

TYPICAL BENCHING DETAIL
FOR EMBANKMENT

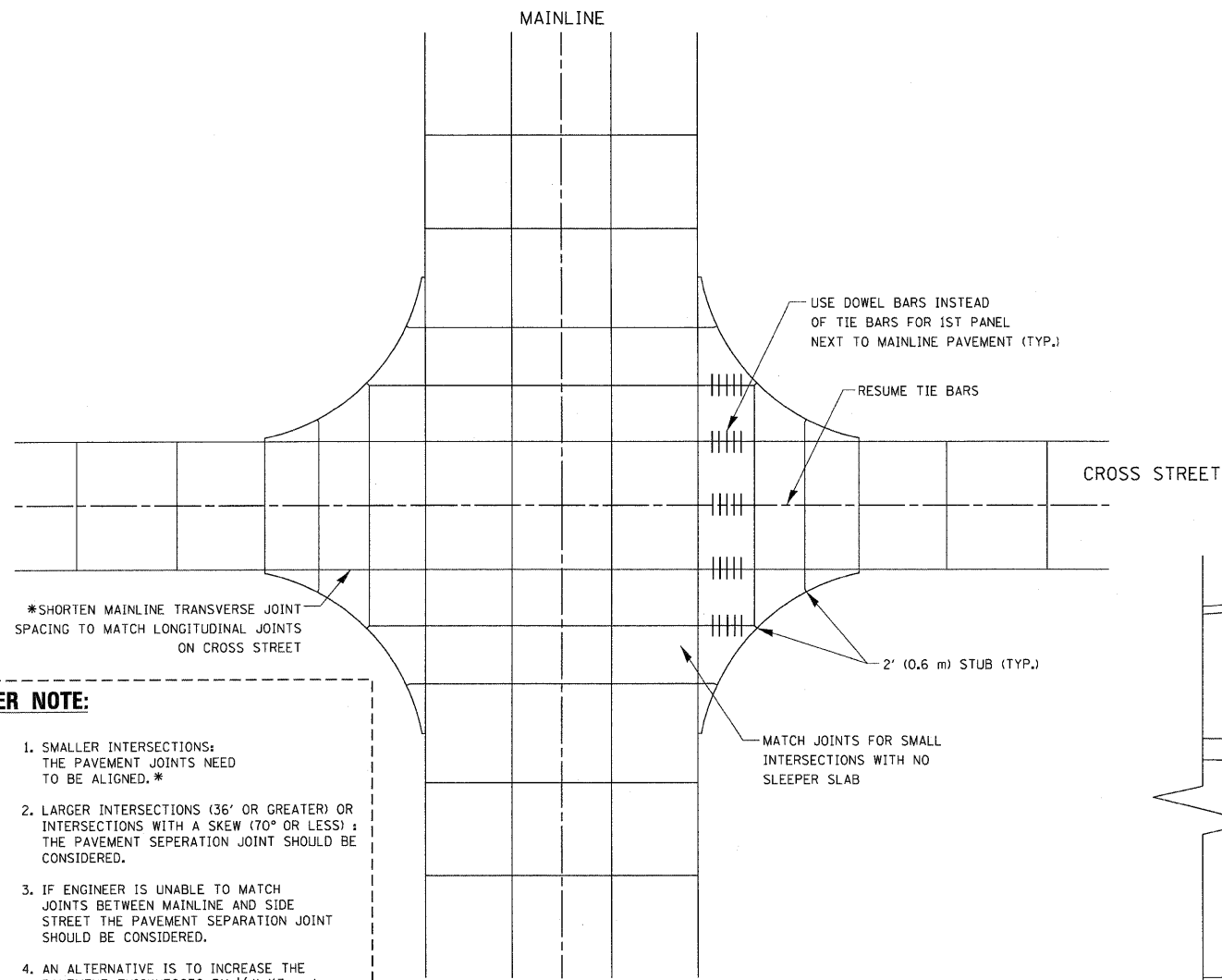
NOTES:

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

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

FILE NAME = W:\diststd\22x34\bd51.dgn	USER NAME = gegl1enobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BENCHING DETAIL FOR EMBANKMENT WIDENING		F.A.B. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0000 ' / IN.	DRAWN - CADD	REVISED -		307	126N-1	KANE	156	101			
	PLOT DATE = 1/4/2008	CHECKED - S.E.B.	REVISED -		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD-51		CONTRACT NO. 62278
		DATE - 06-16-04	REVISED -		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT							

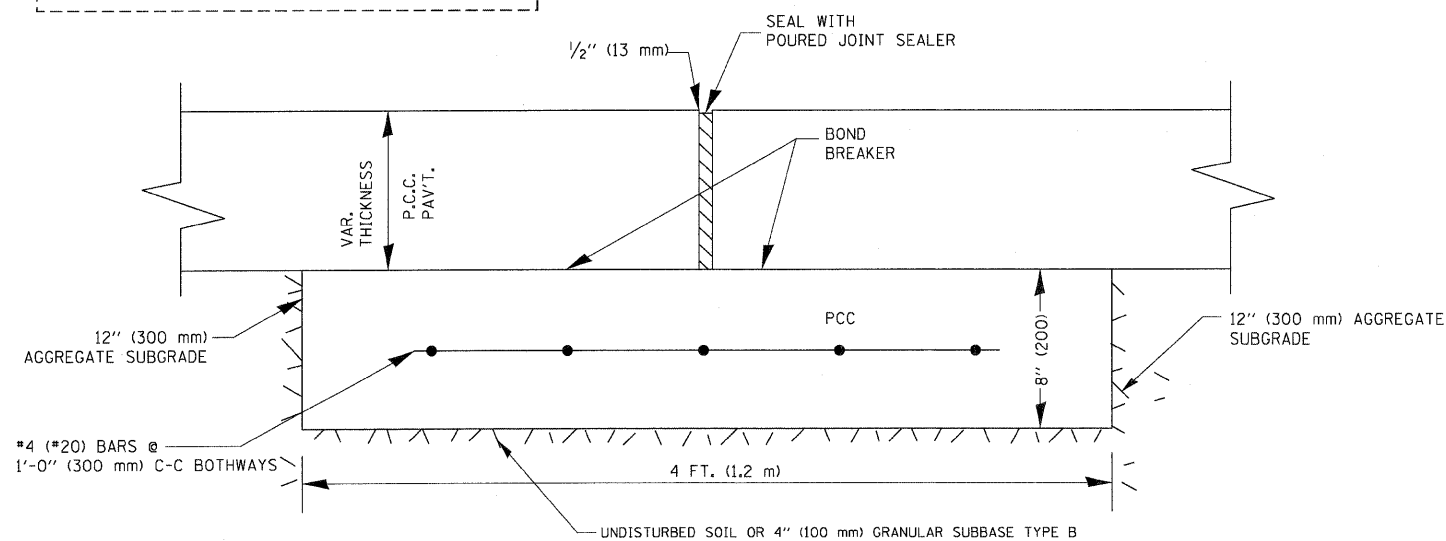
**THE USE OF
CROSS STREET PAVEMENT SEPARATION JOINTS
FOR SKEWED OR LARGE INTERSECTIONS
WHERE JOINTS MAY NOT MATCH**



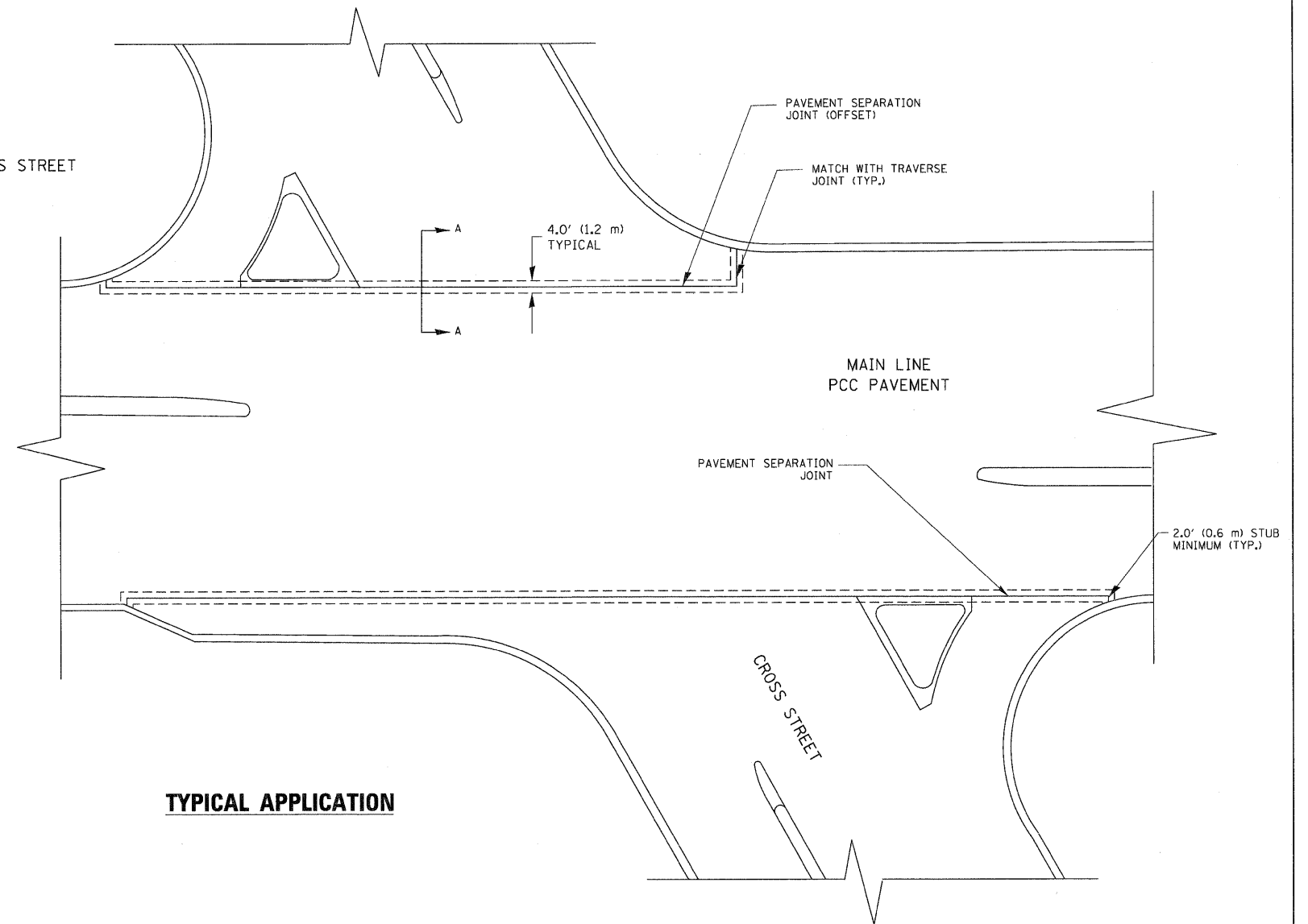
DESIGNER NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPERATION JOINTS USED.

PLAN



PROPOSED SECTION A-A

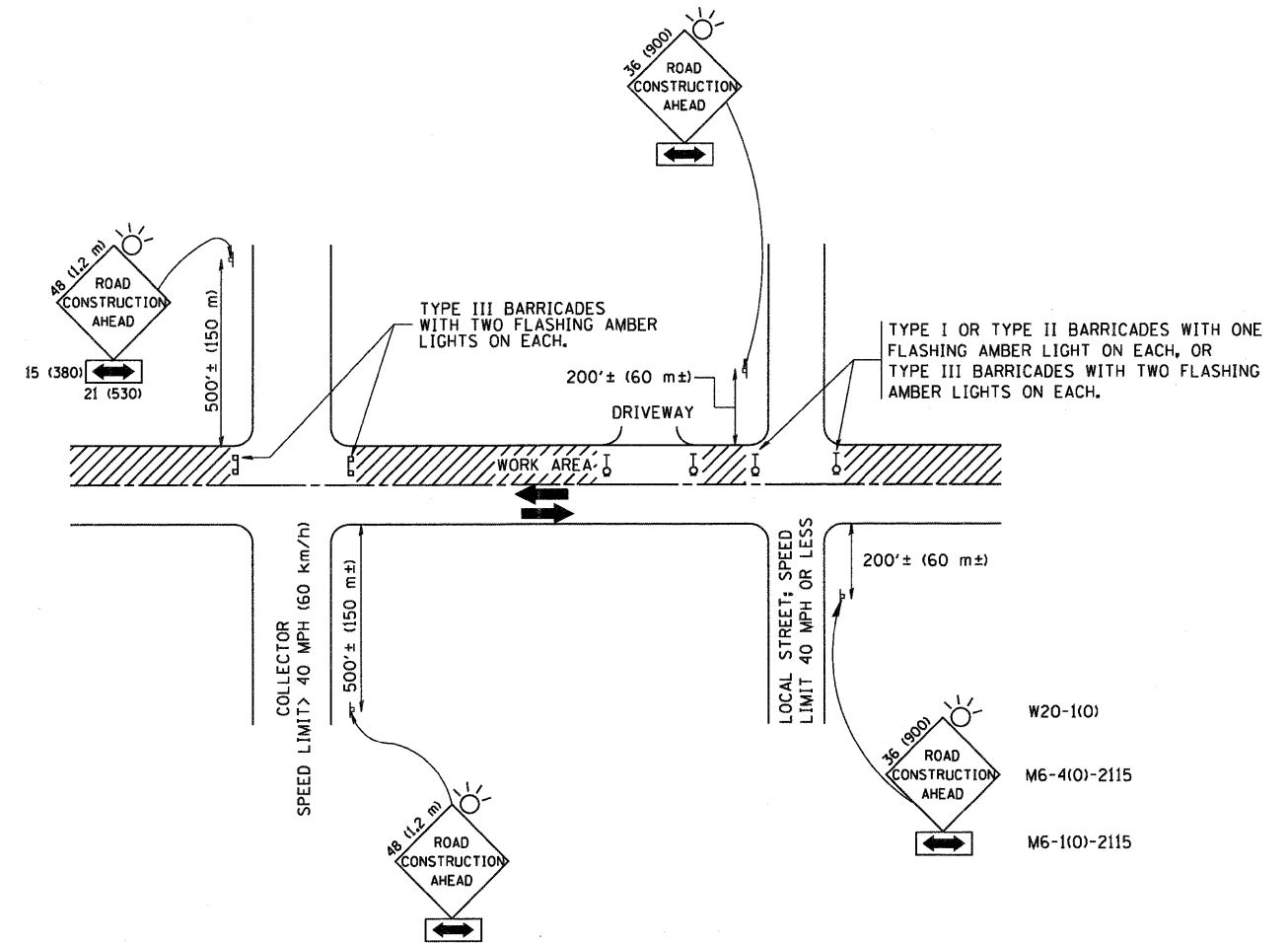


TYPICAL APPLICATION

NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPERATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".

FILE NAME = bd52.dgn	USER NAME = goglianob	DESIGNED -	REVISED - CADD 06-18-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		307	126N-1	KANE	156	102			
PLOT DATE = 6/18/2010	DATE -	REVISED -	REVISED -	SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	CONTRACT NO. 62278 ILLINOIS FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

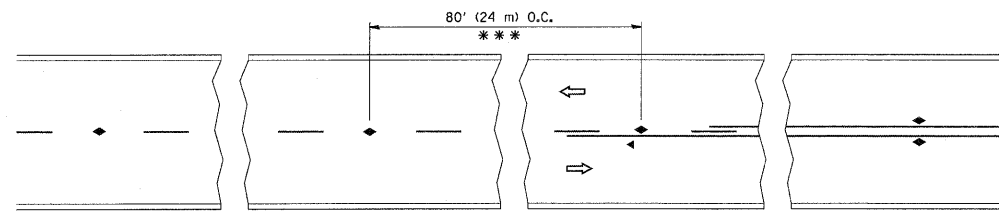
FILE NAME = W:\diststd\22x34\tcl0.dgn	USER NAME = geglienobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50,000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

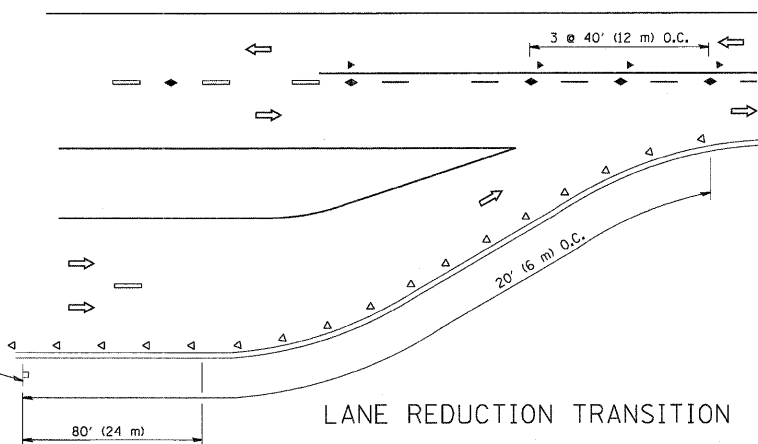
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	103
TC-10			CONTRACT NO. 62278	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

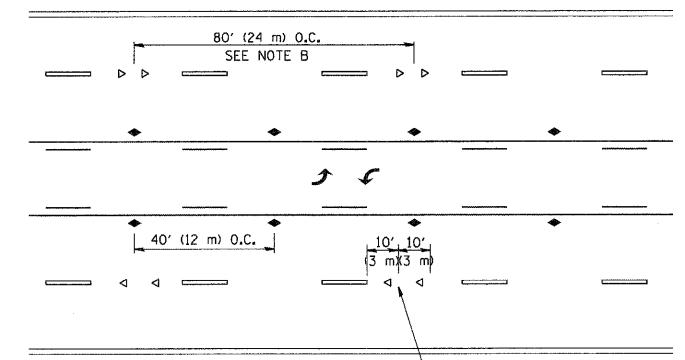


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

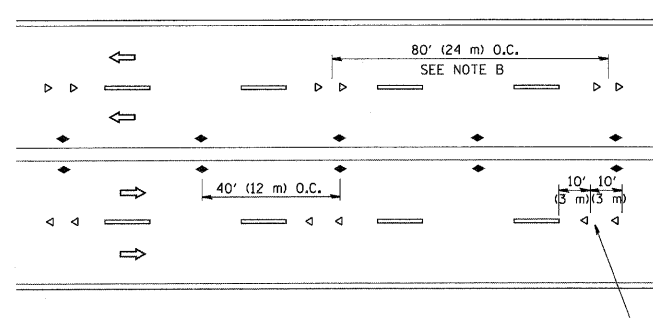
TWO-LANE/TWO-WAY



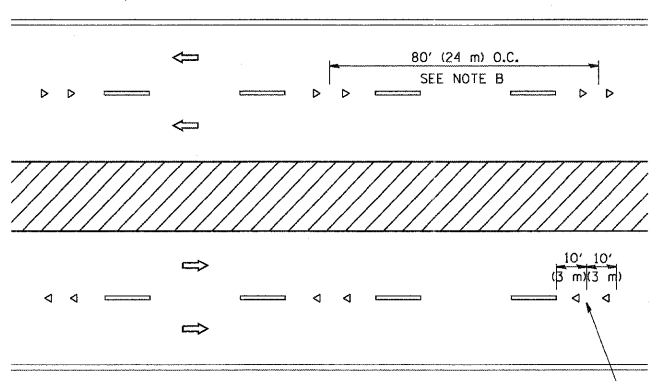
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

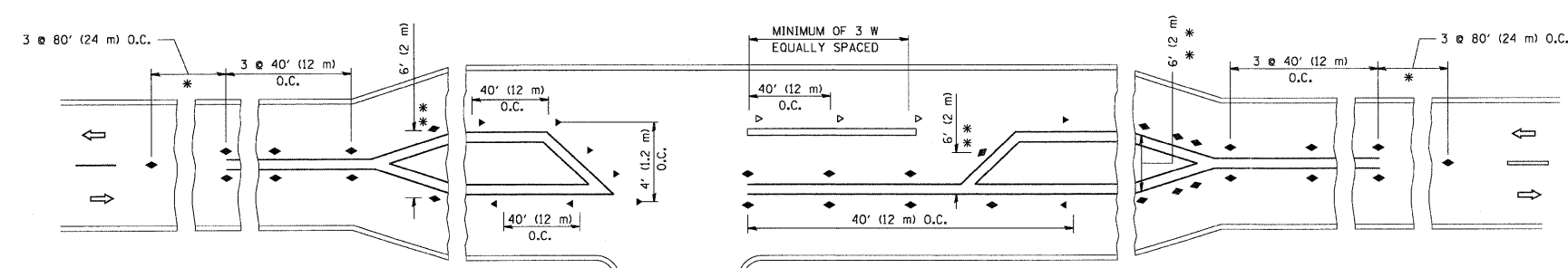
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

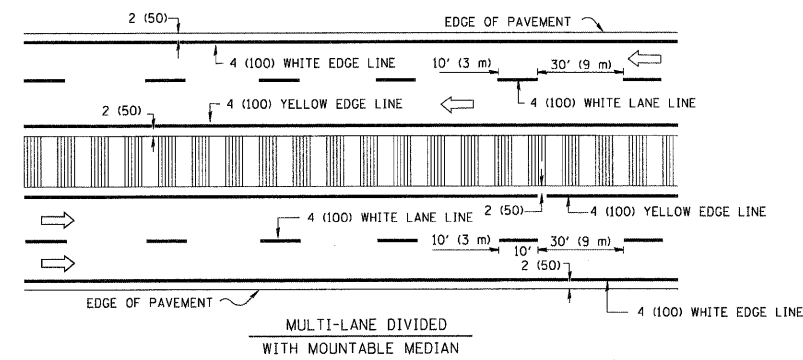
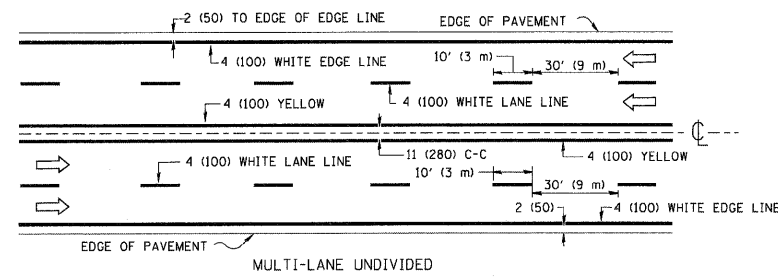
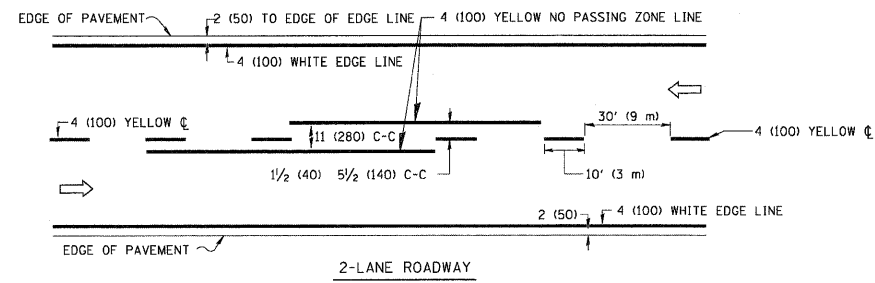
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
ci:\pwwork\pwwidot\drivakosgn\d2108315\to1.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

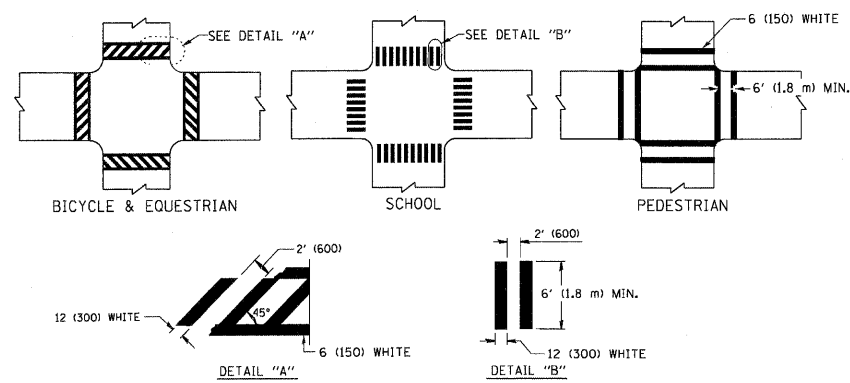
TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	104
TC-11			CONTRACT NO. 62278	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

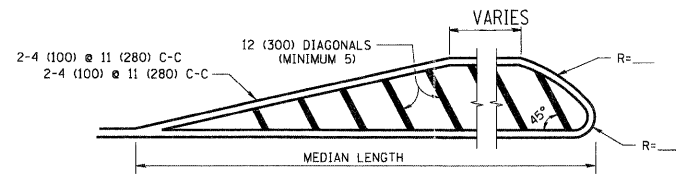
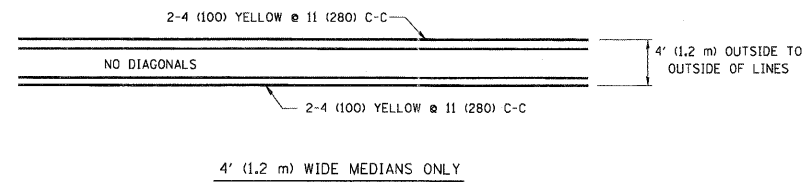


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

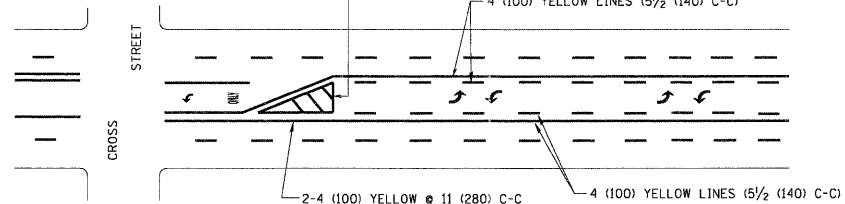


TYPICAL CROSSWALK MARKING

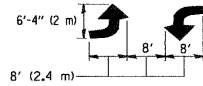


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

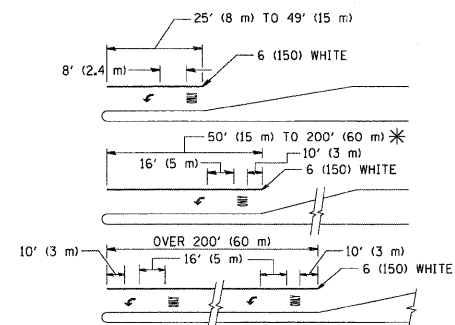


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

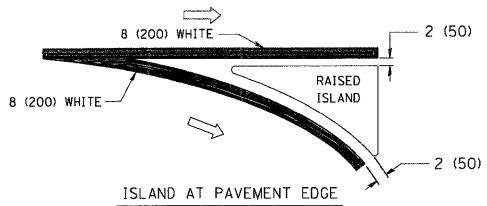
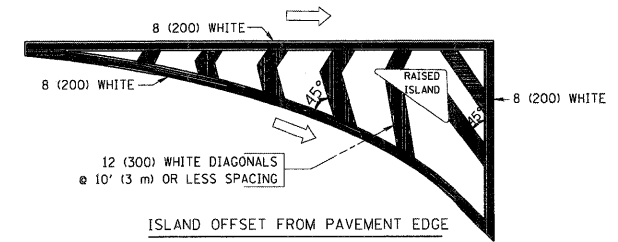


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

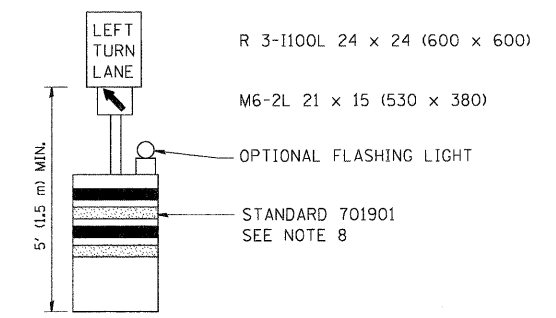
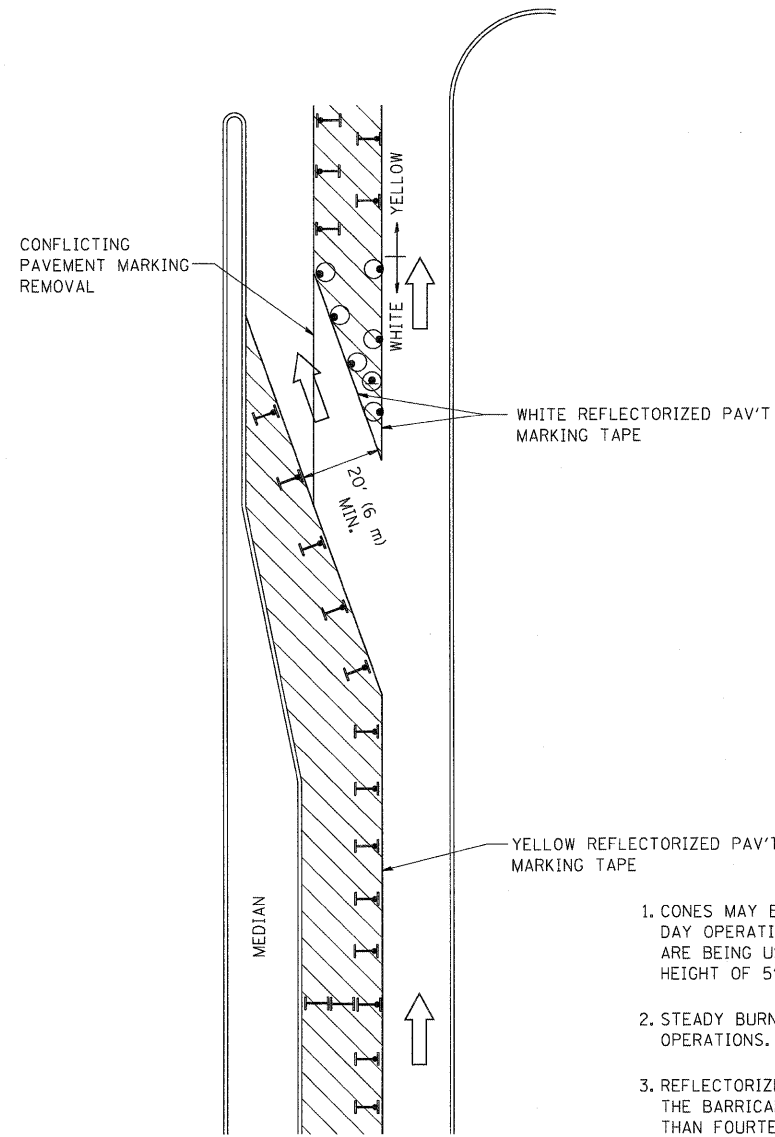


TYPICAL ISLAND MARKING

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

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

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



GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

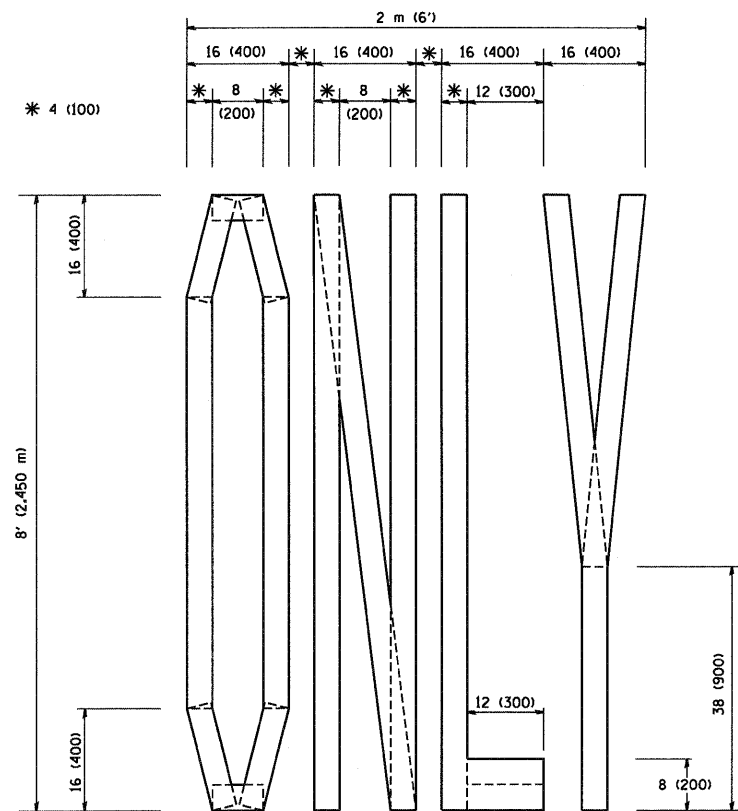
FILE NAME =	USER NAME = drivakosgn	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
ct\pwork\PHIDOT\DRIVAKOSGN\j0108315\14.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 49.9999' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 9/14/2009	REVISED -T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

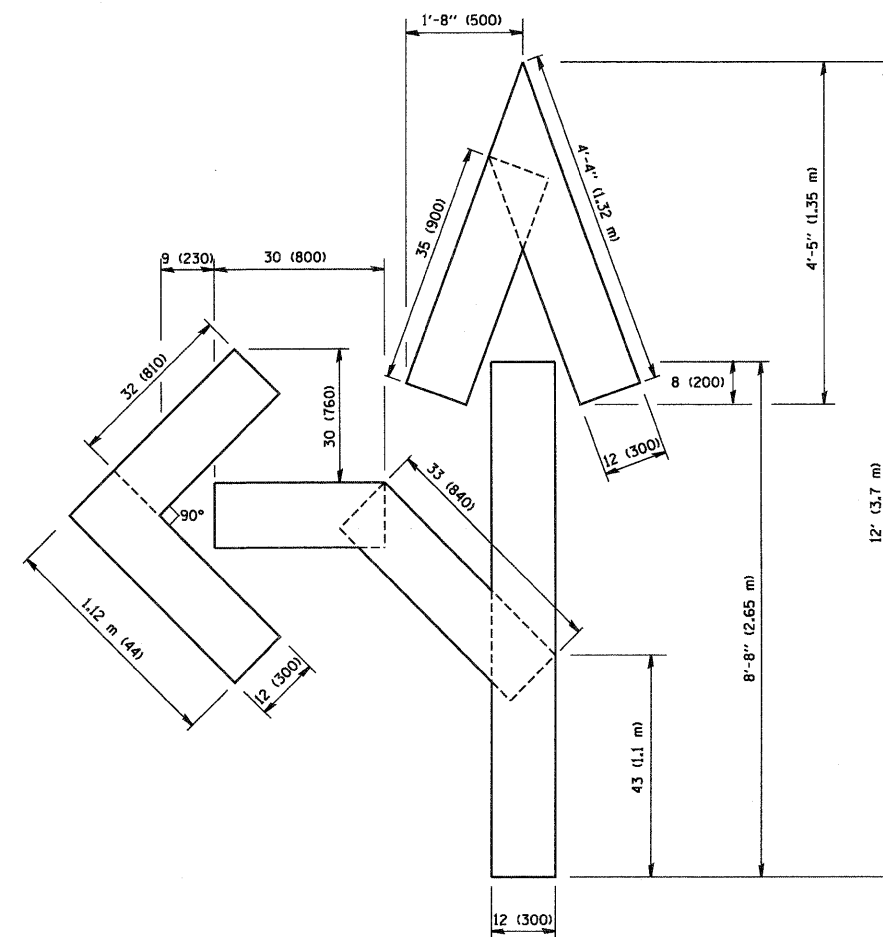
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

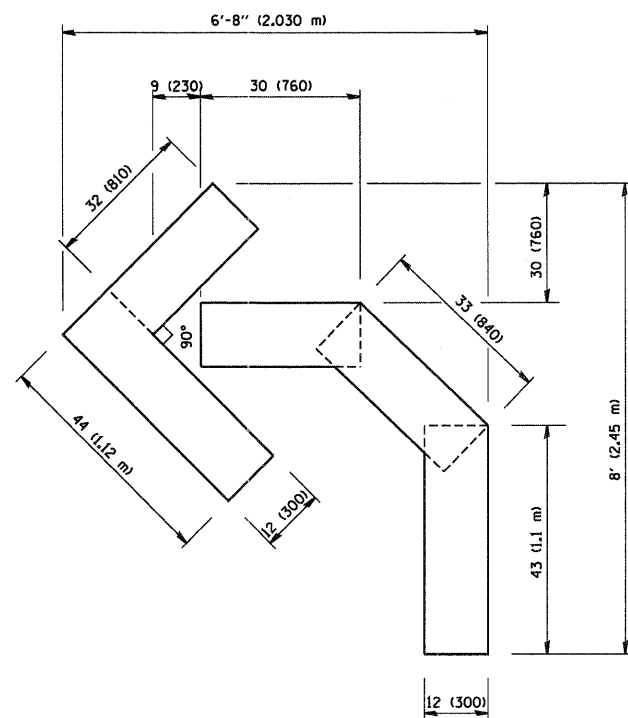
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANB	156	106
TC-14			CONTRACT NO. 62278	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



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



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



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

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

FILE NAME = W:\distsd\22x34\vol6.dgn	USER NAME = goglienobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANS	TOTAL SHEETS 156	SHEET NO. 107
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -T. RAMMACHER 11-04-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-16		CONTRACT NO. 62278	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -T. RAMMACHER 03-02-98		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00									

ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

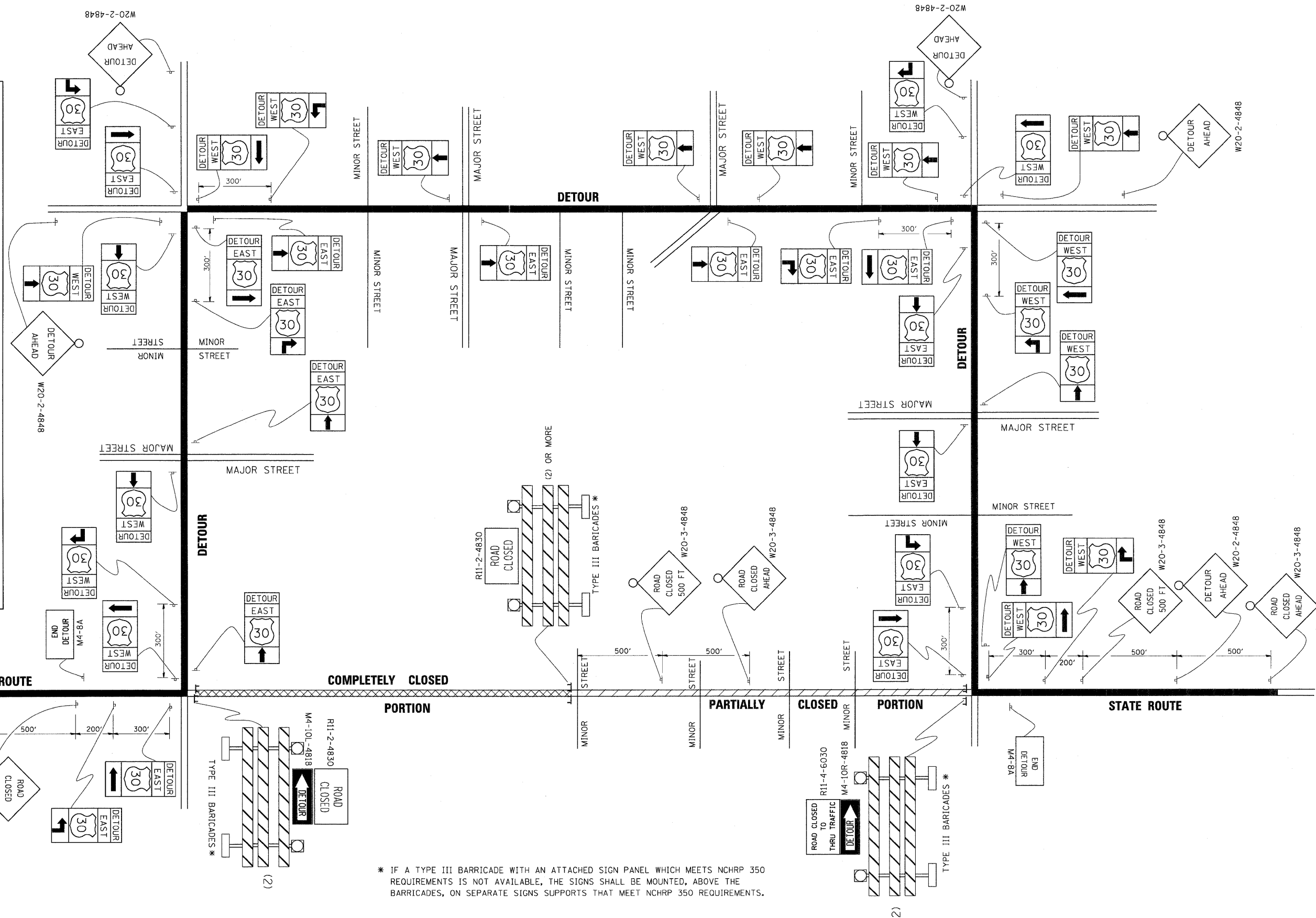
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

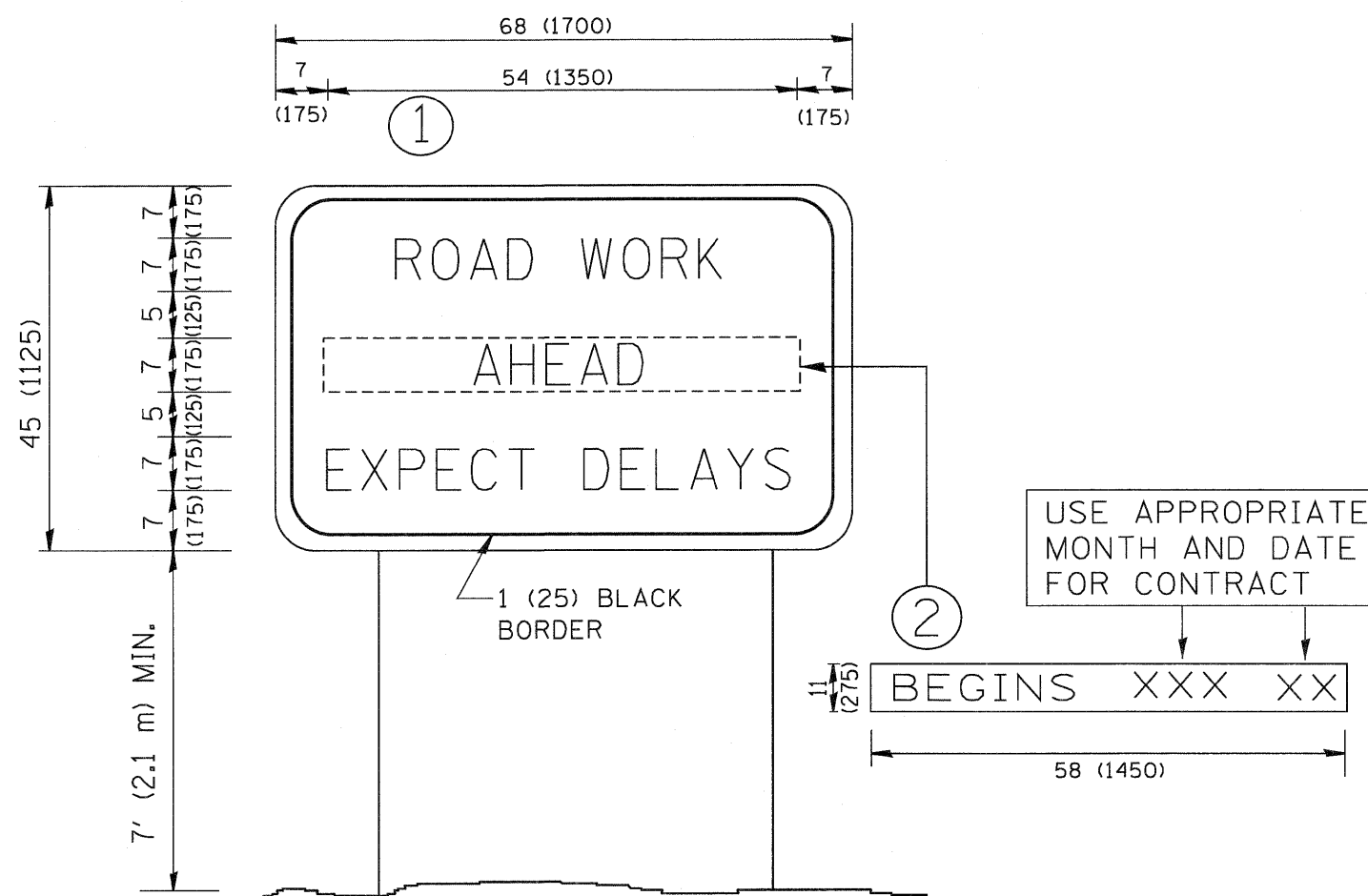
WEST M3-4-2412

DETOUR M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - 10-18-02	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS			F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 108
ct:\pwwork\VPWIDOT\DRIVAKOSGN\d0188315\21.dgn		DRAWN -	REVISED - R. BORO 09-14-09		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			TC-21 CONTRACT NO. 62278				
		CHECKED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

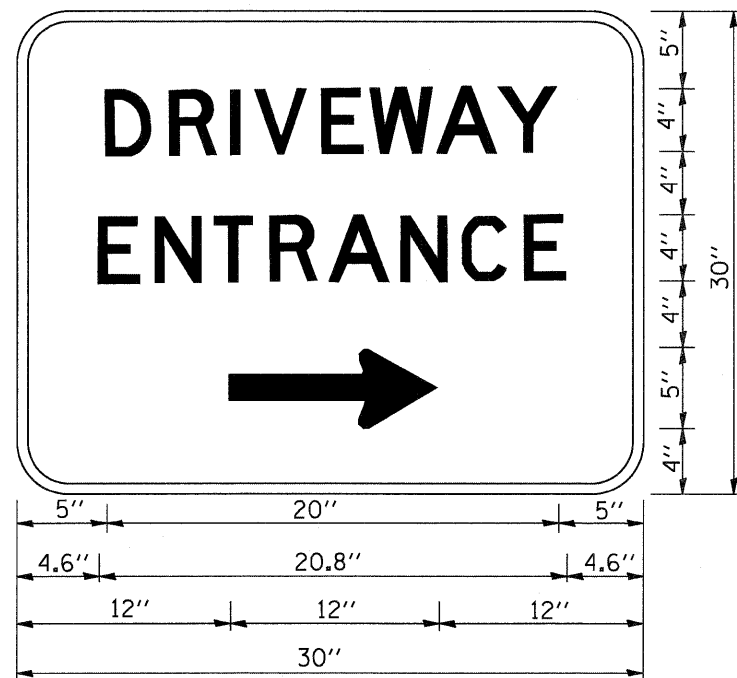


NOTES:

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

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

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = gaglionabt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. MIRS 12-11-97					307	126N-1	KANE	156	109
	PLOT DATE = 1/4/2008	DATE -	REVISED - T. RAMMACHER 02-02-99					TC-22		CONTRACT NO. 62278		
			REVISED - C. JUCIUS 01-31-07					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.					

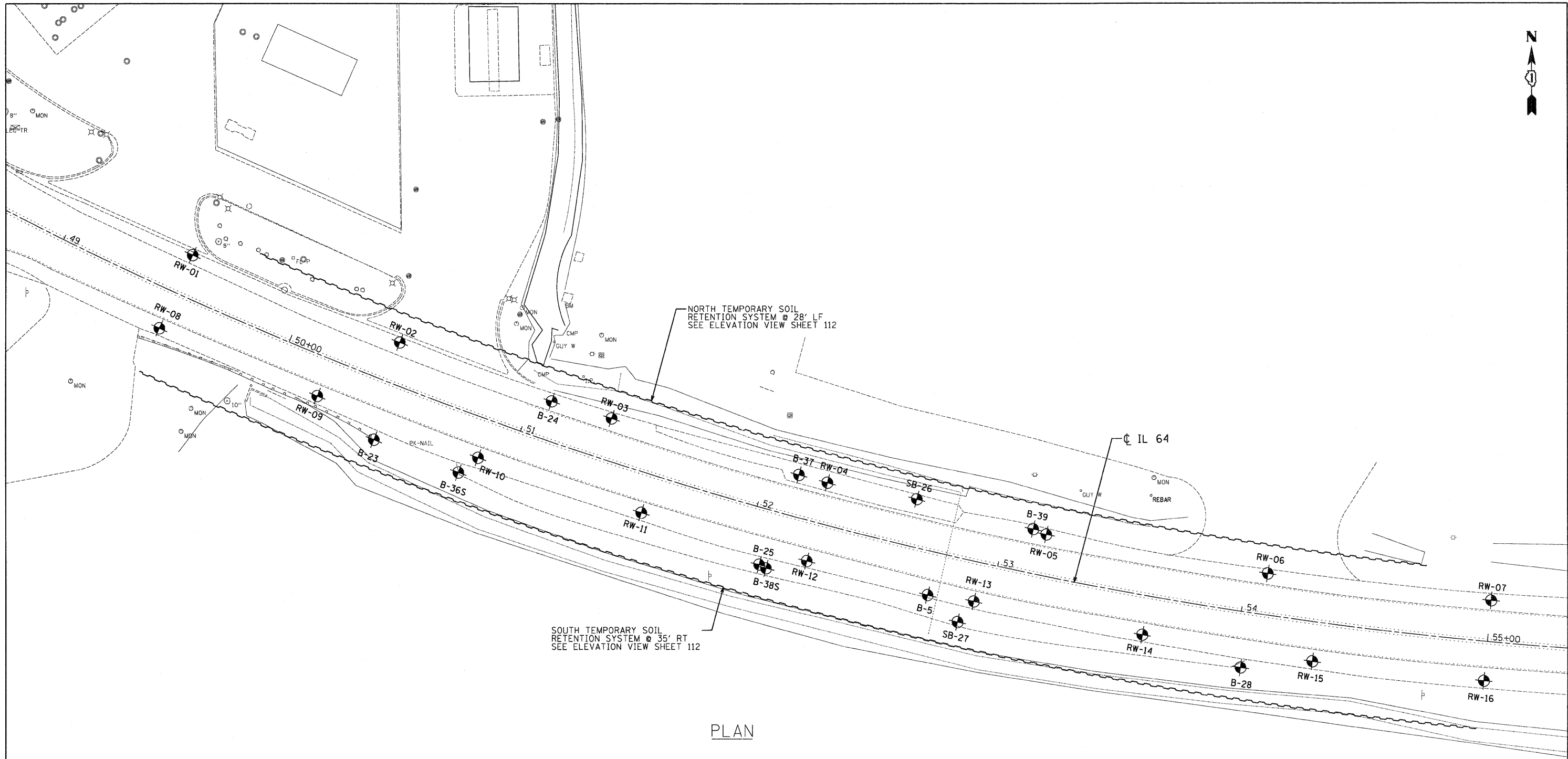


3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

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

FILE NAME = W:\diststd\22x34\to26.dgn	USER NAME = goglierobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					307	126N-1	KANE	156	110
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED -		TC-26			CONTRACT NO. 62278				
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

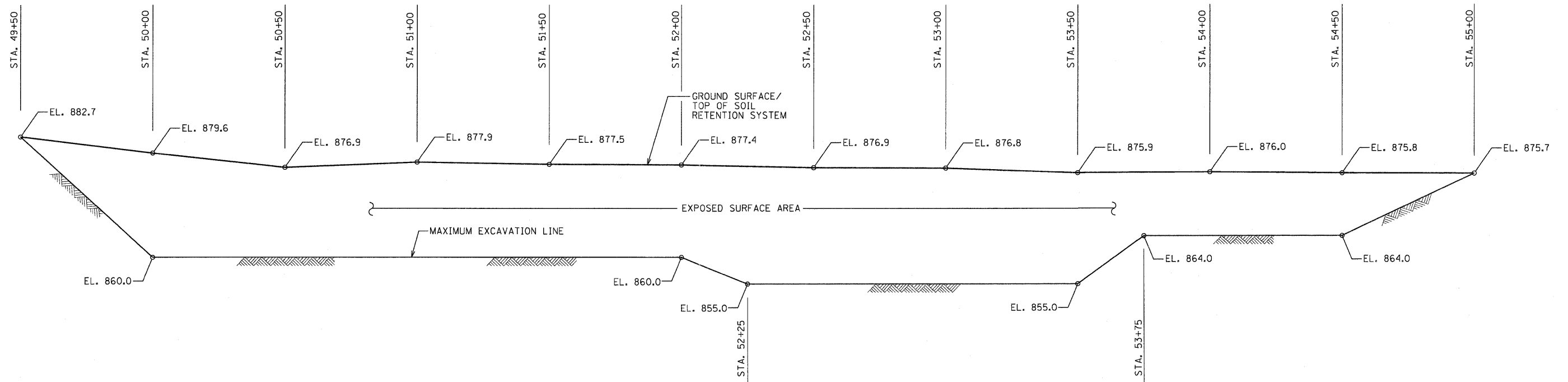


PLAN

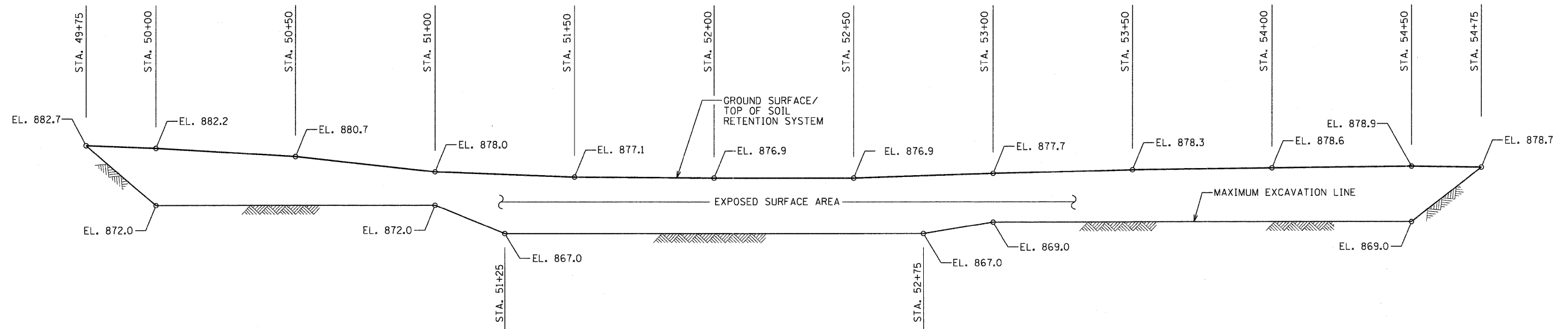
BILL OF MATERIAL

ITEM	UNIT	TOTAL
TEMPORARY SOIL RETENTION SYSTEM	SQ FT	13,286

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 64 AT IL 47 INTERSECTION IMPROVEMENTS TEMPORARY SOIL RETENTION SYSTEM	F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 111		
FILEL	PLOT SCALE = 20.0000' / 1" =	DRAWN - EF	REVISED -			SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 62278		
	PLOT DATE = 9/1/2011	CHECKED - JZ	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE - 09-01-2011	REVISED -									



**ELEVATION VIEW (REFLECTED)
SOUTH TEMPORARY SOIL RETENTION SYSTEM**



**ELEVATION VIEW
NORTH TEMPORARY SOIL RETENTION SYSTEM**

NOTE:

A CANTILEVERED SHEET PILING DESIGN DOES NOT APPEAR FEASIBLE AND ADDITIONAL MEMBERS OR OTHER RETENTION SYSTEM MAY BE NECESSARY. THE CONTRACTOR SHALL SUBMIT A TEMPORARY SOIL RETENTION SYSTEM DESIGN INCLUDING PLAN DETAILS AND CALCULATIONS FOR REVIEW AND ACCEPTANCE BY THE ENGINEER.

FILE NAME =	USER NAME = USER	DESIGNED - JZ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 64 AT IL 47 INTERSECTION IMPROVEMENTS TEMPORARY SOIL RETENTION SYSTEM	F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 112		
#FILEL*	PLOT SCALE = 20.0000' / in.	DRAWN - EUB	REVISED -			SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 62278		
	PLOT DATE = 9/1/2011	CHECKED - JZ	REVISED -							ILLINOIS FED. AID PROJECT		
		DATE - 09-01-2011	REVISED -									



SOIL BORING LOG

Date 10/22/96

ROUTE FAP 307 (IL64) DESCRIPTION IL-64 at IL-47 LOGGED BY R. Marshall

SECTION 126N-1 LOCATION S 1/2, SEC. 18, TWP. 40N, RNG. 7E, 3rd PM

COUNTY KANE DRILLING METHOD Mobile B-80, 3.25 in. ID HSA HAMMER TYPE

STRUCT. NO.	DEPTH	BULGE	UCS	MOIST	Surface Water Elev.	DEPTH	BULGE	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
					Stream Bed Elev.				
BORING NO. B-5					Groundwater Elev.:				
Station 52+75					First Encounter				
Offset 17.40ft RT					Upon Completion	858.7			
Ground Surface Elev. 878.71 ft	(ft)	(/6")	(tsf)	(%)	After 24 Hrs.	877.7	(ft)	(/6")	(tsf) (%)
BITUMINOUS SHOULDER					Soft, Gray, Organic CLAY w/ little roots, shells, wood, few to little silt & sand (continued)			0.5	48
877.71			1.8	17				0.5	41
Stiff, Gray-Black SILT LOAM w/ little fine gravel (FILL) A-2-6(0), LL=28, PI=10			1.5	8		856.21		1.0	43
876.21			2.0	22	Note:				
Very, Stiff Pink-Gray CLAY LOAM w/ trace pebbles (FILL) A-6(9), LL=35, PI=21			0.5	121	- Unconfined compressive strength based on measurements with a calibrated pocket penetrometer.				
874.96			0.2	244	End of Boring				
Soft, Black Organic PEAT			0.2	155					
Organic Content=22.36%			0.2	168					
Grades with Fibers			0.2	303					
Organic Content=23.78%			0.2	292					
869.71			0.2	392					
Soft, Dark Brown, Fibrous, Organic PEAT			0.2	194					
Organic Content=21.40%			0.2	110					
Shells at 11' to 12'			0.2	115					
Wood at 11.5'			0.2	74					
866.71			0.2	82					
Soft, Olive, Organic PEAT w/ some shells & roots			0.2	86					
Organic Content=6.17%			0.2	140					
			0.2	40					
860.21			0.2	40					
Soft, Gray, Organic CLAY w/ little roots, shells, wood, few to little silt & sand									

S:\GEO TECH PROGRAMS\GINT\PROJECTS\KANE\IL64@IL47.GPJ 1/19/11

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)



SOIL BORING LOG

Date 9/6/02

ROUTE FAP 307 (IL64) DESCRIPTION Peat Soundings, East leg of IL 64 LOGGED BY KOLODZIEJ

SECTION 126N-1 LOCATION S 1/2, SEC. 18, TWP. 40N, RNG. 7E, 3rd PM

COUNTY KANE DRILLING METHOD Mobile B-80, 3.25 in. ID HSA HAMMER TYPE

STRUCT. NO.	DEPTH	BULGE	UCS	MOIST	Surface Water Elev.	DEPTH	BULGE	UCS	MOIST
Station	H	S	Qu	T	ft	H	S	Qu	T
					Stream Bed Elev.				
BORING NO. B-23					Groundwater Elev.:				
Station 50+46					First Encounter	860.7			
Offset 23.60ft RT					Upon Completion	860.7			
Ground Surface Elev. 880.68 ft	(ft)	(/6")	(tsf)	(%)	After Hrs.		(ft)	(/6")	(tsf) (%)
Black, Organic, Silty, LOAM w/ some roots (TOPSOIL)					Gray, Fine to Coarse SAND				
					Note:				
					- Unconfined compressive strength based on measurements with a calibrated pocket penetrometer.				
auger sampling only					End of Boring				
877.68			<0.25	21					
Very Soft, Brown, Silty CLAY			<0.25	146					
876.18			<0.25	73					
Very Soft, Dark Brown, PEAT			<0.25	38					
			<0.25	37					
872.18			0.3	48					
Very Soft, Gray, Organic, Silty CLAY, some wood fibers			<0.25	46					
Organic Content = 7.0 %			0.3	52					
			<0.25	50					
Organic content = 5.41 %			0.3	43					
			<0.25	64					
			<0.25	53					
			<0.25	103					
			0.5	63					
			0.3	32					
			<0.25	31					
862.18									
Stiff, Gray, Silty CLAY			1.5	18					
861.18									
Medium Dense, Light Brown to				12					
860.68									

S:\GEO TECH PROGRAMS\GINT\PROJECTS\KANE\IL64@IL47.GPJ 1/19/11

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
idot

SOIL BORING LOG

Page 1 of 1

Date 9/26/02

ROUTE FAP 307 (IL64) DESCRIPTION Peat Soundings, East leg of IL 64 LOGGED BY KOŁODZIEJ

SECTION 126N-1 LOCATION S 1/2, SEC. 18, TWP. 40N, RNG. 7E, 3rd PM

COUNTY KANE DRILLING METHOD Mobile B-80, 3.25 in. ID HSA HAMMER TYPE _____

STRUCT. NO. _____
Station _____

BORING NO. B-24
Station 51+08
Offset 15.40ft LT
Ground Surface Elev. 880.23 ft (ft) (/6") (tsf) (%)

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 865.5 ft ▼
Upon Completion 865.4 ft ▼
After _____ Hrs. _____ ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	M-O-I-S-T (%)
879.23	Bituminous Shoulder Pavement		
	Stiff, Mottled, Dark to Light Brown, Silty CLAY, trace fine to coarse sand & gravel (FILL)		10
			11
		1.3	17
875.73	Very Soft, Black, Silty LOAM (BURIED TOPSOIL)	<0.25	88
		<0.25	72
			78
		<0.25	52
872.73	Soft, Gray, Silty CLAY	0.3	33
872.23	Medium Stiff, Gray, Silty CLAY, trace medium sand	0.8	28
871.53	Very Soft to Medium Stiff, Gray, Silty CLAY, trace brown fibers	<0.25	39
		0.3	37
	grades to dark gray	1.0	36
		0.5	38
867.23	Soft, Gray, Silty CLAY, trace medium sand	0.5	26
			11
865.43	Light Brown to Brown, Fine to Coarse SAND, trace fine to coarse gravel		13
			13
862.73			

S:\GEO TECH PROGRAMS\GINT\PROJECTS\KANE\IL64\IL47.GPJ 1/19/11

End of Boring
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
idot

SOIL BORING LOG

Page 1 of 1

Date 9/6/02

ROUTE FAP 307 (IL64) DESCRIPTION Peat Soundings, East leg of IL 64 LOGGED BY KOŁODZIEJ

SECTION 126N-1 LOCATION S 1/2, SEC. 18, TWP. 40N, RNG. 7E, 3rd PM

COUNTY KANE DRILLING METHOD Mobile B-80, 3.25 in. ID HSA HAMMER TYPE _____

STRUCT. NO. _____
Station _____

BORING NO. B-25
Station 52+07
Offset 22.30ft RT
Ground Surface Elev. 878.77 ft (ft) (/6") (tsf) (%)

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter 856.8 ft ▼
Upon Completion 856.8 ft ▼
After _____ Hrs. _____ ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	M-O-I-S-T (%)
877.77	Shoulder Crushed Stone		
	Stiff, Mottled, Gray & Brown, Silty CLAY, trace fine to coarse sand and gravel (FILL)		16
			18
	Gray, Coarse GRAVEL		8
	Note: - Unconfined compressive strength based on measurements with a calibrated pocket penetrometer. End of Boring		
		1.0	17
874.27	Black, Silty LOAM (TOPSOIL)	<0.25	131
873.52	Very Soft, Dark Brown PEAT	<0.25	214
	Organic Content = 21.35 %	<0.25	151
		<0.25	129
		<0.25	97
		<0.25	292
		<0.25	372
	some roots	<0.25	112
868.47	Very Soft, Gray, Organic, Silty CLAY, trace shells	<0.25	107
	Organic Content = 7.0 %	<0.25	80
		<0.25	107
		<0.25	78
		<0.25	41
		<0.25	41
		<0.25	49
		<0.25	58
		0.5	63
860.77	Soft to Very Soft, Gray, Silty CLAY	0.5	27
		<0.25	24

S:\GEO TECH PROGRAMS\GINT\PROJECTS\KANE\IL64\IL47.GPJ 1/19/11

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)



SOIL BORING LOG

Page 1 of 1

Date 11/13/02

ROUTE FAP 307 (IL 64) DESCRIPTION Peat Soundings, East leg of IL 64 LOGGED BY KOLODZIEJ

SECTION 126N-1 LOCATION S 1/2, SEC. 18, TWP. 40N, RNG. 7E, 3rd PM

COUNTY KANE DRILLING METHOD Mobile B-80, 3.25 in. ID HSA HAMMER TYPE

STRUCT. NO.	D E P T H					B L O W S					U C S					M O I S T					Surface Water Elev. _____ ft		Stream Bed Elev. _____ ft												
BORING NO.											Qu										Groundwater Elev.:														
Station																					First Encounter _____ ft ▼														
Offset																					Upon Completion _____ ft ▼														
Ground Surface Elev.																					After _____ Hrs. _____ ft														
Pavement	877.55																																		
Very Soft, Black, Organic SILTY CLAY (BURIED TOPSOIL)						<0.25					30																								
	875.22																																		
Very Soft, Dark Brown, SILTY CLAY, very moist						<0.25					58																								
	▽ -5																																		
						<0.25					130																								
Very Soft, Gray SILTY CLAY LOAM, w/ brown fibers						<0.25					102																								
	869.72																																		
Gray SAND w/some clay	869.22										0.5					20																			
Soft, Gray, SILTY CLAY LOAM, trace fine to coarse sand & gravel	868.22															13																			
Gray, Fine to Medium SAND	▽ -10																																		
																43																			
	865.72																																		
<i>Note:</i> - Unconfined compressive strength based on measurements with a calibrated pocket penetrometer. End of Boring																																			
																				-15															
																				-20															

S:\GEO TECH PROGRAMS\GINT\PROJECTS\KANE\IL64\IL47.GPJ 1/19/11

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)



SOIL BORING LOG

ROUTE FAP 307 (IL64) DESCRIPTION Shelby Tube, East leg of IL 64 LOGGED BY KOLODZIEJ

SECTION 126N-1 LOCATION S 1/2, SEC. 18, TWP. 40N, RNG. 7E, 3rd PM

COUNTY KANE DRILLING METHOD CME-750, 3.125" ID HSA HAMMER TYPE CME AUTOMATIC

STRUCT. NO.					Surface Water Elev.	877.80	ft
Station					Stream Bed Elev.	877.57	ft
BORING NO.	B-36S				Groundwater Elev.:		
Station	50+82				First Encounter	860.1	ft ▼
Offset	24.00ft RT				Upon Completion	860.1	ft ▼
Ground Surface Elev.	880.07	ft	(ft)	(/6")	After		Hrs.

DEPTH	BLOWS	UCS	MOIST	DESCRIPTION	ELEVATION
H	S	Qu	T		ft
	0			SPT (REC. 14"/18")	
	2	1.0		Brown to Gray Silty CLAY, trace	
	3	P		medium sand	
875.07	-5			S-1, (REC. 25"/24")	
				Black PEAT at the tip of the tube.	
873.07					
872.57		<0.25		S-2, (REC. 23"/24")	
		P		Black PEAT at the tip of the tube.	
870.57					
870.07	-10	<0.25		P-3, (REC. 22"/24")	
		P		Black PEAT at the tip of the tube.	
				Water pressure piston.	
868.07					
867.57				P-4, (REC. 25"/24")	
				Black PEAT at the tip of the tube.	
				Water pressure piston.	
865.57					
865.07	-15	0.3		P-5, (REC. 23"/24")	
		P		Black PEAT at the tip of the tube.	
				Water pressure piston.	
863.07					
862.57		0.3		P-6, (REC. 24"/24")	
		P		Medium Coarse Gravel at the tip	
				of the tube.	
				Water pressure piston.	
860.57					
860.07	-20			End of Boring	

S:\GEO TECH PROGRAMS\GINT\PROJECTS\KANE\IL64\IL47.GPJ 1/19/11

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)



SOIL BORING LOG

ROUTE FAP 307 (IL64) DESCRIPTION Shelby Tube, East leg of IL 64 LOGGED BY KOLODZIEJ

SECTION 126N-1 LOCATION S 1/2, SEC. 18, TWP. 40N, RNG. 7E, 3rd PM

COUNTY KANE DRILLING METHOD CME-750, 3.125" ID HSA HAMMER TYPE

STRUCT. NO.					Surface Water Elev.	877.80	ft
Station					Stream Bed Elev.	877.57	ft
BORING NO.	B-38S				Groundwater Elev.:		
Station	52+10				First Encounter	857.0	ft ▼
Offset	23.00ft RT				Upon Completion	857.0	ft ▼
Ground Surface Elev.	878.98	ft	(ft)	(/6")	After		Hrs.

DEPTH	BLOWS	UCS	MOIST	DESCRIPTION	ELEVATION
H	S	Qu	T		ft
				P-8, (REC. 18"/24")	
				empty 6" at the tip.	
				Water pressure piston.	
					856.98 ▼
876.48				End of Boring	
				S-1, (REC. 23"/24")	
				Mottled, Gray, Brown & Light	
				Brown, Silty CLAY, trace fine to	
				coarse sand & gravel, trace fine to	
				coarse gravel (FILL) at the tip	874.48
		0.5			873.98
		P		S-2, (REC. 23"/24")	
				Black PEAT at the tip of the tube.	
					871.98
					871.48
		<0.25		S-3, (REC. 22"/24")	
		P		Black PEAT at the tip of the tube.	
					869.48
					868.98
		<0.25		S-4, (REC. 21"/24")	
		P		Black PEAT at the tip of the tube.	
					866.98
					866.48
		<0.25		S-5, (REC. 25"/24")	
		P		Gray PEAT at the tip of the tube.	
					864.48
					863.98
		<0.25		P-6, (REC. 24"/24")	
		P		Gray PEAT at the tip of the tube.	
				Water pressure piston.	
					861.98
					861.48
		<0.25		P-7, (REC. 25"/24")	
		P		Gray PEAT at the tip of the tube.	
				Water pressure piston.	
					859.48
					858.98
		<0.25			

S:\GEO TECH PROGRAMS\GINT\PROJECTS\KANE\IL64\IL47.GPJ 1/19/11

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)



SOIL BORING LOG

PAGE 1 of 1
DATE 7/29/2011
LOGGED BY MD
GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
Station ---
BORING NO. RW-01
Station 49+98
Offset 9.0' Left
Ground Surface Elev. 881.7

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 873.2
Upon Completion n/a
After Hrs.
DEPTH (ft) BLOW S Qu UCS (tsf) (%) MOIST Qu T

Table with columns for soil type, depth, blow count, UCS, and moisture content. Rows include 6.0" ASPHALT, CLAY LOAM, TOPSOIL, SILTY LOAM, Organic SILTY LOAM, and PEAT.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery



SOIL BORING LOG

PAGE 1 of 1
DATE 7/29/2011
LOGGED BY RJ
GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
Station ---
BORING NO. RW-02
Station 50+65
Offset 15.0' Left
Ground Surface Elev. 880.5

Surface Water Elev. n/a
Stream Bed Elev. n/a
Groundwater Elevation:
First Encounter 874.5
Upon Completion n/a
After Hrs.
DEPTH (ft) BLOW S Qu UCS (tsf) (%) MOIST Qu T

Table with columns for soil type, depth, blow count, UCS, and moisture content. Rows include 8.0" ASPHALT, CLAY LOAM, TOPSOIL, SILTY CLAY LOAM, Organic SILTY LOAM, SAND & GRAVEL, and PEAT.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery



SOIL BORING LOG

PAGE 1 of 1
 DATE 7/29/2011
 LOGGED BY RJ
 GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
 SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
 COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. --- Station ---	DEPTH (ft)	BLOW (blows)	UCS (tsf)	MOIST (%)	Soil Description				
					Surface Water Elev. <i>n/a</i>	Stream Bed Elev. <i>n/a</i>	Groundwater Elevation:	Moist (%)	
BORING NO. RW-03 Station <u>51+31</u> Offset <u>15.0' Left</u> Ground Surface Elev. <u>879.2</u>									
	878.7				GRAVEL-medium dense (A-1-a)	858.7			
		5							
		3							
		7	2.5P	18					
	876.2								
		2			SAND & GRAVEL-brown & gray-medium dense (A-1)				
		3							
		-5	-	136					
		1							
		1							
		1		55					
	871.2					854.2			
		1		86					
		2							
		-10	3	0.4B	29	SAND-brown-medium dense (A-3)			
	868.7								
		5							
		12							
		13		11					
	866.2								
		10			SAND & GRAVEL-brown & gray-medium dense (A-1)				
		10							
		-15	12	NP	8				
		12							
		14							
		12	NP	11					
	861.2								
		7							
		7							
		-20	7	NP	2				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery



SOIL BORING LOG

PAGE 1 of 1
 DATE 7/29/2011
 LOGGED BY RJ
 GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
 SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
 COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. --- Station ---	DEPTH (ft)	BLOW (blows)	UCS (tsf)	MOIST (%)	Soil Description				
					Surface Water Elev. <i>n/a</i>	Stream Bed Elev. <i>n/a</i>	Groundwater Elevation:	Moist (%)	
BORING NO. RW-04 Station <u>51+96</u> Offset <u>15.0' Left</u> Ground Surface Elev. <u>878.6</u>									
	877.1				GRAVEL-brown & gray-loose to medium dense (A-1-a)	855.6			
		3							
		3							
		4	3.75P	19					
	875.6								
		1							
		1							
		-5	1	-	176				
		0							
		1							
		1		79					
	870.6								
		2							
		3							
		-10	5	-	12				
	868.1								
		12							
		10							
		8	NP	7					
		12							
		9							
		-15	9	NP	15				
	863.1								
		5							
		5							
		4	NP	12					
	860.6								
		8							
		8							
		-20	6	NP	11				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery

PAGE 1 of 1
DATE 7/26/2011
LOGGED BY RJ
GSI JOB No. 11092

SOIL BORING LOG

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2638

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
Station ---
BORING NO. **RW-05**
Station 53+28
Offset 18.5' Left
Ground Surface Elev. 877.9

DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	Surface Water Elev.	DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)		
				<u>n/a</u>						
				Stream Bed Elev. <u>n/a</u>						
				Groundwater Elevation:						
				First Encounter <u>872.9</u>						
				Upon Completion <u>n/a</u>						
				After _____ Hrs.						
TOPSOIL with Stone-black	AS	-	24							
876.4	3					14				
	3					9				
	3	-	93			9	NP	7		
	1		59			9				
PEAT-black (A-8)	1					9				
	-5	1	0.3B	61		-25	9	NP	9	
	0		79			11				
	0					9				
	1	0.25B	42			7	NP	9		
868.9	5					13				
	8					12				
	-10	10	-	7		-30	10	NP	10	
Clayey SAND & GRAVEL- brown & gray-medium dense (A-2)	7									
	5									
	7	-	11							
864.9										
	10					14				
	10					10				
	-15	6	NP	7		842.9	-35	9	NP	10
GRAVEL with SAND-brown & gray- medium dense (A-1-a)										
	12									
	9									
	7	NP	8							
859.9										
	12									
	9									
	-20	6	NP	8						

End Of Boring @ -35.0'
Hollow Stem Augers to -10.0'
Rotary Drilling To Completion
CME Automatic Hammer
10.0' Of 4.0"Ø Casing Used

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B--Bulge, S--Shear, P--Penetrometer) ST--Shelby Tube Sample VS--Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR--No Recovery

PAGE 1 of 1
DATE 7/29/2011
LOGGED BY MD
GSI JOB No. 11092

SOIL BORING LOG

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2638


ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
Station ---
BORING NO. **RW-06**
Station 53+94
Offset 18.0' Left
Ground Surface Elev. 878.2

DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	Surface Water Elev.	DEPTH H (ft)	BLOW S (/6")	UCS Qu (tsf)	MOIST T (%)	
				<u>n/a</u>					
				Stream Bed Elev. <u>n/a</u>					
				Groundwater Elevation:					
				First Encounter <u>872.2</u>					
				Upon Completion <u>n/a</u>					
				After _____ Hrs.					
GRAVEL & STONE-loose (Fill)									
	2					6			
	2					6			
	3	NP	4			6		NR	
875.2									
	1					7			
SILTY CLAY-dark gray- medium stiff (A-6) Wet	1					5			
	-5	1	0.5P	25		-25	6	NP	15
852.7									
	5					5			
	5					7			
	5	NP	15			4	NP	20	
SANDY LOAM-brown & gray- medium dense (A-2)									
	4					3			
	6					3			
	-10	6	NP	14		-30	4	NP	15
846.2									
	9								
	7								
	5	NP	15						
865.2									
	7					3			
GRAVEL-brown & gray- medium dense (A-1-a)	7					4			
	-15	4	NP	24		-15	5	1.0P	23
843.2									
	5								
	5								
	5	NP	18						
862.7									
	5								
	5								
	5								
	-20	6	NP	16		-40			

End Of Boring @ -35.0'
Hollow Stem Augers to -10.0'
Rotary Drilling To Completion
CME Automatic Hammer
10.0' Of 4.0"Ø Casing Used

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B--Bulge, S--Shear, P--Penetrometer) ST--Shelby Tube Sample VS--Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR--No Recovery



Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

PAGE 1 of 1
DATE 7/26/2011
LOGGED BY MD
GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
Station ---

BORING NO. **RW-07**
Station 54+59
Offset 19.0' Left
Ground Surface Elev. 878.5

	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev. <u>n/a</u>				D E P T H (ft)						
									B L O W S (/6")	U C S Qu	M O I S T (%)				
TOPSOIL-black	877.5	AS	-	22											
		2								6					
CLAY LOAM-dark brown & black-stiff (A-6) Fill		1								5					
	875.5	2	1.5P	16						4	NP	21			
TOPSOIL-black		1								10					
		2								6					
	▼873.0	-5	0.5P	21						-25	5	NP	15		
SAND & GRAVEL-brown & gray-medium dense (A-1-b)		6								4					
		7								851.5	4				
	870.5	8	NP	14						4	NP	12			
SAND & GRAVEL-brown & gray-medium dense (A-1)		3								4					
		5								5					
	868.0	-10	5	NP	9					-30	4	NP	12		
GRAVEL-brown-medium dense (A-1-a)		7													
		6								846.5					
	865.5	7	NP	4											
		13								3					
		8								3					
	-15	7	NP	13						843.5	-35	6	1.25P	20	
SAND & GRAVEL-brown & gray-loose to medium dense (A-1)		10													
		14													
		7	NP	11											
		4													
		4													
	-20	4	NP	15						-40					

End Of Boring @ -35.0'
Hollow Stem Augers to -10.0'
Rotary Drilling To Completion
CME Automatic Hammer
20.0' Of 4.0"Ø Casing Used

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

FILE NAME =	USER NAME = .USER.	DESIGNED - AR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 64 AT IL 47 INTERSECTION IMPROVEMENTS SOIL BORING LOGS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE#		DRAWN - AR	REVISED -			307	126N-1	KANE	156	121	
	PLOT SCALE = 50.0000' / 1in.	CHECKED - RS	REVISED -			CONTRACT NO. 62278					
	PLOT DATE = 9/1/2011	DATE - 09-01-2011	REVISED -			SCALE:		SHEET NO. 9 OF 20 SHEETS		STA. TO STA.	

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering
 805 Arbyrd Court, Suite 204
 Naperville, Illinois 60565
 (630) 355-2838

PAGE 1 of 2
 DATE 8/1/2011
 LOGGED BY MD
 GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278

SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township

COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---

BORING NO. RW-08
 Station 49+93
 Offset 15.0' Right
 Ground Surface Elev. 882.2

DEPTH (ft)	BLOW S	UCS (tsf)	MOIST (%)	Description	ELEV. (ft)	BLOW S	UCS (tsf)	MOIST (%)
				Surface Water Elev. <u>n/a</u>				
				Stream Bed Elev. <u>n/a</u>				
				Groundwater Elevation: First Encounter <u>872.2</u>				
				Upon Completion <u>n/a</u>				
				After <u> </u> Hrs. <u> </u>				
10.0"				PEAT-black (A-8)	861.7			
	3		114			4		
	5	3.55		SILTY CLAY LOAM-dark gray-medium dense (A-4)	860.2	9		
	5	11.3%	12			6	0.25P	24
				Clayey SAND & GRAVEL-brown & gray-medium dense (A-2)		7		
	1		99			9		
	1					12		9
	2	1.25B	23		856.7			
						4		
	1		81			8		
	1	0.6B	36			8	NP	19
						12		
	1		84	Strong fuel petroleum odor from -28.5' to -30.0'.		12		
	1					12		
	2	0.4B	36		872.2	12	NP	12
	0							
	1		81			14		
	0	0.25P	48	SAND & GRAVEL-brown & gray-medium dense (A-1)		16		
	0					16		
	0	0.25F	64			18	NP	9
	1		72					
	0					7		
	0	0.3B	46		864.2			
						9		
	0							
	1		61	PEAT-black (A-8)		8	NP	16

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST=Shelby Tube Sample VS=Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery

Geo Services, Inc. Geotechnical, Environmental & Civil Engineering
 805 Arbyrd Court, Suite 204
 Naperville, Illinois 60565
 (630) 355-2838

PAGE 2 of 2
 DATE 8/1/2011
 LOGGED BY MD
 GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278

SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township

COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---

BORING NO. RW-08
 Station 49+93
 Offset 15.0' Right
 Ground Surface Elev. 882.2

DEPTH (ft)	BLOW S	UCS (tsf)	MOIST (%)	Description	ELEV. (ft)	BLOW S	UCS (tsf)	MOIST (%)
				Surface Water Elev. <u>n/a</u>				
				Stream Bed Elev. <u>n/a</u>				
				Groundwater Elevation: First Encounter <u>872.2</u>				
				Upon Completion <u>n/a</u>				
				After <u> </u> Hrs. <u> </u>				
				SAND & GRAVEL-brown & gray-medium dense (A-1)				
	8					14		
	8			SAND & GRAVEL-brown & gray-medium dense to dense (A-1)		20		
	8	NP	10			18	NP	11
					835.2			
	10			SAND with GRAVEL-brown & gray-medium dense (A-1-a)		16		
	12					18		
	9	NP	15			13	NP	12
					812.2			
				End Of Boring @ -70.0' Hollow Stem Augers to -10.0' Rotary Drilling To Completion CME Automatic Hammer 10.0' Of 4.0" Casing Used				
					830.2			
	8					8		
	11					11		
	11	NP	11			11	NP	11
	20					20		
	18					18		
	17	NP	9			17	NP	9

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST=Shelby Tube Sample VS=Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery



SOIL BORING LOG

PAGE 1 of 2
 DATE 8/2/2011
 LOGGED BY MD
 GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
 SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
 COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---
 BORING NO. **RW-09**
 Station 50+43
 Offset 25.0' Right
 Ground Surface Elev. 880.0

D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev.	Stream Bed Elev.	Groundwater Elevation:	D E P T H	B L O W S	U C S	M O I S T
(ft)	(/6")	(tsf)	(%)			First Encounter	(ft)	(/6")	(tsf)	(%)
				<i>n/a</i>	<i>n/a</i>	<i>870.0</i>				
						<i>n/a</i>				

10" ASPHALT				879.2		SILTY CLAY LOAM—gray—very loose to loose (A-4)				
	4						2			
CLAY LOAM—dark brown—very stiff (A-6) Fill							2		1.25P	18
	4		3.75P				6			
					857.0					
	1						9			
	2					GRAVEL with SAND—brown & gray—loose to medium dense (A-1-a)	6			
	-5	1	2.0P		874.5		-25	6	NP	11
PEAT—black (A-8)							6			
	1						13			
	1		NP		872.0		8		NP	12
						NOTE: Strong fuel odor from 26.0' to 30.0'				
	1						12			
ORGANIC SILTY LOAM—dark brown to gray—very loose (A-7) Wet							4			
	-10	2	0.25F				-30	4	NP	12
	0									
	1									
	1		0.25B		848.0					
						SAND & GRAVEL—brown & gray—medium dense (A-1)				
	0						10			
	1					NOTE: Slight fuel odor from 33.5' to 35.0'	6			
	-15	1	0.25B		864.5		-35	5	NP	12
PEAT—dark brown & gray (A-8)										
	0									
	1									
	0		0.25B		843.0					
						GRAVEL with SAND—brown & gray—medium dense (A-1-a)				
	2						13			
SILTY CLAY LOAM—gray—very loose to loose (A-4)							9			
	2						9			
	-20	2	0.31B				-40	9	NP	7

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B—Bulge, S—Shear, P—Penetrometer) ST—Shelby Tube Sample VS—Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR—No Recovery



SOIL BORING LOG

PAGE 2 of 2
 DATE 8/2/2011
 LOGGED BY MD
 GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
 SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
 COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---
 BORING NO. **RW-09**
 Station 50+43
 Offset 25.0' Right
 Ground Surface Elev. 880.0

D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev.	Stream Bed Elev.	Groundwater Elevation:	D E P T H	B L O W S	U C S	M O I S T
(ft)	(/6")	(tsf)	(%)			First Encounter	(ft)	(/6")	(tsf)	(%)
				<i>n/a</i>	<i>n/a</i>	<i>870.0</i>				
						<i>n/a</i>				

GRAVEL with SAND—brown & gray—medium dense (A-1-a)				838.0						
	16									
	7									
SAND & GRAVEL—brown & gray—medium dense to dense (A-1)							-45	6	NP	13
	15									
	15						-65	15	NP	12
	18									
	20									
	-50	12			810.0		-70	22	NP	7
						End Of Boring @ -70.0'				
						Hollow Stem Augers to -10.0'				
						Rotary Drilling To Completion				
						CME Automatic Hammer				
						10.0' Of 4.0" Casing Used				
	8									
	12									
	-55	14					-75			
	8									
	8									
	-60	10					-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B—Bulge, S—Shear, P—Penetrometer) ST—Shelby Tube Sample VS—Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR—No Recovery



SOIL BORING LOG

PAGE 1 of 2
DATE 7/22/2011
LOGGED BY BT
GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
Station ---
BORING NO. RW-10
Station 50+92
Offset 25.5' Right
Ground Surface Elev. 879.5

Table with 4 columns: DEPTH, BLOW, UCS, MOIST. Contains soil data for various layers including CLAY LOAM, SAND & GRAVEL, and SILTY LOAM with associated elevation and blow count data.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test...



SOIL BORING LOG

PAGE 2 of 2
DATE 7/22/2011
LOGGED BY BT
GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
Station ---
BORING NO. RW-10
Station 50+92
Offset 25.5' Right
Ground Surface Elev. 879.5

Table with 4 columns: DEPTH, BLOW, UCS, MOIST. Contains soil data for various layers including SAND with GRAVEL, SANDY LOAM, SAND & GRAVEL, CLAY, and SAND with GRAVEL.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test...



SOIL BORING LOG

PAGE 1 of 2
 DATE 7/25/2011
 LOGGED BY RJ
 GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
 SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
 COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---
 BORING NO. **RW-11**
 Station 51+41
 Offset 27.5' Right
 Ground Surface Elev. 878.4

DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)
				Surface Water Elev. <i>n/a</i>				
				Stream Bed Elev. <i>n/a</i>				
				Groundwater Elevation:				
				First Encounter 873.4				
				Upon Completion <i>n/a</i>				
				After _____ Hrs.				
AS	-	11		SILTY LOAM-gray-loose (A-4) Wet 857.9				
2						7		
5				SAND & GRAVEL-brown & gray-medium dense (A-1)	8			
3	NP	6			8	NP	12	
				855.4				
874.9								
2				Silty SAND & GRAVEL-brown & gray-medium dense (A-2)	8			
2					5			
-5	3	<0.25F	138		-25	7	NP	15
				852.9				
1			58	SAND & GRAVEL-brown & gray-medium dense (A-1)	12			
1					8			
1	0.3B	62			9	NP	12	
				850.4				
870.4								
0					10			
0				SAND with GRAVEL-brown-medium dense (A-1-b)	11			
-10	0	<0.25F	76		-30	10	NP	19
				846.4				
865.4								
0					5			
0				SAND & GRAVEL-brown & gray-medium dense (A-1)	5			
-15	0	<0.25F	42		-35	7	NP	19
1								
1								
1	<0.25F	50						
				860.4				
2			97	SILTY LOAM-gray-loose (A-4) Wet	11			
3					8			
-20	3	0.8B	26		-40	8	NP	8

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery



SOIL BORING LOG

PAGE 2 of 2
 DATE 7/25/2011
 LOGGED BY RJ
 GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
 SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
 COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---
 BORING NO. **RW-11**
 Station 51+41
 Offset 27.5' Right
 Ground Surface Elev. 878.4

DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)
				Surface Water Elev. <i>n/a</i>				
				Stream Bed Elev. <i>n/a</i>				
				Groundwater Elevation:				
				First Encounter 873.4				
				Upon Completion <i>n/a</i>				
				After _____ Hrs.				
				SAND & GRAVEL-gray-dense (A-1)				
				816.4				
14				SANDY LOAM-gray-dense (A-2)	14			
10					16			
-45	10	NP	9		-65	17	NP	16
				811.4				
				CLAY LOAM-gray-stiff (A-6)	7			
13					7			
12					7			
-50	13	NP	9		808.4	-70	10	1.5P
				End Of Boring @ -70.0' Hollow Stem Augers to -10.0' Rotary Drilling To Completion CME Automatic Hammer 10.0' Of 4.0"Ø Casing Used				
				826.4				
				SAND with GRAVEL-brown-dense (A-1-b)	20			
					21			
-55	25	NP	12		-75			
				821.4				
				SAND & GRAVEL-gray-dense (A-1)	18			
					19			
-60	20	NP	8		-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery



SOIL BORING LOG

PAGE 1 of 2
DATE 7/26/2011
LOGGED BY RJ
GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. --- Station ---
BORING NO. RW-12
Station 51+90
Offset 26.5' Right
Ground Surface Elev. 877.9

Table with columns: DEPTH (ft), BLOW S (ft/6"), UCS (tsf), MOIST (%), Surface Water Elev., Stream Bed Elev., Groundwater Elevation (First Encounter, Upon Completion, After Hrs.), and Moisture Content (ft/6", tsf, %).

Main soil log table with columns: Depth (ft), Soil Description, UCS (tsf), Moisture Content (%), and SPT (blows/6"). Includes entries for SANDY TOPSOIL, CLAY LOAM, SAND & GRAVEL, PEAT, GRAVEL with SAND, and SILTY LOAM.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery



SOIL BORING LOG

PAGE 2 of 2
DATE 7/26/2011
LOGGED BY RJ
GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. --- Station ---
BORING NO. RW-12
Station 51+90
Offset 26.5' Right
Ground Surface Elev. 877.9

Table with columns: DEPTH (ft), BLOW S (ft/6"), UCS (tsf), MOIST (%), Surface Water Elev., Stream Bed Elev., Groundwater Elevation (First Encounter, Upon Completion, After Hrs.), and Moisture Content (ft/6", tsf, %).

Main soil log table with columns: Depth (ft), Soil Description, UCS (tsf), Moisture Content (%), and SPT (blows/6"). Includes entries for SAND & GRAVEL, SILTY LOAM, SILTY CLAY, SAND with GRAVEL, CLAY, and SILTY LOAM.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery



SOIL BORING LOG

PAGE 1 of 2
 DATE 7/26/2011
 LOGGED BY MD
 GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
 SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
 COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---
 BORING NO. **RW-14**
 Station 53+38
 Offset 25.0' Right
 Ground Surface Elev. 877.6

DEPTH (ft)	BLOW S (blows)	UCS (tsf)	MOIST (%)	Soil Description			
				Surface Water Elev.	Stream Bed Elev.	Groundwater Elevation:	After Hrs.
0				n/a	n/a		
4							
8							
11	NP						
12							
17							
21							
26							
27							
30							
31							
33							
34							
35							
38							
40							
41							
42							
43							
44							
45							
46							
47							
48							
49							
50							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery



SOIL BORING LOG

PAGE 2 of 2
 DATE 7/26/2011
 LOGGED BY MD
 GSI JOB No. 11092

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278
 SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township
 COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---
 Station ---
 BORING NO. **RW-14**
 Station 53+38
 Offset 25.0' Right
 Ground Surface Elev. 877.6

DEPTH (ft)	BLOW S (blows)	UCS (tsf)	MOIST (%)	Soil Description			
				Surface Water Elev.	Stream Bed Elev.	Groundwater Elevation:	After Hrs.
0				n/a	n/a		
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
 NR-No Recovery

PAGE 1 of 2

SOIL BORING LOG

DATE 7/27/2011

LOGGED BY RJ

GSI JOB No. 11092

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278

SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township

COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---

Station ---

BORING NO. **RW-15**

Station 53+88

Offset 21.0' Right

Ground Surface Elev. 878.2

DEPTH (ft)	BLOW S	UCS Qu	MOIST (%)	Description	DEPTH (ft)	BLOW S	UCS Qu	MOIST (%)	Surface Water Elev.		Stream Bed Elev.		Groundwater Elevation:				
									n/a	n/a	First Encounter	Upon Completion	After	Hrs.			
877.4				8.0" ASPHALT													
	5			SANDY CLAY LOAM with Gravel-dark brown & black-medium dense (Fill)		13											
	5						11										
875.2	7		10				8	NP	12								
	3			PEAT-black (A-8)		11											
	2						9										
	2		212				7	NP	15								
				SAND & GRAVEL-brown & gray-medium dense (A-1)		13											
							10										
	1		112				9	NP	14								
				PEAT-dark brown & gray (A-8)		13											
							10										
	1		247				8	NP	12								
867.7				Organic SILTY CLAY-dark brown & gray-very loose (A-7)		15											
							14										
	2		38				10	NP	16								
865.2				Clayey SAND & GRAVEL-gray-medium dense (A-2)		15											
							14										
	2		0.5P				10	NP	13								
862.7				SAND & GRAVEL-brown & gray-medium dense (A-1)		15											
							14										
	3		11				10										
860.2				SANDY LOAM-gray-dense (A-2)		13											
							10										
	8		8				11	NP	15								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery

PAGE 2 of 2

SOIL BORING LOG

DATE 7/27/2011

LOGGED BY RJ

GSI JOB No. 11092

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Amherst Court, Suite 204
Naperville, Illinois 60565
(630) 355-2838

ROUTE FAP RTE 307 DESCRIPTION II Rte 64 & II Rte 47 Intersection Improvements, Contract No. 62278

SECTION 126N-1 LOCATION Section 18, T 40 N, R 7 E, 3rd PM, Campton Township

COUNTY Kane DRILLING METHOD Hollow Stem Auger-Rotary HAMMER TYPE CME Automatic

STRUCT. NO. ---

Station ---

BORING NO. **RW-15**

Station 53+88

Offset 21.0' Right

Ground Surface Elev. 878.2

DEPTH (ft)	BLOW S	UCS Qu	MOIST (%)	Description	DEPTH (ft)	BLOW S	UCS Qu	MOIST (%)	Surface Water Elev.		Stream Bed Elev.		Groundwater Elevation:				
									n/a	n/a	First Encounter	Upon Completion	After	Hrs.			
				SANDY LOAM-gray-dense (A-2)													
	10			SILTY LOAM-gray-dense (A-4)		14											
	8						16										
	10		8				16	NP	20								
				CLAY-very gray-stiff (A-6)													
							6										
	9		104				10										
				End Of Boring @ -70.0' Hollow Stem Augers to -10.0' Rotary Drilling To Completion CME Automatic Hammer 10.0' Of 4.0"Ø Casing Used													
	9						8	NP	11								
				SANDY LOAM-gray-dense (A-2)													
	10						13										
				SANDY LOAM-gray-dense (A-2)													
	9						14										
				SANDY LOAM-gray-dense (A-2)													
	10						14										
				SANDY LOAM-gray-dense (A-2)													
	8		8				16	NP	18								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)
NR-No Recovery



SOIL BORING LOG

Date 9/5/02

ROUTE FAP 307 (IL64) DESCRIPTION DOUBLE BOX CULVERT, EAST LEG OF RTE. 64 LOGGED BY KOLODZIEJ

SECTION 126N-1 LOCATION S 1/2, SEC. 18, TWP. 40N, RNG. 7E, 3rd PM

COUNTY KANE DRILLING METHOD CME-750, 3.125" ID HSA HAMMER TYPE CME AUTOMATIC

STRUCT. NO. 045-2027
 Station _____
 BORING NO. SB-26
 Station 52+62
 Offset 19.00ft LT
 Ground Surface Elev. 878.77 ft

Description	Elev. (ft)	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter ft Upon Completion ft After Hrs.	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)
Bituminous Shoulder	878.47											
Organic Silty LOAM (BURIED TOPSOIL)			1		62							
Very Soft, Very Dark Brown PEAT with wood fibers and roots	874.27	-5	0	<0.25	73							
grades to loose sand			0	P								
hit a cobble			1	<0.25	70							
grades to medium dense sand			1	P								
Soft, Gray, Silty CLAY, trace coarse and fine gravel	868.27	0	4	0.4	23							
Start water pressure drilling	866.77		5	B								
Medium Dense, Light Brown to Brown, Fine to Coarse SAND, trace fine to coarse gravel			2		18							
			4									
			7									
			14									
			13		19							
			8									
			6									
			10		12							
			12									

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)



SOIL BORING LOG

Date 9/5/02

ROUTE FAP 307 (IL64) DESCRIPTION DOUBLE BOX CULVERT, EAST LEG OF RTE. 64 LOGGED BY KOLODZIEJ

SECTION 126N-1 LOCATION S 1/2, SEC. 18, TWP. 40N, RNG. 7E, 3rd PM

COUNTY KANE DRILLING METHOD CME-750, 3.125" ID HSA HAMMER TYPE CME AUTOMATIC

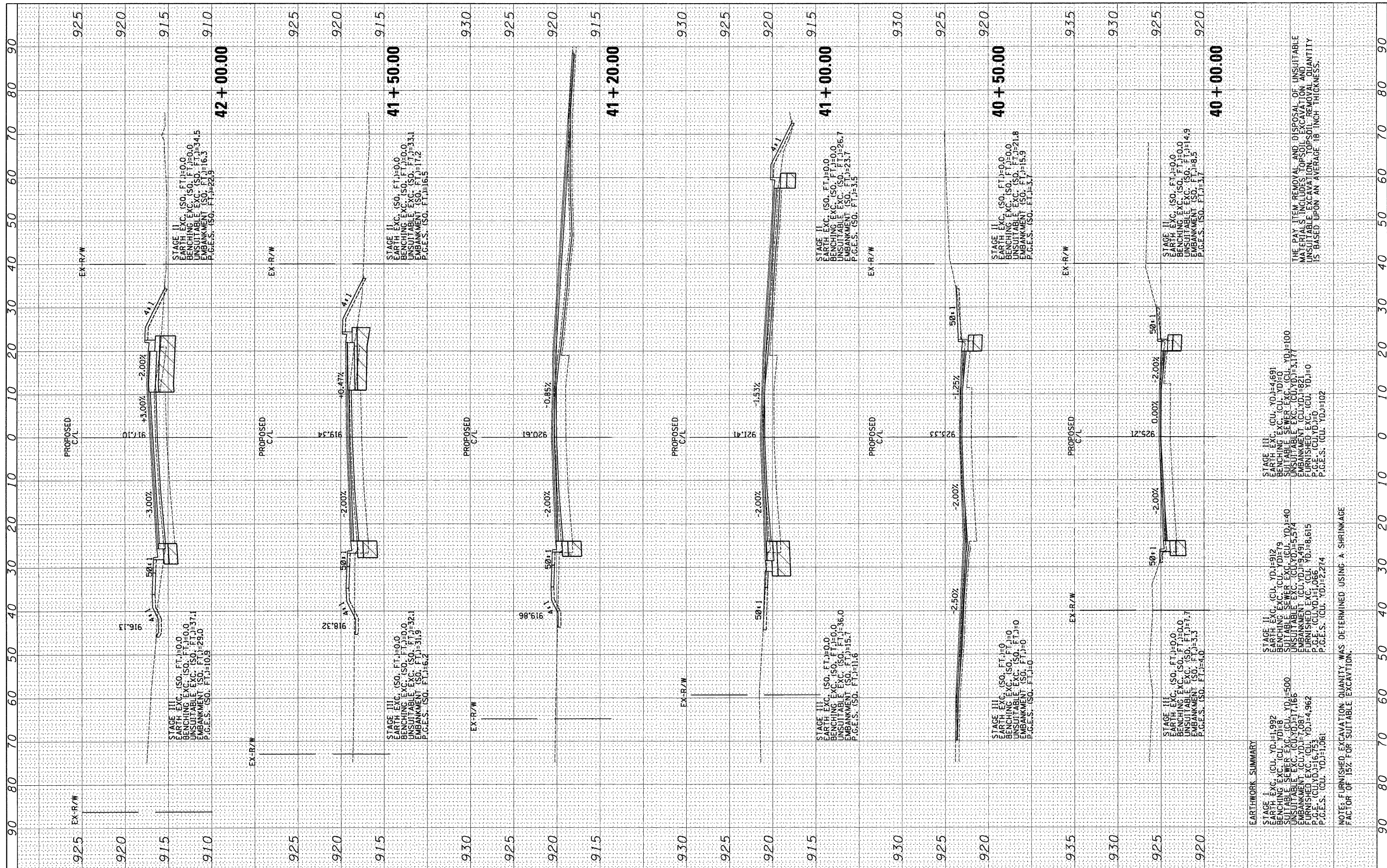
STRUCT. NO. 045-2027
 Station _____
 BORING NO. SB-26
 Station 52+62
 Offset 19.00ft LT
 Ground Surface Elev. 878.77 ft

Description	Elev. (ft)	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev.: First Encounter ft Upon Completion ft After Hrs.	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)
Medium Dense, Light Brown to Brown, Fine to Coarse SAND, trace fine to coarse gravel (continued)												
			12		12							
			7									
			5									
			6									
			7		13							
			8									
			6									
			7		31							
			8									

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)

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

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

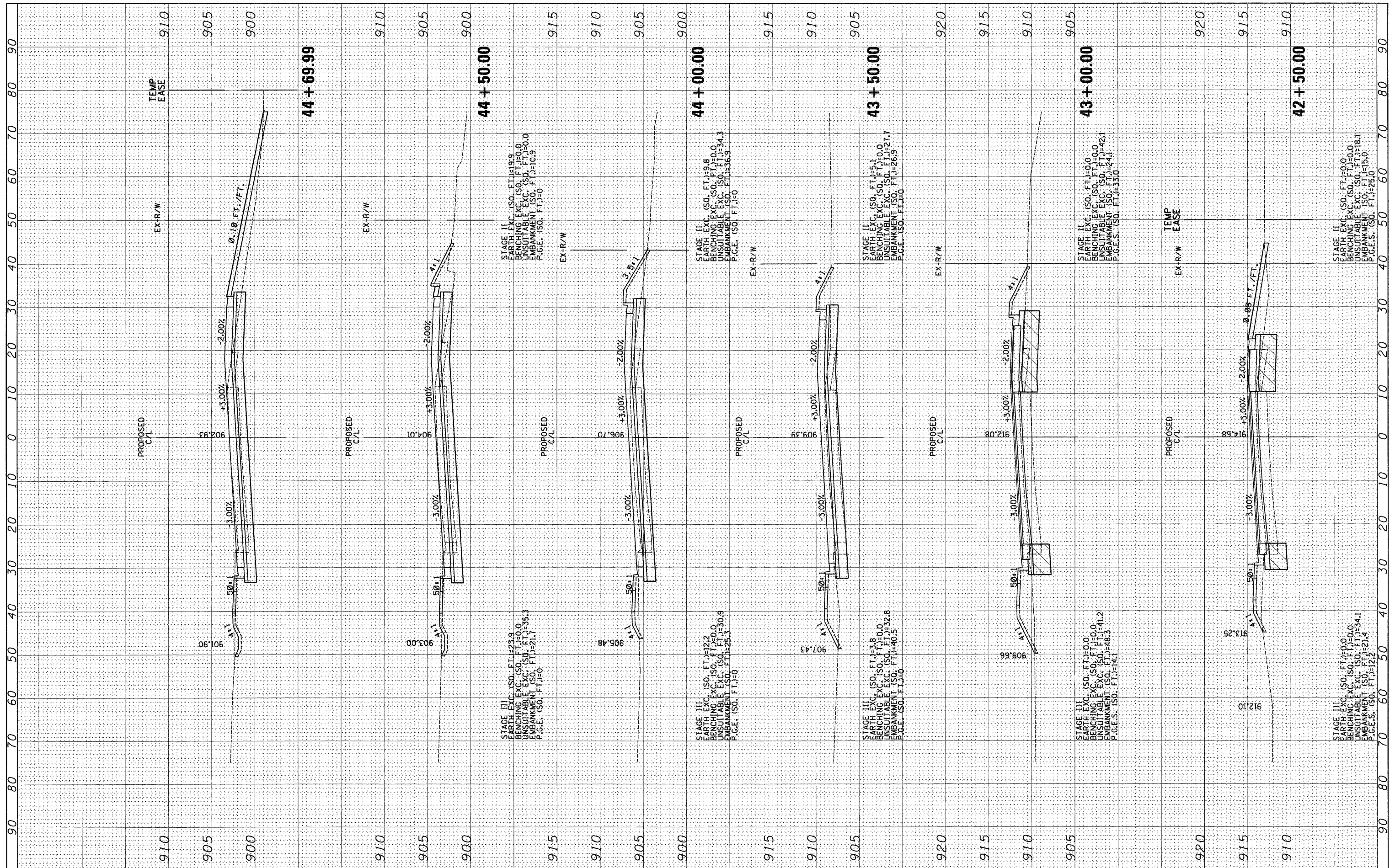


FILE NAME =	USER NAME = .USER	DESIGNED - AR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 64 AT IL 47 INTERSECTION IMPROVEMENTS CROSS SECTIONS - IL 64	F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 133		
#FILE#	PLOT SCALE = 10.0000 ft / IN.	DRAWN - AR	REVISED -			SCALE:	SHEET NO. 1 OF 10 SHEETS	STA. 40+00.00 TO STA. 42+00.00	CONTRACT NO. 62278		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 9/1/2011	CHECKED - RS	REVISED -			NOTE: FURNISHED EXCAVATION QUANTITY WAS DETERMINED USING A SHRINKAGE FACTOR OF 15% FOR SUITABLE EXCAVATION.						
		DATE - 09-01-2011	REVISED -			EARTHWORK SUMMARY STAGE I EXC. (CU. YD.)=1992 BENCHING EXC. (CU. YD.)=79 SUITABLE SEWER EXC. (CU. YD.)=40 STAGE II EXC. (CU. YD.)=500 BENCHING EXC. (CU. YD.)=166 SUITABLE EXC. (CU. YD.)=166 FURNISHED EXC. (CU. YD.)=4,962 P.G.E.S. (CU. YD.)=16,753 P.G.E.S. (CU. YD.)=1,061 STAGE III EXC. (CU. YD.)=912 BENCHING EXC. (CU. YD.)=79 SUITABLE SEWER EXC. (CU. YD.)=40 STAGE II EXC. (CU. YD.)=514 BENCHING EXC. (CU. YD.)=91 FURNISHED EXC. (CU. YD.)=8,615 P.G.E.S. (CU. YD.)=1,066 P.G.E.S. (CU. YD.)=2,274 STAGE I EXC. (CU. YD.)=4,691 BENCHING EXC. (CU. YD.)=0 SUITABLE SEWER EXC. (CU. YD.)=100 FURNISHED EXC. (CU. YD.)=0 P.G.E.S. (CU. YD.)=0 P.G.E.S. (CU. YD.)=102 STAGE II EXC. (CU. YD.)=100 BENCHING EXC. (CU. YD.)=0 SUITABLE SEWER EXC. (CU. YD.)=0 FURNISHED EXC. (CU. YD.)=0 P.G.E.S. (CU. YD.)=0 P.G.E.S. (CU. YD.)=102 STAGE III EXC. (CU. YD.)=102 BENCHING EXC. (CU. YD.)=0 SUITABLE SEWER EXC. (CU. YD.)=0 FURNISHED EXC. (CU. YD.)=0 P.G.E.S. (CU. YD.)=0 P.G.E.S. (CU. YD.)=102 STAGE I EXC. (CU. YD.)=102 BENCHING EXC. (CU. YD.)=0 SUITABLE SEWER EXC. (CU. YD.)=0 FURNISHED EXC. (CU. YD.)=0 P.G.E.S. (CU. YD.)=0 P.G.E.S. (CU. YD.)=102 STAGE II EXC. (CU. YD.)=102 BENCHING EXC. (CU. YD.)=0 SUITABLE SEWER EXC. (CU. YD.)=0 FURNISHED EXC. (CU. YD.)=0 P.G.E.S. (CU. YD.)=0 P.G.E.S. (CU. YD.)=102 STAGE III EXC. (CU. YD.)=102 BENCHING EXC. (CU. YD.)=0 SUITABLE SEWER EXC. (CU. YD.)=0 FURNISHED EXC. (CU. YD.)=0 P.G.E.S. (CU. YD.)=0 P.G.E.S. (CU. YD.)=102						

THE PAY ITEM REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL INCLUDES EXCAVATION AND QUANTITY UNLESS OTHERWISE NOTED OTHERWISE. IS BASED UPON AN AVERAGE 18 INCH THICKNESS.

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

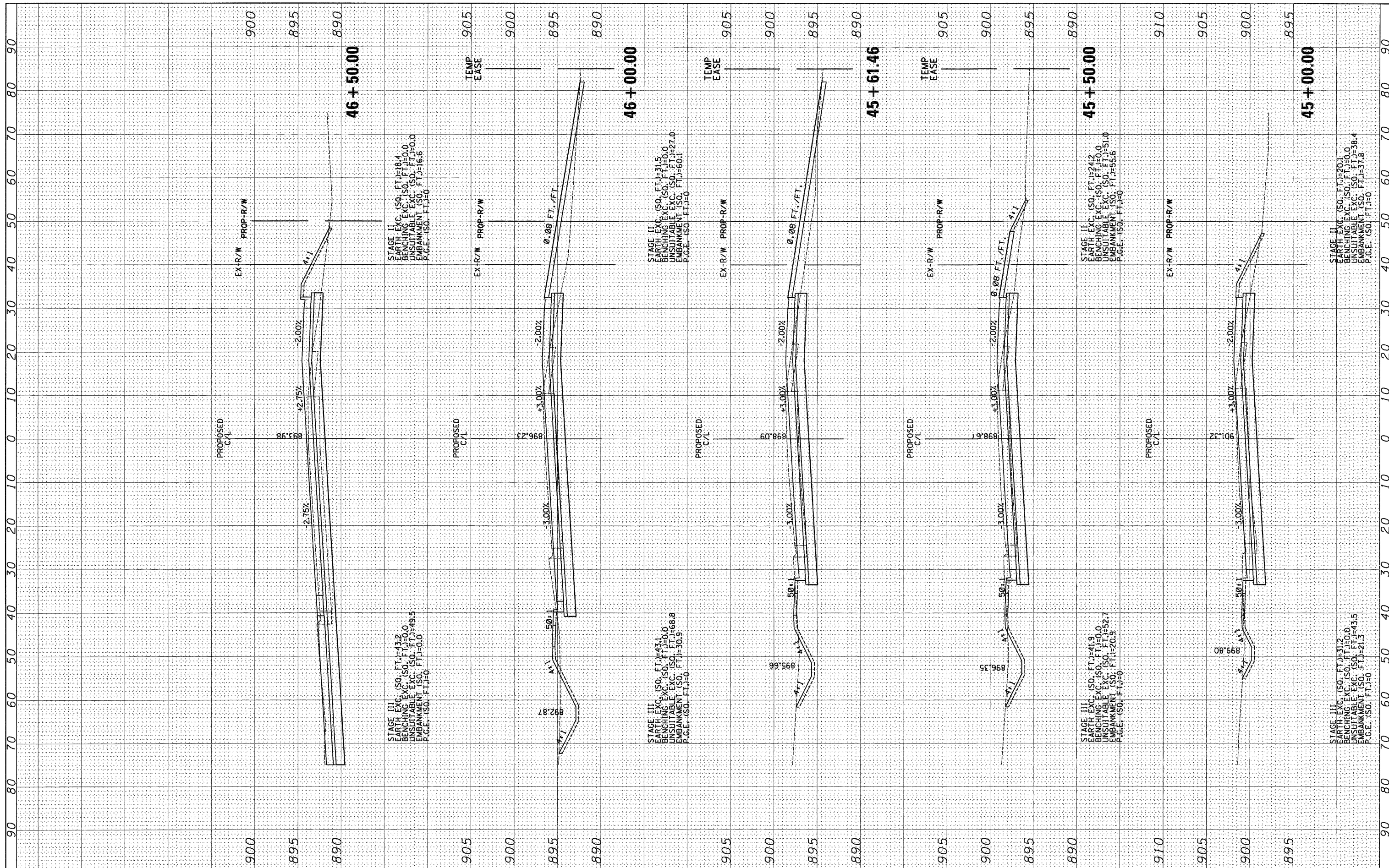
ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = .USER.	DESIGNED - AR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 64 AT IL 47 INTERSECTION IMPROVEMENTS CROSS SECTIONS - IL 64			F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 134
#FILE#	PLOT SCALE = 10.0000 Ft / IN.	DRAWN - AR	REVISED -		SCALE:	SHEET NO. 2 OF 10 SHEETS	STA. 42+50.00 TO STA. 44+69.99	ILLINOIS FED. AID PROJECT				
	PLOT DATE = 9/1/2011	CHECKED - RS	REVISED -		CONTRACT NO. 62278							
		DATE - 09-01-2011	REVISED -									

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

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



STAGE II
EARTH EXC. (SQ. FT.)=18.4
BENCHING EXC. (SQ. FT.)=0.0
UNSUITABLE EXC. (SQ. FT.)=0.0
EMBANKMENT (SQ. FT.)=16.6
P.C.E. (SQ. FT.)=0

STAGE III
EARTH EXC. (SQ. FT.)=43.2
BENCHING EXC. (SQ. FT.)=0.0
UNSUITABLE EXC. (SQ. FT.)=49.5
EMBANKMENT (SQ. FT.)=0.0
P.C.E. (SQ. FT.)=0

46+00.00

STAGE II
EARTH EXC. (SQ. FT.)=31.5
BENCHING EXC. (SQ. FT.)=0.0
UNSUITABLE EXC. (SQ. FT.)=27.0
EMBANKMENT (SQ. FT.)=60.1
P.C.E. (SQ. FT.)=0

STAGE III
EARTH EXC. (SQ. FT.)=43.1
BENCHING EXC. (SQ. FT.)=0.0
UNSUITABLE EXC. (SQ. FT.)=68.8
EMBANKMENT (SQ. FT.)=30.9
P.C.E. (SQ. FT.)=0

45+61.46

45+50.00

STAGE II
EARTH EXC. (SQ. FT.)=24.2
BENCHING EXC. (SQ. FT.)=0.0
UNSUITABLE EXC. (SQ. FT.)=51.0
EMBANKMENT (SQ. FT.)=55.6
P.C.E. (SQ. FT.)=0

STAGE III
EARTH EXC. (SQ. FT.)=41.9
BENCHING EXC. (SQ. FT.)=0.0
UNSUITABLE EXC. (SQ. FT.)=52.7
EMBANKMENT (SQ. FT.)=20.9
P.C.E. (SQ. FT.)=0

45+00.00

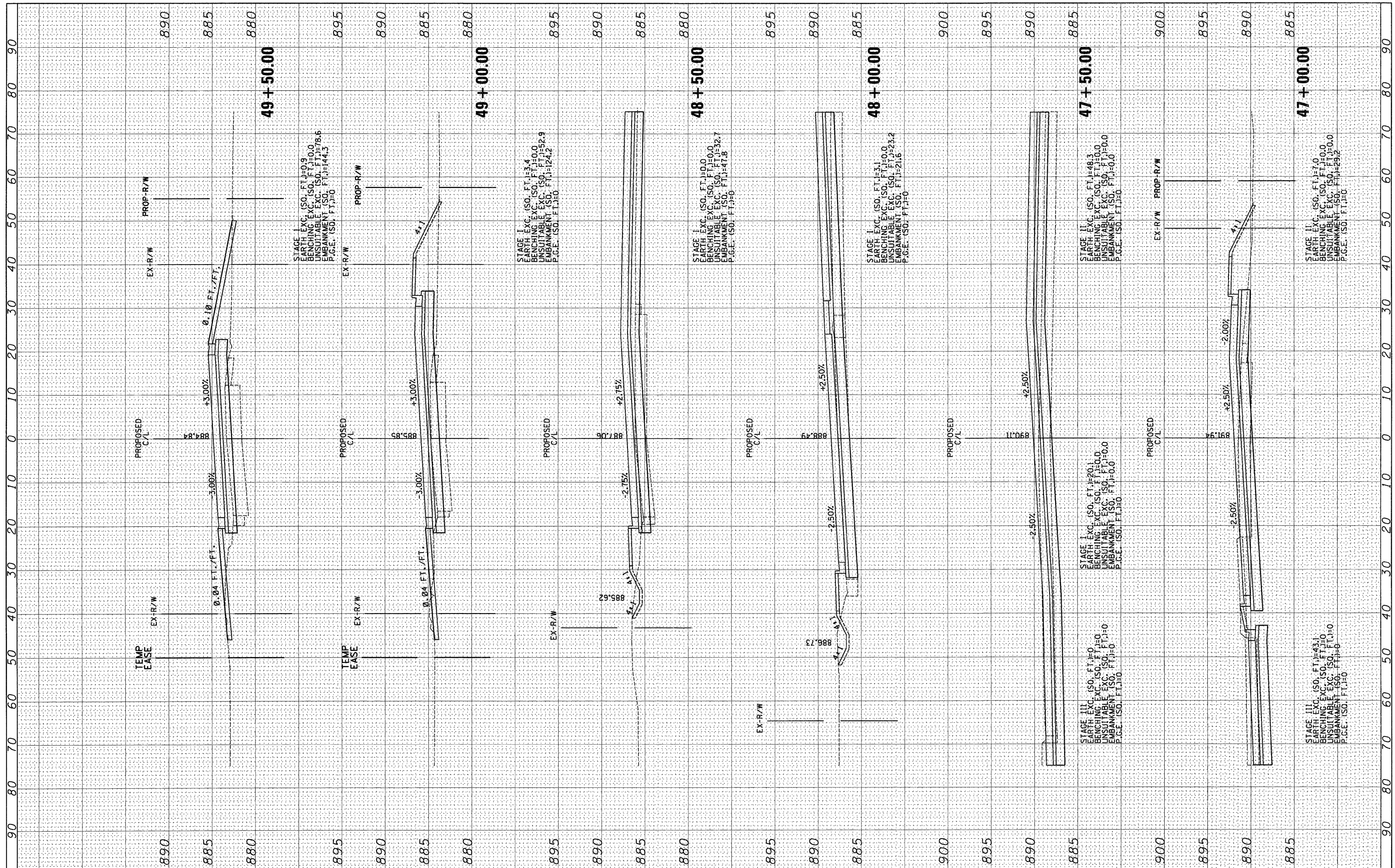
STAGE II
EARTH EXC. (SQ. FT.)=20.1
BENCHING EXC. (SQ. FT.)=0.0
UNSUITABLE EXC. (SQ. FT.)=38.4
EMBANKMENT (SQ. FT.)=37.8
P.C.E. (SQ. FT.)=0

STAGE III
EARTH EXC. (SQ. FT.)=31.2
BENCHING EXC. (SQ. FT.)=0.0
UNSUITABLE EXC. (SQ. FT.)=43.5
EMBANKMENT (SQ. FT.)=21.3
P.C.E. (SQ. FT.)=0

FILE NAME =	USER NAME = .USER.	DESIGNED - AR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 64 AT IL 47 INTERSECTION IMPROVEMENTS CROSS SECTIONS - IL 64	F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 135		
*FILE#	PLOT SCALE = 10,000 ft / IN.	DRAWN - AR	REVISED -			SCALE:	SHEET NO. 3 OF 10 SHEETS	STA. 45+00.00	TO STA. 46+50.00	CONTRACT NO. 62278		
	PLOT DATE = 9/1/2011	CHECKED - RS	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE - 09-01-2011	REVISED -									

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

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



FILE NAME = #FILE#
 USER NAME = USER.
 DESIGNED - AR
 DRAWN - AR
 CHECKED - RS
 DATE - 09-01-2011
 PLOT SCALE = 10.0000 Ft / IN.
 PLOT DATE = 9/1/2011

REVISOR -
 REVISION -
 REVISION -
 REVISION -
 REVISION -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

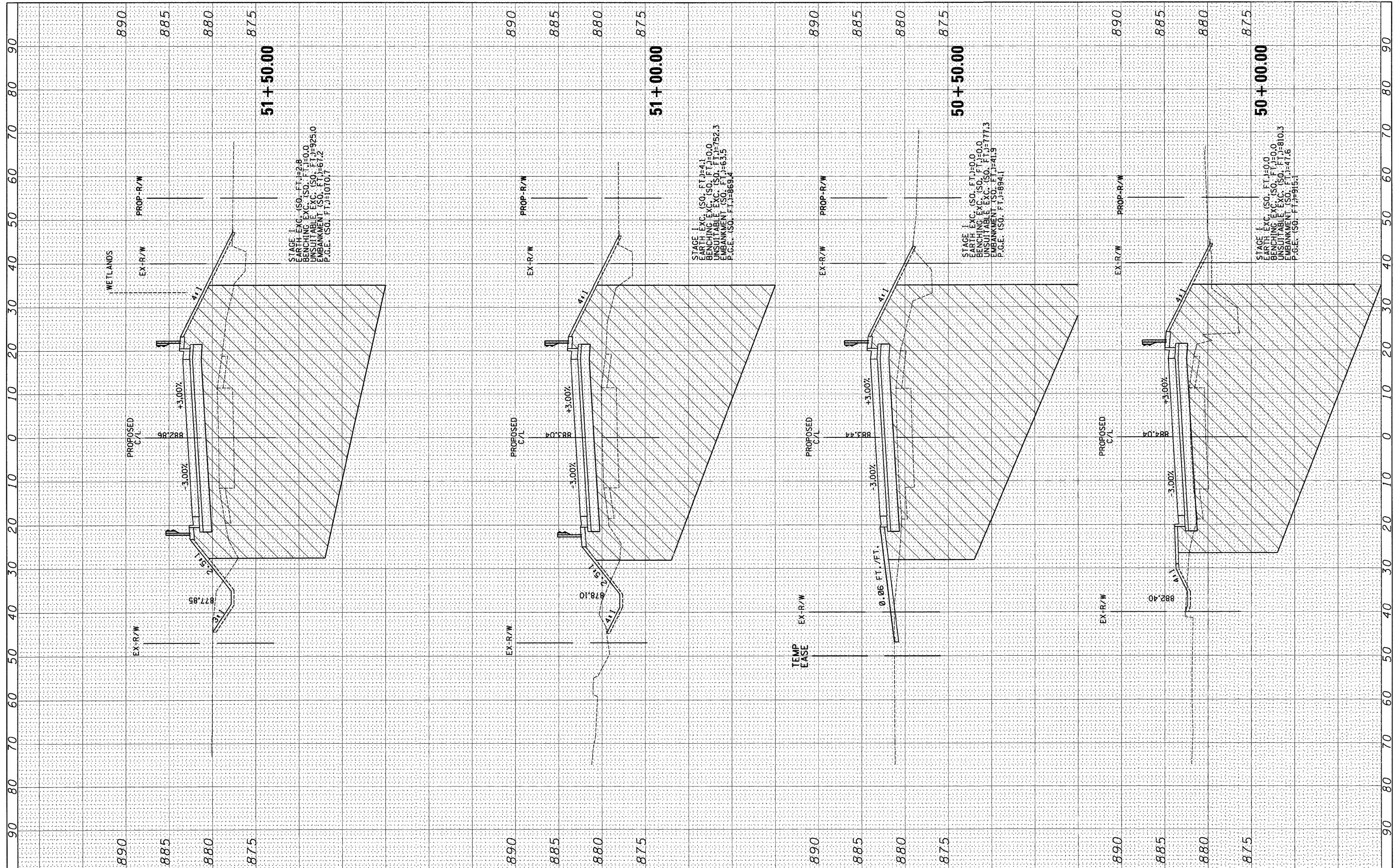
**IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - IL 64**

SCALE: SHEET NO. 4 OF 10 SHEETS STA. 47+00.00 TO STA. 49+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	136
CONTRACT NO. 62278				
ILLINOIS FED. AID PROJECT				

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

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



STAGE I EXC. (SO. FT.)=28
 BENCHING EXC. (SO. FT.)=0.0
 UNSUITABLE EXC. (SO. FT.)=925.0
 EMBANKMENT (SO. FT.)=57.2
 P.G.E. (SO. FT.)=1070.7

STAGE I EXC. (SO. FT.)=41
 BENCHING EXC. (SO. FT.)=0.0
 UNSUITABLE EXC. (SO. FT.)=52.3
 EMBANKMENT (SO. FT.)=63.5
 P.G.E. (SO. FT.)=869.4

STAGE I EXC. (SO. FT.)=0.0
 BENCHING EXC. (SO. FT.)=0.0
 UNSUITABLE EXC. (SO. FT.)=773
 EMBANKMENT (SO. FT.)=41.9
 P.G.E. (SO. FT.)=894.1

STAGE I EXC. (SO. FT.)=0.0
 BENCHING EXC. (SO. FT.)=0.0
 UNSUITABLE EXC. (SO. FT.)=810.3
 EMBANKMENT (SO. FT.)=41.6
 P.G.E. (SO. FT.)=915.1

FILE NAME =
 #FILE#

USER NAME = .USER.
 DESIGNED - AR
 DRAWN - AR
 CHECKED - RS
 DATE - 09-01-2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

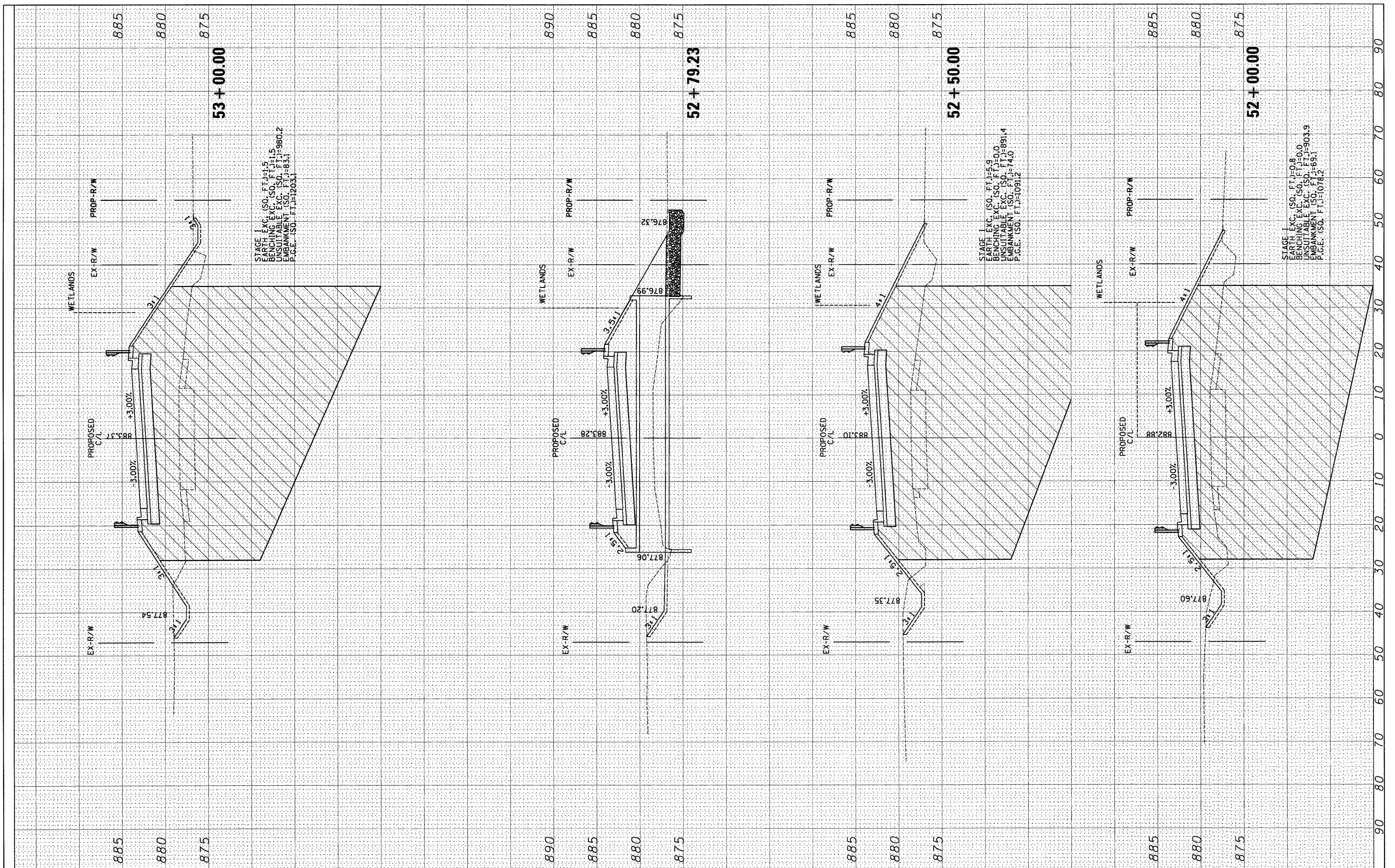
**IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - IL 64**

SCALE: SHEET NO. 5 OF 10 SHEETS STA. 50+00.00 TO STA. 51+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	137
				CONTRACT NO. 62278
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
DATE		
AREAS		
CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
DATE		
AREAS		
CHECKED		
NO.		



FILE NAME =	USER NAME = .USER.	DESIGNED - AR	REVISED -
*FILE#		DRAWN - AR	REVISED -
		CHECKED - RS	REVISED -
		DATE - 09-01-2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

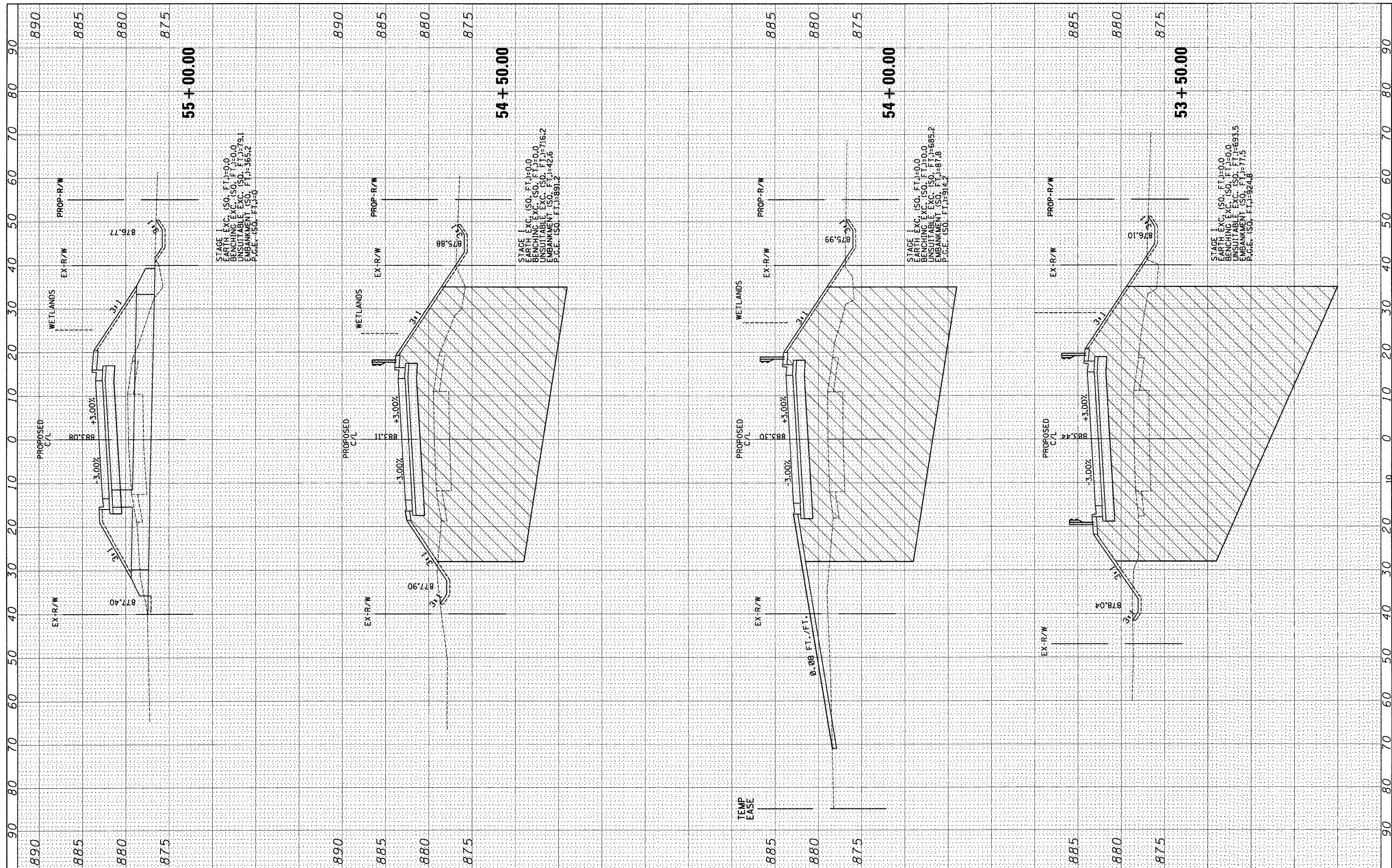
**IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
CROSS SECTIONS - IL 64**

SCALE: SHEET NO. 6 OF 10 SHEETS STA. 52+00.00 TO STA. 53+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	138
				CONTRACT NO. 62278
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



STAGE 1 EXC. (SO. FT.)=0.0
 EARTH EXC. (SO. FT.)=0.0
 BENCHING EXC. (SO. FT.)=0.0
 UNSUITABLE EXC. (SO. FT.)=79.1
 EMBANKMENT (SO. FT.)=365.2
 P.C.E. (SO. FT.)=0

STAGE 1 EXC. (SO. FT.)=0.0
 EARTH EXC. (SO. FT.)=0.0
 BENCHING EXC. (SO. FT.)=716.2
 UNSUITABLE EXC. (SO. FT.)=42.6
 EMBANKMENT (SO. FT.)=891.2
 P.C.E. (SO. FT.)=0

STAGE 1 EXC. (SO. FT.)=0.0
 EARTH EXC. (SO. FT.)=0.0
 BENCHING EXC. (SO. FT.)=0.0
 UNSUITABLE EXC. (SO. FT.)=685.2
 EMBANKMENT (SO. FT.)=87.8
 P.C.E. (SO. FT.)=94.2

STAGE 1 EXC. (SO. FT.)=0.0
 EARTH EXC. (SO. FT.)=0.0
 BENCHING EXC. (SO. FT.)=693.5
 UNSUITABLE EXC. (SO. FT.)=77.5
 EMBANKMENT (SO. FT.)=924.8
 P.C.E. (SO. FT.)=0

FILE NAME =
 #FILE#

USER NAME = .USER.
 PLOT SCALE = 18.0000 Ft / IN.
 PLOT DATE = 9/1/2011

DESIGNED - AR
 DRAWN - AR
 CHECKED - RS
 DATE - 09-01-2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

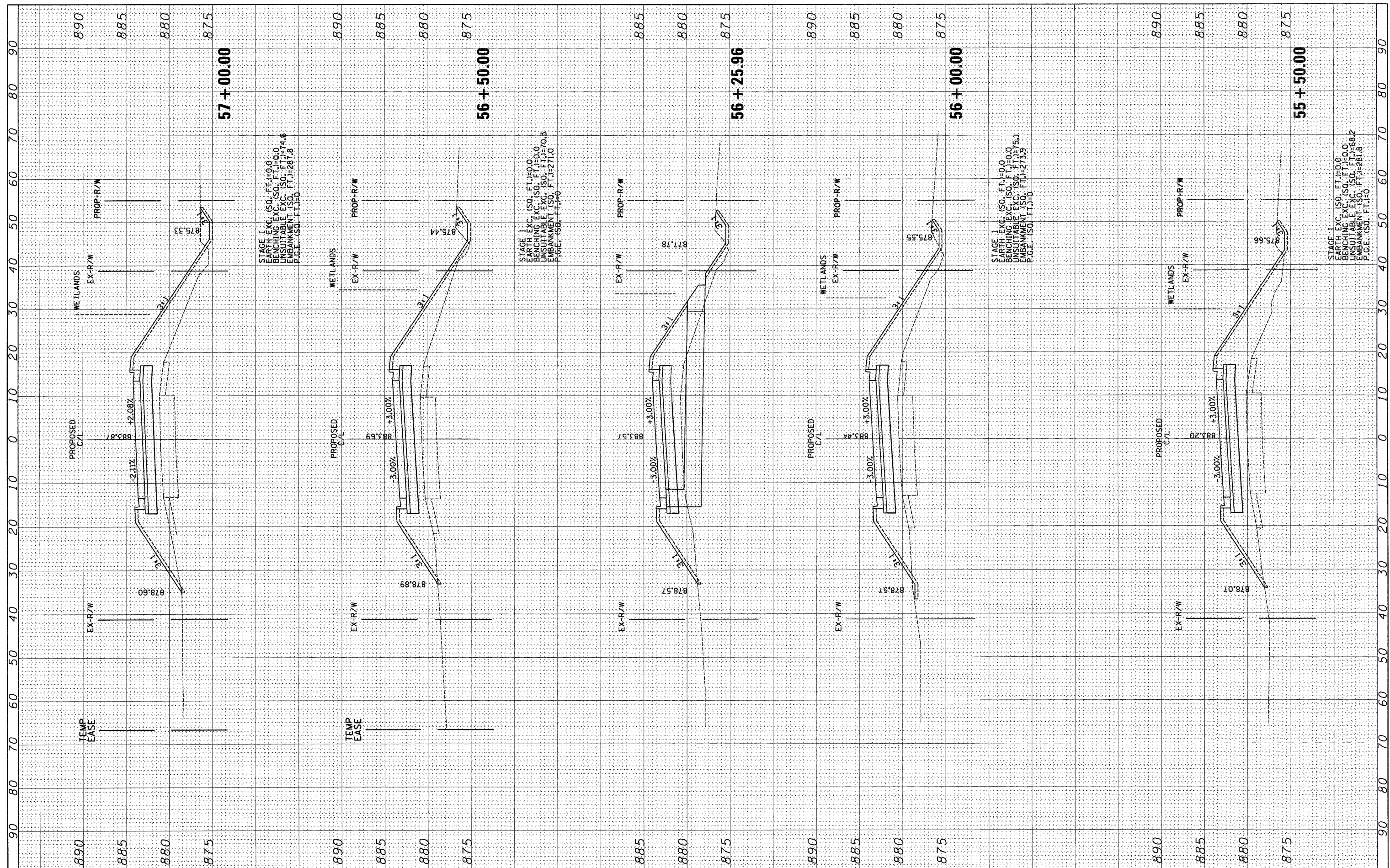
IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - IL 64

SCALE: SHEET NO. 7 OF 10 SHEETS STA. 53+50.00 TO STA. 55+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	139
CONTRACT NO. 62278				
ILLINOIS FED. AID PROJECT				

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

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



STAGE I
EARTH EXC. (SO. FT.)=0.0
BENCHING EXC. (SO. FT.)=0.0
UNSUITABLE EXC. (SO. FT.)=4.6
EMBANKMENT (SO. FT.)=287.8
P.G.E. (SO. FT.)=0

STAGE I
EARTH EXC. (SO. FT.)=0.0
BENCHING EXC. (SO. FT.)=0.0
UNSUITABLE EXC. (SO. FT.)=0.3
EMBANKMENT (SO. FT.)=271.0
P.G.E. (SO. FT.)=0

STAGE I
EARTH EXC. (SO. FT.)=0.0
BENCHING EXC. (SO. FT.)=0.0
UNSUITABLE EXC. (SO. FT.)=5.1
EMBANKMENT (SO. FT.)=273.9
P.G.E. (SO. FT.)=0

STAGE I
EARTH EXC. (SO. FT.)=0.0
BENCHING EXC. (SO. FT.)=0.0
UNSUITABLE EXC. (SO. FT.)=88.2
EMBANKMENT (SO. FT.)=281.8
P.G.E. (SO. FT.)=0

FILE NAME =
#FILE#

USER NAME = .USER.
DESIGNED - AR
DRAWN - AR
CHECKED - RS
DATE - 09-01-2011

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

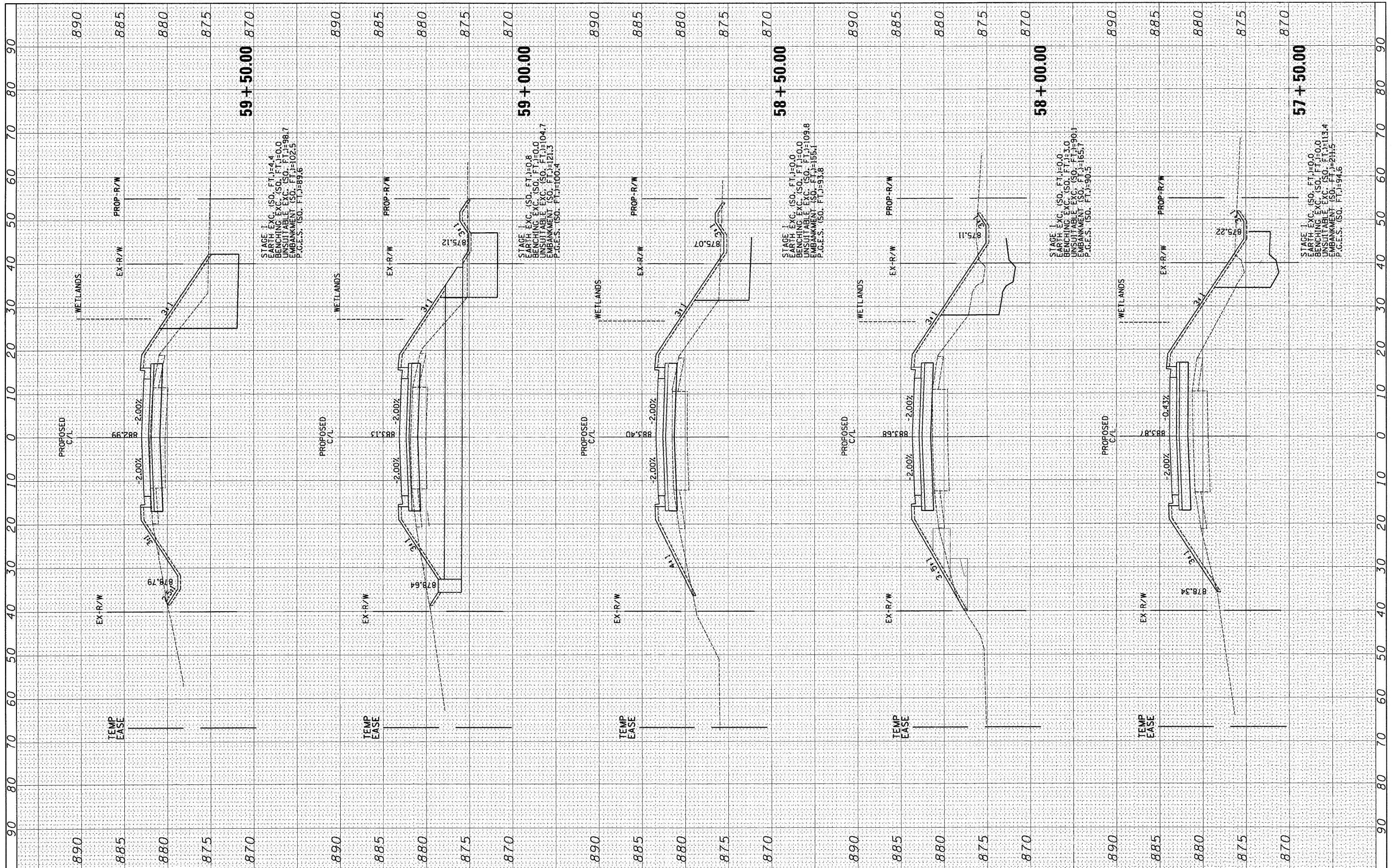
IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
CROSS SECTIONS - IL 64

SCALE: SHEET NO. 8 OF 10 SHEETS STA. 55+50.00 TO STA. 57+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	140
CONTRACT NO. 62278				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



STAGE I EXC. (SO. FT.)=4.4
 EARTH EXC. (SO. FT.)=0.0
 BENCHING EXC. (SO. FT.)=98.7
 UNSUITABLE EXC. (SO. FT.)=102.5
 EMBANKMENT (SO. FT.)=89.6
 P.G.E.S. (SO. FT.)=89.6

STAGE I EXC. (SO. FT.)=0.8
 EARTH EXC. (SO. FT.)=0.0
 BENCHING EXC. (SO. FT.)=104.7
 UNSUITABLE EXC. (SO. FT.)=121.3
 EMBANKMENT (SO. FT.)=100.4
 P.G.E.S. (SO. FT.)=100.4

STAGE I EXC. (SO. FT.)=0.0
 EARTH EXC. (SO. FT.)=0.0
 BENCHING EXC. (SO. FT.)=109.8
 UNSUITABLE EXC. (SO. FT.)=155.1
 EMBANKMENT (SO. FT.)=93.8
 P.G.E.S. (SO. FT.)=93.8

STAGE I EXC. (SO. FT.)=0.0
 EARTH EXC. (SO. FT.)=3.0
 BENCHING EXC. (SO. FT.)=90.1
 UNSUITABLE EXC. (SO. FT.)=165.7
 EMBANKMENT (SO. FT.)=90.5
 P.G.E.S. (SO. FT.)=90.5

STAGE I EXC. (SO. FT.)=0.0
 EARTH EXC. (SO. FT.)=0.0
 BENCHING EXC. (SO. FT.)=0.0
 UNSUITABLE EXC. (SO. FT.)=113.4
 EMBANKMENT (SO. FT.)=94.6
 P.G.E.S. (SO. FT.)=94.6

FILE NAME =
 #FILE#

USER NAME = .USER.
 PLLOT SCALE = 10.0000 ft / IN.
 PLOT DATE = 9/1/2011

DESIGNED -	AR	REVISED -	
DRAWN -	AR	REVISED -	
CHECKED -	RS	REVISED -	
DATE -	09-01-2011	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

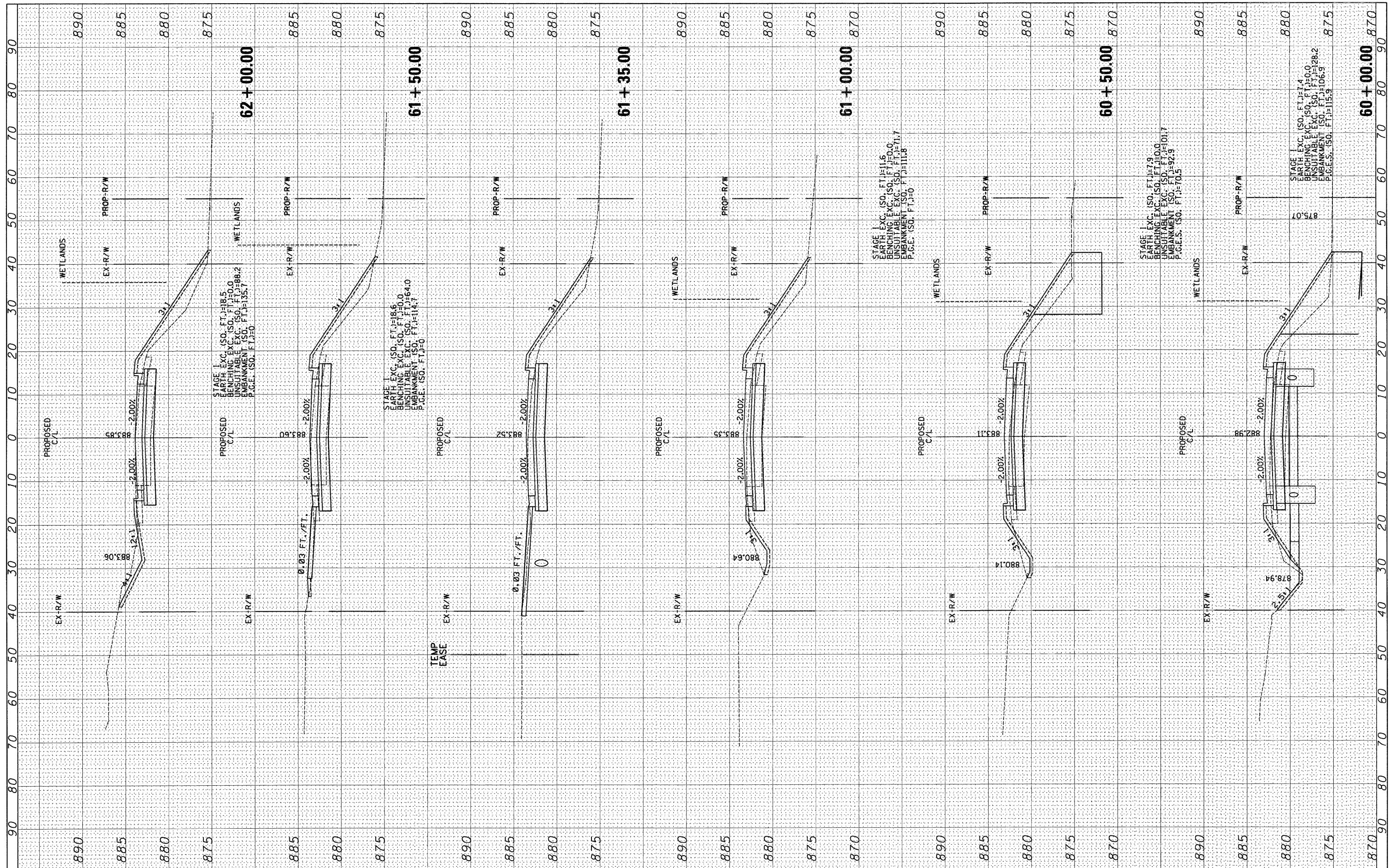
IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - IL 64

SCALE: SHEET NO. 9 OF 10 SHEETS STA. 57+50.00 TO STA. 59+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	141
				CONTRACT NO. 62278
ILLINOIS FED. AID PROJECT				

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

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



STAGE I
EARTH EXC. (SO. FT.)=11.6
BENCHING EXC. (SO. FT.)=0.0
UNUSABLE EXC. (SO. FT.)=11.7
EMBANKMENT (SO. FT.)=11.7
P.C.E.S. (SO. FT.)=0

STAGE I
EARTH EXC. (SO. FT.)=7.9
BENCHING EXC. (SO. FT.)=0.0
UNUSABLE EXC. (SO. FT.)=10.17
EMBANKMENT (SO. FT.)=92.9
P.C.E.S. (SO. FT.)=70.5

STAGE I
EARTH EXC. (SO. FT.)=7.4
BENCHING EXC. (SO. FT.)=0.0
UNUSABLE EXC. (SO. FT.)=28.2
EMBANKMENT (SO. FT.)=106.9
P.C.E.S. (SO. FT.)=115.9

FILE NAME =
#FILEL*

USER NAME = .USER.
DESIGNED - AR
DRAWN - AR
CHECKED - RS
DATE - 09-01-2011

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

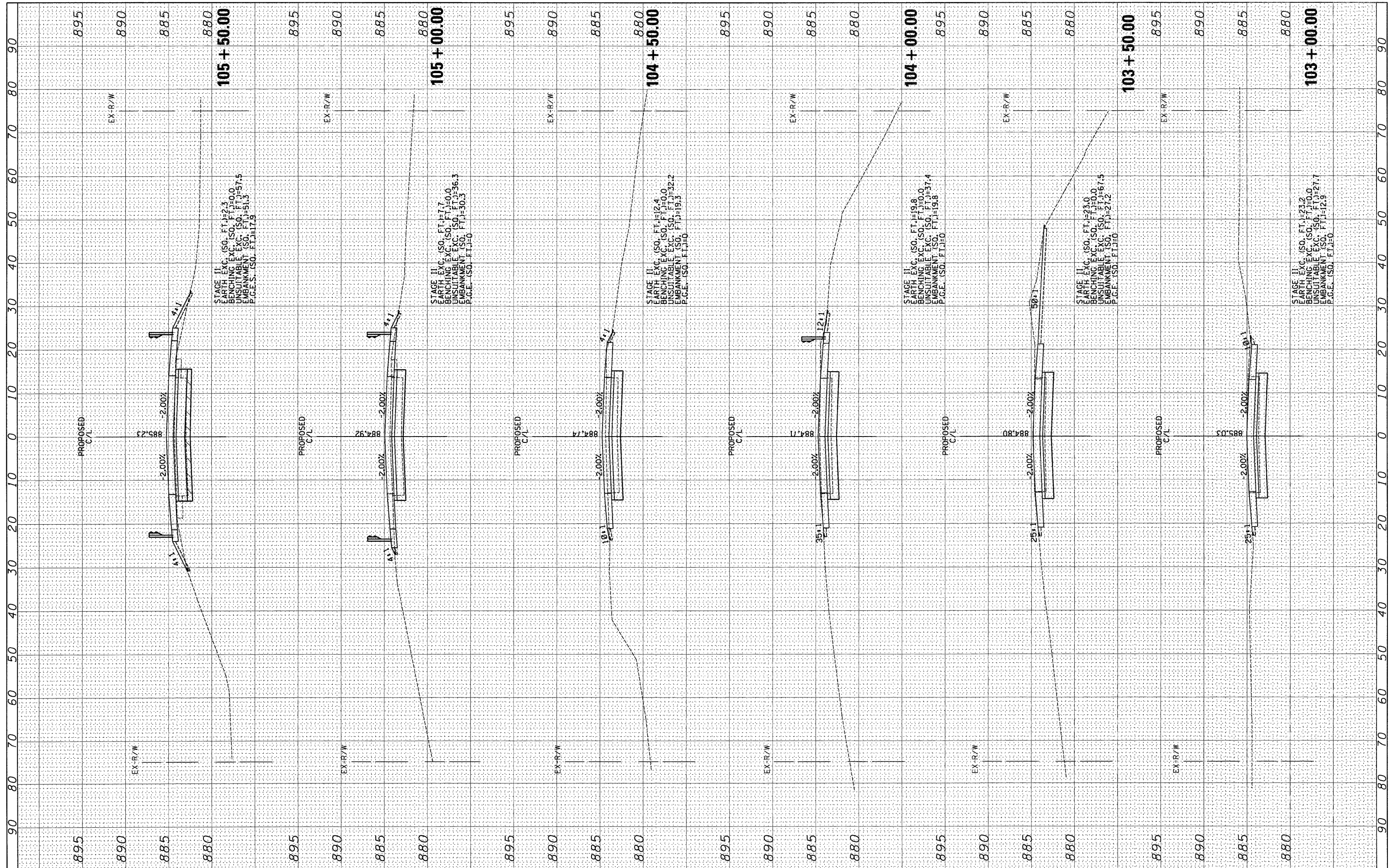
IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
CROSS SECTIONS - IL 64

SCALE: SHEET NO. 10 OF 10 SHEETS STA. 60+00.00 TO STA. 62+00.00

F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 142
			CONTRACT NO. 62278	
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		



FILE NAME =
#FILEL*

USER NAME = .USER.
DESIGNED - AR
DRAWN - AR
CHECKED - RS
PLOT SCALE = 10.0000 Ft / IN.
PLOT DATE = 9/1/2011

REVISOR -
REVISOR -
REVISOR -
REVISOR -
DATE - 09-01-2011

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

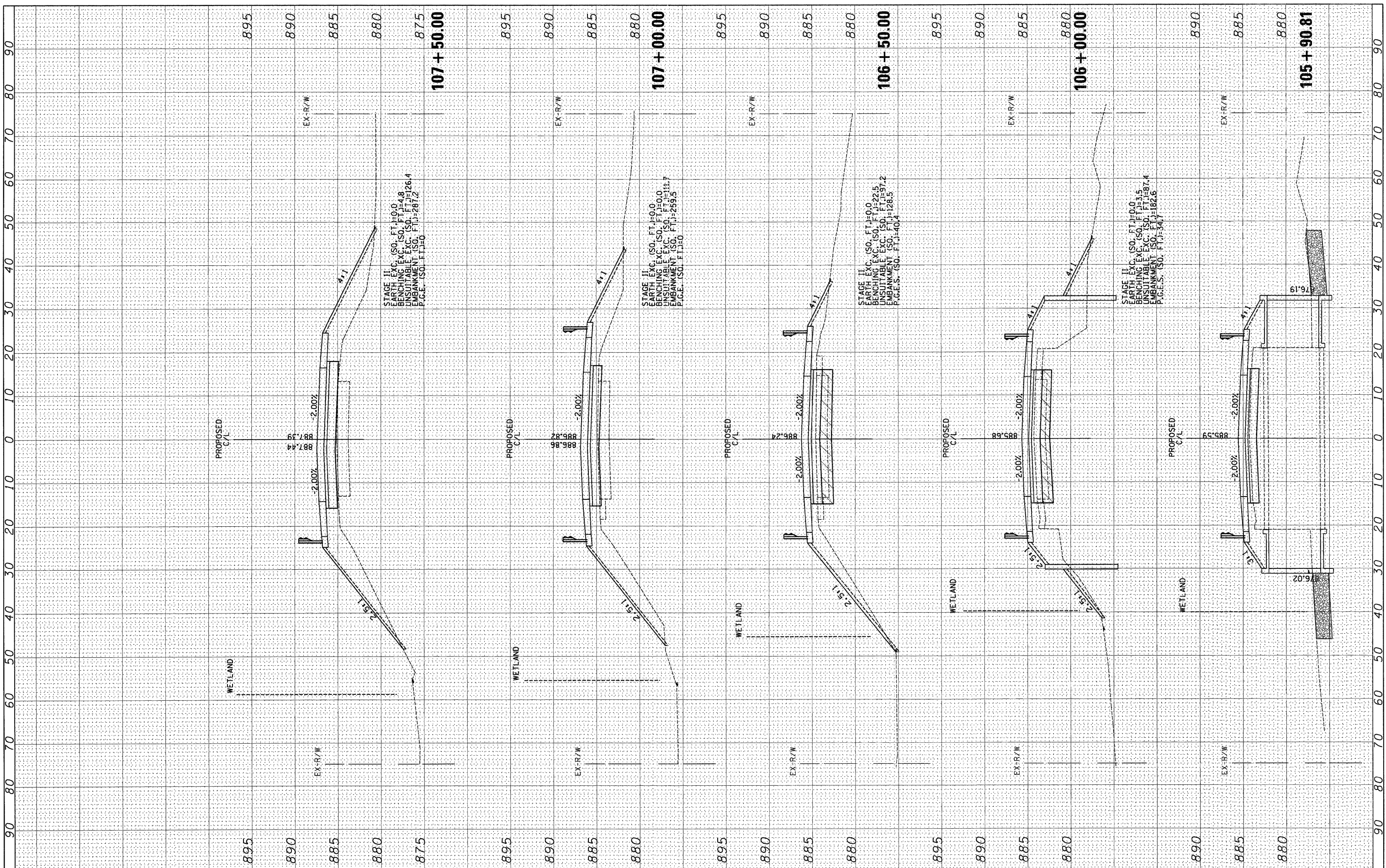
**IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
CROSS SECTIONS - IL 47**

SCALE: SHEET NO. 1 OF 8 SHEETS STA. 103+00.00 TO STA. 105+50.00

F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 143
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62278	

FINAL SURVEY	DATE
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
PLOTTED	
NOTE BOOK	
AREAS CHECKED	



FILE NAME = #FILEL*
 USER NAME = USER
 DESIGNED - AR
 DRAWN - AR
 CHECKED - RS
 DATE - 09-01-2011

REVISIONS:
 REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

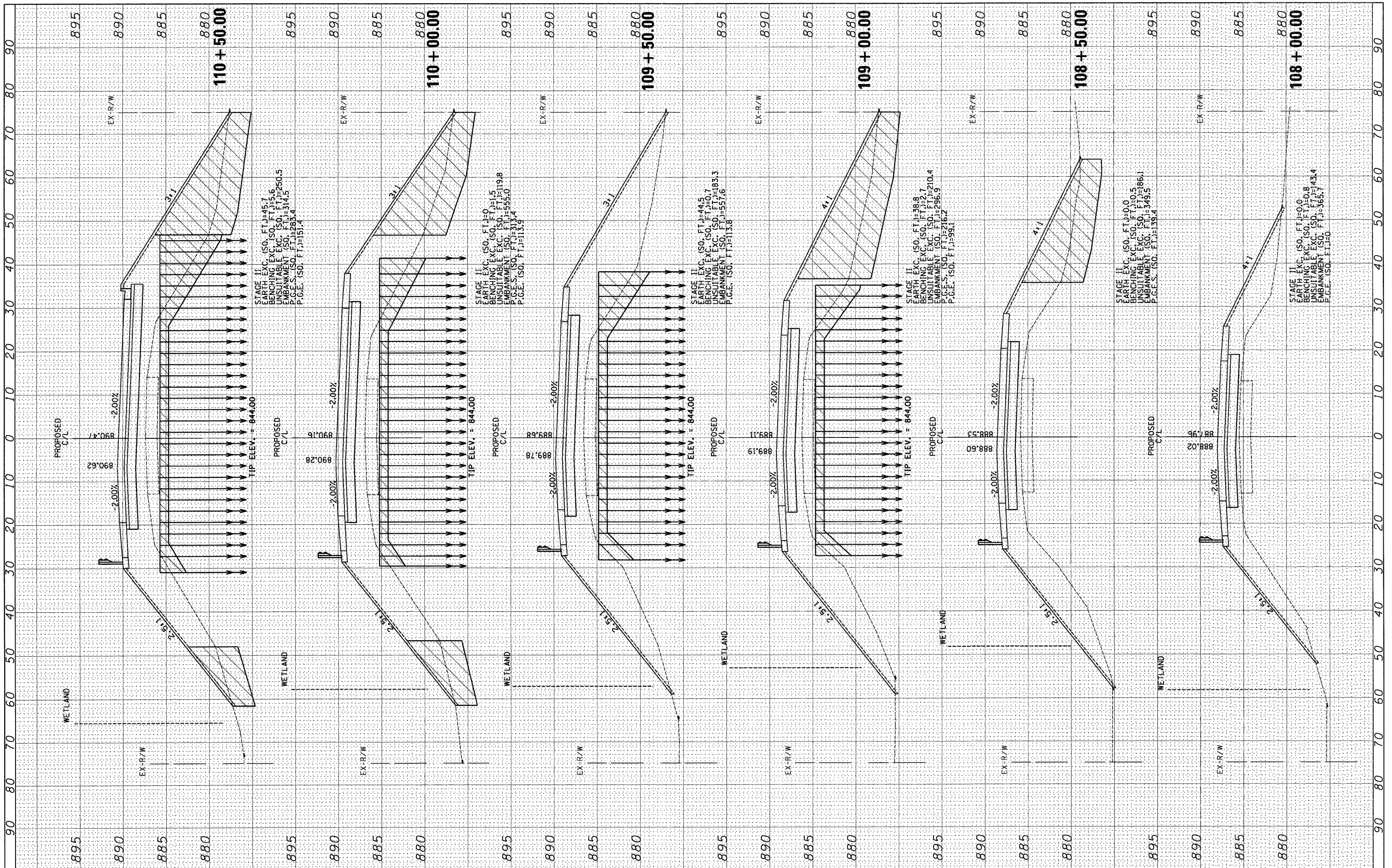
**IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - IL 47**

SCALE: SHEET NO. 2 OF 8 SHEETS STA. 105+90.81 TO STA. 107+50.00

F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 144
CONTRACT NO. 62278			ILLINOIS FED. AID PROJECT	

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

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



FILE NAME =	USER NAME = .USER.	DESIGNED - AR	REVISED -
*FILE#		DRAWN - AR	REVISED -
		CHECKED - RS	REVISED -
		DATE - 09-01-2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

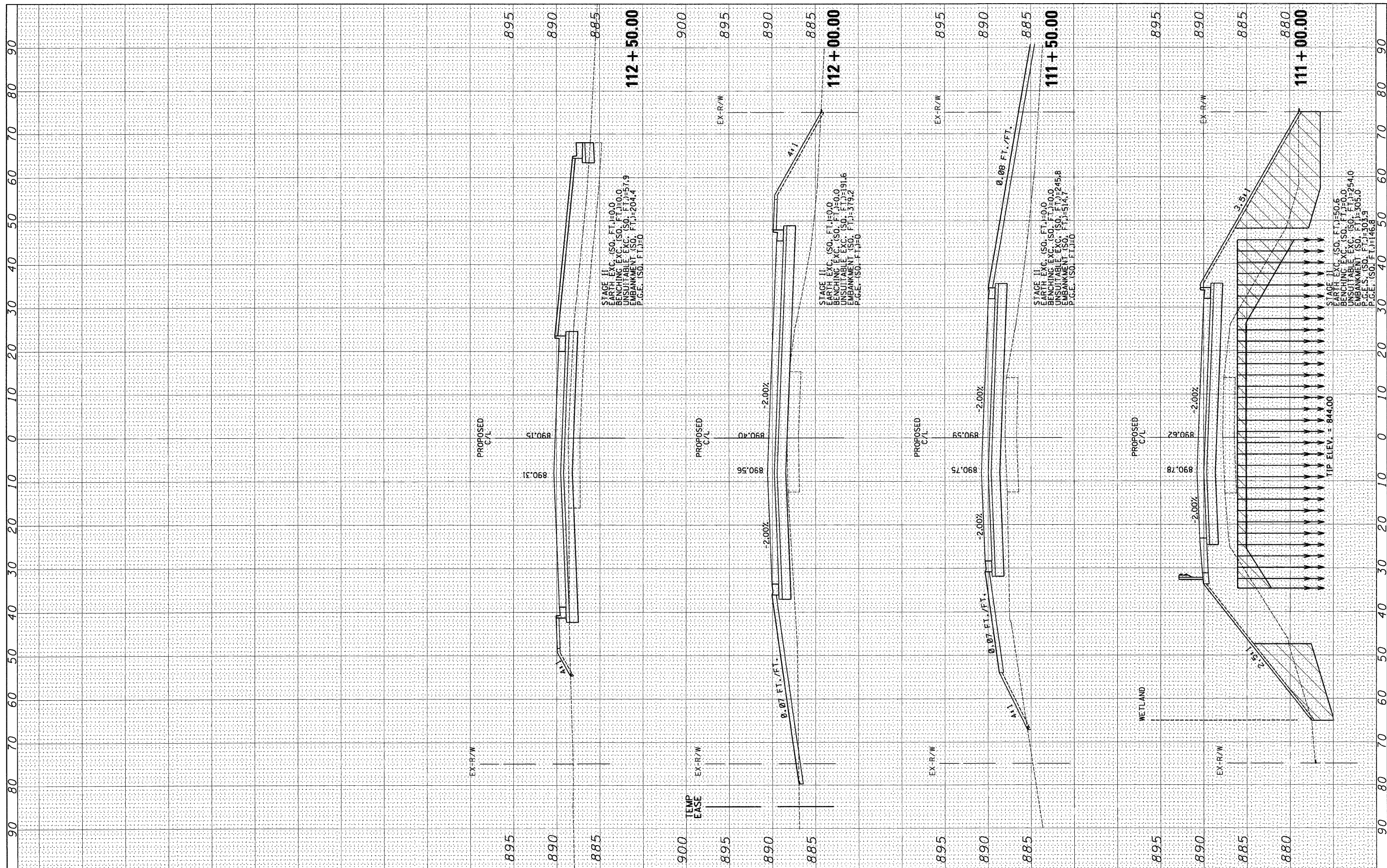
**IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
CROSS SECTIONS - IL 47**

SCALE: SHEET NO. 3 OF 8 SHEETS STA. 108+00.00 TO STA. 110+50.00

F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 145
CONTRACT NO. 62278				ILLINOIS FED. AID PROJECT

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

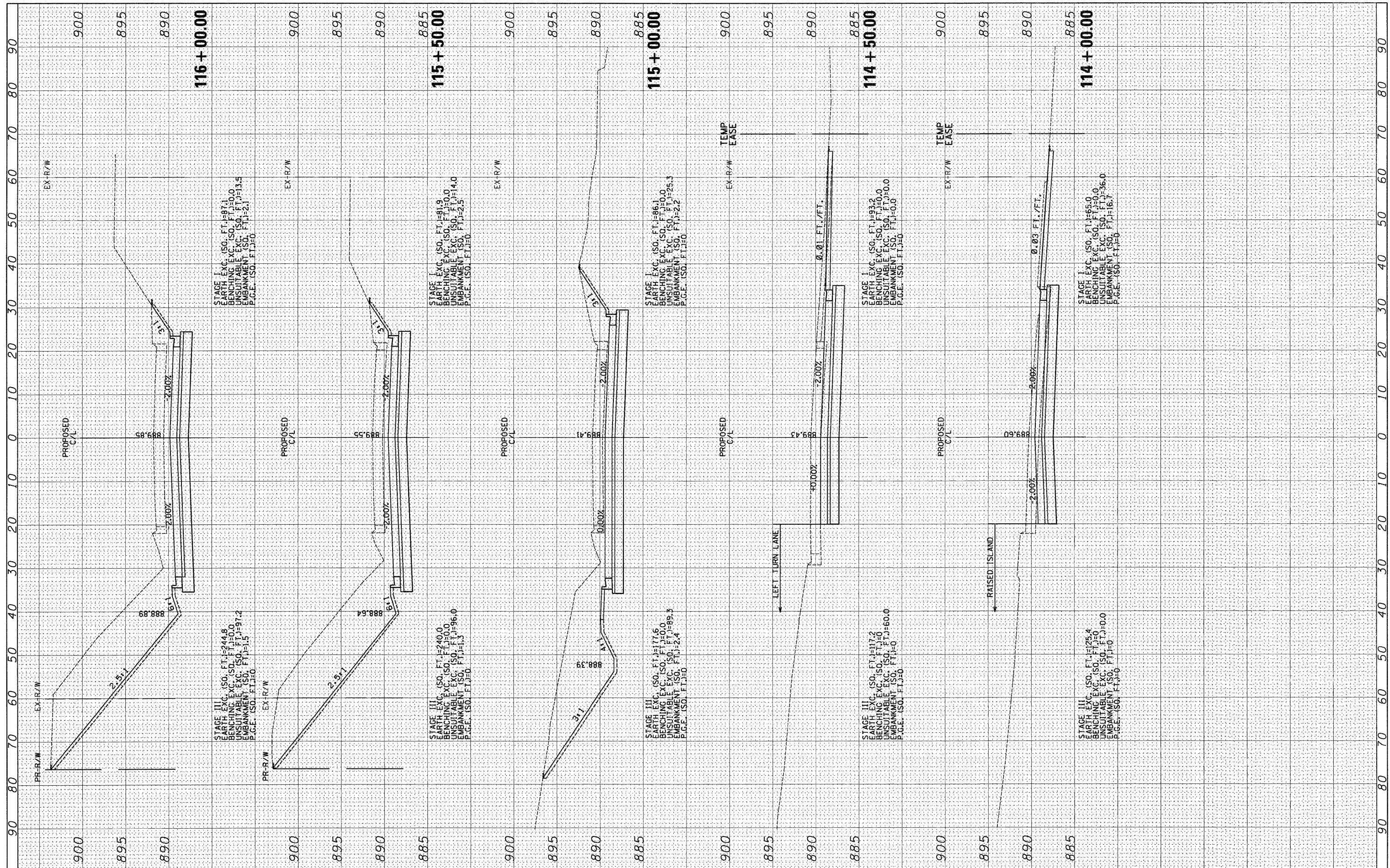
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = .USER.	DESIGNED - AR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 64 AT IL 47 INTERSECTION IMPROVEMENTS CROSS SECTIONS - IL 47	F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 146		
*FILEL#	PLOT SCALE = 10.0000 ft / IN.	DRAWN - AR	REVISED -			SCALE:	SHEET NO. 4 OF 8 SHEETS	STA. 111+00.00 TO STA. 112+00.00	CONTRACT NO. 62278		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 9/1/2011	CHECKED - RS	REVISED -									
		DATE - 09-01-2011	REVISED -									

FINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		



FILE NAME =
#FILE#

USER NAME = .USER.
 PLLOT SCALE = 10.0000 ft / IN.
 PLOT DATE = 9/1/2011

DESIGNED - AR
 DRAWN - AR
 CHECKED - RS
 DATE - 09-01-2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

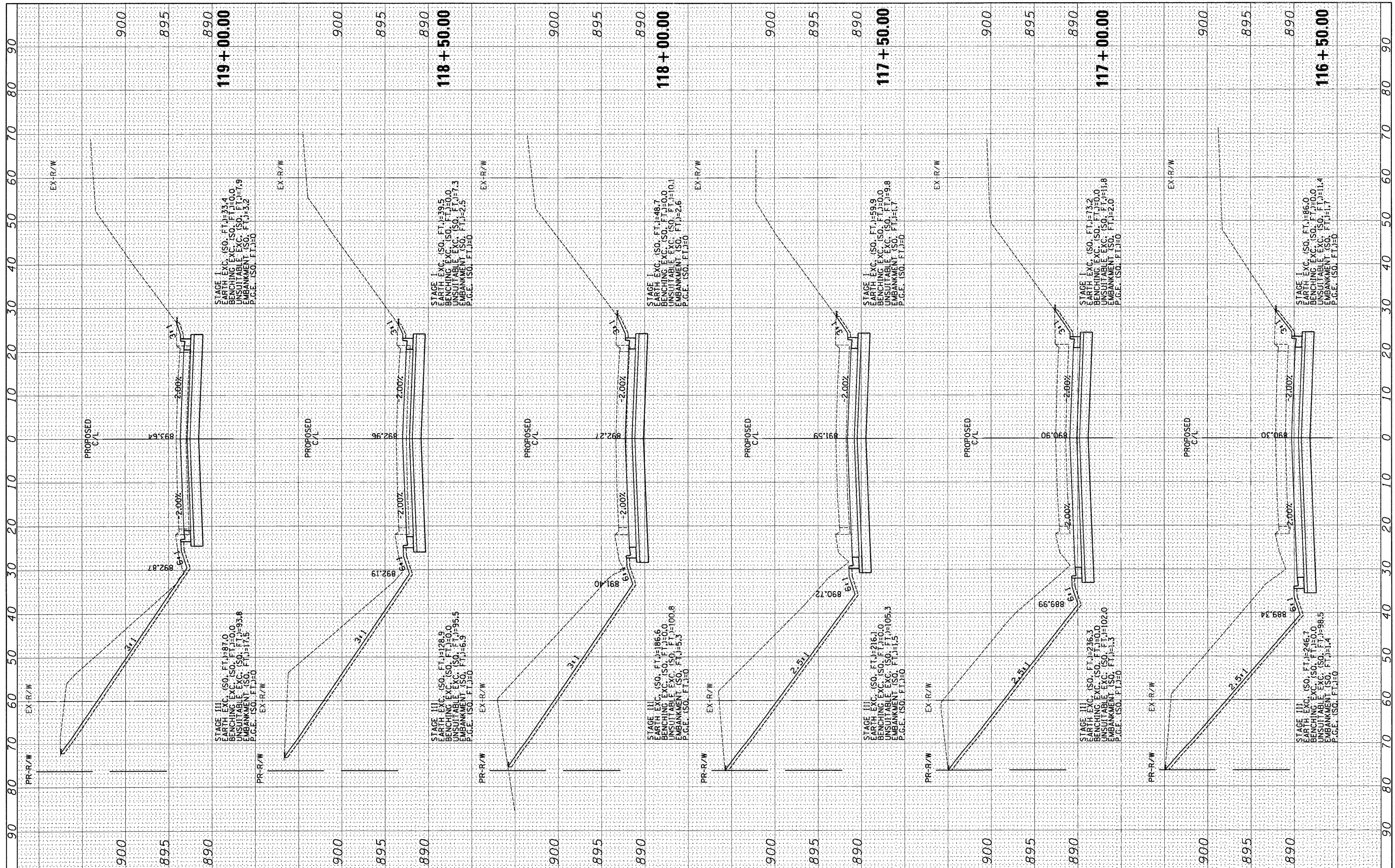
**IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - IL 47**

SCALE: SHEET NO. 5 OF 8 SHEETS STA. 114+00.00 TO STA. 116+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	147
CONTRACT NO. 62278			ILLINOIS FED. AID PROJECT	

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

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



FILE NAME =
#FILE#

USER NAME = .USER.
DESIGNED - AR
DRAWN - AR
PLOT SCALE = 18.0000 Ft / IN.
CHECKED - RS
PLOT DATE = 9/1/2011
DATE - 09-01-2011

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

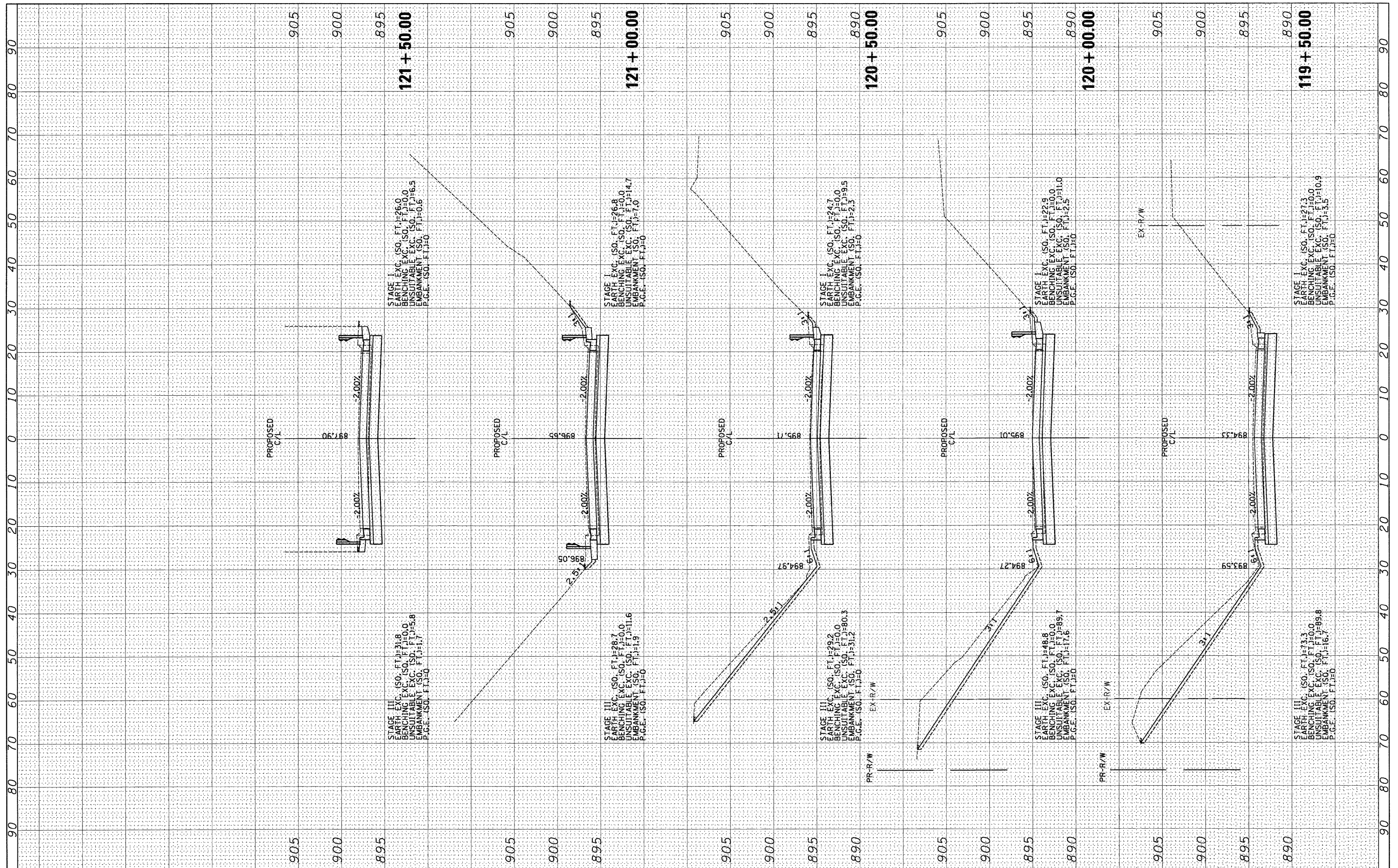
**IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
CROSS SECTIONS - IL 47**

SCALE: SHEET NO. 6 OF 8 SHEETS STA. 116+50.00 TO STA. 119+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126N-1	KANE	156	148
CONTRACT NO. 62278				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME =
 #FILEL*

USER NAME = .USER.
 DESIGNED - AR
 DRAWN - AR
 CHECKED - RS
 DATE - 09-01-2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

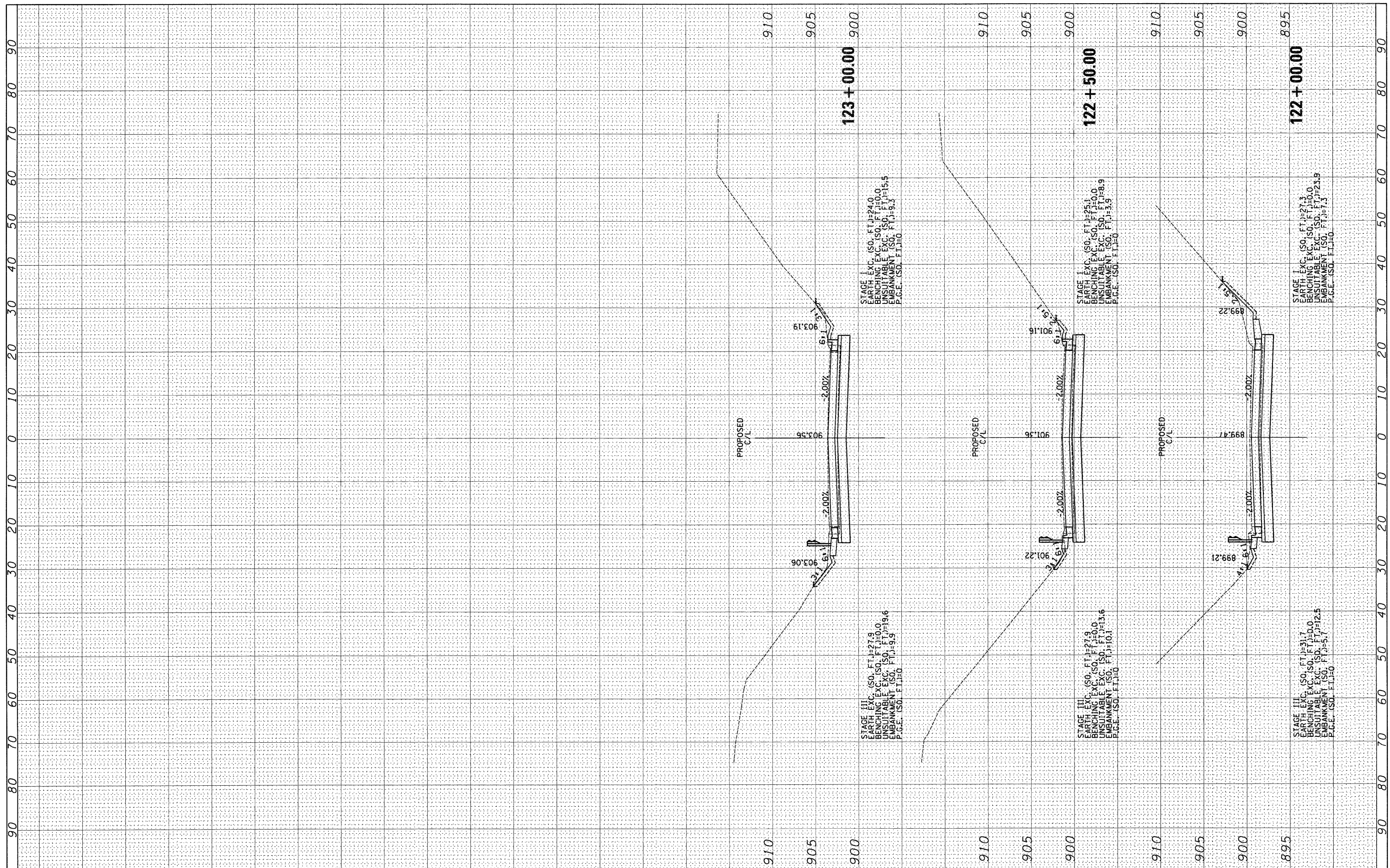
**IL 64 AT IL 47 INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - IL 47**

SCALE: SHEET NO. 7 OF 8 SHEETS STA. 119+50.00 TO STA. 121+50.00

F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 149
CONTRACT NO. 62278				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK NO.		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK NO.		
AREAS CHECKED		



FILE NAME =	USER NAME = USER.	DESIGNED - AR	REVISED -
#FILEL*		DRAWN - AR	REVISED -
	PLOT SCALE = 10,000 Ft / IN.	CHECKED - RS	REVISED -
	PLOT DATE = 9/1/2011	DATE - 09-01-2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 64 AT IL 47 INTERSECTION IMPROVEMENTS	
CROSS SECTIONS - IL 47	
SCALE:	SHEET NO. 8 OF 8 SHEETS STA. 122+00.00 TO STA. 123+00.00

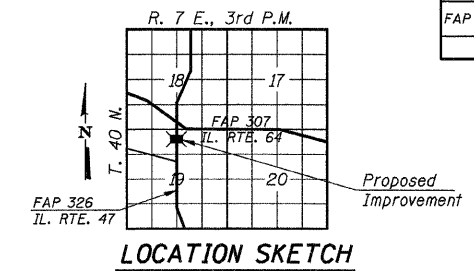
F.A.P. RTE. 307	SECTION 126N-1	COUNTY KANE	TOTAL SHEETS 156	SHEET NO. 150
ILLINOIS FED. AID PROJECT				CONTRACT NO. 62278

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	126N-1	KANE		151
ILLINOIS				

Sheet 1 of 3

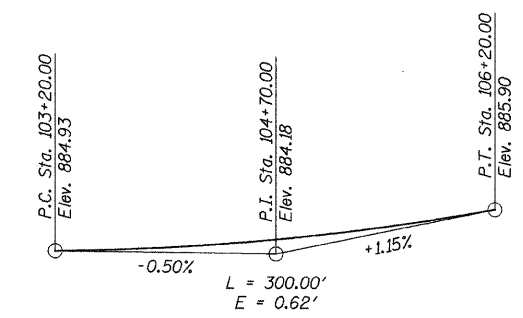
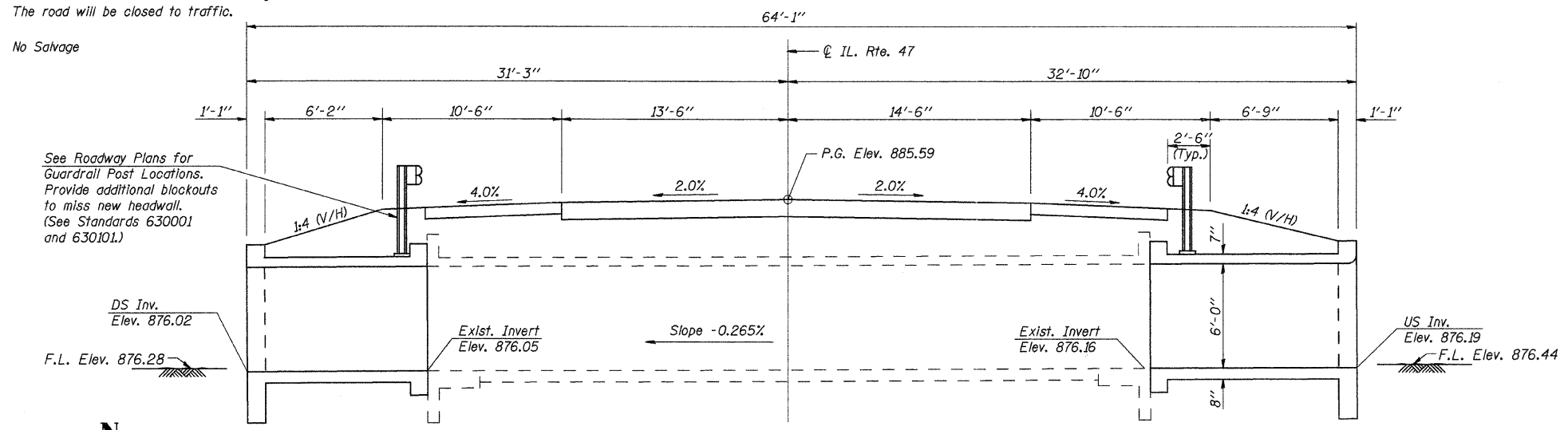
Existing Structure: Station 105+90.80
Single Barrel R.C. Box, 6' x 6',
41'-8" long with vertical cantilever wing walls.
The Contractor shall extend the existing culvert.
The road will be closed to traffic.

Bench Mark: Box cut in north end of concrete headwall
20.58' Rt. Sta. 106+02.82; Elev. 883.67

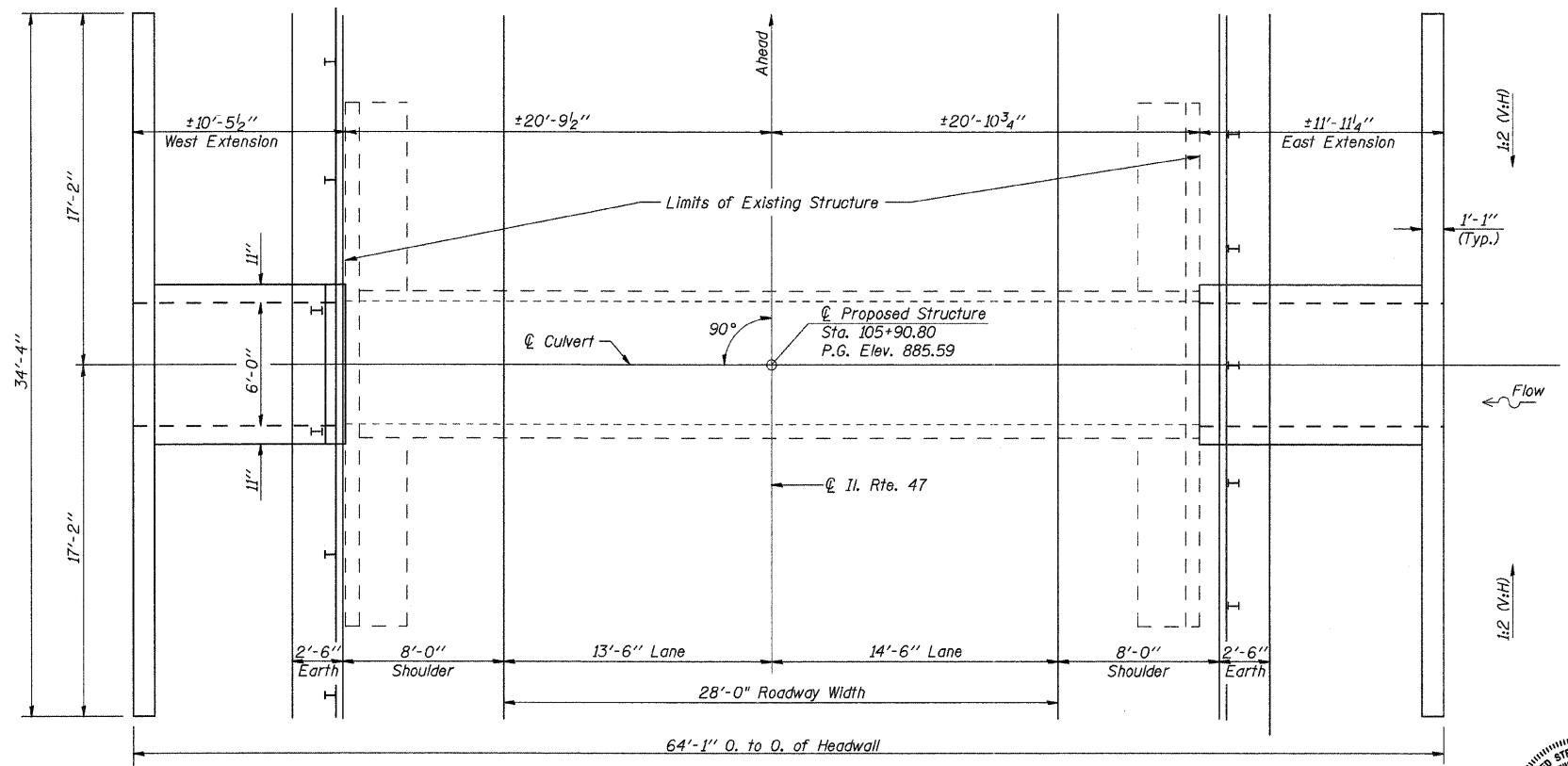


GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A706, Grade 60.
The precast concrete alternate is not allowed.
For backfilling and embankment, see Standard Specifications.
A distance of half the length of the wingwall but not less than 6 ft. of the Barrel shall be poured monolithically with the wingwalls.
Exposed edges shall have a 3/4" chamfer.



PROPOSED PROFILE GRADE



PLAN

DESIGN STRESSES

$f'_c = 3,500$ psi (Concrete)
 $f_y = 60,000$ psi (Reinforcement)

LOADING HS20

Allow 50#/#ft² for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO Specifications

DESIGNED	S.F.M.
CHECKED	F.J.S.
DRAWN	K.T.R.
CHECKED	A.R.K. & S.F.M.

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Box Culverts	Cu. Yd.	42.4
Reinforcement Bars	Pound	6,420
Expansion Bolts 3/4" x 1'-0"	Each	32
Concrete Removal	Cu. Yd.	0.8



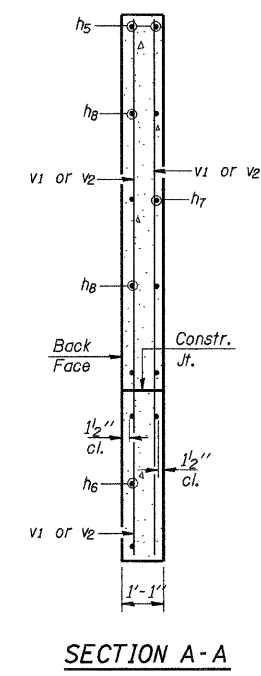
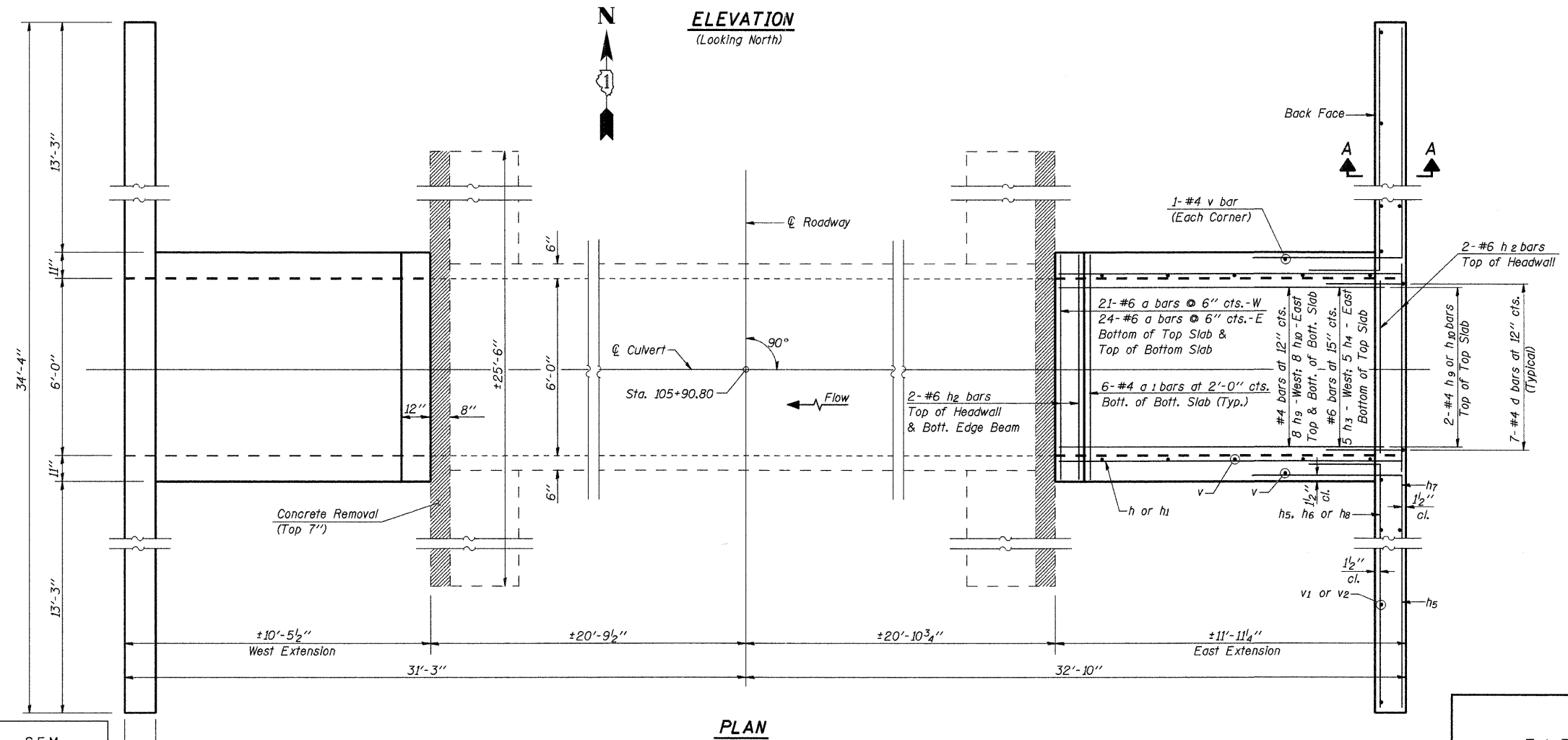
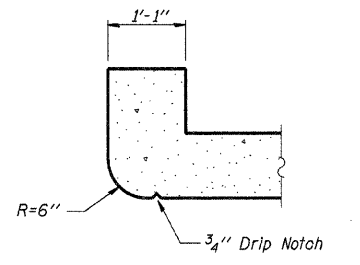
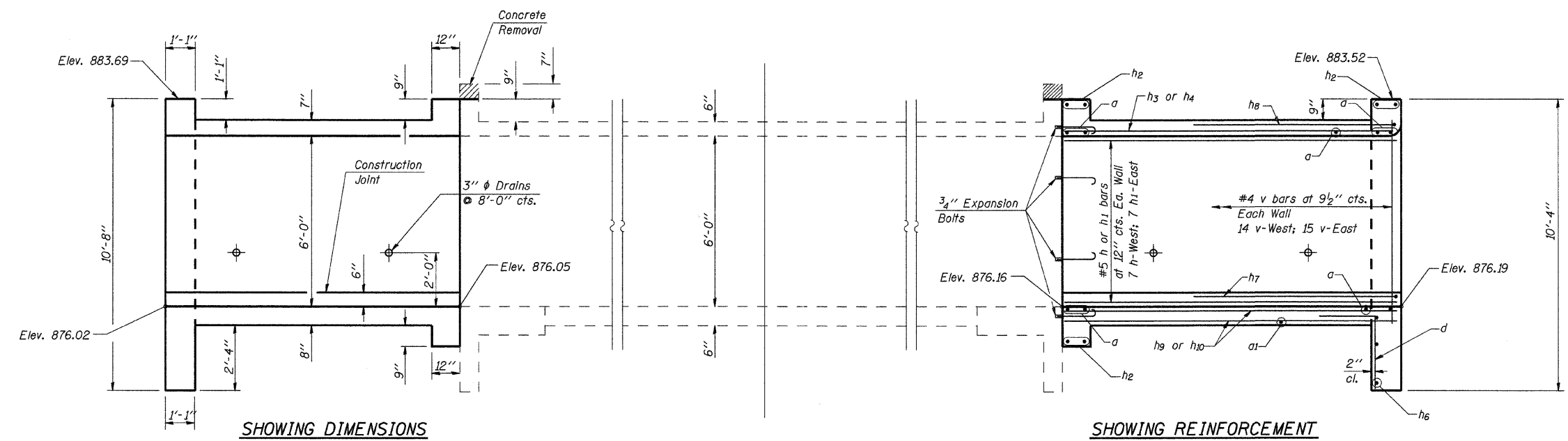
Salvatore F. Madonia 05/02/11
ILLINOIS STRUCTURAL NO. 3305 (Expires 11/30/2012)

GENERAL PLAN AND ELEVATION
F.A.P. RTE. 326 - IL. RTE. 47
SECTION 126N-1
KANE COUNTY
STATION 105+90.80

4440 ASH GROVE SPRINGFIELD, IL 62711 (217) 793-8800 WWW.FEHR-GRAHAM.COM	FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS PROFESSOR: R. FLORES, P.E. MEMBER: R. MADONIA, P.E. MEMBER: R. MADONIA, P.E.	JOB NO.: 48520H FILE: GPE.DGN DATE: 04-25-11
--	---	--

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	126N-1	KANE		152
ILLINOIS				

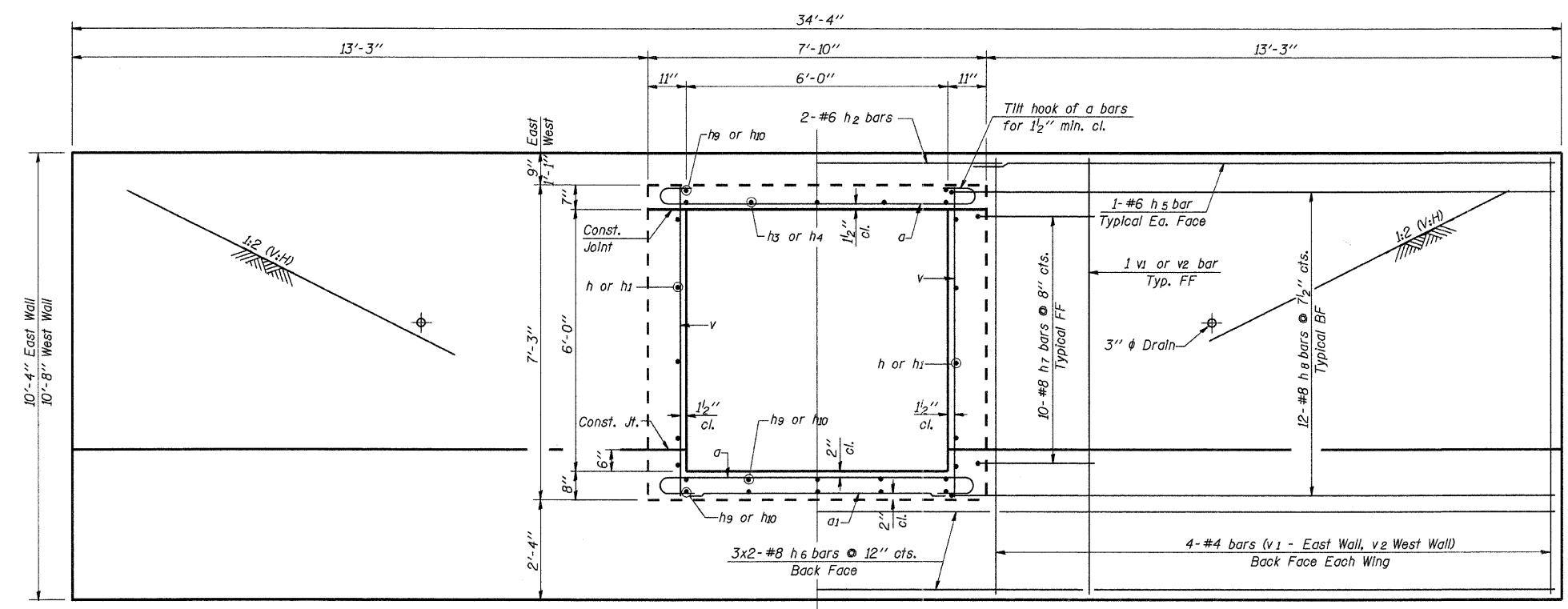
Sheet 2 of 3



DESIGNED	S.F.M.
CHECKED	F.J.S.
DRAWN	K.T.R.
CHECKED	A.R.K. & S.F.M.

CULVERT DETAILS
F.A.P. RTE. 326 - IL. RTE. 47
SECTION 126N-1
KANE COUNTY
STATION 105+90.80

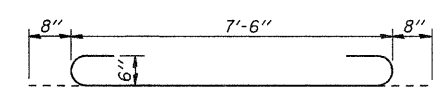
4440 ASH GROVE SPRINGFIELD, IL 62711 (217) 793-8800 www.fehr-graham.com	FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS P.O. BOX 100, ROCKFORD, IL 61105	JOB NO.: 48520H FILE: DETAIL.DGN DATE: 04-25-11
--	---	---



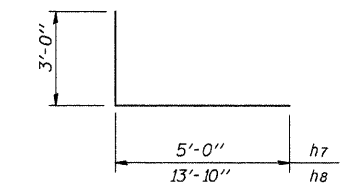
SHOWING DIMENSIONS

SHOWING REINFORCEMENT

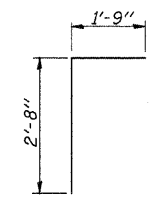
END ELEVATION



BAR a



BAR h7 or h8



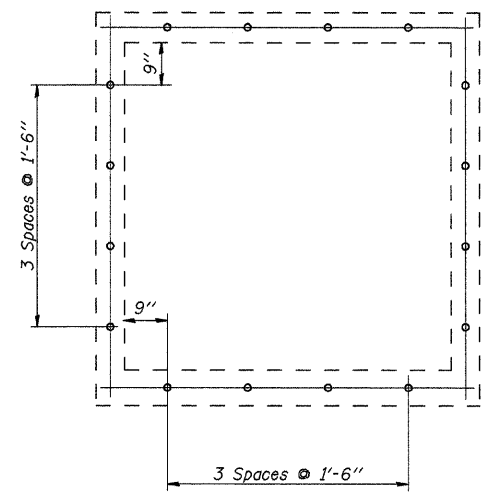
BAR d

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
a	90	#6	8'-10"	U
a1	12	#4	7'-6"	—
d	14	#4	4'-5"	T
h	14	#5	10'-1"	—
h1	14	#5	11'-7"	—
h2	12	#6	7'-6"	—
h3	5	#6	10'-1"	—
h4	5	#6	11'-7"	—
h5	8	#6	15'-11"	—
h6	12	#8	19'-6"	—
h7	40	#8	8'-0"	L
h8	48	#8	16'-10"	L
h9	18	#4	10'-1"	—
h10	18	#4	11'-7"	—
v	62	#4	6'-11"	—
v1	10	#4	9'-11"	—
v2	10	#4	10'-3"	—
Concrete Box Culverts			Cu. Yd.	42.4
Reinforcement Bars			Pound	6,420
Expansion Bolts 3/4"x12"			Each	32
Concrete Removal			Cu. Yd.	0.8

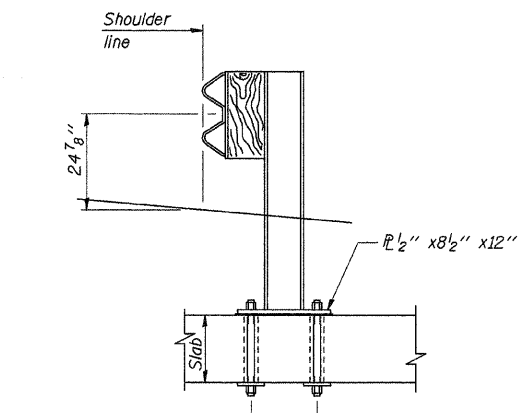
MIN. BAR LAP

#6 - 2'-9"
#8 - 4'-10"



EXISTING END VIEW

Showing placement of 3/4" ϕ Expansion Bolts



4-1" ϕ threaded rods
w/ 1 1/2" ϕ cored or formed
holes. Holes shall miss
all reinforcement.

TYPICAL GUARDRAIL DETAIL

See Standard 630101

NOTES

Bars indicated thus 3x2-#8 etc. indicates 3 lines of bars with 2 lengths per line.
Expansion bolts shall be 3/4" ϕ hooked bolts.
Hooked bolts shall extend a minimum of 9" into new concrete.

DESIGNED	S.F.M.
CHECKED	F.J.S.
DRAWN	K.T.R.
CHECKED	A.R.K. & S.F.M.

CULVERT DETAILS
F.A.P. RTE. 326 - IL. RTE. 47
SECTION 126N-1
KANE COUNTY
STATION 105+90.80

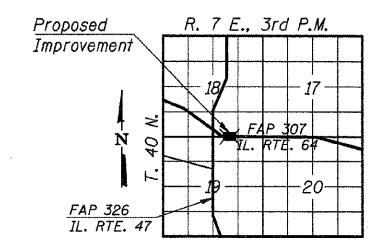
4440 ASH GROVE SPRINGFIELD, IL. 62711 (217) 793-8600 WWW.FEHR-GRAHAM.COM	FEHR-GRAHAM & ASSOCIATES, LLC ENGINEERING AND SCIENCE CONSULTANTS BROOKFIELD, IL. ROCKFORD, IL. ROCKFORD, IL. SPRINGFIELD, IL.	JOB NO.: 48520H FILE: DETAIL2.DGN DATE: 04-25-11
---	---	--

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 307	126N-1	KANE		154
ILLINOIS				

Sheet 1 of 3

Existing Structure @ Sta. 52+80.51
15" ϕ CMP Pipe Culvert to be removed and replaced with a Double 10'x3' R.C. Box Culvert 59'-1" long.

Bench Mark: R.R. Spike in south face of power pole.
40.21' Lt. Sta. 56+65.83; Elev. 879.74



LOCATION SKETCH

GENERAL NOTES

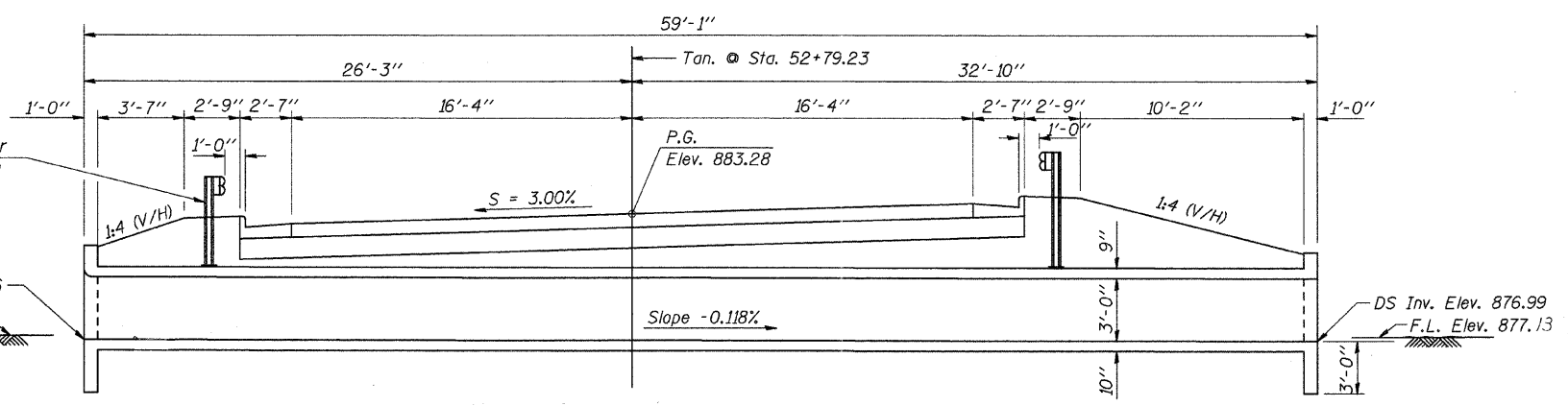
Reinforcement bars shall conform to the requirements of ASTM A706, Grade 60.
Precast box culvert alternate is not allowed.
For backfilling and embankment, see Standard Specifications.
A distance of half the length of the wingwall but not less than 6 feet of the Barrel shall be poured monolithically with the wingwalls.
Exposed edges shall have a 3/4" chamfer.

The road will be closed to traffic.

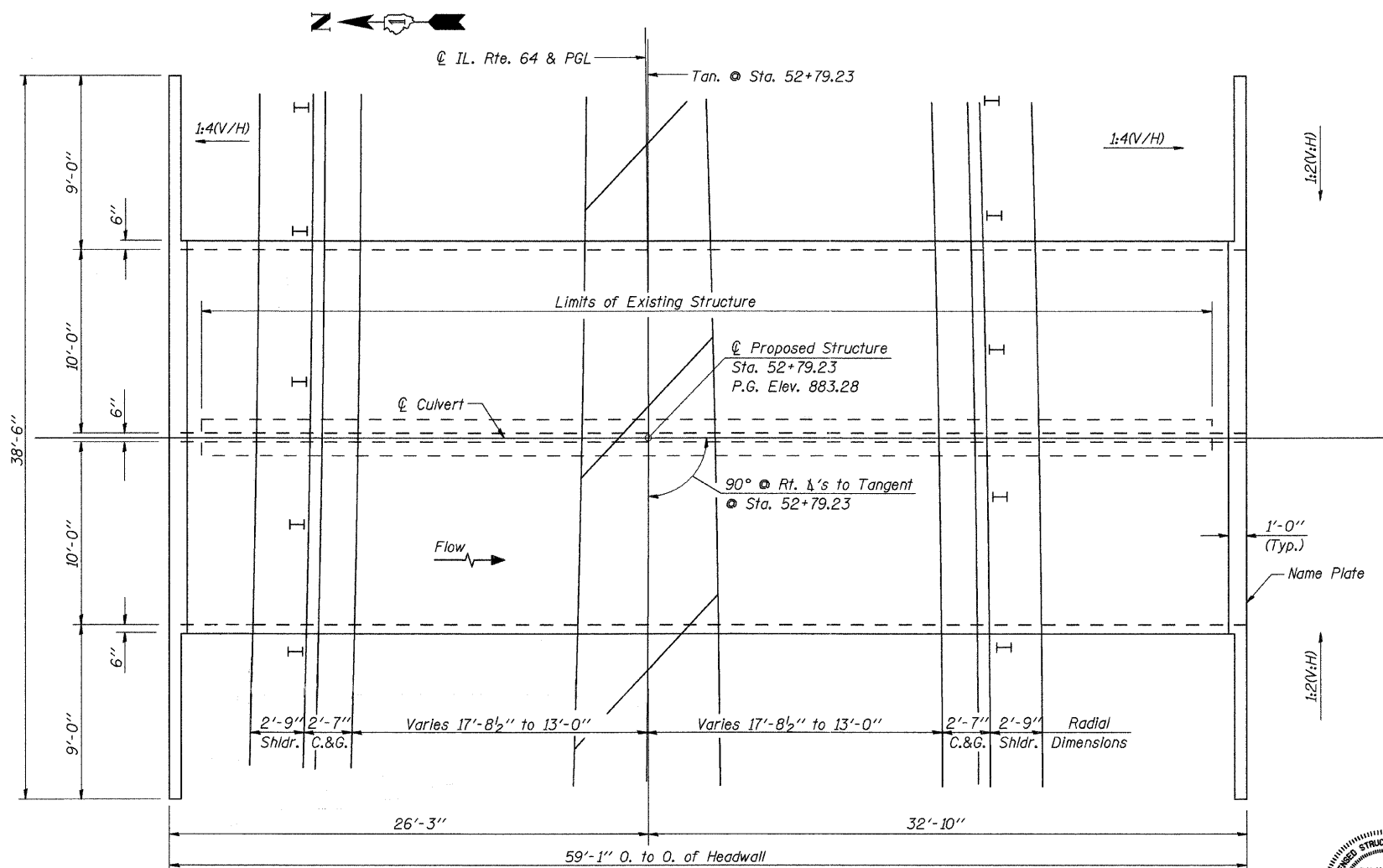
No Salvage.

See Roadway Plans for Guardrail Post spacing (See Std. 630001 & 630101).

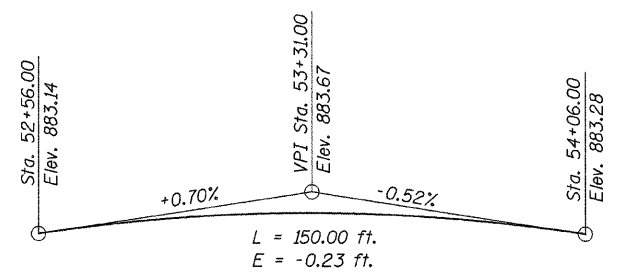
US Inv. Elev. 877.06
F.L. Elev. 877.20



LONGITUDINAL SECTION
(Looking East)



PLAN



PROPOSED PROFILE GRADE

**ILLINOIS ROUTE 64
WATERWAY INFORMATION TABLE**

Drainage Area = 0.1638 Sq. Mi. Low Grade Elev. = 878.67 (Exist.) @ Sta. 53+31.35
882.85 (Prop.) @ Sta. 51+70.80

Flood Yr.	Freq.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	10	63	32.4	43.8	879.26	0.00	0.00	879.21	878.23
	50	135	60.5	46.8	879.41	0.00	0.00	879.36	879.00
Base	100	185	60.5	47.0	879.42	0.02	0.03	879.44	879.45
Overlapping	<10 Year Existing Conditions, >500 Year Proposed Conditions								
Max. Calc.	500	315	62.1	48.4	879.49	0.12	0.98	879.61	880.47

Max. Recorded H.W.E. = 881.0 (October, 1954)

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Box Culverts	Cu. Yd.	94.7
Reinforcement Bars	Pound	23,200
Name Plates	Each	1

DESIGNED	F.J.S.
CHECKED	S.F.M.
DRAWN	D.E.G. & K.T.R.
CHECKED	A.R.K. & S.F.M.

DESIGN STRESSES
 $f'_c = 3,500$ psi (Concrete)
 $f_y = 60,000$ psi (Reinforcement)

LOADING HS20
 Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
 2002 AASHTO Specifications



Salvatore F. Madonia 05/02/11
 ILLINOIS STRUCTURAL NO. 3305 (Expires 11/30/2012)

GENERAL PLAN AND ELEVATION
 F.A.P. RTE. 307-IL. RTE. 64
 TRIBUTARY TO FERSON CREEK
 SECTION 126N-1
 KANE COUNTY
 STATION 52+79.23
 STRUCTURE NO. 045-2027

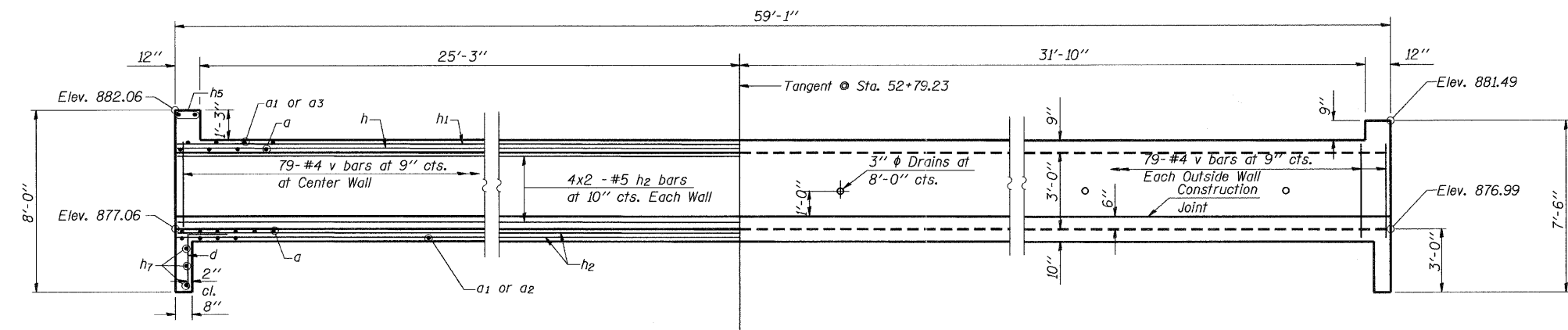
4440 ASH GROVE
 SPRINGFIELD, IL. 62711
 (317) 793-8600
 www.fehr-graham.com

FEHR-GRAHAM & ASSOCIATES, LLC
 ENGINEERING AND SCIENCE CONSULTANTS
 FREDERICK A. RODRIGUEZ, P.E. ROOSEVELT UNIVERSITY, SPRINGFIELD, IL.

JOB NO.: 48520H
 FILE: GPE.DGN
 DATE: 04-25-11

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 307	126N-1	KANE		155
ILLINOIS				

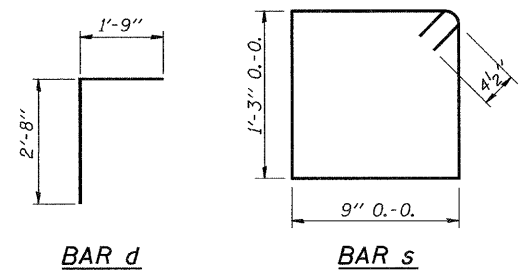
Sheet 2 of 3



HALF LONG SECTION
Showing bars in Center Wall

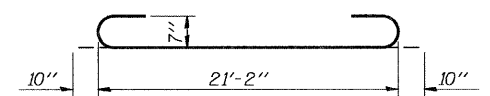
(Looking East)

HALF ELEVATION
Showing bars in Outside Wall

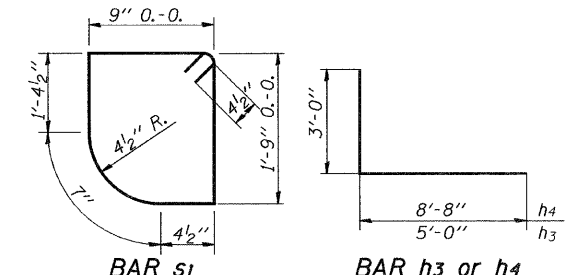


BAR d

BAR s

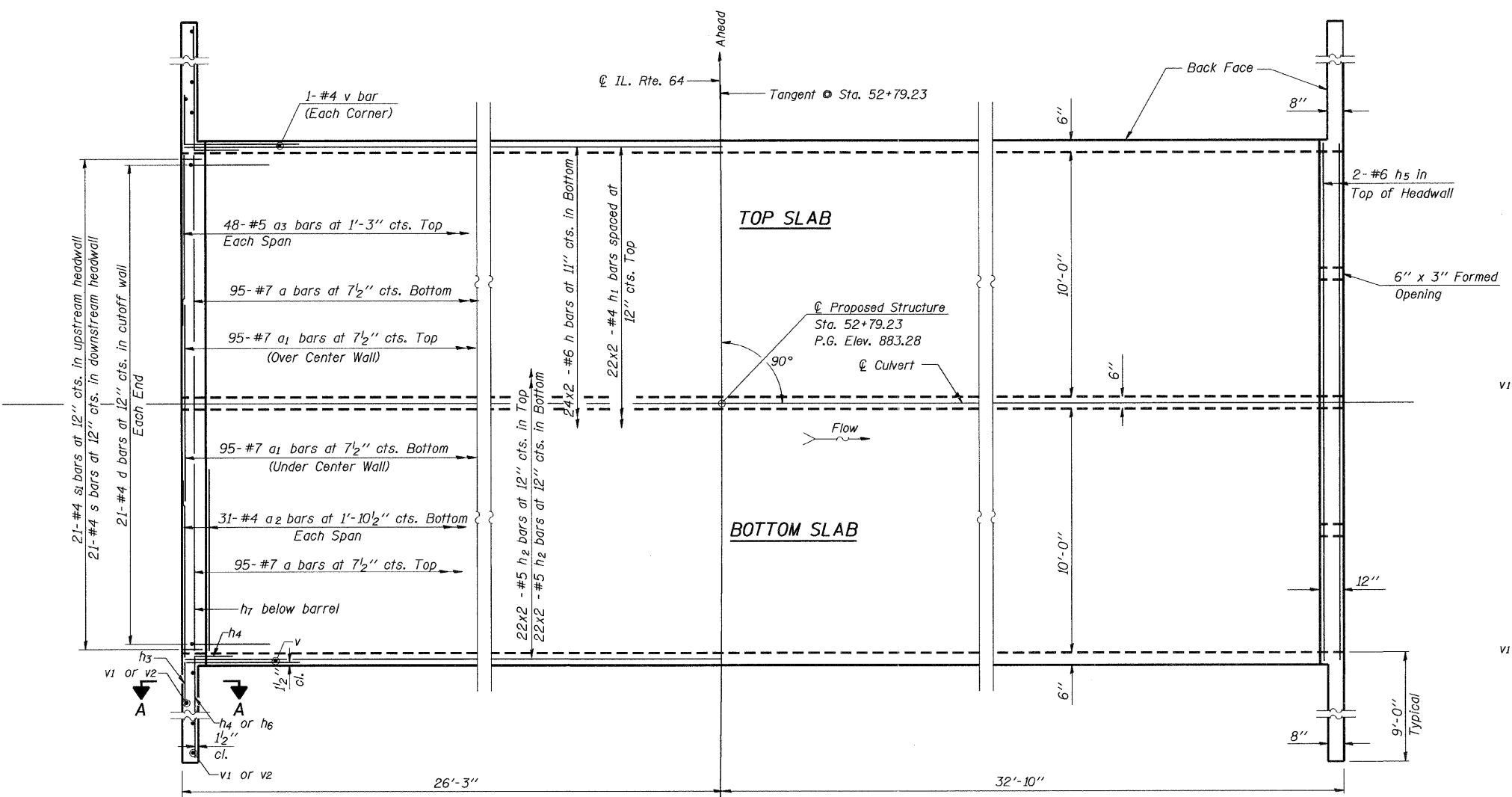


BAR a



BAR s1

BAR h3 or h4

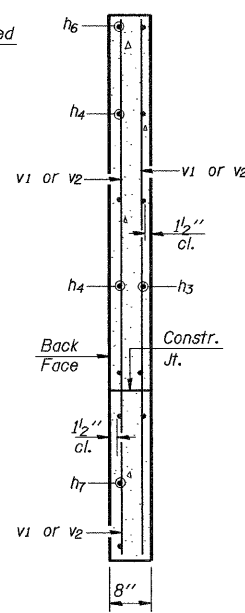


SHOWING REINFORCEMENT

SHOWING OUTLINES

PLAN

Bars indicated thus 12 x 4 - #5 etc. indicates 12 lines of bars with 4 lengths per line.



SECTION A-A

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	190	#7	22'-10"	C
a1	190	#7	11'-10"	—
a2	62	#4	6'-1"	—
a3	96	#5	6'-6"	—
d	42	#4	4'-5"	U
h	48	#6	30'-6"	—
h1	44	#4	30'-1"	—
h2	112	#5	30'-3"	—
h3	16	#6	8'-0"	L
h4	24	#6	11'-8"	L
h5	4	#6	21'-2"	—
h6	4	#6	11'-3"	—
h7	12	#6	20'-6"	—
v	241	#4	4'-3"	—
v1	8	#4	7'-2"	—
v2	8	#4	7'-8"	—
s	21	#4	4'-9"	U
s1	21	#4	5'-7"	U
Concrete Box Culverts			Cu. Yd.	94.7
Reinforcement Bars			Pound	23,200
Name Plates			Each	1

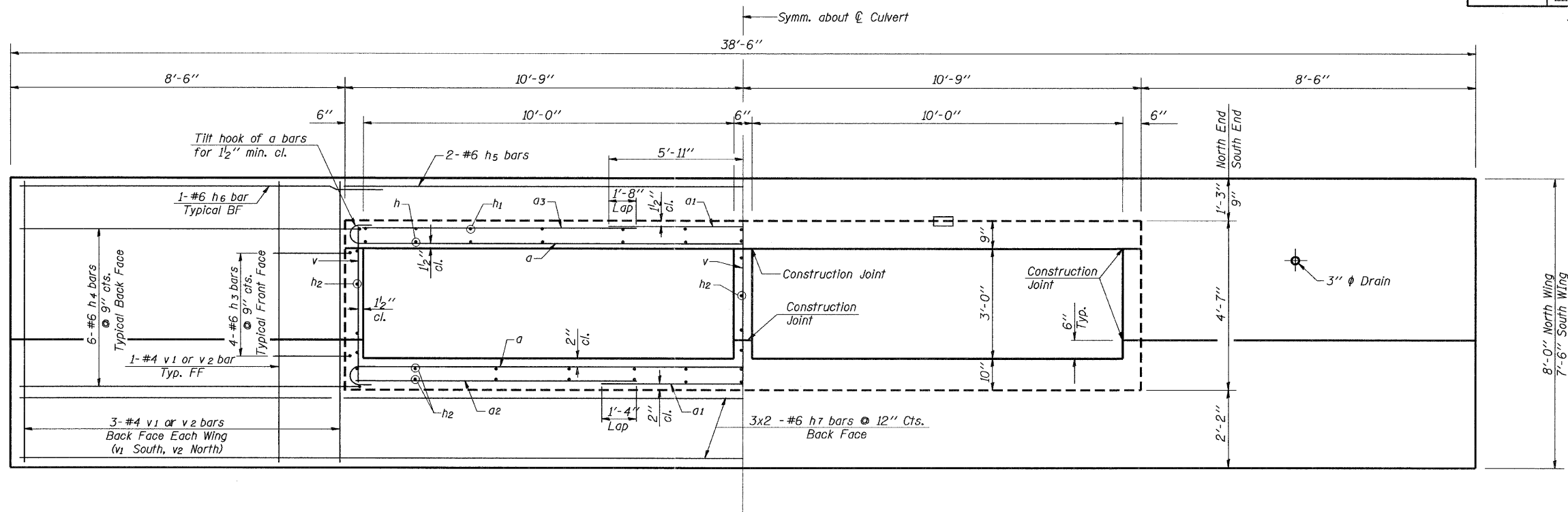
MINIMUM BAR LAP

- #4 - 1'-4"
- #5 - 1'-8"
- #6 - 2'-0" (Barrel)
- #6 - 2'-9" (Wing)
- #7 - 2'-11"

DESIGNED	F.J.S.
CHECKED	S.F.M.
DRAWN	D.E.G. & K.T.R.
CHECKED	A.R.K. & S.F.M.

CULVERT DETAILS
F.A.P. RTE. 307-IL. RTE. 64
TRIBUTARY TO FERSON CREEK
SECTION 126N-1
KANE COUNTY
STATION 52+79.23
STRUCTURE NO. 045-2027

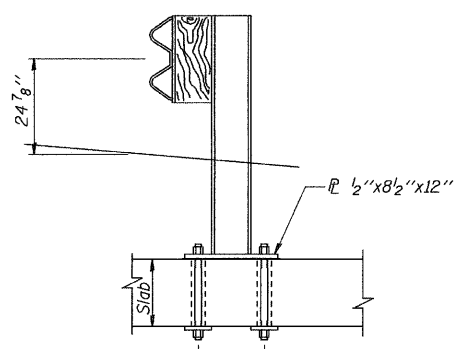
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 307	126N-1	KANE		156
ILLINOIS			Sheet 3 of 3	



SHOWING REINFORCEMENT

SHOWING DIMENSIONS

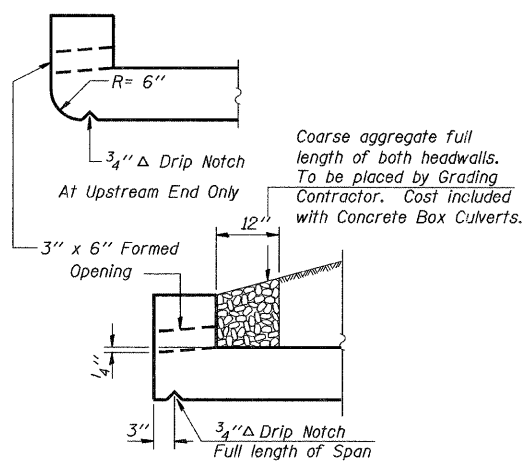
END ELEVATION



4-1" ϕ threaded rods w/ nut & flat washer w/ 1/2" ϕ cored or formed holes. Holes shall miss all reinforcement.

TYPICAL GUARDRAIL DETAIL

See Standard 630.101



Coarse aggregate full length of both headwalls. To be placed by Grading Contractor. Cost included with Concrete Box Culverts.

DRAIN DETAIL

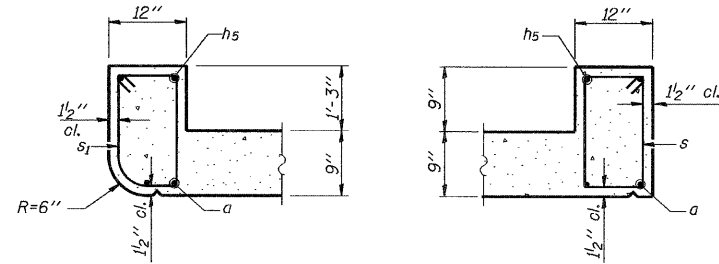
STATION 52+79.23
BUILT 201 BY
STATE OF ILLINOIS
FAP ROUTE 307 SEC. 126N-1
F.A. PROJ.
LOADING HS20
STR. NO. 045-2027

LETTERING FOR NAME PLATE

See Std. 515001

NOTES

Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.



AT UPSTREAM END

AT DOWNSTREAM END

SECTION THRU HEADWALLS

DESIGNED	F.J.S.
CHECKED	S.F.M.
DRAWN	D.E.G. & K.T.R.
CHECKED	A.R.K. & S.F.M.

CULVERT DETAILS
F.A.P. RTE. 307-IL. RTE. 64
TRIBUTARY TO FERSON CREEK
SECTION 126N-1
KANE COUNTY
STATION 52+79.23
STRUCTURE NO. 045-2027

4440 ASH GROVE
SPRINGFIELD, IL 62711
(217) 733-9900
www.fehr-graham.com

FEHR-GRAHAM & ASSOCIATES, LLC
ENGINEERING AND SCIENCE CONSULTANTS
RESPONSE, RISK/POLLUTION, MOBILITY & INFRASTRUCTURE

JOB NO.: 48520H
FILE: DETAIL2.DGN
DATE: 04-25-11