

STRUCTURE BORING LOG

Page 1 of 2

Date Started 9/2/15Date Completed 9/2/15

ROUTE 360 DESCRIPTION Kirk Road Bridge over Reed Road Date Completed 9/2/19

SECT. 21-00192-04-BR STRUCT. NO. 045-xxxx DRILLED BY TSC/L-79.851C

COUNTY Kane LOCATION Southwest Corner S. 1SW/12NW , TWP. 39N , RNG. 8E

Boring No. SB-6		D	B		Surface Water Elev.		D	B		
Station Sta. 120+84		E	L		Groundwater Elev.:		E	L		
Offset 44.00ft LT		P	O		when drilling Wash @ 10.5'		P	O		
		T	W	Qu	at Completion Wash @ 10.5'		T	W	Qu	
		H	S	tsf	after Hrs.		H	S	tsf	
Surface Elev. 768.30 ft				W					W	
				%					%	
8" Crushed Stone										
	767.60									
Hard brown CLAY, little gravel, moist A-6			4	B	19.4	Stiff to very stiff gray CLAY LOAM, trace to little gravel A-6		5	B	14.0
			5	7.65				7	1.49	
			5	10%				9	15%	
			5	B	15.7			7	B	14.6
			6	5.32				11	3.69	
			8	15%				9	15%	
	-5									
			6	B	16.0					
			8	4.40						
			9	15%						
			6	B	17.5			7	B	21.9
			7	5.57				9	1.49	
			7	15%				7	15%	
	-10									
	757.80									
Hard to very stiff brown and gray CLAY, little gravel, moist A-6			7	B	15.6	Stiff to very stiff gray CLAY, trace gravel A-6				
			12	5.90						
			13	15%						
			7	B	14.9			6	B	22.6
			9	3.54				7	2.28	
			13	15%				9	15%	
	-15									
			7	B	17.1					
			11	6.07						
			13	15%						
	750.30									
Stiff to very stiff gray CLAY LOAM, trace to little gravel A-6			4	B	11.9			5	B	22.2
			7	2.48				7	3.60	
			10	15%				8	15%	
	-20									
			8	B	11.5					
			11	1.75						
			11	15%						
			5	B	12.1			6	B	22.0
			9	2.55				7	1.44	
			9	15%				7	15%	
	-25									

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

STRUCTURE BORING LOG

Page 2 of 2

Date Started 9/2/15

Date Completed 9/2/15

STRUCTURE NO. 045-xxxx STRUCTURE NO. 045-xxxx

ROUTE 360

SECTION 27-00102-07-001 SECTION 27-00102-07-001
COUNTY Kane COUNTY Kane

[illegible]

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

STRUCTURE BORING LOG

Page 1 of 1

Date Started 8/7/15Date Completed 8/7/15

ROUTE 360 DESCRIPTION Kirk Road Center Retaining Wall Date Completed 6/7/15

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79,851C

COUNTY Kane LOCATION East Side S. 1SW/12NW , TWP. 39N , RNG. 8E

[illegible]

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet



MODEL: Main
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR(CAD Sheets)\MSE Walls & Moment Slabs\MSE Wall_03_Sheet_20_Boring IV.dgn

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 8/7/15

Date Completed 8/7/15

ROUTE 360 DESCRIPTION Kirk Road Center Retaining Wall

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851C

COUNTY Kane LOCATION East Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	D E P T H	B L O W S	Qu tsf	W %	Surface Water Elev.	Groundwater Elev.: when drilling at Completion	D E P T H	B L O W S	Qu tsf	W %
SB-110	Sta. 119+79	42.00ft RT	761.80										
10" Crushed Stone													
			761.00		4	B	17.1	Very stiff gray CLAY, trace gravel, moist A-6			7	B	22.6
Very stiff to hard brown SILTY CLAY, trace gravel, moist A-7-6					4	2.02					7	3.27	
					5	15%					8	15%	
					4	B	13.9				6	B	23.7
					5	4.36					8	3.54	
					6	15%					8	15%	
			756.30					End of Boring at 30.0' CME 750 ATV Drill Rig (#275) CME Automatic Hammer					
Very stiff to hard brown and gray SILTY CLAY LOAM, little gravel, moist A-4					3	B	13.3				3	B	16.5
					8	2.02					5	3.80	
					8	15%					5	15%	
					6	B	12.8				4	B	15.8
					6	4.40					5	2.88	
					8	15%					6	15%	
			751.80										
					5	B	11.5				3	B	16.0
					7	4.13					5	2.94	
					9	15%					5	15%	
			748.80					Very stiff gray CLAY LOAM, little gravel, moist A-6					
					4	B	14.7				6	B	9.9
					4	2.75					7	3.74	
					6	15%					10	15%	
					4	B	14.1				5	B	9.5
					8	2.94					8	3.47	
					5	15%					9	15%	
			741.30					Very stiff gray CLAY, trace gravel, moist A-6					
					3	B	13.9				4	B	17.3
					5	2.55					6	1.89	
					7	15%					7	15%	
					4	B	16.1				7	B	19.5
					6	2.28					9	5.12	
					6	15%					6	15%	
					6	B	23.0				5	B	19.9
					6	2.48					8	3.47	
					9	15%					9	15%	

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 8/7/15

Date Completed 8/7/15

ROUTE 360 DESCRIPTION Kirk Road Center Retaining Wall

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851C

COUNTY Kane LOCATION East Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	D E P T H	B L O W S	Qu tsf	W %	Surface Water Elev.	Groundwater Elev.: when drilling at Completion	D E P T H	B L O W S	Qu tsf	W %
SB-111	Sta. 120+41	41.00ft RT	764.60										
Black clayey TOPSOIL													
			764.10					Stiff to hard gray CLAY, trace gravel, moist A-6					
Very stiff brown CLAY LOAM, little gravel, moist A-6					4	P	13.6				6	B	21.8
					5	2.5					6	2.55	
					8						10	15%	
			761.60										
Very stiff brown and gray CLAY, little gravel, moist A-6					4	B	16.4				7	B	22.1
					4	3.47					8	3.93	
					4	15%					9	15%	
			734.60					End of Boring at 30.0' CME 750 ATV Drill Rig (#275) CME Automatic Hammer					
					3	B	16.5				3	B	16.5
					5	3.80					5	15%	
					4	B	15.8				4	B	15.8
					5	2.88					5	2.88	
					6	15%					6	15%	
			751.60					Very stiff gray LOAM, little gravel, moist A-4					
					6	B	9.9				6	B	9.9
					7	3.74					7	3.74	
					10	15%					10	15%	
					5	B	9.5				5	B	9.5
					8	3.47					8	3.47	
					9	15%					9	15%	
			746.60					Stiff to hard gray CLAY, trace gravel, moist A-6					
					4	B	17.3				4	B	17.3
					6	1.89					6	1.89	
					7	15%					7	15%	
					7	B	19.5				7	B	19.5
					9	5.12					9	5.12	
					6	15%					6	15%	
					5	B	19.9				5	B	19.9
					8	3.47					8	3.47	
					9	15%					9	15%	

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 9/1/15

Date Completed 9/1/15

ROUTE 360 DESCRIPTION Kirk Road Center Retaining Wall

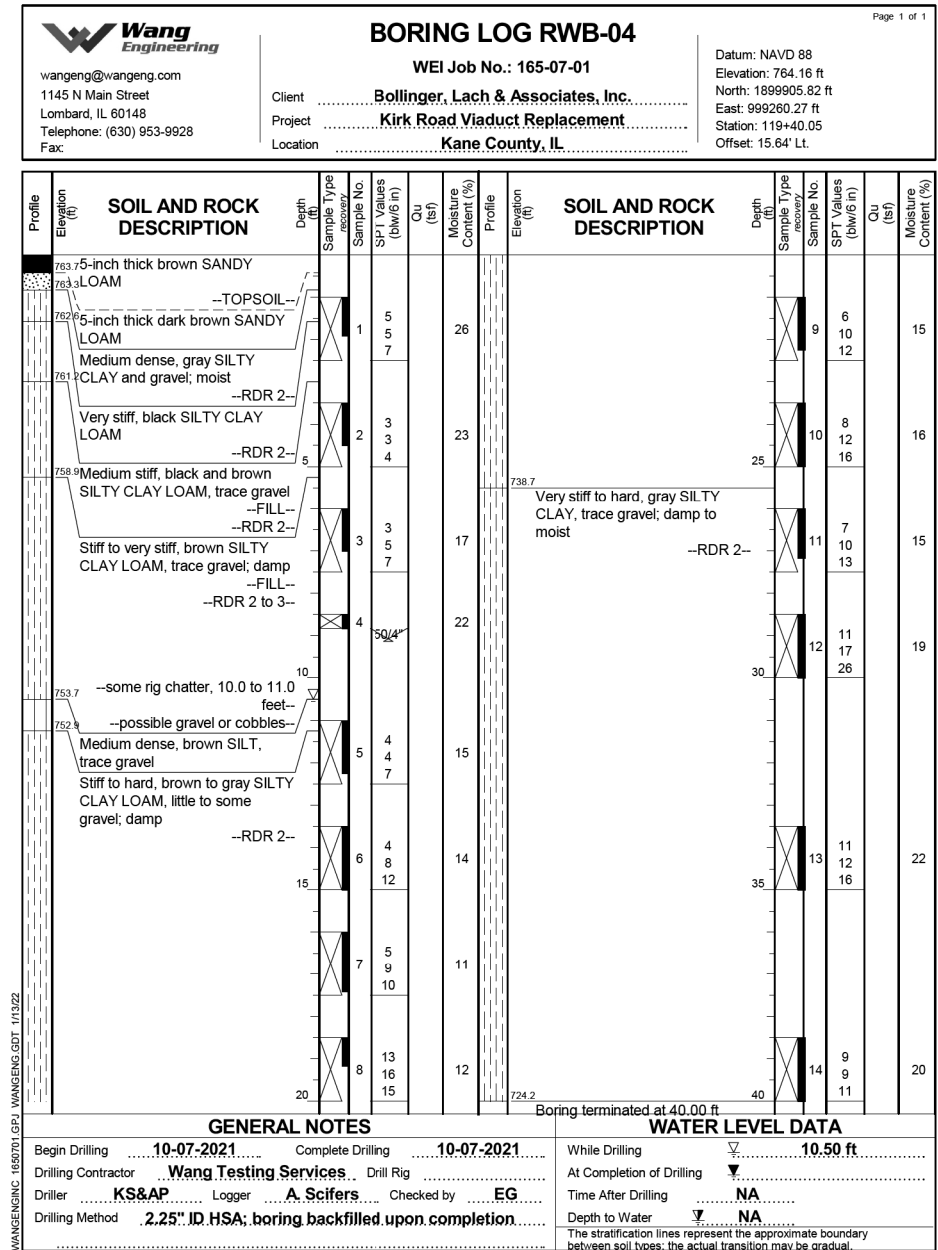
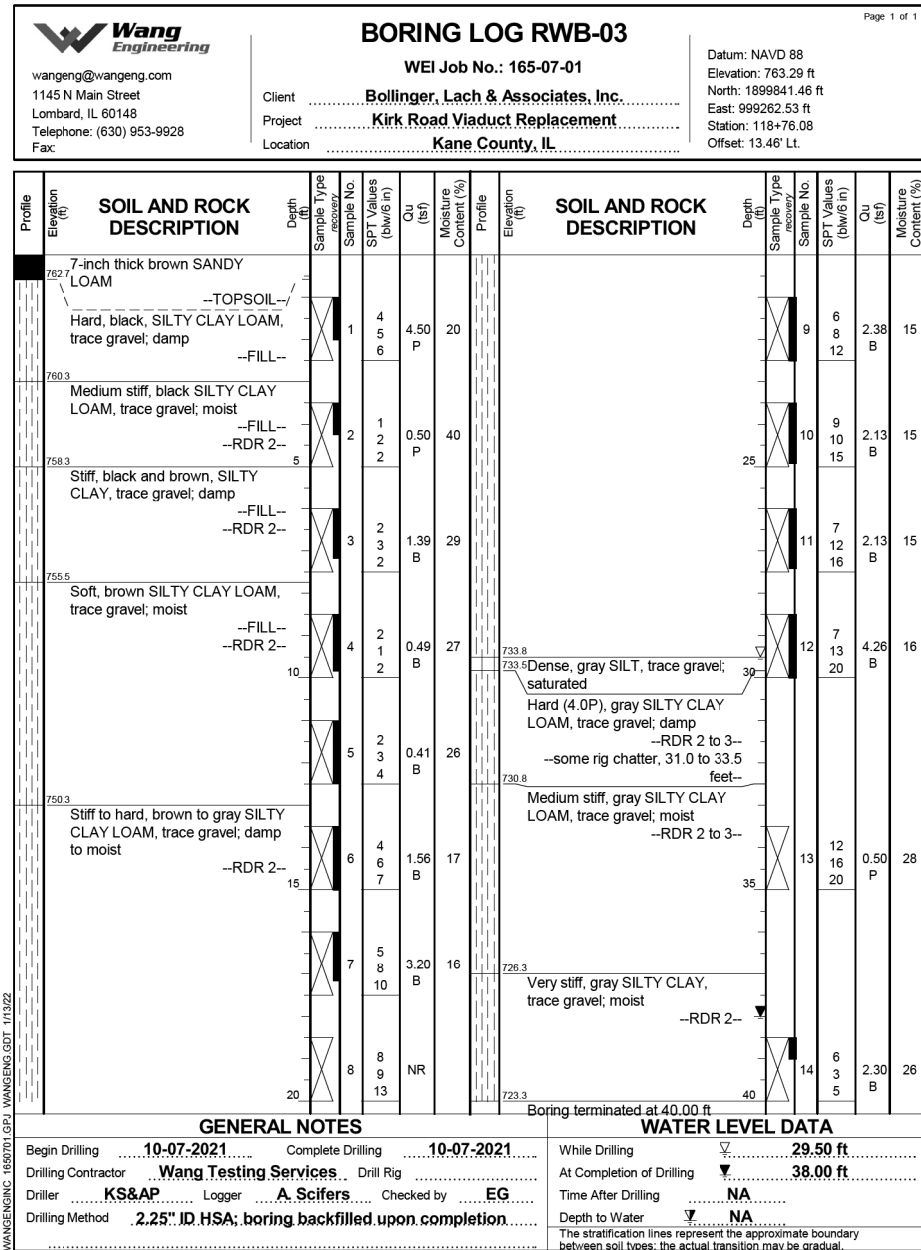
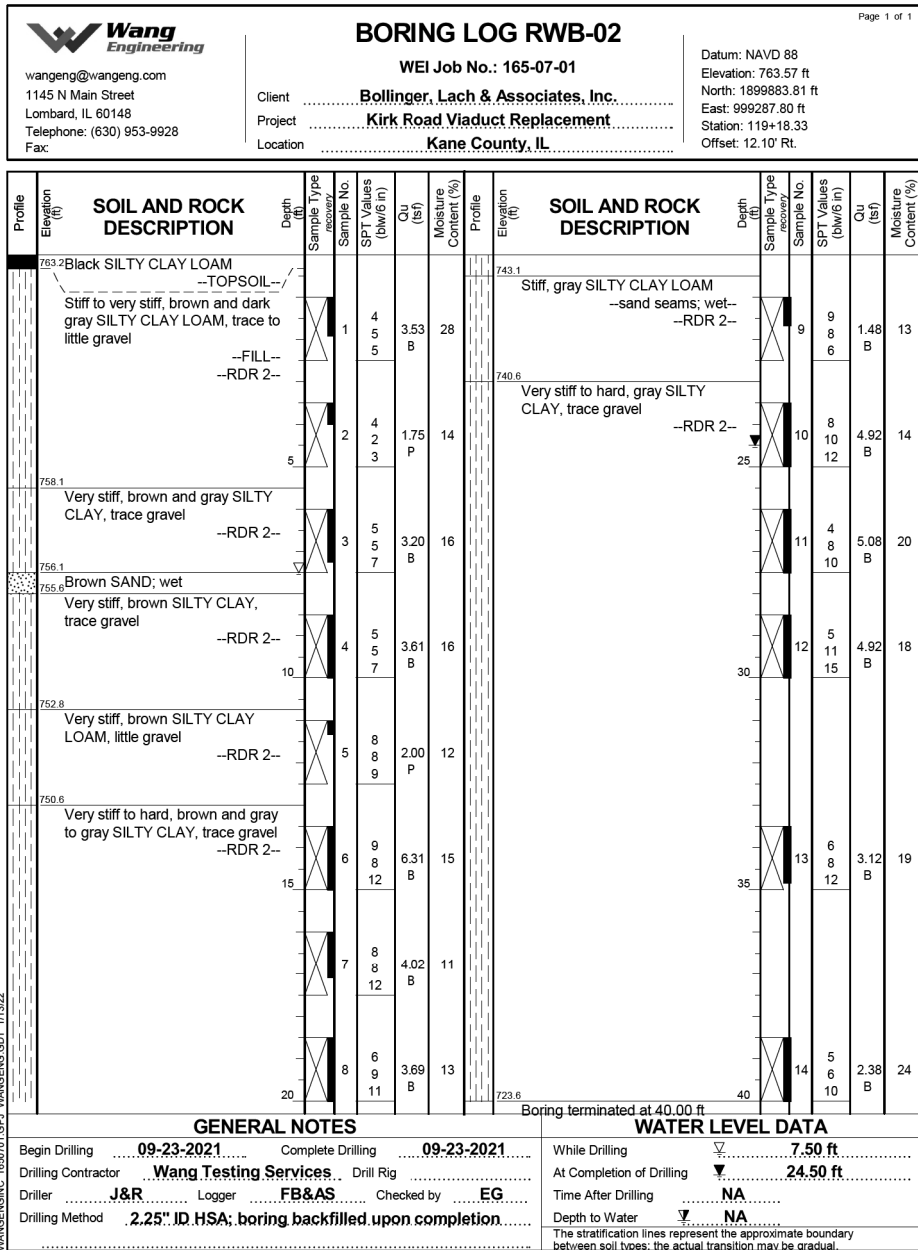
SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851C

COUNTY Kane LOCATION West Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	D E P T H	B L O W S	Qu tsf	W %	Surface Water Elev.	Groundwater Elev.: when drilling at Completion	D E P T H	B L O W S	Qu tsf	W %
SB-120	Sta. 119+12	41.00ft LT	764.20										
12" Crushed Stone													
			763.20					Stiff gray CLAY, trace gravel, moist A-6					
FILL - Brown CLAY LOAM, little gravel, trace Asphalt pieces, moist A-4					5		7.2				5	B	20.9
					6						7	1.95	
					5						5	15%	
			761.20										
FILL - Black SILTY CLAY LOAM, trace organic, very moist A-6 LL/PL/Pi = 27/14/13					3	P	26.3				4	B	20.8
					3	1.0					6	1.89	
					4						7	15%	
			758.70					End of Boring at 30.0' CME-75 Truck Rig (#256) CME Automatic Hammer					
Very soft black CLAY, trace gravel, trace organic, very moist A-6					2	P	24.5						
					1	0.25							
					1								
			756.20					Very soft brown CLAY, very moist A-7-6					
					5	P	27.5				5	B	27.5
					5	0.5					5	0.5	
					5								
			753.70					Very stiff to hard brown CLAY, trace gravel, occasional silt seams, moist A-6					
					5	B	15.6				5	B	15.6
					6	2.68					6	2.68	
					6	15%					6	15%	
					6	B	14.6				6	B	14.6
					6	4.26					6	4.26	
					6	15%					6	15%	
			748.70					Hard to very stiff gray CLAY LOAM, trace gravel, moist A-4					
					7	B	13.3				7	B	13.3
					12	2.88					12	2.88	
					10	15%					10	15%	
					12	B	11.2				12	B	11.2
					12	4.00					12	4.00	
					10	15%					10	15%	
					7	B	13.0				7	B	13.0
					8	4.59					8	4.59	
					7	15%					7	15%	
					6	B	13.0				6	B	13.0
					7	3.21					7	3.21	
					6	15%					6	15%	

SPT

MODEL: Main
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL PLANS\MSE Walls & Moment Slabs\MSE Wall 03\WSE Wall 03_Sheet_22_Boring Vldgn



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS VI
MSE WALL 03

SHEET 22 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	404
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

Bench Mark: Chiseled square in top of parapet wall located at the southwest corner of existing bridge, S.N. 045-3096 at Sta. 111+08.40 Offset 30.19' LT. Elev. 782.00.

Existing Structure: S.N. 045-3096 originally constructed in 1974 as FAS Route 1100, Section 192-3VB (Kirk Road). It was repaired in 1977, 1987, 1990, 1998, 2003, 2013, and 2021. It underwent a rehabilitation in 2001. The existing superstructure is 18 span continuous, separated into 4 units, with 7½" deck and non-composite wide flange beams. Back to back of abutments is 1,376'-2" and Out-to-Out width is 62'-0". Existing substructure contains two concrete reinforced spill through abutments on piles and 17 piers; with piers 1 to 8 and 17 on spread footings, and piers 9 to 16 on piles. Traffic to be maintained using stage construction

Salvage: No Salvage.

Begin Wall at Top of Exposed Panel Line
Sta. 121+98.70, Elev. 780.15 (EW)
Sta. 121+76.59, Elev. 780.15 (WW)

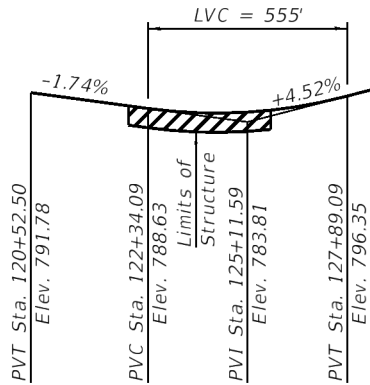
* Contractor to verify depth.
(See roadway plans)

LEGEND

- Soil Boring
- Approximate Limits of Reinforced Soil Mass
- Approximate Limits of Reinforced Soil Mass for Temporary Wall
- Approximate Limits of Removal and Replacement of Unsuitable Material

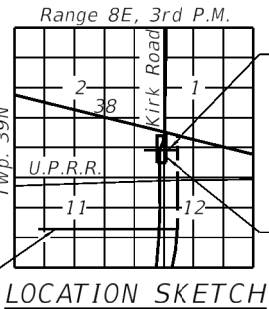
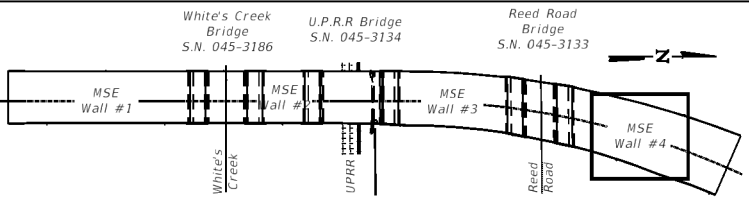
CURVE DATA

P.T. Sta. = 122+41.65
Δ = 24°35'23" (RT)
D = 3°38'16"
R = 1,575.00'
T = 343.26'
L = 675.95'
E = 36.97'
P.C. Sta. = 118+98.39
P.T. Sta. = 125+74.34



PROFILE GRADE
(along N.B. & S.B. PGL)

Notes:
Wall Station and offsets are measured from the C of F.A.P. Rte. 360 to the front face of precast panels.



DESIGN SPECIFICATIONS
2024 AASHTO LRFD Bridge Design
Specifications, 10th Edition

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi (Moment Slab & Parapets)
f'c = 3,500 psi (All Other Retaining Wall Concrete)
fy = 60,000 psi (Reinforcement)

PRECAST UNITS

f'c = 4,500 psi (Precast Panels)

GENERAL PLAN AND ELEVATION
KIRK ROAD

F.A.P. RTE. 360 SEC. 12-00192-04-BR

KANE COUNTY

STA. 121+76.54 to STA. 125+42.18

MSE WALL 04



USER NAME =	DESIGNED - ES	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - ES	REVISED -
	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
MSE WALL 04

SHEET 1 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	405
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

Reinforcement bars designated (E) shall be epoxy coated.
Slipforming of the parapets is not allowed.
A protective coat shall be applied to the top and inside faces of the parapets, separation barrier, multi-use path, and shoulders.
The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface conditions in the field.
Wall Stations and Offsets are given to the Front Face (FF) of the wall and are measured from centerline of Kirk Road.
Wall is built in conjunction with new bridge S.N 045-3186 and S.N 045-3134.
Piles are installed prior to the construction of wall.
Horizontal dimensions measured along front face of precast panels.
Utilities shall be relocated by others.

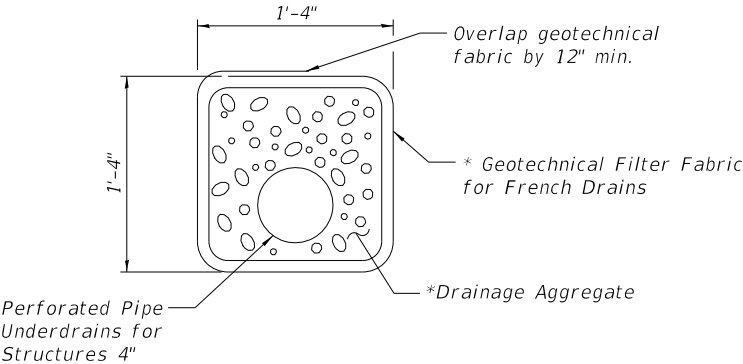
INDEX OF SHEETS

- 1. General Plan and Elevation
- 2. General Data
- 3. Typical Details
- 4. Stage I & II Construction
- 5. Wall Plan & Elevations
- 6. Temporary Wall Elevation
- 7. Typical Sections
- 8. Moment Slab Plan and Elevation I
- 9. Moment Slab Plan and Elevation II
- 10. Moment Slab Plan and Elevation III
- 11. Moment Slab Plan and Elevation IV
- 12. Moment Slab Sections and Details
- 13. Moment Slab and Light Pole Details
- 14. Drainage Details
- 15. Railing Details
- 16. Boring Logs I
- 17. Boring Logs II
- 18. Boring Logs III
- 19. Boring Logs IV

TOTAL BILL OF MATERIAL

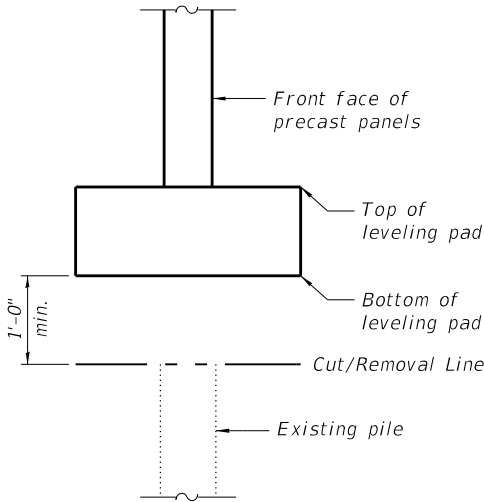
Item	Unit	Total
Geotechnical Fabric For Ground Stabilization	Sq Yd	1,367
Aggregate Subgrade Improvement	Cu Yd	9,875
Structure Excavation	Cu Yd	1,699
Removal And Disposal Of Unsuitable Material For Structures	Cu Yd	9,875
Concrete Structures	Cu Yd	487.1
Form Liner Textured Surface	Sq Ft	9,427
Protective Coat	Sq Yd	1,244
Reinforcement Bars, Epoxy Coated	Pound	65,810
Mechanically Stabilized Earth Retaining Wall	Sq Ft	9,094
Temporary Mechanically Stabilized Earth Retaining Wall	Sq Ft	5,191
Pipe Underdrains For Structures 4"	Foot	789
Staining Concrete Structures	Sq Ft	10,335
Bicycle Railing, Special	Foot	346

See SN 045-3186 for Removal of Existing Structures.

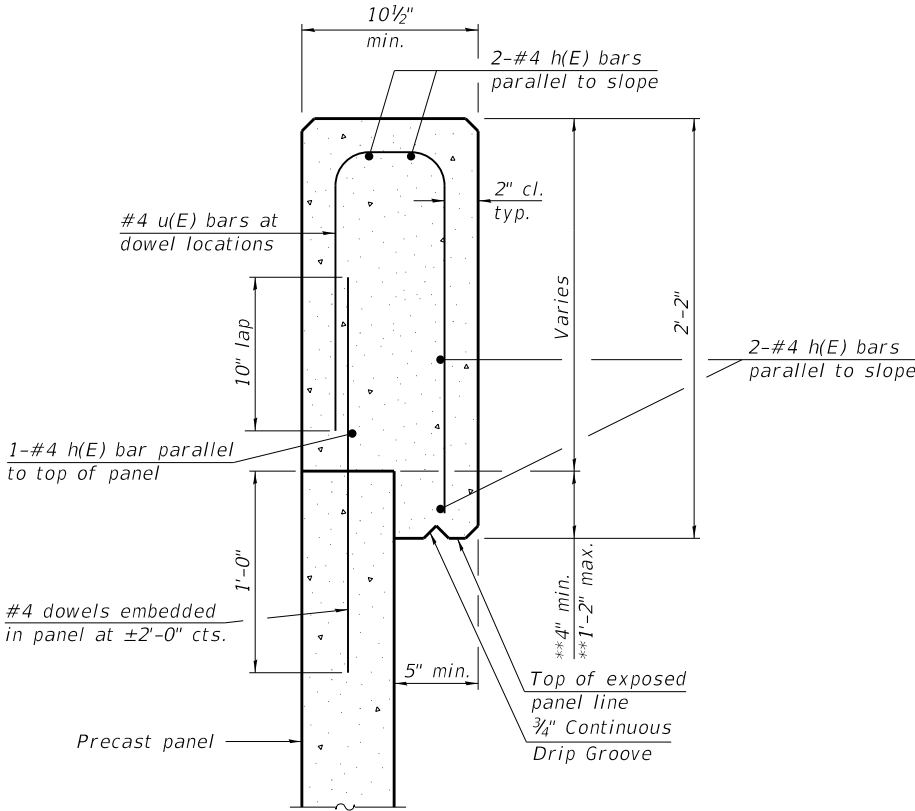


PIPE UNDERDRAIN DETAIL

* Included in cost for Pipe Underdrains for Structures 4"

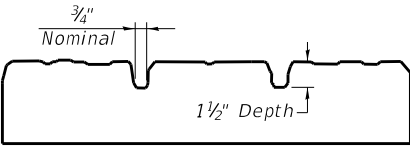
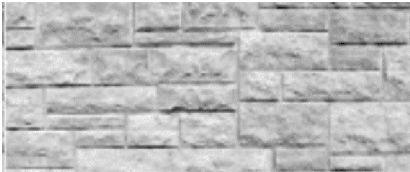


SECTION THRU REMOVAL OF STRUCTURE

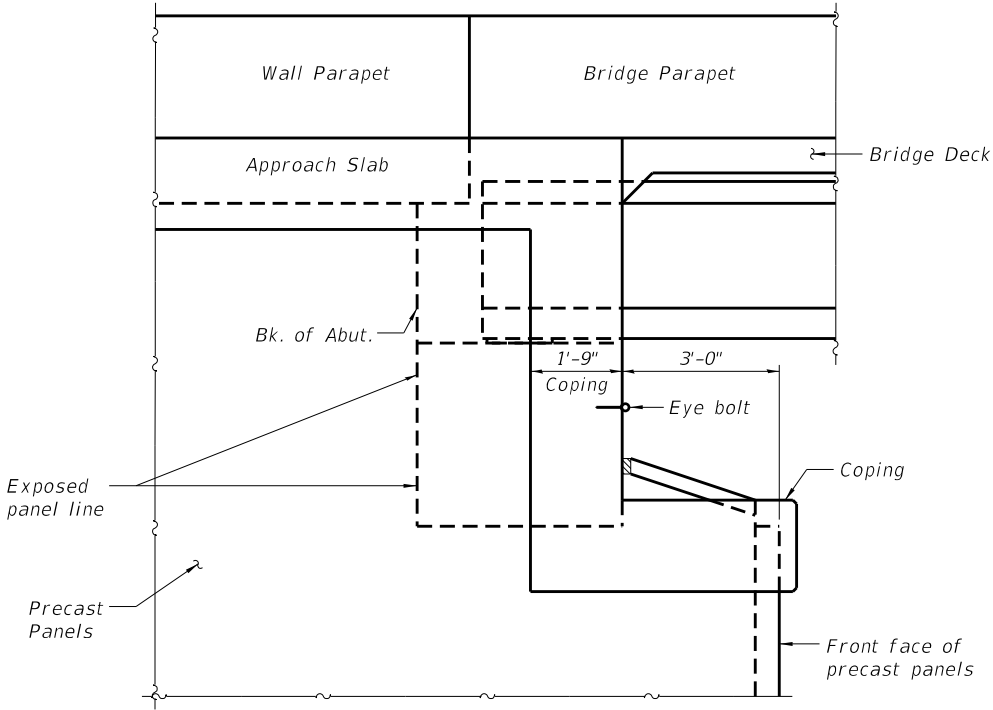


TYPICAL SECTION THRU COPING

** Limits of Bond breaker membrane between front of panel and overhang.



FORM LINER TEXTURED DETAIL



ABUTMENT END VIEW

MODEL: Main
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL PLANS\MSE Walls & Moment Slabs\MSE Wall 04\MSE Wall 04_Sheet_02_General Data.dgn



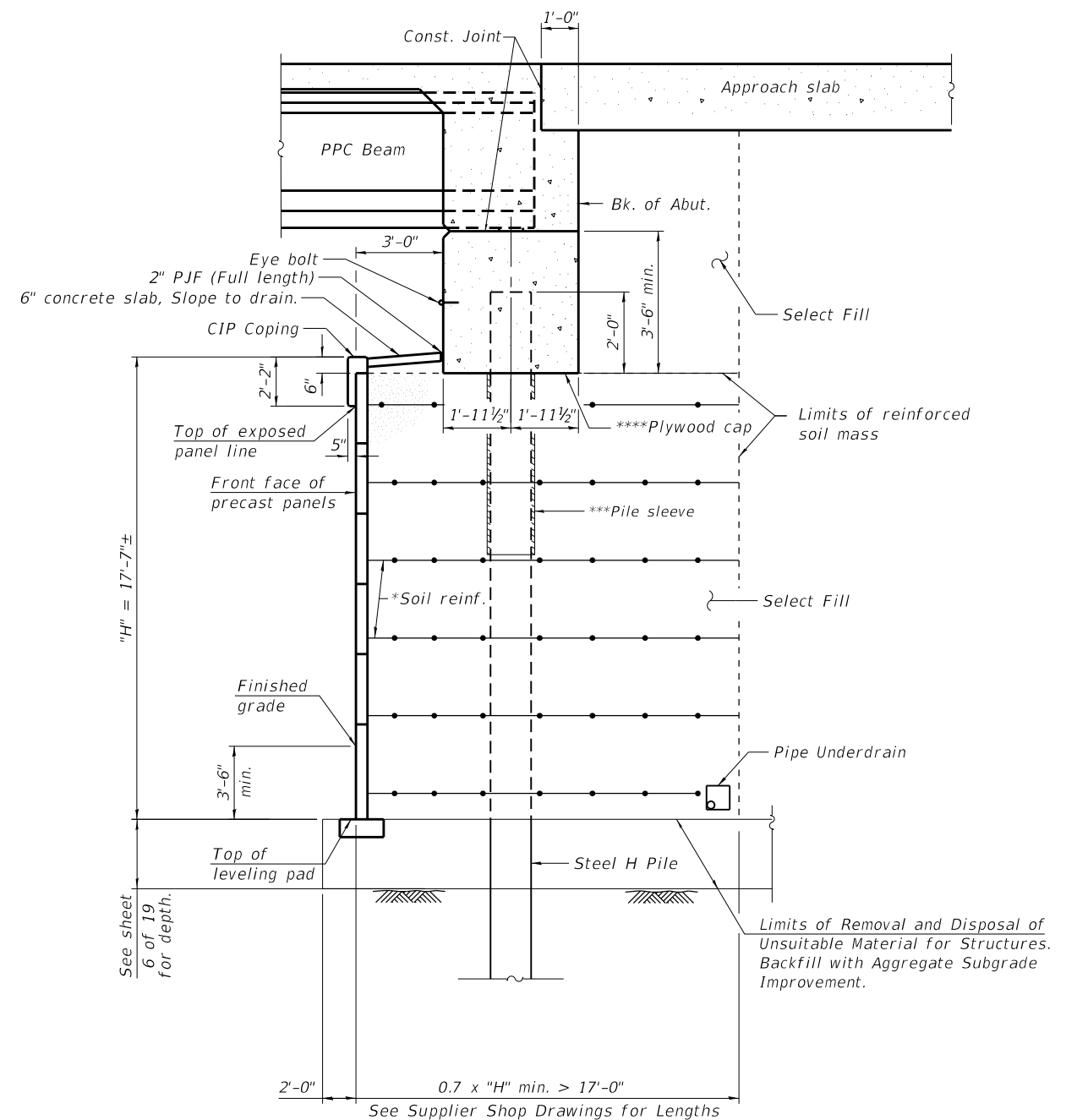
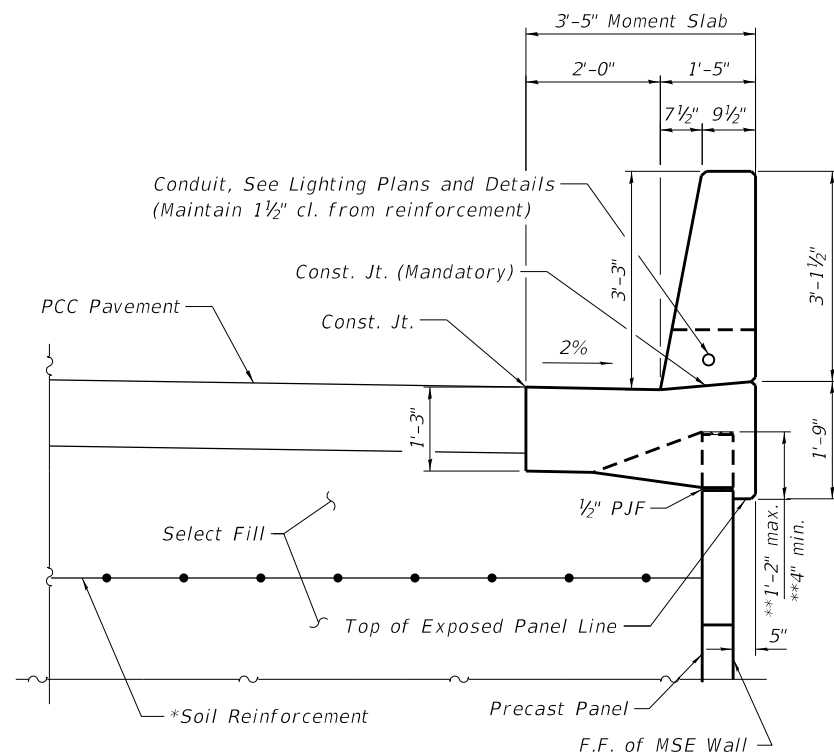
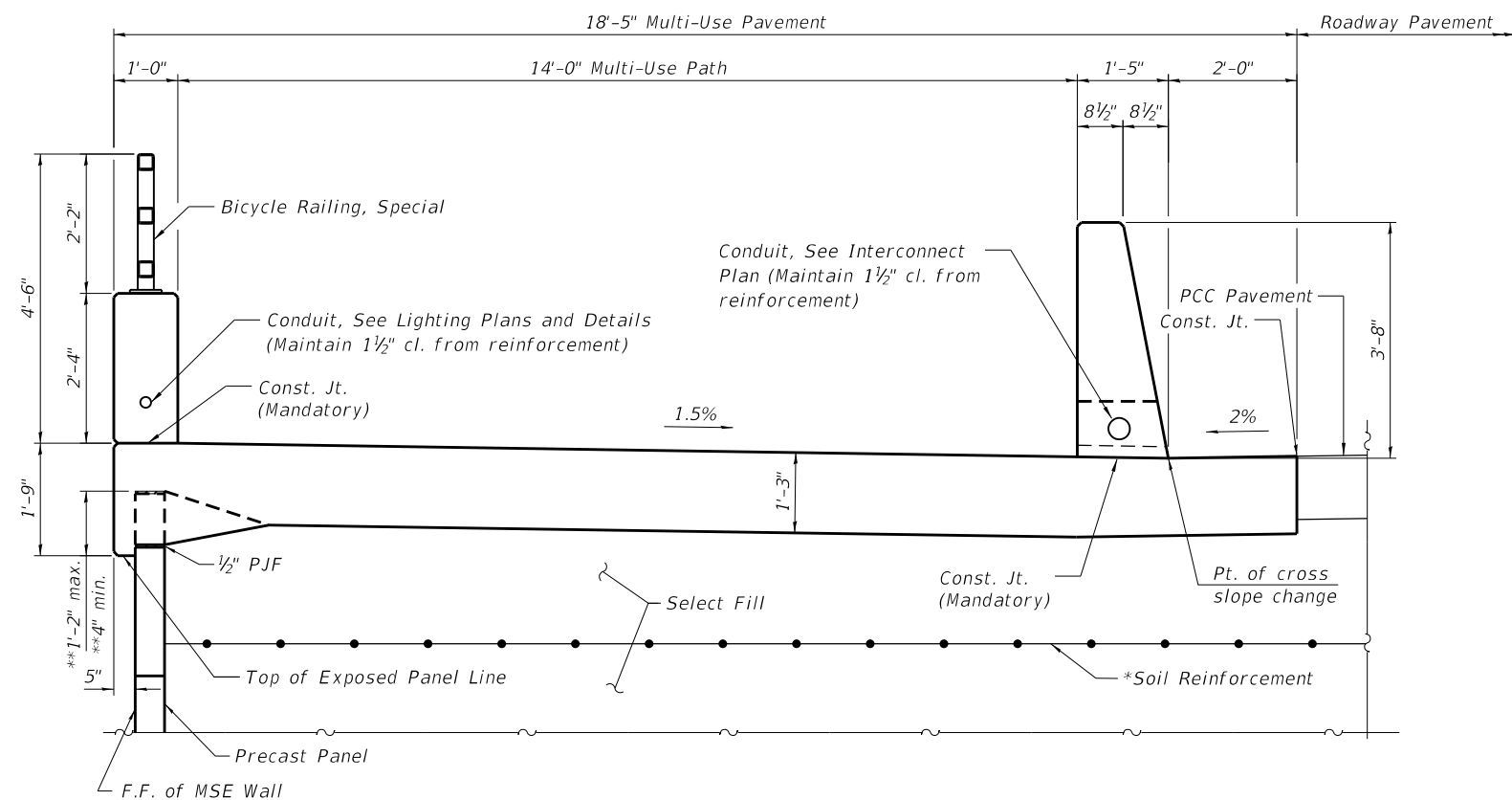
USER NAME =	DESIGNED - ES	REVISED -
CHECKED - PRD	REVISED -	
PLOT SCALE =	DRAWN - ES	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
MSE WALL 04

SHEET 2 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	406
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



SECTION THRU NORTH INTEGRAL
ABUTMENT OF S.N. 045-3133
(Looking West)

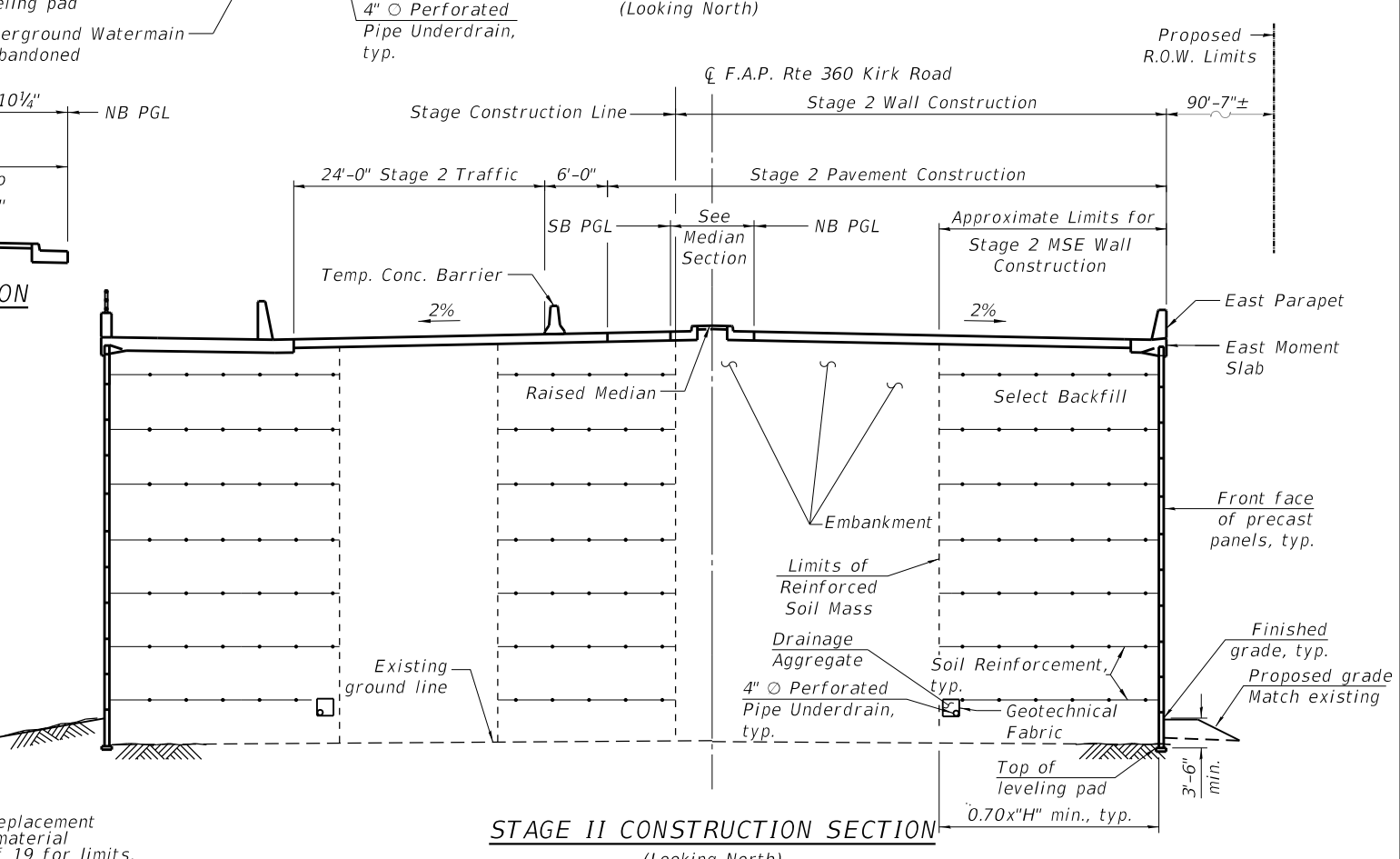
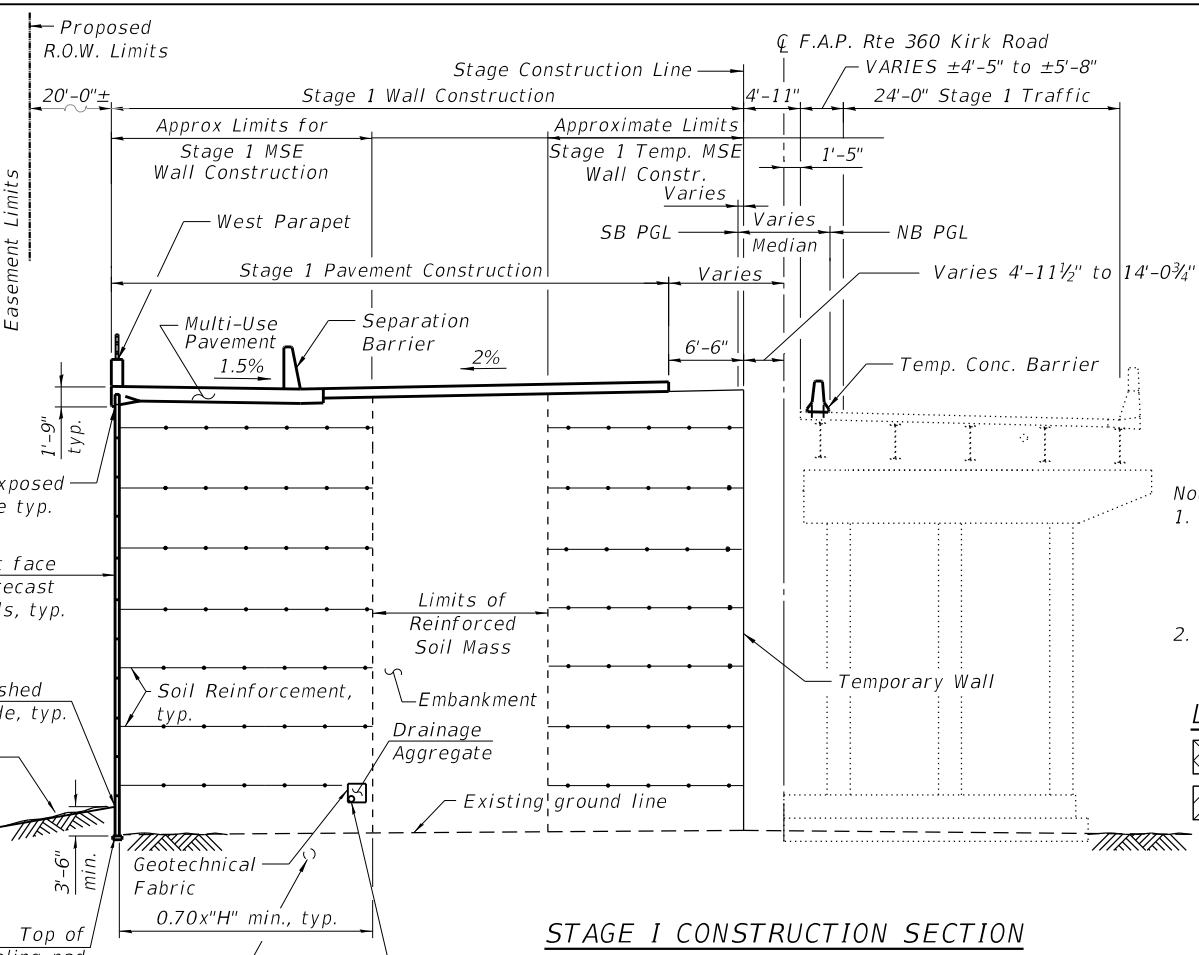
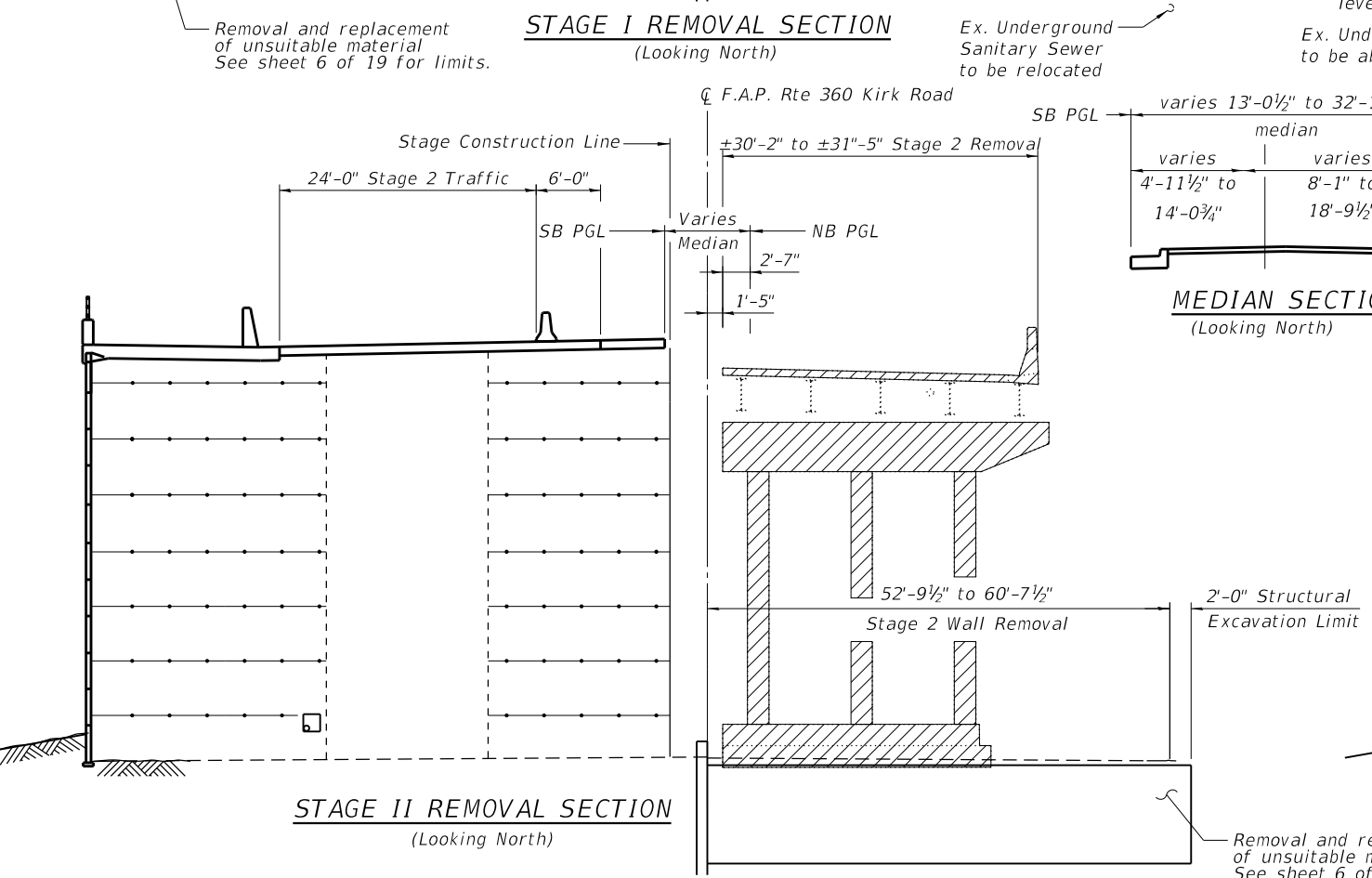
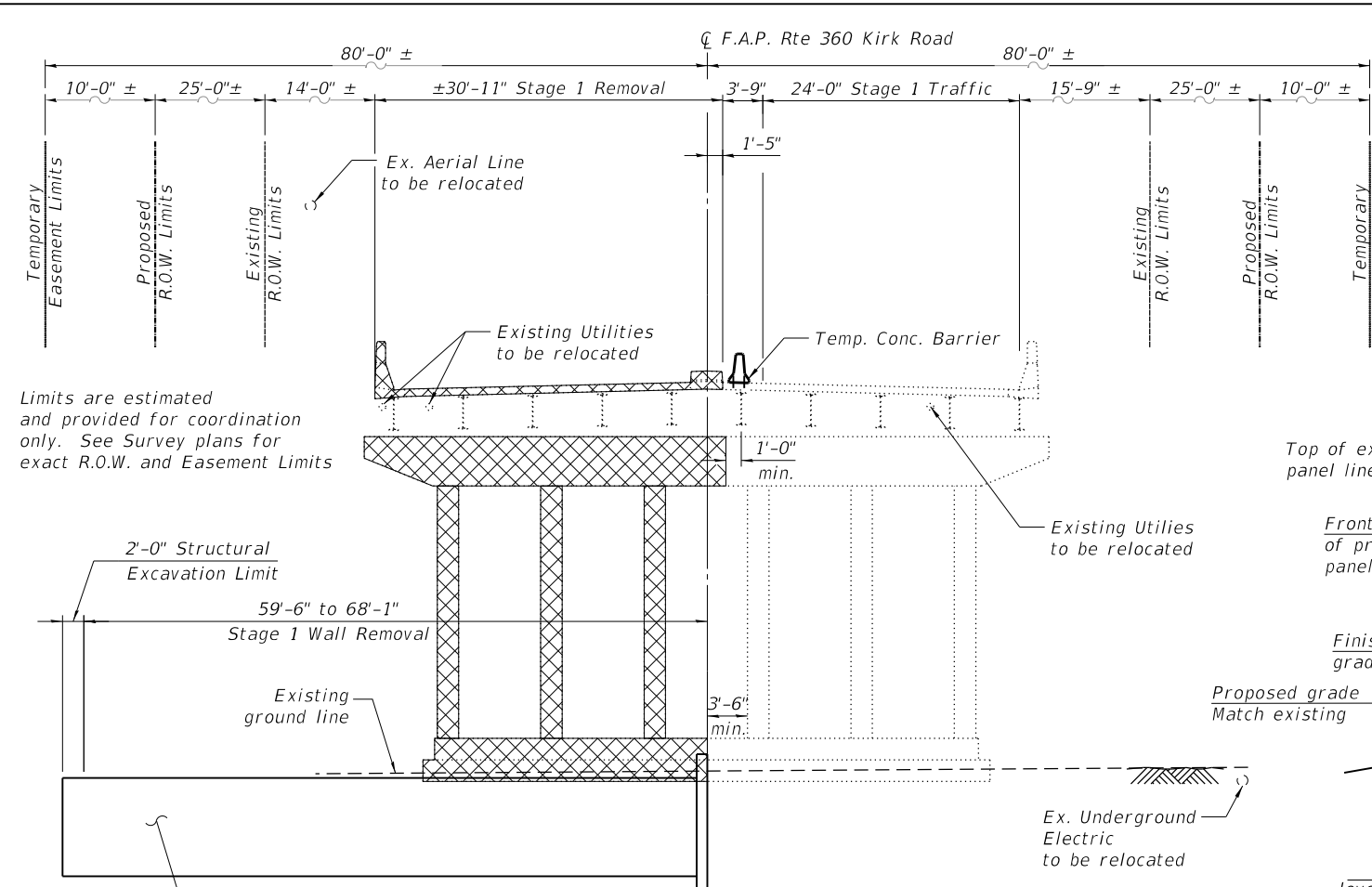
* The MSE wall supplier's internal stability design shall account for the anchorage slab's bearing pressure surcharge of 1.0. The upper layer of soil reinforcement shall be designed with an additional impact rupture loading of 2,300 lb./ft. of wall and an additional impact pullout loading of 1,300 lb./ft. of wall. The second layer of soil reinforcement shall be designed with an additional impact rupture loading of 600 lb./ft. and an additional impact pullout loading of 600 lb./ft.

** Limits of Bond breaker membrane between front of panel and overhang..

*** Sleeve to remain empty in hatched region.

**** Bottom of cap poured against top of plywood. Cut opening to match pile perimeter within $\frac{1}{8}$ ".
Support with bars tack welded to webs rated for 500 lbs. Seal gaps to keep concrete out

MODEL: Default
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL PLANS\MSE Walls & Moment Slabs\MSE Wall 04_Sheet_04_Stage I & II Construction.dgn



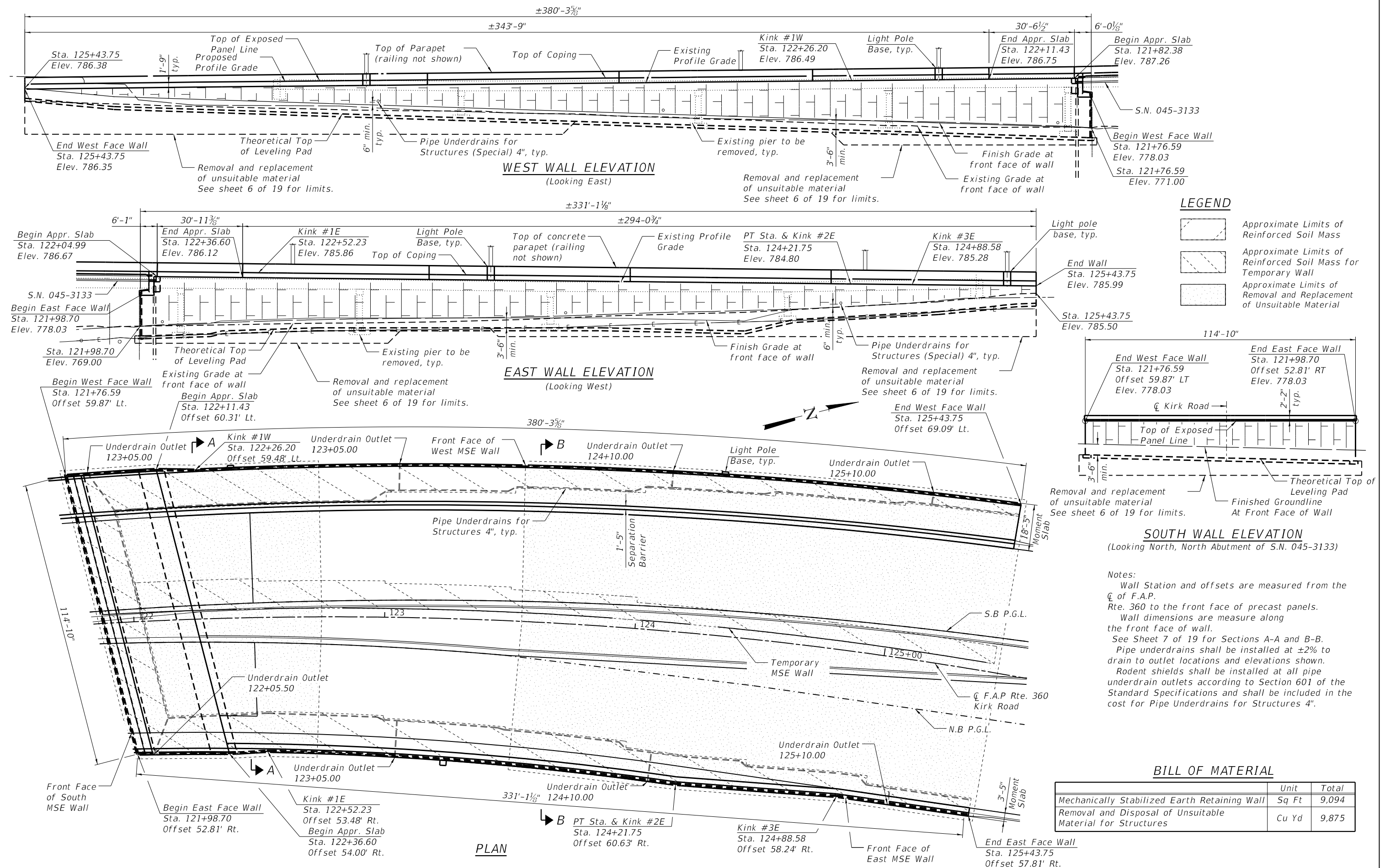
- Notes:
- For Temporary Concrete Barrier details see Bridge Plans. For Temporary Concrete Barrier quantities see Roadway Plans.
 - Hatched area indicates removal of Existing Structures.

LEGEND

- Stage 1 Removal
- Stage 2 Removal

BLA, Inc.	USER NAME =	DESIGNED - ES	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I & II CONSTRUCTION MSE WALL 04	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - PRD	REVISED -			360	12-00192-04-BR	KANE	518	408
	PLOT SCALE =	DRAWN - ES	REVISED -			CONTRACT NO. 61M13				
	PLOT DATE =	CHECKED - PRD	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET 4 OF 19 SHEETS										

MODEL: Main View
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL PLANS\MSE Walls & Moment Slabs\MSE Wall 04_Sheet_05_Wall Plan & Elevations.dgn



USER NAME	=	DESIGNED	-	ES	REVISED	-
PLOT SCALE	=	CHECKED	-	PRD	REVISED	-
PLOT DATE	=	DRAWN	-	ES	REVISED	-
		CHECKED	-	PRD	REVISED	-

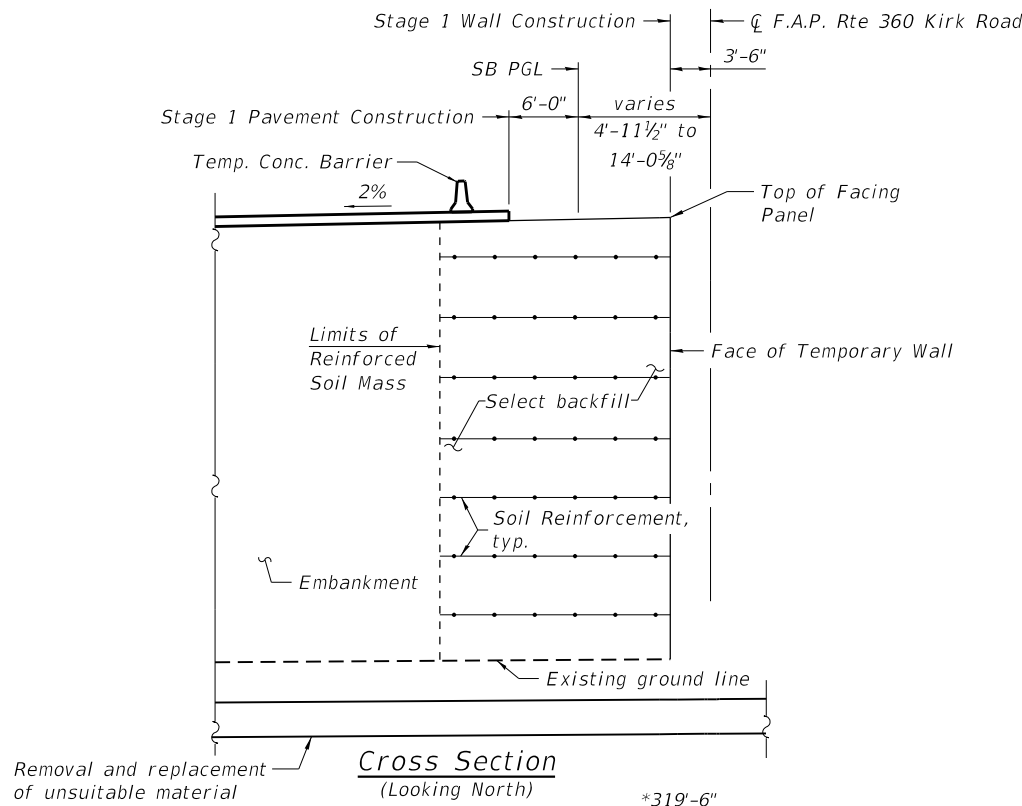
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WALL PLAN & ELEVATIONS
MSE WALL 04

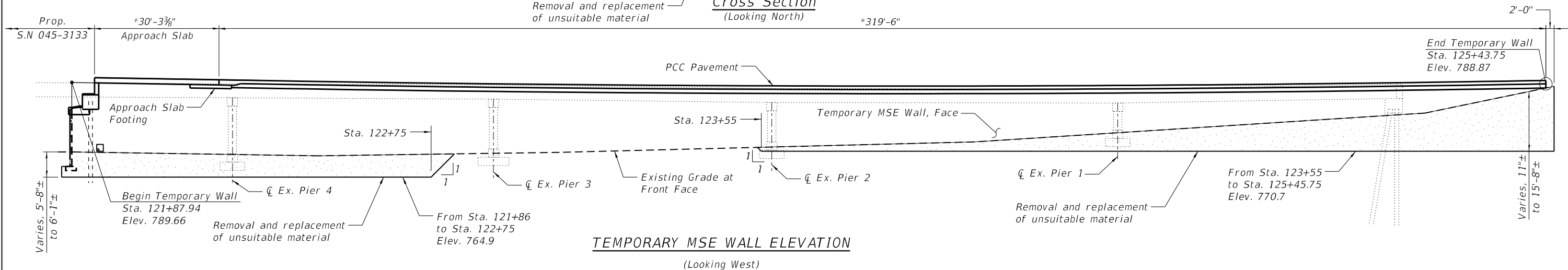
SHEET 5 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	409
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR(CAD Sheets\Structural\FINAL PLANS\MSE Walls & Moment Slabs\MSE Wall 04_Sheet_06_Temporary Wall Elevation.dgn



* Measured along $\varnothing$ Kirk Road
** Measured perpendicular to $\varnothing$ Kirk Road



Removal and Replacement of Unsuitable Material

TEMPORARY MSE WALL ELEVATIONS

Station	Offset	T/Exposed Panel Elevation	Existing Grade Elevation	Exposed Wall Height
121+77.09	3.50 Lt.	789.66	769.72	19'-11"
122+00.00	3.50 Lt.	789.28	770.54	18'-9"
122+50.00	3.50 Lt.	788.43	772.33	16'-1"
123+00.00	3.50 Lt.	787.81	773.14	14'-8"
123+50.00	3.50 Lt.	787.47	774.39	13'-1"
124+00.00	3.50 Lt.	787.41	775.68	11'-9"
124+50.00	3.50 Lt.	787.65	777.88	9'-9"
125+00.00	3.50 Lt.	788.18	788.18	0'
125+43.75	3.50 Lt.	788.87	789.30	0'

WEST FACE WALL ELEVATIONS

Location	Station	Offset	T/Exposed Panel Elevation	Finish Grade Elevation	Exposed Wall Height
Begin West Face Wall	121+76.59	59.87 Lt.	779.65	771.00	8'-8"
B/ Vertical Exposed Panel Line	121+81.34	59.87 Lt.	779.65	771.20	8'-5"
T/ Vertical Exposed Panel Line	121+81.34	59.87 Lt.	787.28	771.20	16'-1"
Begin Appr. Slab	121+82.38	59.93 Lt.	787.26	771.24	16'-0"
End Appr. Slab	122+11.43	60.31 Lt.	786.75	772.46	14'-4"
Kink #1W	122+26.20	59.48 Lt.	786.50	773.07	13'-5"
End West Face Wall	125+43.75	69.09 Lt.	786.38	786.35	0'-0"

EAST FACE WALL ELEVATIONS

Location	Station	Offset	T/Exposed Panel Elevation	Finish Grade Elevation	Exposed Wall Height
Begin East Face Wall	121+98.70	52.81 Rt.	779.65	769.00	10'-8"
B/ Vertical Exposed Panel Line	122+03.45	52.81 Rt.	779.65	769.23	10'-5"
T/ Vertical Exposed Panel Line	122+03.45	52.81 Rt.	786.70	769.23	17'-6"
Begin Appr. Slab	122+04.99	53.00 Rt.	786.67	769.30	17'-4"
End Appr. Slab	122+36.60	54.00 Rt.	786.13	770.81	15'-4"
Kink #1E	122+52.23	53.48 Rt.	785.87	771.56	14'-4"
PT Station & Kink #2E	124+21.75	60.63 Rt.	784.80	779.67	5'-2"
Kink #3E	124+88.58	58.24 Rt.	785.28	782.86	2'-5"
End East Face Wall	125+43.75	57.81 Rt.	785.99	785.50	0'-6"



USER NAME =	DESIGNED - ES	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - ES	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

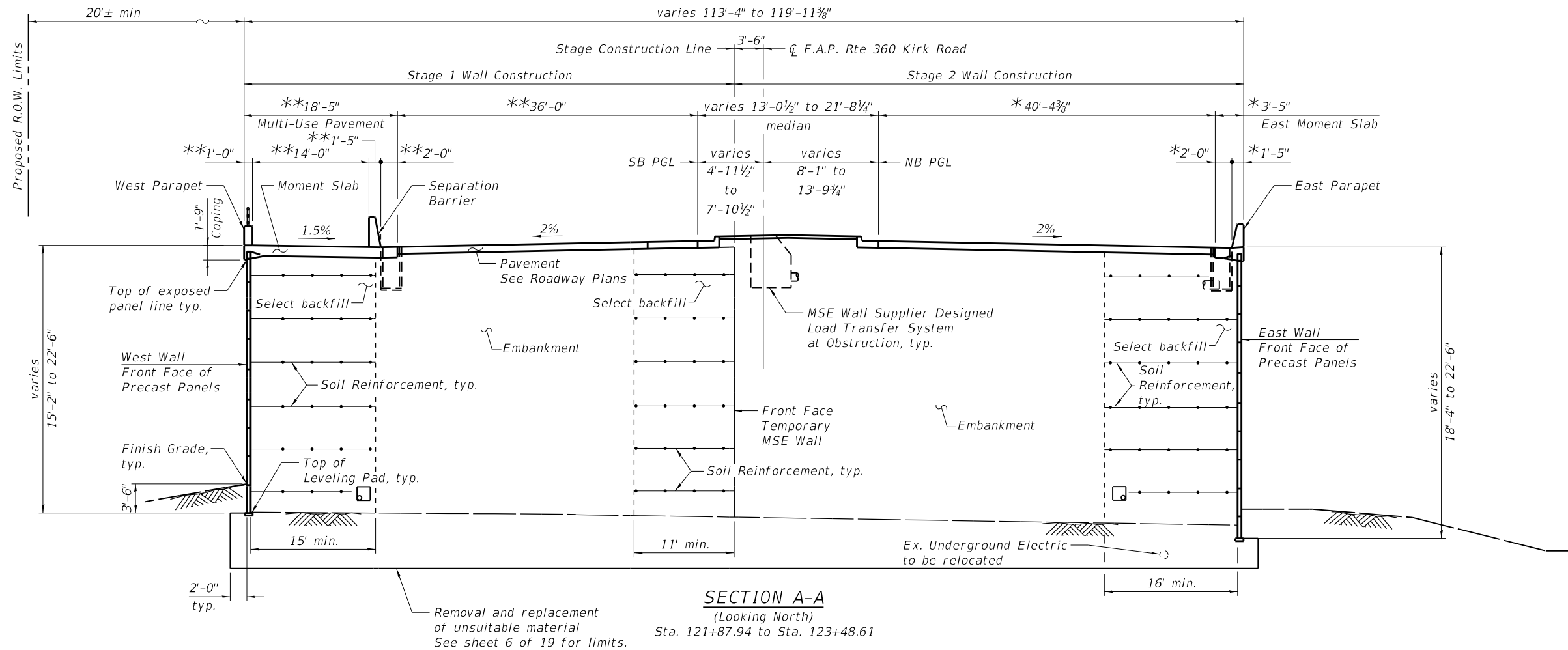
TEMPORARY WALL ELEVATION MSE WALL 04

SHEET 6 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	410
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL PLANS\MSE Walls & Moment Slabs\MSE Wall 04_Sheet_07_Typical Sections.dgn

Temporary Easement Limits



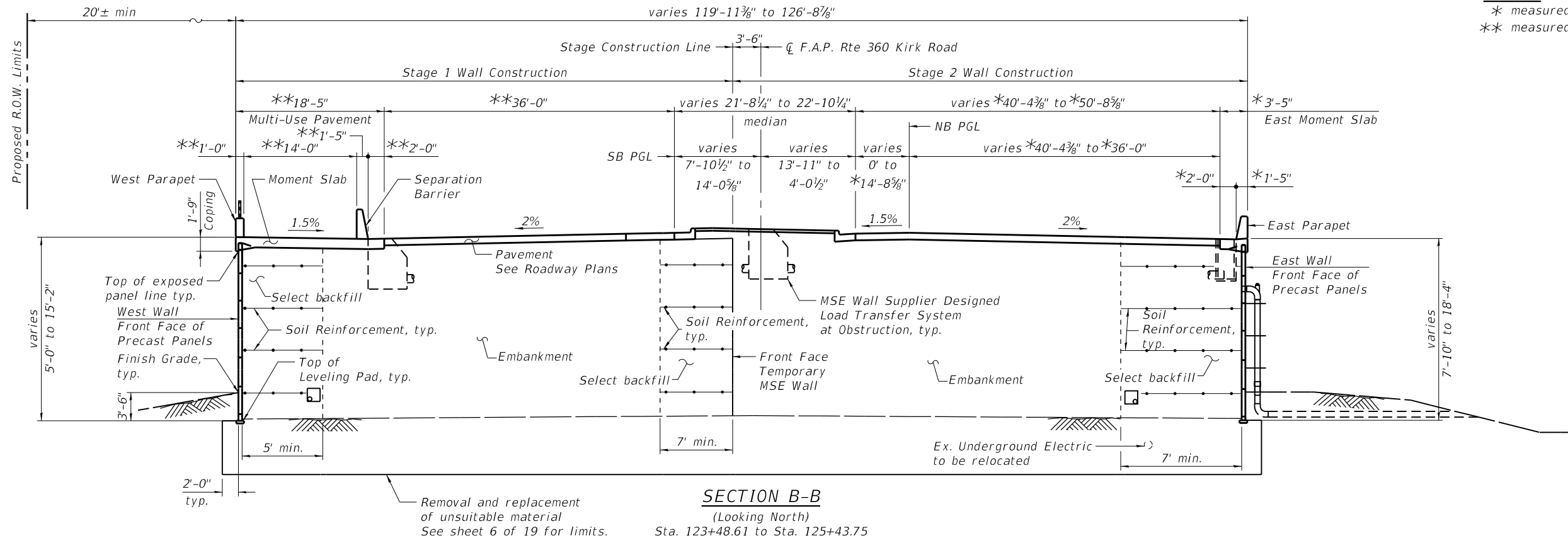
SECTION A-A

(Looking North)
Sta. 121+87.94 to Sta. 123+48.61

NOTES

- * measured perpendicular to NB PGL
- ** measured perpendicular to SB PGL

Temporary Easement Limits



SECTION B-B

(Looking North)
Sta. 123+48.61 to Sta. 125+43.75



USER NAME	=	DESIGNED	-	ES	REVISED	-
		CHECKED	-	PRD	REVISED	-
PLOT SCALE	=	DRAWN	-	ES	REVISED	-
PLOT DATE	=	CHECKED	-	PRD	REVISED	-

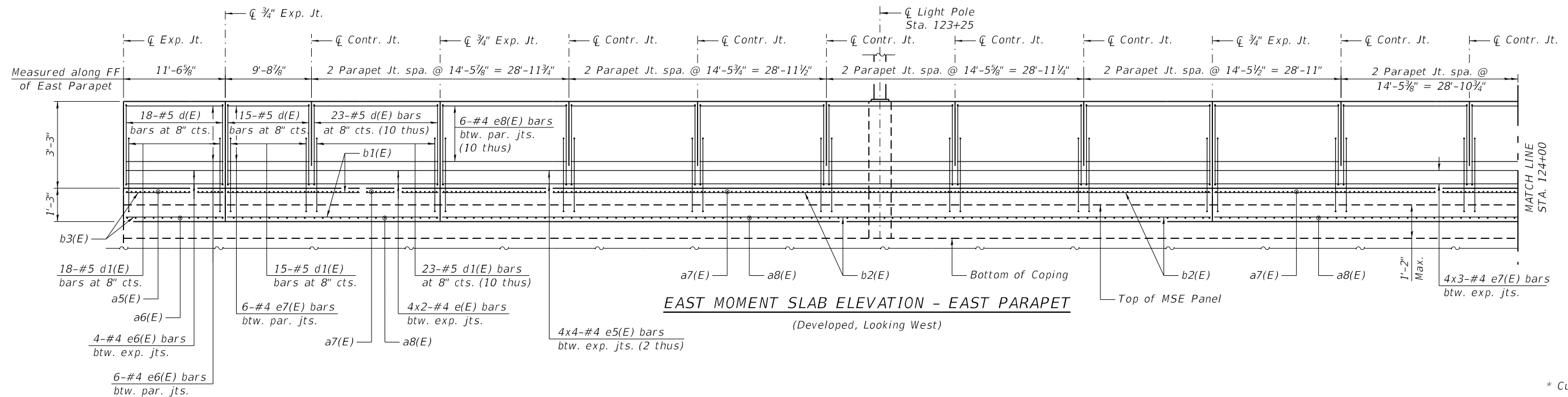
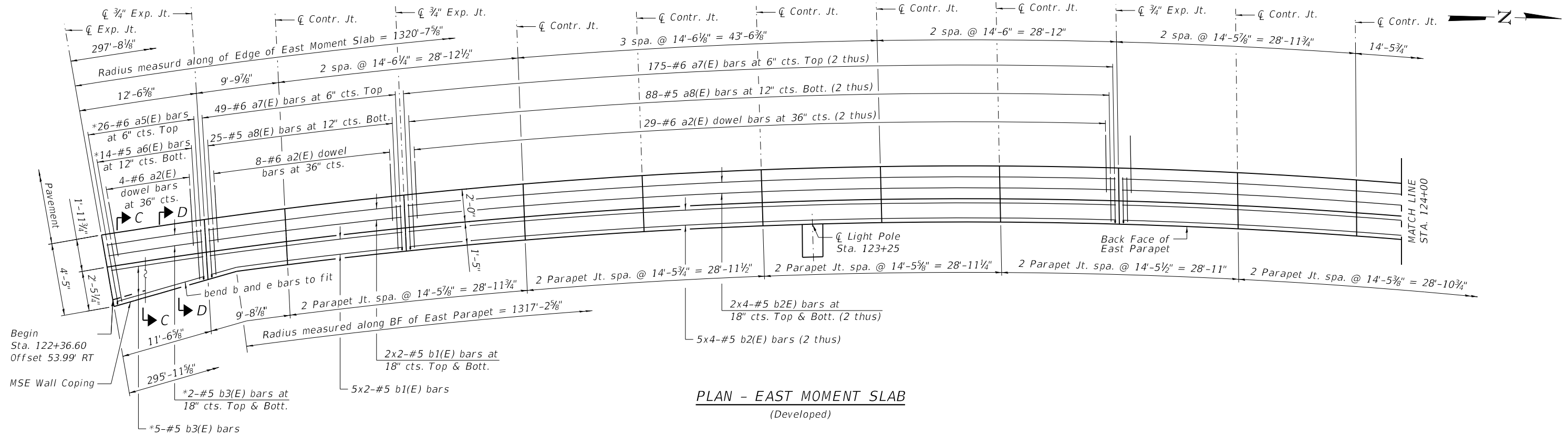
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
MSE WALL 04

SHEET 7 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	411
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Main
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL\PLANS\MSE Walls & Moment Slabs\MSE Wall_04_Sheet_10_Moment Slab Plan and Elevation III.dgn
5/20/2026 9:00:59 AM



* Cut a bars to fit.

Notes:
Offset is measured from ϕ Kirk Rd.
See Sht. 12 of 19 for SECTION C-C and D-D.

MINIMUM BAR LAP

#4 bar = 2'-2"
#5 bar = 2'-0"



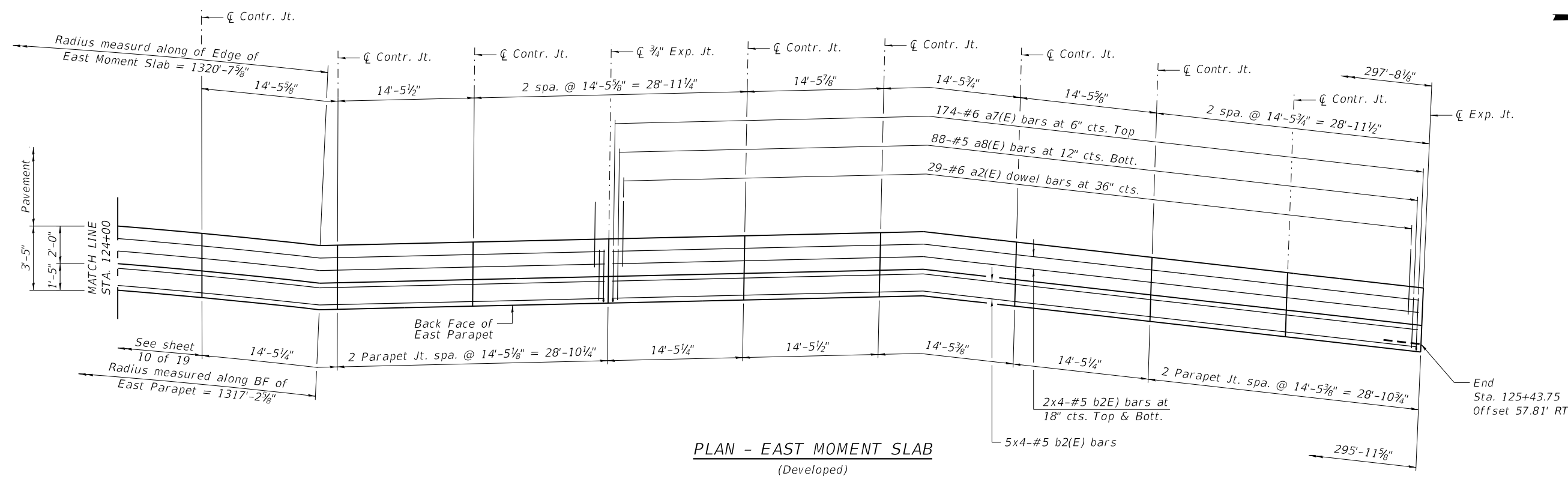
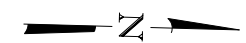
USER NAME =	DESIGNED - KN	REVISED -
CHECKED - PRD	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

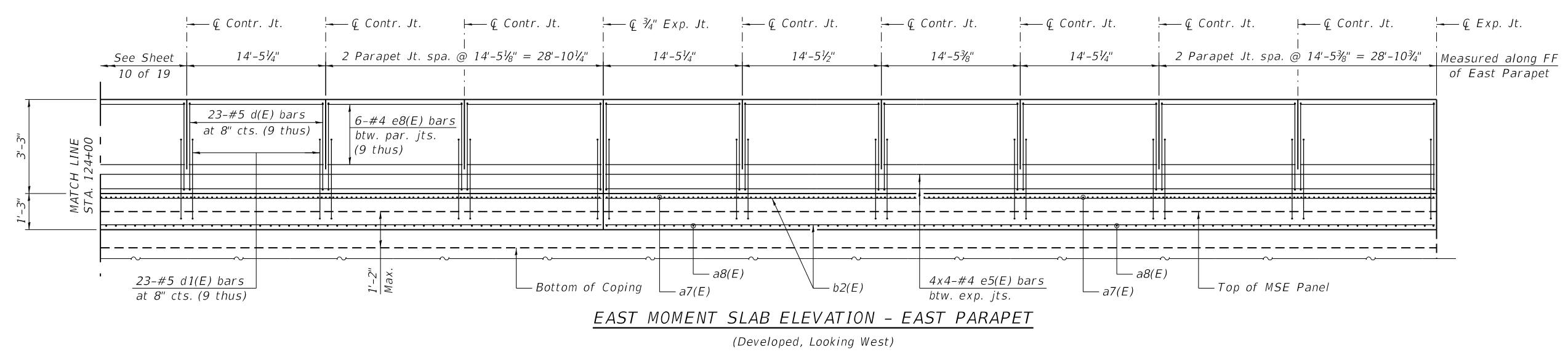
MOMENT SLAB PLAN AND ELEVATION III
MSE WALL 04

SHEET 10 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	414
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



PLAN - EAST MOMENT SLAB
(Developed)



EAST MOMENT SLAB ELEVATION - EAST PARAPET
(Developed, Looking West)

MINIMUM BAR LAP
#4 bar = 2'-2"
#5 bar = 2'-0"

MODEL: Main
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL\PLANS\MSE Walls & Moment Slabs\MSE Wall 04_Sheet_11_Moment Slab Plan and Elevation IV.dgn
5/20/2026 9:01:00 AM



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

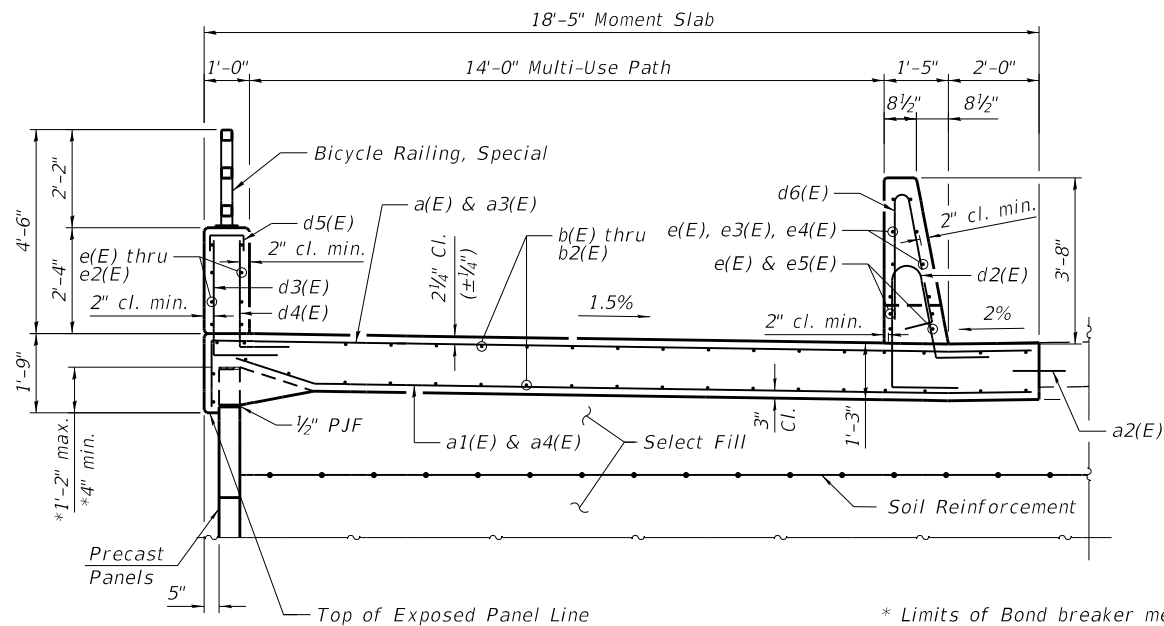
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOMENT SLAB PLAN AND ELEVATION IV
MSE WALL 04

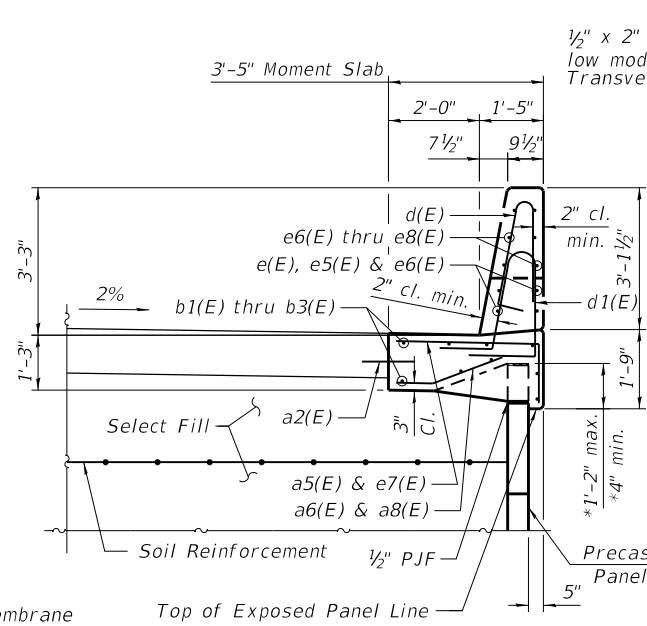
SHEET 11 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	415
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

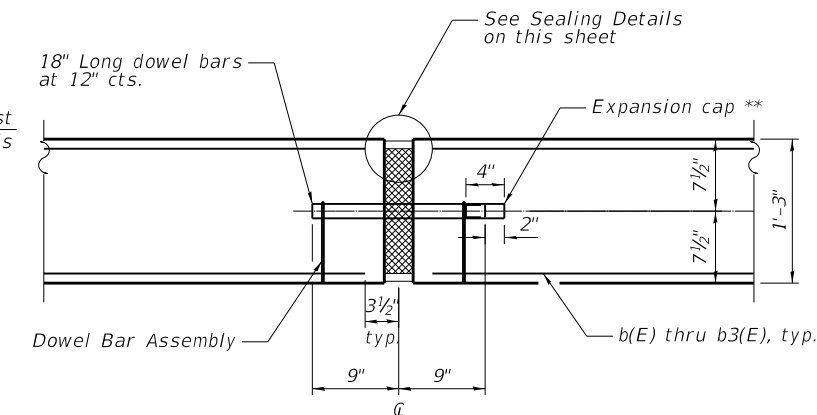
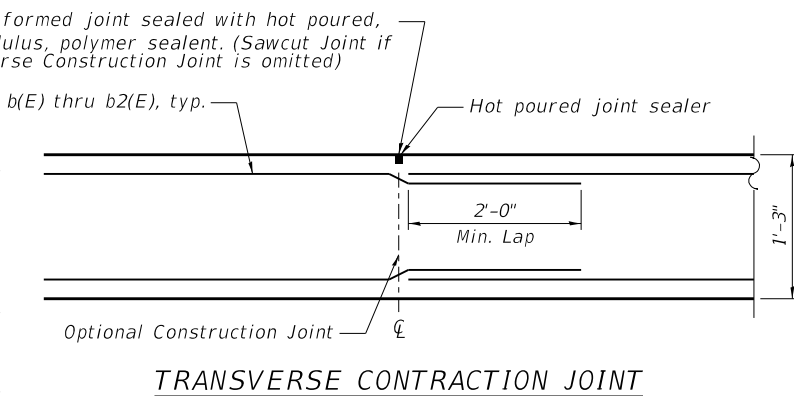
MODEL: Main
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRRCAD Sheets\Structural\FINAL PLANS\MSE Walls & Moment Slabs\MSE Wall_04_Sheet_12_Moment Slab Sections and Details.dgn



TYPICAL SECTION THROUGH
WEST MOMENT SLAB

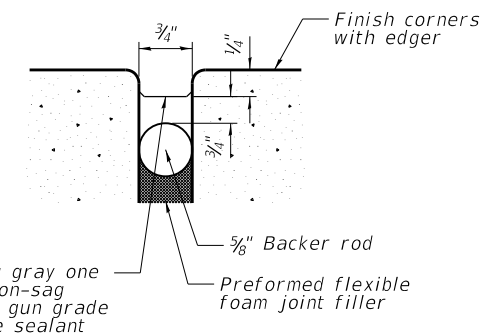


TYPICAL SECTION THROUGH
EAST MOMENT SLAB

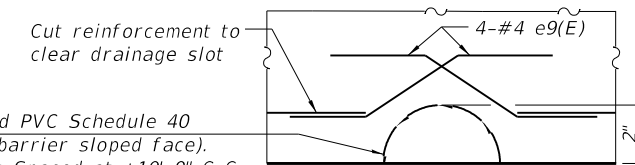


TRANSVERSE EXPANSION JOINT

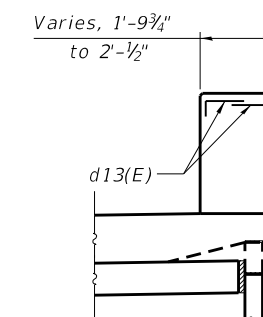
** Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.



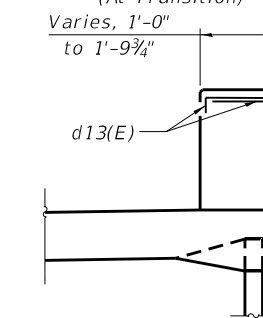
SEALING DETAIL



DETAIL A

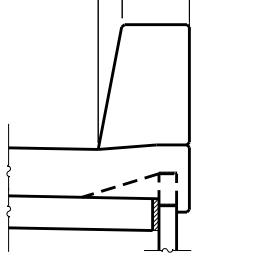


SECTION A-A
W. PAR. COPING DETAIL
AT APPROACH FOOTING
(At Transition)



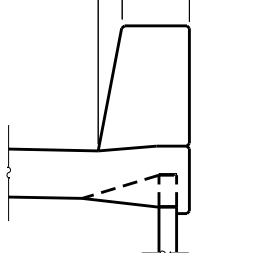
SECTION B-B
W. PAR. COPING DETAIL
(At Transition)

Varies, 2'-3 1/4" to 2'-5 1/2" Varies, 1'-7 3/4" to 1'-10"



SECTION C-C
E. PAR. COPING DETAIL
AT APPROACH FOOTING
(At Transition)

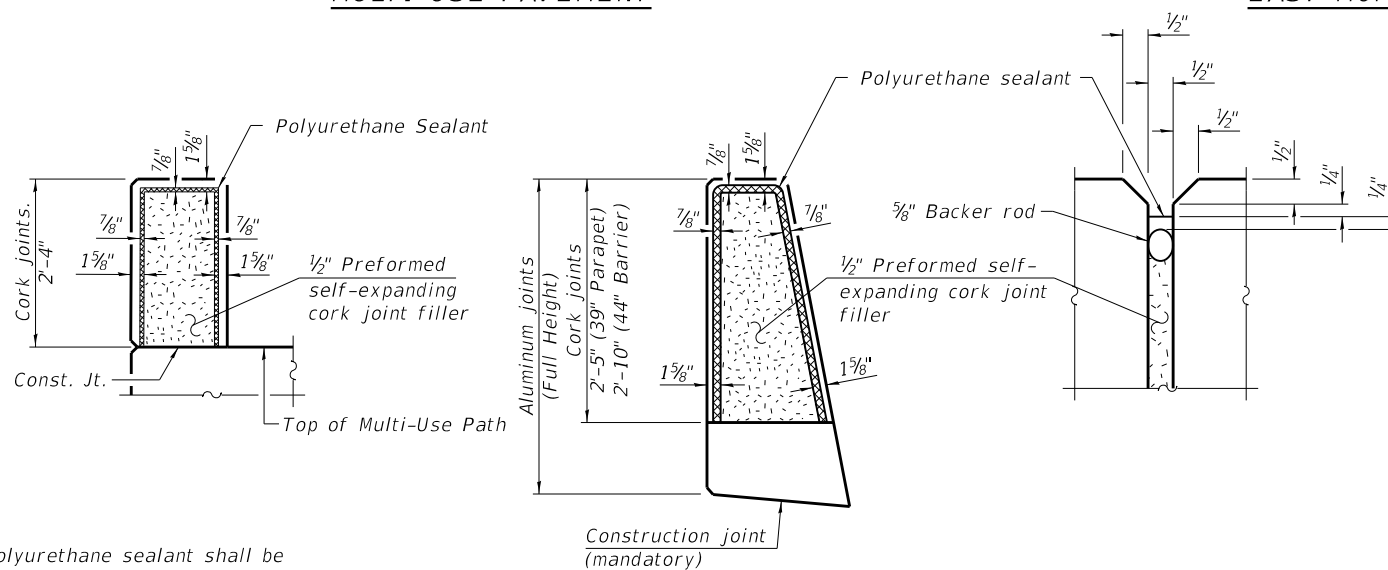
Varies, 1'-5" to 2'-3 1/4" Varies, 9 1/2" to 1'-7 3/4"



SECTION D-D
E. PAR. COPING DETAIL
(At Transition)

Notes:
The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray.

PARAPET/SEPARATION BARRIER JOINT DETAILS



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOMENT SLAB SECTIONS AND DETAILS
MSE WALL 04

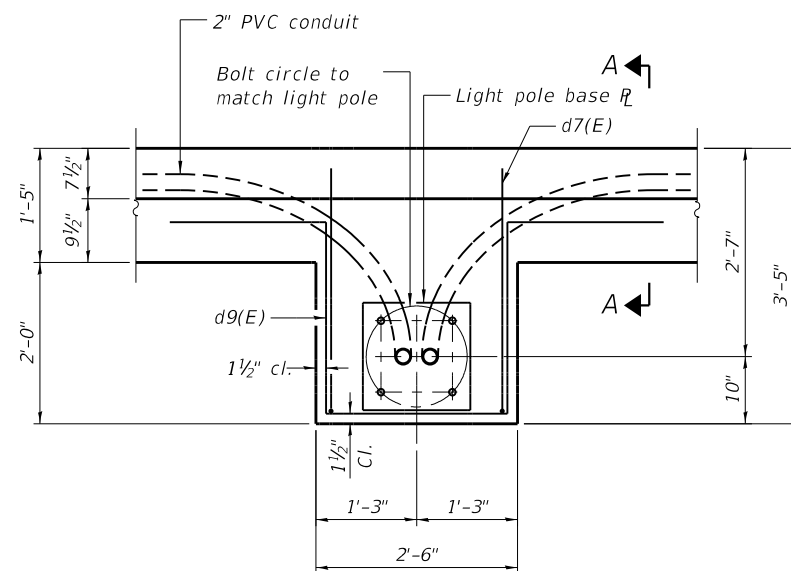
SHEET 12 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	416
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

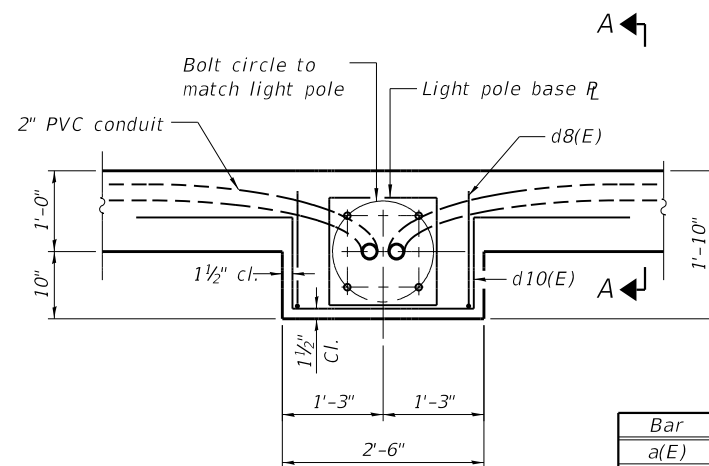
BLA, Inc.

USER NAME =	DESIGNED - KN	REVISED -
CHECKED - PRD	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

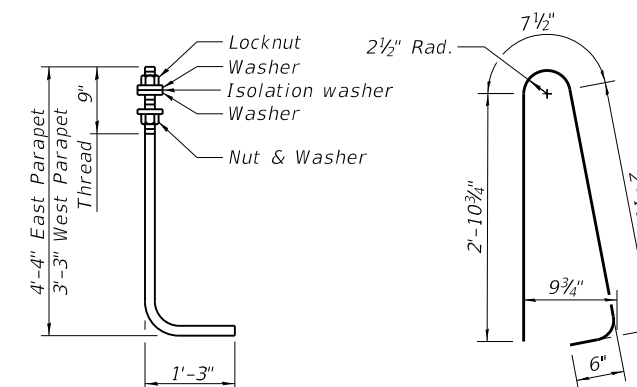
5/20/2026 9:01:00 AM



PLAN
(At East Parapet)



PLAN
(At West Parapet)

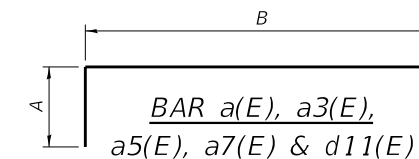


ANCHOR ROD

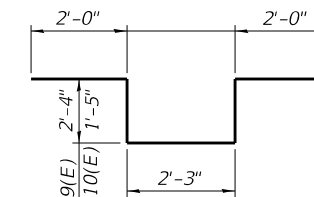
*Diameter as specified for light poles.
(ASTM F 1554 Grade 105) Full length
hot dipped galvanized*

BAR d6(E)

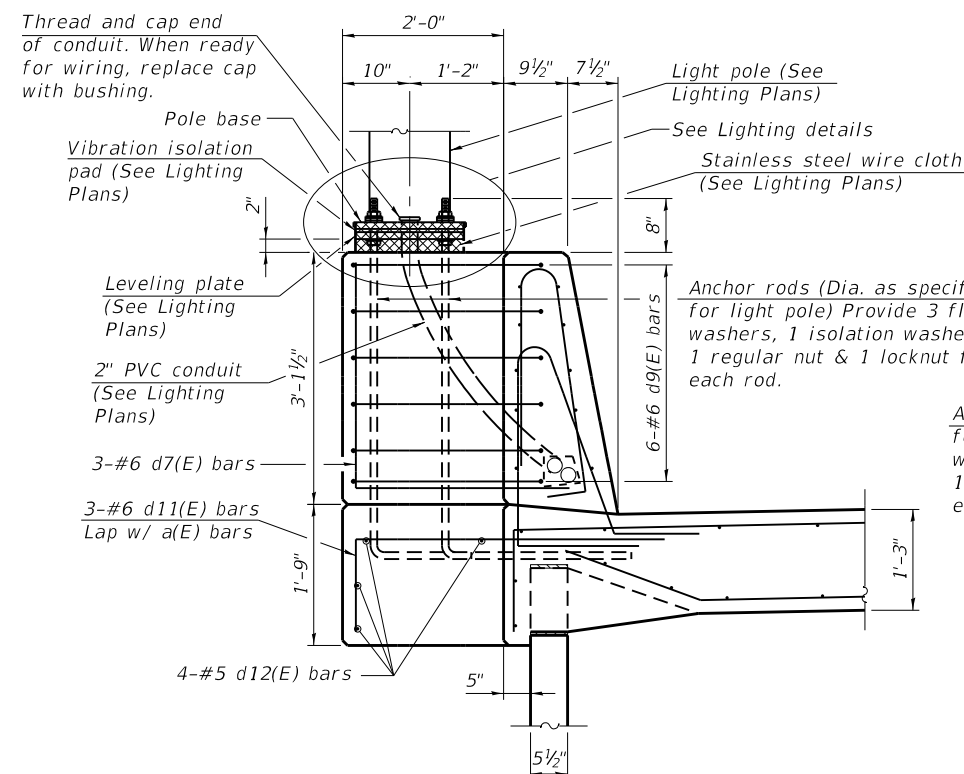
Bar	A	B
$a(E)$	$1'-5''$	$19'-6''$
$a3(E)$	$1'-5''$	$18'-1''$
$a5(E)$	$1'-3''$	$4'-1''$
$a7(E)$	$1'-3''$	$3'-1''$
$d11(E)$	$1'-5''$	$3'-0''$



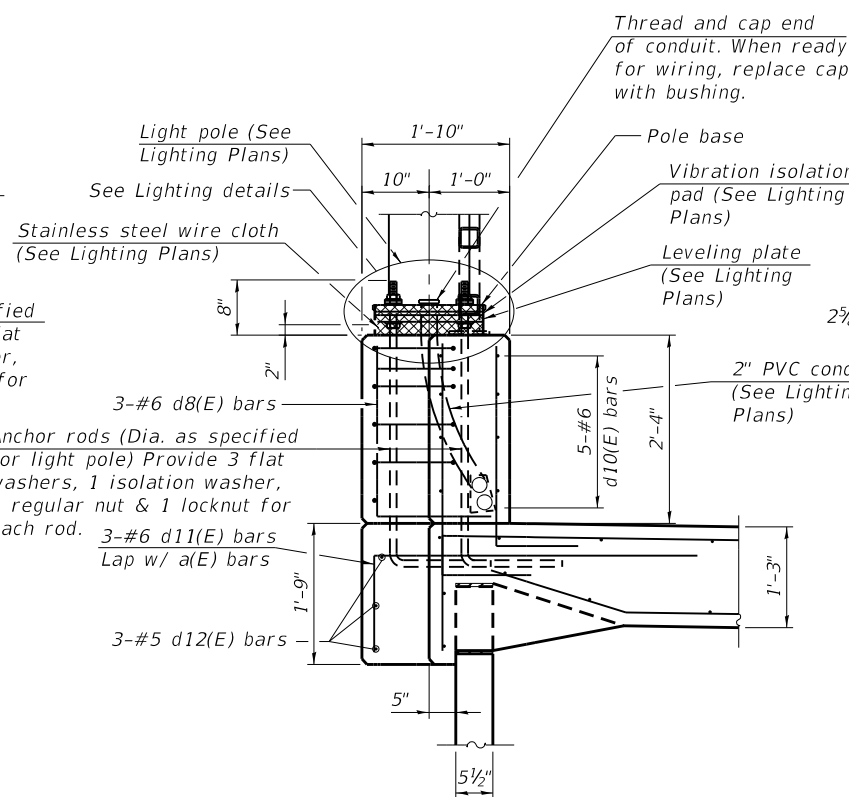
BAR $a(E)$, $a3(E)$,
 $a5(E)$, $a7(E)$ & $d11(E)$



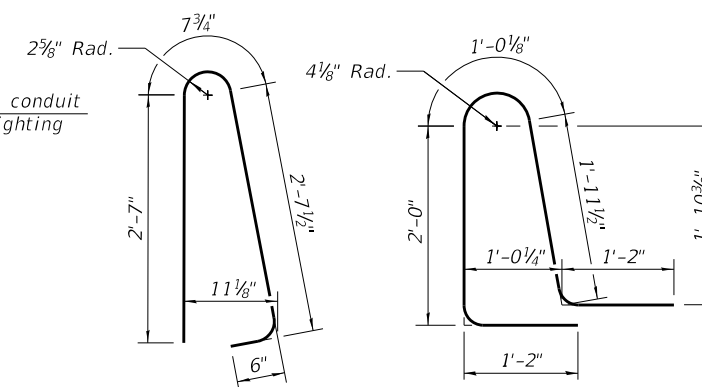
BAR d9(E) & d10(E)



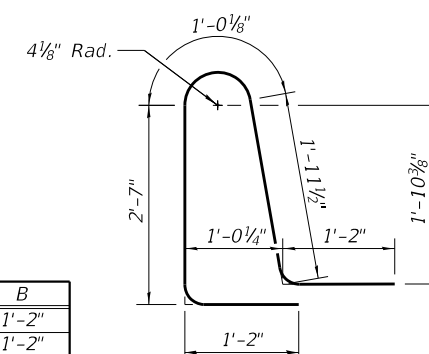
SECTION A-A
(At East Parapet)



SECTION A-A
(At West Parapet)

 $BAR \ d(E)$ $BAR\ d1(E)$

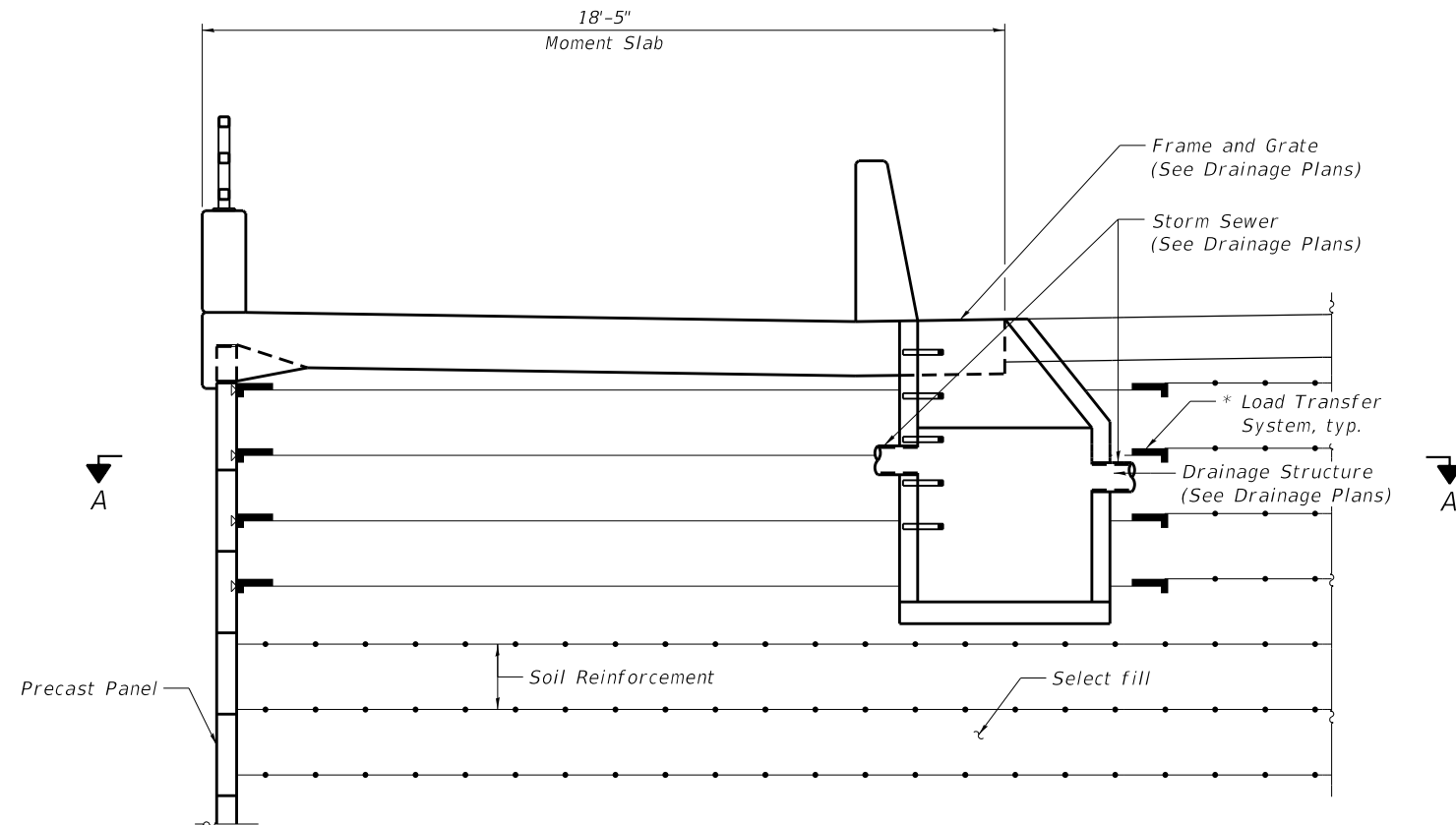
<i>Bar</i>	<i>A</i>	<i>B</i>
<i>d3(E)</i>	2'-10"	1'-2"
<i>d4(E)</i>	2'-9"	1'-2"
<i>d7(E)</i>	2'-10"	3'-0"
<i>d8(F)</i>	2'-0"	1-5

 $BAR \ d2(E)$

STRUCTURE BILL OF MATERIAL				
Bar	No.	Size	Length	Shape
a(E)	73	#6	20'-11"	
a1(E)	38	#5	19'-6"	
a2(E)	215	#6	4'-0"	
a3(E)	621	#5	19'-6"	
a4(E)	314	#6	18'-1"	
a5(E)	26	#5	5'-4"	
a6(E)	14	#6	4'-1"	
a7(E)	573	#5	4'-4"	
a8(E)	289	#6	3'-1"	
b(E)	36	#5	19'-3"	
b1(E)	50	#5	14'-11"	
b2(E)	300	#5	24'-11"	
b3(E)	14	#5	12'-2"	
d(E)	470	#5	6'-5"	
d1(E)	470	#5	7'-4"	
d2(E)	526	#5	7'-11"	
d3(E)	531	#5	4'-0"	
d4(E)	531	#5	3'-11"	
d5(E)	84	#4	2'-2"	
d6(E)	526	#5	7'-0"	
d7(E)	3	#6	5'-10"	
d8(E)	6	#6	3'-5"	
d9(E)	6	#6	10'-11"	
d10(E)	10	#6	9'-1"	
d11(E)	9	#6	4'-5"	
d12(E)	10	#5	2'-2"	
d13(E)	8	#4	1'-5"	
e(E)	56	#4	19'-4"	
e1(E)	8	#4	12'-1"	
e2(E)	152	#4	15'-3"	
e3(E)	8	#4	11'-8"	
e4(E)	152	#4	15'-1"	
e5(E)	96	#4	24'-10"	
e6(E)	10	#4	11'-2"	
e7(E)	6	#4	9'-4"	
e8(E)	114	#4	14'-1"	
e9(E)	140	#4	1'-5"	
Reinforcement Bars, Epoxy Coated			Pound	65,810
Concrete Structures			Cu. Yd.	487.1
Protective Coat			Sq. Yd.	1,244

Bars indicated thus 1 x 2-#4 etc. indicate 1 line of bars with 2 lengths per line.

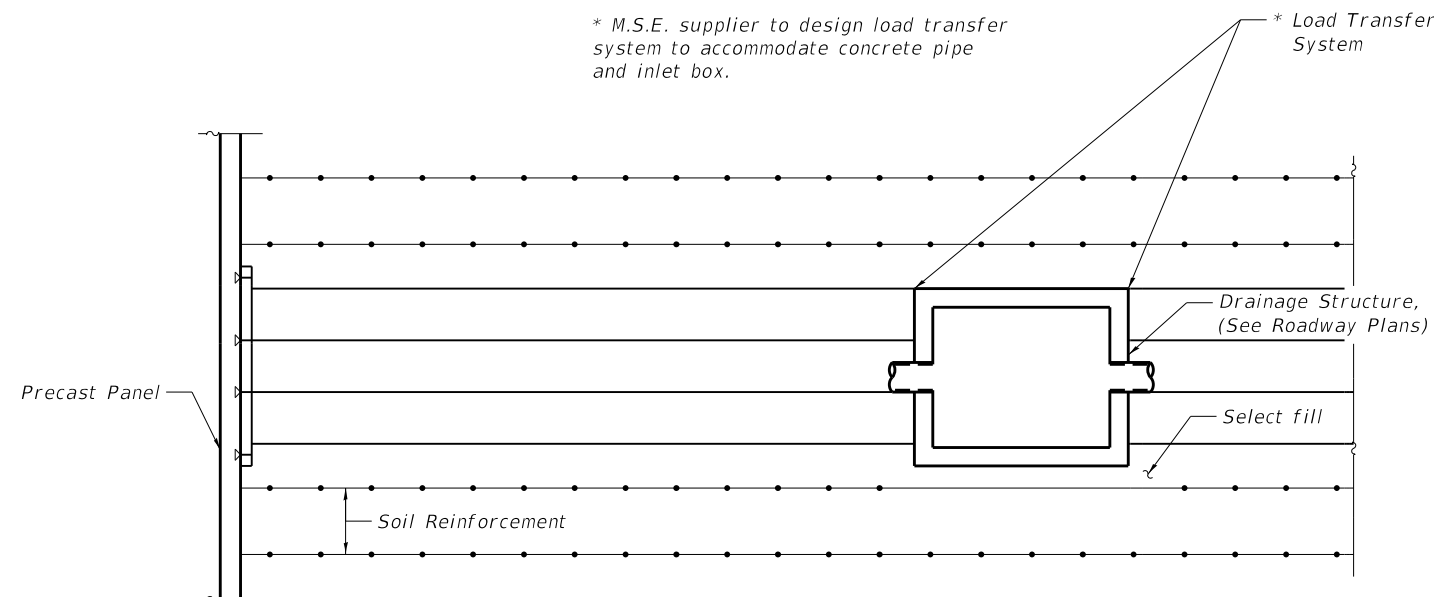
MODEL: Main
FILE NAME: W:\894-048 KDOT Kirk Road over UPRR\CAD Sheets\Structural\FINAL PLANS\MSE Walls & Moment Slabs\MSE Wall 04\Sheet_14_Drainage Details.dgn



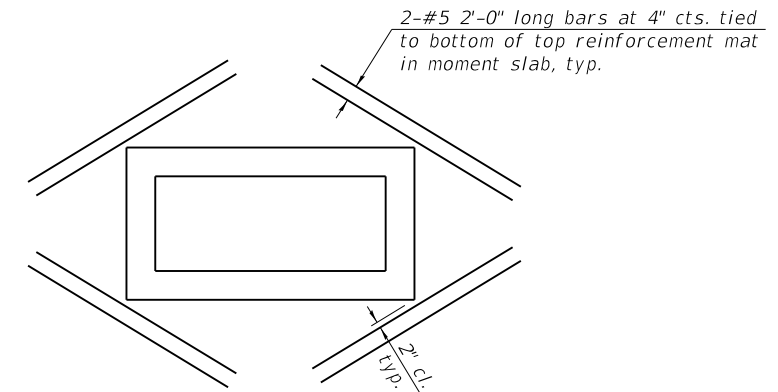
**LOAD TRANSFER SYSTEM
AROUND DRAINAGE DETAIL**
(West Wall shown, East Wall similar.)

Reinforcing in moment slab, parapet and drainage structure not shown for clarity.

* M.S.E. supplier to design load transfer system to accommodate concrete pipe and inlet box.



SECTION A-A



REINFORCEMENT AROUND FRAME AND GRATE

Shift transverse reinforcement and cut longitudinal reinforcement in moment slab to clear drainage structures. Coat exposed ends with epoxy paint. Cost shall be included for payment in the contract unit price for Reinforcement Bars, Epoxy Coated.



USER NAME =	DESIGNED - ES	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - ES	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

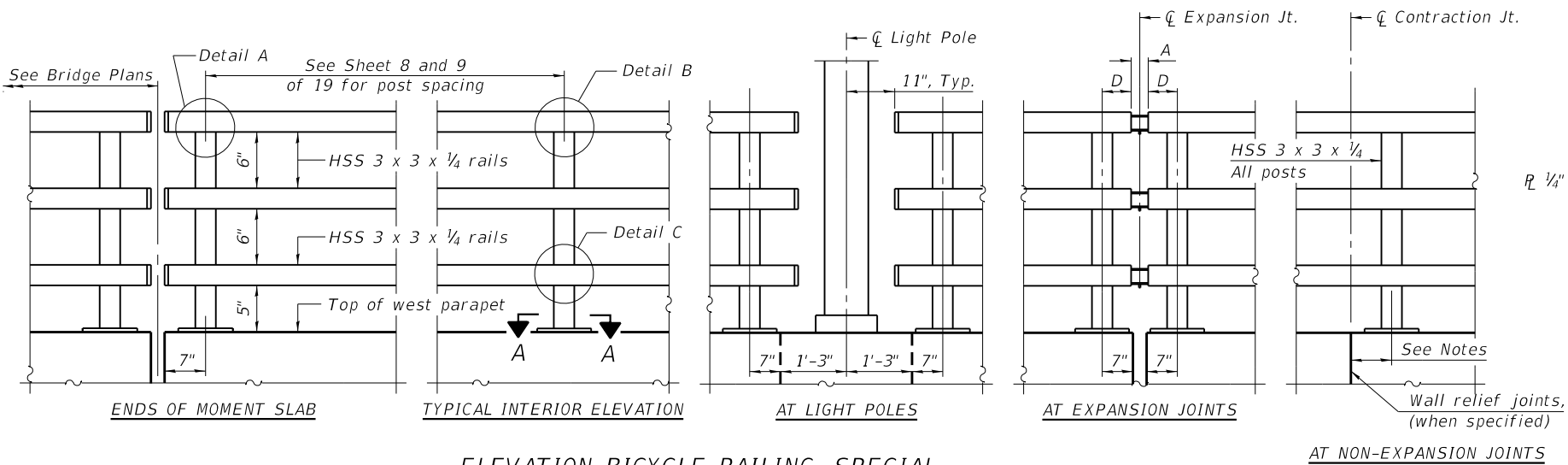
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**DRAINAGE DETAILS
MSE WALL 04**

SHEET 14 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	418
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Main
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRRCAD Sheets\Structural\FINAL PLANS\MSE Wall 04_Sheet_15_Railing Details.dgn



ELEVATION BICYCLE RAILING, SPECIAL
(Inside Face of Three Element Rail)

Notes:
Place reinforcement bars to miss anchor rod locations.
All HSS tubing used for the Bicycle Railing, Special shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
All HSS tubing used for the Bicycle Railing, Special shall be ASTM A500 grade C.
All base plates used for the Bicycle Railing, Special shall be AASHTO M270 grade 50.
All heavy hex nuts shall be according to ASTM A 563 grade DH.
All fully threaded anchor rods shall be ASTM F1554 grade 105.
The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
Contractor shall offset posts to miss any aluminum sheet or cork joints for sufficient installation of the anchorage assembly.
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the General Notes.

See sheet 8 thru 11 of 19 for moment slab expansion joint locations and dimensions.

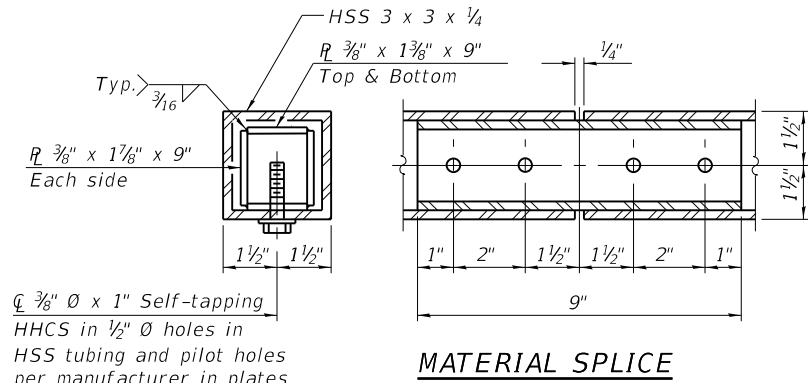
RAILING CRITERIA

MASH 2016 Test Level	4
Bicycle Railing, Special Weight (plf)	47
Max Post Spacing	10'-0"

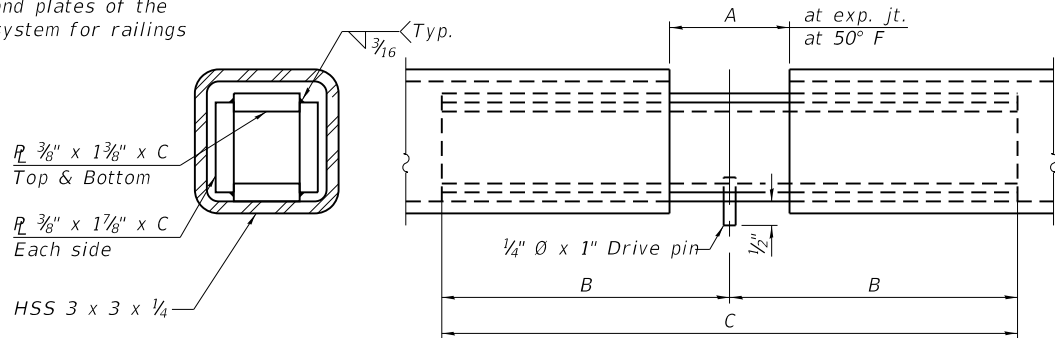
TABLE OF DIMENSIONS

Location	T	A	B	C	D
Over Strip Seal Jt.	≤4"	2½"	1'-2"	2'-4"	6½"
At Light Poles	8"	NA – Coordinate 8" Wide Access With Fabricator NA – Material Splices Per Fabricator			
At Bridge Relief Joints					

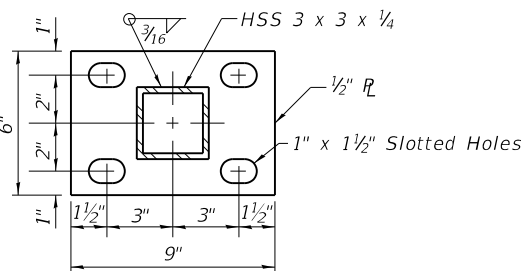
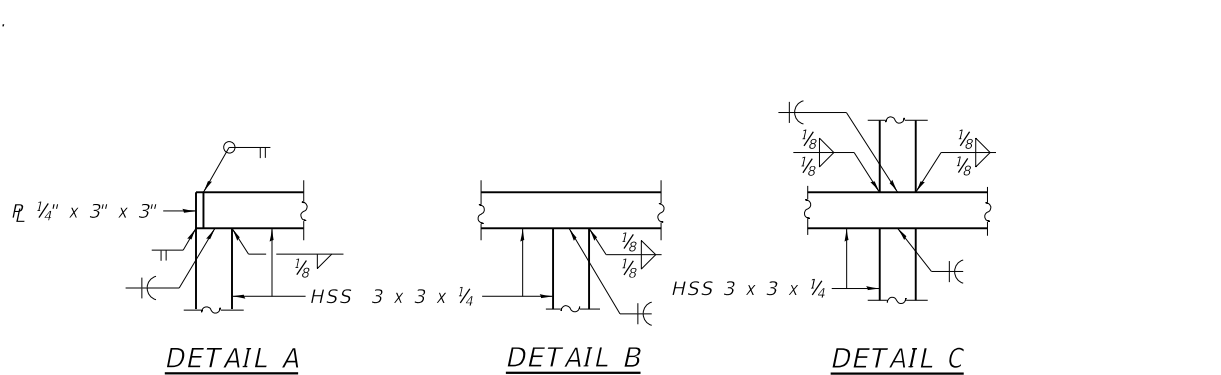
T = ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.
OR
8" hand-hold access for maintenance of light poles (when present; replace splice with 8" gap)



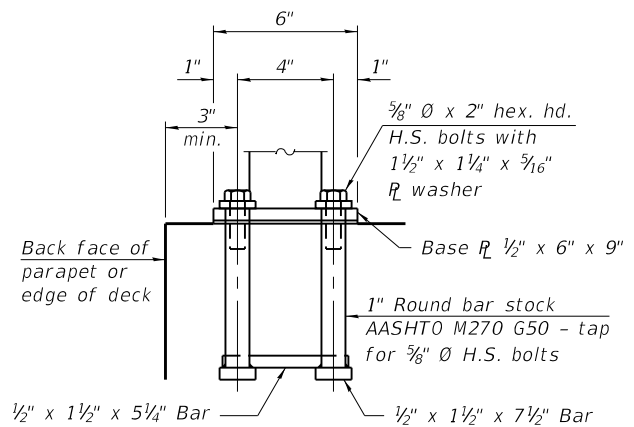
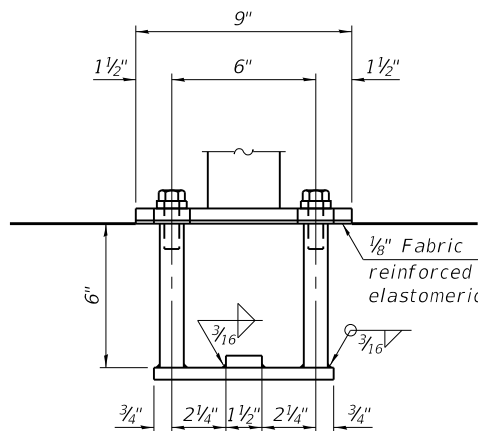
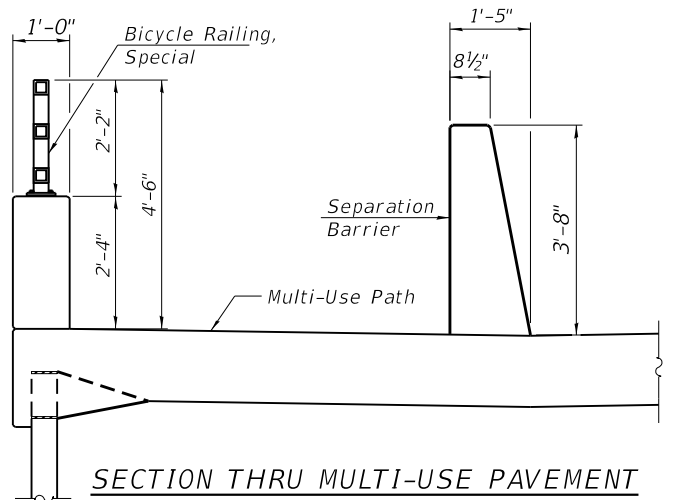
MATERIAL SPLICE



EXPANSION SPLICE



SECTION A-A



ANCHORAGE ASSEMBLY

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 3/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing, Special	Foot	346



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - PRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RAILING DETAILS
MSE WALL 04**

SHEET 15 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	419
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

STRUCTURE BORING LOG

Page 1 of 2

Date Started 8/6/15Date Completed 8/6/15

ROUTE 360 DESCRIPTION Kirk Road Bridge over Reed Road Date Completed 8/6/15

SECT. 21-00192-04-BR STRUCT. NO. 045-xxxx DRILLED BY TSC/L-79.851D

COUNTY Kane LOCATION Northeast Corner S. 1SW/12NW TWP. 39N RNG. 8E

Boring No.	SB-7	D	E	P	T	H	B	L	O	W	S	Qu	tsf	W	%	Surface Water Elev.	D	E	P	T	H	B	L	O	W	S	Qu	tsf	W	%
Station	Sta. 122+39																													
Offset	39.00ft RT																													
Surface Elev.	770.40	ft																												
Stiff black CLAY (Topsoil), trace organic, moist A-7-6							2	P		22.4															1	B		13.4		
							3			2.0															9	4.40				
							5																		9	15%				
	767.90																													
Soft dark brown CLAY, trace organic, very moist A-7-6							4	P		26.5															3	B		11.2		
							2			0.5															6	4.53				
							2																		11	15%				
	764.90																													
Very stiff gray CLAY, little LOAM, moist A-6							2	B		16.7																				
							2			3.74																				
							4			15%																				
							3	B		16.0																				
							4			3.08																				
							6			15%																				
							3	B		18.3																				
							3			3.75																				
							6			15%																				
	757.40																													
Very stiff to hard gray CLAY LOAM, little gravel, moist A-4							4	B		13.8																				
							7			4.5																				
							10			15%																				
							8	B		12.9																				

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

STRUCTURE BORING LOG

Page 2 of 2

Date Started 8/6/15Date Completed 8/6/15

STRUCTURE NO. 045-xxxx STRUCTURE NO. 045-xxxx

ROUTE 360

ROUTE 360

SECTION 21-00192-04-BR SECTION 21-00192-04-BR
COUNTY Kane COUNTY Kane

Boring No.	<u>SB-7</u>	D	B					D	B		
------------	-------------	---	---	--	--	--	--	---	---	--	--

Station	<u>Sta. 122+39</u>	E	L					E	L		
---------	--------------------	---	---	--	--	--	--	---	---	--	--

Offset	<u>39.00ft RT</u>	P	O			P	O		
		T	W	C	W	T	W	C	W

[illegible]

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
 Stations, Depths, Offset, and Elevations are in Feet

STRUCTURE BORING LOG

Page 1 of 2

Date Started 9/3/15Date Completed 9/3/15

ROUTE 360 DESCRIPTION Kirk Road Bridge over Reed Road Date Completed 9/3/15

SECT. 21-00192-04-BR STRUCT. NO. 045-xxxx DRILLED BY TSC/L-79,851D

COUNTY Kane LOCATION Northwest Corner S. 1SW/12NW TWP. 39N RNG. 8E

[illegible]

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
 Stations, Depths, Offset, and Elevations are in Feet

STRUCTURE BORING LOG

Page 2 of 2

Date Started 9/3/15

Date Completed 9/3/15

STRUCTURE NO. 045-xxxx
ROUTE 360
SECTION 21-00192-04-BR
COUNTY Kane

STRUCTURE NO. 045-xxxx
ROUTE 360
SECTION 21-00192-04-BR
COUNTY Kane

[illegible]

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

STRUCTURE BORING LOG

Page 1 of 1

Date Started 8/10/15

Date Completed 8/10/15

ROUTE 360 DESCRIPTION Kirk Road North Retaining Wall

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79,851E

COUNTY Kane LOCATION East Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	SB-123	D	B		Surface Water Elev.	D	B	
Station	Sta 123+18	E	L		Groundwater Elev.:	E	L	
Offset	41.00ft RT	P	O		when drilling	P	O	
		T	W	Qu	at Completion	T	W	Qu
		H	S	tsf	after	H	S	tsf
Surface Elev.	771.50 ft			W	Hrs.			W
				%				%
Black clayey TOPSOIL								
770.50					End of Boring at 25.0'			
Stiff brown CLAY, very moist			3	B	27.7			
A-7-6			4	1.42				
LL/PL/PI = 57/20/37			4	15%				
768.50					CME 750 ATV Drill Rig (#275)			
					CME Automatic Hammer			
Very stiff to hard brown and			4	B	16.3			
gray CLAY, little gravel, moist			4	3.14				
A-6			5	15%				
			4	B	17.3			
			5	3.27				
			5	15%				
			4	B	18.3			
			6	2.94				
			6	15%				
			5	B	16.0			
			6	4.07				
			7	15%				
			5	B	17.6			
			5	4.33				
			7	15%				
756.00								
Very stiff gray CLAY LOAM,			4	B	15.4			
little gravel, moist A-6			5	3.87				
			7	15%				
			4	B	13.0			
			5	3.84				
			6	15%				
			6	B	13.2			
			6	4.59				
			8	15%				
748.50								
Very stiff gray LOAM, little			6	B	10.5			
gravel, moist A-4			7	4.86				
			9	15%				
746.50								

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

STRUCTURE BORING LOG

Page 1 of 1

Date Started 8/10/15

Date Completed 8/10/15

ROUTE 360 DESCRIPTION Kirk Road North Retaining Wall

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79,851E

COUNTY Kane LOCATION East Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	SB-124	D	B		
Station	Sta. 123+95	E	L		
Offset	43.00ft RT	P	O		
		T	W	Qu	W
Surface Elev.	773.70 ft	H	S	tsf	%
Stiff black CLAY (Topsoil), very moist A-7-6 Wet Combustion = 1.7%			4	B	29.8
			4	1.42	
			4	15%	
770.70					
Stiff to very stiff brown and gray CLAY, little gravel, moist A-6			3	B	17.0
			3	1.56	
			5	15%	
-5					
			2	B	19.8
			3	1.62	
			3	15%	
			3	B	18.6
			4	2.28	
			7	15%	
-10					
			4	B	17.1
			5	2.75	
			6	15%	
760.70					
Very tough to hard gray CLAY LOAM, little gravel, moist A-6			4	B	14.2
			6	3.87	
			7	15%	
-15					
			4	B	13.9
			7	4.0	
			7	15%	
			6	B	14.6
			6	4.46	
			8	15%	
753.70					
End of Boring at 20.0'					
CME 750 ATV Drill Rig (#275)					
CME Automatic Hammer					
-25					

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BORING LOGS II
MSE WALL 04

SHEET 17 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	421
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

STRUCTURE BORING LOG

Page 1 of 1

Date Started 8/10/15Date Completed 8/10/15

ROUTE 360 DESCRIPTION Kirk Road North Retaining Wall Date Completed 8/10/15

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851E

COUNTY Kane LOCATION East Side S. 1SW/12NW , TWP. 39N , RNG. 8E

Boring No. <u>SB-125</u>	D	B			Surface Water Elev.	
Station <u>Sta. 124+72</u>	E	L			Groundwater Elev.:	
Offset <u>48.00ft RT</u>	P	O			when drilling	<u>Dry</u>
	T	W	Qu	W	at Completion	<u>Dry</u>
Surface Elev. <u>779.40</u> ft	H	S	tsf	%	after	Hrs.

FILL - Black clayey TOPSOIL			
	778.20		
FILL - Brown and gray CLAY, trace gravel, trace organic, moist A-6		4 5 5	P 4.5 15%
	776.40		
Very stiff to hard brown CLAY, little gravel, moist A-6		5 5 6	B 3.47 15%
	-5		
		3 6 7	B 4.38 15%
		6 8 9	B 3.47 15%
	-10		
		5 7 8	B 4.66 15%
	766.40		
Very stiff gray CLAY LOAM, little gravel, moist A-6		6 7 7	B 3.60 15%
	764.40		
End of Boring at 15.0'	-15		
CME 750 ATV Drill Rig (#275) CME Automatic Hammer			
	-20		
	-25		

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

STRUCTURE BORING LOG

Page 1 of 1

Date Started 8/10/15

Date Completed 8/10/15

ROUTE 360 DESCRIPTION Kirk Road North Retaining Wall Date Completed 8/10/15

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79,851E

COUNTY Kane LOCATION East Side S. 1SW/12NW , TWP. 39N , RNG. 8E

Boring No.	SB-126	D	B		Surface Water Elev.	
Station	Sta. 125+47	E	L		Groundwater Elev.:	
Offset	49.00ft RT	P			when drilling	Dry
		T	W	Qu	at Completion	Dry
Surface Elev.	787.10 ft	H	S	tsf	after	Hrs.
				W %		

FILL - Black clayey TOPSOIL	786.60			
FILL - Brown, black and gray				
CLAY LOAM, trace gravel,		4	P	12.9
trace organic, moist A-4		5	3.5	
		6	15%	
	784.10			
Stiff brown and black CLAY,				
trace gravel, trace organic,		5	P	23.5
very moist A-6		5	1.5	
[Disturbed Native]		6	15%	
	-5			
	781.60			
Hard brown and gray CLAY,				
little gravel, moist A-6		7	B	16.3
		7	4.73	
		9	15%	
		6	B	18.5
		9	5.90	
		9	15%	
	-10			
		5	B	16.2
		7	6.23	
		10	15%	
		6	B	18.2
		6	4.86	
		9	15%	
	772.10	-15		
End of Boring at 15.0'				
CME 750 ATV Drill Rig (#275)				
CME Automatic Hammer				
	-20			
	-25			

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

STRUCTURE BORING LOG

Page 1 of 1

Date Started 9/9/15Date Completed 9/9/15

ROUTE 360 DESCRIPTION Kirk Road North Retaining Wall Date Completed 9/9/15

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79,851E

COUNTY Kane LOCATION East Side S. 1SW/12NW , TWP. 39N , RNG. 8E

Boring No.	SB-127	D	B			Surface Water Elev.	
Station	Sta. 122+88	E	L			Groundwater Elev.:	
Offset	68.00ft LT	P	O			when drilling	Dry
		T	W	Qu	W	at Completion	Dry
		H	S	tsf	%	after	Hrs.
Surface Elev.	775.20 ft						

	774.20			
Black clayey TOPSOIL				
Very stiff brown SILTY CLAY, trace gravel, moist A-6 LL/PL/PI = 32/14/18	6 7 9	P 3.75	15.2	
	772.20			
Hard brown CLAY, little gravel, moist A-6	5 4 8	B 3.89 10%	16.8	-5
	4 4 5	B 4.45 15%	16.0	
	7 9 11	B 4.07 15%	18.2	-10
	9 15 15	B 4.40 15%	16.4	
	762.20			
Very stiff gray CLAY LOAM, little gravel, moist A-6	5 6 8	B 3.33 15%	14.9	-15
	4 5 6	B 2.35 15%	14.4	
	3 5 6	B 2.81 15%	14.5	-20
	755.20			
End of Boring at 20.0'				
Diedrich D-120 Truck Rig (#315) CME Automatic Hammer				
				-25

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

MODEL: Main
FILE NAME: W:\894-048 KDOT KfK Road over UPRR(CAD Sheets\Structural\FINAL PLANS\MSE Walls & Moment Slabs\MSE Wall_04_Sheet_19_Boring IV.dgn

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 9/4/15

Date Completed 9/4/15

ROUTE 360 DESCRIPTION Kirk Road North Retaining Wall

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851E

COUNTY Kane LOCATION East Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	DEPTH	LOG	Qu	W
SB-128	Sta. 123+66	68.00ft LT	778.10 ft				
Black clayey TOPSOIL							
777.30							
Hard brown CLAY, trace gravel, moist							
A-7-6 LL/PL/PI = 54/20/34							
775.10							
Hard brown CLAY, trace to little gravel, moist							
A-6							
775.10							
Hard brown and gray CLAY, little gravel, moist							
A-6							
775.10							
Hard gray CLAY LOAM, little gravel, moist							
A-6							
767.60							
Hard gray CLAY LOAM, little gravel, moist							
A-6							
763.10							
End of Boring at 15.0'							
Diedrich D-120 Truck Rig (#315)							
CME Automatic Hammer							
-20							
-25							

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 9/3/15

Date Completed 9/3/15

ROUTE 360 DESCRIPTION Kirk Road North Retaining Wall

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851E

COUNTY Kane LOCATION East Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	DEPTH	LOG	Qu	W
SB-129	Sta. 124+38	72.00ft LT	779.20 ft				
Black clayey TOPSOIL							
778.40							
Very stiff brown CLAY, trace gravel, moist							
A-7-6							
776.20							
Hard brown and gray CLAY, little gravel, moist							
A-6							
776.20							
Hard gray CLAY, little gravel, moist							
A-6							
766.20							
Hard gray CLAY, little gravel, moist							
A-6							
764.20							
End of Boring at 15.0'							
Diedrich D-120 Truck Rig (#315)							
CME Automatic Hammer							
-20							
-25							

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation

STRUCTURE BORING LOG

Page 1 of 1

Date Started 9/3/15

Date Completed 9/3/15

ROUTE 360 DESCRIPTION Kirk Road North Retaining Wall

SECT. 21-00192-04-BR STRUCT. NO. DRILLED BY TSC/L-79.851E

COUNTY Kane LOCATION East Side S. 1SW/12NW, TWP. 39N, RNG. 8E

Boring No.	Station	Offset	Surface Elev.	DEPTH	LOG	Qu	W
SB-130	Sta. 125+05	ft LT	780.90 ft				
Black clayey TOPSOIL							
780.40							
Hard dark brown SILTY CLAY, trace organic, moist							
A-7-6 LL/PL/PI = 51/19/32							
777.90							
Stiff brown CLAY, little gravel, occasional silt seams, moist							
A-6							
775.40							
Stiff brown and gray CLAY, trace gravel, very moist							
A-7-6							
772.90							
Hard brown and gray CLAY, little gravel, moist							
A-6							
767.90							
Very stiff gray CLAY, little gravel, moist							
A-6							
765.90							
End of Boring at 15.0'							
Diedrich D-120 Truck Rig (#315)							
CME Automatic Hammer							
-20							
-25							

SPT. (N) = Sum of last two blow values in sample. (Qu) S=Shear, B=Bulge at 15% Strain, P=Penetration Test.
Stations, Depths, Offset, and Elevations are in Feet



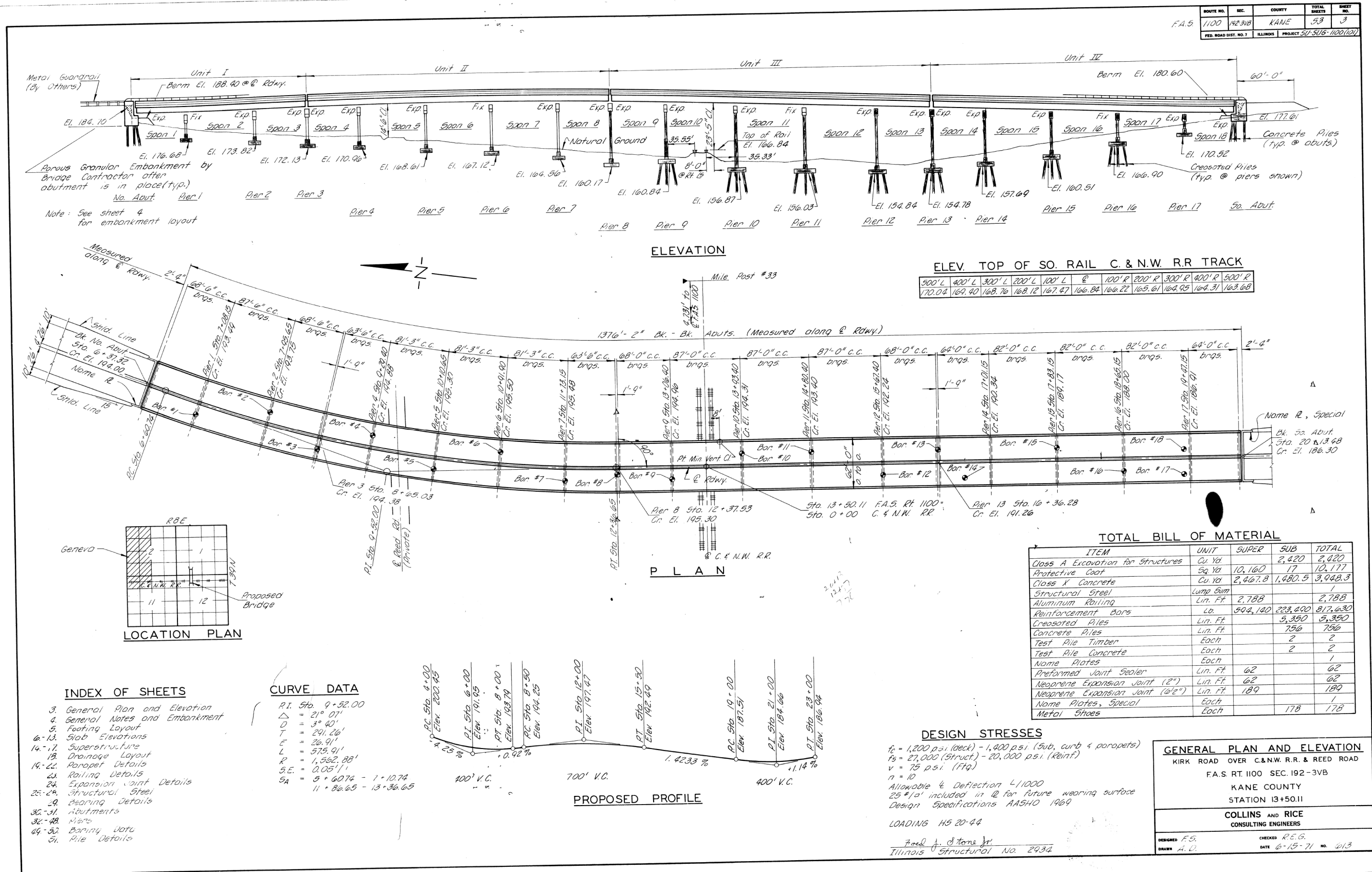
USER NAME =	DESIGNED - KN	REVISED -
CHECKED - PRD	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS IV
MSE WALL 04

SHEET 19 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	423
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



A FULL SET OF EXISTING PLANS AND REPAIR PLANS ARE AVAILABLE UPON REQUEST.
FOR INFORMATION ONLY

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfr Road over UPRRCAD Sheets\Structural\FINAL PLANS\Existing Plans\12-00192-04-BR_Existing Structure_02_Existing Plans.dgn
5/20/2026 9:01:15 AM



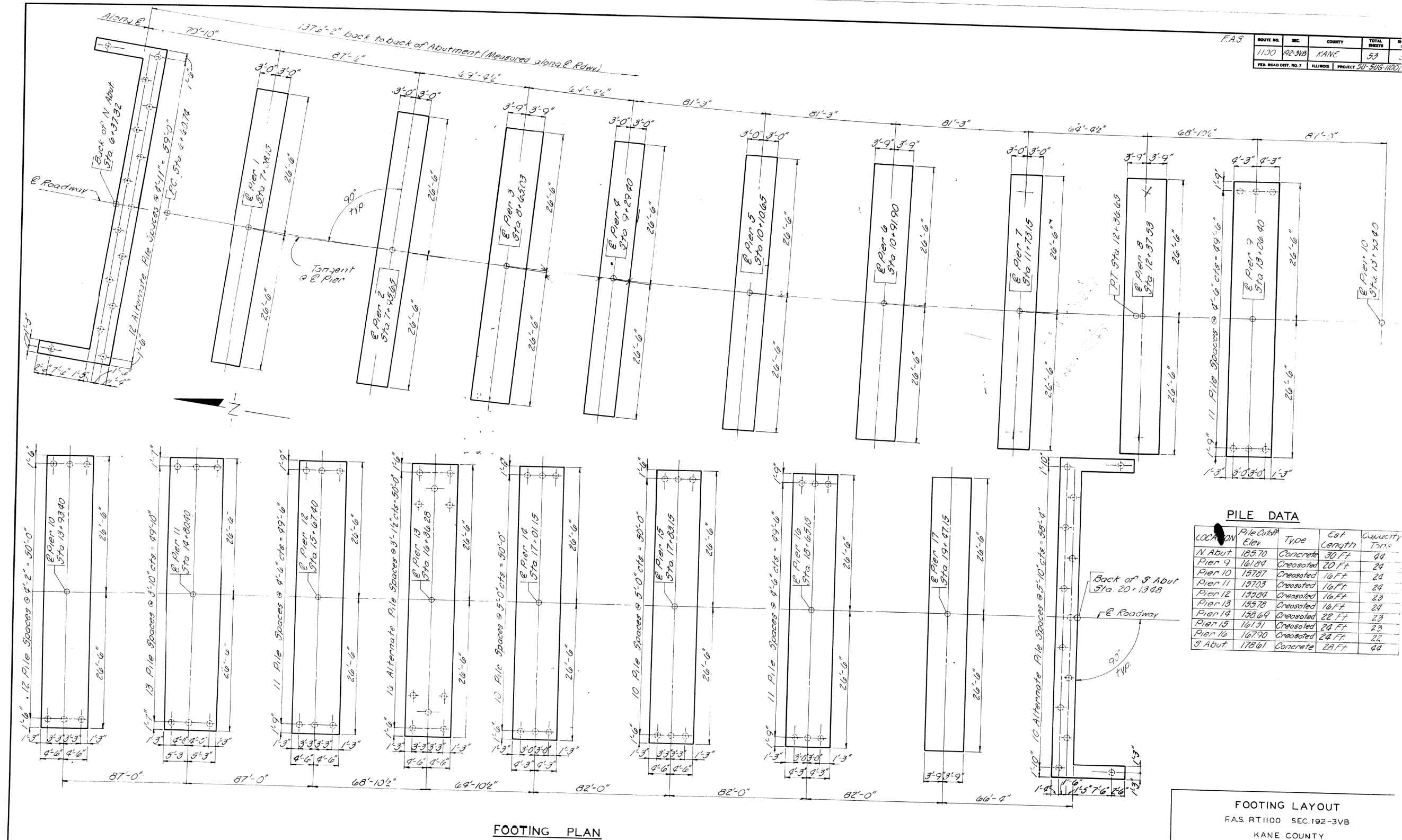
USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

SHEET 2 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	425
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



PILE DATA

LOCATION	Pile Center Elev.	Type	Est Length	Capacity
N Abut	185.70	Concrete	30 Ft	44
Pier 9	161.84	Crested	20 Ft	24
Pier 10	157.87	Crested	16 Ft	24
Pier 11	157.03	Crested	16 Ft	24
Pier 12	155.84	Crested	16 Ft	24
Pier 13	155.78	Crested	16 Ft	24
Pier 14	155.69	Crested	22 Ft	24
Pier 15	161.31	Crested	24 Ft	24
Pier 16	167.90	Crested	24 Ft	24
S Abut	178.61	Concrete	28 Ft	44

FOOTING LAYOUT

F.A.S. RT1100 SEC. 192-3VB

KANE COUNTY

STATION 13+50.11

COLLINS AND RICE

CONSULTING ENGINEERS

DESIGNED: F.S.

DRAWN: R.R.

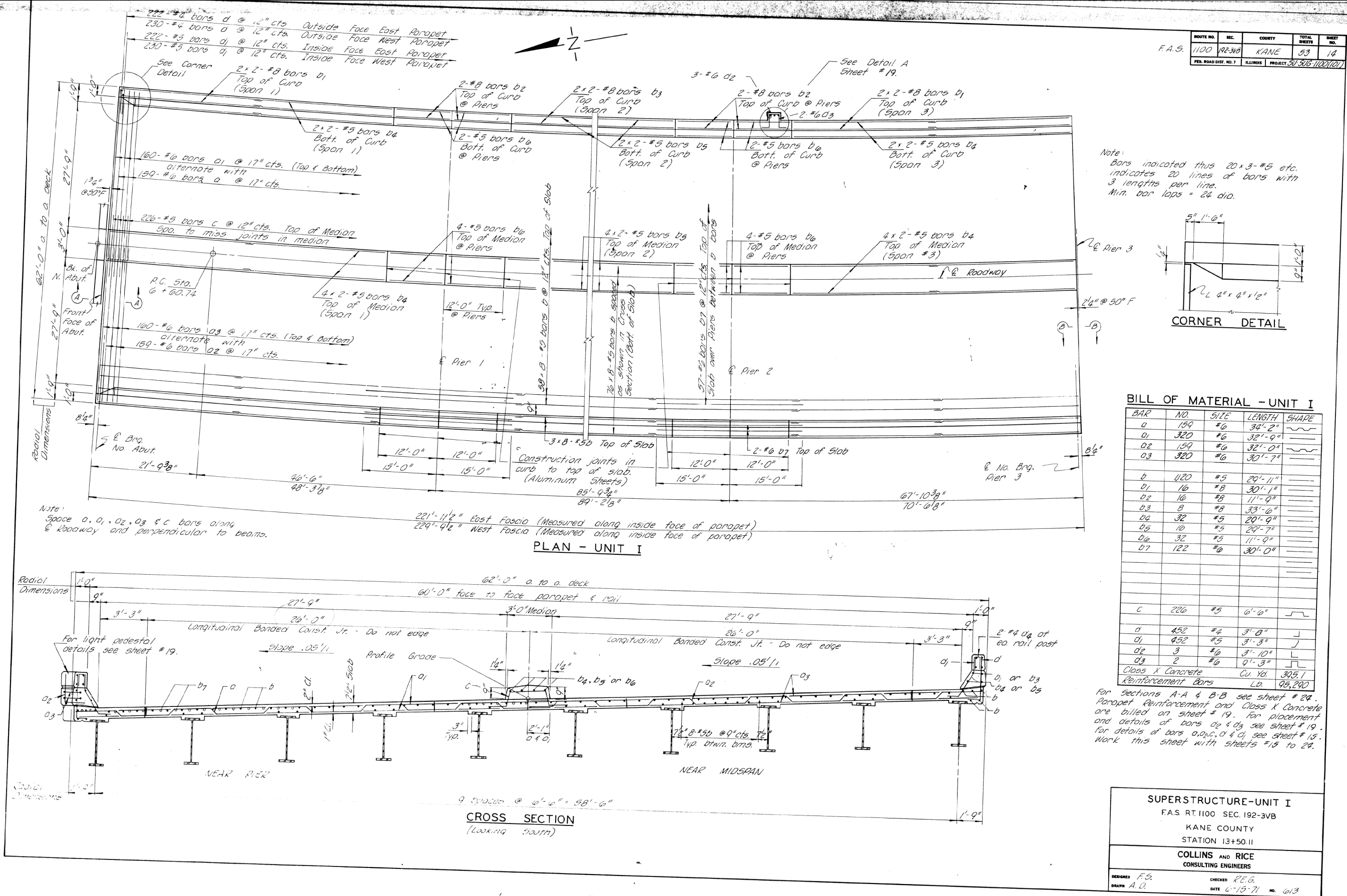
CHECKED: P.E.O.

DATE: 6-15-71

NO. 61

FOR INFORMATION ONLY

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRRCAD Sheets\Structural\FINAL PLANS\Existing Plans\12-00192-04-BR_Existing Structure_03_Existing Plans.dgn



FOR INFORMATION ONLY



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - PRD	REVISED -

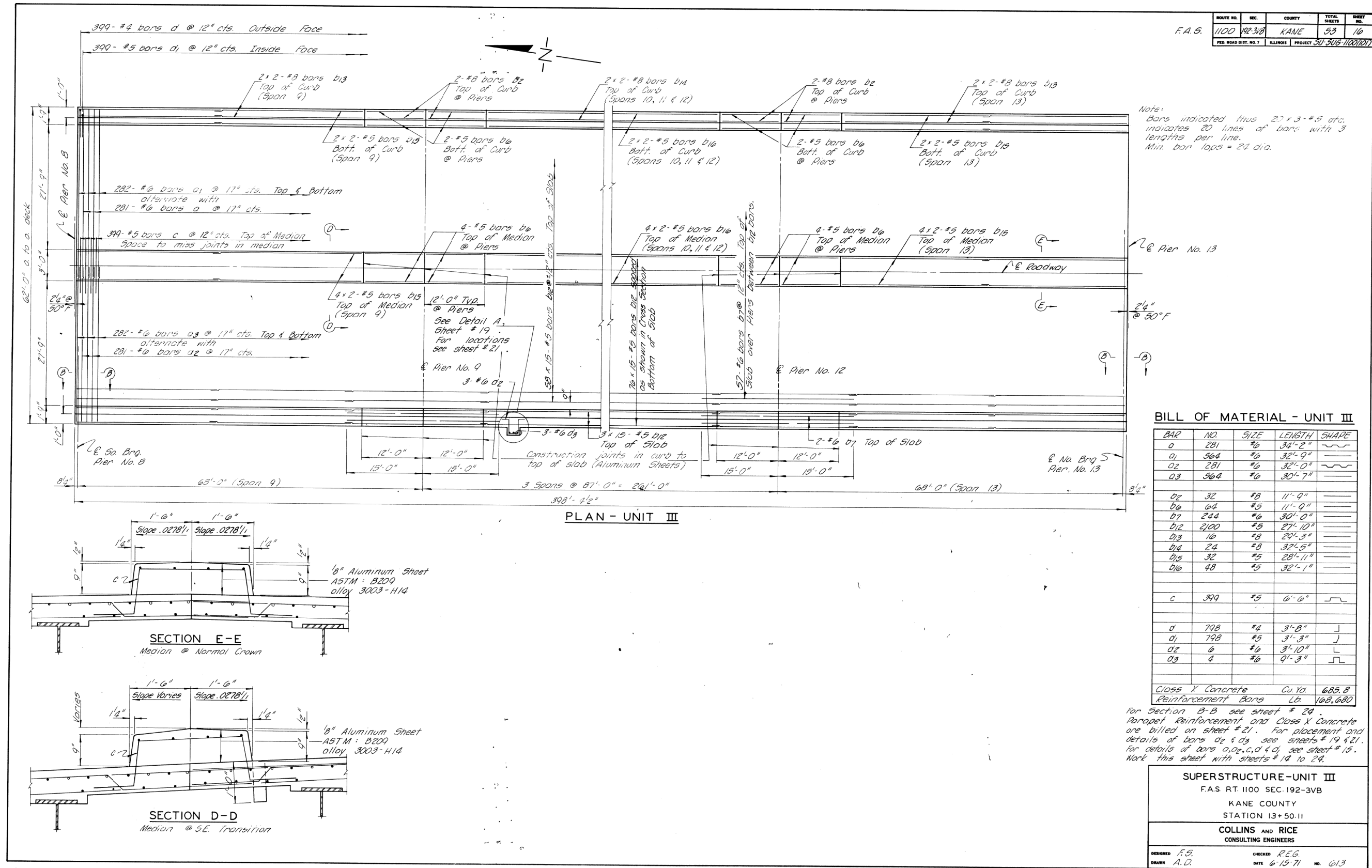
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

SHEET 3 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	426
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRRCAD Sheets\Structural\FINAL PLANS\Existing Plans\12-00192-04-BR_Existing Structure_05_Existing Plans.dgn



FOR INFORMATION ONLY



USER NAME =	DESIGNED - KN	REVISED -
PLOT SCALE =	CHECKED - PRD	REVISED -
PLOT DATE =	DRAWN - KN	REVISED -
	CHECKED - PRD	REVISED -

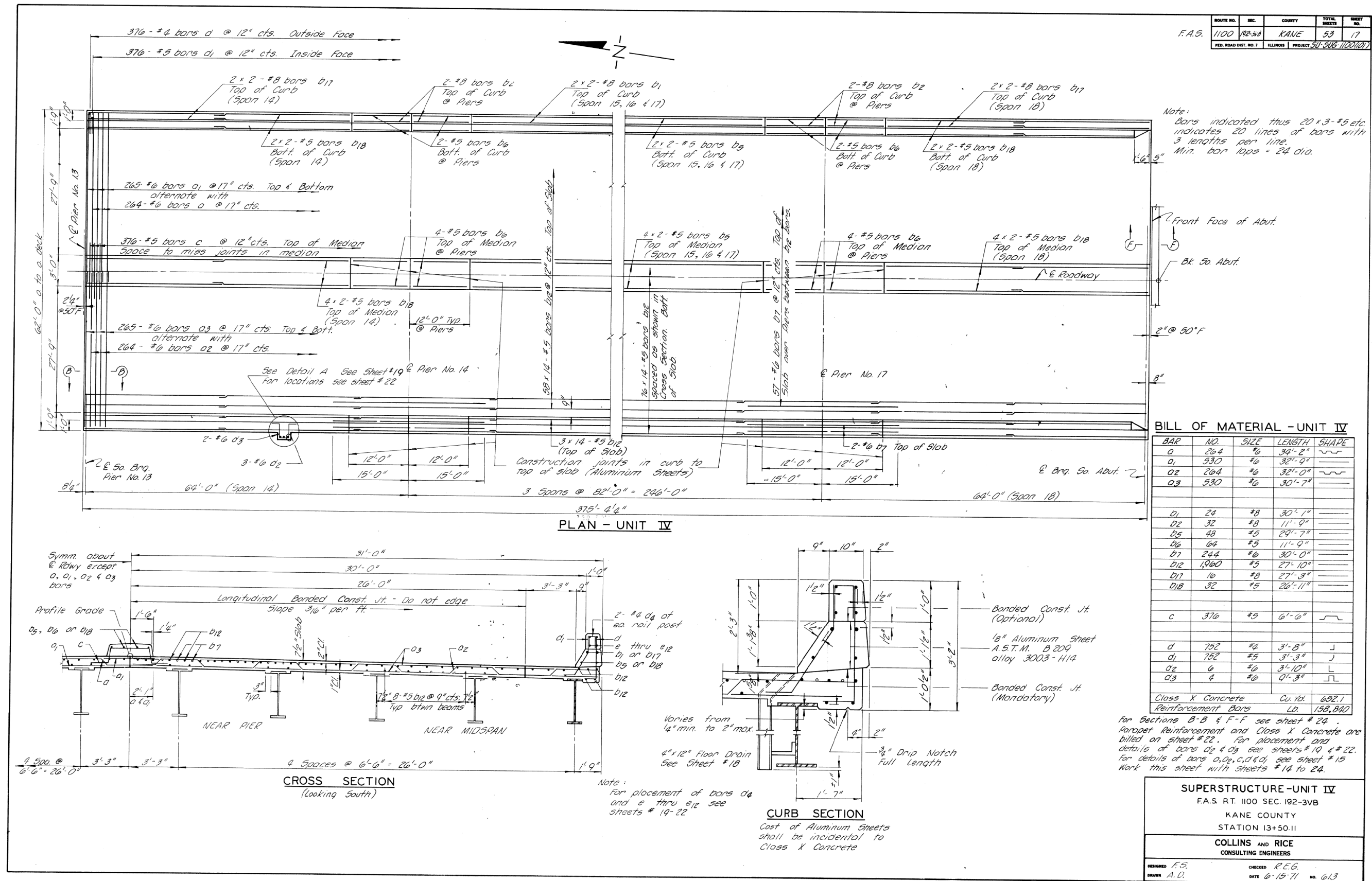
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

SHEET 5 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	428
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRRCAD Sheets\Structural\PLANS\Existing Plans\12-00192-04-BR_Existing Structure_06_Existing Plans.dgn



FOR INFORMATION ONLY



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

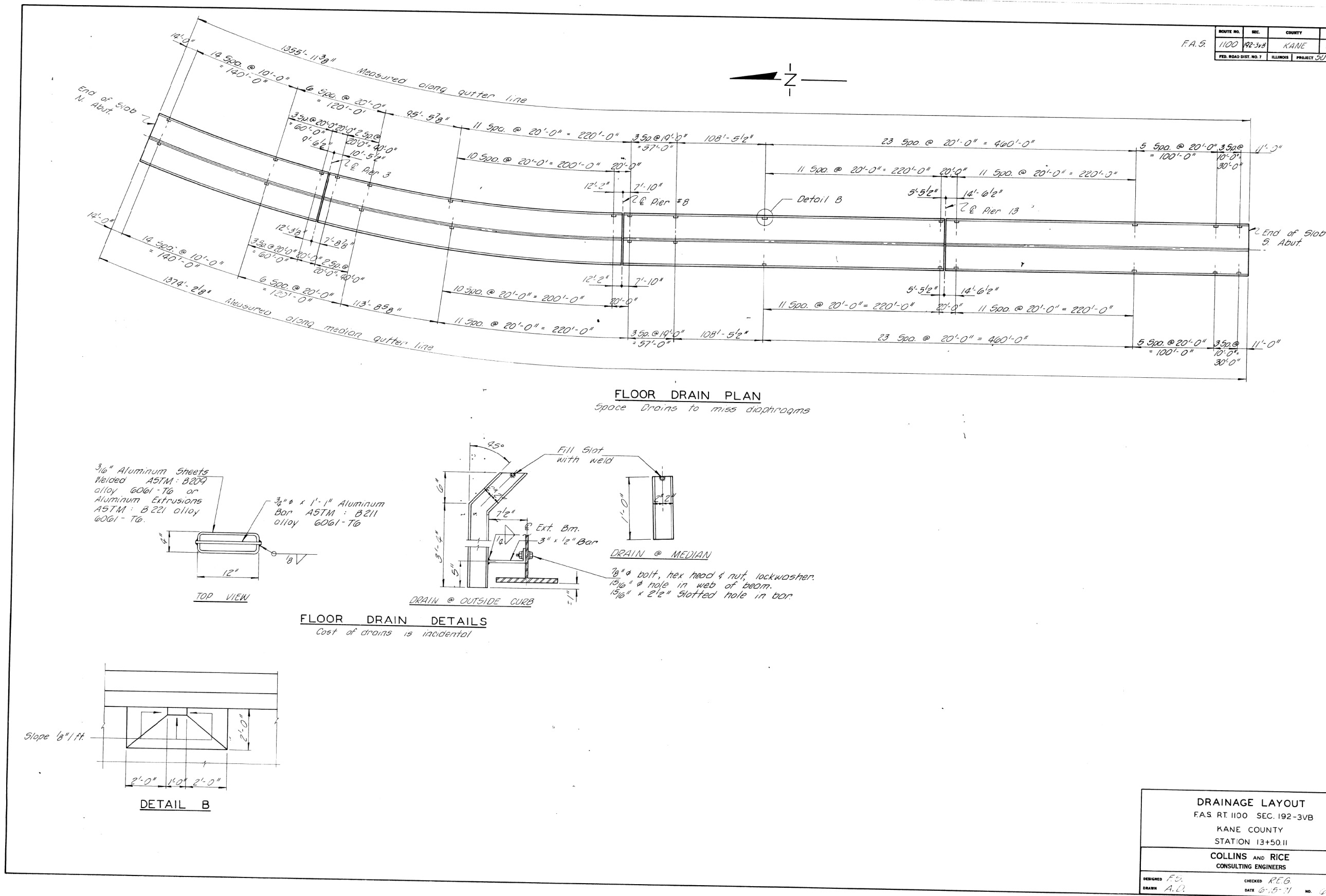
EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

SHEET 6 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	429
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT KIRK Road over UPRRCAD Sheets\Structural\FINAL PLANS\Existing Plans\12-00192-04-BR_Existing Structure_07_Existing Plans.dgn

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
1100	192-3VB	KANE	53	18
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT 50-506-1000				



FOR INFORMATION ONLY



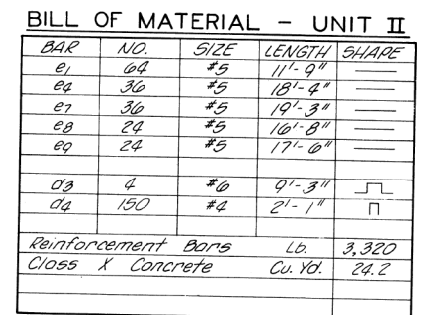
USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

SHEET 7 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	430
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



See sheet #23 for post and rail details.
See sheet #19 for light pedestal details and details of bars d3 & d4.
Work this sheet with sheets #15, 19 & 23.

PARAPET DETAILS-UNIT II F.A.S. RT.1100 SEC.192-3VB KANE COUNTY STATION 13+50.11		
COLLINS AND RICE CONSULTING ENGINEERS		
DESIGNED <i>F.S.</i> DRAWN <i>AD</i>	CHECKED <i>REG.</i> DATE <i>6-15-71</i>	NO. <i>013</i>

FOR INFORMATION ONLY

USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

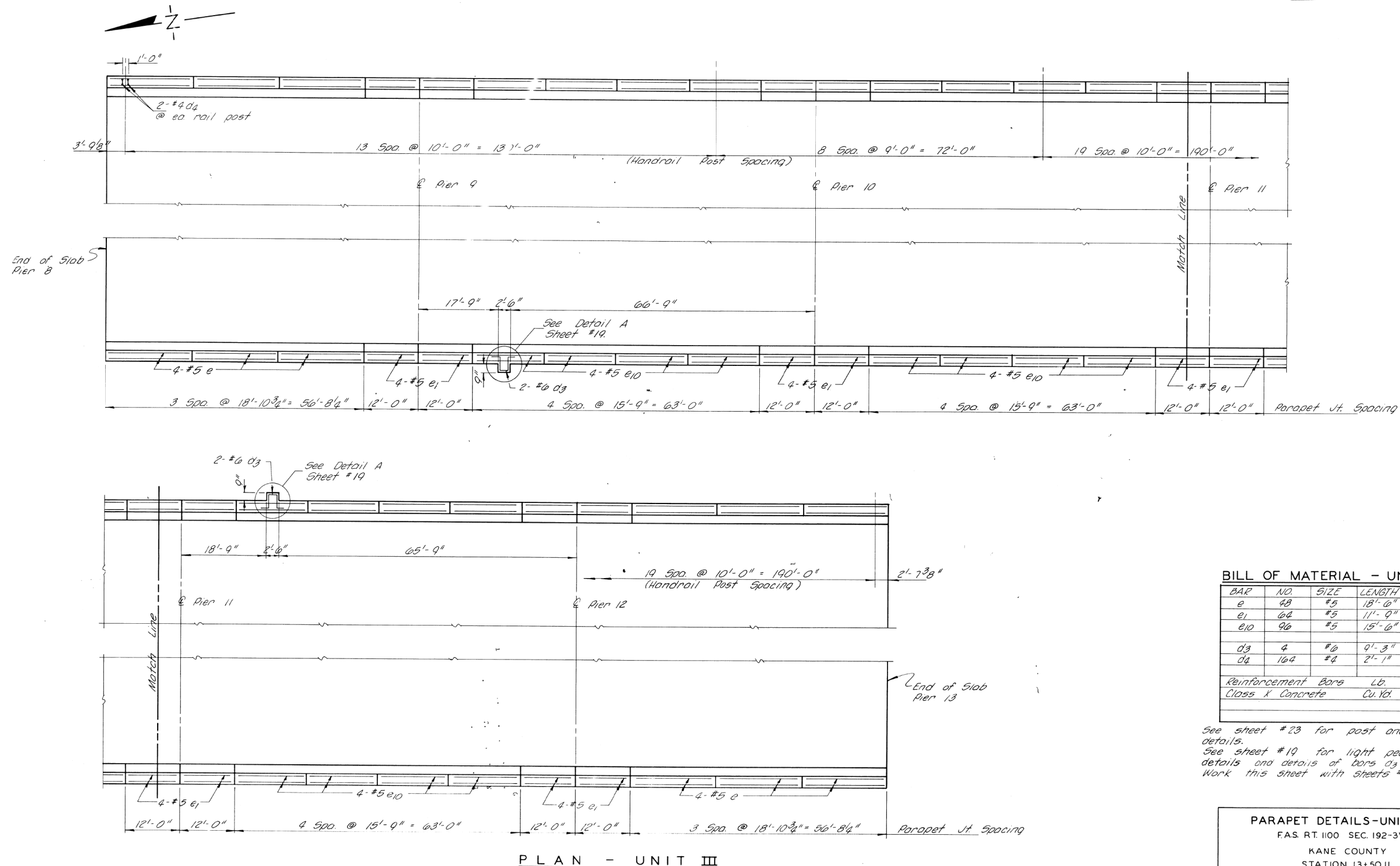
EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

SHEET 9 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	432
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

MODEL: Default
FILE NAME: W:\894-048 KDOT Kirk Road over UPRRCAD Sheets\Structural\FINAL PLANS\Existing Plans\12-00192-04-BR_Existing Structure_10_Existing Plans.dgn

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
1100	192-3VB	KANE	53	21
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT 50-505-102(107)		



BILL OF MATERIAL - UNIT III				
BAR	NO.	SIZE	LENGTH	SHAPE
e	48	#5	18'-0"	—
e1	64	#5	11'-9"	—
e10	96	#5	15'-6"	—
d3	4	#6	9'-3"	⌋
d4	164	#4	2'-1"	⌋
Reinforcement Bars			Lb.	
Class X Concrete			Cu.Yd.	3,550
				25.9

See sheet #23 for post and rail details.
See sheet #19 for light pedestal details and details of bars d3 & d4.
Work this sheet with sheets #16, 19 & 23.

PARAPET DETAILS-UNIT III			
F.A.S. RT. 1100 SEC. 192-3VB			
KANE COUNTY			
STATION 13+50.11			
COLLINS AND RICE CONSULTING ENGINEERS			
DESIGNED F.S.	CHECKED R.E.G.		
DRAWN A.D.	DATE 6-15-71	NO.	613

FOR INFORMATION ONLY



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

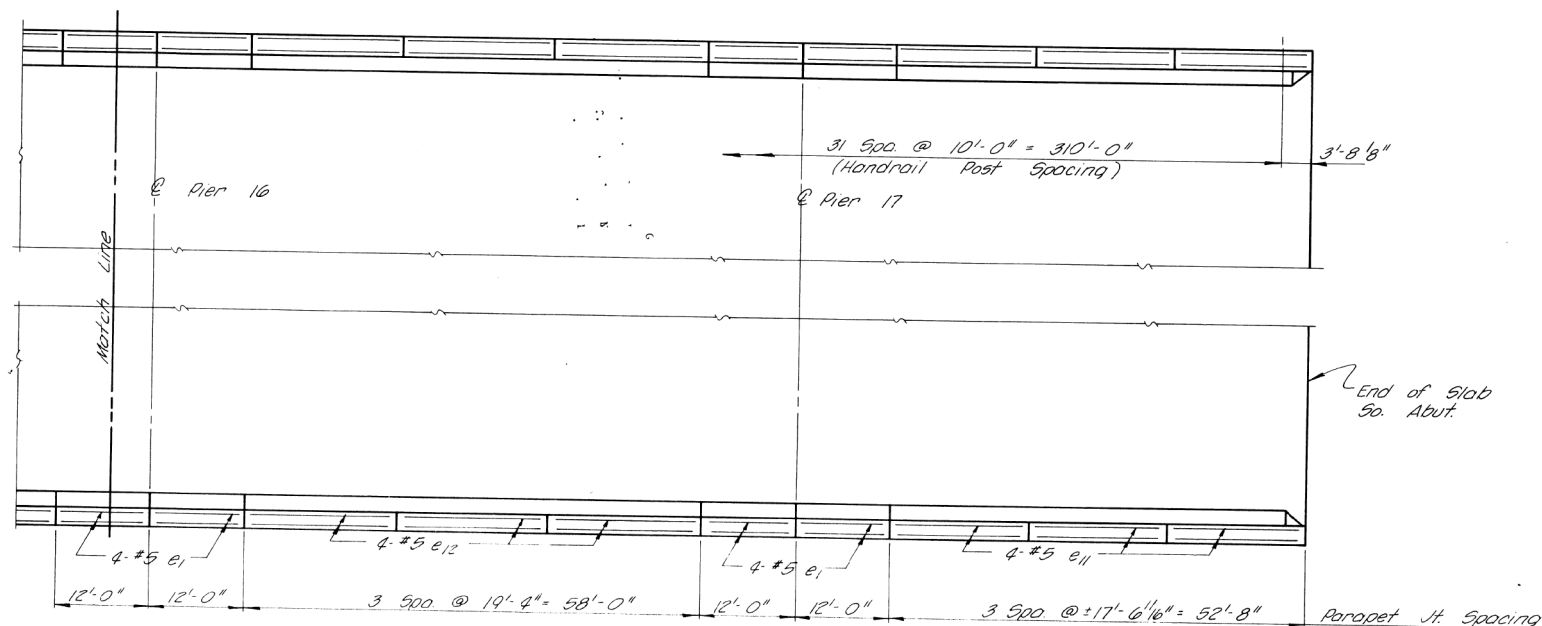
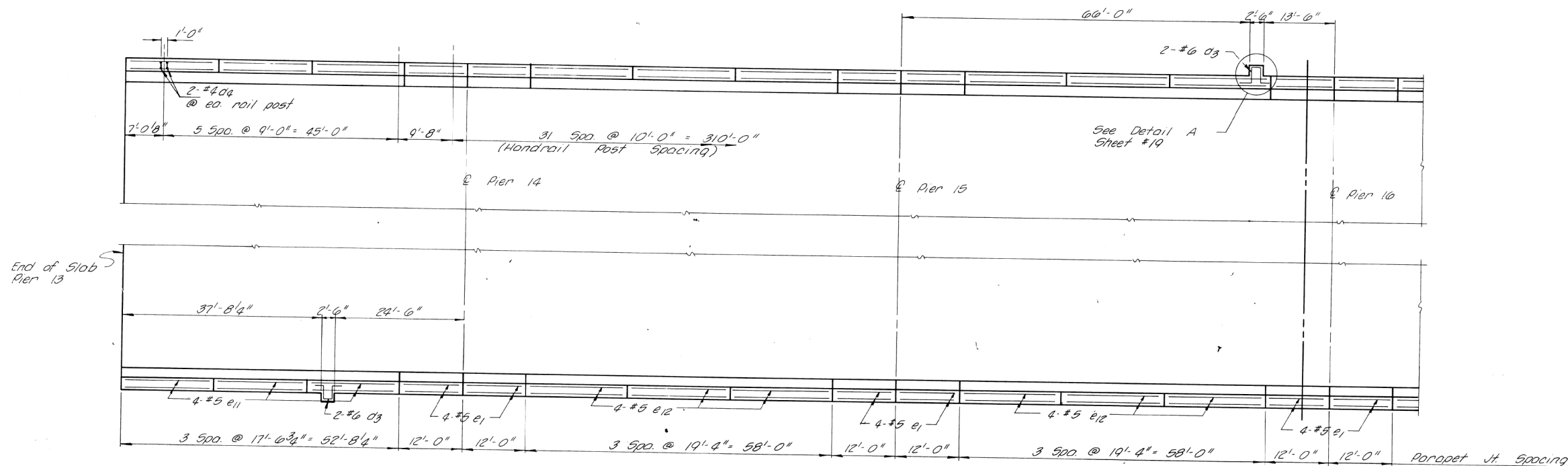
EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

SHEET 10 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	433
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: W:\894-048 KDOT KfK Road over UPRRCAD Sheets\Structural\FINAL PLANS\Existing Plans\12-00192-04-BR_Existing Structure_11_Existing Plans.dgn

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
1100	192-3VB	KANE	53	22
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	51-506-1100(100)	



PLAN - UNIT IV

BILL OF MATERIAL - UNIT IV

BAR	NO.	SIZE	LENGTH	SHAPE
e1	64	#5	11'-9"	
e11	48	#5	17'-3"	
e12	72	#5	19'-1"	
d3	4	#6	9'-3"	
d4	132	#4	2'-1"	
Reinforcement Bars			Lb.	3,350
Class X Concrete			Cu. Yd.	20.2

See sheet #23 for post and rail details.
See sheet #19 for light pedestal details and details of bars d3 & d4.
Work this sheet with sheets #17, 19 & 23.

PARAPET DETAILS-UNIT IV

F.A.S. RT. 1100 SEC. 192-3VB
KANE COUNTY
STATION 13+50.11

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S. CHECKED R.E.G.
DRAWN A.D. DATE 6-15-11 NO. 613

FOR INFORMATION ONLY



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

SHEET 11 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	434
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

F.A.S.

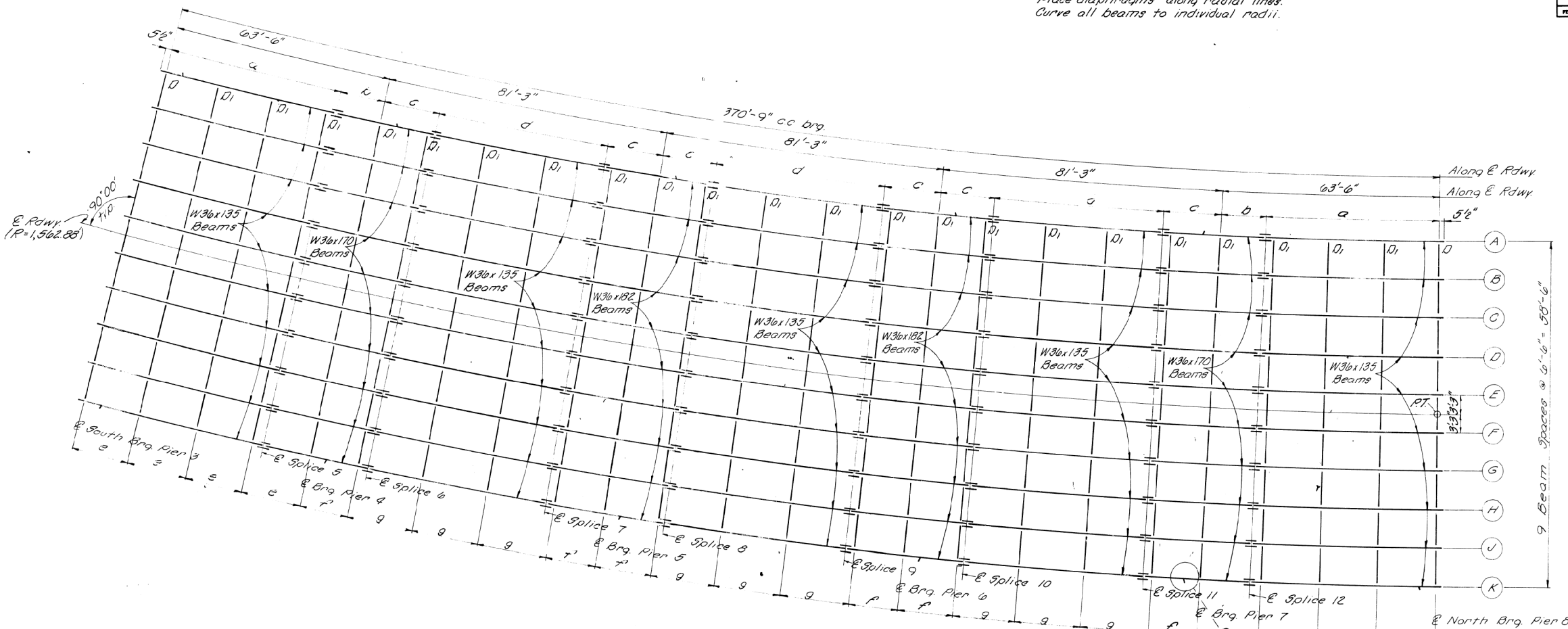
5/20/2026 9:01:58 AM

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfr. Road over UPRRCAD Sheets\Structural\FINAL PLANS\Existing Structure_15_Existing Plans.dgn

NOTE:
Place diaphragms along radial lines.
Curve all beams to individual radii.

F.A.S.

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
1100	192-3VB	KANE	53	20
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT 50-305-100(107)	



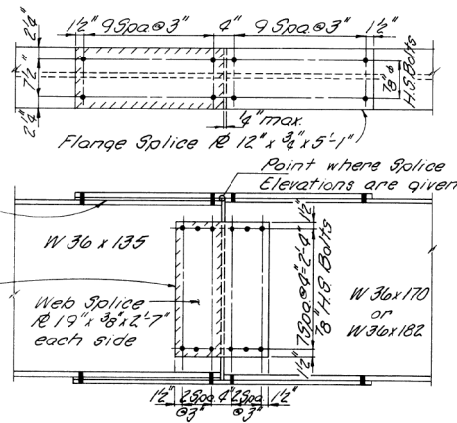
TOP OF WF ELEVATIONS

	Brn A	Brn B	Brn C	Brn D	Brn E	Brn F	Brn G	Brn H	Brn J	Brn K
E Brq. Pier 3	192.26	192.58	192.90	193.22	193.54	193.86	194.18	194.50	194.82	195.14
E Splice 5	192.60	192.92	193.24	193.56	193.88	194.20	194.52	194.84	195.16	195.48
E Pier 4	192.68	193.00	193.32	193.64	193.96	194.28	194.60	194.92	195.24	195.56
E Splice 6	192.78	193.10	193.42	193.74	194.06	194.38	194.70	195.02	195.34	195.66
E Splice 7	193.04	193.36	193.68	194.00	194.32	194.64	194.96	195.28	195.60	195.92
E Pier 5	193.10	193.42	193.74	194.06	194.38	194.70	195.02	195.34	195.66	195.98
E Splice 8	193.16	193.48	193.80	194.12	194.44	194.76	195.08	195.40	195.72	196.04
E Splice 9	193.28	193.60	193.92	194.24	194.56	194.88	195.20	195.52	195.84	196.16
E Pier 6	193.30	193.62	193.94	194.26	194.58	194.90	195.22	195.54	195.86	196.18
E Splice 10	193.32	193.64	193.96	194.28	194.60	194.92	195.24	195.56	195.88	196.20
E Splice 11	193.31	193.63	193.95	194.27	194.59	194.91	195.23	195.55	195.87	196.19
E Pier 7	193.28	193.60	193.92	194.24	194.56	194.88	195.20	195.52	195.84	196.16
E Splice 12	193.26	193.58	193.90	194.22	194.54	194.86	195.18	195.50	195.82	196.14
E N Brq. Pier 8	193.31	193.76	194.01	194.26	194.51	194.72	194.90	195.08	195.25	195.42

BEAM DIMENSIONS (ALONG C BEAM)

	Dim a	Dim b	Dim c	Dim d	Dim e	Dim f	Dim g	Radius	Total Length Brn
Brn A	49'-6 1/2"	12'-9 1/2"	15'-8 3/8"	48'-9"	15'-6 1/2"	14'-2 3/8"	17'-1 1/2"	1,533.63	364'-8 3/8"
Brn B	49'-9 1/2"	12'-9 1/2"	15'-9 3/8"	48'-6 1/2"	15'-7 3/8"	14'-3 1/2"	17'-1 1/2"	1,540.13	364'-3 1/2"
Brn C	49'-11 1/4"	12'-10 1/2"	15'-10 1/2"	48'-8 3/8"	15'-8 1/2"	14'-4 1/2"	17'-2 1/2"	1,546.63	367'-9 3/8"
Brn D	50'-2 1/4"	12'-11"	15'-10 1/2"	48'-11 1/2"	15'-9 1/2"	14'-4 1/2"	17'-3 1/2"	1,553.13	369'-4 1/2"
Brn E	50'-4 1/4"	12'-11 1/2"	15'-11 1/2"	49'-1 1/2"	15'-10 1/2"	14'-5 1/2"	17'-4 1/2"	1,559.63	370'-10 1/2"
Brn F	50'-7 1/4"	13'-0 1/2"	16'-0 3/8"	49'-4 1/2"	15'-10 1/2"	14'-6 1/2"	17'-5 1/2"	1,566.13	372'-5 1/4"
Brn G	50'-9 1/4"	13'-1"	16'-1 3/8"	49'-6 1/2"	15'-11 1/2"	14'-7 1/2"	17'-6 1/2"	1,572.63	373'-11 1/2"
Brn H	51'-0 1/4"	13'-1 1/2"	16'-2"	49'-9 1/2"	16'-0 1/2"	14'-7 3/8"	17'-7 1/2"	1,579.13	375'-6 1/2"
Brn J	51'-2 1/4"	13'-2 1/4"	16'-2 1/2"	49'-11 1/2"	16'-1 1/2"	14'-8 1/2"	17'-8 1/2"	1,585.63	377'-0 1/2"
Brn K	51'-5 1/4"	13'-2 1/2"	16'-3 1/2"	50'-2"	16'-2 1/2"	14'-9 1/2"	17'-8 1/2"	1,592.13	378'-7 1/4"

FRAMING PLAN



NOTE:
Diaphragm D (18 Required) See Sheet 25
Diaphragm D (190 Required) See Sheet 25

STRUCTURAL STEEL-UNIT II

F.A.S. RT. 1100 SEC. 192-3VB
KANE COUNTY
STATION 13+50.11

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.S.
DRAWN R.
CHECKED R.E.B.
DATE 6-13-71 NO. 613

FOR INFORMATION ONLY



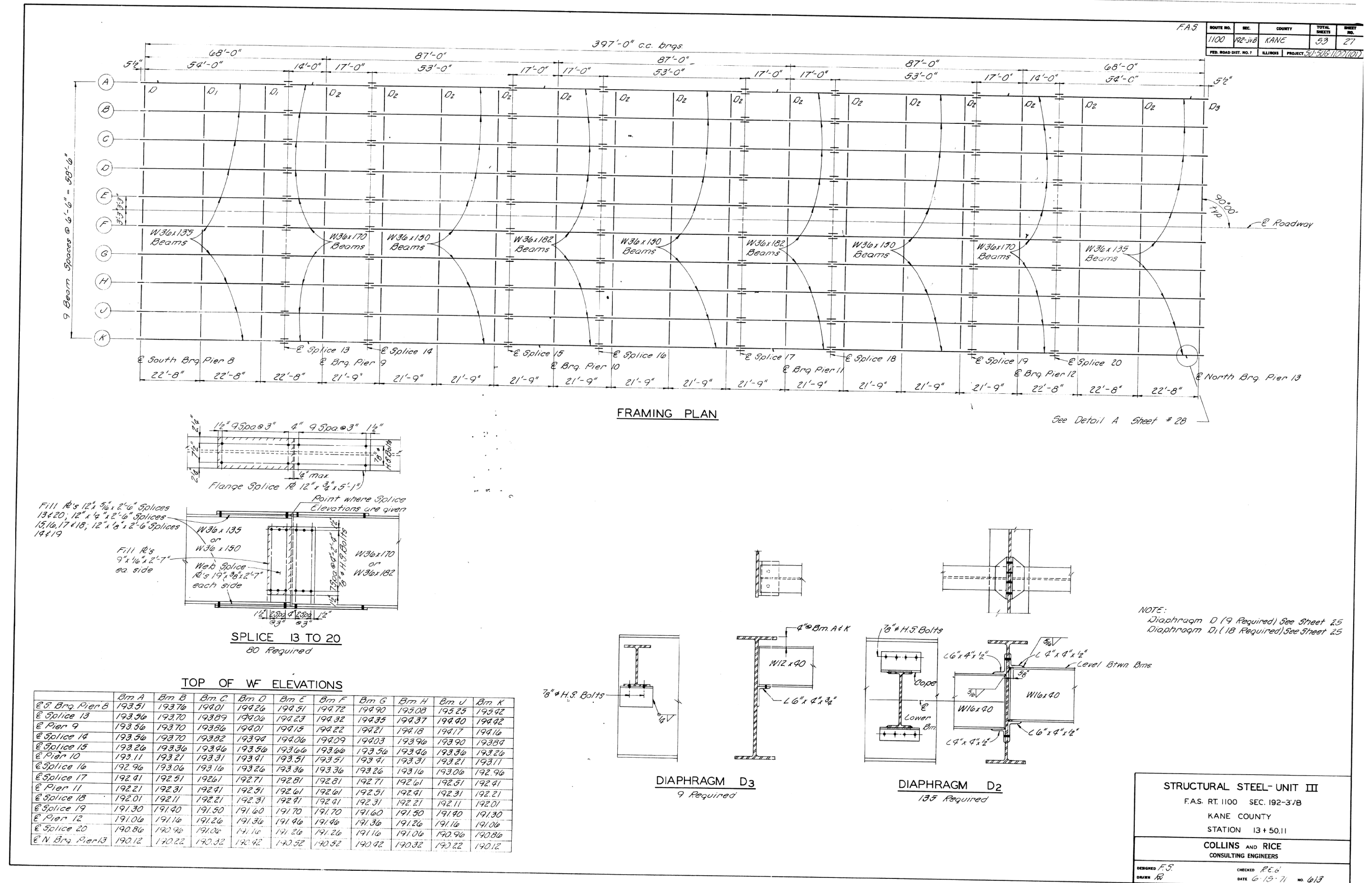
USER NAME =	DESIGNED - KN	REVISED -
CHECKED - PRD	REVISED -	
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

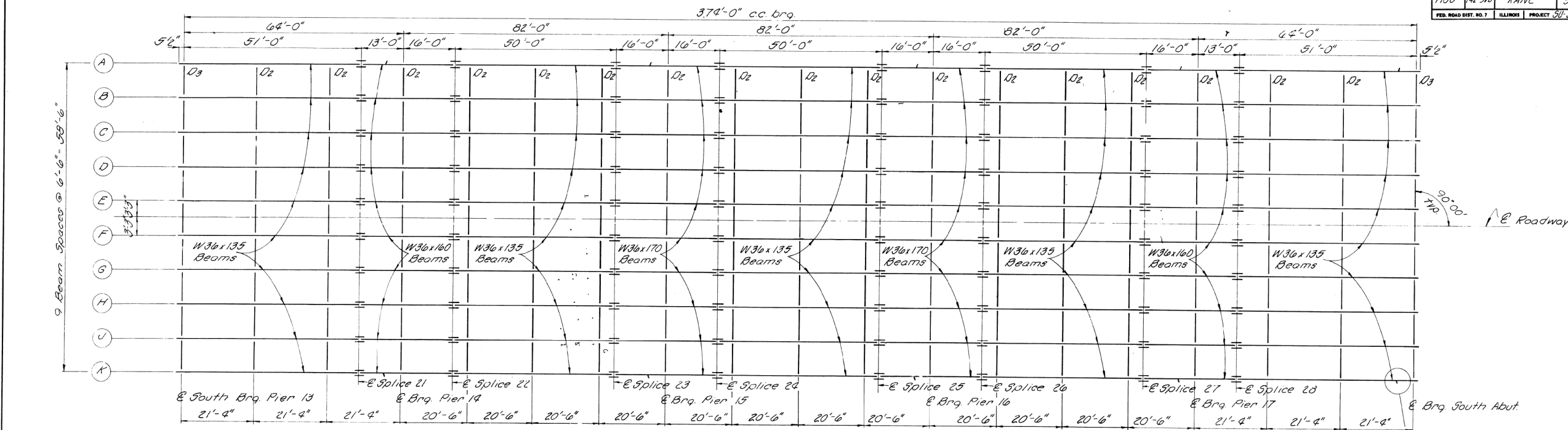
SHEET 15 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	438
CONTRACT NO. 61M13				
ILLINOIS		FED. AID PROJECT		



FOR INFORMATION ONLY

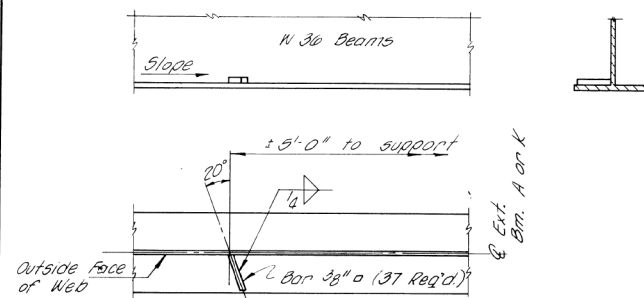
FAS	ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
	1100	192-3VB	KANE	53	28
	FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT	5U-5UG-1100(101)	



38" □ BAR LOCATION

Sta.	3m A	3m.
6 + 45		1
7 + 03	1.	
7 + 13		1
8 + 01	1	1
8 + 71	1	1
9 + 32	1	1
10 + 16	1	1
10 + 97	1	1
11 + 78	1	1
12 + 32		1
12 + 43	1	
13 + 01	1	1
13 + 58	1	1
14 + 75	1	1
15 + 62	1	1
16 + 31	1	1
16 + 96	1	1
17 + 78	1	1
18 + 60	1	1
19 + 42	1	1
20 + 06	1	1

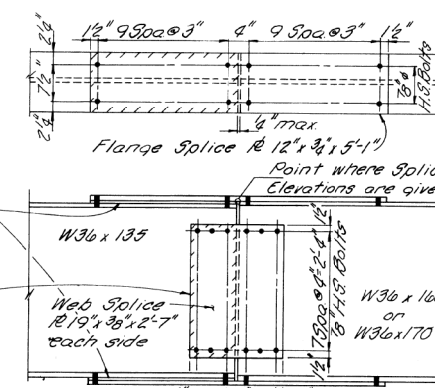
FRAMING PLAN



DETAIL A

TOP OF WF ELEVATIONS

	Bm 46K	Bm 84V	Bm C4H	Bm D4G	Bm E4F
E 3 Arg Pier 13	190.12	190.22	190.32	190.42	190.52
E Police 21	189.34	189.44	189.54	189.64	189.74
E Pier 14	189.15	189.25	189.35	189.45	189.55
E Police 22	188.92	189.02	189.12	189.22	189.32
E Police 23	188.21	188.31	188.41	188.51	188.61
E Pier 15	187.98	188.08	188.18	188.28	188.38
E Police 24	187.75	187.85	187.95	188.05	188.15
E Police 25	187.04	187.14	187.24	187.34	187.44
E Pier 16	186.81	186.91	187.01	187.11	187.21
E Police 26	186.58	186.68	186.78	186.88	186.98
E Police 27	185.91	186.01	186.11	186.21	186.31
E Pier 17	185.73	185.83	185.93	186.03	186.13
E Police 28	185.58	185.68	185.78	185.88	185.98
E Arg 3 About	185.20	185.30	185.40	185.50	185.60



SPLICE 21 TO 28
(80 Required)

NOTE
Diaphragm D₂ (153 Required) See Sheet 27
Diaphragm D₃ (18 Required) See Sheet 27

STRUCTURAL STEEL UNIT IV	
F.A.S. RT 1100	SEC. 192-3VB
KANE COUNTY	
STATION 13 + 50.11	
COLLINS AND RICE	
CONSULTING ENGINEERS	
DESIGNED <i>FB</i>	CHECKED <i>REG</i>
DRAWN <i>R</i>	DATE <i>6-15-71</i> NO. <i>613</i>

FOR INFORMATION ONLY

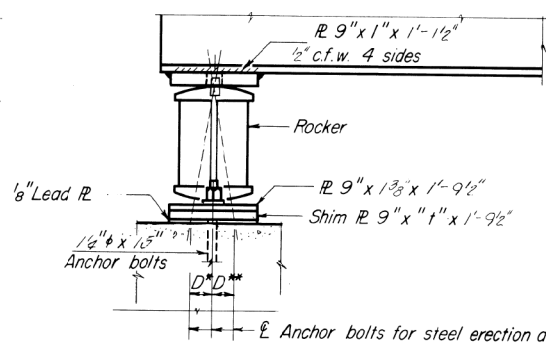
USER NAME	=	DESIGNED	-	KN	REVISED	-
		CHECKED	-	PRD	REVISED	-
PLOT SCALE	=	DRAWN	-	KN	REVISED	-
PLOT DATE	=	CHECKED	-	PRD	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

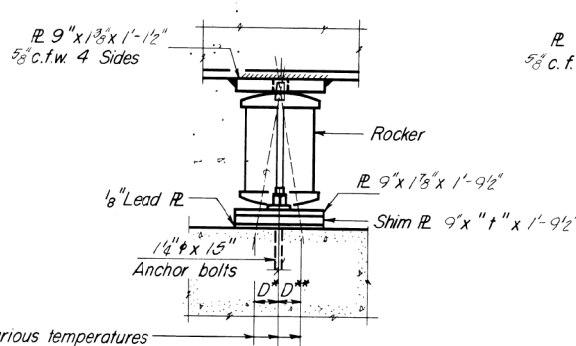
EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	440
		CONTRACT NO. 61M13		
		ILLINOIS	FEED AND PROJECT	

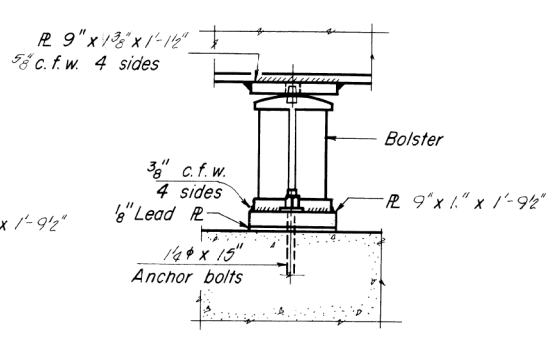
F.A.S.	ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
	1100	192-3VB	KANE	53	29
	FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	SA-905-1100(102)



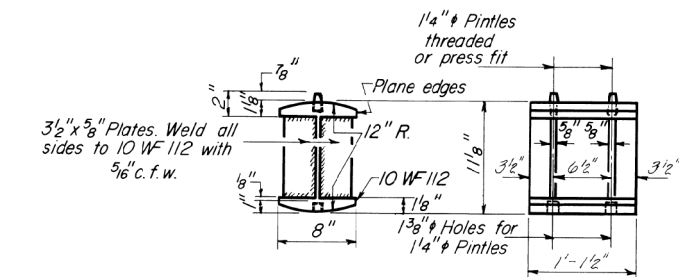
SECTION
(80 Required)



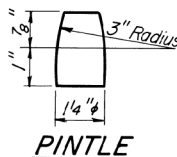
ELEVATION
(100 Required)



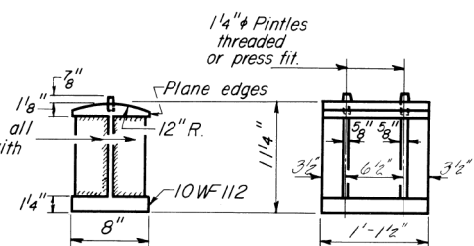
ELEVATION
(40 Required)



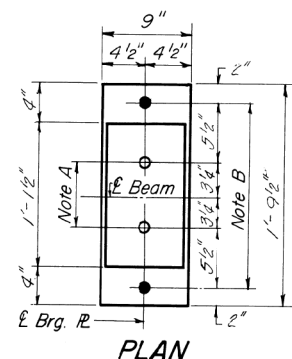
ROCKER



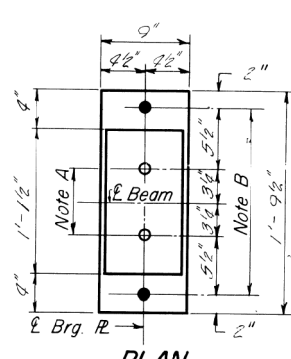
PINTLE



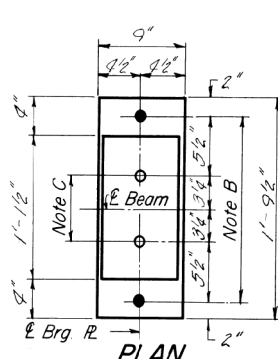
BOLSTER



AT ABUTMENTS
& PIER 3, 8 & 13



AT PIERS 2, 4, 5, 7, 9, 10, 12, 14, 15 & 17



AT PIERS 1, 6, 11 & 16

NOTE A
1 3/8" Holes - 1" deep in top R.
for pintoles. Thread or press fit
pintoles into bottom R.

NOTE B
1 3/4" Holes for 1/4" anchor bolts.
2 1/2" x 2 1/2" x 5/16" R. Washers
under nut.

NOTE C
1 3/8" Holes - 1" deep in top R.
only for 1/4" pintoles.

NOTES ON SETTING OF ANCHOR BOLTS AT EXP. BRGS.

- a) D* (Side of brg. away from fixed brg.)
D* = 1/8" per each 100' of expansion for
every 15° fall below the normal temp.
of 50°F.
D** (Side of brg. toward fixed brg.)
D** = 1/8" per each 100' of expansion for
every 15° rise above the normal temp.
of 50°F.
- b) After beams have been erected and dimensions D* or D**
determined, holes shall be drilled and anchor bolts shall
be grouted in place. All fixed anchor bolts may be built
into the masonry.

BEARING ASSEMBLY DETAILS

INTERIOR BEAM MOMENT TABLES

UNIT I (PRIMARY MOMENT)				
	04.50	Pier	05.50	
	10r3	10r2	50r6	
I	(in ⁴)	9030	12000	9760
S	(in ³)	504	665	592
Q	(in ²)	1.081	1.081	1.081
M _Q	(FTK)	335	733	345
M _Q	(FTK)	463	454	475
Imp.	(FTK)	119	111	111
M TOTAL	(FTK)	920	1298	931
F _S PRIMARY (KSI)		219	234	206
F _S SECONDARY (KSI)		0.4	0.5	0.4
F _S LATERAL (KSI)		3.2	2.9	3.6
F _S TOTAL (KSI)		25.5	26.8	24.6

+Live Load Deflection Controls

UNIT II (PRIMARY MOMENT)				
	04.50	Pier	05.50	
	90r13	90r7	50r6	
I	(in ⁴)	7820	10500	7820
S	(in ³)	440	580	440
Q	(in ²)	1.081	1.081	1.081
M _Q	(FTK)	289	633	278
M _Q	(FTK)	416	425	475
Imp.	(FTK)	110	104	102
M TOTAL	(FTK)	815	1164	805
F _S PRIMARY (KSI)		223	241	220
F _S SECONDARY (KSI)		0.4	0.5	0.4
F _S LATERAL (KSI)		2.9	2.7	3.5
F _S TOTAL (KSI)		25.6	27.3	25.9

+Live Load Deflection Controls

UNIT III				
	04.50	Pier	05.50	
	90r13	90r12	100r11	
I	(in ⁴)	7820	10500	9030
S	(in ³)	440	580	504
Q	(in ²)	1.081	1.081	1.081
M _Q	(FTK)	320	700	307
M _Q	(FTK)	434	462	454
Imp.	(FTK)	115	116	107
M TOTAL	(FTK)	879	1278	835
F _S	(KSI)	240	26.4	20.7
F _S	(KSI)	240	26.4	20.7

+Live Load Deflection Controls

UNIT IV				
	04.50	Pier	05.50	
	100r13	100r17	150r16	
I	(in ⁴)	7820	9760	7820
S	(in ³)	440	592	440
Q	(in ²)	1.081	1.081	1.081
M _Q	(FTK)	289	620	272
M _Q	(FTK)	410	417	467
Imp.	(FTK)	109	104	101
M TOTAL	(FTK)	802	1141	792
F _S	(KSI)	21.9	23.3	21.6
F _S	(KSI)	21.9	23.3	21.6

SHIM R THICKNESS "t"

	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00
0.50	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00
1.00	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00
1.50	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00
2.00	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00
2.50	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00
3.00	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00
3.50	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00
4.00	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00
4.50	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00
5.00	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00

UNIT I				
	N. Abut.	Pier	Pier	
	1 or 2	3	4 or 5	
R _Q	(K)	272	965	
R _Q	(K)	335	514	
Imp.	(K)	91	126	
R TOTAL	(K)	718	1605	

UNIT II				
	S. Brg.	Pier	Pier	
	10r13	90r7	50r6	
R _Q	(K)	251	892	899
R _Q	(K)	349	499	521
Imp.	(K)	92	125	130
R TOTAL	(K)	692	1516	1550

UNIT III				
	S. Brg.	Pier	Pier	
	10r13	90r12	100r11	
R _Q	(K)	264	738	945
R _Q	(K)	353	517	539
Imp.	(K)	91	129	135
R TOTAL	(K)	708	1384	1619

UNIT IV				
	S. Brg.	Pier	Pier	
	100r13	100r17	150r16	
R _Q	(K)	248	853	859
R _Q	(K)	345	495	517
Imp.	(K)	92	124	129
R TOTAL	(K)	685	1502	1535

BEARINGS

F.A.S. RT.1100 SEC.192-3VB
KANE COUNTY
STATION 13+50.11

COLLINS AND RICE
CONSULTING ENGINEERS

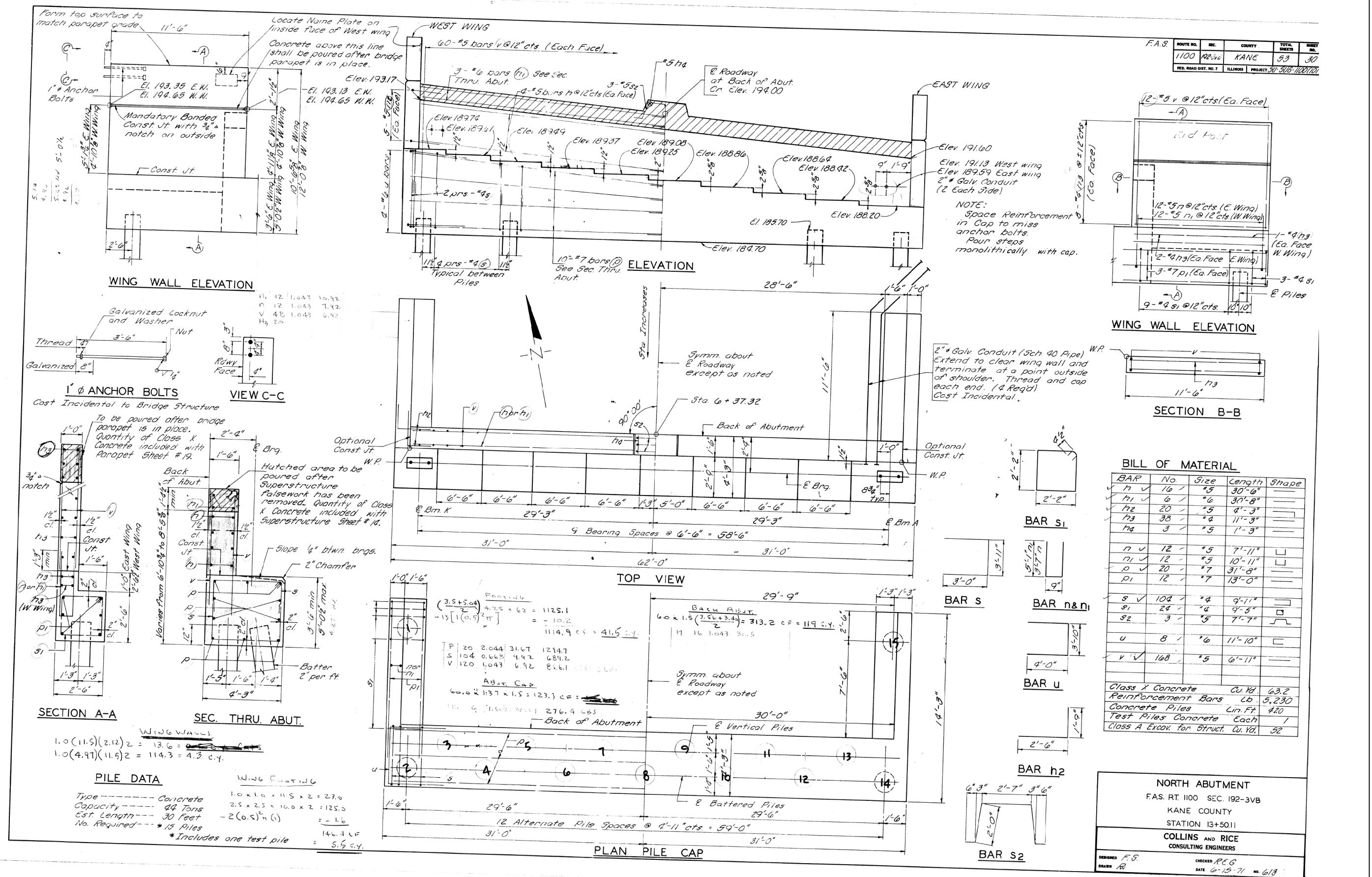
DESIGNED F.S.
DRAWN R.

CHECKED R.S.B.
DATE 6-15-71 NO. 613

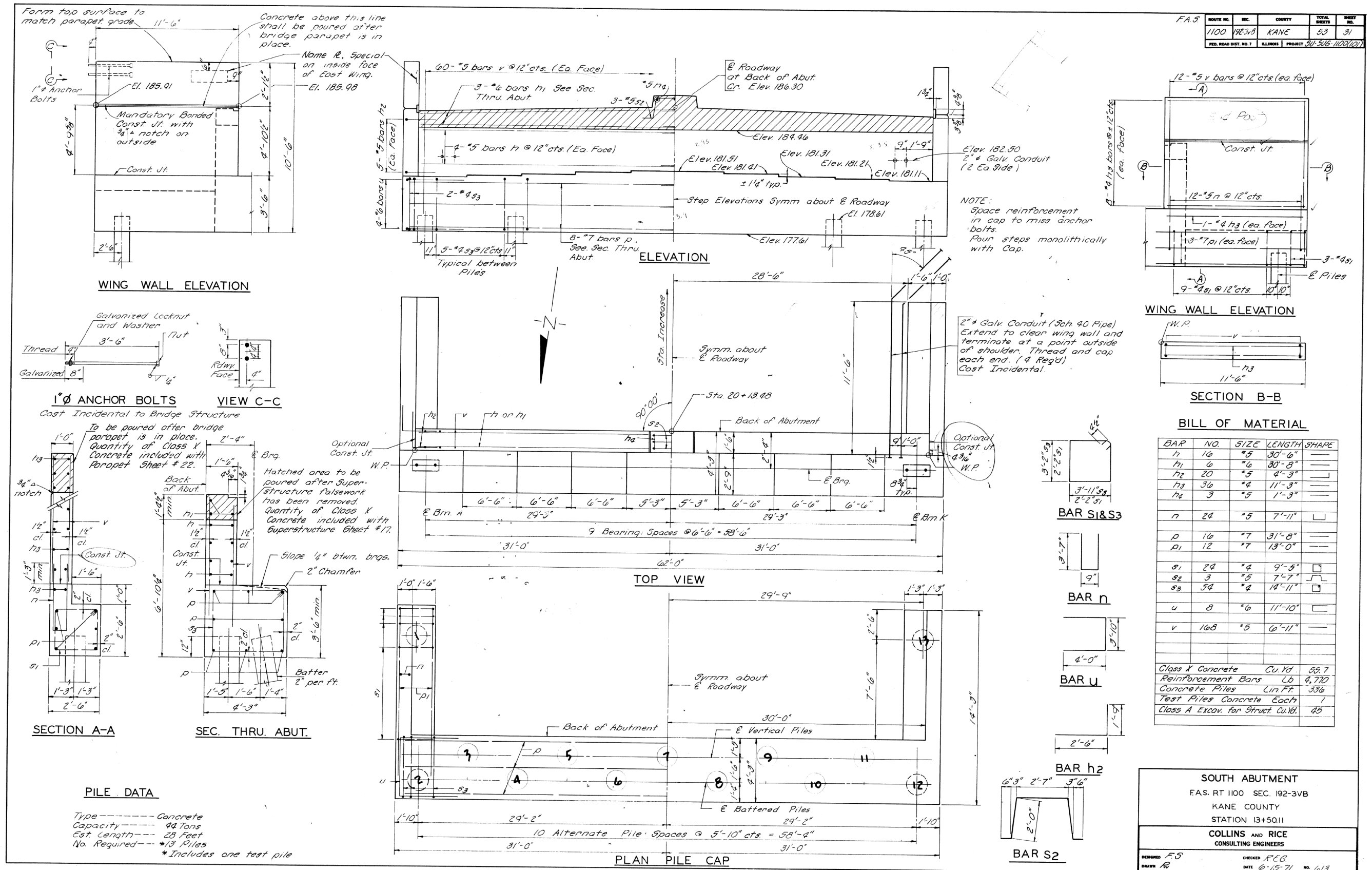
FOR INFORMATION ONLY

USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	441
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



FOR INFORMATION ONLY



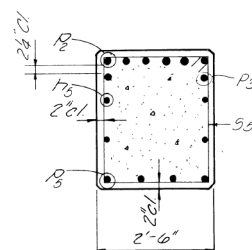
FOR INFORMATION ONLY

USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

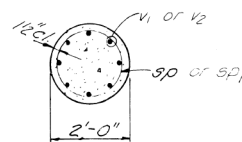
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	444
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

FA.5	ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
	1100	192-34B	KANE	53	32
FED. ROAD DIST. NO. 7			ILLINOIS	PROJECT 501-306-1100(101)	

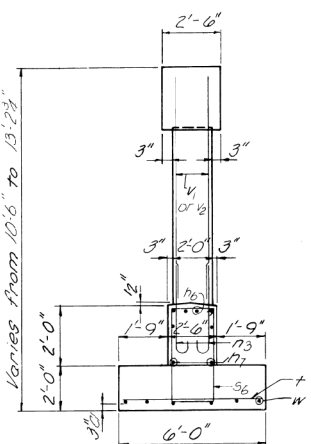
NOTES:
Space Reinforcement in cap to miss anchor bolts
All edges shall have standard $\frac{3}{4}$ " chamfer except as noted
Four steps monolithically with cap.



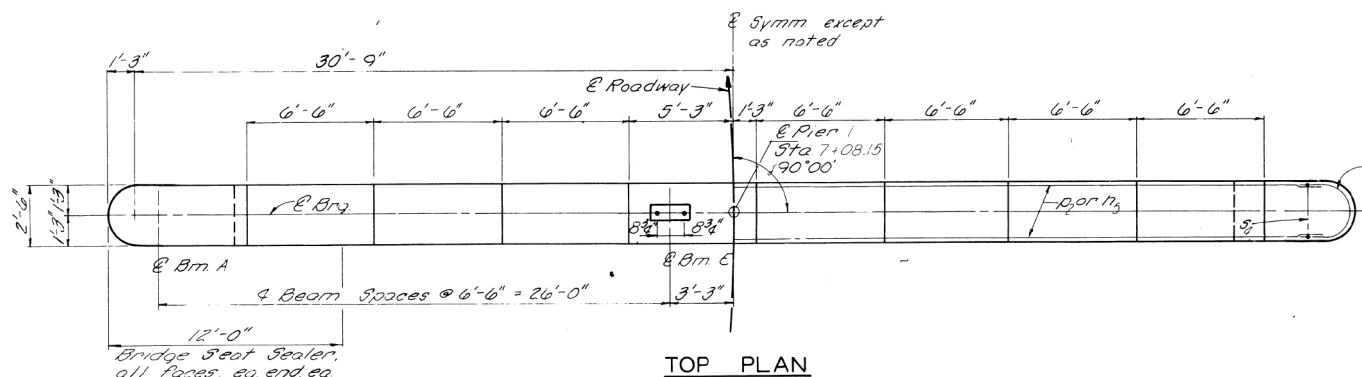
SEC. B-B



SEC. A-A

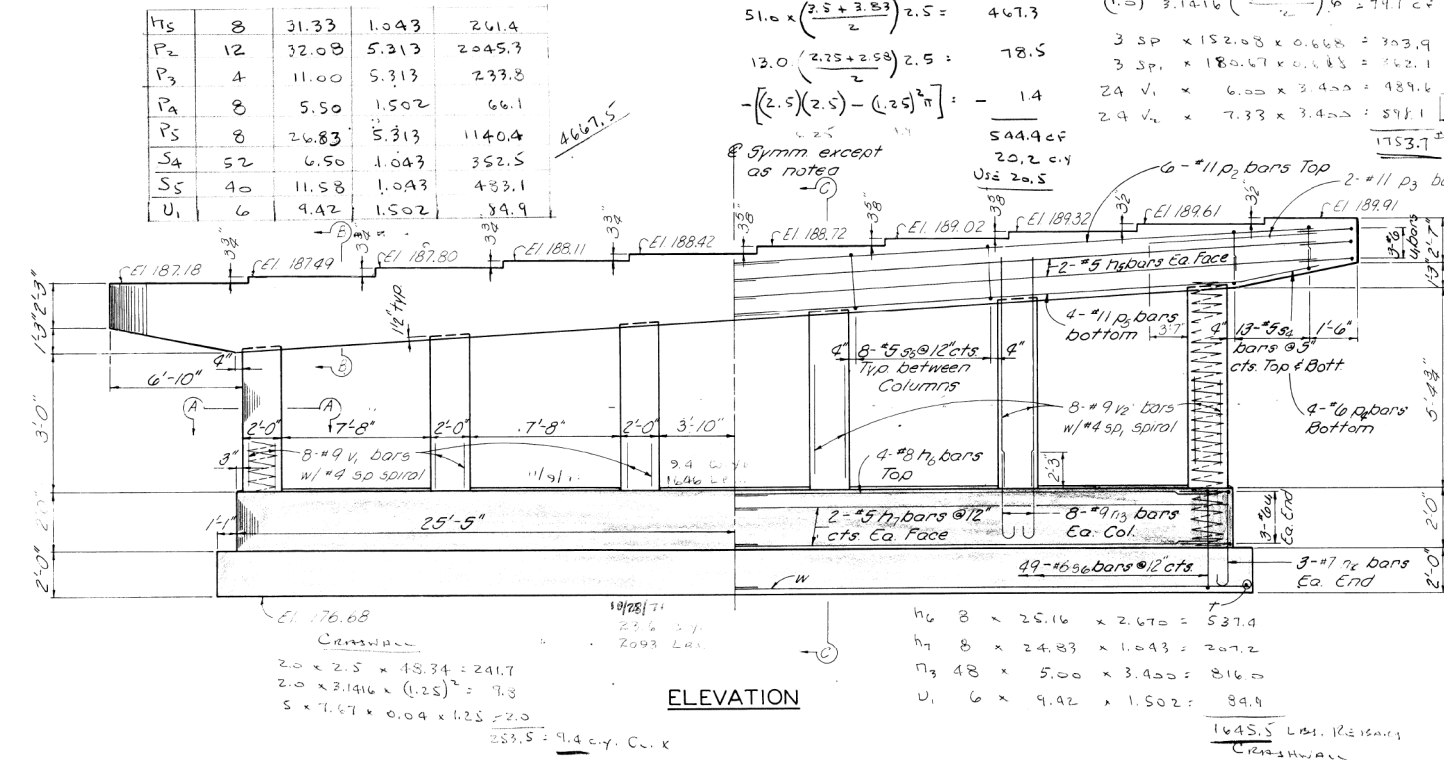


SEC. C-C

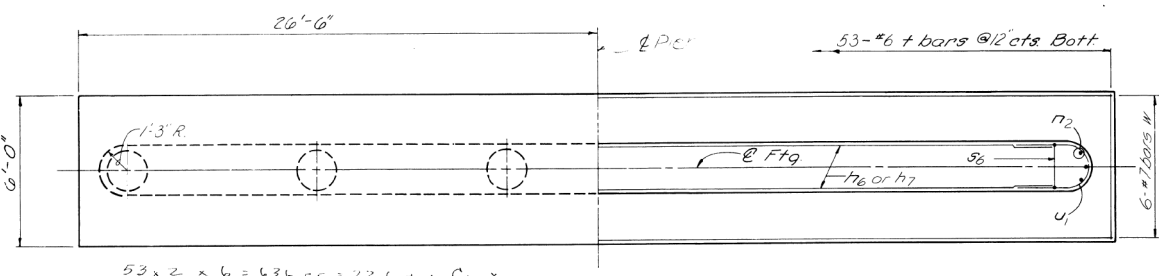


TOP PLAN

Hs	8	31.33	1.043	261.4
Pz	12	32.08	5.313	2045.3
P3	4	11.00	5.313	233.8
Pa	8	5.50	1.502	66.1
Ps	8	26.83	5.313	1140.4
S4	52	6.50	1.043	352.5
S5	40	11.58	1.043	483.1
U1	6	9.42	1.502	84.9



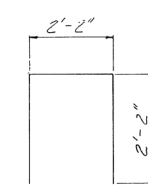
ELEVATION



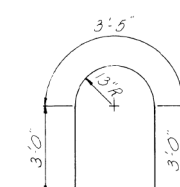
FOOTING PLAN

$53 \times 2 \times 6 = 636 \text{ cf} = 23.6 \text{ c.y. C.C. X}$

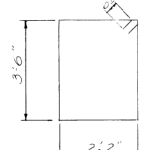
$H_2 \ 6 \times 4.33 \times 2.044 = 53.1$
 $S_6 \ 49 \times 12.42 \times 1.502 = 914.1$
 $T \ 53 \times 5.75 \times 1.502 = 457.7$
 $W \ 12 \times 27.35 \times 2.044 = 668.9$
 $2093.7 \text{ LBS REINFORCING}$



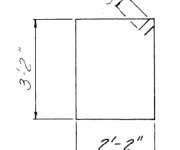
BAR S4



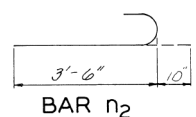
BAR U1



BAR S6



BAR S5



BAR N2

BAR N3

BILL OF MATERIAL

BAR	No	SIZE	LENGTH	SHAPE
Hs	8	#5	37'-4"	
Pz	8	#8	25'-2"	
P3	8	#5	24'-10"	
Pa	6	#7	9'-4"	
Ps	48	#9	5'-0"	
Pz	12	#11	32'-1"	
P3	4	#11	11'-0"	
Pa	8	#6	5'-6"	
Ps	8	#11	26'-10"	
S4	52	#5	6'-6"	
S5	40	#5	11'-7"	
S6	49	#6	12'-5"	
SP	3	#4	152'-1"	WWW
SP	3	#4	180'-8"	WWW
T	53	#6	5'-9"	
U1	12	#6	9'-5"	
V1	24	#9	6'-0"	
V2	24	#9	7'-4"	
W	12	#7	27'-3"	
Class K Concrete			Cu Yd	56.5
Reinforcement Bars			Lb	10,160
Class A Excav For Struct Cu Yd				129

BARS SP & SP1

#4 spiral with 3" max pitch.
1/2 extra turns top & bottom.
Splices in spirals shall be made by a lap of 1/2 turns.
Spacers and 1/2 extra turns at laps are to be included in cost of spirals.
Weight of spiral each column
102 Lbs. SP
121 Lbs. SP1

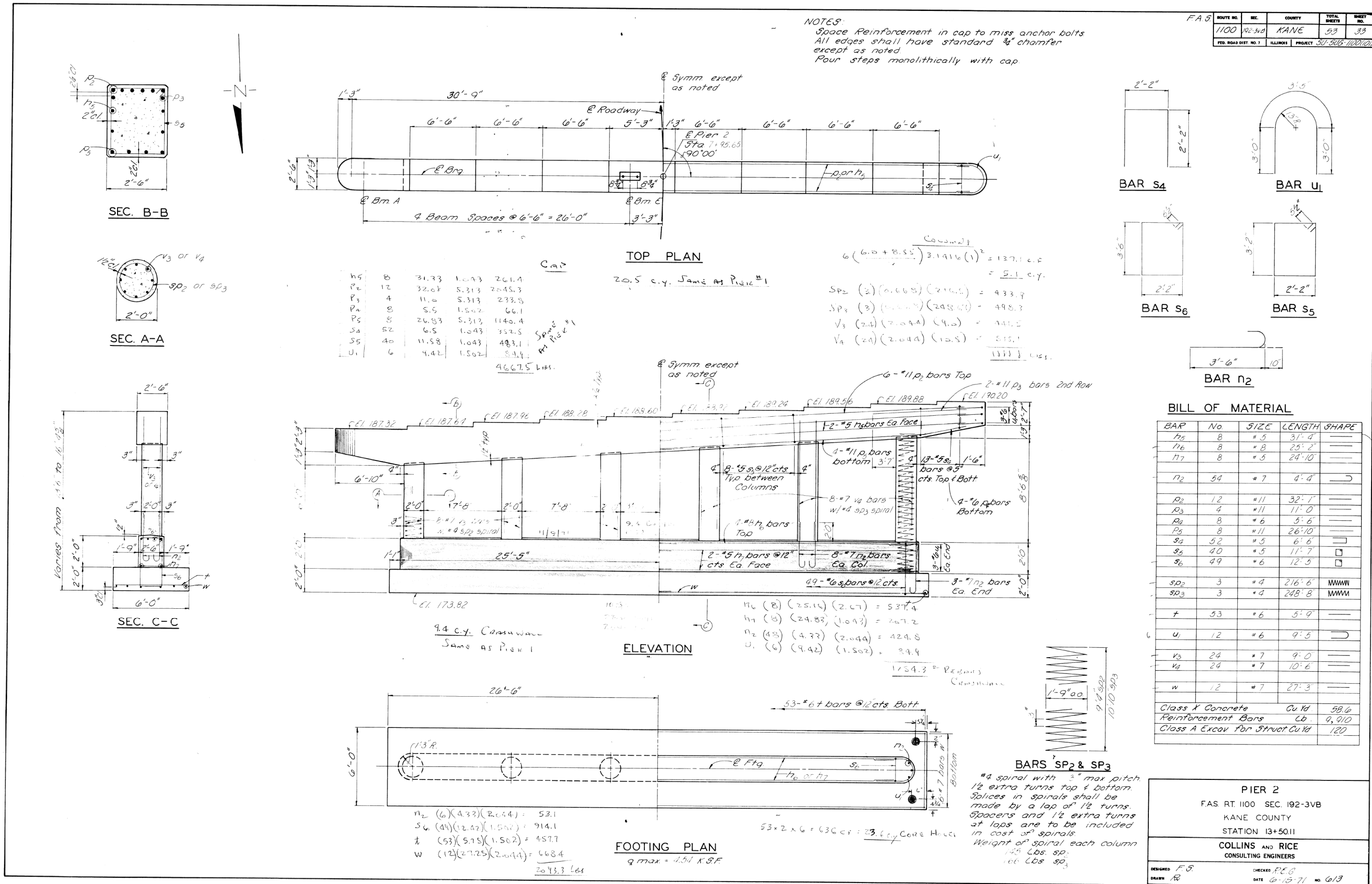
PIER I

FAS RT. 1100 SEC. 192-3VB
KANE COUNTY
STATION 13+50.11

COLLINS AND RICE
CONSULTING ENGINEERS

DESIGNED F.B.	CHECKED P.E.B.
DRAWN R.B.	DATE 6-15-71 NO. 613

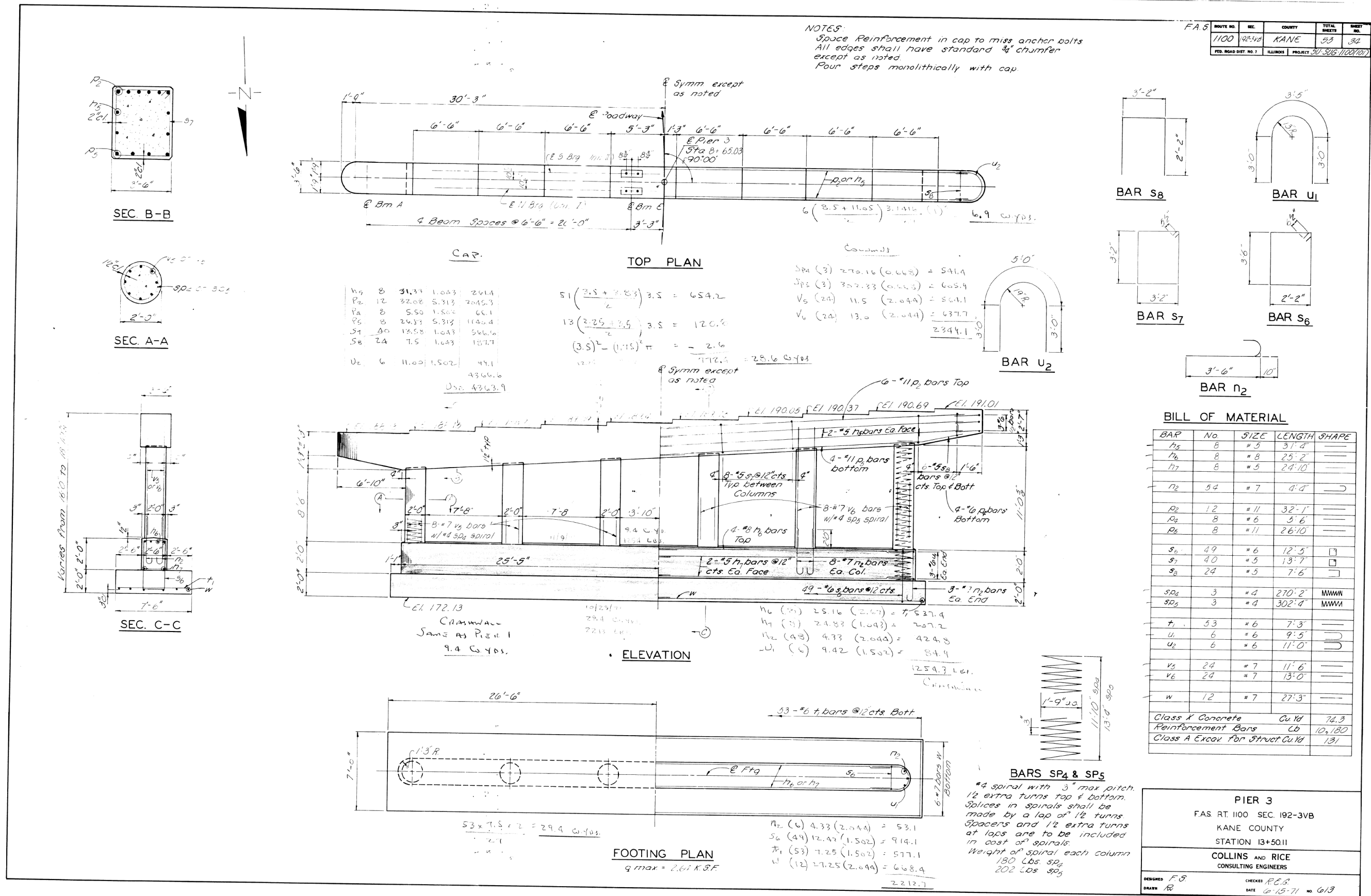
FOR INFORMATION ONLY



FOR INFORMATION ONLY

USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

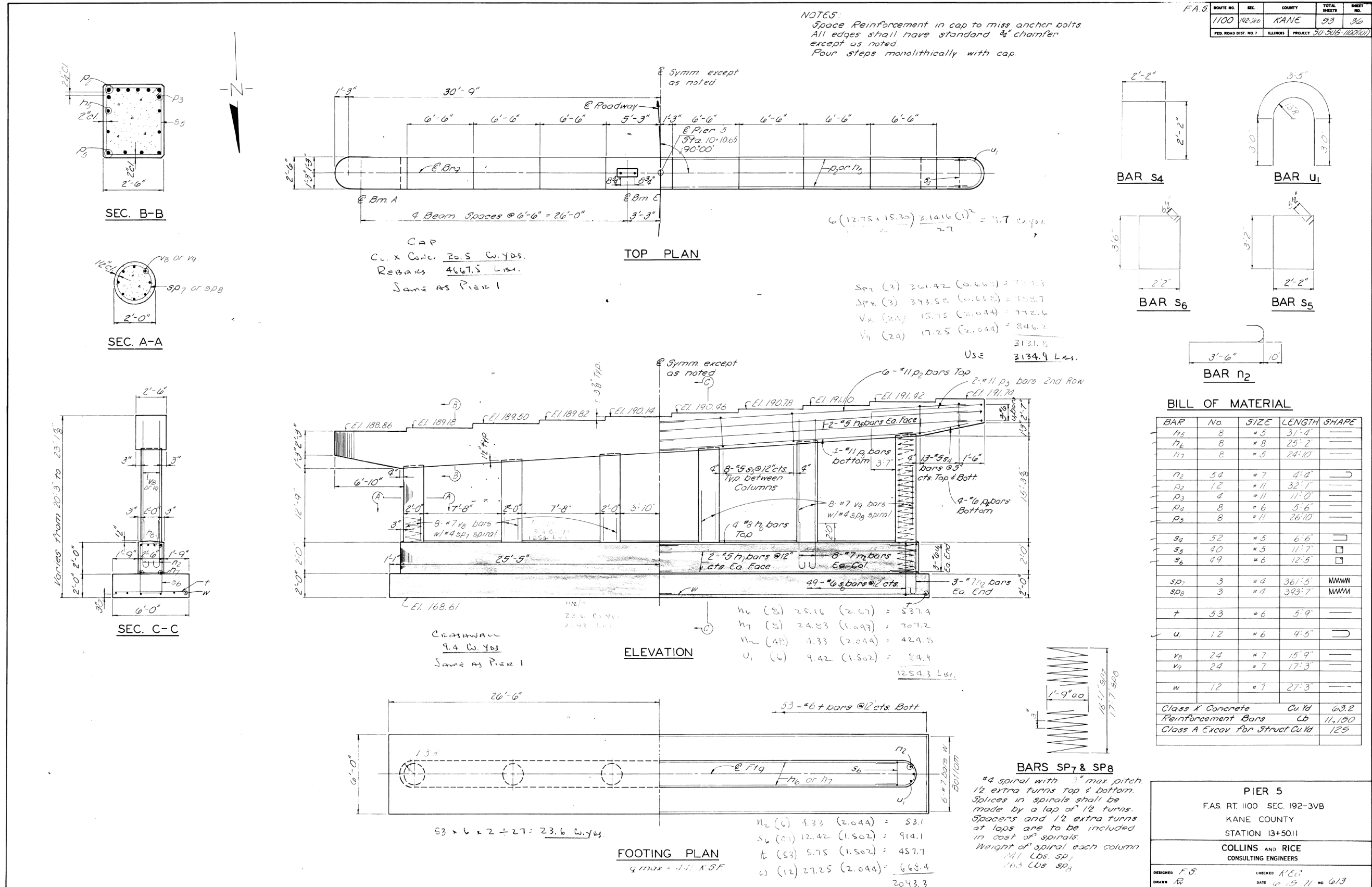
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	446
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



FOR INFORMATION ONLY

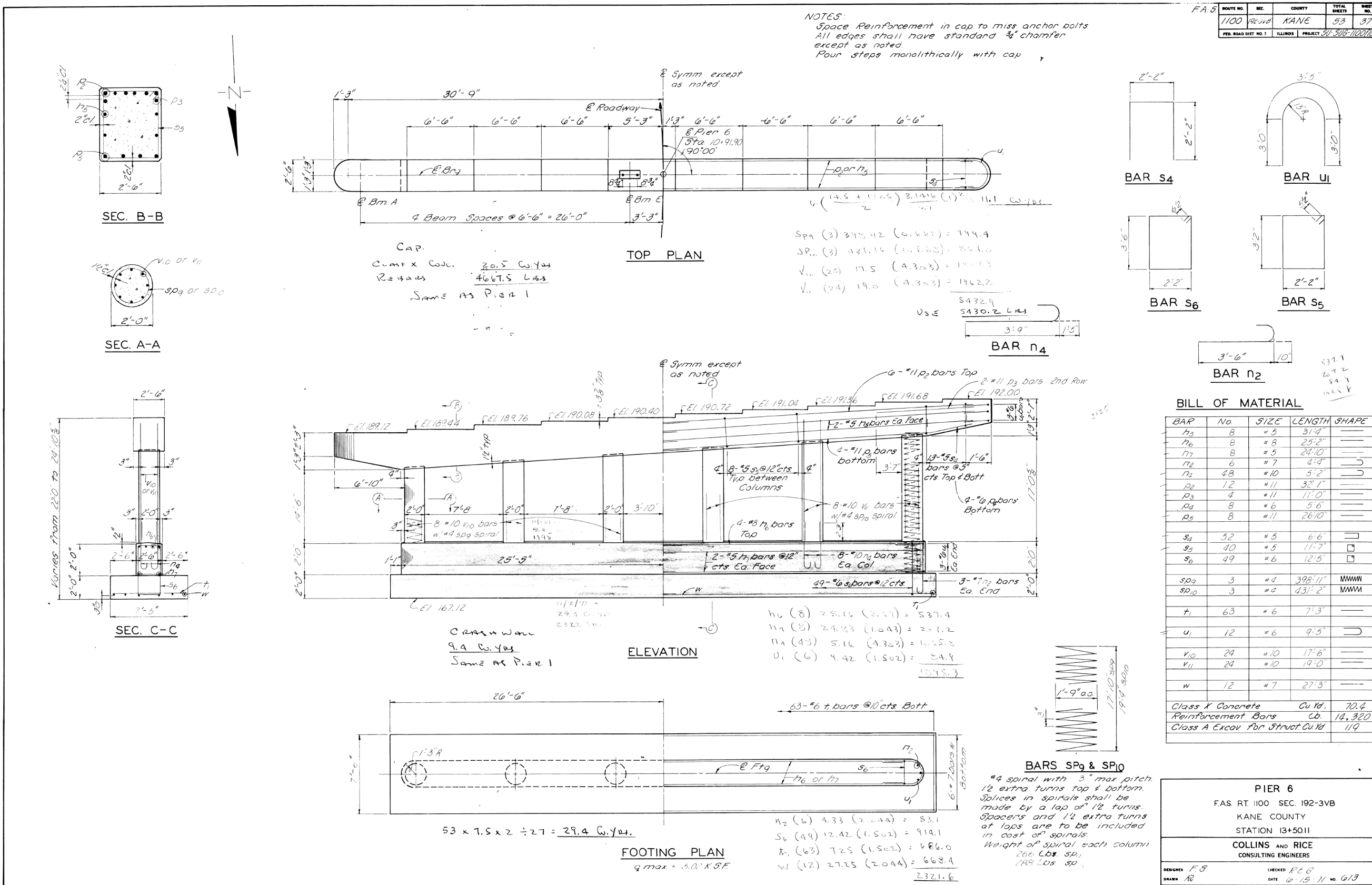
USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	448
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

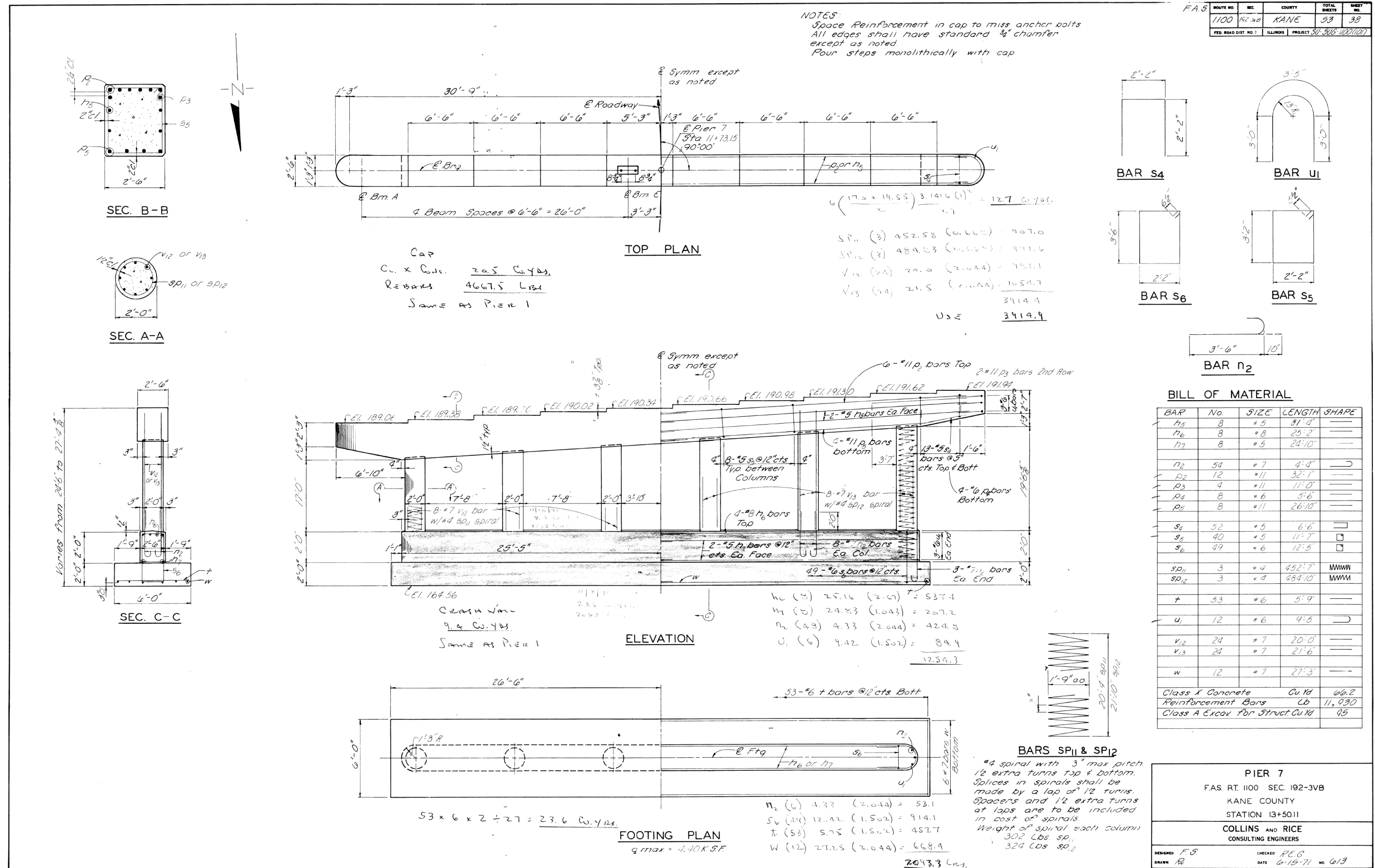


USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

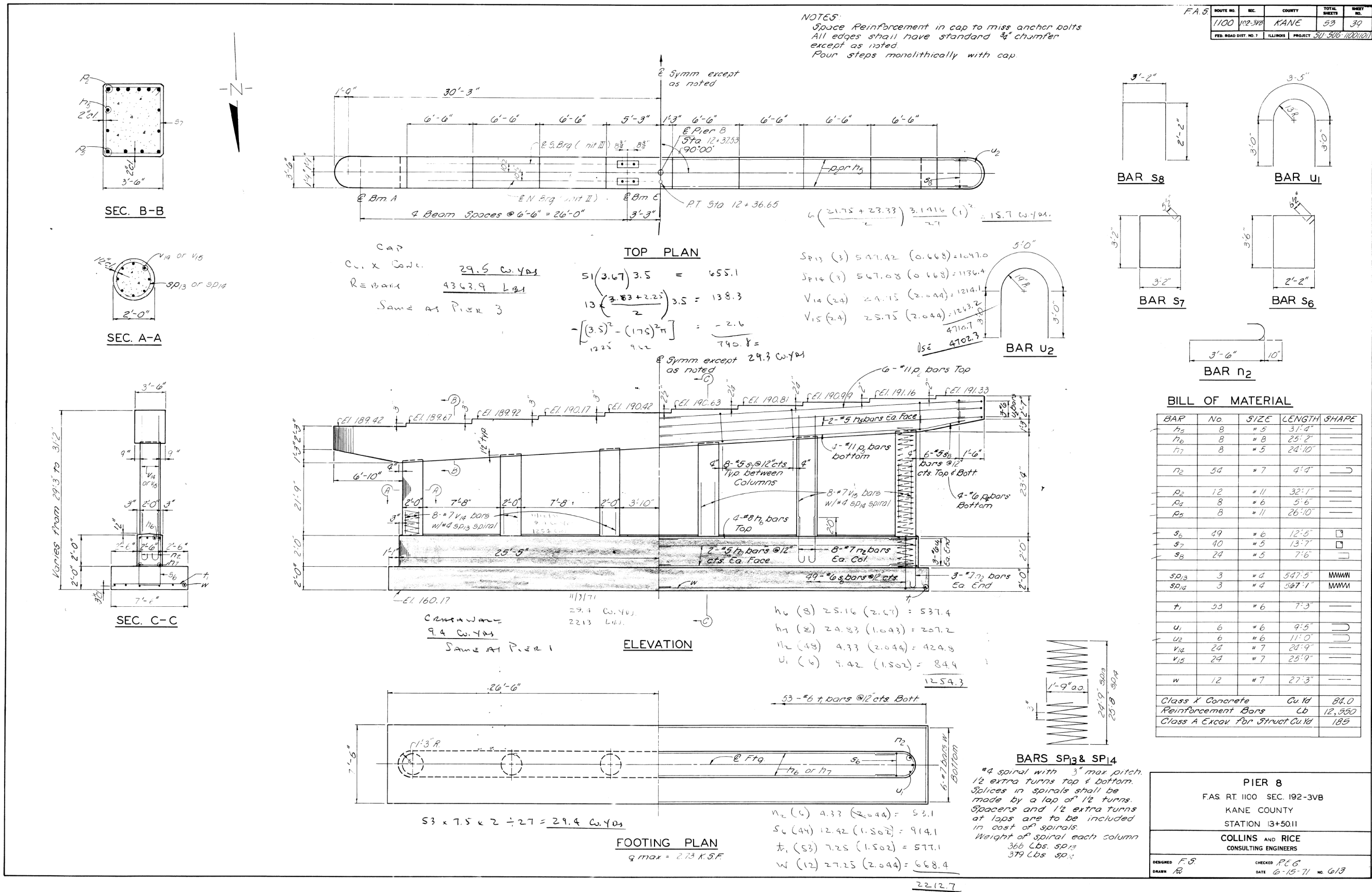
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	449
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



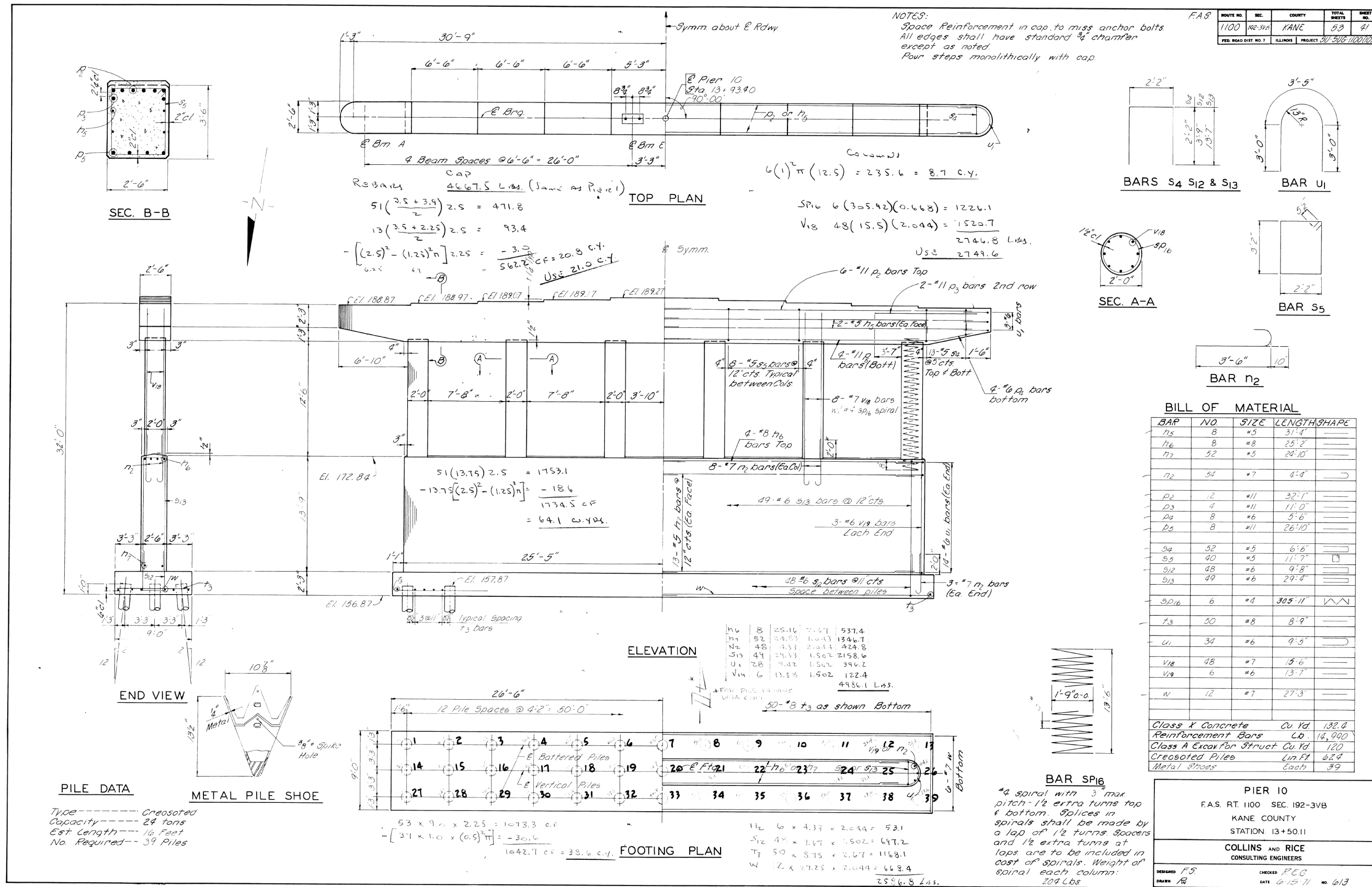
FOR INFORMATION ONLY



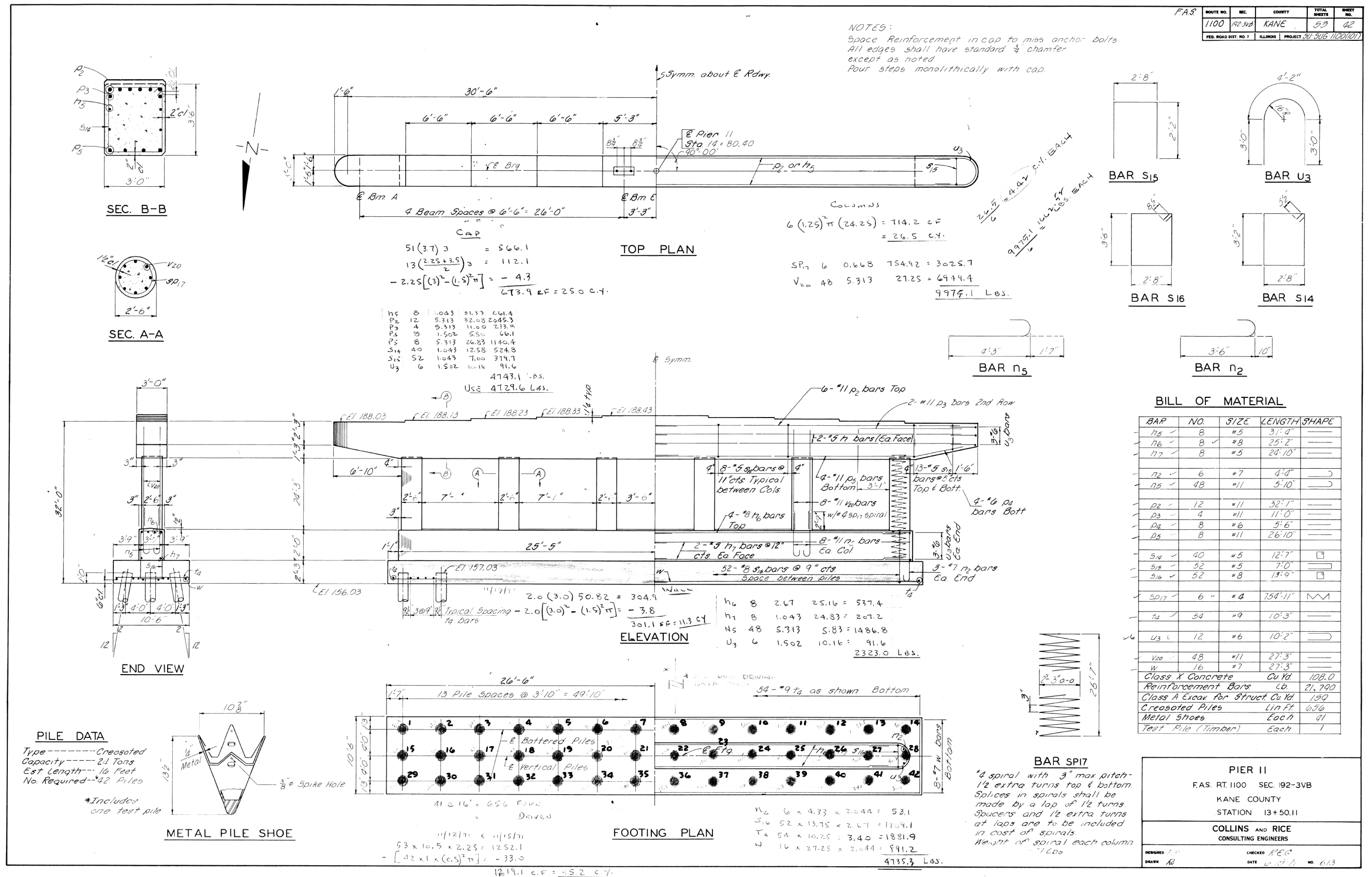
FOR INFORMATION ONLY



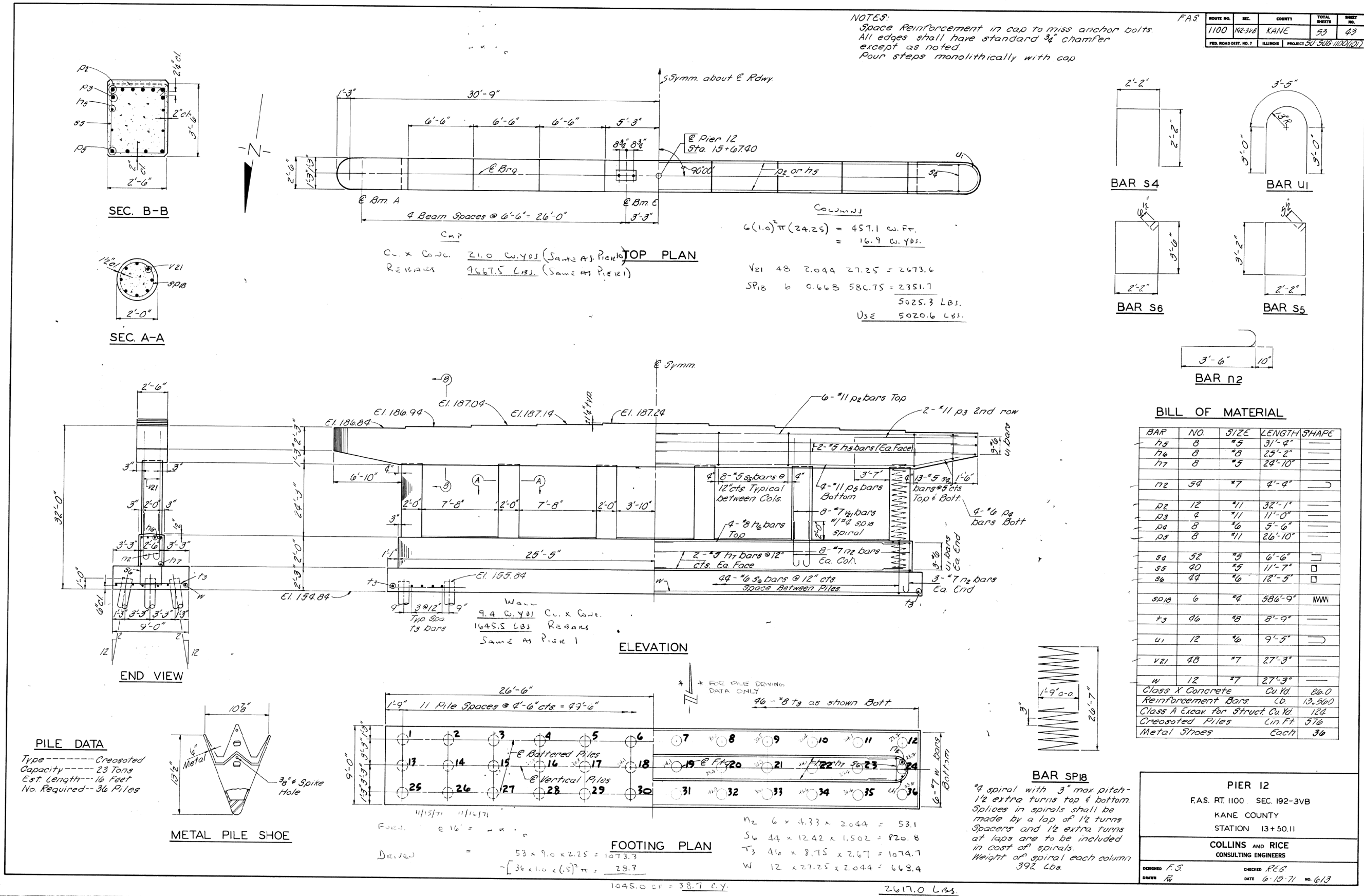
FOR INFORMATION ONLY



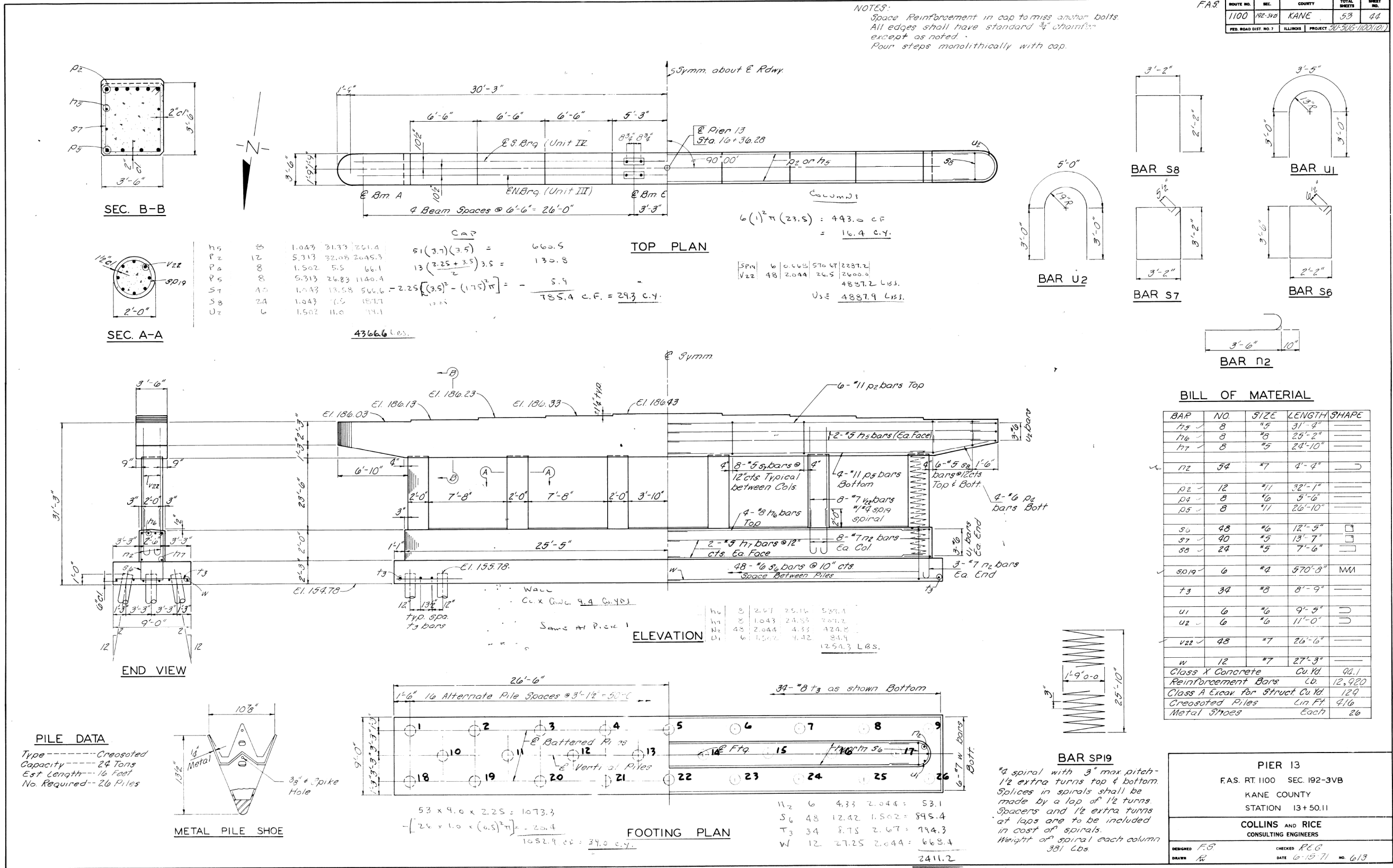
FOR INFORMATION ONLY



FOR INFORMATION ONLY



MODEL: Default
FILE NAME: W:\894-048 KDOT KfK Road over UPRRCAD Sheets\Structural\PIER 13\PIER 13-04-BR_Existing Structure_33_Existing Plans.dgn



FOR INFORMATION ONLY



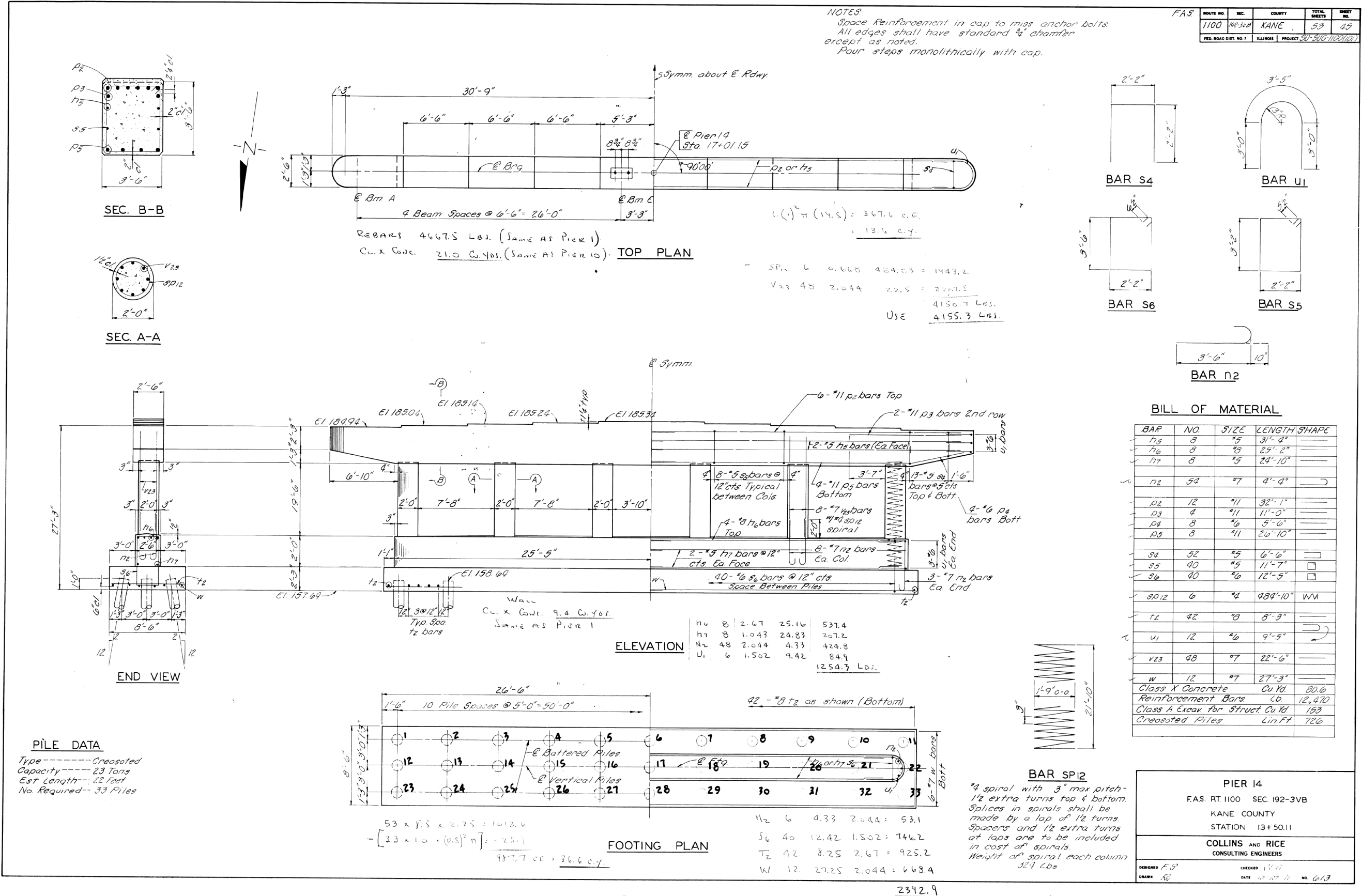
USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

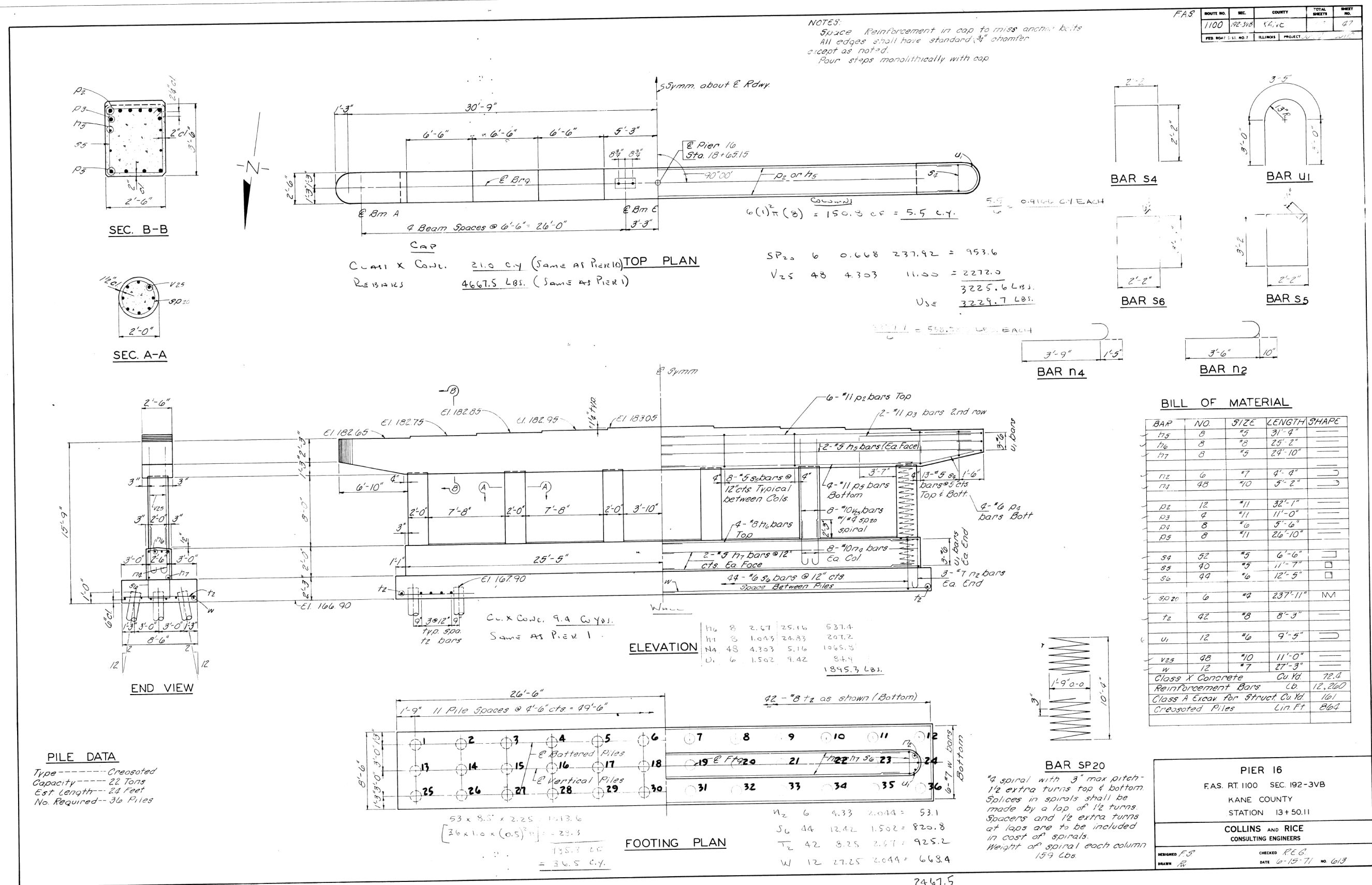
SHEET 33 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	456
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



FOR INFORMATION ONLY

FOR INFORMATION ONLY



PILE DATA

Type-----Creosoted
Capacity-----22 Tons
Est. Length---24 Feet
No. Required--36 Piles

USER NAME	=	DESIGNED	-	KN	REVISED	-
		CHECKED	-	PRD	REVISED	-
PLOT SCALE	=	DRAWN	-	KN	REVISED	-
PLOT DATE	=	CHECKED	-	PRD	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING STRUCTURE PLANS STRUCTURE NO. 045-3096				
SHEET 36 OF 37 SHEETS				

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	459
		CONTRACT NO. 61M13		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: W:\894-048 KDOT Kfrk Road over UPRRCAD Sheets\Structural\FINAL PLANS\Existing Structure_37_Existing Plans.dgn



USER NAME =	DESIGNED - KN	REVISED -
	CHECKED - PRD	REVISED -
PLOT SCALE =	DRAWN - KN	REVISED -
PLOT DATE =	CHECKED - PRD	REVISED -

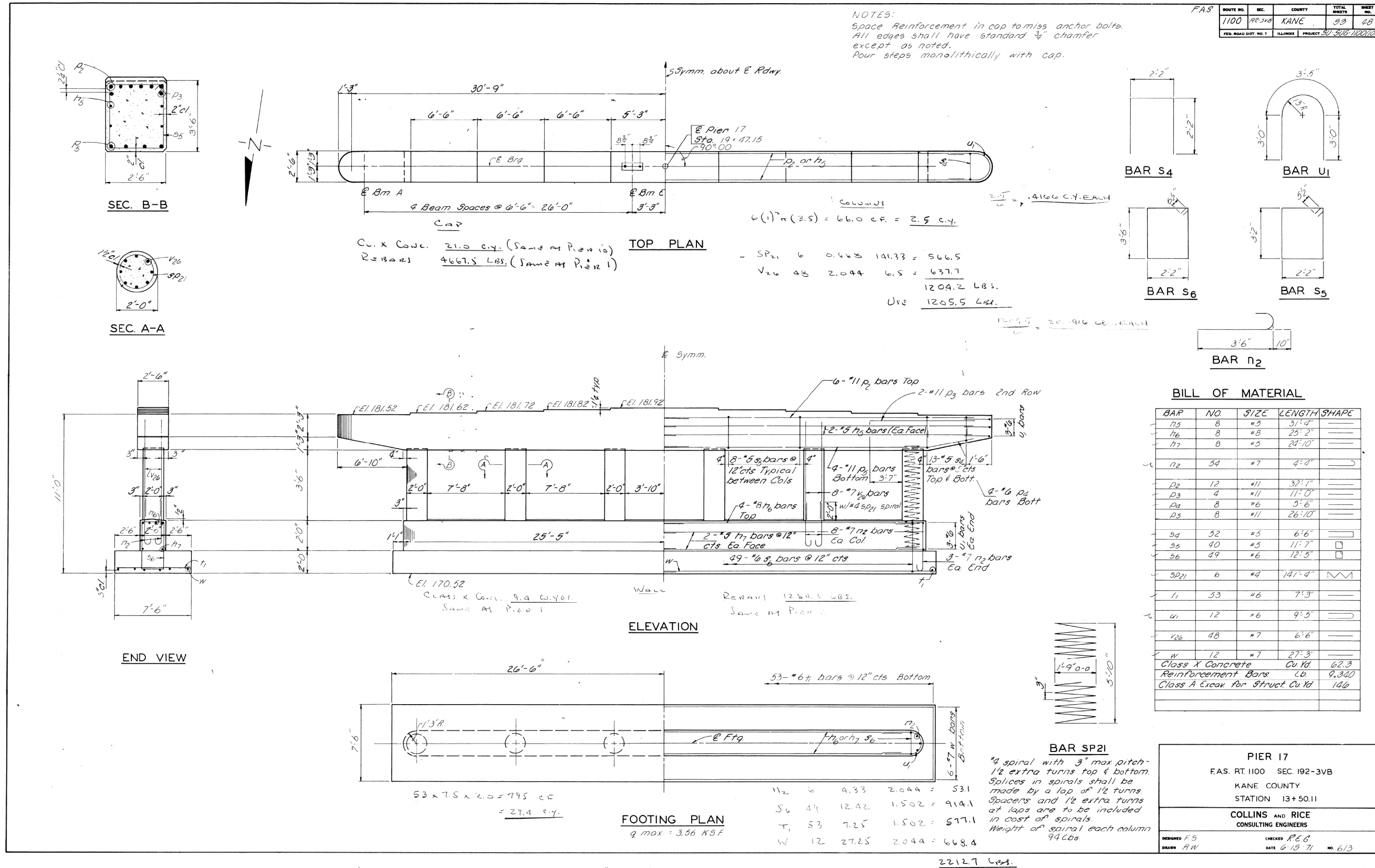
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

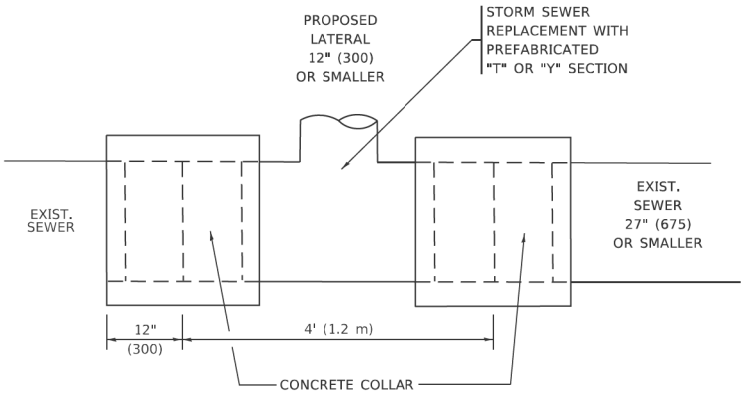
EXISTING STRUCTURE PLANS
STRUCTURE NO. 045-3096

SHEET 37 OF 37 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	460
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

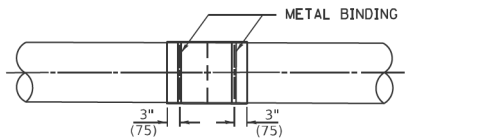
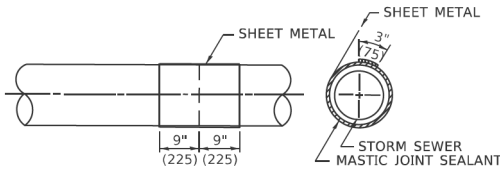
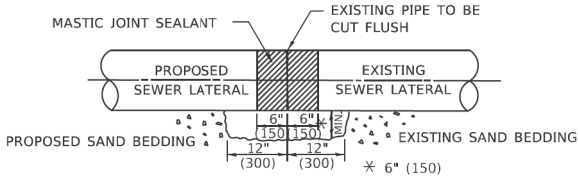
FOR INFORMATION ONLY





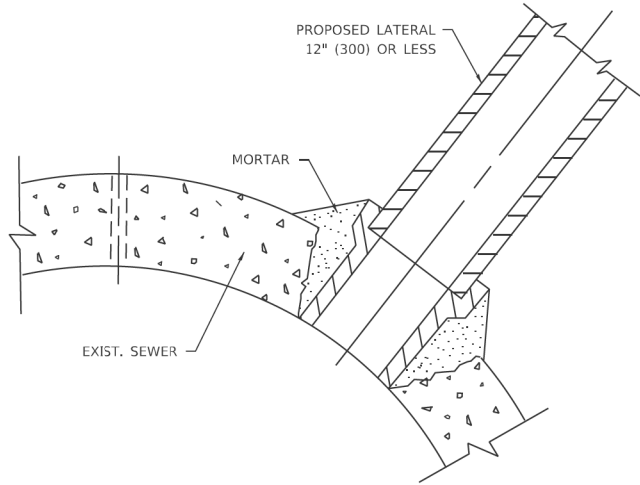
DETAIL "A"

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



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

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

CONSTRUCTION SEQUENCE

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

NOTES:

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

1. CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

1. TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
2. REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

MODEL: Default
FILE NAME: WJ1515d022-341db07.dgn

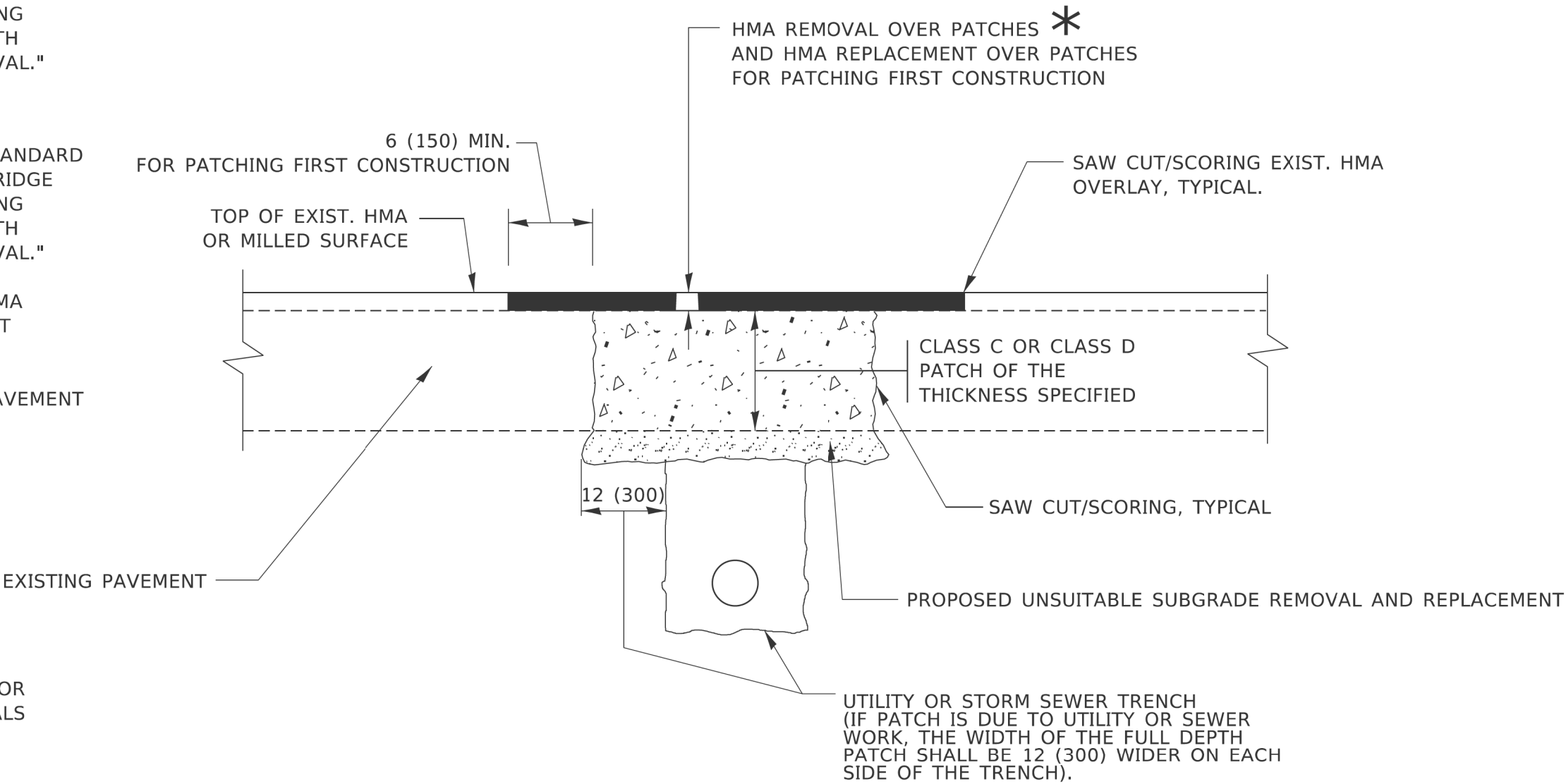
	USER NAME = demanchelt		DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN -	REVISED - R. SHAH 10-25-94				360	12-00192-04-BR	KANE	518	461
	PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED - R. SHAH 06-12-96				BD500-01 (BD-07)		CONTRACT NO. 61M13		
	PLOT DATE = 2/2/2022		DATE - 07-25-90	REVISED - K. SMITH 02-01-22				SCALE: NONE		SHEET 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

- 1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
- 2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
- 3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

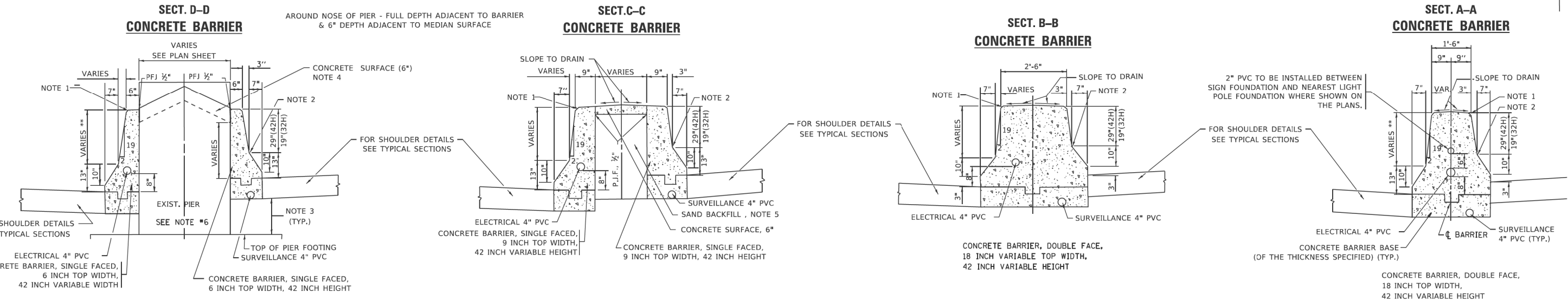
- 1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

MODEL: Default
FILE: N:\MILE 12\12-00192-04-BR\12-00192-04-BR.dgn

	USER NAME = demanchelt	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 09-04-07									
	PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - K. ENG 10-27-08					360	12-00192-04-BR	KANE	518	462
	PLOT DATE = 2/2/2022	DATE - 10-25-94	REVISED - K. SMITH 02-01-22					BD400-04 (BD-22)		CONTRACT NO.61M13		
SCALE: NONE		SHEET 1 OF 1 SHEETS		STA.		TO STA.		ILLINOIS FED. AID PROJECT				

(SUPER ELEVATION CONDITION)



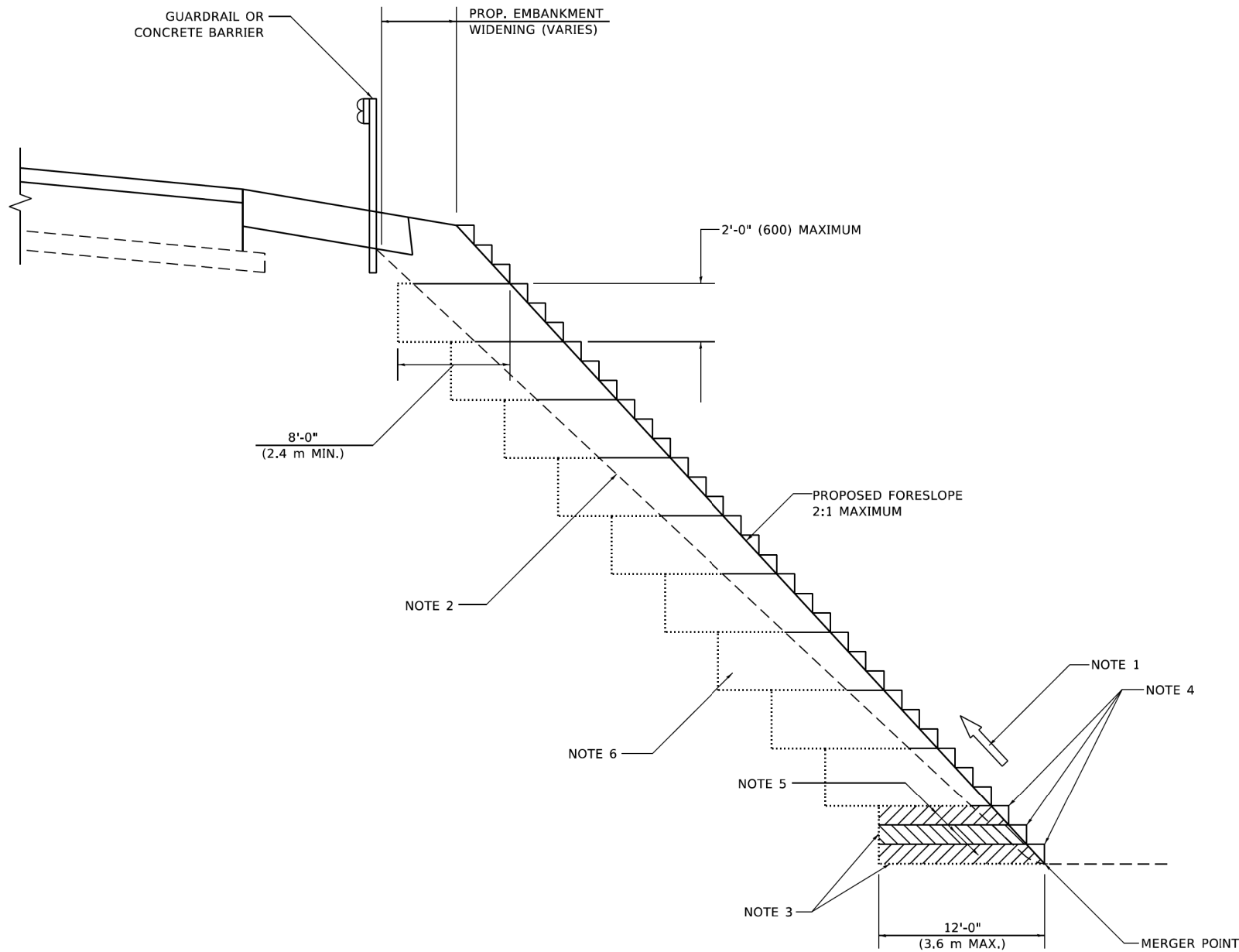
1. FOR UNDERDRAIN DETAILS SEE TYPICAL SECTIONS.
2. FOR KEYWAY (F) DIMENSIONS, SEE TYPICAL SECTIONS.
3. IF USING JOINTED CONCRETE BARRIER BASE, CONTRACTORS
WILL HAVE THE OPTION OF USING A KEYWAY OR #____TIE BARS AT ____O.C.
4. MAINTAIN SLOPE OF FACE AS SHOWN ON DETAIL. HEIGHT AND WIDTH OF BARRIER
INCREASE WHERE A DIFFERENCE IN MEDIAN EDGE-OF-PAVEMENT GRADE
ELEVATION EXISTS.

1. 3/4 " CHAMFER OR 1" RADIUS (OPTIONAL)
2. 10" RADIUS (OPTIONAL)
3. EXTEND BOTTOM OF BARRIER TO FOOTING
ONLY WHEN DEPTH IS 6" OR LESS, OTHERWISE
MAINTAIN SAME DEPTH AS BOTTOM OF SHOULDER

1. COST OF SAND BACKFILL, CONCRETE SURFACE (6"), AND PIER FILLER MATERIAL WILL BE PAID FOR SEPERATELY.
2. PREFORMED JOINT FILLER SHALL BE INCLUDED IN THE UNIT COST FOR THE CONCRETE BARRIER OF THE TYPE INVOLVED.
3. CONCRETE BARRIER BASE PAY ITEM IS TO BE INCLUDED IF THE BARRIER IS CONSTRUCTED MONOLITHIC OR JOINTED TO BASE. # _____TIE BARS AT _____ O.C.
4. REMOVAL OF CONCRETE BLOCK SHALL BE INCLUDED IN THE UNIT COST OF CONCRETE BARRIER.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	463
BD-27		CONTRACT NO. 61M13		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

GENERAL NOTES

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

BASIS OF PAYMENT

1. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

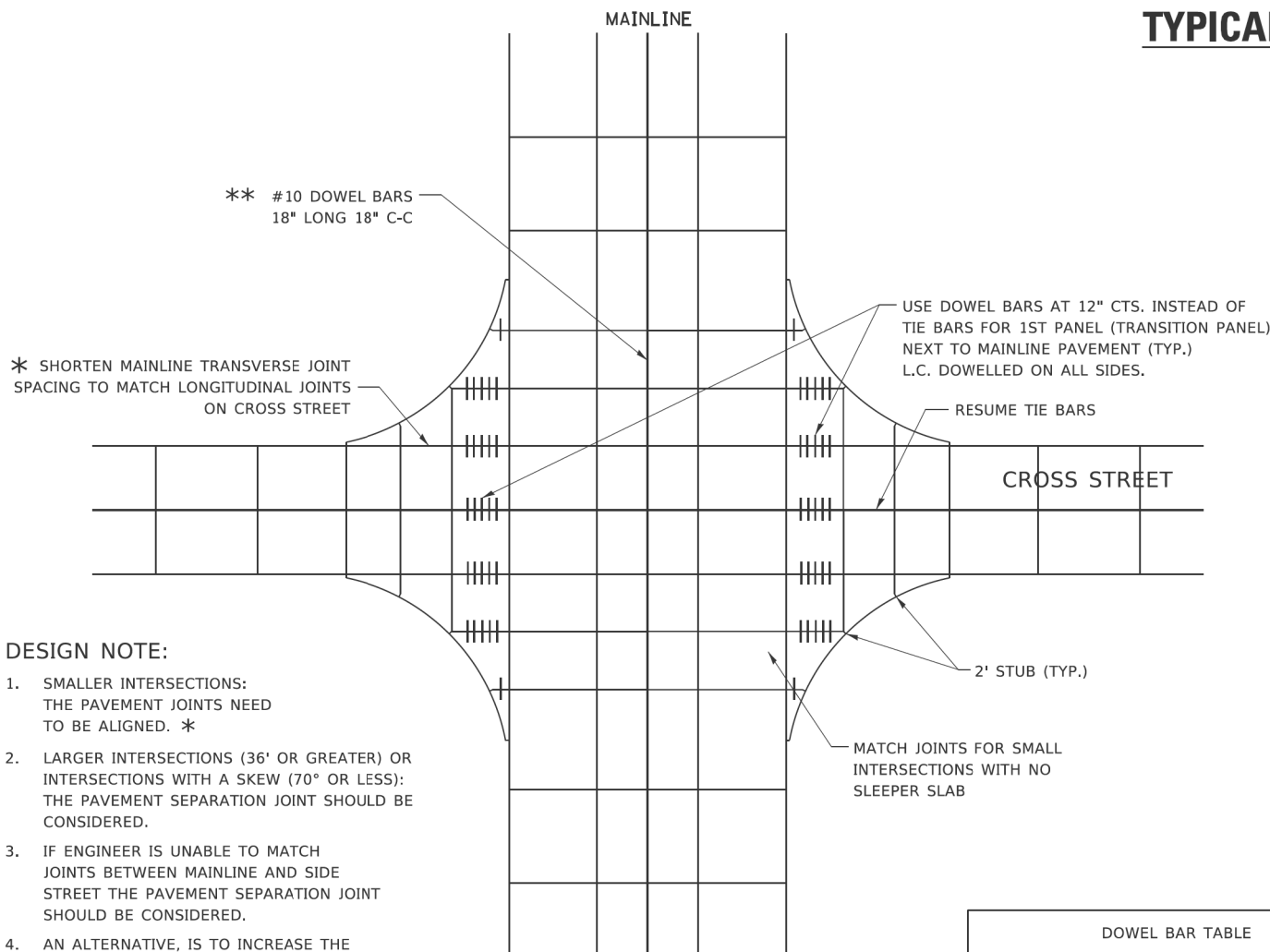
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

MODEL: Default
FILE: N:\mte_projects\paw.bentley.com\paw\DOT\Documents\DOT Offices\District 1\Projects\Dist42\2324\CADDData\CADsheets\bd51.dgn

	USER NAME = Lawrence,DeManche	DESIGNED -	REVISED - K. SMITH 11-18-22	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BENCHING DETAIL FOR EMBANKMENT WIDENING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - CADD	REVISED -					360	12-00192-04-BR	KANE	518	464
	PLOT SCALE = 100.0000' / in.	CHECKED - S.E.B.	REVISED -		BD-51			CONTRACT NO. 61M13				
	PLOT DATE = 11/18/2022	DATE - 06-16-04	REVISED -		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

TYPICAL APPLICATION

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



DESIGN NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED. *
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE, IS TO INCREASE THE PAVEMENT THICKNESS BY ½" FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS, (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED , USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

DOWEL BAR TABLE		
PAVEMENT THICKNESS	DOWEL BAR DIAMETER	DOWEL BAR LENGTH
8" OR GREATER	1½"	18"
LESS THAN 8"	NA	NA

NOTE:

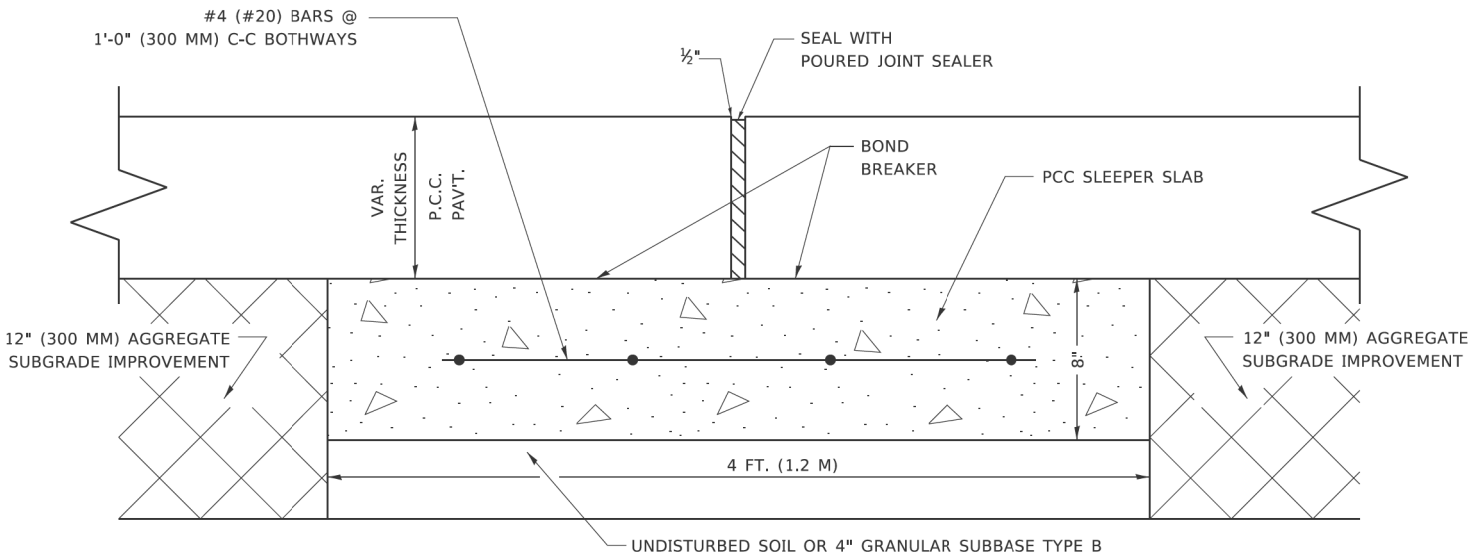
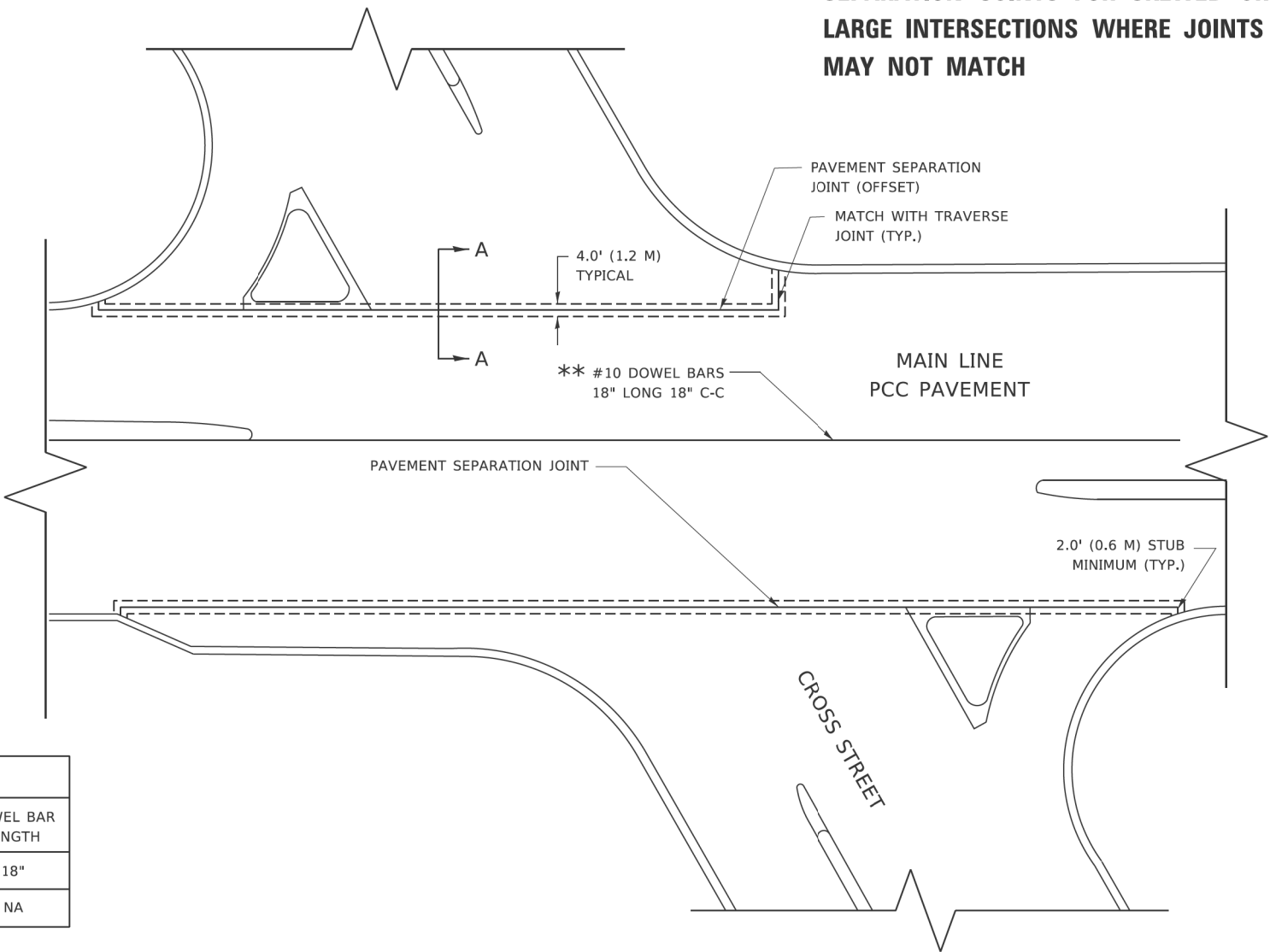
1. JOINT FILLER SHALL CONSIST OF A SHEET OF ½" BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.

METHOD OF MEASUREMENT

THIS WORK WILL BE MEASURED FOR PAYMENT IN FEET, MEASURED IN PLACE.

BASIS OF PAYMENT

1. THIS WORK WILL BE PAID FOR AT THE UNIT PRICE PER FOOT FOR "SLEEPER SLAB".
2. BOND BREAKER AND ½" (13MM) JOINT FILLER SHALL BE INCLUDED IN THE PAY ITEM "SLEEPER SLAB"



PROPOSED SECTION A-A

MODEL: Default
FILE: Model_C330w_work\pavdat\footem\dd0108315\bd52.dgn
4/12/2019 2:36:56 AM Tuser\bd52

USER NAME = footem]	DESIGNED - TGM	REVISED - CADD 06-18-10
	DRAWN -	REVISED - O. PATEL 3-27-19
PLOT SCALE = 50,0000 ' / in.	CHECKED - AM	REVISED -
PLOT DATE = 3/27/2019	DATE - 05-14-2002	REVISED -

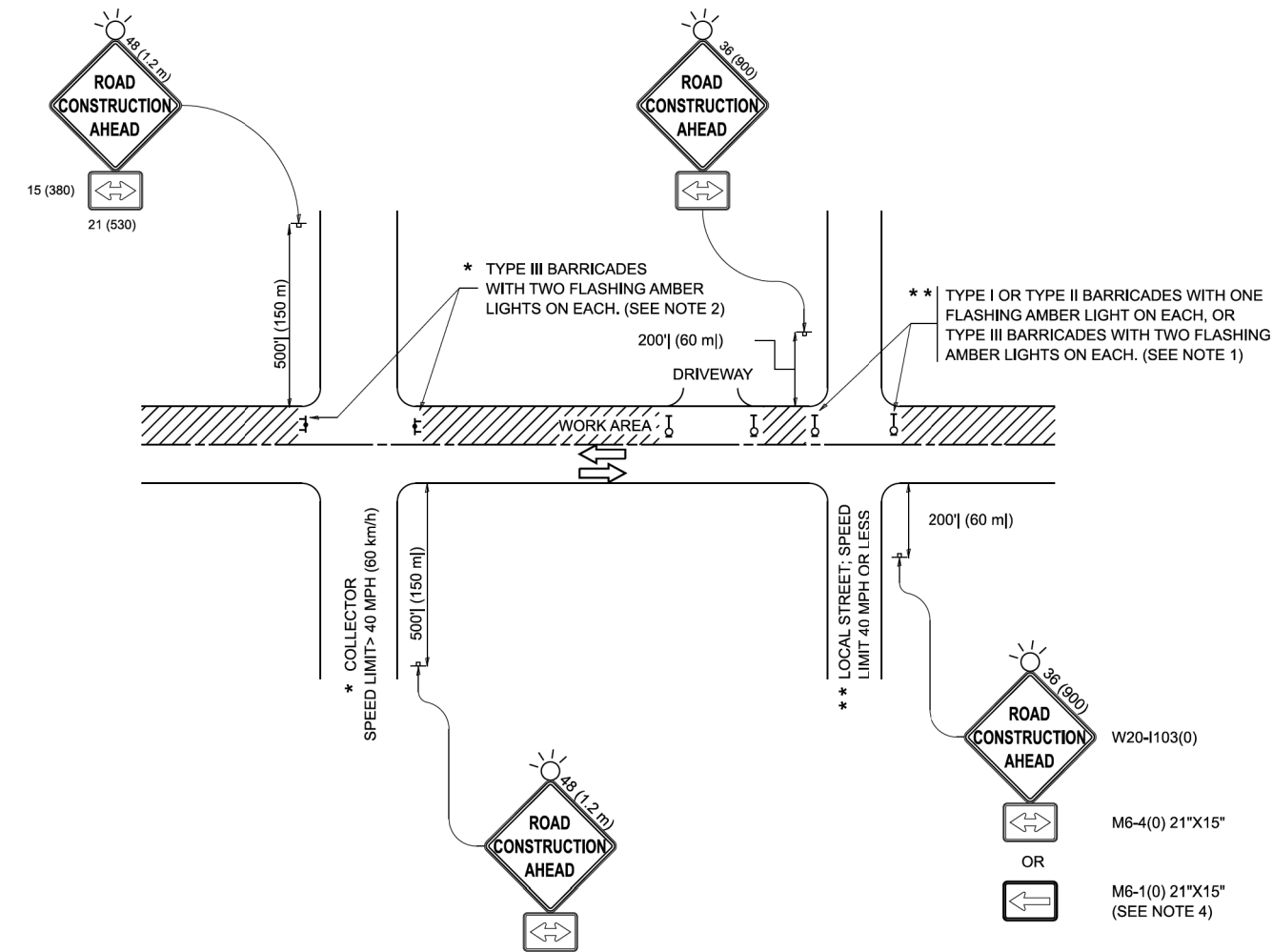
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF PAVEMENT SEPARATION
JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	465
BD52		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

MODEL: TC-10 (Sheet)
FILE NAME: c:\p\work\p\willawrence.demanche\illinois.gov\0951415\TC-10.dgn



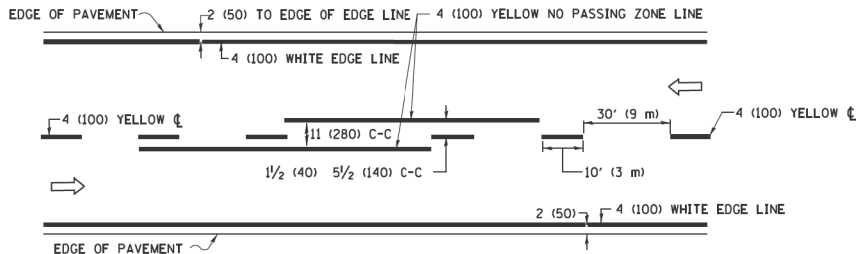
NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

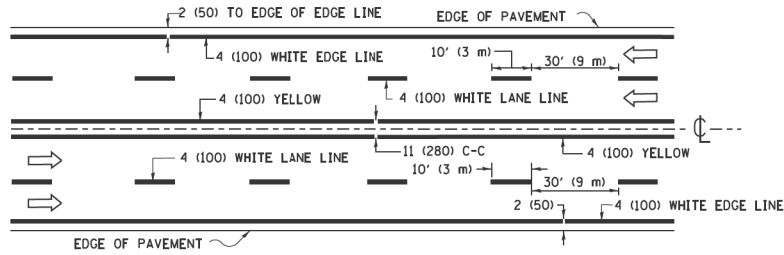
All dimensions are in inches (millimeters)
unless otherwise shown.

	USER NAME = lawrence.demanche	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. SCHUETZE 07-01-13												518	466
	PLOT SCALE = 0.08333317' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-06									TC-10		CONTRACT NO. 61M13		
	PLOT DATE = 10/2/2025	DATE - 06-89	REVISED - D. SENDERAK 05-03-25									ILLINOIS FED. AID PROJECT				

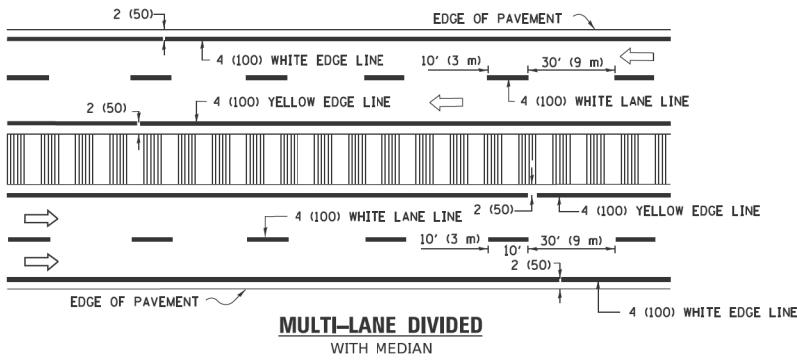
MODEL: Default
FILE: N:\MTEC\pav\illinois\gov\p\WIDOT\Documents\DOT_Offices\District_1\Projects\Dist1\4222\2-31CADData\CADsheets\ts13.dgn
13:46:34/2019 10:34:37 AM/Tier100000



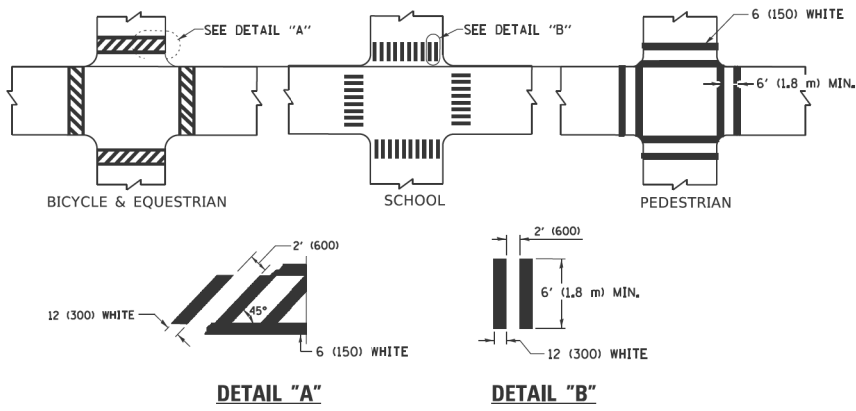
2-LANE ROADWAY



MULTI-LANE UNDIVIDED

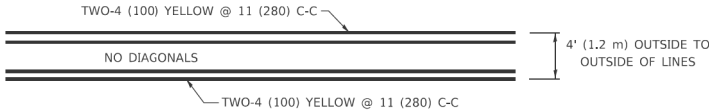


TYPICAL LANE AND EDGE LINE MARKING

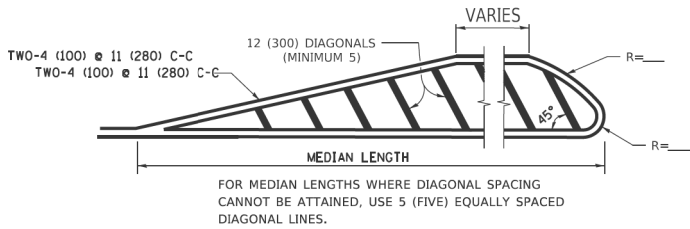


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

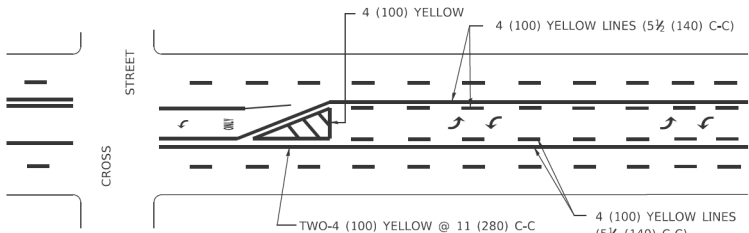


4' (1.2 m) WIDE MEDIANS ONLY

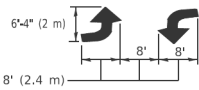


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

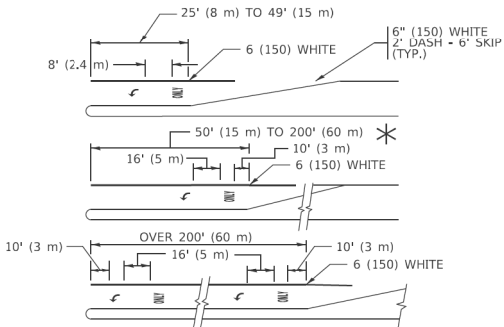


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

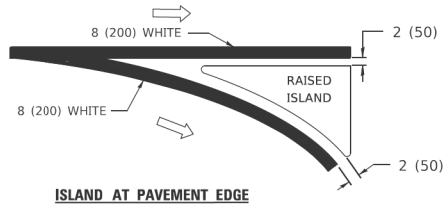
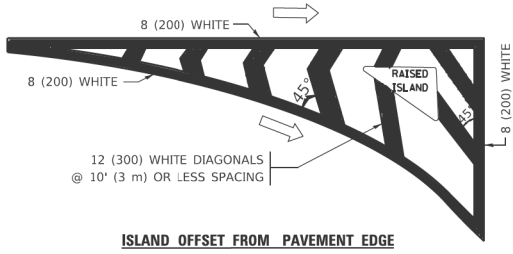


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

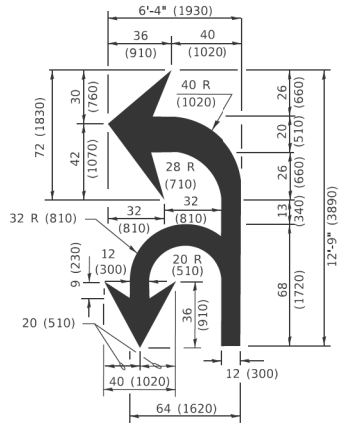
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

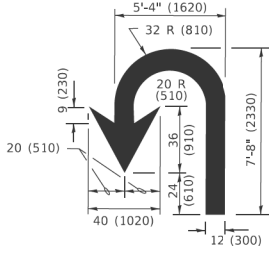
TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW/ YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m ²) EACH *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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.

USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET 1 OF 2 SHEETS	STA. TO STA.
-------------	---------------------	--------------

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	467
TC-13		CONTRACT NO. 61M13		
		ILLINOIS	FED. AID PROJECT	

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

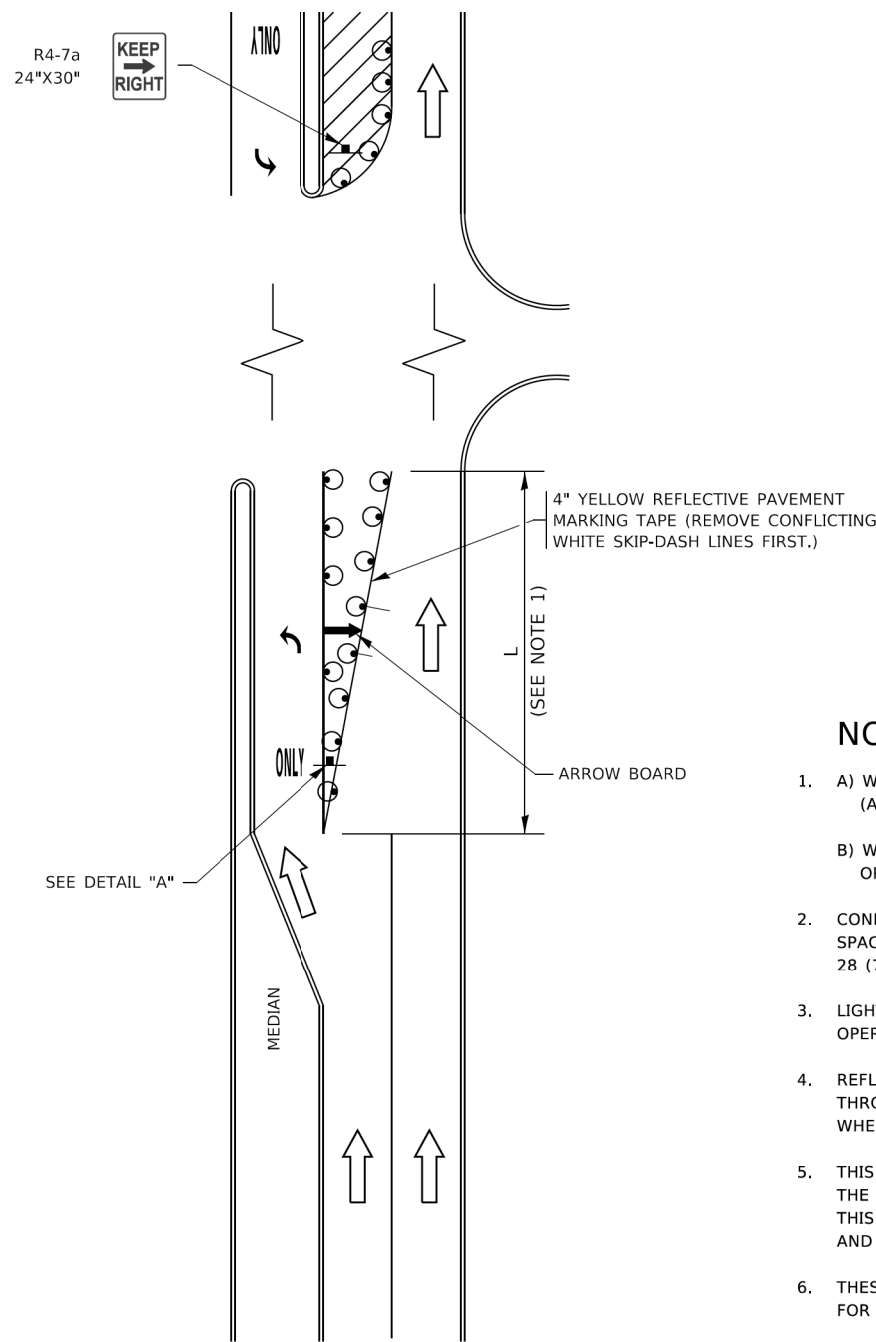
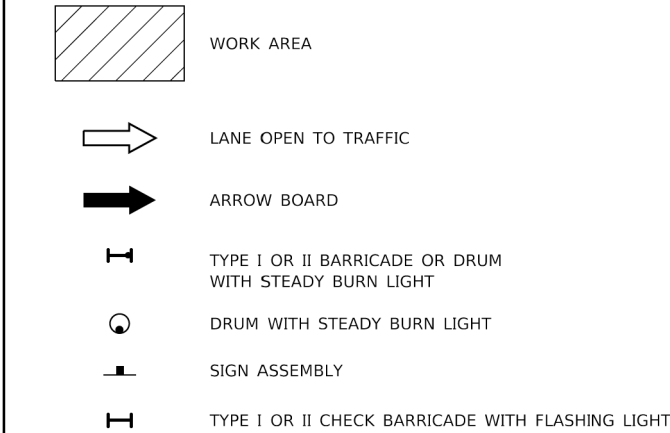


FIGURE 1

LEGEND



NOTES:

1. A) WHEN "L" IS $\leq$ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

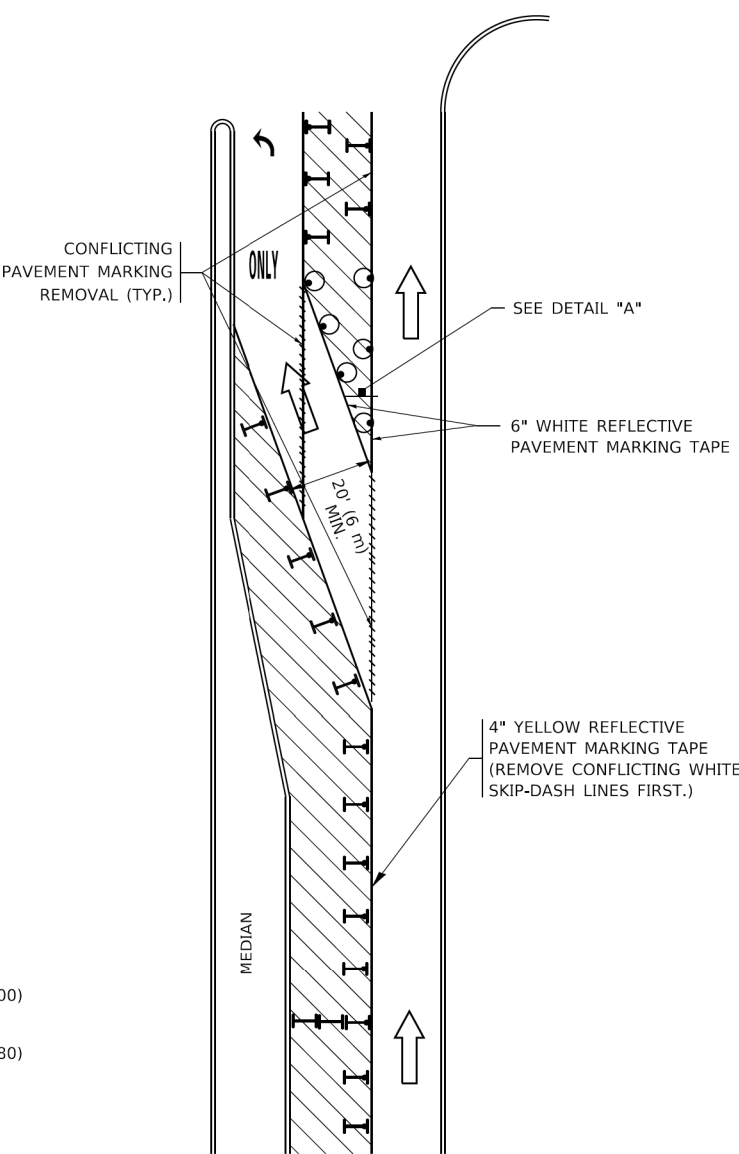
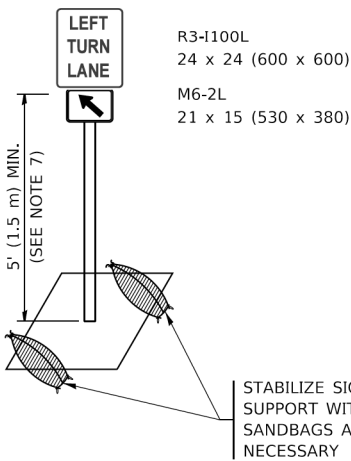


FIGURE 2



DETAIL A

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

MODEL Default
FILE Name: p:\u0848\BENTEC\Illinois.gov\PHWDOT\Documents\DOT Offices\District 1\Projects\Dist5\22x24\CADData\CADsheets\TC14.dgn

USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94
	DRAWN - A. HOUSEH 11-07-95
PLOT SCALE = 50.0000' / in.	CHECKED - A. HOUSEH 10-12-96
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00

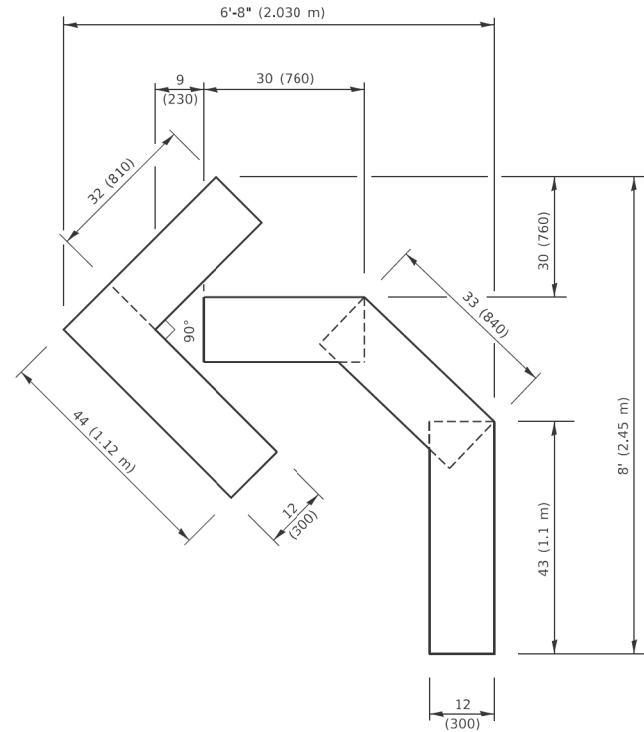
REVISED - R. BORO 09-14-09
REVISED - A. SCHUETZE 07-01-13
REVISED - A. SCHUETZE 09-15-16
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

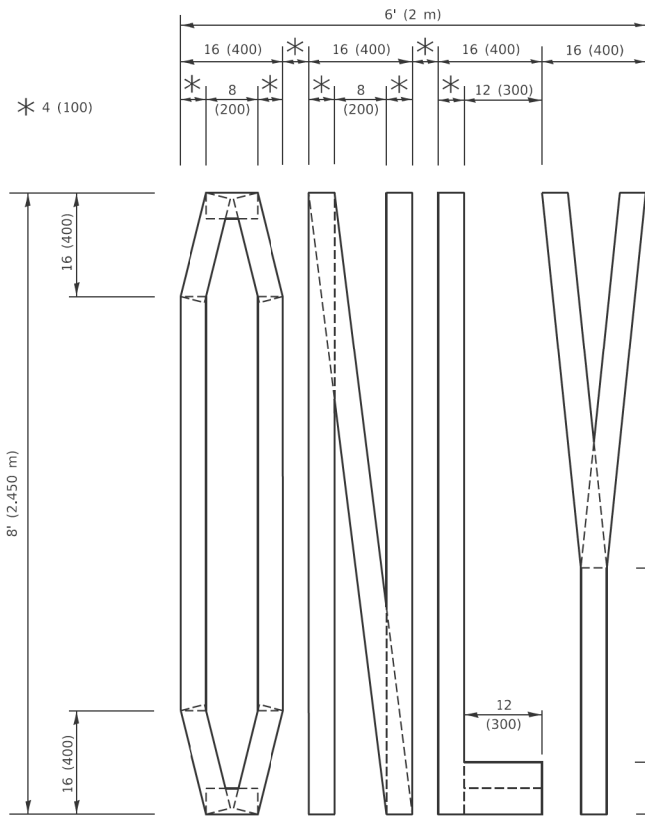
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-14		518	468
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



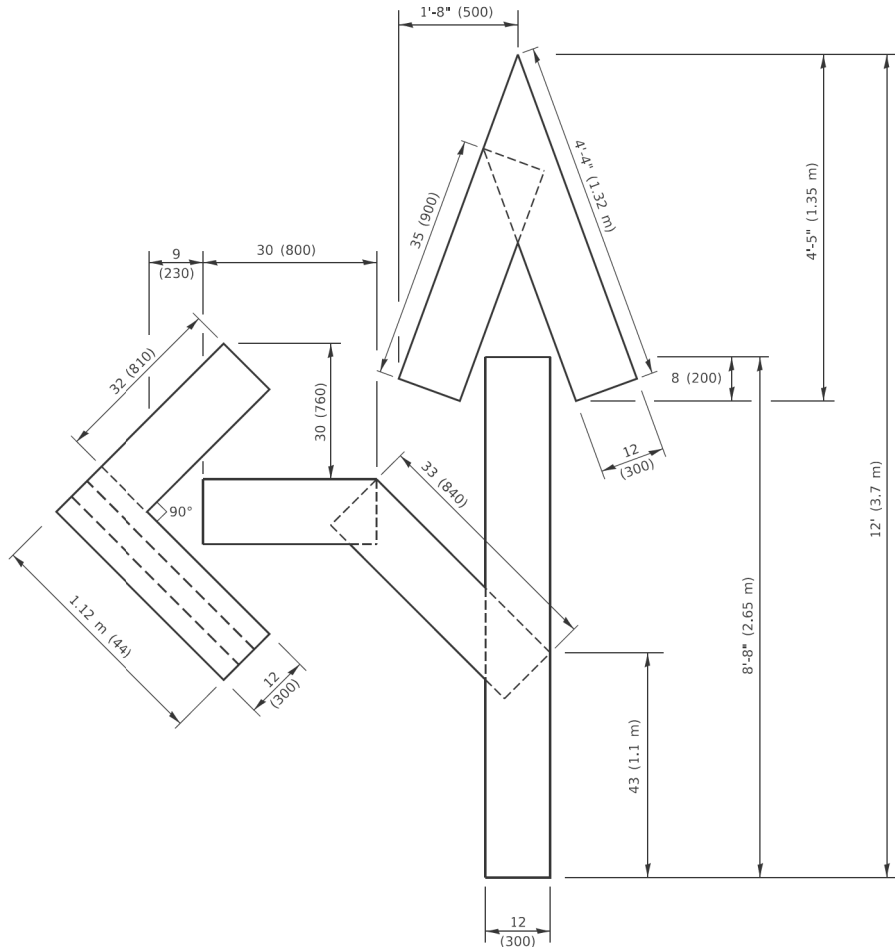
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

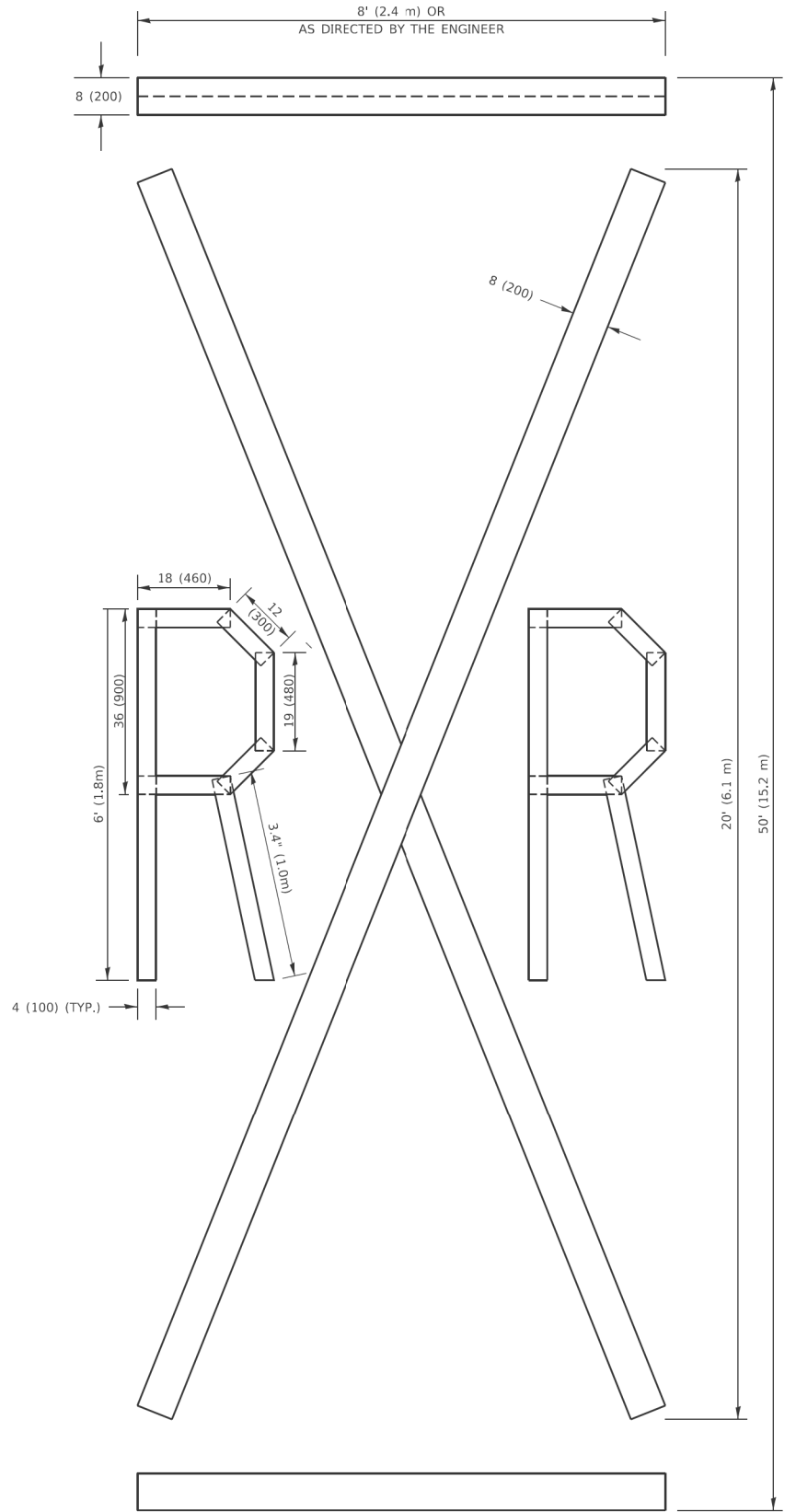


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

MODEL: Default
FILE NAME: pxw\UL084EB\DN\TEC\Illinois.gov\PWIDOT\Documents\UDOT_Offices\District_1\Projects\Dist5\2224\CADD\Dist1\CAD\Sheets\16.dgn

USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 50.0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

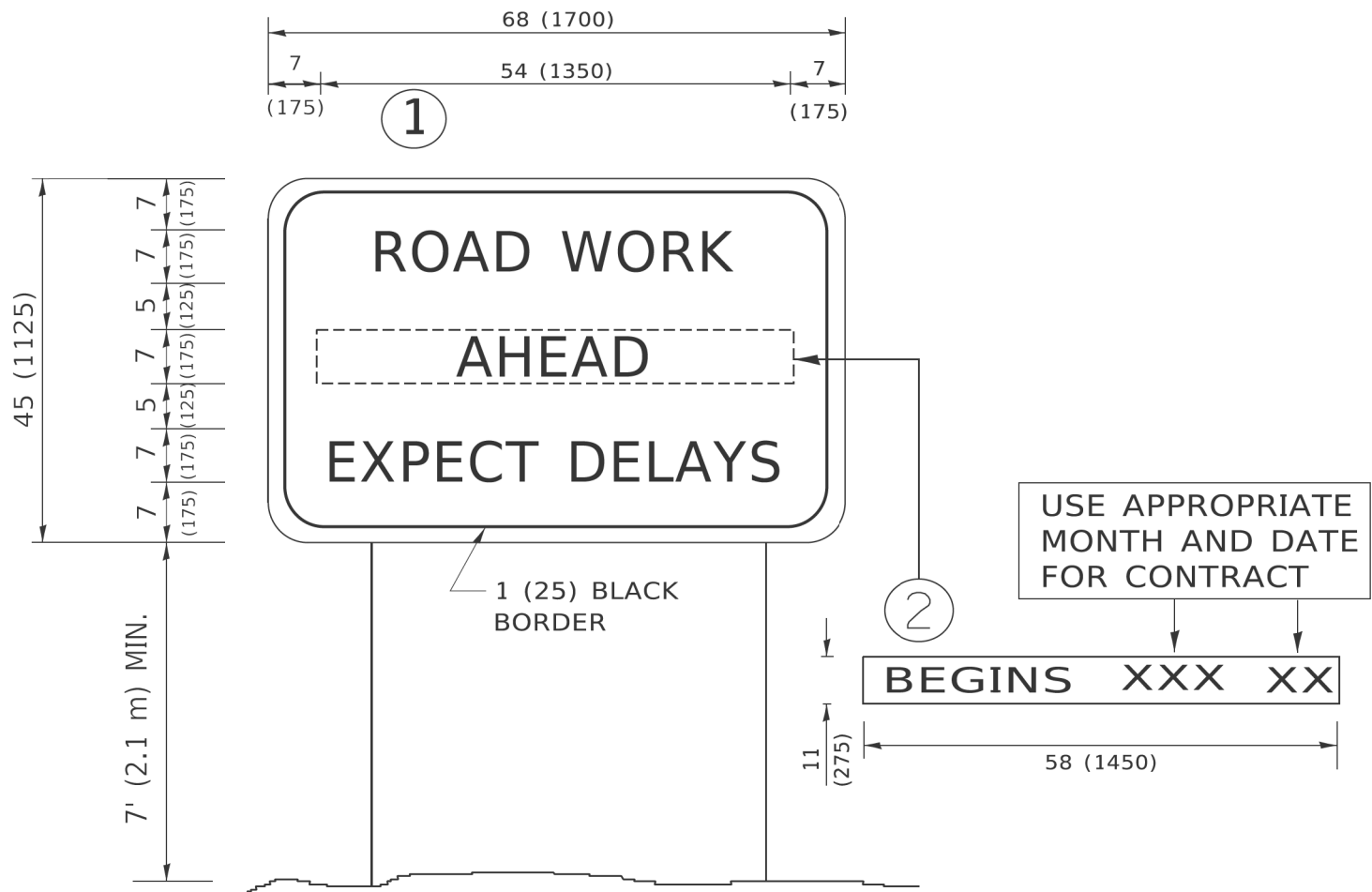
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	469
TC-16		CONTRACT NO.61M13		
		ILLINOIS	FED. AID PROJECT	

MODEL Default
FILE NAME: p:\a\11084\BID\NTEG\Illinois.gov\PIVDOT\Documents\DOT_Offices\District_1\Projects\DU45422\24\CADData\CADsheets\tc22.dgn

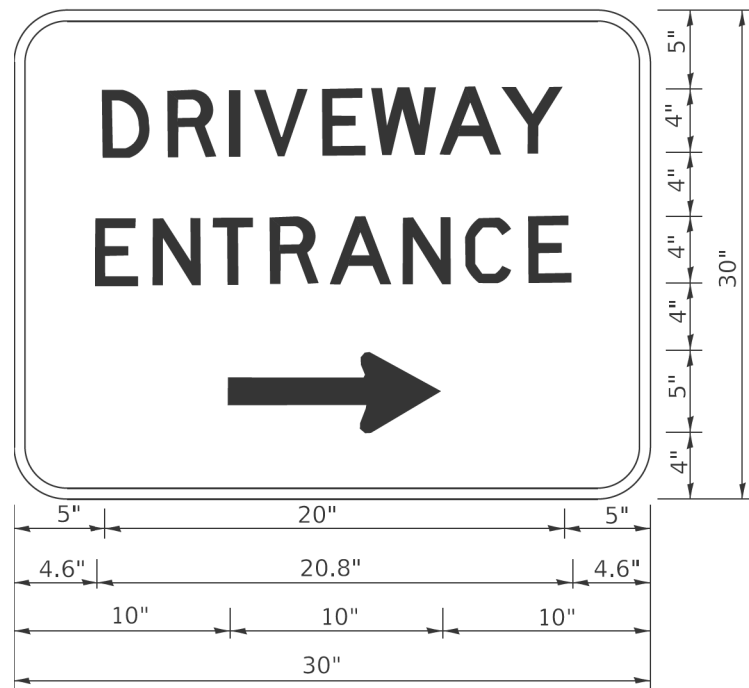


NOTES:

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 SIGN①WITH INSTALLED PANEL②ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL②SOON 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.

	USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97					360	12-00192-04-BR	KANE	518	470
	PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED -T. RAMMACH 02-02-99					TC-22		CONTRACT NO.61M13		
	PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07					ILLINOIS FED. AID PROJECT				
				SCALE: NONE			SHEET 1	OF 1	SHEETS	STA.	TO STA.	



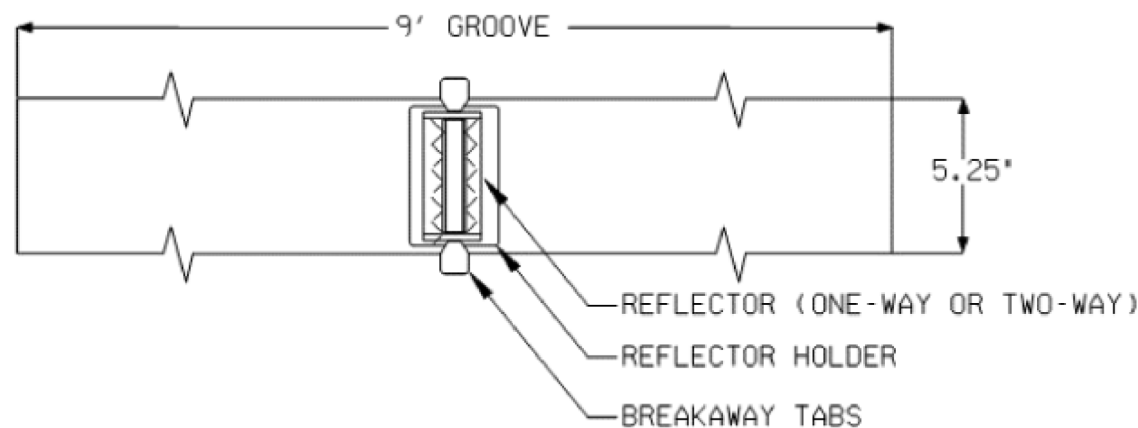
3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

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

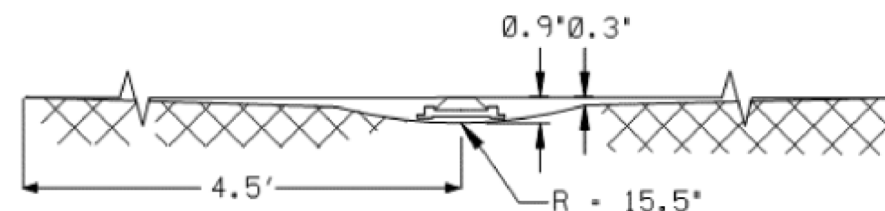
MODEL Default
FILE Name: p:\planning\com.dot\illinois.gov\p\w\DOT\Documents\DOT_Offices\Director_1\Projects\DRS\422\41\CADData\CADsheets\26.dgn

	USER NAME = leysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					360	12-00192-04-BR	KANE	518	471
	PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED -		TC-26			CONTRACT NO. 61M13				
	PLOT DATE = 8/6/2021	DATE -	REVISED -		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

TYPICAL RECESSED REFLECTIVE PAVEMENT MARKERS



PLAN



ELEVATION

NOTES

1. SAW CUT TO DIMENSIONS SHOWN
2. SAW CUT AREAS ARE TO BE DRY AND FREE OF MATERIAL THAT ADVERSELY AFFECTS THE ADHESIVE BOND.
3. INSTALL THE REFLECTOR WITH AN APPROVED TWO-COMPONENT EPOXY ADHESIVE. EPOXY SHOULD NOT OBSCURE OR BLOCK THE LENS.
4. FOR 1-WAY MARKERS HEADING UPHILL, UPHILL GRIND TAPER MAY BE OMITTED.

PAGE
1
OF 2

Typical
Recessed Reflective
Pavement Markers
Standard KC781001-04

Rev. 11/15/2008

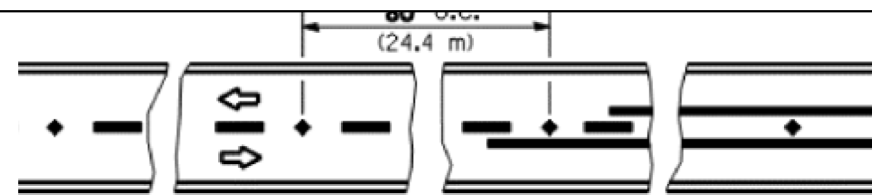
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38
KDOT - COUNTY DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

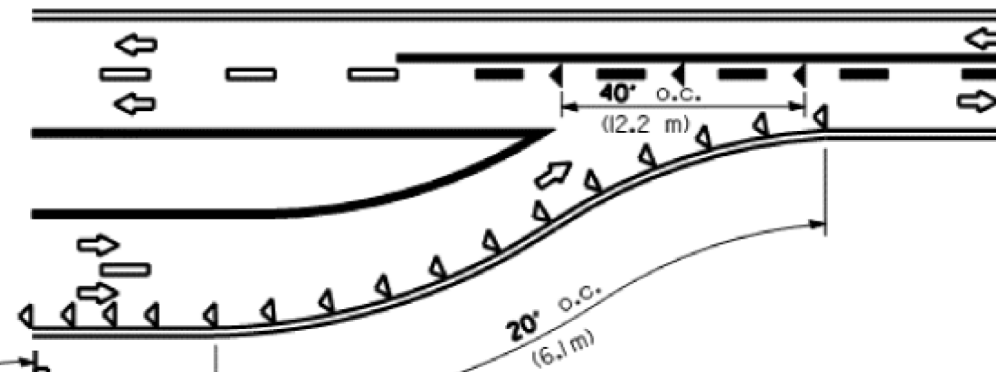
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0360	12-00192-04-BR	KANE	518	472
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

USER NAME = tnestor	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 2.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 5/20/2026	DATE -	REVISED -

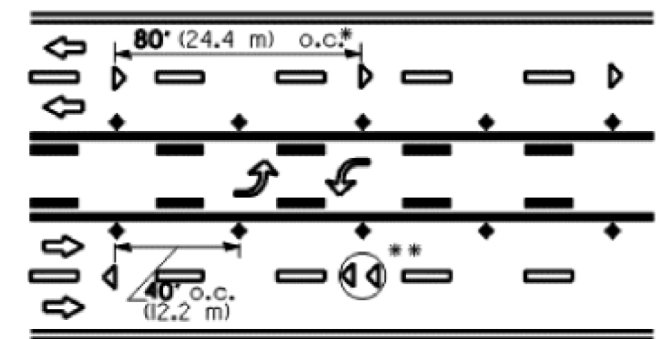


Reduce to 40' (12.2 m) o.c. on curves with posted or advisory speeds of 45 mph (70 km/h) or less.

TWO - LANE / TWO-WAY

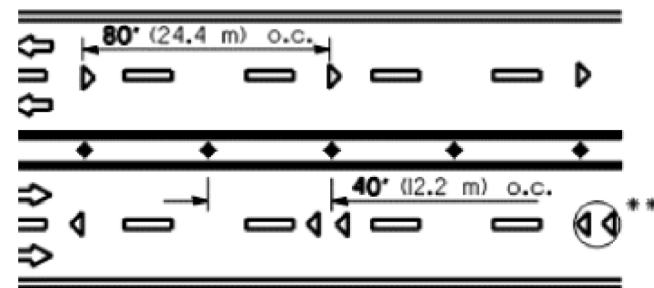


LANE REDUCTION TRANSITION



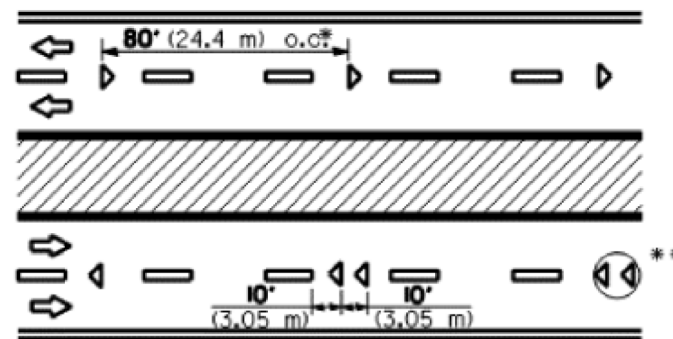
*, ** see MULTILANE DIVIDED detail for lane marker notes.

TWO-WAY LEFT TURN



*, ** see MULTILANE DIVIDED detail for lane marker notes.

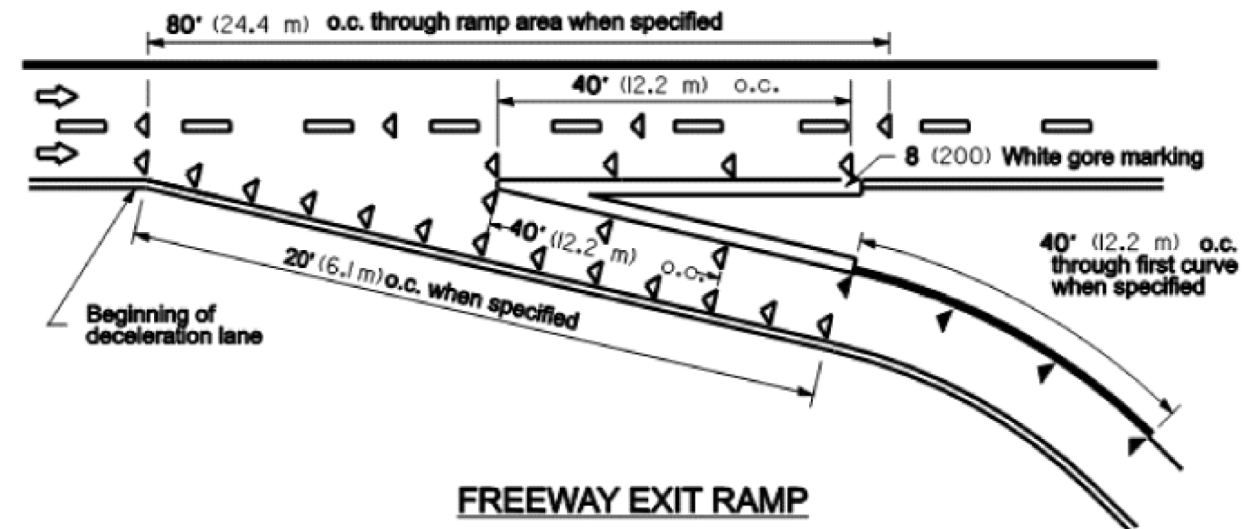
MULTI-LANE UNDIVIDED



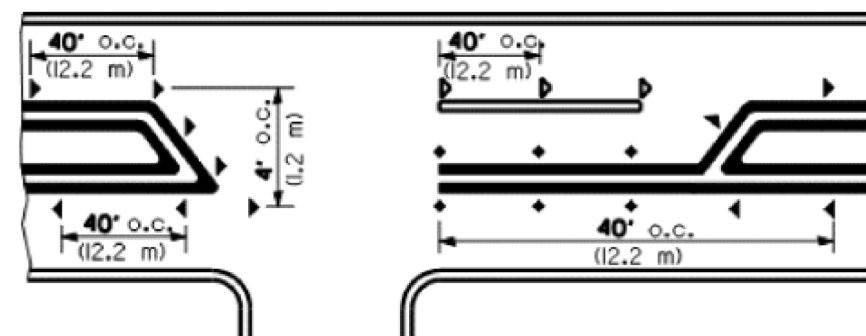
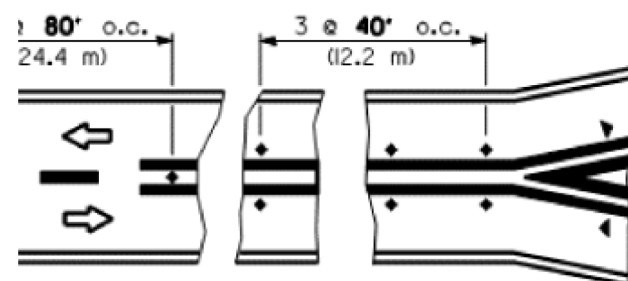
* Reduce to 40' (12.2 m) o.c. on curves where advisory speeds are 10 mph (15 km/h) lower than posted speeds.

** Where double lane line markers are specified, they shall be spaced as shown

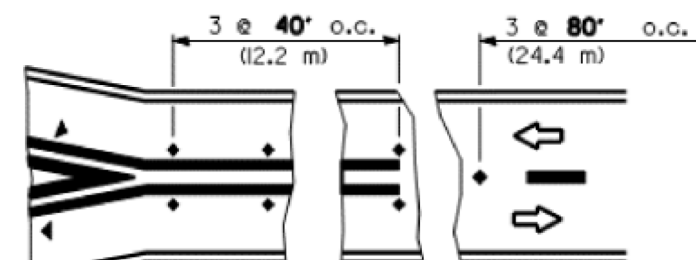
MULTI-LANE DIVIDED



FREEWAY EXIT RAMP



RURAL LEFT TURN



SYMBOLS

- Yellow stripe
- White stripe
- One-way amber marker
- One-way crystal marker
- Two-way amber marker

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

PAGE
2

TYPICAL APPLICATIONS
RECESSED REFLECTIVE
PAVEMENT MARKERS

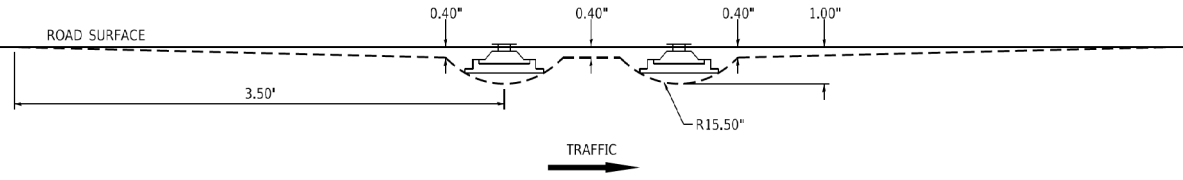
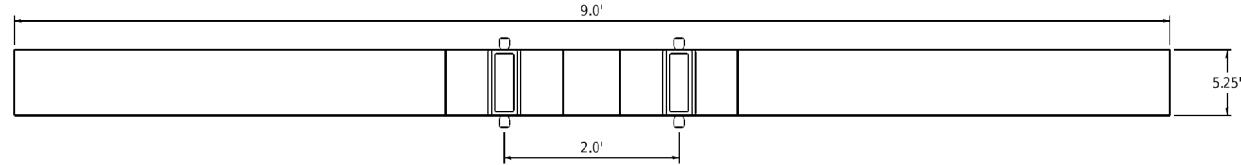
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38
KDOT - COUNTY DETAILS

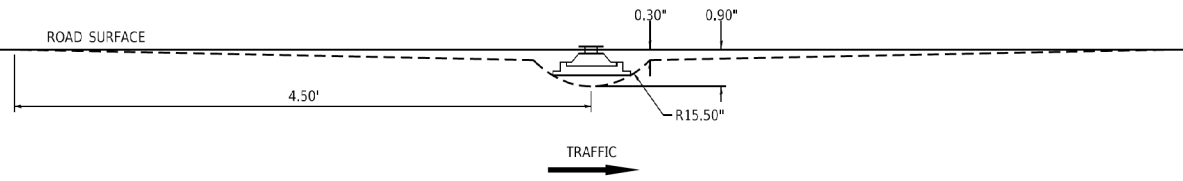
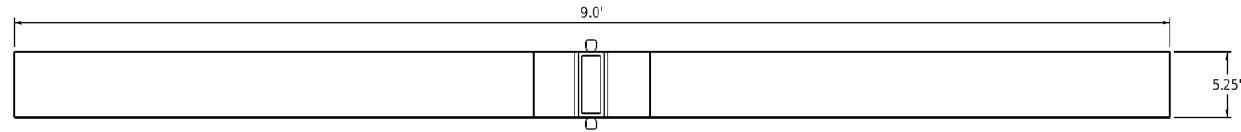
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0360	12-00192-04-BR	KANE	518	473
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

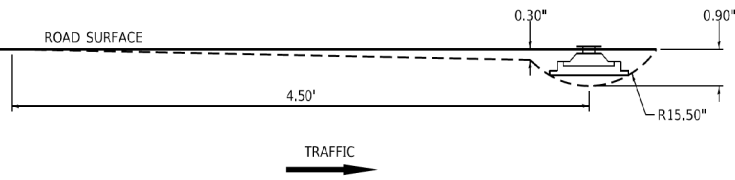
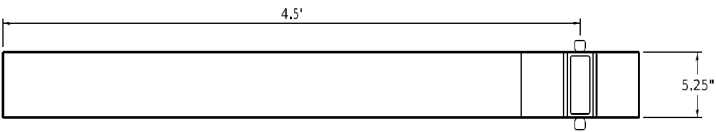
USER NAME = tnestor	DESIGNED -	REVISED -
PLOT SCALE = 2,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 5/20/2026	CHECKED -	REVISED -
	DATE -	REVISED -



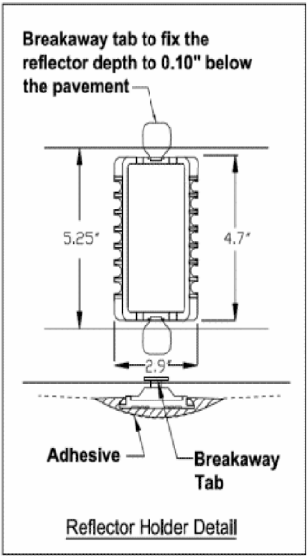
TANDEM MARKERS



TWO-WAY



ONE-WAY



NOTES

1. RECESSED REFLECTIVE PAVEMENT MARKER INSTALLATION SHALL CONFORM TO IDOT HIGHWAY STANDARD 781001 FOR PAVEMENT MARKER PLACEMENT.
3. THE ADHESIVE SHALL MEET THE REQUIREMENTS OF AASHTO M237 SPECIFICATION FOR ADHESIVES TO BE USED IN CEMENTING TO ASPHALT SURFACES.
4. FOR ONE-WAY MARKERS HEADING UPHILL, UPHILL GRIND TAPER MAY BE OMITTED.
5. MARKERS SHALL BE PLACED AT 80' INTERVALS ON LANE LINES AND PAINTED MEDIANS AND 40' INTERVALS ON CURVES AND APPROACHING INTERSECTIONS OR AS DIRECTED BY THE ENGINEER.
6. SEE SPECIAL PROVISIONS FOR TOLERANCES.

MODEL Default
FILE NAME: W394-048 KDOT Kirk Road over UPRRCAD Sheets12-00192-04-BR_SHT_KDOT_SIGN_TELL_POST & BASE SPEC.dgn

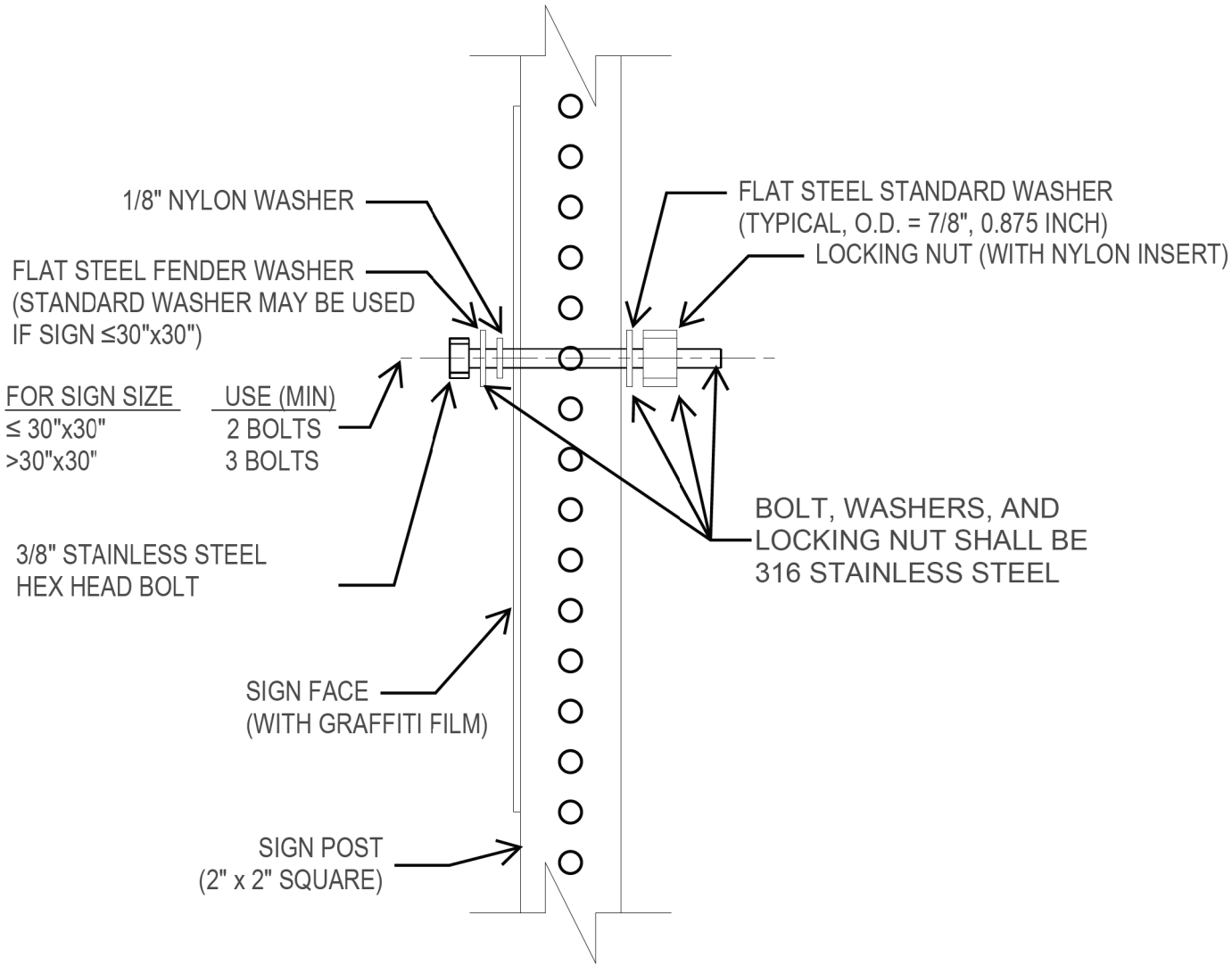


USER NAME = tnestor	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/20/2026	DATE -	REVISED -

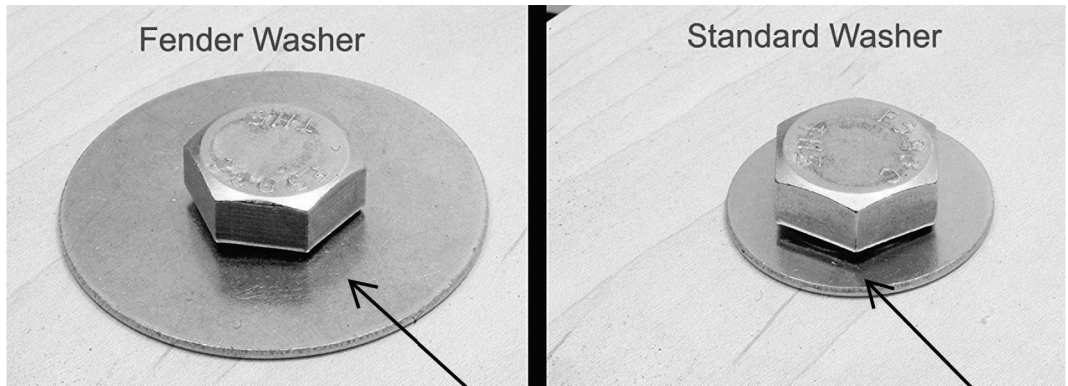
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38 PAVEMENT MARKING AND SIGNING PLAN			
SCALE:	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0360	12-00192-04-BR	KANE	518	474
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				



FOR SIGNS NOT USING SIGN STIFFENERS /
SUPPORTING CHANNELS



O.D.: 1 - 1/2 INCH
(1.5 INCH)

O.D.: 7/8 INCH

GENERAL NOTE:
FOR SIGNS USING SIGN STIFFENERS /
SUPPORTING CHANNELS (SIGN PAVELS OVER
36" WIDE), REFER TO ILLINOIS DEPARTMENT OF
TRANSPORTATION HIGHWAY STANDARD 720001
FOR SIGN HARDWARE DETAILS, BUT USING THE
BOLT SPECIFICATIONS LISTED ABOVE.

FOR SIGNS MOUNTED ON LIGHT POLES OR
SIGNAL POLES AND POSTS, SIGN STIFFENERS
SHALL BE REQUIRED REGARDLESS OF SIGN
SIZE OR DIMENSIONS.

Date	Revisions
9/8/22	Detail creation
9/13/23	Revised



Sign Hardware Details
Kane County Division of Transportation

MODEL Default
FILE NAME: W39394-048 KDOT Kirk Road over IUPRICAD Sheets12-00192-04-BR_SHT_KDOT_SIGN_TELL_POST & BASE SPEC.dgn

USER NAME = tnestor	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/20/2026	DATE -	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0360	12-00192-04-BR	KANE	518	475
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

MODEL Default
FILE NAME: W394-048 KDOT Kirk Road over UPRRCAD Sheets12-00192-04-BR_SHT_KDOT_SIGN_TEL POST & BASE SPEC.dgn

USER NAME = tnestor	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/20/2026	DATE -	REVISED -

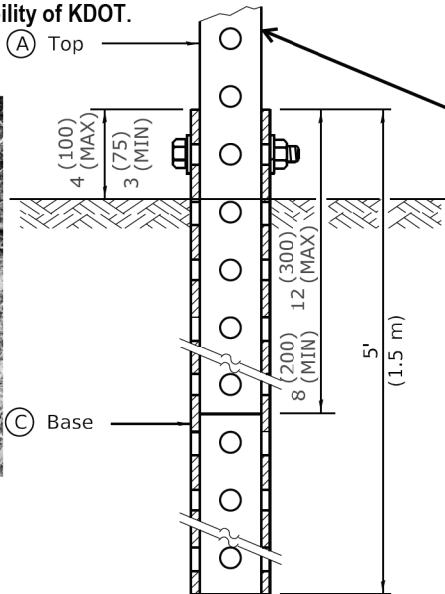
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0360	12-00192-04-BR	KANE	518	476
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

Telescoping Sign Post

The post shall be a square tube formed of 12 gauge steel according to the standard specification for cold rolled carbon steel sheets commercial quality ASTM A 1008 (A 1008M). The post shall be formed to size and, if necessary, shall be welded in such a manner that weld or flash shall not interfere with telescoping. Holes 7/16 ± 1/64 in. (11 ± 0.4 mm) will be spaced on 1 in. (25 mm) centers on at least two opposite sides. The holes shall align to accept a 3/8 in. (10 mm) bolt through the post at any location. The post shall have a smooth galvanized finish applied either before or after forming. For all other regulations refer to Section 1093 of the latest version of Illinois Standard Specifications for Bridge and Road Construction.

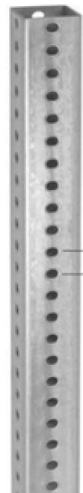
Sign Bases (Soil / Ground Mount)

Shall follow IDOT Standard specifications for 728.04(b) for ground mount bases for telescoping steel sign supports. Base shall be embedded 5 feet into ground with no more than 4 inches exposed above ground level. Telescoping Steel Sign support shall extend a minimum of 8 inches into the base but no further than 12 inches into the base. Dimensions of Sign base shall be as detailed below and shall use 3/8 inch stainless steel hex head bolts and lock nut with flat standard washers on either end. Details provided on page for reference only, detail may follow updates to IDOT Highway standard 728001, Contractor to verify with Engineer if differences are identified. Contractor shall seek approval from KDOT before signs become responsibility of KDOT.



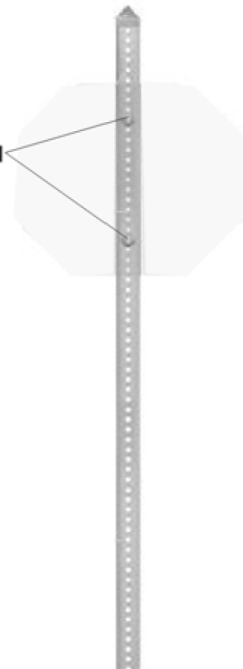
(A)	2 x 2 x var. (51 x 51 var.)
(C)	2 1/4 x 2 1/4 x 60 (57 x 57 x 1500)

12 Gauge Telescoping Galvanized Square Post,
2"W x 2"D x min. 10'



1" Spacings

Stainless steel bolts and washers used for fastening extruded aluminum sign panels to supports, shall be according to ASTM A 276, Type 316. Stainless steel nuts shall be according to ASTM A 240 (A 240M), Type 316.



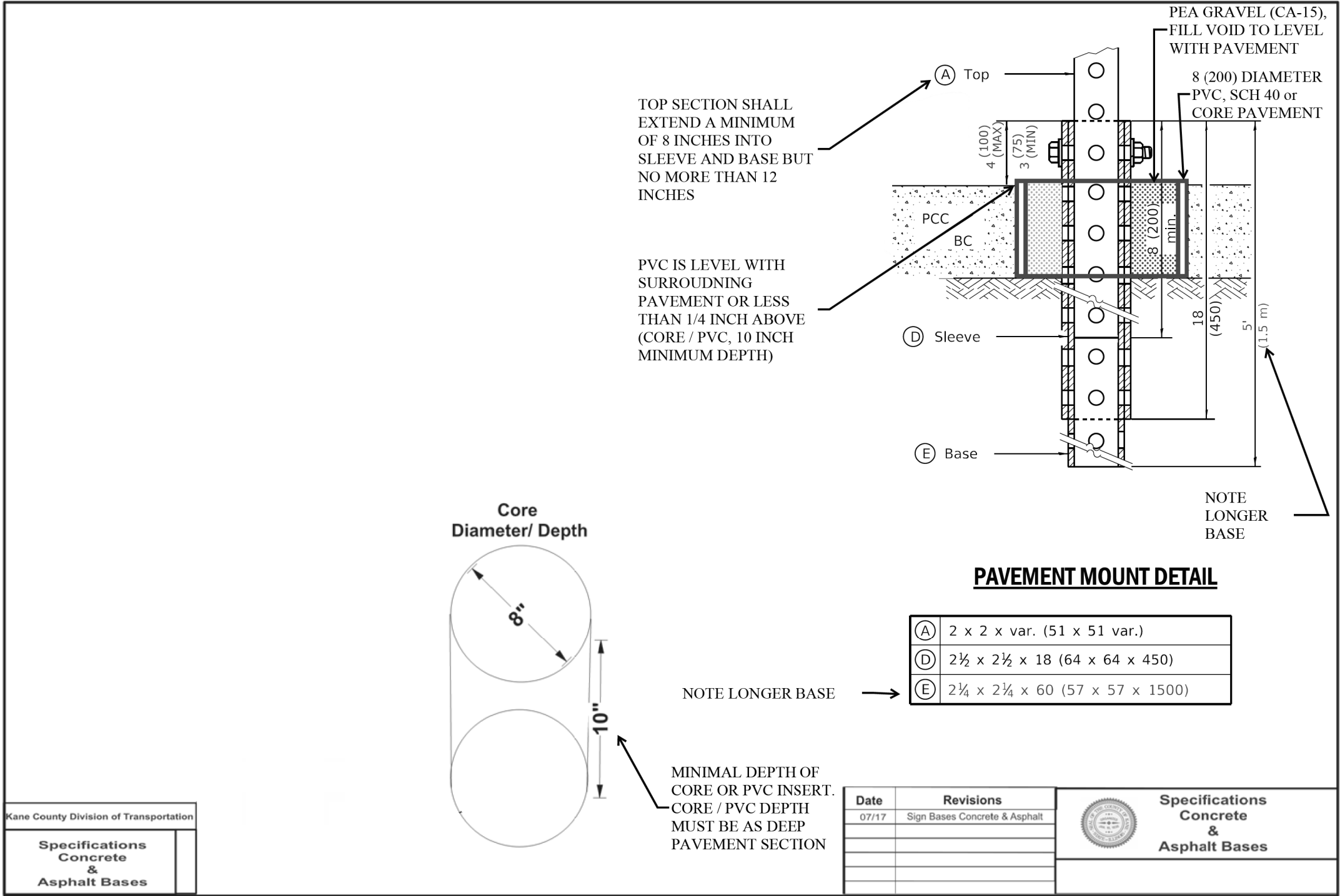
Kane County Division of Transportation
**Specifications
Telescoping Sign Post
&
Soil Bases**

GROUND MOUNT DETAIL

Date	Revisions	 Specifications Telescoping Sign Post & Soil Bases
07/17	Sign Post Base Hardware	

MODEL Default
FILE NAME: W39394-048 KDOT Kirk Road over UPRRCAD Sheets12-00192-04-BR_SHT_KDOT_SIGN_Tele_POST & BASE SPEC.dgn

USER NAME = tnestor	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/20/2026	DATE -	REVISED -



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



BLA, Inc.

DESIGNED -	GJE	REVISED -
DRAWN -	GJE	REVISED -
CHECKED -	DBB	REVISED -
DATE -	08/01/2022	REVISED -

CROSS SECTIONS

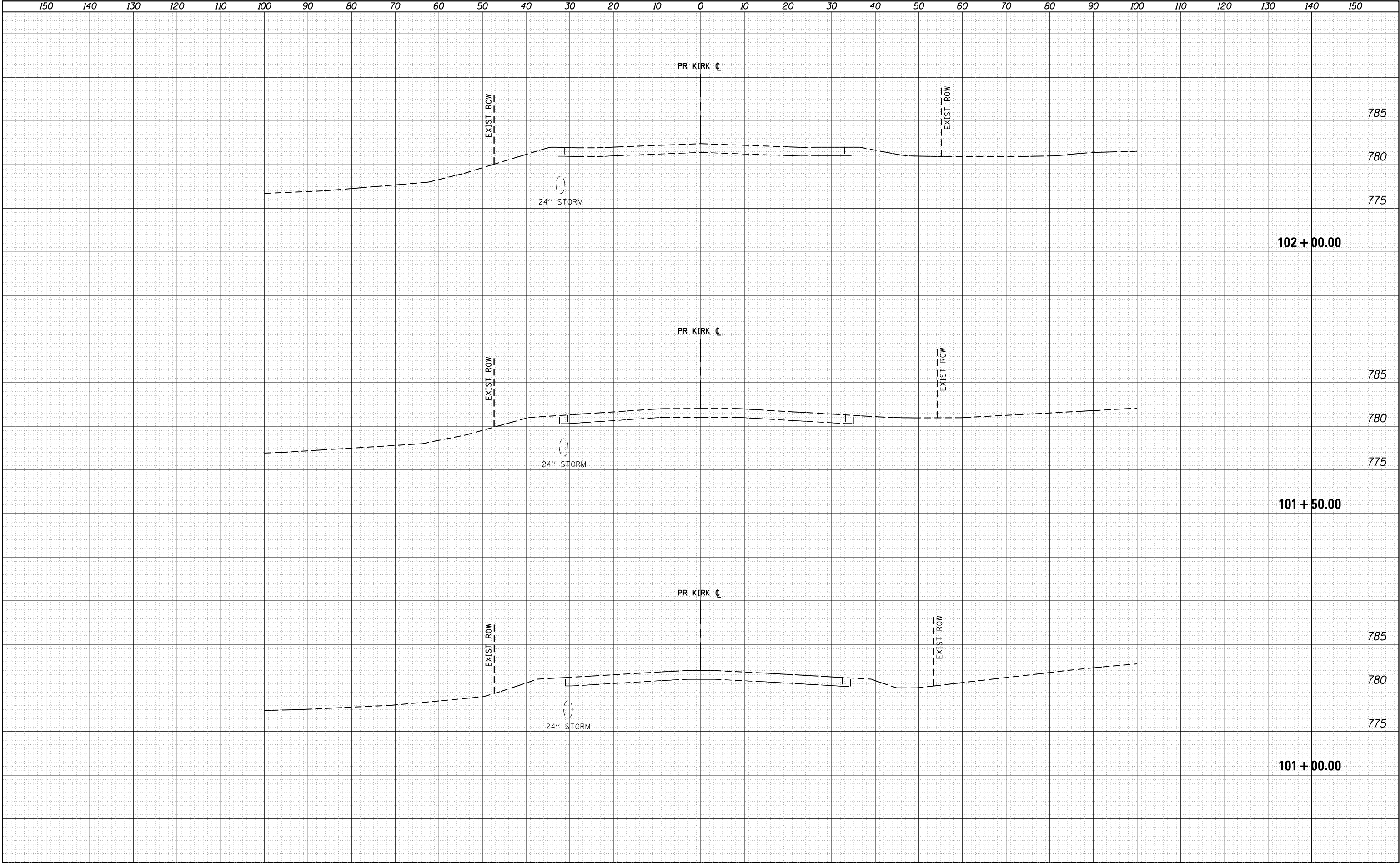
KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	478
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

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

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

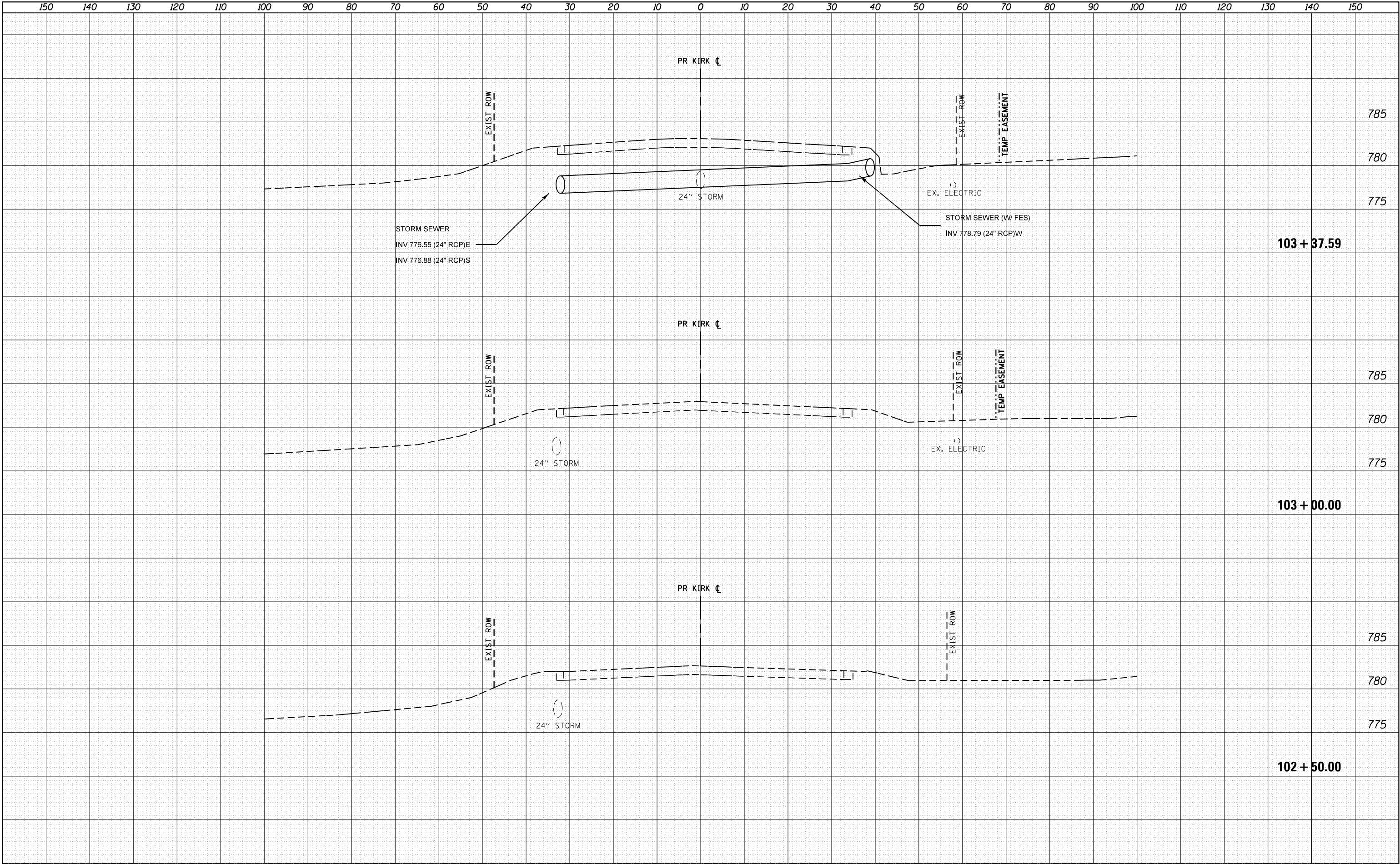
FILE NAME = W8394-048 KDOT Kirk Road over IRRPCAD Sheets\12-00192-04-DBE_SHT_CROSS SECTIONS.dgn



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

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

FILE NAME = W8394-04B KDOT Kirk Road over IUPRICAD Sheets\12-00192-04-BB_SHT_CROSS SECTIONS.dgn

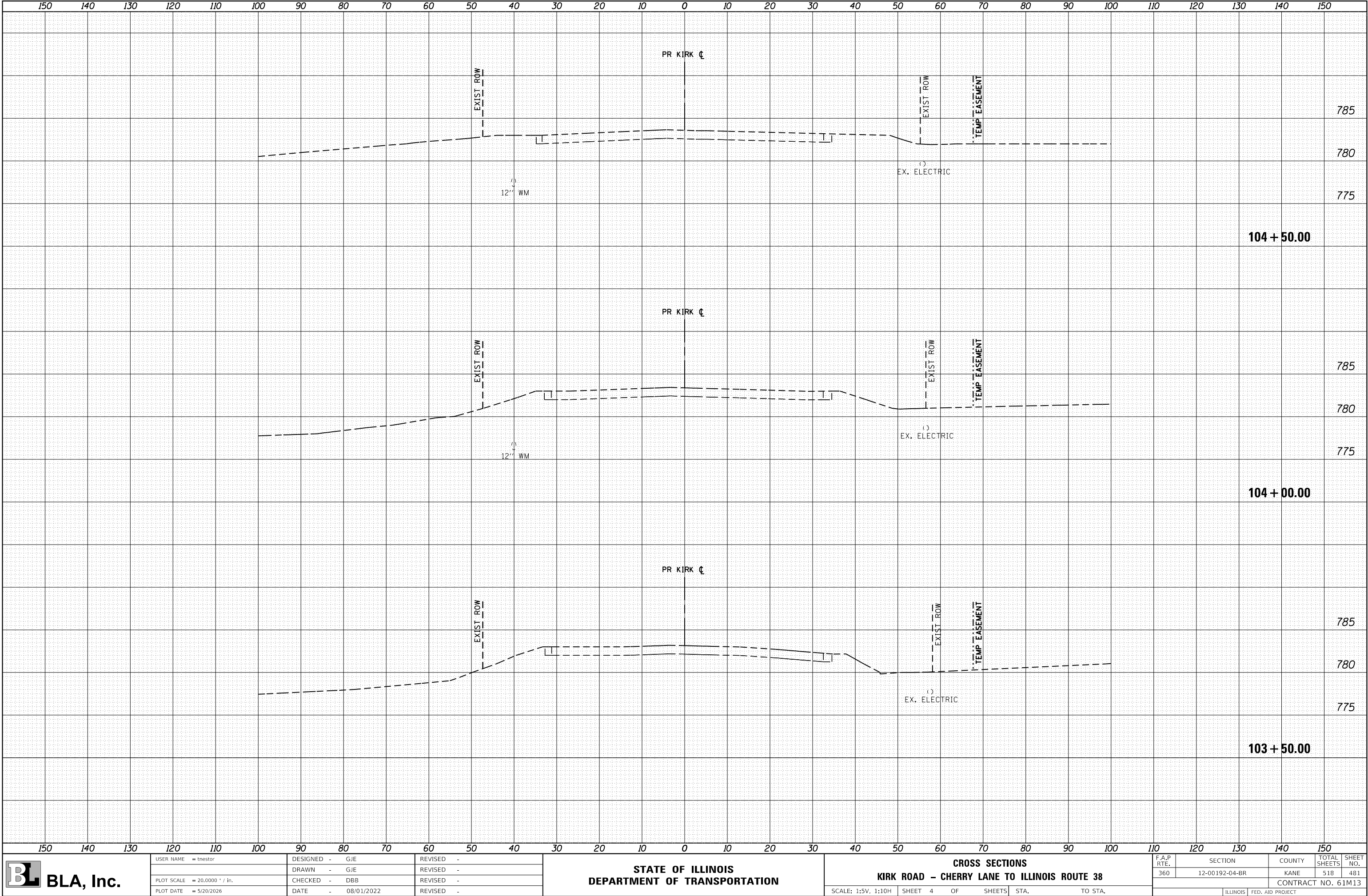


	USER NAME = tnestor		DESIGNED - GJE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20,000 ' / in.		DRAWN - GJE	REVISED -		KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38		360	12-00192-04-BR	KANE	518	480
	PLOT DATE = 5/20/2026		CHECKED - DBB	REVISED -		SCALE: 1:5V, 1:10H		SHEET 3 OF SHEETS		CONTRACT NO. 61M13		
			DATE - 08/01/2022	REVISED -		STA. TO STA.		ILLINOIS FED. AID PROJECT				

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

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

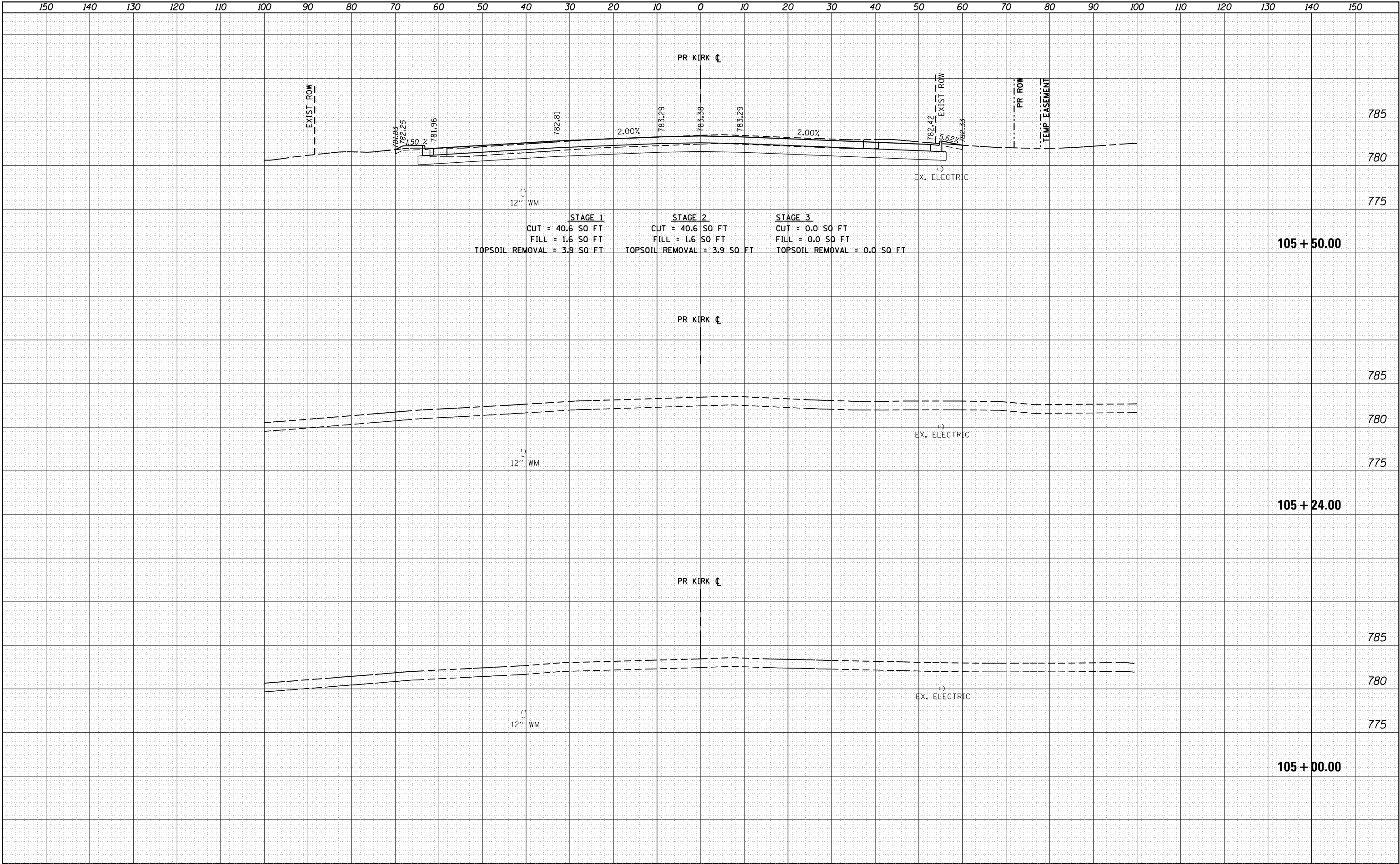
FILE NAME = W8394-04B KDOT Kirk Road over IUPRICAD Sheets\12-00192-04-BB_SHT_CROSS SECTIONS.dgn



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

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

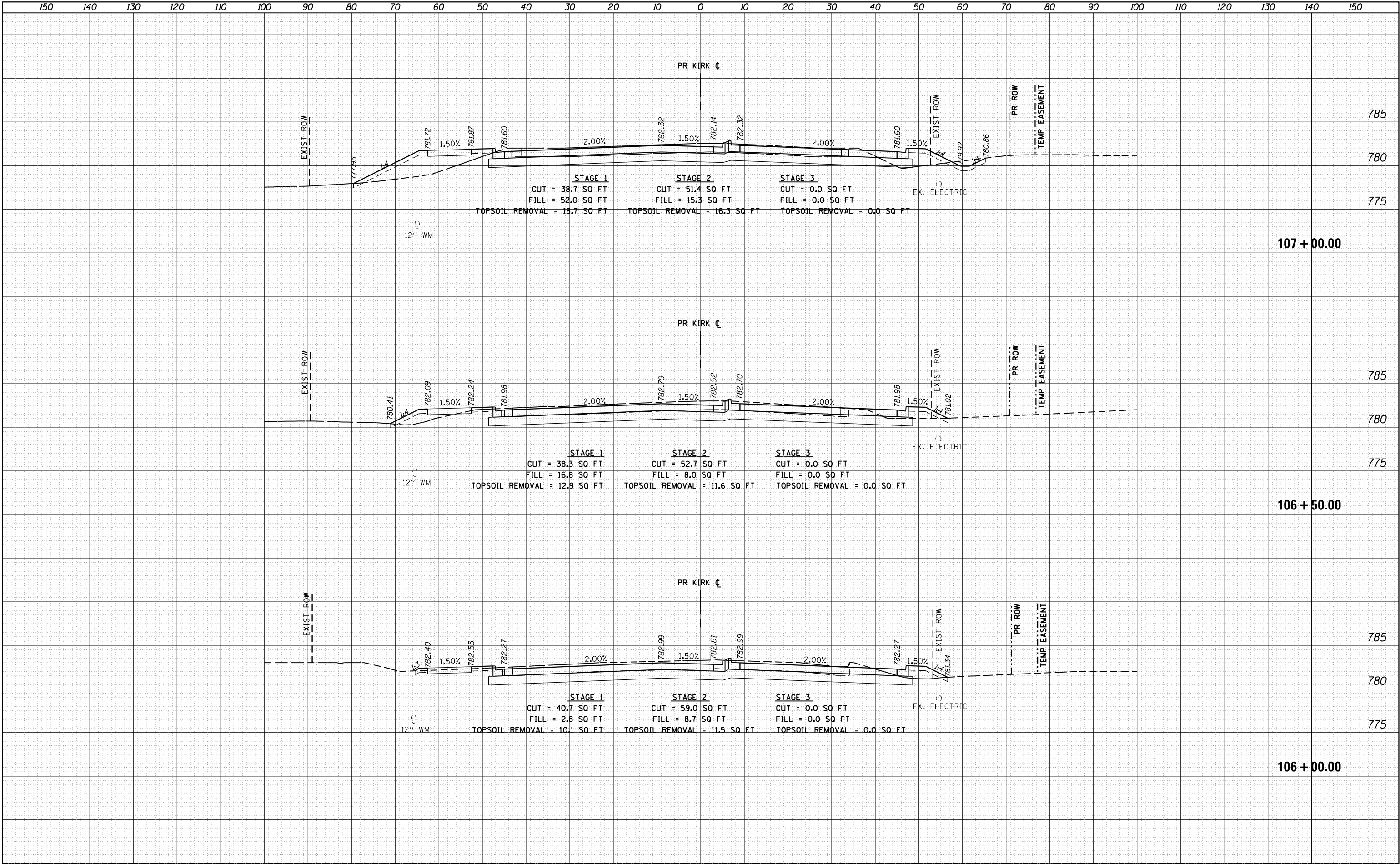
FILE NAME = W8394-04B KDOT Kirk Road over IRRPCAD Sheets\12-00192-04-BE_SHT_CROSS SECTIONS.dgn



DATE	BY	FINL SURVEY	SURVEYED
		NO.	NO.
		NOTE BOOK	AREAS CHECKED

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

FILE NAME = W8394-04B KDOT Kirk Road over IRRPCAD Sheets\12-00192-04-BR_SHT_CROSS SECTIONS.dgn



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



BLA, Inc.

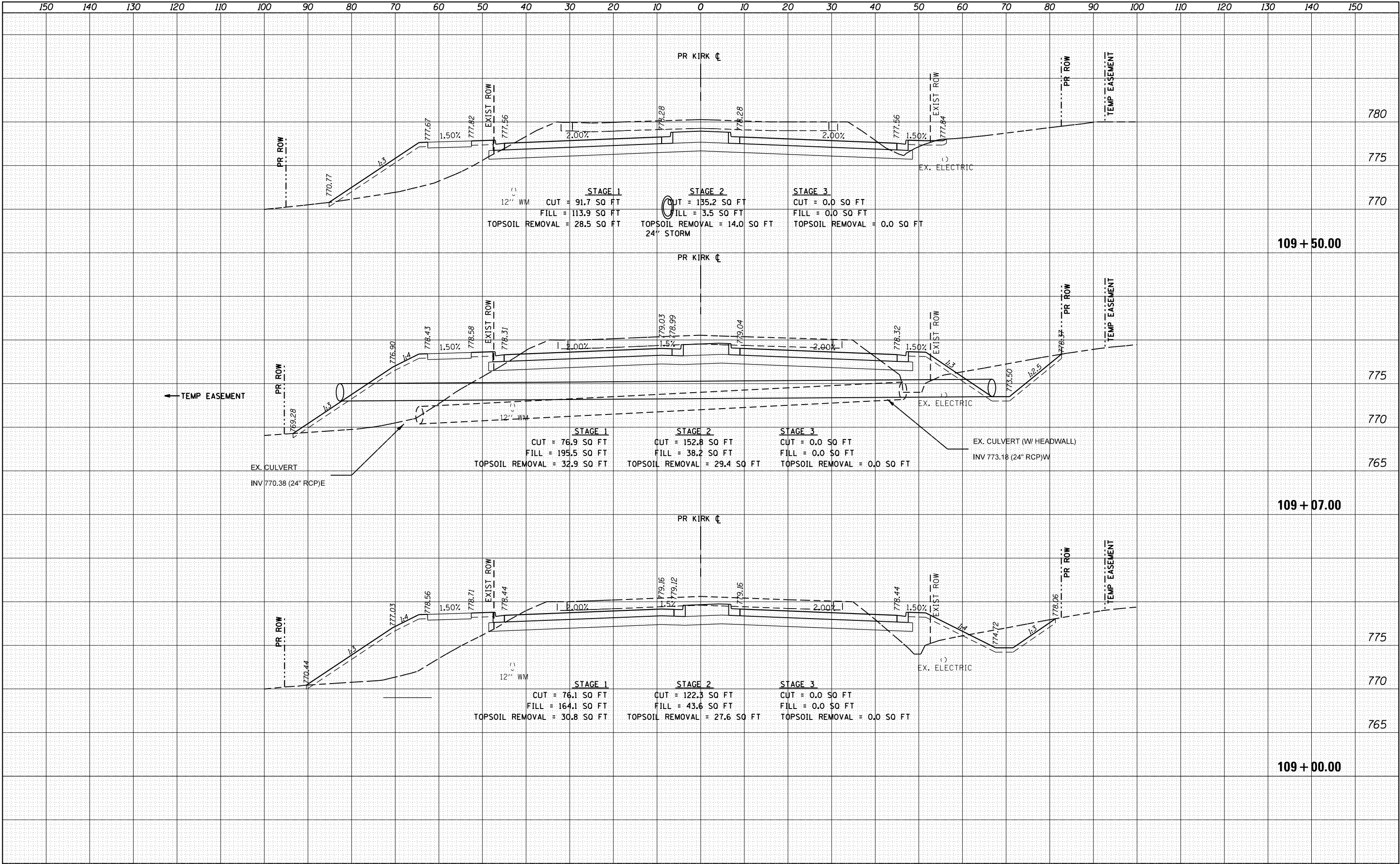
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	484
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

DATE	BY	FINL SURVEY	SURVEYED
		NOTE BOOK	PLOTTED
		NO.	TEMP EASEMENT
			AREAS CHECKED

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

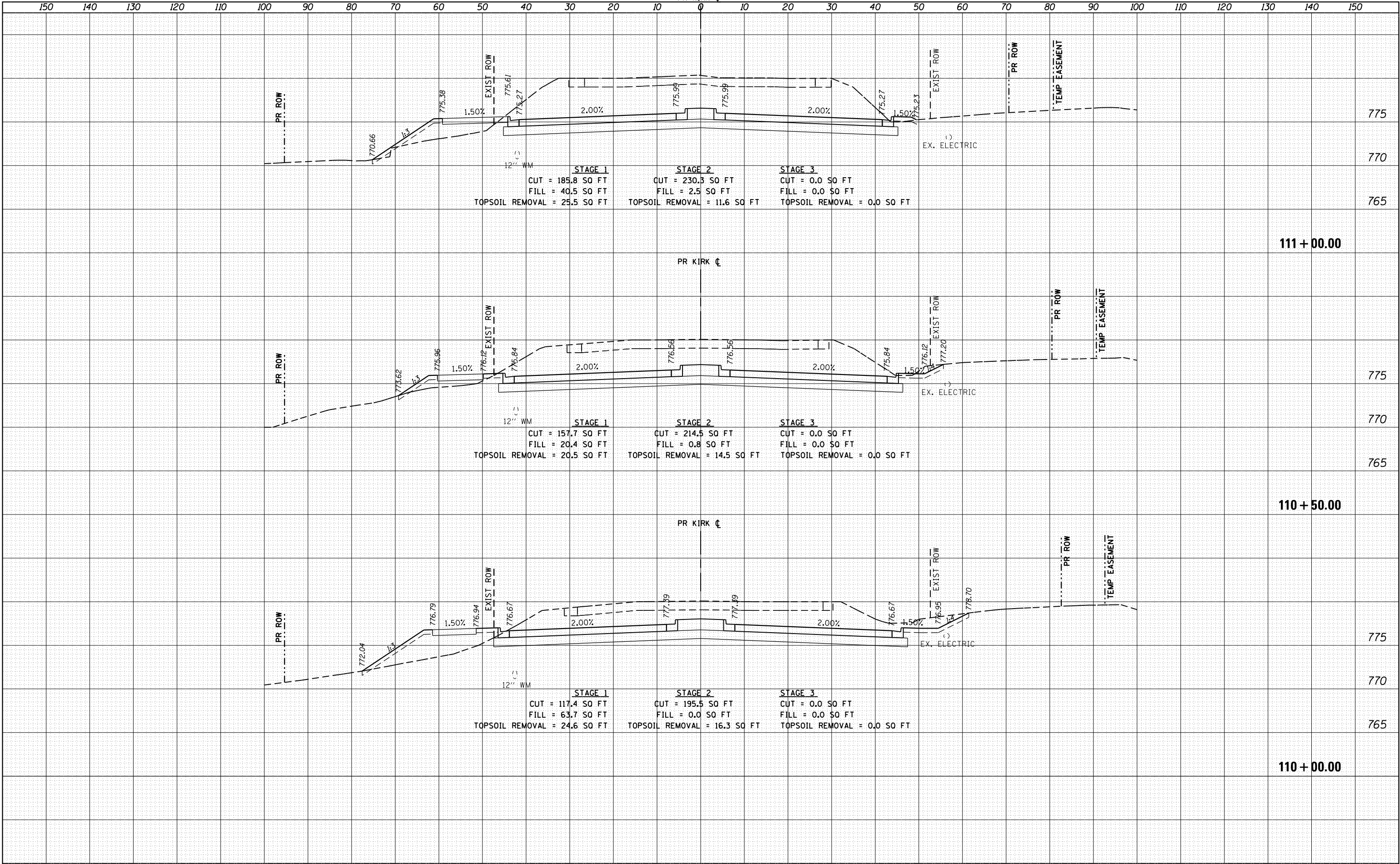
FILE NAME = W8394-043 KDOT Kirk Road over IRRPCAD Sheets\12-00192-04-BR_SHT_CROSS SECTIONS.dgn



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

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

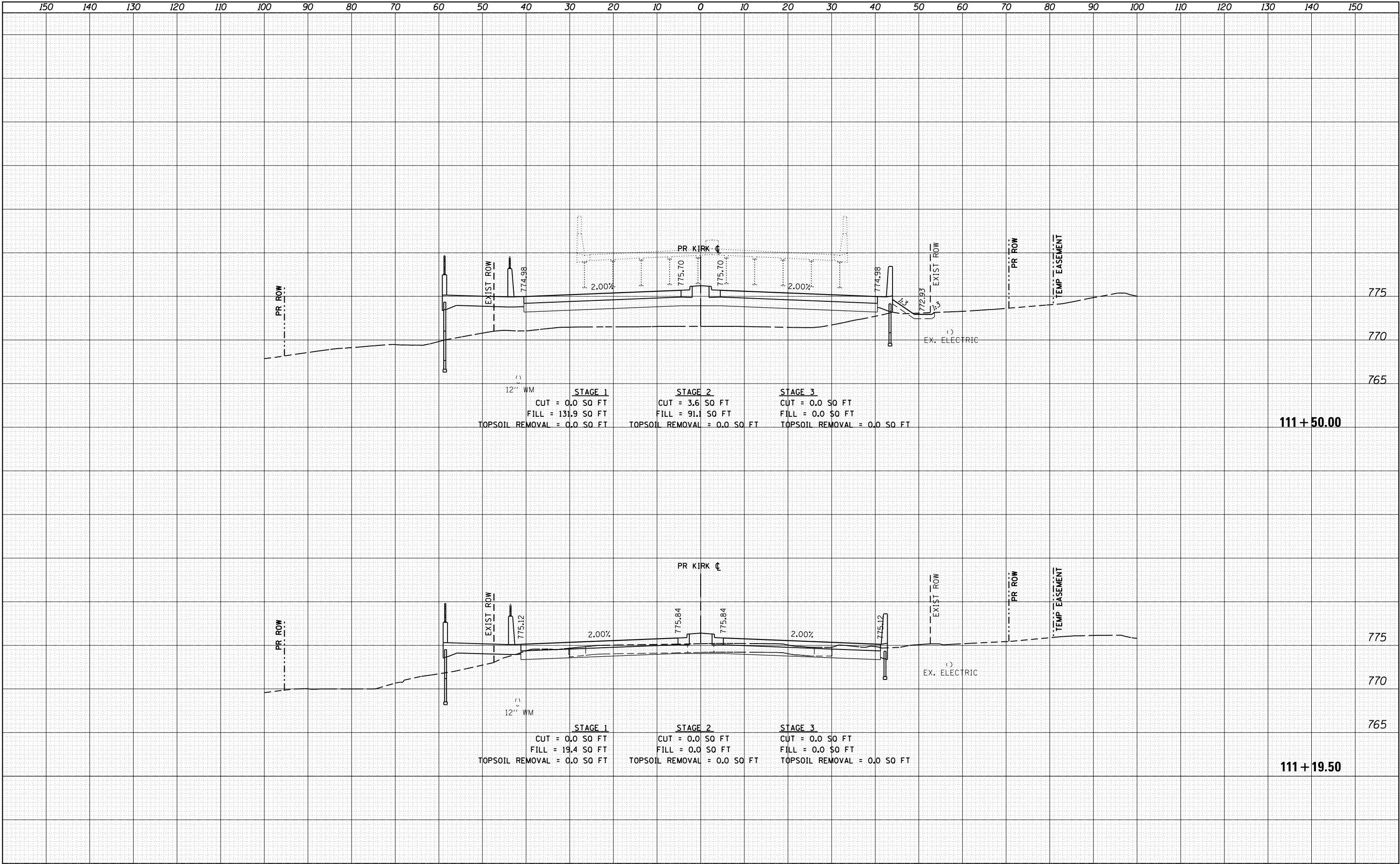
FILE NAME = W08904-003 KDOT Kirk Road over IRRPCAD Sheets\12-00192-04-BR_SHT_CROSS SECTIONS.dgn



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

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

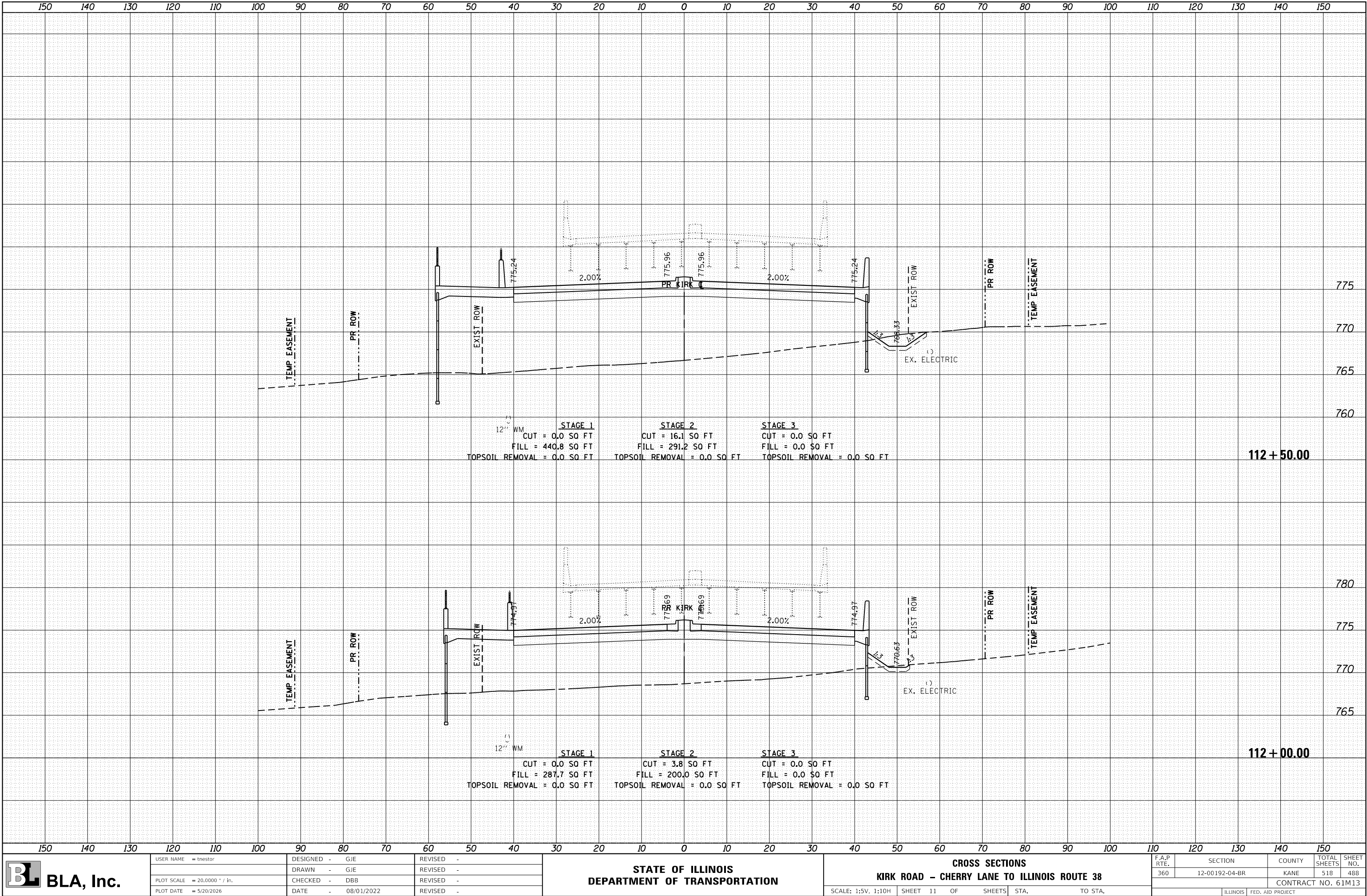
FILE NAME = W8394-04B KDOT Kirk Road over IPRRCAID Sheet(12-00192-04-BB_SHT_CROSS SECTIONS.dgn)



FINL	SURVEY	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS	CHECKED	

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

FILE NAME = W8394-04B KDOT Kirk Road over IRRPCAD Sheet(12-00192-04)BR_SHT_CROSS SECTIONS.dgn



USER NAME = tnestor	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 20,0000 ' / in.	CHECKED - DBB	REVISED -
PLOT DATE = 5/20/2026	DATE - 08/01/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

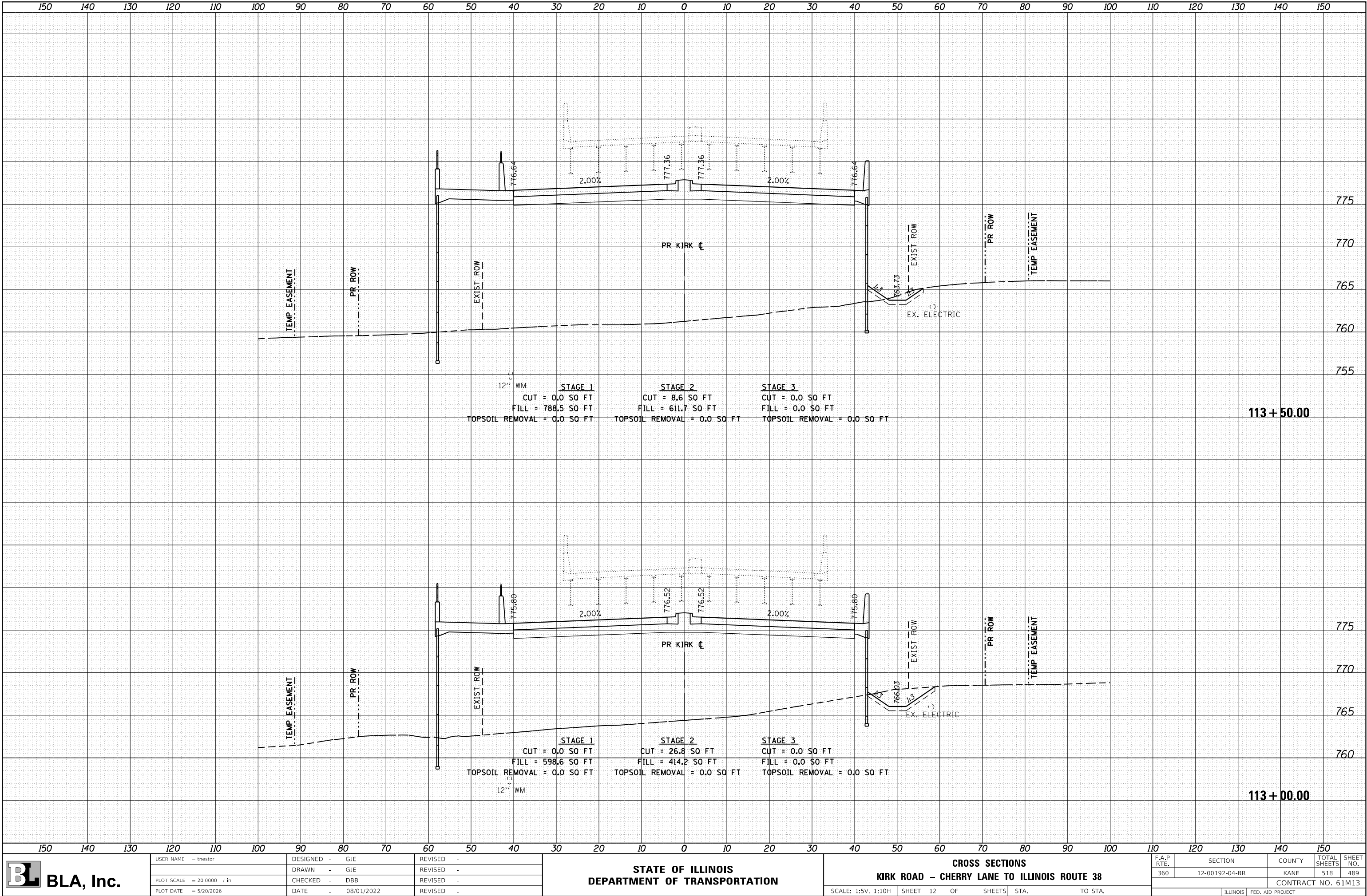
CROSS SECTIONS			
KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38			
SCALE: 1:5V, 1:10H	SHEET 11	OF SHEETS	STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	488
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

DATE	BY
FINL	SURVEY
SURV	PLOTTED
NOTE	TEMPLATE
BOOK	AREAS
NO.	CHECKED

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

FILE NAME = W:\8994-04B KDOT Kirk Road over IRRPCAD Sheets\12-00192-04-BE_SHT_CROSS SECTIONS.dgn



USER NAME = tnestor	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 20,0000 ' / in.	CHECKED - DBB	REVISED -
PLOT DATE = 5/20/2026	DATE - 08/01/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38

SCALE: 1:5V, 1:10H SHEET 12 OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	489
CONTRACT NO. 61M13				
ILLINOIS FED. AID PROJECT				

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



DESIGNED	-	GJE
DRAWN	-	GJE
CHECKED	-	DBB
DATE	-	08/01/2022

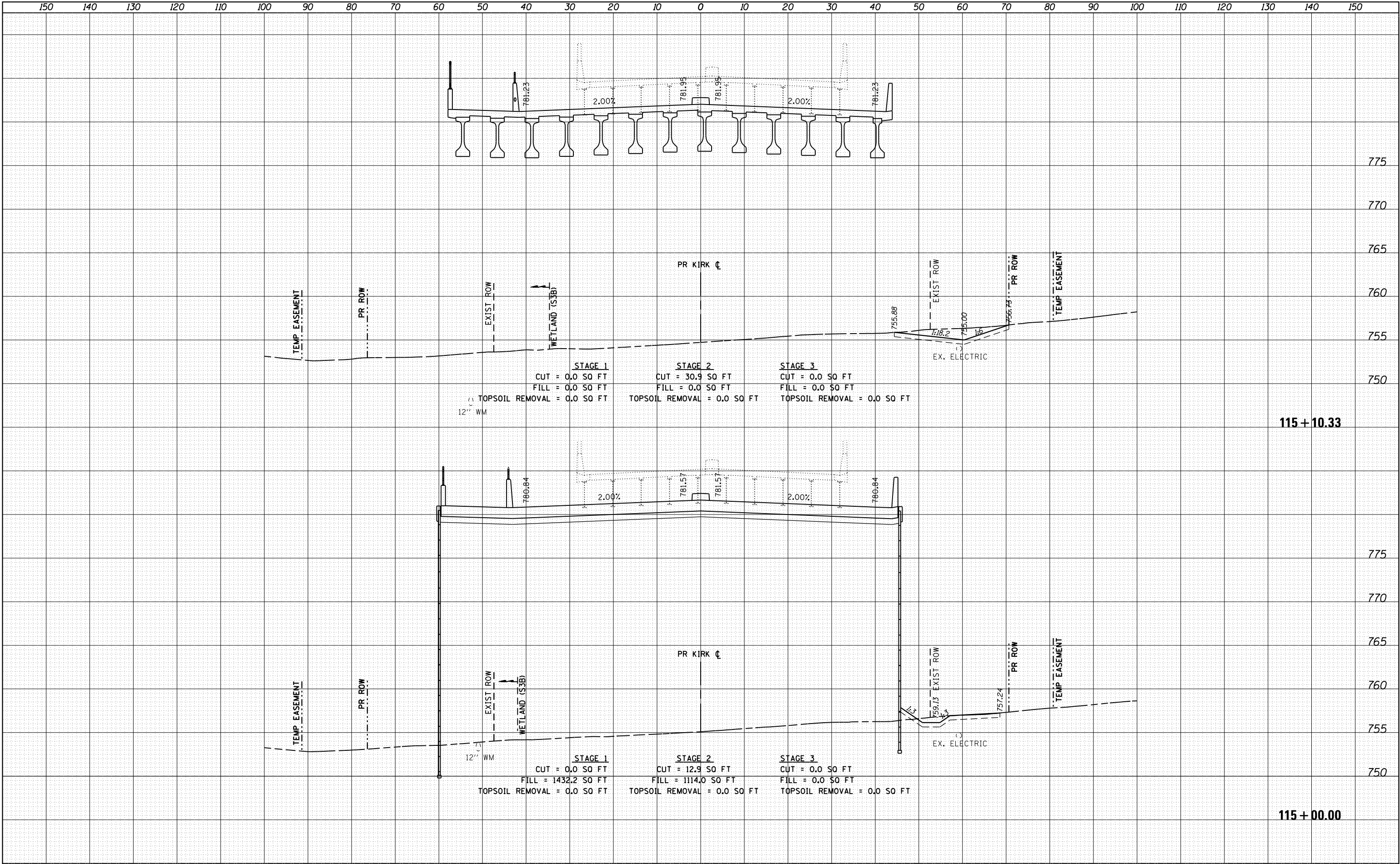
CROSS SECTIONS
KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	490
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

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

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

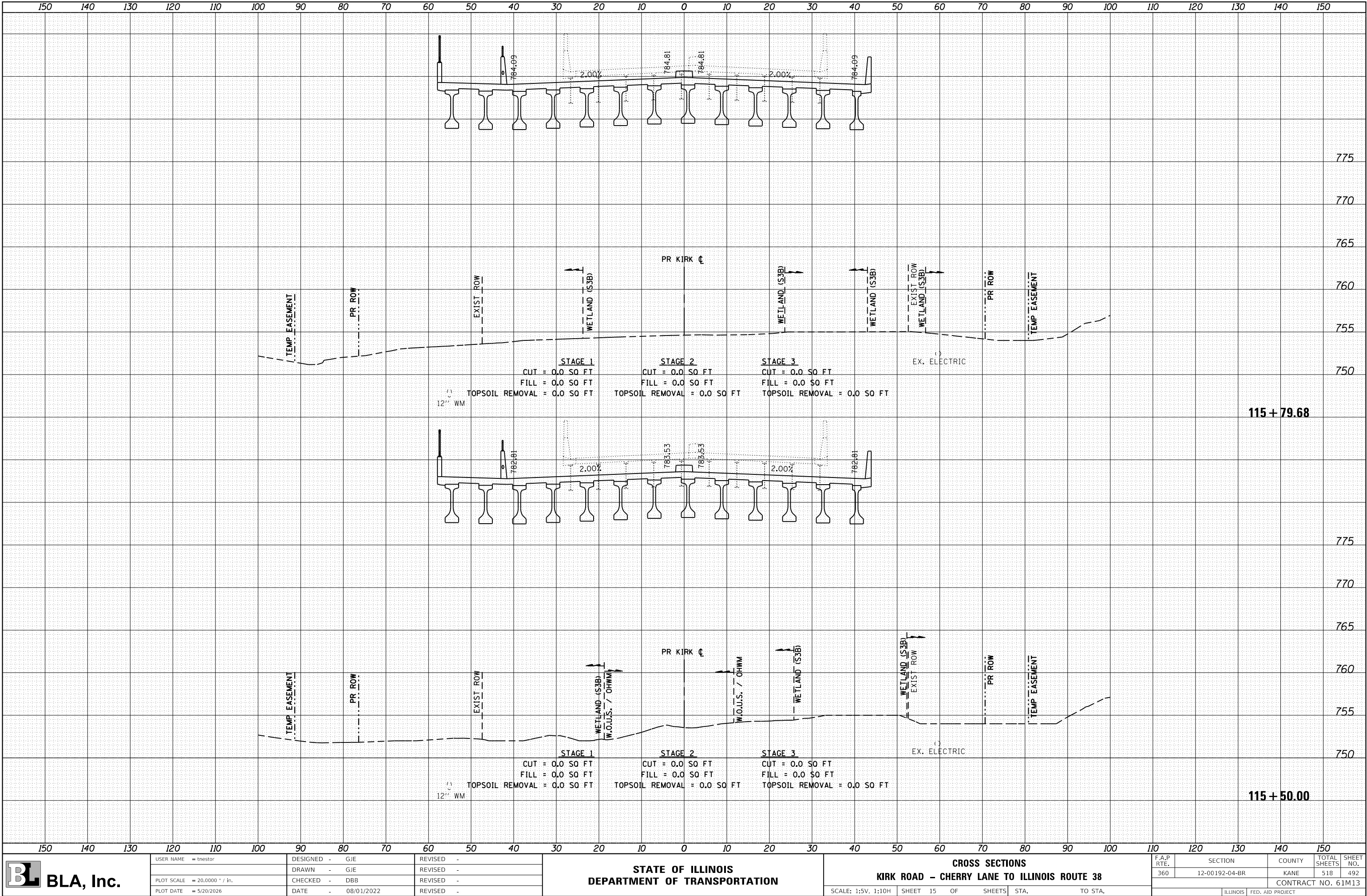
FILE NAME = W8394-04B KDOT Kirk Road over IUPRICAD Sheets\12-00192-04-BE_SHT_CROSS SECTIONS.dgn



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

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

FILE NAME = W8394-043 KDOT Kirk Road over IRRPCAD Sheets\12-00192-04-BE_SHT_CROSS SECTIONS.dgn



 BLA, Inc.	USER NAME = tnestor	DESIGNED - GJE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GJE	REVISED -										
	PLOT SCALE = 20,000 ' / in.	CHECKED - DBB	REVISED -		360	12-00192-04-BR	KANE	518	492				
	PLOT DATE = 5/20/2026	DATE - 08/01/2022	REVISED -		CONTRACT NO. 61M13								
					SCALE: 1:5V, 1:10H	SHEET 15 OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

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



DESIGNED	-	GJE
DRAWN	-	GJE
CHECKED	-	DBB
DATE	-	08/01/2022

CROSS SECTIONS
KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	493
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

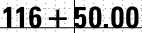
ORIGINAL SURVEY				BY _____	DATE _____
NOTE BOOK	SURVEYED _____				
	PLOTTED _____				
	TEMPLATE _____				
	AREAS _____				
NO. _____	AREAS CHECKED _____				



DESIGNED	-	GJE
DRAWN	-	GJE
CHECKED	-	DBB
DATE	-	08/01/2022

CROSS SECTIONS
KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	494
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		



ORIGINAL SURVEY	SURVEYED _____	BY	DATE
NOTE BOOK	PLOTTED _____		
N.O.	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		



BLA, Inc.

DESIGNED -	GJE	REVISED -	
DRAWN -	GJE	REVISED -	
CHECKED -	DBB	REVISED -	
DATE -	08/01/2022	REVISED -	

CROSS SECTIONS

KIRK ROAD - CHERRY LANE TO ILLINOIS ROUTE 38

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	495
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

[illegible]

BLA, Inc.

DESIGNED -	GJE	REVISED -
DRAWN -	GJE	REVISED -
CHECKED -	DBB	REVISED -
DATE -	08/01/2022	REVISED -

SCALE: 1:5V, 1:10H	SHEET 19 OF SHEETS	STA.	TO STA.
--------------------	--------------------	------	---------

	CONTRACT NO. 61M13
--	--------------------

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



DESIGNED	-	GJE
DRAWN	-	GJE
CHECKED	-	DBB
DATE	-	08/01/2022

CROSS SECTIONS
KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	497
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

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



BLA, Inc.

DESIGNED	-	GJE
DRAWN	-	GJE
CHECKED	-	DBB
DATE	-	08/01/2022

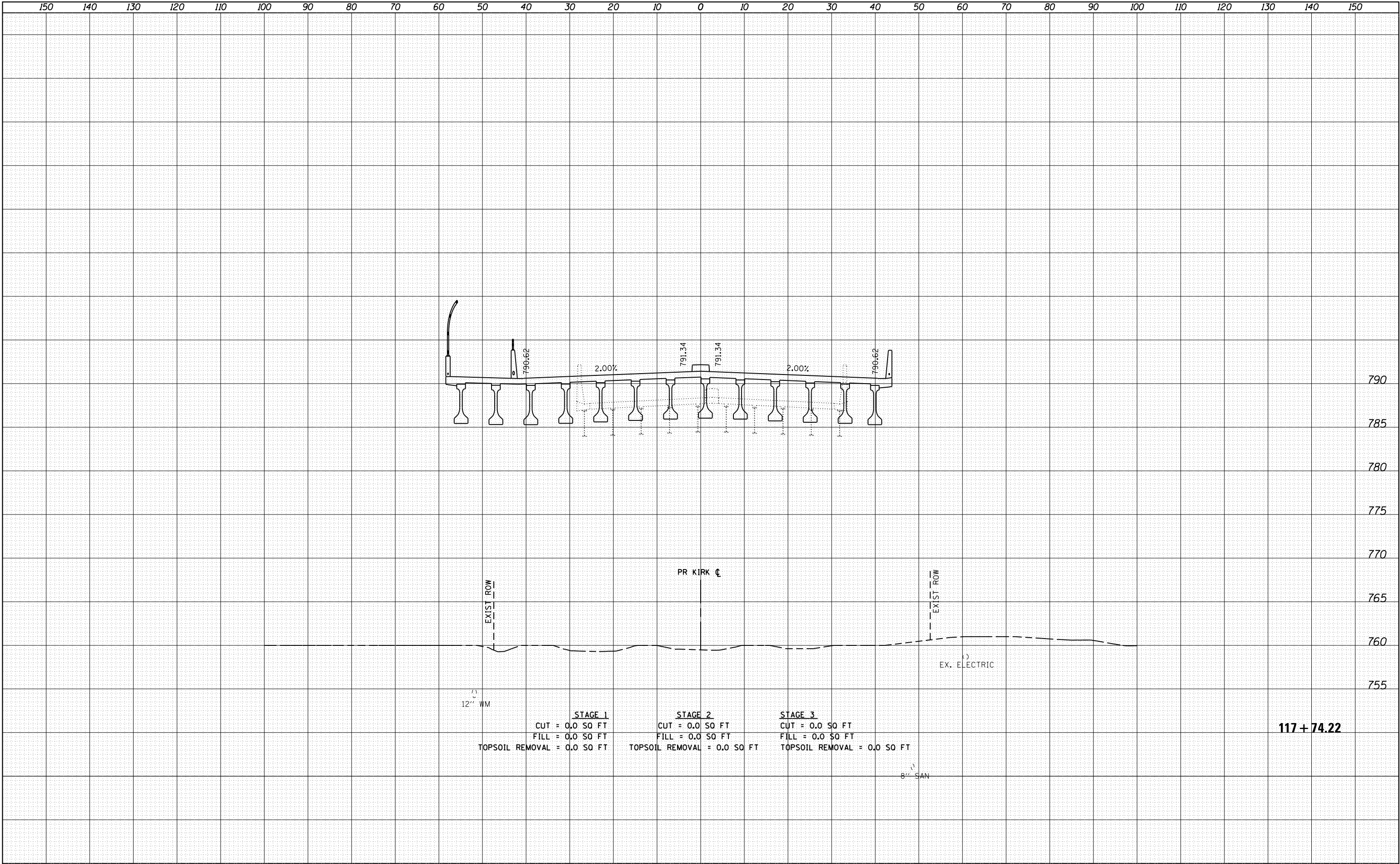
CROSS SECTIONS
KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	498
		CONTRACT NO. 61M13		
ILLINOIS		FED. AID PROJECT		

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

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

FILE NAME = W8394-04B KDOT Kirk Road over IRRPCAD Sheet\12-00192-04-BE_SHT_CROSS SECTIONS.dgn



USER NAME = tnestor	DESIGNED - GJE	REVISED -
	DRAWN - GJE	REVISED -
PLOT SCALE = 20,0000 ' / in.	CHECKED - DBB	REVISED -
PLOT DATE = 5/20/2026	DATE - 08/01/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
KIRK ROAD – CHERRY LANE TO ILLINOIS ROUTE 38

SCALE: 1:5V, 1:10H SHEET 22 OF SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
360	12-00192-04-BR	KANE	518	499
CONTRACT NO. 61M13				
ILLINOIS		FED. AID PROJECT		

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

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

FILE NAME = W8394-04B KDOT Kirk Road over IRRPCAD Sheets\12-00192-04-BB_SHT_CROSS SECTIONS.dgn

