

F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1 & 15N-3	WILL	143	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
HIGHWAY**

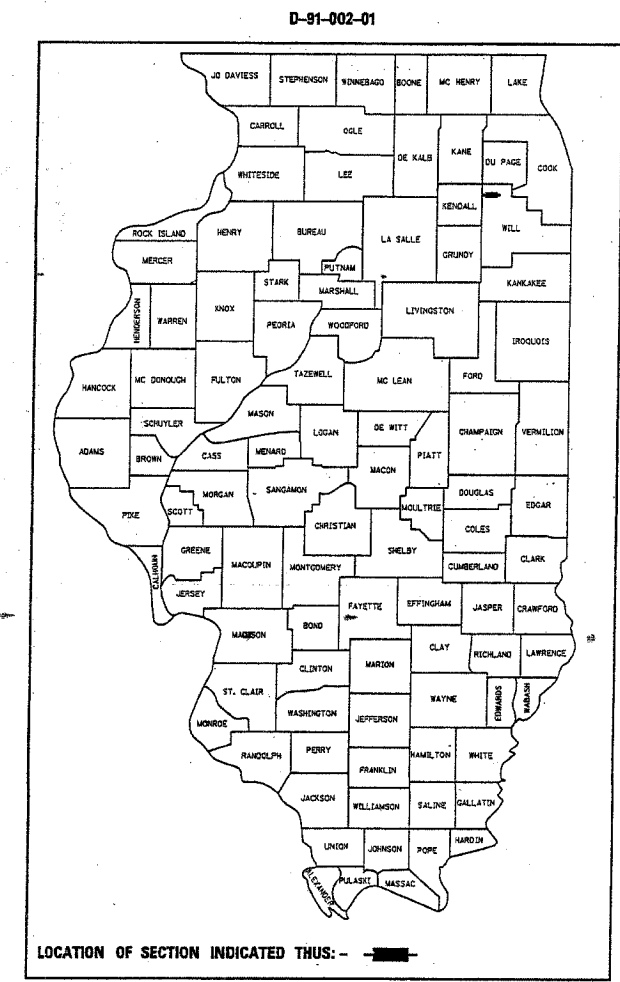
**F.A.P. 575: US 30 (LINCOLN HIGHWAY)
AT LILY CACHE ROAD & OVER LILY CACHE CREEK
SECTION: 14-B-R-1 & 15N-3
INTERSECTION RECONSTRUCTION, BRIDGE
REPLACEMENT AND TRAFFIC SIGNAL INSTALLATION
WILL COUNTY
C-91-002-01**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE VILLAGE OF PLAINFIELD IN WILL COUNTY

FINAL PLANS

DESIGN DESIGNATION - 3240 (20) ARTERIAL 5.51 (PCC-20)



TRAFFIC DATA

US 30: 2003 ADT = 32400
POSTED SPEED LIMIT = 35 MPH

LILY CACHE ROAD: 1999 ADT = 2250
POSTED SPEED LIMIT = 35 MPH

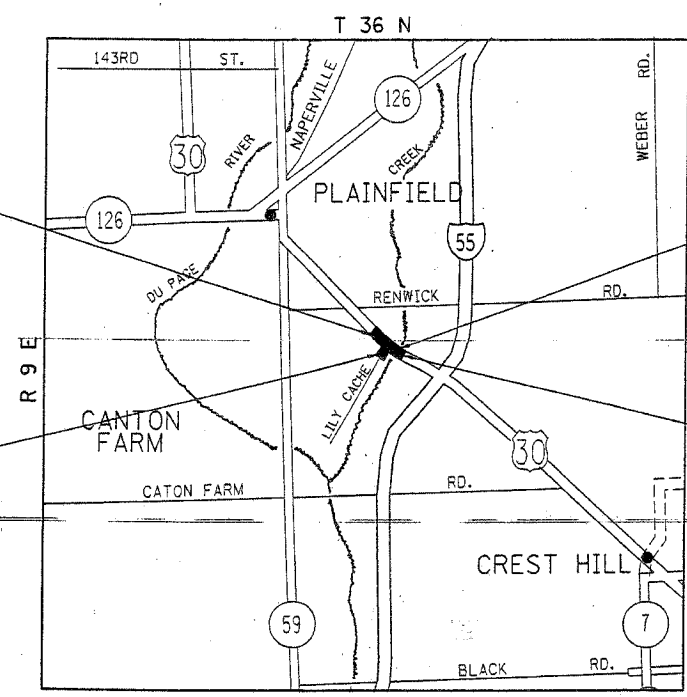
U.S. ROUTE 30
BEGIN IMPROVEMENT
STA. 12+25

LILY CACHE ROAD
BEGIN STA. 105+00
END STA. 110+46

STRUCTURES
U.S. 30 OVER LILY CACHE CREEK
EXISTING SN: 099-0237
PROPOSED SN: 099-4648

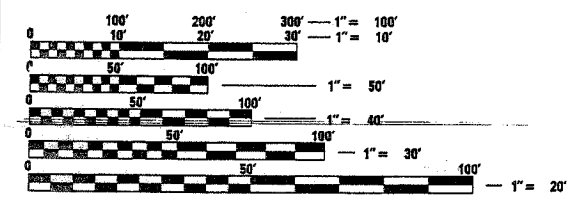
U.S. 30 RETAINING WALL
PROPOSED SN: 099-W012

U.S. ROUTE 30
END IMPROVEMENT
STA. 37+50



MAP SCALE: 1 INCH = 2.0 MILE

GROSS AND NET LENGTH OF IMPROVEMENT = 3071 LINEAR FEET = 0.58 MILES



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-392-0123

CONTRACT NO. 62098

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 29, 20 05

Dina O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

July 1, 20 05
Mike Hine
ENGINEER OF DESIGN AND ENVIRONMENT

July 1, 20 05
Victor Mader
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

DISTRICT ONE DESIGN PLAN PREPARATION ENGINEER:
KEN ENG/ISSAM RAYAN (847)705-4240

93.3% STATE
6.7% VILLAGE

93.3% STATE
6.7% VILLAGE

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	URBAN WILL CO. US 30 & LILY CACHE STATE 100% J000-2A	BRIDGE SN 099-4648 STATE 100% X071-2A	RETAINING WALL SN 099-W012 STATE 100% Y007	TRAFFIC SIGNALS Y031-1F	OPTICON VILLAGE OF PLAINFIELD 100% Y031-3D
* X032234	WEED CONTROL, BROADLEAF IN TURF	GALLON	2	2				
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	510	510				
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	667	667				
20101000	TEMPORARY FENCE	FOOT	200	200				
20101100	TREE TRUNK PROTECTION	EACH	10	10				
20101200	TREE ROOT PRUNING	EACH	5	5				
20200100	EARTH EXCAVATION	CU YD	4997	4997				
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3001	3001				
20400800	FURNISHED EXCAVATION	CU YD	4145	4145				
20700220	POROUS GRANULAR EMBANKMENT	CU YD	969		230	739		
20800150	TRENCH BACKFILL	CU YD	4942	4942				
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	10456	10456				
* 21101815	COMPOST FURNISH AND PLACE, 4"	SQ YD	651	651				
* 21400100	GRADING AND SHAPING DITCHES	FOOT	300	300				
* 25000210	SEEDING, CLASS 2A	ACRE	0.7	0.7				
* 25000310	SEEDING, CLASS 4	ACRE	0.4	0.4				
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	153	153				
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	153	153				
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	153	153				
* 25100630	EROSION CONTROL BLANKET	SQ YD	10456	10456				
* 25200110	SODDING, SALT TOLERANT	SQ YD	7177	7177				
* 25200200	SUPPLEMENTAL WATERING	UNIT	72	72				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	930	930				
28000300	TEMPORARY DITCH CHECKS	EACH	14	14				
28000510	INLET FILTERS	EACH	9	9				
28100107	STONE RIPRAP, CLASS A4	SQ YD	1091		1091			
28200200	FILTER FABRIC	SQ YD	1077		1077			
31200100	STABILIZED SUB-BASE 4"	SQ YD	4936	4936				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	3	3				
40600300	AGGREGATE (PRIME COAT)	TON	12	12				

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40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	1	1				
40600895	CONSTRUCTING TEST STRIP	EACH	2	2				
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	65	65				
40601000	BITUMINOUS REPLACEMENT OVER PATCHES	TON	62	62				
42000511	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)	SQ YD	4569	4569				
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	570		570			
42001300	PROTECTIVE COAT	SQ YD	9138	9138				
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	2260	2260				
44000100	PAVEMENT REMOVAL	SQ YD	6081	6081				
44000106	BITUMINOUS REMOVAL OVER PATCHES 1 1/2"	SQ YD	123	123				
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2249	2249				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2579	2579				
44000600	SIDEWALK REMOVAL	SQ FT	50	50				
44000700	APPROACH SLAB REMOVAL	SQ YD	262		262			
44001430	BITUMINOUS SHOULDER REMOVAL	SQ YD	480	480				
44201976	CLASS D PATCHES, TYPE II	SQ YD	23	23				
44201978	CLASS D PATCHES, TYPE III	SQ YD	23	23				
44201980	CLASS D PATCHES, TYPE IV	SQ YD	409	409				
48101200	AGGREGATE SHOULDERS, TYPE B	TON	5.5	5.5				
48202600	BITUMINOUS SHOULDERS SUPERPAVE 8"	SQ YD	1503	1503				
48202840	BITUMINOUS SHOULDERS SUPERPAVE 12"	SQ YD	1756	1756				
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1			
50105220	PIPE CULVERT REMOVAL	FOOT	224	224				
50200100	STRUCTURE EXCAVATION	CU YD	242		99	143		
50300100	FLOOR DRAINS	EACH	18		18			
50300510	RUSTICATION FINISH	SQ FT	2923			2923		
50300225	CONCRETE STRUCTURES	CU YD	390.2		213	177.2		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	443		443			
50300260	BRIDGE DECK GROOVING	SQ YD	1115		1115			

5/20/2005

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

*SPECIALTY ITEMS

93.31 STATE
671 VILLAGE

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
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70400500	TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	838	838				
72000100	SIGN PANEL - TYPE 1	SQ FT	26				26	
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6042	6042				
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	63	63				
78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS & SYMBOLS	SQ FT	305	305				
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	6661	6661				
78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	349	349				
78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	448	448				
78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	240	240				
78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	82	82				
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	138	138				
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	24		24			
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	1	1				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	20	20				
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	585				585	
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	220				220	
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	65				65	
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	125				125	
81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	40				40	
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	205				205	
81400200	HEAVY-DUTY HANDHOLE	EACH	6				6	

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81400300	DOUBLE HANDHOLE	EACH	1				1	
81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	860				860	
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1				1	
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1				1	
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	300				300	
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	740				740	
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2070				2070	
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	250				250	
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1640				1640	
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	40				40	
87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2				2	
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1				1	
87700150	STEEL MAST ARM ASSEMBLY AND POLE, 22 FT.	EACH	1				1	
87700180	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	2				2	
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	20				20	
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4				4	
87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30				30	
88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	4				4	
88500100	INDUCTIVE LOOP DETECTOR	EACH	6				6	
88600100	DETECTOR LOOP, TYPE I	FOOT	410				410	
88700200	LIGHT DETECTOR	EACH	2					2
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1					1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	2				2	

* SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

5/20/2005 11:42:01 AM

93.3/STATE
6.7%
VILLAGE

93.3/STATE
6.7%
VILLAGE

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89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1				1		X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	169		169			
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1				1		X0324455	DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CU FT	2461				2461	
* A2001720	TREE, ACER SACCHARUM (SUGAR MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	12	12					X0324456	DRILLING AND SETTING SOLDIER PILES (IN ROCK)	CU FT	737				737	
* A2002374	TREE, BETULA NIGRA (RIVER BIRCH), 10' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	6	6					X0329891	SILT CURTAIN	SQ YD	50	50				
* A2005116	TREE, JUGLANS NIGRA (BLACK WALNUT), 2" CALIPER, BALLED AND BURLAPPED	EACH	24	24					X0712400	TEMPORARY PAVEMENT	SQ YD	5400	5400				
* A2005614	TREE, OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	22	22					X3550705	BITUMINOUS BASE COURSE SUPERPAVE 10 1/4"	SQ YD	5880	5880				
* A2006716	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	36	36					X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	10	10				
* C2000524	SHRUB, ARONIA MELANOCARPA (BLACK CHOKEBERRY), 2' HEIGHT, BALLED AND BURLAPPED	EACH	10	10					X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	18	18				
* C2012748	SHRUB, VIBURNUM PRUNIFOLIUM (BLACKHAW VIBURNUM), 4' HEIGHT, BALLED AND BURLAPPED	EACH	167	167					X4023000	TEMPORARY ACCESS (ROAD)	EACH	2	2				
* C2000524	SHRUB, ARONIA MELANOCARPA (BLACK CHOKEBERRY), 2' HEIGHT, CONTAINER	EACH	157	157					X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	63	63				
* C2C11024	SHRUB, SYRINGA PATULA MISS KIM (MISS KIM MANCHURIAN LILAC), 2' HEIGHT, CONTAINER	EACH	130	130					X4066424	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	TON	577	577				
X0300626	CURB AND GUTTER REMOVAL	FOOT	250	250					X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	317	317				
X0301835	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	1					X4066614	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50	TON	48	48				
X0301892	MANHOLES, TYPE A, 8'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	1					X4066616	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70	TON	1025	1025				
* X0322323	WEED CONTROL, TEASEL	GALLON	0.5	0.5					X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	96	96				
* X0322859	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	8	8					X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1			
X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	23	23					X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1			
X0323794	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	4756	4756					X6022110	MANHOLES, TYPE A, 10'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
X0323973	SEDIMENT CONTROL, SILT FENCE	FOOT	4756	4756					X6330075	RELOCATE TRAFFIC BARRIER TERMINAL, (TEMPORARY)	EACH	2	2				
									X7030130	PAVEMENT MARKING TAPE, TYPE III 4", SPECIAL	FOOT	26035	26035				
									* X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1				1	
									* X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	648				648	

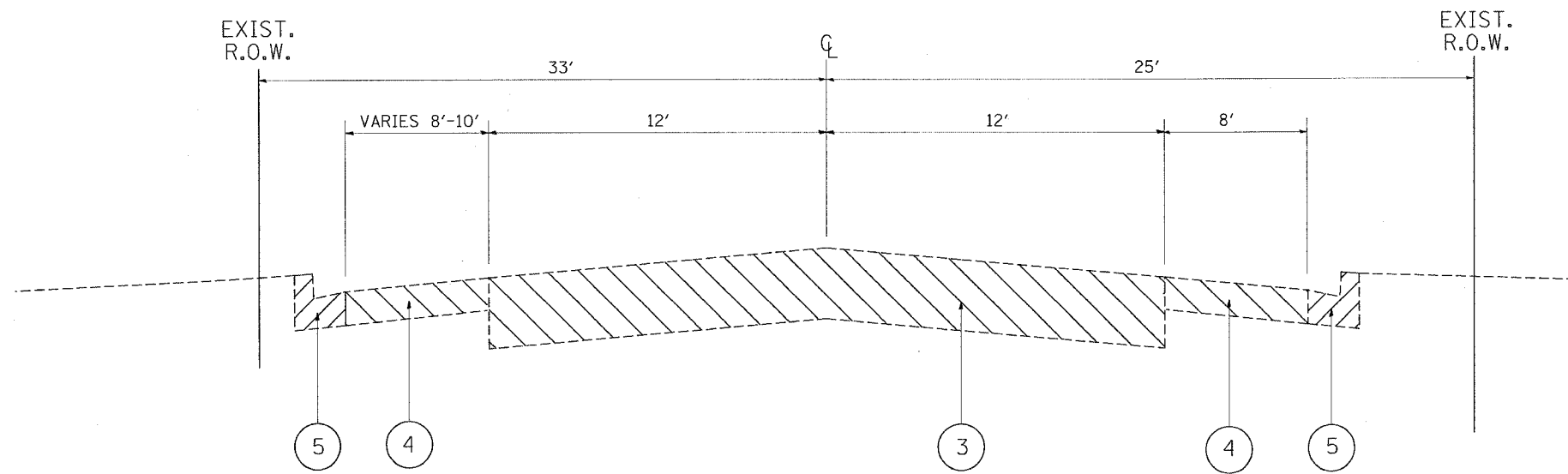
* SPECIALTY ITEMS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES
NAME	DATE	

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

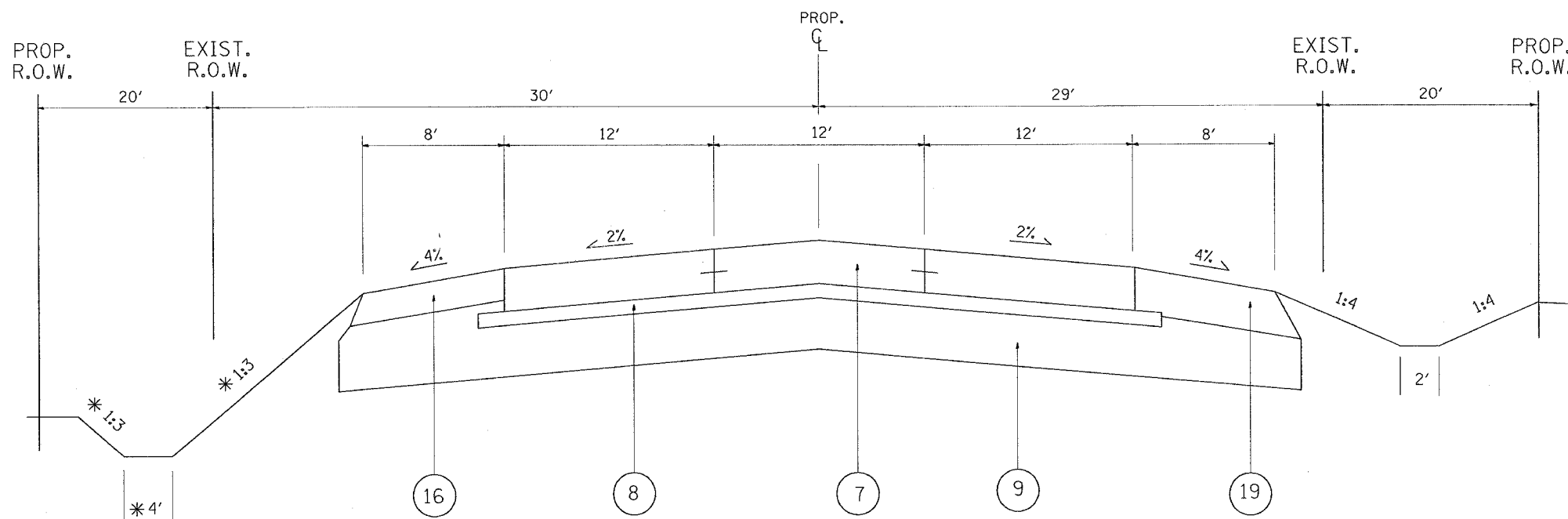
CONTRACT # 62098



EXISTING TYPICAL SECTION
U.S. ROUTE 30
STA. 17+00 TO STA. 17+45.9
STA. 26+18.4 TO STA. 27+00

LEGEND

- ① EXISTING PAVEMENT (US 30), ± 14"
- ①A EXISTING PAVEMENT (LILY CACHE RD), ± 8"
- ② EXISTING BITUMINOUS SHOULDER
- ③ PROPOSED PAVEMENT REMOVAL
- ④ PROPOSED SHOULDER REMOVAL
- ⑤ PROPOSED CURB AND GUTTER REMOVAL
- ⑥ PROPOSED BITUMINOUS SURFACE REMOVAL, VARIABLE DEPTH 3/4" TO 2 1/2"
- ⑦ PROPOSED JOINTED PORTLAND CEMENT CONCRETE, 10 1/2 "
- ⑧ PROPOSED BITUMINOUS STABILIZED SUB-BASE, 4"
- ⑨ PROPOSED AGGREGATE SUB-GRADE, 12"
- ⑩ PROPOSED BITUMINOUS CONCRETE BINDER COURSE, IL-19.0, N70, 12" (WIDENING 12 1/2 ")
- ⑪ PROPOSED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50, 7 1/4 "
- ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, (VARIES 3/4 " TO 1 1/2 ")
- ⑬ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, MIX "D", N70, 2" (RESURFACING + WIDENING USE 1 1/2 ")
- ⑭ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 1 1/2 "
- ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2 "
- ⑯ PROPOSED BITUMINOUS SHOULDER, 8"
- ⑰ PROPOSED AGGREGATE SHOULDER, TYPE B
- ⑱ PROPOSED RETAINING WALL (STA. 29+08 TO STA. 32+92)
- ⑲ PROPOSED BITUMINOUS SHOULDER, 12"
- ⑳ PROPOSED NO. 6 EPOXY COATED DEFORMED BARS AT 24" CENTERS INCLUDED IN THE COST OF THE PROPOSED PAVEMENT



PROPOSED TYPICAL SECTION
U.S. ROUTE 30
STA. 17+00 TO STA. 17+45.9
STA. 26+18.4 TO STA. 27+00

* DITCH ONLY LOCATED FROM
STA. 26+18.4 TO STA. 27+00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. ROUTE 30
@ LILY CACHE ROAD
EXISTING/ PROPOSED
TYPICAL SECTIONS

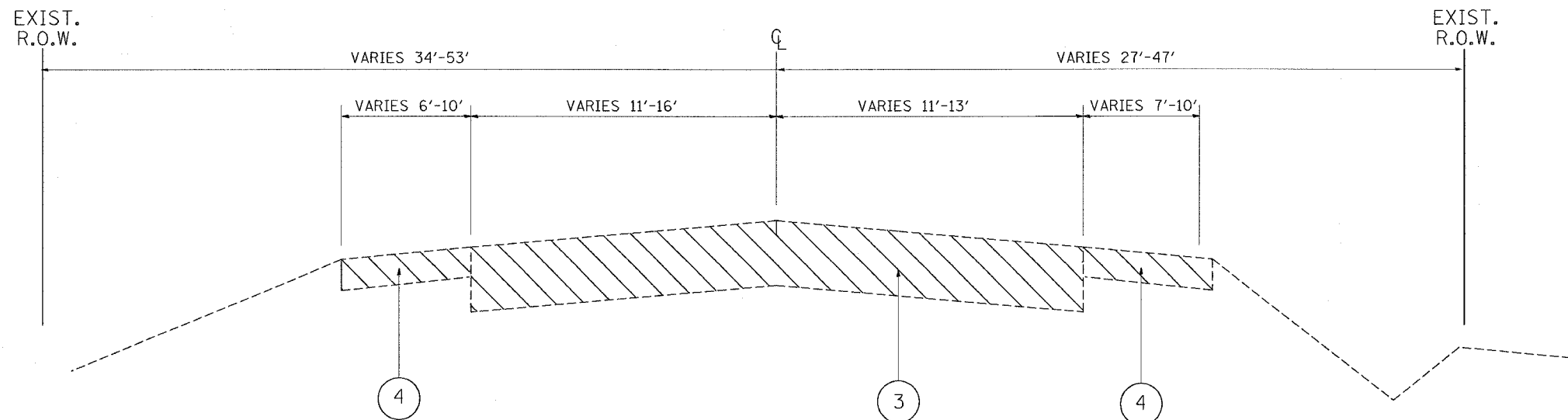
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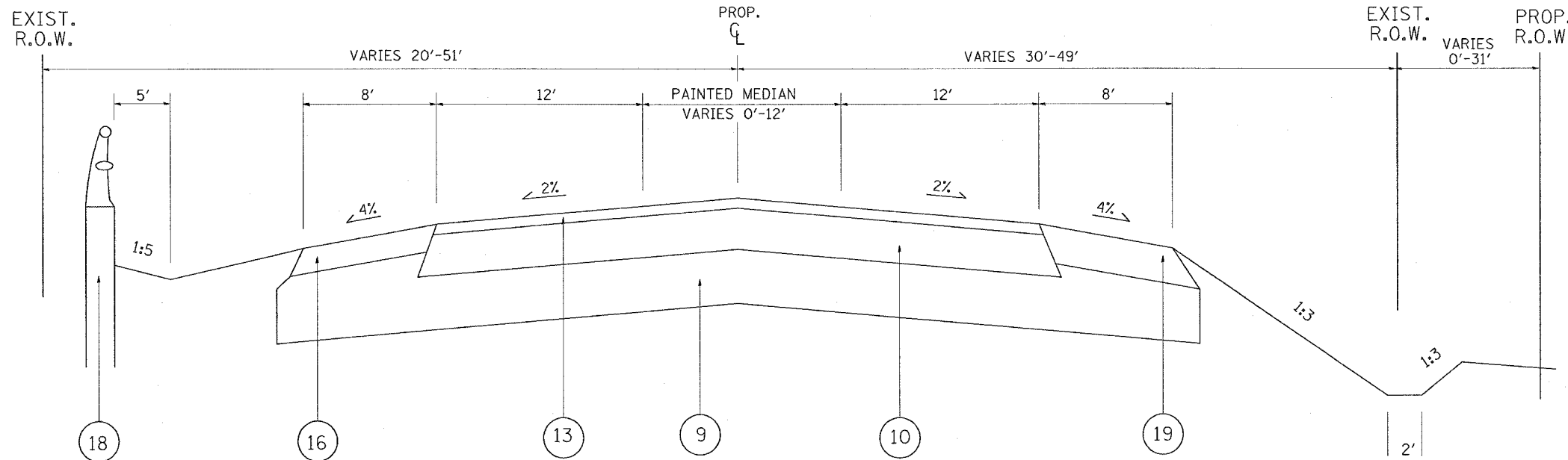
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT # 62098				



EXISTING TYPICAL SECTION
U.S. ROUTE 30
STA. 29+00 TO STA. 35+00



PROPOSED TYPICAL SECTION
U.S. ROUTE 30
STA. 29+00 TO STA. 35+00
BRIDGE OMISSION STA. 27+47.39 TO STA. 28+96.89

LEGEND

- ① EXISTING PAVEMENT (US 30), ± 14"
- ①A EXISTING PAVEMENT (LILY CACHE RD), ± 8"
- ② EXISTING BITUMINOUS SHOULDER
- ③ PROPOSED PAVEMENT REMOVAL
- ④ PROPOSED SHOULDER REMOVAL
- ⑤ PROPOSED CURB AND GUTTER REMOVAL
- ⑥ PROPOSED BITUMINOUS SURFACE REMOVAL, VARIABLE DEPTH 3/4" TO 2 1/2"
- ⑦ PROPOSED JOINTED PORTLAND CEMENT CONCRETE, 10 1/2 "
- ⑧ PROPOSED BITUMINOUS STABILIZED SUB-BASE, 4"
- ⑨ PROPOSED AGGREGATE SUB-GRADE, 12"
- ⑩ PROPOSED BITUMINOUS CONCRETE BINDER COURSE, IL-19.0, N70, 12" (WIDENING 12 1/2 ")
- ⑪ PROPOSED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50, 7 1/4 "
- ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, (VARIES 3/4 " TO 1 1/2 ")
- ⑬ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, MIX "D", N70, 2" (RESURFACING + WIDENING USE 1 1/2 ")
- ⑭ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 1 1/2 "
- ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2 "
- ⑯ PROPOSED BITUMINOUS SHOULDER, 8"
- ⑰ PROPOSED AGGREGATE SHOULDER, TYPE B
- ⑱ PROPOSED RETAINING WALL (STA. 29+08 TO STA. 32+92)
- ⑲ PROPOSED BITUMINOUS SHOULDER, 12"
- ⑳ PROPOSED NO. 6 EPOXY COATED DEFORMED BARS AT 24" CENTERS INCLUDED IN THE COST OF THE PROPOSED PAVEMENT

REVISIONS	
NAME	DATE

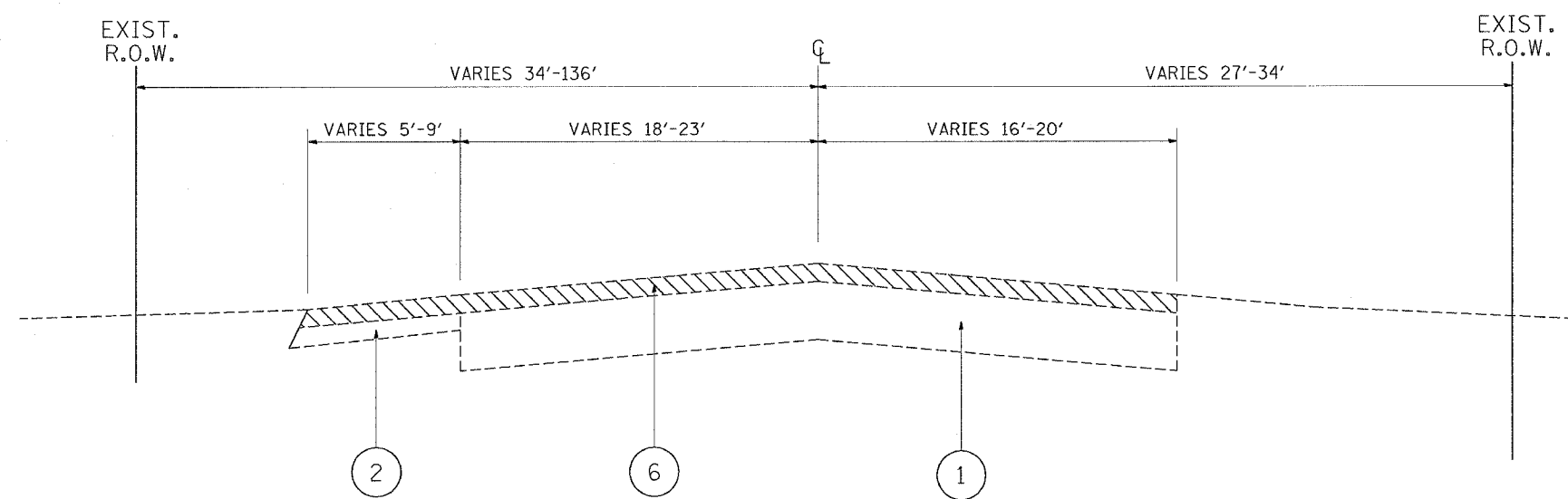
ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. ROUTE 30
@ LILY CACHE ROAD
EXISTING/ PROPOSED
TYPICAL SECTIONS

SCALE: VERT. _____
HORIZ. _____
DATE _____

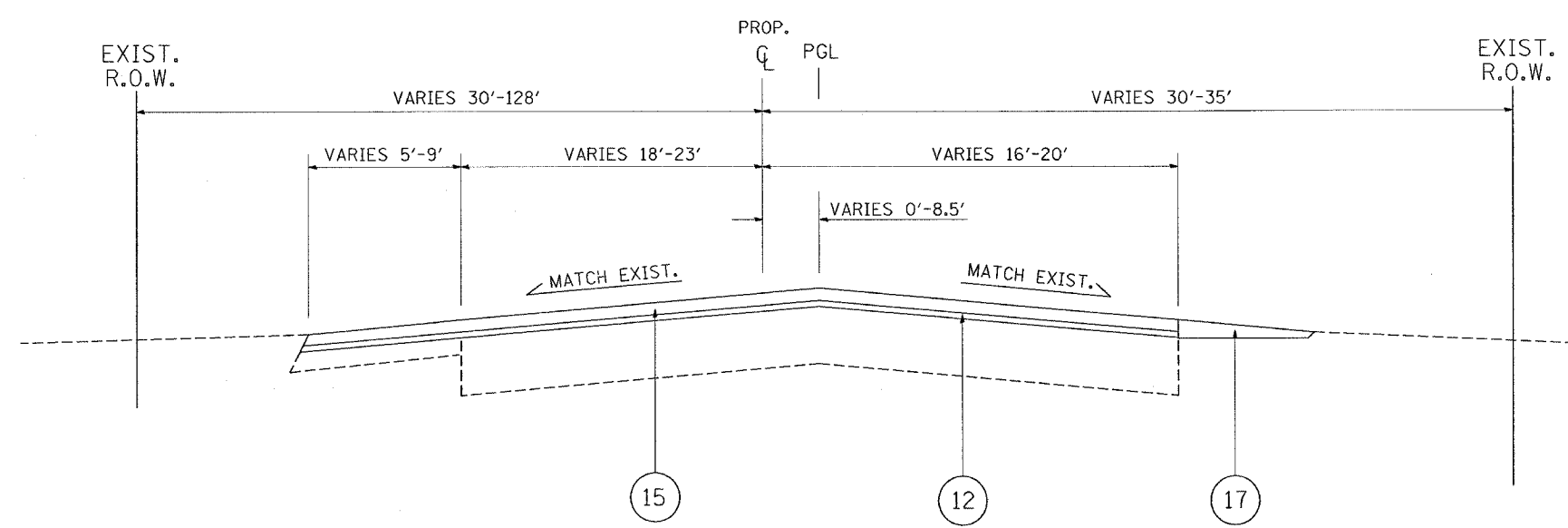
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CHECKED BY _____

PLOT DATE = 5/28/2005
PLOT SCALE = 50.0000' / IN.
REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT # 62098				



EXISTING TYPICAL SECTION
U.S. ROUTE 30
STA. 35+00 TO STA. 37+50



PROPOSED TYPICAL SECTION
U.S. ROUTE 30
STA. 35+00 TO STA. 37+50

- LEGEND
- ① EXISTING PAVEMENT (US 30), ± 14"
 - ①A EXISTING PAVEMENT (LILY CACHE RD), ± 8"
 - ② EXISTING BITUMINOUS SHOULDER
 - ③ PROPOSED PAVEMENT REMOVAL
 - ④ PROPOSED SHOULDER REMOVAL
 - ⑤ PROPOSED CURB AND GUTTER REMOVAL
 - ⑥ PROPOSED BITUMINOUS SURFACE REMOVAL, VARIABLE DEPTH 3/4" TO 2 1/2"
 - ⑦ PROPOSED JOINTED PORTLAND CEMENT CONCRETE, 10 1/2 "
 - ⑧ PROPOSED BITUMINOUS STABILIZED SUB-BASE, 4"
 - ⑨ PROPOSED AGGREGATE SUB-GRADE, 12"
 - ⑩ PROPOSED BITUMINOUS CONCRETE BINDER COURSE, IL-19.0, N70, 12" (WIDENING 12 1/2 ")
 - ⑪ PROPOSED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50, 7 1/4 "
 - ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, (VARIES 3/4 " TO 1 1/2 ")
 - ⑬ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, MIX "D", N70, 2" (RESURFACING + WIDENING USE 1 1/2 ")
 - ⑭ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 1 1/2 "
 - ⑮ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2 "
 - ⑯ PROPOSED BITUMINOUS SHOULDER, 8"
 - ⑰ PROPOSED AGGREGATE SHOULDER, TYPE B
 - ⑱ PROPOSED RETAINING WALL (STA. 29+08 TO STA. 32+92)
 - ⑲ PROPOSED BITUMINOUS SHOULDER, 12"
 - ⑳ PROPOSED NO. 6 EPOXY COATED DEFORMED BARS AT 24" CENTERS INCLUDED IN THE COST OF THE PROPOSED PAVEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. ROUTE 30
@ LILY CACHE ROAD
EXISTING/ PROPOSED
TYPICAL SECTIONS

SCALE: VERT. _____
HORIZ. _____
DATE _____

DRAWN BY _____
CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	*	WILL	143	13
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 14-B-R-1 & 15N-3				

NOTE:

A THICKNESS OF 6 INCHES OF TOPSOIL STRIPPING SHALL BE USED FOR REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

EARTHWORK SCHEDULE

PRE-STAGE						STAGE I						STAGE IA					
U.S. ROUTE 30 STATIONS	EARTH EXCAVATION PRE-STAGE (CU. YD.)	UNSUITABLE MATERIAL (CU. YD.)	EXCAVATION USED AS EMBANKMENT (SHRINKAGE 15%) (CU. YD.)	EMBANKMENT PRE-STAGE (CU. YD.)	EARTH WORK BALANCE SURPLUS (+) OR SHORTAGE (-) (CU. YD.)	U.S. ROUTE 30 STATIONS	EARTH EXCAVATION PRE-STAGE (CU. YD.)	UNSUITABLE MATERIAL (CU. YD.)	EXCAVATION USED AS EMBANKMENT (SHRINKAGE 15%) (CU. YD.)	EMBANKMENT PRE-STAGE (CU. YD.)	EARTH WORK BALANCE SURPLUS (+) OR SHORTAGE (-) (CU. YD.)	U.S. ROUTE 30 STATIONS	EARTH EXCAVATION PRE-STAGE (CU. YD.)	UNSUITABLE MATERIAL (CU. YD.)	EXCAVATION USED AS EMBANKMENT (SHRINKAGE 15%) (CU. YD.)	EMBANKMENT PRE-STAGE (CU. YD.)	EARTH WORK BALANCE SURPLUS (+) OR SHORTAGE (-) (CU. YD.)
12+25 TO 20+00	217.6	195	184.9	3.0	181.3	12+25 TO 20+00	475.5	315	404.2	192.5	211.7	12+25 TO 20+00	--	--	--	--	--
20+00 TO 27+00	395.8	813	336.4	574.2	-237.8	20+00 TO 27+00	524.0	466	445.4	1096.9	-651.5	20+00 TO 27+00	--	--	--	--	--
29+00 TO 37+50	100.1	422	85.1	240.9	-155.8	29+00 TO 37+50	167.4	521	142.3	2534.3	-2392.0	29+00 TO 37+50	--	--	--	--	--
LILY CACHE ROAD						LILY CACHE ROAD						LILY CACHE ROAD					
106+00 TO 110+00	120.3	110	102.3	0.8	101.5	106+00 TO 110+00	918.7	159	780.9	0	780.9	106+00 TO 110+00	521.5	--	443.3	23.2	420.1
TOTAL	833.8	1540	708.7	818.9	-110.8	TOTAL	2085.6	1461	1772.8	3823.7	-2050.9	TOTAL	521.5	--	443.3	23.2	420.1

STAGE II						STAGE III						TOTAL					
U.S. ROUTE 30 STATIONS	EARTH EXCAVATION PRE-STAGE (CU. YD.)	UNSUITABLE MATERIAL (CU. YD.)	EXCAVATION USED AS EMBANKMENT (SHRINKAGE 15%) (CU. YD.)	EMBANKMENT PRE-STAGE (CU. YD.)	EARTH WORK BALANCE SURPLUS (+) OR SHORTAGE (-) (CU. YD.)	U.S. ROUTE 30 STATIONS	EARTH EXCAVATION PRE-STAGE (CU. YD.)	UNSUITABLE MATERIAL (CU. YD.)	EXCAVATION USED AS EMBANKMENT (SHRINKAGE 15%) (CU. YD.)	EMBANKMENT PRE-STAGE (CU. YD.)	EARTH WORK BALANCE SURPLUS (+) OR SHORTAGE (-) (CU. YD.)	U.S. ROUTE 30 STATIONS	EARTH EXCAVATION PRE-STAGE (CU. YD.)	UNSUITABLE MATERIAL (CU. YD.)	EXCAVATION USED AS EMBANKMENT (SHRINKAGE 15%) (CU. YD.)	EMBANKMENT PRE-STAGE (CU. YD.)	EARTH WORK BALANCE SURPLUS (+) OR SHORTAGE (-) (CU. YD.)
12+25 TO 20+00	372.1	--	316.3	61.7	254.6	12+25 TO 20+00	157.4	--	133.8	70.3	63.5	PRE-STAGE	833.8	1540	708.7	818.9	-110.8
20+00 TO 27+00	431.4	--	366.7	1476.4	-1109.7	20+00 TO 27+00	164.0	--	139.4	119.4	20.0	STAGE I	2085.6	1461	1772.8	3823.7	-2050.9
29+00 TO 37+50	116.0	--	98.6	1823.3	-1824.7	29+00 TO 37+50	315.2	--	267.9	75.3	192.6	STAGE IA	521.5	--	443.3	23.2	420.1
LILY CACHE ROAD						LILY CACHE ROAD						STAGE II	919.5	--	781.6	3461.4	-2679.8
106+00 TO 110+00	--	--	--	--	--	106+00 TO 110+00	--	--	--	--	--	STAGE III	636.6	--	541.1	265	276.1
TOTAL	919.5	--	781.6	3461.4	-2679.8	TOTAL	636.6	--	541.1	265.0	276.1	TOTAL	4997.0	3001	4247.5	8392.2	-4144.7

TREE REMOVAL SCHEDULE

U.S. ROUTE 30				STATION				STATION				STATION			
STATION	OFFSET/ SIDE (FEET)	6 TO 15 UNIT DIAMETER	OVER 15 UNIT DIAMETER	STATION	OFFSET/ SIDE (FEET)	6 TO 15 UNIT DIAMETER	OVER 15 UNIT DIAMETER	STATION	OFFSET/ SIDE (FEET)	6 TO 15 UNIT DIAMETER	OVER 15 UNIT DIAMETER	STATION	OFFSET/ SIDE (FEET)	6 TO 15 UNIT DIAMETER	OVER 15 UNIT DIAMETER
US 30				26+93	65' L	8		29+45	48' L	12		LILY CACHE			
17+44	30' L	12		27+01	28' L		20	29+49	20' L	8		109+34	25' L		18
17+70	30' L		30	27+01	96' L		48	29+50	24' L	10		109+39	29' L		48
18+23	33' L		40	27+13	104' L	10		29+51	20' L	12		109+42	25' L	12	
18+80	40' L		30	27+14	103' L	12		29+51	36' L		21				
18+95	47' L		30	27+15	102' L		18	29+65	21' L		20				
19+48	40' L		40	27+17	38' L	7		29+65	27' L	6					
19+60	32' L		30	27+32	32' L		18	29+80	26' L	10					
19+82	41' L		30	27+33	27' L	15		29+82	26' L	10					
20+30	37' L		40	27+34	32' L	6		29+93	28' L	10					
20+70	39' L		36	27+43	25' L	10		29+98	28' L	10					
21+75	47' L		42	27+44	32' L	10		29+98	28' L	10					
22+55	34' L	11		27+54	25' L	10		30+08	33' L		16				
22+75	35' L		42	27+55	32' L		16	30+14	37' L	12					
23+74	36' L	7		27+67	33' L		36	30+26	28' L	12					
23+74	40' L	15		28+92	45' L	6		30+27	33' L	12					
26+55	30' L	14		28+93	35' L	12		30+33	29' L	12					
26+63	30' L	14		29+07	24' L	12		30+40	30' L	8					
26+77	30' L	8		29+07	37' L	15		30+46	35' L	6					
26+86	23' L	8		29+16	27' L		18	30+48	40' L	12					
26+93	33' L	15		29+24	34' L	12		30+63	35' L	6					
26+93	62' L	12		29+31	27' L	10		30+72	27' L	12					
				29+32	24' L	8		30+85	33' L	8					
				29+40	30' L	10									

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 30
@ LILY CACHE ROAD
SCHEDULE OF QUANTITIES

SCALE: VERT. _____
HORIZ. _____
DATE _____

DRAWN BY _____
CHECKED BY _____

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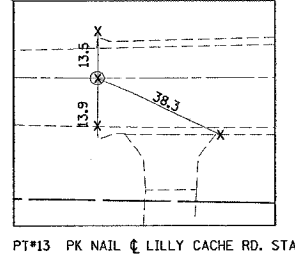
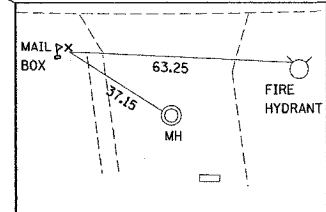
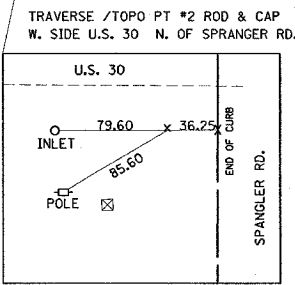
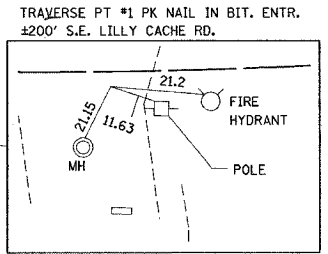
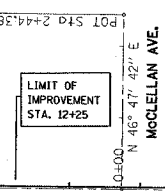
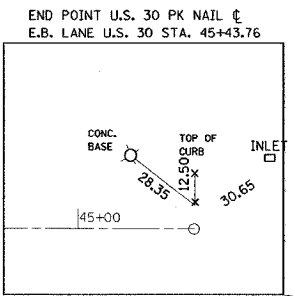
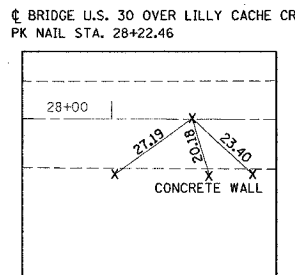
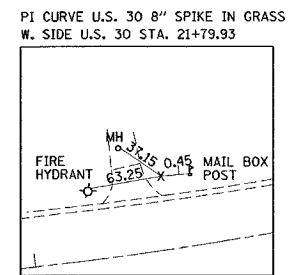
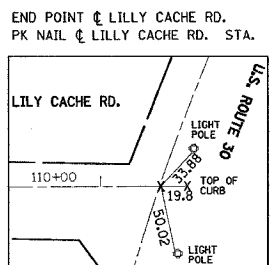
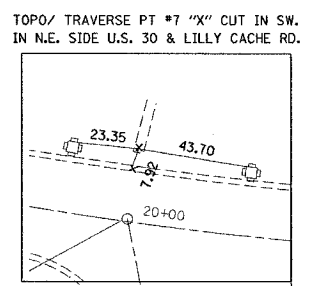
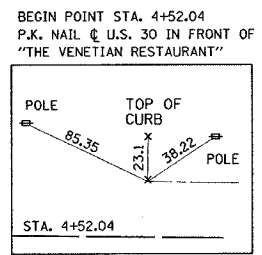
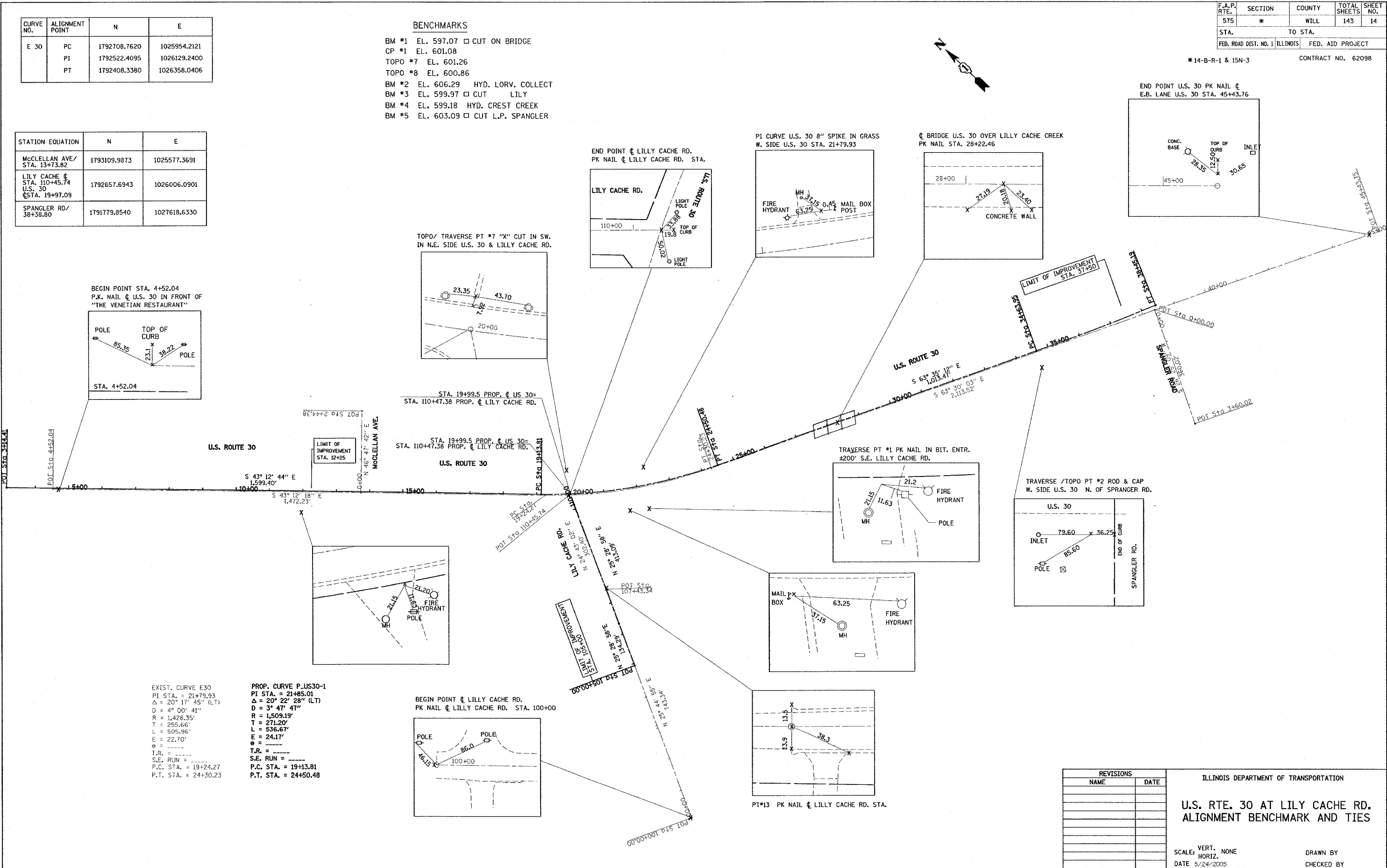
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	*	WILL	143	14
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT

* 14-B-R-1 & 15N-3 CONTRACT NO. 62098

CURVE NO.	ALIGNMENT POINT	N	E
E 30	PC	1792708.7620	1025954.2121
	PI	1792522.4095	1026129.2400
	PT	1792408.3380	1026358.0406

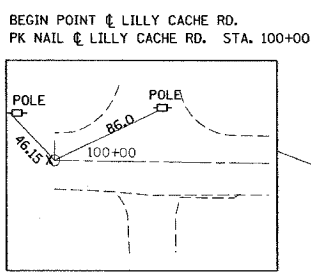
BENCHMARKS
 BM #1 EL. 597.07 □ CUT ON BRIDGE
 CP #1 EL. 601.08
 TOPO #7 EL. 601.26
 TOPO #8 EL. 600.86
 BM #2 EL. 606.29 HYD. LORV. COLLECT
 BM #3 EL. 599.97 □ CUT LILY
 BM #4 EL. 599.18 HYD. CREST CREEK
 BM #5 EL. 603.09 □ CUT L.P. SPANGLER

STATION EQUATION	N	E
McCLELLAN AVE/ STA. 13+73.82	1793109.9873	1025577.3691
LILY CACHE C STA. 110+45.74 U.S. 30 C STA. 19+97.09	1792657.6943	1026006.0901
SPANGLER RD/ 38+38.80	1791779.8540	1027618.6330



EXIST. CURVE E30
PI STA. = 21+79.93
Δ = 20° 17' 45" (LT)
D = 4° 00' 41"
R = 1,428.35'
T = 255.66'
L = 505.96'
E = 22.70'
θ = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 19+24.27
P.T. STA. = 24+30.23

PROP. CURVE P_US30-1
PI STA. = 21+85.01
Δ = 20° 22' 28" (LT)
D = 3° 47' 47"
R = 1,509.19'
T = 271.20'
L = 536.67'
E = 24.17'
θ = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 19+13.81
P.T. STA. = 24+50.48



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. RTE. 30 AT LILLY CACHE RD. ALIGNMENT BENCHMARK AND TIES
 SCALE: VERT. NONE
 HORIZ.
 DATE 5/24/2005
 DRAWN BY
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	*	WILL	143	15

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

*14-B-R-1 & 15N-3

62098



EXIST. CURVE E30
 PI STA. = 21+79.93
 $\Delta = 120^\circ 17' 45''$ (LT)
 $D = 48' 00'' 41''$
 $R = 1,428.35'$
 $T = 1255.66'$
 $L = 1505.96'$
 $E = 122.70'$
 $P = 122.70'$
 S.E. IRUN =
 P.C. STA. = 19+24.27
 P.T. STA. = 24+30.23

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US RTE 30 @ LILY CACHE ROAD
 EXISTING PLAN

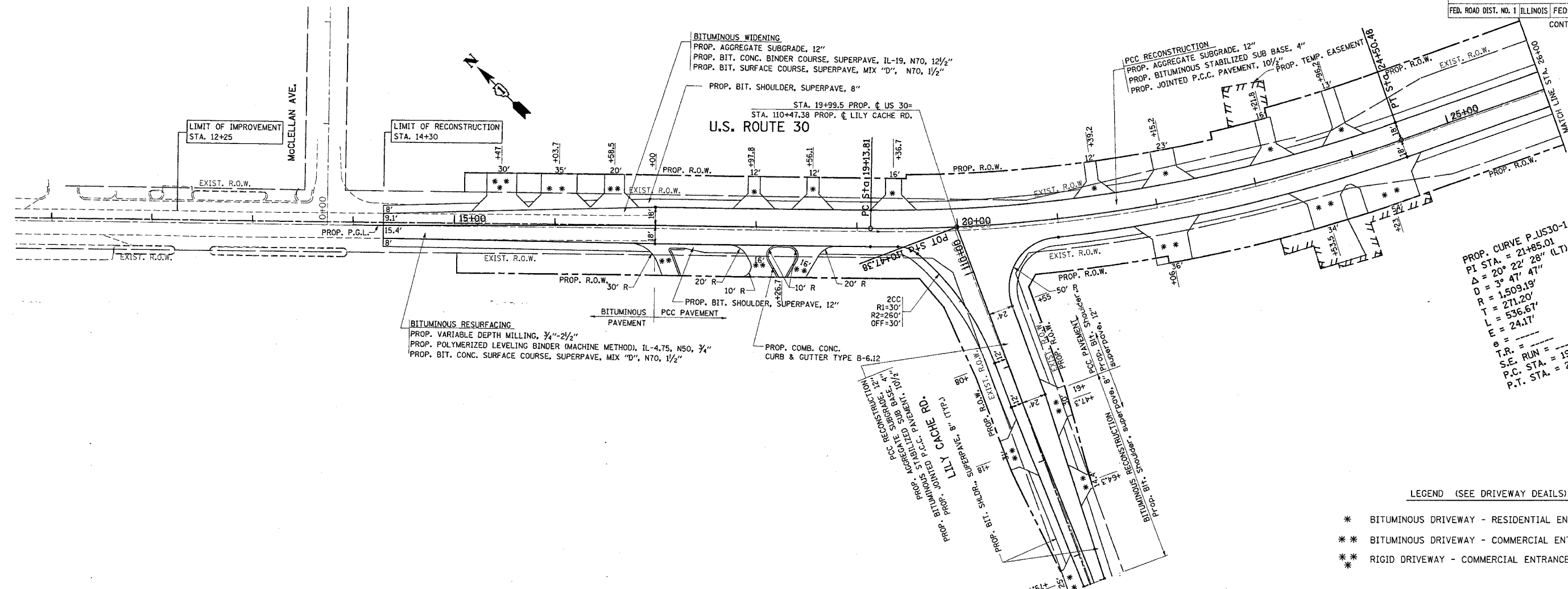
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 HORIZ.
 DATE

DRAWN BY
 CHECKED BY

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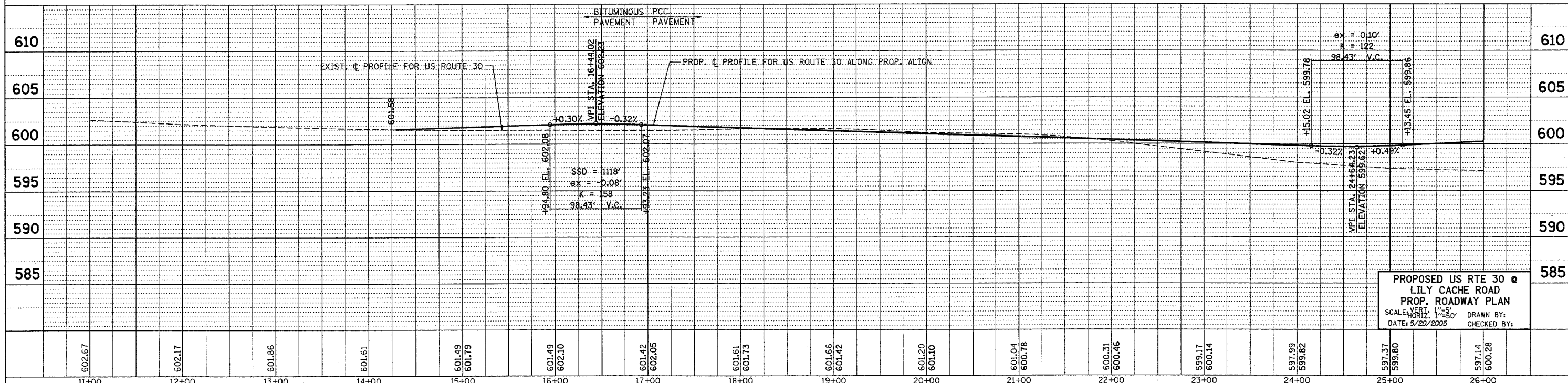
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	17
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62098				



PROP. CURVE P.U530-1
 PI STA. = 21+85.01
 $\Delta = 20^\circ 22' 47''$
 $D = 3^\circ 47' 47''$
 $R = 1,509.19'$
 $T = 271.20'$
 $L = 536.67'$
 $E = 24.17'$
 $\theta = \dots$
 $T.R. = \dots$
 $S.E. RUN = 19+13.81$
 $P.C. STA. = 24+50.48$
 $P.T. STA. = 24+50.48$

LEGEND (SEE DRIVEWAY DETAILS)

- * BITUMINOUS DRIVEWAY - RESIDENTIAL ENTRANCE
- ** BITUMINOUS DRIVEWAY - COMMERCIAL ENTRANCE
- ** RIGID DRIVEWAY - COMMERCIAL ENTRANCE



PROPOSED US RTE 30
 LILY CACHE ROAD
 PROP. ROADWAY PLAN
 SCALE: VERT. 1"=50'
 DATE: 5/20/2005
 DRAWN BY: _____
 CHECKED BY: _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	20
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT # 62098

PRE-STAGE

INSTALL SIGNS SHOWN ON THE DETAILS "TEMPORARY INFORMATION SIGNING" PLACE PRIOR TO THE START OF CONSTRUCTION ACTIVITY ON US 30 AND LILY CACHE RD.

PAVEMENT PATCHING TYPE IV BETWEEN STA. 35+00 TO 37+50 ON EASTBOUND US 30 SHALL BE DONE ON PRE-STAGE ALONG WITH ANY CROSS ROAD CULVERTS.

STAGE I & IA

ESTABLISH TRAFFIC CONTROL AS SHOWN ON THE SUGGESTED STAGING & TRAFFIC CONTROL STAGE I & II. THIS WORK SHALL BE PAID FOR AS TRAFFIC CONTROL & PROTECTION (SPECIAL).

INSTALL TEMPORARY EROSION CONTROL MEASURE SHOWN ON THE STORM WATER PREVENTION PLAN, STAGE I & II.

PLACE TEMPORARY PAVEMENT, AGGREGATE SHOULDER, SEEDING, EROSION CONTROL BLANKET, AND ALL OTHER WORK AS SHOWN ON THE STAGE I TRAFFIC CONTROL.

SOUTH OF US 30 AND WEST OF LILY CACHE RD INSTALL PROPOSED AGGREGATE SUBGRADE (12 INCHES), JOINTED PCC PAVEMENT (10 1/2 INCHES), BITUMINOUS SHOULDER, STORM SEWER, DRAINAGE STRUCTURE, PROPOSED DITCHES, PROPOSED SWALES, SODDING, AND ALL OTHER COLLATERAL WORK AS SHOWN ON THE STAGE I & II PLANS.

WIDENING AND RESURFACING BITUMINOUS PAVEMENT FROM STA. 14+30 TO 17+00, AND FROM STA. 29+56 TO 37+50 ON US 30 AND FROM STA. 105+00 TO 106+50 ON LILY CACHE RD AS SHOWN ON THE SUGGESTED STAGING AND TRAFFIC CONTROL PROTECTION, STAGE I & II PLAN USING THE APPROPRIATE HIGHWAY STANDARD.

STAGE II

ESTABLISH TRAFFIC CONTROL AS SHOWN ON SUGGESTED STAGING AND TRAFFIC CONTROL STAGING III. THIS WORK SHALL BE PAID FOR AS TRAFFIC CONTROL & PROTECTION (SPECIAL).

INSTALL TEMPORARY EROSION CONTROL MEASURE SHOWN ON THE STORM WATER PREVENTION PLAN, STAGE III.

PLACE TEMPORARY PAVEMENT, AGGREGATE SHOULDER, SEEDING, EROSION CONTROL BLANKET, AND ALL OTHER WORK AS SHOWN ON THE STAGE III TRAFFIC CONTROL.

CONSTRUCT NORTH OF US 30 WITH PROPOSED AGGREGATE SUBGRADE (12 INCHES), JOINTED PCC PAVEMENT, STORM SEWER, DRAINAGE STRUCTURE, PROPOSED DITCHES, PROPOSED SWALES, SODDING, AND ALL OTHER COLLATERAL WORK AS SHOWN ON THE STAGE III PLANS.

T.O.G. FOR STRUCTURE TO BE INSTALLED IN STAGE I & II SHOULD BE FLUSH WITH STAGE III TEMPORARY PAVEMENT. FINAL ADJUSTMENT WILL HAPPEN AT THE END OF STAGE III AND WILL BE PAID FOR AS CATCH BASIN TO BE ADJUSTED AND MANHOLE TO BE ADJUSTED.

STAGE III

REMOVE TEMPORARY PAVEMENT AND GRADE DITCHES TO FINAL ELEVATIONS. INSTALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS. THIS WORK SHALL BE DONE USING THE APPROPRIATE TRAFFIC CONTROL AND PROTECTION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

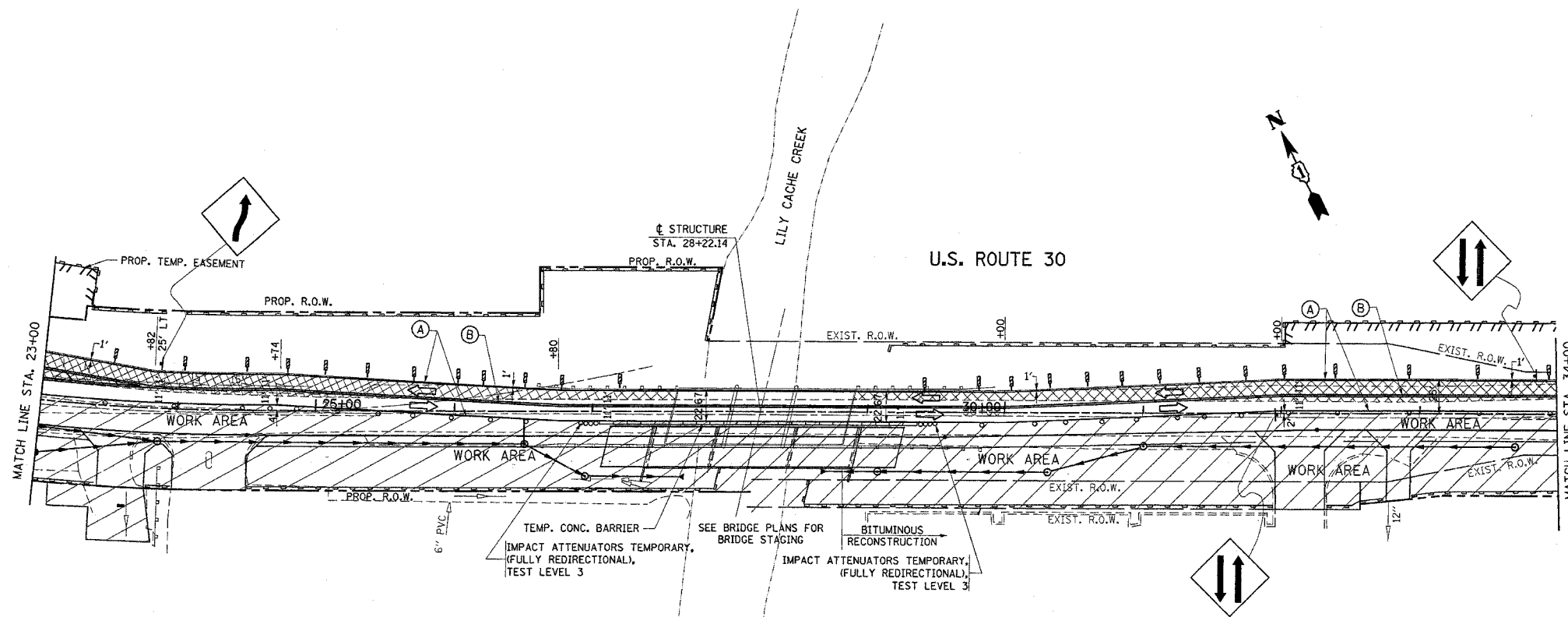
U.S. ROUTE 30
@ LILY CACHE ROAD
STAGING NOTES

SCALE: VERT. _____
HORIZ. _____

DATE _____ DRAWN BY _____
CHECKED BY _____

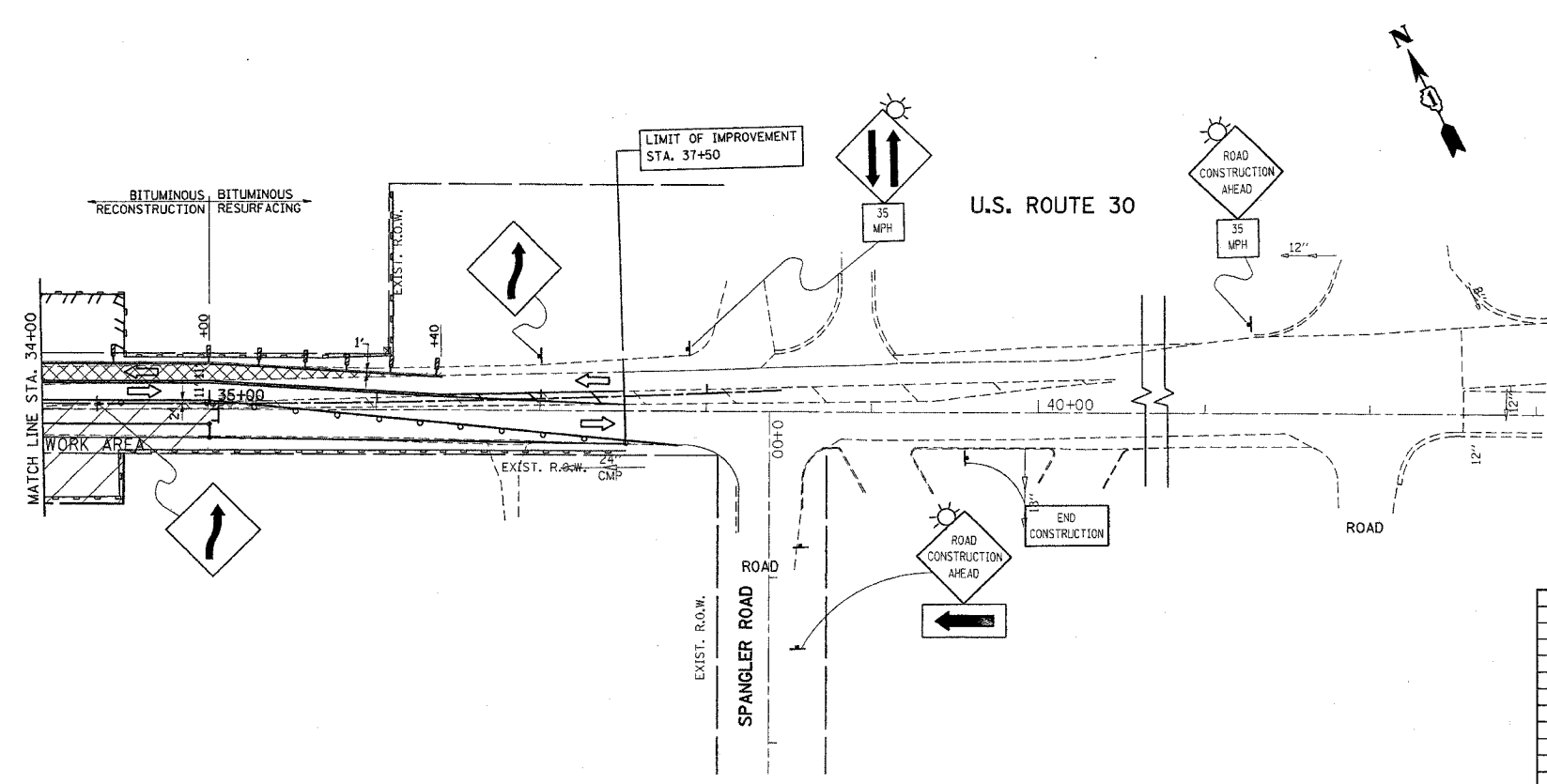
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	22
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62098				



- LEGEND**
- WORK AREA
 - TEMPORARY BITUMINOUS PAVEMENT
 - TYPE III BARRICADES WITH FLASHING LIGHTS
 - VERTICAL PANELS
 - TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURN LIGHTS
 - 50' C-C ON TANGENT
 - 25' C-C ON TAPERS (TYP.)
 - 12' C-C ON RADII (TYP.)
 - SIGN
 - (A) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" WHITE
 - (B) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" YELLOW, (2 LINES @ 11" C-C)
 - (C) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 6" WHITE
 - (D) PAVEMENT MARKING TAPE, TYPE III SPECIAL, LETTERS AND SYMBOLS
 - (E) PAVEMENT MARKING TAPE, TYPE III SPECIAL, DIAGONALS

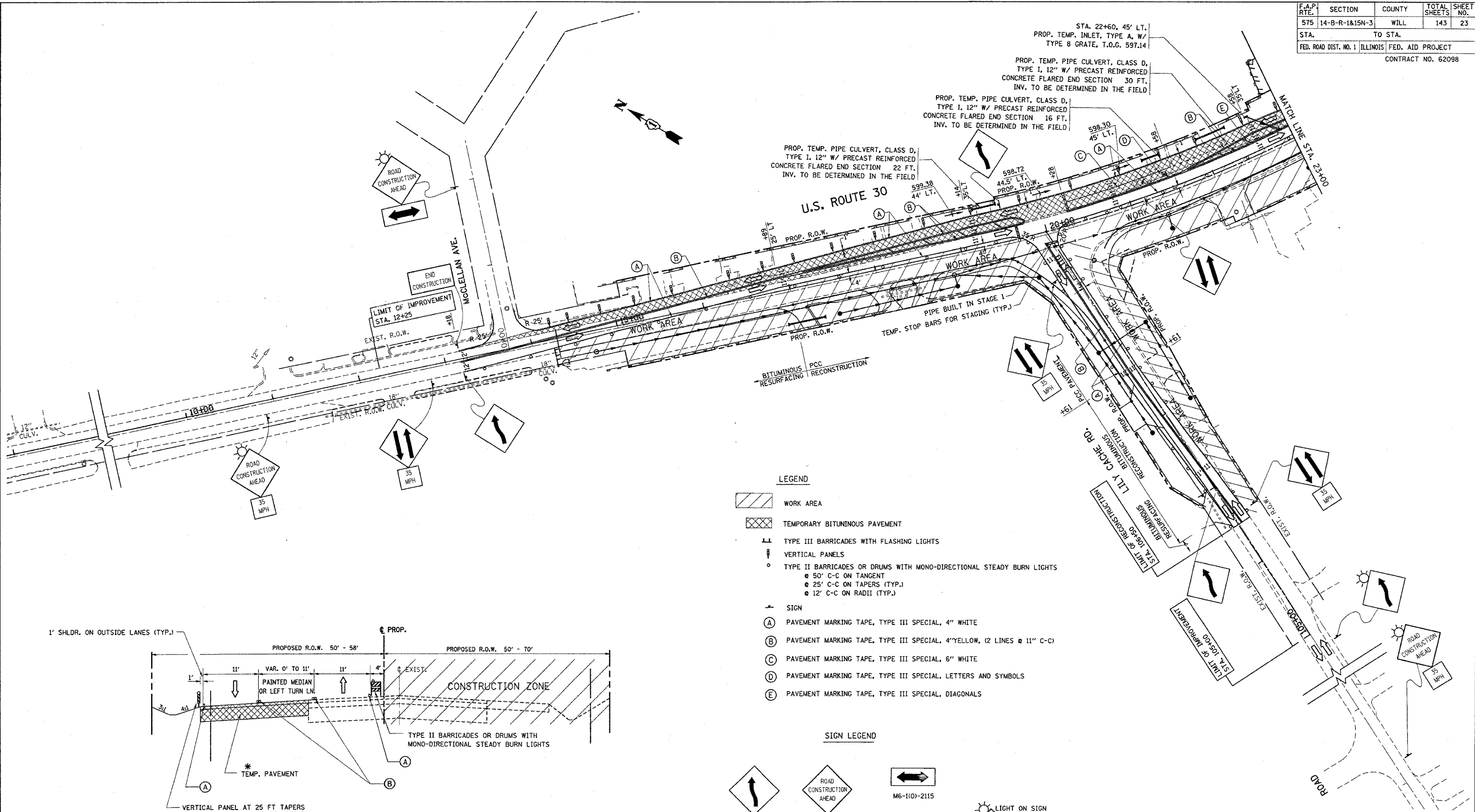
- SIGN LEGEND**
- W1-4L(O)-48
 - W20-1(O)-48
 - M6-1(O)-2115
 - END CONSTRUCTION
 - G20-2(O)6024
 - 35 MPH
 - W1-4R(O)-48
 - W6-3(O)-48
 - W13-1(O)-2424
 - LIGHT ON SIGN



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION US RTE 30 @ LILY CACHE RD. SUGGESTED STAGING AND TRAFFIC CONTROL PLAN STAGE I
NAME	DATE	
		VERT. SCALE: HORIZ. DATE 5/20/2005
		DRAWN BY CHECKED BY

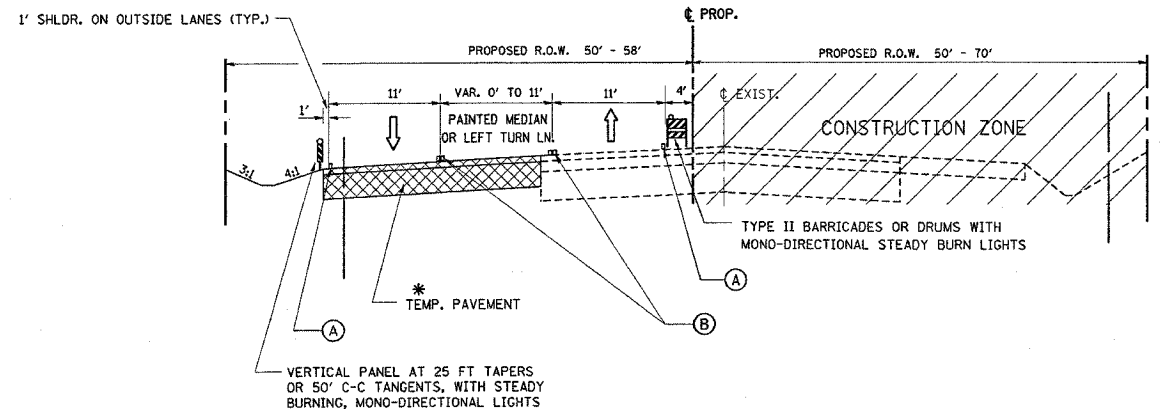
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	23
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62098



- LEGEND**
- WORK AREA
 - TEMPORARY BITUMINOUS PAVEMENT
 - TYPE III BARRICADES WITH FLASHING LIGHTS
 - VERTICAL PANELS
 - TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURN LIGHTS
 - 50' C-C ON TANGENT
 - 25' C-C ON TAPERS (TYP.)
 - 12' C-C ON RADII (TYP.)
 - SIGN
 - (A) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" WHITE
 - (B) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" YELLOW, (2 LINES @ 11" C-C)
 - (C) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 6" WHITE
 - (D) PAVEMENT MARKING TAPE, TYPE III SPECIAL, LETTERS AND SYMBOLS
 - (E) PAVEMENT MARKING TAPE, TYPE III SPECIAL, DIAGONALS

- SIGN LEGEND**
- W1-4R(0)-48
 - W20-1(0)-48
 - M6-1(0)-2115
 - W1-4R(0)-48
 - W6-3(0)-48
 - G20-2(0)6024
 - W13-1(0)-2424
 - LIGHT ON SIGN



* NOTE:
 TEMPORARY PAVEMENT SHALL CONSIST OF
 1 3/4" BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. D, N50
 10 1/4" BITUMINOUS BASE COURSE, SUPERPAVE

STAGE I TYPICAL SECTION (U.S. 30)

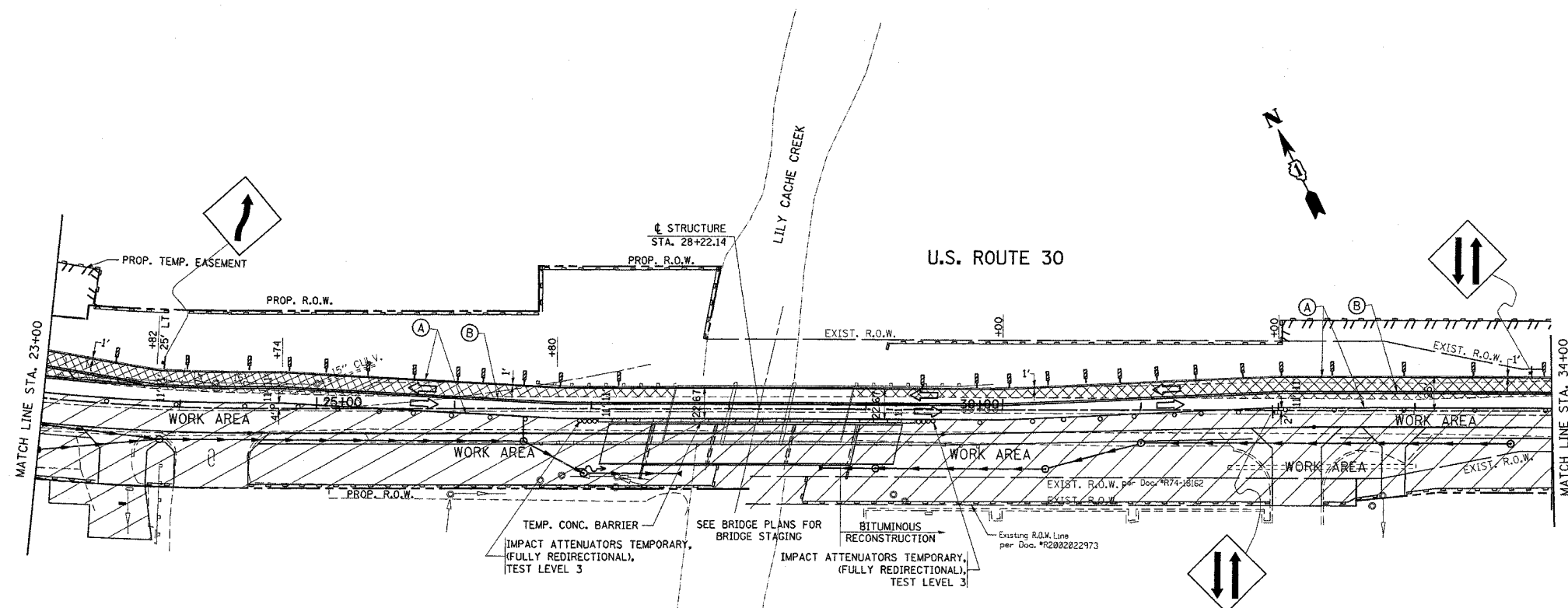
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US RTE 30 @ LILY CACHE RD.
 SUGGESTED STAGING AND
 TRAFFIC CONTROL PLAN
 STAGE IA

SCALE: VERT.
 HORIZ.
 DATE 5/20/2005

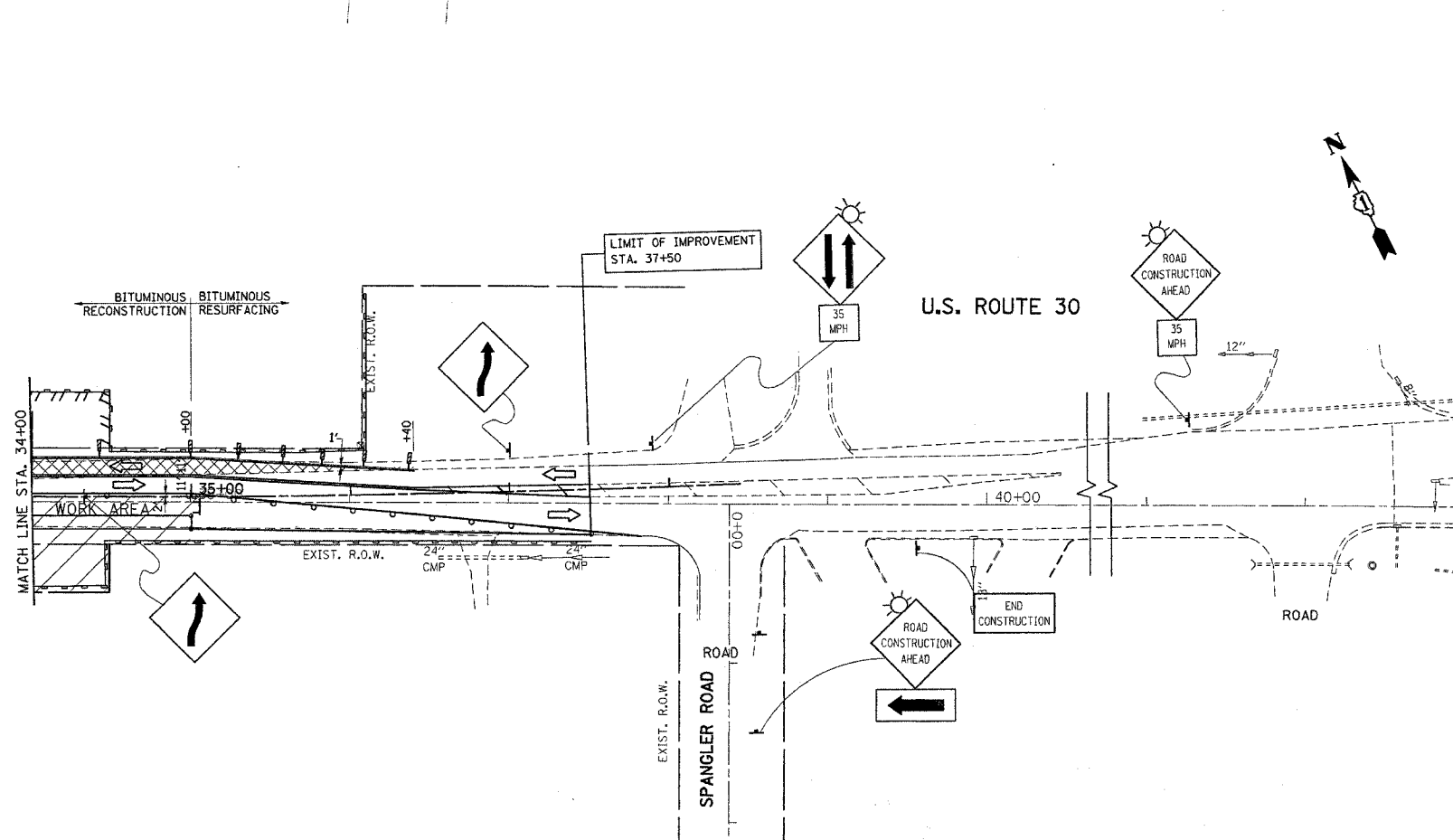
DRAWN BY
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	24
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62098				



- LEGEND**
- WORK AREA
 - TEMPORARY BITUMINOUS PAVEMENT
 - TYPE III BARRICADES WITH FLASHING LIGHTS
 - VERTICAL PANELS
 - TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURN LIGHTS
 - 50' C-C ON TANGENT
 - 25' C-C ON TAPERS (TYP.)
 - 12' C-C ON RADII (TYP.)
 - SIGN
 - (A) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" WHITE
 - (B) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" YELLOW, (2 LINES @ 11" C-C)
 - (C) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 6" WHITE
 - (D) PAVEMENT MARKING TAPE, TYPE III SPECIAL, LETTERS AND SYMBOLS
 - (E) PAVEMENT MARKING TAPE, TYPE III SPECIAL, DIAGONALS

- SIGN LEGEND**
- W1-4L(O)-48
 - W20-1(O)-48
 - W1-4R(O)-48
 - W6-3(O)-48
 - M6-1(O)-2115
 - END CONSTRUCTION
 - G20-2(O)6024
 - 35 MPH
 - W13-1(O)-2424
 - LIGHT ON SIGN



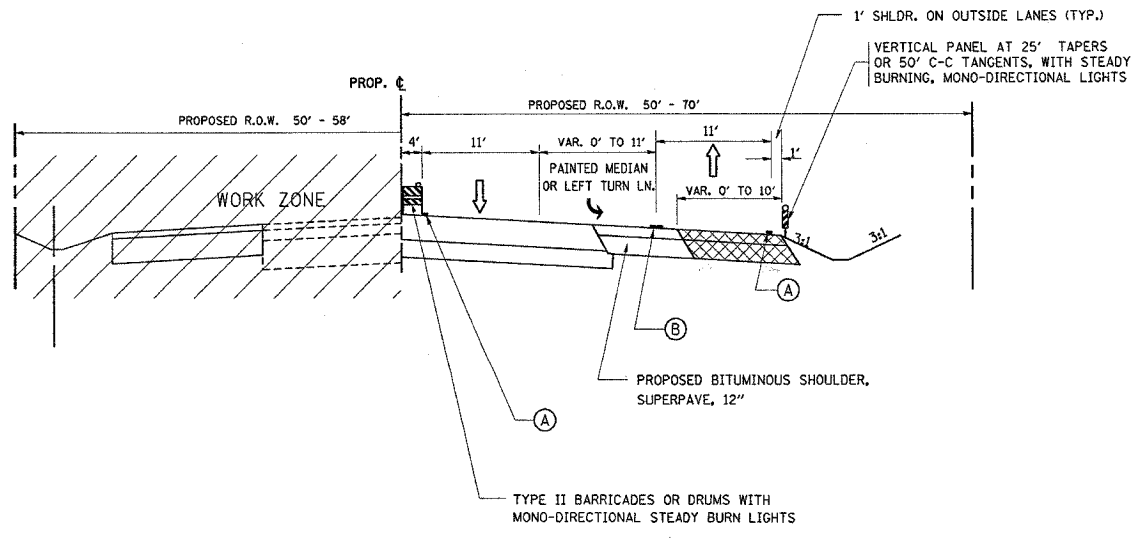
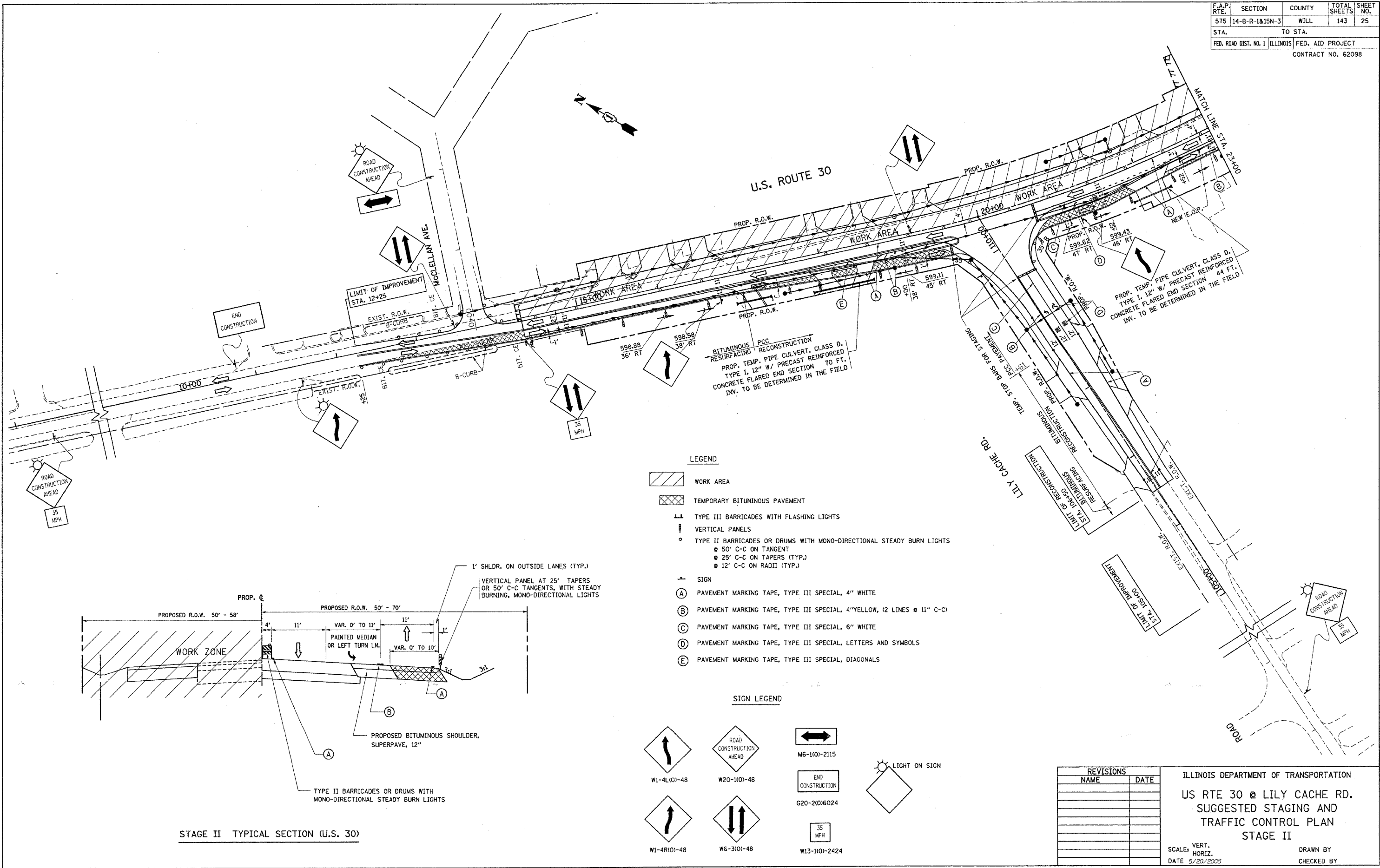
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US RTE 30 @ LILY CACHE RD.
 SUGGESTED STAGING AND
 TRAFFIC CONTROL PLAN
 STAGE IA

SCALE: VERT. _____
 HORIZ. _____
 DATE 5/20/2005

DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	25
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62098				



STAGE II TYPICAL SECTION (U.S. 30)

LEGEND

- WORK AREA
- TEMPORARY BITUMINOUS PAVEMENT
- TYPE III BARRICADES WITH FLASHING LIGHTS
- VERTICAL PANELS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURN LIGHTS
 - 50' C-C ON TANGENT
 - 25' C-C ON TAPERS (TYP.)
 - 12' C-C ON RADII (TYP.)
- SIGN
- (A) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" WHITE
- (B) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" YELLOW, (2 LINES • 11" C-C)
- (C) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 6" WHITE
- (D) PAVEMENT MARKING TAPE, TYPE III SPECIAL, LETTERS AND SYMBOLS
- (E) PAVEMENT MARKING TAPE, TYPE III SPECIAL, DIAGONALS

SIGN LEGEND

- W1-4L(0)-48
- W20-1(0)-48
- M6-1(0)-2115
- END CONSTRUCTION
- G20-2(0)6024
- 35 MPH
- W13-1(0)-2424
- LIGHT ON SIGN

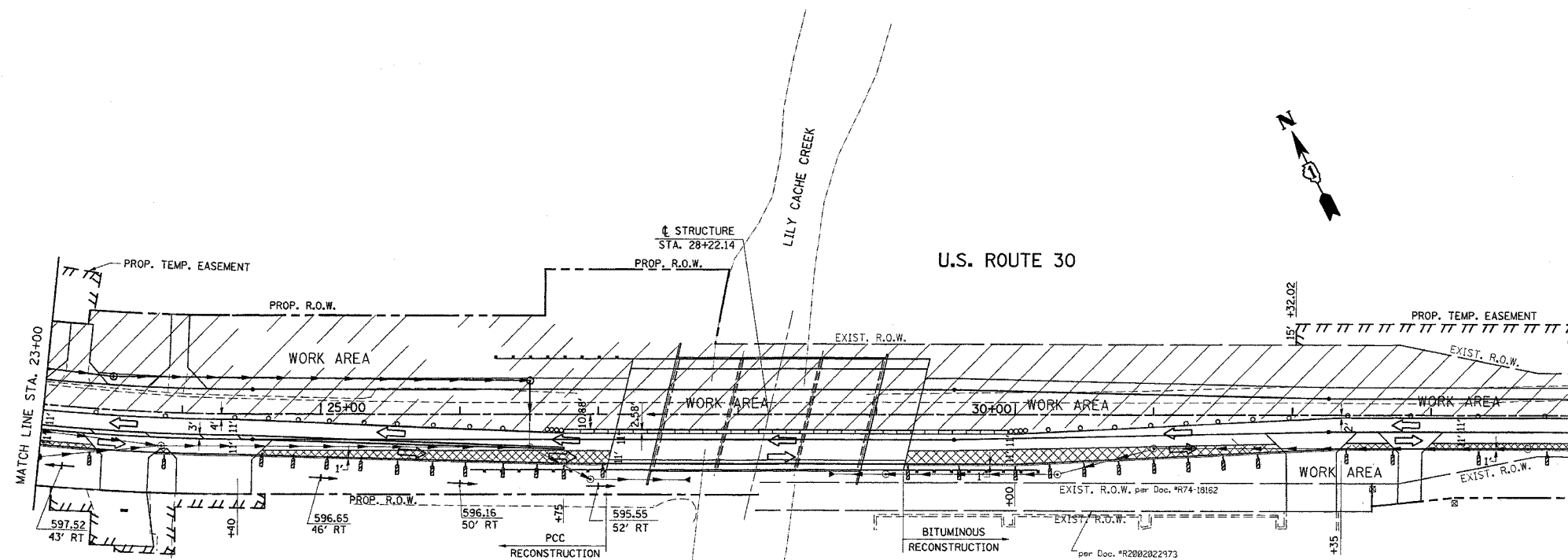
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US RTE 30 @ LILY CACHE RD.
 SUGGESTED STAGING AND TRAFFIC CONTROL PLAN
 STAGE II

SCALE: VERT. _____
 HORIZ. _____
 DATE 5/20/2005

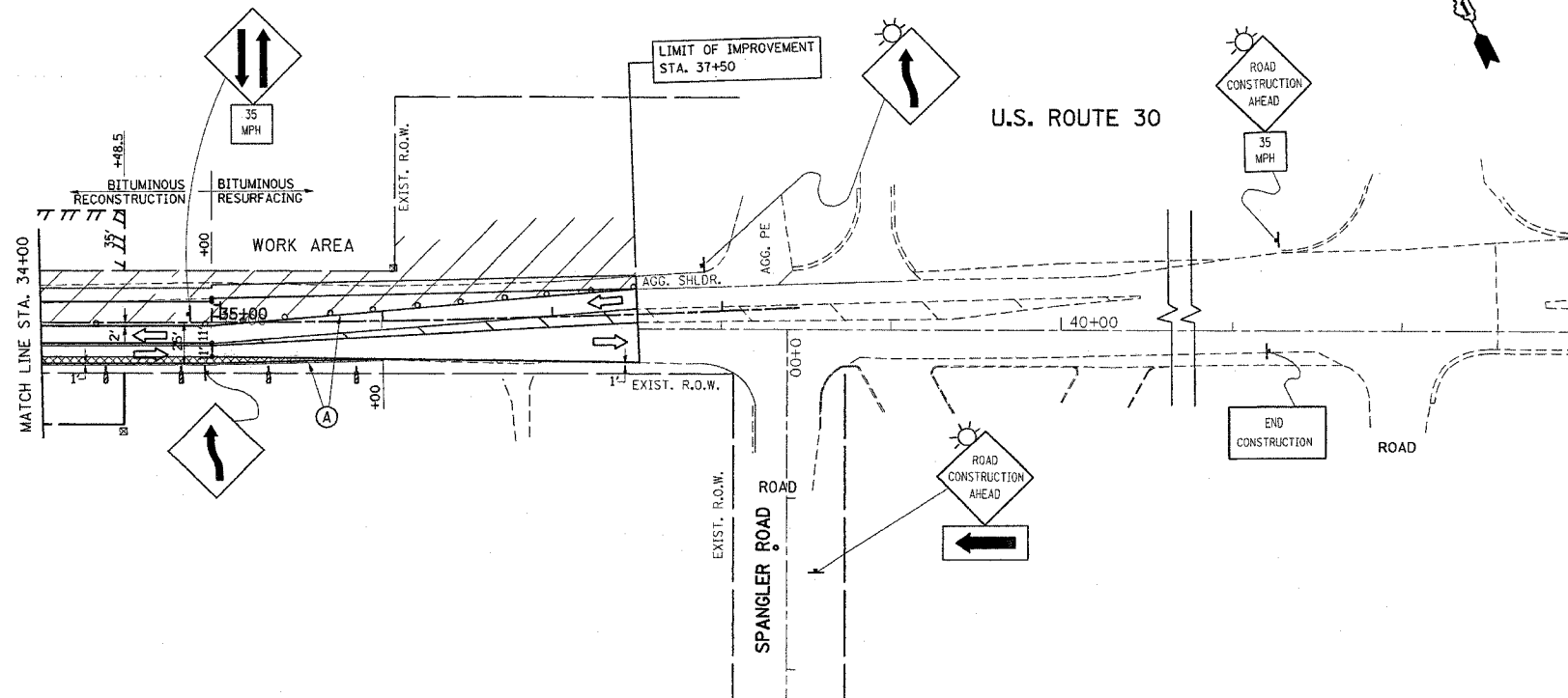
DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	26
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62098				



- LEGEND**
- WORK AREA
 - TEMPORARY BITUMINOUS PAVEMENT
 - TYPE III BARRICADES WITH FLASHING LIGHTS
 - VERTICAL PANELS
 - TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURN LIGHTS
 - 50' C-C ON TANGENT
 - 25' C-C ON TAPERS (TYP.)
 - 12' C-C ON RADII (TYP.)
 - SIGN
 - PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" WHITE
 - PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" YELLOW, (2 LINES @ 11" C-C)
 - PAVEMENT MARKING TAPE, TYPE III SPECIAL, 6" WHITE
 - PAVEMENT MARKING TAPE, TYPE III SPECIAL, LETTERS AND SYMBOLS
 - PAVEMENT MARKING TAPE, TYPE III SPECIAL, DIAGONALS

- SIGN LEGEND**
- W1-4L(O)-48
 - W1-4R(O)-48
 - W20-1(O)-48
 - W6-3(O)-48
 - M6-1(O)-2115
 - END CONSTRUCTION G20-2(O)6024
 - 35 MPH W13-1(O)-2424
 - LIGHT ON SIGN



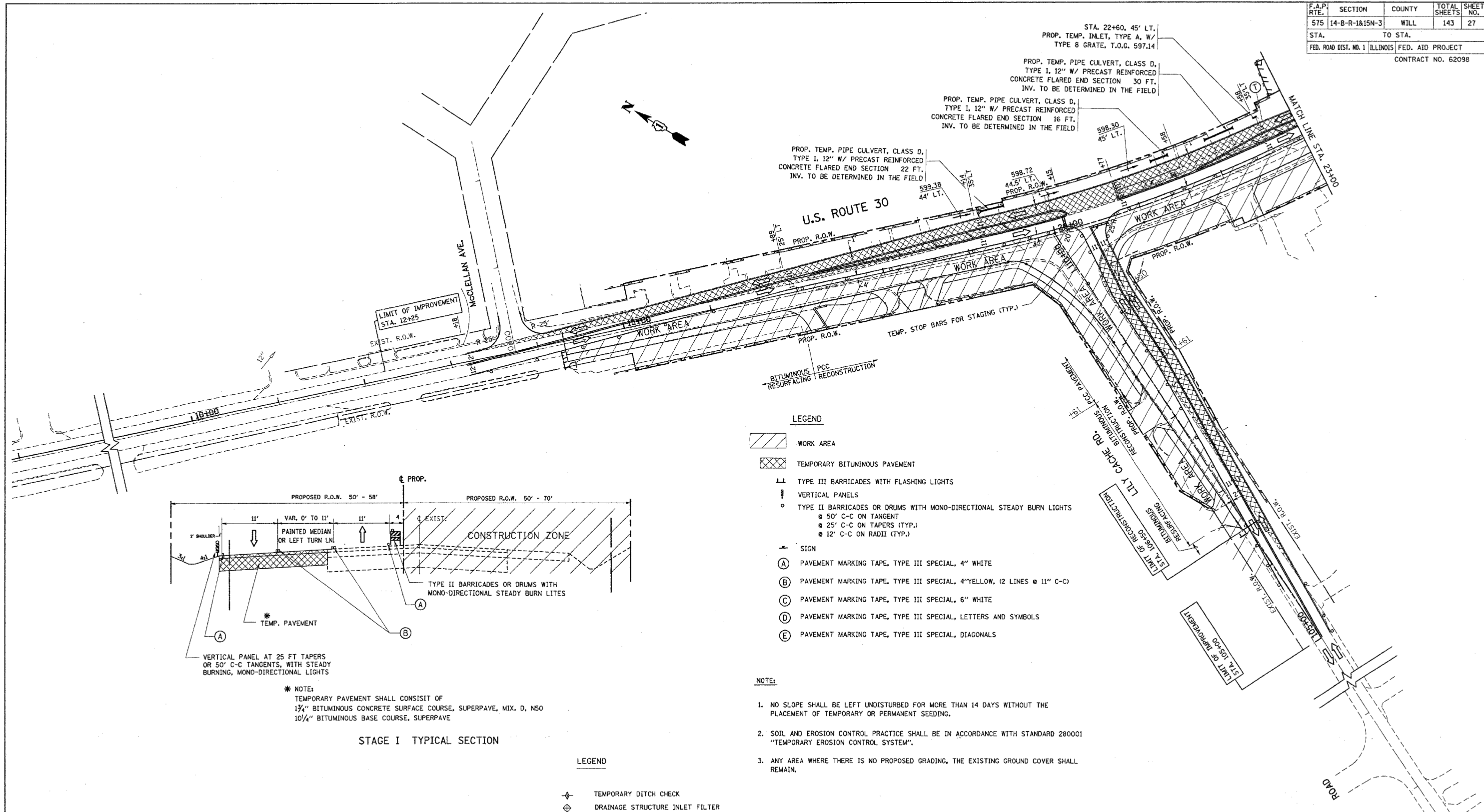
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US RTE 30 @ LILY CACHE RD.
 SUGGESTED STAGING AND TRAFFIC CONTROL PLAN
 STAGE II

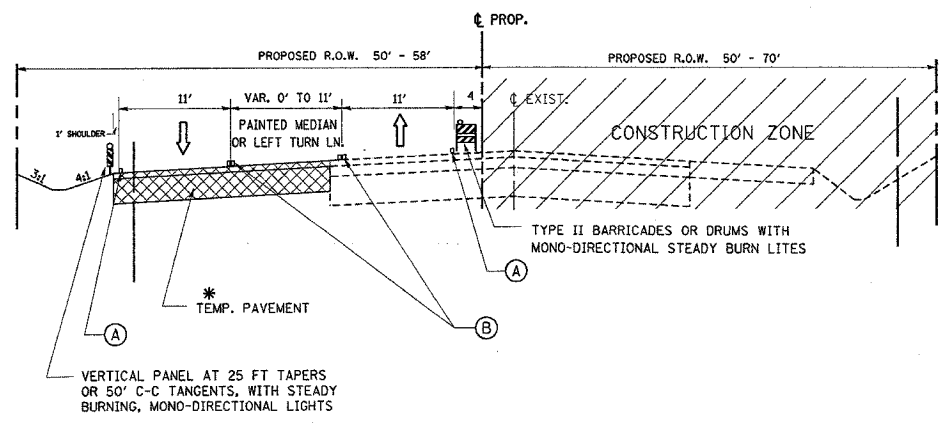
SCALE: VERT. _____
 HORIZ. _____
 DATE 5/20/2005

DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	27
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62098				



- LEGEND**
- WORK AREA
 - TEMPORARY BITUMINOUS PAVEMENT
 - TYPE III BARRICADES WITH FLASHING LIGHTS
 - VERTICAL PANELS
 - TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURN LIGHTS
 - o 50' C-C ON TANGENT
 - o 25' C-C ON TAPERS (TYP.)
 - o 12' C-C ON RADII (TYP.)
 - SIGN
 - (A) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" WHITE
 - (B) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" YELLOW, (2 LINES o 11" C-C)
 - (C) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 6" WHITE
 - (D) PAVEMENT MARKING TAPE, TYPE III SPECIAL, LETTERS AND SYMBOLS
 - (E) PAVEMENT MARKING TAPE, TYPE III SPECIAL, DIAGONALS



* NOTE:
TEMPORARY PAVEMENT SHALL CONSIST OF
1 3/4" BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. D, N50
1 1/4" BITUMINOUS BASE COURSE, SUPERPAVE

STAGE I TYPICAL SECTION

- LEGEND**
- TEMPORARY DITCH CHECK
 - DRAINAGE STRUCTURE INLET FILTER
 - PERIMETER EROSION BARRIER
 - TEMPORARY SWALE
 - TEMPORARY DITCH
 - SODDING, SALT TOLERANT

- NOTE:**
- NO SLOPE SHALL BE LEFT UNDISTURBED FOR MORE THAN 14 DAYS WITHOUT THE PLACEMENT OF TEMPORARY OR PERMANENT SEEDING.
 - SOIL AND EROSION CONTROL PRACTICE SHALL BE IN ACCORDANCE WITH STANDARD 280001 "TEMPORARY EROSION CONTROL SYSTEM".
 - ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.

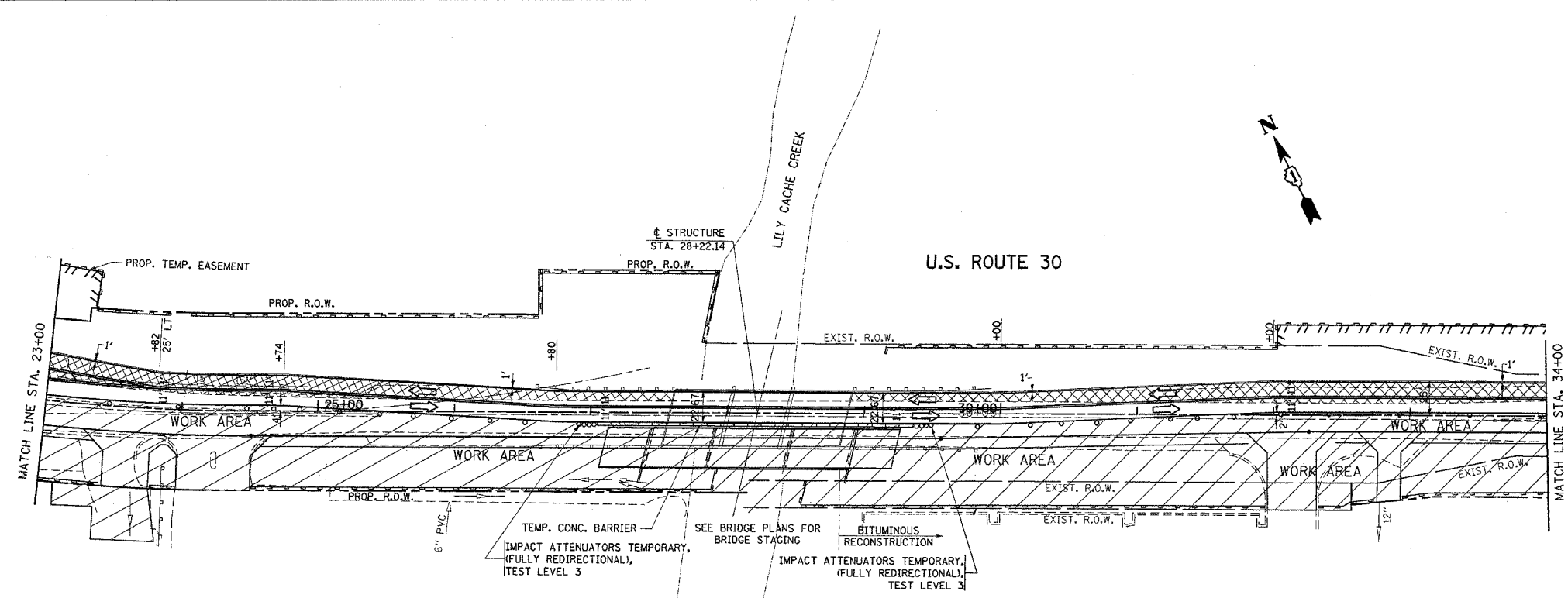
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

US RTE 30 @ LILY CACHE RD.
SUGGESTED STAGING AND
EROSION CONTROL PLAN
STAGE I AND IA

SCALE: VERT. DRAWN BY
 HORIZ. CHECKED BY
DATE 5/20/2005

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	28
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62098				



SOIL EROSION AND SEDIMENT CONTROL NOTES

THE SOIL AND WATER CONSERVATION DISTRICT IS RESPONSIBLE FOR CONDUCTING SITE VISITS AND VERIFYING THAT THE PRACTICES ARE WORKING PROPERLY AND DETERMINE IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY BY THE SWCD THE CONTRACTOR WILL IMPLEMENT THE PRACTICES IN A TIMELY MANNER.

THE WILL/SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF THE LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO FINAL INSPECTION.

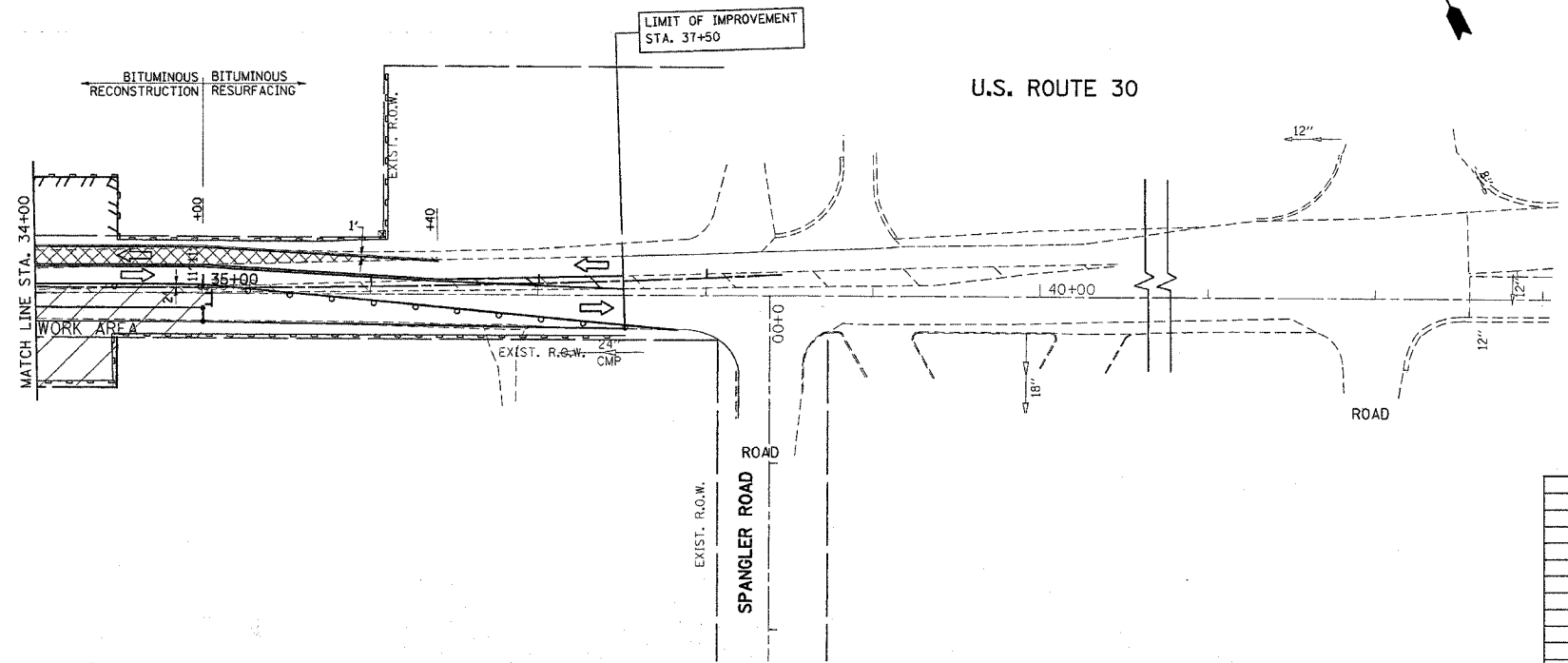
ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL.

NOTE:

1. NO SLOPE SHALL BE LEFT UNDISTURBED FOR MORE THAN 14 DAYS WITHOUT THE PLACEMENT OF TEMPORARY OR PERMANENT SEEDING.
2. SOIL AND EROSION CONTROL PRACTICE SHALL BE IN ACCORDANCE WITH STANDARD 280001 "TEMPORARY EROSION CONTROL SYSTEM".
3. ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.

LEGEND

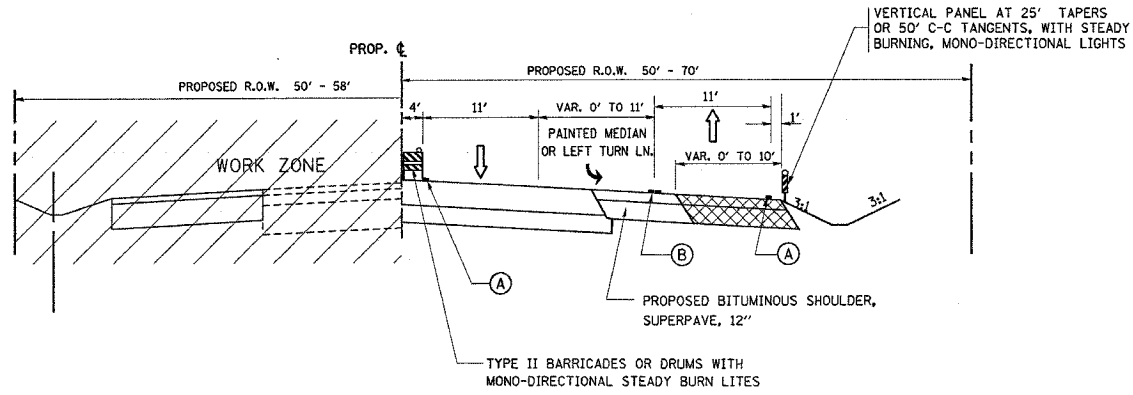
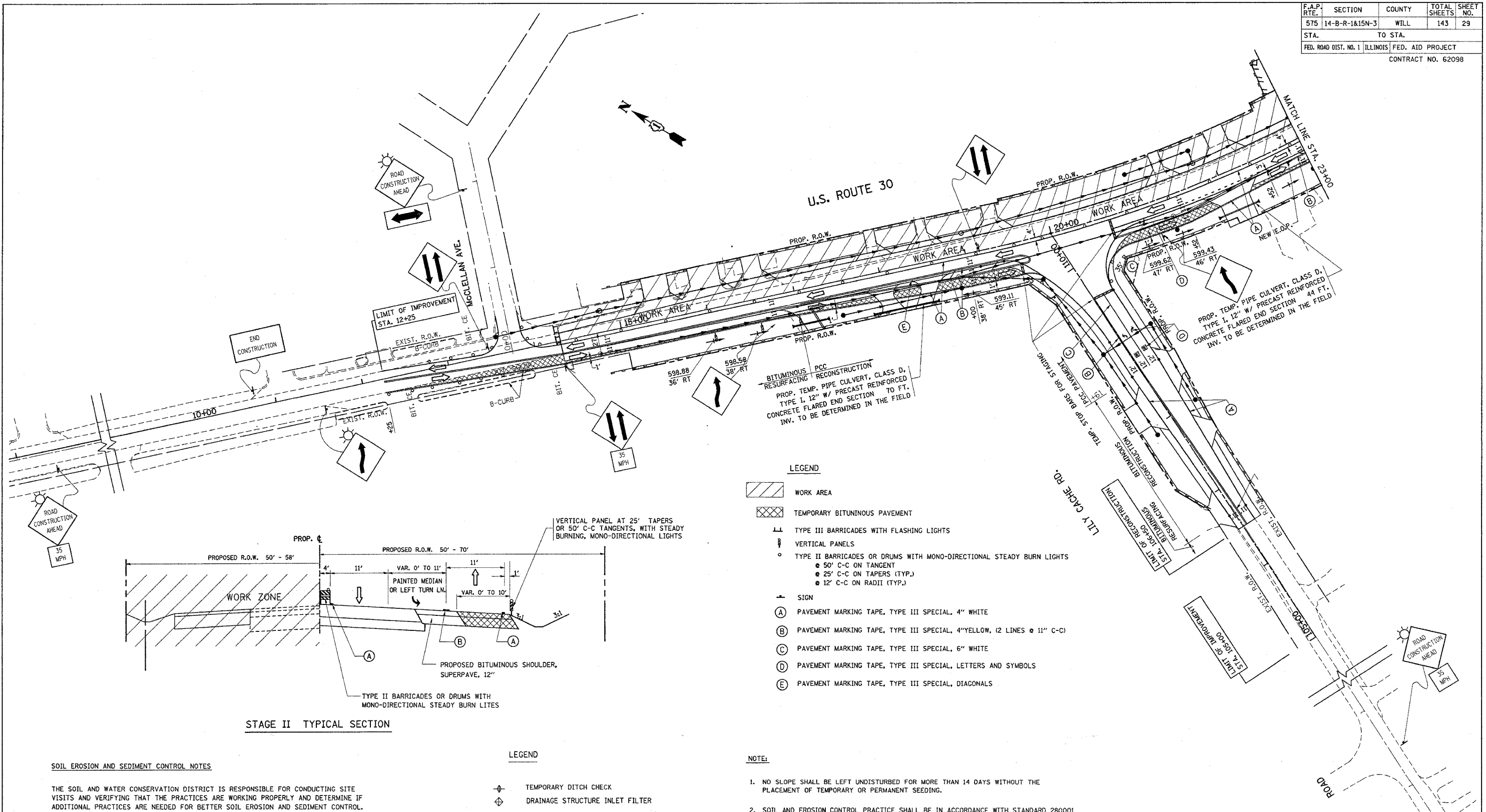
- ◆ TEMPORARY DITCH CHECK
- ⊕ DRAINAGE STRUCTURE INLET FILTER
- PERIMETER EROSION BARRIER
- +— TEMPORARY SWALE
- ~ TEMPORARY DITCH
- ▨ SODDING, SALT TOLERANT
- ▩ SODDING, SALT TOLERANT



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US RTE 30 @ LILY CACHE RD.
 SUGGESTED STAGING AND
 EROSION CONTROL PLAN
 STAGE I AND IA
 SCALE: VERT. _____
 HORIZ. _____
 DATE 5/20/2005
 DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	29
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62098				



- LEGEND**
- WORK AREA
 - TEMPORARY BITUMINOUS PAVEMENT
 - TYPE III BARRICADES WITH FLASHING LIGHTS
 - VERTICAL PANELS
 - TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURN LIGHTS
 - 50' C-C ON TANGENT
 - 25' C-C ON TAPERS (TYP.)
 - 12' C-C ON RADII (TYP.)
 - SIGN
 - (A) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" WHITE
 - (B) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 4" YELLOW, (2 LINES @ 11" C-C)
 - (C) PAVEMENT MARKING TAPE, TYPE III SPECIAL, 6" WHITE
 - (D) PAVEMENT MARKING TAPE, TYPE III SPECIAL, LETTERS AND SYMBOLS
 - (E) PAVEMENT MARKING TAPE, TYPE III SPECIAL, DIAGONALS

SOIL EROSION AND SEDIMENT CONTROL NOTES

THE SOIL AND WATER CONSERVATION DISTRICT IS RESPONSIBLE FOR CONDUCTING SITE VISITS AND VERIFYING THAT THE PRACTICES ARE WORKING PROPERLY AND DETERMINE IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY BY THE SWCD THE CONTRACTOR WILL IMPLEMENT THE PRACTICES IN A TIMELY MANNER.

THE WILL/SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF THE LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO FINAL INSPECTION.

ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL.

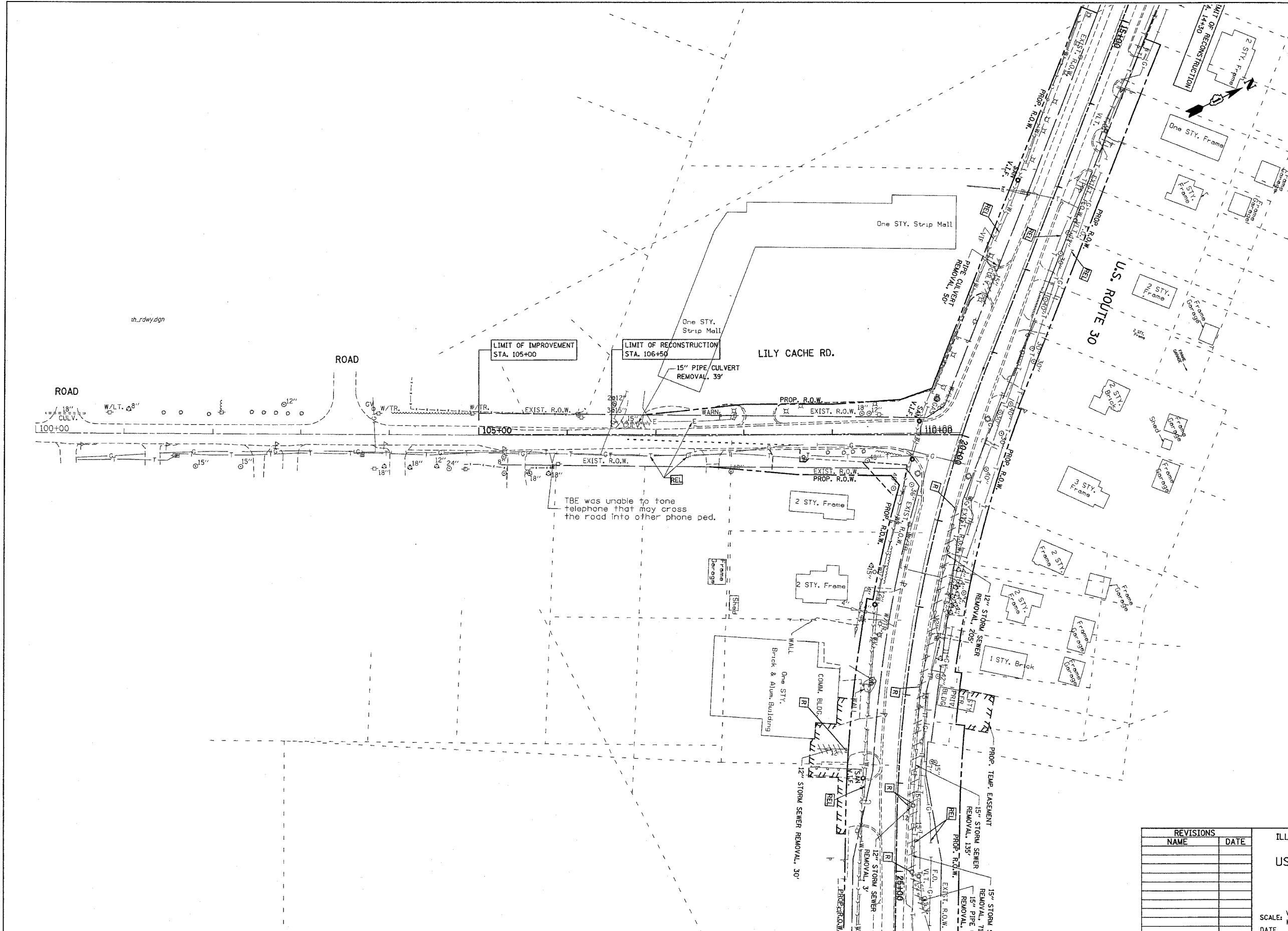
- LEGEND**
- TEMPORARY DITCH CHECK
 - DRAINAGE STRUCTURE INLET FILTER
 - PERIMETER EROSION BARRIER
 - TEMPORARY SWALE
 - TEMPORARY DITCH
 - SODDING, SALT TOLERANT

- NOTE:**
- NO SLOPE SHALL BE LEFT UNDISTURBED FOR MORE THAN 14 DAYS WITHOUT THE PLACEMENT OF TEMPORARY OR PERMANENT SEEDING.
 - SOIL AND EROSION CONTROL PRACTICE SHALL BE IN ACCORDANCE WITH STANDARD 280001 "TEMPORARY EROSION CONTROL SYSTEM".
 - ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	US RTE 30 @ LILY CACHE RD. SUGGESTED STAGING AND EROSION CONTROL PLAN STAGE II	
		SCALE: VERT. DRAWN BY	
		DATE 5/20/2005 CHECKED BY	

*REF:edr03

CONTRACT NO.				
F.A.P. RYE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	*	WILL	143	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*14-B-R-1 & 15N-3		62098		



TBE was unable to tone telephone that may cross the road into other phone ped.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US RTE 30 @ LILY CACHE ROAD
 EXISTING DRAINAGE & UTILITY PLAN

SCALE: VERT. 1:50
 HORIZ. DATE

DRAWN BY
 CHECKED BY

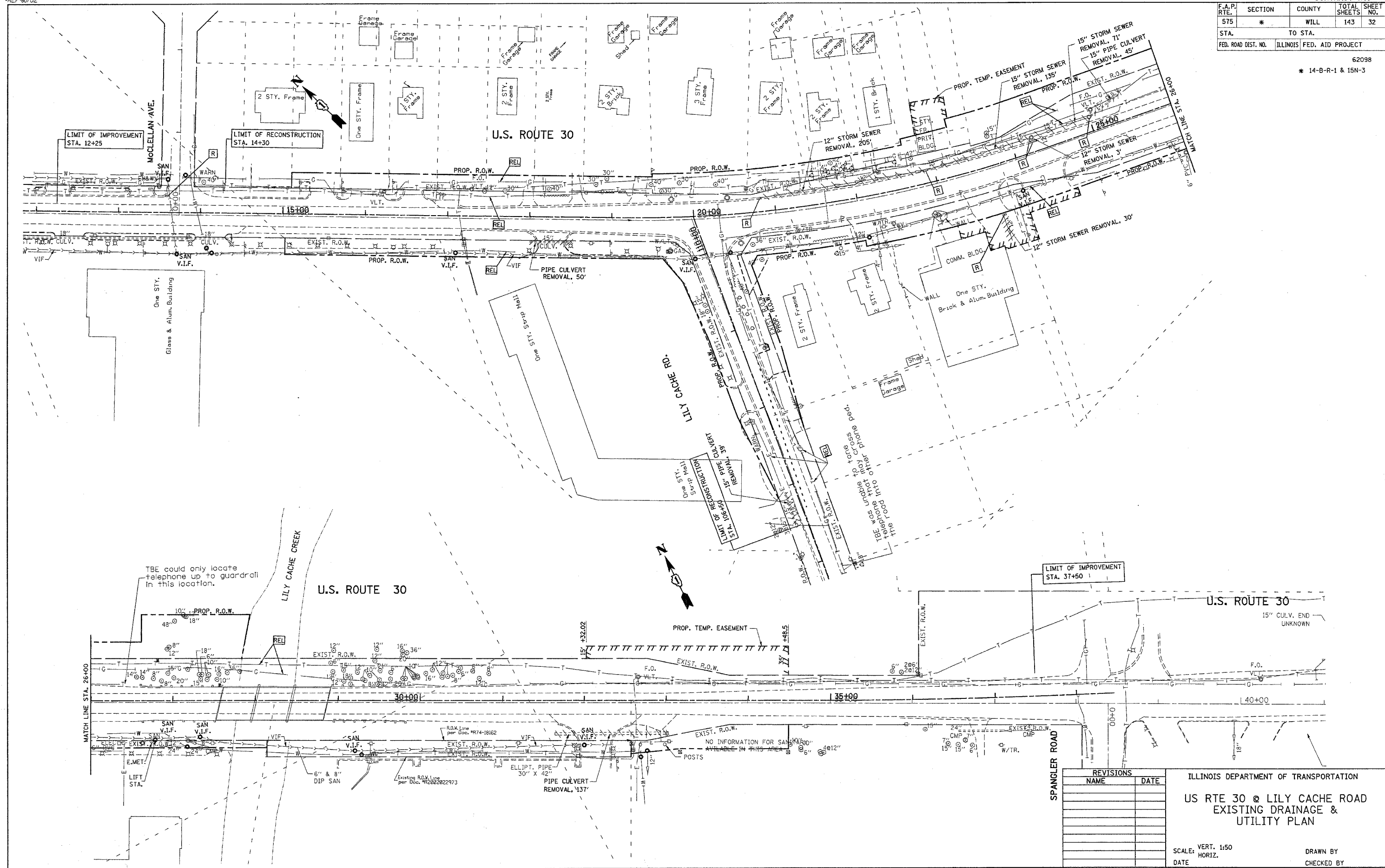
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 REFERENCE = BREF

*REF-adr01
*REF-adr02

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	*	WILL	143	32
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62098
* 14-B-R-1 & 15N-3



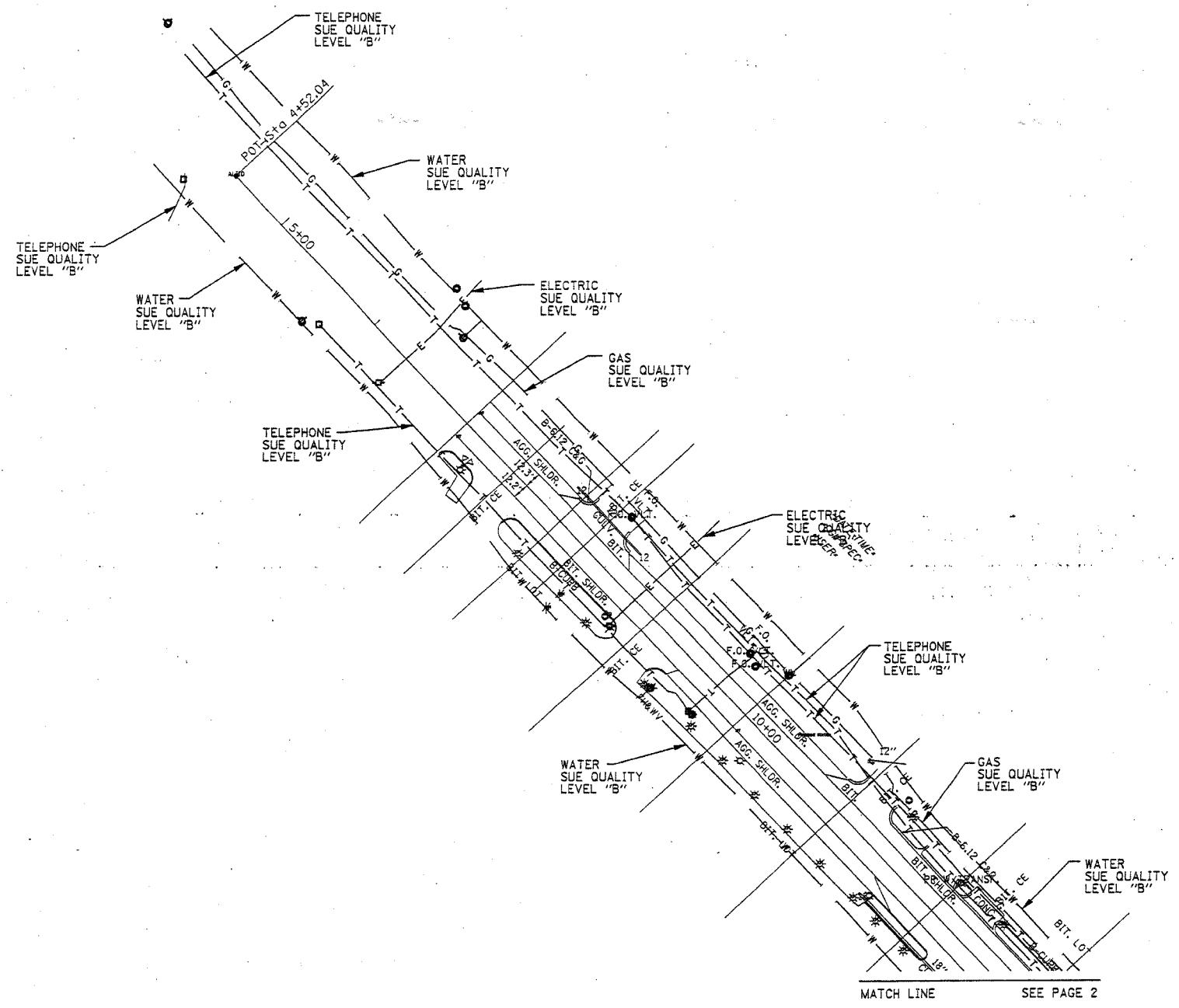
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PLT SCALE = 50.0000 / IN.
REFERENCE = *REF*

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
US RTE 30 @ LILY CACHE ROAD
EXISTING DRAINAGE &
UTILITY PLAN

SCALE: VERT. 1:50
DATE HORIZ.
DRAWN BY
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	14-B-R-1 & 15H-3	WILL	143	33
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62098				



FOR INFORMATION ONLY

PLEASE NOTE: SBC WILL NOT PROVIDE TBE AS-BUILT DRAWINGS FOR REVIEW PURPOSES ONLY.




TBE GROUP, INC.
 CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL
 * PLANNING * UTILITY ENGINEERING * LOCATING
 SOUTHERN REGION: FL, GA, SC, NC
 NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY
 PA, VA, CANADA
 WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

IL09500202
 TBE SUE PAGE NO: 1 of 5
 Checked by: *Sandra Meser*
 SUE Quality Level "A" : Test Holes
 SUE Quality Level "B" : Designating

— T — T —	TELEPHONE
— W — W —	WATER
— G — G —	GAS
— CTV — CTV —	CABLE TELEVISION
— FO — FO —	FIBER OPTIC
— E — E —	ELECTRIC
●	TEST HOLE

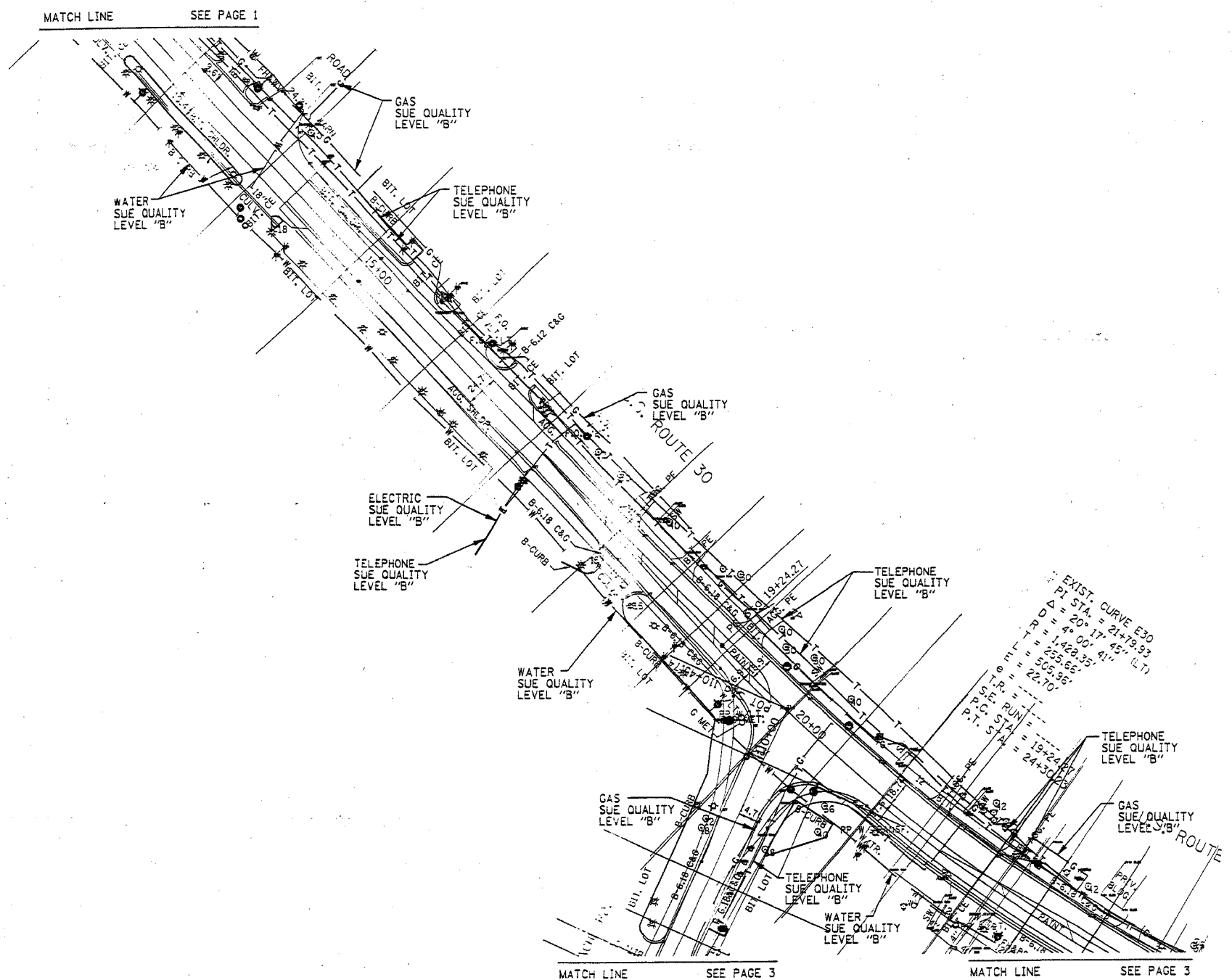
Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others.


 205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 US ROUTE 30 (PLAINFIELD ROAD)
 AT LILY CACHE ROAD
 Contract Number: 62098
 DATE - SQL "B" 6/09/04
 DRAWN BY : KLC
 SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	14-B-R-1 & 15-N-3	WILL	143	34
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 62098				



FOR INFORMATION ONLY


PLEASE NOTE: SBC WILL NOT PROVIDE TBE AS-BUILT DRAWINGS FOR REVIEW PURPOSES ONLY.

TBE GROUP, INC.
 CIVIL ENGINEERING • TRANSPORTATION • ENVIRONMENTAL
 • PLANNING • UTILITY ENGINEERING • LOCATING
 SOUTHERN REGION: FL, GA, SC, NC
 NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY
 PA, VA, CANADA
 WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

IL09500202
 TBE SUE PAGE NO: 2 of 5
 Checked by: *Sue Z...*
 SUE Quality Level "A" : Test Holes
 SUE Quality Level "B" : Designating

— T —	— T —	TELEPHONE
— W —	— W —	WATER
— G —	— G —	GAS
— CTV —	— CTV —	CABLE TELEVISION
— FO —	— FO —	FIBER OPTIC
— E —	— E —	ELECTRIC
⊙	⊙	TEST HOLE

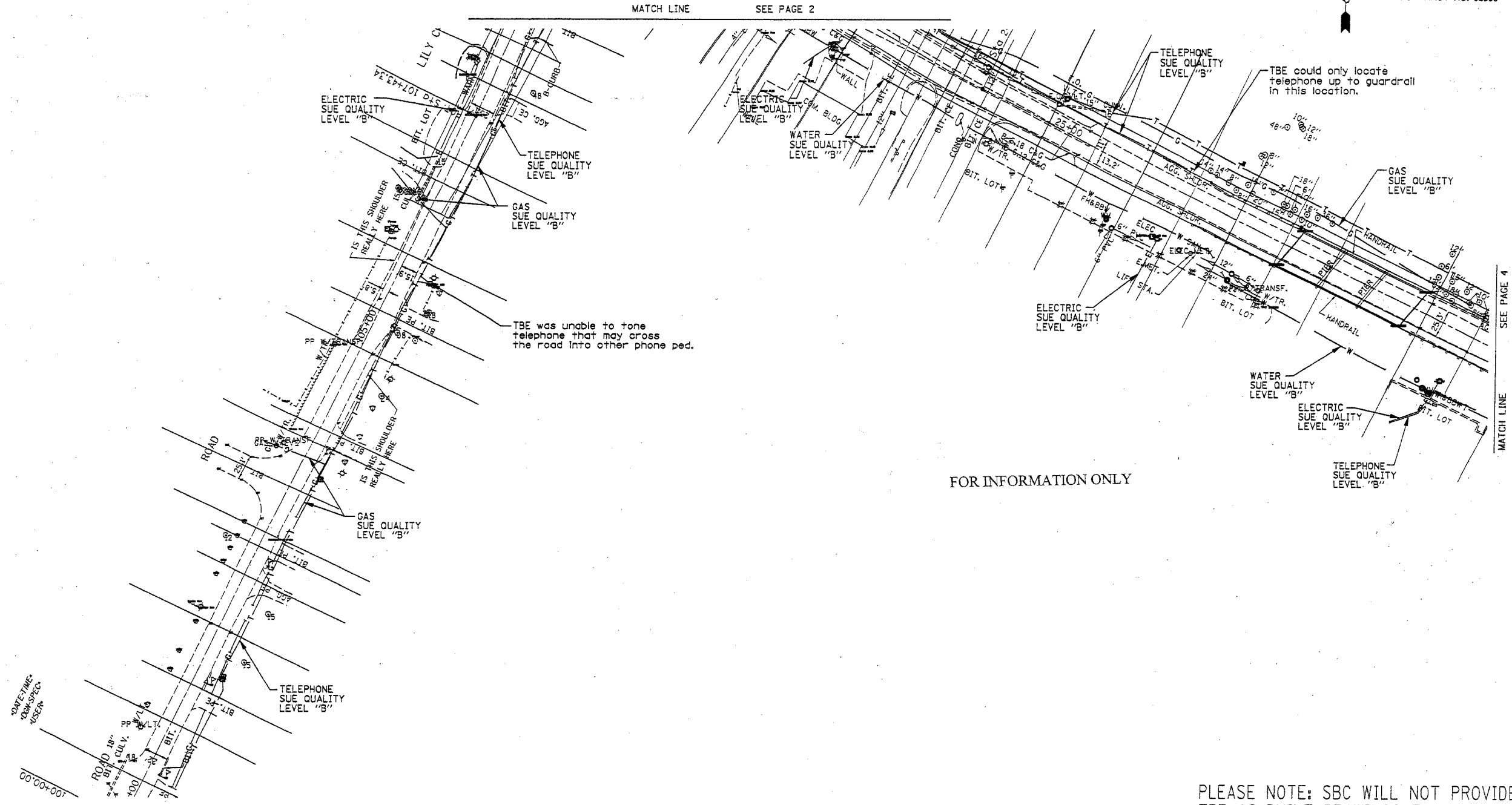
Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others.


 205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 US ROUTE 30 (PLAINFIELD ROAD)
 AT LILY CACHE ROAD
 Contract Number: 62098
 DATE - SCL "B" 6/09/04
 DRAWN BY : KLC
 SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	14-B-R-1 & 15W-3	WILL	143	55
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62098				



FOR INFORMATION ONLY

PLEASE NOTE: SBC WILL NOT PROVIDE TBE AS-BUILT DRAWINGS FOR REVIEW PURPOSES ONLY.




TBE GROUP, INC.
 CIVIL ENGINEERING • TRANSPORTATION • ENVIRONMENTAL
 • PLANNING • UTILITY ENGINEERING/LOCATING
 SOUTHERN REGION: FL, GA, SC, NC
 NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY
 PA, VA, CANADA
 WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

IL09500202
 TBE SUE PAGE NO: 3 of 5
 Checked by: *Sandra Jones*
 SUE Quality Level "A" : Test Holes
 SUE Quality Level "B" : Designating

— T — T —	TELEPHONE
— W — W —	WATER
— G — G —	GAS
— CTV — CTV —	CABLE TELEVISION
— FO — FO —	FIBER OPTIC
— E — E —	ELECTRIC
⊙	TEST HOLE

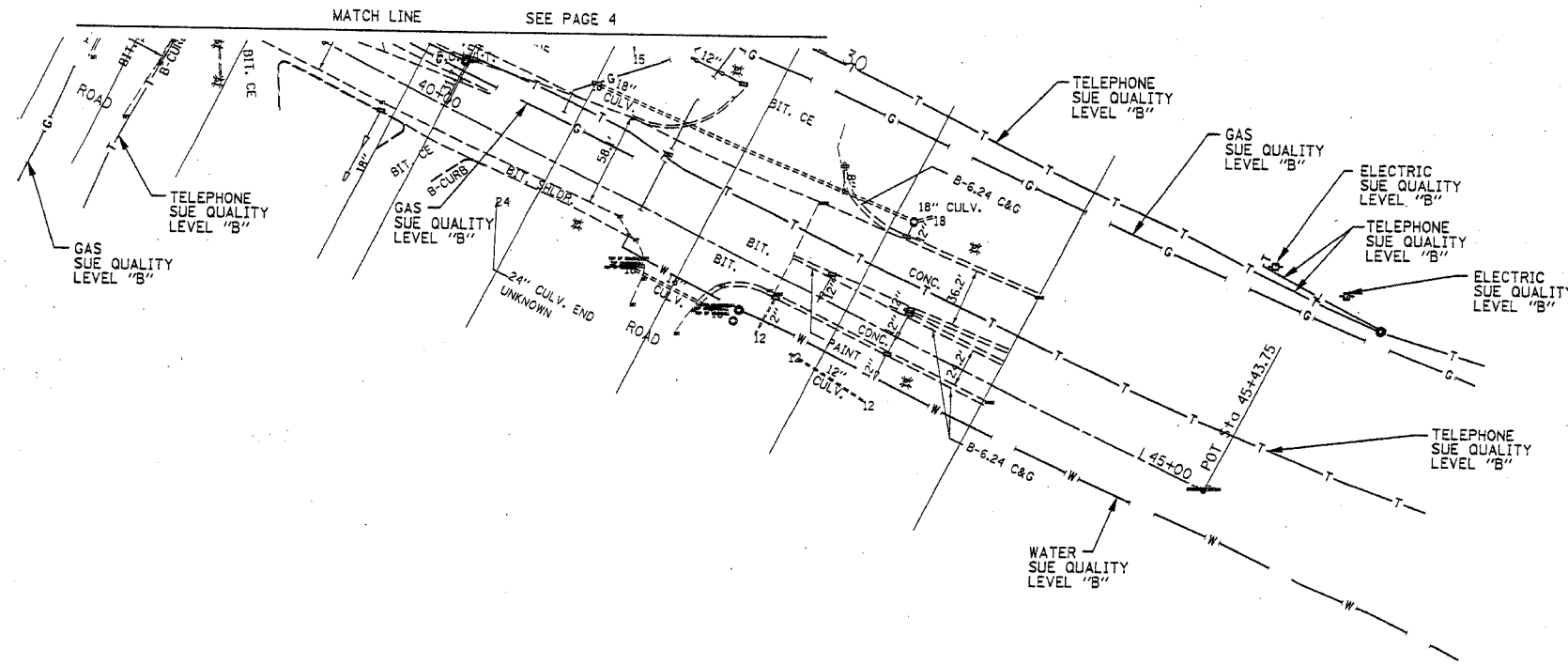
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 205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 US ROUTE 30 (PLAINFIELD ROAD)
 AT LILY CACHE ROAD
 Contract Number: 62098
 DATE - SQL "B" 6/09/04
 DRAWN BY : KLC
 SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	14-B-R-1 & 15H-3	WILL	143	37
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62098				



FOR INFORMATION ONLY

PLEASE NOTE: SBC WILL NOT PROVIDE TBE AS-BUILT DRAWINGS FOR REVIEW PURPOSES ONLY.

TBE GROUP, INC.
 CIVIL ENGINEERING • TRANSPORTATION • ENVIRONMENTAL
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 SOUTHERN REGION: FL, GA, SC, NC
 NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY
 PA, VA, CANADA
 WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

IL09500202
 TBE SUE PAGE NO: 5 of 5
 Checked by: *[Signature]*
 SUE Quality Level "A" : Test Holes
 SUE Quality Level "B" : Designating

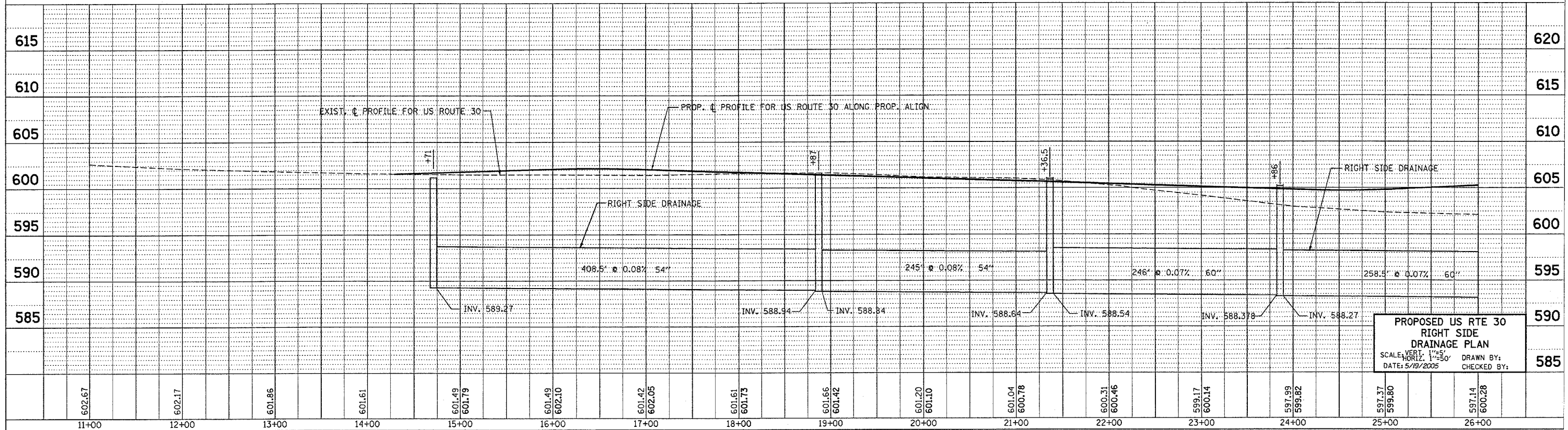
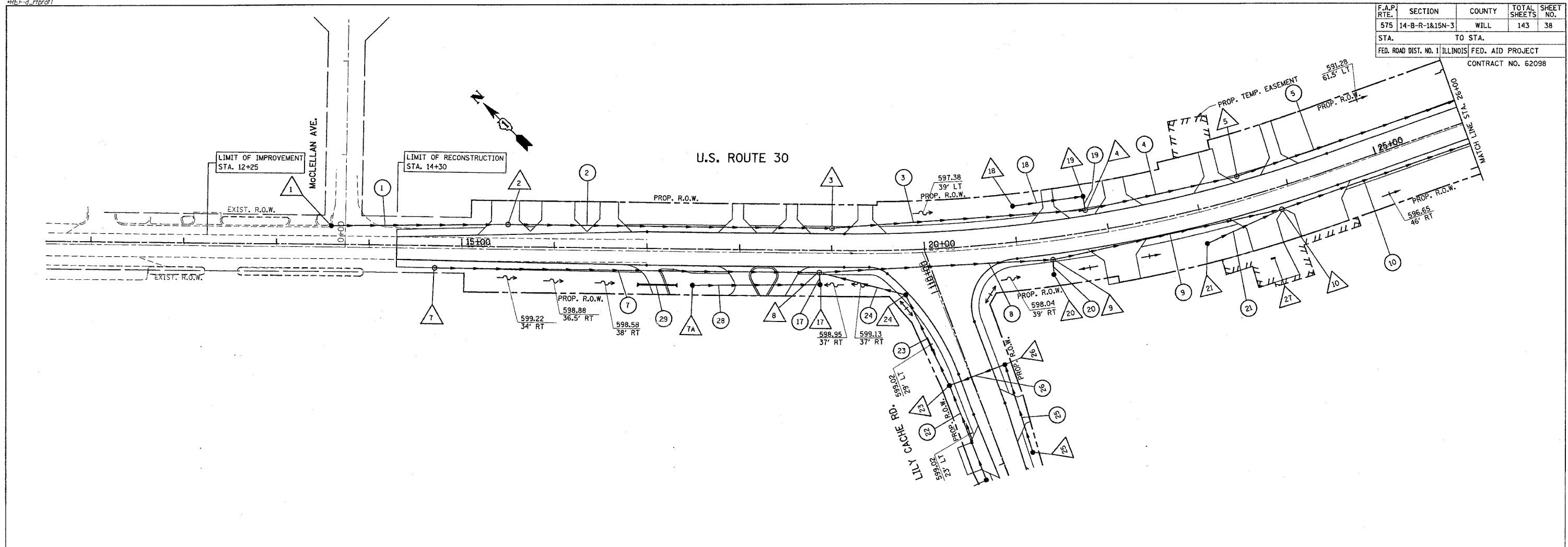
— T — T —	TELEPHONE
— W — W —	WATER
— G — G —	GAS
— CTV — CTV —	CABLE TELEVISION
— FO — FO —	FIBER OPTIC
— E — E —	ELECTRIC
⊙	TEST HOLE

Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others.

<p>205 W. WACKER DRIVE SUITE 1020 CHICAGO, IL 60606 (312) 704-1970</p>	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>NAME</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	REVISIONS		NAME	DATE																			<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>SUE Investigation of Underground Utilities</p> <p>US ROUTE 30 (PLAINFIELD ROAD) AT LILY CACHE ROAD Contract Number: 62098</p> <p>DATE - SQL "B" 6/09/04</p> <p>DRAWN BY : KLC SCALE : 1" = 50'</p>
	REVISIONS																							
NAME	DATE																							

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*REF-d_rtpn01

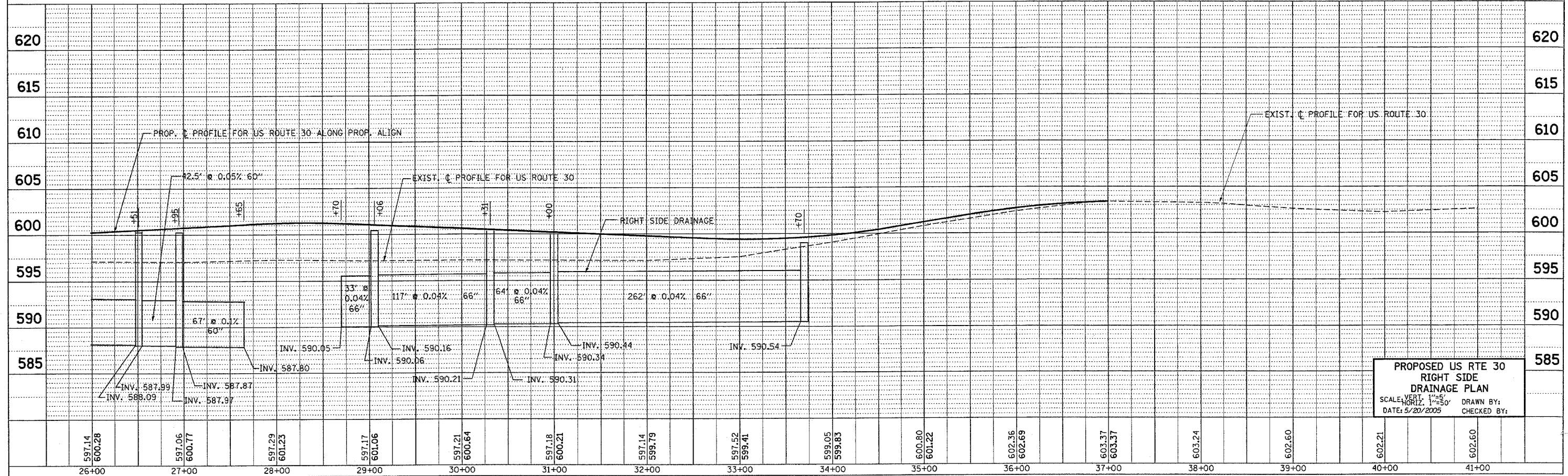
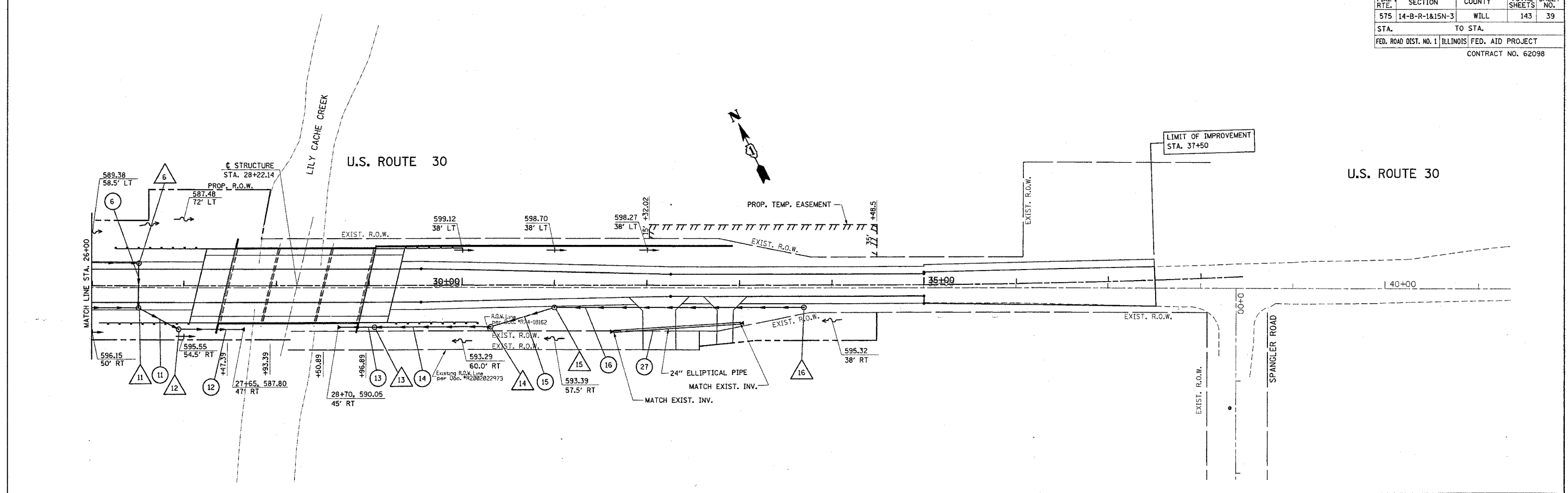
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	38
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62098				



**PROPOSED US RTE 30
RIGHT SIDE
DRAINAGE PLAN**
SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE: 5/19/2005
DRAWN BY:
CHECKED BY:

*REF-d_r1p1n2
*REF-d_r1p2of2

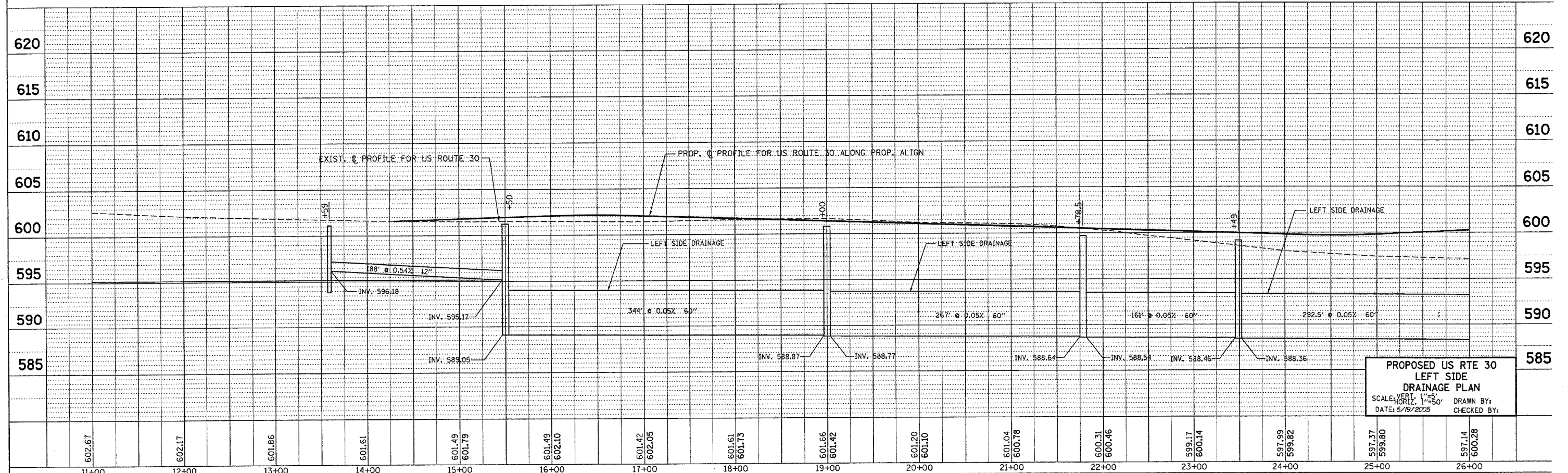
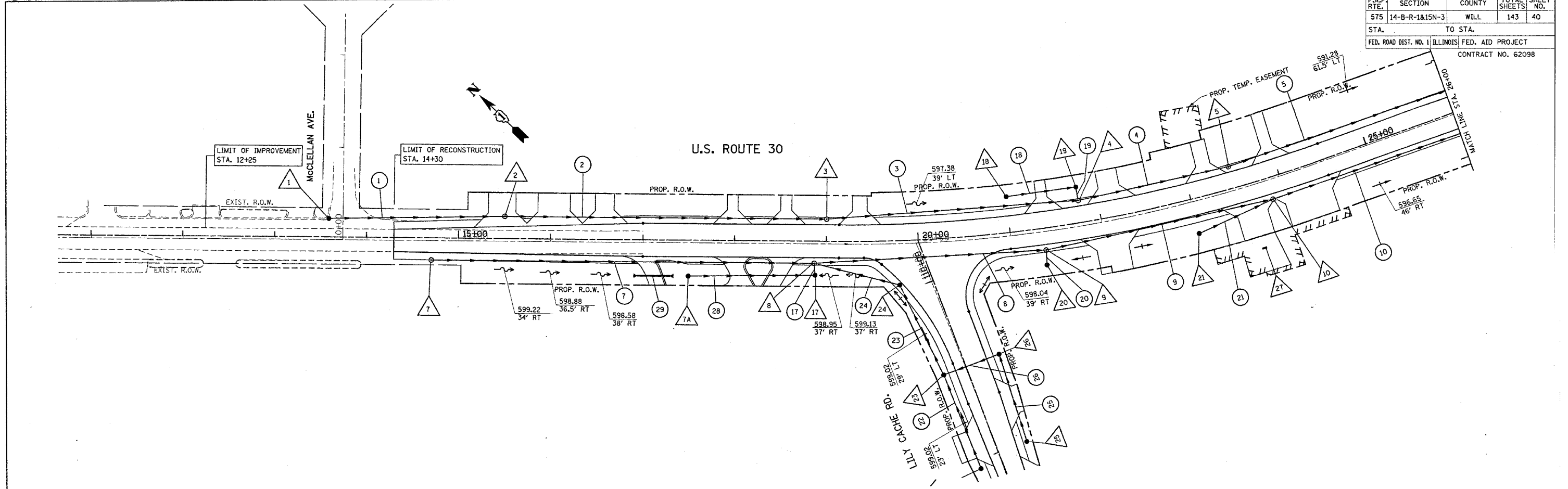
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	39
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62098				



**PROPOSED US RTE 30
RIGHT SIDE
DRAINAGE PLAN**
SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE: 5/20/2005
DRAWN BY:
CHECKED BY:

*REF: d:\hpl
*REF: hprof1

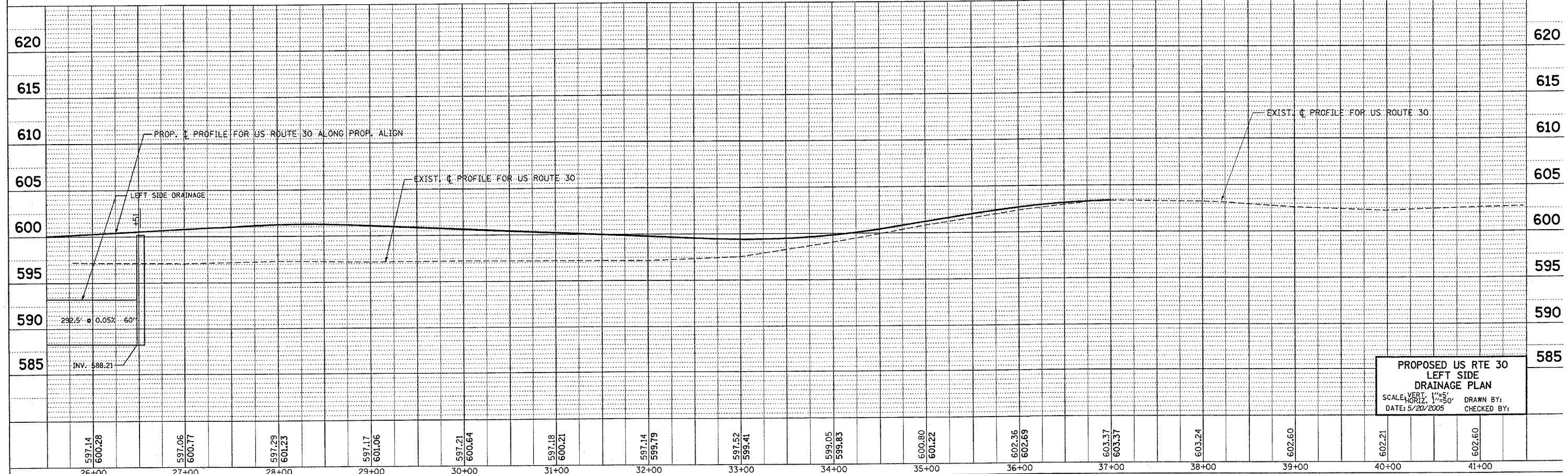
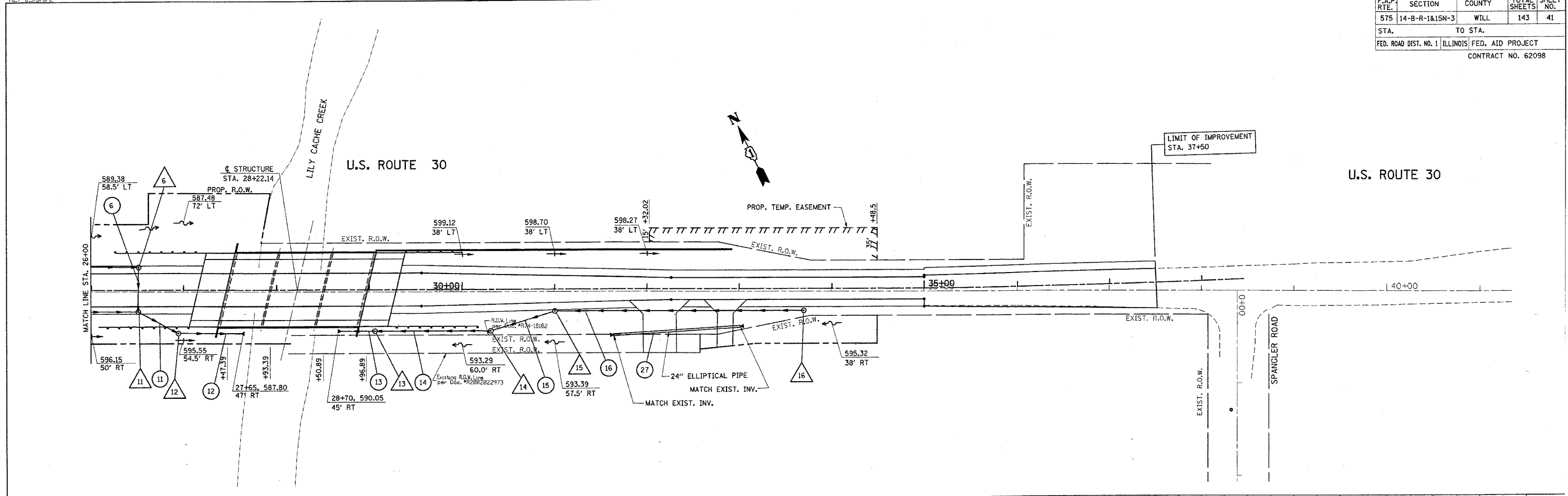
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	40
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62098				



**PROPOSED US RTE 30
LEFT SIDE
DRAINAGE PLAN**
SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE: 5/19/2005
DRAWN BY:
CHECKED BY:

REF-d_Itpin2
REF-d_Itprof2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	41
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT
CONTRACT NO. 62098				

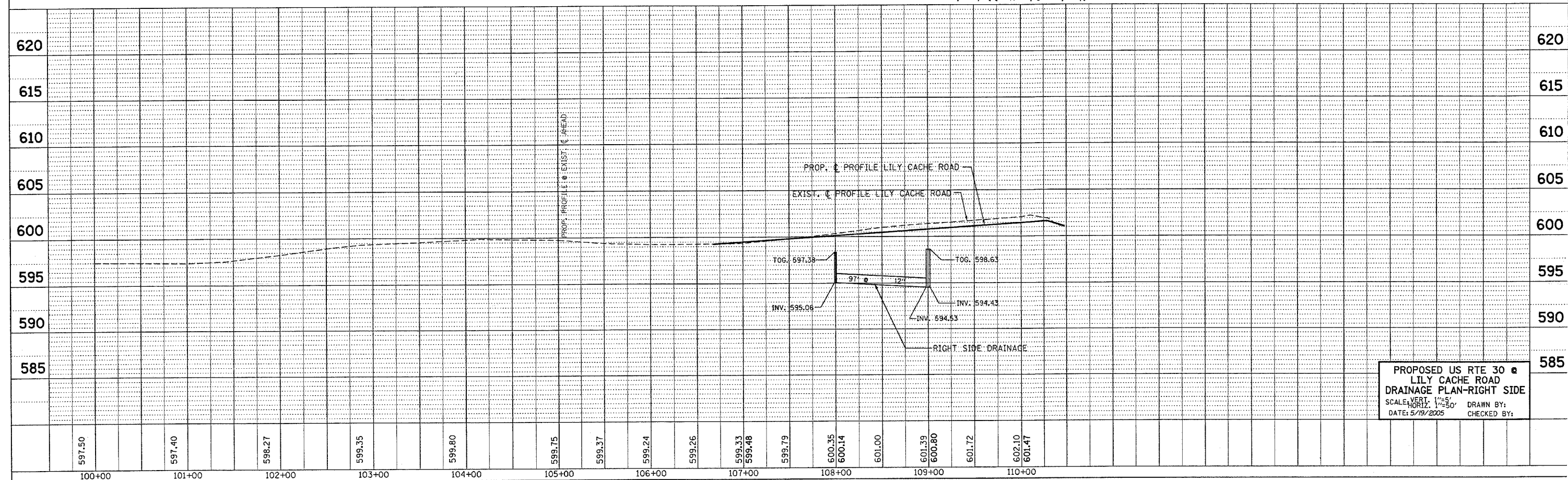
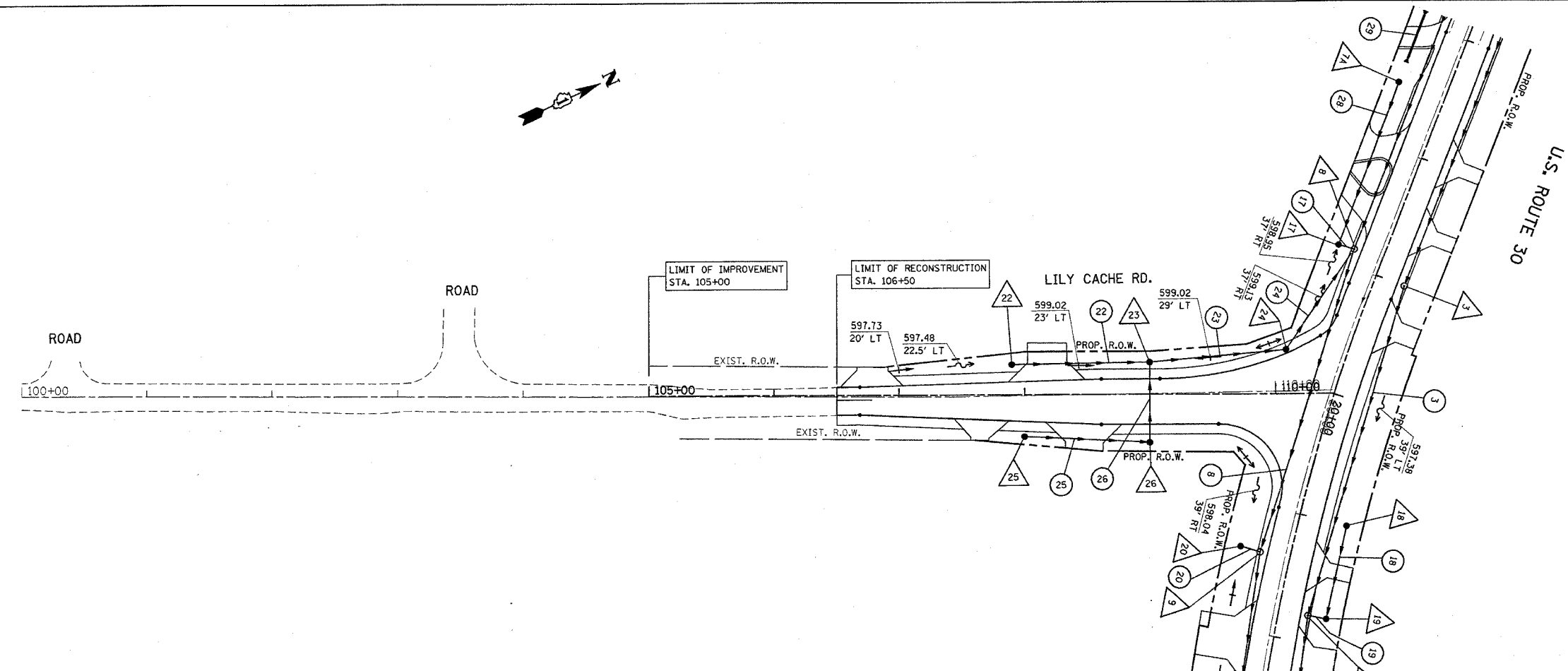


**PROPOSED US RTE 30
LEFT SIDE
DRAINAGE PLAN**
SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE: 5/20/2005
DRAWN BY:
CHECKED BY:

*REF-d_pln03

*REF-d_prof03

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	42
STA. 100+00 TO STA. 110+00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62098				



PROPOSED US RTE 30
 LILY CACHE ROAD
 DRAINAGE PLAN-RIGHT SIDE
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50' DRAWN BY:
 DATE: 5/19/2005 CHECKED BY:

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	*	WILL	143	44
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

*14-B-R-1 & 15N-3 CONTRACT NO. 62098

1 CB TYP A, 4' DIA., TIF&OL
STA.13+59, 20' LT.
T.G. 601.10
INV. 596.18 (E)

2 MH TYP A, 7' DIA., TIF&CL
STA. 15+50, 24' RT.
T.G. 601.23
INV. 595.17 (W)
INV. 589.05 (E)

3 MH TYP A, 7' DIA., TIF&CL
STA. 19+00, 24' LT.
T.G. 600.82
INV. 588.87 (W)
INV. 588.77 (E)

4 MH TYP A, 7' DIA., TIF&CL
STA.21+78.5, 24' LT.
T.G. 599.70
INV. 588.64 (W)
INV. 588.54 (E)
INV. 593.00 (N)

5 MH TYP A, 7' DIA., TIF&CL
STA. 23+49, 24' LT.
T.G. 599.17
INV. 588.46 (W)
INV. 588.36 (E)

6 MH TYP A, 8' DIA., TIF&CL
STA. 26+51, 24.5' LT
T.G. 600.16
INV. 588.12 (W)
INV. 588.11 (S)

7 MH TYP A, 7' DIA., TIF&CL
STA.14+71, 24' RT.
T.G. 601.17
INV. 589.27 (E)

7A CB TYPE C, 2' DIA., TBF
STA.17+50, 39' RT.
T.O.G. 598.12
INV. 596.1 (E)

8 MH TYP A, 8' DIA., TIF&CL
STA.18+87, 24' RT
T.G. 601.48
INV. 588.94 (W)
INV. 588.84 (E)
INV. 592.04 (SE)
INV. 595.52 (N)

9 MH TYP A, 7' DIA., TIF&CL
STA. 21+36.5, 24' RT
T.G. 601.0
INV. 594.46 (S)
INV. 588.64 (W)
INV. 588.54 (E)

10 MH TYP A, 7' DIA., TIF&CL
STA.23+86, 24' RT.
T.G. 600.20
INV. 593.63 (SW)
INV. 588.37 (W)
INV. 588.27 (E)

11 MANHOLES TYPE A,
10' DIA., TYPE 1F+CL
STA.26+51, 23.5' RT
T.G. 600.16
INV. 588.09 (N)
INV. 588.09 (W)
INV. 587.99 (E)

12 MH TYP A, RESTRICTOR, 7' DIA., TIF&CL
STA.26+95, 47' RT
T.G. 599.21
INV. 587.97 (NW)
INV. 587.87 (E)
SEE DETAIL FOR RESTRICTOR INFORMATION

13 MH TYP A, FLAT TOP RESTRICTOR, 8' DIA., TIF&CL
STA. 29+06, 45' RT.
T.G. 600.09
INV. 590.16 (E)
INV. 590.06 (W)
SEE DETAIL FOR RESTRICTOR INFORMATION

14 MH TYP A, FLAT TOP, 8' DIA., TIF&CL
STA.30+31, 45' RT.
T.G. 590.77
INV. 590.21 (W)
INV. 590.31 (E)

15 MH TYP A, FLAT TOP, 8' DIA., TIF&CL
STA. 31+00, 24' RT.
T.G. 599.65
INV. 590.34 (W)
INV. 590.44 (E)

16 MH TYP A, FLAT TOP, 8' DIA., TIF&CL
STA.33+70, 24' RT
T.G. 599.0
INV. 590.54 (W)
INV.

17 CB TYP C, 2' DIA., TBF
STA.18+88, 37' RT
T.G. 598.88
INV. 595.53 (N)
INV. 595.53 (W)

18 CB TYP C, 2' DIA., TBF
STA.21+00, 39' LT.
T.G. 596.88
INV. 593.53 (E)
INV.

19 CB TYP A, FLAT TOP, 4' DIA., TBF
STA.21+80, 39' LT.
T.G. 597.87
INV. 593.15 (W)
INV. 593.05 (S)

20 CB TYP C, 2' DIA., TBF
STA. 21+35, 40' RT
T.G. 597.87
INV. 594.52 (N)
INV.

21 CB TYP C, 2' DIA., TBF
STA.23+00, 38' RT
T.G. 597.4
INV. 594.05 (E)
INV.

22 INLET TYP A, 2' DIA., TBF
STA.107+90, 24' LT.
T.G. 597.28
INV. 593.89 (N)
INV.

23 CB TYP A, FLAT TOP, 4' DIA., TBF
STA. 109+00, 25.5' LT.
T.G. 598.77
INV. 593.30 (S)
INV. 593.20 (N)
INV. 594.06 (E)

24 MH TYP A, 4' DIA., TIF&CL
STA.19+78, 48' RT
T.G. 601.26
INV. 592.63 (S)
INV. 592.53 (W)

25 INLET TYP A, 2' DIA., TBF
STA. 108+00, 33.5' RT.
T.G. 598.35
INV. 595.06 (N)

26 CB TYP A, FLAT TOP, 4' DIA., TBF
STA. 109+00, 38.5' RT
T.G. 598.63
INV. 594.53 (S)
INV. 594.43 (W)

27 INLET TYP A, 2' DIA., TIF&OL
STA.23+63, 72' RT.
T.G. EXIST.
INV. CONNECT TO EXISTING
INV.

PIPE TABLE

NO.	STATION & OFFSET	TO	STATION & OFFSET	TYPE	CLASS	DIA.	LIN. FT.	FL. END SECTION	TRENCH BACKFILL CU. YARDS
1	13+59, 20' LT	TO	15+50, 24' LT	2	A	12"	188	--	35.5
2	15+50, 24' LT	TO	19+00, 24' LT	2	A	60"	344	--	823.5
3	19+00, 24' LT	TO	21+78.5, 24' LT	2	A	60"	267	--	488.6
4	21+78.5, 24' LT	TO	23+49, 24' LT	2	A	60"	161	--	261.3
5	23+49, 24' LT	TO	26+51, 24.5' LT	2	A	60"	292.5	--	522.4
6	26+51, 24.5' LT	TO	26+51, 23.5' RT	2	A	60"	41	--	81.9
7	14+71, 24' RT	TO	18+87, 24' RT	2	A	54"	408.5	--	840.3
8	18+87, 24' RT	TO	21+38.5, 24' RT	2	A	54"	245	--	525.5
9	21+38.5, 24' RT	TO	23+86, 24' RT	2	A	60"	246	--	498.6
10	23+86, 24' RT	TO	26+51, 23.5' RT	2	A	60"	258.5	--	511.1
11	26+51, 23.5' RT	TO	26+95, 47' RT	2	A	60"	42.5	--	79.9
12	26+95, 47' RT	TO	27+65, 47' RT	2	A	60"	67	1	--
13	28+70, 45' RT	TO	29+05, 45' RT	1	A	66"	33	1	--
14	29+05, 45' RT	TO	30+31, 45' RT	1	A	66"	117	--	--
15	30+31, 45' RT	TO	31+00, 24' RT	1	A	66"	64	--	--
16	31+00, 24' RT	TO	33+70, 24' RT	1	A	66"	262	--	215.1
17	18+87, 37' RT	TO	18+87, 24' RT	2	A	12"	8	--	--
18	21+00, 39' LT	TO	21+78, 39' LT	2	A	12"	73.5	--	--
19	21+77, 39' LT	TO	21+78, 24' LT	2	A	12"	9.5	--	--
20	21+35, 40' RT	TO	21+35, 24' RT	2	A	12"	11.5	--	--
21	22+99, 38' RT	TO	23+85, 24' RT	2	A	12"	84.5	--	--
22	107+90, 24' LT	TO	109+00, 25.5' LT	2	A	12"	110	--	22.5
23	109+00, 25.5' LT	TO	110+10 (19+78), 24' RT	2	A	15"	105	--	--
24	18+87, 24' RT	TO	19+78, 48' RT	2	A	15"	90.5	--	--
25	108+00, 33.5' RT	TO	109+00, 38.5' RT	2	A	12"	97	--	13.7
26	109+00, 38.5' RT	TO	109+00, 25.5' LT	2	A	12"	60	--	21.9
27	31+64, 50' RT INV = Match Exist.	TO	33+01, 41' RT INV = Match Exist.	1	D	24" Ell.p.	137	2	--
28	17+50, 39' RT	TO	18+88, 37' RT	1	A	12"	138	--	40
29	16+95, 39' RT INV = 598.40	TO	17+31, 39' RT INV = 598.22	1	D	12"	36	2	--

REVISIONS	
NAME	DATE

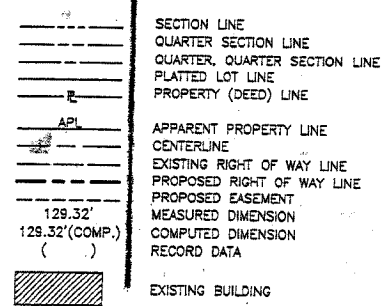
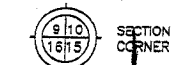
ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. RTE. 30 AT LILY CACHE RD.
PROPOSED DRAINAGE STRUCTURES
AND PIPE TABLE
SCALE: VERT. NONE
HORIZ. DATE 5/19/2005
DRAWN BY
CHECKED BY

PART OF THE NE 1/4 OF SECTION 22 & PART OF SECTION 23, T36N, R9E OF THE 3RD P.M., WILL COUNTY, ILLINOIS

CONTRACT NO. 62098

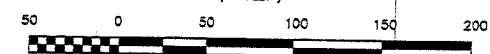
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
575	14-B-R1 & 15B-3	WILL	45
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

PARCEL No.	OWNER	TOTAL HOLDING ACRES	PART TAKEN ACRES	REMAINDER ACRES	PREVIOUSLY DEDICATED ACRES	EASEMENT ACRES	PURPOSE OF EASEMENT	PERMANENT INDEX NUMBER
1DWO013 & 1DWO013TE	Nicholas C. Georges and John Georgiades in joint tenancy	0.328	0.043	0.285	N/A	0.037	Demolition	03-23-109-014
1DWO017 & 1DWO017TE	Paradise Motorgroup, Inc.	7.010	0.117	6.893	N/A	0.030	Construction	03-23-300-039
1DWO019	Laraine M. Drumm, as Successor Trustee of the Ralph E. Drumm Declaration of Trust dated February 14, 1989, Lacotas.	4.257	0.104	4.153	N/A	N/A	N/A	03-23-300-050
1DWO020TE	Chicago Title and Trust Company, as Trustee, under the provisions of a Trust Agreement dated the 23rd day of Dec., 1988 and known as Trust # 1089386	79.295	N/A	79.295	N/A	0.140	Construction	03-23-301-005 & 03-23-111-004
1DWO021	Apsala Nelson and Donald M. Nelson, as joint tenants	37.107	0.332	36.775	N/A	N/A	N/A	03-23-111-006



- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- PK NAIL SET
- REPLACED AFTER CONSTRUCTION
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8 INCH IRON ROD FLUSHED WITH GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T2
- T3
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT2
- BT3
- M STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- N STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLOR PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- P PERMANENT SURVEY MARKER, I D O T STD. 2135 (TO BE SET BY OTHERS)
- Q RIGHT OF WAY STAKING PROPOSED TO BE SET.

GRAPHIC SCALE (IN FEET)



NOTES:

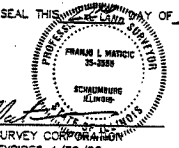
- COORDINATES SHOWN ON THIS PLAT ARE GROUND VALUES IN METERS. THEY CAN BE CONVERTED TO GRID VALUES BY MULTIPLYING THE GROUND COORDINATED BY 0.99998214.
- ALL BEARINGS SHOWN ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE GRID SYSTEM, AS SUPPLIED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
- SURVEYED IN ENGLISH. DATA SHOWN IN BRACKETS IS THE METRIC EQUIVALENT. ALL STATIONING IS SHOWN IN METERS.
- SHEET B1 IS THE COVER SHEET AND IS NOT RECORDED. SHEET B-5 & 6 ARE FOR MONUMENT TIES.
- BUILDING TIES SHOWN ARE TO THE PROPOSED RIGHT OF WAY LINE, UNLESS THERE ARE NO TACKS ON SAID PROPERTY, IN WHICH THEY ARE TO THE EXISTING RIGHT OF WAY LINE.

STATE OF ILLINOIS }
COUNTY OF COOK }

THIS IS TO CERTIFY THAT WE, W-T LAND SURVEYING, INC., HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN THE NE 1/4 OF SECTION 22, AND THE NW 1/4 OF SECTION 23, TOWNSHIP 36 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

GIVEN UNDER OUR HAND AND SEAL THIS 10th DAY OF December, A.D. 2004, AT SCHAMBURG, ILLINOIS.

W-T LAND SURVEYING, INC.

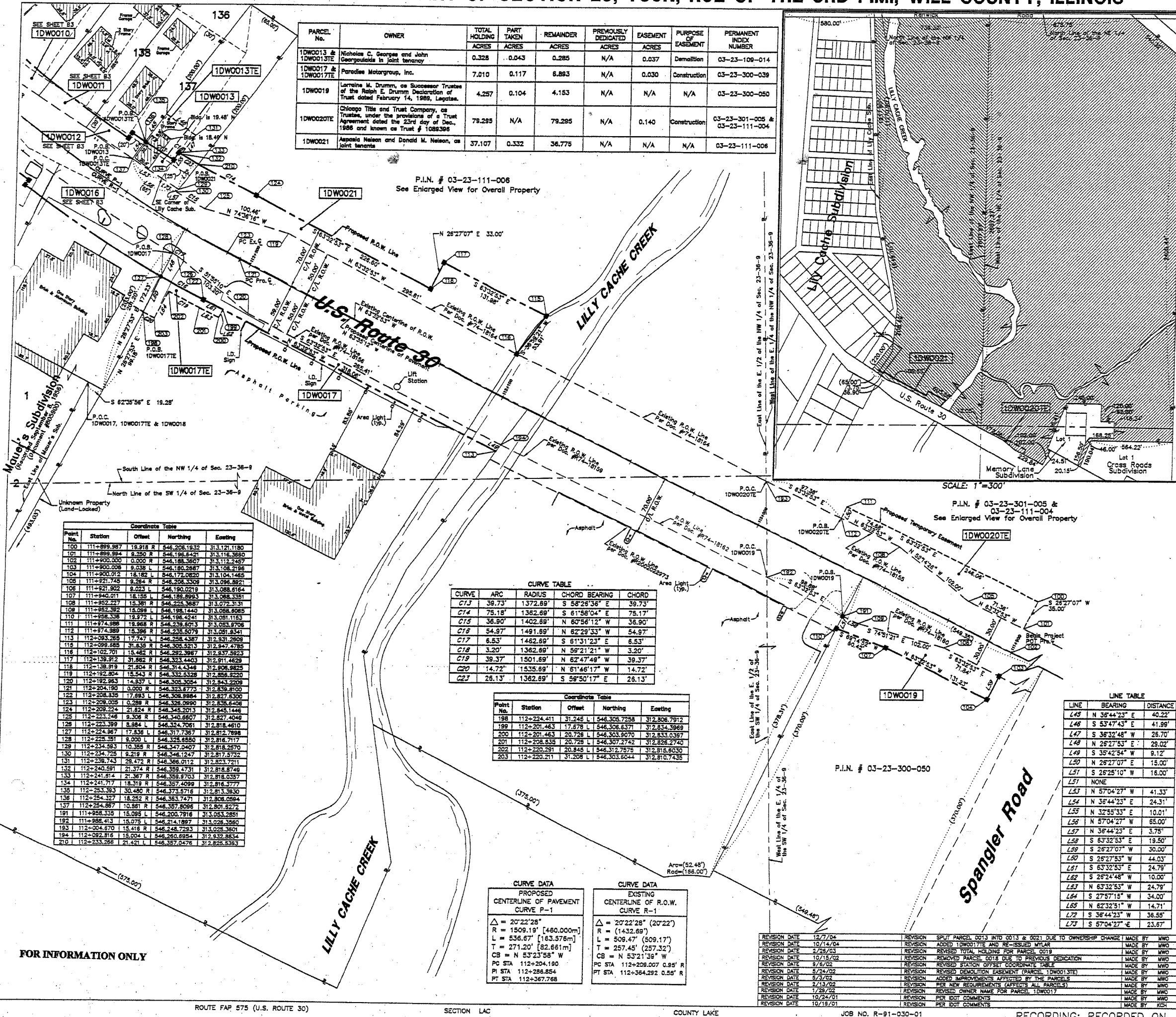


W-T LAND SURVEYING, INC.
LAND AND CONSTRUCTION SURVEYORS
39 EAST SCULLY DRIVE
SCHAMBURG, ILLINOIS 60183
PH. (847)895-3840
FAX. (847)895-9985

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 575 (U.S. ROUTE 30)

SECTION LAC WILL COUNTY
PROJECT JOB NO. R91-030-01
STATION 111+900.000 TO STATION 112+254.867
SCALE: 1"=50' SHEET E2 OF 6

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAMBURG, ILLINOIS 60196-1096



P.I.N. # 03-23-111-006
See Enlarged View for Overall Property

P.I.N. # 03-23-301-005 & 03-23-111-004
See Enlarged View for Overall Property

P.I.N. # 03-23-300-050

Coordinates Table

Point No.	Station	Offset	Northing	Easting
100	111+899.967	19.918 R	546.226.1932	313.121.1180
101	111+899.994	9.250 R	546.196.6421	313.116.3680
102	111+900.000	0.000 R	546.188.3607	313.112.2457
103	111+900.009	9.038 L	546.190.2887	313.108.2196
104	111+900.012	18.162 L	546.172.0629	313.104.1455
105	111+921.745	9.264 R	546.206.3309	313.096.8921
106	111+921.802	9.023 L	546.190.0219	313.088.6164
107	111+940.011	18.155 L	546.188.8993	313.088.3351
108	111+952.227	15.381 R	546.275.3687	313.072.3131
109	111+952.392	15.098 L	546.198.1440	313.068.6085
110	111+958.336	13.872 L	546.198.4241	313.051.1153
111	111+974.986	18.968 R	546.239.8073	313.035.8153
112	111+974.989	15.396 R	546.238.5079	313.031.8341
113	112+093.265	17.747 L	546.258.4387	312.931.2909
115	112+099.585	31.835 R	546.306.5213	312.947.4785
116	112+102.701	15.482 R	546.282.9987	312.937.5923
117	112+139.312	31.862 R	546.323.4403	312.911.4529
118	112+139.519	21.804 R	546.314.4348	312.908.9825
119	112+192.804	15.543 L	546.332.8329	312.858.3220
120	112+192.963	14.537 L	546.306.3054	312.843.2208
121	112+204.190	0.000 R	546.323.6773	312.839.8100
122	112+208.836	17.893 L	546.308.9984	312.827.6300
123	112+209.005	0.289 R	546.326.0990	312.826.6406
124	112+209.224	21.824 R	546.345.2013	312.845.1446
125	112+223.248	9.306 R	546.340.6607	312.827.4049
126	112+223.399	8.864 L	546.324.4761	312.818.4619
127	112+224.867	17.836 L	546.317.7357	312.812.7898
128	112+225.351	9.000 L	546.328.6850	312.816.7117
129	112+234.593	10.365 R	546.347.0407	312.818.2570
130	112+234.725	9.219 R	546.346.1247	312.817.5732
131	112+238.743	28.472 R	546.366.0112	312.803.7211
132	112+240.591	21.374 R	546.359.4731	312.818.8748
133	112+241.719	21.367 R	546.358.9703	312.818.0357
134	112+241.719	18.319 R	546.357.4099	312.818.3777
135	112+253.393	30.480 R	546.373.5716	312.813.3830
136	112+254.327	18.252 R	546.383.7471	312.808.0594
137	112+254.867	10.861 R	546.387.8096	312.801.8272
191	111+958.335	15.095 L	546.200.7916	313.053.2851
192	111+986.413	15.075 L	546.214.1897	313.026.3960
193	112+004.670	15.416 R	546.248.7293	313.025.3801
194	112+082.816	15.004 L	546.260.9954	312.932.8834
210	112+233.268	21.421 L	546.357.0476	312.826.5393

CURVE TABLE

CURVE	ARC	RADIUS	CHORD BEARING	CHORD
C13	39.73'	1372.89'	S 58°26'36" E	39.73'
C14	75.15'	1362.69'	S 61°58'04" E	75.17'
C15	36.90'	1402.69'	N 60°56'12" W	36.90'
C16	54.97'	1491.69'	N 82°29'33" W	54.97'
C17	6.53'	1462.69'	S 61°31'23" E	6.53'
C18	3.20'	1362.69'	N 59°21'21" W	3.20'
C19	39.37'	1501.69'	N 62°47'49" W	39.37'
C20	14.72'	1535.69'	N 61°48'17" W	14.72'
C23	26.13'	1362.69'	S 59°50'17" E	26.13'

Coordinates Table

Point No.	Station	Offset	Northing	Easting
198	112+224.411	31.245 L	546.305.7258	312.806.7912
199	112+201.463	17.678 L	546.306.6571	312.834.3969
200	112+201.463	20.728 L	546.303.9070	312.833.0367
201	112+208.836	20.758 L	546.307.2742	312.836.2740
202	112+220.291	20.845 L	546.312.7575	312.818.6030
203	112+220.211	31.268 L	546.303.6044	312.810.7433

CURVE DATA

PROPOSED CENTERLINE OF PAVEMENT CURVE P-1	EXISTING CENTERLINE OF R.O.W. CURVE R-1
Δ = 20°22'28"	Δ = 20°22'28" (20°22')
R = 1509.19' [460.000m]	R = (1432.69')
L = 536.67' [163.576m]	L = 509.47' (509.17')
T = 271.20' [82.661m]	T = 257.45' (257.32')
CB = N 53°23'58" W	CB = N 53°21'38" W
PC STA 112+286.854	PC STA 112+208.007 0.95' R
PT STA 112+367.768	PT STA 112+364.292 0.55' R

LINE TABLE

LINE	BEARING	DISTANCE
L49	N 36°44'23" E	40.22'
L46	S 53°47'43" E	41.99'
L47	S 36°32'48" W	26.70'
L48	N 26°27'53" E	29.02'
L49	S 35°42'54" W	9.12'
L50	N 26°27'07" E	18.00'
L51	S 26°25'10" W	18.00'
L51	NONE	
L53	N 57°04'27" W	41.33'
L54	N 36°44'23" E	24.31'
L55	N 32°55'33" E	10.01'
L56	N 57°04'27" W	65.00'
L57	N 36°44'23" E	3.76'
L58	S 53°32'53" E	19.50'
L59	S 26°27'07" W	30.00'
L60	S 26°27'53" W	44.03'
L61	S 53°32'53" E	24.79'
L62	S 26°24'48" W	10.00'
L63	N 53°32'53" W	24.79'
L64	S 27°57'15" W	34.00'
L65	N 62°32'51" W	14.71'
L72	S 36°44'23" W	36.55'
L73	S 67°04'27" E	23.67'

REVISION TABLE

REVISION DATE	REVISION	MADE BY
12/7/04	SPLIT PARCEL 0013 INTO 0013 & 0021 DUE TO OWNERSHIP CHANGE	MWO
10/14/04	ADDED 1DWO017TE AND RE-ISSUED MYLAR	MWO
2/29/03	REVISED TOTAL HOLDINGS FOR PARCEL 0019	MWO
10/15/02	REMOVED PARCEL 0016 DUE TO PREVIOUS DEDICATION	MWO
9/9/02	REVISED STATION OFFSET COORDINATE TABLE	MWO
9/24/02	REVISED DEMOLITION EASEMENT (PARCEL 1DWO013TE)	MWO
9/3/02	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	MWO
2/13/02	PER NEW REQUIREMENTS (AFFECTS ALL PARCELS)	MWO
1/29/02	REVISION REVISED OWNER NAME FOR PARCEL 1DWO017	MWO
10/24/01	REVISION PER DOT COMMENTS	MWO
10/19/01	REVISION PER DOT COMMENTS	MWO

FOR INFORMATION ONLY

PART OF THE NE 1/4 OF SECTION 22 & PART OF SECTION 23, T36N, R9E OF THE 3RD P.M., WILL COUNTY, ILLINOIS

Point No.	Station	Coordinate Table	Offset	Northing	Easting
121	112+204.190	0.000 R	546.323.6773	312.839.8100	
122	112+209.005	0.289 R	546.326.6899	312.835.8408	
123	112+224.967	17.838 R	546.317.7367	312.812.7658	
124	112+225.351	9.000 L	546.326.6550	312.816.7117	
125	112+253.393	30.480 R	546.373.5718	312.813.3930	
126	112+254.327	18.252 R	546.363.7471	312.806.0594	
127	112+254.867	10.881 R	546.357.8098	312.801.6272	
128	112+260.189	18.227 R	546.366.7841	312.801.3261	
129	112+260.179	15.941 R	546.364.8803	312.800.0759	
130	112+275.003	15.896 R	546.370.9299	312.788.2306	
131	112+275.148	10.494 R	546.366.5784	312.784.8975	
132	112+272.932	18.084 L	546.343.9163	312.770.3876	
133	112+274.296	9.248 L	546.351.9560	312.774.3135	
134	112+279.576	15.964 L	546.346.8769	312.765.6624	
135	112+279.673	18.098 L	546.348.1456	312.764.4154	
136	112+285.480	15.877 R	546.364.6049	312.772.3288	
137	112+285.357	9.235 R	546.370.4773	312.768.1678	
138	112+302.831	15.870 L	546.364.2717	312.746.7467	
139	112+304.432	9.262 L	546.370.4520	312.749.7847	
140	112+319.214	15.936 L	546.375.0911	312.733.8280	
141	112+319.645	6.554 R	546.392.5626	312.747.9502	
142	112+320.084	15.918 R	546.399.7355	312.753.9809	
143	112+321.083	6.673 R	546.393.3866	312.747.1902	
144	112+321.077	19.434 L	546.373.9446	312.729.7614	
145	112+326.646	9.205 L	546.385.1450	312.732.5172	
146	112+313.990	50.523 L	546.345.0864	312.715.6695	
147	50+155.494	13.804 R			
148	112+310.674	73.492 L	546.325.0487	312.703.8290	
149	50+132.372	11.736 R			
150	112+311.722	73.818 L	546.325.3208	312.703.3041	
151	50+132.331	11.736 R			
152	112+308.672	80.847 L	546.318.6372	312.700.0404	
153	50+124.894	11.075 R			
154	112+313.474	107.705 L	546.300.9299	312.679.3327	
155	50+100.000	0.000 L			
156	112+319.205	107.860 L	546.305.5469	312.673.9746	
157	50+101.863	6.887 R	546.413.8796	312.681.6303	
158	112+341.655	0.000 L	546.402.1801	312.727.5892	
159	50+212.162	0.000 L			
160	112+344.711	9.322 L	546.397.5780	312.718.9148	
161	50+204.275	5.881 L			
162	112+346.276	24.068 L	546.388.0997	312.707.5024	
163	50+190.609	12.376 L			
164	112+353.191	15.157 L	546.399.5135	312.708.8076	
165	112+364.286	0.167 R	546.418.2813	312.711.6936	
166	112+364.408	15.072 L	546.407.8539	312.700.5793	
167	112+367.766	0.000 R	546.420.6633	312.709.1800	
168	112+433.360	15.013 L	546.458.2198	312.653.3261	
169	112+435.694	8.856 L	546.464.1366	312.656.2153	
170	112+339.721	0.000 L	546.464.1366	312.656.2153	
171	50+211.566	1.839 R			
172	112+352.176	9.012 L	546.403.1245	312.713.6899	
173	112+342.452	16.576 L	546.390.7307	312.715.9712	
174	50+196.656	5.923 L			
175	112+224.411	31.245 L	546.305.7258	312.806.7912	
176	112+232.492	31.303 L	546.309.9128	312.799.2483	
177	112+232.510	29.745 L	546.311.2747	312.800.0103	
178	112+237.725	29.890 L	546.313.9523	312.792.1430	
179	112+237.890	22.390 L	546.320.2658	312.792.6710	
180	112+244.470	23.030 L	546.324.5023	312.790.7712	
181	112+246.497	17.980 L	546.328.9119	312.793.4001	
182	50+136.610	10.455 L	546.340.1273	312.686.5613	
183	50+167.090	10.455 L	546.367.6417	312.699.7050	

LINE	BEARING	DISTANCE
L23	S 74°46'44" W	13.83'
L24	N 46°55'32" E	30.50'
L25	N 57°04'27" W	79.77'
L26	S 36°44'23" W	21.73'
L27	N 57°04'27" W	65.00'
L28	N 36°44'23" E	17.73'
L29	N 33°09'24" E	7.50'
L30	S 36°44'23" W	24.31'
L31	N 57°04'27" W	65.00'
L32	N 43°03'27" W	3.70'
L33	S 62°35'56" E	1.94'
L34	S 30°34'46" W	24.43'
L35	N 26°01'37" E	24.40'
L36	N 62°35'56" W	33.01'
L37	S 26°01'37" W	39.98'
L38	S 26°01'37" W	105.36'
L39	S 30°34'46" W	76.36'
L40	S 43°10'25" E	63.73'
L41	S 63°32'53" E	39.42'
L42	S 26°01'37" W	42.03'
L43	S 26°27'53" W	57.99'
L44	N 35°45'59" E	7.00'
L66	N 29°13'55" E	5.12'
L67	N 61°11'03" W	18.23'
L68	N 29°13'55" W	23.70'
L69	N 61°11'03" W	29.58'
L70	N 31°22'54" E	18.56'
L71	S 26°27'53" W	44.03'

CURVE DATA

PROPOSED CENTERLINE OF PAVEMENT CURVE P-1

Δ = 20°22'28"

R = 1509.19' [460.000m]

L = 536.67' [163.576m]

T = 271.20' [82.661m]

CB = N 53°23'58" W

(121) PC STA 112+204.193

PI STA 112+286.854

(122) PT STA 112+367.768

CURVE DATA

EXISTING CENTERLINE OF R.O.W. CURVE R-1

Δ = 20°22'28" (20°22')

R = (1432.69')

L = 509.47' (509.17')

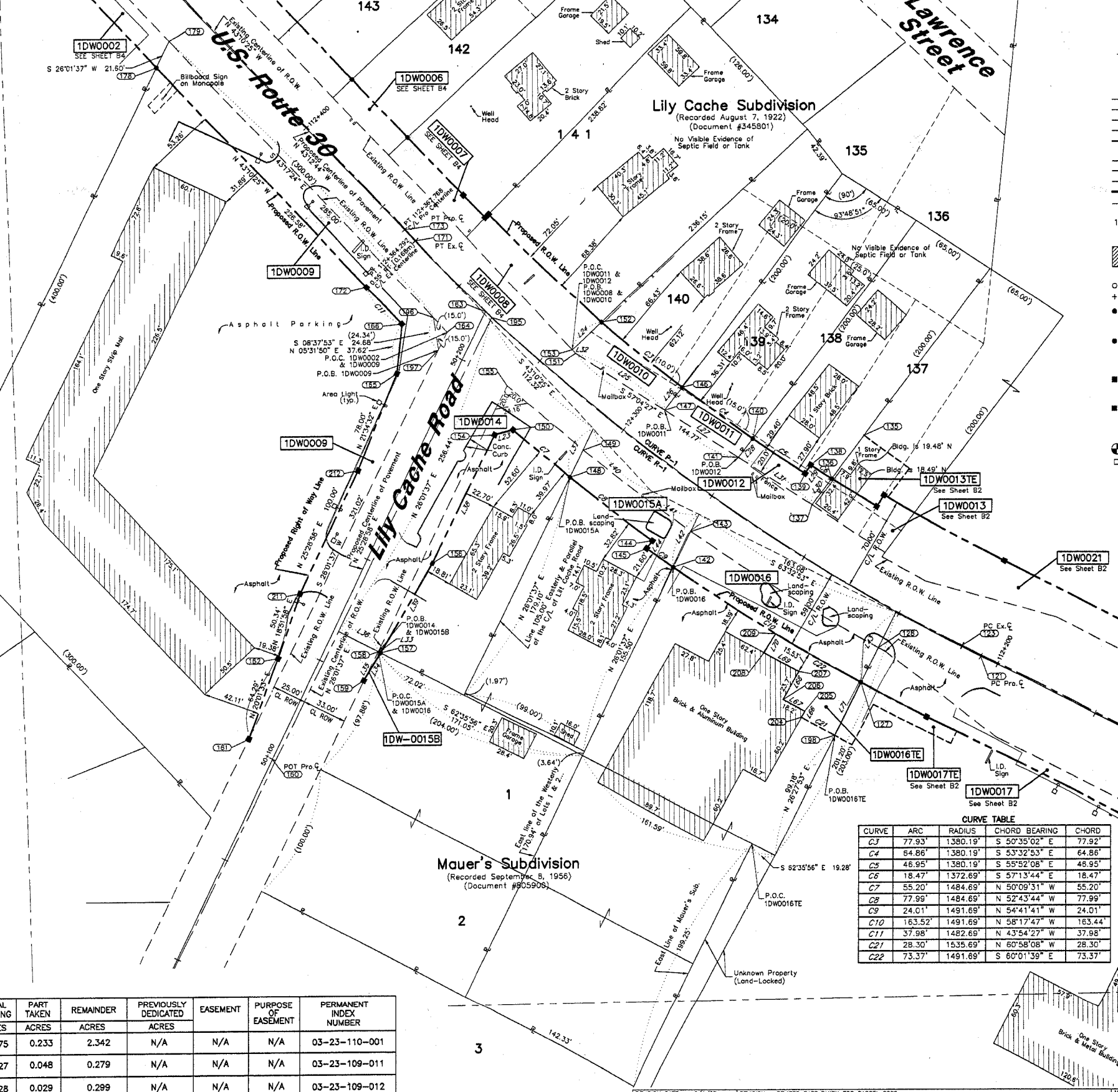
T = 257.45' (257.32')

CB = N 53°21'39" W

(123) PC STA 112+209.007 0.85' R

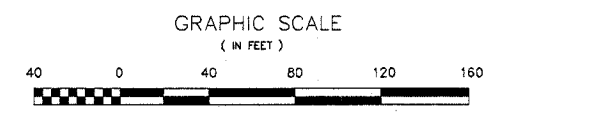
(124) PT STA 112+364.292 0.55' R

PARCEL No.	OWNER	TOTAL HOLDING ACRES	PART TAKEN ACRES	REMAINDER ACRES	PREVIOUSLY DEDICATED ACRES	EASEMENT	PURPOSE OF EASEMENT	PERMANENT INDEX NUMBER
1DW0009	Sheehan Family Limited Partnership	2.575	0.233	2.342	N/A	N/A	N/A	03-23-110-001
1DW0010	Raymond L. Hoffmeyer and Phyllis J. Hoffmeyer, husband and wife, in joint tenancy	0.327	0.048	0.279	N/A	N/A	N/A	03-23-109-011
1DW0011	Christopher Georgeff	0.328	0.029	0.299	N/A	N/A	N/A	03-23-109-012
1DW0012	Ellen A. Sanders, divorced not since remarried	0.328	0.028	0.300	N/A	N/A	N/A	03-23-109-013
1DW0014	Robert F. Kramer	0.569	0.292	0.277	0.230	N/A	N/A	03-23-300-001
1DW0015A & 1DW0015B	Interstate Bank, as Trustee under the provisions of Trust Agreement, dated the 5th day of December, 1997, and known as Trust Number 97-272	1.242	0.082	1.160	1DW0015A ONLY 0.027	N/A	N/A	03-23-300-010 03-23-300-051 03-23-300-052
1DW0016 & 1DW0016TE	Todd D. Droll, a married man	1.394	0.194	1.200	0.089	0.055	Construction	03-23-300-010 03-23-300-051 03-23-300-052



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- PK NAIL SET
- REPLACED AFTER CONSTRUCTION
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- T2 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLOR PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT2 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLOR PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLOR PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- M STAKING OR PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLOR PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- P PERMANENT SURVEY MARKER, 1 D O T STD. 2135 (TO BE SET BY OTHERS)
- R RIGHT OF WAY STAKING PROPOSED TO BE SET.



- NOTES:**
- COORDINATES SHOWN ON THIS PLAT ARE GROUND VALUES IN METERS. THEY CAN BE CONVERTED TO GRID VALUES BY MULTIPLYING THE GROUND COORDINATED BY 0.99998214.
 - ALL BEARINGS SHOWN ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE GRID SYSTEM, AS SUPPLIED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
 - SURVEYED IN ENGLISH. DATA SHOWN IN BRACKETS IS THE METRIC EQUIVALENT. ALL STATIONING IS SHOWN IN METERS.
 - SHEET B1 IS THE COVER SHEET AND IS NOT RECORDED. SHEET B-5 & 6 ARE FOR MONUMENT TIES.
 - BUILDING TIES SHOWN ARE TO THE PROPOSED RIGHT OF WAY LINE, UNLESS THERE ARE NO TAKINGS ON SAID PROPERTY, IN WHICH THEY ARE TO THE EXISTING RIGHT OF WAY LINE.
- STATE OF ILLINOIS } SS
COUNTY OF COOK }

THIS IS TO CERTIFY THAT WE, W-T LAND SURVEYING, INC., HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN THE NE 1/4 OF SECTION 22, AND THE NW 1/4 OF SECTION 23, TOWNSHIP 36 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

GIVEN UNDER OUR HAND AND SEAL THIS _____ DAY OF _____ A.D. 2005.
AT SCHAUMBURG, ILLINOIS.

W-T LAND SURVEYING, INC.

RECEIVED
JUN 0 9 2005
PLATS & LEGALS

W-T LAND SURVEYING, INC.
LAND AND CONSTRUCTION SURVEYORS
39 EAST SCULLY DRIVE
SCHAUMBURG, ILLINOIS 60193
ph. (847)895-3640
fax. (847)895-9985

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 575 (U.S. ROUTE 30)

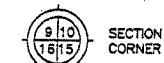
SECTION LAC WILL COUNTY
PROJECT JOB NO. R91-030-01
STATION 112+209.005 TO STATION 112+435.694
SCALE: 1"=40' SHEET B3 OF 6

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

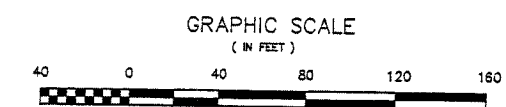
PART OF THE NE 1/4 OF SECTION 22 & PART OF SECTION 23, T36N, R9E OF THE 3RD P.M., WILL COUNTY, ILLINOIS

CONTRACT NO. 62096

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
575	14-B-R1 & 15N-3	WILL	143 47
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINES
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- PK NAIL SET
- REPLACED AFTER CONSTRUCTION
- THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OR PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLOR PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I D O T STD. 21.35 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.



NOTES:

- COORDINATES SHOWN ON THIS PLAT ARE GROUND VALUES IN METERS. THEY CAN BE CONVERTED TO GRID VALUES BY MULTIPLYING THE GROUND COORDINATED BY 0.99998214.
- ALL BEARINGS SHOWN ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE GRID SYSTEM, AS SUPPLIED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
- SURVEYED IN ENGLISH. DATA SHOWN IN BRACKETS IS THE METRIC EQUIVALENT. ALL STATIONING IS SHOWN IN METERS.
- SHEET B1 IS THE COVER SHEET AND IS NOT RECORDED. SHEET B-5 & 6 ARE FOR MONUMENT TIES.
- BUILDING TIES SHOWN ARE TO THE PROPOSED RIGHT OF WAY LINE, UNLESS THERE ARE NO TAKINGS ON SAID PROPERTY, IN WHICH THEY ARE TO THE EXISTING RIGHT OF WAY LINE.

STATE OF ILLINOIS } SS
COUNTY OF COOK }

THIS IS TO CERTIFY THAT WE, W-T LAND SURVEYING, INC., HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN THE NE 1/4 OF SECTION 22, AND THE NW 1/4 OF SECTION 23, TOWNSHIP 36 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, WILL COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RE-TRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

GIVEN UNDER OUR HAND AND SEAL THIS 21st DAY OF February A.D. 2002 AT SCHAMBURG, ILLINOIS.

W-T LAND SURVEYING, INC.

 ILLINOIS PROFESSIONAL LAND SURVEY CORPORATION
 IL LICENSE NO. 184-001108 EXPIRES 4/30/03

W-T
W-T LAND SURVEYING, INC.
 LAND AND CONSTRUCTION SURVEYORS
 39 EAST SCULLY DRIVE
 SCHAMBURG, ILLINOIS 60193
 ph. (847)895-3640
 fax. (847)895-9985

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 F.A.P. 575 (U.S. ROUTE 30)

SECTION LAC WILL COUNTY
 PROJECT JOB NO. R91-030-01
 STATION 111+900.000 TO STATION 112+500.000
 SCALE: 1"=40' SHEET 84 OF 6

Point No.	Station	Offset	Northing	Easting
151	112+315.945	8.554 R	546,382.5628	312,747.9802
152	112+320.084	15.918 R	546,389.7325	312,753.9809
153	112+321.083	6.673 R	546,383.3868	312,747.1902
163	112+341.655	0.000 L	546,402.1801	312,727.5892
164	112+344.711	9.322 L	546,397.5780	312,716.9148
165	112+346.276	24.088 L	546,388.0997	312,707.5024
166	112+353.199	15.157 L	546,399.5135	312,708.6076
167	112+356.818	16.111 R	546,424.1105	312,728.2484
168	112+356.794	15.044 R	546,423.3467	312,727.8230
169	112+358.673	8.969 R	546,418.9980	312,723.2591
170	112+364.159	15.102 R	546,428.5002	312,722.5856
171	112+364.286	0.167 R	546,418.2813	312,711.6936
173	112+367.765	0.000 R	546,420.6933	312,709.1800
174	112+382.662	15.128 R	546,441.9081	312,710.0062
175	112+382.877	8.170 R	546,437.8391	312,705.6541
176	112+400.950	15.140 R	546,455.2452	312,697.4834
177	112+400.965	9.219 R	546,451.2019	312,693.1663
178	112+433.360	15.013 L	546,458.2198	312,653.3261
179	112+435.694	8.856 L	546,464.1366	312,656.2183
180	112+436.917	15.164 R	546,481.4749	312,672.8846
181	112+436.931	9.316 R	546,477.4810	312,668.6129
182	112+454.900	15.177 R	546,484.5898	312,660.5803
183	112+454.914	9.365 R	546,480.6208	312,656.3351
184	112+472.883	15.189 R	546,507.7046	312,648.2759
185	112+472.897	9.414 R	546,503.7605	312,644.0574
186	112+490.865	15.201 R	546,520.8195	312,636.9718
187	112+490.880	9.452 R	546,516.9003	312,631.7787
188	112+492.975	14.973 L	546,501.6956	312,612.5368
189	112+492.971	8.934 L	546,505.8281	312,616.9411
190	112+500.000	0.000 L	546,517.0682	312,618.5392
195	112+511.588	1.539 R	546,464.1366	312,656.2153

LINE	BEARING	DISTANCE
L1	N 43°03'27" W	59.00'
L2	N 46°55'32" E	18.83'
L3	S 43°10'25" E	59.00'
L4	N 46°55'32" E	18.95'
L5	S 43°10'25" E	59.00'
L6	N 43°03'27" W	59.00'
L7	S 46°55'32" W	19.07'
L8	S 43°10'25" E	59.00'
L9	N 43°03'27" W	59.00'
L10	N 46°55'32" E	19.19'
L11	S 43°10'25" E	59.00'

LINE	BEARING	DISTANCE
L12	N 43°03'27" W	118.00'
L13	N 46°55'32" E	19.43'
L14	S 43°10'25" E	60.00'
L15	N 43°03'27" W	60.00'
L16	N 46°55'32" E	19.55'
L17	S 43°10'25" E	60.32'
L18	S 44°18'05" W	19.94'
L19	N 43°03'27" W	84.60'
L20	N 44°18'05" E	23.44'
L21	N 46°55'32" W	30.50'
L22	N 43°03'27" W	118.00'

CURVE DATA		CURVE DATA	
EXISTING CENTERLINE OF PAVEMENT CURVE P-1		EXISTING CENTERLINE OF R.O.W. CURVE R-1	
Δ	20°22'28"	Δ	20°22'28" (20°22')
R	1509.19' [460.000m]	R	(1432.89')
L	536.67' [163.576m]	L	509.47' (509.17')
T	271.20' [82.661m]	T	257.45' (257.32')
CB	N 53°23'58" W	CB	N 53°21'39" W
PC STA	112+204.193	PC STA	112+209.007 0.95' R
PI STA	112+286.854	PT STA	112+364.282 0.55' R
PT STA	112+367.768		

CURVE TABLE				
CURVE	ARC	RADIUS	CHORD BEARING	CHORD
C1	23.37'	1383.69'	S 43°39'27" E	23.37'
C2	116.32'	1380.19'	S 48°33'07" E	116.29'

REVISION DATE	REVISION	REVISION	REVISION	REVISION	MADE BY
9/8/02	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	PER NEW REQUIREMENTS (AFFECTS ALL PARCELS)	PER DOT COMMENTS	MWO
5/3/02	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	PER NEW REQUIREMENTS (AFFECTS ALL PARCELS)	PER DOT COMMENTS	MWO
2/13/02	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	PER NEW REQUIREMENTS (AFFECTS ALL PARCELS)	PER DOT COMMENTS	MWO
10/24/01	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	PER NEW REQUIREMENTS (AFFECTS ALL PARCELS)	PER DOT COMMENTS	MWO
10/19/01	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	ADDED IMPROVEMENTS AFFECTED BY THE PARCELS	PER NEW REQUIREMENTS (AFFECTS ALL PARCELS)	PER DOT COMMENTS	KCH

PARCEL No.	OWNER	TOTAL HOLDING	PART TAKEN	REMAINDER	PREVIOUSLY DEDICATED	PERMANENT INDEX NUMBER
		ACRES	ACRES	ACRES	ACRES	
1DWO001	John W. D'Arcy as Trustee of the John D'Arcy 1988 Trust, dated February 2, 1993	0.542	0.026	0.516	N/A	03-23-109-031
1DWO002	First National Bank of Joliet, as Trustee under Trust Agreement dated Jan. 9, 1989, as Trust #3393	4.678	0.088	4.590	N/A	03-22-206-016
1DWO003	James L. Talaga and Patricia R. Talaga Trustees under James L. Talaga Living Trust dated March 24, 1999	0.271	0.026	0.245	N/A	03-23-109-004
1DWO004	NLSB, as Trustee under Trust Agreement dated October 12, 1991 known as Trust Number 1532	0.271	0.026	0.245	N/A	03-23-109-005
1DWO005	First National Bank of Joliet, as Trustee under the provisions of a Trust Agreement dated the 21st day of August, 2000 known as Trust #5478	0.542	0.052	0.490	N/A	03-23-109-006 & 03-23-109-007
1DWO006	Loren L. Senders and Susan L. Senders, husband and wife, in joint tenancy	0.275	0.027	0.248	N/A	03-23-109-008
1DWO007	Andrew B. Verheaghe and Laura J. Verheaghe, husband and wife, as tenants by the entirety	0.435	0.038	0.397	N/A	03-23-109-009
1DWO008	Edward M. Biggins and Mary S. Biggins, husband and wife, in joint tenancy	0.799	0.070	0.729	N/A	03-23-109-010

FOR INFORMATION ONLY

ROUTE FAP 575 (U.S. ROUTE 30)

SECTION LAC

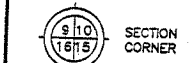
COUNTY LAC

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAMBURG, ILLINOIS 60196-1096

PART OF THE NE 1/4 OF SECTION 22 & THE NW 1/4 OF SECTION 23, T36N, R9E OF THE 3RD P.M., WILL COUNTY, ILLINOIS

CONTRACT NO. 62098

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R1 & 15N-3	WILL	143	48
STAL.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

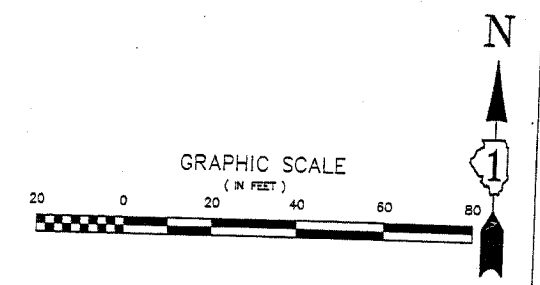


SECTION CORNER

- SECTION LINE
- - - - QUARTER SECTION LINE
- - - - QUARTER, QUARTER SECTION LINE
- - - - PLATTED LOT LINE
- - - - PROPERTY (DEED) LINE
- - - - APL
- - - - APPARENT PROPERTY LINE
- - - - CENTERLINE
- - - - EXISTING RIGHT OF WAY LINE
- - - - PROPOSED RIGHT OF WAY LINE
- - - - PROPOSED EASEMENT
- - - - MEASURED DIMENSION
- - - - COMPUTED DIMENSION
- - - - RECORD DATA
- ▨ EXISTING BUILDING

- IRON PIPE OR ROD FOUND
- ⊕ CUT CROSS FOUND OR SET
- ⊕ PK NAIL SET
- ⊕ REPLACED AFTER CONSTRUCTION
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8 INCH IRON ROD FLUSHED WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
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- BT1 STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
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- BT3 PERMANENT SURVEY MARKER, I D O T STD. 2135 (TO BE SET BY OTHERS) RIGHT OF WAY STAKING PROPOSED TO BE SET.

FOR INFORMATION ONLY

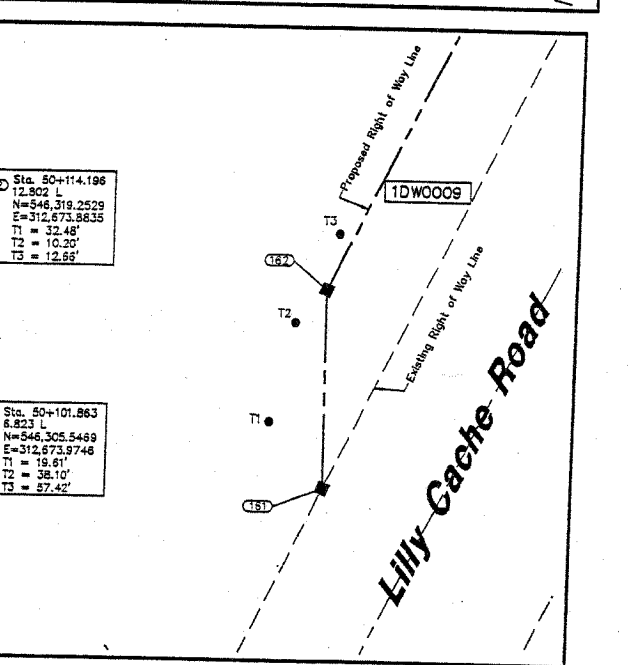
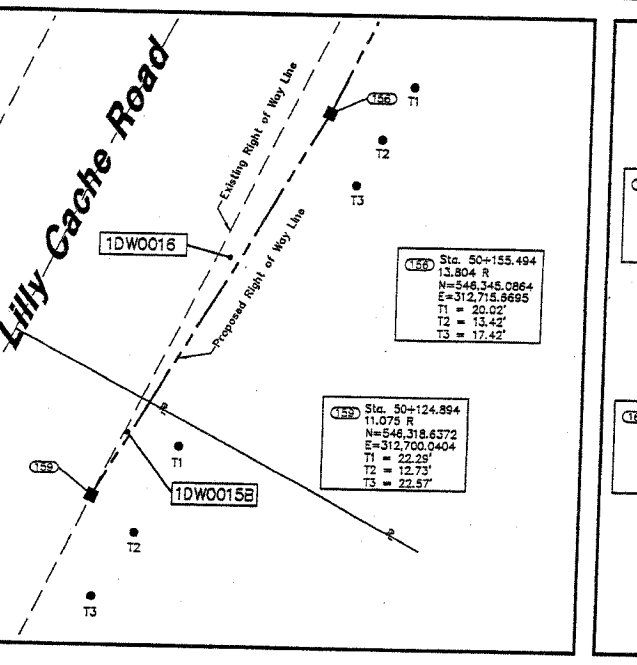
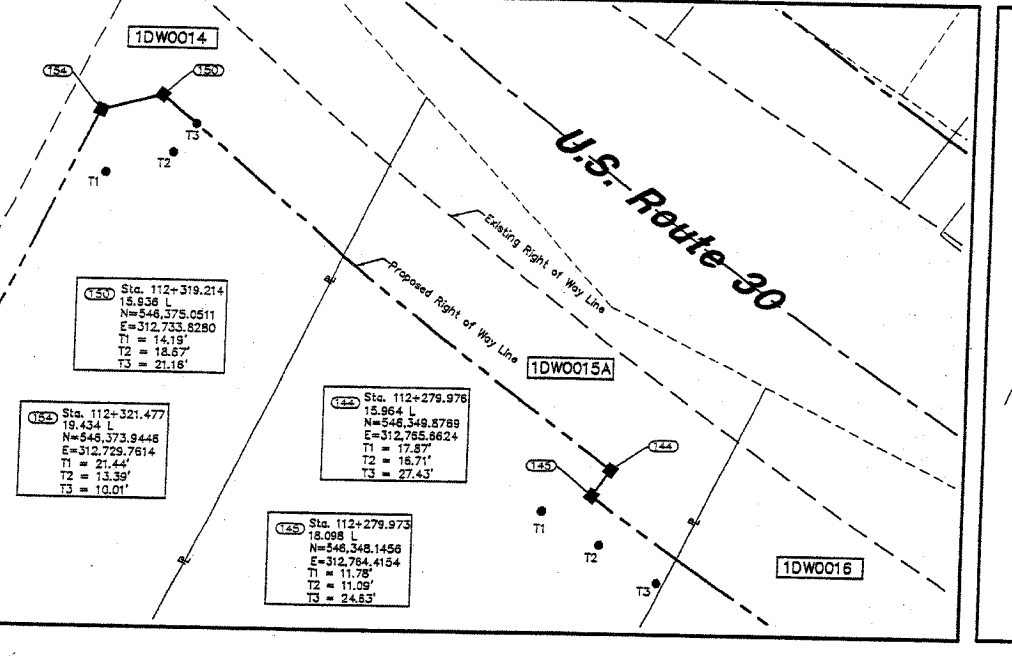
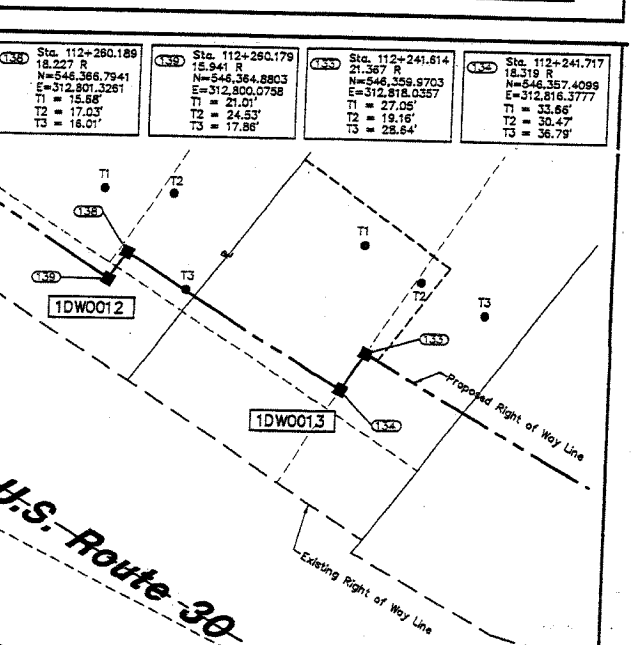
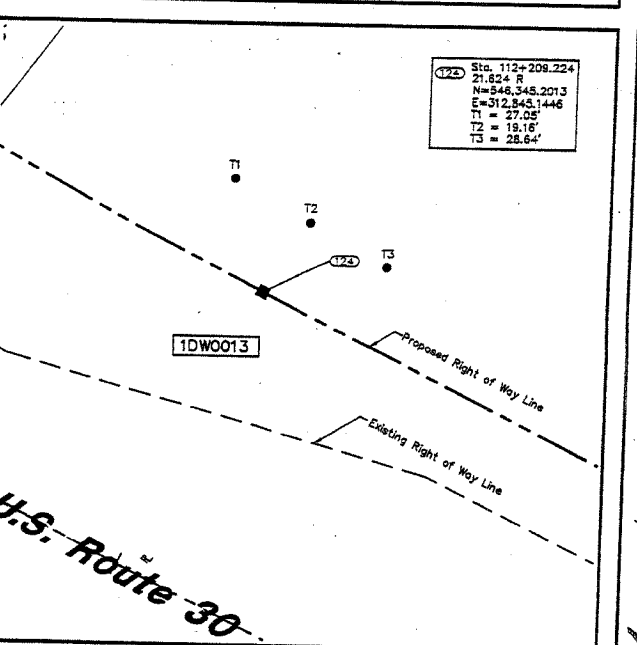
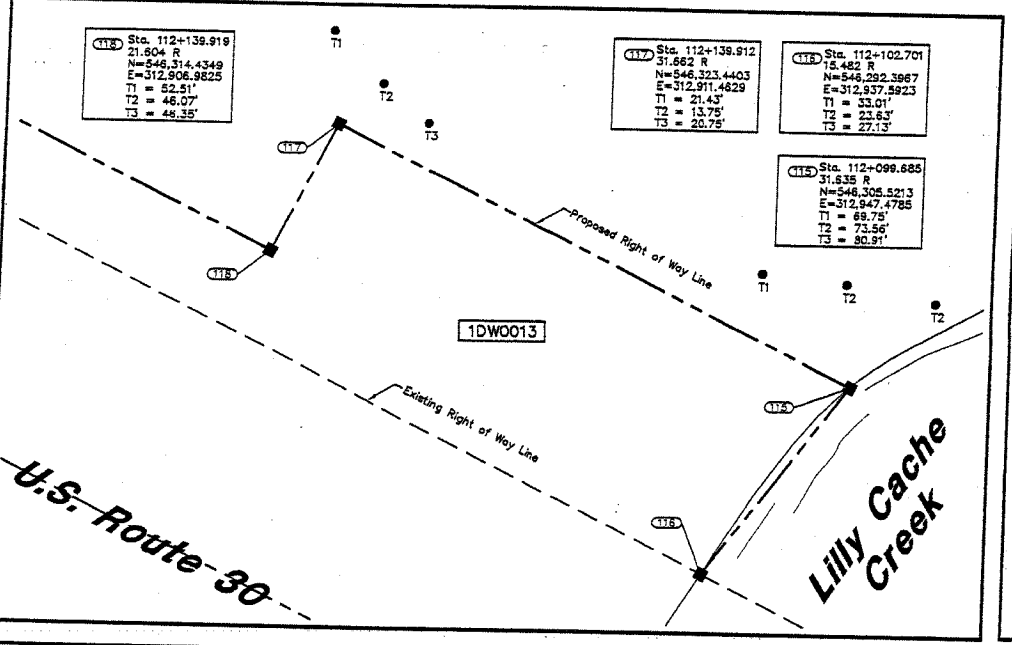
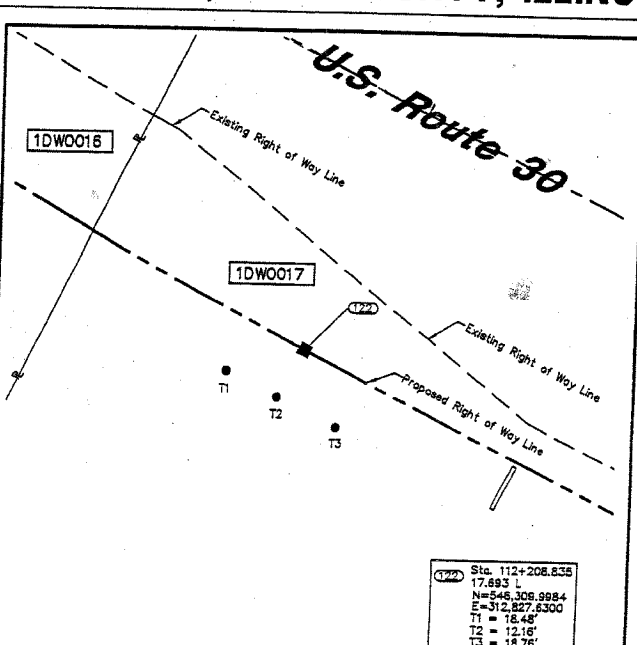
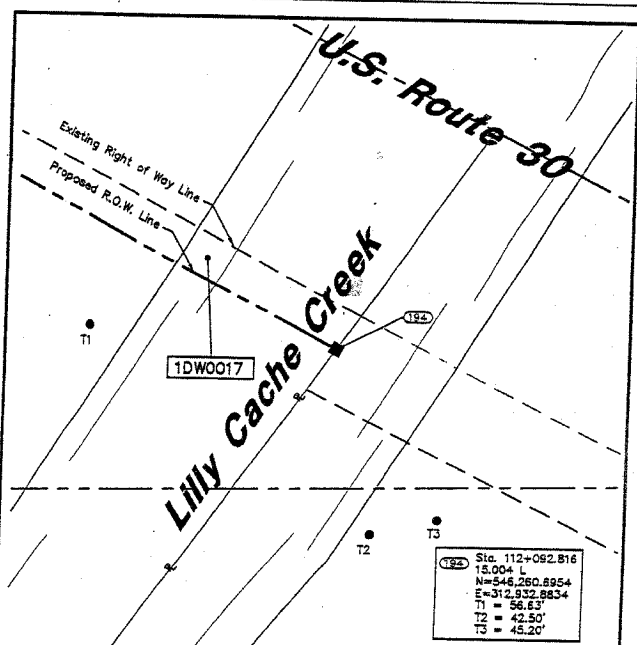
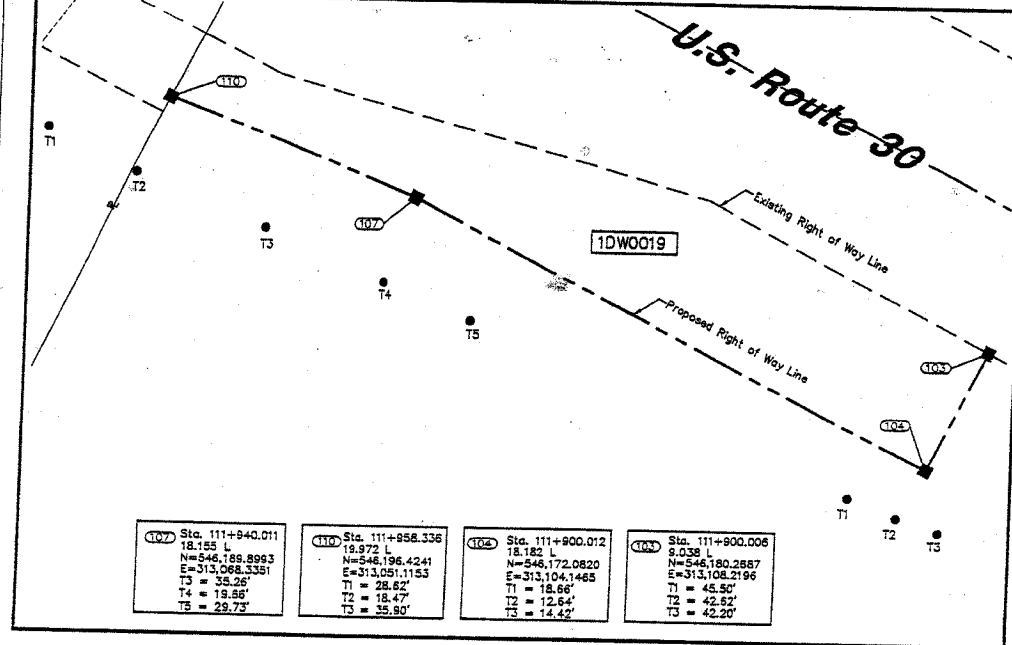


W-T LAND SURVEYING, INC.
 LAND AND CONSTRUCTION SURVEYORS
 39 EAST SCULLY DRIVE
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 fax. (847)895-9985

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 F.A.P. 575 (U.S. ROUTE 30)

SECTION LAC WILL COUNTY
 PROJECT JOB NO. R91-030-01
 STATION N/A TO STATION N/A
 SCALE: N/A SHEET 85 OF 8

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAMBURG, ILLINOIS 60196-1096



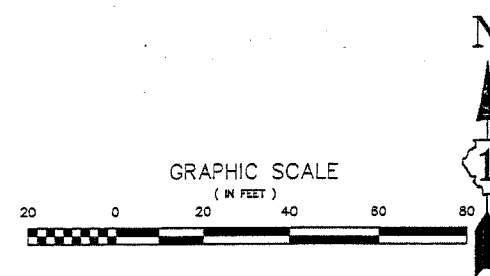
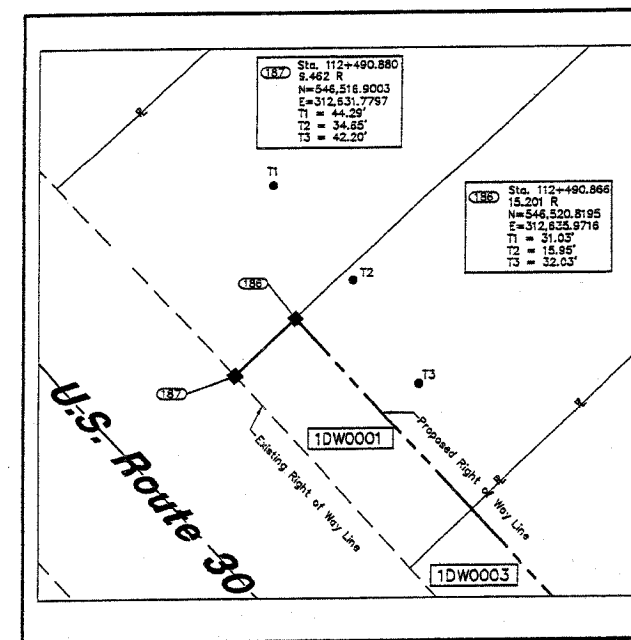
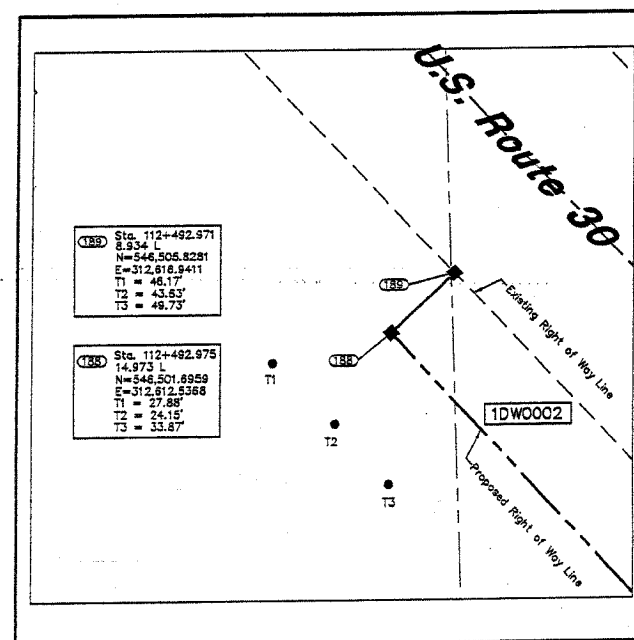
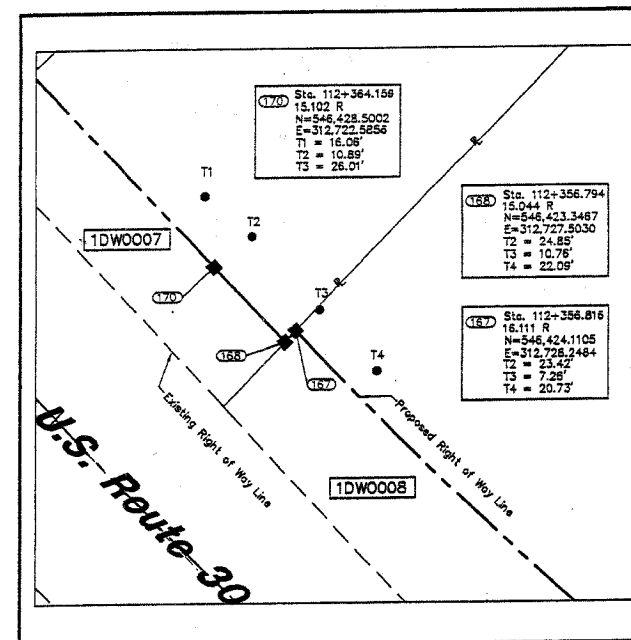
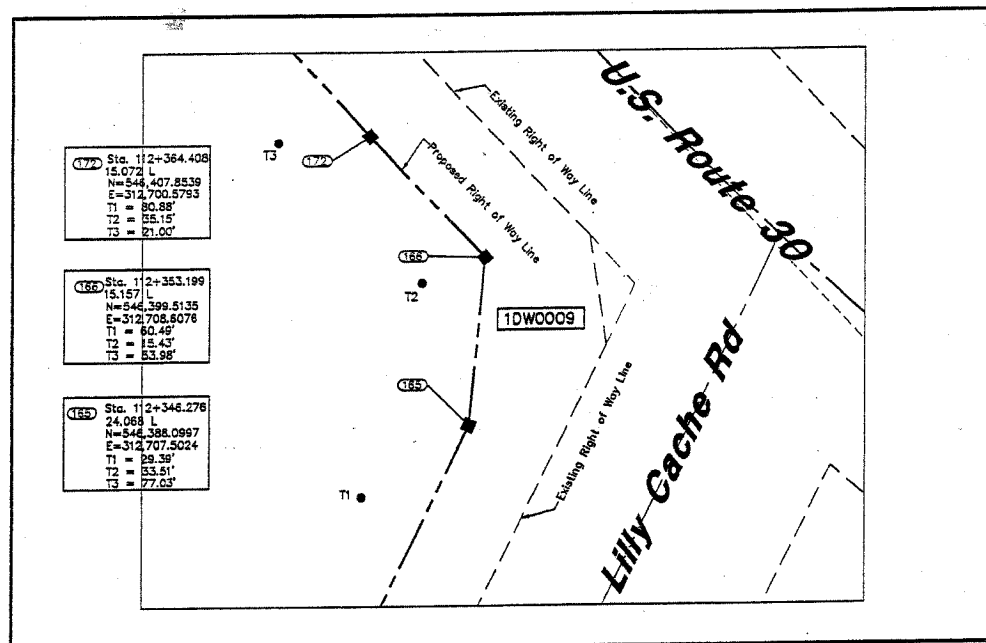
F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R1 & 15N-3	WILL	143	49
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SECTION CORNER

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- 129.32' (COMP.)
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING

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- + CUT CROSS FOUND OR SET
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- PERMANENT SURVEY MARKER, I D O T STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.



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PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 F.A.P. 575 (U.S. ROUTE 30)

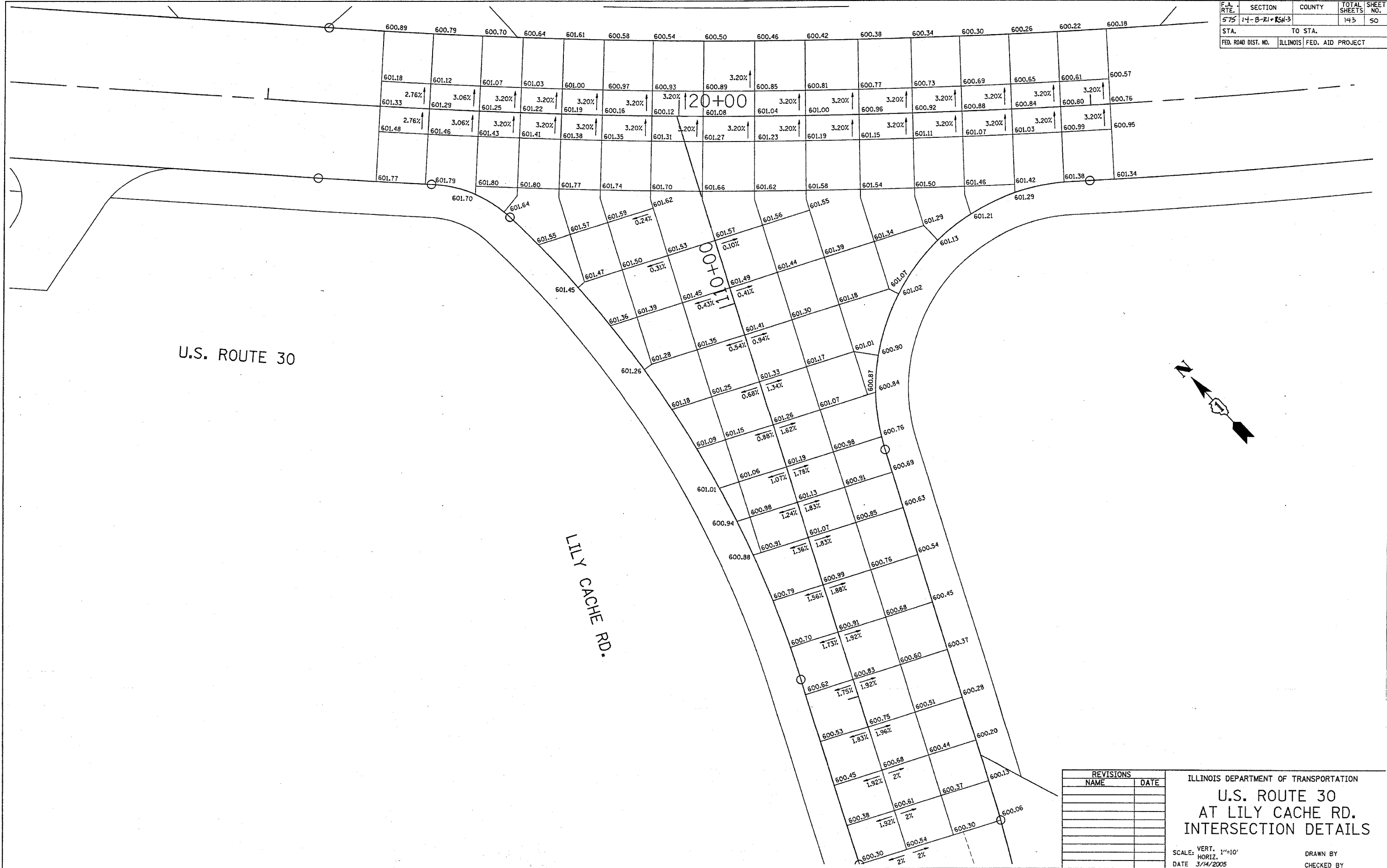
SECTION LAC WILL COUNTY
 PROJECT JOB NO. R91-030-01
 STATION N/A TO STATION N/A
 SCALE: N/A SHEET B6 OF 6

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196-1096

FOR INFORMATION ONLY

62098

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-21+R5N-3		143	50
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



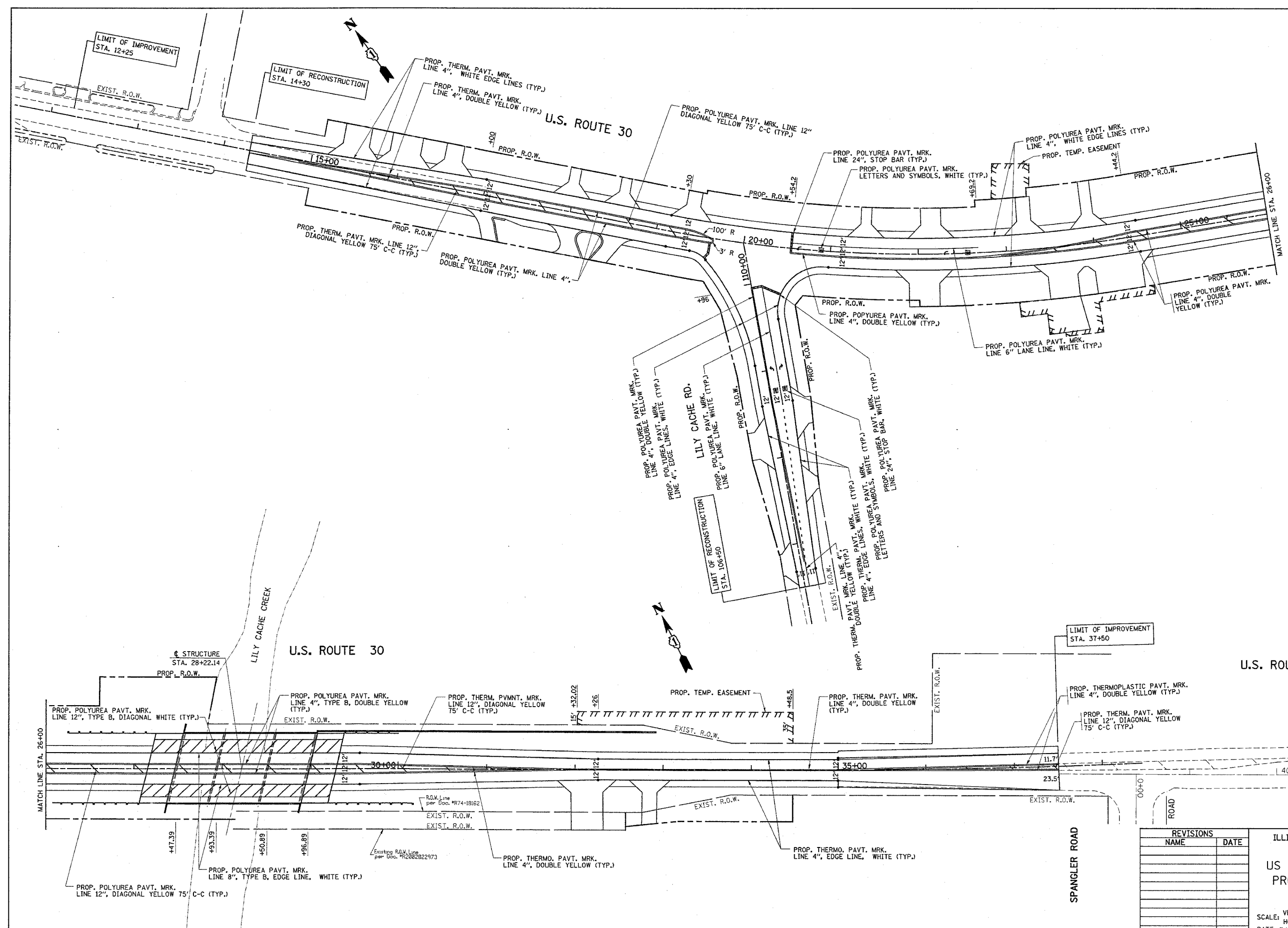
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**U.S. ROUTE 30
 AT LILY CACHE RD.
 INTERSECTION DETAILS**

SCALE: VERT. 1"=10'
 HORIZ. DATE 3/14/2005

DRAWN BY
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	51
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62098				



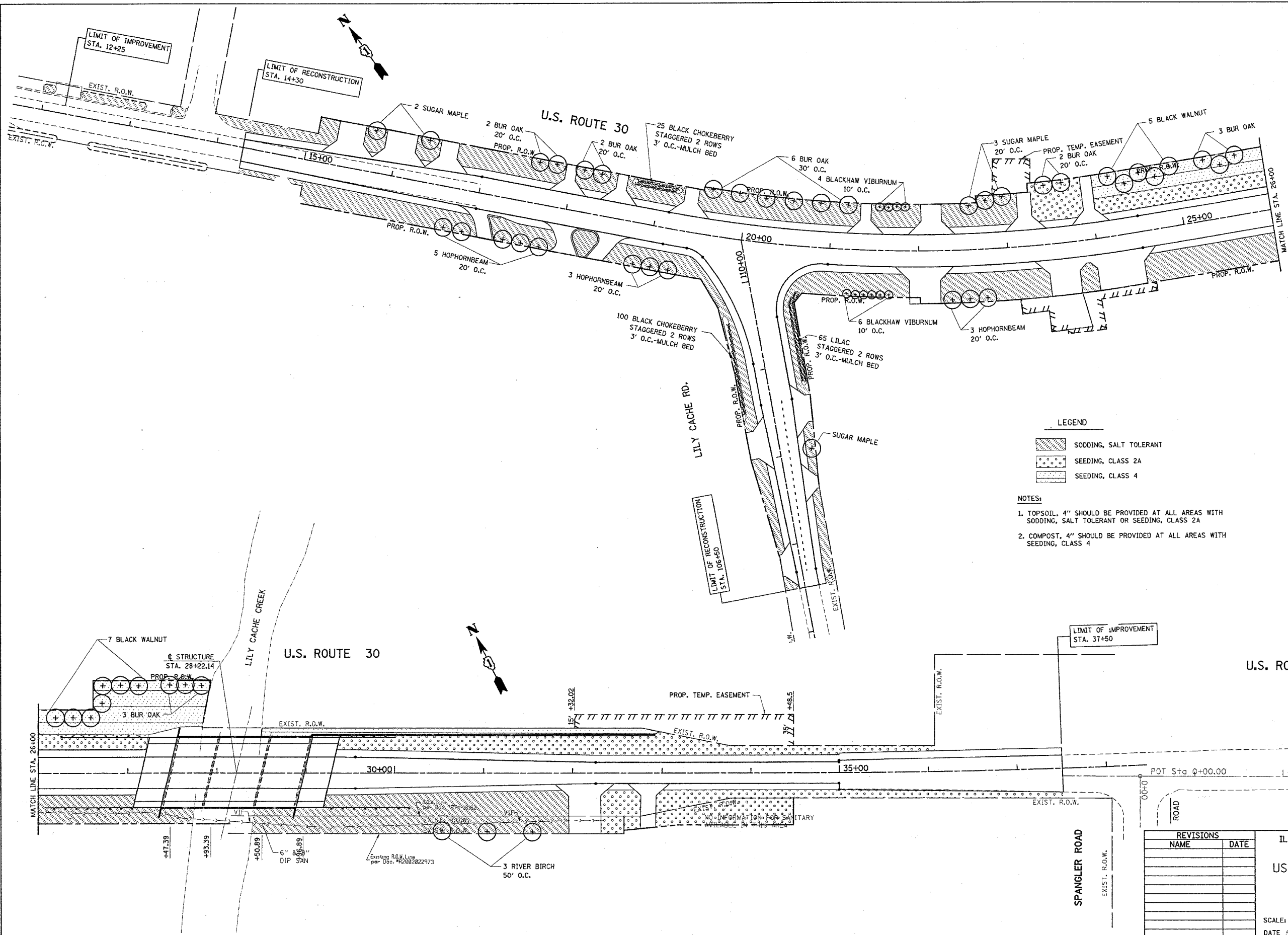
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 US RTE 30 @ LILY CACHE ROAD
 PROPOSED PAVEMENT MARKING
 PLAN

SCALE: VERT.
 HORIZ.
 DATE 5/20/2005

DRAWN BY
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	52
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62098				



LEGEND

- SODDING, SALT TOLERANT
- SEEDING, CLASS 2A
- SEEDING, CLASS 4

NOTES:

1. TOPSOIL, 4" SHOULD BE PROVIDED AT ALL AREAS WITH SODDING, SALT TOLERANT OR SEEDING, CLASS 2A
2. COMPOST, 4" SHOULD BE PROVIDED AT ALL AREAS WITH SEEDING, CLASS 4

REVISIONS	
NAME	DATE

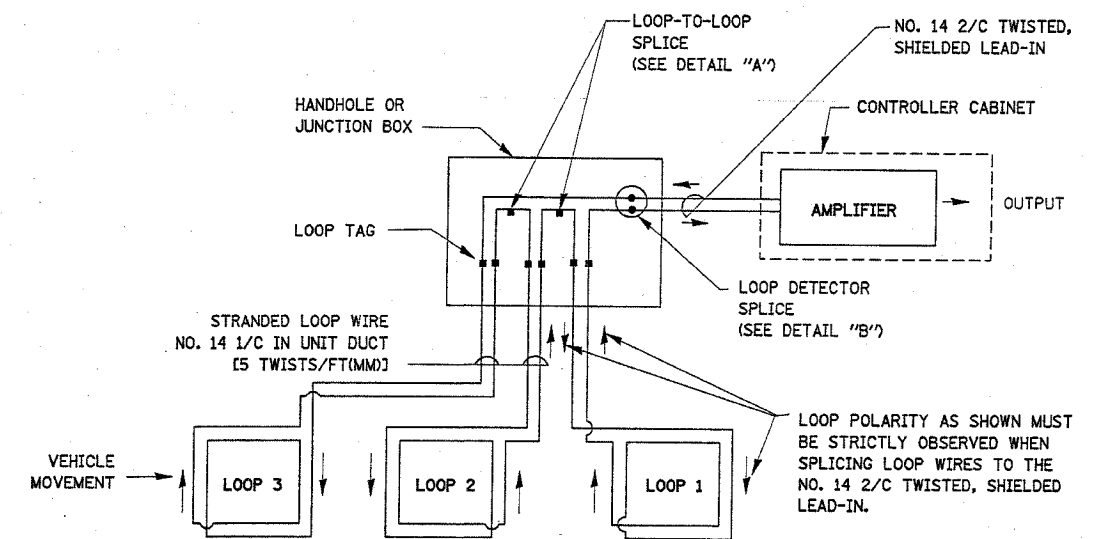
ILLINOIS DEPARTMENT OF TRANSPORTATION
 US RTE 30 @ LILY CACHE ROAD
 PROPOSED LANDSCAPING
 PLAN

SCALE: VERT.
 HORIZ.
 DATE 5/20/2005

DRAWN BY
 CHECKED BY

LOOP DETECTOR NOTES

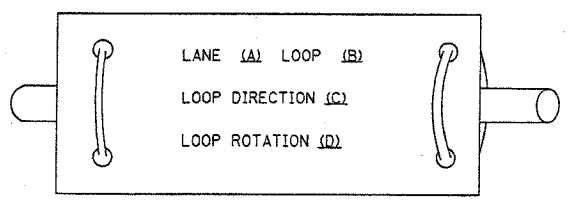
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



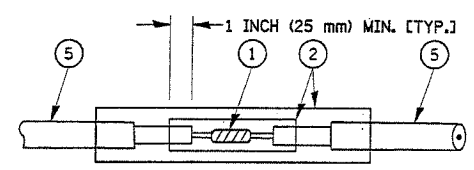
DETECTOR LOOP WIRING SCHEMATIC

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

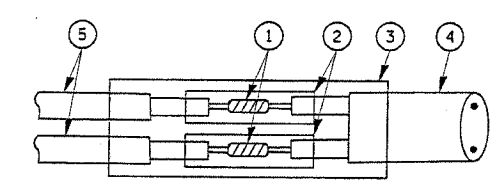
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE

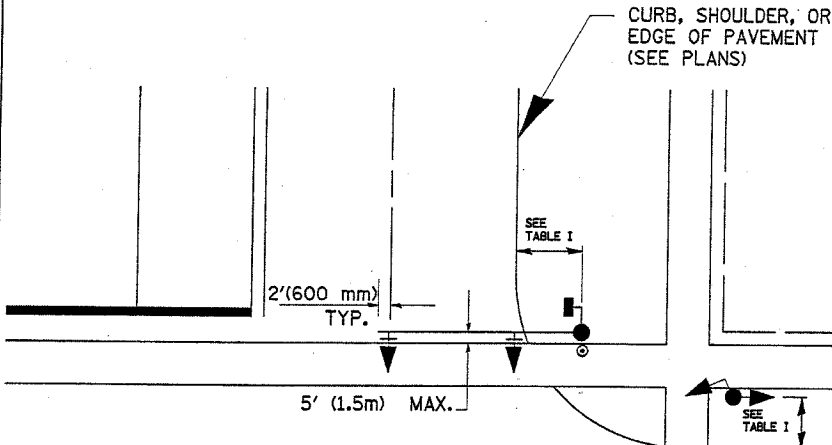
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

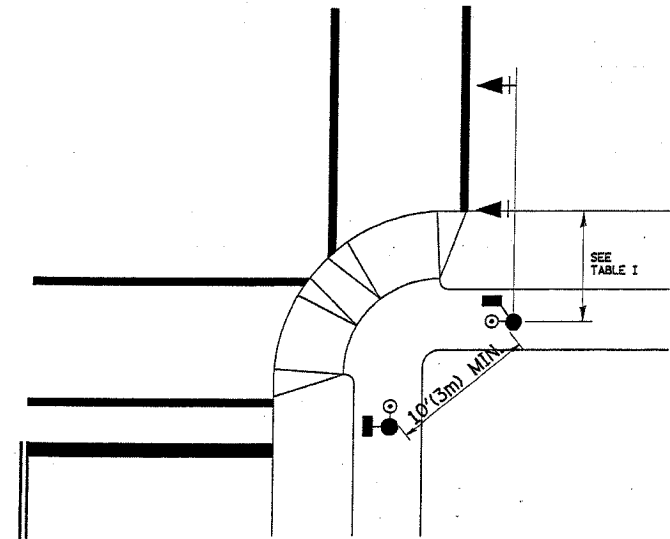
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1	WILL.	143	54
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 62098				

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

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

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

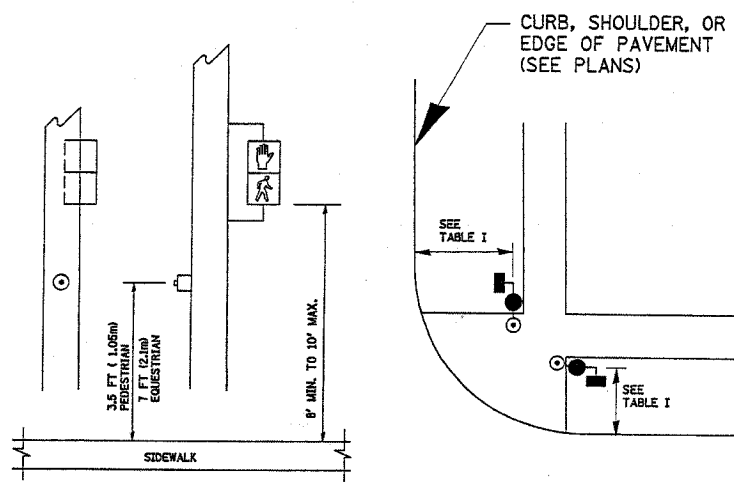


TABLE I

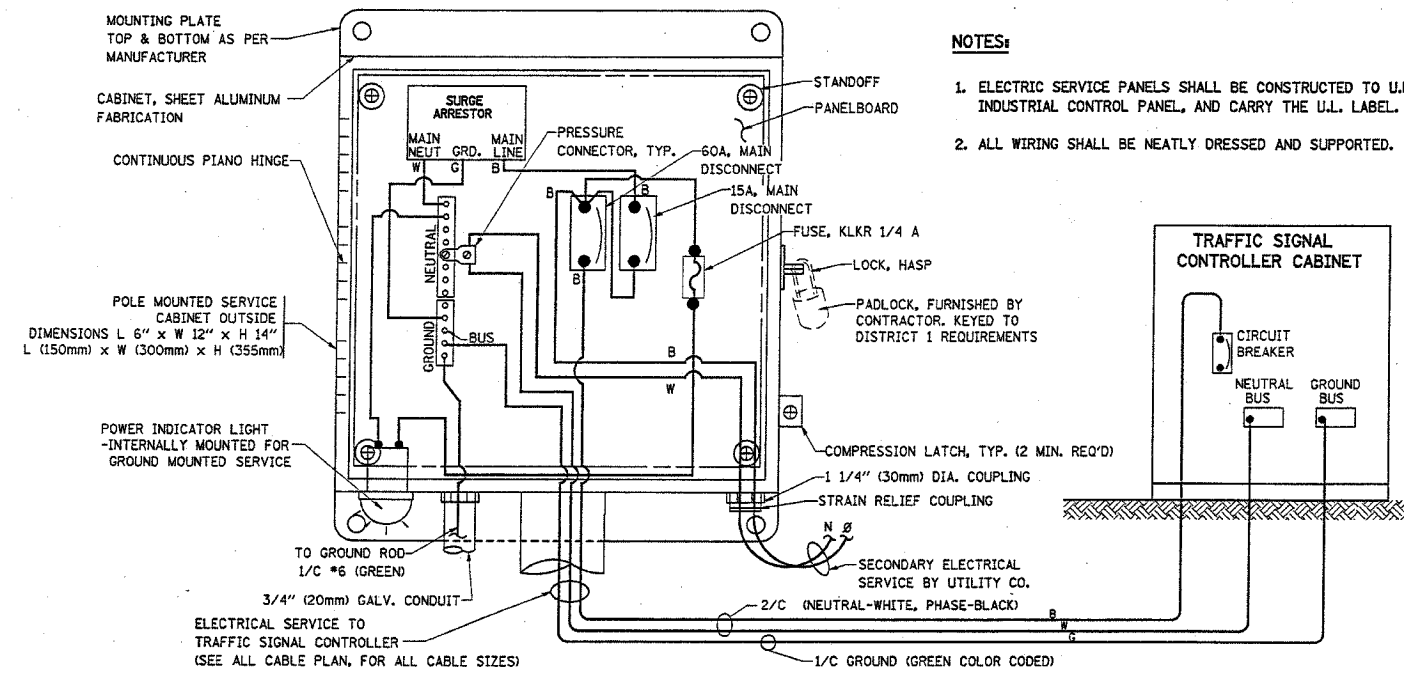
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m),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

REVISIONS	
NAME	DATE

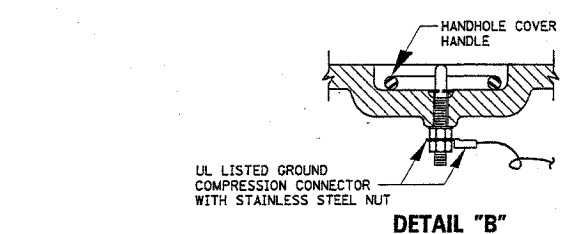
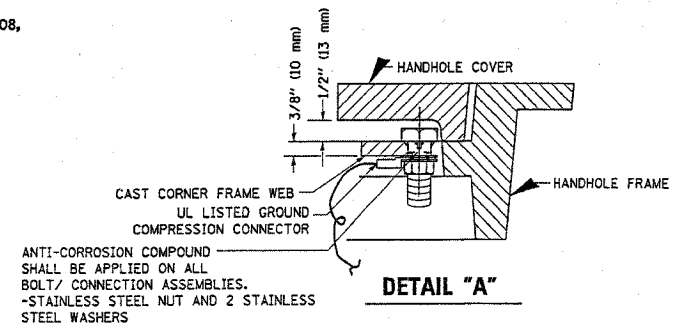
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS
 SCALE: VERT. NONE
 HORIZ. NONE
 DATE 1-01-02
 DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 2 OF 4

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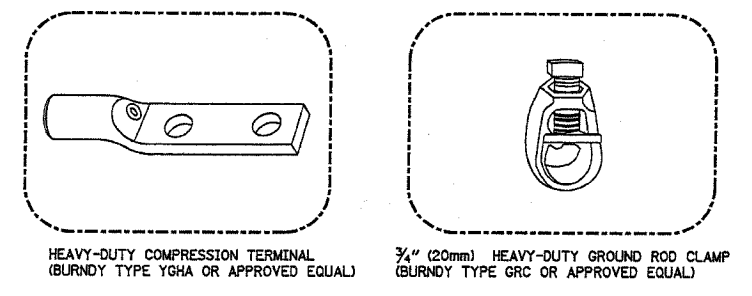
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1	WILL	143	55
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62098				



- NOTES:**
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
 2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

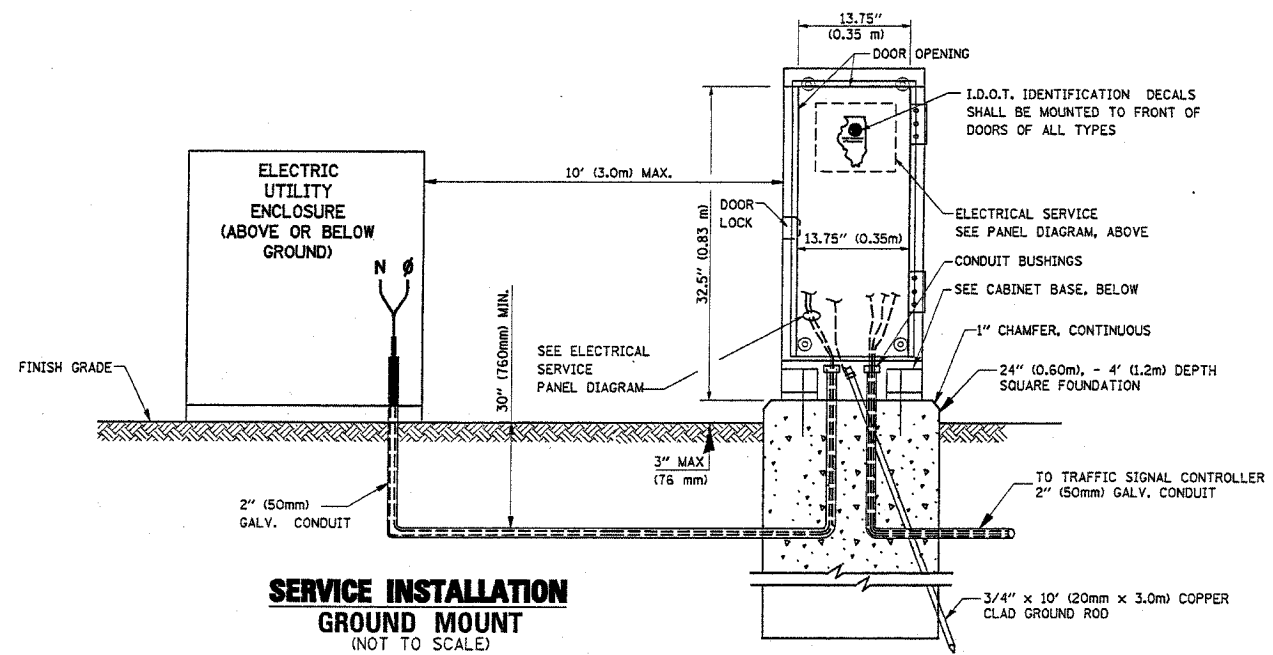


- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4\"/>
 - 2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
 - 3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
 - 4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

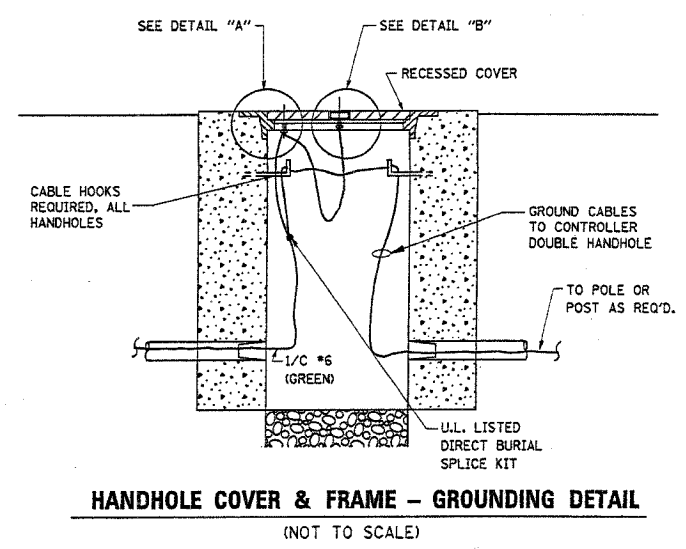


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.

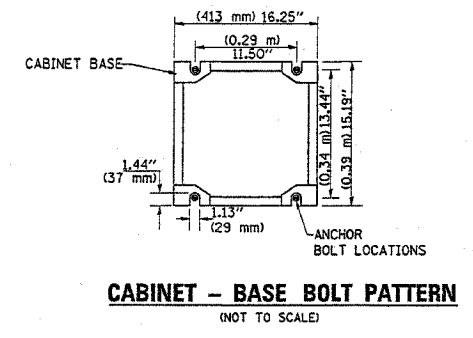
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



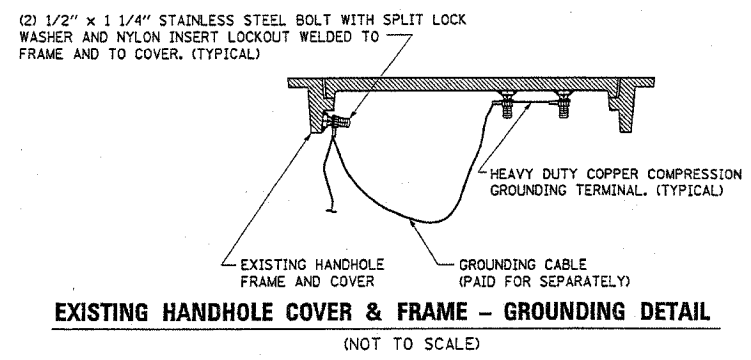
SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)



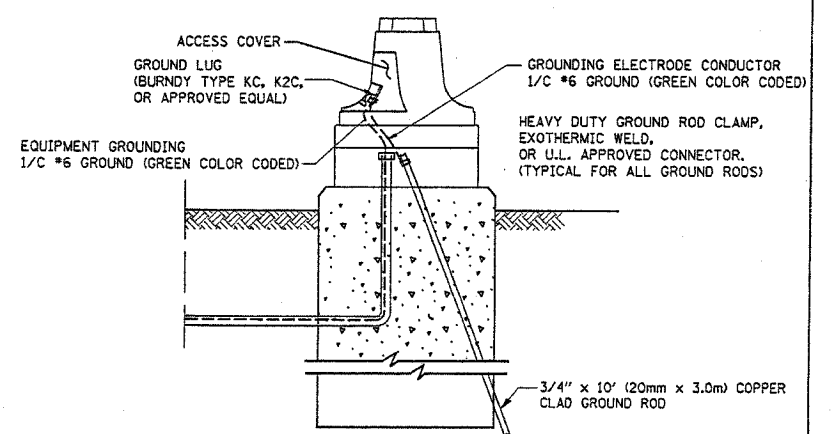
HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



CABINET - BASE BOLT PATTERN (NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)

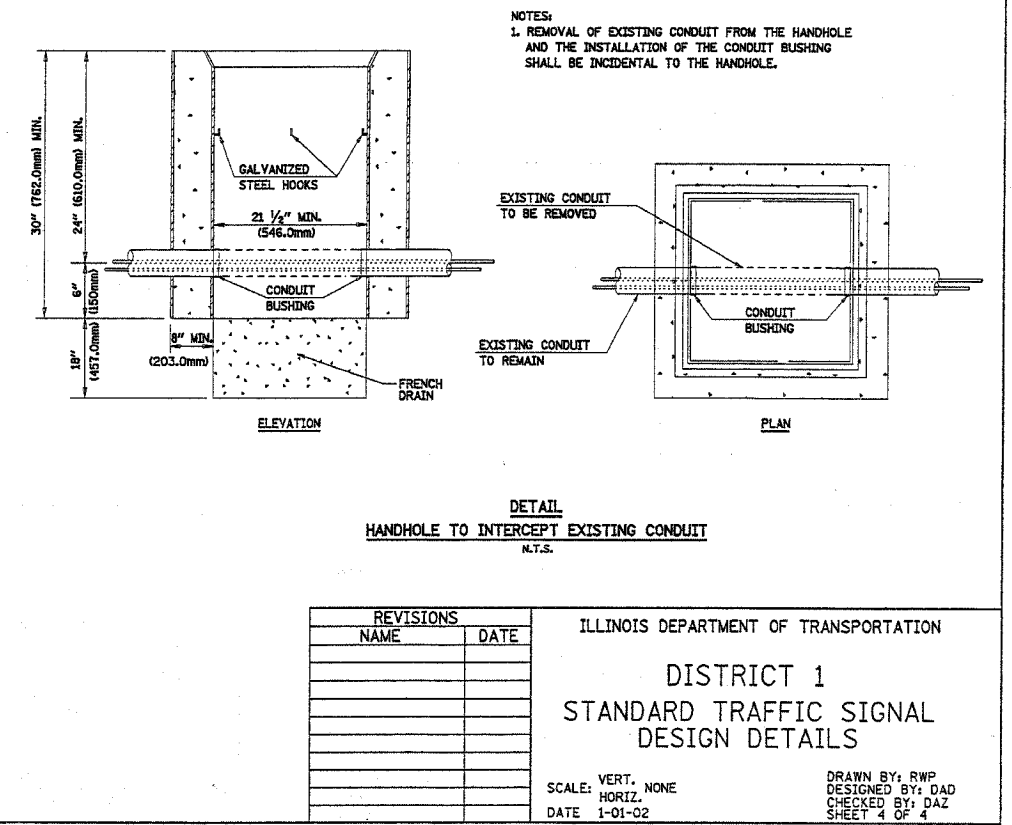
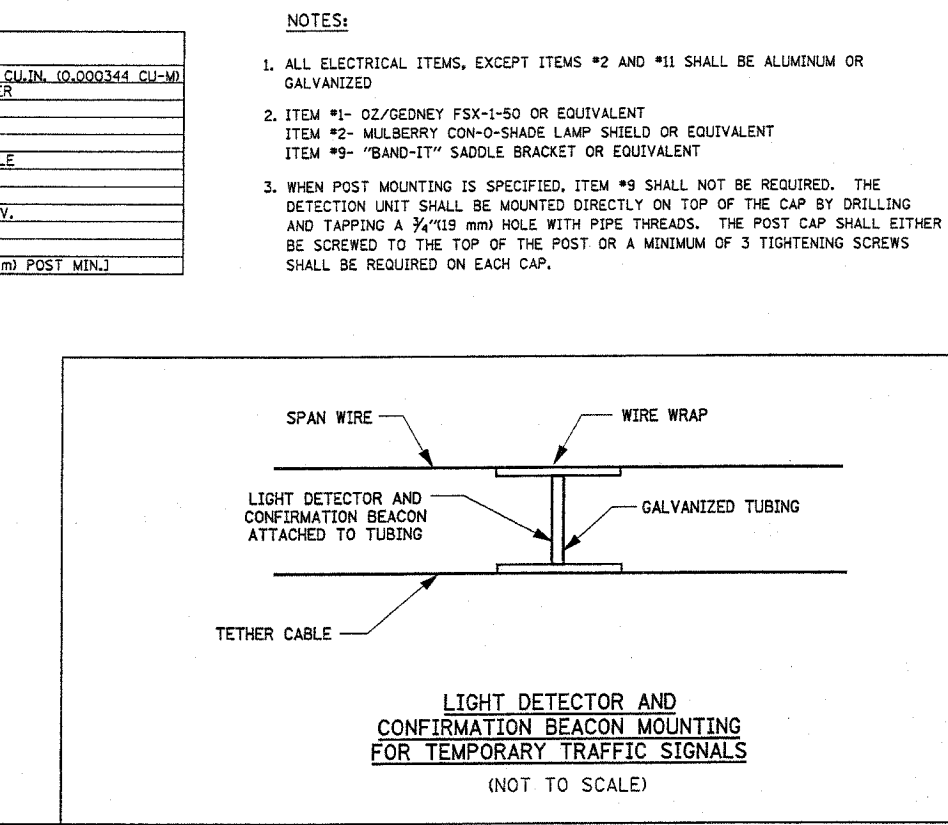
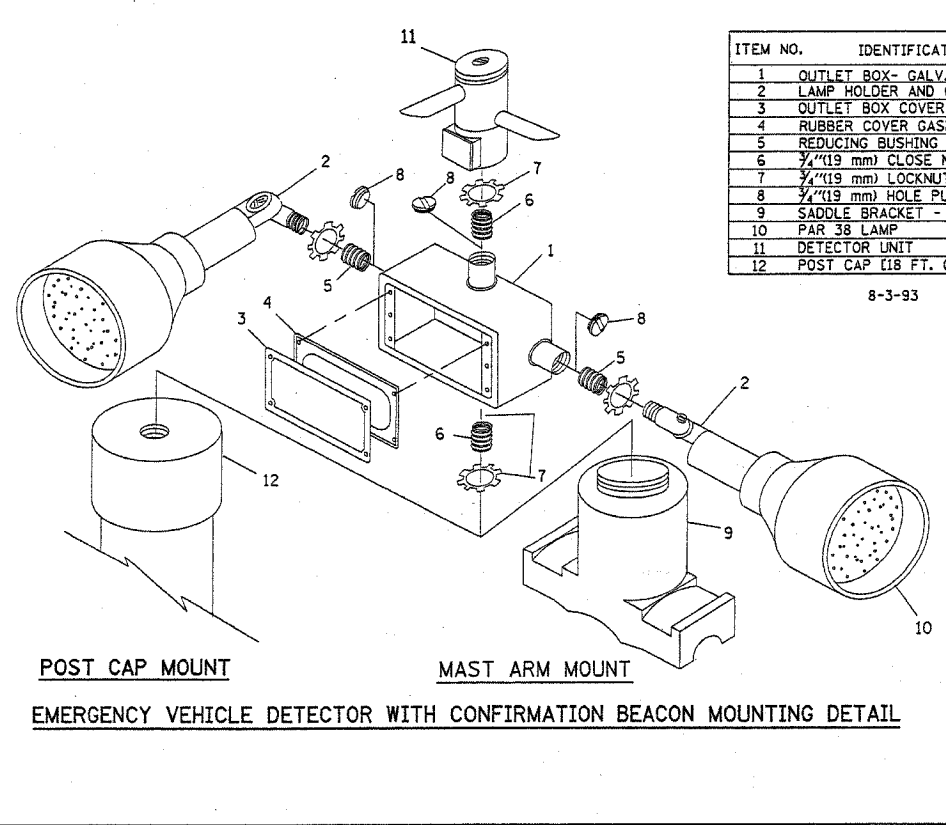
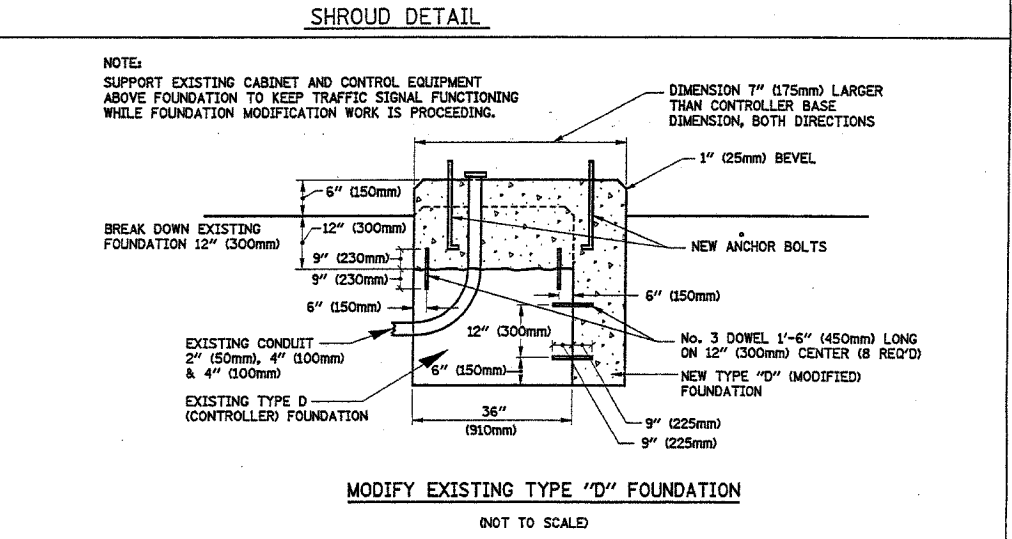
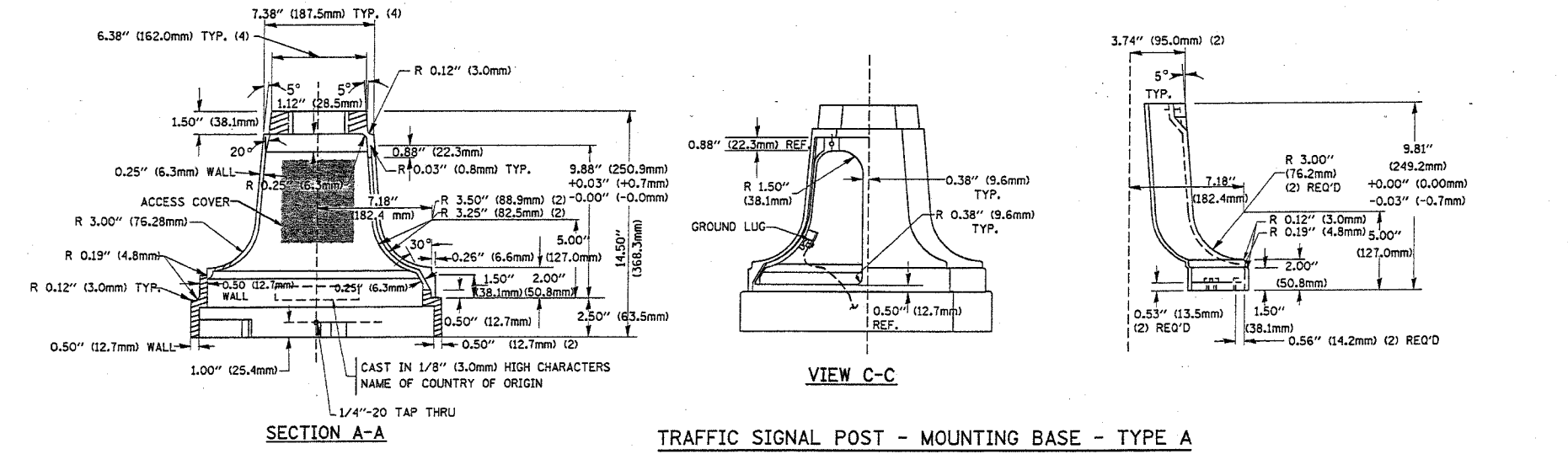
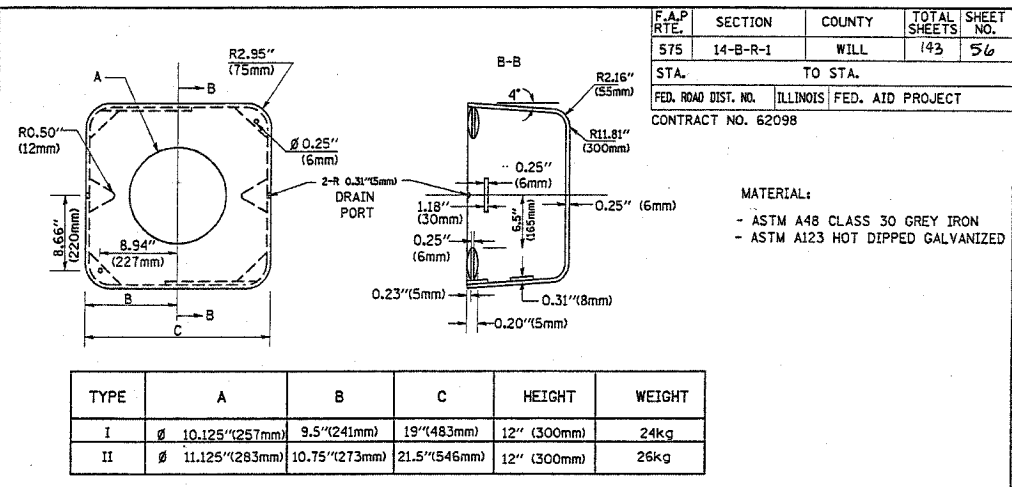
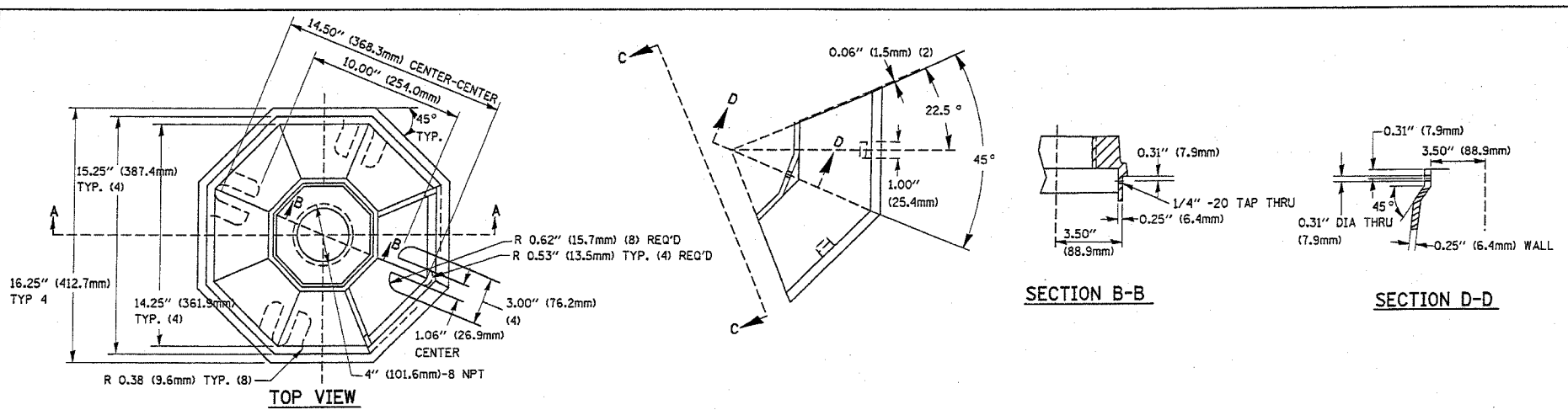


MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS SCALE: VERT. NONE HORIZ. 1-01-02 DATE 1-01-02 DRAWN BY: RWP DESIGNED BY: DAD CHECKED BY: DAZ SHEET 3 OF 4

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1	WILL	143	56
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 62098				

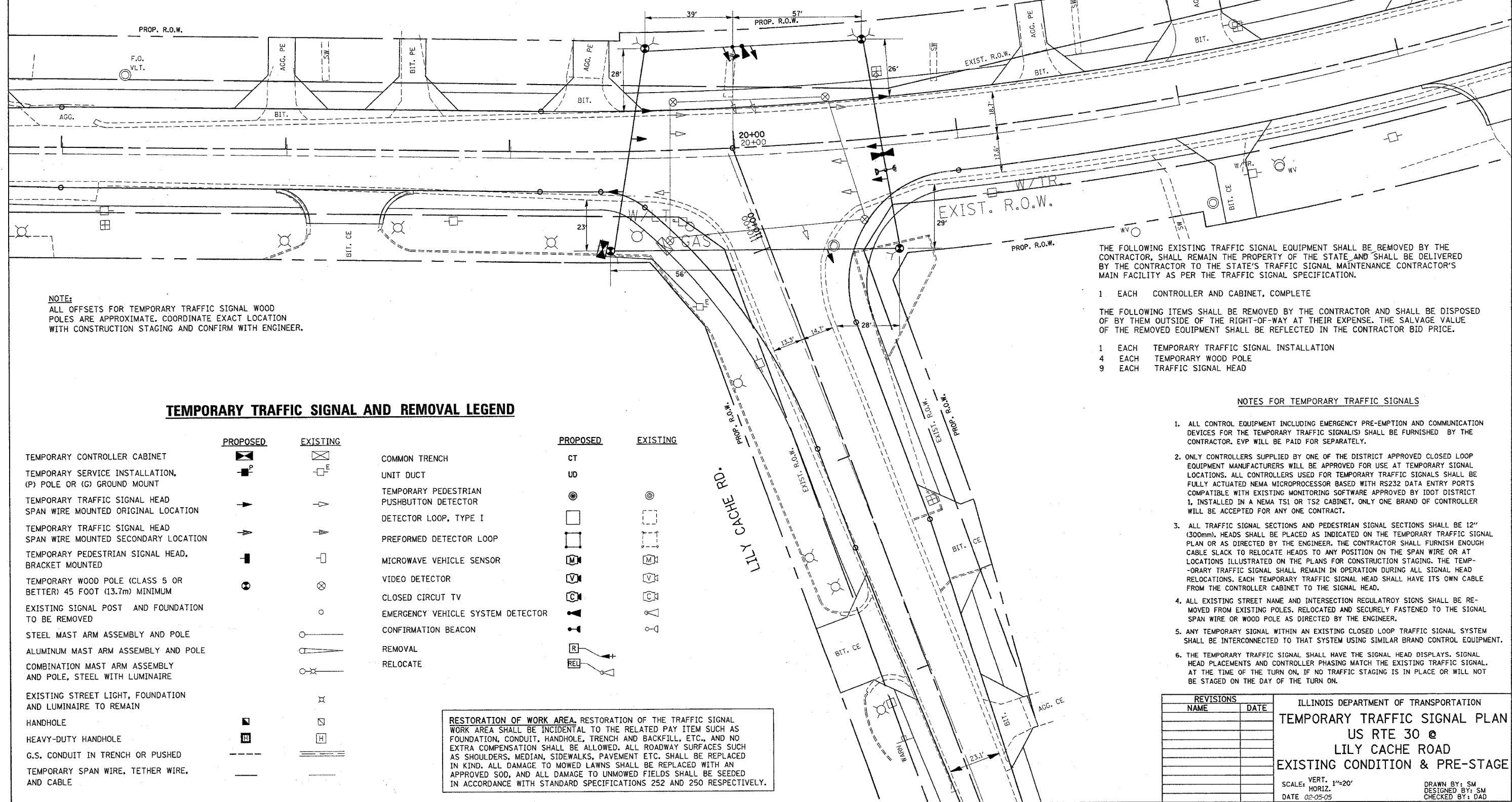


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THE FOLLOWING EXISTING EMERGENCY VEHICLE PREEMPTION EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE VILLAGE OF PLAINFIELD AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE VILLAGES MAINTENANCE MAIN FACILITY AS PER THE VILLAGE SPECIFICATION.

- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

U.S. ROUTE 30



NOTE:
ALL OFFSETS FOR TEMPORARY TRAFFIC SIGNAL WOOD POLES ARE APPROXIMATE. COORDINATE EXACT LOCATION WITH CONSTRUCTION STAGING AND CONFIRM WITH ENGINEER.

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATION.

- 1 EACH CONTROLLER AND CABINET, COMPLETE

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE OF THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACTOR BID PRICE.

- 1 EACH TEMPORARY TRAFFIC SIGNAL INSTALLATION
- 4 EACH TEMPORARY WOOD POLE
- 9 EACH TRAFFIC SIGNAL HEAD

TEMPORARY TRAFFIC SIGNAL AND REMOVAL LEGEND

	PROPOSED	EXISTING		PROPOSED	EXISTING
TEMPORARY CONTROLLER CABINET	[Symbol]	[Symbol]	COMMON TRENCH	CT	[Symbol]
TEMPORARY SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	[Symbol]	[Symbol]	UNIT DUCT	UD	[Symbol]
TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION	[Symbol]	[Symbol]	TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION	[Symbol]	[Symbol]	DETECTOR LOOP, TYPE I	[Symbol]	[Symbol]
TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED	[Symbol]	[Symbol]	PERFORMED DETECTOR LOOP	[Symbol]	[Symbol]
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	[Symbol]	[Symbol]	MICROWAVE VEHICLE SENSOR	[Symbol]	[Symbol]
EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED	[Symbol]	[Symbol]	VIDEO DETECTOR	[Symbol]	[Symbol]
STEEL MAST ARM ASSEMBLY AND POLE	[Symbol]	[Symbol]	CLOSED CIRCUIT TV	[Symbol]	[Symbol]
ALUMINUM MAST ARM ASSEMBLY AND POLE	[Symbol]	[Symbol]	EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	[Symbol]	[Symbol]	CONFIRMATION BEACON	[Symbol]	[Symbol]
EXISTING STREET LIGHT, FOUNDATION AND LUMINAIRE TO REMAIN	[Symbol]	[Symbol]	REMOVAL	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]	RELOCATE	[Symbol]	[Symbol]
HEAVY-DUTY HANDHOLE	[Symbol]	[Symbol]			
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	[Symbol]	[Symbol]			

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTES FOR TEMPORARY TRAFFIC SIGNALS

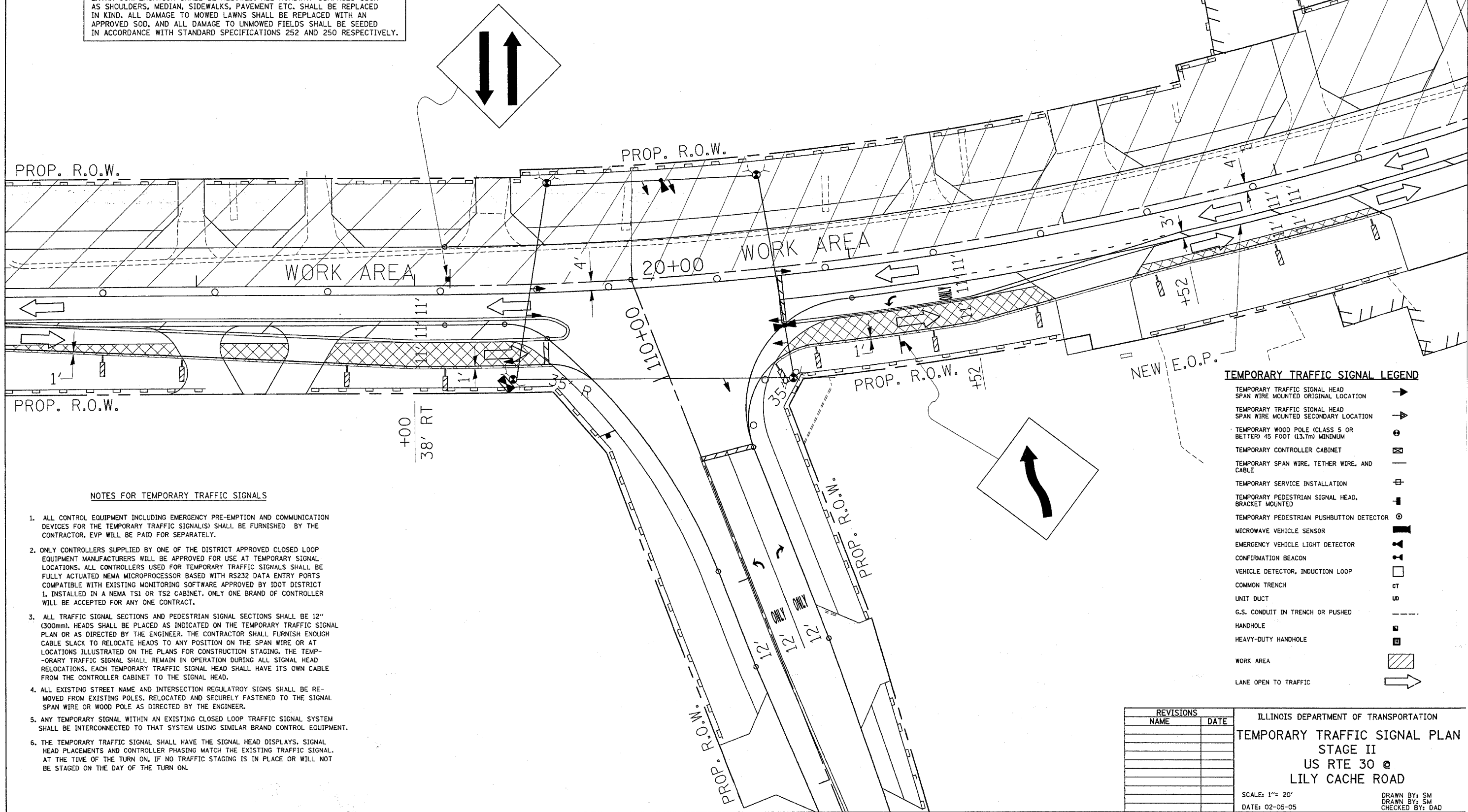
- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR. EVP WILL BE PAID FOR SEPARATELY.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS. SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL. AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY TRAFFIC SIGNAL PLAN US RTE 30 @ LILY CACHE ROAD EXISTING CONDITION & PRE-STAGE
NAME	DATE	
		SCALE: VERT. 1"=20' HORIZ. 1"=20' DATE 02-05-05

DRAWN BY: SM
DESIGNED BY: SM
CHECKED BY: DAD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1	WILL	43	59
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO.		62098		

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDD IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR. EVP WILL BE PAID FOR SEPARATELY.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1. INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL. AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION →
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION →
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM ⊙
- TEMPORARY CONTROLLER CABINET ⊠
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE —
- TEMPORARY SERVICE INSTALLATION ⊕
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED ⊣
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR ⊙
- MICROWAVE VEHICLE SENSOR ⊣
- EMERGENCY VEHICLE LIGHT DETECTOR ⊣
- CONFIRMATION BEACON ⊣
- VEHICLE DETECTOR, INDUCTION LOOP ⊣
- COMMON TRENCH CT
- UNIT DUCT U
- G.S. CONDUIT IN TRENCH OR PUSHED —
- HANDHOLE ⊣
- HEAVY-DUTY HANDHOLE ⊣
- WORK AREA ⊣
- LANE OPEN TO TRAFFIC →

REVISIONS	
NAME	DATE

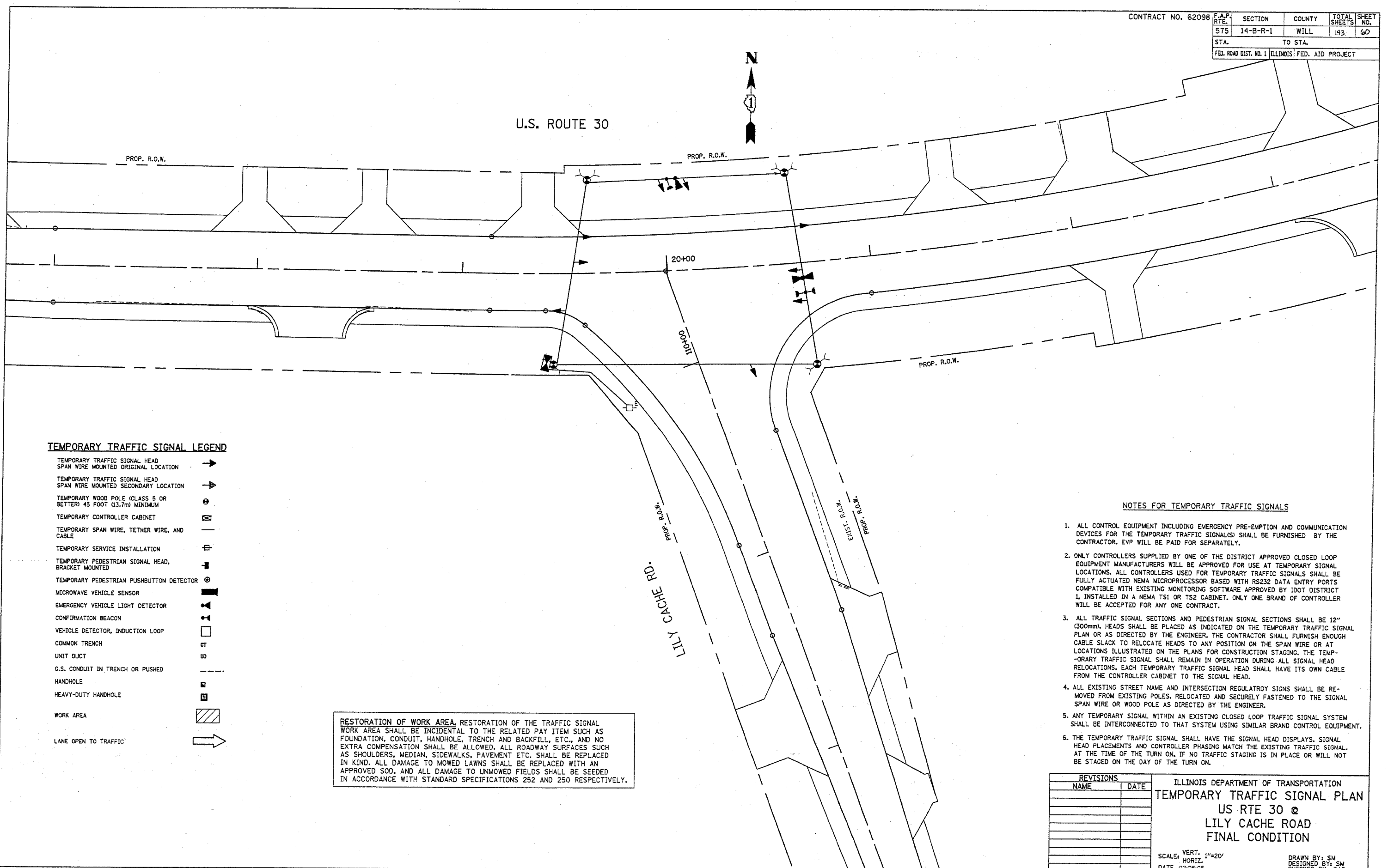
ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL PLAN
STAGE II
US RTE 30 @
LILY CACHE ROAD
 SCALE: 1" = 20'
 DATE: 02-05-05
 DRAWN BY: SM
 CHECKED BY: DAD

PLOT DATE = 5/9/2005
 FILE NAME = c:\p\projects\442781\traffic\sm32
 PLOT SCALE = 20.0000 / 1 IN.
 REFERENCE = #REF#

CONTRACT NO. 62098				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1	WILL	143	60
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



U.S. ROUTE 30



TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION →
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION →
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM ○
- TEMPORARY CONTROLLER CABINET □
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE —
- TEMPORARY SERVICE INSTALLATION ⊕
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED —
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR ⊙
- MICROWAVE VEHICLE SENSOR —
- EMERGENCY VEHICLE LIGHT DETECTOR —
- CONFIRMATION BEACON —
- VEHICLE DETECTOR, INDUCTION LOOP □
- COMMON TRENCH —
- UNIT DUCT —
- G.S. CONDUIT IN TRENCH OR PUSHED —
- HANDHOLE —
- HEAVY-DUTY HANDHOLE —
- WORK AREA ▨
- LANE OPEN TO TRAFFIC →

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTES FOR TEMPORARY TRAFFIC SIGNALS

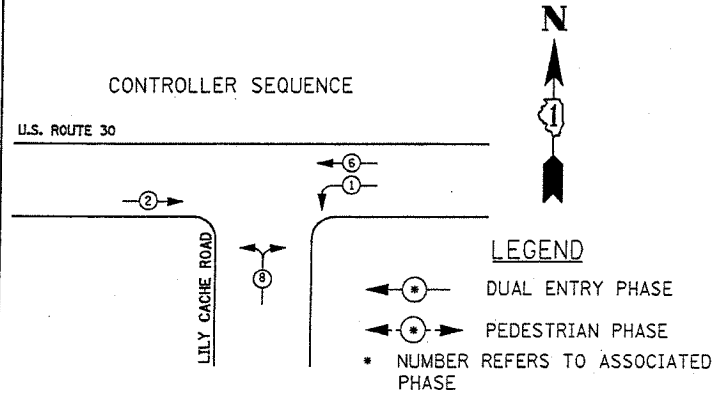
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR. EVP WILL BE PAID FOR SEPARATELY.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL. AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL PLAN
 US RTE 30 @
 LILY CACHE ROAD
 FINAL CONDITION

SCALE: VERT. 1"=20'
 HORIZ. 1"=20'
 DATE 02-05-05
 DRAWN BY: SM
 DESIGNED BY: SM
 CHECKED BY: DAD

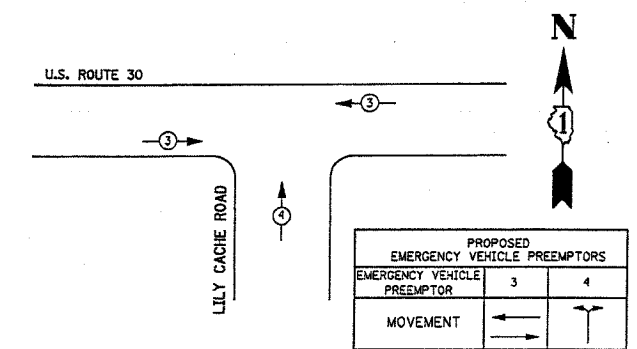
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1	WILL	143	61
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62098				



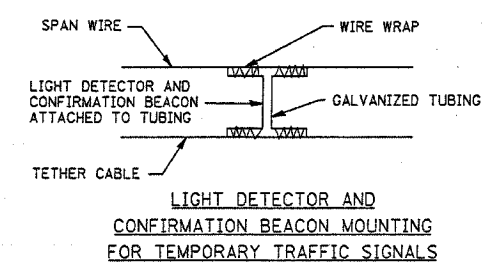
LEGEND

- ◀ ⊙ ▶ DUAL ENTRY PHASE
- ◀ ⊙ ▶ PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

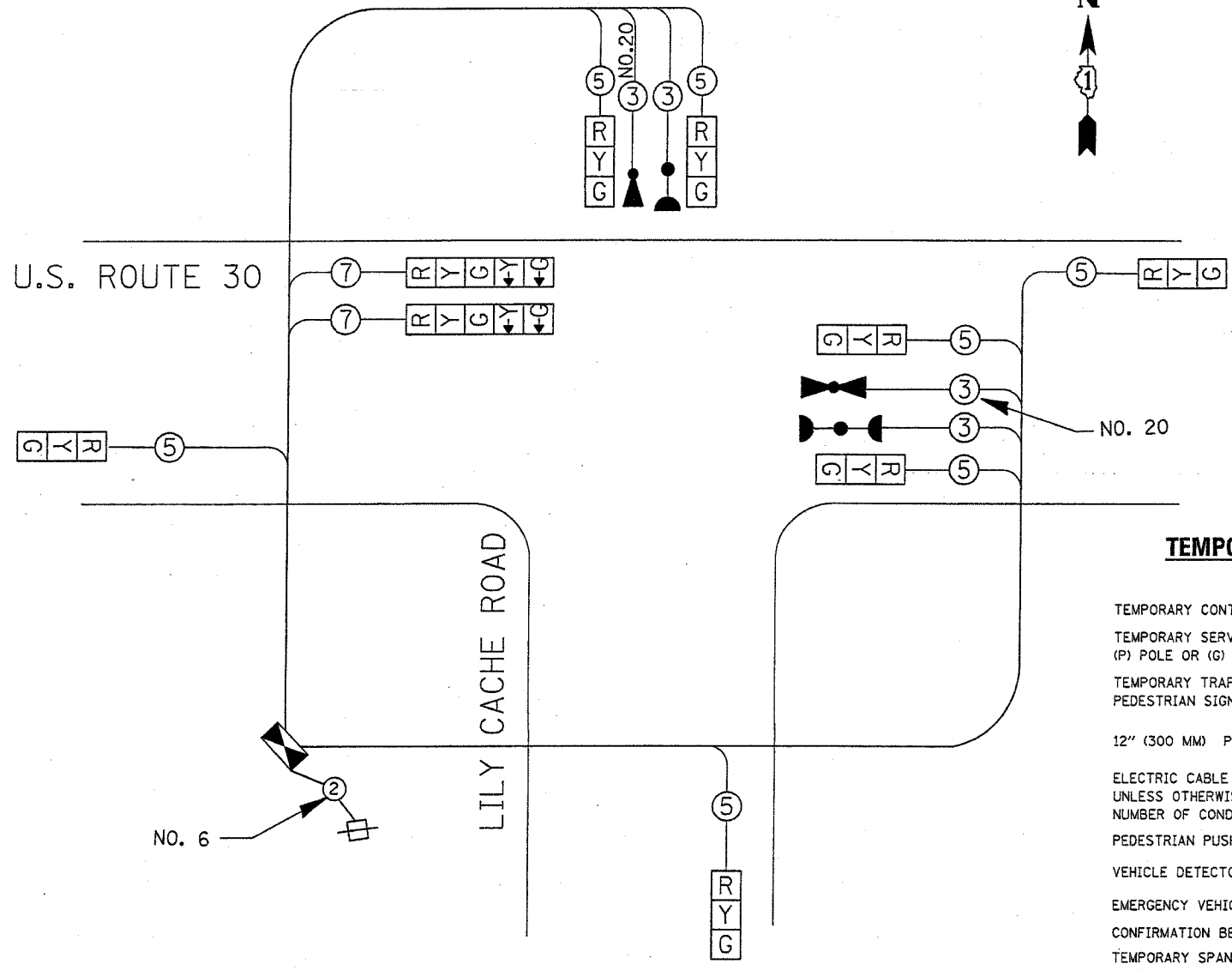
TEMPORARY PHASE DESIGNATION DIAGRAM
(NOT TO SCALE)



TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
(NOT TO SCALE)



PROPOSED EMERGENCY VEHICLE PREEMPTORS	
EMERGENCY VEHICLE PREEMPTOR	MOVEMENT
3	← →
4	↑ ↓



TEMPORARY CABLE DIAGRAM LEGEND

- | | PROPOSED | EXISTING |
|--|----------------|----------------|
| TEMPORARY CONTROLLER CABINET | ⊠ | ⊠ |
| TEMPORARY SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT | ⊠ ^P | ⊠ ^P |
| TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION, 12" (300 mm) | ⊠ ^R | ⊠ ^R |
| 12" (300 MM) PEDESTRIAN SIGNAL SECTION | ⊠ ^P | ⊠ ^P |
| ELECTRIC CABLE IN CONDUIT, NO. 14, UNLESS OTHERWISE NOTED, NUMBER OF CONDUCTORS AS NOTED | ⊠ ² | ⊠ ² |
| PEDESTRIAN PUSHBUTTON DETECTOR | ⊠ [⊙] | ⊠ [⊙] |
| VEHICLE DETECTOR, INDUCTION LOOP | ⊠ [□] | ⊠ [□] |
| EMERGENCY VEHICLE SYSTEM DETECTOR | ⊠ [▲] | ⊠ [▲] |
| CONFIRMATION BEACON | ⊠ [⊠] | ⊠ [⊠] |
| TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE | — | — |
| GUY WIRE | ⊠ | ⊠ |

TEMPORARY CABLE PLAN
(NOT TO SCALE)



EMC

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE	
TYPE	NO. LAMPS	WATTAGE	% OPERATION			
SIGNAL (RED)	9	135	17	0.50	607.5	
	(YELLOW)	9	135	25		0.25
	(GREEN)	9	135	15		0.25
ARROW	4	135	12	0.10		
PED. SIGNAL		90	25	1.00		
CONTROLLER	1	100	100	1.00	100.0	
ILLUM. SIGN		80		0.050		
FLASHER				0.50		
ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION 201 WEST CENTER COURT SCHAUMBURG, ILLINOIS 60196-1096 CONTACT: LOU NUNEZ PHONE: (815) 394-6138 COMPANY: Com Ed					TOTAL = 1315	

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20' ± L-2'
E - M. ARM POLE		SIGNAL POST	2 (1.0)	(5m ± L - 0.6m) =	
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

REVISIONS	
NAME	DATE

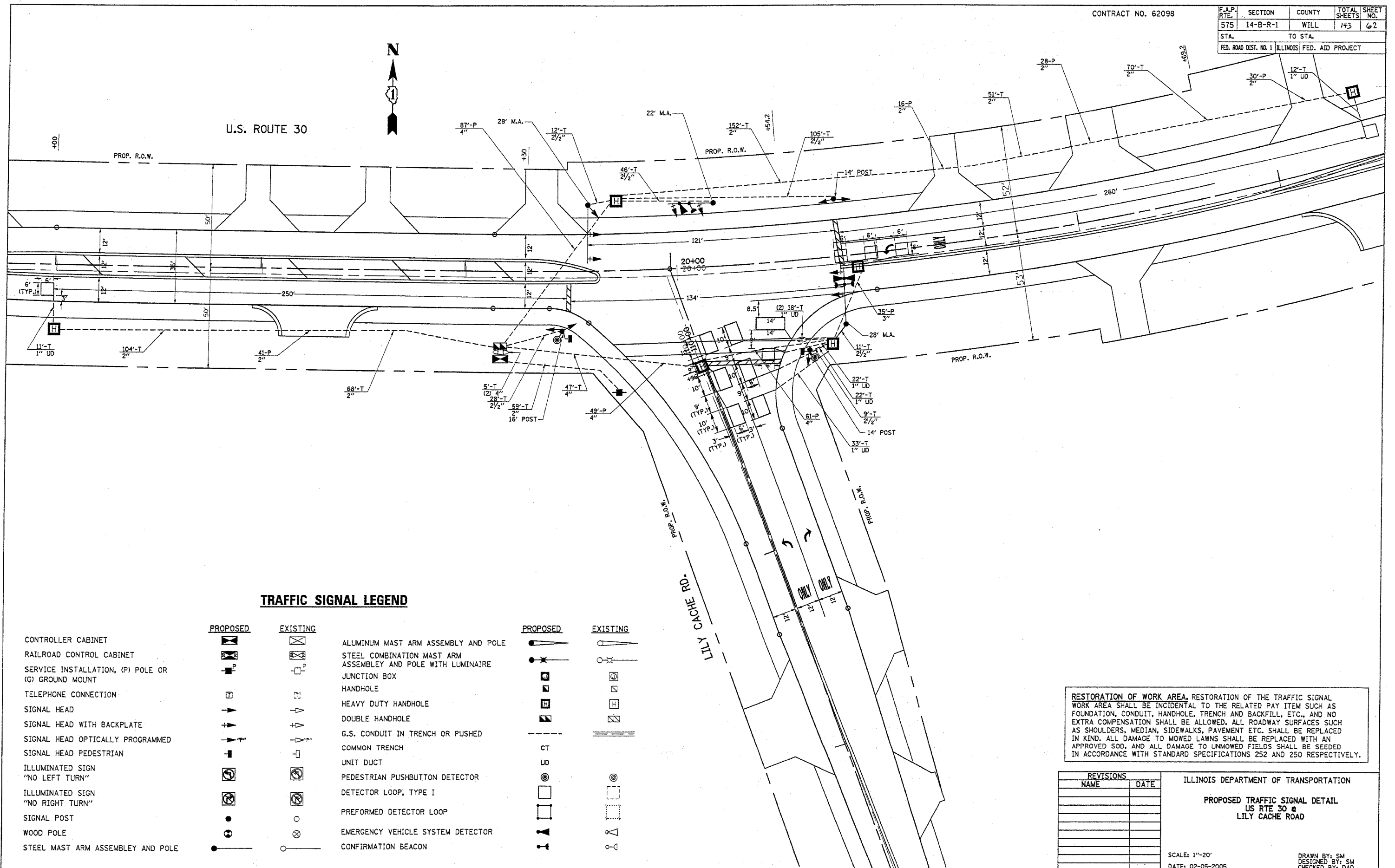
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY TRAFFIC SIGNAL PLAN,
 TEMPORARY CABLE PLAN,
 TEMPORARY PHASE DESIGNATION DIAGRAM,
 EMERGENCY VEHICLE PREEMPTION SEQUENCE
 SCHEDULE OF QUANTITIES
 US ROUTE 30
 AT LILY CACHE ROAD

SCALE: 1"=20'
 DATE: 02-05-2005

DRAWN BY: SM
 DESIGN BY: SM
 CHECKED BY: DAD

2/1/2005 c:\project\sjd142701\traffic.m32

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1	WILL	143	62
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TRAFFIC SIGNAL LEGEND

CONTROLLER CABINET		EXISTING		ALUMINUM MAST ARM ASSEMBLY AND POLE		EXISTING	
RAILROAD CONTROL CABINET				STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				JUNCTION BOX			
TELEPHONE CONNECTION				HANDHOLE			
SIGNAL HEAD				HEAVY DUTY HANDHOLE			
SIGNAL HEAD WITH BACKPLATE				DOUBLE HANDHOLE			
SIGNAL HEAD OPTICALLY PROGRAMMED				G.S. CONDUIT IN TRENCH OR PUSHED			
SIGNAL HEAD PEDESTRIAN				COMMON TRENCH			
ILLUMINATED SIGN "NO LEFT TURN"				UNIT DUCT			
ILLUMINATED SIGN "NO RIGHT TURN"				PEDESTRIAN PUSHBUTTON DETECTOR			
SIGNAL POST				DETECTOR LOOP, TYPE I			
WOOD POLE				PREFORMED DETECTOR LOOP			
STEEL MAST ARM ASSEMBLY AND POLE				EMERGENCY VEHICLE SYSTEM DETECTOR			
				CONFIRMATION BEACON			

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

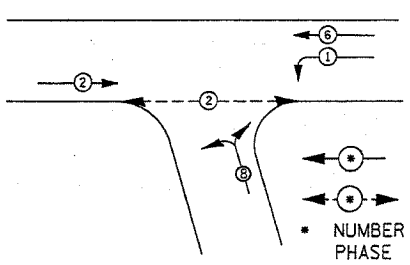
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TRAFFIC SIGNAL DETAIL
 US RTE 30 @
 LILY CACHE ROAD

SCALE: 1"=20'
 DATE: 02-05-2005

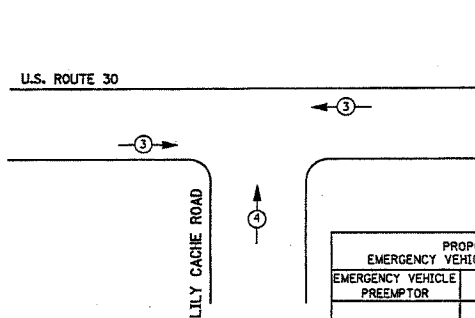
DRAWN BY: SM
 DESIGNED BY: SM
 CHECKED BY: DAD

CONTROLLER SEQUENCE



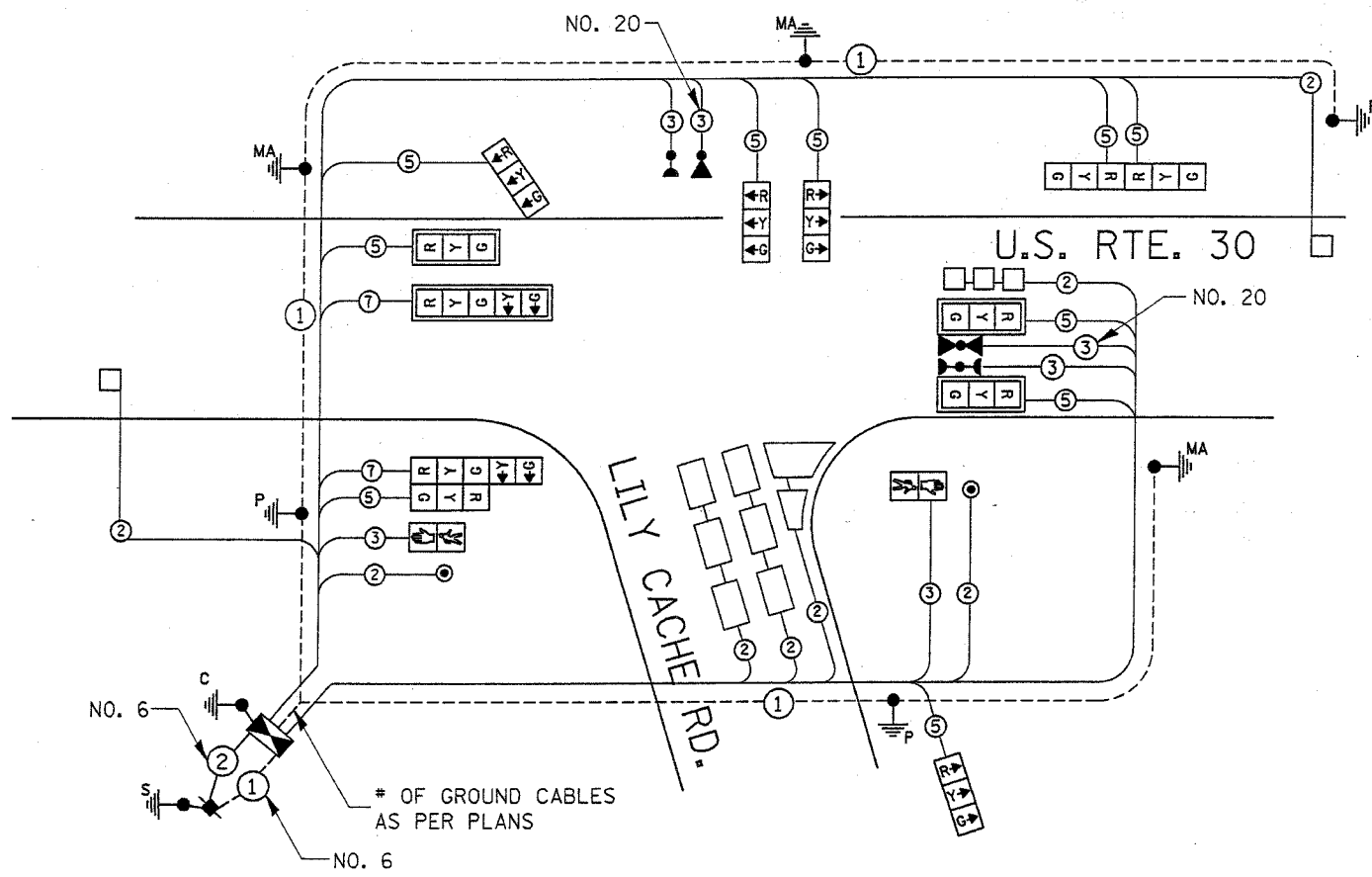
LEGEND
 ○ → ○ DUAL ENTRY PHASE
 ○ → ○ PEDESTRIAN PHASE
 * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM (NOT TO SCALE)



PROPOSED EMERGENCY VEHICLE PREEMPTORS	
EMERGENCY VEHICLE PREEMPTOR	3 4
MOVEMENT	← →

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE (NOT TO SCALE)



CABLE PLAN LEGEND

- | EXISTING | PROPOSED | |
|----------|----------|---|
| | | 8" (200mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) PEDESTRIAN SIGNAL SECTION |
| | | CONTROLLER CABINET |
| | | SERVICE INSTALLATION |
| | | TELEPHONE CONNECTION |
| | | VEHICLE DETECTOR, INDUCTIVE LOOP |
| | | MAGNETIC DETECTOR |
| | | EMERGENCY VEHICLE LIGHT DETECTOR |
| | | CONFIRMATION BEACON |
| | | PUSHBUTTON DETECTOR |
| | | 2 (2) DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
| | | 1 (1) GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN) |
| | | 24 (24) FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F |
| | | 1 (1) SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD |
| | | "E" RAILROAD CONTROL CABINET |
| | | H/C GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C). |
| | | P GROUND ROD AT POST (P), OR MAST ARM POLE (MA). |
| | | S GROUND ROD AT ELECTRIC SERVICE INSTALLATION |

SCHEDULE OF QUANTITIES

ITEM	UNIT	QNTY.	ITEM	UNIT	QNTY.
SIGN PANEL - TYPE 1	SQ F	26	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	2
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	585	CONCRETE FOUNDATION, TYPE A	FOOT	20
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	220	CONCRETE FOUNDATION, TYPE D	FOOT	4
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	65	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	125	TRAFFIC SIGNAL BACKPLATE, LOUVERD, ALUMINUM	EACH	4
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	40	INDUCTIVE LOOP DETECTOR	EACH	6
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	205	DETECTOR LOOP, TYPE 1	FOOT	410
HEAVY-DUTY HANDHOLE	EACH	6	* LIGHT DETECTOR	EACH	2
DOUBLE HANDHOLE	EACH	1	* LIGHT DETECTOR AMPLIFIER	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	860	PEDESTRIAN PUSH-BUTTON	EACH	2
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	TEMPORARY TRAFFIC INSTALLATION	EACH	1
FULL ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	300	SERVICE INSTALLATION, POLE MOUNT	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	740	* ELECTRIC CABLE IN CONDUIT NO. 20 3/C TWISTED, SHIELDED	FOOT	455
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2070	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	250	SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1640	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	5
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	40	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2	SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-5 SECTION	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1	BRACKET MOUNTED	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	648	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 22 FT	EACH	1			

* 100% COST TO THE VILLAGE PLAINFIELD

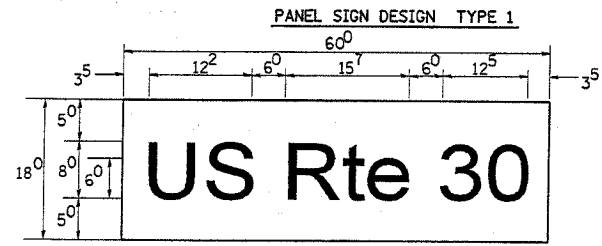
I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE	
TYPE	NO. LAMPS	WATTAGE	% OPERATION		
SIGNAL (RED)	9	135	17	0.50	76.5
	9	135	25	0.25	56.26
	9	135	15	0.25	33.75
ARROW	13	135	12	0.10	15.00
PED. SIGNAL	2	90	25	1.00	50.00
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN		80		0.05	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	332.1

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'-H-2' (6m+L-0.5m)=
E - M. ARM POLE		SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
	24" (600mm)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
	30" (750mm)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

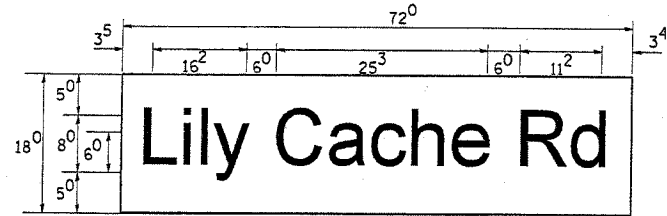
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		
		PROPOSED CABLE PLAN	
		US RTE 30 @	
		LILY CACHE ROAD	
		SCALE: 1"=20'	DRAWN BY: SM
		DATE 02-05-2005	DESIGNED BY: SM
			CHECKED BY: DAD

REF.
REF.
REF.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	135 N-3	LAKE	143	64
STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

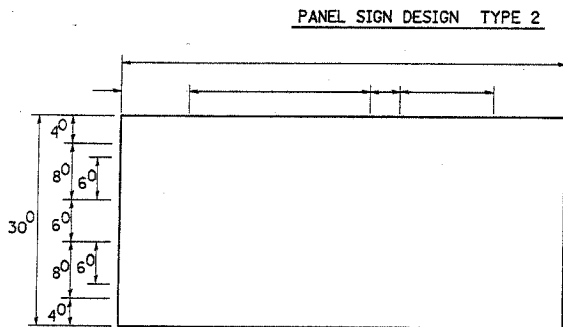


___ Sq. M. each
7.5 Sq. Ft. each
1 Required
Design Series D

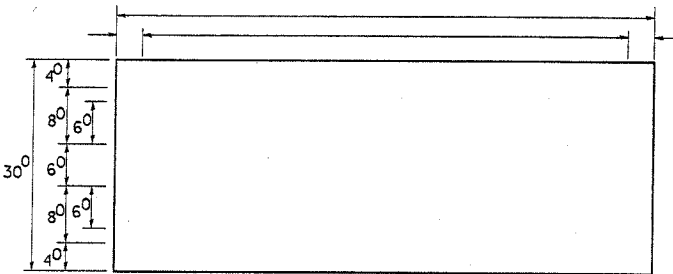


___ Sq. M. each
9.0 Sq. Ft. each
2 Required
Design Series C

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS



___ Sq. M. each
___ Sq. Ft. each
___ Required
Design Series ___

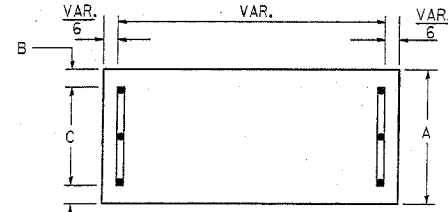


___ Sq. M. each
___ Sq. Ft. each
___ Required
Design Series ___

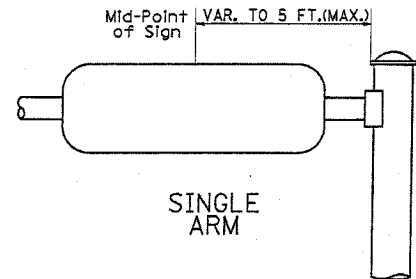
GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
 - ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
 - THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
 - ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
 - SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
 - * A.K.T. CORPORATION, SCHALMBURG, IL
 - * TUCKER COMPANY, INC., WAUWATOSA, WI
 - * AMERICAN FABRICATION CO., CHICAGO HEIGHTS, IL
 - * WESTERN TRAFFIC CONTROL INC., CICERO, IL
- PARTS LISTING:
SIGN CHANNEL: PART #HPN053 (MED. CHANNEL)
SIGN SCREWS: 1/4" x 14 x 1" H.W.H. #3
BRACKETS: SELF TAPPING WITH NEOPRENE WASHER
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING
- OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

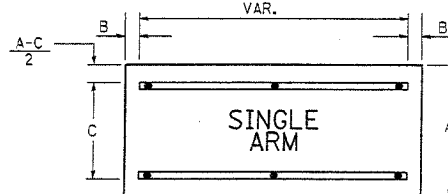
SUPPORTING CHANNELS



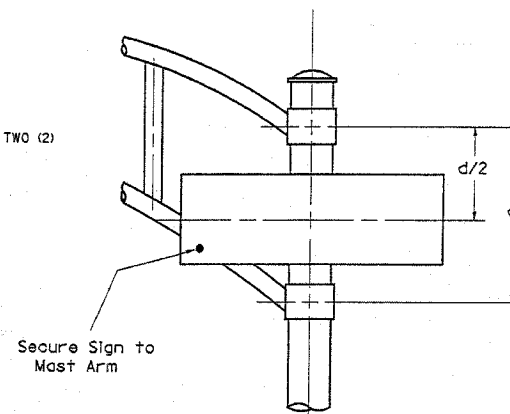
A	B	C
18"	2"	14"



SUPPORTING CHANNELS



A	B	C
18"	2"	12"
30"	2"	22"



SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM

Shall be used. See Note #5.

Upper Case To Lower Case
Spacing Chart 8-6 Inch Series "C & D"

EXAMPLE, 2³ DENOTES 3/8

FIRST LETTER	SECOND LETTER															
	a c d e		b h i k l		f w		j		s t		v y		x		z	
	g o q	m n p r u														
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ²	1 ⁴
B	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁶	1 ⁷
C E G	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵
D O Q R	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵
F	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²
H I M N	2 ⁰	2 ¹	2 ²	2 ⁴	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹	2 ⁰	2 ¹
J U	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹
K L	1 ¹	1 ²	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
P	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
S	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
T	1 ¹	1 ²	1 ⁶	1 ⁷	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
V	0 ⁶	1 ⁰	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
Y	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁵	0 ⁷	0 ⁵	0 ⁶	0 ⁶	1 ⁰	1 ¹	1 ²
Z	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹

Lower Case To Lower Case
Spacing Chart 6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER															
	a c d e		b h i k l		f w		j		s t		v y		x		z	
	g o q	m n p r u														
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
a d h g i j	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷
l m n q u																
b f k o p s	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
c e	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
r	0 ⁶	1 ⁰	1 ²	1 ⁴	0 ⁶	1 ⁰	0 ³	0 ³	0 ⁵	0 ⁶	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰
t z	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
v y	1 ¹	1 ²	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²
w	1 ¹	1 ²	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
x	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴

Number To Number
Spacing Chart 8 Inch Series "C & D"

FIRST NUMBER	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷
1	2 ⁰	2 ¹	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁴	1 ⁵	2 ⁰	2 ¹	2 ⁰	2 ¹
2 3 4	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵
5	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵
6	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵
7	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁵	0 ⁵	0 ⁶	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ²	1 ⁴
8	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ²	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁴	1 ⁵

UPPER AND LOWER CASE
LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS				8 INCH UPPER CASE LETTERS				LETTERS	6 INCH LOWER CASE LETTERS	
	SERIES		SERIES		SERIES		SERIES				
	C	D	C	D	C	D	C	D			
A	3 ⁶	5 ⁰	5 ⁰	6 ⁵	a	3 ⁵	4 ²				
B	3 ²	4 ⁰	4 ³	5 ³	b	3 ⁵	4 ²				
C	3 ²	4 ⁰	4 ³	5 ³	c	3 ⁵	4 ¹				
D	3 ²	4 ⁰	4 ³	5 ³	d	3 ⁵	4 ²				
E	3 ⁰	3 ⁵	4 ⁰	4 ⁷	e	3 ⁵	4 ²				
F	3 ⁰	3 ⁵	4 ⁰	4 ⁷	f	2 ³	2 ⁶				
G	3 ²	4 ⁰	4 ³	5 ³	g	3 ⁵	4 ²				
H	3 ²	4 ⁰	4 ³	5 ³	h	3 ⁵	4 ²				
I	0 ⁷	0 ⁷	1 ¹	1 ²	i	1 ¹	1 ¹				
J	3 ⁰	3 ⁶	4 ⁰	5 ⁰	j	2 ⁰	2 ²				
K	3 ²	4 ¹	4 ³	5 ⁴	k	3 ⁵	4 ²				
L	3 ⁰	3 ⁵	4 ⁰	4 ⁷	l	1 ¹	1 ¹				
M	3 ⁷	4 ⁵	5 ¹	6 ¹	m	6 ⁰	7 ⁰				
N	3 ²	4 ⁰	4 ³	5 ³	n	3 ⁵	4 ²				
O	3 ⁴	4 ²	4 ⁵	5 ⁵	o	3 ⁶	4 ³				
P	3 ²	4 ⁰	4 ³	5 ³	p	3 ⁵	4 ²				
Q	3 ⁴	4 ²	4 ⁵	5 ⁵	q	3 ⁵	4 ²				
R	3 ²	4 ⁰	4 ³	5 ³	r	2 ⁶	3 ²				
S	3 ²	4 ⁰	4 ³	5 ³	s	3 ⁶	4 ²				
T	3 ⁰	3 ⁵	4 ⁰	4 ⁷	t	2 ⁷	3 ²				
U	3 ²	4 ⁰	4 ³	5 ³	u	3 ⁵	4 ²				
V	3 ⁵	4 ⁴	4 ⁷	6 ⁰	v	4 ²	4 ⁷				
W	4 ⁴	5 ²	6 ⁰	7 ⁰	w</						

Contract No. 62098

GENERAL NOTES

1. Fasteners shall be high strength bolts. Bolts $7/8$ " dia., Open Holes $15/16$ " dia., unless otherwise noted.
2. Calculated weight of M270 Grade 50 Structural Steel = 181,013 lbs.
Calculated weight of M270 Grade 36 Structural Steel = 24,197 lbs.
3. Field welding of construction accessories will not be permitted to beams or girders.
4. Anchor bolts shall be set before bolting diaphragms over supports.
5. The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
6. The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.
7. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
8. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
9. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $1/8$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $1/8$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type 1 Elastomeric Bearings, two $1/8$ " adjusting shims shall be provided for each bearing and placed as detailed.
10. The Contractor shall drive 2 (two) steel H-piles in a permanent location, one at each abutment and as directed by the Engineer, before ordering the remainder of piles.
11. All construction joints shall be bonded.
12. The Inorganic zinc rich primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be 2.5 YR 3 / 4 Reddish Brown. See special provision for "Cleaning and Painting New Metal Structures".
13. The information shown in these plans concerning the type and location of utilities is not guaranteed to be accurate or all-inclusive. The Contractor is responsible for making his own determination as to the existence of type, size and location of all underground and overhead utilities as may be necessary to avoid conflict with construction operations and/or damage to the utility.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUB	SUPER	TOTAL
POROUS GRANULAR EMBANKMENT	CU. YD.	230	-	230
STONE RIPRAP, CLASS A4	SQ. YD.	1091	-	1091
FILTER FABRIC FOR USE WITH RIPRAP	SQ. YD.	1077	-	1077
REMOVAL OF EXISTING STRUCTURES	EACH	-	1	1
STRUCTURE EXCAVATION	CU. YD.	99	-	99
FLOOR DRAINS	EACH	-	18	18
CONCRETE STRUCTURES	CU. YD.	213.0	-	213.0
CONCRETE SUPERSTRUCTURE	CU. YD.	-	443.0	443.0
BRIDGE DECK GROOVING	SQ. YD.	-	1115	1115
PROTECTIVE COAT	SQ. YD.	-	1464	1464
ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	-	30	30
FURNISHING AND ERECTING STRUCTURAL STEEL	L. SUM	-	1	1
STUD SHEAR CONNECTORS	EACH	-	5985	5985
REINFORCEMENT BARS	LBS.	14,790	-	14,790
REINFORCEMENT BARS, EPOXY COATED	LBS.	22,194	84,528	106,722
ALUMINUM RAILING, TYPE L	FOOT	-	294	294
FURNISHING STEEL PILES HP12x53	FOOT	345	-	345
DRIVING STEEL PILES	FOOT	345	-	345
TEST PILE STEEL HP12x53	EACH	2	-	2
METAL SHOES	EACH	20	-	20
TEMPORARY SOIL RETENTION SYSTEM	SQ. FT.	169	-	169
NAME PLATES	EACH	-	1	1
BAR SPLICERS	EACH	392	1067	1459
DRILLED SHAFT IN SOIL 36"	FOOT	182	-	182
DRILLED SHAFT IN ROCK 30"	FOOT	192	-	192
UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1	-	1
UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1	-	1

BRIDGE SHEETS

- S-1 GENERAL PLAN AND ELEVATION
- S-2 GENERAL NOTES, INDEX OF SHEETS AND BILL OF MATERIAL
- S-3 STAGE CONSTRUCTION DETAILS
- S-4 TEMPORARY CONCRETE BARRIER
- S-5 SUBSTRUCTURE LAYOUT AND SLOPE PROTECTION
- S-6 DECK ELEVATIONS PLAN
- S-7 DECK ELEVATIONS TABLES (1 OF 2)
- S-8 DECK ELEVATIONS TABLES (2 OF 2)
- S-9 DECK PLAN
- S-10 DECK CROSS SECTION AND DETAILS
- S-11 INTEGRAL ABUTMENT DIAPHRAGM DETAILS
- S-12 FLOOR DRAIN DETAILS
- S-13 PARAPET ELEVATION AND SUPERSTRUCTURE DETAILS
- S-14 TYPE L ALUMINUM RAILING DETAILS
- S-15 FRAMING PLAN
- S-16 BEAM ELEVATION AND DETAILS
- S-17 BEARING DETAILS
- S-18 WEST ABUTMENT PLAN AND ELEVATION
- S-19 EAST ABUTMENT PLAN AND ELEVATION
- S-20 PIER 1 PLAN AND ELEVATION
- S-21 PIER 2 PLAN AND ELEVATION
- S-22 PIER DETAILS
- S-23 ANCHOR BOLT DETAILS FOR BEARINGS
- S-24 BAR SPLICER ASSEMBLY DETAILS
- S-25 CANTILEVER FORMING BRACKET DETAIL
- S-26 BORING LOGS (1 OF 5)
- S-27 BORING LOGS (2 OF 5)
- S-28 BORING LOGS (3 OF 5)
- S-29 BORING LOGS (4 OF 5)
- S-30 BORING LOGS (5 OF 5)

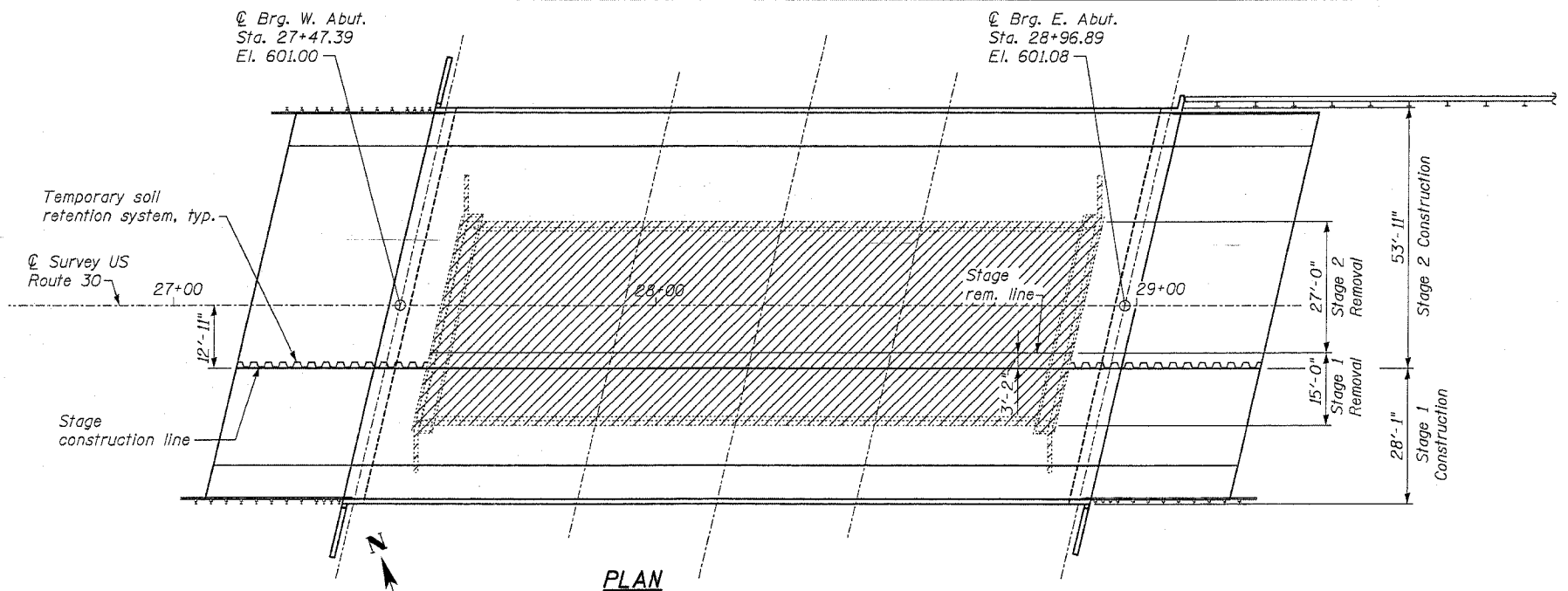
DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOWCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPEVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**GENERAL NOTES, INDEX OF SHEETS
BILL OF MATERIAL**
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

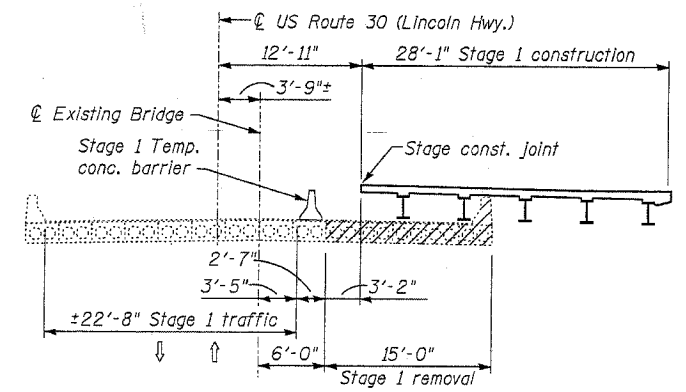
Contract No. 62098



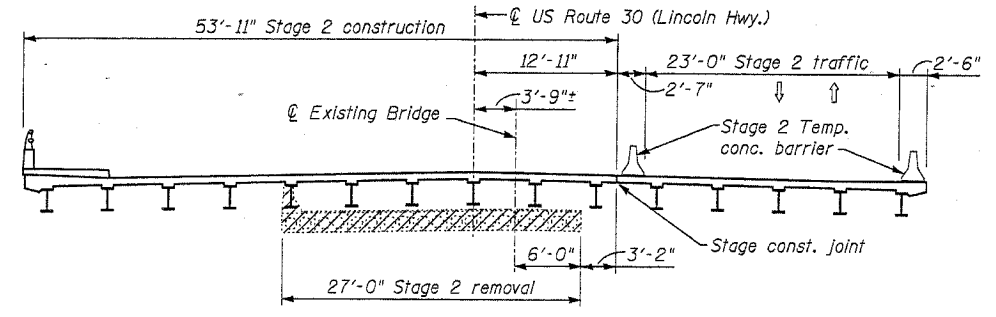
PLAN
 Removal of Existing Structure

BILL OF MATERIAL

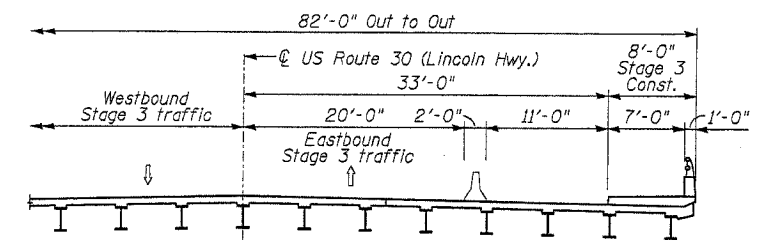
Item	Unit	Quantity
Removal of Existing Structures	Each	1
Temporary Soil Retention System	Sq. Ft.	169



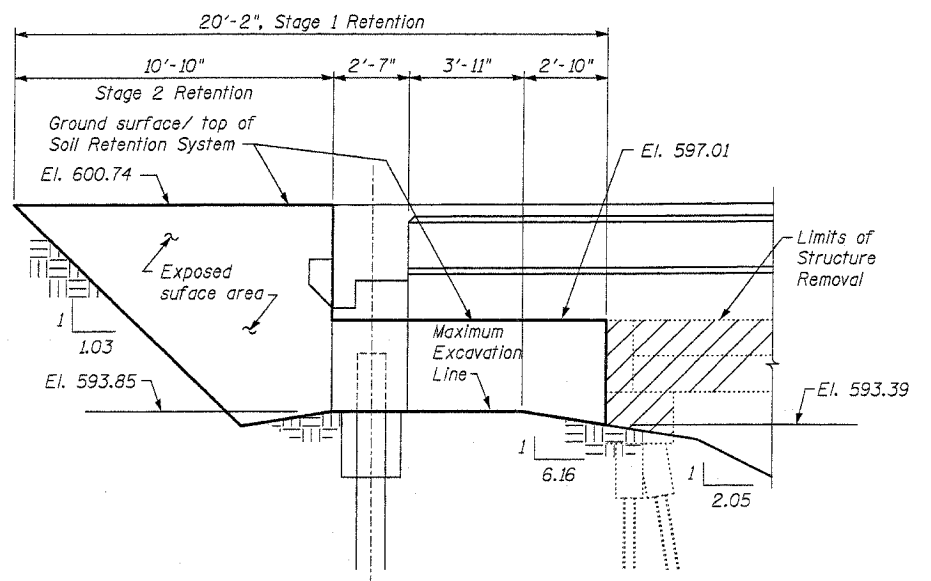
STAGE 1 REMOVAL & CONSTRUCTION
 (looking east)



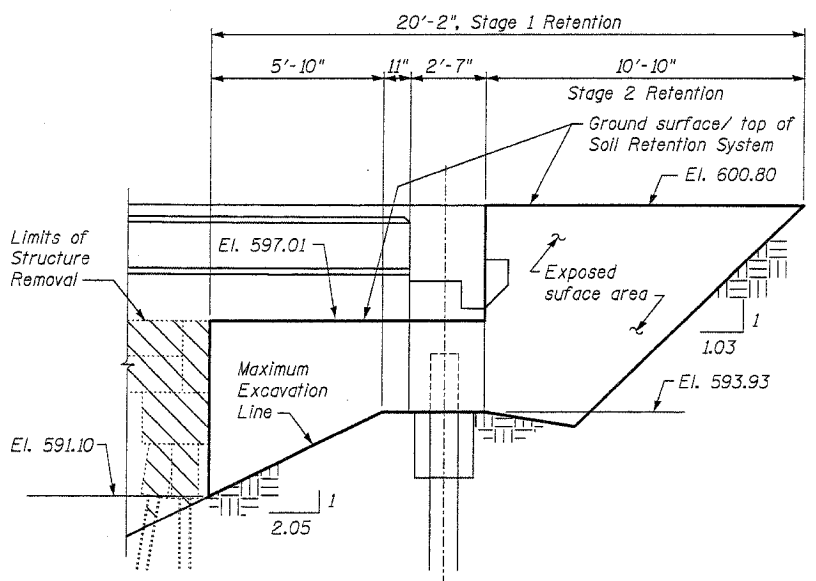
STAGE 2 REMOVAL & CONSTRUCTION
 (looking east)



STAGE 3 CONSTRUCTION
 (looking east)



WEST ABUTMENT



EAST ABUTMENT

TEMPORARY SOIL RETENTION SYSTEM

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

NOTES:

- For quantity of Temporary Concrete Barrier, see Roadway Plans.
- For details of Temporary Concrete Barrier, see sheet S-4.

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

REVISIONS	
NAME	DATE

LONGO, INC.
 CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
 NAPERVILLE, ILLINOIS 60563 (630) 577-9100

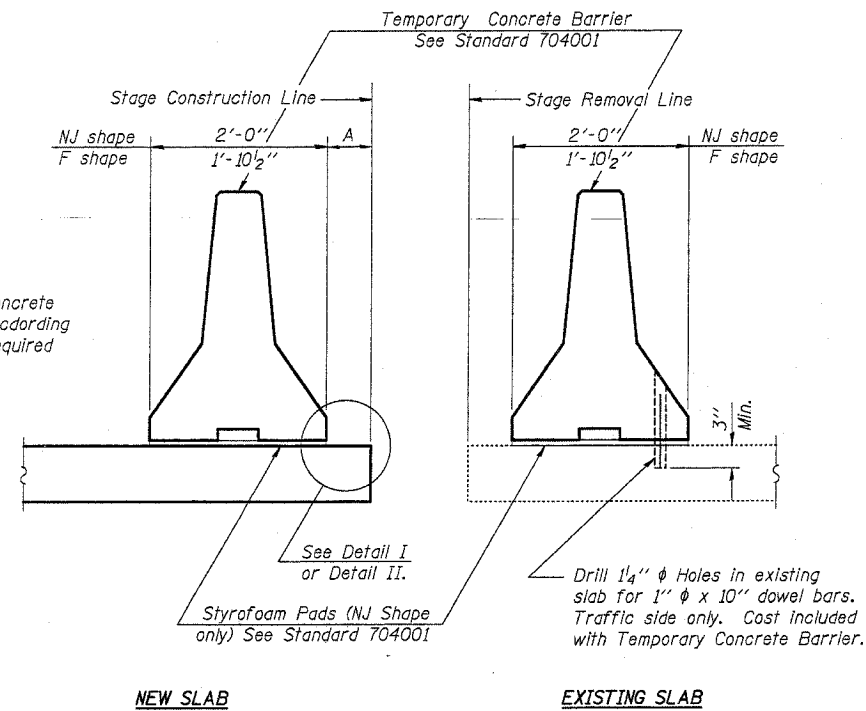
ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION DETAILS
 US ROUTE 30 (LINCOLN HIGHWAY)
 OVER LILY CACHE CREEK
 WILL COUNTY
 F.A.P. ROUTE 0575 SEC. 148R
 STATION 28+22.14 NEW STRUCTURE NO. 099-4648
 DATE 03/24/05

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
F.A.P. 0575	14BR	WILL	143	68
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S-4

9-30 SHEETS

Contract No. 62098



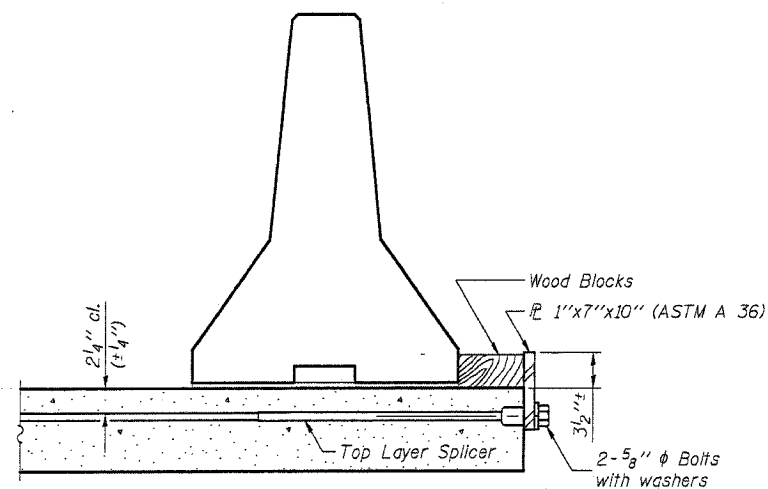
SECTIONS THRU SLAB

NOTES

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

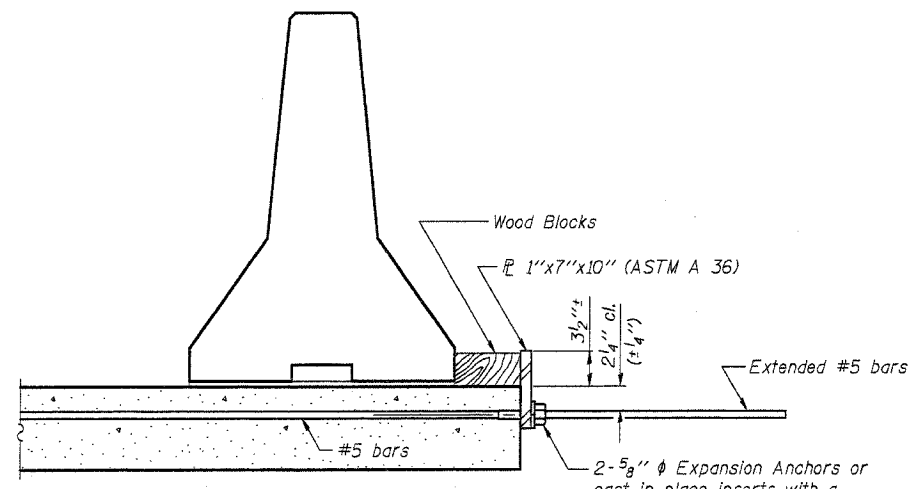
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{P} to the concrete slab with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.
For pay item "Temporary Concrete Barrier", see Roadway plans.



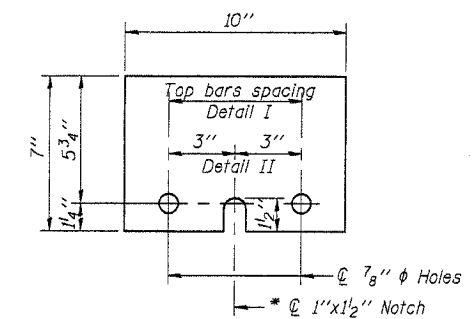
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



1"x7"x10"

* Required only with Detail II

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

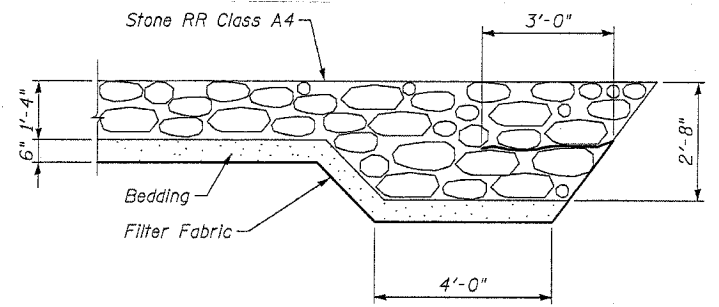
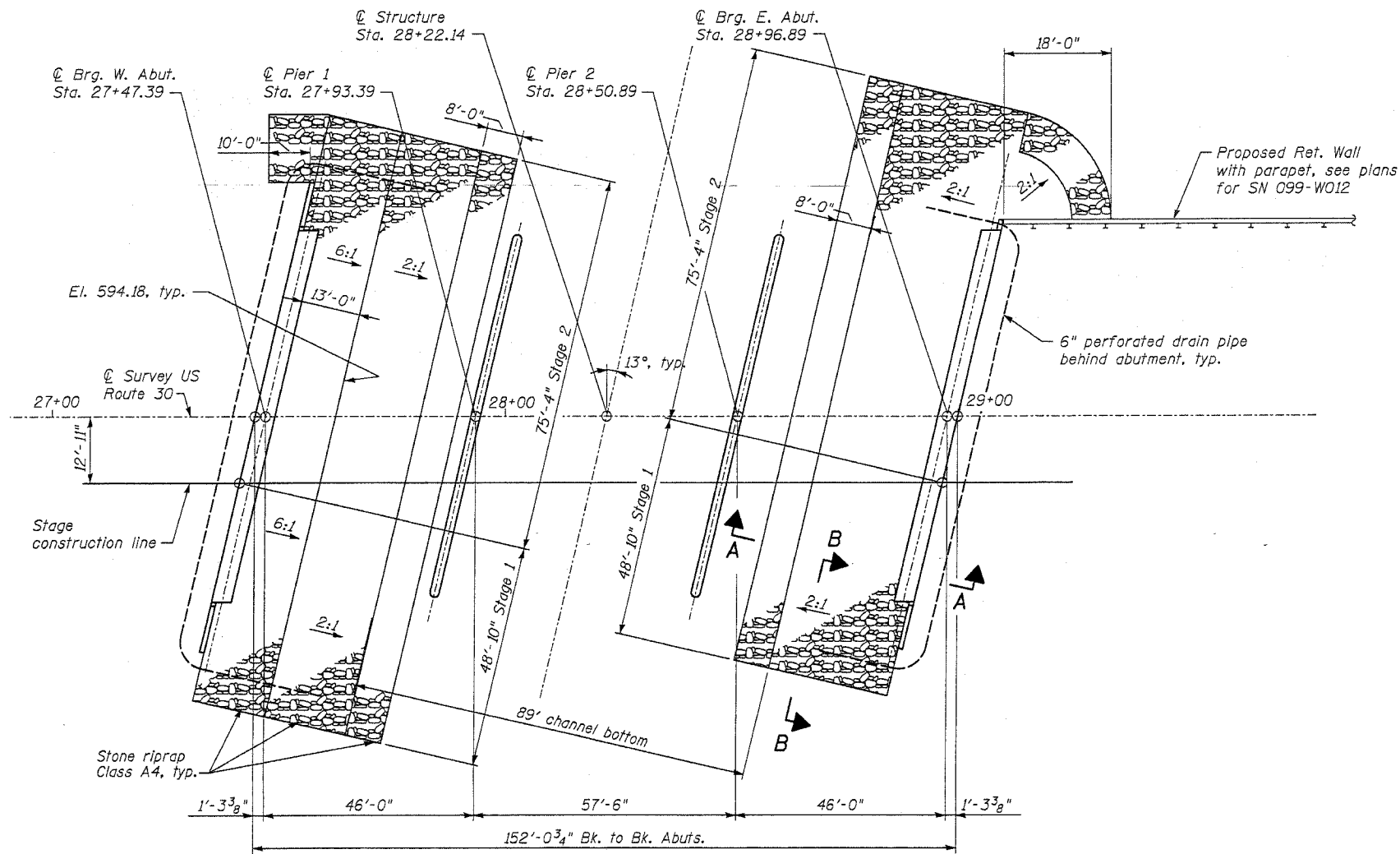
R-27 9-01-03

LOWCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION**
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

Contract No. 62098

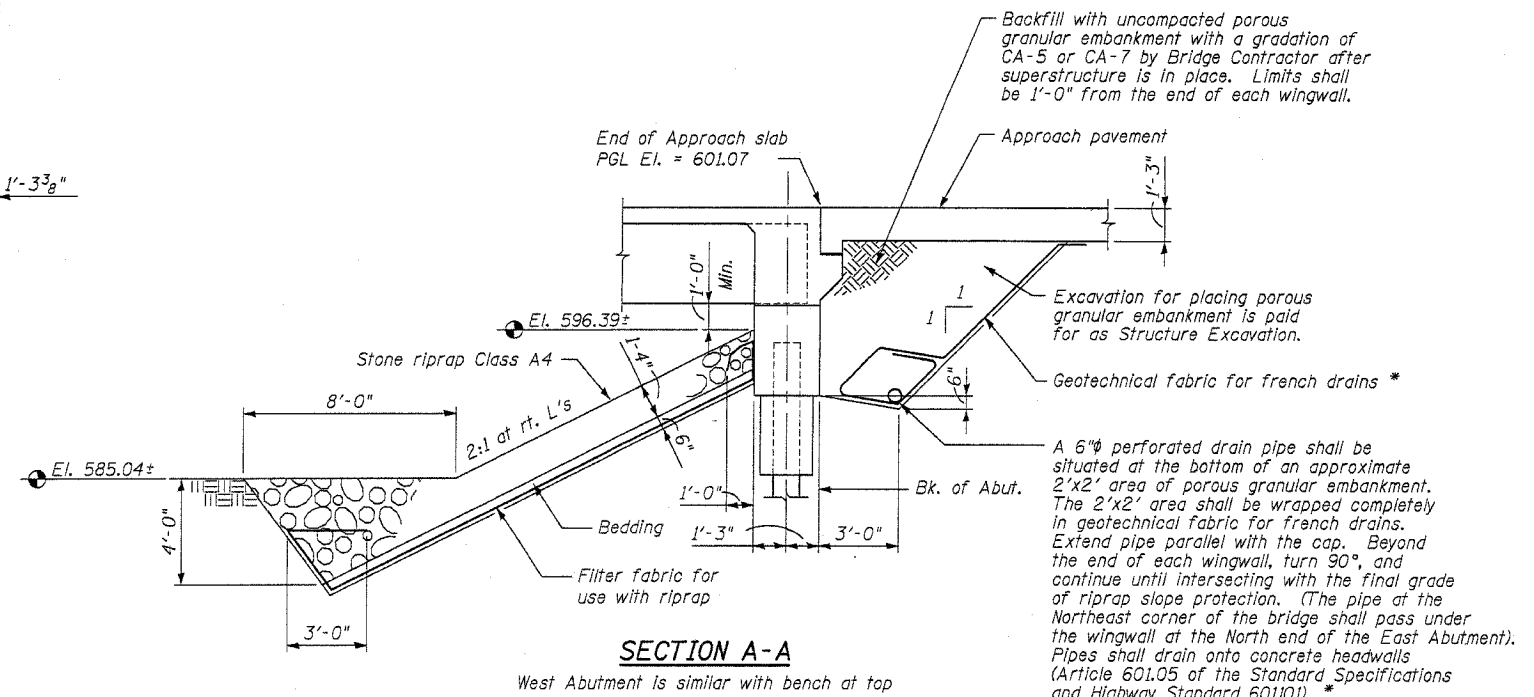


SECTION B-B
Typical Flank Stone Riprap Treatment

PLAN

BILL OF MATERIAL

Item	Unit	Quantity
Stone Riprap, Class A4	Sq. Yd.	1091
Filter Fabric for use with riprap	Sq. Yd.	1077



SECTION A-A

West Abutment is similar with bench at top
* Included in the cost of porous granular embankment. Porous granular embankment quantities are included in the Abutment Bill of Materials on sheets S-18 and S-19.

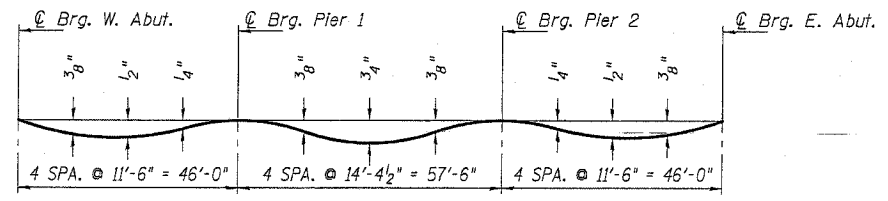
DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

REVISIONS	
NAME	DATE

LOWCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

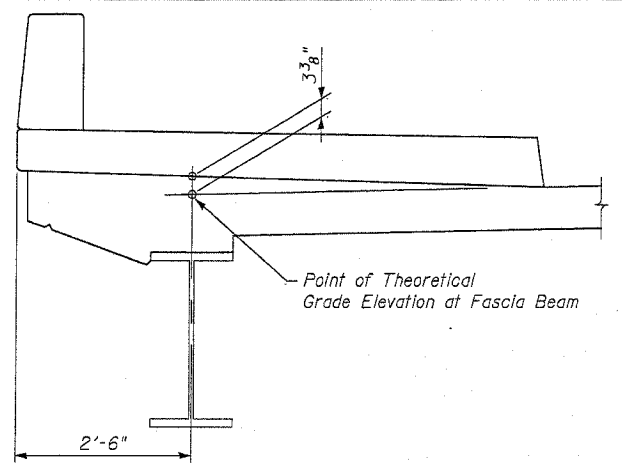
ILLINOIS DEPARTMENT OF TRANSPORTATION
SUBSTRUCTURE LAYOUT AND SLOPE PROTECTION
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 148R
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

Contract No. 62098

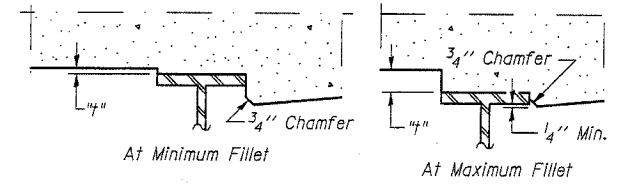


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
 Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-7 and S-8.

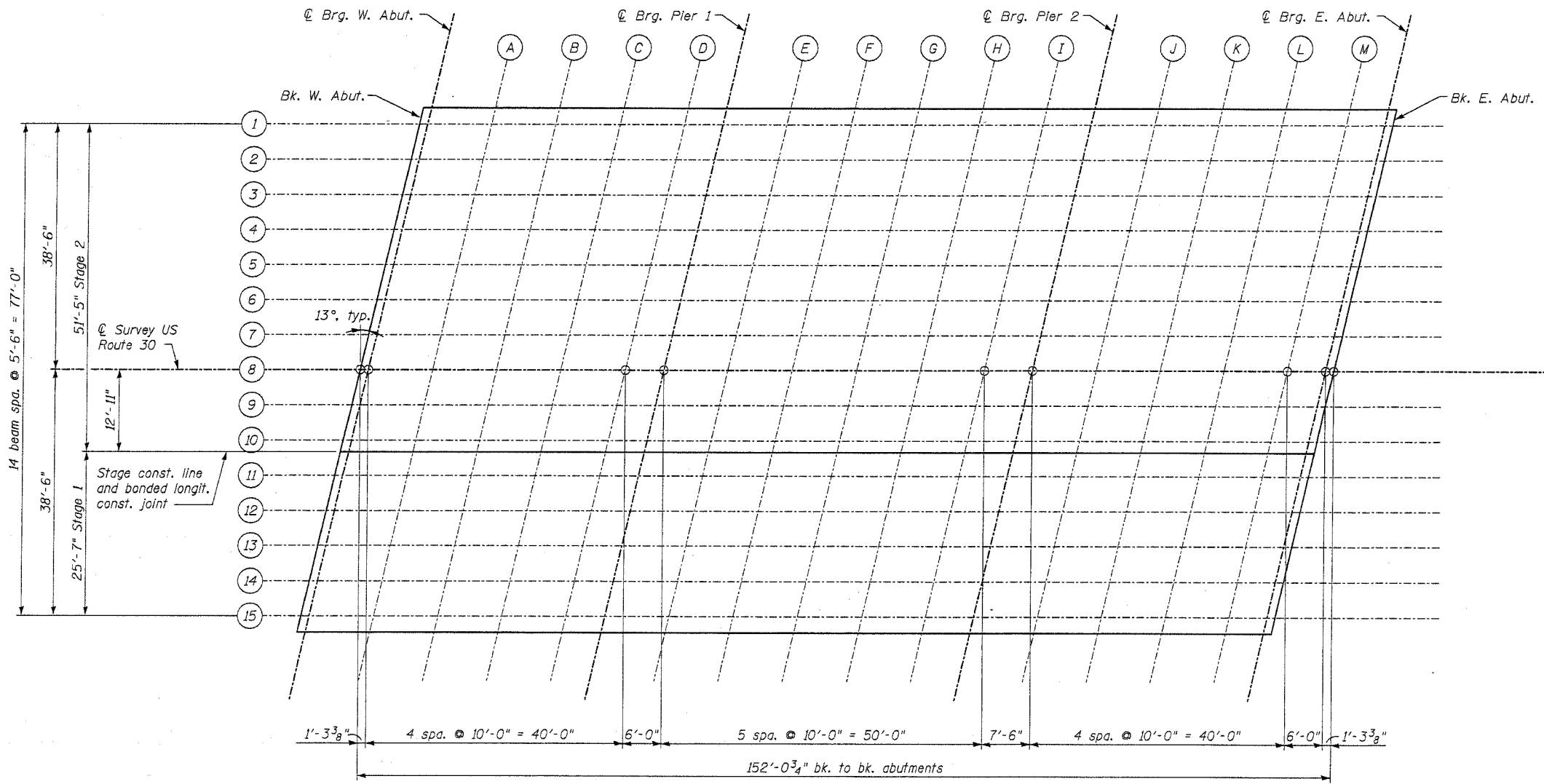


SECTION THRU PARAPET AND SIDEWALK



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown on sheets S-7 and S-8, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

PLAN



LONCO, INC.
 CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
 NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK ELEVATIONS PLAN
 US ROUTE 30 (LINCOLN HIGHWAY)
 OVER LILY CACHE CREEK
 WILL COUNTY
 F.A.P. ROUTE 0575 SEC. 14BR
 STATION 28+22.14 NEW STRUCTURE NO. 099-4648
 DATE 03/24/05

Contract No. 62098

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2755.00	-38.50	600.268	600.2683
☉ BRG W ABUT	2756.28	-38.50	600.275	600.275
A	2766.28	-38.50	600.323	600.353
B	2776.28	-38.50	600.372	600.413
C	2786.28	-38.50	600.415	600.444
D	2796.28	-38.50	600.450	600.456
☉ BRG PIER 1	2802.28	-38.50	600.466	600.466
E	2812.28	-38.50	600.486	600.505
F	2822.28	-38.50	600.496	600.541
G	2832.28	-38.50	600.497	600.552
H	2842.28	-38.50	600.489	600.529
I	2852.28	-38.50	600.471	600.485
☉ BRG PIER 2	2859.78	-38.50	600.452	600.452
J	2869.78	-38.50	600.419	600.433
K	2879.78	-38.50	600.377	600.413
L	2889.78	-38.50	600.335	600.374
M	2899.78	-38.50	600.293	600.312
☉ BRG E ABUT	2905.78	-38.50	600.267	600.267
BK E ABUT	2907.06	-38.50	600.262	600.262

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2752.46	-27.50	600.476	600.476
☉ BRG W ABUT	2753.74	-27.50	600.482	600.482
A	2763.74	-27.50	600.531	600.561
B	2773.74	-27.50	600.579	600.620
C	2783.74	-27.50	600.625	600.654
D	2793.74	-27.50	600.662	600.668
☉ BRG PIER 1	2799.74	-27.50	600.679	600.679
E	2809.74	-27.50	600.701	600.721
F	2819.74	-27.50	600.714	600.760
G	2829.74	-27.50	600.718	600.772
H	2839.74	-27.50	600.712	600.752
I	2849.74	-27.50	600.697	600.710
☉ BRG PIER 2	2857.24	-27.50	600.679	600.679
J	2867.24	-27.50	600.648	600.663
K	2877.24	-27.50	600.608	600.644
L	2887.24	-27.50	600.566	600.605
M	2897.24	-27.50	600.523	600.543
☉ BRG E ABUT	2903.24	-27.50	600.498	600.498
BK E ABUT	2904.52	-27.50	600.492	600.492

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2749.92	-16.50	600.684	600.684
☉ BRG W ABUT	2751.20	-16.50	600.690	600.690
A	2761.20	-16.50	600.738	600.769
B	2771.20	-16.50	600.787	600.828
C	2781.20	-16.50	600.834	600.863
D	2791.20	-16.50	600.873	600.880
☉ BRG PIER 1	2797.20	-16.50	600.892	600.892
E	2807.20	-16.50	600.917	600.937
F	2817.20	-16.50	600.932	600.977
G	2827.20	-16.50	600.938	600.992
H	2837.20	-16.50	600.934	600.975
I	2847.20	-16.50	600.921	600.935
☉ BRG PIER 2	2854.70	-16.50	600.906	600.906
J	2864.70	-16.50	600.877	600.892
K	2874.70	-16.50	600.839	600.875
L	2884.70	-16.50	600.796	600.836
M	2894.70	-16.50	600.754	600.774
☉ BRG E ABUT	2900.70	-16.50	600.729	600.729
BK E ABUT	2901.98	-16.50	600.723	600.723

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2747.38	-5.50	600.891	600.891
☉ BRG W ABUT	2748.66	-5.50	600.897	600.897
A	2758.66	-5.50	600.946	600.976
B	2768.66	-5.50	600.995	601.036
C	2778.66	-5.50	601.043	601.071
D	2788.66	-5.50	601.084	601.091
☉ BRG PIER 1	2794.66	-5.50	601.105	601.105
E	2804.66	-5.50	601.131	601.151
F	2814.66	-5.50	601.149	601.194
G	2824.66	-5.50	601.157	601.212
H	2834.66	-5.50	601.156	601.196
I	2844.66	-5.50	601.146	601.159
☉ BRG PIER 2	2852.16	-5.50	601.132	601.132
J	2862.16	-5.50	601.105	601.120
K	2872.16	-5.50	601.069	601.105
L	2882.16	-5.50	601.027	601.067
M	2892.16	-5.50	600.985	601.005
☉ BRG E ABUT	2898.16	-5.50	600.959	600.959
BK E ABUT	2899.44	-5.50	600.954	600.954

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2753.73	-33.00	600.372	600.372
☉ BRG W ABUT	2755.01	-33.00	600.378	600.378
A	2765.01	-33.00	600.427	600.457
B	2775.01	-33.00	600.476	600.516
C	2785.01	-33.00	600.520	600.549
D	2795.01	-33.00	600.556	600.562
☉ BRG PIER 1	2801.01	-33.00	600.573	600.573
E	2811.01	-33.00	600.594	600.614
F	2821.01	-33.00	600.605	600.651
G	2831.01	-33.00	600.607	600.662
H	2841.01	-33.00	600.600	600.641
I	2851.01	-33.00	600.584	600.597
☉ BRG PIER 2	2858.51	-33.00	600.566	600.566
J	2868.51	-33.00	600.534	600.548
K	2878.51	-33.00	600.493	600.528
L	2888.51	-33.00	600.450	600.490
M	2898.51	-33.00	600.408	600.428
☉ BRG E ABUT	2904.51	-33.00	600.382	600.382
BK E ABUT	2905.79	-33.00	600.377	600.377

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2751.19	-22.00	600.580	600.580
☉ BRG W ABUT	2752.47	-22.00	600.586	600.586
A	2762.47	-22.00	600.635	600.665
B	2772.47	-22.00	600.683	600.724
C	2782.47	-22.00	600.730	600.758
D	2792.47	-22.00	600.768	600.774
☉ BRG PIER 1	2798.47	-22.00	600.786	600.786
E	2808.47	-22.00	600.809	600.829
F	2818.47	-22.00	600.823	600.869
G	2828.47	-22.00	600.828	600.882
H	2838.47	-22.00	600.823	600.864
I	2848.47	-22.00	600.809	600.822
☉ BRG PIER 2	2855.97	-22.00	600.793	600.793
J	2865.97	-22.00	600.763	600.777
K	2875.97	-22.00	600.723	600.759
L	2885.97	-22.00	600.681	600.721
M	2895.97	-22.00	600.639	600.658
☉ BRG E ABUT	2901.97	-22.00	600.613	600.613
BK E ABUT	2903.25	-22.00	600.608	600.608

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2748.65	-11.00	600.787	600.787
☉ BRG W ABUT	2749.93	-11.00	600.794	600.794
A	2759.93	-11.00	600.842	600.873
B	2769.93	-11.00	600.891	600.932
C	2779.93	-11.00	600.939	600.967
D	2789.93	-11.00	600.979	600.985
☉ BRG PIER 1	2795.93	-11.00	600.999	600.999
E	2805.93	-11.00	601.024	601.044
F	2815.93	-11.00	601.040	601.086
G	2825.93	-11.00	601.047	601.102
H	2835.93	-11.00	601.045	601.086
I	2845.93	-11.00	601.034	601.047
☉ BRG PIER 2	2853.43	-11.00	601.019	601.019
J	2863.43	-11.00	600.991	601.006
K	2873.43	-11.00	600.954	600.990
L	2883.43	-11.00	600.912	600.951
M	2893.43	-11.00	600.869	600.889
☉ BRG E ABUT	2899.43	-11.00	600.844	600.844
BK E ABUT	2900.71	-11.00	600.839	600.839

GIRDER 8 & CENTERLINE OF US ROUTE 30

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2746.11	0.00	600.995	600.995
☉ BRG W ABUT	2747.39	0.00	601.001	601.001
A	2757.39	0.00	601.050	601.080
B	2767.39	0.00	601.099	601.139
C	2777.39	0.00	601.147	601.175
D	2787.39	0.00	601.190	601.196
☉ BRG PIER 1	2793.39	0.00	601.211	601.211
E	2803.39	0.00	601.239	601.259
F	2813.39	0.00	601.257	601.303
G	2823.39	0.00	601.266	601.321
H	2833.39	0.00	601.267	601.307
I	2843.39	0.00	601.257	601.270
☉ BRG PIER 2	2850.89	0.00	601.244	601.244
J	2860.89	0.00	601.219	601.234
K	2870.89	0.00	601.184	601.220
L	2880.89	0.00	601.143	601.182
M	2890.89	0.00	601.100	601.120
☉ BRG E ABUT	2896.89	0.00	601.075	601.075
BK E ABUT	2898.17	0.00	601.069	601.069

DESIGNED MJM
CHECKED WHE
DRAWN EAB
CHECKED WHE

LOWCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK ELEVATIONS TABLES
(1 OF 2)
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2744.84	5.50	600.879	600.879
⊕ BRG W ABUT	2746.12	5.50	600.885	600.885
A	2756.12	5.50	600.934	600.964
B	2766.12	5.50	600.982	601.023
C	2776.12	5.50	601.031	601.059
D	2786.12	5.50	601.075	601.081
⊕ BRG PIER 1	2792.12	5.50	601.097	601.097
E	2802.12	5.50	601.126	601.145
F	2812.12	5.50	601.145	601.191
G	2822.12	5.50	601.156	601.211
H	2832.12	5.50	601.157	601.198
I	2842.12	5.50	601.149	601.162
⊕ BRG PIER 2	2849.62	5.50	601.137	601.137
J	2859.62	5.50	601.113	601.127
K	2869.62	5.50	601.079	601.115
L	2879.62	5.50	601.038	601.078
M	2889.62	5.50	600.996	601.015
⊕ BRG E ABUT	2895.62	5.50	600.970	600.970
BK E ABUT	2896.90	5.50	600.965	600.965

BONDED LONGITUDINAL CONSTRUCTION JT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2743.12	12.92	600.722	600.722
⊕ BRG W ABUT	2744.41	12.92	600.728	600.728
A	2754.41	12.92	600.777	600.807
B	2764.41	12.92	600.826	600.867
C	2774.41	12.92	600.874	600.903
D	2784.41	12.92	600.919	600.926
⊕ BRG PIER 1	2790.41	12.92	600.942	600.942
E	2800.41	12.92	600.973	600.993
SPLICE 1	2800.41	12.92	600.973	600.993
F	2810.41	12.92	600.994	601.040
G	2820.41	12.92	601.006	601.061
H	2830.41	12.92	601.009	601.050
SPLICE 2	2837.91	12.92	601.005	601.025
I	2840.41	12.92	601.003	601.016
⊕ BRG PIER 2	2847.91	12.92	600.992	600.992
J	2857.91	12.92	600.969	600.984
K	2867.91	12.92	600.937	600.973
L	2877.91	12.92	600.897	600.936
M	2887.91	12.92	600.854	600.874
⊕ BRG E ABUT	2893.91	12.92	600.829	600.829
BK E ABUT	2895.19	12.92	600.824	600.824

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2741.03	22.00	600.530	600.530
⊕ BRG W ABUT	2742.31	22.00	600.537	600.537
A	2752.31	22.00	600.585	600.616
B	2762.31	22.00	600.634	600.675
C	2772.31	22.00	600.682	600.711
D	2782.31	22.00	600.729	600.735
⊕ BRG PIER 1	2788.31	22.00	600.753	600.753
E	2798.31	22.00	600.786	600.806
F	2808.31	22.00	600.809	600.854
G	2818.31	22.00	600.823	600.878
H	2828.31	22.00	600.828	600.868
I	2838.31	22.00	600.823	600.836
⊕ BRG PIER 2	2845.81	22.00	600.814	600.814
J	2855.81	22.00	600.793	600.808
K	2865.81	22.00	600.763	600.799
L	2875.81	22.00	600.724	600.764
M	2885.81	22.00	600.682	600.701
⊕ BRG E ABUT	2891.81	22.00	600.656	600.656
BK E ABUT	2893.09	22.00	600.651	600.651

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2738.49	33.00	600.298	600.298
⊕ BRG W ABUT	2739.77	33.00	600.304	600.304
A	2749.77	33.00	600.353	600.383
B	2759.77	33.00	600.401	600.442
C	2769.77	33.00	600.450	600.479
D	2779.77	33.00	600.498	600.504
⊕ BRG PIER 1	2785.77	33.00	600.523	600.523
E	2795.77	33.00	600.558	600.578
F	2805.77	33.00	600.584	600.629
G	2815.77	33.00	600.600	600.655
H	2825.77	33.00	600.607	600.648
I	2835.77	33.00	600.605	600.618
⊕ BRG PIER 2	2843.27	33.00	600.598	600.598
J	2853.27	33.00	600.579	600.594
K	2863.27	33.00	600.552	600.587
L	2873.27	33.00	600.515	600.554
M	2883.27	33.00	600.473	600.492
⊕ BRG E ABUT	2889.27	33.00	600.447	600.447
BK E ABUT	2890.55	33.00	600.442	600.442

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2743.57	11.00	600.763	600.763
⊕ BRG W ABUT	2744.85	11.00	600.769	600.769
A	2754.85	11.00	600.818	600.848
B	2764.85	11.00	600.866	600.907
C	2774.85	11.00	600.915	600.943
D	2784.85	11.00	600.960	600.966
⊕ BRG PIER 1	2790.85	11.00	600.982	600.982
E	2800.85	11.00	601.012	601.032
F	2810.85	11.00	601.033	601.079
G	2820.85	11.00	601.045	601.100
H	2830.85	11.00	601.047	601.088
I	2840.85	11.00	601.041	601.054
⊕ BRG PIER 2	2848.35	11.00	601.029	601.029
J	2858.35	11.00	601.006	601.021
K	2868.35	11.00	600.974	601.010
L	2878.35	11.00	600.933	600.973
M	2888.35	11.00	600.891	600.911
⊕ BRG E ABUT	2894.35	11.00	600.866	600.866
BK E ABUT	2895.63	11.00	600.860	600.860

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2742.30	16.50	600.647	600.647
⊕ BRG W ABUT	2743.58	16.50	600.653	600.653
A	2753.58	16.50	600.701	600.732
B	2763.58	16.50	600.750	600.791
C	2773.58	16.50	600.799	600.827
D	2783.58	16.50	600.844	600.851
⊕ BRG PIER 1	2789.58	16.50	600.868	600.868
E	2799.58	16.50	600.899	600.919
F	2809.58	16.50	600.921	600.967
G	2819.58	16.50	600.934	600.989
H	2829.58	16.50	600.938	600.978
I	2839.58	16.50	600.932	600.945
⊕ BRG PIER 2	2847.08	16.50	600.922	600.922
J	2857.08	16.50	600.900	600.914
K	2867.08	16.50	600.869	600.904
L	2877.08	16.50	600.829	600.868
M	2887.08	16.50	600.786	600.806
⊕ BRG E ABUT	2893.08	16.50	600.761	600.761
BK E ABUT	2894.36	16.50	600.755	600.755

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2739.76	27.50	600.414	600.414
⊕ BRG W ABUT	2741.04	27.50	600.420	600.420
A	2751.04	27.50	600.469	600.499
B	2761.04	27.50	600.518	600.559
C	2771.04	27.50	600.566	600.595
D	2781.04	27.50	600.614	600.620
⊕ BRG PIER 1	2787.04	27.50	600.638	600.638
E	2797.04	27.50	600.672	600.692
F	2807.04	27.50	600.696	600.742
G	2817.04	27.50	600.712	600.766
H	2827.04	27.50	600.718	600.758
I	2837.04	27.50	600.714	600.727
⊕ BRG PIER 2	2844.54	27.50	600.706	600.706
J	2854.54	27.50	600.686	600.701
K	2864.54	27.50	600.658	600.693
L	2874.54	27.50	600.620	600.659
M	2884.54	27.50	600.577	600.597
⊕ BRG E ABUT	2890.54	27.50	600.552	600.552
BK E ABUT	2891.82	27.50	600.546	600.546

GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK W ABUT	2737.22	38.50	600.182	600.182
⊕ BRG W ABUT	2738.50	38.50	600.188	600.188
A	2748.50	38.50	600.237	600.267
B	2758.50	38.50	600.285	600.326
C	2768.50	38.50	600.334	600.362
D	2778.50	38.50	600.382	600.388
⊕ BRG PIER 1	2784.50	38.50	600.408	600.408
E	2794.50	38.50	600.444	600.464
F	2804.50	38.50	600.471	600.517
G	2814.50	38.50	600.489	600.543
H	2824.50	38.50	600.497	600.538
I	2834.50	38.50	600.496	600.509
⊕ BRG PIER 2	2842.00	38.50	600.489	600.489
J	2852.00	38.50	600.472	600.487
K	2862.00	38.50	600.446	600.481
L	2872.00	38.50	600.410	600.450
M	2882.00	38.50	600.368	600.388
⊕ BRG E ABUT	2888.00	38.50	600.342	600.342
BK E ABUT	2889.28	38.50	600.337	600.337

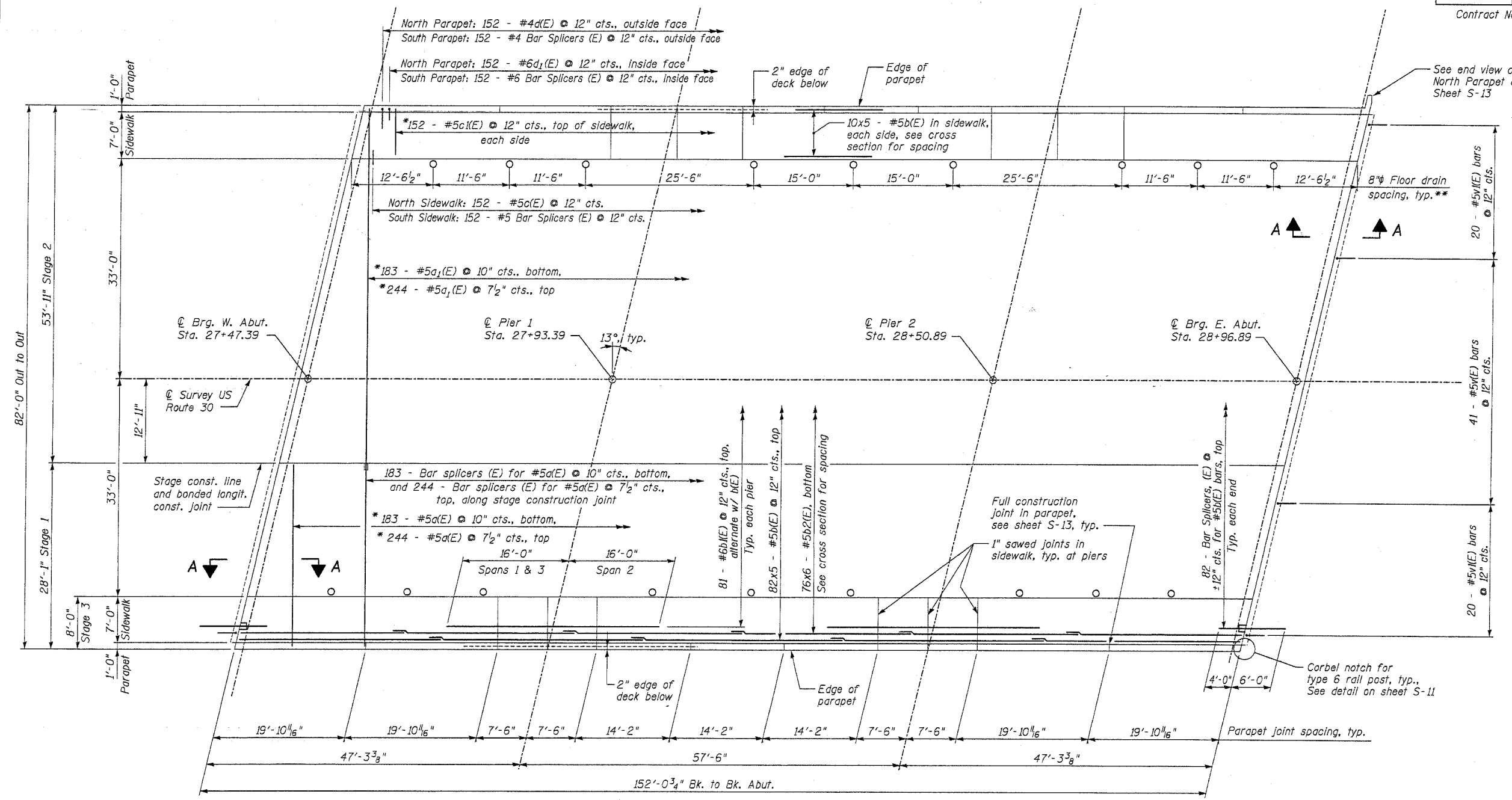
DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

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NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK ELEVATIONS TABLES
(2 OF 2)
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 148R
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

Contract No. 62098



** Adjust drain spacing as required to clear all diaphragms.

* Cut bars in field to fit skew and use the remainder of bars at other end of deck.



DECK PLAN

NOTES:

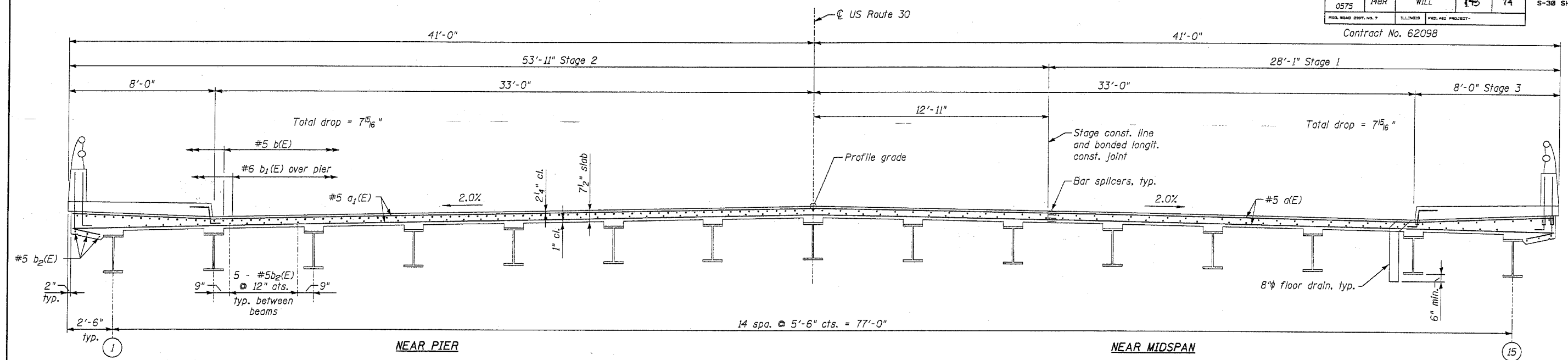
1. Reinforcement designated thus 82x5-#5, etc., indicates 82 lines of bars with 5 bars per line.
2. See sheet S-10 for deck details.
3. See sheet S-11 for integral abutment diaphragm details and Section A-A.
4. See sheet S-13 for parapet elevation and superstructure bill of materials.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Minimum bar laps: #5 = 2'-2".
7. See sheet S-12 for Floor Drain Details.

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

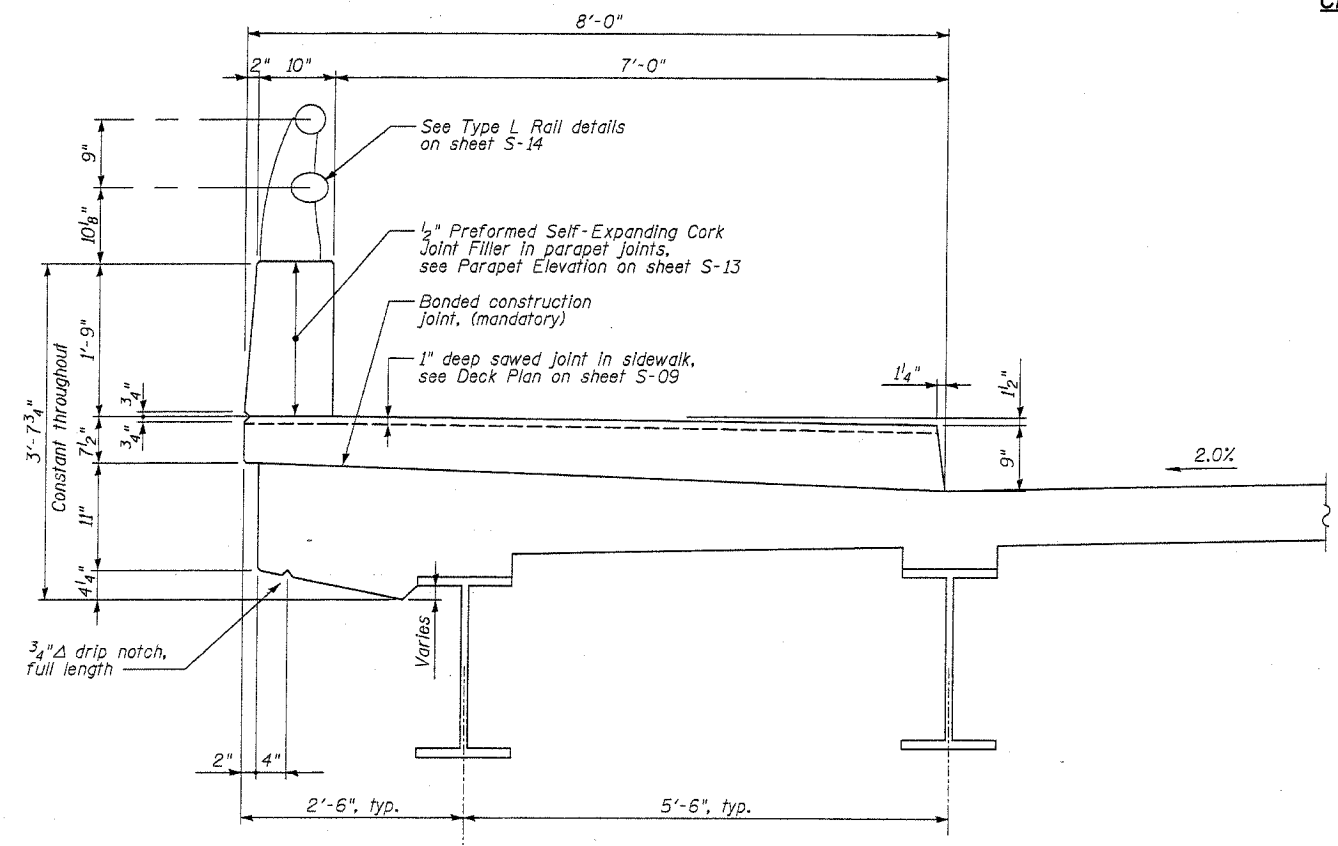
LONCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

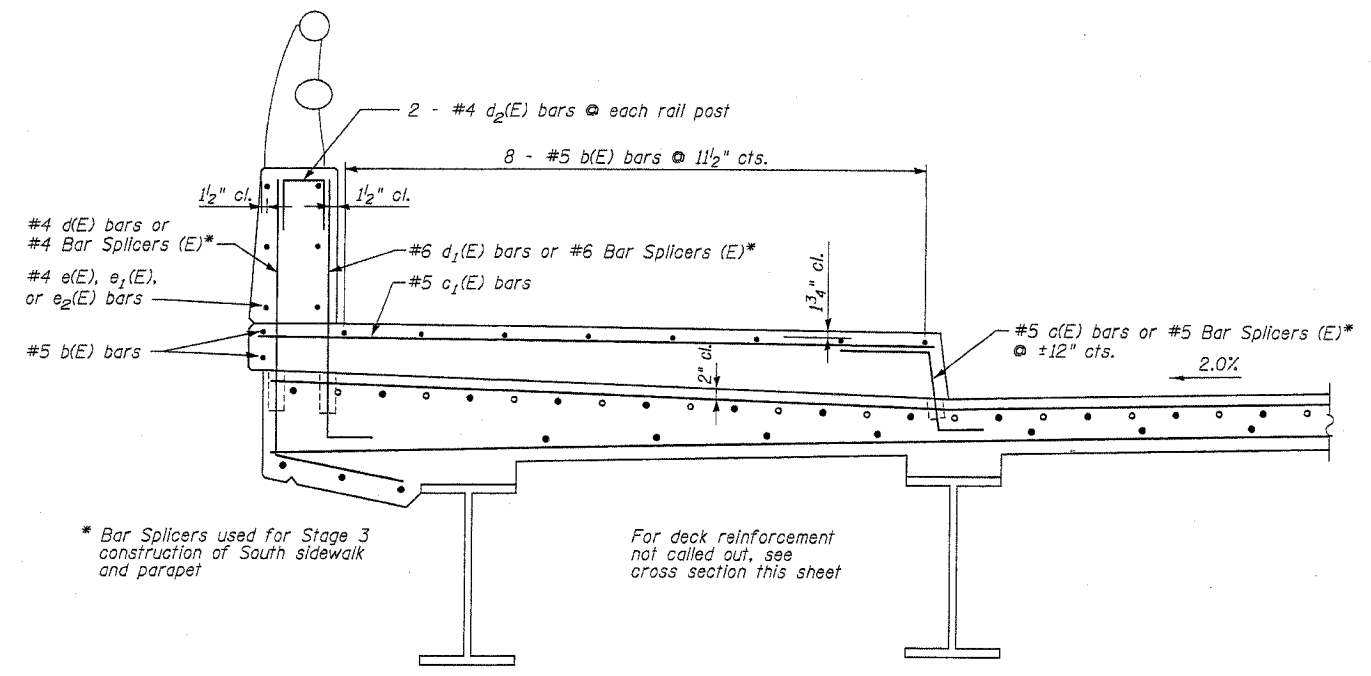
ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK PLAN
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05



CROSS SECTION
(Looking East)



SIDEWALK DETAIL



SIDEWALK REINFORCEMENT

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

NOTES:

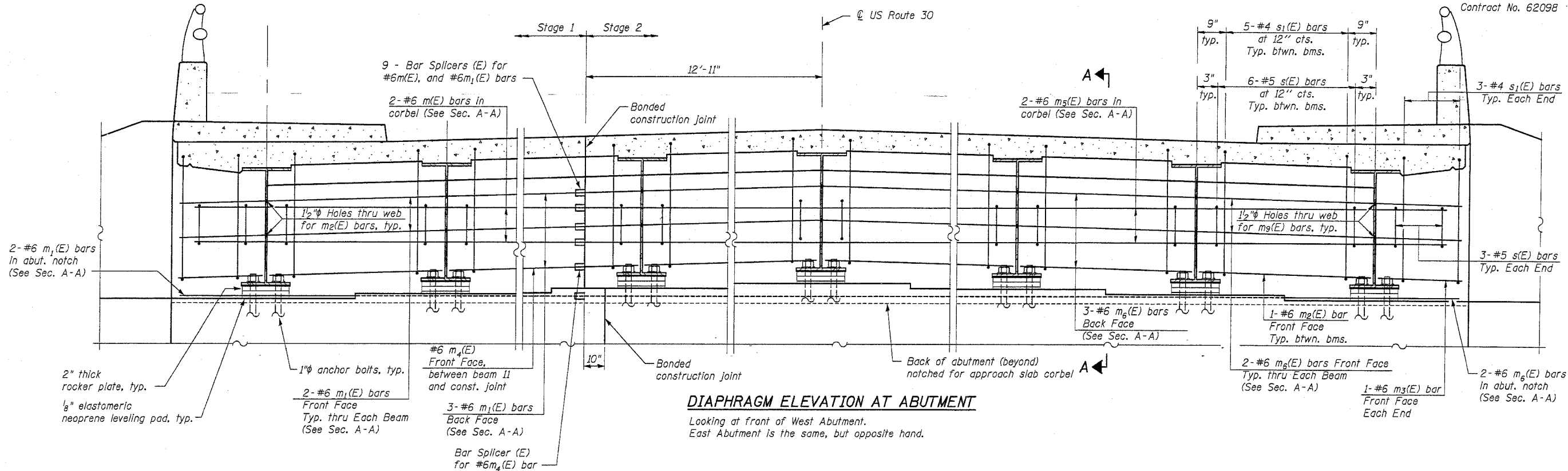
1. Reinforcement bars designated (E) shall be epoxy coated.
2. See sheet S-13 for Parapet Elevation and Superstructure Bill of Material.
3. See sheet S-25 for Cantilever Forming Bracket details.
4. All edges shall have standard 3/4" chamfers, except as noted.

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ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK CROSS SECTION AND DETAILS
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

Contract No. 62098

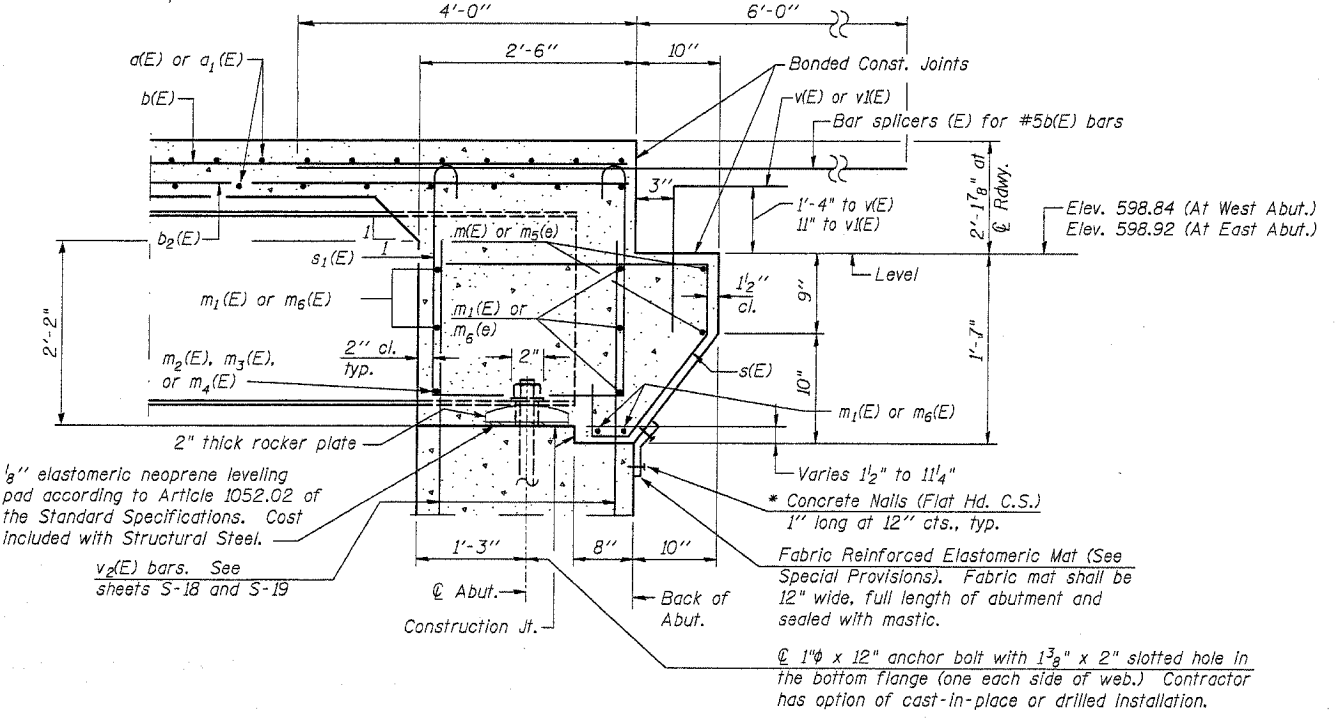


DIAPHRAGM ELEVATION AT ABUTMENT

Looking at front of West Abutment.
East Abutment is the same, but opposite hand.

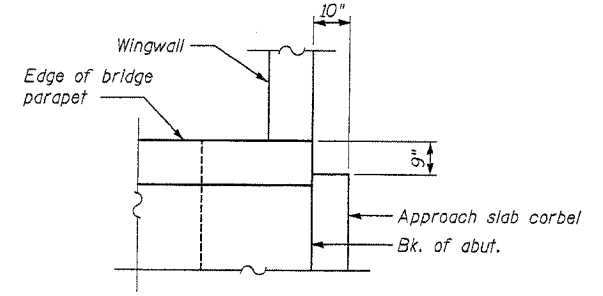
NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Concrete in diaphragm is included with concrete superstructure.
3. See sheet S-13 for Superstructure Bill of Material.
4. For anchor bolt details see sheet S-23.
5. For bearing details see sheet S-17.
6. The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.



SECTION A-A

* Cost Included with Concrete Structures.



CORBEL NOTCH

Required for traffic barrier terminal, Type 6, typical each corner of bridge

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

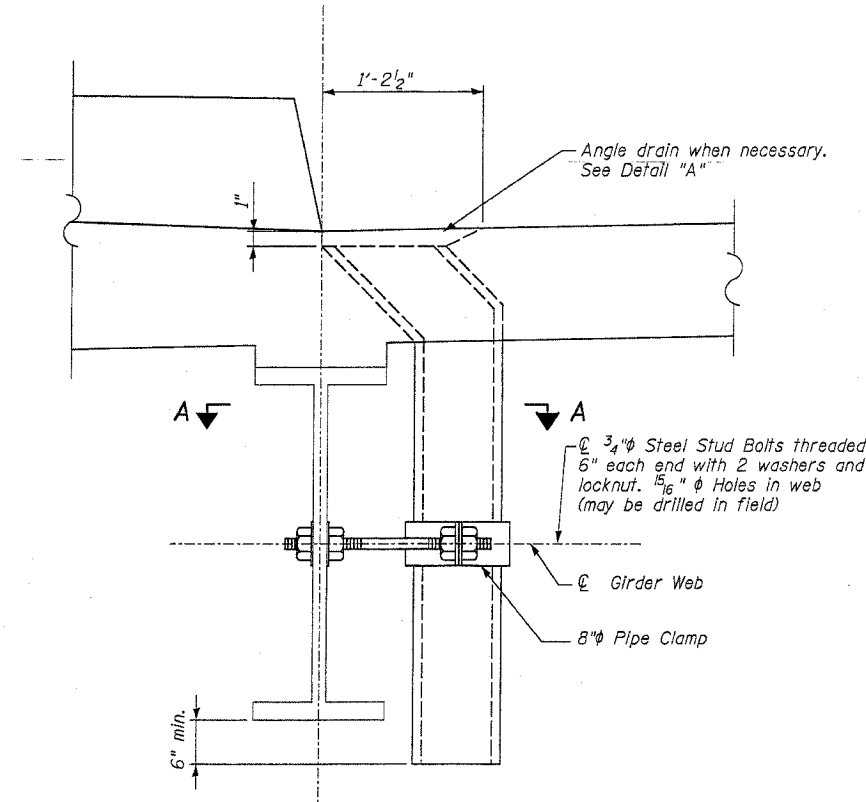
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**INTEGRAL ABUTMENT
 DIAPHRAGM DETAILS**
 US ROUTE 30 (LINCOLN HIGHWAY)
 OVER LILY CACHE CREEK
 WILL COUNTY

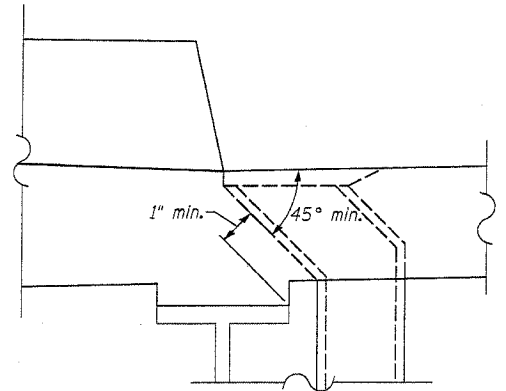
LONGO, INC.
 CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
 NAPERVILLE, ILLINOIS 60563 (630) 571-9100

F.A.P. ROUTE 0575 STATION 28+22.14
 SEC. 148R
 NEW STRUCTURE NO. 099-4648
 DATE 03/24/05

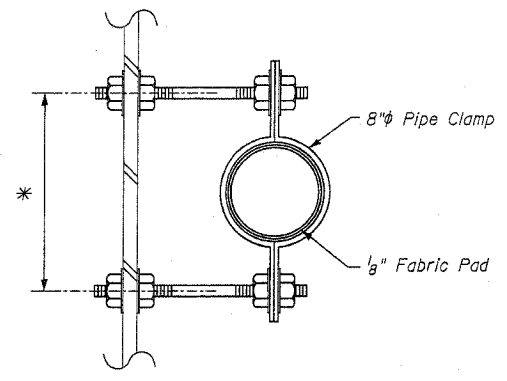
Contract No. 62098



SECTION AT SIDEWALK

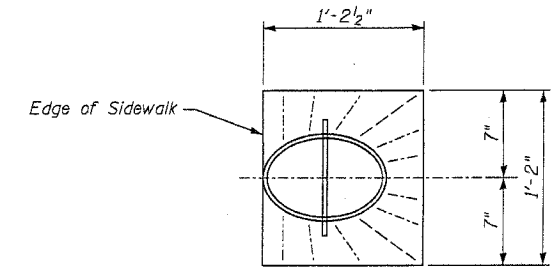


DETAIL "A"

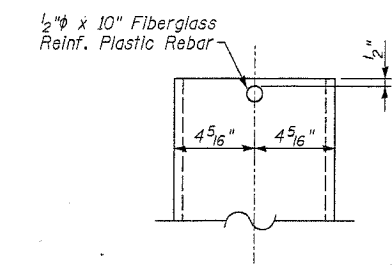


SECTION A-A

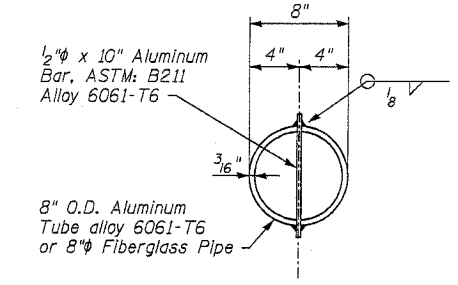
* Dimension as required by Pipe Clamp.



TOP PLAN

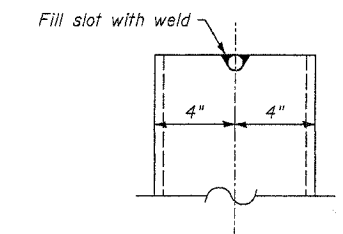


FIBERGLASS PIPE



TOP PLAN

(Showing Aluminum Tube)



ALUMINUM TUBE

BILL OF MATERIAL

Item	Unit	Quantity
Floor Drains	Each	18

NOTES:

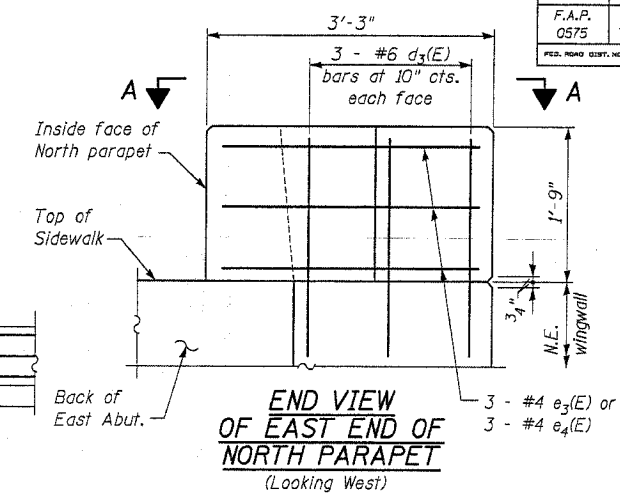
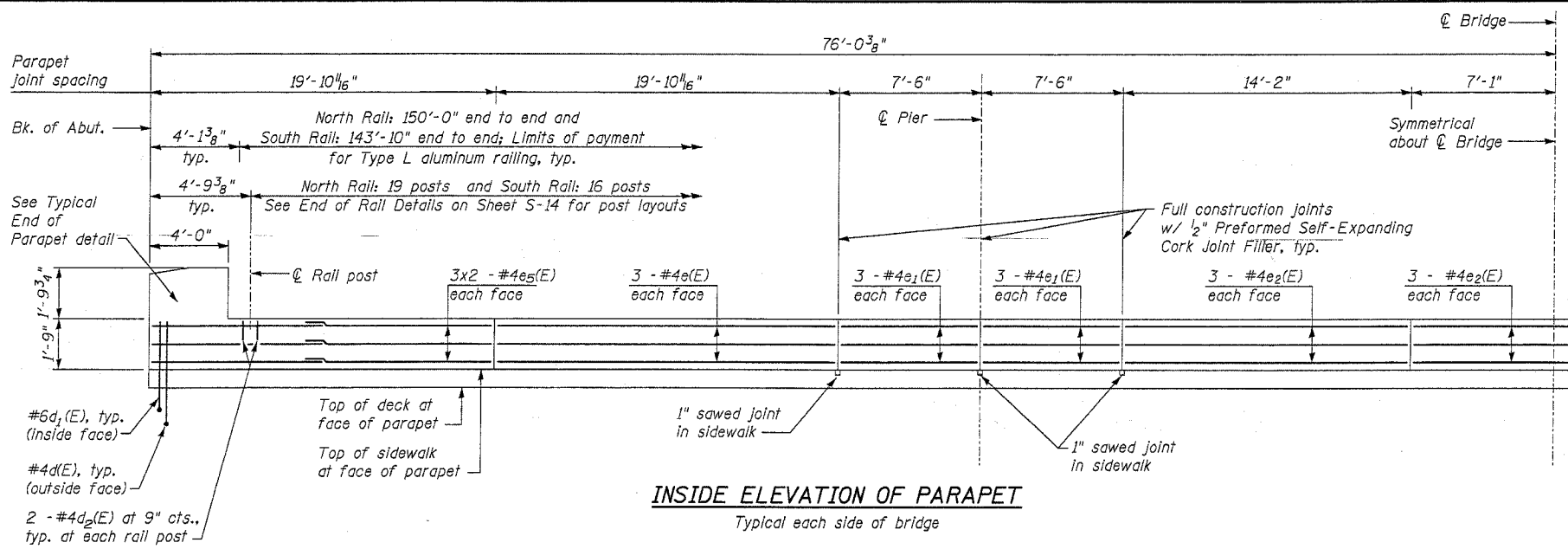
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

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NAPERVILLE, ILLINOIS 60563 (630) 577-9100

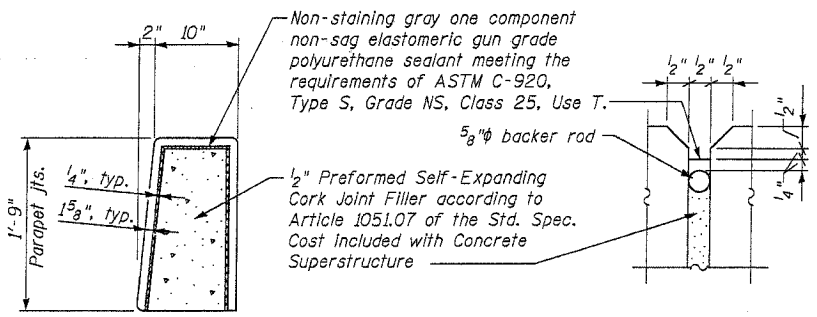
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FLOOR DRAIN DETAILS
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05



SUPERSTRUCTURE BILL OF MATERIAL

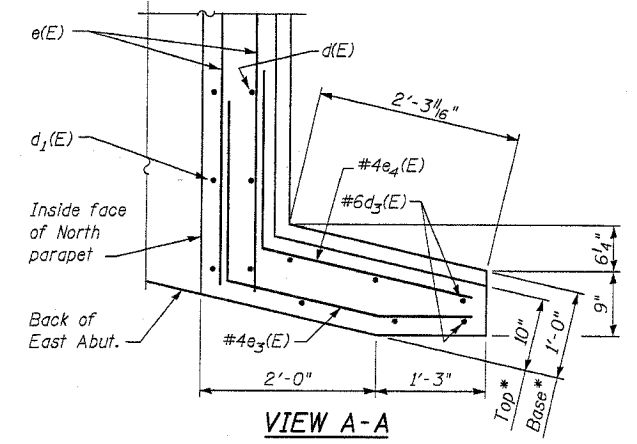
Bar	No.	Size	Length	Shape
d(E)	427	#5	27'-7"	—
d1(E)	427	#5	53'-5"	—
b(E)	510	#5	32'-1"	—
b1(E)	162	#6	32'-0"	—
b2(E)	456	#5	27'-1"	—
c(E)	152	#5	2'-5"	—
c1(E)	304	#5	7'-7"	—
d(E)	152	#4	4'-8"	—
d1(E)	152	#6	3'-9"	—
d2(E)	70	#4	2'-0"	—
d3(E)	6	#6	4'-0"	—
d4(E)	36	#4	3'-3"	—
e(E)	24	#4	19'-7"	—
e1(E)	48	#4	7'-2"	—
e2(E)	36	#4	13'-10"	—
e3(E)	3	#4	4'-11"	—
e4(E)	3	#4	4'-6"	—
e5(E)	48	#4	10'-9"	—
e6(E)	18	#4	3'-8"	—
m(E)	4	#6	27'-9"	—
m1(E)	14	#6	28'-6"	—
m2(E)	26	#6	5'-4"	—
m3(E)	4	#6	2'-3"	—
m4(E)	2	#6	3'-5"	—
m5(E)	4	#6	54'-3"	—
m6(E)	14	#6	55'-0"	—
s(E)	180	#5	6'-4"	—
s1(E)	152	#4	8'-2"	—
v(E)	82	#5	3'-10"	—
v1(E)	80	#5	3'-5"	—



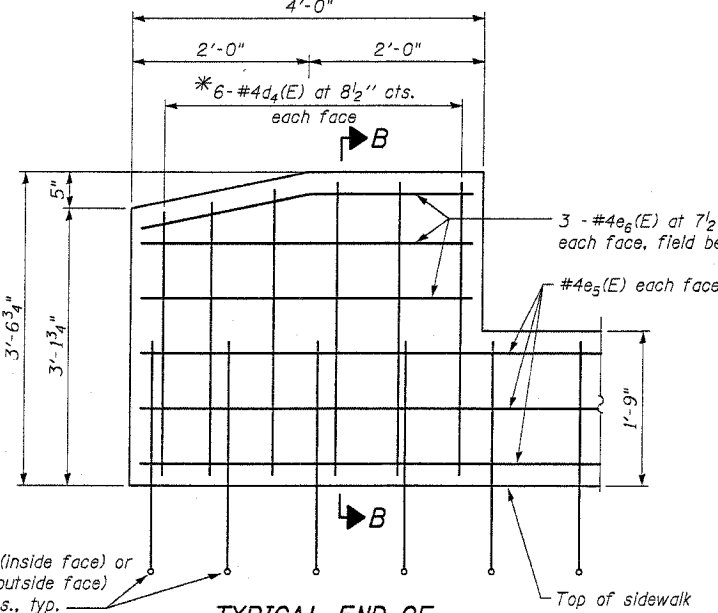
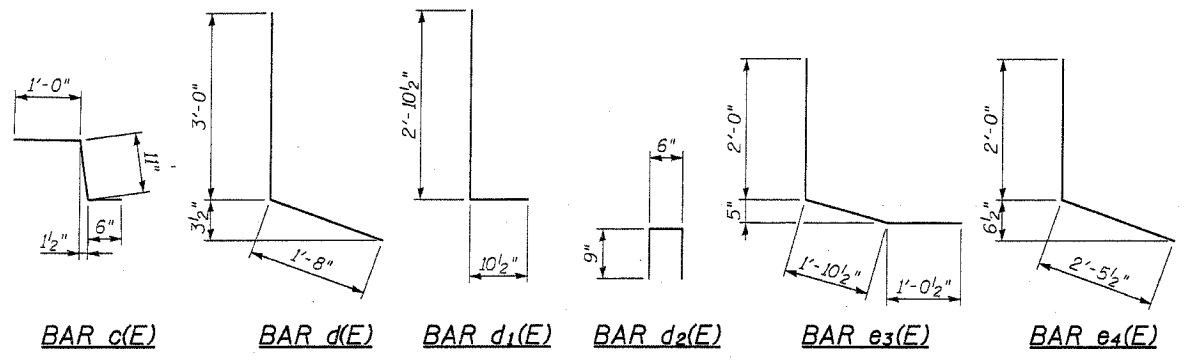
PARAPET JOINT DETAIL
Cost of construction joints and materials included with Concrete Superstructure.

NOTES:

1. Reinforcement designated 3x2-#4, etc., indicates 3 lines of #4 bars with 2-bars per line.
2. All edges shall have standard 3/4" chamfers, except as noted.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Concrete in parapet is included with concrete superstructure.
5. Minimum bar laps: #4 = 1'-8".

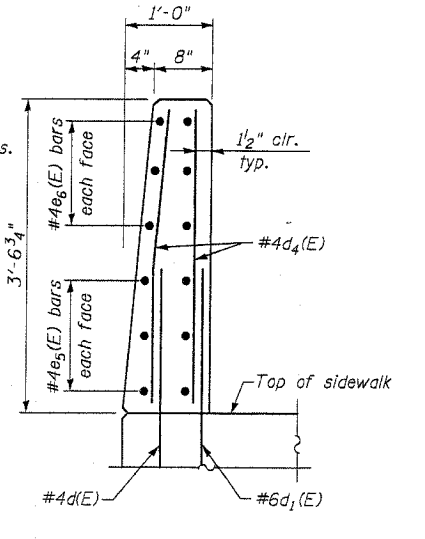


VIEW A-A
* See sidewalk detail on Sheet S-10 for parapet section



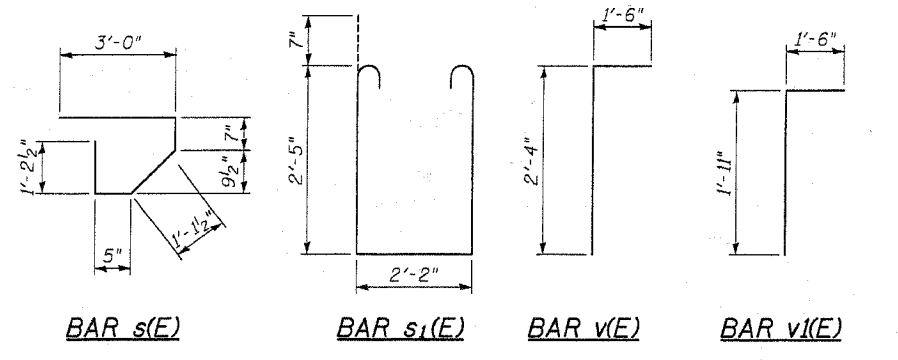
TYPICAL END OF PARAPET DETAIL

N.W., S.E., and S.W. corners of bridge
* Field cut and bend d4(E) bars as required to fit.



SECTION B-B

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE



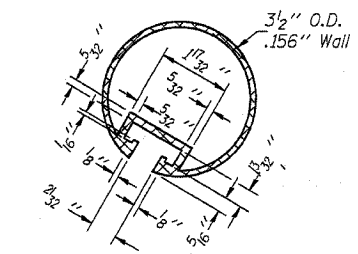
LOWCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

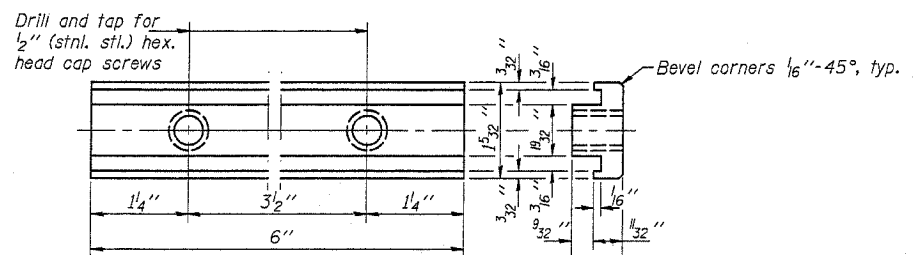
ILLINOIS DEPARTMENT OF TRANSPORTATION
PARAPET ELEVATION AND SUPERSTRUCTURE DETAILS
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY

F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

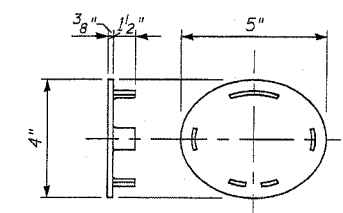
Contract No. 62098



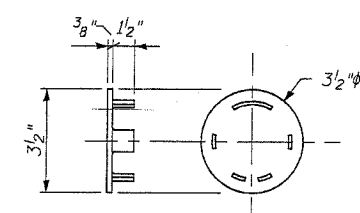
SECTION THRU TOP RAIL



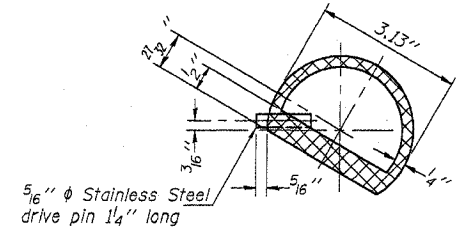
RAIL POST CLAMP BAR
For Top Rail



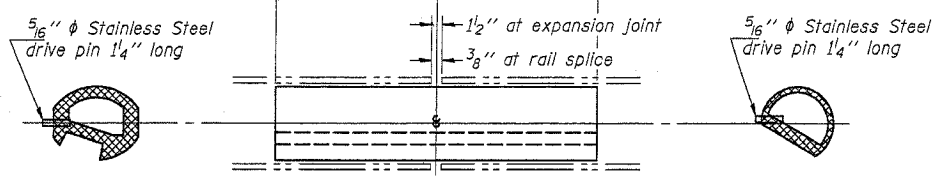
DETAIL A
Drive fit end cap
3 Required



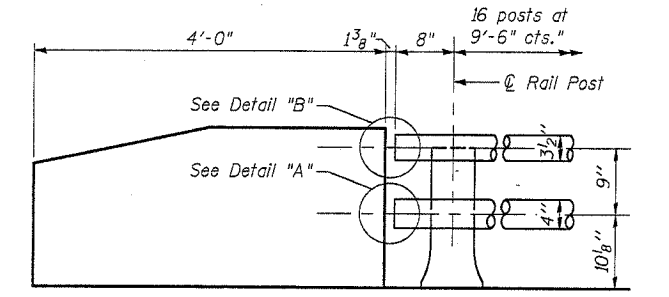
DETAIL B
Drive fit end cap
3 Required



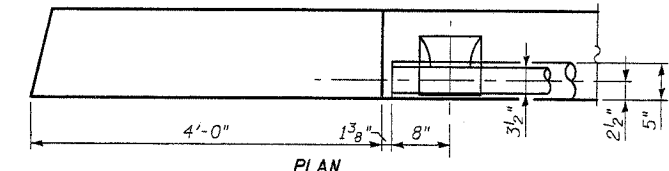
SECTION THRU SPLICE
For Top Rail



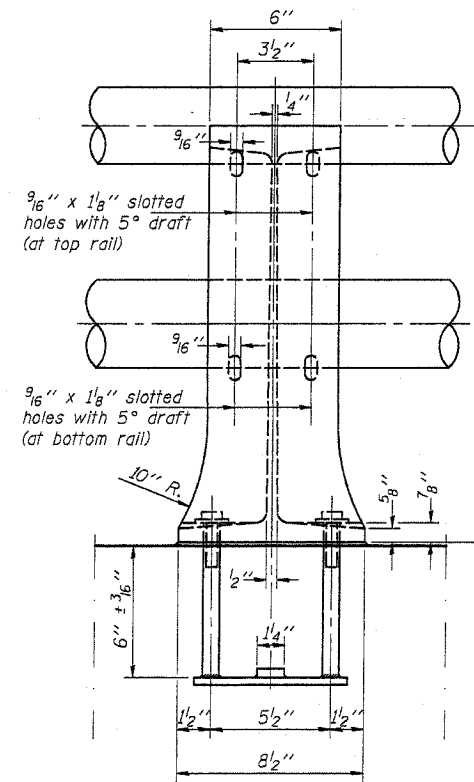
RAIL SPLICE



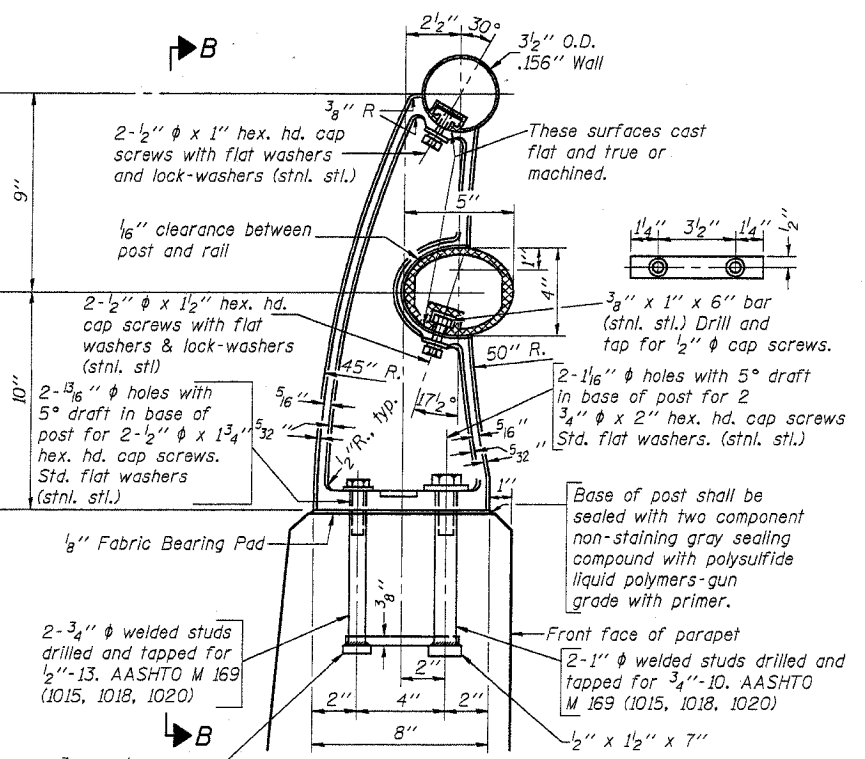
ELEVATION



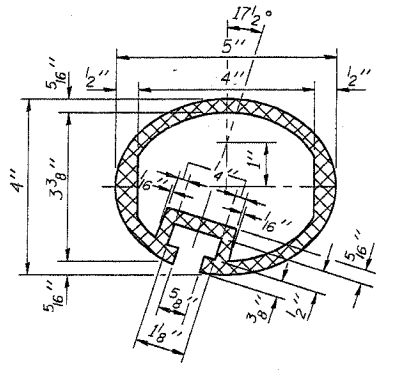
TYPICAL END OF RAIL



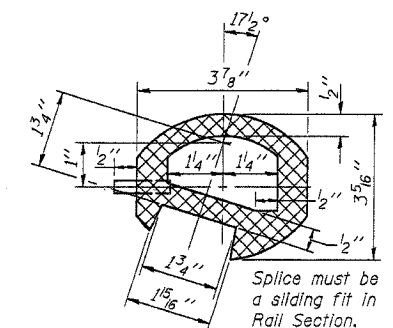
VIEW B-B



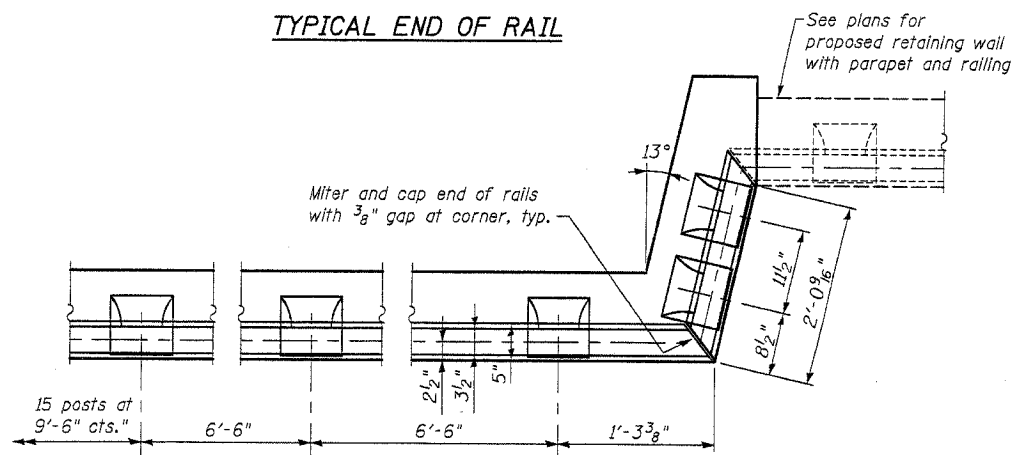
SECTION A-A



SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE



EAST END OF NORTH RAIL

RAIL POST DETAILS

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	294

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

Notes:
 All Posts shall be normal to parapet.
 All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.
 All joints in rail shall be spliced per detail.
 Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
 Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for ALUMINUM RAILING, TYPE L.
 Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 Inches.

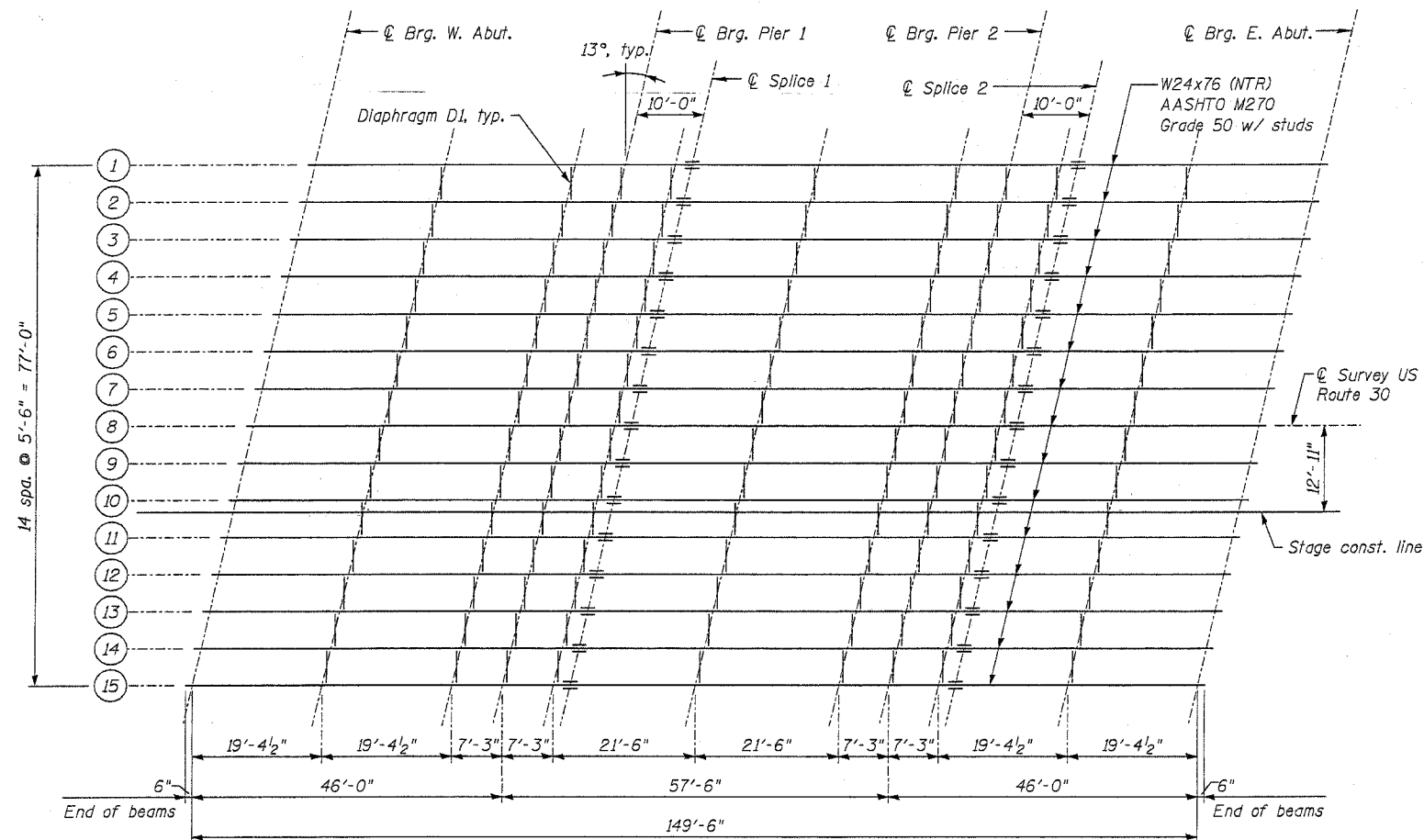
LONGO, INC.
 CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
 NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPE L ALUMINUM RAILING DETAILS
 US ROUTE 30 (LINCOLN HIGHWAY)
 OVER LILY CACHE CREEK
 WILL COUNTY
 F.A.P. ROUTE 0575 SEC. 14BR
 STATION 28+22.14 NEW STRUCTURE NO. 099-4648
 DATE 03/24/05

Contract No. 62098

S-30 SHEETS



FRAMING PLAN

NOTES:

- (NTR) = indicates notch toughness requirements.
- See sheet S-16 for typical beam elevation and framing details.

TOP OF BEAM ELEVATIONS

BEAM NO.	W. ABUT.	PIER 1	SPLICE 1	SPLICE 2	PIER 2	E. ABUT.
1	599.608	599.729	599.755	599.747	599.720	599.600
2	599.711	599.836	599.864	599.859	599.833	599.715
3	599.815	599.943	599.971	599.971	599.946	599.831
4	599.919	600.051	600.079	600.083	600.059	599.946
5	600.023	600.157	600.187	600.195	600.172	600.062
6	600.127	600.264	600.294	600.307	600.284	600.177
7	600.230	600.371	600.401	600.419	600.396	600.292
8	600.334	600.477	600.509	600.530	600.509	600.408
9	600.218	600.364	600.395	600.422	600.401	600.303
10	600.102	600.250	600.282	600.313	600.293	600.199
11	599.986	600.136	600.169	600.204	600.184	600.094
12	599.870	600.022	600.056	600.095	600.076	599.989
13	599.753	599.908	599.942	599.986	599.968	599.885
14	599.637	599.794	599.828	599.877	599.859	599.780
15	599.521	599.680	599.714	599.767	599.751	599.675

(For fabrication use only)

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

INTERIOR BEAM MOMENT TABLE

	UNITS	0.4 SPAN 1 & 3	PIER	0.5 SPAN 2
Is	in ⁴	2100	2100	2100
Ic(n)	in ⁴	6104	-	6104
Ic(3n)	in ⁴	4617	-	4617
Ss	in ³	176	176	176
Sc(n)	in ³	265	-	265
Sc(3n)	in ³	241	-	241
Z	in ³	-	200	-
DL	k/ft	0.66	1.05	0.66
SDL	k/ft	0.39	-	0.39
MDL	Ft-k	95.6	266.7	93.2
MSDL	Ft-k	65.0	-	75.2
MLL	Ft-k	238.4	130.9	271.6
Mimp, (I)	Ft-k	69.6	37.1	74.4
5/3(MLL+I)	Ft-k	513	280	577
Ma	Ft-k	877	711	969
Mu	Ft-k	1391	825	1391
fsDL	ksi	6.5	18.2	6.4
fsSDL	ksi	3.2	-	3.7
fs5/3(MLL+I)	ksi	23.2	19.1	26.1
fs(Overload)	ksi	32.9	37.3	36.2
fs(Total)	ksi	-	-	-
VR	k	44	-	34

- * Compact, braced section
- ** Non-compact section

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total and Overload).

Ic(n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

Ic(3n) and Sc(3n) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (See AASHTO 10.3B).

VR is the maximum LL + impact shear range within the composite portion of the span.

Z is the plastic section modulus used to determine the Fully Plastic Moments in the non-composite areas.

The Plastic Moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1

fs (Total) is the sum of the stresses due to 1.3[MDL + MSDL + 5/3 (MLL + M(Imp))]
 fs (Overload) is the sum of the stresses due to MDL + MSDL + 5/3 (MLL + M (Imp))

MDL - Moment due to dead loads on non-composite section.

MSDL - Moment due the dead loads on composite section.

MLL - Moment due to live load on non-composite or composite section.

M(Imp) - Moment due to live load impact on non-composite or composite section.

Ma (Applied Moment) = 1.3[MDL + MSDL + 5/3 (MLL + M(Imp))]

INTERIOR BEAM REACTION TABLE

	UNITS	ABUTMENT	PIER
RDL	k	18.4	60.3
RLL	k	32.1	36.5
IMPACT	k	9.4	10.4
R(Total)	k	59.9	107.2

LOWCO, INC.
 CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
 NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

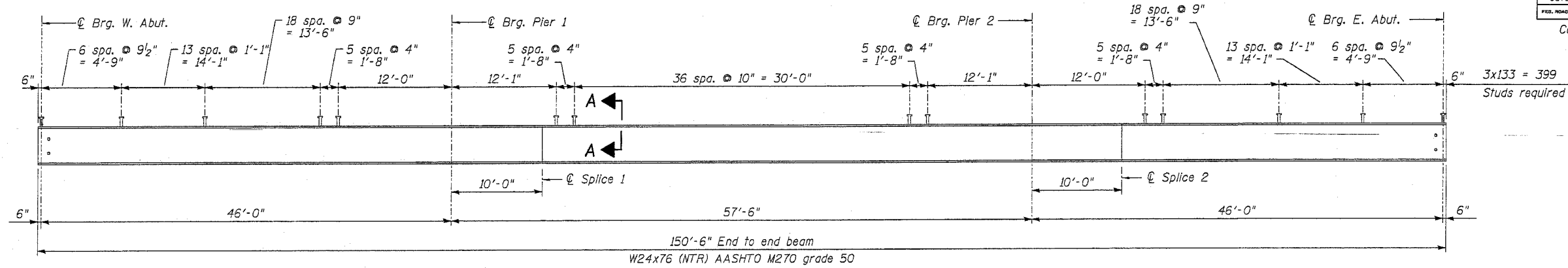
ILLINOIS DEPARTMENT OF TRANSPORTATION

FRAMING PLAN

US ROUTE 30 (LINCOLN HIGHWAY)
 OVER LILY CACHE CREEK
 WILL COUNTY

F.A.P. ROUTE 0575 SEC. 14BR
 STATION 28+22.14 NEW STRUCTURE NO. 099-4648
 DATE 03/24/05

Contract No. 62098



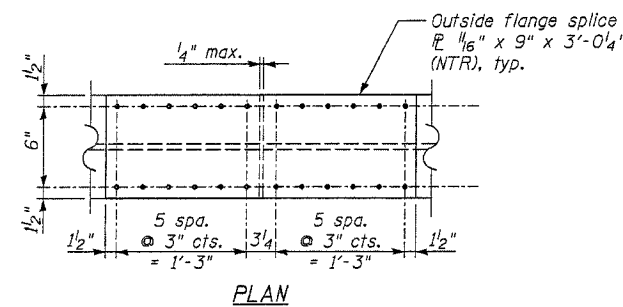
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Furnishing and erecting structural steel	L. Sum	1
Stud shear connectors	Each	5985

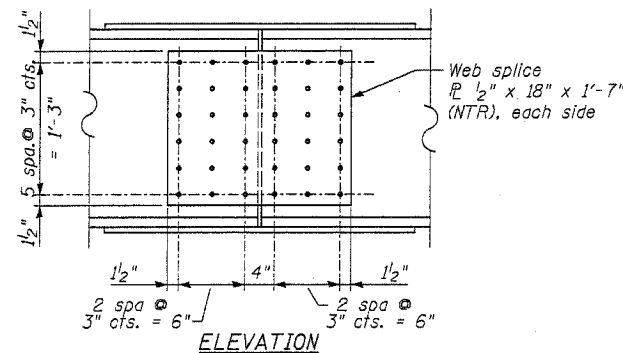
BEAM ELEVATION

NOTES:

- (NTR) = indicates notch toughness requirements.
- All splice plates shall be AASHTO M270 grade 50 steel.



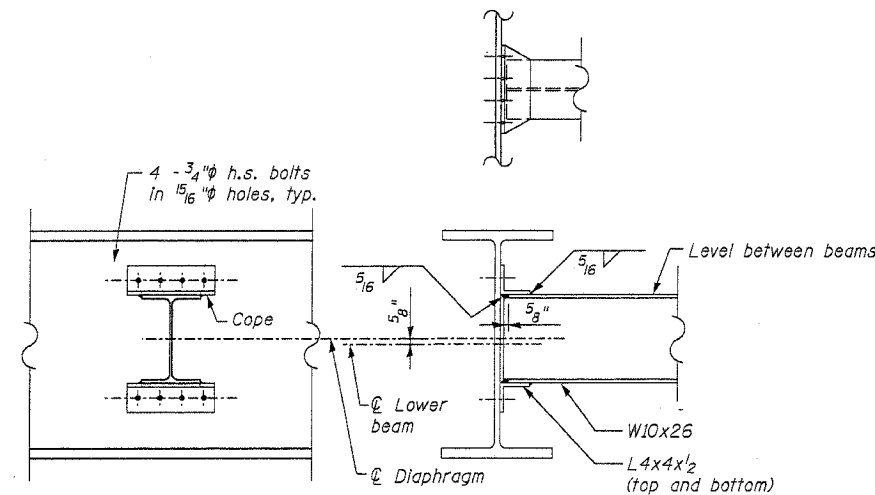
PLAN



ELEVATION

SPLICE

(30 required)
Note: All bolts shall be 7/8 inch h.s.

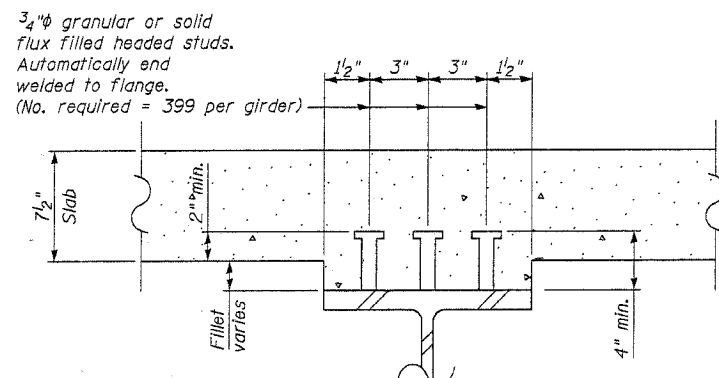


DIAPHRAGM D1

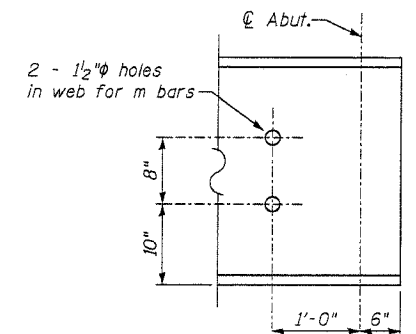
(126 required)

Notes:

- Two hardened washers shall be required over all oversize holes for diaphragms.
- Provide 1/2 inch vertical x 1 5/16 inch slotted holes in top and bottom angles at Beam #10. The bolts shall only be finger-tightened prior to pouring the deck slab, and then fully tightened after Stage II deck slab pouring is complete. Each slotted hole shall have 5/16 inch structural plate washers placed over them.



DETAIL A-A



TYPICAL END OF BEAM DETAIL

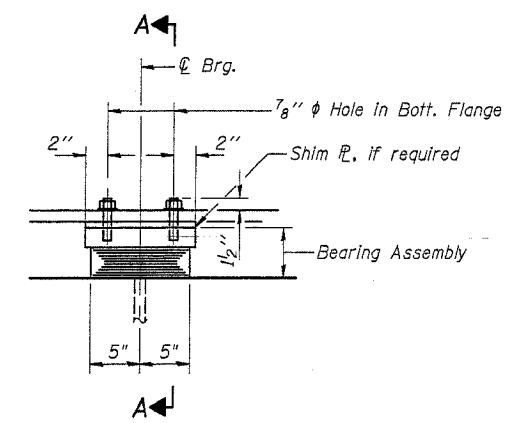
DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

REVISIONS	
NAME	DATE

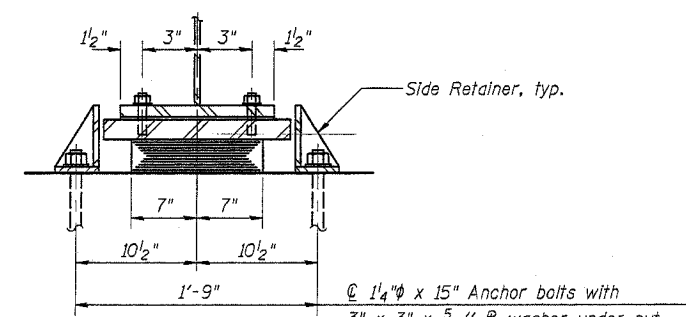
LONGO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

ILLINOIS DEPARTMENT OF TRANSPORTATION
BEAM ELEVATION AND DETAILS
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 148R
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

Contract No. 62098

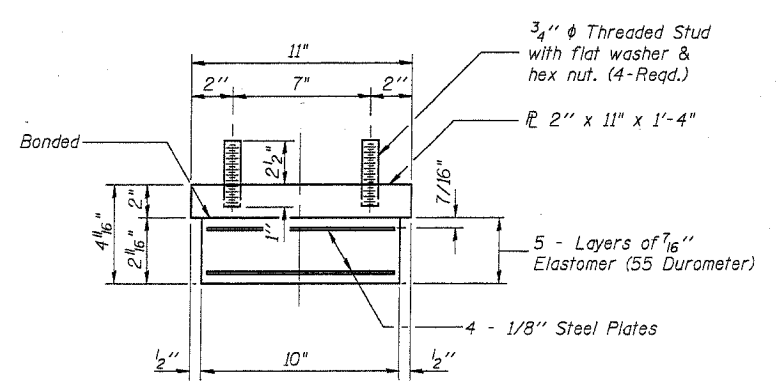


ELEVATION AT PIER



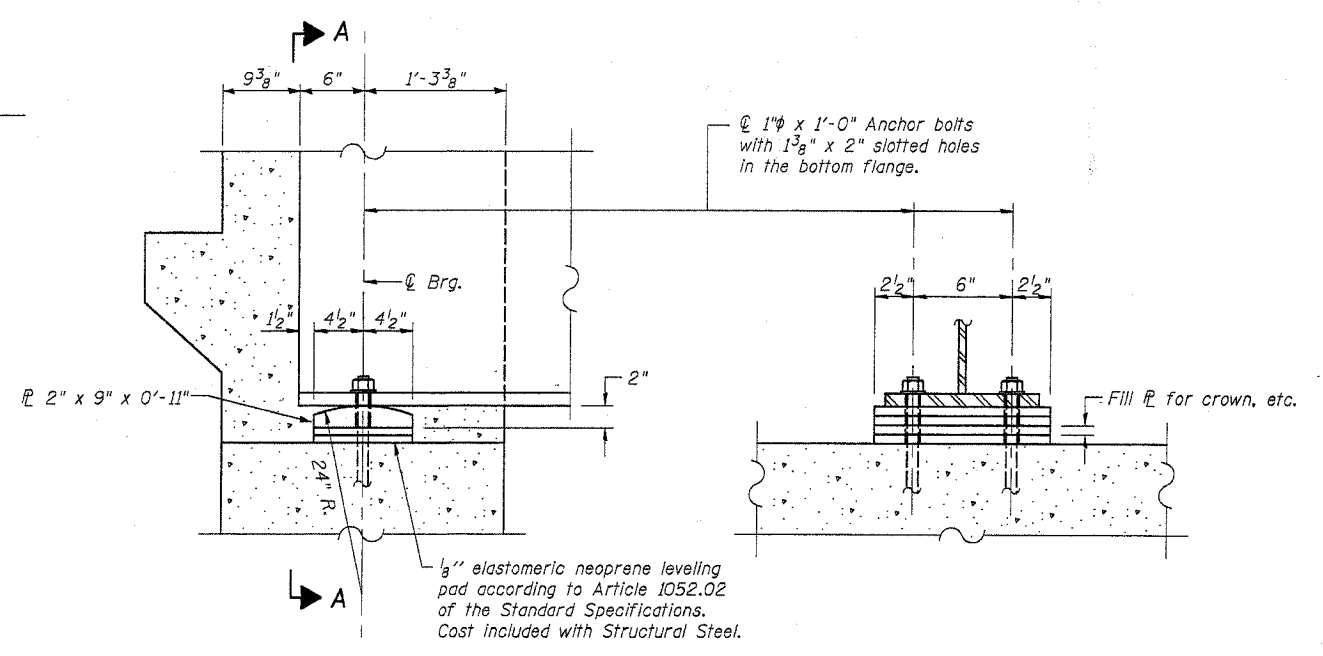
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

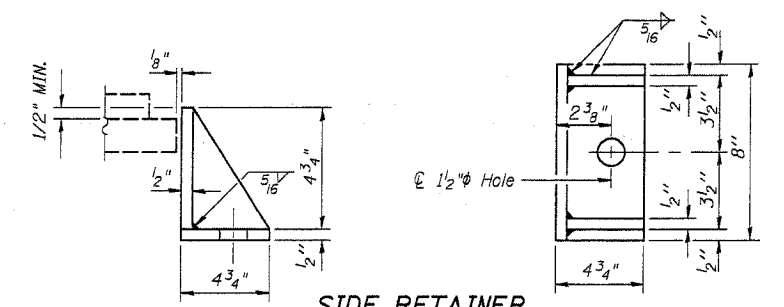


SECTION AT ABUTMENT
Perpendicular to girder

SECTION A-A

INTEGRAL ABUTMENT BEARING DETAIL

Bearing plates shall be M270 Grade 50 structural steel.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.

NOTES:

- Anchor bolts at fixed bearings may be built into the masonry.
- See sheet S-23 for Anchor Bolt installation.
- The steel plates for the abutment bearings and the side retainers and shim plates for the pier bearings are included in the calculated weight of M270 grade 50 structural steel, given in the General Notes on sheet S-2. The cost is included with Furnishing and Erecting Structural Steel.

BILL OF MATERIAL

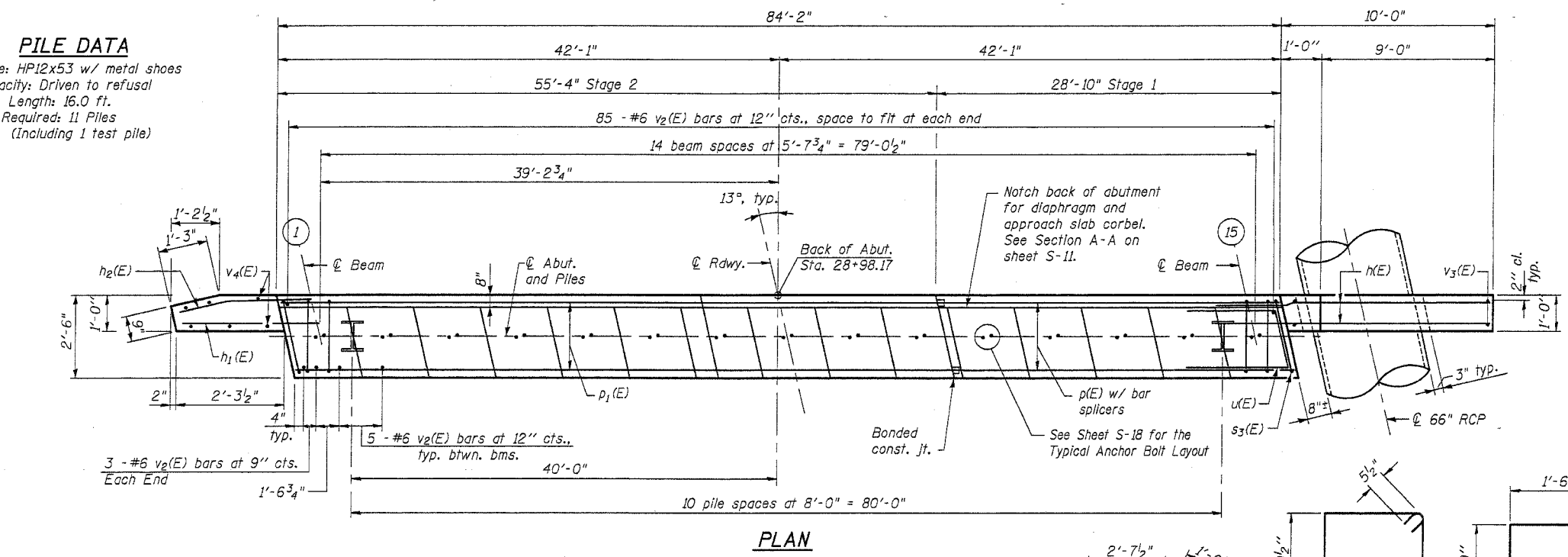
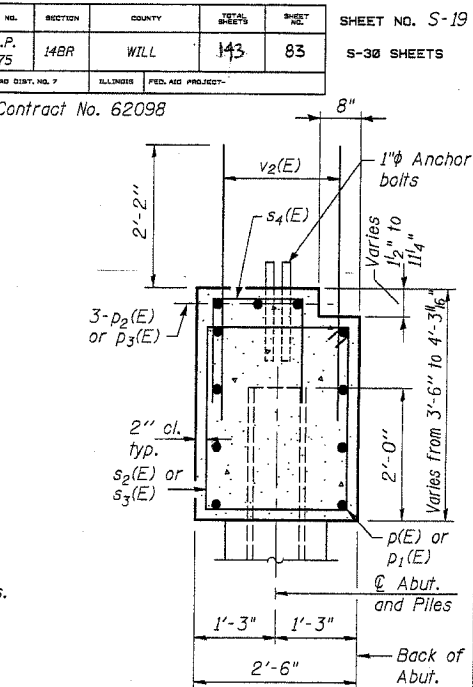
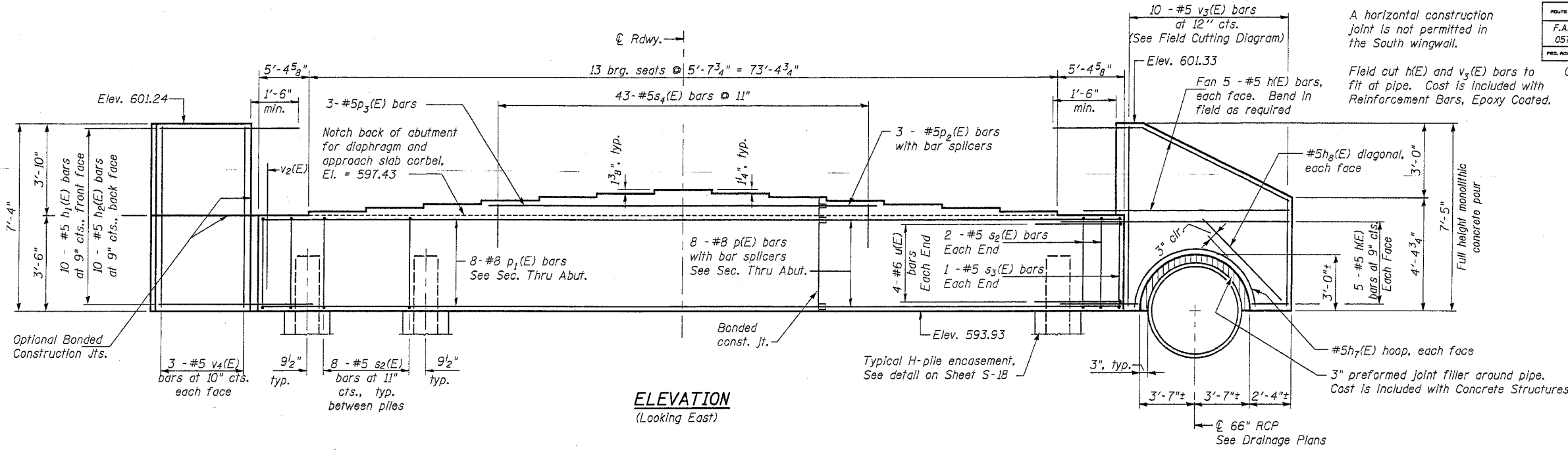
Item	Unit	Quantity
Elastomeric Bearing Assembly Type I	Each	30

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOWCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BEARING DETAILS
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 148R
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05



BEARING SEAT ELEVATIONS

Beam No.	East Abut.
1	597.430
2	597.545
3	597.661
4	597.776
5	597.892
6	598.007
7	598.122
8	598.238
9	598.133
10	598.029
11	597.924
12	597.819
13	597.715
14	597.610
15	597.505

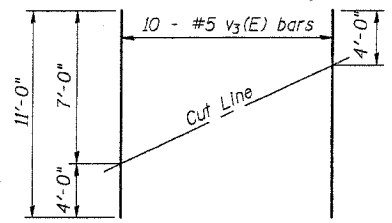
SECTION THROUGH ABUTMENT

BILL OF MATERIAL

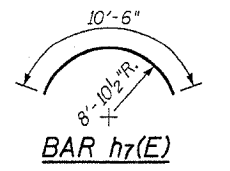
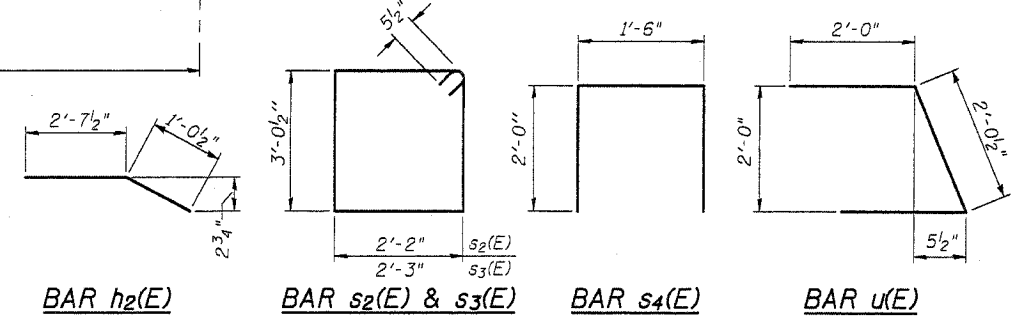
Bar	No.	Size	Length	Shape
h(E)	20	#5	11'-6"	
h1(E)	10	#5	3'-8"	
h2(E)	10	#5	3'-8"	
h7(E)	2	#5	10'-6"	
h8(E)	2	#5	6'-0"	
p(E)	8	#8	28'-6"	
p1(E)	8	#8	55'-0"	
p2(E)	3	#5	6'-2"	
p3(E)	3	#5	32'-8"	
s2(E)	84	#5	11'-4"	
s3(E)	2	#5	11'-6"	
s4(E)	43	#5	5'-6"	
u(E)	8	#6	6'-1"	
v2(E)	161	#5	5'-4"	
v3(E)	10	#5	11'-0"	
v4(E)	6	#5	7'-0"	
Item Unit Quantity				
Concrete Structures	Cu. Yd.		32.1	
Reinforcement Bars, Epoxy Coated	Pound		4647	
Structure Excavation	Cu. Yd.		35	
Bar Splicer	Each		11	
Furnishing Steel Piles HP12x53	Foot		160	
Driving Steel Piles	Foot		160	
Test Pile Steel HP12x53	Each		1	
Metal Shoes	Each		10	
Porous Granular Embankment	Cu. Yd.		110	

PILE DATA
 Type: HP12x53 w/ metal shoes
 Capacity: Driven to refusal
 Est. Length: 16.0 ft.
 No. Required: 11 Piles
 (Including 1 test pile)

- NOTES:**
- All edges shall have standard 3/4" chamfers except as noted.
 - Space reinforcement to miss anchor bolts.
 - Pour steps monolithically with cap.
 - Reinforcement bars designated (E) shall be epoxy coated.
 - For anchor bolt details, see sheet S-23.
 - For location of anchor bolts, see sheet S-17.



FIELD CUTTING DIAGRAM
 Order v3(E) full length. Cut as shown and use remainder of bars in opposite face.



DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

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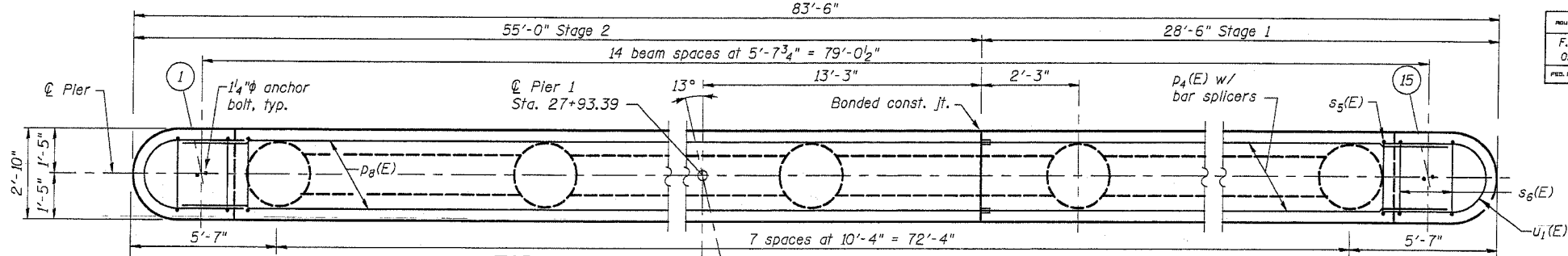
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EAST ABUTMENT PLAN AND ELEVATION
 US ROUTE 30 (LINCOLN HIGHWAY)
 OVER LILY CACHE CREEK
 WILL COUNTY
 F.A.P. ROUTE 0575 SEC. 14BR
 STATION 28+22.14 NEW STRUCTURE NO. 099-4648
 DATE 03/24/05

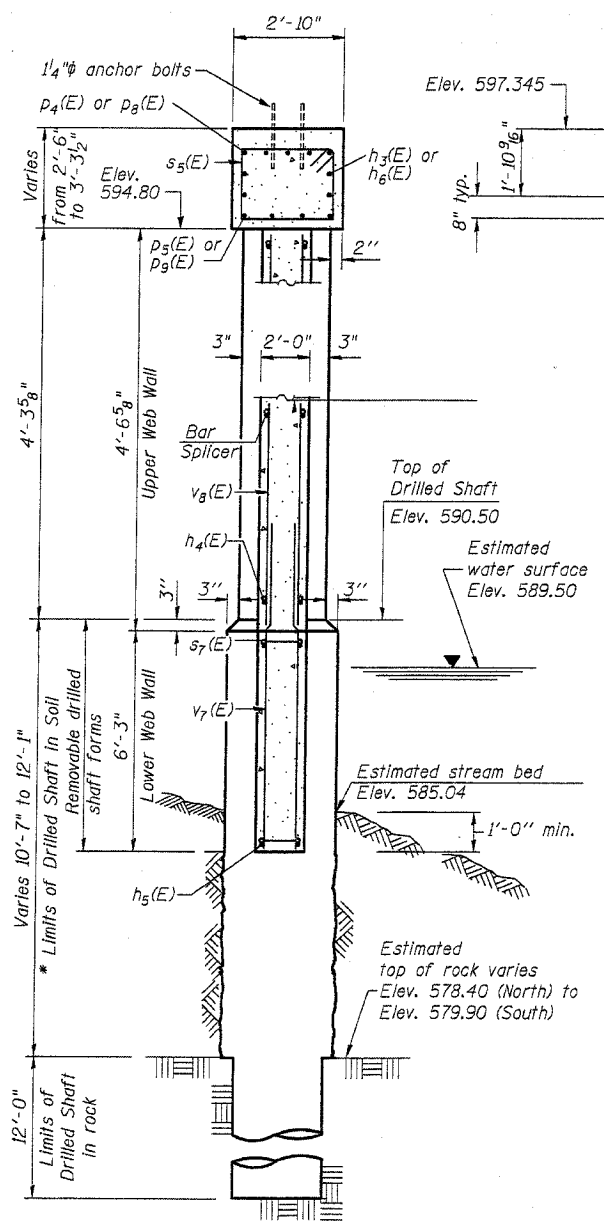
Contract No. 62098

**PIER 1
BEARING SEAT
ELEVATIONS**

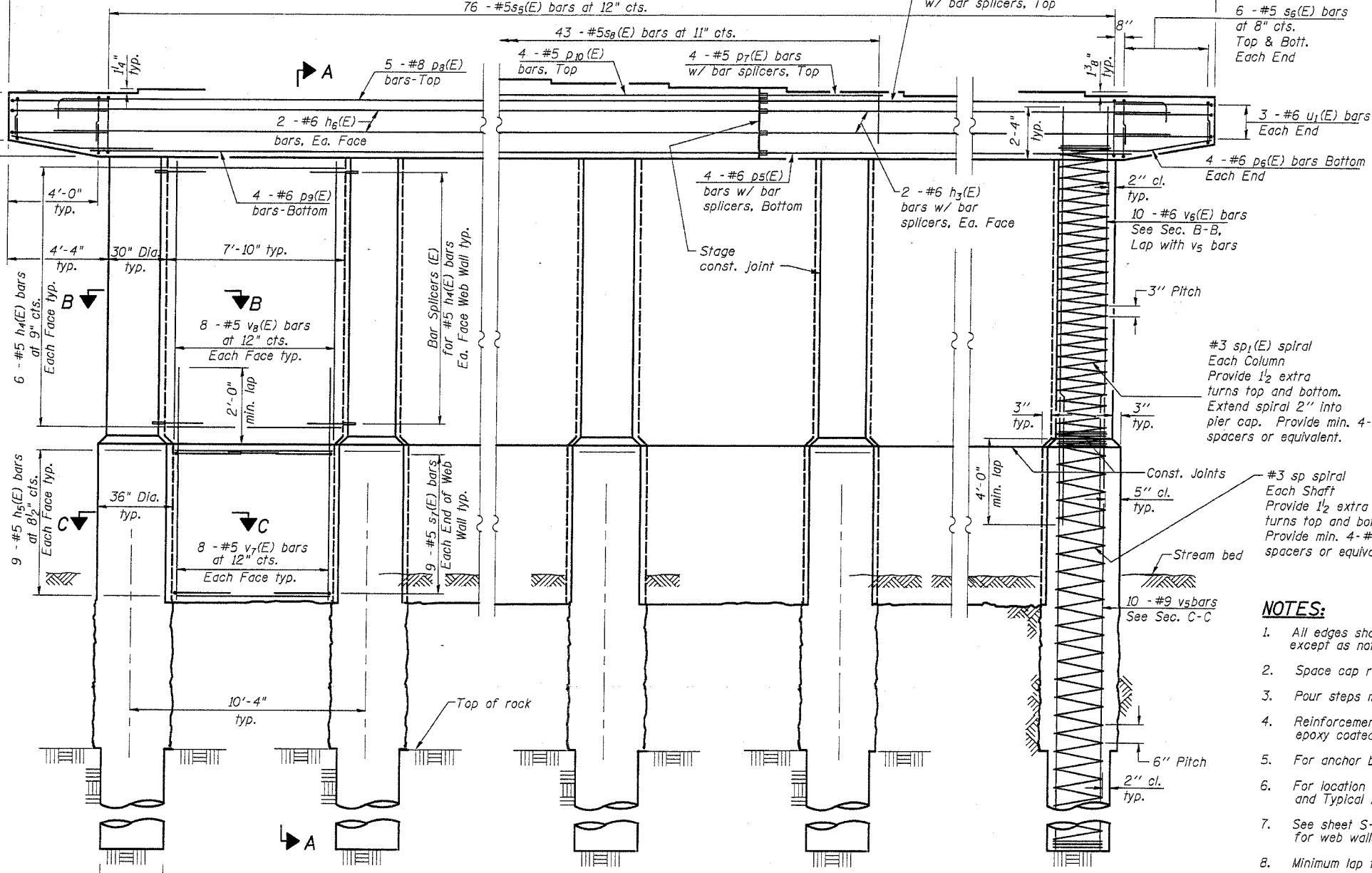
Beam No.	West Abut.
1	597.345
2	597.452
3	597.559
4	597.667
5	597.773
6	597.880
7	597.987
8	598.093
9	597.980
10	597.866
11	597.752
12	597.638
13	597.524
14	597.410
15	597.296



TOP PLAN



SECTION A-A



**ELEVATION
(Looking East)**

NOTES:

- All edges shall have standard 3/4" chamfers except as noted.
- Space cap reinforcement to miss anchor bolts.
- Pour steps monolithically with cap.
- Reinforcement bars designated (E) shall be epoxy coated.
- For anchor bolt details, see sheet S-23.
- For location of anchor bolts, see sheet S-17, and Typical Anchor Bolt Layout on sheet S-22.
- See sheet S-22 for construction sequence for web walls, pier details, and bill of material.
- Minimum lap for #3 spirals is 1'-6".

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

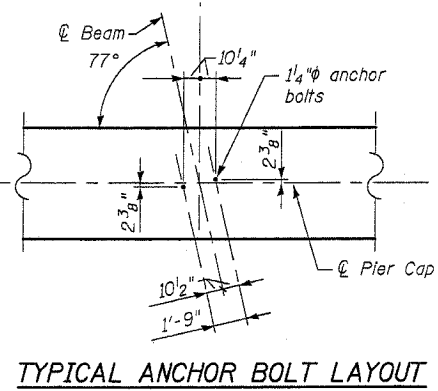
* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

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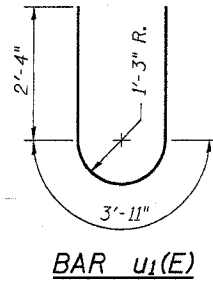
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PIER 1 PLAN AND ELEVATION
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 148R
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

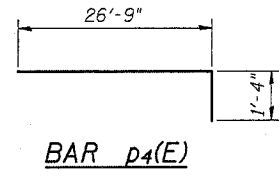
Contract No. 62098



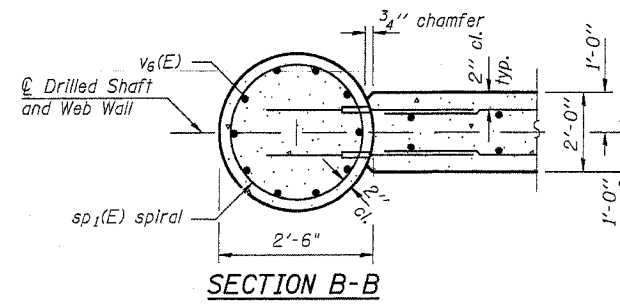
TYPICAL ANCHOR BOLT LAYOUT



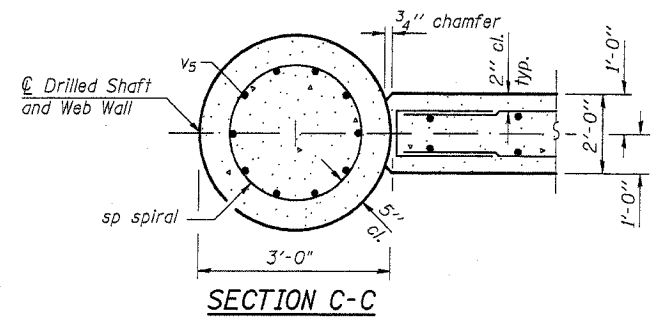
BAR u1(E)



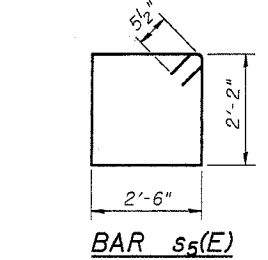
BAR p4(E)



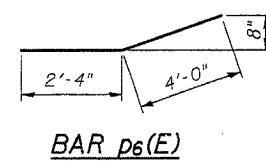
SECTION B-B



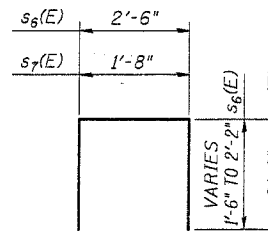
SECTION C-C



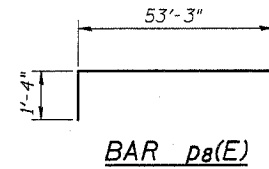
BAR s5(E)



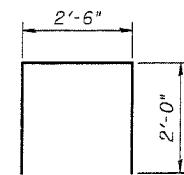
BAR p6(E)



BARS s6(E) & s7(E)



BAR p8(E)



BARS s8(E)

PIER 1 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	4	6	30'-9"	—
h4(E)	84	5	7'-6"	—
h5(E)	126	5	7'-0"	—
h6(E)	4	6	49'-3"	—
p4(E)	5	8	28'-1"	—
p5(E)	4	6	24'-4"	—
p6(E)	8	6	6'-4"	—
p7(E)	4	5	6'-2"	—
p8(E)	5	8	54'-7"	—
p9(E)	4	6	50'-10"	—
p10(E)	4	5	32'-8"	—
s5(E)	76	5	10'-3"	—
s6(E)	24	5	6'-2"	—
s7(E)	126	5	5'-8"	—
s8(E)	43	5	6'-6"	—
sp	8	3	23'-6"	—
sp1(E)	8	3	4'-4"	—
u1(E)	6	6	8'-7"	—
v5	80	9	23'-5"	—
v6(E)	80	6	10'-8"	—
v7(E)	112	5	4'-3"	—
v8(E)	112	5	8'-2"	—
Underwater Structure Excavation Protection Location 1		Each	1	
Structure Excavation		Cu. Yd.	14.4	
Drilled Shaft in Soil 36" Dia.		Foot	91	
Drilled Shaft in Rock 30" Dia.		Foot	96	
Concrete Structures		Cu. Yd.	73.5	
Reinforcement Bars, Epoxy Coated		Pound	6350	
Reinforcement Bars		Pound	7395	
Bar Splicers		Each	185	

**Length is height of spiral.

PIER 2 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	4	6	30'-9"	—
h4(E)	84	5	7'-6"	—
h5(E)	126	5	7'-0"	—
h6(E)	4	6	49'-3"	—
p4(E)	5	8	28'-1"	—
p5(E)	4	6	24'-4"	—
p6(E)	8	6	6'-4"	—
p7(E)	4	5	6'-2"	—
p8(E)	5	8	54'-7"	—
p9(E)	4	6	50'-10"	—
p10(E)	4	5	32'-8"	—
s5(E)	76	5	10'-3"	—
s6(E)	24	5	6'-2"	—
s7(E)	126	5	5'-8"	—
s8(E)	43	5	6'-6"	—
sp	8	3	23'-6"	—
sp1(E)	8	3	4'-4"	—
u1(E)	6	6	8'-7"	—
v5	80	9	23'-5"	—
v6(E)	80	6	10'-8"	—
v7(E)	112	5	4'-3"	—
v8(E)	112	5	8'-2"	—
Underwater Structure Excavation Protection Location 2		Each	1	
Structure Excavation		Cu. Yd.	14.4	
Drilled Shaft in Soil 36" Dia.		Foot	91	
Drilled Shaft in Rock 30" Dia.		Foot	96	
Concrete Structures		Cu. Yd.	73.7	
Reinforcement Bars, Epoxy Coated		Pound	6350	
Reinforcement Bars		Pound	7395	
Bar Splicers		Each	185	

**Length is height of spiral.

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.
6. The lower and upper web walls between the Stage 1 and Stage 2 shafts and columns shall be constructed during Stage 2. The upper web wall must be poured up under the cantilevered Stage 1 pier cap.

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOWCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

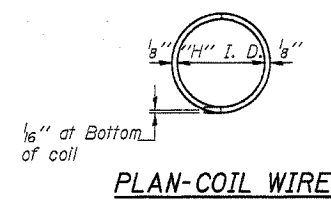
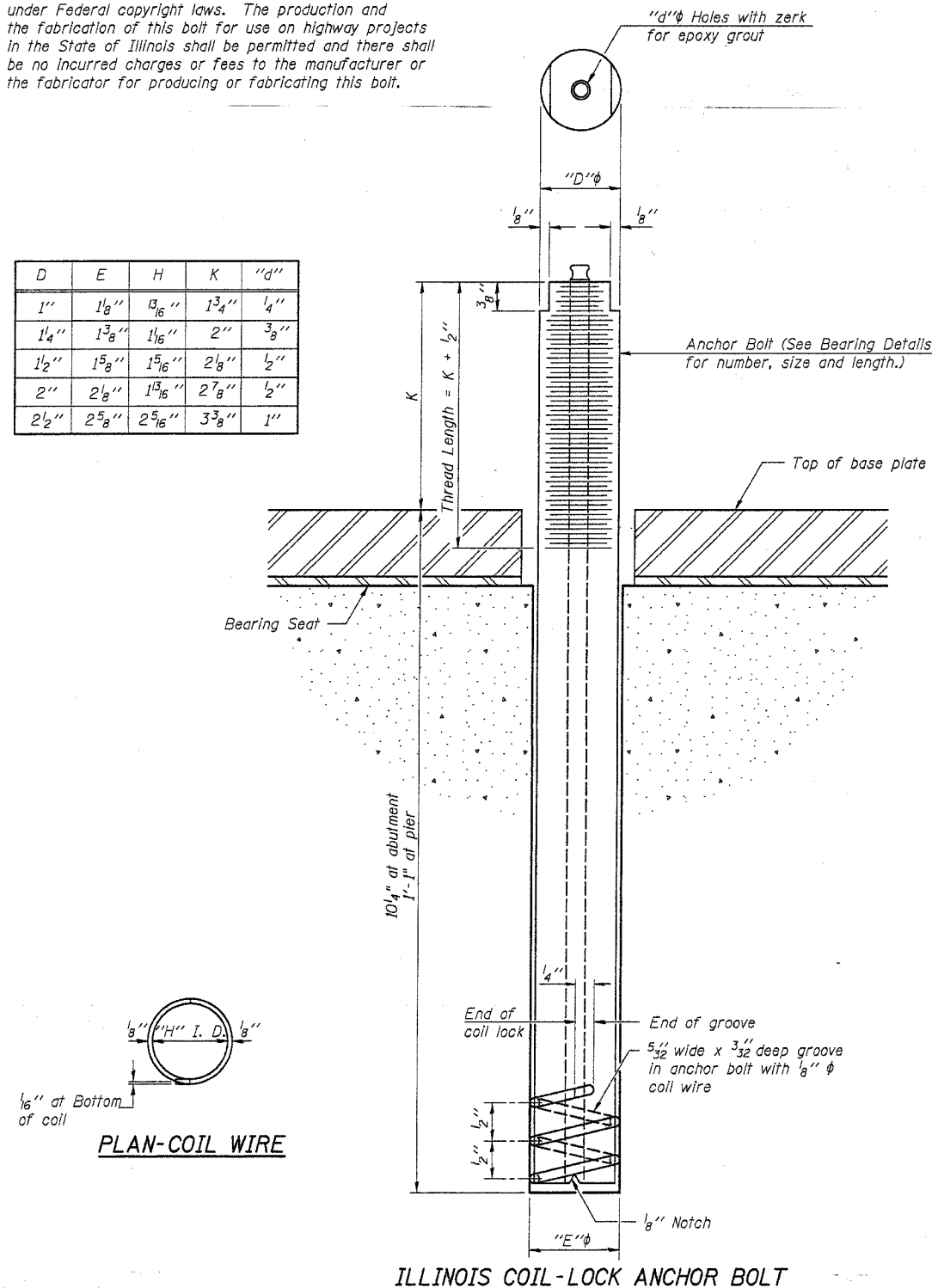
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PIER DETAILS
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

Contract No. 62098

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

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



ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

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

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

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

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
 The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
 1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
W. Abut.	A307
Pier 1	A307
Pier 2	A307
E. Abut.	A307

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

GENERAL NOTES

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

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

ABB-1 4-30-99

LONGO, INC.
 CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
 NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION ANCHOR BOLT DETAILS FOR BEARINGS
NAME	DATE	
		US ROUTE 30 (LINCOLN HIGHWAY) OVER LILY CACHE CREEK WILL COUNTY F.A.P. ROUTE 0575 SEC. 14BR STATION 28+22.14 NEW STRUCTURE NO. 099-4648 DATE 03/24/05

Contract No. 62098

NOTES

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

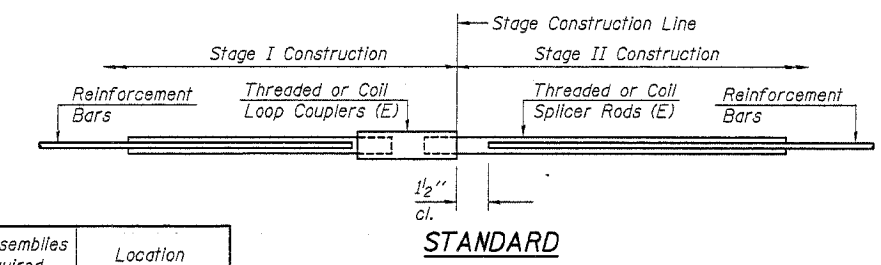
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $1.25 \times f_{s_{allow}} \times A_t$
(Tension in kips)

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

BAR SPLICER ASSEMBLIES				
Bar Size to be Spliced	* Splicer Rod or Dowel Bar Length	Strength Requirements		
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension	
#4	2'-9"	14.7	5.9	
#5	3'-5"	23.0	9.2	
#6	4'-0"	33.1	13.3	
#7	5'-4"	45.1	18.0	
#8	7'-0"	58.9	23.6	
#9	8'-10"	75.0	30.0	
#10	11'-2"	95.0	38.0	
#11	13'-8"	117.4	46.8	

* For Class C lap splice lengths for epoxy-coated bars.

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

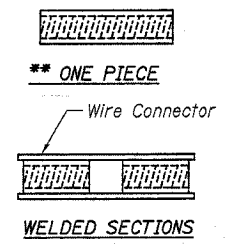
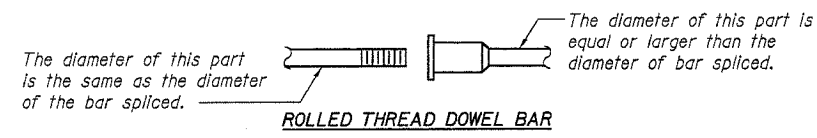


Bar Size	No. Assemblies Required	Location
#5	427	Deck Slab
#6	18	Abut. Diaphragm
#5	3	West Abut.
#8	8	West Abut.
#5	3	East Abut.
#8	8	East Abut.
#5	172	Pier 1
#6	8	Pier 1
#8	5	Pier 1
#5	172	Pier 2
#6	8	Pier 2
#8	5	Pier 2

REVISIONS	
NAME	DATE

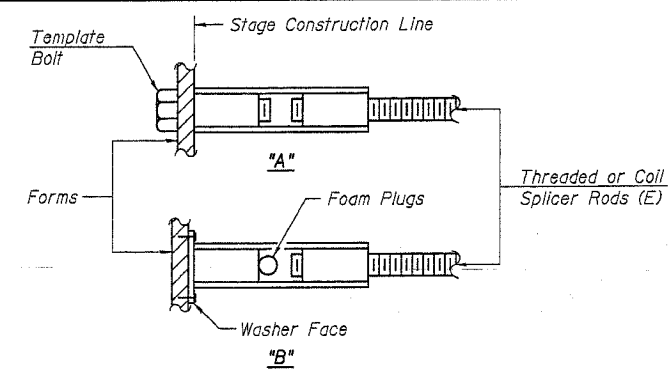
ILLINOIS DEPARTMENT OF TRANSPORTATION
BAR SPLICER ASSEMBLY DETAILS
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

LONGO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100



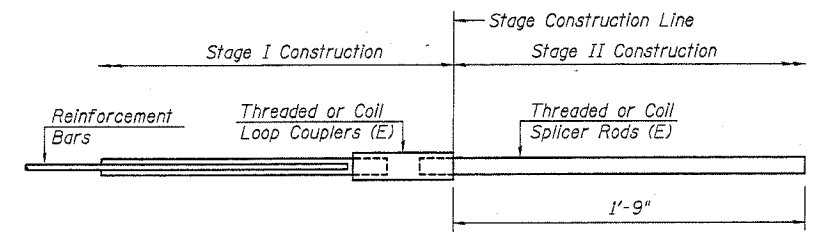
BAR SPLICER ASSEMBLY ALTERNATIVES

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



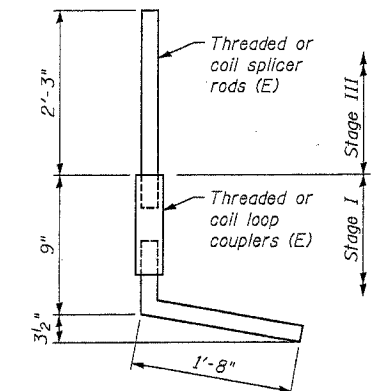
INSTALLATION AND SETTING METHODS

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



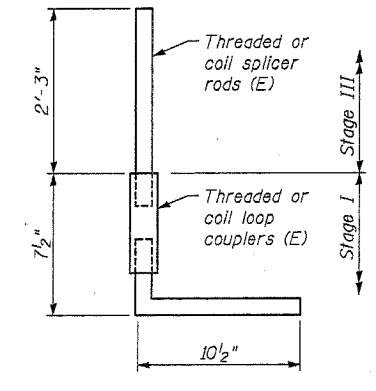
FOR ABUTMENT DIAPHRAGM

Bar Splicer for #6m4 bar
Min. Capacity = 33.1 kips - tension
Min. Pull-out Strength = 13.1 kips - tension
No. Required = 2



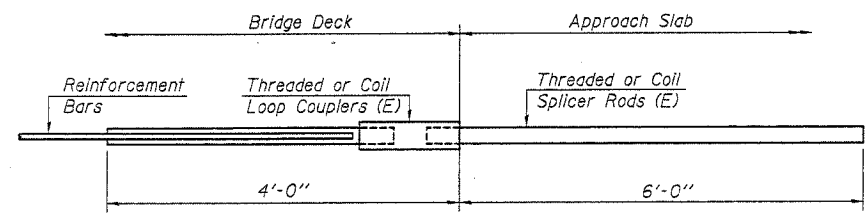
FOR SOUTH PARAPET OUTSIDE FACE

Bar Splicer for #4 bar
Min. Capacity = 14.7 kips - tension
Min. Pull-out Strength = 5.9 kips - tension
No. Required = 152



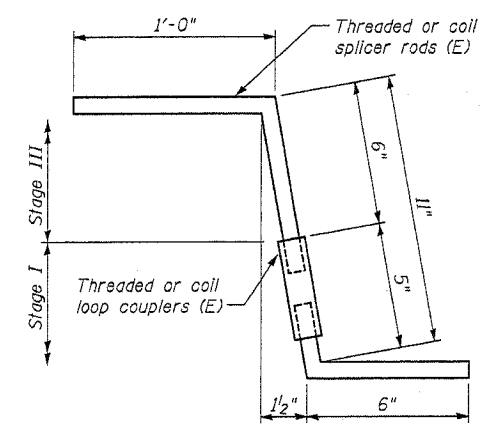
FOR SOUTH PARAPET INSIDE FACE

Bar Splicer for #6 bar
Min. Capacity = 33.1 kips - tension
Min. Pull-out Strength = 13.1 kips - tension
No. Required = 152



FOR INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 164



FOR SOUTH SIDEWALK

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 152

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 0575	14BR	WILL	143	89
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. S-25

S-38 SHEETS

Contract No. 62098

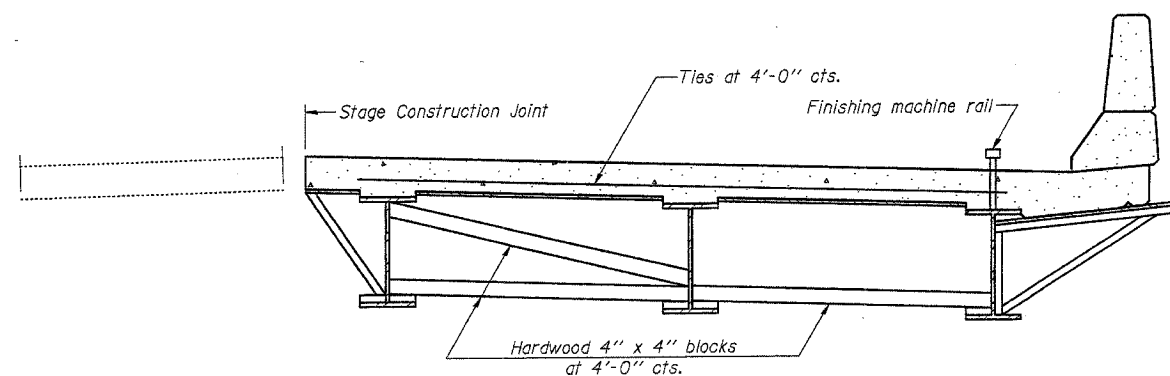
NOTES

When cantilever forming brackets are used, the work shall be done according to Article 503.06, except as modified below and in the details shown on this sheet.

The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR
STAGE CONSTRUCTION**

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

SB-1 9-01-03

REVISIONS	
NAME	DATE

LONCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

ILLINOIS DEPARTMENT OF TRANSPORTATION
**CANTILEVER FORMING
BRACKET DETAIL**
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

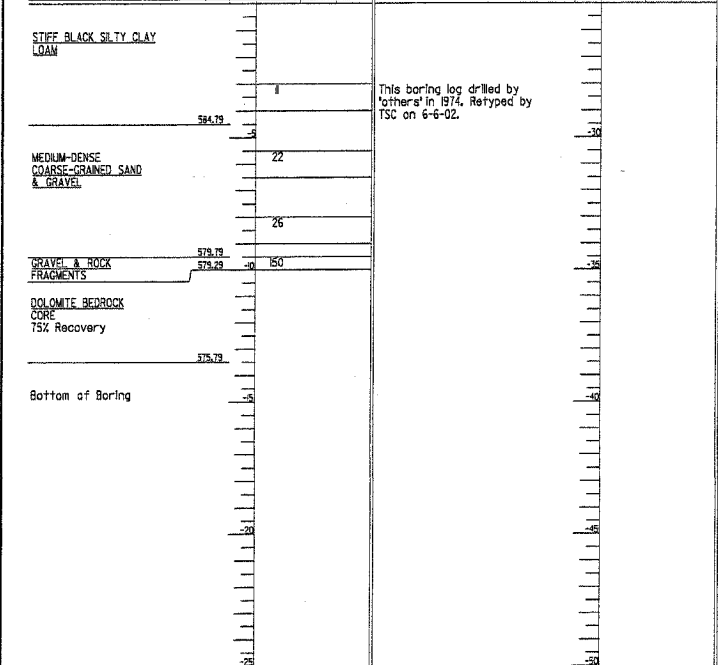
Contract No. 62098

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 1
Date 3/29/74

ROUTE FA 23 DESCRIPTION US Route 30 Over Lily Cache Creek
SECT. 14 BR STRUCT. NO. 099-0237 (existing) DRILLED BY J. R. Washburn
COUNTY WILL LOCATION S. 23, TWP. 36N, RNG. 9E

Boring No. B-1 Station 28+55 Offset 22.00 FT RT Surface Elev. 589.23 ft
Surface Water Elev. _____ Groundwater Elev. _____
when drilling _____ at Completion _____
after 24 Hrs. 586.3



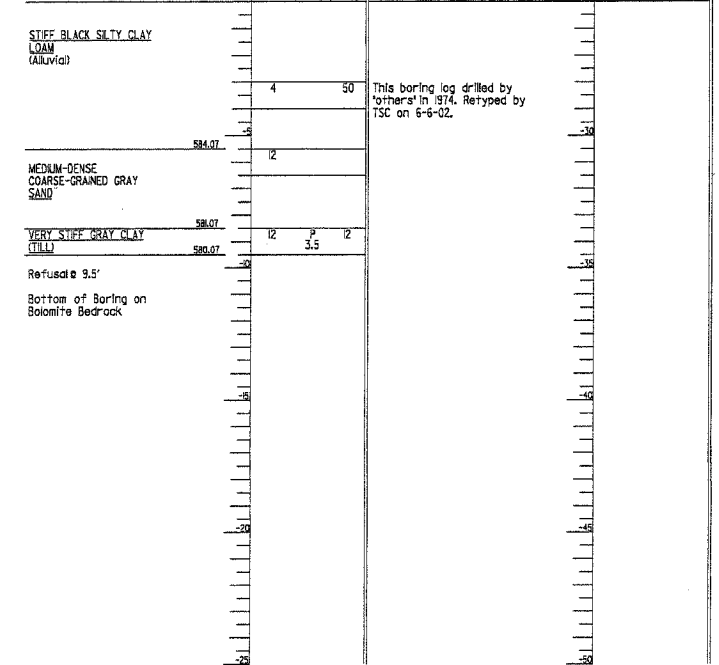
SPT, (N) = Sum of last two blow values in sample. (Q) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 1
Date 3/29/74

ROUTE FA 23 DESCRIPTION US Route 30 Over Lily Cache Creek
SECT. 14 BR STRUCT. NO. 099-0237 (existing) DRILLED BY J. R. Washburn
COUNTY WILL LOCATION S. 23, TWP. 36N, RNG. 9E

Boring No. B-2 Station 28+89 Offset 34.00 FT RT Surface Elev. 589.57 ft
Surface Water Elev. _____ Groundwater Elev. _____
when drilling _____ at Completion _____
after 24 Hrs. 586.5



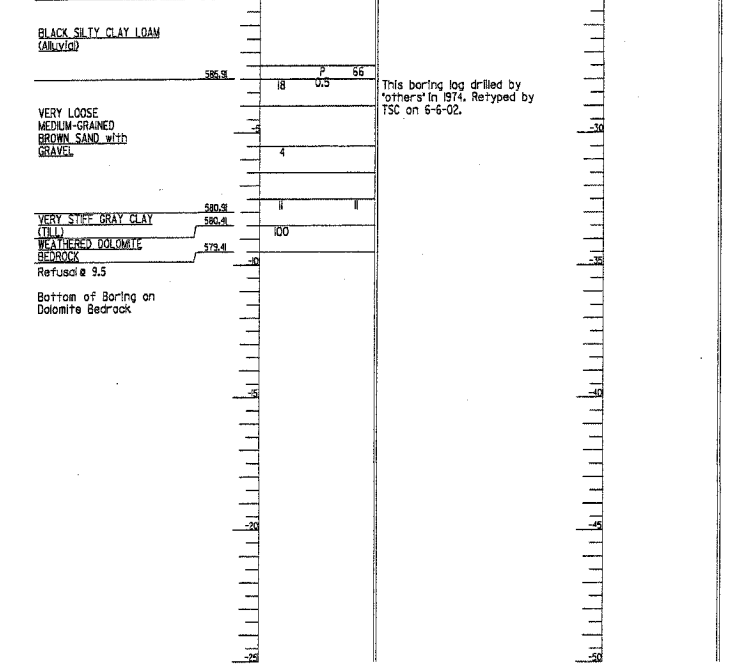
SPT, (N) = Sum of last two blow values in sample. (Q) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 1
Date 3/29/74

ROUTE FA 23 DESCRIPTION US Route 30 Over Lily Cache Creek
SECT. 14 BR STRUCT. NO. 099-0237 (existing) DRILLED BY J. R. Washburn
COUNTY WILL LOCATION S. 23, TWP. 36N, RNG. 9E

Boring No. B-3 Station 27+91 Offset 47.00 FT RT Surface Elev. 588.91 ft
Surface Water Elev. _____ Groundwater Elev. _____
when drilling _____ at Completion _____
after 24 Hrs. 586.9



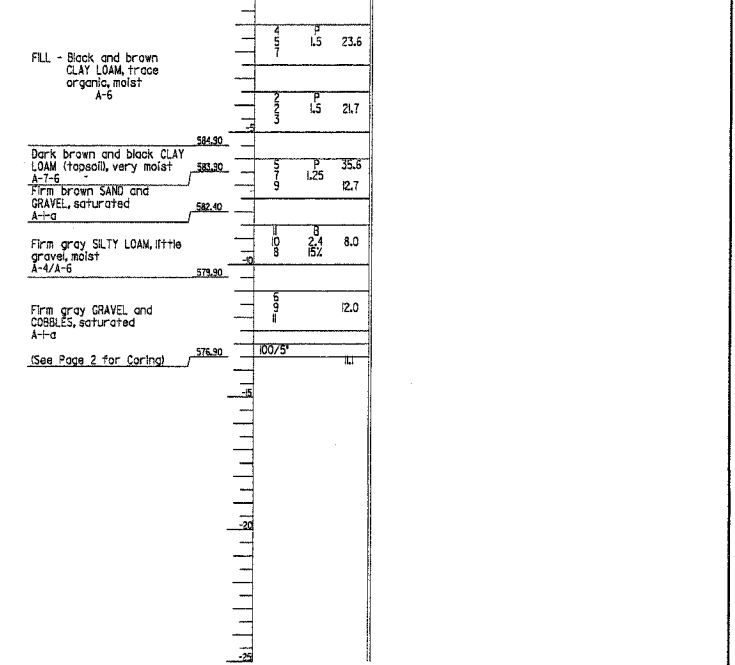
SPT, (N) = Sum of last two blow values in sample. (Q) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 2
Date 3/29/74

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-91-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION Retaining Well S. 23, TWP. 36N, RNG. 9E

Boring No. 104 Station 23+70 Offset 35.00 FT LI Surface Elev. 590.40 ft
Surface Water Elev. _____ Groundwater Elev. _____
when drilling _____ at Completion _____
after _____ Hrs. _____



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

DESIGNED MJM
CHECKED WHE
DRAWN EAB
CHECKED WHE

LONGO INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 571-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS
(1 OF 5)
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

Contract No. 62098

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 2 of 2
Date 11/2/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL

Boring No. 104 Core Type NX Core Barrel
Station 28+70 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 10.0 ft
Surface Elev. 590.40 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (ft)	R (ft)	CORE (ft)	COMP. (psi)
576.90	Dolomite, light gray, silty to slightly pure, massive bedded, 5-10% pin point vugs. Occasional fossils. White chert nodules (0.0-2.0 in) from 16 to 22 feet. Heavily fractured from 18 to 19 feet.	RN-1	80	27		
		RN-2	100	56		10600
		RN-3	100	77		
566.90	End of Boring at 23.5 feet CME 850 Track ATY Drilling Rig (#27) CME Automatic Hammer 3.25" (83 mm) ID HSA to 13.5 feet Rock Core with NX Core Barrel below 13.5 feet					

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 3
Date 11/2/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION Retaining Wall & East Abutment S. 23., TWP. 36N., RNC. 9E

Boring No. 105 Core Type NX Core Barrel
Station 28+00 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 25.0 ft
Surface Elev. 589.20 ft

Top Elev.	Core Run (ft)	R (ft)	R (ft)	CORE (ft)	COMP. (psi)	Notes
588.40	RN-1	80	27			FILL - Black CLAY LOAM (topsoil)
587.10	RN-2	100	56			FILL - Brown and black SANDY LOAM, moist A-2-4
583.70	RN-3	100	77			FILL - Black CLAY LOAM (topsoil), very moist A-6/A-7-6
582.70	RN-4	100	87			Soft dark gray CLAY LOAM, trace organic, very moist A-4/A-5
580.70	RN-5	100	87			Loose gray SLTY LOAM, very moist A-4
579.20	RN-6	100	87			Probable Dolomite Rock Surface (hard drilling)

(See Page 2 for Coring)
SPT, (M) = Sum of last two blow values in sample, (Q) = Bulge S-Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 2 of 3
Date 11/2/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL

Boring No. 105 Core Type NX Core Barrel
Station 28+00 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 25.0 ft
Surface Elev. 589.20 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (ft)	R (ft)	CORE (ft)	COMP. (psi)
579.20	Dolomite, light gray, silty to slightly pure, massive bedded, 5-10% pin point vugs. Small fractures from 13 to 14.2 feet.	RN-1	100	70		
		RN-2	100	81		
570.70	Dolomite, light gray, silty, less pure, massive bedded, 5-10% pin point vugs. Occasional fossil, white chert nodules and layers (0.0-3.0 in) from 18.5 to 23.5 feet. Fractures from 24 to 25.5, 29.5 to 30.5 and 33.8 to 35 feet.	RN-3	100	61		
		RN-4	100	100		
		RN-5	100	28		
		RN-6	100	0		

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 3 of 3
Date 11/2/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL

Boring No. 105 Core Type NX Core Barrel
Station 28+00 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 25.0 ft
Surface Elev. 589.20 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (ft)	R (ft)	CORE (ft)	COMP. (psi)
	Dolomite, light gray, silty, less pure, massive bedded, 5-10% pin point vugs. Occasional fossil, white chert nodules and layers (0.0-3.0 in) from 18.5 to 23.5 feet. Fractures from 24 to 25.5, 29.5 to 30.5 and 33.8 to 35 feet.	RN-7	100	100		
		RN-8	100	50		
554.20	End of Boring at 35.0 feet CME 55 Ardoe ATY Rig (#20) CME Automatic Hammer 4.5" (114 mm) SFA Rock Core with NX Core Barrel below 10 feet					

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOWCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS
(2 OF 5)
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

Contract No. 62098

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION Bridge Piers S. 23, TWP. 36N, R1G. 9E

Boring No. 106 Core Type NX Core Barrel
Station 28+52 Core Diameter 2.0 in
Offset 3.00 ft LT Core Length 0.0 ft
Surface Elev. 585.30 ft

DEPTH (ft)	DESCRIPTION	QUANTITY	REMARKS
0.0	Firm dark gray and black clayey SAND and GRAVEL, trace organic, saturated A-2-4	19.2	
58.80	Firm brown clayey GRAVEL, saturated A-1	12.0	
579.30	Cobbles and Boulders, trace clay	1007/4	
578.30	(See Page 2 for Coring)	10.1	

SPT, IN = Sum of last two blow values in sample. (Qu) B=Blow S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

Testing Service Corporation
STRUCTURE ROCK CORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION Bridge Piers S. 23, TWP. 36N, R1G. 9E

Boring No. 106 Core Type NX Core Barrel
Station 28+52 Core Diameter 2.0 in
Offset 3.00 ft LT Core Length 0.0 ft
Surface Elev. 585.30 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	RECORDED (ft)	RECORDED (ft)	CORE TIME (min/ft)	COMP. TEST (psi)
578.30	Dolomite, light gray, silty to slightly pure, thick bedded, 5-10X pin point vugs. Trace pyrite. Heavily fractured from 7 to 8.5 feet and thin fractured from 12 to 17 feet, occasionally filled with bluish-gray clay.	100	52			1090
568.30	End of Boring at 17.0 feet CME 55 Ardeo ATY Rig (#20) CME Automatic Hammer 4.5" (84 mm) SFA Rock Core with NX Core Barrel below 7.0 feet					

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION Bridge Piers S. 23, TWP. 36N, R1G. 9E

Boring No. 107 Core Type NX Core Barrel
Station 28+39 Core Diameter 2.0 in
Offset 37.00 ft RT Core Length 25.0 ft
Surface Elev. 586.00 ft

DEPTH (ft)	DESCRIPTION	QUANTITY	REMARKS
0.0	Loose gray SAND and GRAVEL	3.4	
584.00	Dark gray CLAY LOAM, very moist A-6	10.3	
583.00	Firm gray silty SAND and GRAVEL, saturated A-1		
582.00	Firm brown SAND and GRAVEL, saturated A-1-a	0.0	
580.00	Tough gray SILTY LOAM, little gravel, moist A-4/A-6	8.2	
579.50	Probable Dolomite Rock Surface (hard drilling) (See Page 2 for Coring)		

SPT, IN = Sum of last two blow values in sample. (Qu) B=Blow S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation
STRUCTURE ROCK CORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION Bridge Piers S. 23, TWP. 36N, R1G. 9E

Boring No. 107 Core Type NX Core Barrel
Station 28+39 Core Diameter 2.0 in
Offset 37.00 ft RT Core Length 25.0 ft
Surface Elev. 586.00 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	RECORDED (ft)	RECORDED (ft)	CORE TIME (min/ft)	COMP. TEST (psi)
579.50	Dolomite, light gray, weathered tan/buff at fractures and joints. Silty to slightly pure, massive bedded, trace pyrite, occasional fossil, 5-10X pin point vugs. Vertical fractures from 6.5 to 12 and 13 to 13.5.	100	84			
565.50	Dolomite, light gray, weathered tan/buff at fractures, silty, less pure, massive bedded, white chert nodules and layers 6.0-2.0 in. from 20.5 to 26.5 feet, occasional fossil, 5-10X pin point vugs. Fractured from 25.5 to 27 and 30 to 31.5 feet.					8440

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

REVISIONS	
NAME	DATE

LONGO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS
(3 OF 5)
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 148R
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

Contract No. 62098

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 3 of 3
Date 1/16/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL

Boring No. 107 Core Type NX Core Barrel
Station 28+39 Core Diameter 2.0 in
Offset 37.00ft RT Core Length 25.0 ft
Surface Elev. 586.00 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R Y (ft)	R Z (ft)	CORE (Min/ft)	COMP. (psi)
586.00		RN-3	100	83		
584.50	Dolomite, light gray, weathered tan/buff at fractures, silty, less massive bedded, white chert nodules and layers (0.0-2.0 in) from 20.5 to 25.5 feet, occasional fossil, 5-10% pin point vugs. Fractured from 25.5 to 27 and 30 to 31.5 feet.					
554.50	End of Boring at 31.5 feet CME 55 Ardeo ATY Rig (#200) CME Automatic Hammer 3.25" (83 mm) ID HSA Rock Core with NX Core Barrel below 6.5 feet					

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 3
Date 1/14/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION Bridge Piers S. 23., TWP. 36N., RNC. 9E

Boring No. 108 Core Type NX Core Barrel
Station 28+09 Core Diameter 2.0 in
Offset 31.00ft LT
Surface Elev. 585.40 ft
Surface Water Elev. 2.5
Groundwater Elev. _____
when drilling _____
at Completion _____
after Hrs. _____

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R Y (ft)	R Z (ft)	CORE (Min/ft)	COMP. (psi)
585.40		RN-1	100	87		
584.00	Loose dark gray clayey SAND, trace gravel, saturated A-1-a					
583.40	Firm brown sandy GRAVEL, saturated A-1-a					
578.40	Vary tough gray SILTY LOAM, trace gravel, moist A-4/A-6 (See Page 2 for Coring)					

SPT, (N) = Sum of last two blow values in sample. (Q) = Blow S-Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 2 of 3
Date 1/14/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL

Boring No. 108 Core Type NX Core Barrel
Station 28+09 Core Diameter 2.0 in
Offset 31.00ft LT Core Length 25.0 ft
Surface Elev. 585.40 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R Y (ft)	R Z (ft)	CORE (Min/ft)	COMP. (psi)
578.40		RN-1	100	88		
566.30	Dolomite, light gray, silty, massive bedded, white chert nodule layers (0.0-4.0 in) from 18.5 to 30 feet. Small fractures from 28.5 to 29 feet.					
566.30	Dolomite, light gray, silty, massive bedded, white chert nodule layers (0.0-4.0 in) from 18.5 to 30 feet. Small fractures from 28.5 to 29 feet.					

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 3 of 3
Date 1/14/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL

Boring No. 108 Core Type NX Core Barrel
Station 28+09 Core Diameter 2.0 in
Offset 31.00ft LT Core Length 25.0 ft
Surface Elev. 585.40 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R Y (ft)	R Z (ft)	CORE (Min/ft)	COMP. (psi)
585.40		RN-5	100	100		
585.40	Dolomite, light gray, silty, massive bedded, white chert nodule layers (0.0-4.0 in) from 18.5 to 30 feet. Small fractures from 28.5 to 29 feet.					
553.40	End of Boring at 32.0 feet CME 55 Ardeo ATY Rig (#200) CME Automatic Hammer 3.25" (83 mm) ID HSA Rock Core with NX Core Barrel below 7.0 feet					

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

REVISIONS	
NAME	DATE

LOWCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS
(4 OF 5)
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 28+22.14 NEW STRUCTURE NO. 099-4648
DATE 03/24/05

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION West Abutment S. 23, TWP. 36N, RNC. 9E

Boring No. 109 Station 27+36 Offset 32.00ft RT Surface Elev. 585.30 ft
D B L O P T H W S Ou W X
2 4 1 2 1.0 22.5 12.7
1 1 1 1 1.0 8.9 10.6
1 1 1 1 1.0 1.8

Soft dark gray and black clayey SAND, trace gravel, trace organic, saturated A-2-4	4	P	22.5
Stiff gray sandy CLAY, trace gravel, very moist A-4	2	P	12.7
Firm brown SAND and GRAVEL, saturated A-1-a	1	P	8.9
Very tough brown and gray SILTY LOAM, little gravel, moist A-4/A-5	1	P	10.6
Fractured Rock (See Page 2 for Coring)	100/77		1.8

SPT, (N) = Sum of last two blow values in sample, (Q) B-Bulge S-Shear P-Penetration Test Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation
STRUCTURE ROCK CORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION West Abutment S. 23, TWP. 36N, RNC. 9E

Boring No. 109 Core Type NX Core Barrel Station 27+36 Core Diameter 2.0 In Offset 32.00ft RT Core Length 10.0 ft Surface Elev. 585.30 ft

Top Elev.	Coring Notes and Rock Description	Core Run (#)	R (ft)	R (ft)	CORE (ft)	COMP. (psi)
579.40	Dolomite, light gray weathered brown at fractures and joints, silty, thick bedded, 5-10% pin point vugs, vuggy in thin layers. Heavily fractured with occasional bluish-gray clay filling.	RN-1	100	45		7960
-5.0		RN-2	100	66		
-5.0		RN-3	100	78		
569.40	End of Boring at 6.5 feet CME 55 Ardoe ATV Rig (#200) CME Automatic Hammer 3.25" (83 mm) ID HSA Rock Core with NX Core Barrel below 6.5 feet					
-20.0						
-25.0						

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION West Abutment S. 23, TWP. 36N, RNC. 9E

Boring No. 110 Station 27+70 Offset 34.00ft LT Surface Elev. 589.80 ft
D B L O P T H W S Ou W X
2 4 1 2 1.0 14.4 16.8 14.5 10.8

FILL - CLAY LOAM (topsoil), little gravel	589.80		
FILL - Concrete Rubble, trace topsoil, moist A-1-a	50/2'	14.4	
FILL - Black and dark brown CLAY LOAM, little organic, occasional cobbles, moist to very moist A-6/A-1	5/2'	16.8	
No Recovery			
Firm brown silty SAND and GRAVEL, saturated A-1-a	5/2'	14.5	
Firm gray SILTY LOAM, trace gravel, moist A-4	4/8'	10.8	
Probable Dolomite Rock (Surface hard drilling) end of boring at 13.0 feet	579.80		
CME 55 Ardoe ATV Rig (#200) CME Automatic Hammer 4.5" (114 mm) SFA			

SPT, (N) = Sum of last two blow values in sample, (Q) B-Bulge S-Shear P-Penetration Test Stations, Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION West Abutment S. 23, TWP. 36N, RNC. 9E

Boring No. 111 Station 27+47 Offset 32.00ft RT Surface Elev. 593.80 ft
D B L O P T H W S Ou W X
4 1 1 1 1.0 25.6 32.6 57.9 12.1 8.9 31.6 14.4

FILL - Dark brown and black CLAY LOAM, little organic, moist A-6	4	P	25.6
FILL - Black CLAY LOAM and WOOD pieces, moist A-6	3	P	32.6
Black ORGANIC CLAY, very moist A-7-6	4	P	57.9
Firm brown and gray SAND and GRAVEL, wet A-1-a	10	P	12.1
Firm gray SAND and GRAVEL, saturated A-1-a	7	P	8.9
Soft to stiff gray CLAY, trace gravel, very moist A-6	4	P	31.6
Very dense Gravel, Cobbles and Boulders	100/5'		14.4
Auger refusal at 14.0 feet			
CME 55 Ardoe ATV Rig (#200) CME Automatic Hammer 4.5" (114 mm) SFA			

SPT, (N) = Sum of last two blow values in sample, (Q) B-Bulge S-Shear P-Penetration Test Stations, Depths, Offset, and Elevations are in Feet

DESIGNED MJM
CHECKED WHE
DRAWN EAB
CHECKED WHE

LOWCO, INC.
CONSULTING ENGINEERS 630 NORTH WASHINGTON ST., SUITE 205
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

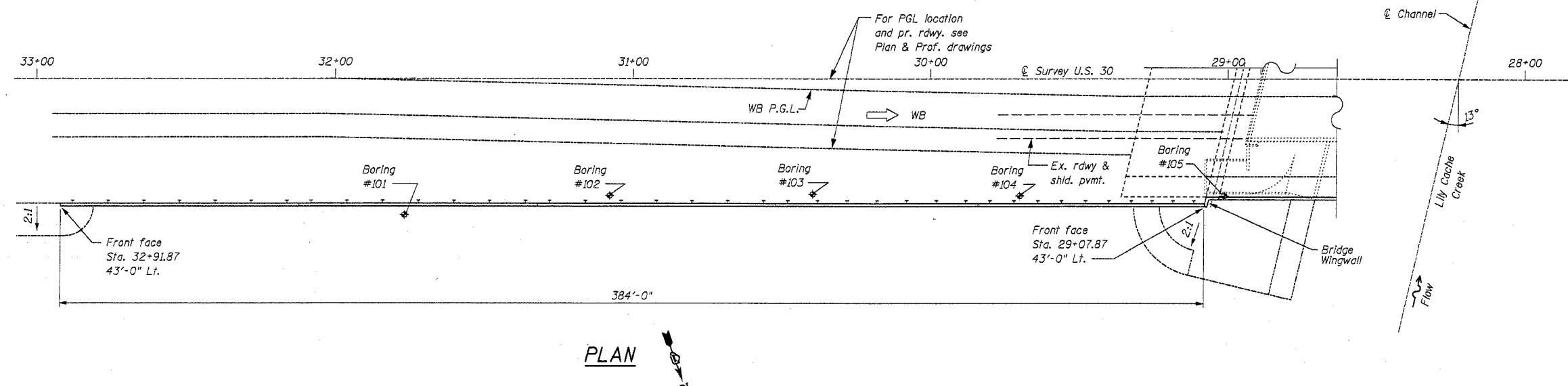
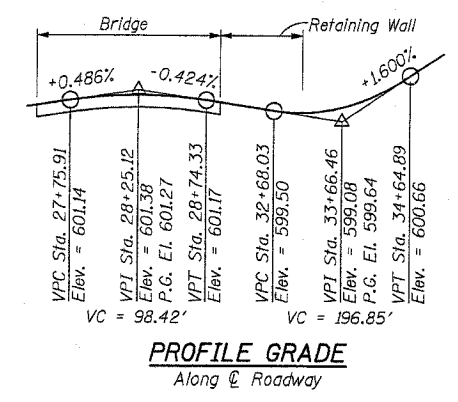
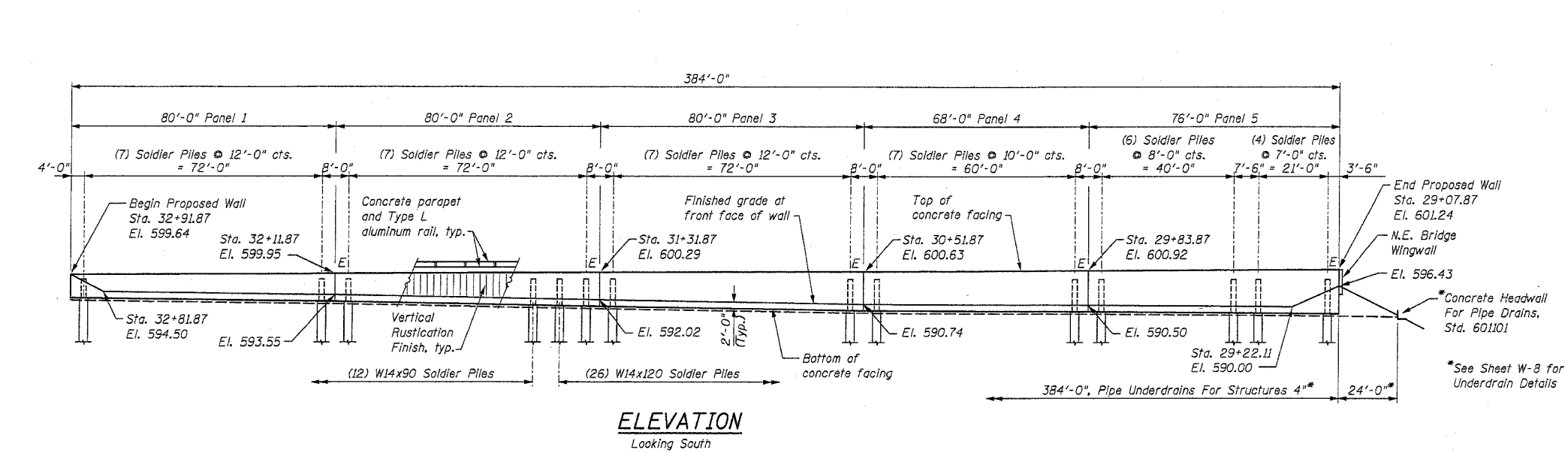
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS
(5 OF 5)
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 STATION 28+22.14
SEC. 14BR
NEW STRUCTURE NO. 099-4648
DATE 03/24/05

B.M.: Chiseled square at Elev. 597.07 on upstream right abutment of exist. U.S. Rte. 30 bridge over Lily Cache Ck.
Contractor to reestablish vertical control at commencement of project.

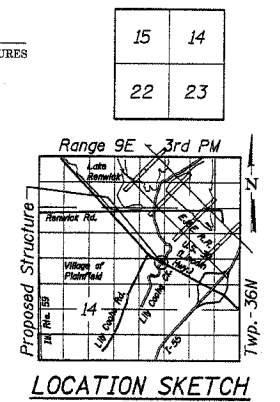
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. W-1 W-13 SHEETS
F.A.P. 0575	14BR	WILL	143	96	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract No. 62098



STATE OF ILLINOIS
WILLIAM H. C. B. 201-005150
APPROVED
EXPIRES 11/30/06

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



DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Grade 50, Soldier Piles)

LOWCO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD., SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN AND ELEVATION
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05

Contract No. 62098

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
2. All construction joints shall be bonded.
3. The information shown in these plans concerning the type and location of utilities is not guaranteed to be accurate or all-inclusive. The Contractor is responsible for making his own determination as to the existence of type, size and location of all underground and overhead utilities as may be necessary to avoid conflict with construction operations and/or damage to the utility.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
POROUS GRANULAR EMBANKMENT	CU. YD.	739
STRUCTURE EXCAVATION	CU. YD.	143
CONCRETE STRUCTURES	CU. YD.	177.2
PROTECTIVE COAT	SQ. YD.	132
STUD SHEAR CONNECTORS	EACH	400
FURNISHING SOLDIER PILES (W SECTIONS)	FOOT	1008
REINFORCEMENT BARS	LBS.	35485
REINFORCEMENT BARS, EPOXY COATED	LBS.	4549
ALUMINUM RAILING, TYPE L	FOOT	383
GEOCOMPOSITE WALL DRAIN	SQ. YD.	410
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	408
DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CU. FT.	2461
DRILLING AND SETTING SOLDIER PILES (IN ROCK)	CU. FT.	737
RUSTICATION FINISH	SQ. FT.	2923

BRIDGE SHEETS

- W-1 GENERAL PLAN AND ELEVATION
- W-2 GENERAL NOTES, INDEX OF SHEETS AND BILL OF MATERIAL
- W-3 WALL ELEVATION (1 OF 5)
- W-4 WALL ELEVATION (2 OF 5)
- W-5 WALL ELEVATION (3 OF 5)
- W-6 WALL ELEVATION (4 OF 5)
- W-7 WALL ELEVATION (5 OF 5)
- W-8 WALL CROSS SECTION AND DETAILS
- W-9 PARAPET ELEVATION AND DETAILS
- W-10 TYPE L ALUMINUM RAILING DETAILS
- W-11 BORING LOGS (1 OF 3)
- W-12 BORING LOGS (2 OF 3)
- W-13 BORING LOGS (3 OF 3)

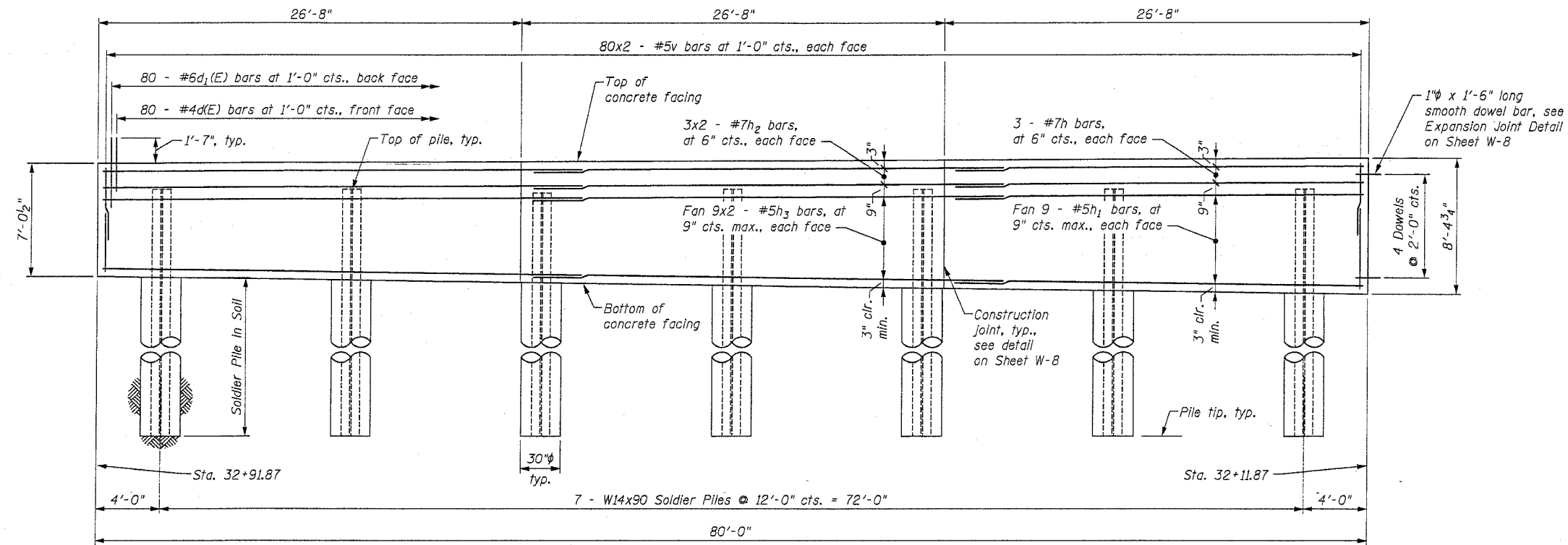
DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

REVISIONS	
NAME	DATE

LOWCO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD, SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES, INDEX OF SHEETS
BILL OF MATERIAL
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05

Contract No. 62098



ELEVATION - PANEL 1
Looking South

NOTES:

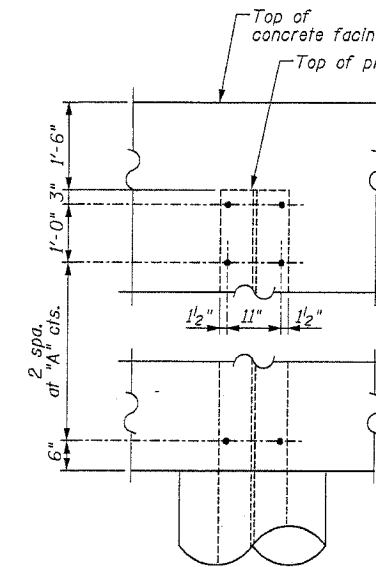
1. Reinforcement designated 3x2-#4, etc., indicates 3 lines of #4 bars with 2 bars per line.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Minimum bar laps: #5 = 1'-9", #7 = 2'-9"
4. For typical concrete facing sections and details, including joints, rustication, etc., see Sheet W-8.
5. For details of concrete parapet to be cast on top of concrete facing, see Sheet W-9.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	80	#4	3'-0"	—
d1(E)	80	#6	3'-9"	—
h	6	#7	26'-4"	—
h1	18	#5	26'-4"	—
h2	12	#7	29'-6"	—
h3	36	#5	28'-6"	—
v	320	#5	4'-11"	—
Item	Unit	Quantity		
Porous Granular Embankment	Cu. Yd.	80		
Structure Excavation	Cu. Yd.	30		
Concrete Structures	Cu. Yd.	23.6		
Stud Shear Connectors	Each	56		
Furnishing Soldier Piles (W Section)	Foot	163		
Reinforcement Bars	Pound	5663		
Reinforcement Bars, Epoxy Coated	Pound	611		
Geocomposite Wall Drain	Sq. Yd.	60		
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	584		
Rustication Finish	Sq. Ft.	378		

WALL INFORMATION - PANEL 1

Location	Station	Front Face of Facing Offset (ft.)	Top of Facing Elevation	Bottom of Facing Elevation	Facing Height	Top of Rock Elevation	Pile Embedment in Soil (ft.)	Minimum Pile Embedment in Rock (ft.)	Top of Pile Elevation	Bottom of Pile Elevation	Pile Length (ft.)	Pile Type	Shear Stud Connectors	
													Dim. "A" (ft.)	Total
Start Panel	3291.87	43.00 Lt	599.64	592.60	7.04									
Pile 1	3287.87	43.00 Lt	599.65	592.55	7.10	573.30	17.00	0.00	598.15	575.55	22.60	W14x90	1.93	8
Pile 2	3275.87	43.00 Lt	599.69	592.39	7.30	573.30	17.00	0.00	598.19	575.39	22.80	W14x90	2.02	8
Pile 3	3263.87	43.00 Lt	599.73	592.23	7.50	573.30	17.00	0.00	598.23	575.23	23.00	W14x90	2.13	8
Pile 4	3251.87	43.00 Lt	599.78	592.08	7.71	573.30	17.00	0.00	598.28	575.08	23.21	W14x90	2.23	8
Pile 5	3239.87	43.00 Lt	599.84	591.92	7.92	573.30	17.00	0.00	598.34	574.92	23.42	W14x90	2.33	8
Pile 6	3227.87	43.00 Lt	599.89	591.76	8.13	573.30	17.00	0.00	598.39	574.76	23.63	W14x90	2.44	8
Pile 7	3215.87	43.00 Lt	599.94	591.60	8.33	573.30	17.00	0.00	598.44	574.60	23.83	W14x90	2.54	8
End Panel	3211.87	43.00 Lt	599.95	591.55	8.40									



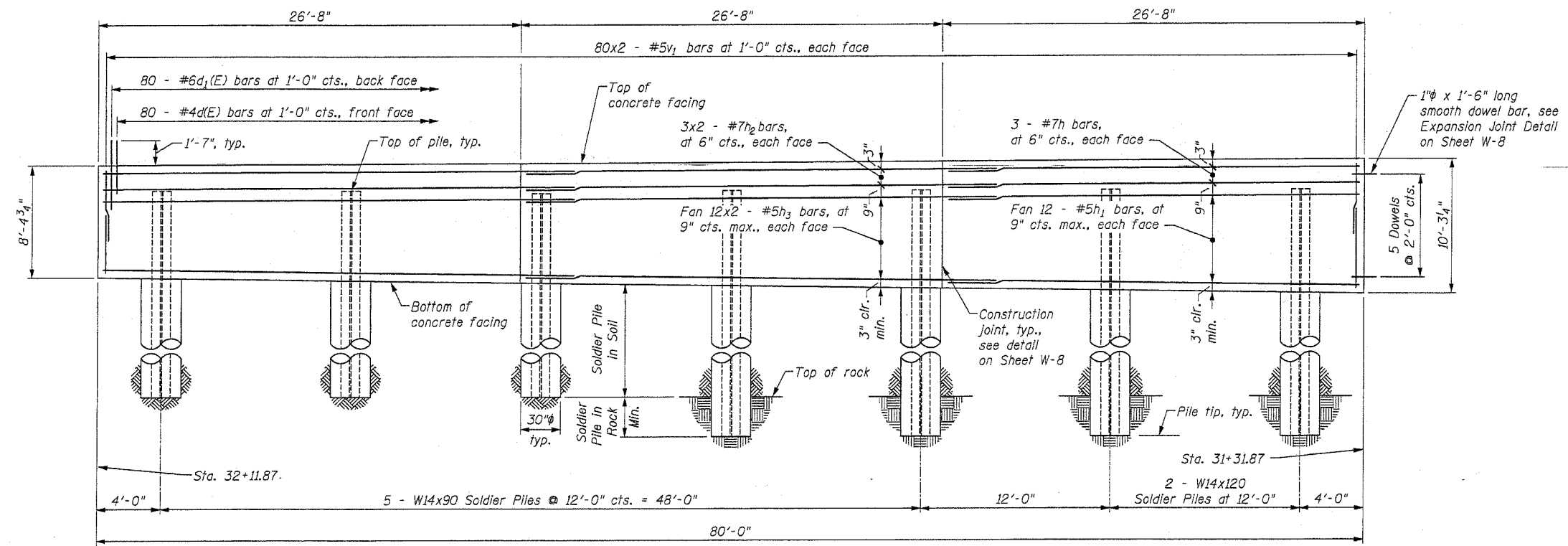
SHEAR STUD DETAIL

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOWCO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD., SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WALL ELEVATION (1 OF 5)
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05



ELEVATION - PANEL 2
Looking South

NOTES:

1. Reinforcement designated 3x2-#4, etc., indicates 3 lines of #4 bars with 2 bars per line.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Minimum bar laps: #5 = 1'-9", #7 = 2'-9"
4. For typical concrete facing sections and details, including joints, rustication, etc., see Sheet W-8.
5. For details of concrete parapet to be cast on top of concrete facing, see Sheet W-9.

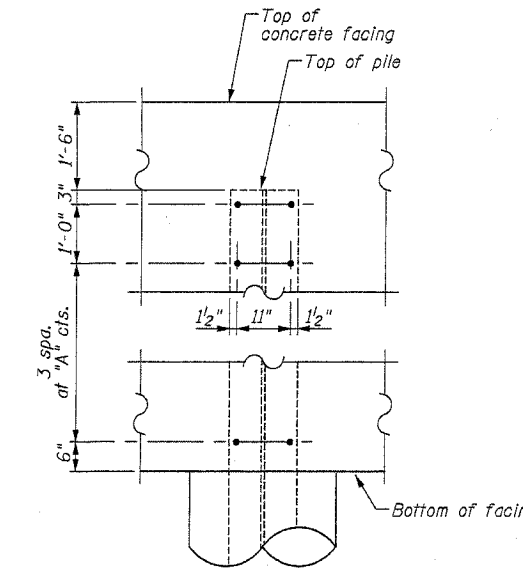
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	80	#4	3'-0"	
d1(E)	80	#6	3'-9"	
h	6	#7	28'-5"	
h1	24	#5	27'-9"	
h2	12	#7	29'-6"	
h3	48	#5	28'-6"	
v1	320	#5	5'-10"	

Item	Unit	Quantity
Porous Granular Embankment	Cu. Yd.	114
Structure Excavation	Cu. Yd.	30
Concrete Structures	Cu. Yd.	28.4
Stud Shear Connectors	Each	70
Furnishing Soldier Piles (W Section)	Foot	189
Reinforcement Bars	Pound	6854
Reinforcement Bars, Epoxy Coated	Pound	611
Geocomposite Wall Drain	Sq. Yd.	74
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	562
Drilling and Setting Soldier Piles (In Rock)	Cu. Ft.	98
Rustication Finish	Sq. Ft.	507

WALL INFORMATION - PANEL 2

Location	Station	Front Face of Facing Offset (ft.)	Top of Facing Elevation	Bottom of Facing Elevation	Facing Height	Top of Rock Elevation	Pile Embedment in Soil (ft.)	Minimum Pile Embedment in Rock (ft.)	Top of Pile Elevation	Bottom of Pile Elevation	Pile Length (ft.)	Pile Type	Shear Stud Connectors		
													Dim. "A" (ft.)	Total	
Start Panel	3211.87	43.00 Lt	599.95	591.55	8.40										
Pile 8	3207.87	43.00 Lt	599.97	591.47	8.50	573.30	17.00	0.00	598.47	574.47	24.00	W14x90	1.75	10	
Pile 9	3195.87	43.00 Lt	600.02	591.24	8.78	573.30	17.00	0.00	598.52	574.24	24.28	W14x90	1.84	10	
Pile 10	3183.87	43.00 Lt	600.07	591.01	9.06	573.30	17.00	0.00	598.57	574.01	24.56	W14x90	1.94	10	
Pile 11	3171.87	43.00 Lt	600.12	590.79	9.34	573.58	17.20	5.00	598.62	568.58	30.04	W14x90	2.03	10	
Pile 12	3159.87	43.00 Lt	600.17	590.56	9.62	574.24	16.31	5.00	598.67	569.24	29.43	W14x90	2.12	10	
Pile 13	3147.87	43.00 Lt	600.23	590.33	9.90	574.90	15.42	5.00	598.73	569.90	28.82	W14x120	2.22	10	
Pile 14	3135.87	43.00 Lt	600.28	590.10	10.18	575.57	14.53	5.00	598.78	570.57	28.21	W14x120	2.31	10	
End Panel	3131.87	43.00 Lt	600.29	590.02	10.27										



SHEAR STUD DETAIL

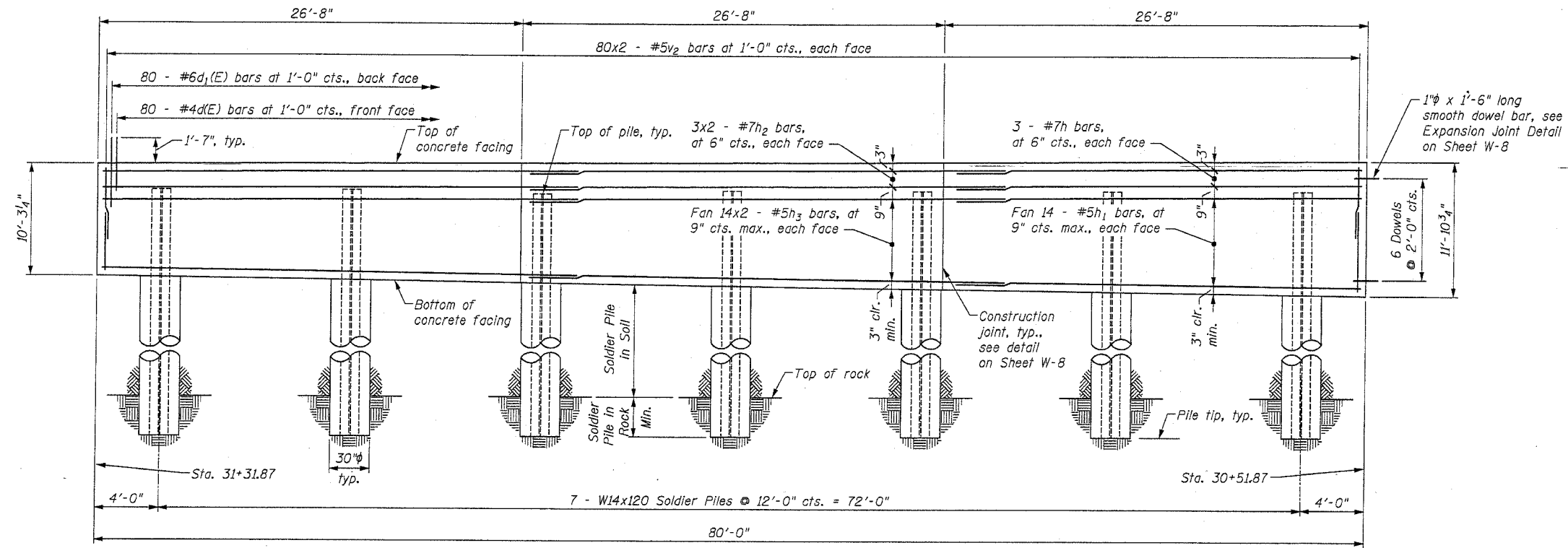
DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOWCO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD, SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WALL ELEVATION (2 OF 5)
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05

Contract No. 62098



ELEVATION - PANEL 3
Looking South

NOTES:

1. Reinforcement designated 3x2-#4, etc., indicates 3 lines of #4 bars with 2 bars per line.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Minimum bar laps: #5 = 1'-9", #7 = 2'-9"
4. For typical concrete facing sections and details, including joints, rustication, etc., see Sheet W-8.
5. For details of concrete parapet to be cast on top of concrete facing, see Sheet W-9.

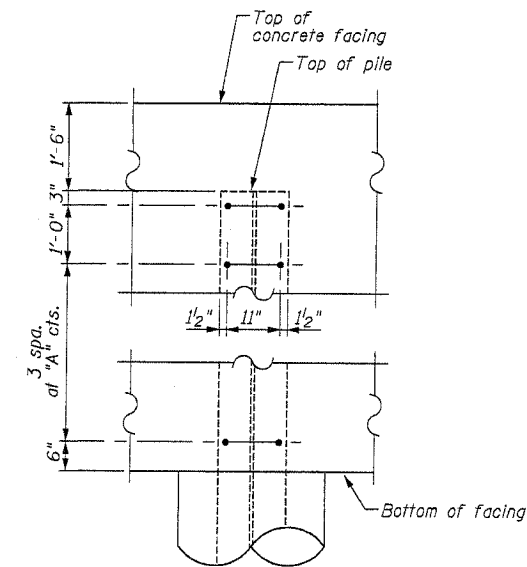
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d1(E)	80	#4	3'-0"	
d1(E)	80	#6	3'-9"	
h	6	#7	28'-5"	
h1	28	#5	27'-9"	
h2	12	#7	29'-6"	
h3	56	#5	28'-6"	
v2	320	#5	6'-8"	

Item	Unit	Quantity
Porous Granular Embankment	Cu. Yd.	162
Structure Excavation	Cu. Yd.	30
Concrete Structures	Cu. Yd.	33.6
Stud Shear Connectors	Each	70
Furnishing Soldier Piles (W Section)	Foot	191
Reinforcement Bars	Pound	7756
Reinforcement Bars, Epoxy Coated	Pound	611
Geocomposite Wall Drain	Sq. Yd.	90
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	435
Drilling and Setting Soldier Piles (In Rock)	Cu. Ft.	172
Rustication Finish	Sq. Ft.	647

WALL INFORMATION - PANEL 3

Location	Station	Front Face of Facing Offset (ft.)	Top of Facing Elevation	Bottom of Facing Elevation	Facing Height	Top of Rock Elevation	Pile Embedment in Soil (ft.)	Minimum Pile Embedment in Rock (ft.)	Top of Pile Elevation	Bottom of Pile Elevation	Pile Length (ft.)	Pile Type	Shear Stud Connectors	
													Dim. "A" (ft.)	Total
Start Panel	3131.87	43.00 Lt	600.29	590.02	10.27									
Pile 15	3127.87	43.00 Lt	600.31	589.96	10.35	576.01	13.95	5.00	598.81	571.01	27.80	W14x120	2.37	10
Pile 16	3115.87	43.00 Lt	600.36	589.76	10.60	576.67	13.10	5.00	598.86	571.67	27.19	W14x120	2.45	10
Pile 17	3103.87	43.00 Lt	600.41	589.57	10.84	577.07	12.50	5.00	598.91	572.07	26.84	W14x120	2.53	10
Pile 18	3091.87	43.00 Lt	600.46	589.38	11.08	576.98	12.40	5.00	598.96	571.98	26.98	W14x120	2.61	10
Pile 19	3079.87	43.00 Lt	600.51	589.19	11.33	576.90	12.29	5.00	599.01	571.90	27.12	W14x120	2.69	10
Pile 20	3067.87	43.00 Lt	600.56	589.00	11.57	576.81	12.19	5.00	599.06	571.81	27.26	W14x120	2.77	10
Pile 21	3055.87	43.00 Lt	600.62	588.80	11.81	576.72	12.08	5.00	599.12	571.72	27.39	W14x120	2.85	10
End Panel	3051.87	43.00 Lt	600.63	588.74	11.89									



SHEAR STUD DETAIL

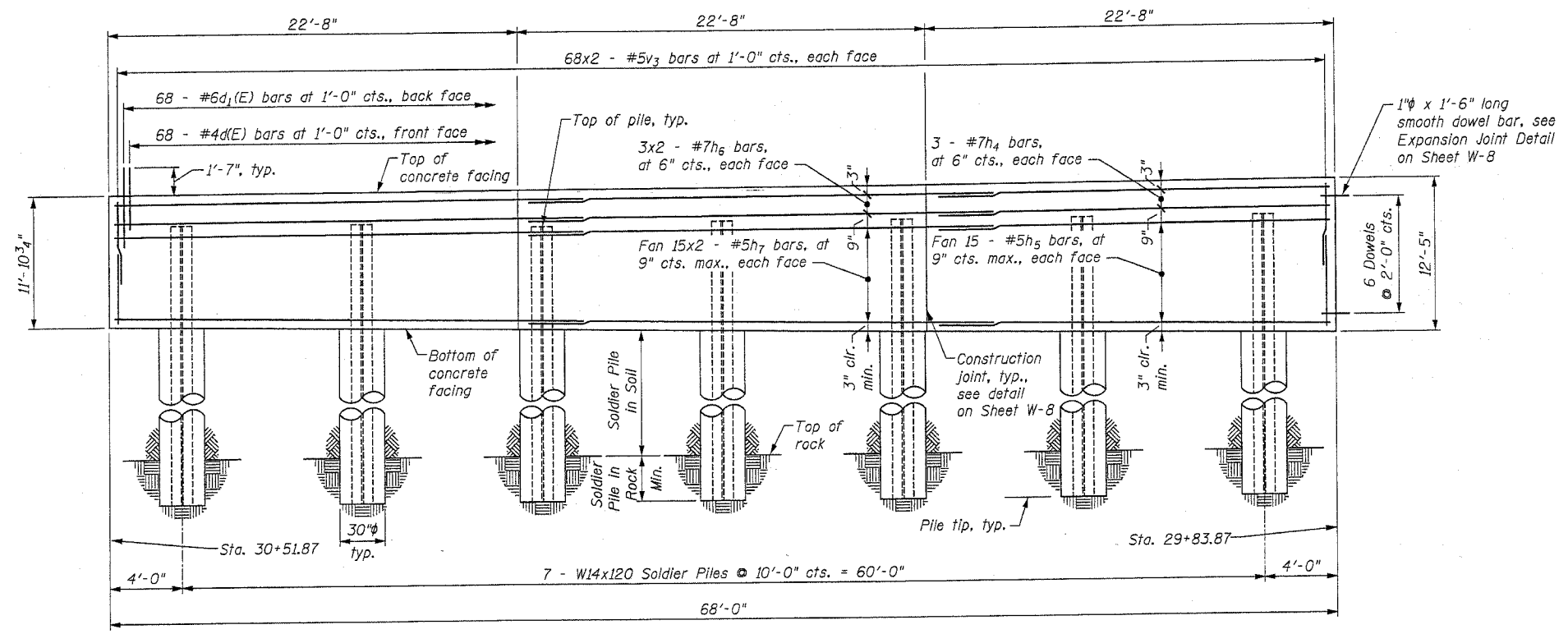
DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

REVISIONS	
NAME	DATE

LOWCO INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD., SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

ILLINOIS DEPARTMENT OF TRANSPORTATION
WALL ELEVATION (3 OF 5)
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 148R
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05

Contract No. 62098



ELEVATION - PANEL 4
Looking South

NOTES:

1. Reinforcement designated 3x2-#4, etc., indicates 3 lines of #4 bars with 2 bars per line.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Minimum bar laps: #5 = 1'-9", #7 = 2'-9"
4. For typical concrete facing sections and details, including joints, rustication, etc., see Sheet W-8.
5. For details of concrete parapet to be cast on top of concrete facing, see Sheet W-9.

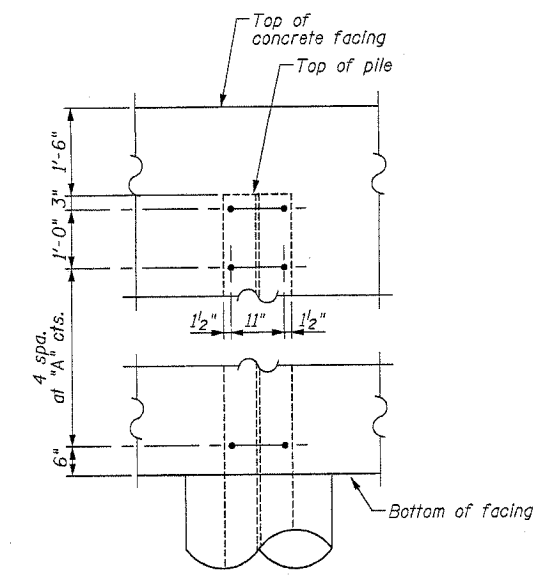
WALL INFORMATION - PANEL 4

Location	Station	Front Face of Facing Offset (ft.)	Top of Facing Elevation	Bottom of Facing Elevation	Facing Height	Top of Rock Elevation	Pile Embedment in Soil (ft.)	Minimum Pile Embedment in Rock (ft.)	Top of Pile Elevation	Bottom of Pile Elevation	Pile Length (ft.)	Pile Type	Shear Stud Connectors		
													Dim. "A" (ft.)	Total	
Start Panel	3051.87	43.00 Lt	600.63	588.74	11.89										
Pile 22	3047.87	43.00 Lt	600.65	588.73	11.92	576.66	12.06	5.00	599.15	571.66	27.48	W14x120	2.17	12	
Pile 23	3037.87	43.00 Lt	600.69	588.69	12.00	576.60	12.09	5.00	599.19	571.60	27.59	W14x120	2.19	12	
Pile 24	3027.87	43.00 Lt	600.73	588.66	12.08	576.65	12.01	5.00	599.23	571.65	27.59	W14x120	2.21	12	
Pile 25	3017.87	43.00 Lt	600.78	588.62	12.16	576.69	11.93	5.00	599.28	571.69	27.58	W14x120	2.23	12	
Pile 26	3007.87	43.00 Lt	600.82	588.58	12.23	576.74	11.85	5.00	599.32	571.74	27.58	W14x120	2.25	12	
Pile 27	2997.87	43.00 Lt	600.86	588.55	12.31	576.78	11.77	5.00	599.36	571.78	27.58	W14x120	2.27	12	
Pile 28	2987.87	43.00 Lt	600.90	588.51	12.39	576.82	11.69	5.00	599.40	571.82	27.58	W14x120	2.28	12	
End Panel	2983.87	43.00 Lt	600.92	588.50	12.42										

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	68	#4	3'-0"	
d1(E)	68	#6	3'-9"	
h4	6	#7	22'-4"	
h5	30	#5	22'-4"	
h6	12	#7	25'-6"	
h7	60	#5	24'-6"	
v3	272	#5	6'-11"	

Item	Unit	Quantity
Porous Granular Embankment	Cu. Yd.	166
Structure Excavation	Cu. Yd.	25
Concrete Structures	Cu. Yd.	31.2
Stud Shear Connectors	Each	84
Furnishing Soldier Piles (W Section)	Foot	193
Reinforcement Bars	Pound	6940
Reinforcement Bars, Epoxy Coated	Pound	519
Geocomposite Wall Drain	Sq. Yd.	84
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	409
Drilling and Setting Soldier Piles (In Rock)	Cu. Ft.	172
Rustication Finish	Sq. Ft.	623



SHEAR STUD DETAIL

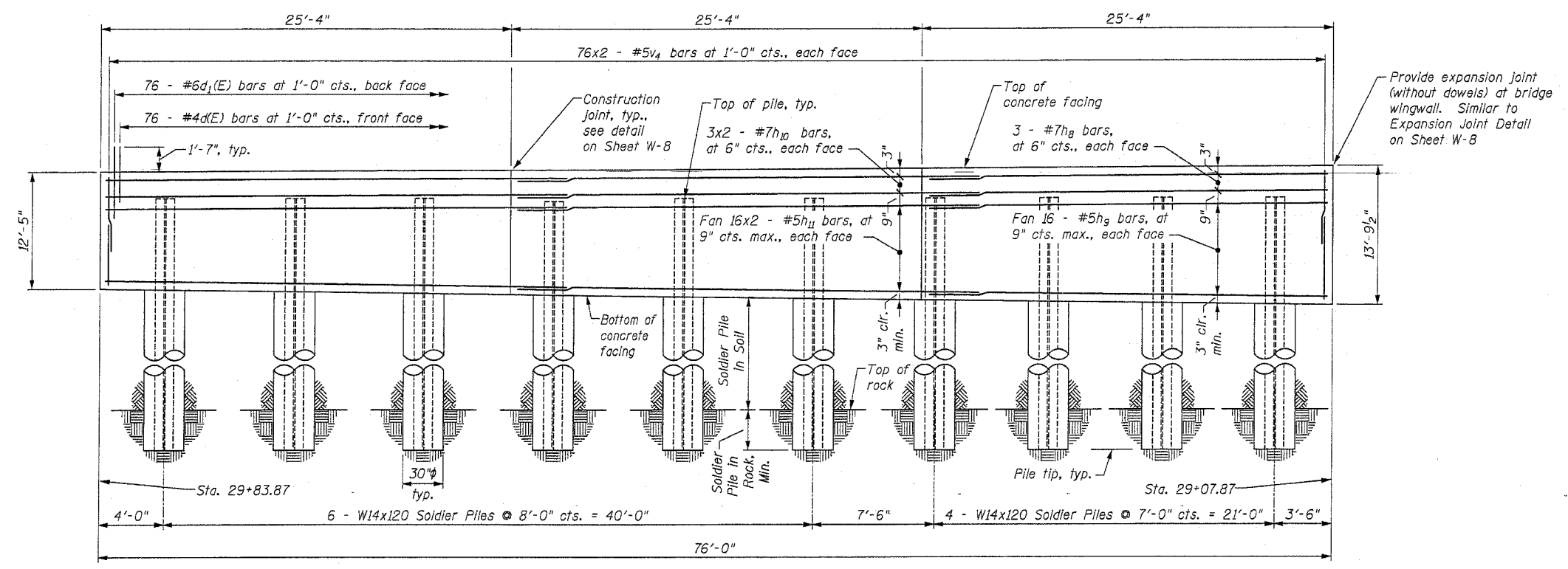
DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOCO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD, SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WALL ELEVATION (4 OF 5)
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05

Contract No. 62098



ELEVATION - PANEL 5
Looking South

NOTES:

1. Reinforcement designated 3x2-#4, etc., indicates 3 lines of #4 bars with 2 bars per line.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Minimum bar laps: #5 = 1'-9", #7 = 2'-9"
4. For typical concrete facing sections and details, including joints, rustication, etc., see Sheet W-8.
5. For details of concrete parapet to be cast on top of concrete facing, see Sheet W-9.

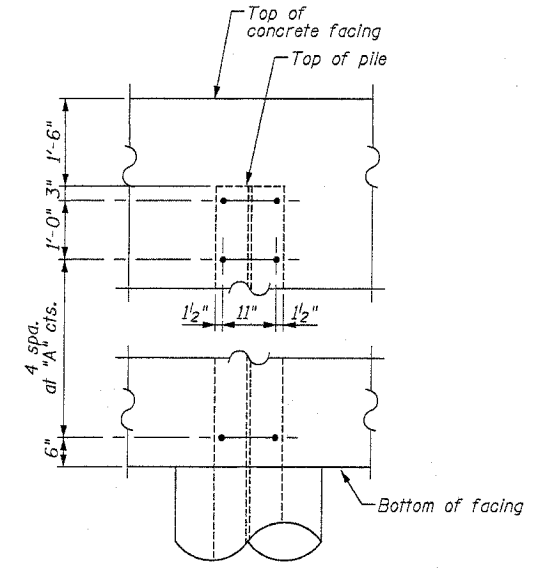
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d1(E)	76	#4	3'-0"	
d1(E)	76	#6	3'-9"	
h8	6	#7	25'-0"	
h9	32	#5	25'-0"	
h10	12	#7	28'-2"	
h11	64	#5	27'-2"	
v4	304	#5	7'-7"	

Item	Unit	Quantity
Parous Granular Embankment	Cu. Yd.	217
Structure Excavation	Cu. Yd.	28
Concrete Structures	Cu. Yd.	37.6
Stud Shear Connectors	Each	120
Furnishing Soldier Piles (W Section)	Foot	272
Reinforcement Bars	Pound	8273
Reinforcement Bars, Epoxy Coated	Pound	580
Geocomposite Wall Drain	Sq. Yd.	102
Drilling and Setting Soldier Piles (In Soil)	Cu. Ft.	471
Drilling and Setting Soldier Piles (In Rock)	Cu. Ft.	295
Rustication Finish	Sq. Ft.	768

WALL INFORMATION - PANEL 5

Location	Station	Front Face of Facing Offset (ft.)	Top of Facing Elevation	Bottom of Facing Elevation	Facing Height	Top of Rock Elevation	Pile Embedment in Soil (ft.)	Minimum Pile Embedment in Rock (ft.)	Top of Pile Elevation	Bottom of Pile Elevation	Pile Length (ft.)	Pile Type	Shear Stud Connectors	
													Dim. "A" (ft.)	Total
Start Panel	2983.87	43.00 Lt	600.92	588.50	12.42									
Pile 29	2979.87	43.00 Lt	600.94	588.44	12.49	576.86	11.59	5.00	599.44	571.86	27.58	W14x120	2.31	12
Pile 30	2971.87	43.00 Lt	600.97	588.33	12.64	576.89	11.44	5.00	599.47	571.89	27.58	W14x120	2.35	12
Pile 31	2963.87	43.00 Lt	601.01	588.22	12.78	577.24	10.99	5.50	599.51	571.74	27.77	W14x120	2.38	12
Pile 32	2955.87	43.00 Lt	601.04	588.11	12.93	577.68	10.43	5.50	599.54	572.18	27.36	W14x120	2.42	12
Pile 33	2947.87	43.00 Lt	601.07	588.00	13.07	578.12	9.88	6.00	599.57	572.12	27.45	W14x120	2.46	12
Pile 34	2939.87	43.00 Lt	601.11	587.89	13.22	578.56	9.33	6.00	599.61	572.56	27.05	W14x120	2.49	12
Pile 35	2932.37	43.00 Lt	601.14	587.79	13.35	578.97	8.82	6.50	599.64	572.47	27.17	W14x120	2.53	12
Pile 36	2925.37	43.00 Lt	601.17	587.69	13.48	579.36	8.33	6.50	599.67	572.86	26.81	W14x120	2.56	12
Pile 37	2918.37	43.00 Lt	601.20	587.60	13.60	579.74	7.85	7.00	599.70	572.74	26.95	W14x120	2.59	12
Pile 38	2911.37	43.00 Lt	601.23	587.50	13.73	580.13	7.37	7.00	599.73	573.13	26.60	W14x120	2.62	12
End Panel	2907.87	43.00 Lt	601.24	587.45	13.79									



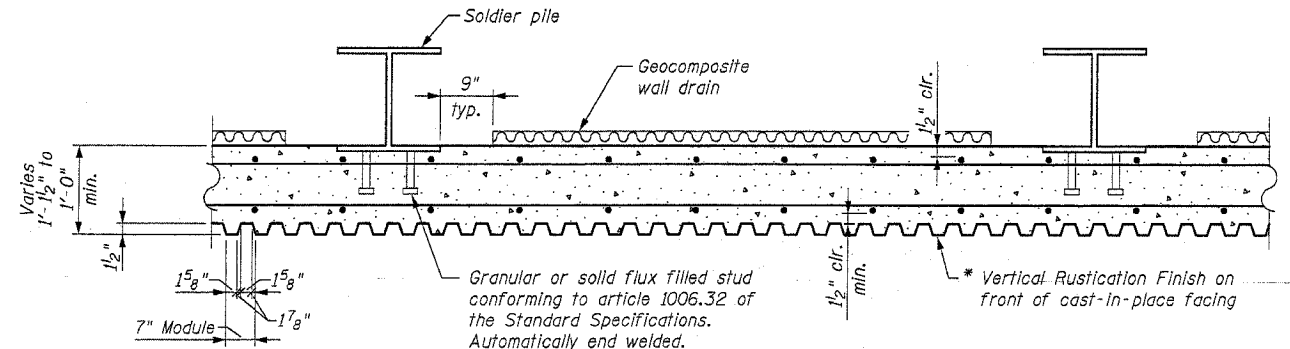
SHEAR STUD DETAIL

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOWCO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD., SUITE 180
NAPERVILLE, ILLINOIS 60563 16301 577-9100

REVISIONS	
NAME	DATE

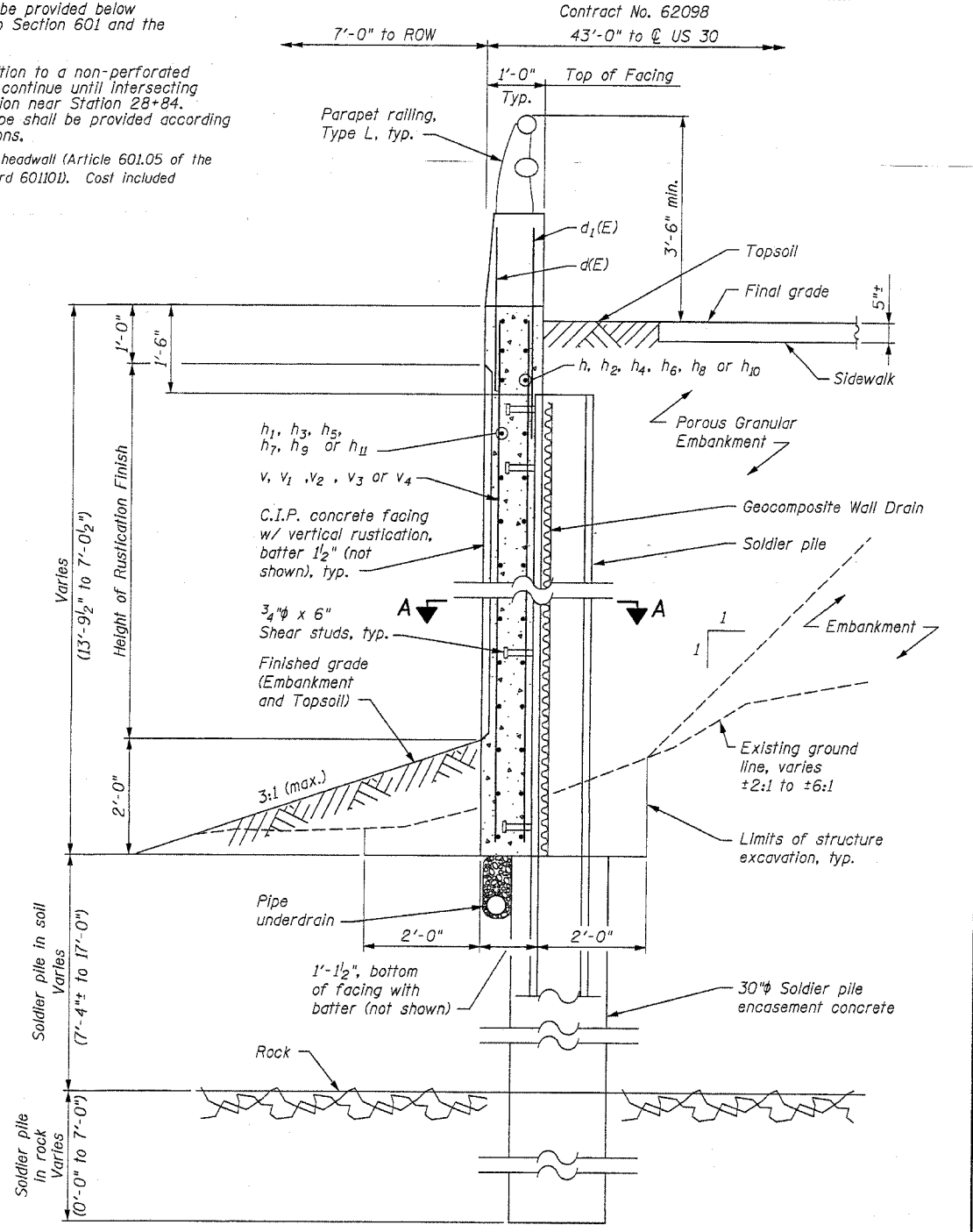
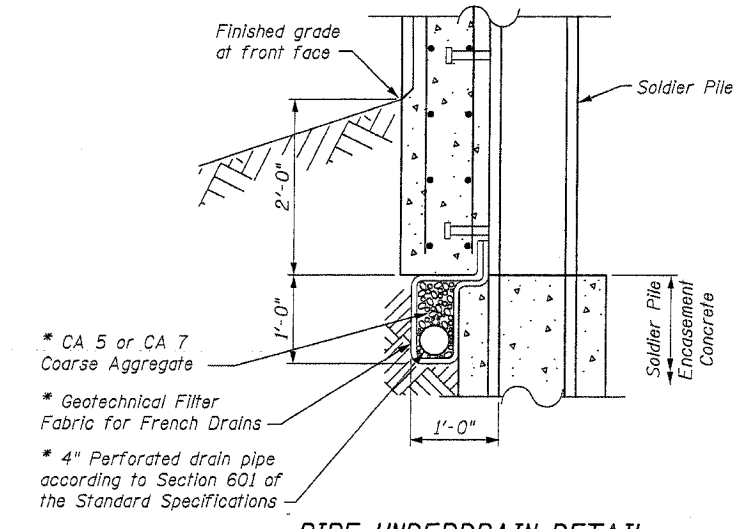
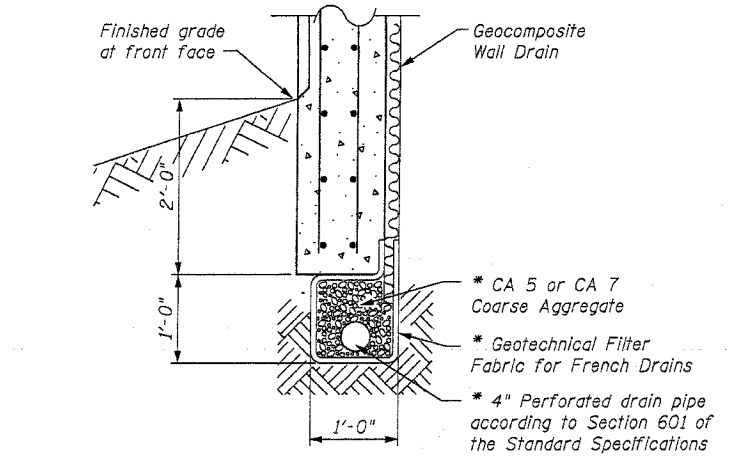
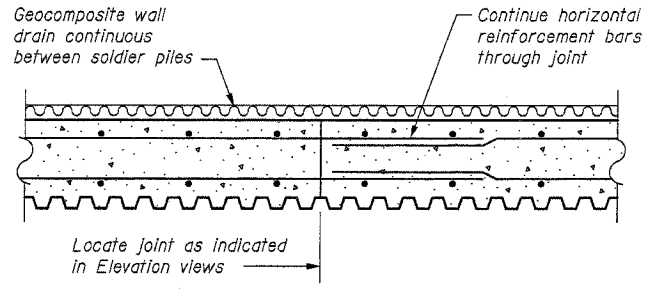
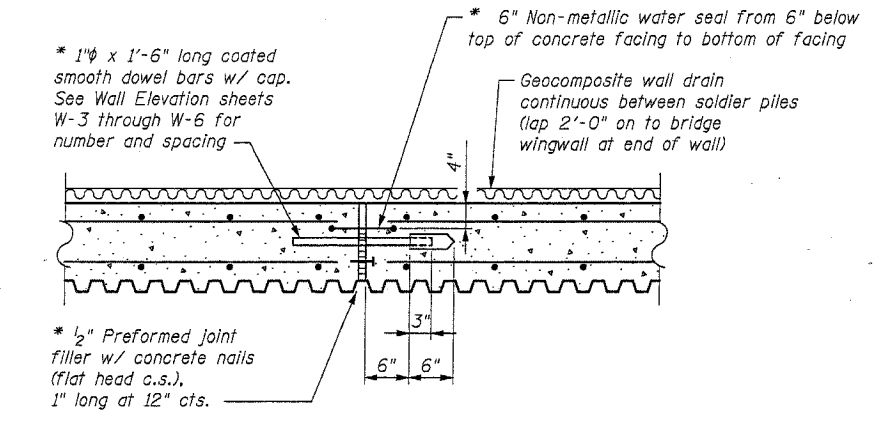
ILLINOIS DEPARTMENT OF TRANSPORTATION
WALL ELEVATION (5 OF 5)
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05



NOTES:

1. Pipe Underdrains for Structures shall be provided below the full length of wall and according to Section 601 and the Special Provisions.
2. The perforated drain pipe shall transition to a non-perforated outlet pipe at the end of the wall and continue until intersecting with the proposed riprap slope protection near Station 28+84. The length of non-perforated outlet pipe shall be provided according to Section 601 and the Special Provisions.

The outlet pipe shall drain into a concrete headwall (Article 601.05 of the Standard Specifications and Highway Standard 601101). Cost included with Pipe Underdrains for Structures 4".



BILL OF MATERIAL

Item	Unit	Quantity
Pipe Underdrains for Structures 4"	Foot	384
Pipe Underdrains 4" (Special)	Foot	24
Concrete Headwall For Pipe Drains	Each	1

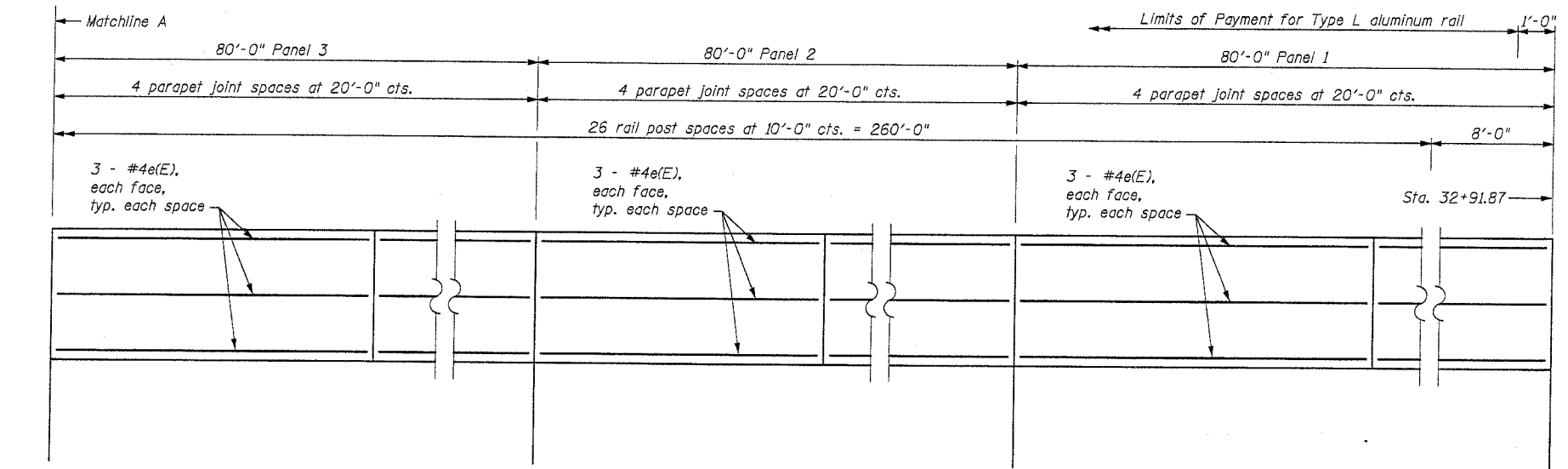
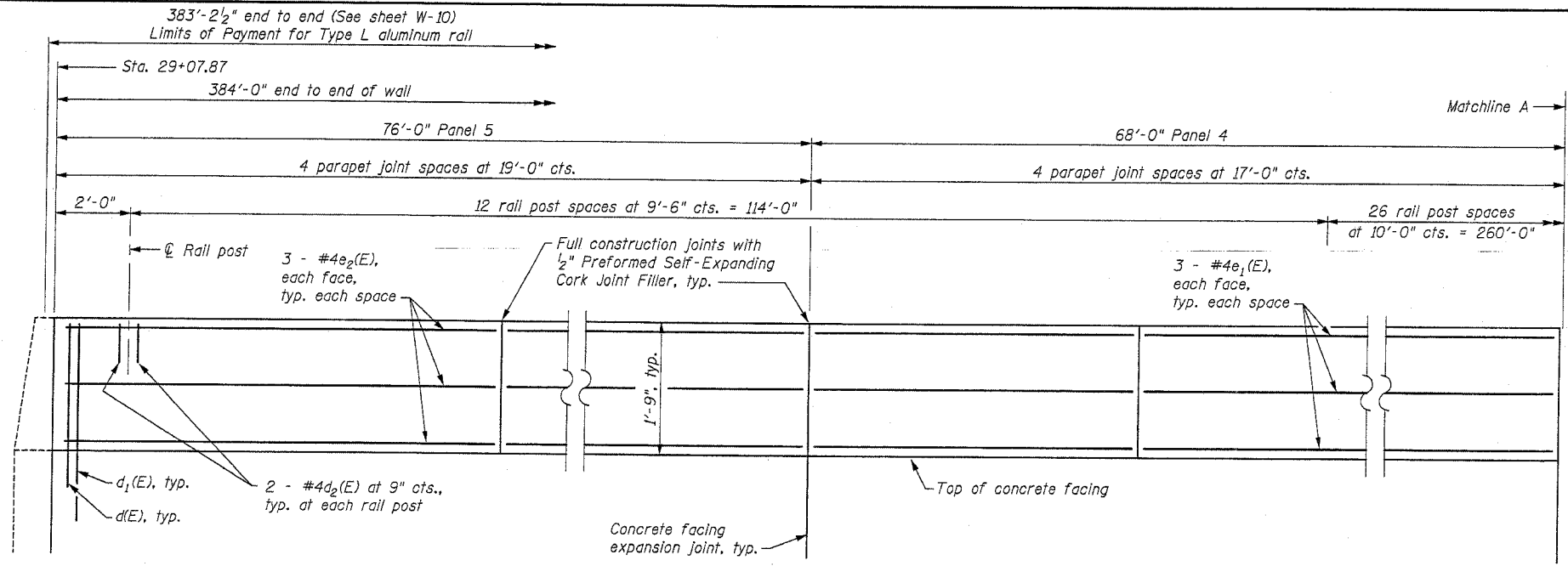
DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LONGO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD, SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WALL CROSS SECTION & DETAILS
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.51 NEW STRUCTURE NO. 099-W012
DATE 03/24/05

Contract No. 62098



BILL OF MATERIAL

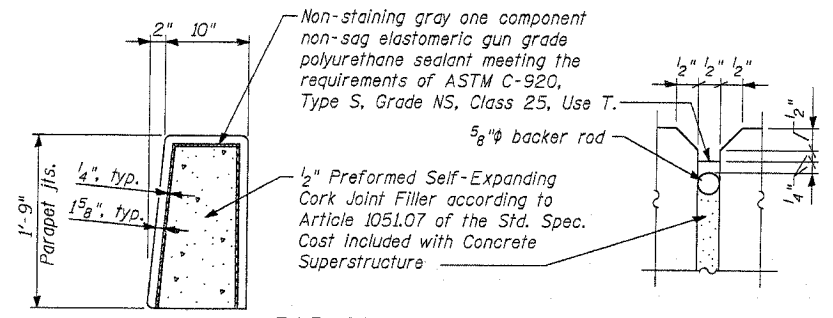
Bar	No.	Size	Length	Shape
d2(E)	78	#4	2'-0"	□
e(E)	72	#4	19'-8"	—
e1(E)	24	#4	16'-8"	—
e2(E)	24	#4	18'-8"	—
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	22.8		
Reinforcement Bars, Epoxy Coated	Pound	1617		
Protective Coat	Sq. Yd.	132		

NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Protective coat shall be applied to top and inside face of concrete parapet to a depth of 6 inches below top of concrete facing.
3. See Wall Elevation sheets W-3 to W-7 for d(E) and d1(E) bar details.

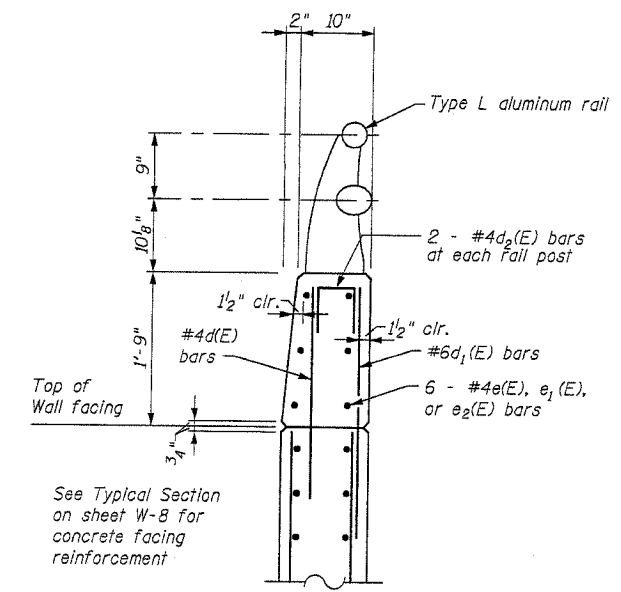
INSIDE ELEVATION OF PARAPET

Looking North

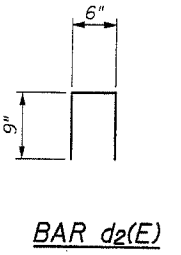


PARAPET JOINT DETAIL

Cost of construction joints and materials included with Concrete Superstructure.



PARAPET SECTION



BAR d2(E)

See Typical Section on sheet W-8 for concrete facing reinforcement

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOWCO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD., SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PARAPET ELEVATION AND DETAILS
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 2 of 3
Date 1/13/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY Will
Boring No. 101 Core Type NX Core Barrel
Station 3+77 Core Diameter 2.0 in
Offset 46.00ft LT Core Length 25.0 ft
Surface Elev. 592.30 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (in)	R (in)	CORE (ft)	COMP. (psi)
573.30	Dolomite, light gray, silty to slightly pure, massive bedded, 5-10% pin point vugs.	RN-1	100	82		
570.30	Dolomite, light gray, silty, less pure, massive bedded, 5-10% pin point vugs. White and gray chert nodules (0.0-2.0 in.) from 22 to 31 feet. Heavily fractured and filled w/ dark gray clay from 28.5 to 36 feet.					
		RN-2	100	28		
		RN-3	100	21		
		RN-4	100	95		

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 3 of 3
Date 1/13/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY Will
Boring No. 101 Core Type NX Core Barrel
Station 3+77 Core Diameter 2.0 in
Offset 46.00ft LT Core Length 25.0 ft
Surface Elev. 592.30 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (in)	R (in)	CORE (ft)	COMP. (psi)
552.30	See page 2 for description					
	Dolomite, light gray, mottled greenish gray, silty, med. bedded with occasional green clay partings, 5-10% pin point vugs.					
548.30	End of Boring at 44.0 feet CME 850 Track ATV Drilling Rig (#127) CME Automatic Hammer 3.25" (83 mm) ID HSA to 15.0 feet Rock Core with NX Core Barrel below 15.0 feet					

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.P. 0575	14BR	WILL	143	106
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. W-11
W-13 SHEETS

Contract No. 62098

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 3
Date 1/13/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY Will LOCATION Retaining Wall S. 23, TWP. 36N, RNC. 9E

Boring No. 101 Core Type NX Core Barrel
Station 3+77 Core Diameter 2.0 in
Offset 46.00ft LT Core Length 25.0 ft
Surface Elev. 592.30 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (in)	R (in)	CORE (ft)	COMP. (psi)
592.30	FILL - Brown and black CLAY LOAM, trace organic, moist					
590.30	Black SILTY CLAY (Hapsoil), very moist A-7-s					
	Firm brown silty SAND and GRAVEL, saturated A-1-a					
	(trace organic and roots at 8.3 feet)					
583.30	Firm gray SILT, very moist A-6					
582.30	Firm gray GRAVEL, saturated A-1-a					
579.30	Firm gray silty SAND and GRAVEL, saturated A-1-a					
	Very tough gray CLAY, some gravel, occasional cobbles, moist A-6/A-1					
573.30	(See Page 2 for Coring)					

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

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 2
Date 1/13/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY Will LOCATION Retaining Wall S. 23, TWP. 36N, RNC. 9E

Boring No. 102 Core Type NX Core Barrel
Station 3+08 Core Diameter 2.0 in
Offset 39.00ft LT Core Length 10.0 ft
Surface Elev. 598.60 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (in)	R (in)	CORE (ft)	COMP. (psi)
598.60	FILL - Black and brown CLAY LOAM, trace organic, moist A-6					
588.60	Dark brown and black CLAY, little organic, moist A-7-s					
586.10	Firm brown GRAVEL, saturated A-1-a					
	Firm gray SAND, little gravel, saturated A-1-b					
582.60	Tough gray CLAY LOAM, little gravel, moist A-6					
578.60	Firm gray clayey SILT and SAND, trace gravel, moist A-1-a/A-1					
575.60	Very dense silty GRAVEL, COBBLES and BOULDERS					

See Page 2 for Coring

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

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 2 of 2
Date 1/13/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. M-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY Will

Boring No. 102 Core Type NX Core Barrel
Station 3+08 Core Diameter 2.0 in
Offset 39.00ft LT Core Length 10.0 ft
Surface Elev. 598.60 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (in)	R (in)	CORE (ft)	COMP. (psi)
577.10	Dolomite, light gray, silty to slightly pure, massive bedded, 5-10% pin point vugs.					
569.60	Dolomite, light gray, less pure, massive bedded, 5-10% pin point vugs.					
567.30	White chert nodules (0.0 in.) from 22 to 24.5 feet End of Boring at 24.5 feet CME 850 Track ATV Drilling Rig (#127) CME Automatic Hammer 3.25" (83 mm) ID HSA to 14.5 feet Rock Core with NX Core Barrel below 14.5 feet					

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS (1 OF 3)
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05

LOWCO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD., SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-91-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/A-53,455
COUNTY WILL LOCATION Retaining Wall S. 23, TWP. 36N, RNC. SE

Boring No. 103 Core Type NX Core Barrel
Station 30+39 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 25.0 ft
Surface Elev. 590.60 ft

DEPTH (ft)	DESCRIPTION	QUANTITY	TESTS	REMARKS
0-14	FILL - Dark brown and black CLAY, little organic, moist	100%		
14-17.5	Firm gray clayey SAND and GRAVEL, moist	2.0		
17.5-18.0	Very tough brown and gray CLAY, trace gravel, moist	152		
18.0-19.0	Firm gray SILTY LOAM, some gravel, moist	2.5		
19.0-20.0	Loose gray SILTY LOAM, some gravel, moist			
20.0-21.0	Cobbles and Boulders	100%		

Surface Water Elev. _____
Groundwater Elev. 583.1
when drilling _____
at Completion 587.6
after _____ Hrs.

SPT, N1 = Sum of last two blow values in sample. (QU) B-Bulge S-Shear P-Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation
STRUCTURE ROCK CORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-91-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/A-53,455
COUNTY WILL

Boring No. 103 Core Type NX Core Barrel
Station 30+39 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 25.0 ft
Surface Elev. 590.60 ft

Top Elev.	Coring Notes and Rock Description	Core Run (#)	Core Run (ft)	Core Run (min/ft)	Core Run (psi)
576.60	Dolomite, light gray, silty to slightly pure, massive bedded, 5-10% pin:5.0 point vugs. Trace pyrite, occasional fossils, white chert nodules (0.0-2.0 in.) from 17 to 26.5 feet. Few fractures from 14 to 15.5, 17 to 18.2 and 31 to 35 feet.	RN-1	100	76	
-20.0		RN-2	100	93	
-25.0					
-30.0		RN-3	100	78	
-35.0		RN-4	100	86	

Color pictures of the cores With Geotechnical Report

Cores will be stored for examination until Nov. 30, 2002

Testing Service Corporation
STRUCTURE ROCK CORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-91-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/A-53,455
COUNTY WILL

Boring No. 103 Core Type NX Core Barrel
Station 30+39 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 25.0 ft
Surface Elev. 590.60 ft

Top Elev.	Coring Notes and Rock Description	Core Run (#)	Core Run (ft)	Core Run (min/ft)	Core Run (psi)
590.60	Dolomite, light gray, silty to slightly pure, massive bedded, 5-10% pin:5.0 point vugs. Trace pyrite, occasional fossils, white chert nodules (0.0-2.0 in.) from 17 to 26.5 feet. Few fractures from 14 to 15.5, 17 to 18.2 and 31 to 35 feet.				
551.60	End of Boring at 39.0 feet CME 850 Track ATV Drill Rig (#127) CME Automatic Hammer 3.25" (83 mm) ID HSA to 14 feet Rock Core with NX Core Barrel below 14 feet				
-40.0					
-45.0					
-50.0					

Color pictures of the cores With Geotechnical Report

Cores will be stored for examination until Nov. 30, 2002

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-91-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/A-53,455
COUNTY WILL LOCATION Retaining Wall S. 23, TWP. 36N, RNC. SE

Boring No. 104 Core Type NX Core Barrel
Station 29+70 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 25.0 ft
Surface Elev. 590.40 ft

DEPTH (ft)	DESCRIPTION	QUANTITY	TESTS	REMARKS
0-1.5	FILL - Black and brown CLAY LOAM, trace organic, moist	1.5		
1.5-2.7	Dark brown and black CLAY LOAM (trap soil), very moist	1.2		
2.7-3.5	Firm brown SAND and GRAVEL, saturated	0.8		
3.5-8.0	Firm gray SILTY LOAM, little gravel, moist	4.5		
8.0-12.0	Firm gray GRAVEL and COBBLES, saturated	4.0		
12.0-21.0	(See Page 2 for Coring)	9.0		

Surface Water Elev. _____
Groundwater Elev. 583.4
when drilling _____
at Completion 587.4
after _____ Hrs.

SPT, N1 = Sum of last two blow values in sample. (QU) B-Bulge S-Shear P-Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOWCO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD., SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS (2 OF 3)
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05

Contract No. 62098

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 2 of 2
Date 11/2/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL

Boring No. 104 Core Type NX Core Barrel
Station 29+70 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 10.0 ft
Surface Elev. 589.40 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (ft)	Q (ft)	T (ft)	COMP. (psf)
576.30	Dolomite, light gray, silty to slightly pure, massive bedded, 5-10% pin point vugs. Occasional fossils. White chert nodules (0.0-2.0 in) from 16 to 22 feet. Heavily fractured from 18 to 19 feet.	RN-1	80	27		
		RN-2	100	56		10600
		RN-3	100	77		
566.90	End of Boring at 23.5 feet CME 850 Track ATV Drill Rig (#27) CME Automatic Hammer 3.25" (83 mm) ID HSA to 13.5 feet Rock Core with NX Core Barrel below 13.5 feet					

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 3
Date 11/8/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL LOCATION Retaining Wall & East Abutment S. 23, TWP. 36N, RNC. SE

Boring No. 105 Core Type NX Core Barrel
Station 29+00 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 25.0 ft
Surface Elev. 589.20 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (ft)	Q (ft)	T (ft)	COMP. (psf)
588.40	FILL - Black CLAY LOAM (tropsol)					
587.70	FILL - Brown and black SANDY LOAM, moist A-2-4					
581.70	FILL - Black CLAY LOAM (tropsol), very moist A-5/A-7-6					
582.70	Soft dark gray CLAY LOAM, trace organic, very moist A-4/A-5					
580.70	Loose gray SILTY LOAM, very moist A-4					
579.20	Probable Dolomite Rock Surface (hard drilling) (See Page 2 for Coring)					

SPT: 00 = Sum of last two blow values in sample. (Q) = Blows S = Shear P = Penetration Test
Stations, Depths, Offset, and Elevations are in Feet

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 2 of 3
Date 11/8/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL

Boring No. 105 Core Type NX Core Barrel
Station 29+00 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 25.0 ft
Surface Elev. 589.20 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (ft)	Q (ft)	T (ft)	COMP. (psf)
579.20	Dolomite, light gray, silty to slightly pure, massive bedded, 5-10% pin point vugs. Small fractures from 13 to 14.2 feet.	RN-1	100	70		
		RN-2	100	8		
570.70	Dolomite, light gray, silty, less pure, massive bedded, 5-10% pin point vugs. Occasional fossil, white chert nodules and layers (0.0-3.0 in) from 18.5 to 29.5 feet. Fractures from 24 to 25.5, 29.5 to 30.5 and 33.8 to 35 feet.	RN-3	100	67		
		RN-4	100	100		
		RN-5	100	28		
		RN-6	100	0		

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 3 of 3
Date 11/8/01

ROUTE FAP 575 DESCRIPTION US 30 Over Lily Cache Creek, D-9-002-01
SECT. 14-B-R-1 STRUCT. NO. 099-0237 (existing) DRILLED BY TSC/L-53,455
COUNTY WILL

Boring No. 105 Core Type NX Core Barrel
Station 29+00 Core Diameter 2.0 in
Offset 39.00 ft LT Core Length 25.0 ft
Surface Elev. 589.20 ft

Top Elev.	Coring Notes and Rock Description	Core Run (ft)	R (ft)	Q (ft)	T (ft)	COMP. (psf)
	Dolomite, light gray, silty, less pure, massive bedded, 5-10% pin point vugs. Occasional fossil, white chert nodules and layers (0.0-3.0 in) from 18.5 to 29.5 feet. Fractures from 24 to 25.5, 29.5 to 30.5 and 33.8 to 35 feet.	RN-7	100	100		
		RN-8	100	50		
		RN-9	100	90		
554.20	End of Boring at 35.0 feet CME 55 Ardox ATV Rig (#20) CME Automatic Hammer 4.5" (114 mm) SFA Rock Core with NX Core Barrel below 10 feet					

Color pictures of the cores With Geotechnical Report
Cores will be stored for examination until Nov. 30, 2002

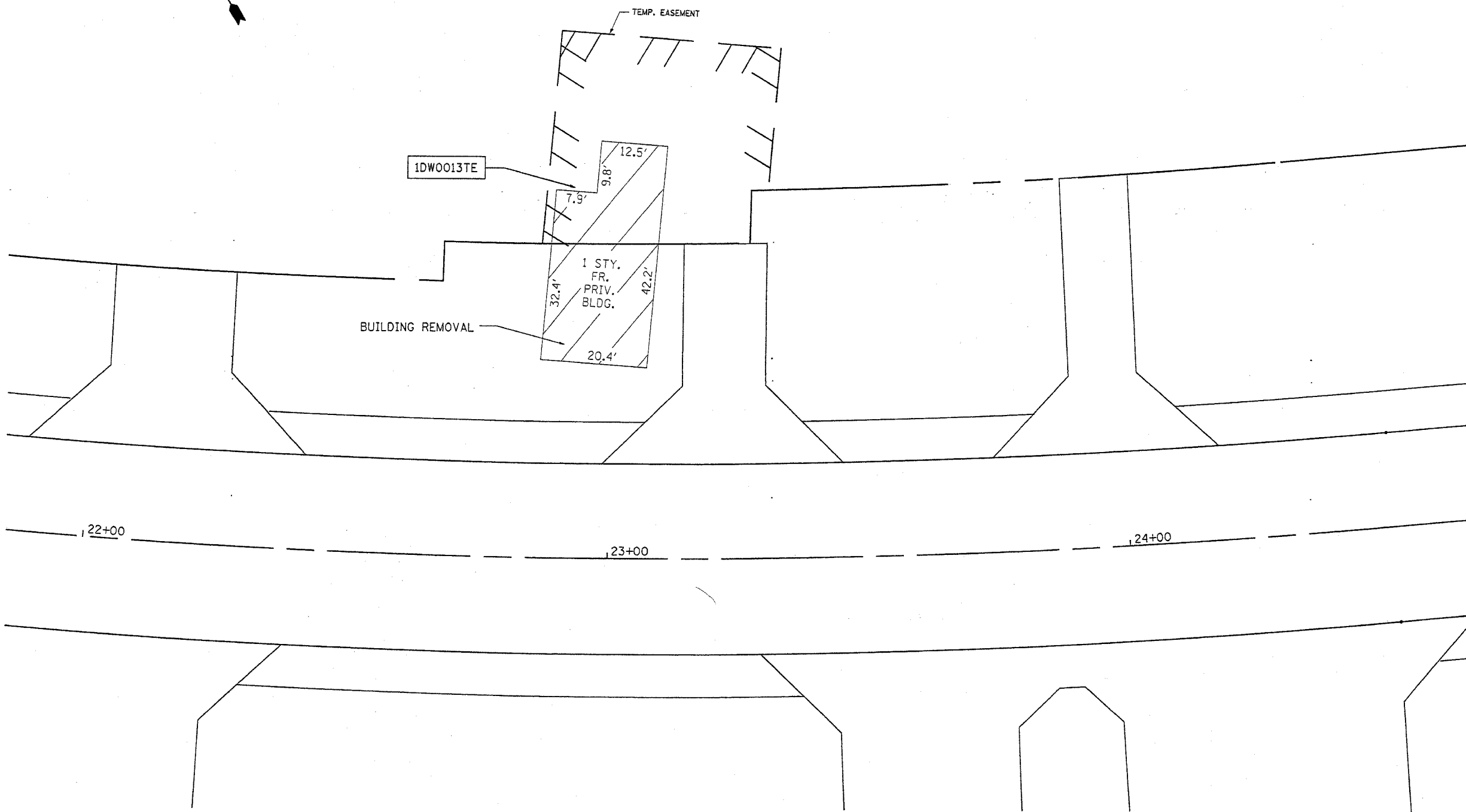
DESIGNED	MJM
CHECKED	WHE
DRAWN	EAB
CHECKED	WHE

LOWCO, INC.
CONSULTING ENGINEERS 700 EAST DIEHL ROAD, SUITE 180
NAPERVILLE, ILLINOIS 60563 (630) 577-9100

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BORING LOGS (3 OF 3)
DRILLED SOLDIER PILE WALL
US ROUTE 30 (LINCOLN HIGHWAY)
OVER LILY CACHE CREEK
WILL COUNTY
F.A.P. ROUTE 0575 SEC. 14BR
STATION 31+00.61 NEW STRUCTURE NO. 099-W012
DATE 03/24/05

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	109
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62098				



REVISIONS	
NAME	DATE

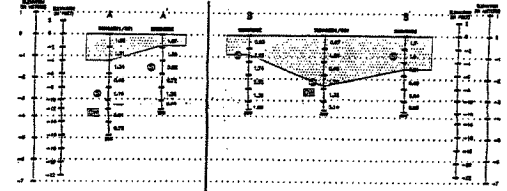
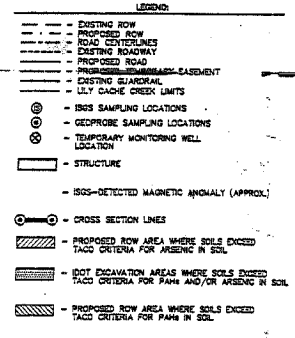
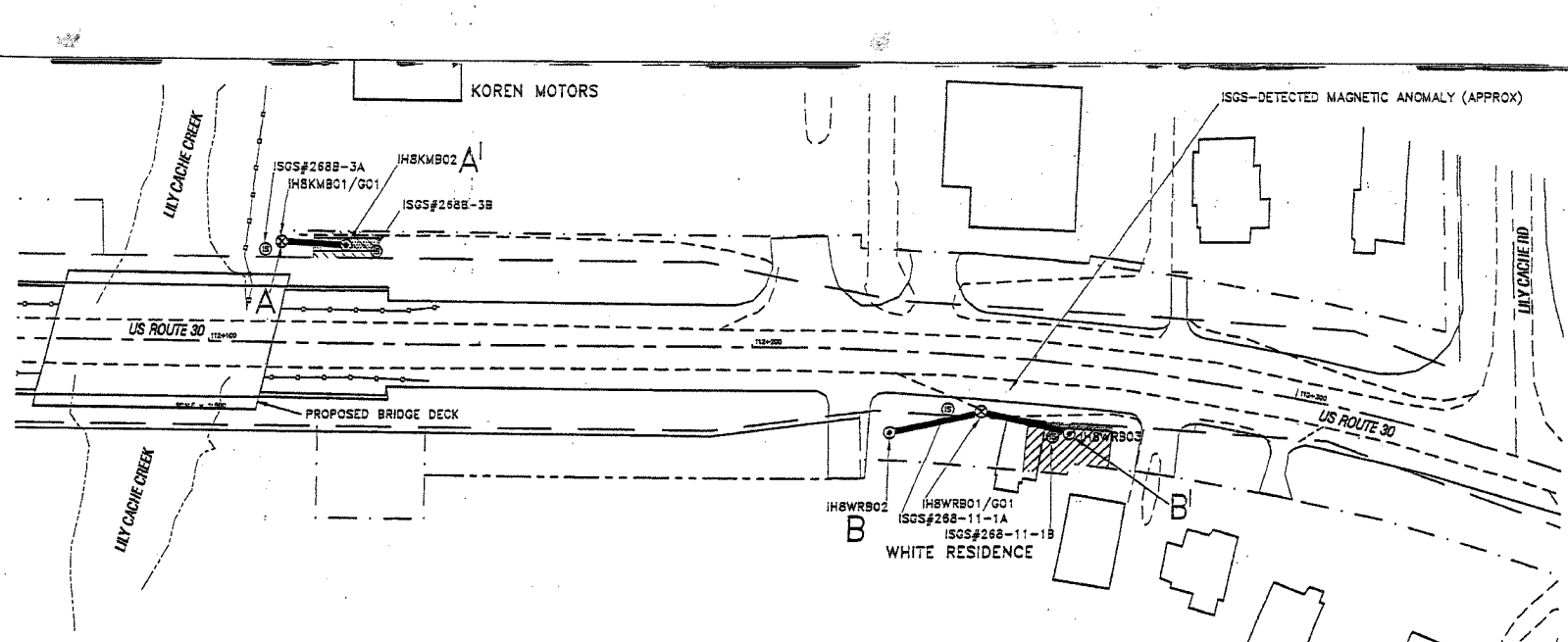
ILLINOIS DEPARTMENT OF TRANSPORTATION

BUILDING REMOVAL #1

VERT. SCALE: 1"=10'
 HORIZ. SCALE: 1"=10'
 DATE 2/16/2005

DRAWN BY
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R1 & 15N-3	WILL	143	110
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



CROSS SECTION LEGEND

SOIL SAMPLE COLLECTED
 - SOIL SAMPLE COLLECTED
 - SOIL SAMPLE COLLECTED
 - NO READING (EXCEEDS LIMITS)
 - NO READING (EXCEEDS LIMITS)
 - NOT ANALYZED
 - NOT ANALYZED

APPROXIMATE VERTICAL PILL CENTER

HORIZONTAL SCALE 1:50
 VERTICAL SCALE 1:100

PROPERTY	CONTAMINANTS OF CONCERN										PROPERTY
	KOREN MOTORS					WHITE RESIDENCE					
	SAMPLE NUMBER	IHSKMB01(8-10)	IHSKMB01(8-10)D	IHSKMB02(4-8)	IHSKMG01	IHSKMG01D	IHSWRB01(8-8)	IHSWRB02(2-4)	IHSWRB03(2-4)	IHSWRG01	
MATRIX	Soil	Soil	Soil	Water	Water	Soil	Soil	Soil	Water	Water	MATRIX
SAMPLE DEPTH (m)	2.4-3.0	2.4-3.0	1.2-1.8	0.0-0.0	0.0-0.0	1.8-2.4	0.8-1.2	0.8-1.2	0.0-0.0	0.0-0.0	SAMPLE DEPTH (m)
ANALYTE GROUP (Units) / ANALYTE											
Polynuclear Aromatic Hydrocarbons (soil: ug/kg, water: ug/L)											
Acenaphthene	160 N	111 J	1,340 n	ND	ND	ND	ND	ND	ND	ND	Acenaphthene
Anthracene	82.2 N	33.9 N	520 N	ND	ND	ND	ND	ND	ND	ND	Anthracene
Benz(a)anthracene	46.1 N	33.1 N	297 N	ND	ND	ND	3.58 J	ND	ND	ND	Benz(a)anthracene
Benz(a)pyrene	49.0 N	34.9 N	450 N	0.0918 J	0.124 J	ND	11.2 N	2.73 J	ND	ND	Benz(a)pyrene
Benz(b)fluoranthene	52.4 N	41.0 N	379 N	ND	ND	ND	9.09 J	13.4 N	ND	ND	Benz(b)fluoranthene
Benz(g,h)perylene	47.3 N nc	40.4 N nc	309 N nc	ND	ND	ND	16.7 J nc	17.3 J nc	ND	ND	Benz(g,h)perylene
Benz(k)fluoranthene	32.5 N	22.5 N	212 N	ND	ND	ND	ND	ND	ND	ND	Benz(k)fluoranthene
Chrysene	62.5 N	44.1 N	358 N	ND	ND	ND	7.84 J	4.41 J	ND	ND	Chrysene
Dibenz(a,h)anthracene	58.7 N	71.9 N	255 N	ND	ND	ND	22.2 J	25.9 N	0.107 J	ND	Dibenz(a,h)anthracene
Fluoranthene	267 N	207 N	1,570 N	ND	ND	ND	31.0 N	9.90 J	ND	ND	Fluoranthene
Fluorene	38.9 N	14.5 N	244 N	ND	ND	ND	ND	ND	ND	ND	Fluorene
Indeno(1,2,3-cd)pyrene	38.0 N	27.6 N	230 N	ND	ND	ND	11.5 N	19.0 N	ND	ND	Indeno(1,2,3-cd)pyrene
Phenanthrene	200 N nc	98.0 N nc	863 N nc	0.0764 J nc	0.0675 J nc	ND	7.70 J nc	4.03 J nc	ND	ND	Phenanthrene
Pyrene	187 N	119 N	1,180 N	ND	ND	ND	23.3 J	6.09 J	ND	ND	Pyrene
Inorganics (soil: mg/kg, water: ug/L)											
Arsenic	11.2	10.9	11.1	ND	ND	4.08	11.7	21.1	nb	ND	Arsenic
Barium	132 b	132 b	105	78.1	79.2	10.9	144 b	134 b	66.5	ND	Barium
Cadmium	1.00 b	1.11 b	1.16 b	ND	ND	0.253 J	0.517 J b	0.839 b	ND	ND	Cadmium
Chromium	18.2 b	18.4 b	13.7	ND	ND	4.35	22.9 b	25.9 b	ND	ND	Chromium
Lead	41.4 b	46.7 b	62.5 b	ND	ND	6.65	39.4 b	23.6	ND	ND	Lead
Mercury	0.125 b	0.156 b	0.103 b	ND	ND	0.0322 J	0.158 b	0.123 b	ND	ND	Mercury
Selenium	1.41 b	1.16 J b	0.976 J b	10.9 J	13.4 J	0.969 J b	ND	1.03 J b	ND	ND	Selenium
Silver	0.757 J b	0.477 J	0.644 J b	ND	ND	2.96 b	ND	0.548 J	ND	ND	Silver
TCLP Metals (mg/L)											
Arsenic	ND	ND	0.0137 J	NA	NA	ND	ND	ND	NA	NA	Arsenic
Barium	0.804	0.550	0.603	NA	NA	0.145	0.446	0.429	NA	NA	Barium
Chromium	ND	0.00124 J	0.00146 J	NA	NA	0.00134 J	0.00123 J	ND	NA	NA	Chromium
Lead	ND	ND	ND	NA	NA	0.00671 J	ND	ND	NA	NA	Lead
Selenium	0.0187 J	0.0152 J	0.0168 J	NA	NA	0.0167 J	0.0108 J	0.0142 J	NA	NA	Selenium
Silver	0.00907 J	0.00667 J	0.00625 J	NA	NA	0.0142 J	0.00658 J	0.00650 J	NA	NA	Silver

DATA SET AND TACO QUALITIES

Key:
 Laboratory Qualities and Assurances:
 ND = Not Detected
 NA = Not Analyzed
 J = Estimated Value
 J nc = Values were not calculated by standard procedure.
 ug/kg = Micrograms per kilogram.
 ug/L = Micrograms per liter.
 n = Nonsensical.
 TCLP = Toxicity Characteristic Leaching Procedure.
 SPLP = Synthetic Precipitation Leaching Procedure.

TACO Qualities (Applied by E & E Chicago):
 n = No applicable TACO rules in force for this compound.
 J = Not measured because Tier 1 and Remediation Objectives for Residential and Industrial/Commercial Properties/Activities are not higher than Remediation Objectives for Residential Properties (Table A and B).
 J nc = Not measured because background concentrations for applicable inorganic anions are not in force (Table C).
 J = Not measured because background concentrations for applicable inorganic anions are not in force (Table C).

FOR INFORMATION ONLY

ecology and environment, inc.
 International Specialists in the Environment

DESIGNED BY: R. SLAUGHTER
 CHECKED BY: A. KLEESCHULTE

DRAWN BY: R. SLAUGHTER
 APPROVED BY: D. TIEBOUT/D. KLATT

DATE: APR 2002
 SCALE: SEE ABOVE

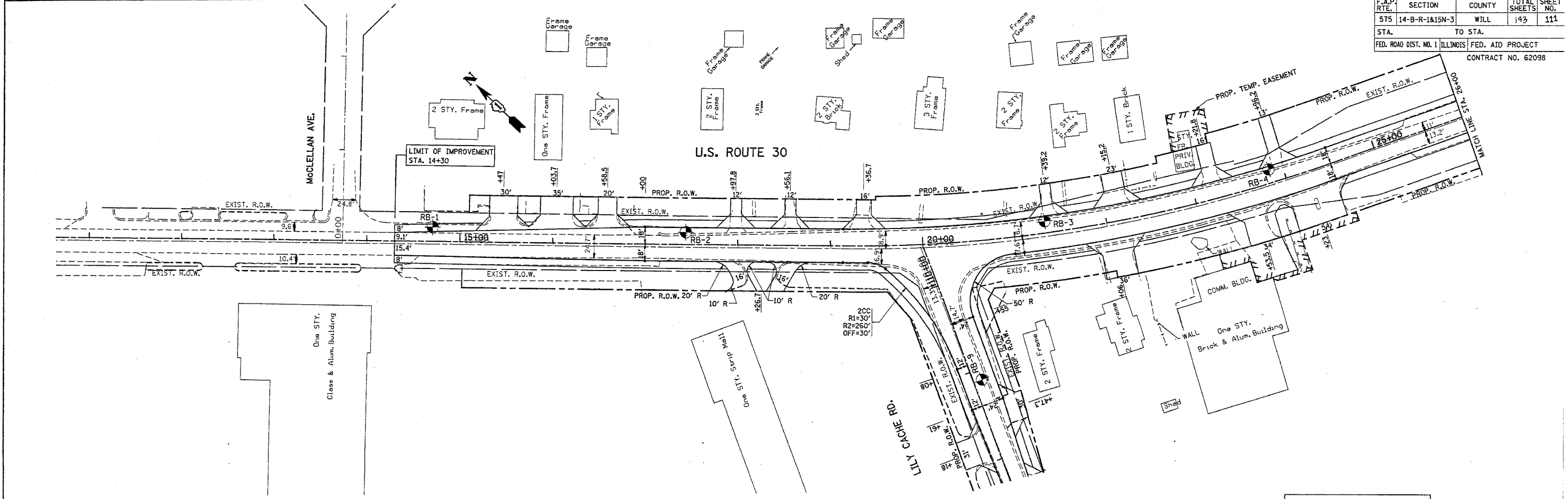
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 1) BORING LOCATIONS
 2) VOC HEADSPACE CROSS-SECTIONAL PROFILES
 3) TABLE OF CONTAMINANTS OF CONCERN

CONTRACT PTB #: 110-047 ROUTE: US RTE 30
 IDOT PROJECT #: P-91-051-86 PLAINFIELD
 WORK ORDER #: 056 WILL CO., IL

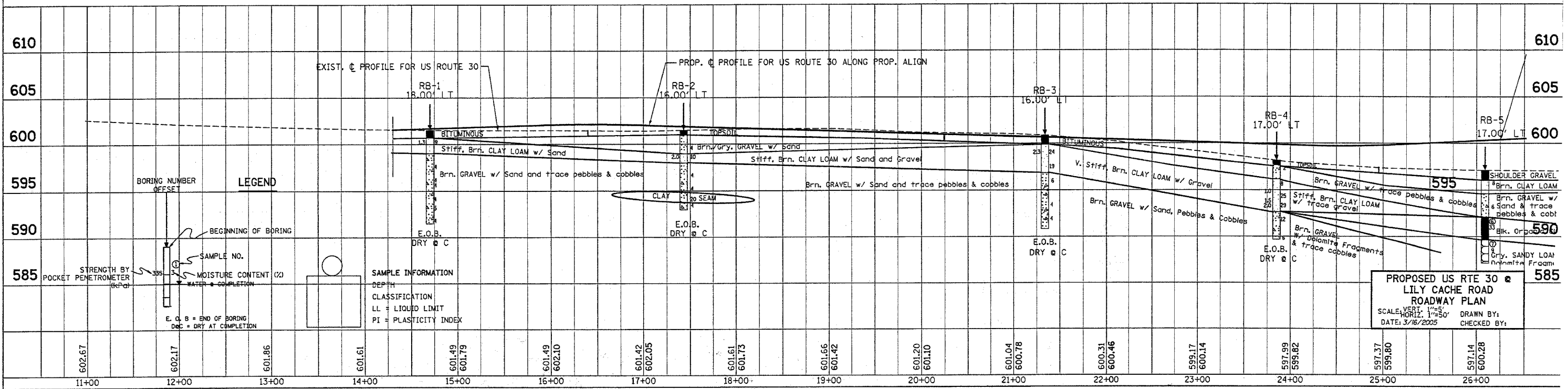
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 DATE: APR 2002
 C.D.S. FILE NO.: IHS0018_P111
 SHEET NO.: PLATE 1

REF-001
REF-002

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	111
STA.	TO STA.			
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT
CONTRACT NO. 62098				



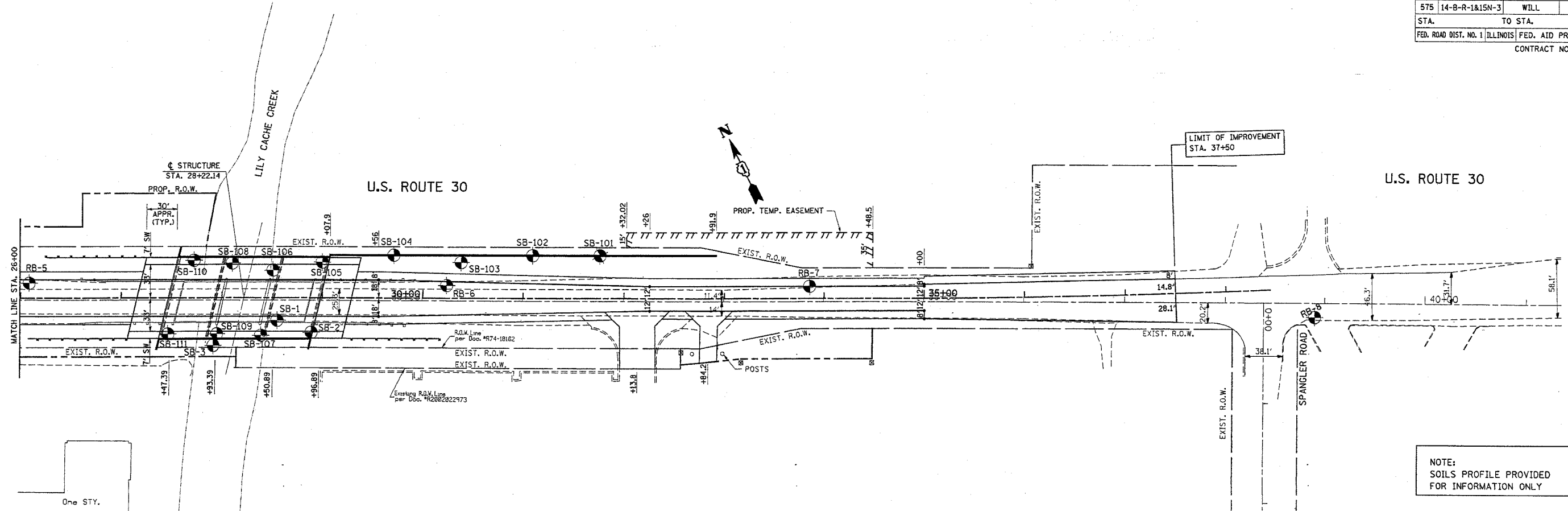
NOTE:
SOILS PROFILE PROVIDED
FOR INFORMATION ONLY



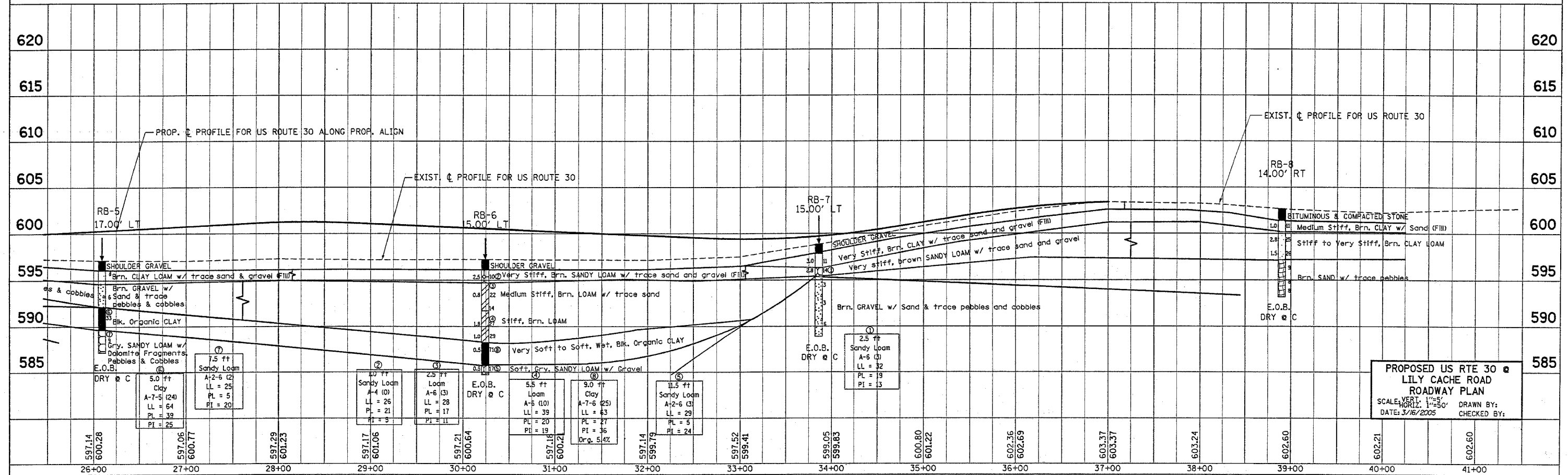
PROPOSED US RTE 30
LILY CACHE ROAD
ROADWAY PLAN
SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE: 3/16/2005
DRAWN BY:
CHECKED BY:

REF-002
REF-002

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	112
STA.	TO STA.			
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT
CONTRACT NO. 62098				



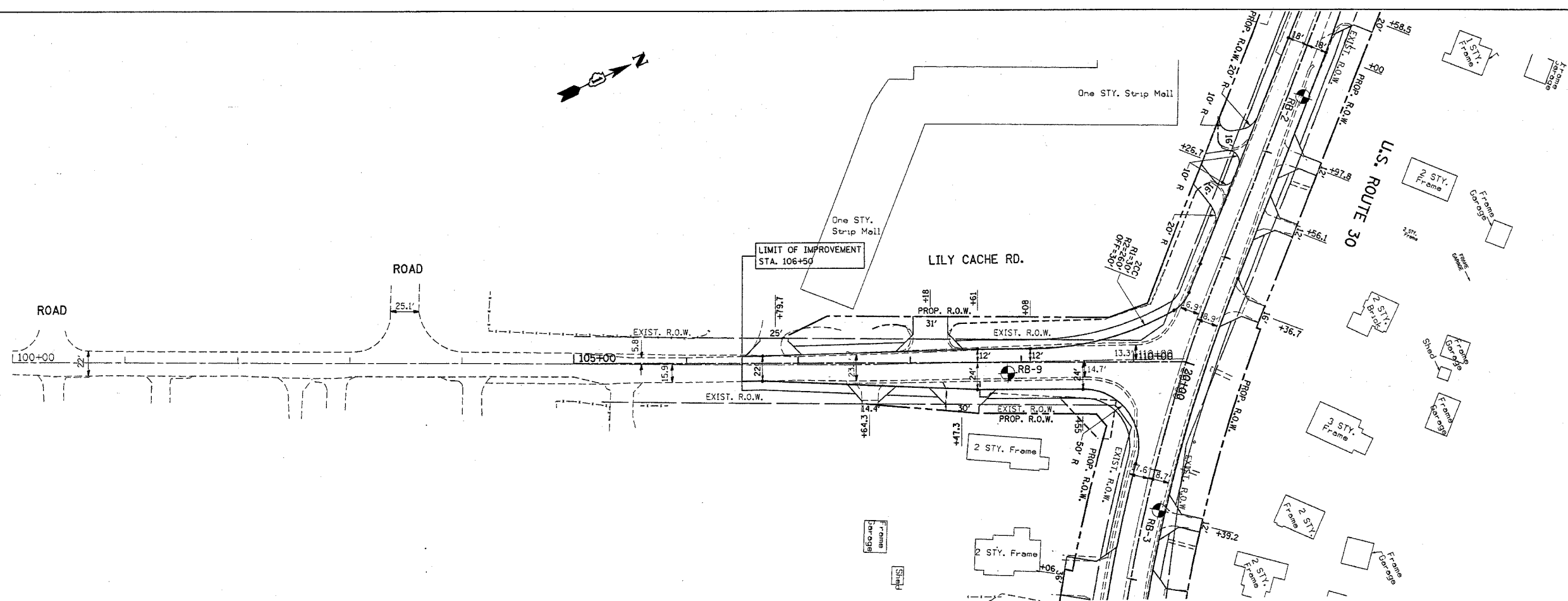
NOTE:
SOILS PROFILE PROVIDED
FOR INFORMATION ONLY



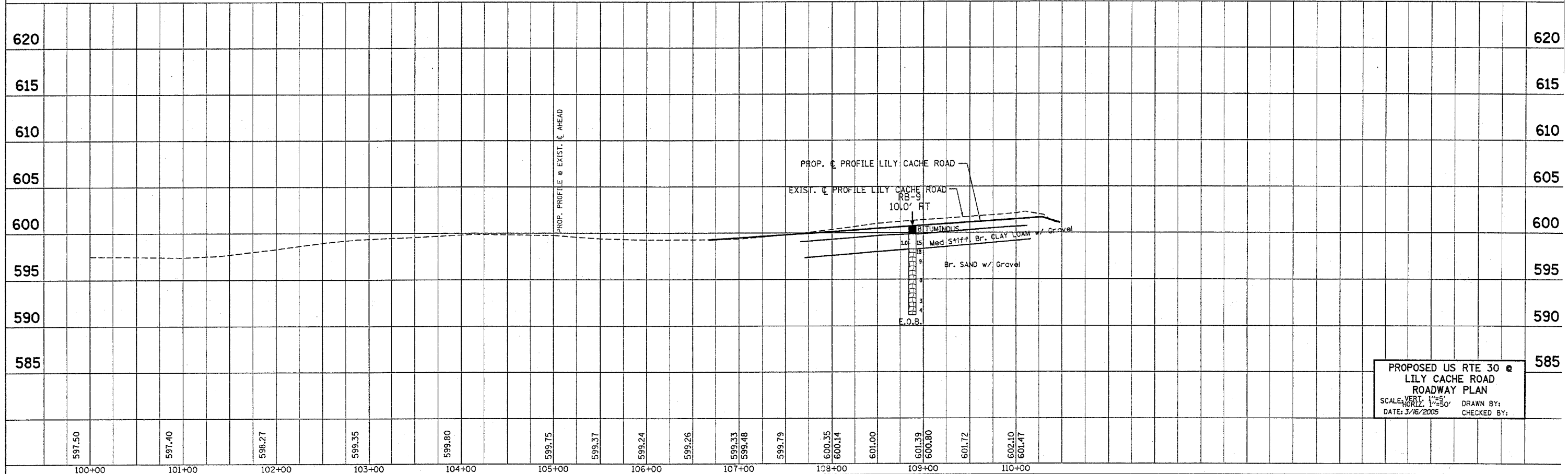
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LILY CACHE ROAD
ROADWAY PLAN
SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE: 3/16/2005
DRAWN BY:
CHECKED BY:

*REF-pp03
*REF-pp03

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	113
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62098				

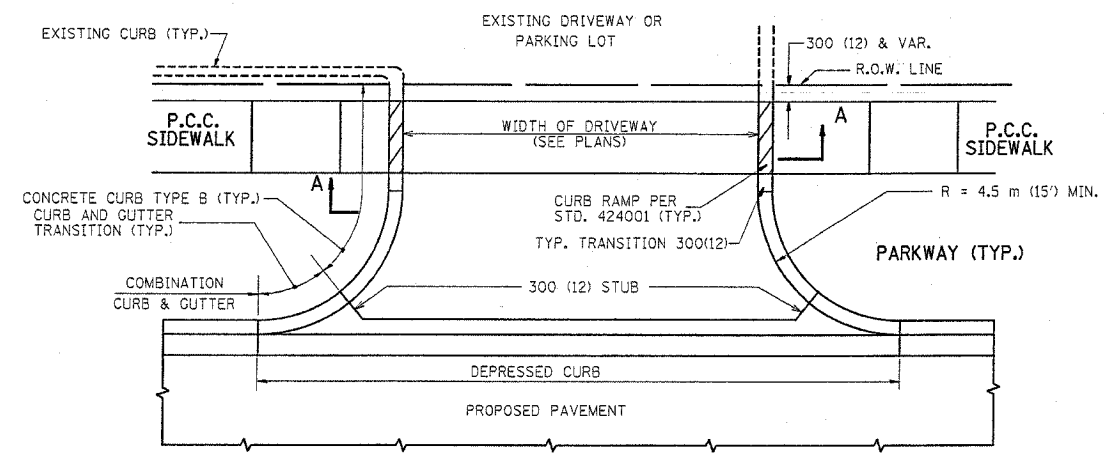


NOTE:
SOILS PROFILE PROVIDED
FOR INFORMATION ONLY

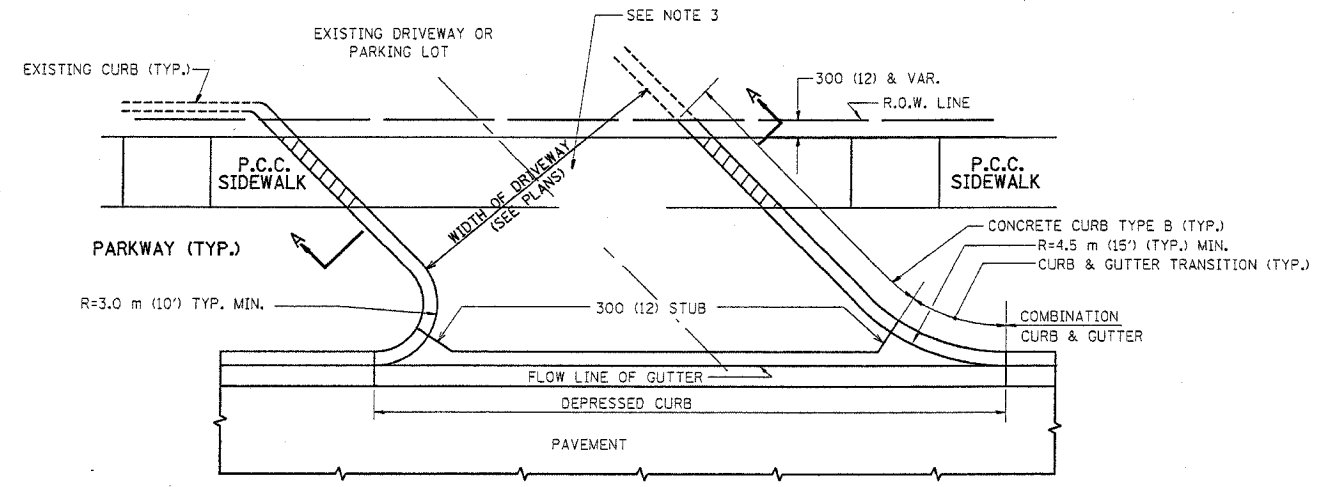


PROPOSED US RTE 30 @
LILY CACHE ROAD
ROADWAY PLAN
SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE: 3/16/2005
DRAWN BY:
CHECKED BY:

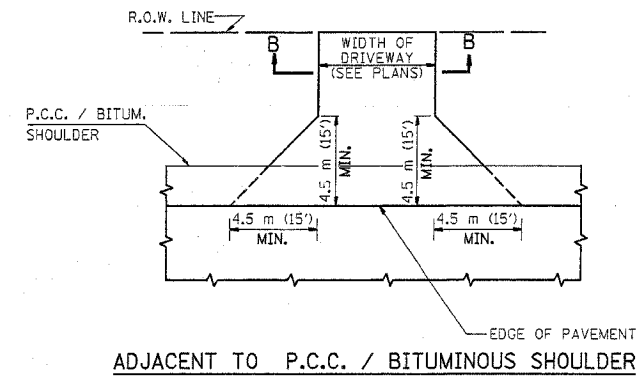
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	114
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



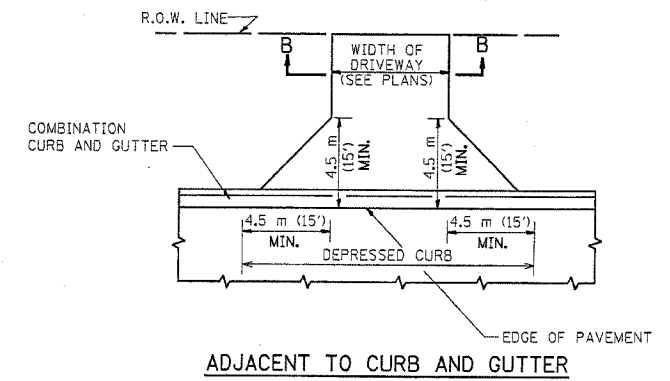
WITH CONCRETE CURB, TYPE B



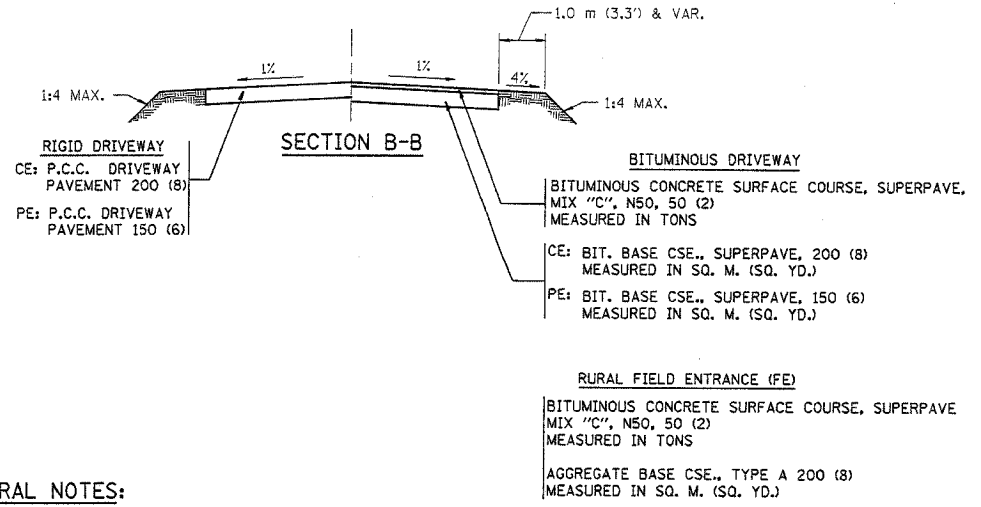
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / BITUMINOUS SHOULDER



ADJACENT TO CURB AND GUTTER



GENERAL NOTES:

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

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

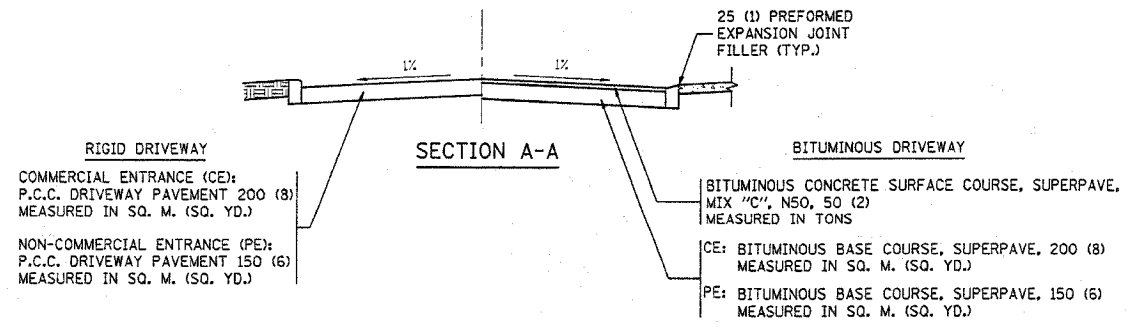
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

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

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

RURAL FIELD ENTRANCE (FE)
 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "C", N50, 50 (2) MEASURED IN TONS
 CE: BIT. BASE CSE., SUPERPAVE, 200 (8) MEASURED IN SQ. M. (SQ. YD.)
 PE: BIT. BASE CSE., SUPERPAVE, 150 (6) MEASURED IN SQ. M. (SQ. YD.)



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

BITUMINOUS DRIVEWAY
 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2) MEASURED IN TONS
 CE: BITUMINOUS BASE COURSE, SUPERPAVE, 200 (8) MEASURED IN SQ. M. (SQ. YD.)
 PE: BITUMINOUS BASE COURSE, SUPERPAVE, 150 (6) MEASURED IN SQ. M. (SQ. YD.)

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

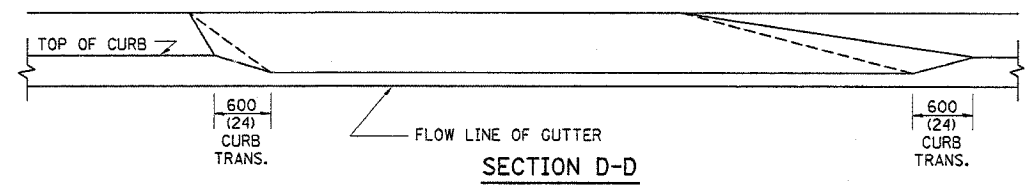
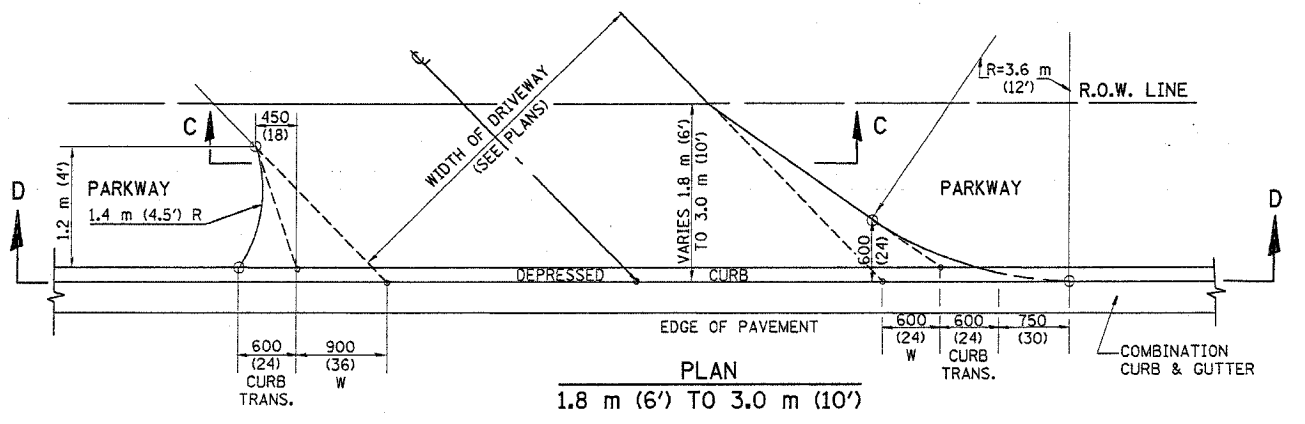
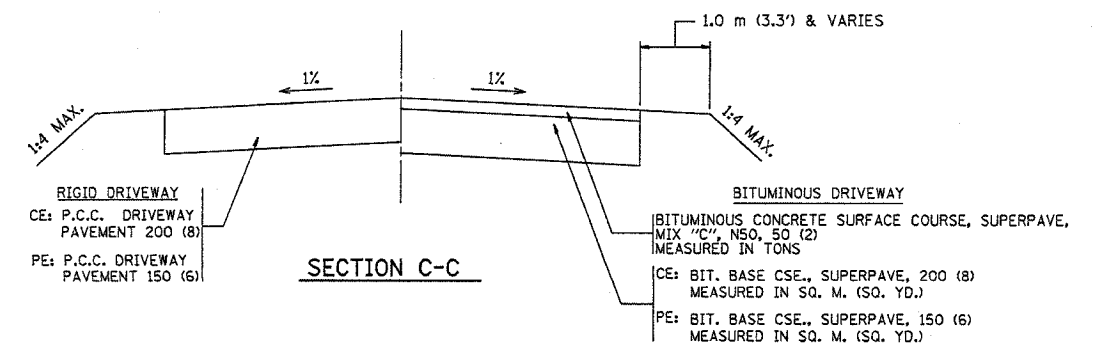
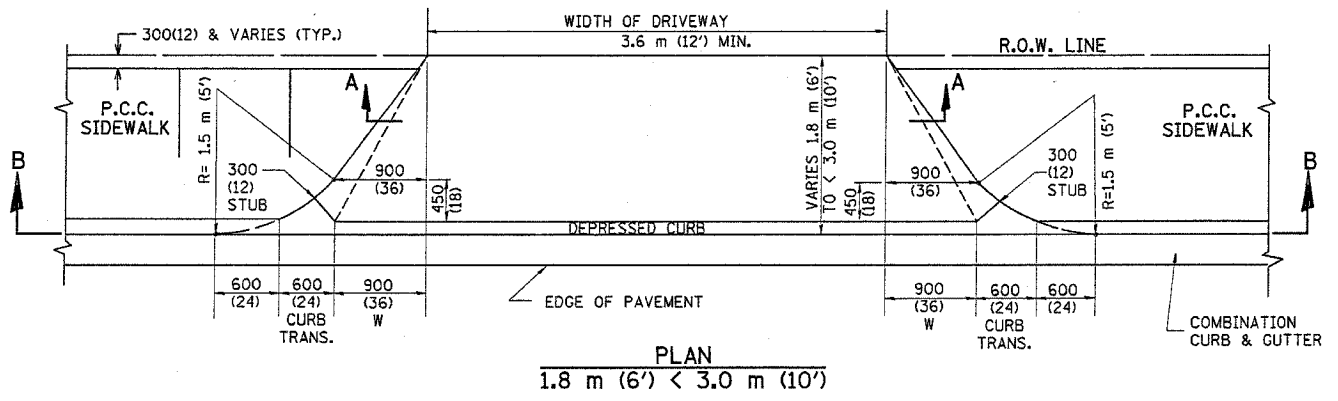
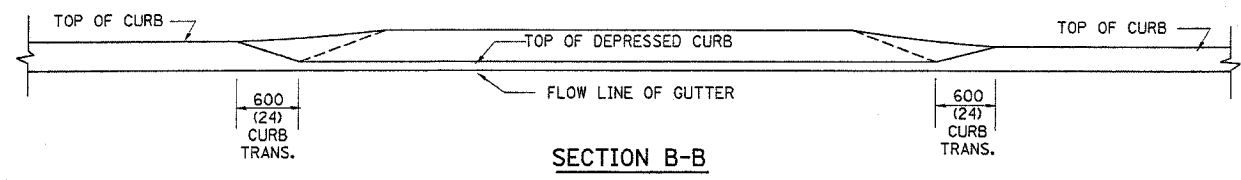
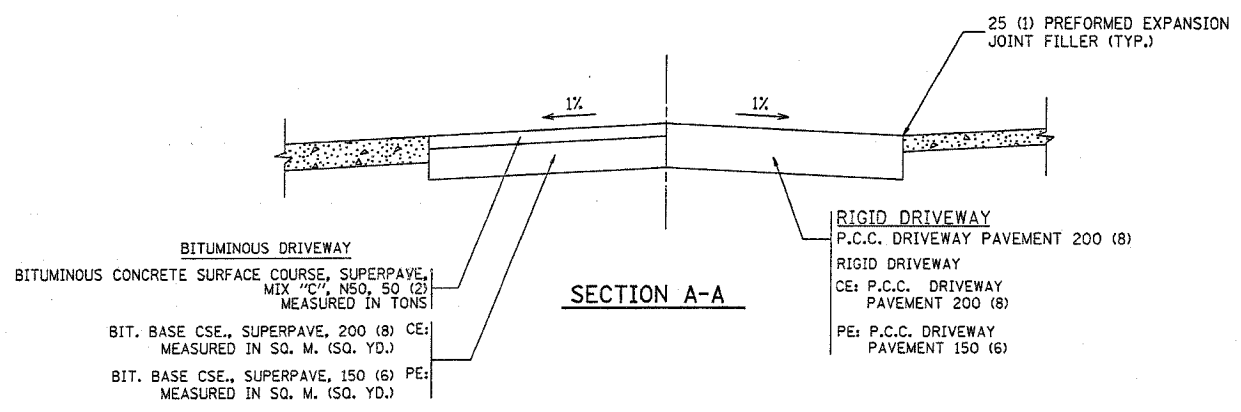
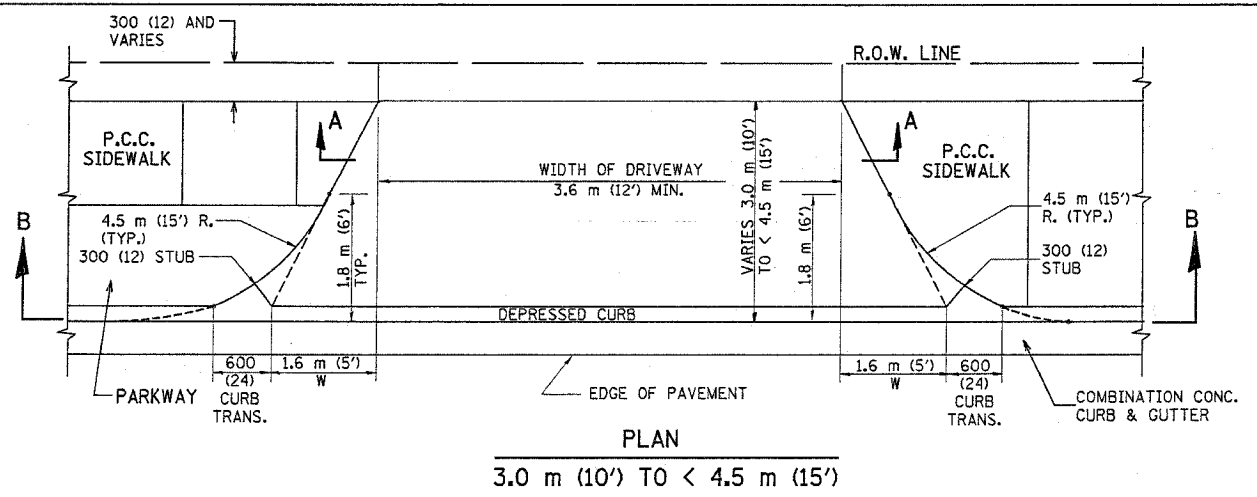
REVISIONS	
NAME	DATE
P. LAFLEUR	04-15-03
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01

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

SCALE: VERT. HORIZ. DATE: 4/6/2005 DRAWN BY CHECKED BY

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	115
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 2.4 M (8'), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

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

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

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

"W" VARIES FROM 900 (36) TO 1.5 m (5 FT.) PROPORTIONAL TO THE LENGTH (L), FROM 1.8 m (6 FT.) TO 3 m (10 FT.).

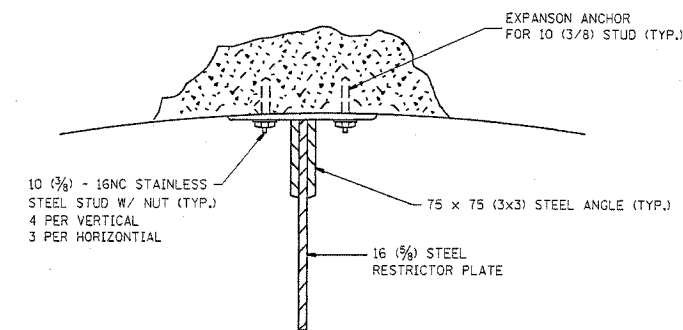
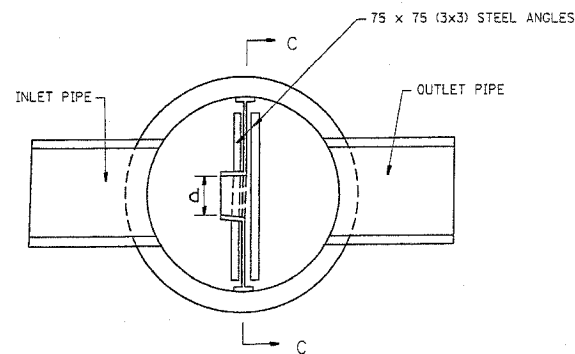
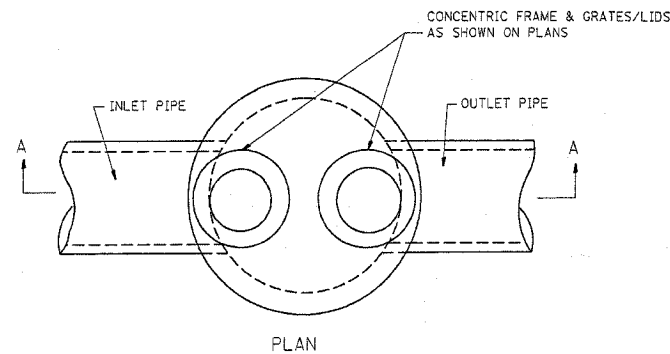
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

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

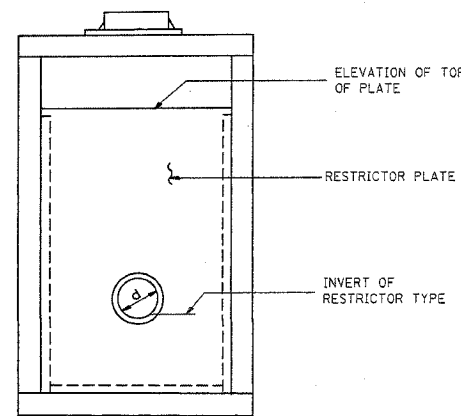
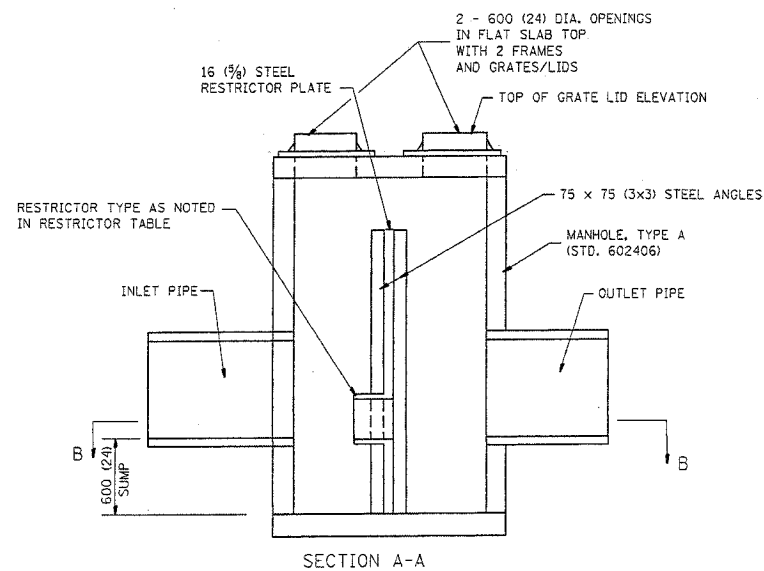
ILLINOIS DEPARTMENT OF TRANSPORTATION
DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 4.5 m (15')

SCALE: VERT.
HORIZ.
DATE: 4/6/2005

DRAWN BY
CHECKED BY
80400-02 (BD-02)
REVISION DATE: 04/15/03

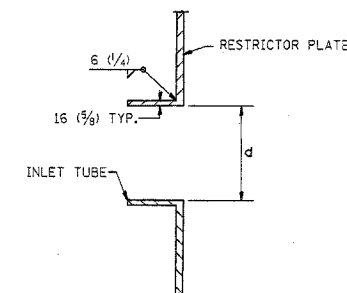


ANGLE FASTENER DETAIL

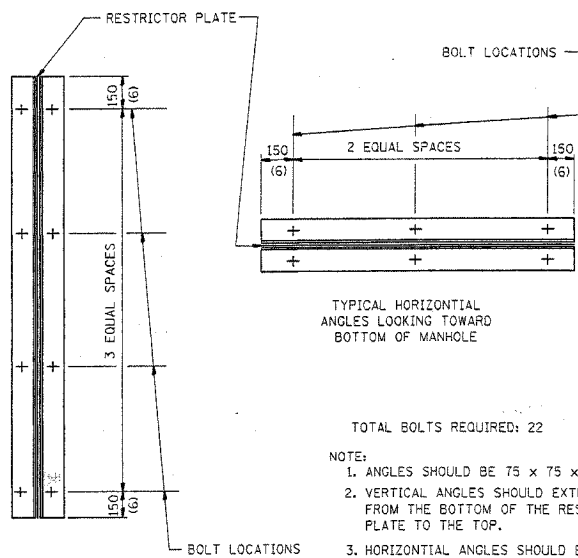


NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 1.8m (6FT.) DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



STATION	MANHOLE DIAMETER (FT)	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER mm (In.) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
26+95	7	TYP. 1 F&CL	2	325 (12)	587.871 / 587.867	594.134
29+06	8	TYP. 1 F&CL	2	1600 (63)	592.175	597.887



TOTAL BOLTS REQUIRED: 22

- NOTE:
1. ANGLES SHOULD BE 75 x 75 x 10 (3x3x3/8)
 2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
 3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

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

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

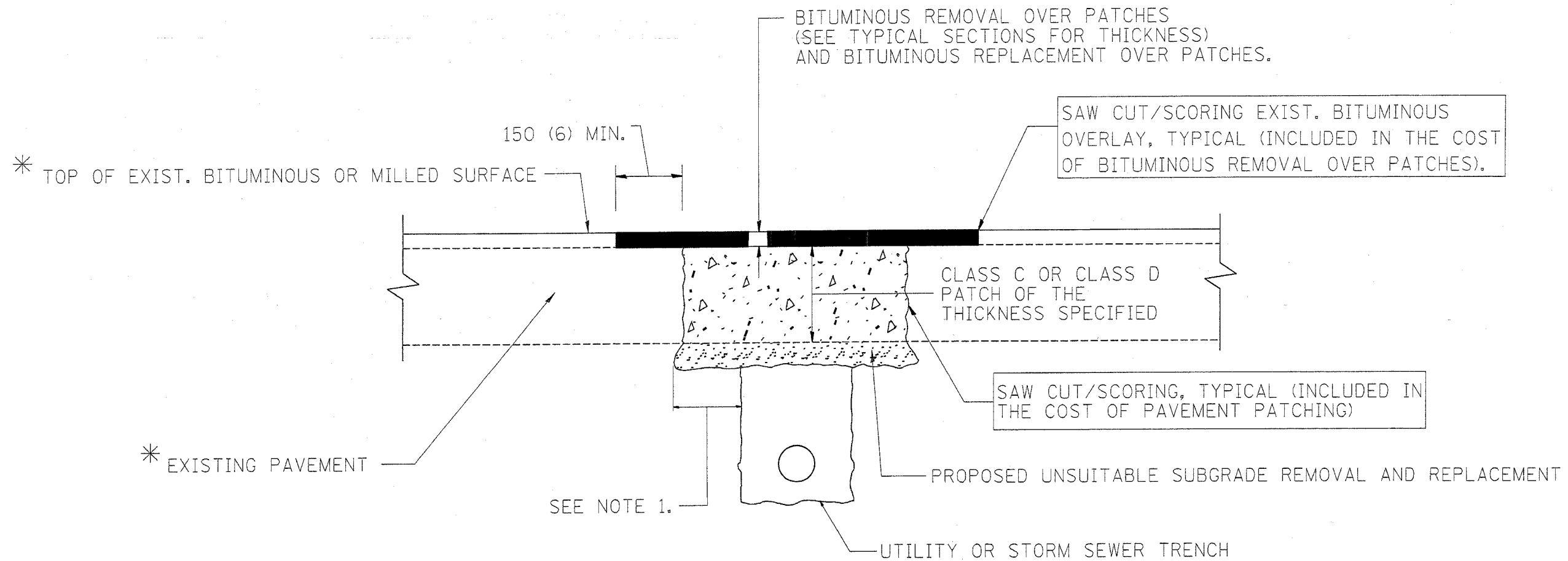
MANHOLE WITH RESTRICTOR PLATE

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

SCALE: NONE
DATE 5/6/2005

DRAWN BY
CHECKED BY
BD600-04 (80-12)
REVISION DATE: 01/08/01

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	117
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

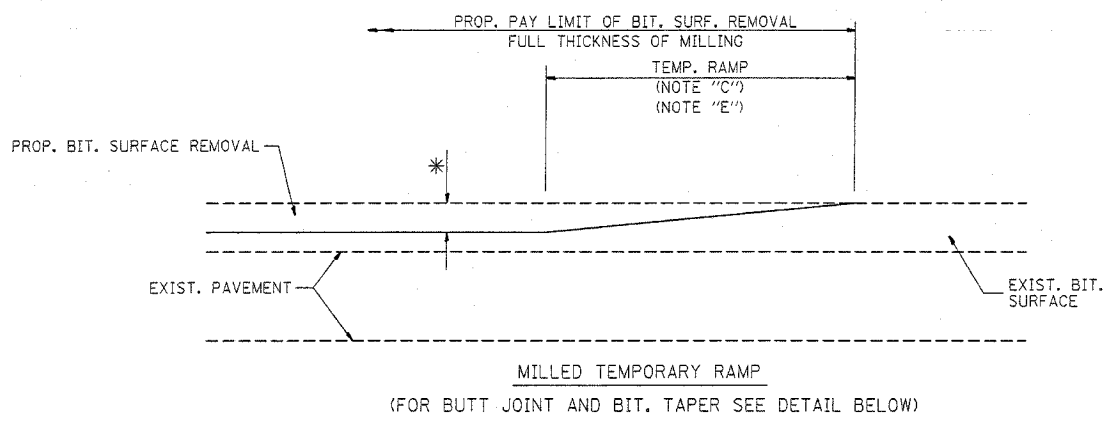
PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

SCALE: VERT. HORIZ. DATE 4/6/2005

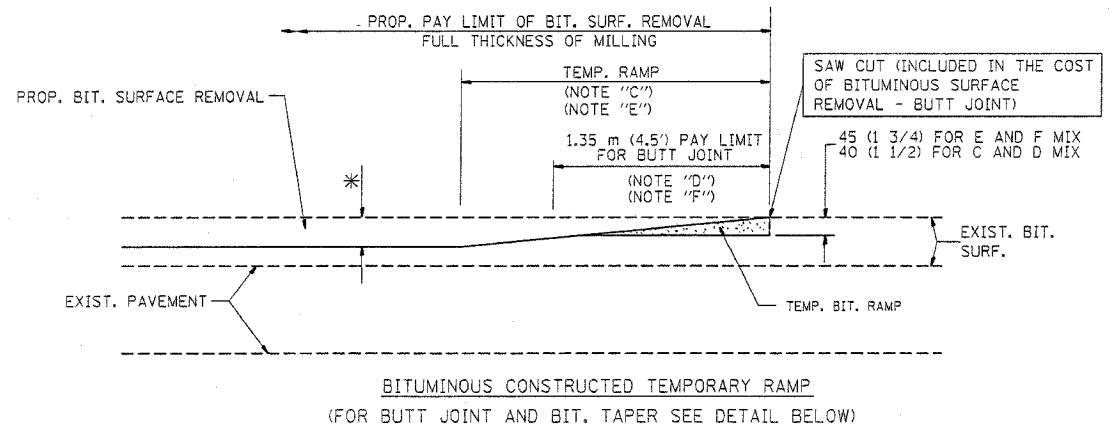
DRAWN BY CHECKED BY

BD400-04 (BD-22) REVISION DATE: 04/27/98

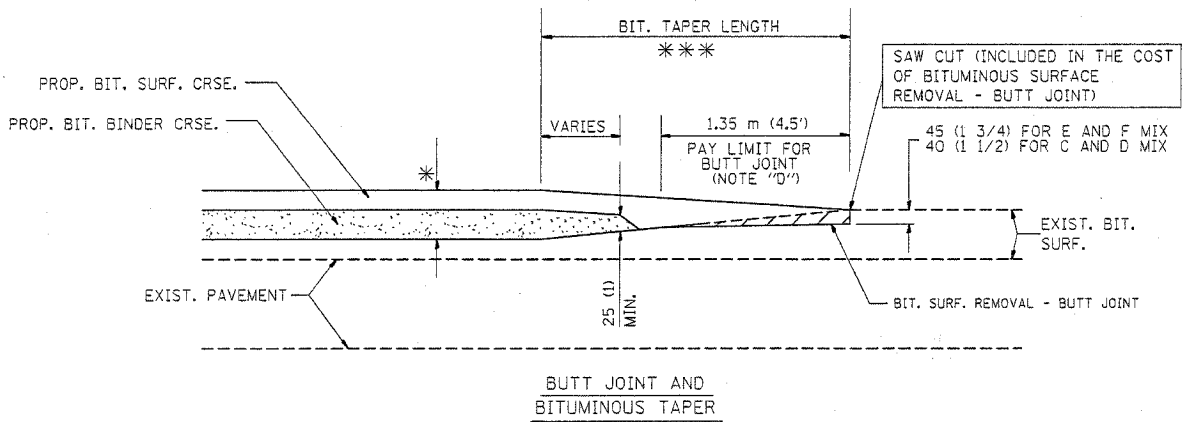
F. A. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	119
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



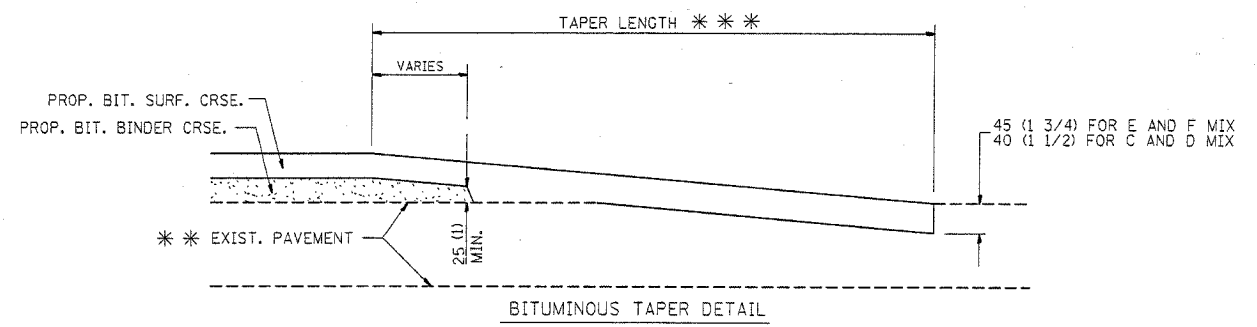
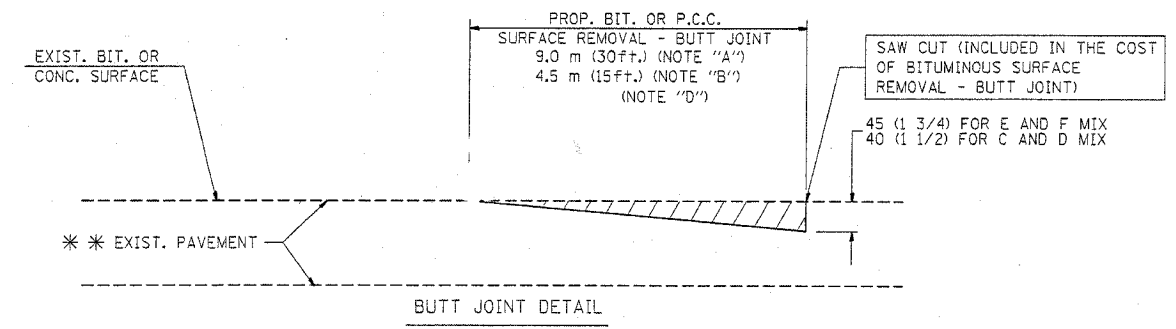
OPTION 1



OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR RESURFACING ONLY

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

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING BITUMINOUS SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 FT.) PER INCH OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".
 - G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 6.1 m (20') PER 25 (1) RESURFACING (NOTE "A")
3.0 m (10') PER 25 (1) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

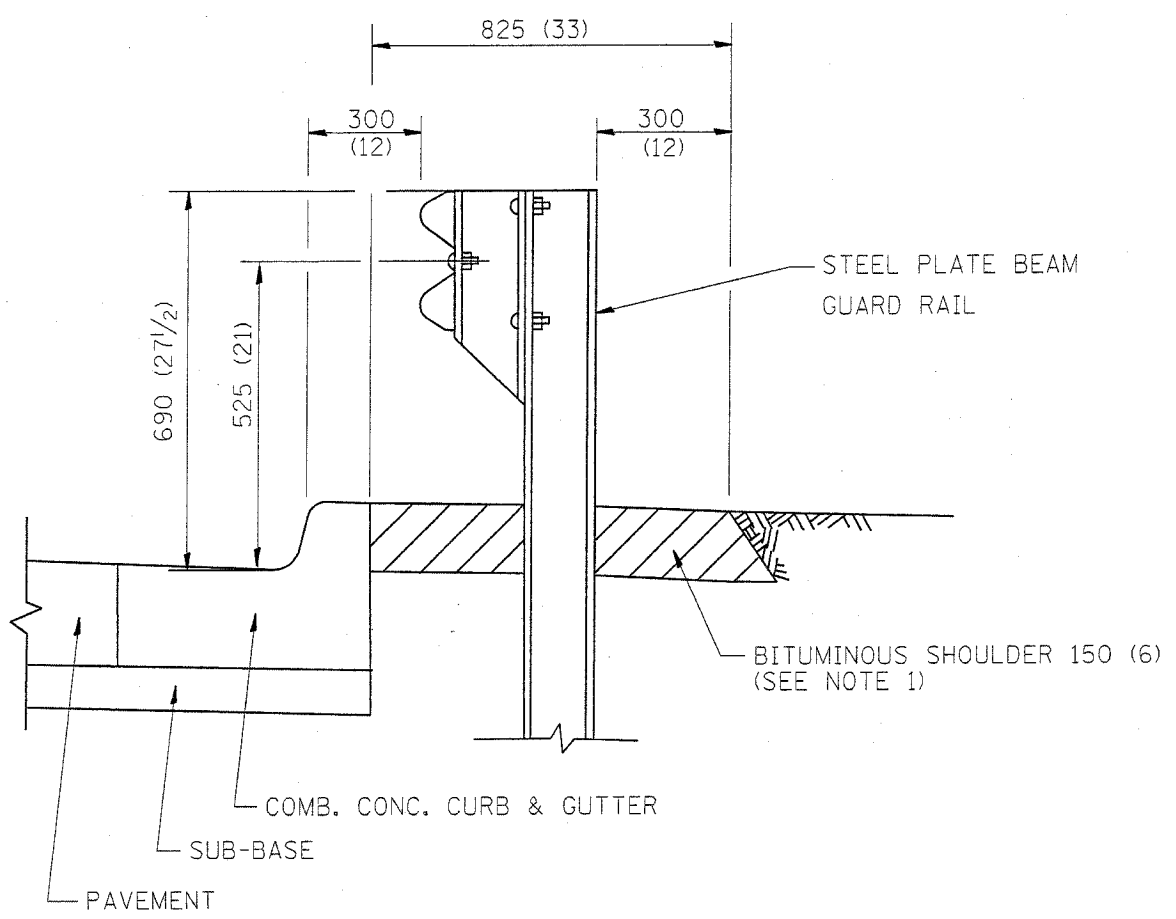
ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER DETAILS

SCALE: NONE
DATE PLOTTED: 4/6/2005
DRAWN BY
CHECKED BY
BD400-05 (VI-BD32)
REVISION DATE: 04/06/01

62098

F.A. RFL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	120
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

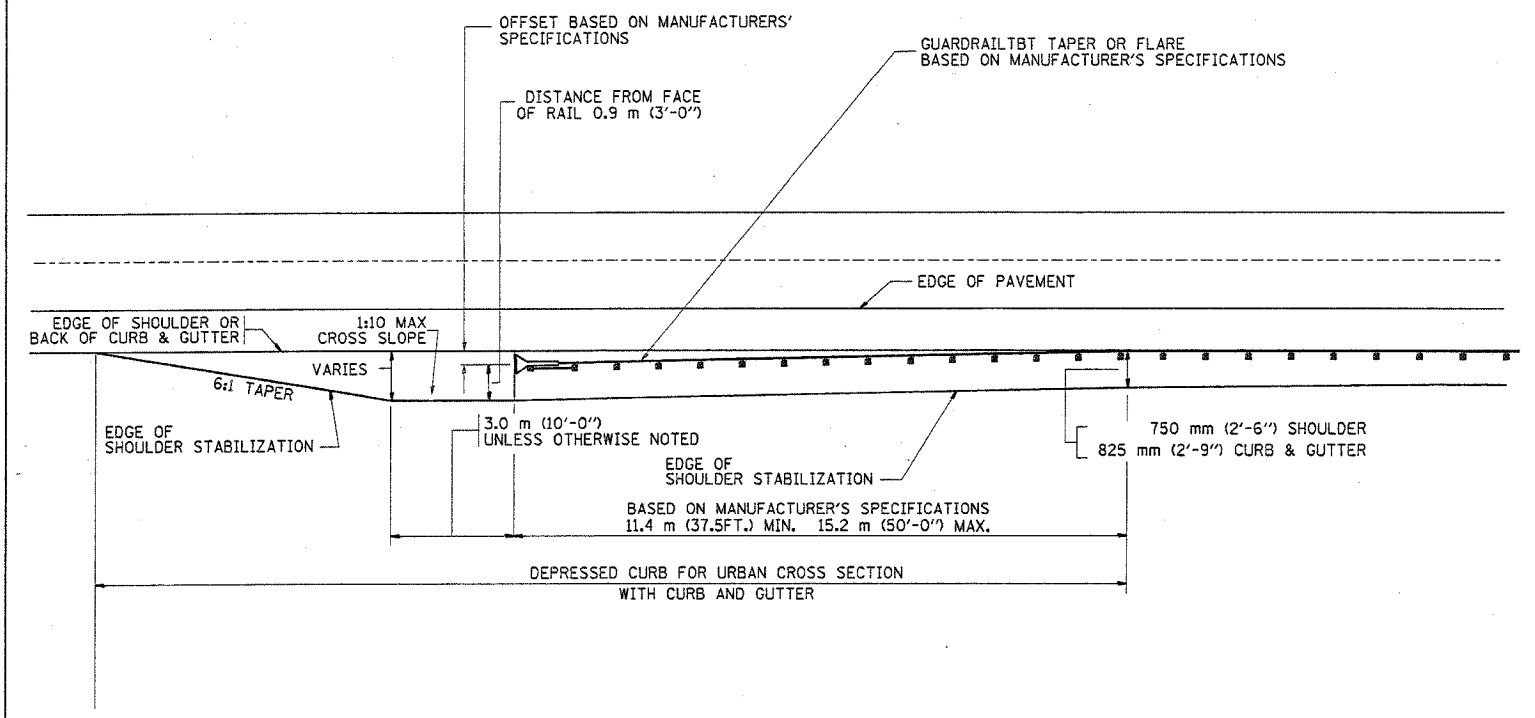


- NOTES: 1. THE BITUMINOUS SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

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

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

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



STABILIZATION AT TBT TY. 1 SPL.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER

STABILIZATION AT TBT TY 1 SPL.

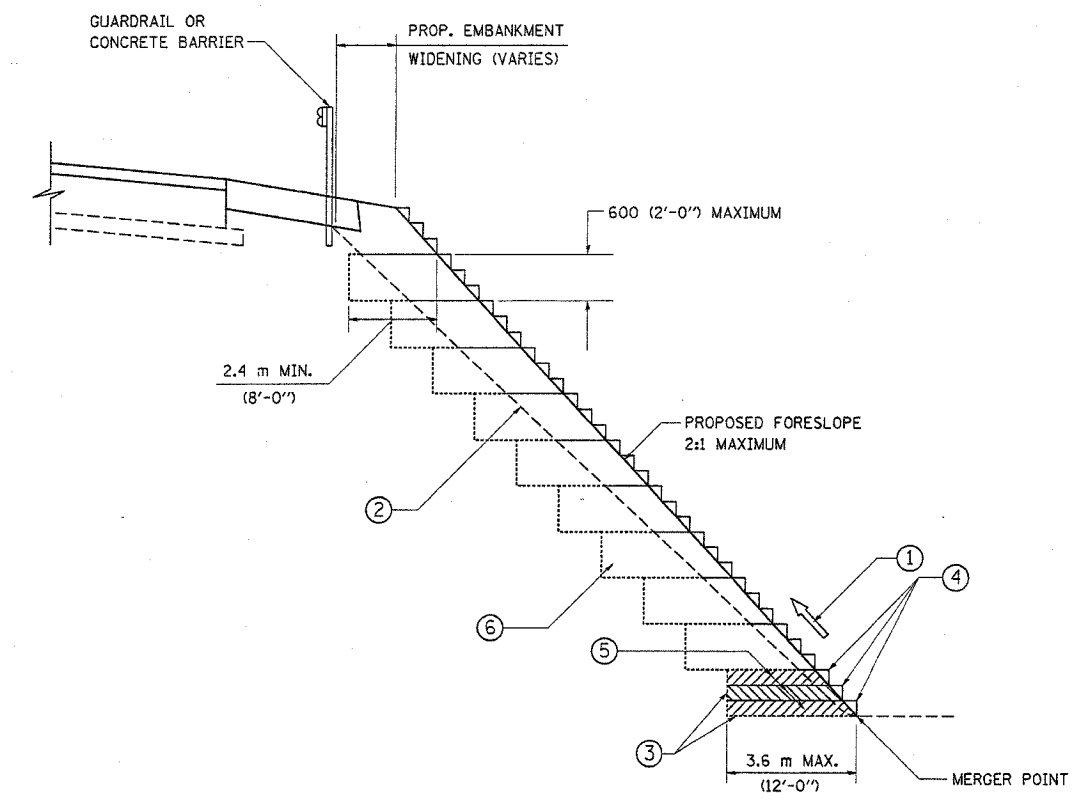
REVISIONS	
NAME	DATE
M. DE YONG	09-22-90
M. DE YONG	07-14-92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	02/23/95
A. ABBAS	03/21/97
E. GOMEZ	08/28/00

SCALE: NONE
DATE: 4/6/2005
DRAWN BY: Jis
CHECKED BY:

BD600-10 (BD 34)
REVISION DATE: 08/28/00

62098

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	121
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

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

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

REVISIONS	
NAME	DATE

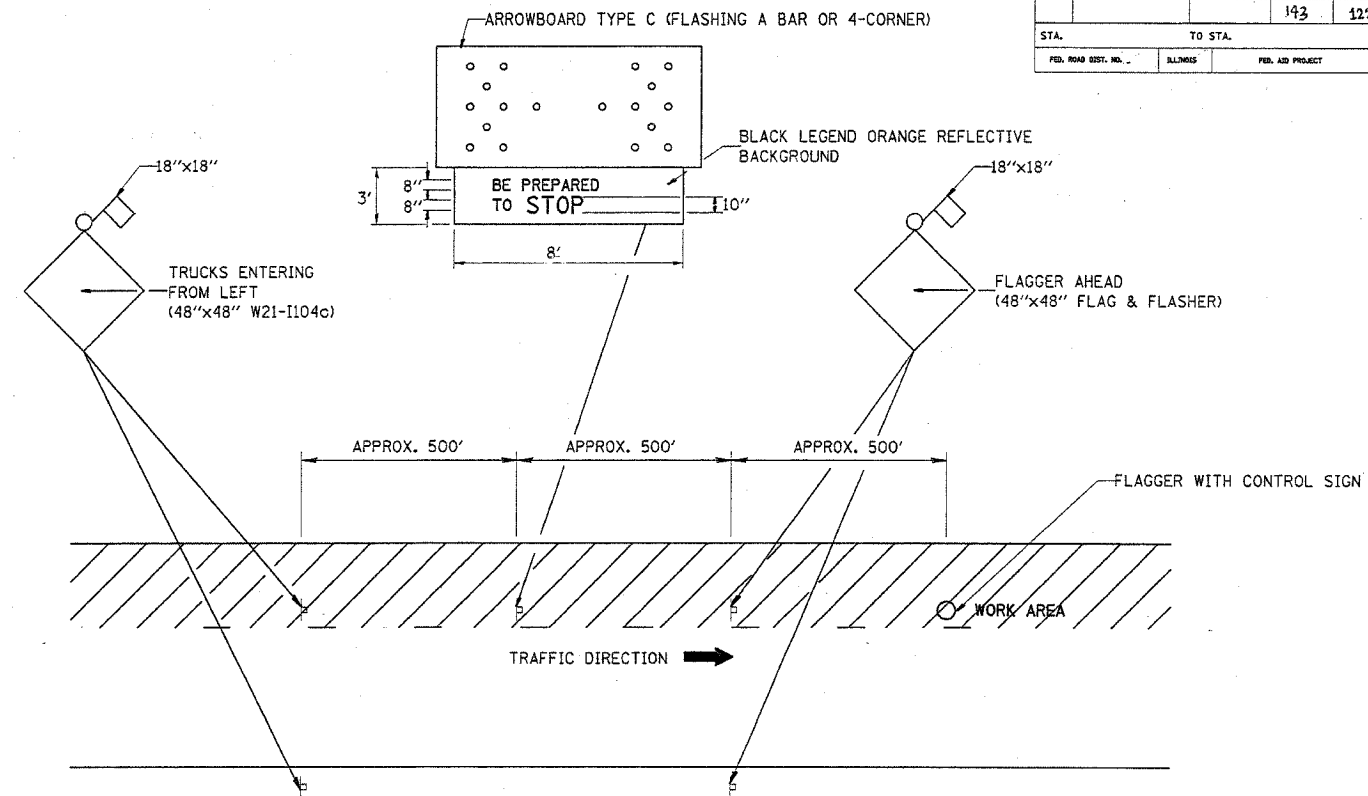
ILLINOIS DEPARTMENT OF TRANSPORTATION
**BENCHING DETAIL
FOR EMBANKMENT
WIDENING**

SCALE: VERT. HORIZ. DATE 4/6/2005
DRAWN BY: CADD
CHECKED BY: S.E.B.
BD-51

REVISION DATE: 6-16-2004

02098

F. L. ETC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	122
STA.		TO STA.		
FED. ROAD DIST. NO.	ALTIMIS	FED. AID PROJECT		



METHOD OF FLAGGING

NOTE:

1. SIGNS SHALL BE MOUNTED AT A MINIMUM CLEARANCE HEIGHT OF 5 FEET
2. ALL SIGNS SHALL BE REMOVED WHEN THE FLAGGING OPERATION CEASES.
3. THIS CASE ALSO APPLIES WHEN THE WORK ZONE IS ON THE RIGHT. UNDER THESE CONDITIONS "TRUCKS ENTERING FROM LEFT" SIGNS SHALL BE SUBSTITUTED FOR "TRUCKS ENTERING FROM RIGHT" SIGNS. ALSO THE ARROWBOARD AND "BE PREPARED TO STOP" SIGNS SHALL BE RELOCATED TO THE RIGHT SIDE OF THE ROAD.
4. WORK ZONE ACCESS POINTS SHOULD BE A MINIMUM OF ONE HALF MILE APART. MEDIAN WORK ZONE ACCESS POINTS SHOULD NOT BE LOCATED OPPOSITE OF EACH OTHER.
5. NIGHTTIME FLAGGING OPERATIONS: THE FLAG STATION SHALL BE LIGHTED WITH ADDITIONAL LIGHTS OTHER THAN STREET LIGHTS. THE FLAGGER CONTROL SIGN AND THE FLAGGER'S VEST SHALL BE REFLECTORIZED. IN ADDITION, THE FLAGGER SHALL HAVE A FLASHLIGHT OR LIGHTED WAND.

REVISIONS	
NAME	DATE
RAY RITCHIE	5/10/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

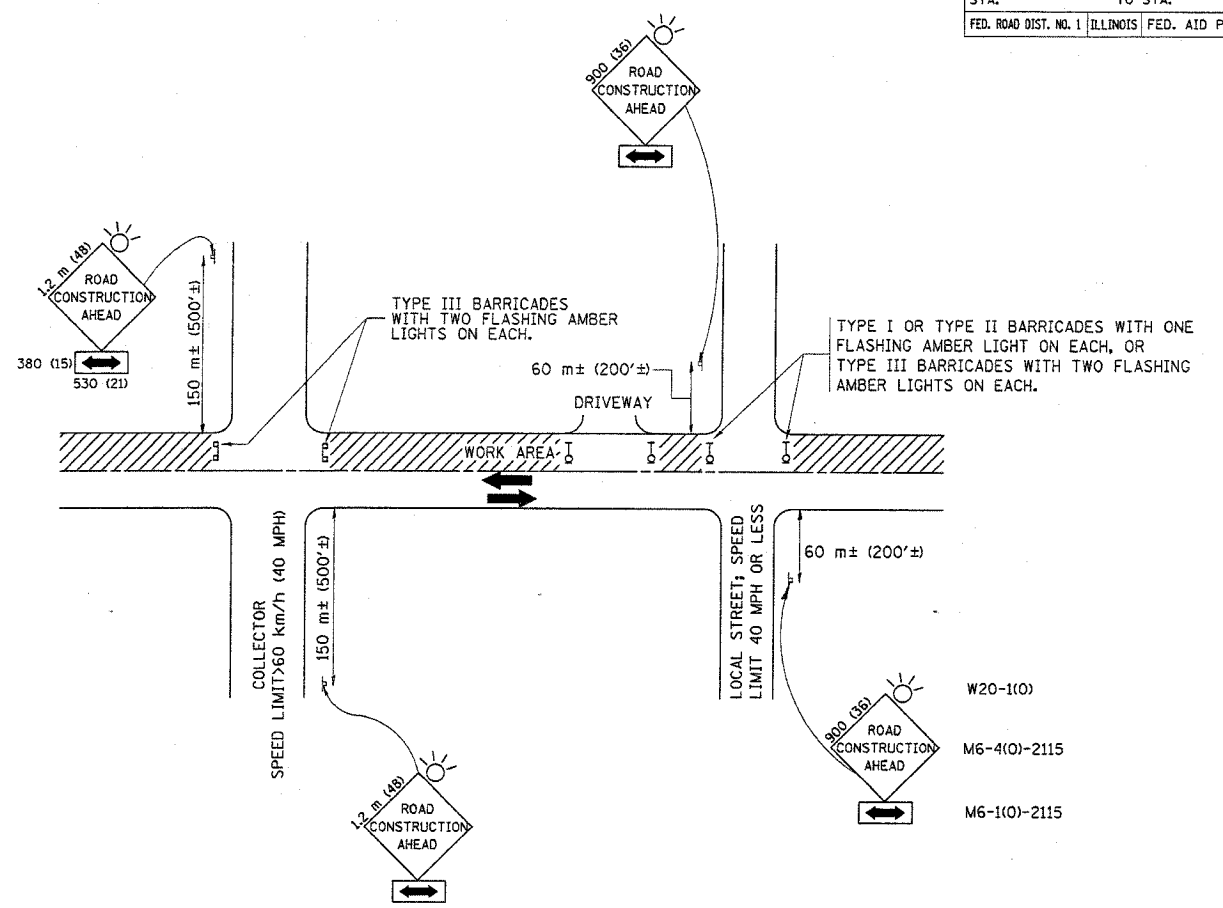
METHOD OF FLAGGING

SCALE: NOT TO SCALE
DATE 4/6/2005

DRAWN BY C.A.D.
CHECKED BY
BM-14

REVISION DATE: 05/10/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	123
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

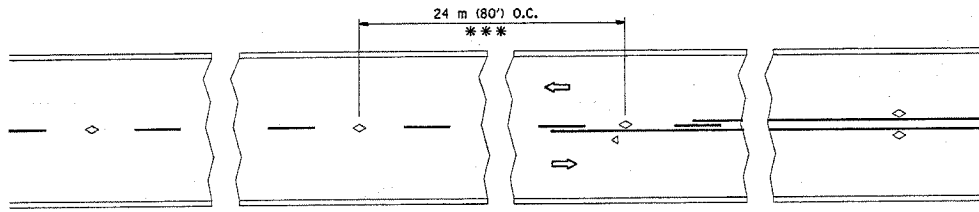
NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - 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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
 - WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

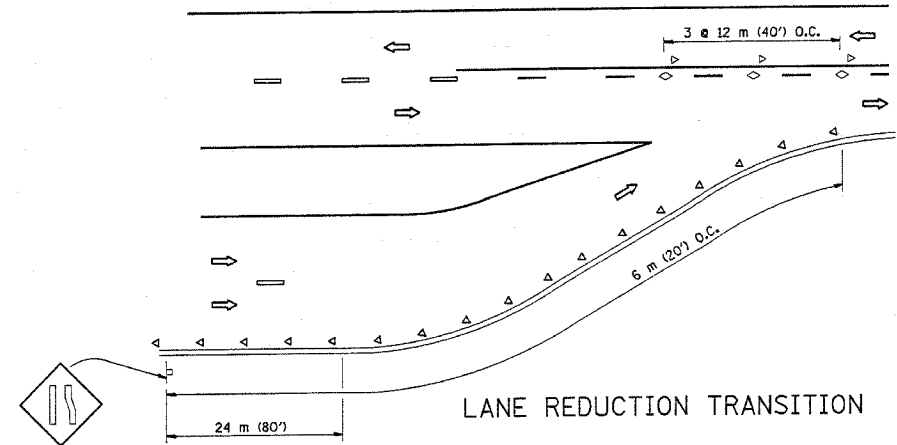
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
NAME	DATE	
LHA	6/89	SCALE: VERT. HORIZ. DATE 4/6/2005
T. RAMMACHER	09/08/94	
J. OBERLE	10/18/95	
A. HOUSEH	03/06/96	
A. HOUSEH	10/15/96	
T. RAMMACHER	01/06/00	DRAWN BY
		CHECKED BY
		TC-10

162098

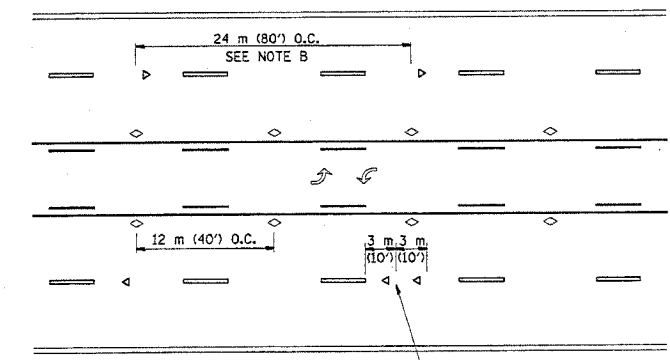
F.L. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	124
STA.		TO STA.		
FED. ROAD DIST. NO.		BLDG.	FED. AID PROJECT	



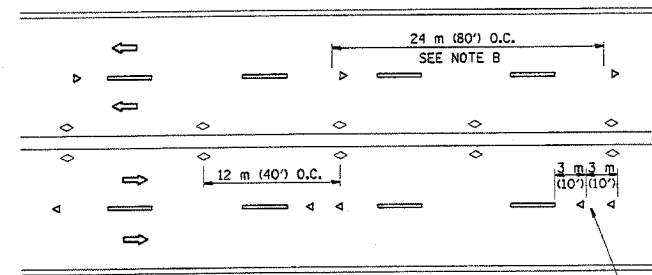
TWO-LANE/TWO-WAY



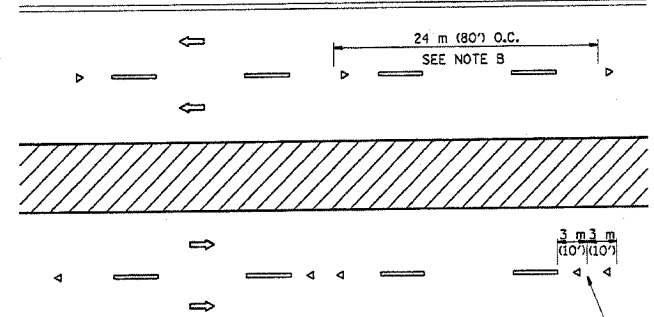
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

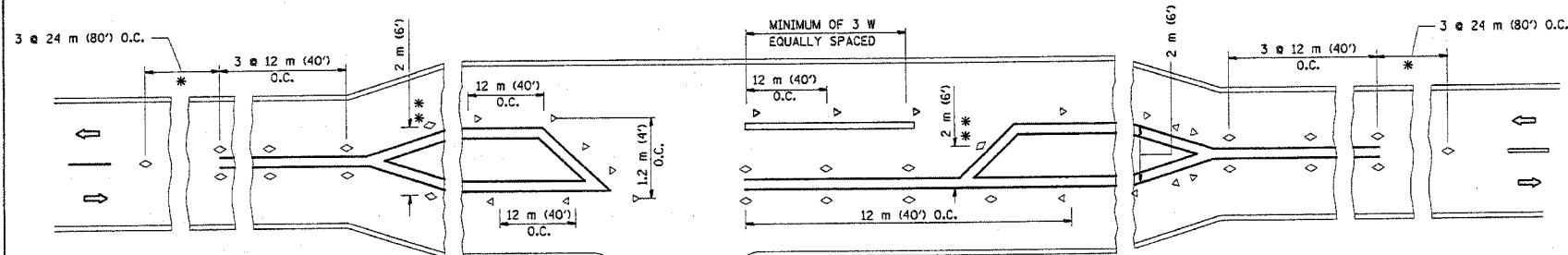
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◄ ONE-WAY CRYSTAL MARKER (W/O)
- ◇ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

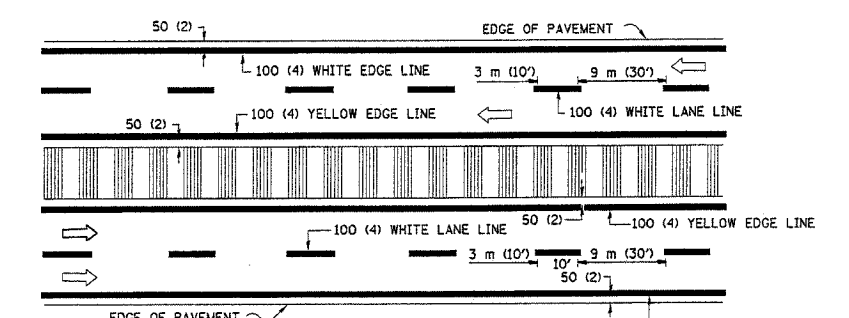
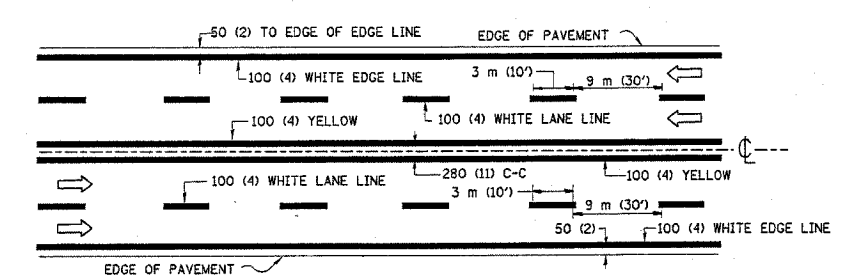
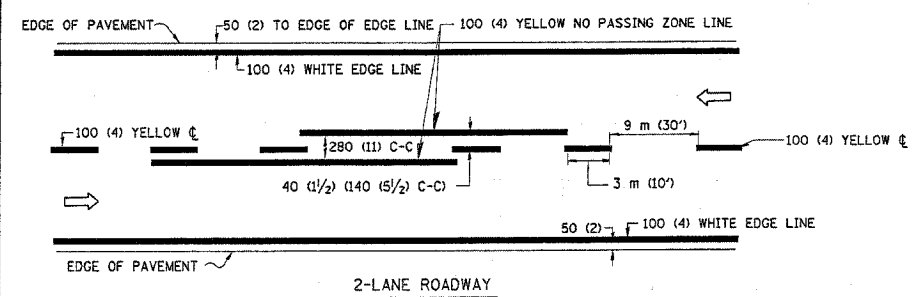
TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS
 (SNOW-PLOW RESISTANT)

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

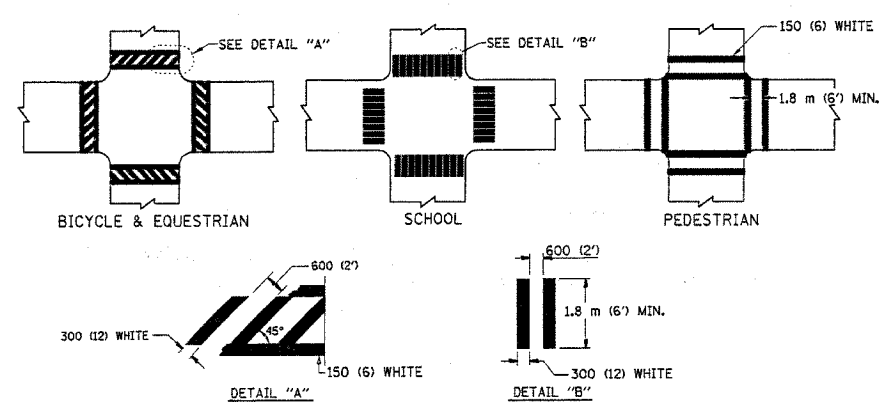
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 DATE: 4/6/2005
 DRAWN BY CADO
 CHECKED BY

TC-11
 REVISION DATE: 01/06/00

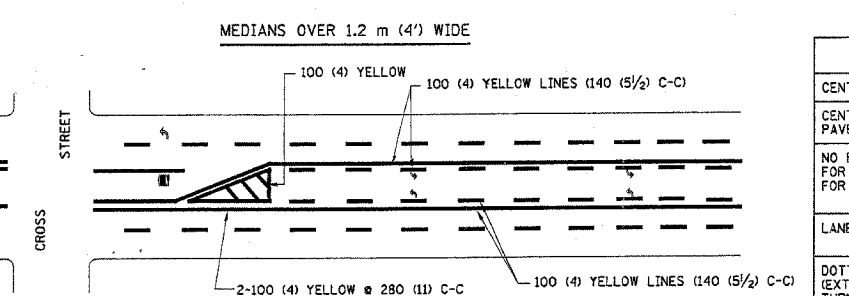
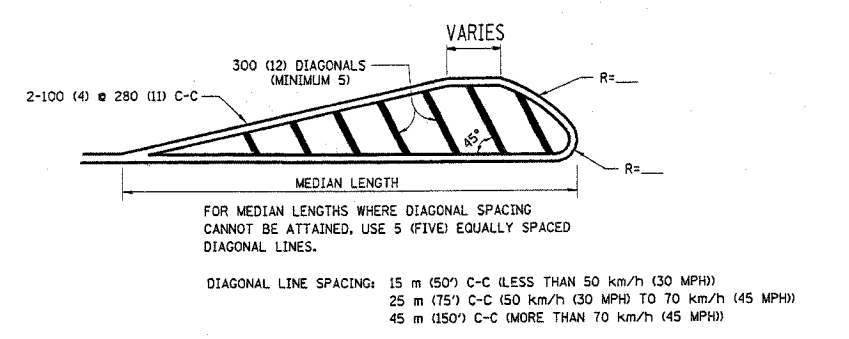
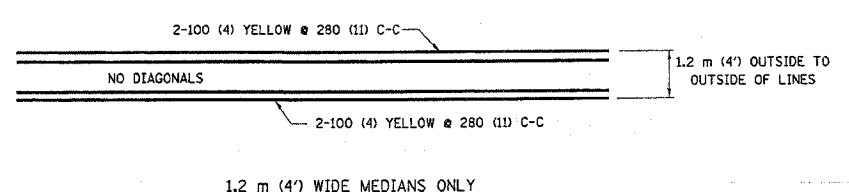
P.A. SHEET	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



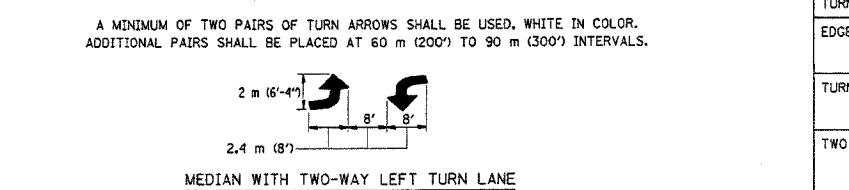
TYPICAL LANE AND EDGE LINE MARKING



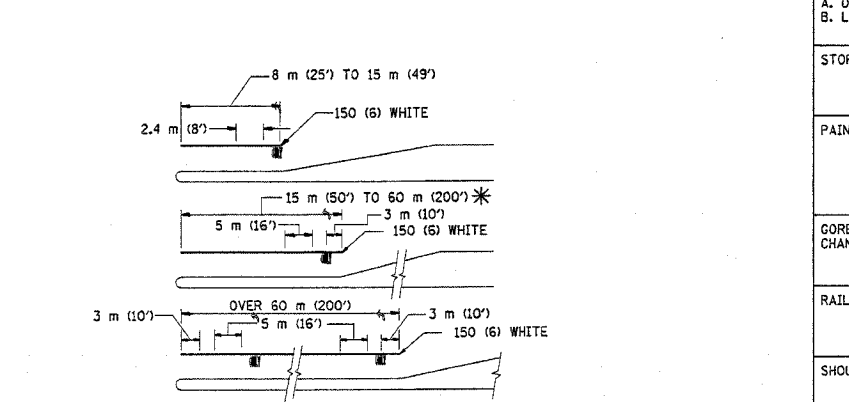
TYPICAL CROSSWALK MARKING



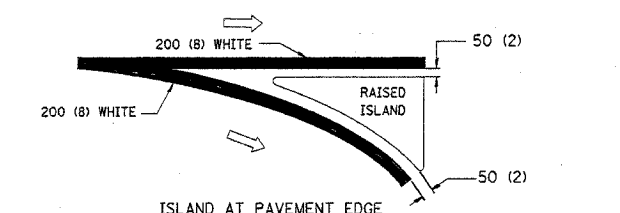
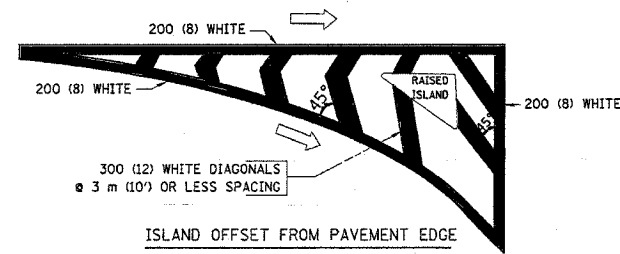
TYPICAL PAINTED MEDIAN MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

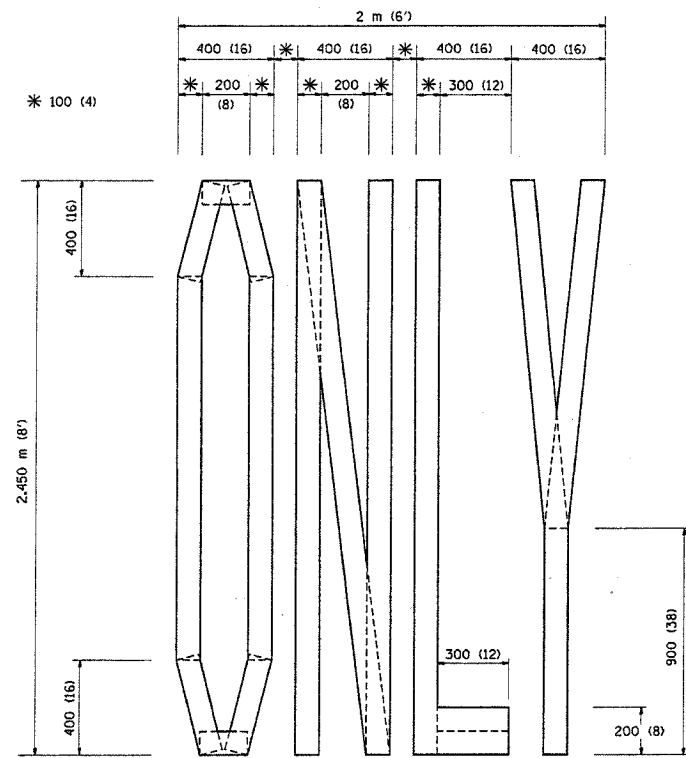
DISTRICT ONE

TYPICAL PAVEMENT MARKINGS

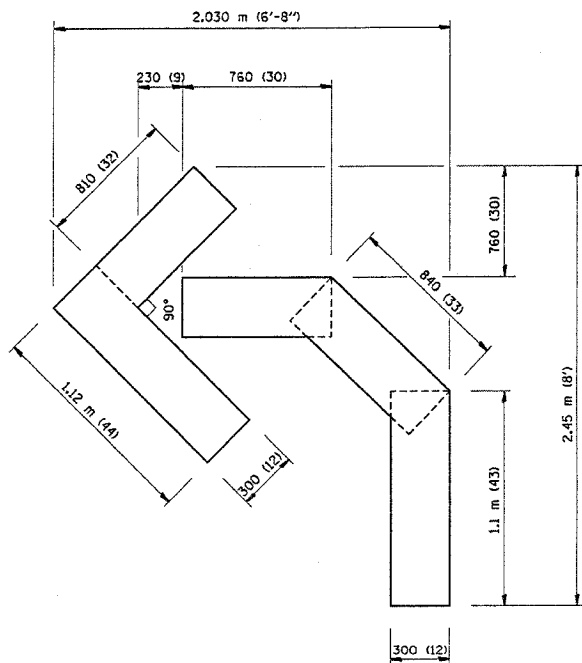
REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

SCALE: NONE
DATE: 4/8/2005
DRAWN BY: CADD
CHECKED BY:
TC-13
REVISION DATE: 01/06/00

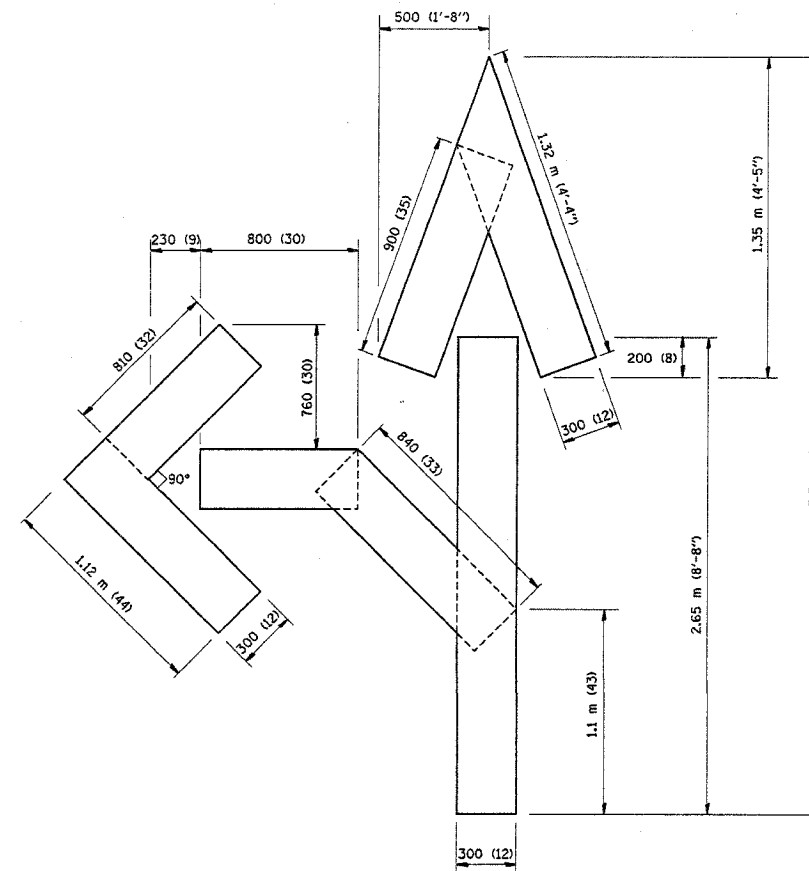
F.A. VTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	126
STA.		TO STA.		
FED. ROAD DIST. NO. -		ILLINOIS	FED. AID PROJECT	



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

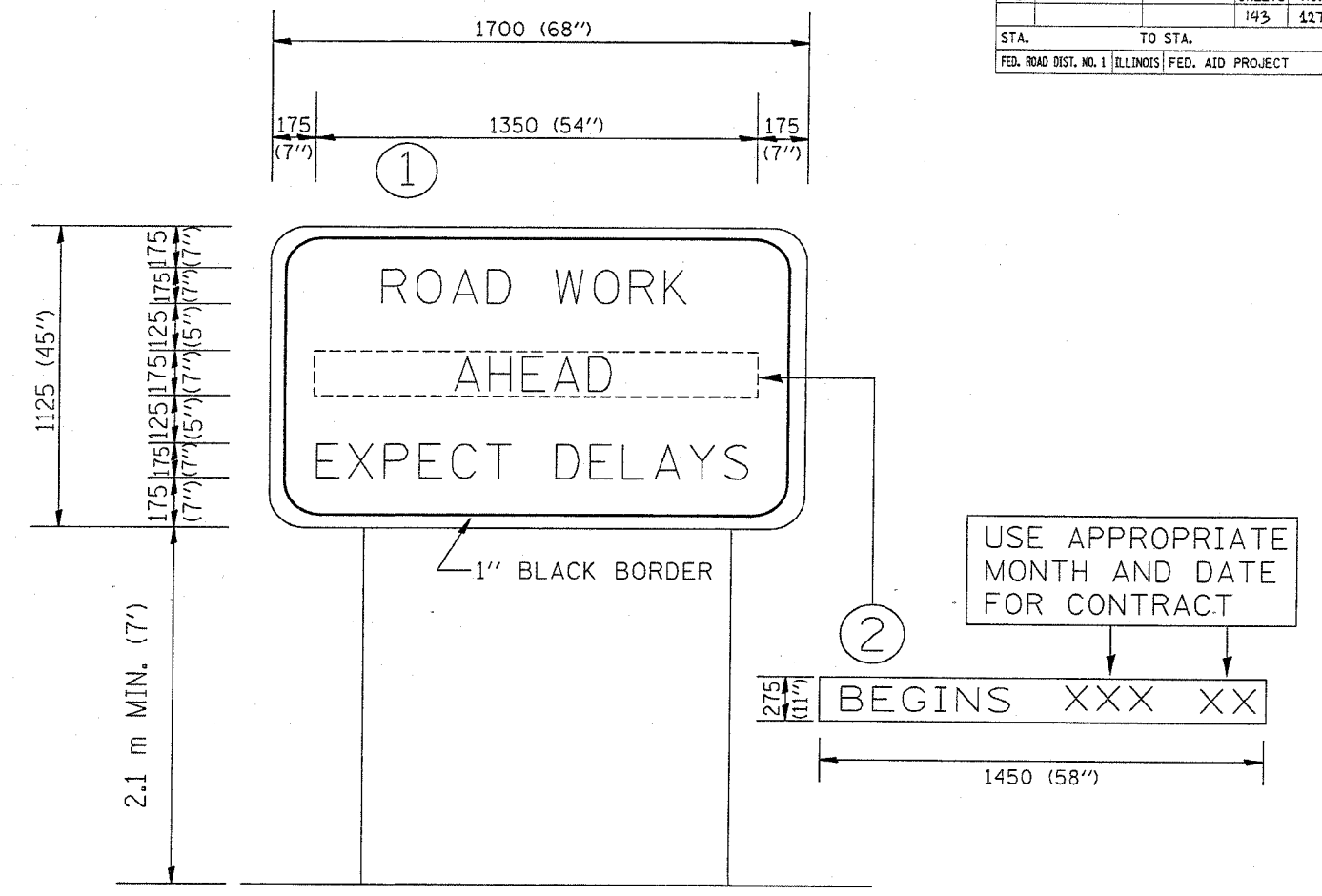
SCALE: NONE
 DATE 4/6/2005

DRAWN BY CADD
 CHECKED BY
 TC-15

REVISION DATE: 08/28/00

62098

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			143	427
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

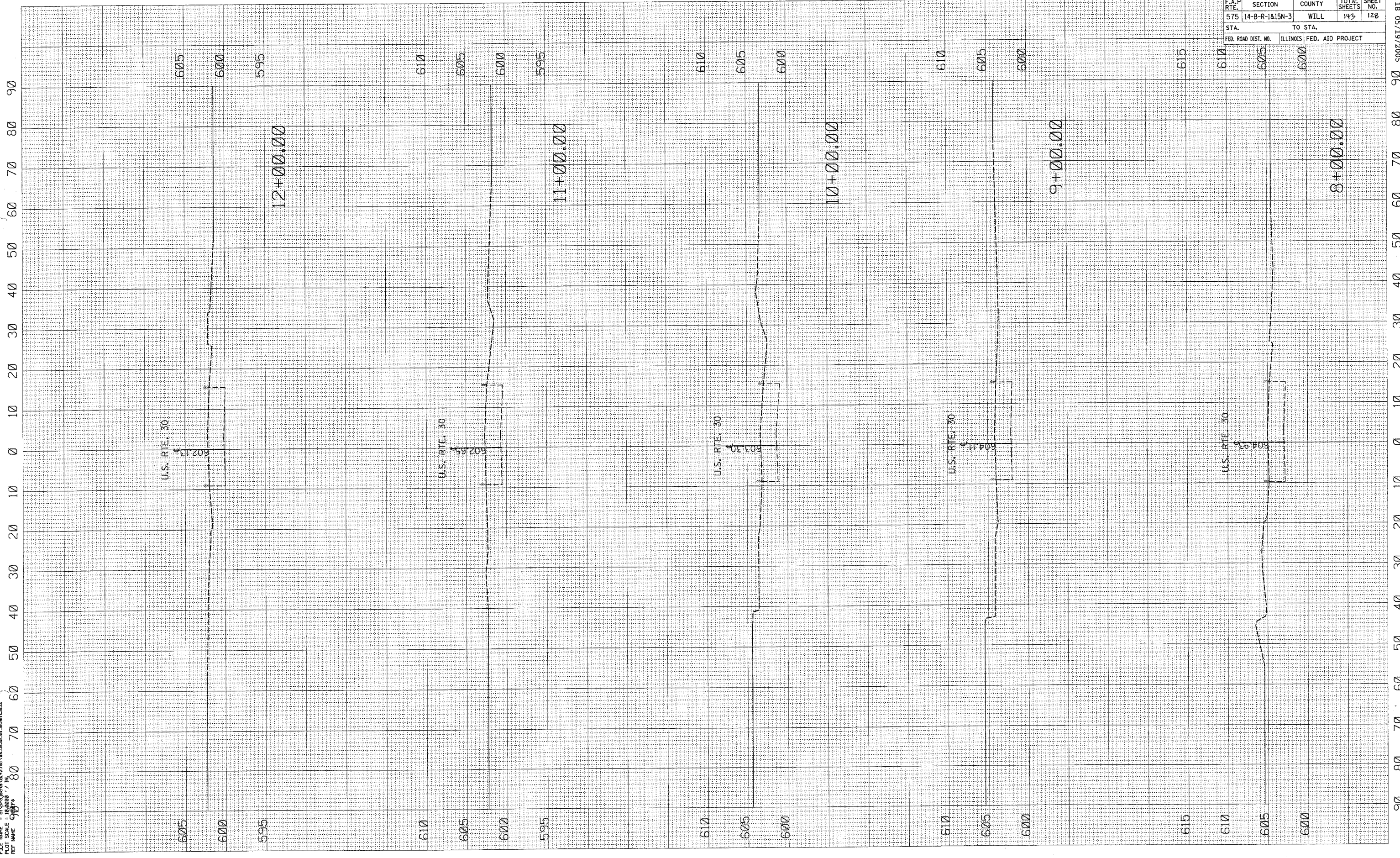
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
R. MIRS	9-15-97	TEMPORARY INFORMATION SIGNING
R. MIRS	12-11-97	
T. RAMMACHER	2-2-99	

SCALE: DATE 4/6/2005
 DRAWN BY: BUR. OF DESIGN
 CHECKED BY:

PLOT DATE = 5/15/2006
 FILE NAME = c:\p000000\14-B-R-1&15N-3\14-B-R-1&15N-3.dwg
 PLOT SCALE = 1/8"=1'-0"
 REF NAME =

CONTRACT NO. 6209

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

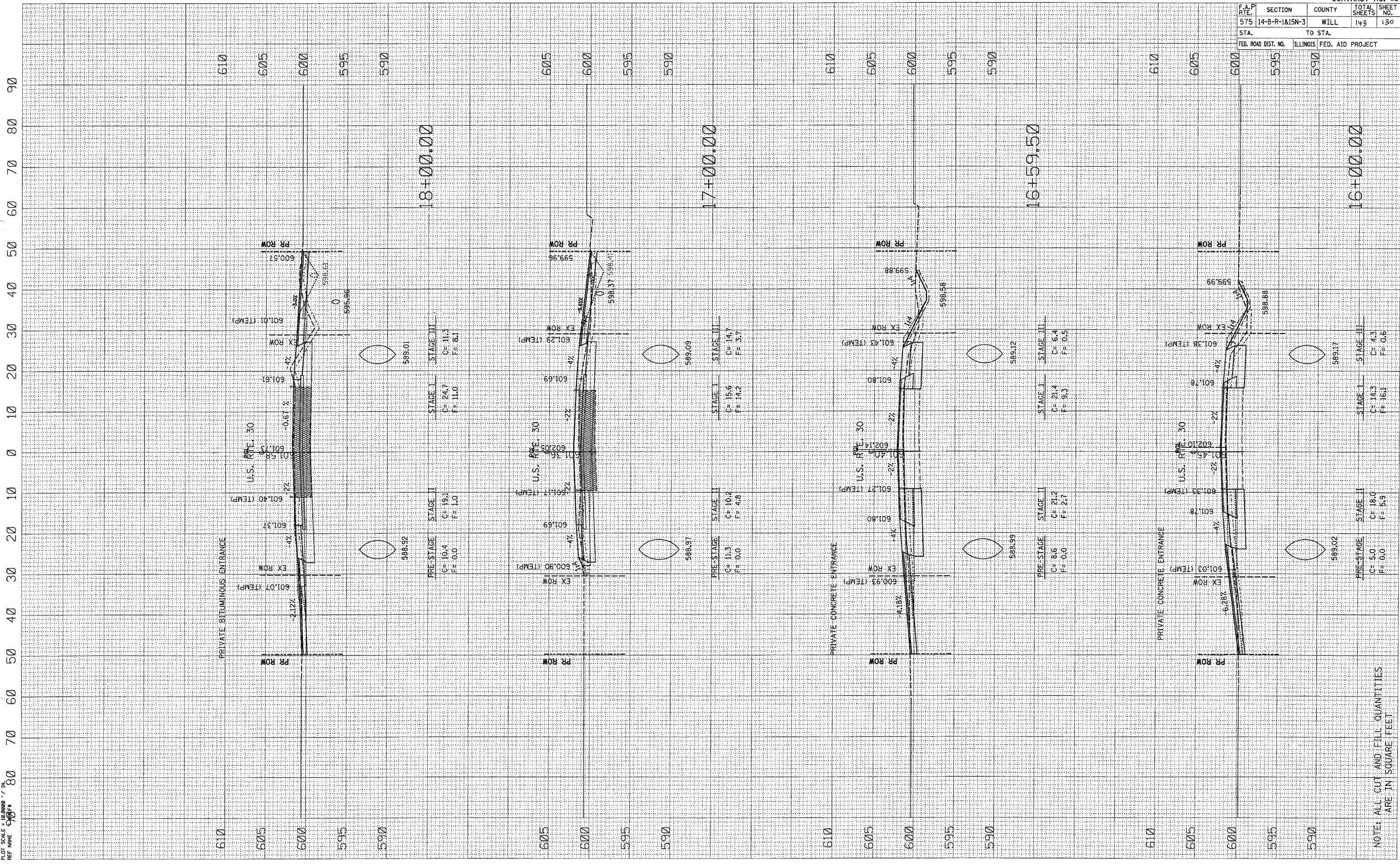


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PLOT DATE = 5/19/2005
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 REF NAME = 1130

CONTRACT NO. 620961.70

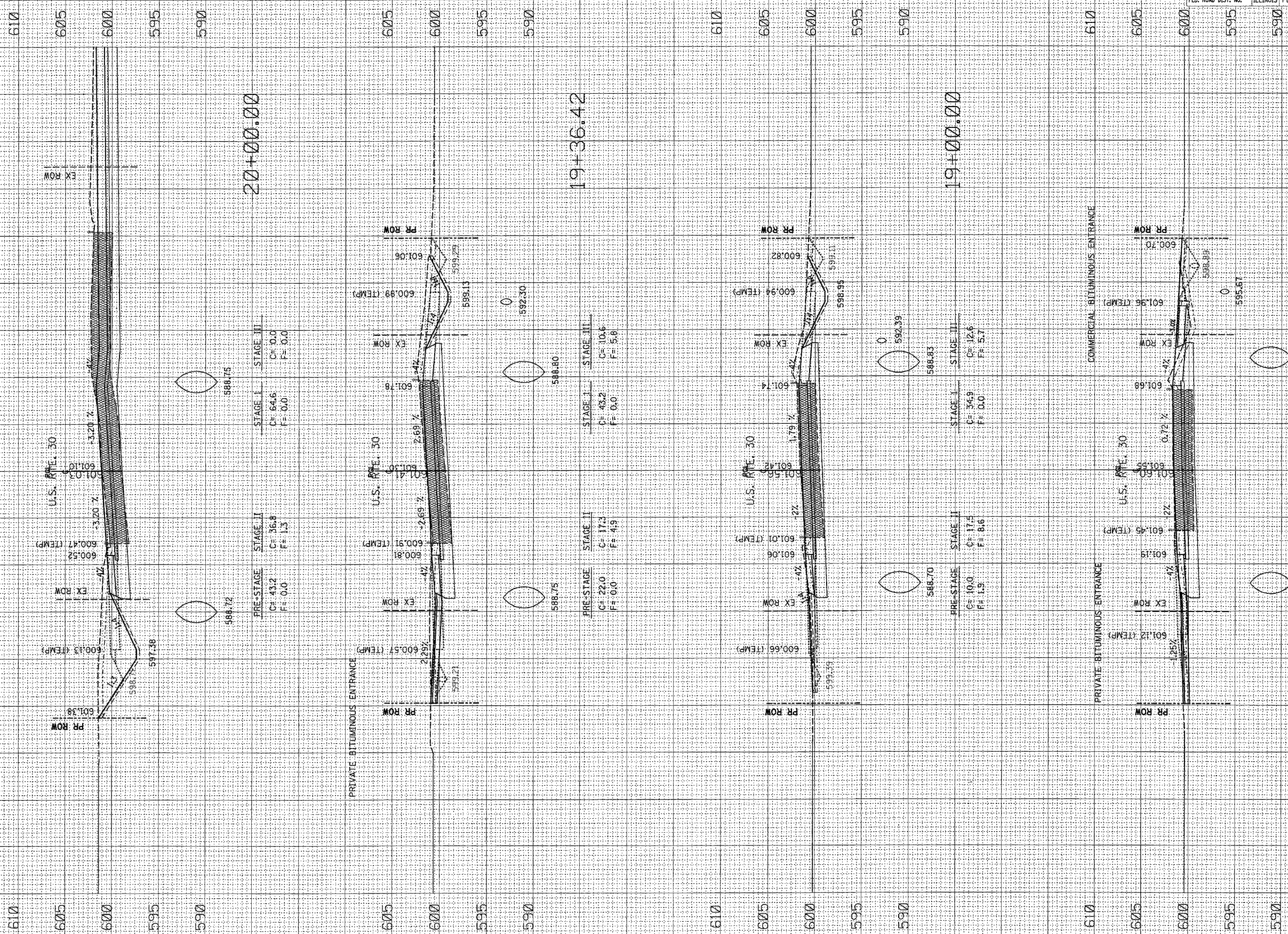
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	130
STA. TO STA.		ILLINOIS FED. AID PROJECT		



NOTE: ALL CUT AND FILL QUANTITIES
 ARE IN SQUARE FEET

PLOT DATE = 5/19/2006
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 PLOT SCALE = 1/8" = 100'
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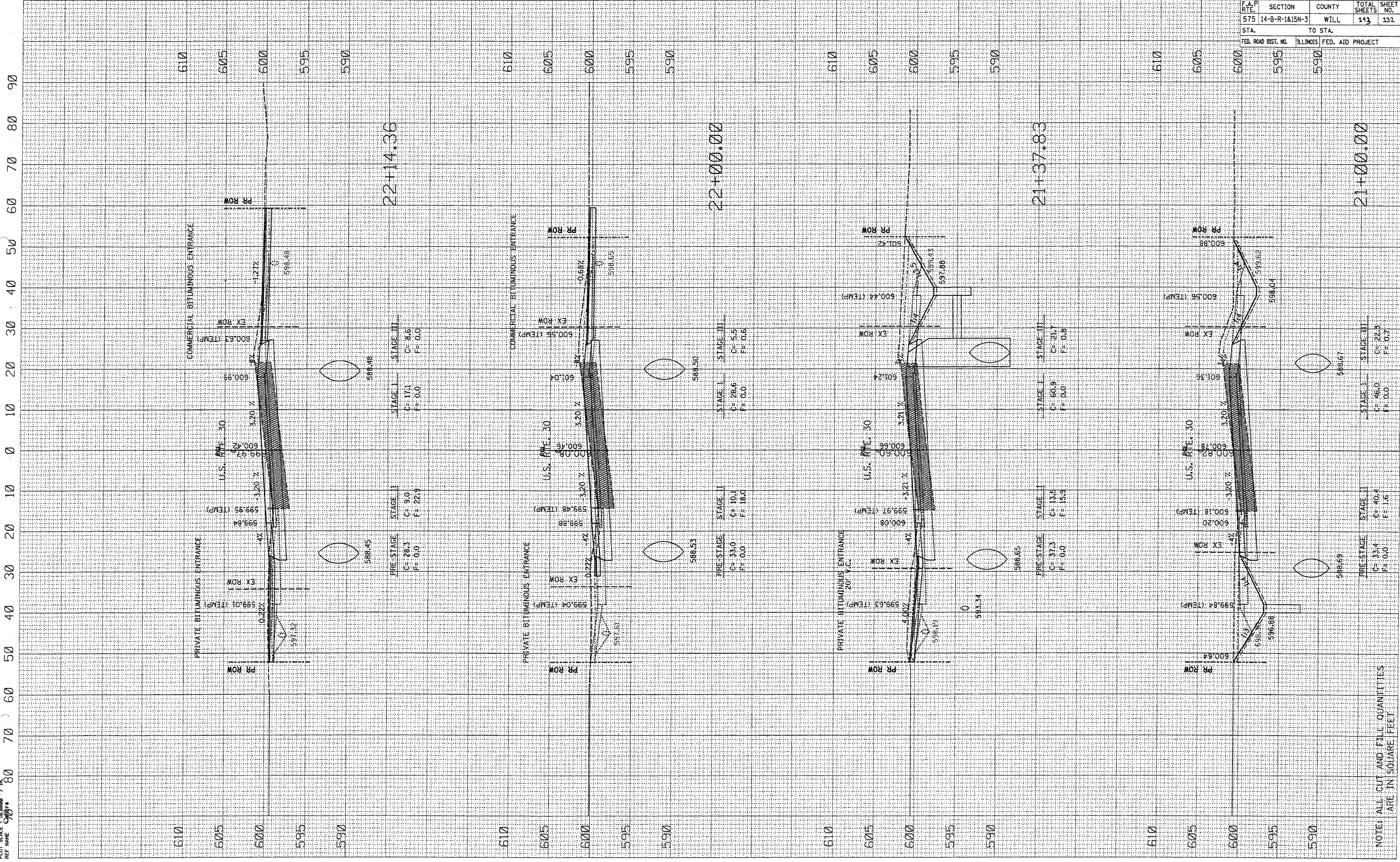
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575	14-B-R-1&15N-3	WILL	143	131
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

NOTE: ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET

90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 5002/19/50 64-70

PLOT DATE = 4/1/2005
 PLOT SCALE = 1/4" = 10'-0"
 REF NAME =

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	132
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



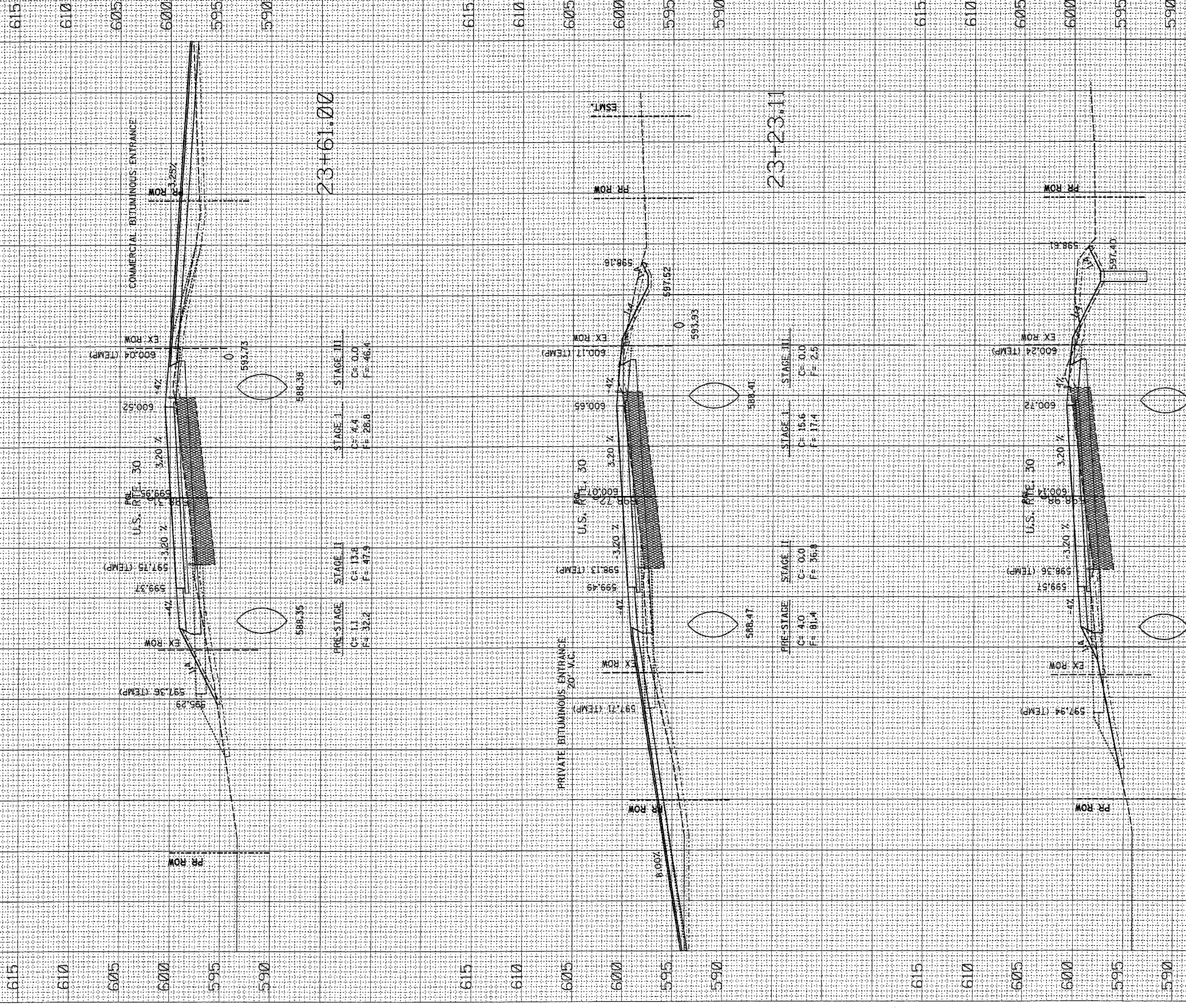
NOTE: ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET

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PLOT DATE = 4/1/2005
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CONTRACT NO. 62098			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
575	14-B-R-1&15N-3	WILL	143
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

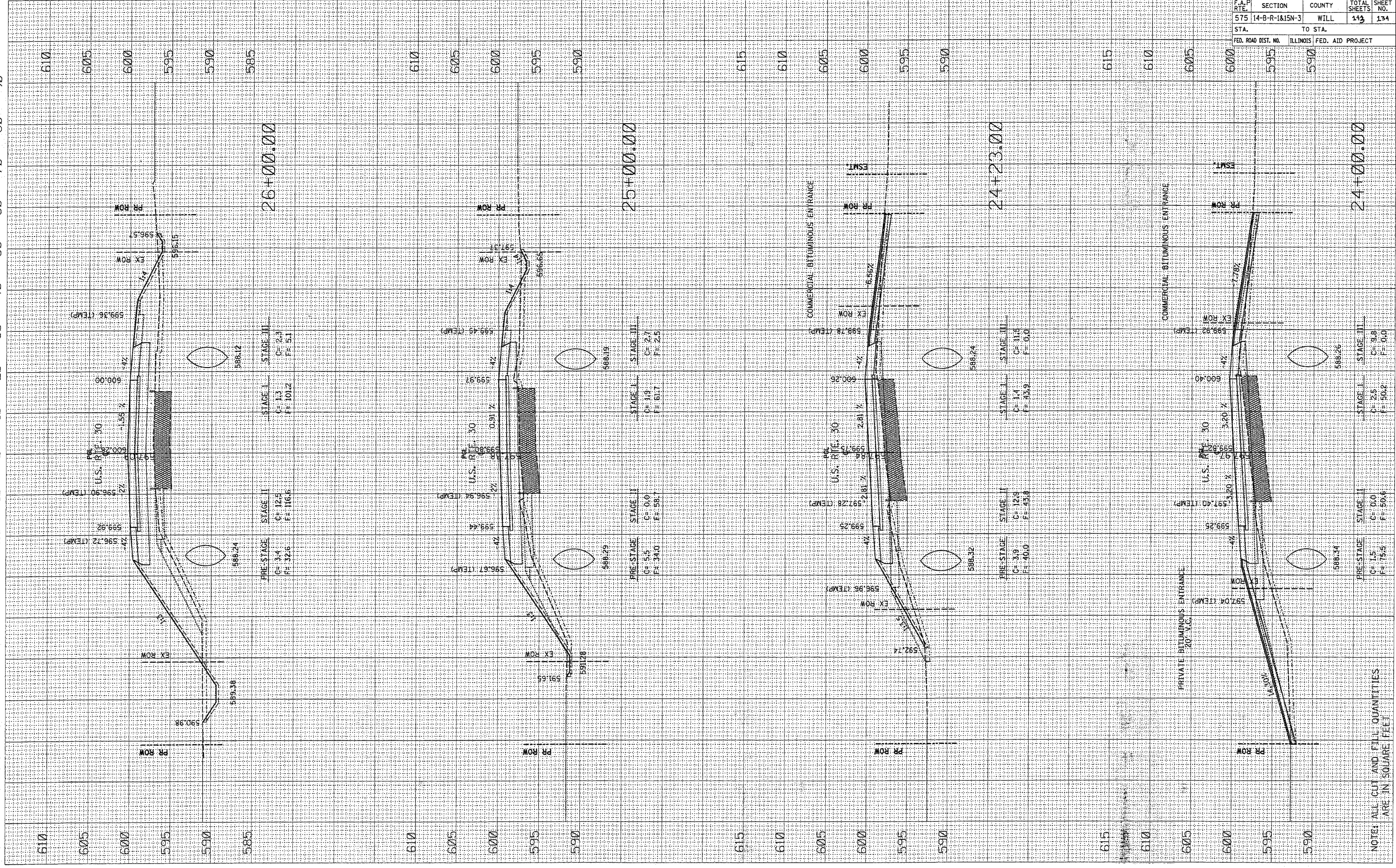
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NOTE: ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET

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 PLOT SCALE = 1"=40'
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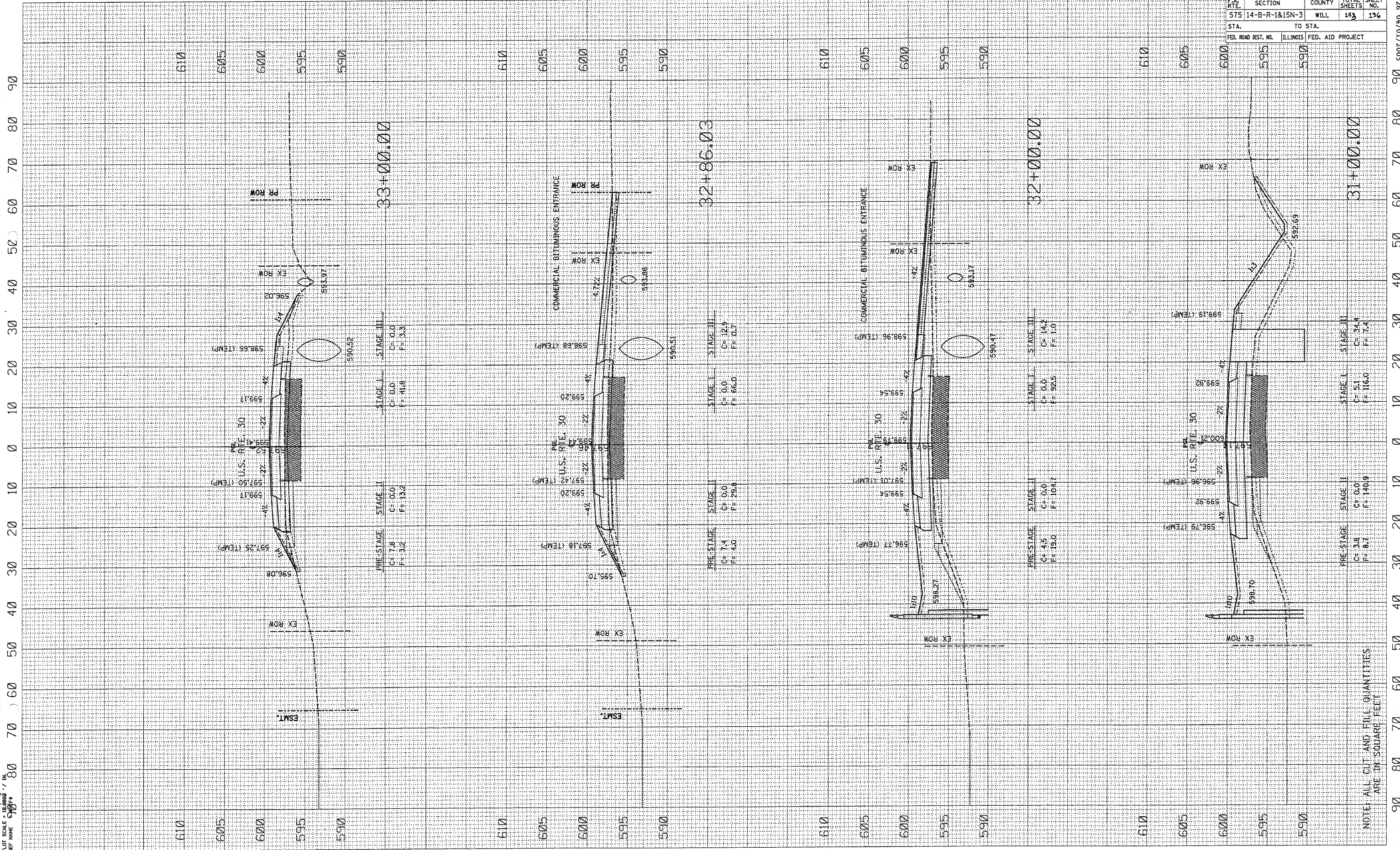
NOTE: ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET

F.A.P. SECTION		COUNTY		TOTAL SHEETS		SHEET NO.	
575 14-B-R-1&15N-3		WILL		113		134	
STA. TO STA.				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

CONTRACT NO. 62099-21
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CONTRACT NO.		62098	
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575	14-B-R-1&15N-3	WILL	143
SHEET NO.		136	
STA.		TO STA.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

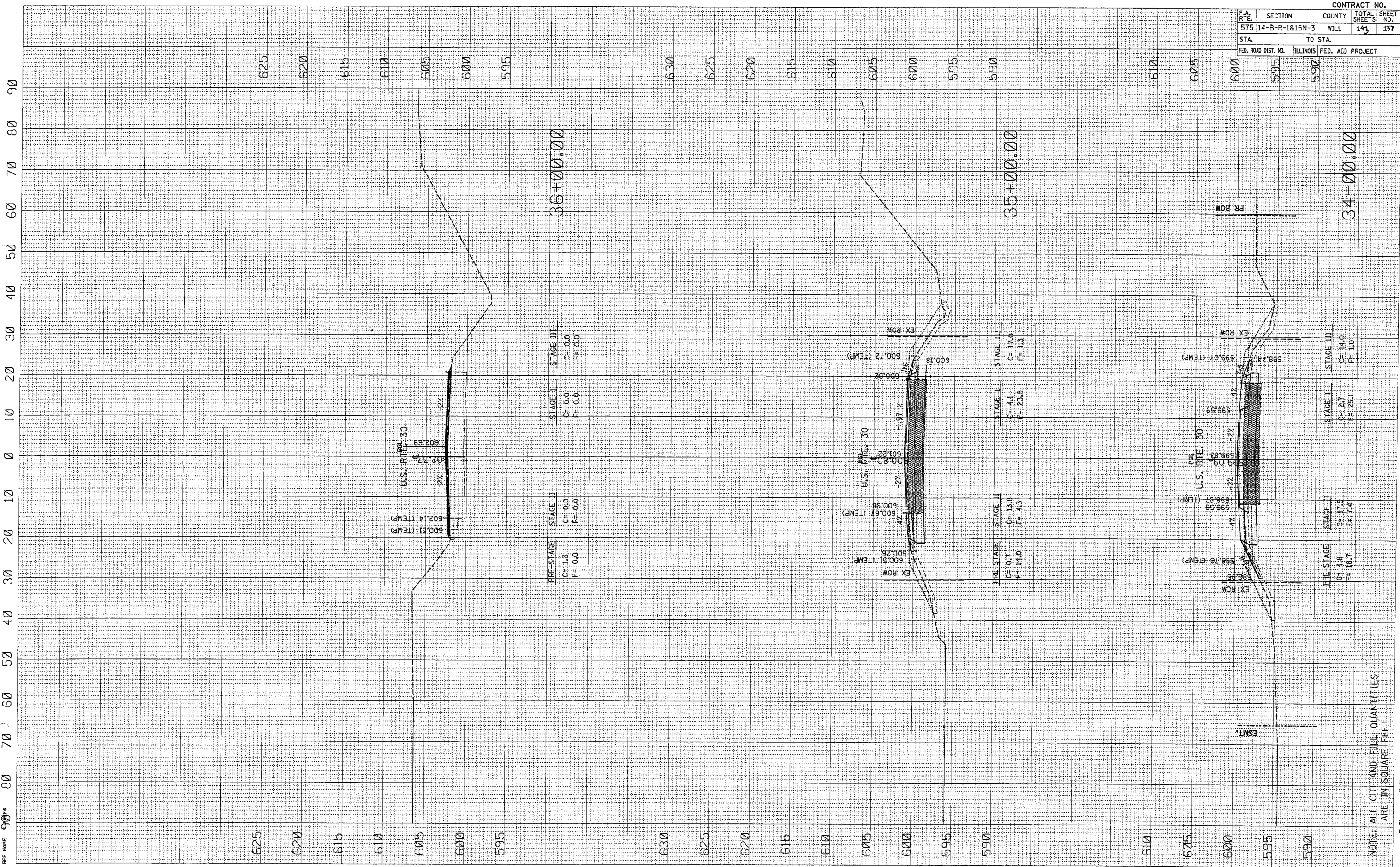


NOTE: ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET

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 REF NAME = 0001

CONTRACT NO. 62098			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
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STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	

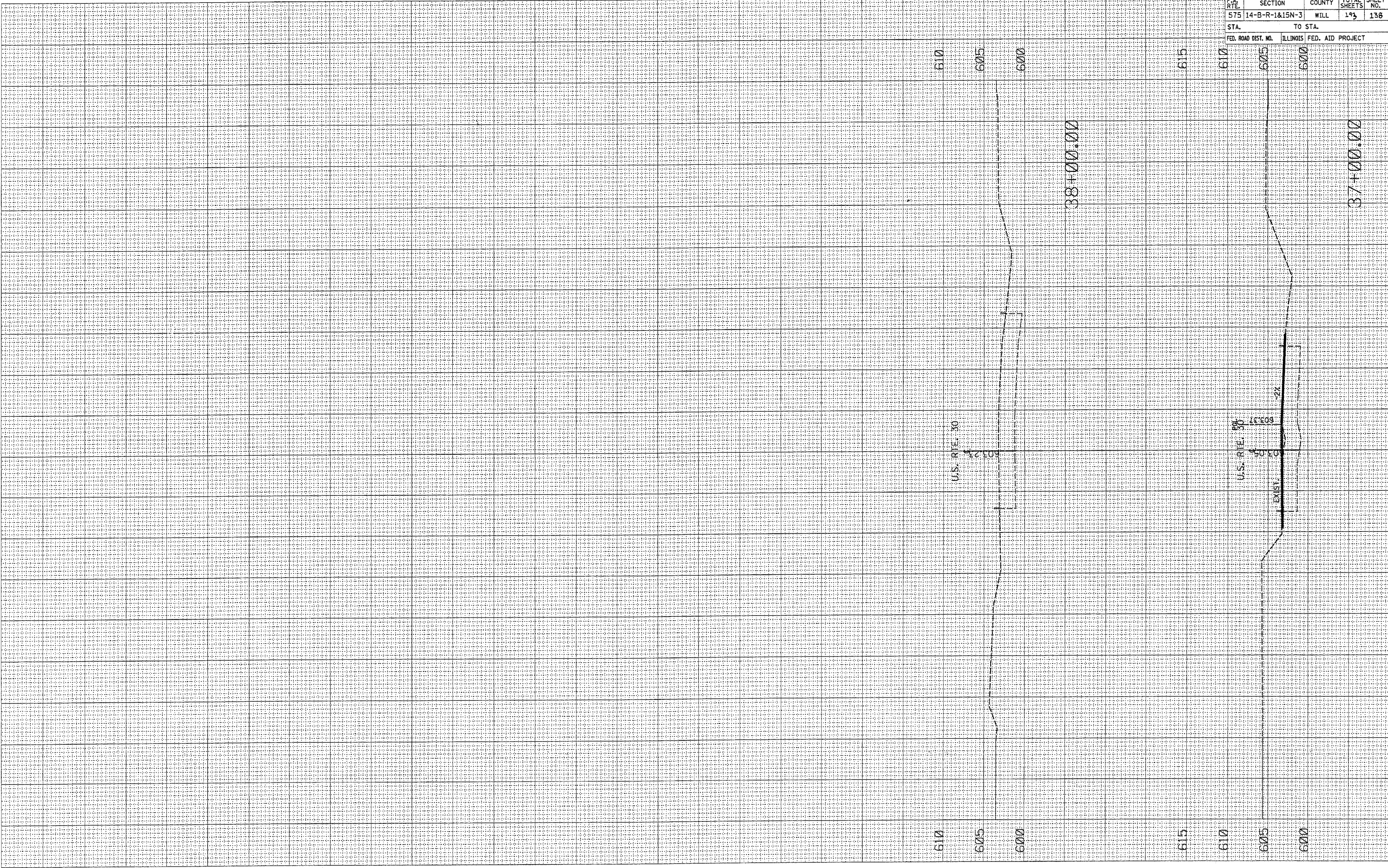


NOTE: ALL CUT AND FILL QUANTITIES
 ARE IN SQUARE FEET

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PLOT DATE = 4/1/2005
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REF NAME = 38.01

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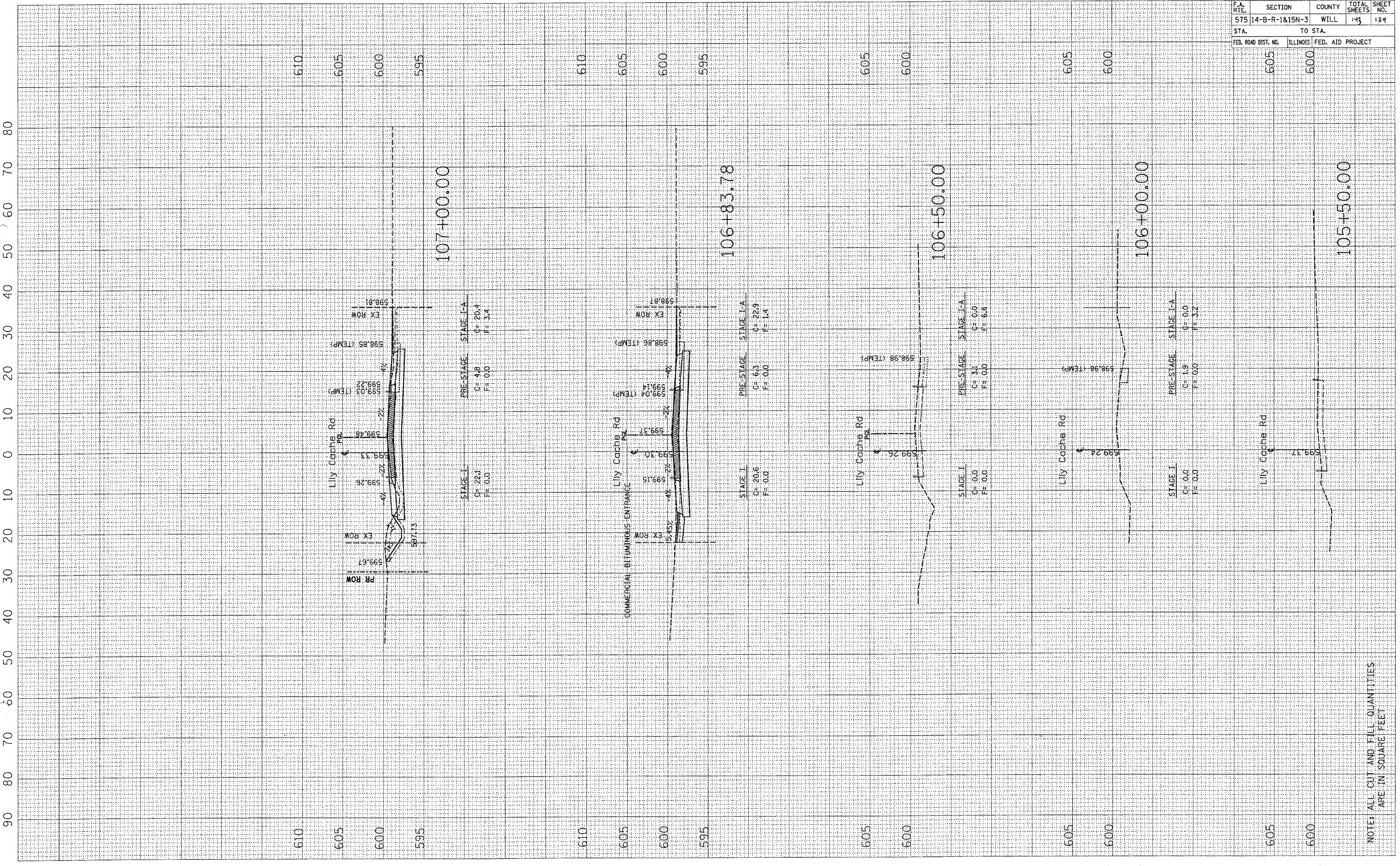


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

2:25:05 04/01/2005 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90

62098

PLOT DATE = 5/19/2008
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 REFERENCE = SHEET 4



F.A. RTE.		SECTION		COUNTY		TOTAL SHEET	
575		14-B-R-1&15N-3		WILL		143	
STA.				TO STA.			
FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT			

NOTE: ALL CUT AND FILL QUANTITIES
 ARE IN SQUARE FEET

62098

07-14-48 05/19/2005

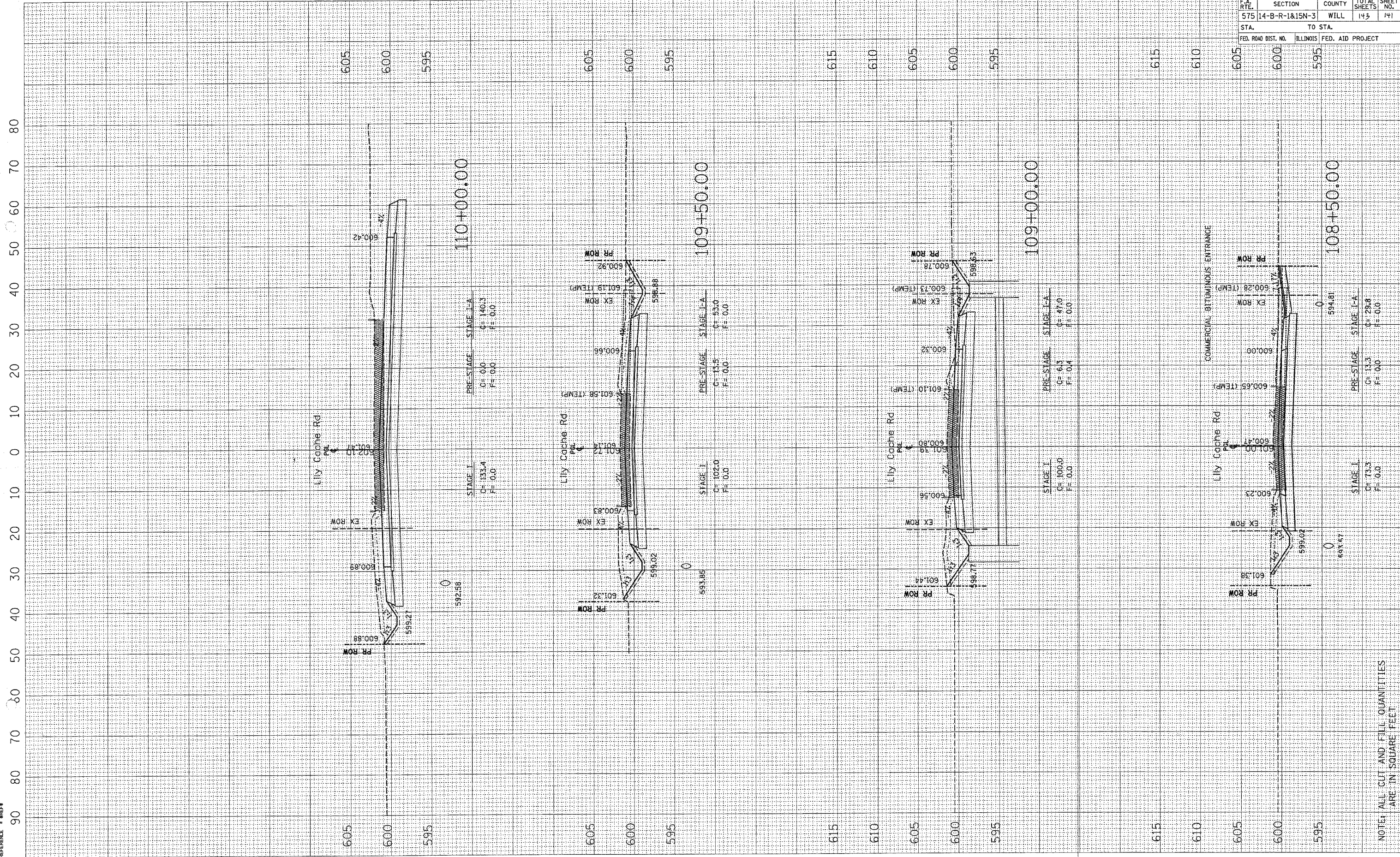
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 REFERENCE = 4824

CONTRACT NO.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
575	14-B-R-1&15N-3	WILL	143	141

STA. TO STA.

FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
600	595



NOTE: ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET

5002/61/50 11:41:20