPa) | Moisture Content (%) | Profile Elevation (m) | SOIL AND ROCK DESCRIPTION | Depth (m) | Sample No. | N Values (blows/150 mm) | DL (kPa) | Moisture Content (%) |
|-----------------------|--|-----------|------------|---------------------------|----------|----------------------|-----------------------|-----------------------------|-----------|------------|-------------------------|----------|----------------------|
| 183.8 | Gray CRUSHED STONE --AGGREGATE SHOULDER-- | 0 | | | | | 183.8 | Loose, dark gray SANDY LOAM | 11 | 11 | 2 | 23 | 20 |
| 183.8 | Very stiff to hard, brown CLAY to SILTY CLAY | 1 | 1 | 330 | 23 | | 183.8 | Stiff, gray CLAY | 12 | 12 | 2 | 20 | 20 |
| 181.8 | Medium dense, brown SILT | 2 | 2 | 487 | 19 | | 183.8 | Very stiff, gray SILTY CLAY | 13 | 13 | 2 | 20 | 20 |
| 181.8 | Stiff, brown CLAY | 3 | 3 | 172 | 22 | | 183.8 | Stiff, gray CLAY | 14 | 14 | 2 | 21 | 21 |
| 180.6 | Stiff to very stiff, gray CLAY | 4 | 4 | 118 | 30 | | 183.8 | Stiff, gray CLAY | 15 | 15 | 2 | 21 | 21 |
| 180.6 | Stiff to very stiff, gray CLAY | 5 | 5 | 189 | 20 | | 183.8 | Stiff, gray CLAY | 16 | 16 | 2 | 21 | 21 |
| 180.6 | Stiff to very stiff, gray CLAY | 6 | 6 | 220 | 19 | | 183.8 | Stiff, gray CLAY | 17 | 17 | 2 | 21 | 21 |
| 180.6 | Stiff to very stiff, gray CLAY | 7 | 7 | 181 | 19 | | 183.8 | Stiff, gray CLAY | 18 | 18 | 2 | 21 | 21 |
| 180.6 | Stiff to very stiff, gray CLAY | 8 | 8 | 118 | 21 | | 183.8 | Stiff, gray CLAY | 19 | 19 | 2 | 21 | 21 |
| 180.6 | Stiff to very stiff, gray CLAY | 9 | 9 | 142 | 21 | | 183.8 | Stiff, gray CLAY | 20 | 20 | 2 | 21 | 21 |

| Profile Elevation (m) | SOIL AND ROCK DESCRIPTION | Depth (m) | Sample No. | SPT Values (blows/150 mm) | DL (kPa) | Moisture Content (%) | Profile Elevation (m) | SOIL AND ROCK DESCRIPTION | Depth (m) | Sample No. | N Values (blows/150 mm) | DL (kPa) | Moisture Content (%) |
|-----------------------|--------------------------------------|-----------|------------|---------------------------|----------|----------------------|-----------------------|-----------------------------|-----------|------------|-------------------------|----------|----------------------|
| 184.27 | Black CLAY LOAM --TOPSOIL-- | 0 | | | | | 184.27 | Loose, dark gray SANDY LOAM | 11 | 11 | 2 | 23 | 18 |
| 184.27 | Very stiff, brown CLAY to SILTY CLAY | 1 | 1 | 260 | 25 | | 184.27 | Stiff, gray CLAY | 12 | 12 | 2 | 21 | 21 |
| 184.27 | Very stiff, brown CLAY to SILTY CLAY | 2 | 2 | 287 | 20 | | 184.27 | Very stiff, gray SILTY CLAY | 13 | 13 | 2 | 19 | 19 |
| 184.27 | Very stiff, brown CLAY to SILTY CLAY | 3 | 3 | 369 | 24 | | 184.27 | Very stiff, gray SILTY CLAY | 14 | 14 | 2 | 19 | 19 |
| 184.27 | Very stiff, brown CLAY to SILTY CLAY | 4 | 4 | 236 | 25 | | 184.27 | Very stiff, gray SILTY CLAY | 15 | 15 | 2 | 19 | 19 |
| 184.27 | Very stiff, brown CLAY to SILTY CLAY | 5 | 5 | 125 | 26 | | 184.27 | Very stiff, gray SILTY CLAY | 16 | 16 | 2 | 19 | 19 |
| 184.27 | Very stiff, brown CLAY to SILTY CLAY | 6 | 6 | 110 | 31 | | 184.27 | Very stiff, gray SILTY CLAY | 17 | 17 | 2 | 19 | 19 |
| 184.27 | Very stiff, brown CLAY to SILTY CLAY | 7 | 7 | 165 | 21 | | 184.27 | Very stiff, gray SILTY CLAY | 18 | 18 | 2 | 19 | 19 |
| 184.27 | Very stiff, brown CLAY to SILTY CLAY | 8 | 8 | 204 | 21 | | 184.27 | Very stiff, gray SILTY CLAY | 19 | 19 | 2 | 19 | 19 |
| 184.27 | Very stiff, brown CLAY to SILTY CLAY | 9 | 9 | 204 | 21 | | 184.27 | Very stiff, gray SILTY CLAY | 20 | 20 | 2 | 19 | 19 |
| 184.27 | Very stiff, brown CLAY to SILTY CLAY | 10 | 10 | 212 | 21 | | 184.27 | Very stiff, gray SILTY CLAY | 21 | 21 | 2 | 19 | 19 |

GENERAL NOTES

Begin Drilling: 05-03-2002 Complete Drilling: 05-03-2002
 Drilling Contractor: Patrick Drilling Drill Rig: CME 75
 Driller: K&C Logger: N. Davis Checked by: B. Fudiel
 Drilling Method: 3.25-in HSA. Backfilled upon completion.

WATER LEVEL DATA

While Drilling: 6.40 m
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

GENERAL NOTES

Begin Drilling: 05-02-2002 Complete Drilling: 05-02-2002
 Drilling Contractor: Patrick Drilling Drill Rig: CME 75
 Driller: K&C Logger: N. Davis Checked by: B. Fudiel
 Drilling Method: 3.25-in HSA. Backfilled upon completion.

WATER LEVEL DATA

While Drilling: DRY
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

GENERAL NOTES

Begin Drilling: 05-02-2002 Complete Drilling: 05-02-2002
 Drilling Contractor: Patrick Drilling Drill Rig: CME 75
 Driller: K&C Logger: N. Davis Checked by: B. Fudiel
 Drilling Method: 3.25-in HSA. Backfilled upon completion.

WATER LEVEL DATA

While Drilling: 8.08 m
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

| | |
|----------|-----|
| DESIGNED | LAS |
| CHECKED | DAZ |
| DRAWN | SAW |
| CHECKED | DAZ |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 80 (INTERSTATE 80/94)
 INTERSTATE 294 TO US ROUTE 41

SOIL BORING LOGS 4

DATE: JULY 18, 2005
 SCALE:

BRANCO & ZROKA
 ENGINEERING, P.C.

SOIL BORING HG-13

SOIL BORING HG-14

SOIL BORING HG-15

BORING LOG HG-13 Page 1 of 1

Wang Engineering, INC.
wangeng3@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03

Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevation: 183.99 m
North: 546065.99 m
East: 362640.92 m
Station: 30+359.51
Offset: 21.21 LT

BORING LOG HG-14 Page 1 of 1

Wang Engineering, INC.
wangeng3@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03

Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevation: 183.92 m
North: 546175.89 m
East: 362639.80 m
Station: 30+421.74
Offset: 52.83 LT

BORING LOG HG-15 Page 1 of 1

Wang Engineering, INC.
wangeng3@wangeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03

Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevation: 183.10 m
North: 546265.88 m
East: 362638.28 m
Station: 30+178.37
Offset: 76.19 LT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/150 mm) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/150 mm) | Moisture Content (%) |
|------------------------|---|------------|------------|---------------------------|----------------------|------------------------|--------------------------------|------------|------------|---------------------------|----------------------|
| 183.2 | Gray CRUSHED STONE --AGGREGATE SHOULDER-- | 0 | | | | 183.2 | Black CLAY LOAM --TOPSOIL-- | 0 | | | |
| 181.8 | Very stiff, brown CLAY to SILTY CLAY | 1 | 1 | 298 B | 18 | 181.8 | Stiff, brown CLAY | 1 | 1 | 133 B | 27 |
| 181.8 | | 2 | 2 | 260 B | 23 | 181.8 | Loose, brown SANDY LOAM | 2 | 2 | 518 B | 19 |
| 181.8 | | 3 | 3 | 204 B | 24 | 181.8 | Very stiff to hard, brown CLAY | 3 | 3 | 299 B | 23 |
| 181.8 | Medium dense, brown SILT | 4 | 4 | NP | 22 | 181.8 | Medium dense, brown SILT | 4 | 4 | 228 B | 23 |
| 180.6 | Medium stiff to very stiff, gray CLAY | 5 | 5 | 94 B | 28 | 174.0 | Very stiff, gray SILTY CLAY | 10 | | | |
| | | 6 | 6 | 157 B | 21 | 173.3 | Boring terminated at 10.67 m | 11 | | | |
| | | 7 | 7 | 160 B | 20 | | | 12 | | | |
| | | 8 | 8 | 196 B | 21 | | | 13 | | | |
| | | 9 | 9 | 165 B | 22 | | | 14 | | | |
| | | 10 | 10 | 212 B | 21 | | | 15 | | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/150 mm) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/150 mm) | Moisture Content (%) |
|------------------------|--|------------|------------|---------------------------|----------------------|------------------------|--------------------------------|------------|------------|---------------------------|----------------------|
| 183.2 | Black CLAY LOAM --TOPSOIL-- | 0 | | | | 183.2 | Black CLAY LOAM --TOPSOIL-- | 0 | | | |
| 183.3 | Stiff, brown CLAY | 1 | 1 | 133 B | 27 | 183.3 | Very stiff, brown CLAY | 1 | 1 | 307 B | 20 |
| 183.3 | Loose, brown SANDY LOAM | 2 | 2 | 518 B | 19 | 182.2 | Medium dense, brown SILT | 2 | 2 | NP | 21 |
| 183.3 | Very stiff to hard, brown CLAY | 3 | 3 | 299 B | 23 | 181.4 | Very stiff to hard, brown CLAY | 3 | 3 | 260 B | 21 |
| 181.8 | Medium dense, brown SILT | 4 | 4 | 228 B | 23 | 173.3 | Very stiff, gray SILTY CLAY | 10 | | | |
| 181.8 | Stiff to very stiff, gray CLAY to SILTY CLAY | 5 | 5 | 142 B | 18 | 173.3 | Boring terminated at 10.67 m | 11 | | | |
| 173.6 | Loose, gray SILT | 6 | 6 | NP | 19 | | | 12 | | | |
| 173.6 | Stiff to very stiff, gray CLAY | 7 | 7 | 172 B | 22 | | | 13 | | | |
| | | 8 | 8 | 125 B | 22 | | | 14 | | | |
| | | 9 | 9 | 212 B | 20 | | | 15 | | | |
| | | 10 | 10 | 149 B | 21 | | | 16 | | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/150 mm) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/150 mm) | Moisture Content (%) |
|------------------------|--------------------------------|------------|------------|---------------------------|----------------------|------------------------|------------------------------|------------|------------|---------------------------|----------------------|
| 183.2 | Black CLAY LOAM --TOPSOIL-- | 0 | | | | 183.2 | Black CLAY LOAM --TOPSOIL-- | 0 | | | |
| 181.8 | Very stiff, brown CLAY | 1 | 1 | 307 B | 20 | 181.8 | Very stiff, gray SILTY CLAY | 10 | | | |
| 182.2 | Medium dense, brown SILT | 2 | 2 | NP | 21 | 173.3 | Boring terminated at 10.67 m | 11 | | | |
| 181.4 | Very stiff to hard, brown CLAY | 3 | 3 | 260 B | 21 | | | 12 | | | |
| 180.6 | Stiff to very stiff, gray CLAY | 4 | 4 | 424 B | 17 | | | 13 | | | |
| | | 5 | 5 | 165 B | 19 | | | 14 | | | |
| | | 6 | 6 | 157 B | 20 | | | 15 | | | |
| | | 7 | 7 | 118 B | 21 | | | 16 | | | |
| | | 8 | 8 | 157 B | 21 | | | 17 | | | |
| | | 9 | 9 | 165 B | 22 | | | 18 | | | |
| | | 10 | 10 | 189 B | 20 | | | 19 | | | |

GENERAL NOTES

Begin Drilling 05-01-2002 Complete Drilling 05-01-2002

Drilling Contractor Patrick Drilling Drill Rig CME 75

Driller K&C Logger N. Davis Checked by B. Fugiel

Drilling Method 3.25-in HSA; Backfilled upon completion

WATER LEVEL DATA

While Drilling DRY

At Completion of Drilling DRY

Time After Drilling NA

Depth to Water NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

GENERAL NOTES

Begin Drilling 05-01-2002 Complete Drilling 05-01-2002

Drilling Contractor Patrick Drilling Drill Rig CME 75

Driller K&C Logger N. Davis Checked by B. Fugiel

Drilling Method 3.25-in HSA; Backfilled upon completion

WATER LEVEL DATA

While Drilling DRY

At Completion of Drilling DRY

Time After Drilling NA

Depth to Water NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

GENERAL NOTES

Begin Drilling 05-01-2002 Complete Drilling 05-01-2002

Drilling Contractor Patrick Drilling Drill Rig CME 75

Driller K&C Logger N. Davis Checked by B. Fugiel

Drilling Method 3.25-in HSA; Backfilled upon completion

WATER LEVEL DATA

While Drilling DRY

At Completion of Drilling DRY

Time After Drilling NA

Depth to Water NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

| | |
|----------|-----|
| DESIGNED | LAS |
| CHECKED | DAZ |
| DRAWN | SAW |
| CHECKED | DAZ |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

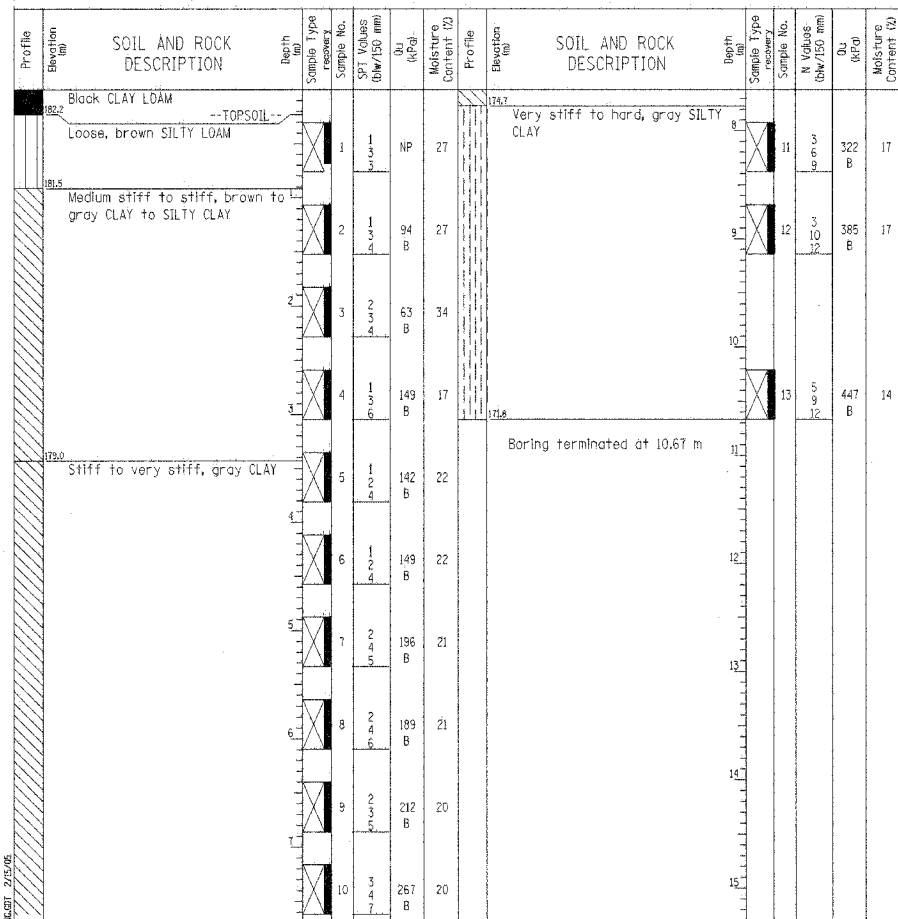
SOIL BORING HG-16

BORING LOG HG-16 Page 1 of 1

Wang Engineering, INC.
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1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03
Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevation: 182.46 m
North: 546395.87 m
East: 362636.96 m
Station: 30+080.84
Offset: 90.60 LT



GENERAL NOTES

Begin Drilling: 05-01-2002 Complete Drilling: 05-01-2002
 Drilling Contractor: Patrick Drilling Drill Rig: CME 75
 Driller: K&C Logger: N. Davis Checked by: B. Fugiel
 Drilling Method: 3.25-in HSA; Backfilled upon completion

WATER LEVEL DATA

While Drilling: DRY
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

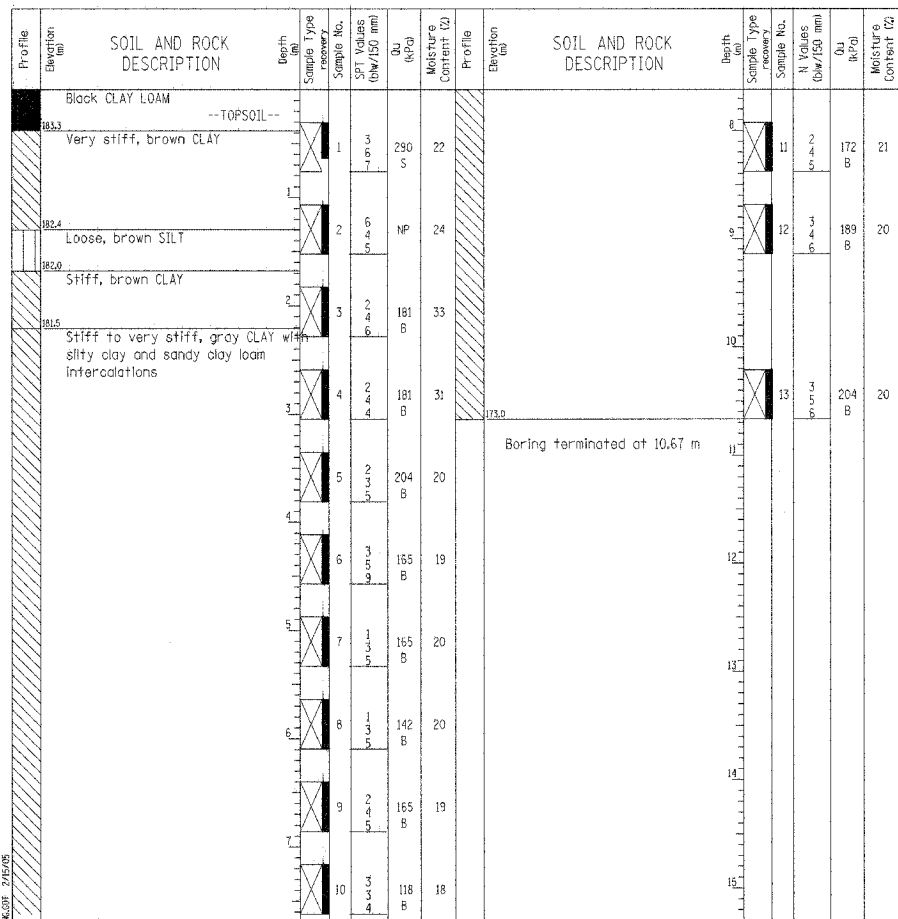
SOIL BORING HG-17

BORING LOG HG-17 Page 1 of 1

Wang Engineering, INC.
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1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
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WEI Job No.: 665-05-03
Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevation: 183.67 m
North: 546429.43 m
East: 362635.88 m
Station: 29+999.35
Offset: 95.42 LT



GENERAL NOTES

Begin Drilling: 05-01-2002 Complete Drilling: 05-01-2002
 Drilling Contractor: Patrick Drilling Drill Rig: CME 75
 Driller: K&C Logger: N. Davis Checked by: B. Fugiel
 Drilling Method: 3.25-in HSA; Backfilled upon completion

WATER LEVEL DATA

While Drilling: DRY
 At Completion of Drilling: DRY
 Time After Drilling: NA
 Depth to Water: NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

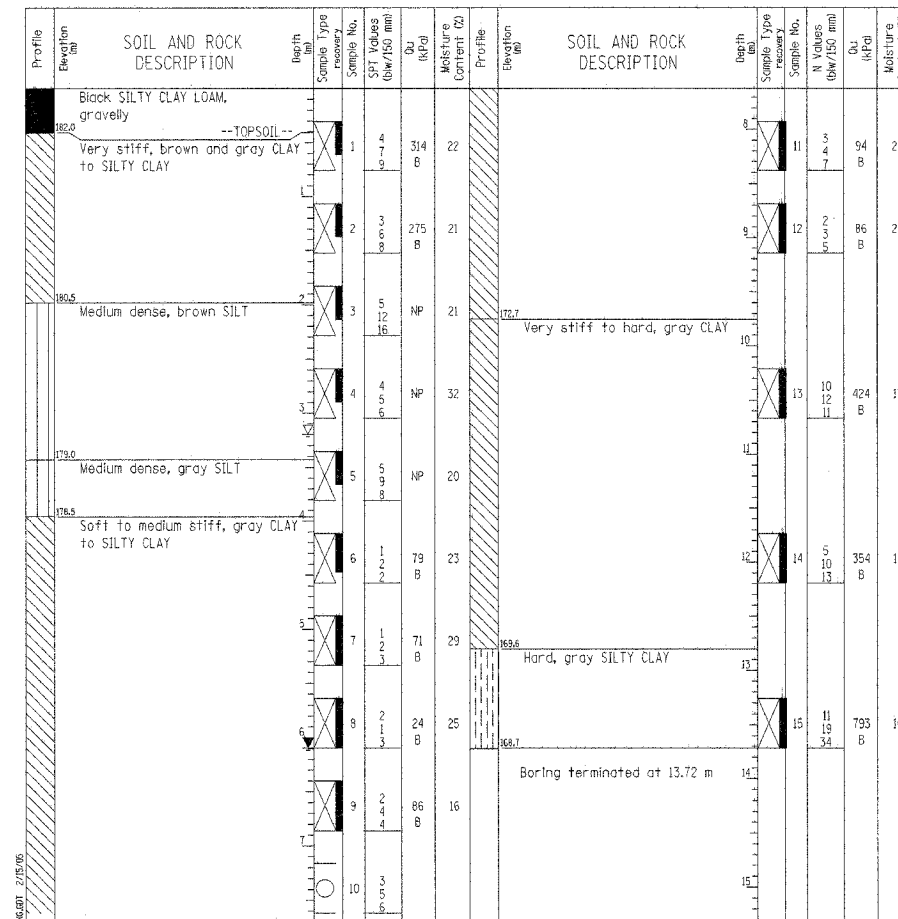
SOIL BORING HG-18

BORING LOG HG-18 Page 1 of 1

Wang Engineering, INC.
wengeng3@wengeng.com
1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

WEI Job No.: 665-05-03
Client: HNTB Corporation
Project: IL 394 (FAP 94) IDOT D-91-012-01
Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
Elevation: 182.45 m
North: 547873.26 m
East: 362553.21 m
Station: 18+550.00
Offset: 149.24 RT



GENERAL NOTES

Begin Drilling: 03-31-2003 Complete Drilling: 03-31-2003
 Drilling Contractor: Patrick Drilling Drill Rig: CME 75
 Driller: K&J Logger: S. Patel Checked by: B. Fugiel
 Drilling Method: 3.25-in HSA; Backfilled upon completion

WATER LEVEL DATA

While Drilling: 3.20 m
 At Completion of Drilling: 6.10 m
 Time After Drilling: NA
 Depth to Water: NA
 The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

| | |
|----------|-----|
| DESIGNED | LAS |
| CHECKED | DAZ |
| DRAWN | SAW |
| CHECKED | DAZ |

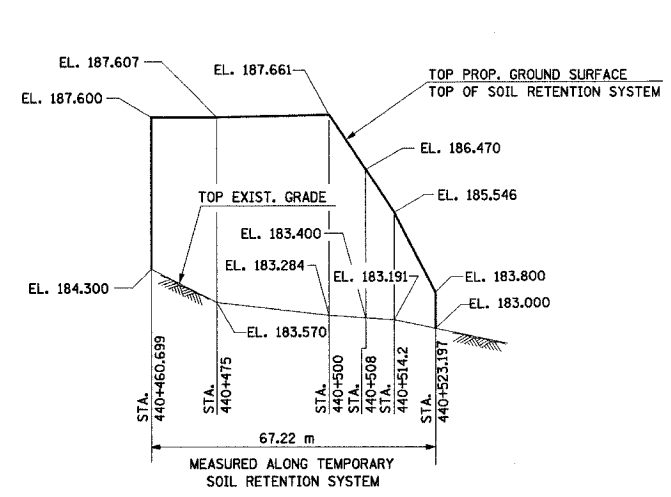
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 80 (INTERSTATE 80/94)
INTERSTATE 294 TO US ROUTE 41

SOIL BORING LOGS 6

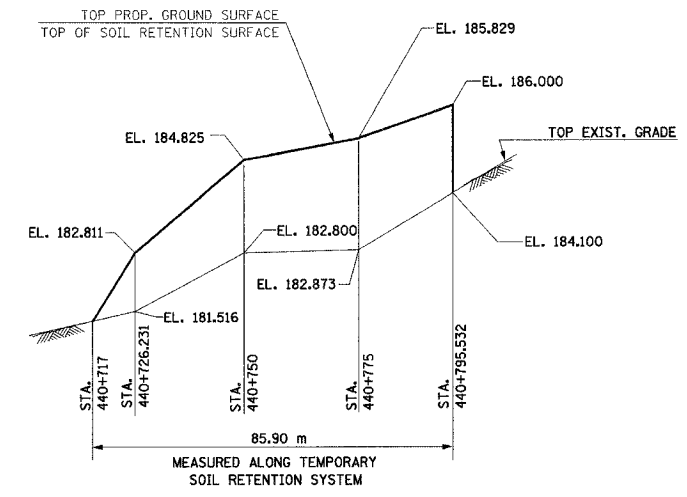
DATE: JULY 18, 2005
SCALE:

BRANCO & ZROKA
ENGINEERING, P.C.

| FAI RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|----------|------------------|-----------|
| 80/94 | • | COOK | 870 | 705 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

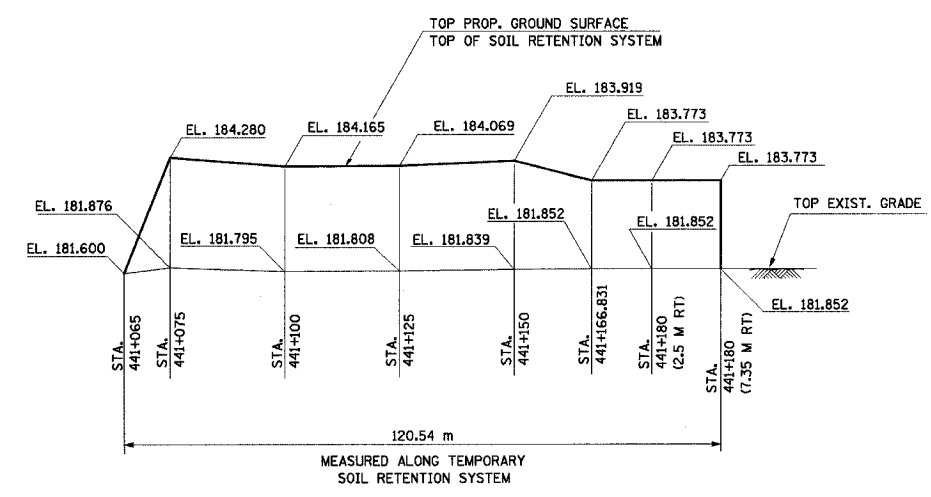


TEMPORARY SOIL RETENTION SYSTEM
SOUTH OF S. ABUTMENT SN 016-2800
 (LOOKING WEST)
 (N.T.S.)
 AREA= 235.00 SQ.M.



TEMPORARY SOIL RETENTION SYSTEM
NORTH OF N. ABUTMENT SN 016-2800
 (LOOKING WEST)
 (N.T.S.)
 AREA= 172.30 SQ.M.

NOTE:
 ALL STATIONING IS
 ON BASE LINE SB IL 394,
 UNLESS NOTED OTHERWISE



TEMPORARY SOIL RETENTION SYSTEM
WEST OF SB IL 394/NORTH OF SN 016-2800
 (LOOKING WEST)
 (N.T.S.)
 AREA= 253.60 SQ.M.

SUMMARY OF QUANTITIES

| ITEM | UNIT | QUANTITY |
|---------------------------------|----------------|----------|
| TEMPORARY SOIL RETENTION SYSTEM | m ² | 660.90 |

NOTES:

- FOR LOCATIONS OF TEMPORARY SOIL RETENTION SYSTEMS SEE PROPOSED PLAN DRAWINGS AND MAINTENANCE OF TRAFFIC DRAWINGS.
- WHERE TEMPORARY SOIL RETENTION SYSTEMS ARE SPECIFIED, A CANTILEVERED SHEET PILING DESIGN DOES NOT APPEAR FEASIBLE AND ADDITIONAL MEMBERS OR OTHER RETENTION SYSTEMS MAY BE NECESSARY. THE CONTRACTOR SHALL SUBMIT A TEMPORARY SOIL RETENTION SYSTEM DESIGN INCLUDING PLAN DETAILS AND CALCULATIONS STAMPED AND SIGNED BY AN ILLINOIS LICENSED STRUCTURAL ENGINEER FOR REVIEW AND ACCEPTANCE BY THE ENGINEER.

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
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| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

TEMPORARY SOIL RETENTION SYSTEM
IL 394 SB
SOUTH OF 170TH STREET

HORIZ SCALE:
 VERT SCALE:
 DATE: JUL 18, 2005

DRAWN BY: LK
 CHECKED BY: DD

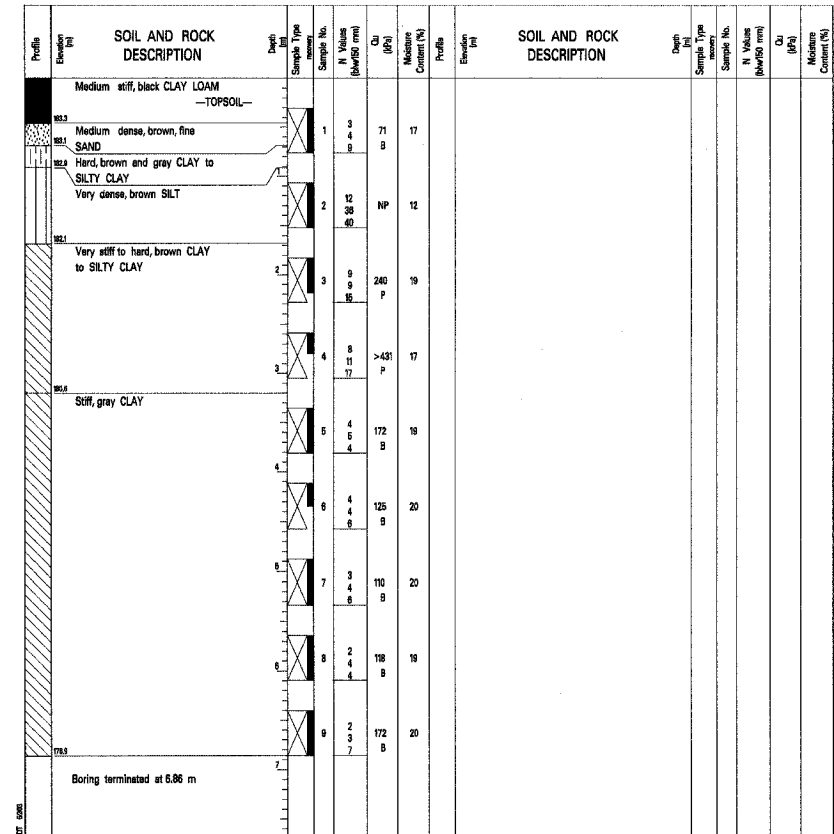
HNTB

| | | | | |
|--------------------|---------|---------------------------|--------------|-----------|
| FAI RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 706 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

Wang Engineering, Inc.
 Consulting Geotechnical and Environmental Engineers
 wangeng@wveng.com
 100 Fairbank Street
 Addison, IL 60101
 Telephone: 630 458-0700
 Fax: 630 458-0900

BORING LOG HL-01
 WEI Job No.: 665-05-03
 Client: HNTB Corporation
 Project: IL 394 (FAP 94) IDOT D-91-012-01
 Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
 Elevation: 83.77 m
 North: 548375.93 m
 East: 352483.73 m
 Station: 441 + 118.039
 Offset: 24.308 LT

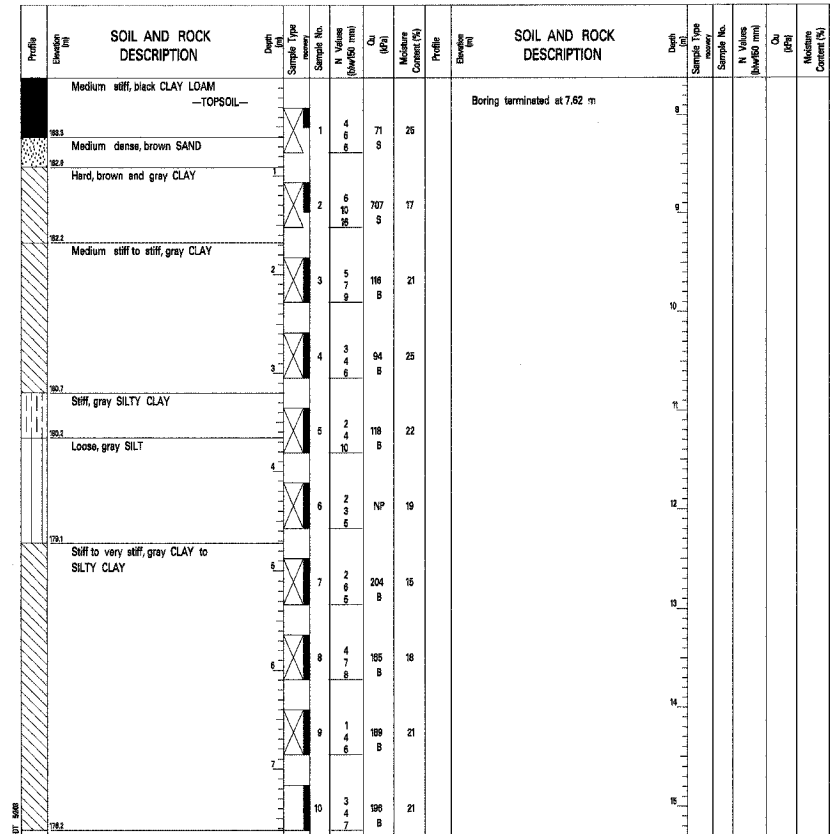


| | |
|---|--|
| GENERAL NOTES | WATER LEVEL DATA |
| Begin Drilling: 03-31-2003 Complete Drilling: 03-31-2003 Drilling Contractor: Patrick Drilling Driller: K&J Drilling Method: 3.25-inch ID HSA; Boring grouted upon completion | While Drilling: <input checked="" type="checkbox"/> DRY At Completion of Drilling: <input checked="" type="checkbox"/> DRY Time After Drilling: NA Depth to Water: <input checked="" type="checkbox"/> NA |

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 wangeng@wveng.com
 100 Fairbank Street
 Addison, IL 60101
 Telephone: 630 458-0700
 Fax: 630 458-0900

BORING LOG HL-02
 WEI Job No.: 665-05-03
 Client: HNTB Corporation
 Project: IL 394 (FAP 94) IDOT D-91-012-01
 Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
 Elevation: 83.86 m
 North: 548322.83 m
 East: 352481.28 m
 Station: 440 + 975
 Offset: 28.73 LT

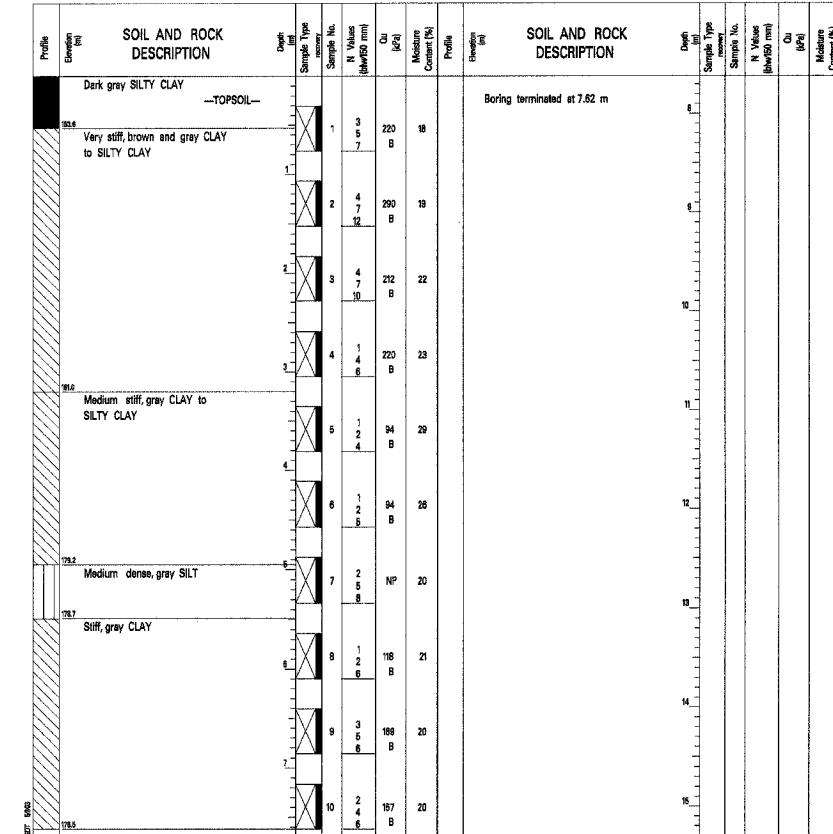


| | |
|---|--|
| GENERAL NOTES | WATER LEVEL DATA |
| Begin Drilling: 03-31-2003 Complete Drilling: 03-31-2003 Drilling Contractor: Patrick Drilling Driller: K&J Drilling Method: 3.25-inch ID HSA; Boring grouted upon completion | While Drilling: <input checked="" type="checkbox"/> DRY At Completion of Drilling: <input checked="" type="checkbox"/> DRY Time After Drilling: NA Depth to Water: <input checked="" type="checkbox"/> NA |

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 100 Fairbank Street
 Addison, IL 60101
 Telephone: 630 458-0700
 Fax: 630 458-0900

BORING LOG HL-03
 WEI Job No.: 665-05-03
 Client: HNTB Corporation
 Project: IL 394 (FAP 94) IDOT D-91-012-01
 Location: Sections 25&26, T36N, R14E, Cook Co.

Datum: NGVD
 Elevation: 184.17 m
 North: 548114.85 m
 East: 352490.28 m
 Station: 440 + 880
 Offset: 25.92 LT



| | |
|---|--|
| GENERAL NOTES | WATER LEVEL DATA |
| Begin Drilling: 03-31-2003 Complete Drilling: 03-31-2003 Drilling Contractor: Patrick Drilling Driller: K&J Drilling Method: 3.25-inch ID HSA; Boring grouted upon completion | While Drilling: <input checked="" type="checkbox"/> DRY At Completion of Drilling: <input checked="" type="checkbox"/> DRY Time After Drilling: NA Depth to Water: <input checked="" type="checkbox"/> NA |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

BORING LOGS
 HL-01, HL-02 & HL-03

HORIZ SCALE:
 VERT SCALE:
 DATE: JUL 18, 2005

DRAWN BY: LK
 CHECKED BY: ACF

HNTB

| | | | | |
|--------------------|---------|---------------------------|-----------------|--------------|
| FAI RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 707 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

Wang Engineering, Inc.
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 wangeng@wangeng.com
 100 Fairbank Street
 Addison, IL 60101
 Telephone: 630 458-0700
 Fax: 630 458-0800

BORING LOG HL-07
 WEI Job No.: 665-05-03
 Client: HNTB Corporation
 Project: IL 394 (FAP 94) IDOT D-91-012-01
 Location: Sections 25&26, T36N, R1E, Cook Co.

Datum: NGVD
 Elevation: 183.07 m
 North: 546013.20 m
 East: 382548.29 m
 Station: 440+750
 Offset: 11.75 RT

Page 1 of 1

| Profile Elevation (m) | SOIL AND ROCK DESCRIPTION | Depth (m) | Sample No. | N Value (blows/30 cm) | Cu (kPa) | Moisture Content (%) | Profile Elevation (m) | SOIL AND ROCK DESCRIPTION | Depth (m) | Sample No. | N Value (blows/30 cm) | Cu (kPa) | Moisture Content (%) |
|-----------------------|--|-----------|------------|-----------------------|----------|----------------------|-----------------------|---------------------------|-----------|------------|-----------------------|----------|----------------------|
| 183.0 | Black SILTY LOAM ---TOPSOIL--- | | | | | | | | | | | | |
| 182.5 | Stiff to very stiff, brown and gray CLAY | 1.0 | 1 | 350 | 29 | | | | | | | | |
| 181.5 | | 2.0 | 2 | 238 | 25 | | | | | | | | |
| 180.5 | | 3.0 | 3 | 195 | 24 | | | | | | | | |
| 179.5 | Stiff, gray SILTY CLAY | 4.0 | 4 | 110 | 21 | | | | | | | | |
| 178.5 | Stiff, gray CLAY | 5.0 | 5 | 125 | 21 | | | | | | | | |
| 177.5 | | 6.0 | 6 | 133 | 20 | | | | | | | | |
| 176.5 | | 7.0 | 7 | 133 | 21 | | | | | | | | |
| 175.5 | | 8.0 | 8 | 133 | 21 | | | | | | | | |
| | Boring terminated at 6.10 m | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---------------------|---|-------------------|------------|---|-----------|-----|--|
| Begin Drilling | 03-31-2003 | Complete Drilling | 03-31-2003 | While Drilling | ☐ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 ATV | At Completion of Drilling | ☑ | DRY | |
| Driller | K&B | Logger | S. Patel | Checked by | B. Fugiel | | |
| Drilling Method | 3.25-inch ID HSA; Boring grouted after completion | | | Time After Drilling | | NA | |
| | | | | Depth to Water | ☑ | NA | |
| | | | | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | |

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 100 Fairbank Street
 Addison, IL 60101
 Telephone: 630 458-0700
 Fax: 630 458-0800

BORING LOG HL-13
 WEI Job No.: 665-05-03
 Client: HNTB Corporation
 Project: IL 394 (FAP 94) IDOT D-91-012-01
 Location: Sections 25&26, T36N, R1E, Cook Co.

Datum: NGVD
 Elevation: 183.30 m
 North: 546726.76 m
 East: 382802.60 m
 Station: 110+375
 Offset: 19.82 LT

Page 1 of 1

| Profile Elevation (m) | SOIL AND ROCK DESCRIPTION | Depth (m) | Sample No. | N Value (blows/30 cm) | Cu (kPa) | Moisture Content (%) | Profile Elevation (m) | SOIL AND ROCK DESCRIPTION | Depth (m) | Sample No. | N Value (blows/30 cm) | Cu (kPa) | Moisture Content (%) |
|-----------------------|--|-----------|------------|-----------------------|----------|----------------------|-----------------------|---------------------------|-----------|------------|-----------------------|----------|----------------------|
| 183.3 | Dark brown SILTY LOAM ---TOPSOIL--- | | | | | | | | | | | | |
| 182.5 | Stiff to very stiff, brown SILTY CLAY | 1.0 | 1 | 180 | 21 | | | | | | | | |
| 181.5 | | 2.0 | 2 | 250 | 20 | | | | | | | | |
| 180.5 | Medium dense to dense, brown SILT | 3.0 | 3 | 7 | NP | 22 | | | | | | | |
| 179.5 | | 4.0 | 4 | 7 | NP | 20 | | | | | | | |
| 178.5 | Stiff to very stiff, gray CLAY to SILTY CLAY | 5.0 | 5 | 4 | 196 | 17 | | | | | | | |
| 177.5 | | 6.0 | 6 | 2 | 238 | 19 | | | | | | | |
| 176.5 | | 7.0 | 7 | 4 | 181 | 20 | | | | | | | |
| 175.5 | | 8.0 | 8 | 2 | 157 | 20 | | | | | | | |
| | Boring terminated at 6.10 m | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---------------------|--|-------------------|------------|---|-----------|-----|--|
| Begin Drilling | 03-25-2003 | Complete Drilling | 03-25-2003 | While Drilling | ☐ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 ATV | At Completion of Drilling | ☑ | DRY | |
| Driller | K&B | Logger | B. Fugiel | Checked by | B. Fugiel | | |
| Drilling Method | 3.25-inch ID HSA; Boring grouted upon completion | | | Time After Drilling | | NA | |
| | | | | Depth to Water | ☑ | NA | |
| | | | | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | |

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

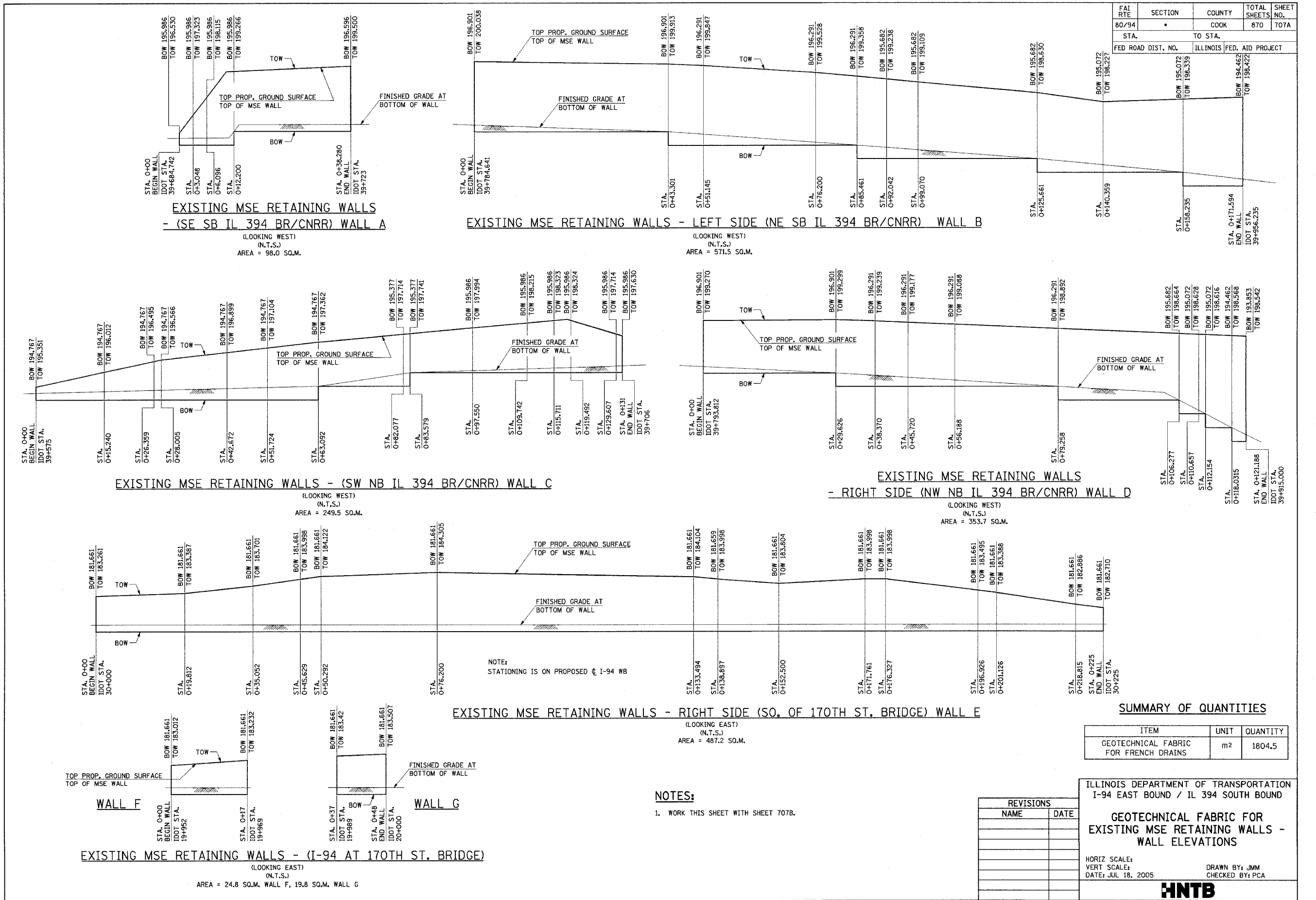
**BORING LOGS
 HL-07 & HL-13**

HORIZ SCALE: _____
 VERT SCALE: _____
 DATE: JUL 18, 2005

DRAWN BY: LK
 CHECKED BY: AC

HNTB

| FBI | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|---------------------------|--------------|-----------|
| 80/94 | * | COOK | 870 | TOTA |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



EXISTING MSE RETAINING WALLS - (SW NB IL 394 BR/CNRR) WALL C

EXISTING MSE RETAINING WALLS - RIGHT SIDE (NW NB IL 394 BR/CNRR) WALL D

EXISTING MSE RETAINING WALLS - RIGHT SIDE (SO. OF 170TH ST. BRIDGE) WALL E

EXISTING MSE RETAINING WALLS - (I-94 AT 170TH ST. BRIDGE)

SUMMARY OF QUANTITIES

| ITEM | UNIT | QUANTITY |
|---------------------------------------|----------------|----------|
| GEOTECHNICAL FABRIC FOR FRENCH DRAINS | m ² | 1804.5 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

GEOTECHNICAL FABRIC FOR EXISTING MSE RETAINING WALLS - WALL ELEVATIONS

HORIZ SCALE:
VERT SCALE:
DATE: JUL 18, 2005

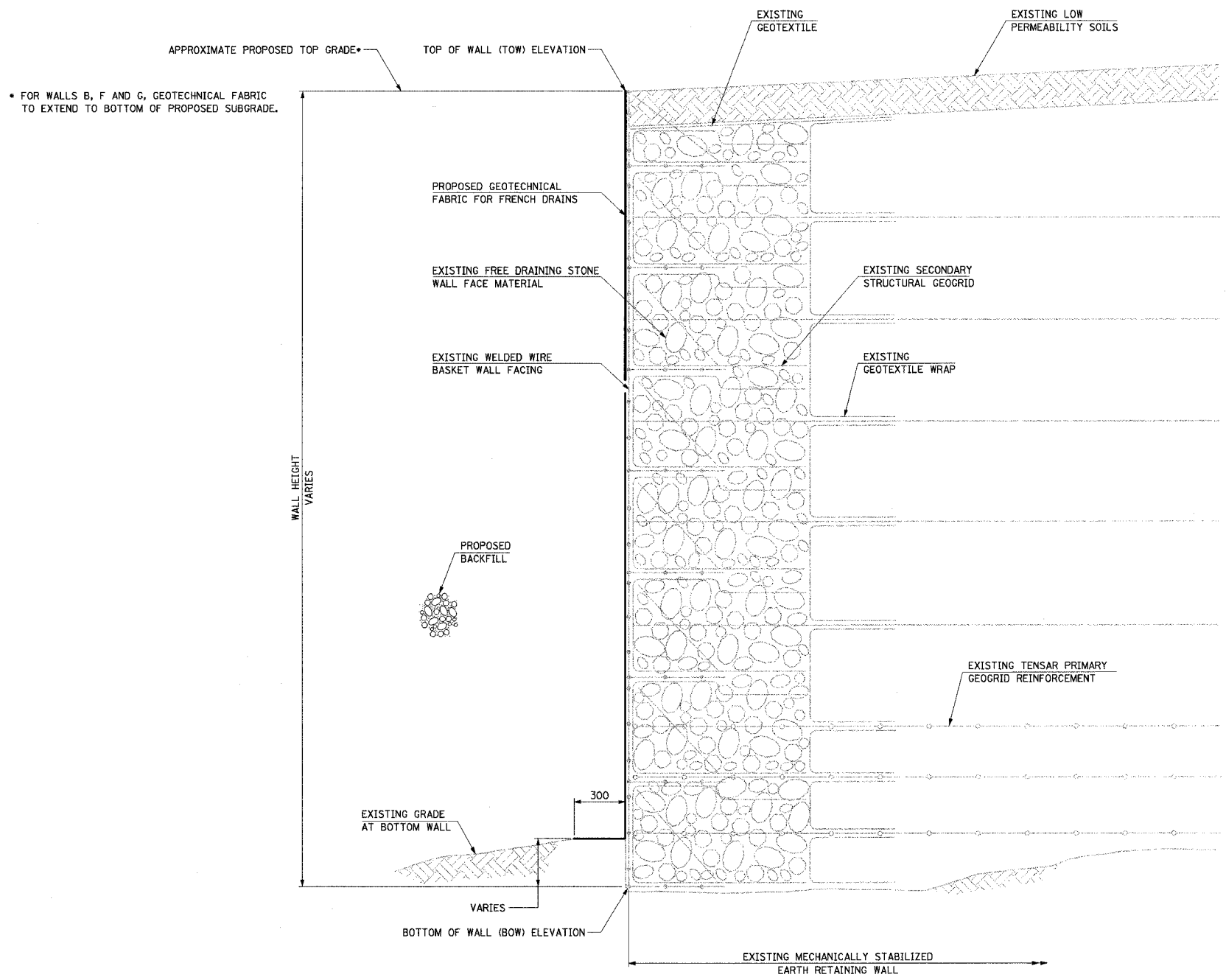
DRAWN BY: JMM
CHECKED BY: PCA



- NOTES:
1. WORK THIS SHEET WITH SHEET 707B.

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |

| FAI RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|----------|--------------|------------------|
| 80/94 | * | COOK | 870 | 707B |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS | | FED. AID PROJECT |



TYPICAL SECTION

NOTES:

1. WORK THIS SHEET WITH SHEET NO. 707B.
2. INSTALL GEOTECHNICAL FABRIC FOR FRENCH DRAINS IN FRONT OF EXISTING MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALLS IN ACCORDANCE WITH THE DETAILS SHOWN ON THESE SHEETS. PLACE FABRIC AS NEW BACKFILL IS PLACED PER ARTICLE 601.06 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
3. FOR LOCATION OF WALLS, SEE SHEET NOS. 133, 138, 140, 142 AND 148.
4. IDOT STATIONS ARE WITH RESPECT TO PROJECT REFERENCE LINES. ALL OTHER STATIONS ARE LOCAL STATIONS AND ARE WITH RESPECT TO THE INDIVIDUAL WALLS.
5. STATIONS, ELEVATIONS AND WALL DETAILS SHOWN ON THESE SHEETS WERE TAKEN FROM SHOP DRAWINGS DEVELOPED UNDER CONTRACT NO. 62107.
6. BOW INDICATES BOTTOM OF WALL. TOW INDICATES TOP OF WALL.

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

GEOTECHNICAL FABRIC FOR EXISTING MSE RETAINING WALLS - TYPICAL SECTION

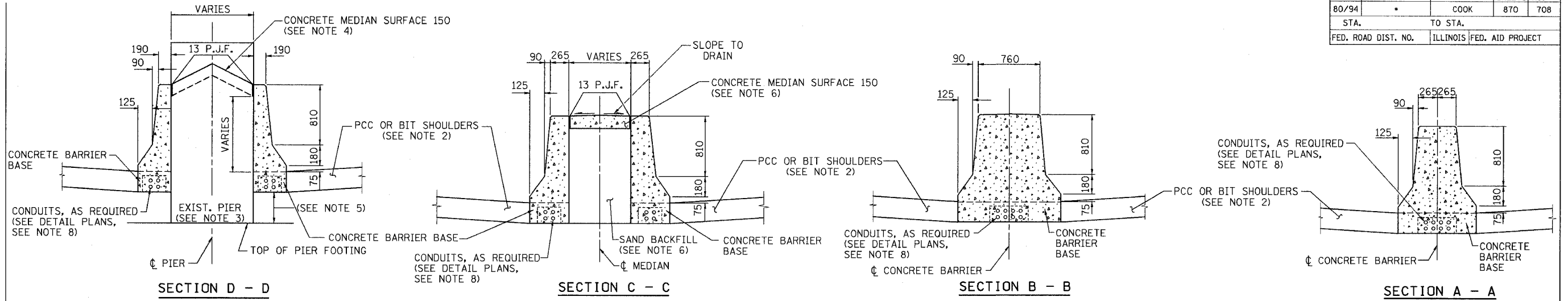
HORIZ SCALE:
VERT SCALE:
DATE: JUL 18, 2005

DRAWN BY: JMM
CHECKED BY: PCA

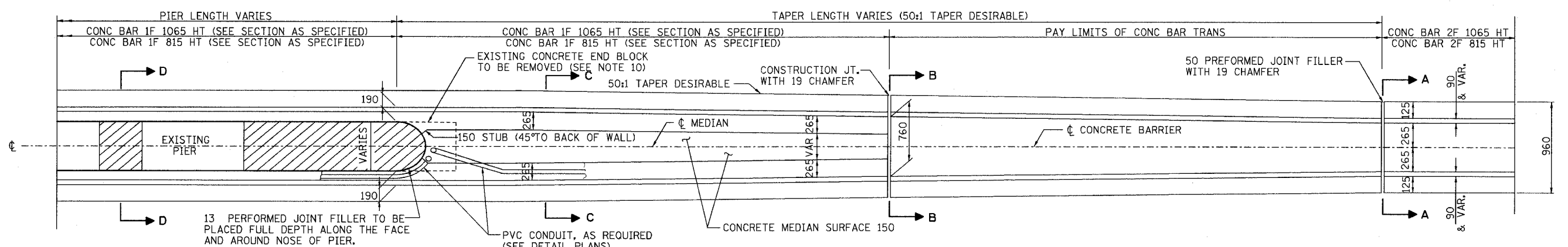
HNTB

| | | | |
|---------------------|----------|------------------|------------------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS NO. |
| 80/94 | | COOK | 870 708 |
| STA. | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | |

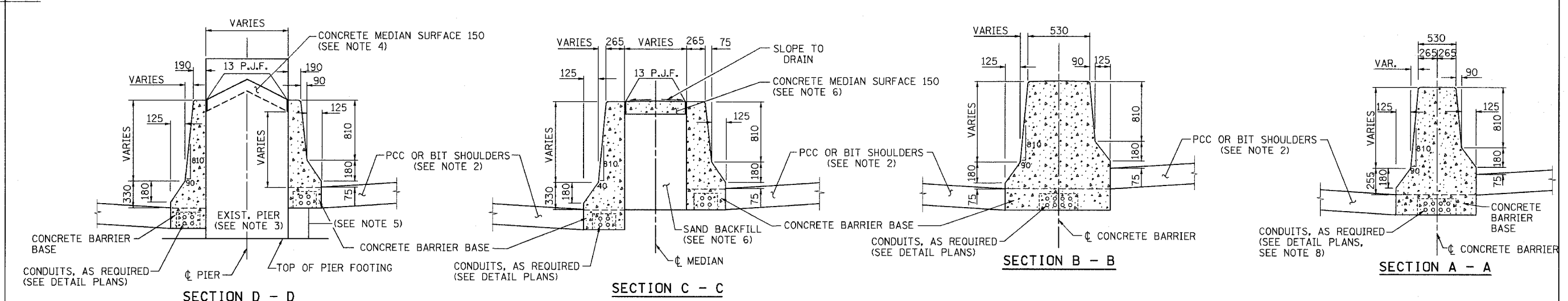
TANGENT CONDITION



PLAN VIEW OF CONCRETE BARRIER TRANSITION



(SUPER ELEVATION CONDITION)



NOTES:

- FOR ADDITIONAL CONCRETE BARRIER DETAILS, INCLUDING TIE BAR PLACEMENT, SEE THE TYPICAL SECTION SHEETS AND CONCRETE BARRIER DETAILS, OF THE HEIGHT SPECIFIED.
- FOR ADDITIONAL SHOULDER DETAILS SEE TYPICAL SECTIONS, PIPE UNDERDRAIN & SHOULDER DETAILS SHEETS AND STANDARDS 601001, 482006, 483001 & 482001.
- IF THE PIER IS NEW CONSTRUCTION, THE CONCRETE BARRIER MAY BE POURED MONOLITHICALLY.
- PIER FILLER MATERIAL SHALL BE CONCRETE IF A MINIMUM 150 THICKNESS CAN BE MAINTAINED. IF THE 150 THICKNESS CANNOT BE MAINTAINED, USE ASPHALT FILLER MATERIAL AS DIRECTED BY THE ENGINEER.

- EXTEND THE BOTTOM OF THE CONCRETE BARRIER TO THE PIER FOOTING WHEN THE DEPTH IS LESS THAN 150.
- SAND BACKFILL AND CONCRETE MEDIAN SURFACE 150 WILL BE REQUIRED. FILLING WITH CONCRETE WILL NOT BE ALLOWED. THIS WORK SHALL BE PAID FOR SEPARATELY.
- TAPERS INTO AND AWAY FROM SIGN FOUNDATIONS SHALL BE THE SAME AS SHOWN ABOVE.
- INSTALL DUCT BETWEEN THE SIGN FOUNDATION AND THE NEAREST LIGHT POLE FOUNDATION WHERE SHOWN ON THE PLANS. THIS WORK SHALL BE PAID FOR SEPARATELY.
- PREFORMED JOINT FILLER OF THE SIZE SPECIFIED SHALL BE INCIDENTAL TO THE CONCRETE BARRIER OF THE TYPE INVOLVED.

- THE REMOVAL OF THE EXISTING CONCRETE END BLOCKS IF APPLICABLE SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF THE TYPE INVOLVED.
- THE CONDUIT LOCATIONS SHOWN ARE TYPICAL, ADDITIONAL CONDUITS MAY BE REQUIRED. FOR THE SIZE, LOCATION AND DETAILS, SEE THE ELECTRICAL AND/OR SURVEILLANCE PLANS. THE FURNISHING AND PLACING OF CONDUITS OF THE SIZE SPECIFIED SHALL BE PAID FOR SEPARATELY.

| REVISIONS | |
|-----------|----------|
| NAME | DATE |
| MDV | 01/30/04 |
| MRN | 3/29/04 |
| MRN | 8/04/05 |
| NLP | 8/04/05 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

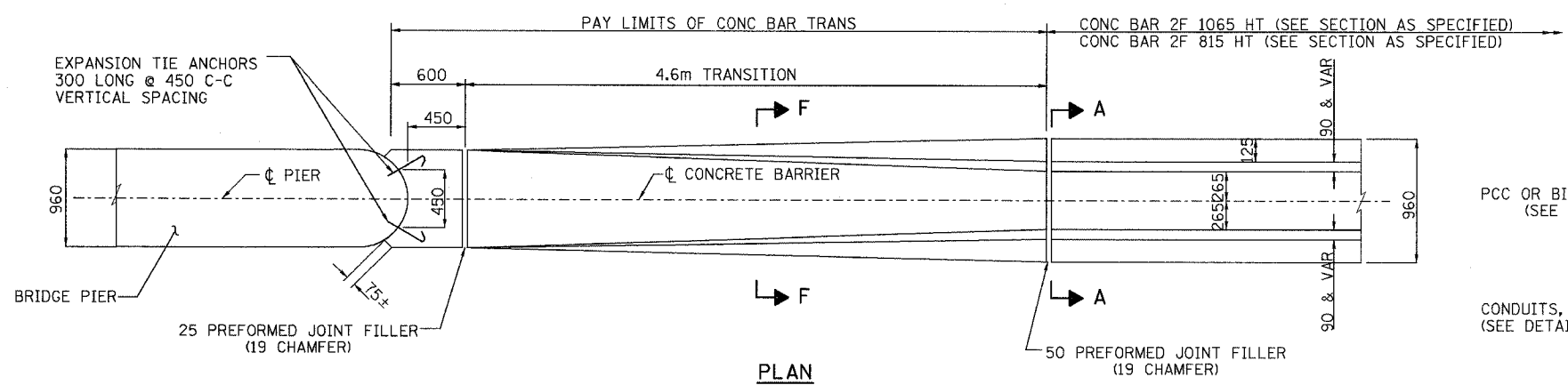
**CONCRETE BARRIER
DETAILS
SHEET 1 OF 2**

SCALE NONE
DATE 10/03

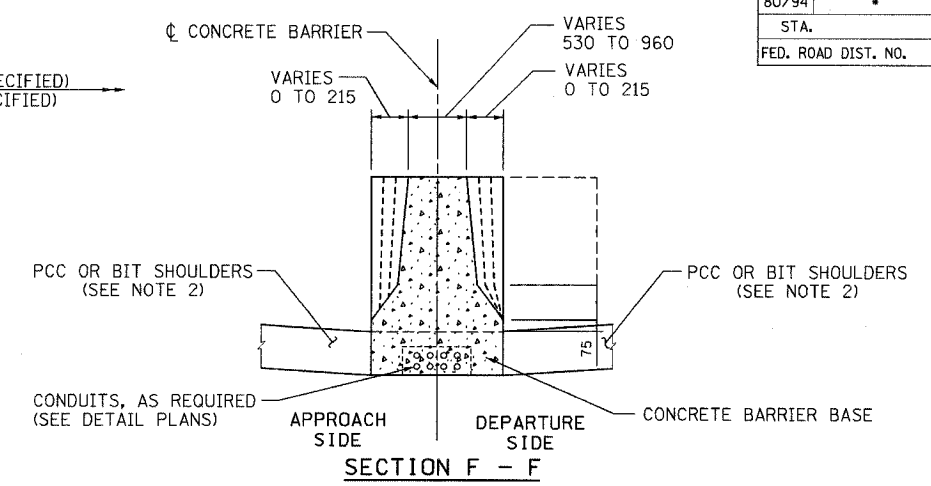
DRAWN BY ACE/CAD
CHECKED BY

AMERICAN
CONSULTING ENGINEERS

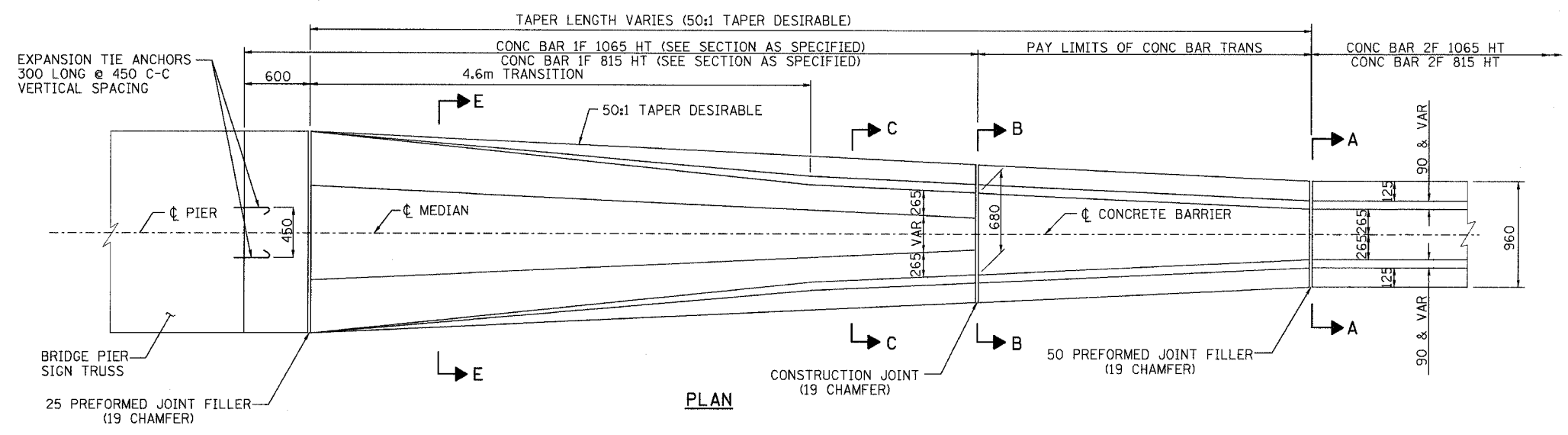
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 80/94 | * | COOK | 870 | 709 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



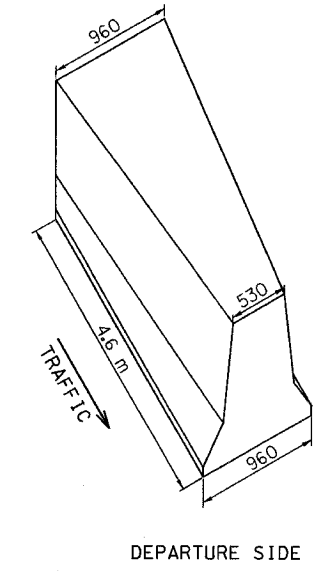
PLAN



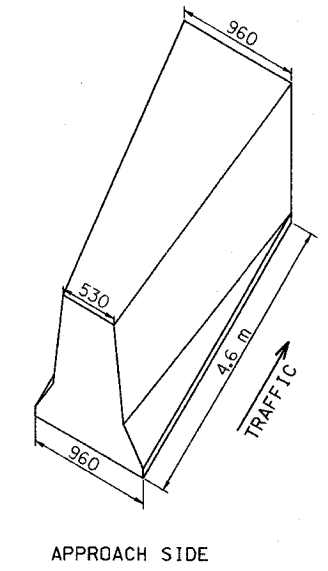
SECTION F - F



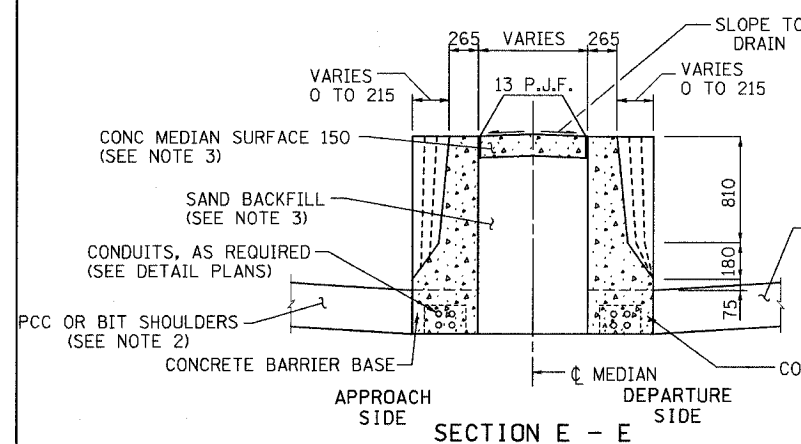
PLAN



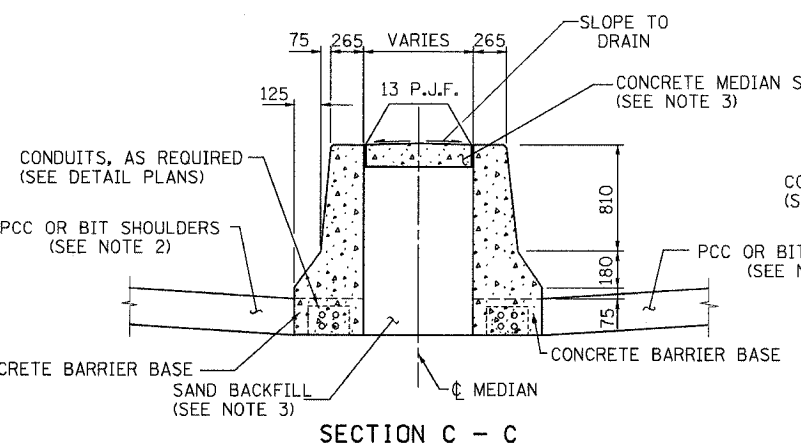
DEPARTURE SIDE



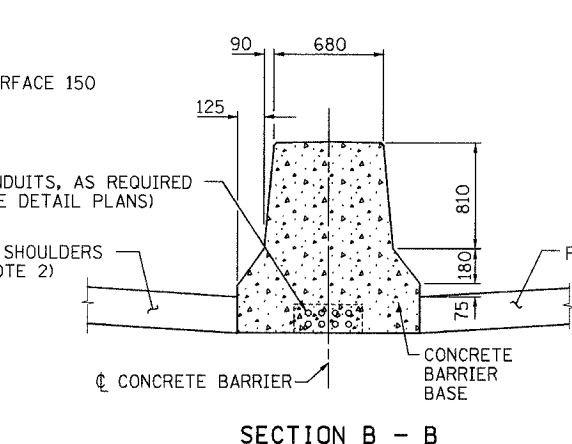
APPROACH SIDE



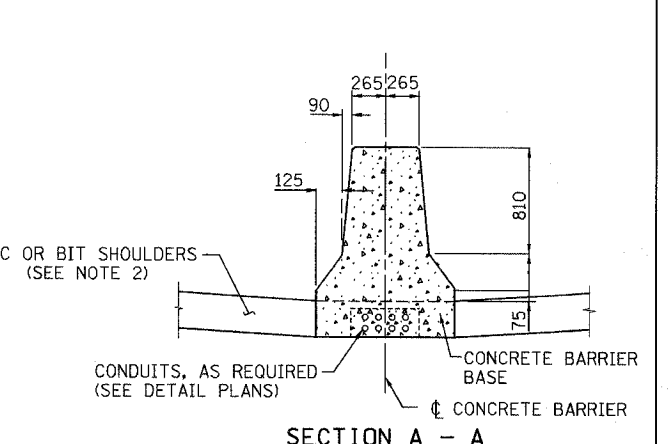
SECTION E - E



SECTION C - C



SECTION B - B



SECTION A - A

NOTES:

- 1) FOR ADDITIONAL CONCRETE BARRIER DETAILS, INCLUDING TIE BAR PLACEMENT, SEE THE TYPICAL SECTION SHEETS AND CONCRETE BARRIER DETAILS, OF THE HEIGHT SPECIFIED.
- 2) FOR ADDITIONAL SHOULDER DETAILS SEE TYPICAL SECTIONS, PIPE UNDERDRAIN & SHOULDER DETAILS SHEET AND STANDARDS 601001, 482006, 483001 & 482001.
- 3) SAND BACKFILL AND CONCRETE MEDIAN SURFACE 150 WILL BE REQUIRED. FILLING WITH CONCRETE WILL NOT BE ALLOWED. THIS WORK SHALL BE PAID FOR SEPARATELY.

- 4) FURNISHING AND INSTALLING THE PREFORMED JOINT FILLER OF THE SIZE SPECIFIED SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF THE TYPE INVOLVED.
- 5) FURNISHING AND INSTALLING THE 19 EXPANSION TIE ANCHORS SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF THE TYPE INVOLVED.
- 6) THE REMOVAL OF THE EXISTING CONCRETE END BLOCKS IF APPLICABLE SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF THE TYPE INVOLVED.

| REVISIONS | |
|-----------|----------|
| NAME | DATE |
| MDV | 01/30/04 |
| MRN | 3/29/04 |
| MRN | 8/04/05 |
| NLP | 8/04/05 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

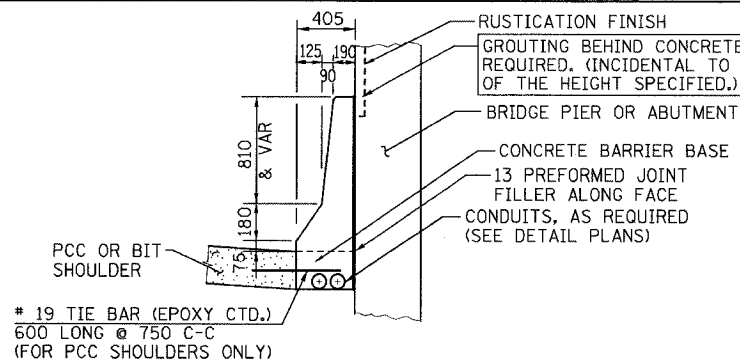
**CONCRETE BARRIER
DETAILS
SHEET 2 OF 2**

SCALE NONE
DATE 10/03

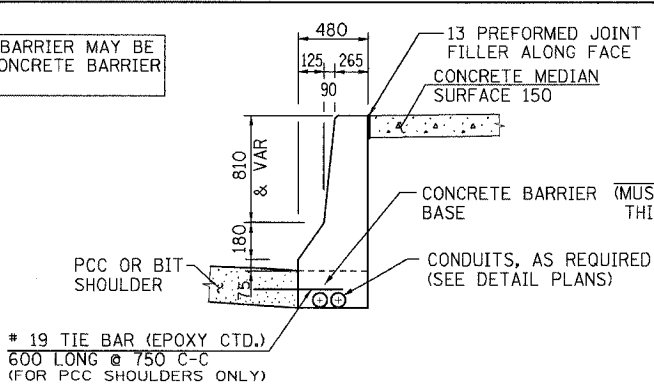
DRAWN BY ACE/CAD
CHECKED BY

AMERICAN
CONSULTING ENGINEERS

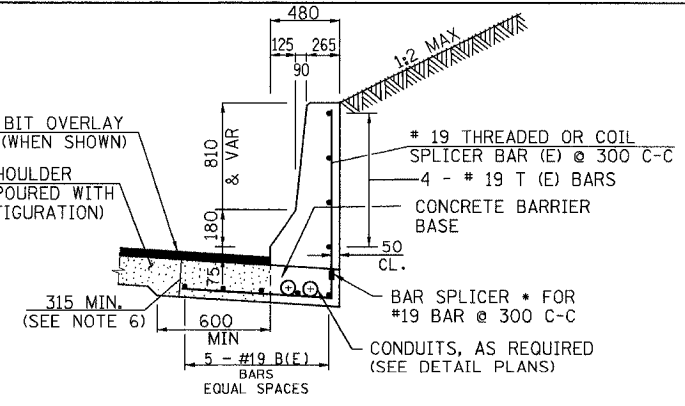
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
|---------------------|----------|------------------|-----------------|
| 80/94 | | COOK | 870 710 |
| STA. | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | |



SECTION F
CONC BAR 1F 1065 HT
CONCRETE BARRIER, SINGLE FACE,
1065 HEIGHT



SECTION G
CONC BAR 1F 1065 HT
CONCRETE BARRIER, SINGLE FACE,
1065 HEIGHT



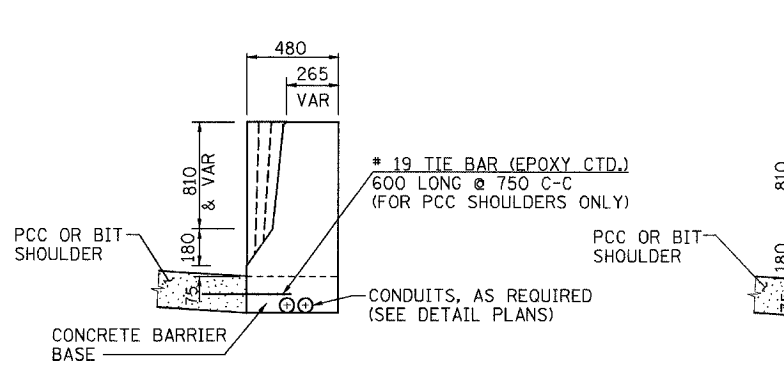
SECTION H
CONC BAR 1F 1065 HT REIN
CONCRETE BARRIER, SINGLE FACE,
1065 HEIGHT, REINFORCED
CUT SECTION

• THE BAR SPLICER SHALL BE CAPABLE OF DEVELOPING A MINIMUM OF 125% OF THE YIELD STRENGTH OF A #19 BAR

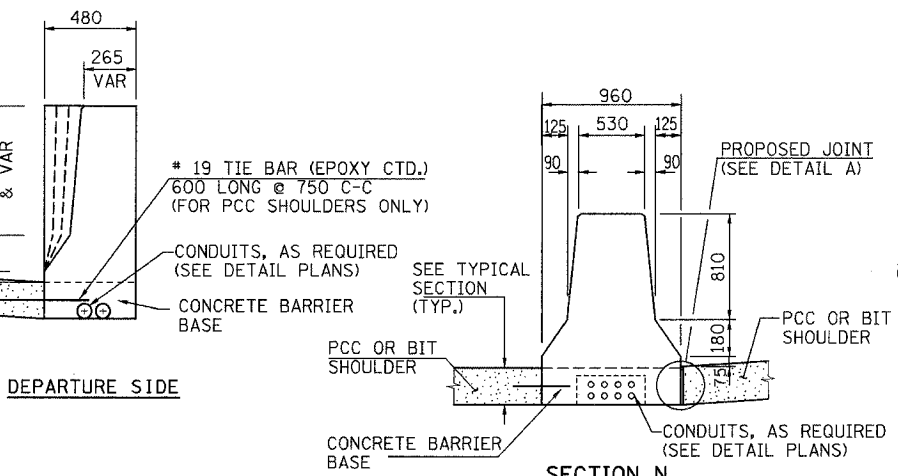
CUT SECTION

| REINFORCING BARS 6.1 m SECTION | | | | |
|-----------------------------------|-----|------|--------|-------|
| BAR | NO. | SIZE | LENGTH | SHAPE |
| B(E) | 5 | #19 | 6.00 m | — |
| T(E) | 4 | #19 | 6.00 m | — |
| REINFORCING BARS (EPOXY COATED) | | | Kg | 121 |
| BAR SPLICER | | | EACH | 21 |

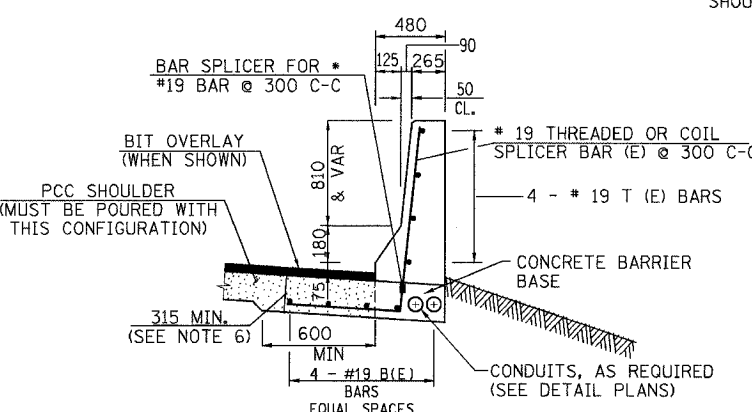
** LONGITUDINAL BARS SHOULD NOT EXTEND THROUGH JOINTS.



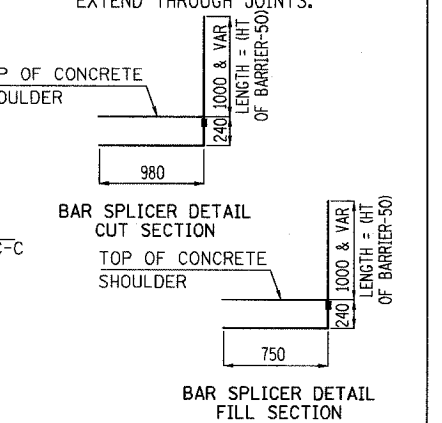
SECTION I
CONC BAR 1F 1065 HT
CONCRETE BARRIER, SINGLE FACE,
1065 HEIGHT



SECTION N
CONC BAR 2F 1065 HT
CONCRETE BARRIER, DOUBLE FACE,
1065 HEIGHT



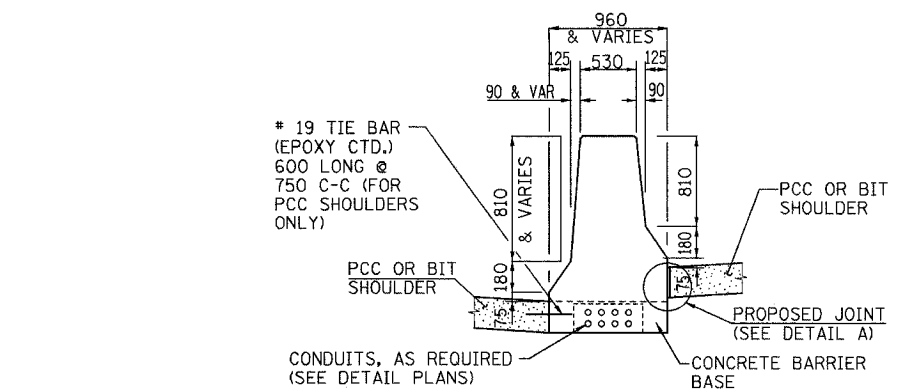
SECTION J
CONC BAR 1F 1065 HT REIN
CONCRETE BARRIER, SINGLE FACE,
1065 HEIGHT, REINFORCED
FILL SECTION



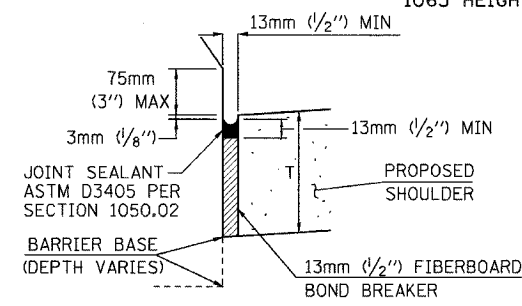
FILL SECTION

| REINFORCING BARS 6.1 m SECTION | | | | |
|-----------------------------------|-----|------|--------|-------|
| BAR | NO. | SIZE | LENGTH | SHAPE |
| B(E) | 4 | #19 | 6.00 m | — |
| T(E) | 4 | #19 | 6.00 m | — |
| REINFORCING BARS (EPOXY COATED) | | | Kg | 108 |
| BAR SPLICER | | | EACH | 21 |

** LONGITUDINAL BARS SHOULD NOT EXTEND THROUGH JOINTS.

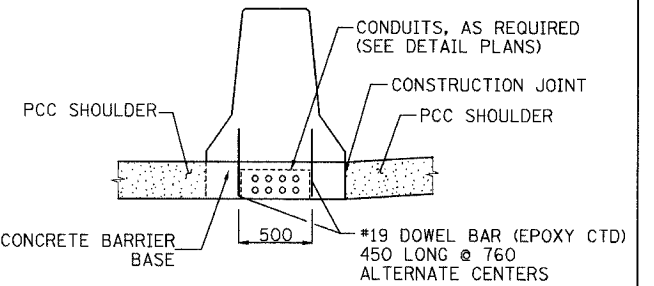


SECTION K
CONC BAR 2F 1065 HT
CONCRETE BARRIER, DOUBLE FACE,
1065 HEIGHT

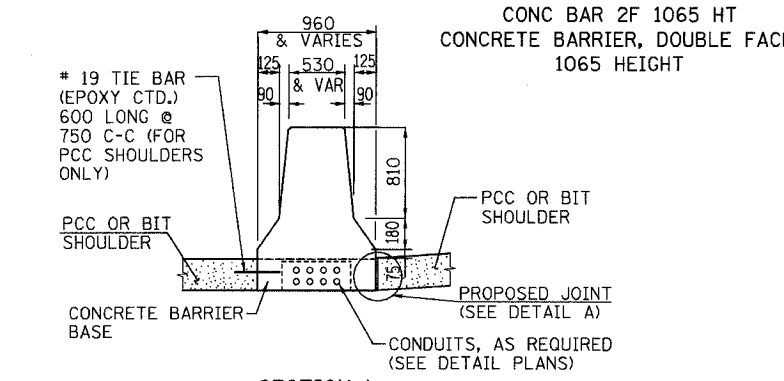


DETAIL A

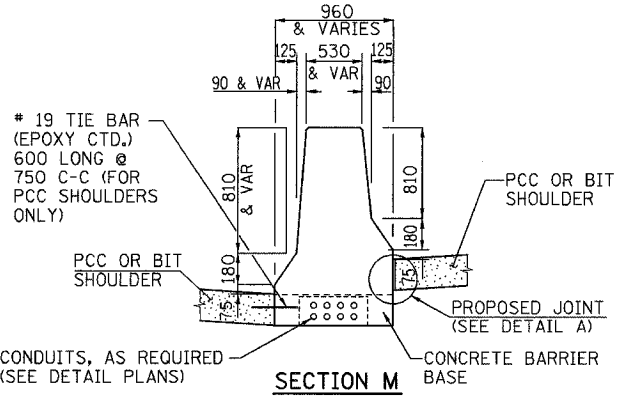
- LEGEND:
PAY LIMITS OF BITUMINOUS OR PCC SHOULDERS.
- NOTES:
1) FOR ADDITIONAL CONCRETE BARRIER DETAILS SEE STANDARDS 637001 & 637006.
2) FOR ADDITIONAL SHOULDER DETAILS SEE TYPICAL SECTIONS, PIPE UNDERDRAIN & SUBGRADE DETAILS FOR OPEN AND CLOSED DRAINAGE SYSTEMS, P.C.C SHOULDER DETAILS AND/OR STANDARDS 601001, 482006, 483001 & 482001 AS APPLICABLE.
3) A 25 RADIUS CAN BE SUBSTITUTED FOR THE 13 CHAMFER AT THE TOP OF THE BARRIER WALL.
4) FOR BITUMINOUS SHOULDERS -- DEPTH "T" EQUALS 450 MINIMUM.
5) FOR PCC SHOULDERS -- DEPTH "T" SHALL BE 255 MINIMUM OR THE SHOULDER DEPTH IF GREATER.
6) THE THICKENED PCC SHOULDER FOR THE REINFORCED CONCRETE BARRIER SECTION SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF THE TYPE INVOLVED.
7) ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS. BARS CANNOT BE MUCKED INTO PLACE.
8) THE FURNISHING AND PLACING OF TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF PCC SHOULDER OF THE THICKNESS SPECIFIED.
9) THE FURNISHING AND PLACING OF BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF THE PCC SHOULDER OF THE THICKNESS SPECIFIED.
10) THE CONDUIT LOCATIONS SHOWN ARE TYPICAL. ADDITIONAL CONDUITS MAY BE REQUIRED, FOR THE SIZE, LOCATION, AND DETAILS, SEE THE ELECTRICAL AND/OR SURVEILLANCE PLANS. THE FURNISHING AND PLACING OF CONDUITS OF THE SIZE SPECIFIED SHALL BE PAID FOR SEPARATELY.



OPTIONAL CONFIGURATION
DOUBLE FACE BARRIER ON PCC SHOULDER
ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.



SECTION L
CONC BAR 2F 1065 HT
CONCRETE BARRIER, DOUBLE FACE,
1065 HEIGHT



SECTION M
CONC BAR 2F 1065 HT
CONCRETE BARRIER, DOUBLE FACE,
1065 HEIGHT

| REVISIONS | |
|-----------|----------|
| NAME | DATE |
| MDV | 01/30/04 |
| MRN | 3/29/04 |
| MDV | 8/25/04 |
| MRN | 4/20/05 |
| NLP | 8/04/05 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

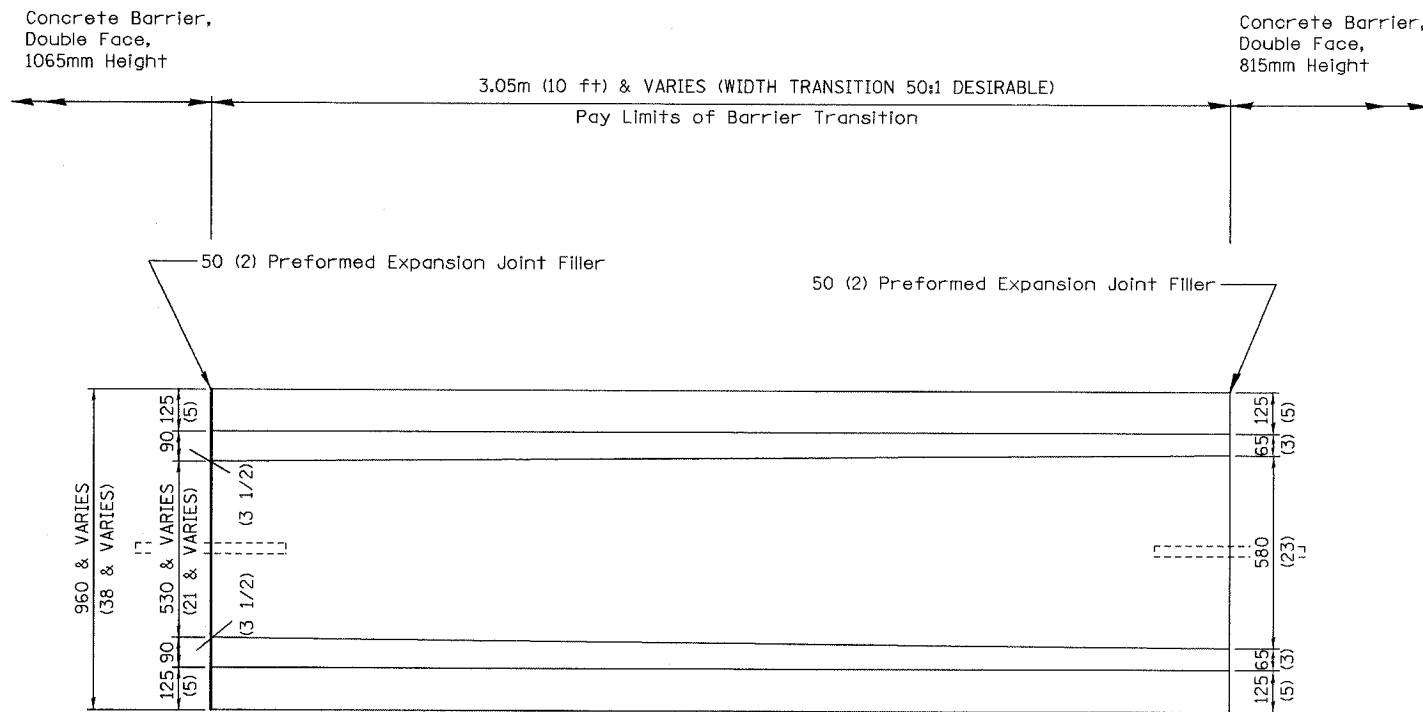
**CONCRETE BARRIER DETAILS
1065 MM WALL**

SCALE NONE
DATE 10/03
DRAWN BY ACE/CAD
CHECKED BY

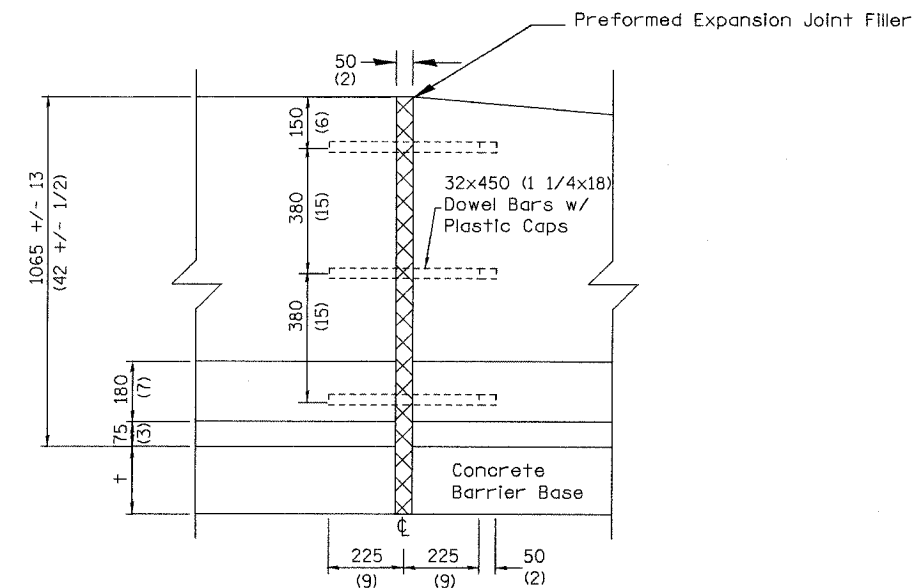


| | | | | |
|---------------------|----------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 711 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

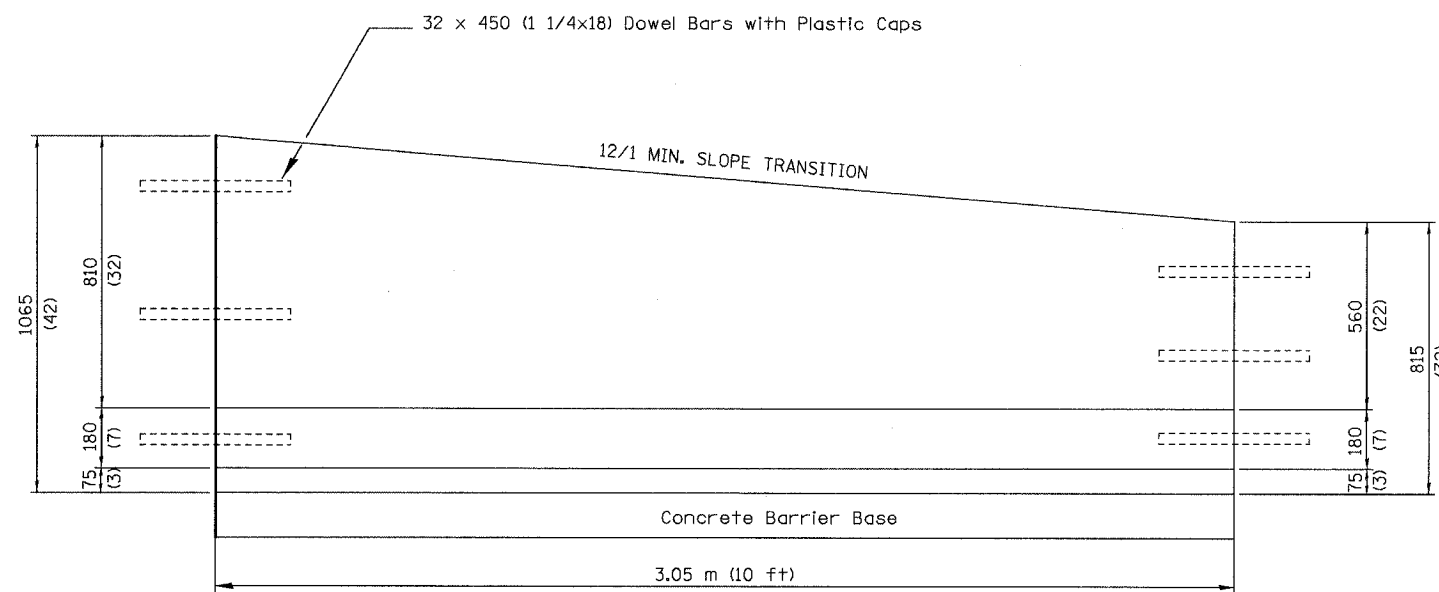
ALL DIMENSIONS IN MILLIMETERS (INCHES)
UNLESS OTHERWISE SHOWN.



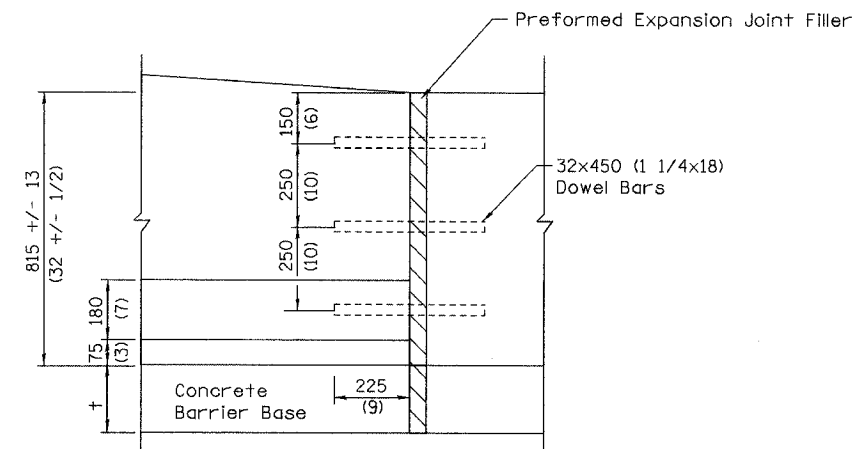
PLAN



EXPANSION JOINT (TALL WALL)



ELEVATION



CONSTRUCTION JOINT (SHORT WALL)

NOTES:

- 1) FOR ADDITIONAL CONCRETE BARRIER DETAILS, INCLUDING TIE BAR PLACEMENT, SEE CONCRETE BARRIER DETAILS, OF THE HEIGHT SPECIFIED.
- 2) A 25 RADIUS CAN BE SUBSTITUTED FOR THE 13 CHAMFER AT THE TOP OF THE BARRIER WALL.
- 3) FOR BITUMINOUS SHOULDERS -- DEPTH "t" EQUALS 450 MINIMUM.
- 4) FOR PCC SHOULDERS -- DEPTH "t" SHALL BE 255 MINIMUM OR THE SHOULDER DEPTH IF GREATER.
- 5) SEE "CONCRETE BARRIER DETAILS" FOR ADDITIONAL NOTES AND DETAILS.
- 6) ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS. BARS CANNOT BE MUCKED INTO PLACE.

- 7) THE FURNISHING AND PLACING OF TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF THE CONCRETE BARRIER TRANSITION.
- 8) FOR CONDUIT LOCATIONS, SIZE, AND DETAILS, SEE THE ELECTRICAL AND/OR SURVEILLANCE PLANS. THE FURNISHING AND PLACING OF CONDUITS OF THE SIZE SPECIFIED SHALL BE PAID FOR SEPARATELY. EXPANSION/DEFLECTION COUPLES SHALL BE INCLUDED IN THE COST OF THE CONDUITS, OF THE SIZE SPECIFIED.
- 9) LENGTH OF BARRIER TRANSITION SHALL BE EQUAL TO LONGEST TRANSITION REQUIRED.

| REVISIONS | |
|-----------|---------|
| NAME | DATE |
| MRN/MDV | 06/04 |
| MRN | 4/20/05 |
| MRN | 8/04/05 |
| | |
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| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

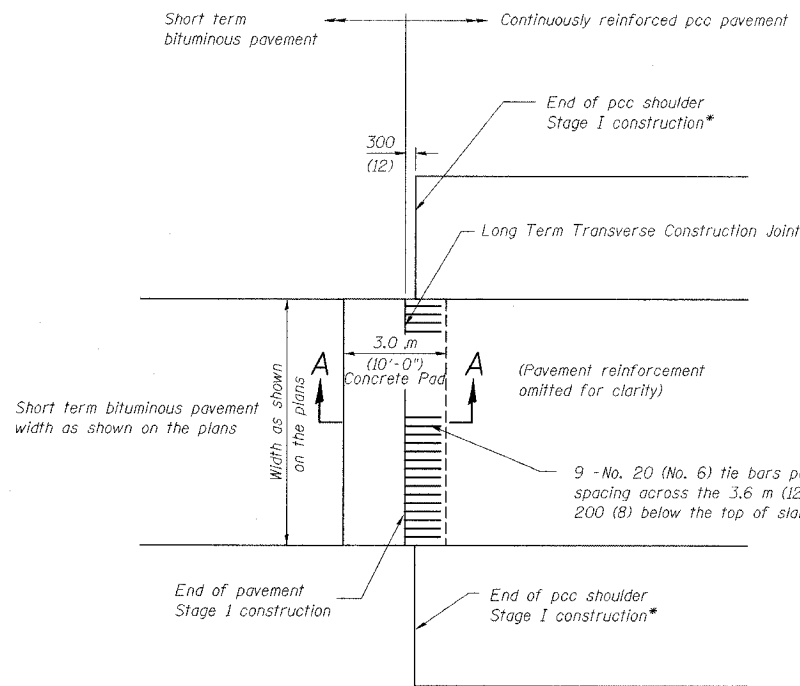
BARRIER TRANSITION DETAIL

SCALE NONE
DATE 6/04

DRAWN BY ACE/CAD
CHECKED BY

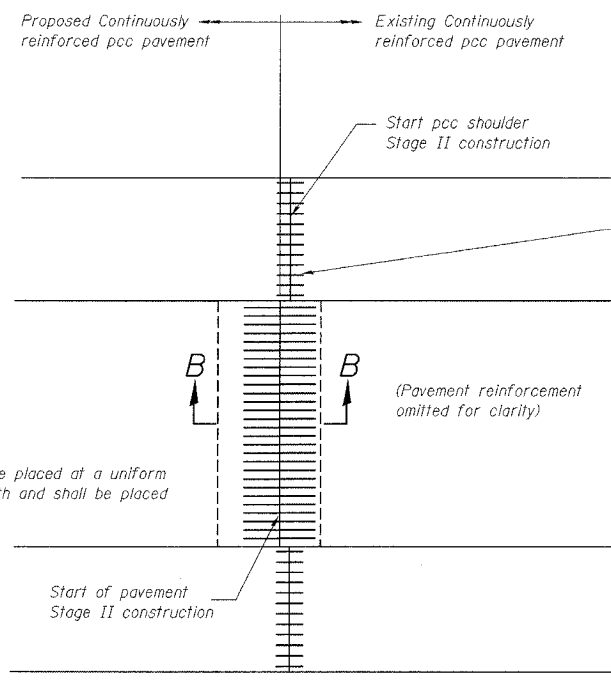


| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 80/94 | * | COOK | 870 | 712 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



* Pcc shoulder as shown on the plans.

PLAN
(STAGE I CONSTRUCTION)



PLAN
(STAGE II CONSTRUCTION)

NOTES

- Bar splicer assemblies shall be of an IDOT approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
- Bar splicers shall be of the "coupler" type, and shall not have flanges.
- Splicer rods shall be of minimum 400 MPa yield strength, threaded or coiled full length.
- All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
- Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:
 - Minimum Capacity (Tension in kN) = $1.25 \times 10^{-3} \times f_y \times A_s$
 - Minimum *Pull-out Strength (Tension in kN) = $1.25 \times 10^{-3} \times f_{s_{allow}} \times A_s$
- Where f_y = Yield strength of lapped reinforcement bars in MPa.
- $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in MPa (Service Load)
- A_s = Tensile stress area of lapped reinforcement bars (mm^2).
- * = 28 day concrete

| BAR SPLICER ASSEMBLIES | | | |
|------------------------|---------------------------------|----------------------------------|--|
| Bar Size to be Spliced | Splicer Rod or Dowel Bar Length | Strength Requirements | |
| | | Min. Capacity kN (kips)- tension | Min. Pull-Out Strength kN (kips) - tension |
| #15 | 610 mm | 100 | 40 |
| #20 | 790 mm | 150 | 60 |
| #22 | 1.04 m | 200 | 80 |
| #25 | 1.37 m | 250 | 100 |
| #30 | 1.75 m | 350 | 140 |

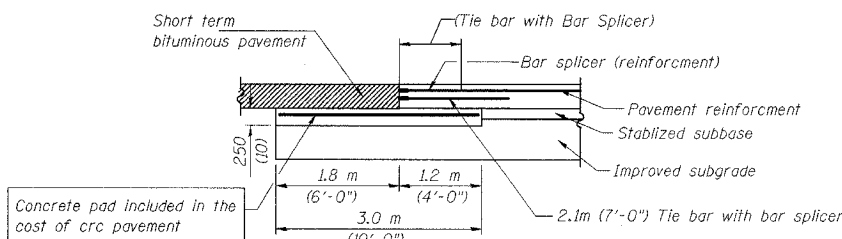
Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies for Stage I construction will be measured and paid for at the contract unit price each for "BAR SPLICERS, SPECIAL."

Stage I work will be paid for as BAR SPLICERS, SPECIAL. The concrete pad and reinforcement shall not be paid for separately but included in the cost of CONTINUOUSLY REINFORCED PORTLAND CEMENT PAVEMENT, of the thickness specified.

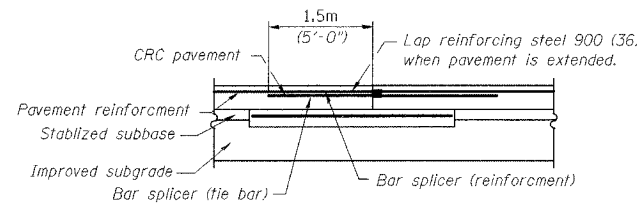
Stage II work includes obtaining, transporting the bar splicers for the second portion of the assembly from the IDOT Bishop Ford Maintenance facility (708) 331-4339, and the installation of the bar splicers, payment for this work will be included in the cost of CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT of the thickness specified. Tie bars to be drilled and grouted shall not be paid for separately but included in the cost of PORTLAND CEMENT CONCRETE SHOULDERS, of the thickness specified.

GENERAL NOTES

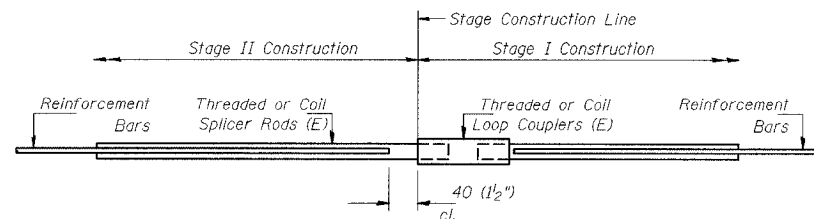
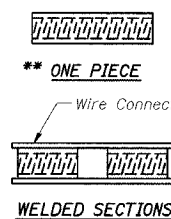
- See Standard 421001 for details of CRC pavement reinforcement.
- See Standards 420001 and 420401 for details of joints and tie bars not shown.
- See Standards 421201 and 421206 for details of concrete pad and transverse terminal joint.
- See Standard 483001 for pcc shoulder details.
- All dimensions are in millimeters (inches) unless otherwise noted.



LONG TERM TRANSVERSE CONSTRUCTION JOINT
SECTION A-A
(STAGE I CONSTRUCTION)



LONG TERM TRANSVERSE CONSTRUCTION JOINT
SECTION B-B
(STAGE II CONSTRUCTION)

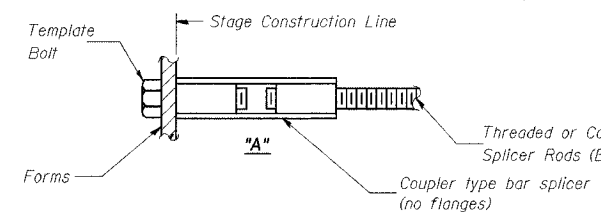


BAR SPLICER ASSEMBLY DETAIL

(E) : Indicates epoxy coating.

BAR SPLICER ASSEMBLY ALTERNATIVES

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

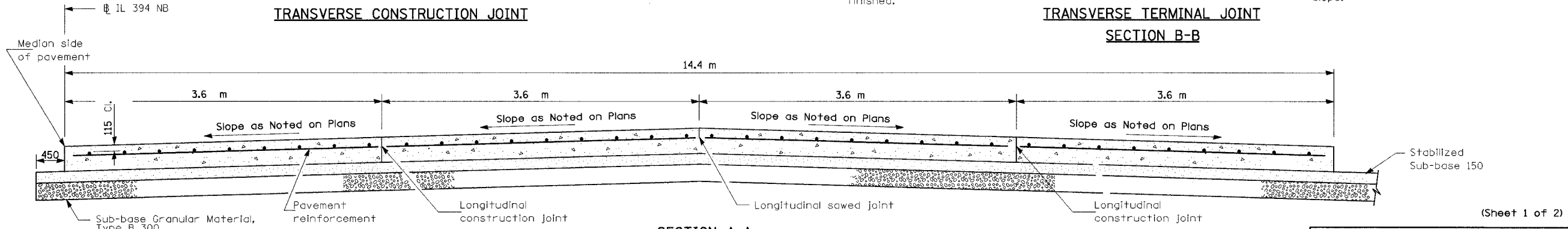
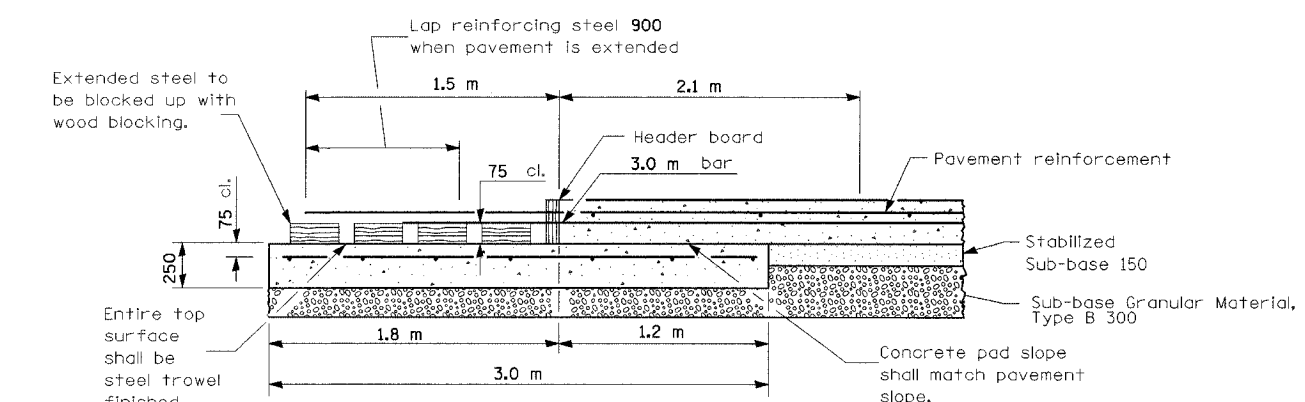
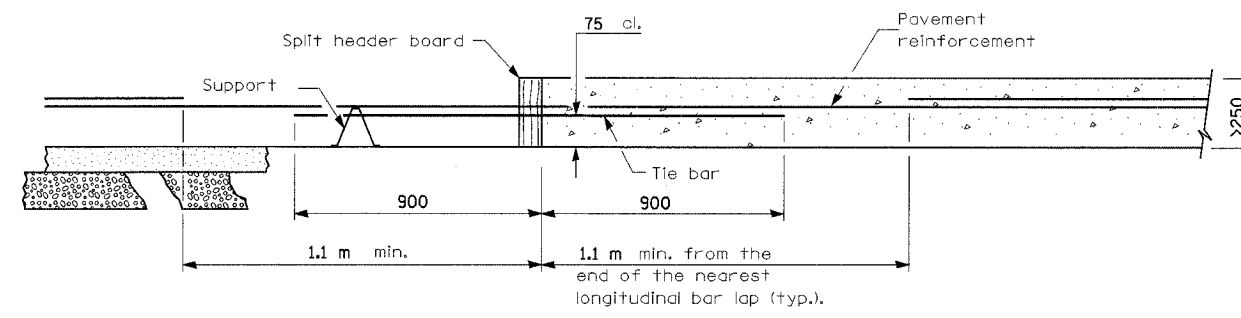
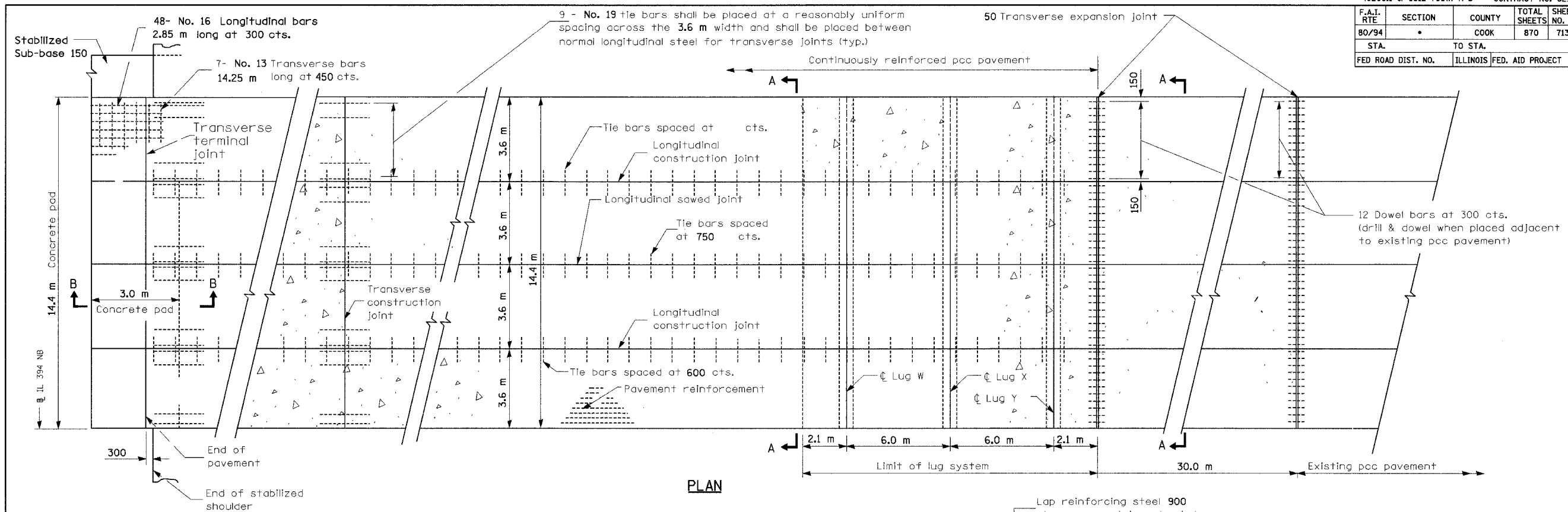


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
(E) : Indicates epoxy coating.

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) | |
|-----------|----------|--|------------------|
| KFA | 12/18/03 | | |
| | | LONG TERM TRANSVERSE CONSTRUCTION JOINT DETAILS | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | SCALE NONE | DRAWN BY ACE/CAD |
| | | DATE 06/03 | CHECKED BY |
| | | AMERICAN CONSULTING ENGINEERS | |

| | | | | |
|--------------------|---------|---------------------------|--------------|-----------|
| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | • | COOK | 870 | 713 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



GENERAL NOTES

See Standards 420001 and 420401 for joint details not shown.

See Standard 421001 and Typical Sections Legend & Notes for details of pavement reinforcement.

All dimensions are in millimeters unless otherwise shown.

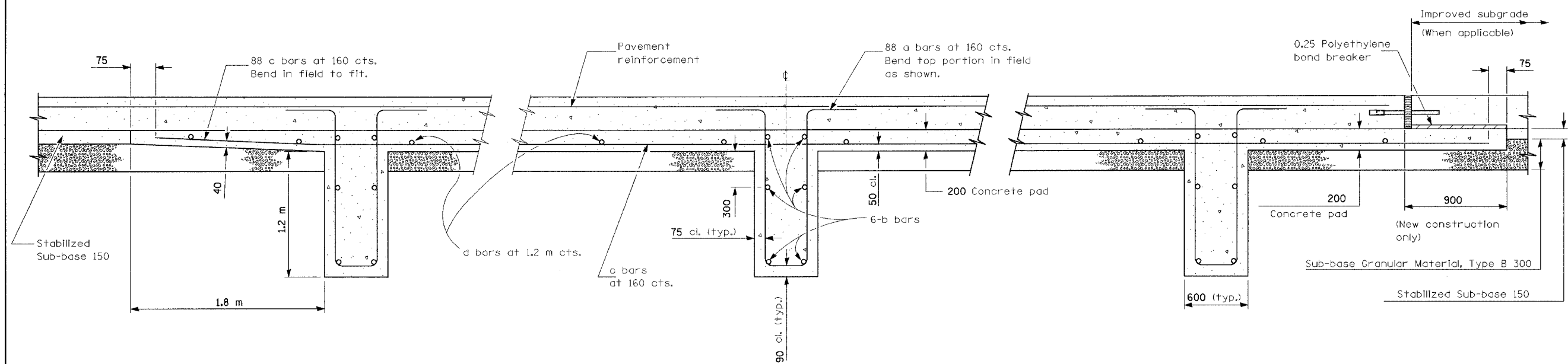
| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND
**14.4 METER CRC PAVEMENT
 (WITH LUG SYSTEM)**
 IL 394 SB, STA. 38+775

HORIZ. SCALE:
 VERT. SCALE:
 DATE: JULY 18, 2005

DRAWN BY: BJM
 CHECKED BY: AYR

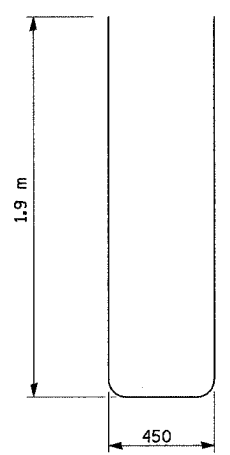
HNTB



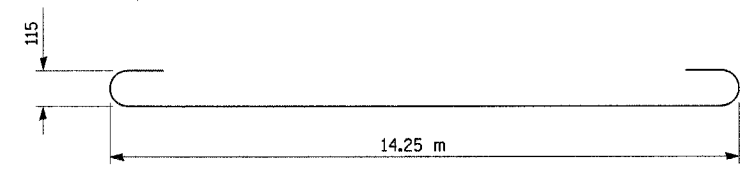
SECTION AT LUG W

SECTION AT LUG X

SECTION AT LUG Y



BAR a



BAR b

| MATERIALS REQUIRED FOR (1) ONE LUG SYSTEM | | | | |
|--|-----|--------|---------|-------|
| (Excluding Pavement Concrete and Pavement Reinforcement) | | | | |
| Bar | No. | Size | Length | Shape |
| a | 264 | No. 25 | 4.25 m | U |
| b | 18 | No. 16 | 14.63 m | U |
| c | 264 | No. 16 | 6.10 m | — |
| d | 56 | No. 13 | 3.52 m | — |
| Concrete, m ³ | | | | 31.1 |
| Reinforcing Bars, kg | | | | 7500 |
| Concrete Pad, m ² | | | | 207.4 |
| Subbase Granular Material, Type B, m ² | | | | 220.3 |

All reinforcement shall be epoxy coated.

(Sheet 2 of 2)

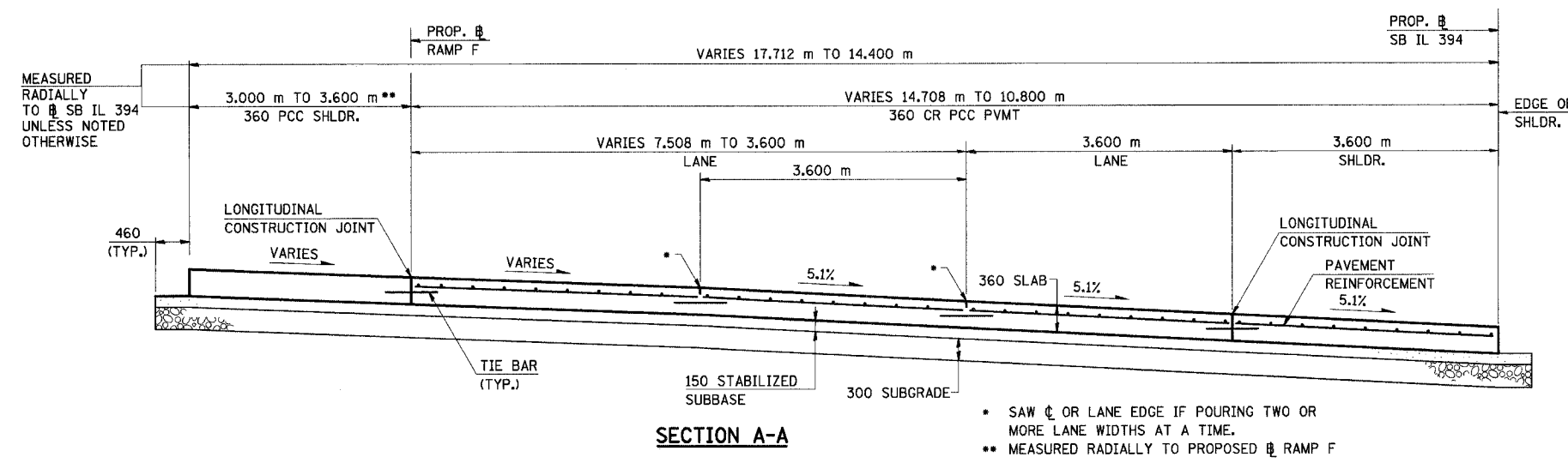
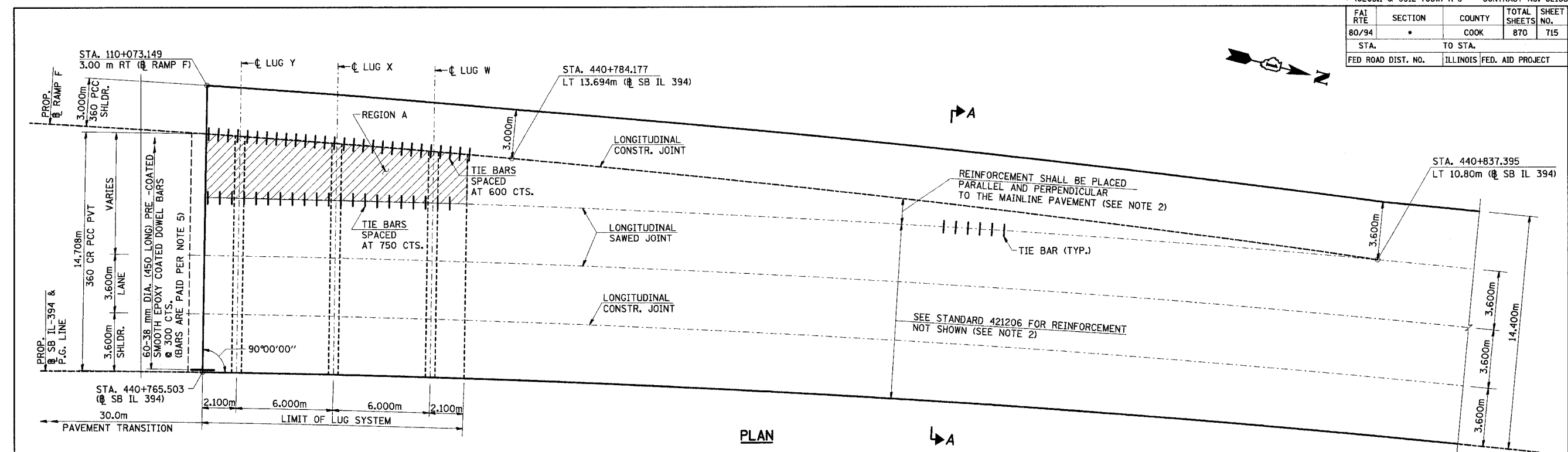
| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND
 14.4 METER CRC PAVEMENT
 (WITH LUG SYSTEM)
 IL 394 SB, STA. 38+775
 HORIZ SCALE:
 VERT SCALE:
 DATE: JULY 18, 2005
 DRAWN BY: BJM
 CHECKED BY: AYR

All dimensions in millimeters unless otherwise shown.

HNTB

| | | | | | |
|--------------------|--|---------------------------|--------|--------------|-----------|
| FAI RTE | | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | | COOK | 870 | 715 |
| STA. | | TO STA. | | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | | |



- NOTES:**
1. SEE STANDARD 420001 AND 420401 FOR JOINT DETAILS NOT SHOWN.
 2. SEE STANDARD 421001 FOR DETAILS OF CRC PAVEMENT REINFORCEMENT.
 3. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
 4. SEE STANDARD 421206 FOR SECTIONS NOT SHOWN
 5. ALL WORK AND MATERIALS ARE INCLUDED FOR PAYMENT UNDER "CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT-360mm"

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

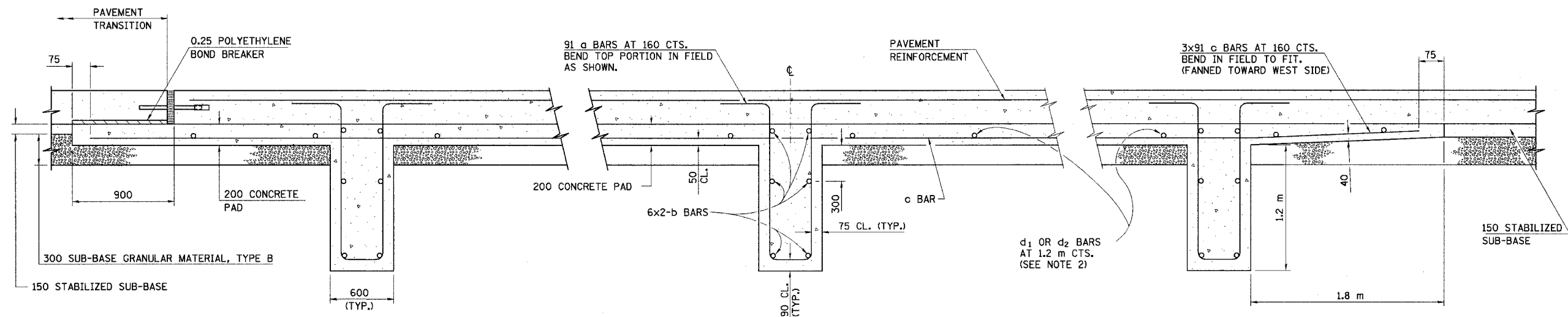
LUG SYSTEM COMPL. SPL.

HORIZ SCALE:
VERT SCALE:
DATE: JUL 18, 2005

DRAWN BY: LK
CHECKED BY: PY

HNTB

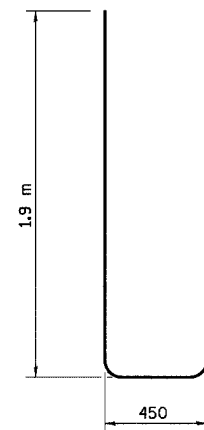
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|--------------------|---------|---------------------------|--------------|-----------|
| FAI | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | • | COOK | 870 | 716 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



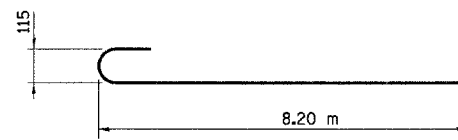
SECTION AT LUG Y

SECTION AT LUG X

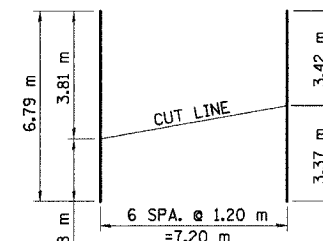
SECTION AT LUG W



BAR a



BAR b



CUTTING DIAGRAM BAR d2

| MATERIALS REQUIRED FOR (1) ONE LUG SYSTEM (EXCLUDING PAVEMENT CONCRETE AND PAVEMENT REINFORCEMENT) | | | | |
|---|------------|--------|-------|-------|
| BAR NO. | SIZE | LENGTH | SHAPE | |
| a | 273 No. 25 | 4.25 m | | |
| b | 36 No. 15 | 8.39 m | | |
| c | 273 No. 15 | 6.10 m | | |
| d1 | 42 No. 10 | 3.52 m | | |
| d2 | 7 No. 10 | 6.79 m | | |
| CONCRETE, m ³ | | | | 30.8 |
| REINFORCING BARS, kg | | | | 7795 |
| CONCRETE PAD, m ² | | | | 231.3 |
| SUBBASE GRANULAR MATERIAL, TYPE B, m ² | | | | 218.4 |

NOTES:

- ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.
- d₂ BARS ARE PLACED IN REGION A, SHOWN ON SHEET 712 of 870.

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

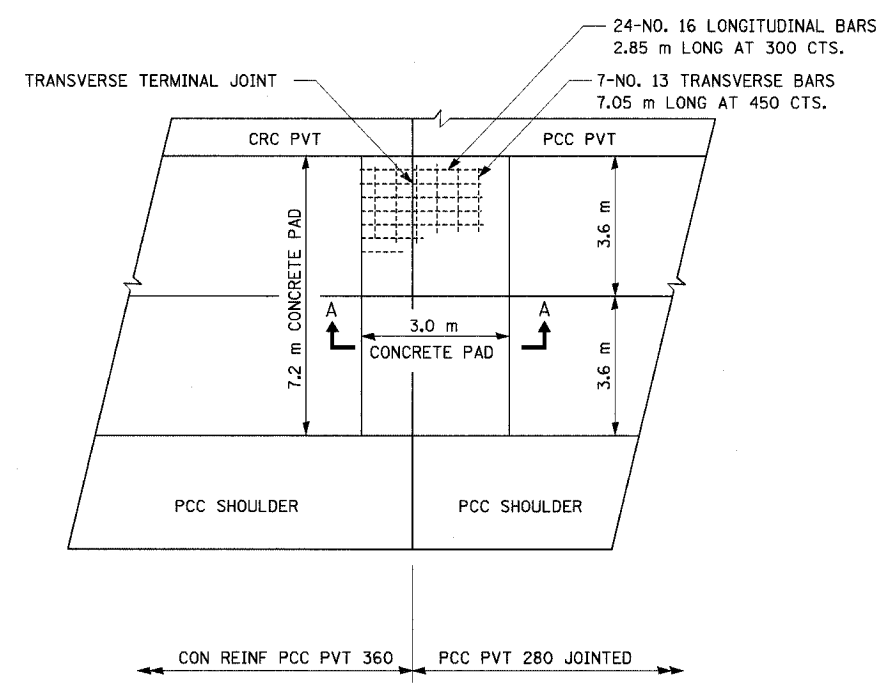
LUG SYSTEM COMPL. SPL.

HORIZ SCALE:
VERT SCALE:
DATE: JUL 18, 2005

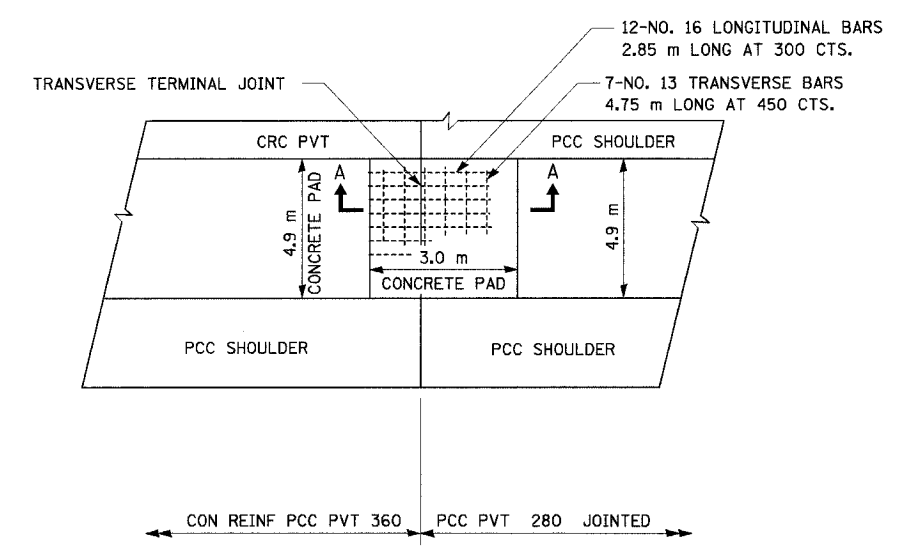
DRAWN BY: LK
CHECKED BY: PY

HNTB

| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|----------|------------------|-----------|
| 80/94 | • | COOK | 870 | 717 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |



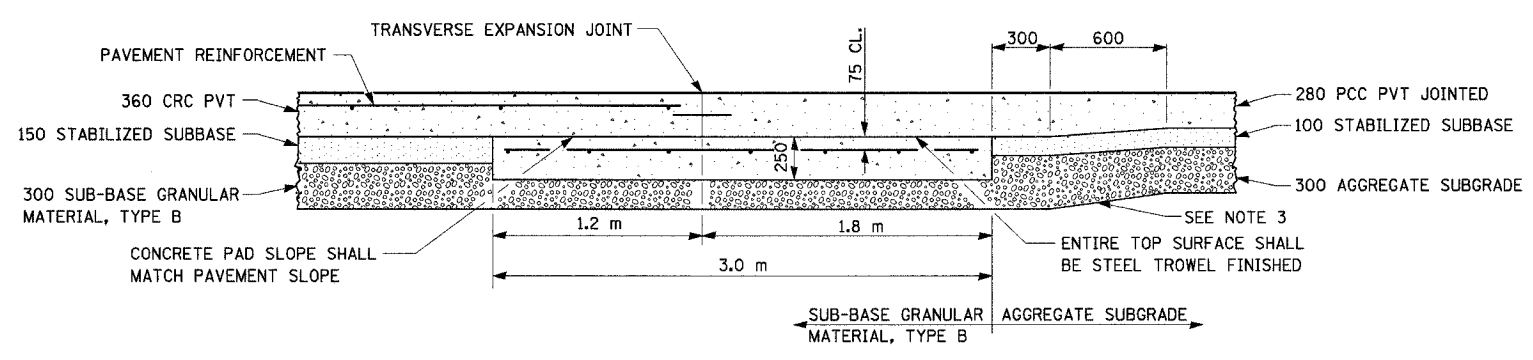
RAMP K



I-94 WB TO 159TH STREET EB

NOTES:

- ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.
- THE CONCRETE PAD SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 421 OF THE STANDARD SPECIFICATIONS.
- THE SLEEPER SLAB WILL BE INCLUDED IN THE COST OF CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 360MM AND WILL NOT BE PAID FOR SEPARATELY.
- ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE, 300 IS INCLUDED IN THE PAY ITEM AND WILL NOT BE PAID FOR SEPARATELY.



SECTION A-A

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

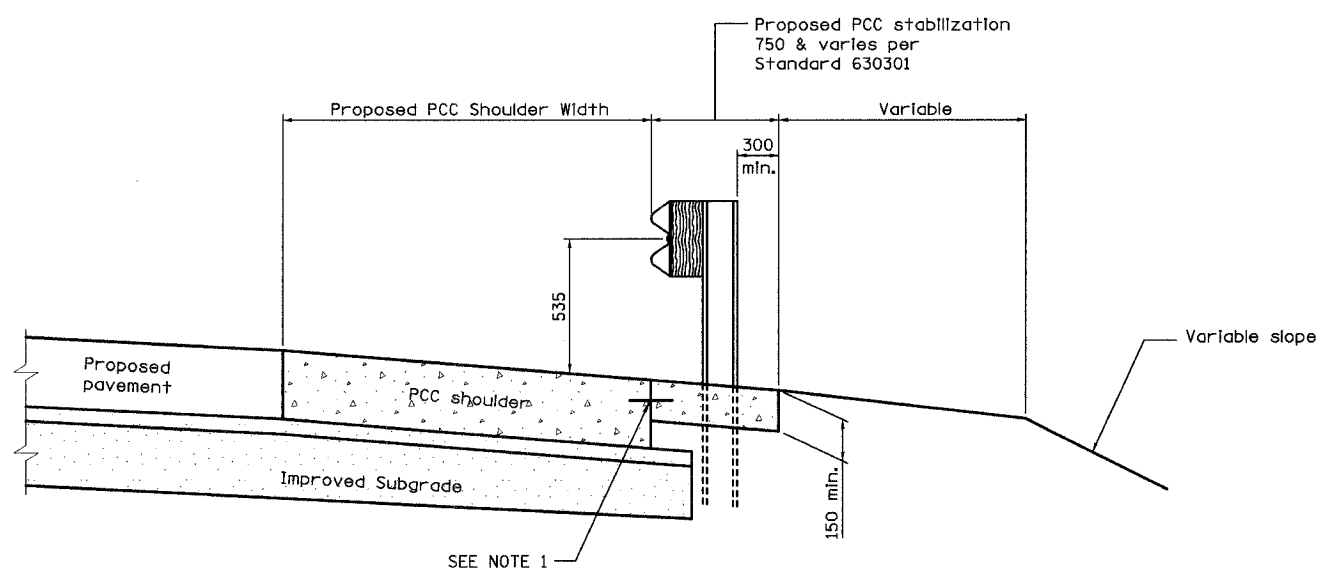
SLEEPER SLAB DETAIL

HORIZ SCALE:
VERT SCALE:
DATE: JULY 18, 2005

DRAWN BY: BJM
CHECKED BY: AYR

HNTB

| | | | | | |
|----------------------------|---------|----------|--------------|--------------------|--|
| • (0203.1 & 0312-708W) R-3 | | | | CONTRACT NO. 62108 | |
| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| 80/94 | • | COOK | 870 | 718 | |
| STA. | | TO STA. | | | |
| FED ROAD DIST. NO. | | ILLINOIS | | FED. AID PROJECT | |



DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT SHOULDER

NOTES:

- LONGITUDINAL CONSTRUCTION JOINT WITH NO. 15 EPOXY COATED TIE BARS AT 600 CTS.
- "TIE BARS SHALL BE PAID FOR AS PART OF PORTLAND CEMENT CONCRETE SHOULDERS - 150 MM"
- SEE STANDARD 420001 AND THE DETAIL FOR PCC SHOULDER FOR DETAILS NOT SHOWN.

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

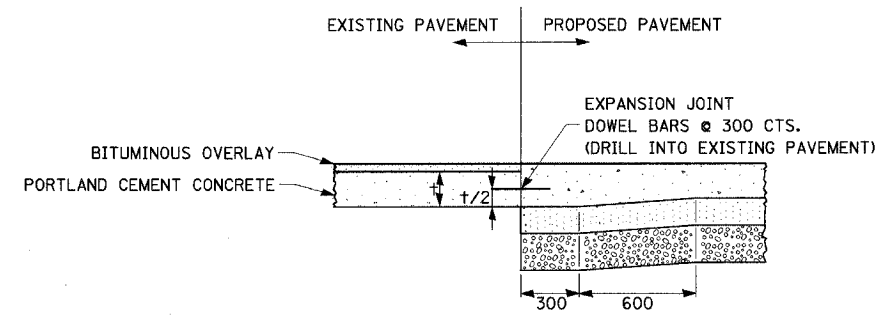
**GUARDRAIL STABILIZATION
DETAILS**

HORIZ SCALE:
VERT SCALE:
DATE: JULY 18, 2005

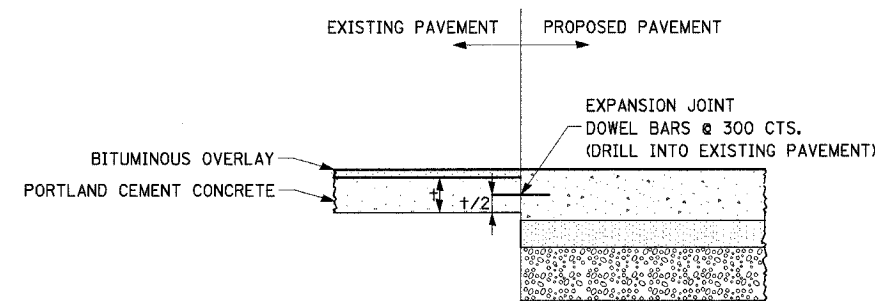
DRAWN BY: SSH
CHECKED BY: BJM



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| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | • | COOK | 870 | 719 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



AT LOCATION WHERE PROPOSED PAVEMENT THICKNESS IS LESS THAN EXISTING PAVEMENT THICKNESS (SEE NOTE 4)



AT LOCATION WHERE PROPOSED PAVEMENT THICKNESS IS GREATER THAN EXISTING PAVEMENT THICKNESS

NOTES:

1. ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.
2. SEE STANDARD 420001 FOR JOINT DETAILS NOT SHOWN.
3. THICKNESS - "t" = THICKNESS OF PAVEMENT.
4. ADDITIONAL THICKNESS OF THE PROPOSED PAVEMENT IS INCLUDED IN THE PAY ITEM AND WILL NOT BE PAID FOR SEPARATELY.

| REVISIONS | |
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| NAME | DATE |
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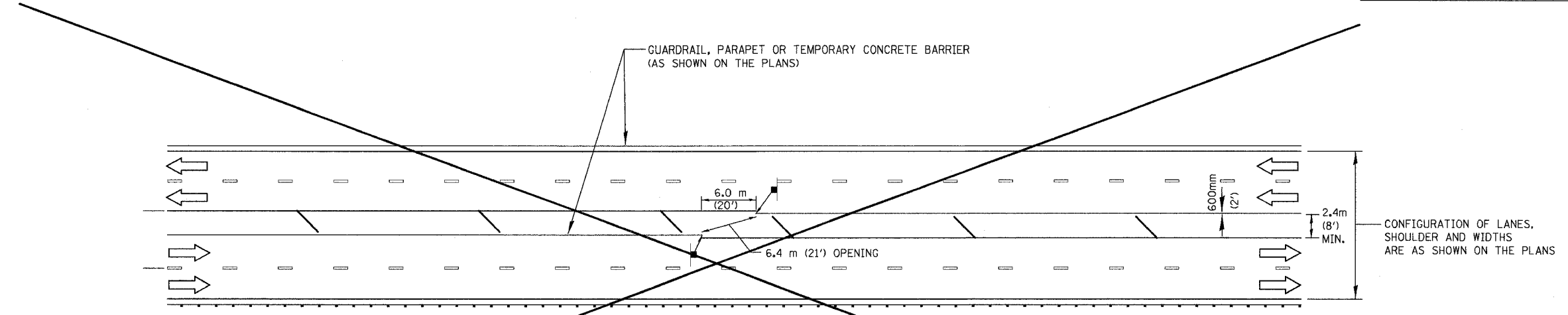
ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

PROPOSED TO EXISTING PAVEMENT TRANSITION DETAIL

HORIZ SCALE:
VERT SCALE:
DATE: JULY 18, 2005
DRAWN BY: SSH
CHECKED BY: BJM



| | | | | |
|---|----------|------------------|--------------|-----------|
| • (0203.1 & 0312-708W) R-3 CONTRACT NO. 62108 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | • | COOK | 870 | 720 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

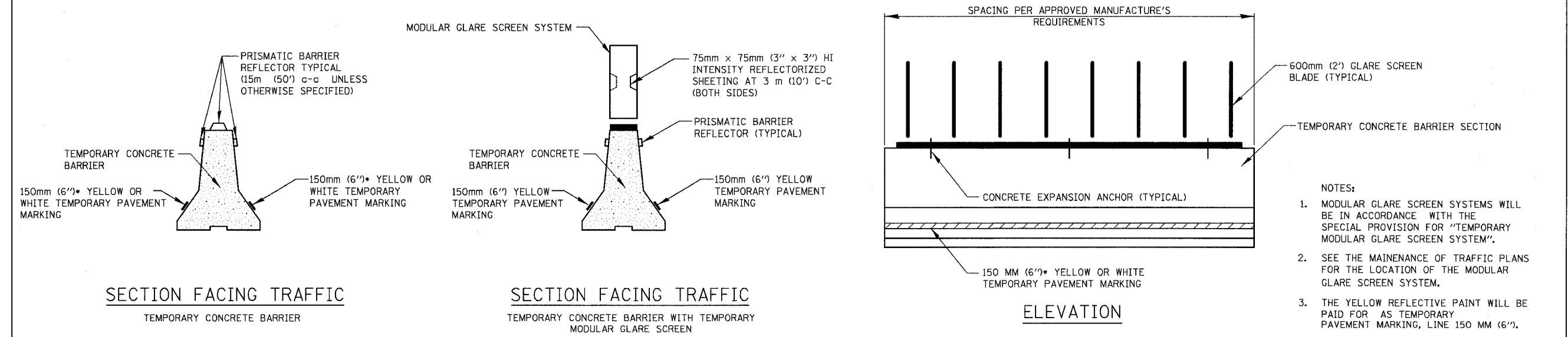


- LEGEND**
- TEMPORARY CONCRETE BARRIER WALL
 - ➔ DIRECTION OF TRAFFIC
 - NO U TURN SIGN - 1.2m X 1.2m (48" X 48")

TYPICAL EMERGENCY TURNAROUND

SEE MAINTENANCE OF TRAFFIC PLANS FOR LOCATION(S)

NOTE: GUARDRAIL, PARAPET OR TEMPORARY BARRIER WALL TO BE USED ON OUTSIDE EDGE OF TRAFFIC AS REQUIRED.



SECTION FACING TRAFFIC
TEMPORARY CONCRETE BARRIER

SECTION FACING TRAFFIC
TEMPORARY CONCRETE BARRIER WITH TEMPORARY MODULAR GLARE SCREEN

ELEVATION

• YELLOW IS FOR LEFT EDGE OF TRAVEL LANE.
WHITE IS FOR RIGHT EDGE OF TRAVEL LANE.
(REFLECTORS AND MARKINGS ARE REQUIRED ONLY ON TRAFFIC SIDE)

- NOTES:**
- MODULAR GLARE SCREEN SYSTEMS WILL BE IN ACCORDANCE WITH THE SPECIAL PROVISION FOR "TEMPORARY MODULAR GLARE SCREEN SYSTEM".
 - SEE THE MAINTENANCE OF TRAFFIC PLANS FOR THE LOCATION OF THE MODULAR GLARE SCREEN SYSTEM.
 - THE YELLOW REFLECTIVE PAINT WILL BE PAID FOR AS TEMPORARY PAVEMENT MARKING, LINE 150 MM (6").

TEMPORARY CONCRETE BARRIER DETAILS

| REVISIONS | |
|-----------|-------|
| NAME | DATE |
| ACE | 01/04 |
| ACE | 02/05 |
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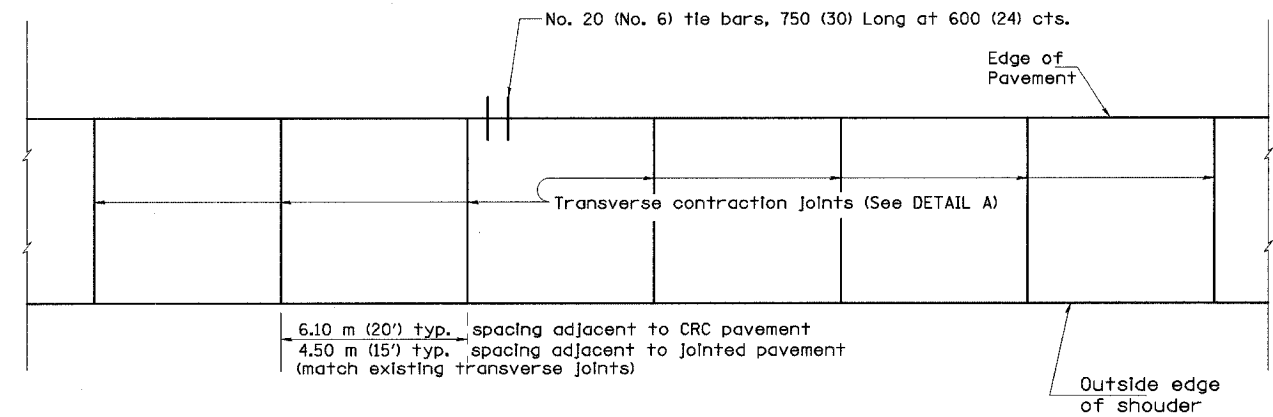
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

EMERGENCY TURNAROUND AND TEMPORARY CONCRETE BARRIER DETAILS

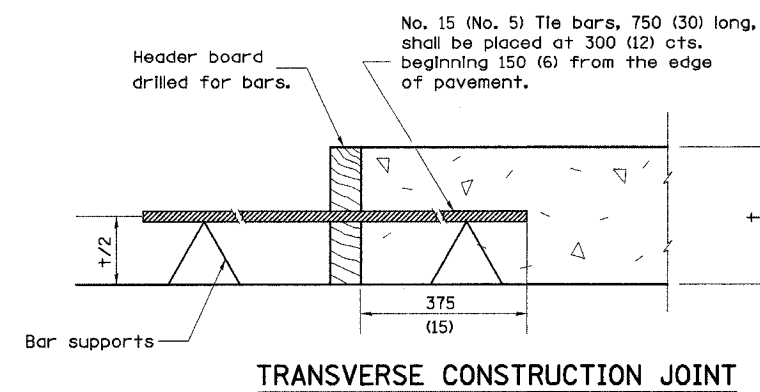
SCALE NONE DRAWN BY ACE/CAD
DATE 01/04 CHECKED BY

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 80/94 | • | COOK | 870 | 721 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

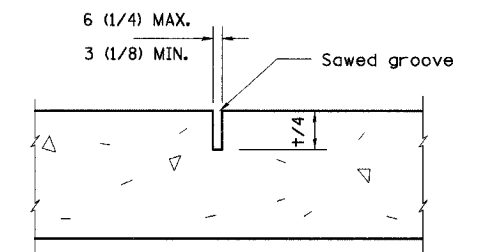
— Longitudinal Construction Joint



PLAN



TRANSVERSE CONSTRUCTION JOINT



**DETAIL A
TRANSVERSE CONTRACTION JOINT**

NOTES

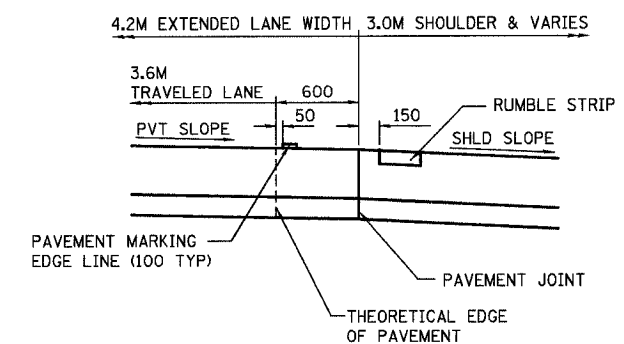
1. Transverse expansion joints shall be as detailed on Standard 420001 except that dowel bars will not be required.
2. See Standard 420001 for details not shown.

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

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) |
|---------------------|------|--|
| NAME | DATE | |
| Added bar supports. | 4/05 | PCC SHOULDER DETAILS SCALE _____ DRAWN BY ACE/CAD DATE 07/04 CHECKED BY _____ |
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|---------------------|----------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 722 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

ALL DIMENSIONS IN MILLIMETERS
EXCEPT OTHERWISE NOTED



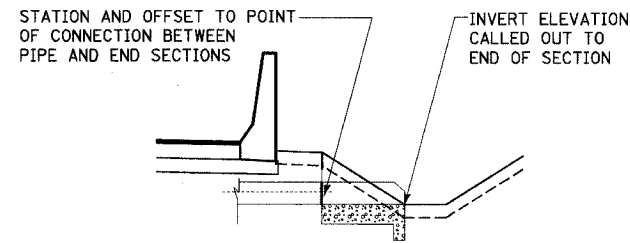
NOTES

SEE HIGHWAY STANDARD 642001 FOR
DETAILS OF SHOULDER RUMBLE STRIPS.

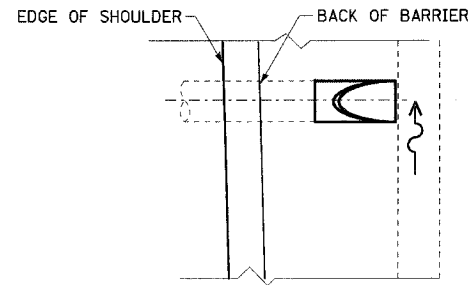
DETAIL APPLIES TO BOTH INSIDE AND OUTSIDE SHOULDER
WHERE EXTENDED LANE PAVEMENT IS USED.

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) |
|-----------|------|--|
| NAME | DATE | |
| | | <p>DETAILS FOR PLACEMENT OF PAVEMENT MARKING AND SHOULDER RUMBLE STRIPS ON 4.2M PAVEMENT</p> <p>SCALE _____ DRAWN BY ACE/CAD</p> <p>DATE 06/04 CHECKED BY _____</p> <p>AMERICAN CONSULTING ENGINEERS</p> |
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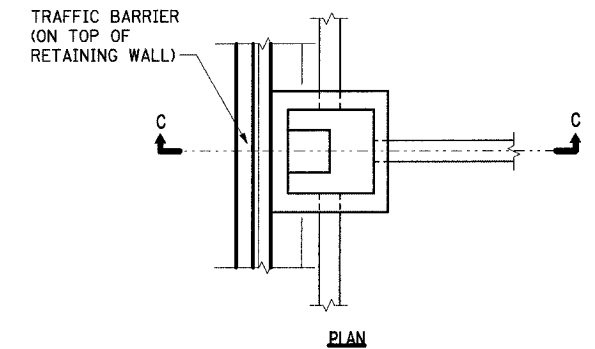
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|--------------------|---------|----------|------------------|-----------|
| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | . | COOK | 870 | 723 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |



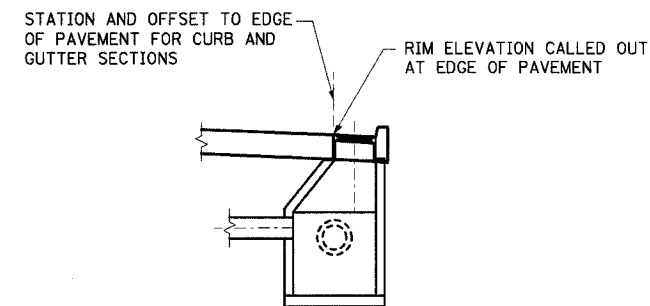
ELEVATION - FLARED END SECTION



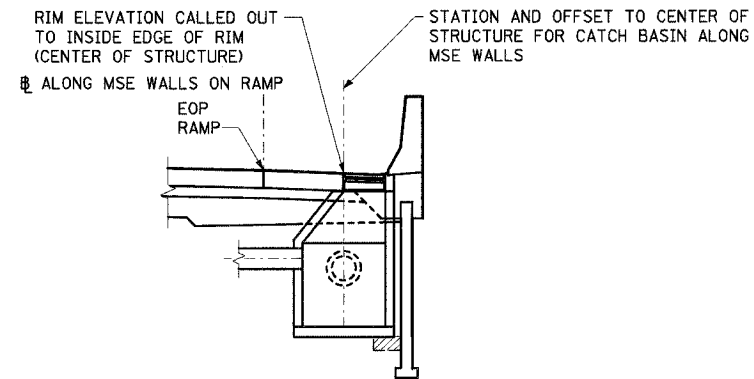
PLAN VIEW - FLARED END SECTION



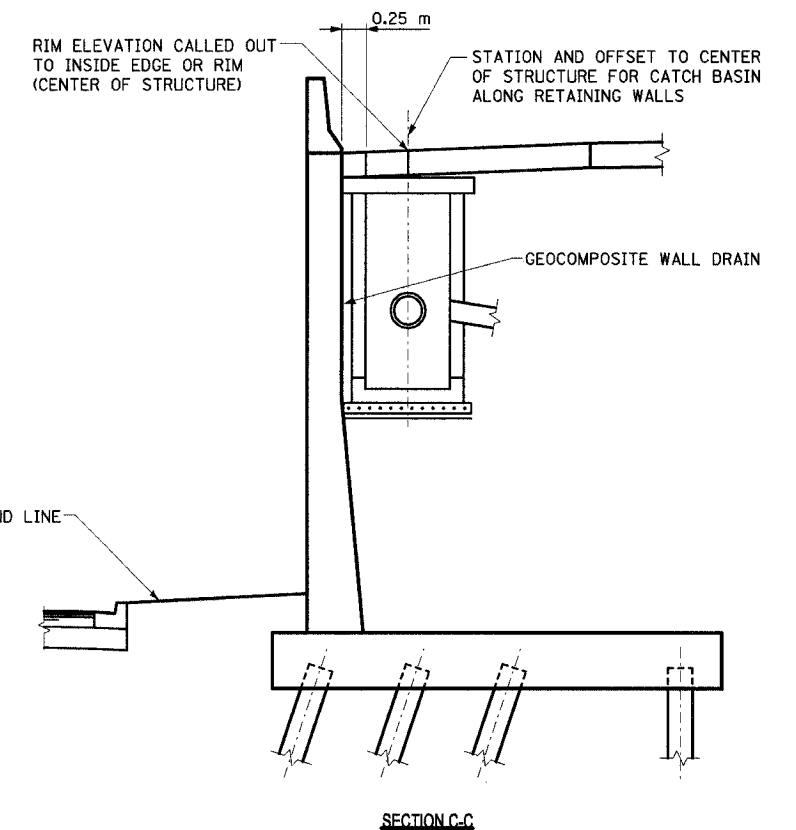
PLAN VIEW - CATCH BASINS ALONG RETAINING WALLS



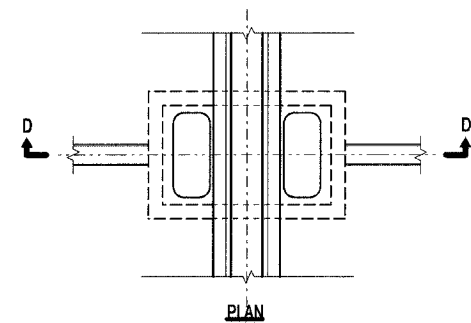
ELEVATION - CATCH BASIN W/CURB & GUTTER



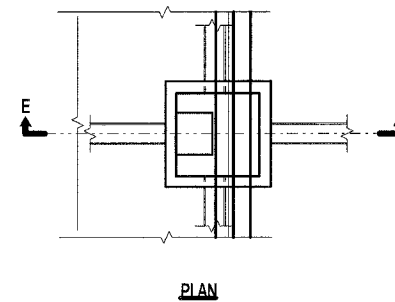
ELEVATION - CATCH BASINS ALONG MSE WALLS



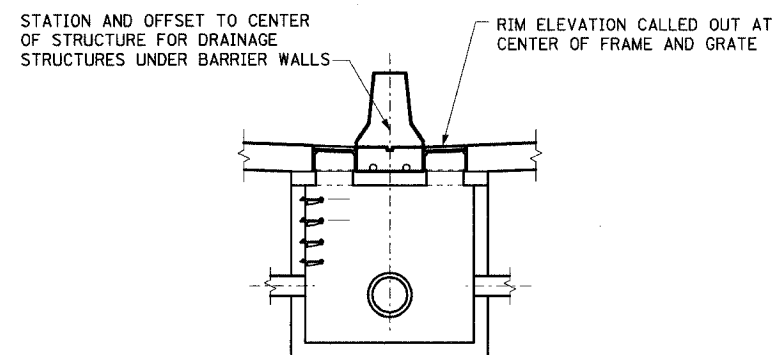
ELEVATION - CATCH BASIN ALONG RETAINING WALLS



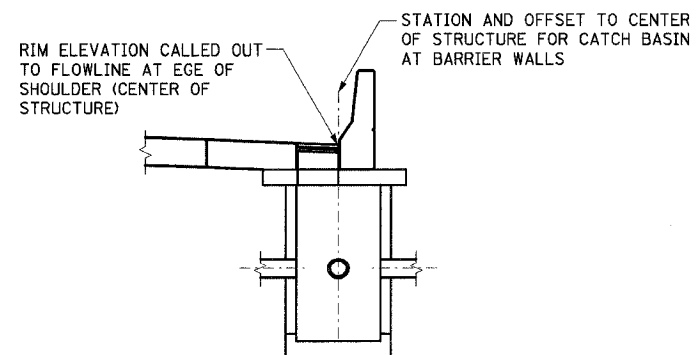
PLAN VIEW - DRAINAGE STRUCTURES UNDER BARRIER WALLS



PLAN VIEW - CATCH BASINS AT BARRIER WALLS



ELEVATION - DRAINAGE STRUCTURES UNDER BARRIER WALLS



ELEVATION - CATCH BASINS AT BARRIERS WALLS

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

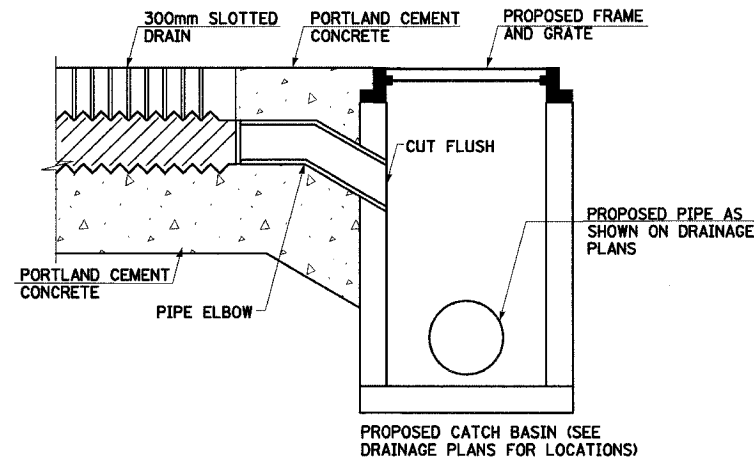
DRAINAGE DETAILS
DRAINAGE STRUCTURE PLACEMENT

HORIZ SCALE: NONE
VERT SCALE: NONE
DATE: JULY 18, 2005

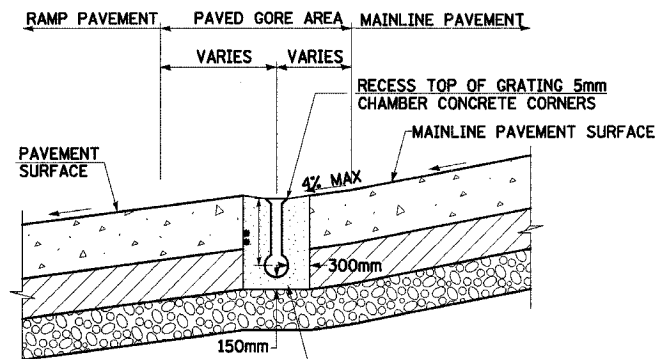
DRAWN BY: BAH
CHECKED BY: MAM

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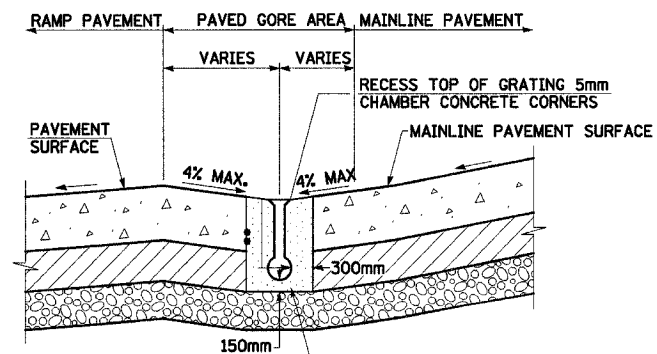
| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|---------------------------|--------------|-----------|
| 80/94 | | COOK | 870 | 724 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



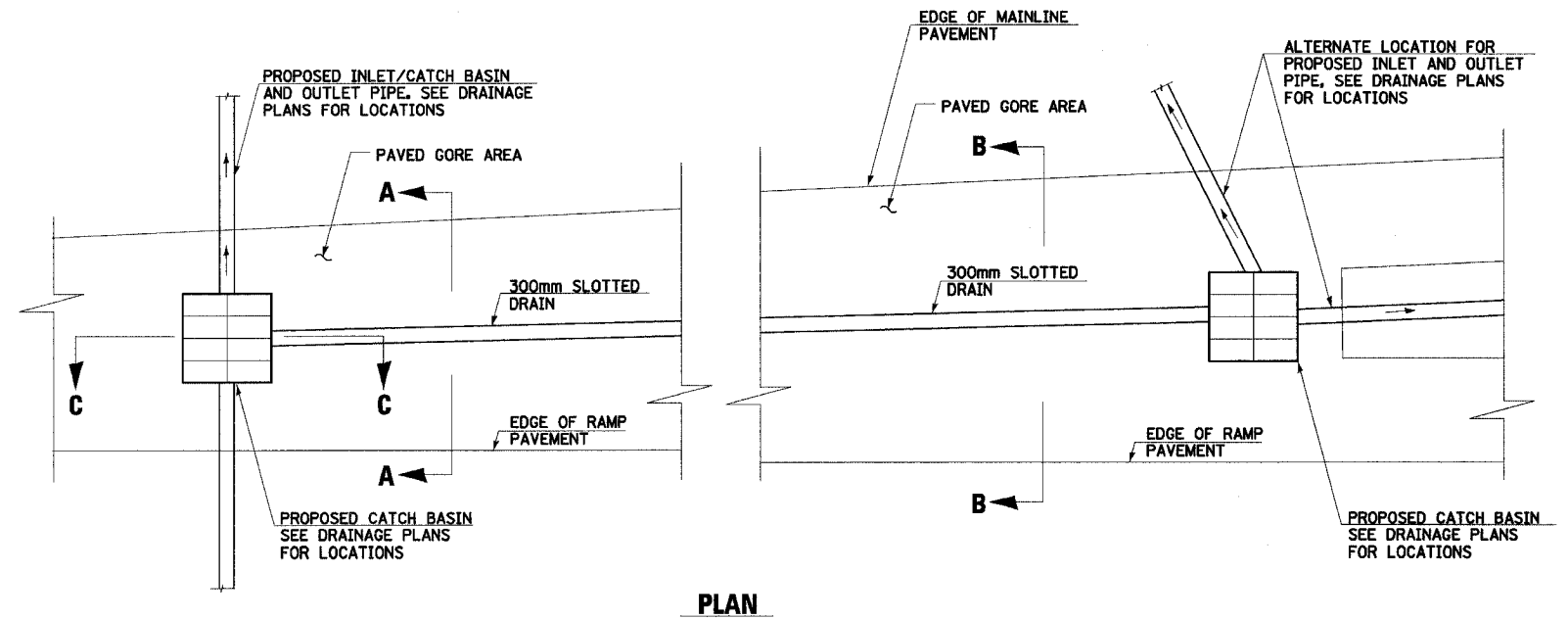
SECTION C-C
CONNECTION TO PROPOSED CATCH BASIN



SECTION A-A
RAMP ON OUTSIDE OF SUPERELEVATED MAINLINE SECTION
**- HEIGHT VARIES, SEE DRAINAGE SCHEDULES



SECTION B-B
RAMP ON INSIDE OF SUPERELEVATED MAINLINE SECTION
**- HEIGHT VARIES, SEE DRAINAGE SCHEDULES



PLAN

NOTES:

- ALL SLOTTED DRAINS ARE 300mm (12 IN) DIAMETER. SLOT WIDTH SHALL BE 44mm (1-3/4 IN.). SPACER BARS SHALL BE 4.7mm (3/16 IN.) SOLID WEB SPACERS ON 150mm (6 IN. CENTERS) FOR THE FULL DEPTH OF THE GRATING.
- THE HEIGHT OF THE SLOT CAN BE VARIED FROM 60mm TO 300mm MAX. IN ORDER TO INCREASE SLOPE AND VELOCITY OF PIPE PROVIDING SELF CLEANING ABILITY.
- WHEN CONSTANT HEIGHT OF SLOT IS SPECIFIED, IT WILL BE 150mm. WHEN VARIABLE HEIGHT SLOT IS USED, UPSTREAM INVERT TO BE 60mm OR APPROPRIATE DEPTH TO MAINTAIN 60mm MIN. HEIGHT OF SLOT.
- THE UPSTREAM END OF EACH SLOTTED DRAIN INSTALLATION SHALL BE SEALED WITH A WELDED END PLATE IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
- THE SLOTTED DRAIN SHALL BE INSTALLED IN A TRENCH EXCAVATED TO THE REQUIRED GRADE, AS SHOWN IN SECTIONS, WIDE ENOUGH TO ACCOMMODATE PIPEDRAIN. IF TRENCH IS EXCAVATED TOO DEEP, ADDITIONAL DEPTH SHALL BE FILLED WITH APPROVED FINE AGGREGATE AND COMPACTED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST
- CONNECTION TO EXISTING AND PROPOSED DRAINAGE STRUCTURES IS INCLUDED IN THE UNIT PRICE OF THE SLOTTED DRAIN. ALL MATERIALS REQUIRED FOR CONNECTION INCLUDED IN UNIT PRICE OF SLOTTED DRAIN.
- PRIOR TO BACKFILLING THE SLOTTED DRAIN SHALL BE COVERED TO PREVENT THE INTRUSION OF FOREIGN MATERIAL DURING BACKFILLING AND PAVING OPERATIONS.

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

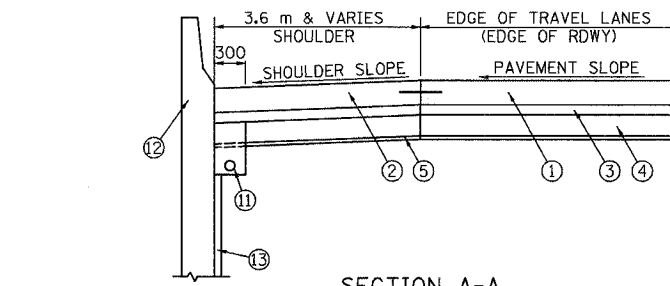
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| NAME | DATE |
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**DRAINAGE DETAILS
SLOTTED DRAIN**

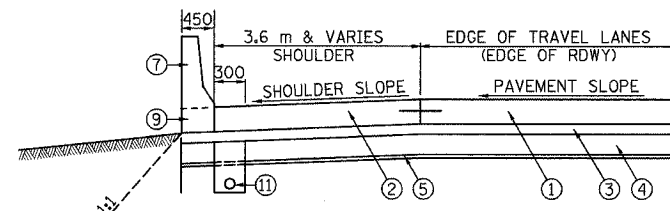
HORIZ SCALE: NONE
VERT SCALE: NONE
DATE: JULY 18, 2005
DRAWN BY: BAH
CHECKED BY: MAM



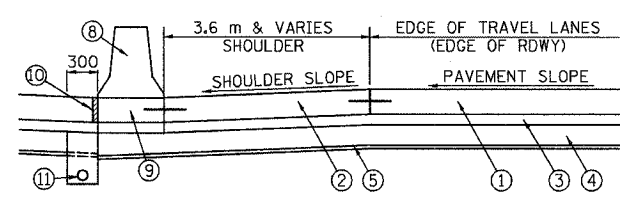
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 80/94 | * | COOK | 870 | 725 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



SECTION A-A
SHOWING RETAINING WALL



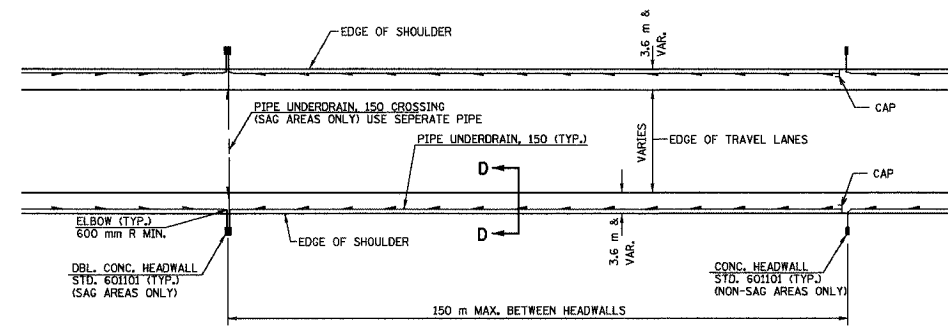
SECTION B-B
SHOWING CONCRETE BARRIER, SINGLE FACE



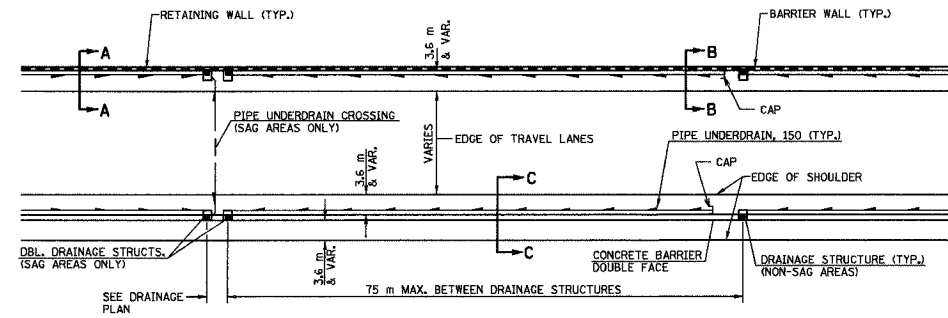
SECTION C-C
SHOWING CONCRETE BARRIER, DOUBLE FACE

LIMITS OF EMBANKMENT IN ACCORDANCE WITH SPECIAL PROVISION FOR EMBANKMENT FOR NON 30 YEAR PAVEMENT

LIMITS OF EMBANKMENT FOR 30 YEAR EXTENDED LIFE PAVEMENT



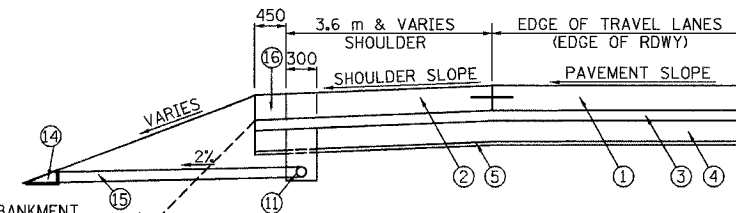
PROPOSED PLAN VIEW WITH OPEN DRAINAGE SYSTEM



PROPOSED PLAN VIEW WITH CLOSED DRAINAGE SYSTEM

LIMITS OF EMBANKMENT IN ACCORDANCE WITH SPECIAL PROVISION FOR EMBANKMENT FOR NON 30 YEAR PAVEMENT

LIMITS OF EMBANKMENT FOR 30 YEAR EXTENDED LIFE PAVEMENT



SECTION D-D
SHOWING OPEN DRAINAGE

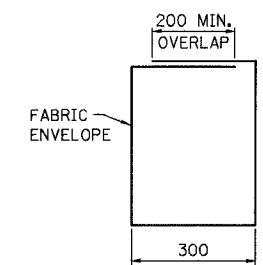
LEGEND

- ① PROPOSED PAVEMENT
- ② PORTLAND CEMENT CONCRETE SHOULDERS
- ③ STABILIZED SUBBASE - 150 mm
- ④ SUB-BASE GRANULAR MATERIAL, TYPE B - 300 mm
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ NOT USED
- ⑦ CONCRETE BARRIER, SINGLE FACE
- ⑧ CONCRETE BARRIER, DOUBLE FACE
- ⑨ CONCRETE BARRIER BASE
- ⑩ BARRIER BASE OPEN JOINT (PJF)
- ⑪ PIPE UNDERDRAINS - 150 mm
- ⑫ RETAINING WALL
- ⑬ GEOCOMPOSITE WALL DRAIN
- ⑭ CONCRETE HEADWALLS FOR PIPE DRAINS (STD. 601101)
- ⑮ PIPE UNDERDRAINS (SPECIAL)
- ⑯ AGGREGATE SHOULDERS, TYPE B

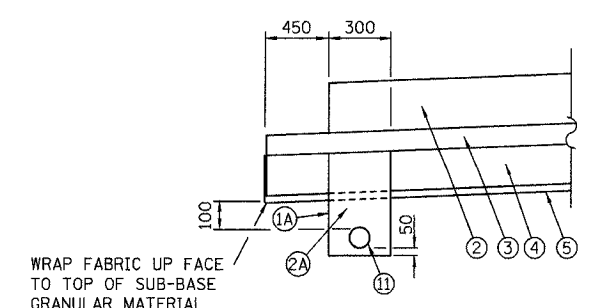
LEGEND

- (COST INCLUDED IN PIPE UNDERDRAINS)
- ①A FABRIC ENVELOPE FOR PIPE UNDERDRAINS
 - ②A POROUS GRANULAR BACKFILL (CA-16)

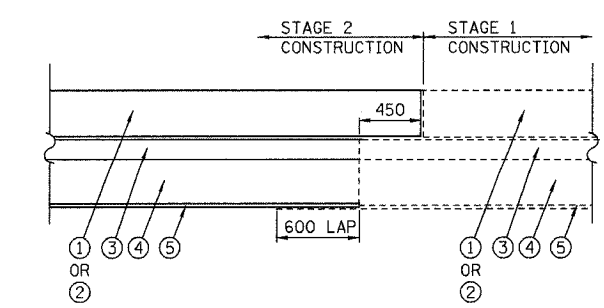
- NOTE 1: NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR TRENCHING THROUGH AGGREGATE SUBGRADE, POROUS GRANULAR EMBANKMENT, SUBGRADE OR GEOTECHNICAL FABRIC FOR GROUND STABILIZATION.
- NOTE 2: DRAINAGE MATS WILL NOT BE ALLOWED.
- NOTE 3: SEE TYPICAL SECTIONS AND ROADWAY PLANS FOR PAVEMENT AND SHOULDER TYPES, WIDTHS AND CROSS-SLOPES.
- NOTE 4: SEE CONCRETE BARRIER DETAILS FOR REQUIRED TIE BARS OR REINFORCING BARS AND OTHER DETAILS.
- NOTE 5: ADDITIONAL SUB-BASE GRANULAR MATERIAL UNDER THE CONCRETE BARRIER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE SQUARE METER COST OF SUB-BASE GRANULAR MATERIAL, TYPE B.
- NOTE 6: ALL PIPE FITTINGS NECESSARY FOR THE INSTALLATION OF THE UNDERDRAIN SYSTEM WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE METER COST OF PIPE UNDERDRAINS, 150.



FABRIC ENVELOPE
DETAIL



UNDERDRAIN TRENCH
DETAIL



DETAIL FOR STAGE CONSTRUCTION OF THE SUBGRADE
(FOR 30 YEAR EXTENDED LIFE PAVEMENT)

LEGEND

- STAGE 1
- STAGE 2

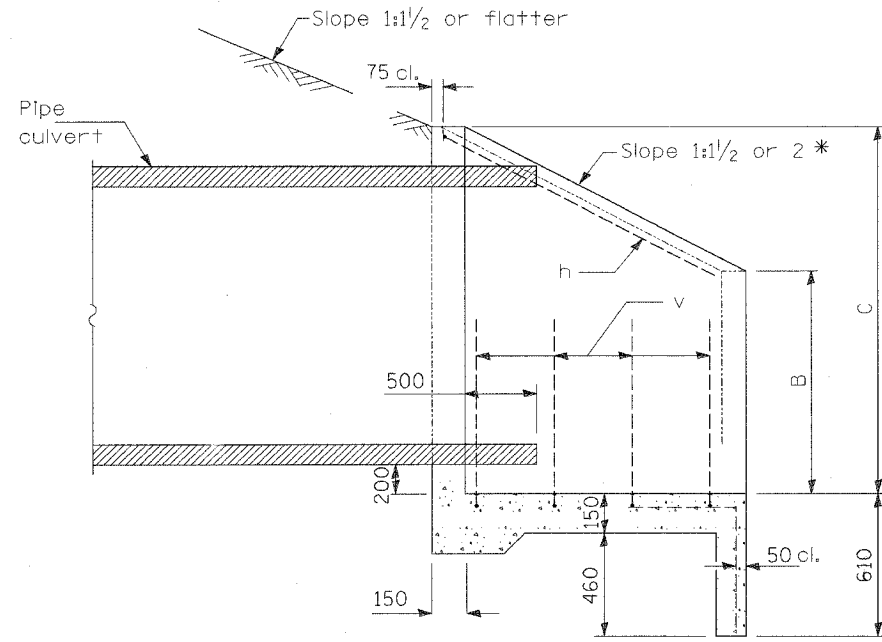
ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE SHOWN.

| REVISIONS | |
|-----------|---------|
| NAME | DATE |
| ACE | 06/04 |
| ACE | 6/9/04 |
| ACE | 4/20/05 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)
**PIPE UNDERDRAIN AND SUBGRADE DETAILS
FOR OPEN AND CLOSED DRAINAGE SYSTEMS**

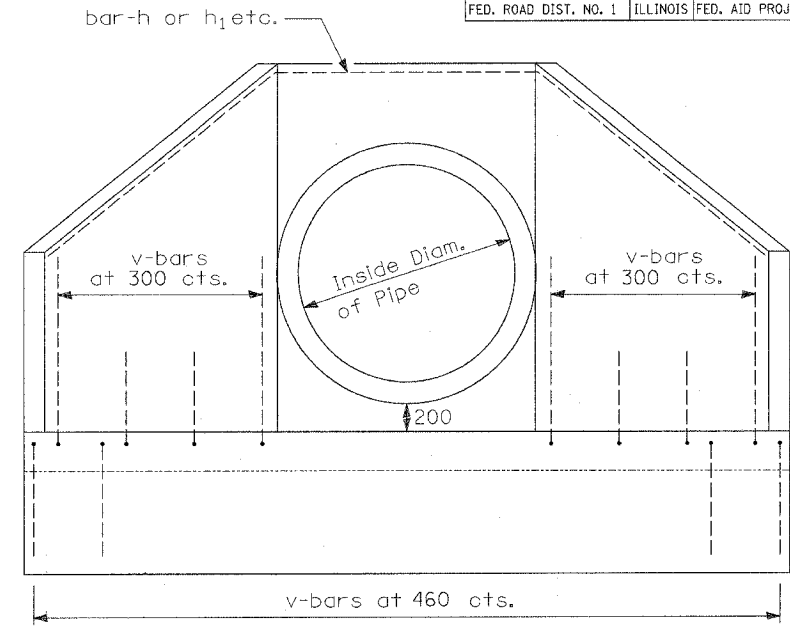
SCALE NONE
DATE 02/04
DRAWN BY ACE/CAD
CHECKED BY





SECTION A-A

| Mark | a | b |
|----------------|-----|-----|
| h | 960 | 750 |
| h ₁ | 960 | 980 |

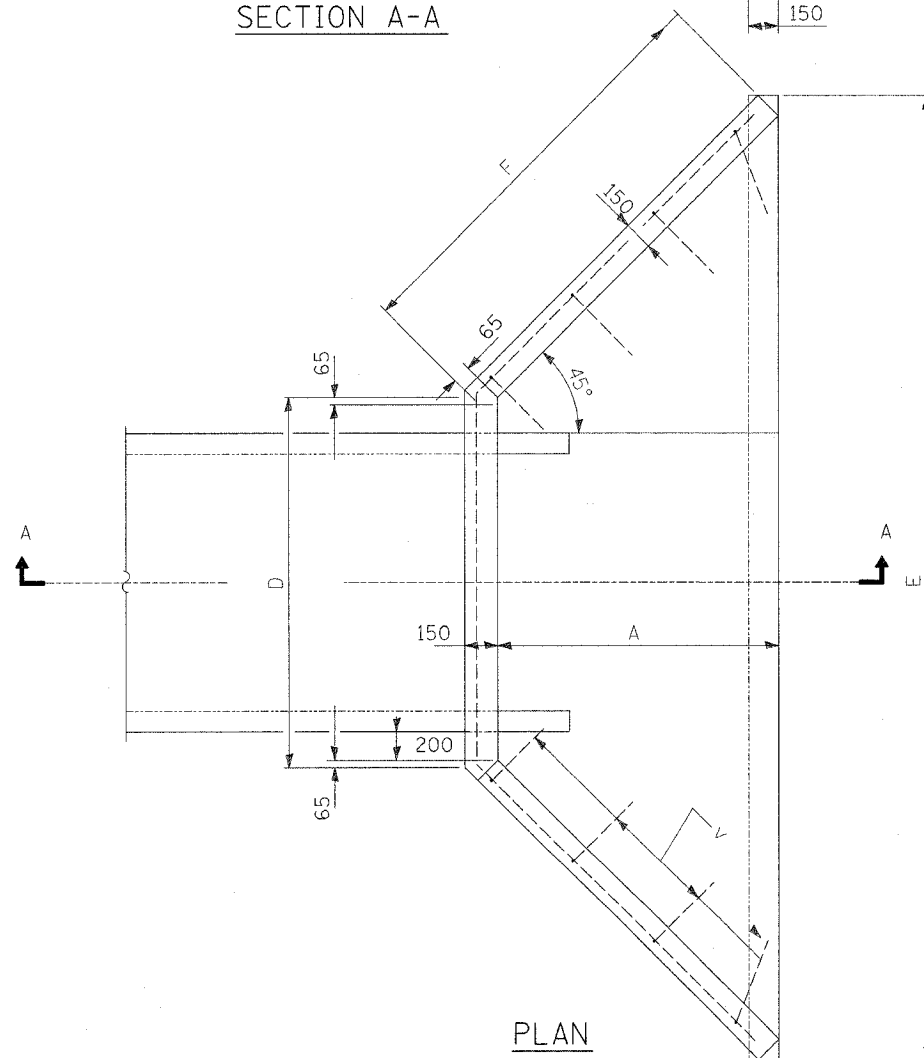


END VIEW

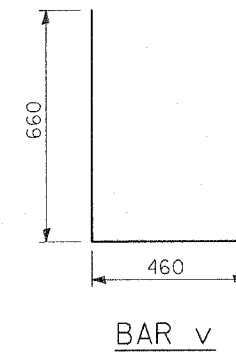
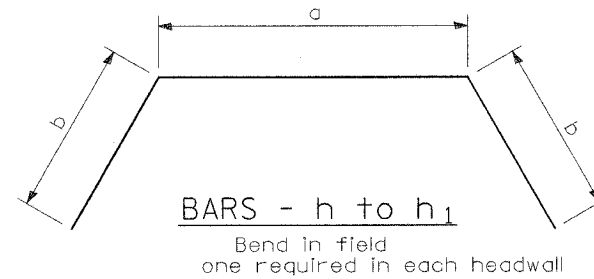
TABLE OF DIMENSIONS

| DESIGN NO. | NOMINAL INSIDE DIAM. OF PIPE | SLOPE OF FILL | Dimensions | | | | | |
|------------|------------------------------|---------------|------------|-----|-----|--------|--------|-------|
| | | | A | B | C | D | E | F |
| D375-1 1/2 | 375 | 1:1 1/2 | 485 | 517 | 847 | 1.01 m | 2.07 m | 750 |
| D375-2 | 375 | 1:2 | 660 | 517 | 847 | 1.01 m | 2.42 m | 1.0 m |

* If embankment slope above headwall is flatter than 1:2, provide wings for 1:2 slope.



PLAN

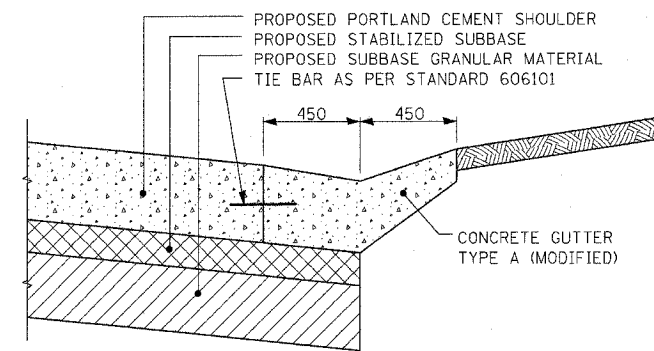


All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in millimeters unless otherwise shown.

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION I-94 EASTBOUND / IL 394 SOUTHBOUND |
|-----------|------|---|
| NAME | DATE | |
| | | DRAINAGE DETAILS I CONCRETE HEADWALL DRAWN BY: JWM CHECKED BY: RCH DATE: JULY 18, 2005 McDonough Associates Inc. <small>Engineers / Architects</small> |
| | | |
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| | | |

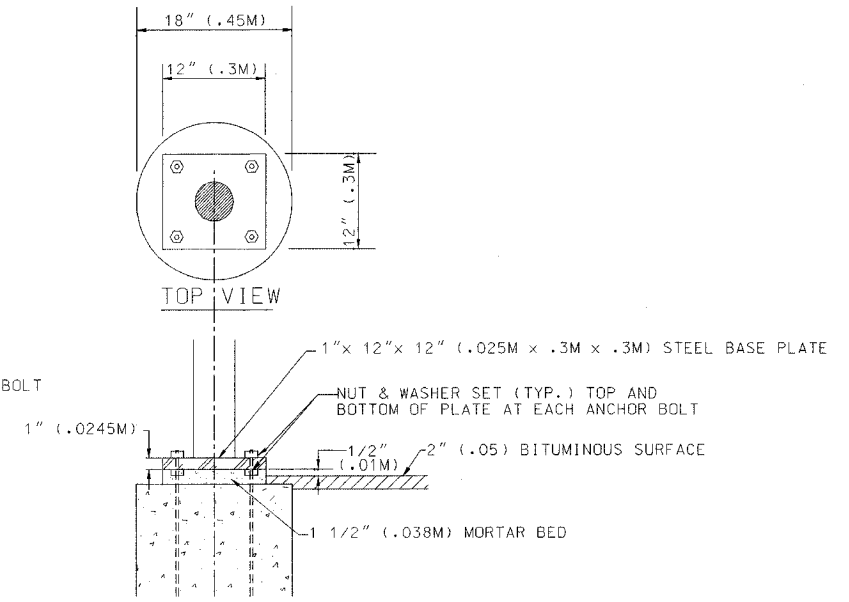
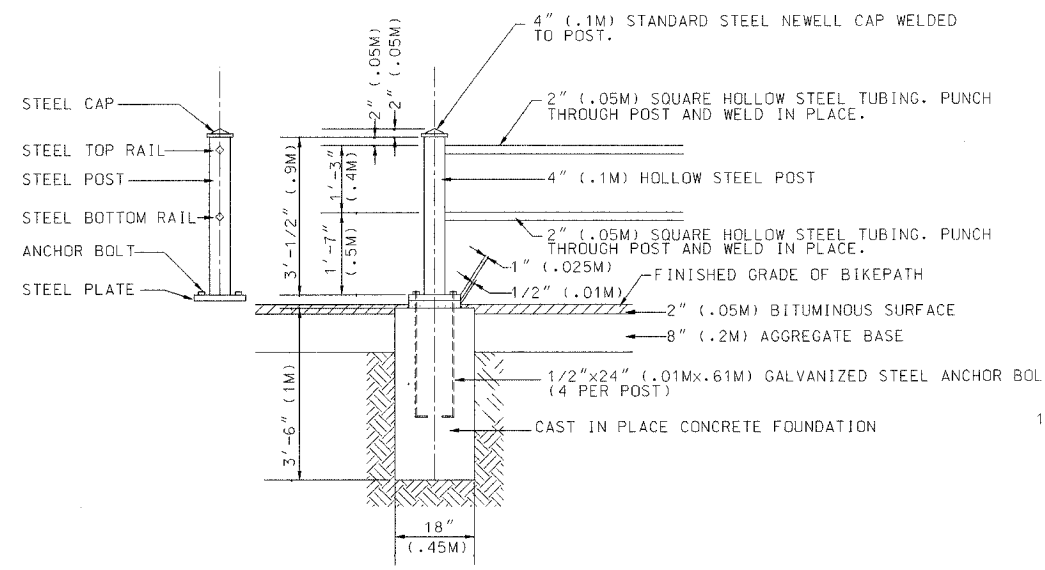
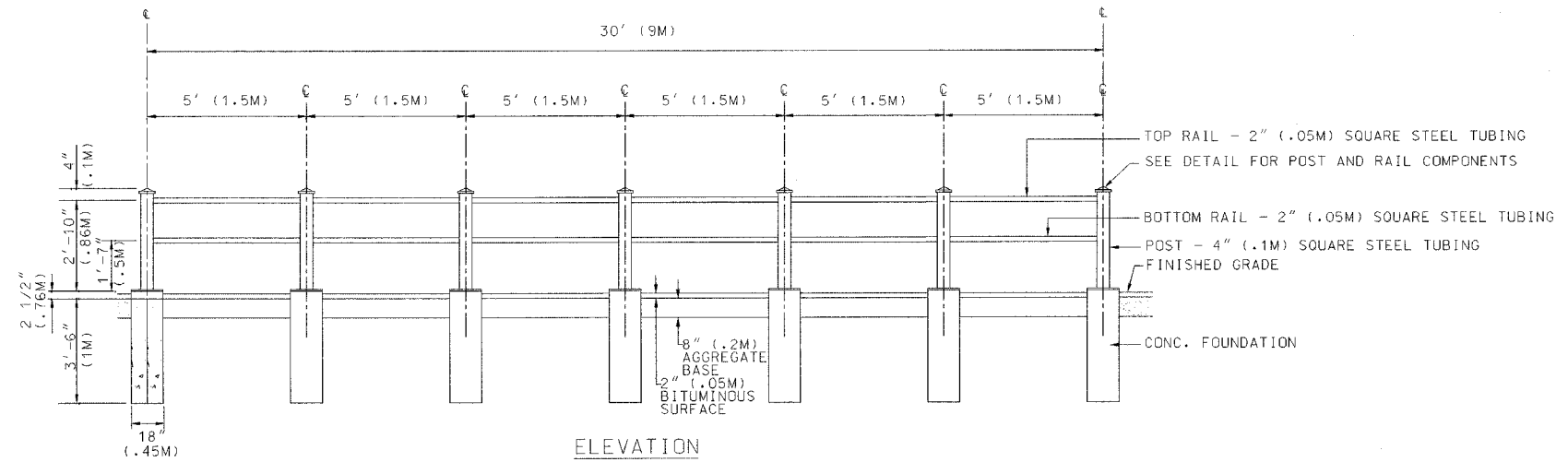
| | | | | |
|----------------------------|---------|----------|------------------|-----------|
| * (0203.1 & 0312-708W) R-3 | | | CONTRACT #62108 | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/394 | * | COOK | 870 | 727 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |



CONCRETE GUTTER, TYPE A (MODIFIED)
SEE STD. 606101 FOR DETAILS NOT SHOWN

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION I-94 EASTBOUND / IL 394 SOUTHBOUND |
|---------------------|------|---|
| NAME | DATE | |
| | | CONCRETE GUTTER, TYPE A (MODIFIED) |
| | | |
| | | |
| | | |
| | | |
| DATE: JULY 18, 2005 | | DRAWN BY: CTT CHECKED BY: RCH |
| | | McDonough Associates Inc. Engineers / Architects |

| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|---------------------------|--------------|-----------|
| 80/94 | | COOK | 870 | 727A |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



NOTE:
 ORNATMENTAL FENCE DETAIL AND SPECIAL
 PROVISION PROVIDED BY ROBINSON
 ENGINEERING ON BEHALF OF THE VILLAGE
 OF SOUTH HOLLAND.

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

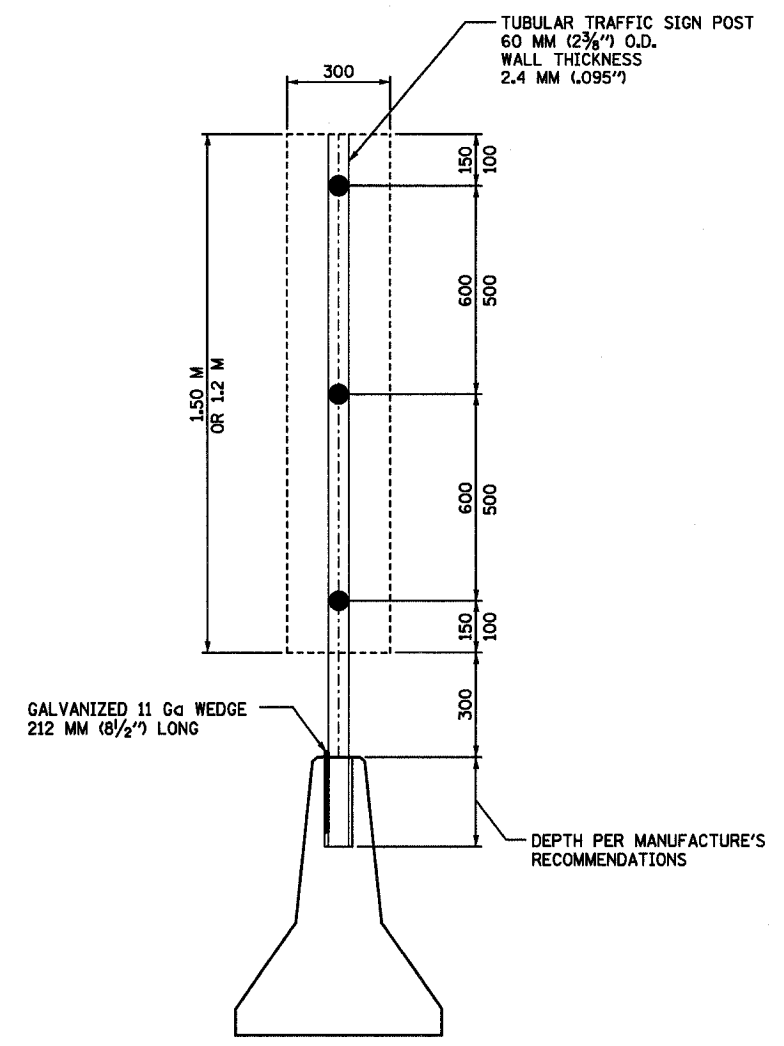
**ORNAMENTAL FENCE
 DETAIL**

HORIZ SCALE:
 VERT SCALE:
 DATE: JULY 18, 2005

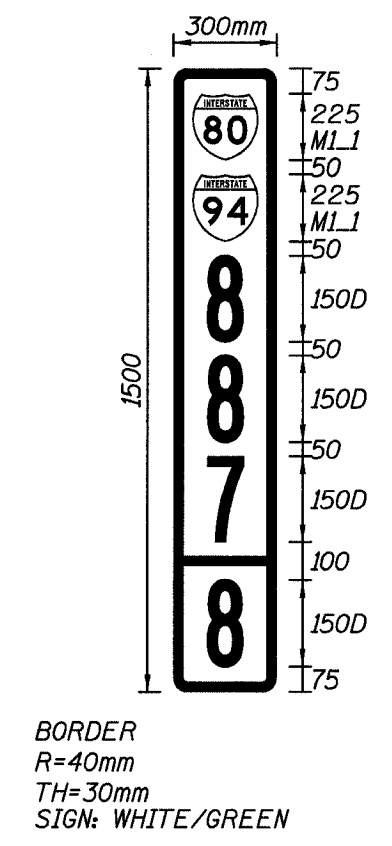
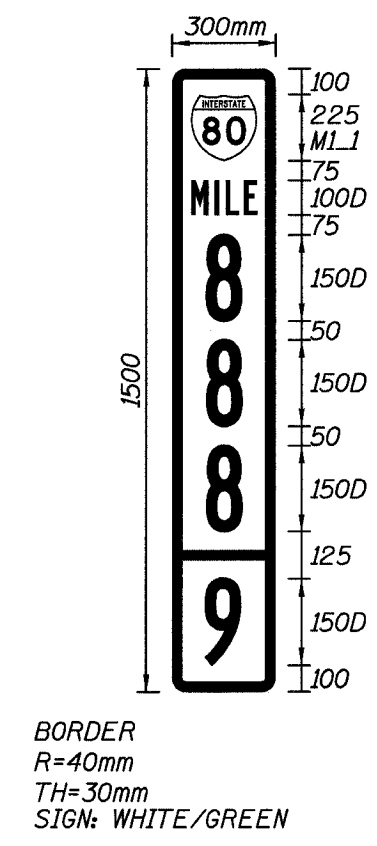
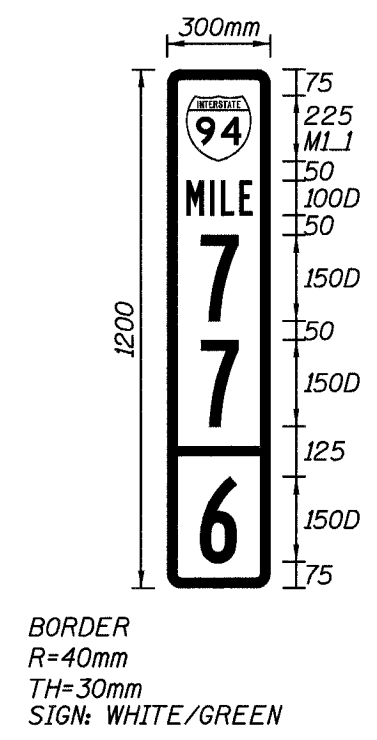
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 CHECKED BY:

ALL DIMENSIONS IN MILLIMETERS EXCEPT
PAY ITEMS AND UNLESS NOTED OTHERWISE

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 80/94 | * | COOK | 870 | 728 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



**SIGN PANEL MOUNTING TO
BARRIER WALL
DETAIL**



ILLINOIS MILE MARKER SIGN

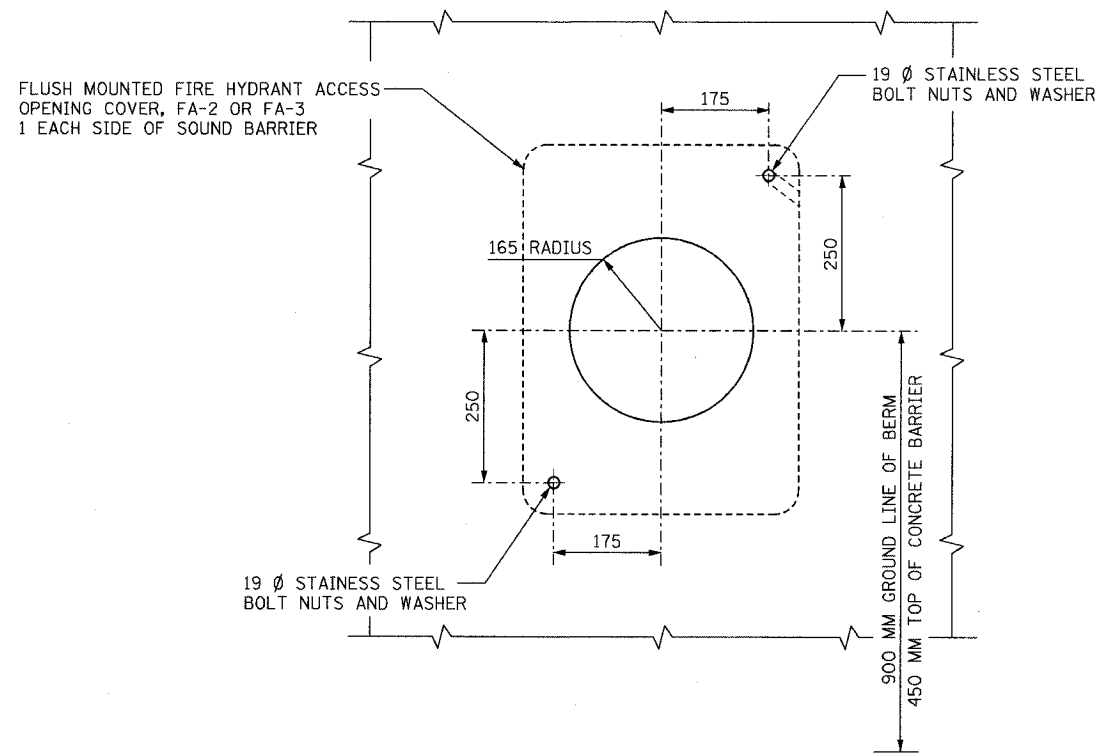
| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
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| | |
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**ILLINOIS DEPARTMENT OF TRANSPORTATION
I-80/94/US 6
KINGERY-BORMAN EXPRESSWAY
BURNHAM ROAD TO US 41
MILE MARKER SIGN AND
POST DETAILS**

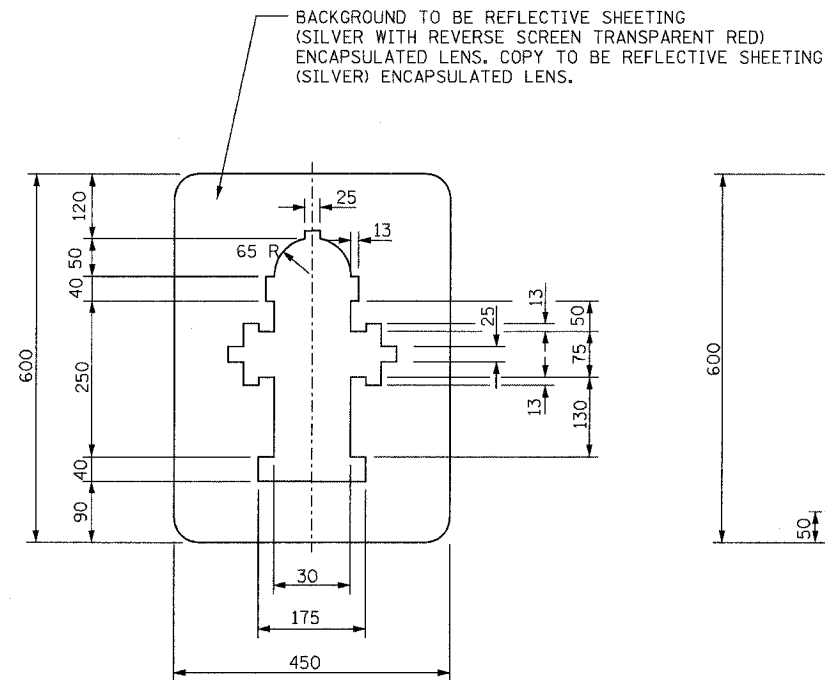
SCALE NONE
DATE 03/05

DRAWN BY ACE/CAD
CHECKED BY

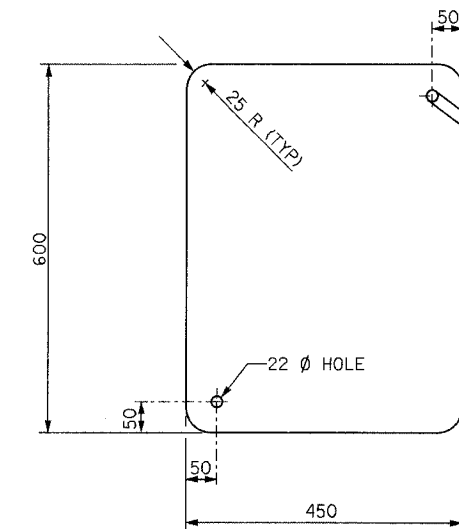
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 80/94 | * | COOK | 870 | 729 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



FIRE HYDRANT ACCESS HOLE DETAIL



FIRE HYDRANT ACCESS OPENING COVER DETAIL



FIRE HYDRANT ACCESS OPENING COVER DETAIL

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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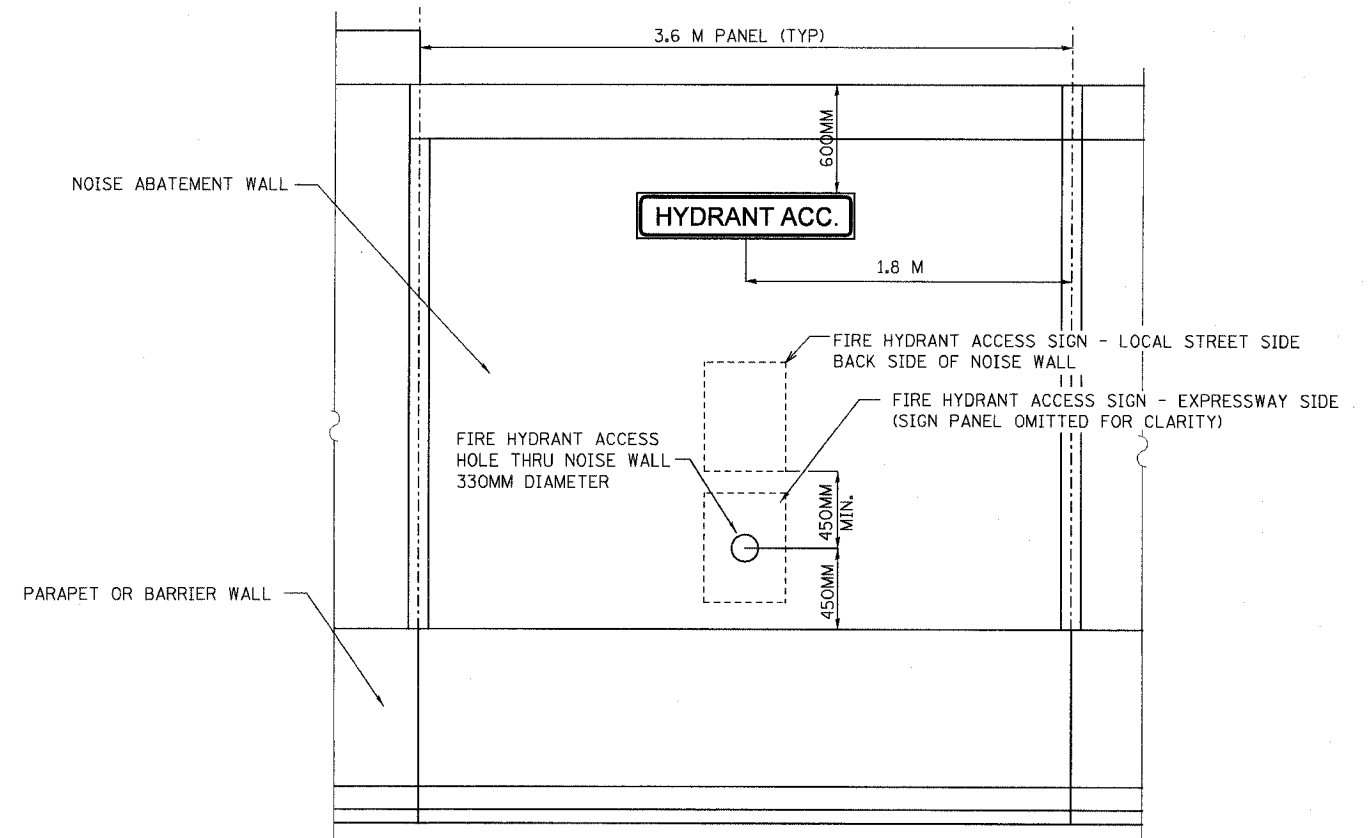
ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-80/94/US 6
 KINGERY-BORMAN EXPRESSWAY
 BURNHAM ROAD TO US 41
FIRE HYDRANT ACCESS

SCALE NONE
 DATE 03/05

DRAWN BY ACE/CAD
 CHECKED BY

ALL DIMENSIONS IN MILIMETERS EXCEPT PAY ITEMS AND UNLESS NOTED OTHERWISE

| | | | | |
|----------------------|--------------|---------------------------|---------------------|-------------------|
| F.A.I. RTE. 80/94 | SECTION • | COUNTY COOK | TOTAL SHEETS 870 | SHEET NO. 729A |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



FIRE HYDRANT ACCESS: SIGN PLACEMENT DETAIL

NOTE:

ALL STREET NAME SIGNS SHALL BE MOUNTED TO THE NOISE ABATEMENT WALL WITH A MINIMUM OF 4 BOLTS, SELF-LOCKING NUTS AND WASHERS, UNLESS OTHERWISE NOTED ON THE PLAN DETAILS. ALL 600MM X 450MM FIRE ACCESS SIGNS SHALL BE MOUNTED TO THE WALL WITH 2 BOLTS, SELF-LOCKING NUTS, AND WASHERS. ALL BOLTS SHALL BE OF SUFFICIENT LENGTH TO EXTEND THROUGH THE WALL AND BE A MINIMUM OF 6MM BEYOND THE NUT. ALL BOLTS, SELF-LOCKING NUTS AND WASHERS SHALL MEET THE REQUIREMENTS FOR MOUNTING SIGNS TO POSTS AS LISTED IN THE SPECIAL PROVISIONS AND IN THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST PER SQUARE METER FOR THE TYPE OF SIGN PANEL SPECIFIED.

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-80/94/US 6
KINGERY-BORMAN EXPRESSWAY
BURNHAM ROAD TO US 41
**HYDRANT ACCESS SIGN LAYOUT
AND LOCATION DETAILS**

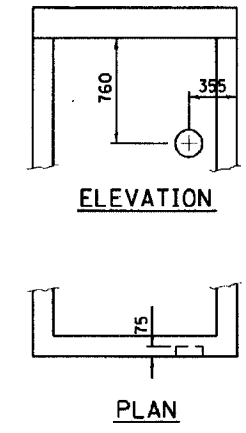
SCALE
DATE 03/05

DRAWN BY ACE/CAD
CHECKED BY

| | | | | |
|---------------------|----------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | COOK | 870 | 730 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

*(0203.1 & 0312-708W) R-3 CONTRACT NO. 62108

DRAINAGE STRUCTURES ALONG BARRIER WALL

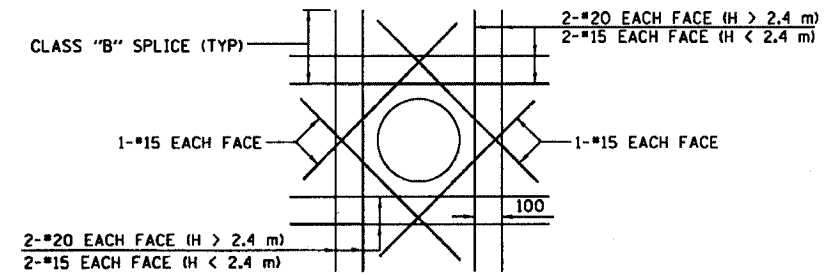


AS SHOWN PROVIDE ON EACH FACE ONE (1) 75 DEEP DEPRESSION FOR USE AS UNDERDRAIN CONNECTIONS.

USE: 125 DIAMETER FOR 100 P.U.
175 DIAMETER FOR 150 P.U.
225 DIAMETER FOR 200 P.U.

REFER TO PLANS FOR SIZE & LOCATIONS OF UNDERDRAIN

PIPE UNDERDRAIN CONNECTION DETAIL

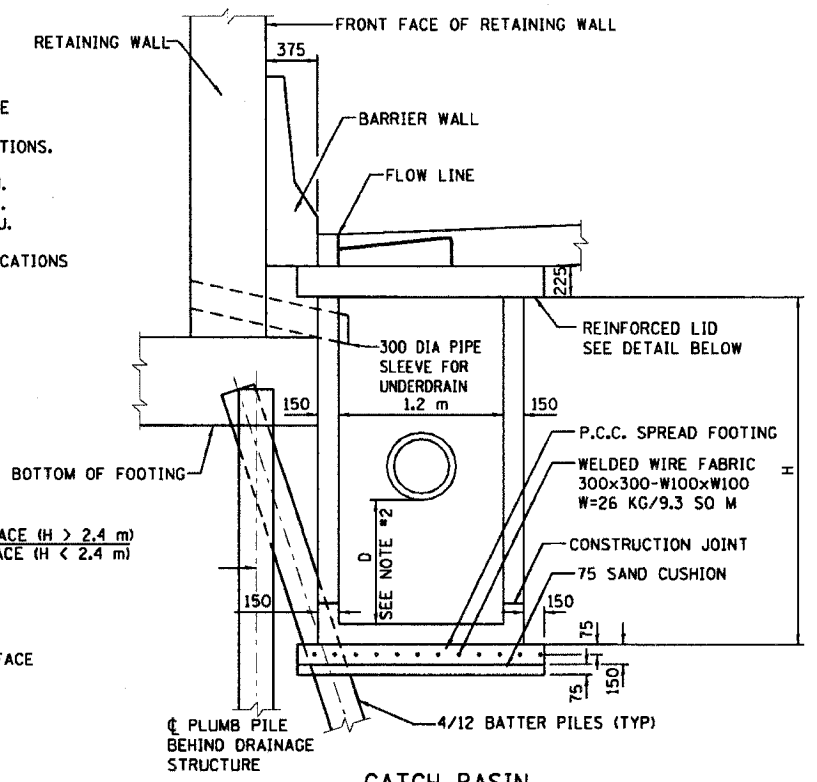


TYPICAL REINFORCEMENT DETAIL AROUND OPENINGS
(OPENNING ≥ 300)

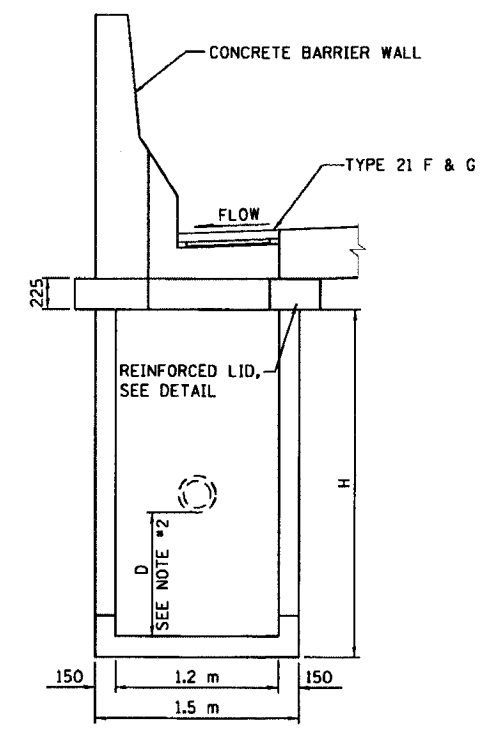
WHERE CLASS "B" SPLICE LENGTH ANCHORAGE IS NOT POSSIBLE, BARS SHOULD BE HOOKED.

NOTES:

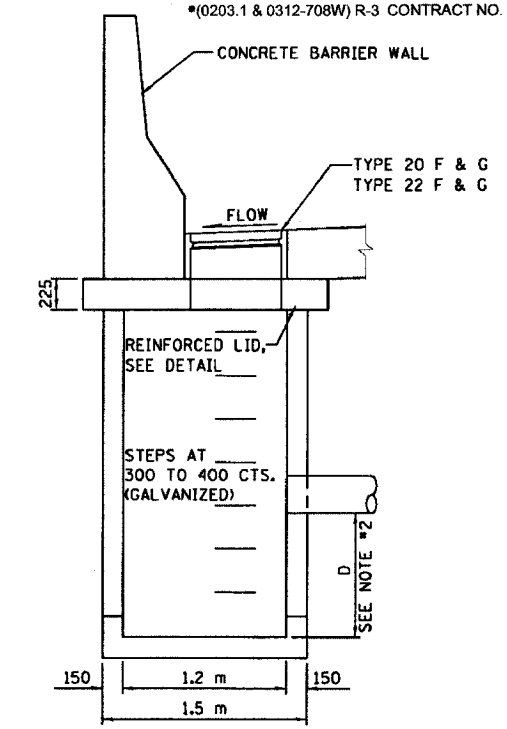
- DRAINAGE STRUCTURE SHALL CONFORM TO I.D.O.T. STANDARD 602101 EXCEPT AS NOTED.
- D = 0 m FOR INLETS
D = 900 FOR C.B.'S.
- SAND CUSHION SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1003.01 (FA1 OR FA2).
- THE FOOTING WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE.
- REINFORCEMENT FOR STRUCTURE WALLS AND BASE SLAB SHALL BE IN ACCORDANCE WITH STD. 602101 FOR DEPTHS UP TO H=2.4 m
- STEPS SHALL BE INCLUDED IN ALL STRUCTURES
- ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.
- SEE STANDARD 602701 FOR DETAILS OF STEPS.
- WHERE THE ADJACENT SHOULDER OR PAVEMENT THICKNESS EXCEEDS THAT OF THE NEW FRAME, THE CONTRACTOR SHALL INSTALL THE CATCH BASIN LID FLUSH OR LOWER THAN THE BOTTOM OF THE ADJACENT SHOULDER OR PAVEMENT AND ADJUST THE FRAME AND LID IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 503 OF THE STANDARD SPECIFICATIONS.
- IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURE SHALL INCLUDE THE SAND CUSHION, ADJUSTING RINGS WHEN REQUIRED AND FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL.



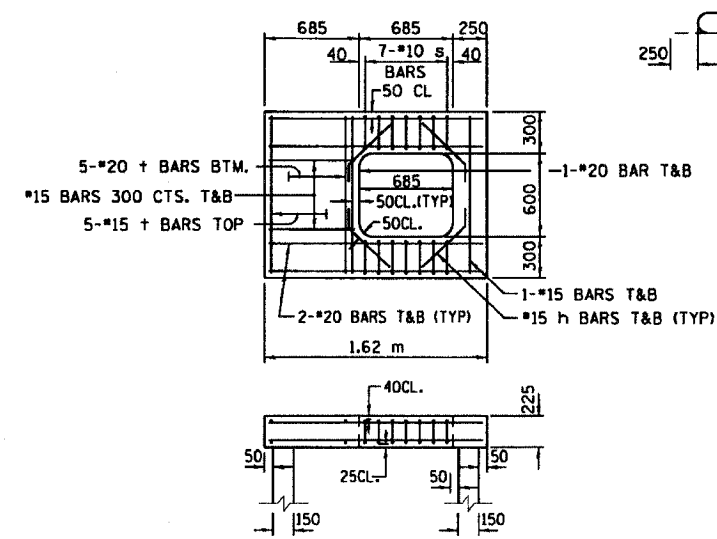
CATCH BASIN ALONG RETAINING WALLS



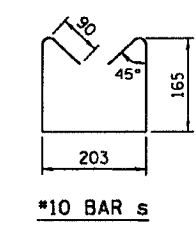
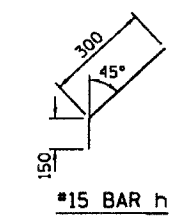
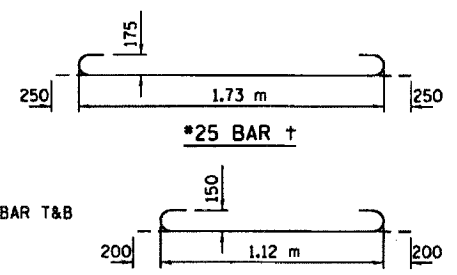
1.2x0.9 WITH ONE TYPE 21 F&G



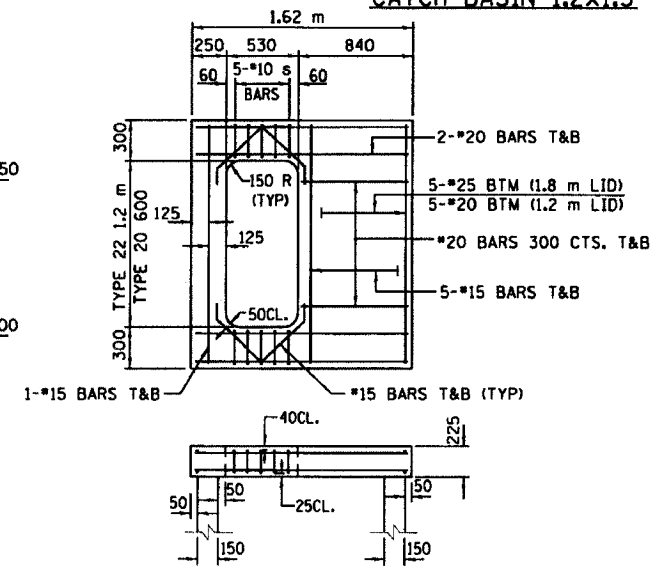
**CATCH BASIN 1.2x0.9
CATCH BASIN 1.2x1.5**



REINFORCED LID FOR TYPE 21 F&G



BAR DETAILS



REINFORCED LID FOR TYPE 20 AND 22 F&G

| REVISIONS | |
|-----------|-------|
| NAME | DATE |
| ACE | 02/04 |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

CATCH BASIN AND INLET
1.2 x 0.9 AND 1.2 x 1.5
FOR H ≤ 2.4

SCALE NONE
DATE 09/03

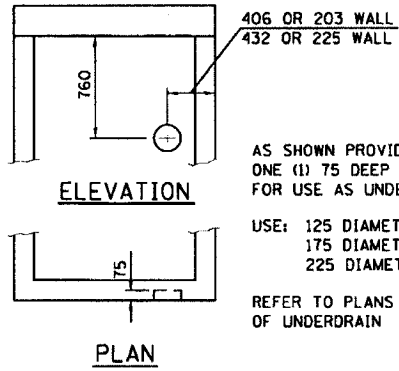
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F:\Project\20140801\Contract & Structure Information\Drawings\US_7.dgn Thu Feb 26 07:02:54 2004

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|---------|--------|--------------|-----------|
| 80/94 | | COOK | 870 | 731 |

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

(0203.1 & 0312-708W) R-3 CONTRACT NO. 62108

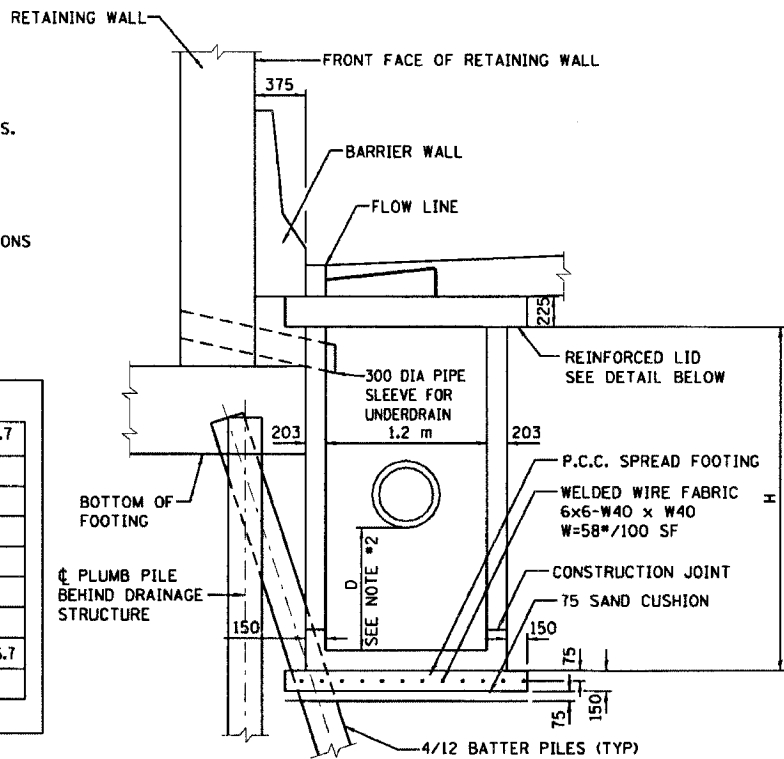


AS SHOWN PROVIDE ON EACH FACE ONE (1) 75 DEEP DEPRESSION FOR USE AS UNDERDRAIN CONNECTIONS.
USE: 125 DIAMETER FOR 100 P.U., 175 DIAMETER FOR 150 P.U., 225 DIAMETER FOR 200 P.U.
REFER TO PLANS FOR SIZE & LOCATIONS OF UNDERDRAIN

PIPE UNDERDRAIN CONNECTION DETAIL

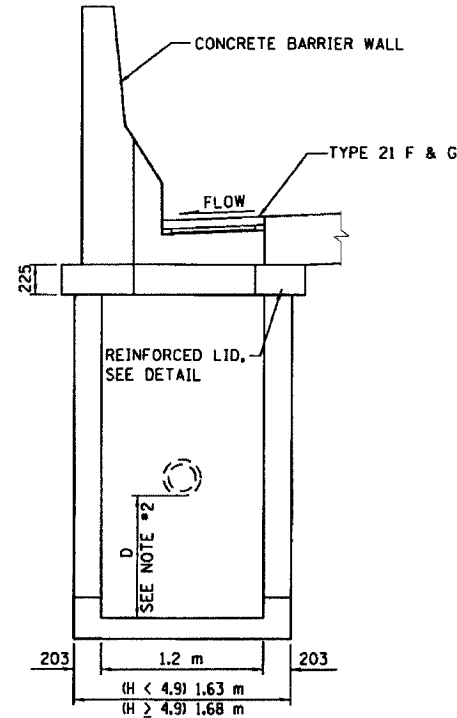
| | H | 2.4-3.0 | 3.0-3.6 | 3.6-4.2 | 4.2-5.5 | 5.5-6.7 |
|--------------------------|----------|---------|-----------|-----------|-----------|-----------|
| | | m | m | m | m | m |
| HORIZONTAL BARS IN WALLS | BAR SIZE | 15 | 15 | 20 | 20 | 20 |
| | SPACING | 300 | 300 | 300 | 300 | 300 |
| VERTICAL BARS IN WALLS | BAR SIZE | 15 | 15 | 15 | 15 | 15 |
| | SPACING | 300 | 300 | 300 | 300 | 300 |
| BARS IN BASE SLAB | BAR SIZE | 15 | 15 | 15 | 15 | 15 |
| | SPACING | 300 | 300 | 300 | 300 | 300 |
| | H | <3.0 | >3.0 <3.6 | >3.6 <4.2 | >4.2 <5.5 | >5.5 <6.7 |

NOTE: PLACE REINFORCEMENT PER STANDARD 602101

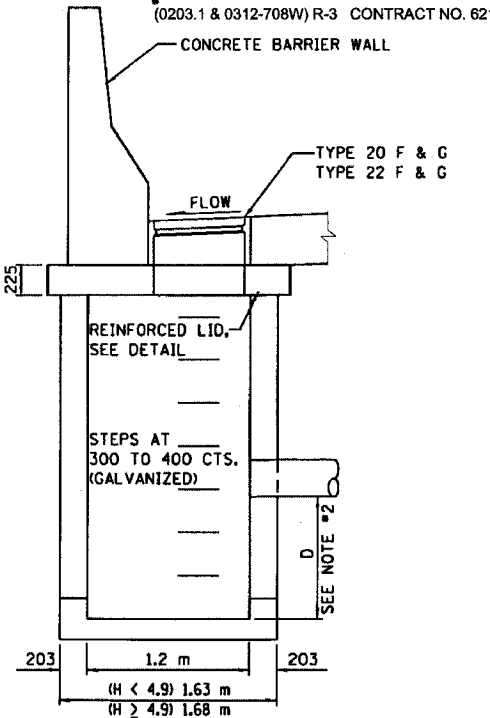


CATCH BASIN ALONG RETAINING WALLS

DRAINAGE STRUCTURES ALONG BARRIER WALL



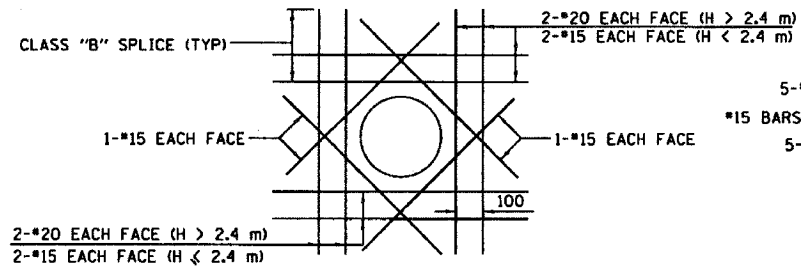
1.2x0.9 WITH ONE TYPE 21 F&G



CATCH BASIN 1.2x0.9 CATCH BASIN 1.2x1.5

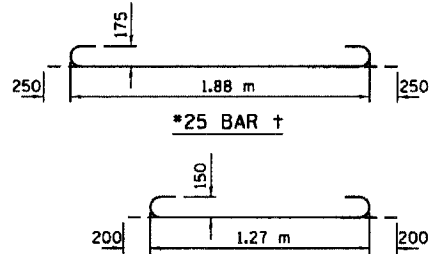
NOTES:

- DRAINAGE STRUCTURE SHALL CONFORM TO I.D.O.T. STANDARD 602101 EXCEPT AS NOTED.
- D = 0 m FOR INLETS
D = 900 FOR C.B.'S.
- WHEN H ≥ 4.9m, THICKNESS OF WALL AND BASE SLAB SHALL BE INCREASED TO 225.
- SAND CUSHION SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1003.01 (FAI OR FA2).
- THE FOOTING WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE.
- ALL DIMENSIONS IN MILLIMETERS UNLESS OTHERWISE NOTED.
- SEE STANDARD 602701 FOR DETAILS OF STEPS.
- WHERE THE ADJACENT SHOULDER OR PAVEMENT THICKNESS EXCEEDS THAT OF THE NEW FRAME, THE CONTRACTOR SHALL INSTALL THE CATCH BASIN LID FLUSH OR LOWER THAN THE BOTTOM OF THE ADJACENT SHOULDER OR PAVEMENT AND ADJUST THE FRAME AND LID IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 503 OF THE STANDARD SPECIFICATIONS.
- IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURE SHALL INCLUDE THE SAND CUSHION, ADJUSTING RINGS WHEN REQUIRED AND FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL.

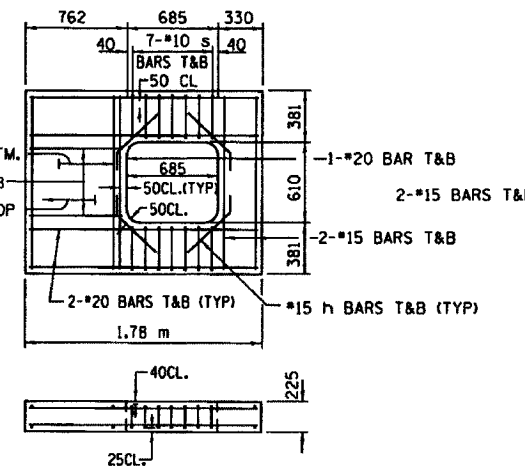


TYPICAL REINFORCEMENT DETAIL AROUND OPENINGS

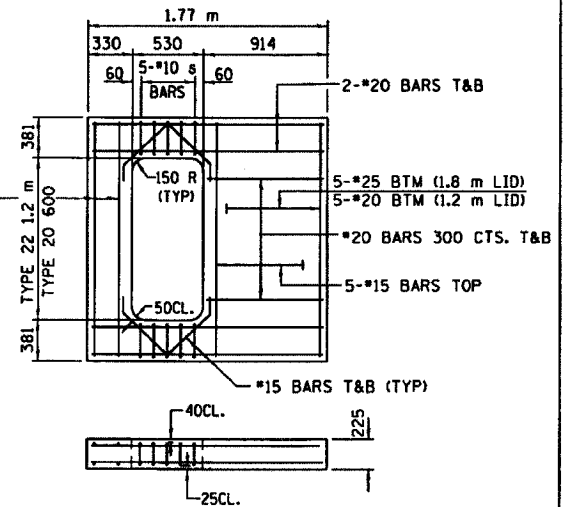
(OPENING ≥ 300)
WHERE CLASS "B" SPLICE LENGTH ANCHORAGE IS NOT POSSIBLE, BARS SHOULD BE HOOKED.



BAR DETAILS



REINFORCED LID FOR TYPE 21 F&G



REINFORCED LID FOR TYPE 20 AND 22 F&G

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION | |
|-----------|-------|---|--|
| NAME | DATE | F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) | |
| ACE | 02/04 | | |
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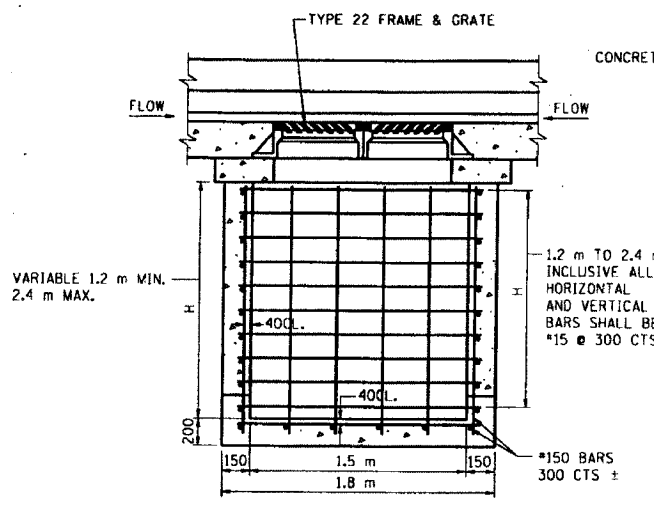
CATCH BASIN AND INLET
1.2 x 0.9 AND 1.2 x 1.5
FOR H > 2.4

SCALE NONE
DATE 09/03

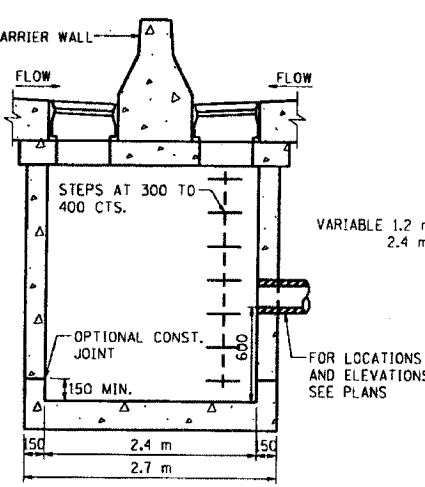
DRAWN BY ACE/CAD
CHECKED BY

CS-8 (METRIC)
REVISION DATE:

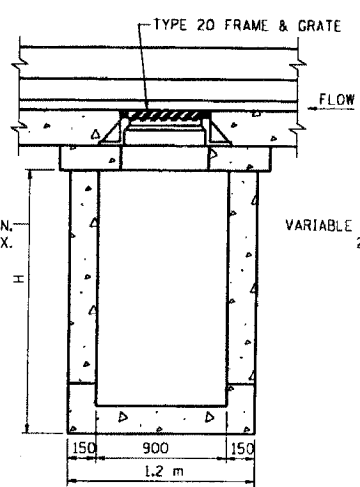
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|---|----------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | COOK | 870 | 732 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| (0203.1 & 0312-708W) R-3 CONTRACT NO. 62108 | | | | |



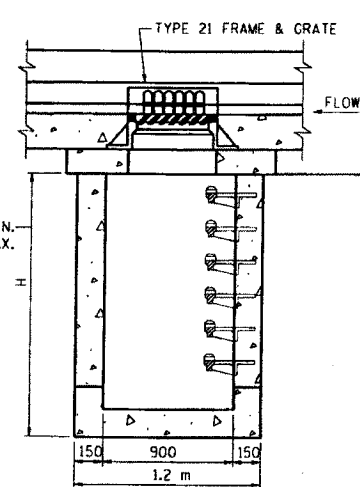
FRONT ELEVATION
(DRAINAGE STRUCTURE, TYPE 2.4m x 1.5m)
TYPE 22 FRAME AND GRATE



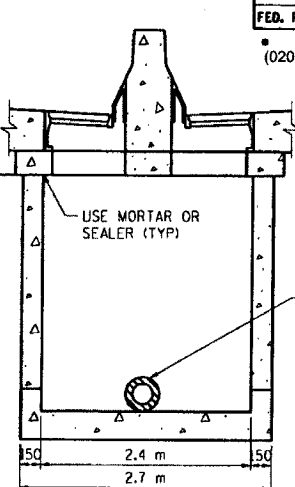
SIDE ELEVATION
(DRAINAGE STRUCTURE, TYPE 2.4m x 0.9m & 2.4m x 1.5m)
TYPE 20 & 22 FRAME AND GRATE



FRONT ELEVATION
(DRAINAGE STRUCTURE, TYPE 2.4m x 0.9m)
TYPE 20 FRAME AND GRATE



FRONT ELEVATION
(DRAINAGE STRUCTURE, TYPE 2.4m x 0.9m)
TYPE 21 FRAME AND GRATE



SIDE ELEVATION
(DRAINAGE STRUCTURE, TYPE 2.4m x 0.9m)
TYPE 21 FRAME AND GRATE

GENERAL NOTES

CLASS PC CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. CLASS PC CONCRETE SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 504 OF THE STANDARD SPECIFICATIONS

PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH ARTICLES 504.01 THRU 504.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT CONCRETE STRENGTH SHALL BE AT LEAST 27,600 KPa AFTER 28 DAYS. SHOP DRAWINGS WILL NOT BE REQUIRED FOR PRECAST UNITS.

THE REINFORCEMENT SHOWN IN THE FRONT ELEVATION OF THE TYPE 2.4m x 1.5m IS TYPICAL FOR BOTH ELEVATIONS OF ALL TYPES.

EXPOSED EDGES SHALL BE BEVELED 20.

SEE STANDARD 602701 FOR DETAILS OF CAST IRON STEPS.

A 75 DEEP SAND BEDDING CONFORMING TO ARTICLE 1003.01 (FA 1 OF AF 2) SHALL BE PROVIDED UNDER THE FULL LENGTH AND WIDTH OF PRECAST UNITS.

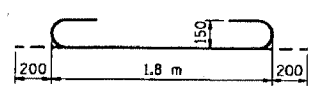
ALL VOIDS AROUND PIPE ENTRANCES, BOTH INSIDE AND OUTSIDE SHALL BE SEALED WITH MORTAR.

EACH DRAINAGE STRUCTURE SHALL BE EXCAVATED FOR AND BACKFILLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 602.11 OF THE STANDARD SPECIFICATIONS.

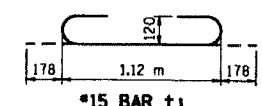
IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR DRAINAGE STRUCTURE SHALL INCLUDE THE SAND CUSHION WHEN REQUIRED, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, AND FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL.

WHERE THE ADJACENT SHOULDER OR PAVEMENT THICKNESS EXCEEDS THAT OF THE NEW FRAME, THE CONTRACTOR SHALL INSTALL THE CATCH BASIN LID FLUSH OR LOWER THAN THE BOTTOM OF THE ADJACENT SHOULDER OR PAVEMENT AND ADJUST THE FRAME AND LID IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 503 OF THE STANDARD SPECIFICATIONS.

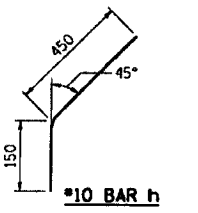
IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURE SHALL INCLUDE THE SAND CUSHION, ADJUSTING RINGS WHEN REQUIRED AND FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL.



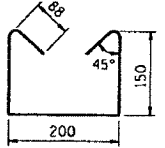
#20 BAR



#15 BAR

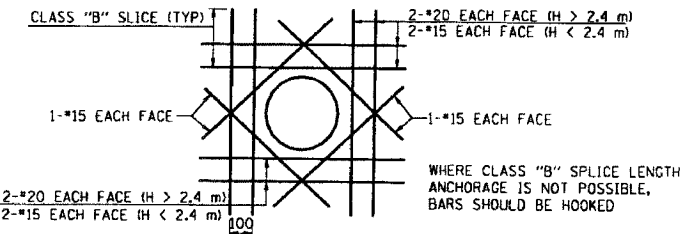


#10 BAR

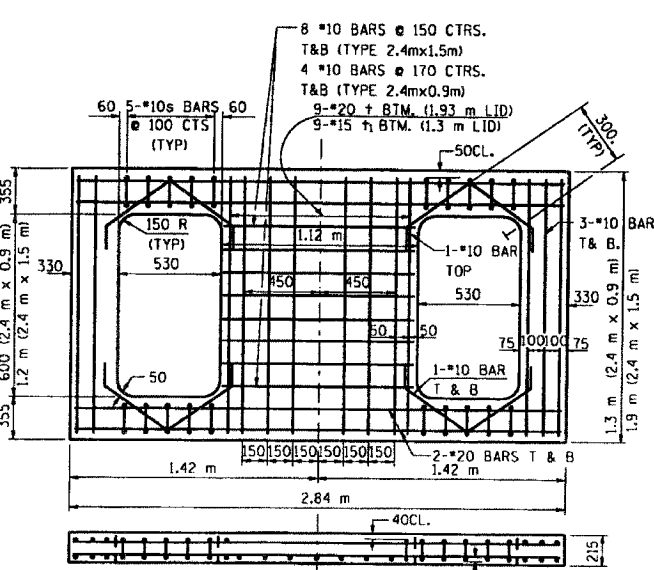


#10 BAR

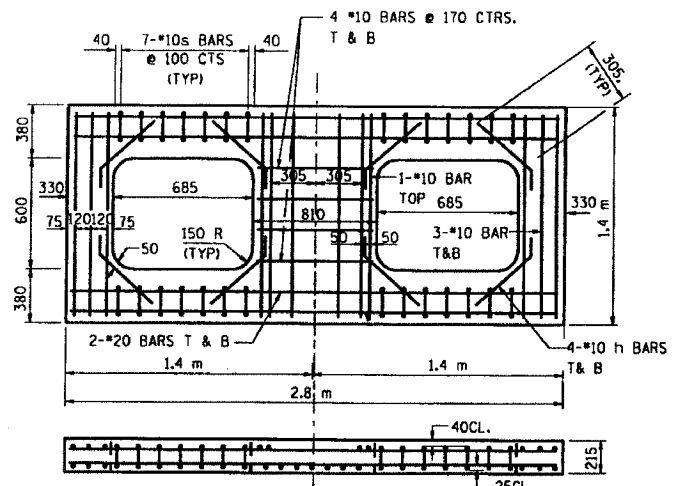
BAR DETAILS



TYPICAL REINFORCEMENT DETAIL AROUND OPENINGS



REINFORCED LID FOR DRAINAGE STRUCTURES, TYPE 2.4 m x 0.9 m & 2.4 m x 1.5 m TYPE 20 & 22 FRAME & GRATE



REINFORCED LID FOR DRAINAGE STRUCTURE TYPE 2.4m x 0.9m TYPE 21 FRAME & GRATE (FOR USE IN SAG AREAS)

| REVISIONS | |
|-----------|-------|
| NAME | DATE |
| ACE | 02/04 |
| | |
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| | |

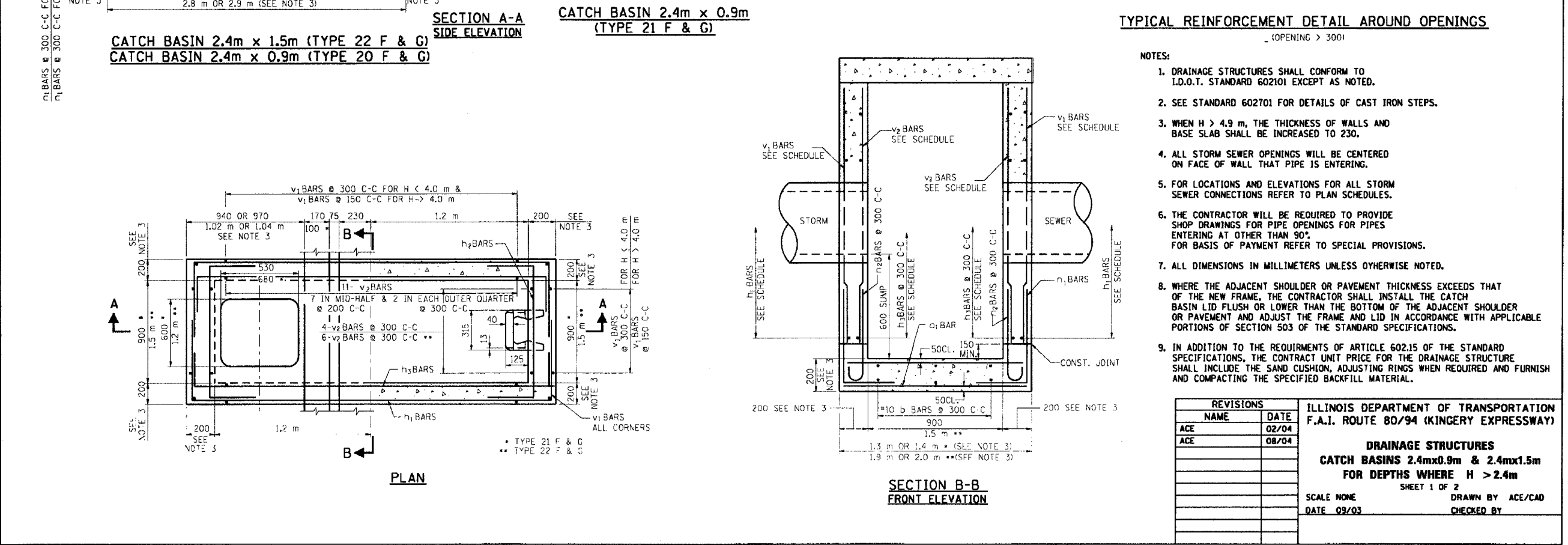
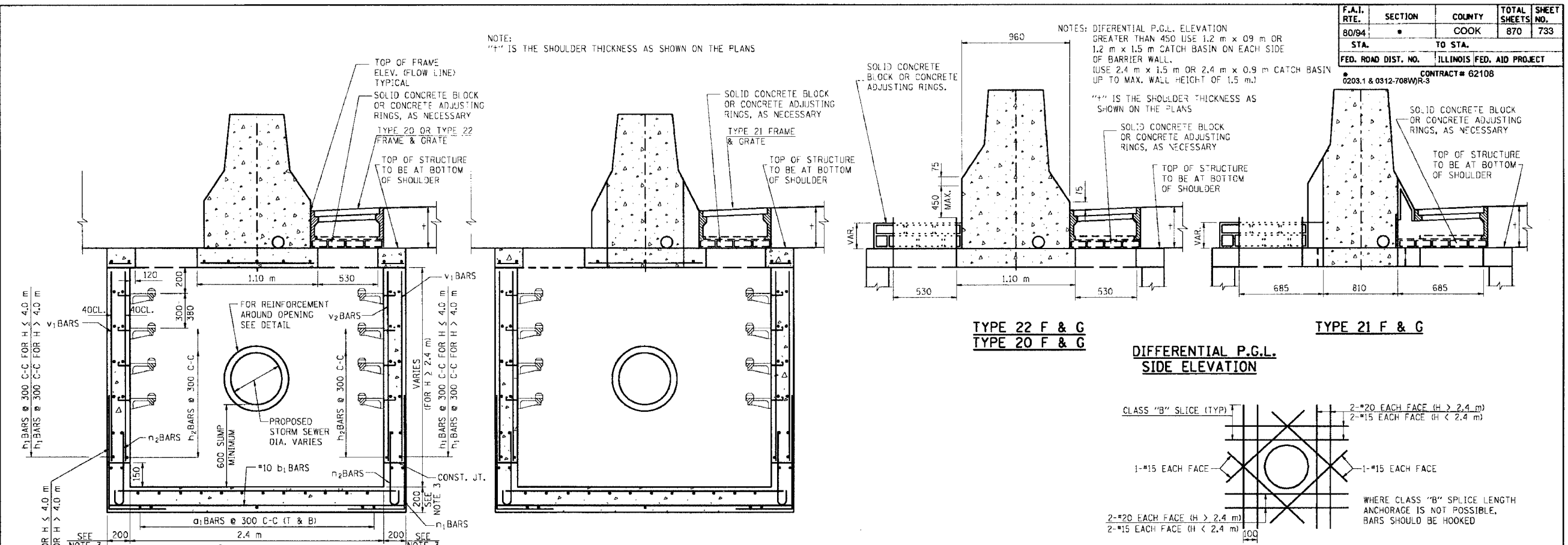
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY)

CATCH BASIN
TYPES 2.4mx0.9m & 2.4mx1.5m
FOR H ≤ 2.4

SCALE NONE
DATE 09/03

DRAWN BY ACE/CAD
CHECKED BY

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 80/94 | | COOK | 870 | 733 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | CONTRACT # 62108 | | |
| | | 0203.1 & 0312-708W/R3 | | |



| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (KINGERY EXPRESSWAY) | |
|-----------|-------|--|--|
| NAME | DATE | | |
| ACE | 02/04 | | |
| ACE | 08/04 | | |
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DRAINAGE STRUCTURES
CATCH BASINS 2.4m x 0.9m & 2.4m x 1.5m
FOR DEPTHS WHERE H > 2.4m

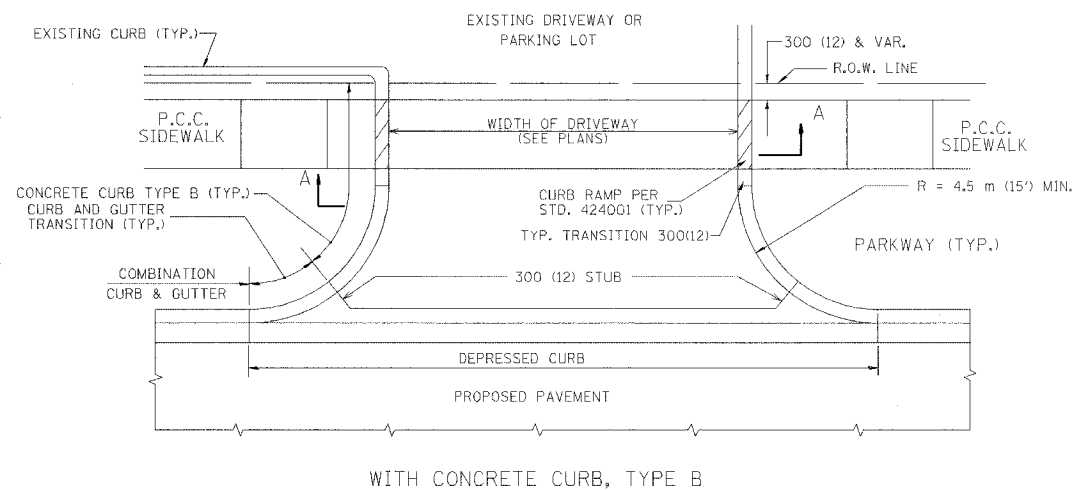
SHEET 1 OF 2

SCALE NONE DRAWN BY ACE/CAD
DATE 09/03 CHECKED BY

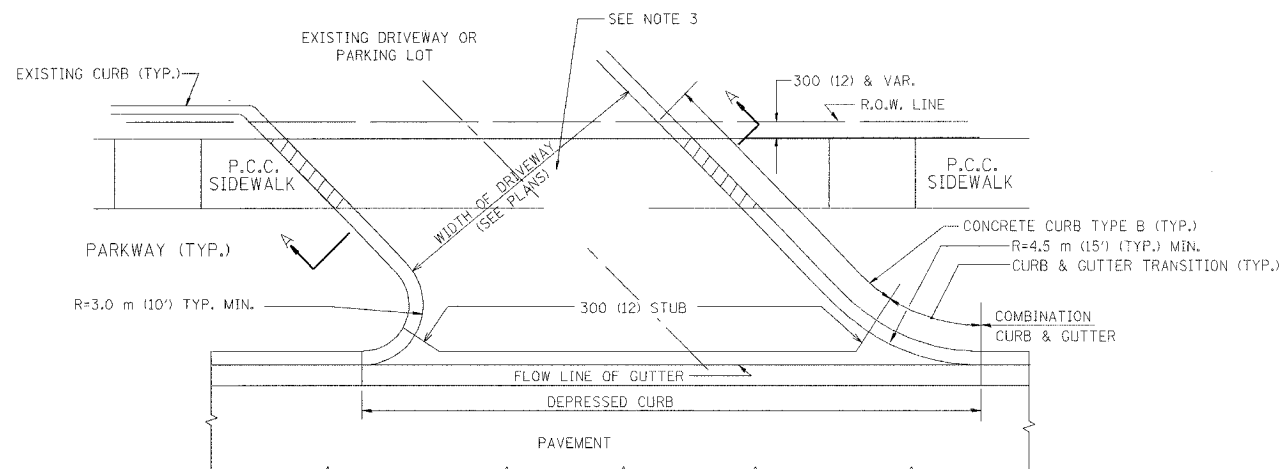
E:\Project\201408\DWG\Contract & Structures Information\Drawings\CA.dgn Men Aug 15 15:14:37 2004

CS-10A (METRIC)
REVISION DATE:

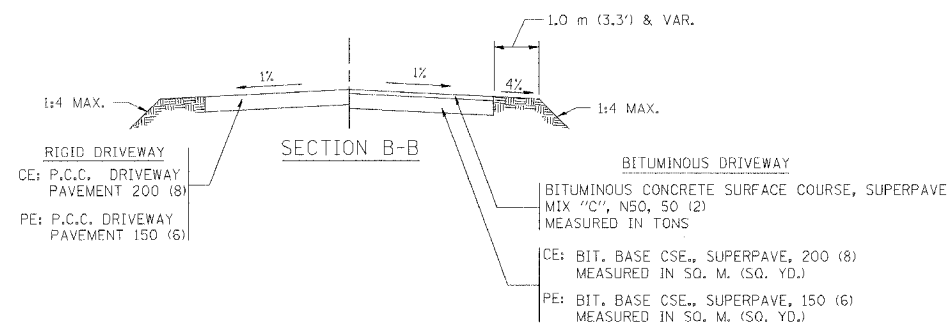
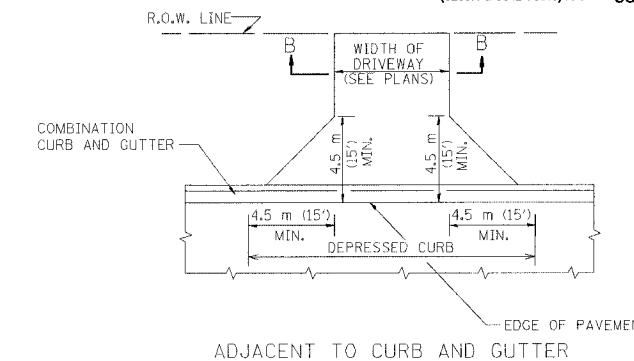
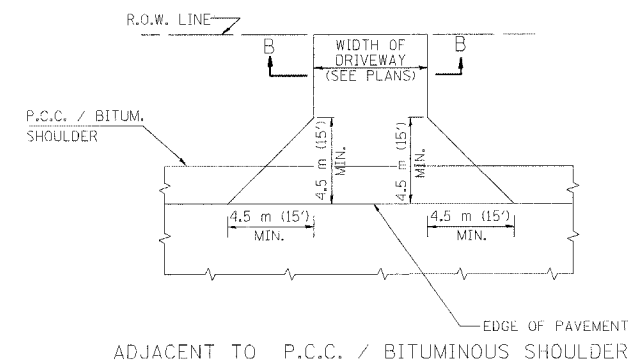
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|-----------------------|---------|--------|--------------------------|--------------------|
| F.A.L. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 735 |
| STA. | TO STA. | | ILLINOIS | FED. AID PROJECT |
| FED. ROAD DIST. NO. 1 | | | (0209.1 & 0312-708W) R-3 | CONTRACT NO. 62108 |



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)
 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE
 MIX 'C', N50, 50 (2)
 MEASURED IN TONS
 AGGREGATE BASE CSE., TYPE A 200 (8)
 MEASURED IN SQ. M. (SQ. YD.)

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.

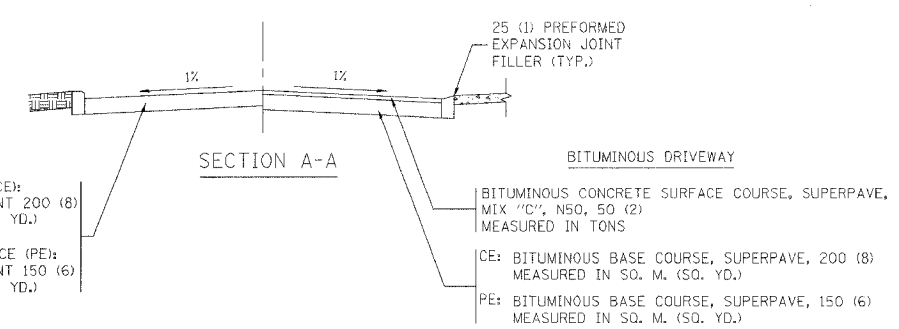
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 1.2 METERS (4 FEET) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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.

25 (1) 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.



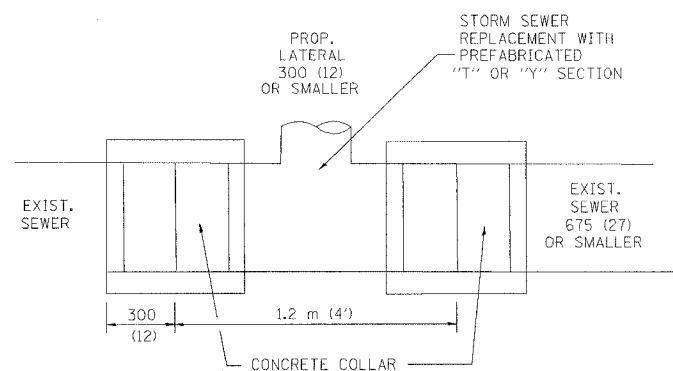
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

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

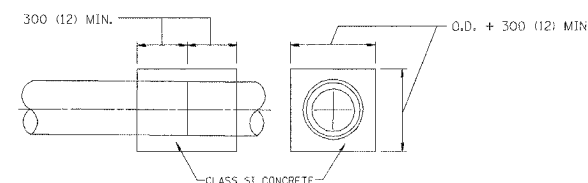
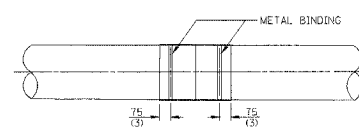
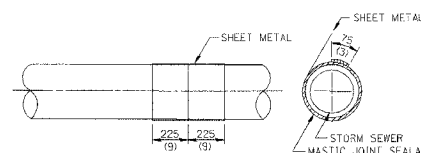
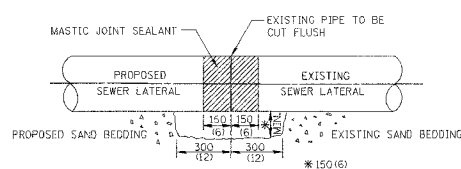
| REVISIONS | |
|----------------|----------|
| NAME | DATE |
| P. L'OFLEUR | 04-15-03 |
| R. SHAH | 11-04-95 |
| J. POLLASTRINI | 08-12-96 |
| J. POLLASTRINI | 12-14-96 |
| A. ABBAS | 03-21-97 |
| T. HOLTZ | 04-08-97 |
| M. GOMEZ | 04-06-01 |

SCALE: NONE
 DATE PLOTTED: 04/17/2003
 DRAWN BY: SG
 CHECKED BY: JFP

BD400-01 (BD-01)
 REVISION DATE: 04/15/03



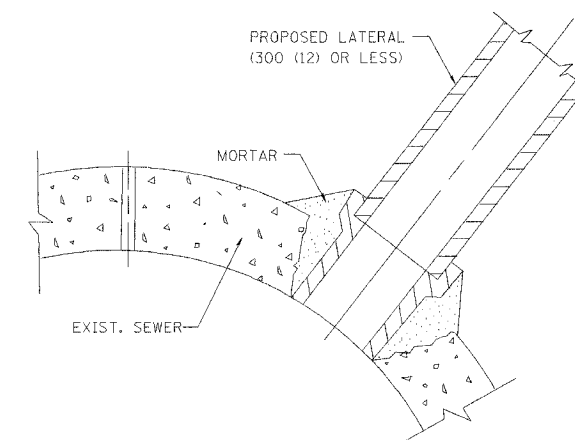
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER
OF 675 (27) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

| REVISIONS | |
|------------|----------|
| NAME | DATE |
| M. DE YONG | 07/25/90 |
| M. DE YONG | 02/05/92 |
| M. DE YONG | 05/08/92 |
| R. SHAH | 09/09/94 |
| R. SHAH | 10/25/94 |
| R. SHAH | 06/12/96 |

ILLINOIS DEPARTMENT OF TRANSPORTATION

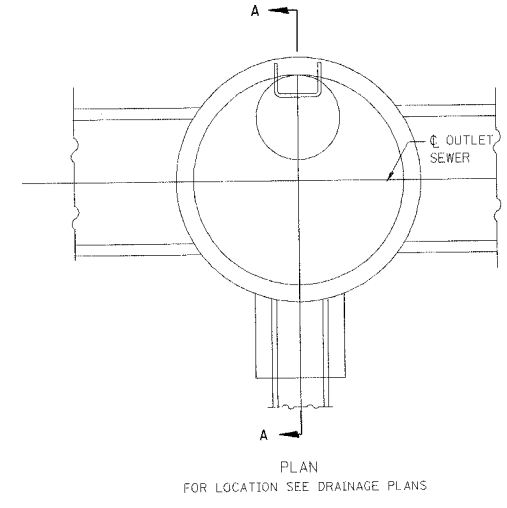
DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

SCALE: NONE
DATE: ##DATE##

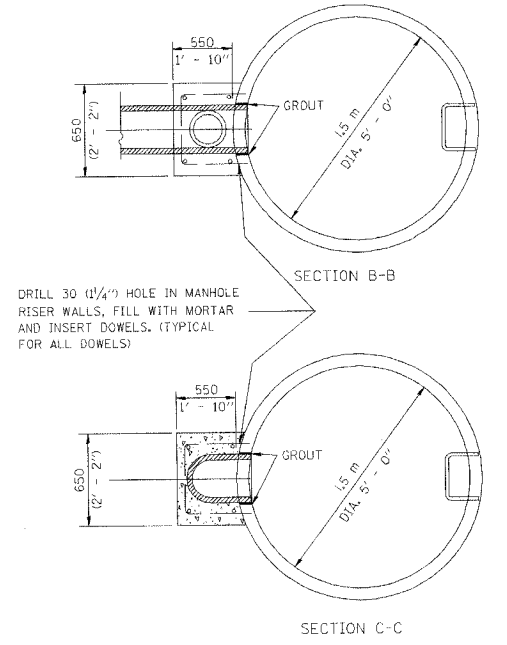
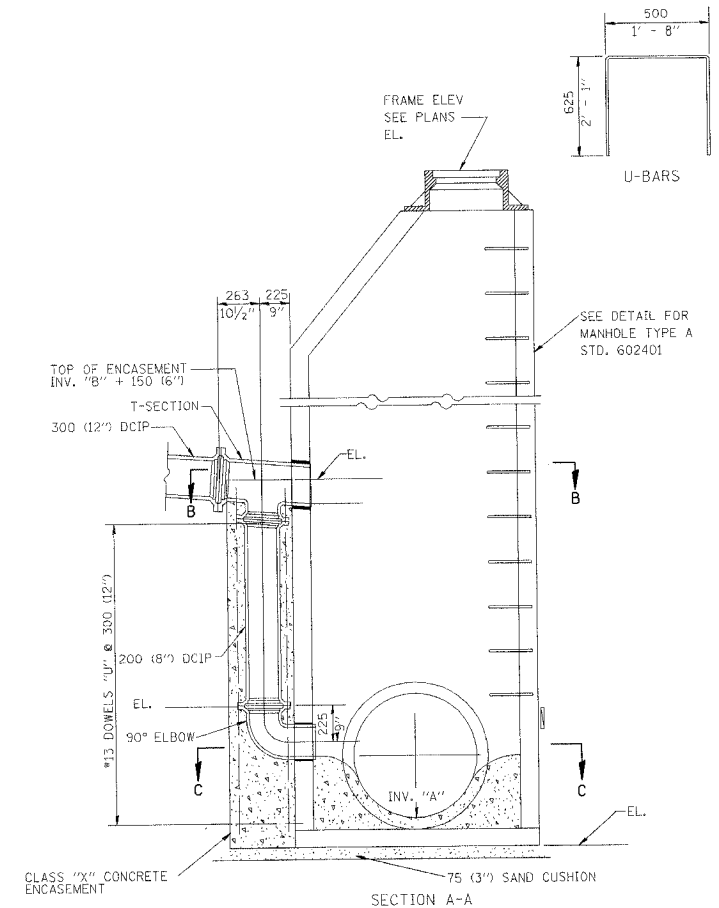
DRAWN BY: CADD
CHECKED BY:

| F.A.L. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|----------|------------------|--------------|-----------|
| 8094 | * | COOK | 870 | 737 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |

(0203.1 & 0312-708W) R-3 CONTRACT NO. 62108



| ENCASEMENT DETAILS | | | |
|--|--|--|--|
| DROP M.H. LOCATION STA.. OFFSET | | | |
| INV. "A" | | | |
| INLET PIPE | | | |
| INV. "B" | | | |
| INV. "C" | | | |
| A | | | |
| B | | | |
| "V" BAR LENGTH | | | |
| NO. OF "U" BARS | | | |
| REINF. BARS | | | |
| CLASS "SI" CONC. CUBIC METER (CU. YD.) | | | |



DRILL 30 (1 1/4") HOLE IN MANHOLE RISER WALLS, FILL WITH MORTAR AND INSERT DOWELS. (TYPICAL FOR ALL BOWELS)

- TYPE A1-1 MANHOLE WITH 1 DROP AND DEPTH UP TO 3 m (10')
- TYPE A1-2 " " " " " " FROM 3 m TO 1.5 m (10' TO 15')
- TYPE A1-3 " " " " " " FROM 1.5 m TO 6 m (15' TO 20')
- TYPE A1-4 " " " " " " OVER 6 m (20')
- TYPE A2-1 MANHOLE WITH 2 DROPS AND DEPTH UP TO 3 m (10')
- TYPE A2-2 " " " " " " FROM 3 m TO 1.5 m (10' TO 15')
- TYPE A2-3 " " " " " " FROM 1.5 m TO 6 m (15' TO 20')
- TYPE A2-4 " " " " " " OVER 6 m (20')

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
| | |

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

DROP MANHOLE DETAILS

SCALE: NONE
DATE 10/18/2002

DRAWN BY jls
CHECKED BY
60600-05 (BD-16)
REVISION DATE:

| | | | | |
|-------------|---------|--------|--------------|------------------|
| F. & I. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/84 | * | COOK | 870 | 738 |
| STA. | TO STA. | | ILLINOIS | FED. AID PROJECT |

GENERAL NOTES

(0203.1 & 0312-708W) R-3 CONTRACT NO. 62108

ALTERNATE MATERIAL FOR THE WALLS MAY BE CONCRETE MASONRY UNITS, PRECAST REINFORCED CONCRETE SECTIONS OR CAST-IN-PLACE CONCRETE. THE CAST IRON STEPS AS DETAILED HEREON ARE TYPICAL. STEPS OF OTHER DESIGN AND MATERIAL THAT CONFORM TO THE MINIMUM REQUIREMENTS OF THE STEPS SHOWN MAY BE USED WHEN APPROVED BY THE ENGINEER.

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.

STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE(3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STEPS SHALL BE OMITTED FOR WORK IN COOK COUNTY WHEN THE DEPTH OF THE MANHOLE IS TEN(10') OR LESS.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 612.13 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR MANHOLES, TYPE A, 7'-DIAMETER SHALL INCLUDE THE SAND CUSHION WHEN REQUIRED, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL, AND FURNISHING AND INSTALLING FLAT SLAB TOP.

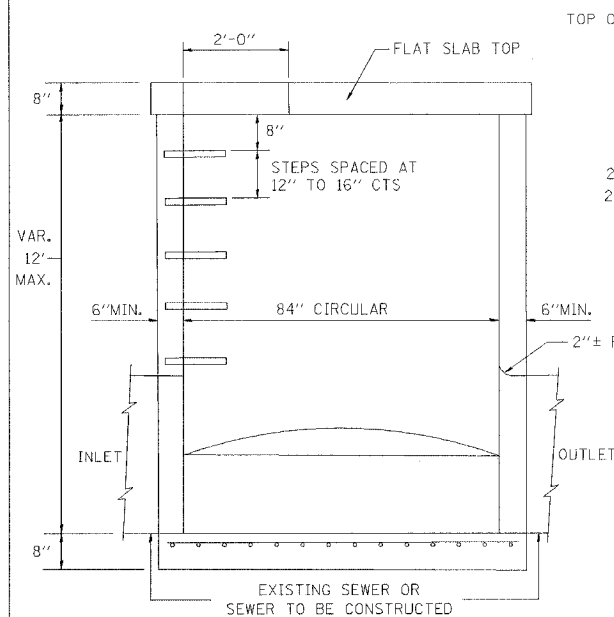
PRECAST FLAT SLAB TOP SHALL CONFORM TO ARTICLES 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS. REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1006.10. ONLY GRADE 60 REINFORCEMENT BARS WILL BE PERMITTED.

BOTTOM SLAB SHALL BE REINFORCED BY EITHER REINFORCEMENT BARS OR WELDED WIRE FABRIC. THE MINIMUM REINFORCEMENT SHALL BE 0.46 SQUARE INCH PER LINEAR FOOT IN BOTH DIRECTIONS.

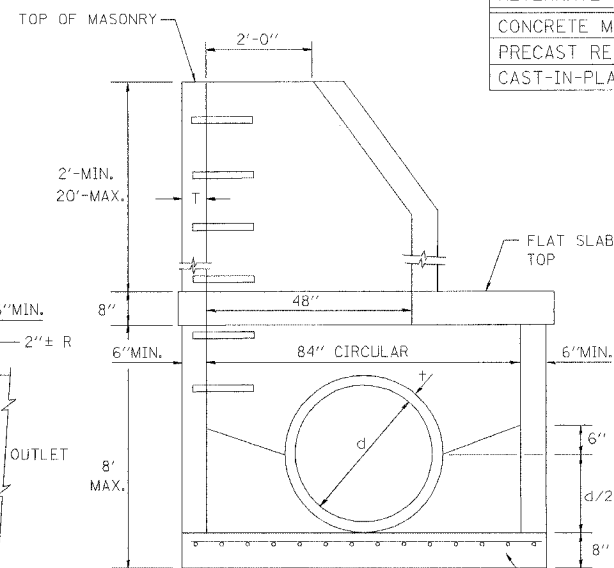
JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.

LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.

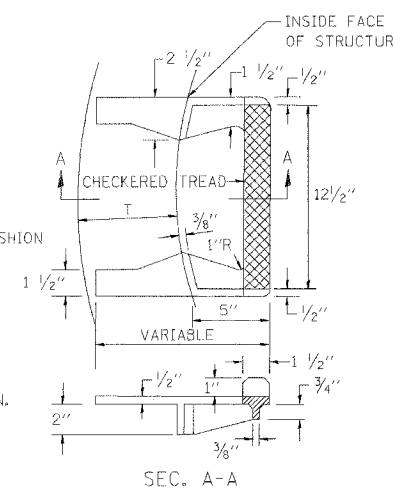
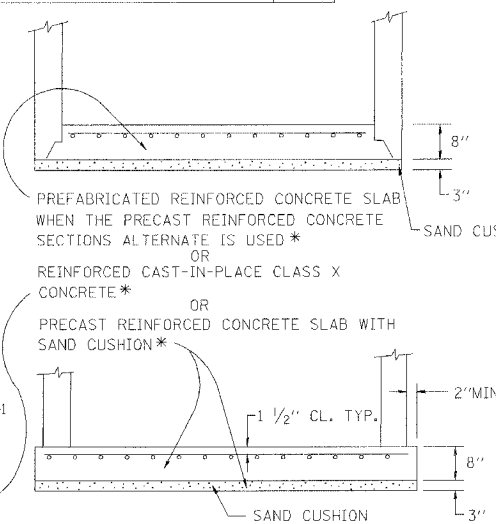
| ALTERNATE MATERIALS FOR RISERS | (MIN.) |
|--------------------------------------|--------|
| CONCRETE MASONRY UNITS | 5" |
| PRECAST REINFORCED CONCRETE SECTIONS | 4" |
| CAST-IN-PLACE CONCRETE | 6" |



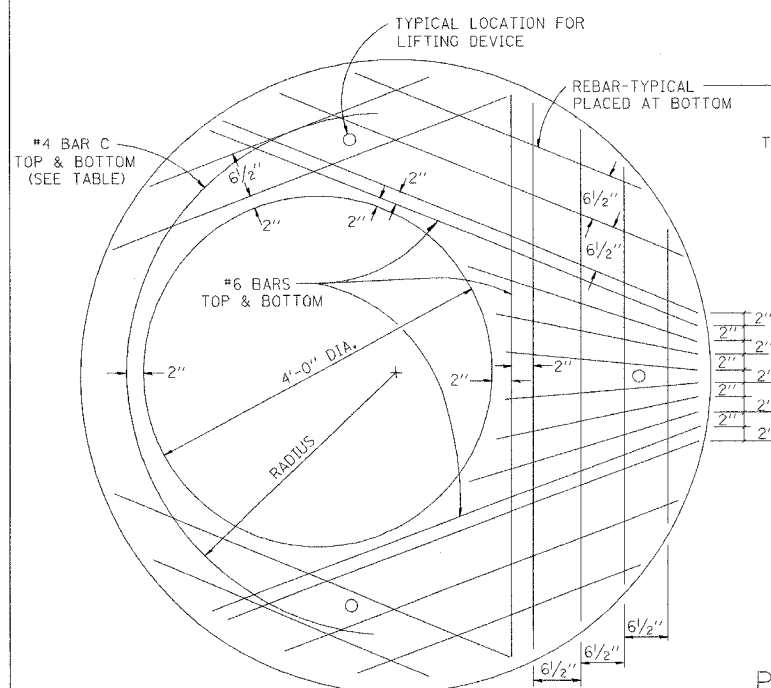
ELEVATION



ELEVATION

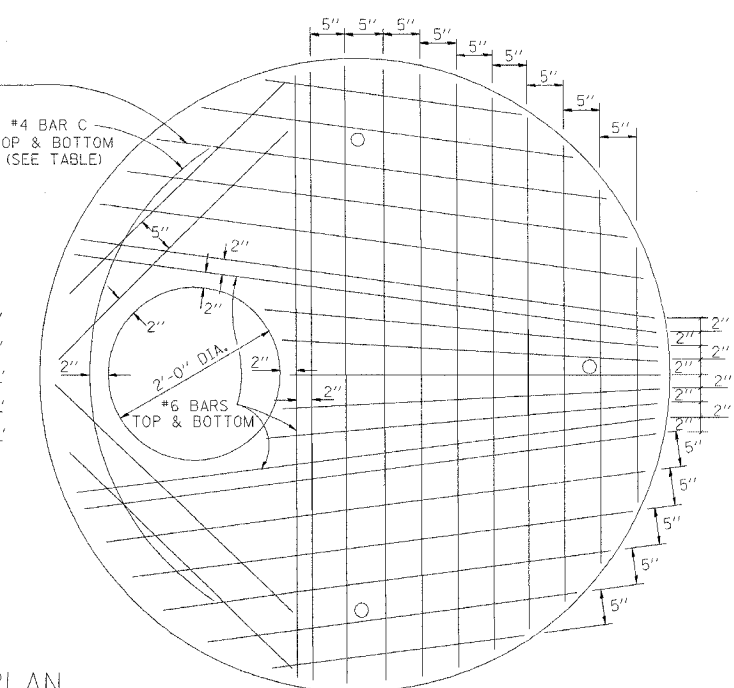


CAST IRON STEPS



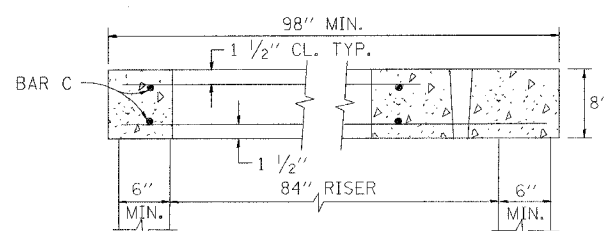
PLAN

SHOWING REBAR REINFORCEMENT



PLAN

SHOWING WELDED WIRE FABRIC REINFORCEMENT



SECTION B-B

TABLE

| DIAMETER OF OPENING | REINFORCEMENT OR BAR SIZE EACH DIRECTION | BAR C | | | |
|---------------------|--|-------|--------|--------|--|
| | | SIZE | LENGTH | RADIUS | |
| 2'-0" | 1.06 SQ.IN./LIN.FT. #6 | #4 | 6'-0" | 38" | |
| 4'-0" | 0.82 SQ.IN./LIN.FT. #6 | #4 | 9'-0" | 38" | |

NOTE: THIS STRUCTURE SHOULD BE USED WITH PIPES SIZE 54" DIA. OR SMALLER.

ILLINOIS DEPARTMENT OF TRANSPORTATION

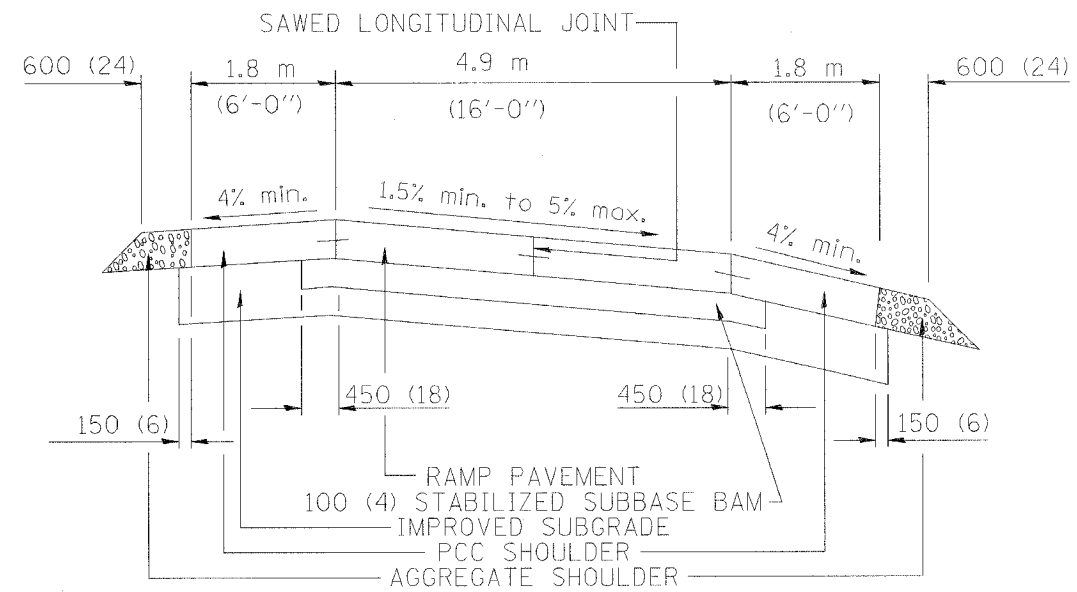
MANHOLE TYPE A
7 FOOT DIAMETER

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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| | |
| | |

SCALE: VERT.
HORIZ.
DATE 10/18/2002

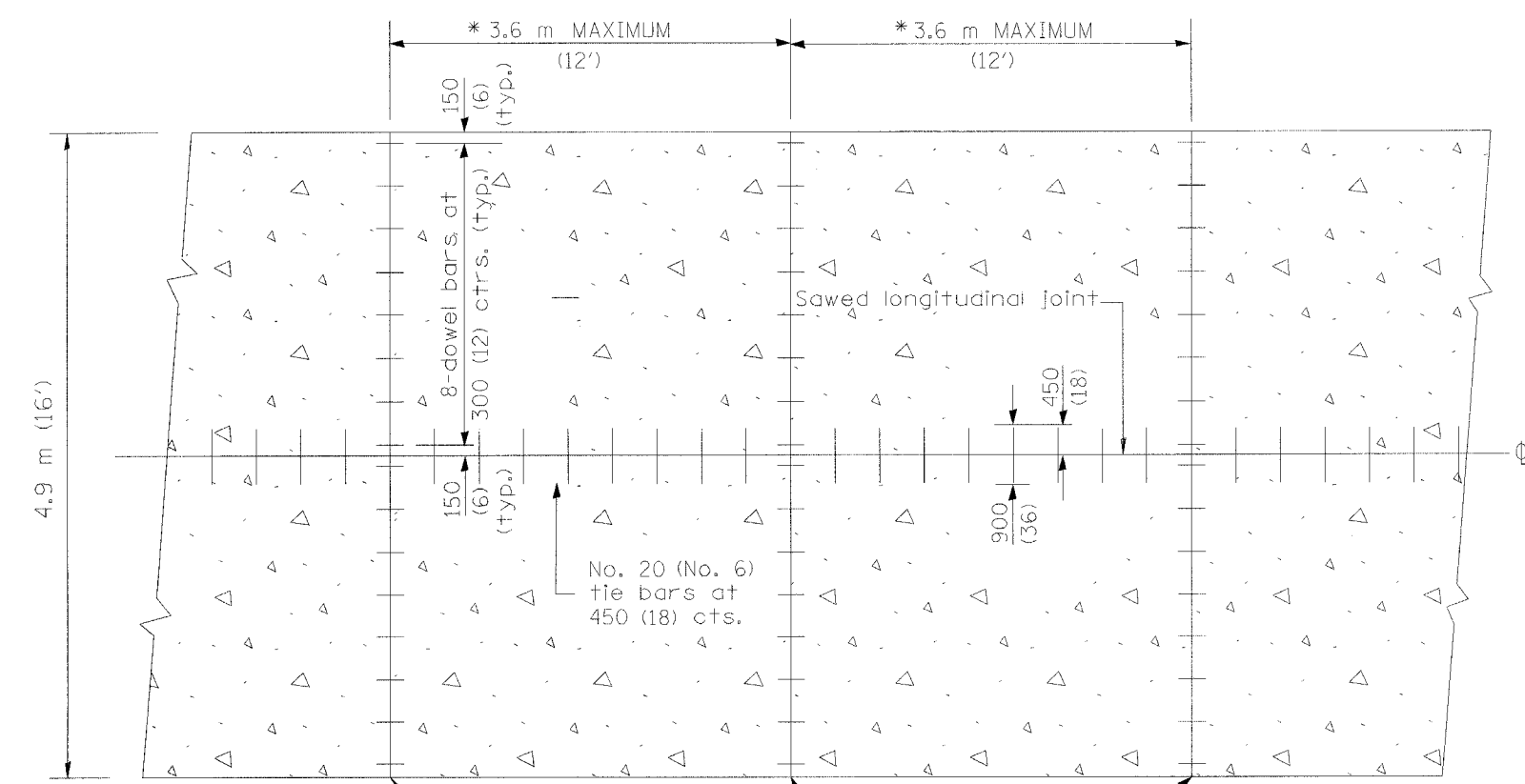
DRAWN BY
CHECKED BY
BD600-11 (BD-37)

| | | | | |
|--------------------------|----------|------------------|--------------------|-----------|
| P. A. I. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 8084 | | COOK | 870 | 739 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 7 | ALLIANCE | FED. AID PROJECT | | |
| (0203.1 & 0312-708W) R-3 | | | CONTRACT NO. 62108 | |

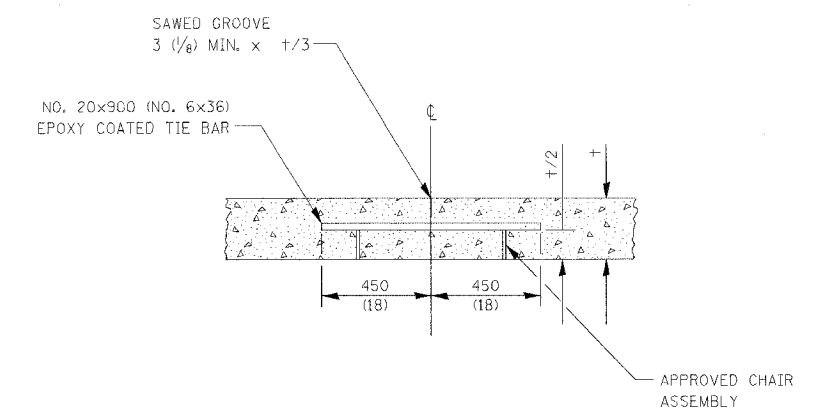


SECTION

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



PLAN



SAWED LONGITUDINAL JOINT

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAIL FOR CENTERLINE SAWCUT 4.9 m (16') AND VARIABLE JOINTED PCC PAVEMENT FOR RAMPS

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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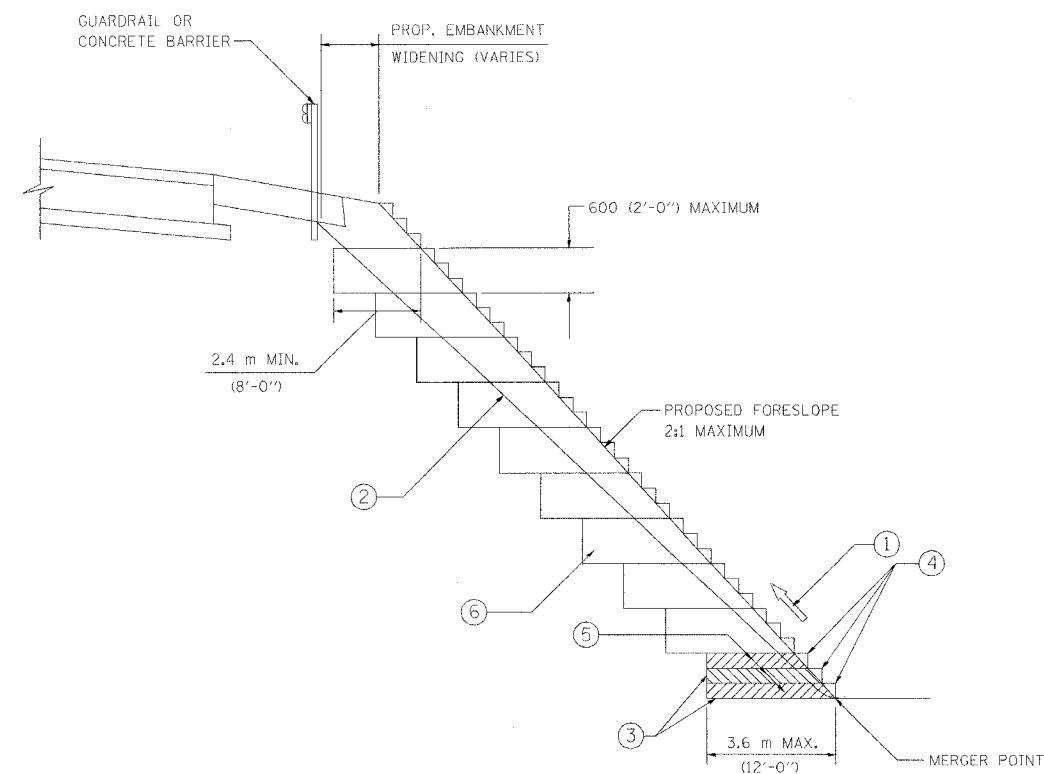
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DATE: 10/18/2002

DRAWN BY: TOM MATOUSEK
CHECKED BY: A. ABBAS

BD49
REVISION DATE:

| | | | | |
|-----------------------|----------|------------------|--------------|-----------|
| F. A. I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 740 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |

*0203.1 & 0312-708W) R-3 CONTRACT NO. 62108



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 205.04 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 200 (8-INCH) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.06 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 (SPECIAL)". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT
WIDENING

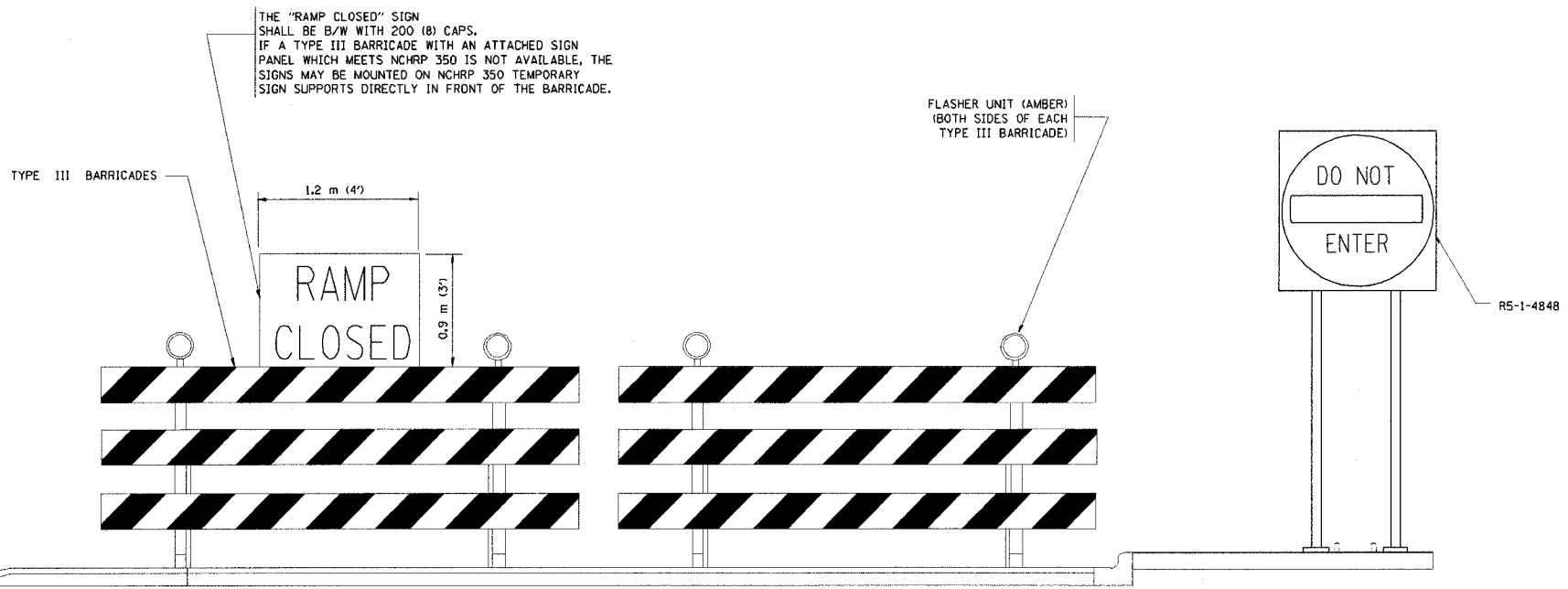
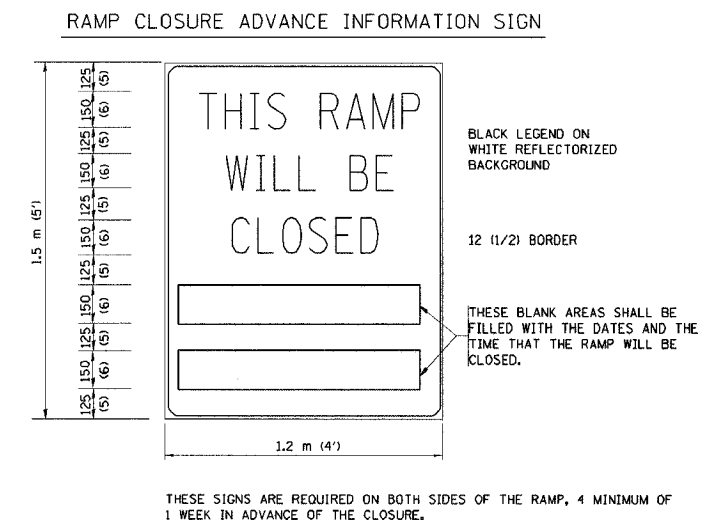
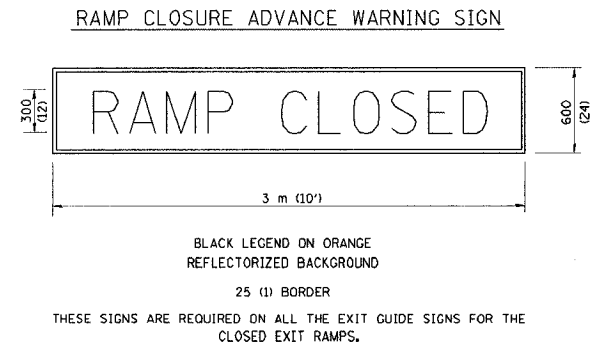
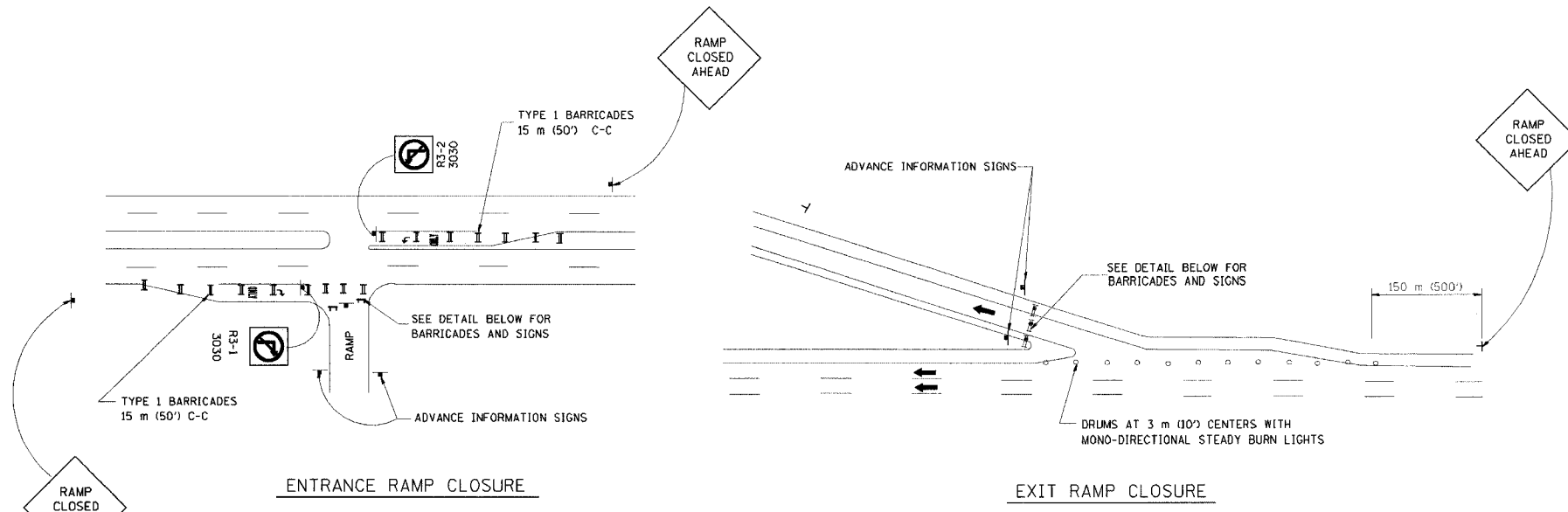
| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
| | |
| | |

SCALE: NONE
DATE: ##DATE##

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

| | | | | |
|---------------------|----------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 741 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

*0203.1 & 0312-708W) R-3 CONTRACT NO. 62108



THE "RAMP CLOSED" SIGN SHALL BE B/W WITH 200 (8) CAPS. IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.

FLASHER UNIT (AMBER) (BOTH SIDES OF EACH TYPE III BARRICADE)

DETAIL FOR REQUIRED BARRICADES & SIGNS

- GENERAL NOTES:
- CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 700 (28) HIGH.
 - STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
 - A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES.
 - FOR DAYTIME RAMP CLOSURES, LASTING 6 HOURS OR LESS, THE CONTRACTOR MAY ELIMINATE THE ADVANCE WARNING SIGNS ON THE EXIT GUIDE SIGNS.
 - ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED.
 - THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION.
 - AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.

- NOTES:
- CONES MAY BE SUBSTITUTED FOR TYPE I AND TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28" IN HEIGHT.
 - STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
 - THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS.
 - ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED TWENTY FOUR (24) HOURS IN LENGTH.

| REVISIONS | |
|----------------------------------|-------|
| NAME | DATE |
| DWS | 2-83 |
| DWS | 1/90 |
| DWS | 3/94 |
| DWS | 12/94 |
| DWS/JAF | 12/02 |
| Revise devices to meet NCHRP 350 | 4/03 |

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

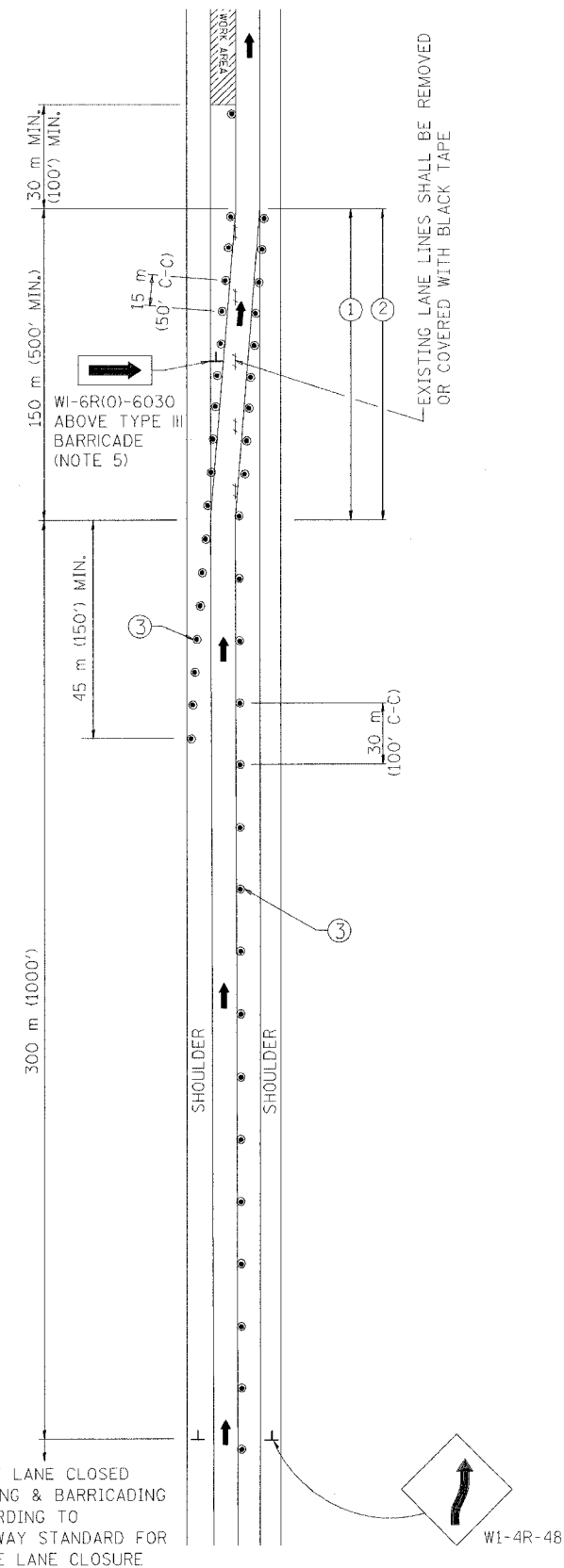
FREWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS

SCALE: NONE
DATE 05/06/2003

DRAWN BY
CHECKED BY
TC-8

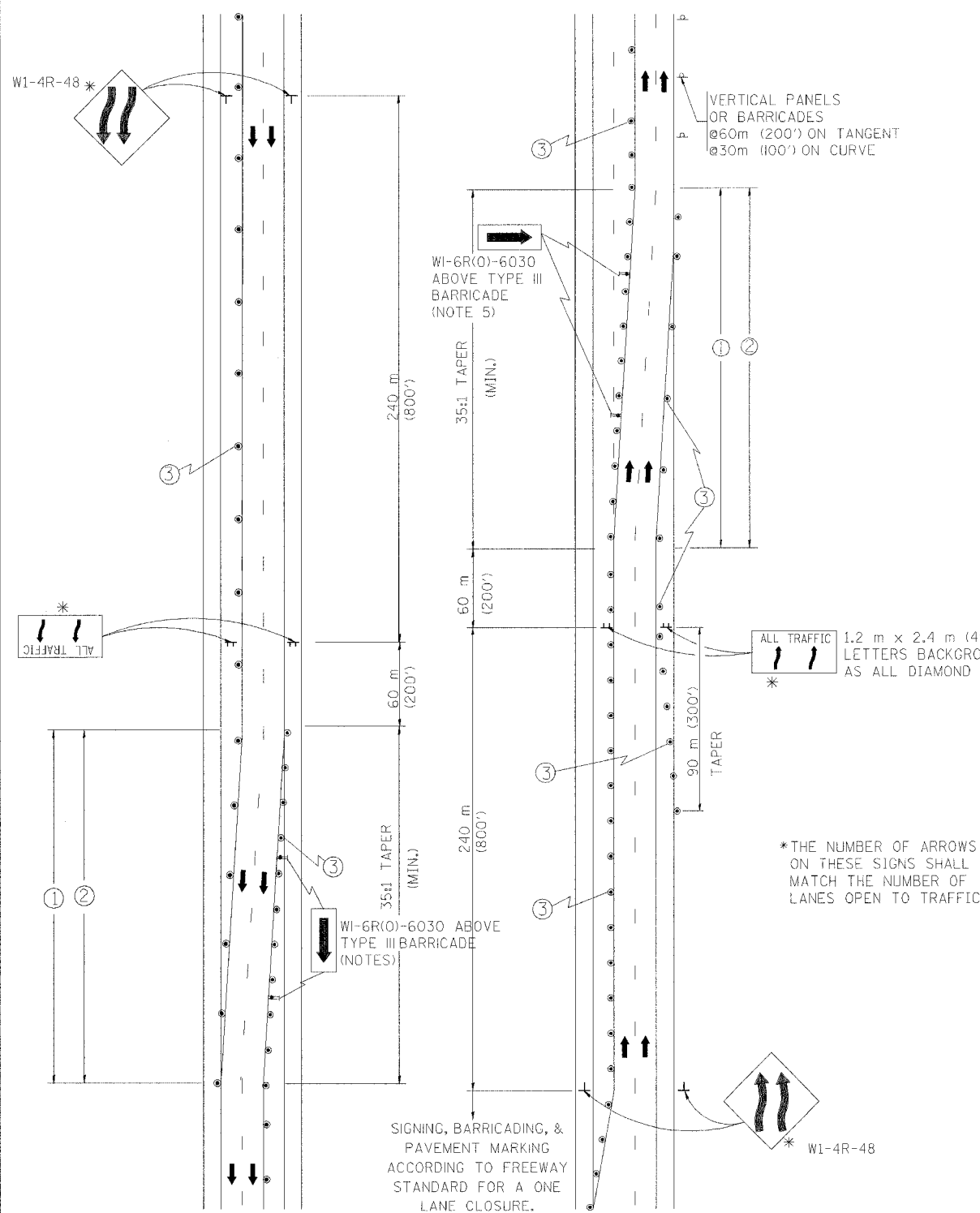
REVISION DATE: 04/03/03

SINGLE LANE WEAVE



RIGHT LANE CLOSED
SIGNING & BARRICADING
ACCORDING TO
FREEWAY STANDARD FOR
A ONE LANE CLOSURE

MULTI-LANE WEAVE



SIGNING, BARRICADING, &
PAVEMENT MARKING
ACCORDING TO FREEWAY
STANDARD FOR A ONE
LANE CLOSURE.

GENERAL NOTES

- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED OR COVERED WITH BLACK TAPE. PAVEMENT MARKING REMOVAL OR BLACK TAPE SHALL NOT BE REQUIRED FOR LANE CLOSURES UNDER 24 HOURS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 90 m (300') ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVE LANE LINES SHALL BE 3 M-9 M (10'-30') SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 15 m (50') C-C SPACING IN TAPERS AND 30 m (100') C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.

SYMBOLS

- ↑ DIRECTION OF TRAFFIC
- ▨ WORK AREA
- ┌ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ⊙ DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

*THE NUMBER OF ARROWS
ON THESE SIGNS SHALL
MATCH THE NUMBER OF
LANES OPEN TO TRAFFIC

ALL DIMENSIONS ARE IN MILLIMETERS
(INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL DETAILS
FOR FREEWAY
SINGLE & MULTI-LANE WEAVE

| REVISIONS | |
|-----------|----------|
| NAME | DATE |
| DWS | 2/87 |
| DWS | 1/90 |
| DWS | 12/27/94 |
| DWS | 11/96 |
| JAF | 4/03 |

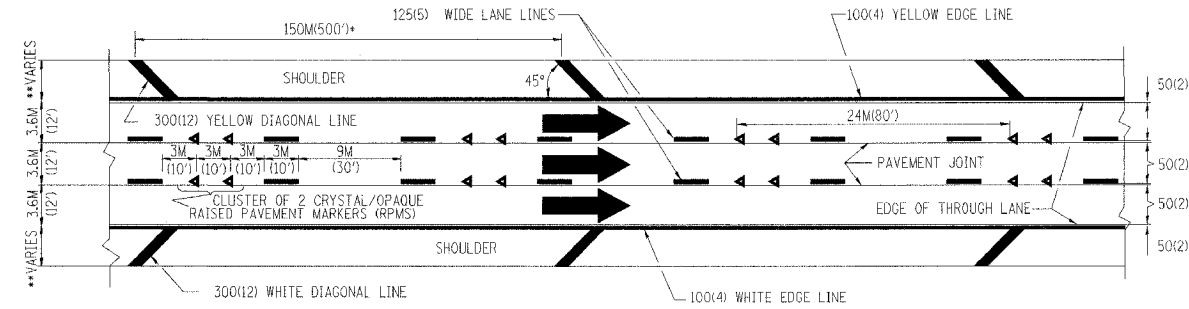
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DATE: 05/12/2003

DRAWN BY R.H.
CHECKED BY TC-9

REVISION DATE: 04/20/03

| | | | | |
|--------------------------|----------|------------------|--------------------|-----------|
| F. A. L. SITE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | COOK | 870 | 743 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |
| *0203.1 & 0312-708W) R-3 | | | CONTRACT NO. 62108 | |

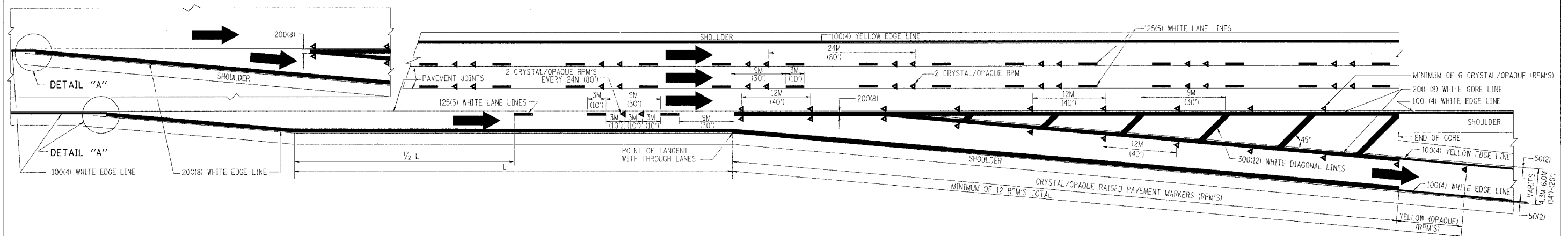
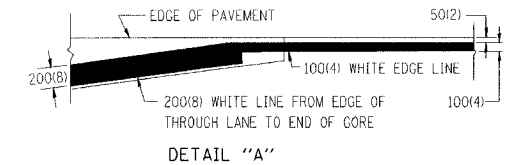
- THE DIAGONAL LINES SHALL BE SPACED AT 12M (40') C-C ACROSS ALL STRUCTURES WHICH ARE 150M (500') OR LESS IN LENGTH
- THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 1.8M (6') OR LESS IN WIDTH



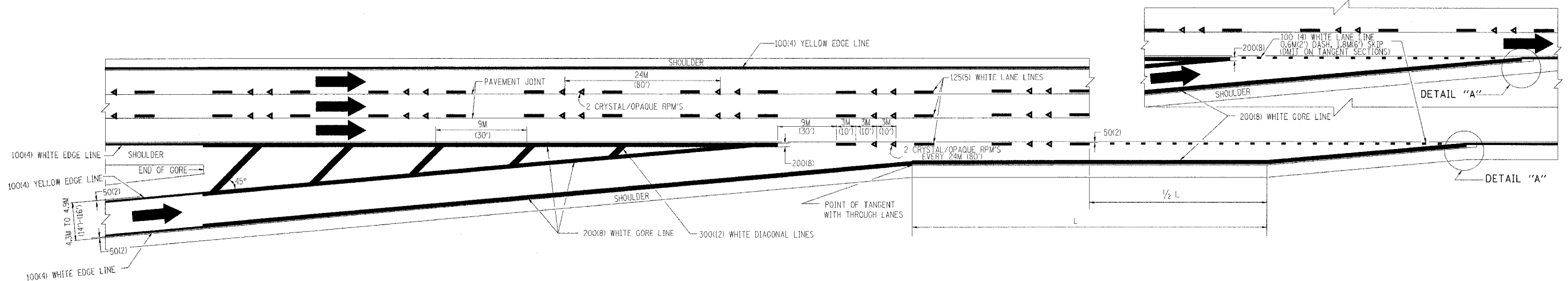
TYPICAL EDGE LINES & LANE LINES

NOTES:

1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES
3. PREFORMED PLASTIC PAVEMENT MARKING LINE SHALL BE USED ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

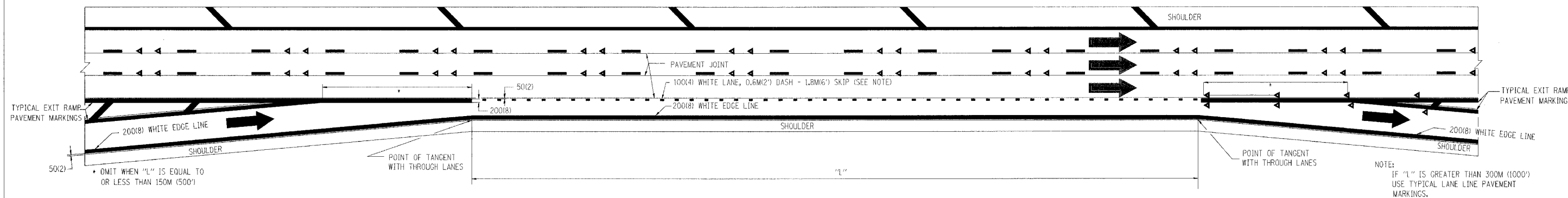
| REVISIONS | |
|-----------|------|
| NAME | DATE |
| DWS | 1/90 |
| DWS | 5/91 |
| AH | 3/96 |
| DWS | 7/96 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
**MULTI-LANE FREEWAY
 PAVEMENT MARKING
 DETAILS**

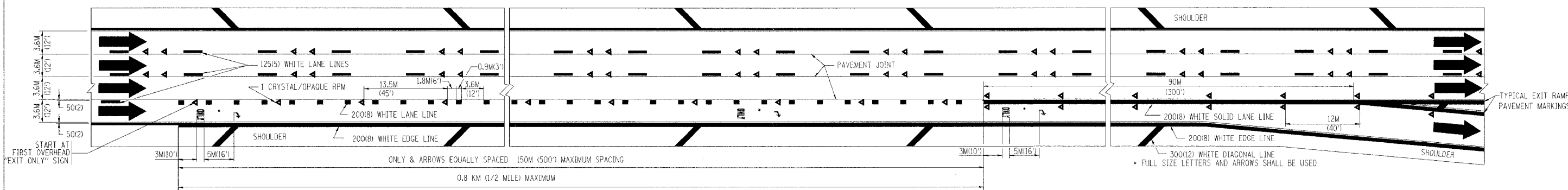
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 DRAWN BY: C.A.D.D.
 CHECKED BY:

DATE-TIME
 DGN-SPEC
 VI-TC12

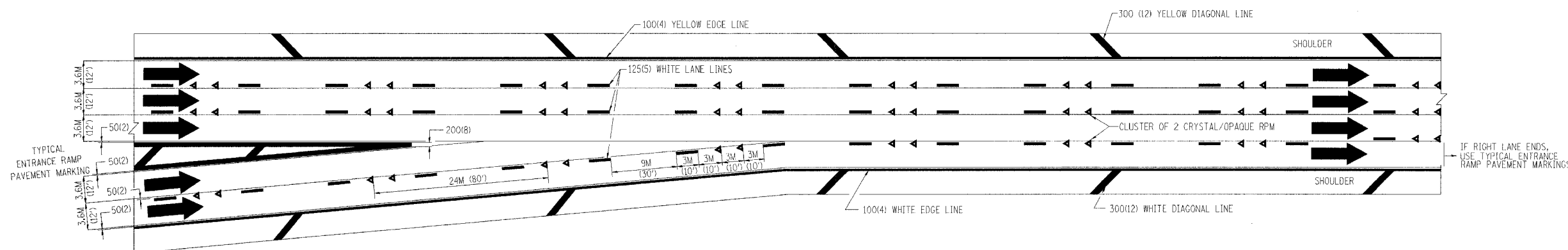
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|--------------------------|----------|--------------------|--------------|-----------|
| K. A. L. PILE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | COOK | 870 | 744 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |
| 10203.1 & 0312-708W) R-3 | | CONTRACT NO. 62108 | | |



TYPICAL ENTRANCE/EXIT RAMP COMBINATION PAVEMENT MARKINGS



TYPICAL EXIT ONLY LANE PAVEMENT MARKINGS

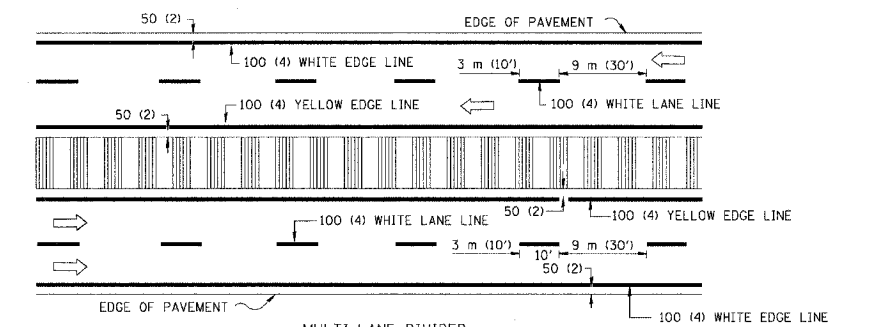
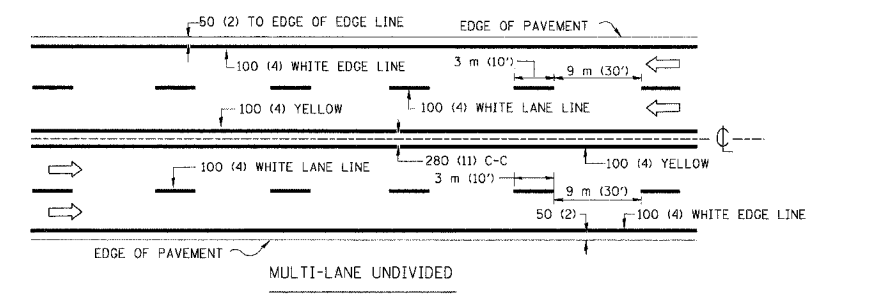
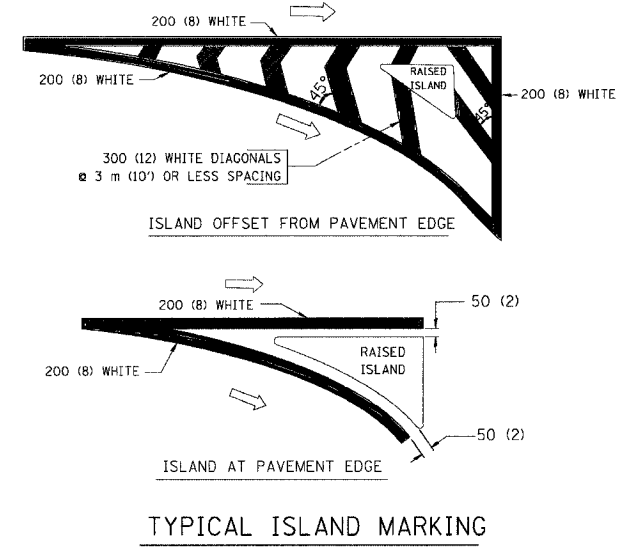
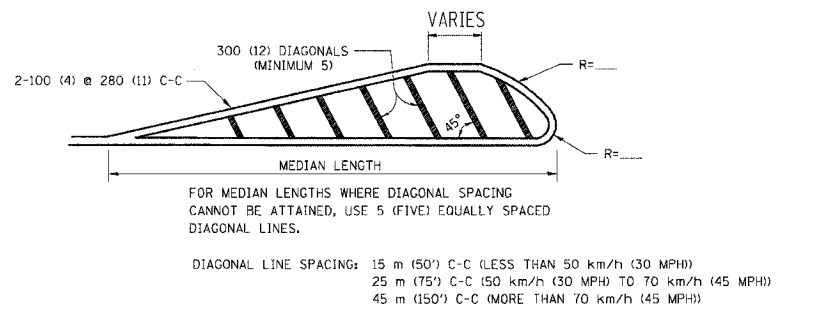
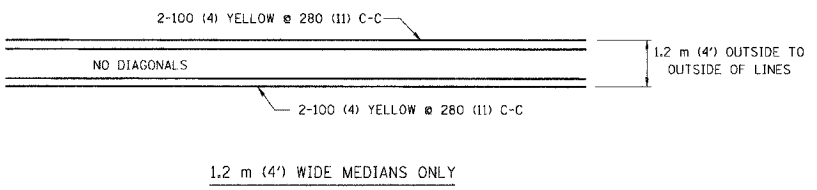
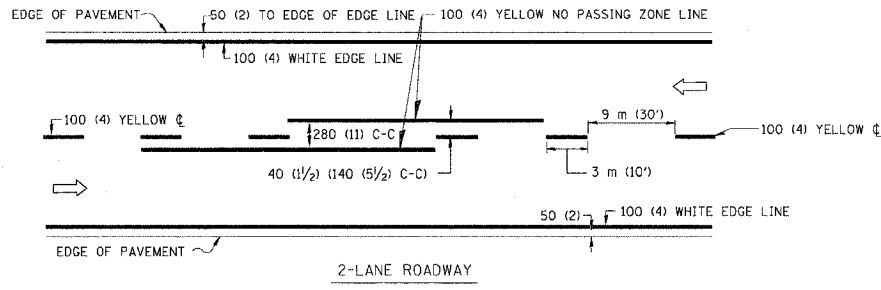


TYPICAL TWO LANE ENTRANCE RAMP PAVEMENT MARKINGS

•DATE-TIME•
•DCN-SPEC•
VI-TC12

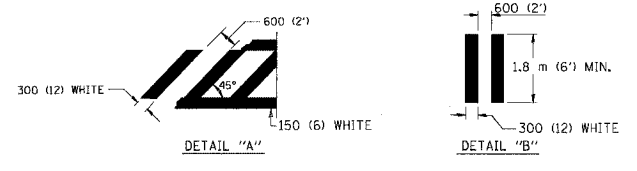
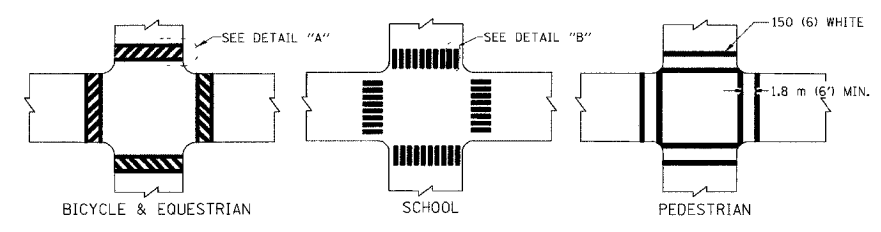
| REVISIONS | |
|-----------|------|
| NAME | DATE |
| DWS | 1/90 |
| DWS | 5/91 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
**MULTI-LANE FREEWAY
PAVEMENT MARKING
DETAILS**
SCALE: NONE
DATE: **DATE**
DRAWN BY C.A.D.D.
CHECKED BY

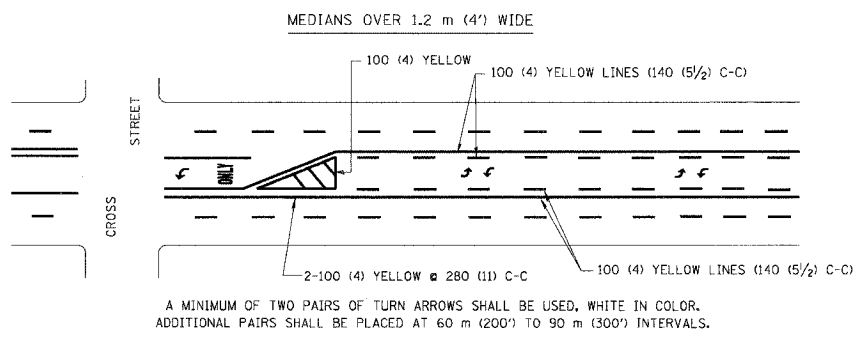


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

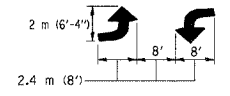
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

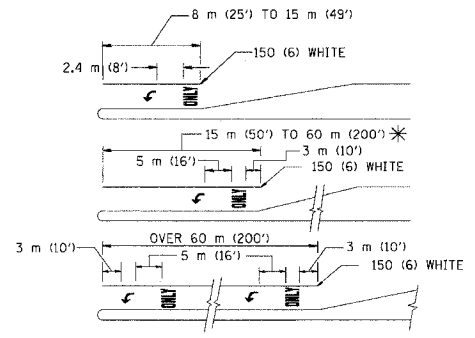


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



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

* TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|---------------------|---|--|
| CENTERLINE ON 2 LANE PAVEMENT | 100 (4) | SKIP-DASH | YELLOW | 3 m (10') LINE WITH 9 m (30') SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 100 (4) | SOLID | YELLOW | 280 (11) C-C |
| NO PASSING ZONE LINES: FOR ONE DIRECTION | 100 (4) | SOLID | YELLOW | 140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE |
| FOR BOTH DIRECTIONS | 2 @ 100 (4) | SOLID | YELLOW | 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN |
| LANE LINES | 100 (4) | SKIP-DASH | WHITE | 3 m (10') LINE WITH 9 m (30') SPACE |
| | 125 (5) ON FREEWAYS | SKIP-DASH | WHITE | |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 600 (2') LINE WITH 1.8 m (6') SPACE |
| EDGE LINES | 100 (4) | SOLID | YELLOW-LEFT WHITE-RIGHT | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8')) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 100 (4) EACH DIRECTION | SKIP-DASH AND SOLID | YELLOW | 3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE |
| | 2.4 m (8') LEFT ARROW | IN PAIRS | WHITE | SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN) | 2 @ 150 (6) | SOLID | WHITE | NOT LESS THAN 1.8 m (6') APART |
| A. DIAGONALS (BIKE & EQUESTRIAN) | 300 (12) @ 45° | SOLID | WHITE | 600 (2') APART |
| B. LONGITUDINAL BARS (SCHOOL) | 300 (12) @ 90° | SOLID | WHITE | 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 600 (24) | SOLID | WHITE | PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° | SOLID | YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC | 280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| | NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS | | | |
| CORE MARKING AND CHANNELIZING LINES | 200 (8) WITH 300 (12) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH)) |
| RAILROAD CROSSING | 600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 78000! AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.) |
| SHOULDER DIAGONALS | 300 (12) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH)) |

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 78000!

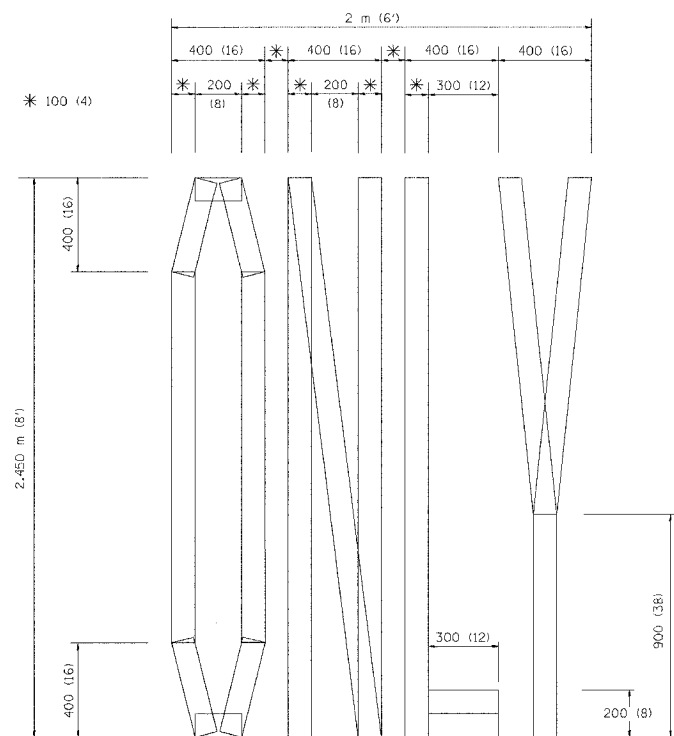
All dimensions are in millimeters (inches) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

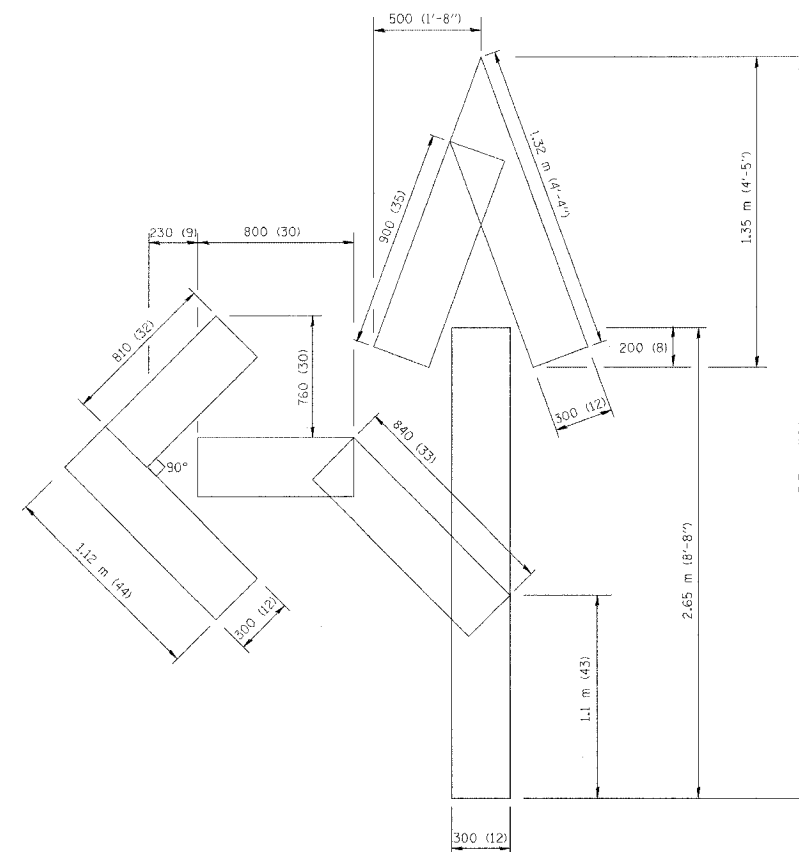
| REVISIONS | |
|--------------|----------|
| NAME | DATE |
| EVERS | 03-19-90 |
| T. RAMMACHER | 10-27-94 |
| ALEX HOUSEH | 10-09-96 |
| ALEX HOUSEH | 10-17-96 |
| T. RAMMACHER | 01-06-00 |

SCALE: NONE
DATE: **DATE**
DRAWN BY: CADD
CHECKED BY:

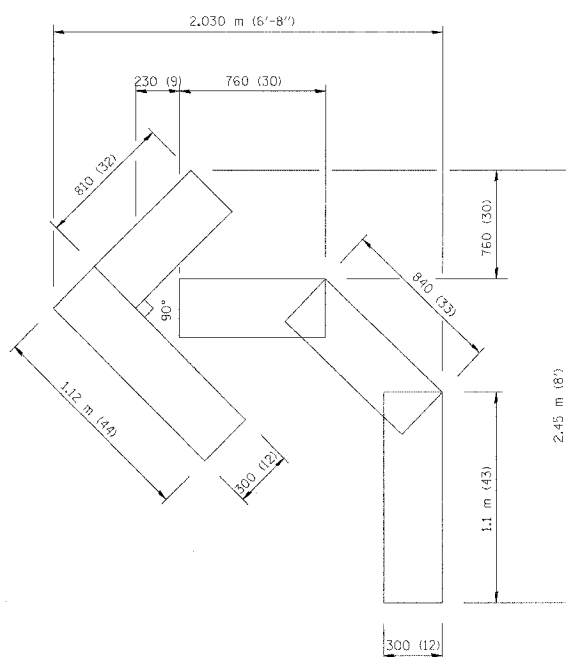
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|--------------------------|----------|--------------------|--------------|-----------|
| F. & E. SHEET NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 745 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| (0203.1 & 0312-708W) R-3 | | CONTRACT NO. 62108 | | |



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

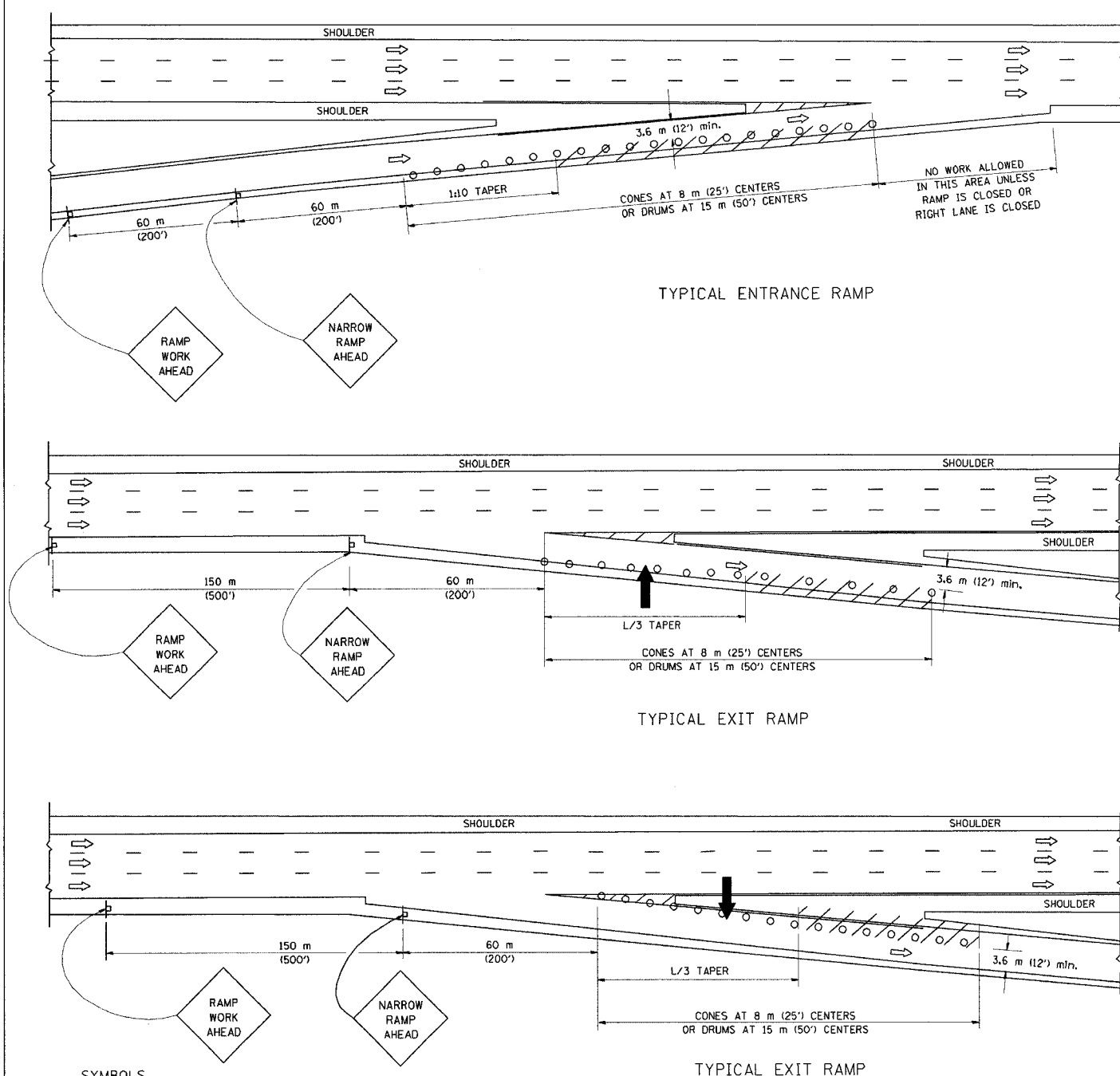
PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

| 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 |

SCALE: NONE
 DATE **DATE**

DRAWN BY CADD
 CHECKED BY

PARTIAL RAMP CLOSURE DETAILS



SYMBOLS

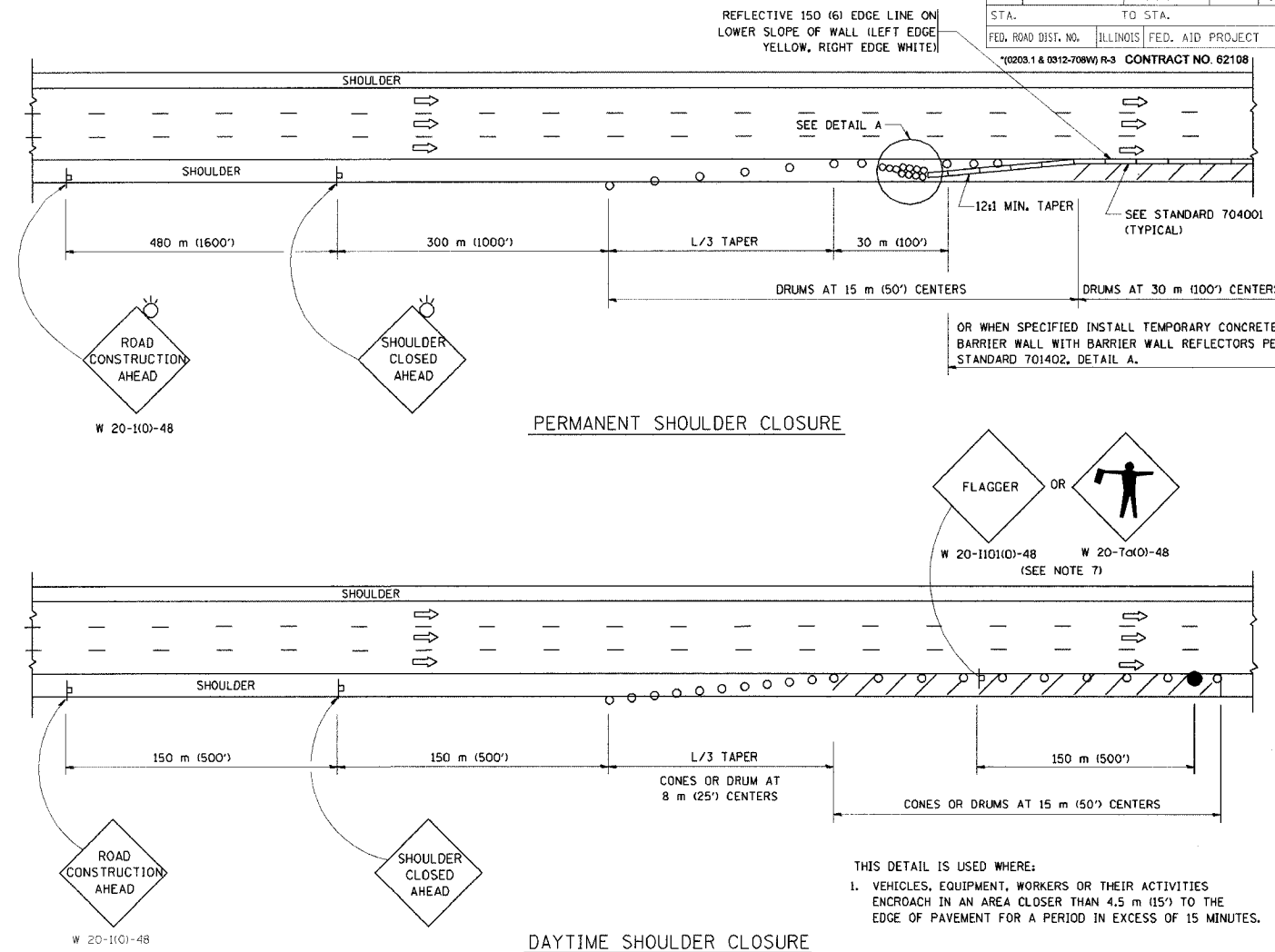
- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- CONES - 700 (28) IN HEIGHT

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

| | |
|---------------------------------|--|
| SPEED LIMIT | FORMULAS |
| 80 km/h (45 mph) OR GREATER: | METRIC $L=0.65(W)(S)$ ENGLISH $L=(W)(S)$ |
| | W = WIDTH OF OFFSET IN METERS (FEET) S = NORMAL POSTED SPEED KM/H (MPH) |
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

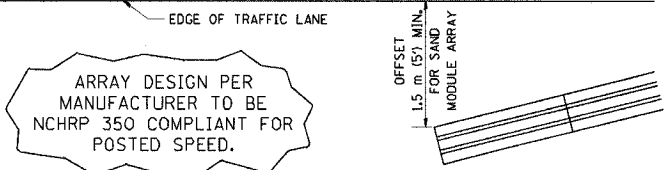
SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE

DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH IN AN AREA CLOSER THAN 4.5 m (15') TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



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

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS OUTSIDE THE CLEAR ZONE OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE "TRAFFIC BARRIER TERMINAL, TYPE III, TEMPORARY" DEVICE TO MEET NCHRP350 FOR POSTED SPEED.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 30 m (100') TO 60 m (200') IN ADVANCE OF THE WORKERS.

| | | | | |
|--------------------------|----------|--------------------|--------------|-----------|
| F.A.I. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/84 | | COOK | 870 | 746 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| 10203.1 & 0312-708W) R-3 | | CONTRACT NO. 62108 | | |

| REVISIONS | |
|-----------|-------|
| NAME | DATE |
| DWS | 11/96 |
| JAF | 12/02 |
| NCHRP 350 | 04/03 |
| | |
| | |

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES PARTIAL RAMP CLOSURES

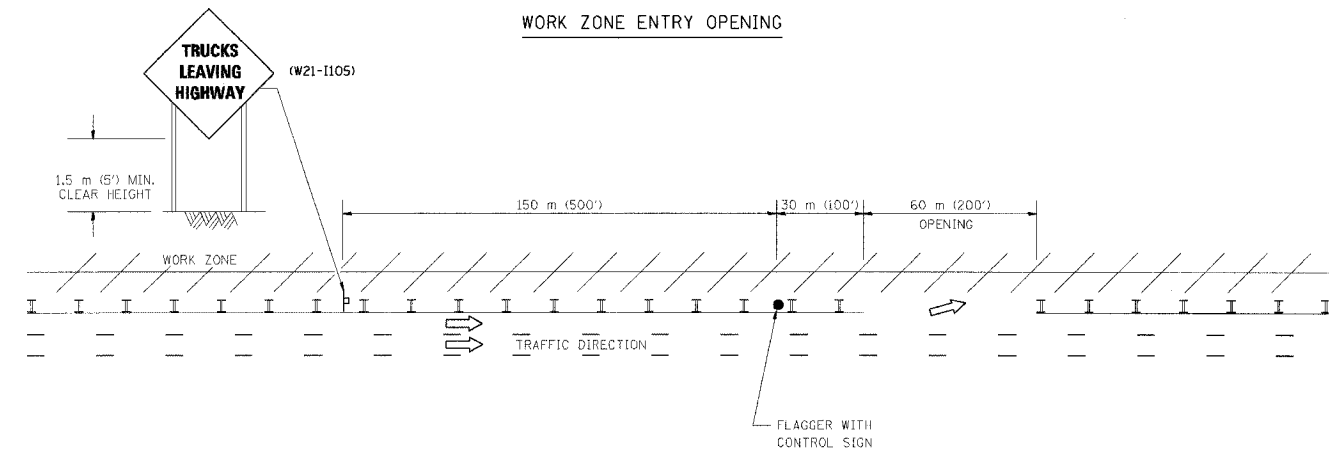
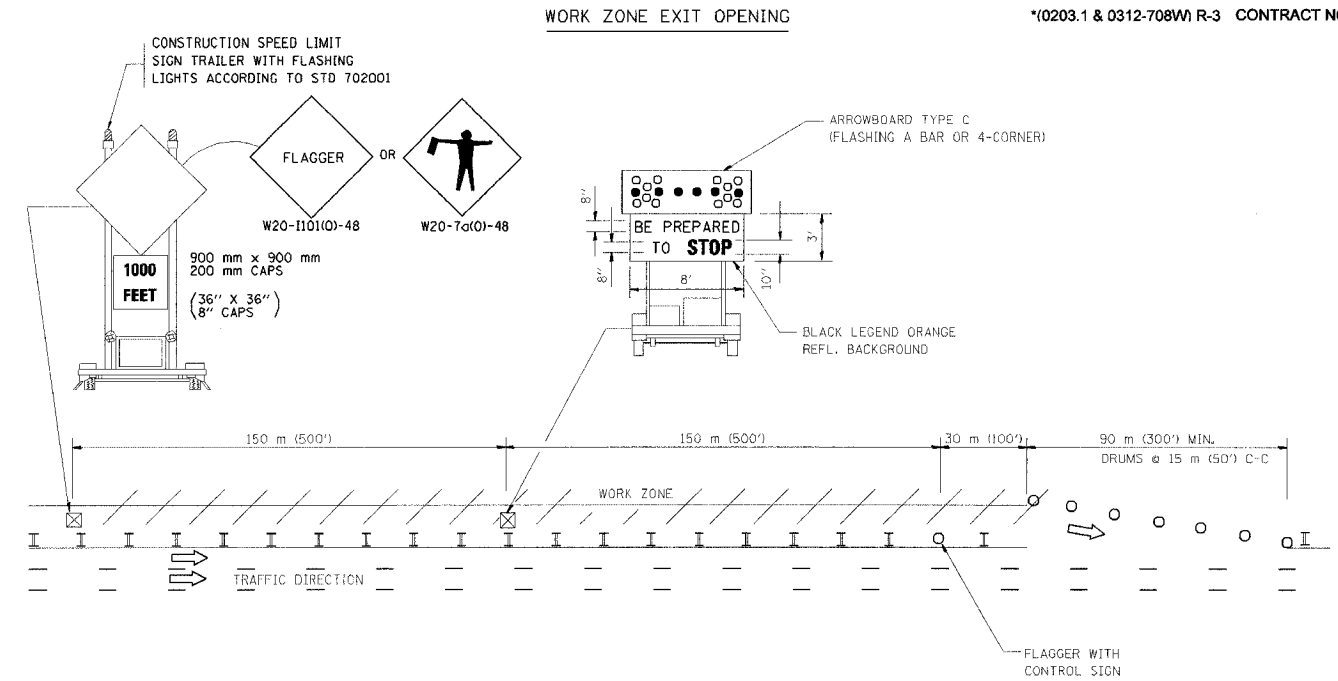
SCALE: NONE
 DATE: 05/06/2003

DRAWN BY
 DESIGNED BY: DWS
 CHECKED BY
 TC-17

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|---------------------|----------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 747 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

*0203.1 & 0312-708W R-3 CONTRACT NO. 62108



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 MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| DWS | 8/98 |
| JAF | 4/03 |
| | |
| | |
| | |

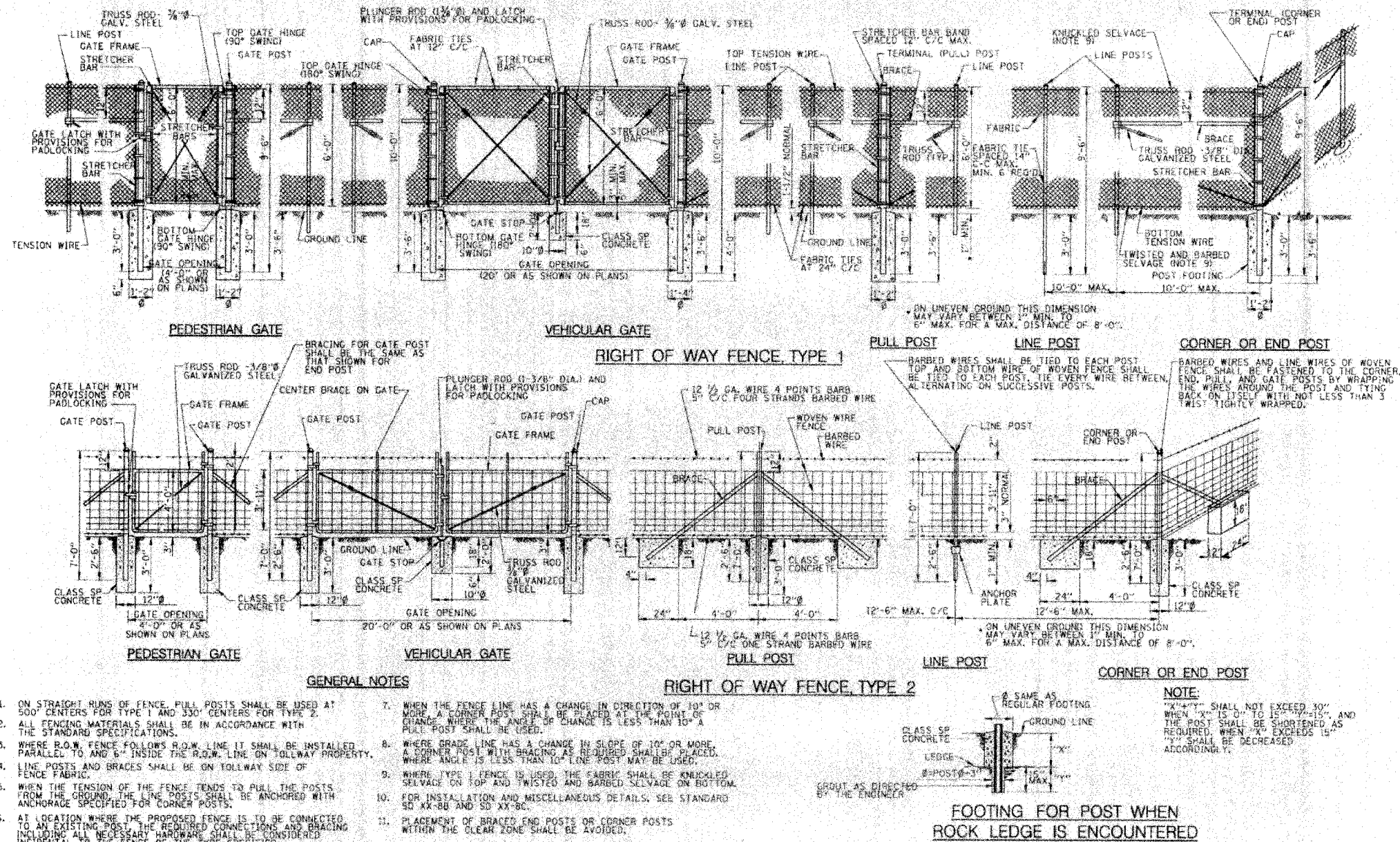
SCALE: NONE
DATE 05/06/2003

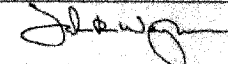


DRAWN BY CADD
CHECKED BY

TC-18

REVISION DATE: 04/24/03

| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS NO. | SHEET NO. |
|--------------------|---------|---------------------------|------------------|-----------|
| 80/94 | * | COOK | 870 | 748 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



| | | | | | |
|---|--|--|-----------------------------------|--|-------------------------|
|  APPROVED DATE: 11-01-2003 |  CONSIDER TOMORROW'S ENVIRONMENTAL ENGINEERS, INC. |  THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 3700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60518 | REVISIONS NO. DATE DESCRIPTION | STANDARD SD 03-8A RIGHT OF WAY FENCE TYPES 1 AND 2 | DRAWING NO. D1 OF |
| | | | | | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

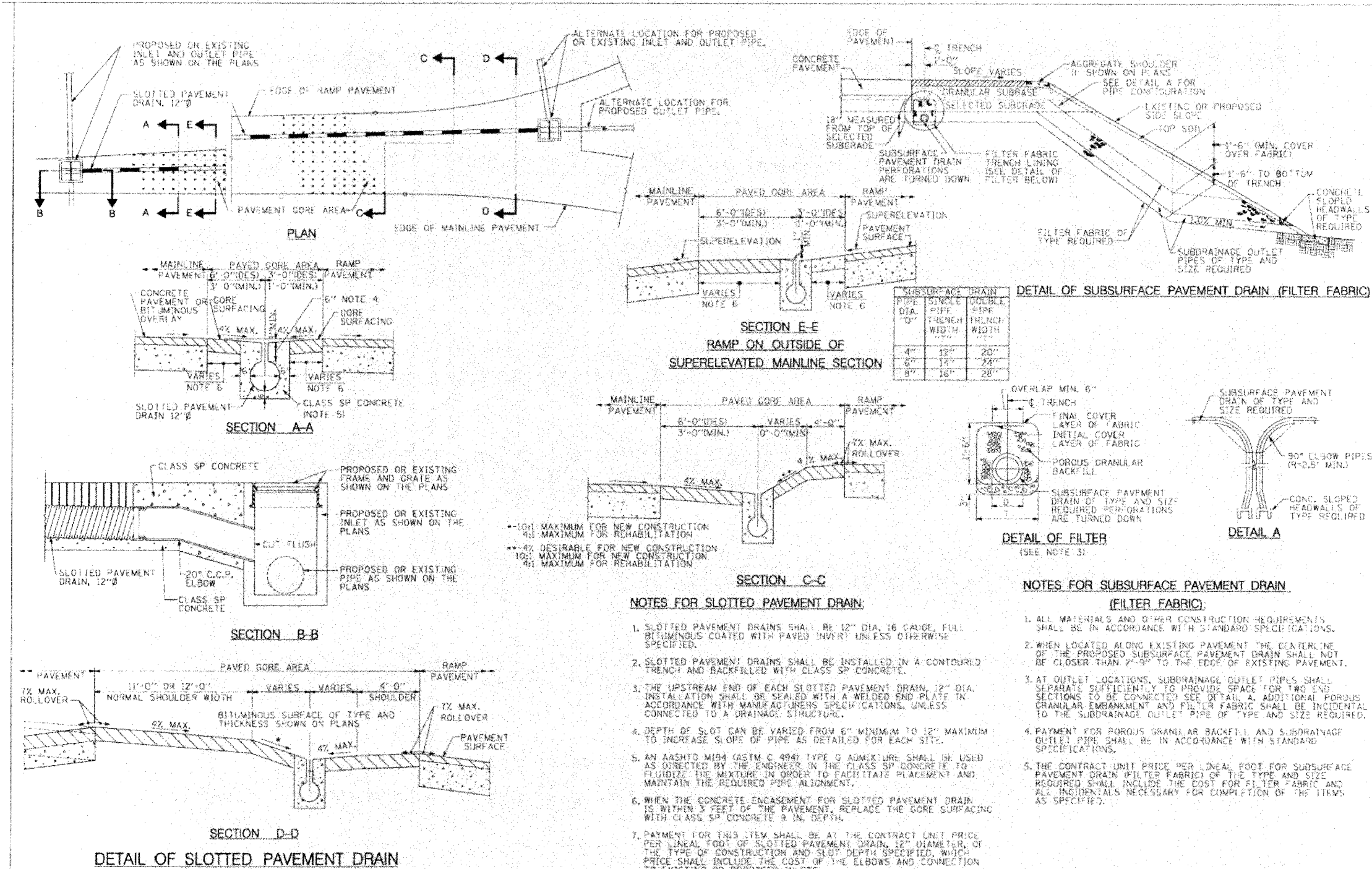
ISTHA STANDARD SD 03-8A
 RIGHT OF WAY FENCE
 TYPES 1 AND 2

HORIZ SCALE:
 VERT SCALE:
 DATE: JULY 18, 2005

DRAWN BY: JYMC
 CHECKED BY: JYMC

HNTB

| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|---------------------------|--------------|-----------|
| 80/94 | * | COOK | 870 | 749 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



| | | | | | |
|--------------------------------|--|---|-----------------------------------|---|--------------------------|
| <p>APPROVED DATE 6-22-2004</p> | <p>CONSIDER TOWNSEND ENVIRONMENTAL ENGINEERS, INC.</p> | <p>THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE ILLINOIS 60515</p> | REVISIONS NO. DATE DESCRIPTION | STANDARD SD 04-25 SUBSURFACE PAVEMENT DRAIN (FILTER FABRIC) AND SLOTTED PAVEMENT DRAIN | DRAWING NO. B30 OF |
| | | | | | |

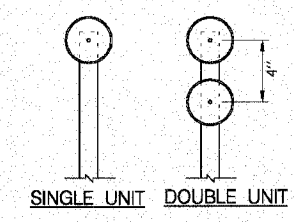
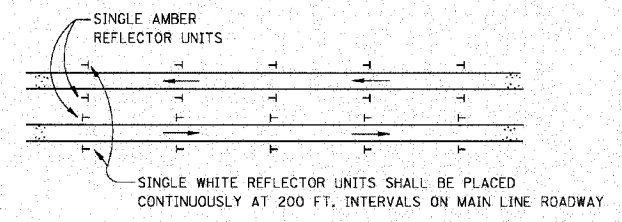
ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND
ISTHA STANDARD SD 04-25
SUBSURFACE PAVEMENT DRAIN (FILTER FABRIC) AND SLOTTED PAVEMENT DRAIN

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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HORIZ SCALE:
VERT SCALE:
DATE: JULY 18, 2005

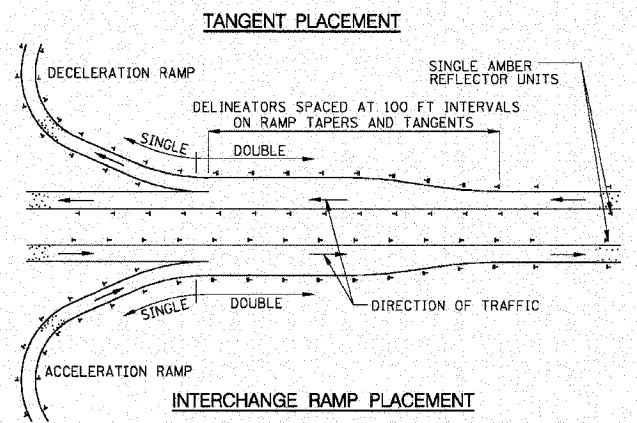
DRAWN BY: JYMC
CHECKED BY: JYMC

HNTB

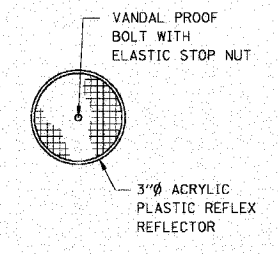


NOTES FOR DELINEATOR INSTALLATION:

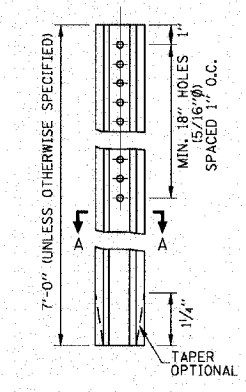
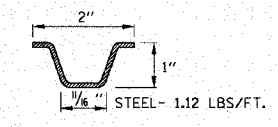
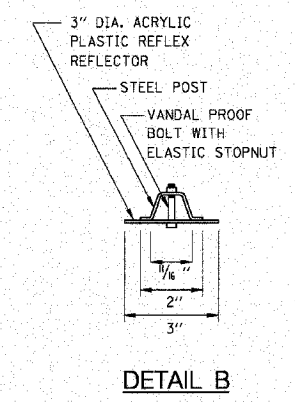
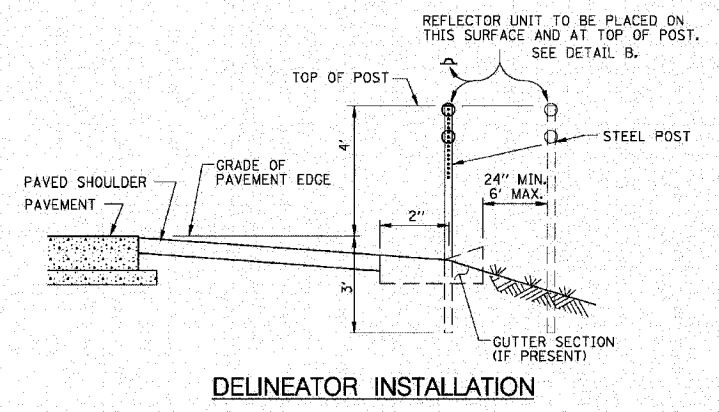
1. DELINEATORS ON TANGENT SECTIONS OF MAIN LINE SHALL BE PLACED AT 200 FOOT SPACING. DELINEATORS ON RAMP AND ACCELERATION AND DECELERATION LANES SHALL BE PLACED AT MAXIMUM SPACING OF 100 FEET.
2. MAIN LINE-SINGLE WHITE REFLECTOR UNITS SHALL BE PLACED CONTINUOUSLY ON THE RIGHT AND SINGLE AMBER REFLECTOR UNITS SHALL BE PLACED ON THE LEFT ON MAIN LINE SECTIONS WITHOUT BARRIER WALL.
3. 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.
4. DOUBLE WHITE REFLECTOR UNITS SHALL BE PLACED ON THE RIGHT AT ALL ACCELERATION AND DECELERATION LANES.
5. 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.
6. 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.
7. IN ALL CASES, THE COLOR OF THE REFLECTORS SHALL BE THE SAME AS THE ADJACENT EDGE LINE EXCEPT AS SPECIFIED IN NOTE 5.
8. MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
9. DELINEATORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH.



TYPICAL DELINEATORS



DELINEATORS



SHEET 1 OF 2

APPROVED: *[Signature]* DATE: 11-01-2003

CTE ENGINEERS
CONSIDER TOWNSEND ENVIRONMENTAL ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

| REVISIONS | |
|-----------|------|
| NO. | DATE |
| | |
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STANDARD SD 03-18
DELINATORS

DRAWING NO.
D11 OF

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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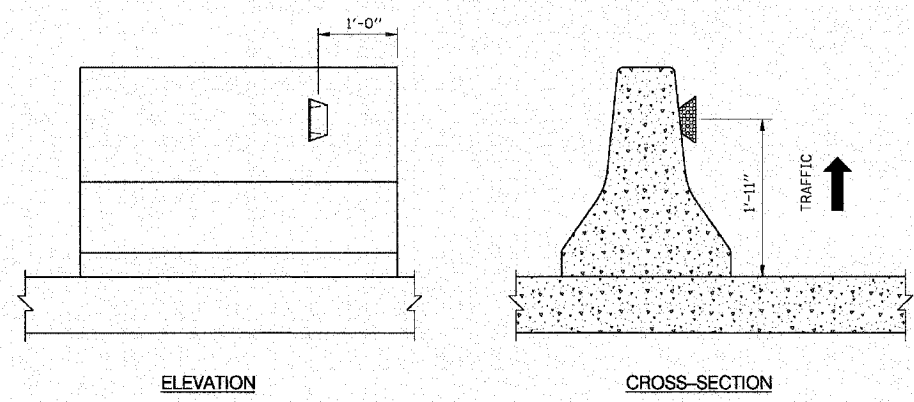
**ISTHA STANDARD SD 03-18
DELINATORS**

HORIZ SCALE:
VERT SCALE:
DATE: JULY 18, 2005

DRAWN BY: BJM
CHECKED BY: BJM

HNTB

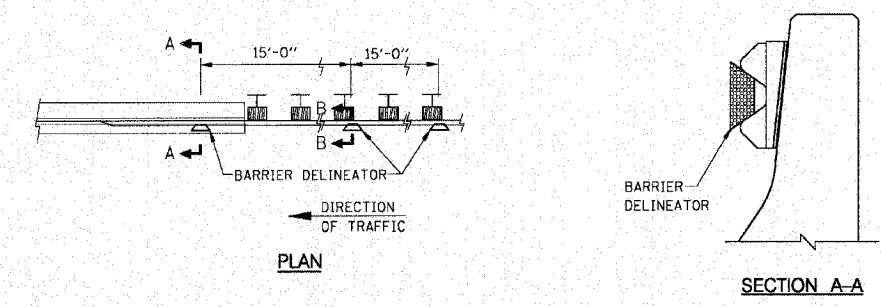
| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|---------------------------|--------------|-----------|
| 80/94 | • | COOK | 870 | 751 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



MOVABLE CONCRETE BARRIER

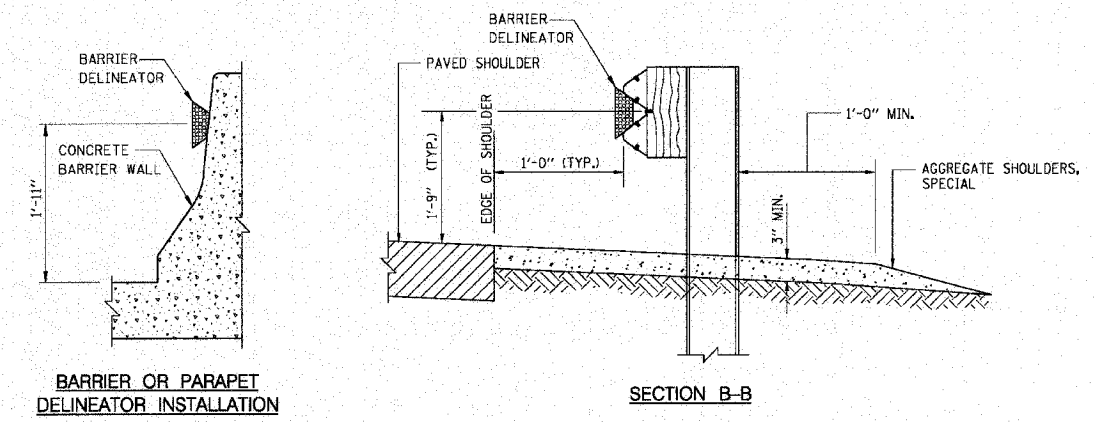
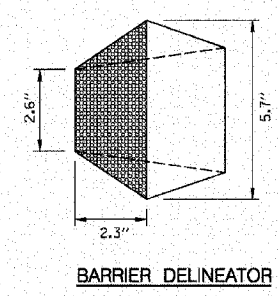
NOTES FOR BARRIER DELINEATOR:

1. THE BARRIER DELINEATOR SHALL CONSIST OF A TRAPEZOIDAL SHAPED PLASTIC BODY WITH A FLAT ACRYLIC PLASTIC RETROREFLECTIVE LENS HERMETICALLY SEALED TO IT, CAPABLE OF REFLECTING INCIDENT LIGHT FROM WIDE ANGLES, THE ANGLE OF REFLECTING FACE SHALL BE 11 DEGREES.
2. THE ADHESIVE AND MATERIALS FOR THE BODY AND LENS SHALL BE PER SUBSECTION 1133.3 OF THE STANDARD SPECIFICATIONS. THE ADHESIVE IS APPLIED TO THE BASE OF THE DELINEATOR FOR BONDING TO CONCRETE BARRIER AND TO THE SIDES OF THE DELINEATOR FOR BONDING INTO A GUARDRAIL.
3. 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.
4. FOR MOVABLE CONCRETE BARRIERS, ONE DELINEATOR WILL BE PLACED AND MAINTAINED ON THE TRAFFIC SIDE OF EACH BARRIER SECTION IN ACCORDANCE WITH SECTION 710.2.1 OF THE STANDARD SPECIFICATIONS.
5. BARRIER DELINEATOR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH.



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 INSTALLATION ON GUARDRAIL AT BRIDGE APPROACHES

ALSO SEE STANDARD DRAWING SD-XX-18 (SHEET 1 OF 2) FOR ADDITIONAL INFORMATION

SHEET 2 OF 2

APPROVED: *[Signature]* DATE: 11-01-2003

CTE ENGINEERS
CONSIDER TOWNSEND ENVIRONMENTAL ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

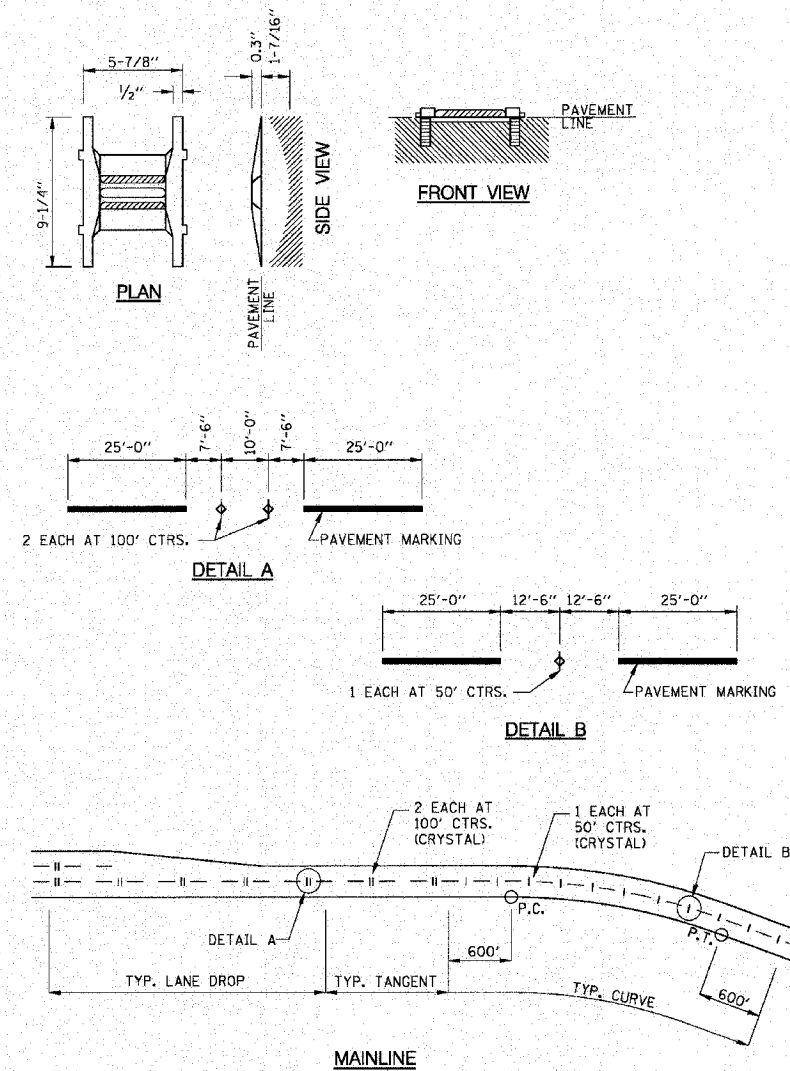
| REVISIONS | | STANDARD SD 03-18 | DRAWING NO. |
|-----------|------|-------------------|-------------|
| NO. | DATE | | |
| | | DELINATORS | D12 OF |

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND
**ISTHA STANDARD SD 03-18
DELINATORS**
HORIZ SCALE:
VERT SCALE:
DATE: JULY 18, 2005
DRAWN BY: BJM
CHECKED BY: BJM

HNTB

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|----------|------------------|--------------|-----------|
| 80/94 | • | COOK | 870 | 752 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



RAISED PAVEMENT LANE MARKER DETAILS

APPROVED: *[Signature]* DATE: 11-01-2003
CHIEF ENGINEER

CTE ENGINEERS
CONSER TOWNSEND ENVIRODYNE ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515

| REVISIONS | |
|-----------|------|
| NO. | DATE |
| | |
| | |

STANDARD SD 03-26
 RAISED PAVEMENT LANE MARKER

DRAWING NO.
 D13 OF

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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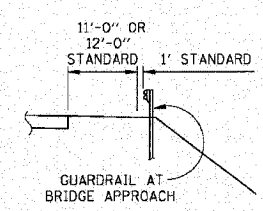
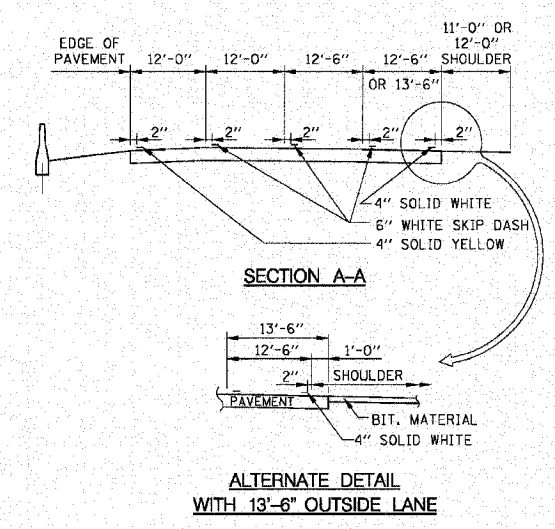
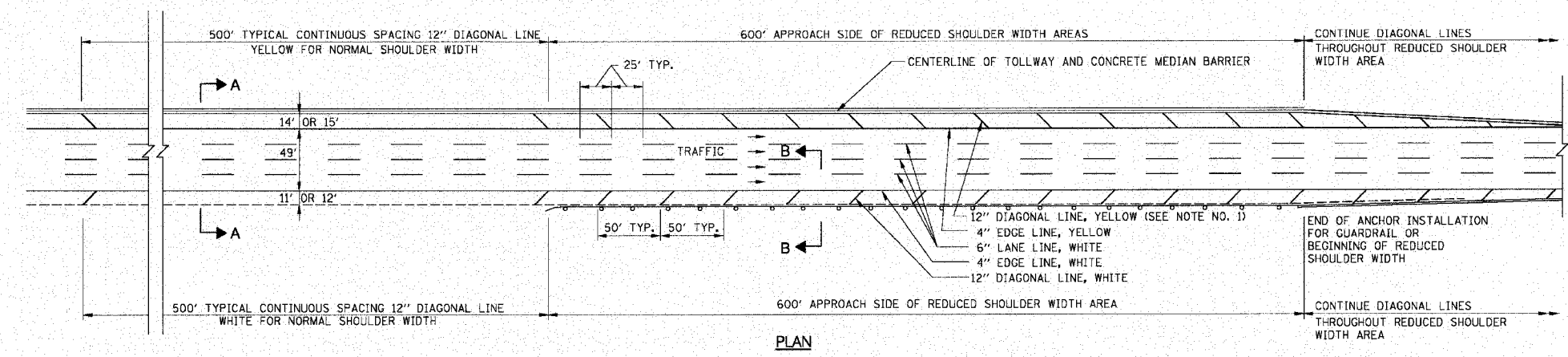
ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

**ISTHA STANDARD SD 03-26
 RAISED PAVEMENT LANE MARKER**

HORIZ SCALE:
 VERT SCALE:
 DATE: JULY 18, 2005
 DRAWN BY: BJM
 CHECKED BY: BJM

HNTB

| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|----------|------------------|-----------|
| 80/94 | | COOK | 870 | 753 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |



WHERE THE GUARDRAIL ENCROACHES ON THE SHOULDER THE DIAGONAL MARKINGS SHALL EXTEND AS CLOSE TO THE FACE OF THE RAIL AS POSSIBLE

- GENERAL NOTES:**
- DIAGONAL SHOULDER STRIPING REQUIRED WHERE USABLE SHOULDER WIDTH (NORMALLY 11' OR 12') IS LESS THAN 10'.
 - ROADWAY MARKING MATERIALS TO BE USED ON FINISHED CONCRETE SURFACE AND BITUMINOUS SURFACE SHALL BE AS SHOWN ON THE PLANS.

ROADWAY AND SHOULDER STRIPING

APPROVED: *[Signature]* DATE 11-01-2003
 CHIEF ENGINEER

CTE ENGINEERS
 CONROER TOWNSEND ENVIRONMENTAL ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515

| REVISIONS | |
|-----------|------|
| NO. | DATE |
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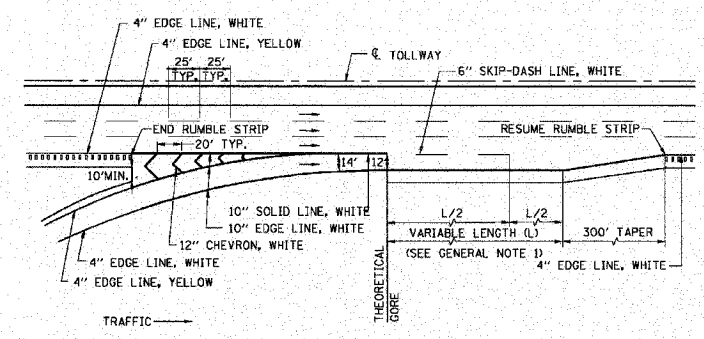
STANDARD SD 03-27A
 PERMANENT PAVEMENT MARKINGS

DRAWING NO.
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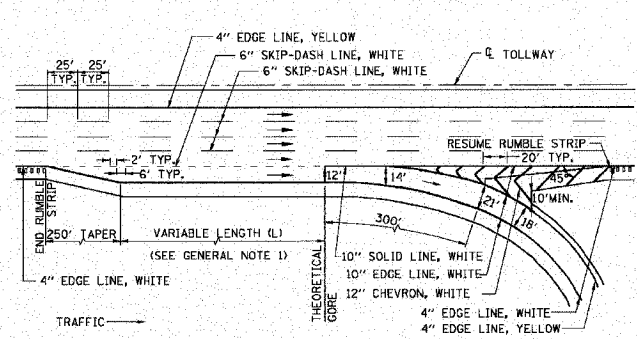
| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND
**ISTHA STANDARD SD 03-27A
 PERMANENT PAVEMENT
 MARKINGS**
 HORIZ SCALE:
 VERT SCALE:
 DATE: JULY 18, 2005
 DRAWN BY: BJM
 CHECKED BY: BJM
HNTB

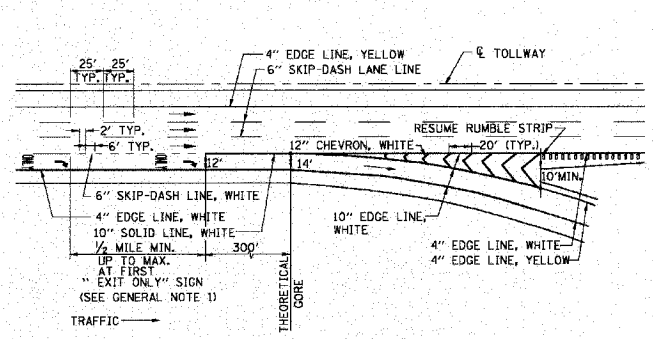
| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|---------------------------|--------------|-----------|
| 80/94 | • | COOK | 870 | 754 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



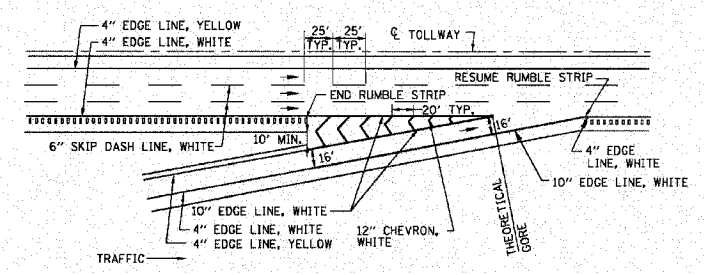
ENTRANCE - SINGLE LANE RAMP - PARALLEL TYPE



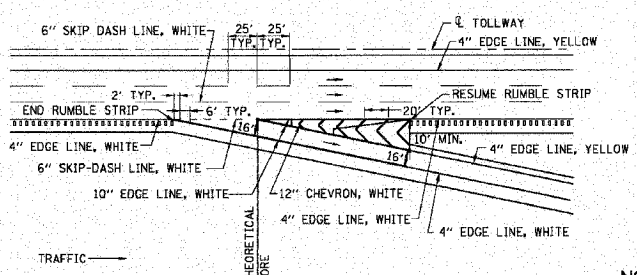
EXIT - SINGLE LANE RAMP - PARALLEL TYPE



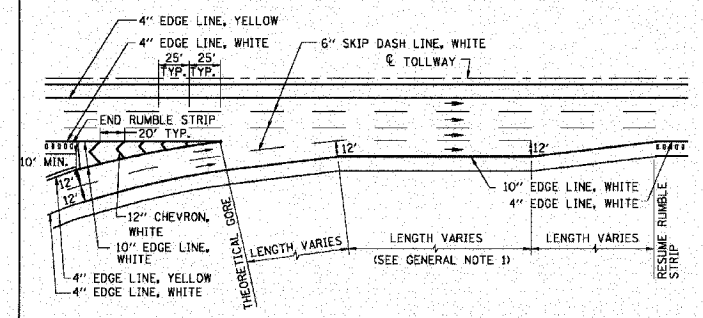
EXIT - SINGLE LANE RAMP - WITH AUXILIARY LANE



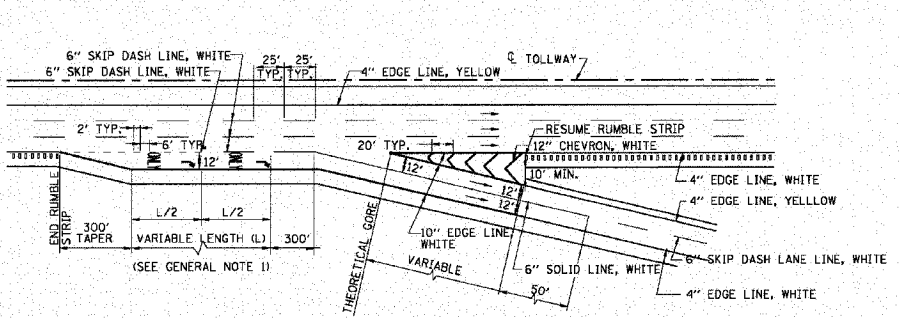
ENTRANCE - SINGLE LANE RAMP - TAPER TYPE



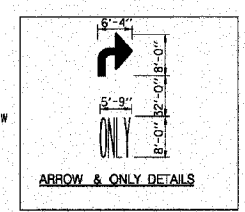
EXIT - SINGLE LANE RAMP - TAPER TYPE



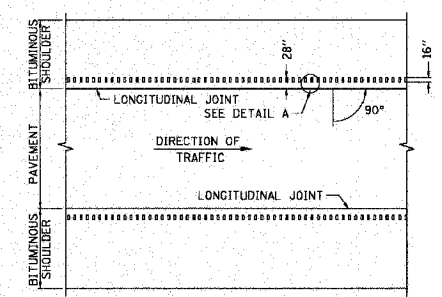
ENTRANCE - TWO LANE RAMP



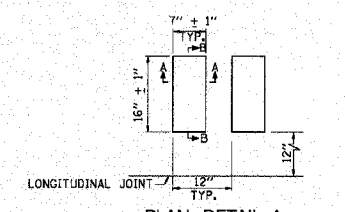
EXIT - TWO LANE RAMP



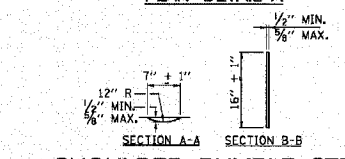
NOTE:
PAVEMENT MARKING LETTERS AND SYMBOLS - ONLY AND ARROW ARE TO BE TYPICALLY PLACED AT 1/2 MILE EXIT ONLY GUIDE SIGN, AT GORE EXIT GUIDE SIGN AND APPROXIMATELY HALFWAY BETWEEN THE TWO.



TYPICAL PLAN VIEW MAINLINE



PLAN DETAIL A



SHOULDER RUMBLE STRIP DETAILS

SHEET 1 OF 2

APPROVED *[Signature]* DATE 11-01-2003
CHIEF ENGINEER

CTE ENGINEERS
CONSIDER TOWNSEND ENVIRONMENTAL ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE, ILLINOIS 60515

| REVISIONS | |
|-----------|-------------|
| NO. | DESCRIPTION |
| | |
| | |

STANDARD SD 03-27B
PAVEMENT MARKING AND SHOULDER RUMBLE STRIP DETAILS

DRAWING NO. D15

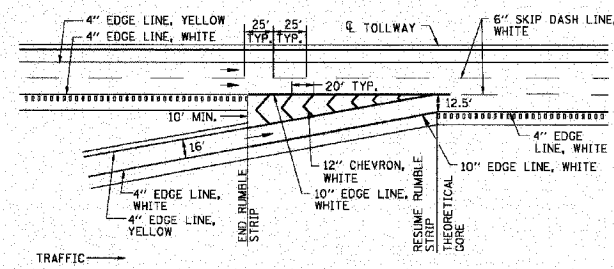
ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

**ISTHA STANDARD SD 03-27B
PAVEMENT MARKING AND SHOULDER RUMBLE STRIP DETAILS**

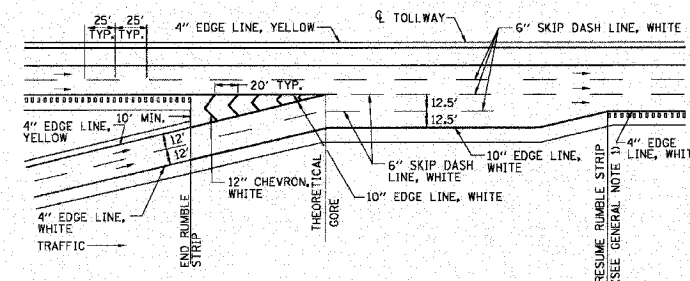
HORIZ SCALE:
VERT SCALE:
DATE: JULY 18, 2005
DRAWN BY: BJM
CHECKED BY: BJM

HNTB

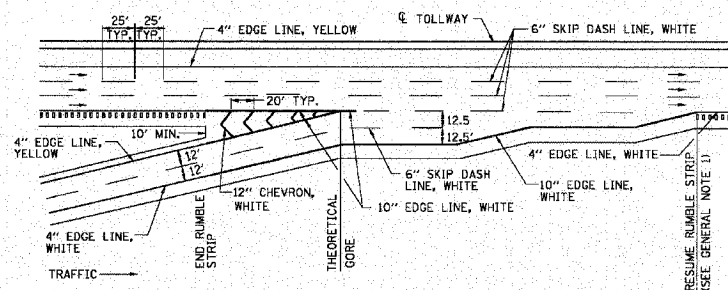
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| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



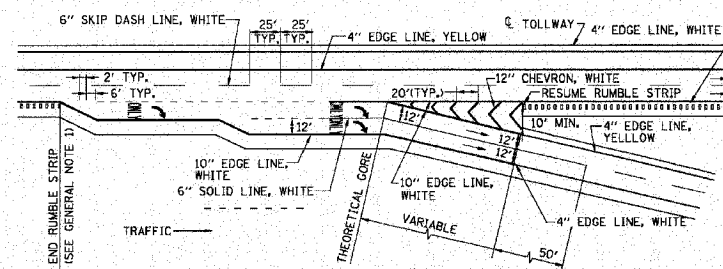
ENTRANCE - SINGLE LANE RAMP WITH BEGINNING OF LANE 3



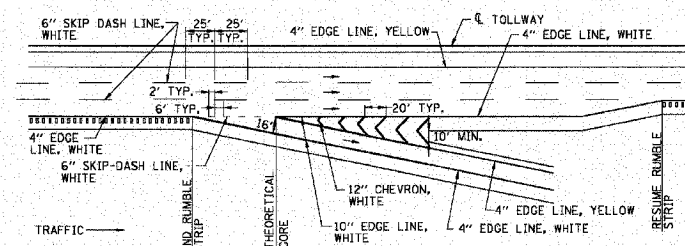
ENTRANCE - TWO LANE RAMP WITH BEGINNING OF LANE 3



ENTRANCE - TWO LANE PARALLEL RAMP



EXIT - TWO LANE PARALLEL RAMP



EXIT - SINGLE LANE RAMP LANE THREE TERMINATION

GENERAL NOTES

- RUMBLE STRIPS SHALL BE INSTALLED UP TO THE GORE WHEN AUXILIARY LANES, ACCELERATION LANES AND DECELERATION LANES LENGTHS ARE GREATER THAN 1000 FT.

SHEET 2 OF 2

APPROVED *[Signature]* DATE 11-01-2003
CHIEF ENGINEER

CTE ENGINEERS
 CONSOER TOWNSEND ENVIRONMENTAL ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515

| REVISIONS | |
|-----------|-------------|
| NO. | DESCRIPTION |
| | |
| | |

STANDARD SD 03-27B
 PAVEMENT MARKING AND SHOULDER RUMBLE STRIP DETAILS

DRAWING NO. D16
 OF

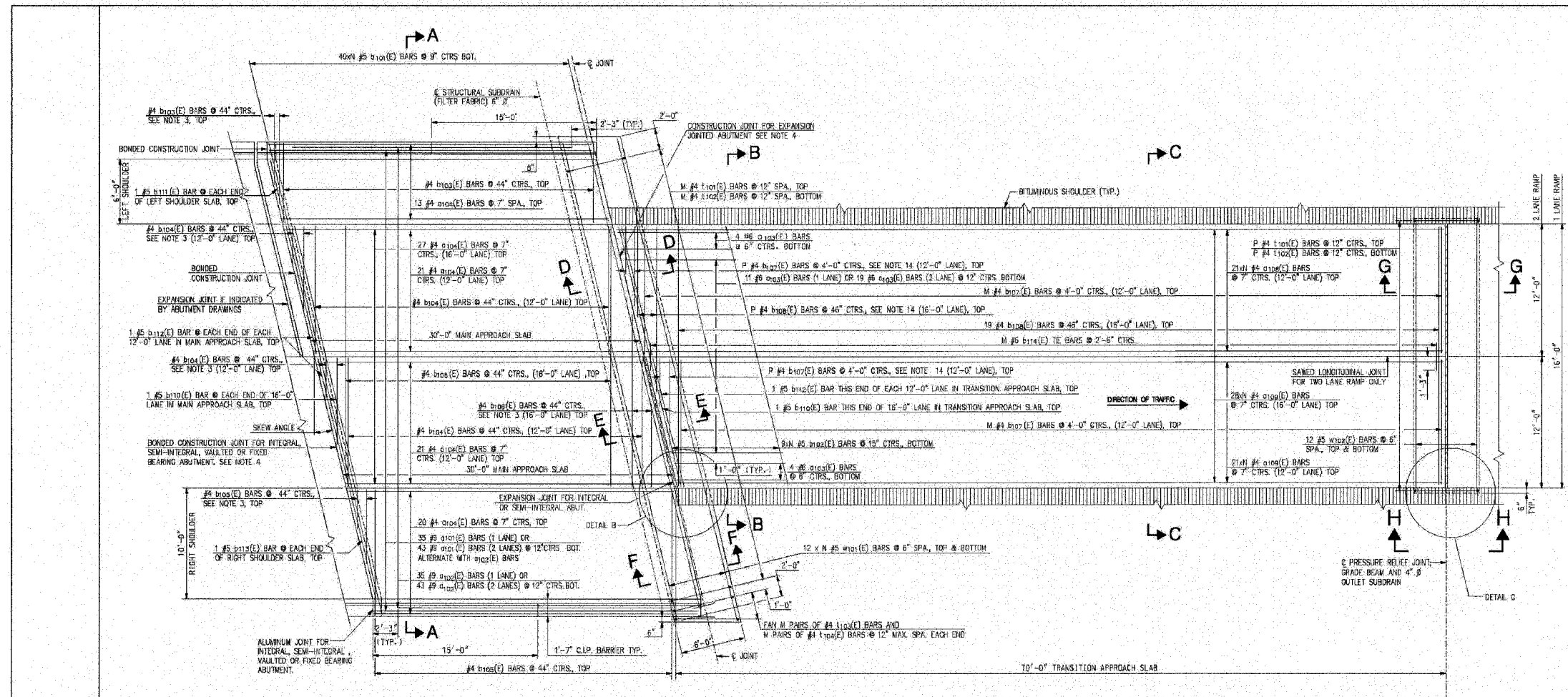
ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

**ISTHA STANDARD SD 03-27B
 PAVEMENT MARKING AND SHOULDER RUMBLE STRIP DETAILS**

HORIZ SCALE:
 VERT SCALE:
 DATE: JULY 18, 2005
 DRAWN BY: BJM
 CHECKED BY: BJM

HNTB

| | | | | |
|--------------------|---------|---------------------------|--------------|-----------|
| FAI RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | • | COOK | 870 | 756 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



PLAN

NOTES:

1. TILT HOOK OF #8 BARS FOR MINIMUM 3 1/2" CLEARANCE.
2. USE 1'-4" MIN. LAP FOR #4 BARS; USE 1'-8" MIN. LAP FOR #5 BARS.
3. CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END.
4. SAW CUT 3/8" x 2" DEEP JOINT AND FILL WITH HOT POURED, LOW MODULUS POLYMER SEALANT MEETING THE REQUIREMENTS OF ASTM D3465.
5. TOOL EDGES OF EXPANSION AND PRESSURE RELIEF JOINTS TO 1/4" RADIUS.
6. STRUCTURAL SUBDRAIN (FILTER FABRIC) (6") AT GRADE BEAM SHALL FLOW TO AND BE CONNECTED TO STRUCTURAL SUBDRAIN BEHIND WINDWALL OR RETAINING WALL OR DAYLIGHT NEAR TOE OF EMBARMENT STRUCTURAL SUBDRAIN (FILTER FABRIC) (6") SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 607 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS PAY ITEM 607C1.
7. REINFORCING BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31 (ASTM A615), GRADE 60, AND SHALL CONFORM TO SUBSECTIONS 504.1 THRU 504.8 OF THE STANDARD SPECIFICATIONS.
8. REINFORCING BARS DESIGNATED "E" SHALL BE EPOXY COATED.
9. REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI)318, LATEST EDITION.
10. REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
11. EXPOSED CONCRETE EDGES SHALL HAVE 3/4"x45° CHAMFERS. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW GROUND LEVEL.
12. CONCRETE BARRIERS SHALL BE CONSTRUCTED & PAID FOR IN ACCORDANCE WITH SECTIONS 504 AND 504.4 OF THE STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH SPECIAL PROVISION SP501J.
13. THE NOTATION M/N ETC. FOR REINFORCING BARS IS DEFINED AS M LINES OF BARS WITH N LENGTHS PER LINE. FOR SCHEDULES OF REINFORCING BAR VARIABLE BILLINGS, SEE SHEETS 4 AND 5 OF 5.
14. CUT REINFORCEMENT IN THE FIELD TO FIT SKEW AND PLACE REMAINDER IN ADJACENT AREA OR DISCARD OFF SITE.
15. IN THE CORNERS OF THE GRADE BEAM, THE CONCRETE SHALL BE BLOCKED OUT AND THE REINFORCING STEEL SHALL BE RESPAVED (OR CUT) FOR GUARDRAIL POSTS, DRAINAGE STRUCTURES, NOISE ABATEMENT WALLS, ETC. AS NECESSARY AND AS APPROVED BY THE ENGINEER.
16. HOT POURED, LOW MODULUS, POLYMER SEALANT SHALL MEET THE REQUIREMENTS OF ASTM D 3465.
17. REFERENCE TO LONGITUDINAL CONSTRUCTION JOINTS ON SHEET 2: THESE BARS SHALL BE CUT TO FIT FROM LENGTHS SHOWN IN THE REINFORCING BAR SCHEDULE FOR THE CONSTRUCTION JOINT. THESE BARS MAY BE REPLACED BY ALTERNATIVE BARS AND LENGTHS AS SHOWN IN THE DESIGN PLANS.
18. EXPANSIONS ANCHORS AND DRILLED AND GROUTED DOWELS SHALL CONFORM TO SUBSECTIONS 532.2 AND 532.3 OF THE STANDARD SPECIFICATIONS.
19. THE NUMBER OF BARS "N" IS GIVEN IN THE SCHEDULES OF REINFORCING BAR VARIABLE BILLINGS ON SHEETS 4 & 5 OF 5.
20. CONCRETE SEALANT SHALL BE APPLIED TO TOP AND TRAFFIC FACES OF BARRIERS.

SHEET 1 OF 5

| | | | | | | |
|---|------------------|---|---|---|---|------------------------|
| APPROVED: Jeff Wiley CHIEF ENGINEER | DATE: 10-12-2004 | CONSIDER TOWNSEND ENVIRONMENTAL ENGINEERS, INC. | THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515 | NO. DATE DESCRIPTION 1 2/17/05 REVISED NOTE 12 | STANDARD ST 04-14 APPROACH SLAB, RAMP, GENERAL PLAN | DRAWING NO. G 22 OF |
| | | | | | | |

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

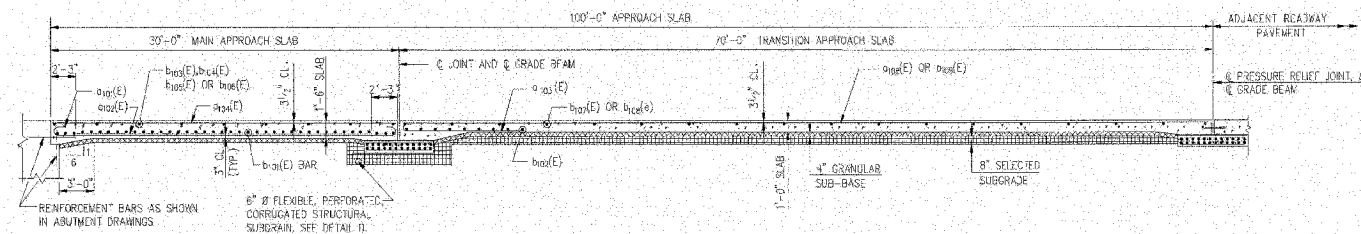
**ISHTA STANDARD ST 04-14
 APPROACH SLAB, RAMP,
 GENERAL PLAN**

HORIZ SCALE:
 VERT SCALE:
 DATE: JUL 18, 2005

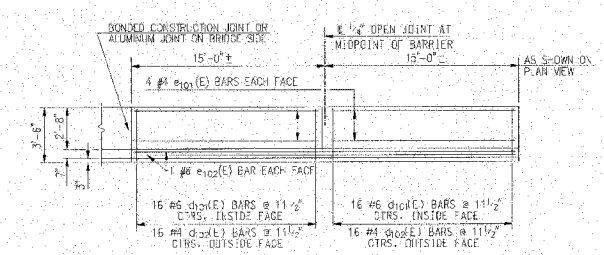
DRAWN BY: LK
 CHECKED BY: PY

HNTB

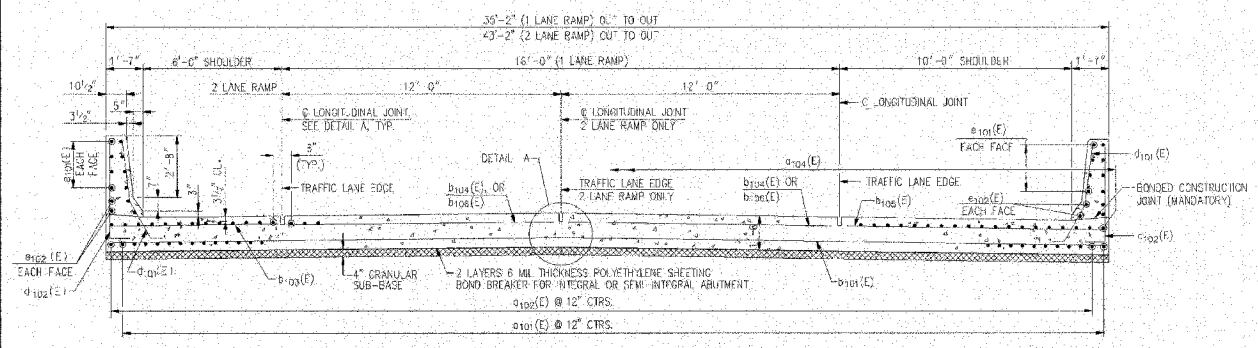
| FBI RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|----------|--------------|------------------|
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| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS | | FED. AID PROJECT |



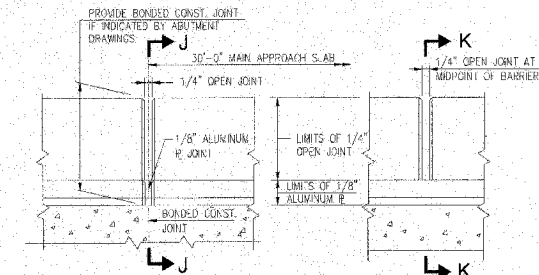
LONGITUDINAL CROSS SECTION



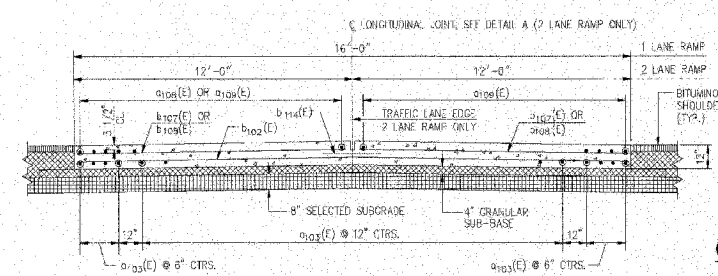
BARRIER ELEVATION



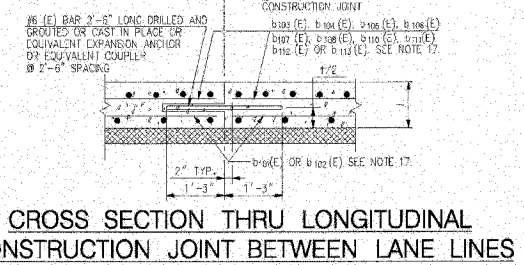
SECTION A-A



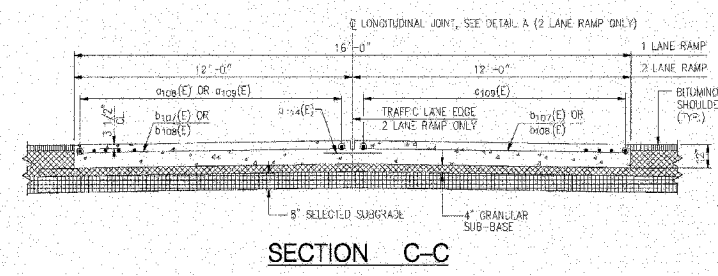
ELEVATION DETAIL OF BARRIER JOINTS



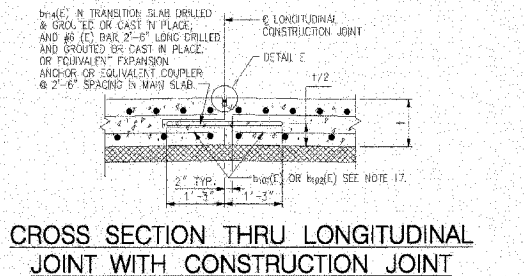
SECTION B-B



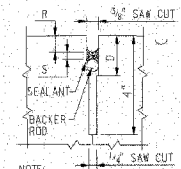
CROSS SECTION THRU LONGITUDINAL CONSTRUCTION JOINT BETWEEN LANE LINES



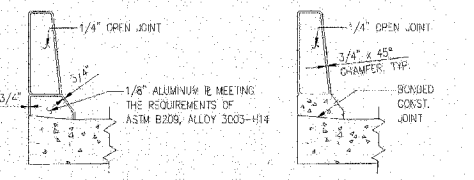
SECTION C-C



CROSS SECTION THRU LONGITUDINAL JOINT WITH CONSTRUCTION JOINT

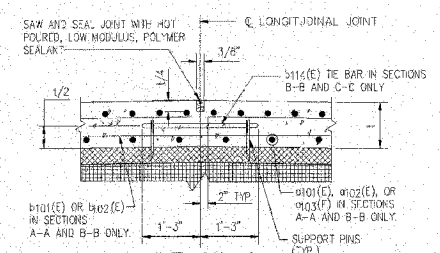


DETAIL E



SECTION J-J

SECTION K-K



DETAIL A TYPICAL LONGITUDINAL JOINT

SHEET 2 OF 5

| <p>APPROVED <i>Jeff Kelly</i> CHIEF ENGINEER DATE 10-12-2004</p> | <p>CTE ENGINEERS CONSIDER TOWNSEND ENVIRONMENTAL ENGINEERS, INC.</p> | <p>THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 GOLDEN AVENUE DOWNERS GROVE, ILLINOIS 60515</p> | <p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table> | NO. | DATE | DESCRIPTION | | | | <p>STANDARD ST 04-14 APPROACH SLAB, RAMP SECTIONS AND DETAILS</p> | <p>DRAWING NO. G23 OF</p> |
|--|---|--|---|-----|------|-------------|--|--|--|---|-------------------------------|
| NO. | DATE | DESCRIPTION | | | | | | | | | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

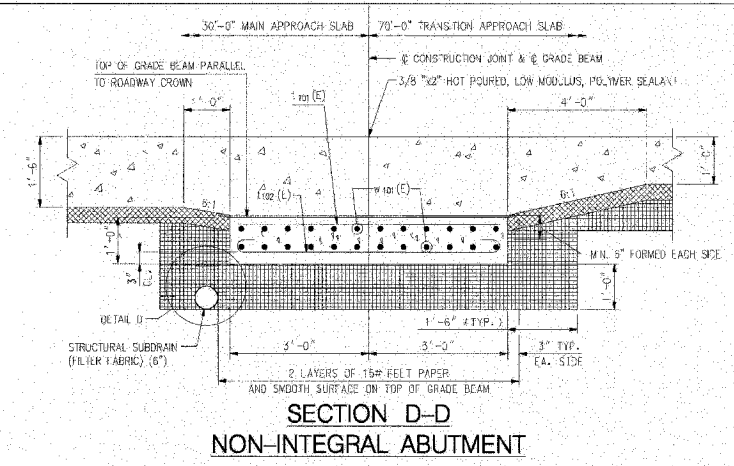
**ISHTA STANDARD ST 04-14
APPROACH SLAB, RAMP,
SECTIONS AND DETAILS**

HORIZ SCALE:
VERT SCALE:
DATE: JUL 18, 2005

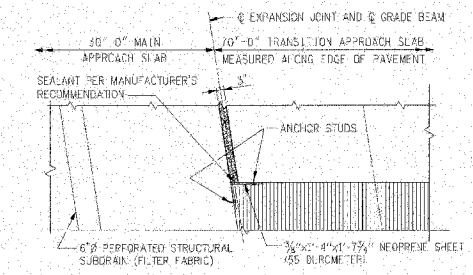
DRAWN BY: LK
CHECKED BY: PY

HNTB

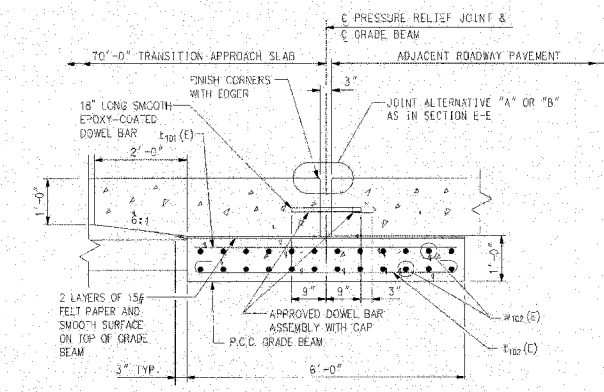
| FBI RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|----------|------------------|-----------|
| 80/94 | * | COOK | 870 | 758 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |



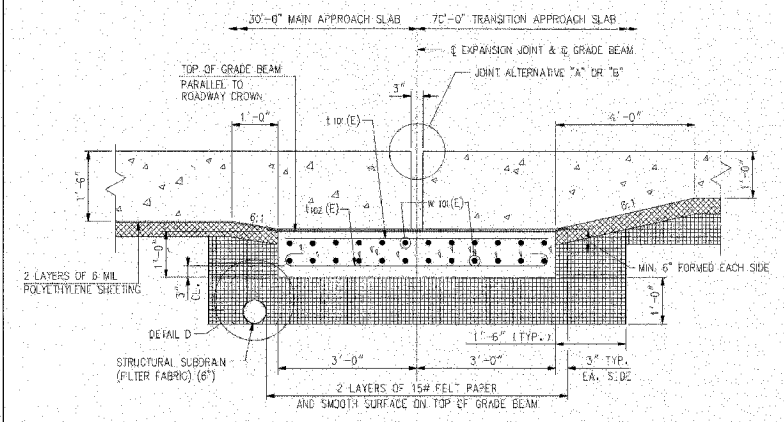
SECTION D-D
NON-INTEGRAL ABUTMENT



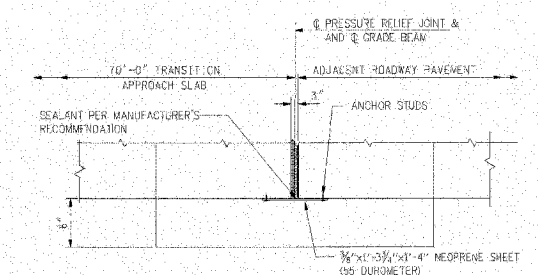
DETAIL B
END PLAN OF EXPANSION JOINT



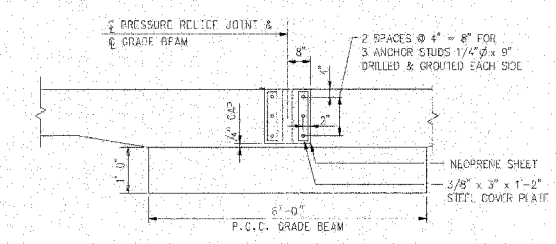
SECTION G-G
PRESSURE RELIEF JOINT



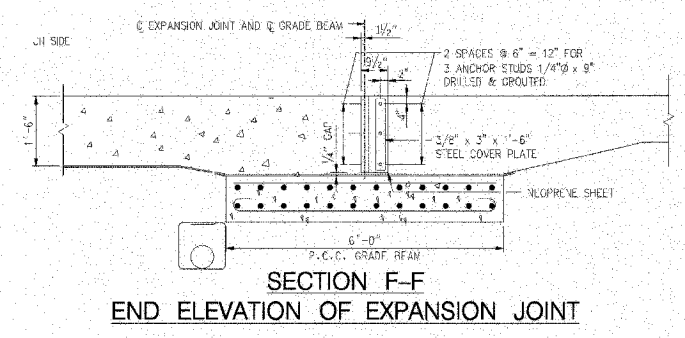
SECTION E-E
INTEGRAL & SEMI-INTEGRAL ABUTMENT



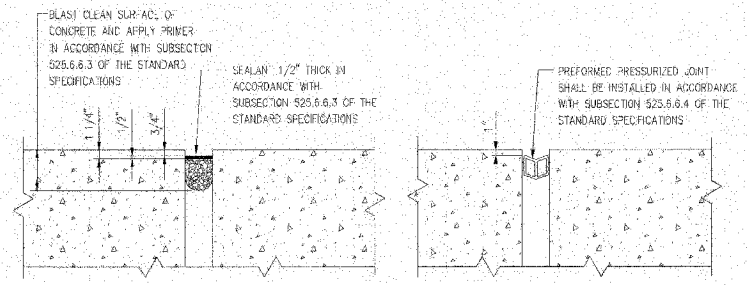
DETAIL C
END PLAN OF PRESSURE RELIEF JOINT



VIEW H-H
END ELEVATION OF PRESSURE RELIEF JOINT



SECTION F-F
END ELEVATION OF EXPANSION JOINT



JOINT ALTERNATIVE "A" JOINT ALTERNATIVE "B"

LEGEND:

| | | | |
|--|---------------------------------|--|------------------------|
| | CONCRETE | | BITUMINOUS SHOULDER |
| | BITUMINOUS BASE COURSE, SPECIAL | | JOINT SEALANT |
| | AGGREGATE BASE COURSE, SPECIAL | | PREFORMED JOINT FILLER |

NOTES:

- FOR REINFORCEMENT BARS IN APPROACH SLABS, SEE SHEETS 1 & 2 AND STANDARDS ST XX-5, ST XX-6, ST XX-7, & ST XX-8.
- IN SECTION F-F AND VIEW H-H, ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 1161 OF THE STANDARD SPECIFICATIONS. STEEL PLATES, BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED.
- THE THICKNESSES OF BITUMINOUS BASE COURSE, SPECIAL AND AGGREGATE BASE COURSE, SPECIAL SHALL BE THE SAME AS THEY ARE FOR THE ADJACENT PAVEMENT SECTIONS.

SHEET 3 OF 5

| | | | | | |
|---|---|---|-----------------------------------|---|-----------------------|
| APPROVED CHIEF ENGINEER DATE: 8-16-2004 | CONSORCIUM (DANSEY) ENVIRONMENTAL ENGINEERS, INC. | THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515 | REVISIONS NO. DATE DESCRIPTION | STANDARD ST 04-14 APPROACH SLAB, RAMP, SECTIONS AND DETAILS | DRAWING NO. G24 OF |
| | | | | | |

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

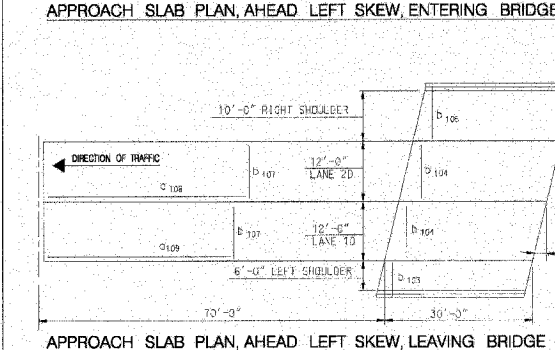
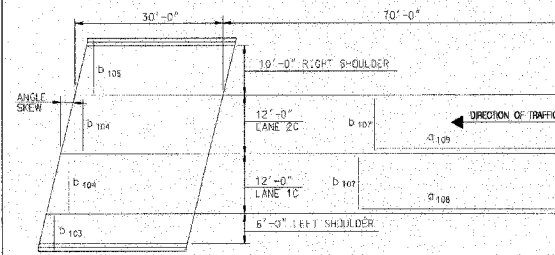
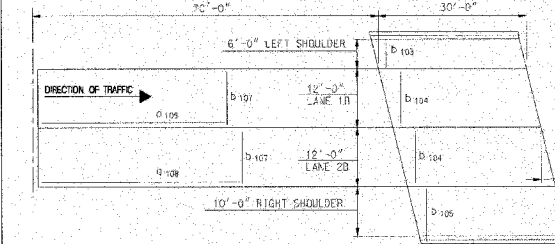
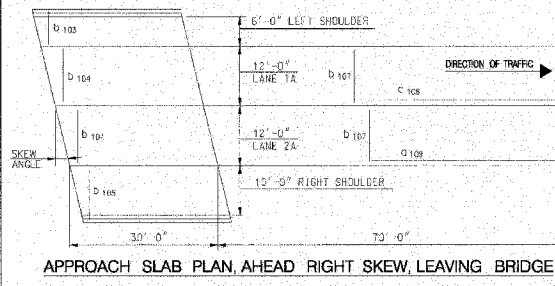
**ISHTA STANDARD ST 04-14
 APPROACH SLAB, RAMP,
 SECTIONS AND DETAILS**

HORIZ SCALE:
 VERT SCALE:
 DATE: JUL 18, 2005

DRAWN BY: LK
 CHECKED BY: PY

HNTB

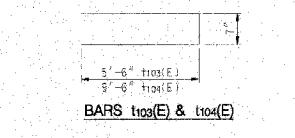
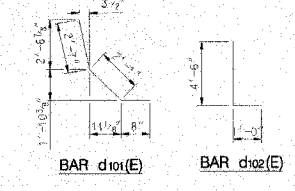
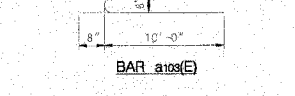
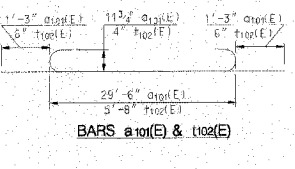
| FAI RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------------------------|--------|--------------|-----------|
| 80/94 | | COOK | 870 | 759 |
| STA. | | | TO STA. | |
| FED ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



| BAR | LANE | 0° SKEW | 5° SKEW | 10° SKEW | 15° SKEW | 20° SKEW | 25° SKEW | 30° SKEW | 35° SKEW | 40° SKEW | 45° SKEW | 50° SKEW | 55° SKEW | 60° SKEW |
|---------|-------------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Comb(E) | 1A,2B,10,2D | 31 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 |
| Comb(E) | 2A,1B,2C,1D | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 21 |

| BAR | SIZE | SHAPE | 0° SKEW | 5° SKEW | 10° SKEW | 15° SKEW | 20° SKEW | 25° SKEW | 30° SKEW | 35° SKEW | 40° SKEW | 45° SKEW | 50° SKEW | 55° SKEW | 60° SKEW |
|---------|------|-------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Comb(E) | 9 | C | 43 | 32'-0" | 43 | 32'-0" | 43 | 32'-0" | 43 | 32'-0" | 43 | 32'-0" | 43 | 32'-0" | 43 |
| Comb(E) | 4 | C | 42 | 35'-6" | 42 | 36'-0" | 42 | 37'-0" | 42 | 38'-0" | 42 | 39'-0" | 42 | 40'-0" | 42 |

| BRIDGE APPR. SLAB (SQ. YD.) | REFIN. ST., EPOXY CTG. (LBS.) | BRIDGE APPR. SLAB (SQ. YD.) | REFIN. ST., EPOXY CTG. (LBS.) |
|-----------------------------|-------------------------------|-----------------------------|-------------------------------|
| 330.6 | 15,044 | 333.4 | 15,204 |
| 338.6 | 15,369 | 342.2 | 15,503 |
| 346.6 | 15,831 | 355.0 | 16,301 |
| 362.6 | 16,309 | 367.4 | 16,624 |
| 368.7 | 16,624 | 376.3 | 17,038 |
| 376.3 | 17,038 | 386.0 | 17,580 |
| 386.0 | 17,580 | 396.0 | 18,158 |



| BAR | NO. | SIZE | LENGTH | SHAPE |
|---------|-----|------|--------|-------|
| Comb(E) | 64 | 6 | 5'-4" | C |
| Comb(E) | 64 | 4 | 5'-8" | C |
| Comb(E) | 32 | 4 | 14'-8" | C |
| Comb(E) | 8 | 6 | 28'-5" | C |

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
|----------|--|---------|----------|
| 501F | CONCRETE FOR BRIDGES & DRAIN STRUCTURES (CLASS 50) | CU. YD. | 8.0 |
| 504B | REINFORCING STEEL EPOXY COATED | LBS. | 1,151 |
| 524 | APPLY CONCRETE SEALANT | SQ. FT. | 268 |

NOTES:

1. WORK THIS SHEET WITH SHEETS 1, 2, AND 3 OF 5.
2. REINFORCING BARS SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR ONE END OF A BRIDGE.
3. THE AREA OF THE MAIN APPROACH SLAB CALCULATED FOR PAYMENT IS THE PLAN AREA CALCULATED FROM THE WIDTH DIMENSION FROM THE OUTSIDE FACE OF THE BARRIER TO OUTSIDE FACE OF OTHER BARRIER BY THE LENGTH OF 30.00 FEET. THE AREA OF THE TRANSITION APPROACH SLAB CALCULATED FOR PAYMENT IS THE PLAN AREA CALCULATED FROM THE WIDTH DIMENSION FROM LEFT OUTSIDE EDGE OF CONCRETE PAVEMENT TO THE RIGHT OUTSIDE EDGE OF CONCRETE PAVEMENT BY THE MINIMUM LENGTH OF 75.00 FEET PLUS THE ADDITIONAL LENGTH REQUIRED BY THE SKEW ANGLE.

| | | | | | | | |
|---|-----------------|--|--|----------------------|-----------------------|---|--------------------------|
| APPROVED <i>Jeff Kelly</i> CHIEF ENGINEER | DATE 10/12/2004 | CTE ENGINEERS CONSEER TOWNSEND ENVIRONMENTAL ENGINEERS, INC. | THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515 | NO. _____ DATE _____ | REVISIONS DESCRIPTION | STANDARD ST 04-14 APPROACH SLAB, RAMP, BAR SCHEDULE FOR 2 LANES | DRAWING NO. G25 OF |
|---|-----------------|--|--|----------------------|-----------------------|---|--------------------------|

SHEET 4 OF 5

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

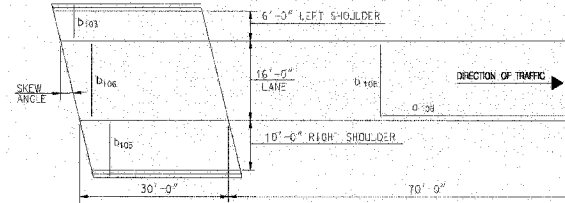
**ISHTA STANDARD ST 04-14
APPROACH SLAB, RAMP,
BAR SCHEDULE FOR 2 LANES**

HORIZ SCALE: _____
VERT SCALE: _____
DATE: JUL 18, 2005

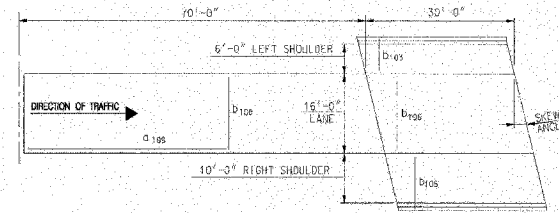
DRAWN BY: LK
CHECKED BY: PY

HNTB

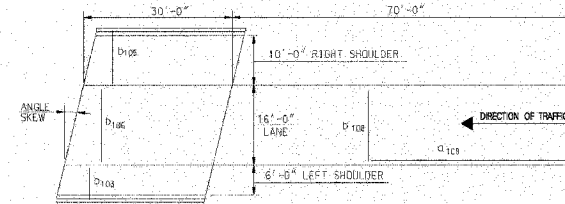
| FBI RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|----------|---------|------------------|-----------|
| 80/94 | . | COOK | 870 | 760 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | ILLINOIS | | FED. AID PROJECT | |



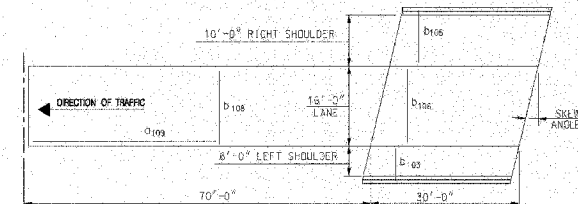
APPROACH SLAB PLAN, AHEAD RIGHT SKEW, LEAVING BRIDGE



APPROACH SLAB PLAN, AHEAD RIGHT SKEW, ENTERING BRIDGE



APPROACH SLAB PLAN, AHEAD LEFT SKEW, ENTERING BRIDGE



APPROACH SLAB PLAN, AHEAD LEFT SKEW, LEAVING BRIDGE

SCHEDULE OF REINFORCING BAR VARIABLE BILLINGS

| BAR | 0° SKEW | 5° SKEW | 10° SKEW | 15° SKEW | 20° SKEW | 25° SKEW | 30° SKEW | 35° SKEW | 40° SKEW | 45° SKEW | 50° SKEW | 55° SKEW | 60° SKEW |
|--------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 10#(E) | 28 | 2 | 28 | 2 | 28 | 2 | 28 | 2 | 28 | 2 | 28 | 2 | 28 |
| 12#(E) | 40 | 1 | 40 | 1 | 40 | 1 | 40 | 1 | 40 | 1 | 40 | 1 | 40 |
| 16#(E) | 9 | 1 | 9 | 1 | 9 | 1 | 9 | 1 | 9 | 1 | 9 | 1 | 9 |
| 20#(E) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24#(E) | 33 | 18 | 33 | 18 | 33 | 18 | 33 | 18 | 33 | 18 | 33 | 18 | 33 |
| 28#(E) | 33 | 18 | 33 | 18 | 33 | 18 | 33 | 18 | 33 | 18 | 33 | 18 | 33 |
| 32#(E) | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 3 | 2 |
| 36#(E) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40#(E) | 12 | 1 | 12 | 1 | 12 | 1 | 12 | 1 | 12 | 1 | 12 | 1 | 12 |

REINFORCING BAR SCHEDULE FOR APPROACH SLABS

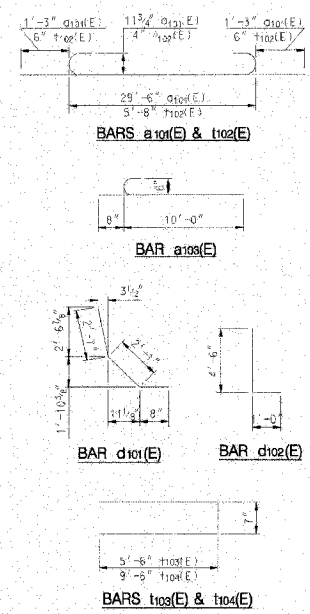
| BAR | SIZE | SKEW | NO. | LENGTH | NO. | LENGTH | NO. | LENGTH | NO. | LENGTH | NO. | LENGTH | NO. | LENGTH | |
|--------|------|------|---------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|
| 10#(E) | 9 | 30° | 35 | 32'-0" | 35 | 32'-0" | 35 | 32'-0" | 35 | 32'-0" | 35 | 32'-0" | 35 | 32'-0" | |
| 12#(E) | 9 | 35 | 25'-6" | 25 | 25'-6" | 25 | 25'-6" | 25 | 25'-6" | 25 | 25'-6" | 25 | 25'-6" | 25 | 25'-6" |
| 16#(E) | 6 | 19 | 10'-8" | 19 | 10'-8" | 19 | 10'-8" | 19 | 10'-8" | 19 | 10'-8" | 19 | 10'-8" | 19 | 10'-8" |
| 20#(E) | 4 | 60 | 29'-6" | 60 | 29'-6" | 60 | 29'-6" | 60 | 29'-6" | 60 | 29'-6" | 60 | 29'-6" | 60 | 29'-6" |
| 24#(E) | 4 | 58 | 35'-5" | 58 | 35'-5" | 58 | 35'-5" | 58 | 35'-5" | 58 | 35'-5" | 58 | 35'-5" | 58 | 35'-5" |
| 28#(E) | 5 | 40 | 34'-10" | 40 | 34'-10" | 40 | 34'-10" | 40 | 34'-10" | 40 | 34'-10" | 40 | 34'-10" | 40 | 34'-10" |
| 32#(E) | 5 | 9 | 15'-8" | 9 | 15'-8" | 9 | 15'-8" | 9 | 15'-8" | 9 | 15'-8" | 9 | 15'-8" | 9 | 15'-8" |
| 36#(E) | 4 | 9 | 7'-3" | 9 | 7'-3" | 9 | 7'-3" | 9 | 7'-3" | 9 | 7'-3" | 9 | 7'-3" | 9 | 7'-3" |
| 40#(E) | 4 | 9 | 11'-3" | 9 | 11'-3" | 9 | 11'-3" | 9 | 11'-3" | 9 | 11'-3" | 9 | 11'-3" | 9 | 11'-3" |
| 44#(E) | 4 | 9 | 15'-8" | 9 | 15'-8" | 9 | 15'-8" | 9 | 15'-8" | 9 | 15'-8" | 9 | 15'-8" | 9 | 15'-8" |
| 48#(E) | 4 | 19 | 15'-8" | 19 | 15'-8" | 19 | 15'-8" | 19 | 15'-8" | 19 | 15'-8" | 19 | 15'-8" | 19 | 15'-8" |
| 52#(E) | 5 | 0 | 3 | 15'-8" | 3 | 15'-8" | 3 | 15'-8" | 3 | 15'-8" | 3 | 15'-8" | 3 | 15'-8" | |
| 56#(E) | 5 | 0 | 2 | 5'-10" | 2 | 5'-10" | 2 | 5'-10" | 2 | 5'-10" | 2 | 5'-10" | 2 | 5'-10" | |
| 60#(E) | 5 | 0 | 2 | 9'-10" | 2 | 9'-10" | 2 | 9'-10" | 2 | 9'-10" | 2 | 9'-10" | 2 | 9'-10" | |

BRIDGE APPR. SLAB (SQ. YD.)

| SKEW | 0° | 5° | 10° | 15° | 20° | 25° | 30° | 35° | 40° | 45° | 50° | 55° | 60° |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| 241.7 | 242.8 | 244.2 | 245.5 | 246.8 | 248.3 | 249.9 | 251.6 | 253.6 | 256.0 | 258.6 | 262.0 | 266.3 | 269.3 |
| 11,682 | 11,772 | 11,820 | 11,885 | 11,968 | 12,084 | 12,257 | 12,427 | 12,624 | 12,858 | 13,148 | 13,552 | 14,269 | |

REIN. STL., EPOXY CTD. (LBS.)

| SKEW | 0° | 5° | 10° | 15° | 20° | 25° | 30° | 35° | 40° | 45° | 50° | 55° | 60° |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 | 51 |
| 11.8 | 11.9 | 11.9 | 12.1 | 12.3 | 12.7 | 13.1 | 13.6 | 14.3 | 15.1 | 16.3 | 17.8 | 19.9 | |
| 1,796 | 1,829 | 1,840 | 1,890 | 1,973 | 1,998 | 2,128 | 2,195 | 2,318 | 2,498 | 2,862 | 3,176 | 3,568 | |



REINFORCING BAR SCHEDULE FOR BARRIERS

| BAR | NO. | SIZE | LENGTH | S-PAID |
|--------|-----|------|--------|--------|
| 10#(E) | 6 | 6 | 5'-4" | |
| 12#(E) | 4 | 4 | 5'-8" | |
| 16#(E) | 3 | 4 | 14'-8" | |
| 20#(E) | 8 | 6 | 29'-6" | |

BILL OF MATERIAL FOR BARRIERS

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
|----------|--|---------|----------|
| 301F | CONCRETE FOR BRIDGES & DRAIN STRUCTURES (CLASS 50) | CU. YD. | 8.0 |
| 904B | REINFORCING STEEL, EPOXY COATED | LBS. | 1,991 |
| 524 | APPLY CONCRETE SEALANT | SQ. FT. | 268 |

NOTES:
 1. WORK THIS SHEET WITH SHEETS 1, 2, AND 3 OF 5.
 2. THE REINFORCING BARS SCHEDULES, BILL OF MATERIAL, AND QUANTITIES ARE CALCULATED FOR ONE END OF A BRIDGE.
 3. THE AREA OF THE MAIN APPROACH SLAB CALCULATED FOR PAYMENT IS THE PLAN AREA CALCULATED FROM THE WIDTH DIMENSION FROM THE OUTSIDE FACE OF THE BARRIER TO OUTSIDE FACE OF OTHER BARRIER BY THE LENGTH OF 30.00 FEET. THE AREA OF THE TRANSITION APPROACH SLAB CALCULATED FOR PAYMENT IS THE PLAN AREA CALCULATED FROM THE WIDTH DIMENSION FROM LEFT OUTSIDE EDGE OF CONCRETE PAVEMENT TO THE RIGHT OUTSIDE EDGE OF CONCRETE PAVEMENT BY THE MINIMUM LENGTH OF 70.00 FEET PLUS THE ADDITIONAL LENGTH REQUIRED BY THE SKEW ANGLE.

| APPROVED: <i>Jeff Wiley</i> CHIEF ENGINEER DATE: 10/12/2004 | CTE ENGINEERS CONYER TOWNSEND ENVIRONMENTAL ENGINEERS, INC. | THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515 | REVISIONS <table border="1"> <tr><th>NO.</th><th>DATE</th><th>DESCRIPTION</th></tr> <tr><td> </td><td> </td><td> </td></tr> </table> | NO. | DATE | DESCRIPTION | | | | STANDARD ST 04-14 APPROACH SLAB, RAMP, BAR SCHEDULE FOR 1 LANE | DRAWING NO. G26 OF |
|---|---|--|---|-----|------|-------------|--|--|--|--|--------------------------|
| NO. | DATE | DESCRIPTION | | | | | | | | | |
| | | | | | | | | | | | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

ISHTA STANDARD ST 04-14
 APPROACH SLAB, RAMP,
 BAR SCHEDULE FOR 1 LANE

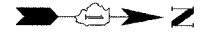
HORIZ SCALE:
 VERT SCALE:
 DATE: JUL 18, 2005

DRAWN BY: LK
 CHECKED BY: PY

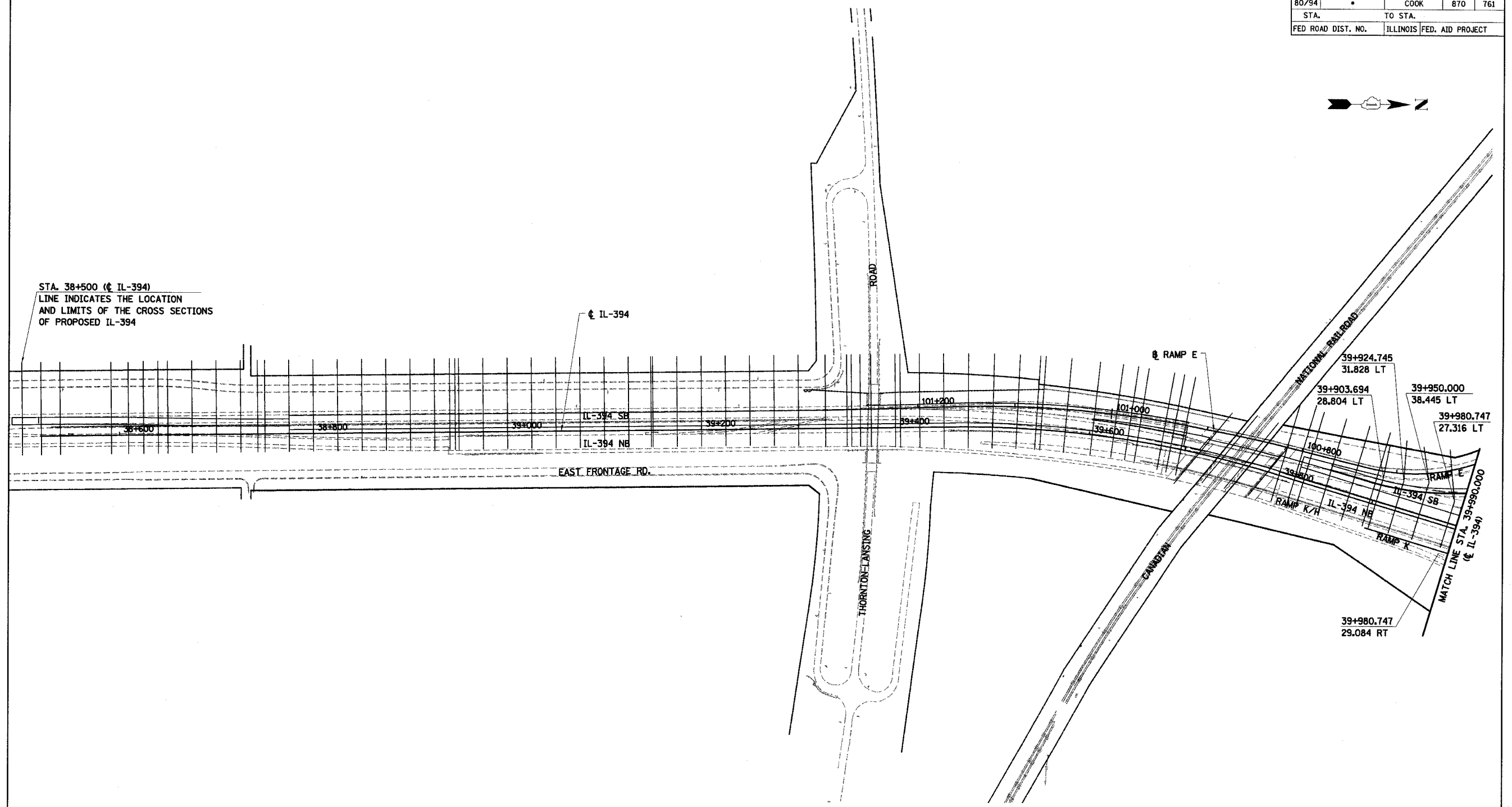
HNTB

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 08-JUL-2005 15:56

| F.A.I. RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|---------------------------|--------------|-----------|
| 80/94 | * | COOK | 870 | 761 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



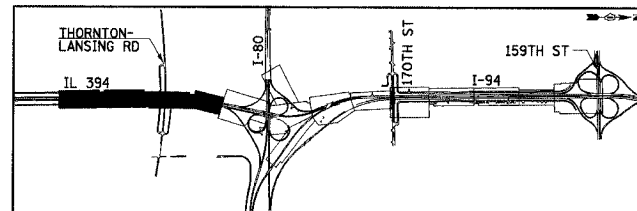
STA. 38+500 (¢ IL-394)
 LINE INDICATES THE LOCATION
 AND LIMITS OF THE CROSS SECTIONS
 OF PROPOSED IL-394



KM-1

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

CROSS SECTION KEY MAP

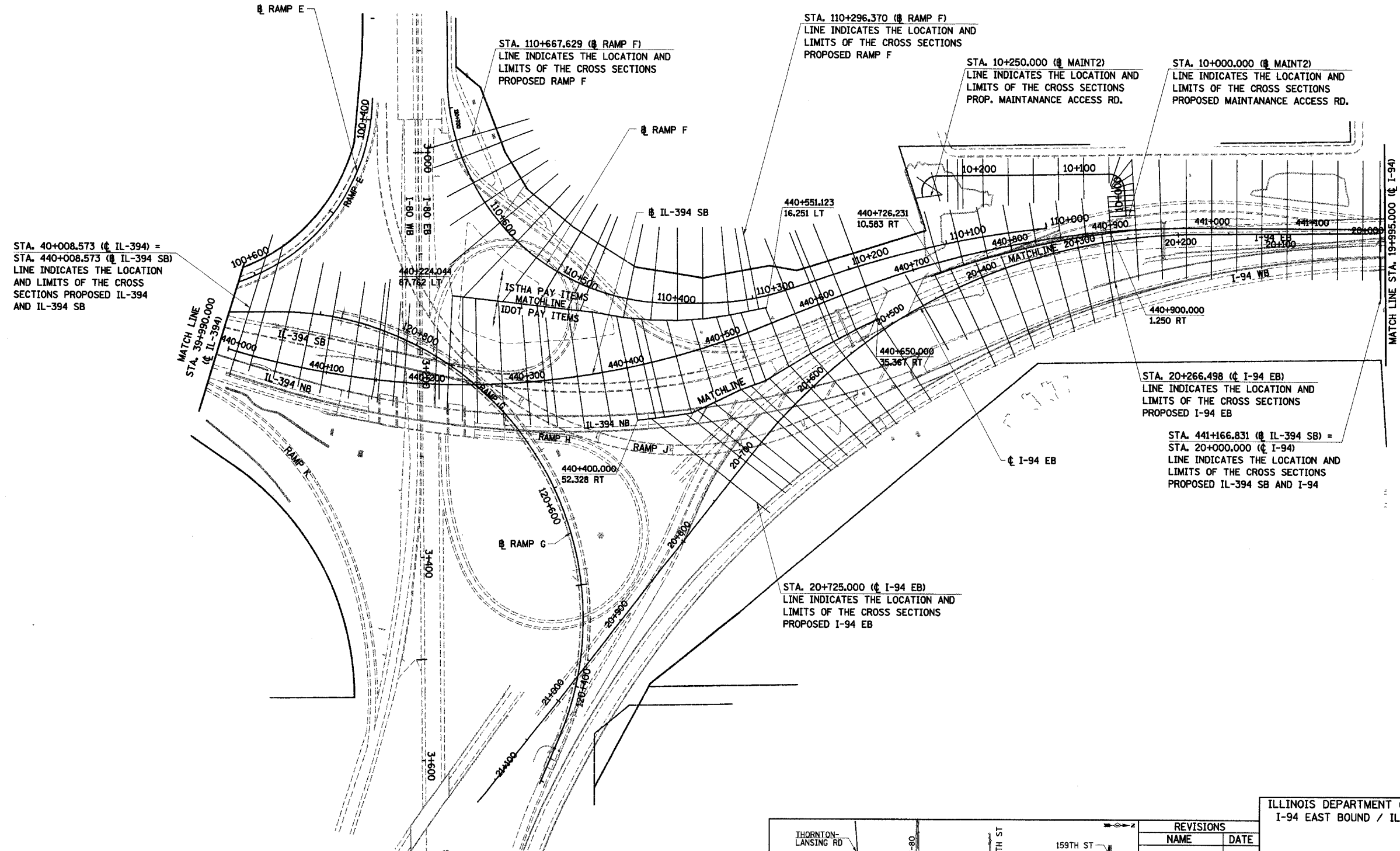
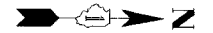


| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
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| | |
| | |

HORIZ SCALE: 1 : 2000
 VERT SCALE: NONE
 DATE: JULY 18, 2005
 DRAWN BY: BAJ/BJM
 CHECKED BY: JES



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|---------------------------|--------------|-----------|
| 80/94 | * | COOK | 870 | 762 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



STA. 40+008.573 (IL-394) =
STA. 440+008.573 (IL-394 SB)
LINE INDICATES THE LOCATION
AND LIMITS OF THE CROSS
SECTIONS PROPOSED IL-394
AND IL-394 SB

STA. 110+667.629 (RAMP F)
LINE INDICATES THE LOCATION AND
LIMITS OF THE CROSS SECTIONS
PROPOSED RAMP F

STA. 110+296.370 (RAMP F)
LINE INDICATES THE LOCATION AND
LIMITS OF THE CROSS SECTIONS
PROPOSED RAMP F

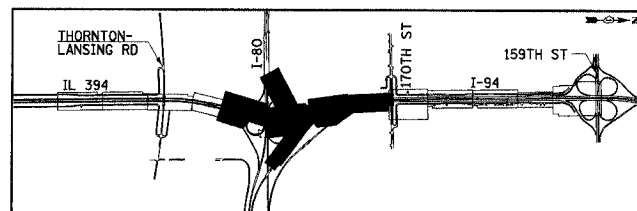
STA. 10+250.000 (MAINT2)
LINE INDICATES THE LOCATION AND
LIMITS OF THE CROSS SECTIONS
PROP. MAINTANANCE ACCESS RD.

STA. 10+000.000 (MAINT2)
LINE INDICATES THE LOCATION AND
LIMITS OF THE CROSS SECTIONS
PROPOSED MAINTANANCE ACCESS RD.

STA. 20+266.498 (I-94 EB)
LINE INDICATES THE LOCATION AND
LIMITS OF THE CROSS SECTIONS
PROPOSED I-94 EB

STA. 441+166.831 (IL-394 SB) =
STA. 20+000.000 (I-94)
LINE INDICATES THE LOCATION AND
LIMITS OF THE CROSS SECTIONS
PROPOSED IL-394 SB AND I-94

STA. 20+725.000 (I-94 EB)
LINE INDICATES THE LOCATION AND
LIMITS OF THE CROSS SECTIONS
PROPOSED I-94 EB



| REVISIONS | |
|-----------|------|
| NAME | DATE |
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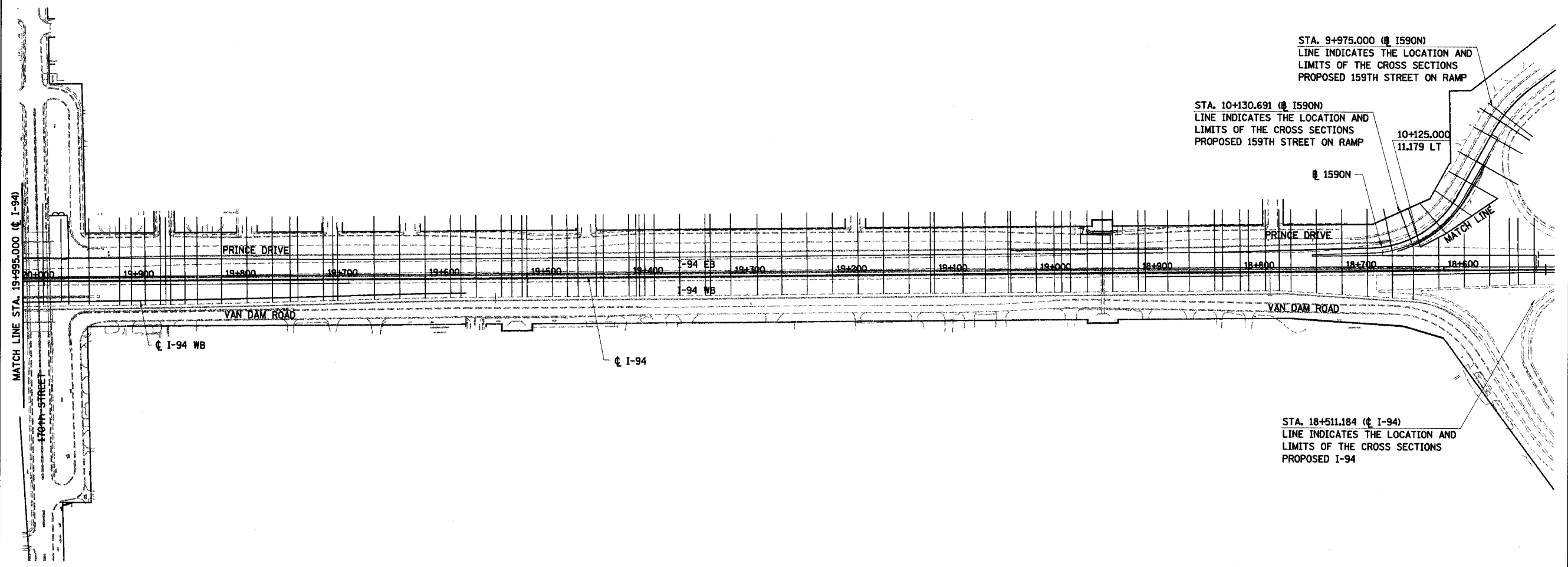
ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EAST BOUND / IL 394 SOUTH BOUND

CROSS SECTION KEY MAP

HORIZ SCALE: 1 : 2000
VERT SCALE: NONE
DATE: JULY 18, 2005
DRAWN BY: BAJ/BJM
CHECKED BY: JES



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|---------------------------|--------------|-----------|
| 80/34 | | COOK | 870 | 763 |
| STA. | | TO STA. | | |
| FED ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



STA. 9+975.000 (± I590N)
 LINE INDICATES THE LOCATION AND LIMITS OF THE CROSS SECTIONS PROPOSED 159TH STREET ON RAMP

STA. 10+130.691 (± I590N)
 LINE INDICATES THE LOCATION AND LIMITS OF THE CROSS SECTIONS PROPOSED 159TH STREET ON RAMP

10+125.000
 11.179 LT

± I590N

PRINCE DRIVE

MATCH LINE

STA. 18+511.184 (± I-94)
 LINE INDICATES THE LOCATION AND LIMITS OF THE CROSS SECTIONS PROPOSED I-94

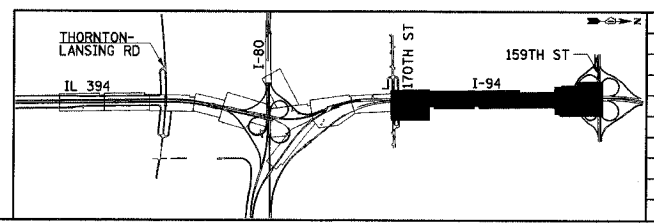
KM-3

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I-94 EAST BOUND / IL 394 SOUTH BOUND

CROSS SECTION KEY MAP

HORIZ SCALE: 1 : 2000
 VERT SCALE: NONE
 DATE: JULY 18, 2005

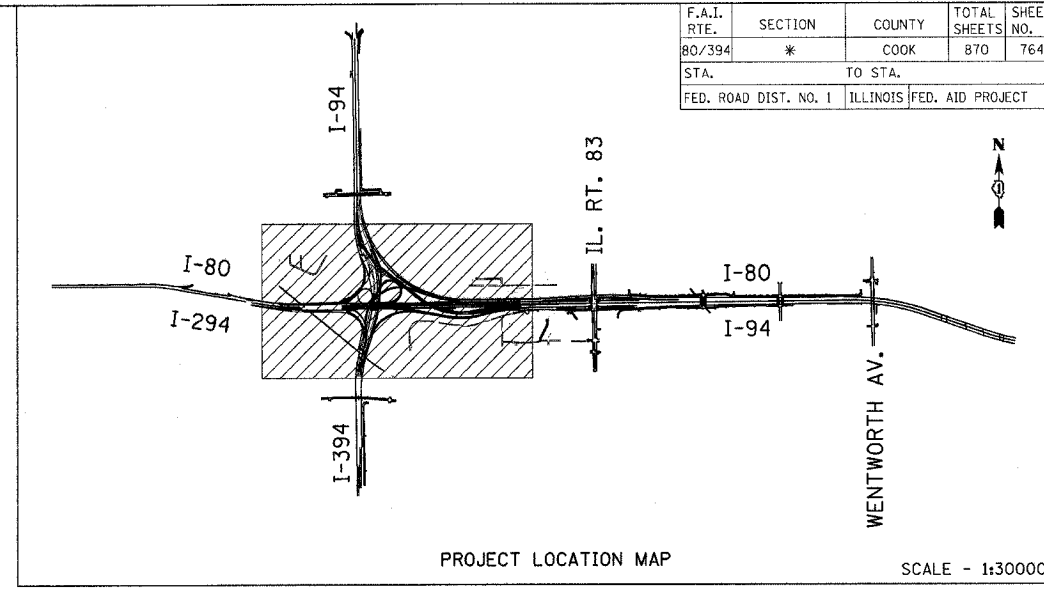
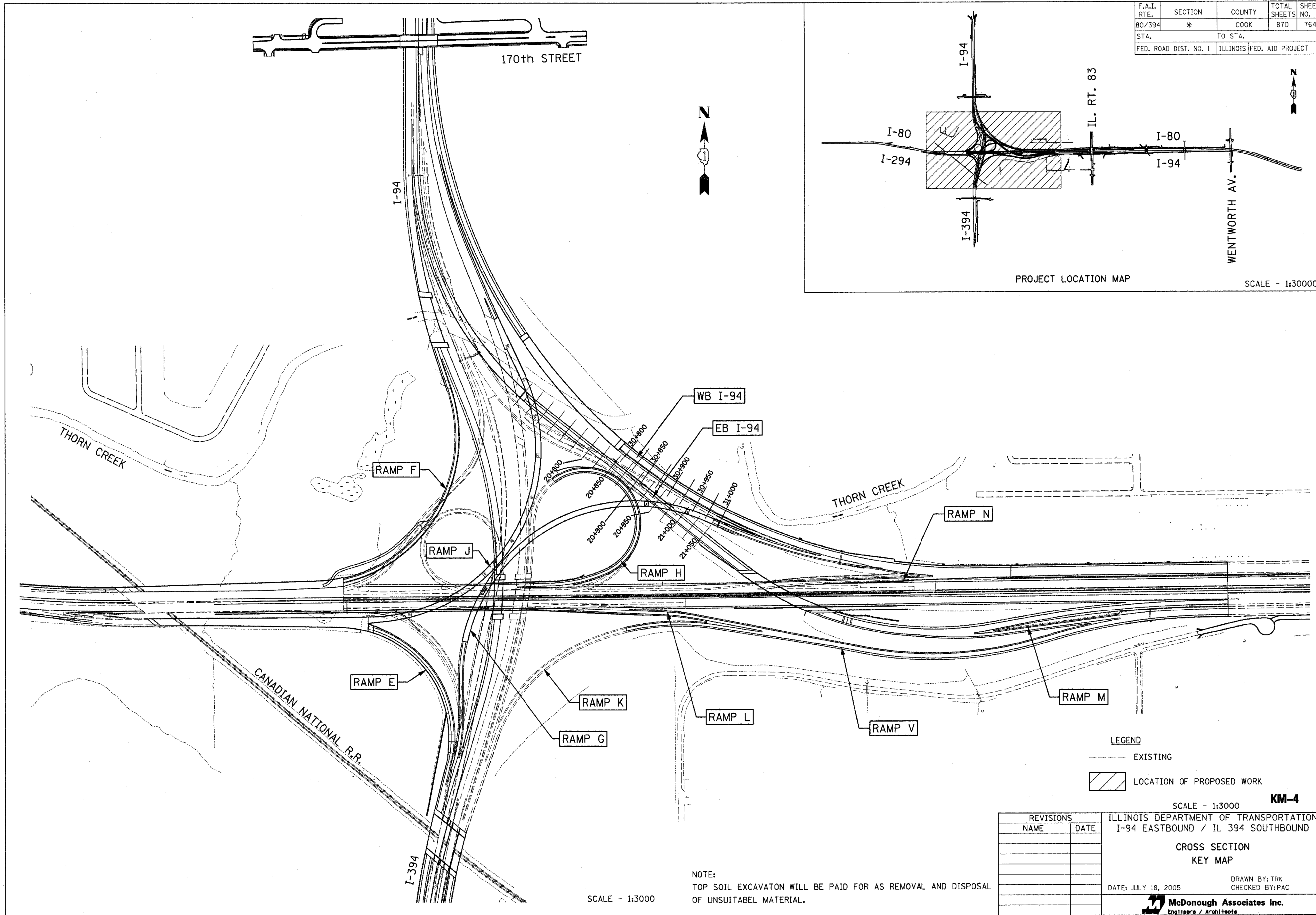
DRAWN BY: BAJ/BJM
 CHECKED BY: JES



| REVISIONS | |
|-----------|------|
| NAME | DATE |
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| | | | |
|----------------------------|---------------------------|-----------------|--------------|
| * (0203.1 & 0312-708W) R-3 | | CONTRACT #62108 | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| 80/394 | * | COOK | 870 |
| STA. | TO STA. | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT | | |



PROJECT LOCATION MAP
SCALE - 1:30000

LEGEND

- EXISTING
- ▨ LOCATION OF PROPOSED WORK

SCALE - 1:3000 **KM-4**

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
I-94 EASTBOUND / IL 394 SOUTHBOUND
CROSS SECTION
KEY MAP
DATE: JULY 18, 2005
DRAWN BY: TRK
CHECKED BY: PAC
McDonough Associates Inc.
Engineers / Architects

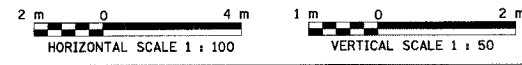
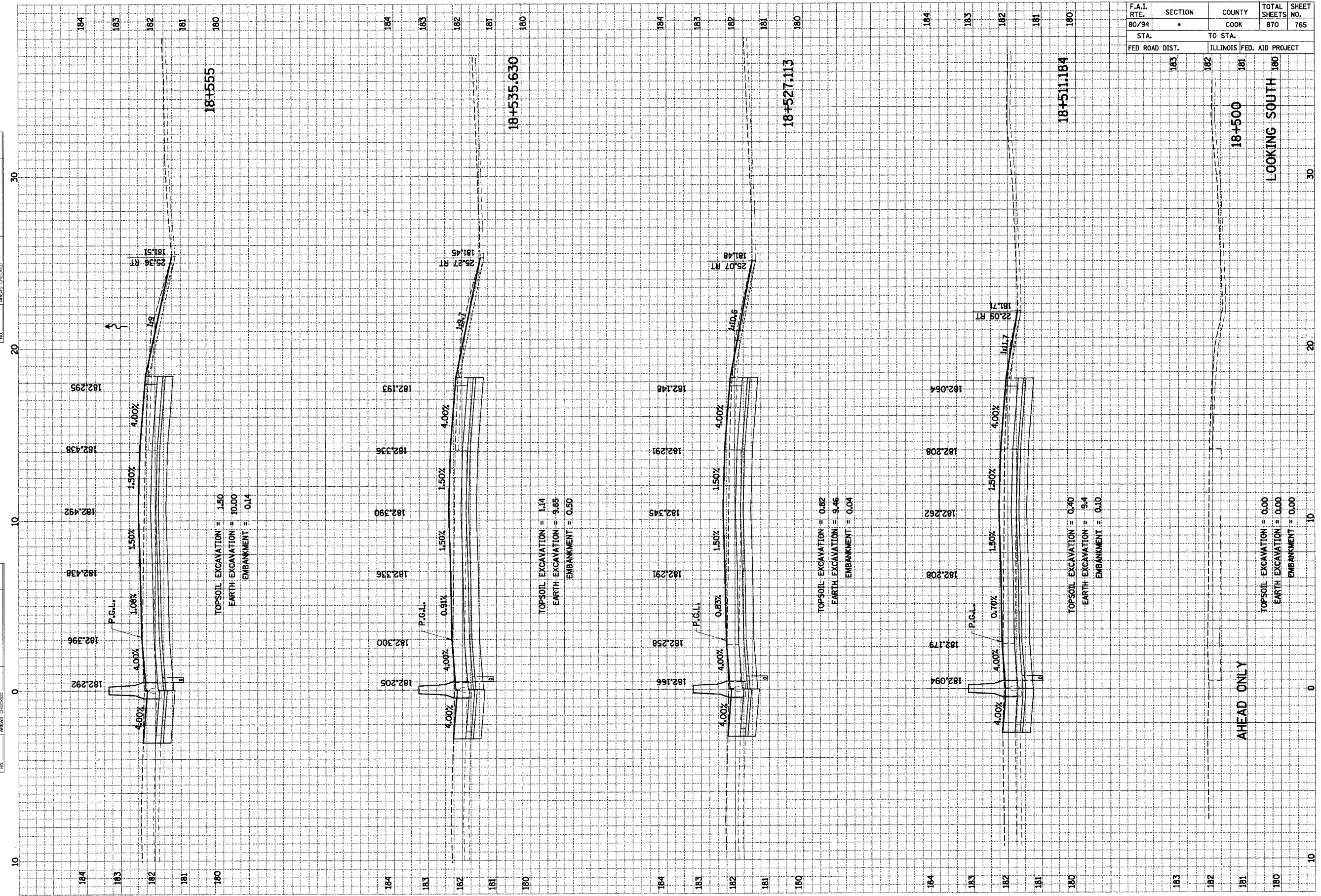
NOTE:
TOP SOIL EXCAVATION WILL BE PAID FOR AS REMOVAL AND DISPOSAL
OF UNSUITABLE MATERIAL.

SCALE - 1:3000

| | | | | |
|---|---------|---------|--------------|-----------|
| • (0203.1 & 0312-708W) R-3 CONTRACT # 62108 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 765 |
| STA. | | TO STA. | | |
| FED ROAD DIST. | 183 | 182 | 181 | 180 |
| ILLINOIS FED. AID PROJECT | | | | |

| | | | |
|--------------|---------------|----|------|
| FINAL SURVEY | SURVEYED | BY | DATE |
| NOTE BOOK | TOP G.C. | | |
| NO. | AREAS CHECKED | | |

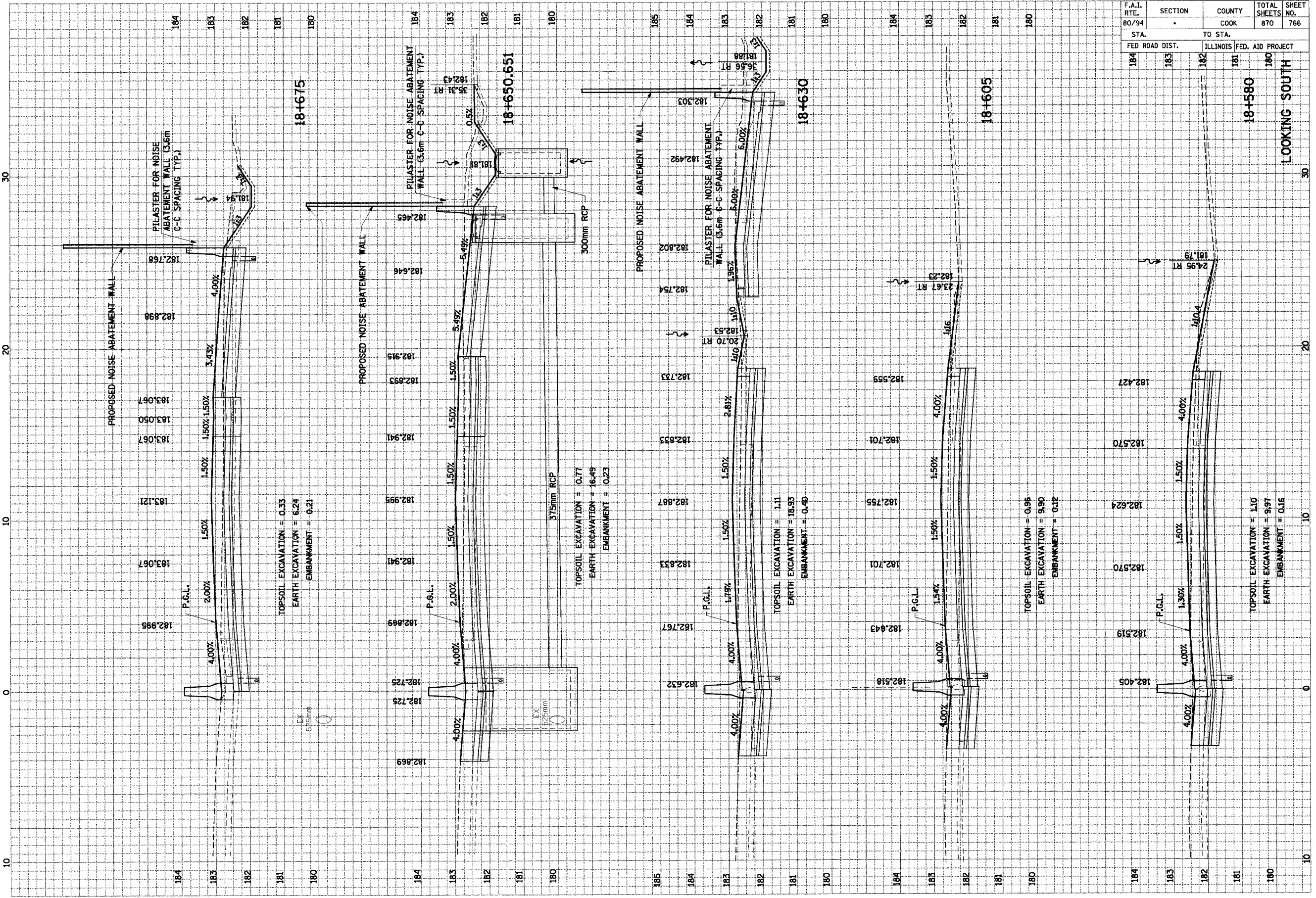
| | | | |
|-----------------|---------------|----|------|
| ORIGINAL SURVEY | SURVEYED | BY | DATE |
| NOTE BOOK | TOP G.C. | | |
| NO. | AREAS CHECKED | | |



| | | | | | |
|-----------------|-----|---------------------------|--------|--------------|-----------|
| F.A.I. RTE. | | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | | COOK | 870 | 766 |
| STA. | | TO STA. | | | |
| FED. ROAD DIST. | | ILLINOIS FED. AID PROJECT | | | |
| 184 | 183 | 182 | 181 | 180 | |

| | |
|--------------|------|
| FINAL SURVEY | DATE |
| BY | |
| NO. | |
| REVISIONS | |
| BY | DATE |
| NO. | |

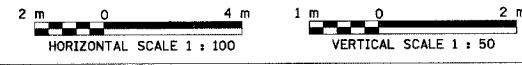
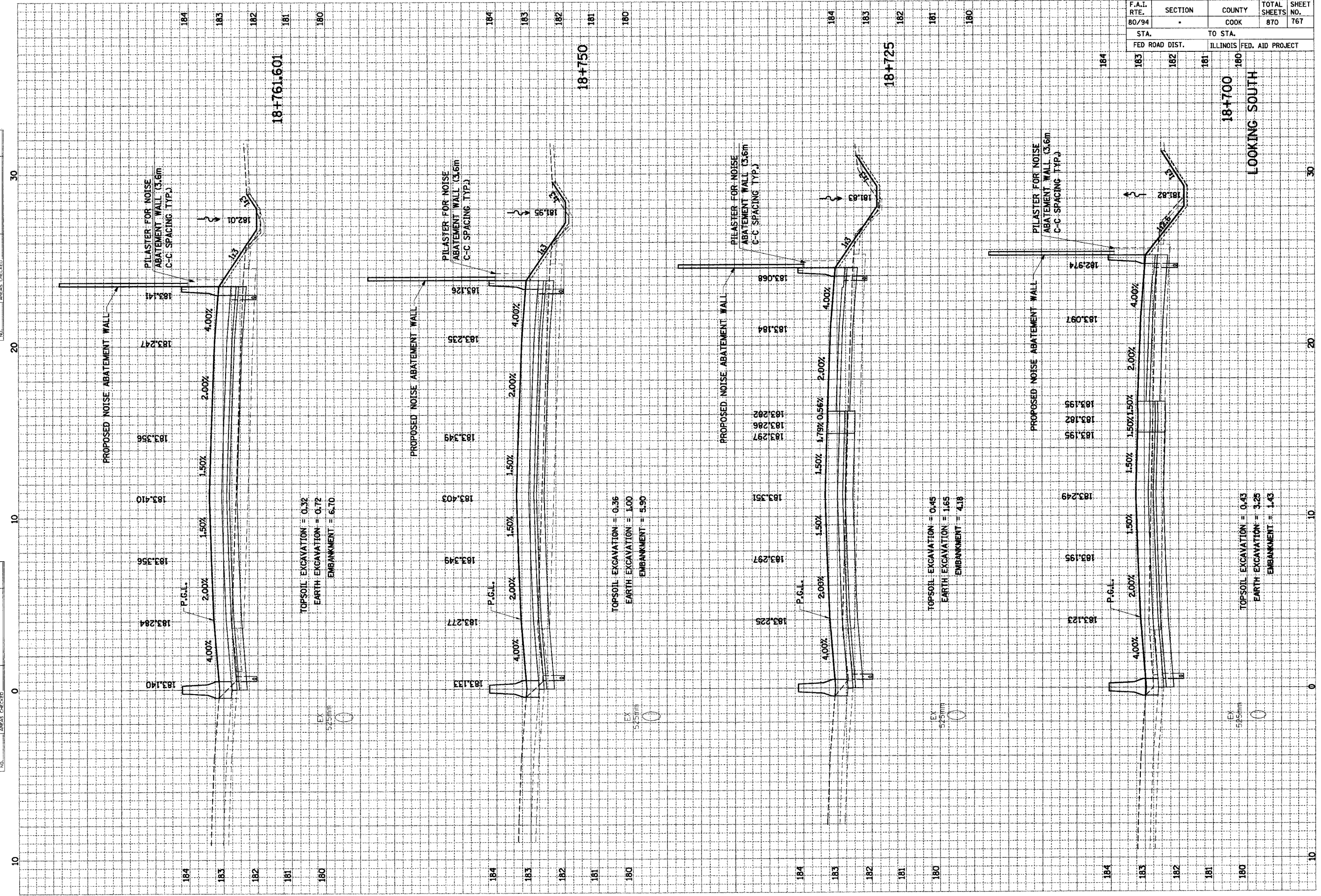
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|-----------------|------|
| ORIGINAL SURVEY | DATE |
| BY | |
| NO. | |
| REVISIONS | |
| BY | DATE |
| NO. | |



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|----------------------|--------------|---------------------------|---------------------|------------------|
| F.A.I. RTE. 80/94 | SECTION * | COUNTY COOK | TOTAL SHEETS 870 | SHEET NO. 767 |
| STA. 183 | | TO STA. 180 | | |
| FED. ROAD DIST. | | ILLINOIS FED. AID PROJECT | | |

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| FINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |

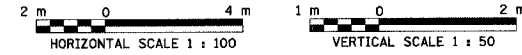
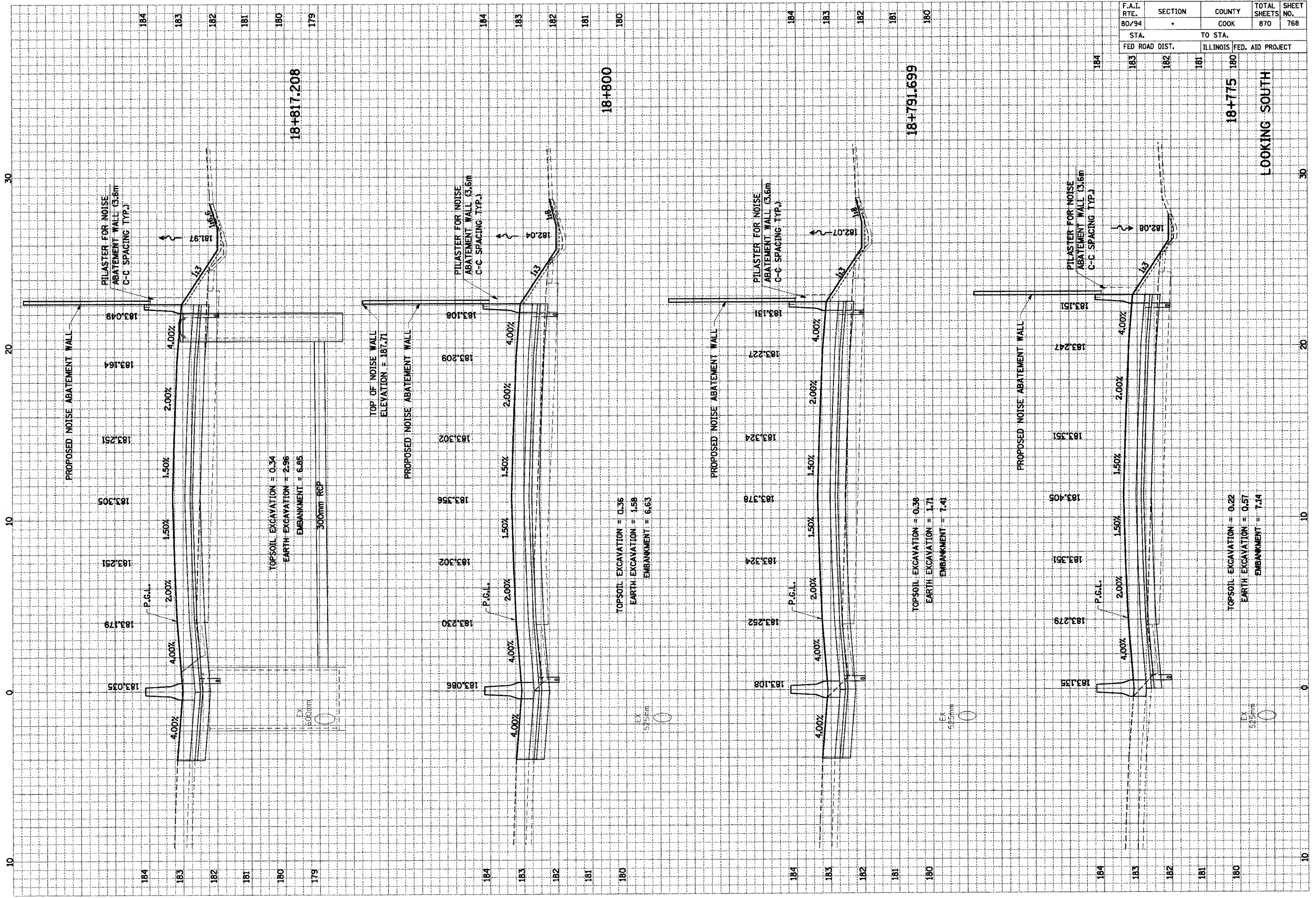
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|-----------------|----|------|
| ORIGINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |



| | | | |
|---|--------------|--------------------------------------|---------------------|
| • (0203.1 & 0312-708W) R-3 CONTRACT • 62108 | | | |
| F.A.I. RTE. 80/94 | SECTION • | COUNTY COOK | TOTAL SHEETS 870 |
| STA. FED ROAD DIST. | | TO STA. ILLINOIS FED. AID PROJECT | |
| 183 | 182 | 181 | 180 |
| 18+775 | | 180 | |

| | | | |
|--------------|----------|----|------|
| FINAL SURVEY | SURVEYED | BY | DATE |
| NOTE BOOK | PLOTTED | | |
| NO. | DATE | | |
| | | | |

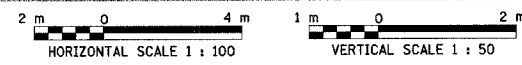
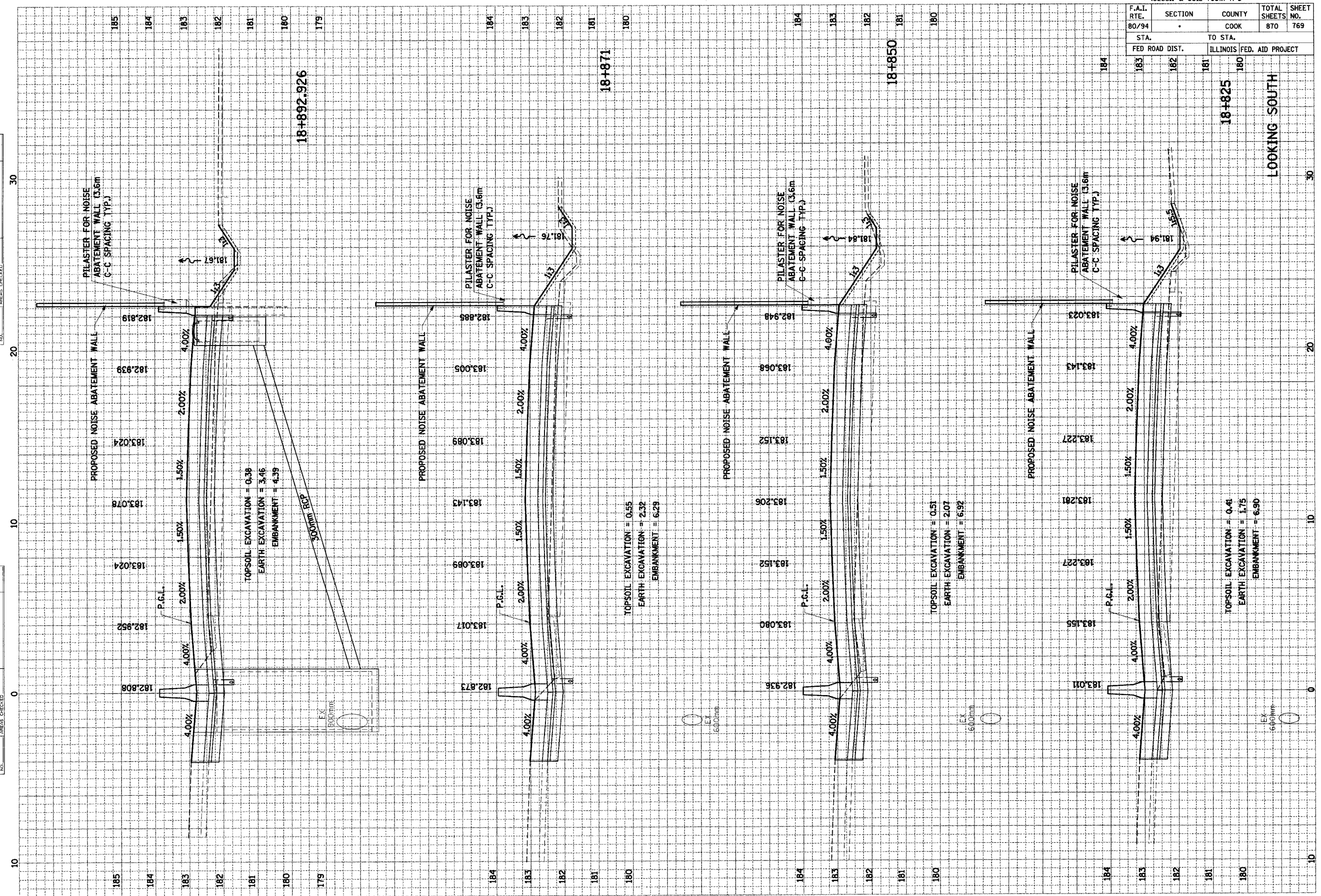
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| ORIGINAL SURVEY | SURVEYED | BY | DATE |
| NOTE BOOK | PLOTTED | | |
| NO. | DATE | | |
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|----------------|---------------------------|--------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | COOK | 870 | 769 |
| STA. | TO STA. | | | |
| FED ROAD DIST. | ILLINOIS FED. AID PROJECT | | | |

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| FINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREA CHECKED | | |

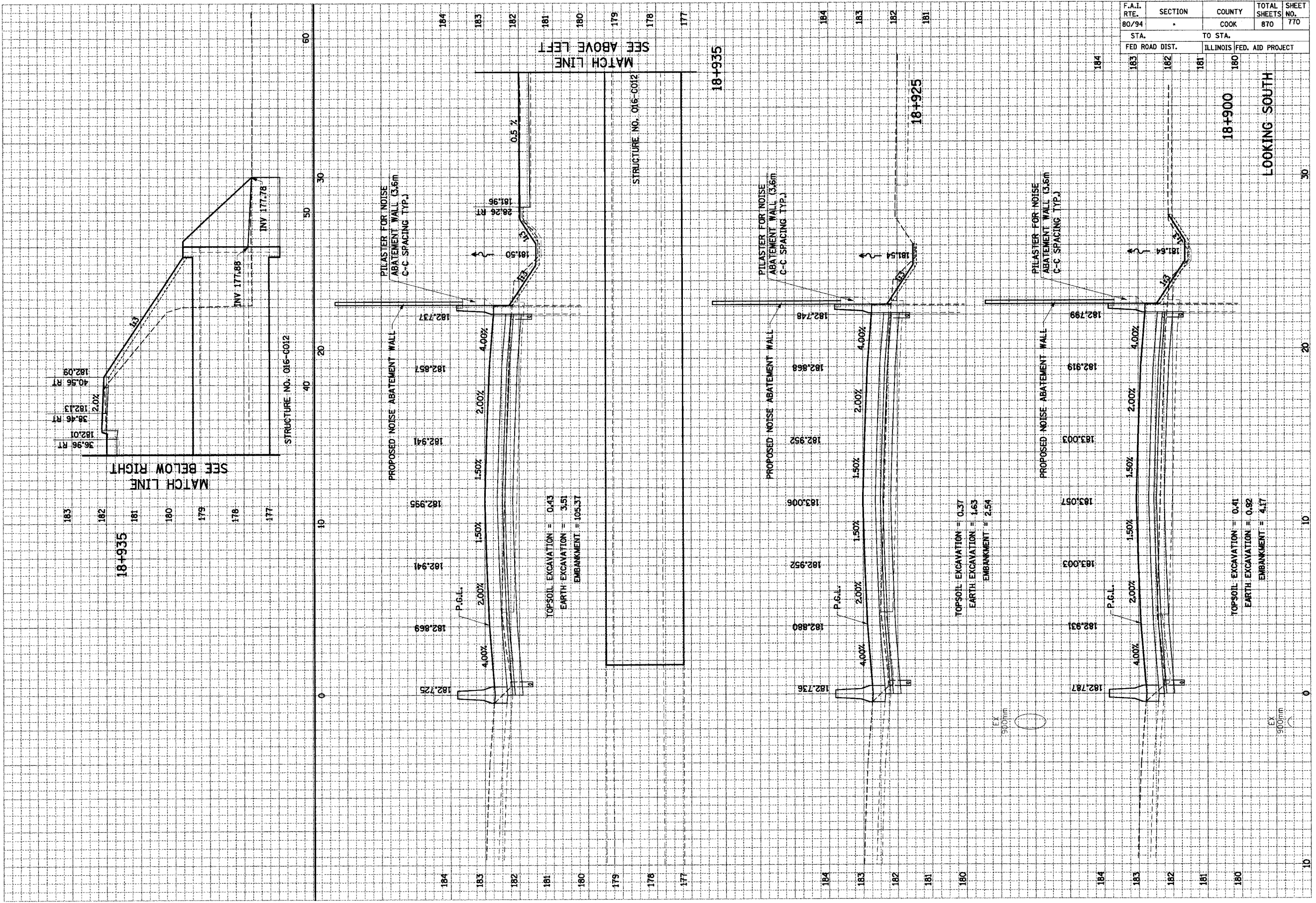
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| OPTIONAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREA CHECKED | | |



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| • (0203.1 & 0312-708W) R-3 CONTRACT • 62108 | | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | COOK | 870 | 770 |
| STA. | | TO STA. | | |
| FED ROAD DIST. | | ILLINOIS FED. AID PROJECT | | |

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

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

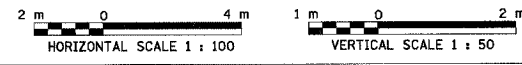
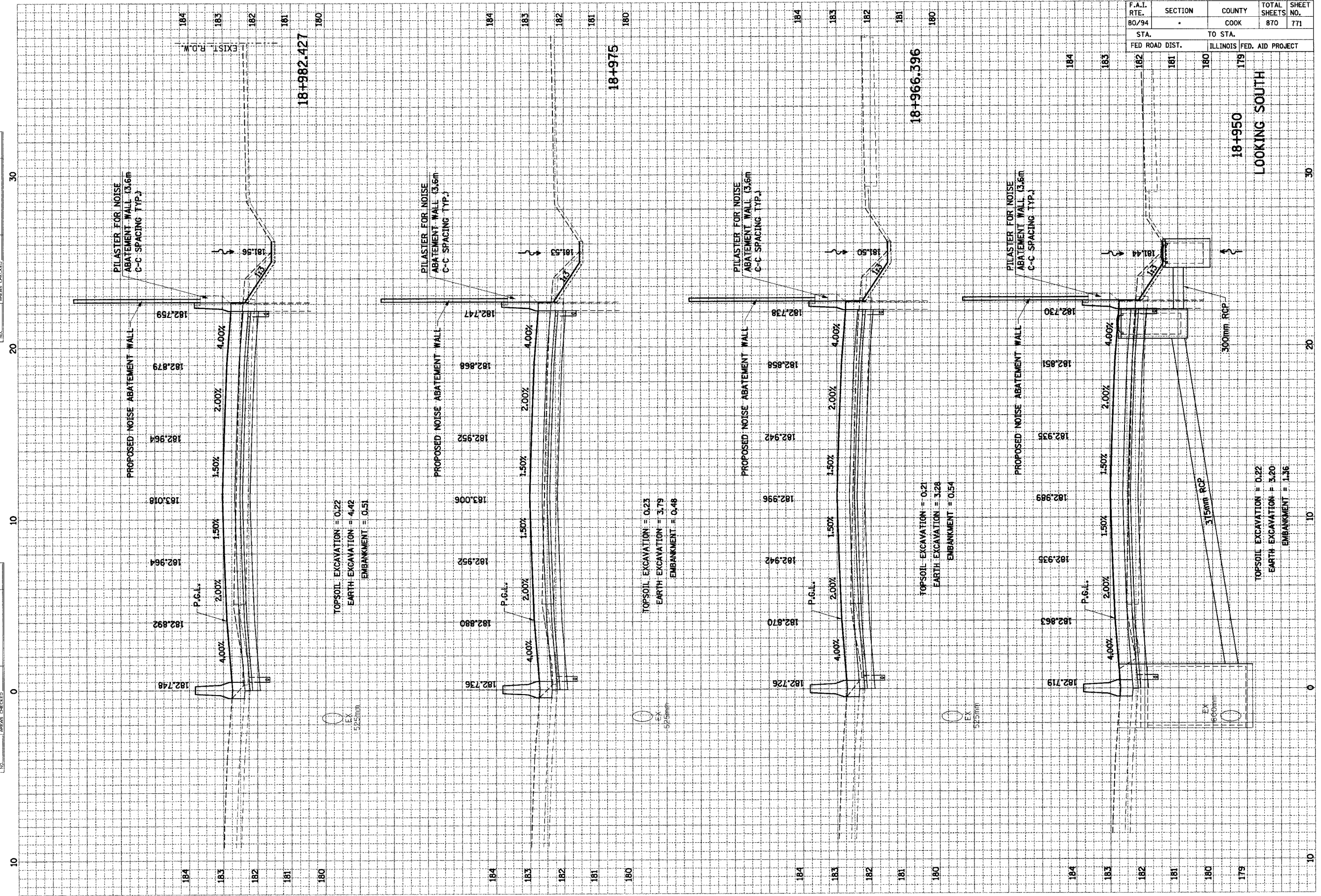


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|-------------------|--|-------------|-------------|---------------------------|---------------|
| F.A.I. RTE. 80/94 | | SECTION | COUNTY COOK | TOTAL SHEETS 870 | SHEET NO. 771 |
| STA. 180 | | TO STA. 179 | | ILLINOIS FED. AID PROJECT | |

18+982.427
18+975
18+966.396
18+950
LOOKING SOUTH

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

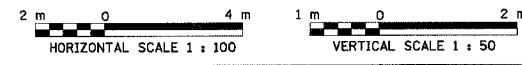
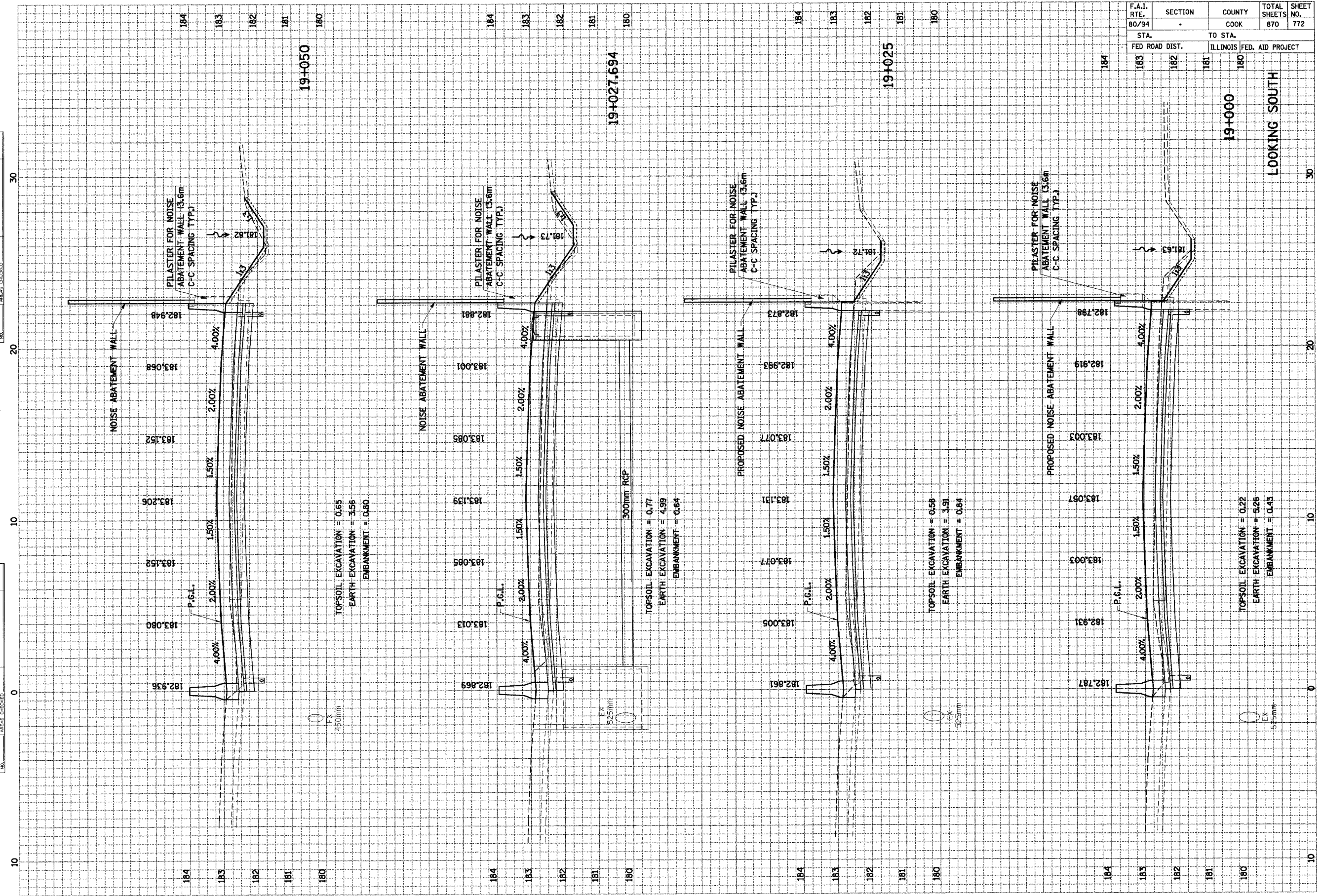
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| ORIGINAL SURVEY | SURVEYED | BY | DATE |
| NOTE BOOK | TOPIC | | |
| AREAS CHECKED | TEMPLATE | | |
| NO. | AREAS | | |



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|---|--------------|---------------------------|---------------------|
| • (0203.1 & 0312-708W) R-3 CONTRACT • 62108 | | | |
| F.A.I. RTE. 80/94 | SECTION . | COUNTY COOK | TOTAL SHEETS 870 |
| STA. 183 | | TO STA. 180 | |
| FED ROAD DIST. | | ILLINOIS FED. AID PROJECT | |

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| FINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
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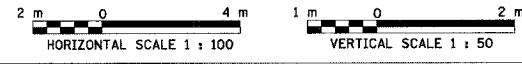
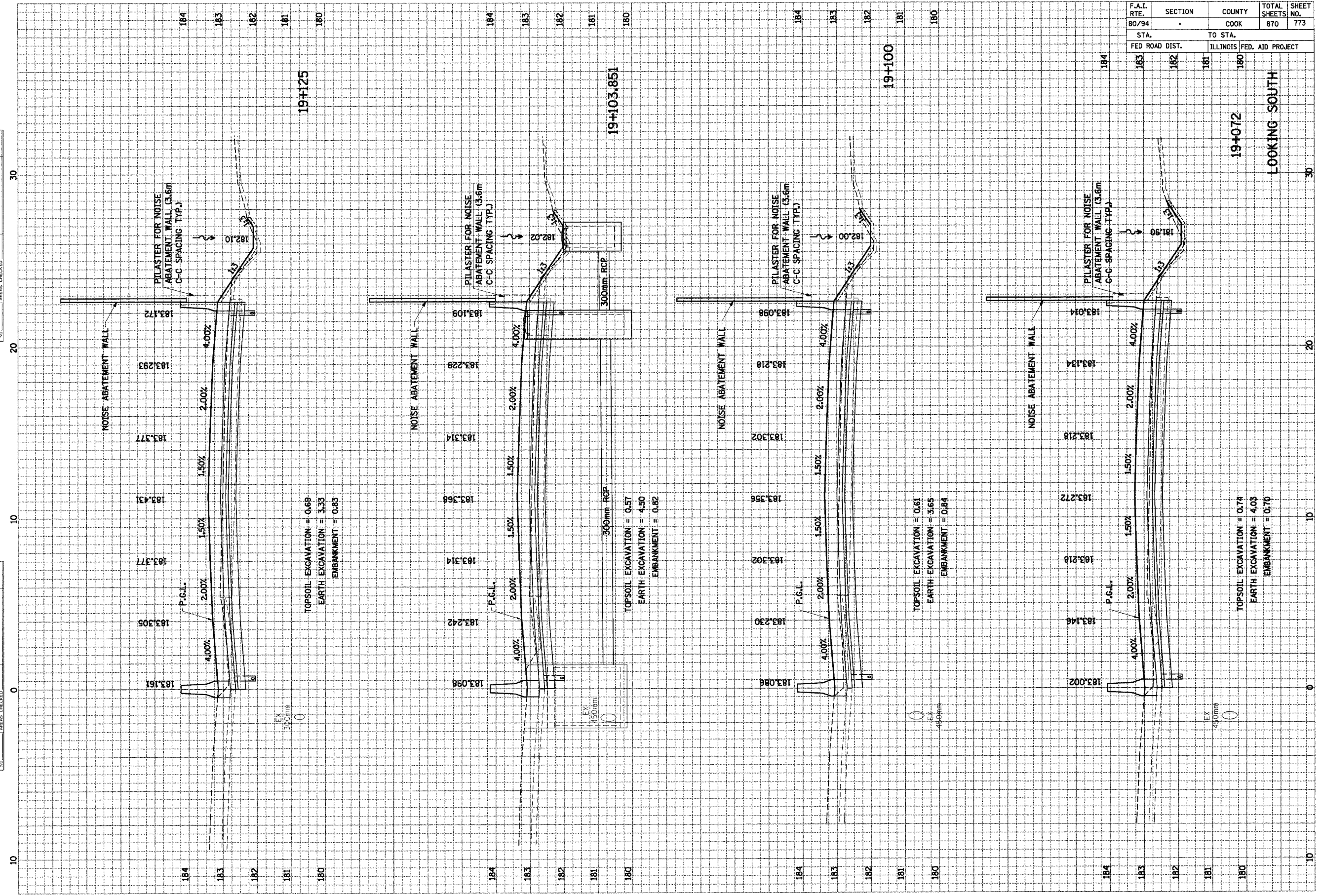
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| ORIGINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |



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|---|---------------------------|--------|------------------|
| • (0203.1 & 0312-708W) R-3 CONTRACT • 62108 | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS NO. |
| 80/94 | . | COOK | 870 |
| STA. | TO STA. | | |
| FED ROAD DIST. | ILLINOIS FED. AID PROJECT | | |

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| FINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |

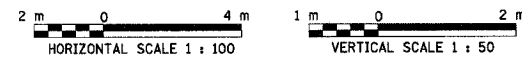
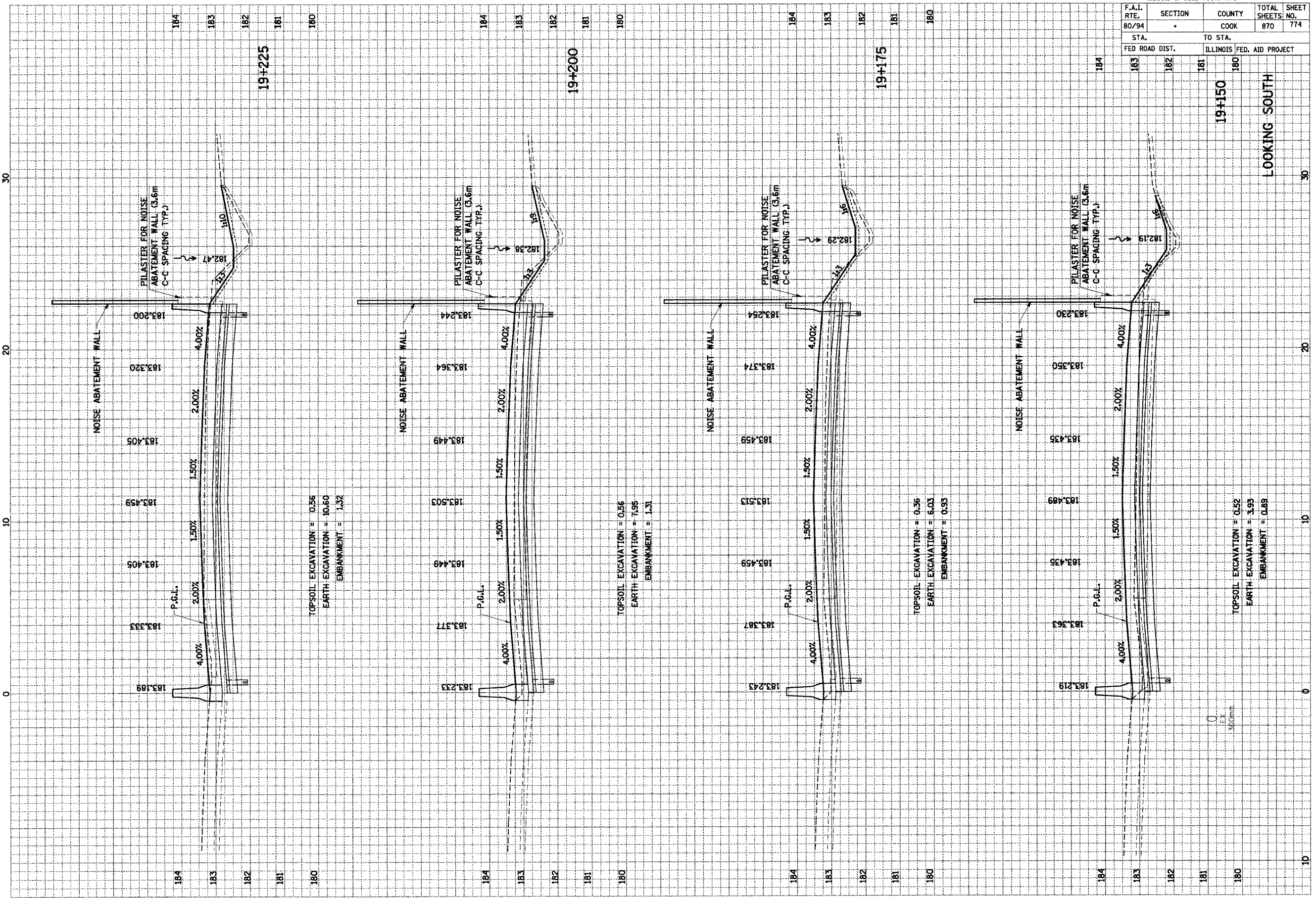
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| ORIGINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |



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|---|--------------|---------------------------|---------------------|------------------|
| • (0203.1 & 0312-708W) R-3 CONTRACT • 62108 | | | | |
| F.A.I. RTE. 80/94 | SECTION * | COUNTY COOK | TOTAL SHEETS 870 | SHEET NO. 774 |
| STA. 183 | | TO STA. 180 | | |
| FED ROAD DIST. | | ILLINOIS FED. AID PROJECT | | |

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| FINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |

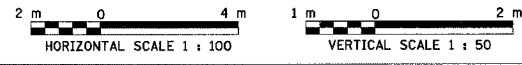
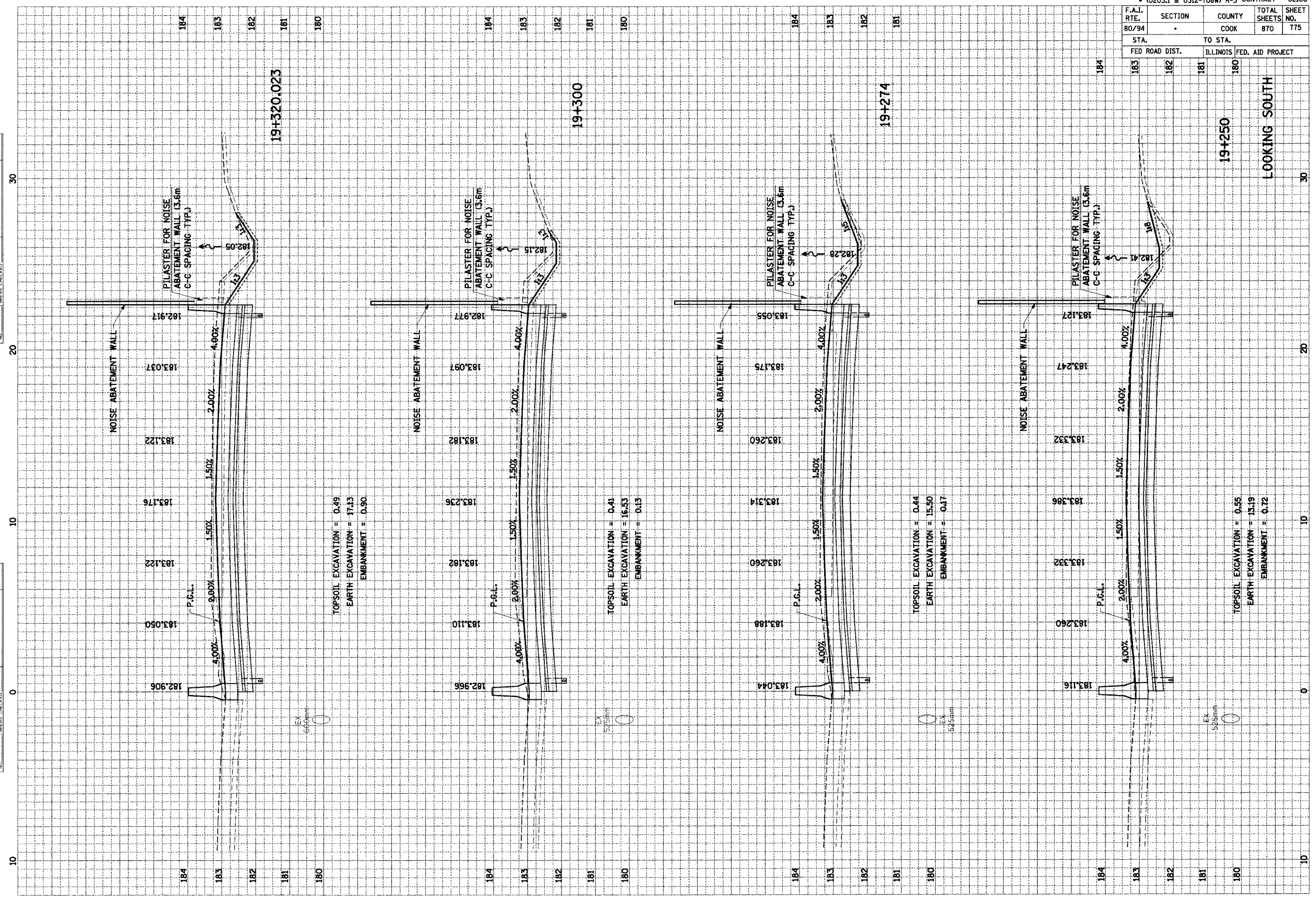
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| ORIGINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |



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|---|--------------|---------------------------|---------------------|
| * (0203.1 & 0312-708W) R-3 CONTRACT * 62108 | | | |
| F.A.I. RTE. 80/94 | SECTION * | COUNTY COOK | TOTAL SHEETS 870 |
| STA. 183 | | TO STA. 180 | |
| FED ROAD DIST. | | ILLINOIS FED. AID PROJECT | |

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| FINAL SURVEY | DATE |
| NO. _____ | BY _____ |
| NO. _____ | DATE _____ |
| NO. _____ | BY _____ |
| NO. _____ | DATE _____ |

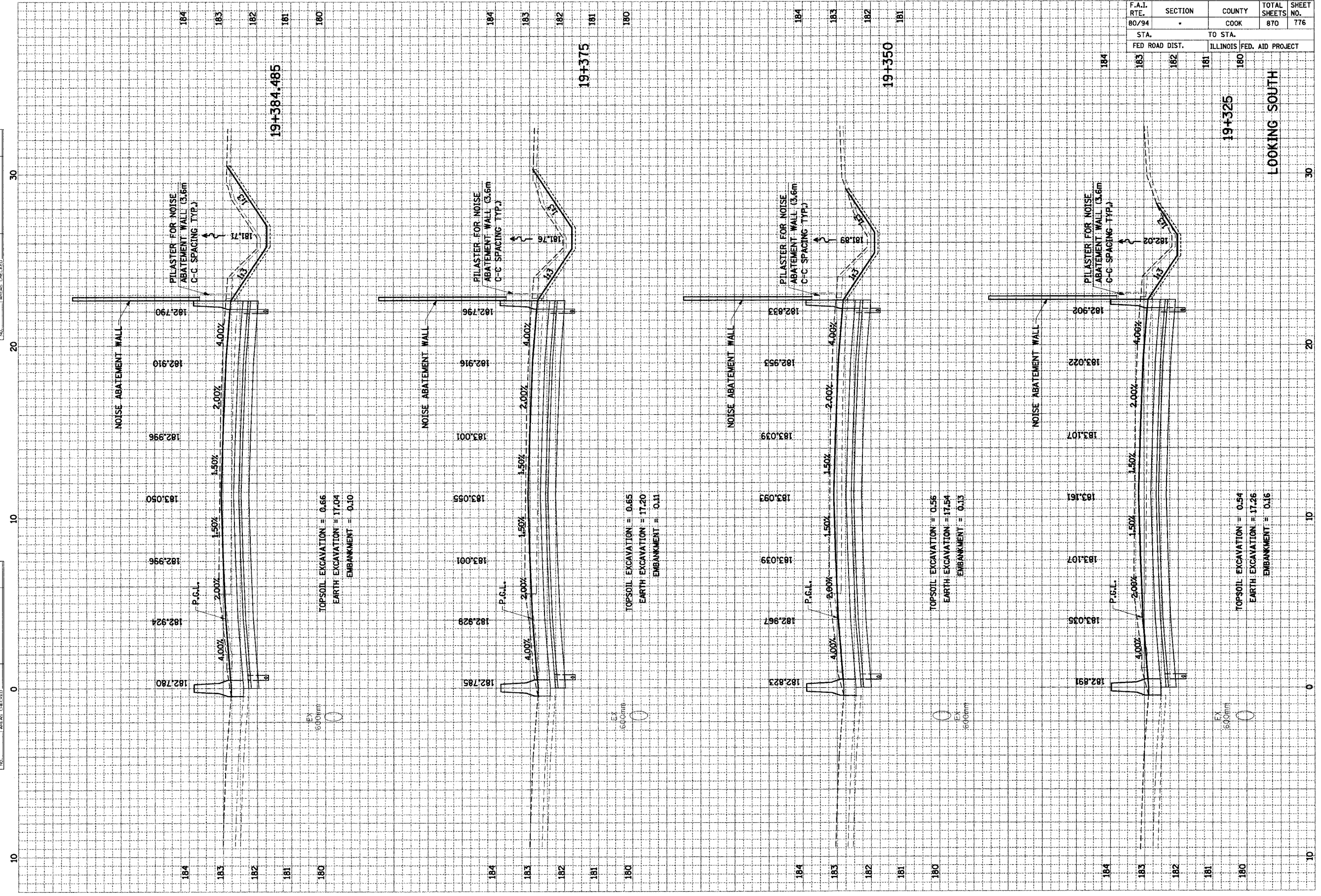
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| ORIGINAL SURVEY | DATE |
| NO. _____ | BY _____ |
| NO. _____ | DATE _____ |
| NO. _____ | BY _____ |
| NO. _____ | DATE _____ |



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|---|--------------|---------------------------|---------------------|
| * (0203.1 & 0312-708W) R-3 CONTRACT * 62108 | | | |
| F.A.I. RTE. 80/94 | SECTION . | COUNTY COOK | TOTAL SHEETS 870 |
| STA. 183 | | TO STA. 180 | |
| FED. ROAD DIST. | | ILLINOIS FED. AID PROJECT | |

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|--------------|------------|
| FINAL SURVEY | DATE |
| NO. _____ | BY _____ |
| NO. _____ | DATE _____ |
| NO. _____ | BY _____ |
| NO. _____ | DATE _____ |
| NO. _____ | BY _____ |

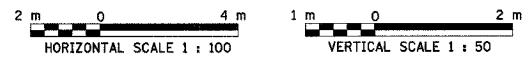
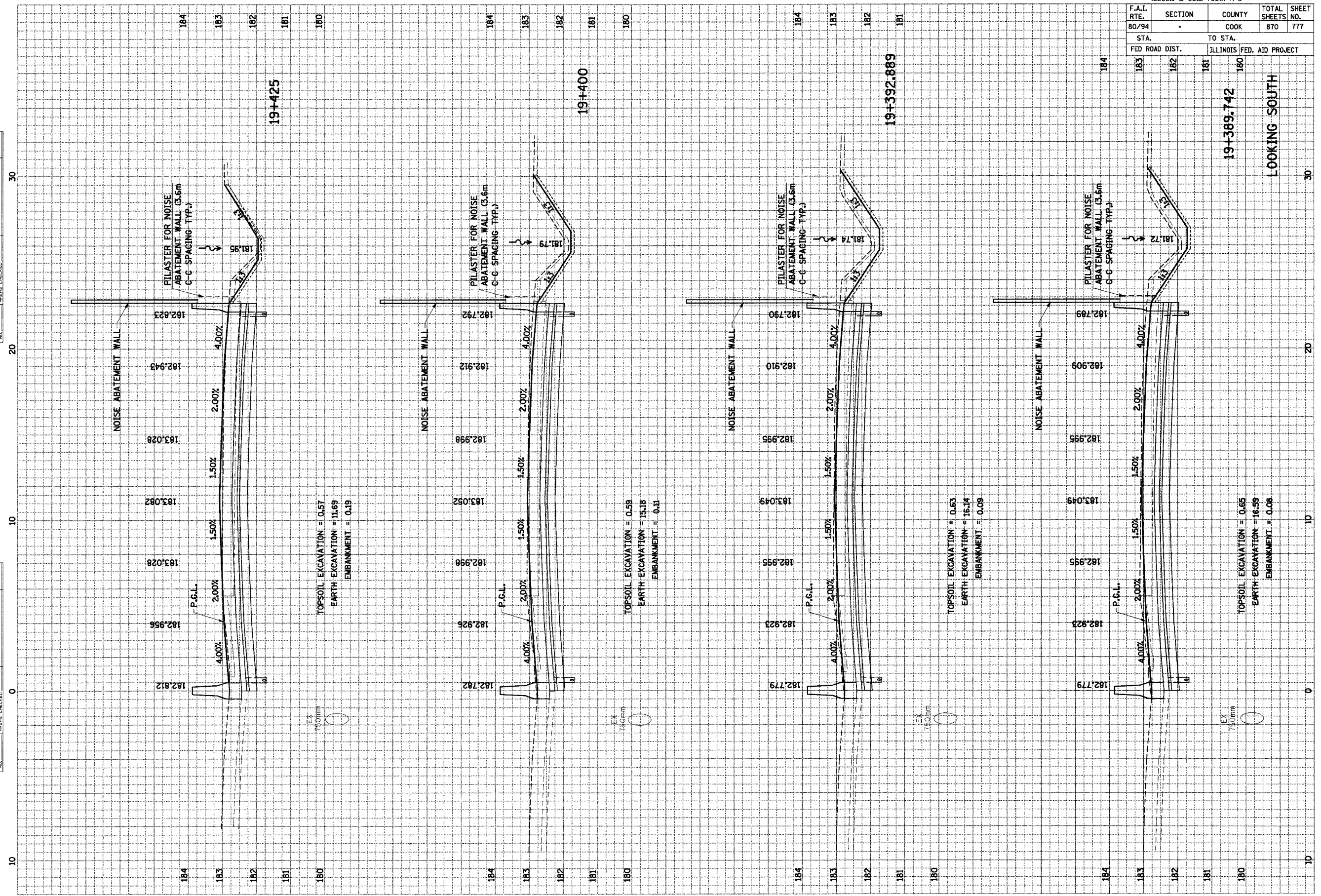
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| ORIGINAL SURVEY | DATE |
| NO. _____ | BY _____ |
| NO. _____ | DATE _____ |
| NO. _____ | BY _____ |
| NO. _____ | DATE _____ |
| NO. _____ | BY _____ |



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|--|---------|---------------------------|------------------|
| • (203.1 & 0312-708W) R-3 CONTRACT • 62108 | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS NO. |
| 80/94 | | COOK | 870 777 |
| STA. TO STA. | | ILLINOIS FED. AID PROJECT | |
| 183 | 182 | 181 | 180 |

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| FINAL SURVEY NOTE BOOK NO. | BY | DATE |
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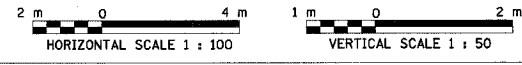
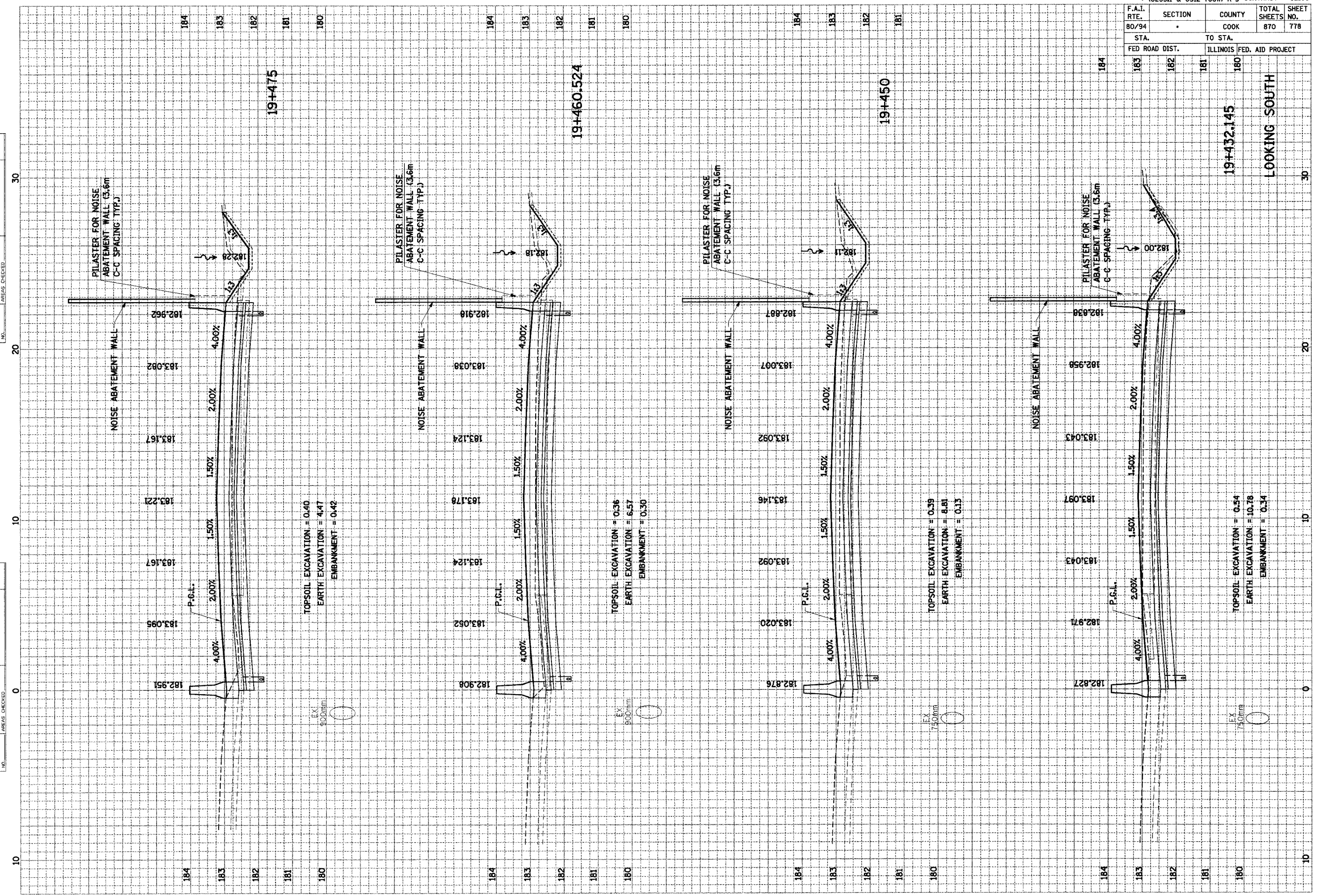
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| ORIGINAL SURVEY NOTE BOOK NO. | BY | DATE |
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|---|---------------------------|--------|------------------|
| * (0203.1 & 0312-708W) R-3 CONTRACT * 62108 | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS NO. |
| 80/94 | . | COOK | 870 778 |
| STA. | TO STA. | | |
| FED ROAD DIST. | ILLINOIS FED. AID PROJECT | | |

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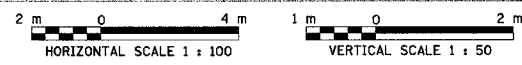
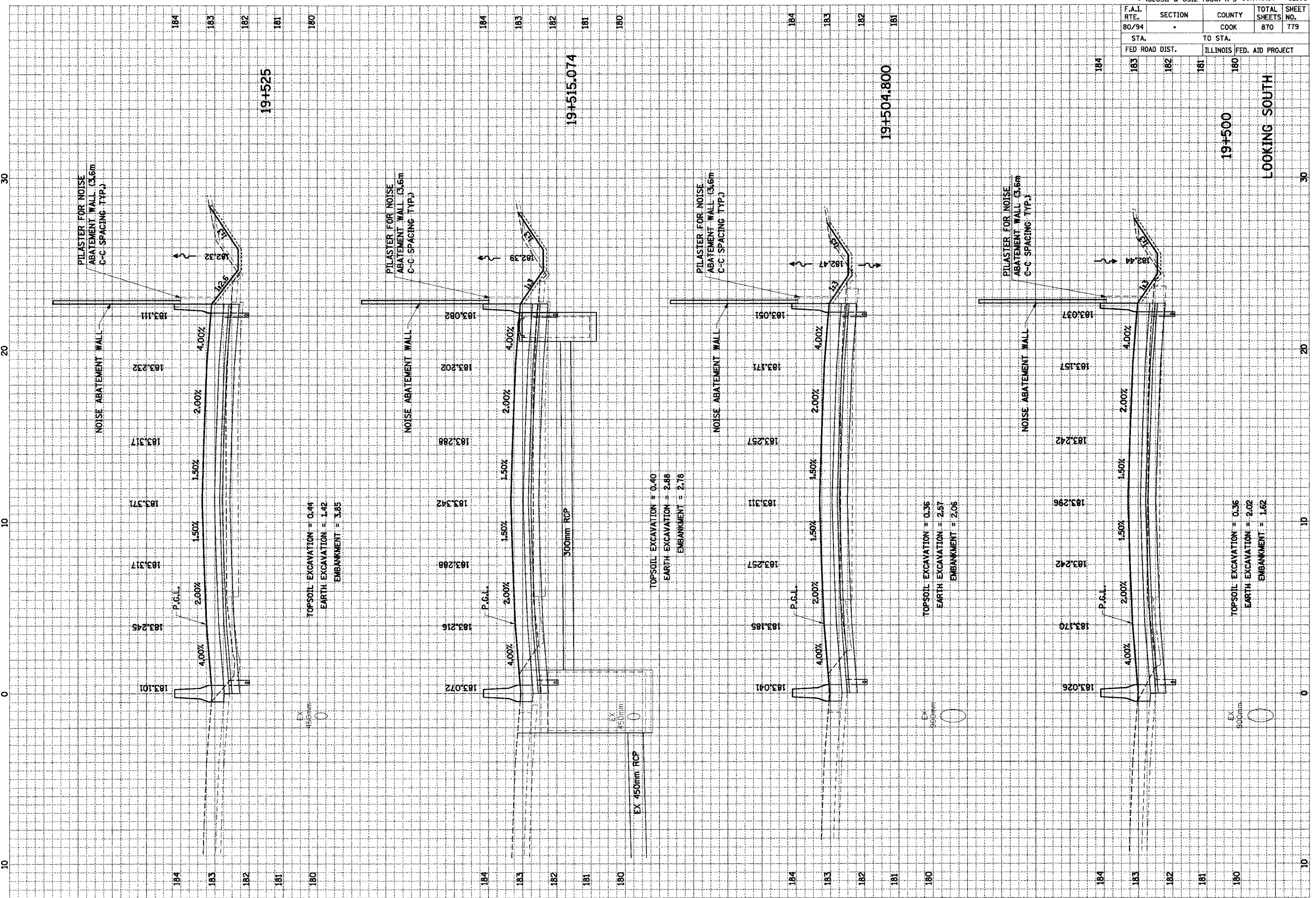
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| ORIGINAL SURVEY | SURVEYED | BY | DATE |
| NOTE BOOK | PLOTTED | | |
| NO. | AREAS CHECKED | | |



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------|---------|---------------------------|--------------|-----------|
| 80/94 | | COOK | 870 | 779 |
| STA. TO STA. | | ILLINOIS FED. AID PROJECT | | |
| 183 | 182 | 181 | 180 | |

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| FINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |

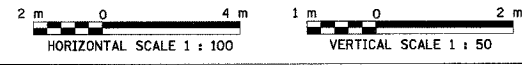
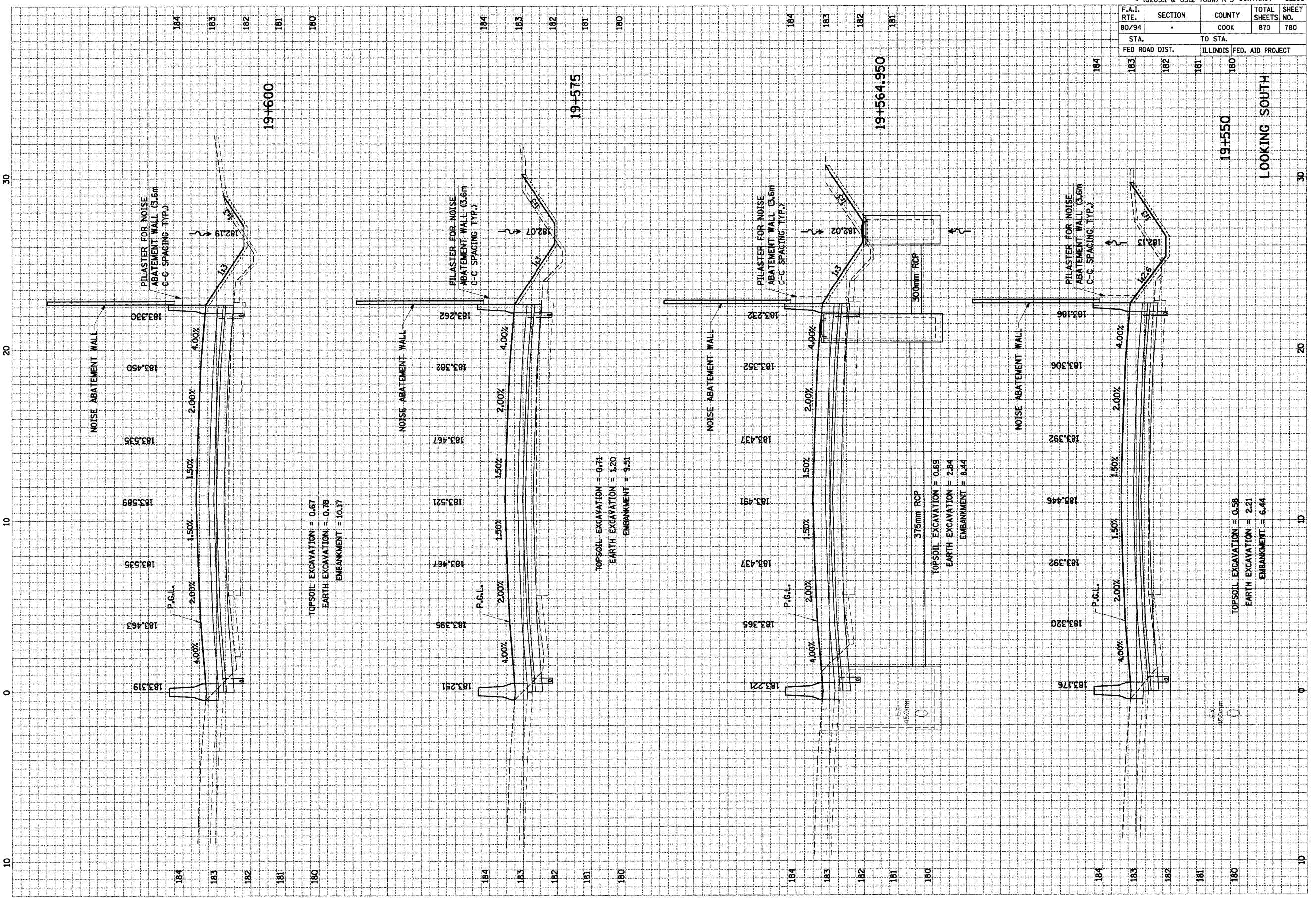
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| ORIGINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |



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| * (0203.1 & 0312-708W) R-3 CONTRACT # 62108 | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS NO. |
| 80/94 | | COOK | 870 780 |
| STA. | TO STA. | | |
| FED ROAD DIST. | ILLINOIS FED. AID PROJECT | | |

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| FINAL SURVEY | SURVEYED | BY | DATE |
| NOTE BOOK NO. | PLOTTED | | |
| | DATE | | |
| | AREAS | | |
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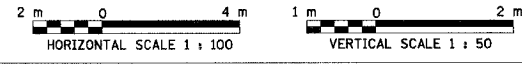
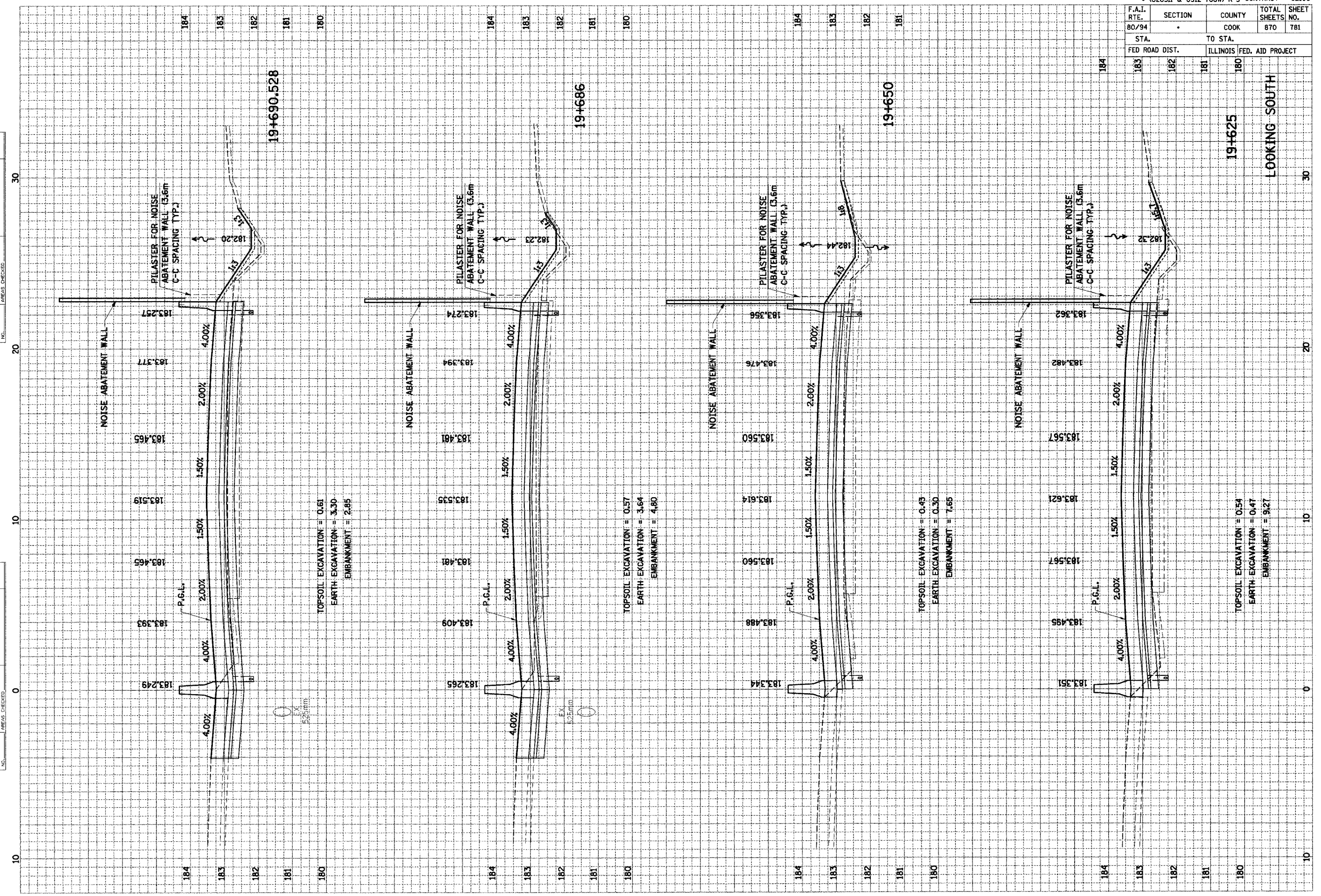
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| ORIGINAL SURVEY | SURVEYED | BY | DATE |
| NOTE BOOK NO. | PLOTTED | | |
| | DATE | | |
| | AREAS | | |
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------|---------|---------------------------|--------------|-----------|
| 80/94 | | COOK | 870 | 781 |
| STA. TO STA. | | ILLINOIS FED. AID PROJECT | | |
| FED ROAD DIST. | | 19+625 | | |

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| FINAL SURVEYED PLOTTED NOTE BOOK | BY | DATE |
| NO. | | |

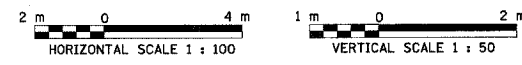
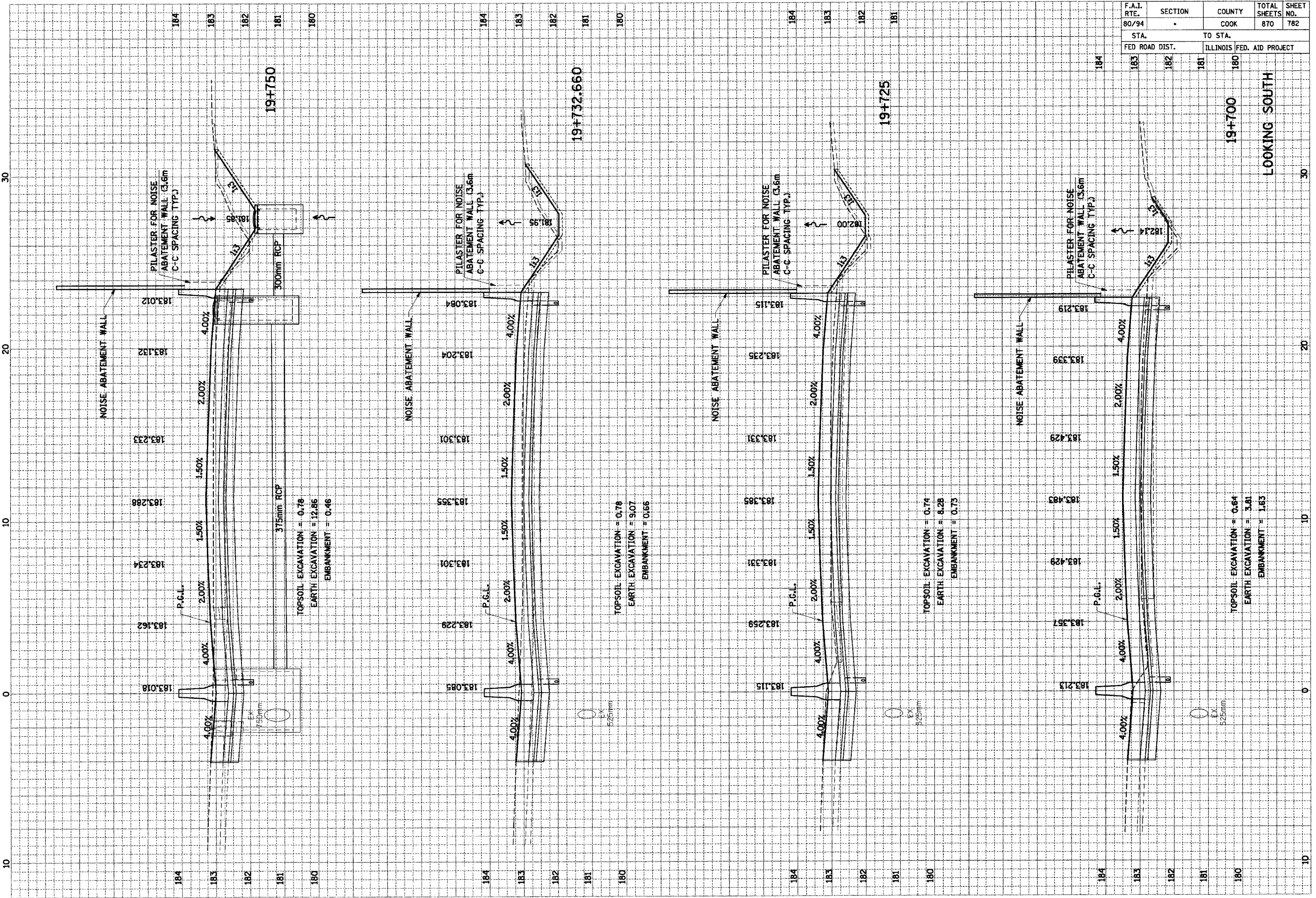
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| ORIGINAL SURVEYED PLOTTED NOTE BOOK | BY | DATE |
| NO. | | |



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|---|---------------------------|----------------|---------------------|
| * (0203.1 & 0312-708W) R-3 CONTRACT * 62108 | | | |
| F.A.I. RTE. 80/94 | SECTION . | COUNTY COOK | TOTAL SHEETS 870 |
| SHEET NO. 782 | | | |
| STA. 183 | TO STA. 184 | | |
| FED ROAD DIST. | ILLINOIS FED. AID PROJECT | | |

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| ORIGINAL SURVEY | BY | DATE |
| FINAL SURVEY | | |
| NOTE BOOK | | |
| AREAS CHECKED | | |

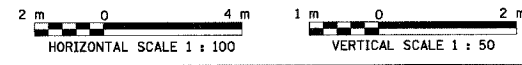
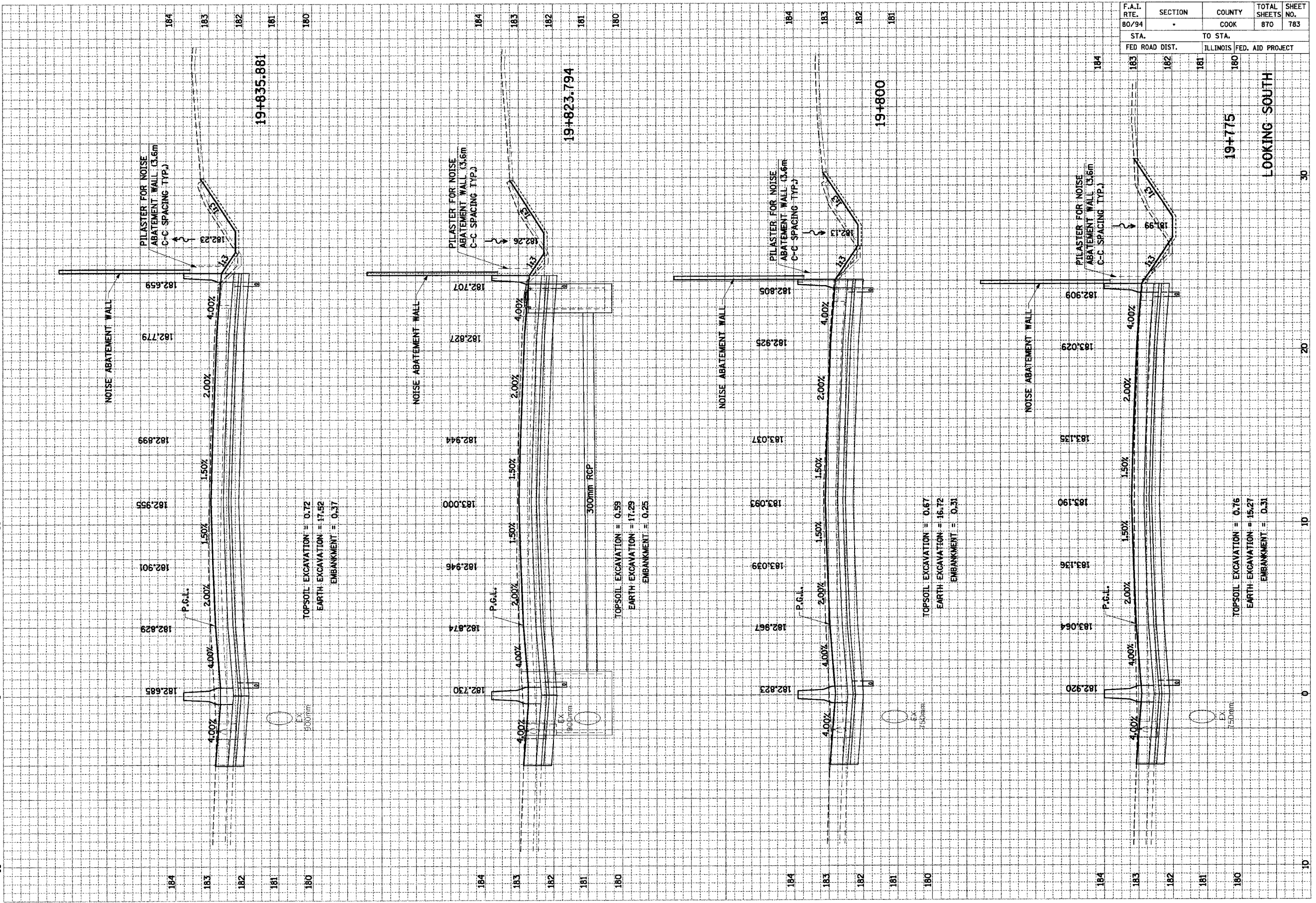
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| ORIGINAL SURVEY | BY | DATE |
| FINAL SURVEY | | |
| NOTE BOOK | | |
| AREAS CHECKED | | |



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|---|---------|---------------------------|-----------------|
| • (0203.1 & 0312-708W) R-3 CONTRACT • 62108 | | | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
| 80/94 | | COOK | 870 |
| STA. | | TO STA. | |
| FED ROAD DIST. | | ILLINOIS FED. AID PROJECT | |

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

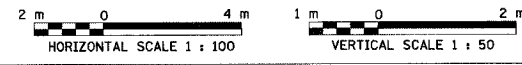
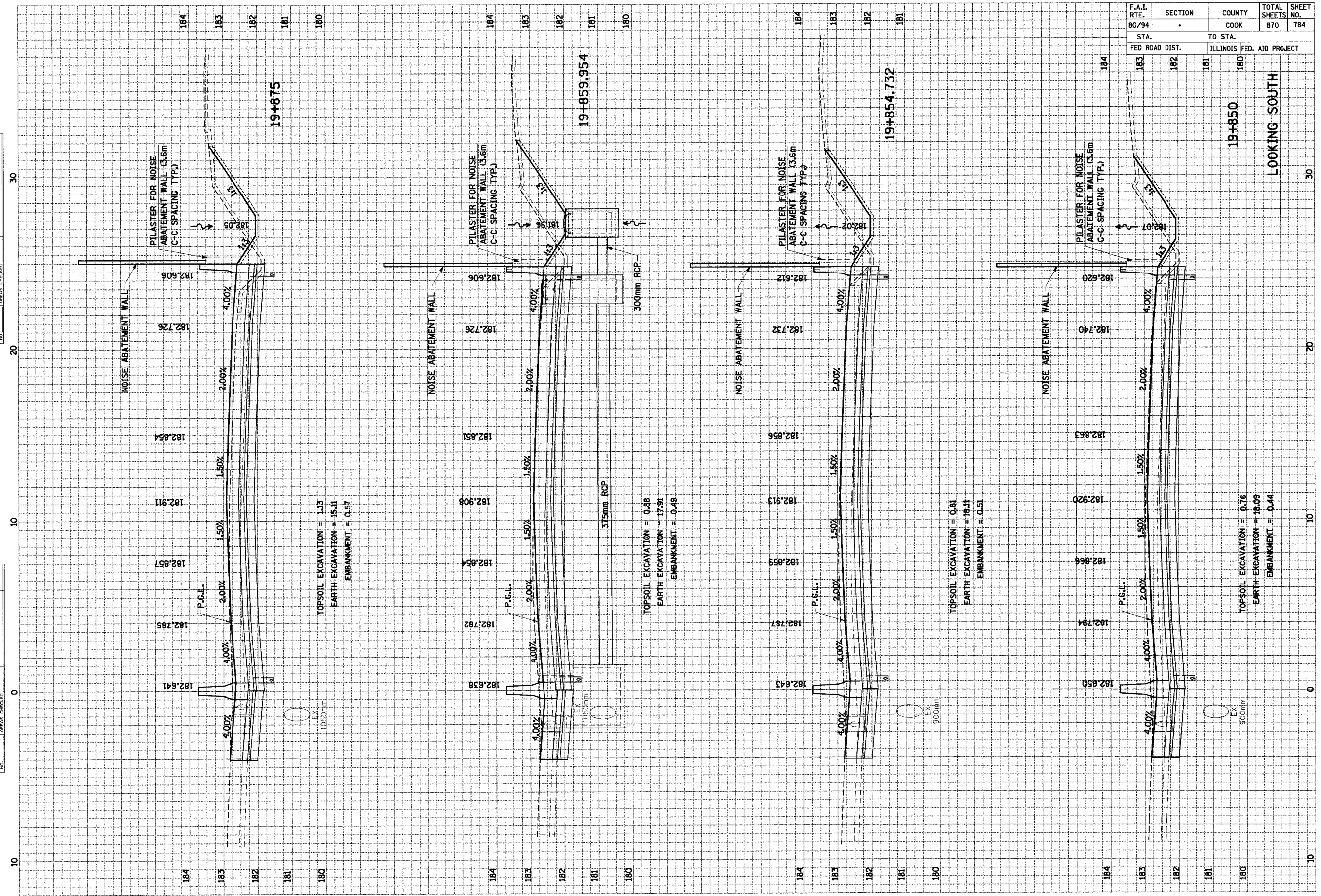
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| FINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |



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|----------------|---------|---------------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | * | COOK | 870 | 784 |
| STA. | | TO STA. | | |
| FED ROAD DIST. | | ILLINOIS FED. AID PROJECT | | |

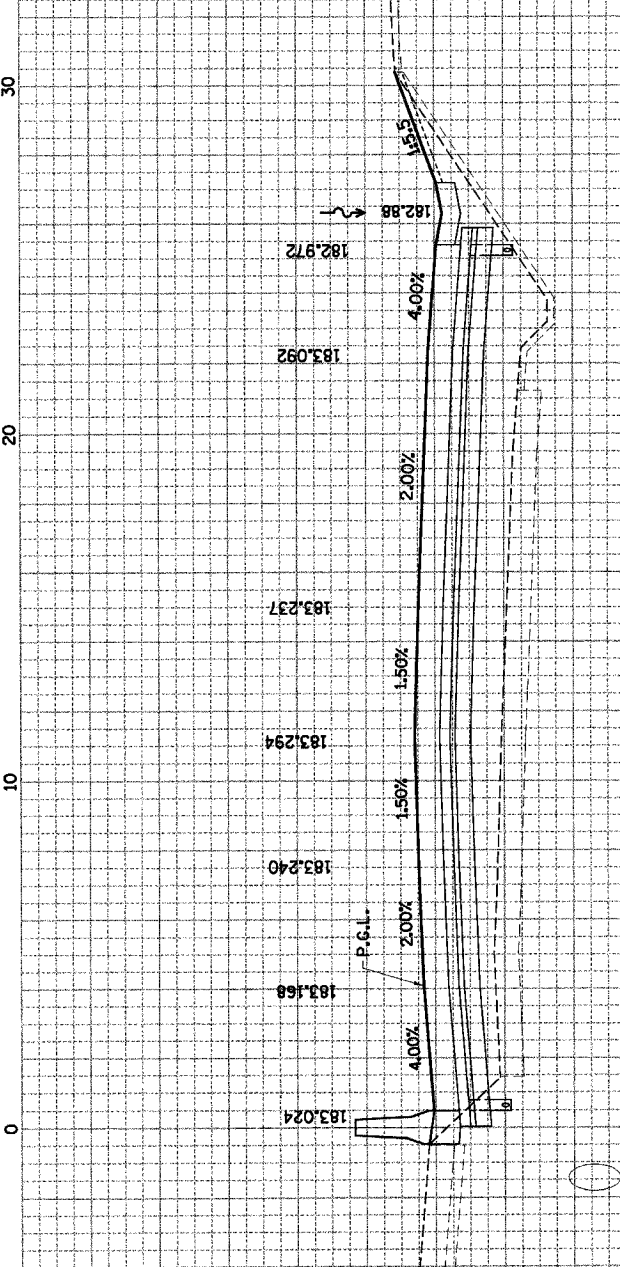
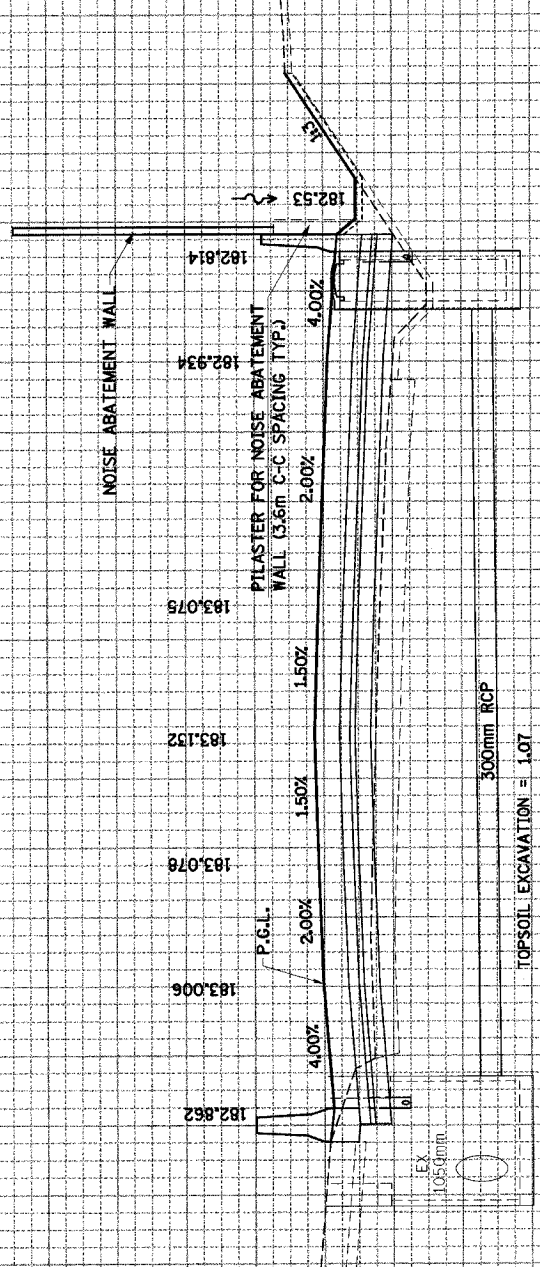
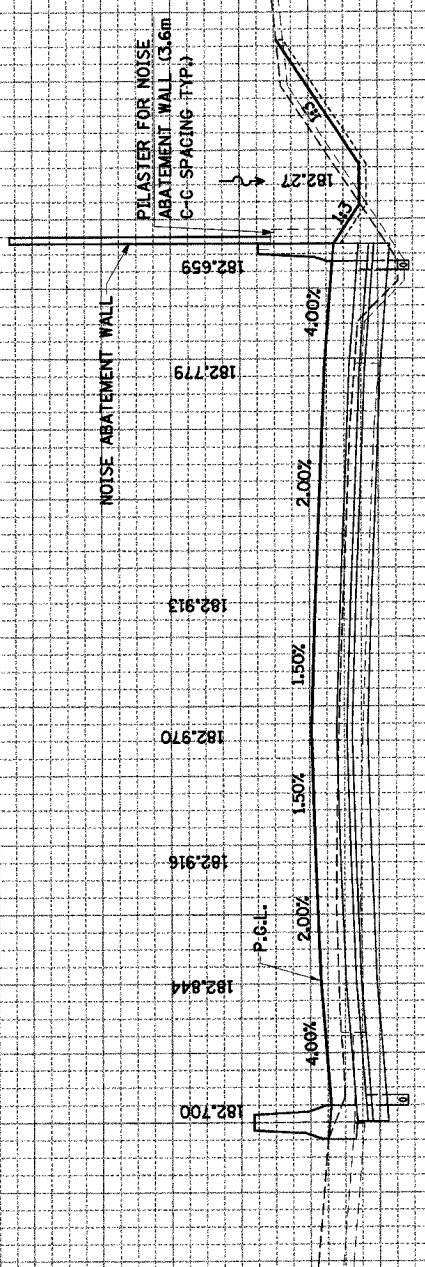
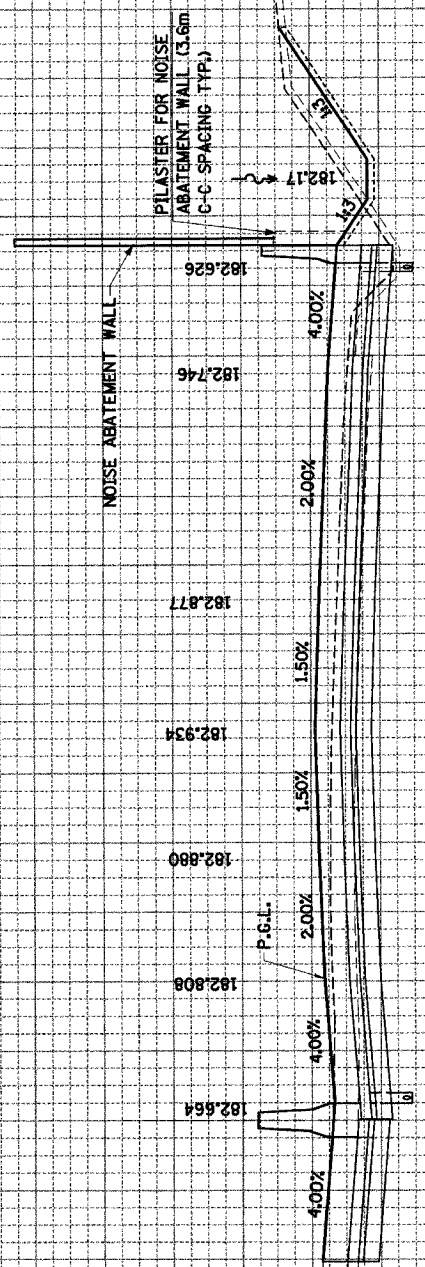
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| FINAL SURVEY | DATE |
| NOTE BOOK | |
| AREAS | |
| CHECKED | |

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| ORIGINAL SURVEY | DATE |
| NOTE BOOK | |
| AREAS | |
| CHECKED | |



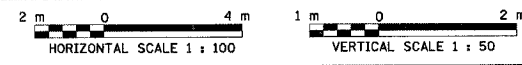
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| F.A.I.L. RTE. 80/94 | | SECTION | COUNTY COOK | TOTAL SHEETS 870 | SHEET NO. 785 |
| STA. 183 | | TO STA. 180 | | ILLINOIS FED. AID PROJECT | |

19+88.425
LOOKING SOUTH



| | | |
|---------------|----|------|
| FINAL SURVEY | BY | DATE |
| SURVEYED | | |
| NOTED | | |
| AREAS CHECKED | | |

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

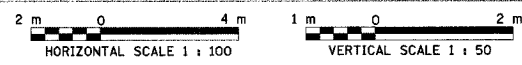
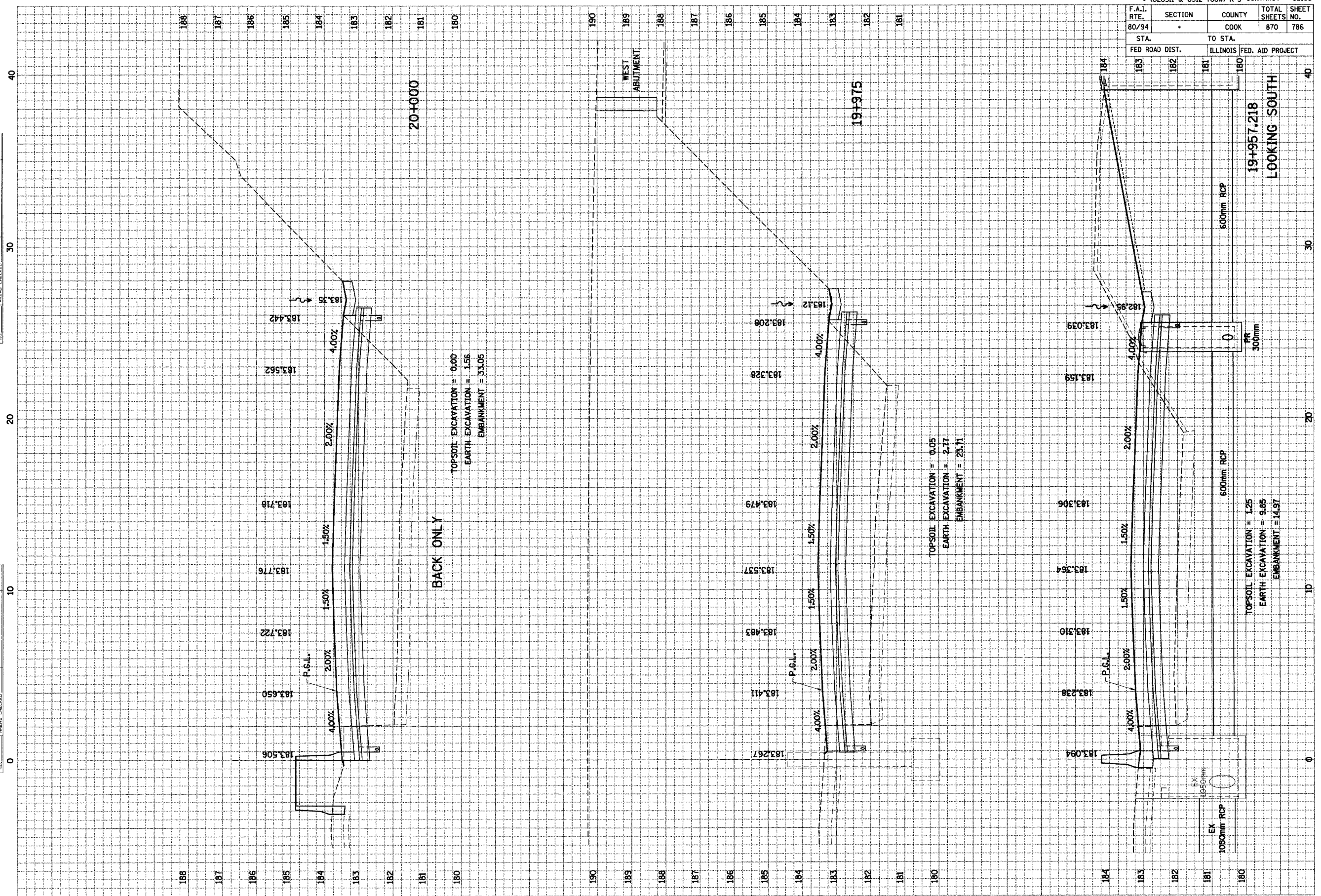


• (0203.1 & 0312-708W) R-3 CONTRACT • 62108

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|----------------|---------------------------|--------|------------------|
| F.A.L. RTE. | SECTION | COUNTY | TOTAL SHEETS NO. |
| 80/94 | | COOK | 870 |
| STA. | TO STA. | | SHEET NO. |
| FED ROAD DIST. | ILLINOIS FED. AID PROJECT | | 786 |

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| FINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |
| NO. | | |

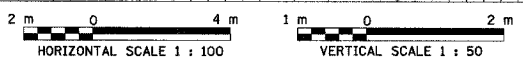
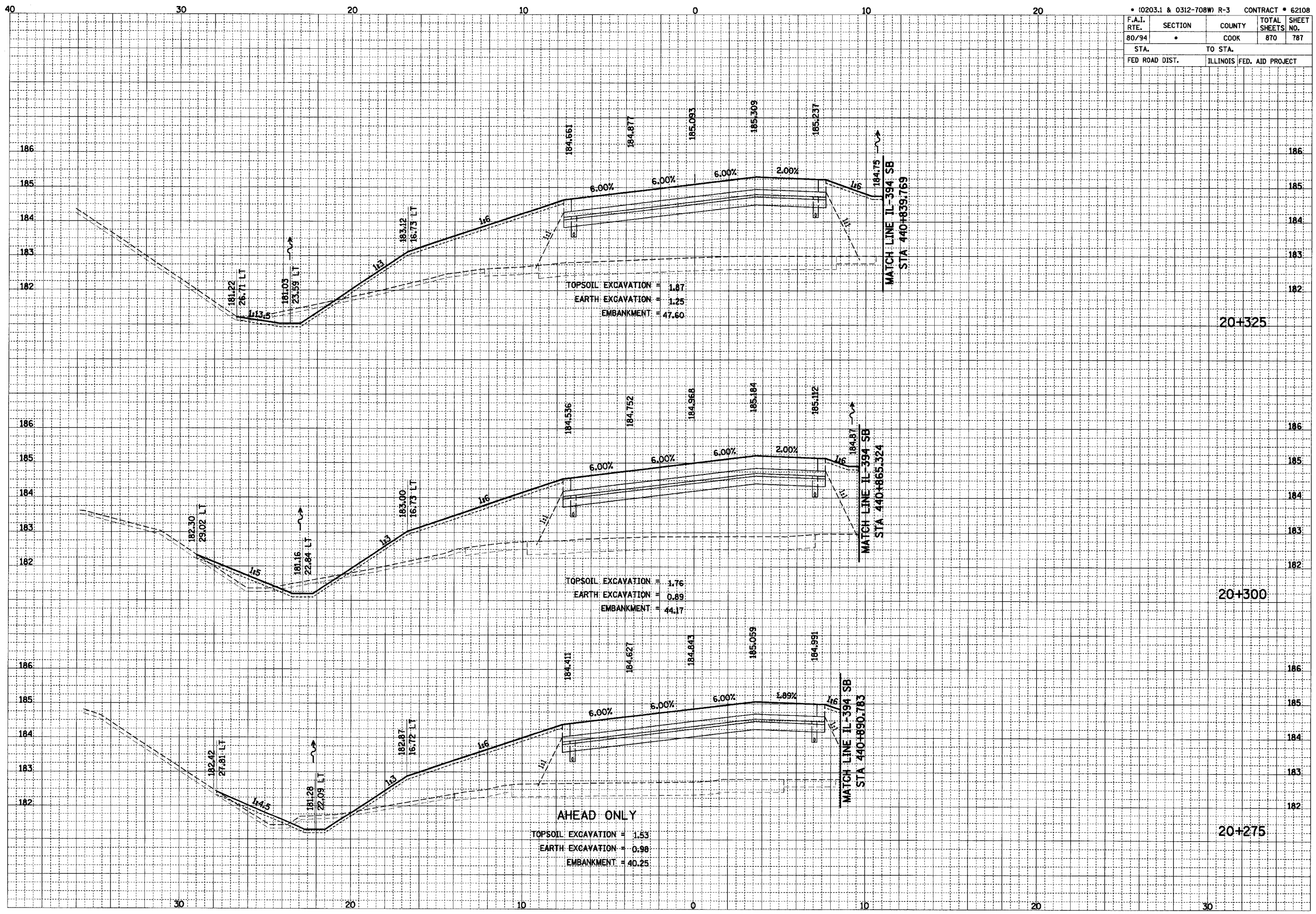
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| ORIGINAL SURVEY | BY | DATE |
| NOTE BOOK | | |
| AREAS CHECKED | | |
| NO. | | |



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|----------------|--|---------------------------|--------|--------------|-----------|
| F.A.I. RTE. | | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | * | COOK | 870 | 787 |
| STA. | | TO STA. | | | |
| FED ROAD DIST. | | ILLINOIS FED. AID PROJECT | | | |

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| FINAL SURVEY | DATE |
| BY | |
| REVISIONS | |
| NO. | |
| APPROVED | |
| DATE | |

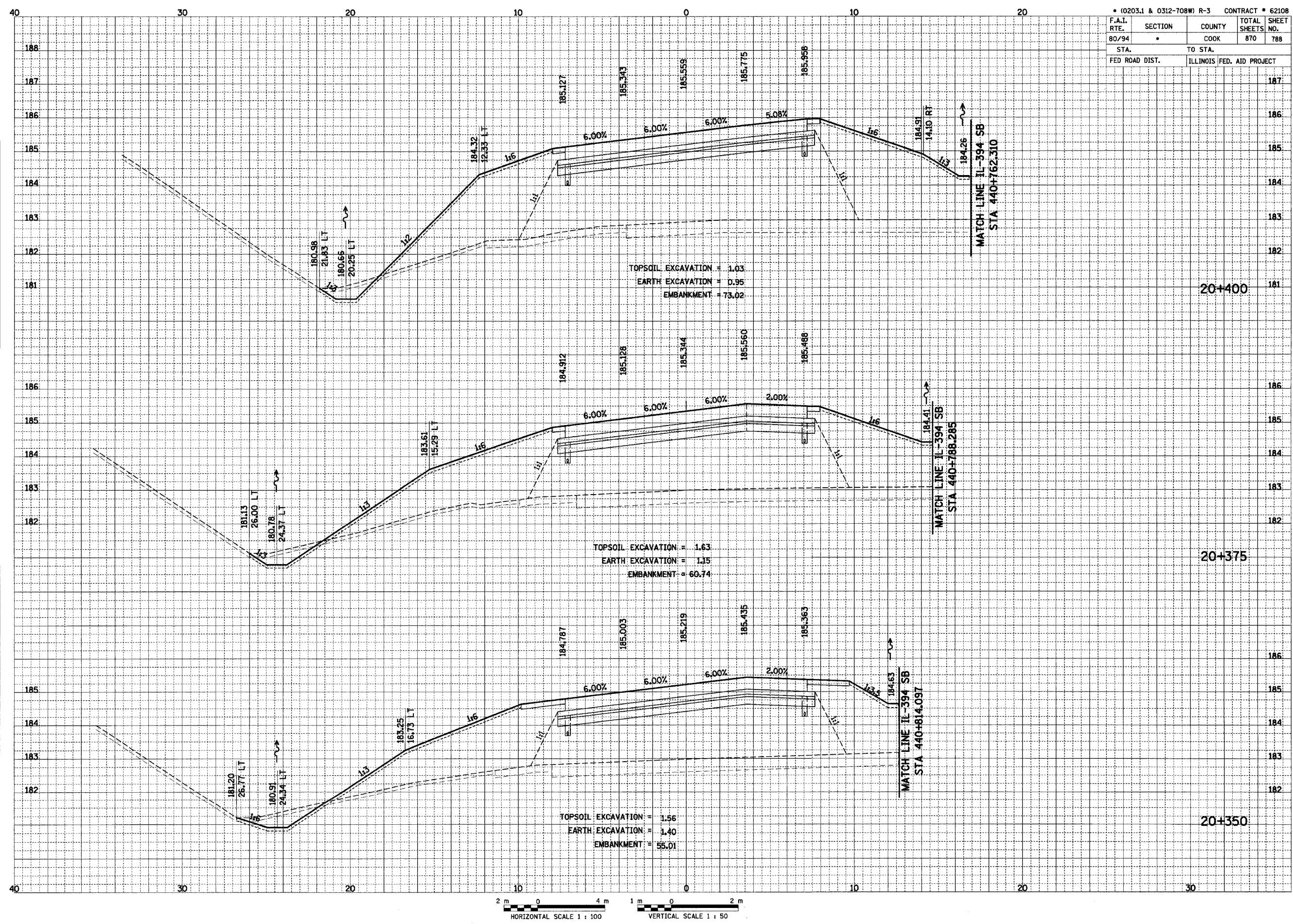
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| ORIGINAL SURVEY | DATE |
| BY | |
| REVISIONS | |
| NO. | |
| APPROVED | |
| DATE | |



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|---------------------------|---------------------------|------------------|--------------|
| • 10203.1 & 0312-708W R-3 | | CONTRACT # 62108 | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| 80/94 | | COOK | 870 |
| STA. | TO STA. | | |
| FED ROAD DIST. | ILLINOIS FED. AID PROJECT | | |

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| FINAL SURVEY NO. | DATE |
| REVISED SURVEY NO. | DATE |
| PLOTTED TEMPLATE NO. | DATE |
| AREAS CHECKED | |

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| ORIGINAL SURVEY NO. | DATE |
| REVISED SURVEY NO. | DATE |
| PLOTTED TEMPLATE NO. | DATE |
| AREAS CHECKED | |

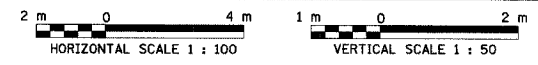
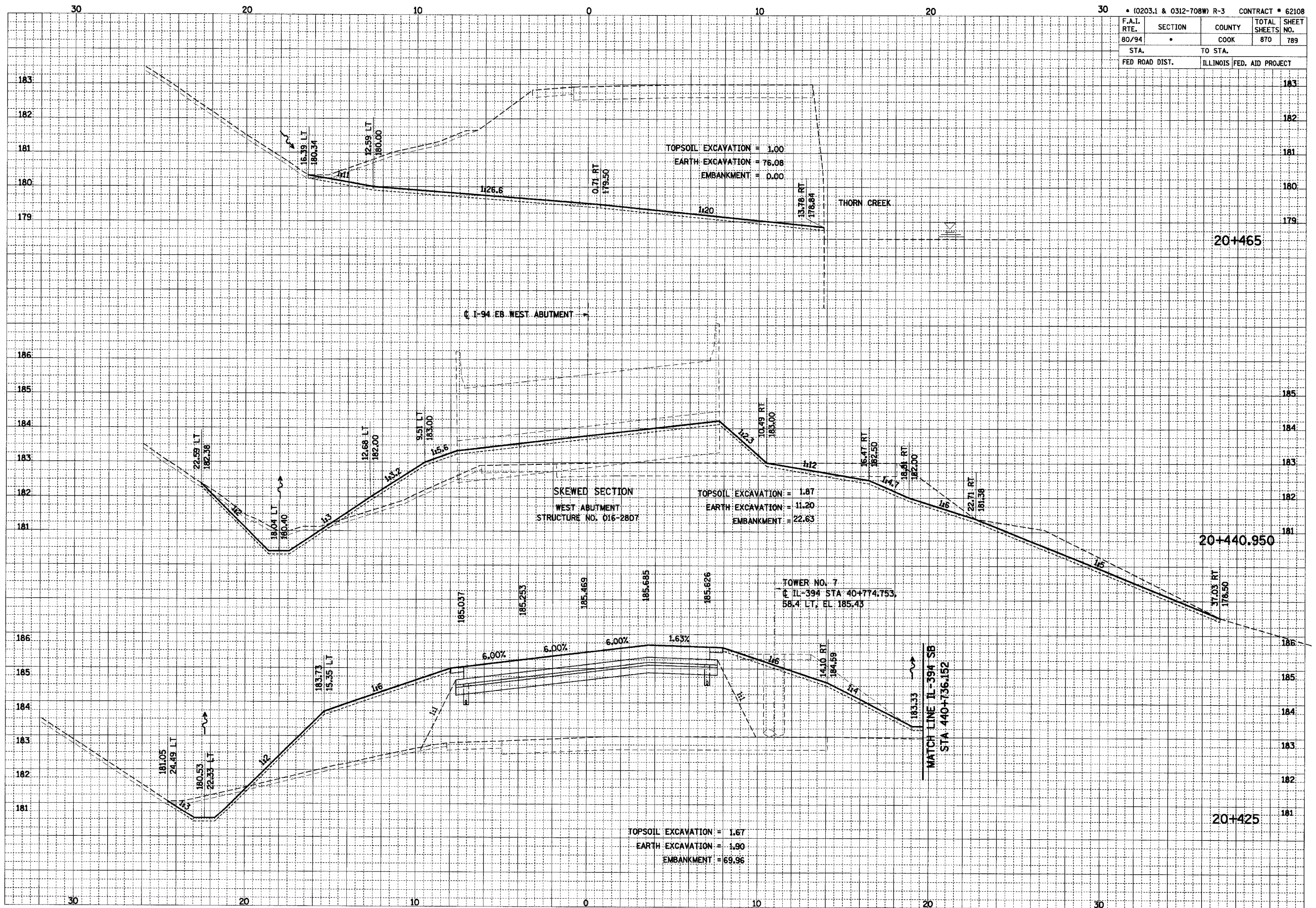


| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| 80/94 | | COOK | 870 | 789 |
| STA. TO STA. | | ILLINOIS FED. AID PROJECT | | |

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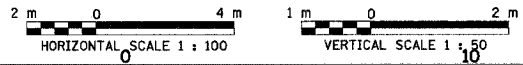
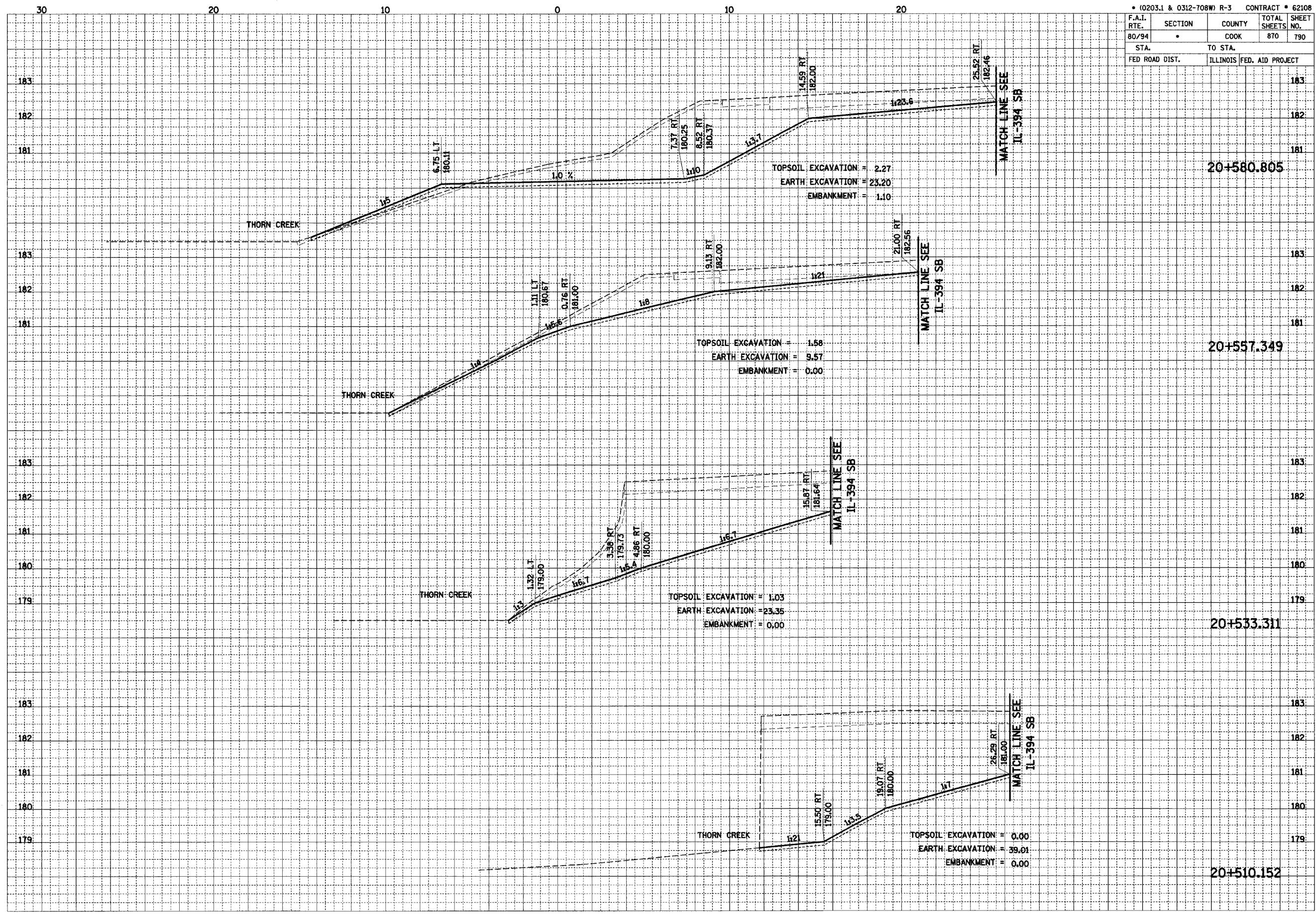
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| F.A.I. RTE. | | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/94 | | | COOK | 870 | 790 |
| STA. | | TO STA. | | | |
| FED ROAD DIST. | | ILLINOIS FED. AID PROJECT | | | |

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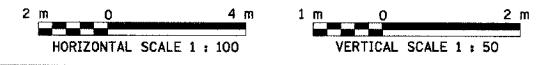
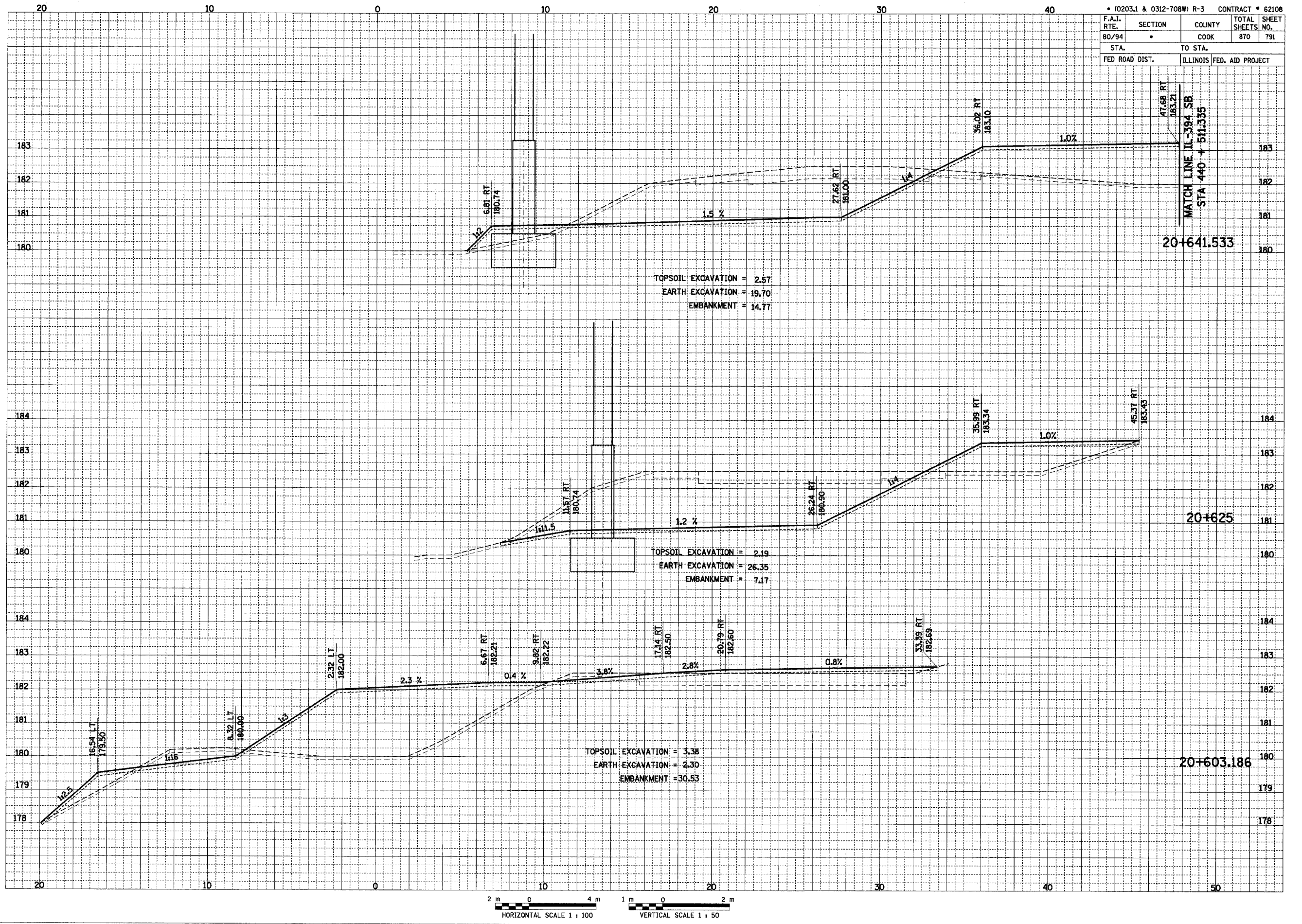
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| * (0203.1 & 0312-708W) R-3 | | CONTRACT * 62108 | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
| 80/94 | | COOK | 870 791 |
| STA. | TO STA. | | |
| FED ROAD DIST. | ILLINOIS FED. AID PROJECT | | |

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| FINAL SURVEY | DATE |
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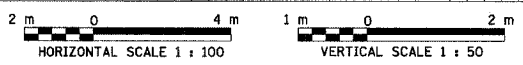
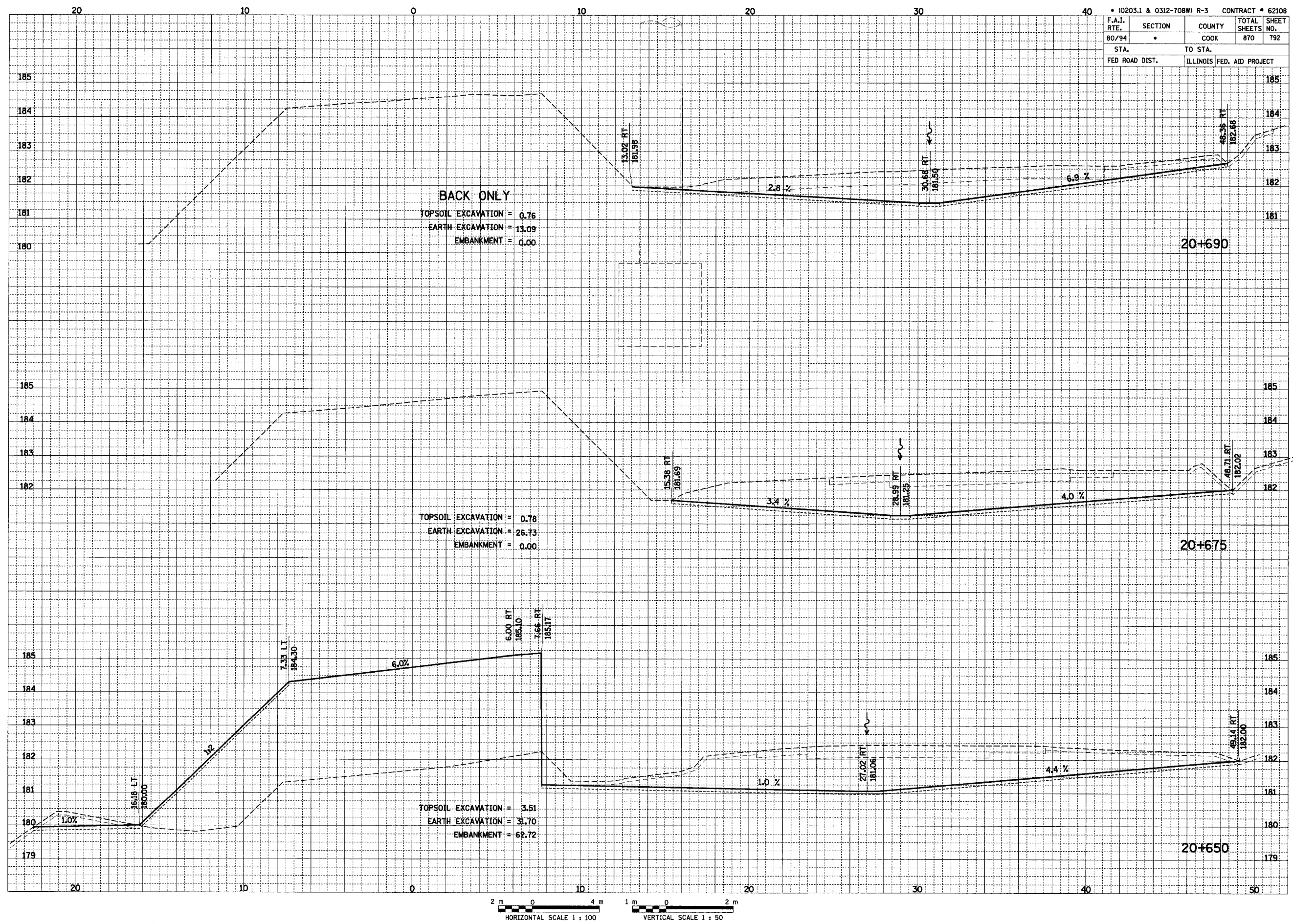
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| • (0203.1 & 0312-708W) R-3 | | CONTRACT # 62108 | |
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| 80/94 | * | COOK | 870 |
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| FED ROAD DIST. | | ILLINOIS FED. AID PROJECT | |

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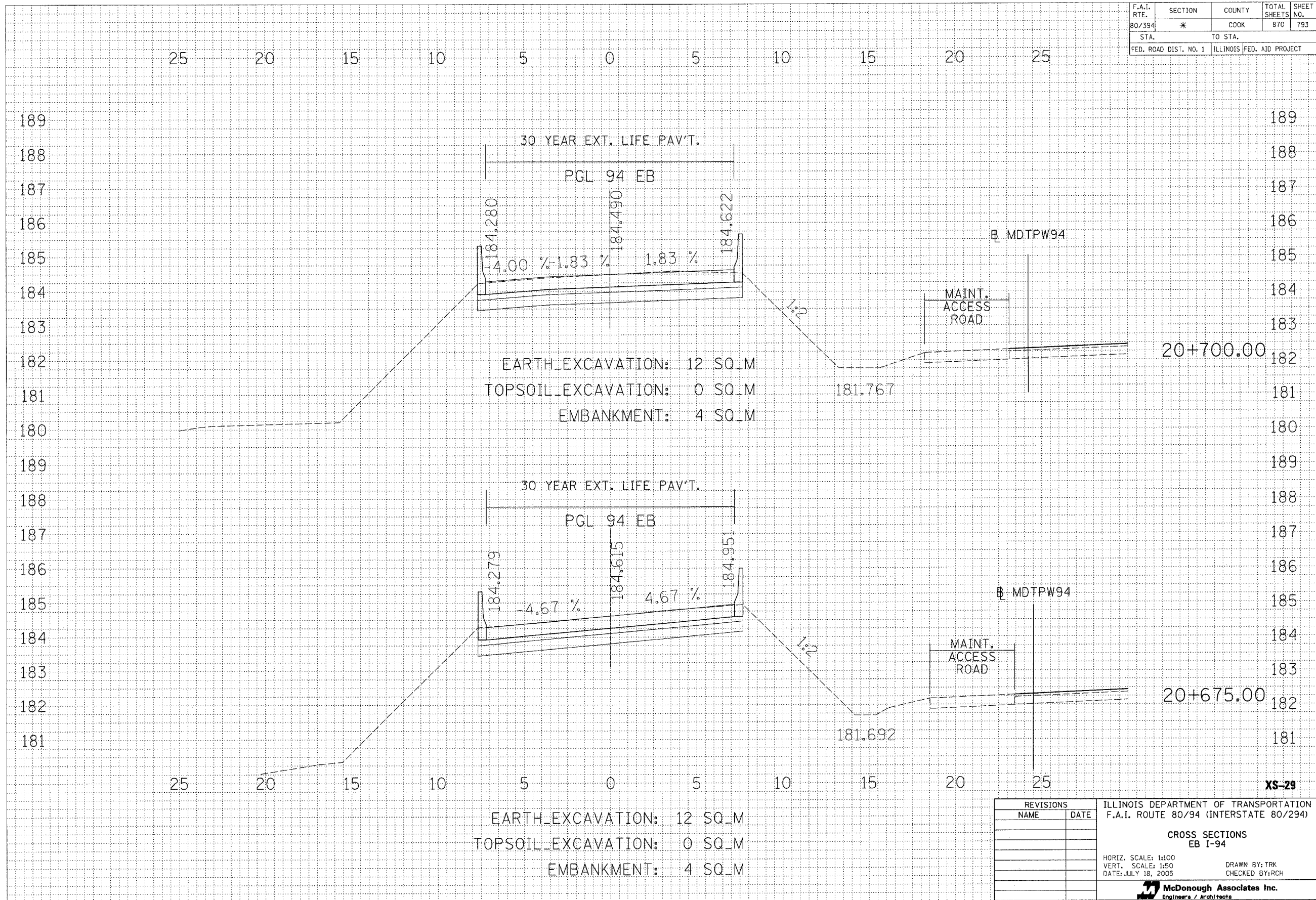
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| F.A.I. RTE. 80/394 | SECTION * | COUNTY COOK | TOTAL SHEETS 870 | SHEET NO. 793 |
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| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (INTERSTATE 80/294)

**CROSS SECTIONS
EB I-94**

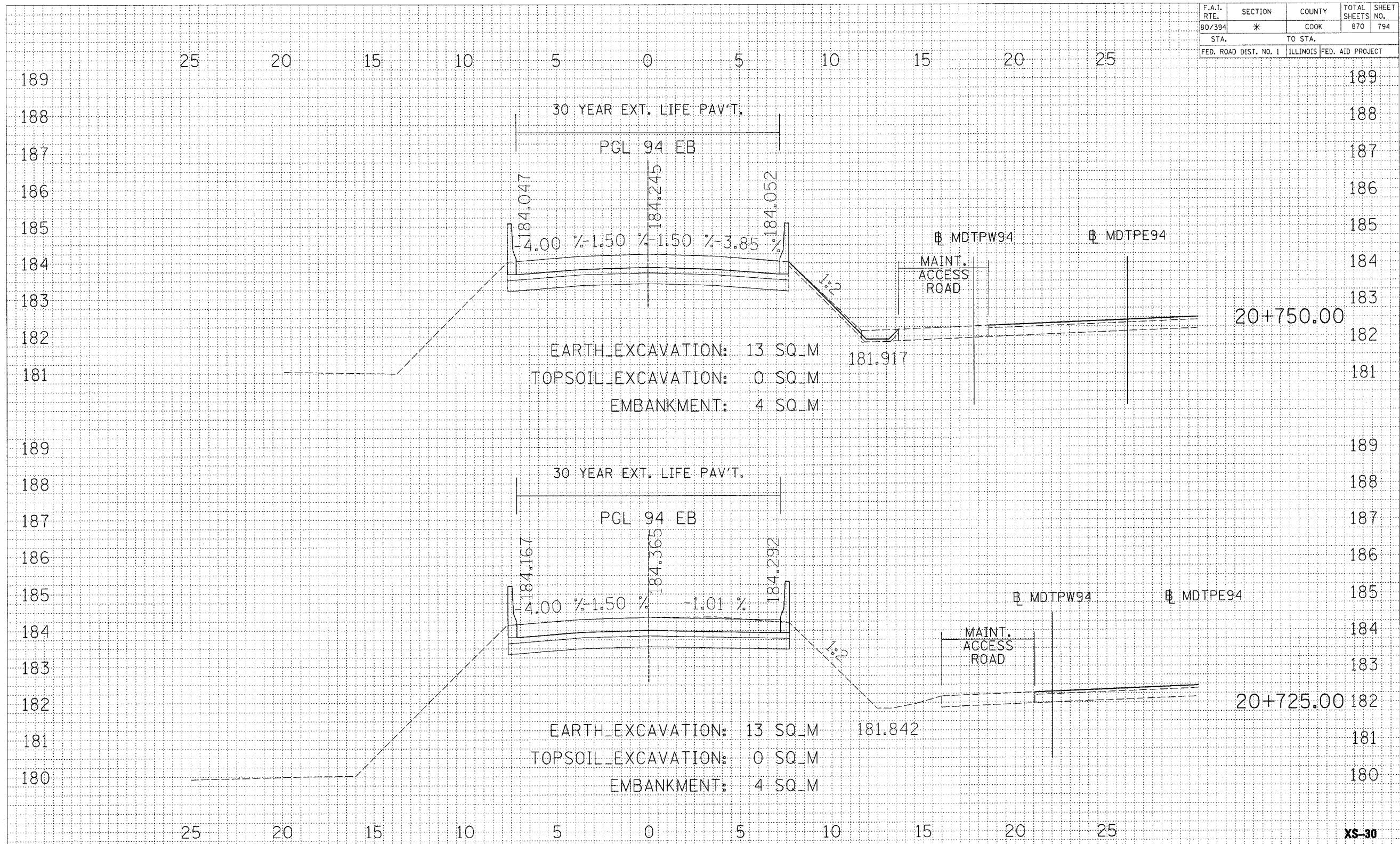
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VERT. SCALE: 1:50
DATE: JULY 18, 2005

DRAWN BY: TRK
CHECKED BY: RCH

McDonough Associates Inc.
Engineers / Architects

XS-29

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------|---------|---------------------------|--------------|-----------|
| 80/394 | * | COOK | 870 | 794 |
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| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |

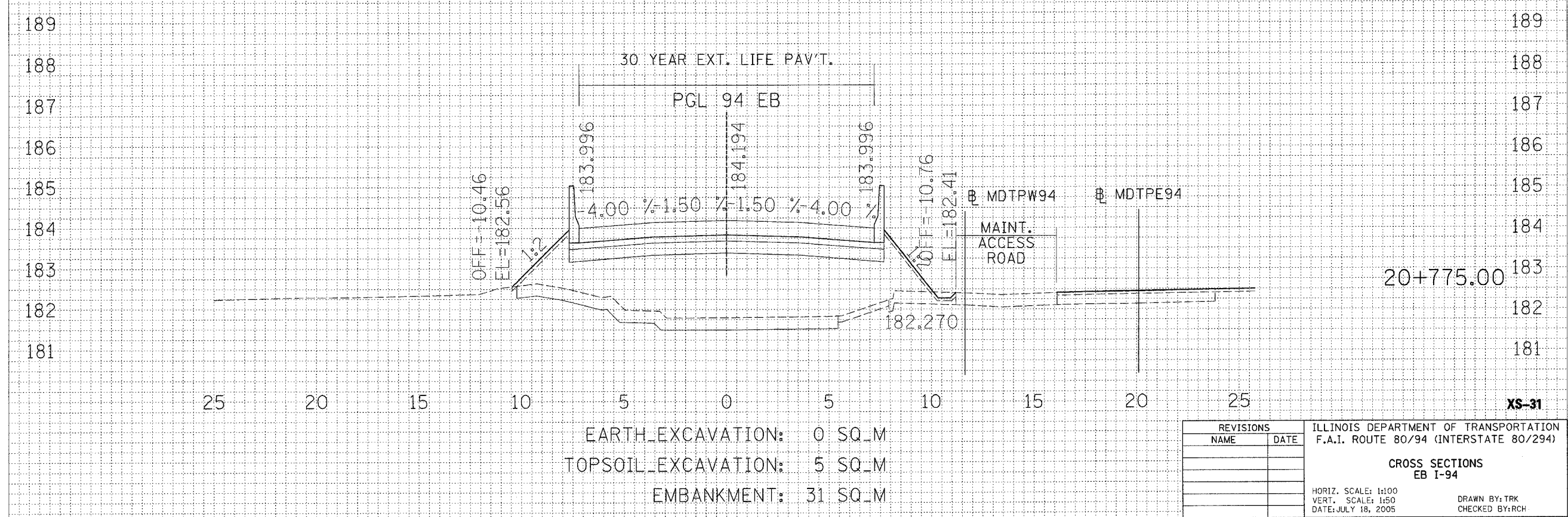
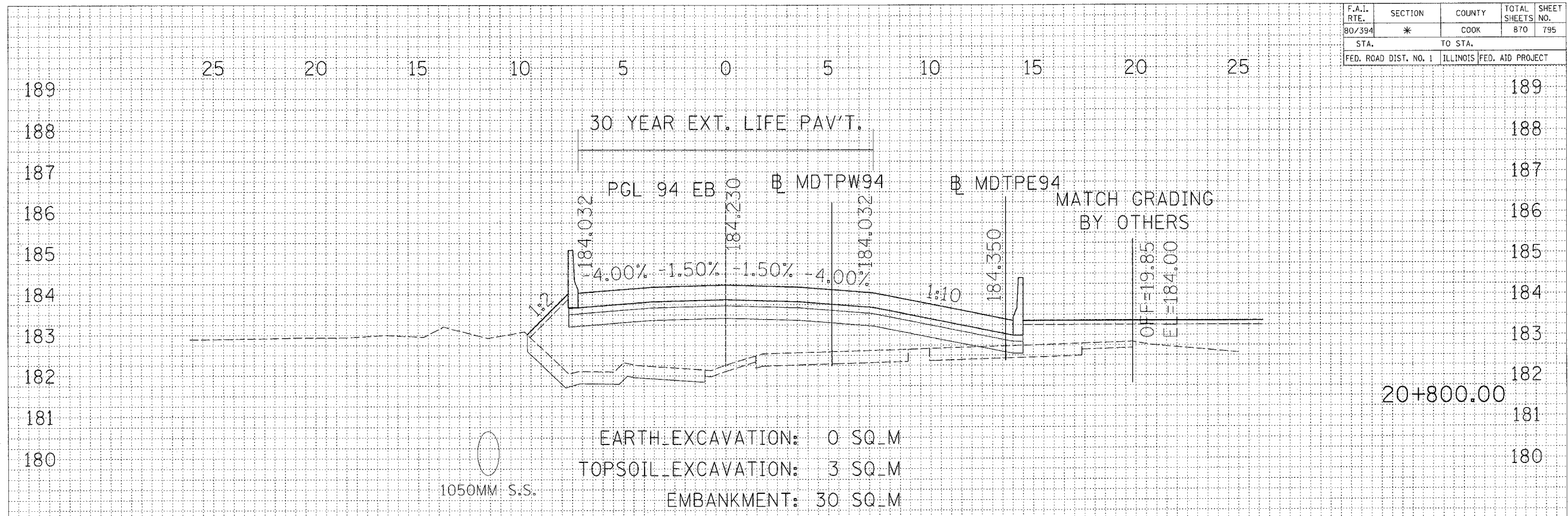


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| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (INTERSTATE 80/294) |
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| NAME | DATE | |
| | | CROSS SECTIONS EB I-94 HORIZ. SCALE: 1:100 VERT. SCALE: 1:50 DATE: JULY 18, 2005 DRAWN BY: TRK CHECKED BY: RCH McDonough Associates Inc. Engineers / Architects |
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/394 | * | COOK | 870 | 795 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |



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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. ROUTE 80/94 (INTERSTATE 80/294)

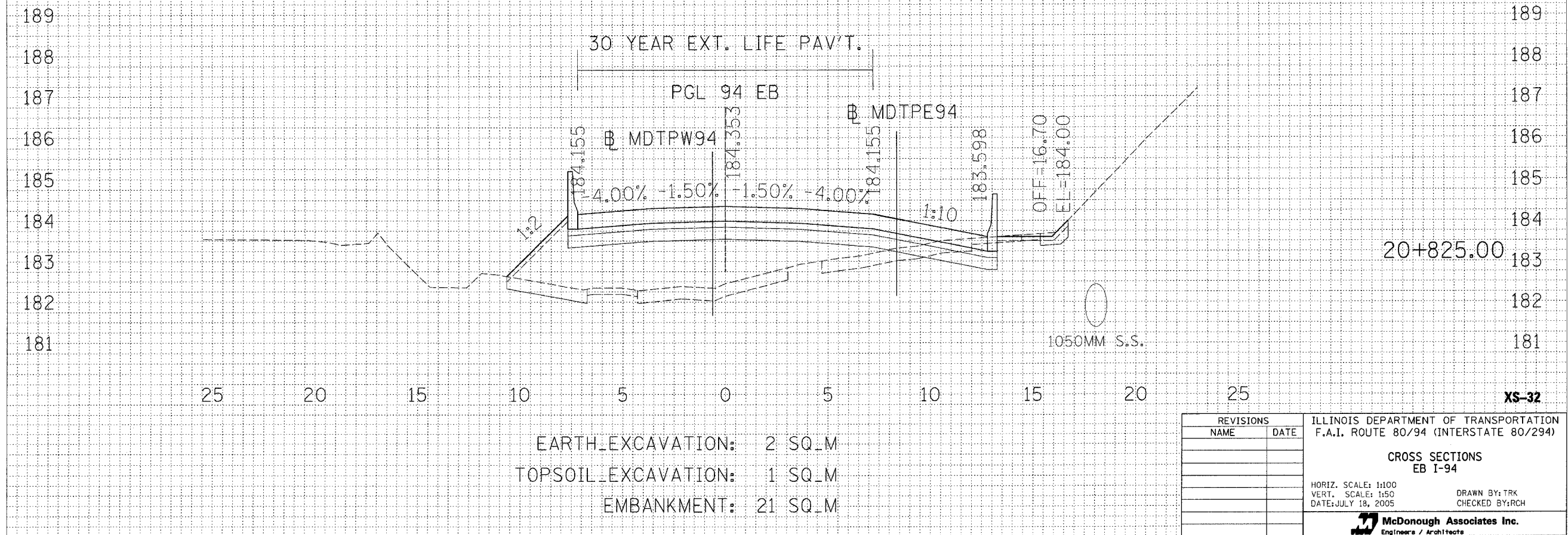
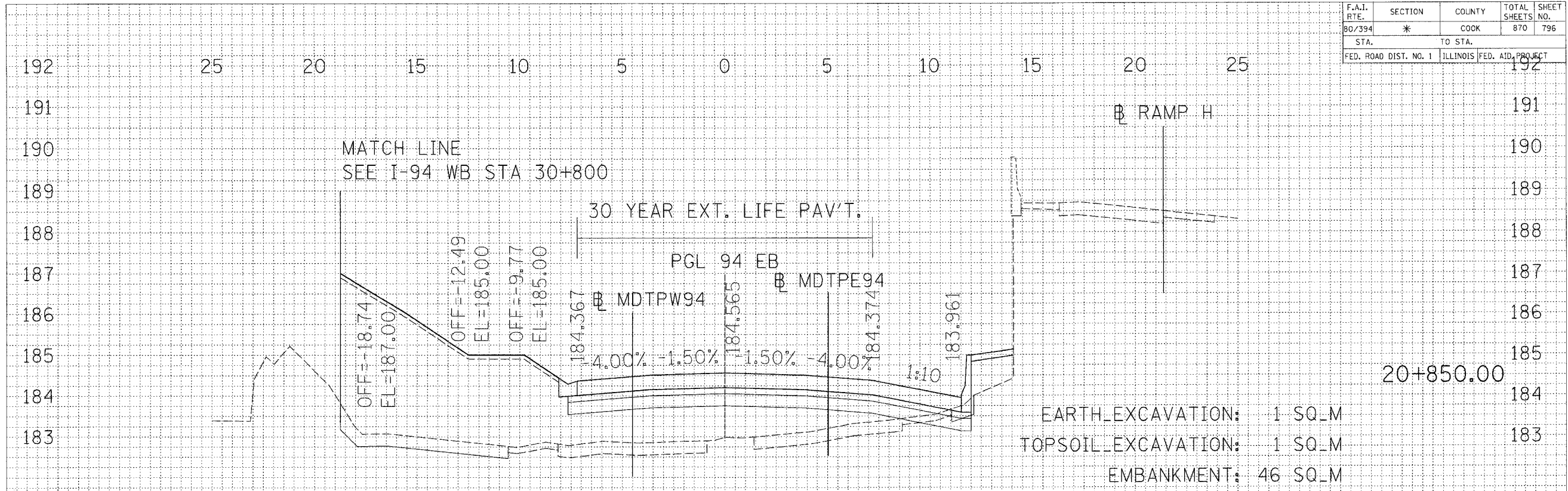
CROSS SECTIONS
EB I-94

HORIZ. SCALE: 1:100
VERT. SCALE: 1:50
DATE: JULY 18, 2005

DRAWN BY: TRK
CHECKED BY: RCH

McDonough Associates Inc.
Engineers / Architects

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS NO. | SHEET NO. |
|-----------------------|---------|----------------------------|------------------|-----------|
| 80/394 | * | COOK | 870 | 796 |
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| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID. PROJECT | | |



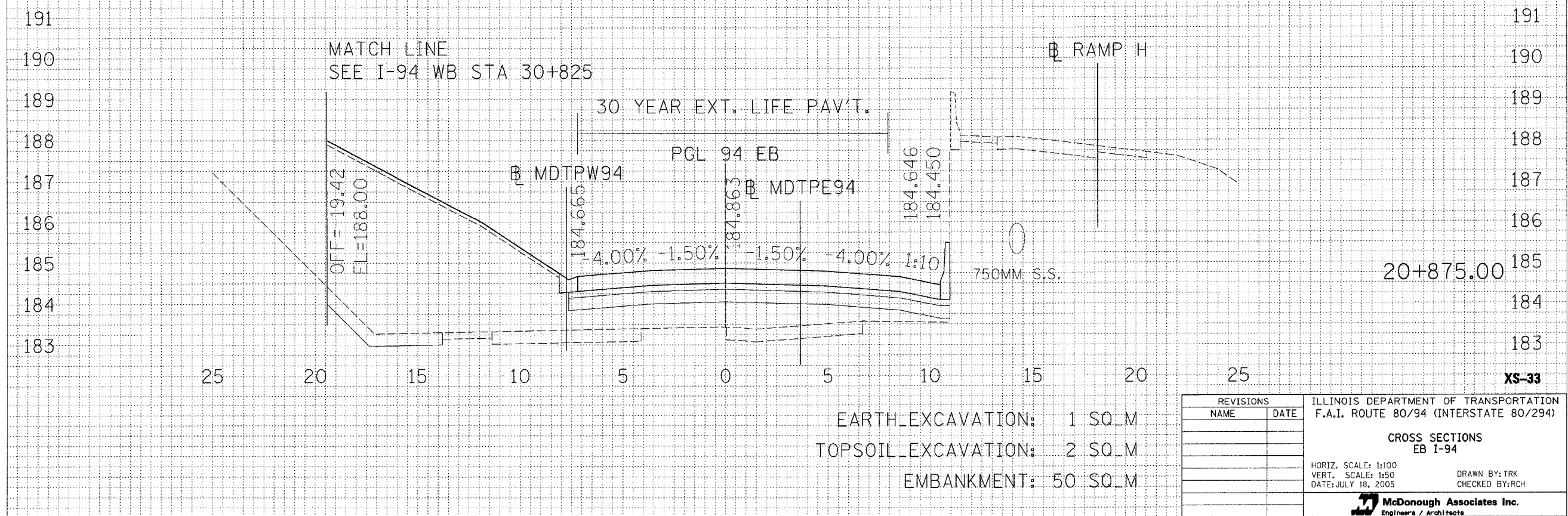
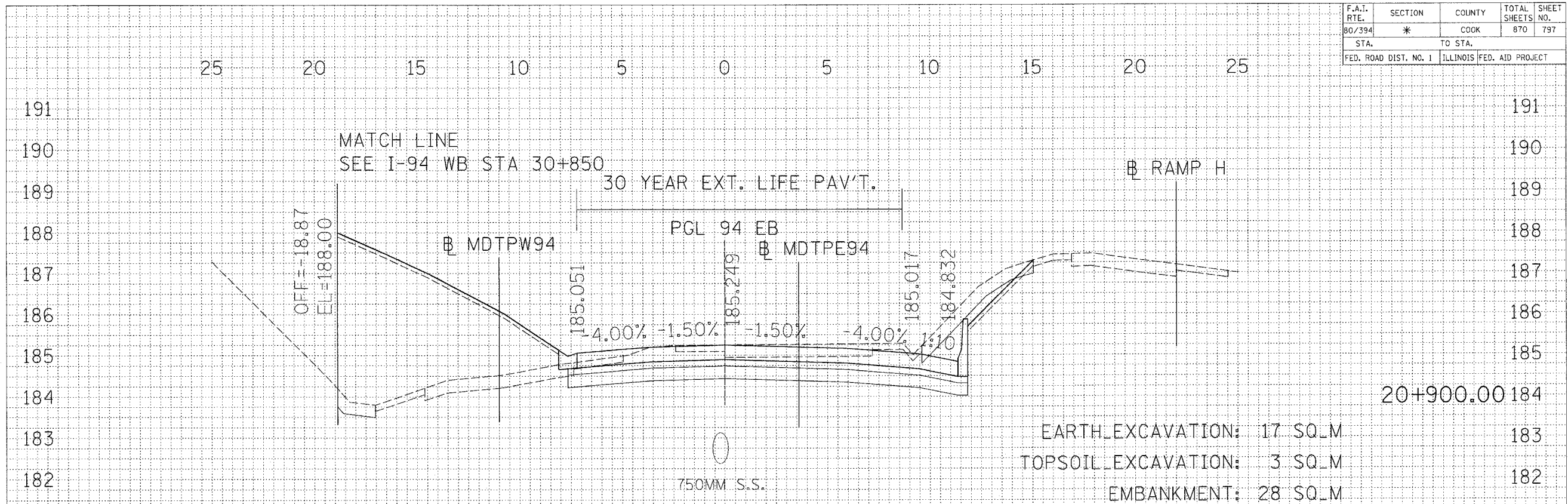
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| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (INTERSTATE 80/294) |
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| NAME | DATE | |
| | | CROSS SECTIONS EB I-94 HORIZ. SCALE: 1:100 VERT. SCALE: 1:50 DATE: JULY 18, 2005 DRAWN BY: TRK CHECKED BY: RCH McDonough Associates Inc. Engineers / Architects |
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* (0203.1 & 0312-708W) R-3 CONTRACT # 62108

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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 80/294 | * | COOK | 870 | 797 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |



| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (INTERSTATE 80/294) |
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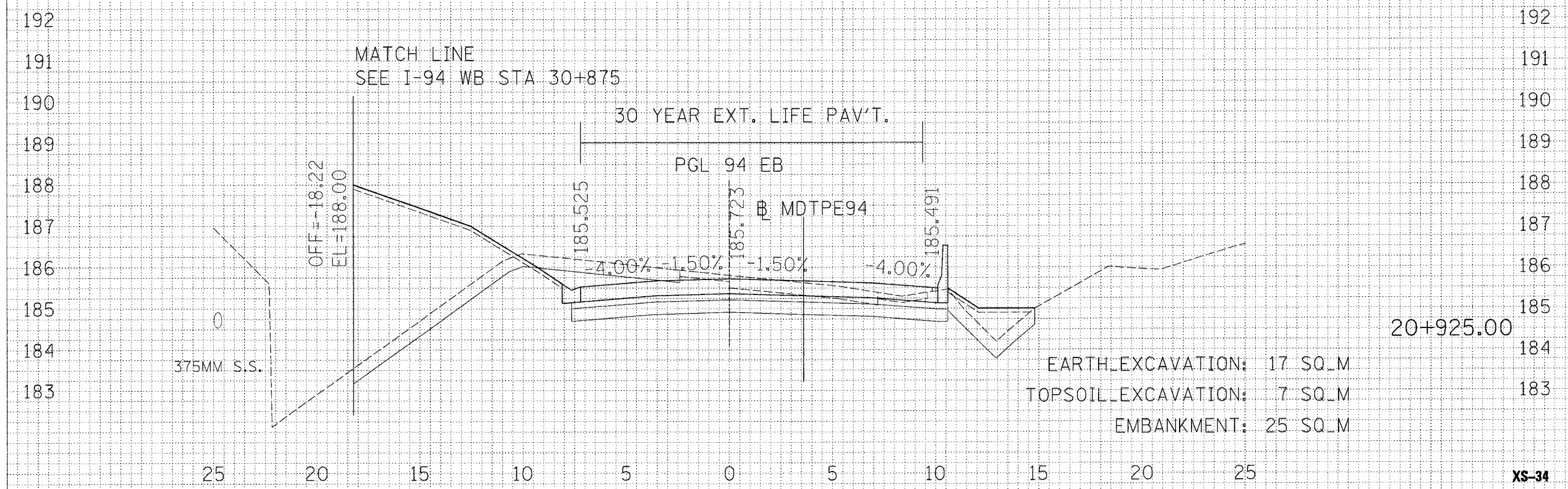
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| 80/394 | * | COOK | 870 | 798 |
| STA. | | TO STA. | | |
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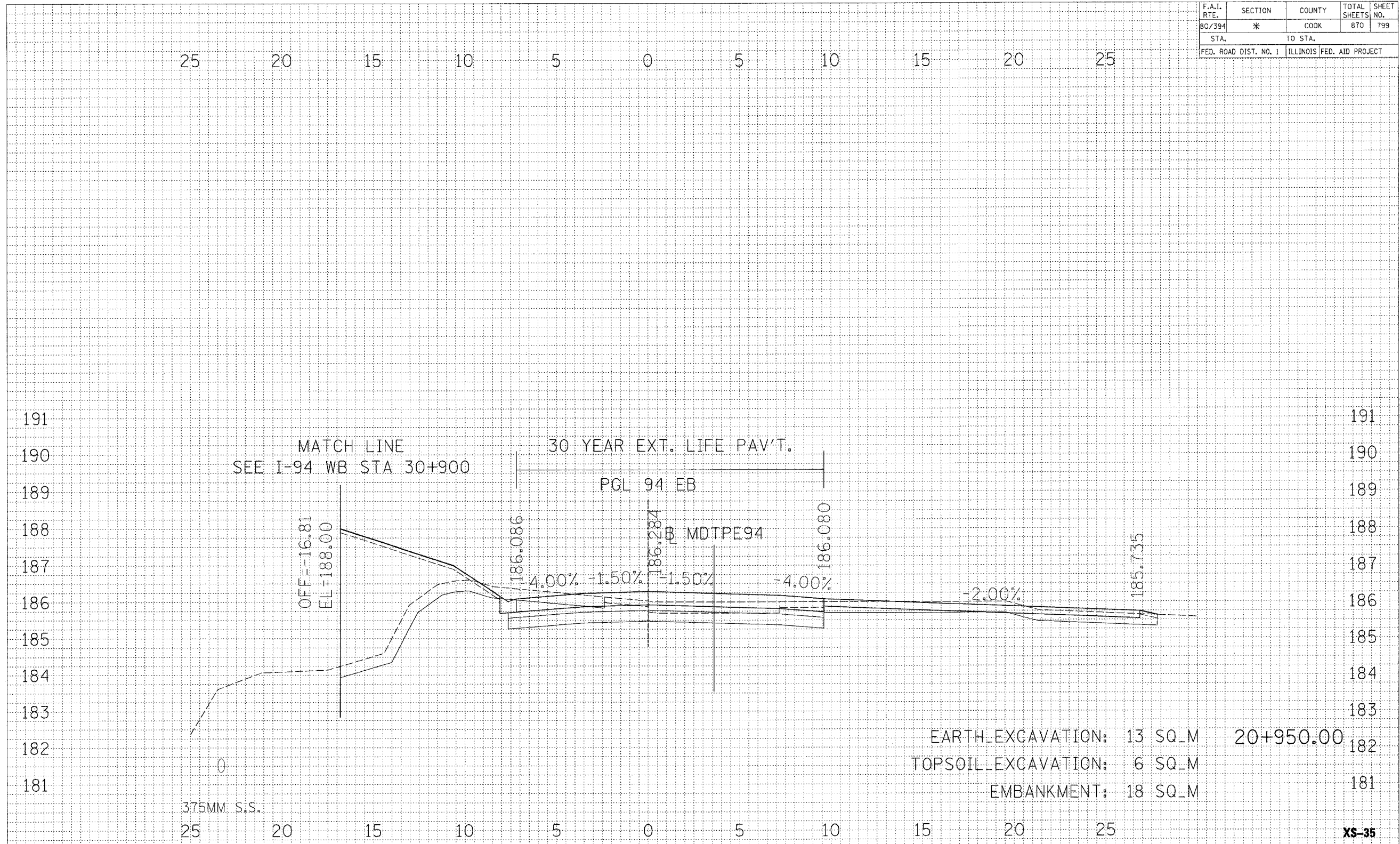
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| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (INTERSTATE 80/294) |
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| NAME | DATE | |
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| 80/394 | * | COOK | 870 | 799 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |

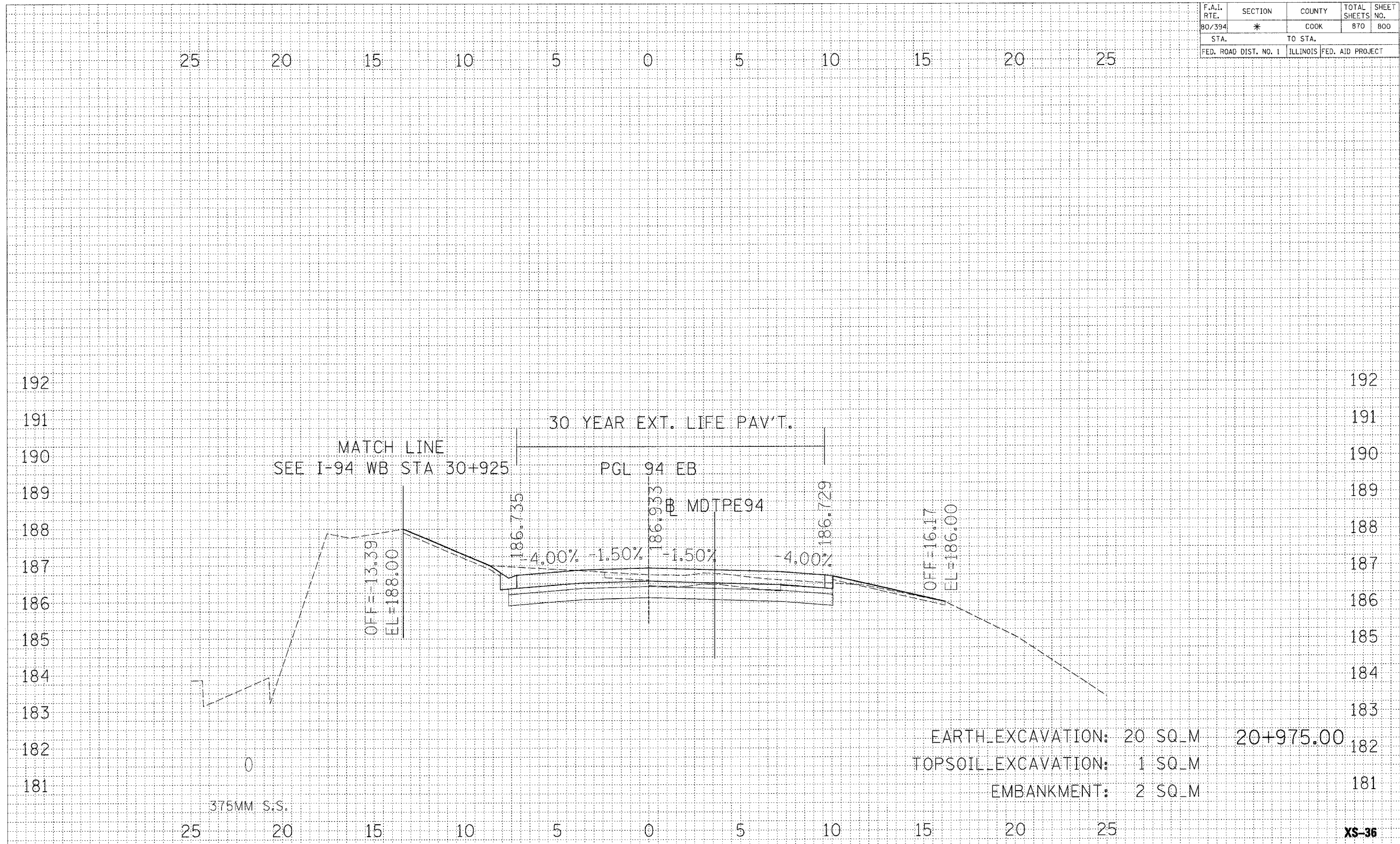
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| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (INTERSTATE 80/294) |
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| 80/394 | * | COOK | 870 | 800 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |



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| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. ROUTE 80/94 (INTERSTATE 80/294) |
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McDonough Associates Inc.
Engineers / Architects