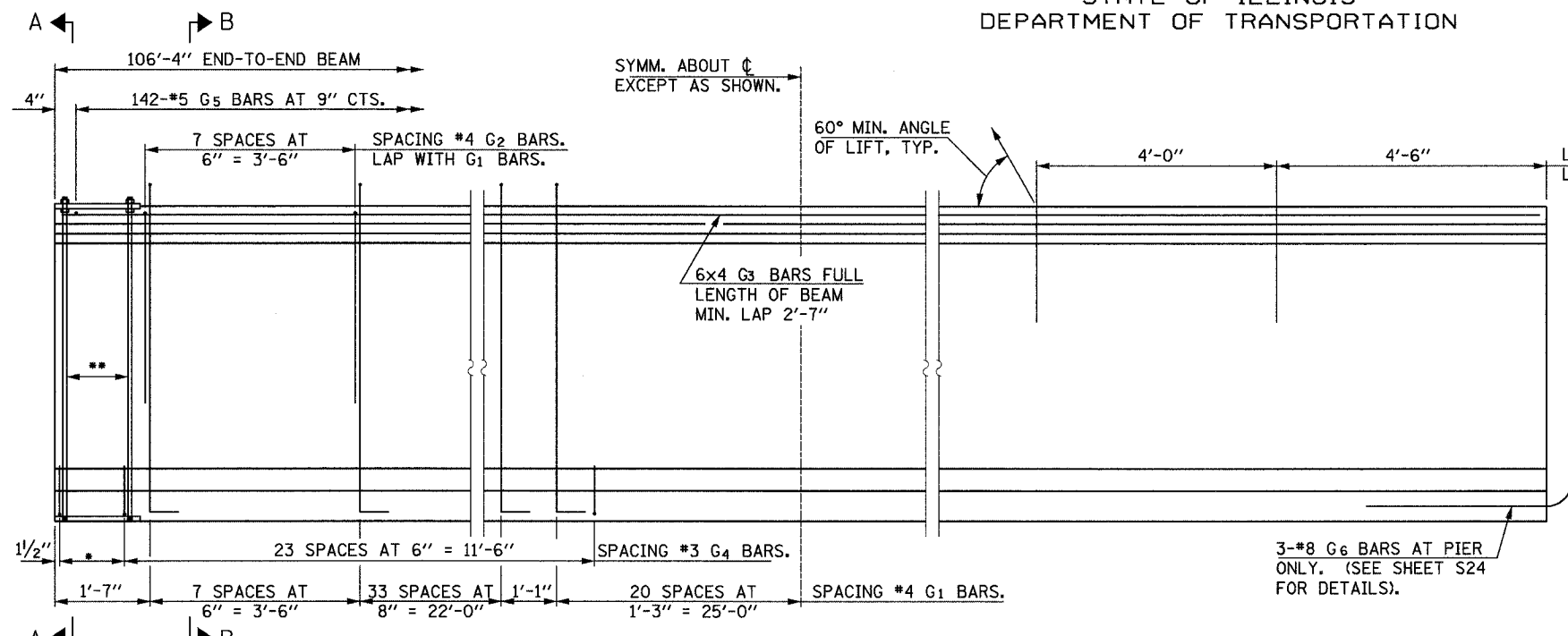


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
303	129K	WINNEBAGO	585	201
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	CONTRACT NO. 64594

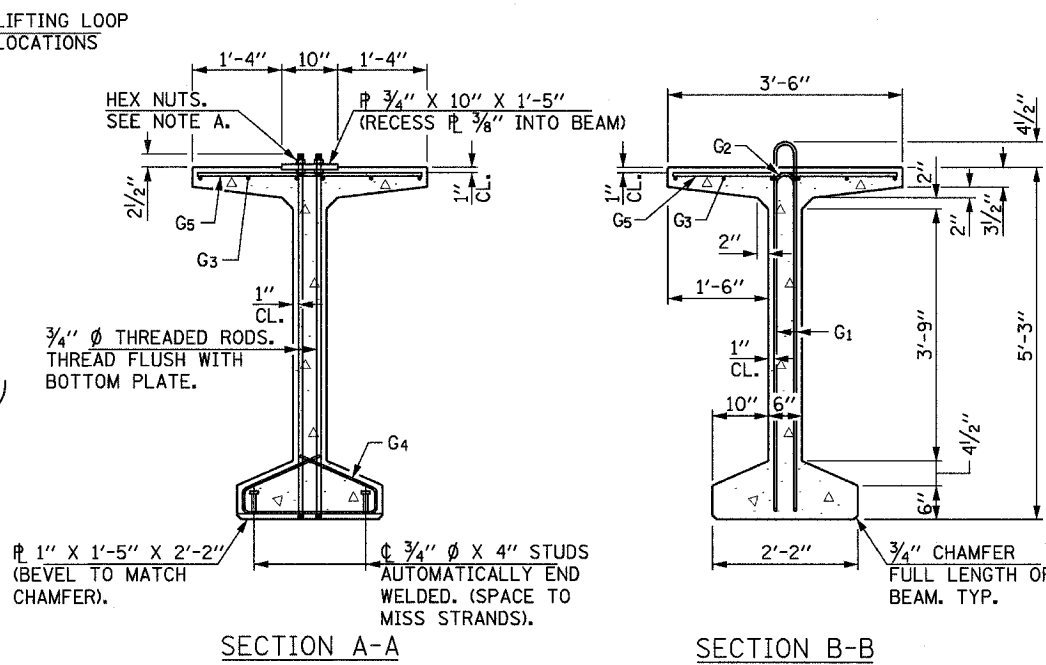
SHEET NO. S22
OF SHEETS S47



ELEVATION OF BEAM (SPAN 1)
(SHOWING REINFORCEMENT & DIMENSIONS)

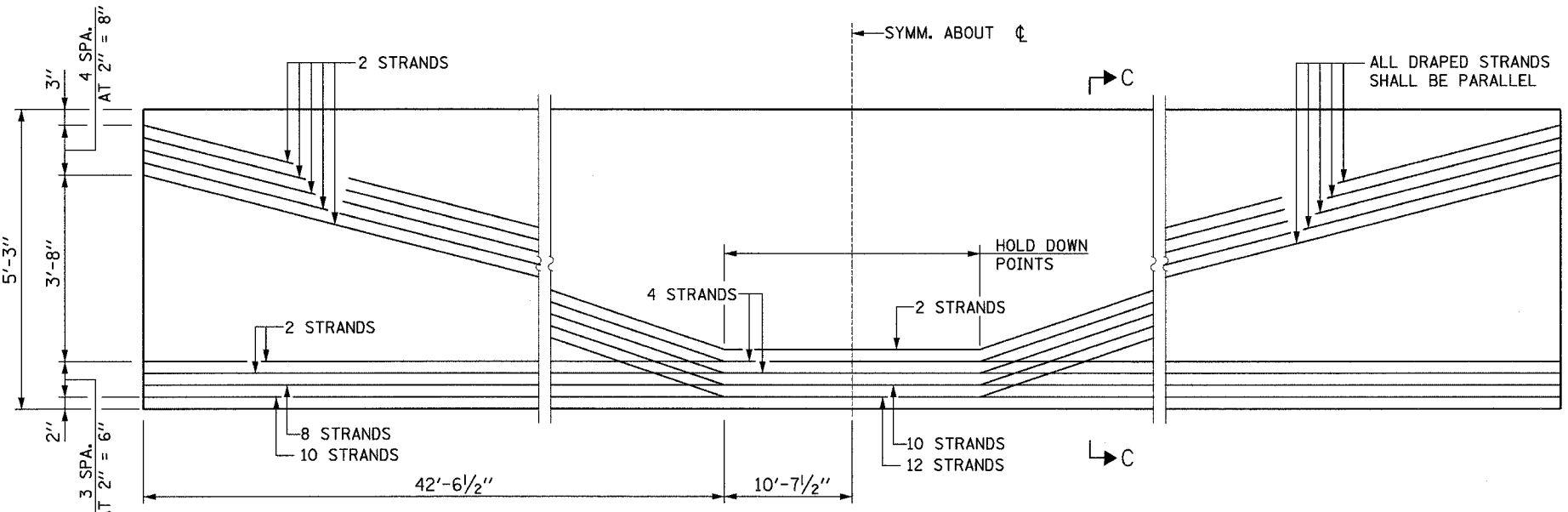
- * 4 SPACES AT 3/4" = 1'-1".
- ** 5-3/4" Ø THREADED DOWEL RODS AT 3/4" CTS., EACH FACE.

NOTE A:
HEX NUTS (TOP AND BOTTOM) WITH LOCK WASHERS (TOP). ONLY TIGHTEN SUFFICIENTLY TO COMPRESS LOCK WASHERS.



SECTION A-A

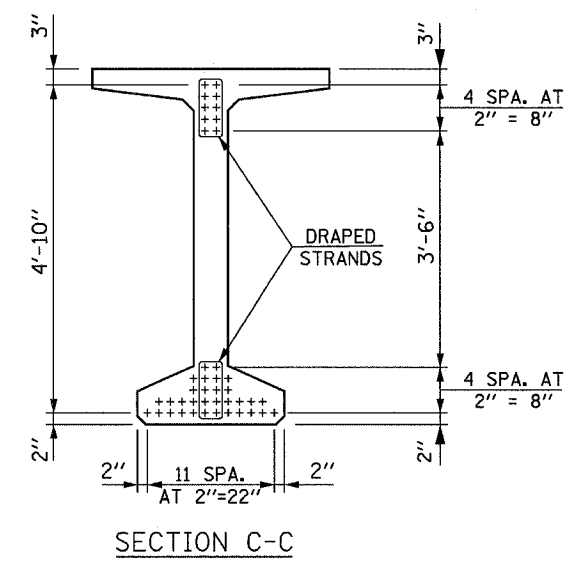
SECTION B-B



ELEVATION OF BEAM (SPAN 1)
(SHOWING PRESTRESSING STEEL)

- NOTES:
1. ALL HOLES OR INSERTS ARE TO BE CAST ACCORDING TO SKEW ANGLE ON SHT. S20 AND S21.
 2. PLACE ALL HOLES OR INSERTS TO MISS THE PRESTRESSING STRANDS.
 3. SEE SHEET S24 FOR ADDITIONAL DETAILS.
 4. REQUIRED RELEASE STRENGTH, f'ci, SHALL BE 5000 PSI.

DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG



SECTION C-C

BAR LIST
ONE BEAM ONLY

BAR NO.	SIZE	LENGTH	SHAPE
G1	#4	11'-11"	∩ L
G2	#4	6'-2"	∩
G3	#6	28'-5"	—
G4	#3	4'-11"	∩
G5	#5	3'-4"	—
G6	#8	3'-9"	—

SPAN 1 GIRDER

BILL OF MATERIAL

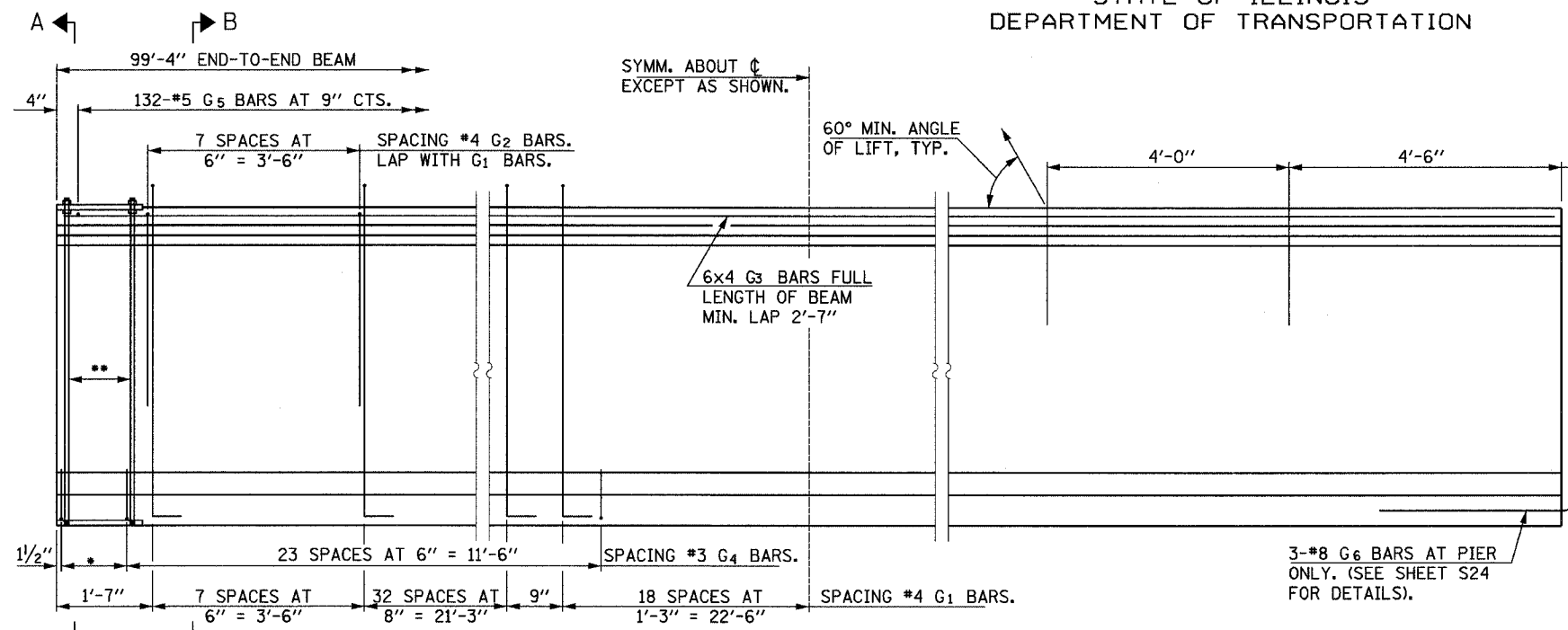
PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
50400735	Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beam, 63"	Foot	1,914

63" PPC BULB T-BEAM
(SPAN 1)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

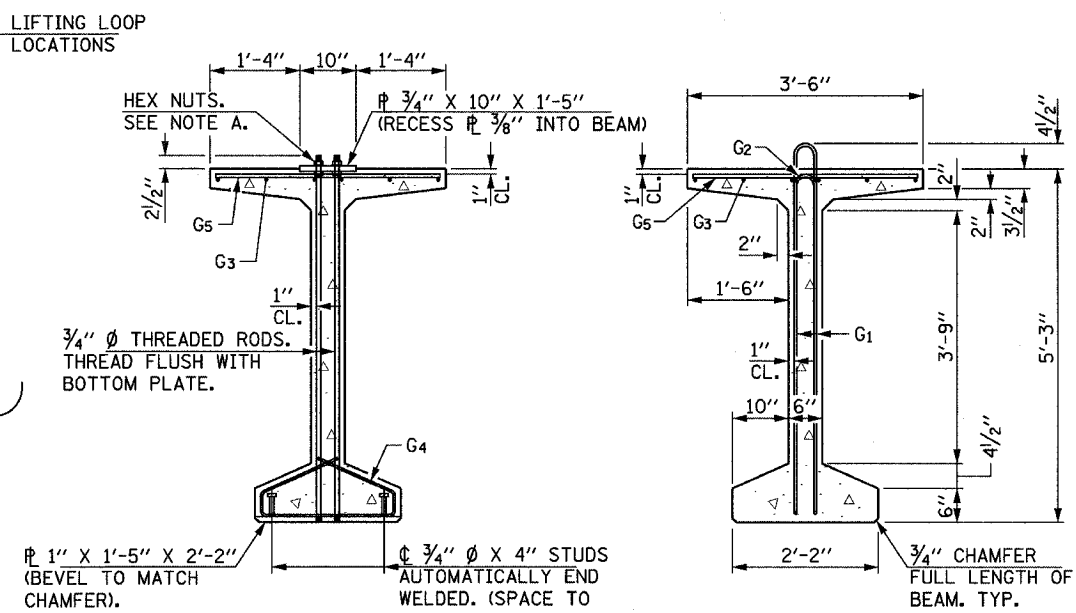
ROUTE NO.	SECTION	COUNTY	DISTRICT	SHEET NO.	SHEET NO. S23 OF SHEETS S47
303	129k	WINNEBAGO	585	202	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-		CONTRACT NO. 64594



ELEVATION OF BEAM (SPAN 2)
(SHOWING REINFORCEMENT & DIMENSIONS)

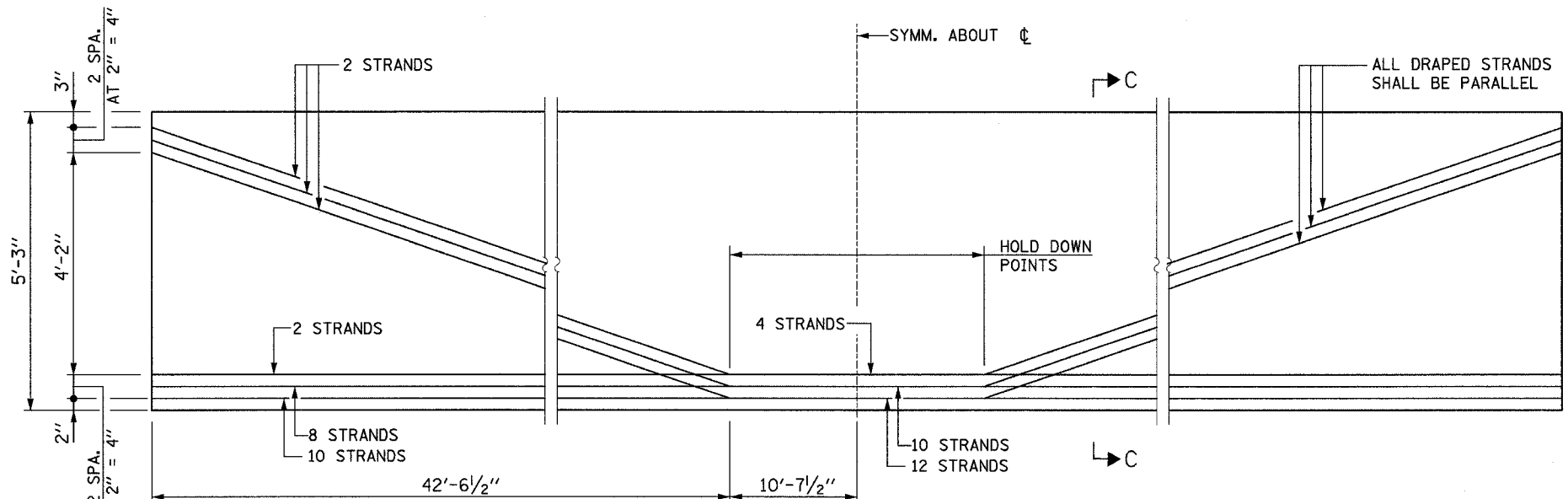
- * 4 SPACES AT 3/4" = 1'-1".
- ** 5-3/4" Ø THREADED DOWEL RODS AT 3/4" CTS., EACH FACE.

NOTE A:
HEX NUTS (TOP AND BOTTOM) WITH LOCK WASHERS (TOP). ONLY TIGHTEN SUFFICIENTLY TO COMPRESS LOCK WASHERS.

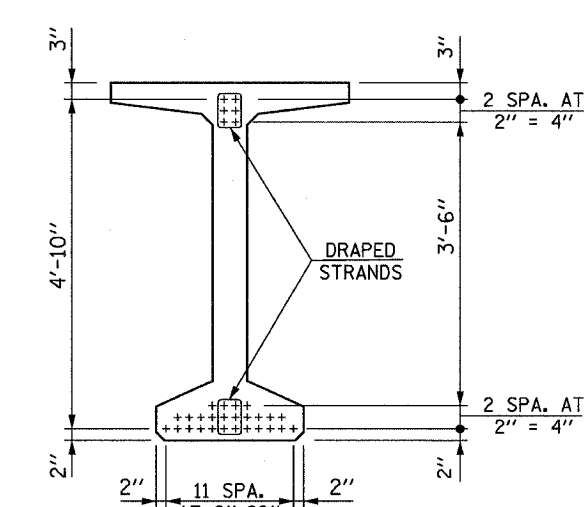


SECTION A-A

SECTION B-B



ELEVATION OF BEAM (SPAN 2)
(SHOWING PRESTRESSING STEEL)



SECTION C-C

BAR LIST
ONE BEAM ONLY

BAR NO.	SIZE	LENGTH	SHAPE
G1	#4	11'-11"	∩
G2	#4	6'-2"	∩
G3	#6	26'-8"	—
G4	#3	4'-11"	∩
G5	#5	3'-4"	∩
G6	#8	3'-9"	∩

- NOTES:
- ALL HOLES OR INSERTS ARE TO BE CAST ACCORDING TO SKEW ANGLE ON SHT. S20 AND S21.
 - PLACE ALL HOLES OR INSERTS TO MISS THE PRESTRESSING STRANDS.
 - SEE SHEET S24 FOR ADDITIONAL DETAILS.
 - REQUIRED RELEASE STRENGTH, f'ci, SHALL BE 5000 PSI.

DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG

SPAN 2 GIRDER

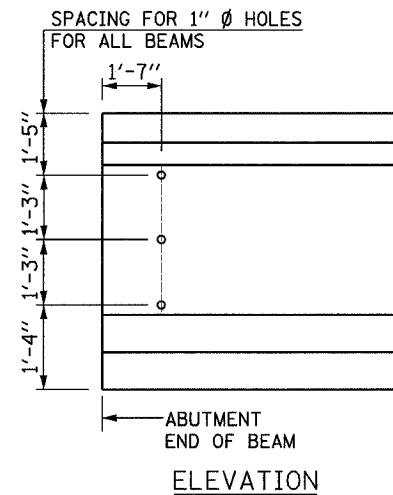
BILL OF MATERIAL			
PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
50400735	Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beam, 63"	Foot	1,791

63" PPC BULB T-BEAM
(SPAN 2)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

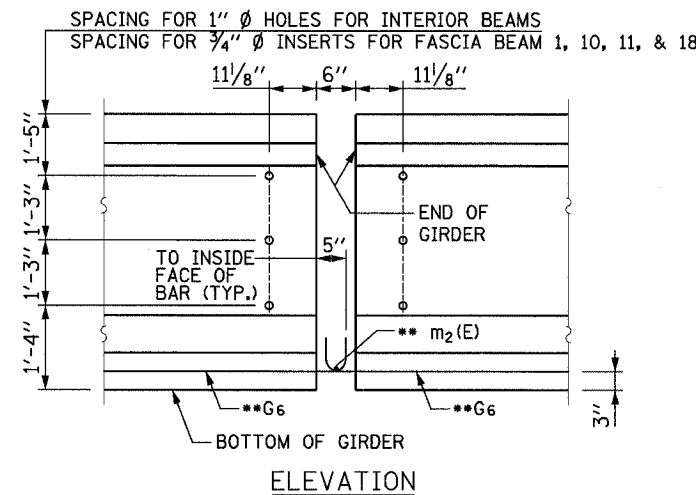


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO. S24 OF SHEETS S47
303	129K	WINNEBAGO	585	203	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-- CONTRACT NO. 64594		

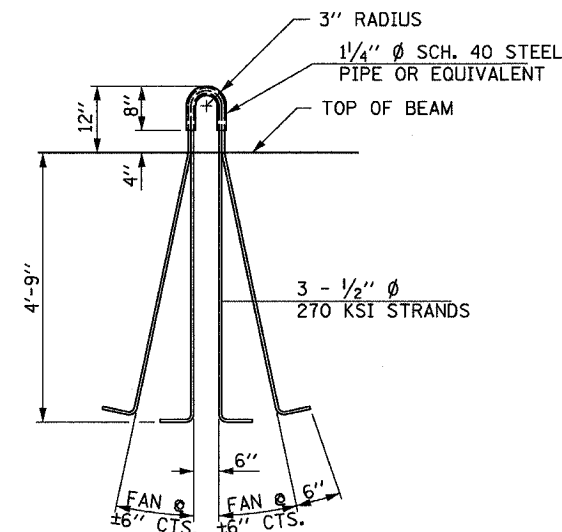


ELEVATION



ELEVATION

** TIE #8 BARS AND G6 BARS WITH NO. 9 WIRE TIGHTLY FASTENED TO PREVENT ANY MOVEMENT BETWEEN BARS.



LIFTING LOOP DETAIL

NOTES

INSERTS FOR 3/4" Ø THREADED DOWEL RODS, WHEN SPECIFIED, ARE TO BE TWO STRUT, COIL TYPE FOR INTERIOR BEAMS AND SINGLE COIL, FLARED LOOP TYPE FOR EXTERIOR BEAMS.

PRESTRESSING STEEL SHALL BE UNCOATED HIGH STRENGTH, LOW RELAXATION 7-WIRE STRAND, GRADE 270.

THE NOMINAL DIAMETER SHALL BE 1/2" AND THE NOMINAL CROSS-SECTIONAL AREA SHALL BE 0.153 SQ. IN.

NON-PRESTRESSING STEEL SHALL CONFORM TO AASHTO DESIGNATION M-31 OR M 322, GRADE 60.

A MINIMUM 2 1/2" Ø LIFTING PIN SHALL BE USED TO ENGAGE THE LIFTING LOOPS DURING HANDLING.

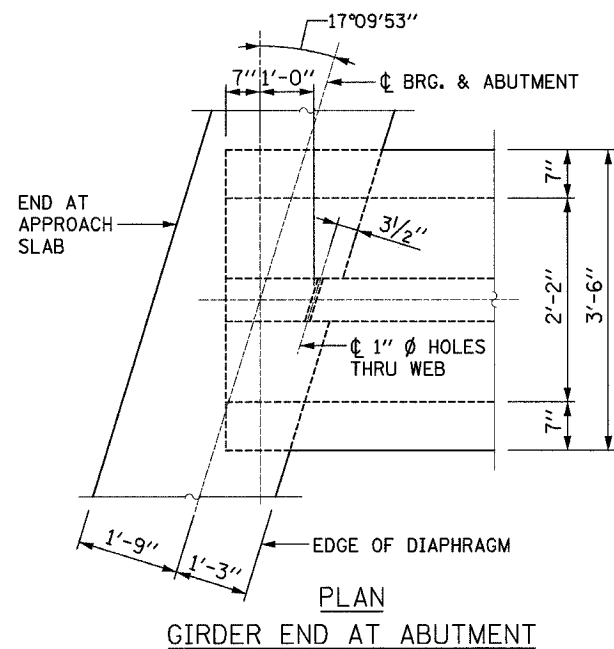
REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

CUT G6 BARS WHEN NECESSARY TO MAINTAIN 1/2" CLEARANCE.

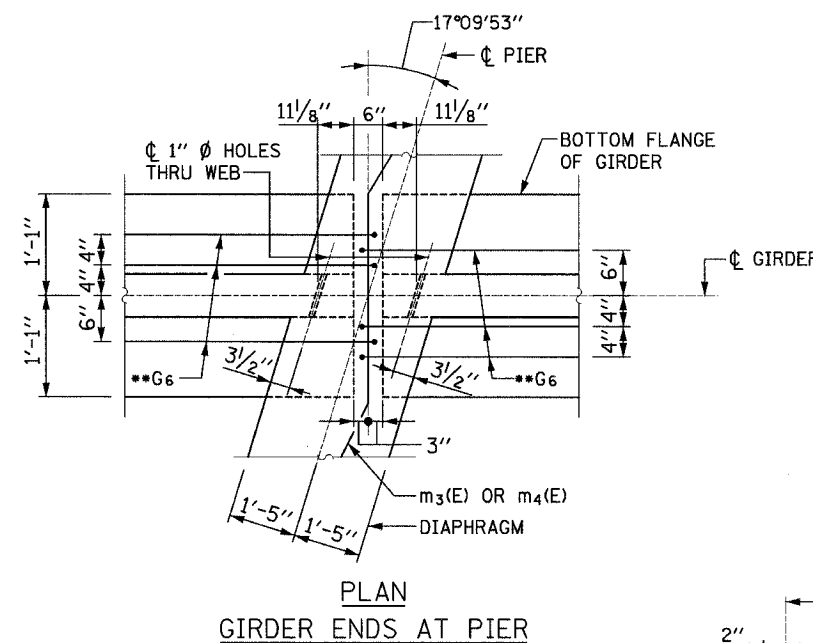
THE BOTTOM PLATES AND STUDS SHALL BE GALVANIZED ACCORDING TO AASHTO M111 AND ASTM A385.

THREADED RODS SHALL BE ASTM F 1554 GRADE 55.

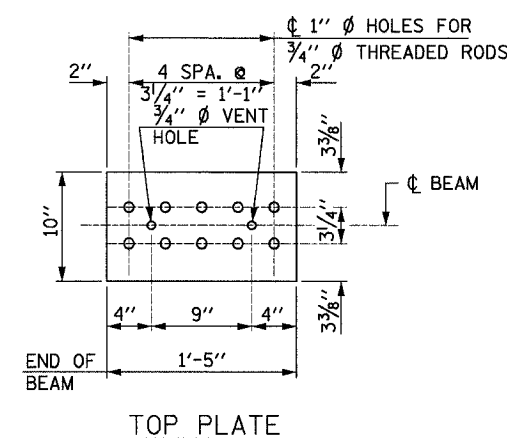
THE CUT STRANDS AT EACH BEAM END SHALL BE GIVEN TWO COATS OF ZINC DUST SPRAY OR PAINT MEETING THE REQUIREMENTS OF ASTM A 780. THE ZINC DUST SPRAY OR PAINT SHALL BE APPLIED BEFORE CORROSION APPEARS AND ALLOWED TO DRY ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS PRIOR TO ANOTHER COAT OF ZINC. A CONCRETE SEALER MEETING THE REQUIREMENTS OF SECTION 587 OF THE STANDARD SPECIFICATIONS SHALL BE APPLIED TO ALL PORTIONS OF THE BULB-T BEAM, EXCEPT THE TOP SURFACE OF THE TOP FLANGE AND THE BOTTOM SURFACE OF THE BOTTOM FLANGE, STARTING AT EACH BEAM END AND EXTENDING OUT A DISTANCE OF 63 INCHES. THE SEALER SHALL BE APPLIED AFTER VISIBLE CRACK GROWTH HAS SUBSIDED. THIS WORK SHALL BE PERFORMED BY THE PRODUCER AND INCLUDED WITH THE COST OF THE BEAM.



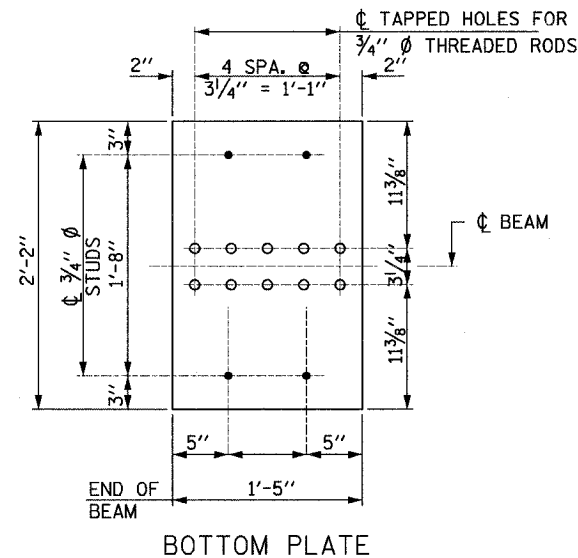
PLAN
GIRDER END AT ABUTMENT



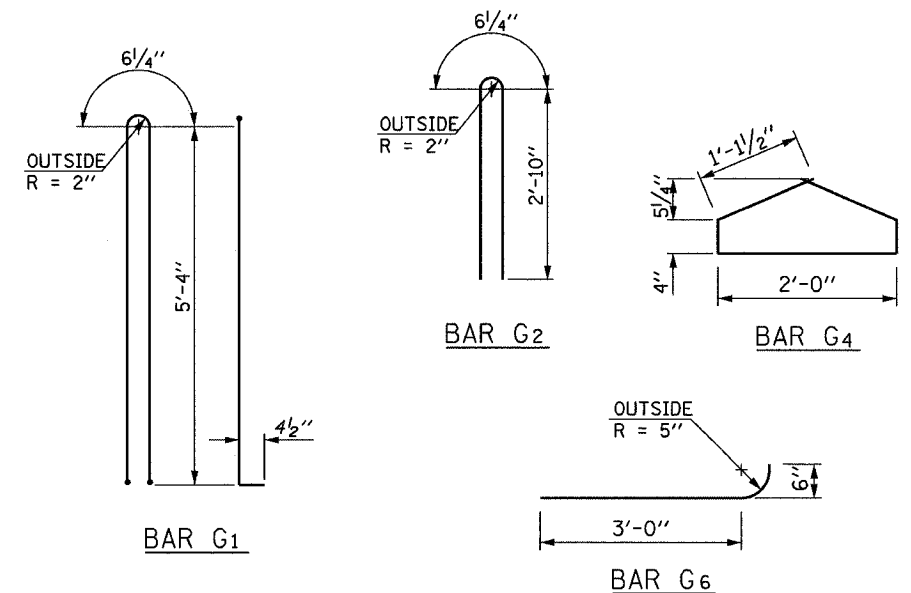
PLAN
GIRDER ENDS AT PIER



TOP PLATE



BOTTOM PLATE



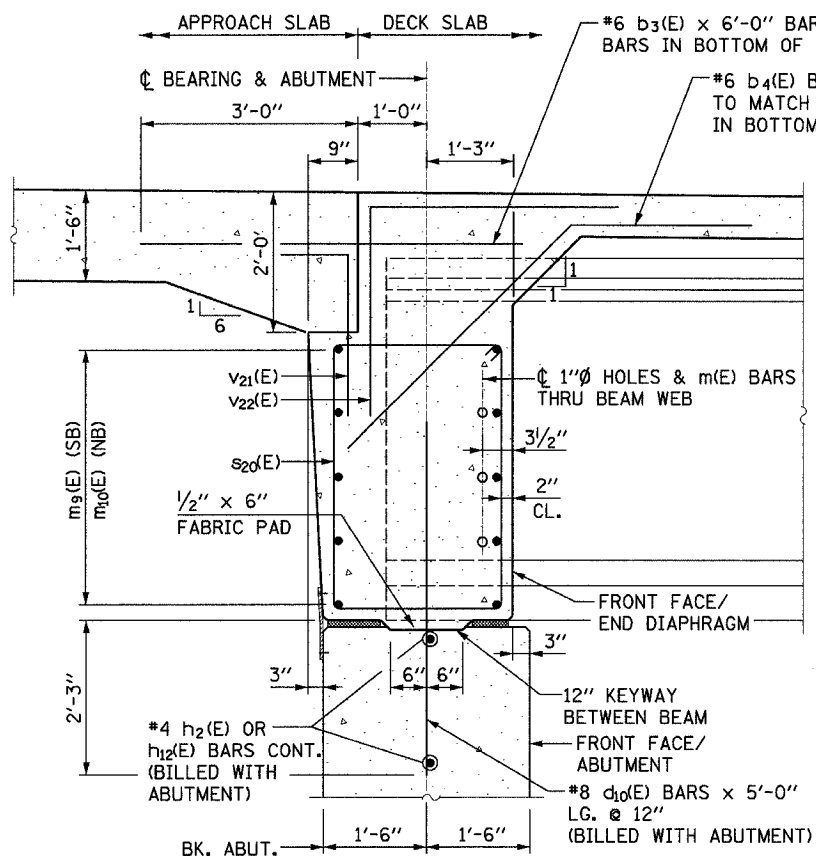
DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG



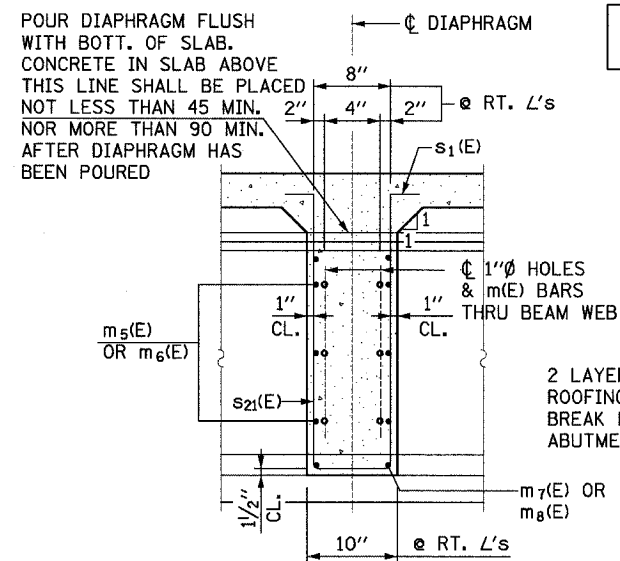
63" PPC BULB T-BEAM DETAILS
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

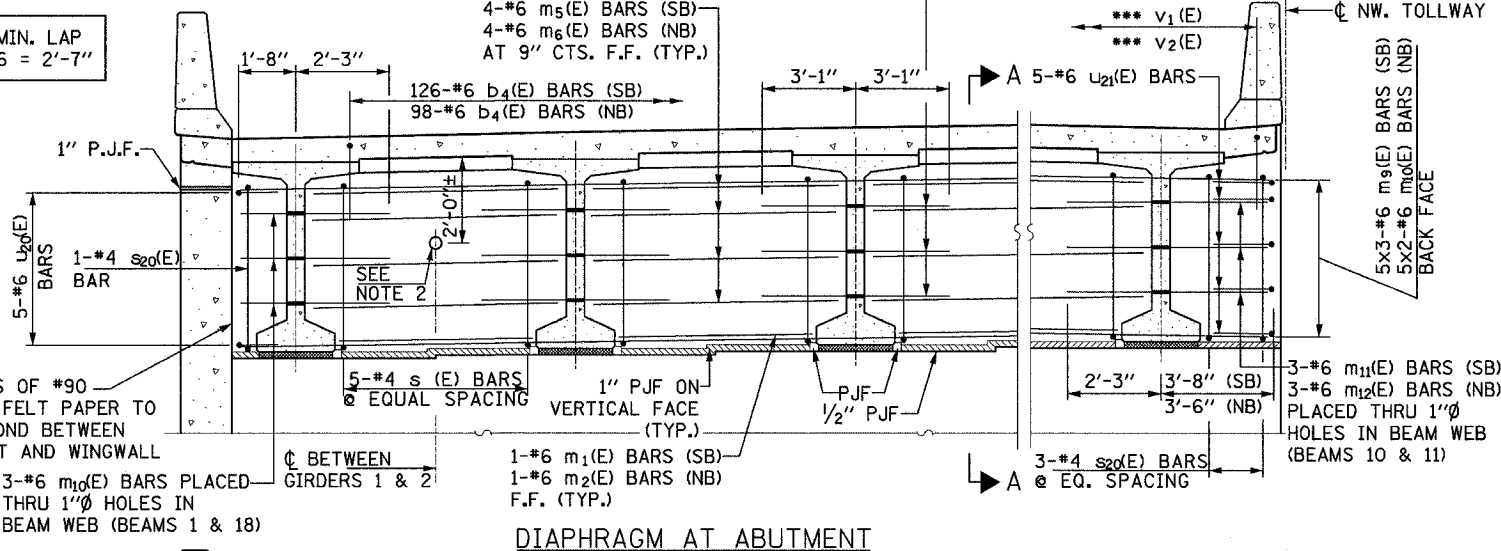
ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. S25 OF SHEETS S47
303	129K	WINNEBAGO	585	204	
FED. ROAD DIST. NO.		ILLINOIS		CONTRACT NO. 64594	



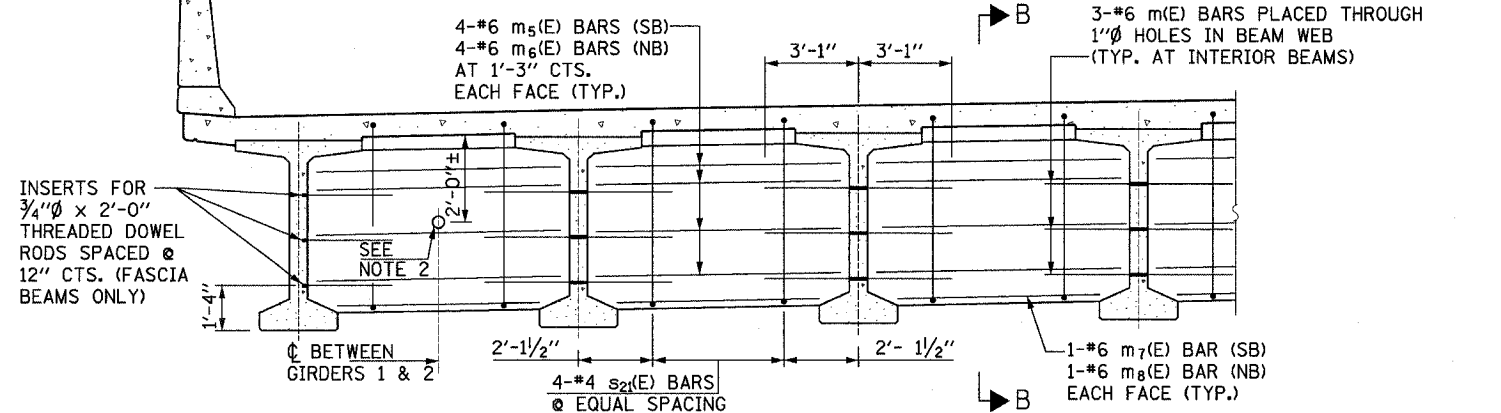
SECTION A-A AT ABUTMENT
(DIMENSIONS ALONG RT. L's TO ABUT., EXCEPT AS NOTED)



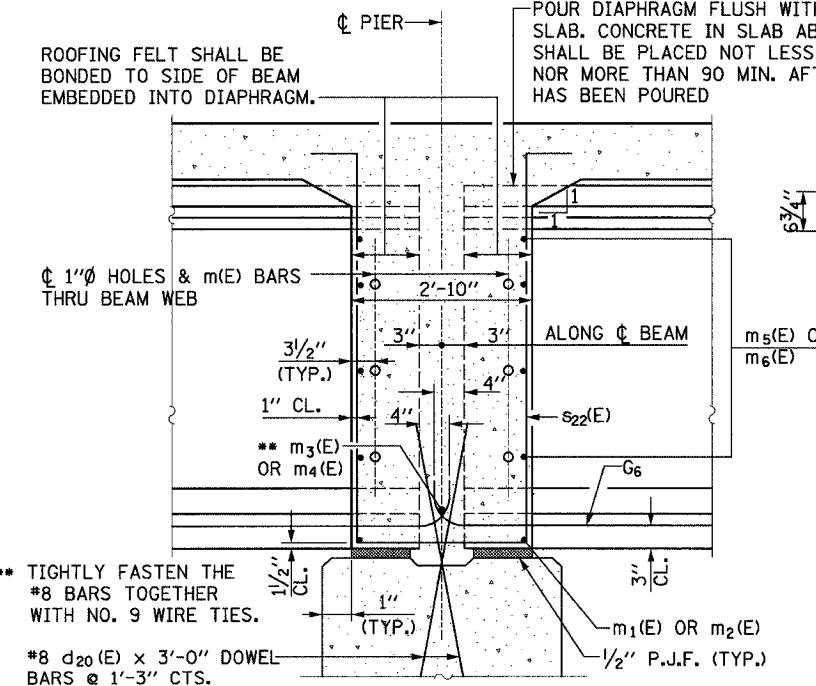
SECTION B-B
AT INTERMEDIATE DIAPHRAGM
(DIMENSIONS ALONG CL OF BEAM,
EXCEPT AS NOTED)



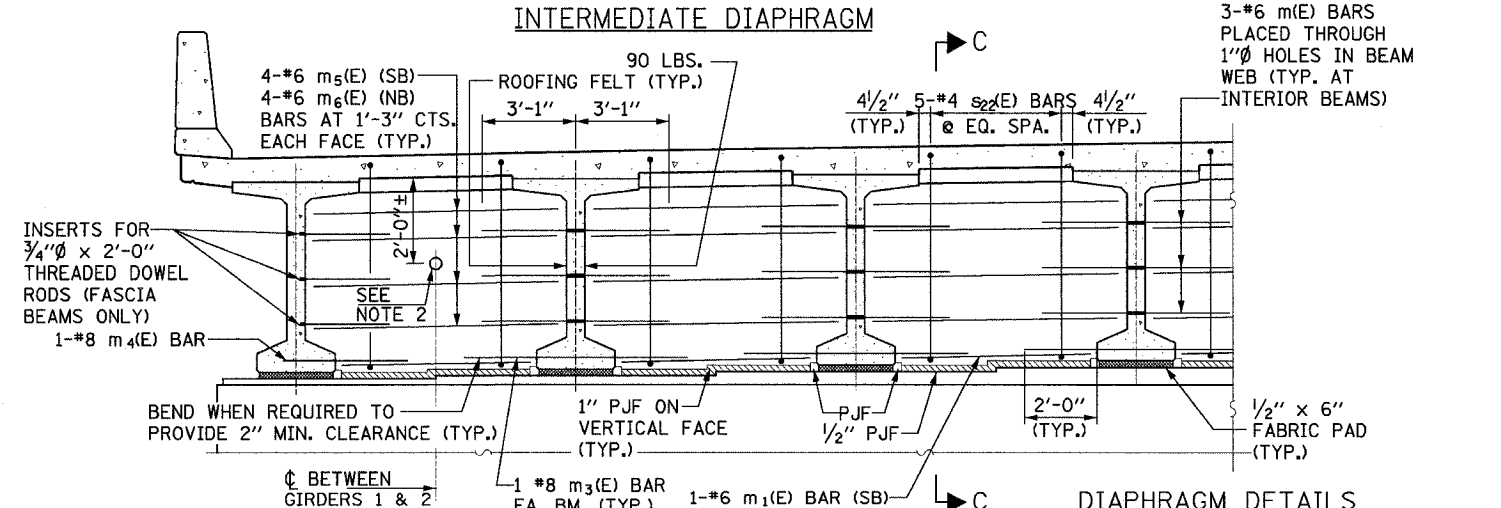
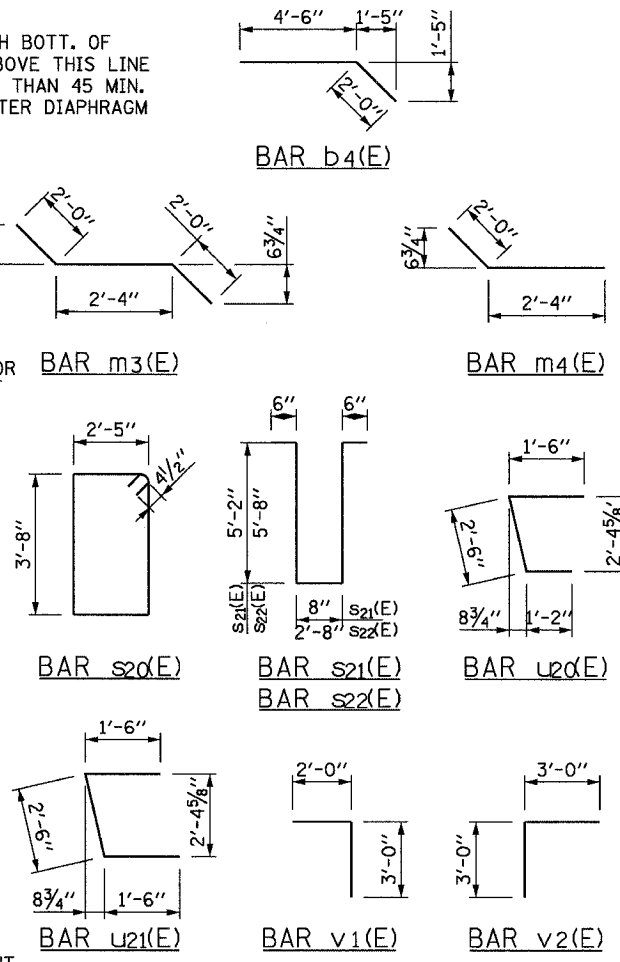
DIAPHRAGM AT ABUTMENT



INTERMEDIATE DIAPHRAGM



SECTION C-C AT PIER
(DIMENSIONS ALONG RT. L's TO PIER, EXCEPT AS NOTED)



DIAPHRAGM DETAILS
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62

- *** 152-#5 v20(E) BARS (SB)
- 128-#5 v20(E) BARS (NB)
- @ 12" CTS. LAP WITH APPROACH SLAB BARS
- DIAPHRAGM AT PIER
- *** 148-#5 v21(E) BARS (SB)
- 124-#5 v21(E) BARS (NB)
- @ 12" CTS. LAP WITH DECK SLAB BARS



S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

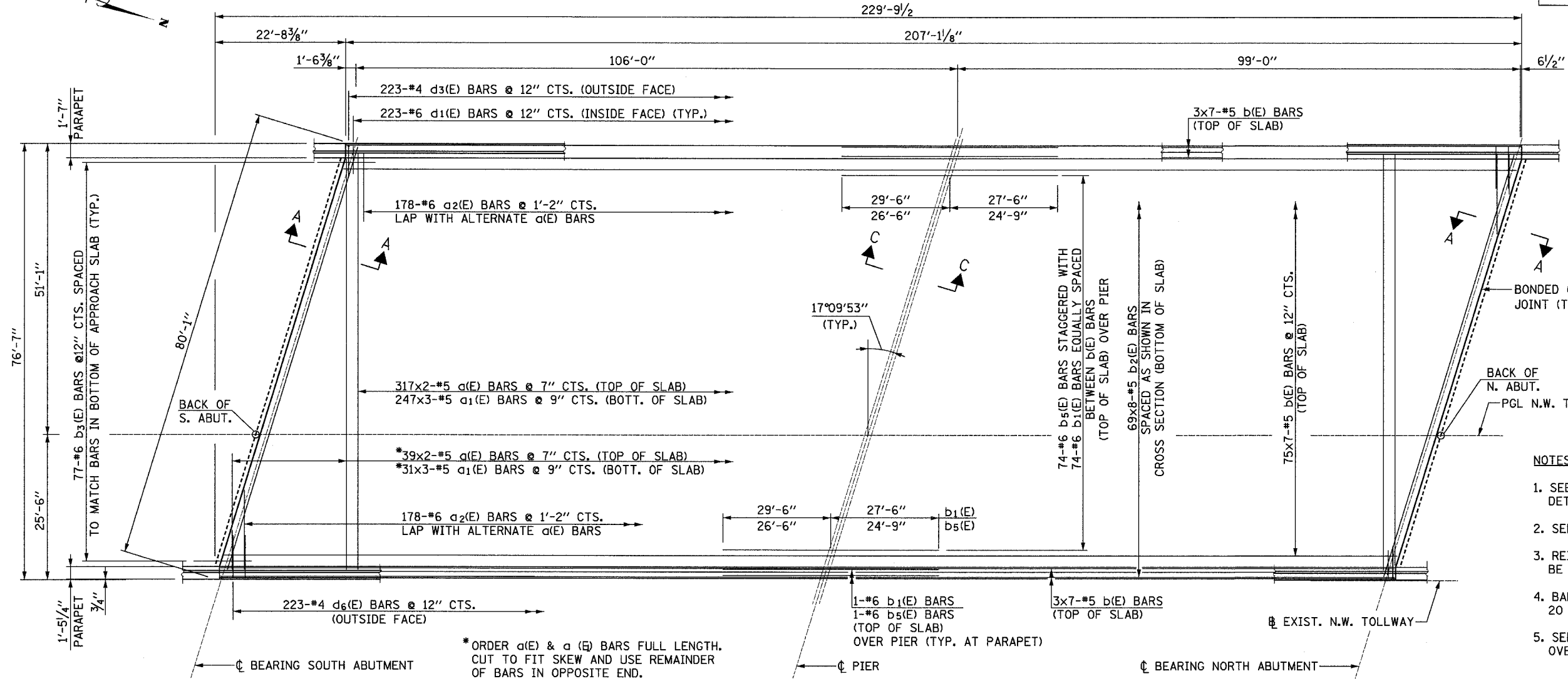
DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG

- NOTES:
- ALL HOLES OR INSERTS IN PIER, ABUTMENT, OR DIAPHRAGM SHALL BE PLACED TO MISS THE PRESTRESSING STRANDS.
 - 5" SCHEDULE 40 PVC PIPE USED AS A SLEEVE FOR FIBER OPTIC CONDUIT. CAST INTO DIAPHRAGM. COST INCLUDED WITH HPC SUPERSTRUCTURE. SPACE TO MISS REINFORCEMENT.

\$\$\$DGNSS
\$\$\$PRSS

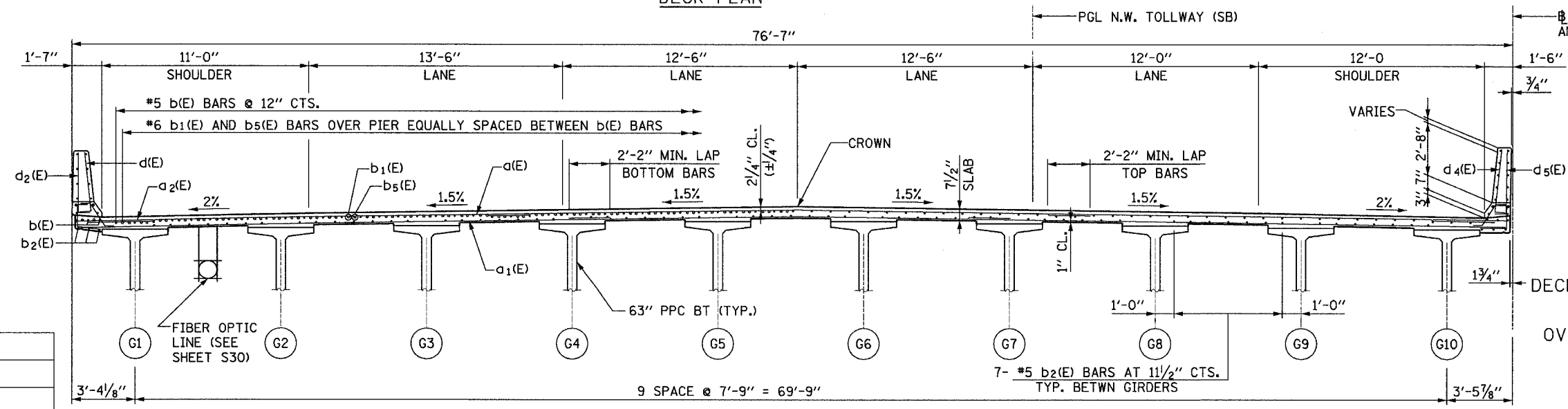
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO. S26 OF SHEETS S47
303	129k	WINNEBAGO	585	205	
F. A. P.		ILLINOIS		FED. AID PROJECT-	
CONTRACT NO. 64594					



DECK PLAN

- NOTES:
1. SEE SHEET S27 FOR SUPERSTRUCTURE DETAILS AND BILL OF MATERIAL.
 2. SEE SHEET S25 FOR SECTION A-A AND C-C.
 3. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
 4. BARS INDICATED THUS 20 X 3 #5 ETC. INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
 5. SEE SHEET S30 FOR DETAILS OF REINFORCEMENT OVER PIER.



CROSS SECTION
(LOOKING NORTH)

DESIGNED	JIG
CHECKED	DA
DRAWN	DCP
CHECKED	JIG



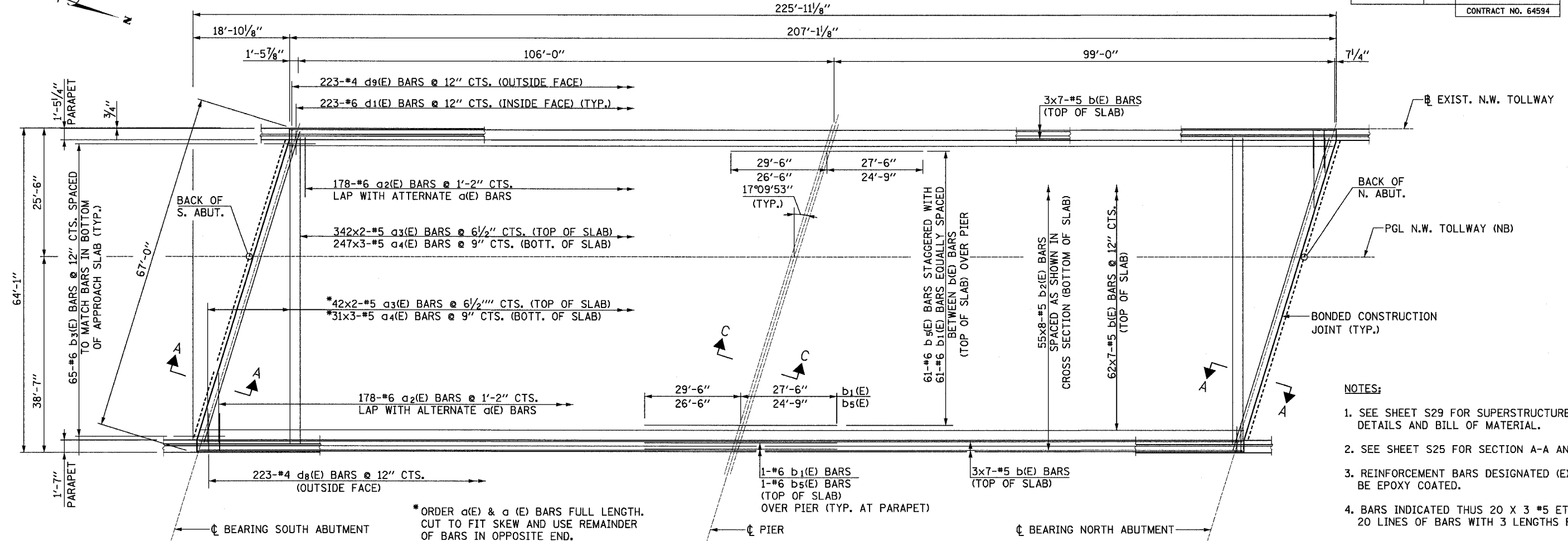
DECK PLAN & CROSS SECTION (SB)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

\$\$\$DGNSS
\$\$\$PRFSS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

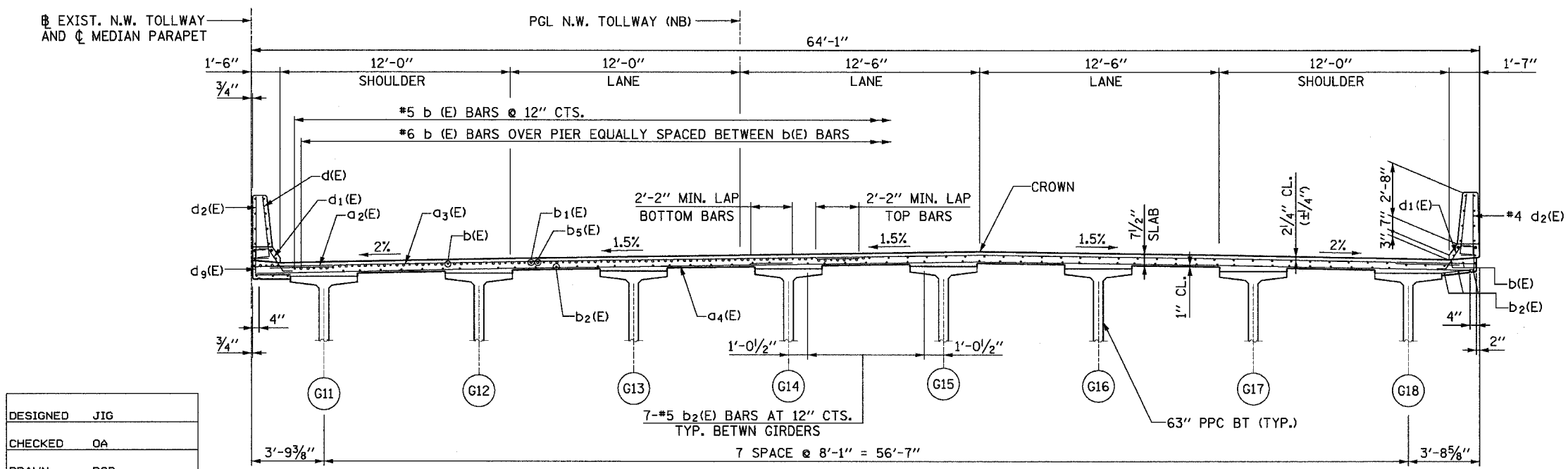
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET
303	129k	WINNEBAGO	585	207
F. A. P.		ILLINOIS FED. AID PROJECT-		
CONTRACT NO. 64594				

SHEET NO. S28
OF SHEETS S47



- NOTES:**
- SEE SHEET S29 FOR SUPERSTRUCTURE DETAILS AND BILL OF MATERIAL.
 - SEE SHEET S25 FOR SECTION A-A AND C-C.
 - REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
 - BARS INDICATED THUS 20 X 3 #5 ETC. INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.

DECK PLAN



CROSS SECTION
(LOOKING NORTH)

DESIGNED	JIG
CHECKED	QA
DRAWN	DCP
CHECKED	JIG

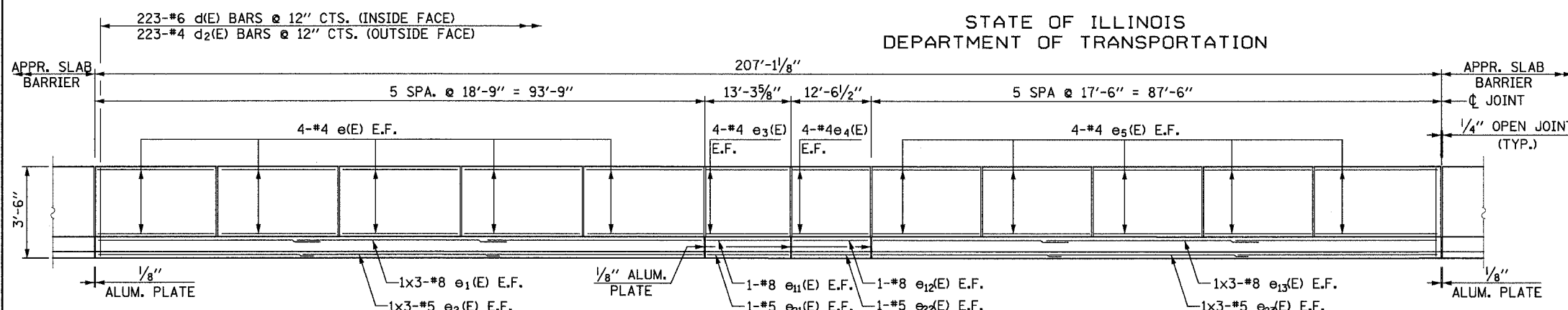
DECK PLAN & CROSS SECTION (NB)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)



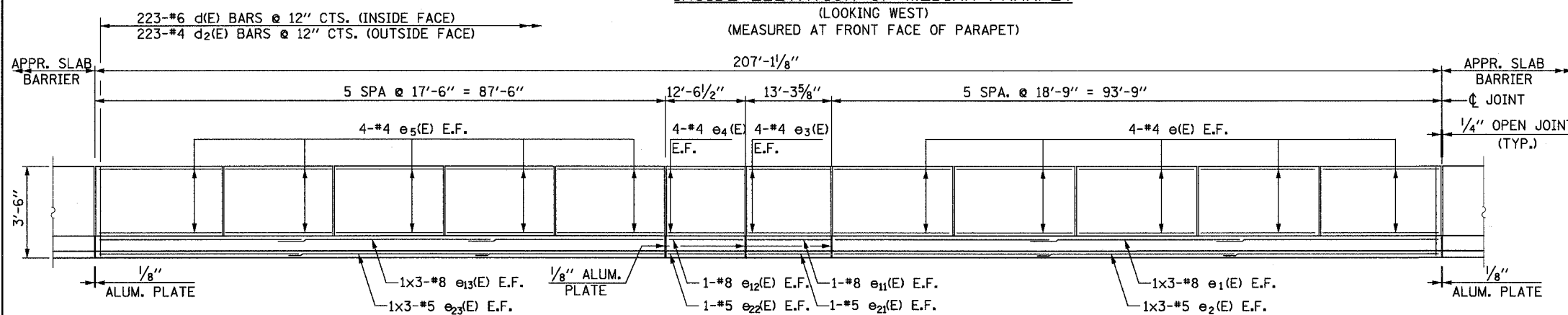
\$\$\$DGNSS
\$\$\$PRFSS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

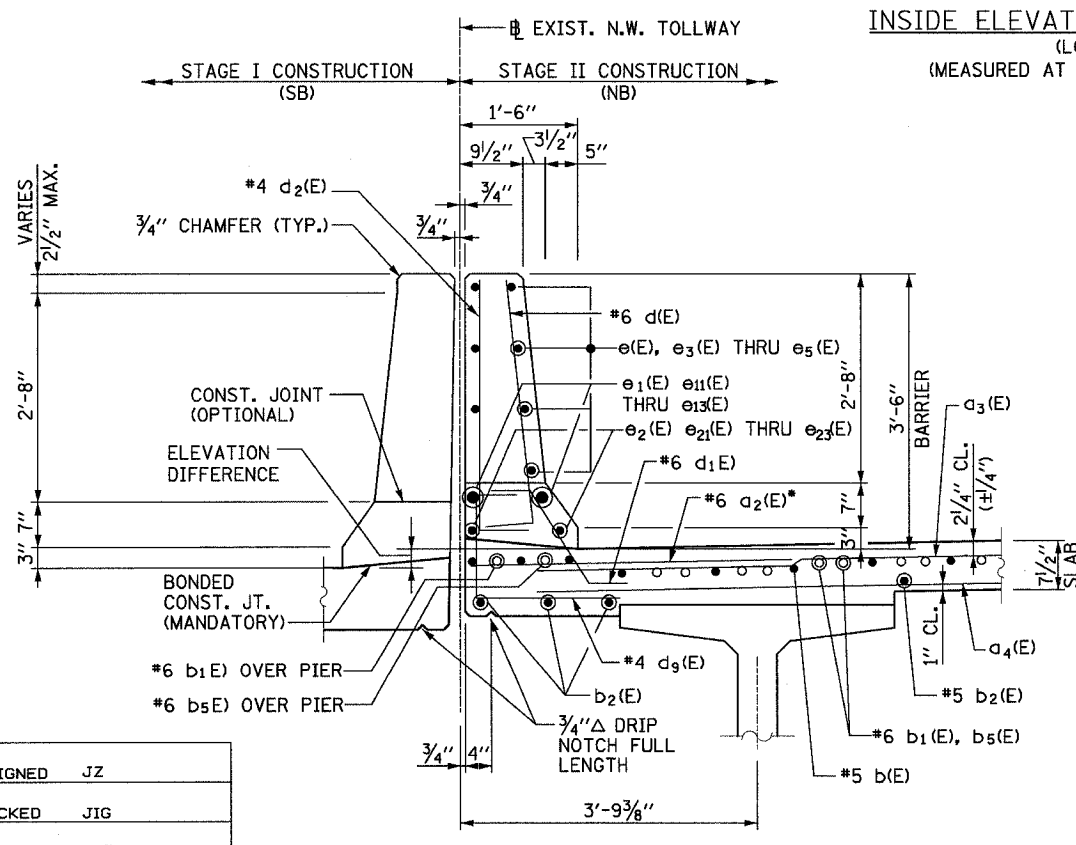
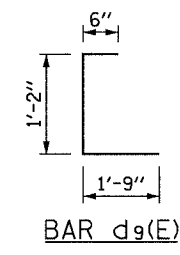
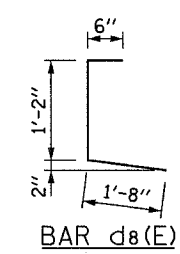
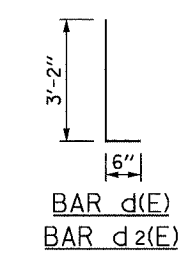
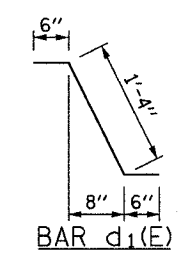
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO. S29
303	129K	WINNEBAGO	585	208
CONTRACT NO. 64594				OF SHEETS S47



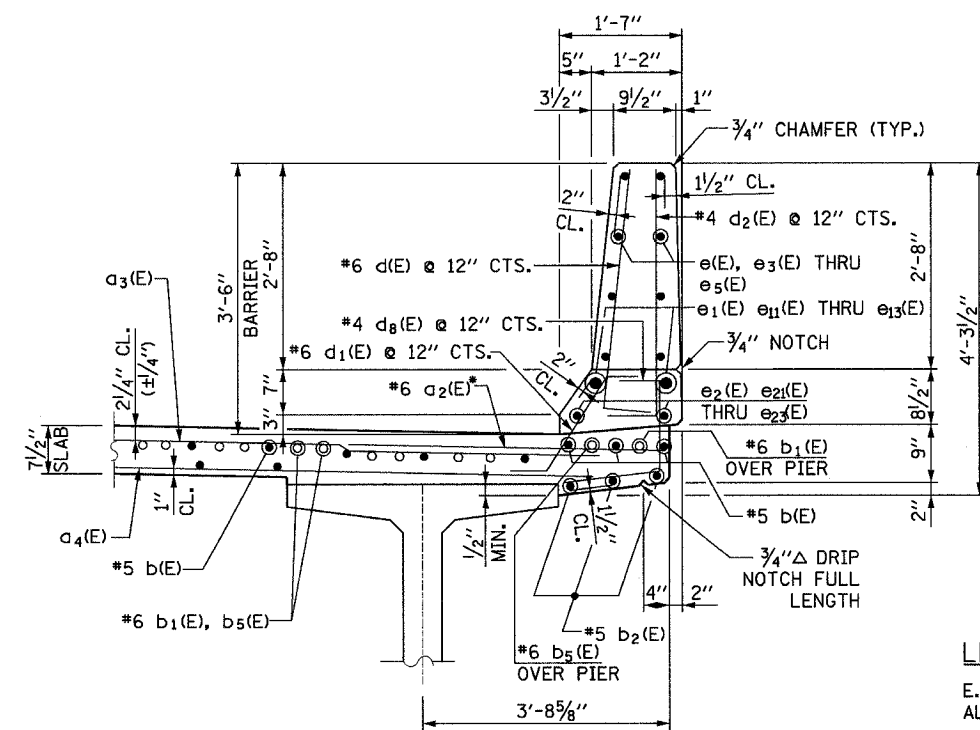
INSIDE ELEVATION OF MEDIAN PARAPET
(LOOKING WEST)
(MEASURED AT FRONT FACE OF PARAPET)



INSIDE ELEVATION OF EAST PARAPET
(LOOKING EAST)
(MEASURED AT FRONT FACE OF PARAPET)



SECTION THRU MEDIAN PARAPET
(LOOKING NORTH)



SECTION THRU EAST PARAPET
(LOOKING NORTH)

DESIGNED	JZ
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG

* LAP WITH ALTERNATE
a3(E) BARS

LEGEND

E.F. - EACH FACE
ALUM. - ALUMINUM



REINFORCING BAR SCHEDULE				
BAR	NO.	SIZE	LENGTH	SHAPE
a2(E)	356	#6	6'-6"	—
a3(E)	768	#5	32'-11"	—
a4(E)	834	#5	22'-8"	—
b(E)	476	#5	30'-8"	—
b1(E)	63	#6	57'-0"	—
b2(E)	440	#5	27'-0"	—
b3(E)	130	#6	6'-0"	—
b4(E)	70	#6	6'-6"	—
b5(E)	63	#6	51'-3"	—
d(E)	446	#6	3'-8"	—
d1(E)	446	#6	2'-4"	—
d2(E)	446	#4	3'-8"	—
d8(E)	223	#4	3'-4"	—
d9(E)	223	#4	3'-5"	—
e(E)	80	#4	18'-6"	—
e1(E)	12	#8	34'-3"	—
e2(E)	12	#5	32'-9"	—
e3(E)	16	#4	13'-1"	—
e4(E)	16	#4	12'-4"	—
e5(E)	80	#4	17'-3"	—
e11(E)	4	#8	13'-1"	—
e12(E)	4	#8	12'-4"	—
e13(E)	12	#8	32'-3"	—
e21(E)	4	#5	13'-1"	—
e22(E)	4	#5	12'-4"	—
e23(E)	12	#5	30'-8"	—
m(E)	114	#6	6'-2"	—
m2(E)	28	#6	5'-10"	—
m3(E)	6	#8	6'-4"	—
m4(E)	2	#8	4'-4"	—
m6(E)	168	#6	7'-7"	—
m8(E)	14	#6	7'-11"	—
m10(E)	20	#6	33'-9"	—
m12(E)	6	#6	5'-11"	—
s20(E)	78	#4	12'-11"	—
s21(E)	28	#4	12'-0"	—
s22(E)	35	#4	15'-0"	—
u20(E)	10	#6	5'-2"	—
u21(E)	10	#6	5'-6"	—
v20(E)	128	#5	5'-0"	—
v21(E)	124	#5	6'-0"	—

BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
50800205	Reinforcement Bars, Epoxy Coated	Pound	108,300
X0323397	High Performance Concrete Superstructure	Cu. Yds.	469.2
50300300	Protective Coat	Cu. Yds.	1,404
50300260	Bridge Deck Grooving	Sq. Yds.	1,358
50300300	Protective Coat (Special)	Cu. Yds.	203

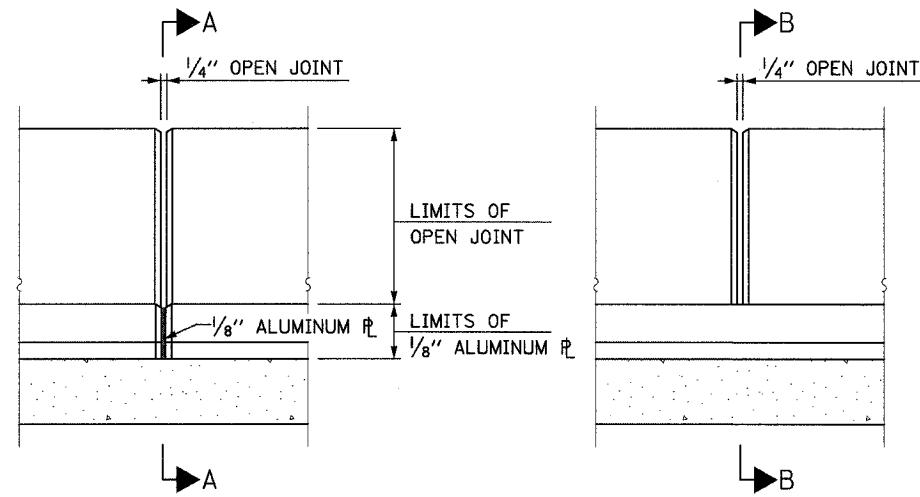
NOTES:

- REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
- FOR b, m, s, u, & v BAR DETAILS, SEE SHEET S25.

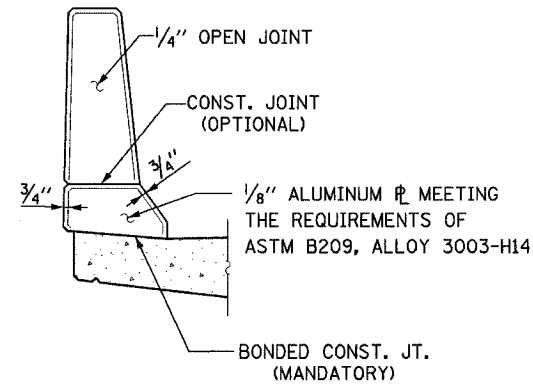
SUPERSTRUCTURE DETAILS (NB)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

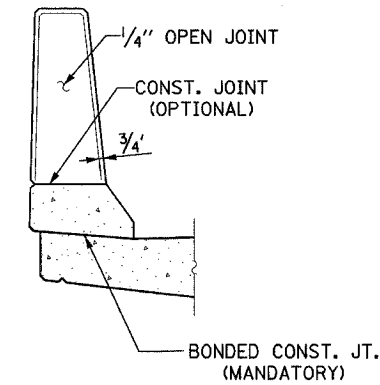
ROUTE NO.	SECTION	COUNTY	DATE SHEETS	SHEET NO.	SHEET NO. S30 OF SHEETS S47
F.A.P. 303	129K	WINNEBAGO	585	209	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-		CONTRACT NO. 64594



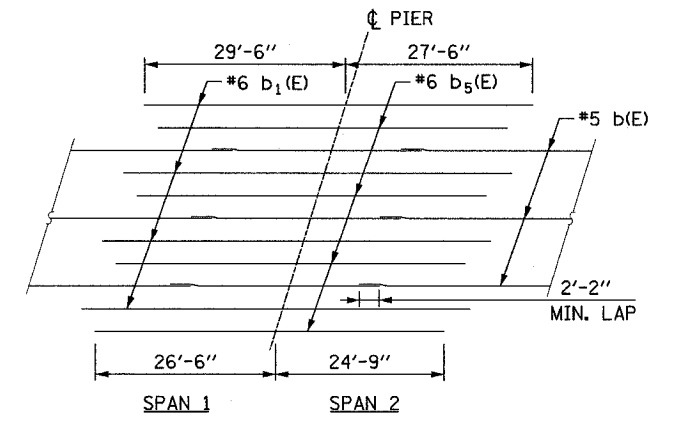
AT AND ADJACENT TO PIER
ELEVATION OF VERTICAL PARAPET JOINT
AT OTHER LOCATIONS



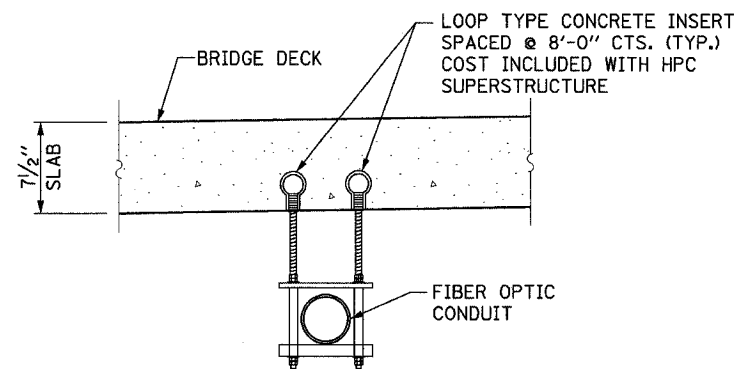
SECTION A-A



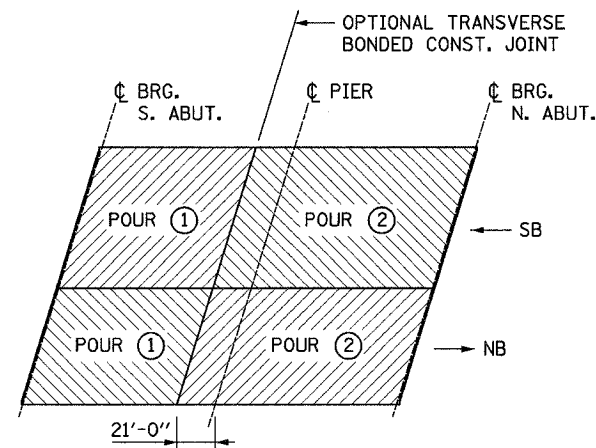
SECTION B-B



NEGATIVE MOMENT REINF. LAYOUT
TOP OF SLAB



FIBER OPTIC CONDUIT
(SEE FIBER OPTIC HANGER
DETAIL SHEET 307)



DECK POUR SEQUENCE PLAN
(S.B. & N.B. STRUCTURES)

NOTE:
ON SLIP-FORMED BARRIERS A 1/4" FULL DEPTH SAWED JOINT MAY BE SUBSTITUTED FOR THE OPEN JOINT AND 1/4" WIDE BY 2" DEPTH SAWED JOINT, BOTH FRONT AND BACK, MAY BE SUBSTITUTED FOR THE ALUMINUM PLATE. THE 2" DEPTH JOINT SHALL BE FILLED WITH A TWO COMPONENT NON-STAINING GRAY SEALING COMPOUND WITH POLYSULFIDE LIQUID POLYMER GUN-GRADE WITH PRIMER.

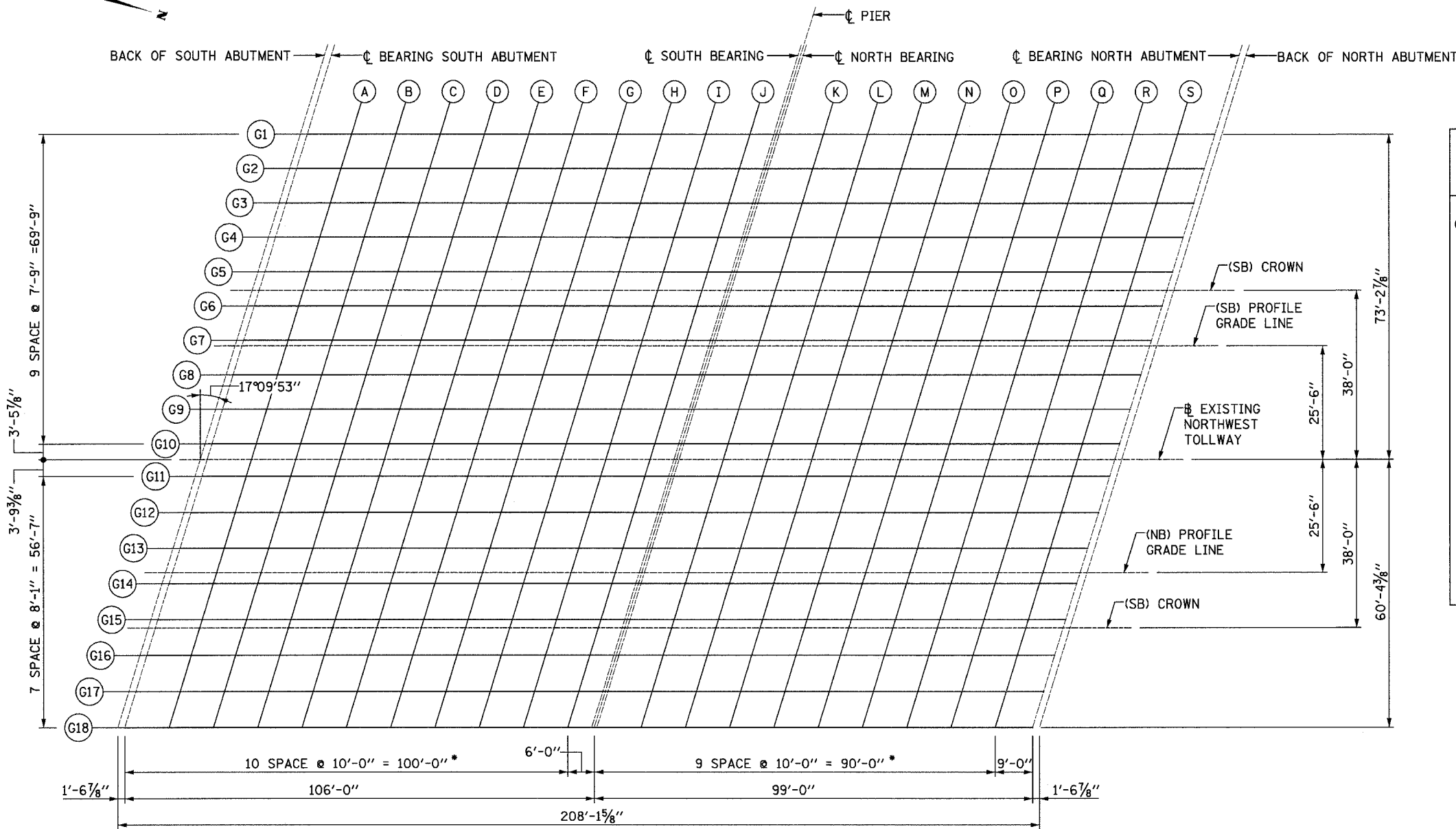
DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG



SUPERSTRUCTURE DETAILS
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO. S31
303	129K	WINNEBAGO	585	210	OF SHEETS S47
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-		CONTRACT NO. 64594



GIRDER 1

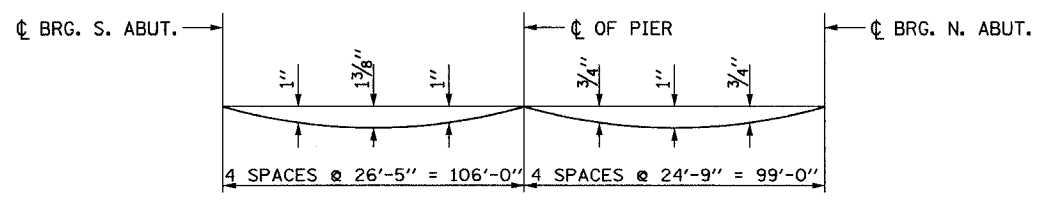
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+97.045	-47.740	914.263	914.263
CL BRG. S. ABUT.	442+98.615	-47.740	914.256	914.256
A	443+08.615	-47.740	914.211	914.243
B	443+18.615	-47.740	914.163	914.224
C	443+28.615	-47.740	914.114	914.198
D	443+38.615	-47.740	914.062	914.163
E	443+48.615	-47.740	914.009	914.118
F	443+58.615	-47.740	913.954	914.061
G	443+68.615	-47.740	913.897	913.993
H	443+78.615	-47.740	913.839	913.915
I	443+88.615	-47.740	913.778	913.828
J	443+98.615	-47.740	913.716	913.735
CL PIER	444+04.615	-47.740	913.677	913.677
K	444+14.615	-47.740	913.612	913.638
L	444+24.615	-47.740	913.544	913.594
M	444+34.615	-47.740	913.475	913.543
N	444+44.615	-47.740	913.404	913.484
O	444+54.615	-47.740	913.331	913.415
P	444+64.615	-47.740	913.256	913.335
Q	444+74.615	-47.740	913.180	913.246
R	444+84.615	-47.740	913.101	913.149
S	444+94.615	-47.740	913.021	913.045
CL BRG. N. ABUT.	445+03.615	-47.740	912.947	912.947
BK. N. ABUT.	445+05.185	-47.740	912.934	912.934

NOTE:
ELEVATIONS SHOWN ARE TO TOP OF CONCRETE.

• MEASURED ALONG CENTERLINE OF GIRDER

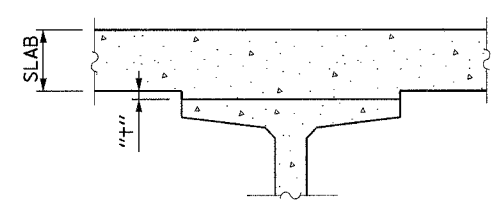
PLAN

(PLAN VIEW SHOWING LOCATIONS OF TOP OF DECK ELEVATIONS)



DEAD LOAD DEFLECTION DIAGRAM
(INCLUDES WEIGHT OF CONCRETE SLAB 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.



FILLET HEIGHTS

TO DETERMINE "t": AFTER ALL PRECAST PRESTRESSED BEAMS HAVE BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT INTERVALS SHOWN ABOVE. THESE ELEVATIONS SUBTRACTED FROM THE "THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS" MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "t" ABOVE TOP OF FLANGES OF BEAMS.

DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG

TOP OF SLAB ELEVATION LAYOUT
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
GIRDER 3

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET
303	129K	WINNEBAGO	585	211
F. A. P.		CONTRACT NO. 64594		

SHEET NO. S32
OF SHEETS S47

GIRDER 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+94.651	-39.990	914.429	914.429
☉ BRG. S. ABUT.	442+96.221	-39.990	914.422	914.422
A	443+06.221	-39.990	914.377	914.409
B	443+16.221	-39.990	914.330	914.391
C	443+26.221	-39.990	914.281	914.365
D	443+36.221	-39.990	914.230	914.331
E	443+46.221	-39.990	914.177	914.285
F	443+56.221	-39.990	914.123	914.229
G	443+66.221	-39.990	914.066	914.162
H	443+76.221	-39.990	914.008	914.084
I	443+86.221	-39.990	913.948	913.998
J	443+96.221	-39.990	913.886	913.905
☉ PIER	444+02.221	-39.990	913.848	913.848
K	444+12.221	-39.990	913.783	913.809
L	444+22.221	-39.990	913.716	913.765
M	444+32.221	-39.990	913.647	913.715
N	444+42.221	-39.990	913.576	913.656
O	444+52.221	-39.990	913.504	913.587
P	444+62.221	-39.990	913.430	913.508
Q	444+72.221	-39.990	913.353	913.420
R	444+82.221	-39.990	913.275	913.323
S	444+92.221	-39.990	913.195	913.219
☉ BRG. N. ABUT.	445+01.221	-39.990	913.122	913.122
BK. N. ABUT.	445+02.791	-39.990	913.109	913.109

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+92.257	-32.240	914.563	914.563
☉ BRG. S. ABUT.	442+93.827	-32.240	914.556	914.556
A	443+03.827	-32.240	914.512	914.544
B	443+13.827	-32.240	914.465	914.526
C	443+23.827	-32.240	914.416	914.501
D	443+33.827	-32.240	914.366	914.467
E	443+43.827	-32.240	914.314	914.422
F	443+53.827	-32.240	914.260	914.366
G	443+63.827	-32.240	914.204	914.299
H	443+73.827	-32.240	914.146	914.222
I	443+83.827	-32.240	914.086	914.136
J	443+93.827	-32.240	914.024	914.044
☉ PIER	443+99.827	-32.240	913.987	913.987
K	444+09.827	-32.240	913.922	913.948
L	444+19.827	-32.240	913.856	913.905
M	444+29.827	-32.240	913.787	913.855
N	444+39.827	-32.240	913.717	913.797
O	444+49.827	-32.240	913.645	913.728
P	444+59.827	-32.240	913.571	913.650
Q	444+69.827	-32.240	913.495	913.562
R	444+79.827	-32.240	913.418	913.465
S	444+89.827	-32.240	913.338	913.362
☉ BRG. N. ABUT.	444+98.827	-32.240	913.265	913.265
BK. N. ABUT.	445+00.397	-32.240	913.252	913.252

GIRDER 4

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+89.863	-24.490	914.690	914.690
☉ BRG. S. ABUT.	442+91.433	-24.490	914.683	914.683
A	443+01.433	-24.490	914.639	914.671
B	443+11.433	-24.490	914.592	914.654
C	443+21.433	-24.490	914.544	914.629
D	443+31.433	-24.490	914.494	914.595
E	443+41.433	-24.490	914.443	914.551
F	443+51.433	-24.490	914.389	914.495
G	443+61.433	-24.490	914.333	914.429
H	443+71.433	-24.490	914.276	914.352
I	443+81.433	-24.490	914.217	914.267
J	443+91.433	-24.490	914.156	914.175
☉ PIER	443+97.433	-24.490	914.118	914.118
K	444+07.433	-24.490	914.054	914.080
L	444+17.433	-24.490	913.988	914.038
M	444+27.433	-24.490	913.920	913.988
N	444+37.433	-24.490	913.850	913.930
O	444+47.433	-24.490	913.779	913.862
P	444+57.433	-24.490	913.705	913.784
Q	444+67.433	-24.490	913.630	913.696
R	444+77.433	-24.490	913.553	913.600
S	444+87.433	-24.490	913.474	913.498
☉ BRG. N. ABUT.	444+96.433	-24.490	913.401	913.401
BK. N. ABUT.	444+98.003	-24.490	913.388	913.388

GIRDER 5

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+87.470	-16.740	914.816	914.816
☉ BRG. S. ABUT.	442+89.039	-16.740	914.810	914.810
A	442+99.039	-16.740	914.766	914.798
B	443+09.039	-16.740	914.720	914.781
C	443+19.039	-16.740	914.672	914.757
D	443+29.039	-16.740	914.623	914.724
E	443+39.039	-16.740	914.571	914.680
F	443+49.039	-16.740	914.518	914.625
G	443+59.039	-16.740	914.463	914.558
H	443+69.039	-16.740	914.406	914.482
I	443+79.039	-16.740	914.347	914.397
J	443+89.039	-16.740	914.287	914.306
☉ PIER	443+95.039	-16.740	914.249	914.249
K	444+05.039	-16.740	914.186	914.212
L	444+15.039	-16.740	914.120	914.170
M	444+25.039	-16.740	914.053	914.121
N	444+35.039	-16.740	913.983	914.063
O	444+45.039	-16.740	913.912	913.996
P	444+55.039	-16.740	913.839	913.918
Q	444+65.039	-16.740	913.764	913.831
R	444+75.039	-16.740	913.688	913.735
S	444+85.039	-16.740	913.609	913.633
☉ BRG. N. ABUT.	444+94.039	-16.740	913.537	913.537
BK. N. ABUT.	444+95.609	-16.740	913.524	913.524

S.B. CROWN

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+86.160	-12.500	914.886	914.886
☉ BRG. S. ABUT.	442+87.730	-12.500	914.879	914.879
A	442+97.730	-12.500	914.835	914.867
B	443+07.730	-12.500	914.790	914.851
C	443+17.730	-12.500	914.742	914.827
D	443+27.730	-12.500	914.693	914.794
E	443+37.730	-12.500	914.642	914.750
F	443+47.730	-12.500	914.589	914.695
G	443+57.730	-12.500	914.534	914.629
H	443+67.730	-12.500	914.477	914.553
I	443+77.730	-12.500	914.419	914.469
J	443+87.730	-12.500	914.358	914.378
☉ PIER	443+93.730	-12.500	914.321	914.321
K	444+03.730	-12.500	914.258	914.284
L	444+13.730	-12.500	914.192	914.242
M	444+23.730	-12.500	914.125	914.193
N	444+33.730	-12.500	914.056	914.136
O	444+43.730	-12.500	913.985	914.069
P	444+53.730	-12.500	913.913	913.991
Q	444+63.730	-12.500	913.838	913.904
R	444+73.730	-12.500	913.762	913.809
S	444+83.730	-12.500	913.683	913.707
☉ BRG. N. ABUT.	444+92.730	-12.500	913.611	913.611
BK. N. ABUT.	444+94.300	-12.500	913.598	913.598

GIRDER 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+85.076	-8.990	914.837	914.837
☉ BRG. S. ABUT.	442+86.646	-8.990	914.831	914.831
A	442+96.646	-8.990	914.787	914.819
B	443+06.646	-8.990	914.742	914.803
C	443+16.646	-8.990	914.695	914.780
D	443+26.646	-8.990	914.646	914.747
E	443+36.646	-8.990	914.595	914.703
F	443+46.646	-8.990	914.542	914.648
G	443+56.646	-8.990	914.487	914.583
H	443+66.646	-8.990	914.431	914.507
I	443+76.646	-8.990	914.373	914.423
J	443+86.646	-8.990	914.312	914.332
☉ PIER	443+92.646	-8.990	914.275	914.275
K	444+02.646	-8.990	914.212	914.238
L	444+12.646	-8.990	914.147	914.197
M	444+22.646	-8.990	914.080	914.148
N	444+32.646	-8.990	914.011	914.091
O	444+42.646	-8.990	913.940	914.024
P	444+52.646	-8.990	913.868	913.947
Q	444+62.646	-8.990	913.794	913.860
R	444+72.646	-8.990	913.717	913.765
S	444+82.646	-8.990	913.639	913.663
☉ BRG. N. ABUT.	444+91.646	-8.990	913.567	913.567
BK. N. ABUT.	444+93.216	-8.990	913.554	913.554

TOP OF SLAB ELEVATION (TABLE I)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG

NOTE:
ELEVATIONS SHOWN ARE TO TOP OF CONCRETE.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
S.B. PROFILE GRADE

ROUTE NO.	SECTION	COUNTY	FEET	SHEET NO.
303	129k	WINNEBAGO	585	212
F. A. P.		ILLINOIS		
FED. ROAD DIST. NO.		FED. AID PROJECT-		
CONTRACT NO. 64594				

SHEET NO. S33
OF SHEETS S47

GIRDER 7

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+82.682	-1.240	914.731	914.731
☉ BRG. S. ABUT.	442+84.252	-1.240	914.725	914.725
A	442+94.252	-1.240	914.682	914.714
B	443+04.252	-1.240	914.637	914.698
C	443+14.252	-1.240	914.590	914.675
D	443+24.252	-1.240	914.541	914.642
E	443+34.252	-1.240	914.491	914.599
F	443+44.252	-1.240	914.439	914.545
G	443+54.252	-1.240	914.384	914.480
H	443+64.252	-1.240	914.328	914.404
I	443+74.252	-1.240	914.270	914.320
J	443+84.252	-1.240	914.211	914.230
☉ PIER	443+90.252	-1.240	914.174	914.174
K	444+00.252	-1.240	914.111	914.137
L	444+10.252	-1.240	914.046	914.096
M	444+20.252	-1.240	913.980	914.048
N	444+30.252	-1.240	913.912	913.991
O	444+40.252	-1.240	913.841	913.925
P	444+50.252	-1.240	913.769	913.848
Q	444+60.252	-1.240	913.695	913.767
R	444+70.252	-1.240	913.619	913.667
S	444+80.252	-1.240	913.542	913.565
☉ BRG. N. ABUT.	444+89.252	-1.240	913.470	913.470
BK. N. ABUT.	444+90.822	-1.240	913.458	913.458

GIRDER 8

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+80.288	6.510	914.625	914.625
☉ BRG. S. ABUT.	442+81.858	6.510	914.618	914.618
A	442+91.858	6.510	914.576	914.608
B	443+01.858	6.510	914.531	914.593
C	443+11.858	6.510	914.485	914.570
D	443+21.858	6.510	914.437	914.538
E	443+31.858	6.510	914.387	914.495
F	443+41.858	6.510	914.335	914.441
G	443+51.858	6.510	914.281	914.377
H	443+61.858	6.510	914.226	914.302
I	443+71.858	6.510	914.168	914.218
J	443+81.858	6.510	914.109	914.128
☉ PIER	443+87.858	6.510	914.072	914.072
K	443+97.858	6.510	914.010	914.036
L	444+07.858	6.510	913.946	913.995
M	444+17.858	6.510	913.880	913.948
N	444+27.858	6.510	913.812	913.891
O	444+37.858	6.510	913.742	913.825
P	444+47.858	6.510	913.670	913.749
Q	444+57.858	6.510	913.597	913.663
R	444+67.858	6.510	913.521	913.569
S	444+77.858	6.510	913.444	913.468
☉ BRG. N. ABUT.	444+86.858	6.510	913.373	913.373
BK. N. ABUT.	444+88.428	6.510	913.361	913.361

GIRDER 9

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+77.894	14.260	914.507	914.507
☉ BRG. S. ABUT.	442+79.464	14.260	914.501	914.501
A	442+89.464	14.260	914.459	914.491
B	442+99.464	14.260	914.415	914.476
C	443+09.464	14.260	914.369	914.454
D	443+19.464	14.260	914.321	914.422
E	443+29.464	14.260	914.272	914.380
F	443+39.464	14.260	914.220	914.327
G	443+49.464	14.260	914.167	914.262
H	443+59.464	14.260	914.112	914.188
I	443+69.464	14.260	914.055	914.105
J	443+79.464	14.260	913.996	914.015
☉ PIER	443+85.464	14.260	913.959	913.959
K	443+95.464	14.260	913.898	913.924
L	444+05.464	14.260	913.834	913.883
M	444+15.464	14.260	913.768	913.836
N	444+25.464	14.260	913.701	913.780
O	444+35.464	14.260	913.631	913.715
P	444+45.464	14.260	913.560	913.639
Q	444+55.464	14.260	913.487	913.554
R	444+65.464	14.260	913.412	913.460
S	444+75.464	14.260	913.335	913.359
☉ BRG. N. ABUT.	444+84.464	14.260	913.265	913.265
BK. N. ABUT.	444+86.034	14.260	913.252	913.252

GIRDER 10

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+75.501	22.010	914.362	914.362
☉ BRG. S. ABUT.	442+77.070	22.010	914.356	914.356
A	442+87.070	22.010	914.314	914.346
B	442+97.070	22.010	914.270	914.332
C	443+07.070	22.010	914.225	914.310
D	443+17.070	22.010	914.178	914.279
E	443+27.070	22.010	914.129	914.237
F	443+37.070	22.010	914.078	914.184
G	443+47.070	22.010	914.025	914.120
H	443+57.070	22.010	913.970	914.046
I	443+67.070	22.010	913.913	913.963
J	443+77.070	22.010	913.855	913.874
☉ PIER	443+83.070	22.010	913.819	913.819
K	443+93.070	22.010	913.758	913.784
L	444+03.070	22.010	913.694	913.744
M	444+13.070	22.010	913.629	913.697
N	444+23.070	22.010	913.562	913.642
O	444+33.070	22.010	913.493	913.576
P	444+43.070	22.010	913.422	913.501
Q	444+53.070	22.010	913.350	913.416
R	444+63.070	22.010	913.275	913.323
S	444+73.070	22.010	913.199	913.223
☉ BRG. N. ABUT.	444+82.070	22.010	913.129	913.129
BK. N. ABUT.	444+83.640	22.010	913.116	913.116

DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG

NOTE:
ELEVATIONS SHOWN ARE TO TOP OF CONCRETE.



TOP OF SLAB ELEVATION (TABLE II)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
GIRDER 12

ROUTE NO.	SECTION	COUNTY	JOB NO.	SHEET NO.
303	129K	WINNEBAGO	585	213
F. A. P.		ILLINOIS		
FED. ROAD DIST. NO.		FED. AID PROJECT-		
CONTRACT NO. 64594				

SHEET NO. S34
OF SHEETS S47

GIRDER 11

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+73.101	-21.219	914.598	914.598
☉ BRG. S. ABUT.	442+74.671	-21.219	914.591	914.591
A	442+84.671	-21.219	914.544	914.577
B	442+94.671	-21.219	914.495	914.559
C	443+04.671	-21.219	914.444	914.532
D	443+14.671	-21.219	914.391	914.496
E	443+24.671	-21.219	914.337	914.449
F	443+34.671	-21.219	914.280	914.390
G	443+44.671	-21.219	914.221	914.320
H	443+54.671	-21.219	914.160	914.239
I	443+64.671	-21.219	914.098	914.150
J	443+74.671	-21.219	914.033	914.053
☉ PIER	443+80.671	-21.219	913.993	913.993
K	443+90.671	-21.219	913.925	913.953
L	444+00.671	-21.219	913.855	913.907
M	444+10.671	-21.219	913.784	913.854
N	444+20.671	-21.219	913.710	913.792
O	444+30.671	-21.219	913.634	913.720
P	444+40.671	-21.219	913.556	913.638
Q	444+50.671	-21.219	913.476	913.545
R	444+60.671	-21.219	913.394	913.444
S	444+70.671	-21.219	913.311	913.335
☉ BRG. N. ABUT.	444+79.671	-21.219	913.233	913.233
BK. N. ABUT.	444+81.241	-21.219	913.220	913.220

N.B. PROFILE GRADE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+66.547	0.000	914.992	914.992
☉ BRG. S. ABUT.	442+68.117	0.000	914.985	914.985
A	442+78.117	0.000	914.939	914.972
B	442+88.117	0.000	914.892	914.955
C	442+98.117	0.000	914.842	914.930
D	443+08.117	0.000	914.791	914.895
E	443+18.117	0.000	914.737	914.850
F	443+28.117	0.000	914.682	914.792
G	443+38.117	0.000	914.624	914.723
H	443+48.117	0.000	914.565	914.644
I	443+58.117	0.000	914.503	914.555
J	443+68.117	0.000	914.440	914.460
☉ PIER	443+74.117	0.000	914.401	914.401
K	443+84.117	0.000	914.334	914.362
L	443+94.117	0.000	914.266	914.317
M	444+04.117	0.000	914.195	914.266
N	444+14.117	0.000	914.123	914.205
O	444+24.117	0.000	914.048	914.134
P	444+34.117	0.000	913.972	914.053
Q	444+44.117	0.000	913.893	913.962
R	444+54.117	0.000	913.813	913.862
S	444+64.117	0.000	913.730	913.755
☉ BRG. N. ABUT.	444+73.117	0.000	913.654	913.654
BK. N. ABUT.	444+74.687	0.000	913.641	913.641

DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG

GIRDER 14

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+65.611	3.031	915.041	915.041
☉ BRG. S. ABUT.	442+67.181	3.031	915.034	915.034
A	442+77.181	3.031	914.989	915.022
B	442+87.181	3.031	914.942	915.005
C	442+97.181	3.031	914.892	914.980
D	443+07.181	3.031	914.841	914.946
E	443+17.181	3.031	914.788	914.900
F	443+27.181	3.031	914.732	914.843
G	443+37.181	3.031	914.675	914.774
H	443+47.181	3.031	914.616	914.695
I	443+57.181	3.031	914.555	914.607
J	443+67.181	3.031	914.492	914.512
☉ PIER	443+73.181	3.031	914.453	914.453
K	443+83.181	3.031	914.386	914.413
L	443+93.181	3.031	914.318	914.369
M	444+03.181	3.031	914.247	914.318
N	444+13.181	3.031	914.175	914.258
O	444+23.181	3.031	914.101	914.187
P	444+33.181	3.031	914.024	914.106
Q	444+43.181	3.031	913.946	914.015
R	444+53.181	3.031	913.866	913.915
S	444+63.181	3.031	913.783	913.808
☉ BRG. N. ABUT.	444+72.181	3.031	913.708	913.708
BK. N. ABUT.	444+73.751	3.031	913.694	913.694

GIRDER 13

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+68.108	-5.052	914.909	914.909
☉ BRG. S. ABUT.	442+69.677	-5.052	914.902	914.902
A	442+79.677	-5.052	914.856	914.889
B	442+89.677	-5.052	914.808	914.872
C	442+99.677	-5.052	914.758	914.846
D	443+09.677	-5.052	914.707	914.811
E	443+19.677	-5.052	914.653	914.765
F	443+29.677	-5.052	914.597	914.708
G	443+39.677	-5.052	914.539	914.638
H	443+49.677	-5.052	914.480	914.559
I	443+59.677	-5.052	914.418	914.470
J	443+69.677	-5.052	914.354	914.374
☉ PIER	443+75.677	-5.052	914.315	914.315
K	443+85.677	-5.052	914.248	914.275
L	443+95.677	-5.052	914.179	914.231
M	444+05.677	-5.052	914.108	914.179
N	444+15.677	-5.052	914.035	914.118
O	444+25.677	-5.052	913.961	914.047
P	444+35.677	-5.052	913.884	913.965
Q	444+45.677	-5.052	913.805	913.874
R	444+55.677	-5.052	913.724	913.773
S	444+65.677	-5.052	913.641	913.666
☉ BRG. N. ABUT.	444+74.677	-5.052	913.565	913.565
BK. N. ABUT.	444+76.247	-5.052	913.552	913.552

GIRDER 15

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+63.114	11.115	915.173	915.173
☉ BRG. S. ABUT.	442+64.684	11.115	915.167	915.167
A	442+74.684	11.115	915.122	915.155
B	442+84.684	11.115	915.075	915.138
C	442+94.684	11.115	915.026	915.114
D	443+04.684	11.115	914.975	915.080
E	443+14.684	11.115	914.923	915.035
F	443+24.684	11.115	914.868	914.978
G	443+34.684	11.115	914.811	914.910
H	443+44.684	11.115	914.752	914.831
I	443+54.684	11.115	914.691	914.743
J	443+64.684	11.115	914.629	914.649
☉ PIER	443+70.684	11.115	914.590	914.590
K	443+80.684	11.115	914.524	914.551
L	443+90.684	11.115	914.456	914.508
M	444+00.684	11.115	914.386	914.457
N	444+10.684	11.115	914.315	914.397
O	444+20.684	11.115	914.241	914.327
P	444+30.684	11.115	914.165	914.246
Q	444+40.684	11.115	914.087	914.156
R	444+50.684	11.115	914.007	914.056
S	444+60.684	11.115	913.925	913.950
☉ BRG. N. ABUT.	444+69.684	11.115	913.850	913.850
BK. N. ABUT.	444+71.254	11.115	913.837	913.837

TOP OF SLAB ELEVATION (TABLE III)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

NOTE:
ELEVATIONS SHOWN ARE TO TOP OF CONCRETE.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
GIRDER 16

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
303	129K	WINNEBAGO	585	214
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-	
CONTRACT NO. 64594				

SHEET NO. S35
OF SHEETS S47

N.B. CROWN

GIRDER 17

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+62.686	12.500	915.196	915.196
☉ BRG. S. ABUT.	442+64.256	12.500	915.189	915.189
A	442+74.256	12.500	915.144	915.178
B	442+84.256	12.500	915.098	915.161
C	442+94.256	12.500	915.049	915.137
D	443+04.256	12.500	914.998	915.103
E	443+14.256	12.500	914.946	915.058
F	443+24.256	12.500	914.891	915.001
G	443+34.256	12.500	914.834	914.933
H	443+44.256	12.500	914.776	914.854
I	443+54.256	12.500	914.715	914.767
J	443+64.256	12.500	914.652	914.672
☉ PIER	443+70.256	12.500	914.614	914.614
K	443+80.256	12.500	914.548	914.575
L	443+90.256	12.500	914.480	914.532
M	444+00.256	12.500	914.410	914.481
N	444+10.256	12.500	914.338	914.421
O	444+20.256	12.500	914.265	914.351
P	444+30.256	12.500	914.189	914.271
Q	444+40.256	12.500	914.111	914.180
R	444+50.256	12.500	914.031	914.081
S	444+60.256	12.500	913.950	913.974
☉ BRG. N. ABUT.	444+69.256	12.500	913.874	913.874
BK. N. ABUT.	444+70.826	12.500	913.861	913.861

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+60.617	19.198	915.105	915.105
☉ BRG. S. ABUT.	442+62.187	19.198	915.098	915.098
A	442+72.187	19.198	915.053	915.087
B	442+82.187	19.198	915.007	915.071
C	442+92.187	19.198	914.959	915.047
D	443+02.187	19.198	914.908	915.013
E	443+12.187	19.198	914.856	914.969
F	443+22.187	19.198	914.802	914.912
G	443+32.187	19.198	914.746	914.845
H	443+42.187	19.198	914.687	914.766
I	443+52.187	19.198	914.627	914.679
J	443+62.187	19.198	914.565	914.585
☉ PIER	443+68.187	19.198	914.527	914.527
K	443+78.187	19.198	914.461	914.488
L	443+88.187	19.198	914.394	914.445
M	443+98.187	19.198	914.324	914.395
N	444+08.187	19.198	914.253	914.335
O	444+18.187	19.198	914.180	914.266
P	444+28.187	19.198	914.104	914.186
Q	444+38.187	19.198	914.027	914.096
R	444+48.187	19.198	913.948	913.997
S	444+58.187	19.198	913.866	913.891
☉ BRG. N. ABUT.	444+67.187	19.198	913.791	913.791
BK. N. ABUT.	444+68.757	19.198	913.778	913.778

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+58.121	27.281	914.983	914.983
☉ BRG. S. ABUT.	442+59.690	27.281	914.976	914.976
A	442+69.690	27.281	914.932	914.965
B	442+79.690	27.281	914.886	914.950
C	442+89.690	27.281	914.838	914.926
D	442+99.690	27.281	914.789	914.893
E	443+09.690	27.281	914.737	914.849
F	443+19.690	27.281	914.683	914.793
G	443+29.690	27.281	914.627	914.726
H	443+39.690	27.281	914.569	914.648
I	443+49.690	27.281	914.510	914.562
J	443+59.690	27.281	914.448	914.468
☉ PIER	443+65.690	27.281	914.410	914.410
K	443+75.690	27.281	914.345	914.372
L	443+85.690	27.281	914.278	914.330
M	443+95.690	27.281	914.209	914.280
N	444+05.690	27.281	914.138	914.221
O	444+15.690	27.281	914.065	914.152
P	444+25.690	27.281	913.991	914.072
Q	444+35.690	27.281	913.914	913.983
R	444+45.690	27.281	913.835	913.884
S	444+55.690	27.281	913.754	913.779
☉ BRG. N. ABUT.	444+64.690	27.281	913.680	913.680
BK. N. ABUT.	444+66.260	27.281	913.666	913.666

GIRDER 18

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
BK. S. ABUT.	442+55.624	35.365	914.831	914.831
☉ BRG. S. ABUT.	442+57.194	35.365	914.825	914.825
A	442+67.194	35.365	914.782	914.815
B	442+77.194	35.365	914.736	914.800
C	442+87.194	35.365	914.689	914.777
D	442+97.194	35.365	914.640	914.744
E	443+07.194	35.365	914.588	914.701
F	443+17.194	35.365	914.535	914.645
G	443+27.194	35.365	914.480	914.579
H	443+37.194	35.365	914.422	914.501
I	443+47.194	35.365	914.363	914.415
J	443+57.194	35.365	914.302	914.322
☉ PIER	443+63.194	35.365	914.264	914.264
K	443+73.194	35.365	914.200	914.227
L	443+83.194	35.365	914.133	914.185
M	443+93.194	35.365	914.065	914.135
N	444+03.194	35.365	913.995	914.077
O	444+13.194	35.365	913.922	914.009
P	444+23.194	35.365	913.848	913.929
Q	444+33.194	35.365	913.771	913.840
R	444+43.194	35.365	913.693	913.742
S	444+53.194	35.365	913.613	913.637
☉ BRG. N. ABUT.	444+62.194	35.365	913.539	913.539
BK. N. ABUT.	444+63.764	35.365	913.526	913.526

DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG

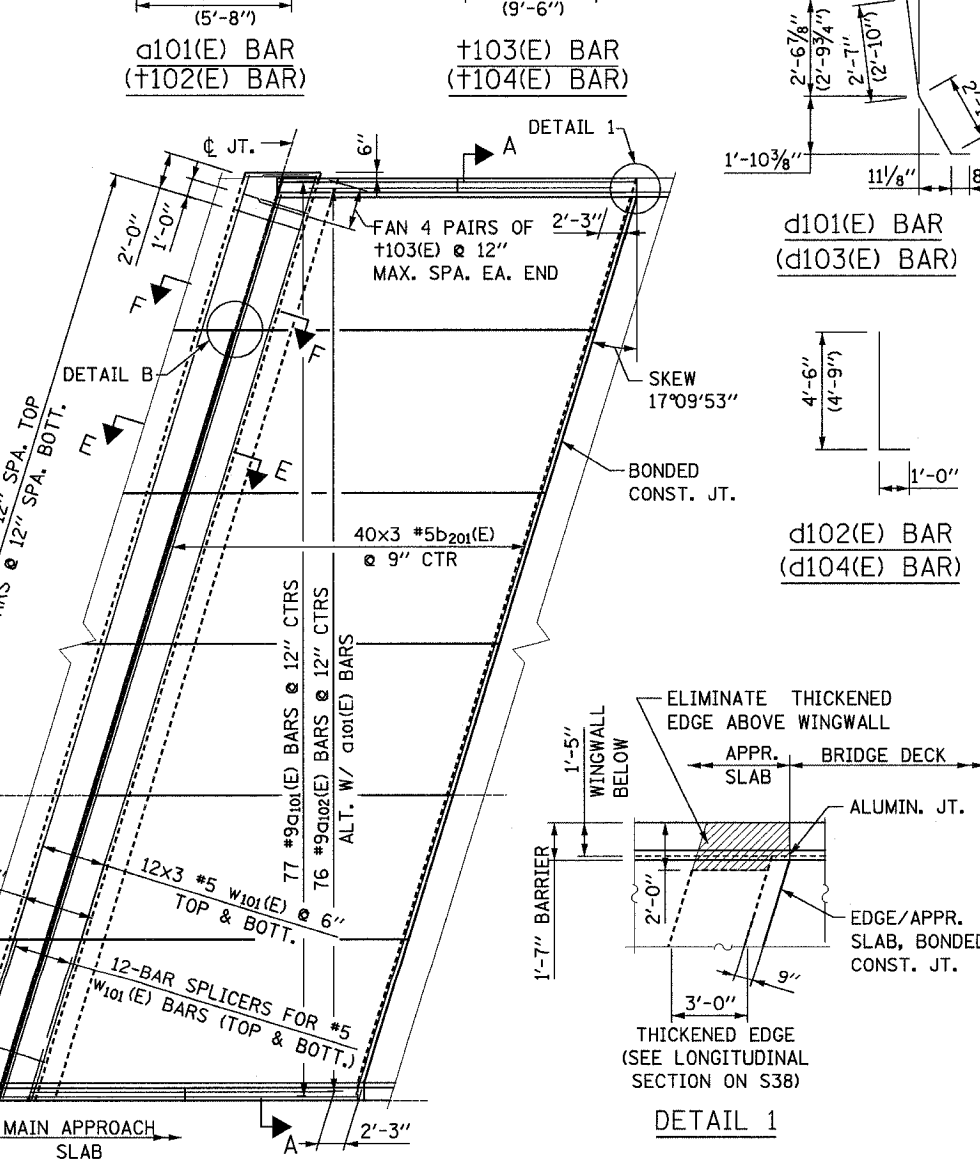
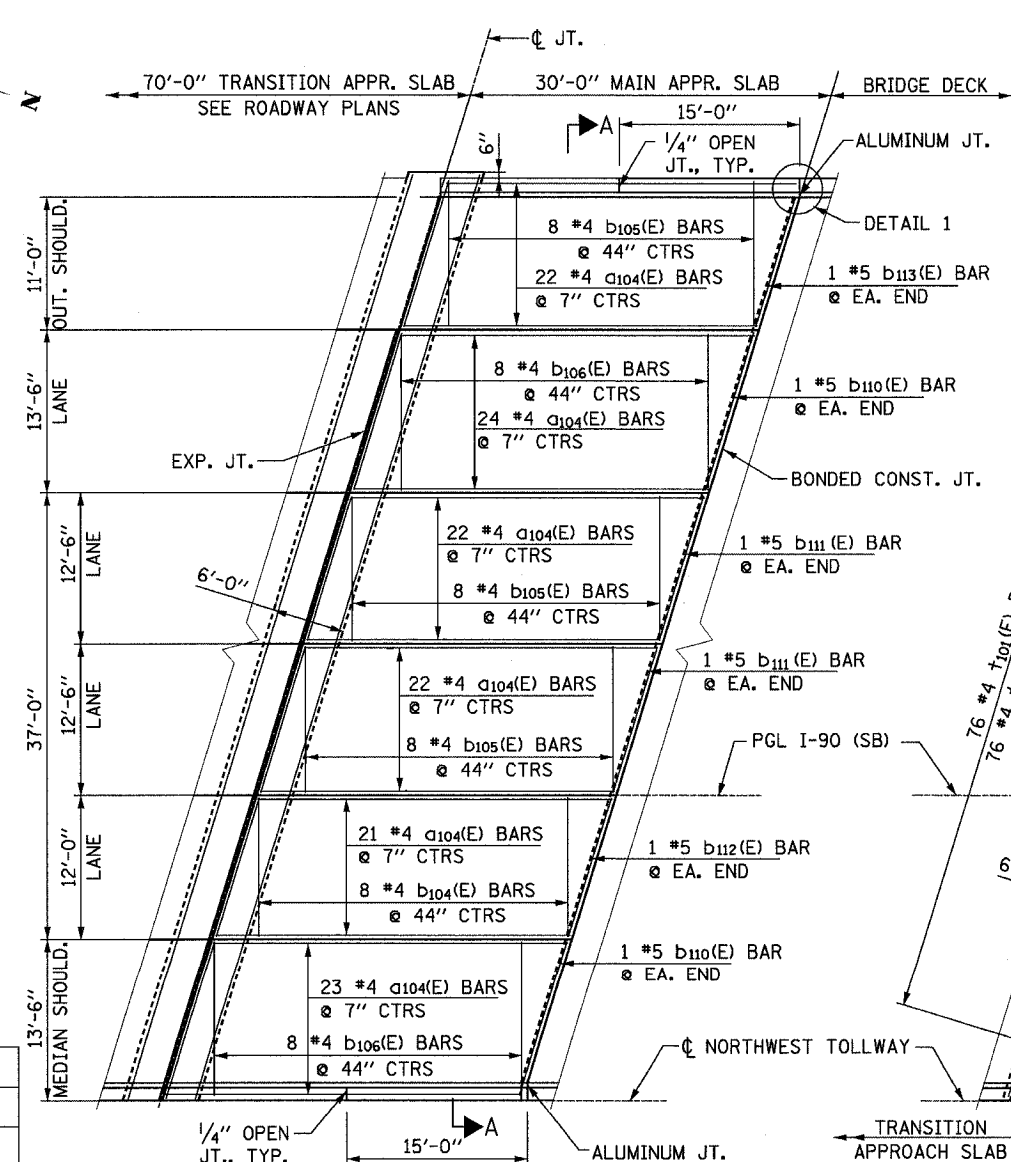
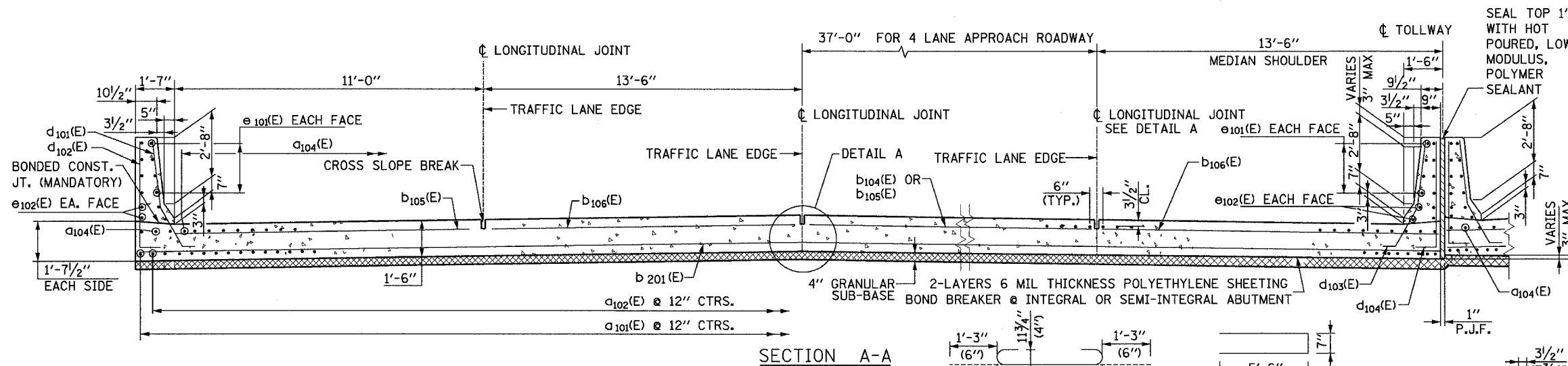
NOTE:
ELEVATIONS SHOWN ARE TO TOP OF CONCRETE.



TOP OF SLAB ELEVATION (TABLE IV)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET	SHEET NO. S36 OF SHEETS S47
303	129K	WINNEBAGO	585	215	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT NO.		CONTRACT NO. 64594



DESIGNED	JZ
CHECKED	JIG
DRAWN	JZ
CHECKED	JIG

S. APPROACH SLAB TOP REINFORCEMENT

S. APPROACH SLAB BOTTOM REINFORCEMENT

•REINFORCING BAR SCHEDULE
(FOR SOUTHBOUND APPROACH SLAB)

BAR	NO.	SIZE	LENGTH	SHAPE
a101(E)	154	#9	32'-0"	U
a102(E)	152	#9	25'-6"	U
a104(E)	268	#4	29'-6"	U
b104(E)	16	#4	11'-8"	U
b105(E)	48	#4	12'-2"	U
b106(E)	32	#4	13'-2"	U
b110(E)	8	#5	13'-10"	U
b111(E)	8	#5	12'-9"	U
b112(E)	4	#5	12'-3"	U
b113(E)	4	#5	11'-4"	U
b201(E)	240	#5	28'-3"	U
t101(E)	152	#4	5'-8"	U
t102(E)	152	#4	6'-8"	U
t103(E)	32	#4	11'-7"	U
w101(E)	144	#5	28'-4"	U
Reinforcement Bars, Epoxy Coated			Pound	49,160

BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
42001400	Bridge Approach Pavement (Special)	Sq. Yds.	511
Z002600	Bar Splicers	Each	48

* FOR INFORMATION ONLY.

NOTES:

- SEE SHEET S40 FOR DETAILS A, B & D, SECTIONS E-E & F-F, AND BARRIER ELEVATIONS & DETAILS.
- FOR LONGITUDINAL SECTION, SEE SHEET S38.
- FOR PROFILE & CURVE DATA AND 70 FEET TRANSITION APPROACH SLAB, SEE ROADWAY PLANS.
- FOR WINGWALLS, SEE SHEETS S11 & S14.
- TILT HOOK OF #9 BARS FOR MINIMUM 3/2" CLEARANCE.
- CUT REINFORCEMENT IN FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END.
- TOOL EDGES OF EXPANSION JOINT TO 1/4" RADIUS.
- REINFORCING BARS DESIGNATED "E" SHALL BE EPOXY COATED.
- APPROACH SLAB CONCRETE BARRIERS SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH SECTIONS 503 AND 508 OF IDOT STANDARD SPECIFICATIONS.
- PROTECTIVE COAT SHALL BE APPLIED TO TOP AND TRAFFIC FACES OF MEDIAN AND OUTSIDE BARRIERS.
- WORK THIS SHEET WITH SHEETS S37 THRU S40.

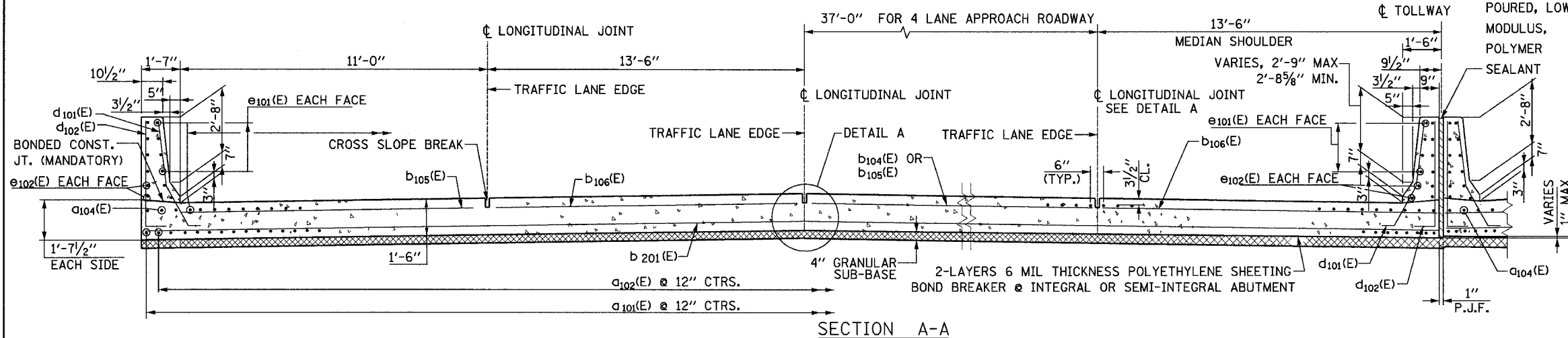
SOUTH APPROACH SLAB (SB)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
303	129K	WINNEBAGO	585	216
CONTRACT NO. 64594				

SHEET NO. S37
OF SHEETS S47

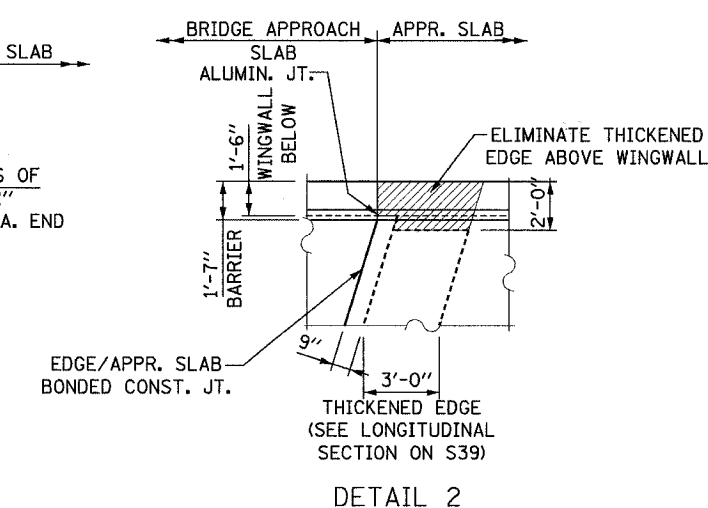
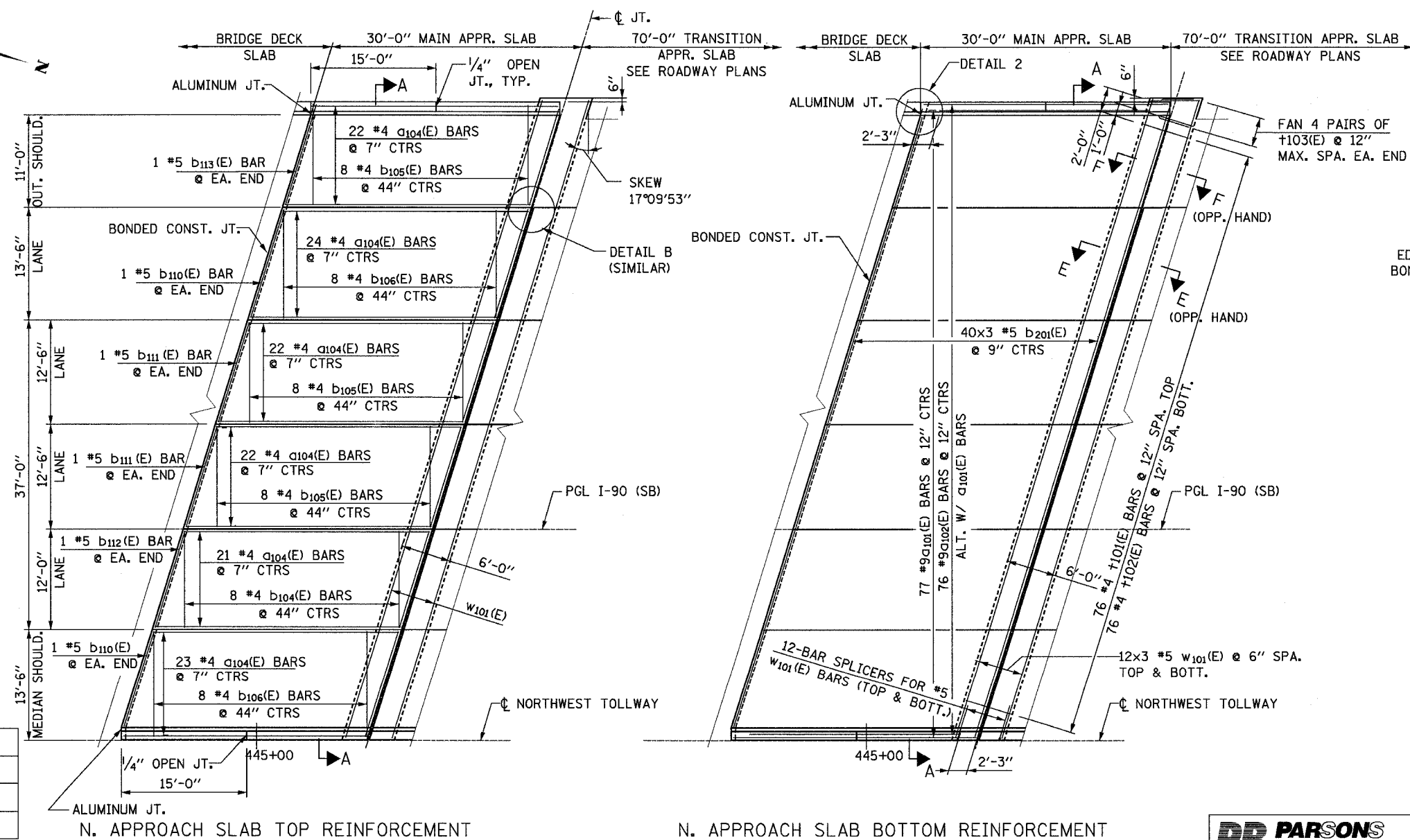


REINFORCING BAR SCHEDULE FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
d101(E)	96	#6	5'-4"	
d102(E)	96	#4	5'-6"	
d103(E)	32	#6	5'-7"	
d104(E)	32	#4	5'-9"	
e101(E)	64	#4	14'-8"	
e102(E)	16	#6	29'-6"	

BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
50300225	Concrete Structures	Cu. Yd.	16.1
50800205	Reinforcement Bars, Epoxy Coated	Pound	2,310
50300300	Protective Coat (Special)	Sq. Yd.	60



- NOTES:
1. THE REINFORCING BAR SCHEDULE AND BILL OF MATERIAL ARE FOR SOUTHBOUND APPROACH SLAB BARRIERS.
 2. FOR LONGITUDINAL SECTION, SEE SHEET S39.
 3. WORK THIS SHEET WITH SHEETS S36, S38 TO S40.
 3. SEE SHEET S36 FOR REMAINING NOTES.

NORTH APPROACH SLAB (SB)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

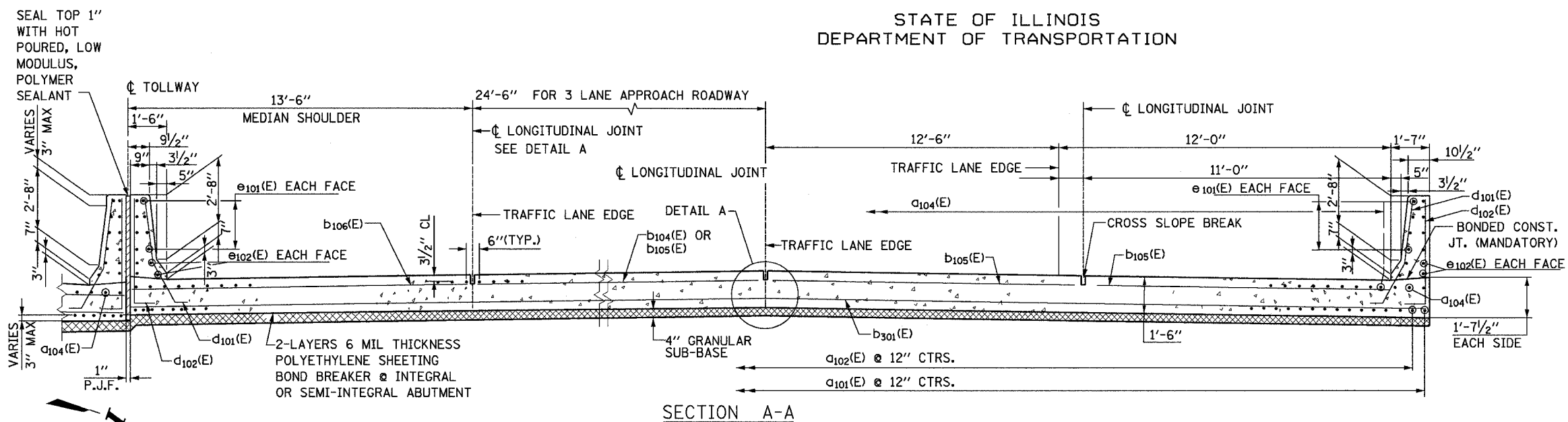


DESIGNED	JZ
CHECKED	JIG
DRAWN	JZ
CHECKED	JIG

SSD/GASS
SSP/RES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET	SHEET NO. S38 OF SHEETS S47
303	129K	WINNEBAGO	585	217	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		CONTRACT NO. 64594



SECTION A-A

REINFORCING BAR SCHEDULE
FOR NORTHBOUND APPROACH SLAB

BAR	NO.	SIZE	LENGTH	SHAPE
a101(E)	130	#9	32'-0"	U
a102(E)	128	#9	25'-6"	U
a104(E)	220	#4	29'-6"	U
b104(E)	16	#4	11'-8"	U
b105(E)	48	#4	12'-2"	U
b106(E)	16	#4	13'-2"	U
b110(E)	8	#5	13'-10"	U
b111(E)	4	#5	12'-9"	U
b112(E)	4	#5	12'-3"	U
b113(E)	4	#5	11'-4"	U
b301(E)	160	#5	34'-8"	U
t101(E)	126	#4	5'-8"	U
t102(E)	126	#4	6'-8"	U
t103(E)	32	#4	11'-7"	U
w102(E)	96	#5	34'-10"	U
Reinforcement Bars, Epoxy Coated			Pound	40,870

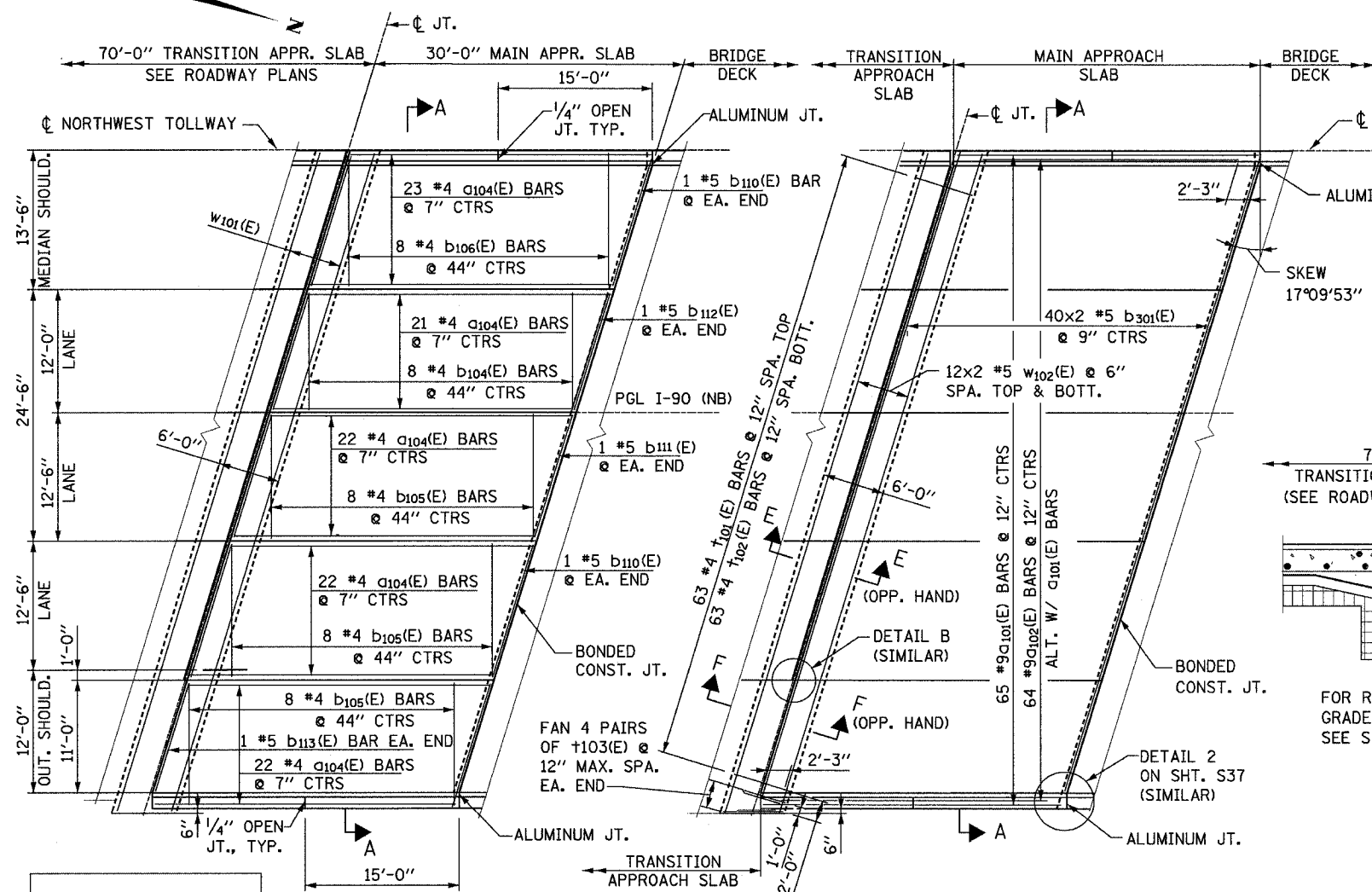
BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
42001400	Bridge Approach Pavement (Special)	Sq. Yds.	428

* FOR INFORMATION ONLY.

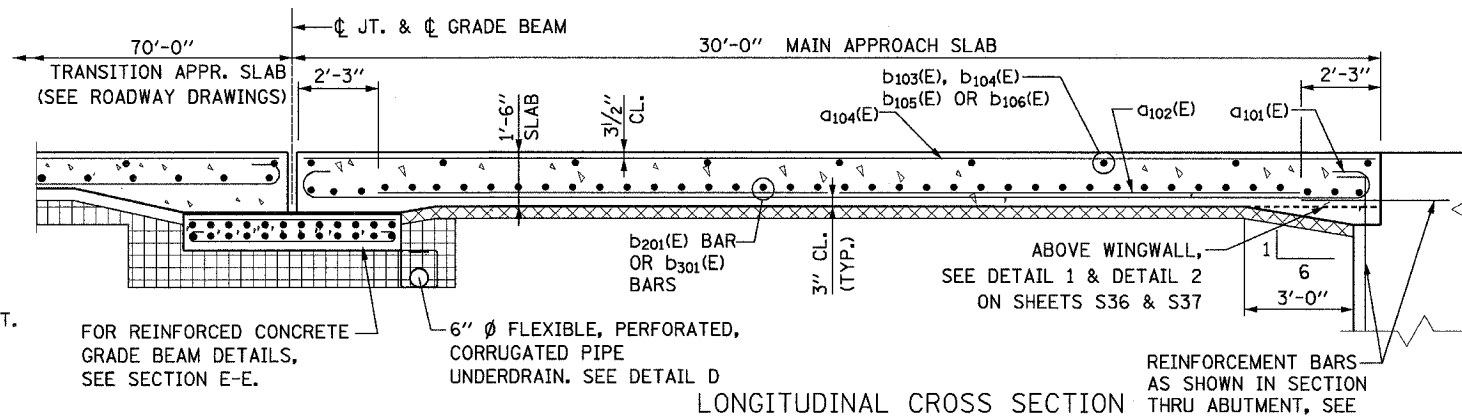
NOTES:

1. WORK THIS SHEET WITH SHEETS S36, S37, S39 & S40.
2. SEE SHEET S36 FOR REMAINING NOTES.



S. APPROACH SLAB
TOP REINFORCEMENT

S. APPROACH SLAB BOTTOM REINFORCEMENT



LONGITUDINAL CROSS SECTION

REINFORCEMENT BARS AS SHOWN IN SECTION THRU ABUTMENT, SEE SHEET S25

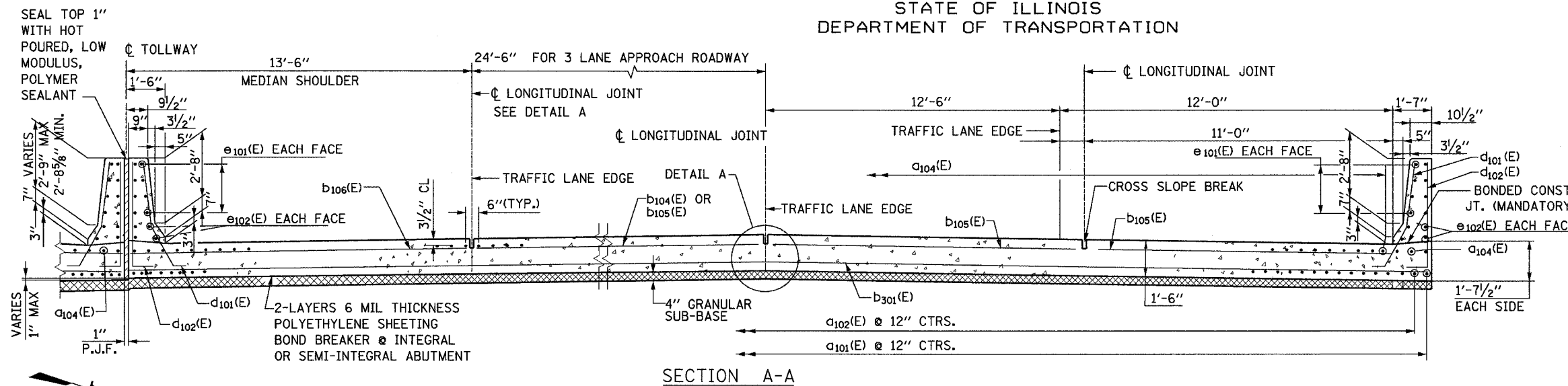
SOUTH APPROACH SLAB (NB)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)



DESIGNED	JZ
CHECKED	JIG
DRAWN	JZ
CHECKED	JIG

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S39 OF SHEETS S47
303	129k	WINNEBAGO	585	218	
FED. ROAD DIST. NO.					
ILLINOIS FED. AID PROJECT NO.					
CONTRACT NO. 64594					



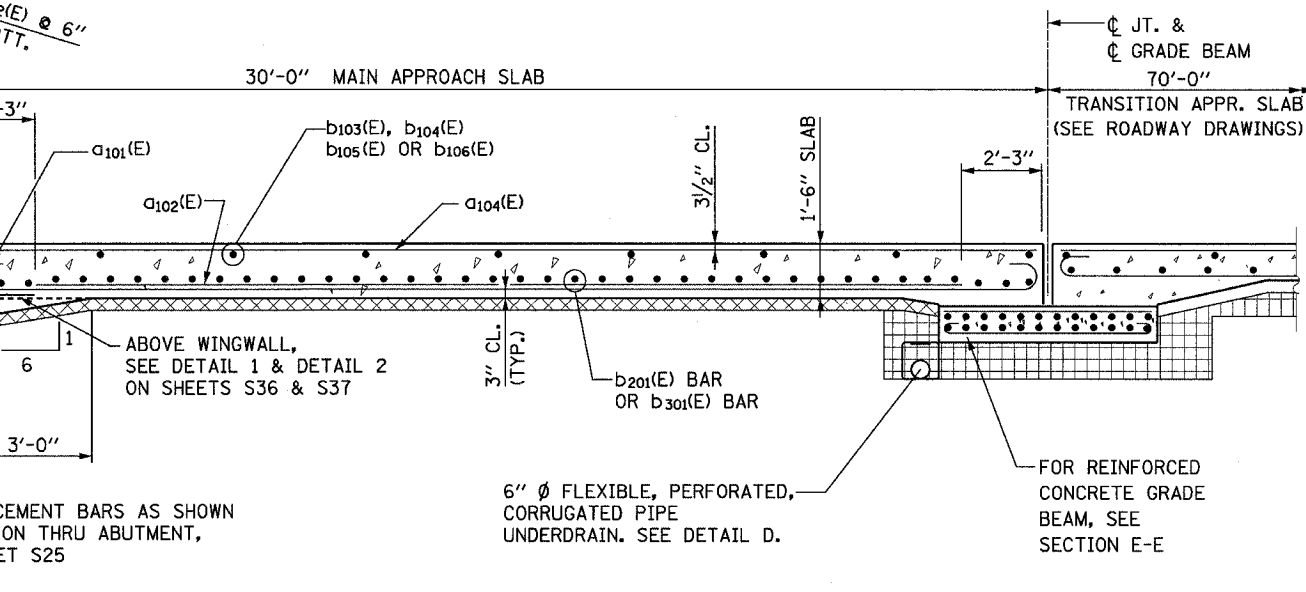
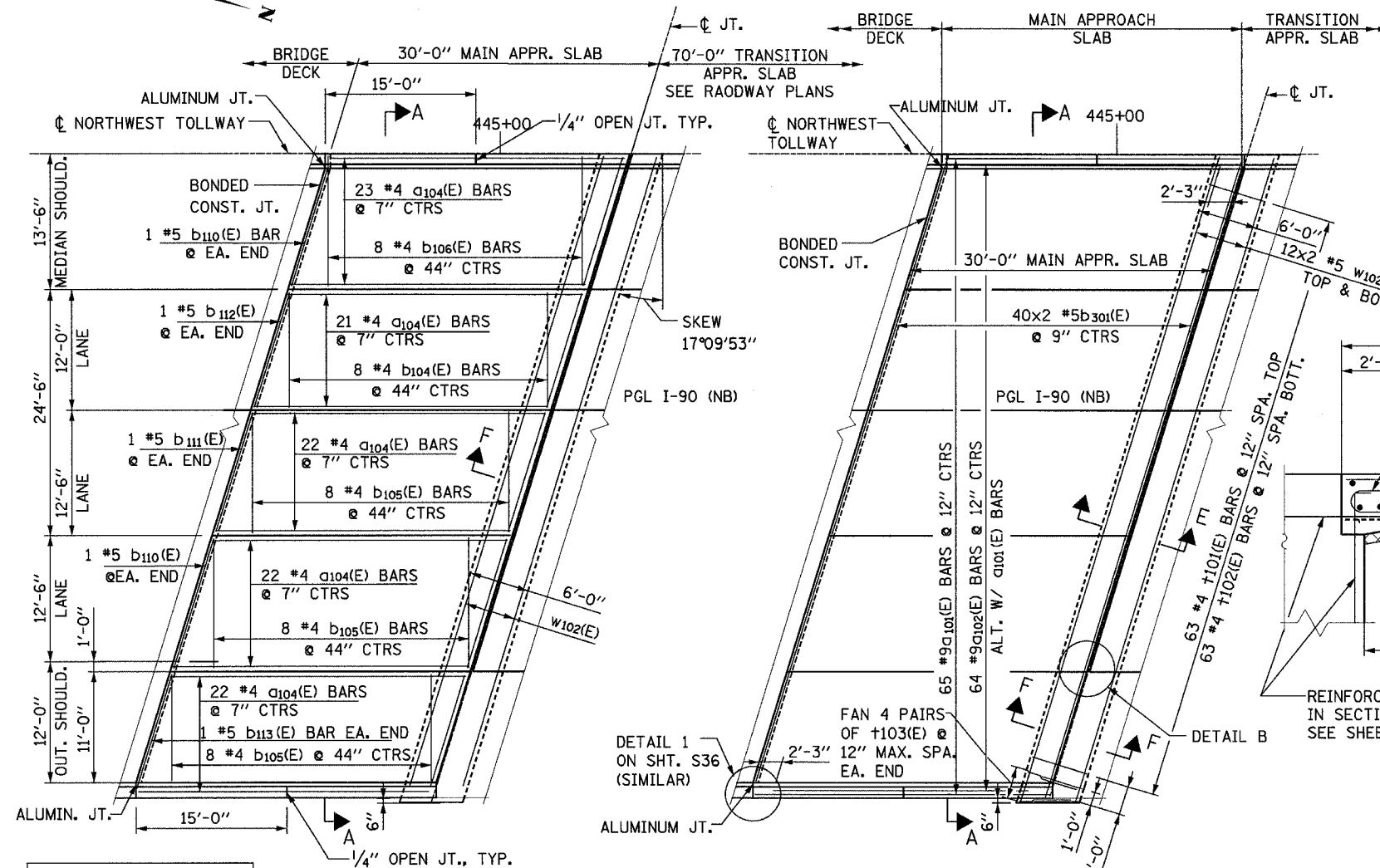
REINFORCING BAR SCHEDULE FOR BARRIERS

BAR	NO.	SIZE	LENGTH	SHAPE
d101(E)	96	#6	5'-4"	L
d102(E)	96	#4	5'-6"	L
d103(E)	32	#6	5'-7"	L
d104(E)	32	#4	5'-9"	L
e101(E)	64	#4	14'-8"	—
e102(E)	16	#6	29'-6"	—

BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
50300225	Concrete Structure	Cu. Yd.	16.1
50800205	Reinforcement Bars, Epoxy Coated	Lbs.	2,310
50300300	Protective Coat (Special)	Sq. Yd.	60

- NOTES:
1. THE REINFORCING BAR SCHEDULE AND BILL OF MATERIAL ARE FOR NORTHBOUND APPROACH SLAB BARRIERS.
 2. WORK THIS SHEET WITH SHEETS S36 TO S38 AND S40.
 2. SEE SHEET S36 FOR REMAINING NOTES.



DESIGNED	JZ
CHECKED	JIG
DRAWN	JZ
CHECKED	JIG

N. APPROACH SLAB
TOP REINFORCEMENT

N. APPROACH SLAB
BOTTOM REINFORCEMENT

LONGITUDINAL CROSS SECTION

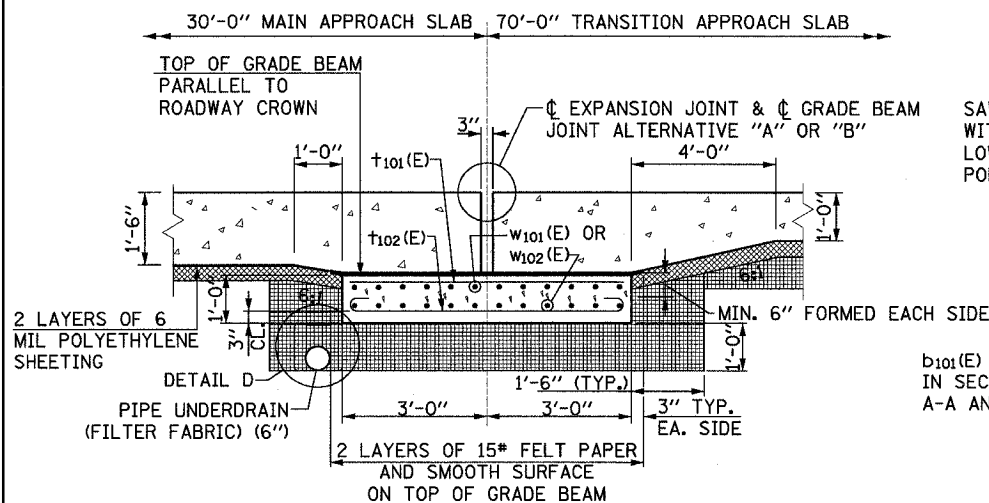
NORTH APPROACH SLAB (NB)
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)



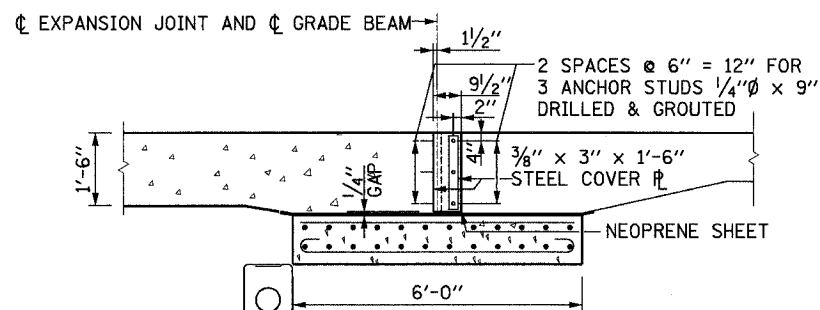
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	JOBS	SHEET NO.
303	129K	WINNEBAGO	585	219
F.A.P. NO.		ILLINOIS		FED. AID PROJECT-
CONTRACT NO. 64594				

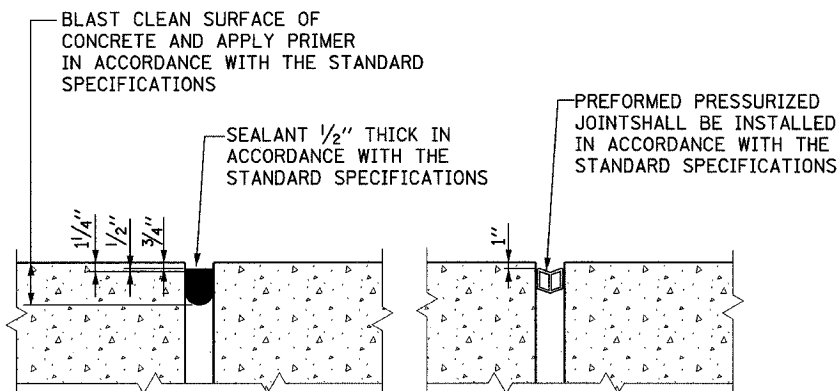
SHEET NO. S40
OF SHEETS S47



SECTION E-E
INTEGRAL & SEMI-INTEGRAL ABUTMENT



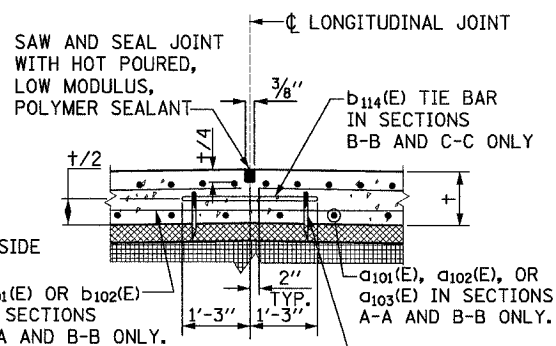
SECTION F-F
END ELEVATION OF EXPANSION JOINT



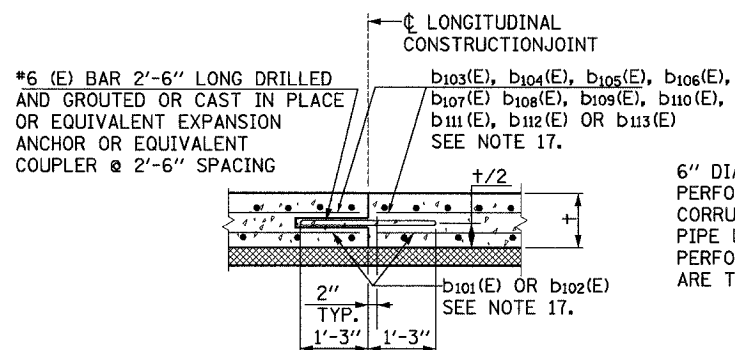
JOINT ALTERNATIVE "A"

JOINT ALTERNATIVE "B"

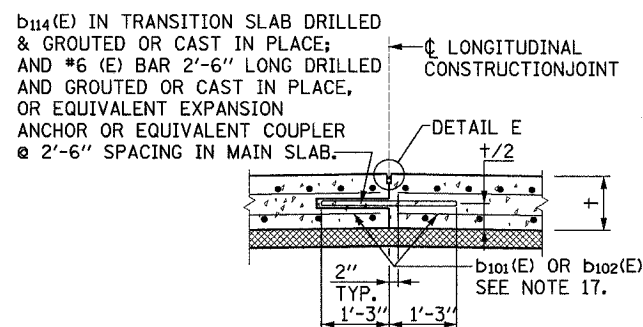
DESIGNED	JZ
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG



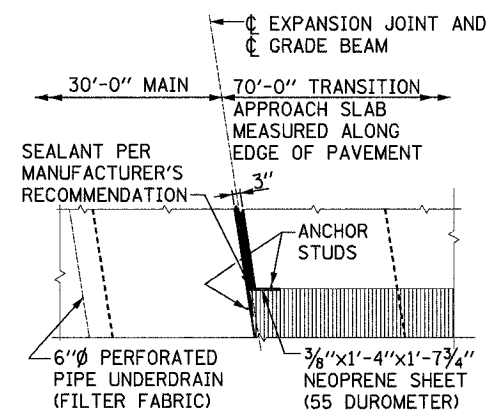
DETAIL A
TYPICAL LONGITUDINAL JOINT



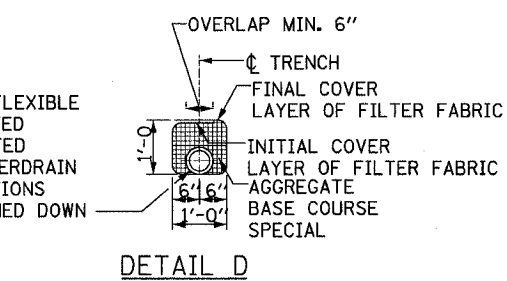
CROSS SECTION THRU LONGITUDINAL
CONSTRUCTION JOINT BETWEEN LANE LINES



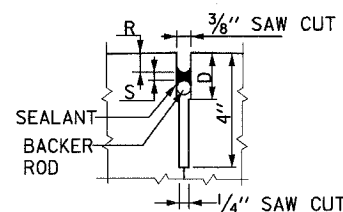
CROSS SECTION THRU LONGITUDINAL
JOINT WITH CONSTRUCTION JOINT



DETAIL B
END PLAN OF EXPANSION JOINT

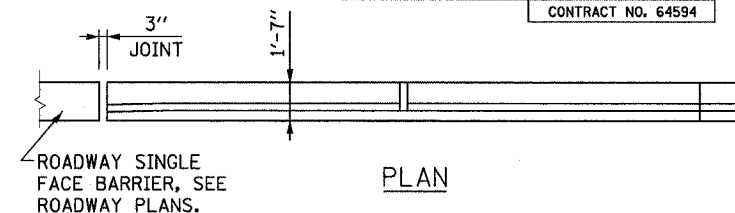


DETAIL D

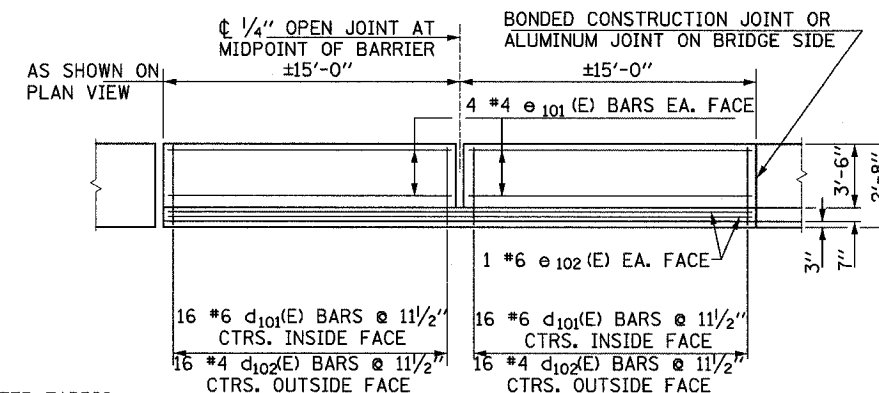


DETAIL E

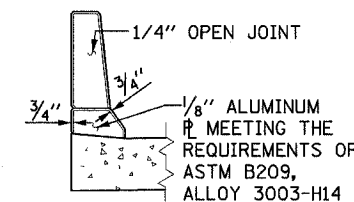
NOTE:
DIMENSIONS D, R & S ARE AS
RECOMMENDED BY THE SEALANT
MANUFACTURER.



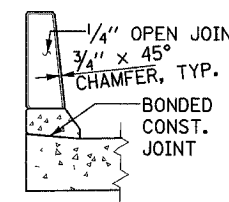
PLAN



BARRIER ELEVATION (INSIDE FACE)



SECTION J-J

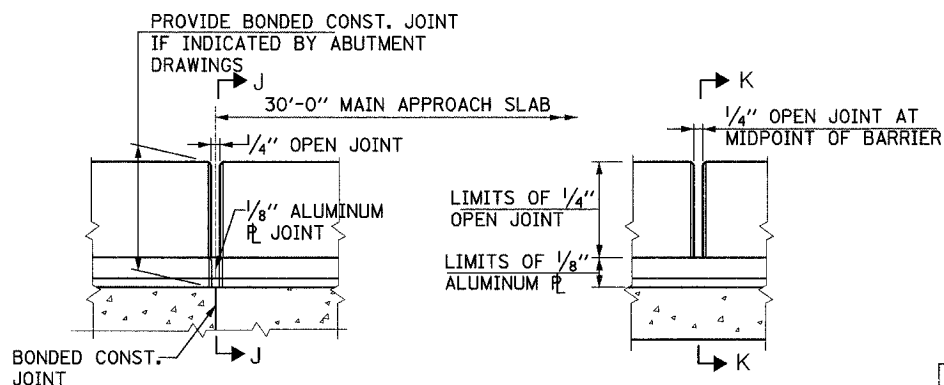


SECTION K-K

NOTE:

IN SECTION F-F, ANCHOR STUDS SHALL BE INSTALLED
IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
STEEL PLATES, BOLTS, NUTS AND WASHERS SHALL
BE GALVANIZED.

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



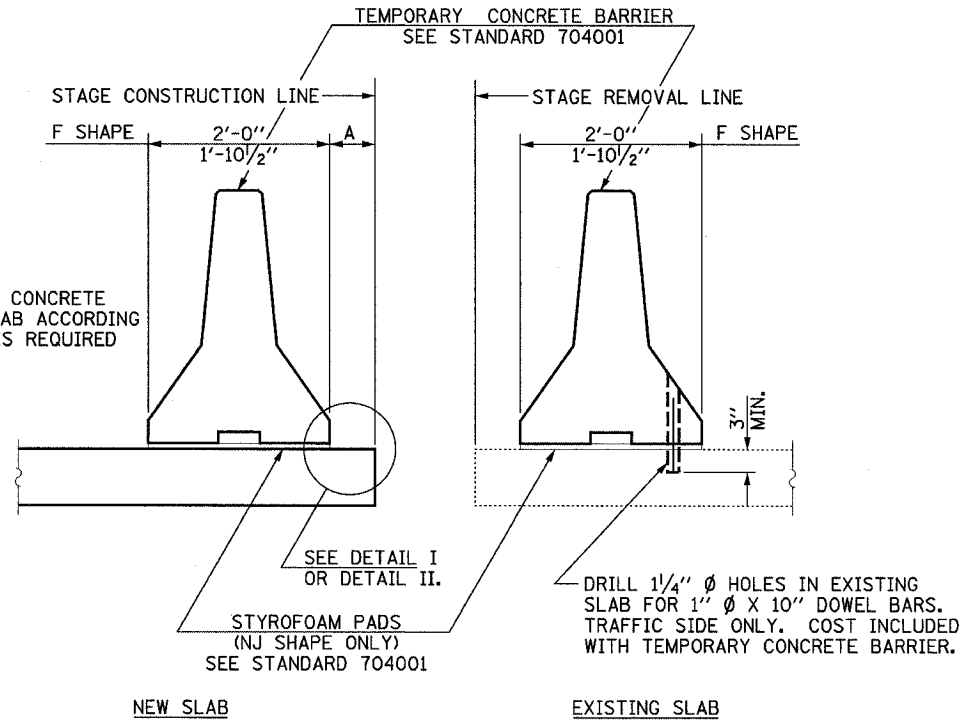
ELEVATION DETAIL OF BARRIER JOINTS

APPROACH SLAB DETAILS
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

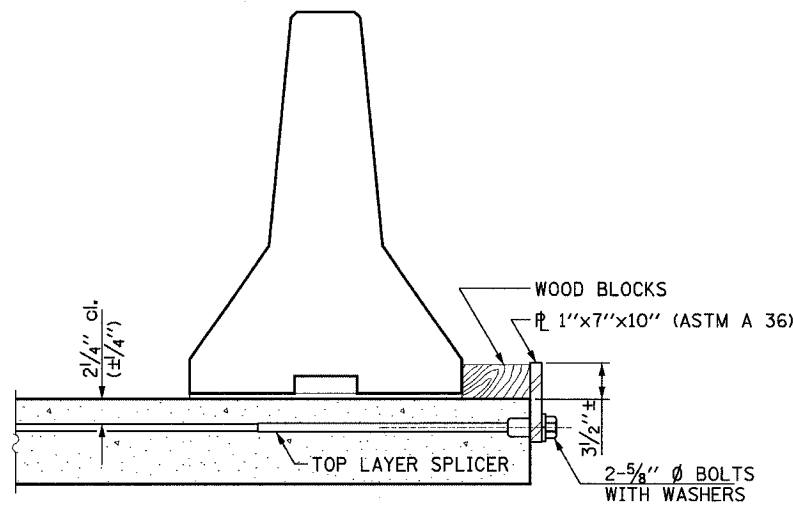
ROUTE NO.	SECTION	COUNTY	LEI	SHEET NO.	SHEET NO. S41 OF SHEETS S47
303	129k	WINNEBAGO	585	220	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-		CONTRACT NO. 64594



SECTIONS THRU SLAB

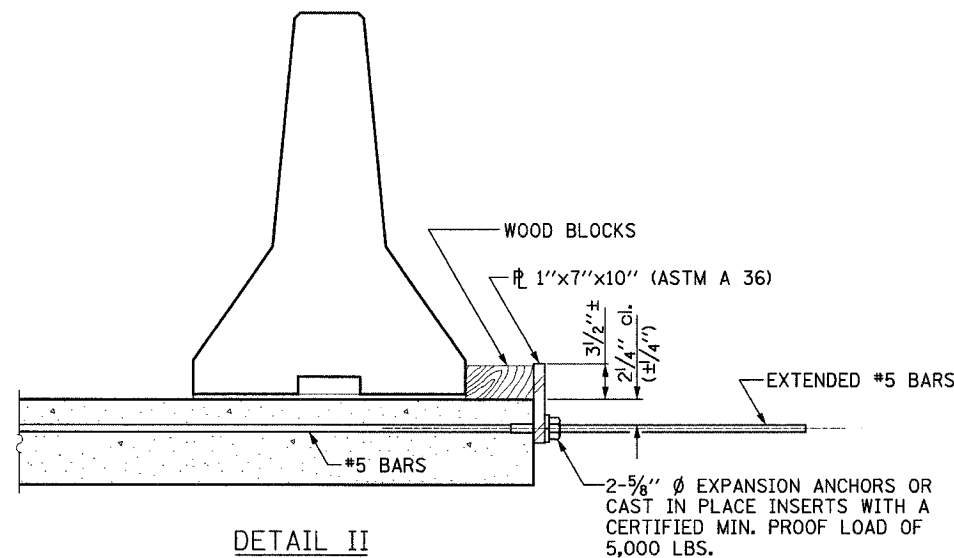
NOTES

- DETAIL I - WITH BAR SPLICER OR COUPLERS:
CONNECT ONE (1) 1"x7"x10" STEEL PLATE TO THE TOP LAYER OF COUPLERS WITH 2-5/8" Ø BOLTS SCREWED TO COUPLER AT APPROXIMATE C OF EACH BARRIER PANEL.
- DETAIL II - WITH EXTENDED REINFORCEMENT BARS:
CONNECT ONE (1) 1"x7"x10" STEEL PLATE TO THE CONCRETE SLAB WITH 2-5/8" Ø EXPANSION ANCHORS OR CAST IN PLACE INSERTS SPACED BETWEEN THE TOP LAYER OF REINFORCEMENT AT APPROXIMATE C OF EACH BARRIER PANEL.
- COST OF ANCHORAGE IS INCLUDED WITH TEMPORARY CONCRETE BARRIER.



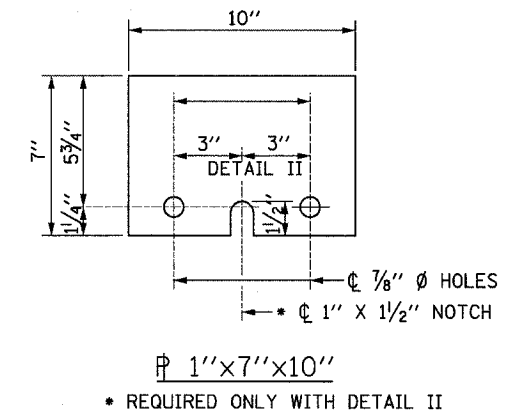
DETAIL I

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.



DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG



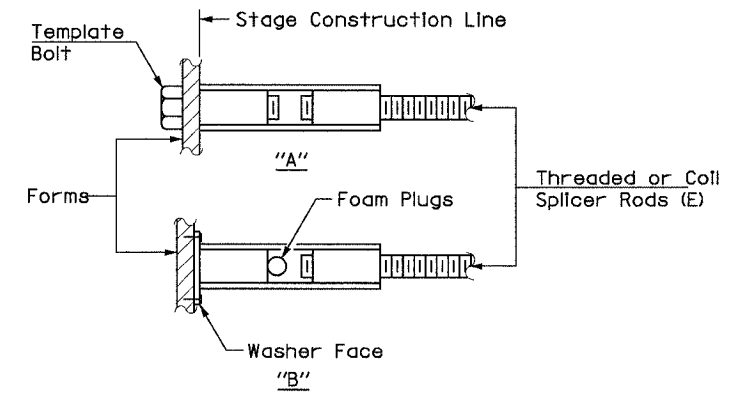
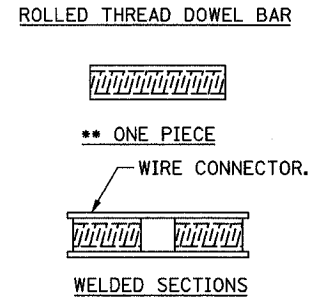
TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO. S42
303	129K	WINNEBAGO	585	221	OF SHEETS S47
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT-		CONTRACT NO. 64594

THE DIAMETER OF THIS PART IS THE SAME AS THE DIAMETER OF THE BAR SPLICED.

THE DIAMETER OF THIS PART IS EQUAL OR LARGER THAN THE DIAMETER OF BAR SPLICED



BAR SPLICER ASSEMBLY ALTERNATIVES

** HEAVY HEX NUTS CONFORMING TO ASTM A 563, GRADE C, D OR DH MAY BE USED.

INSTALLATION AND SETTING METHODS

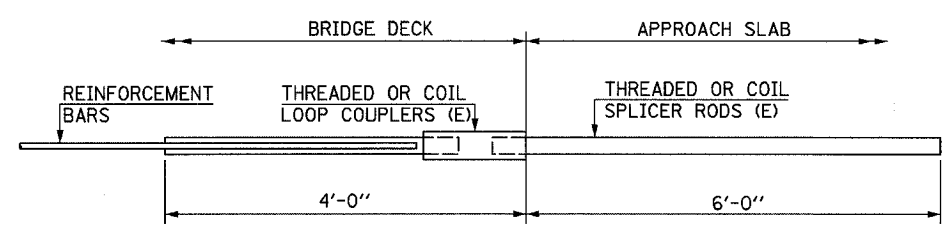
"A" :Set bar splicer assembly by means of a template bolt.
 "B" :Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

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:

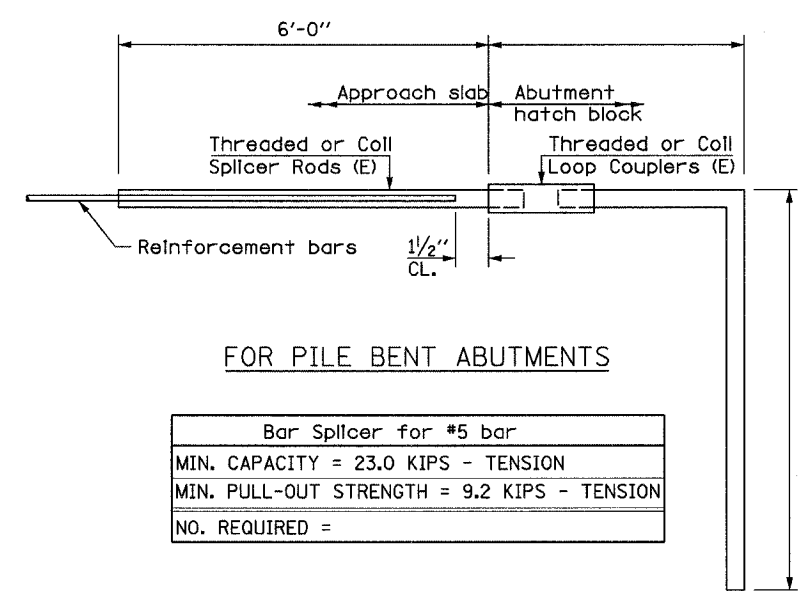
- MINIMUM CAPACITY (TENSION IN KIPS) = $1.25 \times f_y \times A_t$
- MINIMUM PULL-OUT STRENGTH (TENSION IN KIPS) = $1.25 \times f_{s\text{ ALLOW}} \times A_t$

WHERE f_y = YIELD STRENGTH OF LAPPED REINFORCEMENT BARS IN KSI
 $f_{s\text{ ALLOW}}$ = ALLOWABLE TENSILE STRESS IN LAPPED REINFORCEMENT BARS IN KSI (SERVICE LOAD).
 A_t = TENSILE STRESS AREA OF LAPPED REINFORCEMENT BARS
 * = 28 DAY CONCRETE.



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar	
MIN. CAPACITY = 23.0 KIPS - TENSION	
MIN. PULL-OUT STRENGTH = 9.2 KIPS - TENSION	
NO. REQUIRED =	

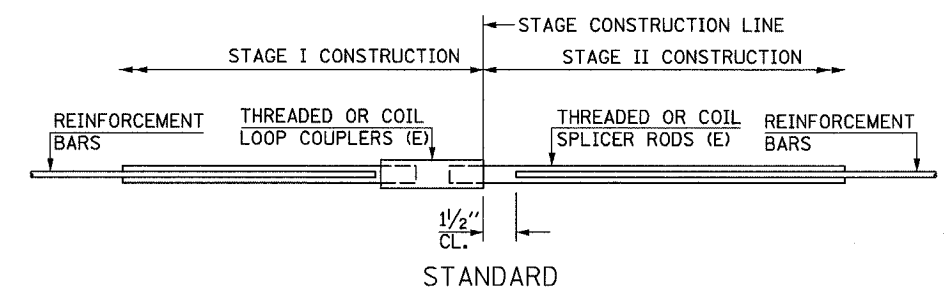


FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar	
MIN. CAPACITY = 23.0 KIPS - TENSION	
MIN. PULL-OUT STRENGTH = 9.2 KIPS - TENSION	
NO. REQUIRED =	

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

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
#6	8	PIER (SB)
#5	48	APPR. SLAB (SB)

DESIGNED	AH
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG



BAR SPLICER ASSEMBLY DETAILS
 N.W. TOLLWAY
 OVER IL 173 (F.A.P. ROUTE 303)
 SECTION 129K
 WINNEBAGO COUNTY
 STATION 443+73.62
 S.N. 101-9963 (SB) & 101-9964 (NB)
 TOLLWAY S.N. 703 (NB) & 704 (SB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
303	129K	WINNEBAGO	585	222
F. A. P.				
CONTRACT NO. 64594				

SHEET NO. S43
OF SHEETS S47

BORING B-1b

BORING B-2b

BORING B-3b



Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 9/29/04

ROUTE FAP 303 DESCRIPTION P92-123-00 Ramp/Bridge, Interchange for I-90/IL 173 in Machesney Park LOGGED BY W. Garza
SECTION 129 R LOCATION Harlem Twp. - 14 SE, 23 NE, SEC., TWP. 45N, RNG. 2E
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.	Station	BLOW COUNT	U.C.S. (tsf)	M.O.I.S.T. (%)	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter ft	Groundwater Elev.: Upon Completion ft	After Hrs.	Penetration (ft)	Penetration (in)	Penetration (blows)	Penetration (%)
	897.2												
	895.20	6	1.1	13						33	100/10		
	893.70	6	0.5	11						44	100/11		
	890.70	5	1.8	26						45	100/7		
	888.70	4	0.4	21									
	885.70	8	1.2	11									
	883.20	10											
	881.20	19	1.1	16									
	878.70	40	3.1	13									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 9/29/04

ROUTE FAP 303 DESCRIPTION P92-123-00 Ramp/Bridge, Interchange for I-90/IL 173 in Machesney Park LOGGED BY W. Garza
SECTION 129 R LOCATION Harlem Twp. - 14 SE, 23 NE, SEC., TWP. 45N, RNG. 2E
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.	Station	BLOW COUNT	U.C.S. (tsf)	M.O.I.S.T. (%)	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter ft	Groundwater Elev.: Upon Completion ft	After Hrs.	Penetration (ft)	Penetration (in)	Penetration (blows)	Penetration (%)
	897.6												
	895.60	1	0.5	22						27	100/10		
	894.10	3	1.1	25						21	27		
	891.60	3	1.1	16						16	40		
	888.60	5	0.8	13									
	886.60	25											
	883.60	3		14									
	881.10	13	0.8	14									
	879.10	33											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 10/4/04

ROUTE FAP 303 DESCRIPTION P92-123-00 Ramp/Bridge Interchange for I-90/IL 173 in Machesney Park LOGGED BY W. Garza
SECTION 129 R LOCATION Harlem Twp. - 14 SE, 23 NE, SEC., TWP. 45N, RNG. 2E
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.	Station	BLOW COUNT	U.C.S. (tsf)	M.O.I.S.T. (%)	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter ft	Groundwater Elev.: Upon Completion ft	After Hrs.	Penetration (ft)	Penetration (in)	Penetration (blows)	Penetration (%)
	894.6												
	892.60	3	1.8	21						86	100/6		
	891.10	4	1.6	25						30	39		
	888.60	2	0.6	25						23	33		
	886.10	3	0.4	18						14	35		
	883.60	6		21									
	880.60	17	1.0	14									
	878.10	26											
	876.10	48											

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

DESIGNED	MS
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG



BORING LOG I
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S45 OF SHEETS S47
303	129K	WINNEBAGO	585	224	
F.A.P.		ILLINOIS		FED. AID PROJECT-	
FED. ROAD DIST. NO.		CONTRACT NO. 64594			

BORING B-7b



SOIL BORING LOG

Page 1 of 2

ROUTE FAP 303 DESCRIPTION P92-123-00 Ramp/Bridge Interchange for I-90/IL 173 in Machesney Park LOGGED BY W. Garza
SECTION 129 R LOCATION Harlem Twp. - 14 SE, 23 NE, SEC. , TWP. 45N, RNG. 2E
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.	Station	DEPTH	B	L	U	M	Surface Water Elev.	ft	D	B	U	M
		(ft)	(%)	(tsf)	(%)				(ft)	(%)	(tsf)	(%)
BORING NO. <u>B-7b</u>	Station <u>442+47</u>						Groundwater Elev.:					
	Offset <u>43.00ft RT CL SB I-90</u>						First Encounter	<u>877.9</u> ft				
	Ground Surface Elev. <u>915.4</u> ft						Upon Completion	<u>865.4</u> ft				
							After					
VERY STIFF brown SILTY CLAY LOAM			3.1		18		MEDIUM brown SILTY CLAY		2		0.8	21
			P					893.90	4		B	
STIFF gray SILTY CLAY	912.90		2		21		STIFF reddish brown SANDY LOAM		3		1.0	13
			3						4		S	
			4					890.90	7			
STIFF light brown SANDY LOAM TILL	910.90		4		9		MEDIUM tan medium SAND		5			
			4					886.90	6			
	908.90		10						7			
MEDIUM light brown SANDY LOAM TILL	906.40		3		11		MEDIUM tan medium SAND		4			
			2					886.40	7			
			7						11			
STIFF light brown SANDY LOAM TILL	903.90		1		19		MEDIUM tan SAND, moist		7			
			4					883.90	9			
			7						9			
STIFF tan SANDY LOAM medium TILL	900.90		6		11		LOOSE/MEDIUM tan, very moist dirty fine SAND		1			
			10					880.90	5			
			8						5			
No Recovery	898.90		2				STIFF tan SANDY LOAM TILL		1		2.4	10
			3					878.90	6		P	
			5						11			
STIFF olive green SILTY CLAY	896.40		3		41		VERY DENSE tan SAND & GRAVEL with SANDY LOAM lens		7		00/11	
			3					876.40	100/11		PEN	
			6						PEN			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

DESIGNED	MS
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG

BORING B-7b CONT.



SOIL BORING LOG

Page 2 of 2

ROUTE FAP 303 DESCRIPTION P92-123-00 Ramp/Bridge Interchange for I-90/IL 173 in Machesney Park LOGGED BY W. Garza
SECTION 129 R LOCATION Harlem Twp. - 14 SE, 23 NE, SEC. , TWP. 45N, RNG. 2E
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-45 Automatic

STRUCT. NO.	Station	DEPTH	B	L	U	M	Surface Water Elev.	ft	D	B	U	M
		(ft)	(%)	(tsf)	(%)				(ft)	(%)	(tsf)	(%)
BORING NO. <u>B-7b</u>	Station <u>442+47</u>						Groundwater Elev.:					
	Offset <u>43.00ft RT CL SB I-90</u>						First Encounter	<u>877.9</u> ft				
	Ground Surface Elev. <u>915.4</u> ft						Upon Completion	<u>865.4</u> ft				
							After					
Wash							MEDIUM brown SILTY CLAY		2		0.8	21
VERY DENSE tan SANDY LOAM TILL	873.90							893.90	4		B	
									5			
VERY DENSE tan SANDY LOAM TILL	871.40						STIFF reddish brown SANDY LOAM		3		1.0	13
									4		S	
								890.90	7			
HARD gray SANDY LOAM TILL	868.90						MEDIUM tan medium SAND		5			
								886.90	6			
									7			
HARD gray SANDY LOAM TILL	866.40						MEDIUM tan medium SAND		4			
								886.40	7			
									11			
VERY DENSE gray SANDY LOAM TILL with SAND lens	863.90						MEDIUM tan SAND, moist		7			
								883.90	9			
									9			
End of Boring							LOOSE/MEDIUM tan, very moist dirty fine SAND		1			
								880.90	5			
									5			
							STIFF tan SANDY LOAM TILL		1		2.4	10
								878.90	6		P	
									11			
							VERY DENSE tan SAND & GRAVEL with SANDY LOAM lens		7		00/11	
								876.40	100/11		PEN	
									PEN			

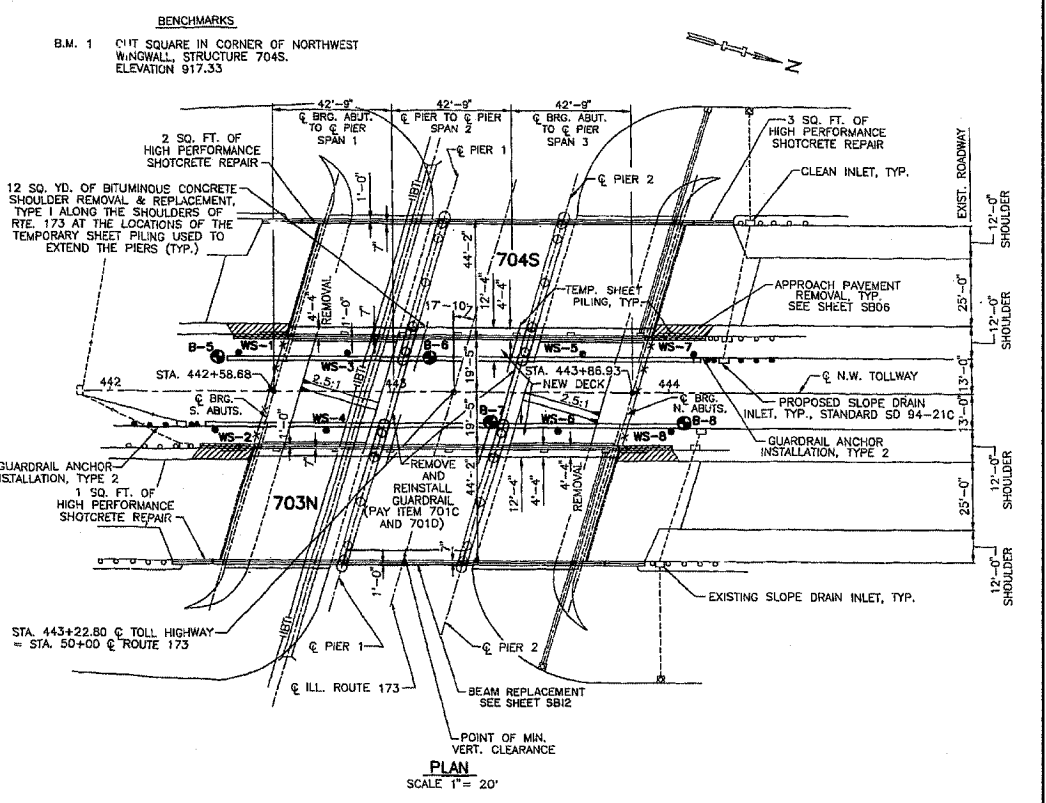
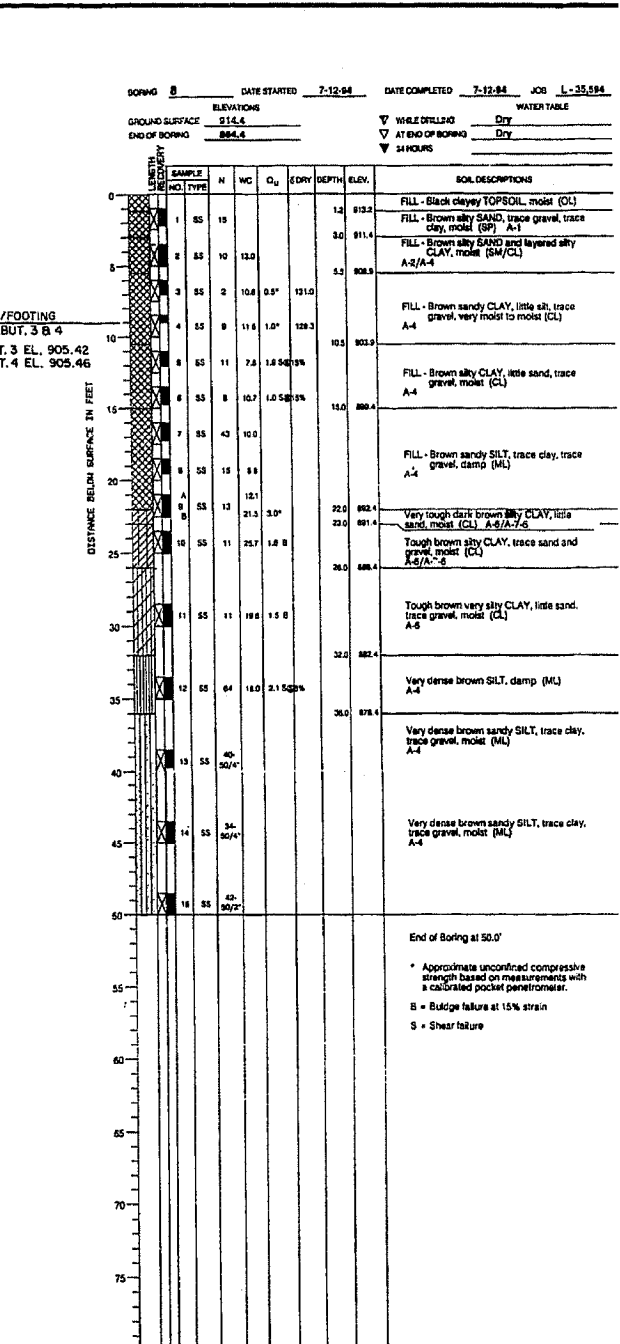
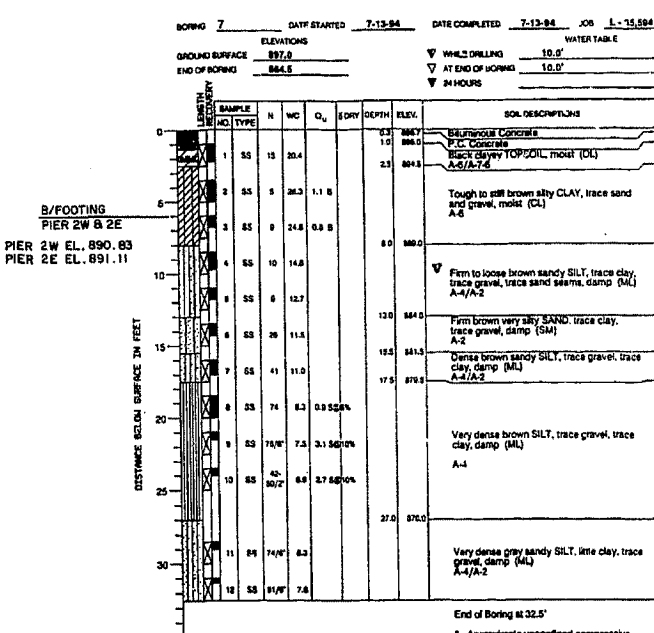
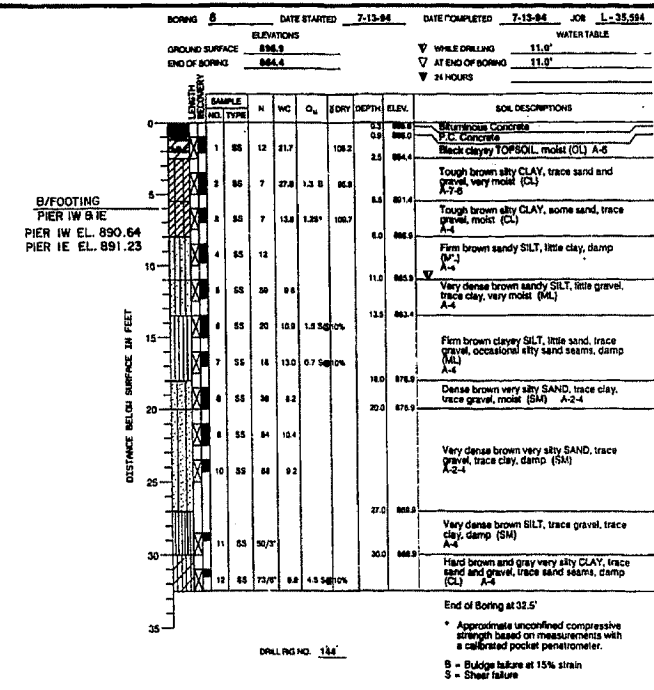
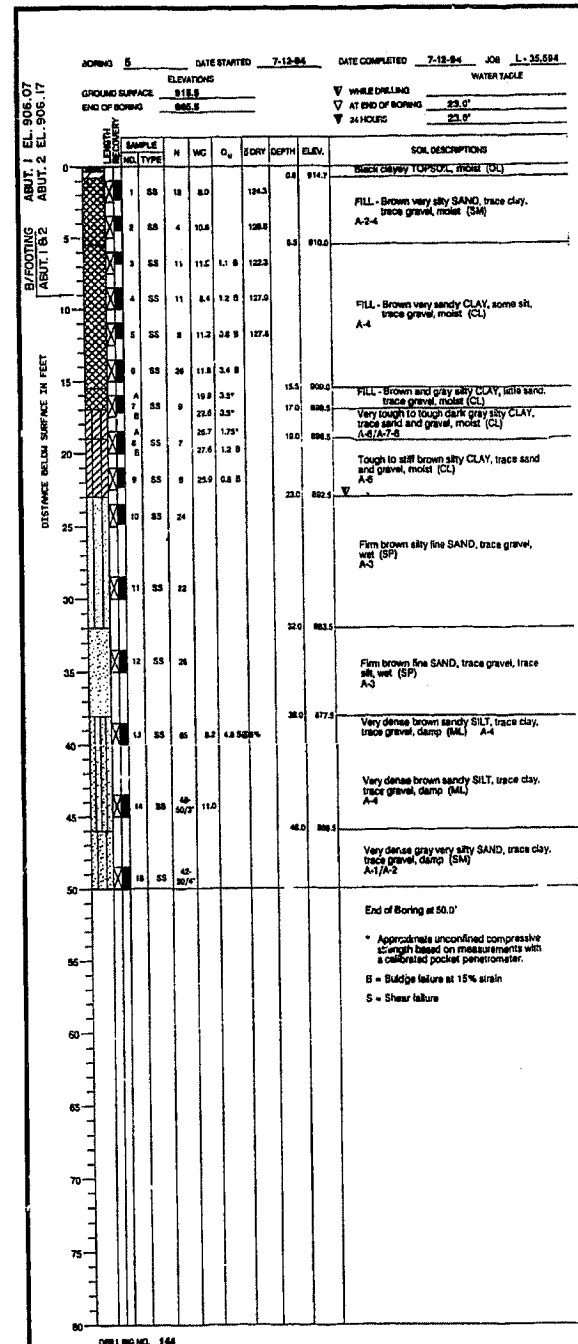
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

BORING LOG III
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. S46
F. A. P.	303	129K	WINNEBAGO	585
			225	OF SHEETS S47
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-	CONTRACT NO. 64594	



NOTE: FOR LOCATION OF BORINGS, SEE SHEET S801.

FOR INFORMATION ONLY

NOTE:
THIS INFORMATION TAKEN
FROM CONTRACT MIP-93-592

DESIGNED MS	CHECKED JIG	DRAWN DCP	CHECKED JIG
<p>ENGINEERING CONSULTANT CIVILTECH ENGINEERING, INC. 1250 WILMINGTON HEIGHTS ROAD • SUITE 250 • NASCAR, ILLINOIS 60143 (708) 773-3900 • FAX (708) 773-3975</p>			
<p>THE ILLINOIS TOLL HIGHWAY AUTHORITY ONE AUTHORITY DRIVE DOWNERS GROVE, ILLINOIS 60516</p>			
<p>CONTRACT MIP-93-592 N.W. TOLLWAY OVER ILL. RTE. 173 BORING LOGS - I</p>		<p>DRAWING NO. 144 OF 211</p>	

DESIGNED	MS
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG



BORING LOG IV
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.	SHEET NO. S47 OF SHEETS S47
303	129K	WINNEBAGO	585	226	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			
CONTRACT NO. 64594					

FOR INFORMATION ONLY

NOTE:
THIS INFORMATION TAKEN
FROM CONTRACT MIP-93-592

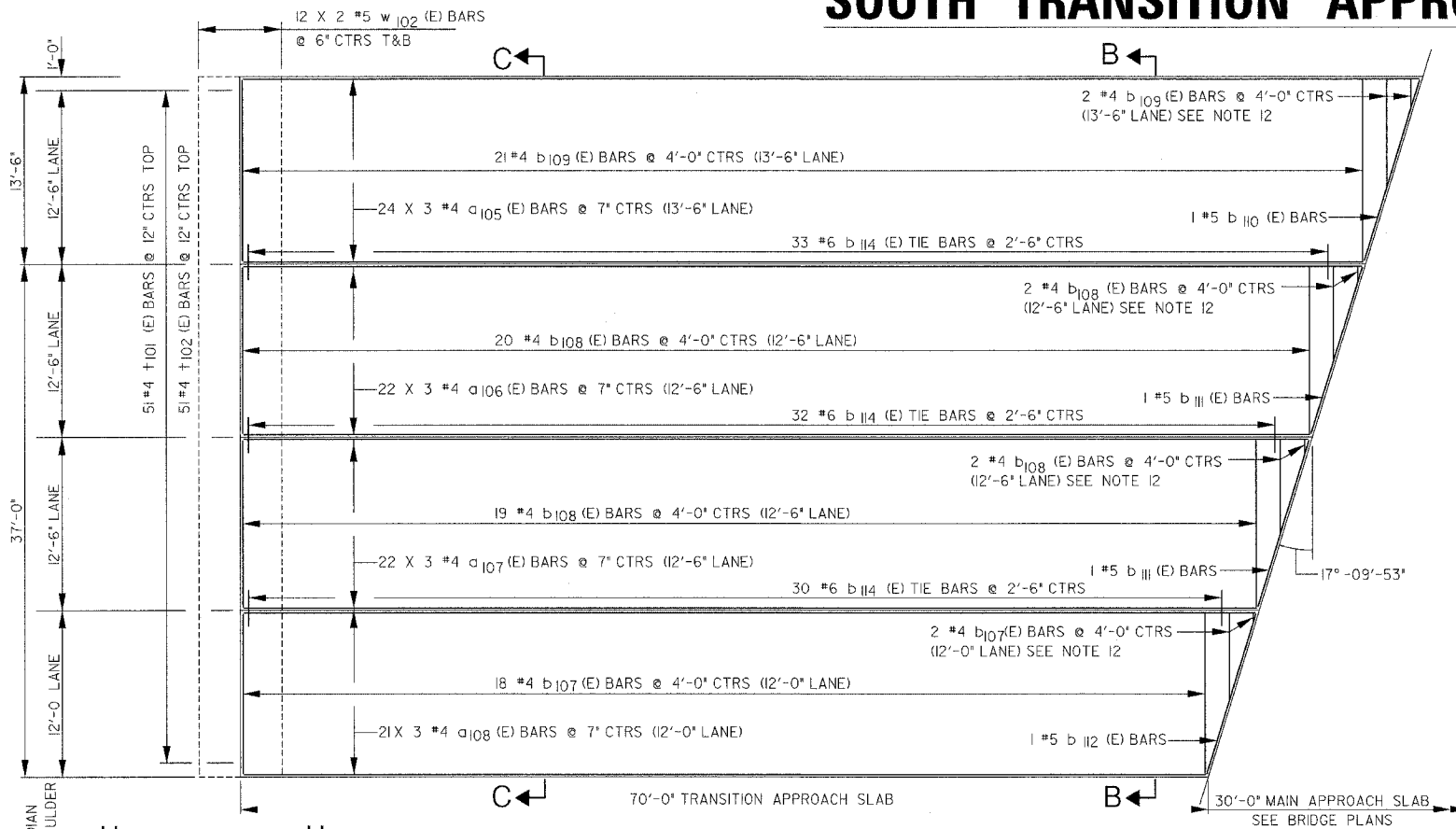
DESIGNED	MS
CHECKED	JIG
DRAWN	DCP
CHECKED	JIG

BORING LOG V
N.W. TOLLWAY
OVER IL 173 (F.A.P. ROUTE 303)
SECTION 129K
WINNEBAGO COUNTY
STATION 443+73.62
S.N. 101-9963 (SB) & 101-9964 (NB)
TOLLWAY S.N. 703 (NB) & 704 (SB)

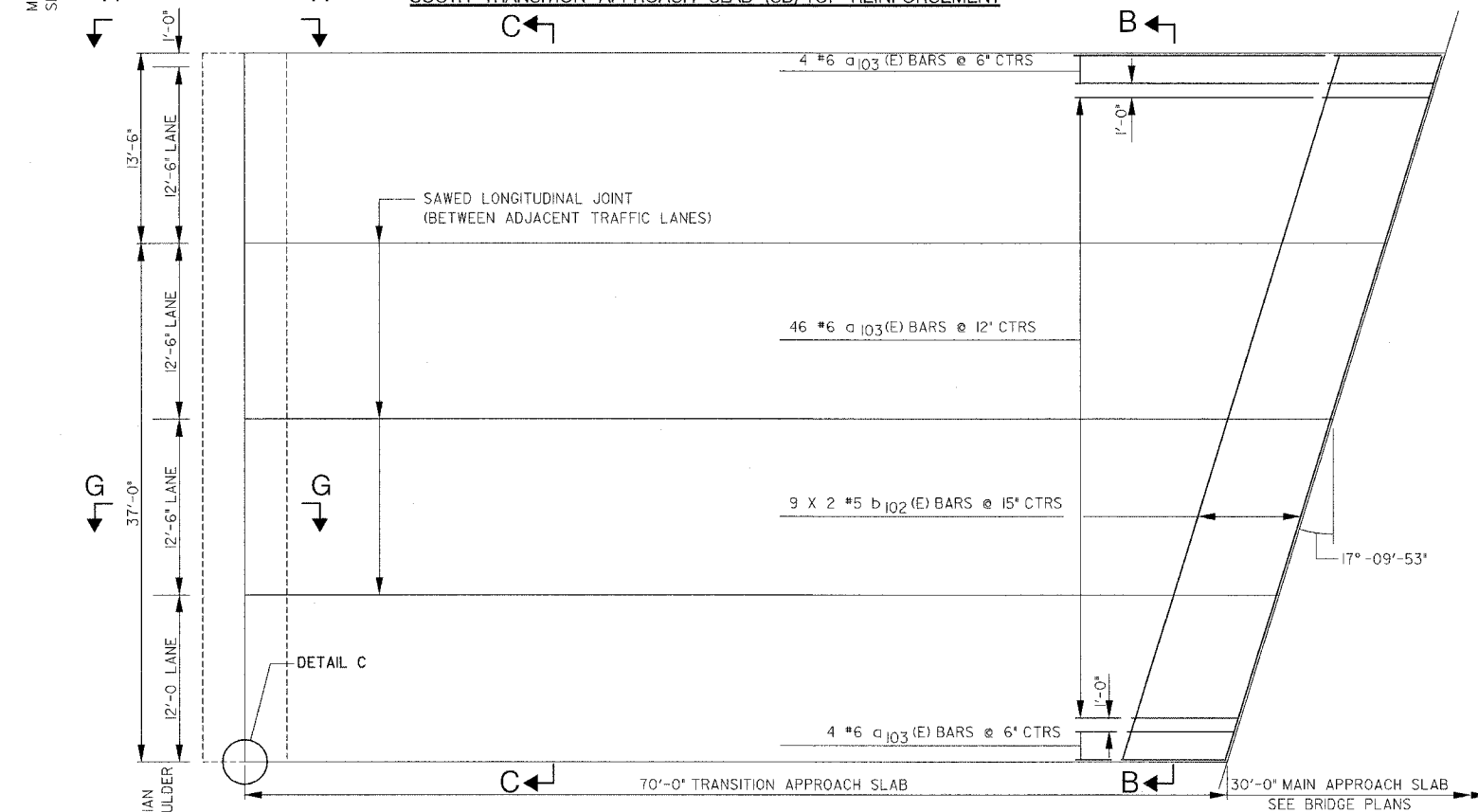


SOUTH TRANSITION APPROACH SLAB (SB)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	227
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SOUTH TRANSITION APPROACH SLAB (SB) TOP REINFORCEMENT



SOUTH TRANSITION APPROACH SLAB (SB) BOTTOM REINFORCEMENT

REINFORCING BAR SCHEDULE (FOR SOUTHBOUND APPROACH SLAB)

BAR	NO.	SIZE	LENGTH	SHAPE
a ₁₀₃ (E)	54	#6	10'-8"	C
a ₁₀₅ (E)	72	#4	29'-4"	—
a ₁₀₆ (E)	66	#4	27'-11"	—
a ₁₀₇ (E)	66	#4	26'-8"	—
a ₁₀₈ (E)	63	#4	25'-4"	—
b ₁₀₂ (E)	18	#5	27'-1"	—
b ₁₀₇ (E)	19	#4	11'-8"	—
b ₁₀₈ (E)	41	#4	12'-2"	—
b ₁₀₉ (E)	22	#4	13'-2"	—
b ₁₁₀ (E)	1	#5	13'-9"	—
b ₁₁₁ (E)	2	#5	12'-8"	—
b ₁₁₂ (E)	1	#5	12'-2"	—
b ₁₁₄ (E)	95	#6	2'-6"	—
t ₁₀₁ (E)	51	#4	5'-8"	—
t ₁₀₂ (E)	51	#4	6'-8"	C
w ₁₀₂ (E)	48	#5	25'-11"	—
Reinforcement Bars, Epoxy Coated			Pound	9,060

BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
42001400	Bridge Approach Pavement (Special)	Sq. Yds.	437

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SOUTH TRANSITION APPROACH SLAB (SB)
 N.W. TOLLWAY
 OVER IL 173 (F.A.P. ROUTE 303)
 SECTION 129K
 WINNEBAGO COUNTY
 S.N. 101-9963 (SB) & 101-9964 (NB)
 TOLLWAY S.N. 703 (NB) & 704 (SB)

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005
 DRAWN BY: BSL
 CHECKED BY: JTT

SOUTH TRANSITION APPROACH SLAB (NB)

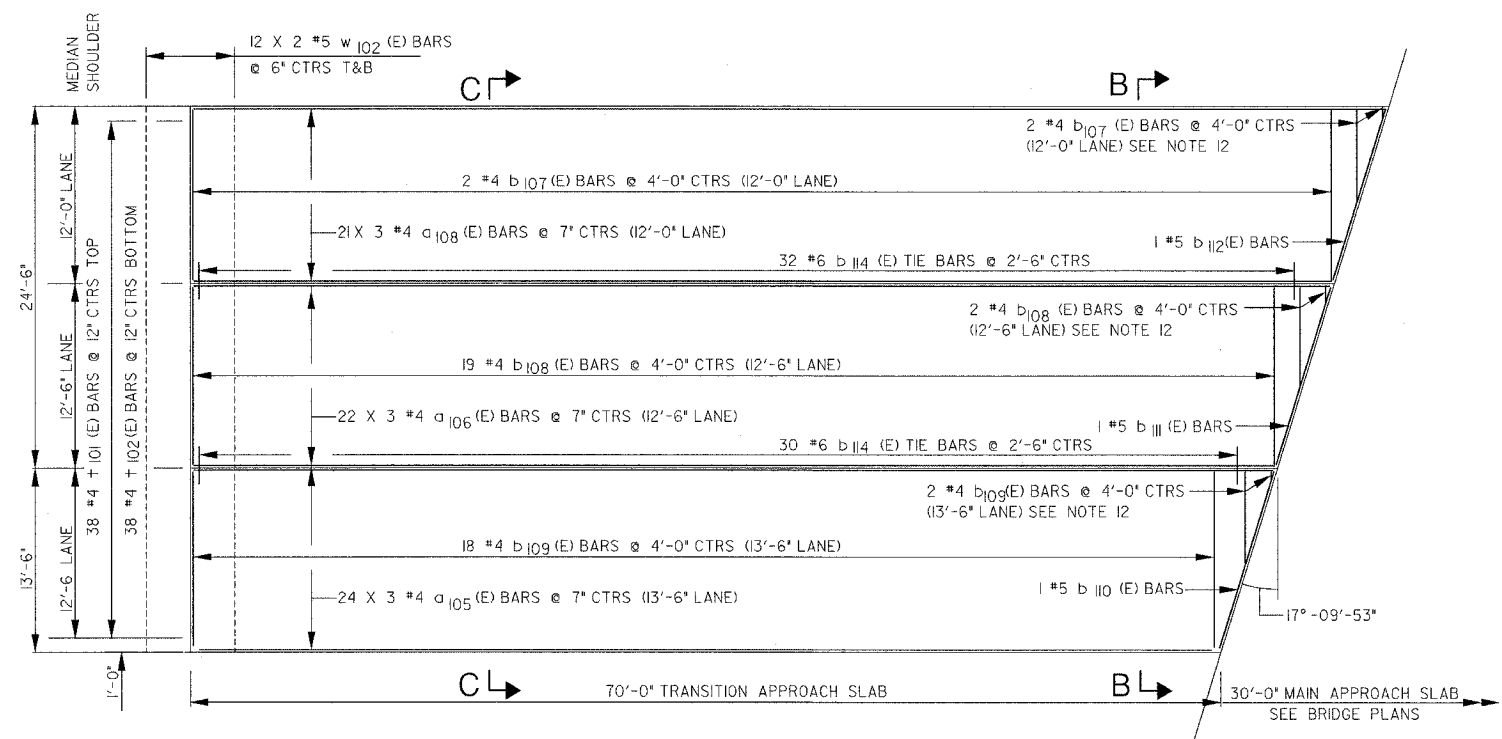
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	228
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REINFORCING BAR SCHEDULE (FOR SOUTHBOUND APPROACH SLAB)

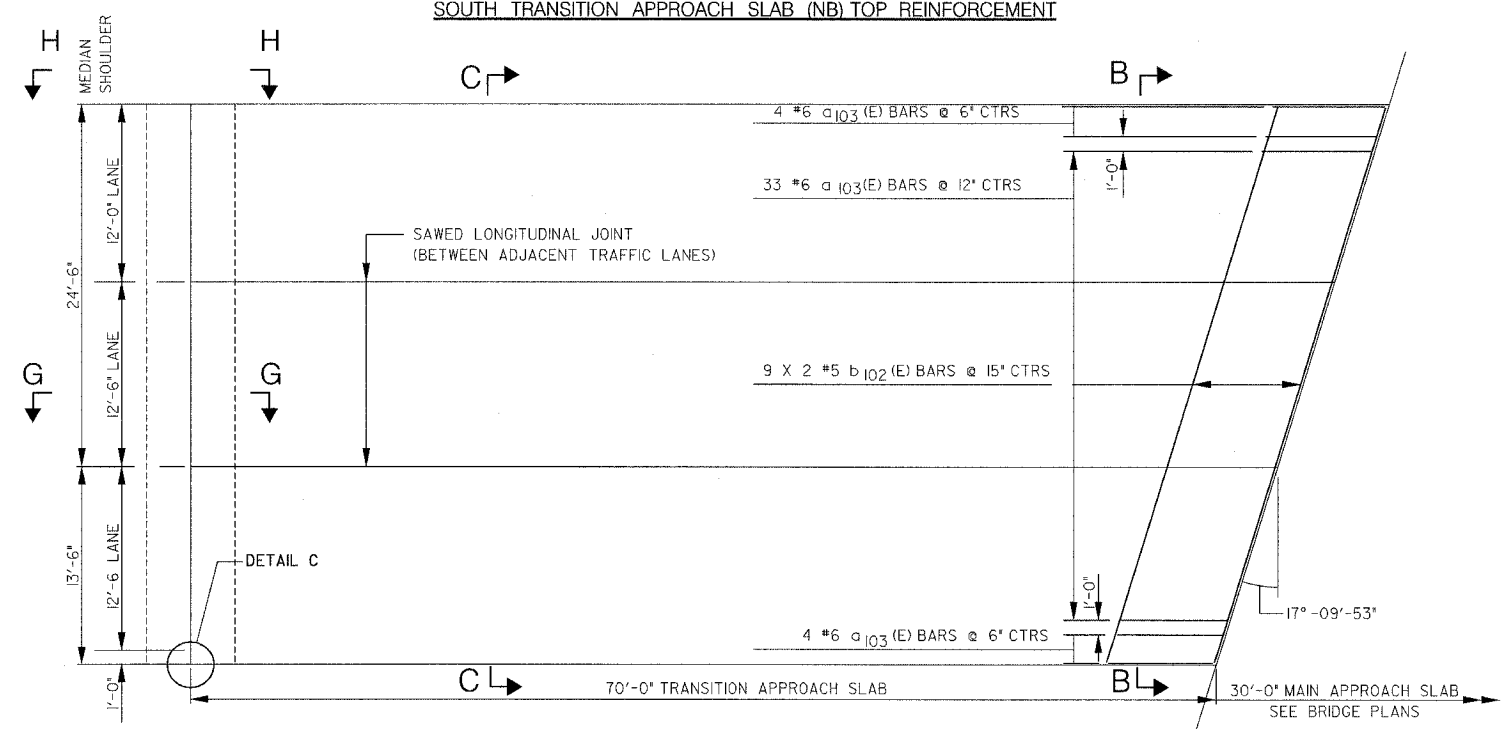
BAR	NO.	SIZE	LENGTH	SHAPE
a ₁₀₃ (E)	41	#6	10'-8"	┌
a ₁₀₅ (E)	72	#4	25'-6"	—
a ₁₀₆ (E)	66	#4	26'-9"	—
a ₁₀₈ (E)	63	#4	28'-0"	—
b ₁₀₂ (E)	18	#5	20'-7"	—
b ₁₀₇ (E)	21	#4	11'-8"	—
b ₁₀₈ (E)	20	#4	12'-2"	—
b ₁₀₉ (E)	19	#4	13'-2"	—
b ₁₁₀ (E)	1	#5	13'-9"	—
b ₁₁₁ (E)	1	#5	12'-8"	—
b ₁₁₂ (E)	1	#5	12'-2"	—
b ₁₁₄ (E)	62	#6	2'-6"	—
t ₁₀₁ (E)	38	#4	5'-8"	—
t ₁₀₂ (E)	38	#4	6'-8"	┐
w ₁₀₂ (E)	48	#5	19'-8"	—
Reinforcement Bars, Epoxy Coated		Pound	6,691	

BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
42001400	Bridge Approach Pavement (Special)	Sq. Yds.	320



SOUTH TRANSITION APPROACH SLAB (NB) TOP REINFORCEMENT



SOUTH TRANSITION APPROACH SLAB (NB) BOTTOM REINFORCEMENT



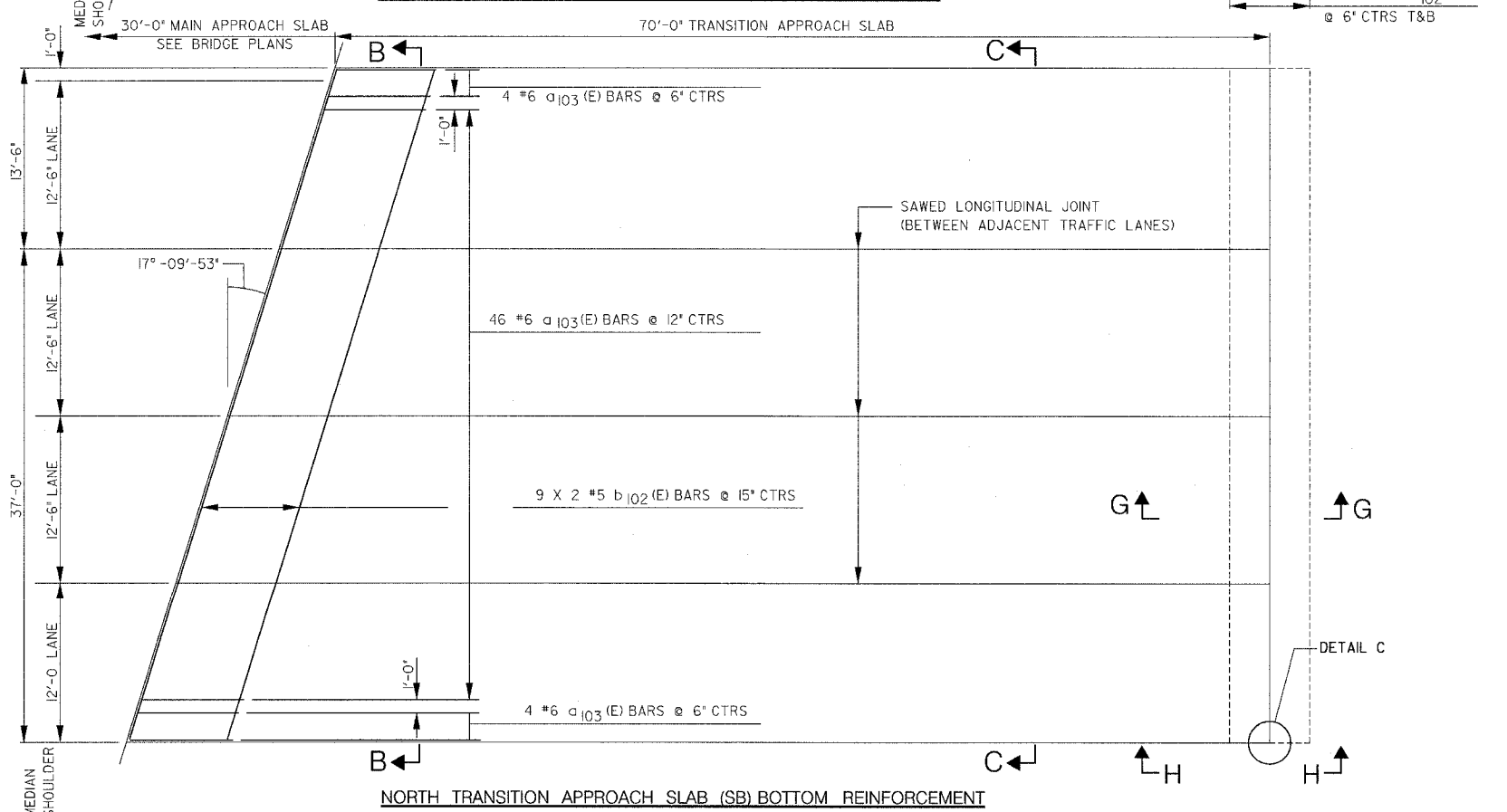
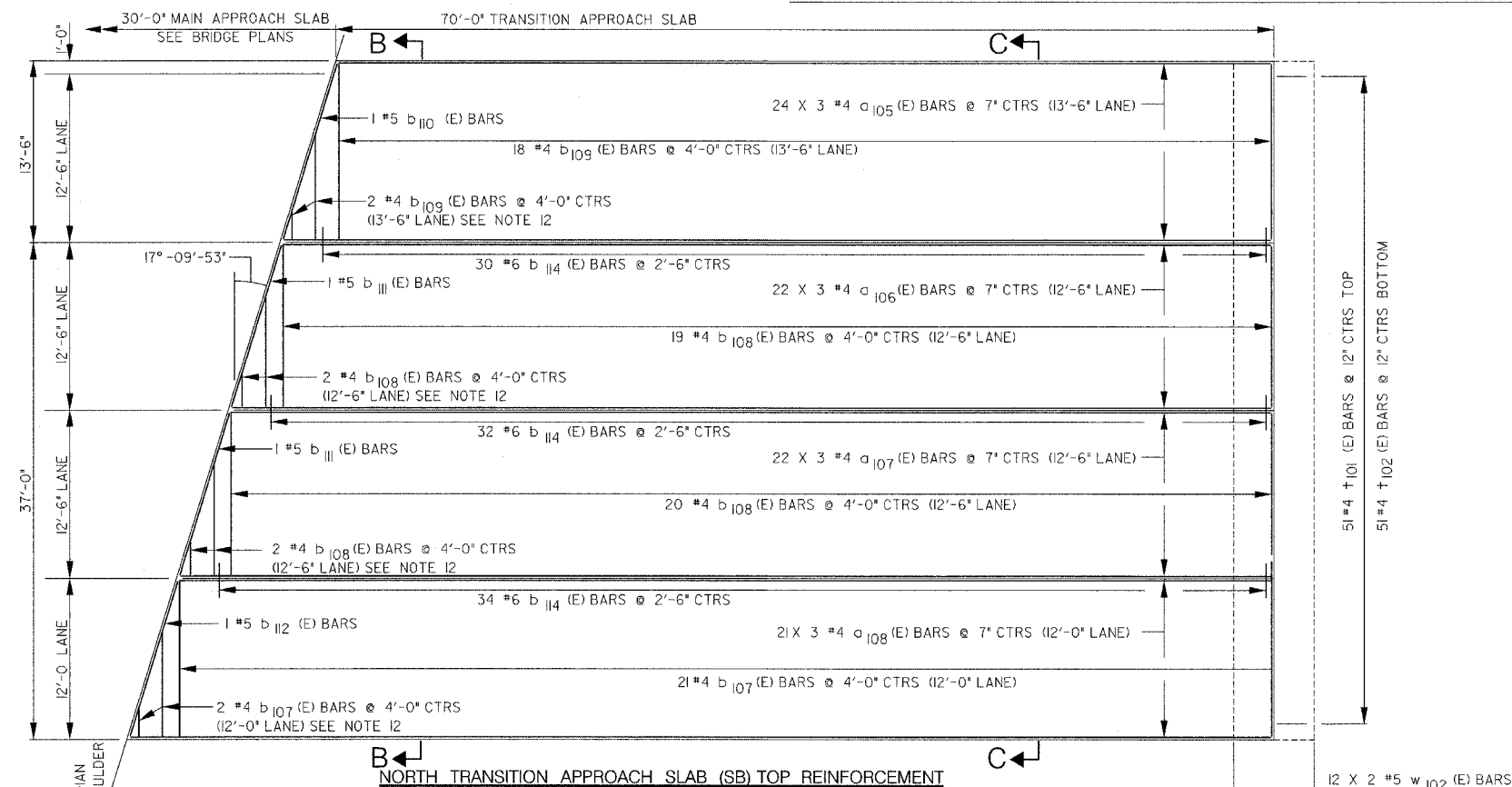
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOUTH TRANSITION APPROACH SLAB (NB)
 N.W. TOLLWAY
 OVER IL 173 (F.A.P. ROUTE 303)
 SECTION 129K
 WINNEBAGO COUNTY
 S.N. 101-9963 (SB) & 101-9964 (NB)
 TOLLWAY S.N. 703 (NB) & 704 (SB)

SCALE: VERT. N/A DRAWN BY BSL
 HORIZ. N/A CHECKED BY JTT
 DATE SEPTEMBER 14, 2005

NORTH TRANSITION APPROACH SLAB (SB)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	229
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



**REINFORCING BAR SCHEDULE
(FOR NORTHBOUND APPROACH SLAB)**

BAR	NO.	SIZE	LENGTH	SHAPE
a ₁₀₃ (E)	54	#6	10'-8"	┌
a ₁₀₅ (E)	72	#4	25'-6"	—
a ₁₀₆ (E)	66	#4	26'-9"	—
a ₁₀₇ (E)	66	#4	28'-1"	—
a ₁₀₈ (E)	63	#4	29'-4"	—
b ₁₀₂ (E)	18	#5	27'-1"	—
b ₁₀₇ (E)	22	#4	11'-8"	—
b ₁₀₈ (E)	41	#4	12'-2"	—
b ₁₀₉ (E)	19	#4	13'-2"	—
b ₁₁₀ (E)	1	#5	13'-9"	—
b ₁₁₁ (E)	2	#5	12'-8"	—
b ₁₁₂ (E)	1	#5	12'-2"	—
b ₁₁₄ (E)	96	#6	2'-6"	—
t ₁₀₁ (E)	51	#4	5'-8"	—
t ₁₀₂ (E)	51	#4	6'-8"	┌
w ₁₀₂ (E)	48	#5	25'-11"	—
Reinforcement Bars, Epoxy Coated		Pound	7,817	

BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
42001400	Bridge Approach Pavement (Special)	Sq. Yds.	437

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
NORTH TRANSITION APPROACH SLAB (SB)
 N.W. TOLLWAY
 OVER IL 173 (F.A.P. ROUTE 303)
 SECTION 129K
 WINNEBAGO COUNTY
 S.N. 101-9963 (SB) & 101-9964 (NB)
 TOLLWAY S.N. 703 (NB) & 704 (SB)

SCALE: VERT. N/A DRAWN BY: BSL
 HORIZ. N/A CHECKED BY: JTT
 DATE: SEPTEMBER 14, 2005

NORTH TRANSITION APPROACH SLAB (NB)

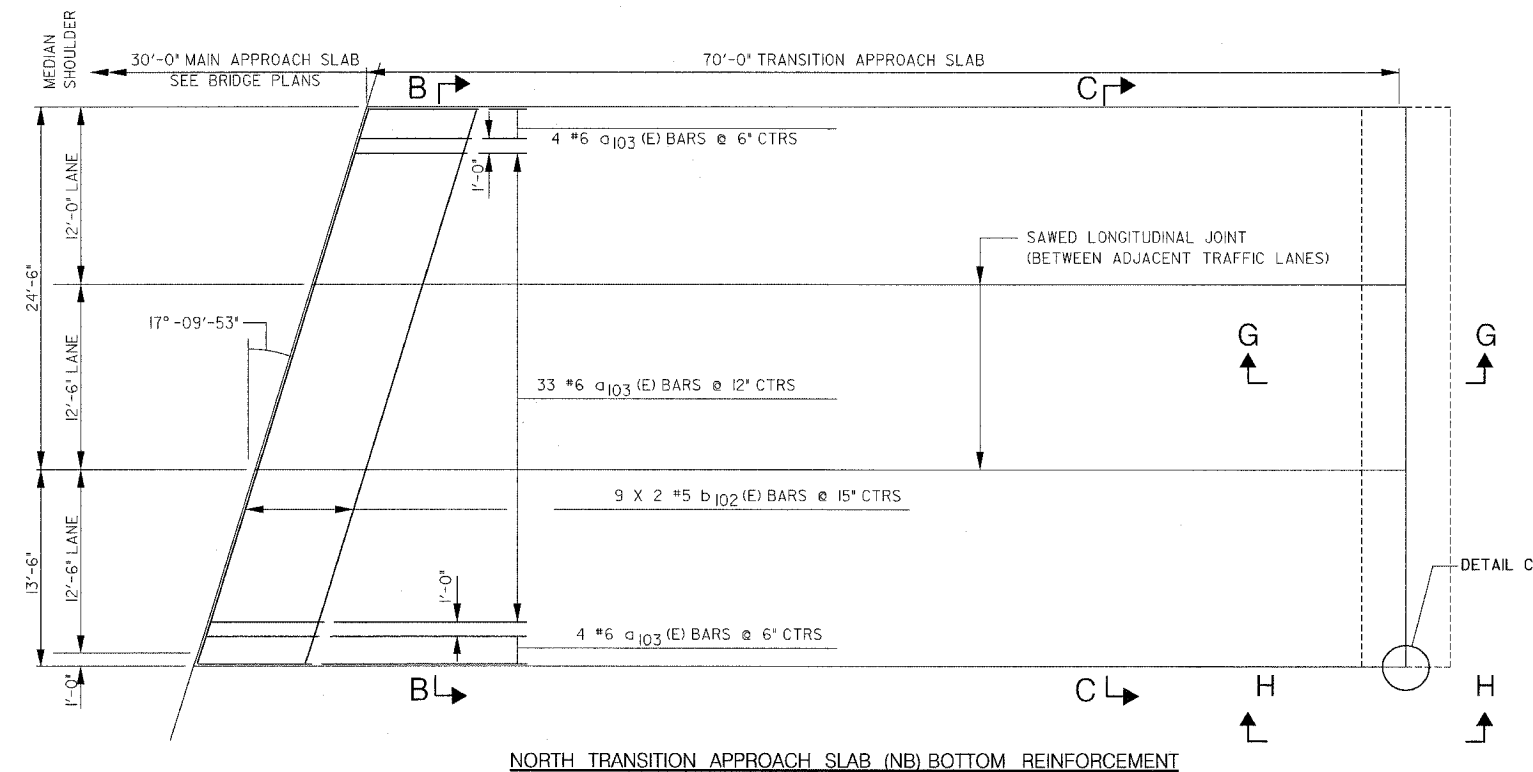
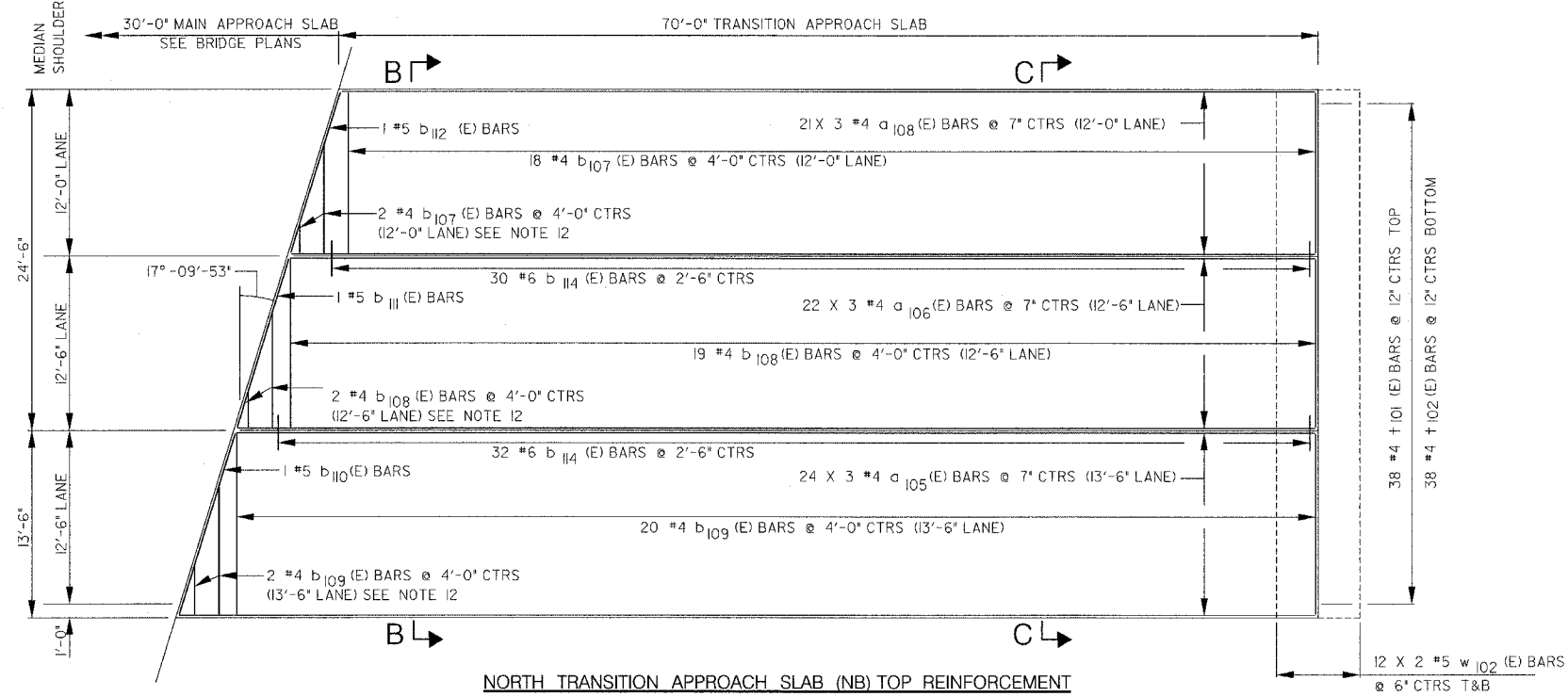
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	230
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

REINFORCING BAR SCHEDULE (FOR NORTHBOUND APPROACH SLAB)

BAR	NO.	SIZE	LENGTH	SHAPE
a ₁₀₃ (E)	41	#6	10'-8"	⌒
a ₁₀₅ (E)	72	#4	28'-0"	—
a ₁₀₆ (E)	66	#4	26'-8"	—
a ₁₀₈ (E)	63	#4	25'-4"	—
b ₁₀₂ (E)	18	#5	20'-7"	—
b ₁₀₇ (E)	19	#4	11'-8"	—
b ₁₀₈ (E)	20	#4	12'-2"	—
b ₁₀₉ (E)	21	#4	13'-2"	—
b ₁₁₀ (E)	1	#5	13'-9"	—
b ₁₁₁ (E)	1	#5	12'-8"	—
b ₁₁₂ (E)	1	#5	12'-2"	—
b ₁₁₄ (E)	62	#6	2'-6"	—
t ₁₀₁ (E)	38	#4	5'-8"	—
t ₁₀₂ (E)	38	#4	6'-8"	⌒
w ₁₀₂ (E)	48	#5	19'-8"	—
Reinforcement Bars, Epoxy Coated		Pound	6,698	

BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
42001400	Bridge Approach Pavement (Special)	Sq. Yds.	320



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
NORTH TRANSITION APPROACH SLAB (NB)
 N.W. TOLLWAY
 OVER IL 173 (F.A.P. ROUTE 303)
 SECTION 129K
 WINNEBAGO COUNTY
 S.N. 101-9963 (SB) & 101-9964 (NB)
 TOLLWAY S.N. 703 (NB) & 704 (SB)

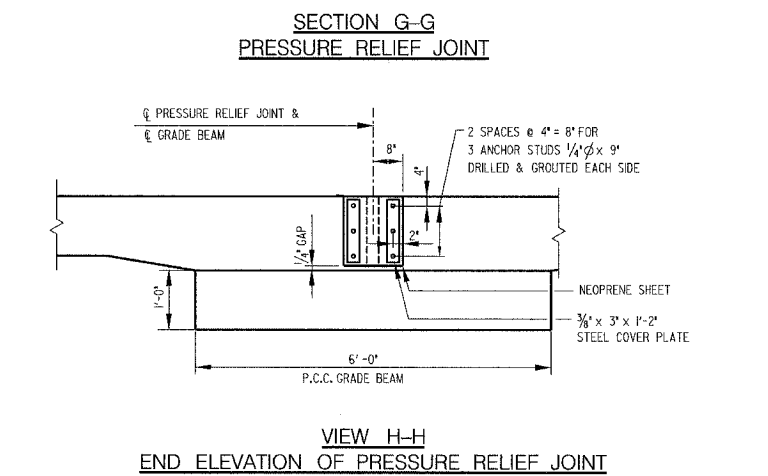
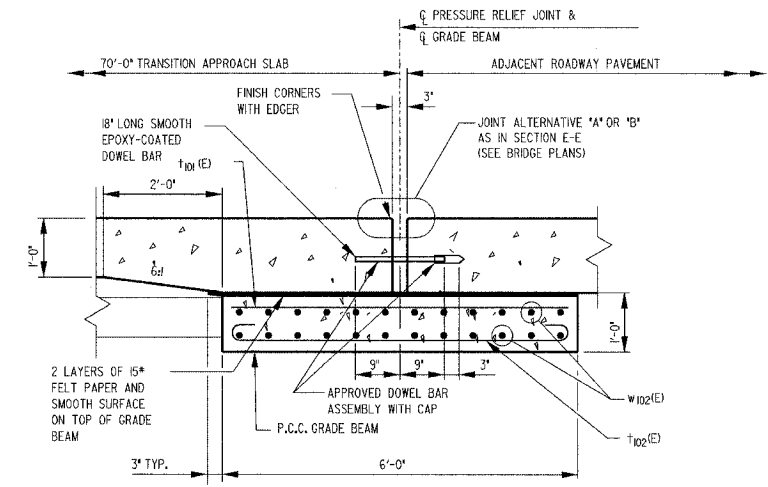
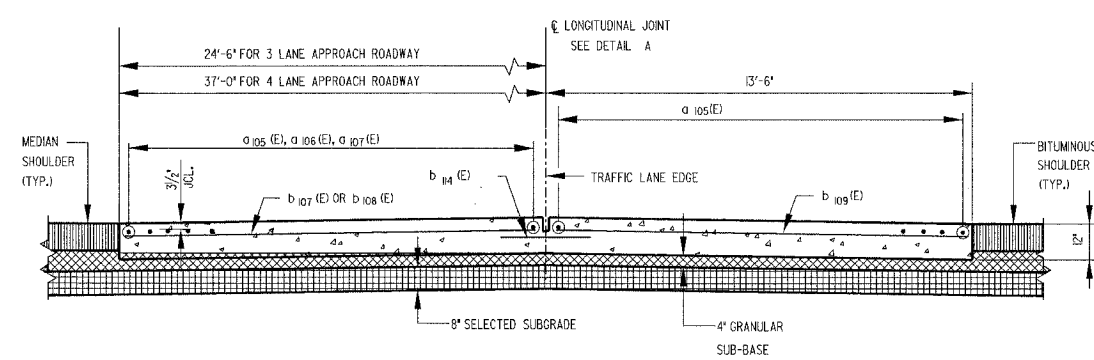
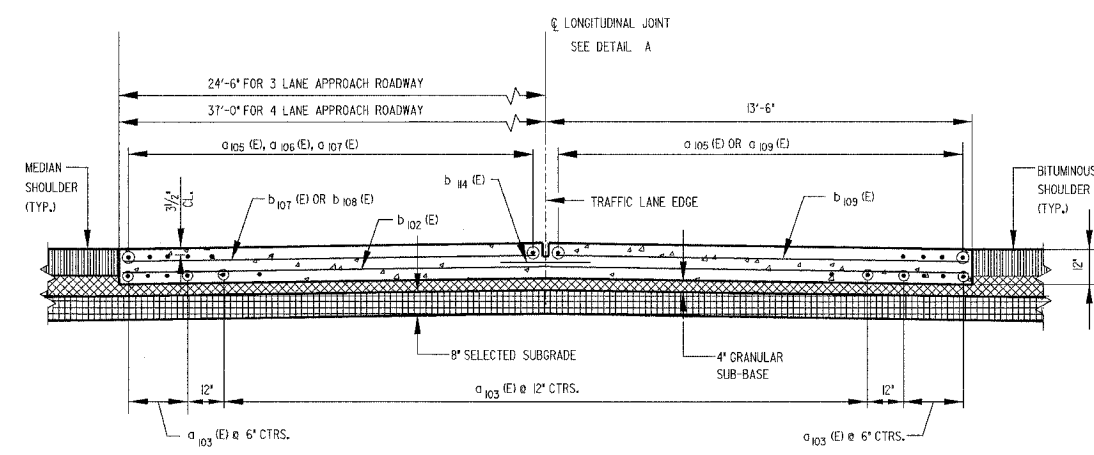
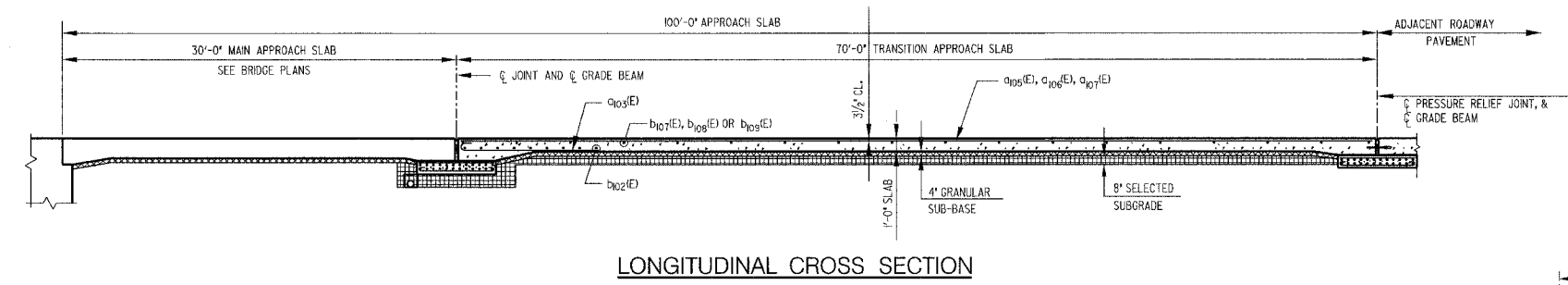
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 DATE: SEPTEMBER 14, 2005

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	231
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRANSITION APPROACH SLAB NOTES & DETAILS

NOTES:

- USE 1'-4" MIN. LAP FOR #4 BARS. USE 1'-8" MIN. LAP FOR #5 BARS.
- CUT REINFORCEMENT IN THE FIELD TO FIT THE SKEW AND USE REMAINDER IN OPPOSITE END.
- SAW CUT 3/8" x 2" DEEP JOINT AND FILL WITH HOT POURED, LOW MODULUS, POLYMER SEALANT MEETING THE REQUIREMENTS OF ASTM D3405.
- TOOL EDGES OF EXPANSION AND PRESSURE RELIEF JOINTS TO 1/4" RADIUS.
- STRUCTURAL SUBDRAIN (FILTER FABRIC) (6") AT GRADE BEAM SHALL FLOW TO AND BE CONNECTED TO STRUCTURAL SUBDRAIN BEHIND WINGWALL OR RETAINING WALL OR DAYLIGHT NEAR TOE OF EMBANKMENT. STRUCTURAL SUBDRAIN (FILTER FABRIC) (6") SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 607 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS PAY ITEM 607C1.
- REINFORCING BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31 (ASTM A615), GRADE 60, AND SHALL CONFORM TO SUBSECTIONS 504.1 THRU 504.6 OF THE STANDARD SPECIFICATIONS.
- REINFORCING BARS DESIGNATED '(E)' SHALL BE EPOXY COATED.
- REINFORCEMENT BENDING DETAILS SHALL BE IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI)315, LATEST EDITION.
- REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.
- EXPOSED CONCRETE EDGES SHALL HAVE 3/4"x45° CHAMFERS. CHAMFERS ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW GROUND LEVEL.
- THE NOTATION MxN #4a ETC. FOR REINFORCING BARS IS DEFINED AS M LINES OF BARS WITH N LENGTHS PER LINE.
- CUT REINFORCEMENT IN THE FIELD TO FIT SKEW AND PLACE REMAINDER IN ADJACENT AREA OR DISCARD OFF SITE.
- IN THE CORNERS OF THE GRADE BEAM, THE CONCRETE SHALL BE BLOCKED OUT AND THE REINFORCING STEEL SHALL BE RESPACED (OR CUT) FOR GUARDRAIL POSTS, DRAINAGE STRUCTURES, NOISE ABATEMENT WALLS, ETC. AS NECESSARY AND AS APPROVED BY THE ENGINEER.
- HOT POURED, LOW MODULUS, POLYMER SEALANT SHALL MEET THE REQUIREMENTS OF ASTM D 3405.
- REFERENCE TO LONGITUDINAL CONSTRUCTION JOINTS; THESE BARS SHALL BE CUT TO FIT FROM LENGTHS SHOWN IN THE REINFORCING BAR SCHEDULE FOR THE CONSTRUCTION JOINT. THESE BARS MAY BE REPLACED BY ALTERNATIVE BARS AND LENGTHS AS SHOWN IN THE DESIGN PLANS.
- CONCRETE SEALANT SHALL BE APPLIED TO TOP AND TRAFFIC FACES OF MEDIAN AND OUTSIDE BARRIERS.

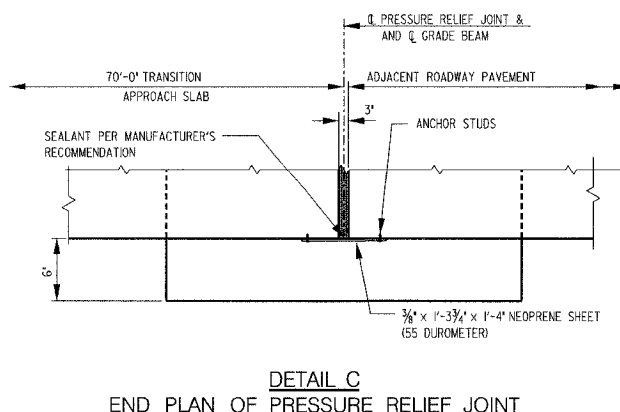
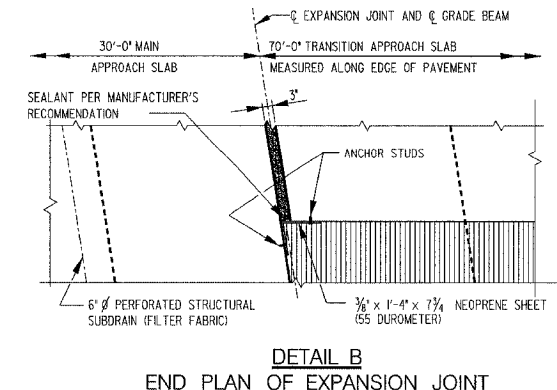
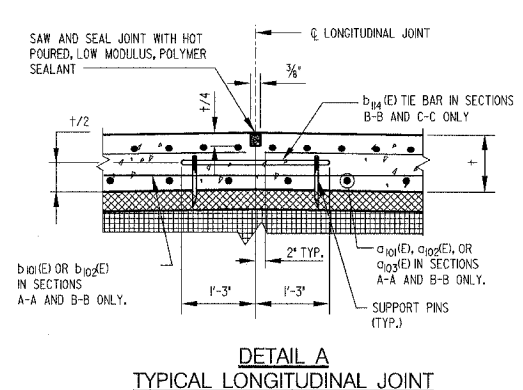


LEGEND:

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

NOTES:

- FOR REINFORCEMENT BARS IN APPROACH SLABS, SEE TYPICAL SECTIONS - TRANSITION APPROACH SLAB
- IN SECTION F-F AND VIEW H-H, ANCHOR STUDS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION #507 OF THE STANDARD SPECIFICATIONS. STEEL PLATES, BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED.
- THE THICKNESSES OF BITUMINOUS BASE COURSE, SPECIAL AND AGGREGATE BASE COURSE, SPECIAL SHALL BE THE SAME AS THEY ARE FOR THE ADJACENT PAVEMENT SECTIONS.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

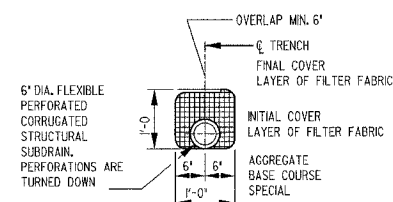
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 DATE: SEPTEMBER 14, 2005

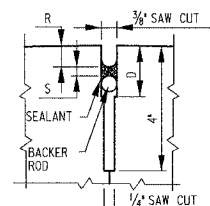
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TRANSITION APPROACH SLAB NOTES & DETAILS

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303	I29K	WINNEBAGO	585	232
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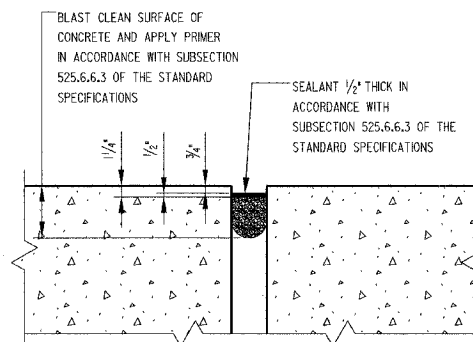


DETAIL D

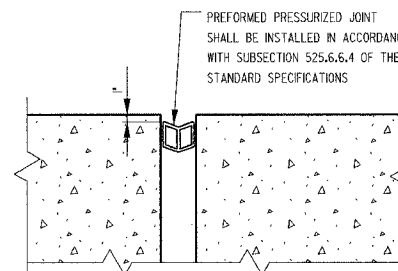


NOTE: DIMENSIONS D, R & S ARE AS RECOMMENDED BY THE SEALANT MANUFACTURER.

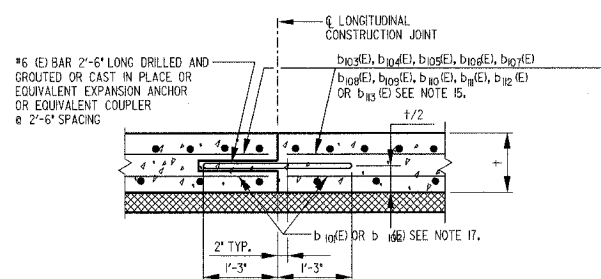
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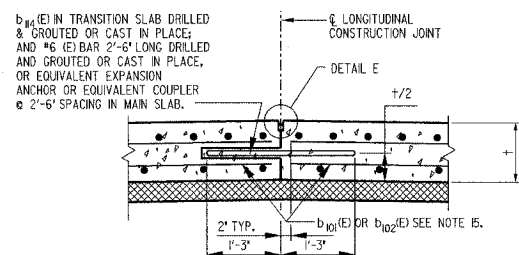
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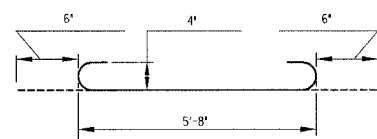
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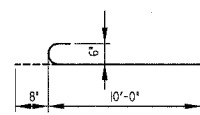
CROSS SECTION THRU LONGITUDINAL CONSTRUCTION JOINT BETWEEN LANE LINES



CROSS SECTION THRU LONGITUDINAL JOINT WITH CONSTRUCTION JOINT



BAR $b_{102}(E)$



BAR $a_{103}(E)$

REVISIONS	
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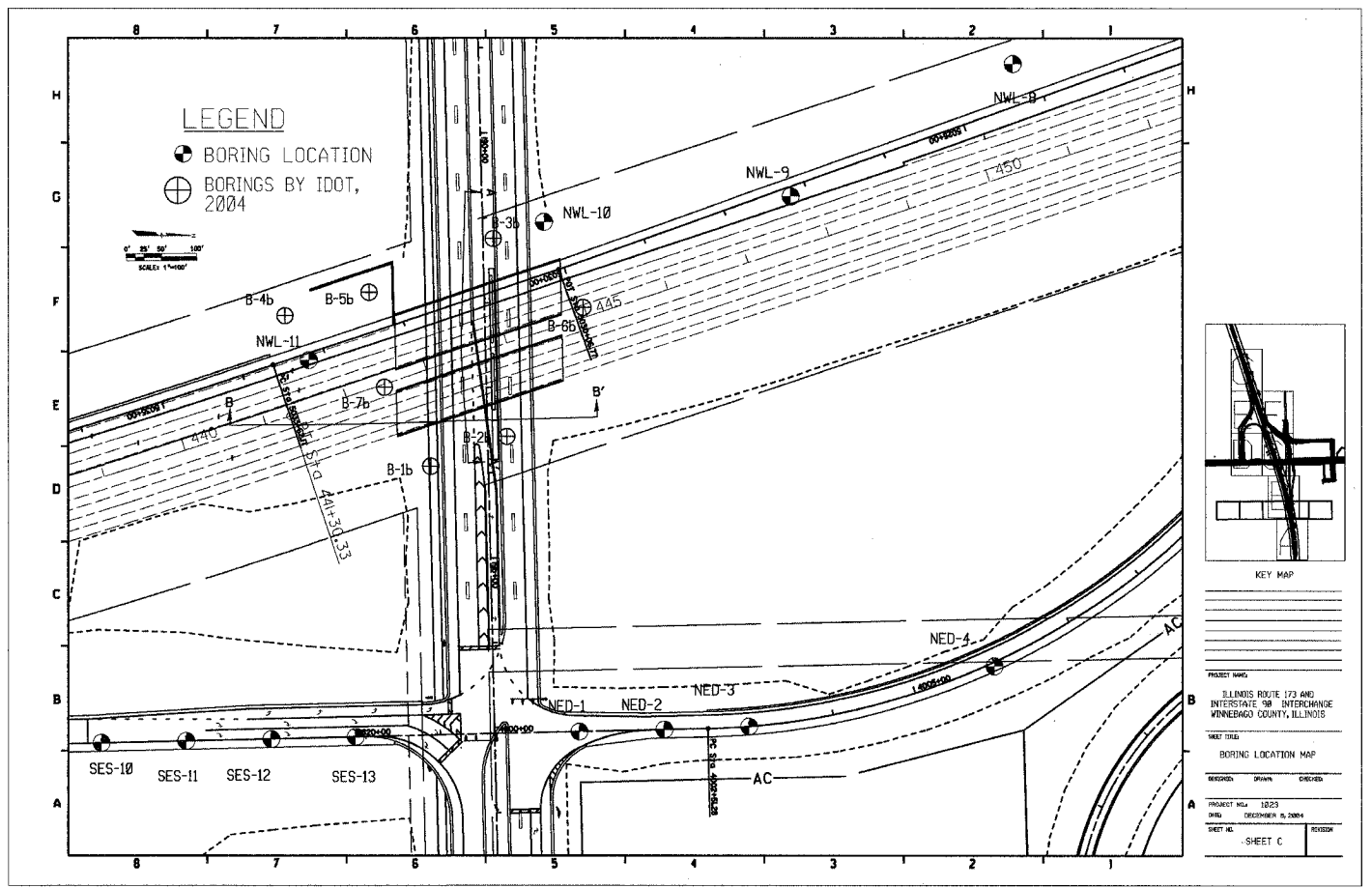
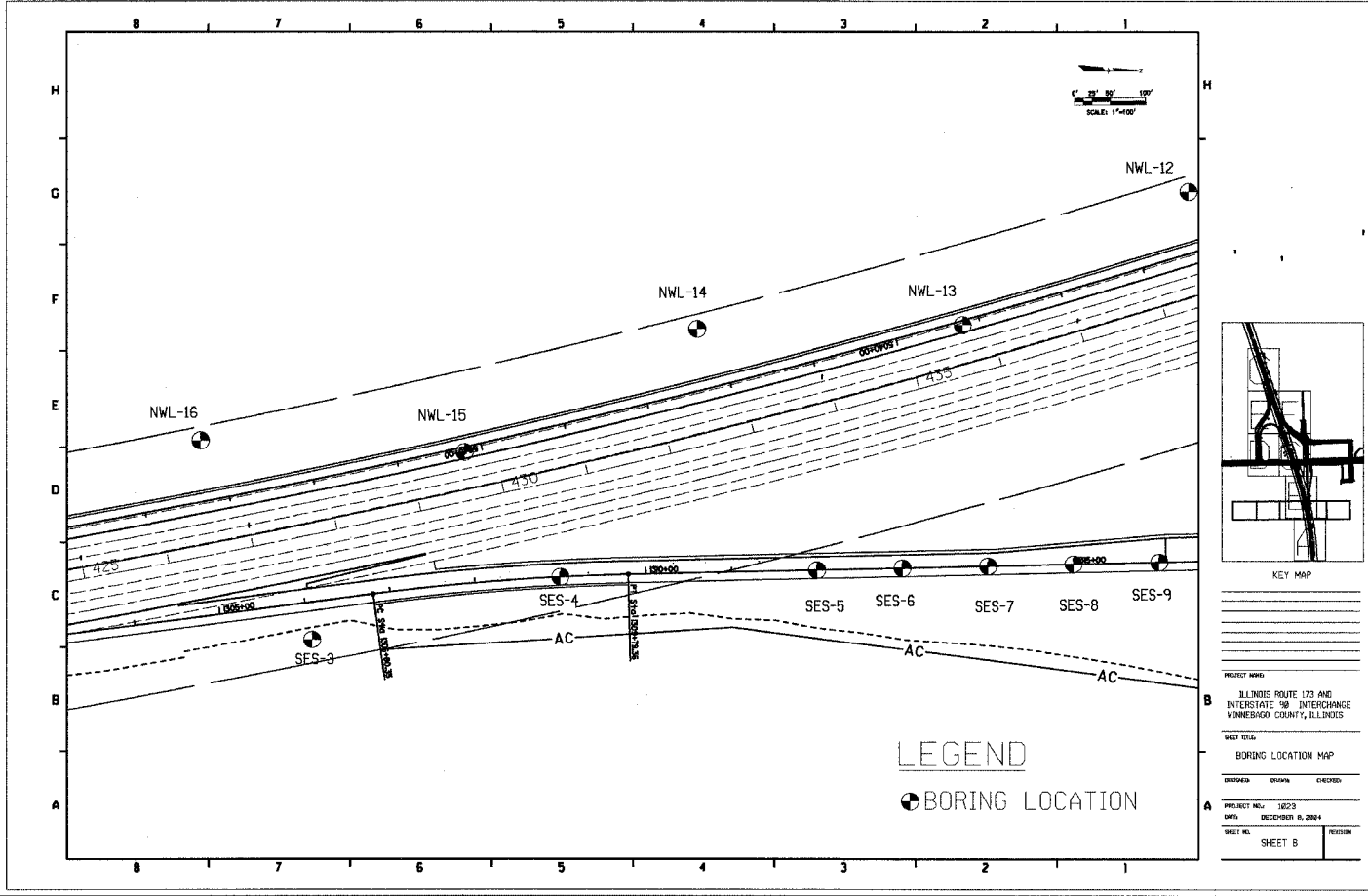
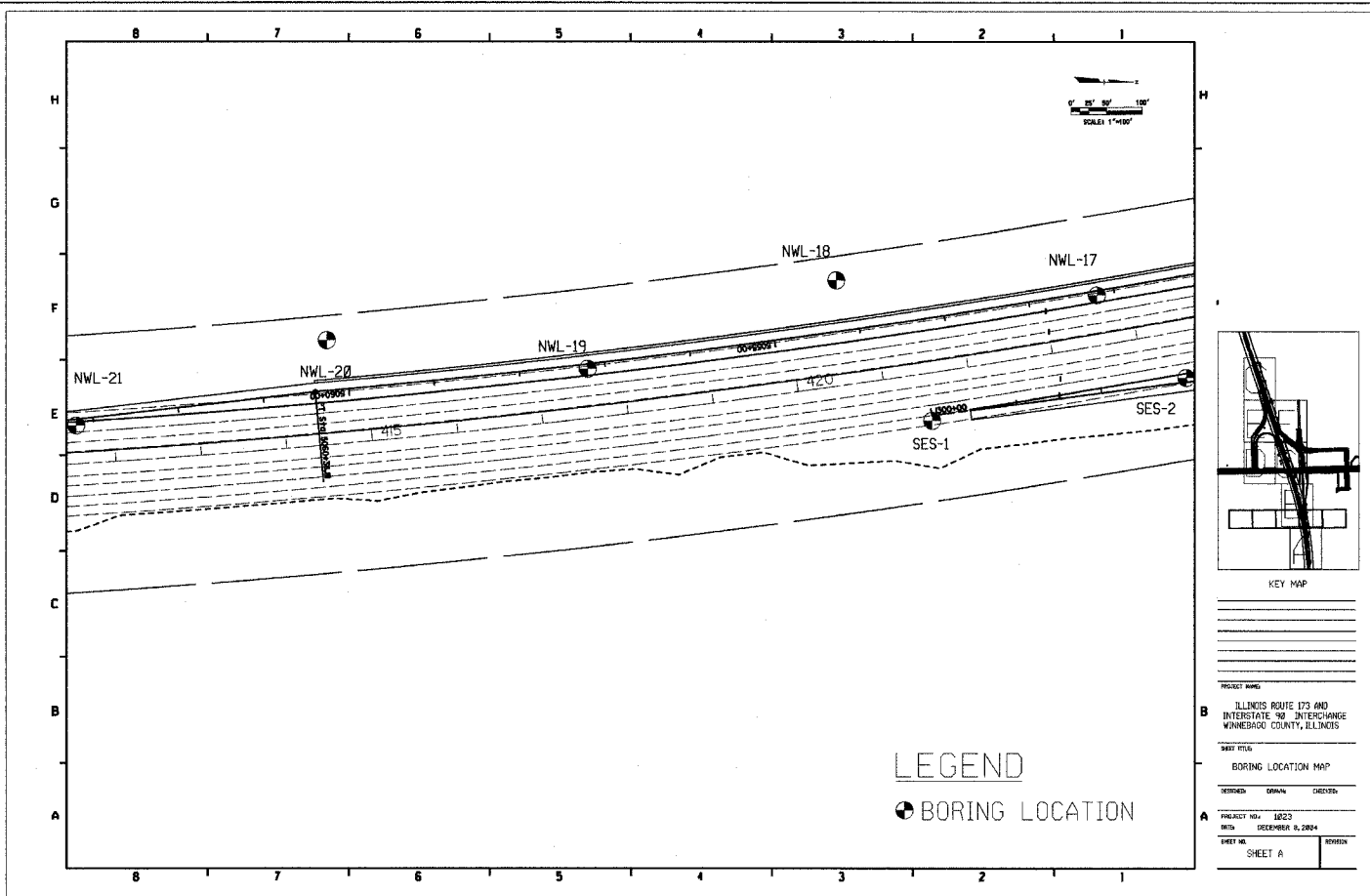
ILLINOIS DEPARTMENT OF TRANSPORTATION

TRANSITION APPROACH SLAB NOTES & DETAILS

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CHECKED BY JTT

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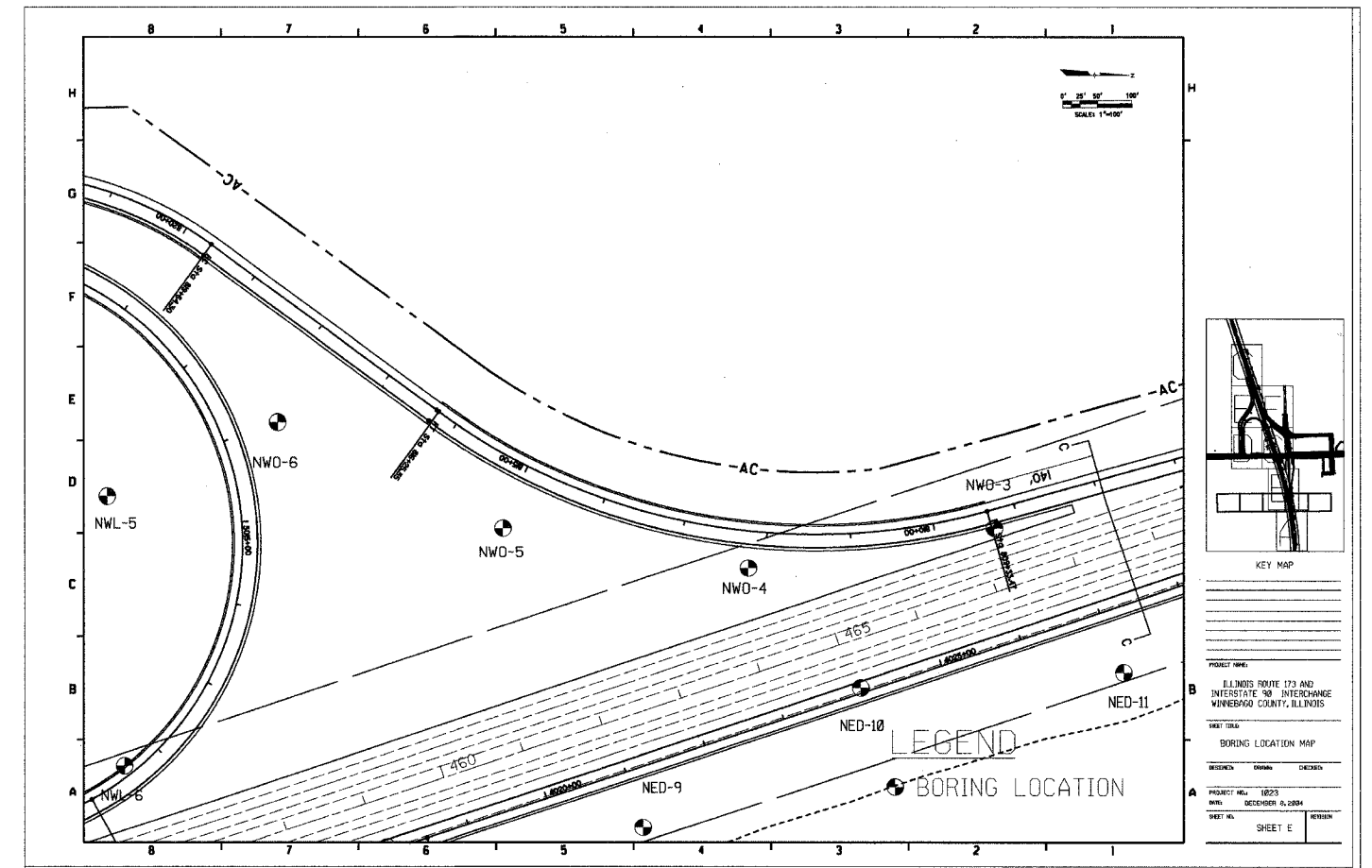
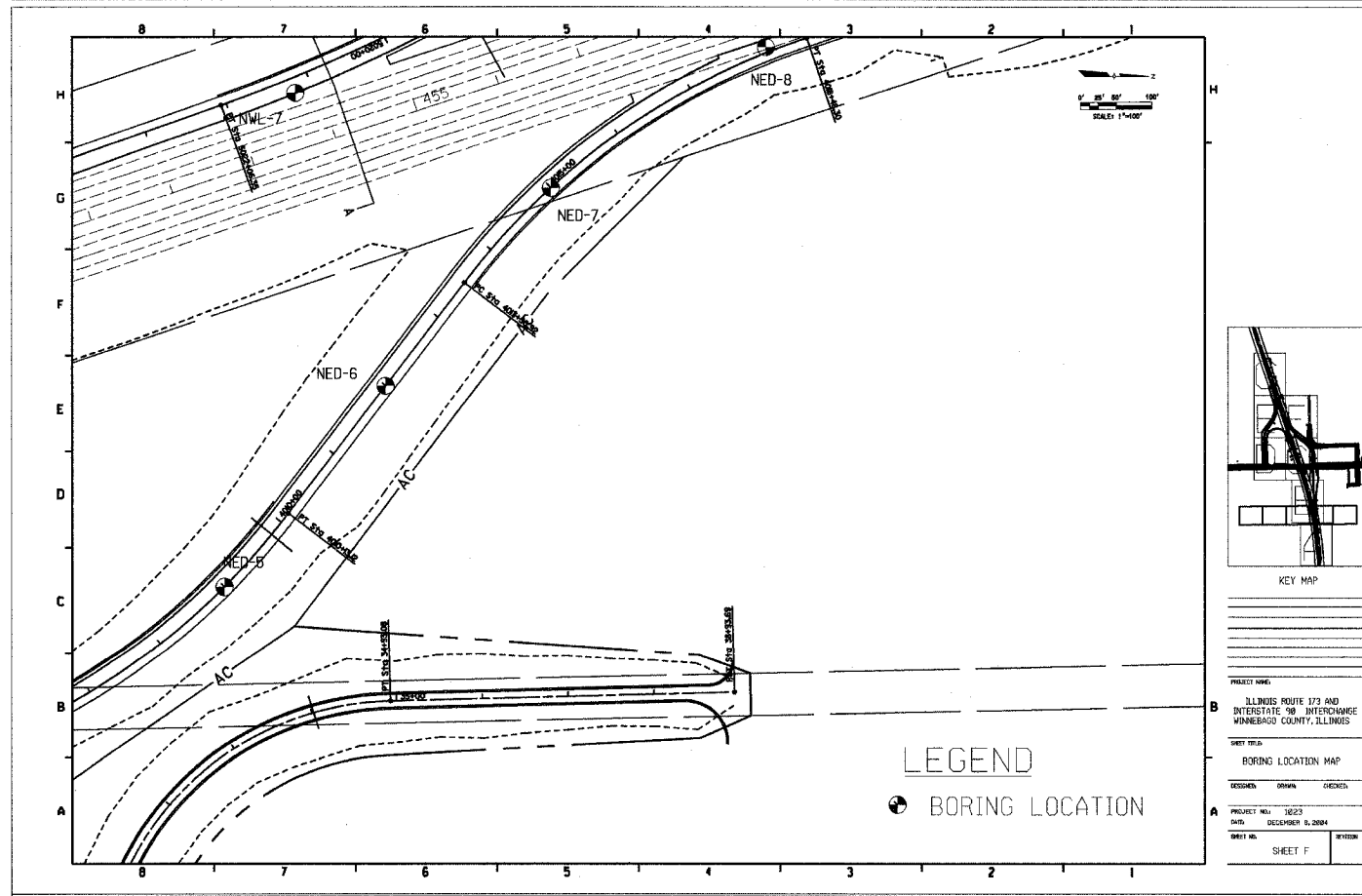
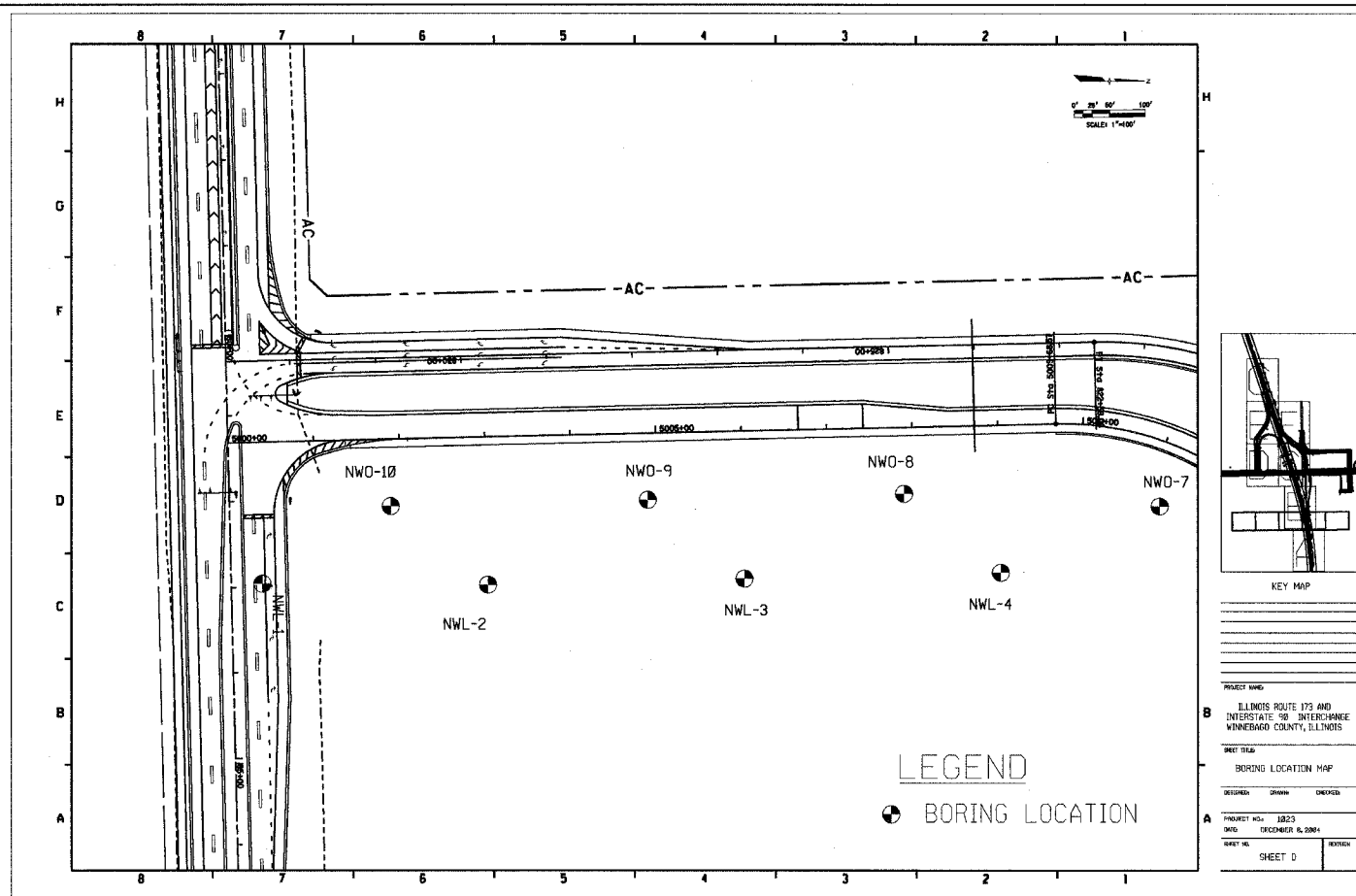
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005

DRAWN BY: TWH
 CHECKED BY: PDS

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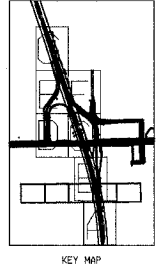
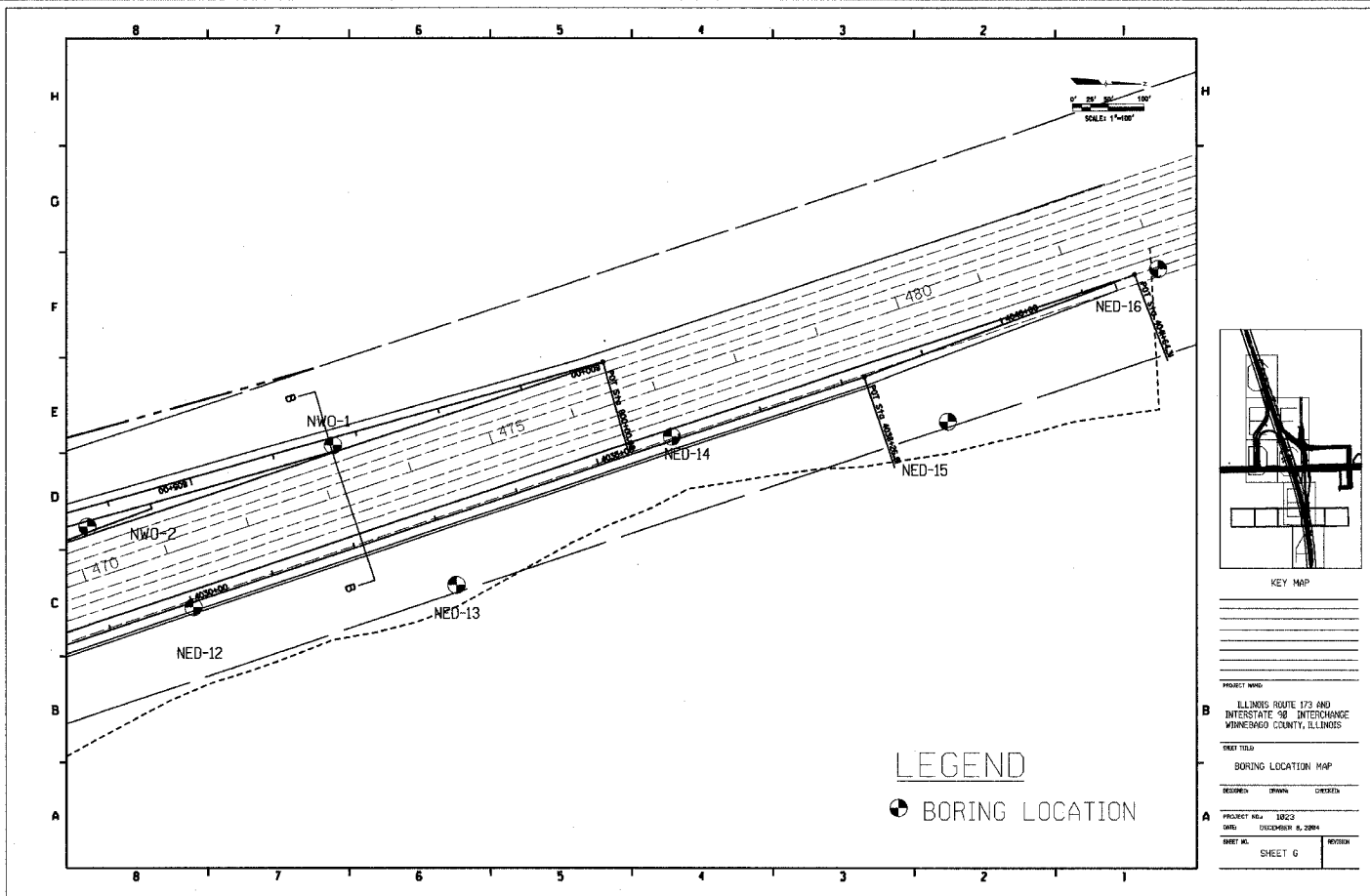
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

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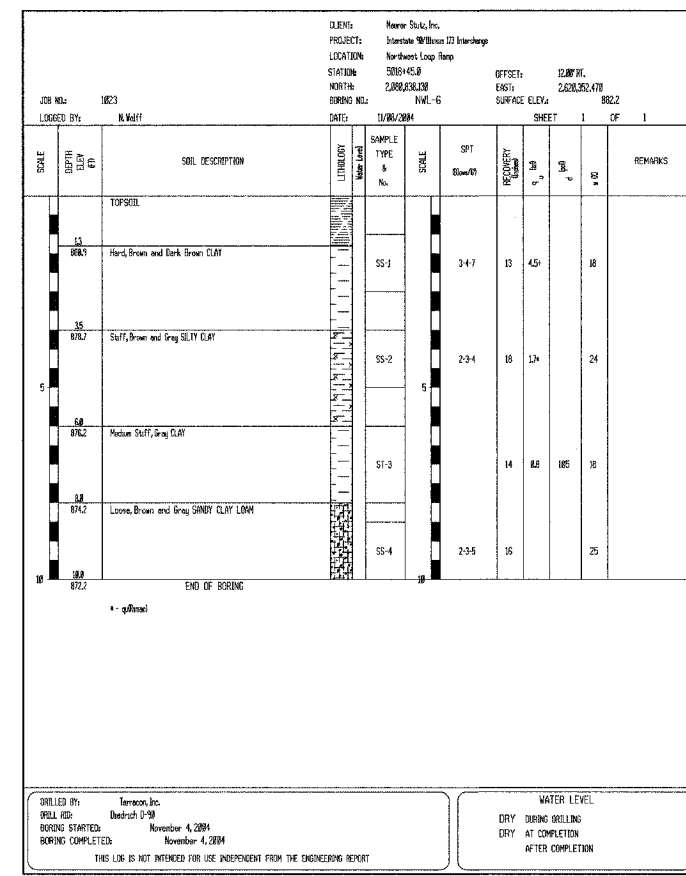
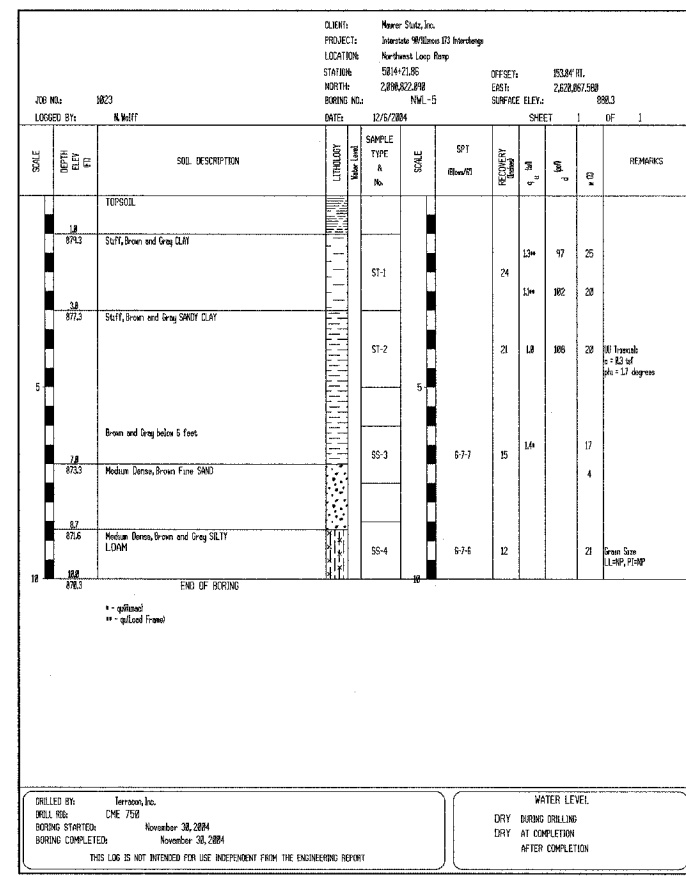
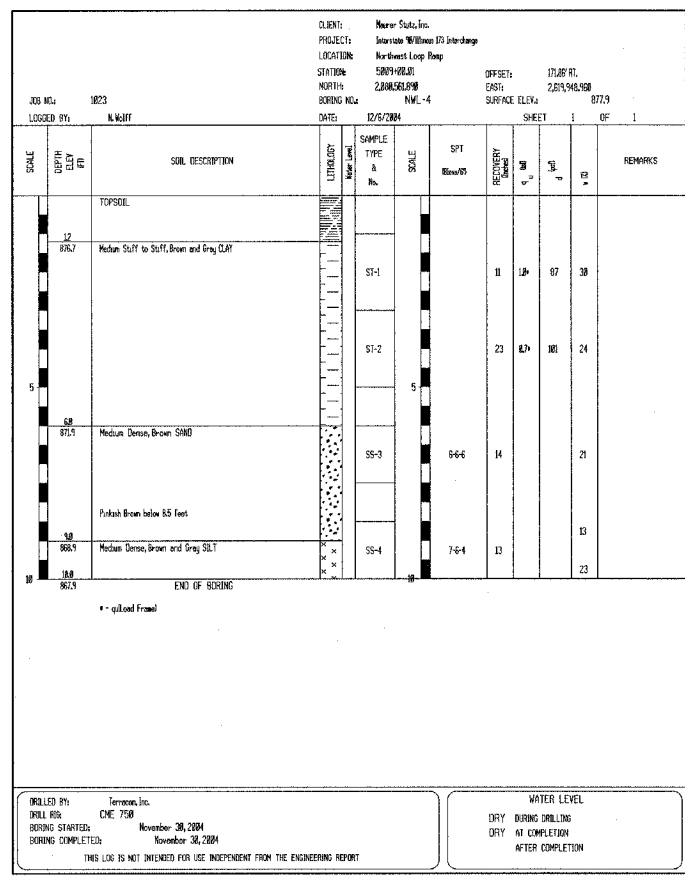
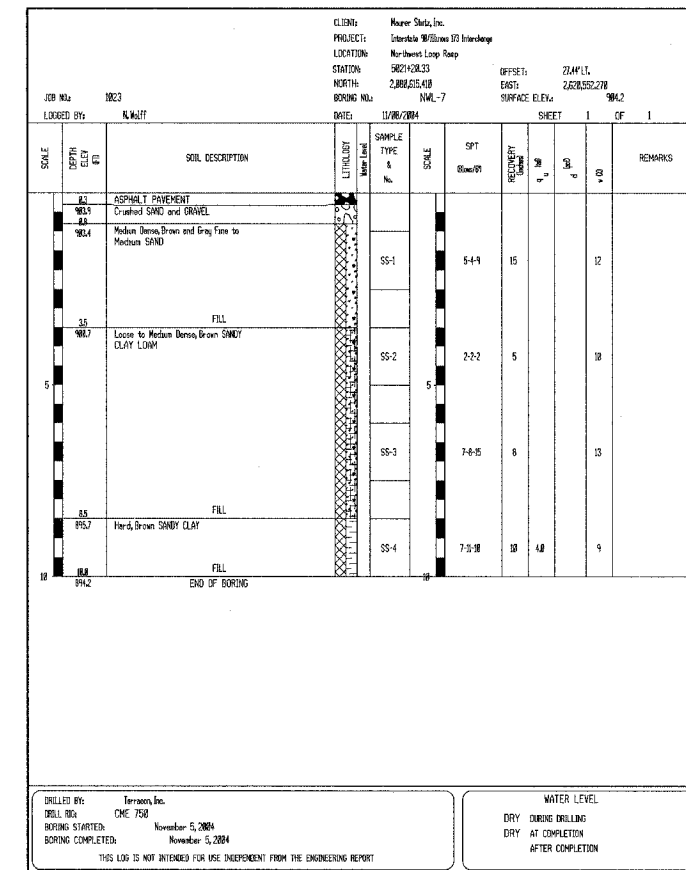
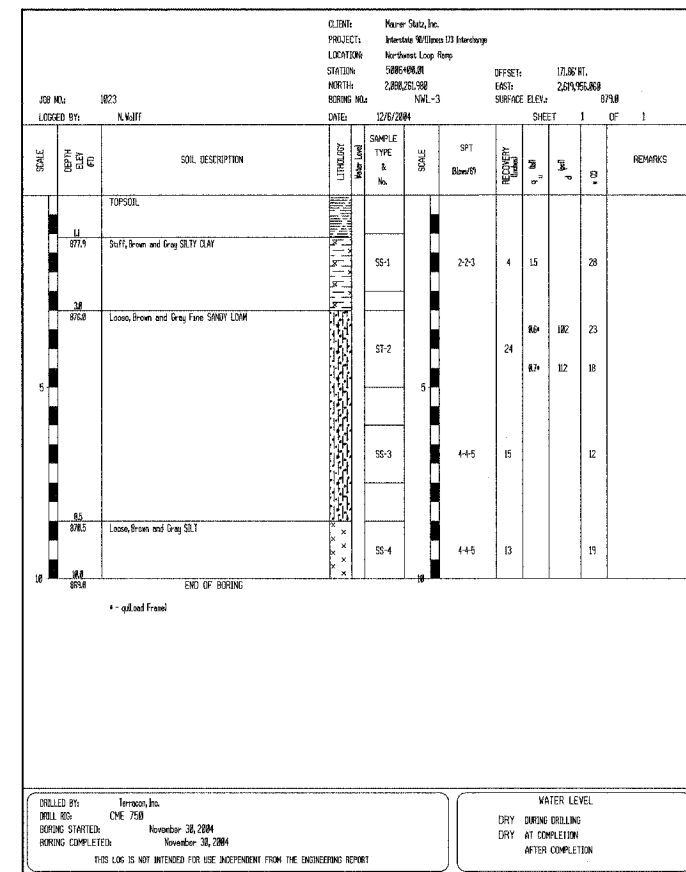
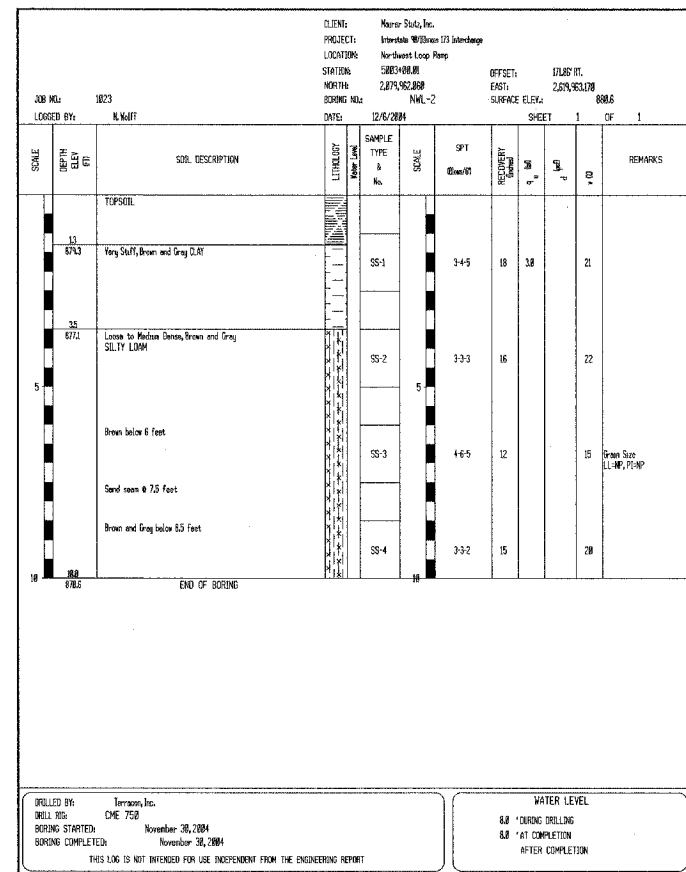
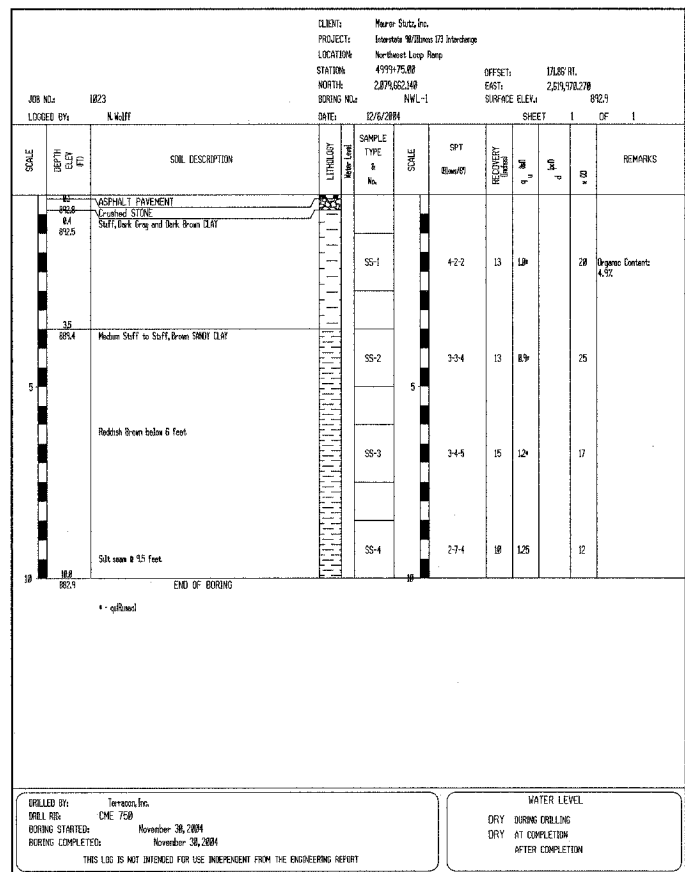
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303	I29K	WINNEBAGO	585	235
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PROJECT NO. 64594
 ILLINOIS ROUTE 173 AND INTERSTATE 90 INTERCHANGE
 WINNEBAGO COUNTY, ILLINOIS
 SHEET TITLE: BORING LOCATION MAP
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 SHEET NO. SHEET 6

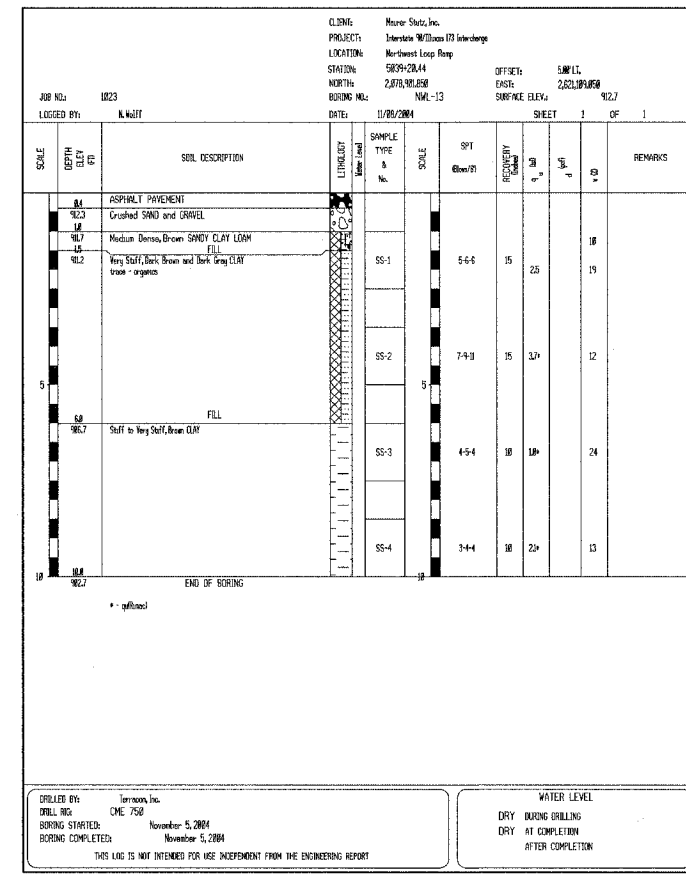
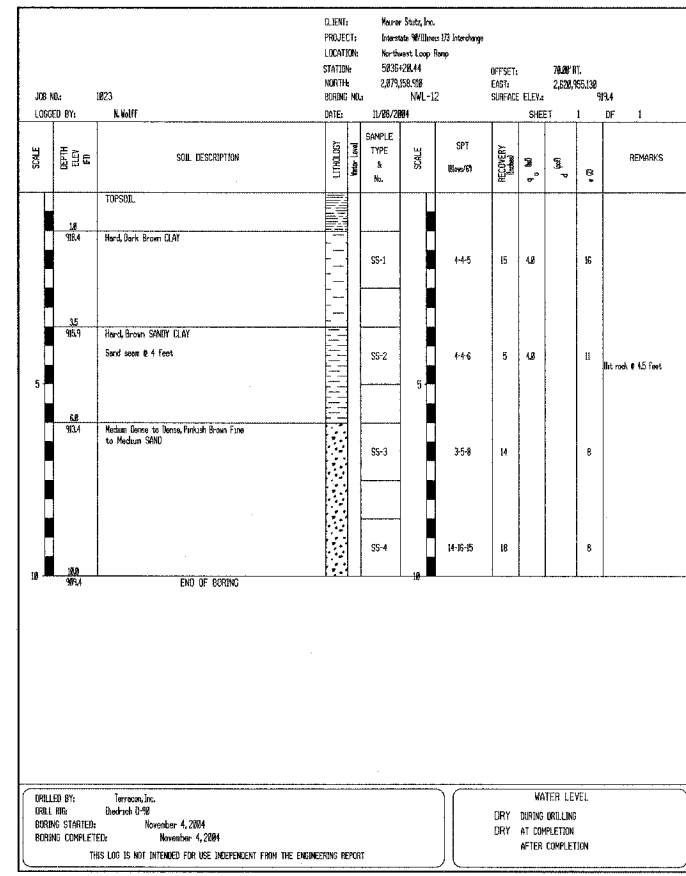
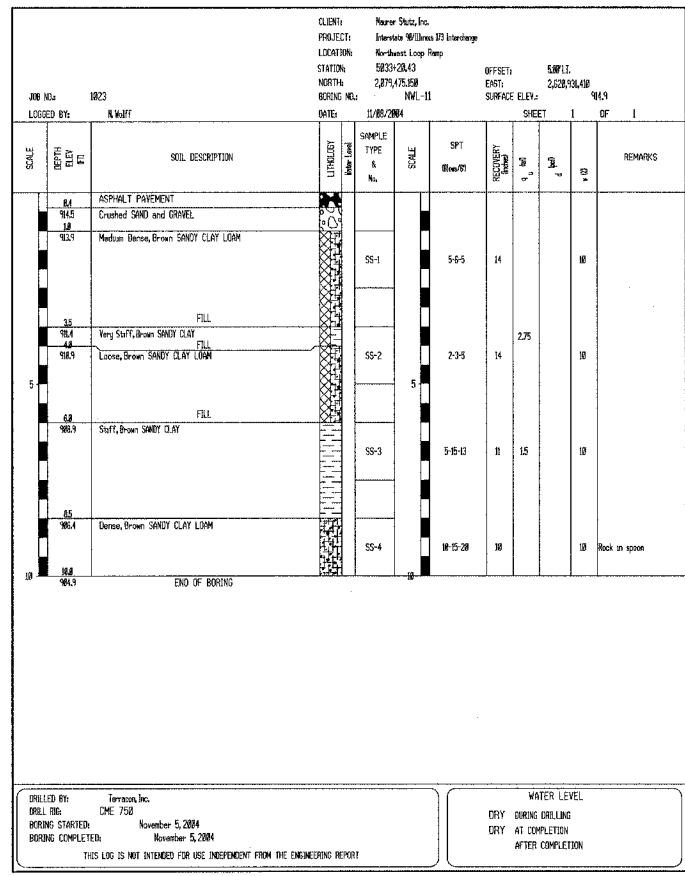
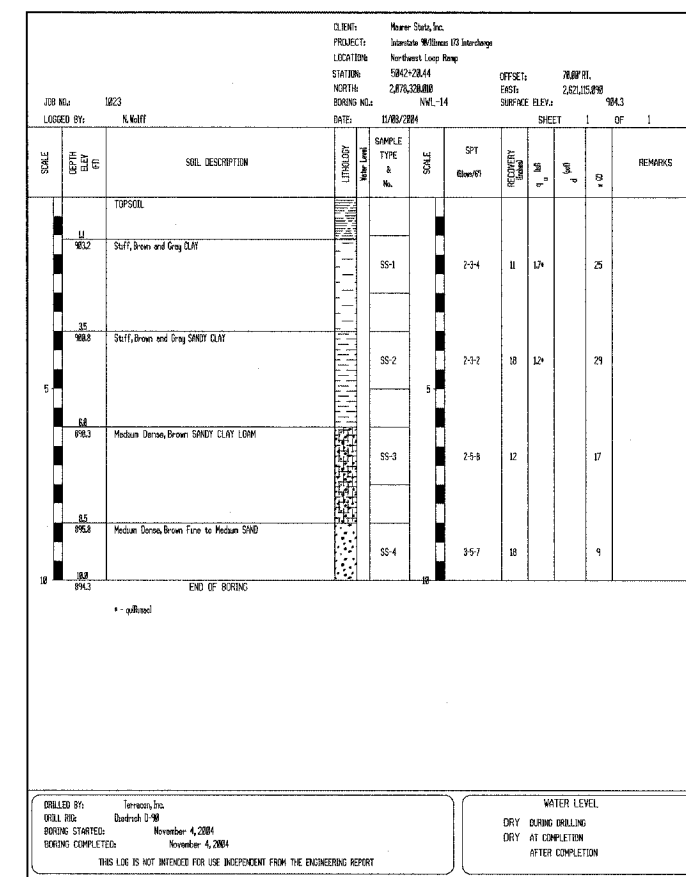
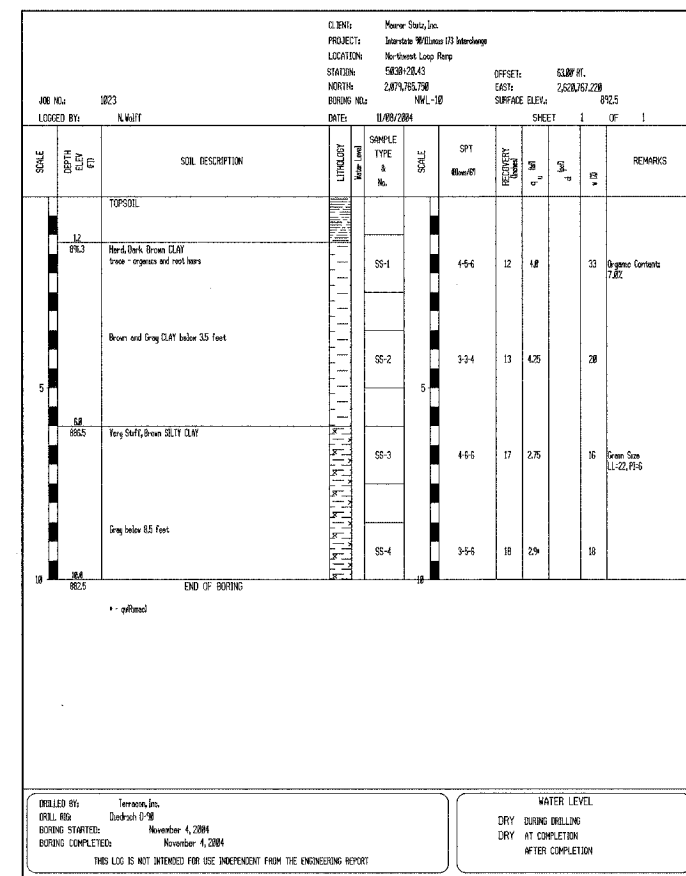
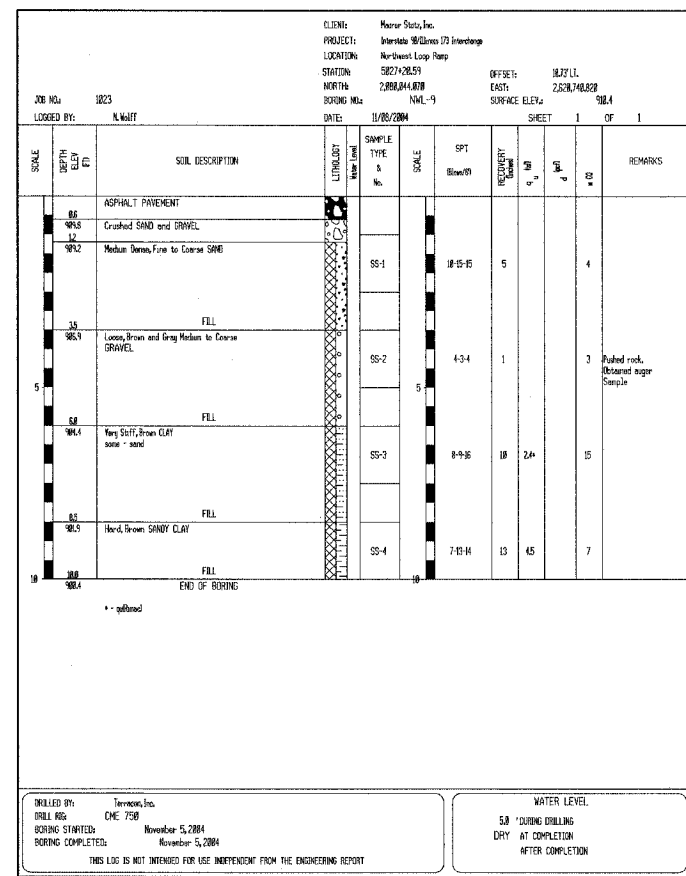
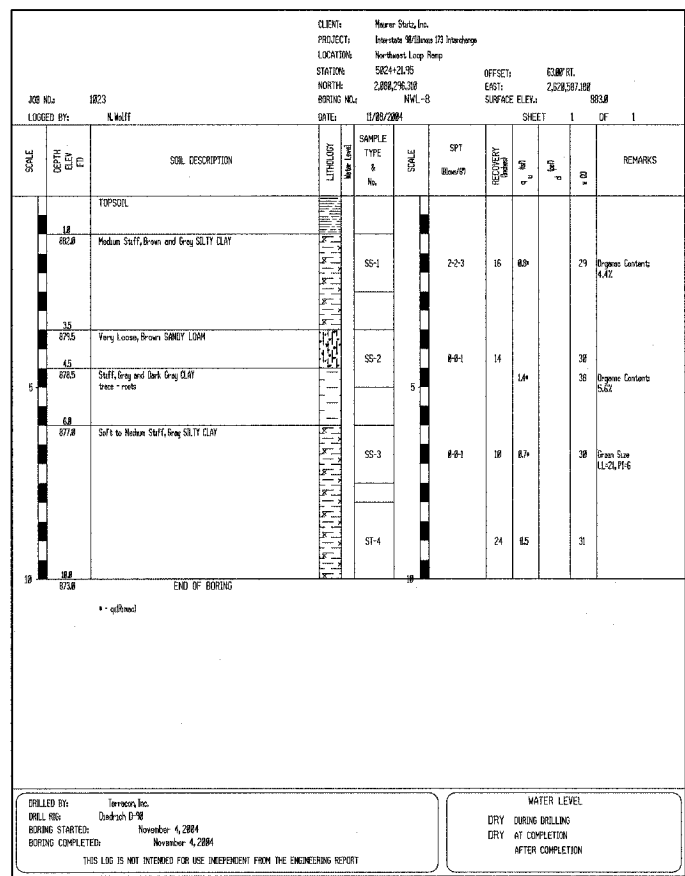
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SOIL BORING LOGS, MAPS, AND PROFILES
SCALE:	VERT. N/A HORIZ. N/A	DRAWN BY TWH CHECKED BY PDS
DATE	SEPTEMBER 14, 2005	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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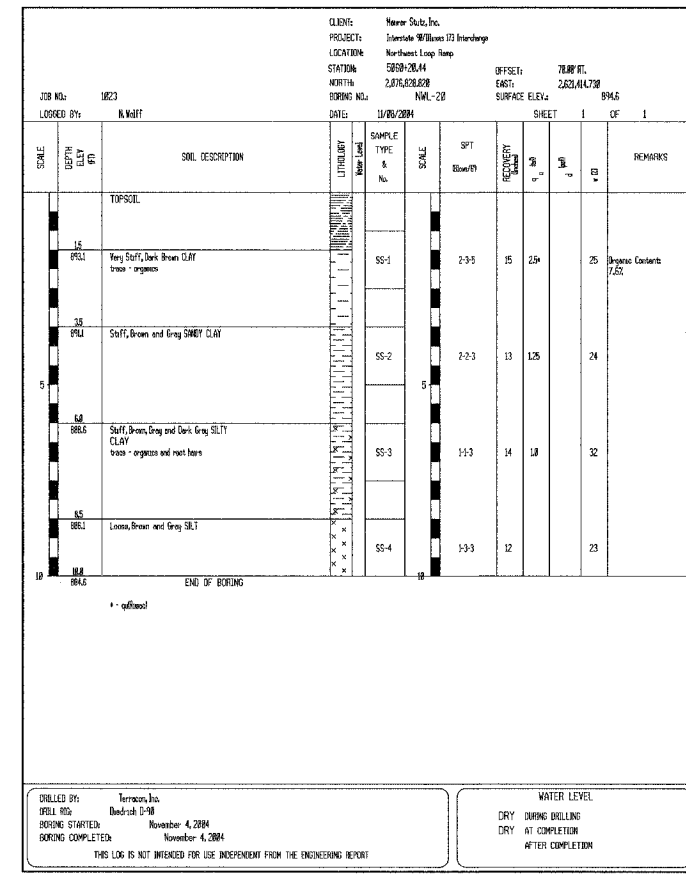
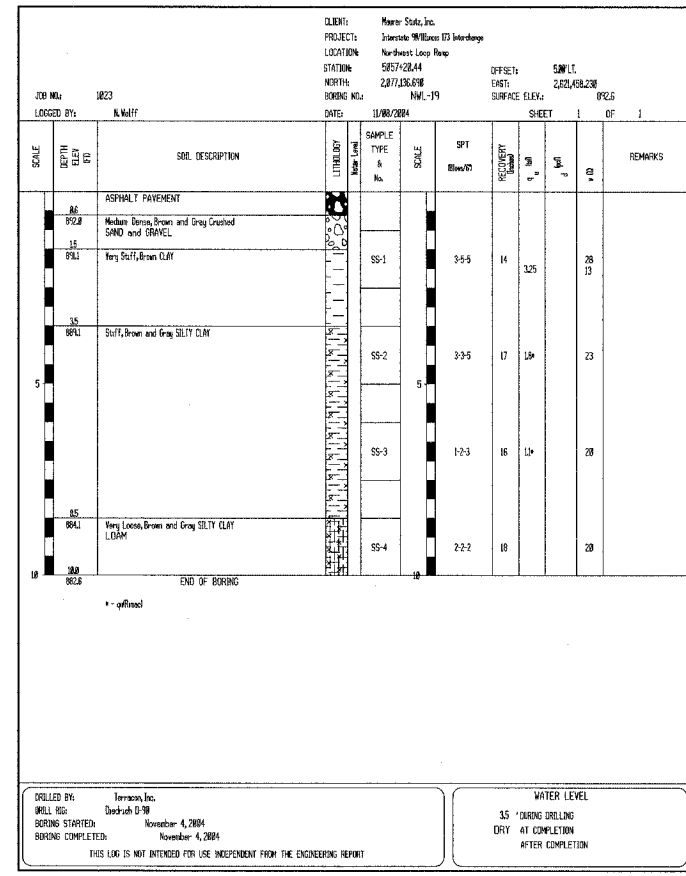
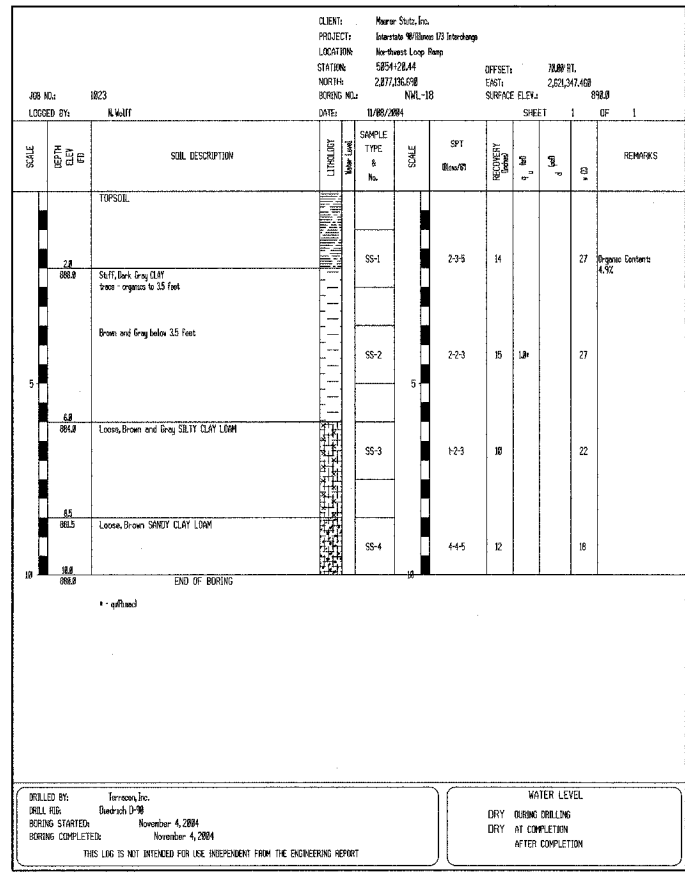
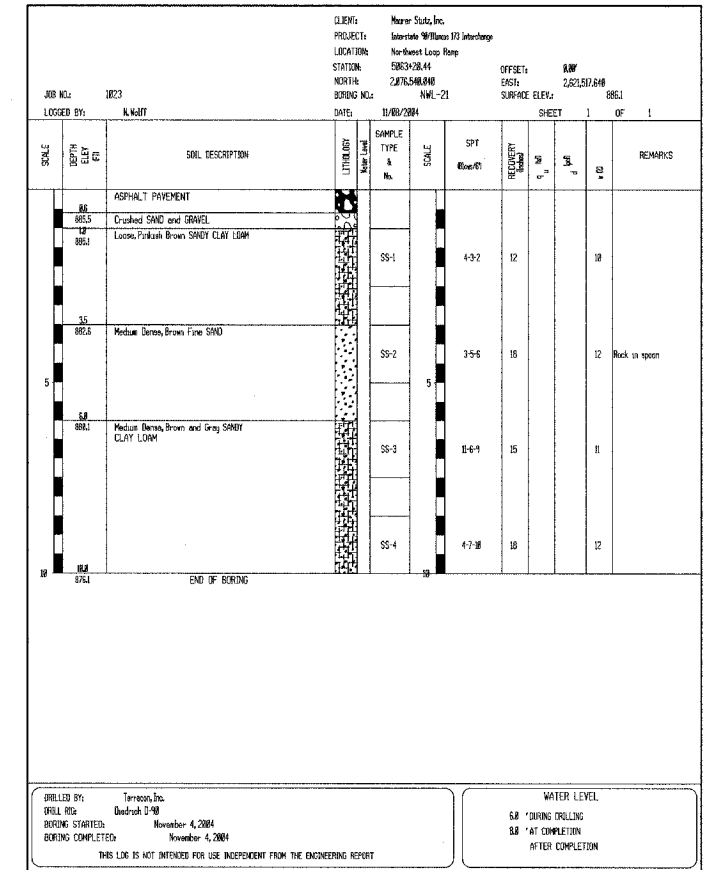
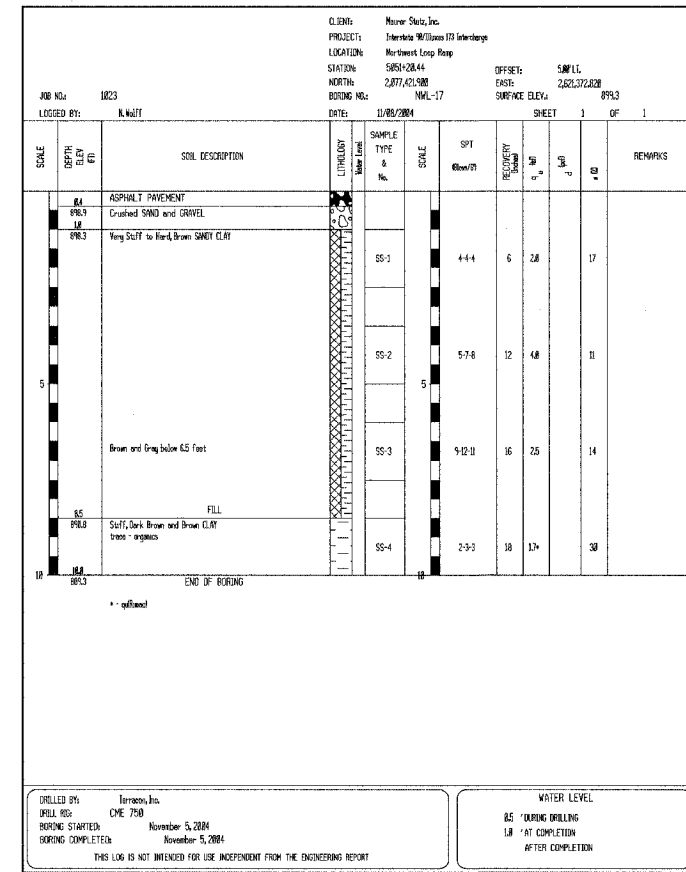
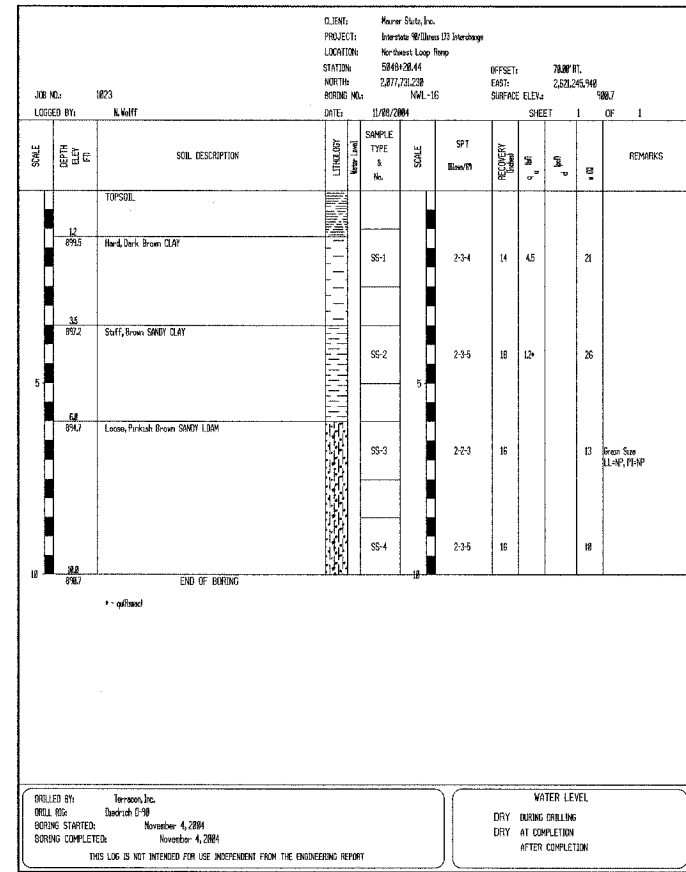
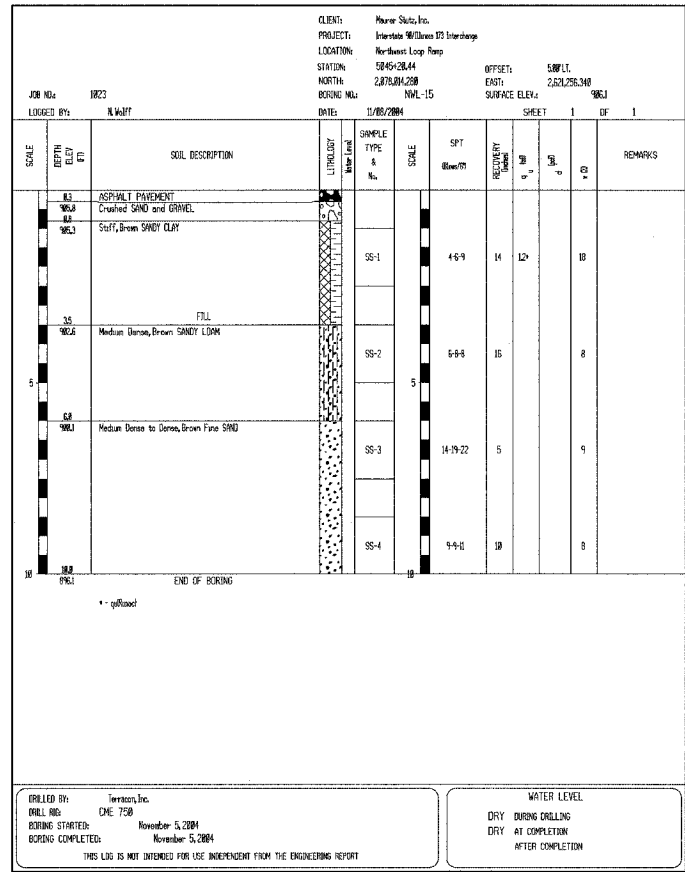
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		SOIL BORING LOGS, MAPS, AND PROFILES SCALE: VERT. N/A HORIZ. N/A DATE: SEPTEMBER 14, 2005 DRAWN BY: TWH CHECKED BY: PDS

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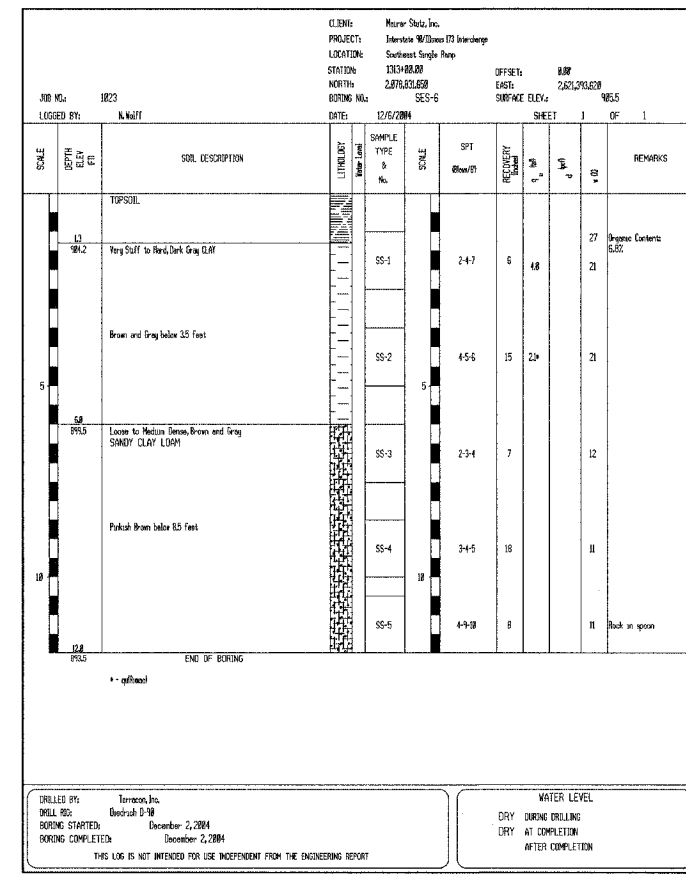
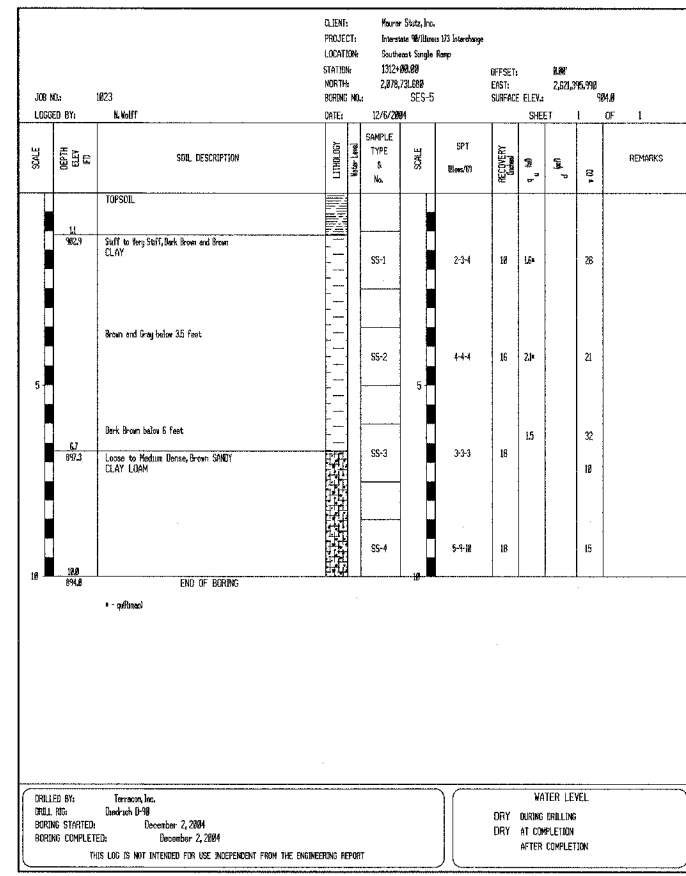
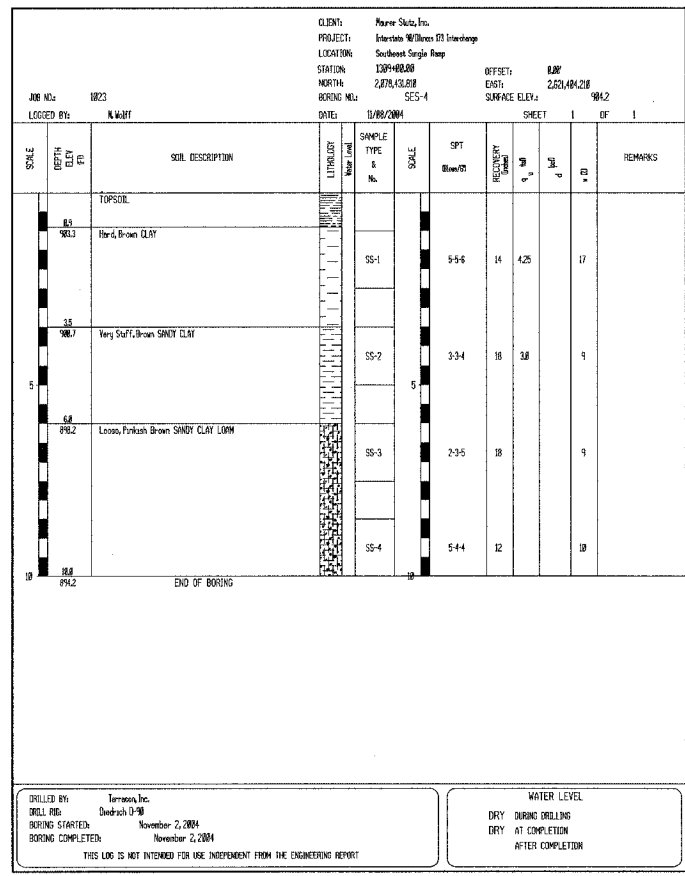
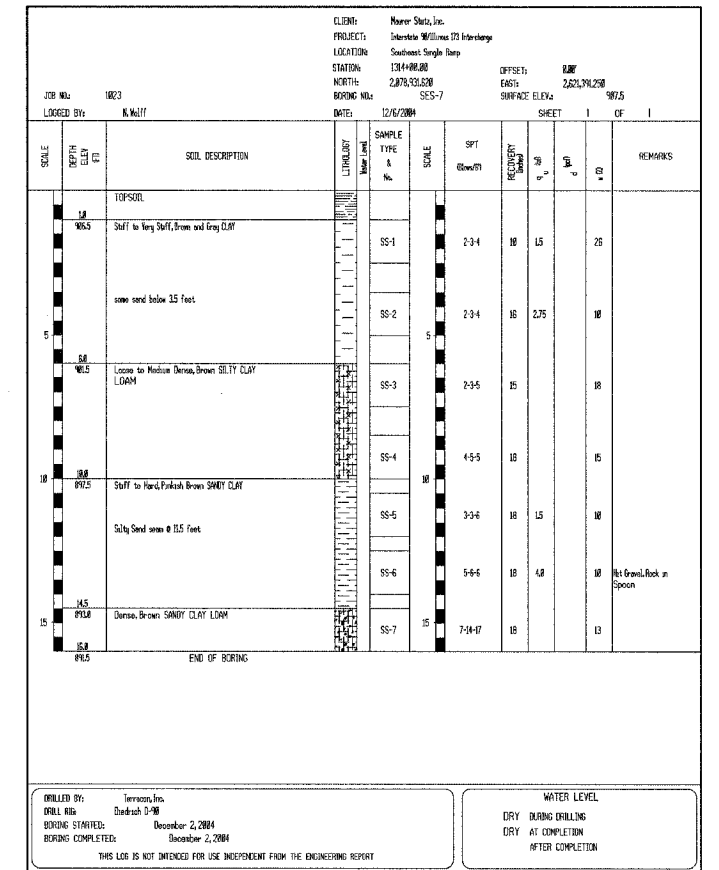
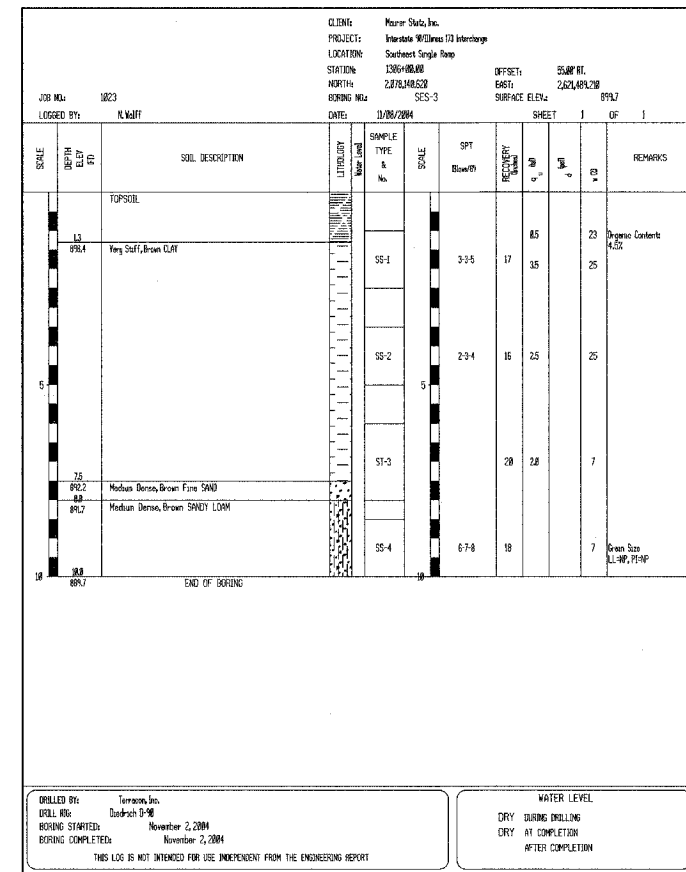
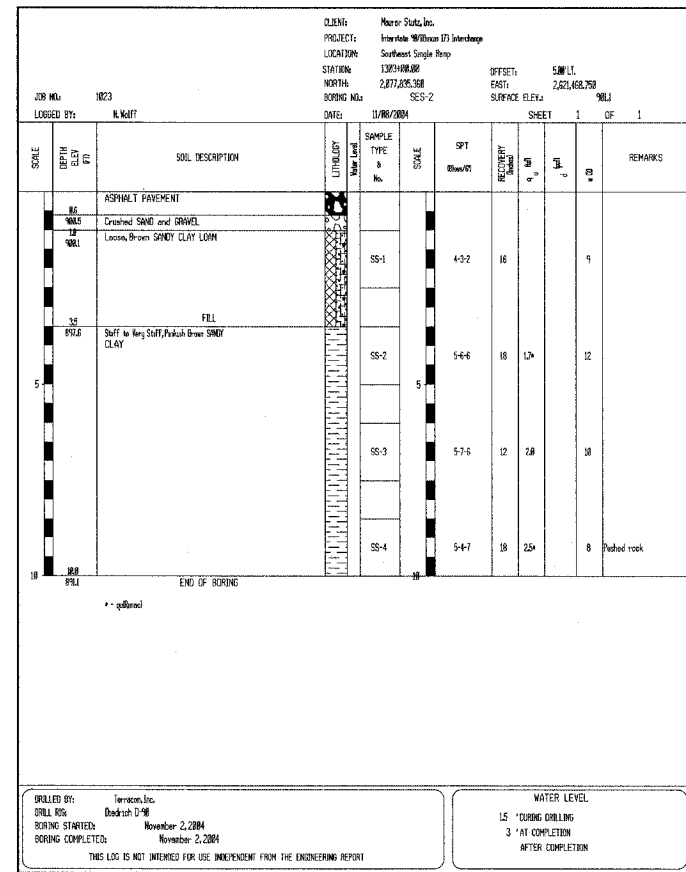
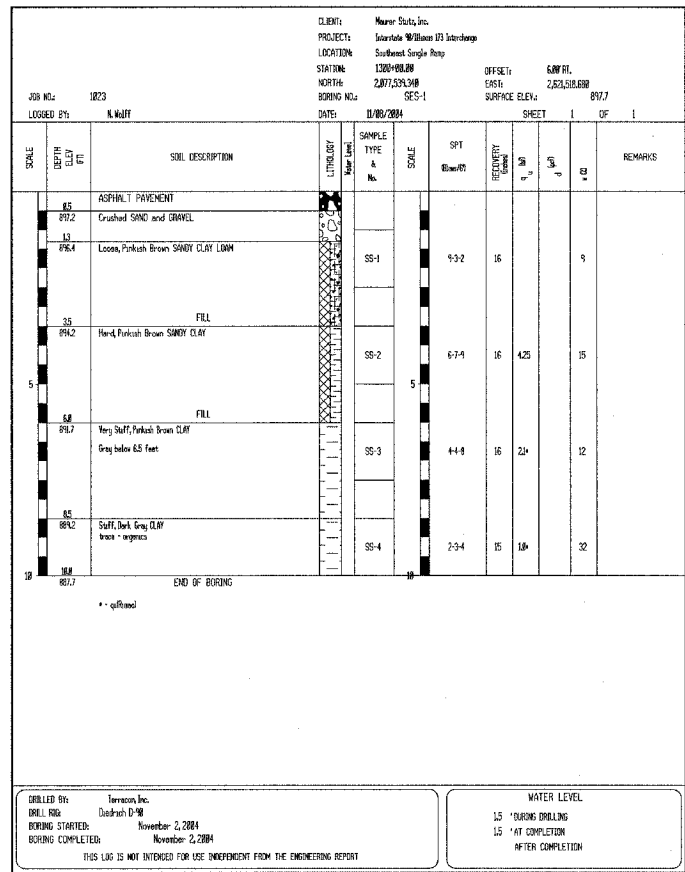
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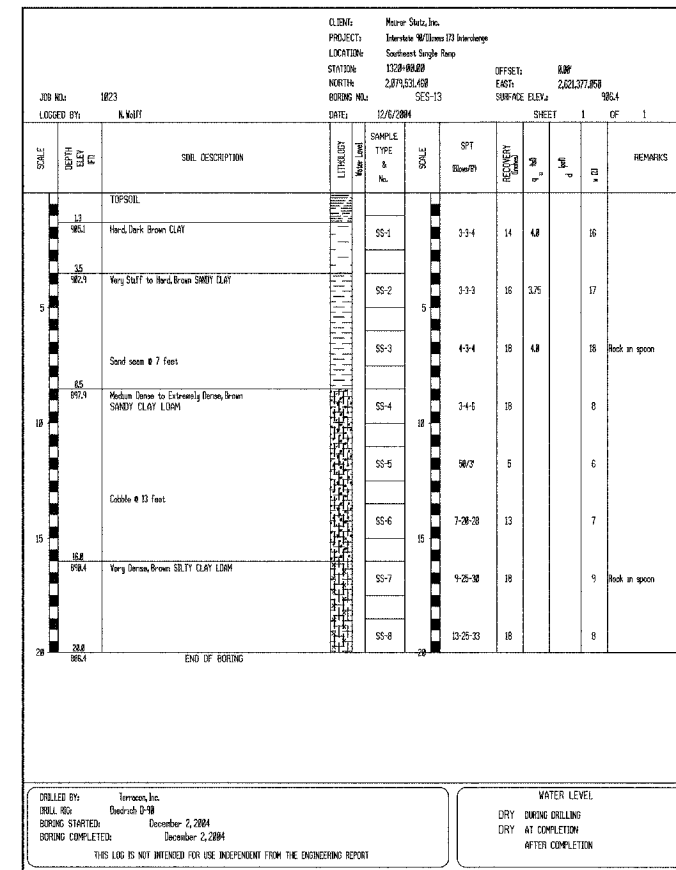
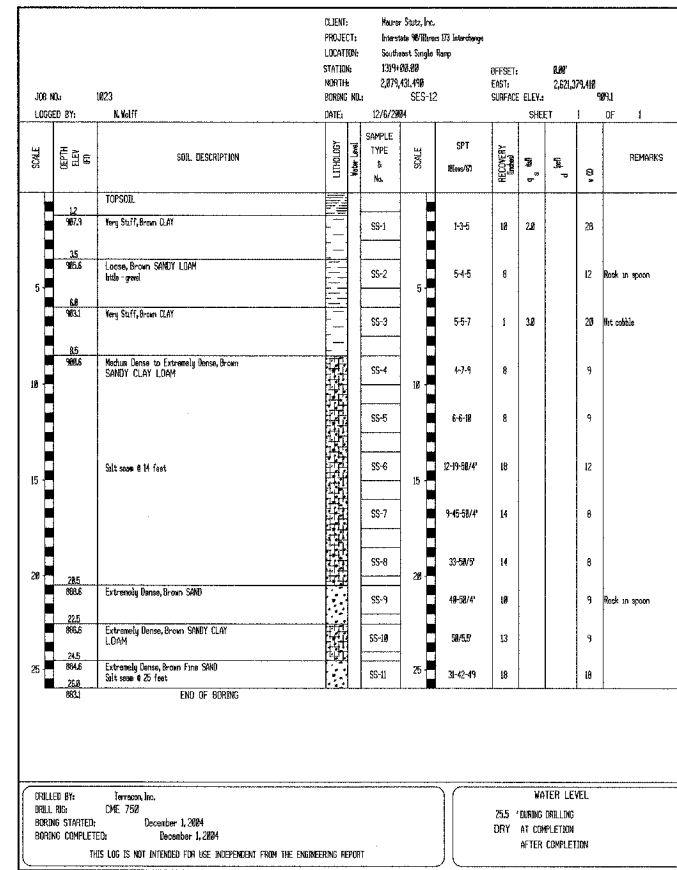
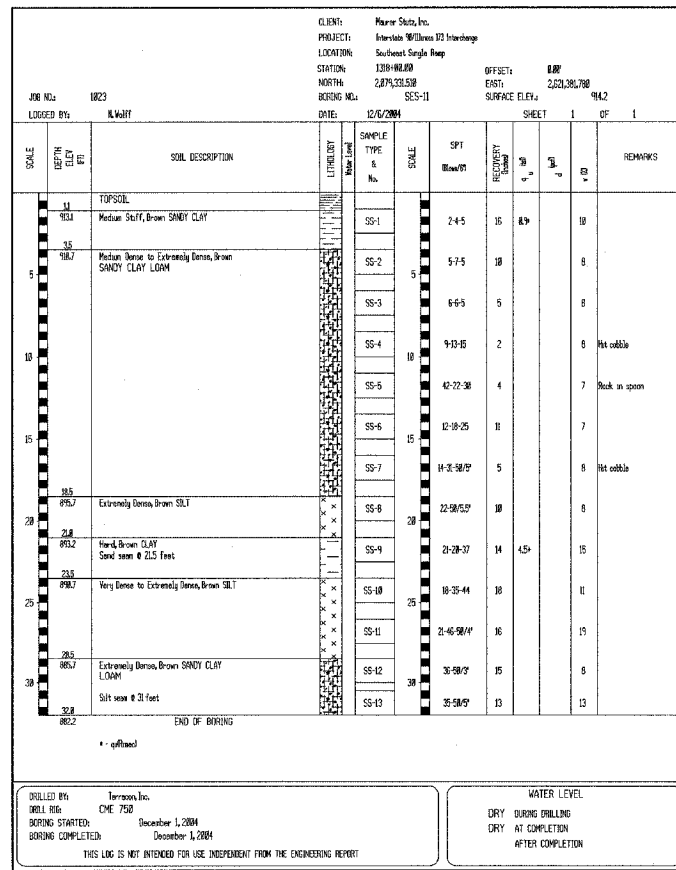
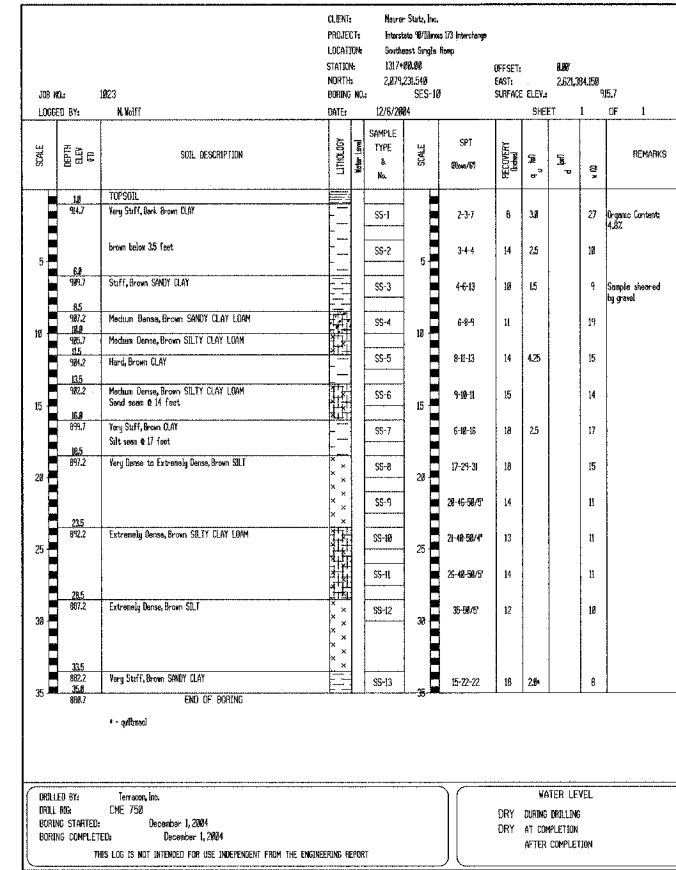
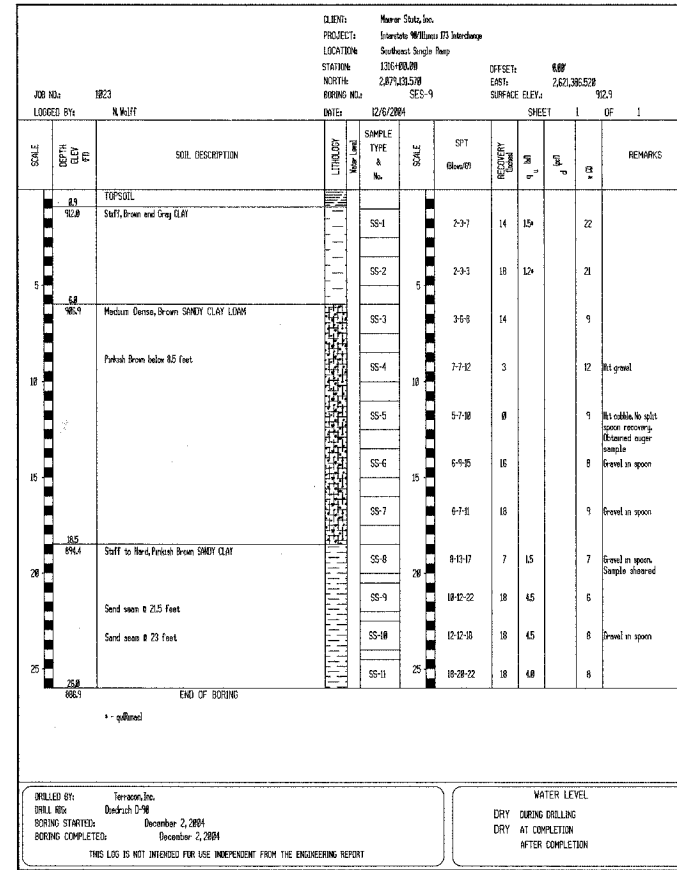
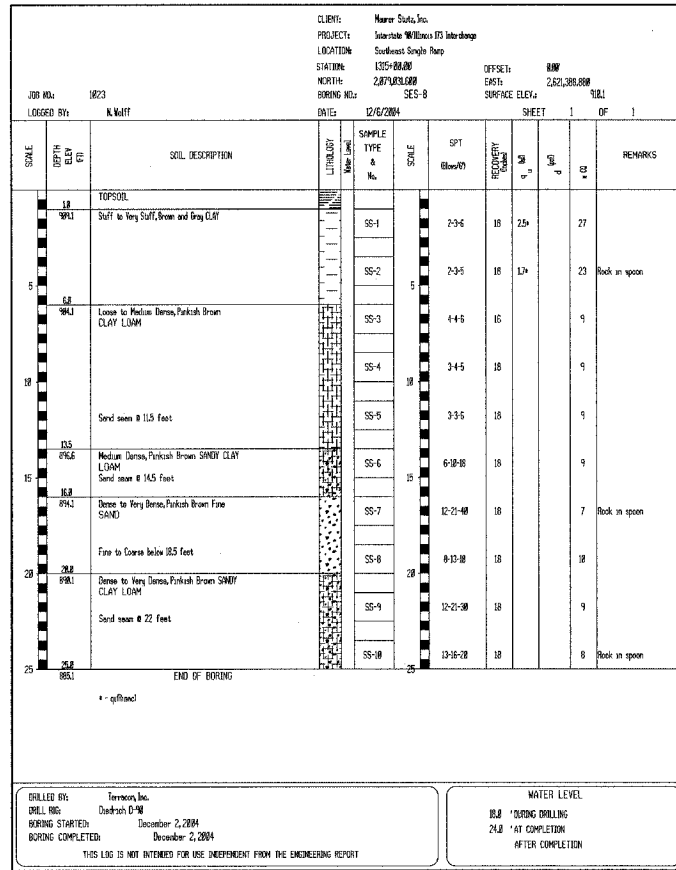
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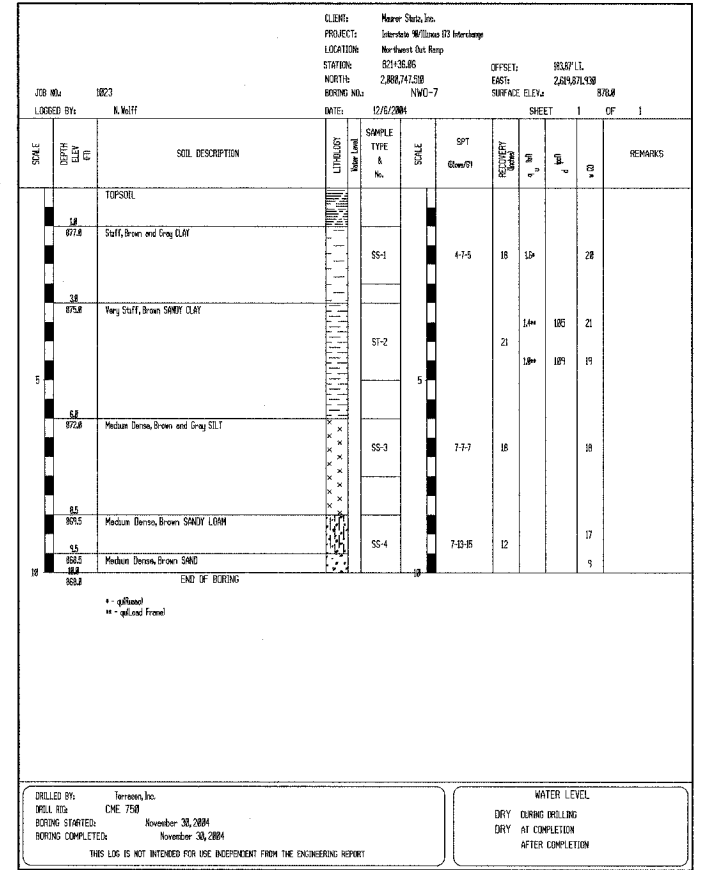
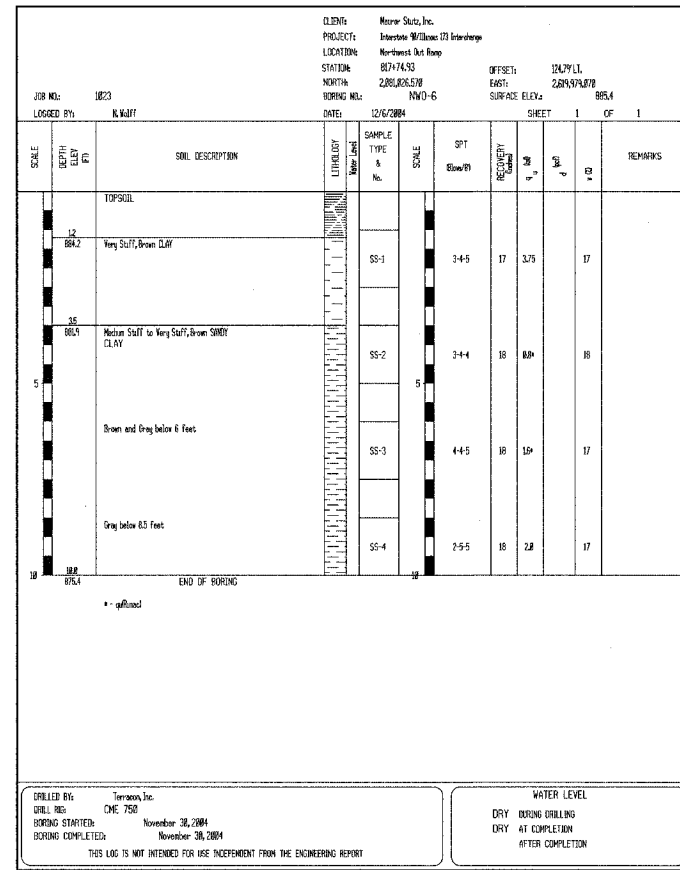
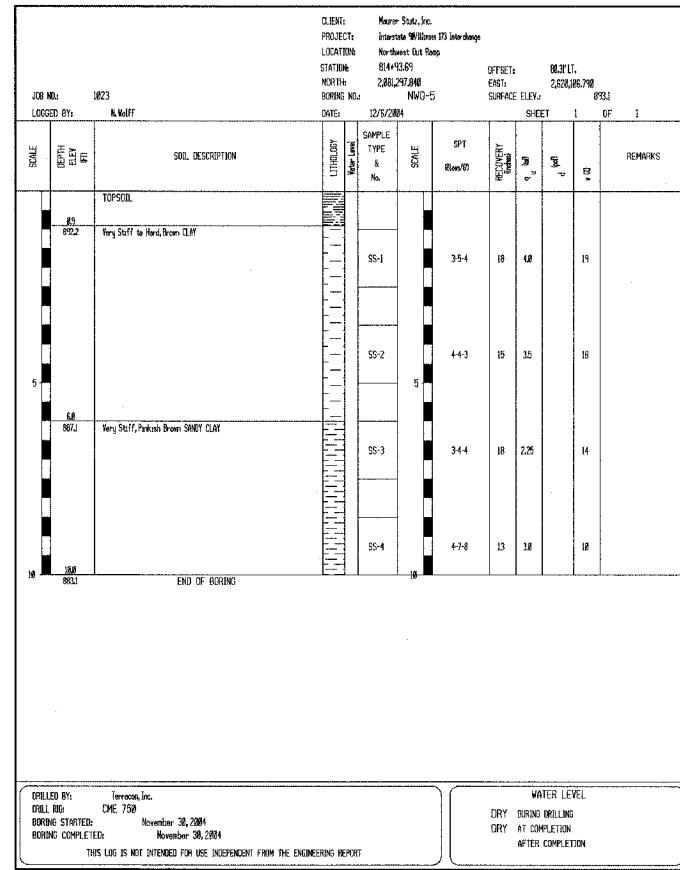
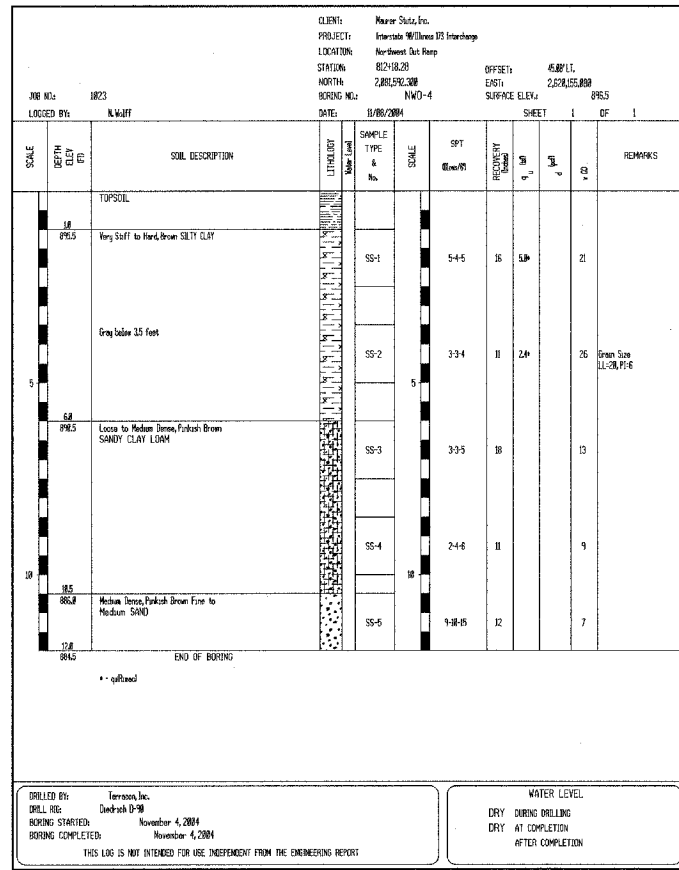
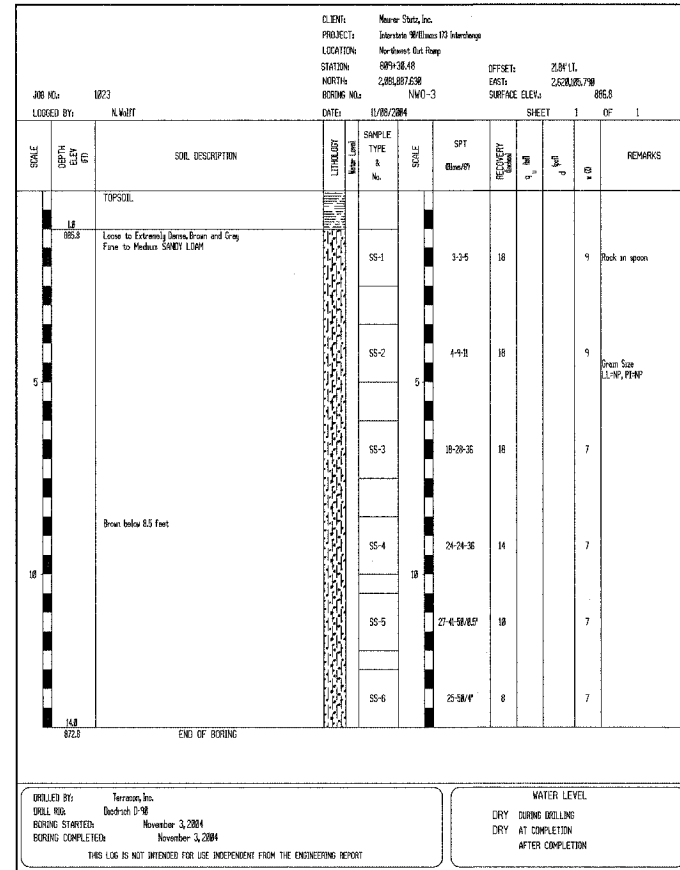
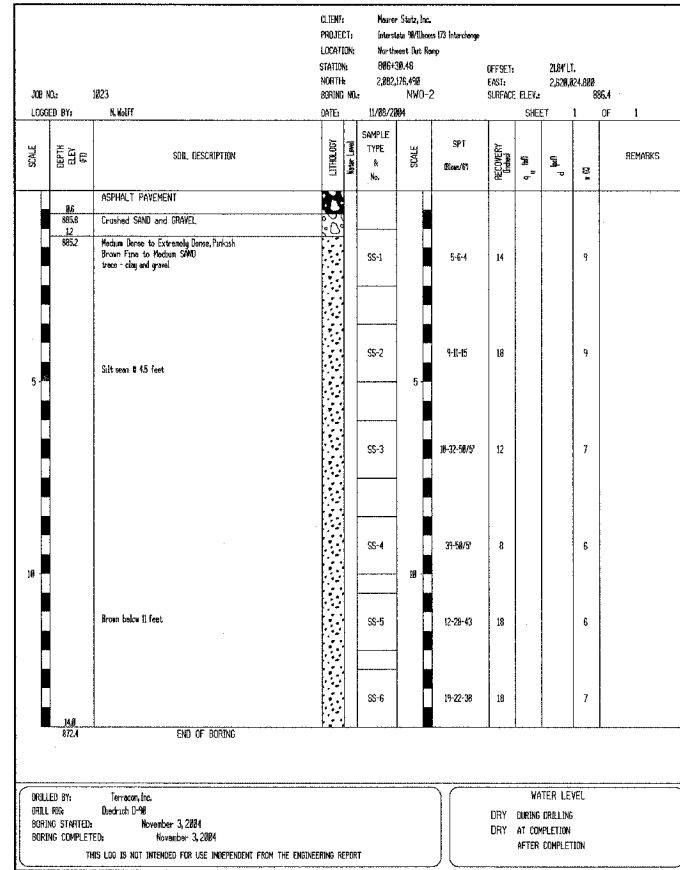
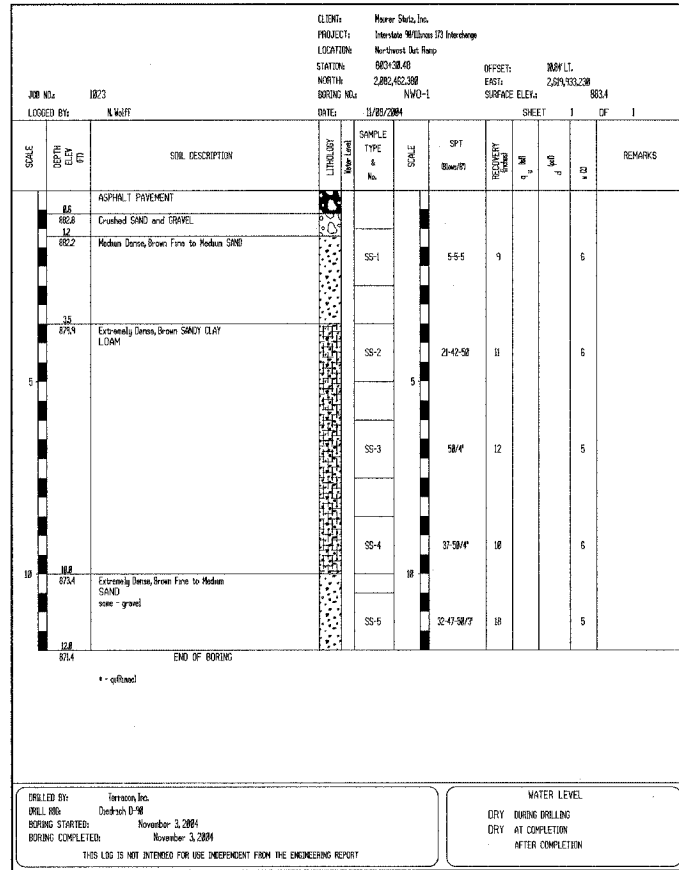
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 DATE: SEPTEMBER 14, 2005

DRAWN BY: TWH
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	241
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

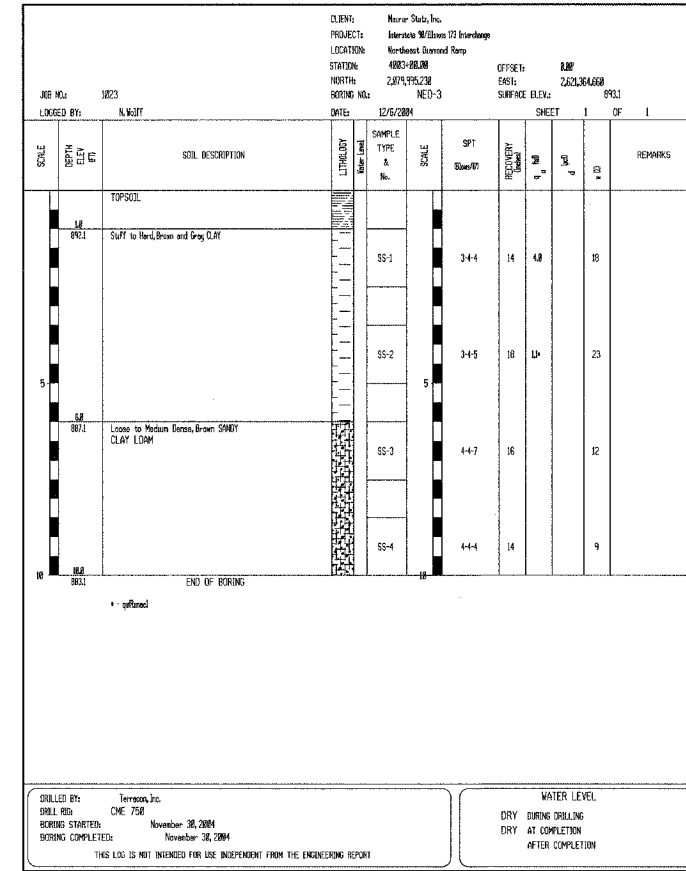
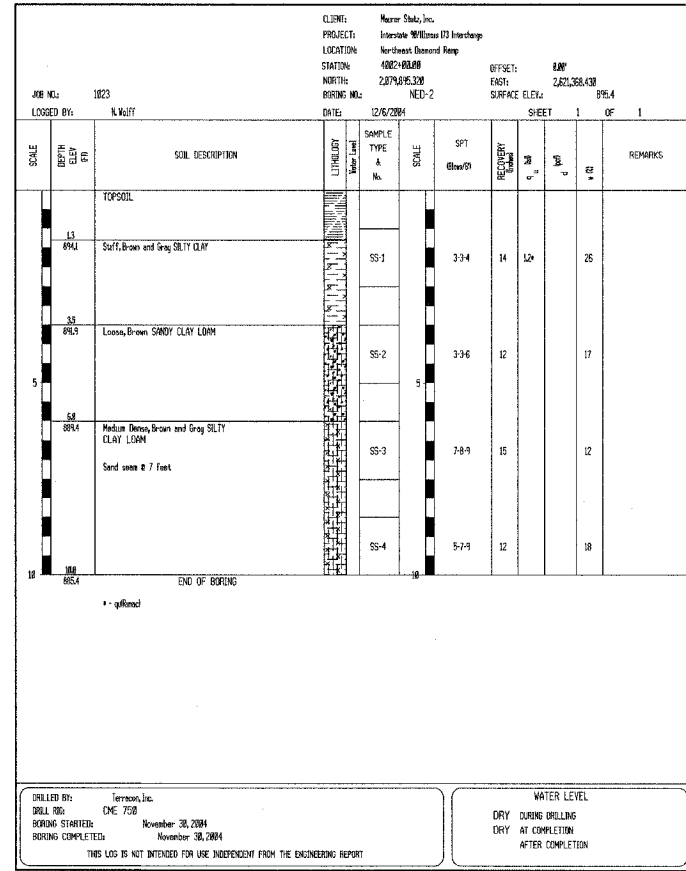
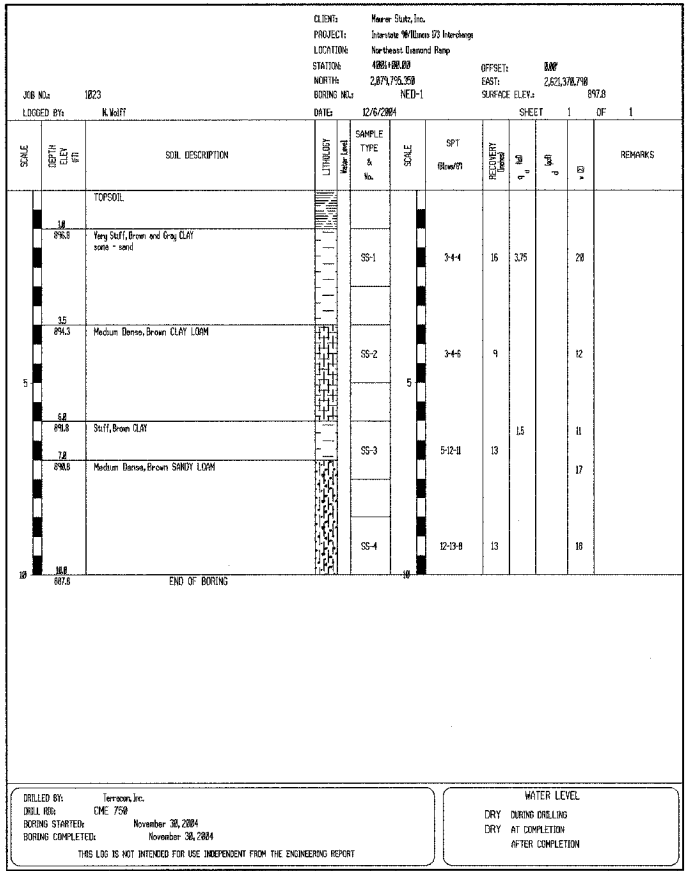
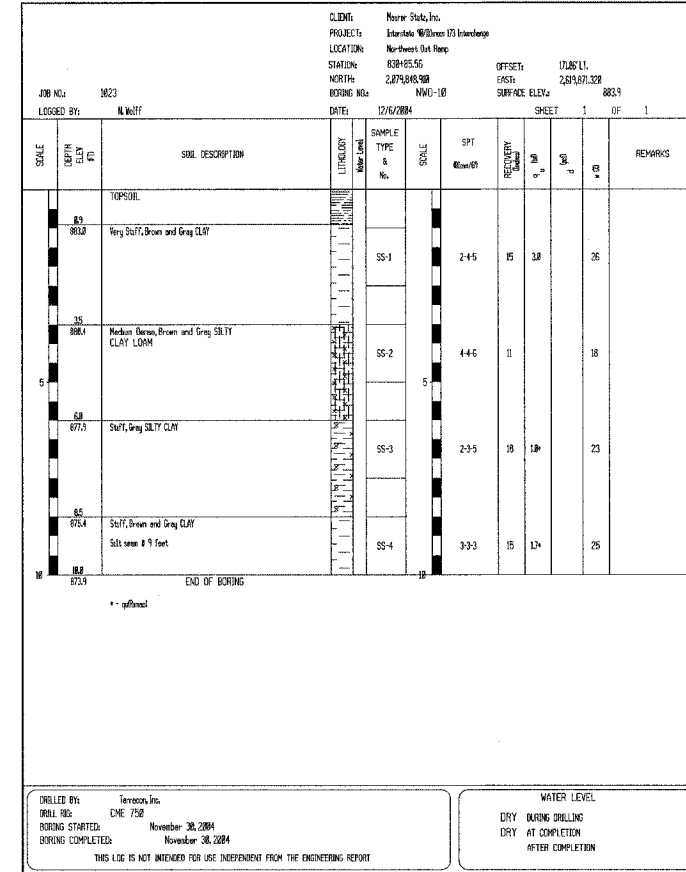
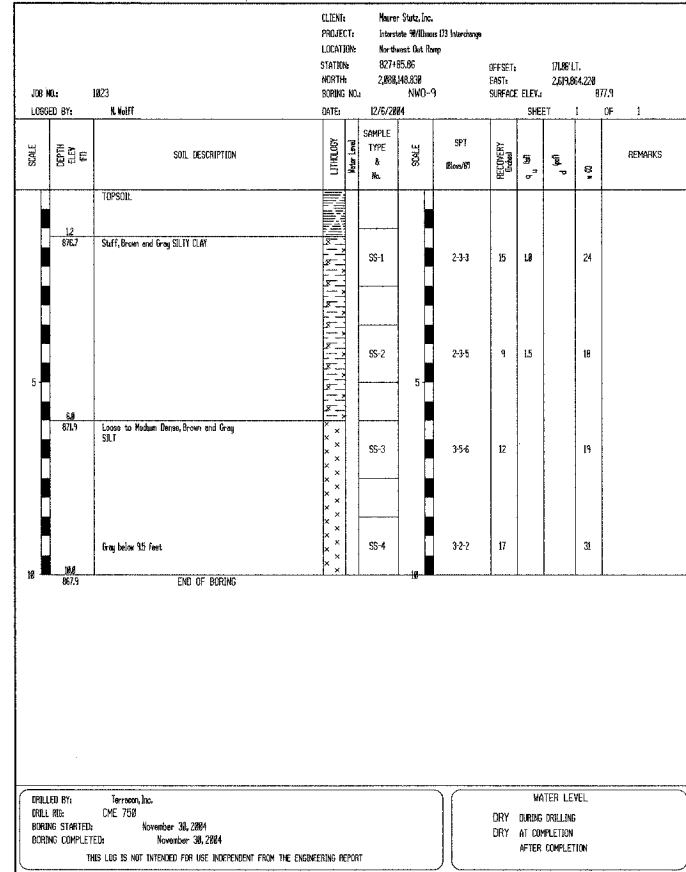
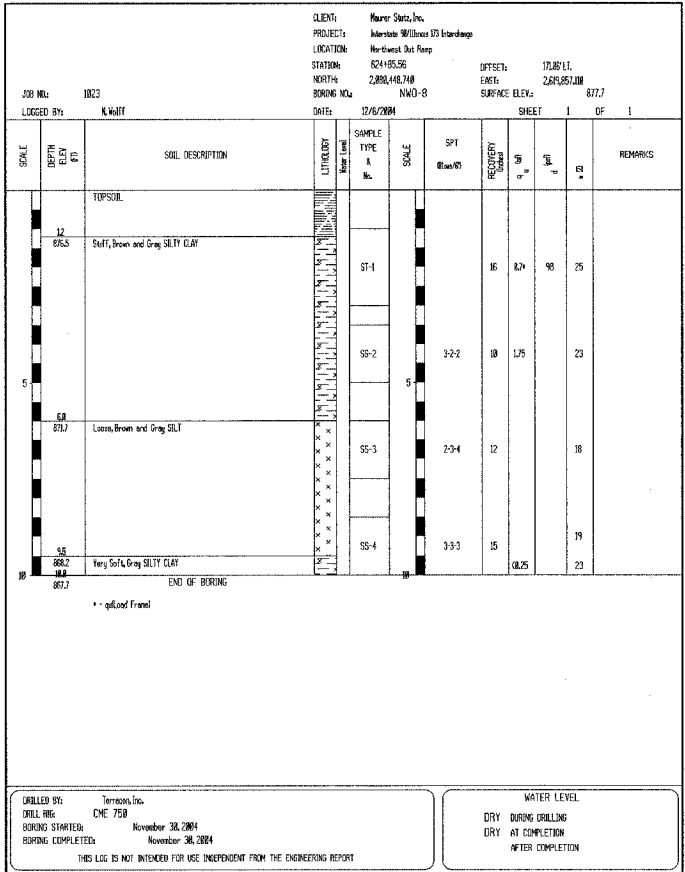
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
HORIZ. N/A
DATE: SEPTEMBER 14, 2005

DRAWN BY: TWH
CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	242
STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



REVISIONS	
NAME	DATE

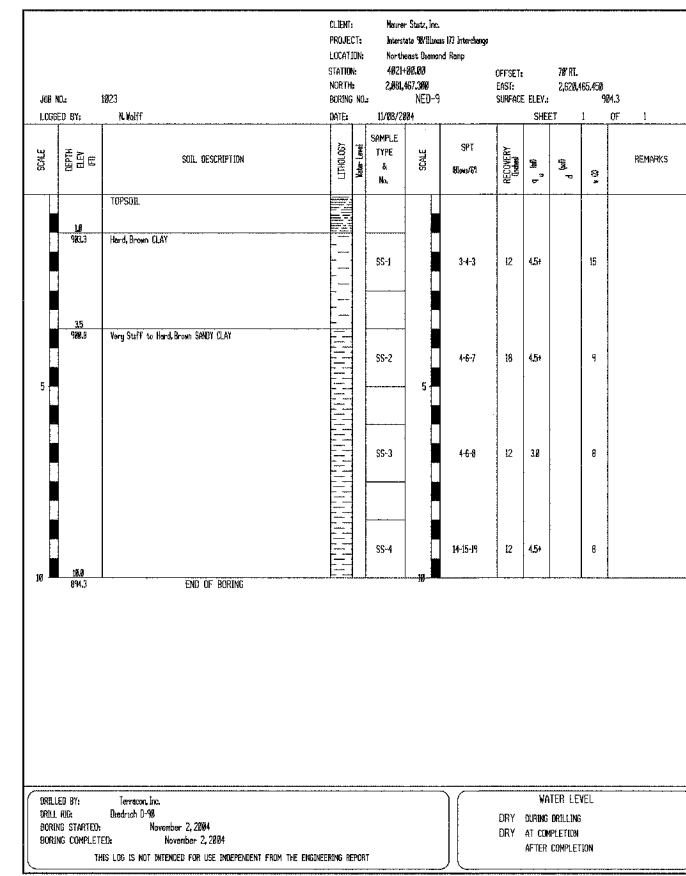
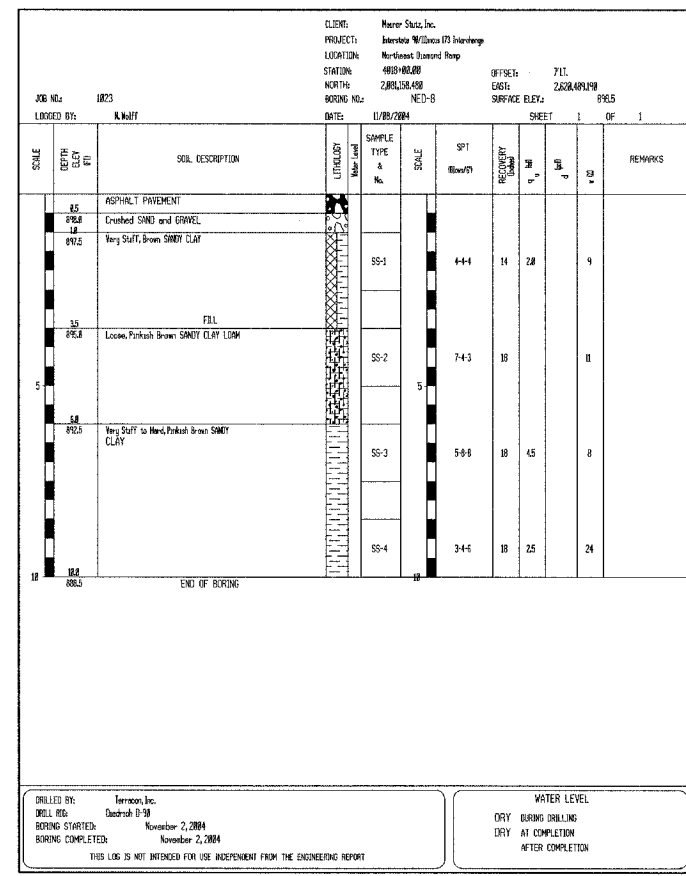
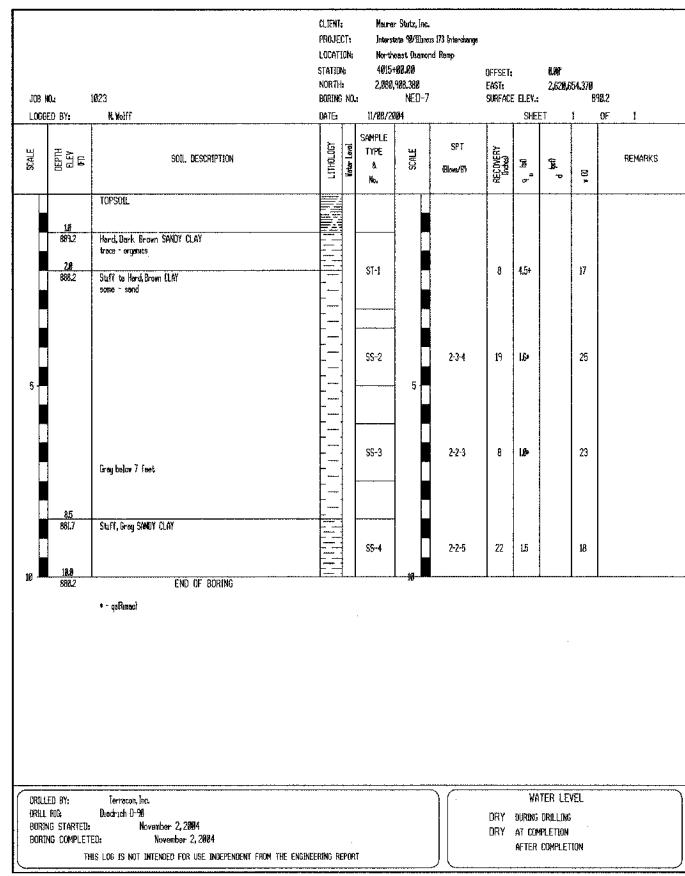
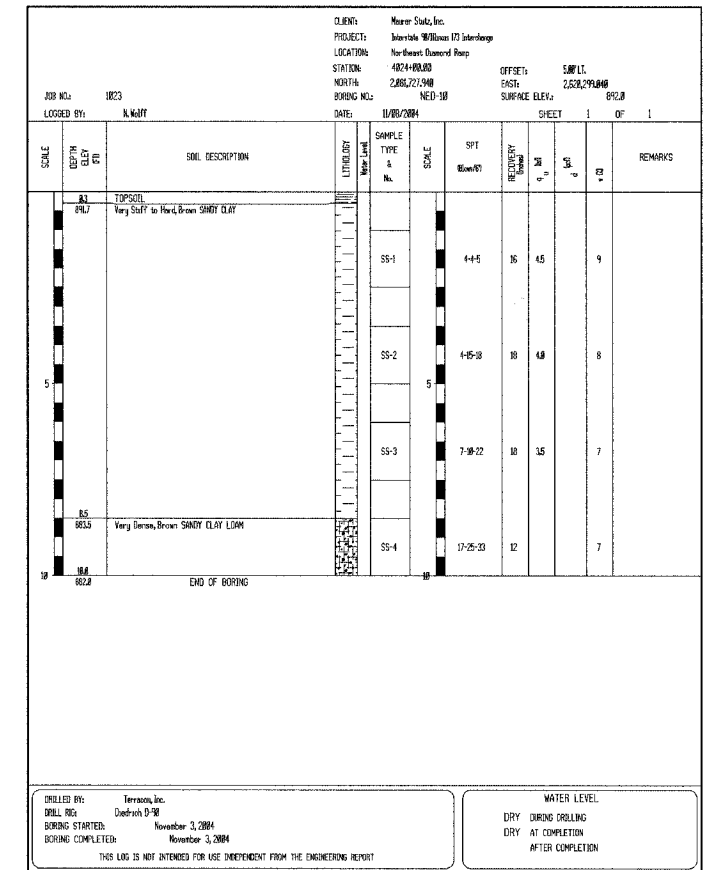
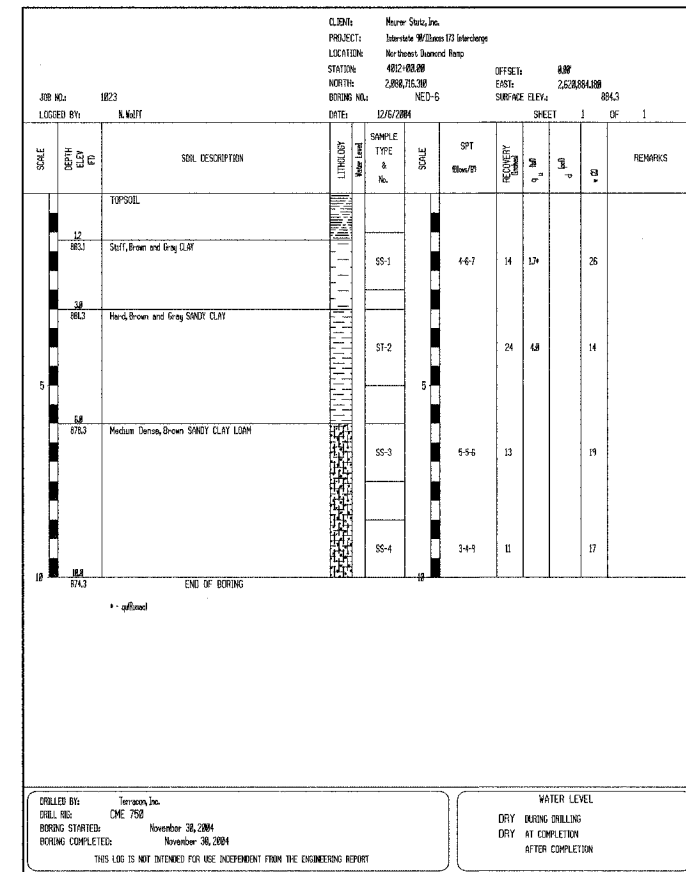
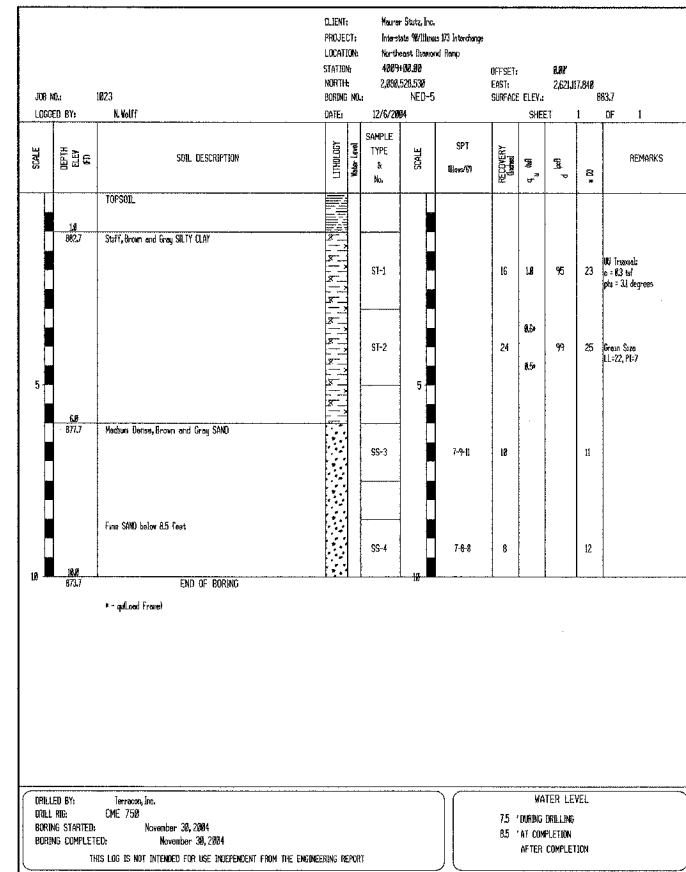
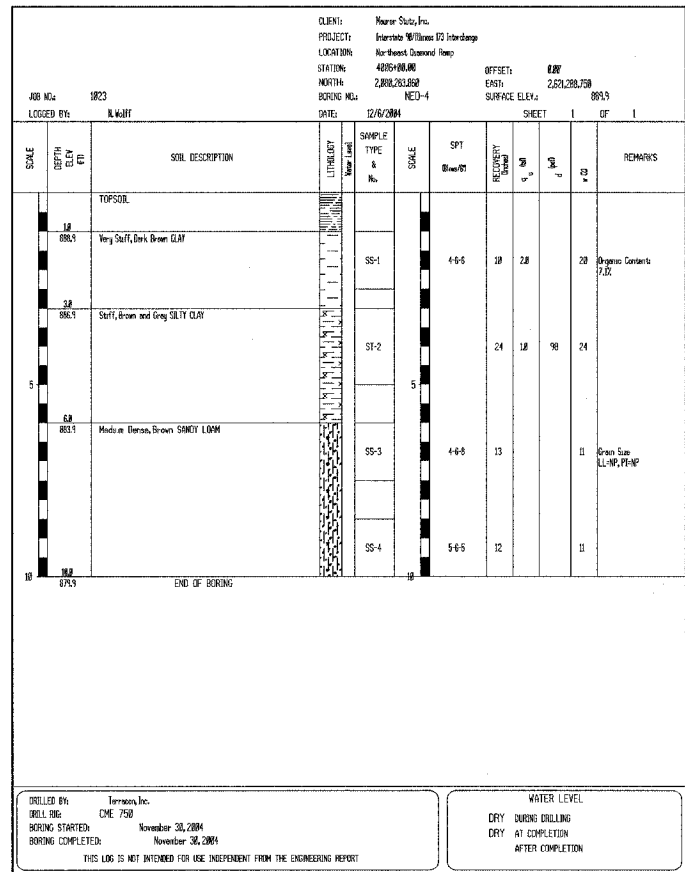
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005

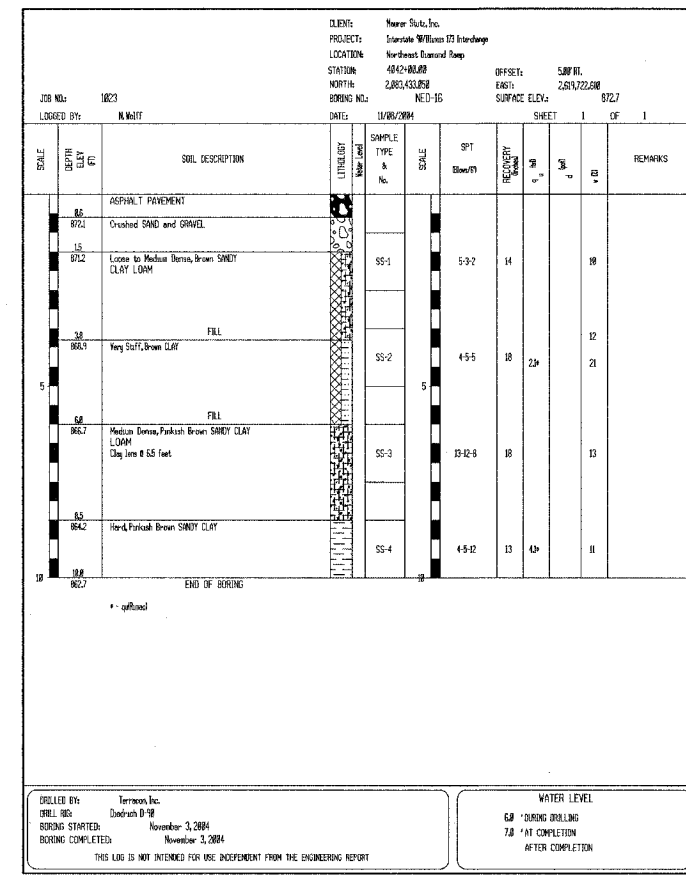
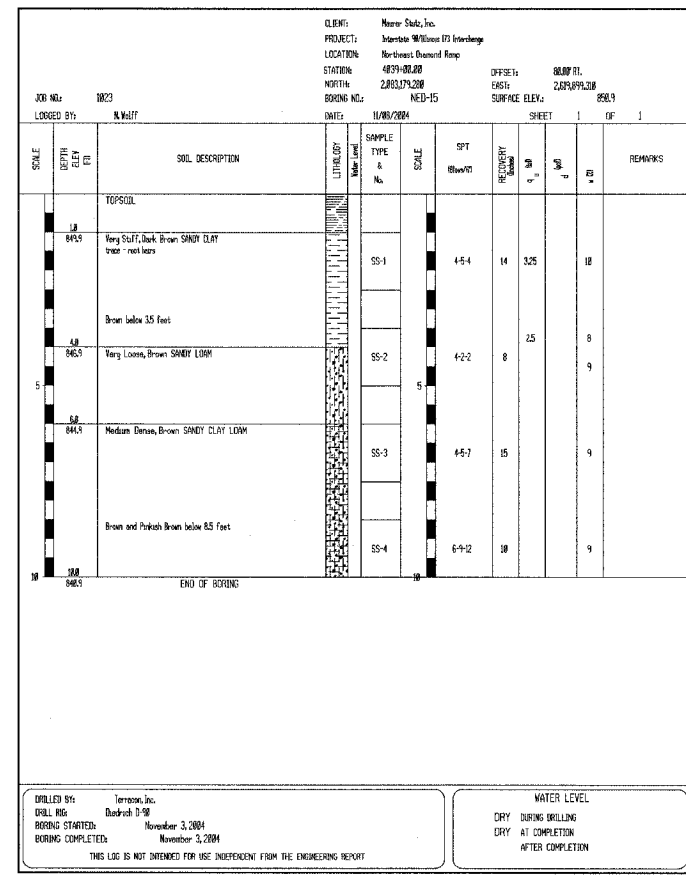
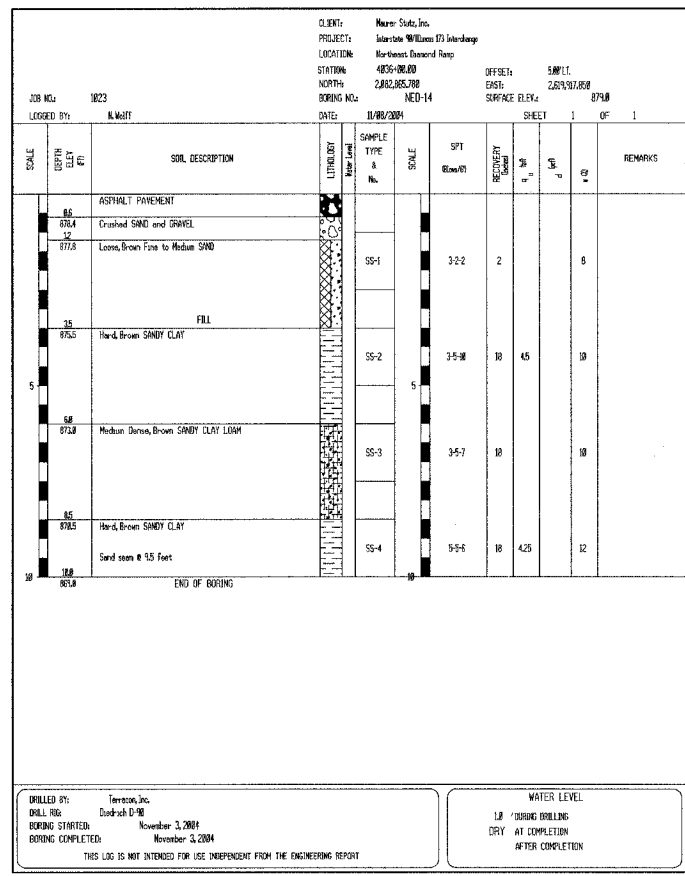
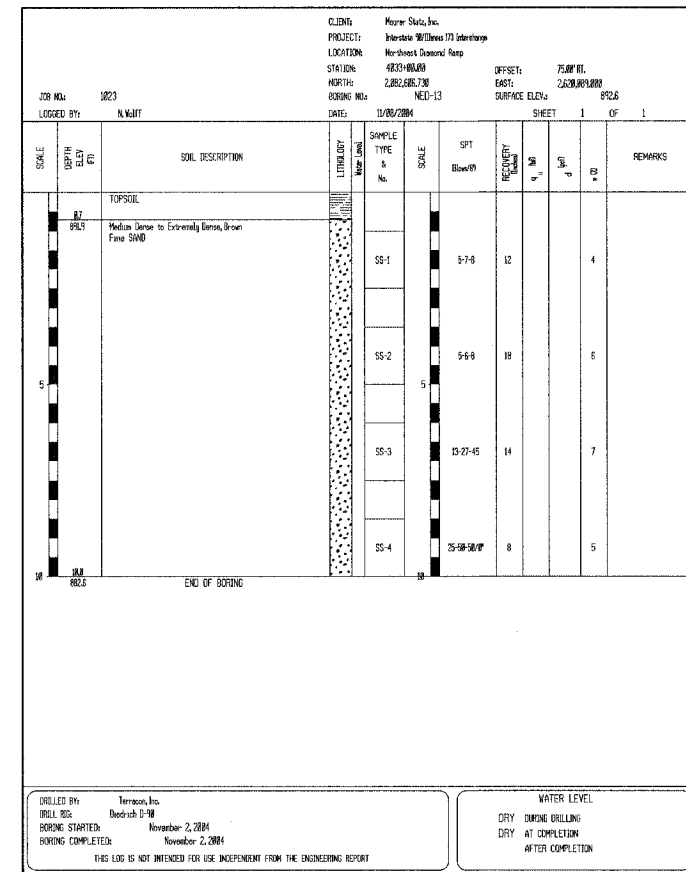
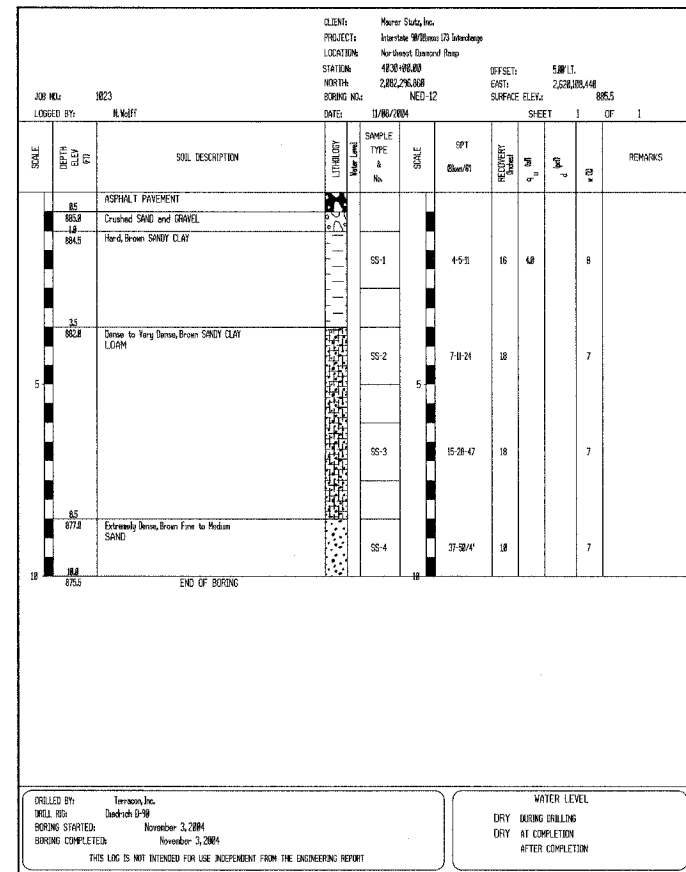
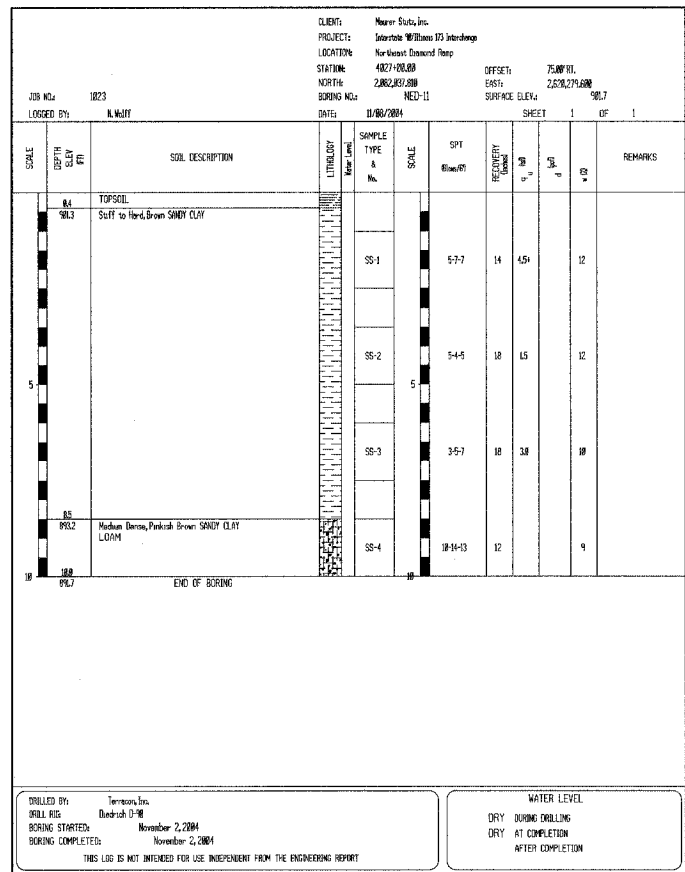
DRAWN BY: TWH
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	243
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<p align="center">SOIL BORING LOGS, MAPS, AND PROFILES</p> <p>SCALE: VERT. N/A HORIZ. N/A DATE: SEPTEMBER 14, 2005</p> <p align="right">DRAWN BY: TWH CHECKED BY: PDS</p>

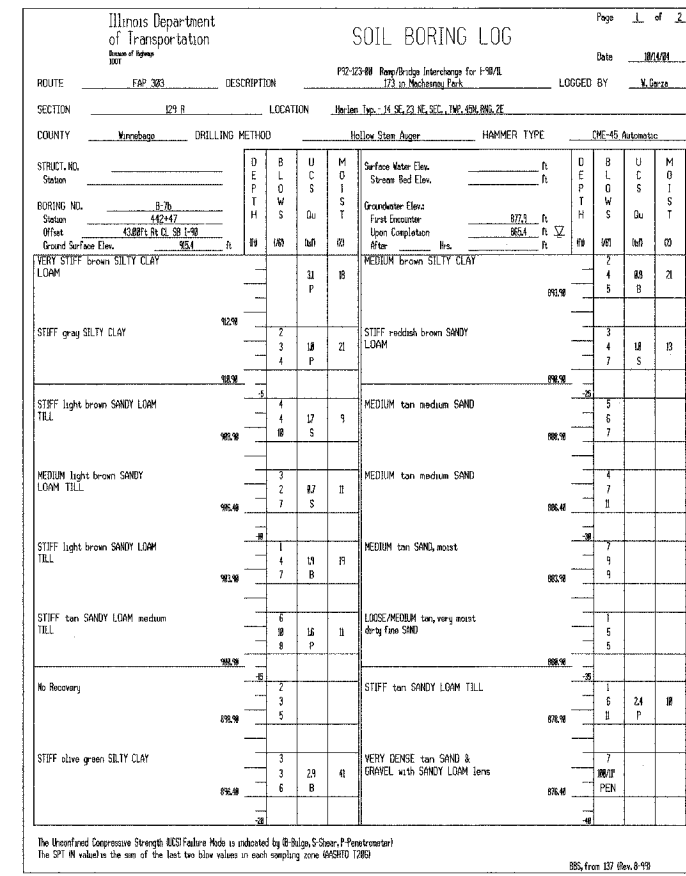
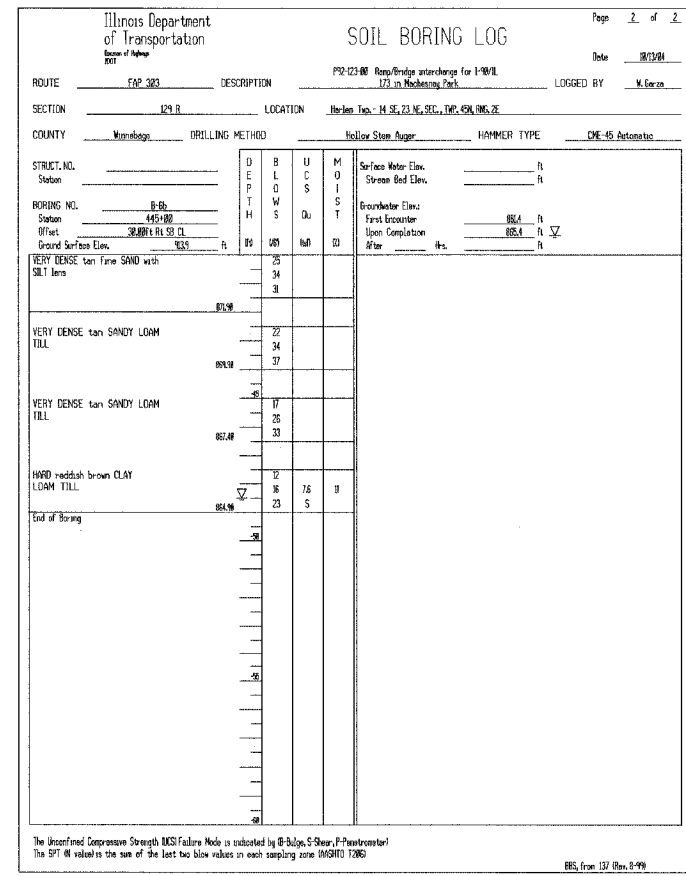
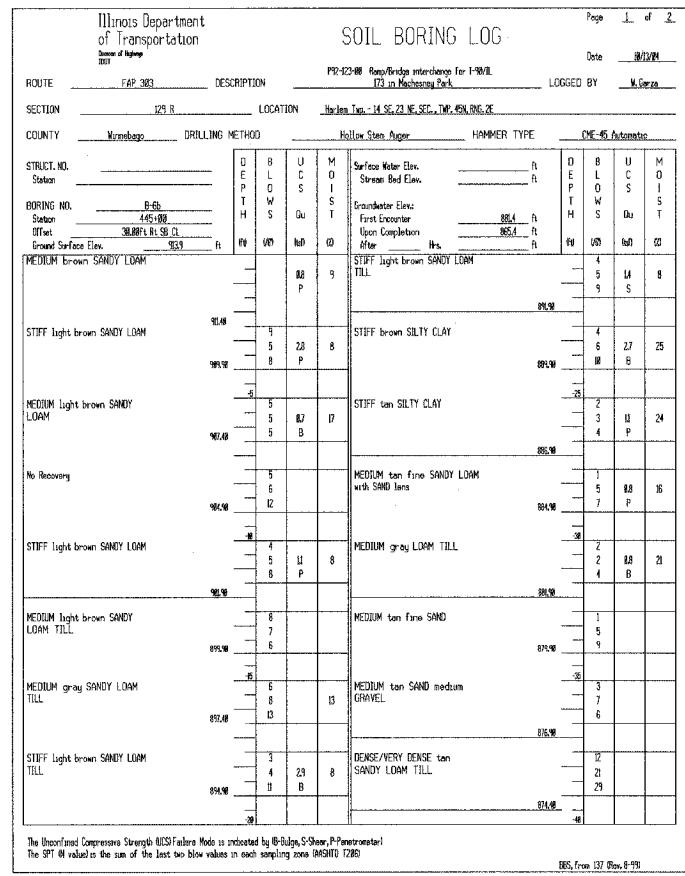
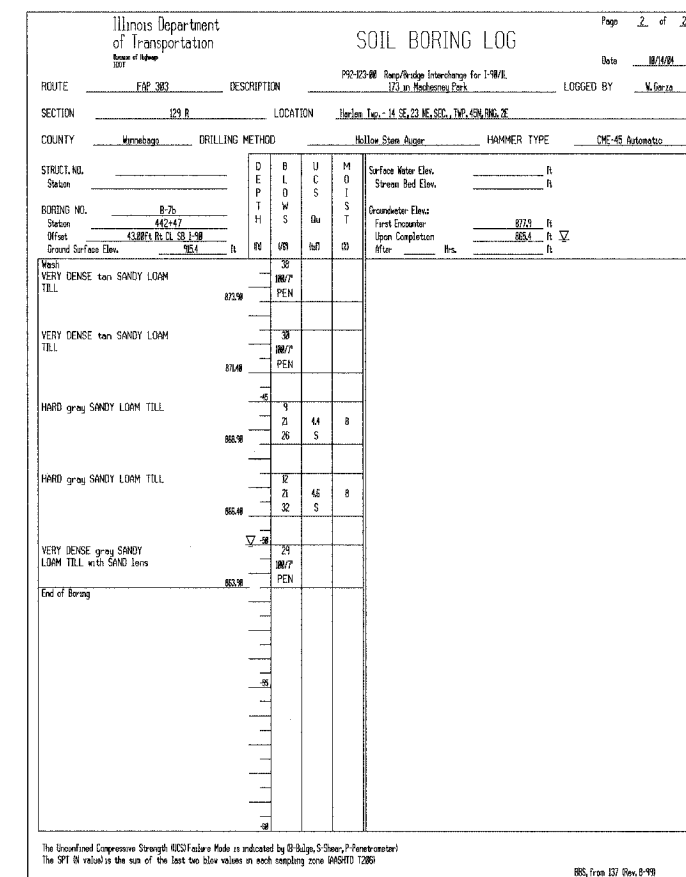
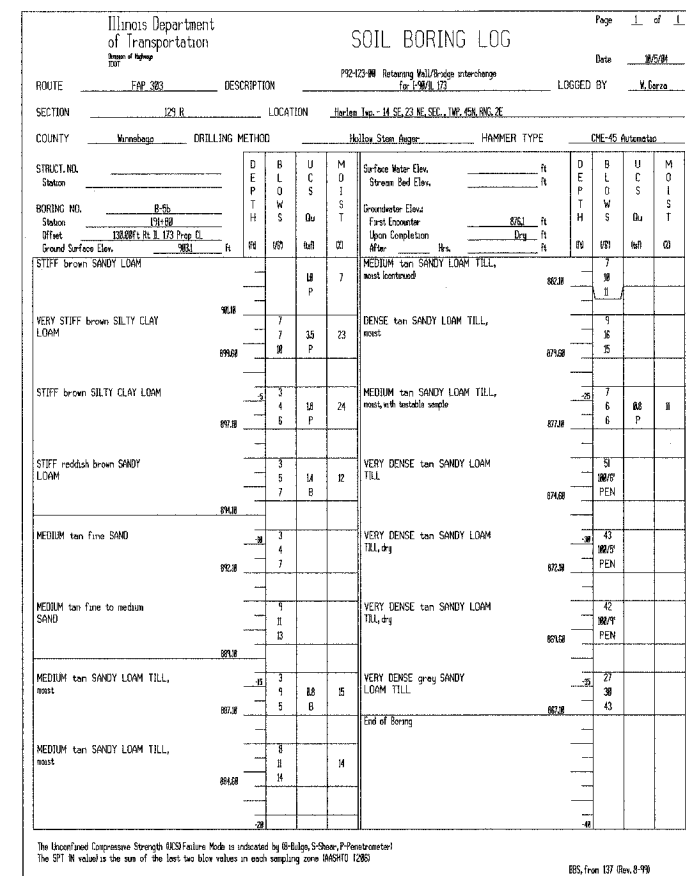
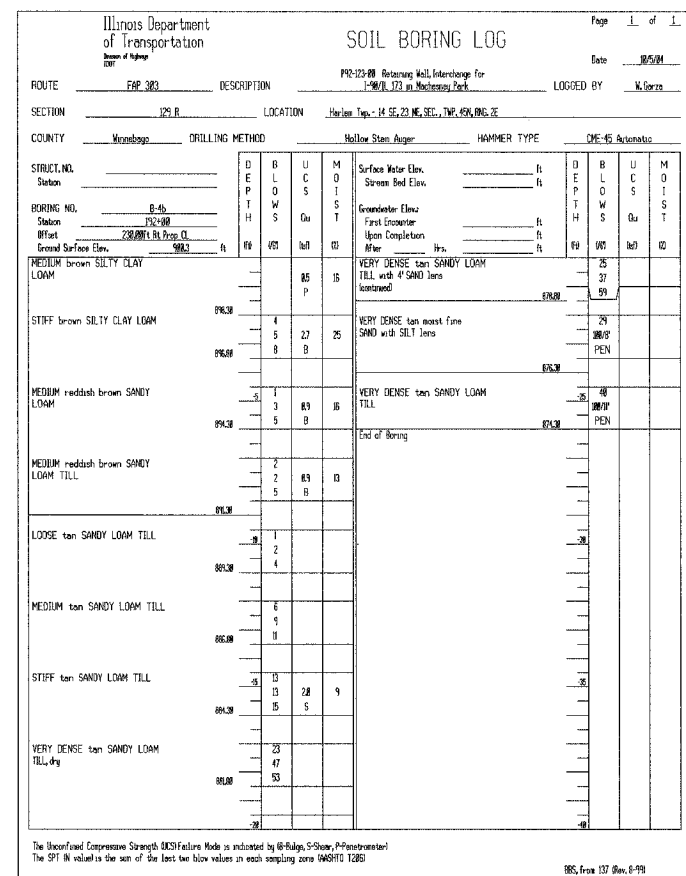
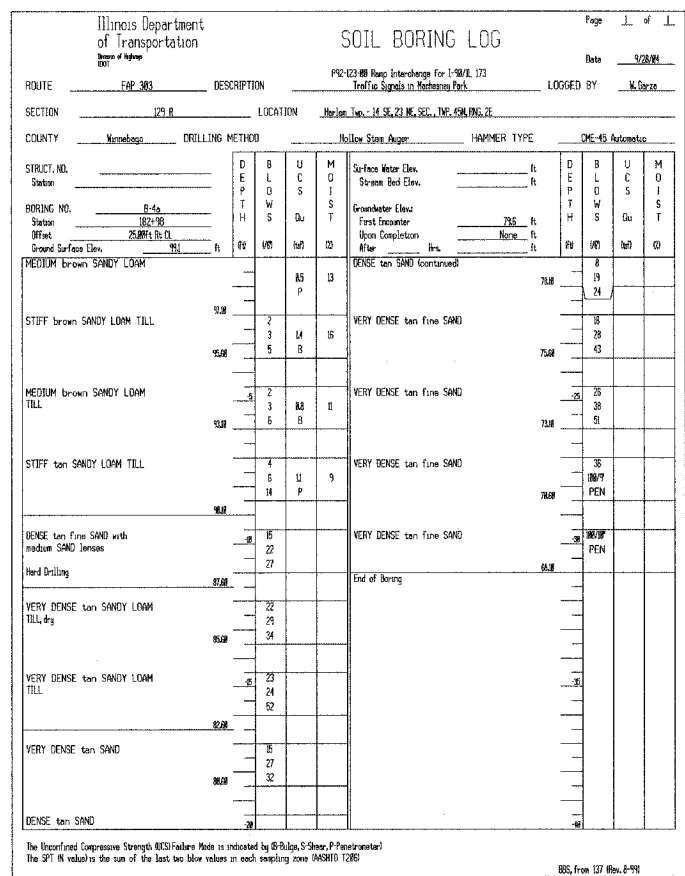
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	244
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005
 DRAWN BY: TWH
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	246
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



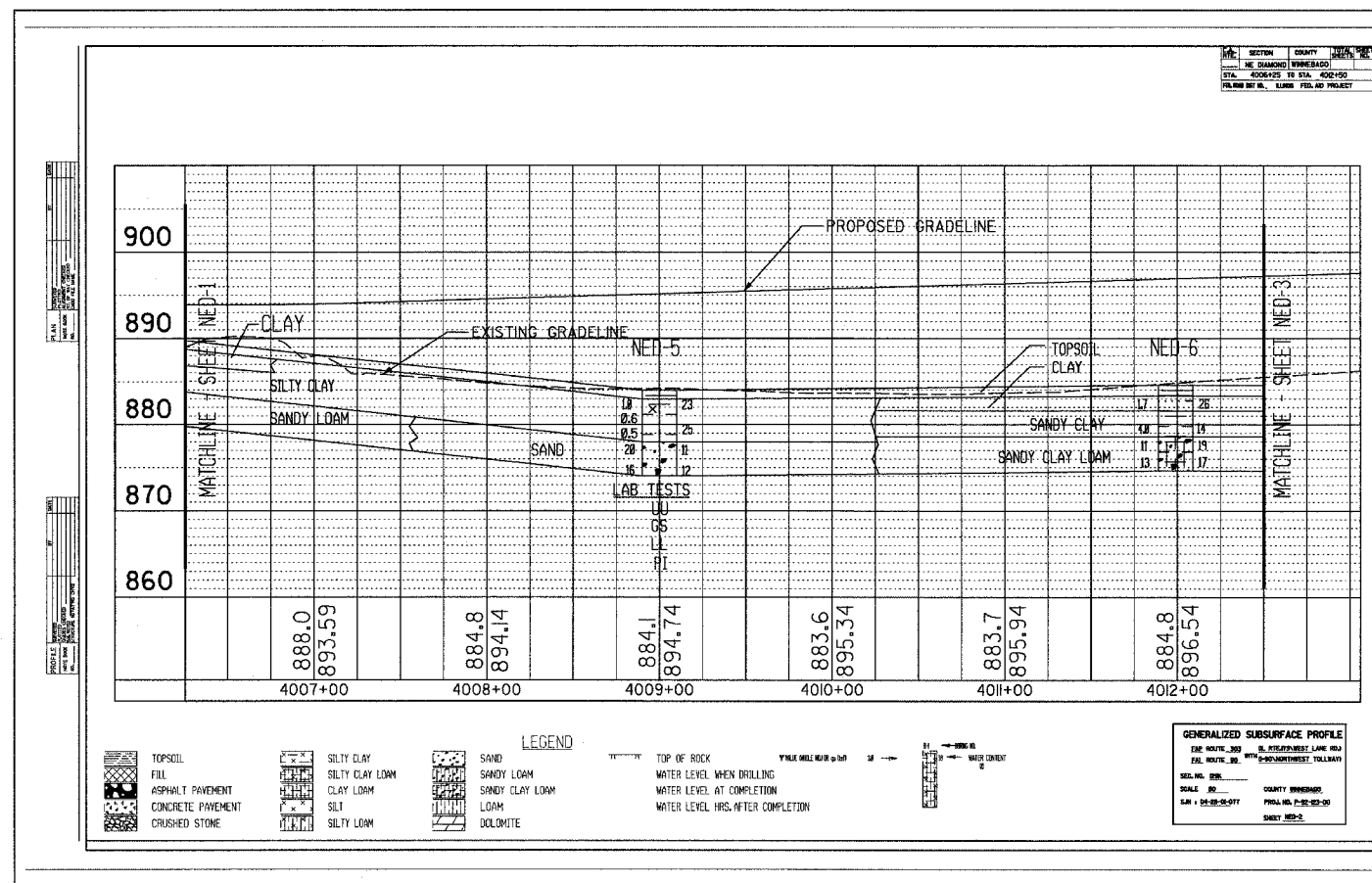
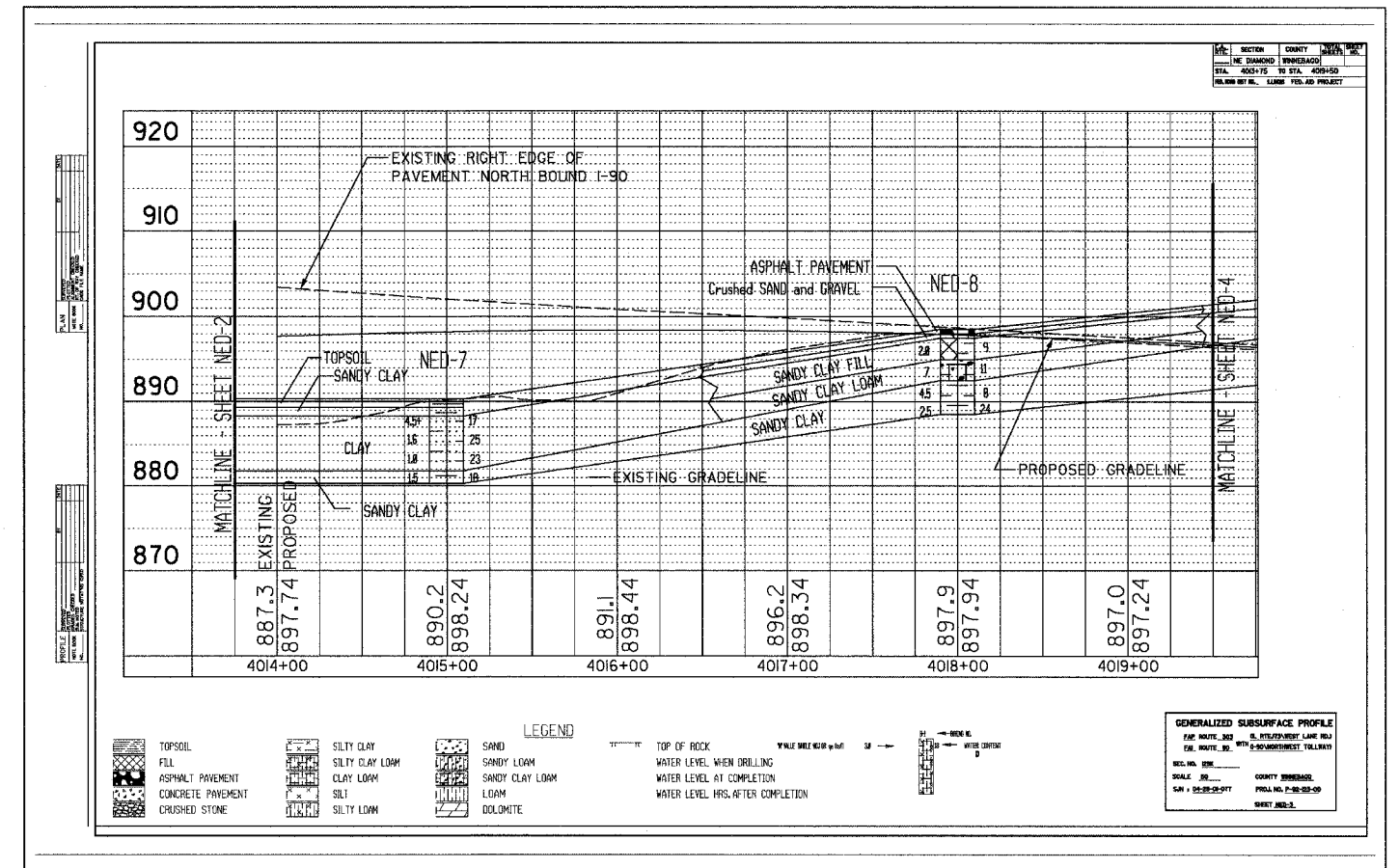
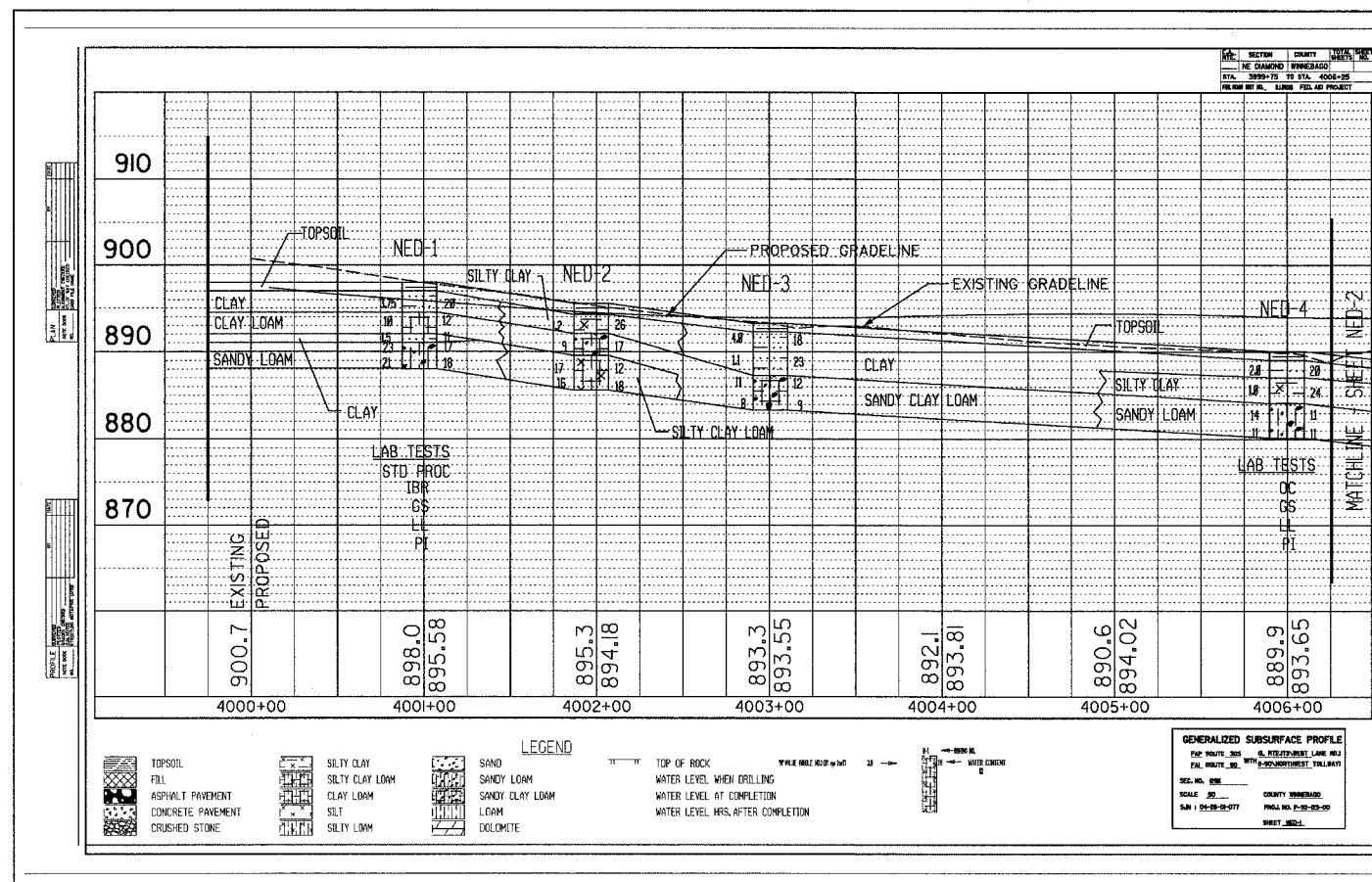
REVISIONS		DATE
NAME		

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005
 DRAWN BY: TWH
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	247
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



REVISIONS	
NAME	DATE

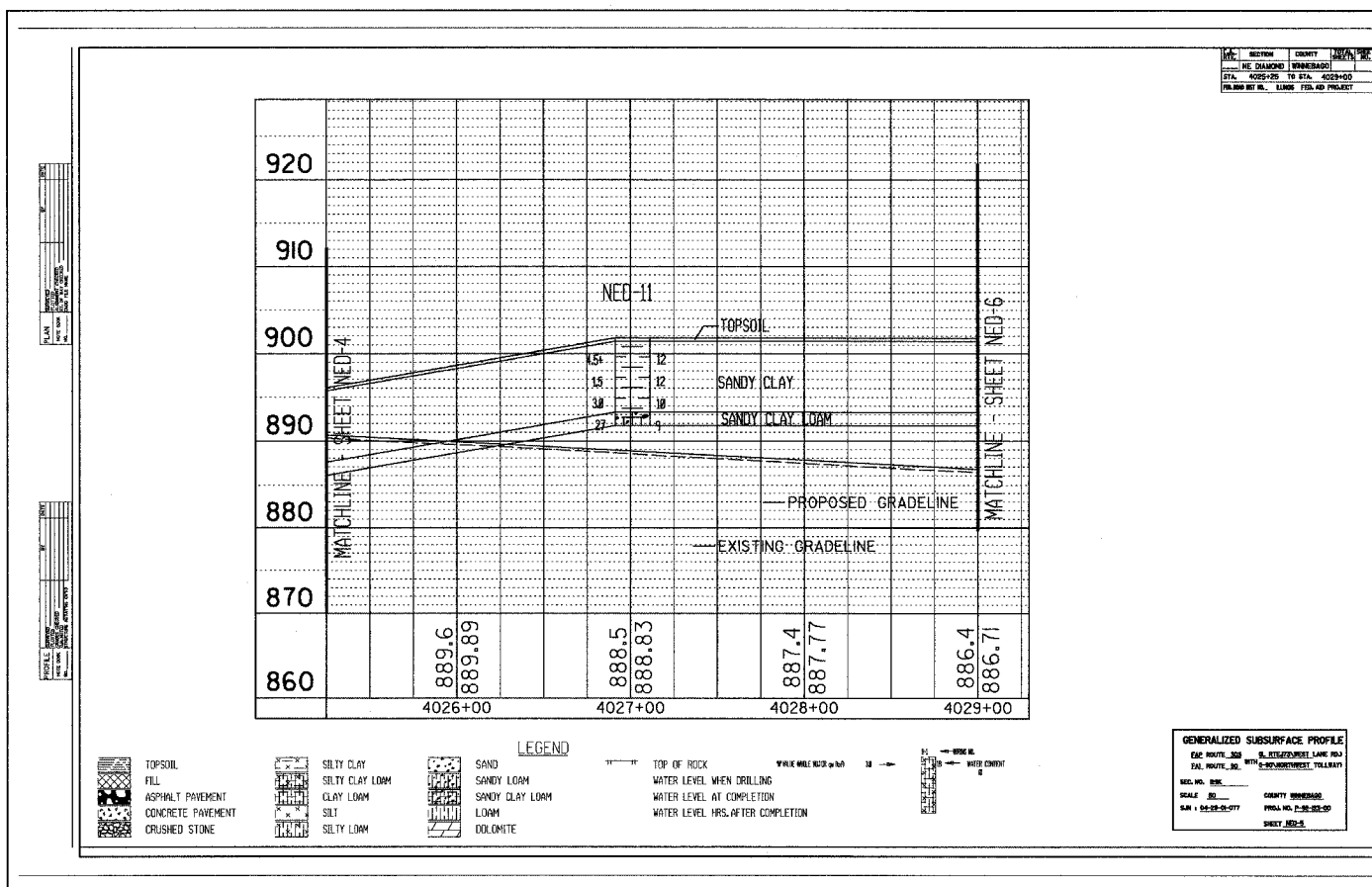
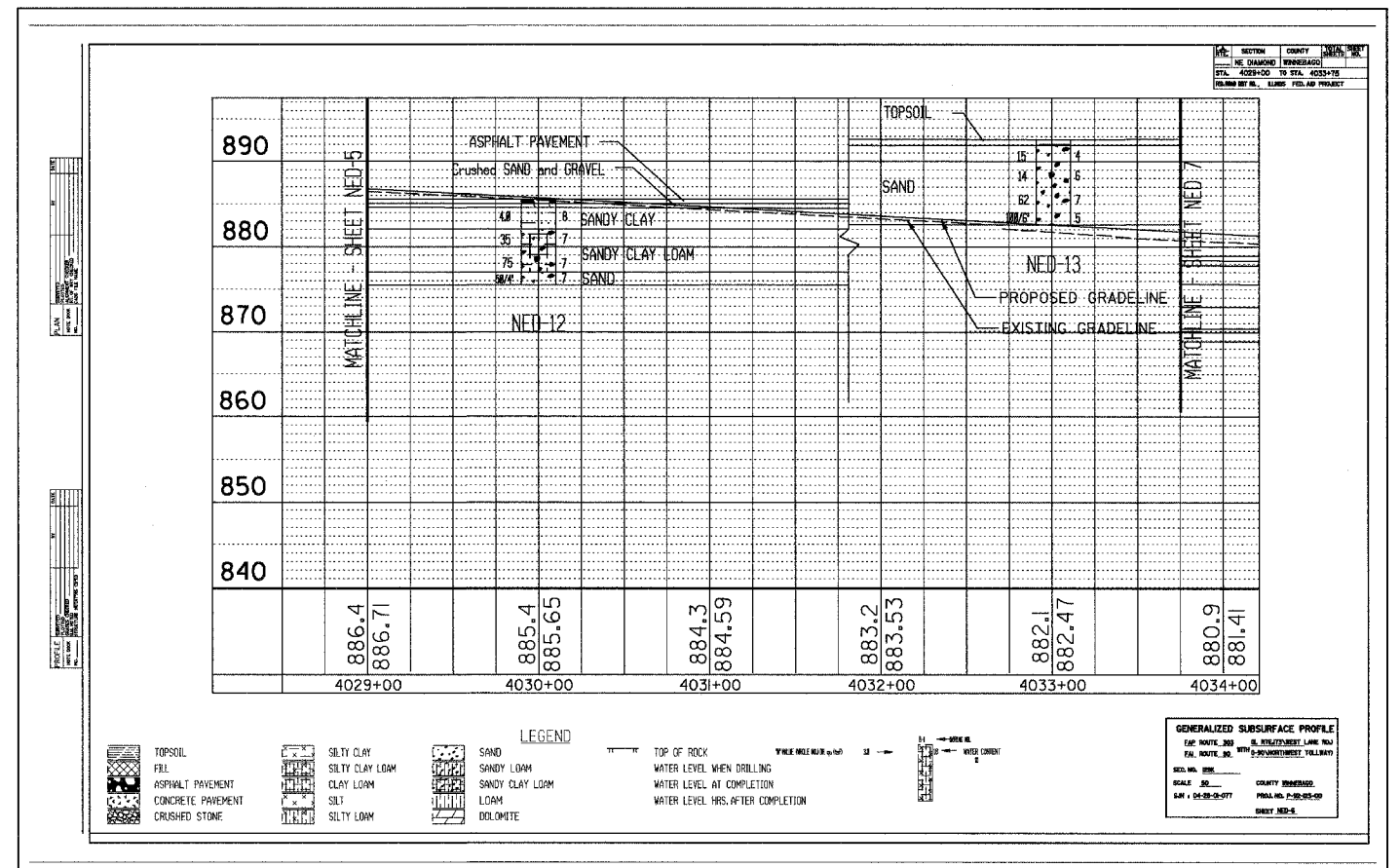
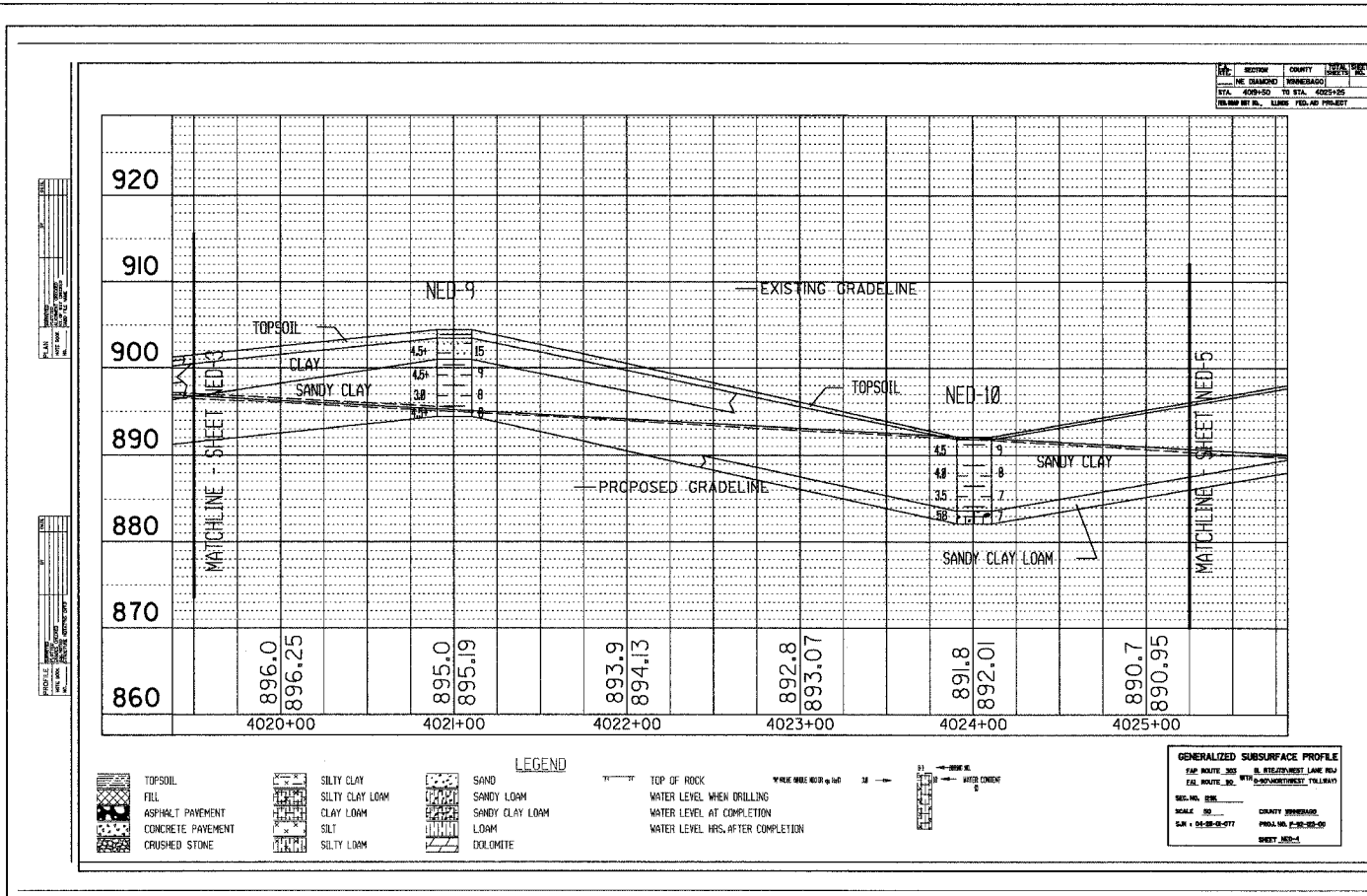
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005

DRAWN BY TWH
 CHECKED BY PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	248
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

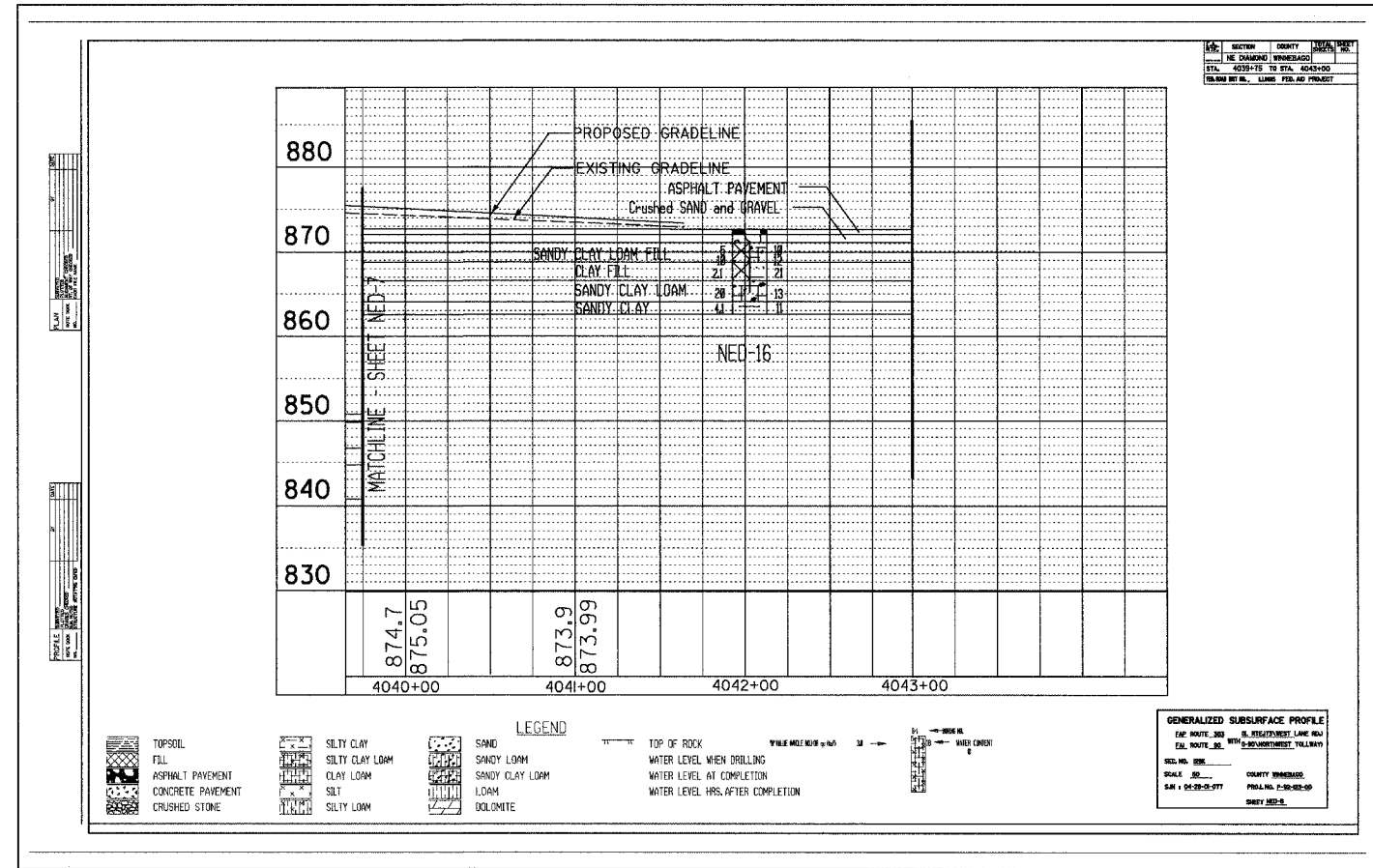
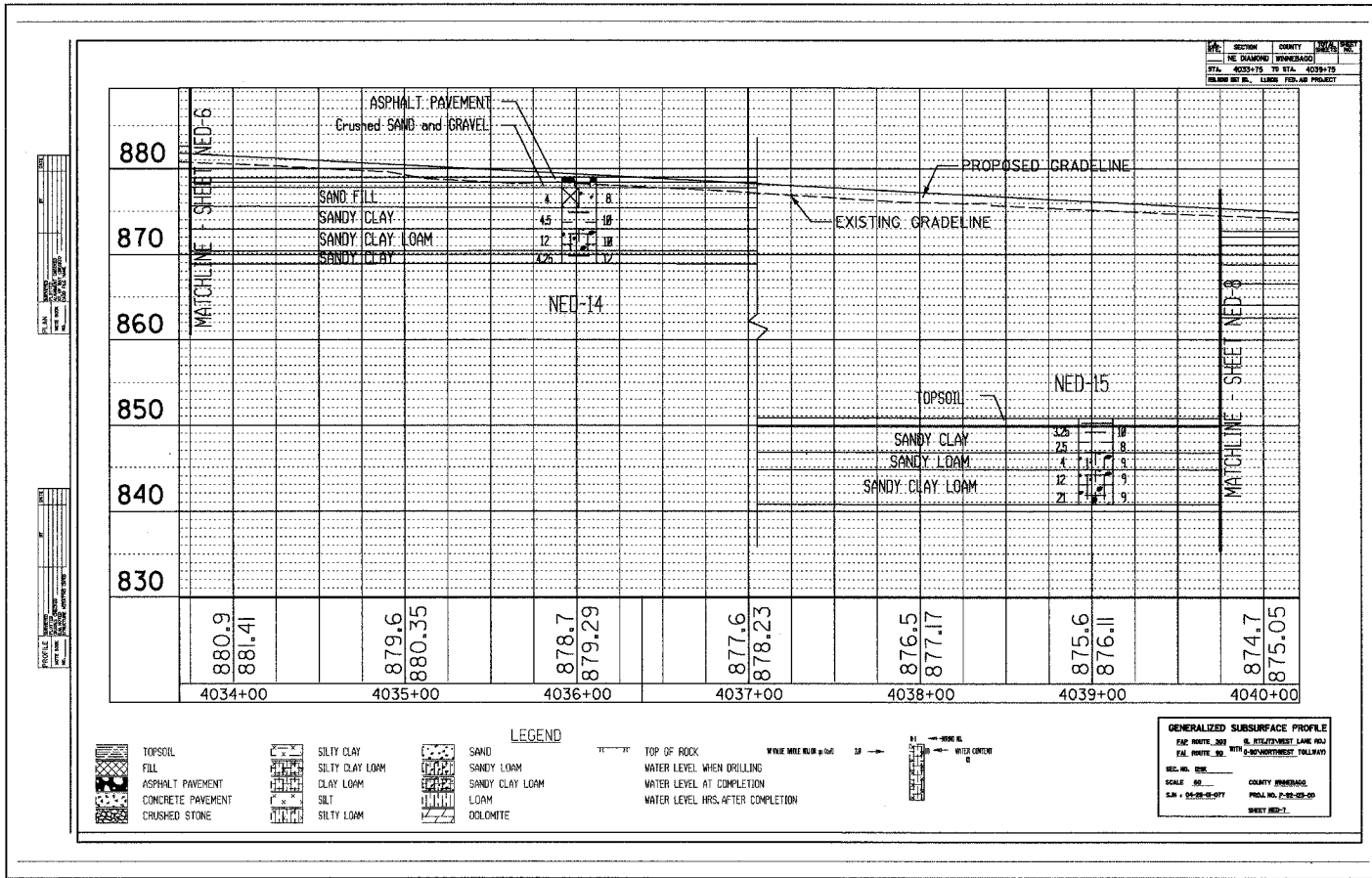
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005

DRAWN BY: TWH
 CHECKED BY: PDS

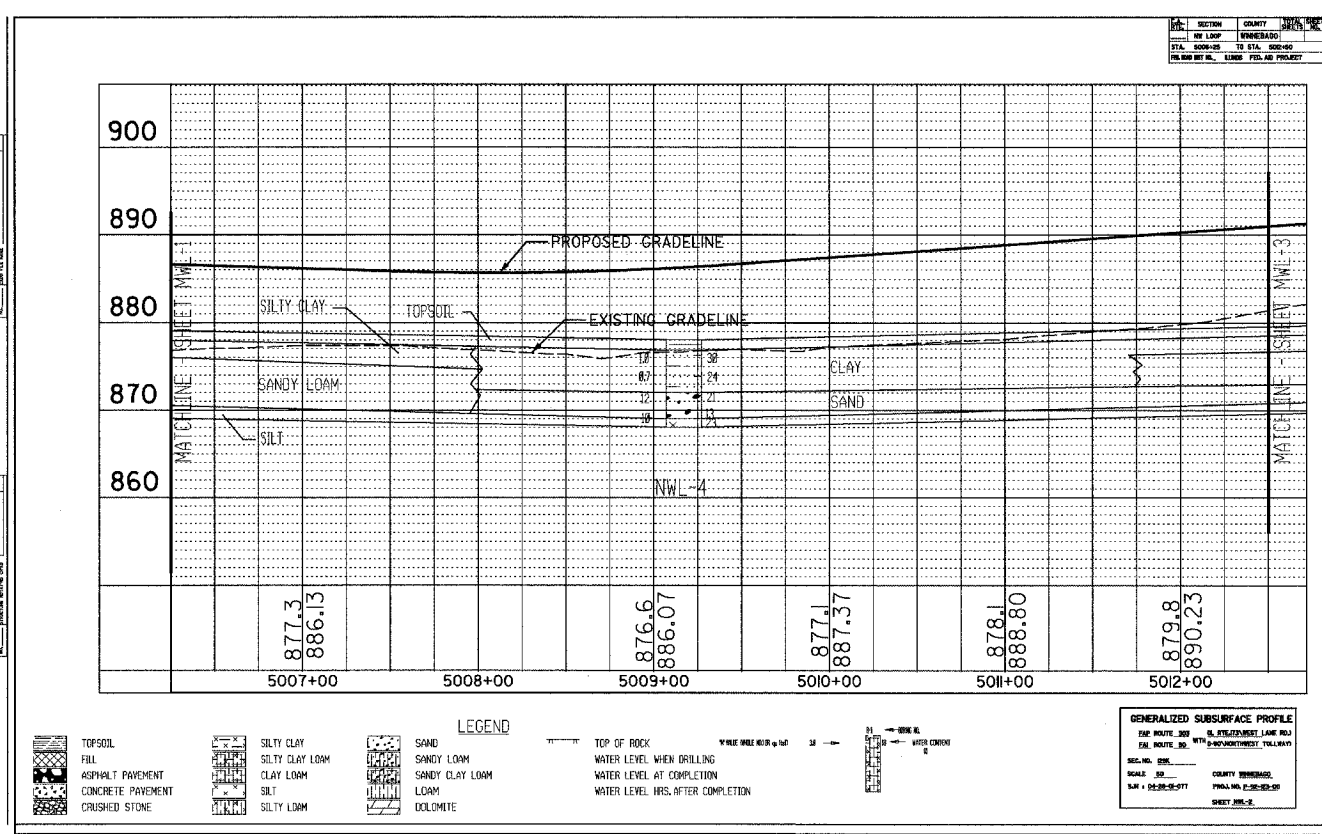
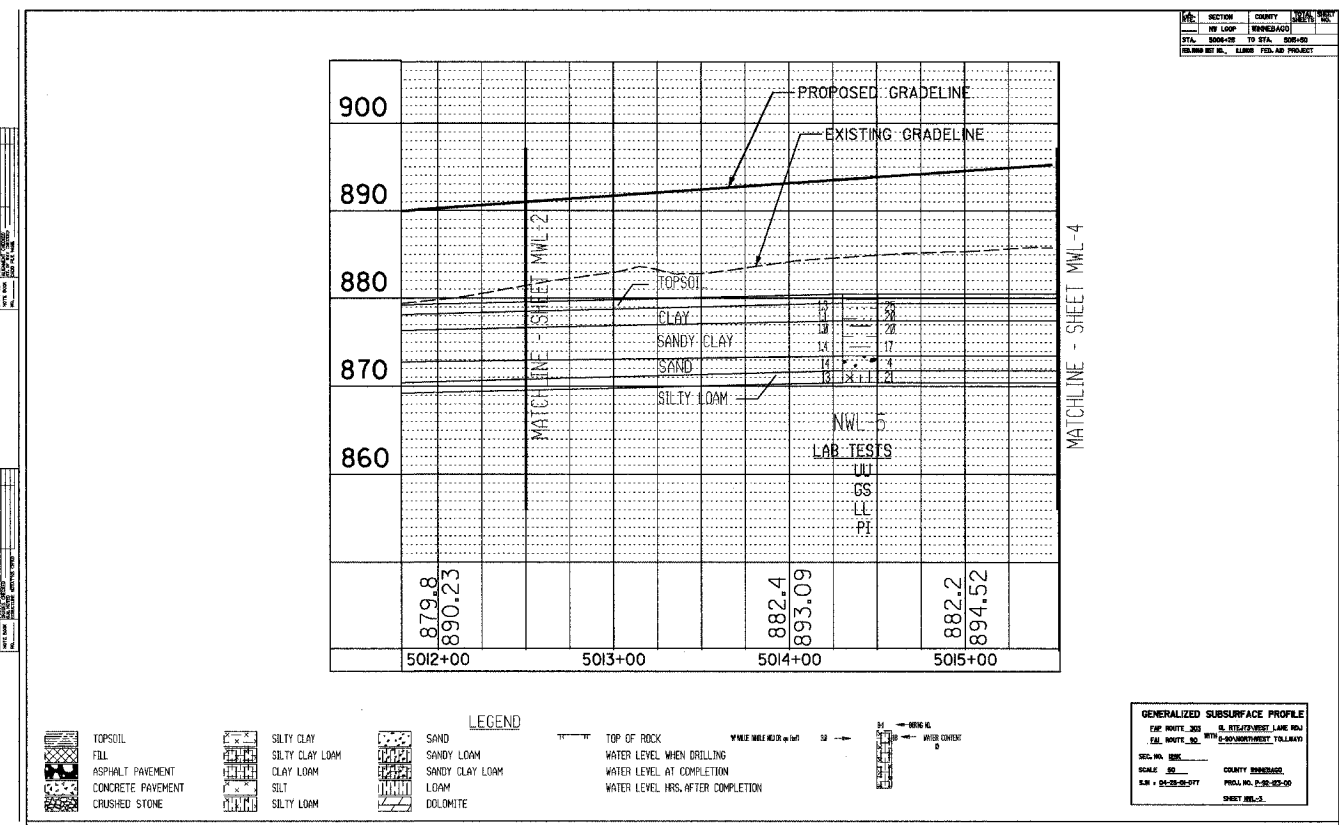
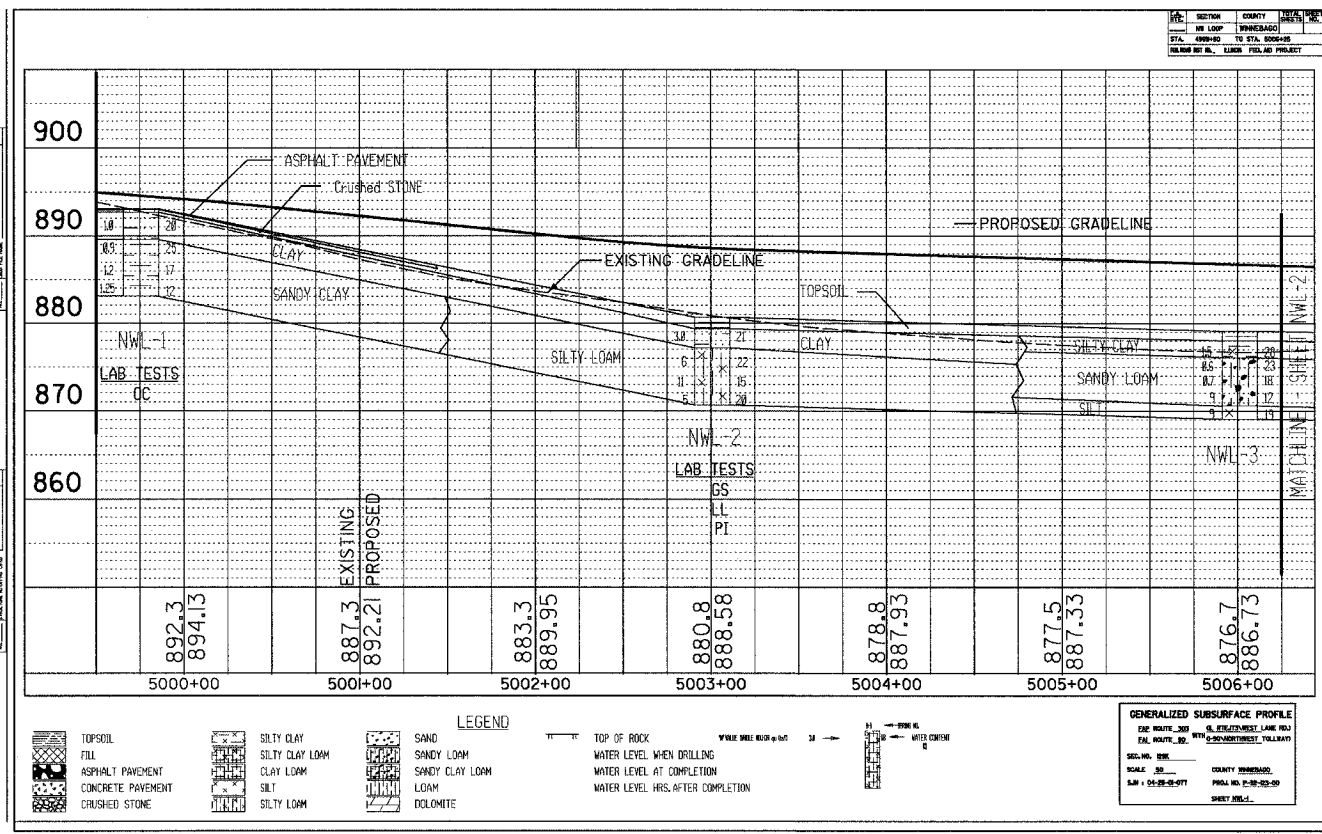
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	249
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SOIL BORING LOGS, MAPS, AND PROFILES

VERT. N/A
 SCALE: HORIZ. N/A
 DATE: SEPTEMBER 14, 2005
 DRAWN BY: TWH
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	250
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



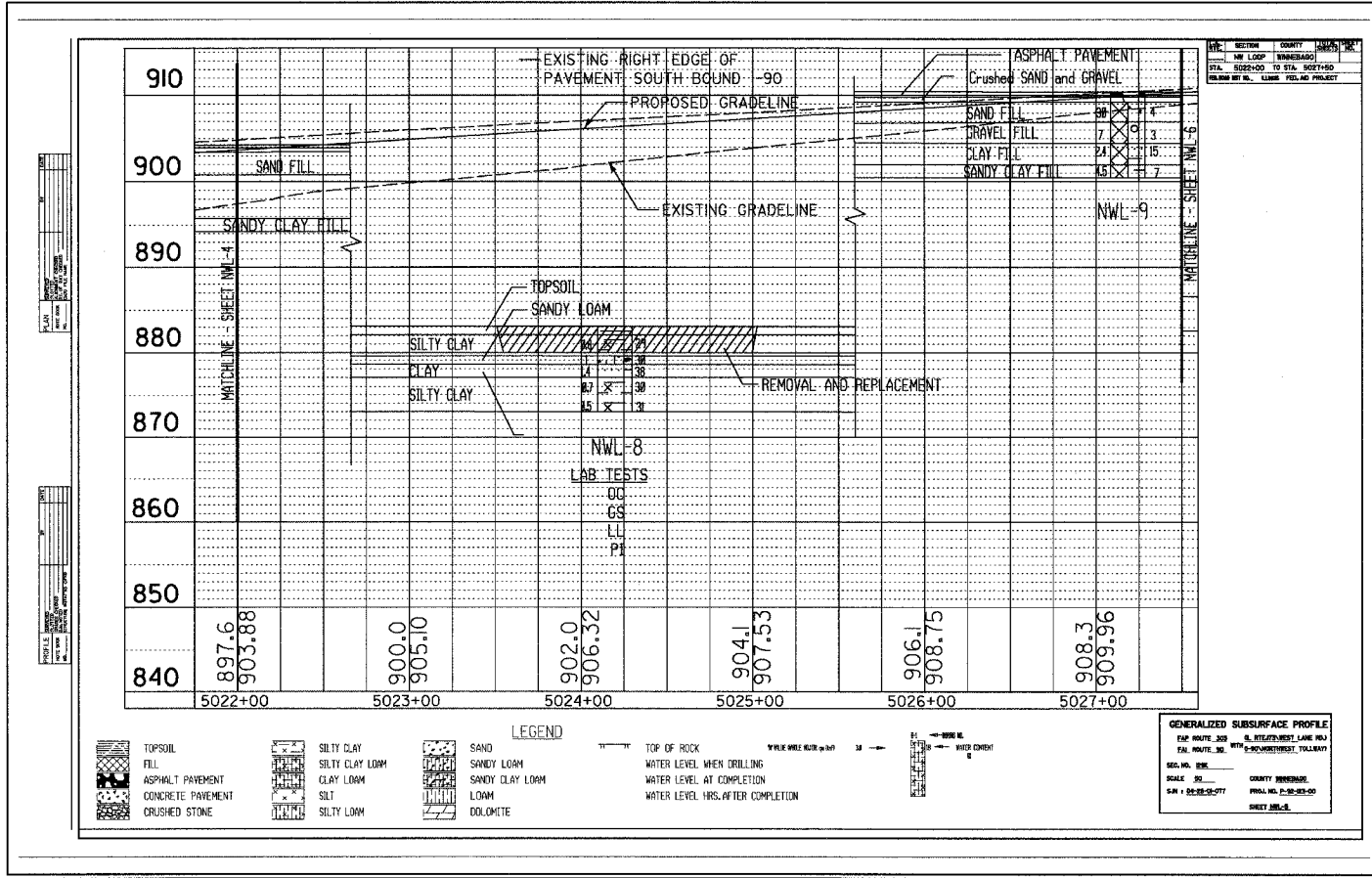
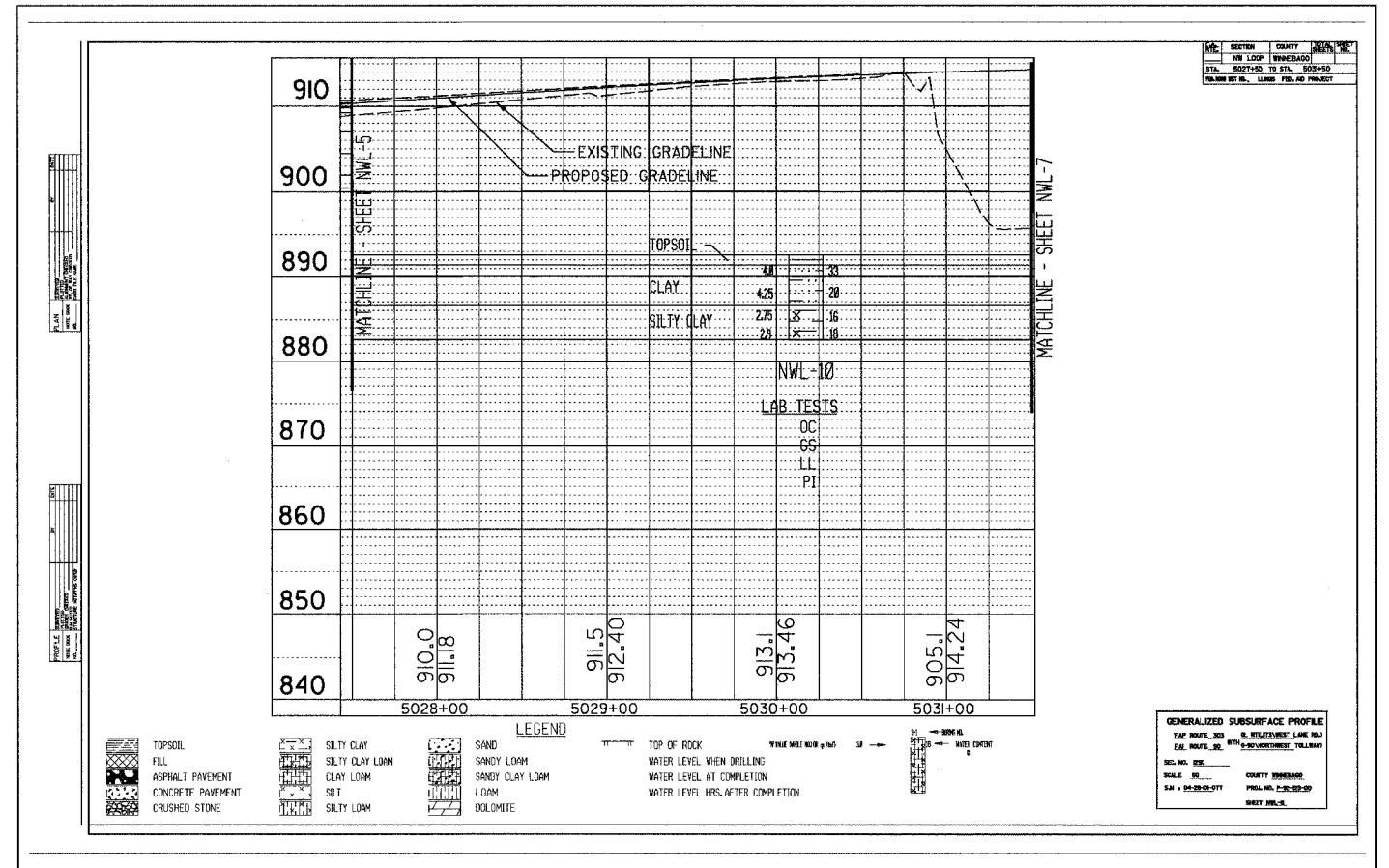
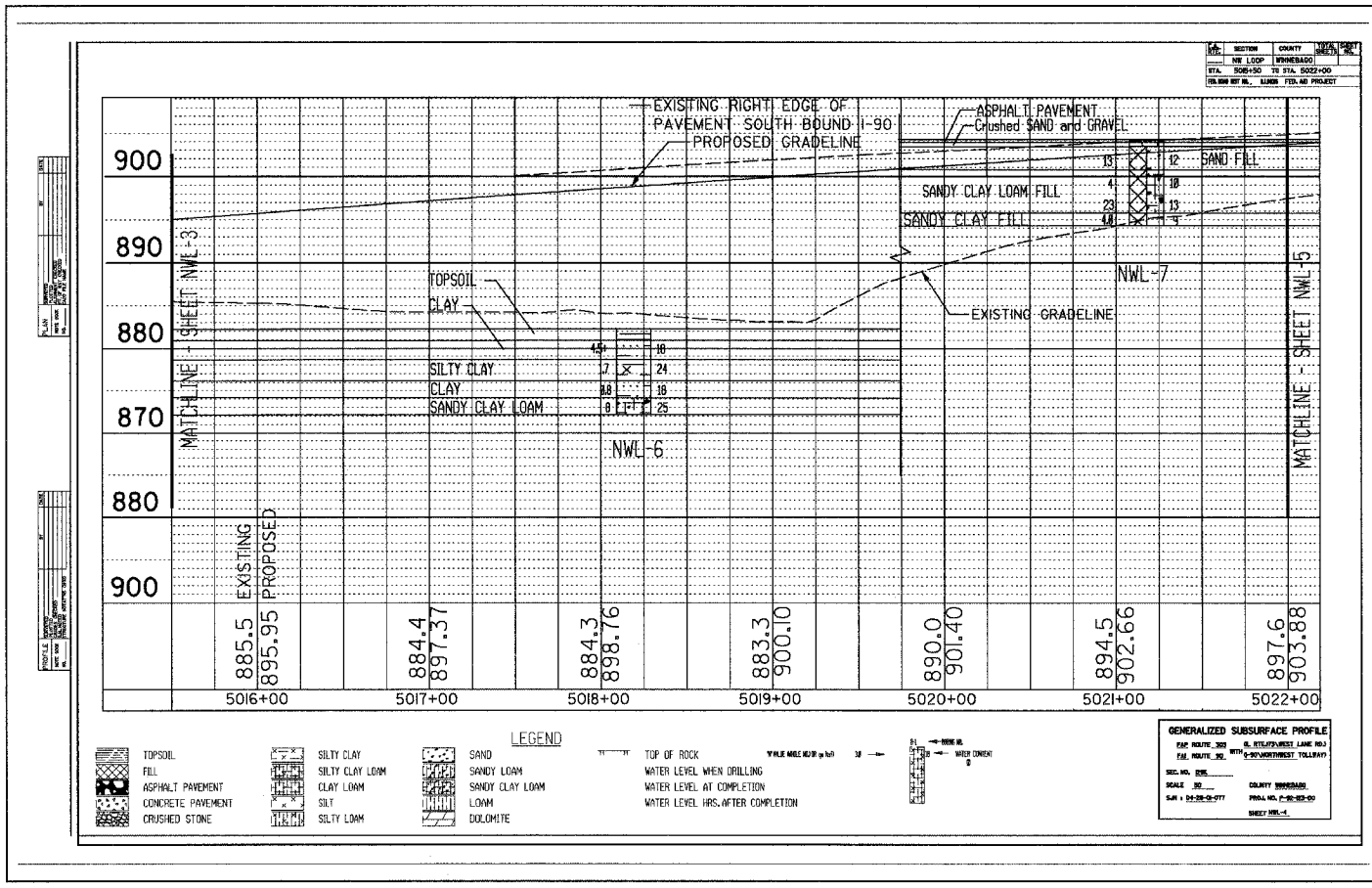
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

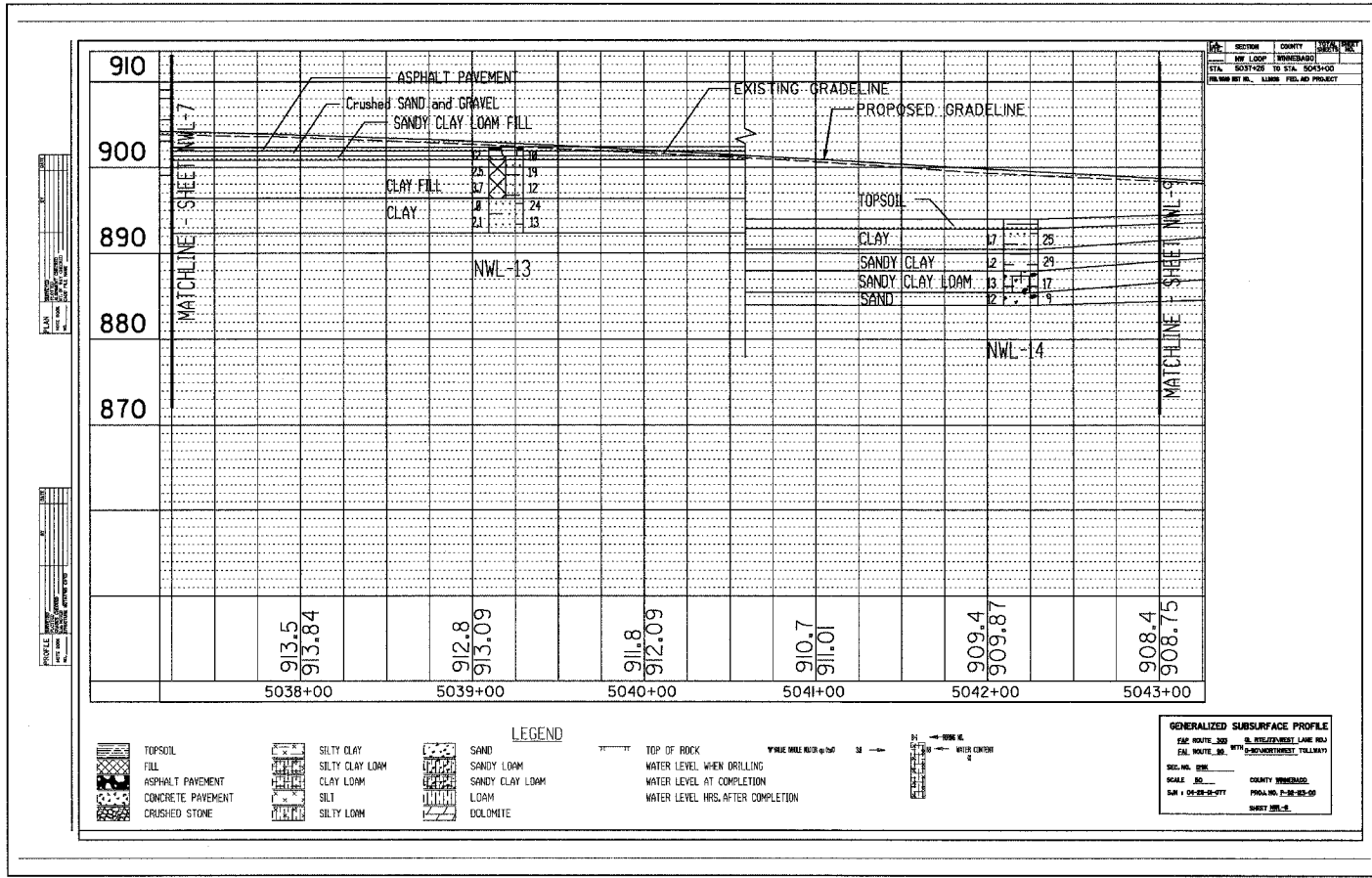
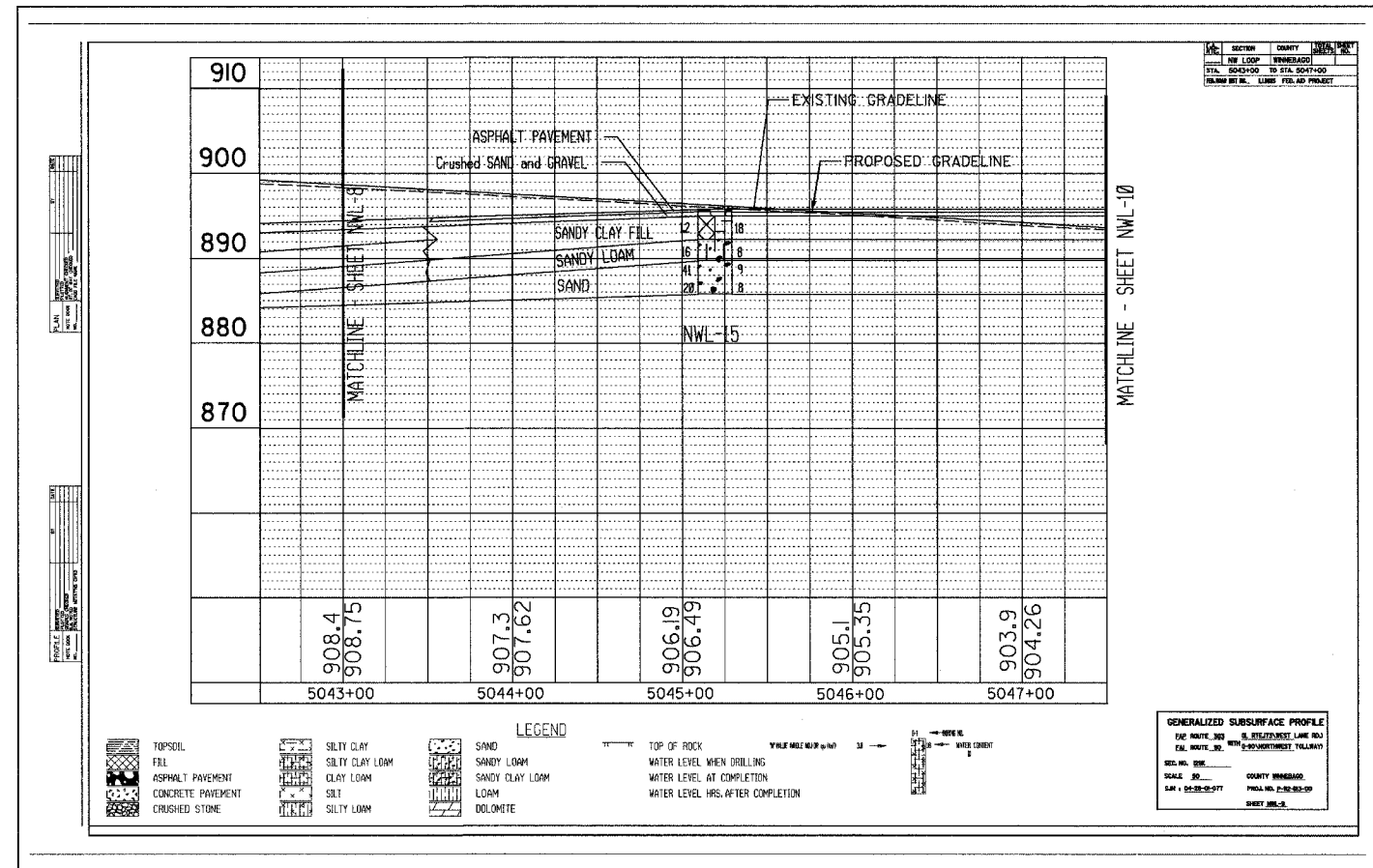
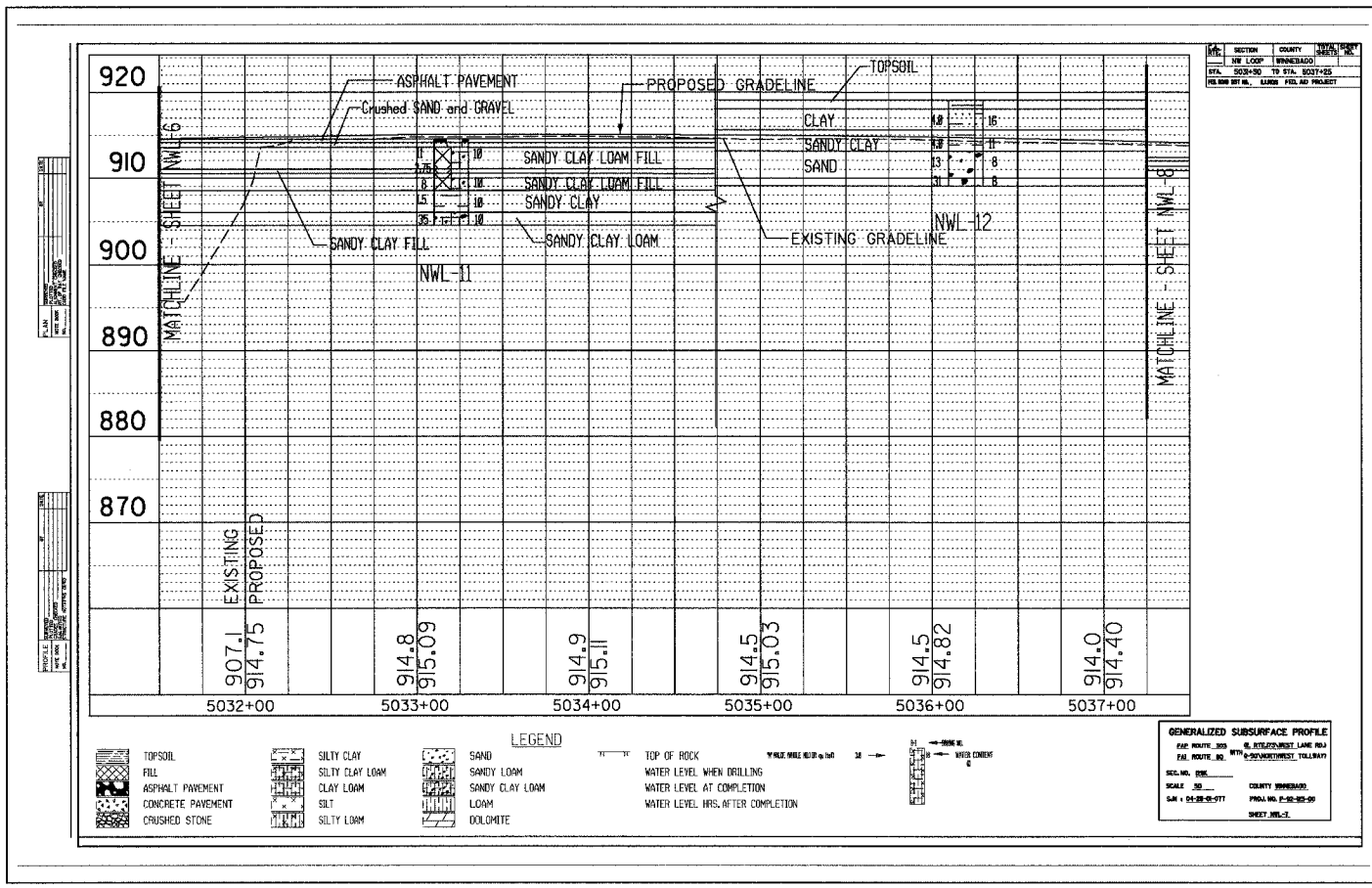
SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005
 DRAWN BY: TWH
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	251
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SOIL BORING LOGS, MAPS, AND PROFILES SCALE: VERT. N/A HORIZ. N/A DATE: SEPTEMBER 14, 2005 DRAWN BY: TWH CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	252
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



REVISIONS	
NAME	DATE

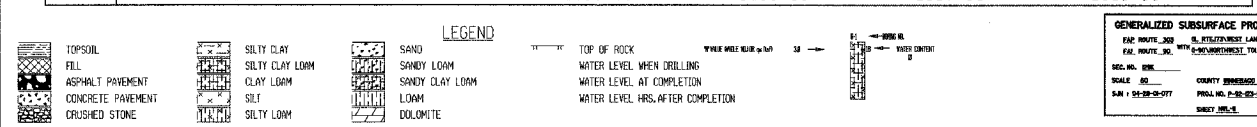
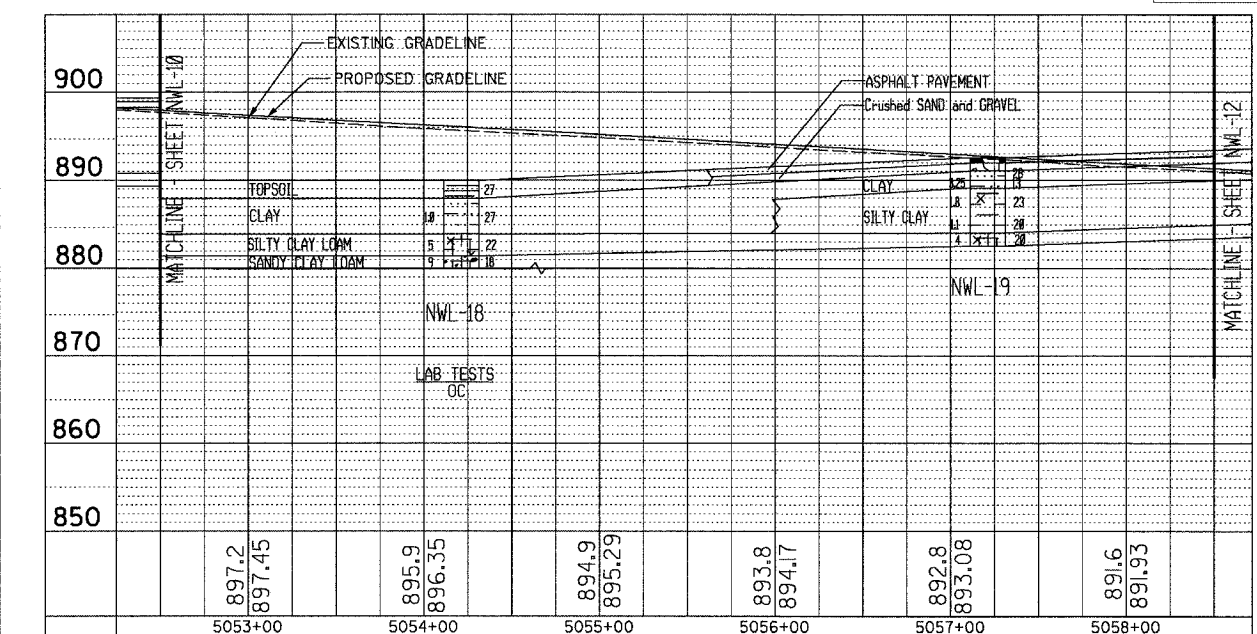
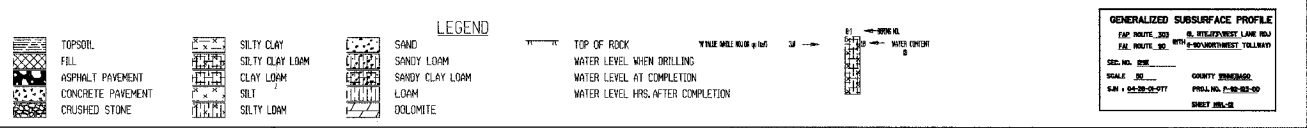
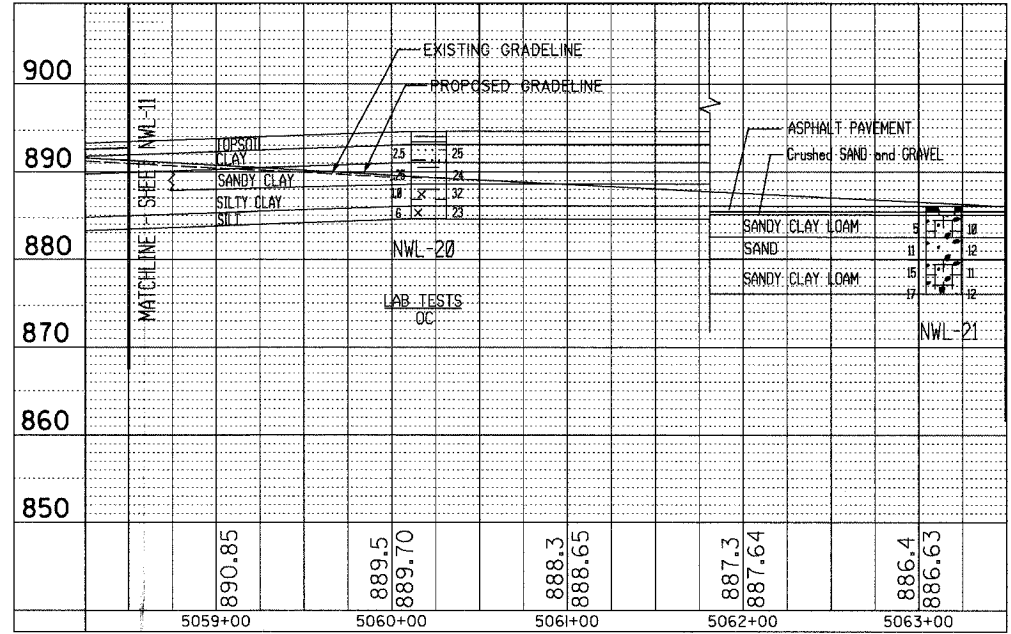
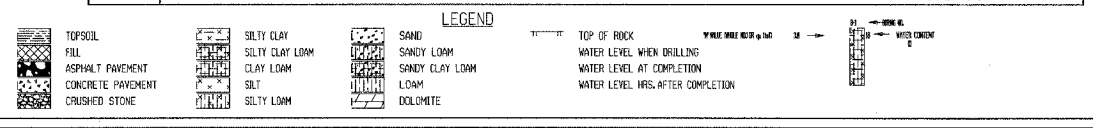
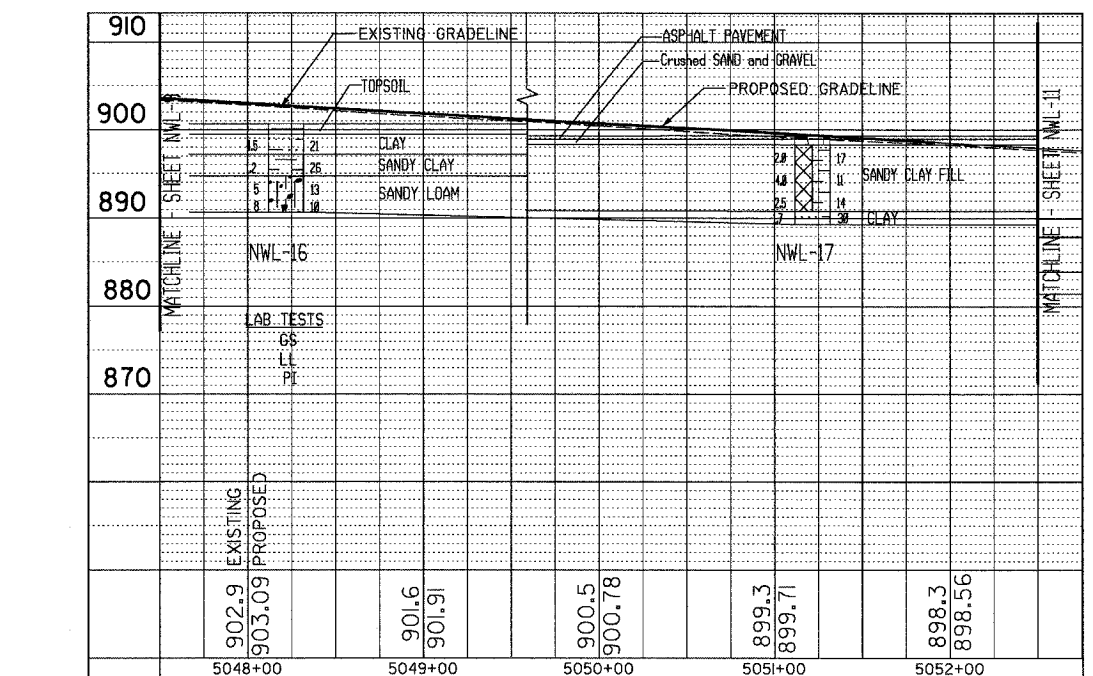
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005

DRAWN BY: TWH
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	253
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

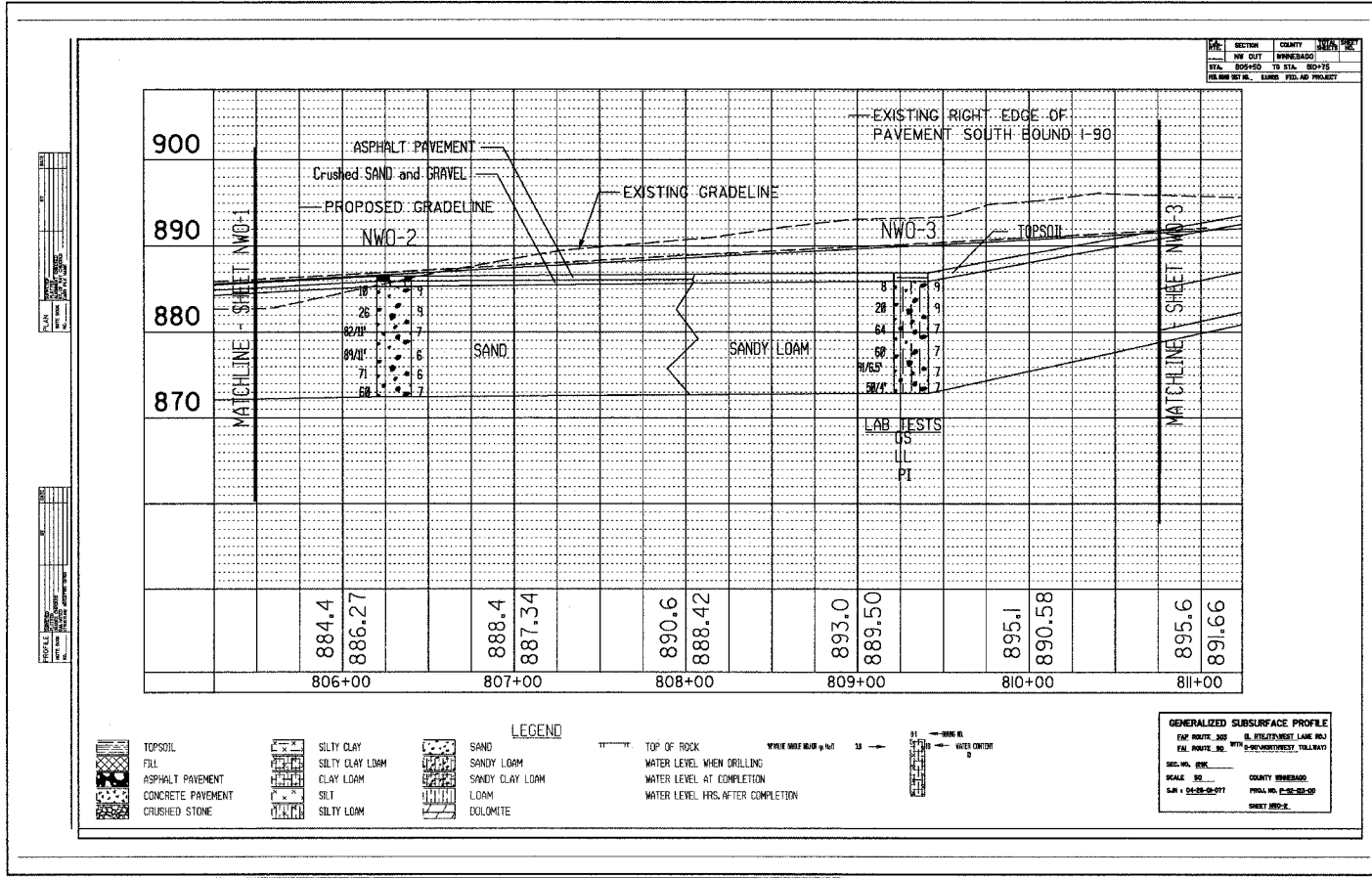
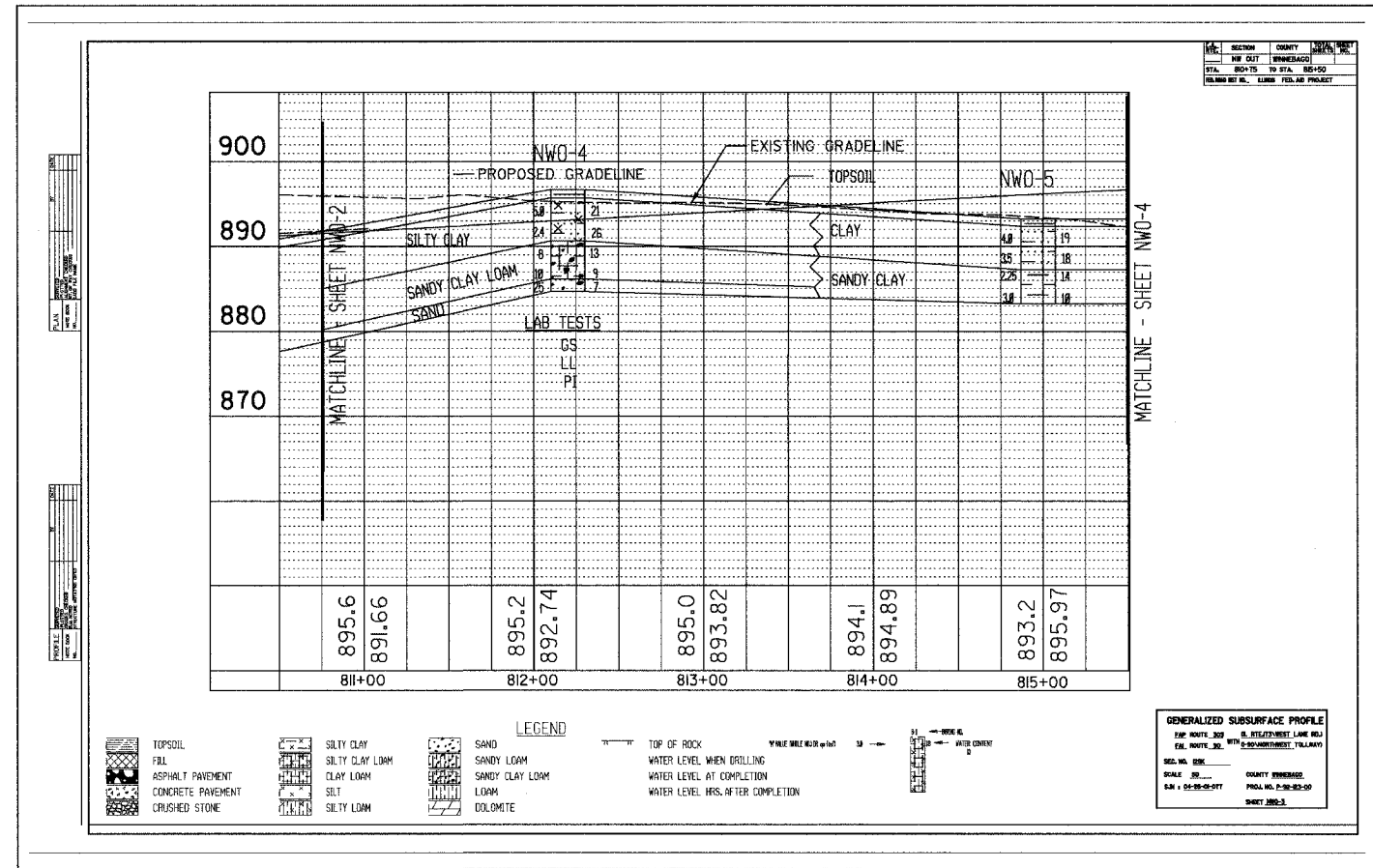
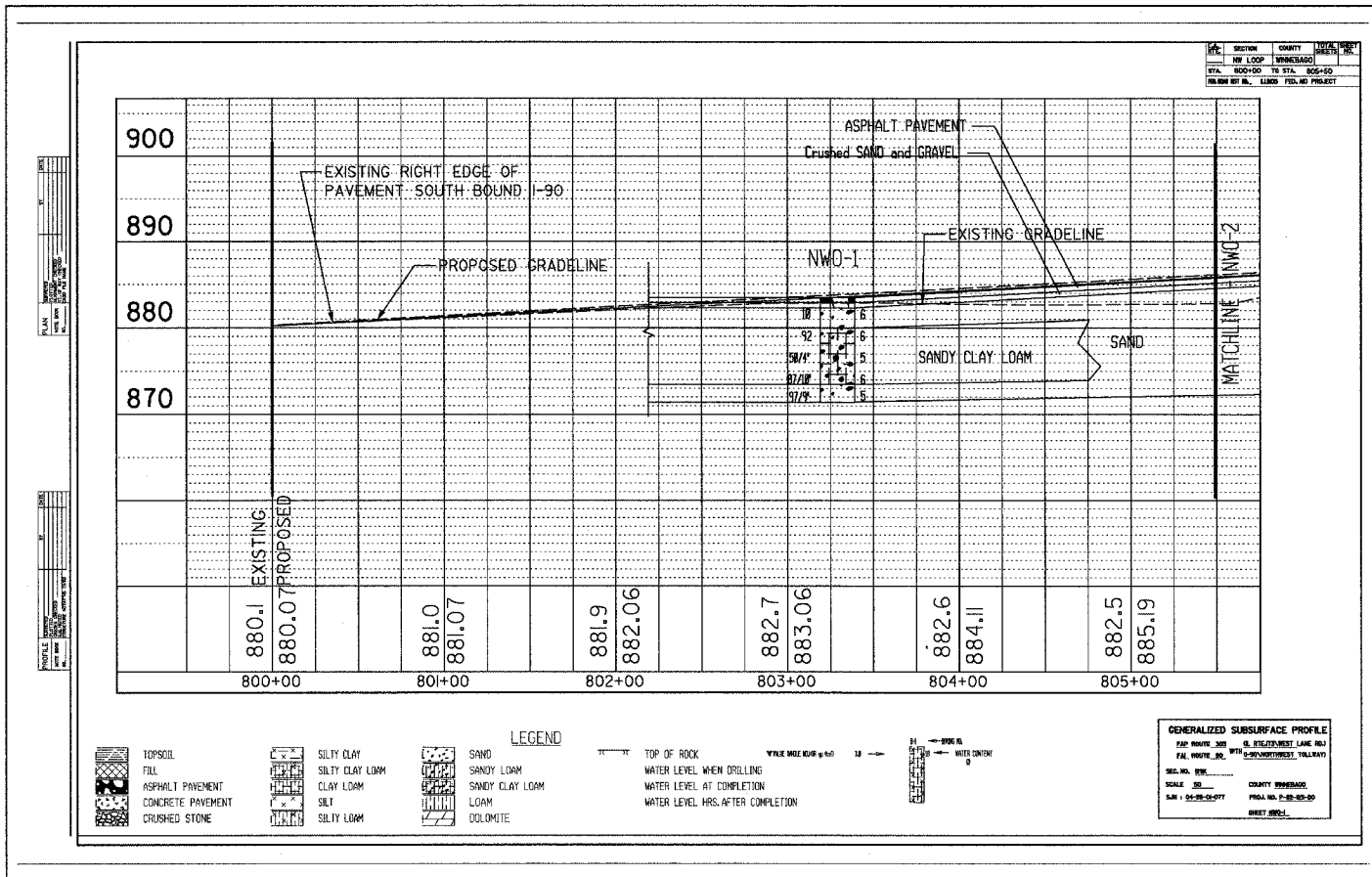
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005

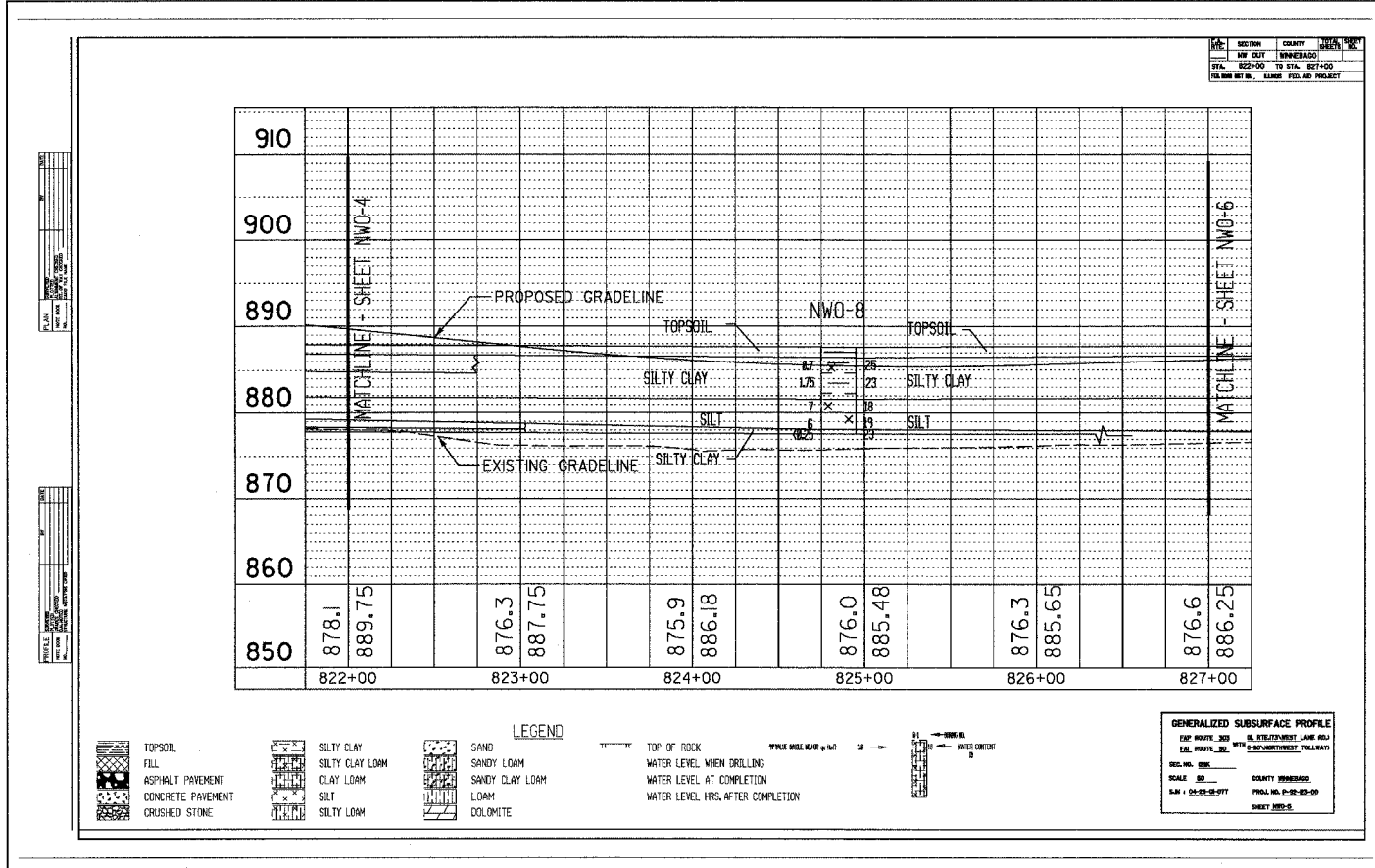
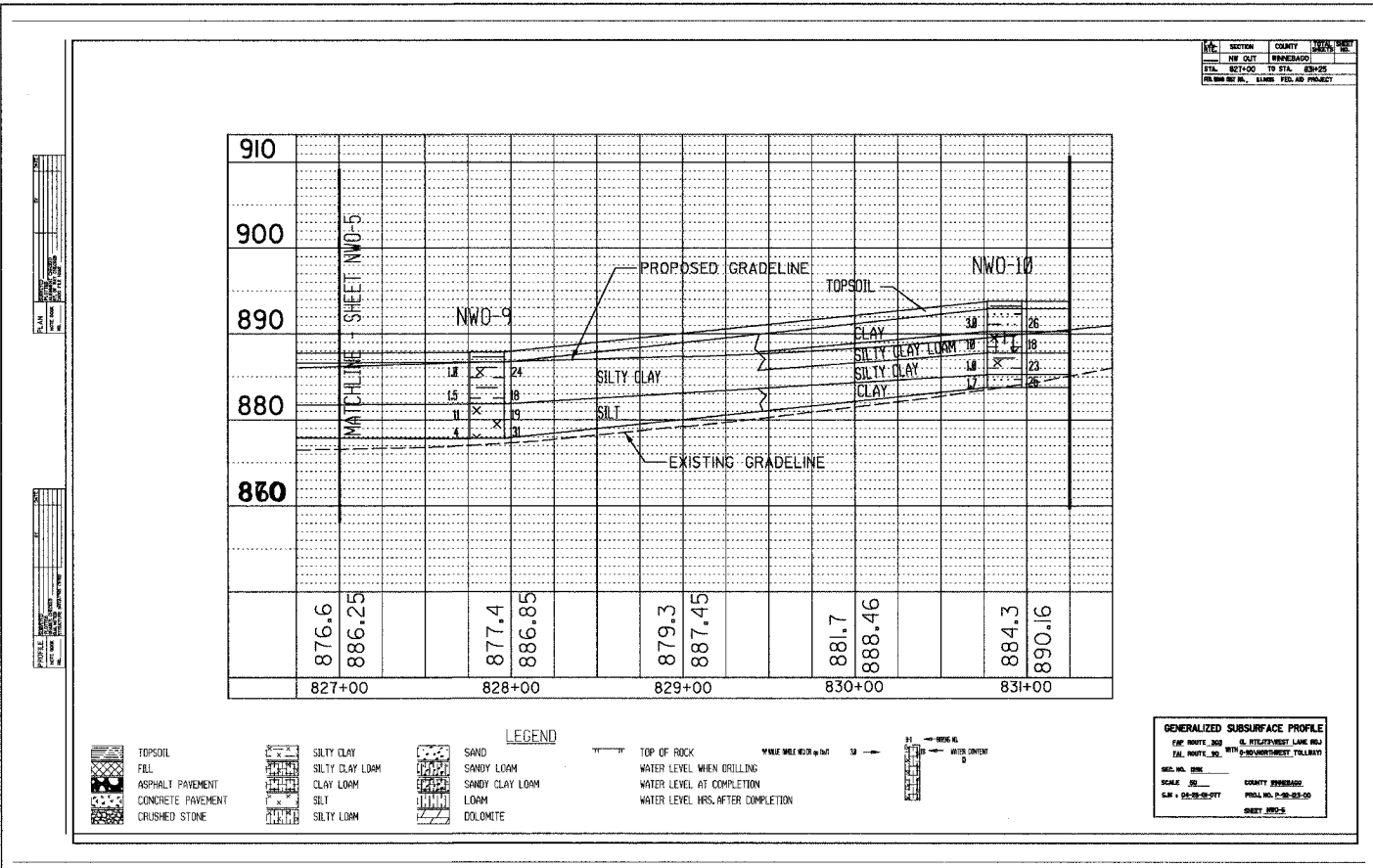
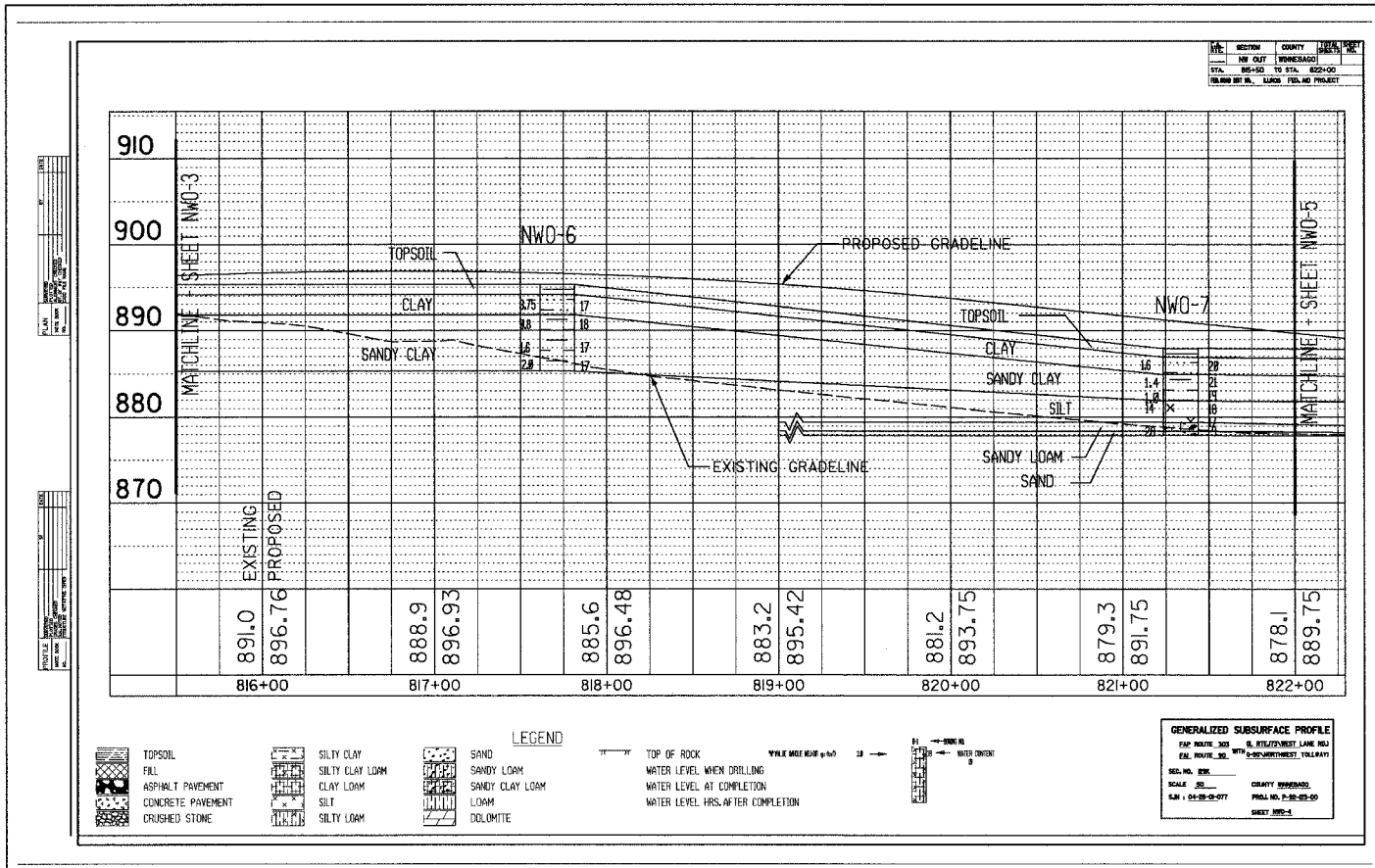
DRAWN BY: TWH
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	254
STA. 800+00 TO STA. 805+00		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SOIL BORING LOGS, MAPS, AND PROFILES VERT. N/A HORIZ. N/A DATE SEPTEMBER 14, 2005 DRAWN BY TWH CHECKED BY PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	255
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REVISIONS	
NAME	DATE

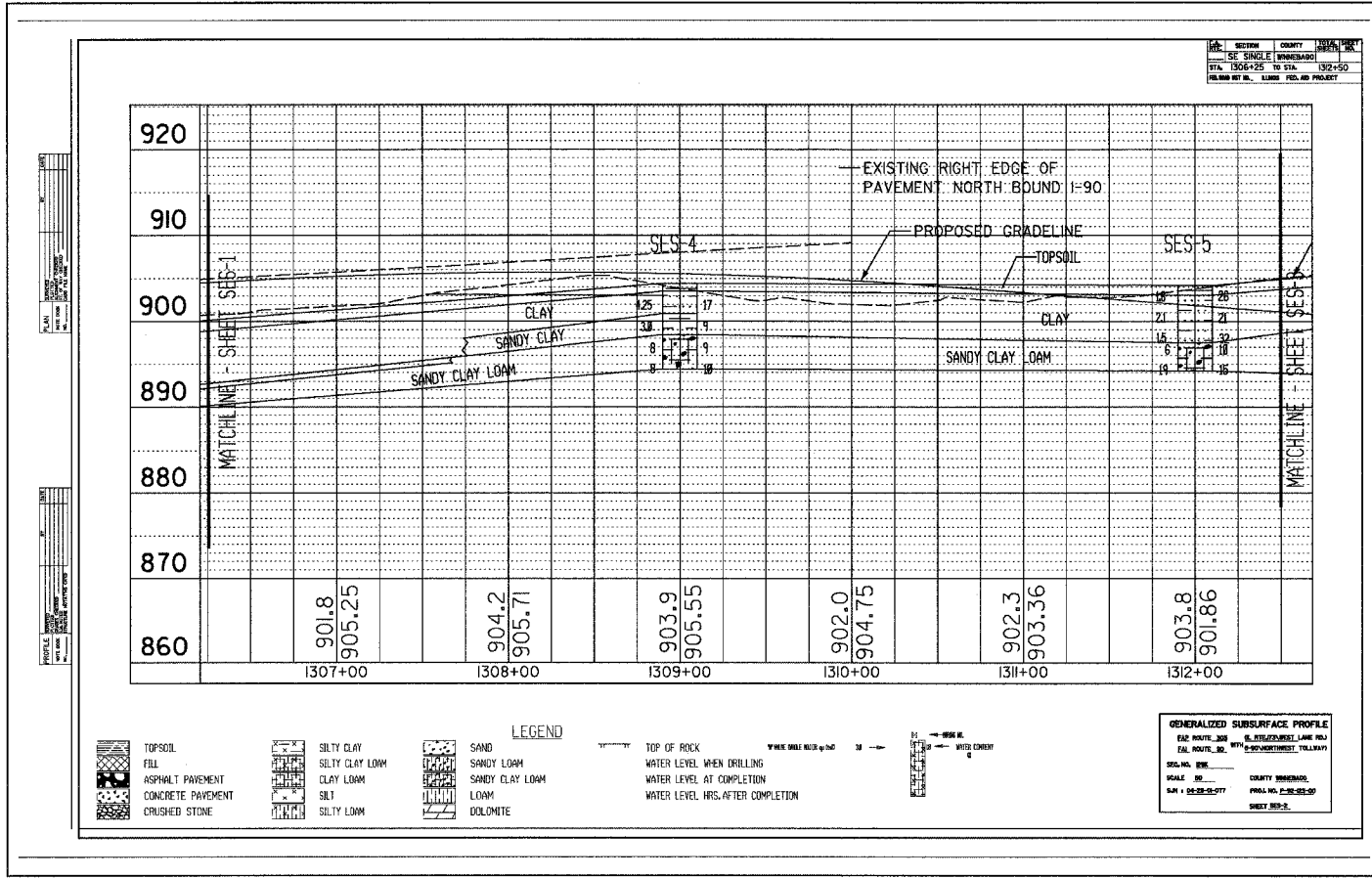
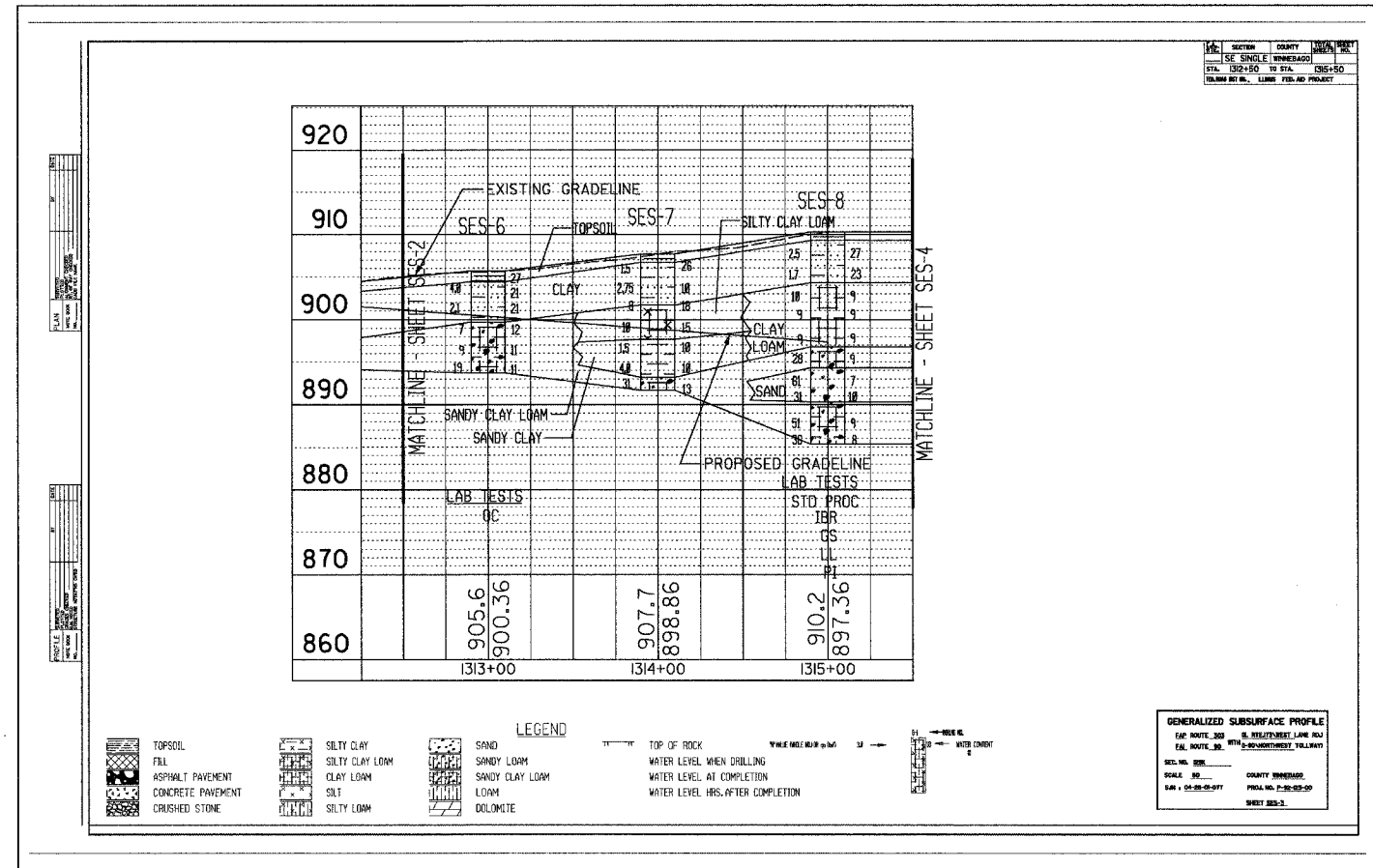
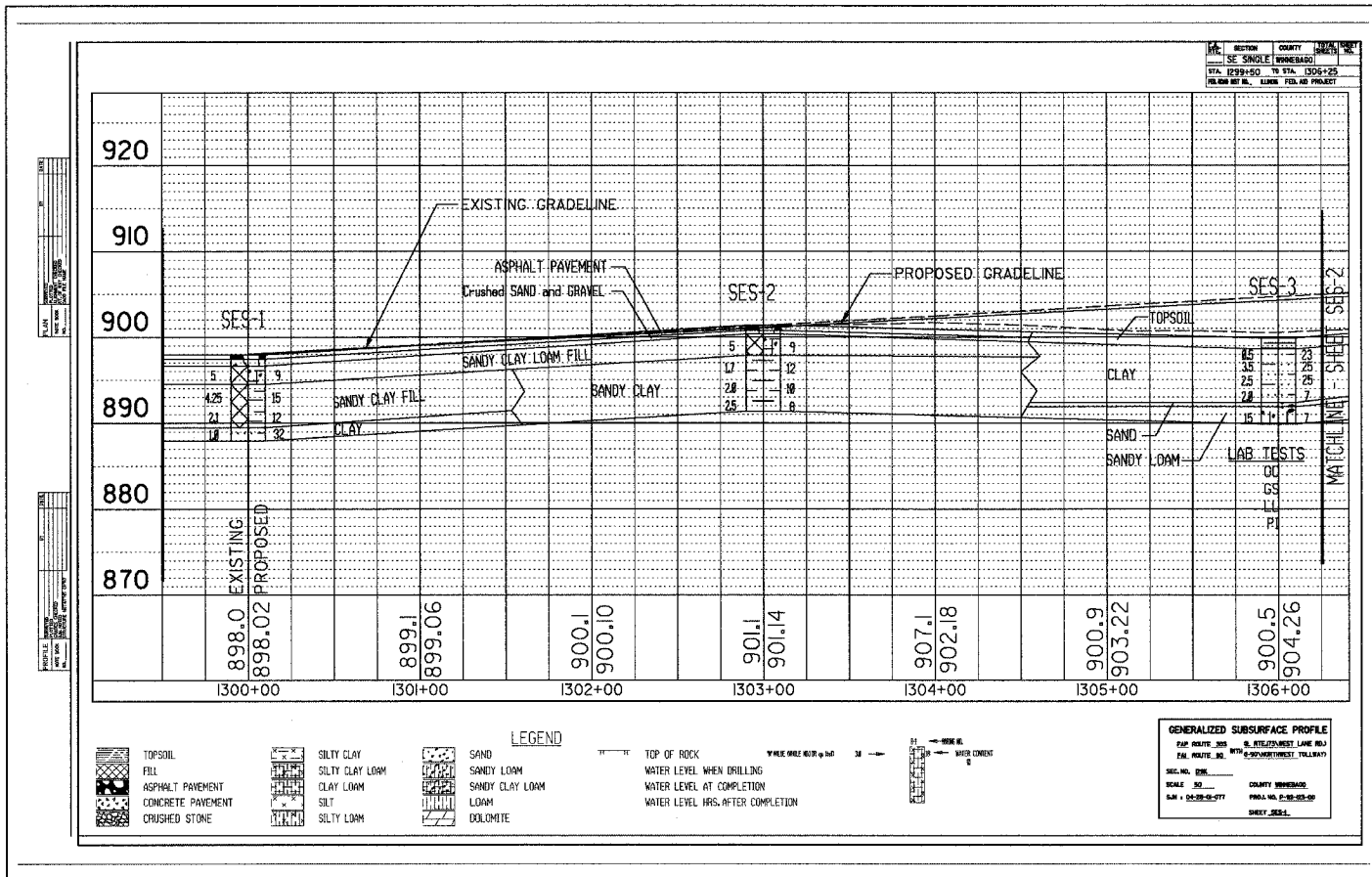
ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005

DRAWN BY: TWH
 CHECKED BY: PDS

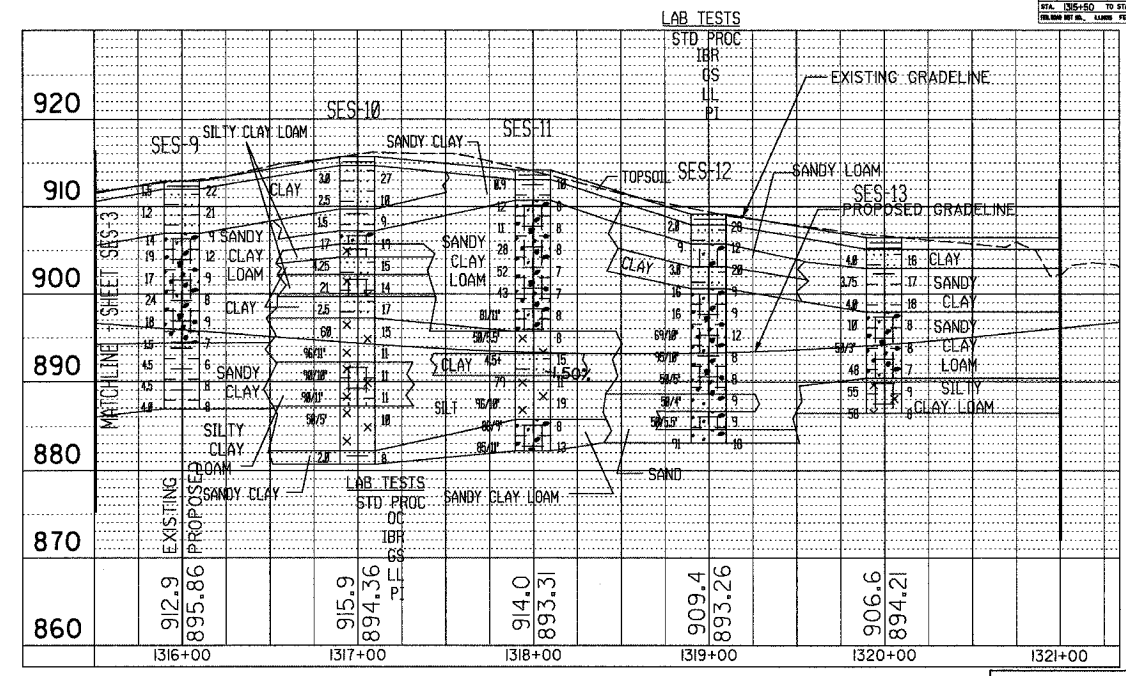
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	256
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SOIL BORING LOGS, MAPS, AND PROFILES

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005
 DRAWN BY: TWH
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	257
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SECTION	COUNTY	SHEET NO.
SECTION I29K	WINNEBAGO	585
STA. 1316+50	TO STA. 1321+00	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

LEGEND

	TOPSOIL		TOP OF ROCK
	FILL		WATER LEVEL WHEN DRILLING
	ASPHALT PAVEMENT		WATER LEVEL AT COMPLETION
	CONCRETE PAVEMENT		WATER LEVEL 180 DAYS AFTER COMPLETION
	CRUSHED STONE		SOIL BORING LOG
	SILTY CLAY		SAND
	SILTY CLAY LOAM		SANDY LOAM
	CLAY LOAM		SANDY CLAY LOAM
	SILTY CLAY LOAM		LOAM
	SILTY LOAM		DOLOMITE

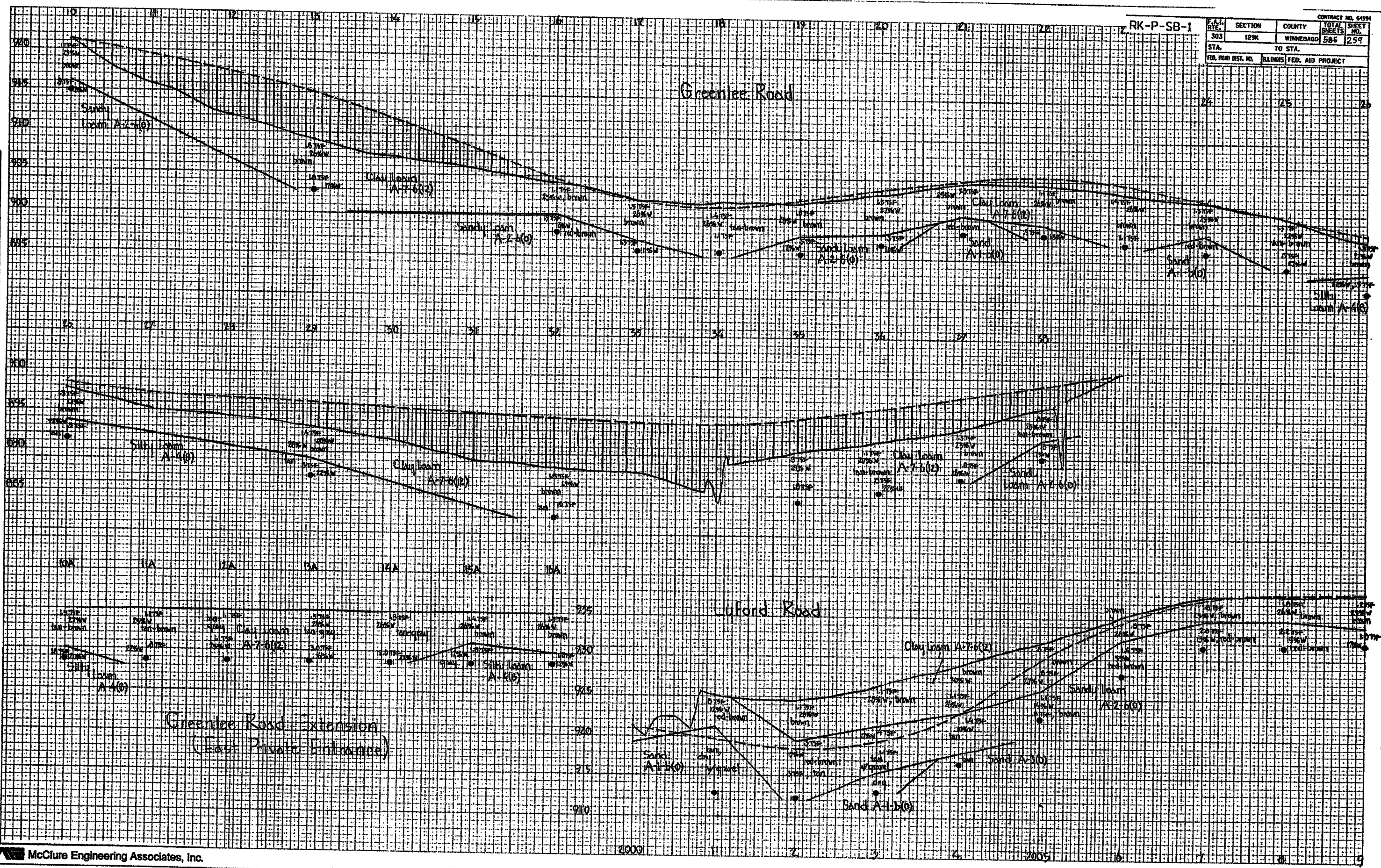
GENERALIZED SUBSURFACE PROFILE
 THE HORIZ. AND VERT. SCALES ARE IN FEET UNLESS OTHERWISE NOTED.
 THE HORIZ. SCALE IS 1" = 100' UNLESS OTHERWISE NOTED.
 THE VERT. SCALE IS 1" = 10' UNLESS OTHERWISE NOTED.
 SEE SHEET I29K-584 FOR CONTINUATION OF THIS PROFILE.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SOIL BORING LOGS, MAPS, AND PROFILES

VERT. N/A
 SCALE: HORIZ. N/A
 DATE: SEPTEMBER 14, 2005

DRAWN BY TWH
 CHECKED BY PDS

F.A.I. RY. SECTION COUNTY		CONTRACT NO. 6434	
303	129K	WINNEBAGO	TOTAL SHEETS 566
STA. TO STA.		SHEET NO. 259	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	

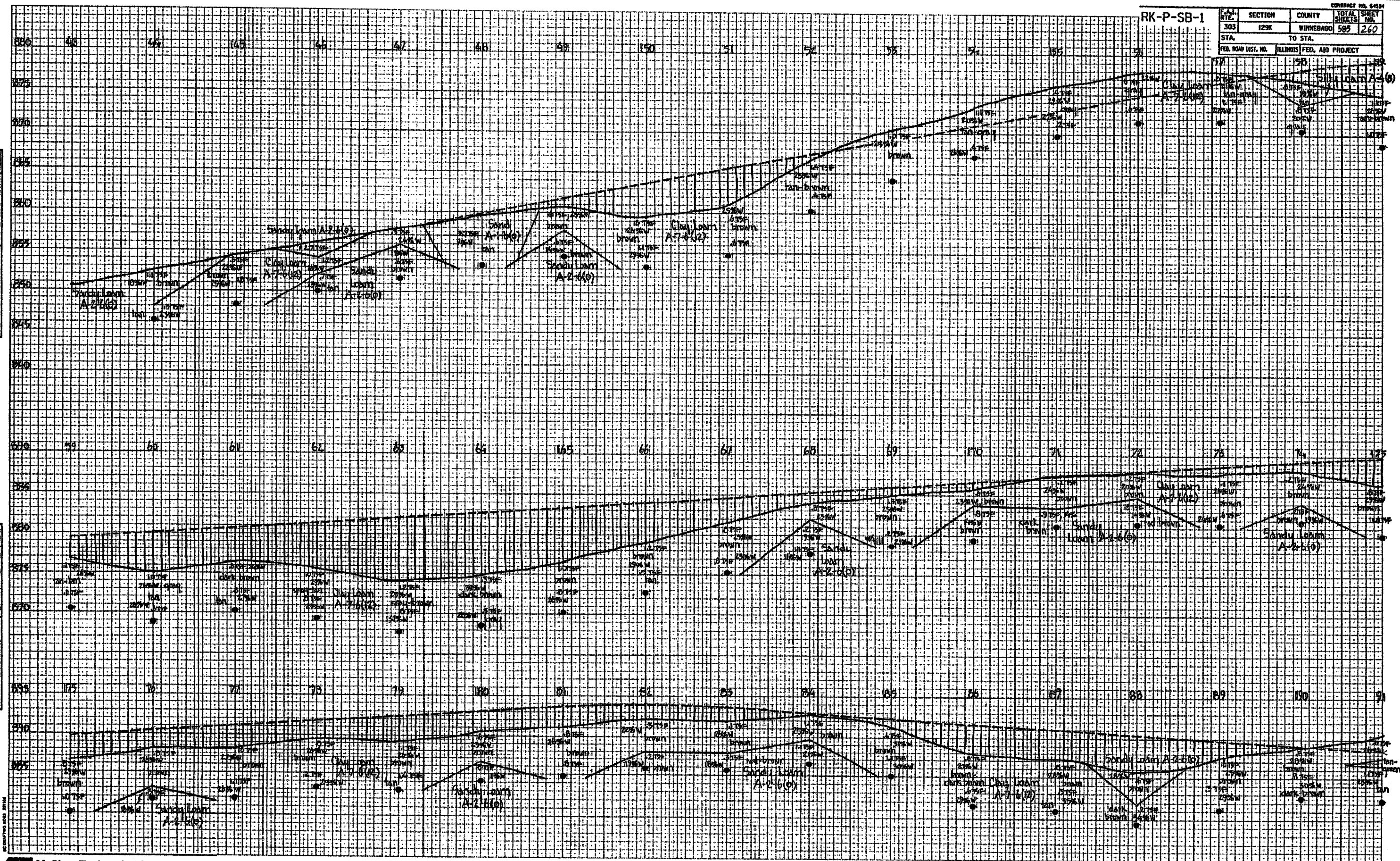


BY
DATE
ORIGINAL SURVEY PLANNED
NOTE BOOK NO.
AREA SHEETS

BY
DATE
ORIGINAL SURVEY PLANNED
NOTE BOOK NO.
AREA SHEETS

RK-P-SB-1

CONTRACT NO. 6454	
F.A. RTE.	TOTAL SHEET NO.
303	585
SECTION	COUNTY
129K	WINNEBAGO
STA.	TO STA.
	585 260
FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT	



FINAL SURVEY
 SURVEY
 NOTE BOOK
 NO. 12345678
 DATE
 1954

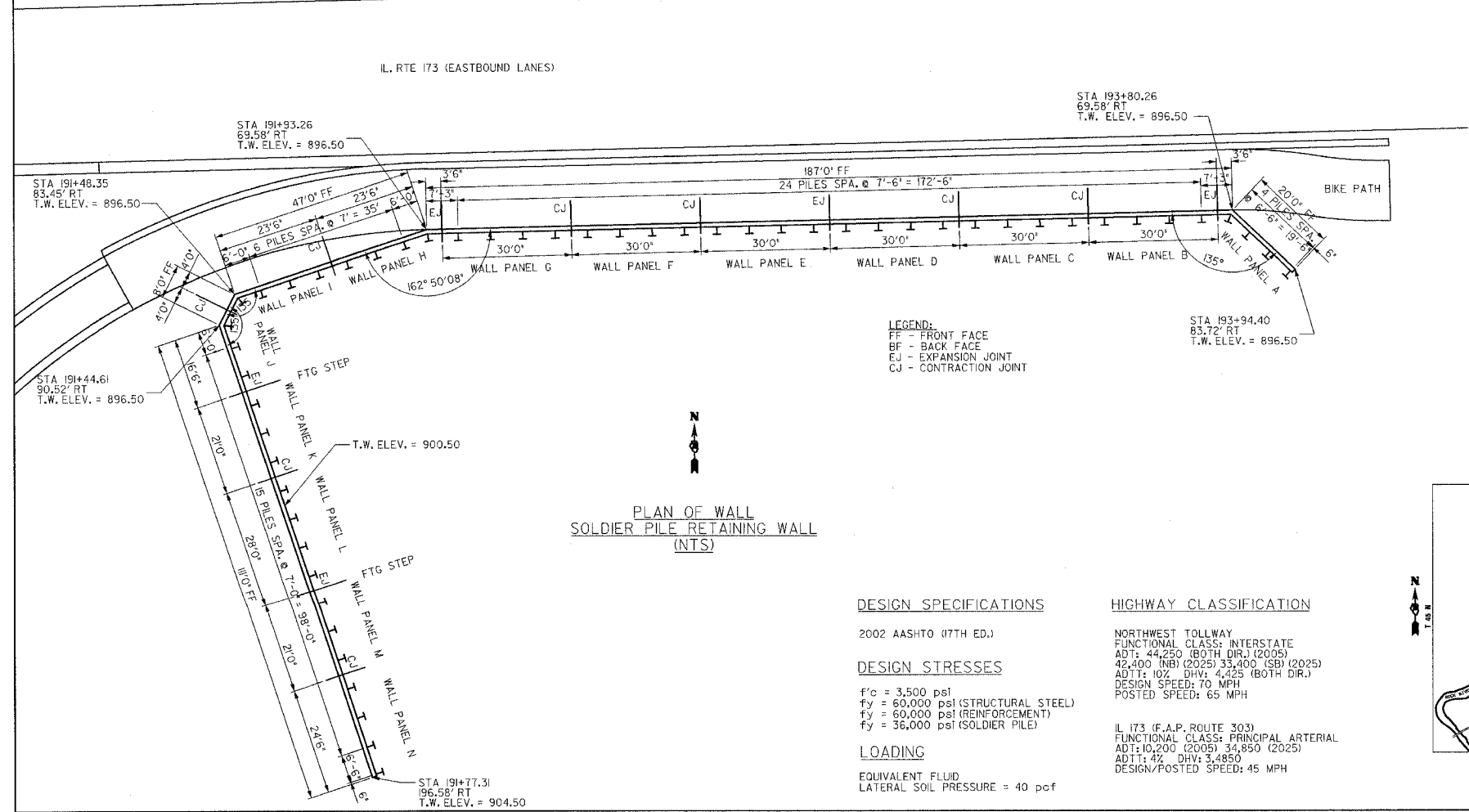
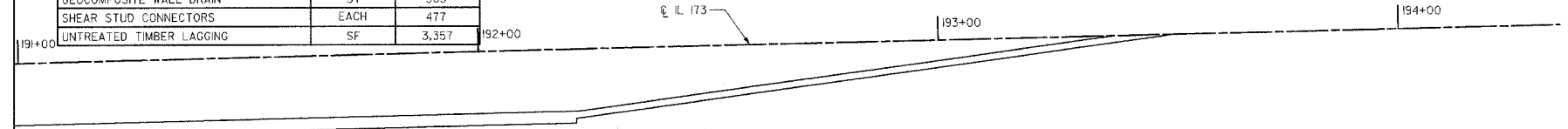
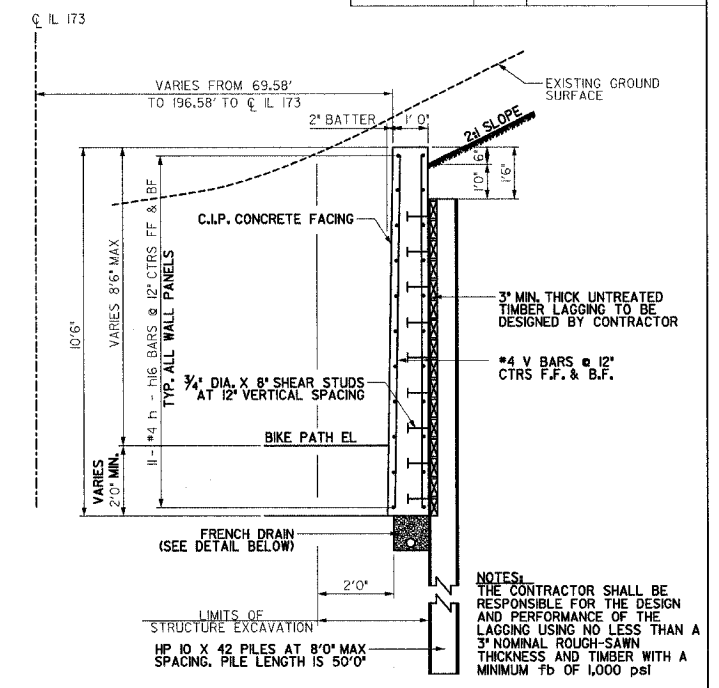
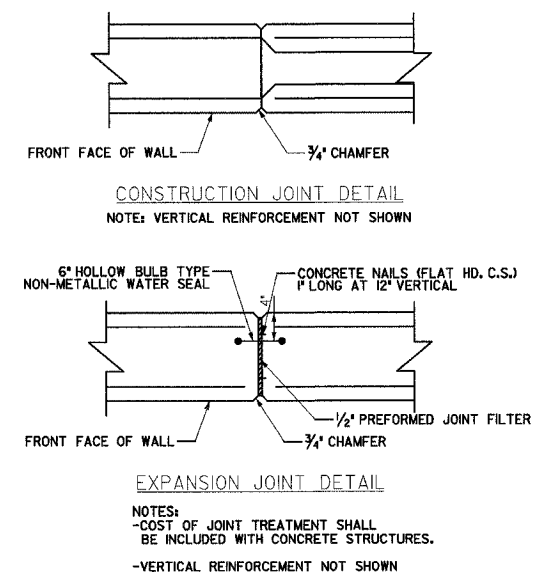
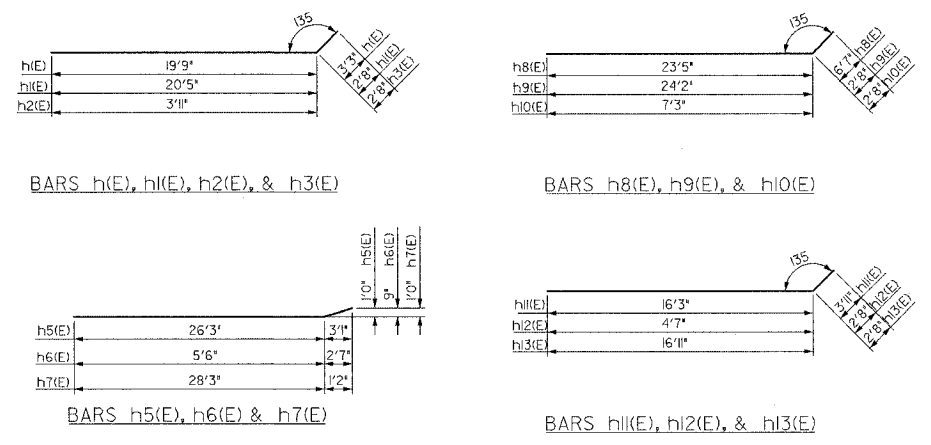
ORIGINAL SURVEY
 SURVEY
 NOTE BOOK
 NO. 12345678
 DATE
 1954

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	261
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h1(E)	11	#4	23'0"	—
h1(E)	11	#4	23'1"	—
h2(E)	11	#4	6'7"	—
h3(E)	88	#4	32'8"	—
h4(E)	44	#4	29'10"	—
h5(E)	11	#4	29'6"	—
h6(E)	11	#4	8'2"	—
h7(E)	11	#4	29'3"	—
h8(E)	11	#4	30'0"	—
h9(E)	11	#4	26'10"	—
h10(E)	11	#4	9'1"	—
h11(E)	11	#4	20'2"	—
h12(E)	11	#4	7'3"	—
h13(E)	11	#4	19'7"	—
h14(E)	44	#4	23'8"	—
h15(E)	22	#4	27'10"	—
h16(E)	22	#4	24'4"	—
v1(E)	520	#4	10'2"	—

POROUS GRANULAR EMBANKMENT	CY	14
STRUCTURE EXCAVATION	CY	435
CONCRETE STRUCTURES	CY	157
REINFORCEMENT BARS, EPOXY COATED	LB	9,505
METAL SHOES	EACH	53
PIPE UNDERDRAINS, 4"	LF	380
FURNISHING STEEL PILES	LF	2,650
DRIVING STEEL PILES (HP 10 X 42)	LF	2,650
GEOCOMPOSITE WALL DRAIN	SY	363
SHEAR STUD CONNECTORS	EACH	477
UNTREATED TIMBER LAGGING	SF	3,357



LEGEND:
 FF - FRONT FACE
 BF - BACK FACE
 EJ - EXPANSION JOINT
 CJ - CONTRACTION JOINT

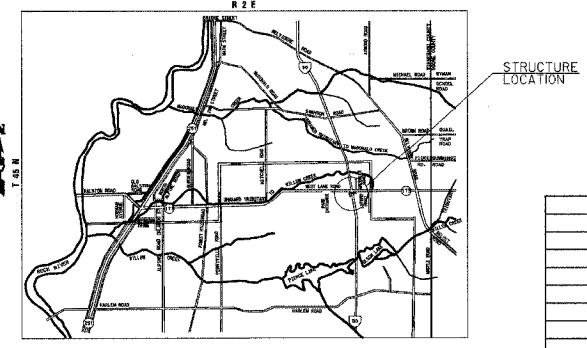
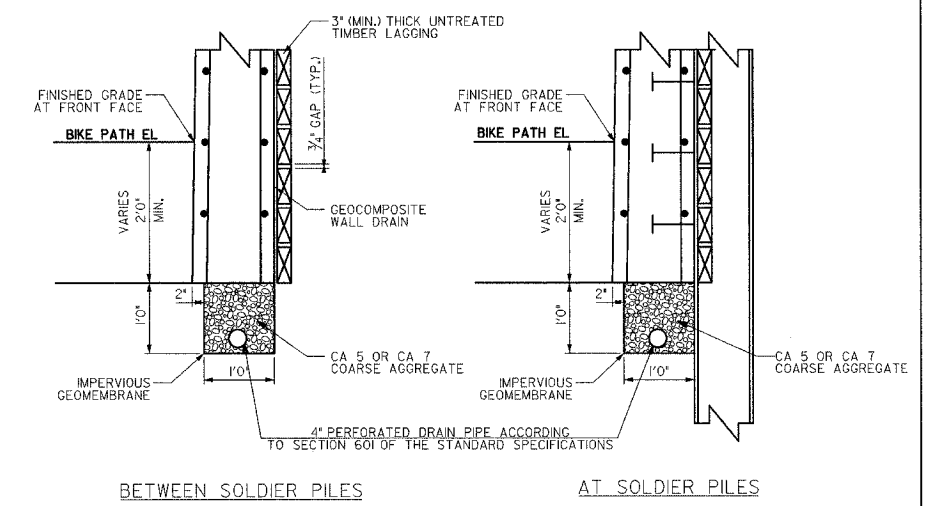
DESIGN SPECIFICATIONS
 2002 AASHTO (7TH ED.)

DESIGN STRESSES
 f'c = 3,500 psi
 fy = 60,000 psi (STRUCTURAL STEEL)
 fy = 60,000 psi (REINFORCEMENT)
 fy = 36,000 psi (SOLDIER PILE)

LOADING
 EQUIVALENT FLUID
 LATERAL SOIL PRESSURE = 40 pcf

HIGHWAY CLASSIFICATION
 NORTHWEST TOLLWAY
 FUNCTIONAL CLASS: INTERSTATE
 ADT: 44,250 (BOTH DIR.) (2005)
 42,400 (NB) (2025) 33,400 (SB) (2025)
 ADT: 107,000 (BOTH DIR.) (2025)
 DESIGN SPEED: 70 MPH
 POSTED SPEED: 65 MPH

IL 173 (F.A.P. ROUTE 303)
 FUNCTIONAL CLASS: PRINCIPAL ARTERIAL
 ADT: 10,200 (2005) 34,850 (2025)
 ADT: 47,000 (BOTH DIR.) (2025)
 DESIGN/POSTED SPEED: 45 MPH



REVISIONS	
NAME	DATE

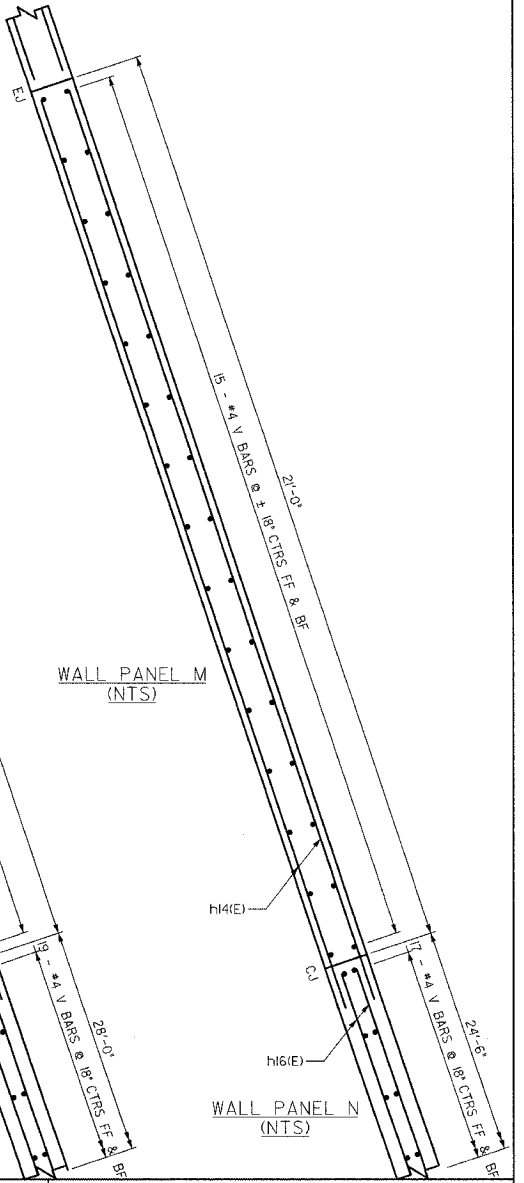
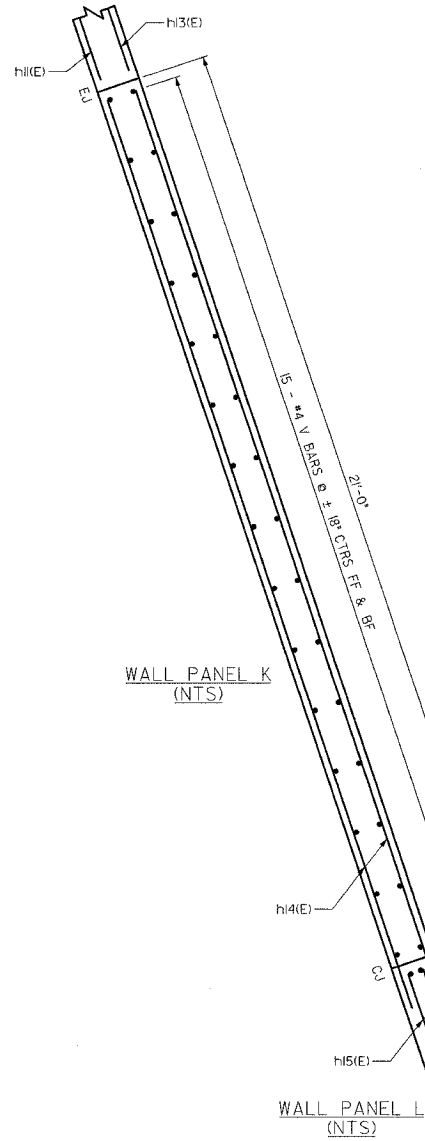
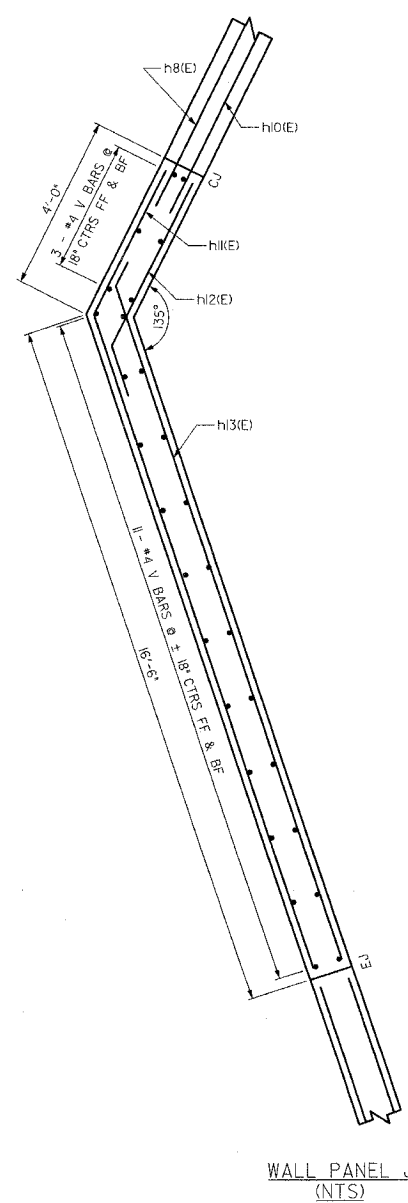
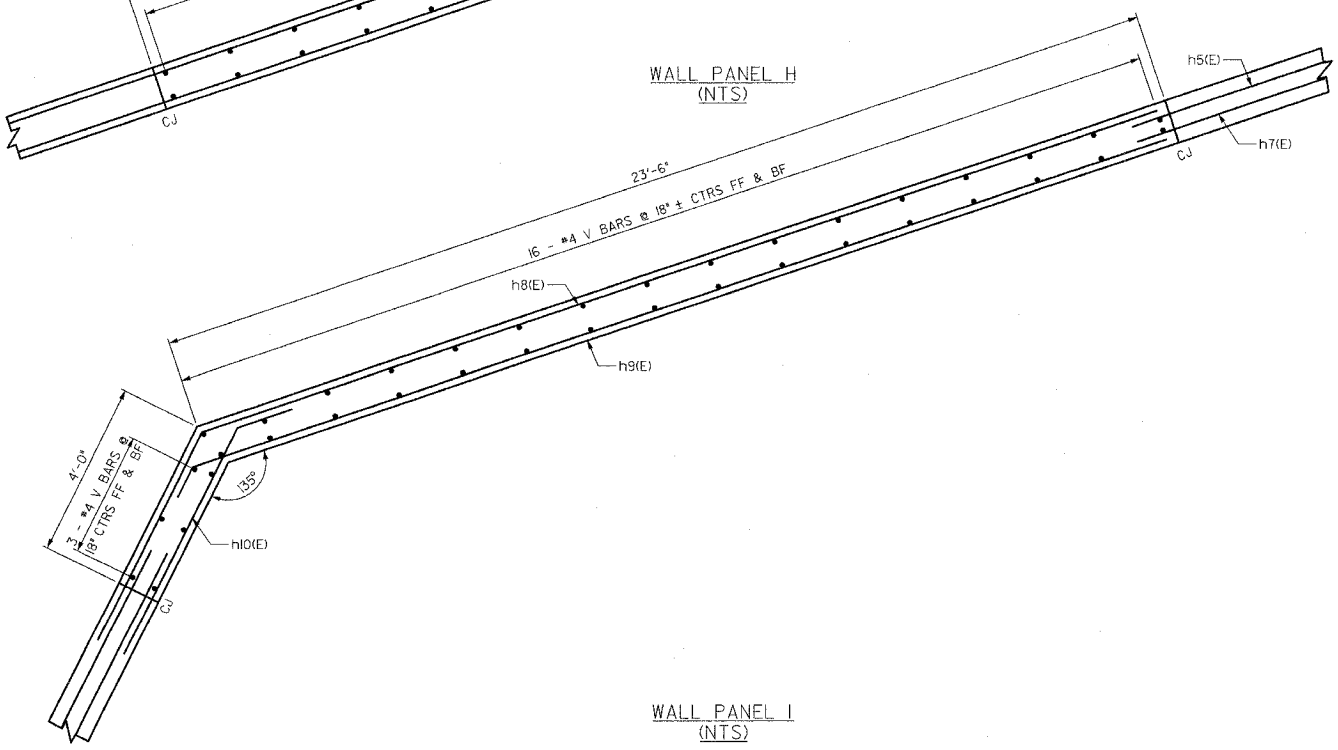
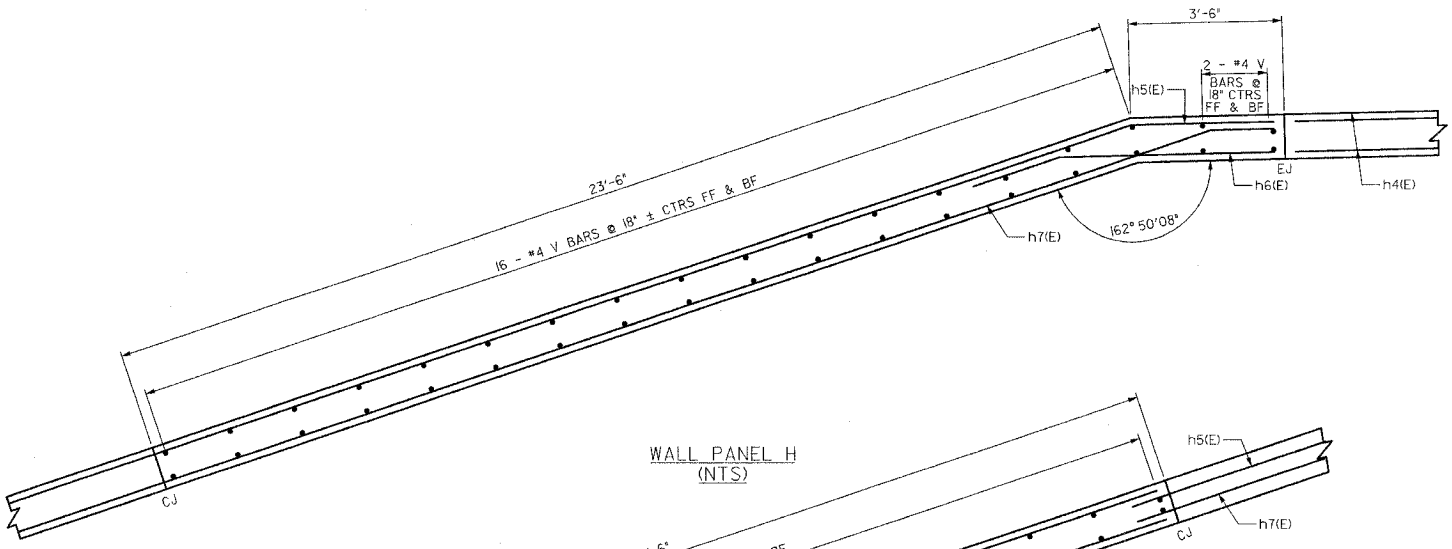
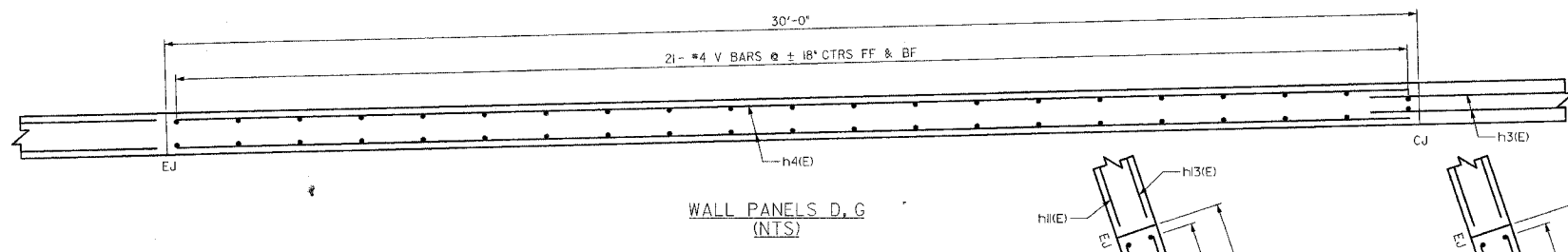
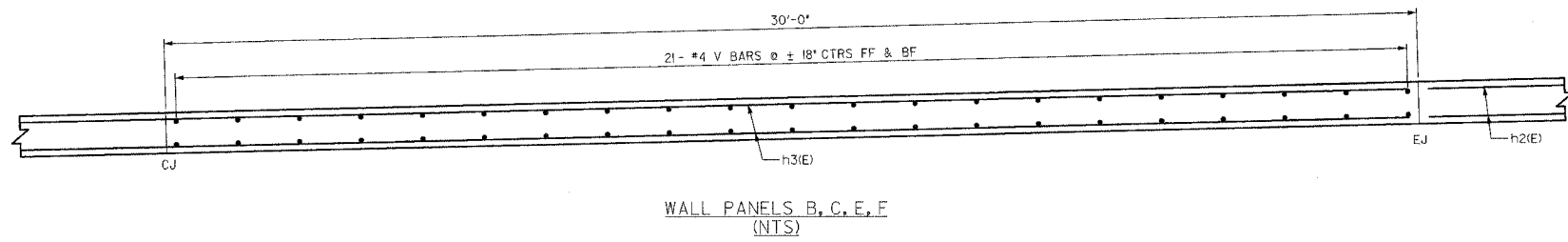
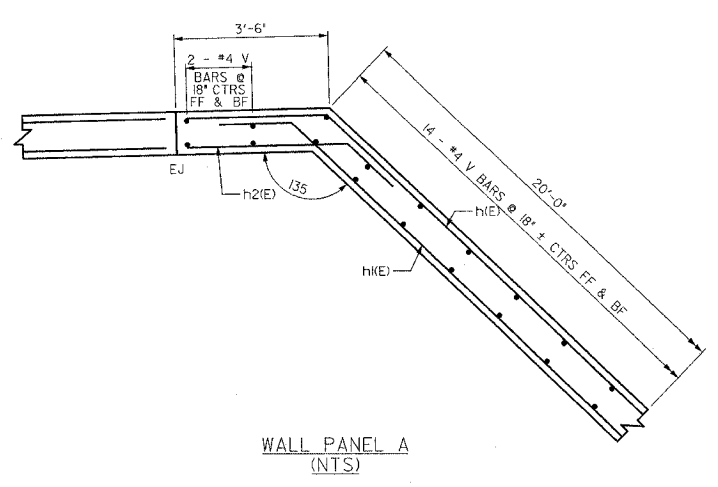
ILLINOIS DEPARTMENT OF TRANSPORTATION

RETAINING WALL PLAN AND DETAILS

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 15, 2005

DRAWN BY: TWH
 CHECKED BY: JTT

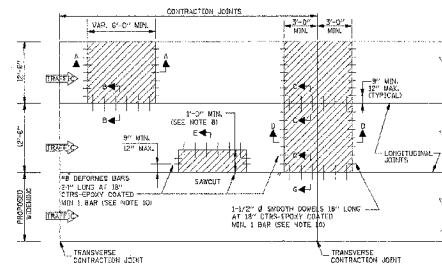
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	262
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
RETAINING WALL PLAN AND DETAILS
 SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 15, 2005
 DRAWN BY: TWH
 CHECKED BY: JTT

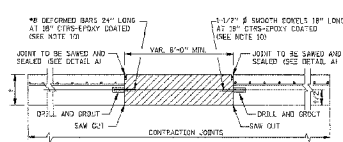
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	263
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



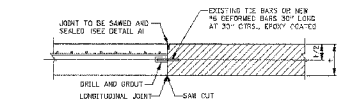
**PROPOSED CONCRETE PAVEMENT FULL DEPTH REPAIR
TYPICAL ROADWAY PLAN**

GENERAL NOTES

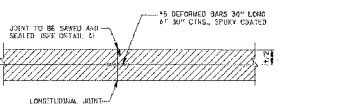
1. LOCATION, LIMITS, AND ACTUAL DIMENSIONS OF ALL PAVEMENT REPAIR OR REMOVAL AREAS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. THE MINIMUM OVERALL DIMENSIONS OF REPAIRS SHALL BE SIX (6) FEET BY THE LANE WIDTH EXCEPT FOR REPAIRS OF DETERIORATED PAVEMENT EDGES (SEE SECTION 6-02) REPAIRS LOCATED AT TRANSVERSE CONTRACTION JOINTS SHALL BE EXTENDED THREE FEET BEYOND THE JOINT. WHEN A REPAIR EXTENDS ACROSS AN EXISTING JOINT THE MINIMUM DIMENSION ON EITHER SIDE OF THE JOINT SHALL BE THREE FEET. LONGITUDINAL JOINTS IN THE REPAIR AREA SHALL BE SAVED AND SEALED (SEE DETAIL A).
3. WHATEVER A REPAIR IS CONSTRUCTED IN TWO OR MORE SEGMENTS BECAUSE OF MAINTENANCE OF TRAFFIC, SECTIONS INDICATED, EACH SEGMENT SHALL BE CONSIDERED A SEPARATE PATCH WITH SIX (6) FOOT MINIMUM DIMENSIONS.
4. REINFORCING FABRIC AND DOWEL BASKETS WILL NOT BE REQUIRED IN CONCRETE PAVEMENT REPAIR FULL DEPTH.
5. DRILLS AND GROUTS SHALL BE EMBEDDED 1/2\"/>



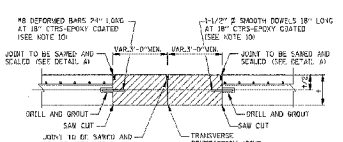
**SECTION A-A
REPAIR - FULL DEPTH, ONE LANE**



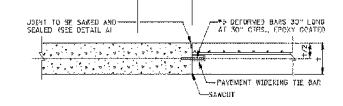
**SECTION B-B
REPAIR ALONG LONGITUDINAL JOINT**



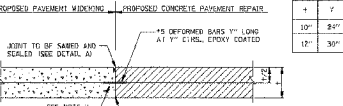
**SECTION C-C
REPAIR THROUGH LONGITUDINAL JOINT**



**SECTION D-D
REPAIR AT CONTRACTION JOINT**



**SECTION E-E
EDGES ADJACENT TO PROPOSED WIDENING**



**SECTION G-G
REPAIR ADJACENT TO PROPOSED WIDENING**



LEGEND



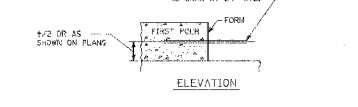
TYPICAL JOINT CROSS SECTION

APPROVED: [Signature] DATE: 6-22-2004
CTE ENGINEERS
 CONSULTING ENGINEERS, INC.

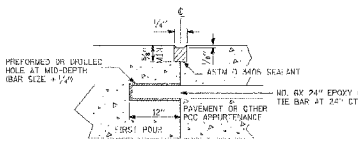
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 8700 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515

NO.	DATE	DESCRIPTION	DRAWING NO.

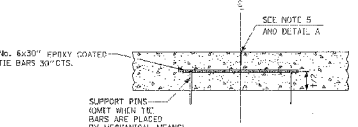
STANDARD SD 04-22A
 CONCRETE PAVEMENT REPAIR
 FULL DEPTH



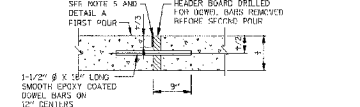
**LONGITUDINAL CONSTRUCTION JOINT
(TIE BAR FORMED IN PLACE)**



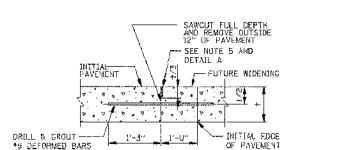
**LONGITUDINAL CONSTRUCTION JOINT
GROUDED-IN-PLACE TIE BAR**



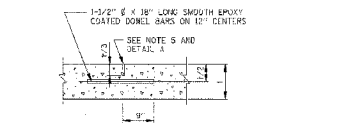
SAWED LONGITUDINAL JOINT



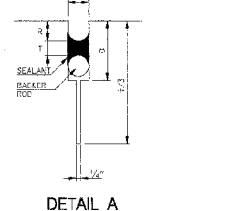
**TRANSVERSE CONSTRUCTION JOINT
(JOINTED FLAK CONCRETE PAVEMENT)**



**LONGITUDINAL JOINT
(FUTURE WIDENING)**



**TRANSVERSE CONTRACTION JOINT
AND SAWED CONTRACTION JOINT (SUPPLEMENTARY)**



**DETAIL A
TYPICAL JOINT CROSS-SECTION**

- Z = SEALANT WIDTH, 3/4\"/>

GENERAL NOTES

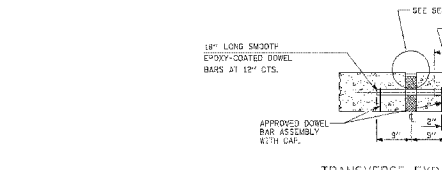
1. DOWEL BAR CUTS SHALL BE PLACED ON OPPOSITE END OF ADJACENT DOWEL BARS.
2. ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
3. ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
4. + = PAVEMENT THICKNESS.
5. SAW CUTS FOR PAVEMENT CRACK CONTROL AND JOINT SEALING SHALL BE MADE IN TWO STEPS. A 1/2\"/>

APPROVED: [Signature] DATE: 6-22-2004
CTE ENGINEERS
 CONSULTING ENGINEERS, INC.

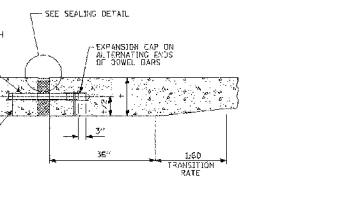
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 8700 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515

NO.	DATE	DESCRIPTION	STANDARD	DRAWING NO.

STANDARD SD 04-46
 PAVEMENT JOINTS



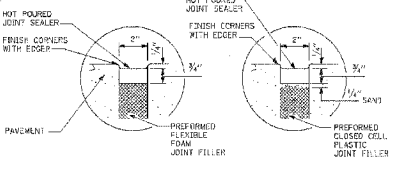
**TRANSVERSE EXPANSION JOINT
(FOR PAVEMENTS WITH EQUAL THICKNESS)**



**TRANSVERSE EXPANSION JOINT
(FOR PAVEMENTS WITH UNEQUAL THICKNESS)**

DOWEL BAR TABLE

CONCRETE THICKNESS	DOWEL BAR DIAMETER
8\"/>	



SEALING DETAIL

APPROVED: [Signature] DATE: 6-22-2004
CTE ENGINEERS
 CONSULTING ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 8700 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515

NO.	DATE	DESCRIPTION	STANDARD	DRAWING NO.

STANDARD SD 04-46
 PAVEMENT JOINTS

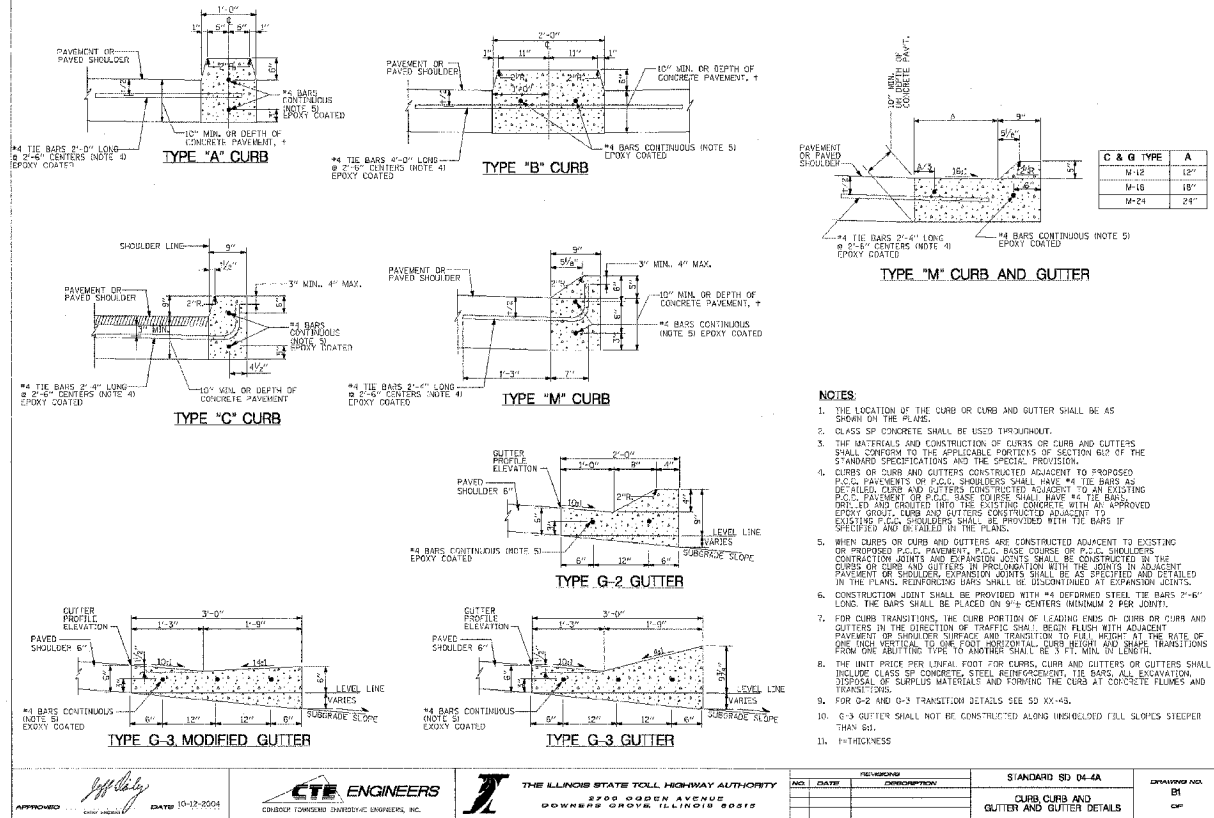
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ISTHA STANDARDS

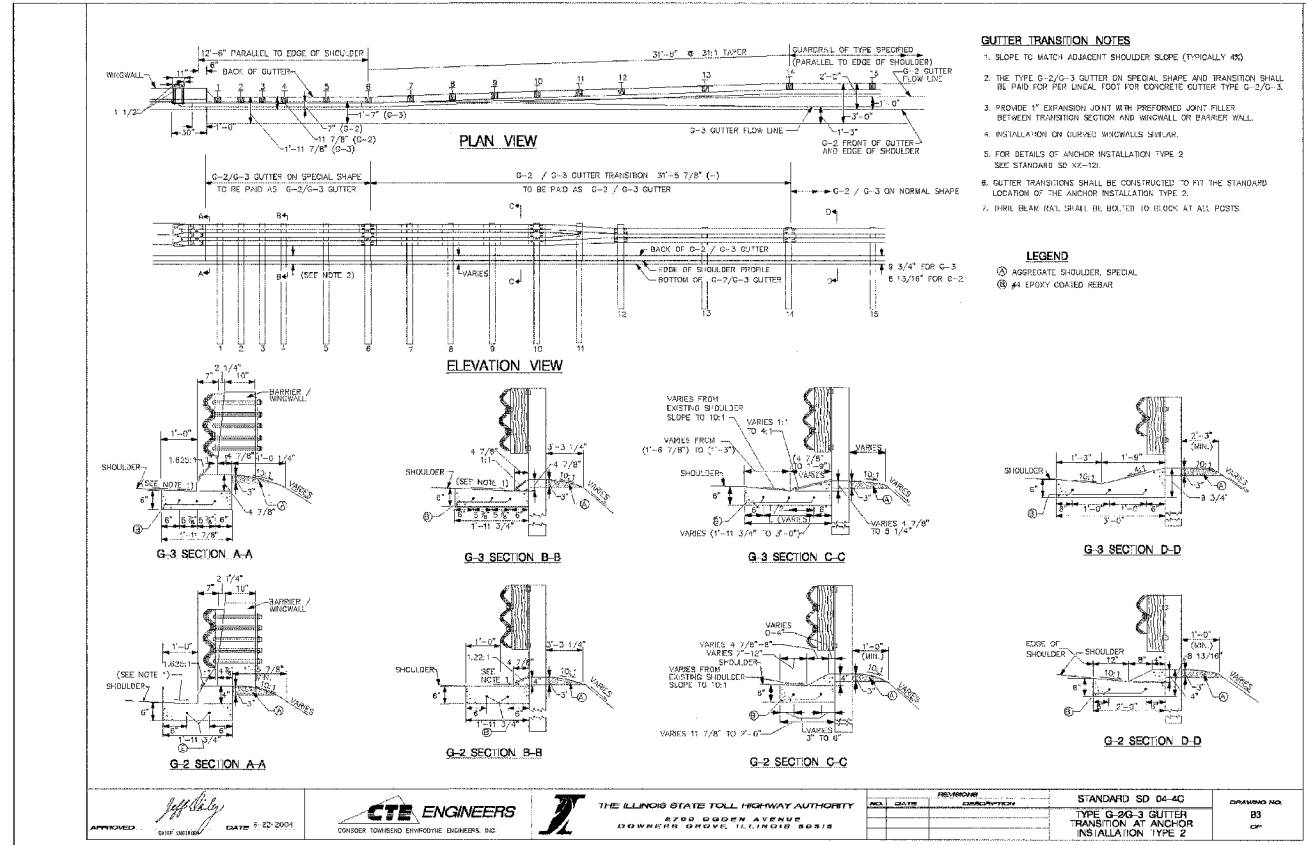
SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005

DRAWN BY: KRL
 CHECKED BY: PDS

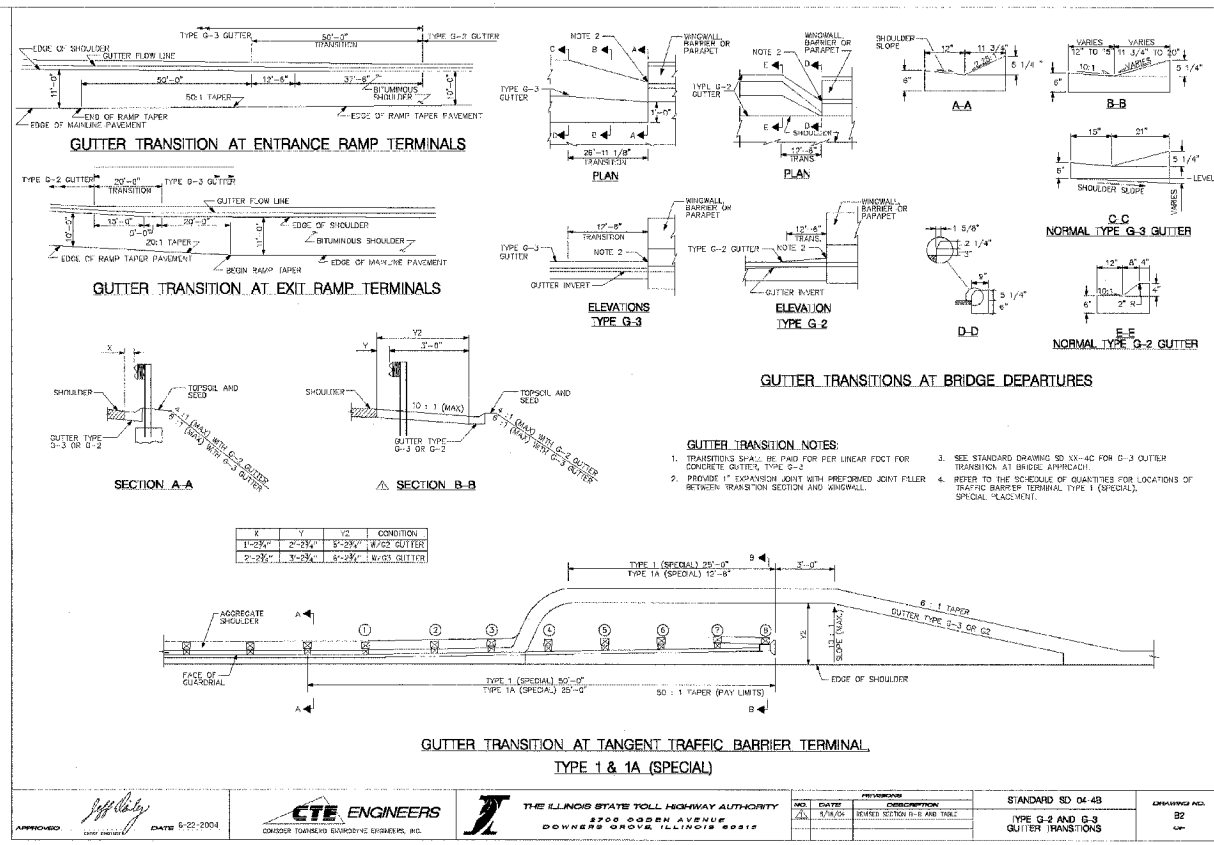
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	264
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



APPROVED	DATE: 10-12-2004	CTE ENGINEERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY	STANDARD SD D4-4A	DRAWING NO. B1
			2200 GARDEN AVENUE	CURB CURB AND GUTTER AND GUTTER DETAILS	CP



APPROVED	DATE: 9-12-2004	CTE ENGINEERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY	STANDARD SD D4-4C	DRAWING NO. B3
			2200 GARDEN AVENUE	TYPE G-2/G-3 GUTTER TRANSITION AT ANCHOR INSTALLATION TYPE 2	CP



APPROVED	DATE: 9-22-2004	CTE ENGINEERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY	STANDARD SD D4-4B	DRAWING NO. B2
			2200 GARDEN AVENUE	TYPE G-2 AND G-3 GUTTER TRANSITIONS	CP

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		

SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005

DRAWN BY: KRL
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	265
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

NOTES FOR CAST IRON STEPS

- CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE STANDARD SPECIFICATIONS.
- STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF 3 INCHES AND SHALL NOT EXTEND BEYOND THE OUTSIDE OF THE WALL.
- MINIMUM TYPE 1880-1 OF 1881.

NOTES FOR TYPE 1 FRAMES, GRATES & COVERS

- TYPE 1 FRAME & COVER TO BE HENNAH FOUNDRY COMPANY NO. R-2113, TYPE "B" VENEER COVER OR APPROVED EQUAL.
- TYPE 1 FRAME & GRATE TO BE HENNAH FOUNDRY COMPANY NO. R-2354, TYPE "C" GRATE OR APPROVED EQUAL.

TABLE E

D	T	D ₀	Reinforcement	OR BAR SIZE	No. 4 BAR C LENGTH/RADIUS
36"	4"	7"	.20 sq. inch/ft.	No. 4	4'-0" 19"
4'-0"	4"	7"	.35 sq. inch/ft.	No. 5	4'-6" 26"
5'-0"	4"	9"	.35 sq. inch/ft.	No. 5	5'-0" 32"

NOTES FOR MANHOLE TYPE 1 AND INLET TYPE D-1

- COST OF MANHOLE, TYPE 1 TO INCLUDE TYPE 1 FRAME & COVER & STEPS.
- COST OF INLET, TYPE D-1 TO INCLUDE TYPE 1 FRAME & GRATE & STEPS.
- CONCRETE MASONRY UNIT SHALL BE A MINIMUM OF THE REQUIRED RIBS.
- MANHOLE, TYPE 1 SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING SC-22-252, SHEET 2 OF 2.

NOTES

- ALL FRAMES, GRATES AND COVERS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATION FOR GRAY IRON CASTINGS, OR FOR DUCTILE IRON CASTINGS.
- THE CONTRACT UNIT PRICE FOR EACH FOR MANHOLE, TYPE 1 AND INLET OF THE TYPE SPECIFIED SHALL INCLUDE ALL EXCAVATION, BACKFILL, CONCRETE, REINFORCEMENT, FRAMES, GRATES AND INCIDENTALS REQUIRED FOR CONSTRUCTION.
- PRECAST CONCRETE UNITS FOR MANHOLE, TYPE 1 AND INLET OF THE TYPE SPECIFIED, WILL BE ACCEPTABLE PROVIDED THEY MEET ALL THE REQUIREMENTS SHOWN ON THIS DRAWING. BASE EXTENSION OF 8" NOT REQUIRED FOR PRECAST UNITS. FABRICATION DRAWING SHOWING PIPE OPENINGS, REINFORCEMENT AND OTHER PERTINENT DIMENSIONS WILL BE REQUIRED FOR EACH UNIT.
- STEPS WILL NOT BE REQUIRED WHEN THE OFFSET, MEASURED FROM THE TOP OF THE FRAME TO THE INVERT, EXCEEDS 10'-0".
- THE FLAT SLAB TOP MAY BE USED IN LIEU OF OFFSET CONES AT THE OPTION OF THE CONTRACTOR OR WHEN FIELD CONDITIONS PROHIBIT THE USE OF TAPERED TOPS.

NOTES FOR PAVED DITCH

- PAVED DITCH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR DITCH AND CHANNEL PAVING.
- ALL EXCAVATION, BACKFILL, WELDED WIRE FABRIC AND MISCELLANEOUS WORK REQUIRED FOR CONSTRUCTION OF PAVED DITCH SHALL BE INCIDENTAL TO DITCH AND CHANNEL PAVING.

NOTES FOR EMBANKMENT DITCHES

- WIDTH AND SLOPE MAY VARY DEPENDING ON SOIL CONDITION OR 4.0% REQUIREMENTS. THESE SECTIONS APPLY TO A CLEARANCE SECTION FOR NEW CONSTRUCTION, HOWEVER, THE WIDTH AND SLOPE MAY VARY DEPENDING ON SOIL CONDITION OR 4.0% CONSTRAINTS.

NOTES

- JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL WATCH AND FIT THE RISER JOINT DETAIL.
- LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.
- BOTTOM SLABS SHALL BE REINFORCED WITH A MINIMUM OF 6# 8" SQ. IN/FT. IN BOTH DIRECTIONS.
- SEE STANDARD DRAWING SC-22-252 (SHEET 1 OF 2) FOR DETAILS OF CAST IRON STEPS.
- CLASS SP CONCRETE SHALL BE USED THROUGHOUT.

REVISIONS	
NAME	DATE

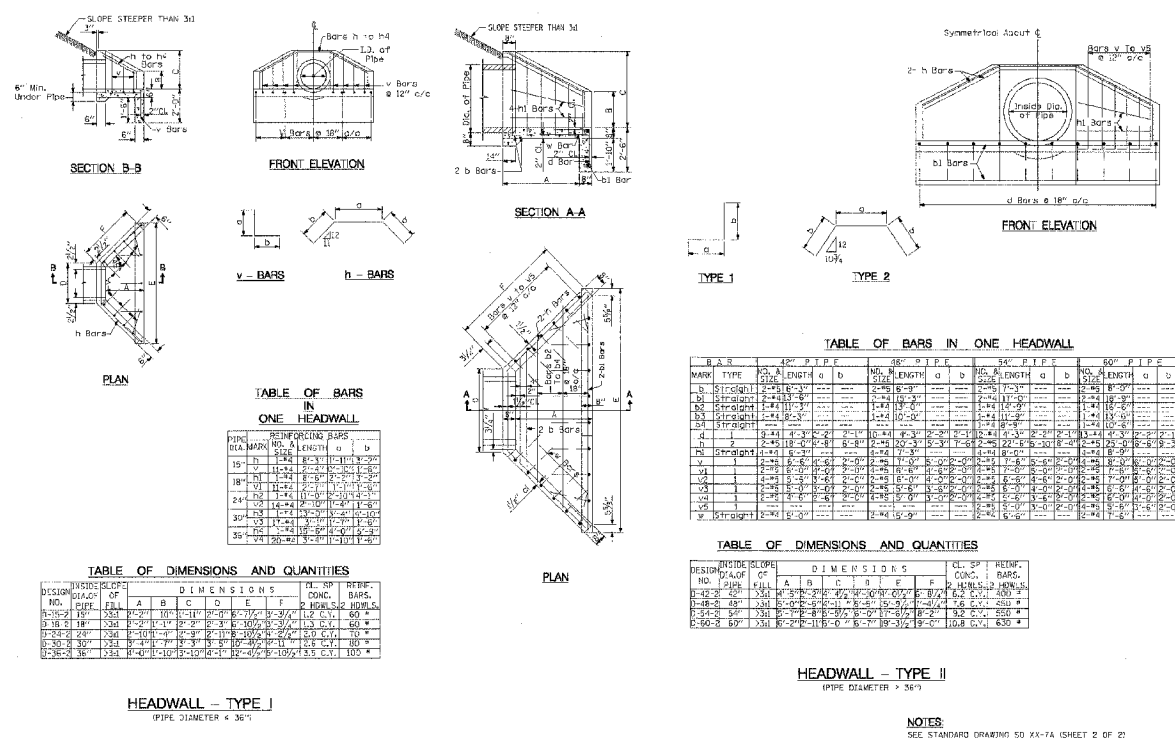
ILLINOIS DEPARTMENT OF TRANSPORTATION

ISTHA STANDARDS

SCALE: VERT. N/A
HORIZ. N/A
DATE SEPTEMBER 14, 2005

DRAWN BY KRL
CHECKED BY PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	266
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



HEADWALL - TYPE I
PIPE DIAMETER = 36"

HEADWALL - TYPE II
PIPE DIAMETER = 36"

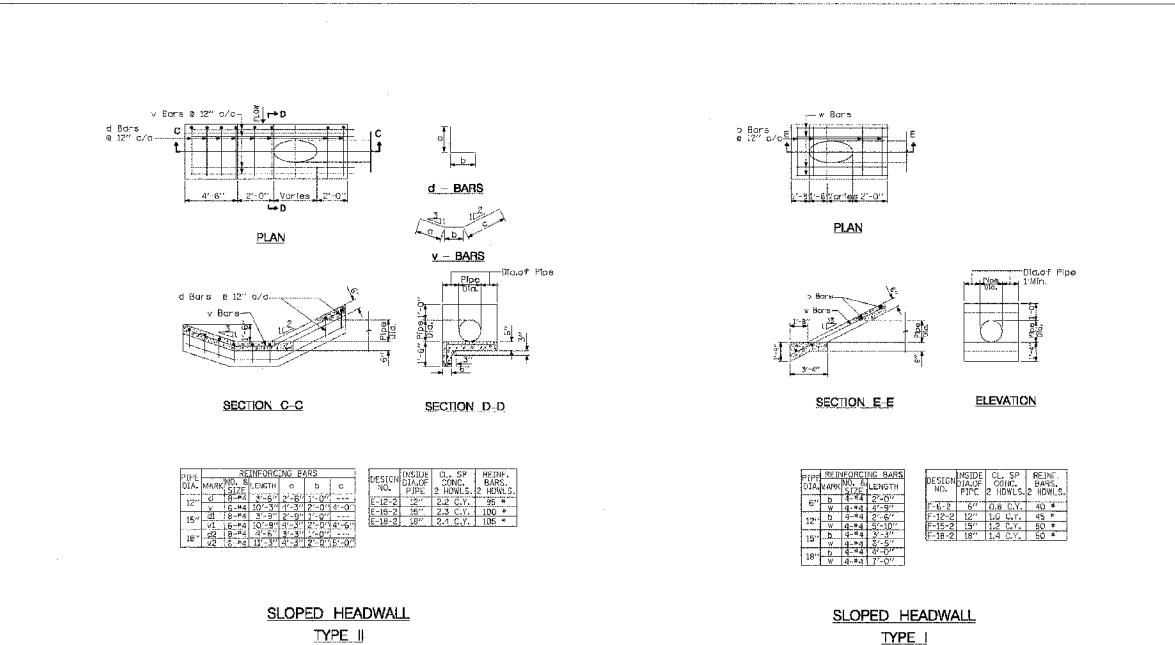
NOTES:
SEE STANDARD DRAWING SD XX-7A (SHEET 2 OF 2) FOR SLOPED HEADWALLS TYPE I AND II.

APPROVED: [Signature] DATE: 5-22-2004
CTE ENGINEERS
 CONSULTING ENGINEERS, INC.
 2700 GARDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60130

STANDARD SD 04-7A
HEADWALLS AND SLOPED HEADWALLS

DRAWING NO. B10
CIP

SHEET 1 OF 2



SLOPED HEADWALL TYPE II

SLOPED HEADWALL TYPE I

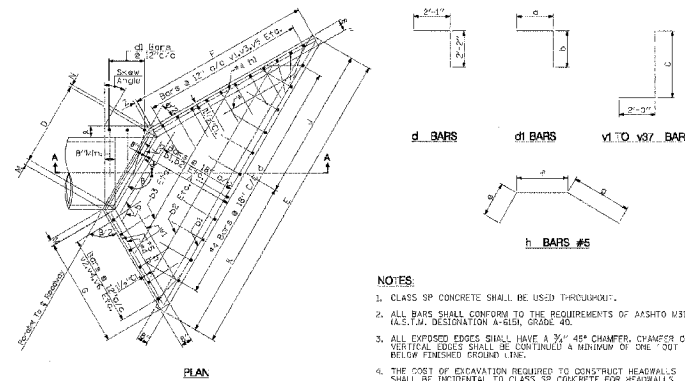
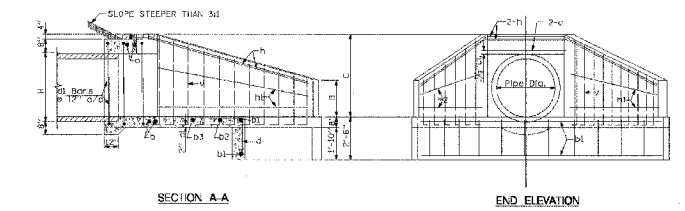
NOTES:
SEE STANDARD DRAWING SD 04-7A (SHEET 1 OF 2) FOR HEADWALL TYPE I AND II.

APPROVED: [Signature] DATE: 5-22-2004
CTE ENGINEERS
 CONSULTING ENGINEERS, INC.
 2700 GARDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60130

STANDARD SD 04-7A
HEADWALLS AND SLOPED HEADWALLS

DRAWING NO. B11
CIP

SHEET 2 OF 2



- NOTES:**
- CLASS SP CONCRETE SHALL BE USED THROUGHOUT.
 - ALL BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A618 (ASTM DESIGNATION A-SH) GRADE 40.
 - ALL EXPOSED EDGES SHALL HAVE A 3/4" x 45° CHAMFER, CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE (1) FOOT BELOW FINISHED GROUND LINE.
 - THE COST OF EXCAVATION REQUIRED TO CONSTRUCT HEADWALLS SHALL BE INCIDENTAL TO CLASS SP CONCRETE FOR HEADWALLS.
 - FOR SLOPED HEADWALL TABLES SEE STANDARD DRAWING SD 04-7B (SHEET 2 OF 2).
 - ALL STATIONS, OFFSETS AND ELEVATIONS GIVEN IN PLANS REFER TO END OF PIPE LOCATION.

APPROVED: [Signature] DATE: 5-22-2004
CTE ENGINEERS
 CONSULTING ENGINEERS, INC.
 2700 GARDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60130

STANDARD SD 04-7B
SLOPED HEADWALLS

DRAWING NO. B12
CIP

SHEET 1 OF 2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ISTHA STANDARDS

SCALE: VERT. N/A
 HORIZ. N/A
 DATE SEPTEMBER 14, 2005

DRAWN BY: KRL
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	269
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CATCH BASIN TYPE M-2

CATCH BASIN TYPE M-3

INLET TYPE M

TYPICAL REINFORCEMENT AROUND STORM SEWER PIPE

FRAME AND GRATE DETAIL

NOTES:

- PRECAST CONCRETE UNITS FOR TYPES M-2 AND M-3 WILL BE ACCEPTABLE PROVIDED THEY MEET ALL THE REQUIREMENTS AS SHOWN ON THIS DRAWING. BASE EXTENSION OF 2" NOT REQUIRED FOR PRECAST UNITS. FABRICATION DRAWINGS SHOWING PIPE OPENINGS, REINFORCEMENT AND OTHER PERTINENT DIMENSIONS WILL BE REQUIRED FOR EACH UNIT.
- ALL FRAMES AND GRATES SHALL CONFORM TO THE REQUIREMENTS OF ILLINOIS MODULAR STANDARD SPECIFICATION FOR CONCRETE AND OTHER PRODUCTS.
- THE CONTRACTOR SHALL INCLUDE ALL EXCAVATION, BACKFILL, CONCRETE REINFORCEMENT, FORMS, CURBS AND OTHER ITEMS AS SPECIFIED IN THE STANDARD SPECIFICATION AND THE SPECIAL PROVISIONS.
- FRAME AND GRATE FOR TYPE M-2 AND M-3 STRUCTURES TO BE NEARBY FOUNDRY CO. M.J. 2-345C FRAME WITH TYPE "C" GRATE, OR APPROVES EQUAL.
- CAST IN PLACE CONCRETE SHALL BE USED FOR ALL STRUCTURES. THE CONTRACTOR SHALL PROVIDE ALL REINFORCEMENT AND DETAIL FOR ALL STRUCTURES.
- IF THE CONTRACTOR WANTS TO USE ALTERNATE MATERIALS, HE SHALL FIRST OBTAIN THE APPROVAL OF THE ENGINEER.
- INLETS SHALL BE USED IN AREAS OF ROCK EXCAVATION.
- REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

APPROVED: [Signature] DATE: 9-22-2004

CTE ENGINEERS THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

STANDARD SD 04-21A

CATCH BASINS, TYPE M-2 AND TYPE M-3, INLET TYPE M

CATCH BASIN TYPE G-2

CATCH BASIN TYPE G-3

REINFORCED CONCRETE LID TYPE G-3 FRAME AND GRATE

DRAINAGE STRUCTURE TYPE G-3, MODIFIED

TYPE G-2 FRAME & GRATE

TYPE G-3, MODIFIED FRAME & GRATE

NOTES:

- PRECAST CONCRETE UNITS WILL BE ACCEPTABLE PROVIDED THEY MEET ALL THE REQUIREMENTS AS SHOWN ON THIS DRAWING. BASE EXTENSION OF 2" NOT REQUIRED FOR PRECAST UNITS. FABRICATION DRAWINGS SHOWING PIPE OPENINGS, REINFORCEMENT AND OTHER PERTINENT DIMENSIONS WILL BE REQUIRED FOR EACH UNIT.
- CATCH BASIN TYPE G-2 SHALL BE USED IN THE SLOPE ON THE HIGH SIDE OF SUPERELEVATED FAYEVEMENT.
- CATCH BASIN TYPE G-3 SHALL BE USED ON LOW RAMP.
- CATCH BASIN TYPE G-3 SHALL BE USED WHERE G-3 GRATE IS PROVIDED.
- CATCH BASIN TYPE G-3 MODIFIED SHALL BE USED IN HORIZONTAL SECTIONS AND ON THE LOW SIDE OF SUPERELEVATED FAYEVEMENT.
- CATCH BASIN TYPE G-3 MODIFIED SHALL BE PROVIDED WITH A REINFORCED EPOXY COATED GLASS TOP AS DETAIL ON THIS DRAWING.
- TYPE G-2 FRAME AND GRATE SHALL BE NEARBY FOUNDRY CO. M.J. 2-345C FRAME AND GRATE OR APPROVES EQUAL.
- TYPE G-3 FRAME AND GRATE SHALL BE NEARBY FOUNDRY CO. M.J. 2-345C FRAME AND GRATE OR APPROVES EQUAL.
- REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
- TYPE G-3 MODIFIED FRAME AND GRATE SHALL BE NEARBY FOUNDRY CO. M.J. 2-345C FRAME AND GRATE OR APPROVES EQUAL.

APPROVED: [Signature] DATE: 10-12-2004

CTE ENGINEERS THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

STANDARD SD 04-21F

CATCH BASINS, TYPE G-2 AND TYPE G-3, MODIFIED FRAME AND GRATE

CATCH BASIN TYPE B

SLOPE DRAIN INLET

FRAME AND GRATE DETAIL

NOTES FOR SLOPE DRAIN INLET:

- THE LOCATION OF THE SLOPE DRAIN INLET SHALL BE AS SHOWN ON THIS DRAWING. THE INLET SHALL BE LOCATED IN THE CENTER OF THE ROADWAY AND SHALL BE LOCATED IN THE CENTER OF THE ROADWAY.
- INLET CONSTRUCTION EXISTING OF P.C.C. APPROX SHALL BE COMPLETED PRIOR TO SHOULDER OVERLAY. CONSTRUCTION OF P.C.C. APPROX SHALL FOLLOW SHOULDER OVERLAY.
- THE CONCRETE INLET WITH REMOVAL COVER WILL BE PAID FOR BY THE CONTRACTOR. THE INLET SHALL BE LOCATED IN THE CENTER OF THE ROADWAY AND SHALL BE LOCATED IN THE CENTER OF THE ROADWAY.
- THE MATERIALS AND CONSTRUCTION OF THE INLET SHALL CONFORM TO THE APPLICABLE PORTIONS OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.
- THE CONCRETE CURB WITHIN THE P.C.C. APPROX WILL TRANSITION TO MATCH THE SHAPE OF ADJACENT CURBS.
- INCREASE NORMAL SHOULDER SLOPE WITHIN LIMITS OF P.C.C. APPROX AND SHORE TO DRAIN INTO INLET OPENING. THE INLET OPENING SHALL BE 6" BELOW THE NORMAL SHOULDER SIDE ELEVATION.
- GALVANIZED STEEL COVER PLATE SHALL CONFORM TO THE REQUIREMENTS OF STANDARD SPECIFICATIONS.
- EXPANDED METAL FABRIC OF EQUAL STRENGTH MAY BE USED IN LIEU OF WELDED WIRE FABRIC SUBJECT TO ENGINEER'S APPROVAL.
- PRECAST CONCRETE UNITS FOR SLOPE DRAIN INLET WILL BE ACCEPTABLE PROVIDED THEY MEET ALL THE REQUIREMENTS AS SHOWN ON THIS DRAWING. FABRICATION DRAWINGS SHOWING PIPE OPENINGS, REINFORCEMENT AND OTHER PERTINENT DIMENSIONS WILL BE REQUIRED FOR EACH UNIT.
- REINFORCEMENT BARS AND WELDED WIRE FABRIC DESIGNATED (E) SHALL BE EPOXY COATED.

NOTES FOR CATCH BASIN TYPE B:

- THE LOCATION OF THE CATCH BASIN SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- FOR MATERIALS AND CONSTRUCTION REQUIREMENTS OF THE CATCH BASIN REFER TO THE STANDARD SPECIFICATIONS.
- FRAME AND GRATE FOR CATCH BASIN TYPE B SHALL BE NEARBY FOUNDRY COMPANY TYPE B-345C OR APPROVES EQUAL.
- THE CONTRACTOR SHALL PROVIDE ALL REINFORCEMENT AND DETAIL FOR ALL STRUCTURES. THE CONTRACTOR SHALL PROVIDE ALL REINFORCEMENT AND DETAIL FOR ALL STRUCTURES.
- AT LOCATIONS WHERE EXISTING UNDERPASS AND/OR STORM SEWER PIPES ARE TO BE CHANGED TO THE NEW CATCH BASIN, THE REMOVAL OF EXISTING NOTES, EXCAVATION, BACKFILL, CONCRETE REINFORCEMENT, FORMS AND OTHER ITEMS AS SPECIFIED IN THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.
- PRECAST CONCRETE UNITS FOR CATCH BASIN TYPE B SHALL CONFORM TO THE REQUIREMENTS OF STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.
- REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

APPROVED: [Signature] DATE: 6-22-2004

CTE ENGINEERS THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

STANDARD SD 04-21C

CATCH BASIN TYPE B AND SLOPE DRAIN INLET

REVISIONS	
NAME	DATE

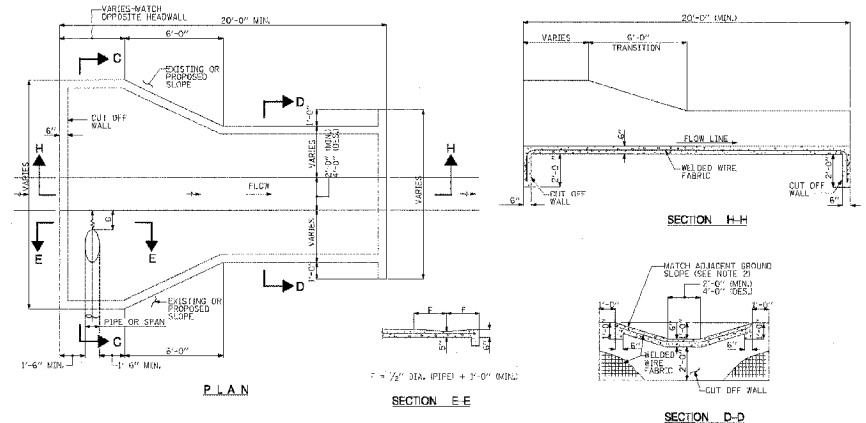
ILLINOIS DEPARTMENT OF TRANSPORTATION

ISTHA STANDARDS

SCALE, VERT. N/A
 HORIZ. N/A
 DATE SEPTEMBER 14, 2005

DRAWN BY: KRL
 CHECKED BY: PDS

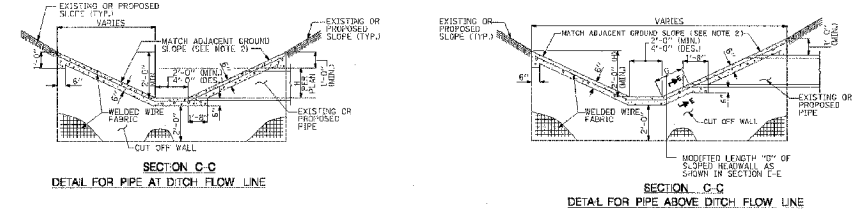
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	270
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



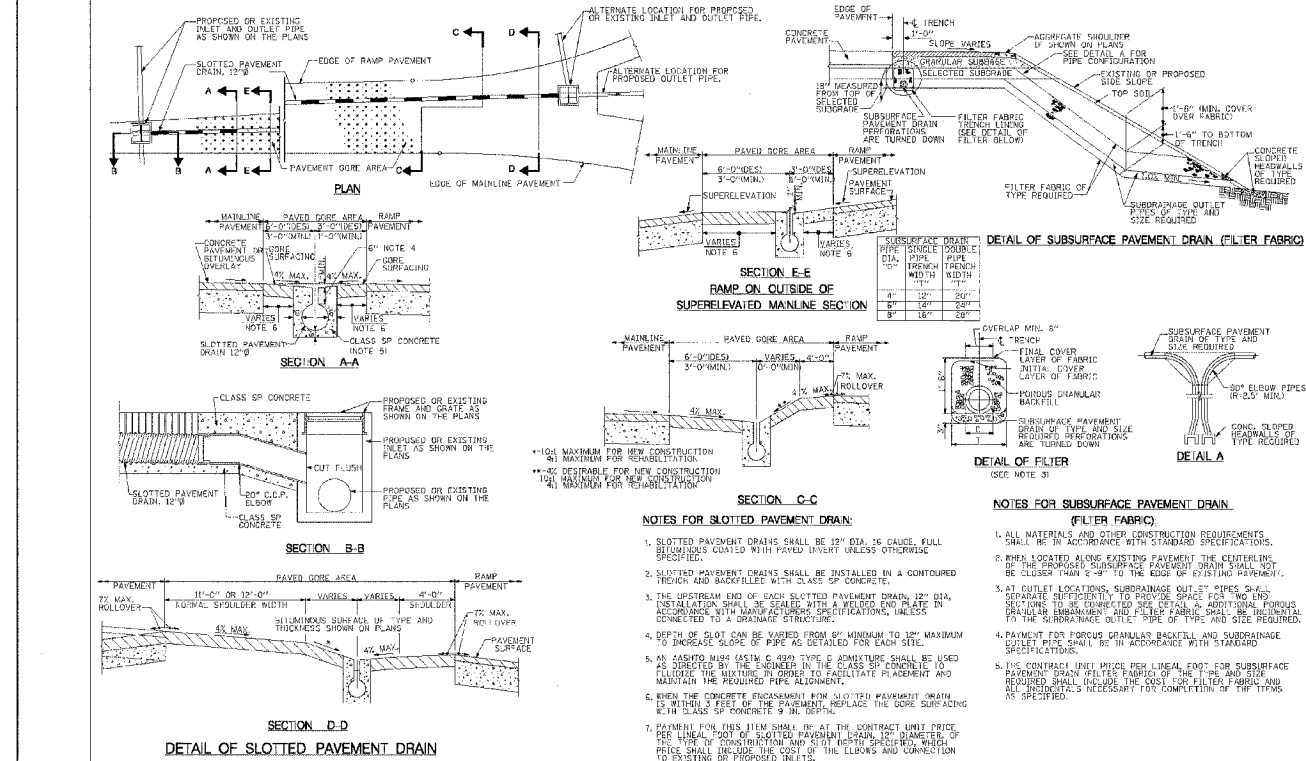
- NOTES**
- CLASS SP CONCRETE SHALL BE USED THROUGHOUT.
 - THE SLOPED HEADWALL TYPE IV SHALL BE CONSTRUCTED FLUSH WITH EXISTING OR PROPOSED SLOPE.
 - THE SLOPED HEADWALL DETAILS SHOWN IN THIS DRAWING ARE FOR USE ONLY WITH PIPES HAVING DIAMETERS OF 36" OR LESS AND SHALL NOT BE USED WHEN THE PIPE OPENING IS FACING THE TRAFFIC UNLESS THE LOCATION IS OUTSIDE THE REQUIRED CLEAR ZONE.
 - WELDED WIRE FABRIC SHALL BE #4 @ 18" x 18" W/MIN. 58 LBS. PER 100 SQ. FT.
 - PAYMENT FOR THIS WORK SHALL BE AT THE CONTRACT UNIT PRICE FOR CONCRETE HEADWALLS AND COLLARS CLASS SP AND SHALL INCLUDE THE WELDED WIRE FABRIC.
 - QUANTITIES FOR CONCRETE HEADWALLS AND COLLARS CLASS SP AND WELDED WIRE FABRIC SHOWN IN THE SCHEDULES OF QUANTITIES ARE BASED ON THE FOLLOWING:
 - A. DIMENSION "A" IS 4'-0".
 - B. DIMENSION "B" IS 1'-0".
 - C. PAVED DITCH LENGTH IS 20'-0".
 - D. PAVED DITCH BOTTOM SHALL MATCH EXISTING OR PROPOSED DITCH, 2'-0" OR 4'-0".
 - E. BACKSLOPE AND FORESLOPE ARE THE SAME ADJUSTMENT TO QUANTITIES FOR SLOPED HEADWALLS WITH DIMENSIONS OR BACKSLOPE/FORESLOPE COMBINATIONS OTHER THAN ABOVE SHALL BE INDICATED ON THE PLANS.

QUANTITIES FOR SLOPED HEADWALLS TYPE IV (SEE NOTE #1)

SLOPE	CONCRETE HEADWALLS AND COLLARS CLASS SP	CONCRETE HEADWALLS AND COLLARS CLASS SP	WELDED WIRE FABRIC	WELDED WIRE FABRIC
	PER 100' BOTT.	PER 100' BOTT.	PER 100' BOTT.	PER 100' BOTT.
5:1	5.41	6.43	239	298
4:1	6.88	7.93	297	353
3:1	10.12	11.86	453	539



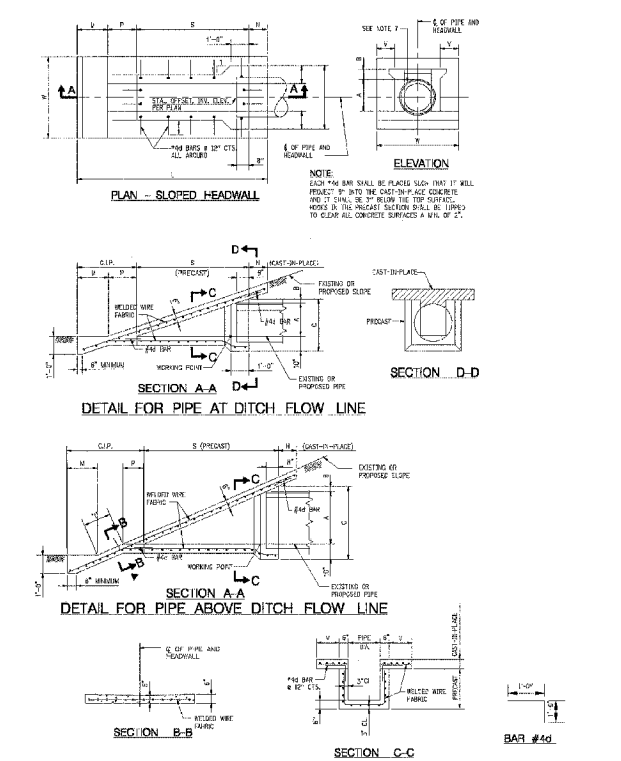
STANDARD SD 04-24A SLOPED HEADWALLS TYPE IV DETAILS



- NOTES FOR SLOTTED PAVEMENT DRAIN:**
- SLOTTED PAVEMENT DRAINS SHALL BE 12" DIA. 36 GAUGE FULL BELLUMS COATED WITH PAVED UNSET UNLESS OTHERWISE SPECIFIED.
 - SLOTTED PAVEMENT DRAINS SHALL BE INSTALLED ON A CONTOURED TRENCH AND BACKFILLED WITH CLASS SP CONCRETE.
 - THE UPSTREAM END OF EACH SLOTTED PAVEMENT DRAIN 12" DIA. INSTALLATION SHALL BE SEALED WITH A WELDED END PLATE IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS, UNLESS CONNECTED TO A DRAINAGE STRUCTURE.
 - DEPTH OF SLOT CAN BE VARIED FROM 1/2" MINIMUM TO 1 1/2" MAXIMUM TO ACCOMMODATE SLOPE OF PIPE AS DETAIL FOR EACH SITE.
 - AN ASPHALT MIN. (ASTM C 895) TYPE 2 ADMIXTURE SHALL BE USED AS DIRECTED BY THE ENGINEER IN THE CLASS SP CONCRETE TO FLUIDIFY THE MIXTURE IN ORDER TO FACILITATE PLACEMENT AND MAINTAIN THE REQUIRED PIPE ALIGNMENT.
 - WHEN THE CONCRETE FOUNDATION FOR SLOTTED PAVEMENT DRAIN IS WITHIN 3 FEET OF THE PAVEMENT, REPLACE THE LOCK SURFACING WITH A 3" THICK LAYER OF CLASS SP CONCRETE.
 - PAYMENT FOR THIS ITEM SHALL BE AT THE CONTRACT UNIT PRICE PER LINEAL FOOT OF SLOTTED PAVEMENT DRAIN, 12" DIA. WITH 1/2" DEPTH OF SLOT, INCLUDING THE COST OF THE ELBOWS AND CONNECTION TO EXISTING OR PROPOSED DRAINS.

- NOTES FOR SUBSURFACE PAVEMENT DRAIN (FILTER FABRIC):**
- ALL MATERIALS AND OTHER CONSTRUCTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS.
 - WHEN LOCATED ALONG EXISTING PAVEMENT THE CENTERLINE OF THE DRAIN SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS, UNLESS OTHERWISE SPECIFIED.
 - AT OUTLET LOCATIONS, SUBSURFACE OUTLET PIPES SHALL BE SEPARATE INDEPENDENTLY TO PROVIDE SPACE FOR TWO (2) PIPES TO BE CONNECTED SEE DETAIL IN ADDITIONAL POROUS CHANNEL ENDORSEMENT AND FILTER FABRIC SHALL BE INSTALLED TO THE SUBSURFACE OUTLET PIPE OF TYPE AND SIZE REQUIRED.
 - PAYMENT FOR POROUS GRANULAR BACKFILL AND SUBSURFACE SLOTTED PIPES SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS.
 - THIS CONTRACT UNIT PRICE FOR LINEAL FOOT SUBSURFACE PAVEMENT DRAIN FILTER FABRIC OF THE TYPE AND SIZE REQUIRED SHALL INCLUDE THE COST OF FILTER FABRIC AND ALL MATERIALS NECESSARY FOR COMPLETION OF THE ITEMS AS SPECIFIED.

STANDARD SD 04-28 SUBSURFACE PAVEMENT DRAIN FILTER FABRIC AND SLOTTED PAVEMENT DRAIN



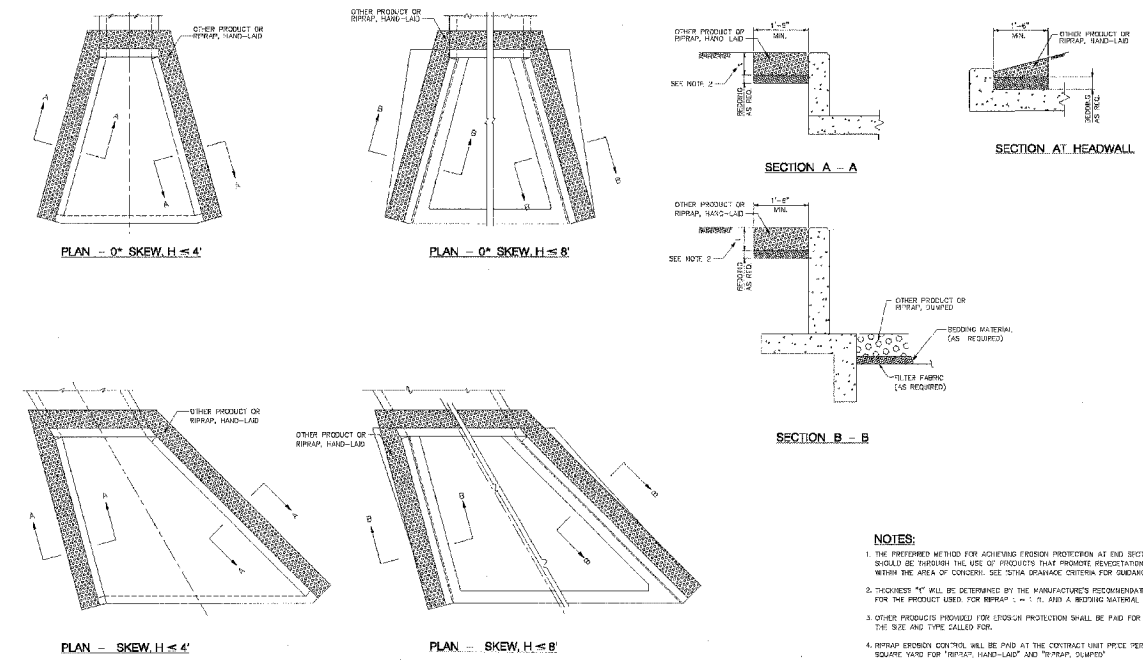
DIMENSIONS AND QUANTITIES IN ONE SLOPED HEADWALL TYPE III

PIPE DIA.	DIMENSIONS										PRE. CLAS. (CONC.) PER 100' BOTT.	WELDED WIRE FABRIC PER 100' BOTT.	NO. OF BELL. (PER 100' BOTT.)
	A	B	C	D	E	F	G	H	I	J			
42"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	2.0	276	342
36"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	2.0	276	342
30"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	2.0	276	342
24"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	2.0	276	342
18"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	2.0	276	342
12"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	2.0	276	342

- NOTES**
- CLASS SP CONCRETE SHALL BE USED THROUGHOUT.
 - THE CURB-TO-SLOPE SLOPED WALL SHALL BE CONSTRUCTED FLUSH WITH EXISTING OR PROPOSED SLOPE.
 - THE SLOPED HEADWALL DETAILS SHOWN IN THIS DRAWING ARE FOR USE ONLY WITH PIPES HAVING DIAMETERS OF 36" OR LESS AND SHALL NOT BE USED WHEN THE PIPE OPENING IS FACING THE TRAFFIC UNLESS THE LOCATION IS OUTSIDE THE REQUIRED CLEAR ZONE.
 - THE REQUIRED FOUNDATION, BACKFILL, RESTRICTION AND DITCH SPACING SHALL BE INDICATED ON THE CONTRACT UNIT PRICE FOR CONCRETE HEADWALLS AND COLLARS CLASS SP.
 - WHEN THE PRECAST HEADWALL HAS BEEN PLACED, THE SPACE BETWEEN THE HEADWALL AND CURB SHALL BE COMPLETELY FILLED WITH AN APPROVED SAND-OR-GRAVEL FILL IN ACCORDANCE WITH STANDARD SPECIFICATIONS OF ILLINOIS DEPARTMENT OF TRANSPORTATION.
 - WELDED WIRE FABRIC SHALL BE #4 @ 18" x 18" W/MIN. 58 LBS. PER 100 SQ. FT.
 - QUANTITIES FOR CONCRETE HEADWALLS AND COLLARS CLASS SP, WELDED WIRE FABRIC, AND RESTRICTION SHALL BE BASED ON THE SCHEDULES OF QUANTITIES ARE BASED ON THE FOLLOWING:
 - A. DIMENSION "A" IS 4'-0".
 - B. DIMENSION "B" IS 1'-0".
 - C. PAVED DITCH LENGTH IS 20'-0".
 - D. PAVED DITCH BOTTOM SHALL MATCH EXISTING OR PROPOSED DITCH, 2'-0" OR 4'-0".
 - E. BACKSLOPE AND FORESLOPE ARE THE SAME ADJUSTMENT TO QUANTITIES FOR SLOPED HEADWALLS WITH DIMENSIONS OR BACKSLOPE/FORESLOPE COMBINATIONS OTHER THAN ABOVE SHALL BE INDICATED ON THE PLANS.

STANDARD SD 04-24B SLOPED HEADWALLS TYPE III DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	271
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES:

1. THE PREFERRED METHOD FOR ACHIEVING FRICTION PROTECTION AT END SECTIONS SHOULD BE THROUGH THE USE OF PRODUCTS THAT PROMOTE PENETRATION WITHIN THE AREA OF CONCRETE. SEE SDA DRAINAGE CRITERIA FOR GUIDANCE.
2. THICKNESS "T" WILL BE DETERMINED BY THE MANUFACTURER'S RECOMMENDATION FOR THE PRODUCT USED FOR REPAIR. T = 1.5 AND A REPAIR MATERIAL = 4".
3. OTHER PRODUCTS PROVIDED FOR FRICTION PROTECTION SHALL BE PAID FOR AT THE SITE AND TYPE CALLED FOR.
4. REPAIR FRICTION CONTROL WILL BE PAID AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR "OTHER PRODUCT OR REPAIR, HAND-APPLIED".

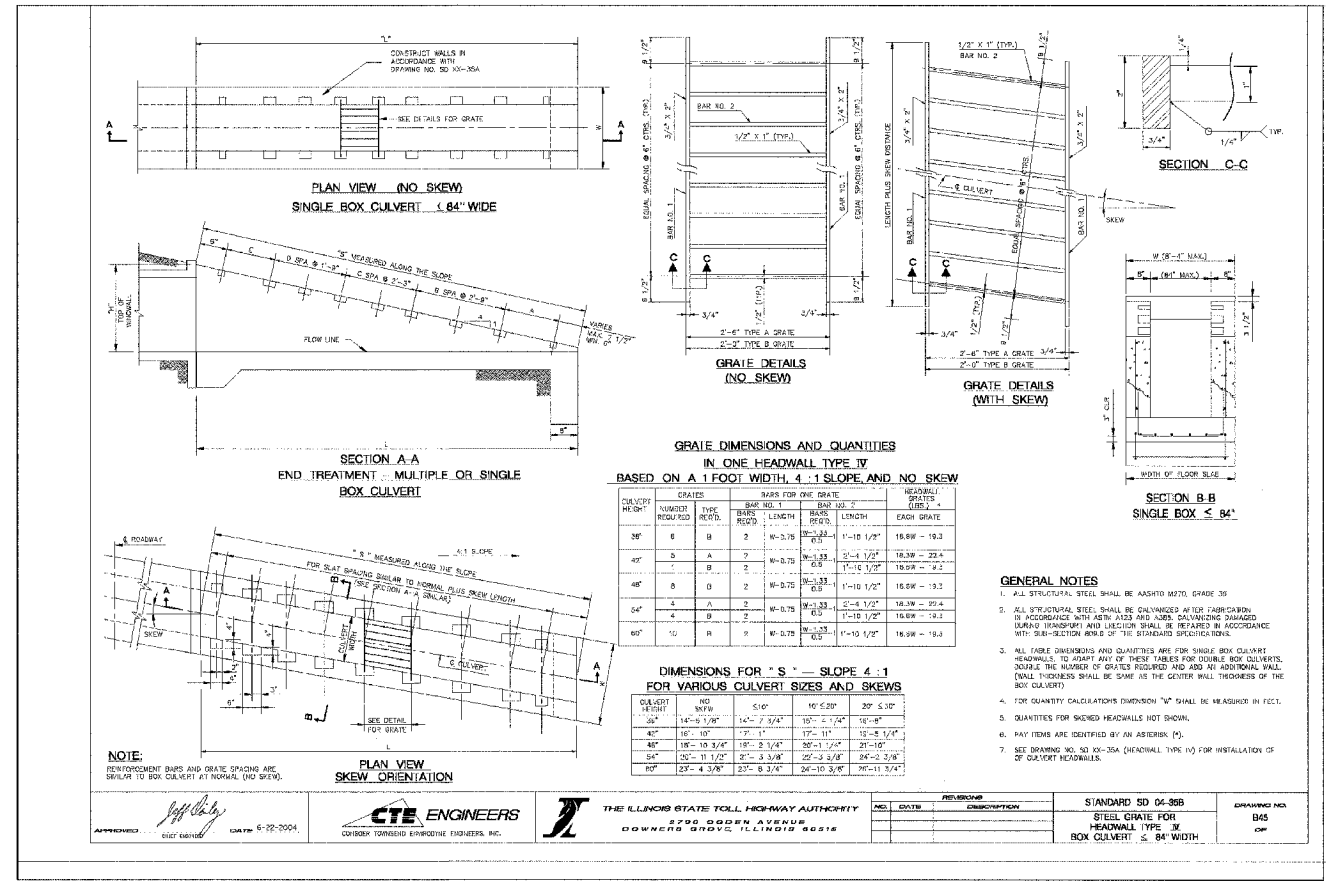
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APPROVED: [Signature] DATE: 6-22-2004
CTE ENGINEERS
 CONSULTING ENGINEERS
 8700 DODD AVENUE
 DOWNERS GROVE, ILLINOIS 60419

NO.	DATE	REVISION	DESCRIPTION

STANDARD SD 04-248
 EROSION PROTECTION

DRAWING NO. 844
 OF 844

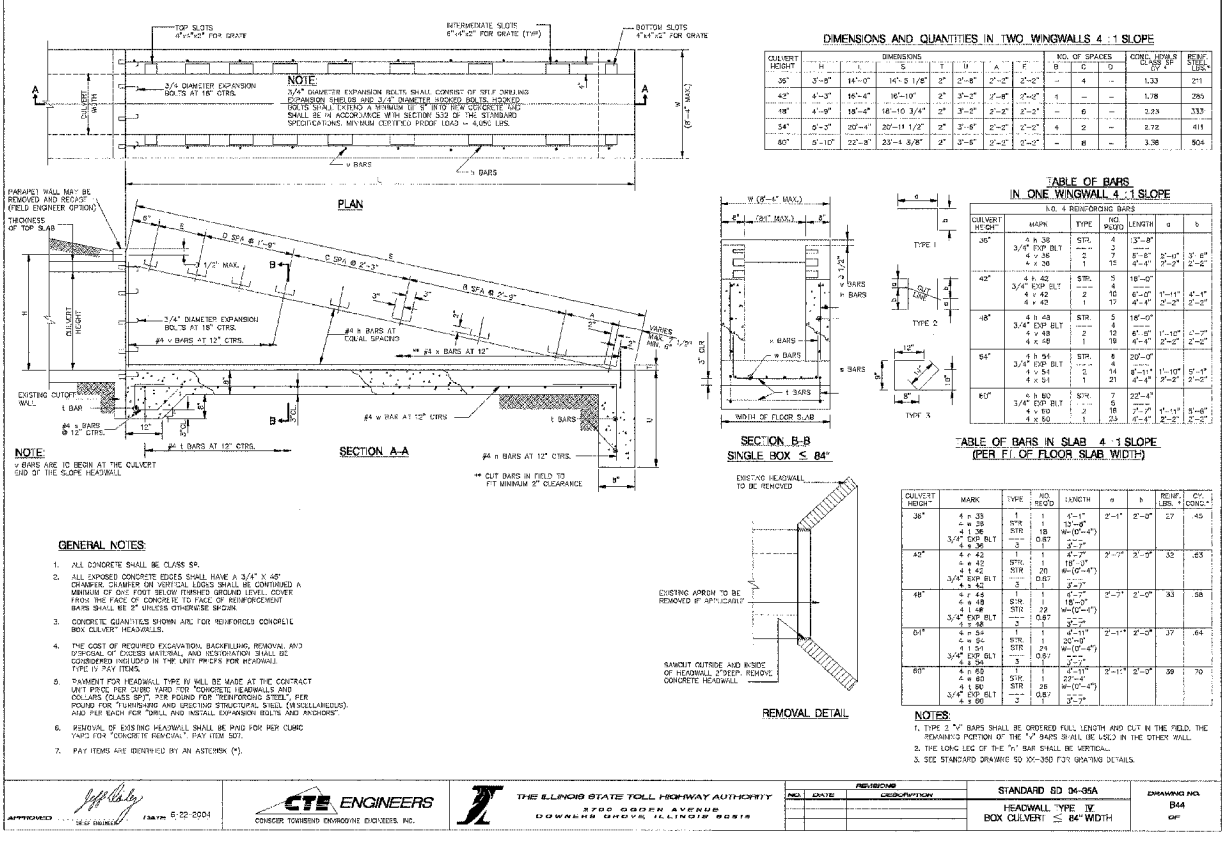


GRADE DIMENSIONS AND QUANTITIES
 IN ONE HEADWALL TYPE IV
 BASED ON A 1 FOOT WIDTH, 4 : 1 SLOPE AND NO SKEW

GRADE HEIGHT	NO. OF GRATES	TYPE	BAR NO. 1	BAR NO. 2	WEAR/SLIP GRATES (TYPE 2)
36"	8	B	W-0.75	W-0.75	18.0W - 19.0
42"	8	A	W-0.75	W-0.75	18.0W - 22.4
48"	8	D	W-0.75	W-0.75	18.0W - 22.2
54"	8	D	W-0.75	W-0.75	18.0W - 19.5
60"	8	D	W-0.75	W-0.75	18.0W - 22.4
66"	8	D	W-0.75	W-0.75	18.0W - 22.2
72"	8	D	W-0.75	W-0.75	18.0W - 19.5
78"	8	D	W-0.75	W-0.75	18.0W - 22.4
84"	8	D	W-0.75	W-0.75	18.0W - 22.2
90"	8	D	W-0.75	W-0.75	18.0W - 19.5

GENERAL NOTES:

1. ALL STRUCTURAL STEEL SHALL BE AASHTO M270, GRADE 50.
2. ALL STRUCTURAL STEEL SHALL BE CHANGED AT THE FABRICATOR, IN ACCORDANCE WITH AASHTO AND AISC MANUFACTURING CHARGES. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS SHALL BE IN ACCORDANCE WITH THE SECTION AREA OF THE STANDARD SPECIFICATIONS.
3. ALL TABLE DIMENSIONS AND QUANTITIES ARE FOR SINGLE BOX CULVERT HEADWALLS. TO ADAPT ANY OF THESE TABLES FOR DOUBLE BOX CULVERTS, DOUBLE THE NUMBER OF GRATES REQUIRED AND ADD AN ADDITIONAL WALL THICKNESS SHALL BE SAME AS THE CENTER WALL THICKNESS OF THE BOX CULVERT.
4. FOR QUANTITY CALCULATIONS DIMENSION "W" SHALL BE MEASURED IN FEET.
5. QUANTITIES FOR SLOPED HEADWALLS NOT SHOWN.
6. PAY ITEMS ARE IDENTIFIED BY AN ASTEMARK (S).
7. SET DRAWING NO. 04-304 (HEADWALL TYPE IV) FOR INSTALLATION OF BOX CULVERT HEADWALLS.



DIMENSIONS AND QUANTITIES IN TWO WINGWALLS 4 : 1 SLOPE

CULVERT HEIGHT	NO. OF GRATES	TYPE	BAR NO. 1	BAR NO. 2	WEAR/SLIP GRATES (TYPE 2)
36"	12	B	W-0.75	W-0.75	18.0W - 19.0
42"	12	A	W-0.75	W-0.75	18.0W - 22.4
48"	12	D	W-0.75	W-0.75	18.0W - 22.2
54"	12	D	W-0.75	W-0.75	18.0W - 19.5
60"	12	D	W-0.75	W-0.75	18.0W - 22.4
66"	12	D	W-0.75	W-0.75	18.0W - 22.2
72"	12	D	W-0.75	W-0.75	18.0W - 19.5
78"	12	D	W-0.75	W-0.75	18.0W - 22.4
84"	12	D	W-0.75	W-0.75	18.0W - 22.2

TABLE OF BARS IN ONE WINGWALL 4 : 1 SLOPE

CULVERT HEIGHT	MARK	TYPE	NO.	LENGTH	a	b	REIN. (TYPE 1)
36"	3/4" DEP. BILT	SYS	3	3'-0"	1	0	2'-0"
42"	3/4" DEP. BILT	SYS	3	3'-0"	1	0	2'-0"
48"	3/4" DEP. BILT	SYS	3	3'-0"	1	0	2'-0"
54"	3/4" DEP. BILT	SYS	3	3'-0"	1	0	2'-0"
60"	3/4" DEP. BILT	SYS	3	3'-0"	1	0	2'-0"
66"	3/4" DEP. BILT	SYS	3	3'-0"	1	0	2'-0"
72"	3/4" DEP. BILT	SYS	3	3'-0"	1	0	2'-0"
78"	3/4" DEP. BILT	SYS	3	3'-0"	1	0	2'-0"
84"	3/4" DEP. BILT	SYS	3	3'-0"	1	0	2'-0"

TABLE OF BARS IN SLAB 4 : 1 SLOPE (PER FT. OF FLOOR SLAB WIDTH)

CULVERT HEIGHT	MARK	TYPE	NO.	LENGTH	a	b	REIN. (TYPE 1)
36"	4 x 33	SYS	1	1'-0"	2'-0"	2'-0"	27.45
42"	4 x 33	SYS	1	1'-0"	2'-0"	2'-0"	27.45
48"	4 x 33	SYS	1	1'-0"	2'-0"	2'-0"	27.45
54"	4 x 33	SYS	1	1'-0"	2'-0"	2'-0"	27.45
60"	4 x 33	SYS	1	1'-0"	2'-0"	2'-0"	27.45
66"	4 x 33	SYS	1	1'-0"	2'-0"	2'-0"	27.45
72"	4 x 33	SYS	1	1'-0"	2'-0"	2'-0"	27.45
78"	4 x 33	SYS	1	1'-0"	2'-0"	2'-0"	27.45
84"	4 x 33	SYS	1	1'-0"	2'-0"	2'-0"	27.45

GENERAL NOTES:

1. ALL CONCRETE SHALL BE CLASS SR.
2. ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" x 48" CHAMFER, CHAMFER OR ROUNDED EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL, OTHER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 2" UNLESS OTHERWISE SPECIFIED.
3. CONCRETE QUANTITIES SHOWN ARE FOR REINFORCED CONCRETE BOX CULVERT HEADWALLS.
4. THE COST OF REQUIRED EXCAVATION, BACKFILLING, REMOVAL AND DISPOSAL OF EXCESS MATERIAL, AND RECONSTRUCTION SHALL BE COORDINATED (INCLUDED IN THE UNIT PRICES FOR HEADWALL) TYPE IV PAY ITEMS.
5. THICKNESS FOR HEADWALL TYPE IV WILL BE MADE AT THE CONTRACT UNIT PRICE, FOR OTHER THAN THE THICKNESS, REBAR SIZE AND COLLARS TO ASSURE PROPER FORMING FOR REINFORCED STEEL, PER POINT FOR TURNING AND BRACING STRUCTURAL WALLS (UNREINFORCED) AND PER EACH FOR TIE, AND INSTALL EXPANSION BOLTS AND ANCHORS.
6. REMOVAL OF EXISTING HEADWALL SHALL BE PAID FOR PER CLEAR YARD FOR CONCRETE REMOVAL, PAY ITEM 801.
7. PAY ITEMS ARE IDENTIFIED BY AN ASTEMARK (S).

APPROVED: [Signature] DATE: 6-22-2004
CTE ENGINEERS
 CONSULTING ENGINEERS
 8700 DODD AVENUE
 DOWNERS GROVE, ILLINOIS 60419

NO.	DATE	REVISION	DESCRIPTION

STANDARD SD 04-304
 HEADWALL TYPE IV
 BOX CULVERT, 64" WIDTH

DRAWING NO. 844
 OF 844

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		ISTHA STANDARDS SCALE: VERT. N/A HORIZ. N/A DATE: SEPTEMBER 14, 2005 DRAWN BY: KRL CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	272
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DIMENSIONS AND QUANTITIES IN TWO WINGWALLS 4:1 SLOPE

RISE	SPACING	NO. OF BARS	LENGTH	WT.
RISE 5' 0"	3'-0"	1	12'-0"	1.33
RISE 5' 0"	4'-0"	1	9'-0"	1.00
RISE 5' 0"	5'-0"	1	6'-0"	0.67
RISE 5' 0"	6'-0"	1	3'-0"	0.33
RISE 5' 0"	7'-0"	1	0'-0"	0.00

GENERAL NOTES:

- TYPE 2 #4 BARS SHALL BE ORDERED FULL LENGTH AND CUT IN THE FIELD. THE REMAINING PORTION OF THE #4 BARS SHALL BE USED IN THE OTHER WALL.
- THE LONG LEGS OF THE #4 BARS SHALL BE VERTICAL.
- SEE STANDARD DRAWING SD 11-303 FOR DETAIL.
- #4 ITEMS ARE IDENTIFIED BY AN ASTERISK (*).
- ALL CONCRETE SHALL BE CLASS SP.

TABLE OF BARS IN SLAB 4:1 SLOPE (PER FT. OF FLOOR SLAB WIDTH)

H	MARK	TYPE	NO.	LENGTH	WT.
3'-0"	4.1	STR.	1	12'-0"	1.33
3'-0"	4.2	STR.	1	9'-0"	1.00
3'-0"	4.3	STR.	1	6'-0"	0.67
3'-0"	4.4	STR.	1	3'-0"	0.33

TABLE OF BARS IN ONE WINGWALL 4:1 SLOPE

H	MARK	TYPE	NO.	LENGTH	WT.
3'-0"	4.1	STR.	1	12'-0"	1.33
3'-0"	4.2	STR.	1	9'-0"	1.00
3'-0"	4.3	STR.	1	6'-0"	0.67
3'-0"	4.4	STR.	1	3'-0"	0.33

REVISIONS

NO.	DATE	DESCRIPTION

STANDARD SD 04-36C
HEADWALL TYPE IV
PIPE AND PIPE-ARCH CULVERTS

DATE: 5-22-2004
DRAWN BY: BMS
CHKD BY: CJP

DIMENSIONS AND QUANTITIES IN ONE HEADWALL TYPE IV BASED ON A 1 FOOT WIDTH 4:1 SLOPE AND SKEW

H	MARK	TYPE	NO.	LENGTH	WT.
3'-0"	5.1	STR.	1	12'-0"	1.33
3'-0"	5.2	STR.	1	9'-0"	1.00
3'-0"	5.3	STR.	1	6'-0"	0.67
3'-0"	5.4	STR.	1	3'-0"	0.33

GENERAL NOTES:

- ALL CONCRETE SHALL BE CLASS SP. STANDARD SPECIFICATION.
- ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" x 6" CHAMFER. CHAMFER ON INTERNAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GRADE LEVEL. CORNER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 2" RADIUS. OTHERWISE SQUARE.
- CONCRETE QUANTITIES SHOWN ARE FOR CIRCULAR PIPES, PIPE ARCHES AND ELLIPTICAL PIPE CULVERT HEADWALLS.
- THE COST OF REQUIRED EXCAVATION, BACKFILLING, REMOVAL AND DISPOSAL OF EXCESS MATERIAL, AND RESTORATION SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICES FOR HEADWALLS.
- TYPE IV PAY ITEM.
- PAYMENT FOR HEADWALL TYPE IV WILL BE MADE AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CONCRETE HEADWALLS AND COLLARS (CLASS SP). PER FOOT FOR REINFORCING STEEL AND FOR FORMS FOR CURBING AND BRACING STRUCTURAL STEEL (IF APPLICABLE).
- REMOVAL OF EXISTING HEADWALL SHALL BE PAID FOR PER CUBIC YARD FOR CONCRETE REMOVAL. PAY ITEM 303.
- ALL STRUCTURAL STEEL SHALL BE A572-50, GRADE 50.
- ALL STRUCTURAL STEEL SHALL BE GALVANIZED AFTER FABRICATION. IN ACCORDANCE WITH AISC SPECIFICATIONS. GALVANIZING CHARGES DURING TRANSPORT AND ERECTION SHALL BE SEPARATED IN ACCORDANCE WITH AISC SPECIFICATIONS. PAY ITEM 303.
- FOR QUANTITY CALCULATIONS DIMENSION "A" SHALL BE MEASURED IN FEET.
- QUANTITIES FOR SKEWED HEADWALLS NOT SHOWN.
- PAY ITEMS ARE IDENTIFIED BY AN ASTERISK (*).
- SEE DRAWING NO. SD 10-303 (HEADWALL TYPE IV) FOR INSTALLATION OF CULVERT HEADWALLS.

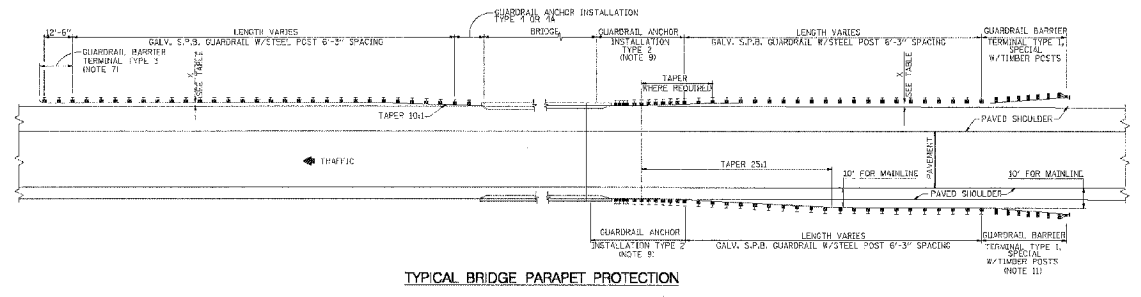
REVISIONS

NO.	DATE	DESCRIPTION

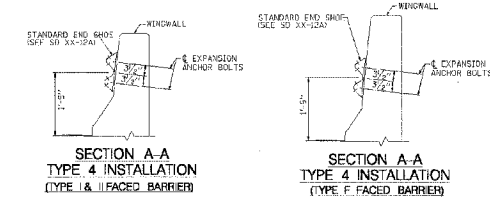
STANDARD SD 04-36D
STEEL GRATE FOR HEADWALL TYPE IV
PIPE AND PIPE-ARCH CULVERTS

DATE: 5-22-2004
DRAWN BY: BMS
CHKD BY: CJP

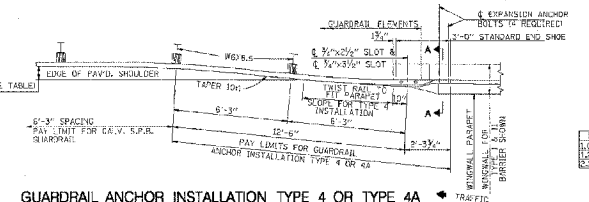
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	273
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL BRIDGE PARAPET PROTECTION



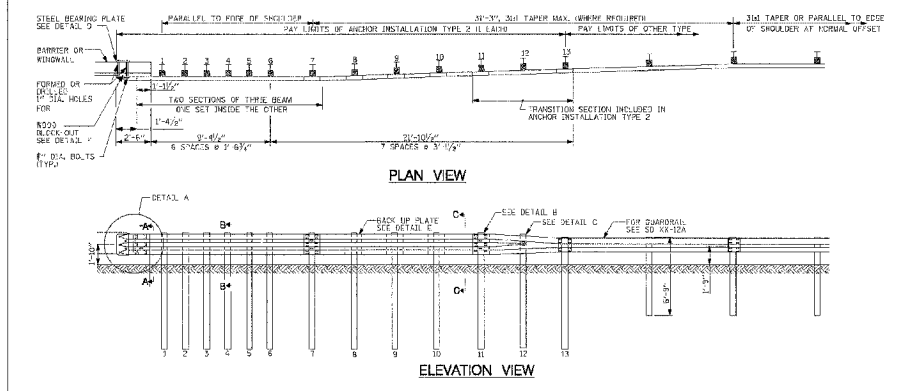
SECTION A-A TYPE 4 INSTALLATION (TYPE I & FACED BARRIER)
SECTION A-A TYPE 4 INSTALLATION (TYPE F FACED BARRIER)



GUARDRAIL ANCHOR INSTALLATION TYPE 4 OR TYPE 4A

- GENERAL NOTES**
1. RAIL ELEMENTS, BOLTS, NUTS AND WASHERS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A-153 AND THE STANDARD SPECIFICATIONS.
 2. THE CONNECTIONS BETWEEN THE STANDARD END SHOE AND THE WINDWALL SHALL CONFORM TO THE REQUIREMENTS OF STANDARD SD XX-12A.
 3. POSTS, PLATES, RUBBER AND MISCELLANEOUS ACCESSORIES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-153 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-153 (LAST 40%).
 4. WOOD SHALL BE TREATED AND CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
 5. GUARDRAIL LATERAL CLEARANCE FOR RAMP IS EQUAL TO PAVED SHOULDER WIDTH PLUS 1' FOR BOTH OUTSIDE AND INSIDE SHOULDERS WITHOUT GUTTERS.
 6. WHERE GUARDRAIL POSTS ARE DRIVEN THROUGH BITUMINOUS SHOULDER, CONTRACTOR SHALL REPAIR AND/OR SEAL SHOULDER POSTS.
 7. FOR DETAILS OF GUARDRAIL BARRIER TERMINAL TYPE 3, SEE STANDARD SD XX-12B.
 8. FOR DETAILS OF GUARDRAIL AND ACCESSORIES, SEE STANDARD SD XX-12A.
 9. FOR DETAILS OF GUARDRAIL ANCHOR INSTALLATION TYPE 2, SEE STANDARD SD XX-12C.
 10. S.F.B. DENOTES STEEL PLATE BEAM.

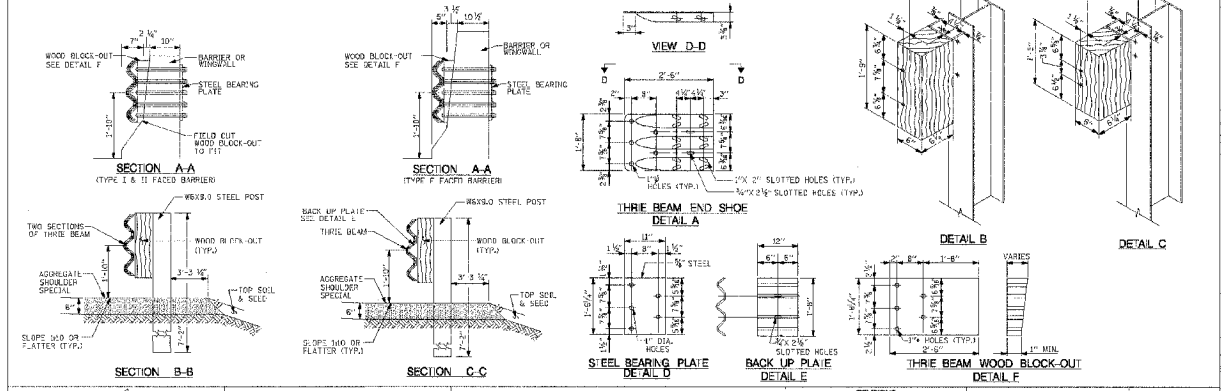
APPROVED: [Signature] DATE: 6-28-2001
CTE ENGINEERS CONSULTING ENGINEERS, INC.
 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 8700 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515
 STANDARD SD 04-12G
 BRIDGE PARAPET PROTECTION
 DRAWING NO. CS 001



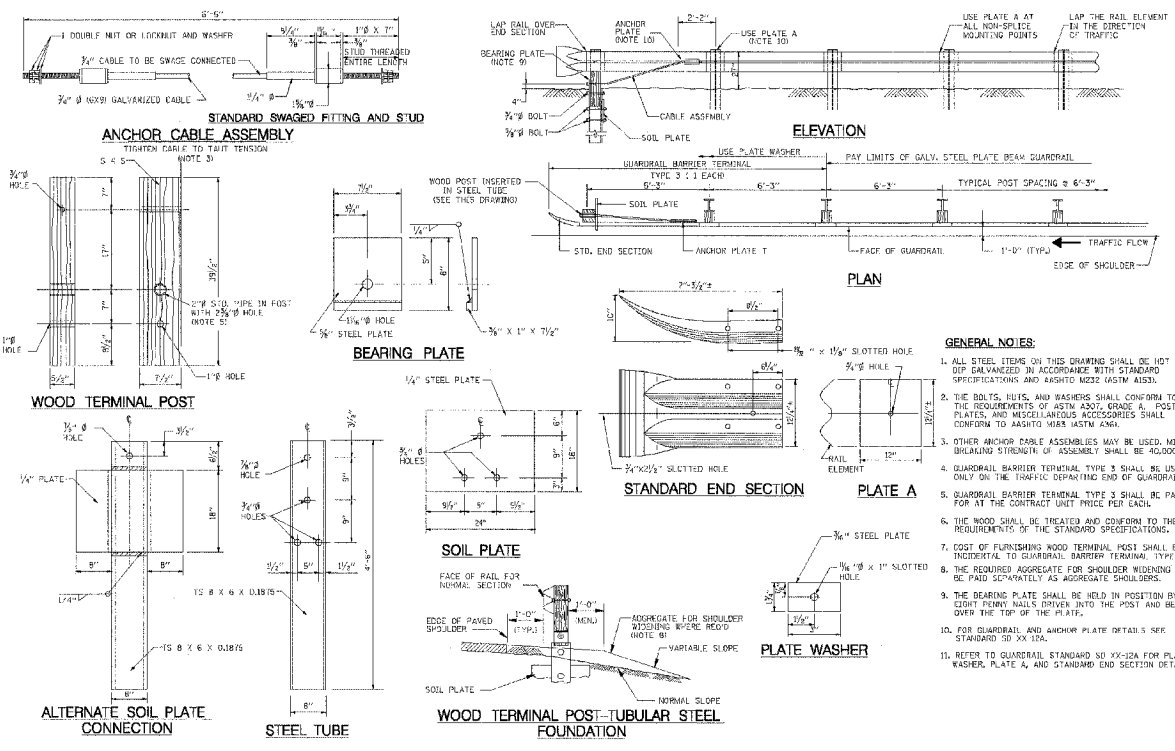
PLAN VIEW

ELEVATION VIEW

- GENERAL NOTES:**
1. RAIL ELEMENTS, BOLTS, NUTS AND WASHERS SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A-153 AND THE STANDARD SPECIFICATIONS.
 2. THE BOLTS, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-153, GRADE A.
 3. POSTS, PLATE, AND MISCELLANEOUS ACCESSORIES SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-153.
 4. WOOD SHALL BE TREATED AND CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
 5. THREE BEAM PAIR SHALL BE HELD TO WOOD BLOCK-OUT AT ALL POSTS.
 6. BACK-UP PLATE SHALL BE BOLTED TO WOOD BLOCK-OUT ONLY AT POSTS 7 AND 8.
 7. ANCHOR INSTALLATION TYPE 2 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH.
 8. TOP DETAILS OF GUARDRAIL AND ACCESSORIES, SEE STANDARD SD XX-12A.
 9. FOR DETAILS OF TYPE 2-2 (D-3) BUTTER BRACKET AT ANCHOR INSTALLATION TYPE 2, SEE STANDARD SD XX-12C.
 10. INSTALLATION SHALL NOT BE USED WITH A MODIFIED TYPE I & F FACED BARRIER.



APPROVED: [Signature] DATE: 6-28-2001
CTE ENGINEERS CONSULTING ENGINEERS, INC.
 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 8700 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515
 STANDARD SD 04-12H
 GUARDRAIL ANCHOR INSTALLATION TYPE 2
 DRAWING NO. CS 001



ANCHOR CABLE ASSEMBLY

ELEVATION

PLAN

BEARING PLATE

WOOD TERMINAL POST

ALTERNATE SOIL PLATE CONNECTION

STEEL TUBE

WOOD TERMINAL POST-TUBULAR STEEL FOUNDATION

PLATE WASHER

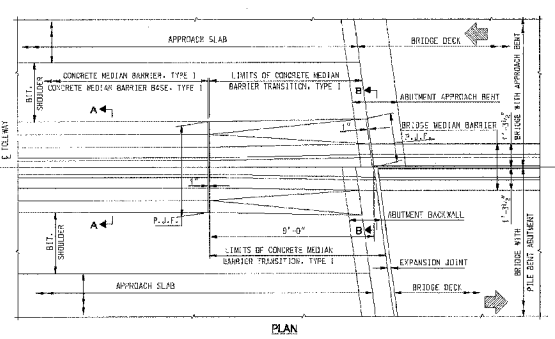
- GENERAL NOTES:**
1. ALL STEEL ITEMS ON THIS DRAWING SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH STANDARD SPECIFICATIONS AND ASTM A-153.
 2. THE BOLTS, NUTS, AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-153, GRADE A. POSTS, PLATES, AND MISCELLANEOUS ACCESSORIES SHALL CONFORM TO ASTM A-153 AND.
 3. OTHER ANCHOR CABLE ASSEMBLIES MAY BE USED. MINIMUM BREAKING STRENGTH OF ASSEMBLY SHALL BE 40,000 LBS.
 4. GUARDRAIL BARRIER TERMINAL TYPE 3 SHALL BE USED ONLY ON THE TRAFFIC SEPARATED END OF GUARDRAIL.
 5. GUARDRAIL BARRIER TERMINAL TYPE 3 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH.
 6. THE WOOD SHALL BE TREATED AND CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
 7. COST OF FURNISHING WOOD TERMINAL POST SHALL BE INCIDENTAL TO GUARDRAIL BARRIER TERMINAL TYPE 3.
 8. THE REQUIRED AGGREGATE FOR SHOULDER WIDENING SHALL BE PAID SEPARATELY AS AGGREGATE SHOULDER.
 9. THE BEARING PLATE SHALL BE HELD IN POSITION BY TWO (2) 1/2" PHENY NAILS DRIVEN INTO THE POST AND BENT OVER THE TOP OF THE PLATE.
 10. FOR GUARDRAIL AND ANCHOR PLATE DETAILS SEE STANDARD SD XX-12A.
 11. REFER TO GUARDRAIL STANDARD SD XX-12A FOR PLATE WASHER, PLATE A, AND STANDARD END SECTION DETAILS.

APPROVED: [Signature] DATE: 6-28-2001
CTE ENGINEERS CONSULTING ENGINEERS, INC.
 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 8700 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515
 STANDARD SD 04-12H
 GUARDRAIL BARRIER TERMINAL TYPE 3
 DRAWING NO. C7 001

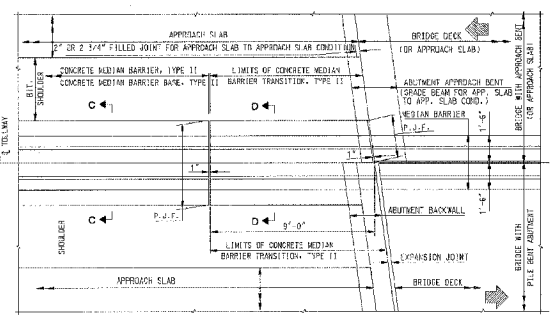
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ISTHA STANDARDS
 SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005
 DRAWN BY: KRL
 CHECKED BY: PDS

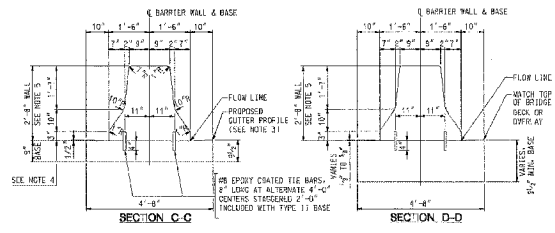
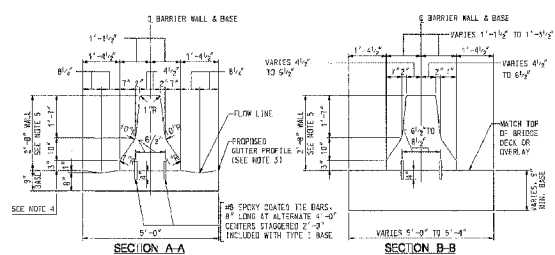
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	274
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN
CONCRETE MEDIAN BARRIER TRANSITION, TYPE I

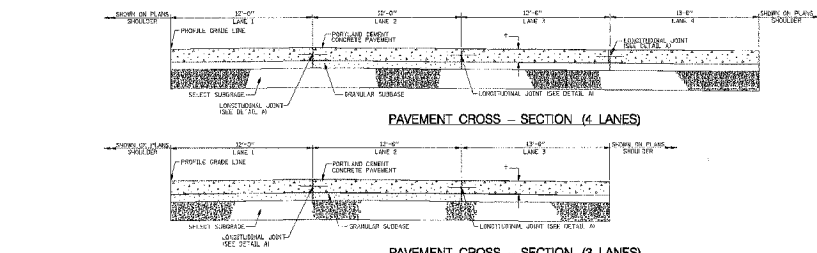


PLAN
CONCRETE MEDIAN BARRIER TRANSITION, TYPE II

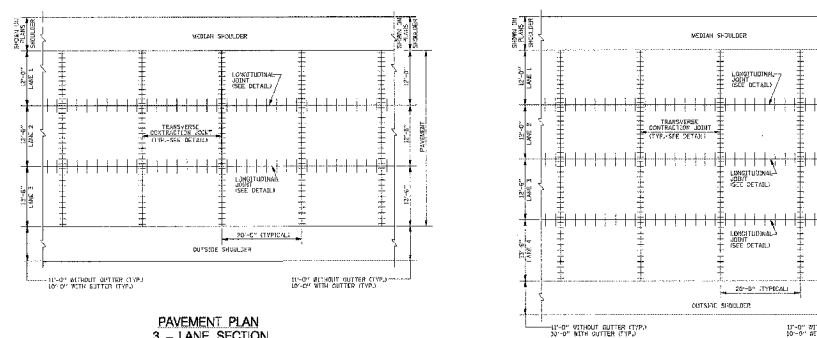


- NOTES**
1. THE MATERIAL AND CONSTRUCTION REQUIREMENTS FOR CONCRETE MEDIAN BARRIER AND BARRIER BASE SHALL APPLY TO CONCRETE MEDIAN BARRIER TRANSITION TYPES I AND II.
 2. PAYMENT FOR THE WORK SHOWN WILL BE MADE AT THE CONTRACT UNIT PRICE PER EACH FROM "CONCRETE MEDIAN BARRIER TRANSITION, TYPE I," AND "CONCRETE MEDIAN BARRIER TRANSITION, TYPE II."
 3. CUTTER PROFILE IN THE VICINITY OF SAC VERTICAL CURVES, ALONG FLAT GRADES AND AT THE MEETING OF PROPOSED AND EXISTING GUTTER, SHALL BE CAREFULLY CONTROLLED AND FIELD ADJUSTED IF NECESSARY TO ENSURE POSITIVE DRAINAGE AND AVOID PONDING.
 4. VARIES IN AREAS OF GRADES LESS THAN 3% FROM 2" TO 3 1/2".
 5. VARIES IN AREAS OF GRADES LESS THAN 3% FROM 2" TO 2" 3/4".
 6. MINIMUM DIMENSIONS AND SHOW ACTUAL DIMENSIONS SHALL BE AS REQUIRED TO MATCH BRIDGE BARRIER SHOWN ON BRIDGE PLANS.
 7. P.J.F. DENOTES PREFORMED JOINT FILLER. 1" P.J.F. SHALL BE INSTALLED FULL HEIGHT AS SHOWN BETWEEN FACES OF CONCRETE. FOR ELEVATION VIEWS OF TRANSITIONS, SEE SD 04-198 (TABLE 2) OF 25.
 8. PORTLAND CEMENT CONCRETE SHALL BE CLASS SP CONCRETE WITH SUPERSTRUCTURE AGGREGATE FOR THE BARRIER WALL AND CLASS SCORON, AND CLASS SP CONCRETE FOR THE BARRIER BASE, AS SPECIFIED IN THE STANDARD SPECIFICATIONS.
 9. 1" DEEP CONTRACTION JOINTS SHALL BE CONSTRUCTED IN THE BARRIER WALL ONLY NOT IN THE BARRIER BASES. THE LOCATION OF THE CONTRACTION JOINT SHALL MATCH CRACKS THAT HAVE ALREADY DEVELOPED IN THE BASE. CONTRACTION JOINTS SHALL ALSO BE CONSTRUCTED AT BOTH SIDES OF ALL SPAN/PIERS STRUCTURES. MAXIMUM JOINT SPACING SHALL BE 20'.
 10. THE FORMING OF CONTRACTION JOINTS SHALL BE DONE WITH AN APPROVED FINISHING TOOL AT THE DISCRETION OF THE ENGINEER SUBJECT TO THE SATISFACTORY CONTROL OF CRACKING. THE SANDING OF CONTRACTION JOINTS IN THE BARRIER WALL SHALL NOT BE PERMITTED.
 11. REINFORCING BARS MEETING THE REQUIREMENTS OF AASHTO MANUAL, AREA, GRADE 60, WILL BE USED AS THE BARS BETWEEN THE MEDIAN BARRIER BASE AND THE MEDIAN BARRIER WALL.

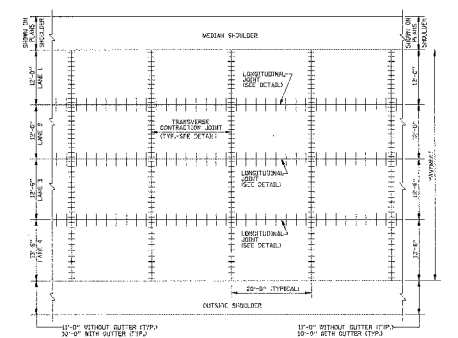
APPROVED	DATE	REVISION	DESCRIPTION	STANDARD SD 04-198	DRAWING NO.
				CONCRETE MEDIAN BARRIER TRANSITION AT BRIDGE APPROACHES	C11



PAVEMENT CROSS - SECTION (4 LANES)

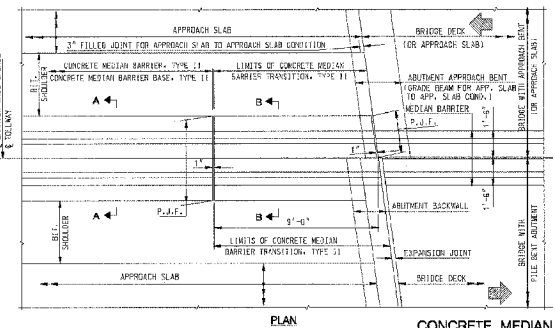


PAVEMENT PLAN 3 - LANE SECTION

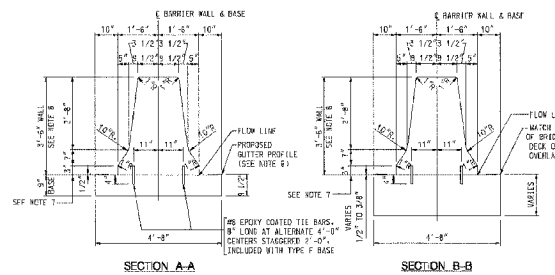


PAVEMENT PLAN 4 - LANE SECTION

APPROVED	DATE	REVISION	DESCRIPTION	STANDARD SD 04-31A	DRAWING NO.
				J.P.C. PAVEMENT	A7

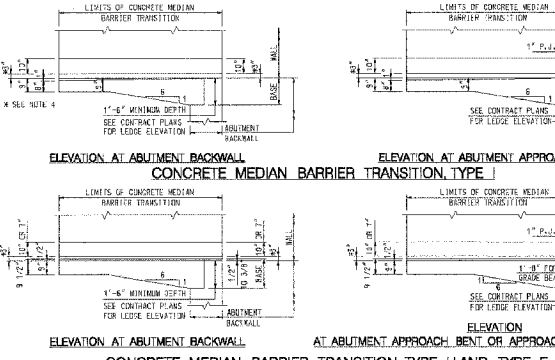


PLAN
CONCRETE MEDIAN BARRIER TRANSITION, TYPE F



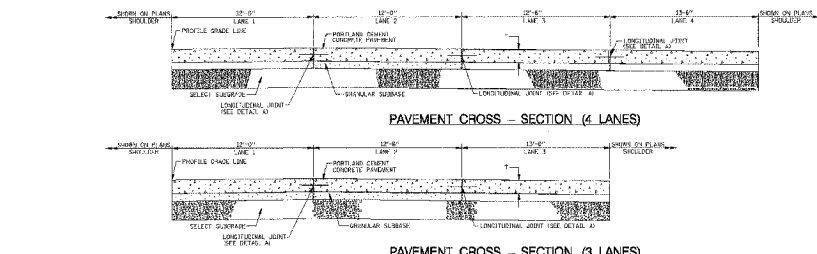
- NOTES**
1. PORTLAND CEMENT CONCRETE SHALL BE CLASS OF CONCRETE WITH SUPERSTRUCTURE AGGREGATE FOR THE BARRIER WALL, CLASS SCORON AND CLASS SP CONCRETE FOR THE BARRIER BASE, AS SPECIFIED IN THE STANDARD SPECIFICATIONS.
 2. 1" DEEP CONTRACTION JOINTS SHALL BE CONSTRUCTED IN THE BARRIER WALL ONLY NOT IN THE BARRIER BASES. THE LOCATION OF THE CONTRACTION JOINT SHALL MATCH CRACKS THAT HAVE ALREADY DEVELOPED IN THE BASE. CONTRACTION JOINTS SHALL ALSO BE CONSTRUCTED AT BOTH SIDES OF ALL SPAN/PIERS STRUCTURES. MAXIMUM JOINT SPACING SHALL BE 20'.
 3. THE FORMING OF CONTRACTION JOINTS SHALL BE DONE WITH AN APPROVED FINISHING TOOL AT THE DISCRETION OF THE ENGINEER SUBJECT TO THE SATISFACTORY CONTROL OF CRACKING. THE SANDING OF CONTRACTION JOINTS IN THE BARRIER WALL SHALL NOT BE PERMITTED.
 4. REINFORCING BARS MEETING THE REQUIREMENTS OF AASHTO M5 (ASTM A615, GRADE 60), BE USED AS THE BARS BETWEEN THE MEDIAN BARRIER BASE AND THE MEDIAN BARRIER WALL.
 5. PAYMENT FOR THE WORK SHOWN WILL BE MADE AT THE CONTRACT UNIT PRICE PER EACH FROM "CONCRETE MEDIAN BARRIER TRANSITION, TYPE F."
 6. CUTTER PROFILE IN THE VICINITY OF SAC VERTICAL CURVES, ALONG FLAT GRADES AND AT THE MEETING OF PROPOSED AND EXISTING GUTTER, SHALL BE CAREFULLY CONTROLLED AND FIELD ADJUSTED IF NECESSARY TO ENSURE POSITIVE DRAINAGE AND AVOID PONDING.
 7. VARIES IN AREAS OF GRADES LESS THAN 3% FROM 2" TO 3 1/2".
 8. VARIES IN AREAS OF GRADES LESS THAN 3% FROM 2" TO 2" 3/4".
 9. MINIMUM DIMENSIONS ARE SHOWN. ACTUAL DIMENSIONS SHALL BE AS REQUIRED TO MATCH BRIDGE BARRIER SHOWN ON BRIDGE PLANS.
 10. 10' RADII IS OPTIONAL.
 11. P.J.F. DENOTES PREFORMED JOINT FILLER. 1" P.J.F. SHALL BE INSTALLED FULL HEIGHT AS SHOWN BETWEEN FACES OF CONCRETE.

APPROVED	DATE	REVISION	DESCRIPTION	STANDARD SD 04-199	DRAWING NO.
				CONCRETE MEDIAN BARRIER TRANSITION AT BRIDGE APPROACHES	C11

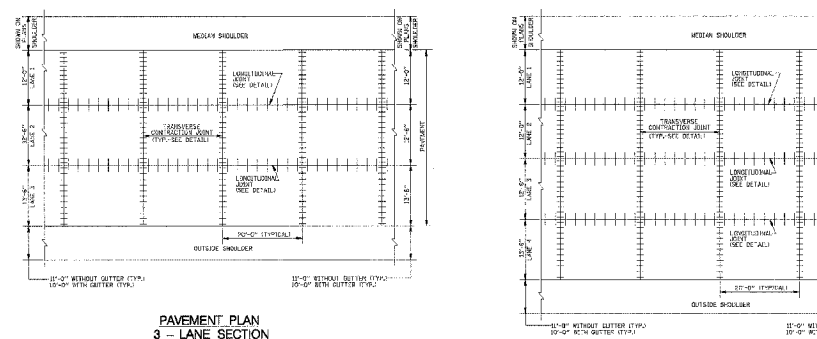


ELEVATION AT ABUTMENT BACKWALL
CONCRETE MEDIAN BARRIER TRANSITION, TYPE I AND TYPE F

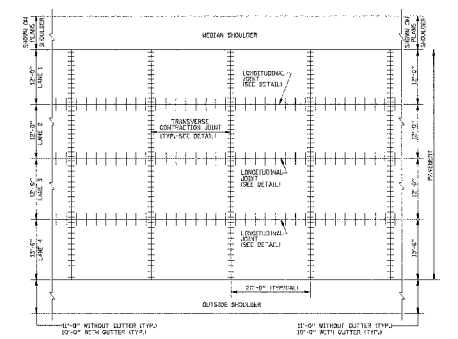
APPROVED	DATE	REVISION	DESCRIPTION	STANDARD SD 04-31A	DRAWING NO.
				J.P.C. PAVEMENT	A7



PAVEMENT CROSS - SECTION (4 LANES)



PAVEMENT PLAN 3 - LANE SECTION



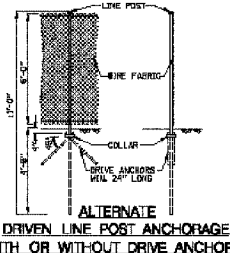
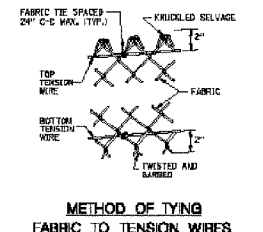
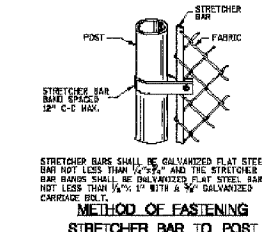
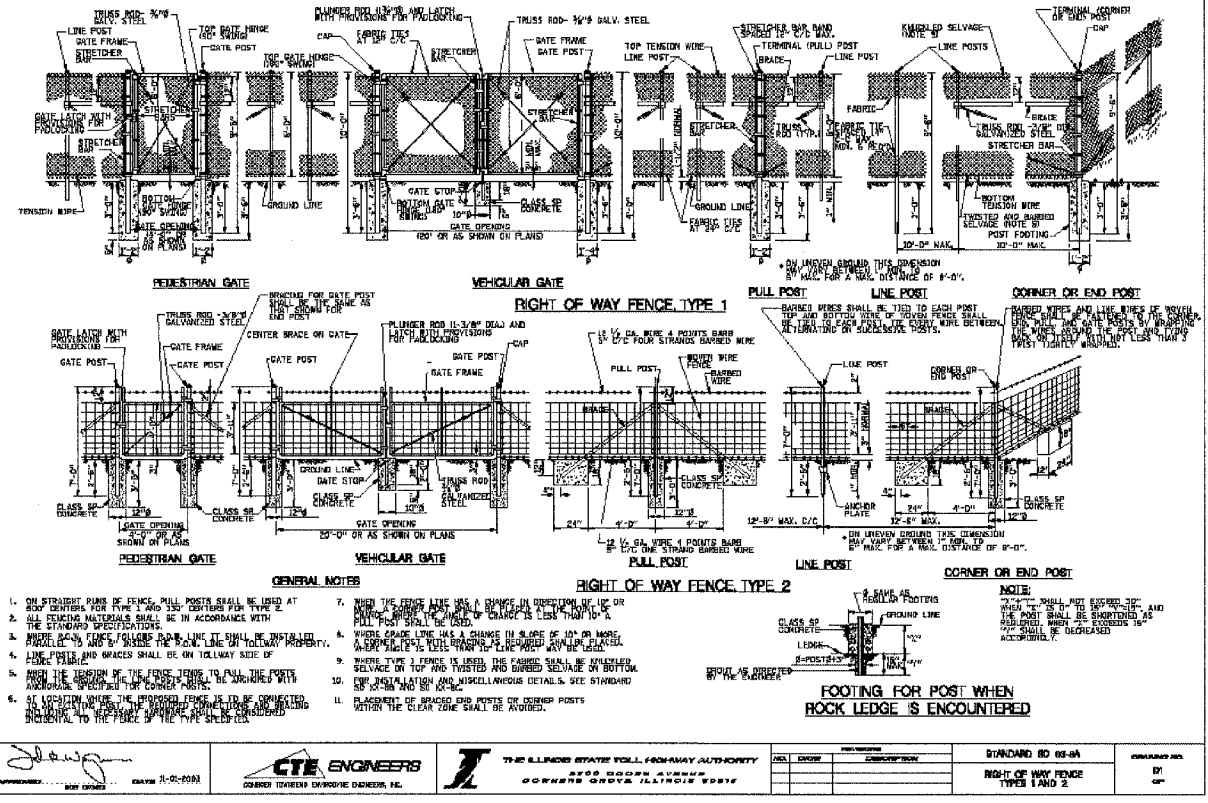
PAVEMENT PLAN 4 - LANE SECTION

APPROVED	DATE	REVISION	DESCRIPTION	STANDARD SD 04-31A	DRAWING NO.
				J.P.C. PAVEMENT	A7

REVISIONS	NAME	DATE

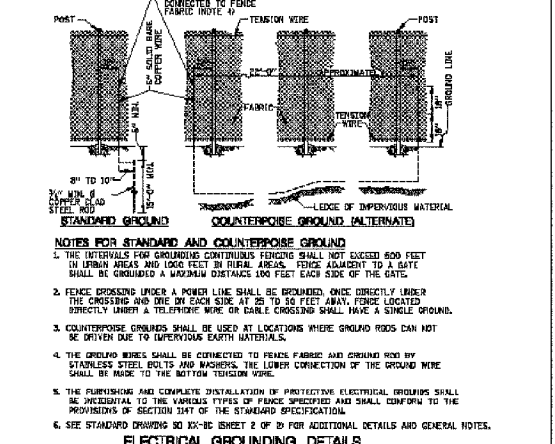
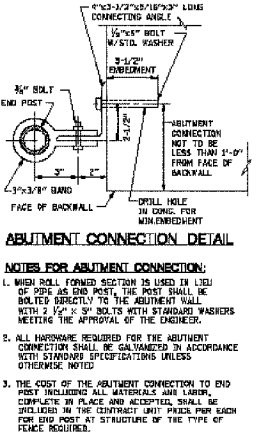
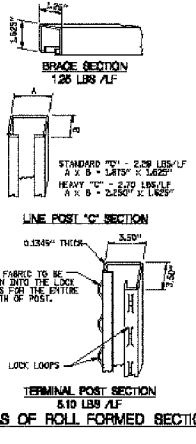
ILLINOIS DEPARTMENT OF TRANSPORTATION
ISTHA STANDARDS
 SCALE: VERT. N/A
 HORIZ. N/A
 DATE: SEPTEMBER 14, 2005
 DRAWN BY: KRL
 CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	275
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

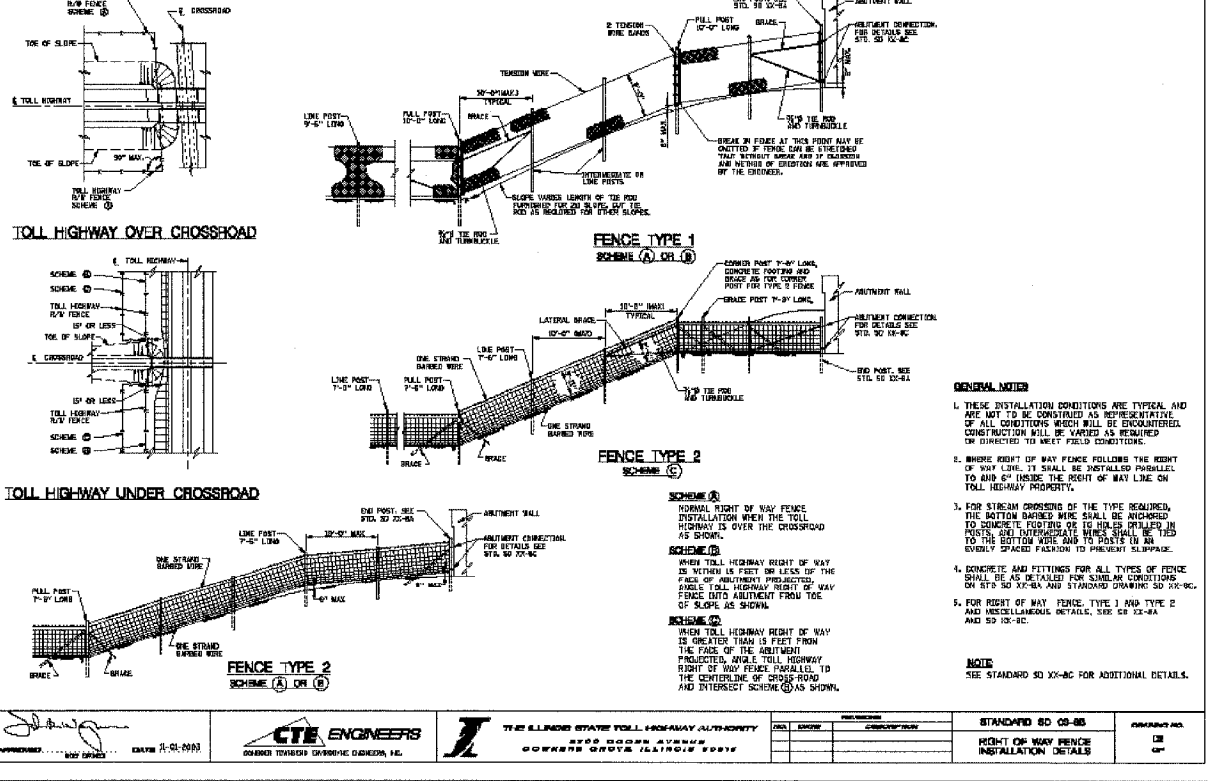


NOTES FOR FENCE POST:

- ALTERNATE DRIVEN LINE POST ANCHORAGE (IS OPTIONAL). DRIVEN LINE POST ANCHORAGE WITHOUT DRIVE ANCHORS MAY BE USED IN AREAS WHERE SOIL CONDITIONS, WHICH AFFECT THE STABILITY OF THE POST IS QUESTIONABLE. DRIVE ANCHORS SHALL BE USED IN AREAS WHERE SOIL CONDITIONS ARE SUCH THAT THE STABILITY OF DRIVE ANCHORS CANNOT BE ASSURED FOR ANY PERIOD OF TIME. DRIVE ANCHORS SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- TERMINAL POSTS, END AND CORNER, GATE POSTS AND FIRST LINE POSTS ADJACENT TO TERMINAL POSTS SHALL BE SET IN CONCRETE FOOTING AS SHOWN ON SETS SO XX-8A.



APPROVED	DATE	DESIGNED	DATE	STANDARD NO. 05-86	PRODUCTION NO.
				RIGHT OF WAY FENCE TYPE 1 AND 2	05



APPROVED	DATE	DESIGNED	DATE	STANDARD NO. 05-86	PRODUCTION NO.
				RIGHT OF WAY FENCE INSTALLATION DETAILS	05

REVISIONS	
NAME	DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	276
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STREAM CROSSING TYPE I

STREAM CROSSING TYPE II

FENCE INSTALLATION OVER DITCH

FOOTING FOR POST WHEN ROCK LEDGE IS ENCOUNTERED

NOTES FOR FENCE TYPE I AND TYPE II

NOTES FOR STREAM CROSSING TYPE I AND TYPE II

INSTALLATION AROUND HEADWALL

DETAIL A

STANDARD SD 02-80

RIGHT OF WAY FENCE

SHEET 2 OF 2

NOTES FOR DELINEATOR INSTALLATION

TANGENT PLACEMENT

INTER-WAY RAMP PLACEMENT

DELINEATOR INSTALLATION

DELINEATORS

SECTION A-A

DETAIL B

STEEL POST

NOTES FOR DELINEATOR INSTALLATION

STANDARD SD 05-86

DELINEATORS

SHEET 1 OF 2

TOP VIEW

SECTION A-A

MARKER DETAIL

TYPICAL CENTERLINE MARKER AT MEDIAN BARRIER

LETTERING DETAIL

SECTION B-B

METHOD A

METHOD B

RIGHT OF WAY MARKER

NOTES FOR RIGHT OF WAY MARKER

NOTES FOR PERMANENT MONUMENT AND MARKER

PERMANENT MONUMENT AND MARKER

STANDARD SD 03-88

MONUMENTS AND MARKERS

D10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

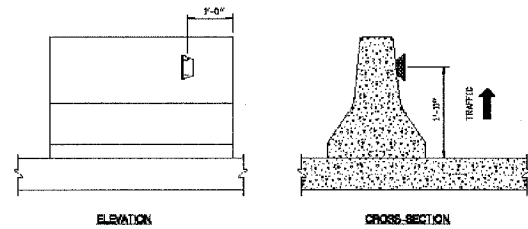
ISTHA STANDARDS

SCALE: VERT. N/A
HORIZ. N/A

DATE SEPTEMBER 14, 2005

DRAWN BY KRL
CHECKED BY PDS

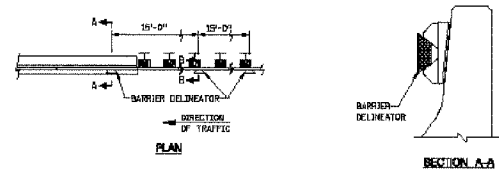
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	277
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



MOVABLE CONCRETE BARRIER

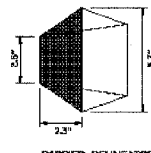
NOTES FOR BARRIER DELINEATOR:

1. THE BARRIER DELINEATOR SHALL CONSIST OF A TRAPEZOIDAL SHAPED PLASTIC BODY WITH A FLAT ACRYLIC PLASTIC RETROREFLECTIVE LENS HEMISPHERICALLY SEALED TO IT, CAPABLE OF REFLECTING INCIDENT LIGHT FROM WIDE ANGLES, THE ANGLE OF REFLECTING FACE SHALL BE 11 DEGREES.
2. THE ADHESIVE AND MATERIALS FOR THE BODY AND LENS SHALL BE PER SUBSECTION 1332.5 OF THE STANDARD SPECIFICATIONS. THE ADHESIVE IS APPLIED TO THE BASE OF THE DELINEATOR FOR BONDING TO CONCRETE BARRIER AND TO THE SIDES OF THE DELINEATOR FOR BONDING BY A BARNDOL.
3. THE BARRIER DELINEATORS SHALL BE PLACED AT 100 FOOT SPACINGS ALONG ROADWAY AND 50 FOOT ON BRIDGES AND THREE DELINEATORS AT 25 FOOT SPACINGS ON BRIDGE APPROACHES. THE SPACINGS ARE THE SAME FOR TANGENT AND CURVE ALIGNMENTS. WHITE DELINEATOR SHALL BE PLACED ON THE RIGHT SIDE AND AMBER ON THE LEFT SIDE.
4. FOR MOVABLE CONCRETE BARRIERS, ONE DELINEATOR WILL BE PLACED AND MAINTAINED ON THE TRAFFIC SIDE OF EACH BARRIER SECTION IN ACCORDANCE WITH SECTION 1004.4 OF THE STANDARD SPECIFICATIONS.
5. BARRIER DELINEATOR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH.

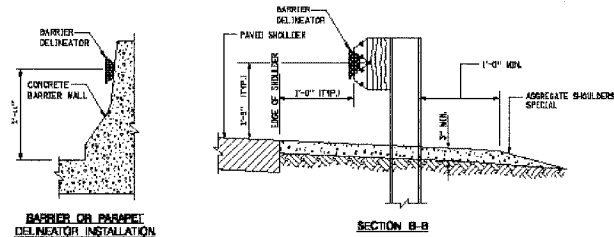


POST MOUNTED DELINEATOR SPACING ON CURVES

RADIUS OF CURVE (FT.)	SPACING ON CURVE (FT.)	SPACING IN ADVANCE AND BEYOND CURVE (FT.)		
		1ST	END	3RD
LESS THAN 100	20	40	60	120
100 - 174	30	60	90	180
175 - 224	35	70	110	200
225 - 274	40	80	135	200
275 - 348	50	95	145	200
350 - 418	55	110	170	200
420 - 508	65	125	190	200
510 - 618	70	140	200	200
620 - 748	75	150	200	200
750 - 818	80	165	200	200
820 - 918	85	175	200	200
920 - 1048	90	185	200	200
1050 - 1298	100	200	200	200
1300 - 1898	125	200	200	200
1900 - 2998	150	200	200	200
3000 - 3998	175	200	200	200
MORE THAN 3998	200	200	200	200



BARRIER DELINEATOR



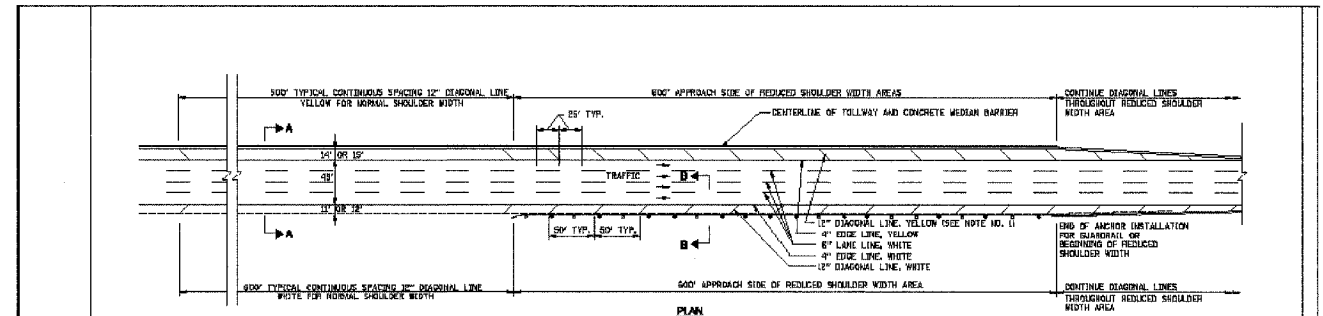
BARRIER OR PARAPET DELINEATOR INSTALLATION

BARRIER DELINEATOR INSTALLATION ON GUARDRAIL AT BRIDGE APPROACHES

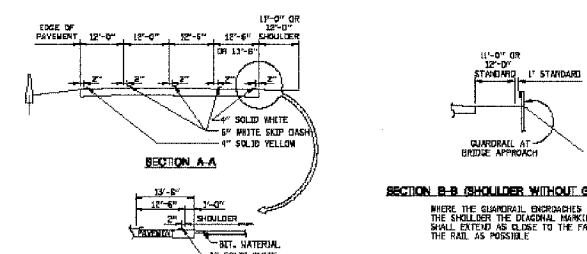
ALSO SEE STANDARD DRAWING SD-XS-18 (SHEET 1 OF 2) FOR ADDITIONAL INFORMATION

SHEET 2 OF 2

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2500 DOERN AVENUE
 DOWNERS GROVE, ILLINOIS 60515



PLAN

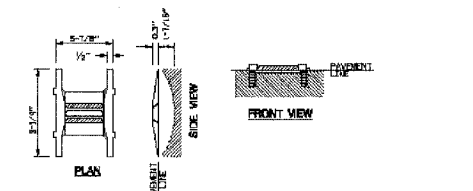


ROADWAY AND SHOULDER STRIPING

GENERAL NOTES

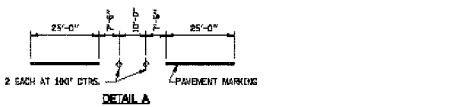
1. STANDARD SHOULDER STRIPING APPLICABLE WHERE LEASIBLE SHOULDER WIDTH NORMALLY IS 12' OR LESS THAN 10'.
2. ROADWAY MARKING MATERIALS TO BE USED ON FINISHED CONCRETE SURFACES AND BITUMINOUS SURFACE SHALL BE AS SPECIFIED ON THE PLAN.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2500 DOERN AVENUE
 DOWNERS GROVE, ILLINOIS 60515



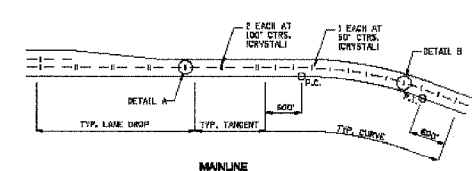
PLAN

FRONT VIEW



DETAIL A

DETAIL B

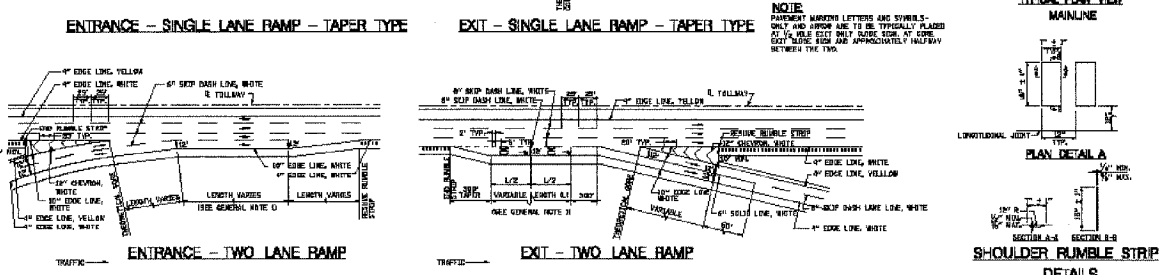
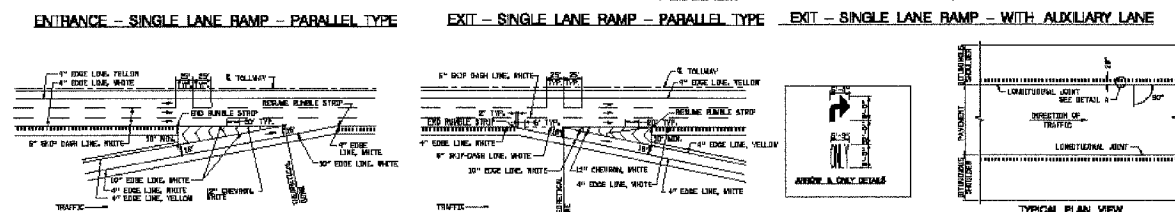
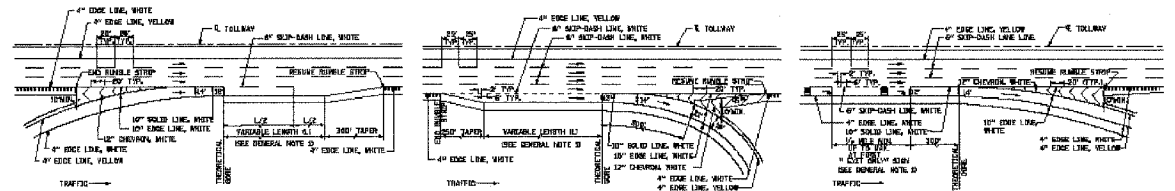


RAISED PAVEMENT LANE MARKER DETAILS

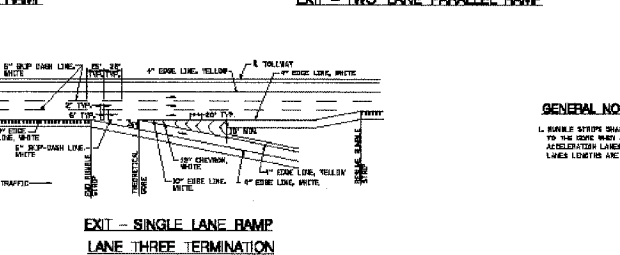
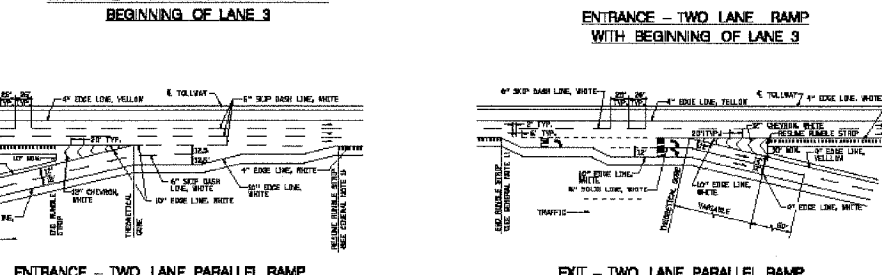
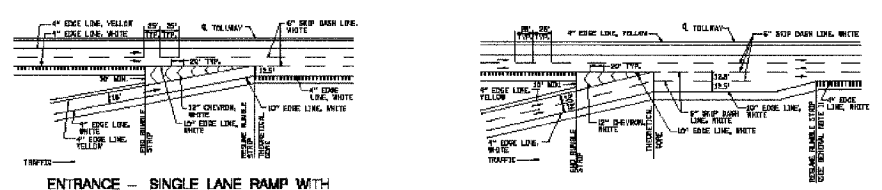
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2500 DOERN AVENUE
 DOWNERS GROVE, ILLINOIS 60515

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		IOSTA STANDARDS SCALE: VERT. N/A HORIZ. N/A DATE SEPTEMBER 14, 2005

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	278
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CTE ENGINEERS THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY STANDARD 80-8-278 PAVEMENT MARKING AND SHOULDER RUMBLE STRIP DETAILS SHEET 1 OF 2



CTE ENGINEERS THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY STANDARD 80-8-278 PAVEMENT MARKING AND SHOULDER RUMBLE STRIP DETAILS SHEET 2 OF 2

REVISIONS	
NAME	DATE

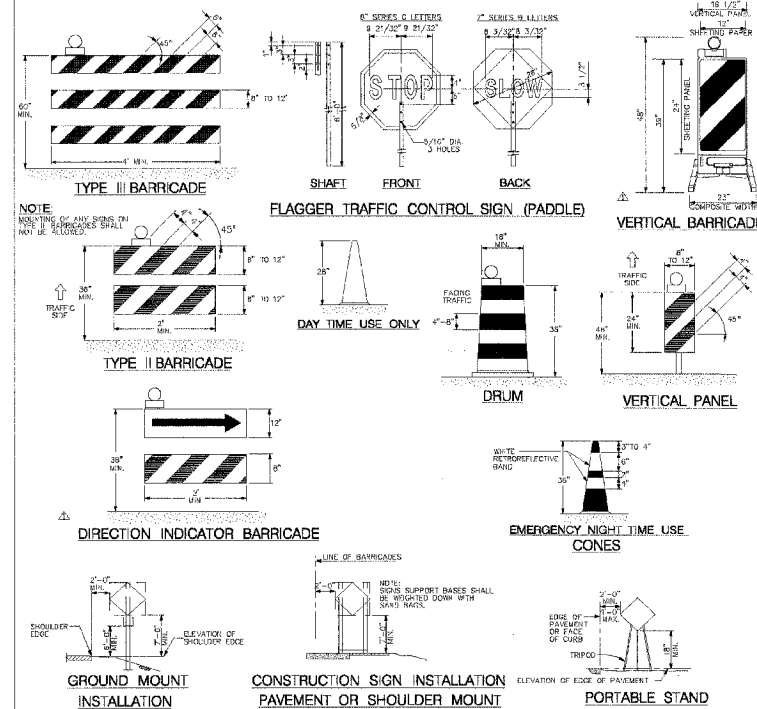
ILLINOIS DEPARTMENT OF TRANSPORTATION

ISTHA STANDARDS

SCALE: VERT. N/A
HORIZ. N/A
DATE SEPTEMBER 14, 2005

DRAWN BY KRL
CHECKED BY PDS

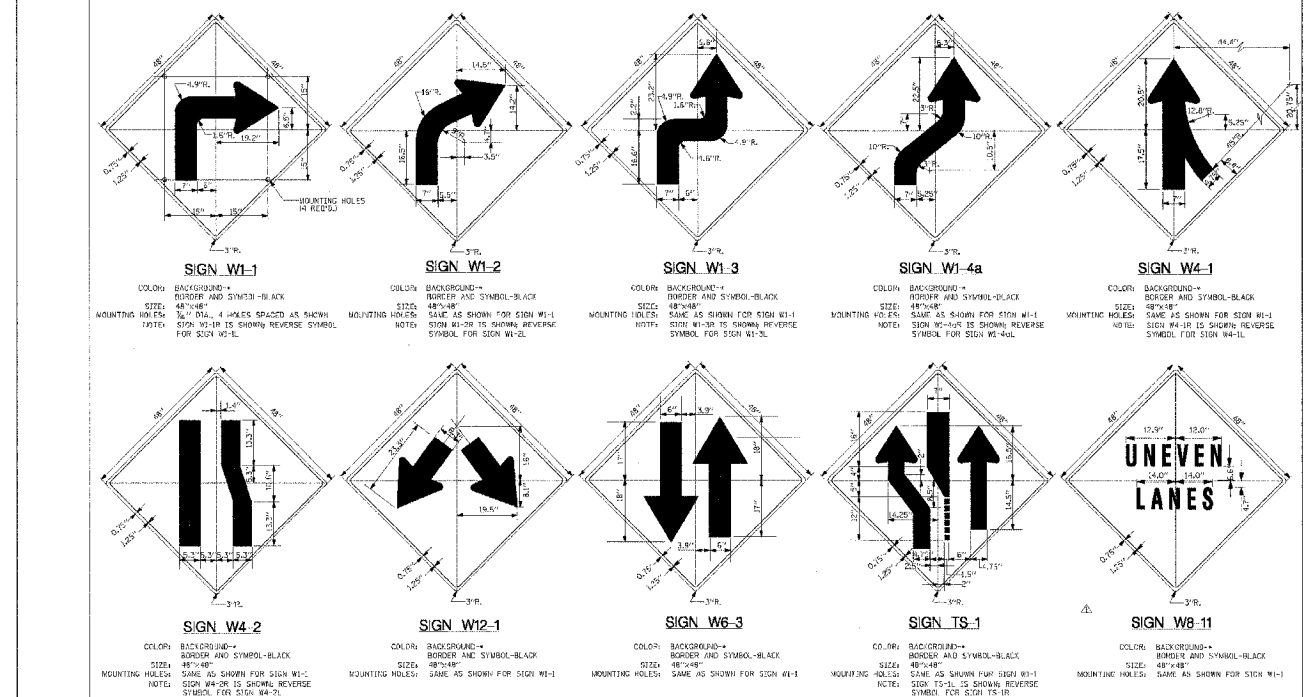
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	279
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



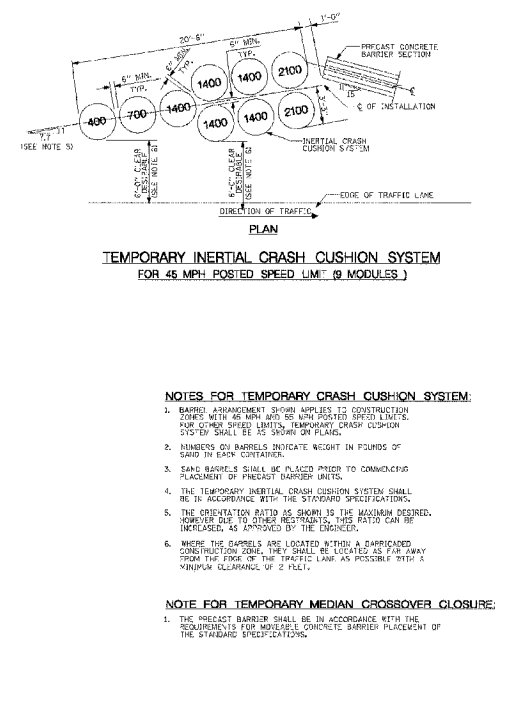
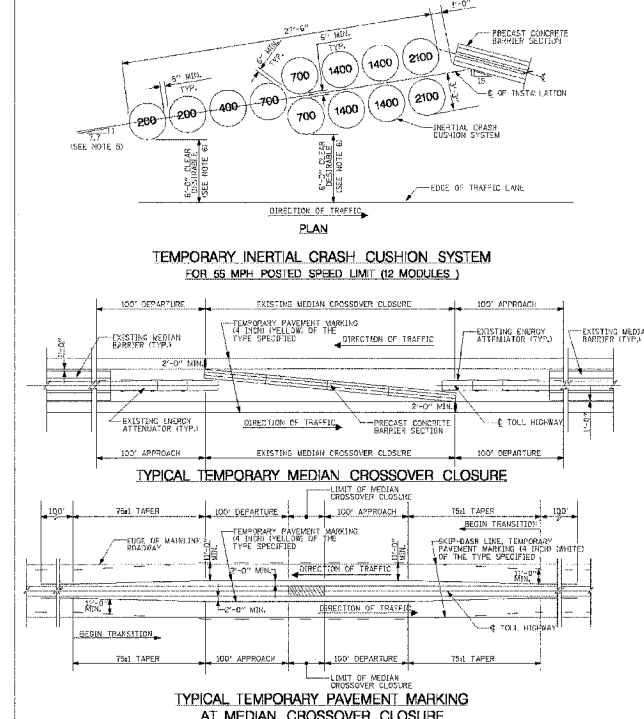
GENERAL NOTES:

- UNLESS OTHERWISE NOTED, TYPE A REFLECTIVE SHEETING SHALL BE USED FOR TYPE II BARRICADES, DRUMS AND VERTICAL PANELS.
- ONLY NON-METALLIC DRUMS OR TYPE II BARRICADES SHALL BE USED FOR LOW TRAFFIC VOLUMES. THESE DEVICES SHALL NOT BE INTERMIXED WITH AN INDIVIDUAL STOP OR SLOW SIGN. CONES MAY BE USED FOR SHORT TERM CLOSURES (FROM SUNRISE TO 1 HOUR BEFORE SUNSET). VERTICAL PANELS ARE TO BE USED AS SHOWN ON THE PLANS OR SPECIFIED BY THE ENGINEER. TYPE II BARRICADES ARE TO BE USED FOR ROAD CLOSURES AND SHALL NOT BE USED FOR DELINEATION OR CHANNELIZATION.
- ALL HEIGHTS SHOWN ARE MEASURED ABOVE THE PAVEMENT SURFACE. DEVICES PLACED ADJACENT TO A TRAFFIC LANE IN AN EXHAUSTED AREA 8 FEET OR DEEPER SHALL HAVE LEGS EXTENDED TO PROVIDE THE DESIRED HEIGHT ABOVE THE PAVEMENT AS SHOWN.
- ALL BARRICADES AND VERTICAL PANELS SHALL HAVE ALTERNATING REFLECTORIZED WHITE AND REFLECTORIZED ORANGE STRIPES PLACED OVER THE SIGN AT 45° TO THE SIDE OF EACH PARTY. ALL TYPE II BARRICADES SHALL BE PLACED ON BOTH SIDES OF THE TRAFFIC APPROACHES FROM EITHER DIRECTION. VERTICAL PANELS PLACED ON THE OUTSIDE OF CURVES SHALL BE STRIPPED ON BOTH SIDES.
- DRUMS SHALL BE NON-METALLIC AND HAVE ALTERNATING REFLECTORIZED ORANGE AND REFLECTORIZED WHITE HORIZONTAL CIRCUMFERENTIAL STRIPES AS SHOWN. THESE SHALL BE PLACED TO THE CENTER LINE AND THE CENTER OF EACH CURVE. THEY SHALL BE NO MORE THAN 2 1/2 FEET IN ALL FOUR HORIZONTAL PORTIONS OF THE DRUM. THE STRIPES SHALL BE 1 1/2 INCHES WIDE AND 1 1/2 INCHES HIGH. EACH STRIPE SHALL BE PLACED ON A SURFACE TO PROVIDE STABILITY. STRIPES MAY BE PLACED TO PROVIDE STABILITY WITH JUST ENOUGH SAND, OR OTHER MATERIAL TO PROVIDE STABILITY.
- FRAMES FOR TYPE II BARRICADES SHALL BE NON-METALLIC, PROVIDE A STABLE STRUCTURE AND HAVE THE LEGS STRIPPED FOR 4" TYPICAL. CONES, THE PROVISIONAL COLOR FOR NON-REFLECTORIZED BARRICADE COMPONENTS SHALL BE ORANGE OR WHITE.
- TYPE II BARRICADES SHALL NOT HAVE ANY VERTICAL OR SLANTING SUPPORTS HEAVIER THAN 1/2" X 1/2" LAMINAR OR 2" X 2" STEEL ANGLES. SIGNS SHALL NOT BE CARRIED ON TYPE II BARRICADES.
- MINIMUM HEIGHT SHALL BE 7' FOR 24" HIGH CONES WITH A MINIMUM OF 60 PERCENT OF THE TOTAL HEIGHT IN THE BASE.
- BARRICADES MAY BE IDENTIFIED WITH A LEGEND THAT DOES NOT EXCEED ONE HIGH IN HEIGHT ON A NON-REFLECTIVE SURFACE IN A LOCATION NOT VISIBLE TO TRAFFIC.
- HEIGHTS OF CONCRETE, STONE OR BRICK WILL NOT BE ALLOWED AND ALL HEIGHTS OTHER THAN SHOWN MUST BE HEAVILY ATTACHED TO THE BARRICADES AS CLOSE TO THE GROUND AS POSSIBLE. NO WEIGHTS WILL BE ALLOWED ON THE TOP RAIL OF BARRICADES. SHAPES MAY BE PLACED ON THE BARRICADES OVER THE STRIPPED BOTTOM SURFACE TO PROVIDE STABILITY. THE BARRICADES SHALL BE IDENTIFIED WITH A LEGEND SO THAT THE SIGN IS AT LEAST 18" BELOW THE TOP OF THE BARRICADE.
- WARNING LIGHTS ON BARRICADES, DRUMS OR VERTICAL PANELS SHALL BE MOUNTED ABOVE THE TOP OF THE DEVICE TO THE SIDE OR UNDER TRAFFIC. LIGHTS SHALL NOT OBSCURE ANY REFLECTORIZED PORTION OF THE DEVICE.
- VERTICAL PANELS MAY BE EITHER PORT MOUNTED FRAME SUPPORTED OR ATTACHED TO THE TOP OF A BARRIER. PORT MOUNTED PANELS SHALL BE FINELY ATTACHED TO LIGHT PROTECTIVE COLOR FOR NON-REFLECTORIZED BARRICADE COMPONENTS SHALL BE ORANGE OR WHITE.
- THE "STOP" FACE SHALL CONSIST OF WHITE LETTERS AND BORDER ON A RED REFLECTORIZED BACKGROUND. THE "SLOW" FACE SHALL CONSIST OF BLACK LETTERS AND BORDER ON A LUMINOUS (ORANGE REFLECTORIZED BACKGROUND). AREAS OUTSIDE THE BORDER SHALL BE LIGHT BLUE OR BLACK. ALL CHARACTERS AND LETTERS SHALL MEET APPLICABLE FEDERAL STANDARDS.
- THE TOP LEFT CORNER OF THE SIGN SHALL BE A CORNER LOCATED 10 INCHES FROM THE BOTTOM OF THE SIGN. THE PORTION OF THE SIGN WITHIN THE SIGN FACE SHALL BE THE SIGN COLOR.
- THE SIGN BASE MATERIAL SHALL BE 3/8" THICK RIBBED ALUMINUM. THE SIGN SHALL BE ATTACHED TO THE STAFF WITH 1/2" RESISTANT HARDWARE.
- THE SIGN SHALL BE SURVEYED BY THE CONTRACTOR AND SHALL BE USED BY THE FLAGGER PLACED IN LINE OF TRAFFIC ON OTHER SIDE OF ROAD.
- CONSTRUCTION SIGNS MOUNTED FOR SHORT TERM CLOSURES, LESS THAN 12 HOURS, MAY BE PLACED ON PORTABLE STANDS AS SHOWN. CONSTRUCTION SIGNS MOUNTED FOR NIGHTTIME OR MOUNTED LONGER THAN A SHORT TERM CLOSURE SHALL BE GROUND, PAVEMENT OR SHOULDER MOUNTED.
- MOUNTING OF ANY SIGNS ON TYPE II BARRICADES SHALL NOT BE ALLOWED.
- ALL NOT DEVICES AND SIGN SUPPORTS SHALL BE CERTIFIED AS MEETING THE REQUIRED TEST LEVEL OF M-809 REPORT 330.

APPROVED: [Signature]	DATE: 5-28-2004	CTE ENGINEERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY	STANDARD SD 04-10A	DRAWING NO. 01
CORNER TORNSAND ENGINEERING DESIGNERS, INC.			2700 DODD AVENUE	STAMPED	PROTECTIVE DEVICES
			DOWNS GROVE, ILLINOIS 60512		



APPROVED: [Signature]	DATE: 5-21-2001	CTE ENGINEERS	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY	STANDARD SD 03-15A	DRAWING NO. 03
CORNER TORNSAND ENGINEERING DESIGNERS, INC.			2700 DODD AVENUE	CONSTRUCTION SIGNS I	
			DOWNS GROVE, ILLINOIS 60512		



NOTES FOR TEMPORARY CRASH CUSHION SYSTEM:

- BARRIERS AND MOUNTING SHALL BE PLACED TO CONFORMANCE WITH THE STANDARD SPECIFICATIONS.
- FOR SOME SPEED LIMITS, TEMPORARY CRASH CUSHION SYSTEM SHALL BE AS SHOWN ON PLANS.
- NUMBERS OF BARRELS INDICATE WEIGHT IN POUNDS OF SAND IN EACH CONTAINER.
- SAND BARRELS SHALL BE PLACED PRIOR TO COMMENCING PLACEMENT OF PRECAST BARRIER SECTIONS.
- THE TEMPORARY INERTIAL CRASH CUSHION SYSTEM SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- THE CONSTRUCTION RATIO AS SHOWN IS THE MAXIMUM PERMITTED. HOWEVER DUE TO OTHER RESTRAINTS, THIS RATIO CAN BE DECREASED AS APPROVED BY THE ENGINEER.
- WHERE THE BARRELS ARE LOCATED WITHIN A DEDICATED CONSTRUCTION ZONE, THEY SHALL BE LOCATED AS FAR AWAY FROM THE EDGE OF THE TRAFFIC LANE AS POSSIBLE WITH A MINIMUM CLEARANCE OF 2 FEET.

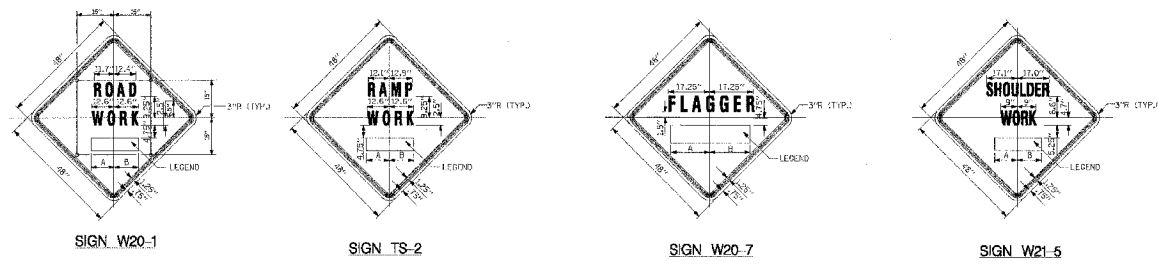
NOTE FOR TEMPORARY MEDIAN CROSSOVER CLOSURE:

- THE PRECAST BARRIER SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS FOR MODULAR CONCRETE BARRIER PLACEMENT OF THE STANDARD SPECIFICATIONS.

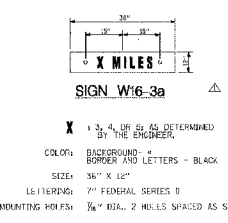
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CORNER TORNSAND ENGINEERING DESIGNERS, INC.			2700 DODD AVENUE	CRASH CUSHION SYSTEMS AND MEDIAN CROSSOVER CLOSURE DETAILS	
			DOWNS GROVE, ILLINOIS 60512		

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		ISTHA STANDARDS SCALE: VERT. N/A HORIZ. N/A DATE: SEPTEMBER 14, 2005 DRAWN BY: KRL CHECKED BY: PDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	280
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



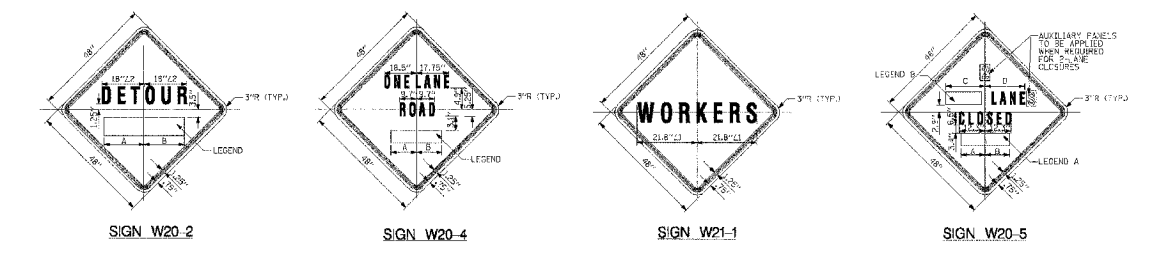
SIGN NO.	LEGEND	A	B
R20-1A	1 MILE	15.50"	15.50"
R20-2A	500 FT	14.25"	14.25"
R20-3A	1000 FT	14.88"	15.75"
R20-4A	1500 FT	14.88"	16.75"
R20-5A	1 MILE	15.50"	15.50"
R20-6A	2 MILE	15.50"	15.50"



SIGN NO.	LEGEND	A	B
TS-23	500 FT	14.25"	14.25"
TS-22	1000 FT	14.88"	15.75"
TS-20	1500 FT	14.88"	16.75"
TS-21	1 MILE	15.50"	15.50"
TS-21	1 MILE	15.50"	15.50"

NOTES:
 DIMENSIONS INDICATED THUS ARE BASED ON A REDUCTION IN STANDARD LETTERING SPACING AS SHOWN BELOW.
 (1) SPACING REDUCED BY 20%
 (2) SPACING REDUCED BY 40%
 (3) SPACING REDUCED BY 50%
 **FLUORESCENT ORANGE TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATIONS
 SEE STANDARD DRAWINGS SD XX-118 (SHEET 1 OF 2) FOR ADDITIONAL STANDARD CONSTRUCTION SIGNS (1)

APPROVED: [Signature] DATE: 5-28-2001
CTE ENGINEERS
 CONSULTING ENGINEERS, INC.
 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2300 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515

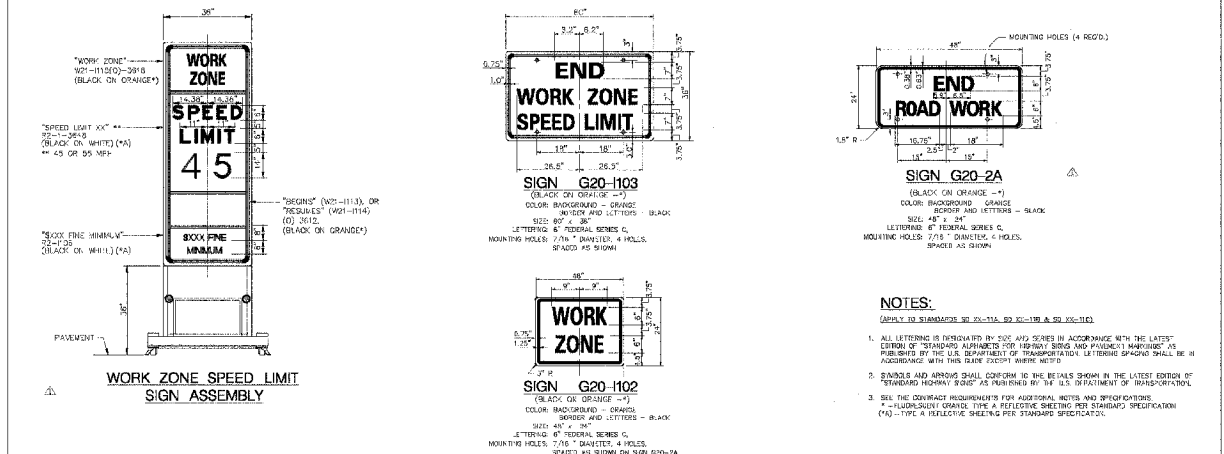
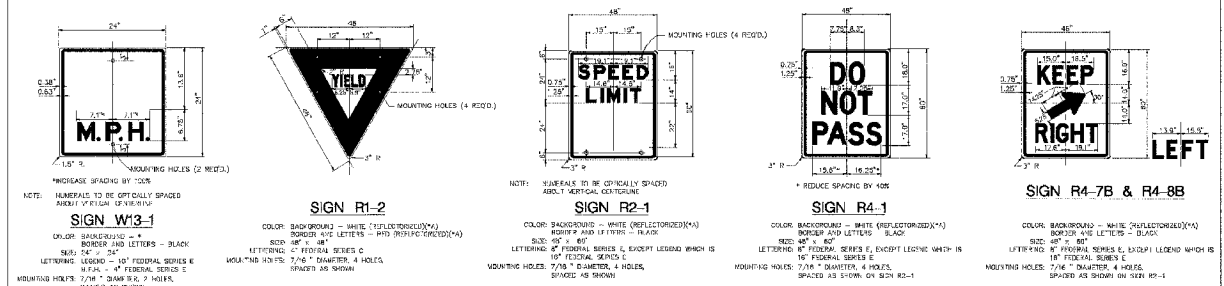


SIGN NO.	LEGEND	A	B
W20-2A	AHEAD	17.44"	17.44"
W20-2B	500 FT	16.25"	17.25"
W20-2C	1000 FT	17.00"	18.00"
W20-2D	1500 FT	17.00"	19.00"
W20-2E	1 MILE	18.00"	18.00"
W20-2F	1 MILE	18.00"	18.00"

SIGN NO.	LEGEND	A	B
W20-5A	RIGHT	13.00"	19.00"
W20-5B	LEFT	17.44"	17.44"
W20-5C	LEFT	20.38"	19.38"

NOTES:
 DIMENSIONS INDICATED THUS ARE BASED ON A REDUCTION IN STANDARD LETTERING SPACING AS SHOWN BELOW.
 (SEE NOTE 1 ON STANDARD SD XX-112)
 (1) SPACING REDUCED BY 20%
 (2) SPACING REDUCED BY 40%
 (3) SPACING REDUCED BY 50%
 **FLUORESCENT ORANGE TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATIONS
 ALSO SEE STANDARD DRAWINGS SD XX-118 (SHEET 1 OF 2) FOR ADDITIONAL STANDARD CONSTRUCTION SIGNS (1)

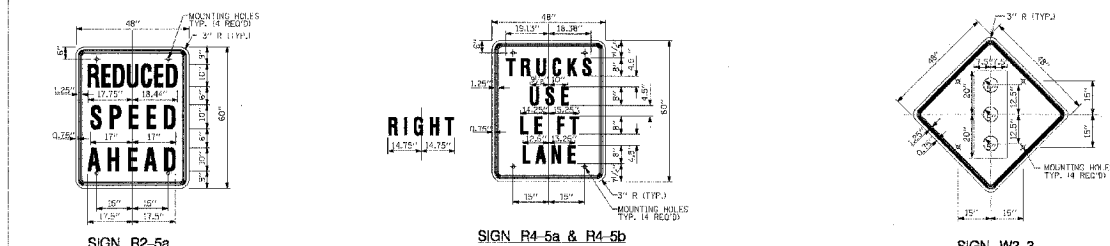
APPROVED: [Signature] DATE: 11-03-2001
CTE ENGINEERS
 CONSULTING ENGINEERS, INC.
 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2300 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515



APPROVED: [Signature] DATE: 5-28-2001
CTE ENGINEERS
 CONSULTING ENGINEERS, INC.
 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2300 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		ISTHA STANDARDS SCALE: VERT. N/A HORIZ. N/A DATE: SEPTEMBER 14, 2005

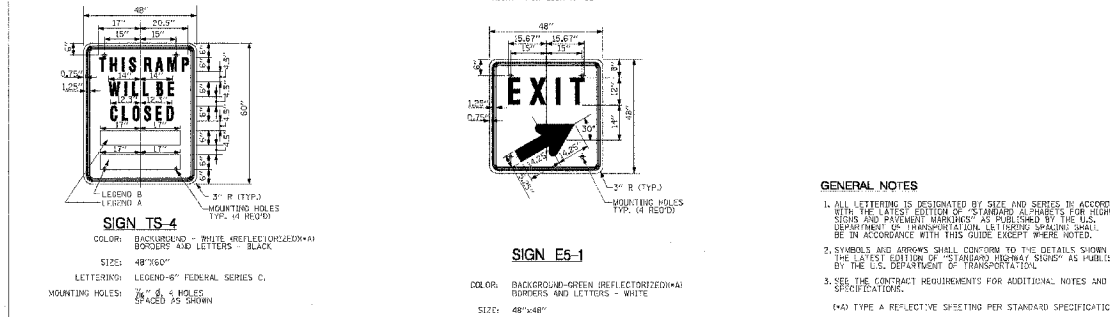
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	281
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SIGN R2-5a
 COLOR: BACKGROUND-WHITE, REFLECTORIZED(1A) BORDERS AND LETTERS-BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 10" FEDERAL SERIES C, 20" FEDERAL SERIES B
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN

SIGN R4-5a & R4-5b
 COLOR: BACKGROUND-WHITE, REFLECTORIZED(1A) BORDERS AND LETTERS-BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 8" FEDERAL SERIES D
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN
 NOTE: SIGN R4-5a IS SHOWN, SUBSTITUTE LEGEND "RIGHT" FOR SIGN R4-5b

SIGN W3-3
 COLOR: BACKGROUND - YELLOW, REFLECTORIZED(1A) SYMBOL, AND LEGEND BLACK NON-REFLECTORIZED(1) TOP CIRCLE - RED, REFLECTORIZED(1) BOTTOM CIRCLE - GREEN, REFLECTORIZED(1A)
 SIZE: 48"x48"
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN



SIGN TS-4
 COLOR: BACKGROUND - WHITE, REFLECTORIZED(1A) BORDERS AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 10" FEDERAL SERIES C, 20" FEDERAL SERIES B
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN

SIGN E5-1
 COLOR: BACKGROUND-GREEN, REFLECTORIZED(1A) BORDERS AND LETTERS - WHITE
 SIZE: 48"x48"
 LETTERING: 10" FEDERAL SERIES D
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN

SIGN TS-6
 COLOR: BACKGROUND - WHITE, REFLECTORIZED(1A) BORDERS AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: 10" FEDERAL SERIES C
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN

GENERAL NOTES

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

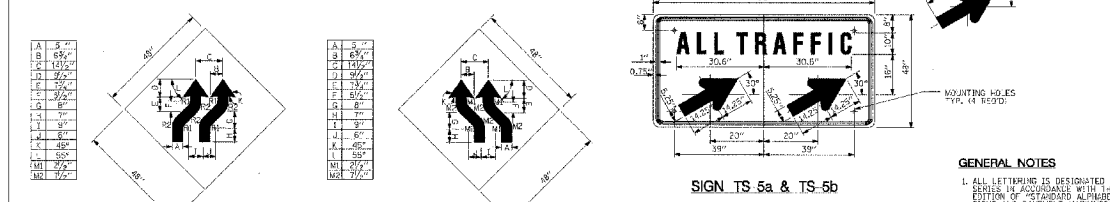
APPROVED: [Signature] DATE: 11-03-2003

CTE ENGINEERS
 CONSULTING ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2000 DOBSON AVENUE
 DOWNERS GROVE, ILLINOIS 60515

NO.	DATE	DESCRIPTION	STANDARD	DRAWING NO.
1		CONSTRUCTION	SD 03-1D	E7
2		SIGNS IX		OP

SHEET 1 OF 2



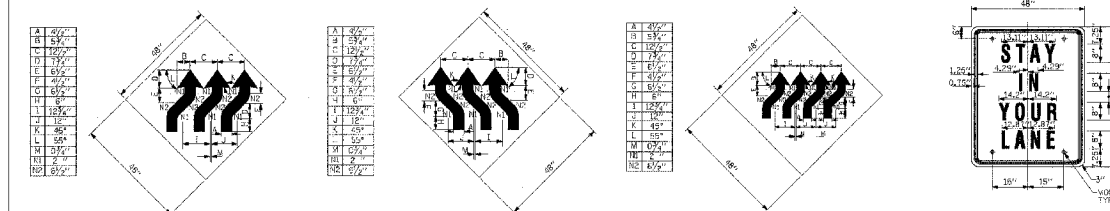
SIGN WI-4BR
 COLOR: BACKGROUND - FLUORESCENT ORANGE, TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATION BORDERS AND LETTERS-BLACK
 SIZE: 48" x 48"

SIGN WI-4BL
 COLOR: BACKGROUND - FLUORESCENT ORANGE, TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATION BORDERS AND LETTERS-BLACK
 SIZE: 48" x 48"

SIGN TS-5a & TS-5b
 COLOR: BACKGROUND - WHITE, REFLECTORIZED(1A) BORDERS AND LETTERS-BLACK ARROW-BLACK
 SIZE: 96"x48"
 LETTERING: 20" FEDERAL SERIES D
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN
 NOTE: SIGN TS-5a IS SHOWN, SUBSTITUTE LEGEND "LEFT" FOR SIGN TS-5b

GENERAL NOTES

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



SIGN WI-4CR
 COLOR: BACKGROUND FLUORESCENT ORANGE, TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATION BORDERS AND LETTERS-BLACK
 SIZE: 48" x 48"

SIGN WI-4CL
 COLOR: BACKGROUND FLUORESCENT ORANGE, TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATION BORDERS AND LETTERS-BLACK
 SIZE: 48" x 48"

SIGN WI-4DR
 COLOR: BACKGROUND FLUORESCENT ORANGE, TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATION BORDERS AND LETTERS-BLACK
 SIZE: 48" x 48"

SIGN TS-3
 COLOR: BACKGROUND-WHITE, REFLECTORIZED(1A) BORDERS AND LETTERS-BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 8" FEDERAL SERIES D
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN

GENERAL NOTES

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

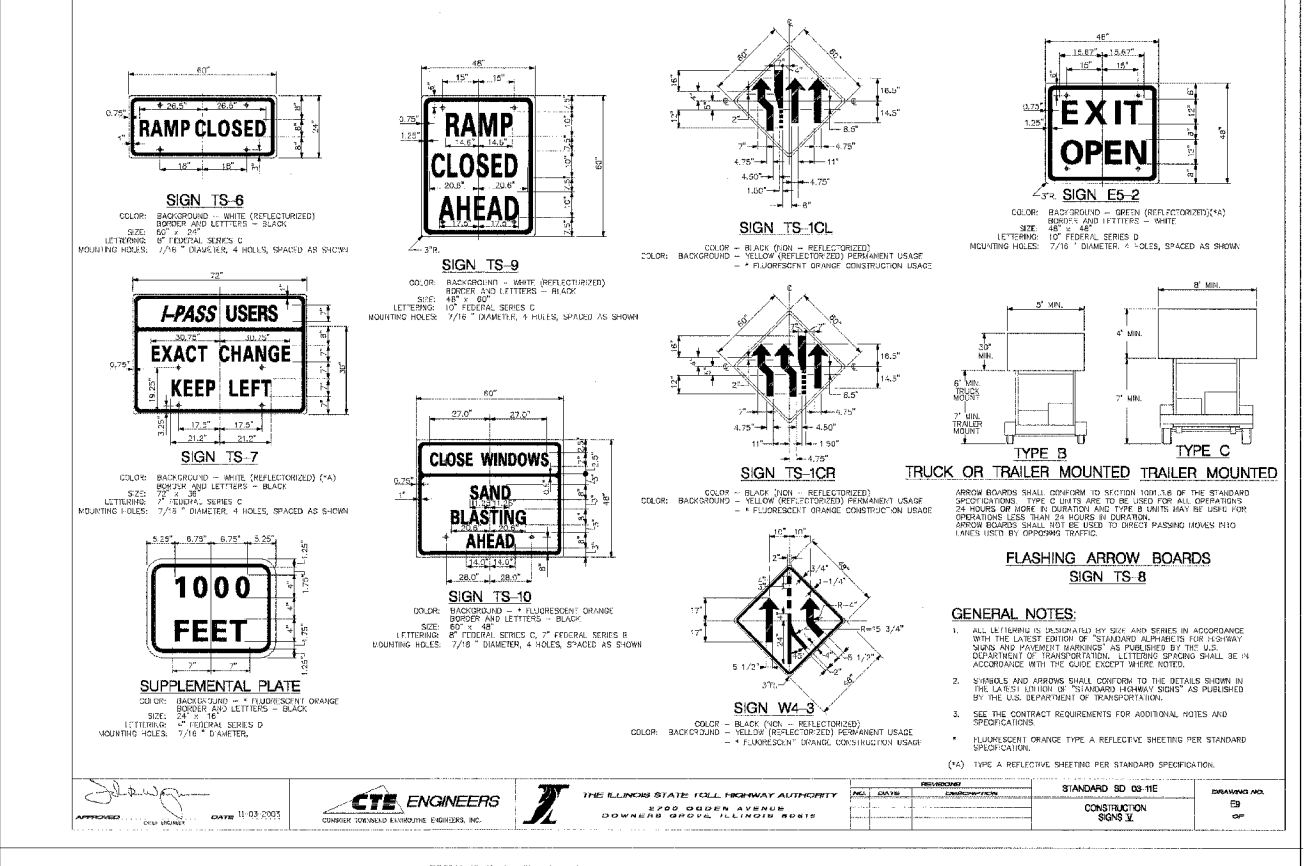
APPROVED: [Signature] DATE: 11-03-2003

CTE ENGINEERS
 CONSULTING ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2000 DOBSON AVENUE
 DOWNERS GROVE, ILLINOIS 60515

NO.	DATE	DESCRIPTION	STANDARD	DRAWING NO.
1		CONSTRUCTION	SD 03-1D	E8
2		SIGNS IX		OP

SHEET 2 OF 2



SIGN TS-7
 COLOR: BACKGROUND - WHITE, REFLECTORIZED(1A) BORDERS AND LETTERS - BLACK
 SIZE: 72" x 36"
 LETTERING: 2" FEDERAL SERIES C
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN

SIGN TS-9
 COLOR: BACKGROUND - WHITE, REFLECTORIZED(1A) BORDERS AND LETTERS - BLACK
 SIZE: 48" x 60"
 LETTERING: 10" FEDERAL SERIES C
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN

SIGN TS-10
 COLOR: BACKGROUND - FLUORESCENT ORANGE BORDERS AND LETTERS - BLACK
 SIZE: 60" x 48"
 LETTERING: 10" FEDERAL SERIES C, 2" FEDERAL SERIES B
 MOUNTING HOLES: 7/8" DIA, 4 HOLES, SPACED AS SHOWN

SIGN TS-1CR
 COLOR: BACKGROUND - BLACK (10A) - REFLECTORIZED(1A) YELLOW, REFLECTORIZED(10) PERMANENT USAGE - FLUORESCENT ORANGE CONSTRUCTION USAGE

SIGN TS-8
 COLOR: BACKGROUND - BLACK (10A) - REFLECTORIZED(1A) YELLOW, REFLECTORIZED(10) PERMANENT USAGE - FLUORESCENT ORANGE CONSTRUCTION USAGE

SIGN W4-3
 COLOR: BACKGROUND - BLACK (10A) - REFLECTORIZED(1A) YELLOW, REFLECTORIZED(10) PERMANENT USAGE - FLUORESCENT ORANGE CONSTRUCTION USAGE

SUPPLEMENTAL PLATE
 COLOR: BACKGROUND - FLUORESCENT ORANGE BORDERS AND LETTERS - BLACK
 SIZE: 34" x 16"
 LETTERING: 2" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA, 2 HOLES

APPROVED: [Signature] DATE: 11-03-2003

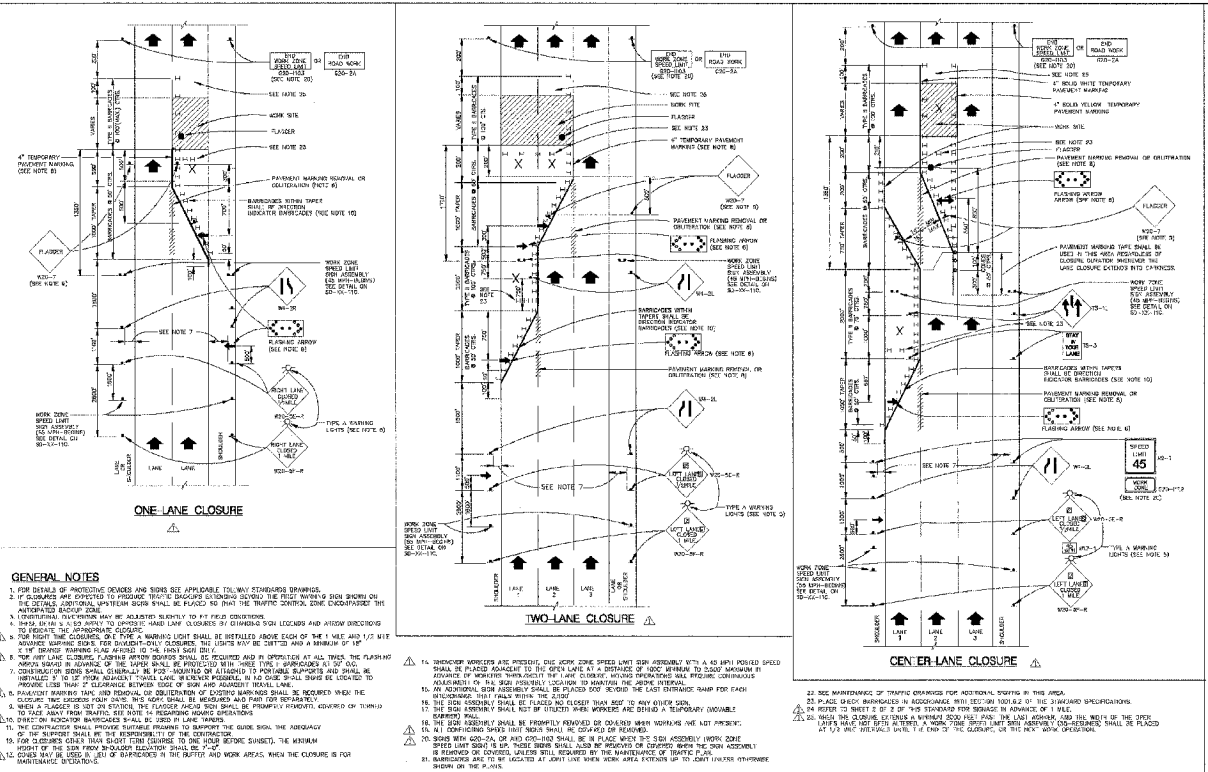
CTE ENGINEERS
 CONSULTING ENGINEERS, INC.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2000 DOBSON AVENUE
 DOWNERS GROVE, ILLINOIS 60515

NO.	DATE	DESCRIPTION	STANDARD	DRAWING NO.
1		CONSTRUCTION	SD 03-1E	E9
2		SIGNS IX		OP

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		ISTHA STANDARDS SCALE: VERT. N/A HORIZ. N/A DATE: SEPTEMBER 14, 2005 DRAWN BY: KRL CHECKED BY: PDS

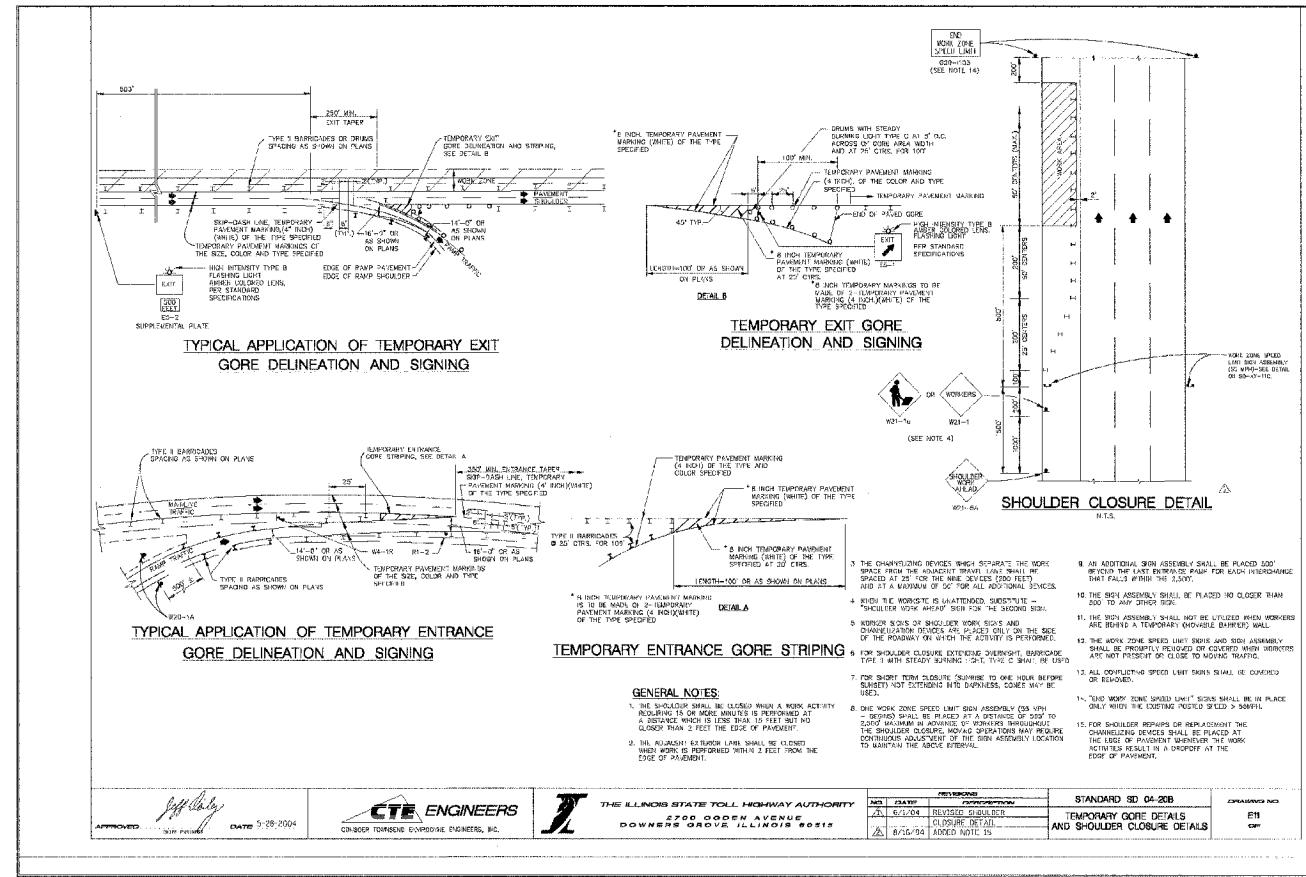
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	282
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



GENERAL NOTES

- FOR DETAILS OF PROTECTIVE DEVICES AND SIGNS SEE APPLICABLE TO HIGHWAY SIGNING SPECIFICATIONS.
- IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUP, CONSTRUCTION SIGNS SHOULD BE PLACED TO ADVISE DRIVERS OF THE PRESENT SITUATION, THE LOCATION OF THE CLOSURE, THE TYPE OF CLOSURE, AND THE TYPE OF CLOSURE.
- CONSTRUCTION SIGNS SHOULD BE PLACED TO ADVISE DRIVERS OF THE PRESENT SITUATION, THE LOCATION OF THE CLOSURE, THE TYPE OF CLOSURE, AND THE TYPE OF CLOSURE.
- CONSTRUCTION SIGNS SHOULD BE PLACED TO ADVISE DRIVERS OF THE PRESENT SITUATION, THE LOCATION OF THE CLOSURE, THE TYPE OF CLOSURE, AND THE TYPE OF CLOSURE.

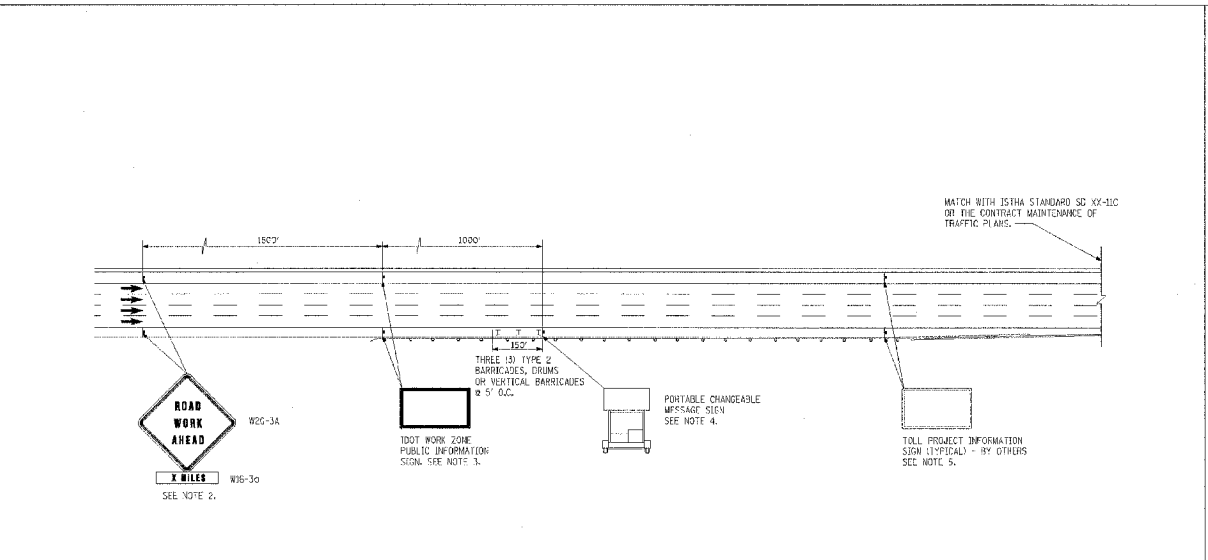
APPROVED: [Signature]	DATE: 5-28-2004	CTE ENGINEERS CONSULTING ENGINEERS, INC.	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 220 SOUTH AVENUE DOWNERS GROVE, ILLINOIS 60515	STANDARD SD 04-20A LANE CLOSURE DETAILS	DRAWING NO. E10 OF
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GENERAL NOTES

- THE SHOULDER SHALL BE CLOSED WITH A WORK ZONE SPEED LIMIT SIGN ASSEMBLY (S1) WITH A MESSAGE OF 20 MPH.
- THE SHOULDER SHALL BE CLOSED WITH A WORK ZONE SPEED LIMIT SIGN ASSEMBLY (S1) WITH A MESSAGE OF 20 MPH.
- THE SHOULDER SHALL BE CLOSED WITH A WORK ZONE SPEED LIMIT SIGN ASSEMBLY (S1) WITH A MESSAGE OF 20 MPH.
- THE SHOULDER SHALL BE CLOSED WITH A WORK ZONE SPEED LIMIT SIGN ASSEMBLY (S1) WITH A MESSAGE OF 20 MPH.

APPROVED: [Signature]	DATE: 5-28-2004	CTE ENGINEERS CONSULTING ENGINEERS, INC.	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 220 SOUTH AVENUE DOWNERS GROVE, ILLINOIS 60515	STANDARD SD 04-20B TEMPORARY EXIT GORE DELINEATION AND SHOULDER CLOSURE DETAILS	DRAWING NO. E11 OF
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NOTES

- THE ADVANCE SIGNAGE SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSURES ONE OR MORE LANES, OR IS REQUIRED TO SHIFT THE LABEL ALIGNMENT, THE "ROAD WORK AHEAD" SIGN, WORK ZONE PUBLIC INFORMATION SIGN, AND PORTABLE CHANGEABLE MESSAGE SIGN ARE STATIONARY.
- THE ROAD CONSTRUCTION AHEAD SIGN (W20-34), WITH W20-30 SUPPLEMENTAL PLATE SHALL BE LOCATED 100 FT IN ADVANCE OF THE PROJECT LIMITS, WITH THE LOCATION BEING DETERMINED BY THE ENGINEER.
- THE WORK ZONE PUBLIC INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IODOT'S OFFICE OF OPERATIONS (217-782-2076).
- THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED TO DISPLAY THE STATUS OF LANE WITHIN THE CONTRACT LIMITS. THE PRIMARY MESSAGES SHALL BE: "ROAD WORK AHEAD", "LEFT LANE (S) CLOSED", "X MILES AHEAD", "LANES OPEN", "ALL LANES OPEN".
- THE TOLL PROJECT INFORMATION SIGN SHALL BE INSTALLED ALONG THE OUTSIDE SHOULDER WITH THE ADVANCE SIGNS LOCATED BETWEEN THE PORTABLE CHANGEABLE MESSAGE SIGN AND THE "ROAD WORK - 1 MILE AHEAD" SIGN. THE ENGINEER AND CONTRACTOR SHALL COORDINATE WITH THE AUTHORITY REGARDING THE LOCATION OF THESE SIGNS, AND NOTIFY THE AUTHORITY OF ANY DAMAGE TO THE SIGNS OR SUPPORTS.

APPROVED: [Signature]	DATE: 5-28-2004	CTE ENGINEERS CONSULTING ENGINEERS, INC.	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 220 SOUTH AVENUE DOWNERS GROVE, ILLINOIS 60515	STANDARD SD 04-20A LANE CLOSURE DETAILS ADVANCE SIGNAGE	DRAWING NO. E12 OF
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REVISIONS		DATE
NAME		

ILLINOIS DEPARTMENT OF TRANSPORTATION

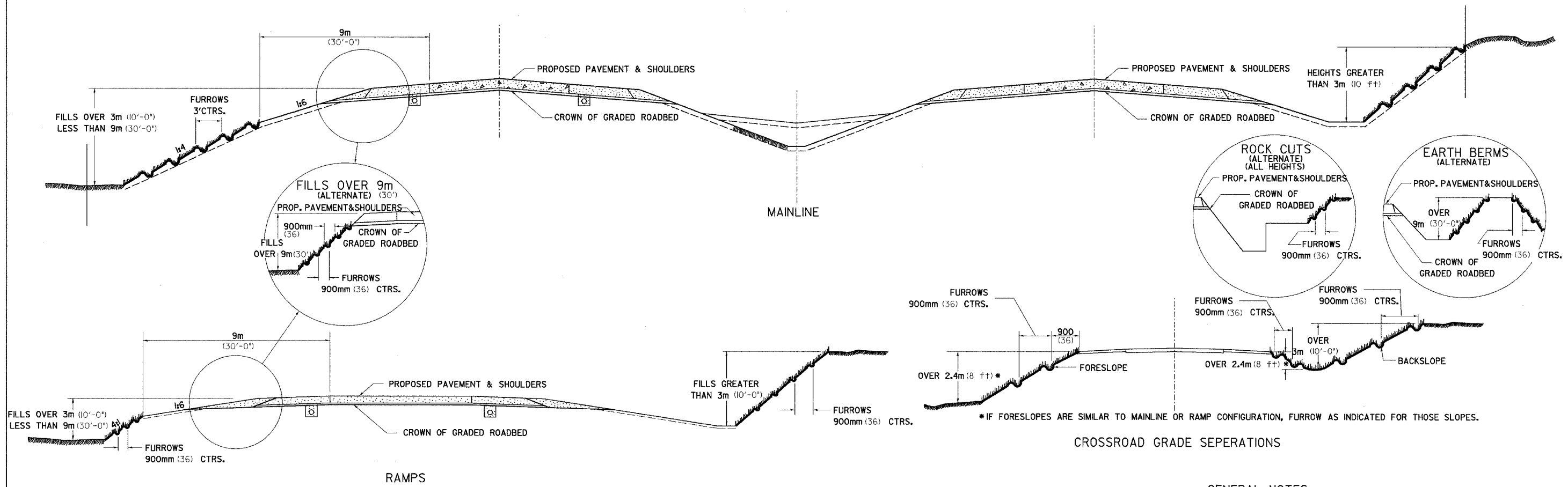
ISTHA STANDARDS

SCALE: VERT. N/A
HORIZ. N/A
DATE: SEPTEMBER 14, 2005

DRAWN BY: KRL
CHECKED BY: PDS

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	284
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TYPICAL FURROWED ROADWAY SLOPES



*IF FORESLOPES ARE SIMILAR TO MAINLINE OR RAMP CONFIGURATION, FURROW AS INDICATED FOR THOSE SLOPES.

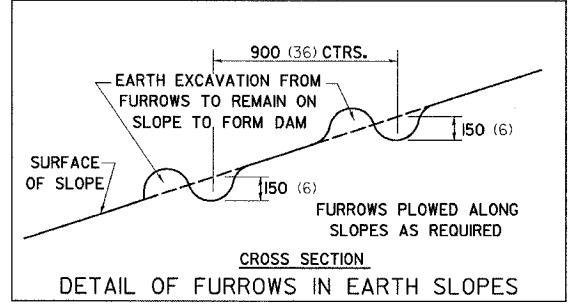
CROSSROAD GRADE SEPERATIONS

GENERAL NOTES

IN GENERAL, THE ENTIRE EARTH SURFACE WITHIN THE RIGHT-OF-WAY SHALL BE SEEDED AND MULCHED.
 NO AGRICULTURAL GROUND LIMESTONE SHALL BE APPLIED TO THE GRADED ROADBED.
 FORESLOPES AND/OR BACKSLOPES 3m (10 ft) OR LESS IN HEIGHT WILL NOT REQUIRE FURROWING UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
 FORESLOPES AND/OR BACKSLOPES OVER 3m (10 ft) IN HEIGHT SHALL BE FURROWED. THE OPERATION SHALL INCLUDE FINISHING THE SLOPES TO FINAL LINE AND GRADE, AS SHOWN ON THE CROSS SECTIONS BEFORE FURROWING IS DONE. FURROWS SHALL BE PLOWED ALONG A LEVEL LINE CONFORMING TO THE CONTOURS OF THE SLOPE. THE COST OF FURROWING SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SEQUENCE AND OPERATION FOR SEEDING, MULCHING AND FURROWING OF ROADWAY SLOPES:

1. SPREAD FERTILIZER AND AGRICULTURAL GROUND LIMESTONE.
2. PERFORM THE OPERATION OF GROUND PREPARATION.
3. PLOW FURROWS.
4. PERFORM THE OPERATION OF SEEDING. THE SEED SHALL BE SOWN ON THE SURFACE OF THE PREPARED GROUND AFTER FURROWING.
- 4A. THE OPERATION OF COVERING THE SEED, BY HARROWING OR OTHER MEANS, SHALL BE PERFORMED ONLY IF SO DIRECTED BY THE ENGINEER AND SHALL BE INCIDENTAL OF THE ITEM OF SEEDING.
5. SECTION 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS NOTED HEREIN.

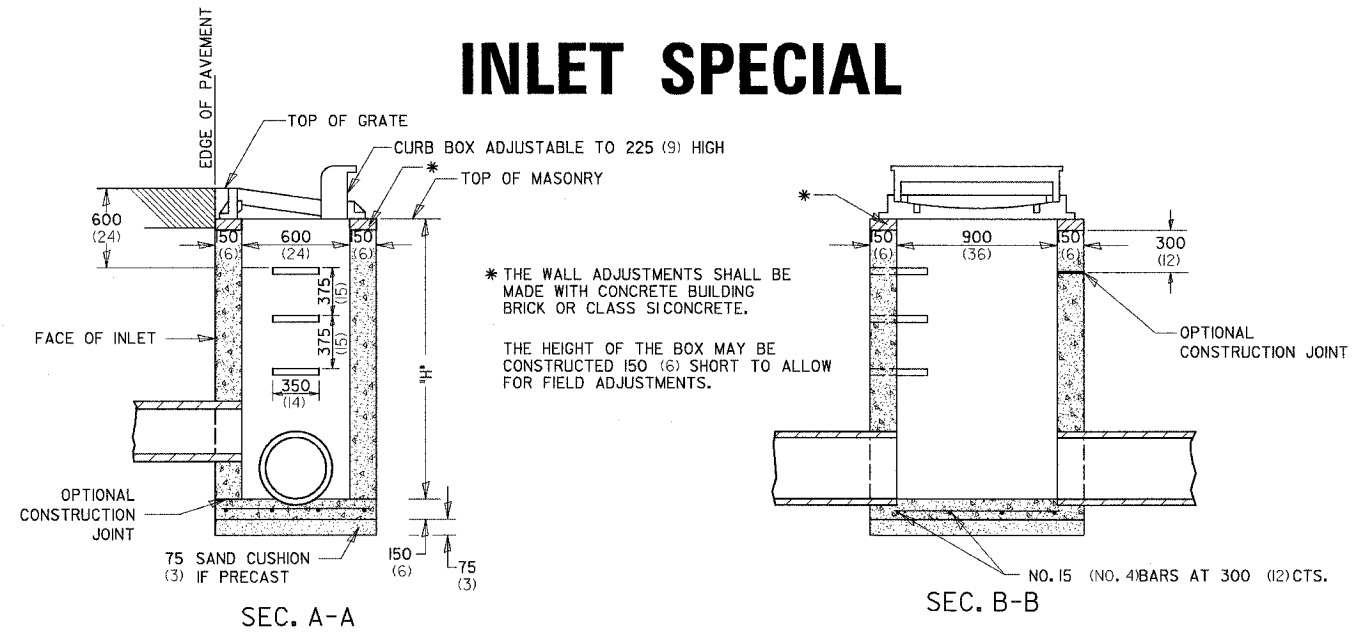


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
 UNLESS OTHERWISE NOTED.

PLOT DATE = 04/27/88
 FILE NAME = W11E1E
 PLOT SCALE = 1/8"=1'-0"
 REFERENCE = 00000

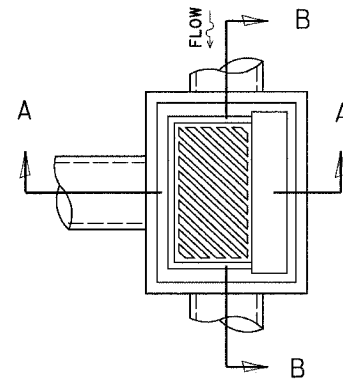
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	285
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

INLET SPECIAL



SEC. A-A

SEC. B-B



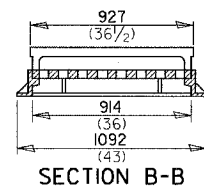
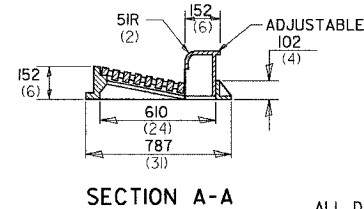
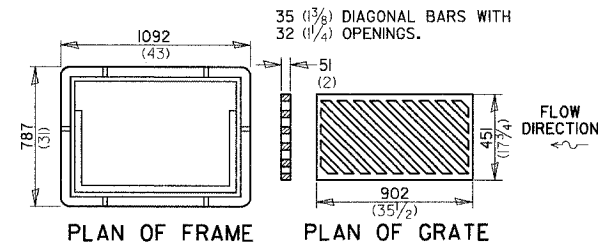
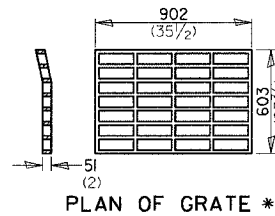
NOTES

- SEE STANDARD 602701 FOR DETAILS OF STEPS.
- EXCEPT AS NOTED HEREON INLET SPECIAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.
- THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTED SECTIONS.
- ALL VOIDS AROUND PIPE ENTRANCE, BOTH INSIDE AND OUTSIDE, SHALL BE SEALED WITH MORTAR.
- WEIGHT OF CAST IRON FRAME & GRATE = 240 kg (530 lbs.) ±. STEPS SHALL BE OMITTED WHEN DEPTH OF "H" IS LESS THAN 1.5 m (5 ft) .

DETAIL OF FRAME & GRATE

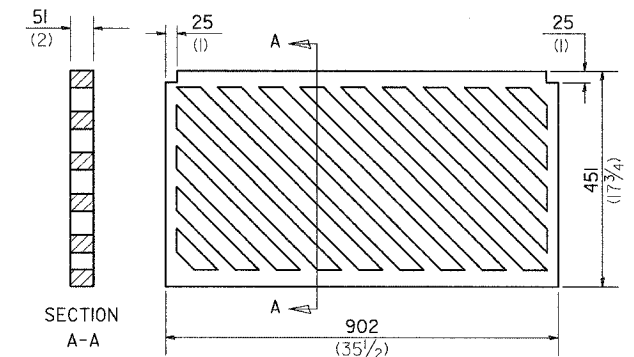
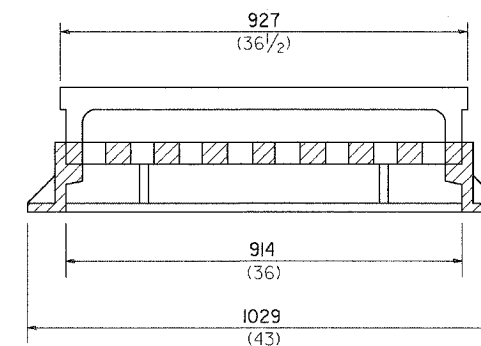
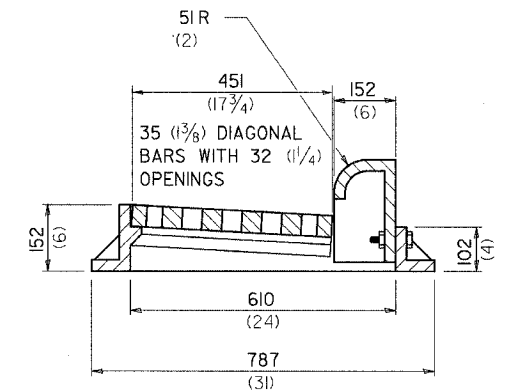
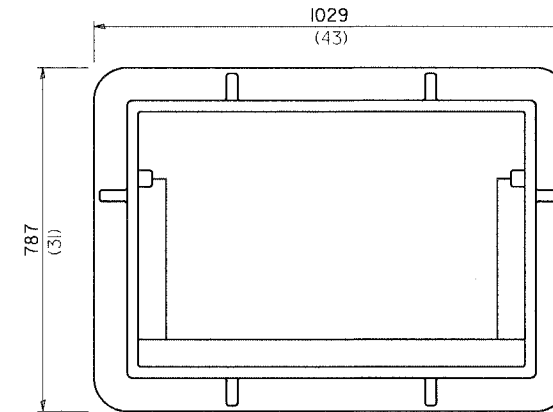
NOTES

- CLASS SICONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 504.01 THRU 504.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT CONCRETE STRENGTH SHALL BE 27.5 MPa (4,000 psi) AFTER 28 DAYS.
- THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL SHALL INCLUDE THE COST OF CONSTRUCTING THE INLET BOX, FURNISHING AND INSTALLING THE FRAME AND GRATE, THE CAST IRON STEPS (IF USED), THE PRECAST FLOOR SLABS, SAND CUSHION (WHEN USED) AND REINFORCEMENT BARS.



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

FRAME AND GRATE FOR INLET SPECIAL

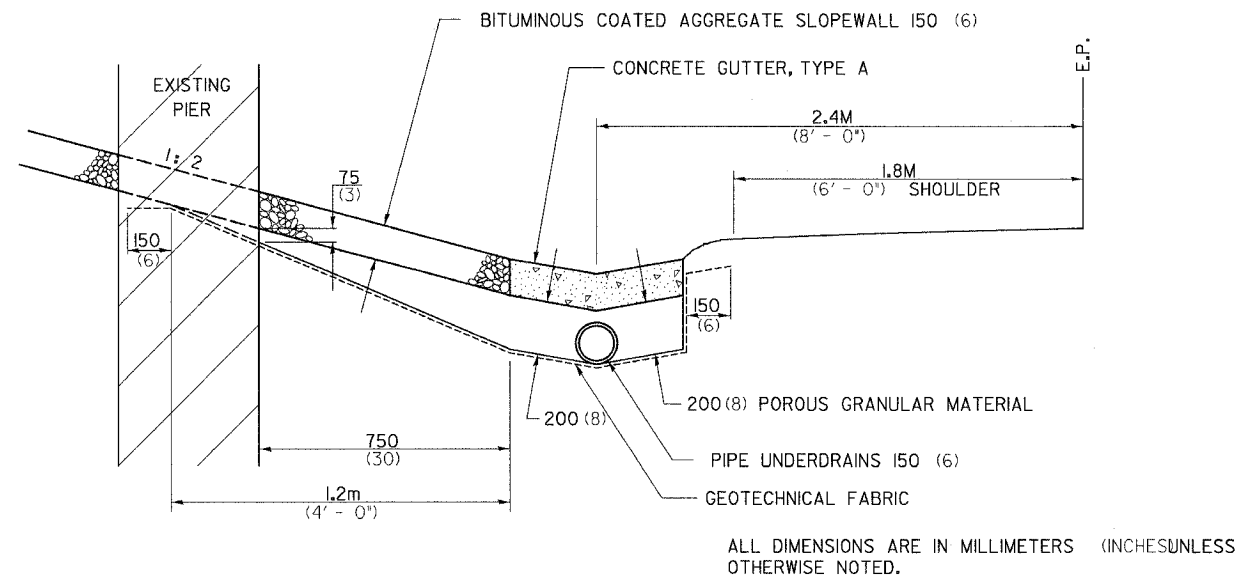


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

R 3067
APPROXIMATE WEIGHT - 231 Kg. (510 LBS.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	286
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

AGGREGATE SLOPEWALL DRAIN



AGGREGATE SLOPEWALL DRAIN 19.4

REVISED 5-4-94

LETTERING FOR NAME PLATE

STATION
 BUILT 200 BY
 STATE OF ILLINOIS
 RTE. SEC.
 FA PROJECT
 LOADING HS 20
 STR. NO.

SEE STD. 515001

DESIGNERS NOTE

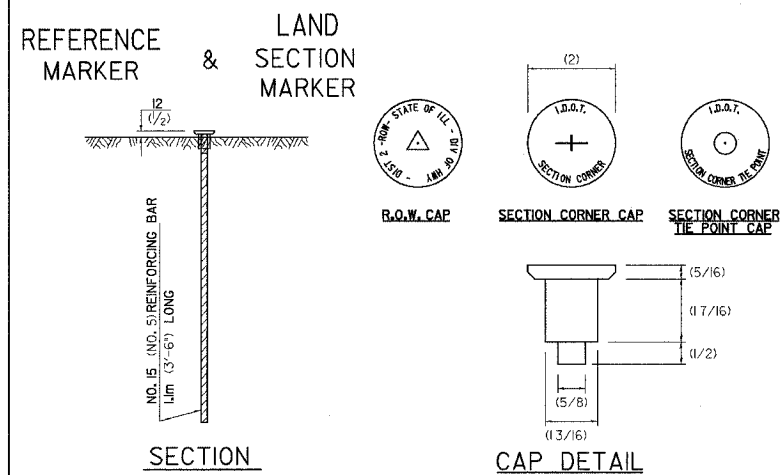
WHEN USING A DOUBLE BOX CULVERT GET A STRUCTURE NUMBER AND SHOW IT ON THE GENERAL NOTES. IF THE DOUBLE BOX CULVERT IS EQUAL TO OR GREATER THAN 6.1m (20 FT) WIDE INCLUDE A PAY ITEM FOR NAME PLATES AND INCLUDE THIS DETAIL IN THE PLANS.

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

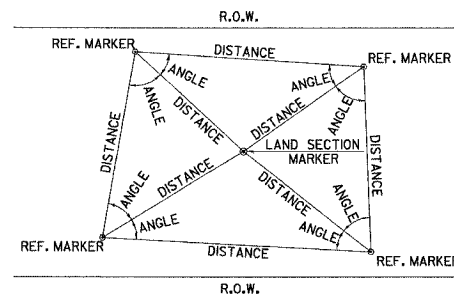
LETTERING FOR NAME PLATE 89.4

REVISED 10-15-04

REFERENCE MARKERS



METHOD OF REFERENCING MARKERS



- USE INSTRUMENT TIES TO NEARBY LAND-MARKS (STEEPLES, TOWERS, SILOS, ETC...)
- IN CULTIVATED FIELDS, SET 600 (2') OR MORE BELOW GROUND SURFACE.
- IN FENCE LINE OR PROTECTED AREA SET TOP AT GROUND LEVEL.

METHOD OF REFERENCING POINTS

REFERENCE MARKERS SHALL BE USED TO TIE IN PERMANENT LAND SECTION AND 1/4 SECTION CORNERS. WHERE LAND SECTION MARKERS FALL IN THE SHOULDERS OR GRAVEL SURFACES, THE TOP OF THE BAR SHALL BE KEPT 75 (3) BELOW THE SURFACE. LAND SECTION MARKERS LOCATED IN TRAFFIC LANES SHALL NOT BE REPLACED.

METAL CAPS SHALL BE PLACED ON TOP OF THE REINFORCEMENT BAR. THERE ARE 3 TYPES OF CAPS, ONE FOR THE RIGHT-OF-WAY CORNERS, ONE FOR THE SECTION CORNERS AND ONE FOR THE SECTION CORNER TIE POINTS. THE CAPS WILL BE SUPPLIED BY IDOT, CALL CHIP CORDELL (815) 284-5370 A MINIMUM OF ONE WEEK BEFORE THE CAPS ARE NEEDED

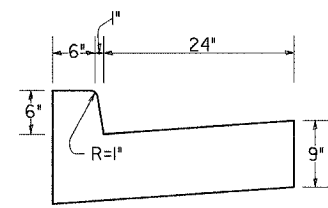
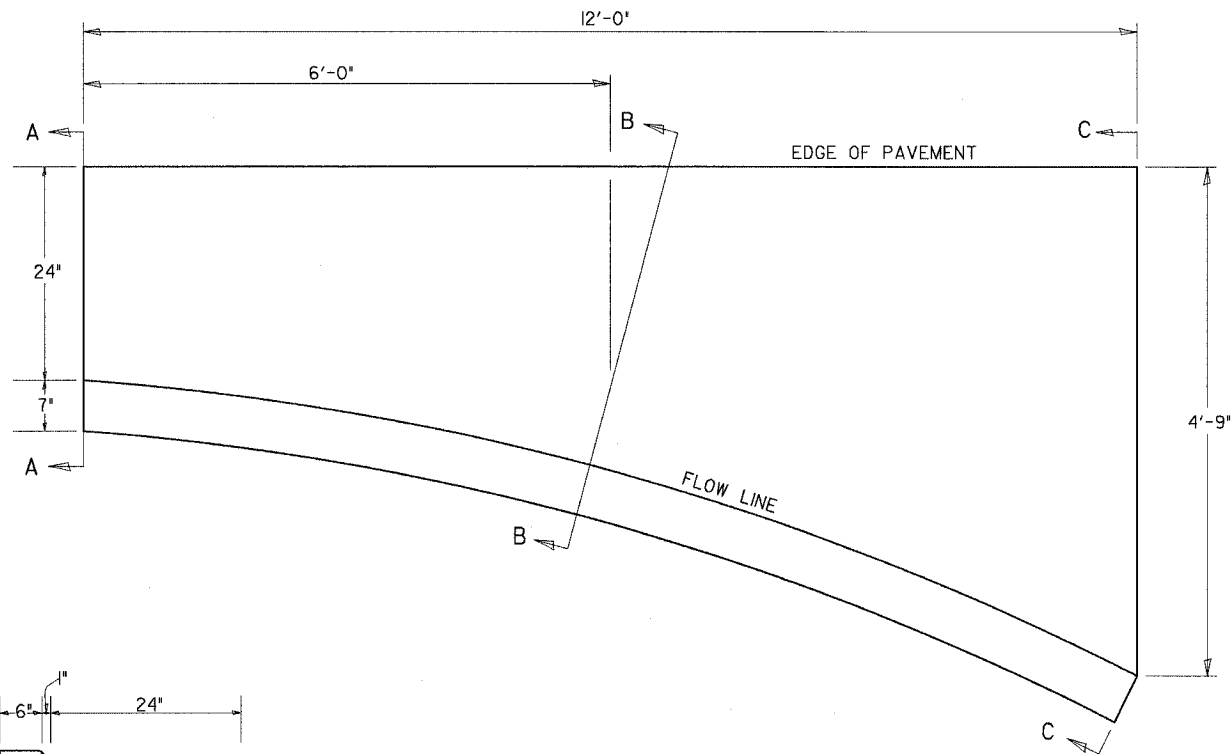
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES UNLESS OTHERWISE NOTED.)

REFERENCE MARKERS 63.4

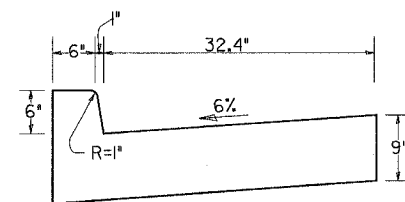
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 FILE NAME * FILE *
 REFERENCE * REF *

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	287
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

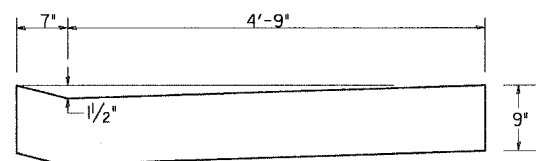
STANDARD INLET FOR CURB & GUTTER TYPE B-6.24



SECTION A-A



SECTION B-B

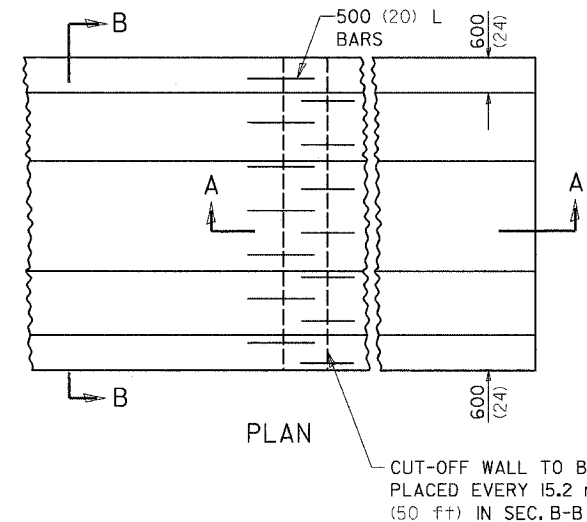
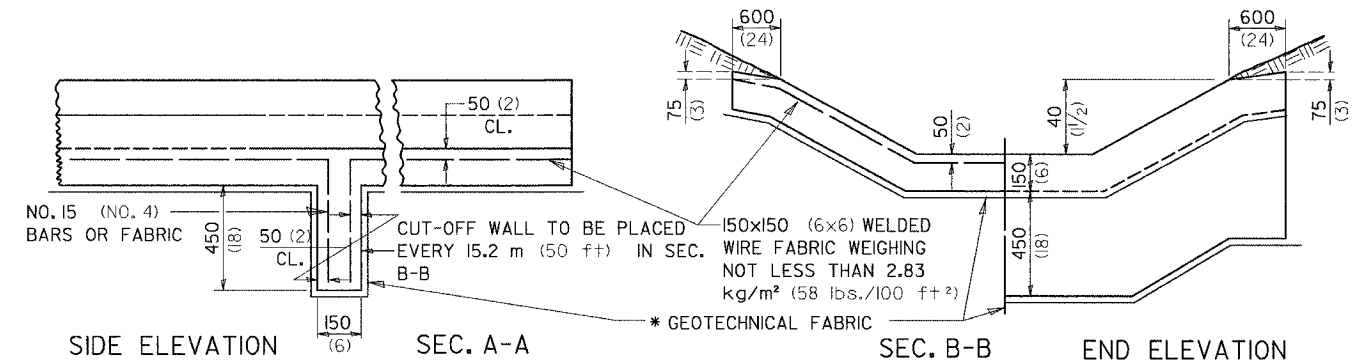


SECTION C-C

NOTES:
 Class SI Concrete shall be used throughout.
 The Curb and Gutter Inlet will be paid for at the contract unit price per cubic yard for Class SI Concrete (OUTLETS).
 Joints shall be constructed in accordance with the requirements of Article 606.06 of the Standard Specifications.
 When curb and gutter is constructed adjacent to flexible pavement, an expansion joint shall be installed at construction joints.

- QUANTITY -
 Section A-A to C-C
 (1.23 Cu. Yds.)
 Class SI Concrete

PAVED DITCH DETAILS

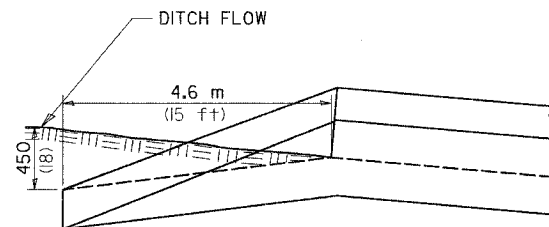


NOTES:

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
 WELDED WIRE FABRIC SHALL BE 150x150 (6x6) MESH, NO. 15 (NO. 4) GAGE, 2.83 kg/m² (58 lbs./100 ft²), CONFORMING TO THE REQUIREMENTS OF A.S.T.M. A185.
 13 (1/2) PREMOULDED JOINT FILLER SHALL BE PLACED AT THE JUNCTION OF PAVED DITCH WITH ANY OTHER STRUCTURE.
 CUT-OFF WALLS SHALL BE CONSTRUCTED MONOLITHICALLY WITH THE PAVED DITCH.
 AT THE OPTION OF THE CONTRACTOR, NO. 15 (NO. 4) 500 (20) REINFORCING BARS PLACED AT 300 (12) CENTERS LONGITUDINALLY IN PAVED DITCH AND VERTICALLY IN CUT-OFF WALLS IN LIEU OF THE WELDED WIRE FABRIC.
 THE SOIL PLACED OVER THE 600 (24) FLATTENED SECTION OF THE DITCH SHALL BE TAMPED FIRMLY. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR PAVED DITCH.
 PAVED DITCH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ARTICLES 606.01 THROUGH 606.13.
 ALL DIMENSIONS ARE IN MILLIMETERS (INCHES UNLESS OTHERWISE NOTED).
 * THE GEOTECHNICAL FABRIC IS INCIDENTAL TO THE PAVED DITCH.

BASIS OF PAYMENT

PAVED DITCH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METRE (FOOT) MEASURED IN PLACE INCLUDING THE COST OF FURNISHING AND PLACING THE JOINT FILLER, THE WELDED WIRE FABRIC OR THE NO. 15 (NO. 4) REINFORCING BARS, AND THE NECESSARY EXCAVATION AND DISPOSAL OF SURPLUS MATERIALS.



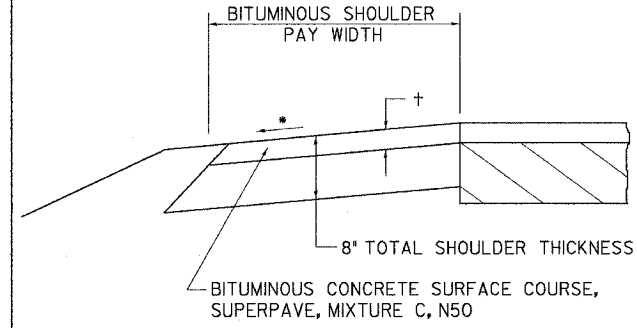
SIDE ELEVATION SHOWING METHOD OF BURYING UP STREAM AND DOWN STREAM END OF PAVED DITCH.
 (SEE NOTE)

PLOT DATE = #DATE#
 FILE NAME = #FILE#
 SHEET NO. = #SHEET#
 REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	288
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

BITUMINOUS SHOULDER

GENERAL NOTES



THE BITUMINOUS SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50, AND SQUARE YARD FOR BITUMINOUS SHOULDERS SUPERPAVE OF THE THICKNESS SPECIFIED.

USE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50, WHEN RESURFACING EXISTING BITUMINOUS SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE C, N50.

REMOVAL OF MATERIAL FOR PLACEMENT OF THE BITUMINOUS SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

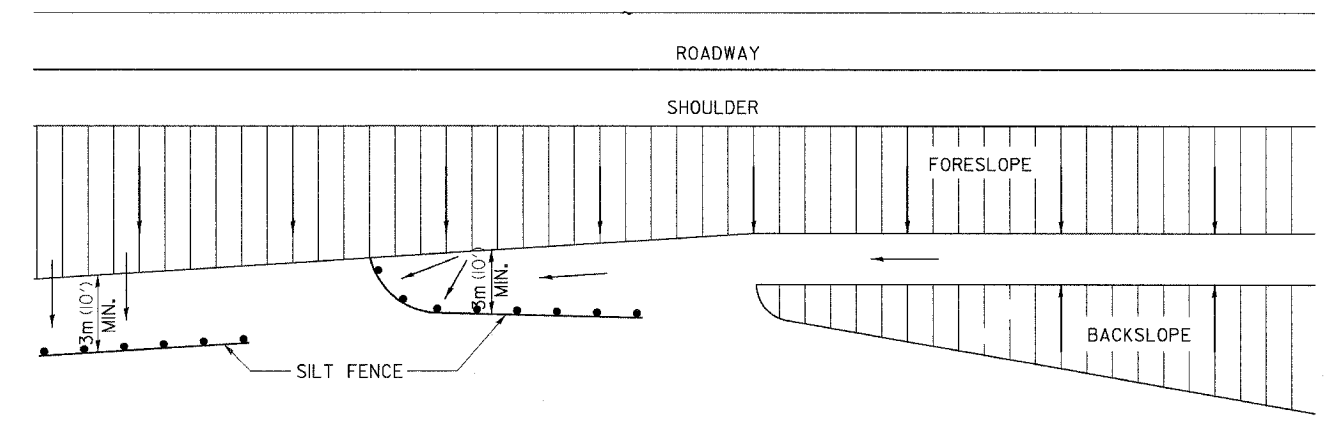
+ = SEE TYPICAL SECTIONS FOR THICKNESS

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

BITUMINOUS SHOULDER 23.4a

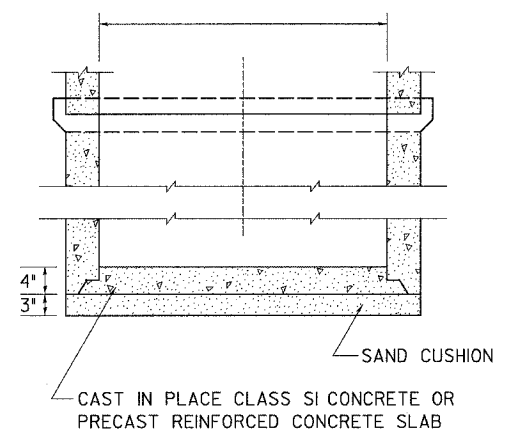
REVISED 5-30-03

EROSION CONTROL DETAILS FOR SILT FENCE



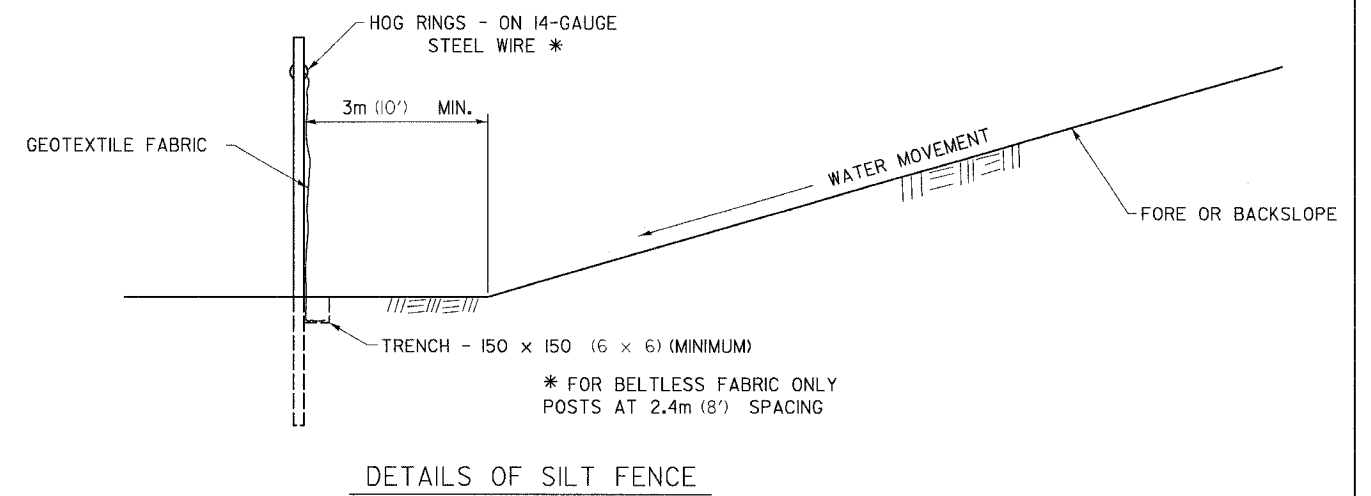
RISER FOR MEDIAN INLET

GENERAL NOTES



THE CONTRACT UNIT PRICE PER FOOT FOR PIPE CULVERT CLASS A, OF THE TYPE AND SIZE SPECIFIED SHALL INCLUDE THE SAND CUSHION AND THE CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE SLAB.

RISER FOR MEDIAN INLET 26.4



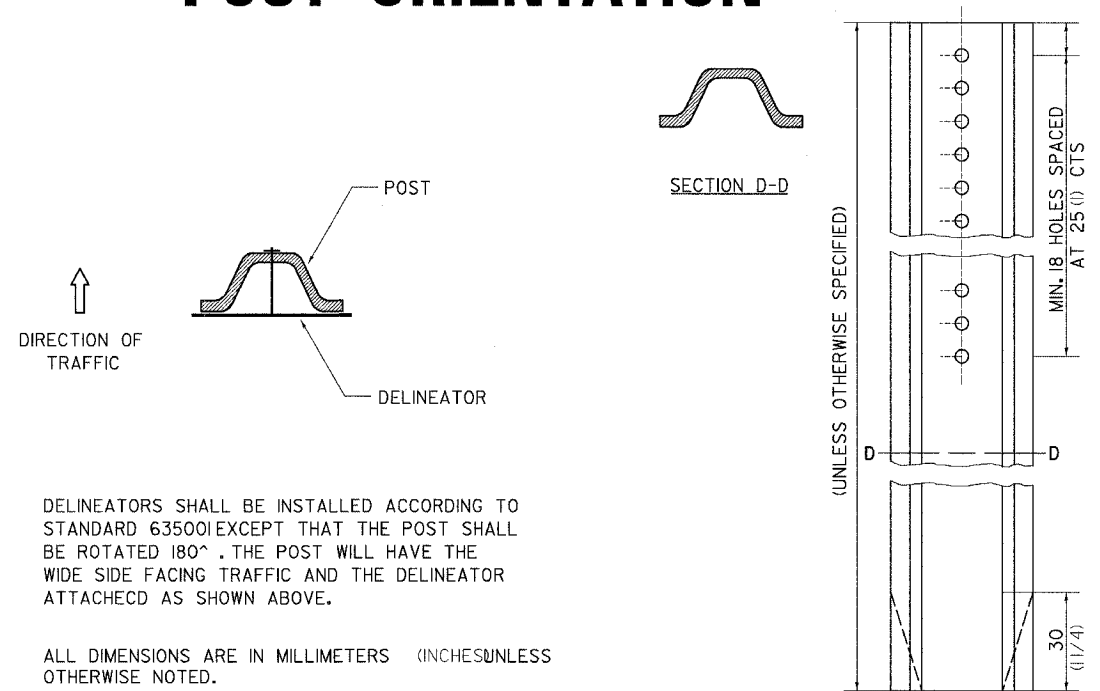
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES UNLESS OTHERWISE NOTED.)

EROSION CONTROL DETAILS FOR SILT FENCE 29.2

PLOT DATE = #DATE#
FILE NAME = #FILE#
CUT NAME = #CUT#
REFERENCE = #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	289
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DELINEATOR AND POST ORIENTATION



DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 63500I EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

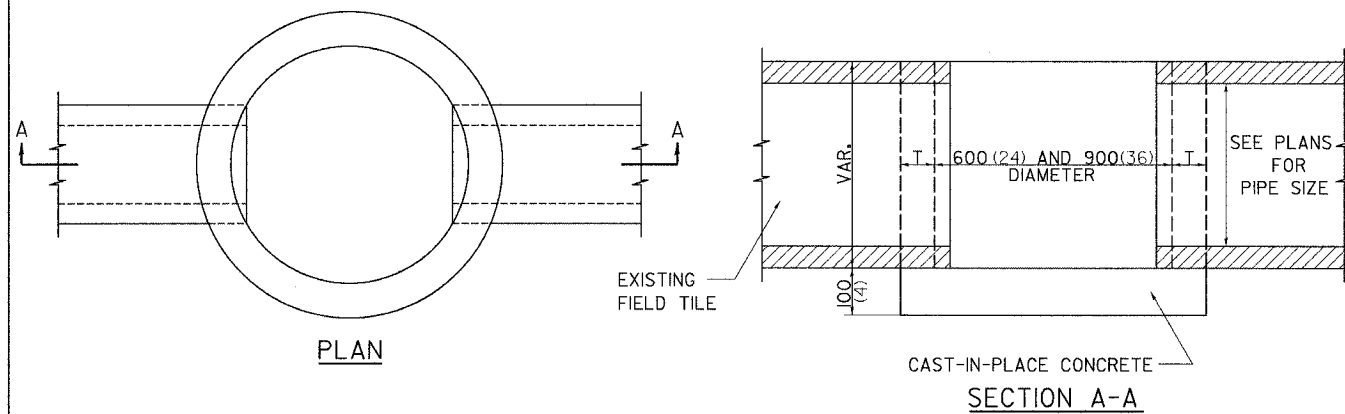
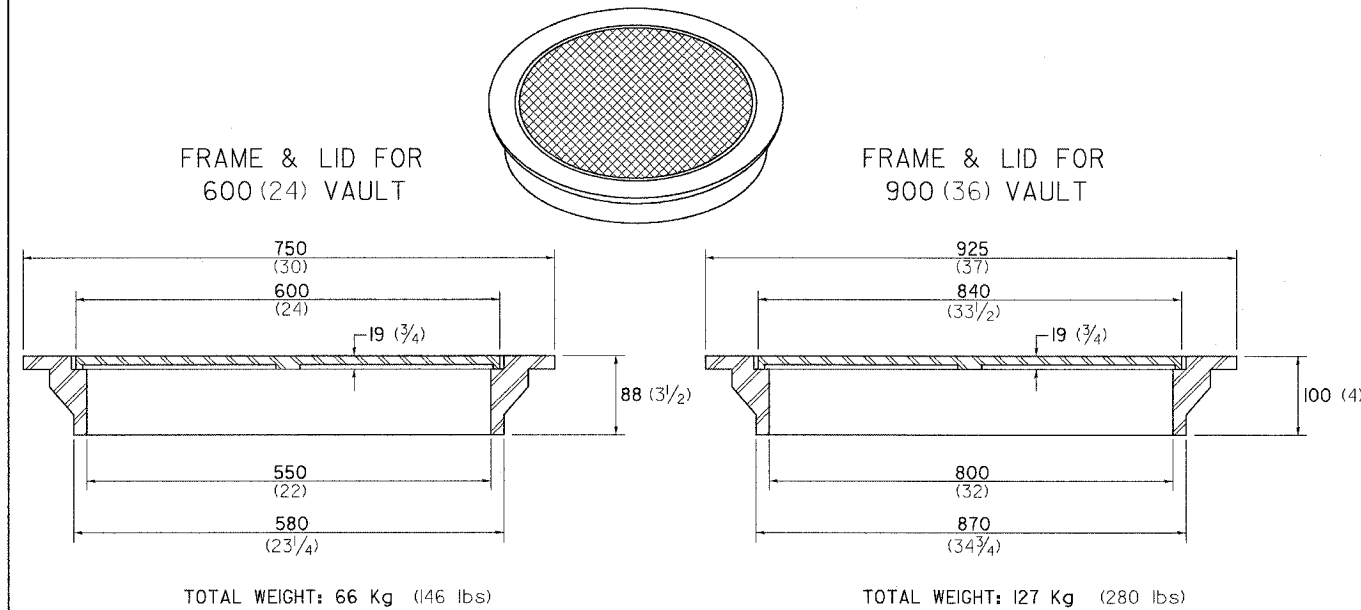
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES UNLESS OTHERWISE NOTED).

DELINEATOR AND POST ORIENTATION

37.4

REVISED 1-31-00

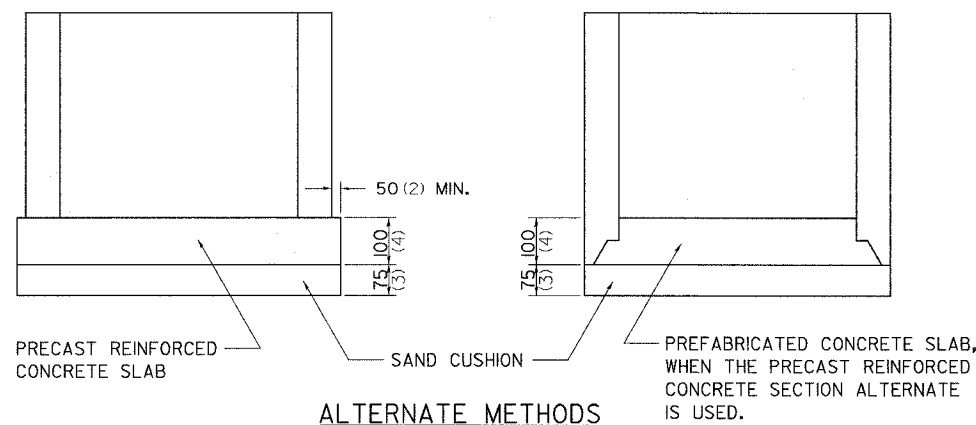
FIELD TILE JUNCTION VAULTS 600 (24) AND 900 (36) DIA.



ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	200 (8)
CAST-IN-PLACE CONCRETE	150 (6)
CONCRETE MASONRY UNIT	125 (5)
PRECAST REINFORCED CONCRETE SECTION	75 (3)

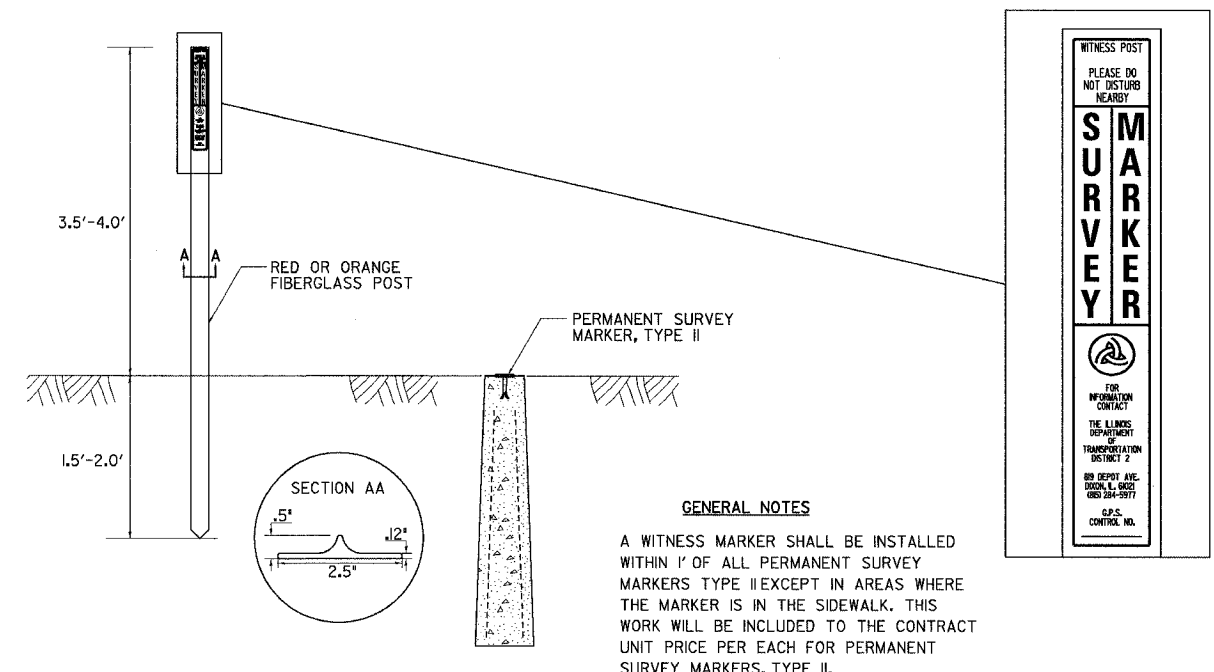
NOTE: THE FRAME AND LID IS REQUIRED ON ALL JUNCTION VAULTS.

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



FIELD TILE JUNCTION VAULTS 600 (24) AND 900 (36) DIA. 30.2

WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II

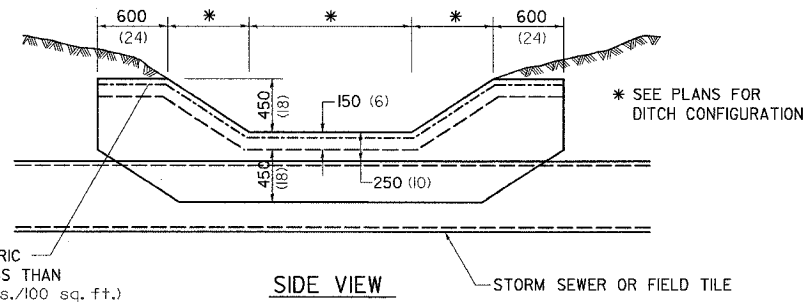


WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II 38.4

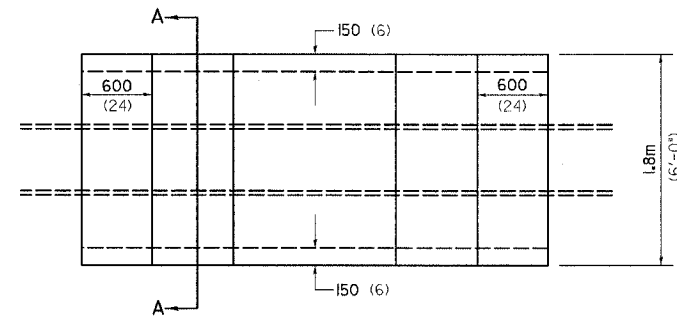
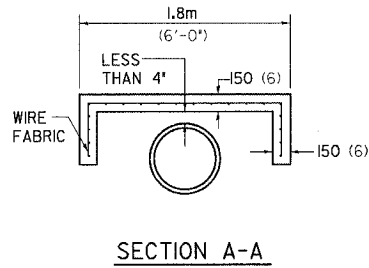
PLOT DATE = #DATE#
FILE NAME = #FILE#
REFERENCE = #REF#

TREATMENT OF FIELD TILE SYSTEMS UNDER DITCHES

PAVED DITCH
TO BE USED IF COVER OVER THE PIPE AT THE BOTTOM OF THE DITCH IS LESS THAN 250mm (10 inches)



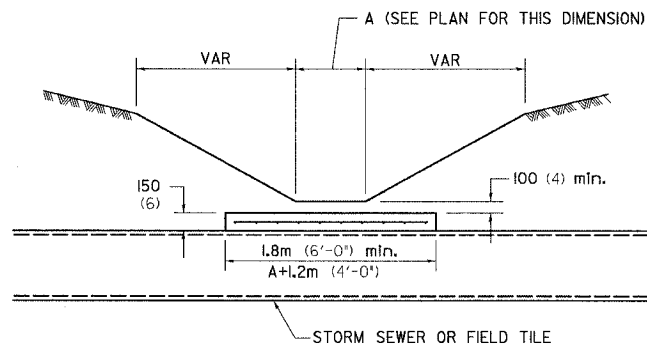
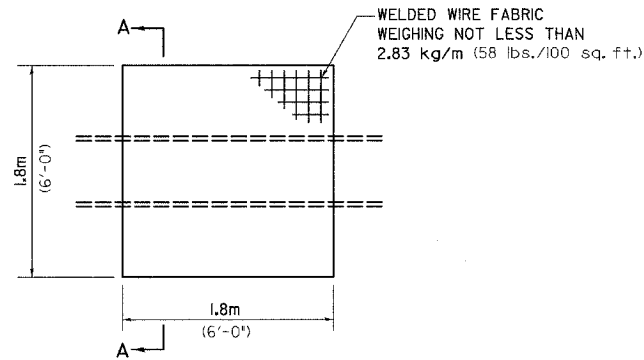
WELDED WIRE FABRIC WEIGHING NOT LESS THAN 2.83 kg/m (58 lbs./100 sq. ft.)



PLAN VIEW

CONCRETE SLAB

TO BE USED IF COVER OVER THE PIPE AT THE BOTTOM OF THE DITCH IS 250mm (10 inches) TO 600mm (24 inches)

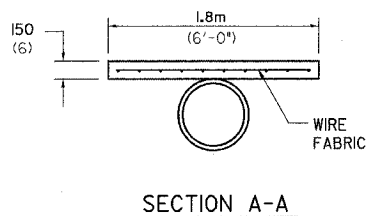


NOTES

THIS WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 611.04 OF THE STANDARD SPECIFICATION.

THE CONCRETE SLAB AND PAVED DITCH WILL BE PAID FOR AT THE CONCRETE UNIT PRICE PER CUBIC METER (CUBIC YARD) FOR MISCELLANEOUS CONCRETE.

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



SECTION A-A

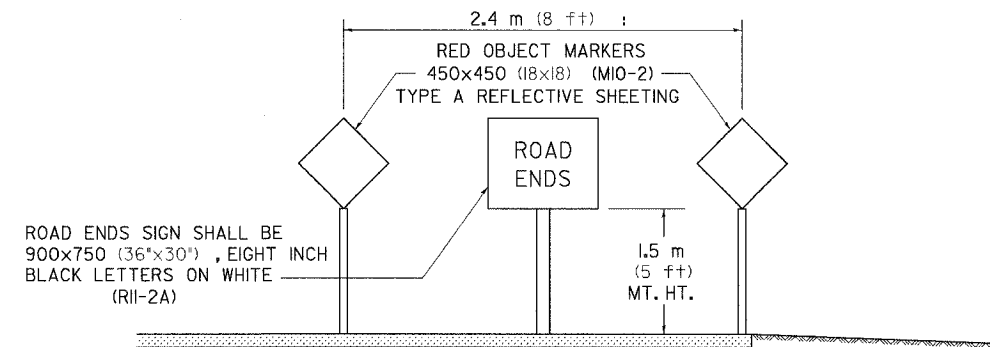
TERMINATION OF DEAD END ROADS

CONTRACT NO. 64594				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	290
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

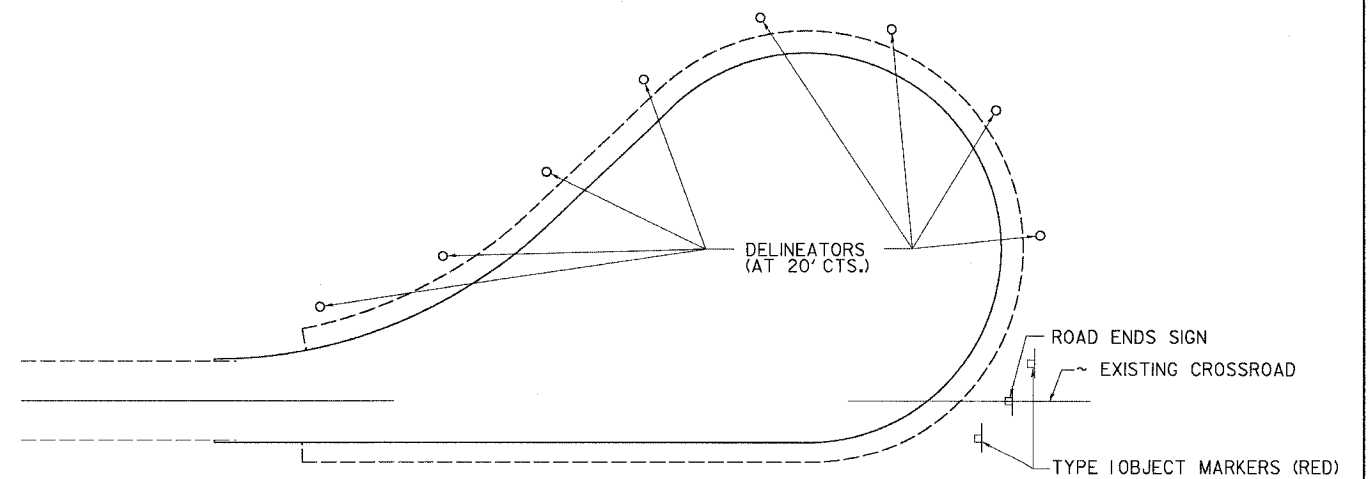
NOTES: A "NO OUTLET" (36"x36" YELLOW) SIGN SHALL BE ERECTED SLIGHTLY BEYOND THE LAST ROAD INTERSECTING THE ROAD WITH NO OUTLET. IF THIS INTERSECTION IS MORE THAN 457 m (1500 FT) FROM TERMINATION POINT, OR IF SIGHT DISTANCE TO THE CLOSURE IS LESS THAN 152 m (500 FT), A ROAD ENDS 152m (500 FT.) (WB-16) SIGN SHALL BE ERECTED 152m (500 FT.) IN ADVANCE OF THE TERMINATION OF THE ROAD. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "TERMINATION OF DEAD END ROADS" WHICH PRICE SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO INSTALL THE SIGNS AND DELINEATORS.

USE 100x150 (4x6) WOOD POSTS INSTALLED IN ACCORDANCE WITH ARTICLE 702.05(d) OF STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. USE APPLICABLE PARTS OF STANDARD 720001 FOR SIGN MOUNTING.

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



TERMINATION SIGNING



TRAFFIC CONTROL TYPICAL CUL-DE-SAC

PLOT DATE = #DATE#
FILE NAME = #FILE#
SCALE = #SCALE#
REFERENCE = #REF#

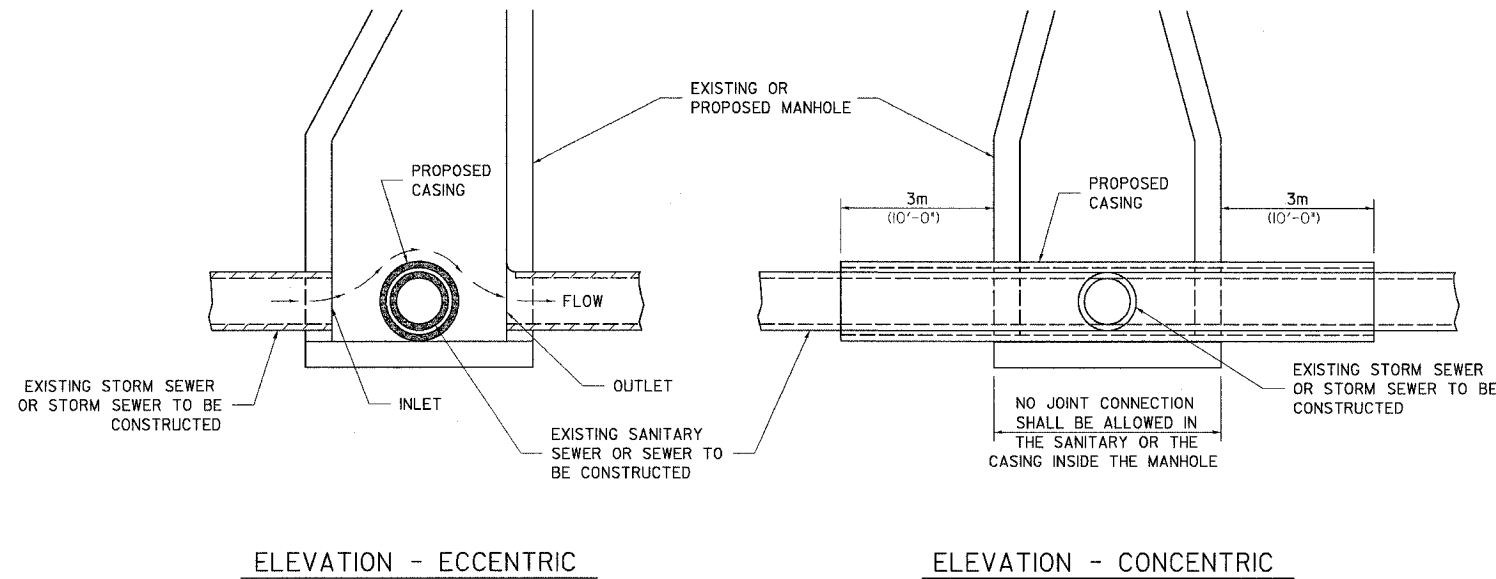
F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	291
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SEWER AND WATER MAIN CROSSINGS

THIS DETAIL IS FOR UNKNOWN UTILITIES UNLESS QUANTITIES ARE INCLUDED IN THE PLANS THE EXTRA WORK WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

WHEN PROPOSED SEWER (OR WATER) IS LOCATED 3.1m (10'-0") OR MORE FROM EXISTING WATER (OR SEWER) NO SPECIAL CONSTRUCTION REQUIRED.

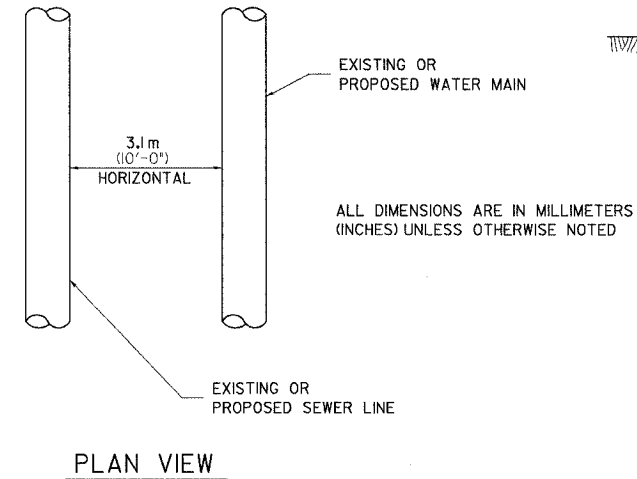
WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 3.1m (10'-0") FROM EXISTING WATER (OR SEWER) DETAILS BELOW SHALL APPLY.



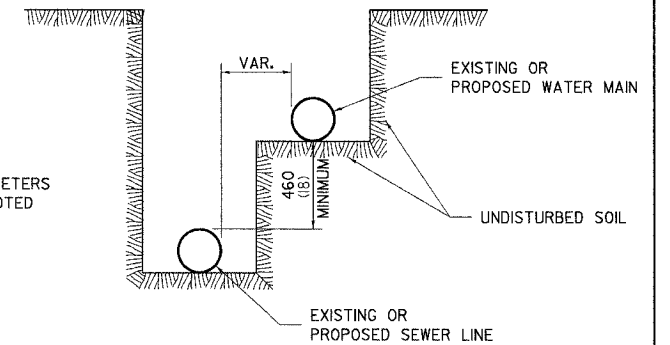
AT GRADE CROSSING OF SANITARY AND STORM SEWER

CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 50 (2) LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

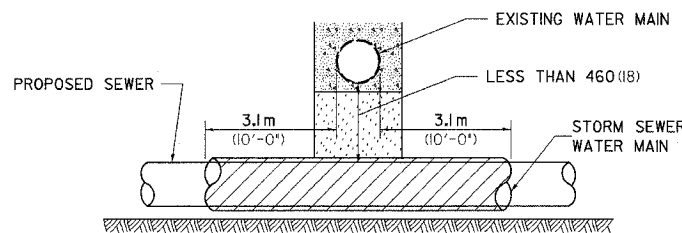


PLAN VIEW

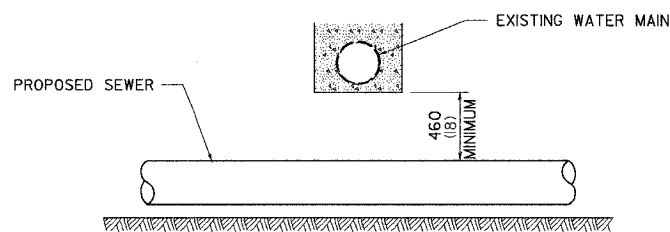


WATER AND SEWER HORIZONTAL SEPARATION REQUIREMENTS

POINT LOADS SHALL NOT BE ALLOWED BETWEEN SEWER OR SEWER CASING AND WATER MAIN
 PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH



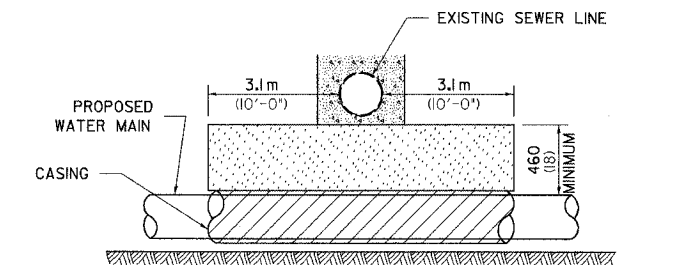
PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH
 MAINTAIN 460 (18) MINIMUM VERTICAL SEPARATION FOR 3.1m (10') HORIZONTALLY



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

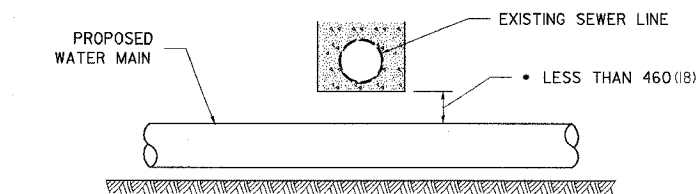
PROPOSED SEWER LINE BELOW EXISTING WATER MAIN

PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT
 PLACE TRENCH BACKFILL FOR 3.1m (10') ON EITHER SIDE OF SEWER LINE



CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 50 (2) LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

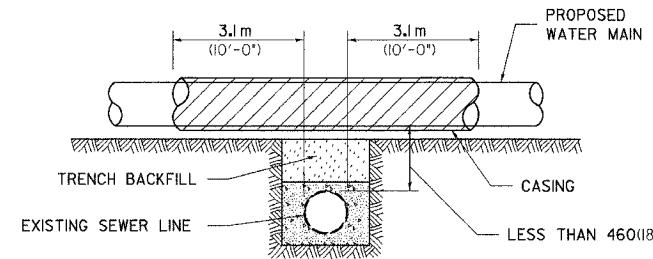
PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH
 MAINTAIN 460 (18) MINIMUM VERTICAL SEPARATION FOR 3.1m (10') HORIZONTALLY



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN BELOW EXISTING SEWER LINE

POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN OR WATER MAIN CASING AND SEWER

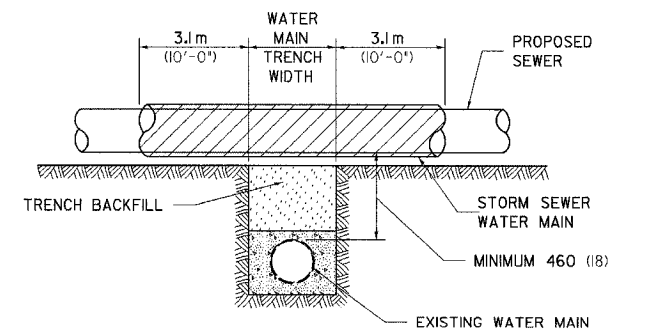


CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 50 (2) LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN ABOVE EXISTING SEWER LINE

PROVIDE ADEQUATE SUPPORT FOR SEWER TO PREVENT SETTLING AND BREAKING THE WATER MAIN.



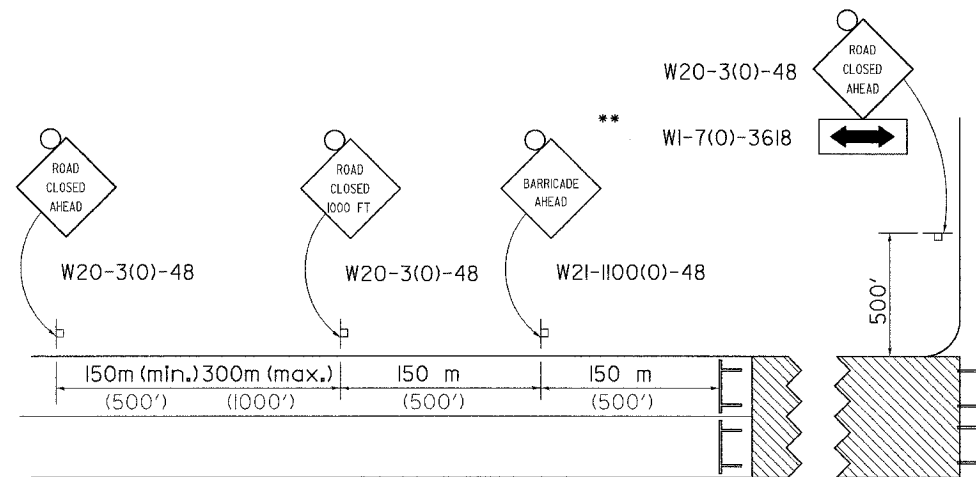
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

EXISTING WATER MAIN BELOW PROPOSED SEWER LINE WITH MINIMUM 460 (18) VERTICAL SEPARATION

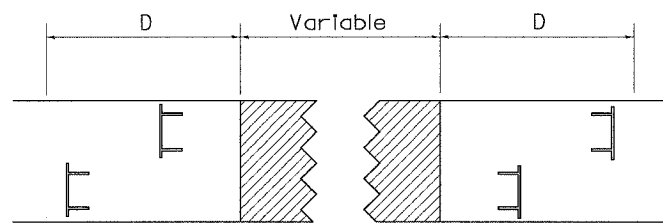
PLOT DATE * DATE * FILE NO. * FILE NO. * REFERENCE * REFERENCE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	292
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL FOR ROAD CLOSURE



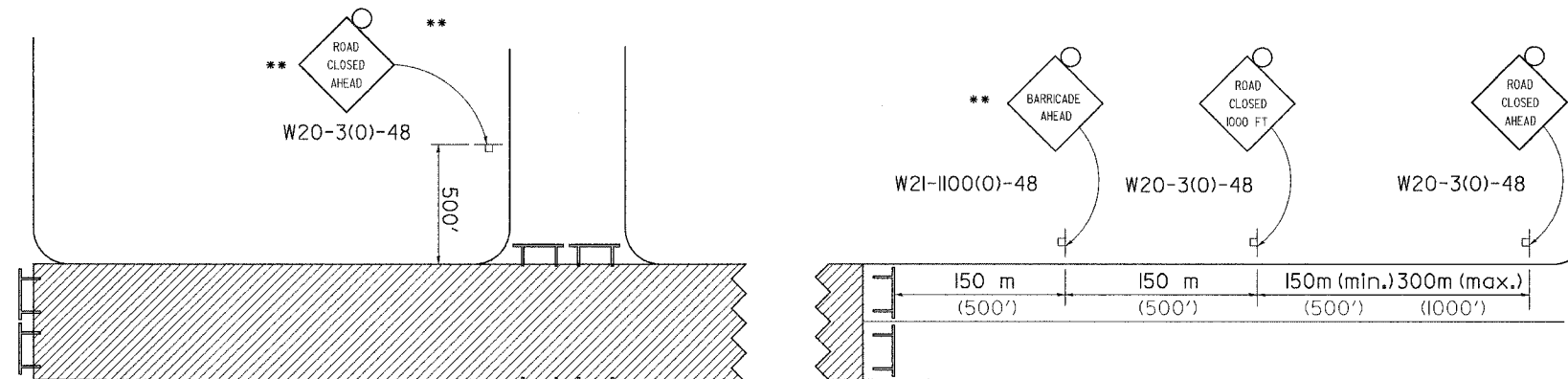
ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To All Thru Traffic" detail on Highway Standard 702001. If the distance "D" exceeds 600 m (2000') an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

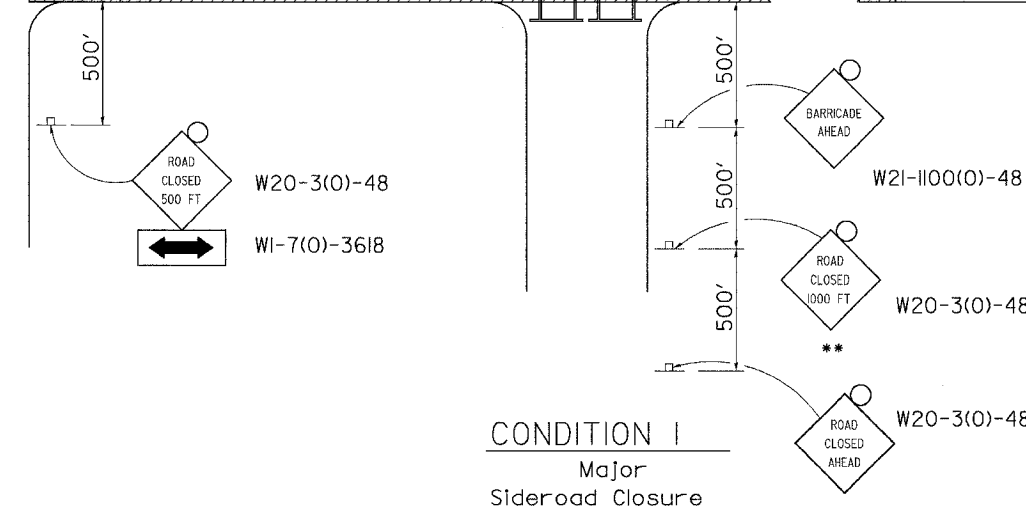
CONDITION II

Minor Sideroad Closure

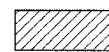




CONDITION I

Major Sideroad Closure



SYMBOLS

-  Work area
-  Type III Barricade with Flashers
-  Sign with flashing light

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in Road Closed to thru traffic.

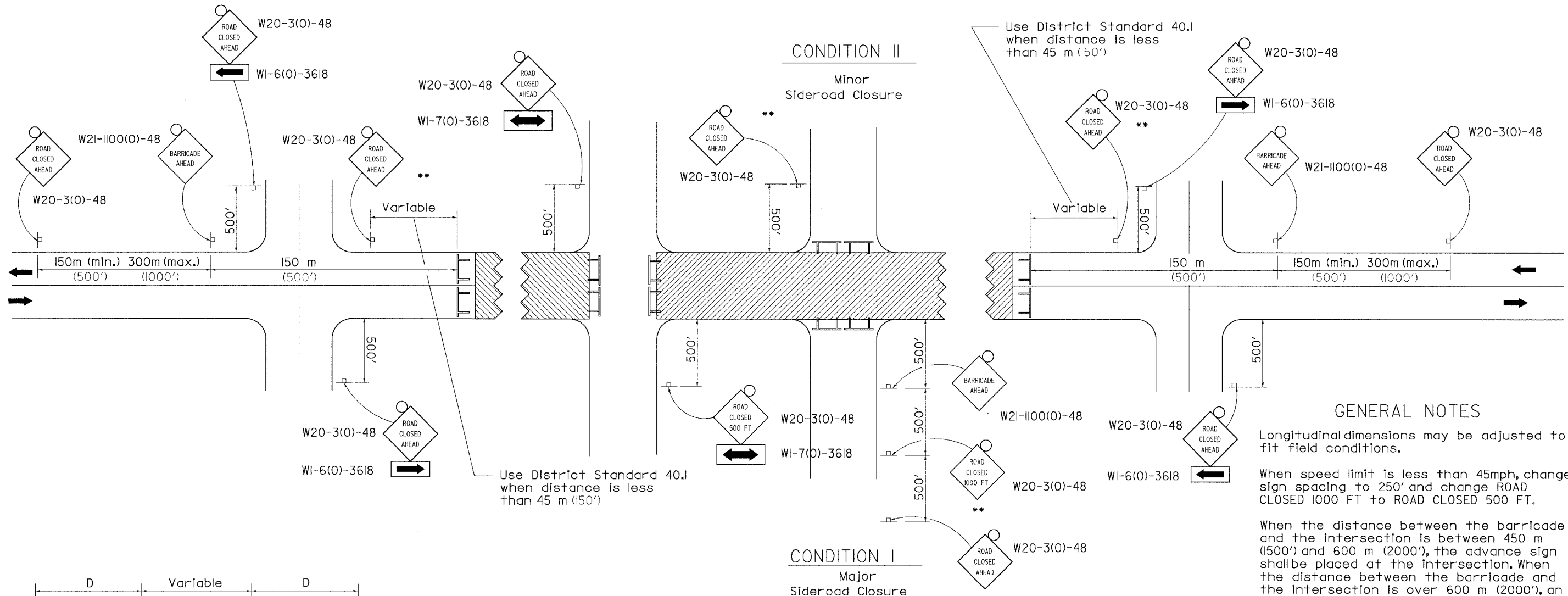
Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 702001.

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

TYPICAL APPLICATION FOR ROAD CLOSURE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	293
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL FOR ROAD CLOSURE WITH SIDE ROAD WITHIN 150'



GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.




When the distance between the barricade and the intersection is between 450 m (1500') and 600 m (2000'), the advance sign shall be placed at the intersection. When the distance between the barricade and the intersection is over 600 m (2000'), an additional sign shall be placed at the intersection. The additional sign shall give the distance to the barricade in miles or fractions of a mile.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown above in Road Closed to thru traffic.

Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 702001.

SYMBOLS

-  Work area
-  Type III Barricade with Flashers
-  Sign with flashing light

Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To All Thru Traffic" detail on Highway Standard 702001. If the distance "D" exceeds 600 m (2000') an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

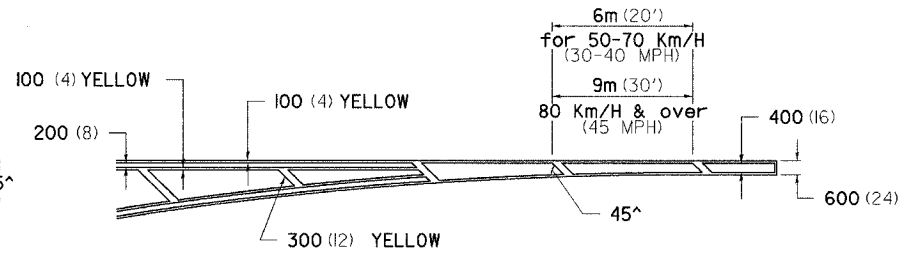
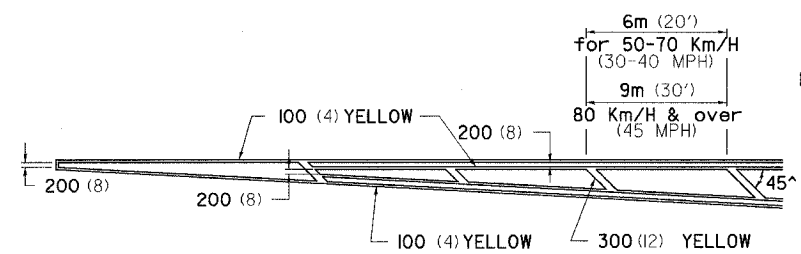
All dimensions are in millimeters (inches) unless otherwise shown.

TYPICAL APPLICATION FOR ROAD CLOSURE WITH SIDE ROAD WITHIN 150' OF CLOSURE

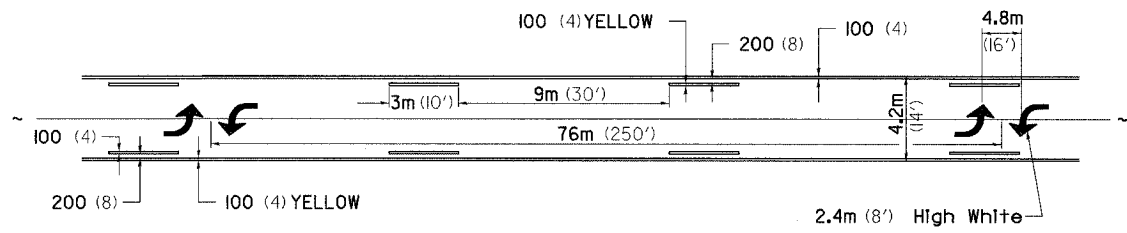
F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	294
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

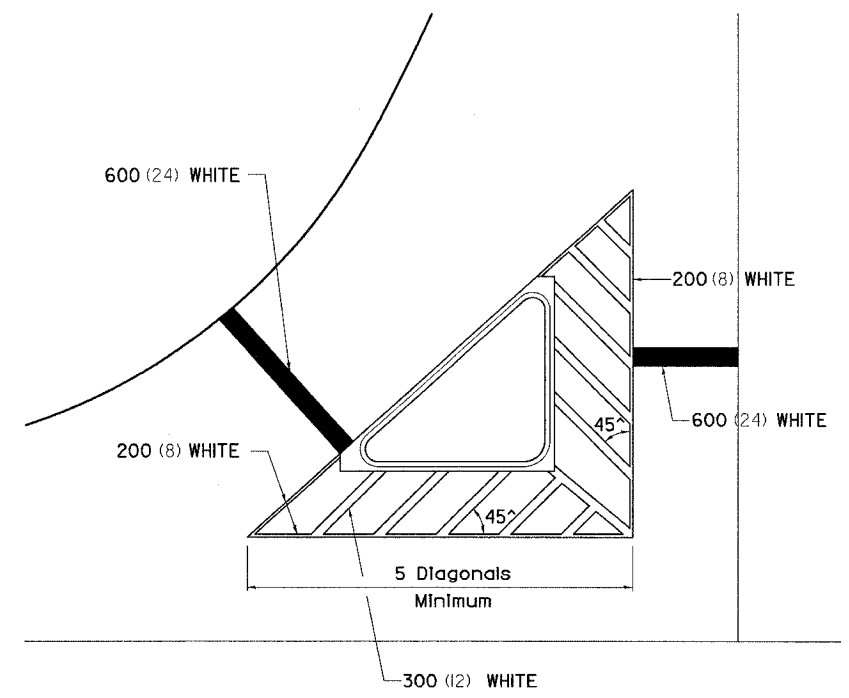
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



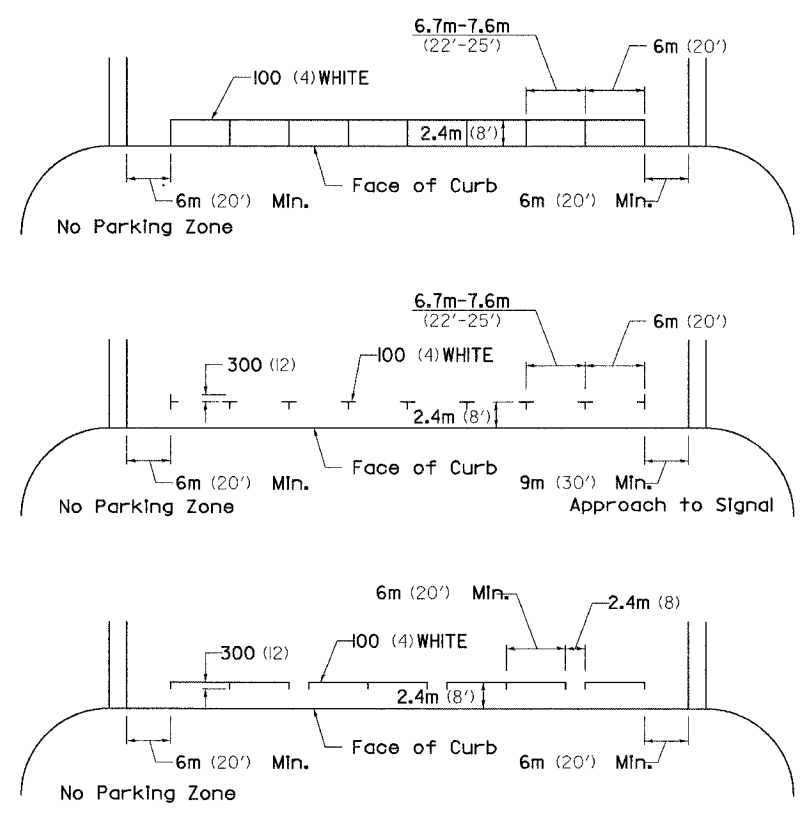
MEDIAN PAVEMENT MARKING



TYPICAL ISLAND OFFSET SHOULDER WIDTH



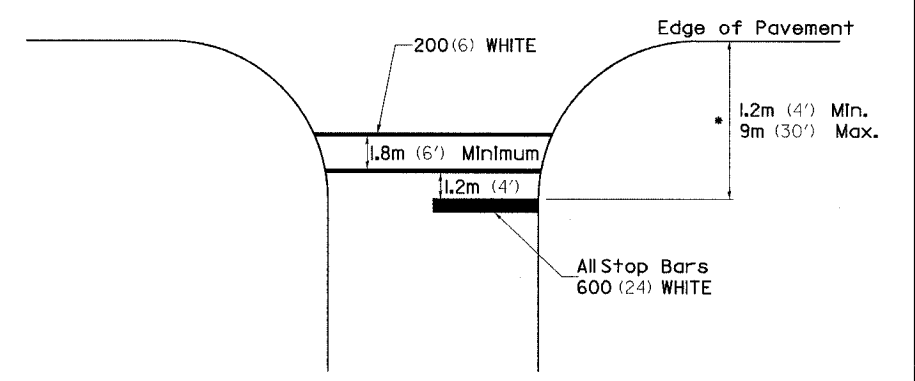
TYPICAL PARKING SPACING



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

STANDARD CROSSWALK MARKING

See Schedules for Locations



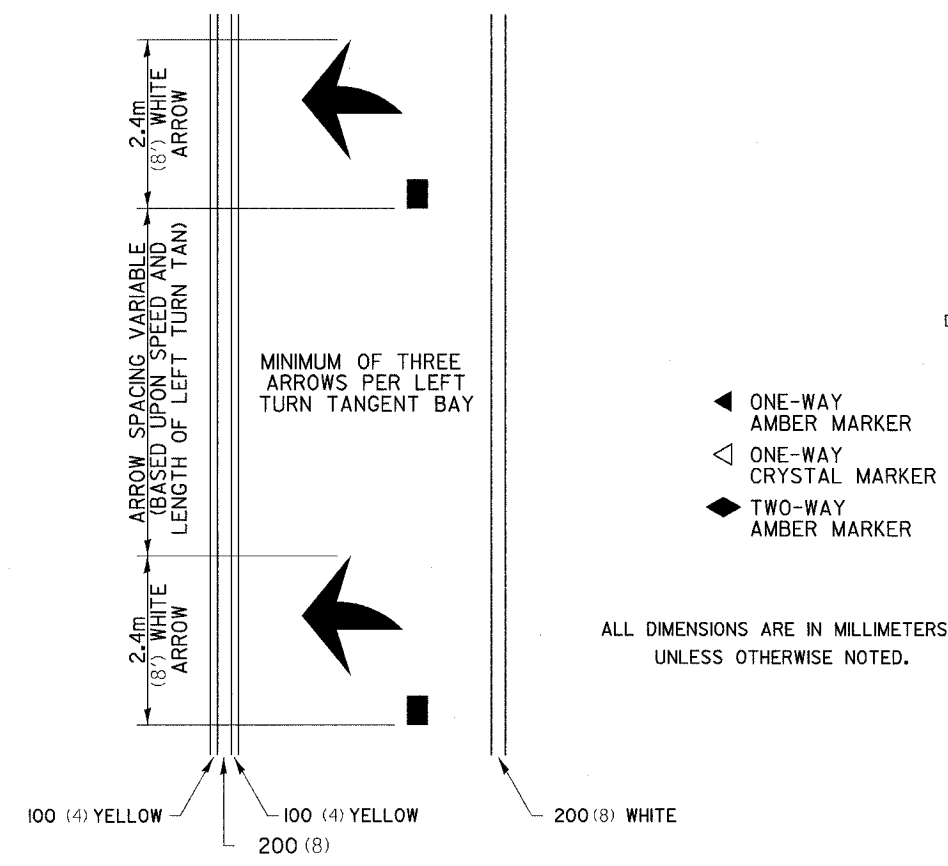
* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

PLOT DATE * WATER * FILE NAME * FILE NO. * FILE REFERENCE * REF.

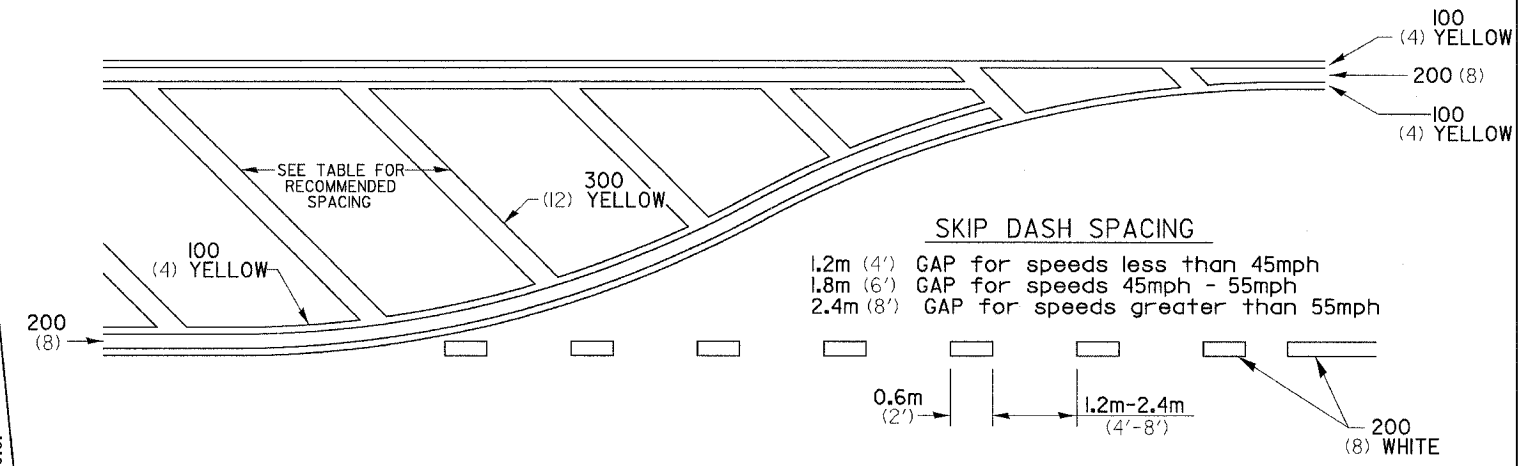
F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	295
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT



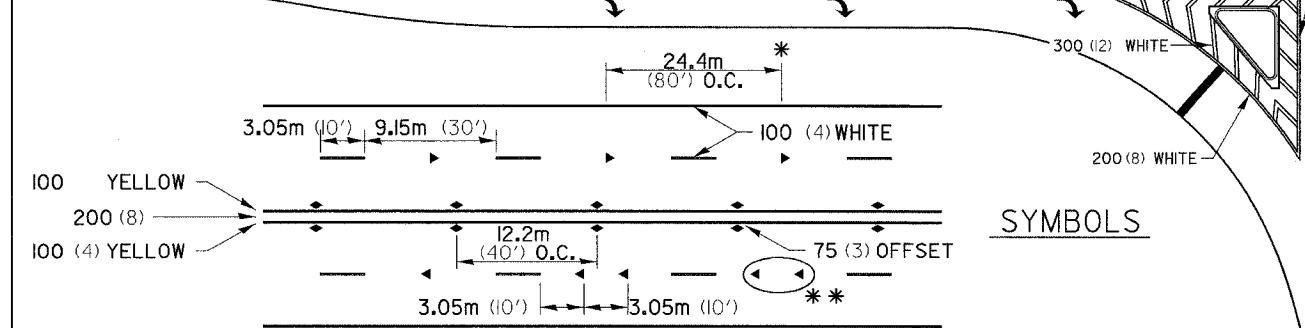
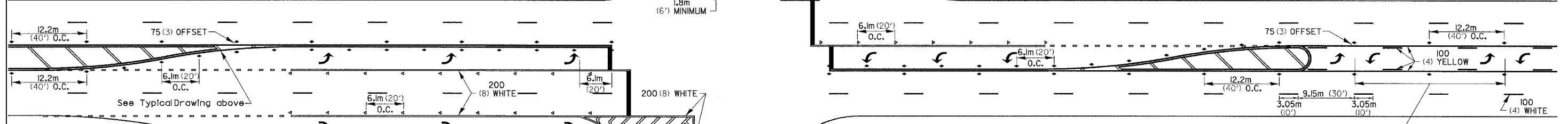
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



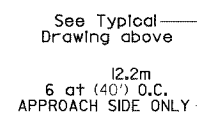
RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

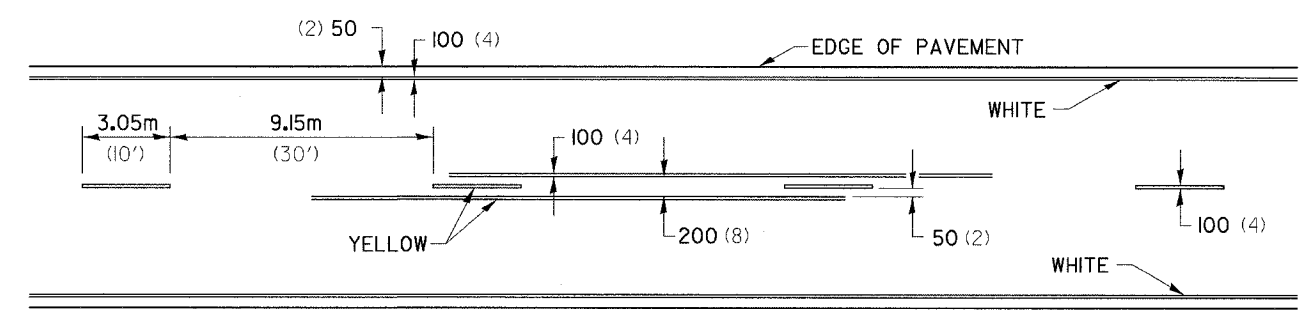
NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



SYMBOLS



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



- * REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.
- ** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

PLOT DATE * DATE * FILE NAME * SHEET NO. * SHEET REFERENCE * SHEET

F.A.R. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	296
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DETAIL OF PRECAST CONCRETE BOX CULVERTS AND END SECTIONS

GENERAL NOTES

PRECAST CONCRETE BOX CULVERTS AND PRECAST CONCRETE BOX CULVERT END SECTIONS

THIS WORK CONSISTS OF FURNISHING AND INSTALLING PRECAST BOX CULVERTS AND BOX CULVERT END SECTIONS AS SHOWN ON THE PLANS AND SPECIFIED HEREIN.

IF THE EARTH COVER IS 600 (2 FT) OR MORE, THE PRECAST CONCRETE BOX CULVERT SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C789 EXCEPT THAT THE AGGREGATE SHALL CONFORM TO THE REQUIREMENTS OF ARTICLES 1003.02 AND 1004.02 OF THE STANDARD SPECIFICATIONS, WITH THE EXCEPTION OF A GRADATION.

IF THE EARTH COVER IS LESS THAN 600 (2 FT), THE PRECAST BOX CULVERT BARREL SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C850 AND THE END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF ASTM C789. WITH THE EXCEPTION OF GRADATION, THE AGGREGATE SHALL CONFORM TO THE REQUIREMENTS OF ARTICLES 1003.02 AND 1004.02 OF THE STANDARD SPECIFICATIONS.

ALL APPLICABLE REQUIREMENTS OF ARTICLE 540 OF THE STANDARD SPECIFICATIONS.

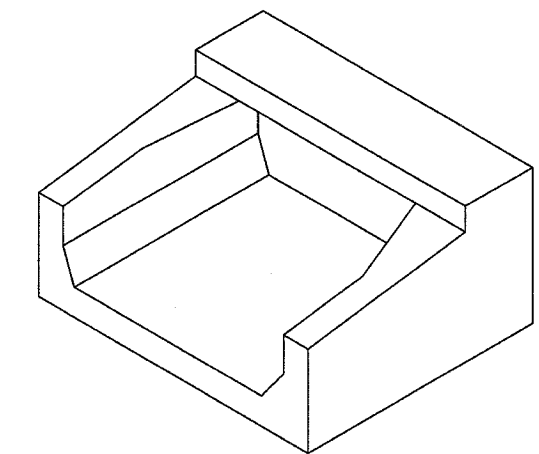
THE EXCAVATION AND BACKFILLING FOR PRECAST CONCRETE BOX CULVERT SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 502 OF THE STANDARD SPECIFICATIONS EXCEPT A LAYER OF POROUS GRANULAR BACKFILL, AT LEAST 150 (6") IN THICKNESS, SHALL BE PLACED BELOW THE ELEVATION OF THE BOTTOM OF THE BOX. THE POROUS GRANULAR BACKFILL SHALL BE PLACED TO EXTEND AT LEAST 600 (2 FT) EACH SIDE OF THE BOX. THE PRECAST CONCRETE BOX CULVERT SHALL BE LAID IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF ARTICLE 542.04 (d) OF THE STANDARD SPECIFICATIONS

SHOP PLANS FOR THE PRECAST CONCRETE BOX CULVERT SECTIONS AND THE END SECTIONS SHALL BE SUBMITTED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 504.04 (d) OF THE STANDARD SPECIFICATIONS.

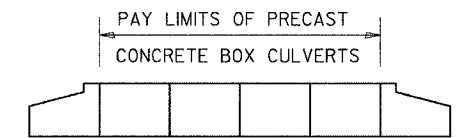
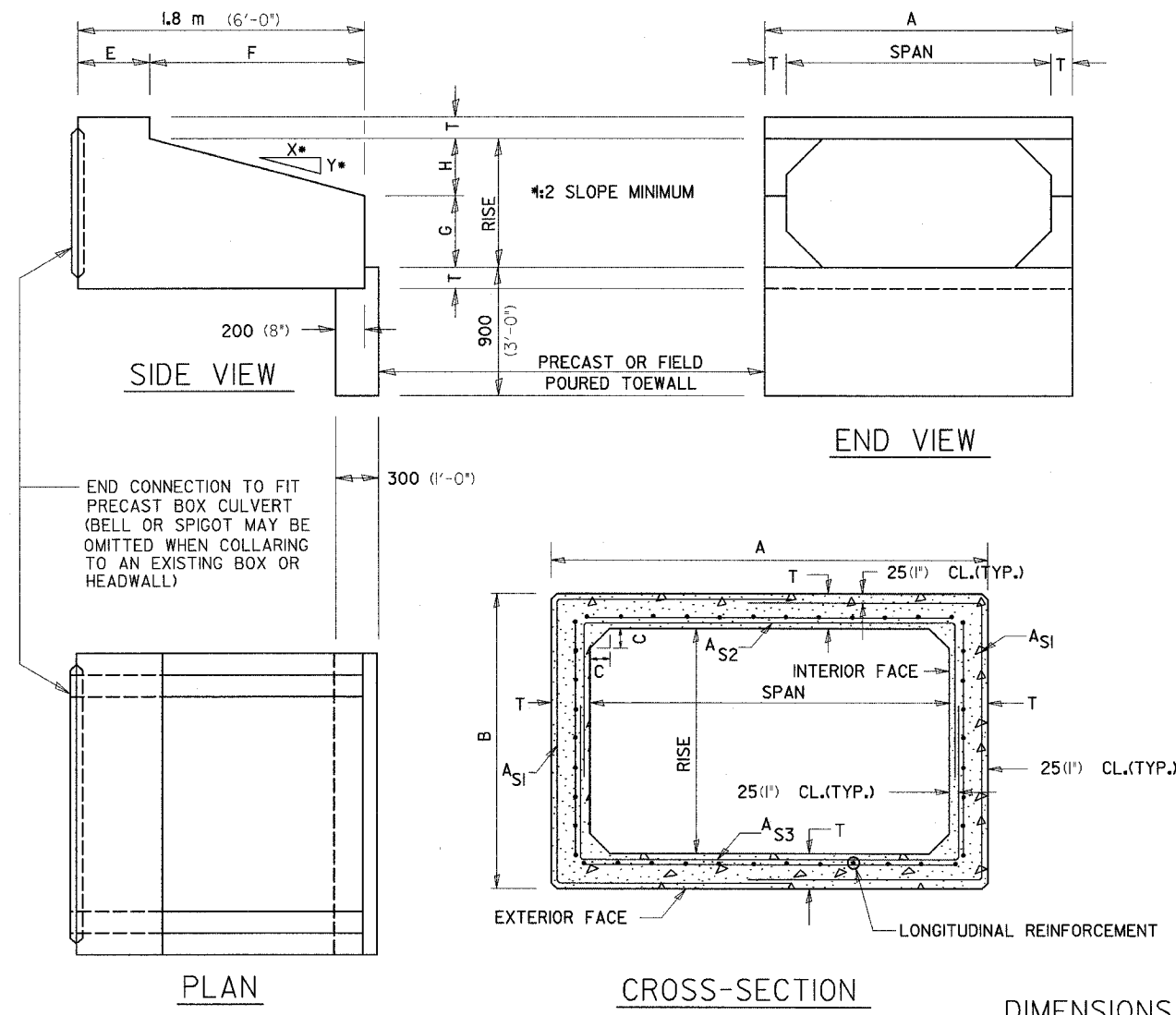
THE PRECAST CONCRETE BOX CULVERT EXCLUDING END SECTIONS WILL BE MEASURED ON A METER (LINEAL FOOT) BASIC. THE PRECAST BOX CULVERT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER (LINEAL FOOT) FOR PRECAST CONCRETE BOX CULVERT, OF THE SIZE SPECIFIED, AND INCLUDES POROUS GRANULAR BACKFILL EXCAVATION EXCEPT EXCAVATION OF ROCK AND/OR UNSTABLE OR UNSUITABLE MATERIAL BELOW BEDDING GRADE

THE PRECAST CONCRETE BOX CULVERT END SECTION WILL BE MEASURED ON AN EACH BASIS. THE END SECTIONS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR BOX CULVERT END SECTIONS, OF THE CULVERT NUMBER SPECIFIED, AND INCLUDE EXCAVATION, TOEWALL AND COLLARS.

• ALL DIMENSIONS SHOULD BE VERIFIED WITH SUPPLIER.



ISOMETRIC VIEW



DIMENSIONS (FOR ASTM C789) *

SPAN X RISE (ft) meter	T mm (INCHES)	A mm (FT.-IN.)	B mm (FT.-IN.)	C mm (INCHES)	E mm (FT.-IN.)	F mm (FT.-IN.)	G mm (FT.-IN.)	H mm (FT.-IN.)	SLOPE (X : Y)
0.6 x 0.6 (2'x2')	100 (4)	800 (2-8)	800 (2-8)	100 (4)	900 (3-0)	900 (3-0)	300 (1-0)	300 (1-0)	1:3
0.9 x 0.6 (3'x2')	100 (4)	1100 (3-8)	800 (2-8)	100 (4)	900 (3-0)	900 (3-0)	300 (1-0)	300 (1-0)	1:3
0.9 x 0.75 (3'x2.5')	100 (4)	1100 (3-8)	950 (3-2)	100 (4)	900 (3-0)	900 (3-0)	375 (1-3)	375 (1-3)	1:3
0.9 x 0.9 (3'x3')	100 (4)	1100 (3-8)	1100 (3-8)	100 (4)	600 (2-0)	1200 (4-0)	500 (1-8)	400 (1-4)	1:3
1.2 x 0.6 (4'x2')	125 (5)	1450 (4-10)	850 (2-10)	125 (5)	900 (3-0)	900 (3-0)	300 (1-0)	300 (1-0)	1:3
1.2 x 0.9 (4'x3')	125 (5)	1450 (4-10)	1150 (3-10)	125 (5)	600 (2-0)	1200 (4-0)	500 (1-8)	400 (1-4)	1:3
1.2 x 1.2 (4'x4')	125 (5)	1450 (4-10)	1450 (4-10)	125 (5)	600 (2-0)	1200 (4-0)	600 (2-0)	600 (2-0)	1:2
1.5 x 0.6 (5'x2')	150 (6)	1800 (6-0)	900 (3-0)	150 (6)	900 (3-0)	900 (3-0)	300 (1-0)	300 (1-0)	1:3
1.5 x 0.9 (5'x3')	150 (6)	1800 (6-0)	1200 (4-0)	150 (6)	600 (2-0)	1200 (4-0)	500 (1-8)	400 (1-4)	1:3
1.5 x 1.2 (5'x4')	150 (6)	1800 (6-0)	1500 (5-0)	150 (6)	600 (2-0)	1200 (4-0)	600 (2-0)	600 (2-0)	1:2
1.5 x 1.5 (5'x5')	150 (6)	1800 (6-0)	1800 (6-0)	150 (6)	600 (2-0)	1200 (4-0)	900 (3-0)	600 (2-0)	1:3
1.8 x 0.6 (6'x2')	175 (7)	2150 (7-2)	950 (3-2)	175 (7)	900 (3-0)	900 (3-0)	300 (1-0)	300 (1-0)	1:3
1.8 x 0.9 (6'x3')	175 (7)	2150 (7-2)	1250 (4-2)	175 (7)	600 (2-0)	1200 (4-0)	500 (1-8)	400 (1-4)	1:3
1.8 x 1.2 (6'x4')	175 (7)	2150 (7-2)	1550 (5-2)	175 (7)	600 (2-0)	1200 (4-0)	600 (2-0)	600 (2-0)	1:2
1.8 x 1.5 (6'x5')	175 (7)	2150 (7-2)	1850 (6-2)	175 (7)	600 (2-0)	1200 (4-0)	900 (3-0)	600 (2-0)	1:2
1.8 x 1.8 (6'x6')	175 (7)	2150 (7-2)	2150 (7-2)	175 (7)	600 (2-0)	1200 (4-0)	1200 (4-0)	600 (2-0)	1:2

SPAN X RISE (ft) meter	T mm (INCHES)	A mm (FT.-IN.)	B mm (FT.-IN.)	C mm (INCHES)	E mm (FT.-IN.)	F mm (FT.-IN.)	G mm (FT.-IN.)	H mm (FT.-IN.)	SLOPE (X : Y)
2.1 x 0.9 (7'x3')	200 (8)	2500 (8-4)	1300 (4-4)	200 (8)	600 (2-0)	1200 (4-0)	300 (1-0)	600 (2-0)	1:2
2.1 x 1.2 (7'x4')	200 (8)	2500 (8-4)	1600 (5-4)	200 (8)	600 (2-0)	1200 (4-0)	600 (2-0)	600 (2-0)	1:2
2.1 x 1.5 (7'x5')	200 (8)	2500 (8-4)	1900 (6-4)	200 (8)	600 (2-0)	1200 (4-0)	900 (3-0)	600 (2-0)	1:2
2.1 x 1.8 (7'x6')	200 (8)	2500 (8-4)	2200 (7-4)	200 (8)	600 (2-0)	1200 (4-0)	1200 (4-0)	600 (2-0)	1:2
2.1 x 2.1 (7'x7')	200 (8)	2500 (8-4)	2500 (8-4)	200 (8)	600 (2-0)	1200 (4-0)	1500 (5-0)	600 (2-0)	1:2
2.4 x 0.9 (8'x3')	200 (8)	2800 (9-4)	1300 (4-4)	200 (8)	600 (2-0)	1200 (4-0)	300 (1-0)	600 (2-0)	1:2
2.4 x 1.2 (8'x4')	200 (8)	2800 (9-4)	1600 (5-4)	200 (8)	600 (2-0)	1200 (4-0)	600 (2-0)	600 (2-0)	1:2
2.4 x 1.5 (8'x5')	200 (8)	2800 (9-4)	1900 (6-4)	200 (8)	600 (2-0)	1200 (4-0)	900 (3-0)	600 (2-0)	1:2
2.4 x 1.8 (8'x6')	200 (8)	2800 (9-4)	2200 (7-4)	200 (8)	600 (2-0)	1200 (4-0)	1200 (4-0)	600 (2-0)	1:2
2.4 x 2.1 (8'x7')	200 (8)	2800 (9-4)	2500 (8-4)	200 (8)	600 (2-0)	1200 (4-0)	1500 (5-0)	600 (2-0)	1:2
2.4 x 2.4 (8'x8')	200 (8)	2800 (9-4)	2800 (9-4)	200 (8)	600 (2-0)	1200 (4-0)	1800 (6-0)	600 (2-0)	1:2
2.7 x 0.9 (9'x3')	225 (9)	3150 (10-6)	1350 (4-6)	225 (9)	600 (2-0)	1200 (4-0)	300 (1-0)	600 (2-0)	1:2
2.7 x 1.2 (9'x4')	225 (9)	3150 (10-6)	1650 (5-6)	225 (9)	600 (2-0)	1200 (4-0)	600 (2-0)	600 (2-0)	1:2
2.7 x 1.5 (9'x5')	225 (9)	3150 (10-6)	1950 (6-6)	225 (9)	600 (2-0)	1200 (4-0)	900 (3-0)	600 (2-0)	1:2
2.7 x 1.8 (9'x6')	225 (9)	3150 (10-6)	2250 (7-6)	225 (9)	600 (2-0)	1200 (4-0)	1200 (4-0)	600 (2-0)	1:2
2.7 x 2.1 (9'x7')	225 (9)	3150 (10-6)	2600 (8-6)	225 (9)	600 (2-0)	1200 (4-0)	1500 (5-0)	600 (2-0)	1:2

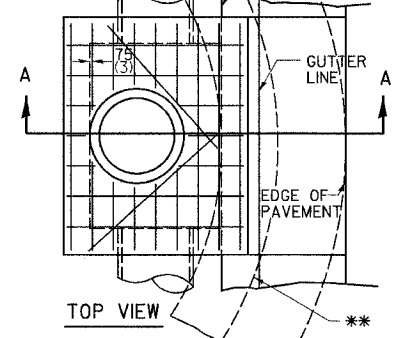
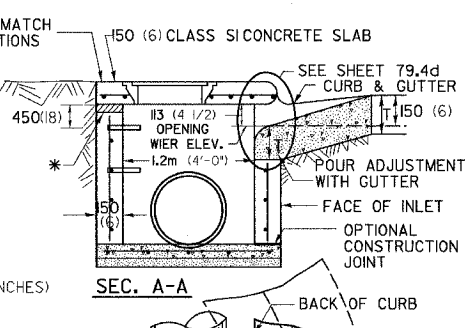
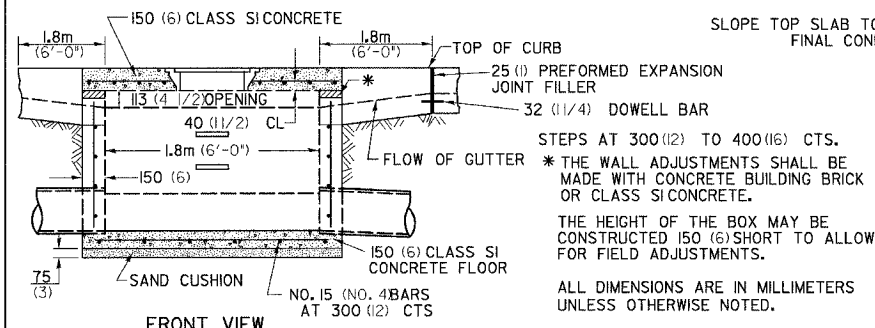
SPAN X RISE (ft) meter	T mm (INCHES)	A mm (FT.-IN.)	B mm (FT.-IN.)	C mm (INCHES)	E mm (FT.-IN.)	F mm (FT.-IN.)	G mm (FT.-IN.)	H mm (FT.-IN.)	SLOPE (X : Y)
2.7 x 2.4 (9'x8')	225 (9)	3150 (10-6)	2900 (9-6)	225 (9)	600 (2-0)	1200 (4-0)	1800 (6-0)	600 (2-0)	1:2
2.7 x 2.7 (9'x9')	225 (9)	3150 (10-6)	3150 (10-6)	225 (9)	600 (2-0)	1200 (4-0)	2100 (7-0)	600 (2-0)	1:2
3.0 x 0.9 (10'x3')	255 (10)	3550 (11-8)	1425 (4-8)	250 (10)	600 (2-0)	1200 (4-0)	500 (1-8)	400 (1-4)	1:3
3.0 x 1.2 (10'x4')	255 (10)	3550 (11-8)	1725 (5-8)	250 (10)	600 (2-0)	1200 (4-0)	300 (1-0)	600 (2-0)	1:2
3.0 x 1.5 (10'x5')	255 (10)	3550 (11-8)	2025 (6-8)	250 (10)	600 (2-0)	1200 (4-0)	600 (2-0)	600 (2-0)	1:2
3.0 x 1.8 (10'x6')	255 (10)	3550 (11-8)	2350 (7-8)	250 (10)	600 (2-0)	1200 (4-0)	900 (3-0)	600 (2-0)	1:2
3.0 x 2.1 (10'x7')	255 (10)	3550 (11-8)	2650 (8-8)	250 (10)	600 (2-0)	1200 (4-0)	1500 (5-0)	600 (2-0)	1:2
3.0 x 2.4 (10'x8')	255 (10)	3550 (11-8)	2950 (9-8)	250 (10)	600 (2-0)	1200 (4-0)	1800 (6-0)	600 (2-0)	1:2
3.0 x 2.7 (10'x9')	255 (10)	3550 (11-8)	3250 (10-8)	250 (10)	600 (2-0)	1200 (4-0)	2100 (7-0)	600 (2-0)	1:2
3.0 x 3.0 (10'x10')	255 (10)	3550 (11-8)	3550 (11-8)	250 (10)	600 (2-0)	1200 (4-0)	2400 (8-0)	600 (2-0)	1:2
3.3 x 0.9 (11'x3')	280 (11)	3900 (12-10)	1475 (4-10)	275 (11)	600 (2-0)	1200 (4-0)	300 (1-0)	600 (2-0)	1:2
3.3 x 1.2 (11'x4')	280 (11)	3900 (12-10)	1775 (5-10)	275 (11)	600 (2-0)	1200 (4-0)	600 (2-0)	600 (2-0)	1:2
3.3 x 1.5 (11'x5')	280 (11)	3900 (12-10)	2075 (6-10)	275 (11)	600 (2-0)	1200 (4-0)	900 (3-0)	600 (2-0)	1:2
3.3 x 1.8 (11'x6')	280 (11)	3900 (12-10)	2400 (7-10)	275 (11)	600 (2-0)	1200 (4-0)	1200 (4-0)	600 (2-0)	1:2
3.3 x 2.1 (11'x7')	280 (11)	3900 (12-10)	2700 (8-10)	275 (11)	600 (2-0)	1200 (4-0)	1500 (5-0)	600 (2-0)	1:2
3.3 x 2.4 (11'x8')	280 (11)	3900 (12-10)	3000 (9-10)	275 (11)	600 (2-0)	1200 (4-0)	1800 (6-0)	600 (2-0)	1:2

SPAN X RISE (ft) meter	T mm (INCHES)	A mm (FT.-IN.)	B mm (FT.-IN.)	C mm (INCHES)	E mm (FT.-IN.)	F mm (FT.-IN.)	G mm (FT.-IN.)	H mm (FT.-IN.)	SLOPE (X : Y)
3.3 x 2.7 (11'x9')	280 (11)	3900 (12-10)	3300 (10-10)	275 (11)	600 (2-0)	1200 (4-0)	2100 (7-0)	600 (2-0)	1:2
3.3 x 3.0 (11'x10')	280 (11)	3900 (12-10)	3600 (11-10)	275 (11)	600 (2-0)	1200 (4-0)	2400 (8-0)	600 (2-0)	1:2
3.3 x 3.3 (11'x11')	280 (11)	3900 (12-10)	3900 (12-10)	275 (11)	600 (2-0)	1200 (4-0)	2700 (9-0)	600 (2-0)	1:2
3.6 x 0.9 (12'x3')	300 (12)	4250 (14-0)	1525 (5-0)	300 (12)	600 (2-0)	1200 (4-0)	300 (1-0)	600 (2-0)	1:2
3.6 x 1.2 (12'x4')	300 (12)	4250 (14-0)	1825 (6-0)	300 (12)	600 (2-0)	1200 (4-0)	600 (2-0)	600 (2-0)	1:2
3.6 x 1.5 (12'x5')	300 (12)	4250 (14-0)	2125 (7-0)	300 (12)	600 (2-0)	1200 (4-0)	900 (3-0)	600 (2-0)	1:2
3.6 x 1.8 (12'x6')	300 (12)	4250 (14-0)	2425 (8-0)	300 (12)	600 (2-0)	1200 (4-0)	1200 (4-0)	600 (2-0)	1:2
3.6 x 2.1 (12'x7')	300 (12)	4250 (14-0)	2725 (9-0)	300 (12)	600 (2-0)	1200 (4-0)	1500 (5-0)	600 (2-0)	1:2
3.6 x 2.4 (12'x8')	300 (12)	4250 (14-0)	3025 (10-0)	300 (12)	600 (2-0)	1200 (4-0)	1800 (6-0)	600 (2-0)	1:2

PLT DATE = #DATE*
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REFERENCE = #REF#*

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	297
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

INLET SPECIAL NO. 3



NOTES

STEPS SHALL BE OMITTED WHEN DEPTH OF INLET IS LESS THAN 1.5 m (5 ft.)

THE INLET SHALL BE CAST IN PLACE OR PRECAST.

EXCEPT AS NOTED HEREON INLET SPECIAL NO. 3 SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.

THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL NO. 3 SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE FRAME, LID, REINFORCEMENT BARS, FLOOR AND TOP SLABS, CAST IRON STEPS (IF USED).

THE CURB AND GUTTER WILL BE PAID FOR SEPARATELY AND WILL BE MEASURED THROUGH THE INLET.

THE CURB AND GUTTER ADJACENT TO AND 1.8m (6 FT.) ON EITHER SIDE OF THE INLET SHALL BE CONSTRUCTED AS SHOWN WITH NO ADDITIONAL COMPENSATION FOR THE TRANSITION.

SEE STANDARD 602701 FOR DETAILS OF STEPS. 25 (1) PREFORMED EXPANSION JOINTS AS SHOWN SHALL BE PROVIDED ON EACH SIDE OF INLET. CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTAL SECTIONS. REINFORCEMENT FOR INLET SPECIAL #3 SHALL BE ACCORDING TO DISTRICT STANDARD 79.4e

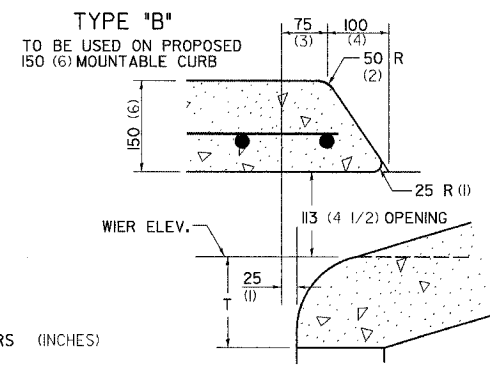
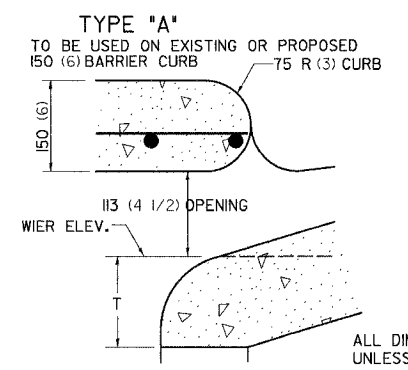
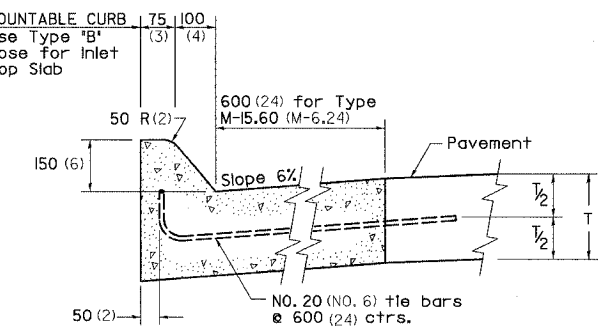
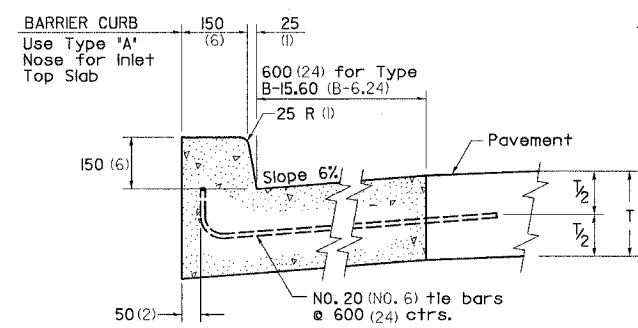
LIGHT WEIGHT MANHOLE CASTING

TOTAL WEIGHT 73 KG. (160 LBS.)

INLET SPECIAL NO. 3 79.4

REVISED 4-4-05

NOSE TYPE FOR INLET TOP SLAB

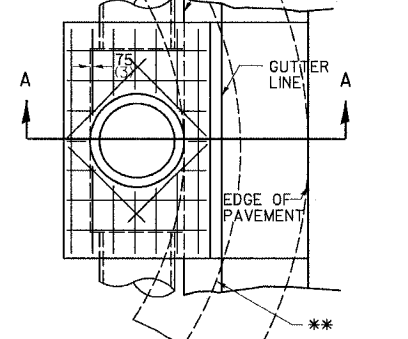
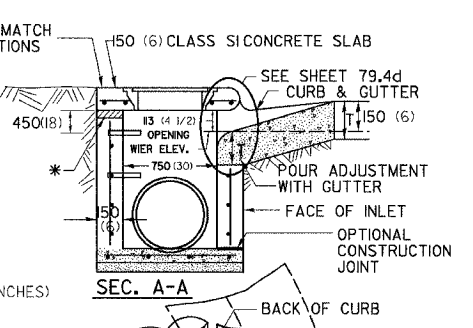
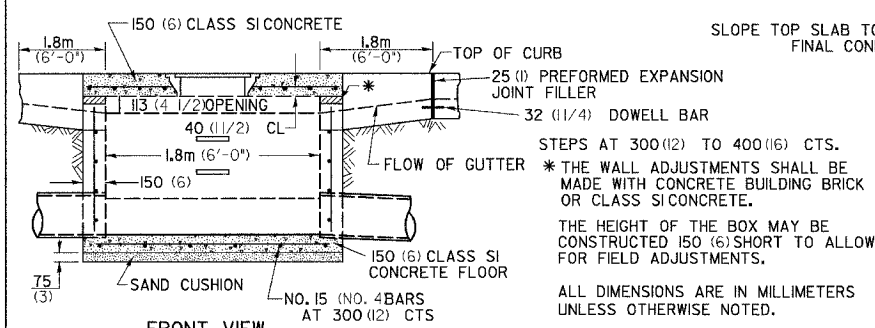


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

NOSE TYPE FOR INLET TOP SLAB 79.4d

REVISED 2-14-95

INLET SPECIAL NO. 5



NOTES

STEPS SHALL BE OMITTED WHEN DEPTH OF INLET IS LESS THAN 1.5 m (5 ft.)

THE INLET SHALL BE CAST IN PLACE OR PRECAST.

EXCEPT AS NOTED HEREON INLET SPECIAL NO. 5 SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.

THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL NO. 5 SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE FRAME, LID, REINFORCEMENT BARS, FLOOR AND TOP SLABS, CAST IRON STEPS (IF USED).

THE CURB AND GUTTER WILL BE PAID FOR SEPARATELY AND WILL BE MEASURED THROUGH THE INLET.

THE CURB AND GUTTER ADJACENT TO AND 1.8m (6 FT.) ON EITHER SIDE OF THE INLET SHALL BE CONSTRUCTED AS SHOWN WITH NO ADDITIONAL COMPENSATION FOR THE TRANSITION.

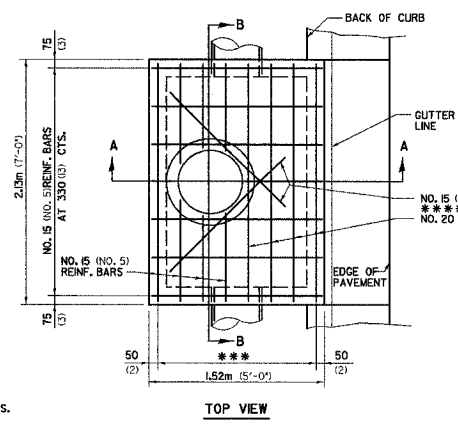
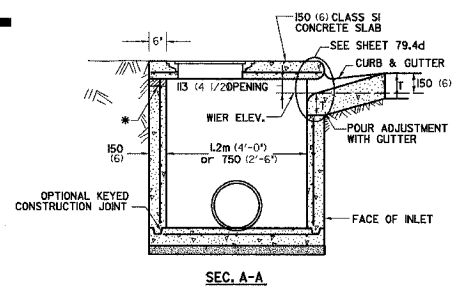
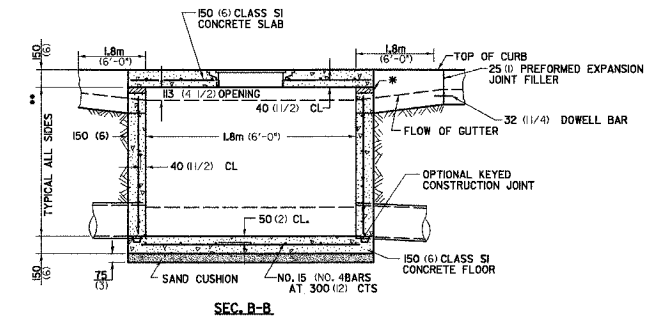
SEE STANDARD 602701 FOR DETAILS OF STEPS. 25 (1) PREFORMED EXPANSION JOINTS AS SHOWN SHALL BE PROVIDED ON EACH SIDE OF INLET. CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTAL SECTIONS. REINFORCEMENT FOR INLET SPECIAL NO. 5 SHALL BE ACCORDING TO DISTRICT STANDARD 79.4e

LIGHT WEIGHT MANHOLE CASTING

TOTAL WEIGHT 73 KG. (160 LBS.)

INLET SPECIAL NO. 5 79.4b

INLET SPECIAL NO. 3, 4, 5, 6 REINFORCEMENT DETAIL



THE WALL ADJUSTMENTS SHALL BE MADE WITH CONCRETE BUILDING BRICK OR CLASS SI CONCRETE. THE HEIGHT OF THE BOX MAY BE CONSTRUCTED 150 (6) SHORT TO ALLOW FOR FIELD ADJUSTMENTS.

1.2m (4'-0") TO 2.4m (8'-0") NO. 15 (NO. 5) REINF. BARS AT 300 (12) CTS. E.W.
 2.4m (8'-0") TO 4.0m (13'-0") NO. 15 (NO. 5) REINF. BARS AT 250 (10) CTS. E.W.
 4.0m (13'-0") TO 4.5m (15'-0") NO. 15 (NO. 5) REINF. BARS AT 200 (8) CTS. E.W.

7 SPA. AT 200 mm (8") INLET SPECIAL # 3, 4
 5 SPA AT 208 mm (8 1/8") INLET SPECIAL # 5, 6

2 REBARS FOR INLET SPECIAL 3 & 4
 4 REBARS FOR INLET SPECIAL 5 & 6

NOTES

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

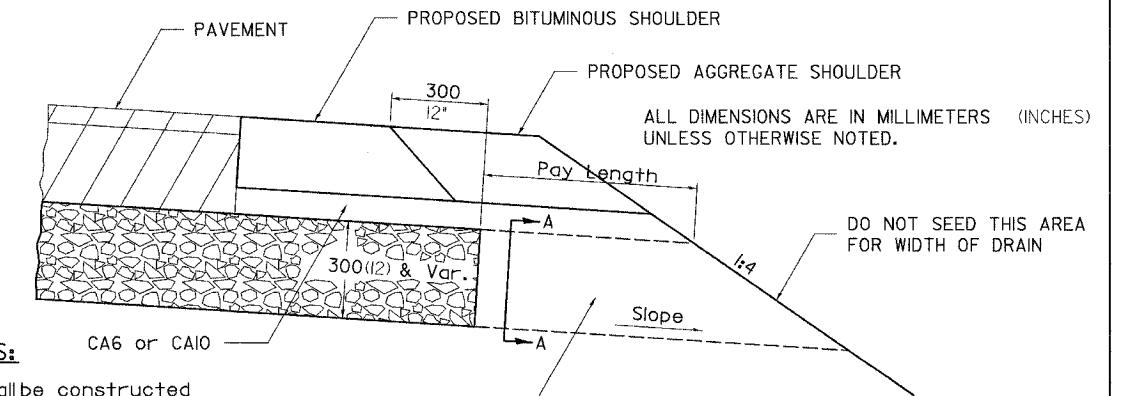
TOP SLAB REINFORCEMENT TO BE EPOXY COATED BARS.

INLET SPECIAL NO. 3, 4, 5, 6 REINFORCEMENT DETAIL 79.4e

PLOT DATE = #DATE#
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 PREFERENCE = #PREF#

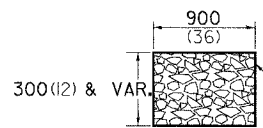
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	I29K	WINNEBAGO	585	298
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DRAIN FOR AGGREGATE BASE COURSE



NOTES:

The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per m² (SQ. YD.) for SUB-BASE GRANULAR MATERIAL, TYPE A of the thickness specified which includes the filter fabric. The rock outlets will be measured in m² (SQ. YD.), the width being 900 (36) by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per m² (SQ. YD.) for SUB-BASE GRANULAR MATERIAL, TYPE A of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for Riprap.



SECTION A-A

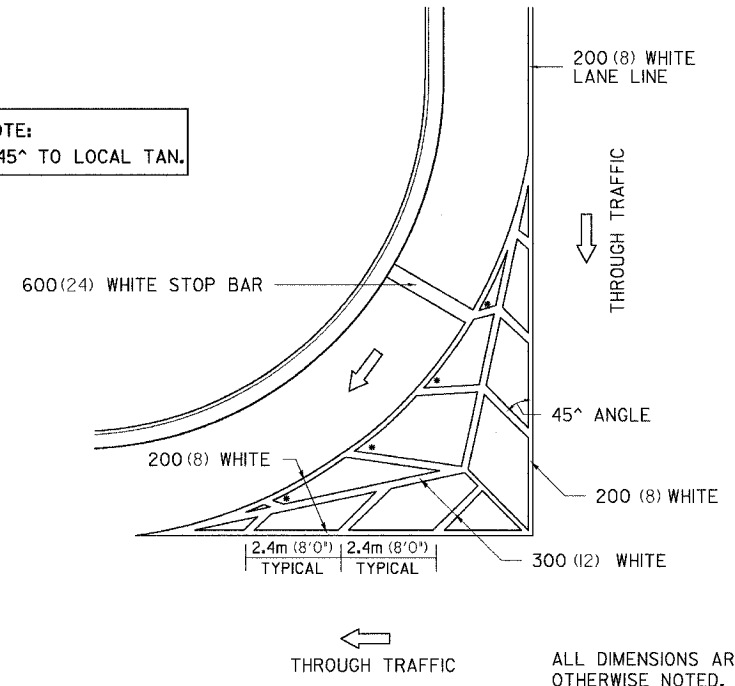
NOTE: Slope same as shoulder with 2% min.

DRAIN FOR AGGREGATE BASE COURSE 96.4

REVISED 7-13-95

TYPICAL MARKING FOR PAINTED ISLANDS

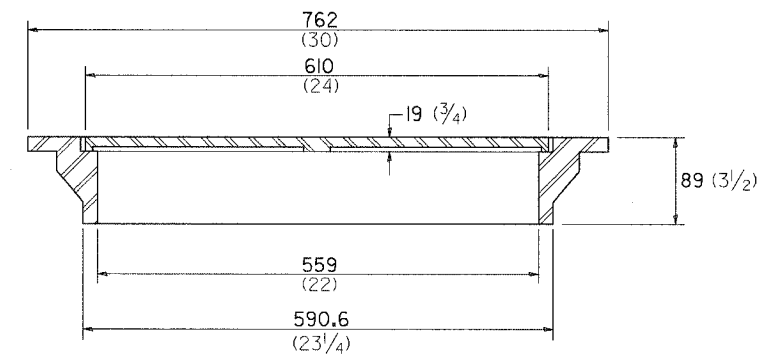
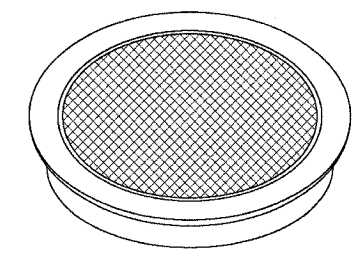
NOTE:
* 45° TO LOCAL TAN.



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

TYPICAL MARKING FOR PAINTED ISLANDS 93.4

SPECIAL FRAME CLOSED LID



NOTE:

THE CLOSED LID MAY BE MADE OF EITHER GRAY IRON, OR DUCTILE IRON, CONFORMING TO THE STANDARD SPECIFICATIONS.

DUCTILE IRON CASTING SHALL BE GRADE 60-40-18, AND SHALL BE PROOF LOADED IN ACCORDANCE WITH FEDERAL SPECIFICATIONS RR-F-621b, SECTION 3.8. TOTAL WEIGHT: 73 Kg (160 lbs)

THE PROOF LOAD SHALL BE 11340 Kg. (25,000 LBS.) ON A 225x225 (9x9) CAST BLOCK. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

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

SPECIAL FRAME CLOSED LID 82.2

PLOT DATE = 8/24/88
FILE NAME = 011114
SCALE = 1/8" = 1'-0"
PREFERENCE = 011114

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	299
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TYPICAL MEDIAN CROSSOVER CLOSURE (WITH EMERGENCY OPENING)

GENERAL NOTES

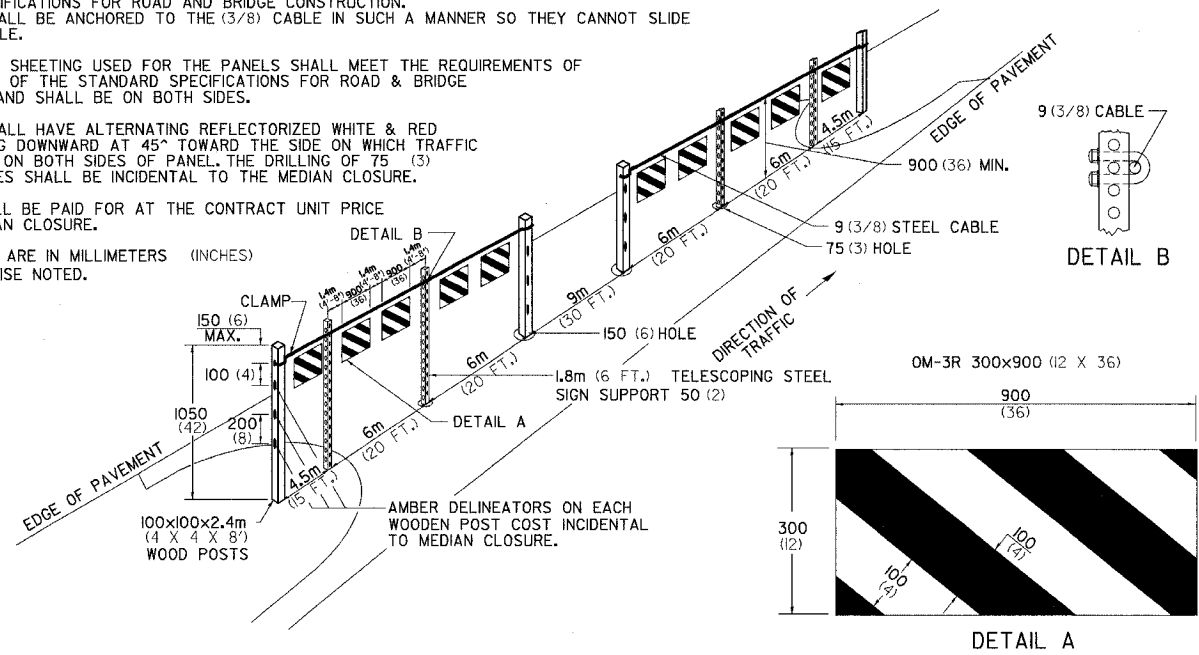
WOOD POSTS, CABLE, AND SIGN SUPPORTS SHALL BE IN ACCORDANCE WITH SECTION 634 & 636 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
THE PANELS SHALL BE ANCHORED TO THE (3/8) CABLE IN SUCH A MANNER SO THEY CANNOT SLIDE ALONG THE CABLE.

THE REFLECTIVE SHEETING USED FOR THE PANELS SHALL MEET THE REQUIREMENTS OF ARTICLE 1084.02 OF THE STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION AND SHALL BE ON BOTH SIDES.

ALL PANELS SHALL HAVE ALTERNATING REFLECTORIZED WHITE & RED STRIPES SLOPING DOWNWARD AT 45° TOWARD THE SIDE ON WHICH TRAFFIC WILL PASS AND ON BOTH SIDES OF PANEL. THE DRILLING OF 75 (3) AND 100 (4) HOLES SHALL BE INCIDENTAL TO THE MEDIAN CLOSURE.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MEDIAN CLOSURE.

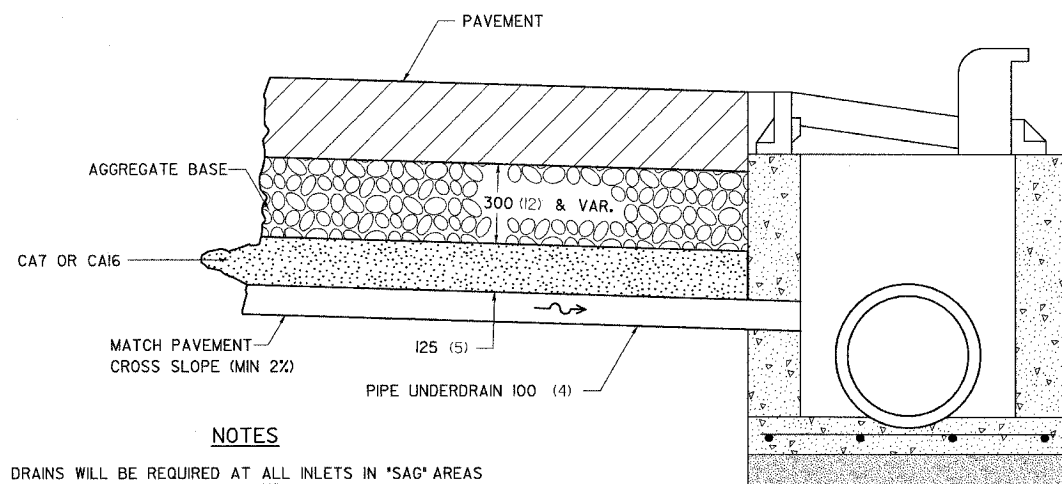
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.



TYPICAL MEDIAN CROSSOVER CLOSURE (WITH EMERGENCY OPENING) 87.4

REVISED 10-15-04

DRAIN FOR AGGREGATE BASES IN URBAN AREAS



NOTES

DRAINS WILL BE REQUIRED AT ALL INLETS IN 'SAG' AREAS AND AS INDICATED IN THE PLANS.

THIS WORK SHALL BE COMPLETED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS.

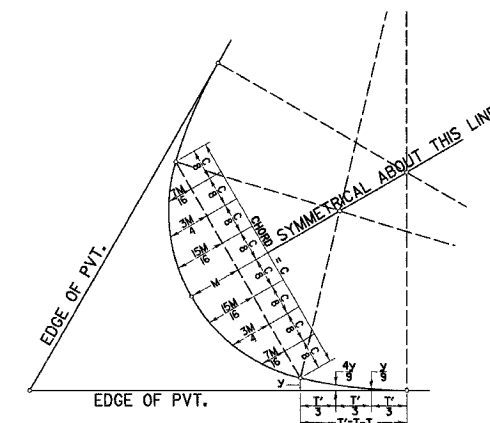
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER (FOOT) FOR PIPE UNDERDRAINS OF THE DIAMETER SPECIFIED WHICH PRICE SHALL INCLUDE THE CAT OR CA16 AND THE CONNECTION TO THE INLET.

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

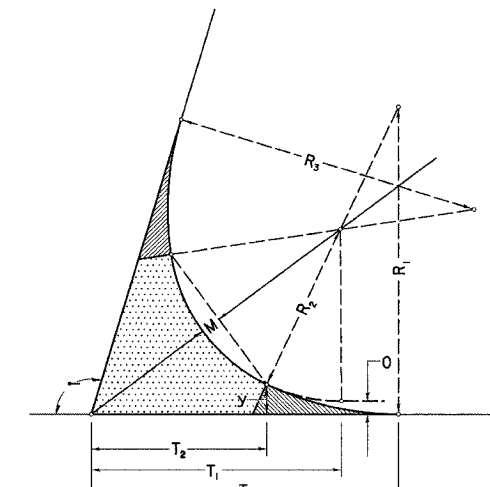
PLOT DATE = 04/15/04
FILE NAME = 041504.DWG
SCALE = 1/8" = 1'-0"
REFERENCE = 041504

DRAIN FOR AGGREGATE BASES IN URBAN AREAS 88.4

THREE CENTER CURVE DATA



FIELD LAYOUT METHOD



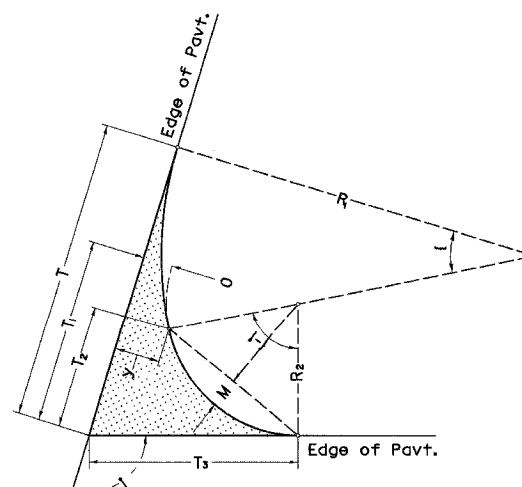
FOR SYMMETRICAL CURVES

SYMMETRICAL CURVES

CURVE #									
R ₁									
R ₂									
R ₃									
O									
I									
T									
T ₁									
T ₂									
T'									
Y									
4y									
g									
y									
M									
15M									
16									
3M									
4									
7M									
16									
C									

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

TWO CENTER CURVE DATA



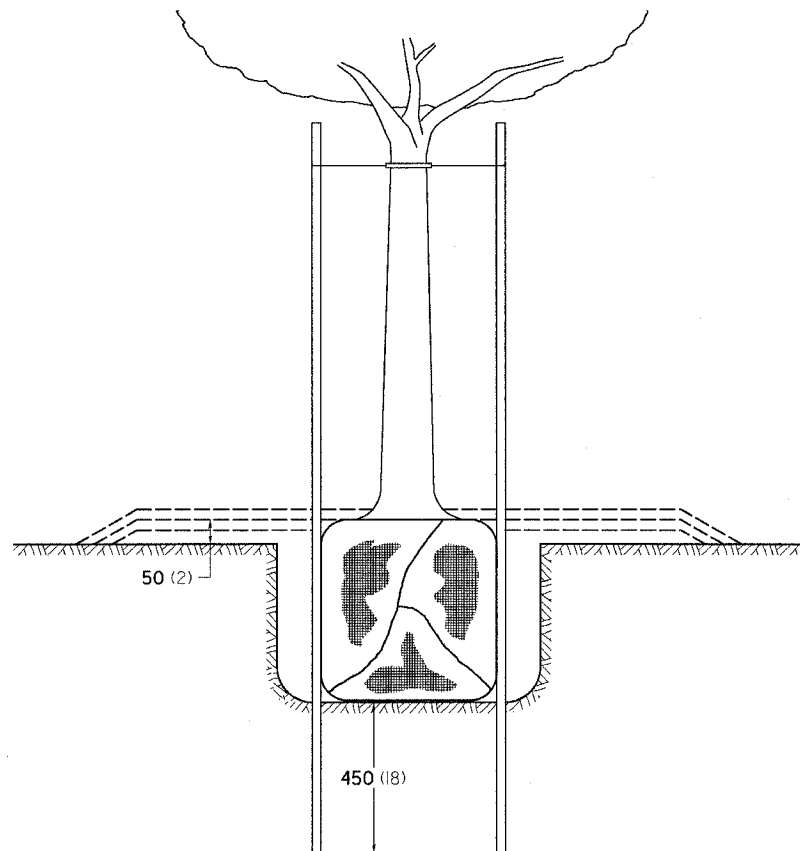
TWO CENTER CURVES

LOCATION	RCSP		RAMP A/B		RAMP C	LYFORD ROAD		LYFORD ROAD NORTH	
	SW	SE	NW	NE	NE	SW	SE	NW	NE
R ₁	110	110	375	375	200	250	350	350	250
R ₂	85	50	60	60	70	55	60	60	55
O	12	12	12	12	12	12	12	12	12
I	92°38'41.7"	84°49'38.5"	89°59'59.9"	90°00'00.0"	90°00'00.0"	88°21'48.3"	88°21'48.3"	90°00'00.0"	90°00'00.0"
T	11.09	80.59	146.12	146.12	124.55	120.46	140.53	142.56	122.35
T ₁	87.53	44.59	60.00	60.00	70.00	53.11	57.97	60.00	55.00
T ₂	16.45	14.59	43.60	43.60	40.63	34.11	40.89	42.92	36.00
T ₃	101.29	57.73	72.00	72.00	82.00	65.46	70.32	72.00	67.00
Y	53.95	22.00	14.29	14.29	18.46	15.38	14.48	14.48	15.38
4y	23.98	9.78	6.35	6.35	8.21	6.84	6.44	6.44	6.84
g	5.99	2.44	1.59	1.59	2.05	1.71	1.61	1.61	1.71
M	3.56	4.32	12.12	12.12	11.02	9.45	11.40	11.91	9.89
15M	3.34	4.05	11.37	11.37	10.34	8.86	10.69	11.17	9.27
16	2.67	3.24	9.09	9.09	8.27	7.08	8.55	8.93	7.42
7M	1.56	1.89	5.30	5.30	4.82	4.13	4.99	5.21	4.33
16									
C	48.68	40.64	72.33	72.33	75.42	61.64	70.38	71.77	62.93

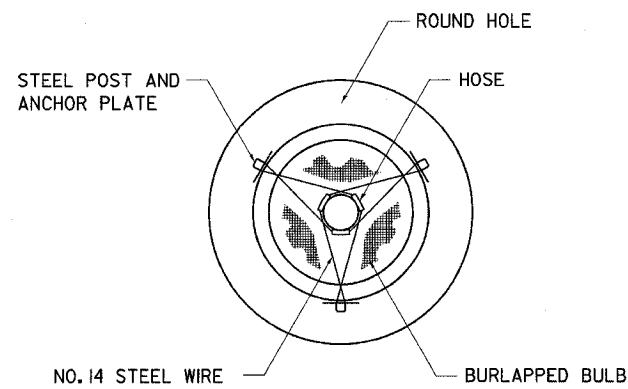
TWO AND THREE CENTER CURVE DATA 92.2

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	300
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

DETAILS OF PLANTING AND BRACING TREES

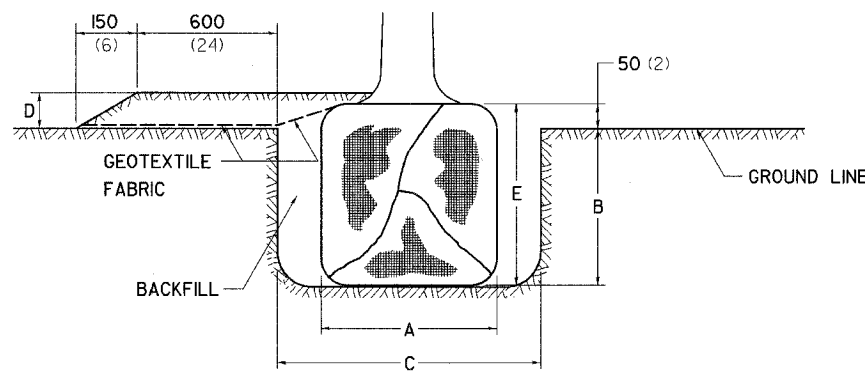


TREES SMALLER THAN 115 (4 1/2 IN DIAMETER)

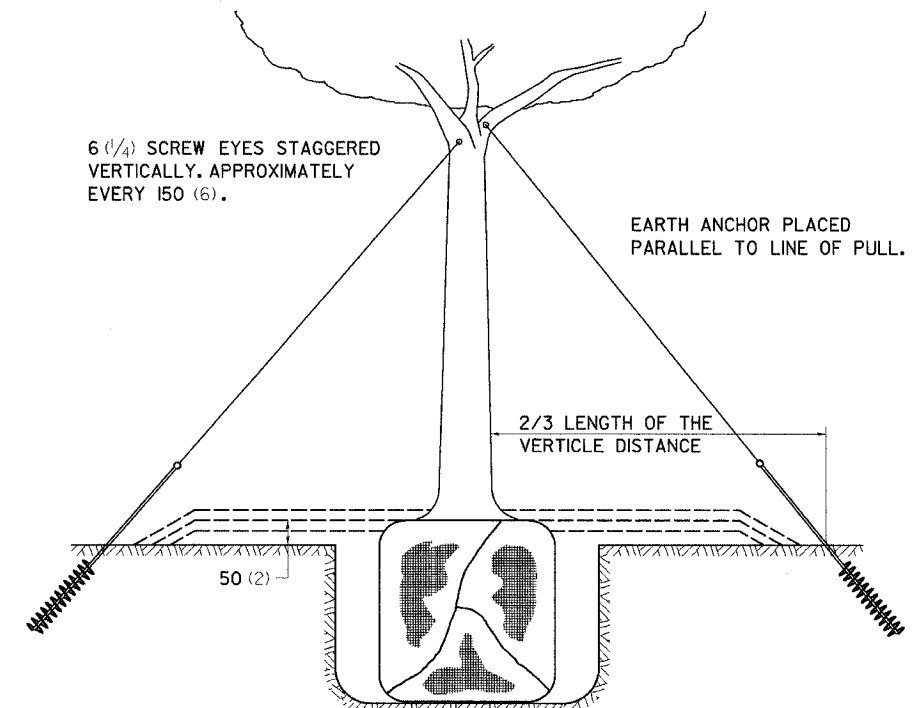


SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m ³ (CU. YDS.)
1.5-1.8m (5'-6')	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.5-1.8m (5'-6') BB	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.8-2.0m (6'-7')	450 (18)	300 (12)	750 (30)	100 (4)	350 (14)	0.41 (0.54)
2.0-2.4m (7'-8')	500 (20)	275 (11)	750 (30)	100 (4)	325 (13)	0.41 (0.54)
2.4-3.0m (8'-10')	600 (24)	350 (14)	900 (36)	100 (4)	400 (16)	0.47 (0.61)
3.0-3.6m (10'-12')	650 (26)	375 (15)	900 (36)	100 (4)	425 (17)	0.47 (0.61)

LARGE	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m ³ (CU. YDS.)
0-50 (0-2)	500 (20)	275 (11)	900 (36)	100 (4)	325 (13)	0.47 (0.61)
50-65 (2-2 1/2) BB	600 (24)	350 (14)	1200 (48)	100 (4)	400 (16)	0.60 (0.78)
65-75 (2 1/2-3) BB	700 (28)	425 (17)	1200 (48)	100 (4)	475 (19)	0.60 (0.78)
75-90 (3-3 1/2) BB	800 (32)	425 (17)	1500 (60)	100 (4)	475 (19)	0.73 (0.96)
90-100 (3 1/2-4) BB	900 (36)	500 (20)	1500 (60)	100 (4)	550 (22)	0.73 (0.96)
100-115 (4-4 1/2) BB	1000 (40)	550 (22)	1800 (72)	100 (4)	600 (24)	0.89 (1.16)
115-125 (4 1/2-5) BB	1100 (44)	600 (24)	1800 (72)	100 (4)	650 (26)	0.89 (1.16)
125-140 (5-5 1/2) BB	1200 (48)	675 (27)	2100 (84)	100 (4)	725 (29)	1.06 (1.38)



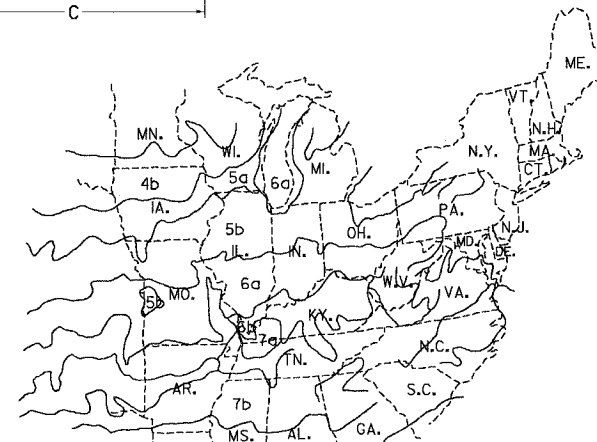
TREES OVER 115 (4 1/2 IN DIAMETER)



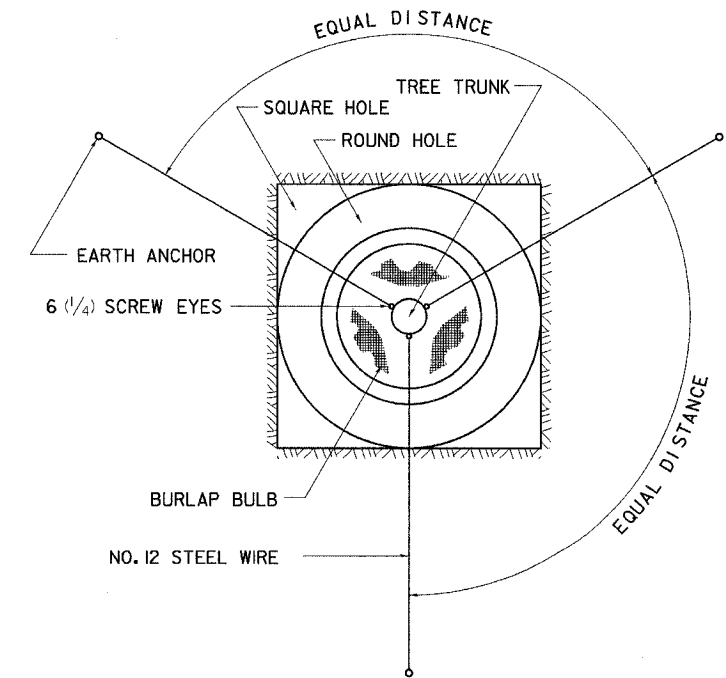
6 (1/4) SCREW EYES STAGGERED VERTICALLY, APPROXIMATELY EVERY 150 (6).

EARTH ANCHOR PLACED PARALLEL TO LINE OF PULL.

2/3 LENGTH OF THE VERTICAL DISTANCE



PLANT HARDINESS ZONE MAP
U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814



EARTH ANCHOR
6 (1/4) SCREW EYES

BURLAP BULB
NO. 12 STEEL WIRE

EQUAL DISTANCE

SQUARE HOLE
TREE TRUNK
ROUND HOLE

EQUAL DISTANCE

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