

|                     |          |                    |              |           |
|---------------------|----------|--------------------|--------------|-----------|
| F.A.P. RTE.         | SECTION  | COUNTY             | TOTAL SHEETS | SHEET NO. |
| 343                 | 631T     | COOK               | 33*          | 1         |
| FED. ROAD DIST. NO. | ILLINOIS | CONTRACT NO. 62710 |              |           |

\*33+1=34

D-91-100-04



LOCATION OF SECTION INDICATED THUS: —

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

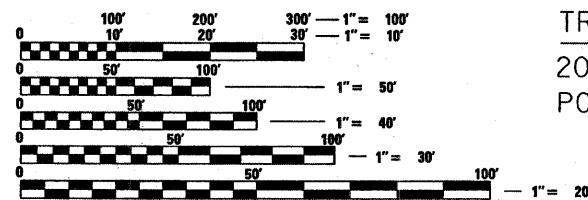
**PROPOSED  
HIGHWAY PLANS**

F.A.P. ROUTE 343: IL RTE. 68 (DUNDEE RD.)  
OVER SPRING CREEK  
SECTION: 631T  
CULVERT REPLACEMENT  
PROJECT: F-0343(016)  
COOK COUNTY  
C-91-100-04

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE  
VILLAGE OF BARRINGTON HILLS

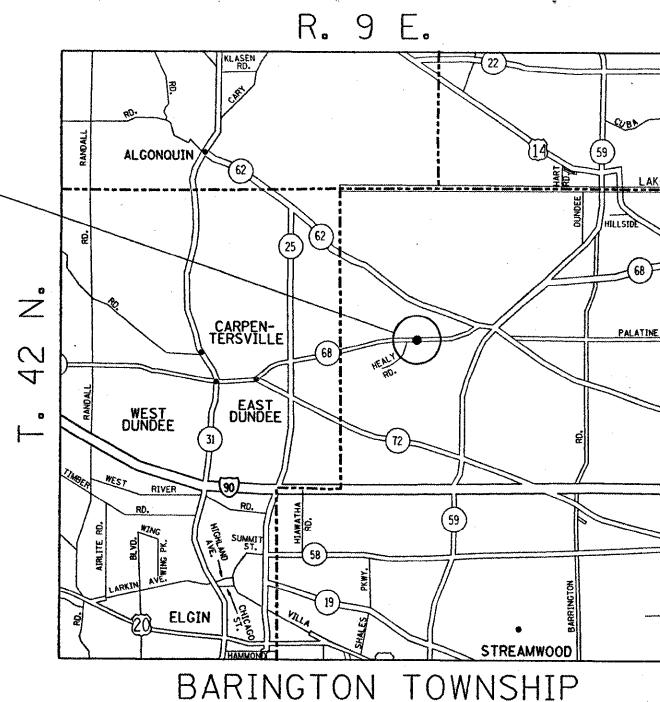
LOCATION OF PROJECT  
IL RTE. 68 (DUNDEE ROAD)  
OVER SPRING CREEK



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

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

TRAFFIC DATA  
2007 ADT = 8,200  
POSTED SPEED = 55 MPH



IL 68 OVER SPRING CREEK  
EXISTING SN: 016-1035  
PROPOSED SN: 016-2811  
REMOVE EXISTING TWO  
CELL BOX CULVERT  
AND CONSTRUCT THREE  
CELL BOX CULVERT 12' X 7'



PROJECT ENGINEER: J.P. CHANG (847) 705-4432  
PLAN PREPARATION ENGINEER: KEN ENG  
CONTRACT NO. 62710

GROSS & NET LENGTH OF PROJECT = 400 FEET = 0.08 MILE

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED December 15, 2008  
Diane M. O'Keefe DE  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

January 30, 2009  
Charles G. Ingersoll RD  
ENGINEER OF DESIGN AND ENVIRONMENT

January 30, 2009  
Christine M. Reed RD  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

GENERAL NOTES

STATE STANDARDS

| <u>SHEET NO.</u> | <u>DESCRIPTION</u>   |
|------------------|--|
| 1                | TITLE SHEET  |
| 2                | INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES                               |
| 3-4              | SUMMARY OF QUANTITIES  |
| 5-6              | EXISTING AND PROPOSED TYPICAL SECTIONS   |
| 7                | SCHEDULE OF QUANTITIES   |
| 8                | EXISTING AND PROPOSED ROADWAY PLAN AND PROFILE                                 |
| 9-10             | SUGGESTED TRAFFIC CONTROL PLAN   |
| 11               | EROSION CONTROL DETAILS  |
| 12               | PAVEMENT MARKING AND LANDSCAPING PLAN  |
| 13               | TEMPORARY TRAFFIC SIGNAL PLANS   |
| 14-17            | TEMPORARY LIGHTING DETAILS   |
| 18-27            | CULVERT PLANS  |
| 28               | BUTT JOINT AND HMA TAPER DETAILS   |
| 29               | TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) |
| 30               | DISTRICT ONE TYPICAL PAVEMENT MARKINGS   |
| 31               | PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING                       |
| 32               | ARTERIAL ROAD INFORMATION SIGN   |
| 33               | CROSS SECTIONS   |

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF BARRINGTON HILLS.

THE CONTRACTOR WILL NOT BE ABLE TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.

THE RESIDENT ENGINEER SHALL CONTACT MR. WALLY CZARNY, AREA TRAFFIC FIELD ENGINEER, AT (773) 685-8386 A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL ITEMS.

COMMITMENTS

THIS PROJECT HAS BEEN SIGNED OFF IN-HOUSE FOR HAZMAT. IF THE PROPOSED SCOPE OF WORK CHANGES OR IF ADDITIONAL R.O.W./ TEMPORARY EASEMENTS ARE REQUIRED, PLEASE CONTACT THE ENVIRONMENTAL STUDIES UNIT AT (847) 705-4101 TO DISCUSS ANY POTENTIAL IMPACTS.

SEDIMENTATION SHOULD NOT BE ALLOWED TO ESCAPE INTO SPRING CREEK OR INTO THE FPDCC. THEREFORE, SILT FENCES WILL NEED TO BE UTILIZED TO CATCH EROSION ATTEMPTING TO GET INTO SPRING CREEK. ALSO, DITCH CHECKS MAY NEED TO BE UTILIZED DURING THE CONSTRUCTION OF THIS IMPROVEMENT.

| <u>STANDARD NO.</u> | <u>DESCRIPTION</u>   |
|---------------------|--|
| 000001-05           | TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS                                  |
| 280001-04           | TEMPORARY EROSION CONTROL SYSTEMS  |
| 353001-04           | PCC BASE COURSE WITH HMA BINDER AND SURFACE COURSES                          |
| 420001-07           | PAVEMENT JOINTS  |
| 482001-02           | HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT                                   |
| 630001-08           | STEEL PLATE BEAM GUARDRAIL   |
| 630201-06           | PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL                          |
| 630301-05           | SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS                   |
| 631032-04           | TRAFFIC BARRIER TERMINAL, TYPE 6A  |
| 635006-03           | REFLECTOR AND TERMINAL MARKER PLACEMENT                                      |
| 701006-03           | OFF-ROAD OPERATIONS 2L, 2W, 4.5 m (15') TO PAVEMENT EDGE FOR SPEEDS > 45 MPH |
| 701201-03           | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH                          |
| 701321-10           | LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER                             |
| 701901-01           | TRAFFIC CONTROL DEVICES  |
| 704001-05           | TEMPORARY CONCRETE BARRIER   |

CONTRACT NO. 62710

| SUMMARY OF QUANTITIES |  |       | URBAN<br>80% FED.<br>20% STATE<br>TOTAL<br>QUANTITIES | CONSTRUCTION TYPE CODE |  |  |  |  |
|-----------------------|--|-------|---|------------------------|--|--|--|--|
| CODE NO               | ITEM   | UNIT  |   | BRIDGE<br>X028-2A      |  |  |  |  |
| 20200100              | EARTH EXCAVATION                             | CU YD | 90  | 90                     |  |  |  |  |
| 20201006              | GRADING AND SHAPING SHOULDERS                | UNIT  | 8   | 8                      |  |  |  |  |
| 20201200              | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL  | CU YD | 214   | 214                    |  |  |  |  |
| 21101615              | TOPSOIL FURNISH AND PLACE, 4"                | SO YD | 700   | 700                    |  |  |  |  |
| 25000210              | SEEDING, CLASS 2A                            | ACRE  | 0.1   | 0.1                    |  |  |  |  |
| 25000314              | SEEDING, CLASS 4B                            | ACRE  | 0.1   | 0.1                    |  |  |  |  |
| 25000400              | NITROGEN FERTILIZER NUTRIENT                 | POUND | 15  | 15                     |  |  |  |  |
| 25000500              | PHOSPHORUS FERTILIZER NUTRIENT               | POUND | 15  | 15                     |  |  |  |  |
| 25000600              | POTASSIUM FERTILIZER NUTRIENT                | POUND | 15  | 15                     |  |  |  |  |
| 25100630              | EROSION CONTROL BLANKET                      | SO YD | 700   | 700                    |  |  |  |  |
| 28000250              | TEMPORARY EROSION CONTROL SEEDING            | POUND | 15  | 15                     |  |  |  |  |
| 28000300              | TEMPORARY DITCH CHECKS                       | EACH  | 4   | 4                      |  |  |  |  |
| 28000400              | PERIMETER EROSION BARRIER                    | FOOT  | 835   | 835                    |  |  |  |  |
| 31101200              | SUB-BASE GRANULAR MATERIAL, TYPE B 4"        | SO YD | 930   | 930                    |  |  |  |  |
| 35300410              | PORTLAND CEMENT CONCRETE BASE COURSE 9 1/2"  | SO YD | 260   | 260                    |  |  |  |  |
| 40600200              | BITUMINOUS MATERIALS (PRIME COAT)            | TON   | 1   | 1                      |  |  |  |  |
| 40600300              | AGGREGATE (PRIME COAT)                       | TON   | 5   | 5                      |  |  |  |  |
| 40600400              | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS   | TON   | 1   | 1                      |  |  |  |  |
| 40600625              | LEVELING BINDER (MACHINE METHOD), N50        | TON   | 60  | 60                     |  |  |  |  |
| 40600982              | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SO YD | 25  | 25                     |  |  |  |  |
| 40603335              | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 | TON   | 90  | 90                     |  |  |  |  |
| 44000100              | PAVEMENT REMOVAL                             | SO YD | 430   | 430                    |  |  |  |  |
| 44000159              | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"      | SO YD | 815   | 815                    |  |  |  |  |
| 44004250              | PAVED SHOULDER REMOVAL                       | SO YD | 135   | 135                    |  |  |  |  |
| 44300200              | STRIP REFLECTIVE CRACK CONTROL TREATMENT     | FOOT  | 1200  | 1200                   |  |  |  |  |
| 48101500              | AGGREGATE SHOULDERS, TYPE B 6"               | SO YD | 250   | 250                    |  |  |  |  |
| 48203029              | HOT-MIX ASPHALT SHOULDERS, 8"                | SO YD | 310   | 310                    |  |  |  |  |

| SUMMARY OF QUANTITIES |  |        | URBAN<br>80% FED.<br>20% STATE<br>TOTAL<br>QUANTITIES | CONSTRUCTION TYPE CODE |  |  |  |  |
|-----------------------|--|--------|---|------------------------|--|--|--|--|
| CODE NO               | ITEM   | UNIT   |   | BRIDGE<br>X028-2A      |  |  |  |  |
| 50100100              | REMOVAL OF EXISTING STRUCTURES                     | EACH   | 1   | 1                      |  |  |  |  |
| 50500405              | FURNISHING AND ERECTING STRUCTURAL STEEL           | POUND  | 8921  | 8921                   |  |  |  |  |
| 50800105              | REINFORCEMENT BARS                                 | POUND  | 37710   | 37710                  |  |  |  |  |
| 50800515              | BAR SPLICERS                                       | EACH   | 232   | 232                    |  |  |  |  |
| 51205200              | TEMPORARY SHEET PILING                             | SO FT  | 956   | 956                    |  |  |  |  |
| 51500100              | NAME PLATES  | EACH   | 1   | 1                      |  |  |  |  |
| 54003000              | CONCRETE BOX CULVERTS                              | CU YD  | 160.8   | 160.8                  |  |  |  |  |
| * 63000000            | STEEL PLATE BEAM GUARD RAIL, TYPE A                | FOOT   | 100   | 100                    |  |  |  |  |
| * 63100087            | TRAFFIC BARRIER TERMINAL, TYPE 6A                  | EACH   | 4   | 4                      |  |  |  |  |
| * 63100167            | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | EACH   | 4   | 4                      |  |  |  |  |
| 67000400              | ENGINEER'S FIELD OFFICE, TYPE A                    | CAL MO | 6   | 6                      |  |  |  |  |
| 67100100              | MOBILIZATION                                       | L SUM  | 1   | 1                      |  |  |  |  |
| 70101800              | TRAFFIC CONTROL AND PROTECTION, (SPECIAL)          | L SUM  | 1   | 1                      |  |  |  |  |
| 70106700              | TEMPORARY RUMBLE STRIP                             | EACH   | 6   | 6                      |  |  |  |  |
| 70301000              | WORK ZONE PAVEMENT MARKING REMOVAL                 | SO FT  | 700   | 700                    |  |  |  |  |
| 70400100              | TEMPORARY CONCRETE BARRIER                         | FOOT   | 420   | 420                    |  |  |  |  |
| 70400200              | RELOCATE TEMPORARY CONCRETE BARRIER                | FOOT   | 420   | 420                    |  |  |  |  |
| * 78000200            | THERMOPLASTIC PAVEMENT MARKING - LINE 4"           | FOOT   | 900   | 900                    |  |  |  |  |
| * 78100100            | RAISED REFLECTIVE PAVEMENT MARKER                  | EACH   | 5   | 5                      |  |  |  |  |
| * 78201000            | TERMINAL MARKER - DIRECT APPLIED                   | EACH   | 4   | 4                      |  |  |  |  |
| 78300200              | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL          | EACH   | 5   | 5                      |  |  |  |  |
| X0322256              | TEMPORARY INFORMATION SIGNING                      | SO FT  | 51.4  | 51.4                   |  |  |  |  |
| X0323817              | SEDIMENT CONTROL, SILT CURTAIN                     | EACH   | 2   | 2                      |  |  |  |  |
| 50900200              | STEEL RAILING, TYPE 2399                           | FOOT   | 76  | 76                     |  |  |  |  |
| X0325775              | WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH    | FOOT   | 1850  | 1850                   |  |  |  |  |
| X0325841              | WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH   | FOOT   | 48  | 48                     |  |  |  |  |
| X0712400              | TEMPORARY PAVEMENT                                 | SO YD  | 480   | 480                    |  |  |  |  |

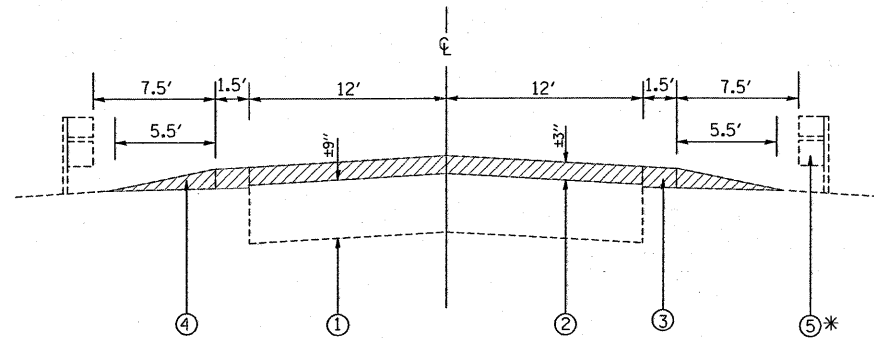
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| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
|           |      |
|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SUMMARY OF QUANTITIES

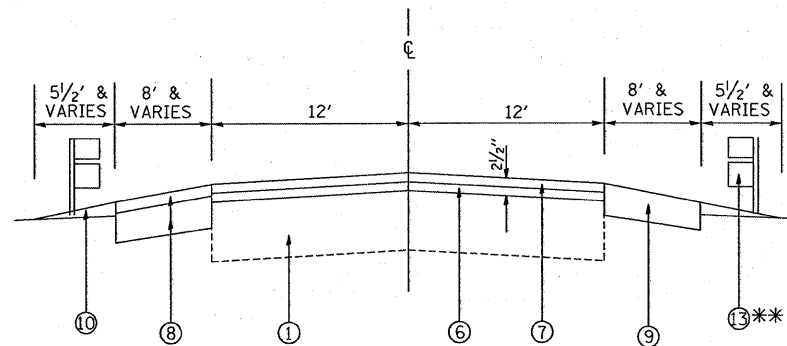
\*Specialty Items





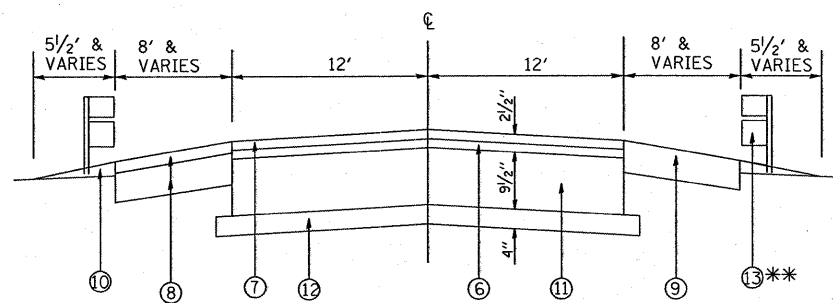
**EXISTING TYPICAL SECTION  
ILLINOIS ROUTE 68**

STA 48+00 TO STA 49+82  
STA 50+18 TO STA 52+00



**PROPOSED TYPICAL SECTION  
ILLINOIS ROUTE 68**

STA 48+00 TO STA 49+52  
STA 50+48 TO STA 52+00  
(RESURFACING AREA)



**PROPOSED TYPICAL SECTION  
ILLINOIS ROUTE 68**

STA 49+52 TO STA 49+82  
STA 50+18 TO STA 50+48  
(RECONSTRUCTION AREA)

**LEGEND**

- ① EXISTING BASE COURSE, 9"
- ② EXISTING HOT-MIX ASPHALT SURFACE COURSE, 3"
- ③ EXISTING HOT-MIX ASPHALT SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING GUARDRAIL (TO BE REMOVED)
- ⑥ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1"
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"
- ⑧ PROPOSED TEMPORARY PAVEMENT (TO REMAIN), 10"
- ⑨ PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
- ⑩ PROPOSED AGGREGATE SHOULDER
- ⑪ PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE, 9 1/2"
- ⑫ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑬ PROPOSED GUARDRAIL

\* EXISTING GUARDRAIL

STA. 49+52 TO STA. 51+02 (LT)

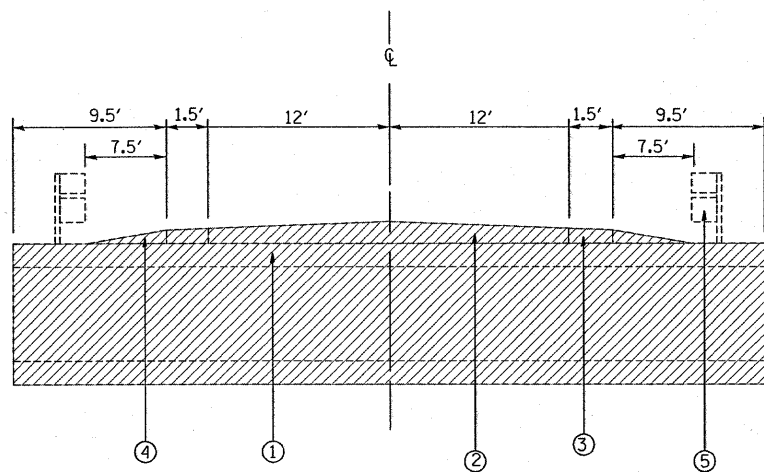
STA. 49+05 TO STA. 50+51 (RT)

\*\* PROPOSED GUARDRAIL

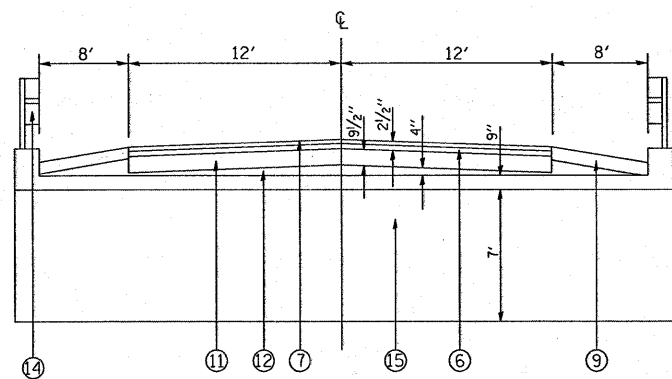
STA. 48+65 TO STA. 51+35 (LT)

STA. 48+65 TO STA. 51+35 (RT)

|   |                    |            |           |   |   |                    |                     |              |   |           |  |
|---|--------------------|------------|-----------|---|---|--------------------|---------------------|--------------|---|-----------|--|
| FILE NAME =                                       | USER NAME = smthkl | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>EXISTING AND PROPOSED TYPICAL SECTIONS<br/>IL 68 OVER SPRING CREEK - S.N. 016-2811</b> | F.A.P. RTE.        | SECTION             | COUNTY       | TOTAL SHEETS                                  | SHEET NO. |  |
| ca:\pw_work\PW1DOT\SMITHKL\dms92925\design_00.dgn |                    | DRAWN -    | REVISED - |   |   | 343                | 631T                | COOK         | 33  | 5         |  |
| PLOT SCALE = 5/8" = 1' IN.                        |                    | CHECKED -  | REVISED - |   |   | CONTRACT NO. 62710 |                     |              |   |           |  |
| PLOT DATE = 12/23/2008                            |                    | DATE -     | REVISED - |   |   | SCALE:             | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |           |  |



EXISTING TYPICAL SECTION  
ILLINOIS ROUTE 68  
OVER SPRING CREEK  
STA 49+90 TO STA 50+10



EXISTING TYPICAL SECTION  
ILLINOIS ROUTE 68  
OVER SPRING CREEK  
STA 49+82 TO STA 50+18

LEGEND

- ① EXISTING BOX CULVERT
- ② EXISTING HOT-MIX ASPHALT SURFACE COURSE, 3"
- ③ EXISTING HOT-MIX ASPHALT SHOULDER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING GUARDRAIL (TO BE REMOVED)
- ⑥ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1"
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"
- ⑧ PROPOSED TEMPORARY PAVEMENT (TO REMAIN), 10"
- ⑨ PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
- ⑩ PROPOSED AGGREGATE SHOULDER
- ⑪ PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE, 9 1/2"
- ⑫ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑬ PROPOSED HMA STABILIZATION FOR GUARDRAIL, 2.5' WIDE
- ⑭ PROPOSED STEEL RAILING (SEE CULVERT PLANS FOR DETAILS)
- ⑮ PROPOSED BOX CULVERT

NOTES

SEE BRIDGE PLANS FOR STRUCTURE EXCAVATION DETAILS FROM STA. 49+82 TO STA. 49+90 AND STA. 50+10 TO STA. 50+18

|  |                     |            |           |   |   |                    |                     |              |                     |                           |
|--|---------------------|------------|-----------|---|---|--------------------|---------------------|--------------|---------------------|---------------------------|
| FILE NAME =  | USER NAME = sm:thkl | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>EXISTING AND PROPOSED TYPICAL SECTIONS<br/>IL 68 OVER SPRING CREEK - S.N. 016-2811</b> | F.A.P. RTE.        | SECTION             | COUNTY       | TOTAL SHEETS        | SHEET NO.                 |
| ct:\pw\work\VPWIDOT\SMITHKL\dms92925\design_00.dgn |                     | DRAWN -    | REVISED - |   |   | 343                | 631T                | COOK         | 33                  | 6                         |
| PLOT SCALE = 50.0000' / IN.                        |                     | CHECKED -  | REVISED - |   |   | CONTRACT NO. 62710 |                     |              |                     |                           |
| PLOT DATE = 12/23/2008                             |                     | DATE -     | REVISED - |   |   | SCALE:             | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |

| SCHEDULE OF QUANTITIES (EARTHWORK)  |                                |                                   |  |   |   |   |
|---|--------------------------------|-----------------------------------|--|---|---|---|
| 1   | 2                              | 3                                 | 4  | 5   | 6   | 7   |
| IL 68 OVER<br>SPRING CREEK  | EARTH<br>EXCAVATION<br>(CU YD) | UNSUITABLE<br>MATERIAL<br>(CU YD) | EMBANKMENT<br>(CU YD)  | ADJUSTMENT<br>FOR<br>SHRINKAGE<br>(CU YD) | WASTE (+) OR<br>SHORTAGE (-)<br>MATERIAL<br>(CU YD) | TOP SOIL<br>FURNISH AND<br>PLACE<br>(SQ YD) |
| IL 68 - STA. 48+00 TO 52+00   | 90                             | 214                               | 55   | 77  | +22   | 700   |
| COLUMN 1: LOCATION FROM PLANS<br>COLUMN 2: CUT QUANTITIES AFTER UNSUITABLE MATERIAL IS REMOVED<br>COLUMN 3: MATERIAL THAT IS DETERMINED TO BE EITHER<br>UNSTABLE OR UNSUITABLE FOR USE IN EMBANKMENT<br>(TOP SOIL EXCAVATED AT 6" (150 MM) AVERAGE DEPTH)<br>COLUMN 4: FILL QUANTITIES AFTER UNSUITABLE MATERIAL IS REMOVED |                                |                                   | COLUMN 5: EARTH EXCAVATION THAT IS TO BE USED AS FILL<br>MATERIAL IN THE EMBANKMENT, SHRINKAGE FACTOR<br>WAS DETERMINED TO BE 15%<br>COLUMN 6: COLUMN 5 - COLUMN 4, POSITIVE QUANTITY=<br>EXTRA EXCAVATION, NEGATIVE QUANTITY=<br>FURNISHED EXCAVATION<br>COLUMN 7: TOPSOIL FURNISH AND PLACE= AREA OF SODDING |   |   |   |

NOTE: THE TOP 6" OF TOPSOIL IS TO BE REMOVED AND PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

#### HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| MIXTURE TYPE  | AC TYPE   | AIR VOIDS (%) |
|---|-----------|---------------|
| HMA SHOULDER  |           |               |
| HOT-MIX ASPHALT SHOULDER, 8"                                    | PG 64-22* | 2% @ 30 GYR   |
| TEMPORARY PAVEMENT (10")  |           |               |
| HOT-MIX ASPHALT BINDER IL-19 mm, 8"                             | PG 64-22* | 4% @ 50 GYR   |
| HOT-MIX ASPHALT SURFACE COURSE, IL 9.5 mm, MIX "D", N50, 2"     | PG 64-22  | 4% @ 50 GYR   |
| PAVEMENT RESURFACING  |           |               |
| HOT-MIX ASPHALT SURFACE COURSE, IL 9.5 mm, MIX "D", N50, 1 1/2" | PG 64-22  | 4% @ 50 GYR   |
| LEVELING BINDER (MACHINE METHOD), N50, 1"                       | PG 64-22* | 4% @ 50 GYR   |

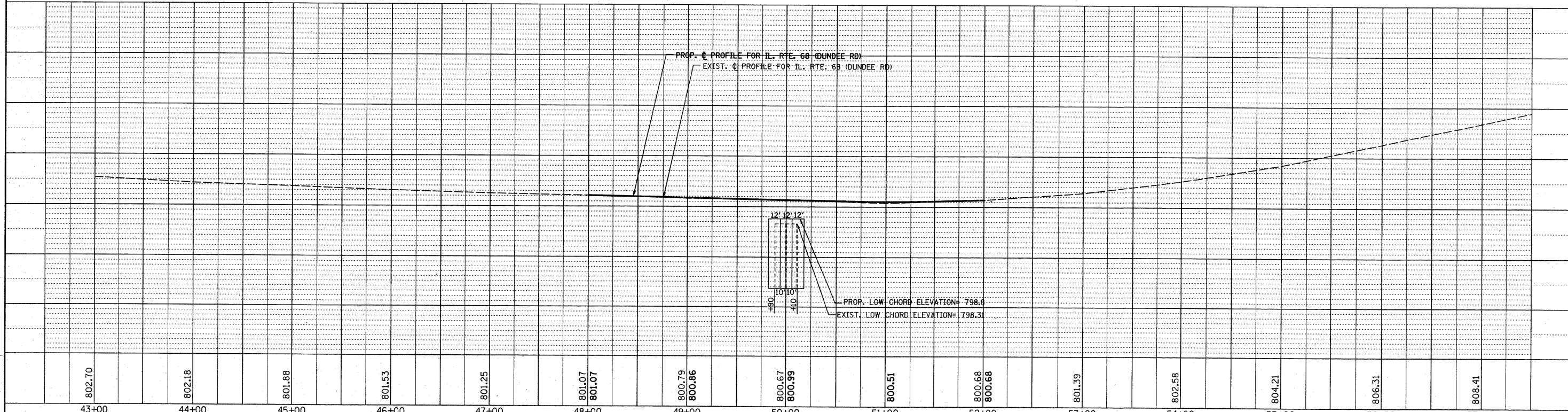
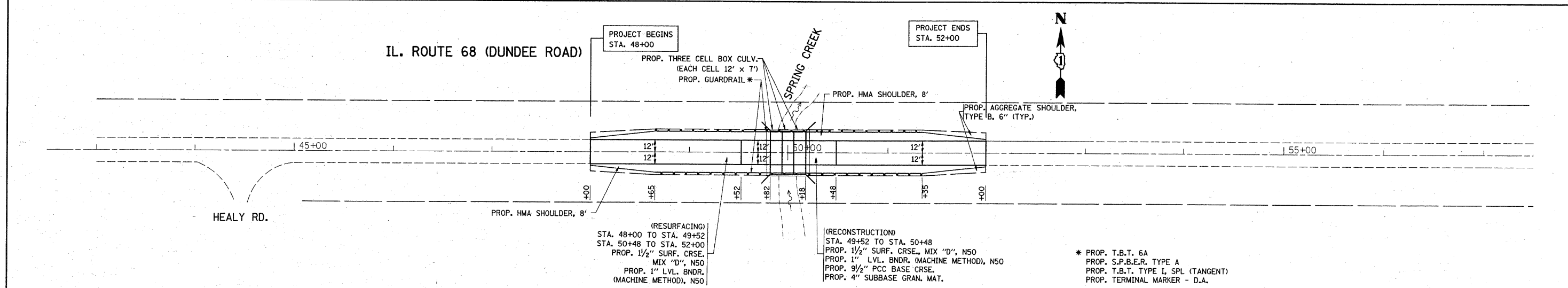
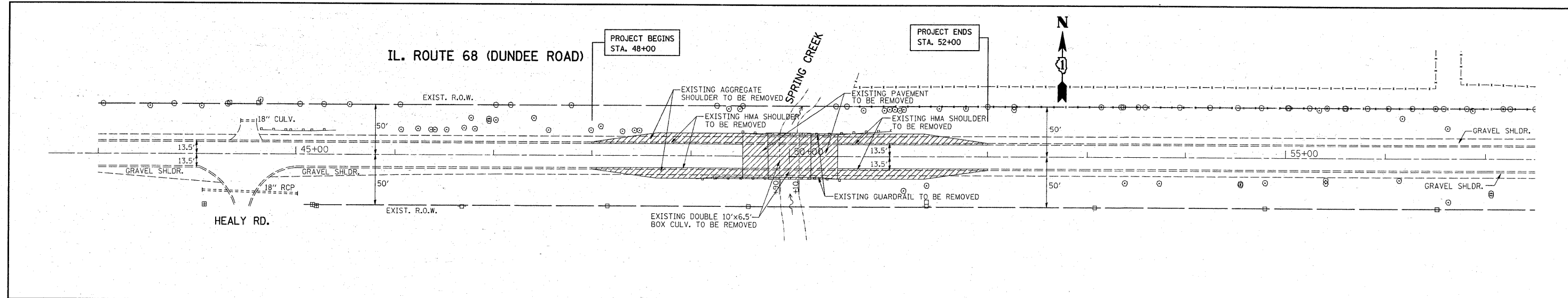
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

\* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

|  |                    |            |           |   |  |                    |         |                                  |                 |   |  |
|--|--------------------|------------|-----------|---|--|--------------------|---------|----------------------------------|-----------------|---|--|
| FILE NAME =                                    | USER NAME = smthkl | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>SCHEDULE OF QUANTITIES<br/>IL RTE. 68 OVER SPRING CREEK - S.N. 016-2811</b> | F.A.P.<br>RTE.     | SECTION | COUNTY                           | TOTAL<br>SHEETS | SHEET<br>NO.                                    |  |
| et\pwork\PWIDOT\SMITHKL\dms92925\design_00.dgn |                    | DRAWN -    | REVISED - |   |  | 343                | 631T    | COOK                             | 33              | 7   |  |
| PLOT SCALE = 50.0000' / IN.                    |                    | CHECKED -  | REVISED - |   |  | SCALE: 1" = 50'    |         | SHEET NO. OF SHEETS STA. TO STA. |                 | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |  |
| PLOT DATE = 12/23/2008                         |                    | DATE -     | REVISED - |   |  | CONTRACT NO. 62710 |         |                                  |                 |   |  |

PLAN SURVEYED BY DATE  
 PLOTTED BY  
 CHECKED BY  
 NO. OF SHEETS TOTAL NO. OF SHEETS  
 NO. OF SHEETS CHECKED  
 NO. OF SHEETS NOT CHECKED  
 CAD FILE NAME

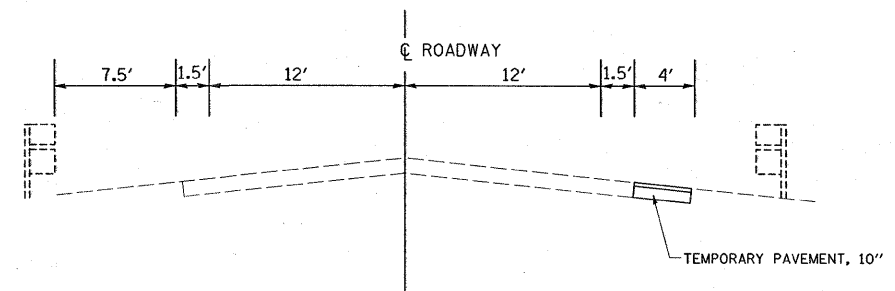
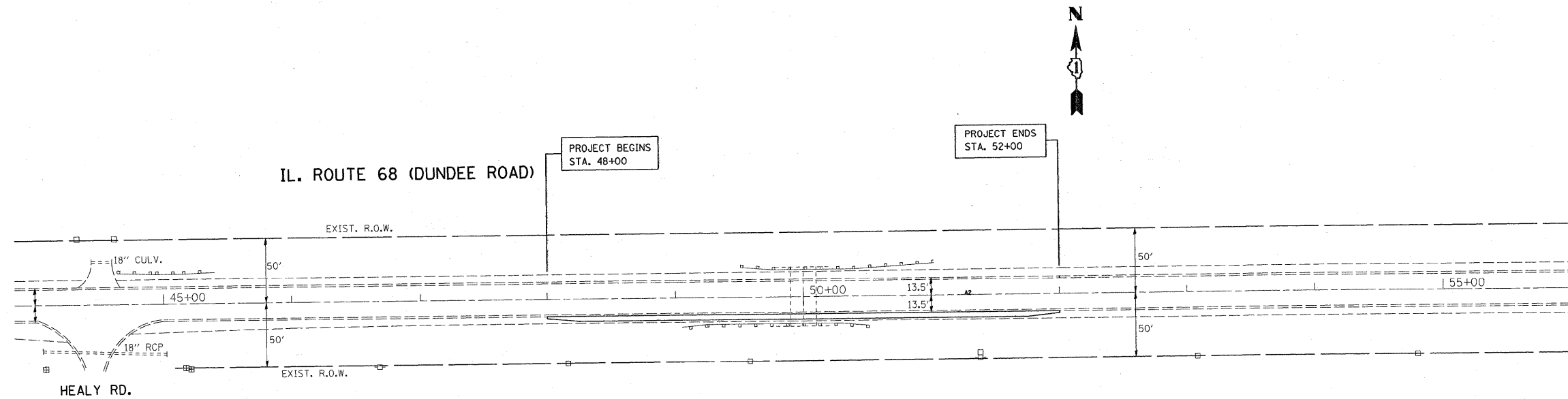
PROFILE SURVEYED BY DATE  
 PLOTTED BY  
 CHECKED BY  
 NO. OF SHEETS TOTAL NO. OF SHEETS  
 NO. OF SHEETS CHECKED  
 NO. OF SHEETS NOT CHECKED  
 STRUCTURE NOTATION'S CIPID



|        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 802.70 | 802.18 | 801.88 | 801.53 | 801.25 | 801.07 | 800.79 | 800.67 | 800.51 | 800.68 | 801.39 | 802.58 | 804.21 | 806.31 | 808.41 |
| 43+00  | 44+00  | 45+00  | 46+00  | 47+00  | 48+00  | 49+00  | 50+00  | 51+00  | 52+00  | 53+00  | 54+00  | 55+00  | 56+00  | 57+00  |

|                             |                      |                     |              |   |  |   |                           |                 |              |             |                 |             |
|-----------------------------|----------------------|---------------------|--------------|---|--|---|---------------------------|-----------------|--------------|-------------|-----------------|-------------|
| FILE NAME =                 | USER NAME = ulrichkd | DESIGNED -          | REVISED -    | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION |  | EXISTING AND PROPOSED<br>ROADWAY PLAN AND PROFILE |                           | F.A.P. RTE. 343 | SECTION 631T | COUNTY COOK | TOTAL SHEETS 33 | SHEET NO. 8 |
| CONTRACT NO. 62710          | SCALE:               | SHEET NO. OF SHEETS | STA. TO STA. |   |  | FED. ROAD DIST. NO.                               | ILLINOIS FED. AID PROJECT |                 |              |             |                 |             |
| PLOT SCALE = 50.0000' / IN. | CHECKED -            | REVISED -           |              |   |  |   |                           |                 |              |             |                 |             |
| PLOT DATE = 12/29/2008      | DATE -               | REVISED -           |              |   |  |   |                           |                 |              |             |                 |             |





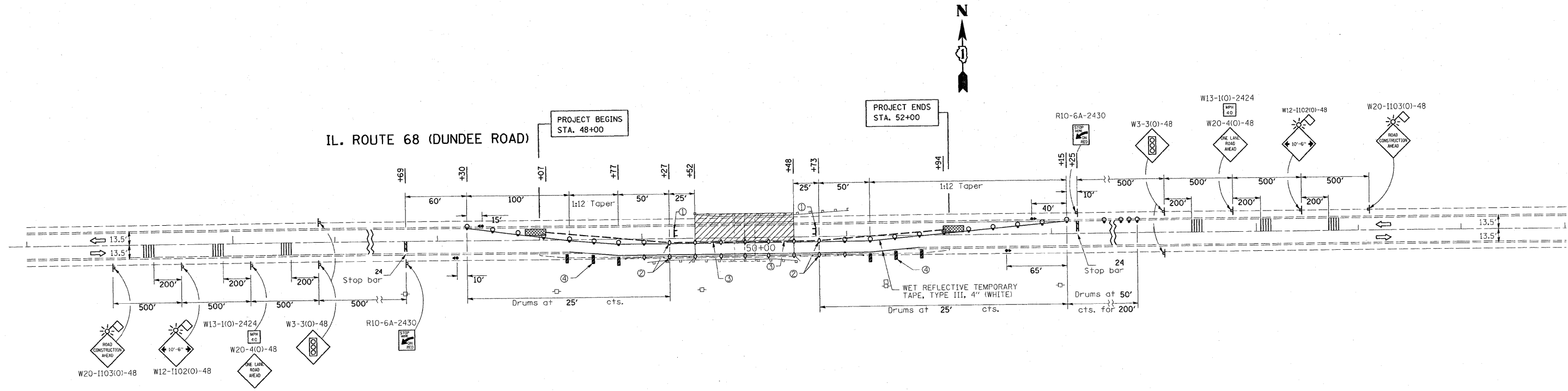
PRE-STAGE TYPICAL  
(LOOKING EAST)

**PRE-STAGE WORK**

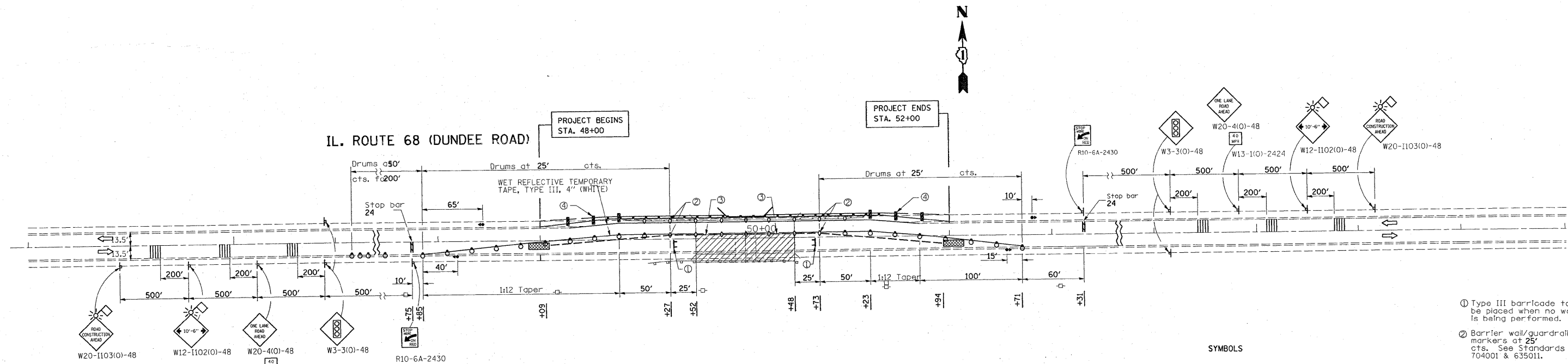
TEMPORARY PAVEMENT SHALL BE CONSTRUCTED BEFORE TRAFFIC STAGING  
 THE THICKNESS OF THE TEMPORARY PAVEMENT SHALL BE 10"  
 (2" HMA SURFACE COURSE, MIX "D", N 50 AND 8" HMA BINDER, IL-19 mm)  
 TEMPORARY PAVEMENT SHALL BE REMOVED DURING STAGE II CONSTRUCTION  
 AND BE REPLACED WITH HOT-MIX ASPHALT SHOULDER AS SHOWN IN PLANS

|   |                             |            |           |   |  |                    |                     |              |                     |                           |  |
|---|-----------------------------|------------|-----------|---|--|--------------------|---------------------|--------------|---------------------|---------------------------|--|
| FILE NAME =                                   | USER NAME = smthkl          | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>PRE-STAGE<br/>IL 68 OVER SPRING CREEK - S.N. 016-2811</b> | F.A.P. RTE.        | SECTION             | COUNTY       | TOTAL SHEETS        | SHEET NO.                 |  |
| et\pwork\PMIDOT\SMITHKL\dms92925\design.eadgn |                             | DRAWN -    | REVISED - |   |  | 343                | 631T                | COOK         | 33                  | 9                         |  |
|   | PLOT SCALE = 50.0000' / IN. | CHECKED -  | REVISED - |   |  | CONTRACT NO. 62710 |                     |              |                     |                           |  |
|   | PLOT DATE = 12/23/2008      | DATE -     | REVISED - |   |  | SCALE:             | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |  |

STAGE 1

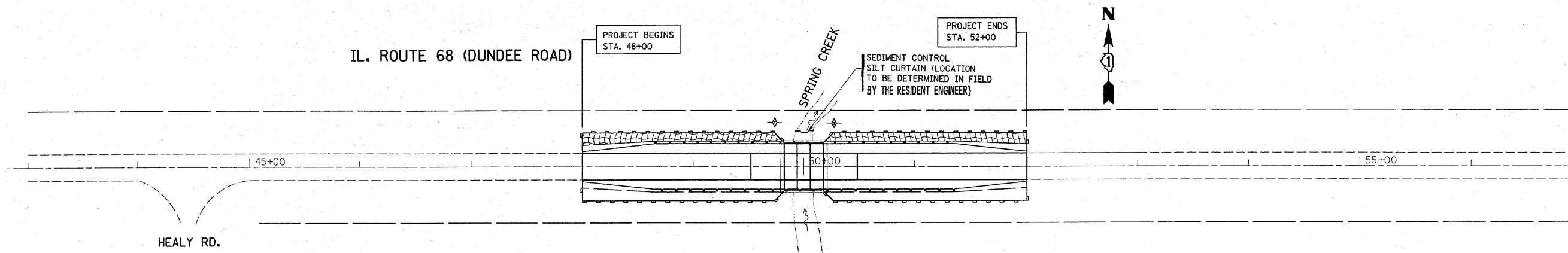


STAGE 2

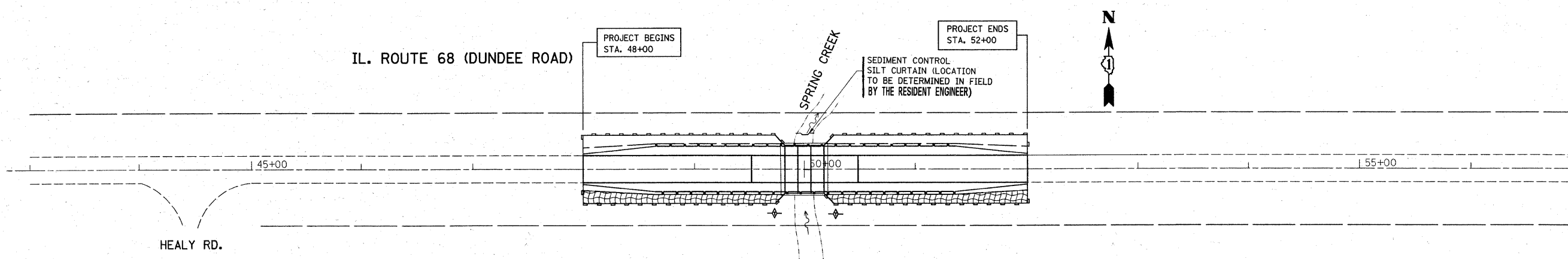


- SYMBOLS**
- Work area
  - Sign
  - Type III barricade
  - Traffic signal
  - Detector loops
  - Impact attenuator
  - Drum with steady burning light
  - Temporary concrete barrier
  - Temporary rumble strip (when specified)
  - Double vertical panel (see detail)
  - Crystal, bidirectional barrier wall/guardrail marker
- ① Type III barricade to be placed when no work is being performed.
  - ② Barrier wall/guardrail markers at 25' cts. See Standards 704001 & 635011.
  - ③ When temp. bridge rail is specified, it shall be connected to the temp. conc. barrier using a traffic barrier terminal Type II.
  - ④ These vertical panels at 25' cts. may be omitted when the guardrail, w/markers, extends to at least this point on the taper.




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|---|-----------------------------|------------|-----------|---|---|---|---------|---|--------------|-----------|--|
| FILE NAME =                                       | USER NAME = smthkl          | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>TRAFFIC CONTROL AND PROTECTION - STAGE 1 AND 2<br/>IL 68 OVER SPRING CREEK - S.N. 016-2811</b> | F.A.P. RTE.                             | SECTION | COUNTY  | TOTAL SHEETS | SHEET NO. |  |
| ct:\pw_work\PWIDOT\SMITHKL\dms92925\design.aa.dgn | PLOT SCALE = 50,0000' / IN. | DRAWN -    | REVISED - |   |   | 343                                     | 631T    | COOK  | 33           | 10        |  |
| PLOT DATE = 12/23/2008                            | DATE -                      | CHECKED -  | REVISED - |   |   | SCALE: SHEET NO. OF SHEETS STA. TO STA. |         | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |              |           |  |
|   |                             | DATE -     | REVISED - |   |   |   |         | CONTRACT NO. 62710                            |              |           |  |



STAGE 1



STAGE 2

-  EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER
-  TEMPORARY DITCH CHECKS

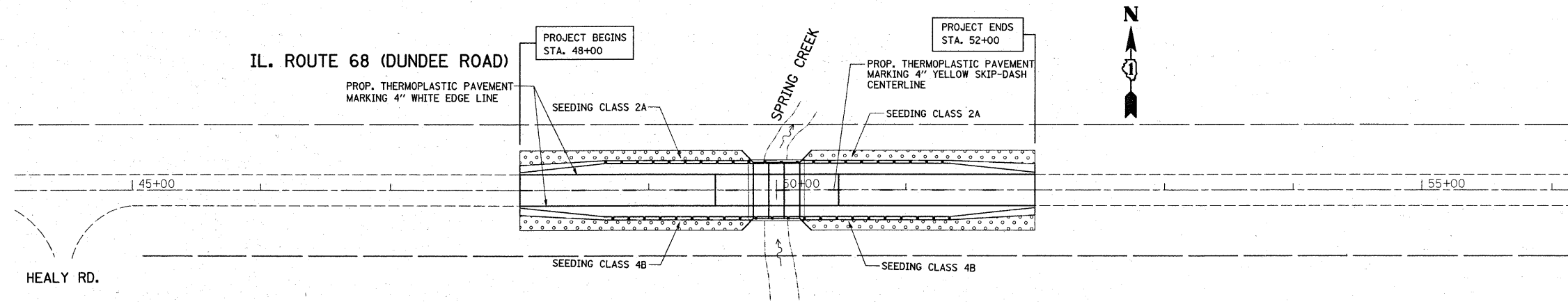
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|---|----------------------|------------|-----------|
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|   |                      | CHECKED -  | REVISED - |
|   |                      | DATE -     | REVISED - |
|   |                      |            |           |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN  
STAGE 1 AND 2**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

|                     |         |        |                           |           |
|---------------------|---------|--------|---------------------------|-----------|
| F.A.P. RTE.         | SECTION | COUNTY | TOTAL SHEETS              | SHEET NO. |
| 343                 | 63IT    | COOK   | 33                        | 11        |
| FED. ROAD DIST. NO. |         |        | ILLINOIS FED. AID PROJECT |           |
|                     |         |        | CONTRACT NO. 62710        |           |



|  |                      |            |           |
|--|----------------------|------------|-----------|
| FILE NAME =                                  | USER NAME = ulrichkd | DESIGNED - | REVISED - |
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| PLOT DATE = 12/24/2008                       |                      | DATE -     | REVISED - |













**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND LANDSCAPING PLAN**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

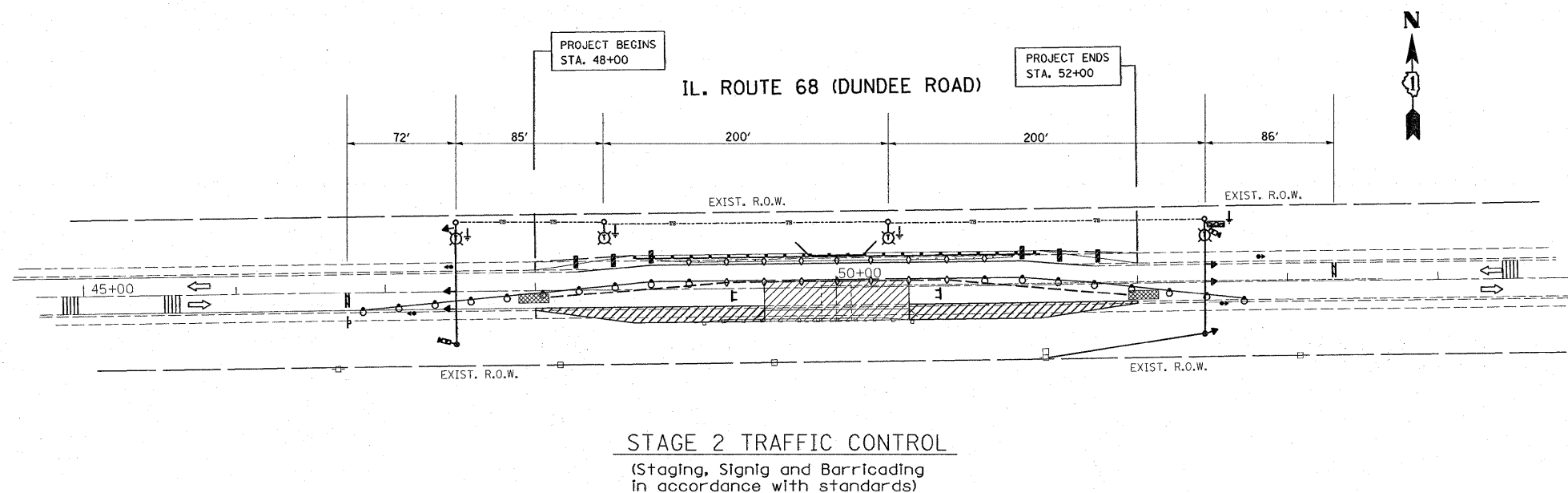
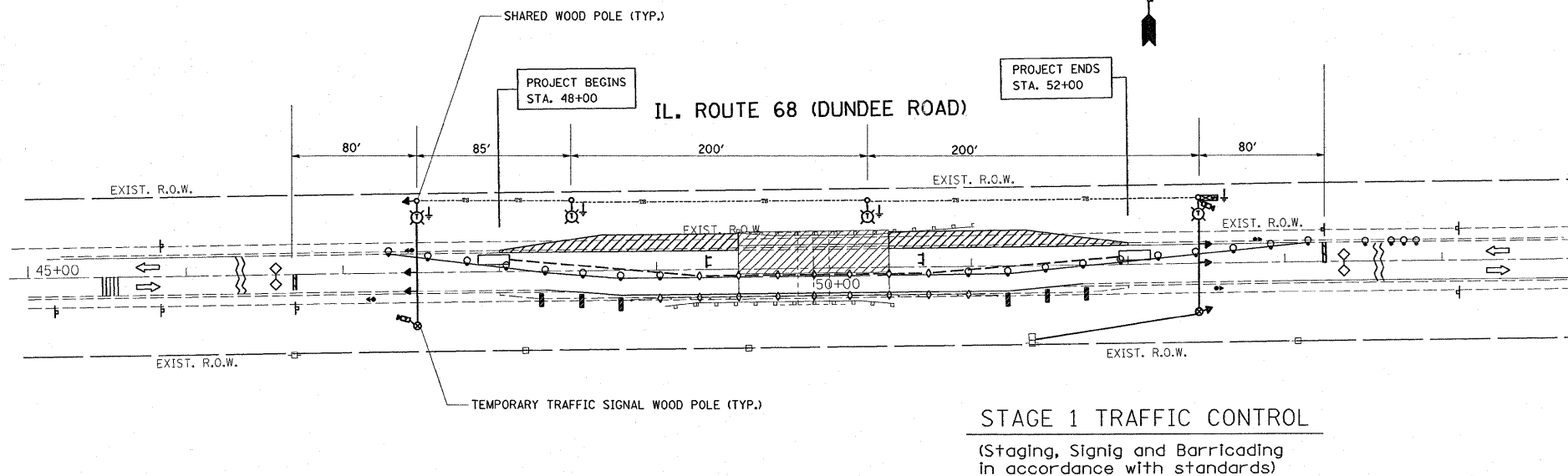
| F.A.P. RTE.                                   | SECTION | COUNTY | TOTAL SHEETS       | SHEET NO. |
|---|---------|--------|--------------------|-----------|
| 343   | 63IT    | COOK   | 33                 | 12        |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |        | CONTRACT NO. 62710 |           |

**LEGENDS**

-  400W, 240V, MCIII HPS. WITH PHOTO CELL  
15' MA, 50 MH ON WOOD POLE
-  2-1/C\*4, AERIAL CABLE WITH MESSENGER  
WIRE UNLESS OTHERWISE NOTED
-  TL-1A TEMPORARY LIGHTING UNIT NUMBER - ONE  
CIRCUIT A
-  GROUND ROD 5/8" DIA. x 10'
-  COMBINATION LIGHTING AND TRAFFIC  
POLE MOUNTED ELECTRICAL SERVICE BOX
-  TEMPORARY WOOD POLE
-  TEMPORARY LED TRAFFIC SIGNAL HEAD, NUMBER OF  
SECTION AND DISPLAY AS REQUIRED.
-  TEMPORARY TRAFFIC SIGNAL SPAN WIRE, NUMBER  
OF CONDUCTORS AS REQUIRED.
-  TEMPORARY TRAFFIC CONTROLLER WITH UPS AND BOTTOM  
PLATE MOUNTED TO WOOD POLE
-  TEMPORARY VIDEO DETECTOR
-  INDICATES NUMBER OF CONDUCTORS  
IN CABLE. ALL CONDUCTORS TO BE NUMBER 14  
AWG WIRE UNLESS OTHERWISE NOTED.
-  TEMPORARY TRAFFIC SIGNAL SECTION OR  
PEDESTRIAN SIGNAL SECTION, 12" (300 mm)

**NOTES:**

1. LIGHTING WOOD POLES SHALL BE USED AS SHOWN TO SUPPORT TRAFFIC SIGNAL CABLING. SHARED WOOD POLES SHALL NOT BE INCLUDED IN TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION, BUT SHALL BE INCLUDED IN THE LIGHTING PAY ITEMS. SEE LIGHTING PLANS FOR DETAILS.
2. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING.
3. THE PROPOSED TEMPORARY BRIDGE TRAFFIC SIGNAL SHALL BE ACTIVATED, TESTED OPERATIONAL AND APPROVED BY THE ENGINEER BEFORE ANY PERMANENT LANE CLOSURES.
4. ALL LABOR AND MATERIALS TO COMPLY WITH THESE REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE BID PRICE OF TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION.
5. REMOVAL OF TEMPORARY SIGNALS SHOULD BE DONE AS DIRECTED BY THE ENGINEER AND MUST BE DONE IN COORDINATION WITH THE REMOVAL OF TEMPORARY LIGHTING.
6. EXACT LOCATION OF EXISTING POWER POLE WITH COMED TRANSFORMER TO BE DETERMINED IN THE FIELD.
7. PROPOSED LOCATION OF "ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL" (ESD) TO BE COORDINATED WITH PROPOSED TEMPORARY LIGHTING INSTALLATION.
8. TELEPHONE CONNECTION FROM ADJACENT FACILITIES TO CONTROLLER CABINET MUST BE COORDINATED WITH ENGINEER IN THE FIELD.
9. STAGING SHOWN ON THE PLAN SHOULD USE AS A GUIDE ONLY. THE EXACT STAGING MUST BE IN ACCORDANCE TO STANDARDS.



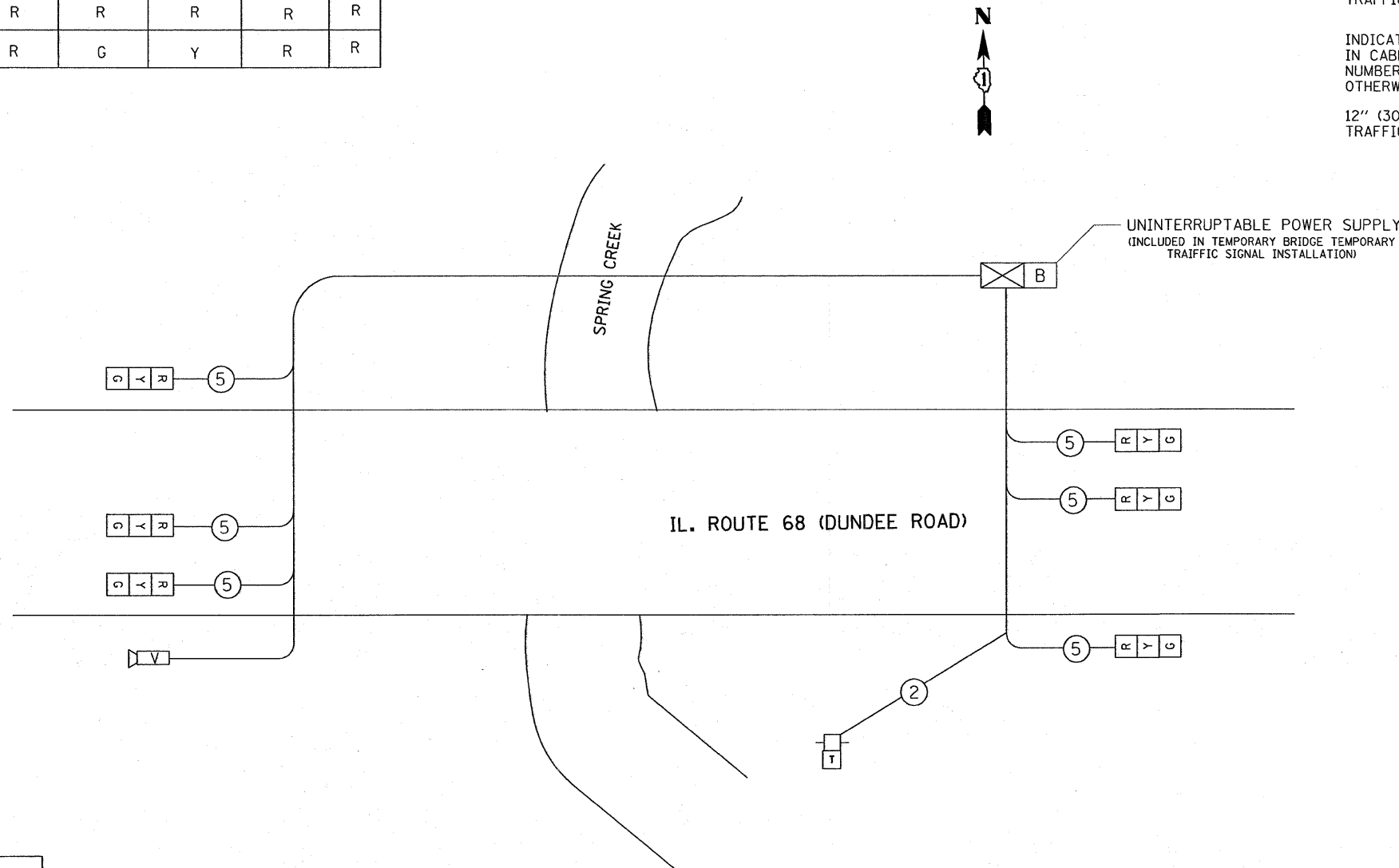
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|---|----------------------------|------------|-----------|---|---|----------------------|---------------------|----------------|---------------------|---------------------------|--------------------|
| FILE NAME =   | USER NAME = kenthaphixaybc | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>TEMPORARY TRAFFIC SIGNAL - STAGE 1 AND 2<br/>IL 68 OVER SPRING CREEK</b> | F.A.P<br>RTE.<br>343 | SECTION<br>631T     | COUNTY<br>COOK | TOTAL SHEETS<br>33  | SHEET NO.<br>13           |                    |
| or\pw\work\p\WIDOT\KANTHAPHIXAYBC\dms9261\st061A002.DGN |                            | DRAWN -    | REVISED - |   |   | SCALE:               | SHEET NO. OF SHEETS | STA. TO STA.   | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | CONTRACT NO. 62710 |
|   |                            | CHECKED -  | REVISED - |   |   |                      |                     |                |                     |                           |                    |
|   |                            | DATE -     | REVISED - |   |   |                      |                     |                |                     |                           |                    |

SEQUENCE OF OPERATION

|                   |   |    |    |   |    |    |   |
|-------------------|---|----|----|---|----|----|---|
| MOVEMENT          |   |    |    |   | F  |    |   |
| PHASE             | 3 |    | 4  |   | L  |    |   |
| INTERVAL          | 1 | 2A | 2B | 3 | 4A | 4B | A |
| CHANGE TO         | 4 |    | 3  |   | S  |    |   |
| IL. RTE. 68 (W/B) | G | Y  | R  | R | R  | R  | H |
| IL. RTE. 68 (E/B) | R | R  | R  | G | Y  | R  | R |

TEMPORARY CABLE DIAGRAM LEGEND

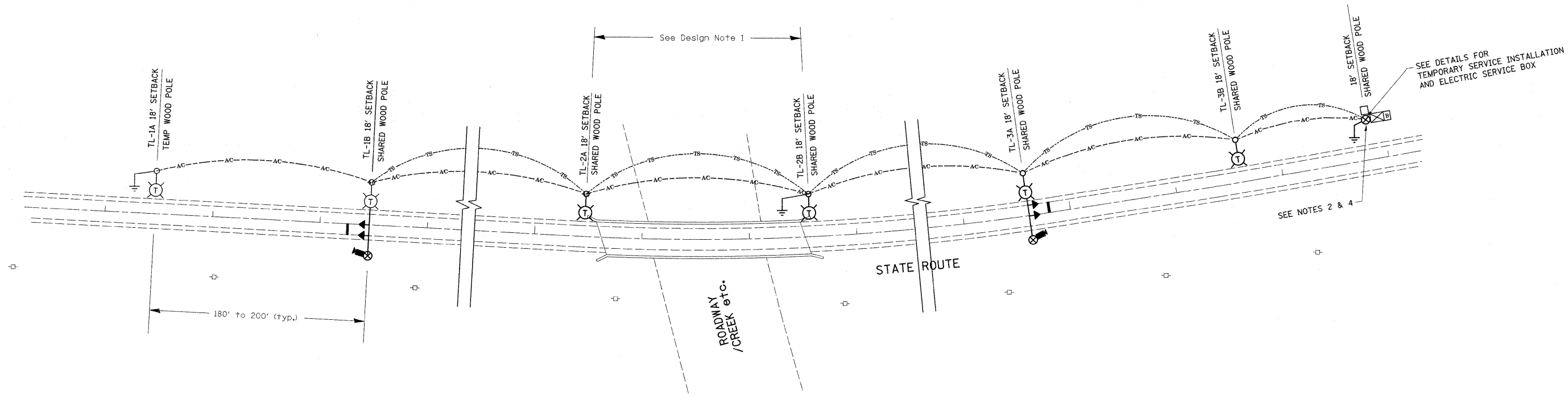
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SERVICE INSTALLATION
- VIDEO DETECTOR SENSOR
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- BATTERY BACK-UP
- 12" (300mm) TRAFFIC SIGNAL SECTION
- INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- 12" (300mm) TRAFFIC SIGNAL SECTION



SUMMARY OF QUANTITIES

| DESCRIPTION                                  | UNIT | QUANTITY |
|--|------|----------|
| TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION | EACH | 1        |

| I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS |           |                |             |             | TOTAL WATTAGE |
|--|-----------|----------------|-------------|-------------|---------------|
| TYPE   | NO. LAMPS | WATTAGE INCAND | WATTAGE LED | % OPERATION |               |
| SIGNAL (RED)   | 6         | 135            | 17          | 0.50        | 51.00         |
| (YELLOW)   | 6         | 135            | 25          | 0.25        | 37.50         |
| (GREEN)  | 6         | 135            | 15          | 0.25        | 22.50         |
| ARROW  |           | 135            | 12          | 0.10        | 100.00        |
| PED. SIGNAL  |           | 90             | 25          | 1.00        |               |
| CONTROLLER   | 1         | 100            | 100         | 1.00        |               |
| ILLUM. SIGN  |           | 84             | 35          | 0.05        |               |
| FLASHER  |           | 135            | 25          | 0.50        |               |
| TOTAL =  |           |                |             |             | 211.00        |



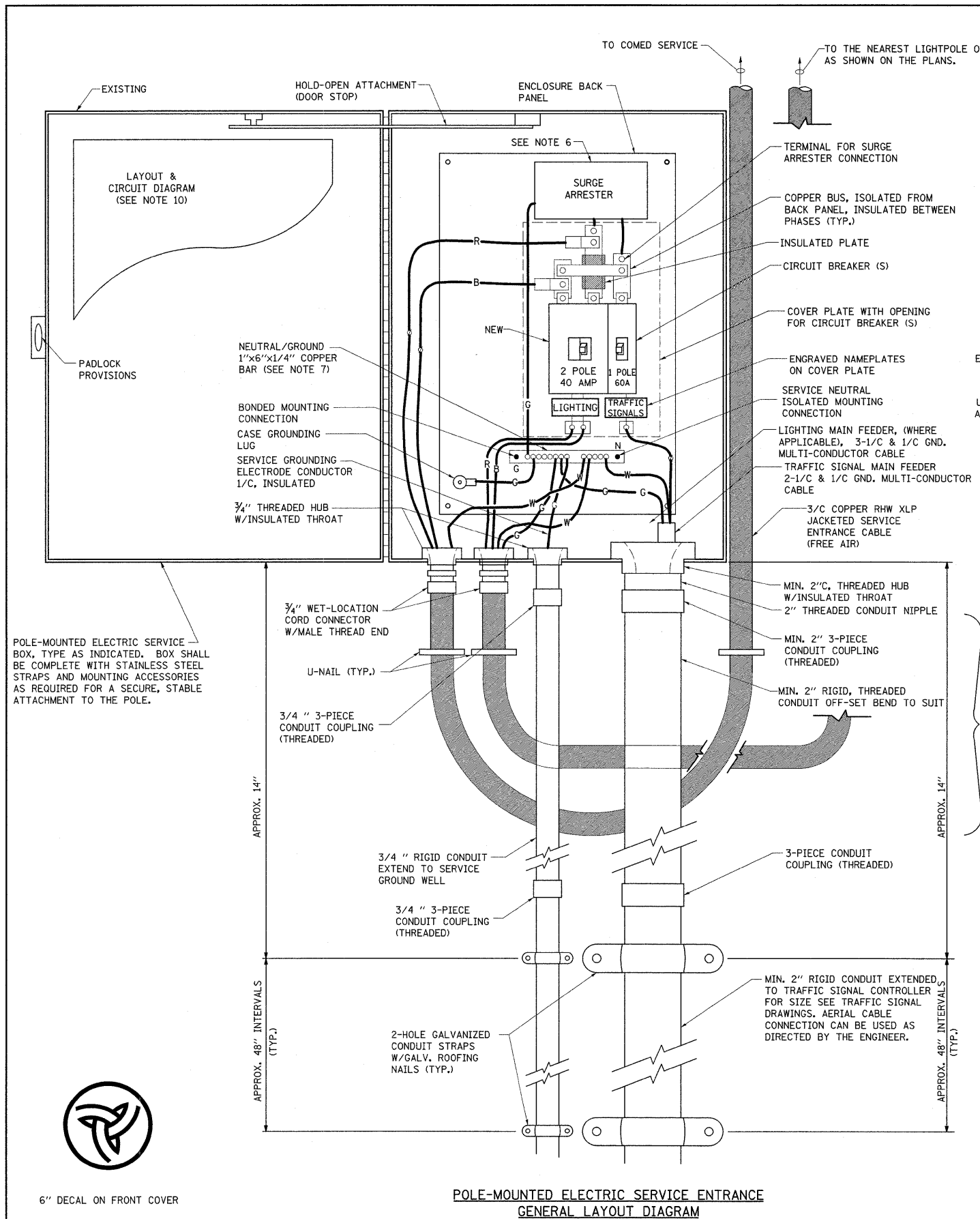
**GENERAL NOTES:**

1. THE ABOVE LAYOUT FOR TEMPORARY LIGHTING FOR SINGLE LANE STAGING IS FOR REFERENCE ONLY AND SHOW TYPICAL SPACING, SETBACK, AND PLACEMENT OF THE TEMPORARY LIGHTING COMPONENTS. THE ACTUAL LAYOUT OF THE TEMPORARY EQUIPMENT MAY NEED TO BE ADJUSTED TO ACCOUNT FOR THE FIELD CONDITIONS, STAGING, UTILITY IMPACTS, OR ELECTRIC SERVICE LOCATION. THE CONTRACTOR SHALL SUBMIT A PLAN INDICATING ANY FIELD REVISIONS OF THE TEMPORARY LIGHTING FOR SINGLE LANE STAGING LAYOUT TO THE ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
2. THE CONTRACTOR SHALL INITIATE COORDINATION WITH THE UTILITY COMPANY IN ADVANCE OF STARTING HIS WORK IN ORDER TO AVOID ANY DELAYS ASSOCIATED WITH OBTAINING ELECTRICAL SERVICE FOR THE TEMPORARY LIGHTING AND TRAFFIC SIGNAL INSTALLATION.
3. THE TEMPORARY LIGHTING AND TRAFFIC SIGNAL INSTALLATION SHALL SHARE ANY COMMON ELEMENTS SUCH AS WOOD POLES, ELECTRICAL SERVICE, ELECTRIC SERVICE BOX, CABLE, ETC. THE CONTRACTOR SHALL COORDINATE TEMPORARY LIGHTING AND TRAFFIC SIGNAL INSTALLATIONS.
4. THE LOCATION OF THE ELECTRIC SERVICE, ELECTRIC SERVICE BOX, WOOD POLES, TEMPORARY TRAFFIC CONTROLLER, THE UPS, ETC. IS GIVEN AS REFERENCE ONLY. ACTUAL LOCATION TO BE DETERMINED THROUGH COORDINATION WITH THE ELECTRIC UTILITY AND AS DIRECTED BY THE ENGINEER.
5. EACH LIGHTING UNIT SHALL BE CONTROLLED BY A PHOTO CELL MOUNTED ON EACH LUMINAIRE WITH THE LIGHTING CIRCUIT FED FROM THE TEMPORARY SERVICE DISCONNECT BOX. OTHER MEANS OF LUMINAIRE CONTROL CAN BE CONSIDERED IF APPROVED BY THE ENGINEER.
6. THE LIGHT POLE SETBACK FROM THE EDGE OF TRAVEL PAVEMENT SHALL BE 18 FT. UNLESS THE LIGHT POLE IS BEHIND GUARDRAIL. THE LIGHT POLES INSTALLED BEHIND THE GUARDRAIL OR BARRIER WALL SHOULD HAVE AT LEAST 8 FT. SETBACK FROM THE BACK OF THE SHOULDER AND OR AS DIRECTED BY THE ENGINEER.
7. THE CONTRACTOR SHALL SPLICE AERIAL CABLE AT THE LIGHT POLE USING HEAT SHRINKABLE CAPS WITH THE FACTORY APPLIED WATERPROOF SEALANT OR AN APPROVED UL LISTED AERIAL TAP DEVICE.
8. ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO THE ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE ENGINEER.

**LEGEND**

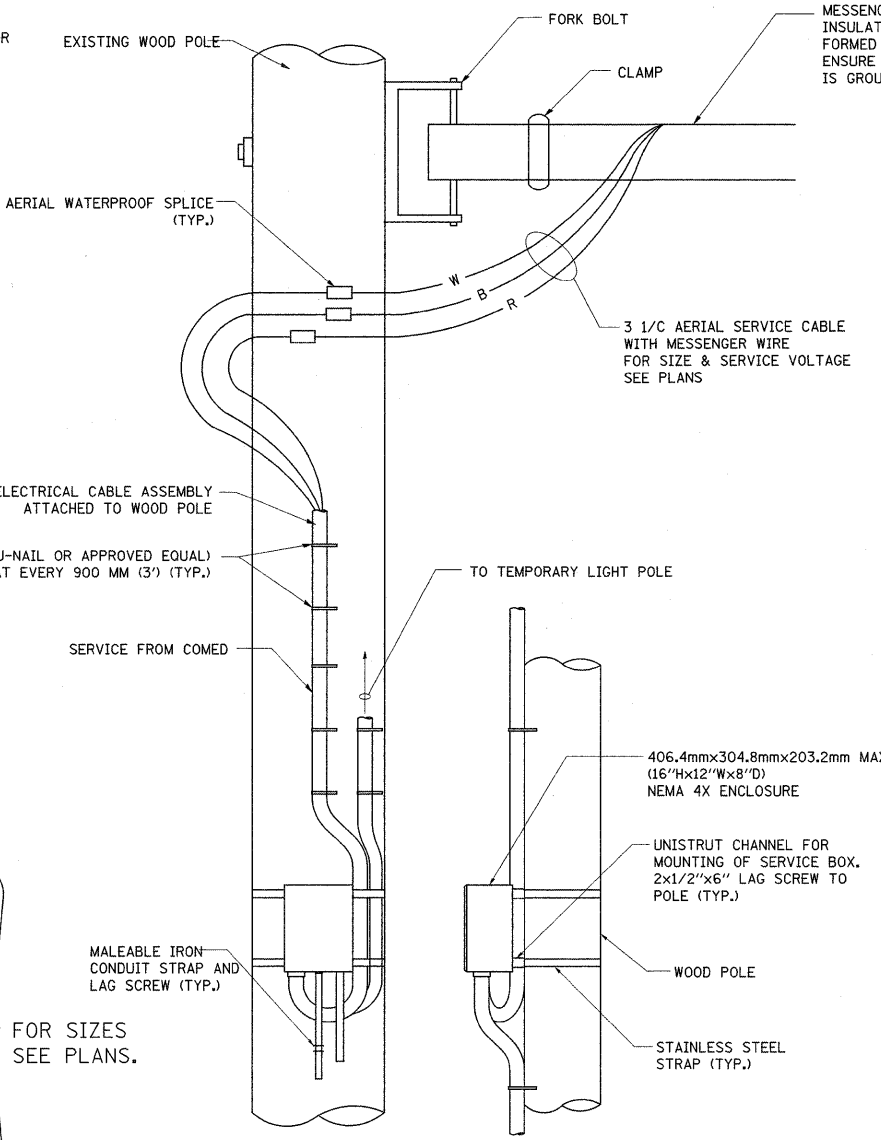
- 400W, 120V, MCIII HPS. WITH PHOTO CELL 15' MA, 50' MH ON WOOD POLE, CLASS 4
- 3-1/C\*2, AERIAL CABLE WITH MESSENGER WIRE UNLESS OTHERWISE NOTED
- TL-1A TEMPORARY LIGHTING UNIT NUMBER - ONE CIRCUIT A
- GROUND ROD 5/8" DIA. x 10'
- COMBINATION LIGHTING AND TRAFFIC POLE MOUNTED ELECTRICAL SERVICE BOX
- TEMPORARY WOOD POLE - NOMINAL 60 FT., CLASS 4
- TEMPORARY LED TRAFFIC SIGNAL HEAD, NUMBER OF SECTION AND DISPLAY AS REQUIRED.
- TEMPORARY TRAFFIC SIGNAL SPAN WIRE, NUMBER OF CONDUCTORS AS REQUIRED.
- TEMPORARY TRAFFIC CONTROLLER WITH UPS AND BOTTOM PLATE MOUNTED TO WOOD POLE
- TEMPORARY VIDEO DETECTOR
- INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION, 12" (300 mm)

|  |                            |            |           |   |   |  |  |                 |               |             |                 |              |
|--|----------------------------|------------|-----------|---|---|--|--|-----------------|---------------|-------------|-----------------|--------------|
| FILE NAME =  | USER NAME = lejso          | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>TEMPORARY LAYOUT OF TEMPORARY LIGHTING<br/>FOR SINGLE LANE STAGING</b> |  |  | F.A.P. RTE. 343 | SECTION 631 T | COUNTY Cook | TOTAL SHEETS 33 | SHEET NO. 14 |
| ci:\pwork\VPWIDOT\LEISA\d0111786\1L68ovc\SpringCrk.dgn | PLOT SCALE = 50.0000' / 1" | DRAWN -    | REVISED - |   |   |  |  | SCALE:          | SHEET NO.     | OF SHEETS   | STA.            | TO STA.      |
|  | PLOT DATE = 12/17/2008     | CHECKED -  | REVISED - |   |   |  |  |                 |               |             |                 |              |
|  |                            | DATE -     | REVISED - |   |   |  |  |                 |               |             |                 |              |

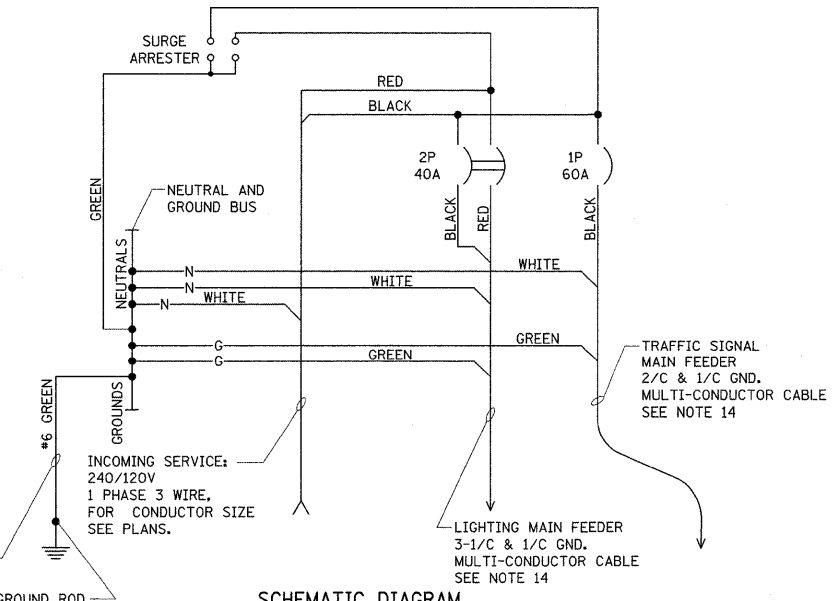


**POLE-MOUNTED ELECTRIC SERVICE ENTRANCE  
GENERAL LAYOUT DIAGRAM**

FOR SIZES  
SEE PLANS.



**DISCONNECT MOUNTING DETAIL**  
N.T.S.



**SCHEMATIC DIAGRAM**

**NOTES:**

1. ELECTRIC SERVICE SHALL BE OF THE VOLTAGE INDICATED OR DESIGNATED BY THE ENGINEER, AND SERVICE DROP CABLE SHALL BE COMPATIBLE WITH THE SERVICE ACCORDINGLY. SOME INSTALLATIONS MAY CALL FOR SERVICE ENTRANCE EQUIPMENT SUITABLE FOR 3-WIRE SERVICE EVEN THOUGH INITIALLY WIRED FOR 2-WIRE SERVICE.
2. THE POLE-MOUNTED ELECTRIC SERVICE BOX SHALL BE CONFIGURED AND FULLY EQUIPPED FOR 240/120V 3W SERVICE, COMPLETE WITH LIGHTING MAIN BREAKER AND TRAFFIC SIGNALS MAIN BREAKER AS REQUIRED.
3. THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE UL LISTED AS SUITABLE FOR USE AS SERVICE ENTRANCE EQUIPMENT.
4. THE ELECTRIC SERVICE EQUIPMENT ENCLOSURE SHALL BE NEMA 4X STAINLESS STEEL, NOMINALLY 12"W X 16"H X 8"D, WITH A PIANO-HINGED DOOR, STEEL BACK PANEL, FAST-ACTING STAINLESS STEEL ENCLOSURE CLAMPS, PADLOCK PROVISIONS AND DOOR STOP, HOFFMAN CATALOG NO. A-16H1208556LP/A-16 P12/A-DSTOPK/C-PMK12, OR APPROVED EQUAL.
5. CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 25,000 SYMMETRICAL AMPERES AT 240 VOLTS. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR COMPLIANCE WITH OSHA LOCK-OUT/TAG-OUT REQUIREMENTS. HANDLES SHALL BE TRIP FREE.
6. THE SURGE PROTECTOR SHALL BE SUITABLE FOR THE SERVICE VOLTAGE SINGLE PHASE 60HZ AC, WITH A SURGE ENERGY CAPABILITY OF 2160 JOULES OR BETTER AT 8/20 MICRO-SECONDS, RATED -40 TO 60 DEGREES C., WITH LED OPERATING INDICATORS, AND SHALL BE UL LISTED PER UL 1449, CUTLER-HAMMER CMOV230L065XST OR APPROVED EQUAL.
7. BUS BARS, CONNECTORS, AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED, AND CONFIGURED TO PREVENT SHORTED CONDITIONS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE CONFIGURED BEHIND AN INSULATING BARRIER SHIELD WHICH IS REMOVABLE FOR ACCESS TO CONNECTIONS, OR THE ASSEMBLY SHALL BE A MANUFACTURED SPECIALTY PANELBOARD, CUTLER-HAMMER PRL2A OR APPROVED EQUAL.
8. THE COMBINATION GROUND AND NEUTRAL BAR SHALL BE CONFIGURED WITH SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE. THE SERVICE NEUTRAL AND SERVICE GROUNDING ELECTRODE CONDUCTOR SHALL BE TERMINATED ADJACENT TO EACH OTHER AT THE DIVIDE BETWEEN THE SECTIONS AND WIRING SHALL BE TERMINATED ONLY UPON THE APPROPRIATE SECTION.
9. THE WIRING TERMINALS, INCLUDING THE GROUND/NEUTRAL BAR SHALL BE ARRANGED TO PROVIDE ADEQUATE ROOM FOR PERFORMING FIELD TERMINATIONS.
10. A PLASTIC LAMINATED LAYOUT AND CIRCUIT DIAGRAM SHALL BE MECHANICALLY SECURED TO THE INTERIOR SIDE OF THE ENCLOSURE DOOR.
11. A 2-COLOR ENGRAVED PLASTIC NAMEPLATE, ATTACHED WITH SCREWS, AND ENGRAVED AS INDICATED, SHALL BE PROVIDED FOR EACH MAIN BREAKER.
12. LUGS AND CONNECTORS SHALL BE RATED FOR 75 C CONDUCTOR.
13. THE EXACT MOUNTING HEIGHT OF THE BOX SHALL BE FIELD DETERMINED TO AVOID OBSTRUCTIONS AND PUBLIC ACCESS. TYPICAL HEIGHT SHALL BE APPROXIMATELY 10 FEET ABOVE GRADE.

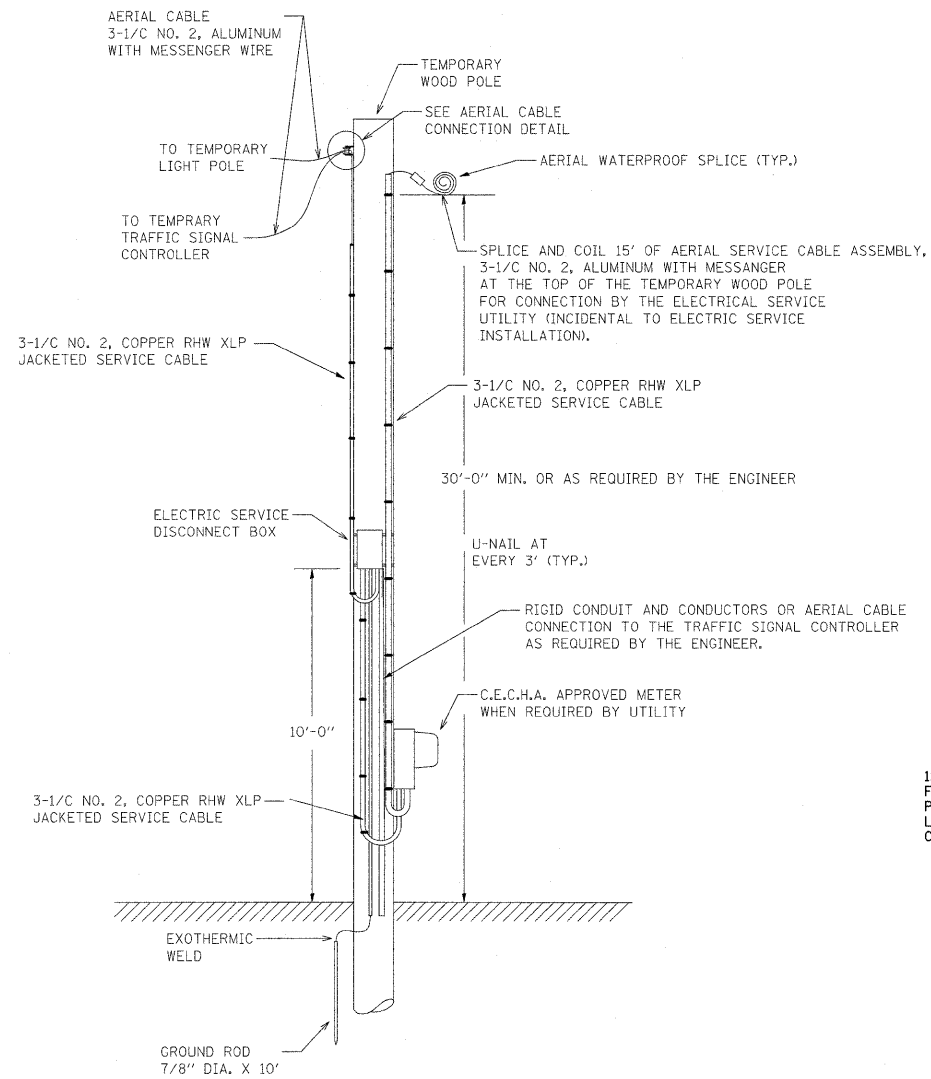
POLE-MOUNTED ELECTRIC SERVICE BOX, TYPE AS INDICATED. BOX SHALL BE COMPLETE WITH STAINLESS STEEL STRAPS AND MOUNTING ACCESSORIES AS REQUIRED FOR A SECURE, STABLE ATTACHMENT TO THE POLE.



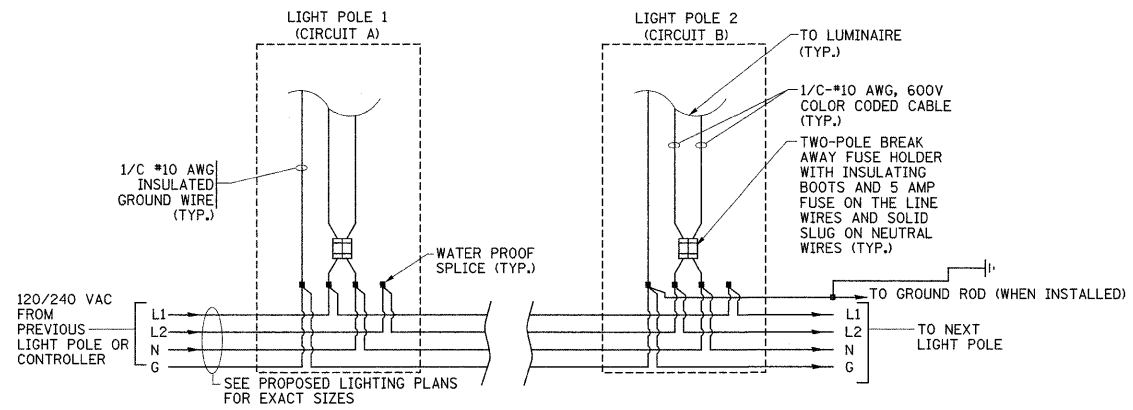
6" DECAL ON FRONT COVER

|  |                    |            |           |   |  |           |           |                |         |                     |                           |           |
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| FILE NAME =  | USER NAME = lejasa | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>COMBINATION LIGHTING &amp;<br/>TRAFFIC POLE MOUNTED<br/>ELECTRIC SERVICE BOX DETAIL</b> |           |           | F.A.P.<br>RTE. | SECTION | COUNTY              | TOTAL SHEETS              | SHEET NO. |
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| PLOT SCALE = 50,0000 / IN.                         |                    | CHECKED -  | REVISED - |   | CONTRACT NO. 62710   |           |           |                |         |                     |                           |           |
| PLOT DATE = 12/17/2008                             |                    | DATE -     | REVISED - |   | SCALE:   | SHEET NO. | OF SHEETS | STA.           | TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |           |





**TEMPORARY SERVICE INSTALLATION DETAIL**  
NOT TO SCALE



**LIGHT POLE WIRING DETAIL**  
NOT TO SCALE

FILE NAME =  
c:\pw\_work\PWIDOT\LEISA\d0111795\IL680v-SpringCrk.dgn

USER NAME = lsgoo  
PLOT SCALE = 50,0000' / IN.  
PLOT DATE = 12/17/2008

DESIGNED -  
DRAWN -  
CHECKED -  
DATE -

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY SERVICE INSTALLATION AND LIGHT POLE WIRING  
DETAIL**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P.  
RTE.  
343

SECTION  
631T

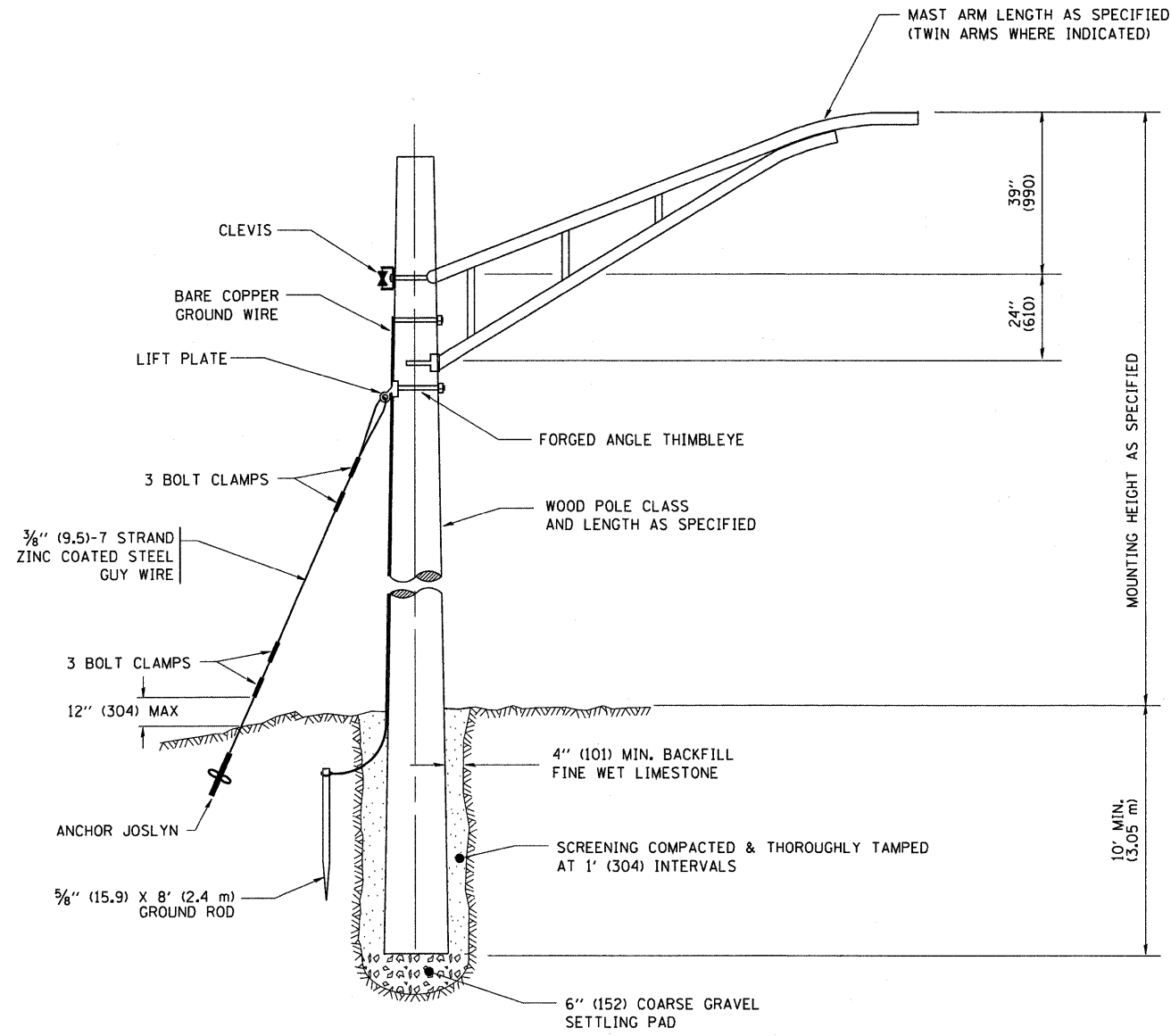
COUNTY  
Cook

TOTAL SHEETS  
33

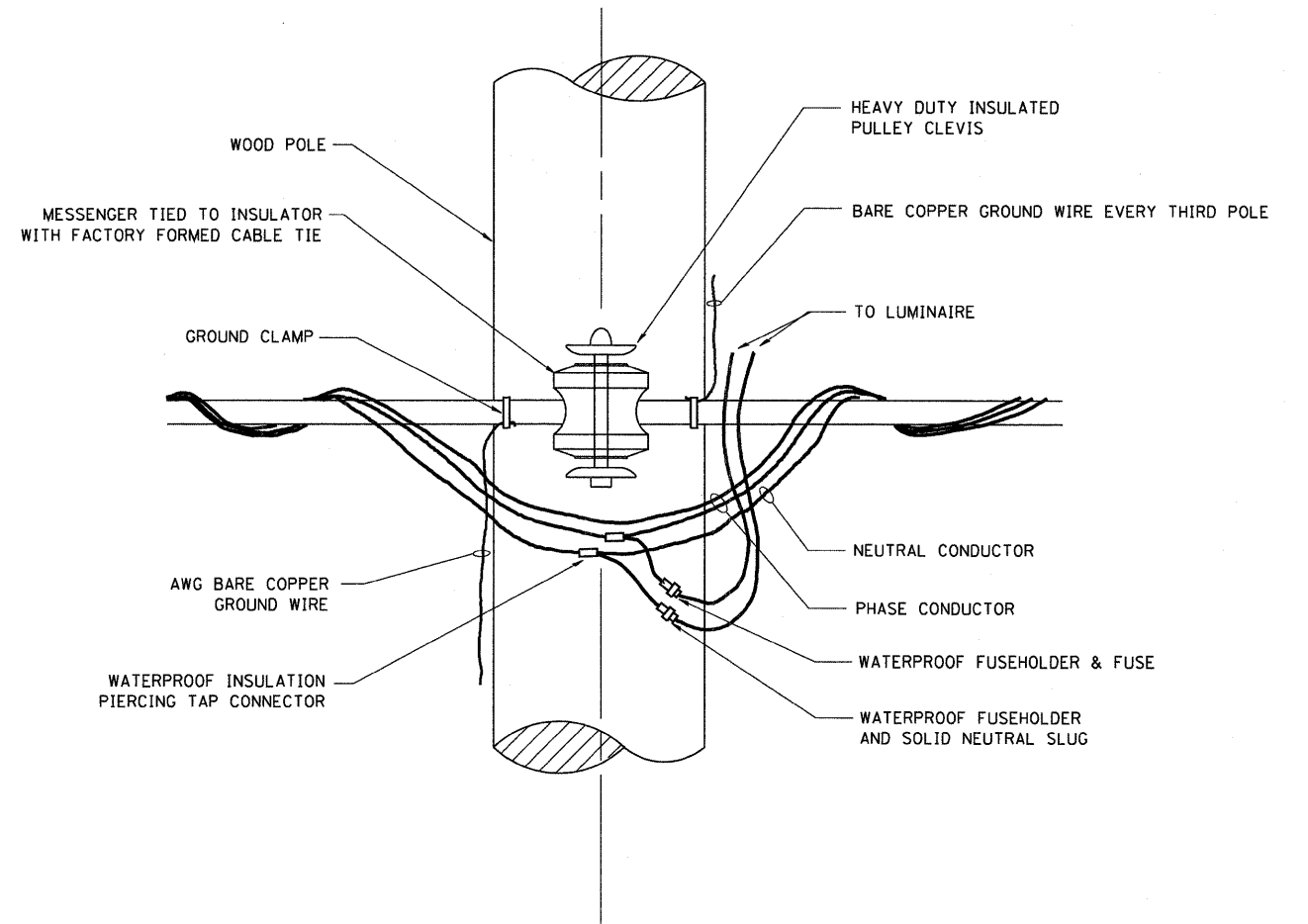
SHEET NO.  
16

CONTRACT NO. 62710

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



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:  
 1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

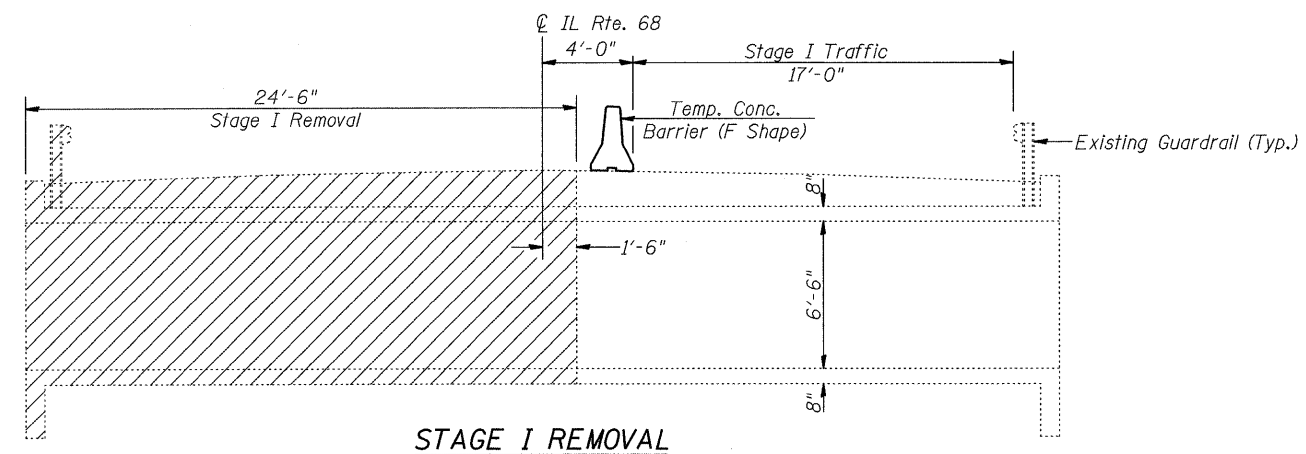
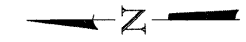
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|   | PLOT SCALE = 50.000 ' / IN. | DRAWN -    | REVISED -          |   | SCALE: NONE                                     | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | BE-800 CONTRACT NO. 62710 |                  |                |                    |                 |
|   | PLOT DATE = 1/4/2008        | CHECKED -  | REVISED -          |   | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |                         |      |         |                           |                  |                |                    |                 |
|   |                             | DATE -     | REVISED -          |   |   |                         |      |         |                           |                  |                |                    |                 |



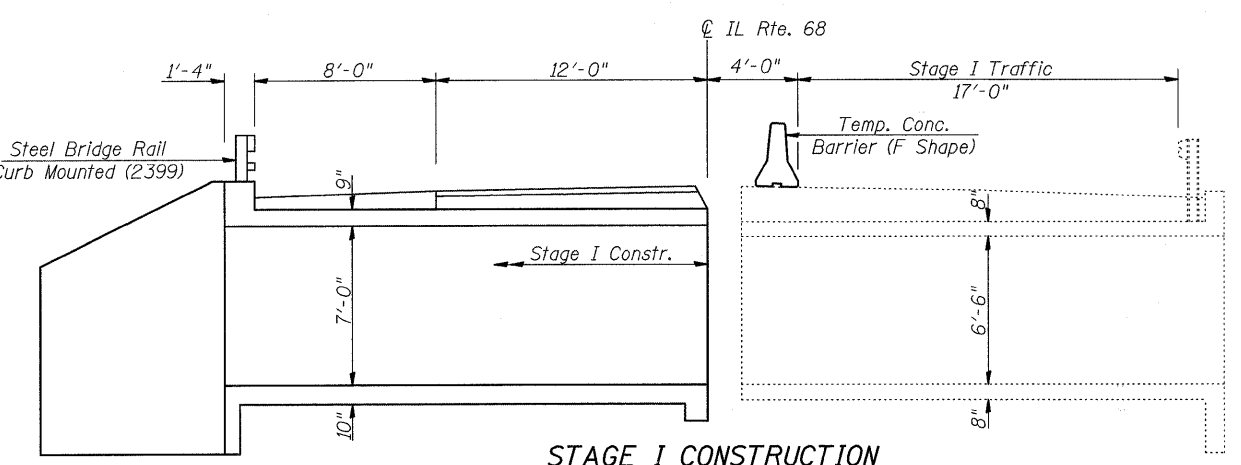
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| F.A.P.                | SECTION  | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 343                   | 631-A    | COOK             | 33           | 19        |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT |              |           |

SHEET NO.  
2 of 10

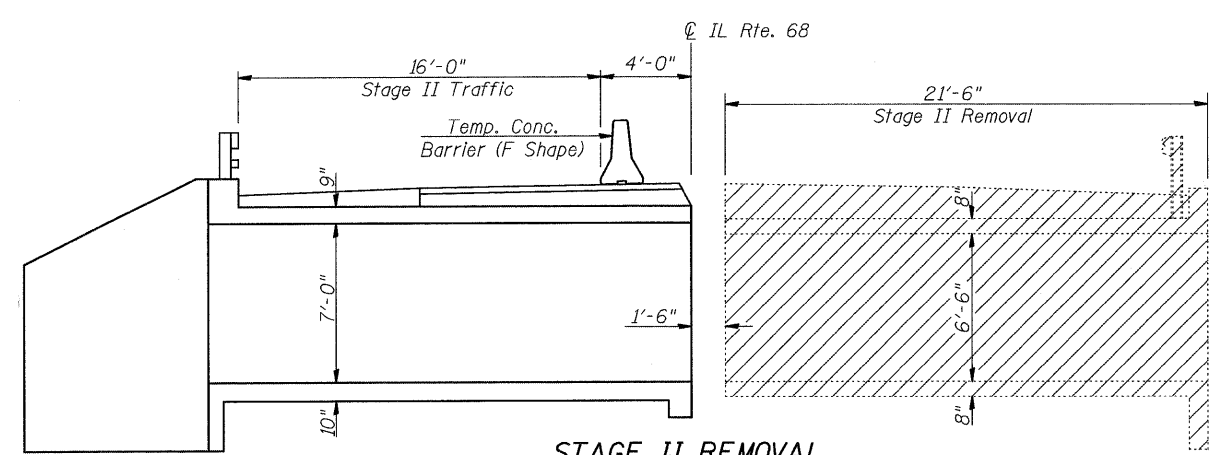
Contract No.: 62710



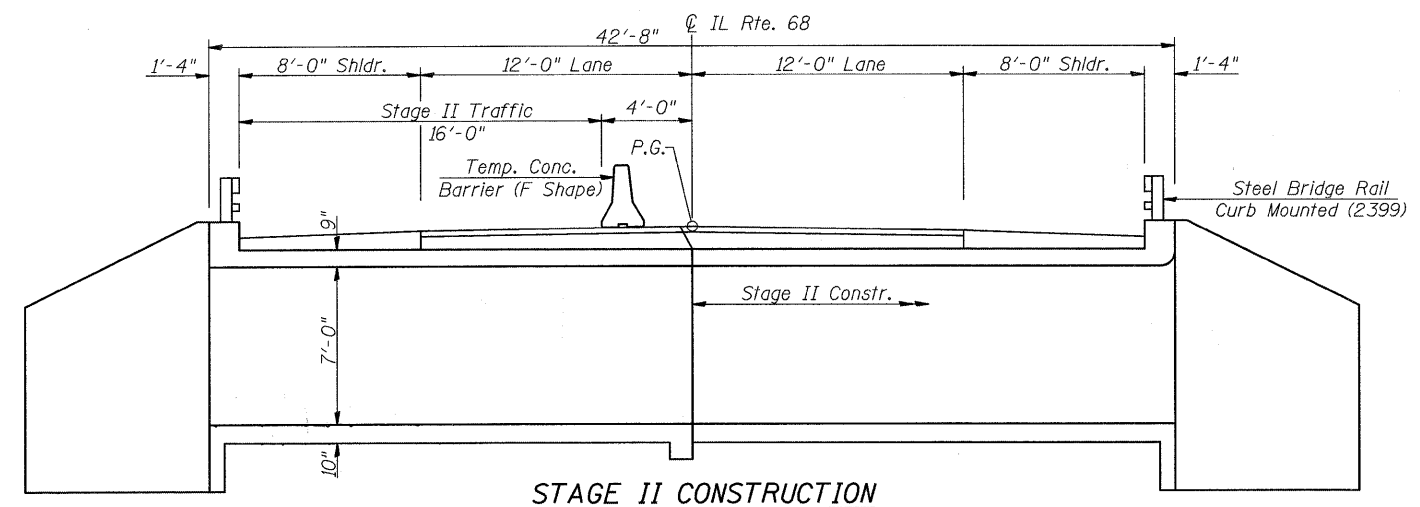
STAGE I REMOVAL



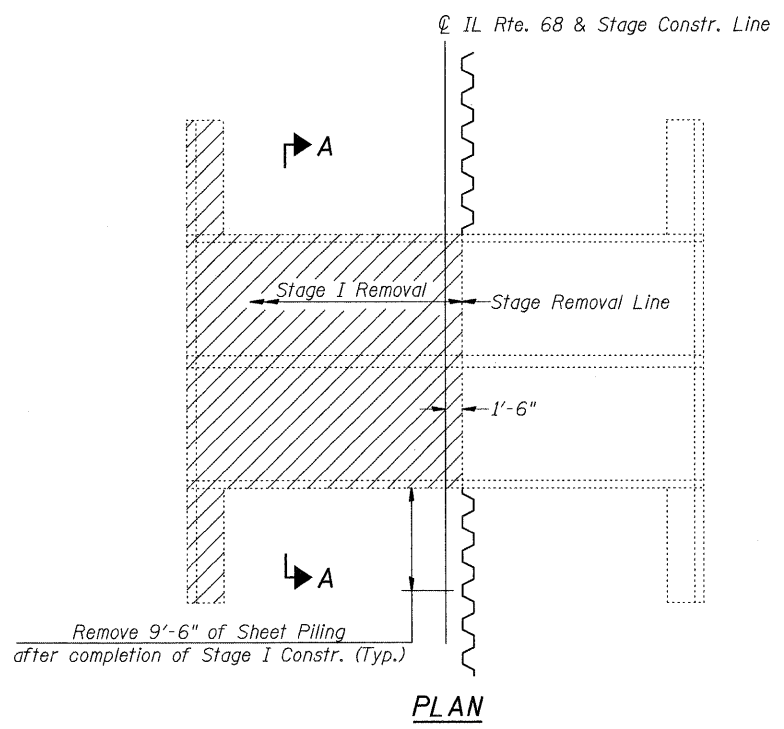
STAGE I CONSTRUCTION



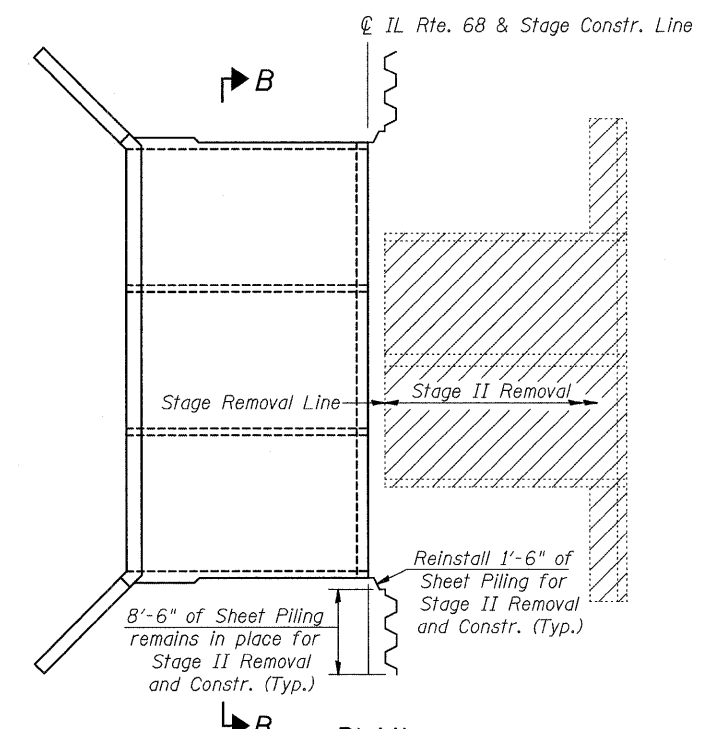
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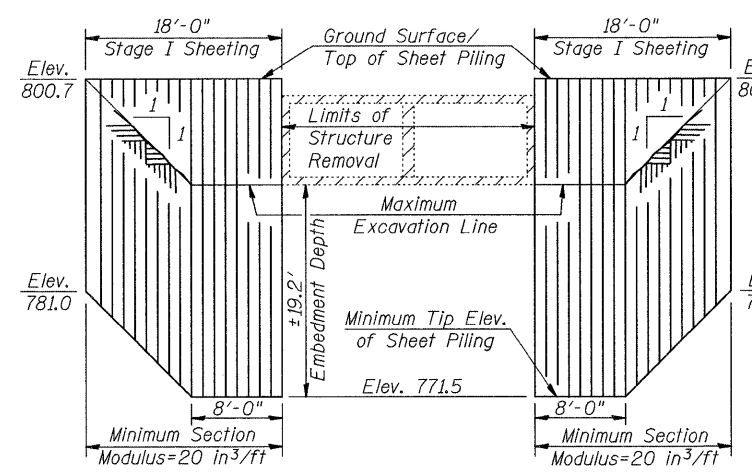
STAGE II CONSTRUCTION



PLAN

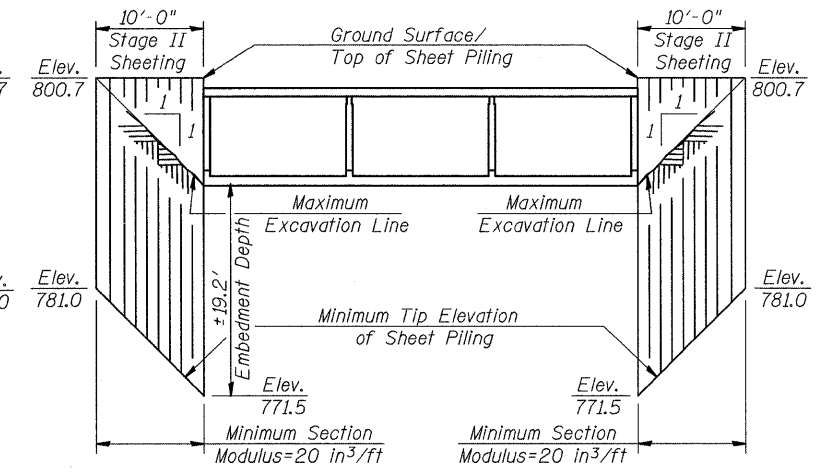


PLAN



SECTION A-A

TEMPORARY SHEET PILING  
(for Stage I Construction)



SECTION B-B

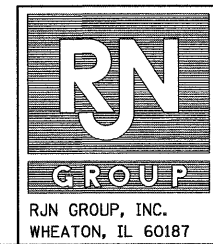
TEMPORARY SHEET PILING  
(for Stage II Construction)

BILL OF MATERIAL

| ITEM                           | UNIT    | TOTAL |
|--------------------------------|---------|-------|
| Removal of Existing Structures | Each    | 1     |
| Temporary Sheet Piling         | Sq. Ft. | 956   |

NOTES

Staging sections are looking East.  
Removal of the Guardrail, bituminous wearing surface and fill above the culvert is included with "Removal of Existing Structures".  
Hatched area indicates "Removal of Existing Structures".  
Pay Item for "Temporary Concrete Barrier" is included with Roadway Plans.  
See Sheet 8 of 10 for Temporary Concrete Barrier.  
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



| REVISIONS |      |
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| NAME      | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
STAGE CONSTRUCTION DETAILS  
IL RTE. 68 OVER SPRING CREEK  
FAP RTE 343 - SECTION 631-A  
COOK COUNTY  
STATION 50+00  
STRUCTURE NO. 016-2811  
DRAWN BY BLB  
CHECKED BY WJV  
DATE 12/11/08

|                       |          |                   |              |           |
|-----------------------|----------|-------------------|--------------|-----------|
| F.A.P.                | SECTION  | COUNTY            | TOTAL SHEETS | SHEET NO. |
| 343                   | 631-T    | COOK              | 33           | 20        |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT- |              |           |

SHEET NO.  
3 of 10

Contract No.: 62710

**GENERAL NOTES**

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts  $\frac{7}{8}$ "  $\phi$ , holes  $\frac{15}{16}$ "  $\phi$ , unless otherwise noted.

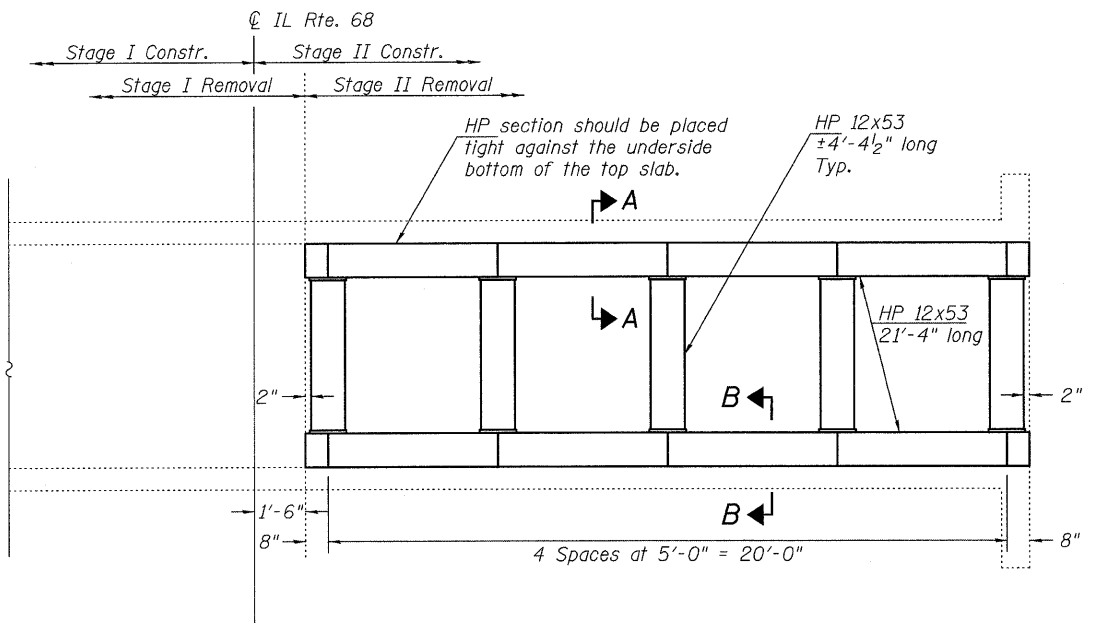
All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

See Section 584 of the Standard specifications for Epoxy Grouting of Threaded Rods: Minimum embedment 4".

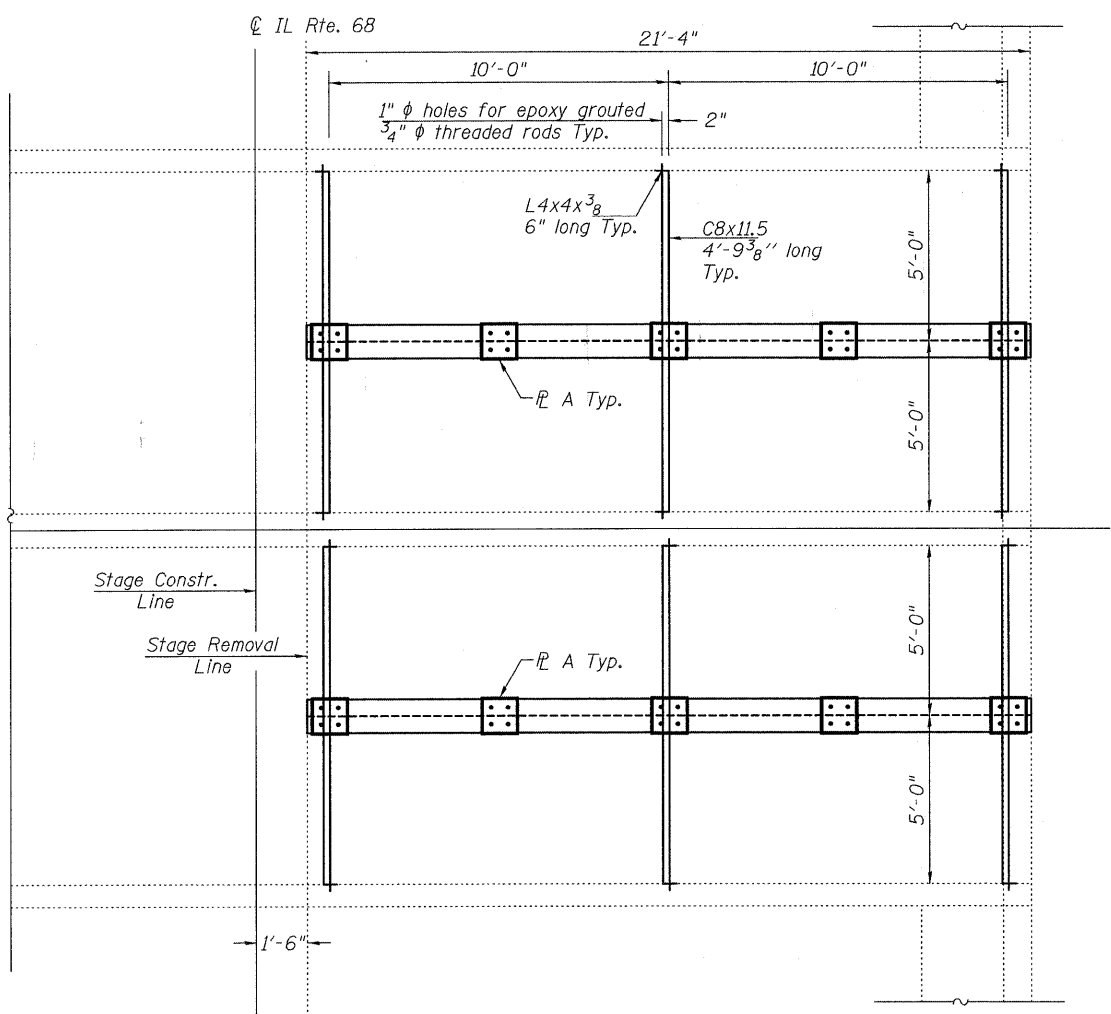
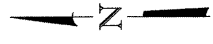
The cost of epoxy grouting threaded rods is to be included with Furnishing and Erecting Structural Steel.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

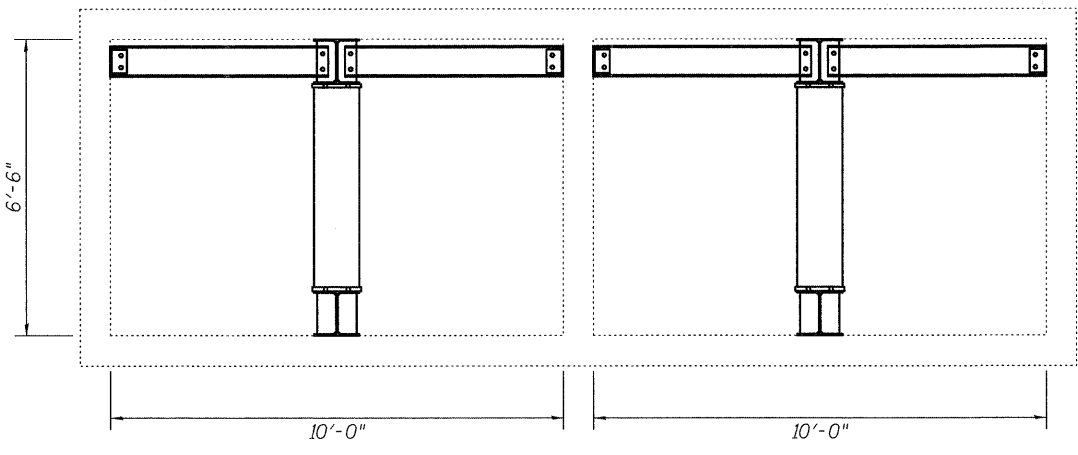
If the Contractor chooses to alter the support system shown, the Contractor shall submit details and calculations, prepared and sealed by an Illinois Licensed Structural Engineer, of the proposed temporary support system for approval by the Engineer. Such approval shall in no way relieve the Contractor of responsibility for the safety of the structure.



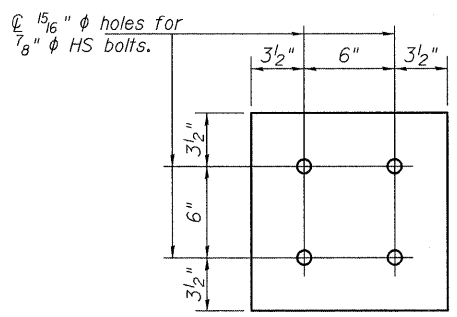
**LONGITUDINAL SECTION**



**PLAN**

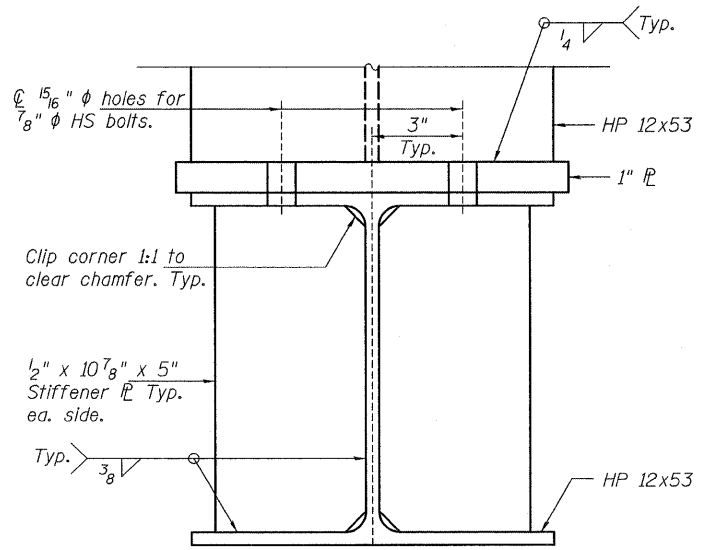


**END ELEVATION**

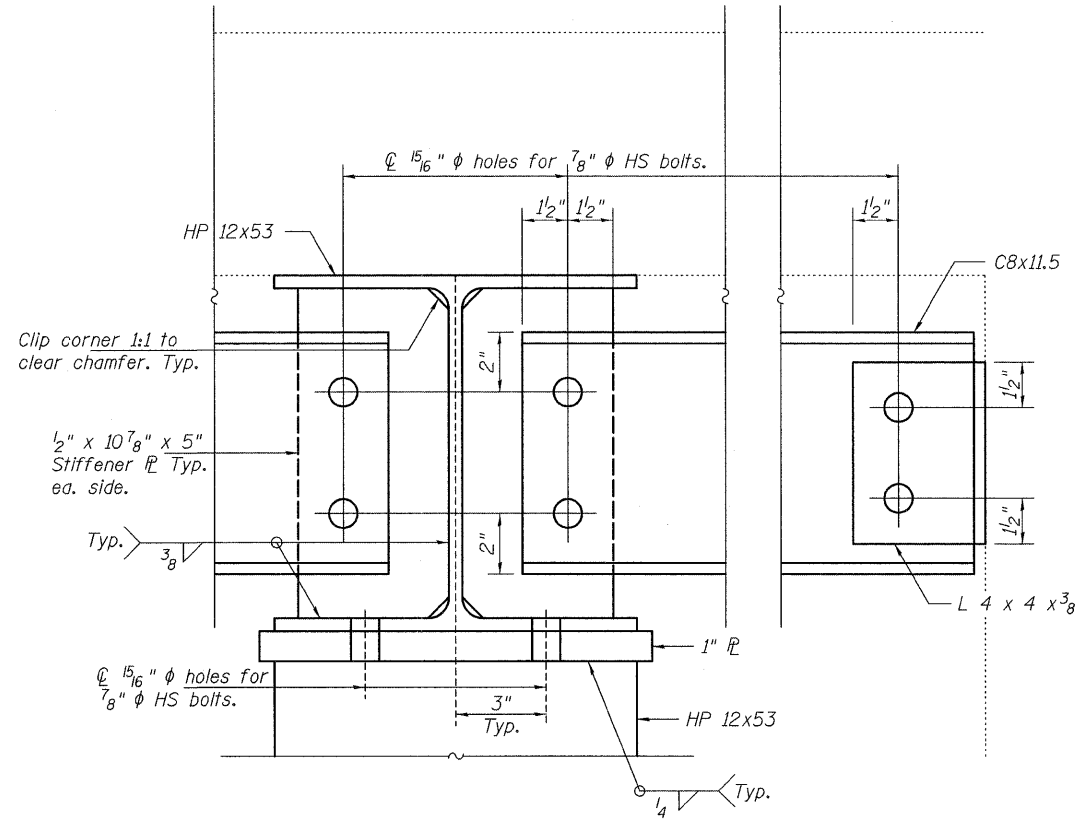


**PLATE A**

1" x 1'-1" x 1'-1"



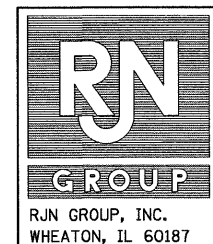
**SECTION B-B**



**SECTION A-A**

**BILL OF MATERIAL**

| ITEM                                     | UNIT   | TOTAL |
|--|--------|-------|
| Furnishing and Erecting Structural Steel | Pounds | 8921  |



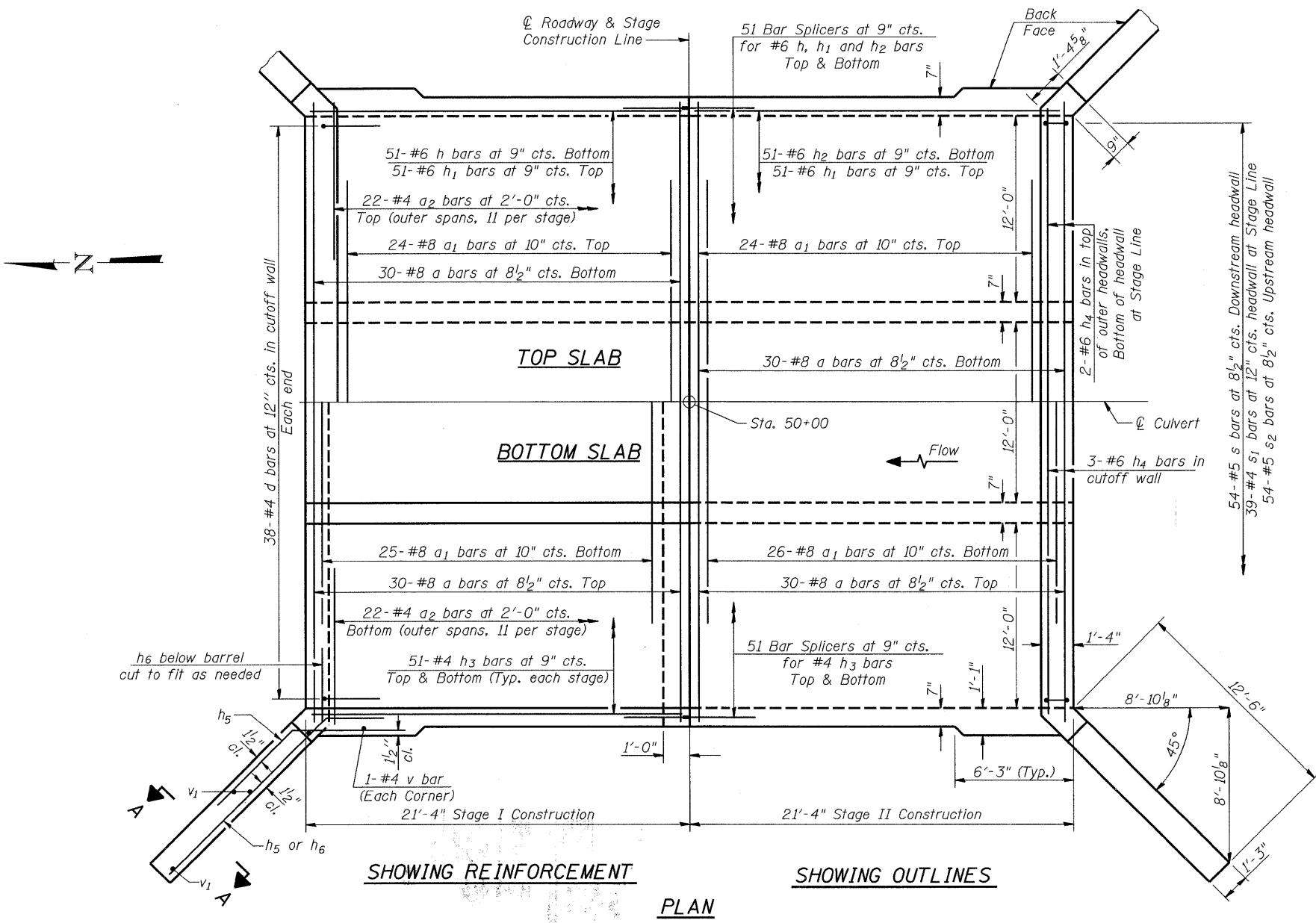
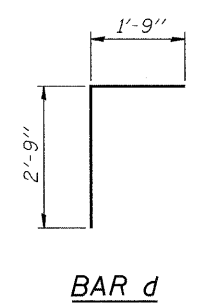
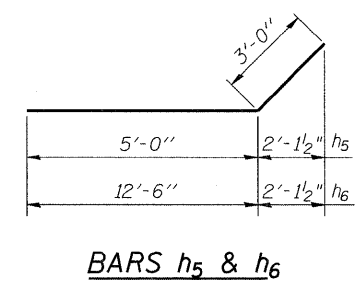
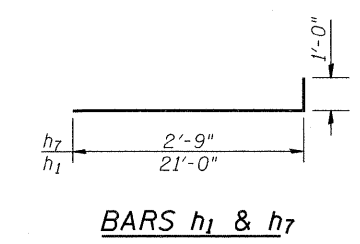
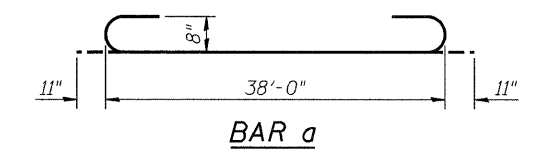
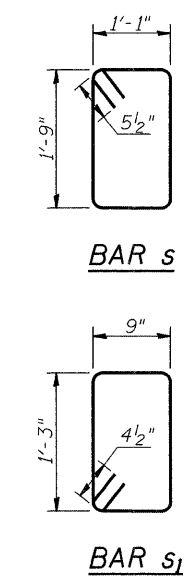
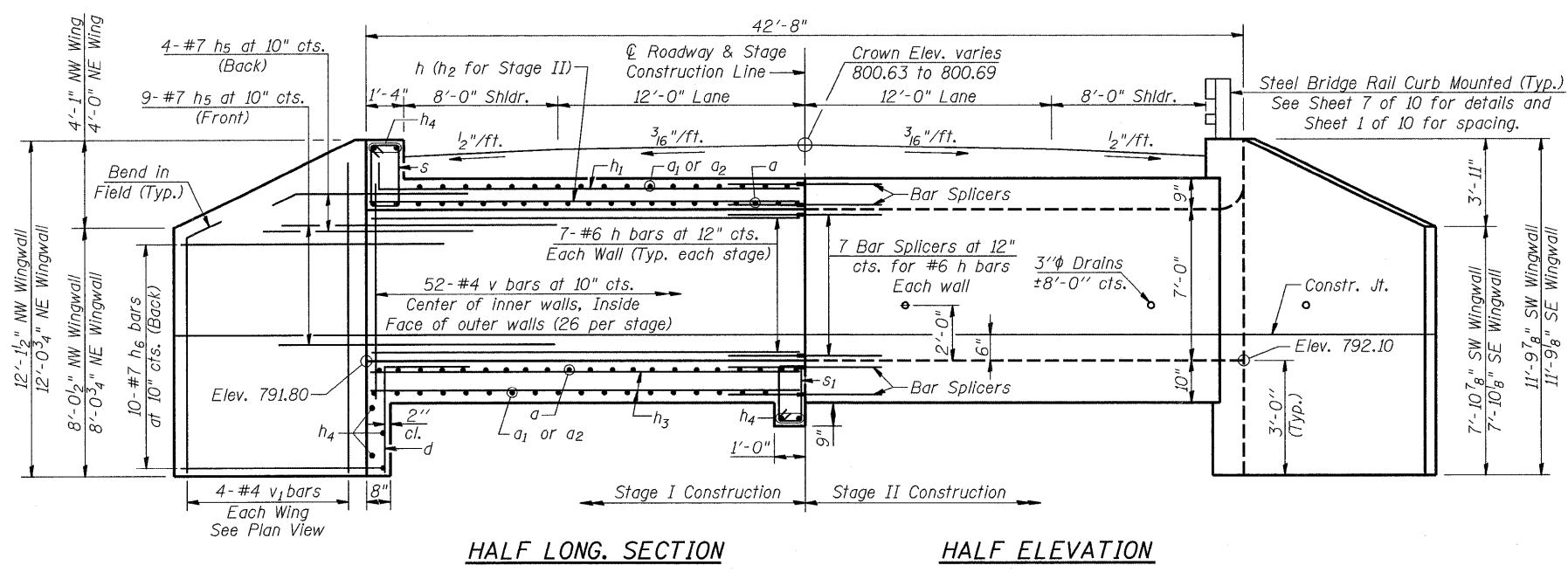
| REVISIONS |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TEMPORARY SUPPORT DETAILS  
 FOR STAGE I TRAFFIC  
 IL RTE. 68 OVER SPRING CREEK  
 FAP RTE 343 - SECTION 631-A  
 COOK COUNTY  
 STATION 50+00  
 STRUCTURE NO. 016-2811  
 DRAWN BY WJV  
 CHECKED BY BLB  
 DATE 12/11/08

Contract No.: 62710

**BILL OF MATERIAL**

| Bar                   | No. | Size | Length  | Shape |
|-----------------------|-----|------|---------|-------|
| a                     | 120 | #8   | 39'-10" |       |
| a1                    | 99  | #8   | 30'-2"  |       |
| a2                    | 88  | #4   | 5'-3"   |       |
| d                     | 76  | #4   | 4'-6"   |       |
| h                     | 107 | #6   | 21'-0"  |       |
| h1                    | 102 | #6   | 22'-0"  |       |
| h2                    | 51  | #6   | 20'-9"  |       |
| h3                    | 204 | #4   | 21'-0"  |       |
| h4                    | 12  | #6   | 38'-0"  |       |
| h5                    | 52  | #7   | 8'-0"   |       |
| h6                    | 40  | #7   | 15'-6"  |       |
| h7                    | 56  | #6   | 3'-9"   |       |
| s                     | 54  | #5   | 6'-7"   |       |
| s1                    | 39  | #4   | 4'-9"   |       |
| s2                    | 54  | #5   | 5'-11"  |       |
| v                     | 212 | #4   | 8'-3"   |       |
| v1                    | 16  | #4   | 11'-5"  |       |
| Concrete Box Culverts |     |      | Cu. Yd. | 160.8 |
| Reinforcement Bars    |     |      | Pound   | 37710 |
| Bar Splicers          |     |      | Each    | 232   |



**NOTES**

- A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.
- Build top of headwalls parallel to grade line.
- Space s and s2 bars to miss rail post anchor rods.
- See Sheet 5 of 10 for cross section thru barrels, Section A-A, and Headwall Details.
- See Sheet 5 of 10 for additional bars at rail posts.



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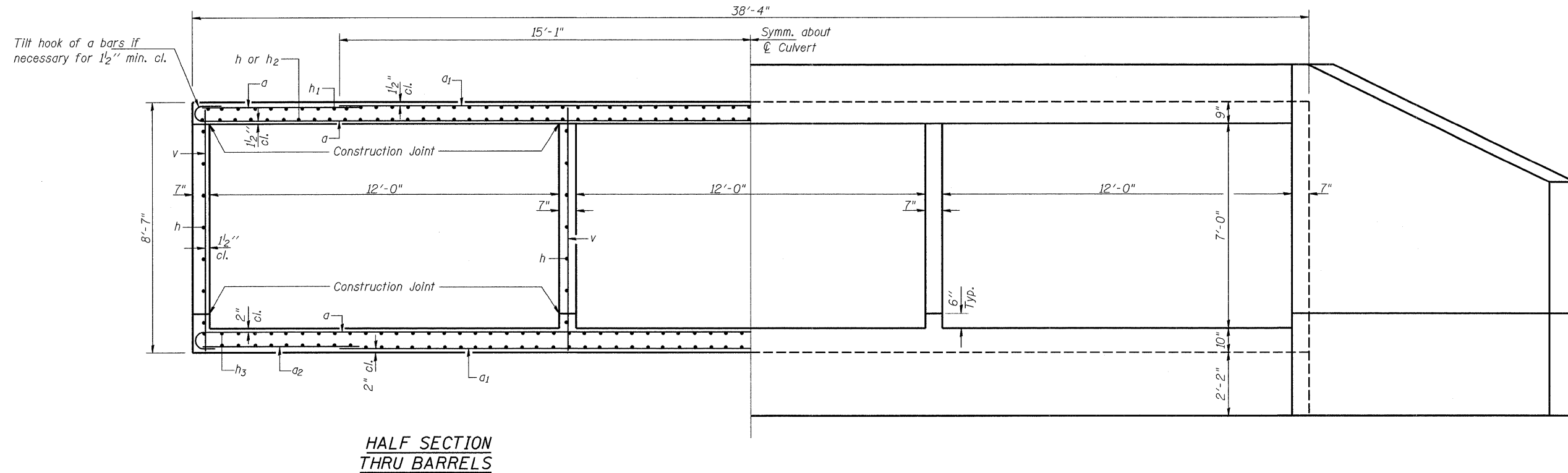
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 CULVERT DETAILS - I  
 IL RTE. 68 OVER SPRING CREEK  
 FAP RTE 343 - SECTION 631-A  
 COOK COUNTY  
 STATION 50+00  
 STRUCTURE NO. 016-2811  
 DRAWN BY BLB  
 CHECKED BY WJV  
 DATE 12/11/08

|                       |          |                  |              |           |
|-----------------------|----------|------------------|--------------|-----------|
| F.A.P.                | SECTION  | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 343                   | 631-A    | COOK             | 33           | 22        |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT |              |           |

SHEET NO.

5 of 10

Contract No.: 62710

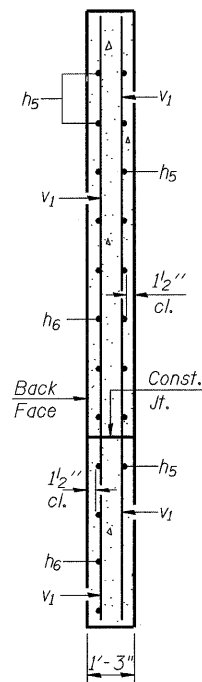


HALF SECTION THRU BARRELS

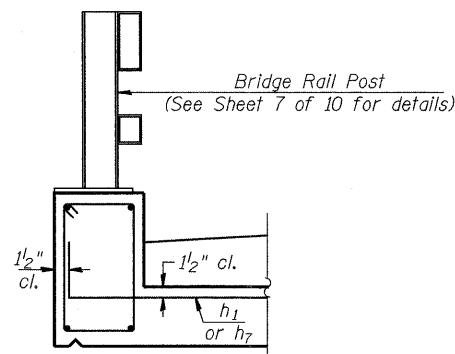
HALF END ELEVATION

MIN. BAR LAP

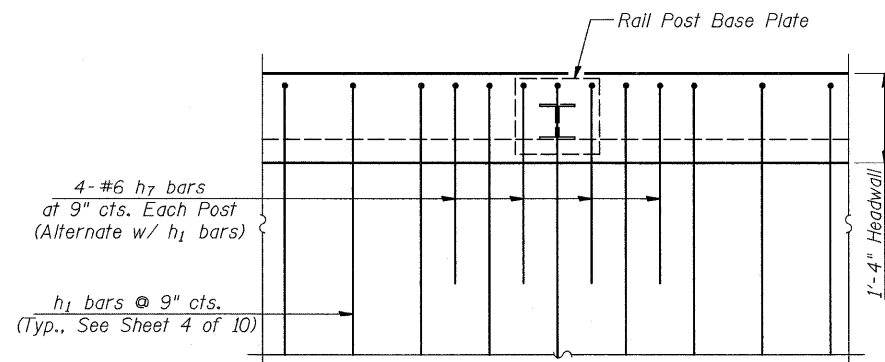
#4 bar = 1'-4"



SECTION A-A

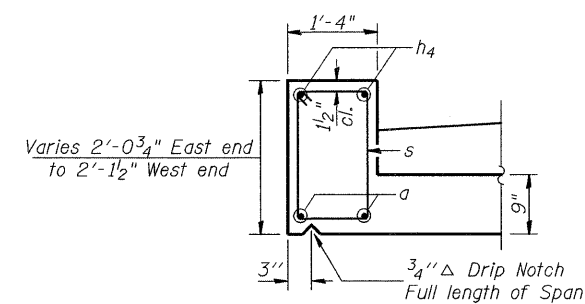


SECTION THRU HEADWALL AT BRIDGE RAIL POSTS

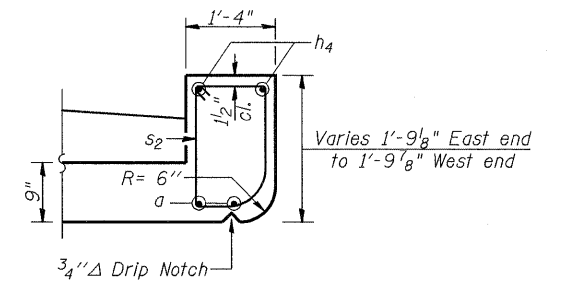


PLAN VIEW AT BRIDGE RAIL POSTS

(14 Required)



AT DOWNSTREAM END



AT UPSTREAM END

HEADWALL DETAILS



| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CULVERT DETAILS - II  
 IL RTE. 68 OVER SPRING CREEK  
 FAP RTE 343 - SECTION 631-A  
 COOK COUNTY  
 STATION 50+00  
 STRUCTURE NO. 016-2811  
 DRAWN BY BLB  
 CHECKED BY WJV  
 DATE 12/11/08

Contract No.: 62710

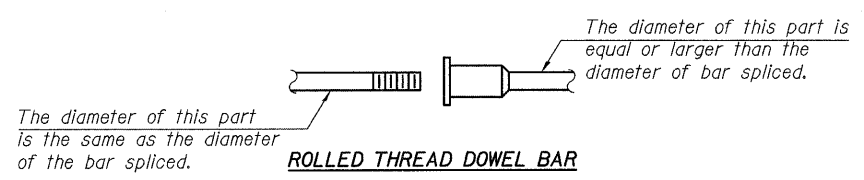
**NOTES**

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

- ① Minimum Capacity (Tension in kips) =  $1.25 \times f_y \times A_t$
- ② Minimum \*Pull-out Strength (Tension in kips) =  $0.66 \times f_y \times A_t$

Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_t$  = Tensile stress area of lapped reinforcement bars.  
 \* = 28 day concrete

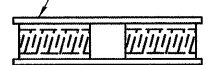
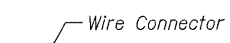
| BAR SPLICER ASSEMBLIES |                                 |                              |                                       |
|------------------------|---------------------------------|------------------------------|---------------------------------------|
| Bar Size to be Spliced | Splicer Rod or Dowel Bar Length | Strength Requirements        |                                       |
|                        |                                 | Min. Capacity kips - tension | Min. Pull-Out Strength kips - tension |
| #4                     | 1'-8"                           | 14.7                         | 7.9                                   |
| #5                     | 2'-2"                           | 23.0                         | 12.3                                  |
| #6                     | 2'-7"                           | 33.1                         | 17.4                                  |
| #7                     | 3'-5"                           | 45.1                         | 23.8                                  |
| #8                     | 4'-6"                           | 58.9                         | 31.3                                  |
| #9                     | 5'-9"                           | 75.0                         | 39.6                                  |
| #10                    | 7'-3"                           | 95.0                         | 50.3                                  |
| #11                    | 9'-0"                           | 117.4                        | 61.8                                  |



**ROLLED THREAD DOWEL BAR**



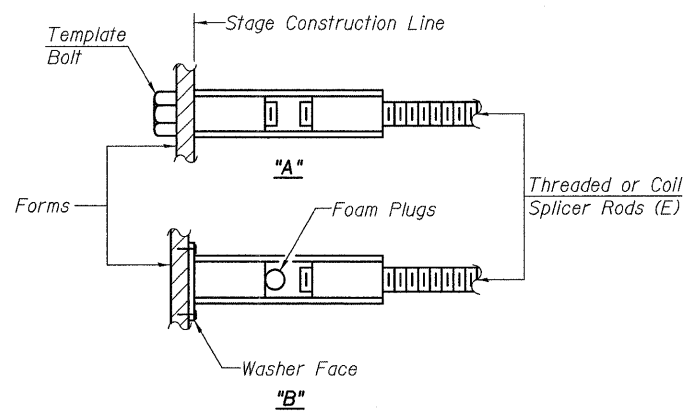
**\*\* ONE PIECE**



**WELDED SECTIONS**

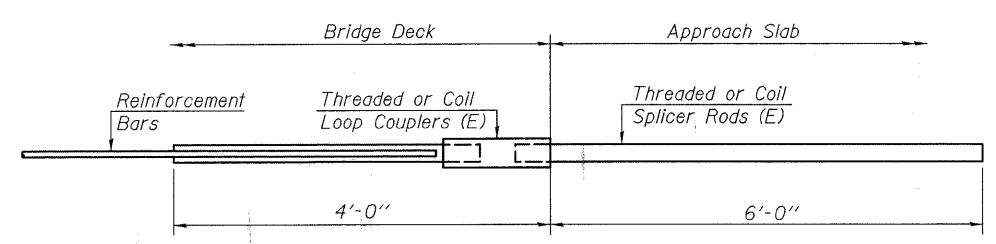
**BAR SPLICER ASSEMBLY ALTERNATIVES**

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



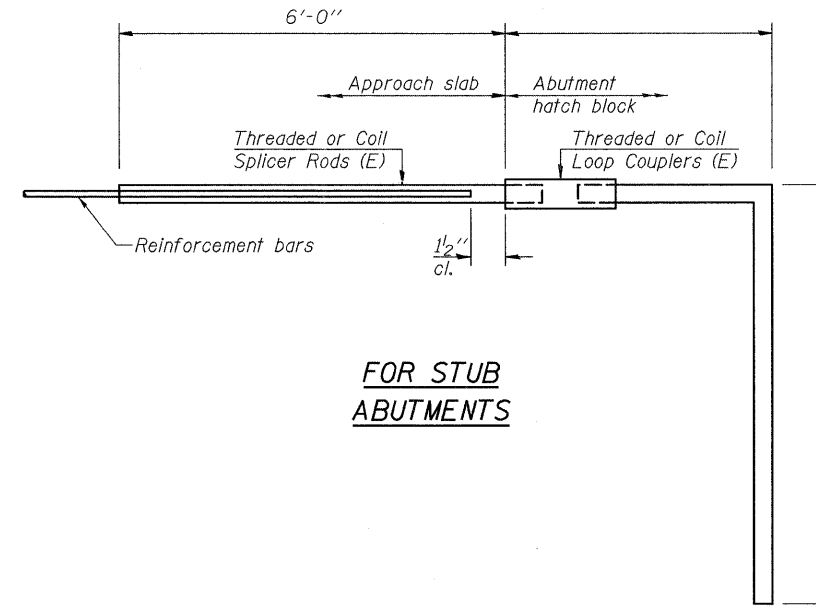
**INSTALLATION AND SETTING METHODS**

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



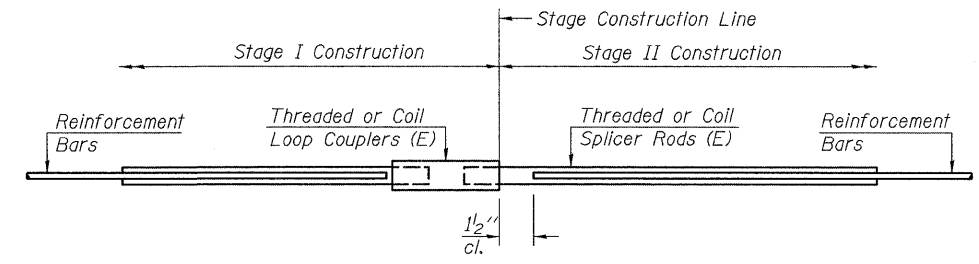
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

|  |
|--|
| Bar Splicer for #5 bar                       |
| Min. Capacity = 23.0 kips - tension          |
| Min. Pull-out Strength = 12.3 kips - tension |
| No. Required =                               |



**FOR STUB ABUTMENTS**

|  |
|--|
| Bar Splicer for #5 bar                       |
| Min. Capacity = 23.0 kips - tension          |
| Min. Pull-out Strength = 12.3 kips - tension |
| No. Required =                               |



**STANDARD**

| Bar Size | No. Assemblies Required | Location    |
|----------|-------------------------|-------------|
| #4       | 102                     | Bottom Slab |
| #6       | 28                      | Side Walls  |
| #6       | 102                     | Top Slab    |
|          |                         |             |
|          |                         |             |



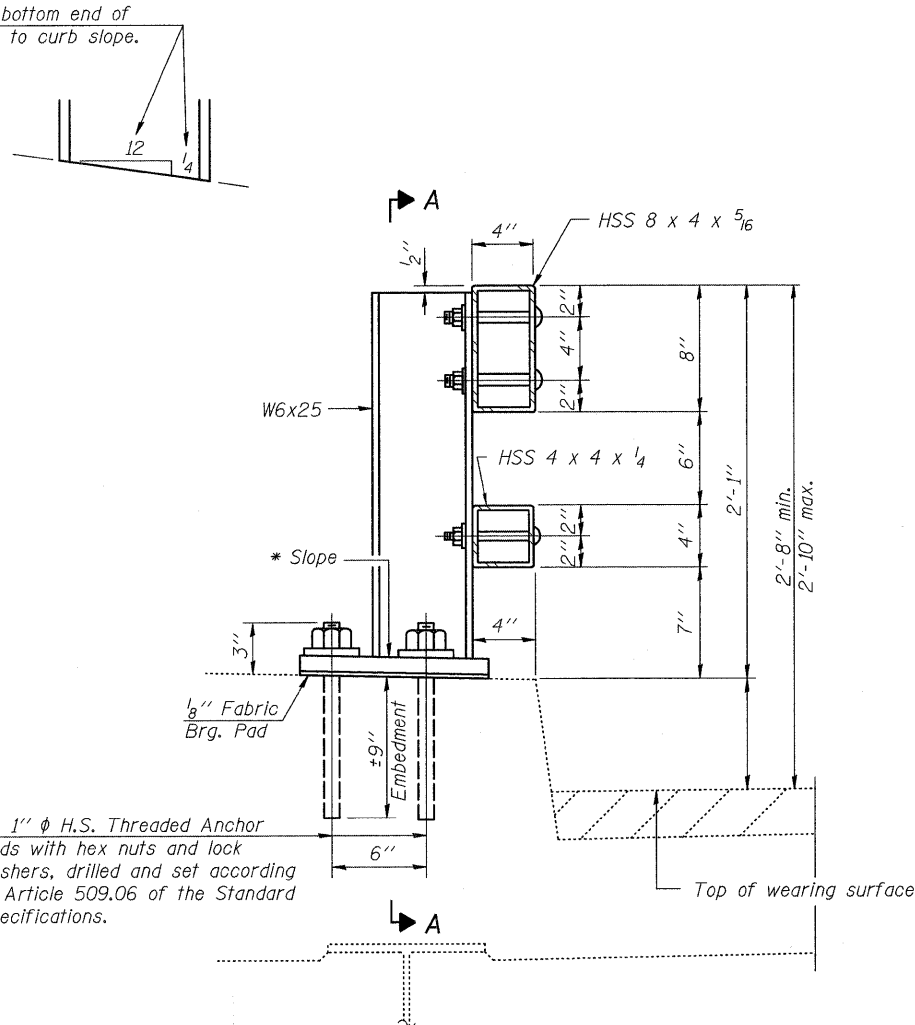
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 BAR SPLICER ASSEMBLY DETAILS  
 IL RTE. 68 OVER SPRING CREEK  
 FAP RTE 343 - SECTION 631-A  
 COOK COUNTY  
 STATION 50+00  
 STRUCTURE NO. 016-2811  
 DRAWN BY BLB  
 CHECKED BY WJV  
 DATE 12/11/08

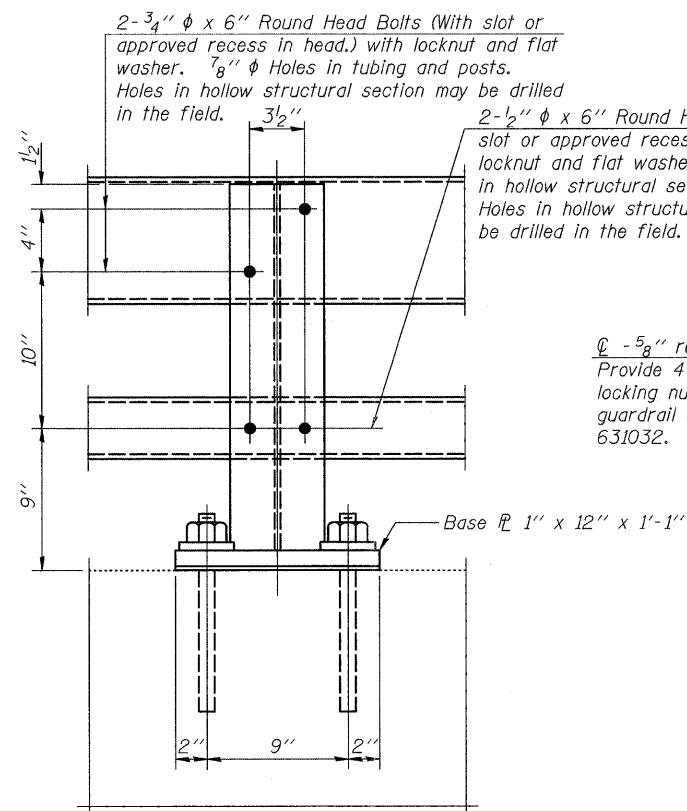


Contract No.: 62710

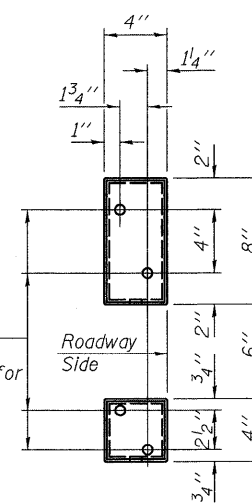
\* Cut bottom end of post to curb slope.



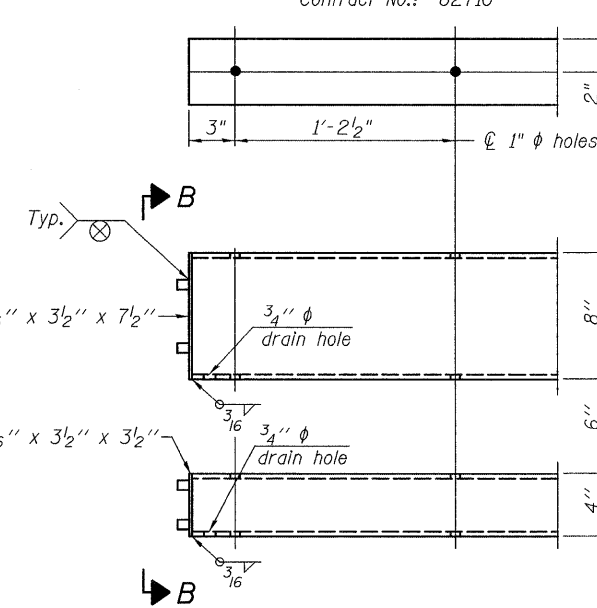
SECTION AT RAIL POST



SECTION A-A



VIEW B-B



END OF RAIL DETAILS

4- 1"  $\phi$  H.S. Threaded Anchor Rods with hex nuts and lock washers, drilled and set according to Article 509.06 of the Standard Specifications.

2- 3/4"  $\phi$  x 6" Round Head Bolts (With slot or approved recess in head.) with locknut and flat washer. 7/8"  $\phi$  Holes in tubing and posts. Holes in hollow structural section may be drilled in the field.

2- 1/2"  $\phi$  x 6" Round Head Bolts (With slot or approved recess in head.) with locknut and flat washer. 5/8"  $\phi$  Holes in hollow structural section and post. Holes in hollow structural section may be drilled in the field.

4- 5/8" reduced base welded studs. Provide 4- 5/8" washers and self-locking nuts or nuts and jam nuts for guardrail connection shown on Std. 631032.

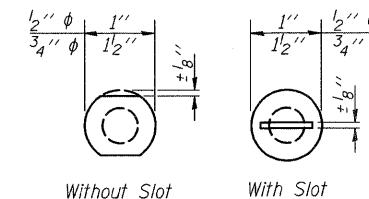
Notes:

All field drilled holes shall be coated with an approved zinc rich paint before erection.  
Posts shall not be located closer than 1'-3" to an existing bridge expansion joint or end of bridge.

Steel Bridge Rail expansion joint shall be provided between any two (2) posts which span a bridge expansion joint. Bolts located at expansion joint shall be provided with locknuts and shall be tightened only to a point that will allow railing movement.

Provide one 1/8" and two 1/16" steel shims for 25% of the posts. Shims shall be similar to base plates in size and holes.

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



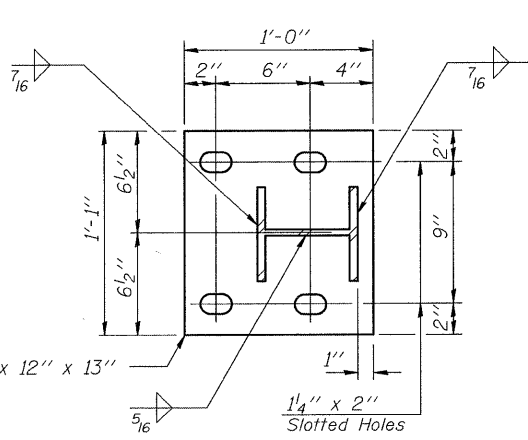
Without Slot or Recess With Slot

VIEW C-C

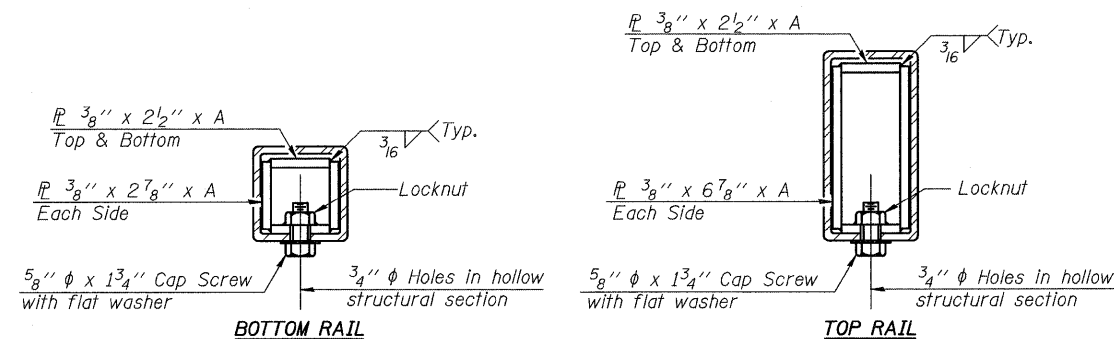
SPLICE DIMENSIONS

| T             | D      | A      | B      | C      | E      |
|---------------|--------|--------|--------|--------|--------|
| ≤ 4"          | 2 1/2" | 1'-8"  | 2"     | 4"     | 2 1/2" |
| > 4" ≤ 6 1/2" | 3 3/4" | 2'-0"  | 2 1/2" | 5 1/2" | 3 1/2" |
| > 6 1/2" ≤ 9" | 5"     | 2'-4"  | 3 1/2" | 6 1/2" | 9"     |
| > 9" ≤ 13"    | 7"     | 2'-10" | 4 1/2" | 8 1/2" | 11"    |
| Rail Splice   | 1/4"   | 1'-8"  | 2"     | 4"     | —      |

T = Total movement at expansion joint as shown on the design plans.

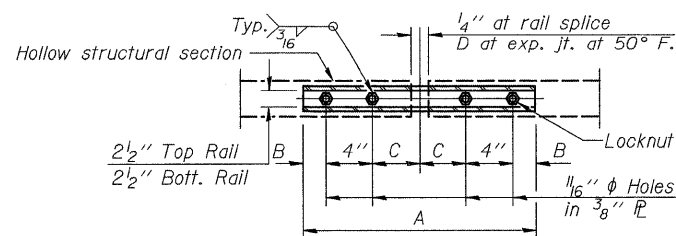


BASE PLATE DETAIL

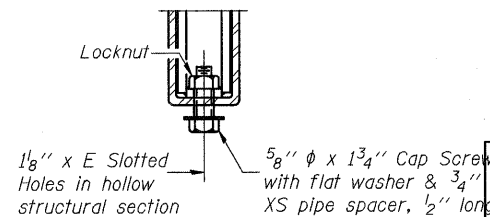


SECTIONS AT RAIL SPLICE

DETAIL OF 1/2"  $\phi$  & 3/4"  $\phi$  ROUND HEAD BOLTS



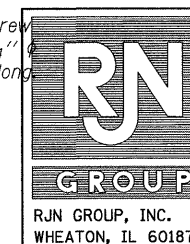
PLAN-BOTT. SPLICE TYPICAL



RAIL SPLICE CONNECTION AT EXPANSION JT.

BILL OF MATERIAL

| Item                     | Unit | Quantity |
|--------------------------|------|----------|
| Steel Railing, Type 2399 | Foot | 76       |



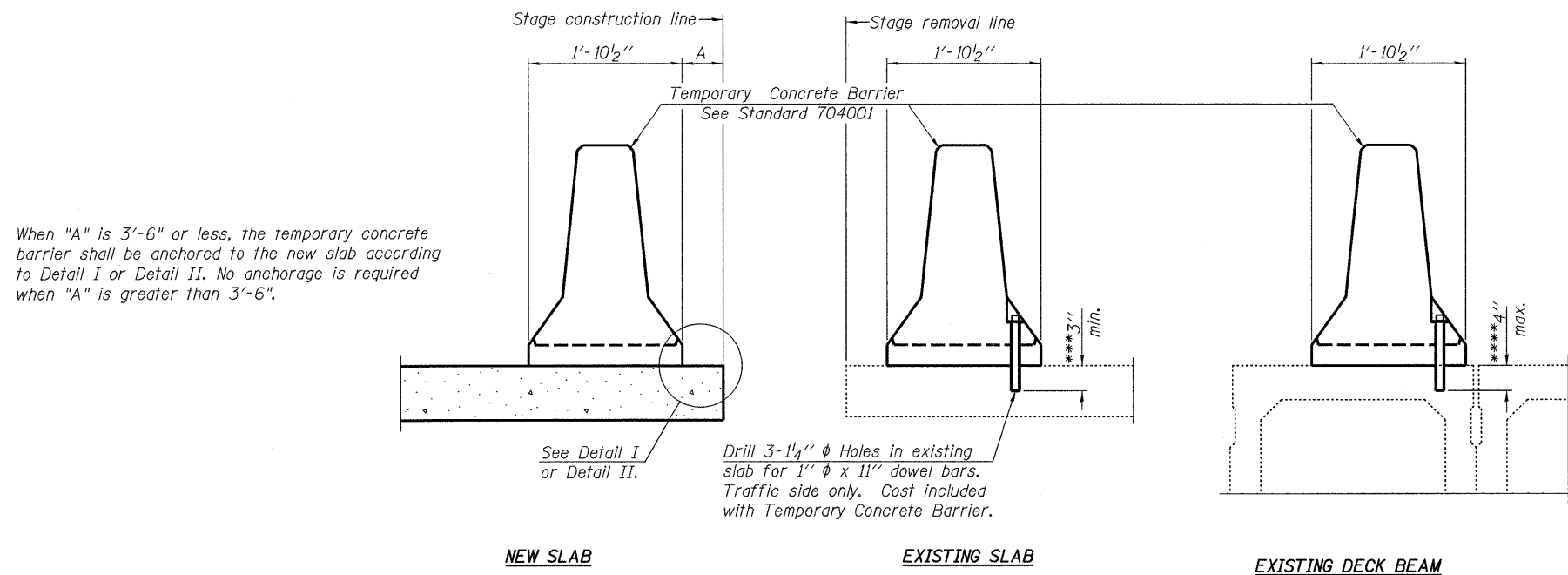
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
STEEL RAILING, TYPE 2399  
CURB MOUNTED (2399)  
IL RTE. 68 OVER SPRING CREEK  
FAP RTE 343 - SECTION 631-A  
COOK COUNTY  
STATION 50+00  
STRUCTURE NO. 016-2811  
DRAWN BY BLB  
CHECKED BY WJV  
DATE 12/11/08

|                       |          |                   |              |           |
|-----------------------|----------|-------------------|--------------|-----------|
| F.A.P.                | SECTION  | COUNTY            | TOTAL SHEETS | SHEET NO. |
| 343                   | 631-A    | COOK              | 33           | 25        |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT- |              |           |

SHEET NO.  
8 of 10

Contract No.: 62710



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

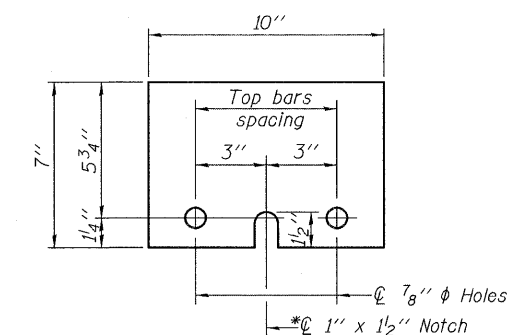
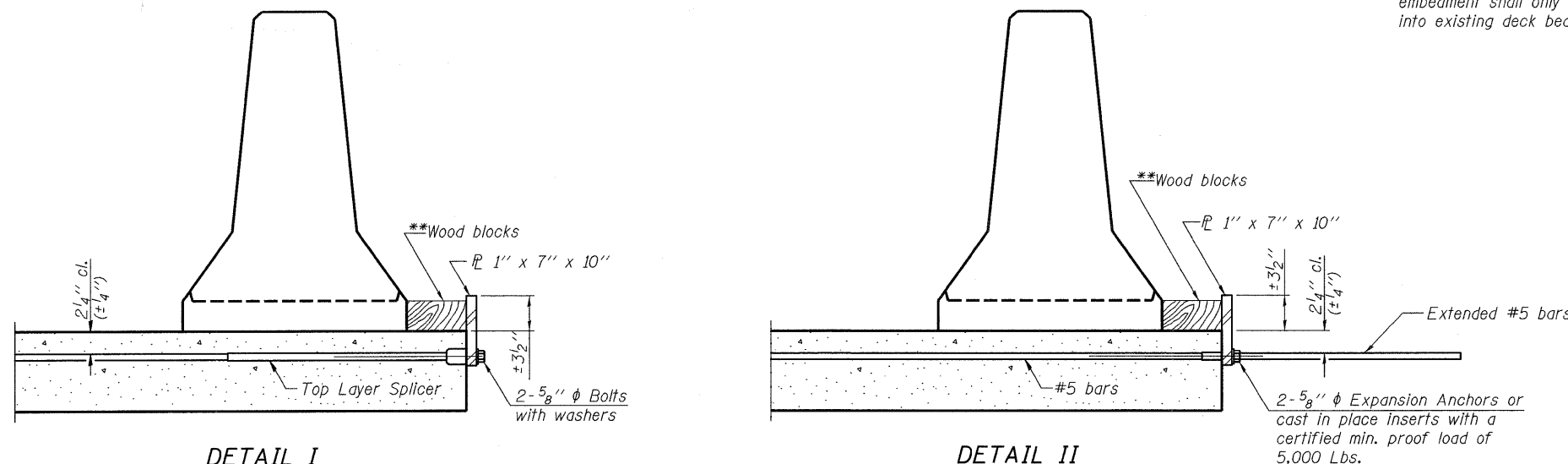
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1"x7"x10" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.  
The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* Dimension shown is minimum required embedment into concrete.  
If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**STEEL RETAINER PL 1" x 7" x 10"**

\* Required only with Detail II

\*\*Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
IL RTE. 68 OVER SPRING CREEK  
FAP RTE 343 - SECTION 631-A  
COOK COUNTY  
STATION 50+00  
STRUCTURE NO. 016-2811  
DATE 12/11/08  
DRAWN BY BLB  
CHECKED BY WJV





SOIL BORING LOG

Page 1 of 2  
Date 7/23/02

ROUTE FAP 343 (IL 68) DESCRIPTION Over Spring Creek LOGGED BY Pedro Nazario  
SECTION LOCATION NW 14, SEC. 30, TWP. 42, RND. 9, 3rd PM  
COUNTY Cook DRILLING METHOD CME 750, 3.25" ID HSA HAMMER TYPE CME Automatic

| STRUCT. NO.  | Station | BORING NO. | Station | Offset    | Ground Surface Elev. | Surface Water Elev. | Stream Bed Elev. | Groundwater Elev. | First Encounter | Upon Completion | After | Time | DR | BL | UC | M | Surface Water Elev. | Stream Bed Elev. | Groundwater Elev. | First Encounter | Upon Completion | After | Time | DR | BL | UC | M |
|--|---------|------------|---------|-----------|----------------------|---------------------|------------------|-------------------|-----------------|-----------------|-------|------|----|----|----|---|---------------------|------------------|-------------------|-----------------|-----------------|-------|------|----|----|----|---|
| 016-1035   | 50+00   | SB-204     | 49+75   | 15.000 FT | 800.47               |                     |                  |                   |                 |                 |       |      |    |    |    |   |                     |                  |                   |                 |                 |       |      |    |    |    |   |
| <p>Topsoil</p> <p>Very Stiff Black &amp; Brown SILTY CLAY, trace gravel</p> <p>Grades to Very Soft</p> <p>Very Soft Black &amp; Gray SILTY CLAY LOAM w/gravel</p> <p>Loose Grey Fine to Medium SANDY LOAM w/gravel</p> <p>Begin Wash</p> <p>Medium Stiff Grey CLAY, trace gravel</p> |         |            |         |           |                      |                     |                  |                   |                 |                 |       |      |    |    |    |   |                     |                  |                   |                 |                 |       |      |    |    |    |   |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586)

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2  
Date 7/23/02

ROUTE FAP 343 (IL 68) DESCRIPTION Over Spring Creek LOGGED BY Pedro Nazario  
SECTION LOCATION NW 14, SEC. 30, TWP. 42, RND. 9, 3rd PM  
COUNTY Cook DRILLING METHOD CME 750, 3.25" ID HSA HAMMER TYPE CME Automatic

| STRUCT. NO.   | Station | BORING NO. | Station | Offset    | Ground Surface Elev. | Surface Water Elev. | Stream Bed Elev. | Groundwater Elev. | First Encounter | Upon Completion | After | Time | DR | BL | UC | M | Surface Water Elev. | Stream Bed Elev. | Groundwater Elev. | First Encounter | Upon Completion | After | Time | DR | BL | UC | M |
|---|---------|------------|---------|-----------|----------------------|---------------------|------------------|-------------------|-----------------|-----------------|-------|------|----|----|----|---|---------------------|------------------|-------------------|-----------------|-----------------|-------|------|----|----|----|---|
| 016-1035  | 50+00   | SB-204     | 49+75   | 15.000 FT | 800.47               |                     |                  |                   |                 |                 |       |      |    |    |    |   |                     |                  |                   |                 |                 |       |      |    |    |    |   |
| <p>Soft to Medium Stiff Grey CLAY w/trace gravel (continued)</p> <p>Medium Stiff Grey CLAY</p> <p>Medium Dense Grey Medium Coarse SAND and GRAVEL</p> <p>Loose Grey Coarse SAND and pebbles</p> <p>Grades to Medium Dense</p> |         |            |         |           |                      |                     |                  |                   |                 |                 |       |      |    |    |    |   |                     |                  |                   |                 |                 |       |      |    |    |    |   |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586)

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 2  
Date 7/27/04

ROUTE FAP 343 (IL 68) DESCRIPTION Culvert at Spring Creek LOGGED BY C. Goddard  
SECTION LOCATION SW 14, SEC. 17, TWP. 74N, RND. 8E, 3rd PM  
COUNTY Cook DRILLING METHOD CME 750, 3.25" ID HSA HAMMER TYPE CME Automatic

| STRUCT. NO.   | Station | BORING NO. | Station | Offset    | Ground Surface Elev. | Surface Water Elev. | Stream Bed Elev. | Groundwater Elev. | First Encounter | Upon Completion | After | Time | DR | BL | UC | M | Surface Water Elev. | Stream Bed Elev. | Groundwater Elev. | First Encounter | Upon Completion | After | Time | DR | BL | UC | M |
|---|---------|------------|---------|-----------|----------------------|---------------------|------------------|-------------------|-----------------|-----------------|-------|------|----|----|----|---|---------------------|------------------|-------------------|-----------------|-----------------|-------|------|----|----|----|---|
| 016-1035  | 50+00   | SB-204     | 49+75   | 15.000 FT | 800.31               |                     |                  |                   |                 |                 |       |      |    |    |    |   |                     |                  |                   |                 |                 |       |      |    |    |    |   |
| <p>Brown SILTY CLAY w/trace gravel (fill)</p> <p>Note: Very Little Recovery</p> <p>Medium Stiff Brown SILTY CLAY LOAM</p> <p>Note: Disturbed Sample</p> <p>Stiff Gray SILTY CLAY LOAM</p> <p>Grades to Very Soft w/trace silt</p> <p>Medium Dense Grey Fine to Coarse SAND &amp; GRAVEL</p> <p>Began Washing @ about 12.5 ft.</p> <p>Stiff to Very Stiff Gray SILTY CLAY</p> <p>Grades to Stiff w/trace coarse sand</p> <p>Stopped Washing @ about 17.5 ft.</p> |         |            |         |           |                      |                     |                  |                   |                 |                 |       |      |    |    |    |   |                     |                  |                   |                 |                 |       |      |    |    |    |   |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586)

BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2  
Date 7/27/04

ROUTE FAP 343 (IL 68) DESCRIPTION Culvert at Spring Creek LOGGED BY C. Goddard  
SECTION LOCATION SW 14, SEC. 17, TWP. 74N, RND. 8E, 3rd PM  
COUNTY Cook DRILLING METHOD CME 750, 3.25" ID HSA HAMMER TYPE CME Automatic

| STRUCT. NO.  | Station | BORING NO. | Station | Offset    | Ground Surface Elev. | Surface Water Elev. | Stream Bed Elev. | Groundwater Elev. | First Encounter | Upon Completion | After | Time | DR | BL | UC | M | Surface Water Elev. | Stream Bed Elev. | Groundwater Elev. | First Encounter | Upon Completion | After | Time | DR | BL | UC | M |
|--|---------|------------|---------|-----------|----------------------|---------------------|------------------|-------------------|-----------------|-----------------|-------|------|----|----|----|---|---------------------|------------------|-------------------|-----------------|-----------------|-------|------|----|----|----|---|
| 016-1035   | 50+00   | SB-204     | 49+75   | 15.000 FT | 800.31               |                     |                  |                   |                 |                 |       |      |    |    |    |   |                     |                  |                   |                 |                 |       |      |    |    |    |   |
| <p>Stiff to Very Stiff Gray SILTY CLAY (continued)</p> <p>Medium Dense Grey Fine to Coarse SAND</p> <p>Began Washing @ about 45.0 ft.</p> <p>Note: WOH = Weight Of Hammer<br/>Wash from about 12.5 to 17.5 feet and from 45 feet to end.<br/>End of Boring</p> |         |            |         |           |                      |                     |                  |                   |                 |                 |       |      |    |    |    |   |                     |                  |                   |                 |                 |       |      |    |    |    |   |

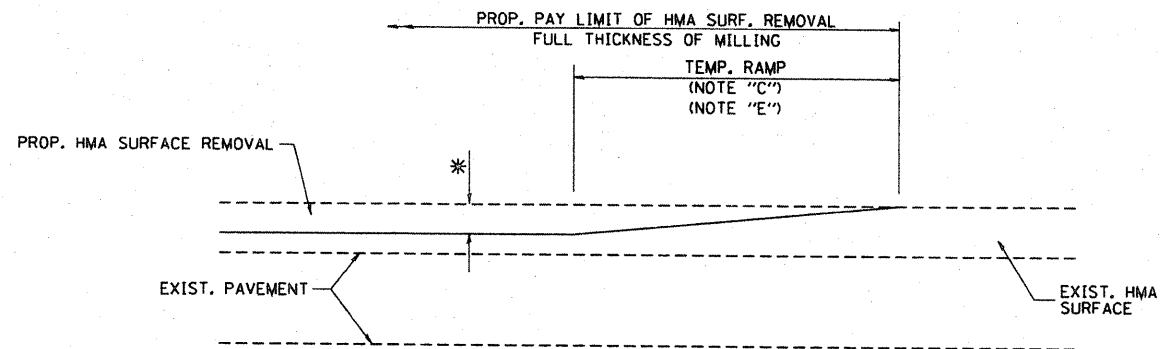
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586)

BBS, from 137 (Rev. 8-99)



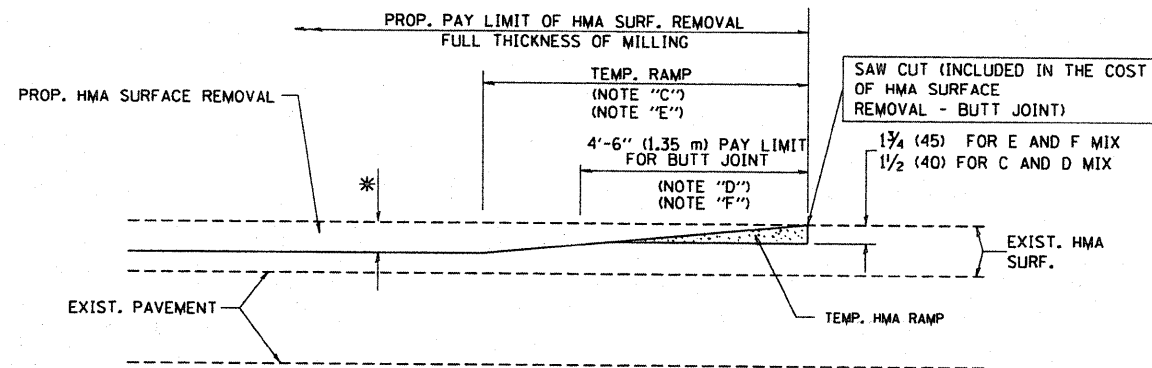
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
BORINGS-II  
IL RTE. 68 OVER SPRING CREEK  
FAP RTE 343 - SECTION 631-A  
COOK COUNTY  
STATION 50+00  
STRUCTURE NO. 016-2811  
DRAWN BY BLB  
CHECKED BY WJV  
DATE 12/11/08



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

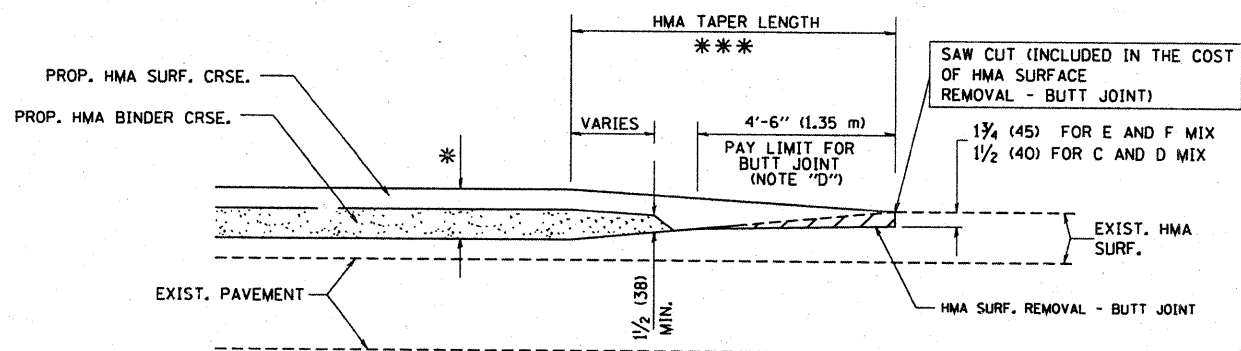
OPTION 1



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

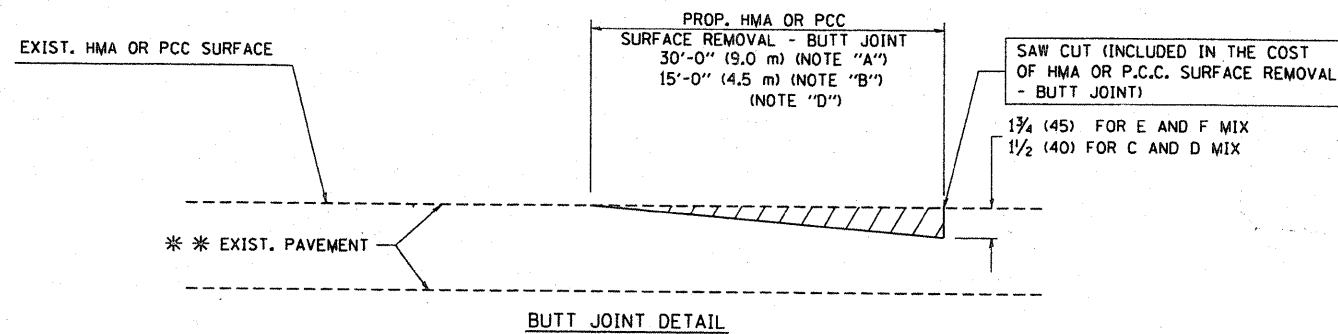
OPTION 2

TYPICAL TEMPORARY RAMP

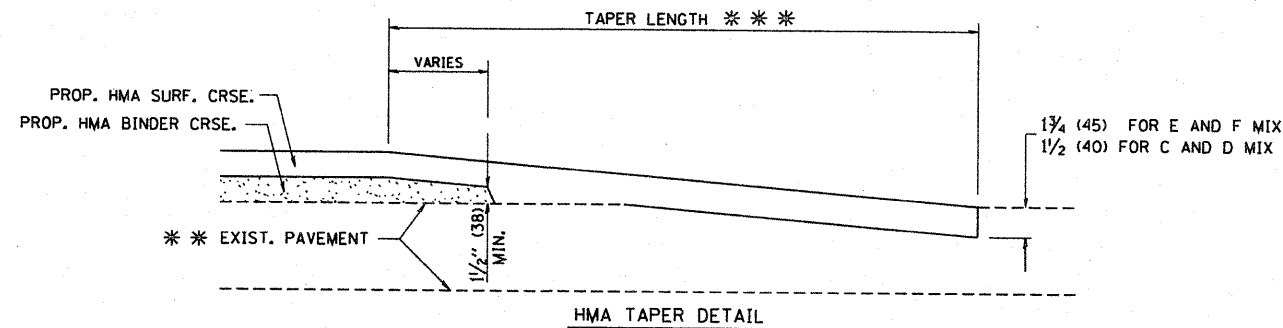


BUTT JOINT AND  
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

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

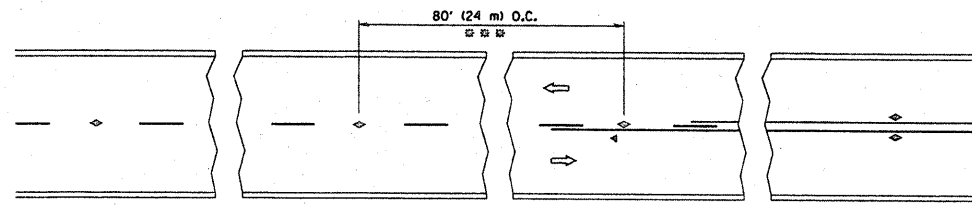
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|  |                             | DRAWN -               | REVISED - A. ABBAS 03-21-97 |
|  | PLOT SCALE = 50.0000 "/ IN. | CHECKED -             | REVISED - M. GOMEZ 04-06-01 |
|  | PLOT DATE = 1/4/2008        | DATE - 06-13-90       | REVISED - R. BORO 01-01-07  |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND  
HMA TAPER DETAILS

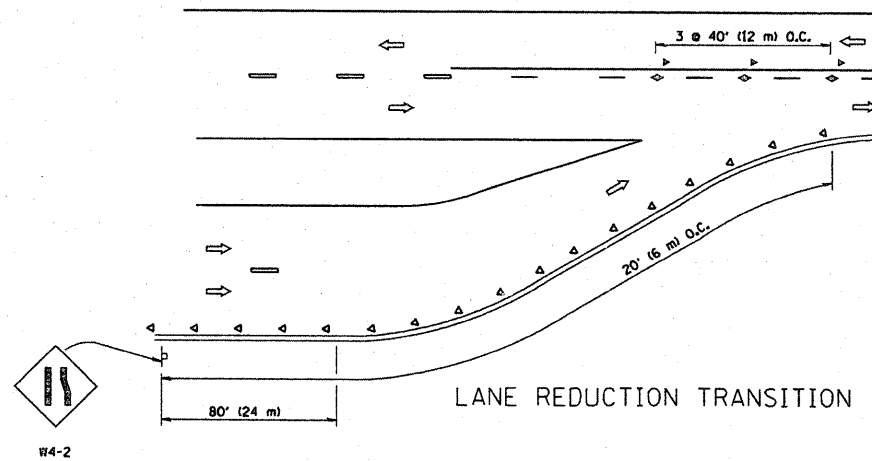
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

|   |                  |                |                    |                 |
|---|------------------|----------------|--------------------|-----------------|
| F.A.P. RTE.<br>313                              | SECTION<br>631 T | COUNTY<br>Cook | TOTAL SHEETS<br>33 | SHEET NO.<br>28 |
| BD400-05 BD32                                   |                  |                | CONTRACT NO. 62710 |                 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |                  |                |                    |                 |

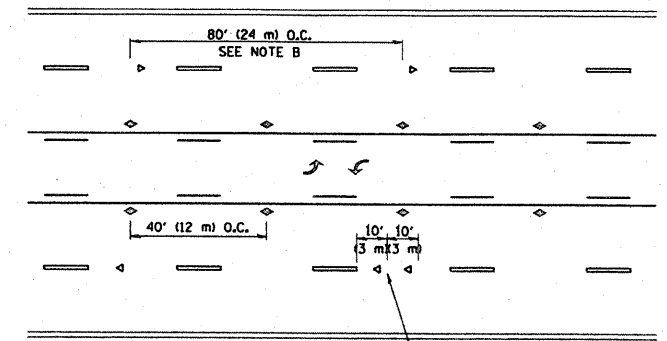


☒☒ REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

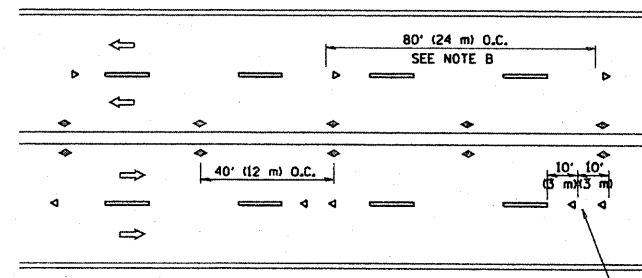
TWO-LANE/TWO-WAY



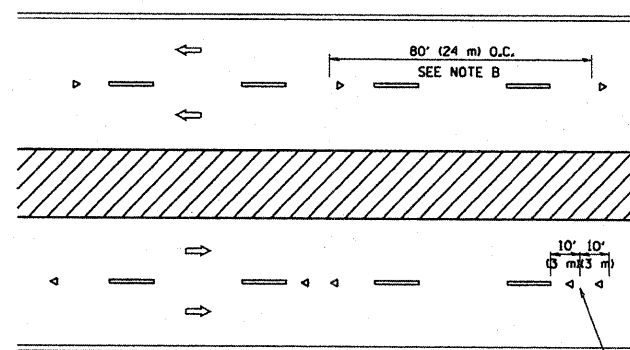
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

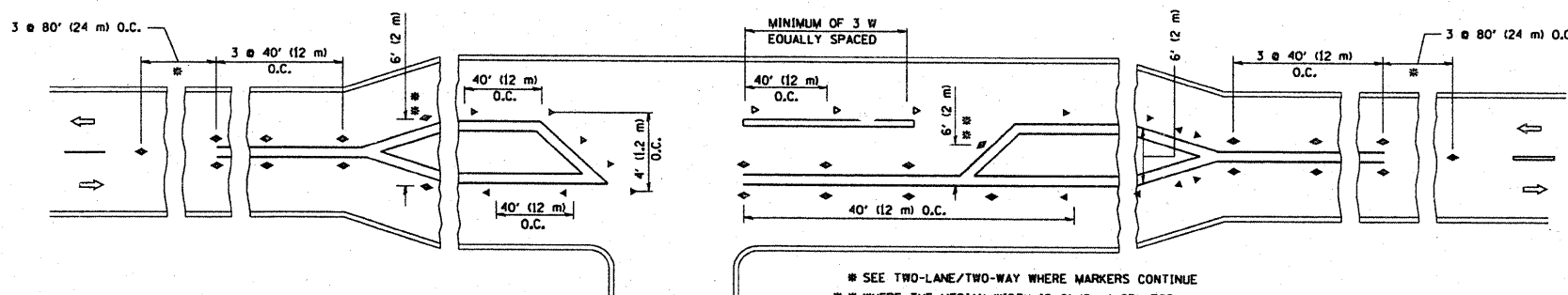
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◊ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

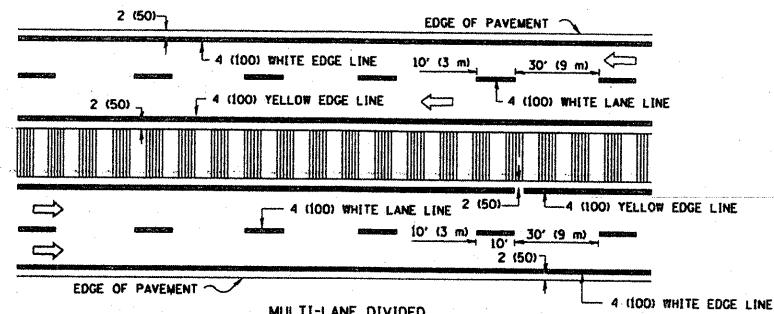
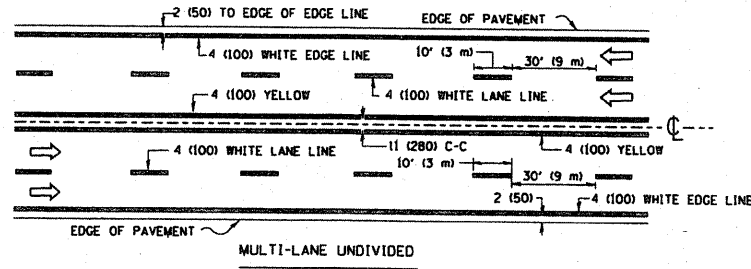
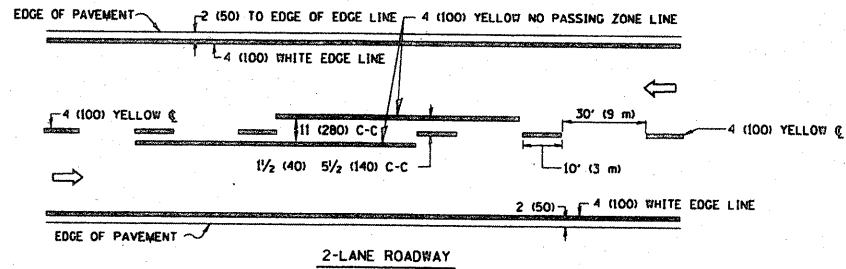
All dimensions are in inches (millimeters) unless otherwise shown.

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|   | PLOT SCALE = 50.000' / IN. | CHECKED -  | REVISED - T. RAMMACHER 01-06-00 |
|   | PLOT DATE = 1/4/2008       | DATE -     | REVISED -                       |

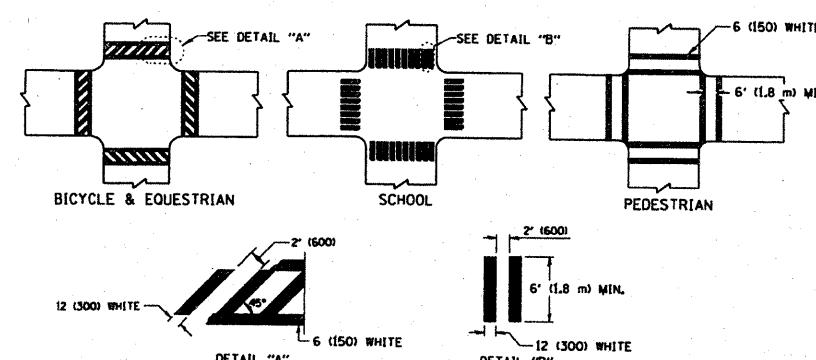
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

| TYPICAL APPLICATIONS                                     |                         |      |         |
|--|-------------------------|------|---------|
| RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) |                         |      |         |
| SCALE: NONE  | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

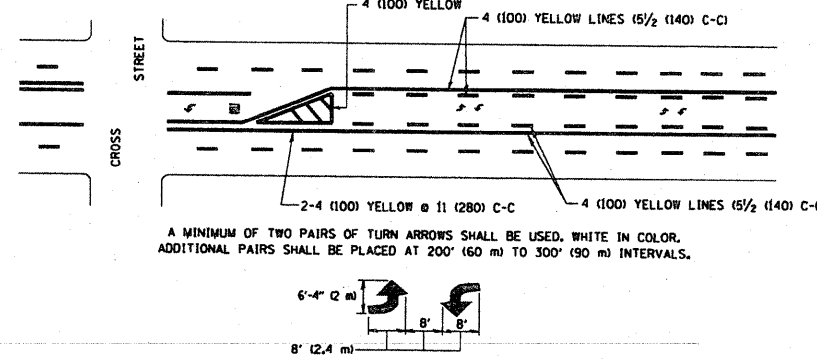
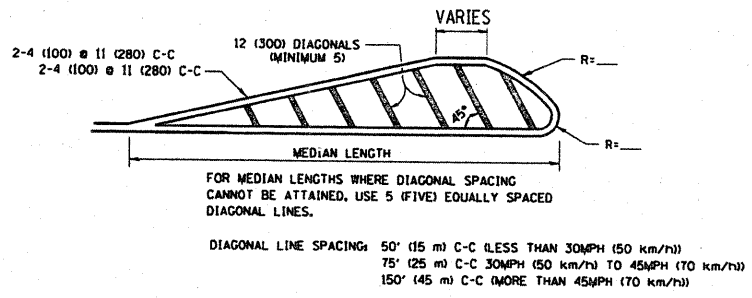
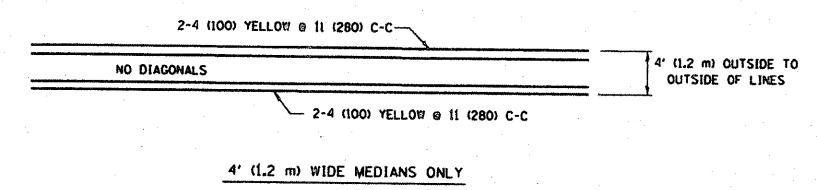
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|---|------------------|----------------|--------------------|-----------------|
| F.A.P. RTE.<br>343                              | SECTION<br>631 T | COUNTY<br>Cook | TOTAL SHEETS<br>33 | SHEET NO.<br>29 |
| TC-11   |                  |                | CONTRACT NO. 6A710 |                 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |                  |                |                    |                 |



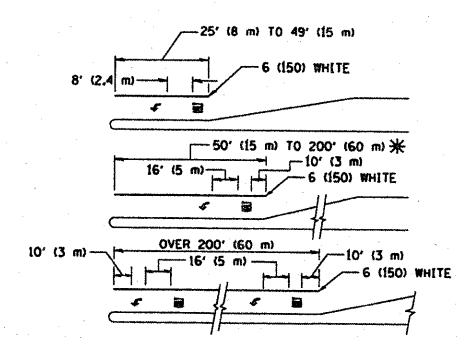
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

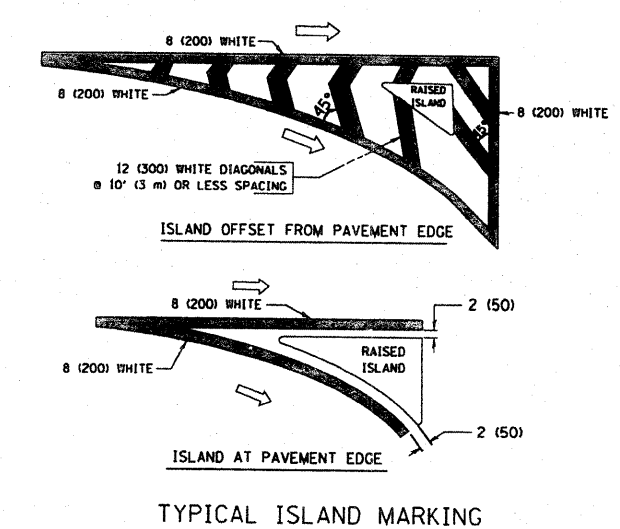


TYPICAL PAINTED MEDIAN MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

| TYPE OF MARKING   | WIDTH OF LINE  | PATTERN                         | COLOR                              | SPACING / REMARKS  |
|---|--|---------------------------------|------------------------------------|--|
| CENTERLINE ON 2 LANE PAVEMENT   | 4 (100)  | SKIP-DASH                       | YELLOW                             | 10' (3 m) LINE WITH 30' (9 m) SPACE  |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT   | 2 @ 4 (100)  | SOLID                           | YELLOW                             | 11 (280) C-C   |
| NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS                                 | 4 (100)<br>2 @ 4 (100)   | SOLID<br>SOLID                  | YELLOW<br>YELLOW                   | 5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE<br>11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN  |
| LANE LINES  | 4 (100)<br>5 (125) ON FREEWAYS   | SKIP-DASH<br>SKIP-DASH          | WHITE<br>WHITE                     | 10' (3 m) LINE WITH 30' (9 m) SPACE  |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)                             | SAME AS LINE BEING EXTENDED  | SKIP-DASH                       | SAME AS LINE BEING EXTENDED        | 2' (600) LINE WITH 6' (1.8 m) SPACE  |
| EDGE LINES  | 4 (100)  | SOLID                           | YELLOW-LEFT<br>WHITE-RIGHT         | OUTLINE MOUNTABLE MEDIANS IN YELLOW. EDGE LINES ARE NOT USED NEXT TO BARRIER CURB  |
| TURN LANE MARKINGS  | 6 (150) LINE, FULL SIZE LETTERS & SYMBOLS (8' (2.4m))                                      | SOLID                           | WHITE                              | SEE TYPICAL TURN LANE MARKING DETAIL   |
| TWO WAY LEFT TURN MARKING   | 2 @ 4 (100) EACH DIRECTION<br>8' (2.4m) LEFT ARROW   | SKIP-DASH AND SOLID<br>IN PAIRS | YELLOW<br>WHITE                    | 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE<br>SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL            |
| CROSSWALK LINES (PEDESTRIAN A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)) | 2 @ 6 (150)<br>12 (300) @ 45°<br>12 (300) @ 90°  | SOLID<br>SOLID<br>SOLID         | WHITE<br>WHITE<br>WHITE            | NOT LESS THAN 6' (1.8 m) APART<br>2' (600) APART<br>2' (600) APART<br>SEE TYPICAL CROSSWALK MARKING DETAILS.   |
| STOP LINES  | 24 (600)   | SOLID                           | WHITE                              | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS   | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°<br>NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS | SOLID                           | YELLOW<br>WHITE<br>ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE<br>SEE TYPICAL PAINTED MEDIAN MARKING.  |
| GORGE MARKING AND CHANNELIZING LINES  | 8 (200) WITH 12 (300) DIAGONALS @ 45°  | SOLID                           | WHITE                              | DIAGONALS:<br>15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h))<br>20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h))<br>30' (9 m) C-C (OVER 45MPH (70 km/h))            |
| RAILROAD CROSSING   | 24 (600) TRANSVERSE LINES. AREA OF "RR" IS 6' (1.8 m) LETTERS 16 (400) LINE FOR "X"        | SOLID                           | WHITE                              | SEE STATE STANDARD 780001  |
| SHOULDER DIAGONALS  | 12 (300) @ 45°   | SOLID                           | WHITE - RIGHT<br>YELLOW - LEFT     | 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))<br>75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h))<br>150' (45 m) C-C (OVER 45MPH (70 km/h))                       |

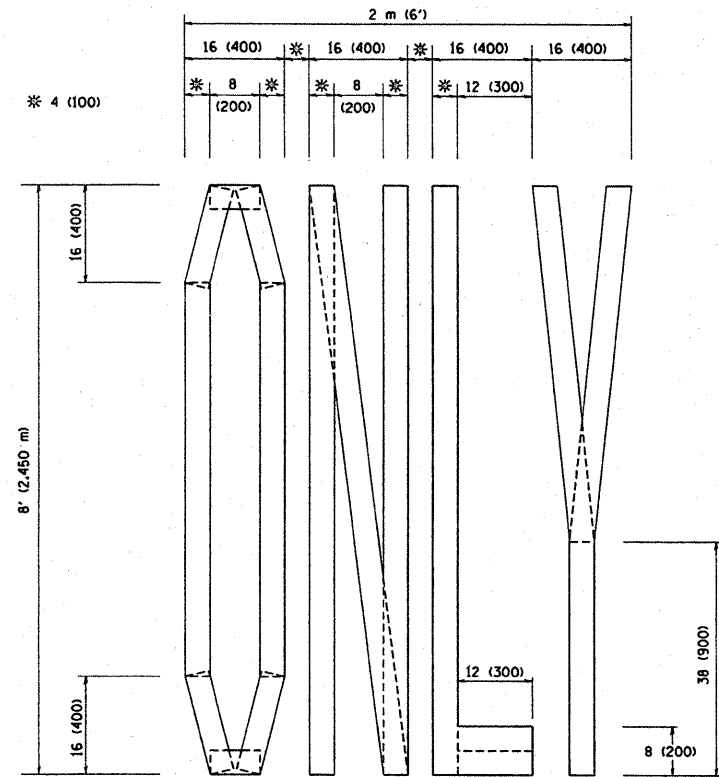
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

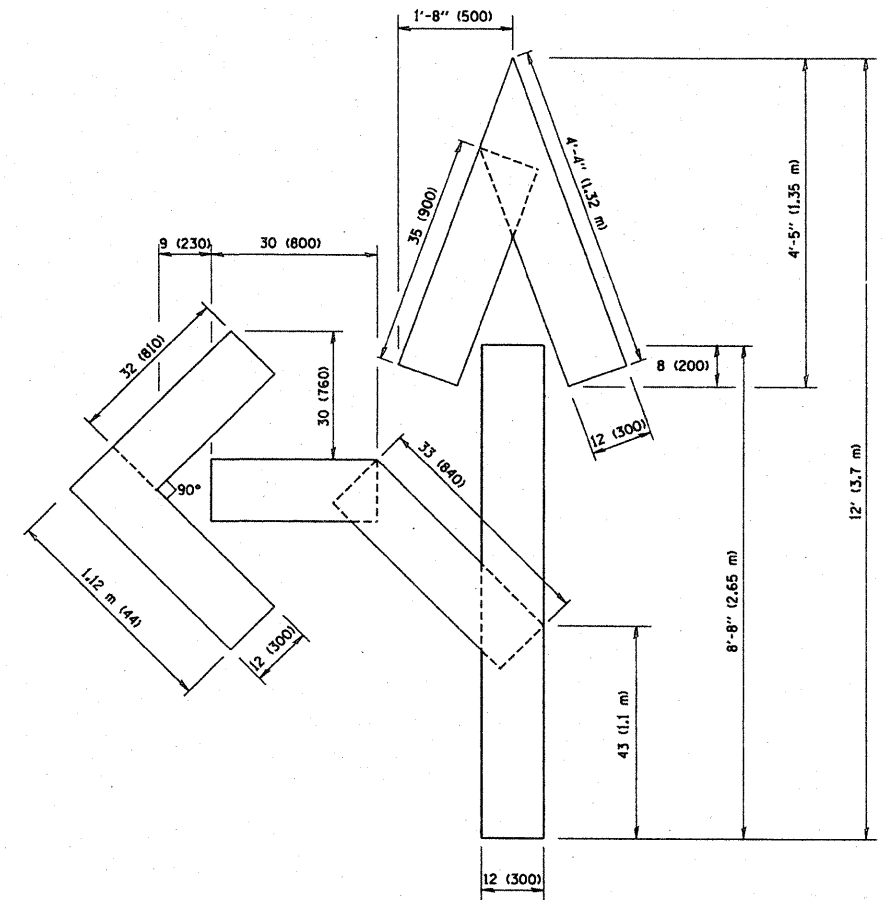
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|                                      |                       | DRAWN -          | REVISED - A. HOUSEH 10-09-96    |
|                                      |                       | CHECKED -        | REVISED - A. HOUSEH 10-17-96    |
|                                      |                       | DATE - 03-19-90  | REVISED - T. RAMMACHER 01-06-00 |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

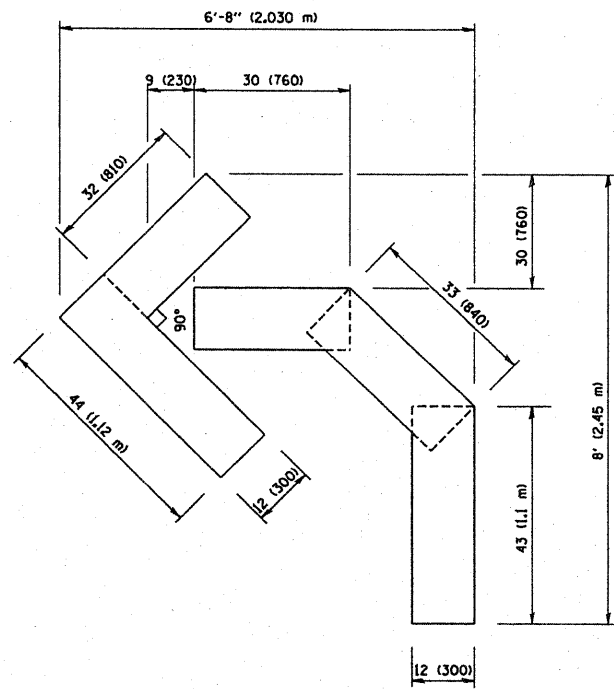
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|---------------------------|-------------------------|-----------------|--------------|---|-----------------|--------------|
| DISTRICT ONE              |                         | F.A.P. RTE. 313 | SECTION 6317 | COUNTY Cook                                     | TOTAL SHEETS 33 | SHEET NO. 30 |
| TYPICAL PAVEMENT MARKINGS |                         | TC-13           |              | CONTRACT NO. 62710                              |                 |              |
| SCALE: NONE               | SHEET NO. 1 OF 1 SHEETS | STA.            | TO STA.      | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |                 |              |



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



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



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

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

|  |                             |                 |                                |
|--|-----------------------------|-----------------|--------------------------------|
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|  |                             | DRAWN -         | REVISED -T. RAMMACHER 11-04-97 |
|  | PLOT SCALE = 50.0000' / IN. | CHECKED -       | REVISED -T. RAMMACHER 03-02-98 |
|  | PLOT DATE = 1/4/2008        | DATE - 09-18-94 | REVISED -E. GOMEZ 08-28-00     |

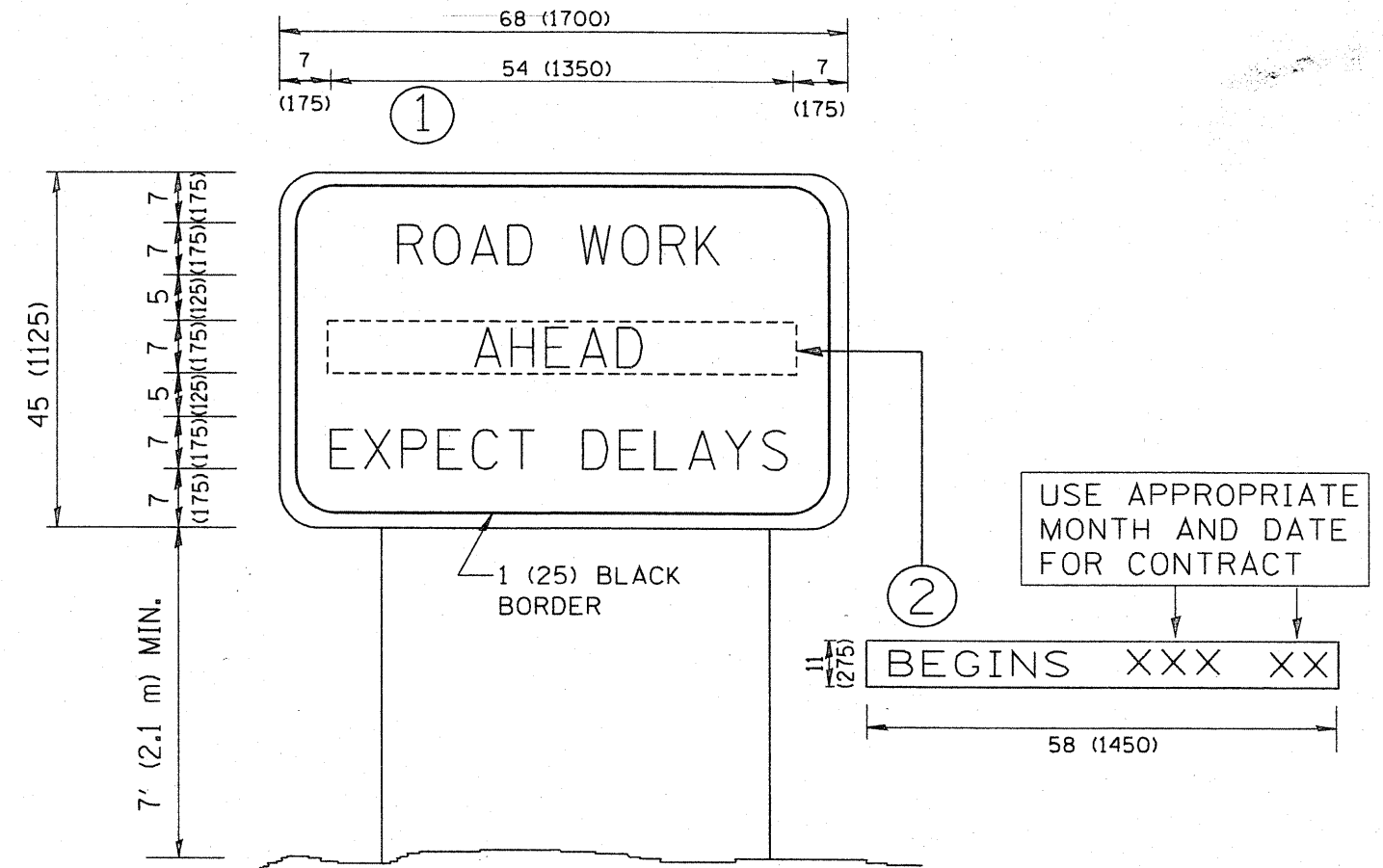
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING**

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

|   |         |        |                    |           |
|---|---------|--------|--------------------|-----------|
| F.A.P. RTE.                                     | SECTION | COUNTY | TOTAL SHEETS       | SHEET NO. |
| 343   | 631T    | Cook   | 33                 | 31        |
| TC-16   |         |        | CONTRACT NO. 62710 |           |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |         |        |                    |           |





**NOTES:**

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

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

|  |                            |            |                                 |
|--|----------------------------|------------|---------------------------------|
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|  |                            | DRAWN -    | REVISED - R. MIRS 12-11-97      |
|  | PLOT SCALE = 50.000' / IN. | CHECKED -  | REVISED - T. RAMMACHER 02-02-99 |
|  | PLOT DATE = 1/4/2008       | DATE -     | REVISED - C. JUCIUS 01-31-07    |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

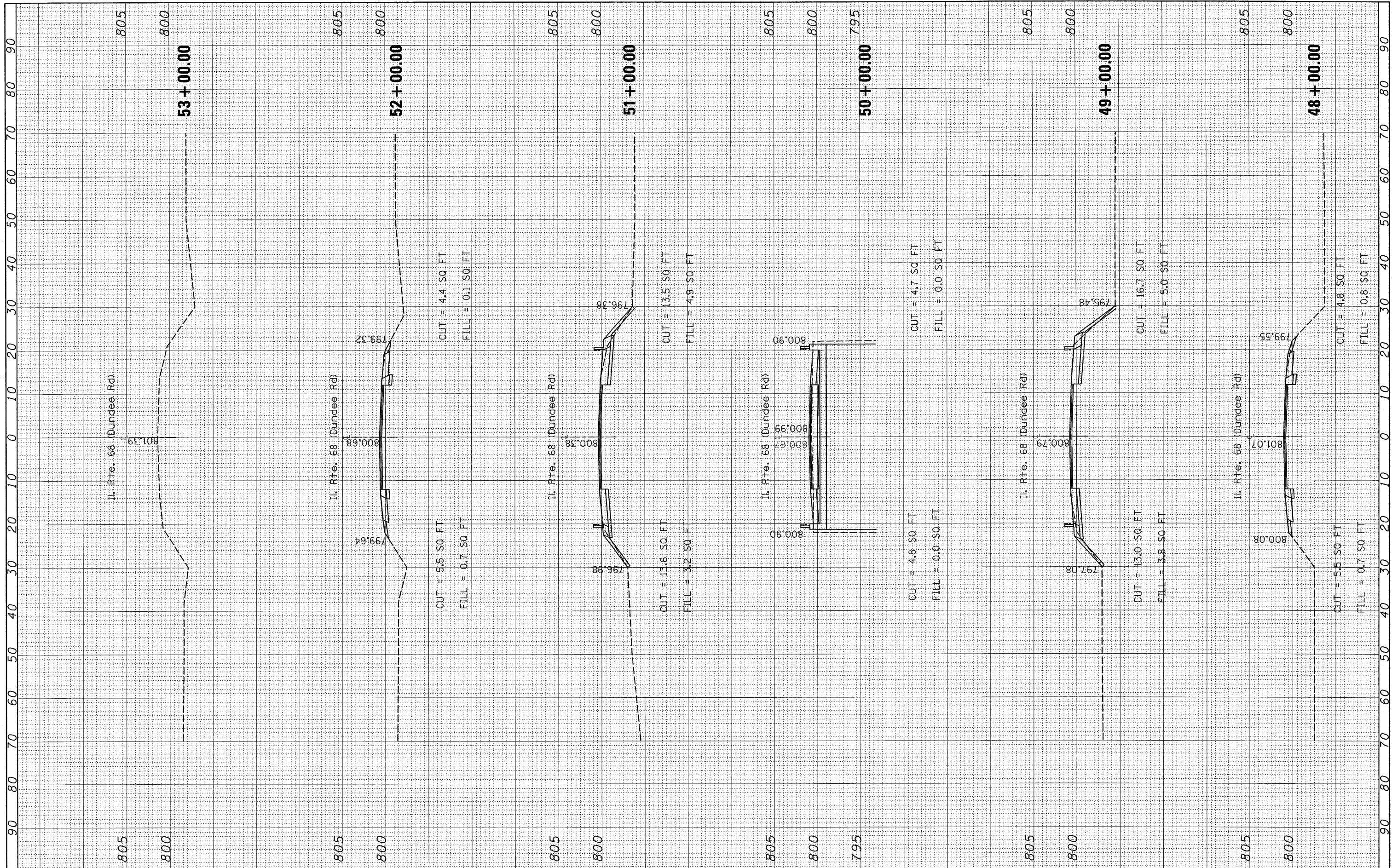
**ARTERIAL ROAD  
INFORMATION SIGN**

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

|   |                 |                |                    |                 |
|---|-----------------|----------------|--------------------|-----------------|
| F.A.P. RTE.<br>343                              | SECTION<br>631T | COUNTY<br>Cook | TOTAL SHEETS<br>32 | SHEET NO.<br>33 |
| TC-22   |                 |                | CONTRACT NO. 62710 |                 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |                 |                |                    |                 |

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

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



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 c:\pw\_work\PWIDOT\SMITHKL\dms92925\ks.168.sh.dgn

USER NAME = smithkl  
 DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISIED -  
 REVISIED -  
 REVISIED -  
 REVISIED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

SCALE: SHEET NO. OF SHEETS STA. 48+00.00 TO STA. 53+00.00

|   |         |        |                    |           |
|---|---------|--------|--------------------|-----------|
| F.A.P. RTE.                                   | SECTION | COUNTY | TOTAL SHEETS       | SHEET NO. |
| 313   | 631T    | Cook   | 33                 | 33        |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |        | CONTRACT NO. 62710 |           |