CC&P / STEARNS ROAD CORRIDOR DESIGN REPORT APPENDIX B

SECTION 1 - EXISTING TYPICAL SECTIONS

Sheet 1 McLean Boulevard
Randall Road
Illinois Routes 31 & 25
Stearns Road

SECTION 2 - PROPOSED TYPICAL SECTIONS

Sheets 1-3 McDonald/New Stearns Road
4,5 Illinois 25/New Stearns Road
6 Randall Road
7 McLean Boulevard
8 Illinois Route 31
9 Gilbert Road
10 Dunham Road/Illinois Route 25

SECTION 3 - PLAN & PROFILE SHEETS

Sheets 1-17 New Stearns Road
18-22 Illinois 25/New Stearns Road
23-25 Stearns Road
26-28 Randall Road
29 Umbdenstock Road
30-32 McLean Boulevard
33,34 Illinois Route 31
35 Illinois Route 31 (over New Stearns Road)
36 Gilbert Road
37-40 Dunham Road/Illinois Route 25
41,42 Stearns Road Mixed Use Path
43 Dunham Road Mixed Use Path

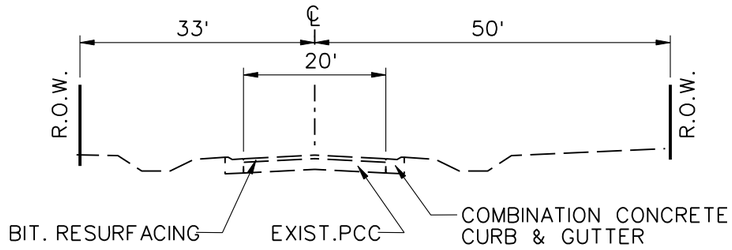
SECTION 4 - INTERSECTION DESIGN STUDIES

Sheets 1-4 Randall/New Stearns Road
5-9 New Stearns Road/McLean Boulevard
10-14 Illinois Route 31/McLean Boulevard
15-20 New Stearns Road/Illinois Route 25
21-24 Illinois Route 25-New Stearns Road/Gilbert Road
25-29 New Stearns Road/Dunham Road

SECTION 5 - Bridge General Plans

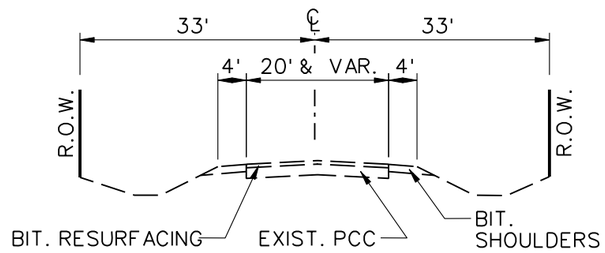
Sheet 1 Umbdenstock over CC & P R.R.
2,3 CC & P R.R. over McLean Boulevard
4 Illinois Route 31 over New Stearns Road
5-7 New Stearns Road over Fox River
8 New Stearns Road over The North Arm of Brewster Creek
9,10 Illinois Route 25 over Brewster Creek
11,12 UP R.R. over Illinois Route 25
13,14 Illinois Route 25/Dunham over the East Branch of Brewster Creek
15 Dunham over CC & P R.R.
16 Illinois 25/Stearns Road over the East Branch of Brewster Creek

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



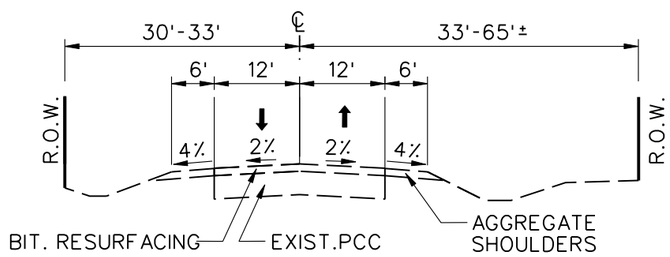
McLEAN BLVD.

STA. 809+00 TO STA. 832+00

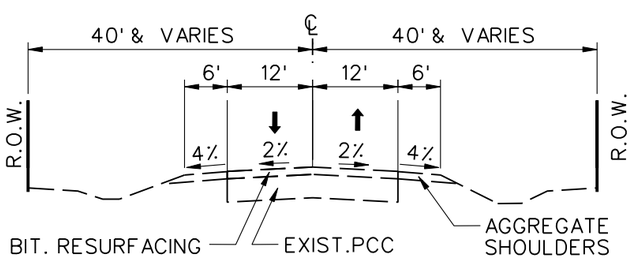


McLEAN BLVD.

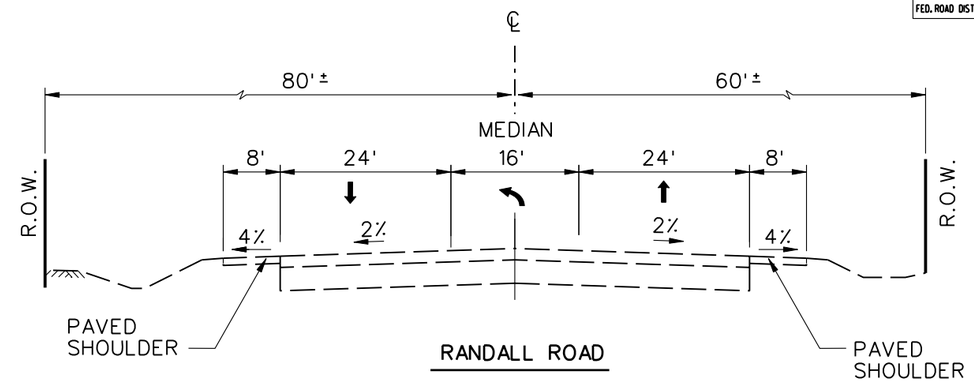
STA. 800+00 TO STA. 808+50



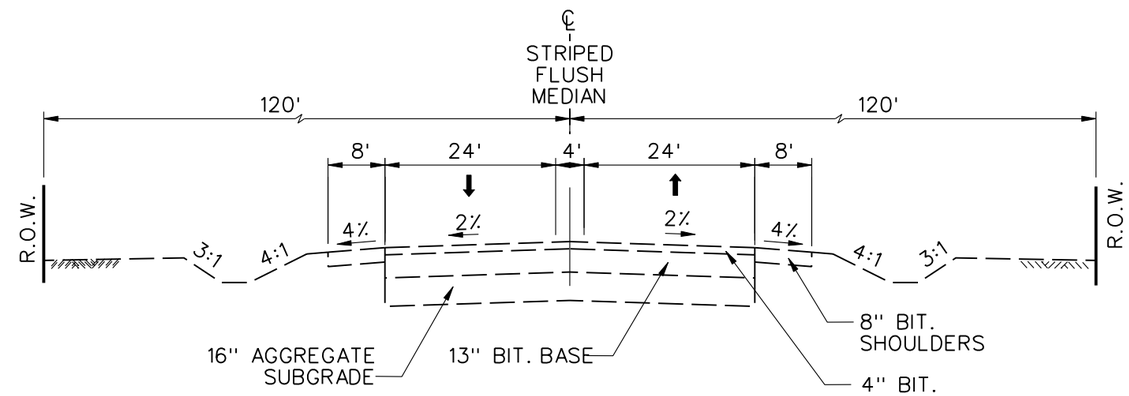
IL 31



IL 25

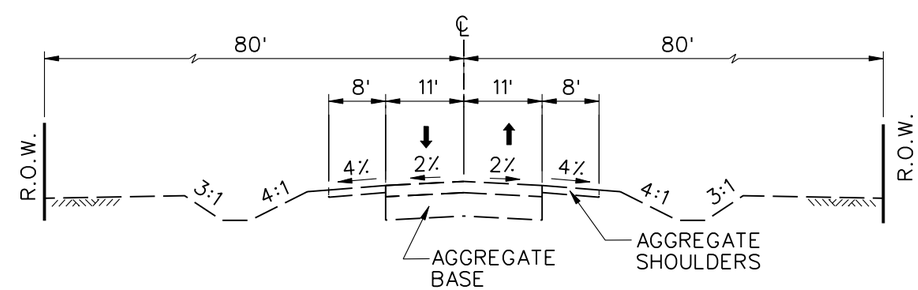


RANDALL ROAD



STEARNS ROAD

STA. 190+00 TO STA. 197+00



STEARNS ROAD

TO STA. 190+00

PLAN		BY	DATE
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
RT. OF WAY CHECKED			
FIELD BK. NO.			
NOTE BOOK NO.	FILE NAME		

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADES CHECKED			
STA. NO.			
NOTE BOOK NO.	SIGNATURE NOTATNS CHKD		

KANE COUNTY DEPARTMENT OF TRANSPORTATION

IL 25/NEW STEARNS ROAD
EXISTING TYPICAL SECTIONS

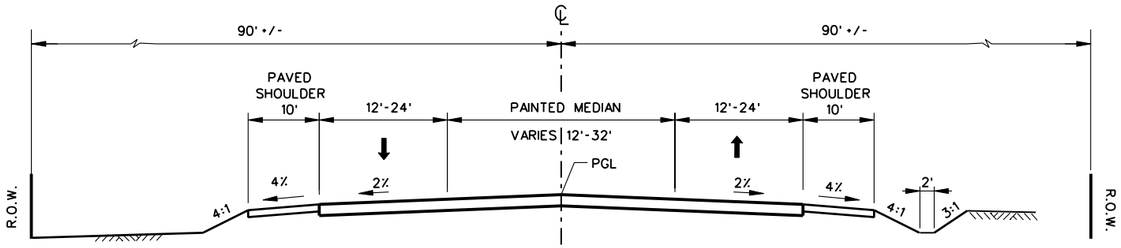
SCALE: VERT. HORIZ.

DATE

DRAWN BY DJK

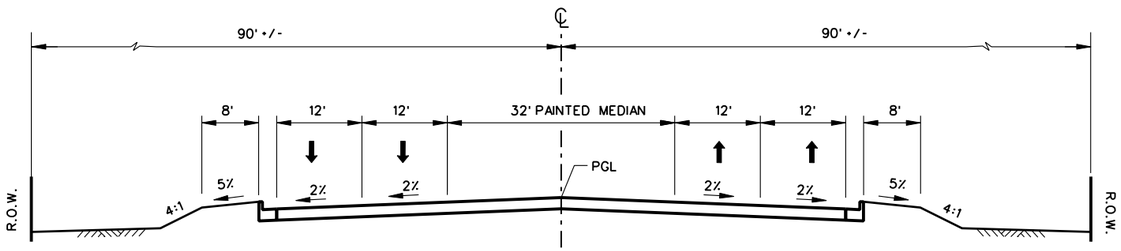
CHECKED BY M.M.O

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	1
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



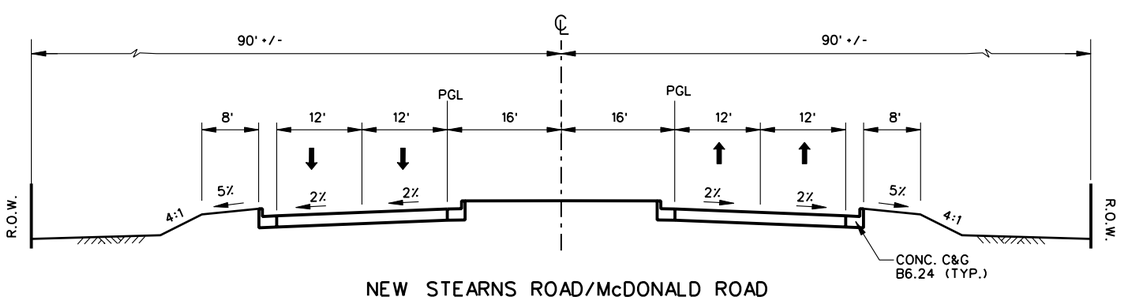
NEW STEARNS ROAD/McDONALD ROAD

STA. 411+31.60 TO STA. 425+00.00



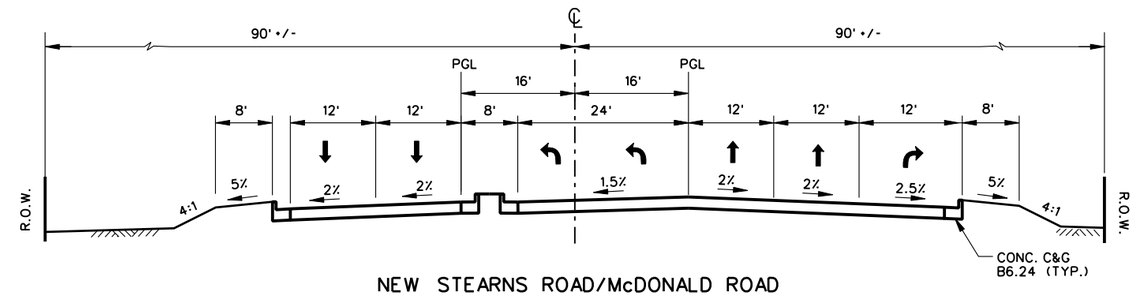
NEW STEARNS ROAD/McDONALD ROAD

STA. 425+00 TO STA. 428+25



NEW STEARNS ROAD/McDONALD ROAD

STA. 428+25 TO STA. 429+25



NEW STEARNS ROAD/McDONALD ROAD

STA. 429+25 TO STA. 434+80

PLAN		BY	DATE
NOTE BOOK NO.	SURVEYED / PLOTTED / ALIGNMENT CHECKED / PLOT PLAN CHECKED / PROP. FILE NAME		

PROFILE		BY	DATE
NOTE BOOK NO.	SURVEYED / PLOTTED / GRADES CHECKED / STAKED / STRUCTURE NOTAT'NS CHK'D		

KANE COUNTY DEPARTMENT OF TRANSPORTATION

MCDONALD/NEW STEARNS ROAD
TYPICAL SECTIONS

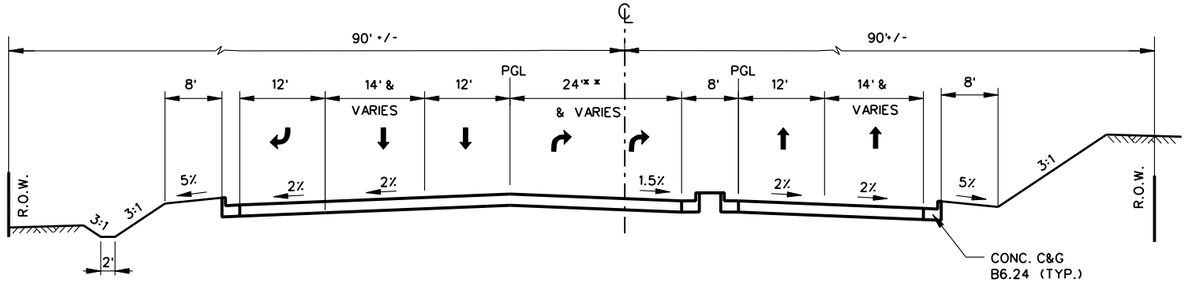
SCALE: VERT. HORIZ.

DATE

DRAWN BY DJK

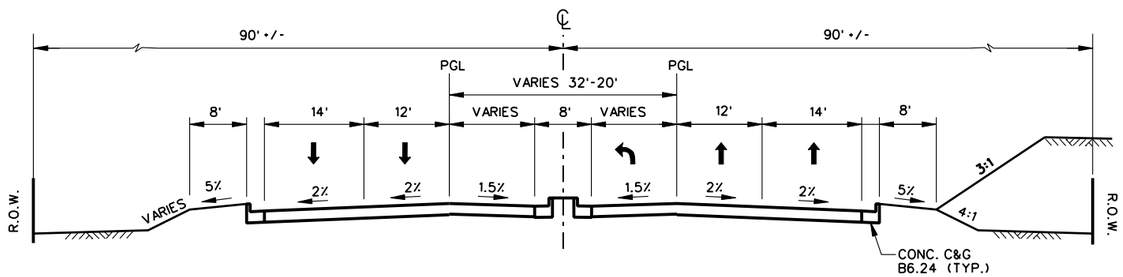
CHECKED BY M.M.O

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



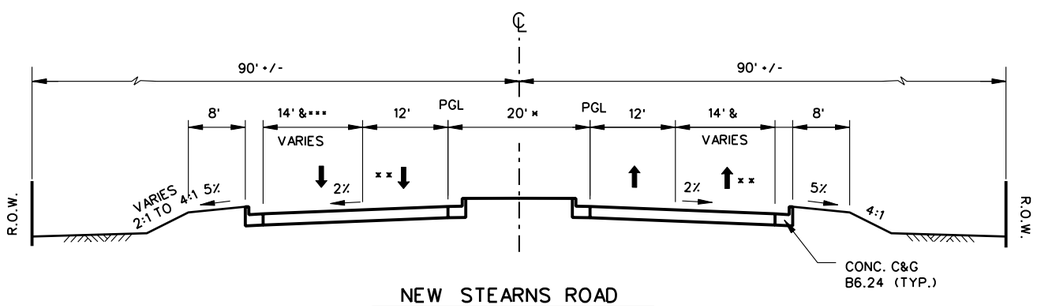
NEW STEARNS ROAD/McDONALD ROAD

EAST OF RANDALL ROAD
STA. 437+00 TO STA. 441+00



NEW STEARNS ROAD/McDONALD ROAD

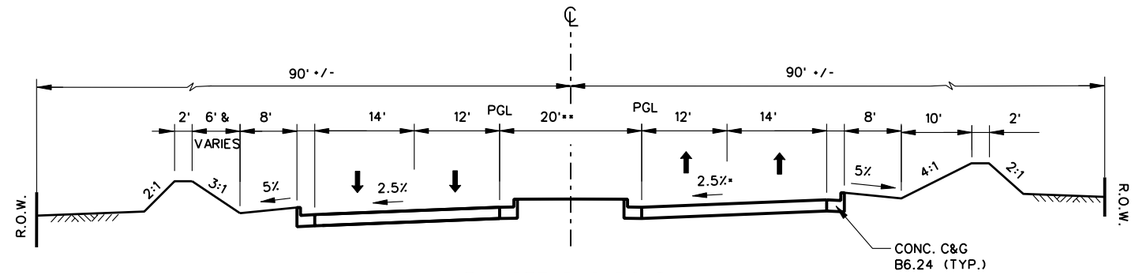
EAST OF RANDALL ROAD
STA. 441+00 TO STA. 450+00



NEW STEARNS ROAD

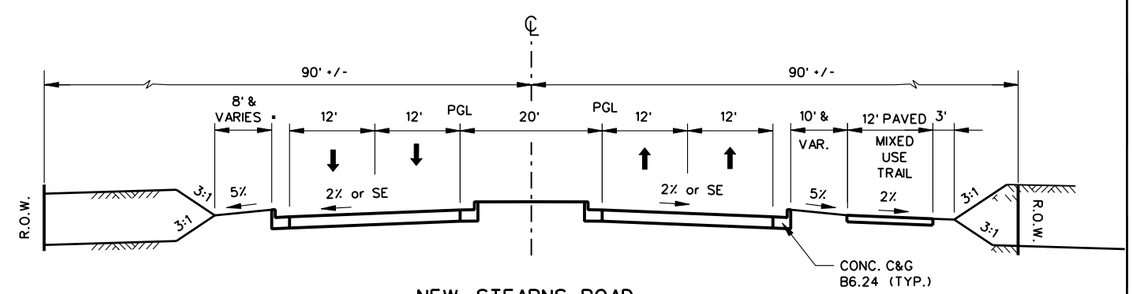
EAST OF RANDALL ROAD
STA. 450+00 TO STA. 489+00

* LEFT TURN LANE PLUS RAISED MEDIAN STA. 455+00 TO STA. 465+00
** S.E. APROX. STA. 450+00 TO STA. 462+00



NEW STEARNS ROAD

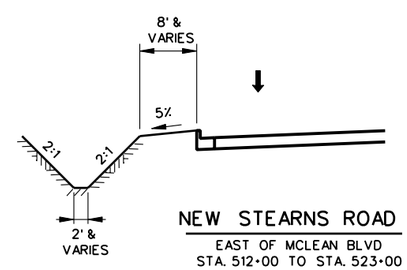
WEST OF Mc LEAN BLVD. NEAR DAY'S FEN
STA. 490+00 TO STA 505+00
* SE VARIES
** FROM APPROX. STA. 499+75 TO STA. 505+00
MEDIANS WIDENS TO 32' FOR LEFT TURN LANE



NEW STEARNS ROAD

EAST OF MCLEAN BLVD
STA. 510+00 TO STA. 560+00

* FROM STA. 510+00 TO STA.520+00
MEDIAN WIDENS TO 32' FOR LEFT TURN LANE



NEW STEARNS ROAD

EAST OF MCLEAN BLVD
STA. 512+00 TO STA. 523+00

KANE COUNTY DEPARTMENT OF TRANSPORTATION

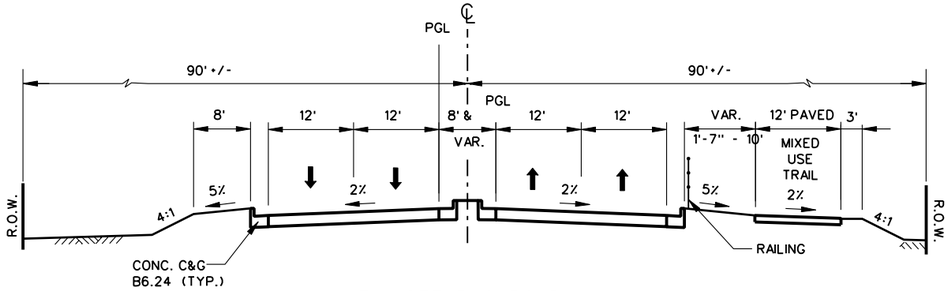
MCDONALD/NEW STEARNS ROAD
TYPICAL SECTIONS

SCALE:
DATE
DRAWN BY DJK
CHECKED BY M.M.O

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
PLOT PLAN CHECKED
FLOP FILE NAME
NOTE BOOK NO.
DATE
BY

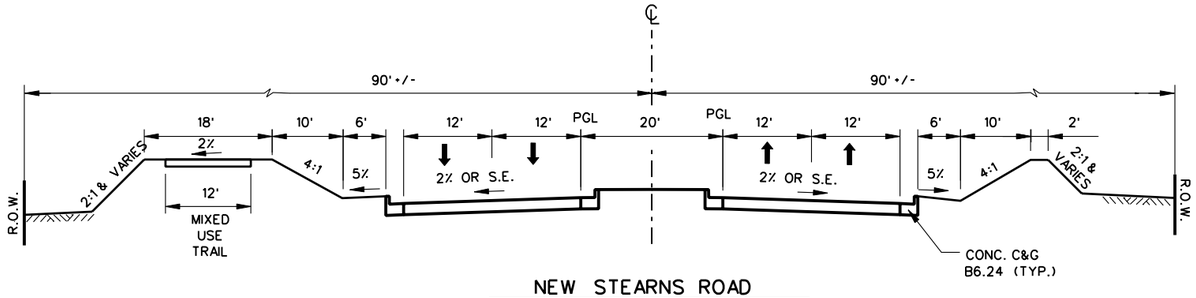
PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK NO.
DATE
BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



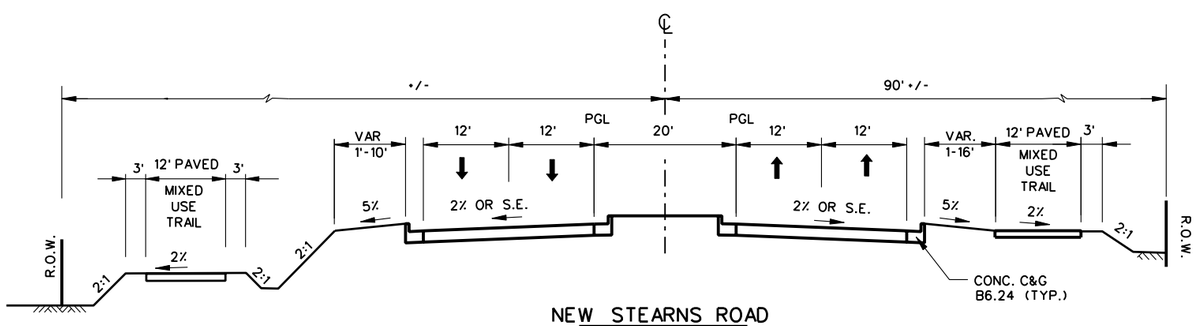
NEW STEARNS ROAD

NEAR IL. RTE 31
STA. 560+00 TO STA. 564+00
BRIDGE OMISSION STA. 564+00 TO STA. 576+60



NEW STEARNS ROAD

NORTH ARM BREWSTER CREEK TO IL ROUTE 25
NEAR SOUTH ELGIN FEN
STA. 592+00 TO STA. 604+00



NEW STEARNS ROAD

EAST OF FOX RIVER TO
NORTH ARM - BREWSTER CREEK
STA 576+60 TO STA. 589+00
BRIDGE OMISSION STA. 587+00 TO STA. 592+00

PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
PLAN FILE NAME
BY
DATE

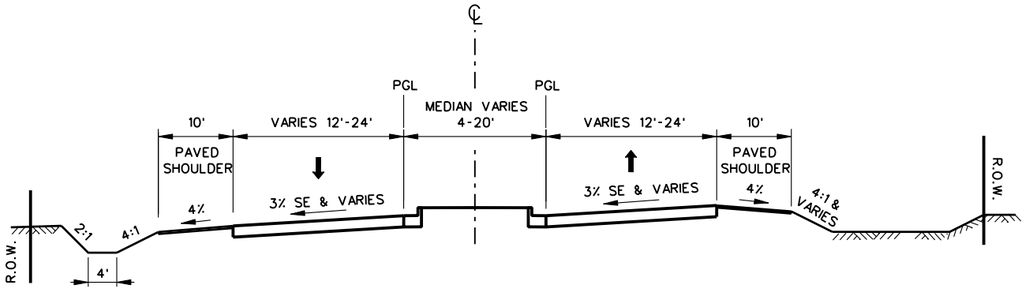
PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
BY
DATE

KANE COUNTY DEPARTMENT OF TRANSPORTATION

MCDONALD/NEW STEARNS ROAD
TYPICAL SECTIONS

SCALE: VERT. HORIZ.
DATE
DRAWN BY DJK
CHECKED BY M.M.O

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	4
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



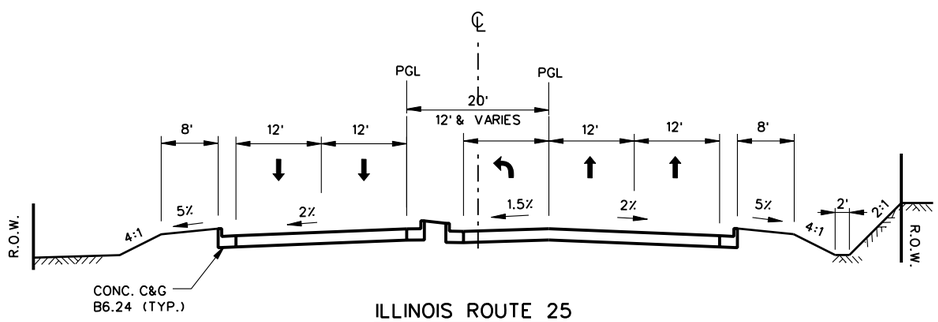
ILLINOIS ROUTE 25

STA. 93+00 TO STA. 101+39

ILLINOIS ROUTE 25

BRIDGE AND APPROACHES

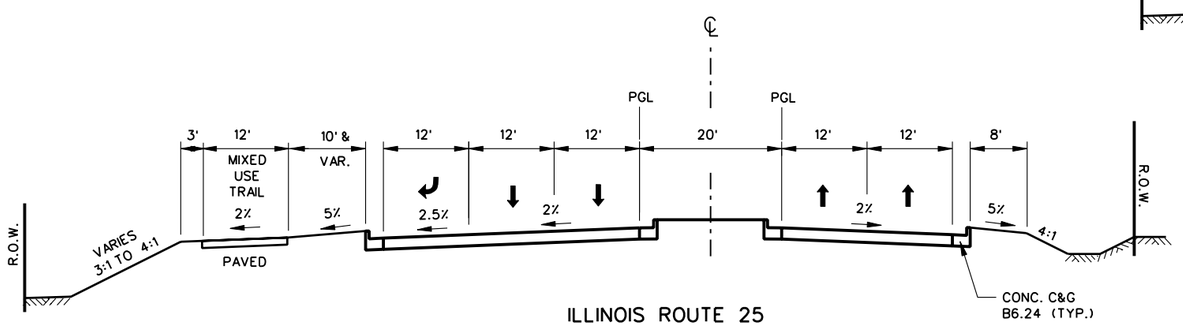
STA. 101+39 TO STA. 102+52



ILLINOIS ROUTE 25

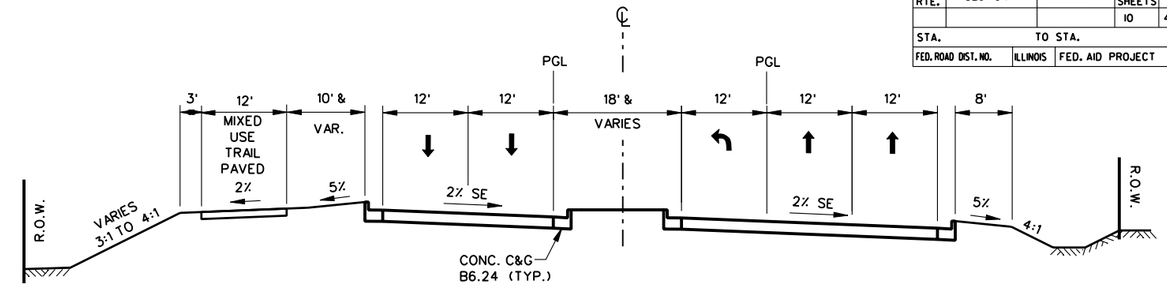
STA. 102+52 TO STA. 110+00

* 2% SE STA. 107+00 TO STA. 110+00



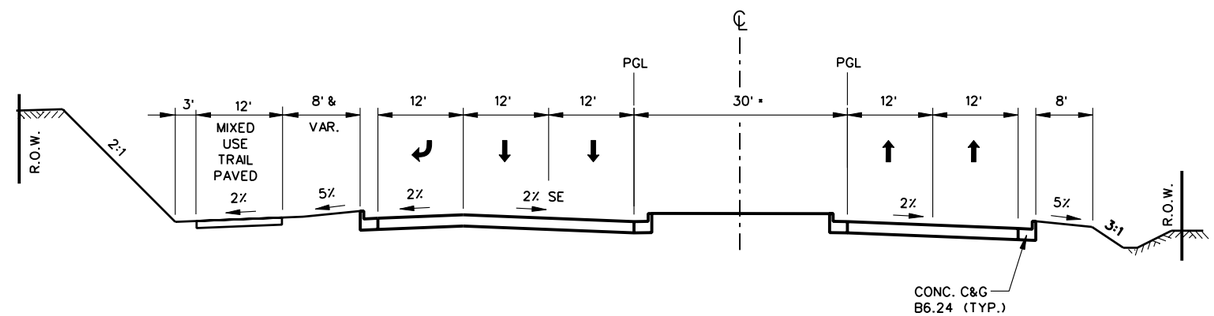
ILLINOIS ROUTE 25

STA. 110+00 TO STA. 117+00



ILLINOIS ROUTE 25

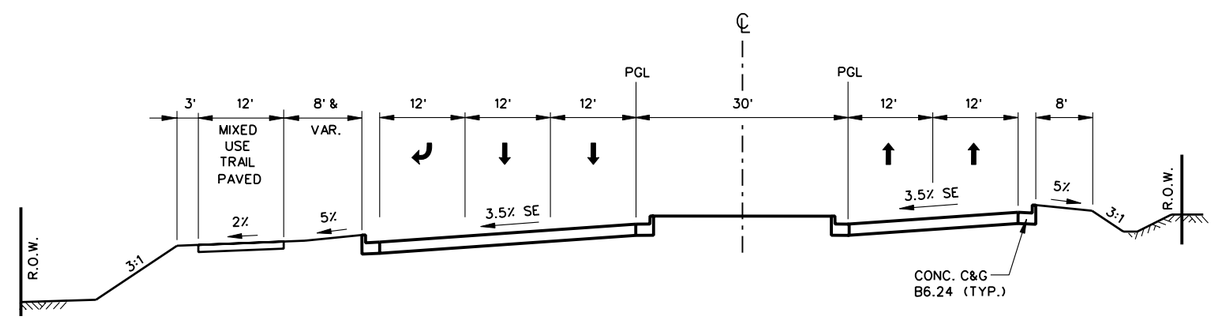
STA. 117+00 TO STA. 124+00



ILLINOIS ROUTE 25

STA. 125+00 TO STA. 134+00

* 12' TURN LANE EMBEDDED ALTERNATELY EACH WAY



ILLINOIS ROUTE 25

STA. 134+00 TO STA. 137+75

ILLINOIS ROUTE 25

BRIDGE AND APPROACH PAVEMENT

STA. 137+70 TO STA. 139+36

PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	GRADES CHECKED		
NO.	STR. PLOT CHECKED		
	FLOOD FILE NAME		

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	STR. PLOT		
NO.	STRUCTURE NOTATNS CHKD		

KANE COUNTY DEPARTMENT OF TRANSPORTATION

IL 25/NEW STEARNS ROAD
TYPICAL SECTIONS

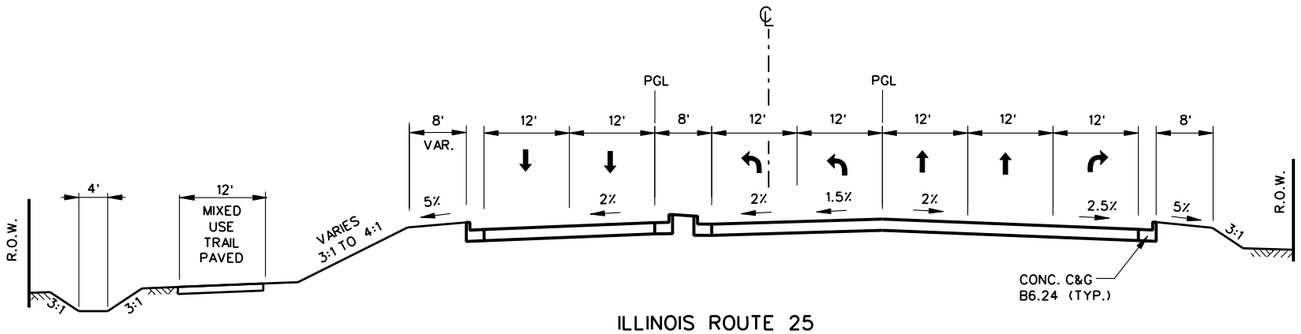
SCALE: VERT. HORIZ.

DATE

DRAWN BY DJK

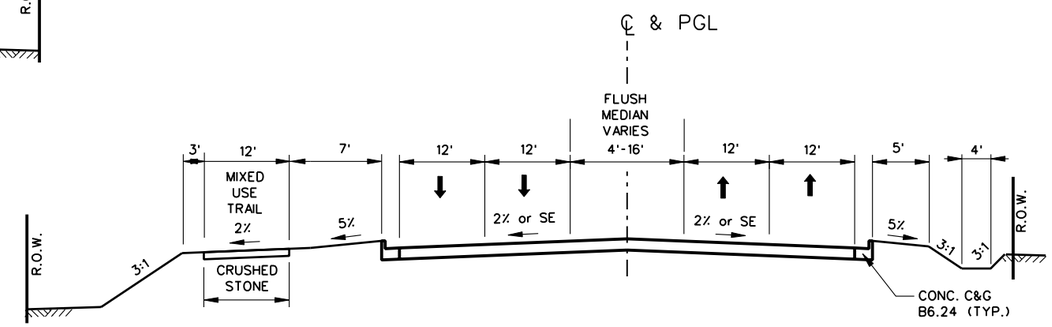
CHECKED BY M.M.O

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



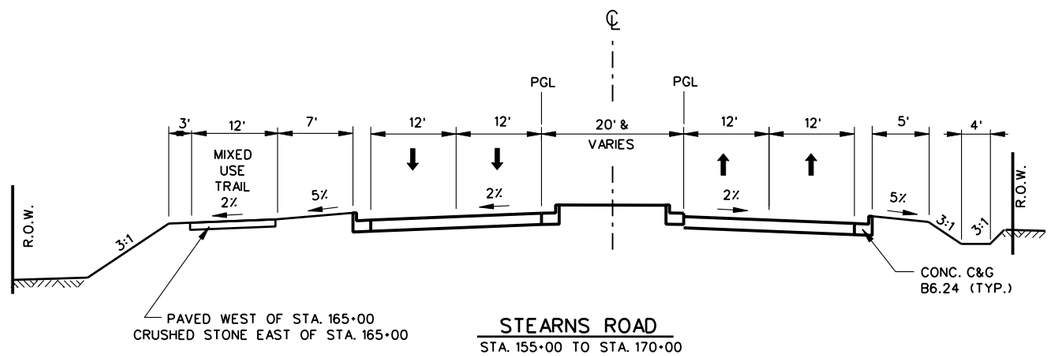
ILLINOIS ROUTE 25

STA. 139+50 TO STA. 147+00
* STA. 148+00 TO STA. 155+00 LANE CONFIGURATION
(MIRROR IMAGE OF ABOVE)



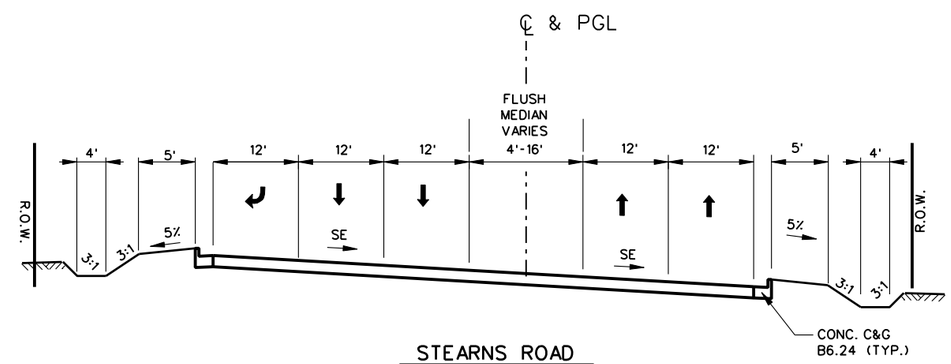
STEARNS ROAD

STA. 170+00 TO STA. 175+50



STEARNS ROAD

STA. 155+00 TO STA. 170+00



STEARNS ROAD

STA. 175+50 TO STA. 193+00

PLAN		BY	DATE
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
PROFILE CHECKED			
FLOP FILE NAME			
NOTE BOOK NO.			

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADES CHECKED			
STA. NOTES			
STRUCTURE NOTATNS CHKD			
NOTE BOOK NO.			

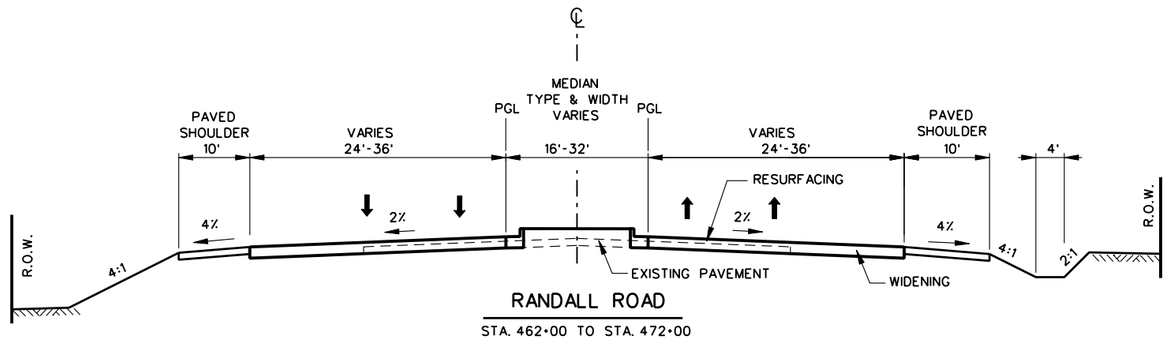
KANE COUNTY DEPARTMENT OF TRANSPORTATION

IL 25/NEW STEARNS ROAD
TYPICAL SECTIONS

SCALE: VERT. HORIZ.
DATE

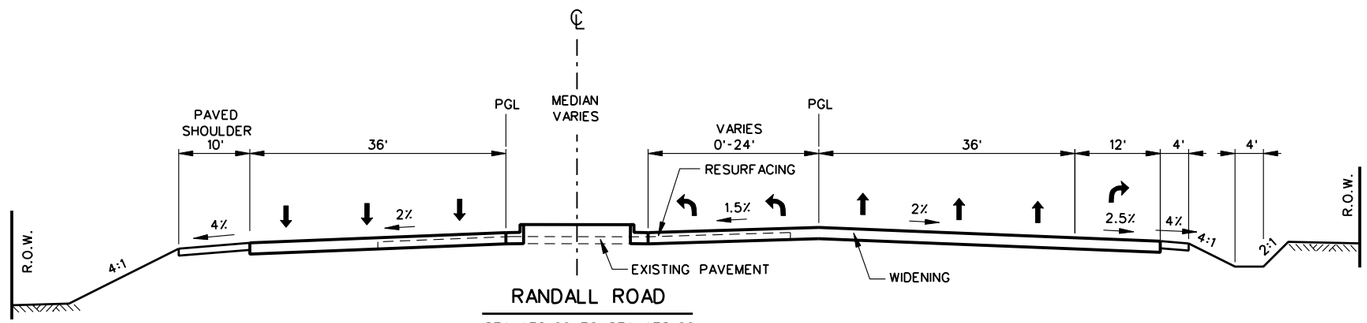
DRAWN BY DJK
CHECKED BY M.M.O

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	6
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



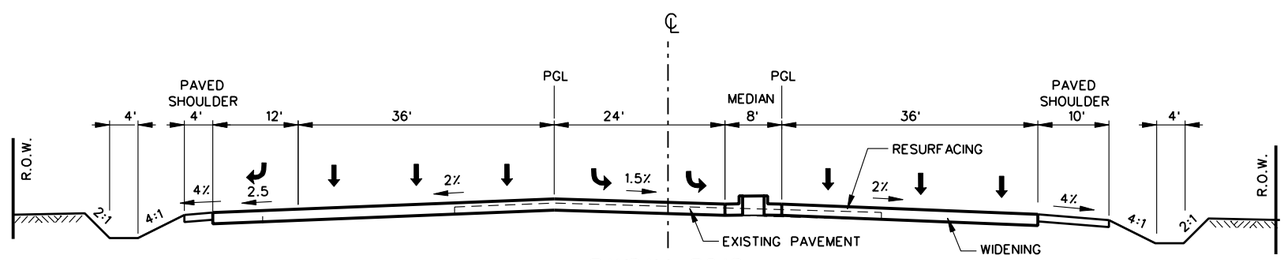
RANDALL ROAD

STA. 462+00 TO STA. 472+00



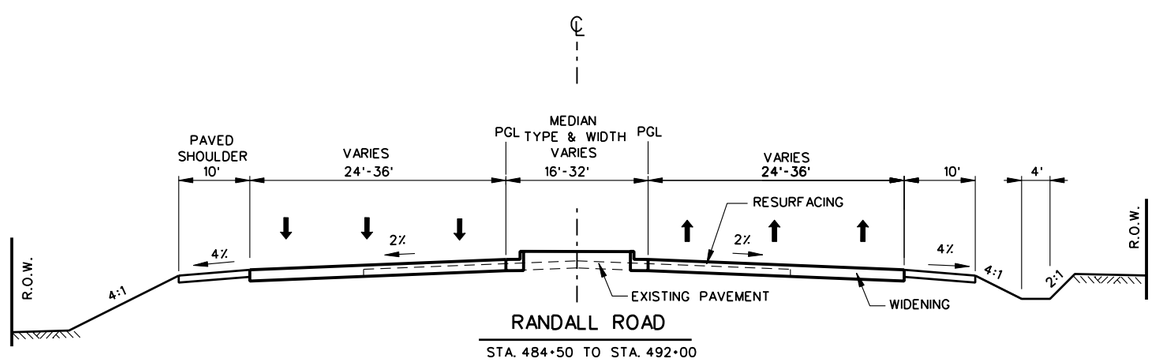
RANDALL ROAD

STA. 472+00 TO STA. 478+00



RANDALL ROAD

STA. 481+50 TO STA. 484+50



RANDALL ROAD

STA. 484+50 TO STA. 492+00

KANE COUNTY DEPARTMENT OF TRANSPORTATION

RANDALL ROAD
TYPICAL SECTIONS

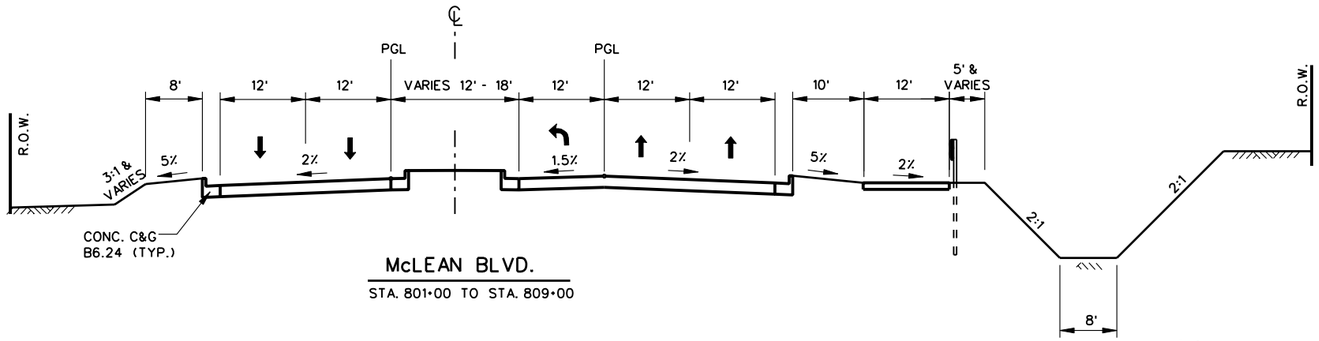
SCALE: VERT. HORIZ.
DATE

DRAWN BY DJK
CHECKED BY M.M.O

PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
PLOT PAGE CHECKED
FLOP FILE NAME
BY
DATE

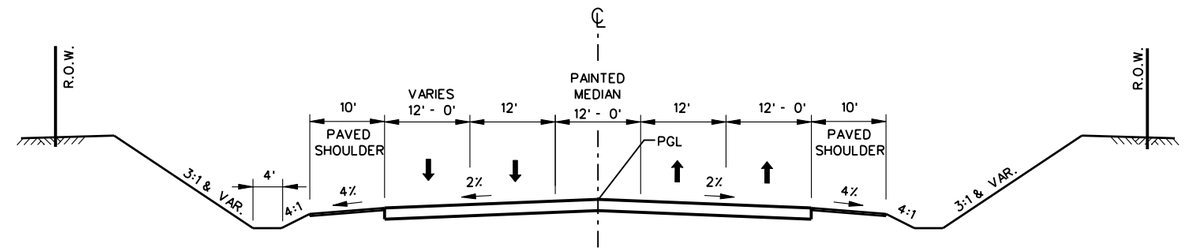
PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
BY
DATE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



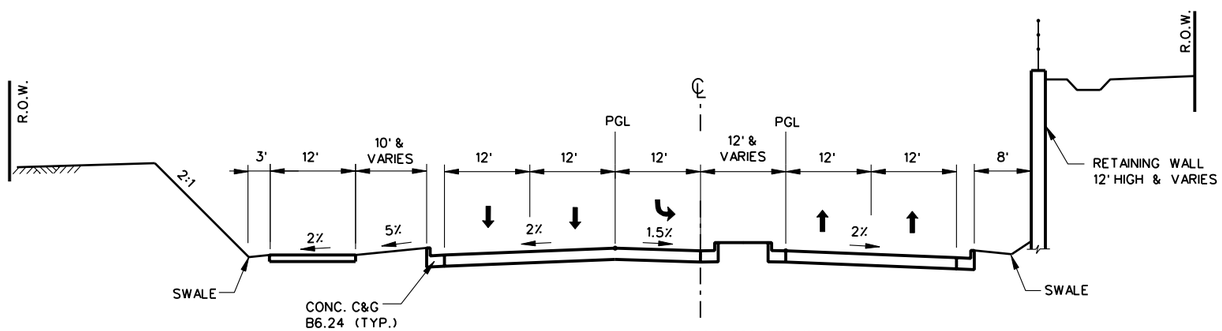
McLEAN BLVD.

STA. 801+00 TO STA. 809+00



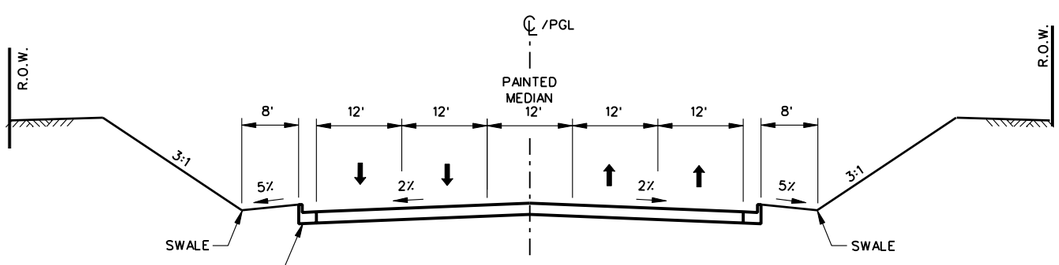
McLEAN BLVD.

STA. 826+00 TO STA. 833+00



McLEAN BLVD.

STA. 812+00 TO STA. 819+00
(STA. 816+00 TO STA. 819+00
TURN LANE CHANGES SIDES)



McLEAN BLVD.

STA. 820+00 TO STA. 826+00

PLAN			BY	DATE
	SURVEYED			
	PLOTTED			
	ALIGNMENT CHECKED			
	PLOT PLAN CHECKED			
NOTE BOOK NO.	PLOP FILE NAME			

PROFILE			BY	DATE
	SURVEYED			
	PLOTTED			
	GRADES CHECKED			
NOTE BOOK NO.	STRUCTURE NOTATNS CH'KD			

KANE COUNTY DEPARTMENT OF TRANSPORTATION

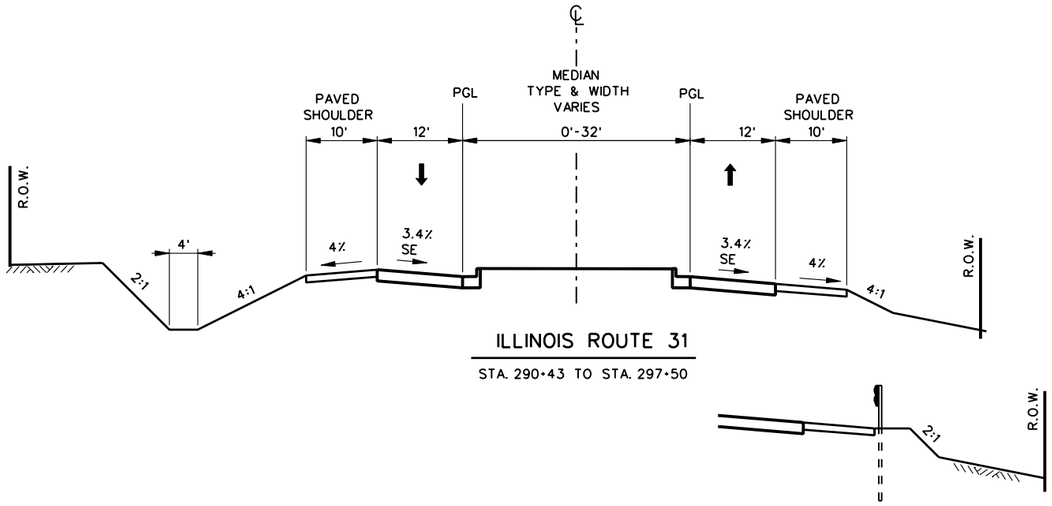
MCLEAN BLVD.
TYPICAL SECTIONS

SCALE: VERT. HORIZ.
DATE

DRAWN BY DJK
CHECKED BY M.M.O

...\proptypsect.dgn

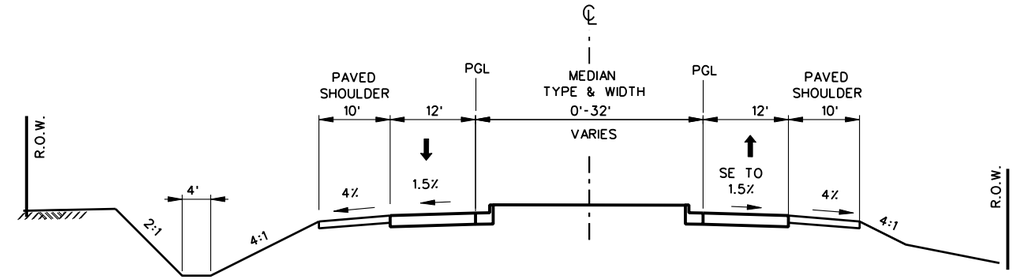
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



ILLINOIS ROUTE 31

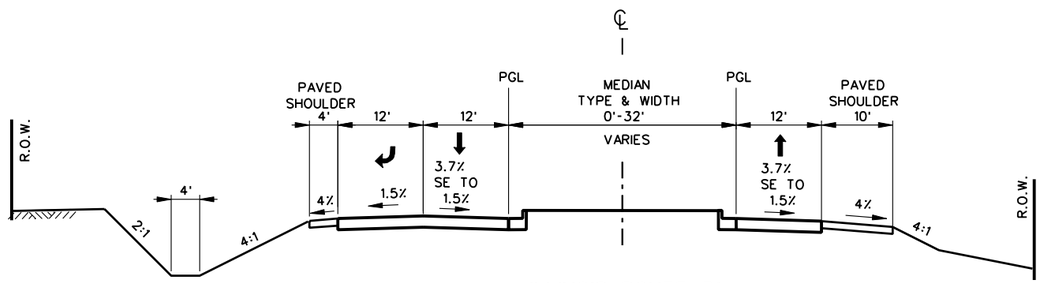
STA. 290+43 TO STA. 297+50

STA. 290+43 TO STA. 295+50



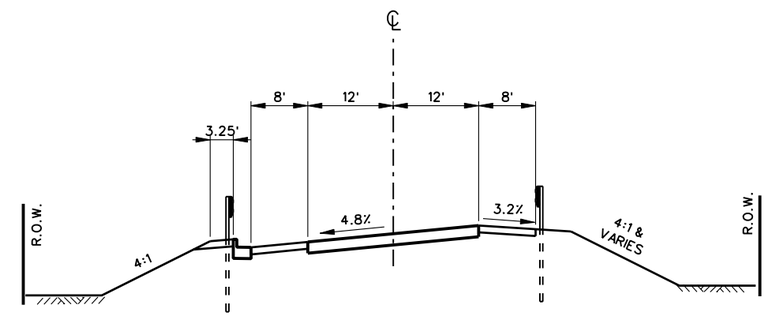
ILLINOIS ROUTE 31

STA. 310+00 TO STA. 312+59



ILLINOIS ROUTE 31

STA. 304+75 TO STA. 310+00



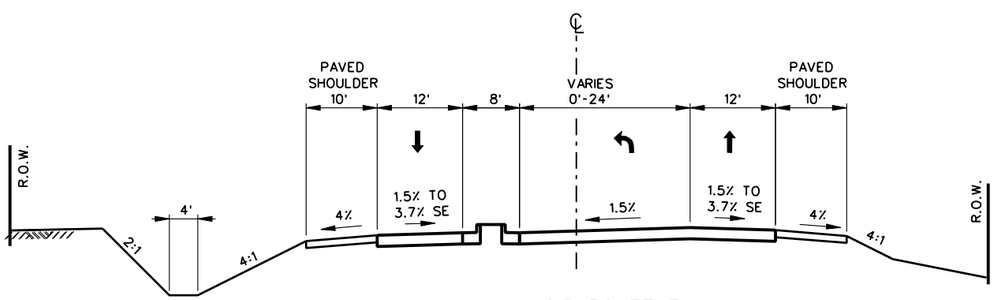
ILLINOIS ROUTE 31
OVER NEW STEARNS ROAD

STA. 112+00 TO STA. 115+00

ILLINOIS ROUTE 31

BRIDGE AND APPROACHES

STA. 112+54 TO STA. 114+85



ILLINOIS ROUTE 31

STA. 297+50 TO STA. 304+00

PLAN
NOTE BOOK NO. ____
SURVEYED
PLOTTED
ALIGNMENT CHECKED
FIELD BK. NO. ____ CHECKED
PLOT FILE NAME ____
BY
DATE

PROFILE
NOTE BOOK NO. ____
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTAT'NS CHK'D
BY
DATE

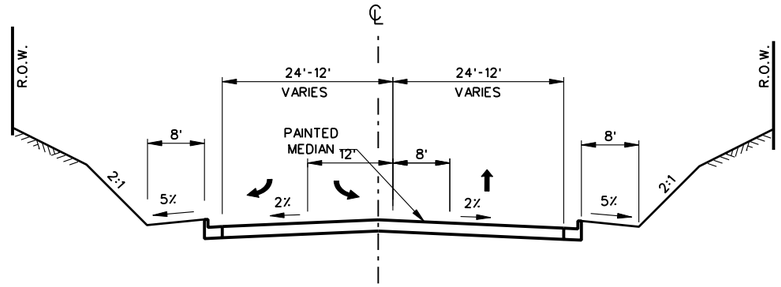
KANE COUNTY DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 31
TYPICAL SECTIONS

SCALE:
DATE

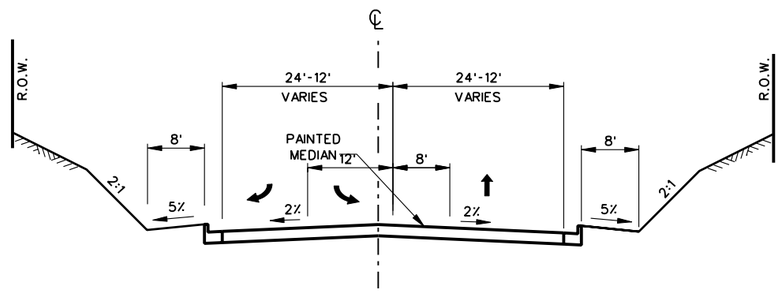
DRAWN BY DJK
CHECKED BY M.M.O

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



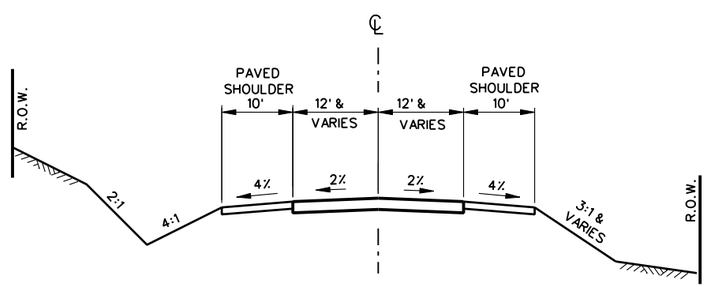
GILBERT STREET

STA. 301+00 TO STA. 302+50



GILBERT STREET

STA. 302+50 TO STA. 307+00



GILBERT STREET

STA. 307+00 TO STA. 308+00

PLAN			BY	DATE
NOTE BOOK NO.	SURVEYED			
	PLOTTED			
	ALIGNMENT CHECKED			
	PROFILE CHECKED			
	FLOP FILE NAME			

PROFILE			BY	DATE
NOTE BOOK NO.	SURVEYED			
	PLOTTED			
	GRADES CHECKED			
	B.M. NOTED			
	STRUCTURE NOTAT'NS CH'KD			

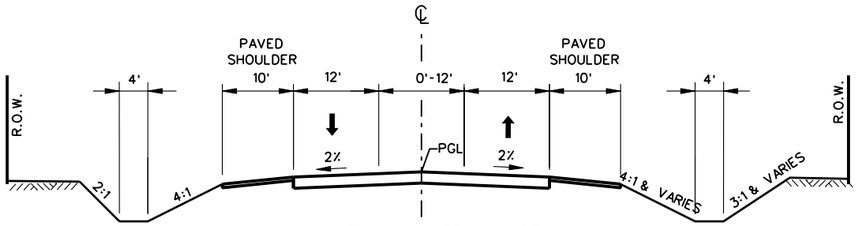
KANE COUNTY DEPARTMENT OF TRANSPORTATION

GILBERT ROAD
TYPICAL SECTIONS

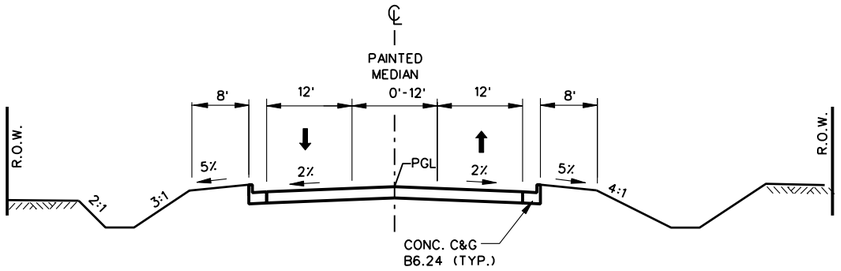
SCALE: VERT.
HORIZ.
DATE

DRAWN BY DJK
CHECKED BY M.M.O

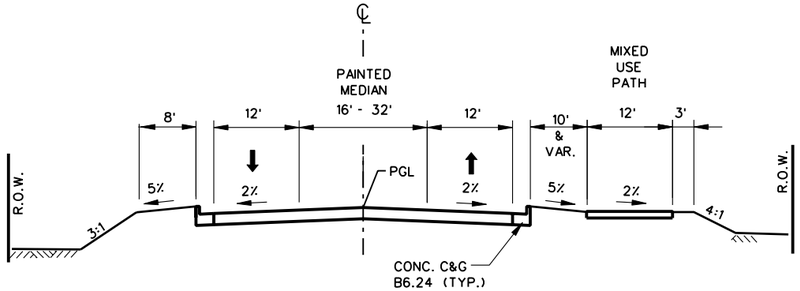
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



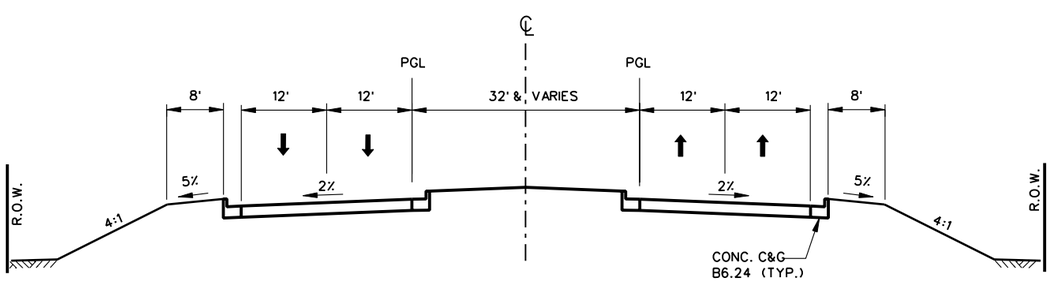
DUNHAM RD./IL. 25
STA. 240+00 TO STA. 245+00



DUNHAM RD./IL. 25
STA. 245+00 TO STA. 250+00

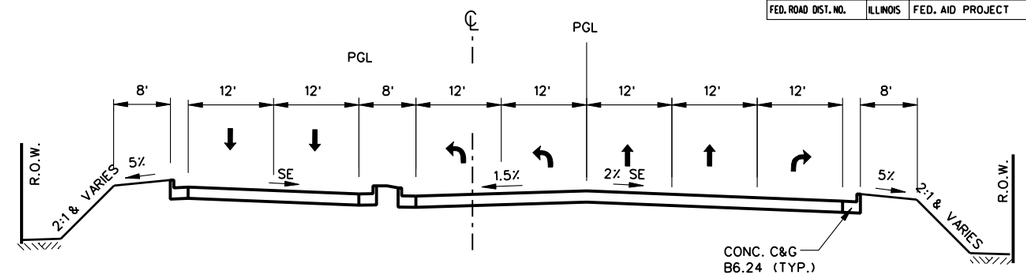


DUNHAM RD./IL. 25
STA. 250+00 TO STA. 259+00

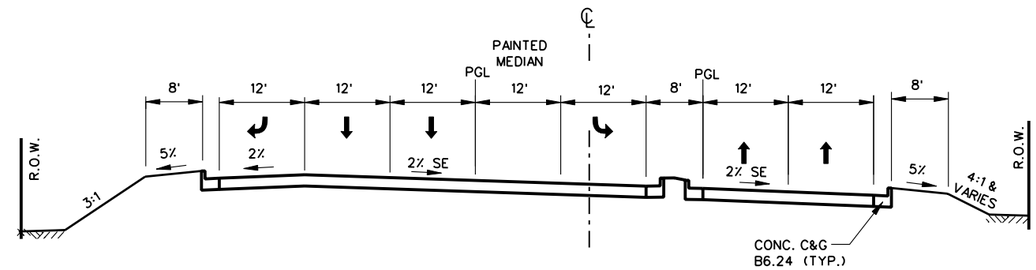


DUNHAM RD./IL. 25
STA. 260+00 TO STA. 261+45

DUNHAM RD./IL. 25
BRIDGE AND APPROACHES
STA. 261+45 TO STA. 264+40

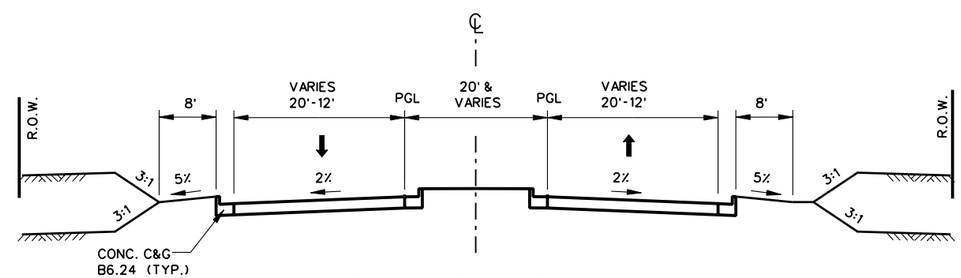


DUNHAM RD./IL. 25
STA. 264+40 TO STA. 270+00



DUNHAM RD./IL. 25
STA. 273+00 TO STA. 275+36

DUNHAM RD./IL. 25
STA. 275+30 TO STA. 277+39
BRIDGE AND APPROACH PAVEMENT



DUNHAM RD./IL. 25
STA. 280+00 TO STA. 283+00

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
PROF. GRADE CHECKED		
PROP. R/E NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
STRUCTURE NOTATNS CHKD		
NOTE BOOK NO.		

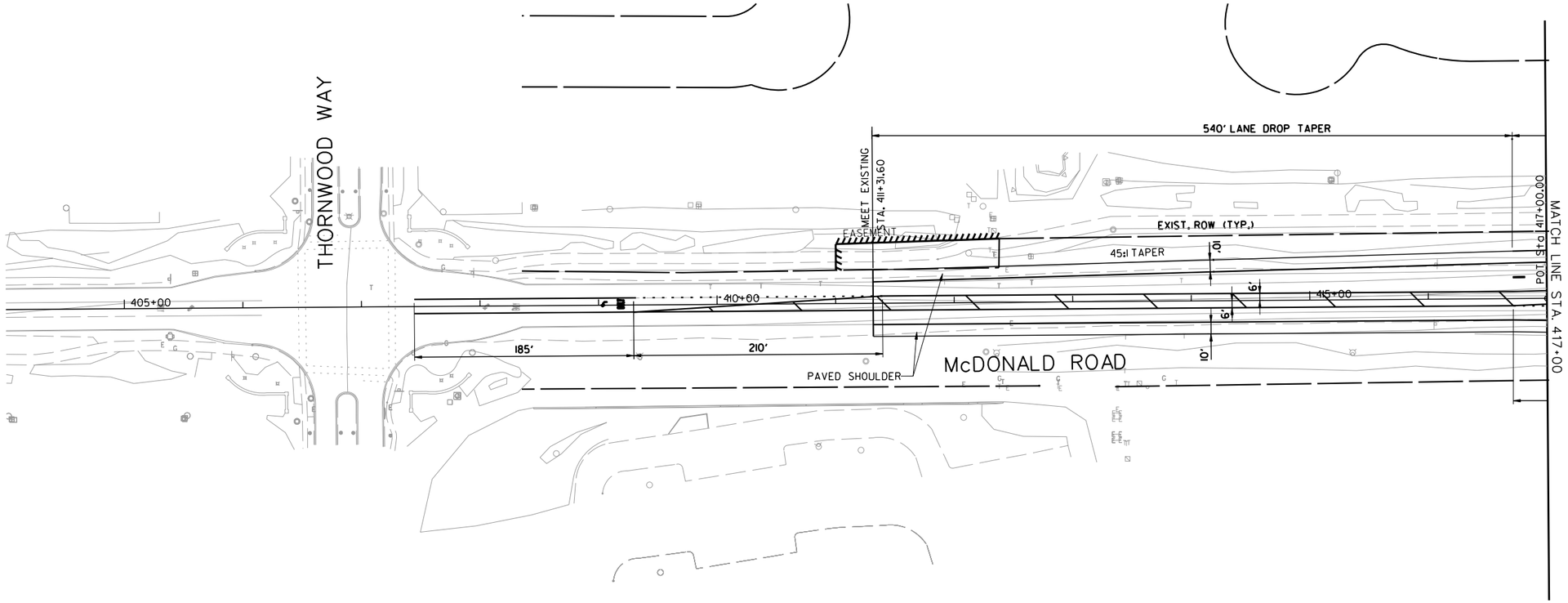
KANE COUNTY DEPARTMENT OF TRANSPORTATION

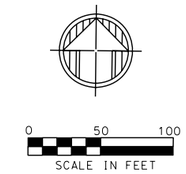
DUNHAM ROAD/IL 25
TYPICAL SECTIONS

SCALE: VERT. HORIZ.
DATE

DRAWN BY DJK
CHECKED BY M.M.O

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	1
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



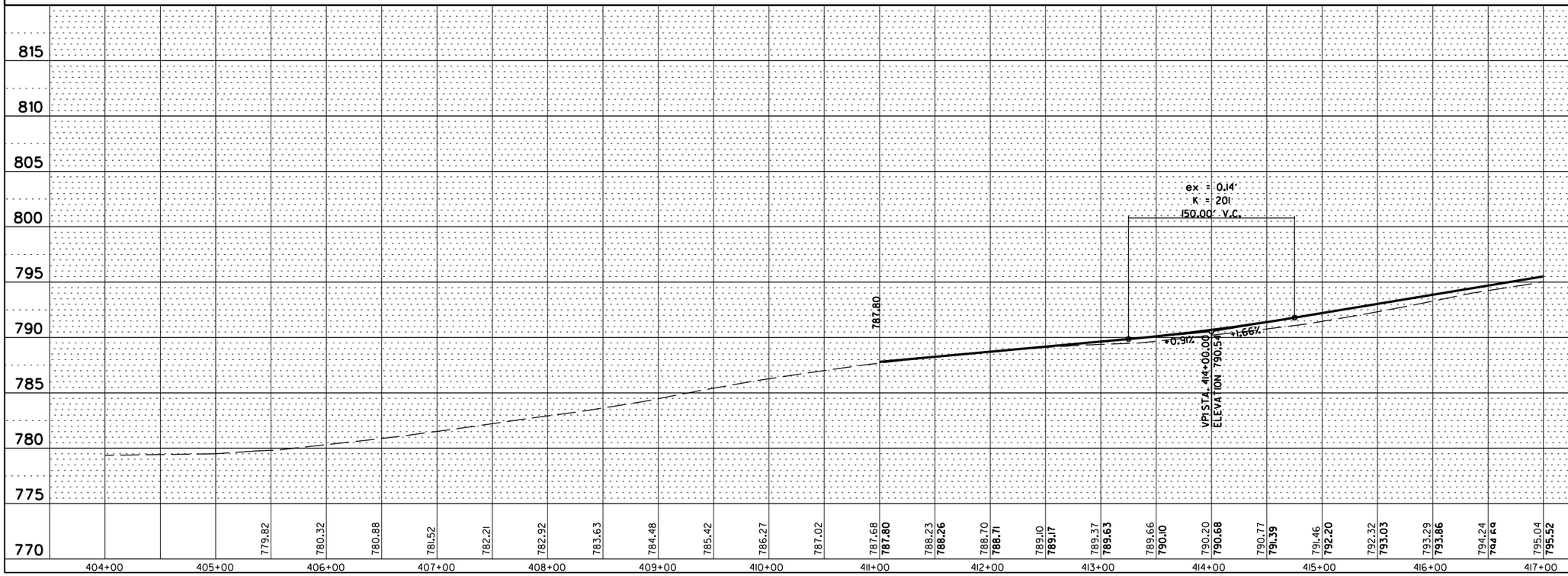


NOTES:

1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.

PLAN		BY	DATE
NOTE BOOK NO.	SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. CHECKED / IDOT FILE NAME		

PROFILE		BY	DATE
NOTE BOOK NO.	SURVEYED / PLOTTED / GRADES CHECKED / S.A. NOTES / STRUCTURE NOTATNS CHKD		



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

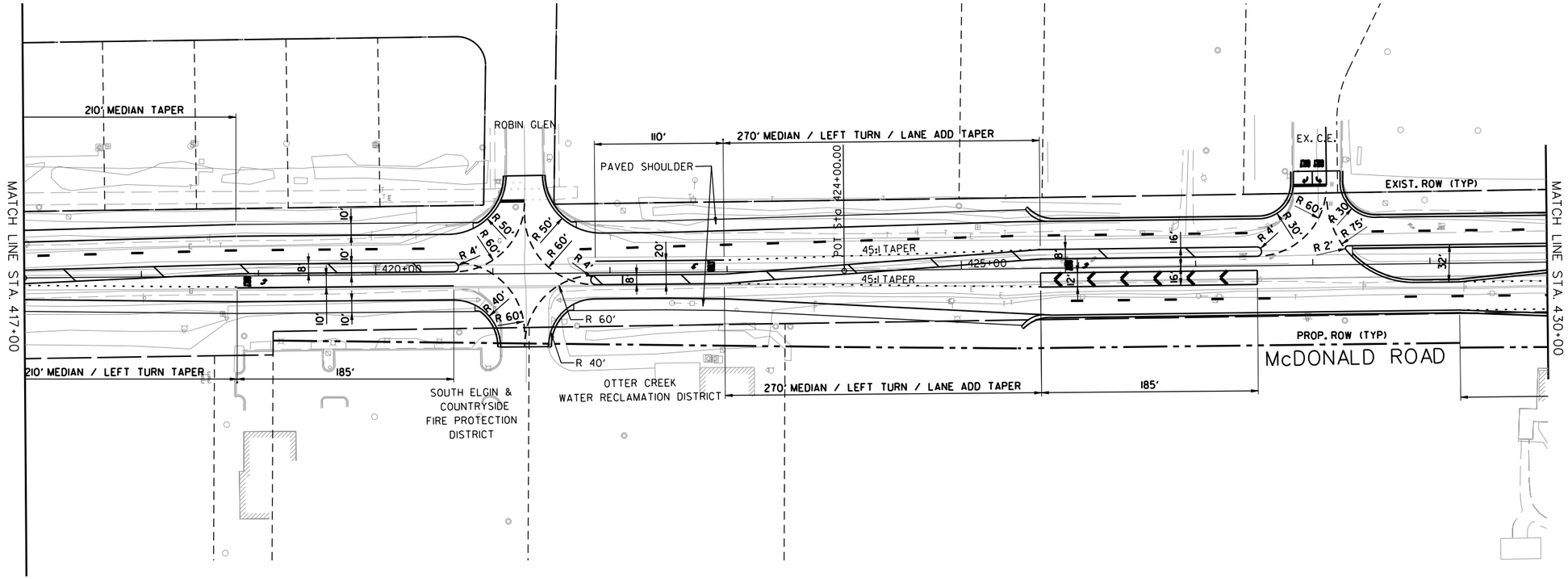
SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

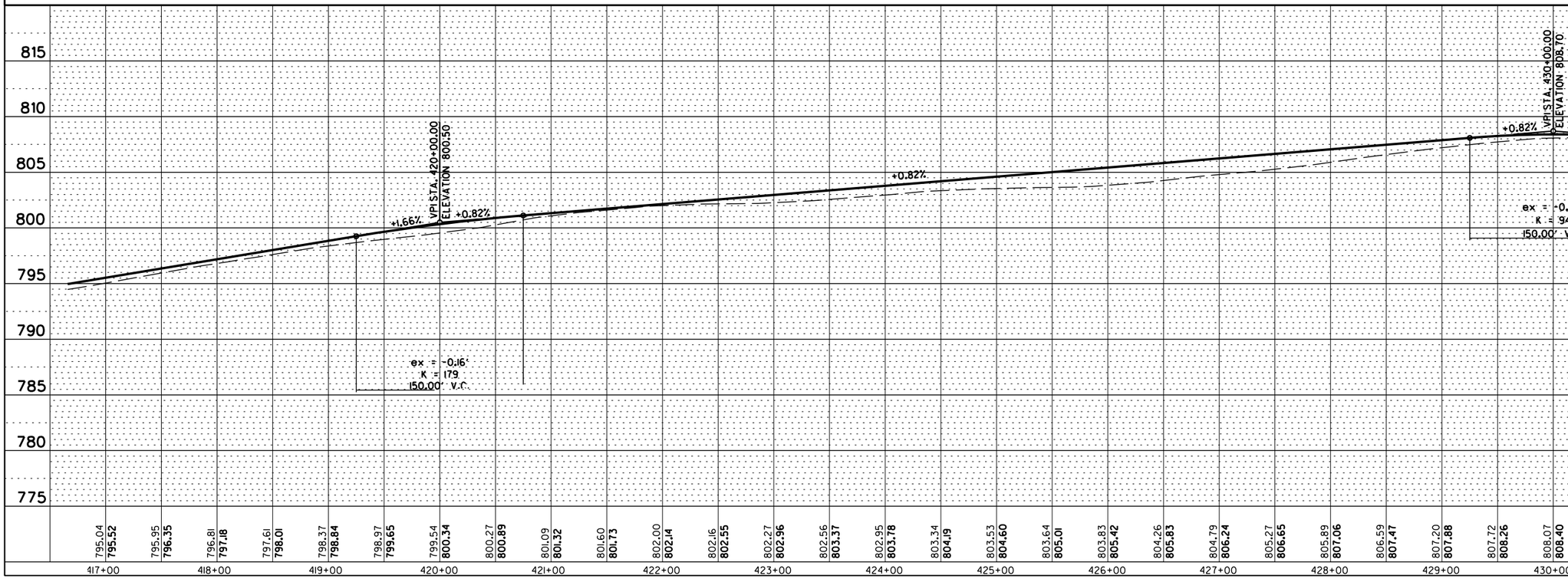
CHECKED BY M.M.O

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



0 50 100
SCALE IN FEET

NOTES:
1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION
CC&P / STEARNS ROAD
NEW STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'
DATE
DRAWN BY K.H.
CHECKED BY M.M.O

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
CADD FILE NAME
NOTE BOOK NO.
BY DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NGVD
STRUCTURE NOTATNS CHKD
NOTE BOOK NO.
BY DATE

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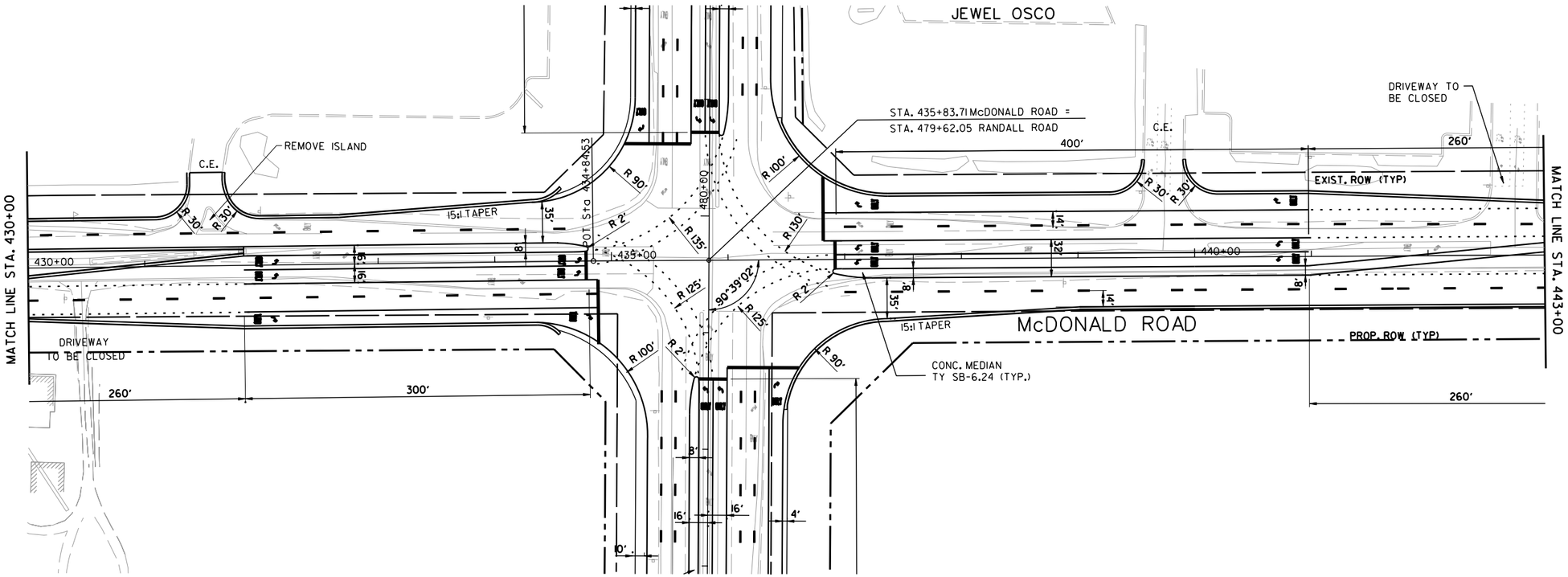
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

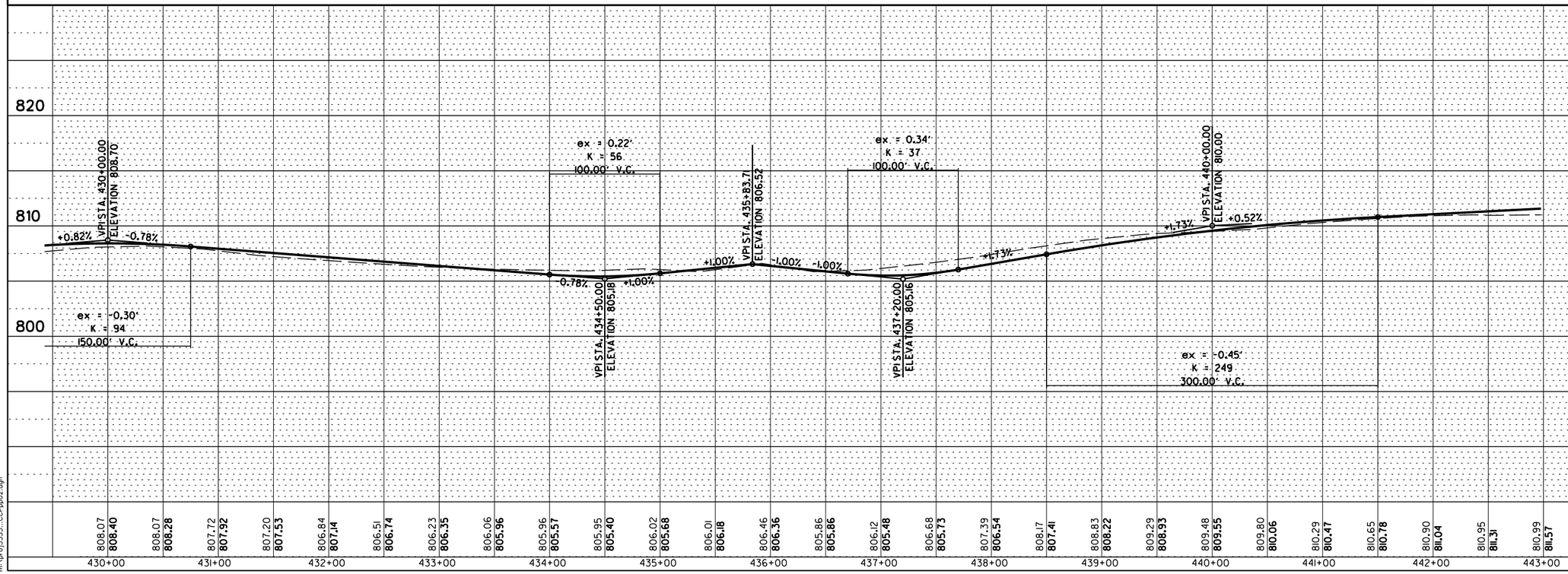


SCALE IN FEET

0 50 100

NOTES:

1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
R.O.W. CHECKED			
NOTE BOOK	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADES CHECKED			
STA. NOTES			
NOTE BOOK	STRUCTURE NOTAT'NS CH'KD		
NO.			

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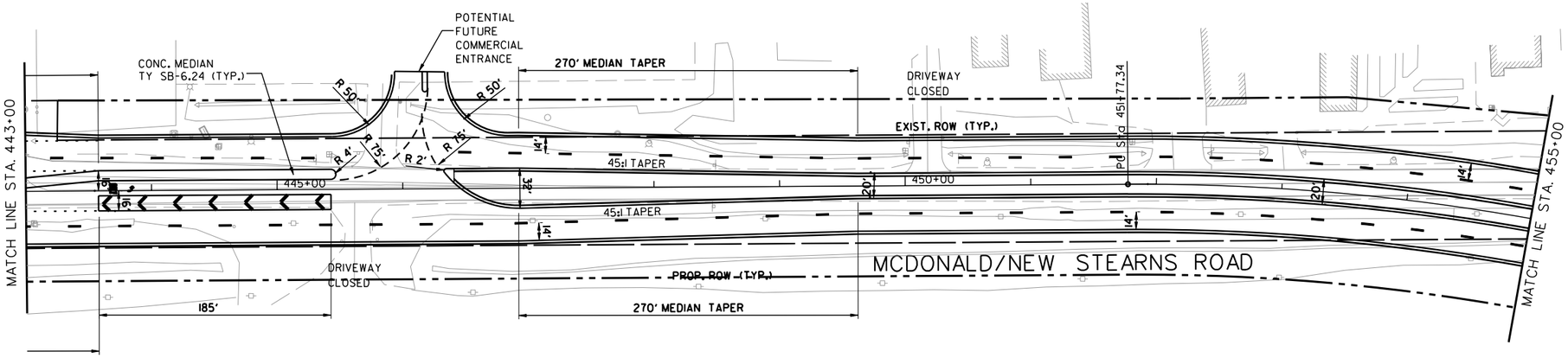
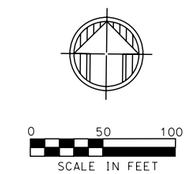
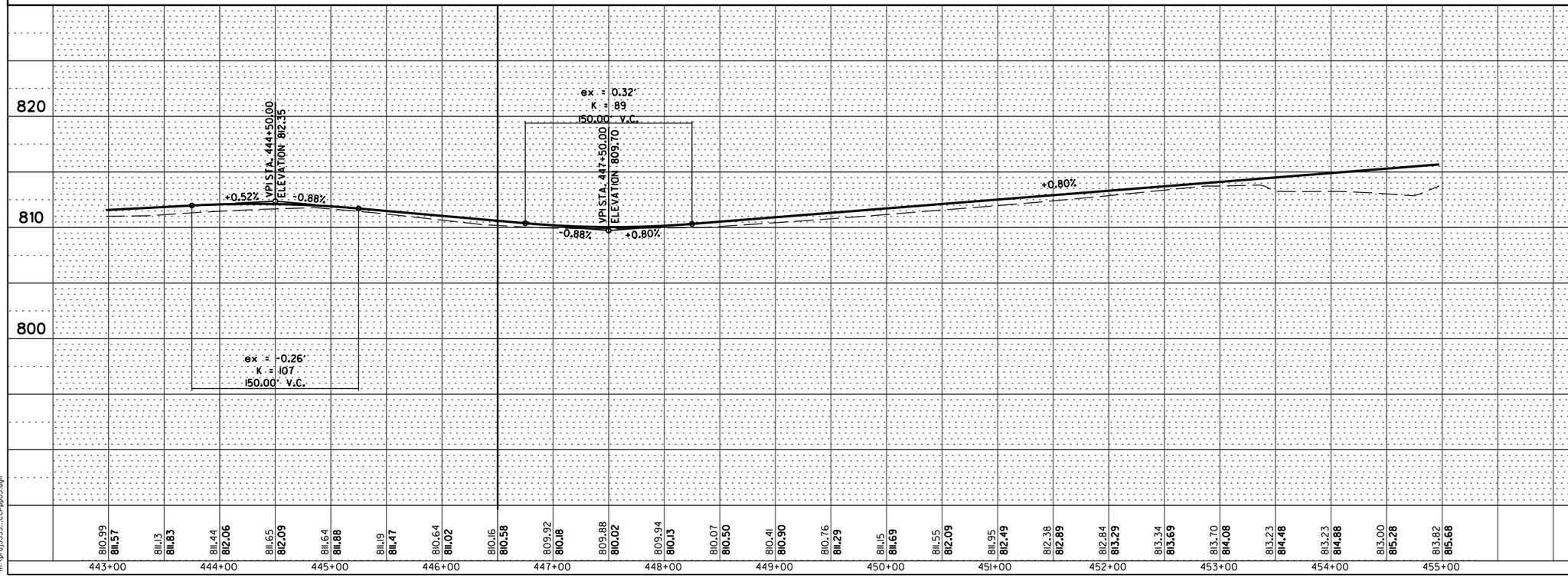
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	4
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





NOTES:

1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN			BY	DATE
	SURVEYED			
	PLOTTED			
NOTE BOOK	ALIGNMENT CHECKED			
	R.O.W. CHECKED			
NO.	CADD FILE NAME			

PROFILE			BY	DATE
	SURVEYED			
	PLOTTED			
NOTE BOOK	GRADES CHECKED			
	STA. NO. PER			
NO.	STRUCTURE NOTATNS CHKD			

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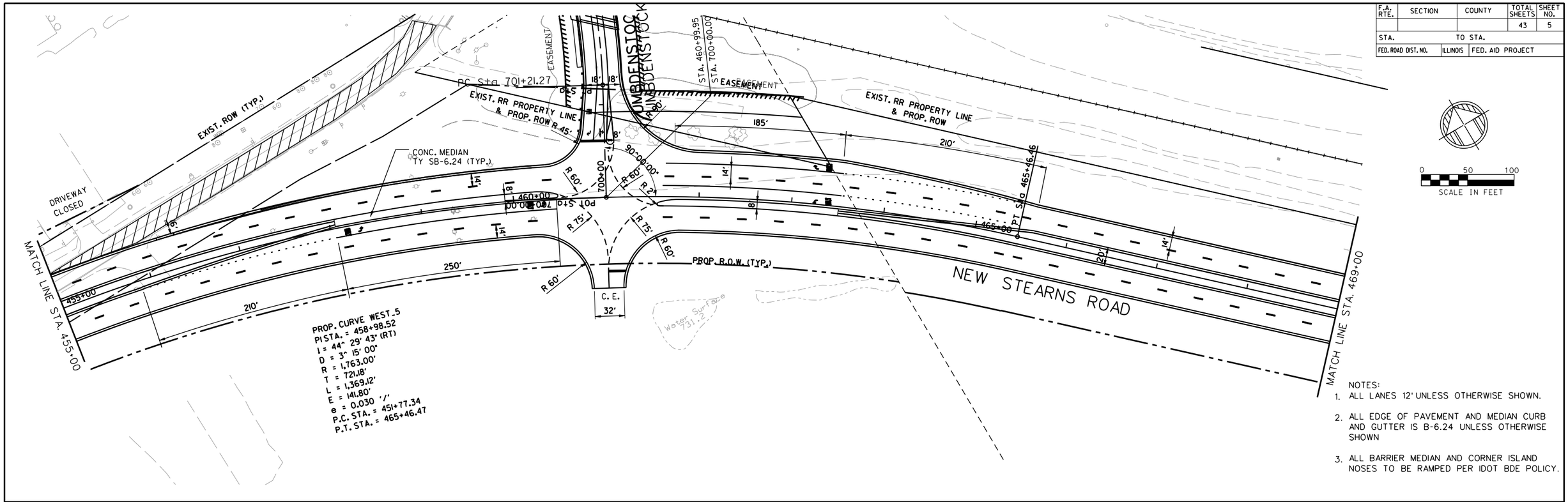
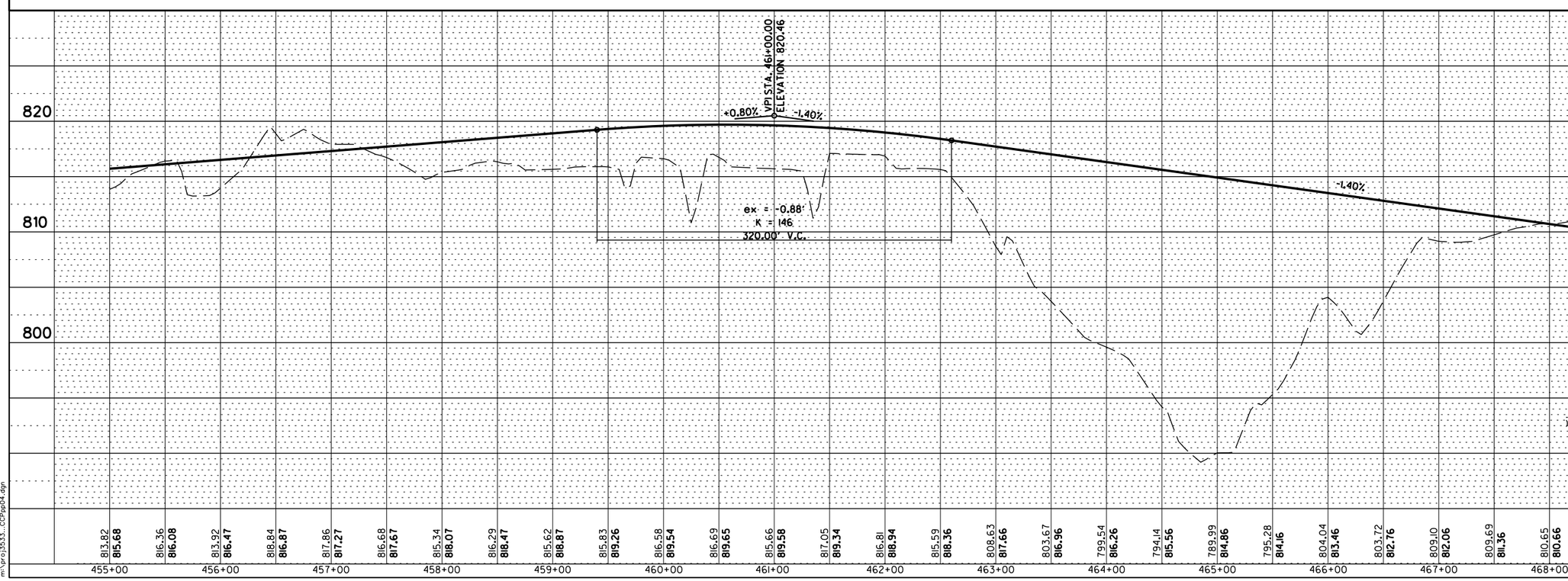
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:
1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
R.O.W. CHECKED			
NOTE BOOK	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADES CHECKED			
S.H. NO. 1 SS			
NOTE BOOK	STRUCTURE NOTATNS CH'KD		
NO.			

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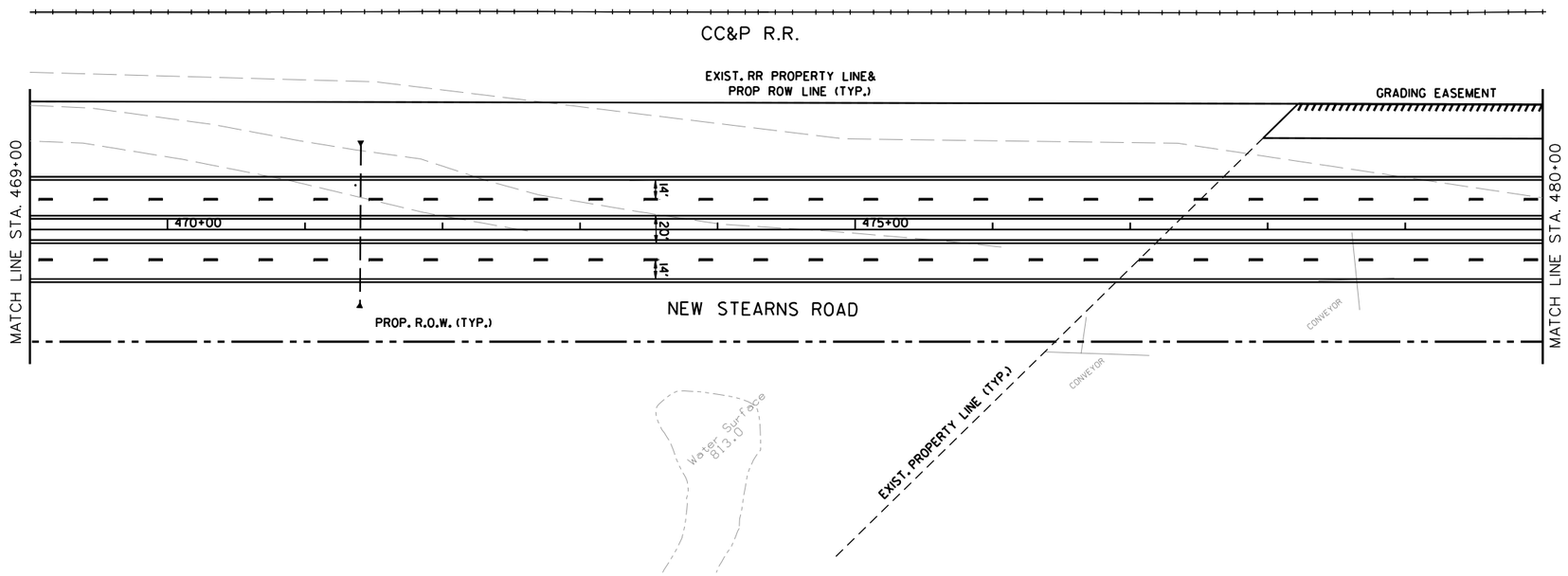
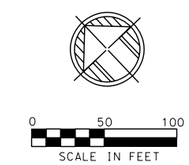
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	6
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





NOTES:

1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
	R.O.W. CHECKED		
NOTE BOOK	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	S.H., NO. LEG.		
NO.	STRUCTURE NOTATNS CHK'KD		

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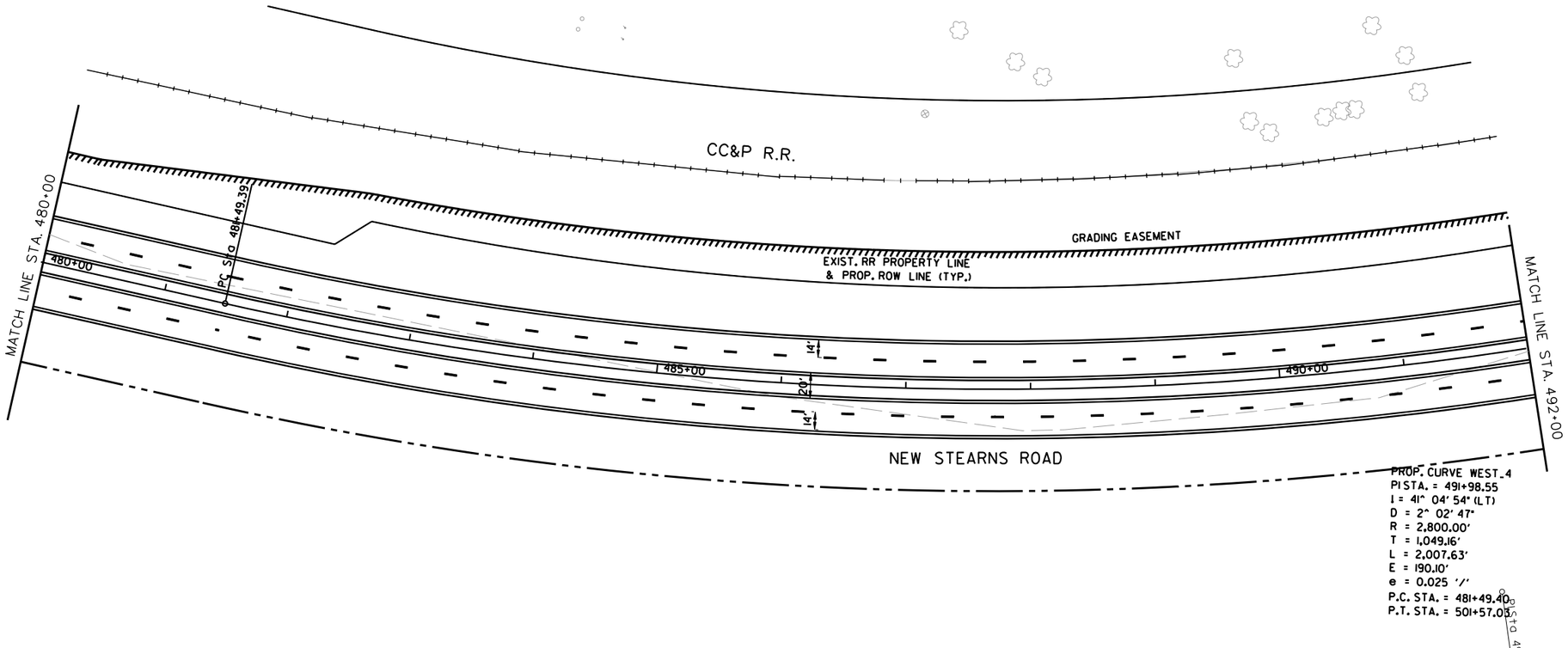
Section 3 - Sheet 6

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROP. CURVE WEST_4
PI STA. = 491+98.55
I = 41° 04' 54" (LT)
D = 2° 02' 47"
R = 2,800.00'
T = 1,049.16'
L = 2,007.63'
E = 190.10'
e = 0.025 '/'
P.C. STA. = 481+49.40
P.T. STA. = 501+57.03

0 50 100
SCALE IN FEET

NOTES:
1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
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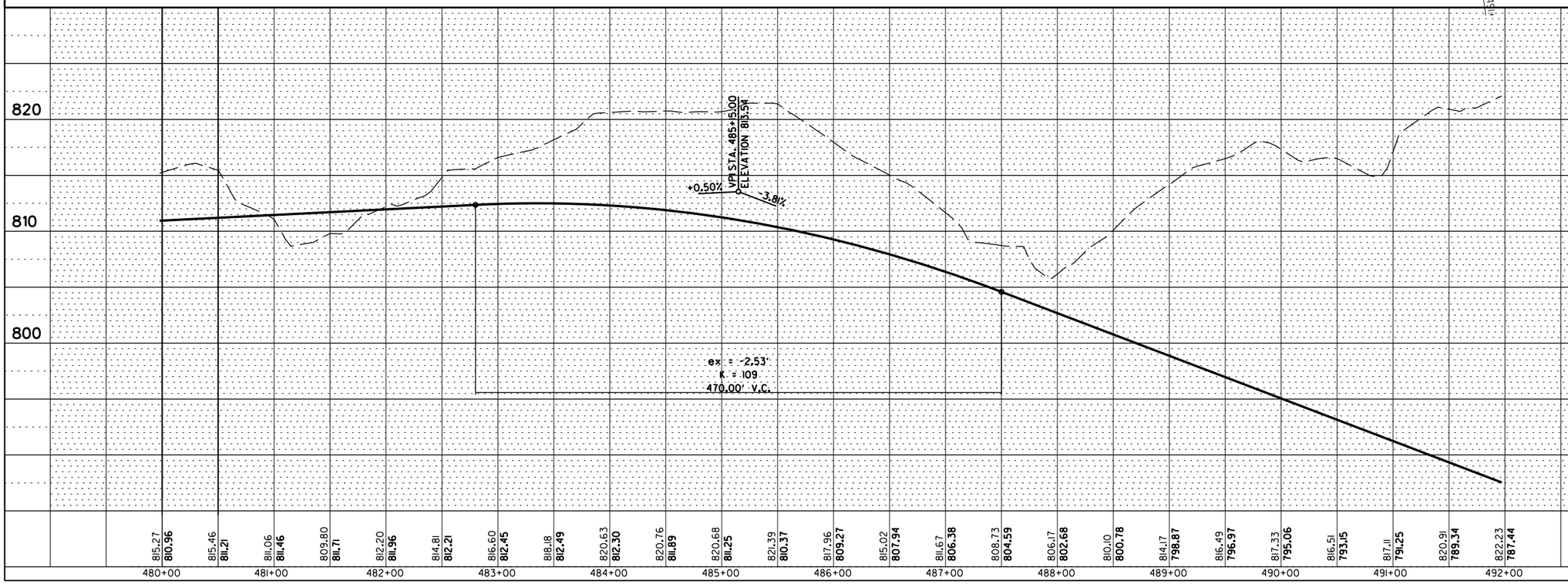
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION
CC&P / STEARNS ROAD
NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE
DRAWN BY K.H.
CHECKED BY M.M.O

PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
CADD FILE NAME
BY
DATE

PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NO. 1551
STRUCTURE NOTATNS CHKD
BY
DATE

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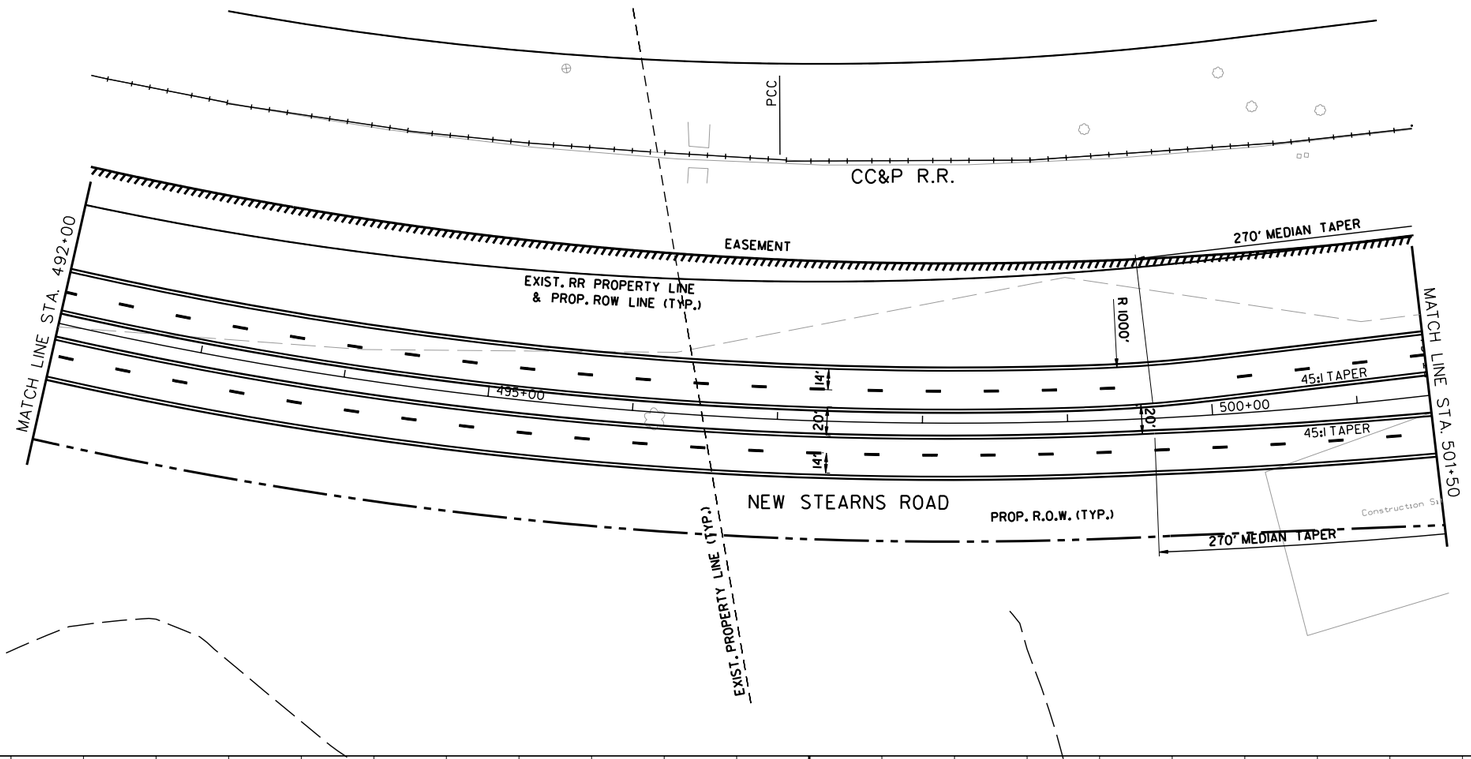
Section 3 - Sheet 7

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



0 50 100
SCALE IN FEET

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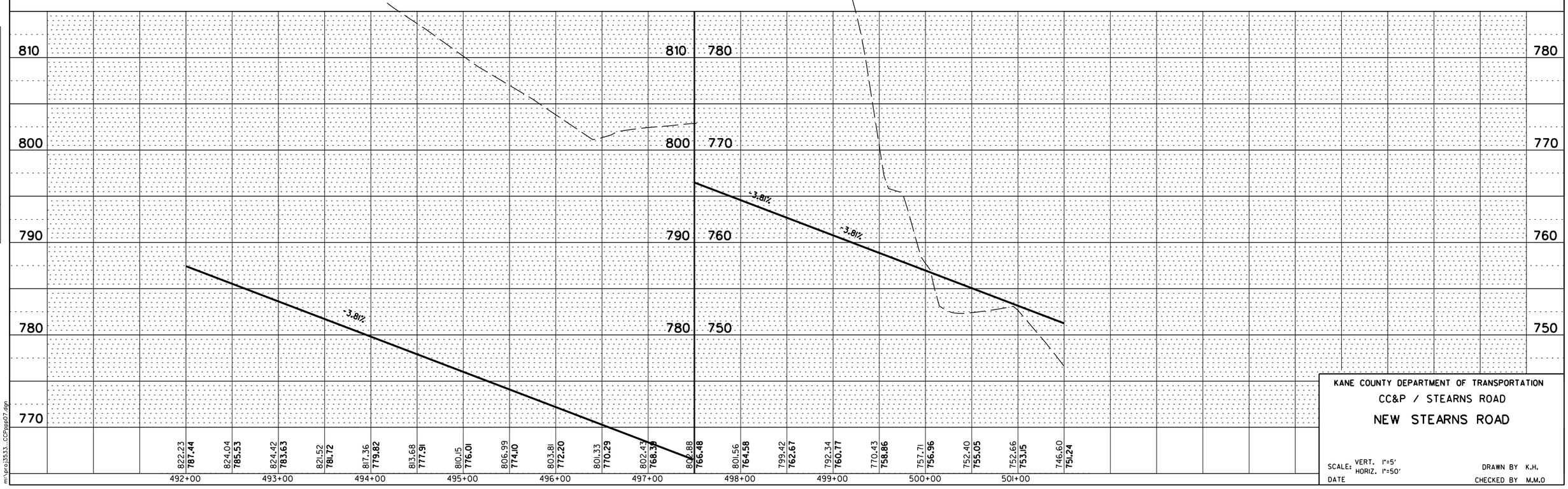

KANE COUNTY DEPARTMENT OF TRANSPORTATION
CC&P / STEARNS ROAD
NEW STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'
DATE
DRAWN BY K.H.
CHECKED BY M.M.O

PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
CADD FILE NAME
BY
DATE

PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
PROFILE NOTATIONS CHKD
BY
DATE

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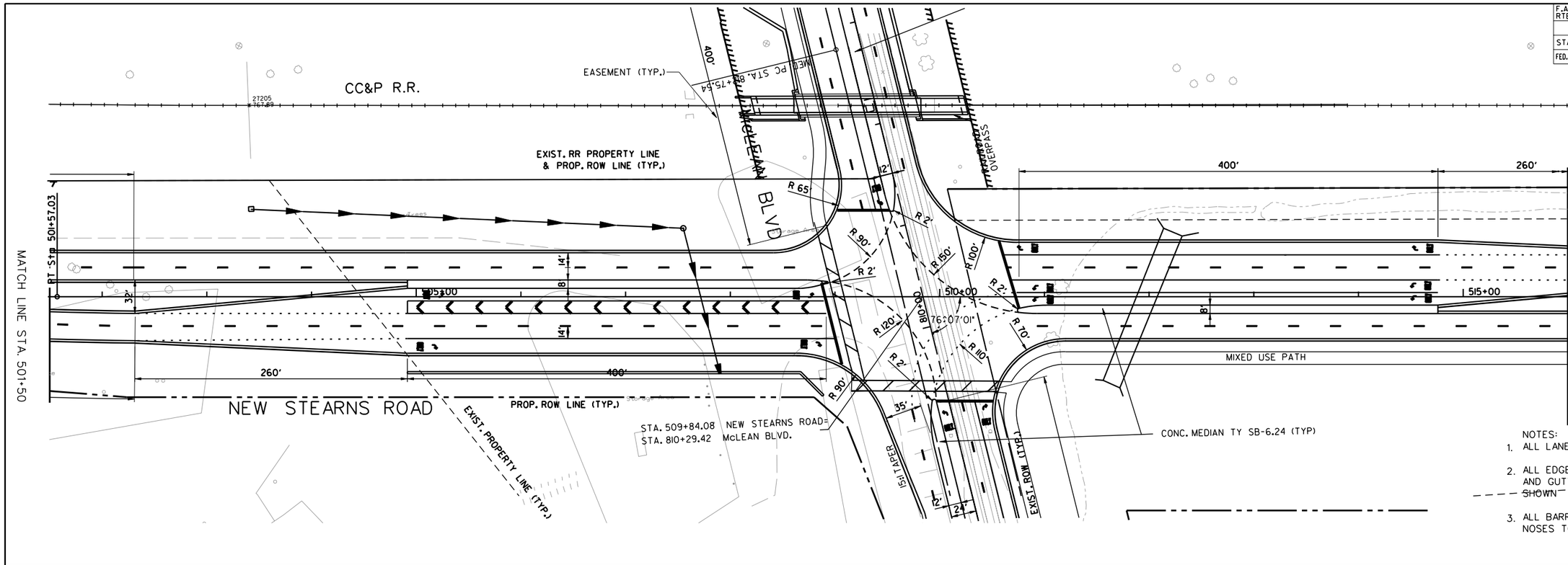
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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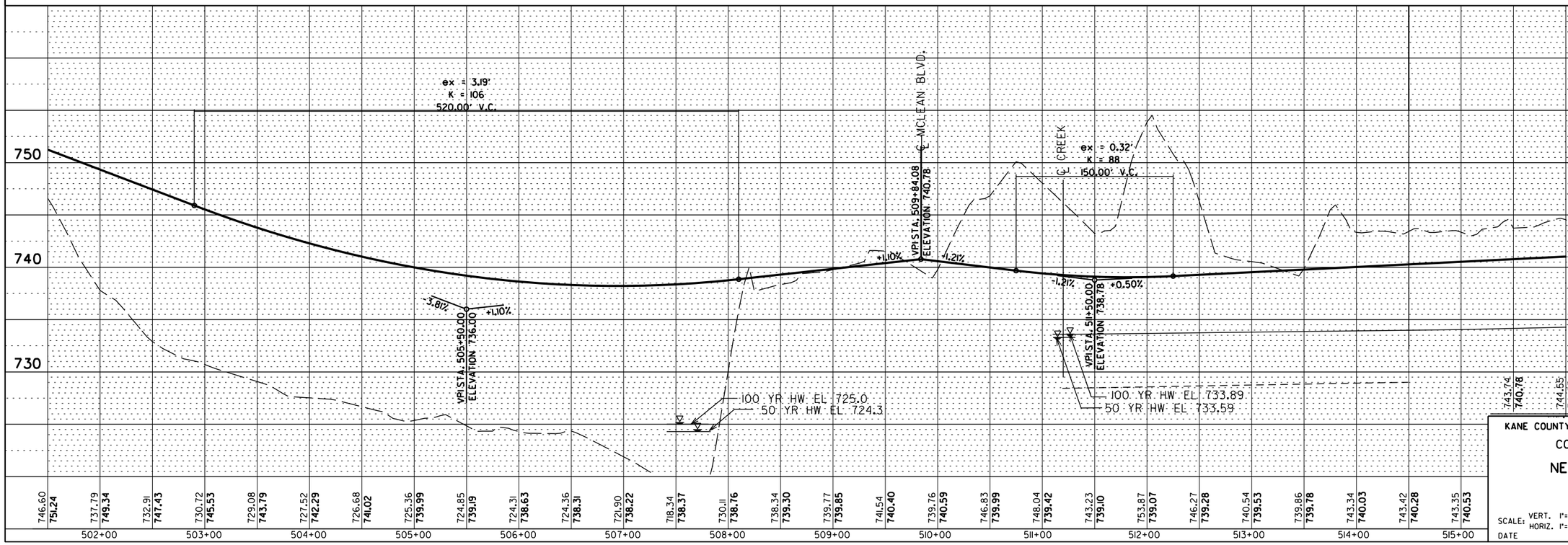

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
	R.O.W. CHECKED		
NOTE BOOK	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	S.M. NOTES		
	STRUCTURE NOTAT'NS CHK'D		
NO.			

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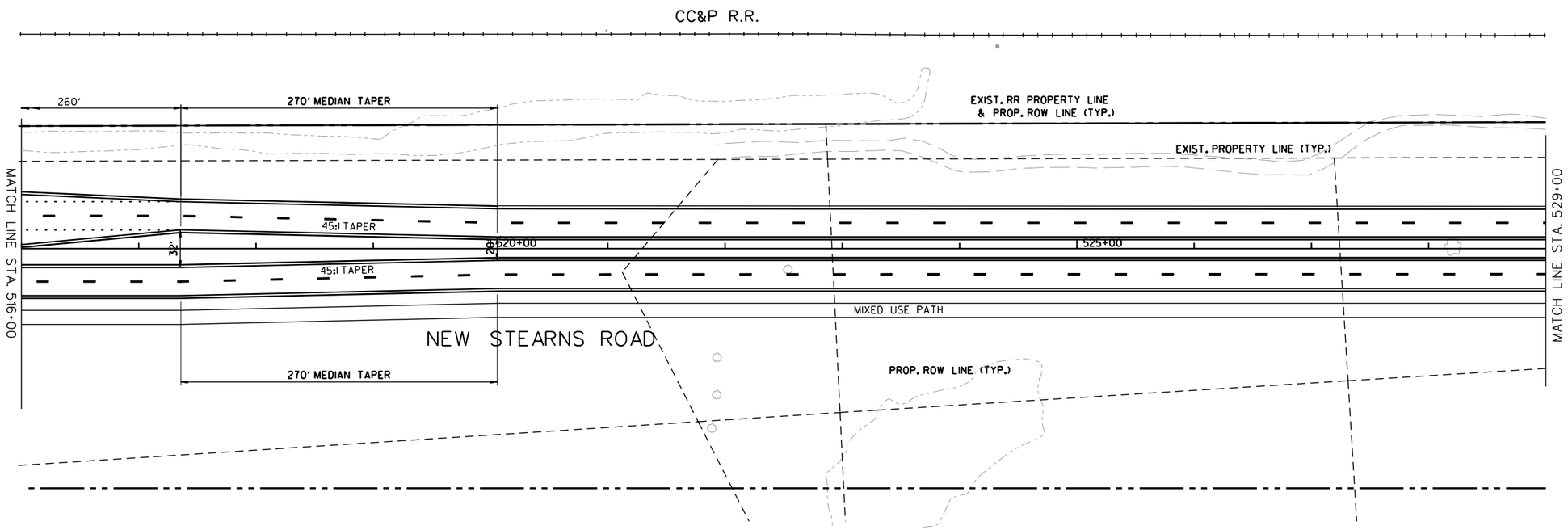
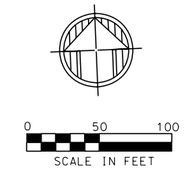
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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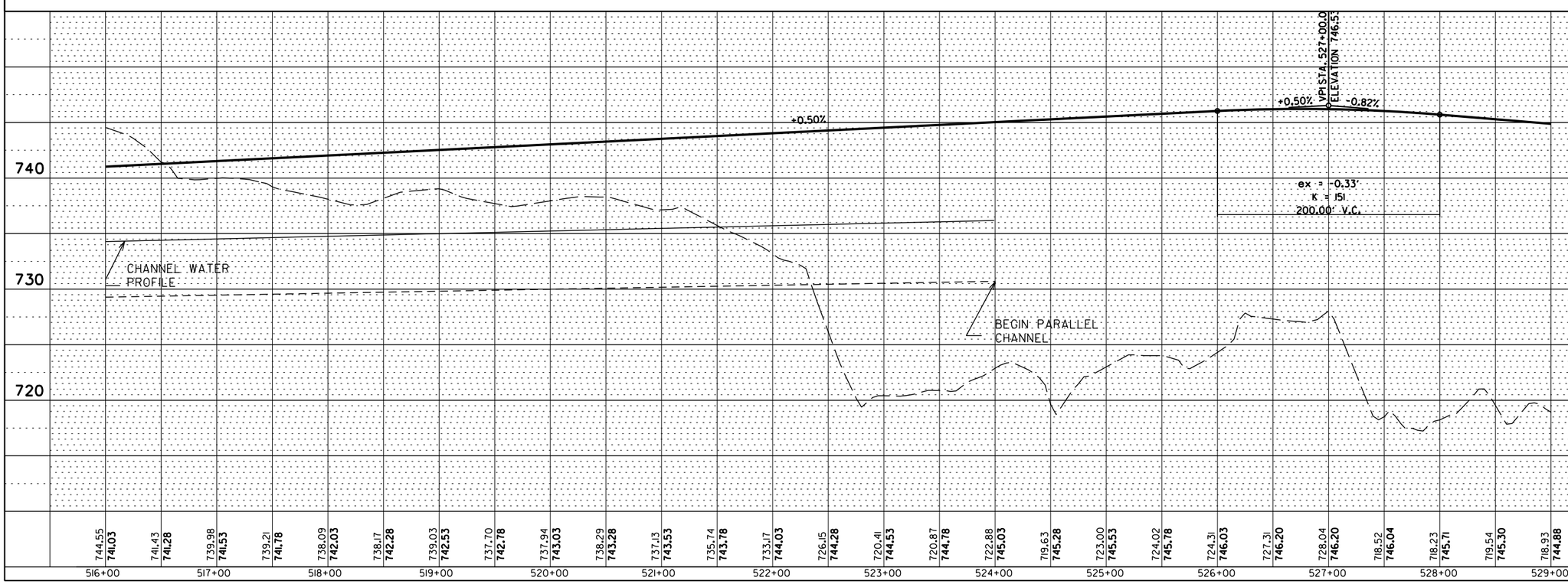

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
R.O.W. CHECKED			
NOTE BOOK	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADES CHECKED			
B.M. NOTED			
NOTE BOOK	STRUCTURE NOTAT'NS CHK'D		
NO.			

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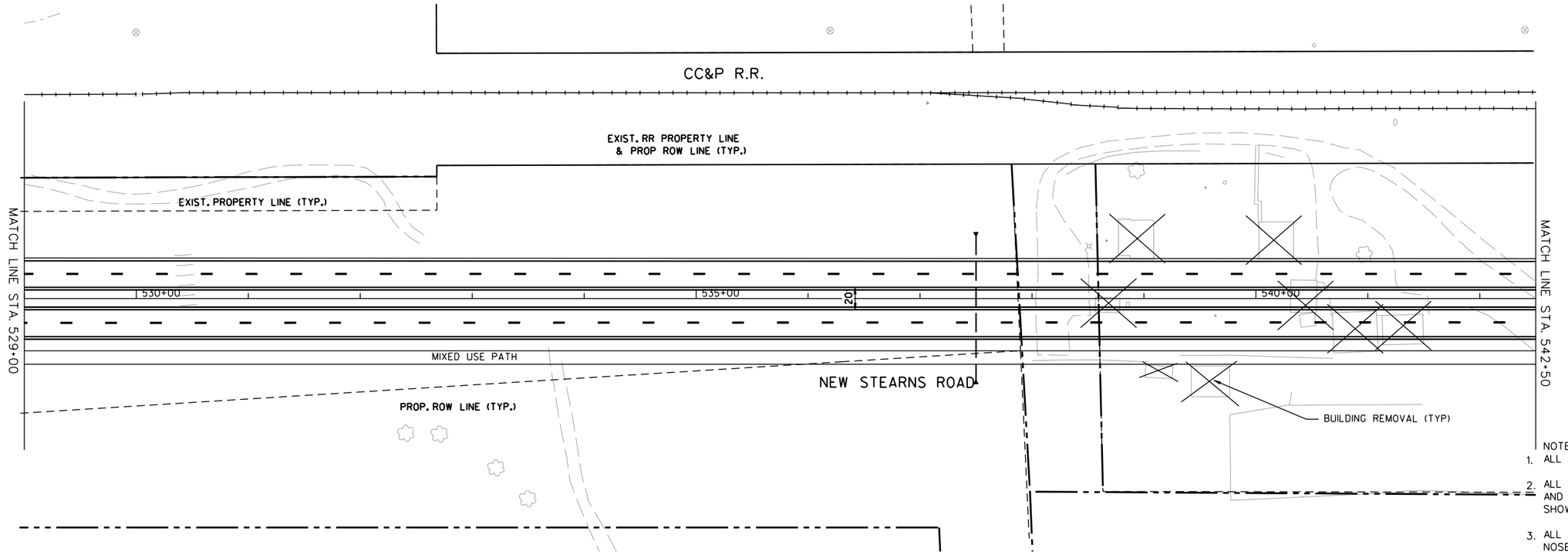
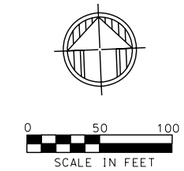
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	11
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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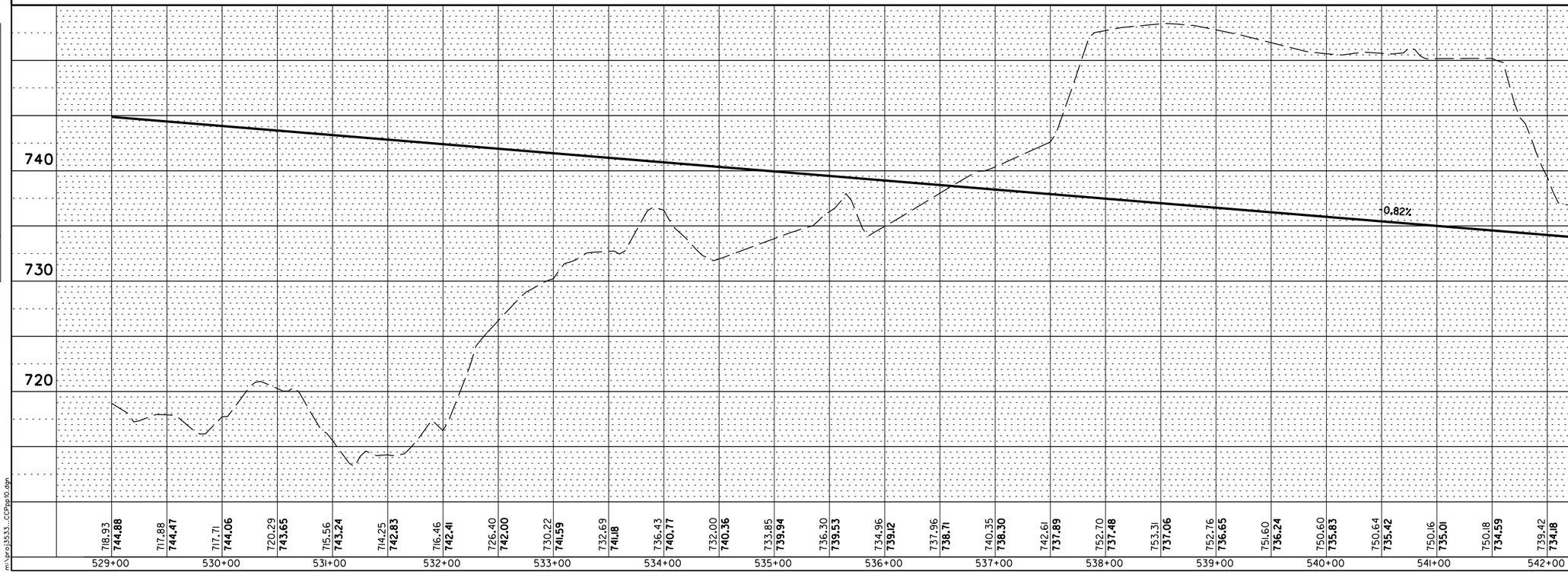

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
R.O.W. CHECKED			
NOTE BOOK	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADES CHECKED			
S.H. NOTES			
NOTE BOOK	STRUCTURE NOTAT'NS CH'KD		
NO.			

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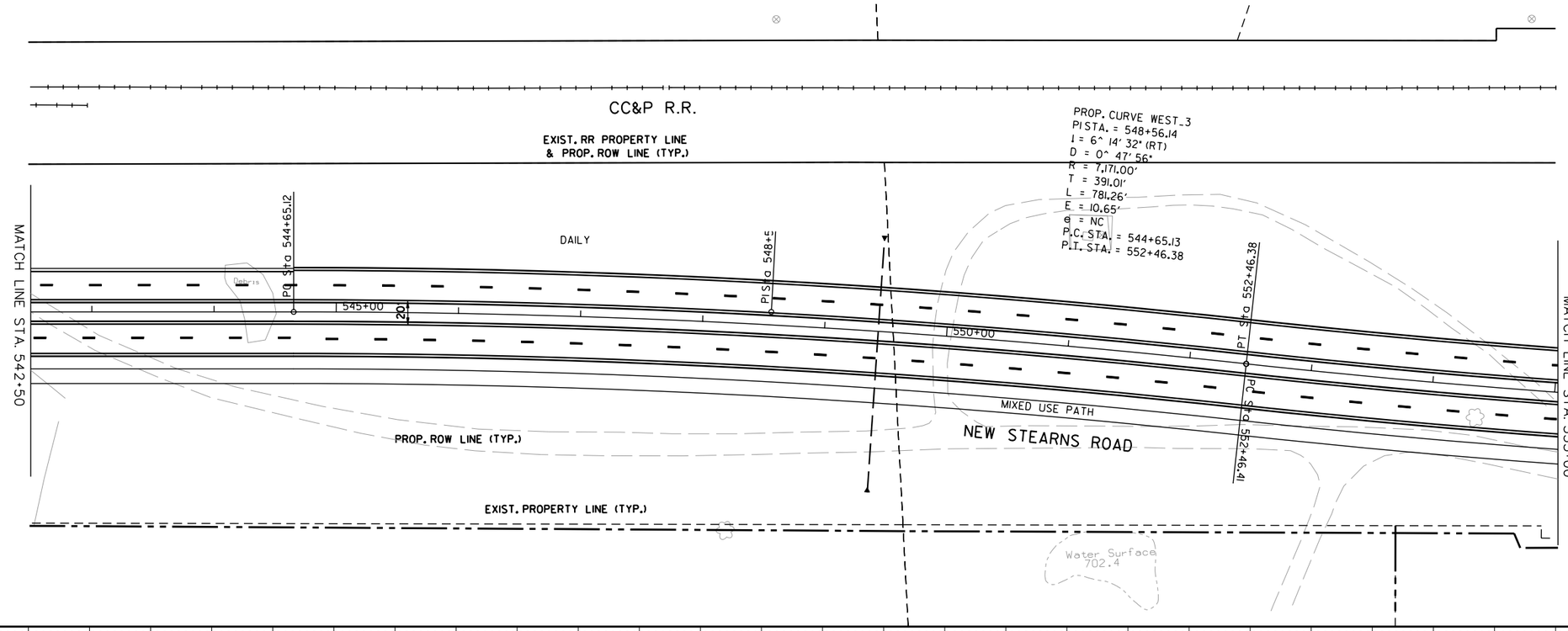
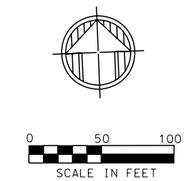
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	12
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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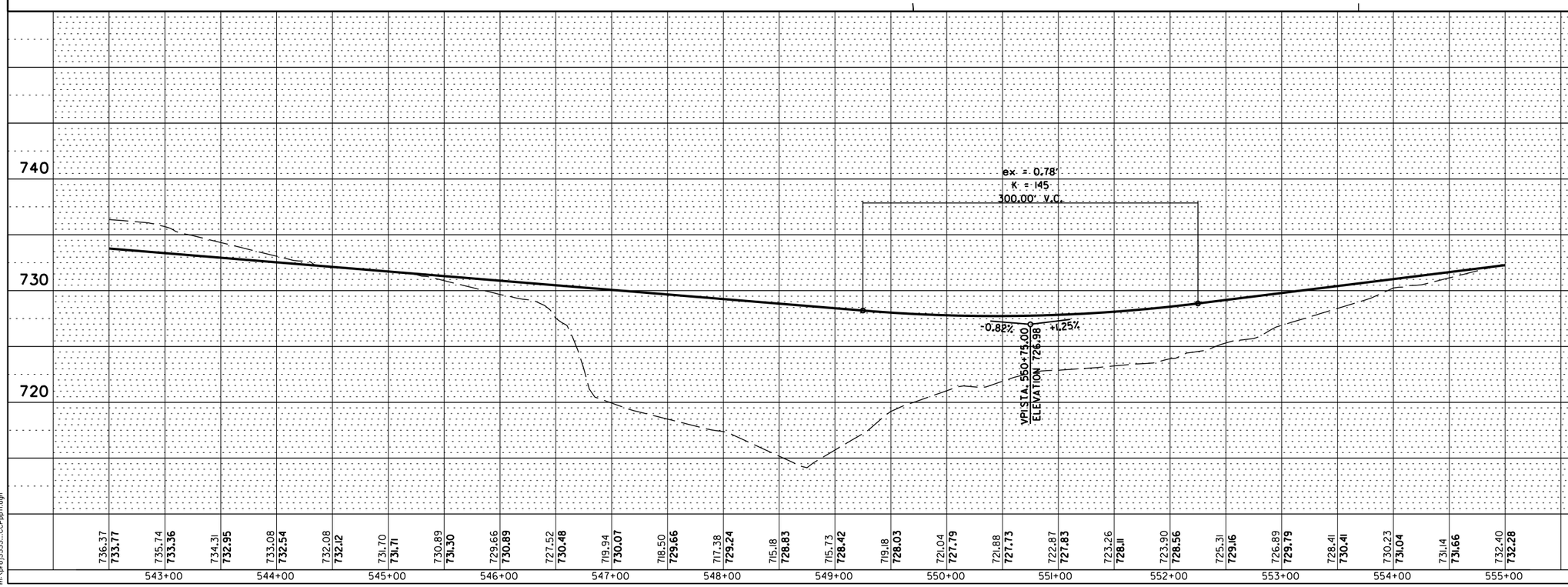

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN

SURVEYED	BY	DATE
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
NOTE BOOK		
NO.		
CADD FILE NAME		

PROFILE

SURVEYED	BY	DATE
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTAT'NS CH'KD		
NOTE BOOK		
NO.		

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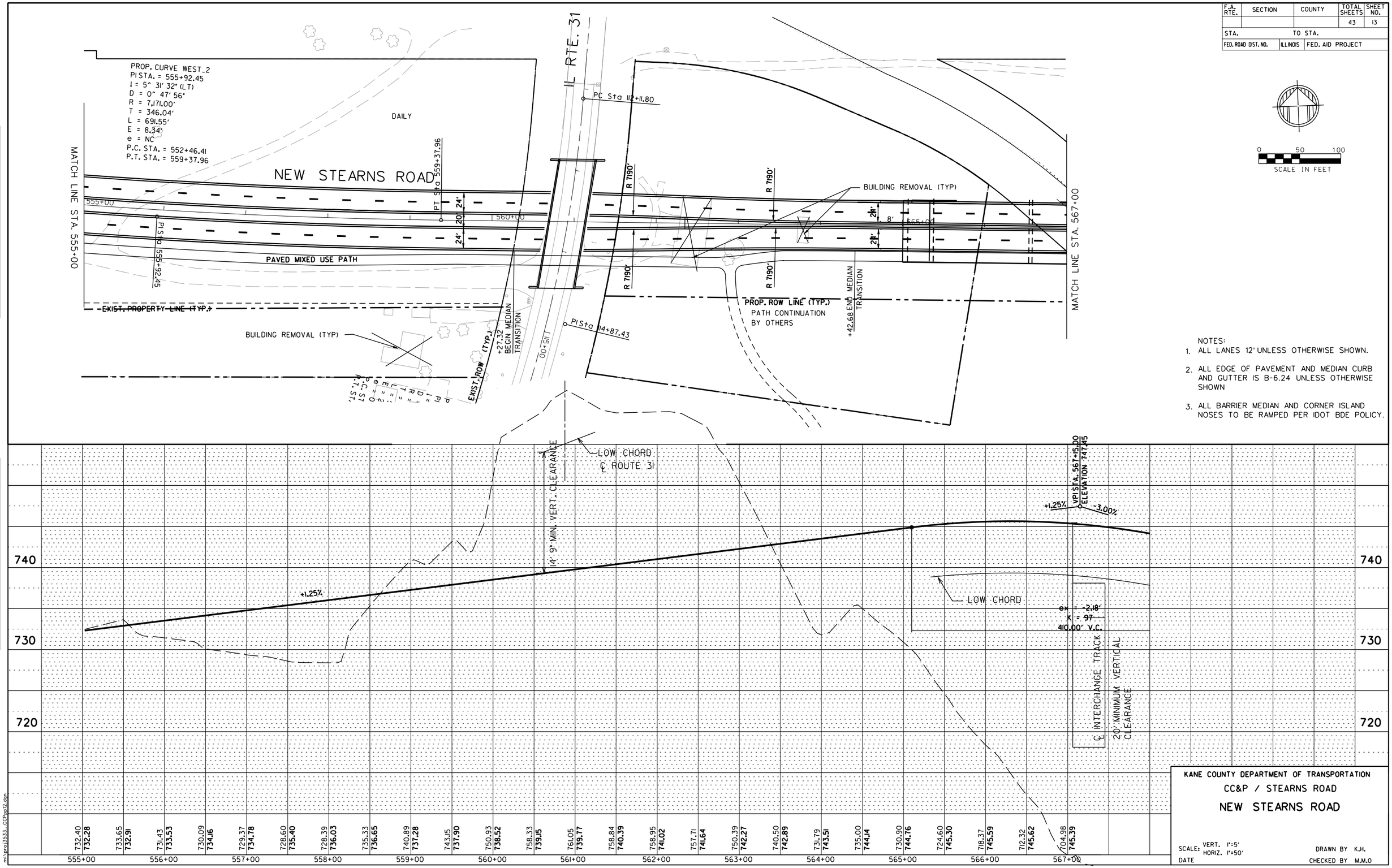
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	13
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

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PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
NOTE BOOK	CADD FILE NAME	
NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
BALNOTED		
NOTE BOOK	STRUCTURE NOTAT'NS CH'KD	
NO.		

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

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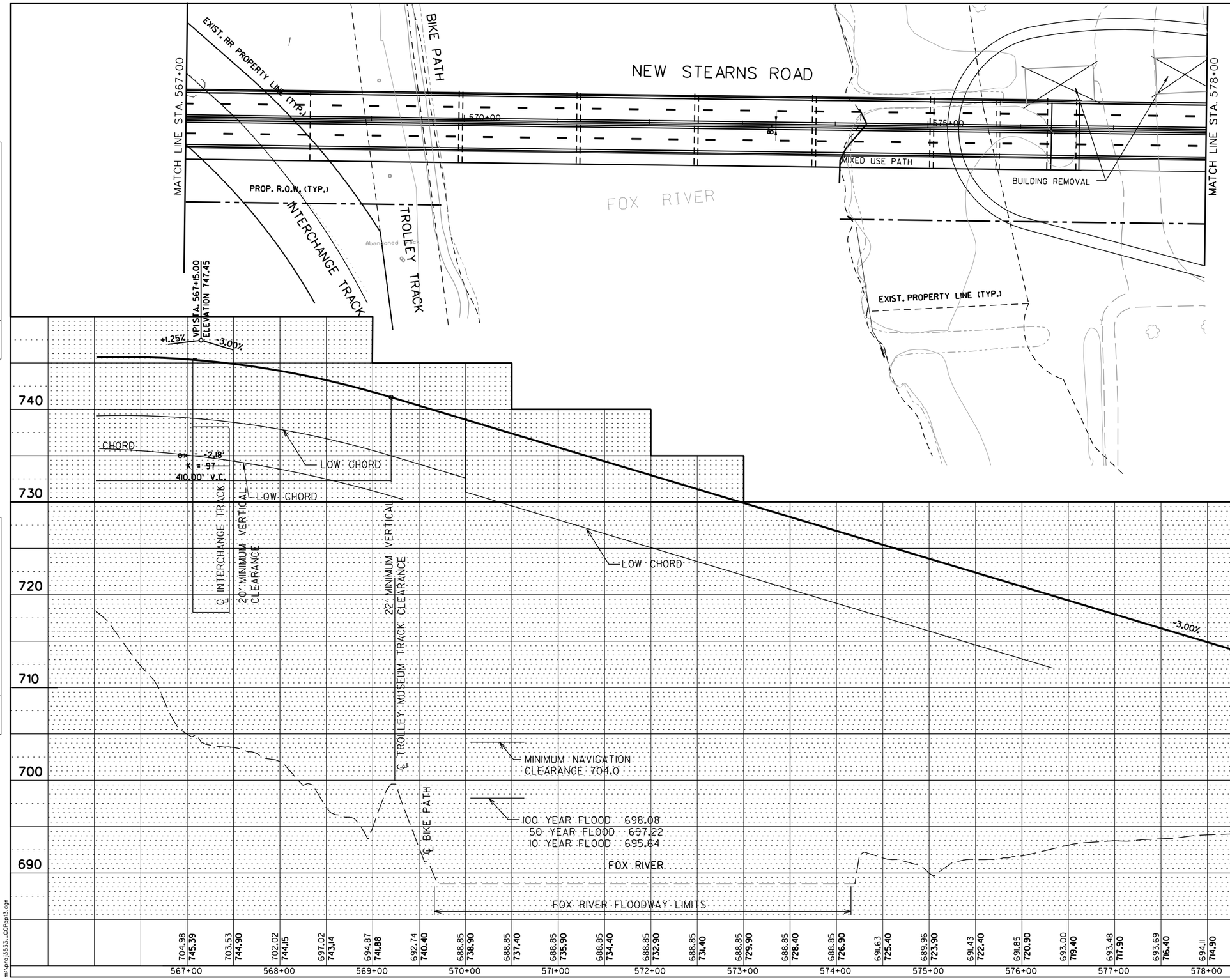
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	14
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



0 50 100
SCALE IN FEET

NOTES:
1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
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PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
S.H. NOTES SYMBOLIZED	NOTATNS CHKD	
NOTE BOOK NO.		

KANE COUNTY DEPARTMENT OF TRANSPORTATION
CC&P / STEARNS ROAD
NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE

DRAWN BY K.H.
CHECKED BY M.M.O

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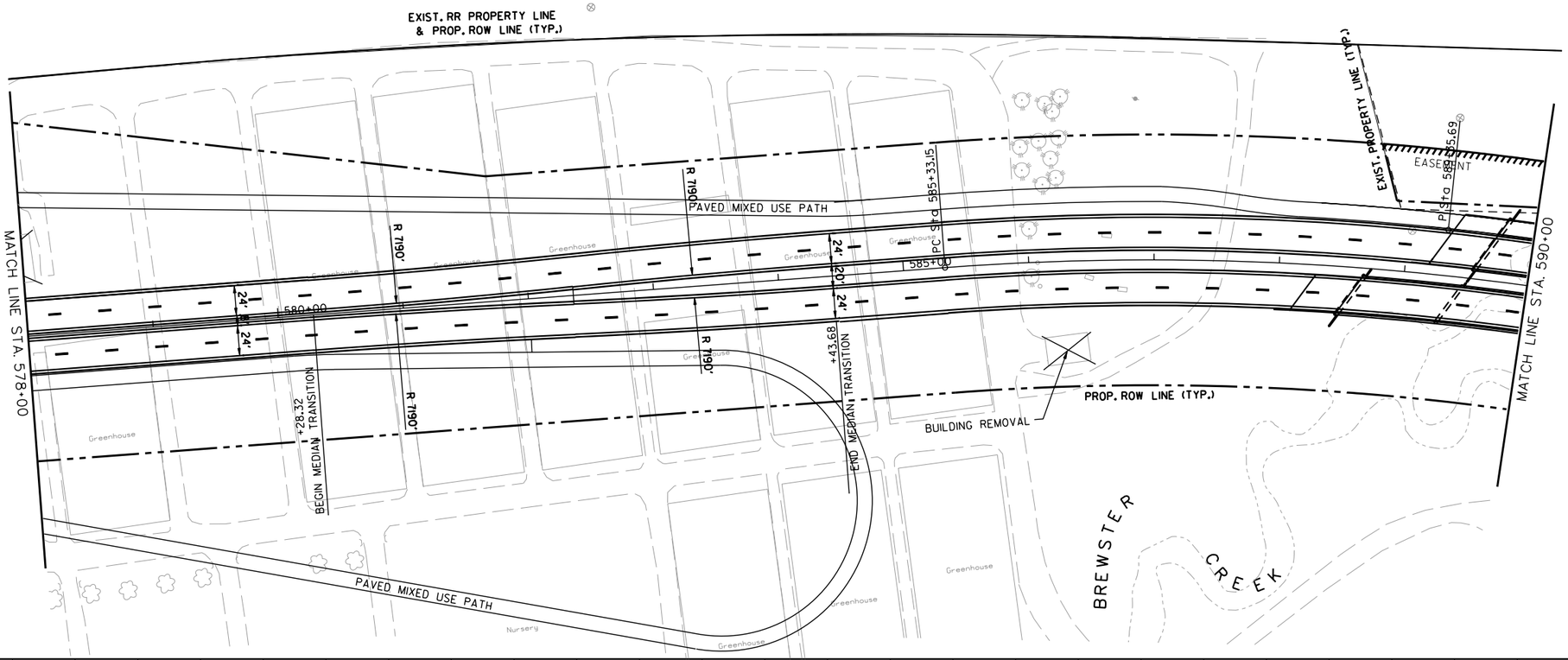
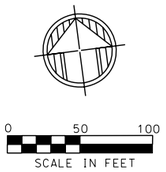
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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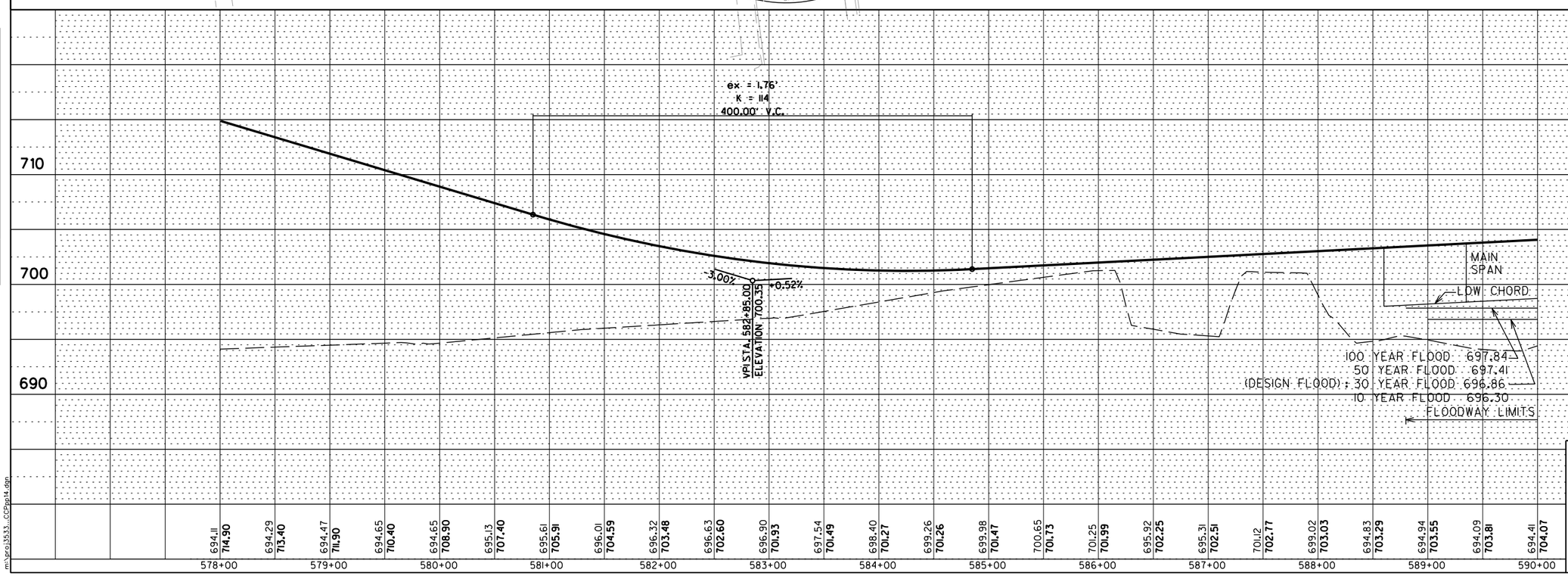

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
NOTE BOOK NO.	CADD FILE NAME	

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
NOTE BOOK NO.	STRUCTURE NOTATIONS CHKD	

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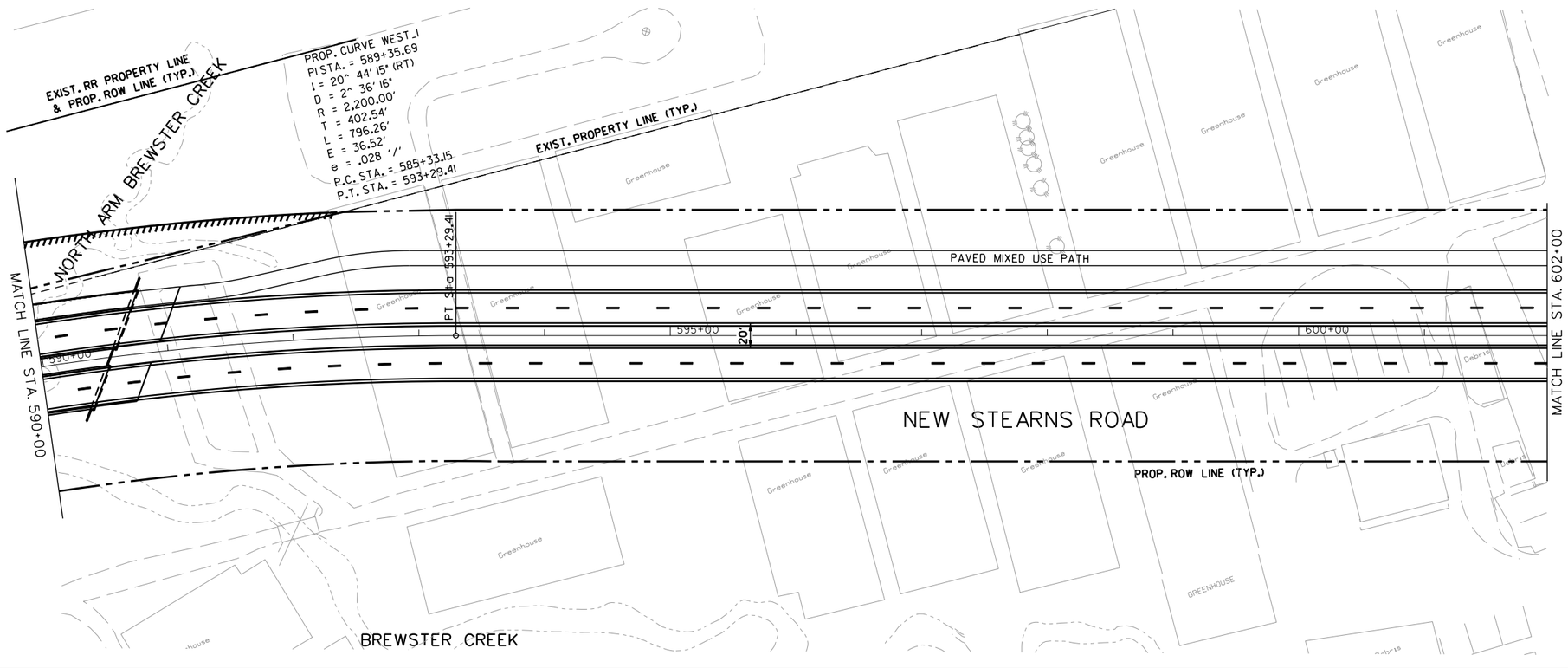
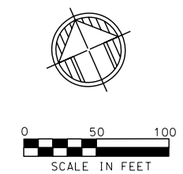
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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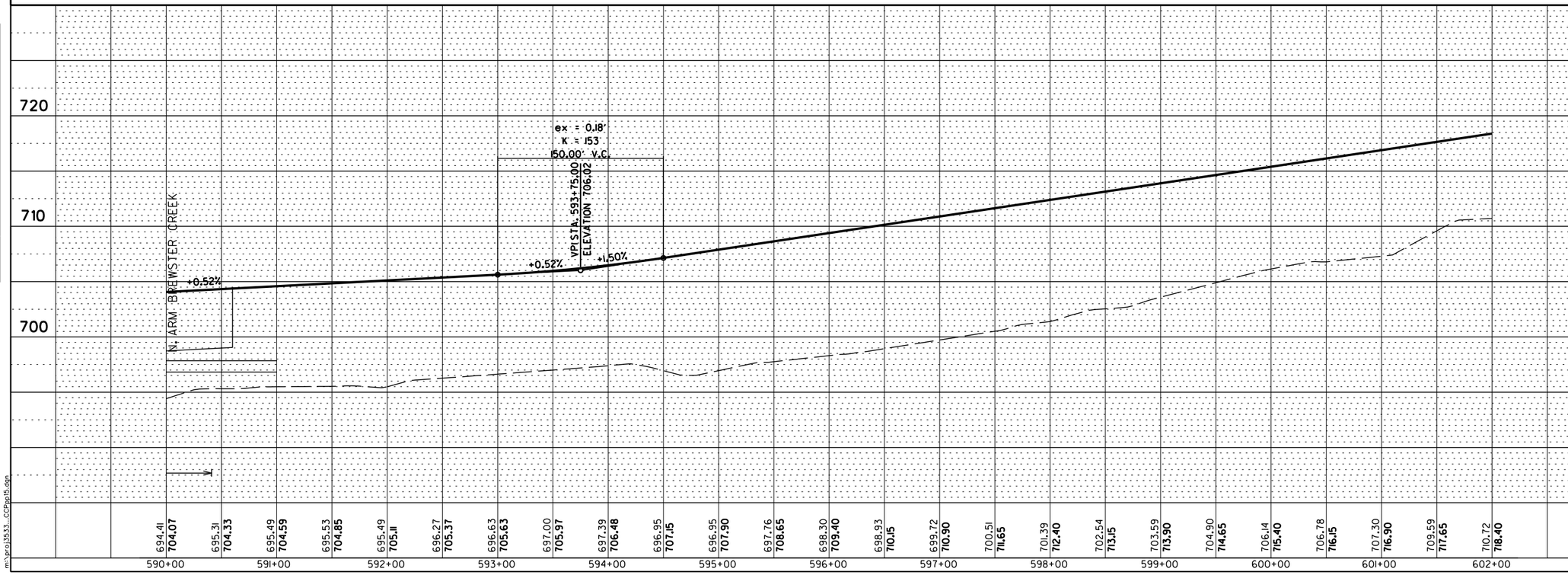

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN

NOTE BOOK NO.	SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. CHECKED / CADD FILE NAME	BY	DATE

PROFILE

NOTE BOOK NO.	SURVEYED / PLOTTED / GRADES CHECKED / S.A. NOTES / STRUCTURE NOTAT'NS CH'KD	BY	DATE

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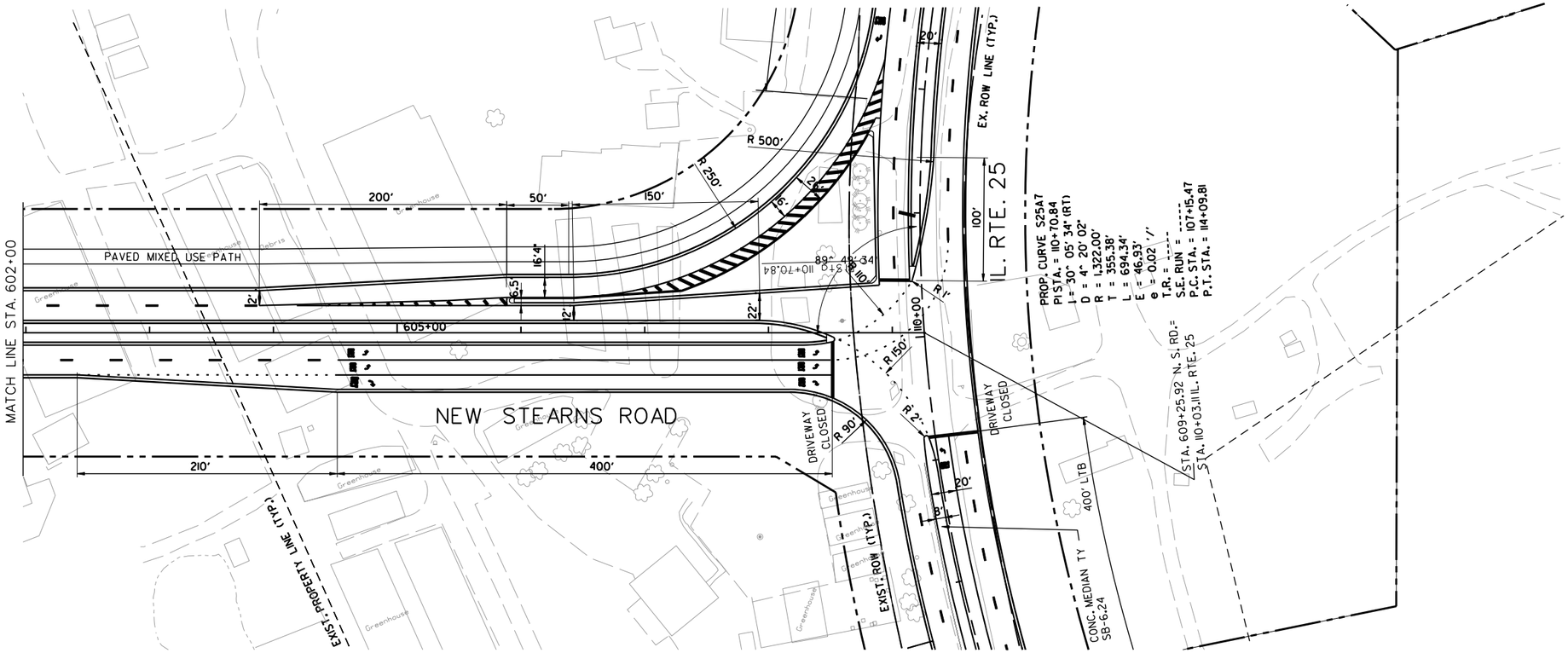
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	17
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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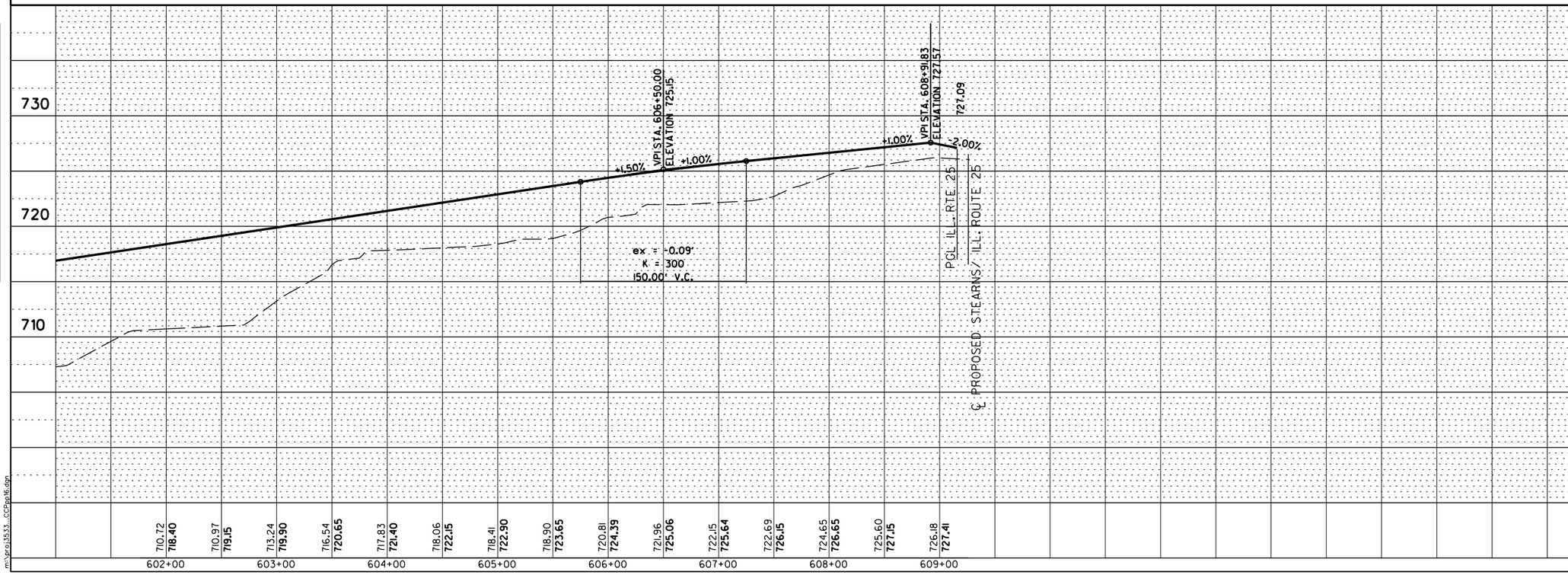

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
S.A. NOTES		
SIGNATURE NOTATNS CHKD		
NOTE BOOK NO.		

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

NEW STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

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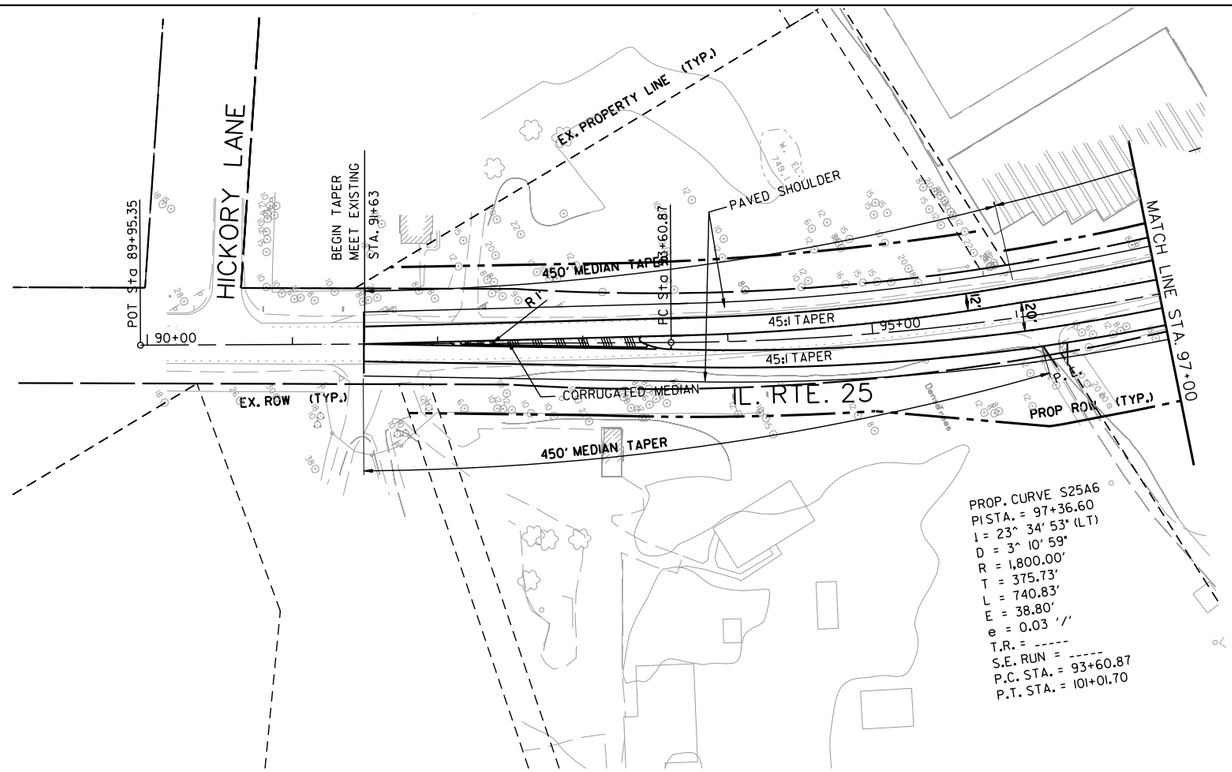
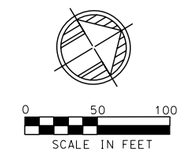
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	18
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





NOTES:

1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
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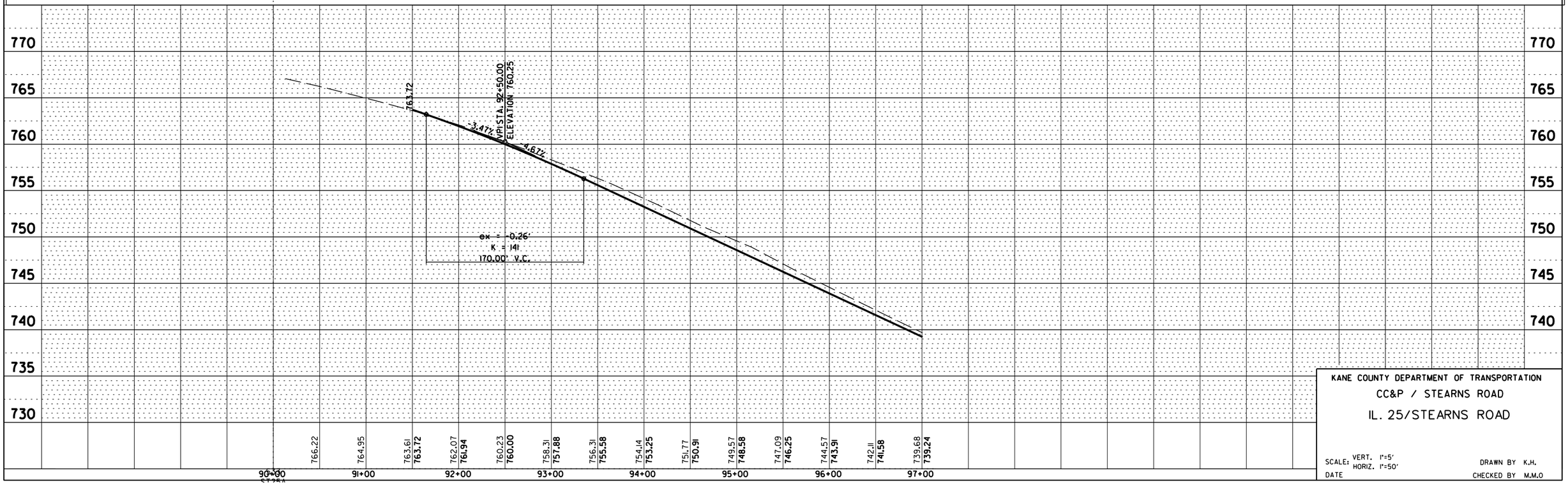
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.

PLAN

SURVEYED	BY	DATE
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
CADD FILE NAME		

NOTE BOOK NO.



PROFILE

SURVEYED	BY	DATE
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTAT'NS CHK'D		

NOTE BOOK NO.

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

IL. 25/STEARNS ROAD

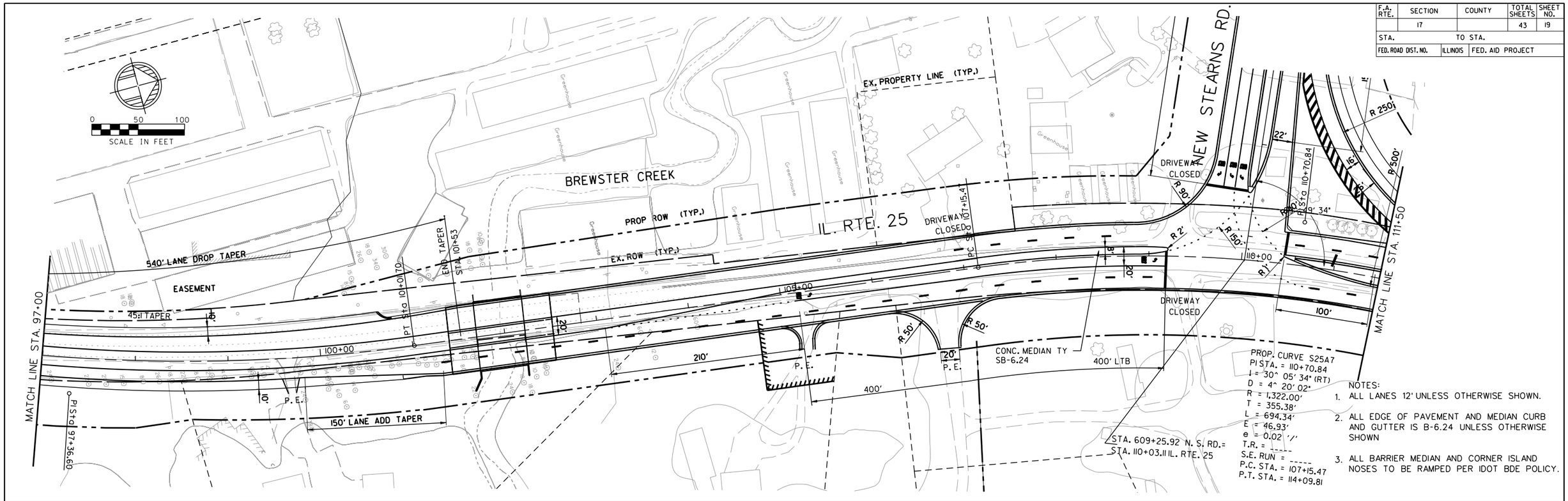
SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	17		43	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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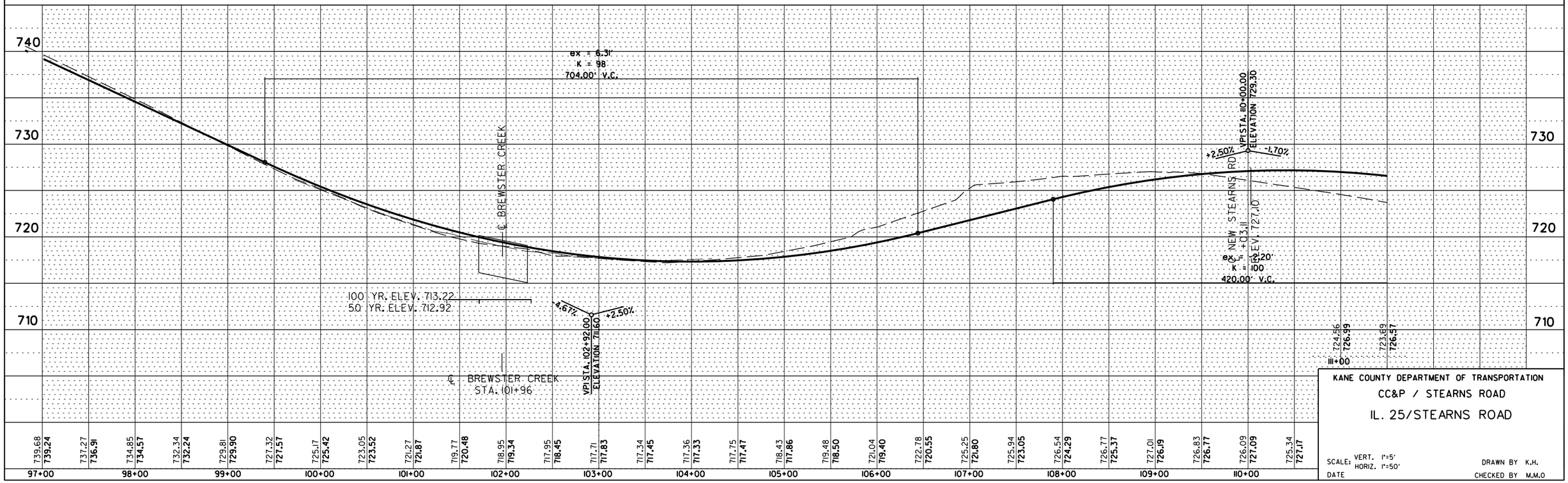

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

IL. 25/STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
S.M. NOTES		
STRUCTURE NOTAT'NS CHK'D		
NOTE BOOK NO.		

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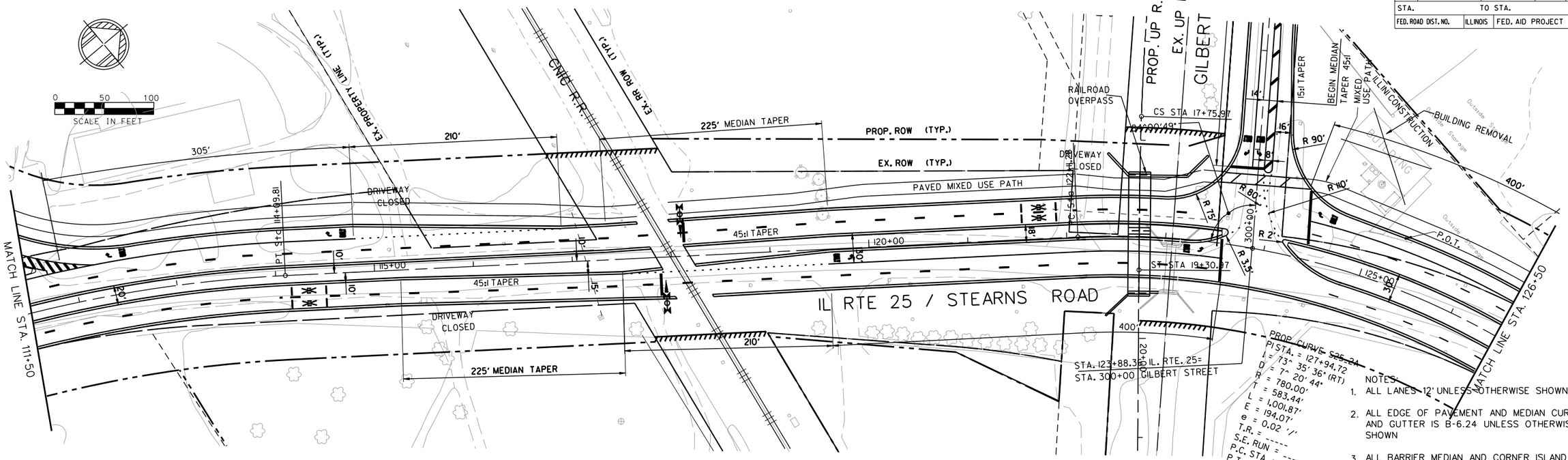
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	20
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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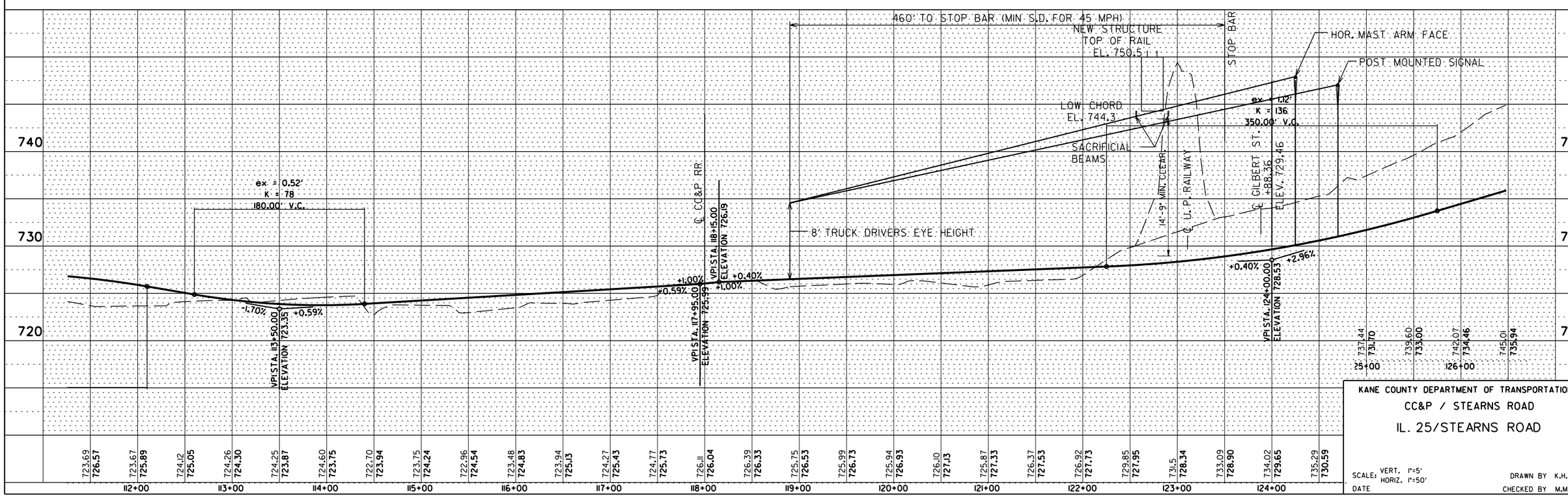


KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

IL. 25/STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

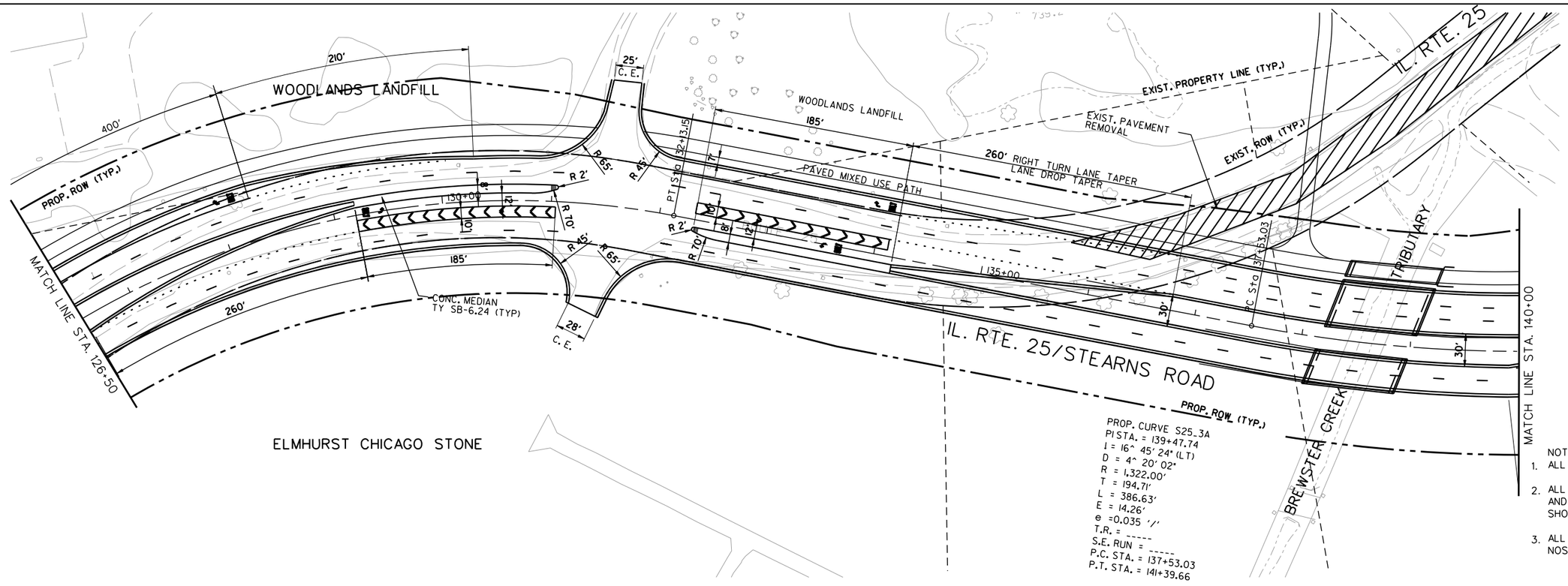
DRAWN BY K.H.

CHECKED BY M.M.O

PLAN: SURVEYED / PLOTTED / ALIGNMENT CHECKED / P.I.'S CHECKED / CADD FILE NAME / NOTE BOOK NO. / BY / DATE

PROFILE: SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK NO. / BY / DATE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	21
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROP. CURVE S25_3A
PI STA. = 139+47.74
I = 16^ 45' 24" (LT)
D = 4^ 20' 02"
R = 1,322.00'
T = 194.71'
L = 386.63'
E = 14.26'
e =0.035 '/'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 137+53.03
P.T. STA. = 141+39.66

0 50 100
SCALE IN FEET

NOTES:
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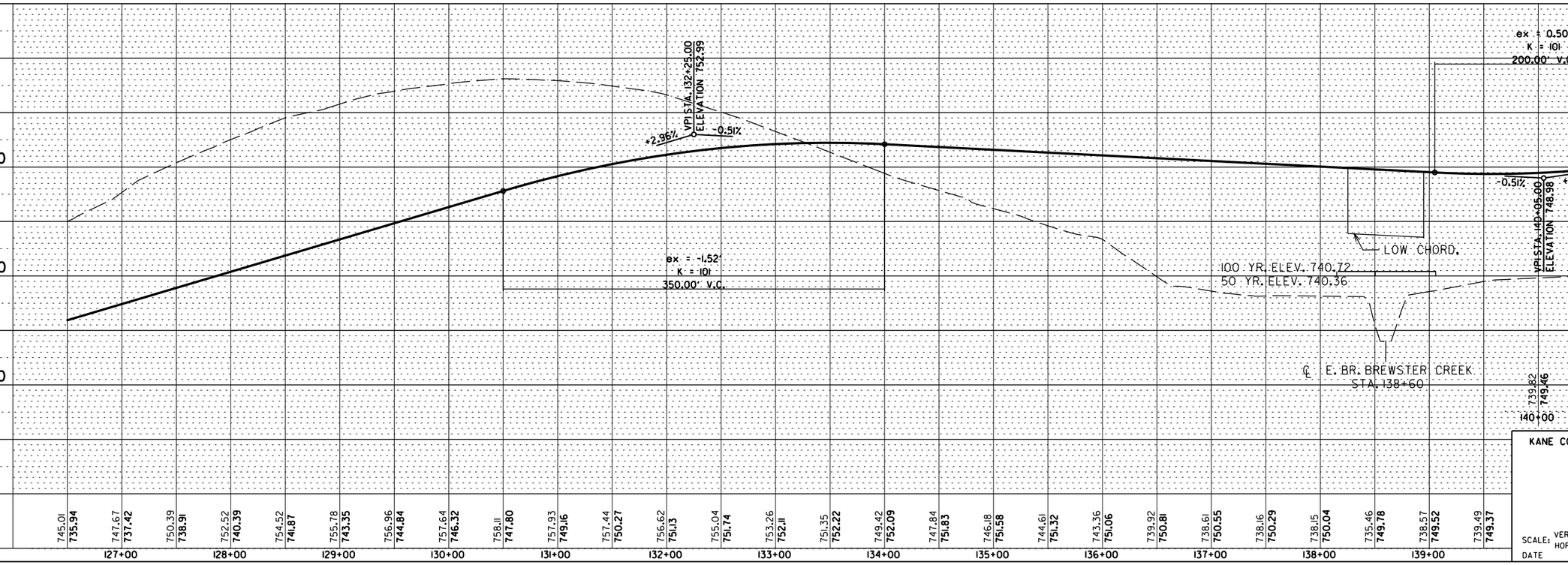

KANE COUNTY DEPARTMENT OF TRANSPORTATION
CC&P / STEARNS ROAD
IL. 25/STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'
DATE
DRAWN BY K.H.
CHECKED BY M.M.O

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
NOTE BOOK NO.	CADD FILE NAME	

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
SAN. NOTES		
NOTE BOOK NO.	STRUCTURE NOTATIONS CHKD	

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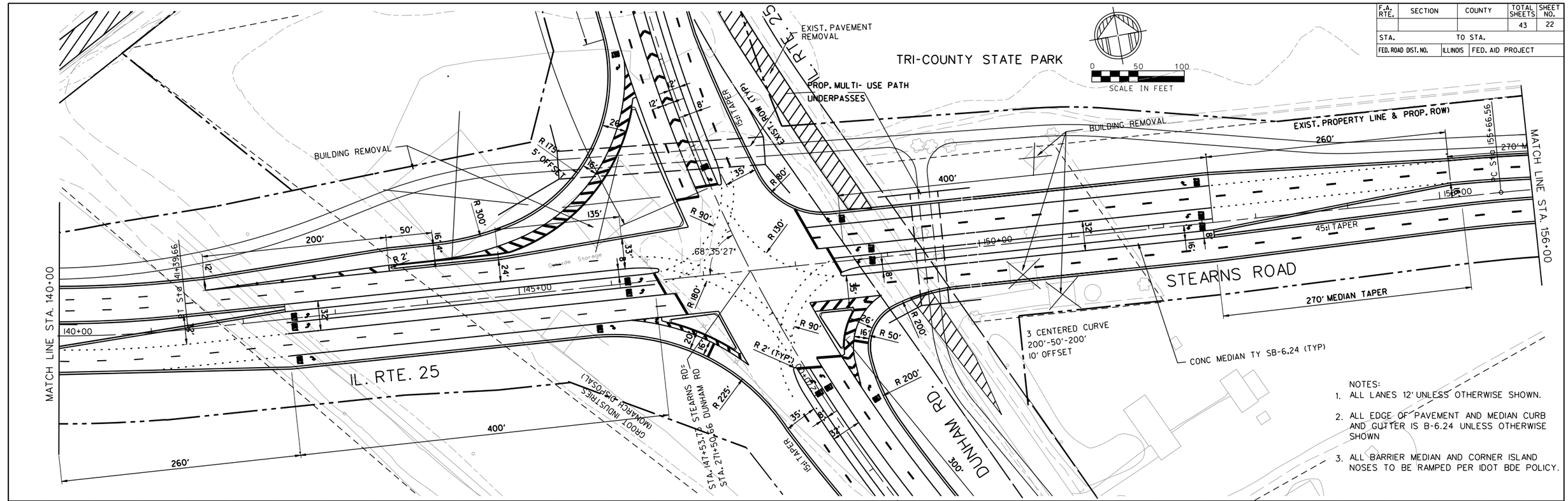
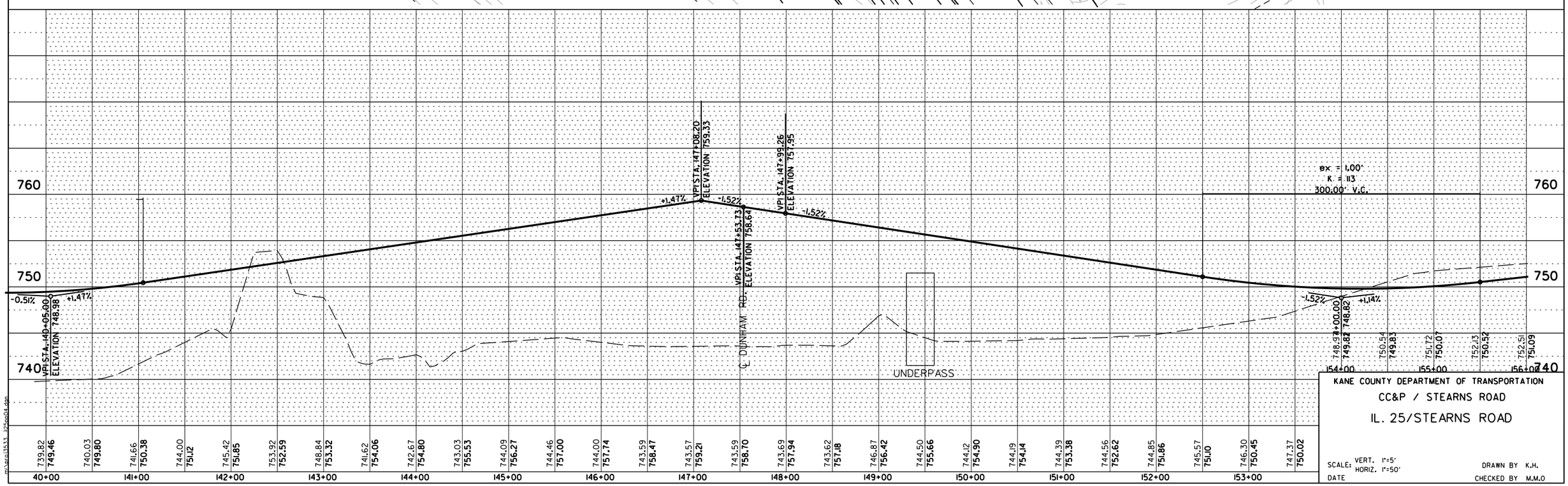
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	22
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

IL. 25/STEARNS ROAD

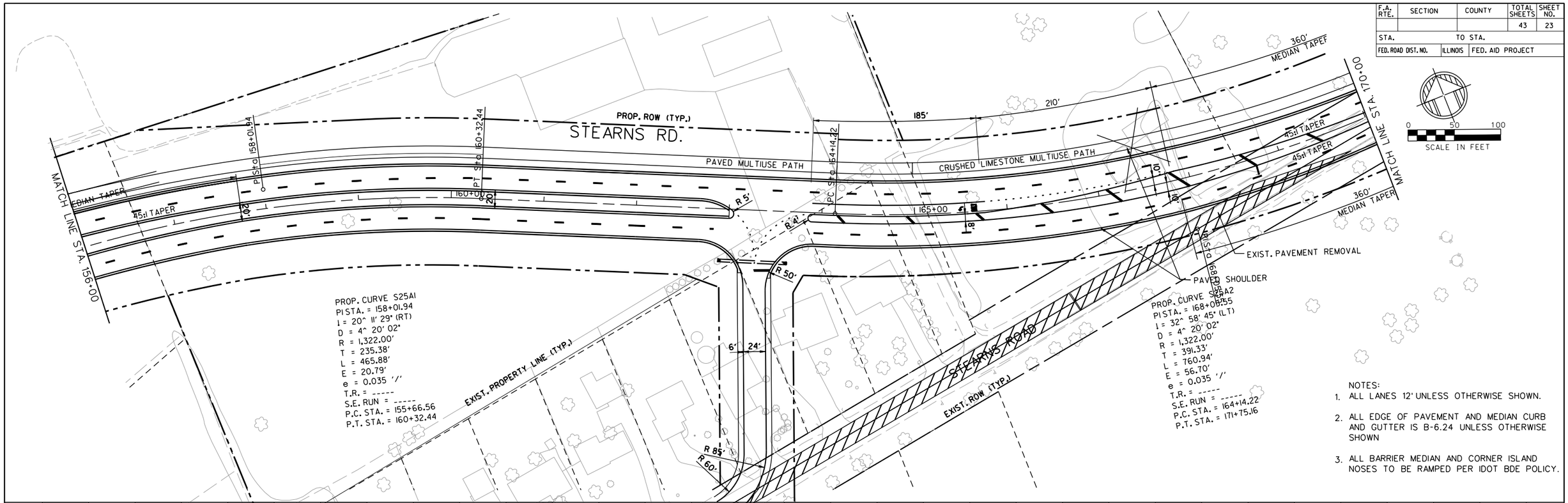
SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	23
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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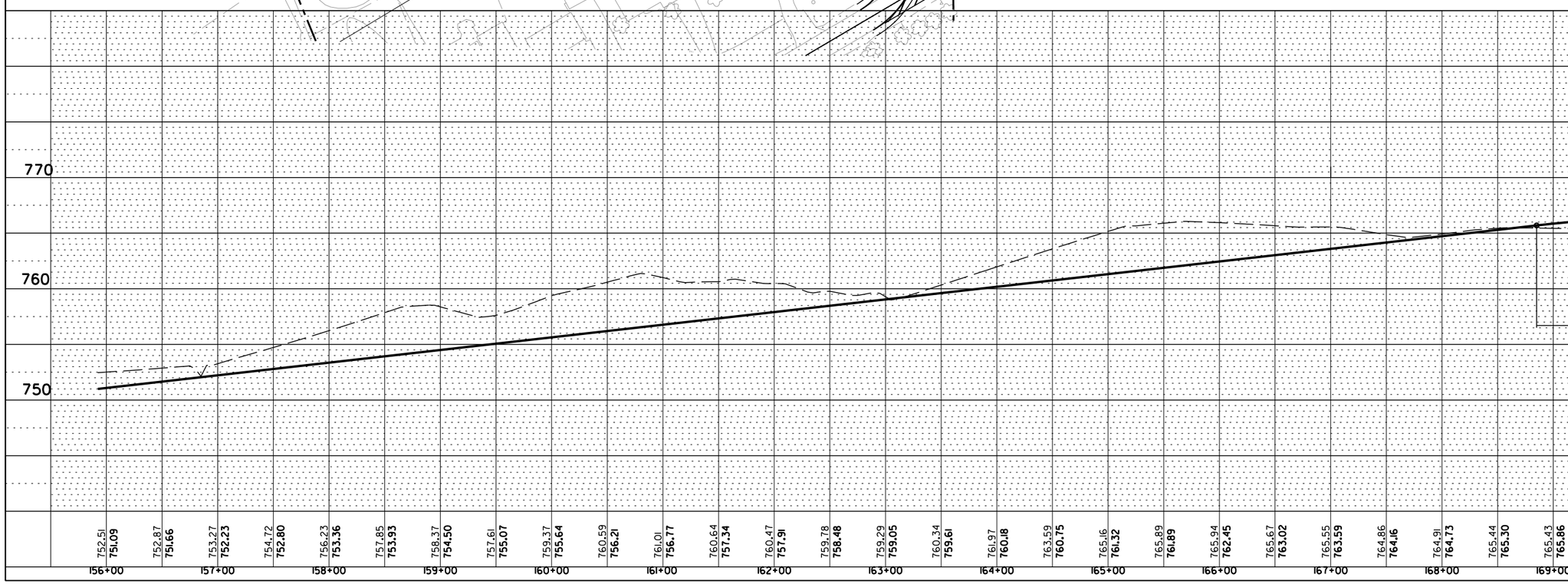

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
PLAN NOTES		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
S.A. NOTES		
STRUCTURE NOTAT'NS CH'KD		
NOTE BOOK NO.		

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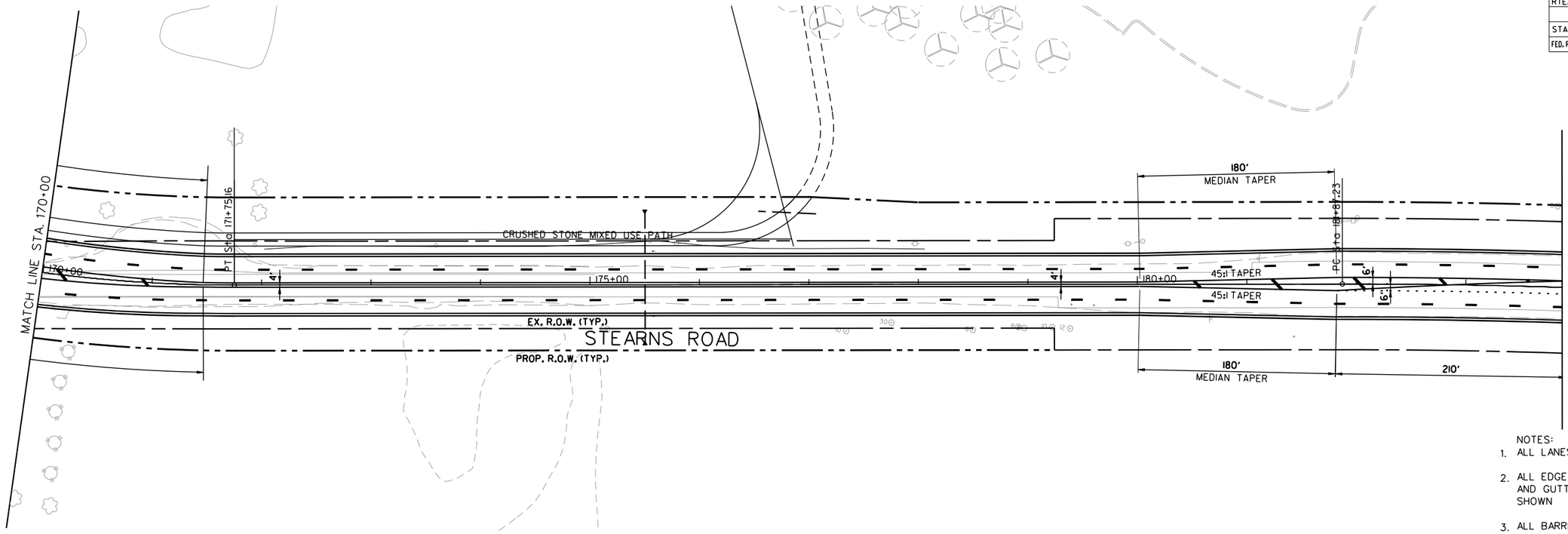
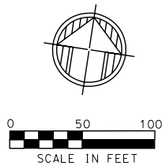
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	24
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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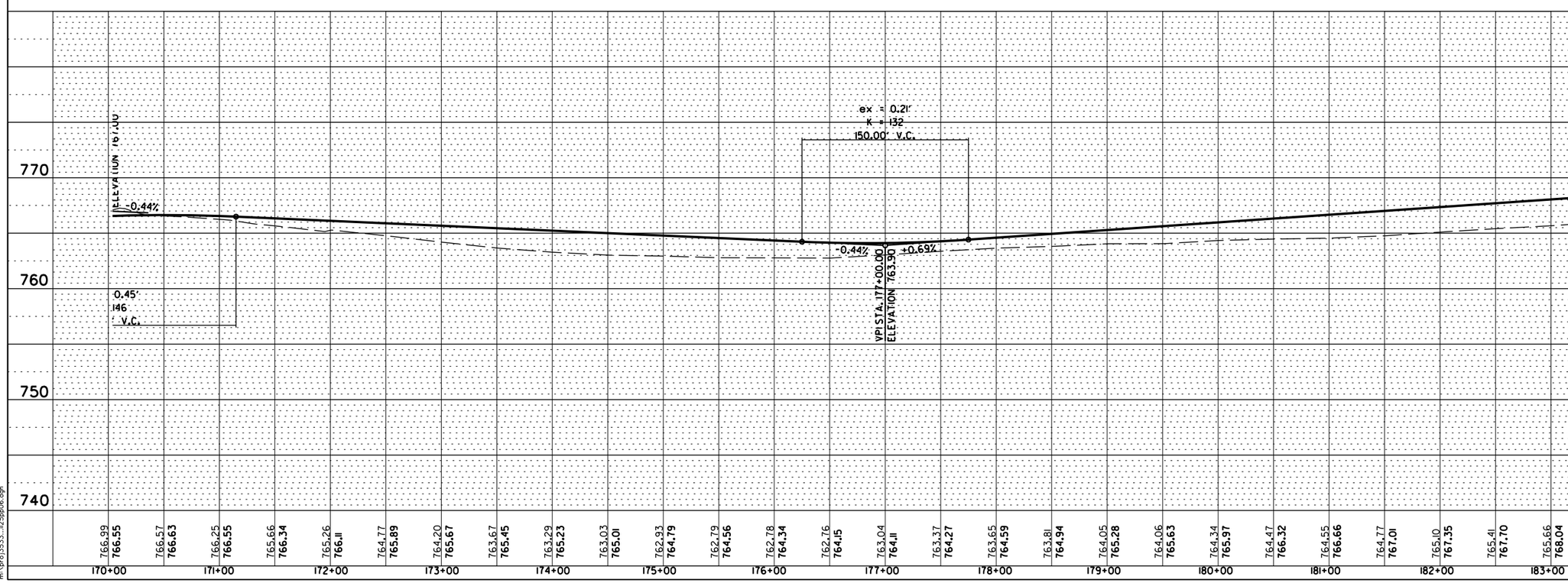

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
SURVEYED			
PLOTTED			
ALIGNMENT CHECKED			
R.O.W. CHECKED			
NOTE BOOK	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
SURVEYED			
PLOTTED			
GRADES CHECKED			
STAL NOTES			
NOTE BOOK	STRUCTURE NOTAT'NS CHK'D		
NO.			

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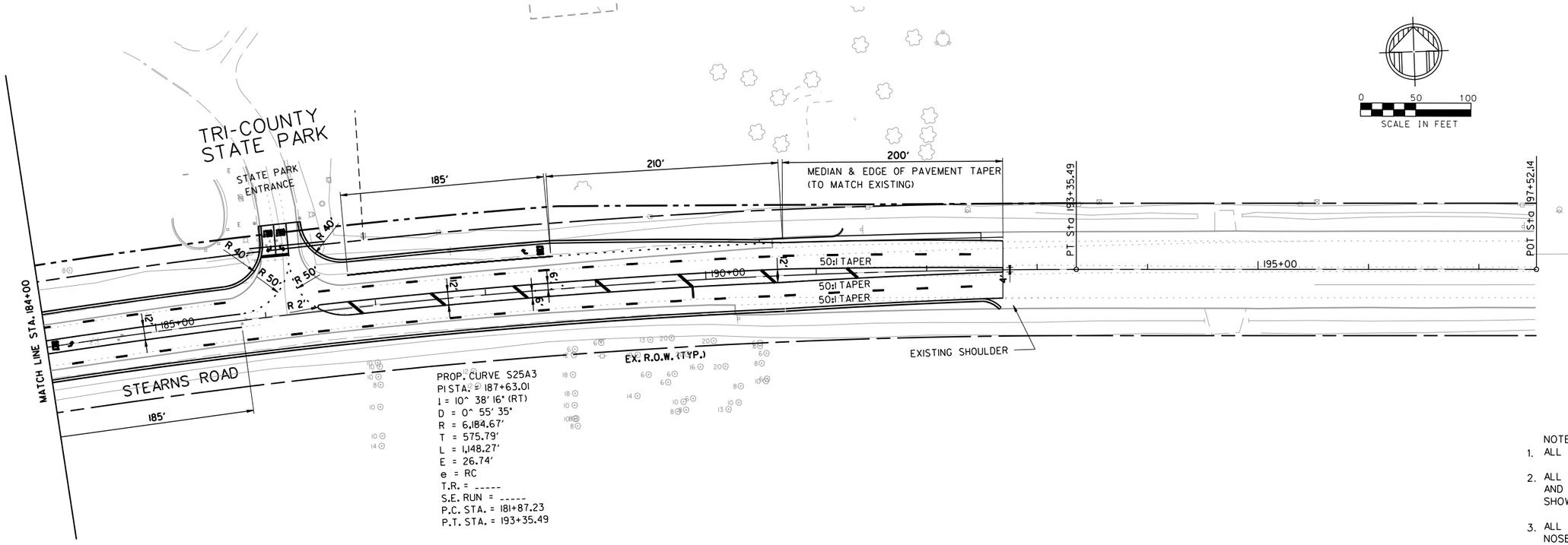
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	25
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



0 50 100
SCALE IN FEET

NOTES:
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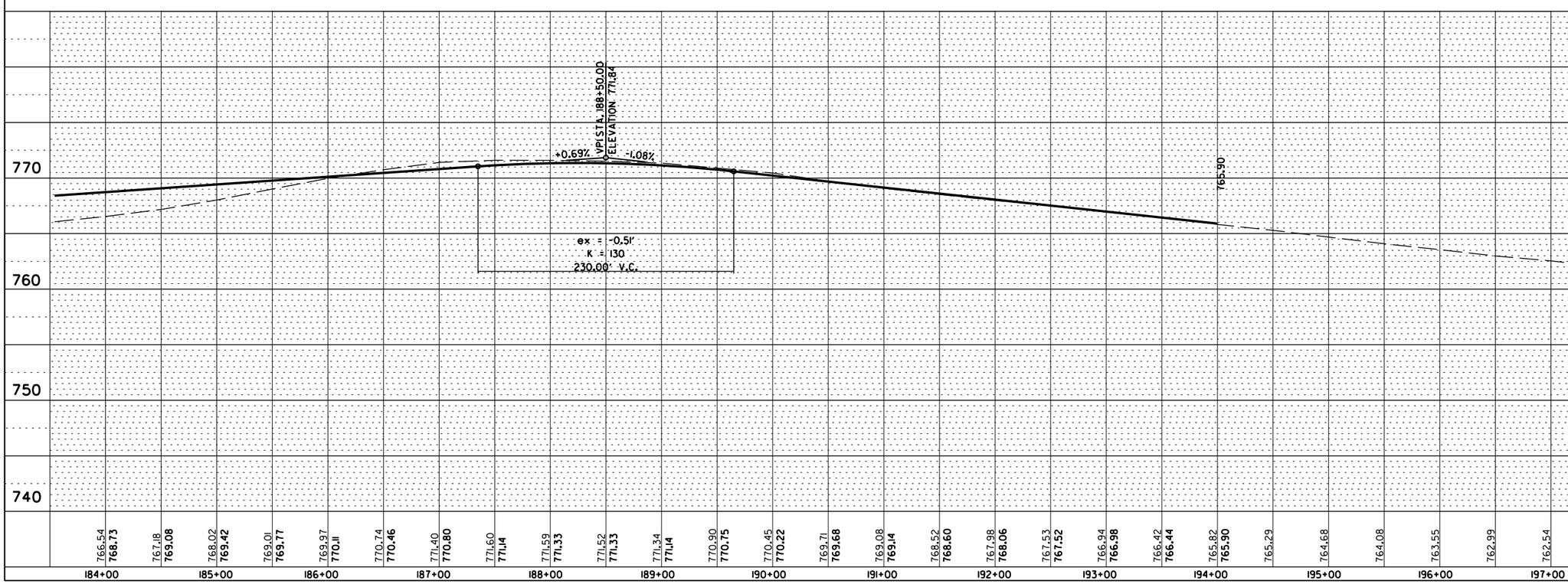

KANE COUNTY DEPARTMENT OF TRANSPORTATION

STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. CHECKED / CADD FILE NAME / NOTE BOOK NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / SAN. NOTES / STRUCTURE NOTAT'NS CHK'D / NOTE BOOK NO. / BY / DATE

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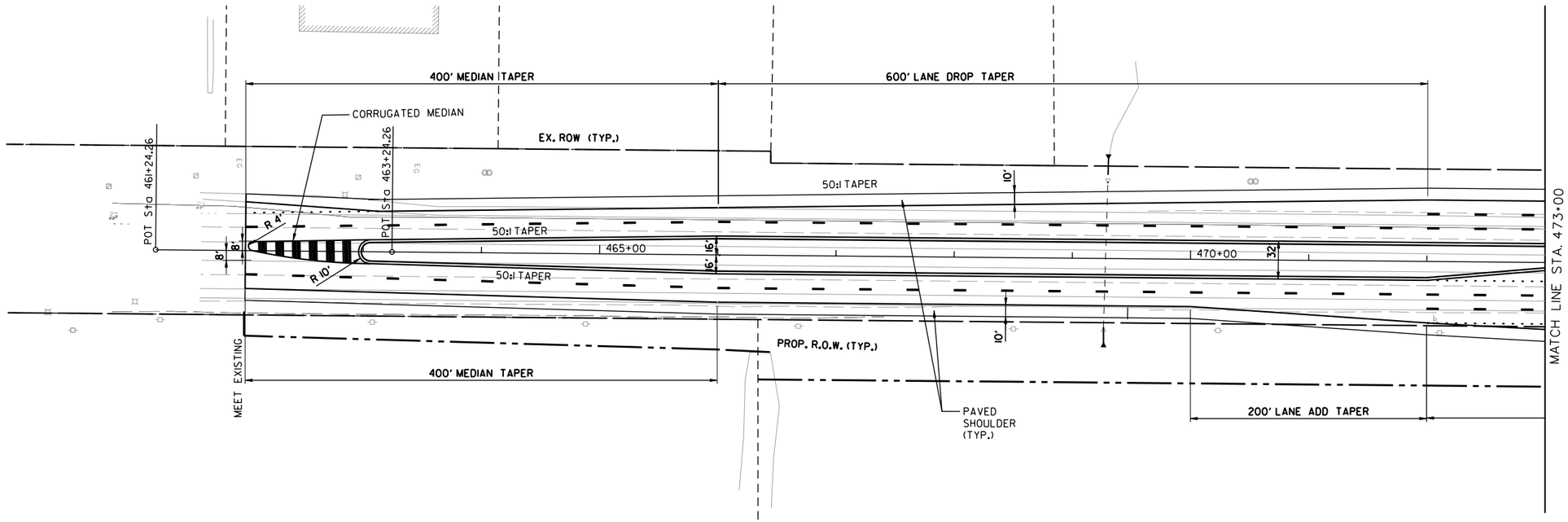
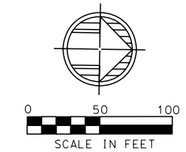
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	26
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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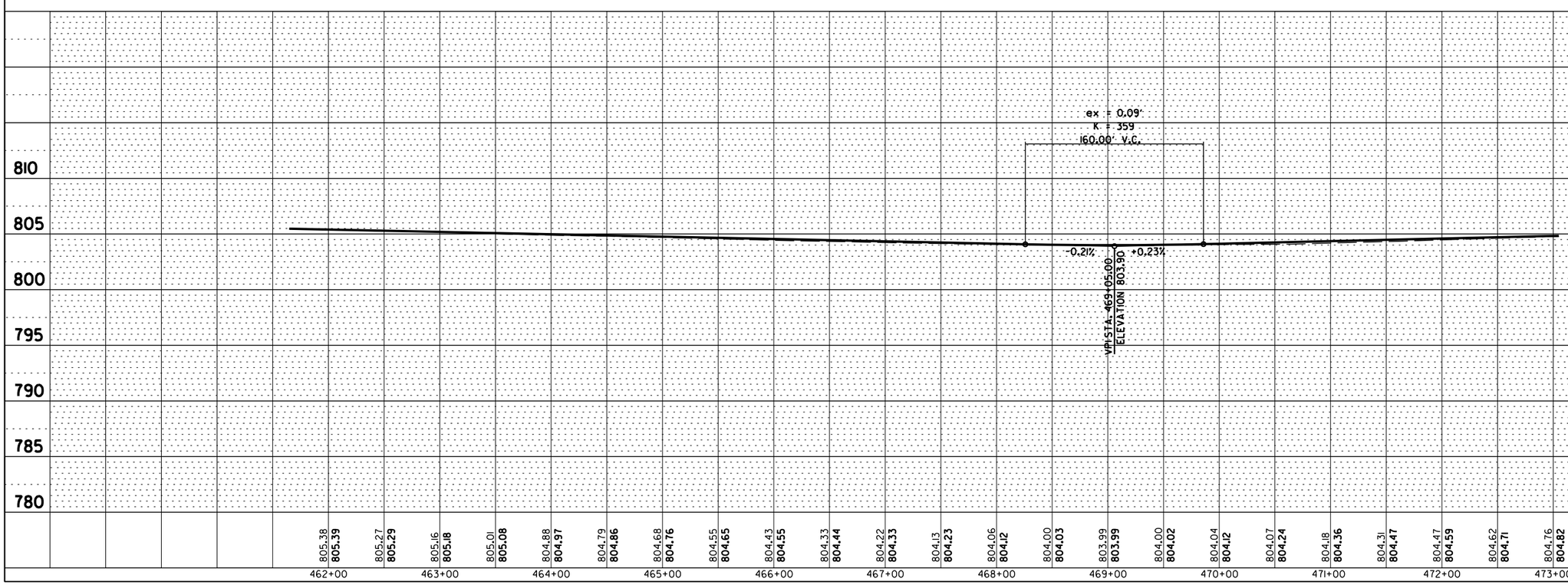


KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

RANDALL ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

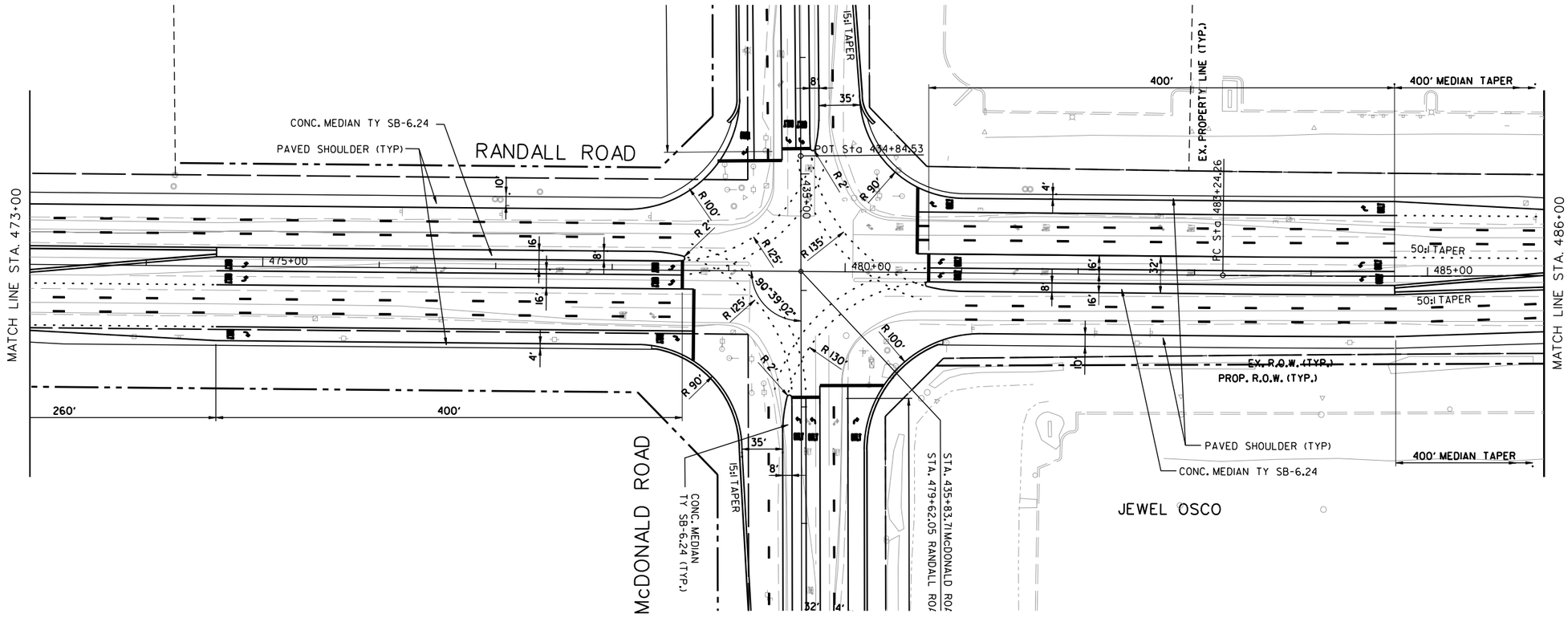
DRAWN BY K.H.

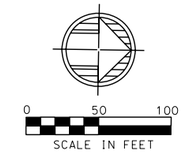
CHECKED BY M.M.O

PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	R.O.W. CHECKED		
	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	S.M. NOTES		
	STRUCTURE NOTAT'NS CHK'D		
NO.			

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	27
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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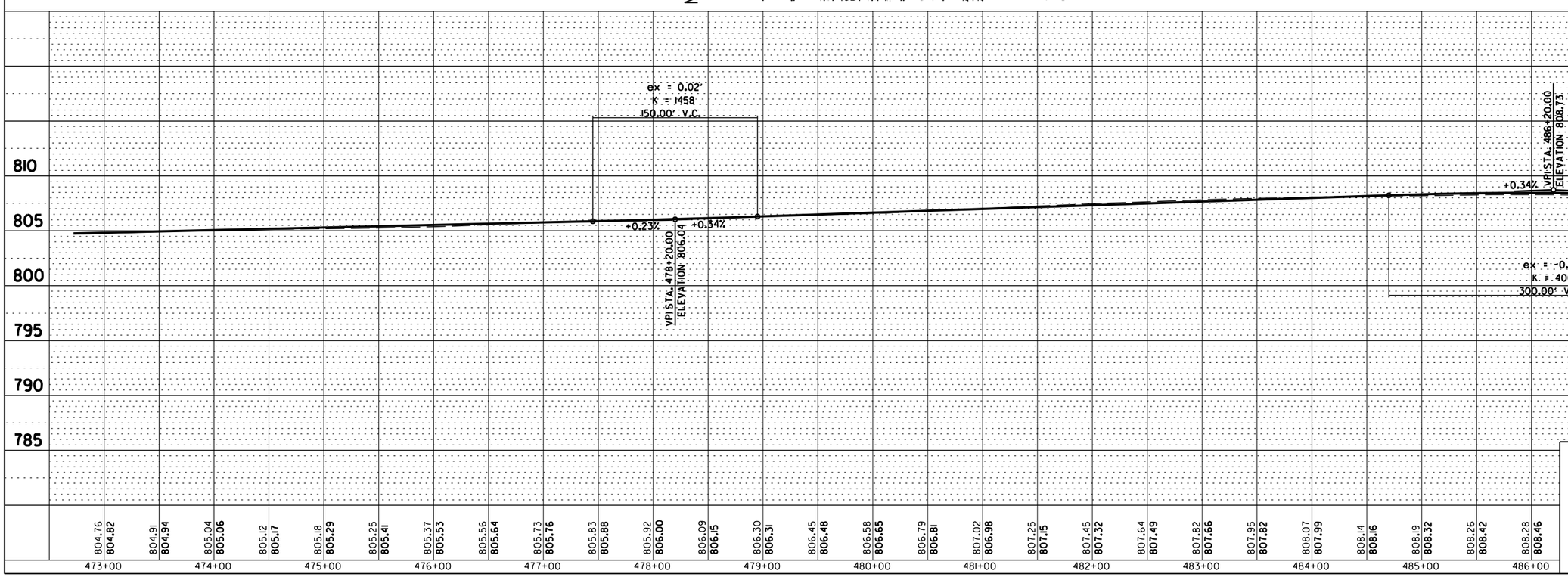


KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

RANDALL ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

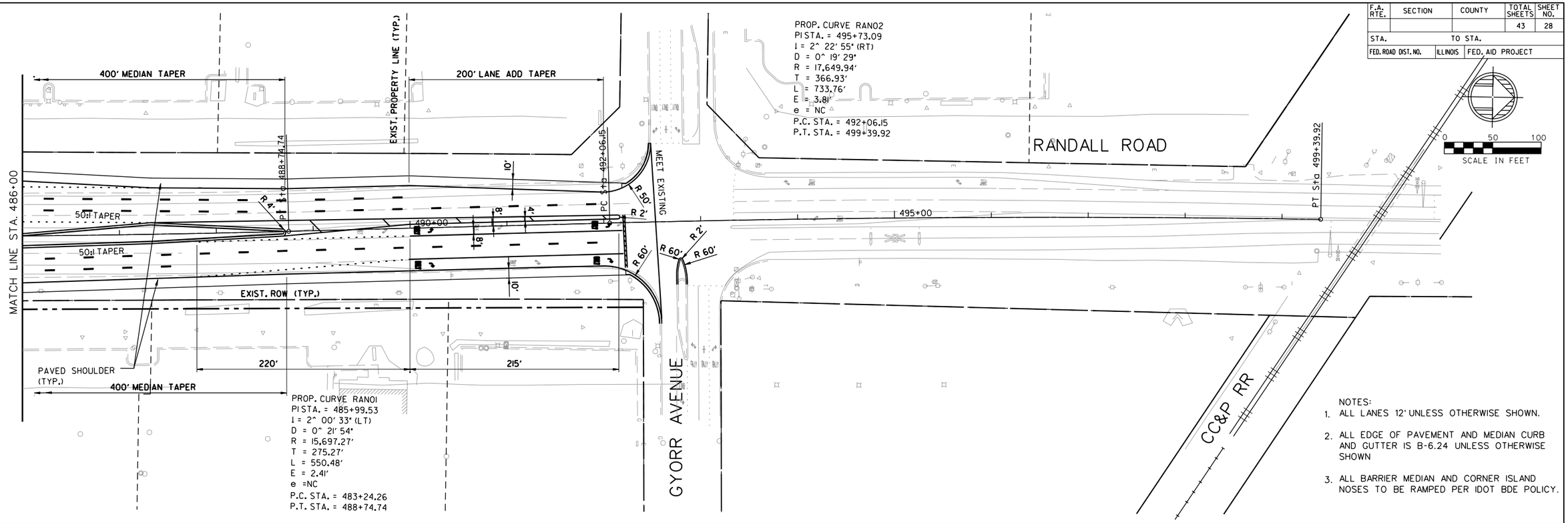
DRAWN BY K.H.

CHECKED BY M.M.O

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. CHECKED / CADD FILE NAME / NOTE BOOK NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / BASL NOTES / STRUCTURE NOTAT'NS CHK'D / NOTE BOOK NO. / BY / DATE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	28
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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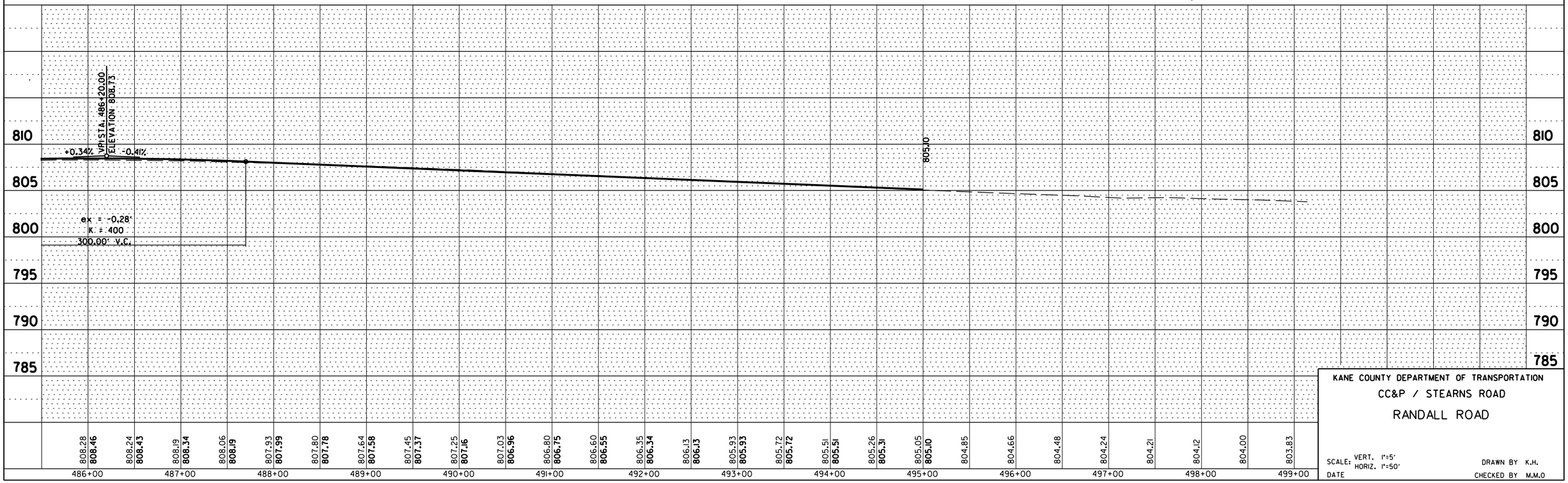


KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

RANDALL ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

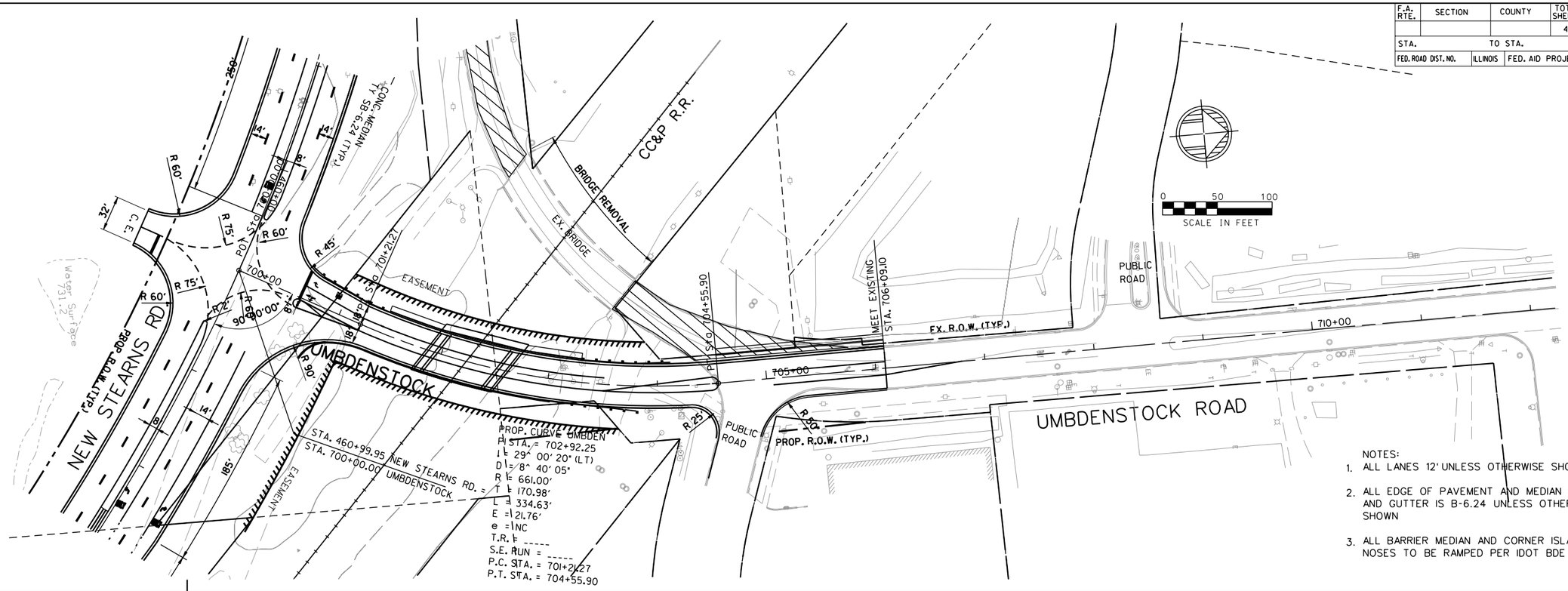
DRAWN BY K.H.

CHECKED BY M.M.O

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. CHECKED / CADD FILE NAME / NOTE BOOK NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTAT'NS CHK'D / NOTE BOOK NO. / BY / DATE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	29
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:
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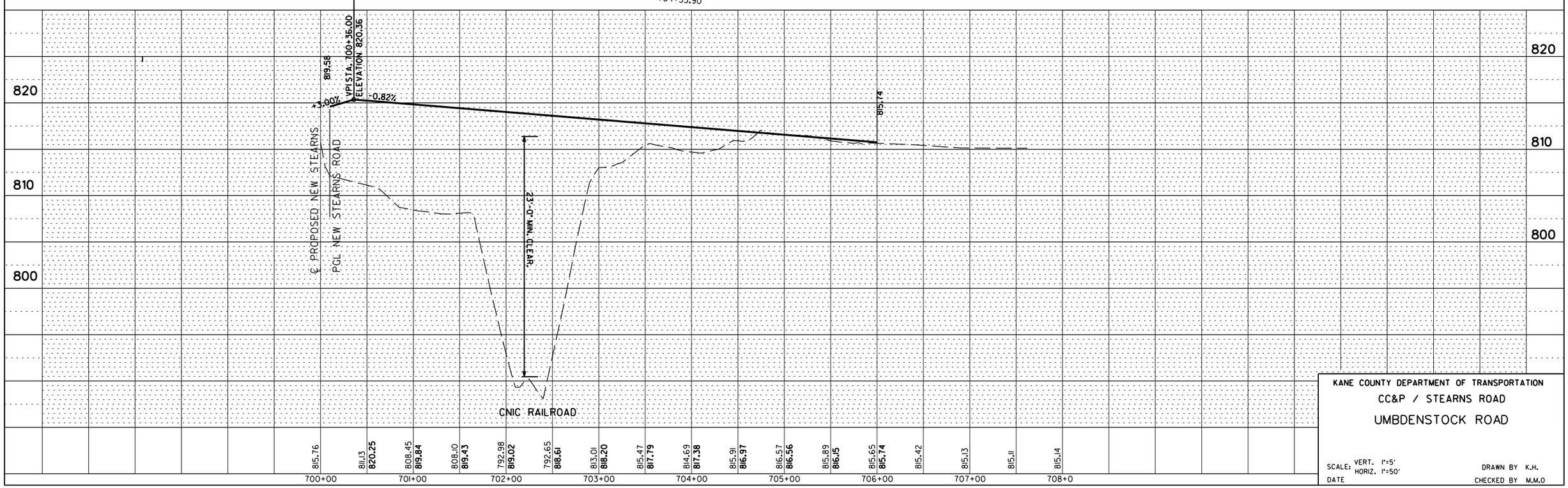

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

UMBDENSTOCK ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
SIGN. NOTES		
STRUCTURE NOTAT'NS CHK'D		
NOTE BOOK NO.		

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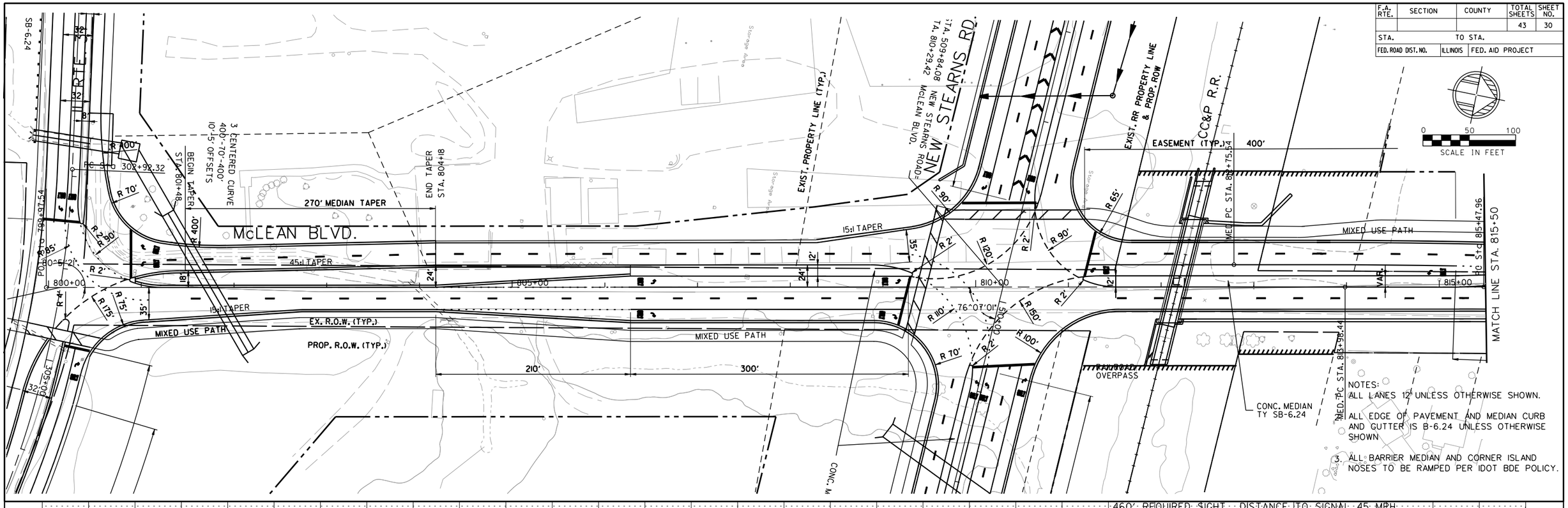
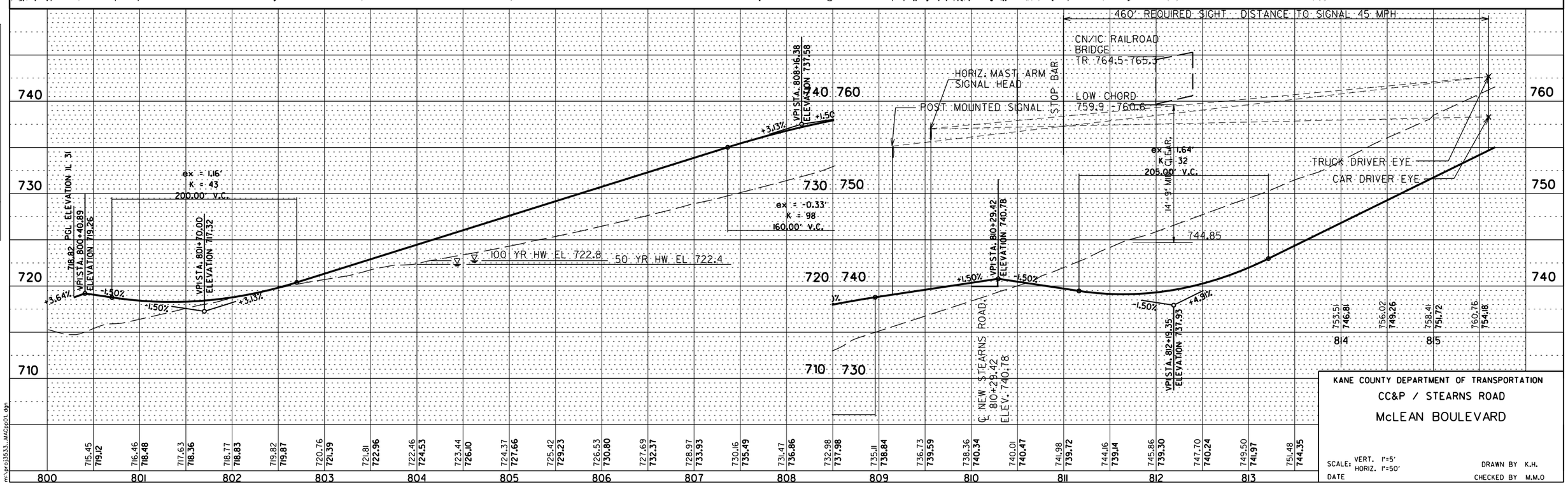
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	30
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:
ALL LANES 12' UNLESS OTHERWISE SHOWN.

ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN

3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

McLEAN BOULEVARD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
NOTE BOOK	FILE NAME:	
NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
STA. NOTES		
NOTE BOOK	STRUCTURE NOTATNS CHKD	
NO.		

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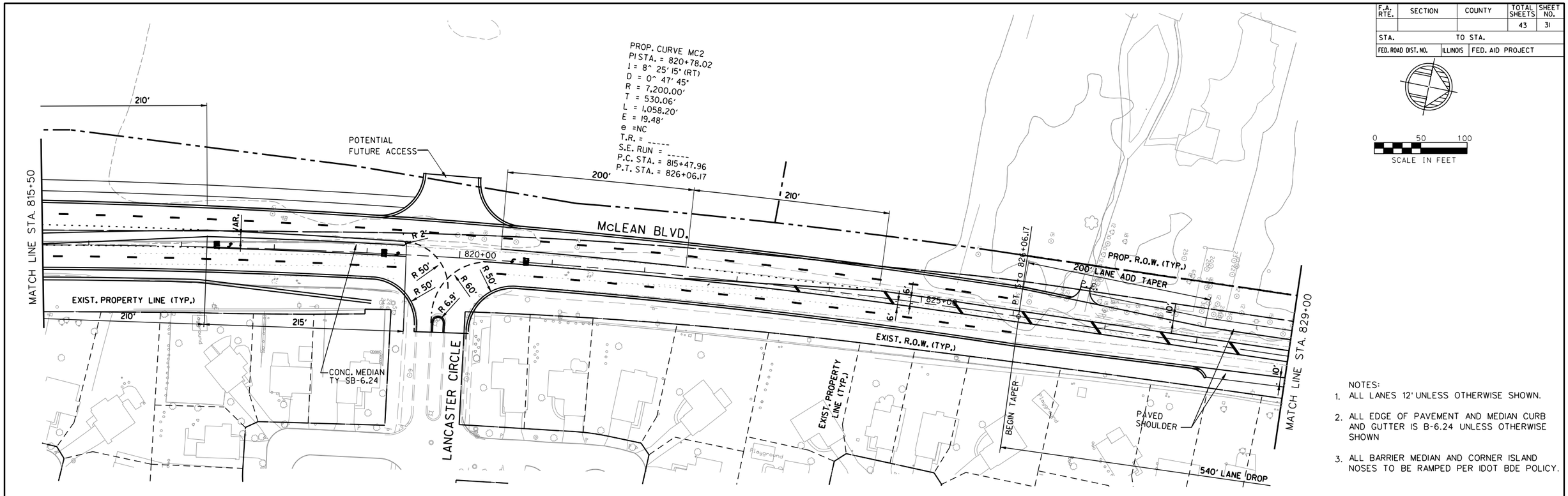
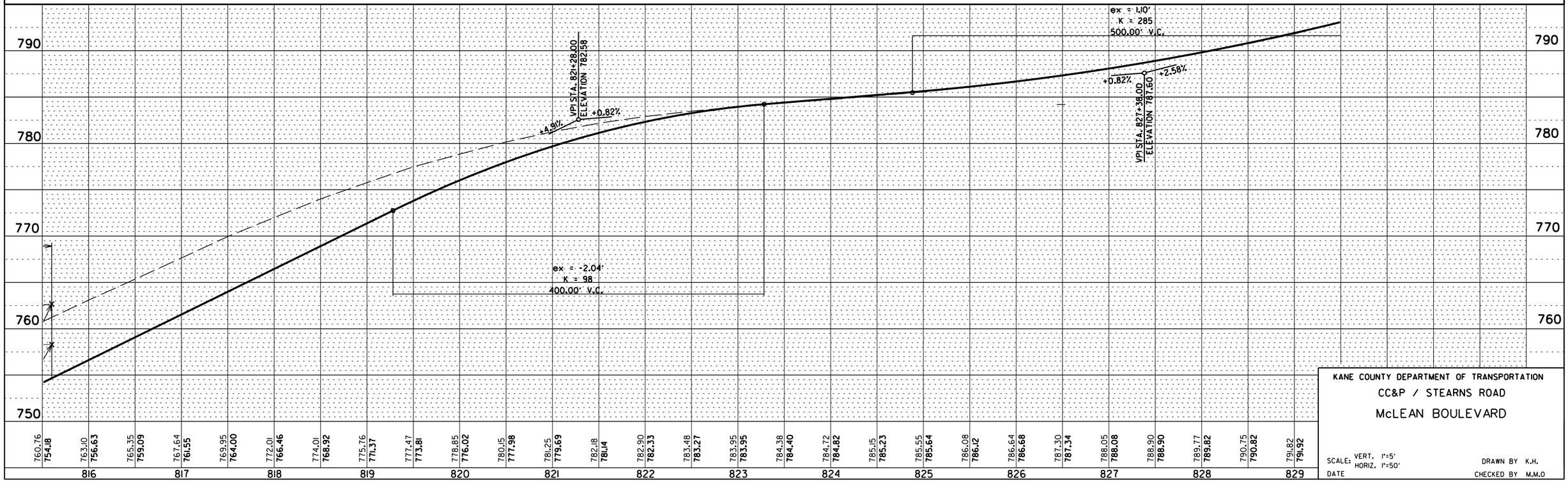
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	31
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

0 50 100
SCALE IN FEET

PROP. CURVE MC2
PI STA. = 820+78.02
I = 8° 25' 15" (RT)
D = 0° 47' 45"
R = 7,200.00'
T = 530.06'
L = 1,058.20'
E = 19.48'
e = NC
T.R. = -----
S.E. RUN = -----
P.C. STA. = 815+47.96
P.T. STA. = 826+06.17



NOTES:
1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION
CC&P / STEARNS ROAD
McLEAN BOULEVARD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE

DRAWN BY K.H.
CHECKED BY M.M.O

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
CADD FILE NAME
NOTE BOOK NO.
BY DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
S.A.N. NOTES
STRUCTURE NOTAT'NS CH'KD
NOTE BOOK NO.
BY DATE

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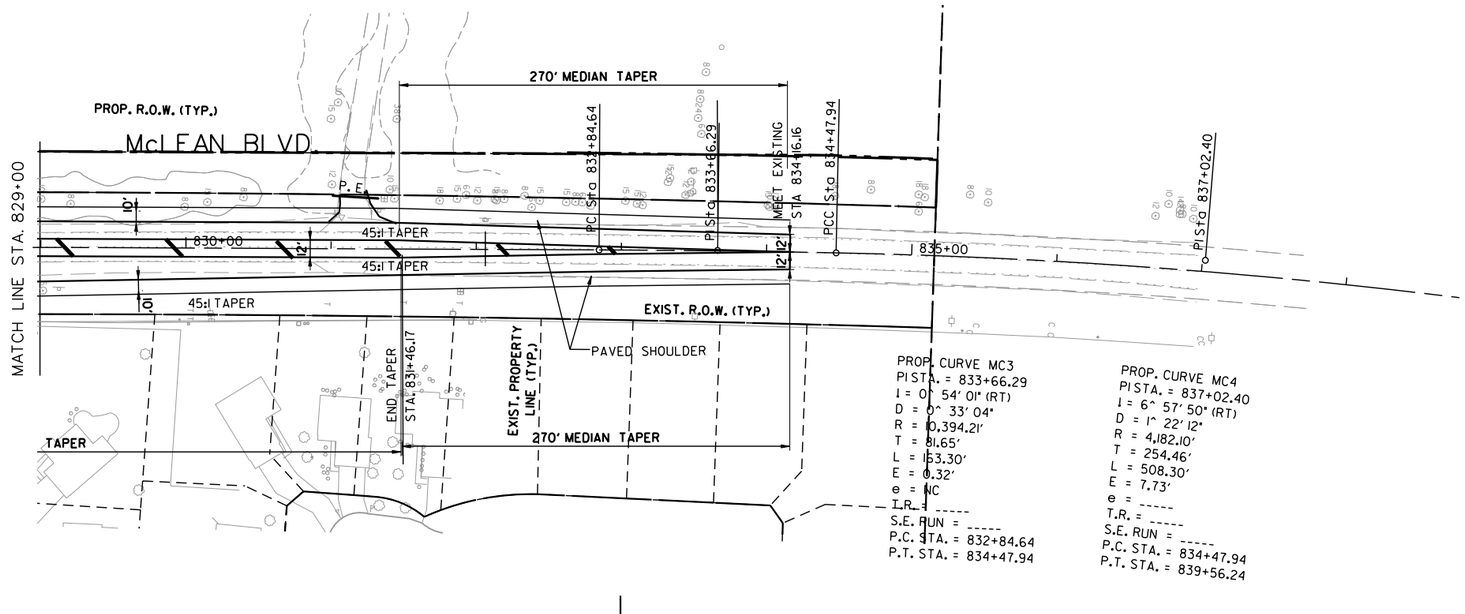
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	32
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

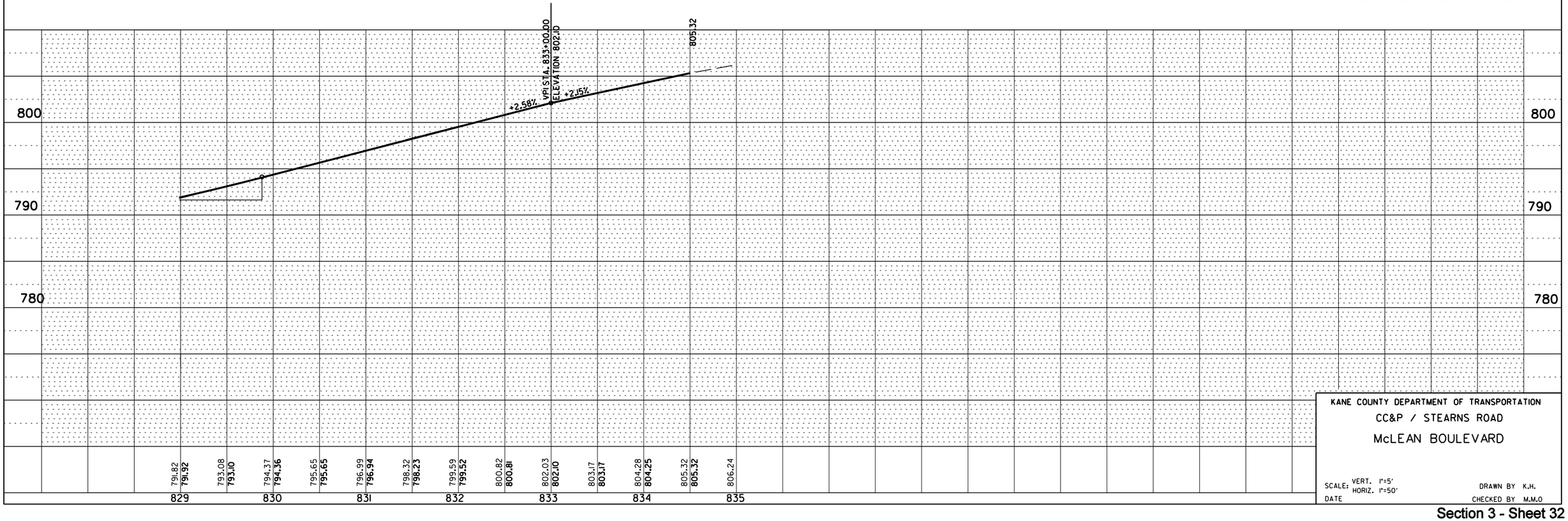


PROP. CURVE MC3
PI STA. = 833+66.29
I = 0^ 54' 01" (RT)
D = 0^ 33' 04"
R = 10,394.21'
T = 81.65'
L = 163.30'
E = 0.32'
e = NC
T.R. = -----
S.E. RUN = -----
P.C. STA. = 832+84.64
P.T. STA. = 834+47.94

PROP. CURVE MC4
PI STA. = 837+02.40
I = 6^ 57' 50" (RT)
D = 1^ 22' 12"
R = 4,182.10'
T = 254.46'
L = 508.30'
E = 7.73'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 834+47.94
P.T. STA. = 839+56.24

0 50 100
SCALE IN FEET

NOTES:
1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION
CC&P / STEARNS ROAD
McLEAN BOULEVARD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE
DRAWN BY K.H.
CHECKED BY M.M.O

PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
CADD FILE NAME
BY
DATE

PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
S.A. NOTES
STRUCTURE NOTAT'NS CH'KD
BY
DATE

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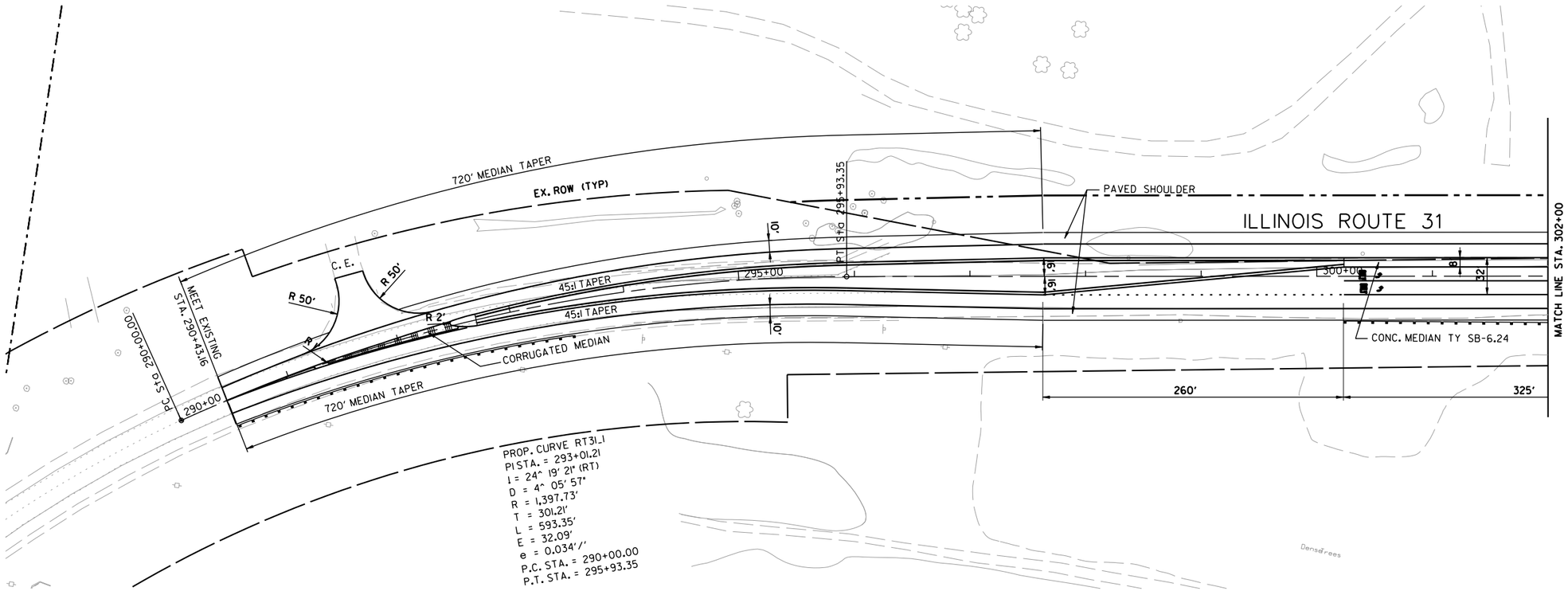
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	33
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

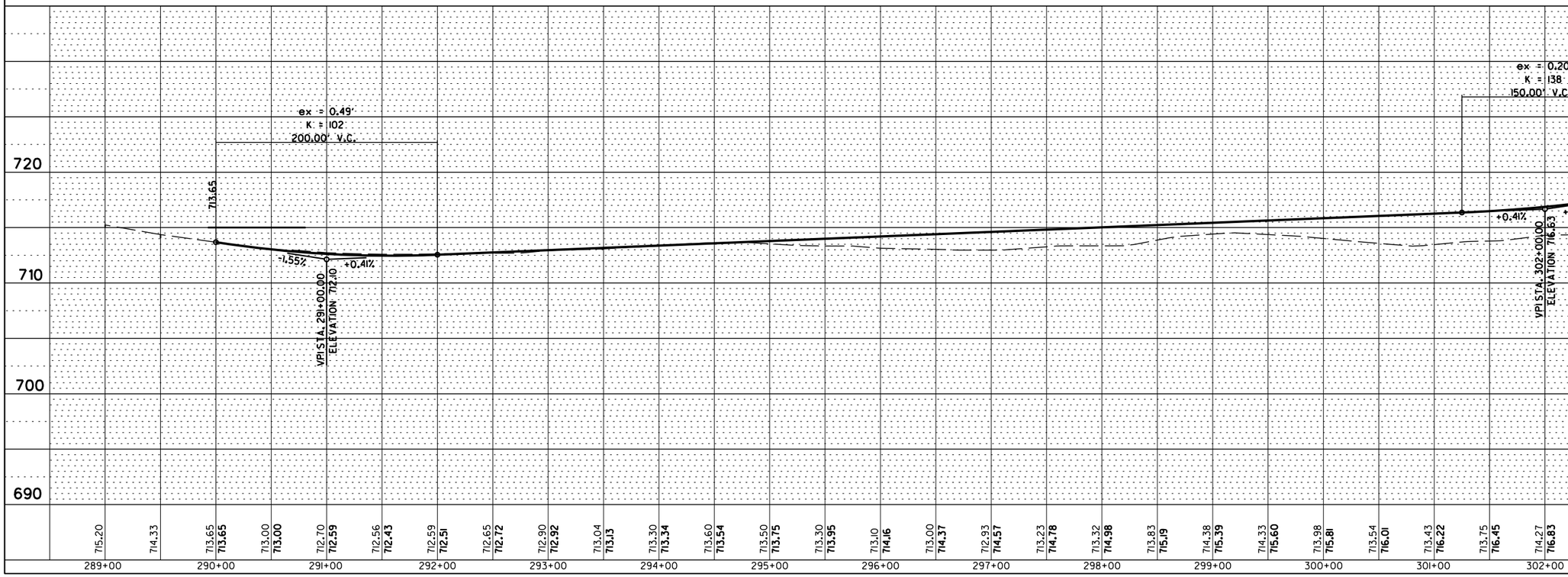


0 50 100
SCALE IN FEET

NOTES:
1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT.OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
S.M. NOTES
STRUCTURE NOTAT'NS CHK'D
NOTE BOOK
NO.
BY
DATE



KANE COUNTY DEPARTMENT OF TRANSPORTATION
CC&P / STEARNS ROAD
ILLINOIS ROUTE 31

SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE
DRAWN BY K.H.
CHECKED BY M.M.O

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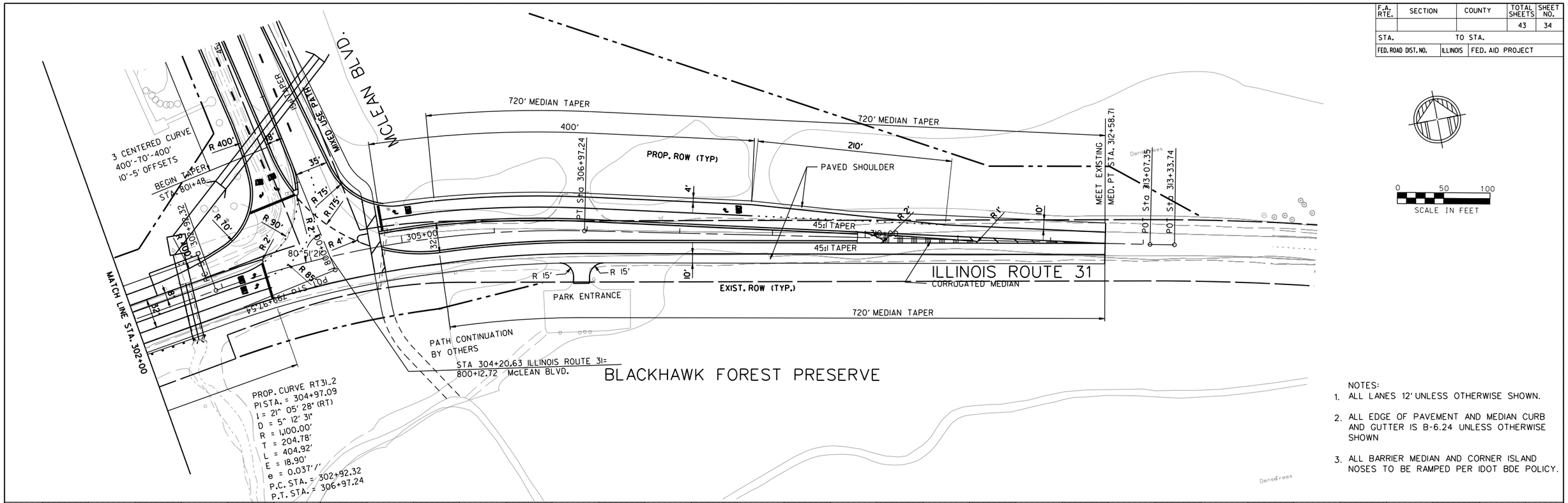
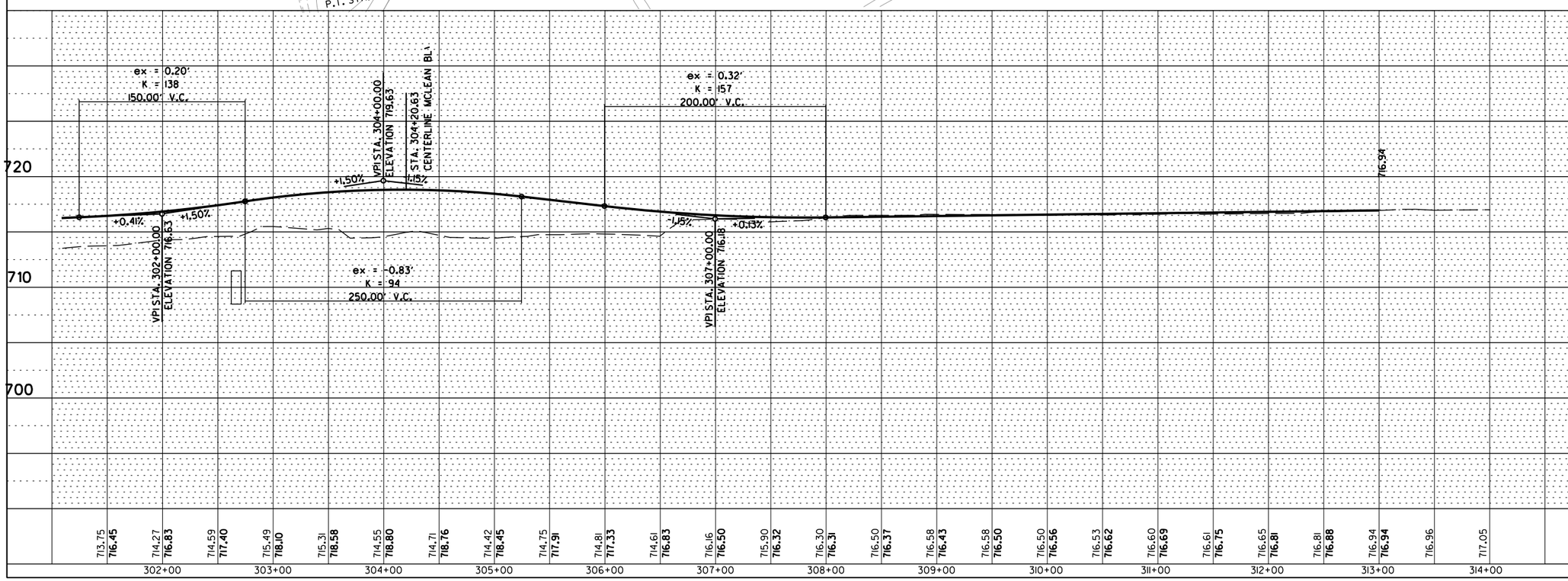
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	34
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

ILLINOIS ROUTE 31

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

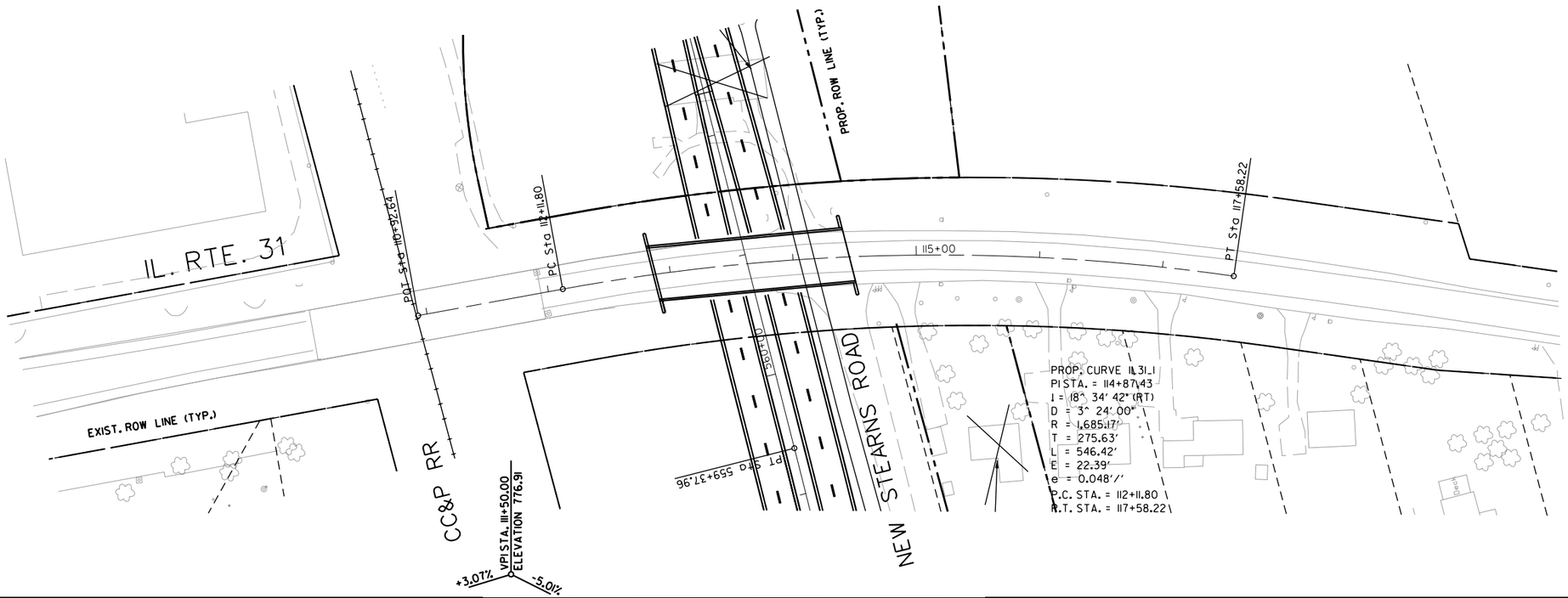
DRAWN BY K.H.

CHECKED BY M.M.O

PLAN: SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. CHECKED / CADD FILE NAME / NOTE BOOK NO. / BY / DATE

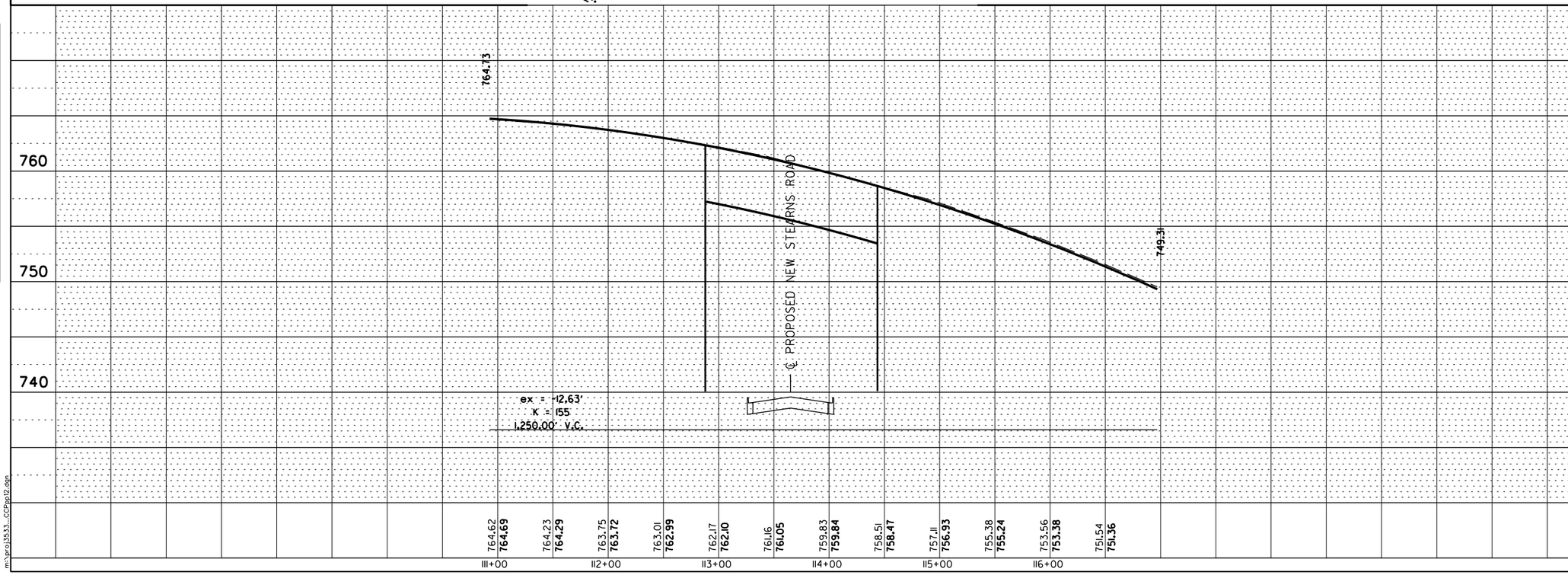
PROFILE: SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK NO. / BY / DATE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	35
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



0 50 100
SCALE IN FEET

NOTES:
1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

IL RTE 31 OVER
NEW STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'
DATE

DRAWN BY K.H.
CHECKED BY M.M.O

PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT.OF WAY CHECKED
CADD FILE NAME
BY DATE

PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
STR. NOTES
STRUCTURE NOTAT'NS CH'KD
BY DATE

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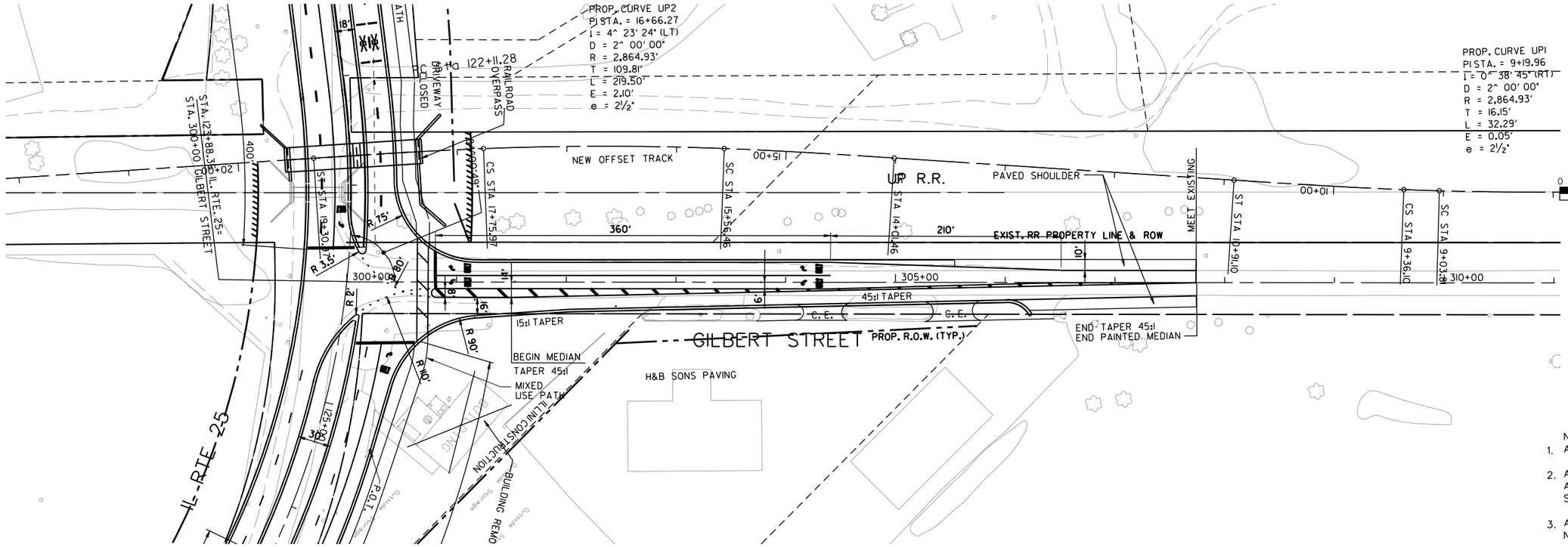
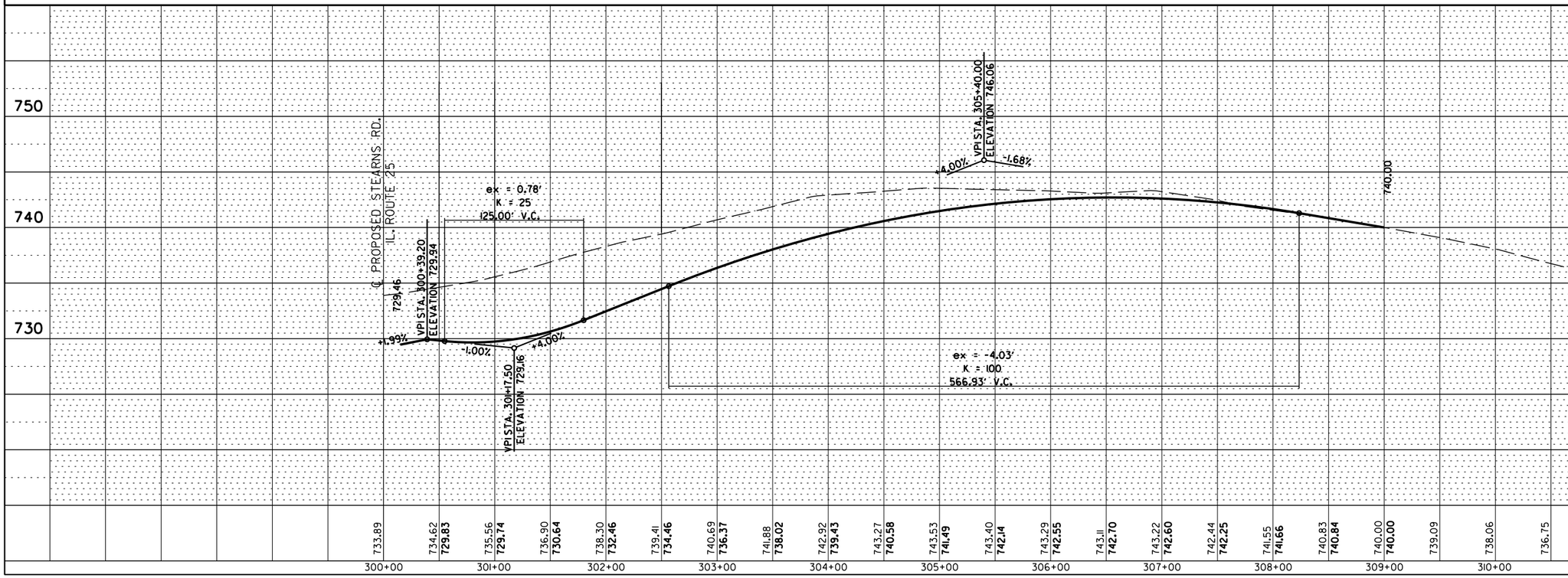
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	36
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

GILBERT STREET

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	R.O.W. CHECKED		
NO.	CADD FILE NAME		

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	S.H. NOTES		
NO.	STRUCTURE NOTAT'NS CH'KD		

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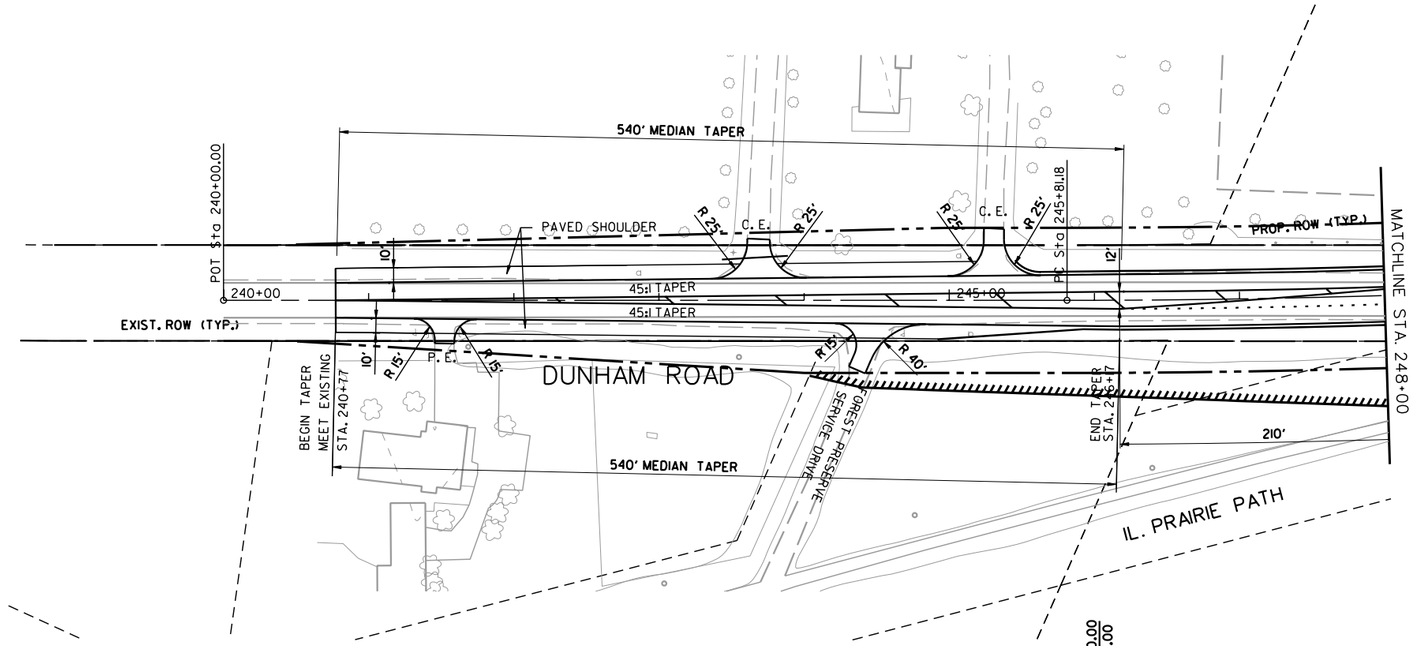
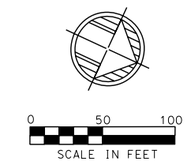
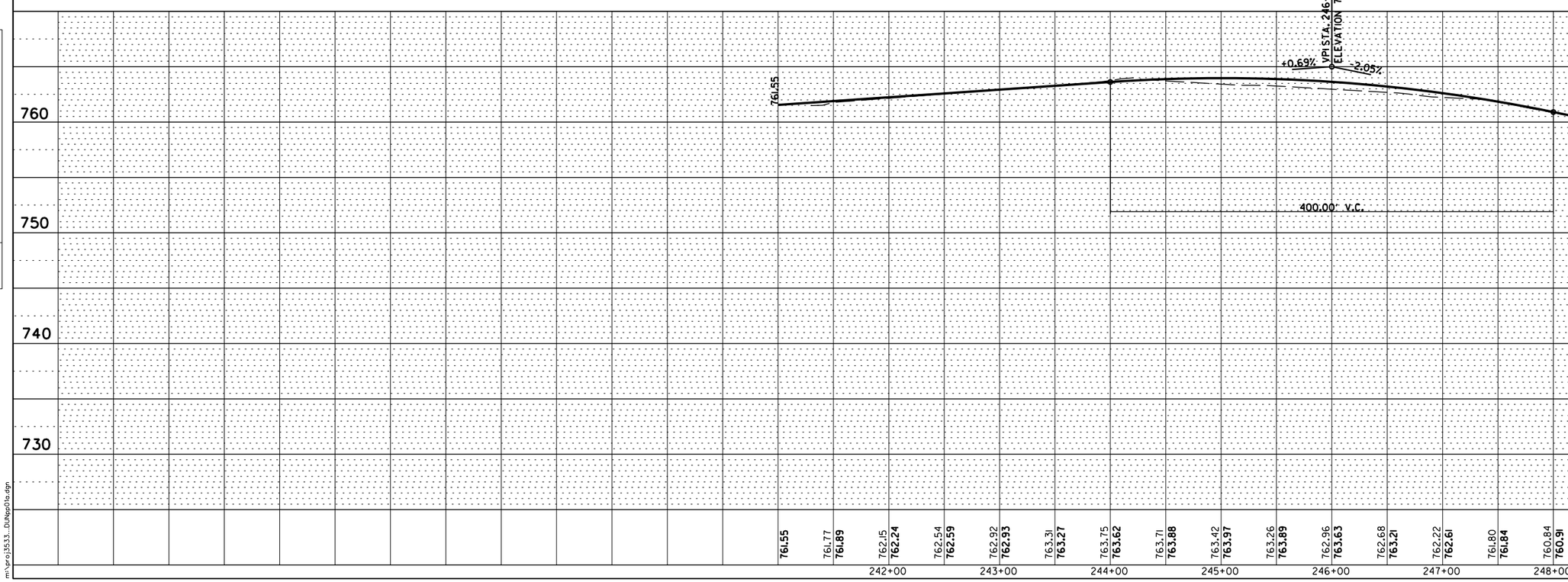
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	37
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





NOTES:

1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



PLAN		BY	DATE
NOTE BOOK NO.	SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. CHECKED / CADD FILE NAME		

PROFILE		BY	DATE
NOTE BOOK NO.	SURVEYED / PLOTTED / GRADES CHECKED / S.H. NOTED / STRUCTURE NOTATNS CHKD		

KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

DUNHAM ROAD/
IL RTE 25

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

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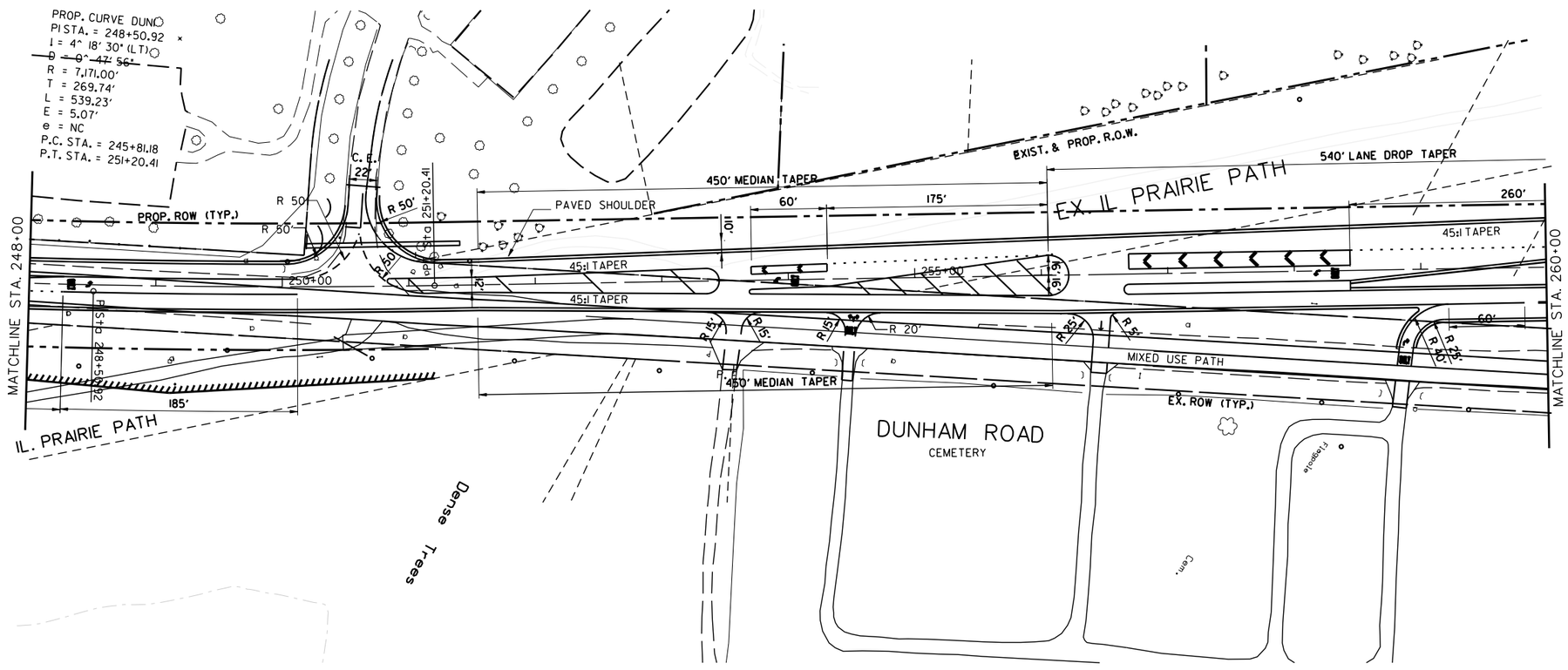
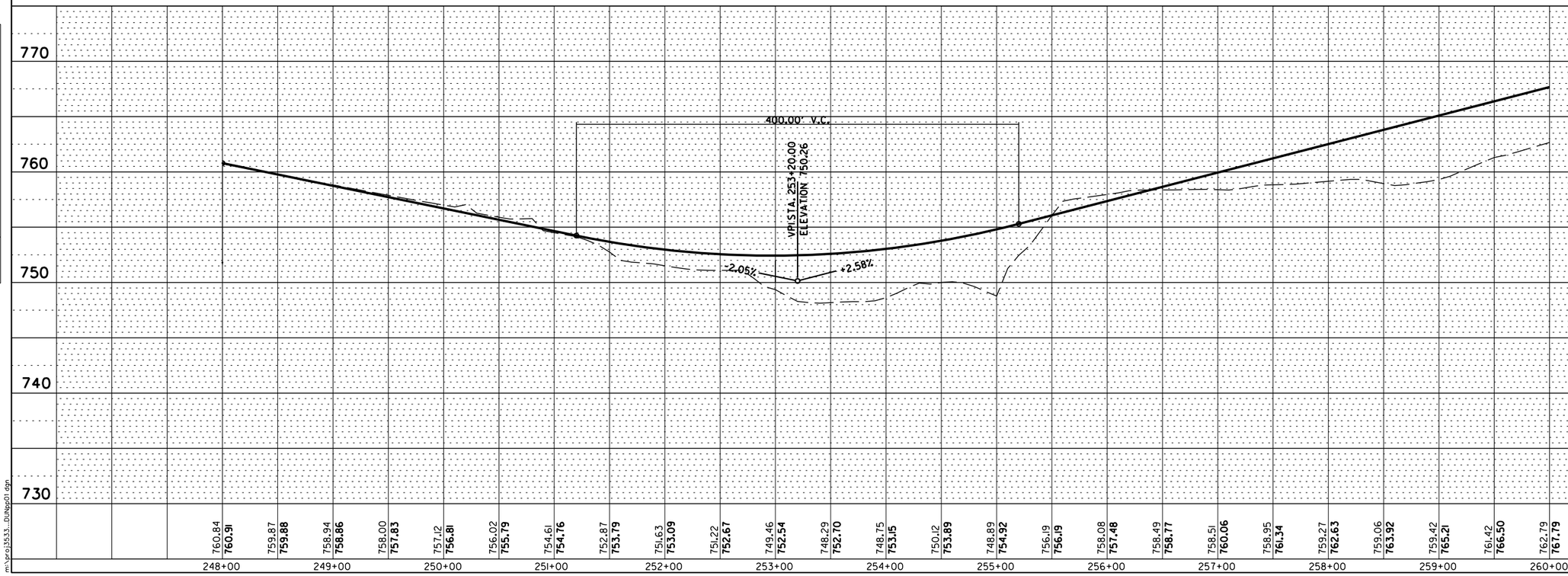
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	38
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



0 50 100
SCALE IN FEET

NOTES:
1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

DUNHAM ROAD/
IL RTE 25

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
	R.O.W. CHECKED		
NOTE BOOK	CADD FILE NAME		
NO.			

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	STAL NOTES		
	STRUCTURE NOTAT'NS CHK'D		
NO.			

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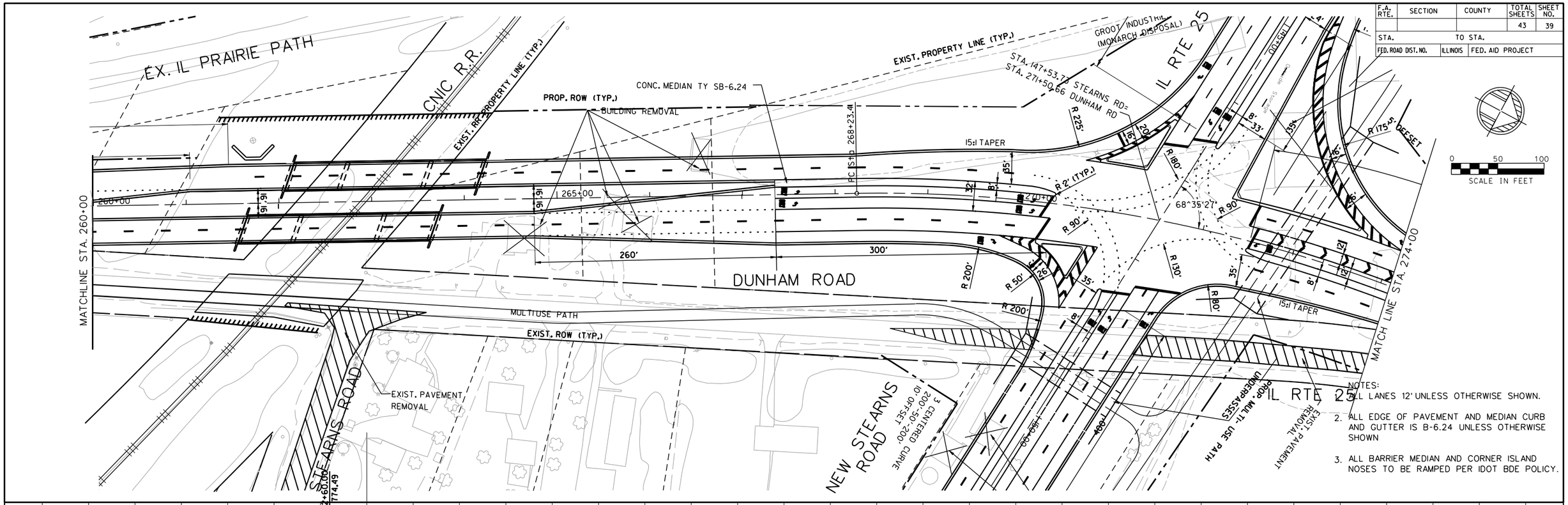
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	39
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

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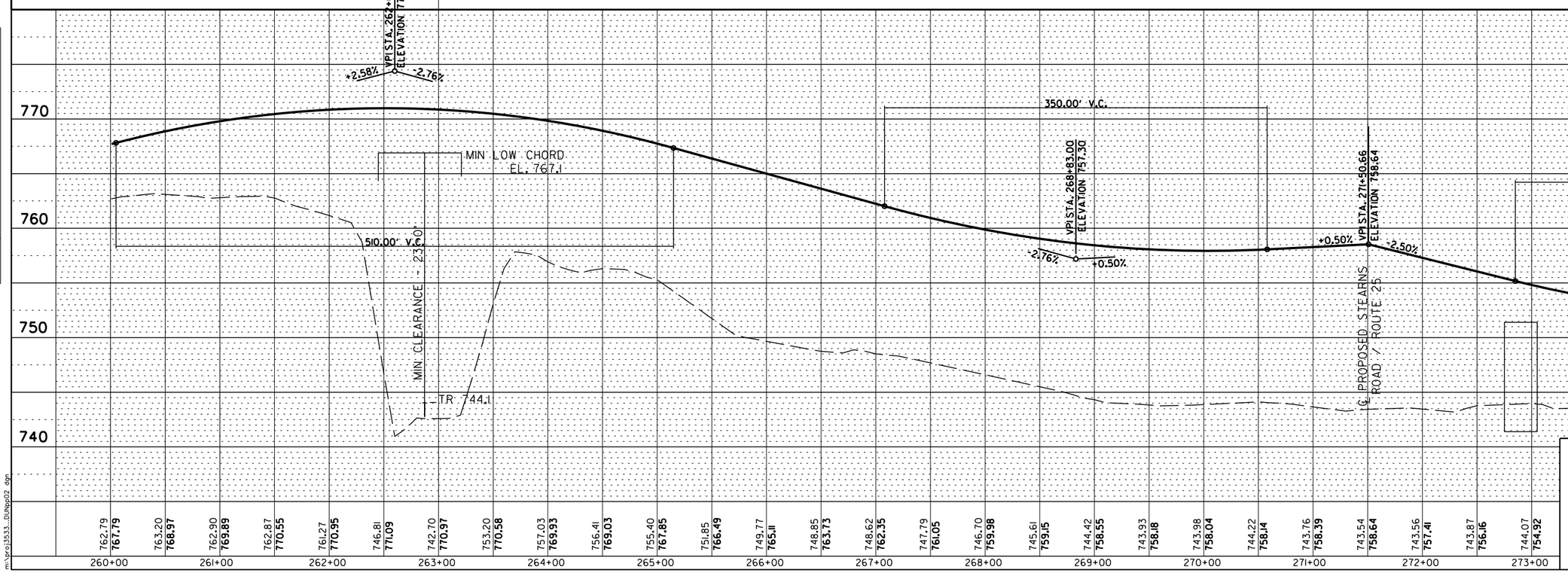
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

DUNHAM ROAD/
IL RTE 25

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	R.O.W. CHECKED		
NO.	CADD FILE NAME		

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	BEAM NOTED		
NO.	SIGNATURE NOTATIONS CHKD		

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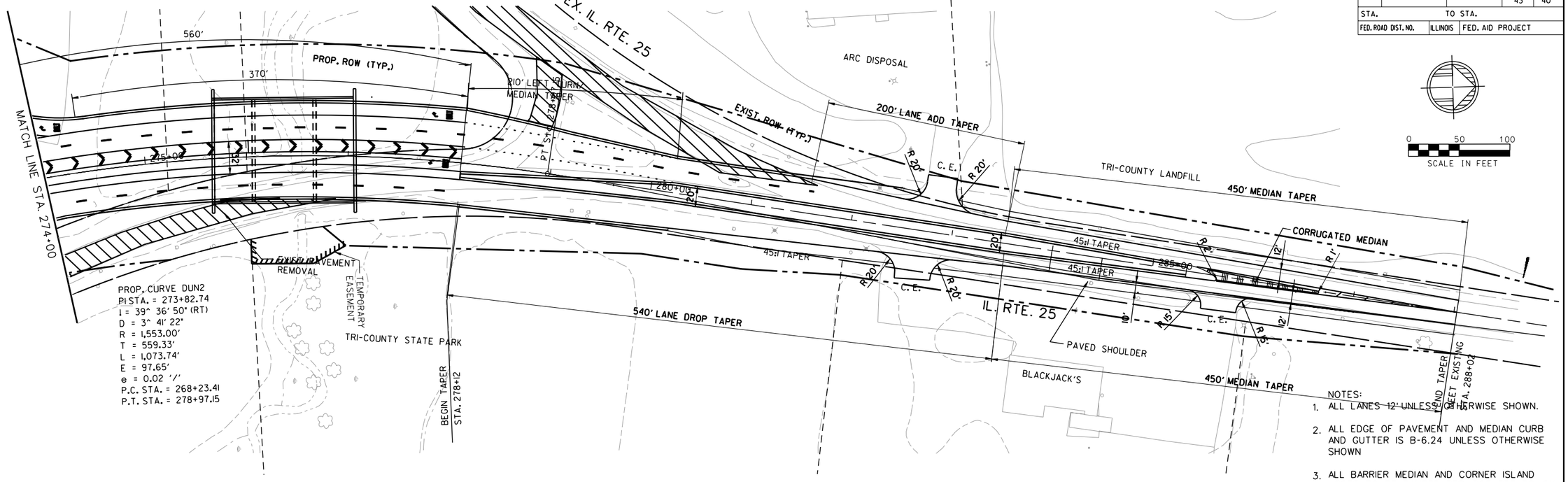
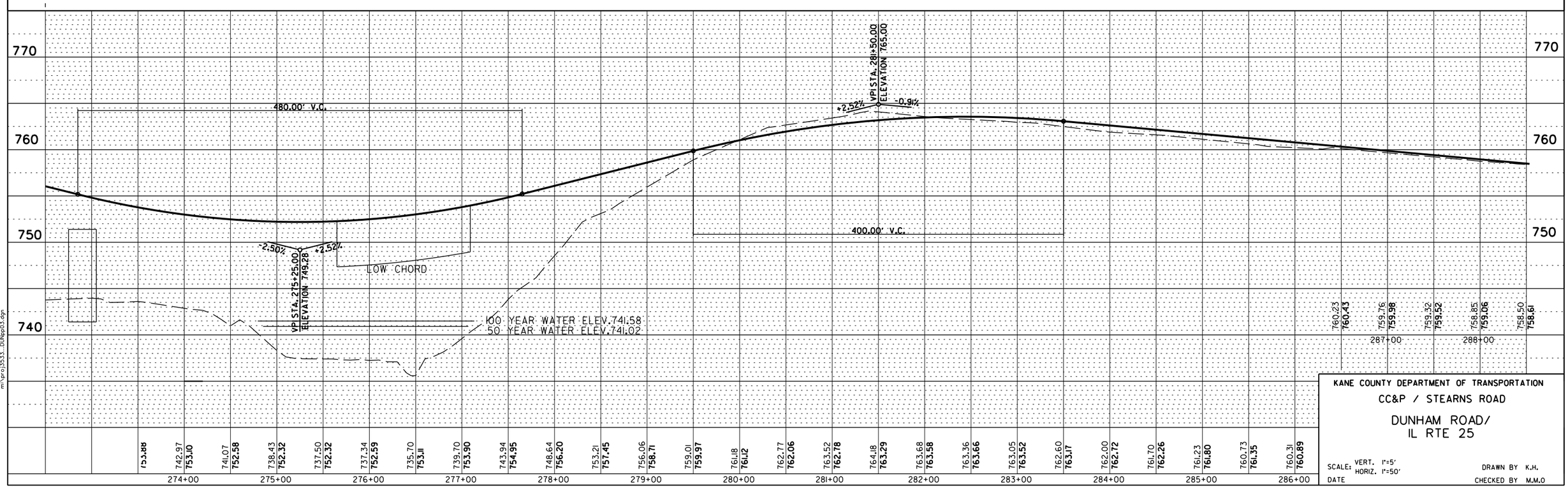
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	40
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROP. CURVE DUN2
PI STA. = 273+82.74
I = 39° 36' 50" (RT)
D = 3° 41' 22"
R = 1,553.00'
T = 559.33'
L = 1,073.74'
E = 97.65'
e = 0.02 '/'
P.C. STA. = 268+23.41
P.T. STA. = 278+97.15

NOTES:
1. ALL LANES 12' UNLESS OTHERWISE SHOWN.
2. ALL EDGE OF PAVEMENT AND MEDIAN CURB AND GUTTER IS B-6.24 UNLESS OTHERWISE SHOWN
3. ALL BARRIER MEDIAN AND CORNER ISLAND NOSES TO BE RAMPED PER IDOT BDE POLICY.



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

DUNHAM ROAD/
IL RTE 25

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	R.O.W. CHECKED		
NO.	CADD FILE NAME		

PROFILE		BY	DATE
	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
NOTE BOOK	STAL NOTES		
NO.	STRUCTURE NOTAT'NS CHK'D		

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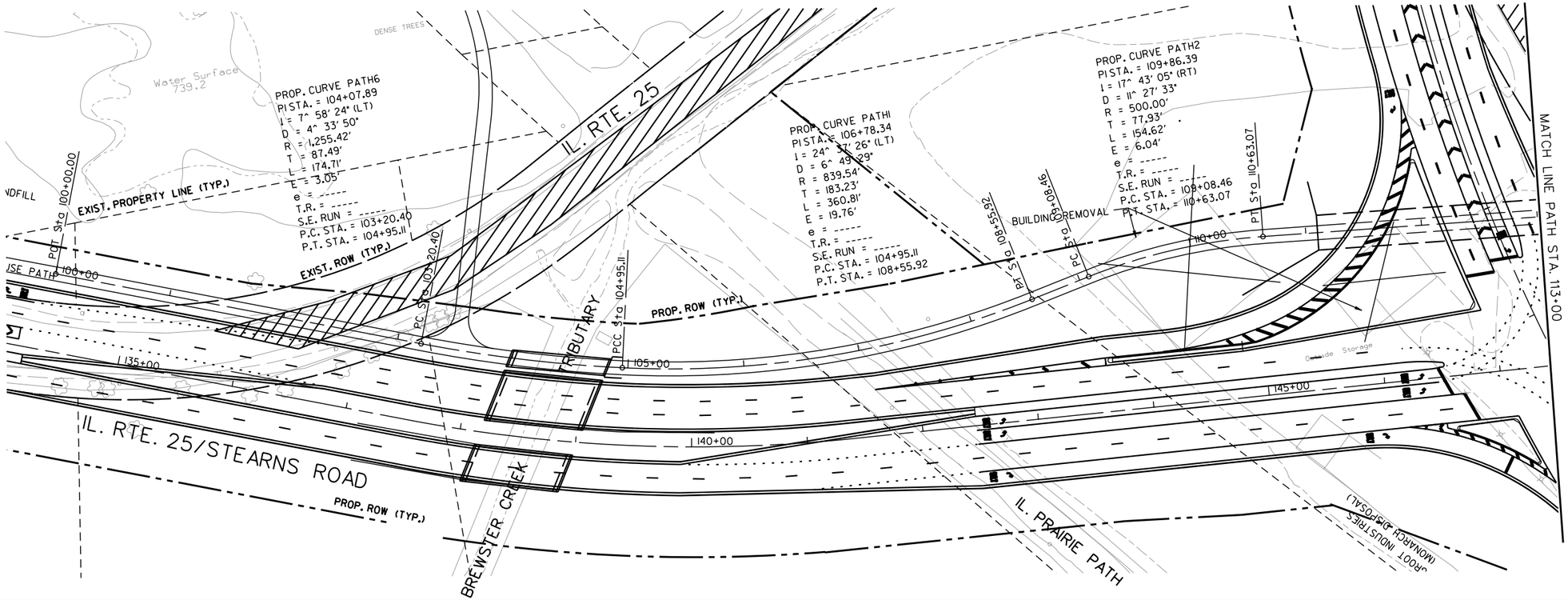
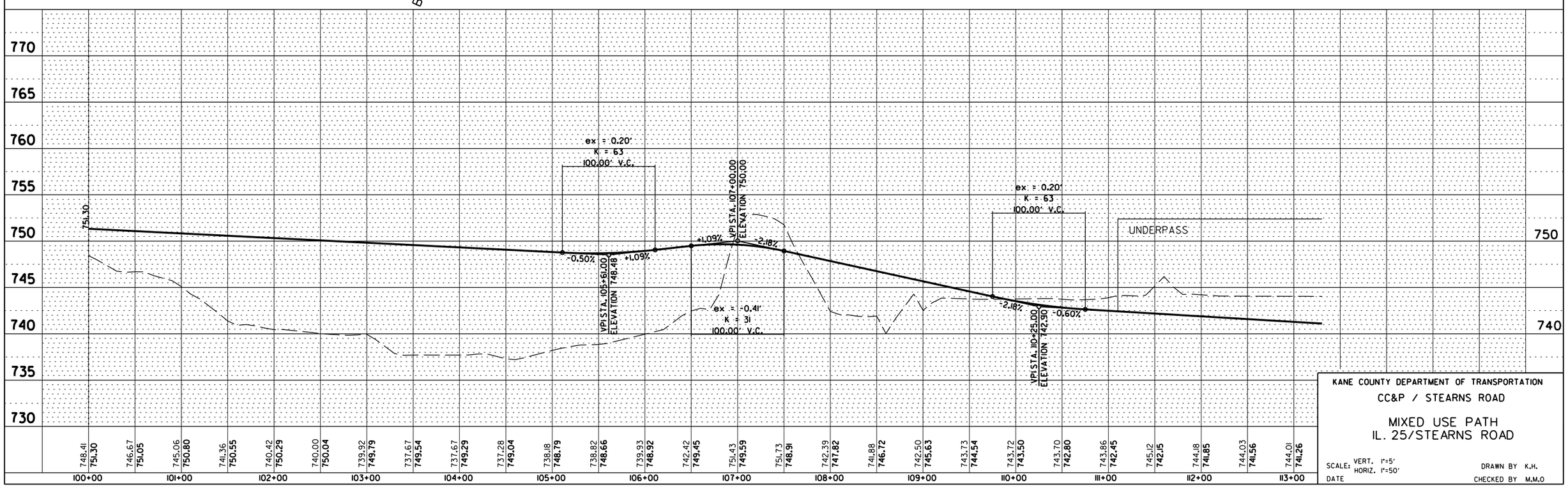
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	41
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

MIXED USE PATH
IL. 25/STEARNS ROAD

SCALE: VERT. 1"=5' HORIZ. 1"=50'

DATE

DRAWN BY K.H.

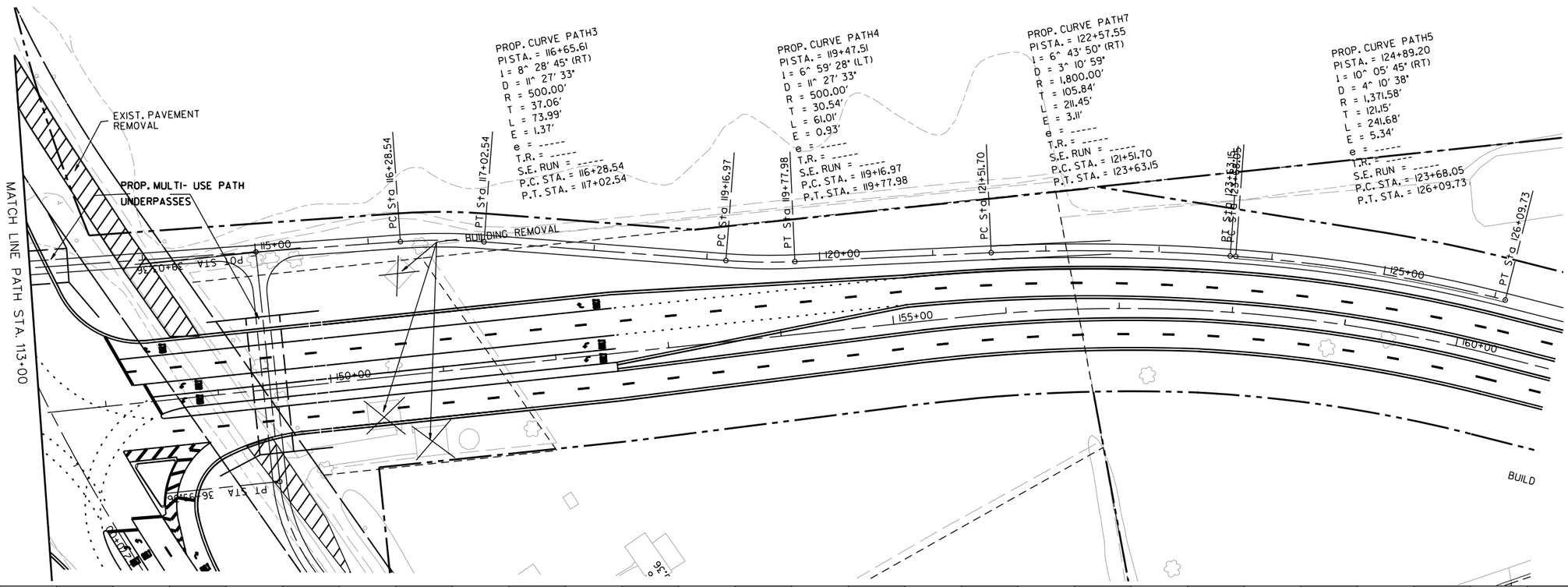
CHECKED BY M.M.O

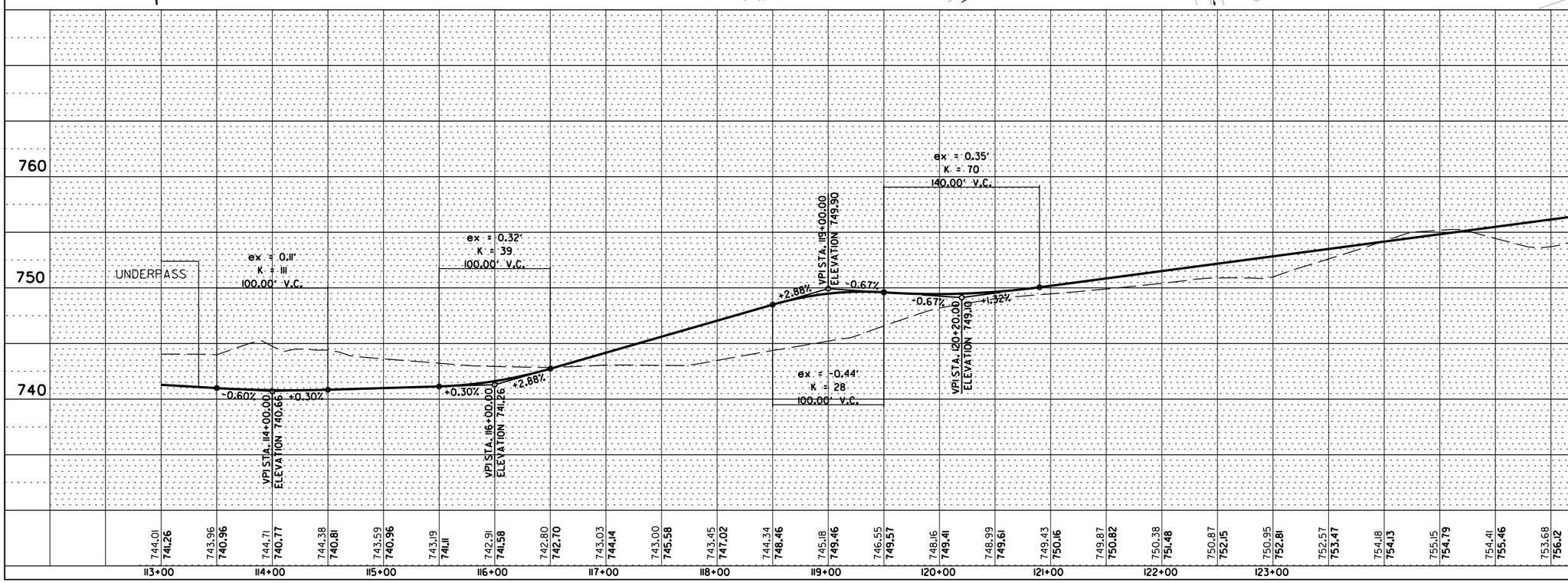
PLAN
NOTE BOOK NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
CADD FILE NAME
BY
DATE

PROFILE
NOTE BOOK NO.
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTAT'NS CHK'D
BY
DATE

...\plans\stearns path pp01.dgn

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	42
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

MIXED USE PATH
IL. 25/STEARNS ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

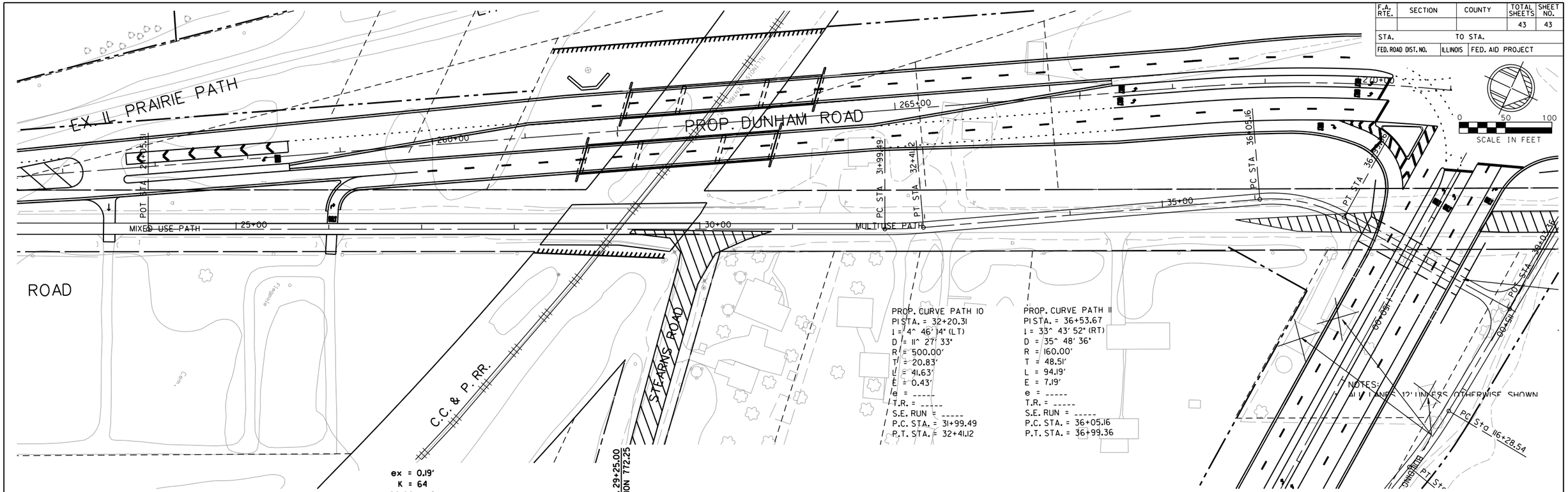
DRAWN BY K.H.

CHECKED BY M.M.O

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTAT'NS CH'KD		
NOTE BOOK NO.		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			43	43
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



KANE COUNTY DEPARTMENT OF TRANSPORTATION

CC&P / STEARNS ROAD

MIXED USE PATH
DUNHAM ROAD

SCALE: VERT. 1"=5'
HORIZ. 1"=50'

DATE

DRAWN BY K.H.

CHECKED BY M.M.O

PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.O.W. CHECKED		
NOTE BOOK	CADD FILE NAME	
NO.		

PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
S.M. NOTED		
NOTE BOOK	STRUCTURE NOTATIONS CHK'D	
NO.		

...\plans\dunham path pp01.dgn

SIGNALIZED INTERSECTION

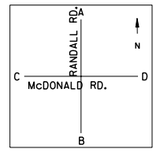
CAPACITY ANALYSIS

PROJECT CCP/STEARNS ROAD
INTERSECTION McDONALD RD. & RANDALL RD.

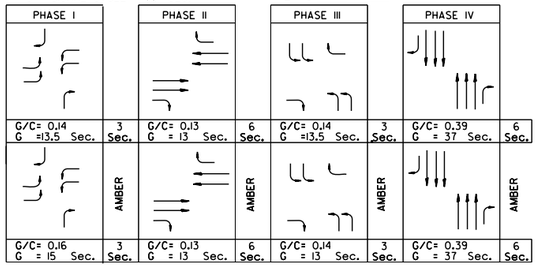
BASIC CONDITIONS

AREA: CBD (OTHER) (CIRCLE ONE) PHF 0.95

SIGNAL TYPE ACTUATED ARRIVAL TYPE 3



C = SIGNAL CYCLE = 95 SEC. ΣA/C 18 / 95 = 0.19



APPR. A GR= 0 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	AD (L)	2/12	360	379	3367	0.11	0.14	478	0.79	48.3	D	30.6	C	290
	AB (T)	3/12	1670	1758	5513	0.32	0.38	2147	0.82	28.6	C			760
	AC (R)	1/12	140	147	1553	0.09	0.58	924	0.16	8.7	A			100
P.M.	AD (L)	2/12	315	332	3367	0.10	0.13	425	0.78	49.3	D	28.1	C	260
	AB (T)	3/12	1575	1658	5513	0.30	0.39	2147	0.77	27.4	C			690
	AC (R)	1/12	275	289	1553	0.19	0.61	948	0.30	9.0	A			190

APPR. B GR= 0 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	BC (L)	2/12	140	147	3367	0.04	0.14	478	0.31	36.9	D	24.7	C	100
	BA (T)	3/12	1575	1658	5513	0.30	0.39	2147	0.77	27.1	C			700
	BD (R)	1/12	410	432	1553	0.28	0.59	924	0.47	11.2	B			340
P.M.	BC (L)	2/12	180	189	3367	0.06	0.13	425	0.44	39.2	D	26.4	C	130
	BA (T)	3/12	1670	1758	5513	0.32	0.39	2147	0.82	28.6	C			760
	BD (R)	1/12	360	379	1553	0.24	0.61	948	0.40	9.8	B			275

APPR. C GR= 0 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	CA (L)	2/12	275	289	3367	0.09	0.14	478	0.60	40.4	D	38.4	D	205
	CD (T)	2/12	360	379	3837	0.10	0.14	525	0.72	44.1	D			285
	CB (R)	1/12	180	189	1553	0.12	0.34	531	0.36	23.8	C			200
P.M.	CA (L)	2/12	140	147	3367	0.04	0.16	532	0.28	35.5	D	32.9	C	95
	CD (T)	2/12	180	189	3837	0.05	0.14	525	0.36	37.6	D			130
	CB (R)	1/12	140	147	1553	0.09	0.33	507	0.29	24.1	C			160

APPR. D GR= -1.0 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	DB (L)	2/12	360	379	3367	0.11	0.14	478	0.79	48.3	D	38.8	D	290
	DC (T)	2/12	180	189	3837	0.05	0.14	525	0.36	37.6	D			130
	DA (R)	1/12	320	337	1553	0.22	0.34	531	0.63	28.8	C			390
P.M.	DB (L)	2/12	410	432	3367	0.13	0.16	532	0.81	47.9	D	42.5	D	330
	DC (T)	2/12	360	379	3837	0.10	0.14	525	0.72	44.1	D			280
	DA (R)	1/12	360	379	1553	0.24	0.33	507	0.75	34.6	D			465

INTERSECTION DELAY 30.7 (A.M.), 30.6 (P.M.)
INTERSECTION LOS C (A.M.), C (P.M.)

ELEMENTS CONTROLLING DESIGN

1. DESIGN DESIGNATION COUNTY HIGHWAY 34 RANDALL ROAD OTHER PRINCIPAL ARTERIAL 48,000 ADT (2020)
   NEW STEARNS ROAD McDONALD ROAD OTHER PRINCIPAL ARTERIAL 21,000 ADT (2020)
2. RANDALL ROAD IS THE PREFERENCE ROUTE
3. ANTICIPATED YEAR OF CONSTRUCTION 2005
4. TRAFFIC CONTROL TO BE ACTUATED TRAFFIC SIGNALS
5. DESIGN VEHICLE WB-65 WHERE DUAL LEFT; WB-65 OUTSIDE LANE, SU INSIDE LANE
6.

	RANDALL ROAD	NEW STEARNS ROAD	MCDONALD ROAD
DESIGN SPEED	50 MPH	45 MPH	45 MPH
POSTED SPEED	50 MPH	35 MPH	35 MPH

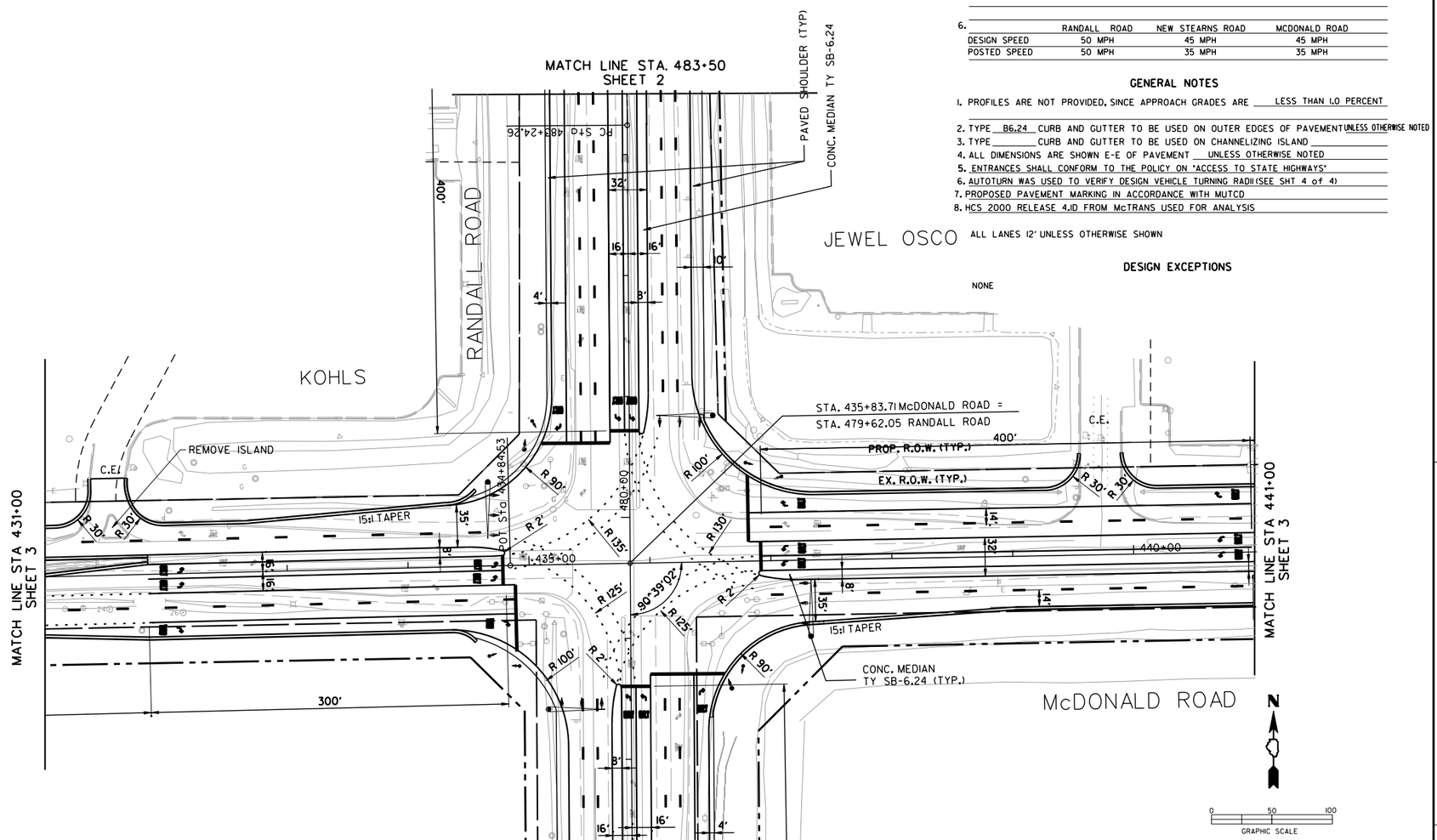
GENERAL NOTES

1. PROFILES ARE NOT PROVIDED, SINCE APPROACH GRADES ARE LESS THAN 1.0 PERCENT
2. TYPE B6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT UNLESS OTHERWISE NOTED
3. TYPE ____ CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE NOTED
5. ENTRANCES SHALL CONFORM TO THE POLICY ON "ACCESS TO STATE HIGHWAYS"
6. AUTOTURN WAS USED TO VERIFY DESIGN VEHICLE TURNING RADII (SEE SHT 4 of 4)
7. PROPOSED PAVEMENT MARKING IN ACCORDANCE WITH MUTCD
8. HCS 2000 RELEASE 4.1D FROM McTRANS USED FOR ANALYSIS

ALL LANES 12' UNLESS OTHERWISE SHOWN

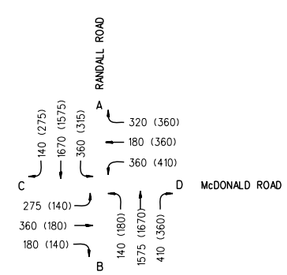
DESIGN EXCEPTIONS

NONE



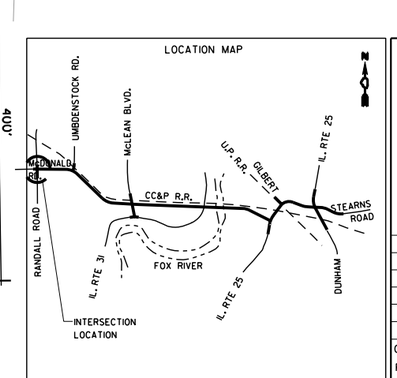
TRAFFIC DATA

MOVEMENT	YEAR 2001 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30th MAX HOUR	ESTIMATED PERCENT INCREASE BY	YEAR 2020 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY	YEAR 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.
AB	860	900	4%		1670	1575			
AD	10	20	4%		360	315			
AC	55	130	4%		140	275			
BA	1180	860	4%		1575	1670			
BC	35	45	4%		140	180			
BD	30	85	4%		410	360			
CD	15	25	4%		360	180			
CA	180	80	4%		275	140			
CB	80	30	4%		180	140			
DC	10	45	4%		180	360			
DB	20	55	4%		360	410			
DA	15	20	4%		320	360			
TOTAL A	2300	2010	4%		4340	4335			
TOTAL B	2205	1975	4%		4335	4335			
TOTAL C	375	355	4%		1275	1275			
TOTAL D	100	250	4%		1990	1985			



TRAFFIC MOVEMENTS
2020 AM (PM)

YEAR 2020 8th MAX. HOUR TRAFFIC	
APPROACH A	1350
APPROACH B	1350
APPROACH C	400
APPROACH D	600



DRAWING NO.

INTERSECTION DESIGN STUDY

FAP ROUTE 336 WITH (RANDALL ROAD
FAU ROUTE 361 (NEW STEARNS ROAD

SEC. NO. 98-00214-02BR PROJ. NO. P-91-143-99
SCALE 1"=50' COUNTY KANE
SJN : REV. NO.

DATE	NAME	REMARKS

CADD FILE NAME
REF FILE NAME RANDIDS1

I.D.S. SHEET 1 OF 4

BDE-9409

Section 4 - Sheet 1

•DGN-SPEC•
•DATE-TIME•
•REF-
•REF-
•REF-

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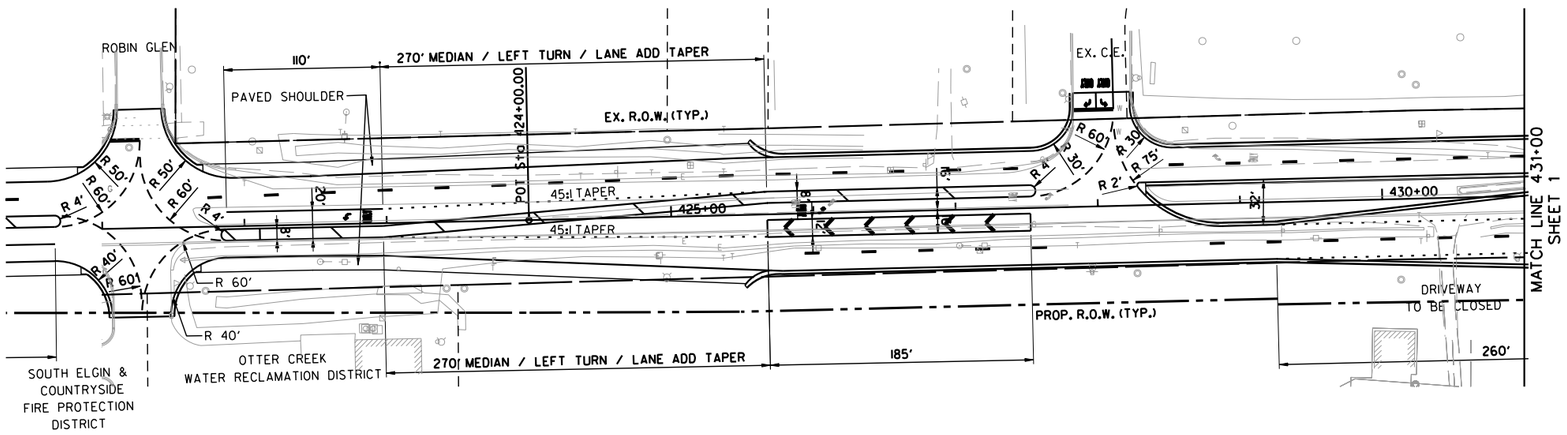

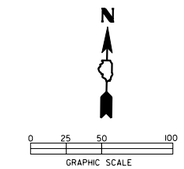

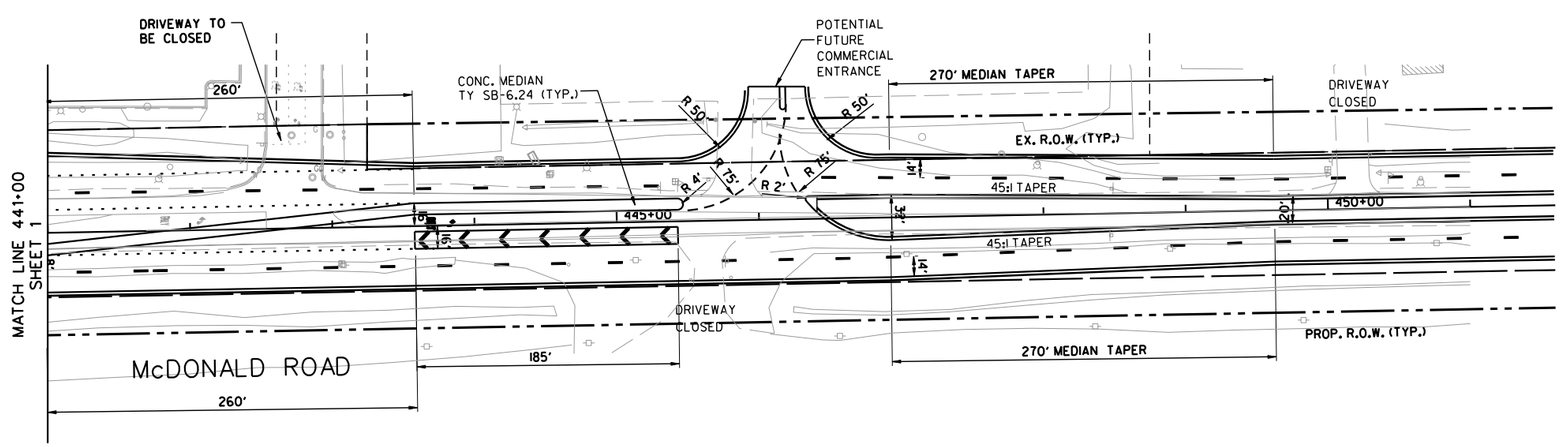

INTERSECTION DESIGN STUDY

FAP ROUTE 336 (RANDALL ROAD
WITH
FAU ROUTE 361 (NEW STEARNS ROAD

CADD FILE NAME :[ ]

I.D.S. SHEET 2 OF 4

Section 4 - Sheet 2

•DGN-SPEC•
•DATE-TIME•
•REF-
•REF-
•REF-

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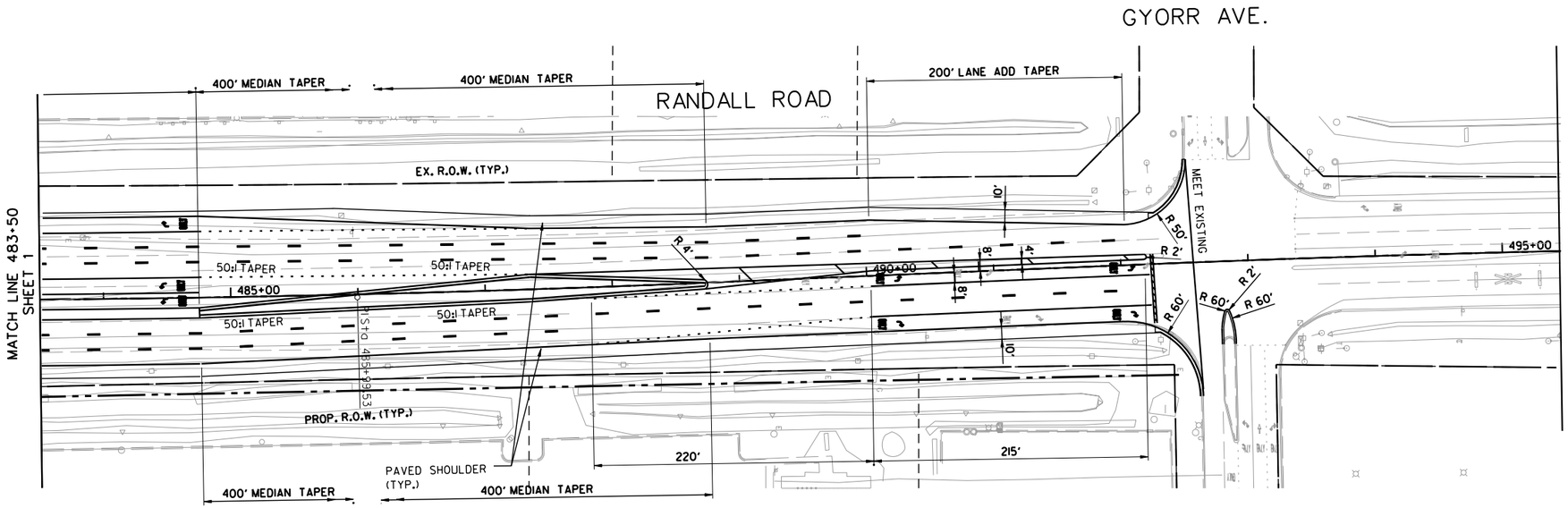
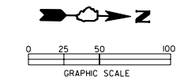
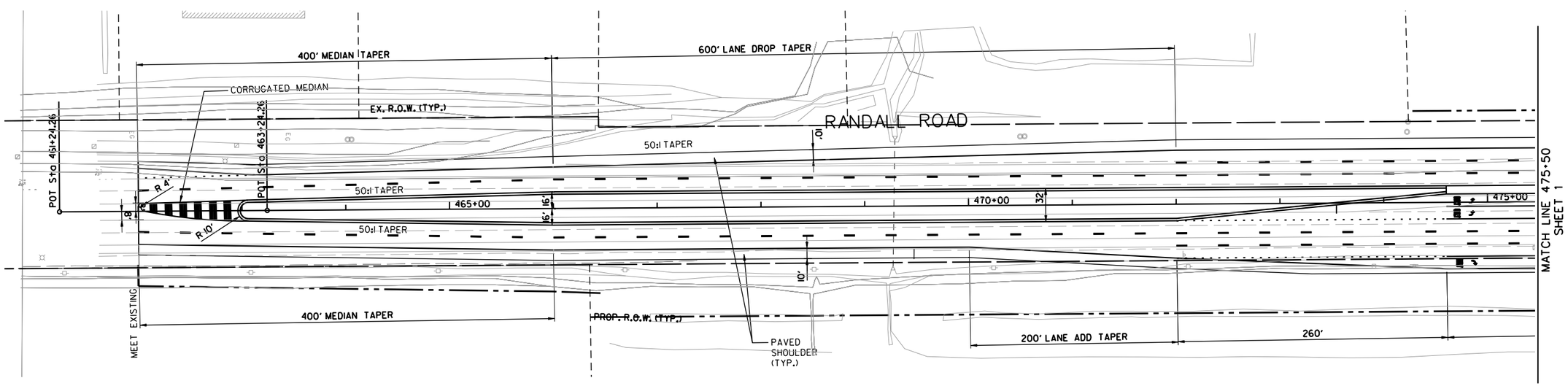




SCALE: 1" = 50'

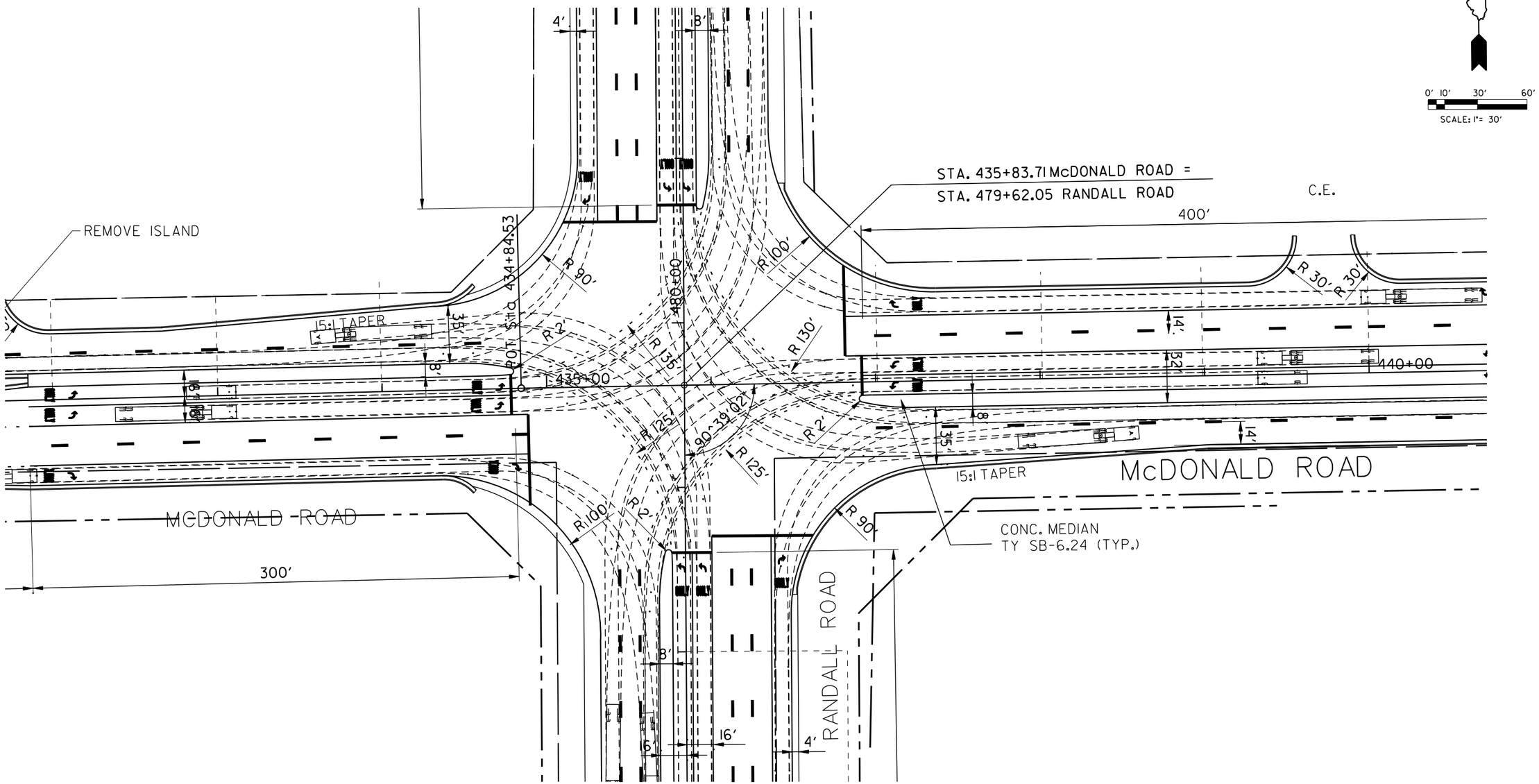


INTERSECTION DESIGN STUDY

FAP ROUTE 336 (RANDALL ROAD
WITH
FAU ROUTE 361 (NEW STEARNS ROAD

CADD FILE NAME : [ ]

I.D.S. SHEET 3 OF 4



INTERSECTION DESIGN STUDY

FAP ROUTE 336 (RANDALL ROAD
WITH
FAU ROUTE 361 (NEW STEARNS ROAD

CADD FILE NAME :(randids3

I.D.S. SHEET 4 OF 4

Section 4 - Sheet 4

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SIGNALIZED INTERSECTION

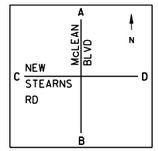
CAPACITY ANALYSIS

PROJECT CCP/STEARNS ROAD
INTERSECTION NEW STEARNS RD. / McLEAN BLVD.

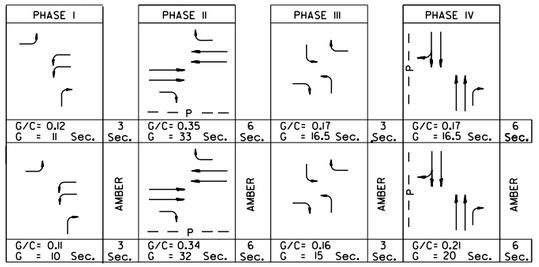
BASIC CONDITIONS

AREA: CBD (OTHER) (CIRCLE ONE) PHF 0.95

SIGNAL TYPE ACTUATED ARRIVAL TYPE 3



C = SIGNAL CYCLE = 95 SEC. ΣA/C 18 / 95 = 0.19



APPR. A GR= +2 % A.M. T= 4 % R= 16 % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR 5
P.M. T= 4 % R= 20 % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR 5

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	AD (L)	1/12	225	237	1753	0.14	0.17	304	0.78	49.7	D	45.0	D	340
	AB&AC (TR)	2/12	475	500	3767	0.13	0.17	654	0.76	42.8	D			365
P.M.	AB (L)	1/12	175	184	1753	0.10	0.16	277	0.66	43.5	D	43.7	D	255
	AD&AC (TR)	2/12	625	658	3740	0.18	0.21	787	0.84	43.8	D			485

APPR. B GR= +2 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	BC (L)	1/12	75	79	1718	0.05	0.16	280	0.28	35.4	D	37.9	D	100
	BA (T)	2/12	500	526	3798	0.14	0.17	660	0.80	44.5	D			390
	BD (R)	1/12	225	237	1537	0.15	0.35	542	0.44	24.1	C			255
P.M.	BC (L)	1/12	125	132	1718	0.08	0.16	271	0.49	37.9	D	31.4	C	175
	BA (T)	2/12	400	421	3798	0.11	0.21	800	0.53	33.9	C			275
	BD (R)	1/12	175	184	1537	0.12	0.38	582	0.32	21.1	C			185

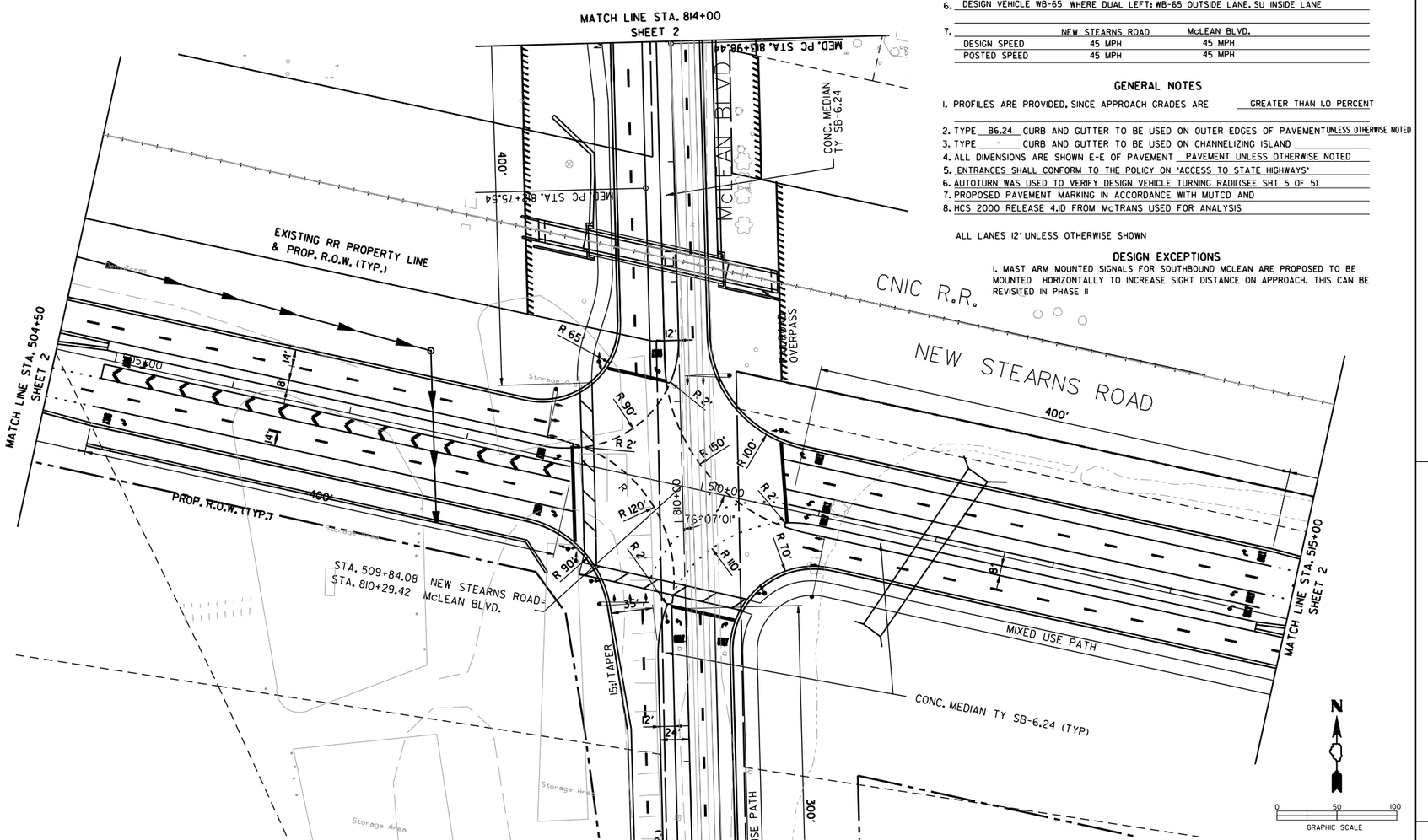
APPR. C GR= +1 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR 5
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR 5

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	CA (L)	1/12	125	132	1718	0.08	0.12	199	0.66	48.3	D	31.0	C	190
	CD (T)	2/12	1000	1053	3798	0.28	0.35	1319	0.80	31.6	C			670
	CB (R)	1/12	125	132	1510	0.09	0.58	882	0.15	9.1	A			90
P.M.	CA (L)	1/12	75	79	1718	0.05	0.11	181	0.44	41.5	D	27.7	C	110
	CD (T)	2/12	800	842	3798	0.22	0.34	1279	0.66	28.1	C			505
	CB (R)	1/12	75	79	1509	0.05	0.55	842	0.09	9.8	B			55

APPR. D GR= +1 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	DB (L)	2/12	175	184	3350	0.05	0.12	388	0.47	40.2	D	26.3	C	135
	DC (T)	2/12	800	842	3817	0.22	0.35	1326	0.63	27.0	C			495
	DA (R)	1/12	175	184	1545	0.12	0.58	903	0.20	9.4	A			130
P.M.	DB (L)	2/12	225	237	3350	0.07	0.11	353	0.67	45.8	D	31.7	C	180
	DC (T)	2/12	1000	1053	3817	0.28	0.34	1286	0.82	33.2	C			685
	DA RR)	1/12	225	237	1545	0.15	0.56	862	0.27	11.1	B			175

INTERSECTION DELAY 33.5 (A.M.), 33.8 (P.M.)
INTERSECTION LOS C (A.M.), C (P.M.)



ELEMENTS CONTROLLING DESIGN

1. DESIGN DESIGNATION NEW STEARNS ROAD OTHER PRINCIPAL ARTERIAL 34,000 ADT (2020)
   McLEAN BLVD MINOR ARTERIAL 18,000 ADT (2020)
2. NEW STEARNS ROAD IS THE PREFERENCE ROUTE
3. ANTICIPATED YEAR OF CONSTRUCTION 2005
4. TRAFFIC CONTROL TO BE ACTUATED TRAFFIC SIGNALS
5. PEDESTRIAN ACTUATION FOR EXTENSION FOR CROSSING SOUTH AND WEST LEGS
6. DESIGN VEHICLE WB-65 WHERE DUAL LEFT: WB-65 OUTSIDE LANE, SU INSIDE LANE
7.

	NEW STEARNS ROAD	McLEAN BLVD.
DESIGN SPEED	45 MPH	45 MPH
POSTED SPEED	45 MPH	45 MPH

GENERAL NOTES

1. PROFILES ARE PROVIDED, SINCE APPROACH GRADES ARE GREATER THAN 1.0 PERCENT
2. TYPE B6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT UNLESS OTHERWISE NOTED
3. TYPE - CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT PAVEMENT UNLESS OTHERWISE NOTED
5. ENTRANCES SHALL CONFORM TO THE POLICY ON "ACCESS TO STATE HIGHWAYS"
6. AUTOTURN WAS USED TO VERIFY DESIGN VEHICLE TURNING RADII (SEE SHT 5 OF 5)
7. PROPOSED PAVEMENT MARKING IN ACCORDANCE WITH MUTCD AND
8. HCS 2000 RELEASE 4.1D FROM McTRANS USED FOR ANALYSIS

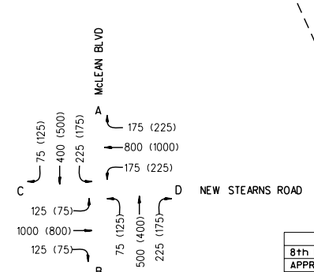
ALL LANES 12' UNLESS OTHERWISE SHOWN

DESIGN EXCEPTIONS

1. MAST ARM MOUNTED SIGNALS FOR SOUTHBOUND MCLEAN ARE PROPOSED TO BE MOUNTED HORIZONTALLY TO INCREASE SIGHT DISTANCE ON APPROACH. THIS CAN BE REVISITED IN PHASE II

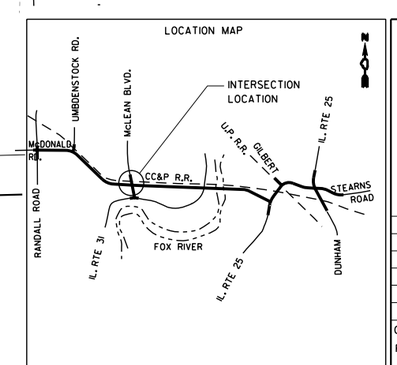
TRAFFIC DATA

MOVEMENT	YEAR 2002 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30th MAX HOUR	ESTIMATED PERCENT INCREASE BY	YEAR 2020 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY	YEAR 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.
AB			4%		400	500			
AD			4%		225	175			
AC			4%		75	125			
BA			4%		500	400			
BC			4%		75	125			
BD			4%		225	175			
CD			4%		1000	800			
CA			4%		125	75			
CB			4%		125	75			
DC			4%		800	1000			
DB			4%		175	225			
DA			4%		175	225			
TOTAL A					1500	1500			
TOTAL B					1500	1500			
TOTAL C					2200	2200			
TOTAL D					2600	2600			



TRAFFIC MOVEMENTS
2020 AM (PM)

YEAR 2020 8th MAX. HOUR TRAFFIC	
APPROACH A	425
APPROACH B	425
APPROACH C	650
APPROACH D	725



DRAWING NO.

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAU ROUTE 2509 (McLEAN BLVD

SEC. NO. 98-00214-02BR PROJ. NO. P-91-143-99
SCALE 1"=50' COUNTY KANE
SJN : REV. NO.

DATE	NAME	REMARKS

CADD FILE NAME macidsl.dgn
REF FILE NAME

I.D.S. SHEET 1 OF 5

•DGN-SPEC•
•DATE-TIME•
•REF-
•REF-
•REF-

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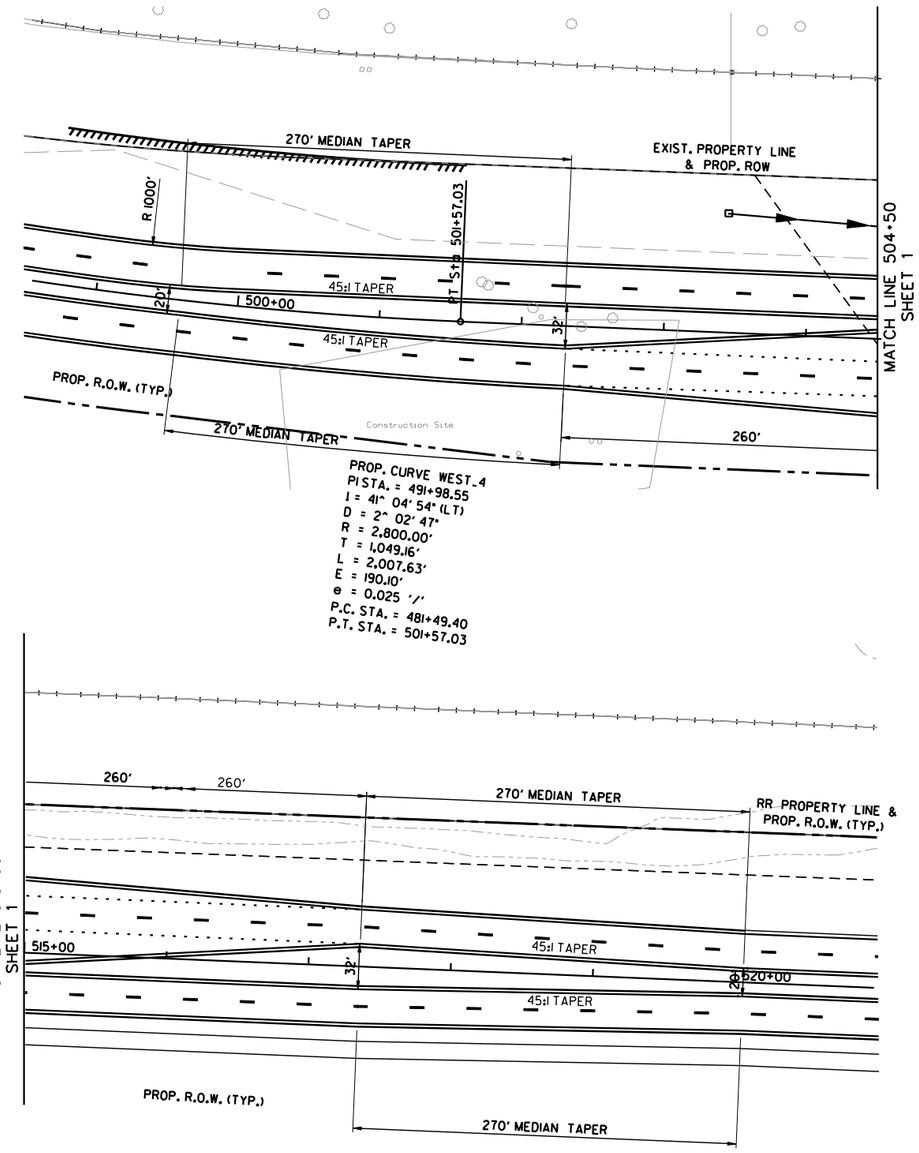
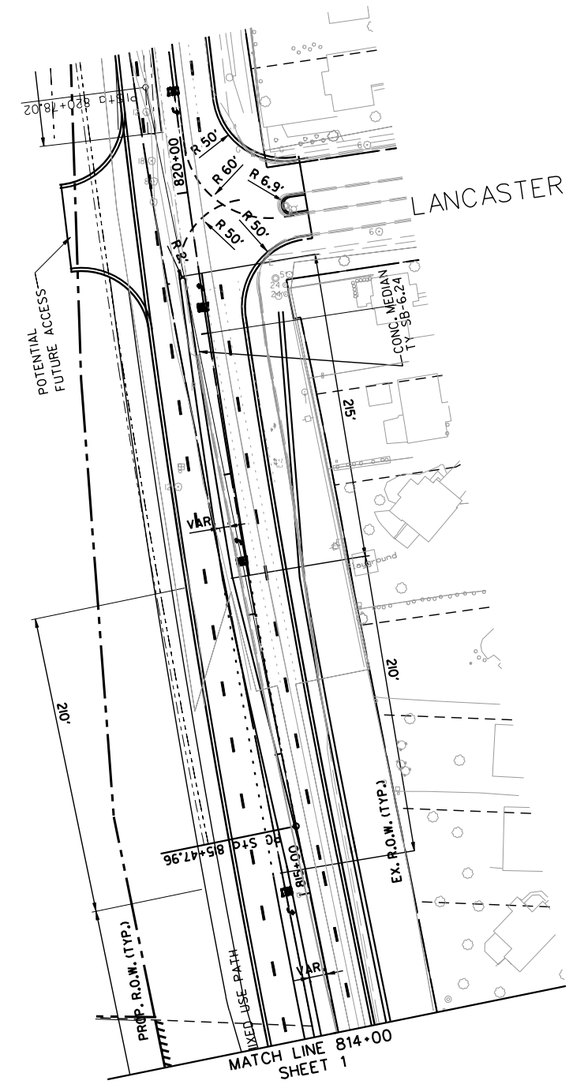
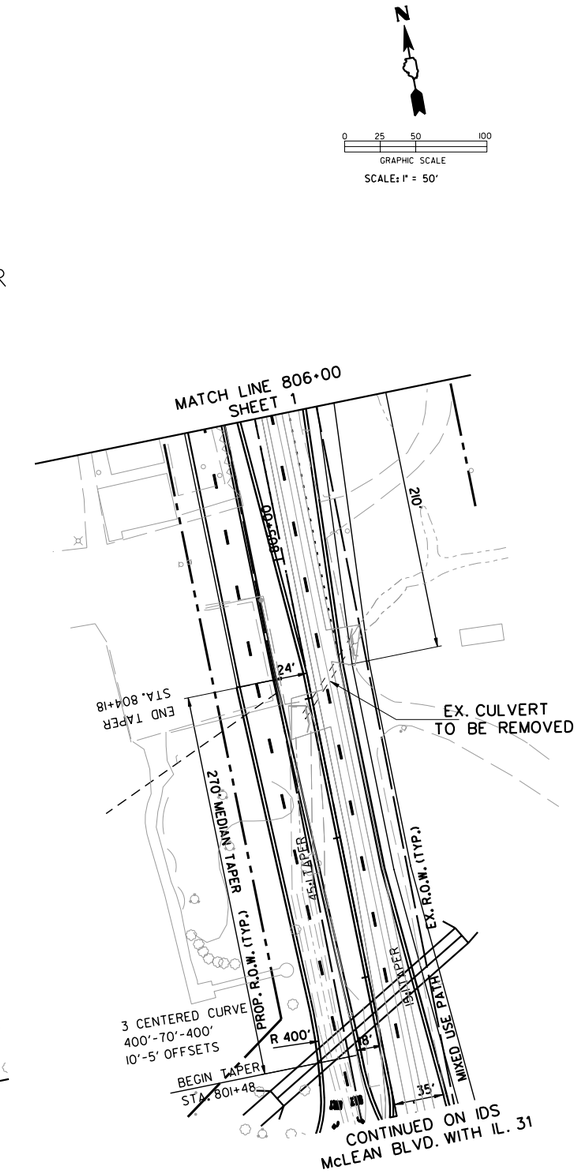
BDE-9409







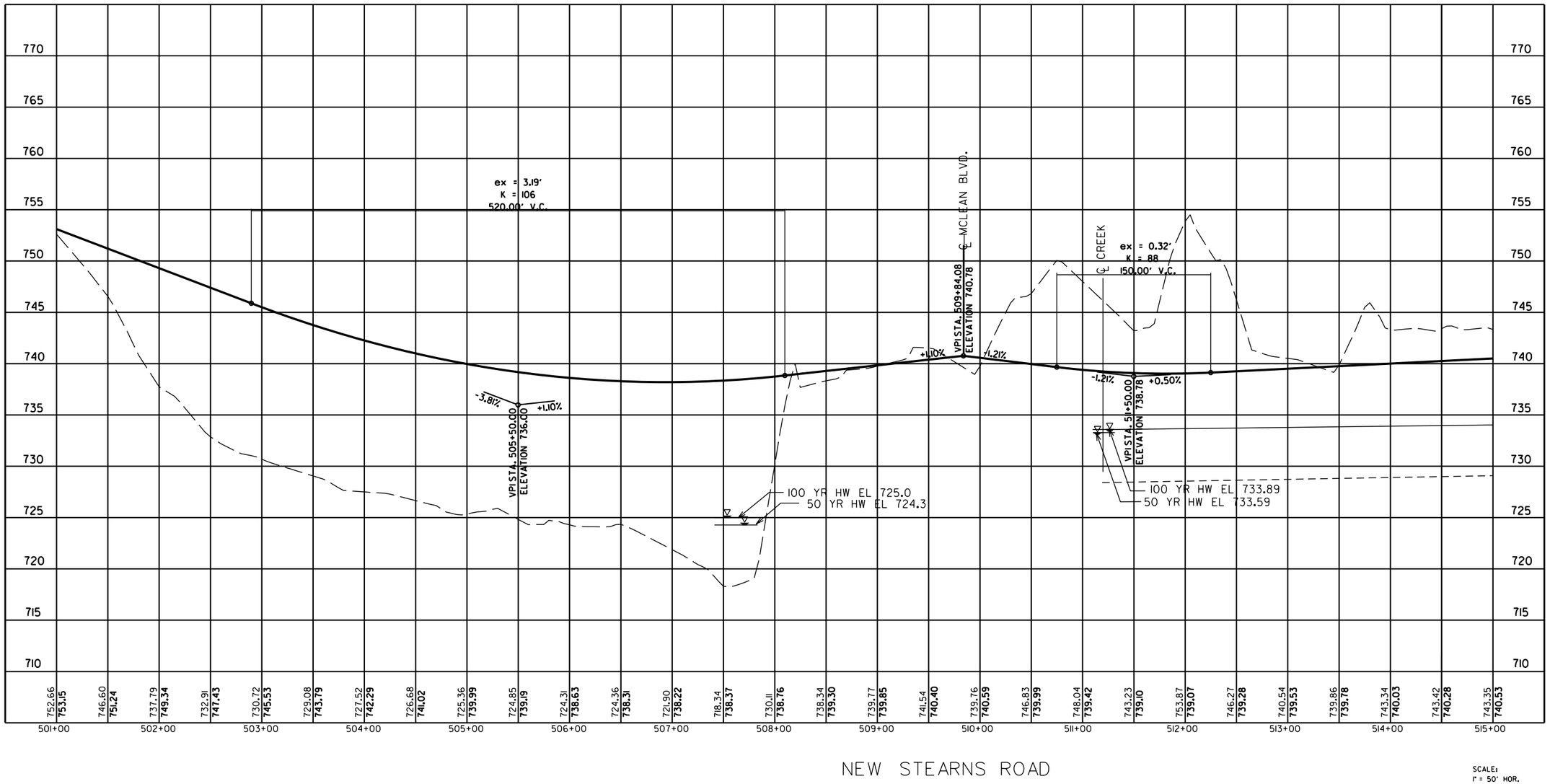
INTERSECTION DESIGN STUDY

FAP ROUTE 361 WITH (NEW STEARNS ROAD

FAU ROUTE 2509 (McLEAN BLVD

CADD FILE NAME :[ ] I.D.S. SHEET 2 OF 5

DGN-SPEC
DATE-TIME
*REF-
*REF-
*REF-



NEW STEARNS ROAD

SCALE:
1" = 50' HOR.
1" = 5' VER.

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAU ROUTE 2509 (McLEAN BLVD

CADD FILE NAME : (macids2

I.D.S. SHEET 3 OF 5

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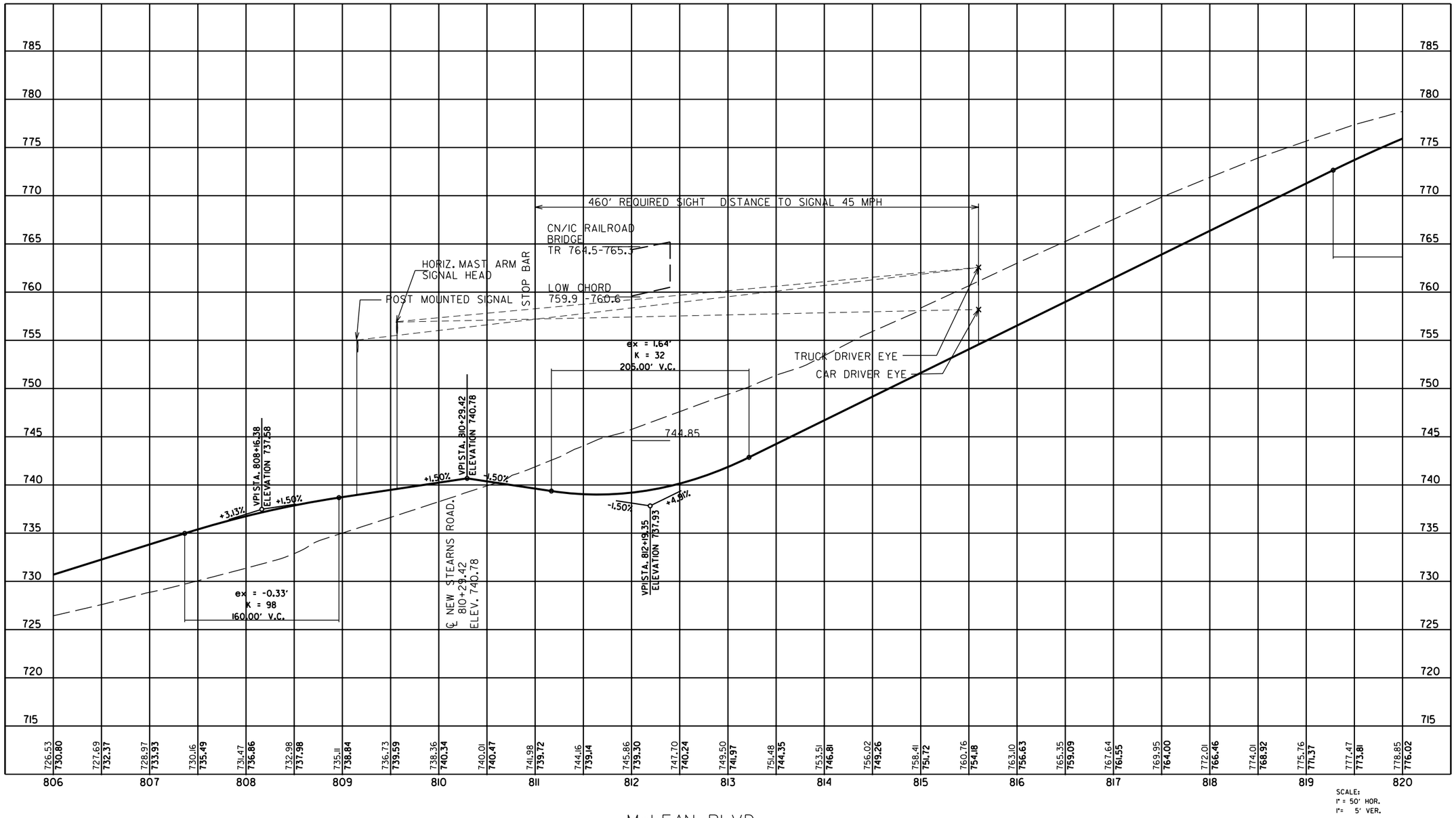

SCALE:
1" = 50' HOR.
1" = 5' VER.

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAU ROUTE 2509 (McLEAN BLVD

CADD FILE NAME : (macids3

I.D.S. SHEET 4 OF 5

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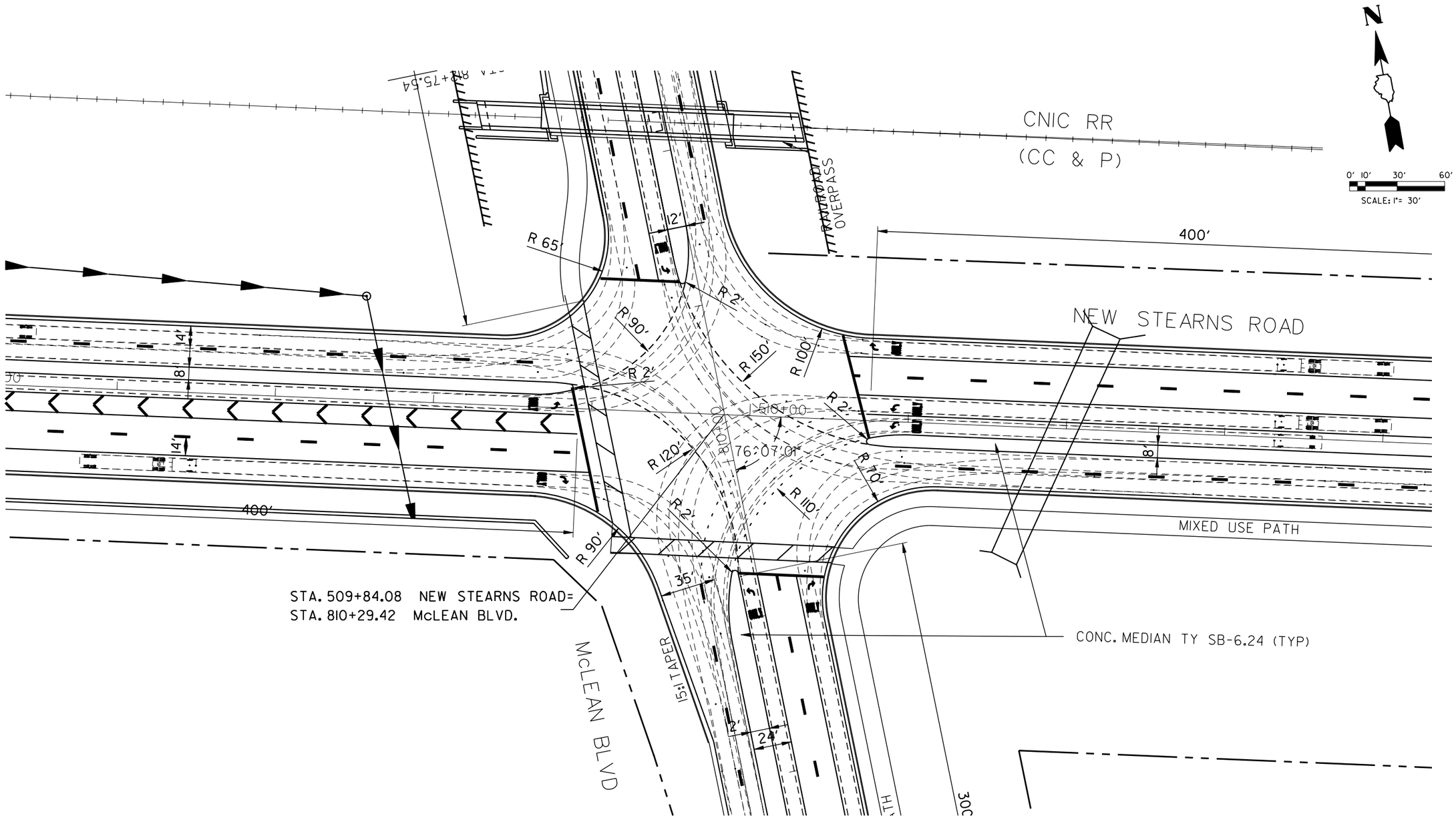
•DATE-TIME•
•REF-
•REF-
•REF-
•REF-



INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAU ROUTE 2509 (McLEAN BLVD

CADD FILE NAME : macids4

I.D.S. SHEET 5 OF 5

•DGN-SPEC•
•DATE-TIME•
•REF-
•REF-
•REF-

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PEDESTRIAN ACTUATION FOR EXTENSION FOR CROSSING SOUTH AND WEST LEGS

SIGNALIZED INTERSECTION

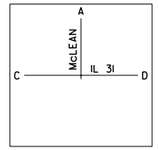
CAPACITY ANALYSIS

PROJECT CCP/STEARNS ROAD
INTERSECTION IL RTE 31 / McLEAN BLVD.

BASIC CONDITIONS

AREA: CBD (OTHER) (CIRCLE ONE) PHF 0.95

SIGNAL TYPE ACTUATED ARRIVAL TYPE 3



C = SIGNAL CYCLE = 95 SEC. ΣA/C 15 / 95 = 0.17

PHASE I		PHASE II		PHASE III		PHASE IV	
G/C= 0.34 G = 32Sec.	3 Sec.	G/C= 0.29 G = 28Sec.	6 Sec.	G/C= 0.21 G = 20 Sec.	6 Sec.	G/C= G = Sec.	Sec.
G/C= 0.29 G = 28Sec.	3 Sec.	G/C= 0.35 G = 33Sec.	6 Sec.	G/C= 0.20 G = 19 Sec.	6 Sec.	G/C= G = Sec.	Sec.
	AMBER		AMBER		AMBER		AMBER

NOTE:

PEDESTRIAN ACTUATION STOPS MOVEMENT CD IN PHASE I

APPR. A GR= -2 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	AD (L)	1/12	200	211	1753	0.12	0.21	369	0.57	35.8	D	18.5	B	270
	AC (R)	1/12	500	526	1568	0.34	0.61	957	0.55	11.5	B			420
P.M.	AD (L)	1/12	250	263	1753	0.15	0.20	351	0.75	44.4	D	25.3	C	370
	AC (R)	1/12	550	579	1568	0.37	0.56	875	0.66	16.6	B			540

APPR. C GR= 0 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	CA (L)	2/12	550	579	3367	0.17	0.34	1134	0.51	25.6	C	17.0	B	325
	CD (T)	1/12	500	526	2019	0.26	0.66	1339	0.39	7.5	A			330
P.M.	CA (L)	2/12	500	526	3367	0.16	0.29	992	0.53	28.5	C	19.4	B	315
	CD (T)	1/12	350	368	2019	0.18	0.67	1360	0.27	6.3	A			200

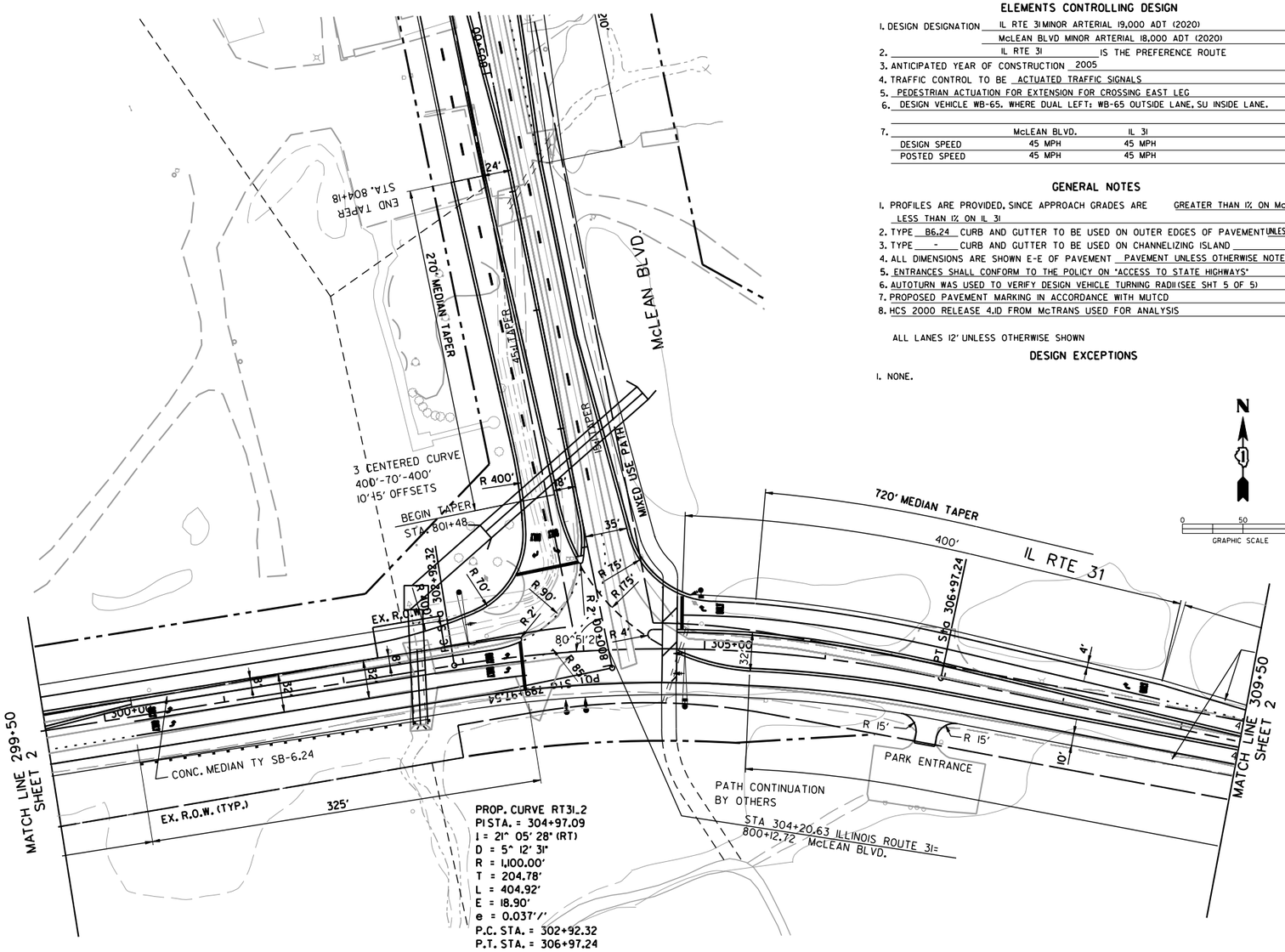
APPR. D GR= 0 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR 5
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR 5

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	DC (T)	1/12	350	368	2019	0.18	0.29	595	0.62	30.9	C	22.5	C	435
	DA (R)	1/12	250	263	1553	0.17	0.57	883	0.30	10.8	B			200
P.M.	DC (T)	1/12	500	526	2019	0.26	0.35	701	0.75	31.9	C	25.2	C	615
	DA (R)	1/12	200	211	1553	0.14	0.61	948	0.22	8.5	A			140

APPR. ___ GR= ___ % A.M. T= ___ % R= ___ % L= ___ % PKG ___ (MNV/HR) BUS ___ (STOP/HR) PEDS/HR ___
P.M. T= ___ % R= ___ % L= ___ % PKG ___ (MNV/HR) BUS ___ (STOP/HR) PEDS/HR ___

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.														
P.M.														

INTERSECTION DELAY 18.8 (A.M.), 23 (P.M.)
INTERSECTION LOS B (A.M.), C (P.M.)



ELEMENTS CONTROLLING DESIGN

1. DESIGN DESIGNATION IL RTE 31 MINOR ARTERIAL 19,000 ADT (2020)
   McLEAN BLVD MINOR ARTERIAL 18,000 ADT (2020)
2. IL RTE 31 IS THE PREFERENCE ROUTE
3. ANTICIPATED YEAR OF CONSTRUCTION 2005
4. TRAFFIC CONTROL TO BE ACTUATED TRAFFIC SIGNALS
5. PEDESTRIAN ACTUATION FOR EXTENSION FOR CROSSING EAST LEG
6. DESIGN VEHICLE WB-65. WHERE DUAL LEFT: WB-65 OUTSIDE LANE, SU INSIDE LANE.
7.

	McLEAN BLVD.	IL 31
DESIGN SPEED	45 MPH	45 MPH
POSTED SPEED	45 MPH	45 MPH

GENERAL NOTES

1. PROFILES ARE PROVIDED, SINCE APPROACH GRADES ARE GREATER THAN 1% ON McLEAN, LESS THAN 1% ON IL 31
2. TYPE B6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT UNLESS OTHERWISE NOTED
3. TYPE - CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT PAVEMENT UNLESS OTHERWISE NOTED
5. ENTRANCES SHALL CONFORM TO THE POLICY ON "ACCESS TO STATE HIGHWAYS"
6. AUTOTURN WAS USED TO VERIFY DESIGN VEHICLE TURNING RADII (SEE SHT 5 OF 5)
7. PROPOSED PAVEMENT MARKING IN ACCORDANCE WITH MUTCD
8. HCS 2000 RELEASE 4.1D FROM McTRANS USED FOR ANALYSIS

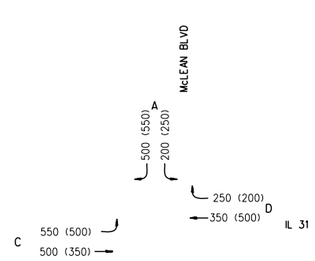
ALL LANES 12' UNLESS OTHERWISE SHOWN

DESIGN EXCEPTIONS

1. NONE.

TRAFFIC DATA

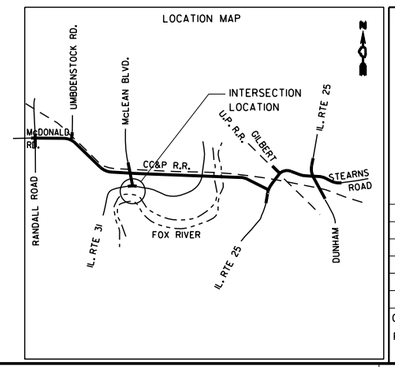
MOVEMENT	YEAR 2001 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30th MAX HOUR	ESTIMATED PERCENT INCREASE BY	YEAR 2020 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY	YEAR ___ 30th MAXIMUM TRAFFIC A.M.	P.M.
AB	-	-	-		-	-			
AD	5	20	4%		200	250			
AC	235	175	4%		500	550			
BA	-	-	-		-	-			
BC	-	-	-		-	-			
BD	-	-	-		-	-			
CD	325	235	4%		500	350			
CA	135	260	4%		550	500			
CB	-	-	-		-	-			
DC	190	315	4%		350	500			
DB	-	-	-		-	-			
DA	15	15	4%		250	200			
TOTAL A	390	470			1500	1500			
TOTAL B	-	-			-	-			
TOTAL C	885	985			1900	1900			
TOTAL D	535	585			1300	1300			



TRAFFIC MOVEMENTS
2020 AM (PM)

YEAR 2020 8th MAX. HOUR TRAFFIC	
APPROACH A	425
APPROACH B	---
APPROACH C	525
APPROACH D	725

LOCATION MAP



DRAWING NO. ___

INTERSECTION DESIGN STUDY

FAP ROUTE 3887 (IL RT 31 WITH
FAU ROUTE 2509 (McLEAN BLVD

SEC. NO. 98-00214-02BR PROJ. NO. P-91-143-99
SCALE ___ COUNTY KANE
SJN : ___ REV. NO. ___

DATE	NAME	REMARKS

CADD FILE NAME IL31macidsl
REF FILE NAME ___

I.D.S. SHEET 1 OF 5

BDE-9409

•DGN-SPEC•
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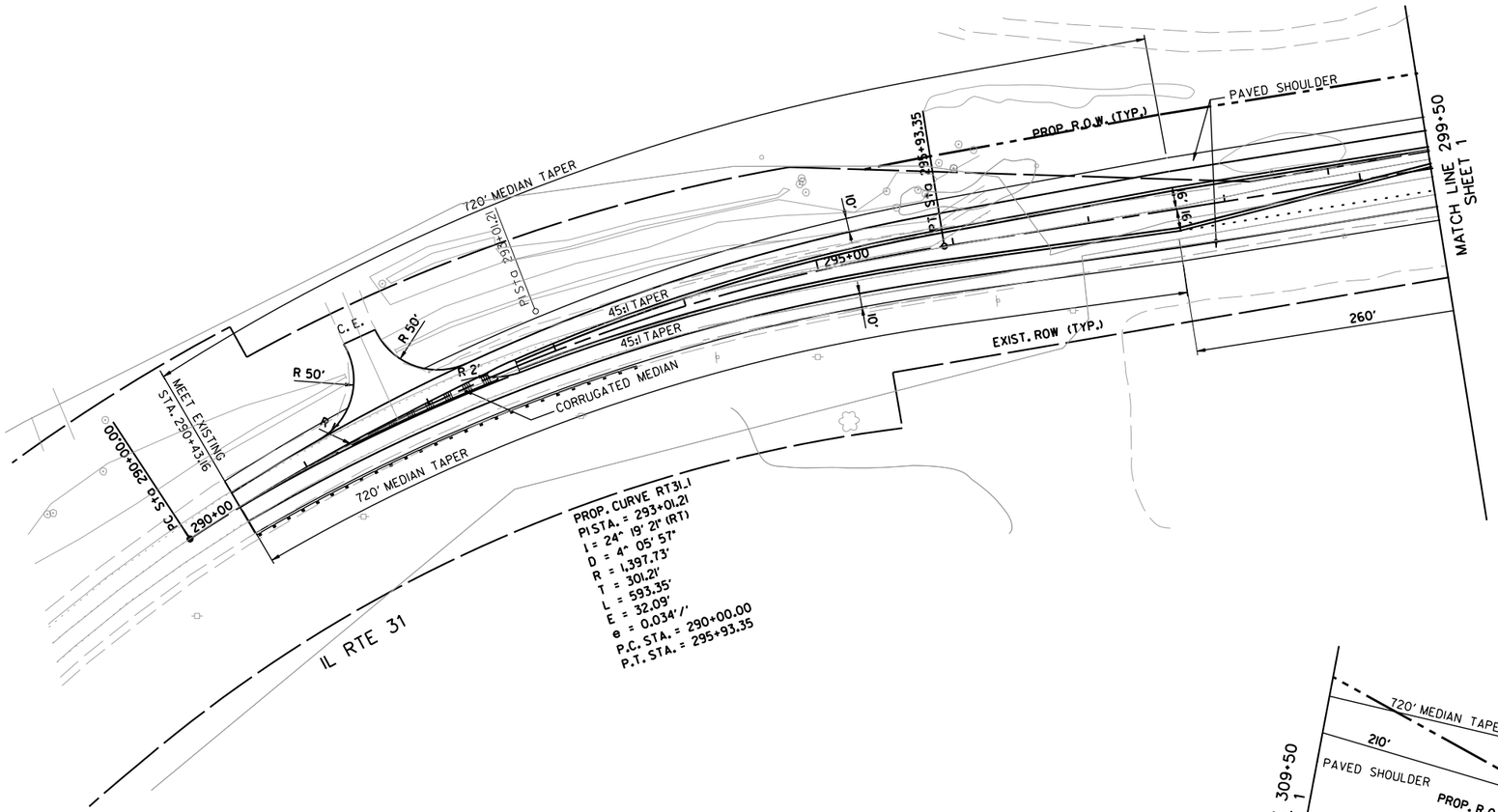
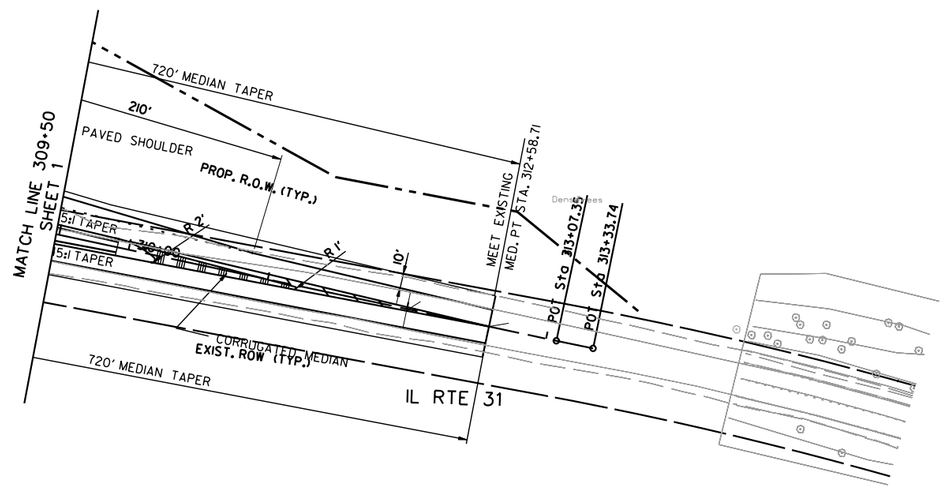




N

0 25 50 100
GRAPHIC SCALE

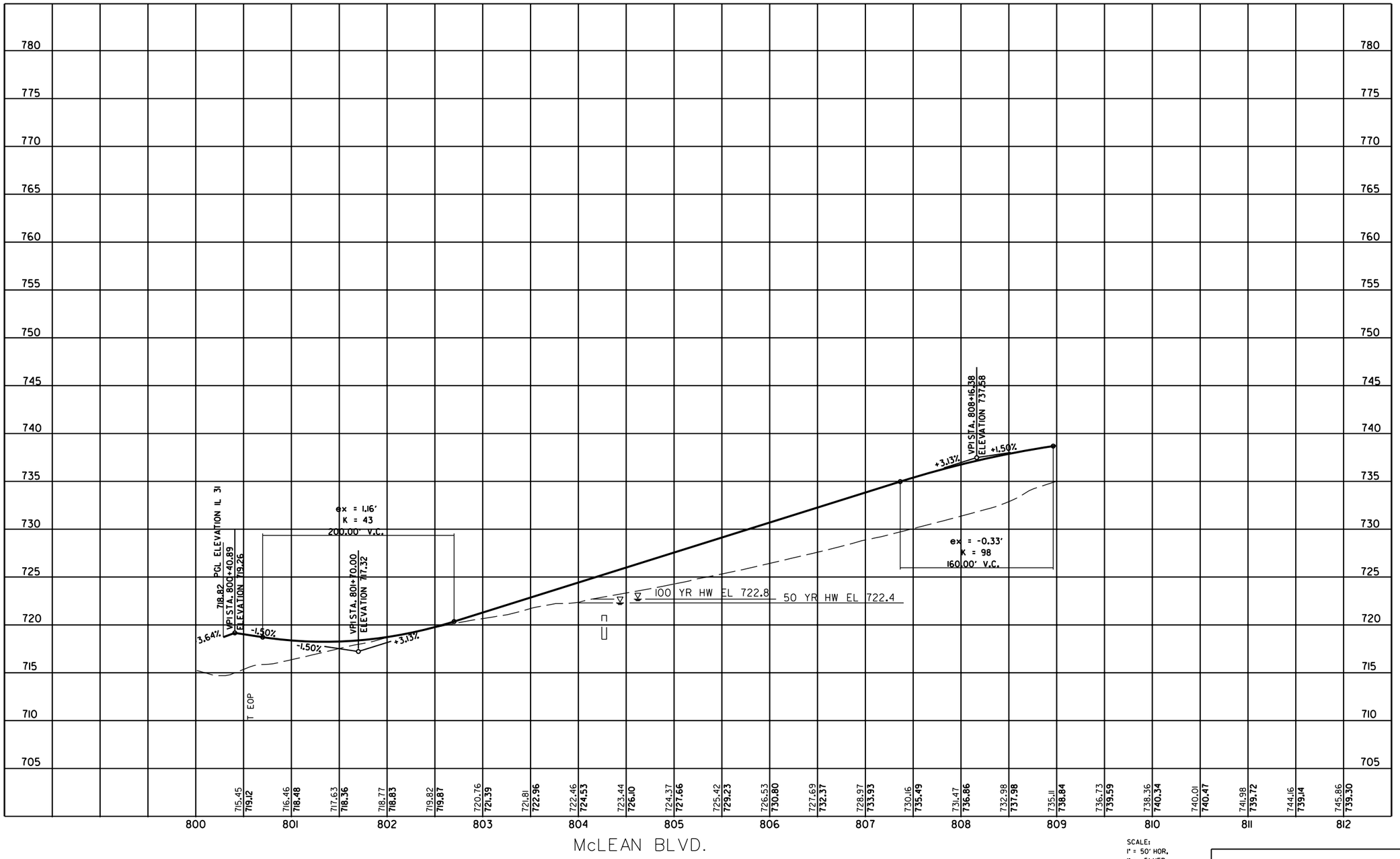
SCALE: 1" = 50'

INTERSECTION DESIGN STUDY

FAP ROUTE 3887 (IL RT 31
WITH
FAU ROUTE 2509 (McLEAN BLVD

CADD FILE NAME : il31macids5

I.D.S. SHEET 2 OF 5



SCALE:
1" = 50' HOR.
1" = 5' VER.

INTERSECTION DESIGN STUDY

FAP ROUTE 3887 (IL RT 31
WITH
FAU ROUTE 2509 (McLEAN BLVD

CADD FILE NAME : il31macids3

I.D.S. SHEET 3 OF 5

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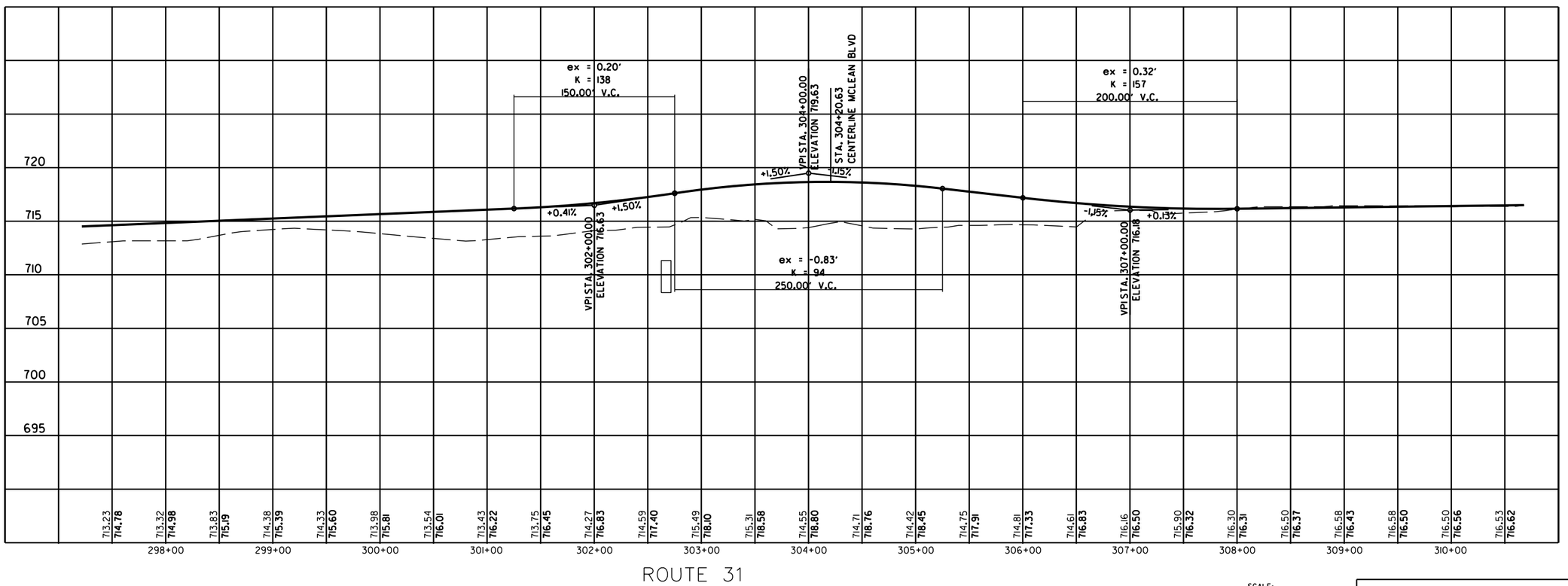
•REF-



ROUTE 31

SCALE:
1" = 50' HOR.
1" = 5' VER.

INTERSECTION DESIGN STUDY

FAP ROUTE 3887 (IL RTE 31
FAU ROUTE 2509 WITH (McLEAN BLVD

CADD FILE NAME : [il31mdcids2

I.D.S. SHEET 4 OF 5

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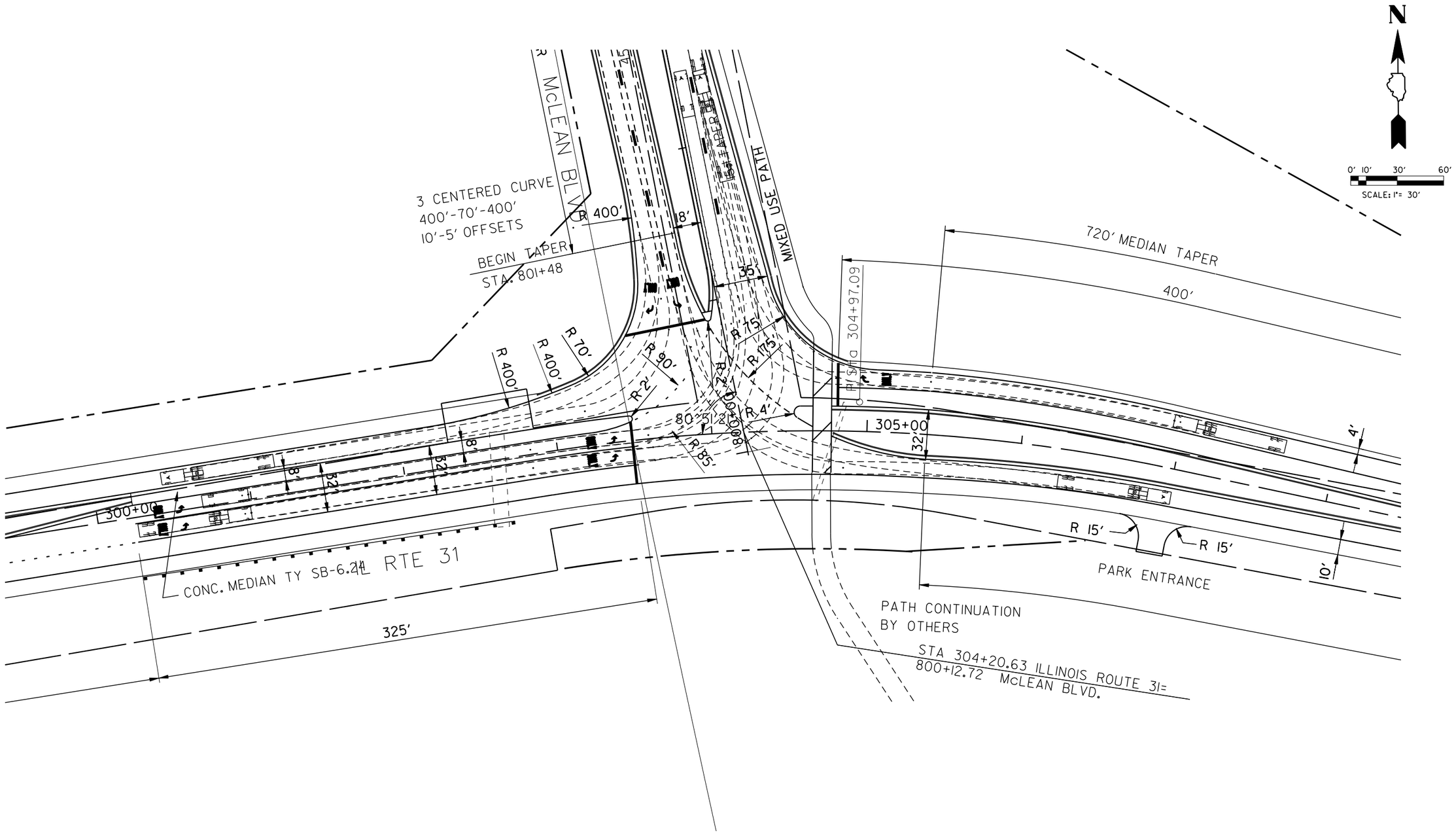


INTERSECTION DESIGN STUDY

FAP ROUTE 3887 (IL RTE 31
WITH
FAU ROUTE 2509 (McLEAN BLVD

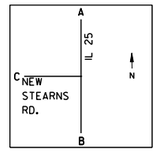
CADD FILE NAME : il31macids4

I.D.S. SHEET 5 OF 5

SIGNALIZED INTERSECTION

CAPACITY ANALYSIS

PROJECT CCP/STEARNS ROAD
INTERSECTION NEW STEARNS RD. / IL RTE 25



BASIC CONDITIONS

AREA: CBD (OTHER) (CIRCLE ONE) PHF 0.95

SIGNAL TYPE ACTUATED ARRIVAL TYPE 3

C = SIGNAL CYCLE = 95 SEC. ΣA/C 15 / 95 =0.16

PHASE I		PHASE II		PHASE III		PHASE IV	
G/C= 0.43	6	G/C= 0.27	3	G/C= 0.14	6	G/C=	
G = 41 Sec.	Sec.	G = 26 Sec.	Sec.	G = 13 Sec.	Sec.	G = Sec.	Sec.
	AMBER		AMBER		AMBER		AMBER
G/C= 0.35	6	G/C= 0.28	3	G/C= 0.21	6	G/C=	
G = 33 Sec.	Sec.	G = 27 Sec.	Sec.	G = 20 Sec.	Sec.	G = Sec.	Sec.

APPR. A GR= +2 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	AB (T)	2/12	400	421	3837	0.11	0.14	525	0.80	48.5	D	15.9	B	325
	AC (R)	1/12	850	895	1553	0.58	1.00	1553	0.58	0.5	A			
P.M.	AB (T)	2/12	550	579	3837	0.15	0.21	808	0.72	37.9	D	14.0	B	400
	AC (R)	1/12	1100	1158	1553	0.75	1.00	1553	0.75	2.0	A			

APPR. B GR= +3 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	BC (L)	1/12	300	316	1710	0.18	0.27	468	0.68	34.6	C	23.6	C	390
	BA (T)	2/12	550	579	3779	0.15	0.44	1671	0.35	17.6	B			275
P.M.	BC (L)	1/12	350	368	1710	0.22	0.28	486	0.76	37.8	D	24.0	C	470
	BA (T)	2/12	400	421	3779	0.11	0.53	1989	0.21	12.0	B			165

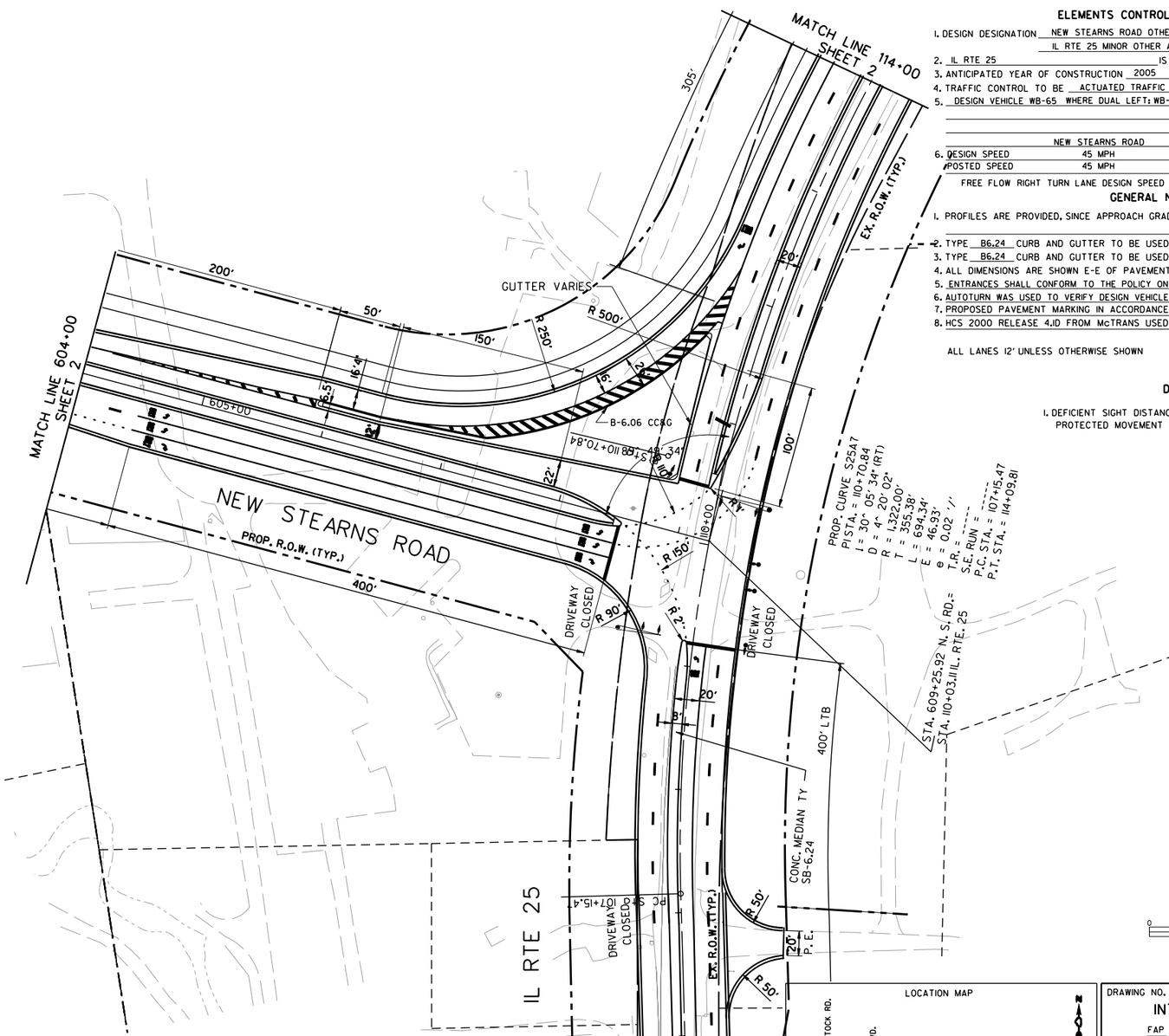
APPR. C GR= +1 % A.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4 % R= - % L= - % PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	CA (L)	2/12	1100	1158	3350	0.35	0.43	1446	0.80	26.8	C	21.2	C	690
	CB (R)	1/12	350	368	1545	0.24	0.77	1187	0.31	3.5	A			165
P.M.	CA (L)	2/12	850	895	3350	0.27	0.35	1164	0.77	30.8	C	24.3	C	560
	CB (R)	1/12	300	316	1545	0.20	0.69	1073	0.29	5.7	A			175

APPR. ___ GR= ___ % A.M. T= ___ % R= ___ % L= ___ % PKG ___ (MNV/HR) BUS ___ (STOP/HR) PEDS/HR ___
P.M. T= ___ % R= ___ % L= ___ % PKG ___ (MNV/HR) BUS ___ (STOP/HR) PEDS/HR ___

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.														
P.M.														

INTERSECTION DELAY 19.9 (A.M.), 19.(P.M.)
INTERSECTION LOS B (A.M.), B(P.M.)



ELEMENTS CONTROLLING DESIGN

1. DESIGN DESIGNATION NEW STEARNS ROAD OTHER PRINCIPAL ARTERIAL 29,000 ADT (2020)
   IL RTE 25 MINOR OTHER ARTERIAL 16,000 ADT (2020)
2. IL RTE 25 IS THE PREFERENCE ROUTE
3. ANTICIPATED YEAR OF CONSTRUCTION 2005
4. TRAFFIC CONTROL TO BE ACTUATED TRAFFIC SIGNALS
5. DESIGN VEHICLE WB-65 WHERE DUAL LEFT; WB-65 OUTSIDE LANE, SU INSIDE LANE

	NEW STEARNS ROAD	IL RTE. 25
6. DESIGN SPEED	45 MPH	45 MPH
POSTED SPEED	45 MPH	45 MPH

FREE FLOW RIGHT TURN LANE DESIGN SPEED 25 MPH

GENERAL NOTES

1. PROFILES ARE PROVIDED, SINCE APPROACH GRADES ARE GREATER THAN 1.0 PERCENT
2. TYPE B6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT UNLESS OTHERWISE NOTED
3. TYPE B6.24 CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND UNLESS OTHERWISE NOTED
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE NOTED
5. ENTRANCES SHALL CONFORM TO THE POLICY ON "ACCESS TO STATE HIGHWAYS"
6. AUTOTURN WAS USED TO VERIFY DESIGN VEHICLE TURNING RADII (SEE SHT 5 OF 5)
7. PROPOSED PAVEMENT MARKING IN ACCORDANCE WITH MUTCD
8. HCS 2000 RELEASE 4.1D FROM McTRANS USED FOR ANALYSIS

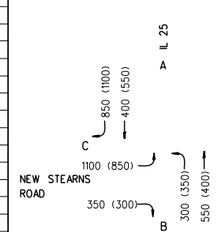
ALL LANES 12' UNLESS OTHERWISE SHOWN

DESIGN EXCEPTIONS

1. DEFICIENT SIGHT DISTANCE FOR PERMITTED NB LEFT TURN MOVEMENT. PROTECTED MOVEMENT ONLY ALLOWED.

TRAFFIC DATA

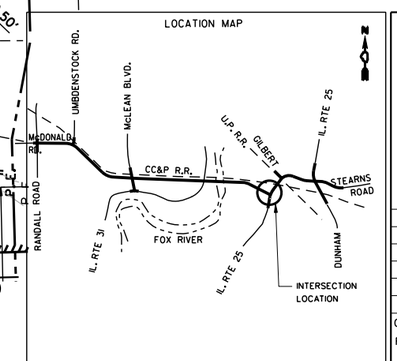
MOVEMENT	YEAR 2002 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30th MAX HOUR	ESTIMATED PERCENT INCREASE BY	YEAR 2020 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY	YEAR 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.
AB			4%		400	550			
AD			-		-	-			
AC			4%		850	1100			
BA			4%		550	400			
BC			4%		300	350			
BD			-		-	-			
CD			-		-	-			
CA			4%		1100	850			
CB			4%		350	300			
DC			-		-	-			
DB			-		-	-			
DA			-		-	-			
TOTAL A					2900	2900			
TOTAL B					1600	1600			
TOTAL C					2600	2600			
TOTAL D					-	-			



TRAFFIC MOVEMENTS 2020 AM (PM)

YEAR 2020 8th MAX. HOUR TRAFFIC	
APPROACH A	800
APPROACH B	450
APPROACH C	725
APPROACH D	---

LOCATION MAP



DRAWING NO. ____

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAU ROUTE 2503 (IL. RTE. 25

SEC. NO. 98-00214-02BR PROJ. NO. P-91-143-99
SCALE 1"=50' COUNTY KANE
SJN : ____ REV. NO. ___

DATE	NAME	REMARKS

CADD FILE NAME
REF FILE NAME 125IDS1

I.D.S. SHEET 1 OF 6

BDE-9409

•DGN-SPEC•
•DATE-TIME•
•REF -
•REF -
•REF -

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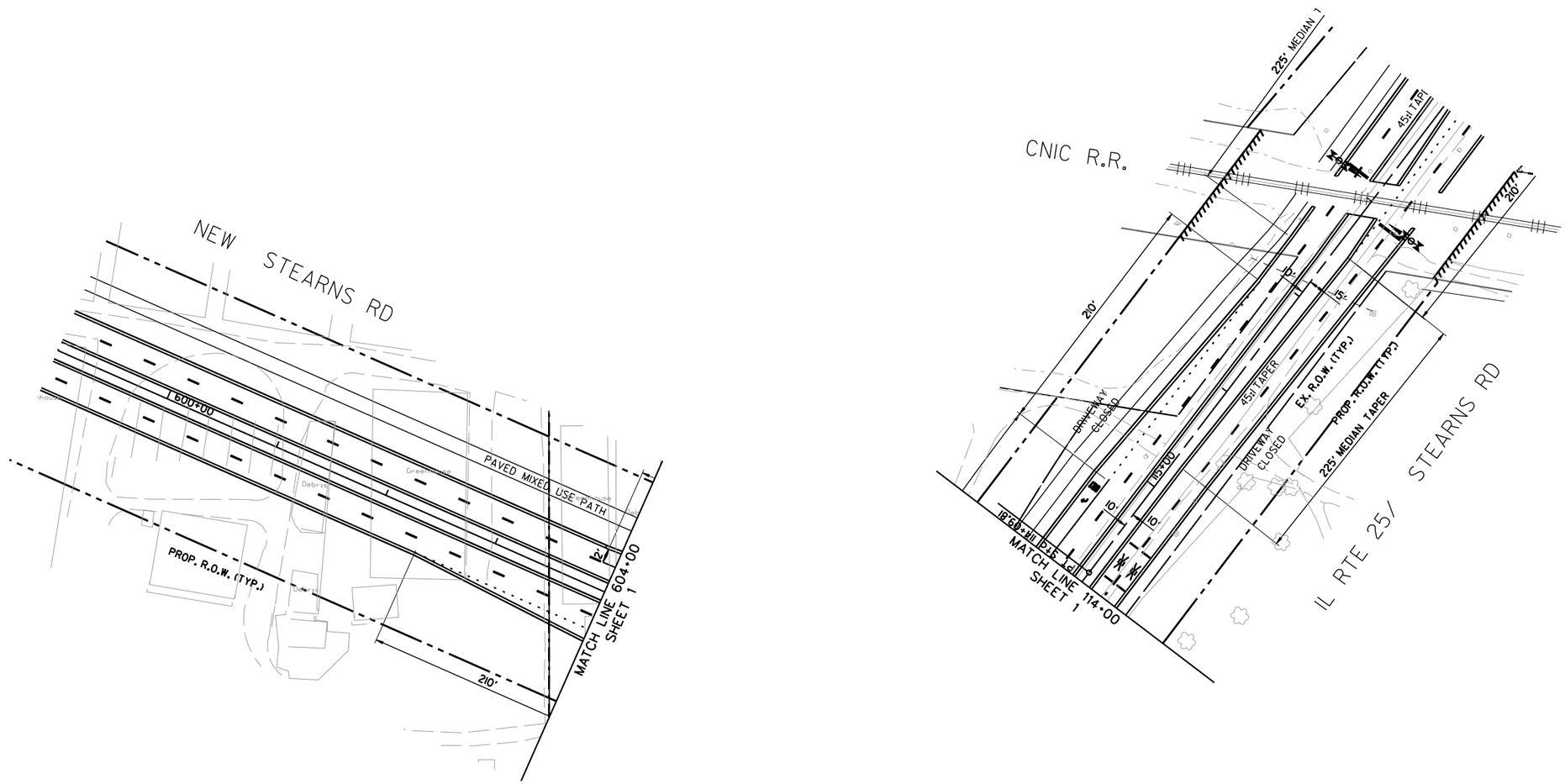

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD

WITH

FAU ROUTE 2503 (IL. RTE. 25

CADD FILE NAME : (1256ids4

I.D.S. SHEET 2 OF 6

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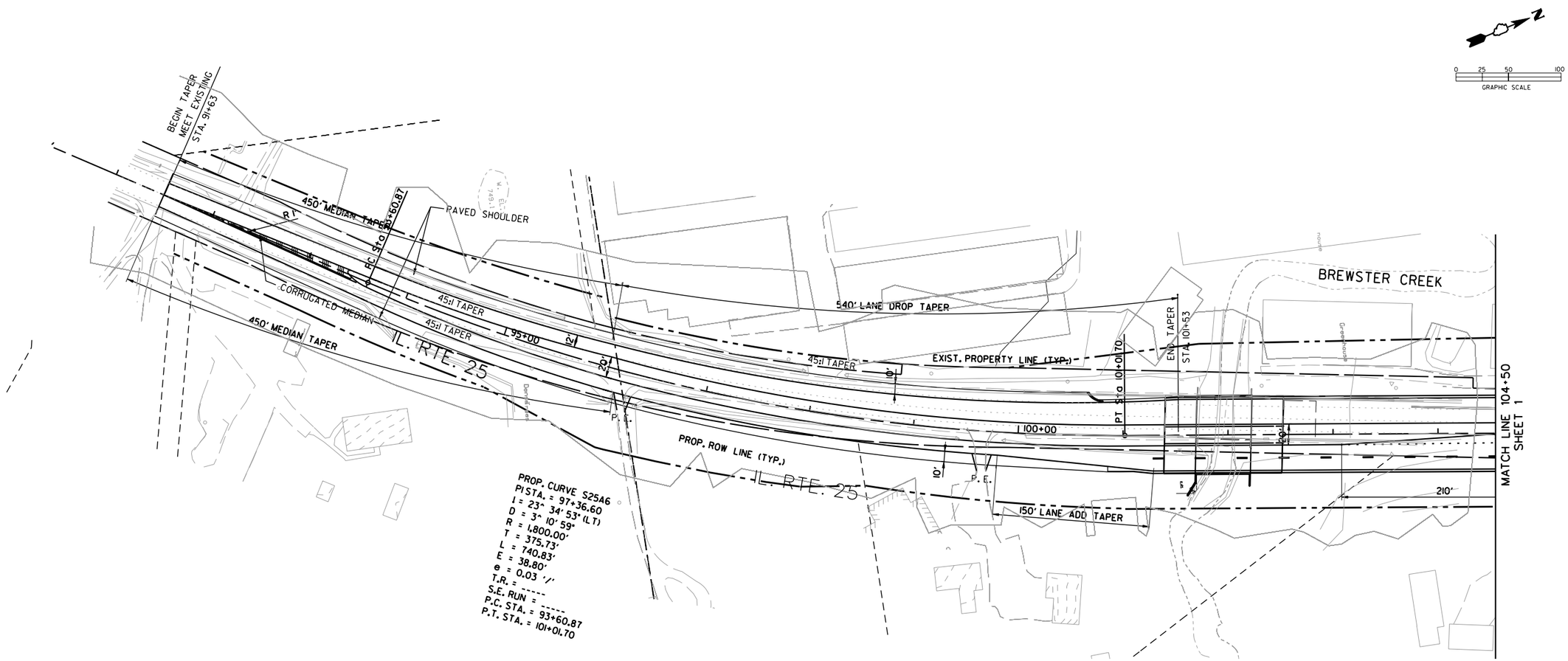

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAU ROUTE 2503 (IL. RTE 25

CADD FILE NAME : I 125ids3

I.D.S. SHEET 3 OF 6

•DGN-SPEC•
•DATE-TIME•
•REF-
•REF-
•REF-

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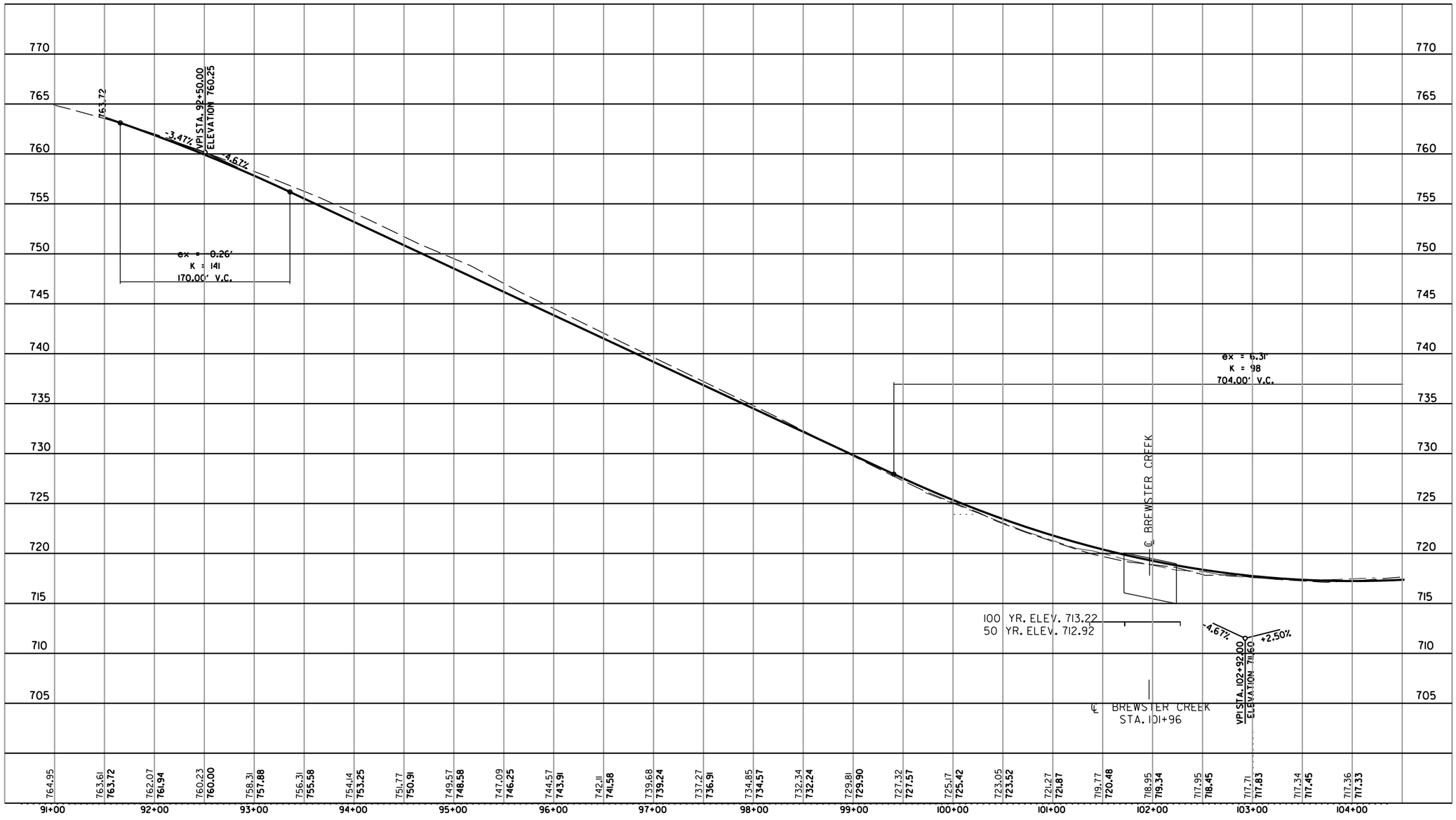

IL. RTE. 25

SCALE:
1" = 50' HOR.
1" = 5' VER.

INTERSECTION DESIGN STUDY

FAP ROUTE 361 ℄ NEW STEARNS ROAD
WITH
FAU ROUTE 2503 ℄ IL. RTE. 25

CADD FILE NAME : i25ids6

I.D.S. SHEET 4 OF 6

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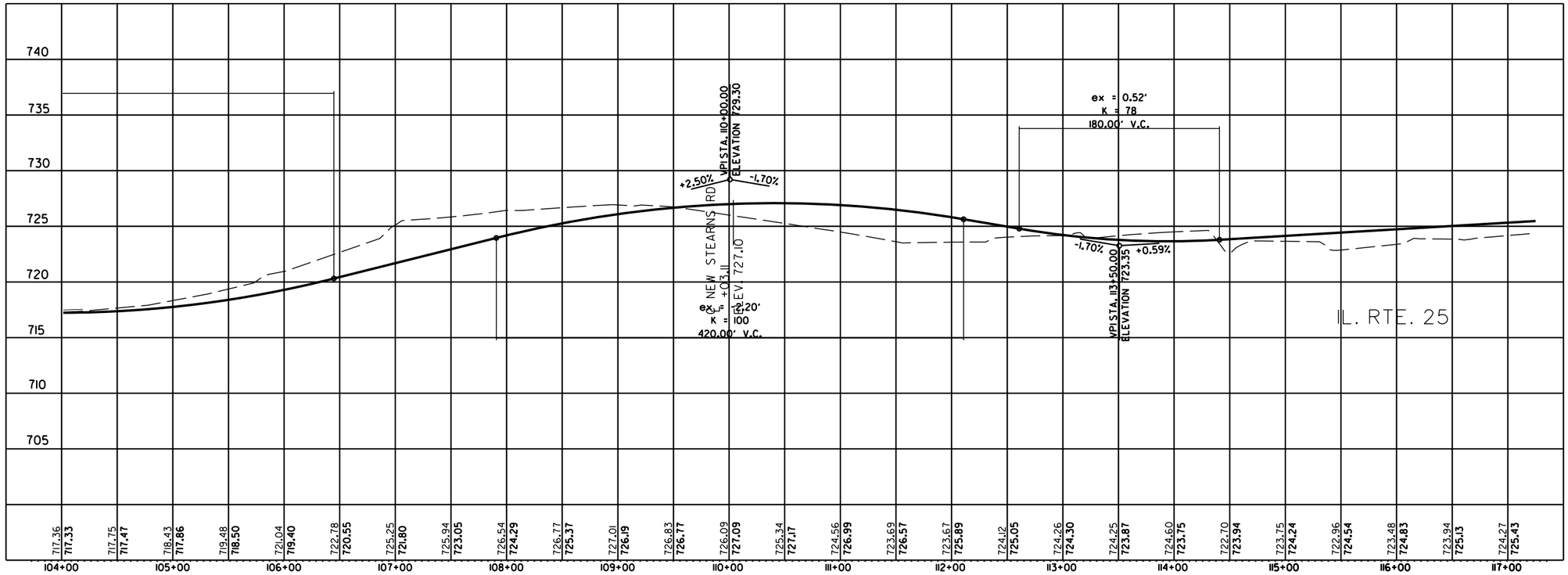

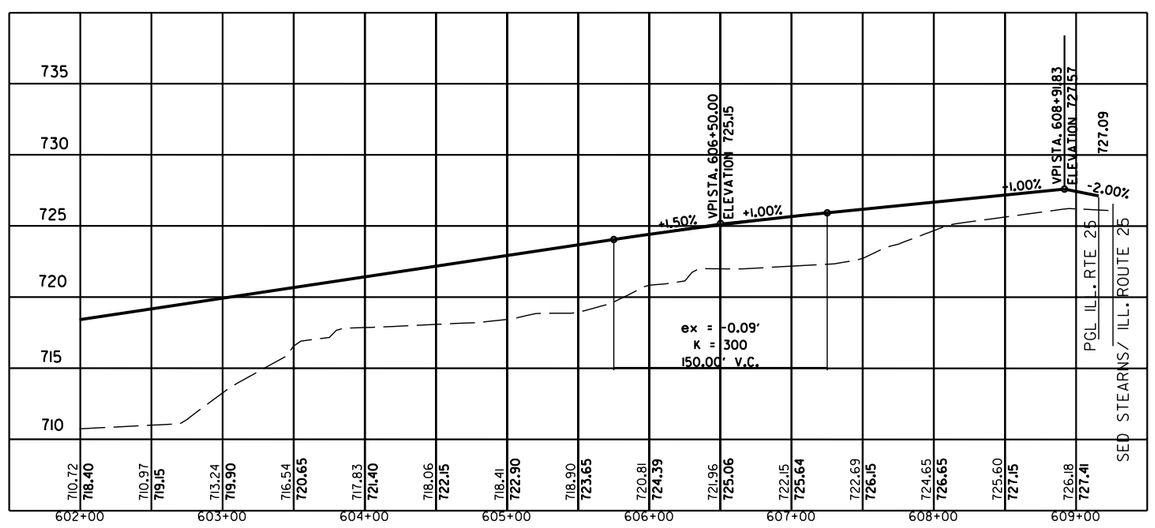

NEW STEARNS ROAD (WEST APPROACH ROAD)

SCALE:
1" = 50' HOR.
1" = 5' VER.

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAU ROUTE 2503 (IL. RTE. 25

CADD FILE NAME : (I25ID352

I.D.S. SHEET 5 OF 6

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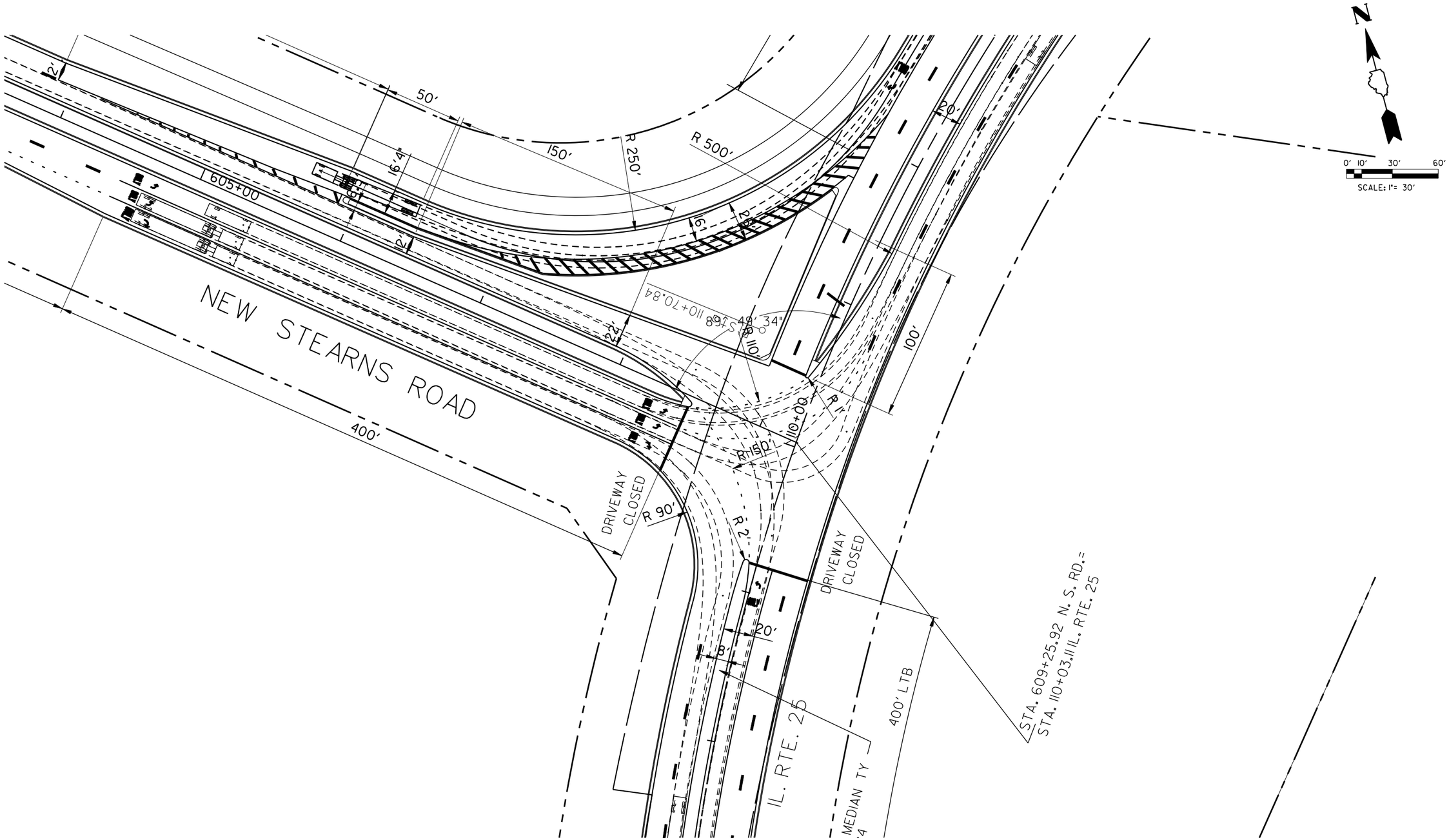


INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
FAU ROUTE 2503 WITH (IL. RTE 25

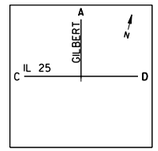
CADD FILE NAME :i 125ids3

I.D.S. SHEET 6 OF 6

SIGNALIZED INTERSECTION

CAPACITY ANALYSIS

PROJECT CC&P / STEARNS ROAD
INTERSECTION GILBERT & IL 25



BASIC CONDITIONS

AREA: CBD (OTHER) (CIRCLE ONE) PHF 0.95

SIGNAL TYPE ACTUATED ARRIVAL TYPE 3

C = SIGNAL CYCLE = 95 SEC. ΣA/C 15 / 95 = 0.16

PHASE I	PHASE II	PHASE III	PHASE IV
G/C= 0.20, G = 19 Sec.	G/C= 0.44, G = 42 Sec.	G/C= 0.20, G = 19 Sec.	G/C=, G = Sec.
3 Sec.	6 Sec.	6 Sec.	Sec.
AMBER	AMBER	AMBER	AMBER
G/C= 0.18, G = 17 Sec.	G/C= 0.46, G = 44 Sec.	G/C= 0.20, G = 19 Sec.	G/C=, G = Sec.
3 Sec.	6 Sec.	6 Sec.	Sec.

APPR. A GR= 4 % A.M. T= 4% R= -% L= -% PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4% R= -% L= -% PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	AD (L)	1/12	250	263	1770	0.15	0.20	354	0.74	43.9	D	31.5	C	360
	AC (R)	1/12	200	211	1584	0.13	0.46	734	0.29	16.0	B			185
P.M.	AD (L)	1/12	250	263	1770	0.15	0.20	354	0.74	43.9	D	32.1	C	360
	AC (R)	1/12	200	211	1584	0.13	0.44	700	0.30	17.3	B			190

APPR. C GR= 0 % A.M. T= 4% R= -% L= -% PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -
P.M. T= 4% R= -% L= -% PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR -

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	CA (L)	1/12	250	263	1736	0.15	0.20	347	0.76	45.1	D	14.7	B	360
	CD (T)	2/12	1350	1421	3471	0.41	0.67	2338	0.61	9.0	A			550
P.M.	CA (L)	1/12	200	211	1736	0.12	0.18	311	0.68	42.3	D	12.8	B	285
	CD (T)	2/12	1100	1158	3837	0.30	0.67	2585	0.45	7.4	A			385

APPR. D GR= 3 % A.M. T= 4% R= -% L= -% PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR 5
P.M. T= 4% R= -% L= -% PKG - (MNV/HR) BUS - (STOP/HR) PEDS/HR 5

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	DC (T)	2/12	1100	1158	3523	0.33	0.44	1558	0.74	24.0	C	21.0	C	665
	DA (R)	1/12	200	211	1532	0.14	0.71	1080	0.20	4.9	A			110
P.M.	DC (T)		1350	1421	3894	0.36	0.46	1804	0.79	24.0	C	20.9	C	830
	DA (R)	1/12	250	263	1532	0.17	0.73	1113	0.24	4.4	A			135

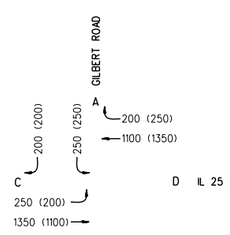
APPR. ___ GR= ___ % A.M. T= ___ % R= ___ % L= ___ % PKG ___ (MNV/HR) BUS ___ (STOP/HR) PEDS/HR ___
P.M. T= ___ % R= ___ % L= ___ % PKG ___ (MNV/HR) BUS ___ (STOP/HR) PEDS/HR ___

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.														
P.M.														

INTERSECTION DELAY 19.4 (A.M.), 19.2(P.M.)
INTERSECTION LOS B (A.M.), B(P.M.)

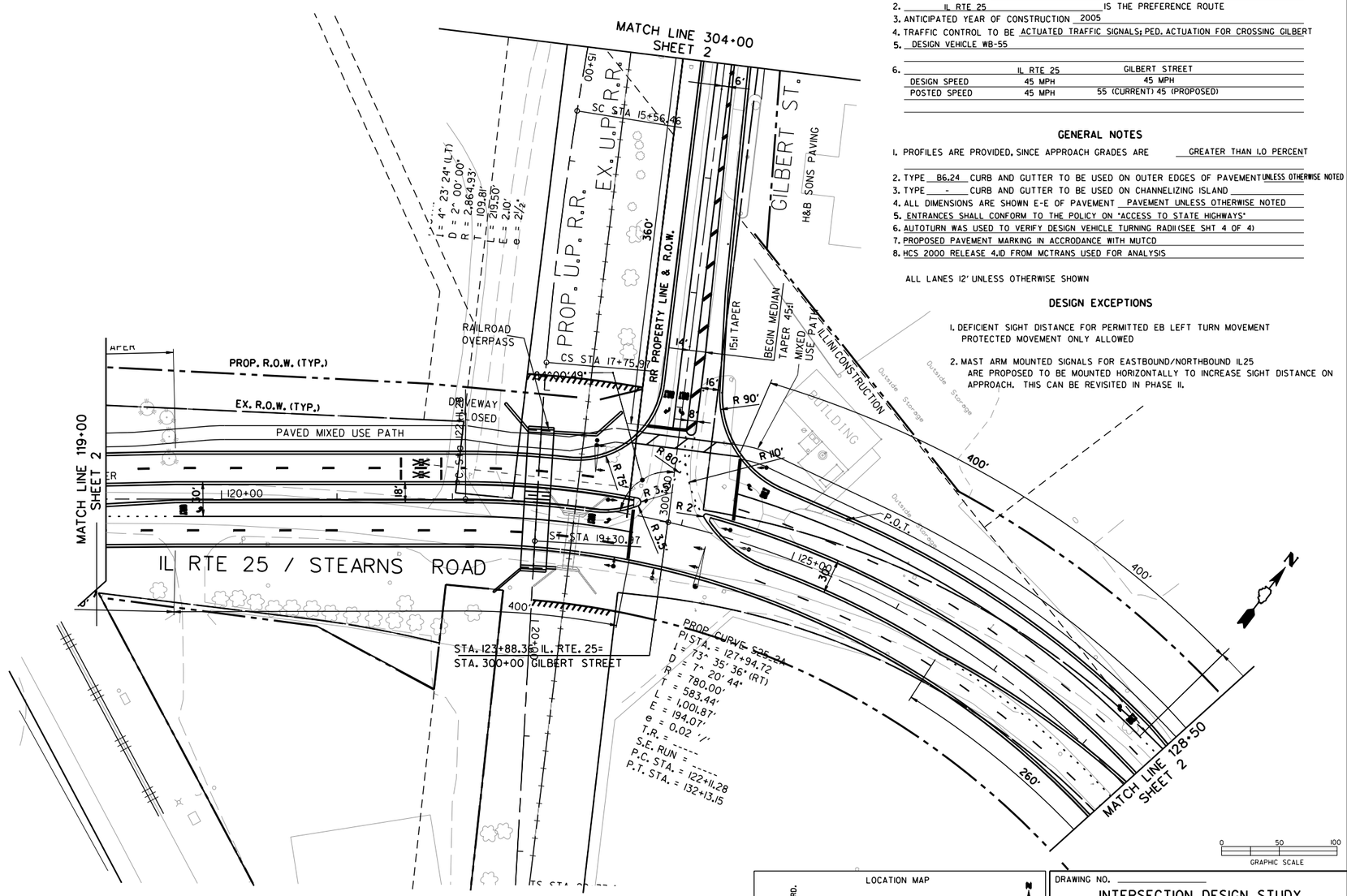
TRAFFIC DATA

MOVEMENT	YEAR 2002 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30th MAX HOUR	ESTIMATED PERCENT INCREASE BY	YEAR 2020 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY	YEAR 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.
AB	-	-	-		-	-			
AD	190	65	4%		250	250			
AC	220	100	4%		200	200			
BA	-	-	-		-	-			
BC	-	-	-		-	-			
BD	-	-	-		-	-			
CD	250	225	4%		1350	1100			
CA	85	185	4%		250	200			
CB	-	-	-		-	-			
DC	165	230	4%		1100	1350			
DB	-	-	-		-	-			
DA	55	130	4%		200	250			
TOTAL A	550	480			900	900			
TOTAL B	-	-			-	-			
TOTAL C	720	740			2900	2850			
TOTAL D	660	650			2900	2900			



TRAFFIC MOVEMENTS
2020 AM (PM)

YEAR 2020 8th MAX. HOUR TRAFFIC	
APPROACH A	250
APPROACH B	---
APPROACH C	800
APPROACH D	800



0 50 100
GRAPHIC SCALE

ELEMENTS CONTROLLING DESIGN

1. DESIGN DESIGNATION NEW STEARNS RD/IL 25 OTHER PRINCIPAL ARTERIAL 36,000 ADT (2020)
   GILBERT STREET COLLECTOR 9000 ADT (2020)
2. IL RTE 25 IS THE PREFERENCE ROUTE
3. ANTICIPATED YEAR OF CONSTRUCTION 2005
4. TRAFFIC CONTROL TO BE ACTUATED TRAFFIC SIGNALS; PED. ACTUATION FOR CROSSING GILBERT
5. DESIGN VEHICLE WB-55
6.

	IL RTE 25	GILBERT STREET
DESIGN SPEED	45 MPH	45 MPH
POSTED SPEED	45 MPH	55 (CURRENT) 45 (PROPOSED)

GENERAL NOTES

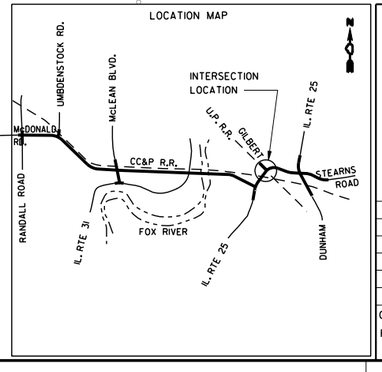
1. PROFILES ARE PROVIDED, SINCE APPROACH GRADES ARE GREATER THAN 1.0 PERCENT
2. TYPE B6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT UNLESS OTHERWISE NOTED
3. TYPE - CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT PAVEMENT UNLESS OTHERWISE NOTED
5. ENTRANCES SHALL CONFORM TO THE POLICY ON "ACCESS TO STATE HIGHWAYS"
6. AUTOTURN WAS USED TO VERIFY DESIGN VEHICLE TURNING RADII (SEE SHT 4 OF 4)
7. PROPOSED PAVEMENT MARKING IN ACCRODANCE WITH MUTCD
8. HCS 2000 RELEASE 4.1D FROM MCTRANS USED FOR ANALYSIS

ALL LANES 12' UNLESS OTHERWISE SHOWN

DESIGN EXCEPTIONS

1. DEFICIENT SIGHT DISTANCE FOR PERMITTED EB LEFT TURN MOVEMENT PROTECTED MOVEMENT ONLY ALLOWED
2. MAST ARM MOUNTED SIGNALS FOR EASTBOUND/NORTHBOUND IL25 ARE PROPOSED TO BE MOUNTED HORIZONTALLY TO INCREASE SIGHT DISTANCE ON APPROACH. THIS CAN BE REVISITED IN PHASE II.

LOCATION MAP



DRAWING NO. ___

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (IL RT 25/NEW STEARNS RD
WITH
FAU ROUTE 2513 (GILBERT STREET

SEC. NO. 98-00214-02BR PROJ. NO. P-91-143-99
SCALE 1"=50' COUNTY KANE
SJN : ___ REV. NO. ___

DATE	NAME	REMARKS

CADD FILE NAME GILIDS1
REF FILE NAME ___

I.D.S. SHEET 1 OF 4

BDE-9409

•DGN-SPEC•
•DATE-TIME•
•REF -
•REF -
•REF -

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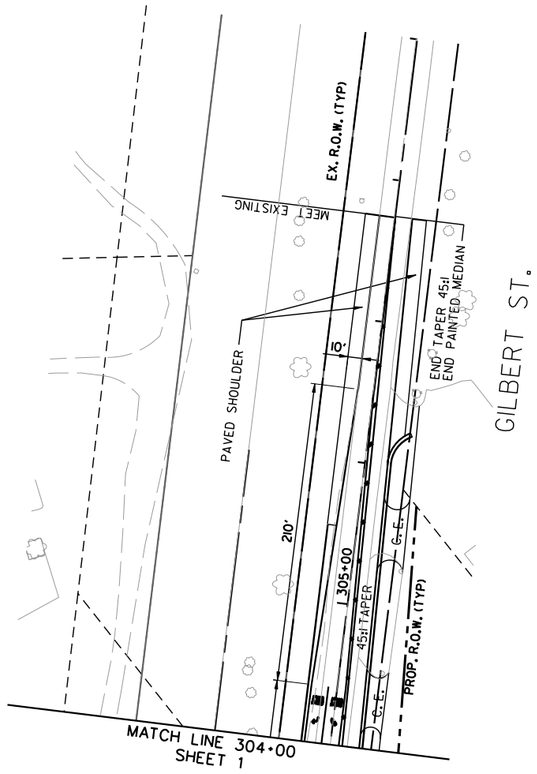
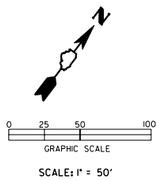
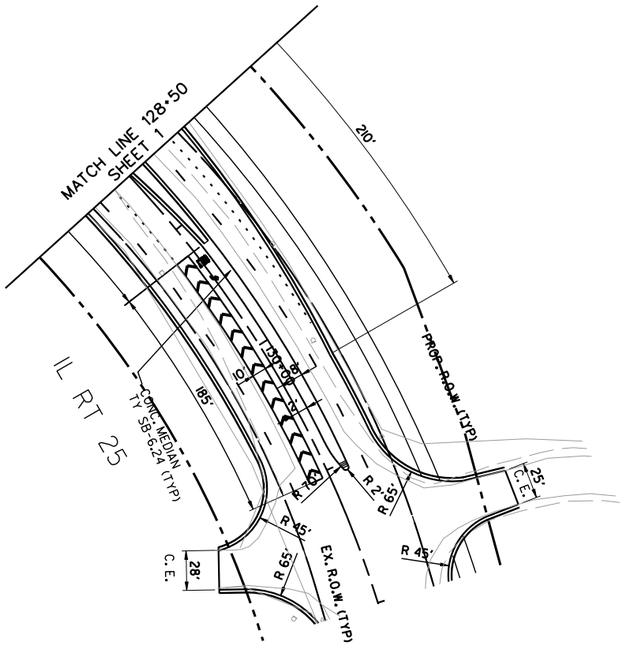
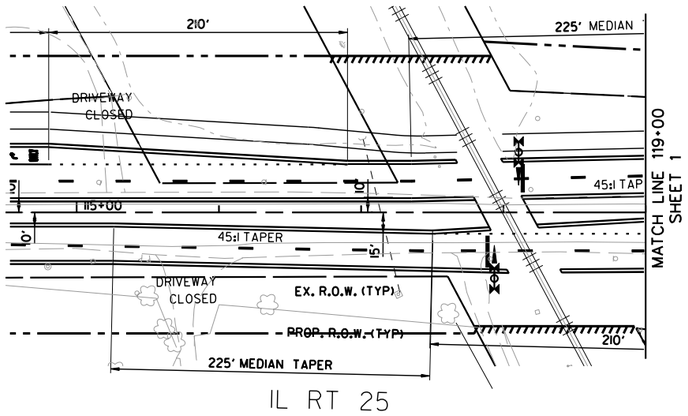






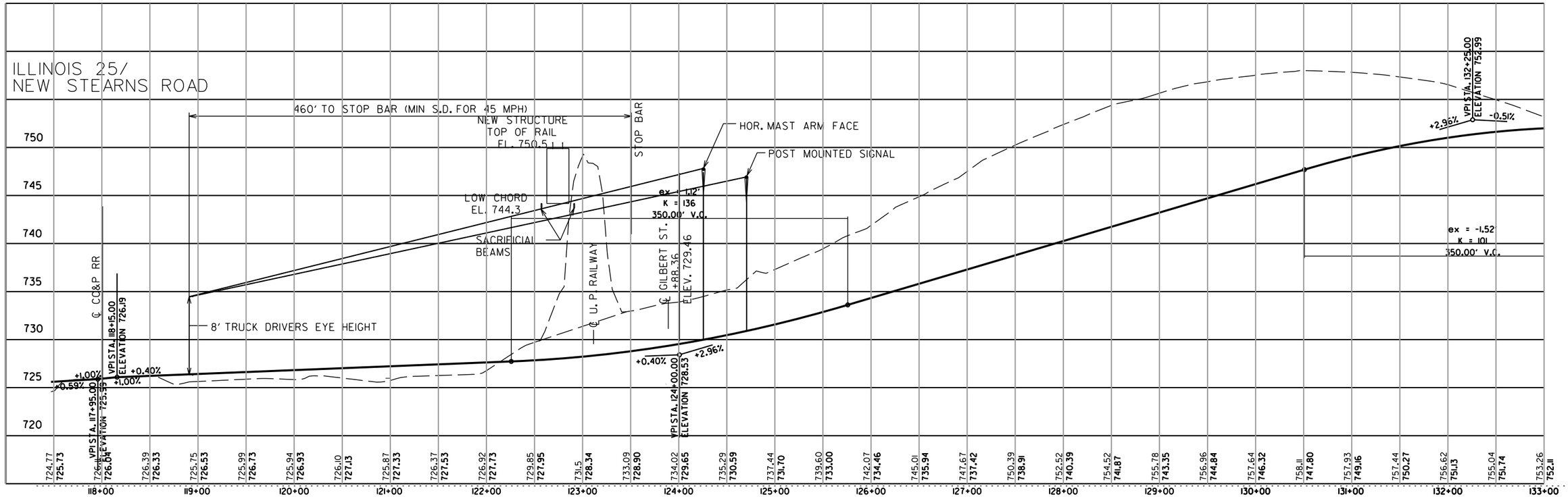


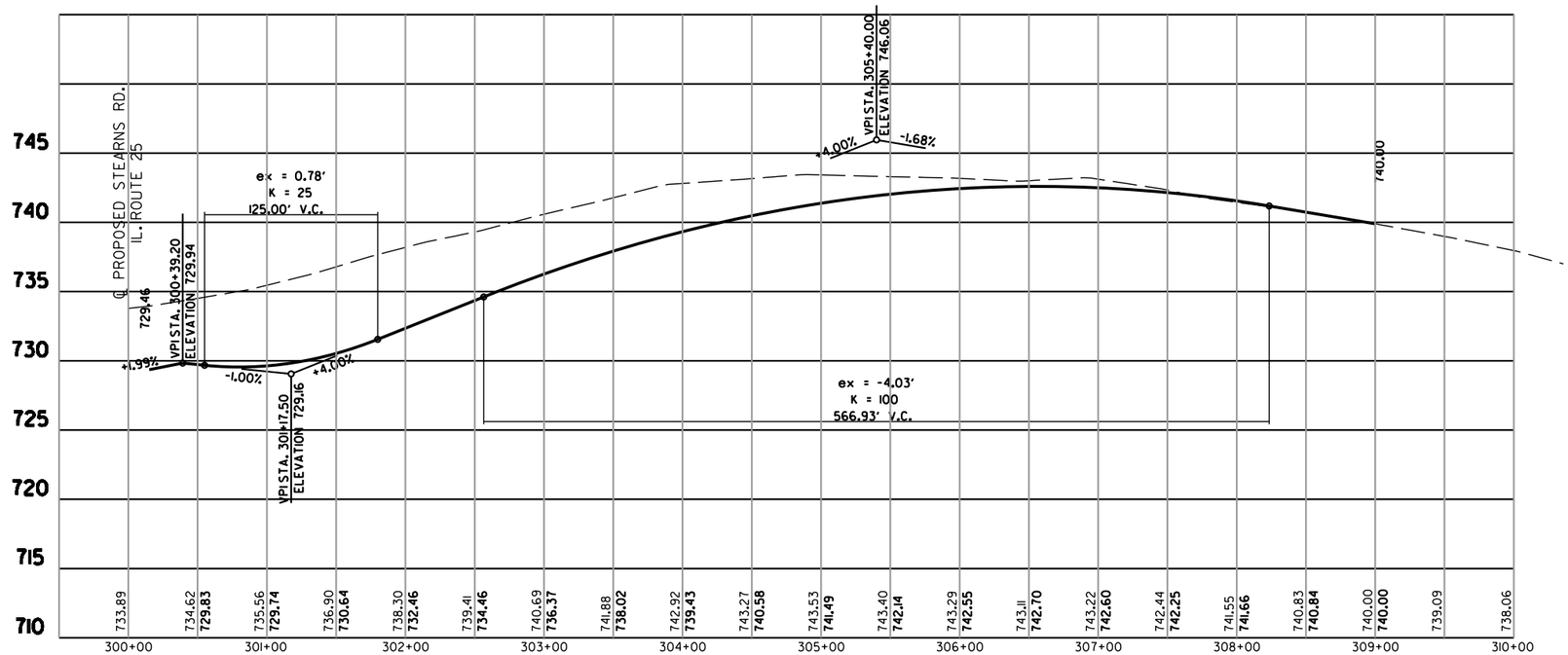
INTERSECTION DESIGN STUDY

FAP ROUTE 361 (IL RT 25/NEW STEARNS RD
WITH
FAU ROUTE 2513 (GILBERT STREET

CADD FILE NAME : Gilids4

I.D.S. SHEET 2 OF 4





SCALE:
1" = 50' HOR.
1" = 5' VER.

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (IL RT 25/NEW STEARNS RD
WITH
FAU ROUTE 2513 GILBERT STREET

CADD FILE NAME :(GILIDS2

I.D.S. SHEET 3 OF 4

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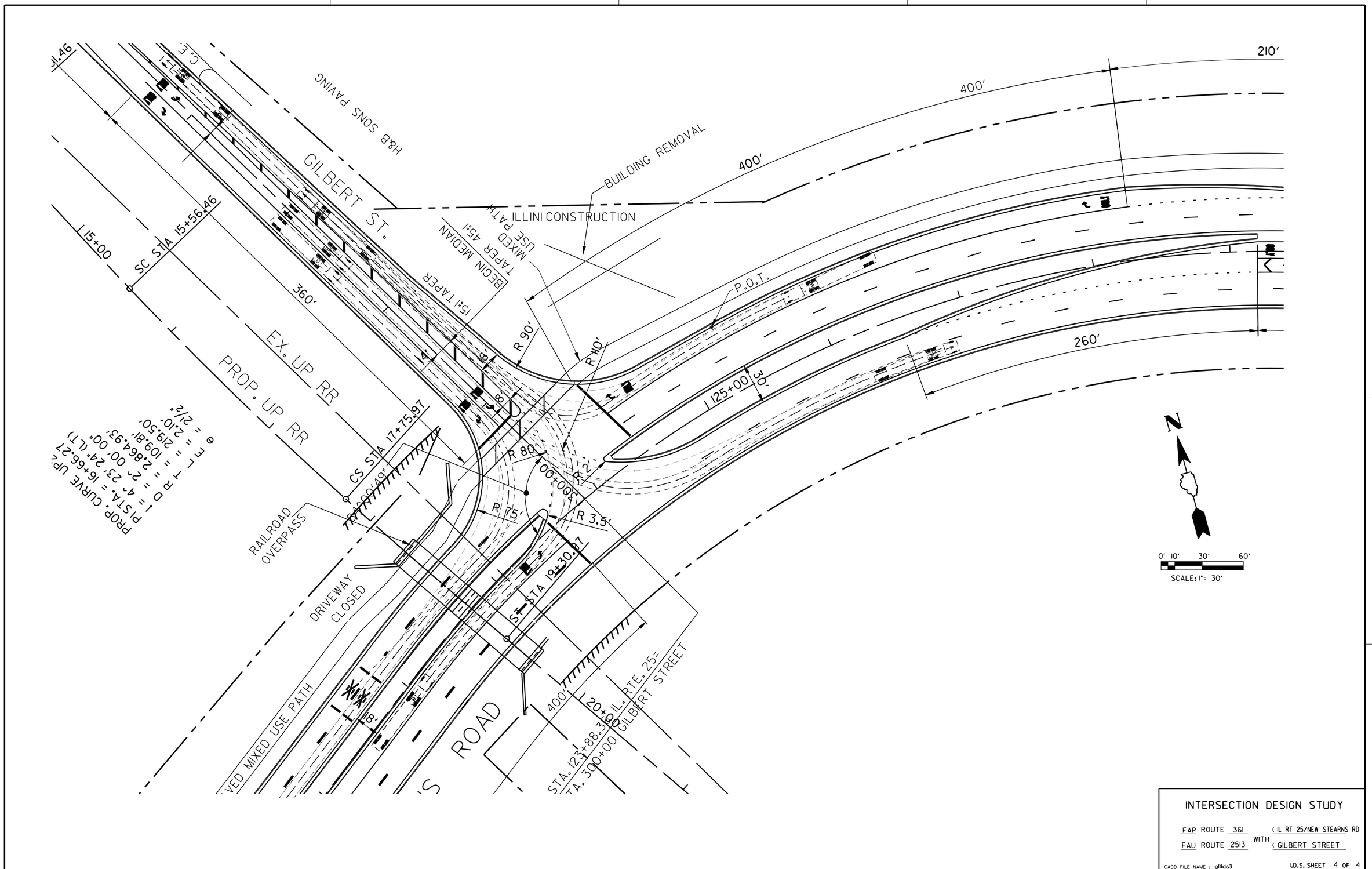


INTERSECTION DESIGN STUDY

FAP ROUTE 361 (IL RT 25/NEW STEARNS RD
WITH
FAU ROUTE 2513 (GILBERT STREET

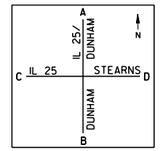
CADD FILE NAME : gilids3

I.D.S. SHEET 4 OF 4

SIGNALIZED INTERSECTION

CAPACITY ANALYSIS

PROJECT CCP/STEARNS ROAD
INTERSECTION IL RTE 25 / DUNHAM AVE. STEARNS RD.



BASIC CONDITIONS

AREA: CBD (OTHER) (CIRCLE ONE) PHF 0.95

SIGNAL TYPE ACTUATED ARRIVAL TYPE 3

C = SIGNAL CYCLE = 95 SEC. ΣA/C 18 / ___ = 0.19

	PHASE I		PHASE II		PHASE III		PHASE IV	
AM	G/C= 0.11 G = 10 Sec.	3 Sec.	G/C= 0.37 G = 35 Sec.	6 Sec.	G/C= 0.13 G = 12 Sec.	4 Sec.	G/C= 0.21 G = 20 Sec.	6 Sec.
PM	G/C= 0.09 G = 9 Sec.	3 Sec.	G/C= 0.38 G = 36 Sec.	6 Sec.	G/C= 0.13 G = 12 Sec.	3 Sec.	G/C=0.21 G = 20 Sec.	6 Sec.

AMBER

APPR. A GR= +2% A.M. T= 4 % R= - % L= - % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0
P.M. T= 4 % R= - % L= - % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	AD (L)	1/12	100	105	1718	0.06	0.13	217	0.48	40.3	D	36.0	D	145
	AB (T)	2/12	450	474	3798	0.12	0.21	800	0.59	35.0	D			325
	AC (R)	1/12	200	0	1537	0.00	1.00	1537	0.00	0.00	A			0
P.M.	AC (L)	1/12	150	158	1718	0.09	0.13	217	0.73	51.6	D	36.1	D	230
	AB (T)	2/12	600	632	3798	0.17	0.21	800	0.79	40.9	D			450
	AC (R)	1/12	200	211	1537	0.14	1.00	1537	0.14	0.0+	A			0

APPR. B GR= -3% A.M. T= 4 % R= - % L= - % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0
P.M. T= 4 % R= - % L= - % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	BC (L)	2/12	300	316	3418	0.09	0.13	432	0.73	46.2	D	38.3	D	240
	BA (T)	2/12	600	632	3894	0.16	0.21	820	0.77	39.9	D			440
	BD (R)	1/12	200	211	1576	0.13	0.38	597	0.35	21.5	C			210
P.M.	BC (L)	2/12	300	316	3418	0.09	0.13	432	0.73	46.2	D	35.3	D	240
	BA (T)	2/12	450	474	3894	0.12	0.21	820	0.58	34.7	D			315
	BD (R)	1/12	250	263	1576	0.17	0.37	581	0.45	23.3	C			275

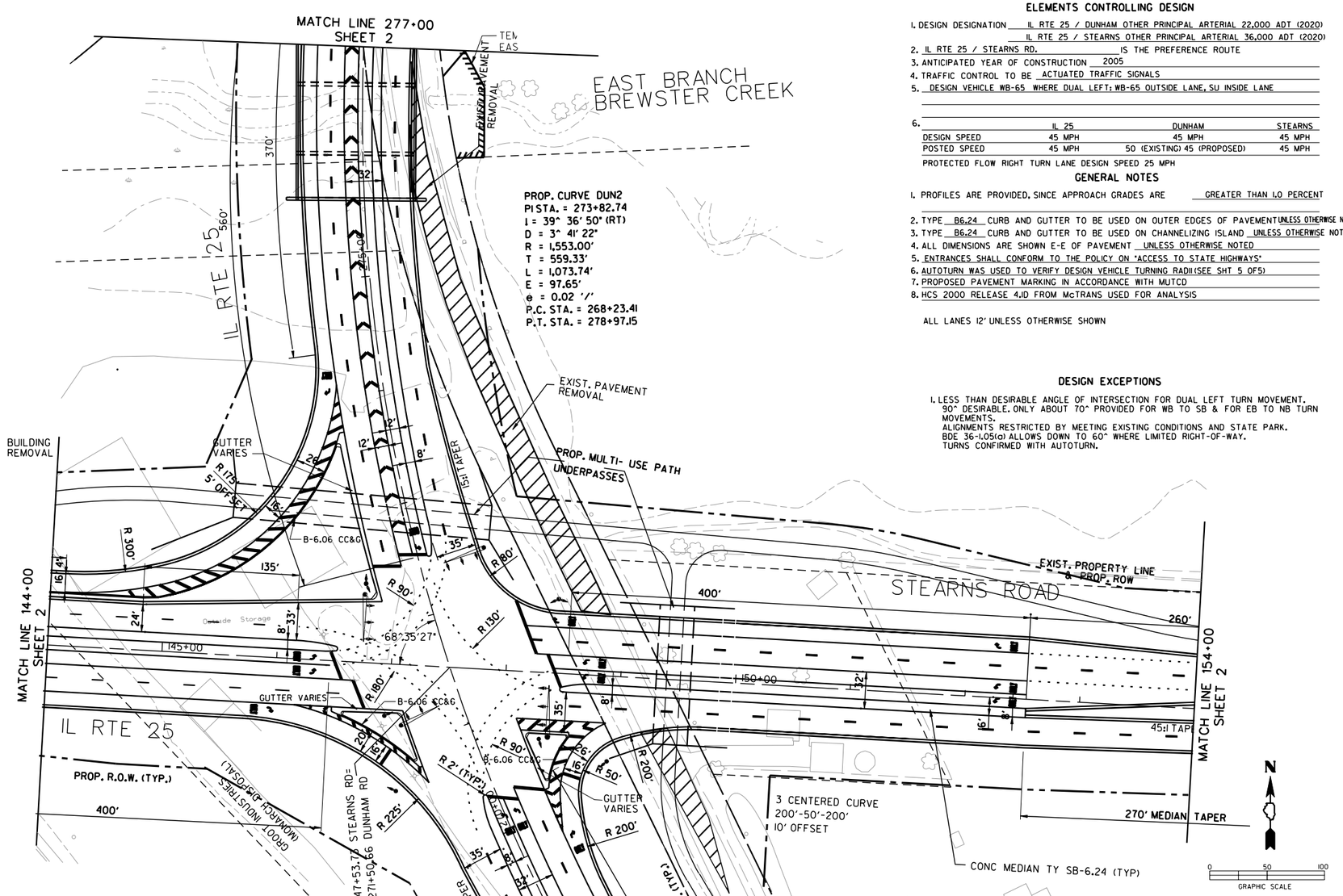
APPR. C GR= +1% A.M. T= 4 % R= - % L= - % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0
P.M. T= 4 % R= - % L= - % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	CA (L)	2/12	200	211	3350	0.06	0.11	353	0.60	43.4	D	29.2	C	155
	CD (T)	2/12	1100	1158	3817	0.30	0.37	1406	0.82	31.3	C			740
	CB (R)	1/12	300	316	1545	0.20	0.56	862	0.37	11.9	B			250
P.M.	CA (L)	2/12	200	211	3350	0.06	0.09	317	0.67	46.8	D	25.3	C	170
	CD (T)	2/12	800	842	3817	0.22	0.38	1446	0.58	24.1	C			470
	CB (R)	1/12	300	242	1545	0.16	0.57	878	0.28	10.7	B			175

APPR. D GR= +2% A.M. T= 4 % R= - % L= - % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0
P.M. T= 4 % R= - % L= - % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0

	MOVEMENT	L/W	DHV	ADJ. FLOW V	ADJ. SAT. S	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE
A.M.	DB (L)	2/12	250	263	3333	0.08	0.11	351	0.75	49.9	D	28.5	C	205
	DC (T)	2/12	800	842	3798	0.22	0.37	1399	0.60	26.0	C			475
	DA (R)	1/12	150	158	1537	0.10	0.55	841	0.19	11.0	B			115
P.M.	DB (L)	2/12	200	211	3333	0.06	0.09	316	0.67	46.9	D	30.8	C	170
	DC (T)	2/12	1100	1158	3798	0.30	0.38	1439	0.80	29.8	C			720
	DA (R)	1/12	100	105	1537	0.07	0.56	857	0.12	10.0+	B			75

INTERSECTION DELAY 32.1 (A.M.), 32.2 (P.M.)
INTERSECTION LOS C (A.M.), C (P.M.)



ELEMENTS CONTROLLING DESIGN

1. DESIGN DESIGNATION IL RTE 25 / DUNHAM OTHER PRINCIPAL ARTERIAL 22,000 ADT (2020)
   IL RTE 25 / STEARNS OTHER PRINCIPAL ARTERIAL 36,000 ADT (2020)
2. IL RTE 25 / STEARNS RD. IS THE PREFERENCE ROUTE
3. ANTICIPATED YEAR OF CONSTRUCTION 2005
4. TRAFFIC CONTROL TO BE ACTUATED TRAFFIC SIGNALS
5. DESIGN VEHICLE WB-65 WHERE DUAL LEFT; WB-65 OUTSIDE LANE, SU INSIDE LANE
6.

	IL 25	DUNHAM	STEARNS
DESIGN SPEED	45 MPH	45 MPH	45 MPH
POSTED SPEED	45 MPH	50 (EXISTING) 45 (PROPOSED)	45 MPH

PROTECTED FLOW RIGHT TURN LANE DESIGN SPEED 25 MPH

GENERAL NOTES

1. PROFILES ARE PROVIDED, SINCE APPROACH GRADES ARE GREATER THAN 1.0 PERCENT
2. TYPE B6.24 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT UNLESS OTHERWISE NOTED
3. TYPE B6.24 CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND UNLESS OTHERWISE NOTED
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE NOTED
5. ENTRANCES SHALL CONFORM TO THE POLICY ON "ACCESS TO STATE HIGHWAYS"
6. AUTOTURN WAS USED TO VERIFY DESIGN VEHICLE TURNING RADII (SEE SHT 5 OF 5)
7. PROPOSED PAVEMENT MARKING IN ACCORDANCE WITH MUTCD
8. HCS 2000 RELEASE 4.1D FROM McTRANS USED FOR ANALYSIS

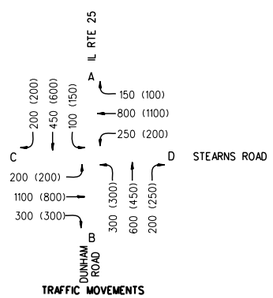
ALL LANES 12' UNLESS OTHERWISE SHOWN

DESIGN EXCEPTIONS

1. LESS THAN DESIRABLE ANGLE OF INTERSECTION FOR DUAL LEFT TURN MOVEMENT. 90° DESIRABLE. ONLY ABOUT 70° PROVIDED FOR WB TO SB & FOR EB TO NB TURN MOVEMENTS.
   ALIGNMENTS RESTRICTED BY MEETING EXISTING CONDITIONS AND STATE PARK.
   BDE 36-1.05(a) ALLOWS DOWN TO 60° WHERE LIMITED RIGHT-OF-WAY.
   TURNS CONFIRMED WITH AUTOTURN.

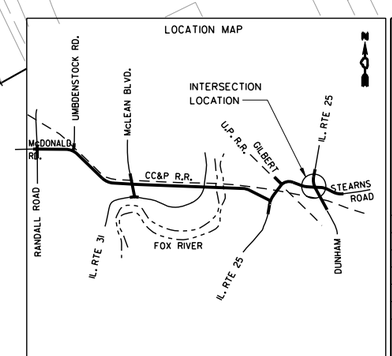
TRAFFIC DATA

MOVEMENT	YEAR 2002 30TH MAXIMUM HOUR TRAFFIC A.M.	P.M.	PERCENT TRUCK TRAFFIC IN 30th MAX HOUR	ESTIMATED PERCENT INCREASE BY	YEAR 2020 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.	ESTIMATED PERCENT INCREASE BY	YEAR 30th MAXIMUM HOUR TRAFFIC A.M.	P.M.
AB			4%		450	600			
AD			4%		100	150			
AC			4%		200	200			
BA			4%		600	450			
BC			4%		300	300			
BD			4%		200	250			
CD			4%		1100	800			
CA			4%		200	200			
CB			4%		300	300			
DC			4%		800	1100			
DB			4%		150	100			
DA			4%		250	200			
TOTAL A					1800	1800			
TOTAL B					2000	2000			
TOTAL C					2900	2900			
TOTAL D					2600	2600			



TRAFFIC MOVEMENTS
2020 AM (PM)

YEAR 2020 8th MAX. HOUR TRAFFIC	
APPROACH A	475
APPROACH B	575
APPROACH C	725
APPROACH D	800



DRAWING NO. ____

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAP ROUTE 360 (DUNHAM/IL. RTE. 25

SEC. NO. 98-00214-02BR PROJ. NO. P-91-143-99
SCALE ____ COUNTY KANE
SJN : ____ REV. NO. ____

DATE	NAME	REMARKS

CADD FILE NAME
REF FILE NAME DNMIDS1

I.D.S. SHEET 1 OF 5

BDE-9409

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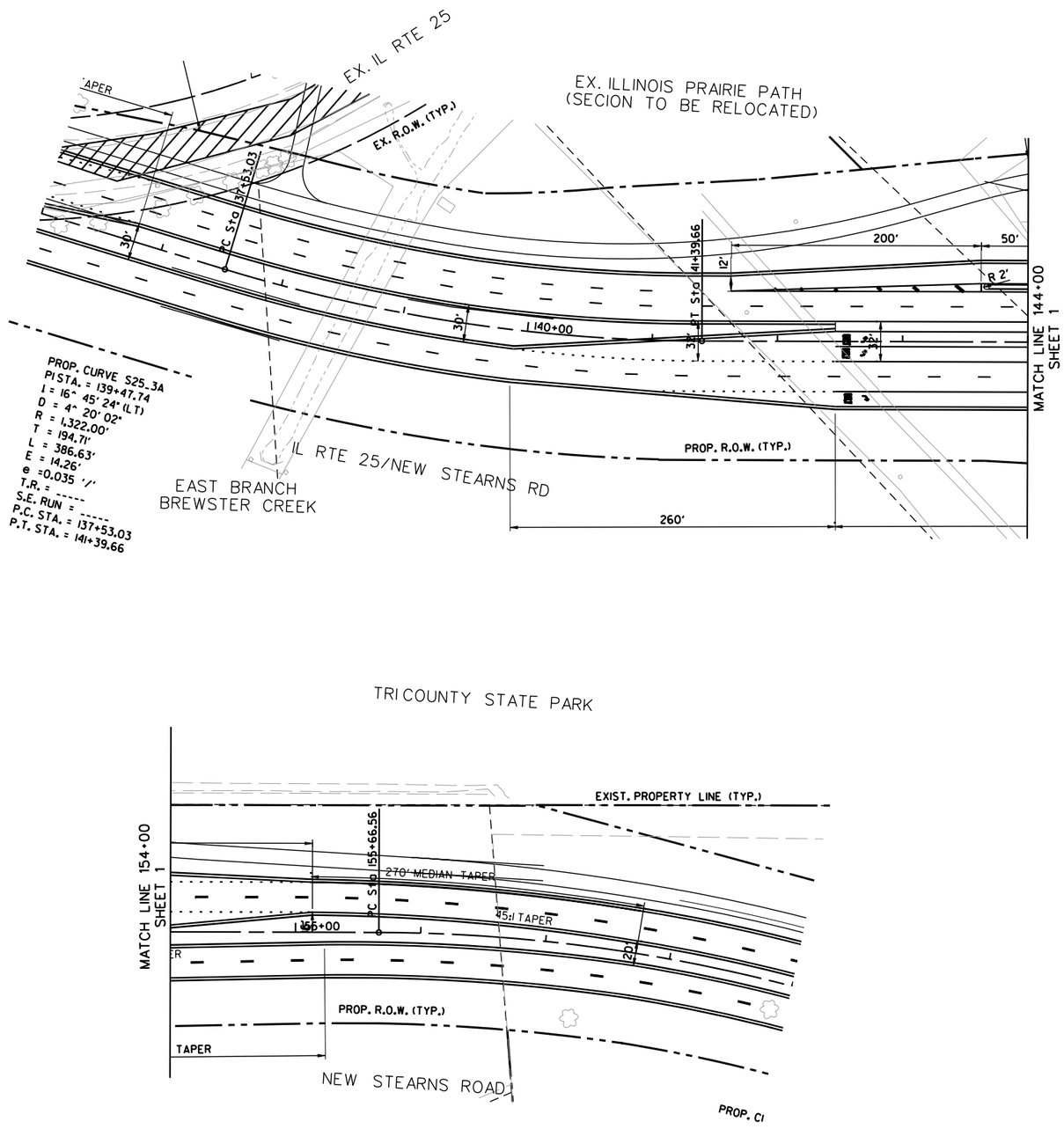

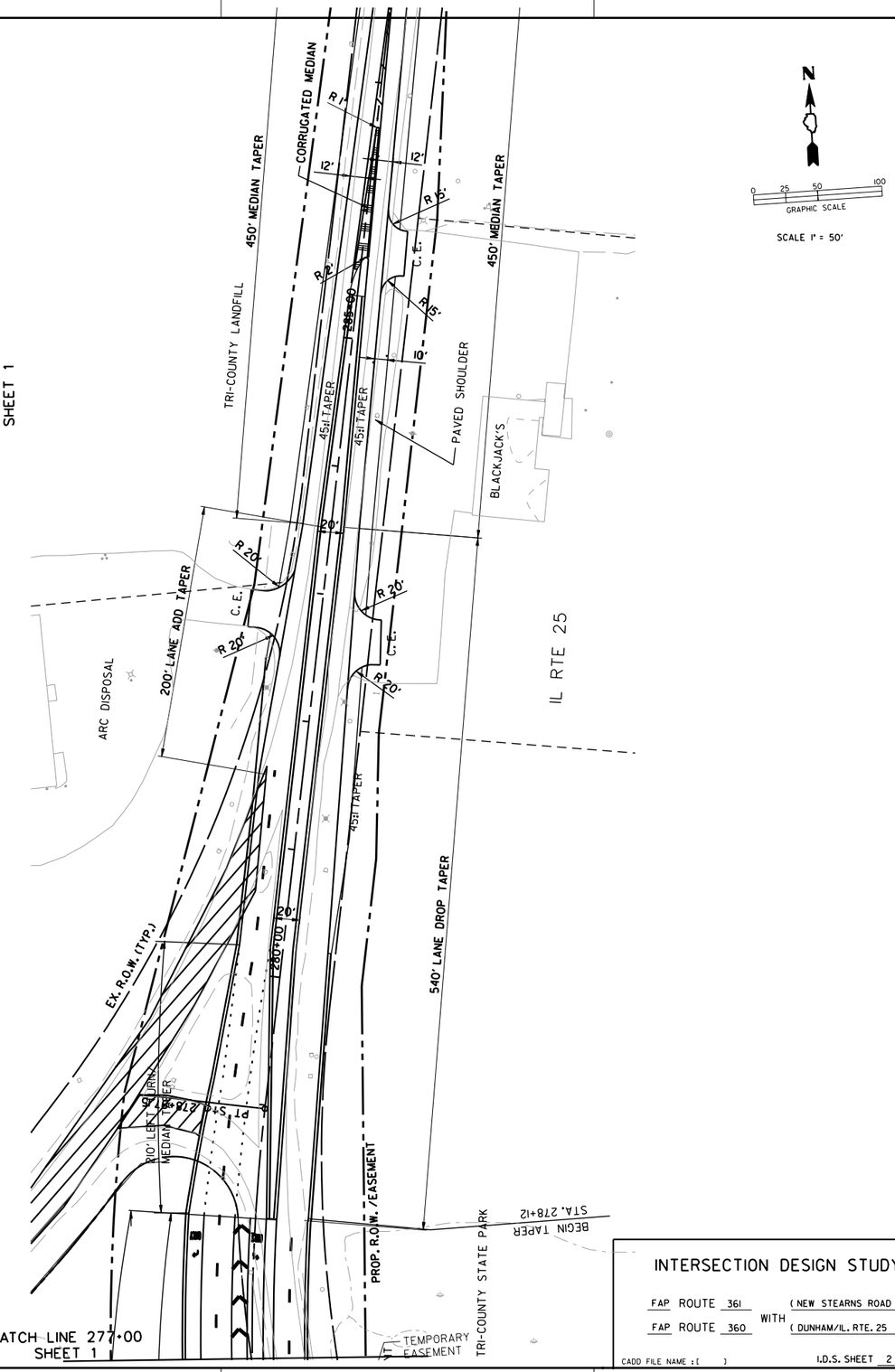

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAP ROUTE 360 (DUNHAM/IL. RTE. 25

CADD FILE NAME :( )

I.D.S. SHEET 2 OF 5

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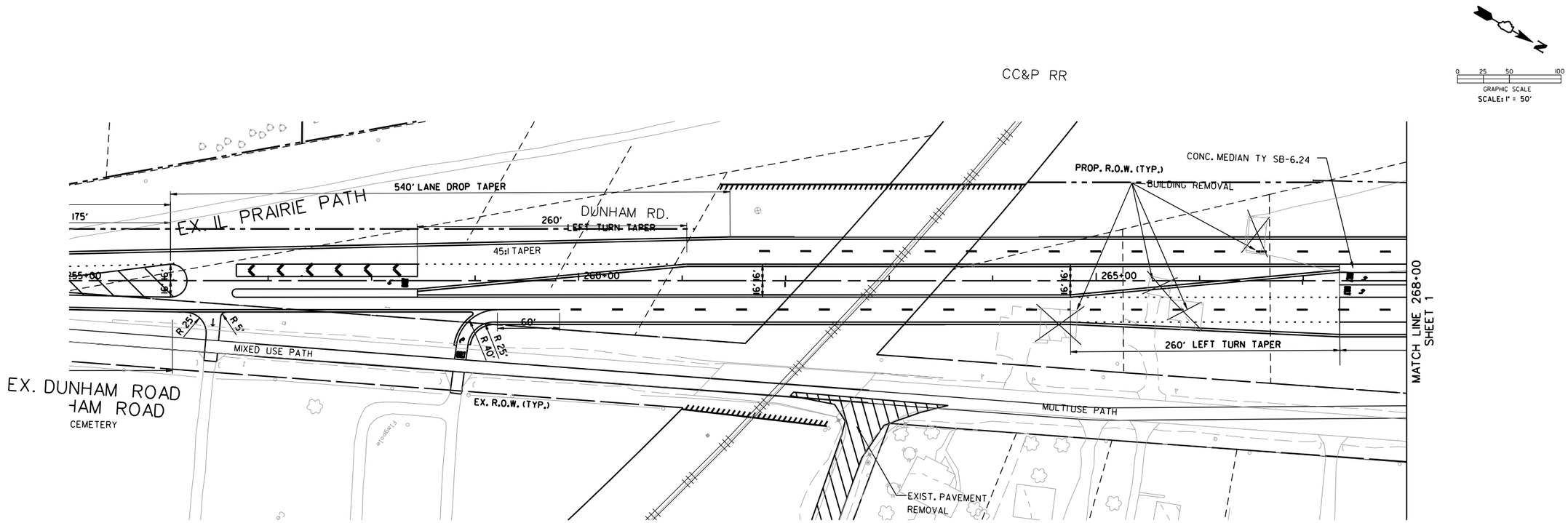
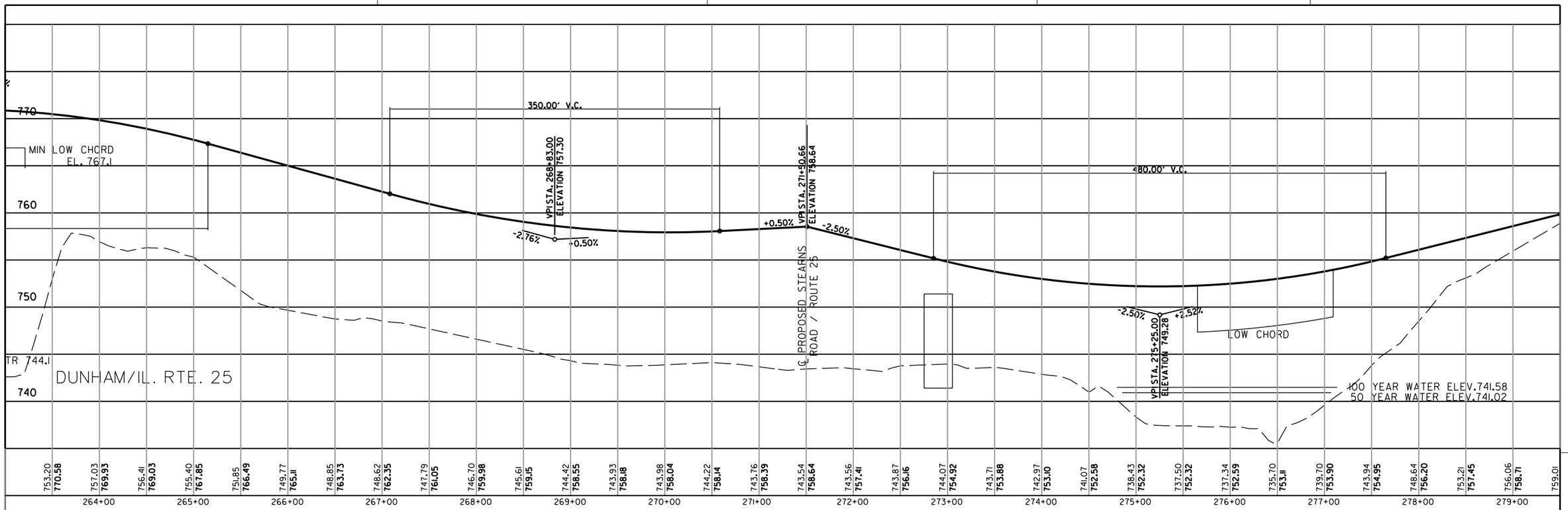


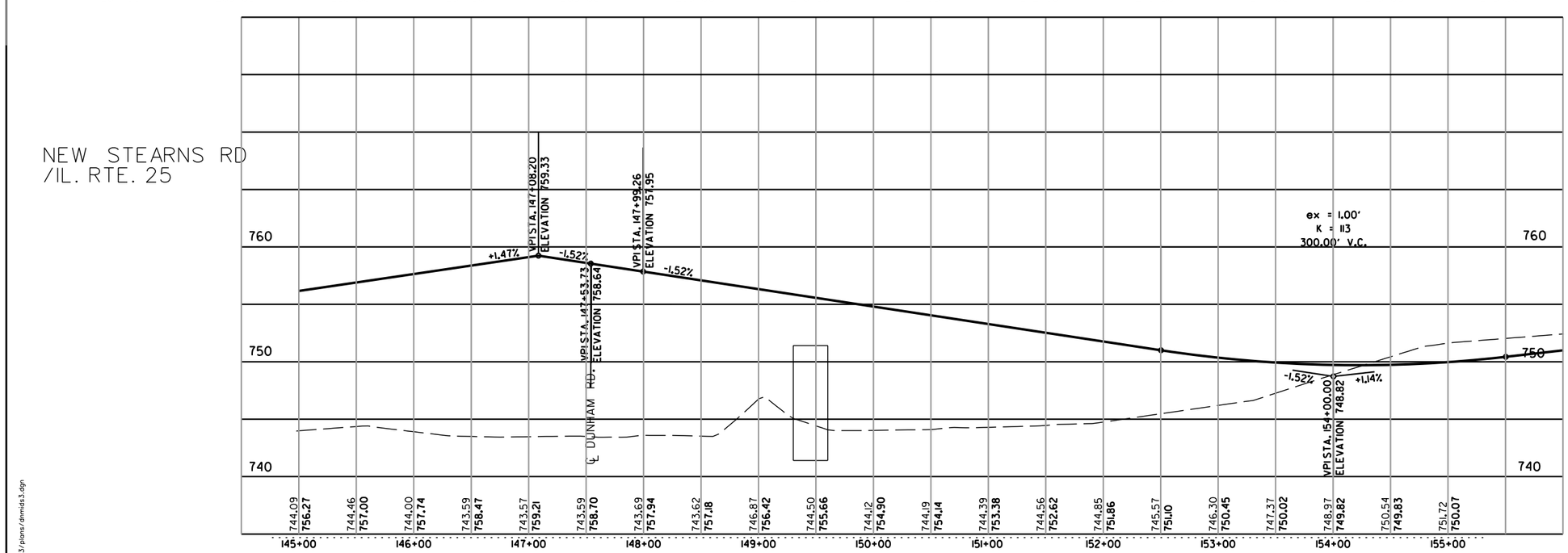
INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAP ROUTE 360 (DUNHAM/IL. RTE. 25

CADD FILE NAME :[ ]

I.D.S. SHEET 3 OF 5





SCALE:
1" = 50' HOR.
1" = 5' VER.

INTERSECTION DESIGN STUDY

FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAP ROUTE 360 (DUNHAM / IL. RTE 25

CADD FILE NAME : dnmids3

I.D.S. SHEET 4 OF 5

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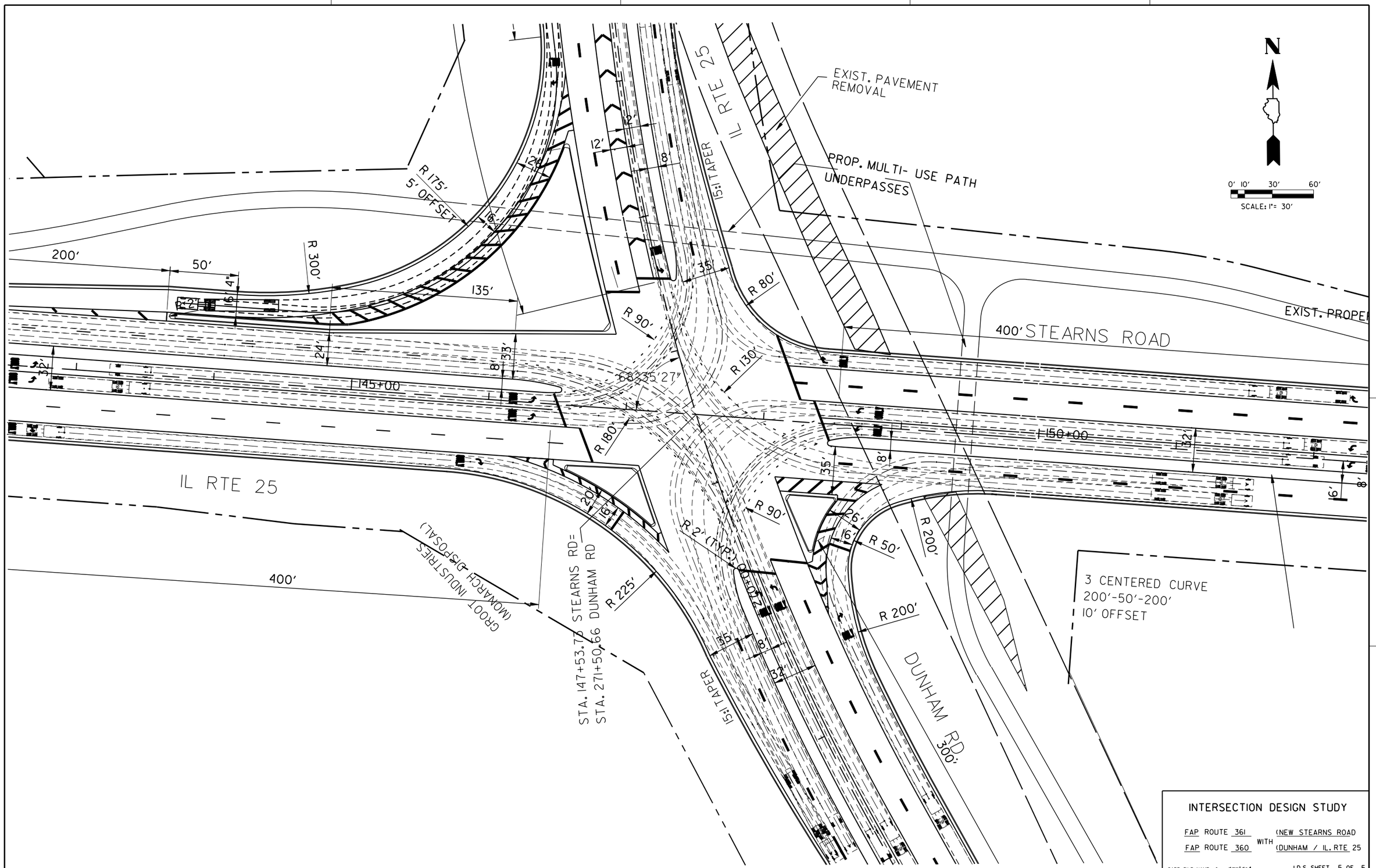
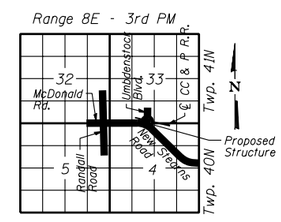

N
0' 10' 30' 60'
SCALE: 1"= 30'
EXIST. PAVEMENT REMOVAL
PROP. MULTI- USE PATH UNDERPASSES
IL RTE 25
15:1 TAPER
R 175'
5' OFFSET
200'
50'
R 300'
135'
R 90'
R 80'
R 130'
R 180'
R 225'
R 50'
R 200'
R 2' (TYP.)
68°35'27"
145+00
150+00
400' STEARNS ROAD
EXIST. PROPER
IL RTE 25
400'
GROOT INDUSTRIES (MOMARCH DISPOSAL)
STA. 147+53.73 STEARNS RD=
STA. 271+50.66 DUNHAM RD
DUNHAM RD
300'
3 CENTERED CURVE
200'-50'-200'
10' OFFSET
INTERSECTION DESIGN STUDY
FAP ROUTE 361 (NEW STEARNS ROAD
WITH
FAP ROUTE 360 (DUNHAM / IL. RTE 25
CADD FILE NAME : [dnmids4
I.D.S. SHEET 5 OF 5

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
-				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1

OF 1 SHEET(S)

IN PROGRESS



LOCATION SKETCH

DESIGNED	-	CDF
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	CDF

benesch

alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450

GENERAL PLAN
UMBDENSTOCK ROAD OVER
CC & P R.R. TRACKS
SECTION 98-00214-02-BR
KANE COUNTY
STATION 702+23.73
STRUCTURE NO. 045-3166

$FILE$

Benchmark RM-12:
A Standard US Geological Survey Disk set in the south headwall of a culvert located on State Route 31, about 130 feet west of McLean Boulevard. Elevation of 710.37 (NGVD of 1929) as shown on Firm Community Panel Number 170896 0040A, effective date March 1, 1982. (Also known as NGS-K19, RESET 1967.)

Existing Structure:
Five-span ballast deck, approximately 82' long and 14' wide, consisting of a 32' long center span with 10 steel beams, and two timber panel approach spans on each end. The superstructure is supported on timber pile trestles. Built as Illinois Central Railroad over S.A. Route 18 in 1932. The contractor must remove the existing structure and replace it with a single span through plate girder superstructure supported on closed abutments. A temporary runaround track and bridge will be constructed. Traffic must be maintained on the CC & P R.R. McLean Boulevard will be closed and a detour provided.

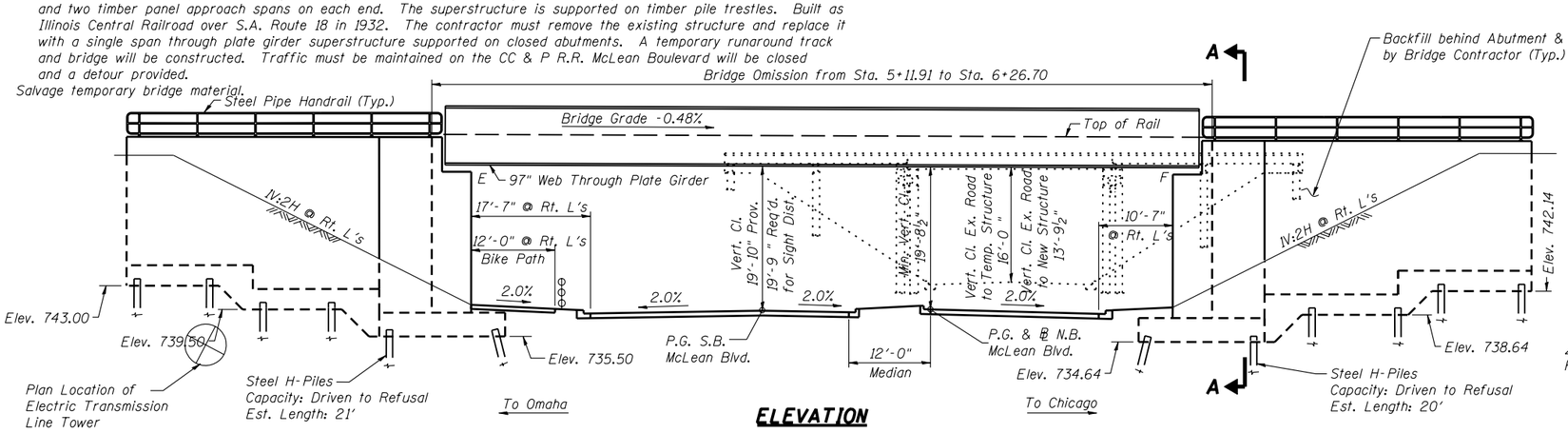
Salvage temporary bridge material.

STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

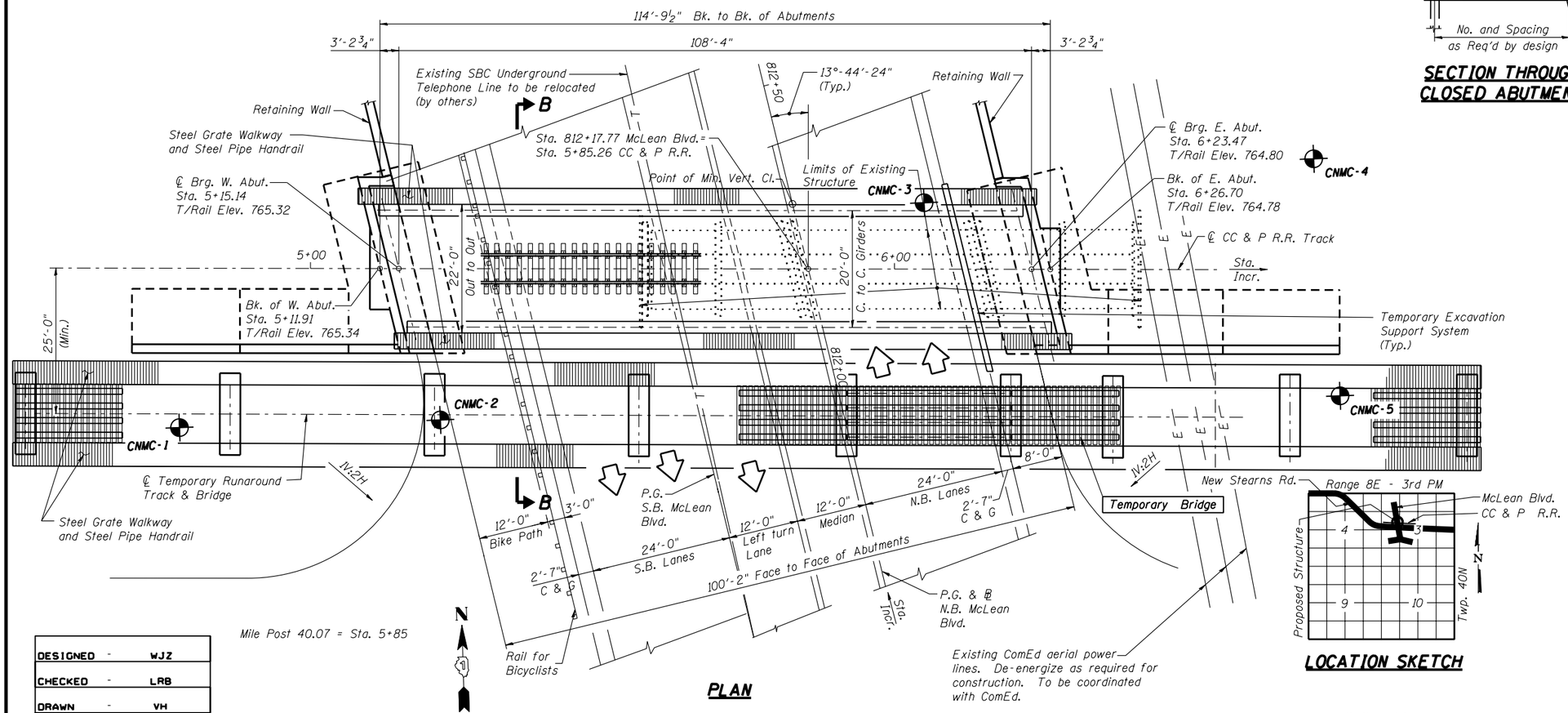
Overhead Electric Lines

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
-				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

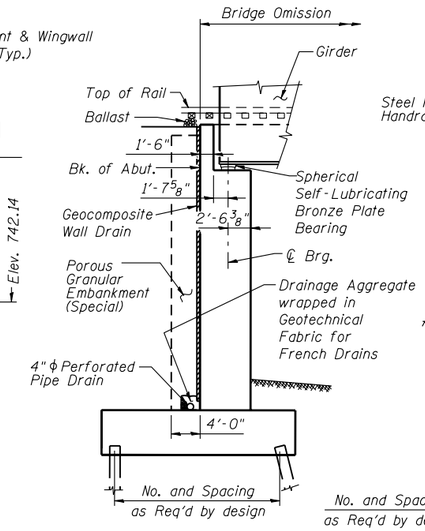
SHEET NO. 1 OF 2 SHEET(S)



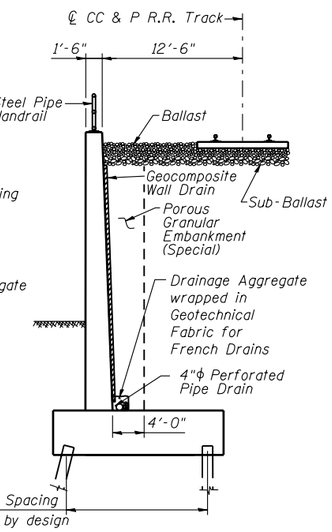
ELEVATION



PLAN



SECTION THROUGH CLOSED ABUTMENT



SECTION A-A

HIGHWAY CLASSIFICATION

McLean Boulevard (F.A.U. Rte. 2509)
Functional Class: Minor Arterial
ADT: 4800 (2004); 18,000 (2020)
DHV: 1500
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.
ADTT: 190 (2004); 720 (2020)

LOADING COOPER E-90

IMPACT: Diesel Impact
Allow Imposed Dead Load of 28" of Ballast

DESIGN SPECIFICATIONS

2005 AREMA Specifications
Live Load Deflection: L/750
Design Speed: 60 m.p.h.

DESIGN STRESSES

FIELD UNITS

f'_c = 5,000 psi
f_y = 60,000 psi (Reinforcement)
f_y = 50,000 psi (Structural Steel)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.037g
Site Coefficient (S) = 1.0

LOCATION SKETCH

DESIGNED	-	WJZ
CHECKED	-	LRB
DRAWN	-	VH
CHECKED	-	WJZ

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Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450

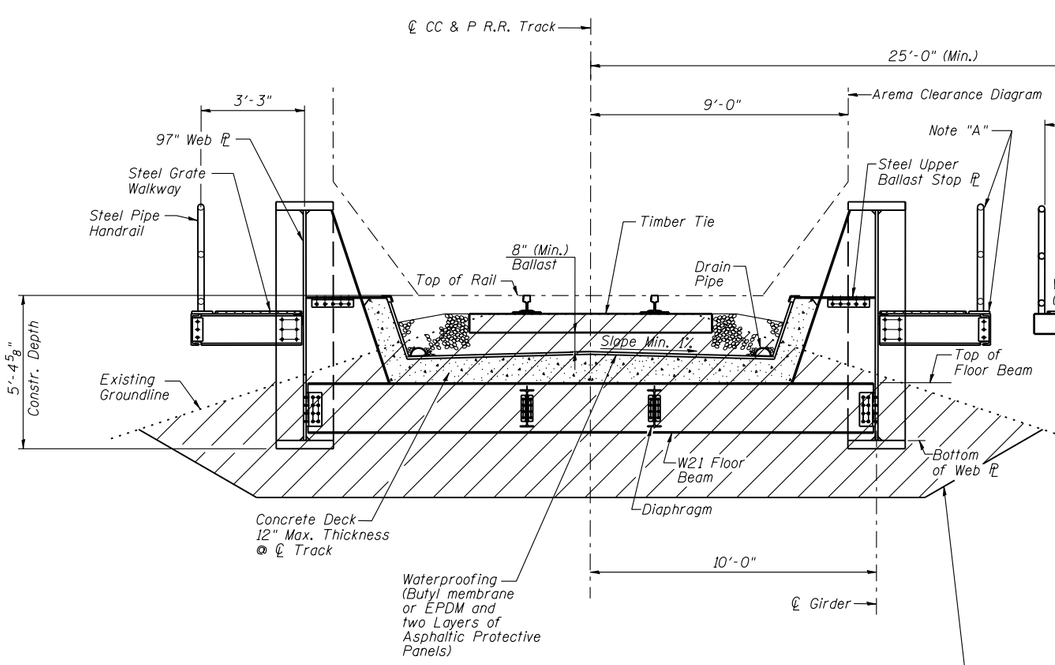
GENERAL PLAN
CHICAGO CENTRAL & PACIFIC R.R.
OVER McLEAN BOULEVARD
SECTION 98-00214-02-BR
KANE COUNTY
STATION 5+85.26
STRUCTURE NO. 045-3163

$DATE$
$FILE$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

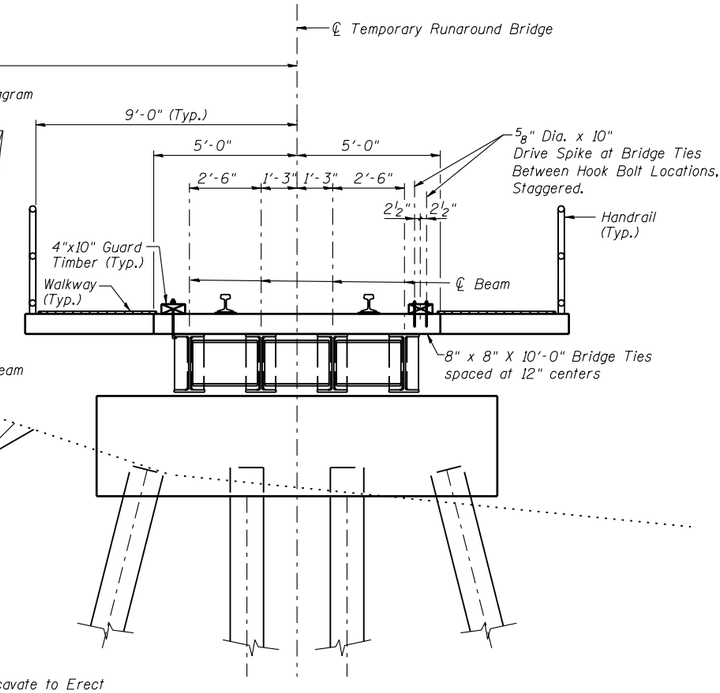
SHEET NO. 2 OF 2 SHEET(S)

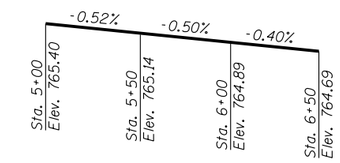
STATE OF ILLINOIS
DIVISION OF TRANSPORTATION



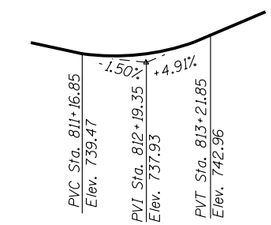
SECTION B-B
(Looking East)

Note "A":
To be placed after removal of the Temporary Runaround Track.





PROFILE GRADE
TOP OF RAIL PROFILE
(Existing & Proposed CC & P R.R. Tracks)



PROFILE GRADE
McLEAN BOULEVARD

CONSTRUCTION SEQUENCE

1. Drive piling for temporary bridge abutments, piers and embankment retention.
2. Construct temporary runaround embankment and track.
3. Construct caps for temporary bridge abutments and piers.
4. Erect temporary open deck span over existing McLean Blvd. (Temporary road closure).
5. Move existing rail traffic to temporary runaround track and bridge (Existing track temporarily out of service).
6. Remove existing bridge.
7. Construct temporary excavation support system adjacent to existing McLean Blvd. at east abutment.
8. Excavate for new abutments.
9. Construct new abutments and wingwalls.
10. Backfill abutments and wingwalls.
11. Remove temporary excavation support system along east abutment.
12. Erect new through girder span.
13. Move rail traffic back to original alignment (Track temporarily out of service).
14. Remove runaround track bridge and embankment.
15. Excavate and construct westerly portion of new McLean Blvd.
16. Move roadway traffic to newly constructed west portion of McLean Blvd.
17. Complete remainder of roadway construction.

DESIGNED	-	WJZ
CHECKED	-	LRB
DRAWN	-	VH
CHECKED	-	WJZ

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GENERAL PLAN
CHICAGO CENTRAL & PACIFIC R.R.
OVER McLEAN BOULEVARD
SECTION 98-00214-02-BR
KANE COUNTY
STATION 5+85.26
STRUCTURE NO. 045-3163

$DATE$

$FILE$

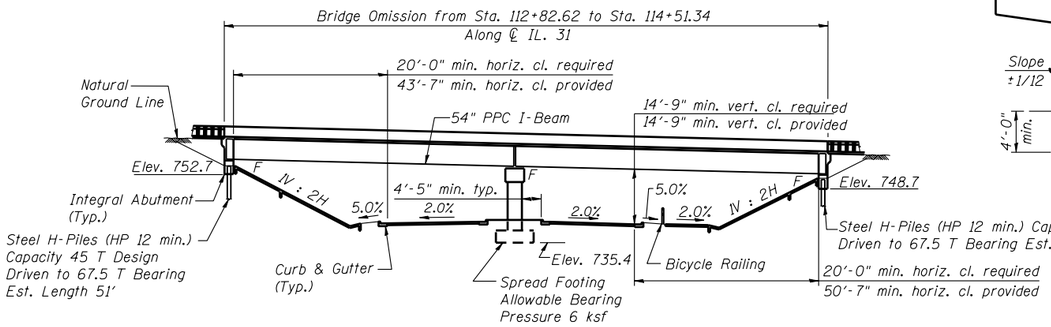
Benchmark BM-16:
"Bench Tie" (yellow) set in north face of 36" tree, 25'± east of the east bank of the Fox River, south of RR bridge and at the back of Midwest Ground Covers Property (MGC property). Elev. 693.886

No existing structure.

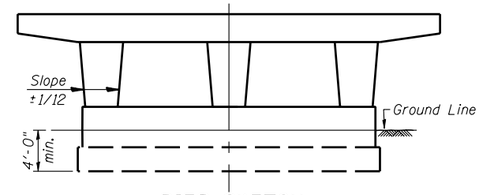
STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

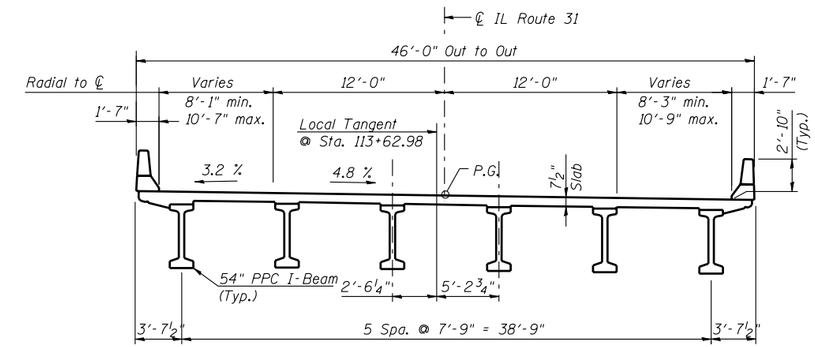
SHEET NO. 1 OF 1 SHEET(S)



ELEVATION

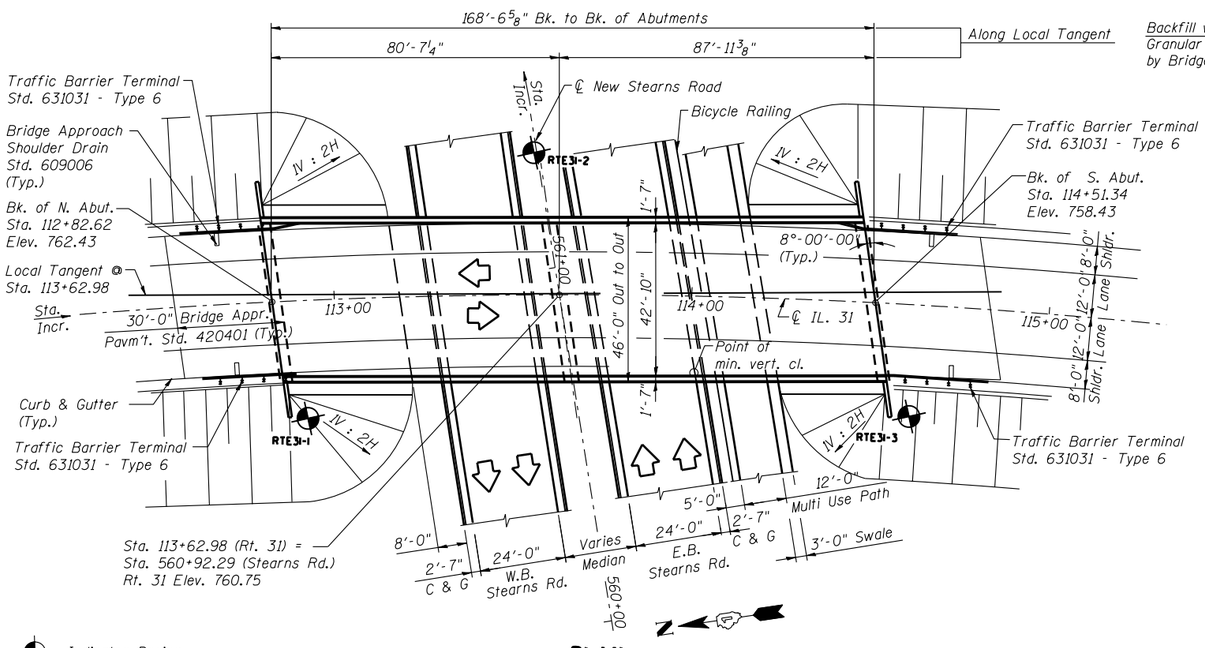


PIER SKETCH



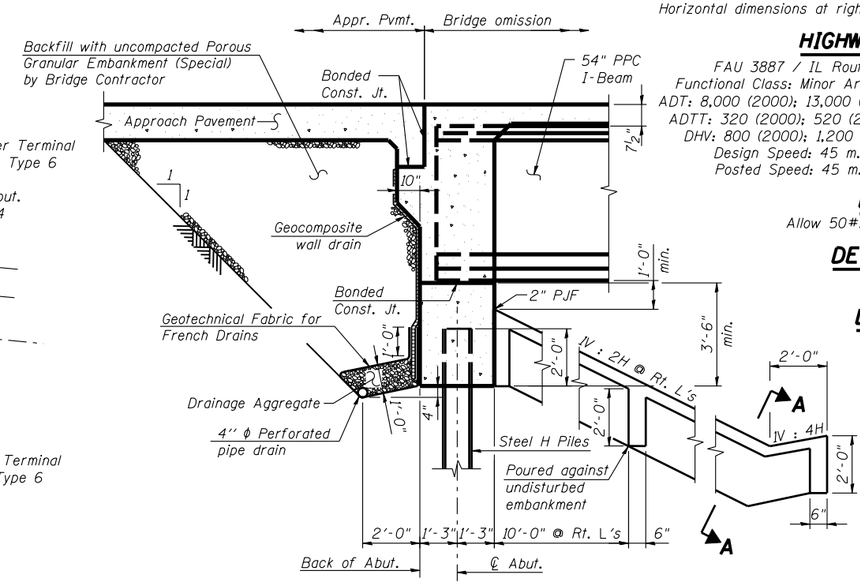
CROSS SECTION

Looking South
Horizontal dimensions at right angles except as noted.

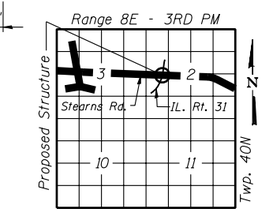


PLAN

Indicates Boring



SECTION THRU INTEGRAL ABUTMENT



HIGHWAY CLASSIFICATION

FAU 3887 / IL Route 31
Functional Class: Minor Arterial
ADT: 8,000 (2000); 13,000 (2020)
ADTT: 320 (2000); 520 (2020)
DHV: 800 (2000); 1,200 (2020)
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.

FAP 361 / New Stearns Road
Functional Class: Other Principal Arterial
ADT: N/A (2000); 34,000 (2020)
ADTT: N/A (2000); 1,360 (2020)
DHV: N/A (2000); 3,000 (2020)
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO

DESIGN STRESSES

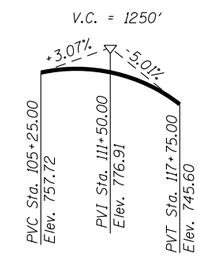
FIELD UNITS

f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement)

PRECAST PRESTRESSED UNITS

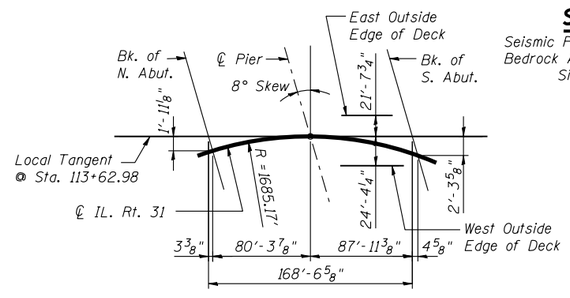
f'_c = 6,000 psi
f'_{ci} = 5,000 psi
f'_s = 270,000 psi (½" ϕ low lax. strands)
f_{si} = 201,960 psi (½" ϕ low lax. strands)

LOCATION SKETCH



PROFILE GRADE IL. 31

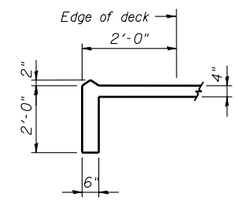
PROFILE GRADE NEW STEARNS ROAD



OFFSET SKETCH

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.037
Site Coefficient (S) = 1.0



SECTION A-A

CURVE DATA IL.31

Δ = 18° 34' 42"
D = 3° 24' 0"
R = 1685.17'
T = 275.63'
L = 546.42'
E = 22.39'
S.E. = 0.048 '/'
P.C. STA. = 112+11.80
P.T. STA. = 117+58.22
P.I. STA. = 114+87.43
S.E. attained Sta. 110+87.00 to Sta. 112+50.20
S.E. removed Sta. 117+19.82 to Sta. 118+83.02

DESIGNED	-	CDF
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	CDF

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alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450

GENERAL PLAN
FAU 3887 / ILLINOIS ROUTE 31
OVER NEW STEARNS ROAD
SECTION 98-00214-02-BR
KANE COUNTY
STATION 113+62.98
STRUCTURE NO. 045-2031

$DATE$
$FILE$

Bench Mark BM-16: "Bench Tie" (yellow) set in north face of 36" tree, 25' ± east of the east bank of the Fox River, south of RR bridge and at the back of Midwest Ground Covers Property (MGC Property). Elev. 693.886.

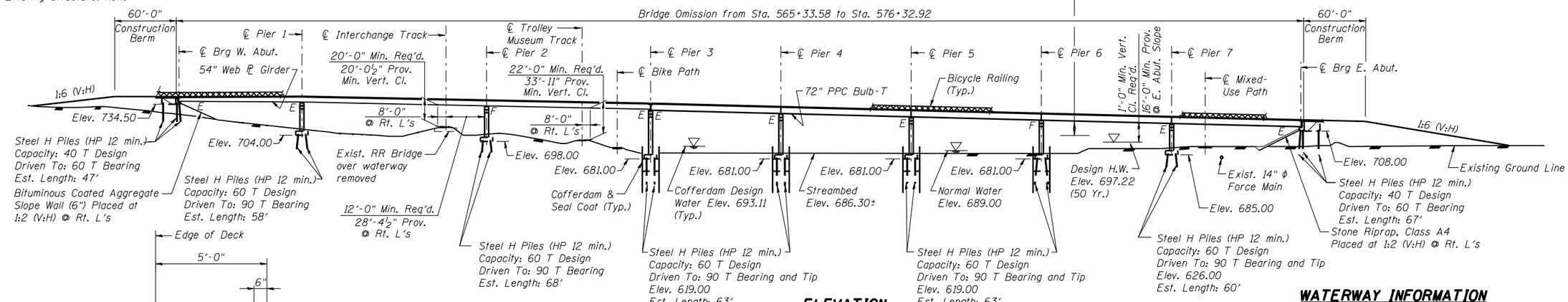
Bench Mark BM-17: "Bench Tie" (yellow) set in north face of 2 bowl 10", 14" tree at the southeast corner of asphalt road intersection, across from metal barn #9 on Midwest Ground Covers Property (MGC Propoerty). Elev. 696.165.

Existing Structure: None

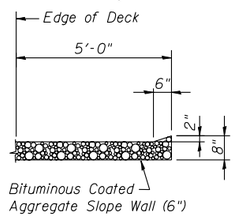
STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
-				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1 OF 3 SHEET(S)



ELEVATION



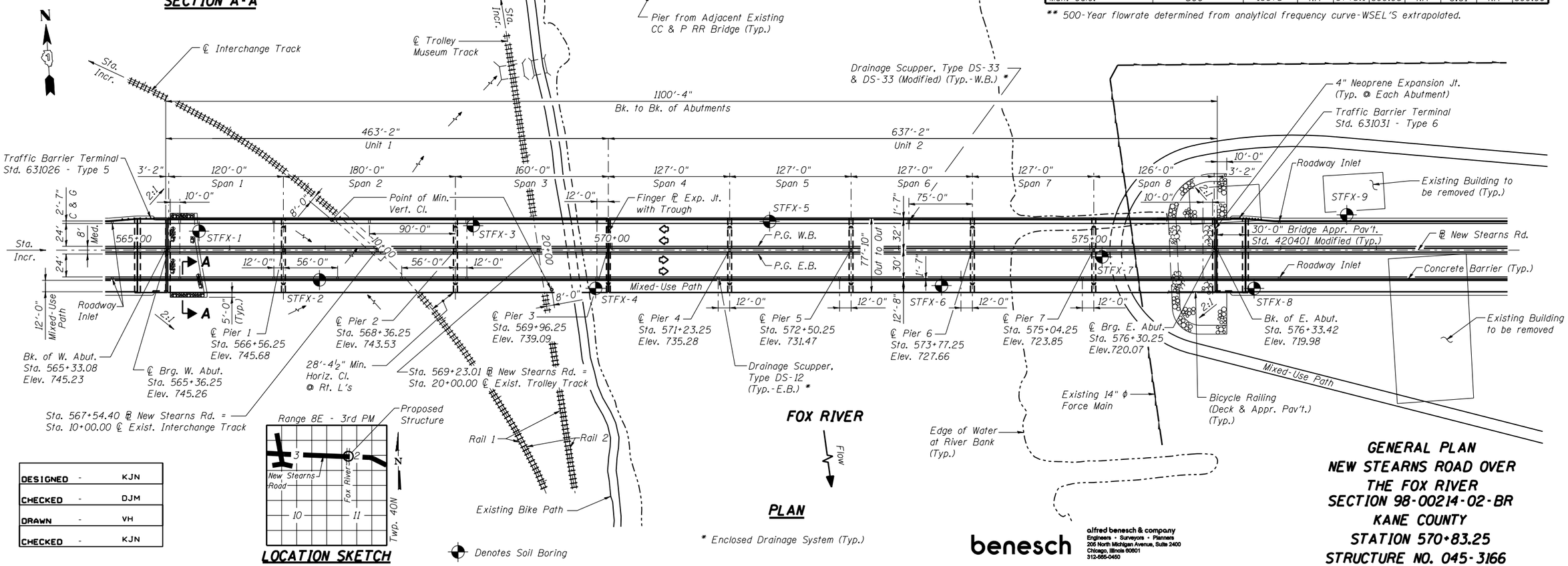
SECTION A-A

WATERWAY INFORMATION

Drainage Area = 1517 Sq. Mi.

Flood	Frequency (Yr.)	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	50	11225	NA	6190.6	697.21	NA	0.01	NA	697.22
Base	100	12250	NA	6971.8	698.07	NA	0.01	NA	698.08
Max. Calc.	500**	16875	NA	8745.1	699.98	NA	0.01	NA	699.99

** 500-Year flowrate determined from analytical frequency curve-WSEL'S extrapolated.



PLAN

LOCATION SKETCH

DESIGNED	-	KJN
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	KJN

benesch

alfred benesch & company
Engineers • Surveyors • Planners
206 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450

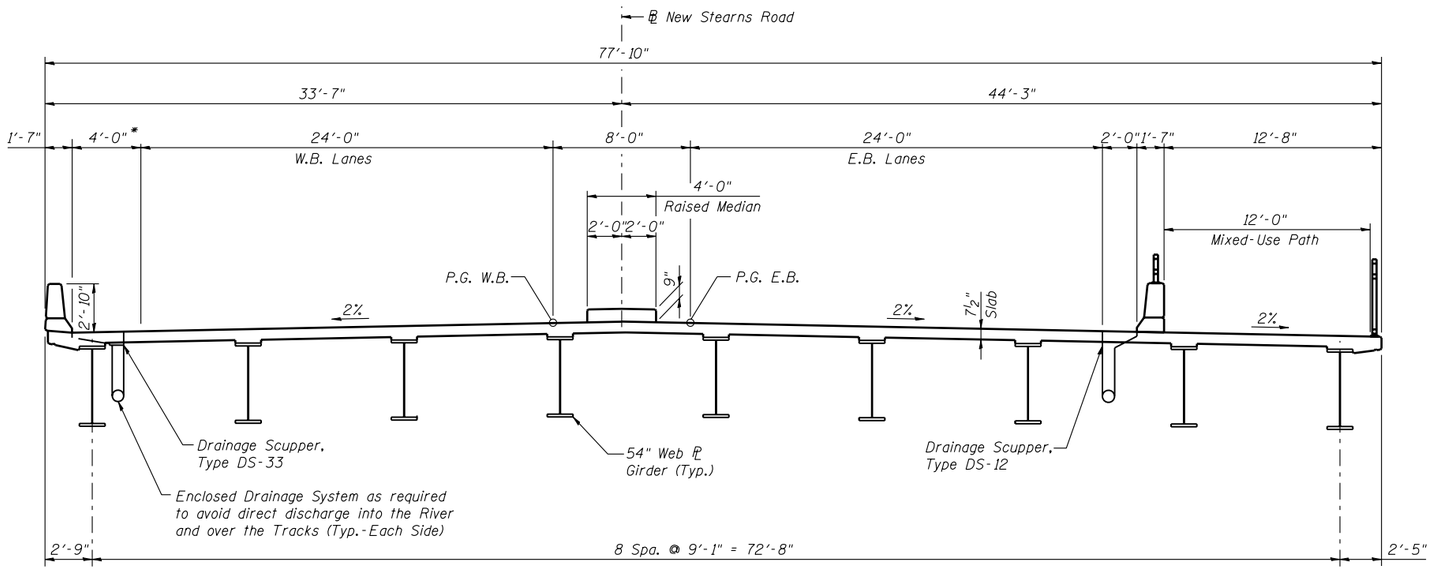
GENERAL PLAN
NEW STEARNS ROAD OVER THE FOX RIVER
SECTION 98-00214-02-BR
KANE COUNTY
STATION 570+83.25
STRUCTURE NO. 045-3166

$DATE$
$FILE$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

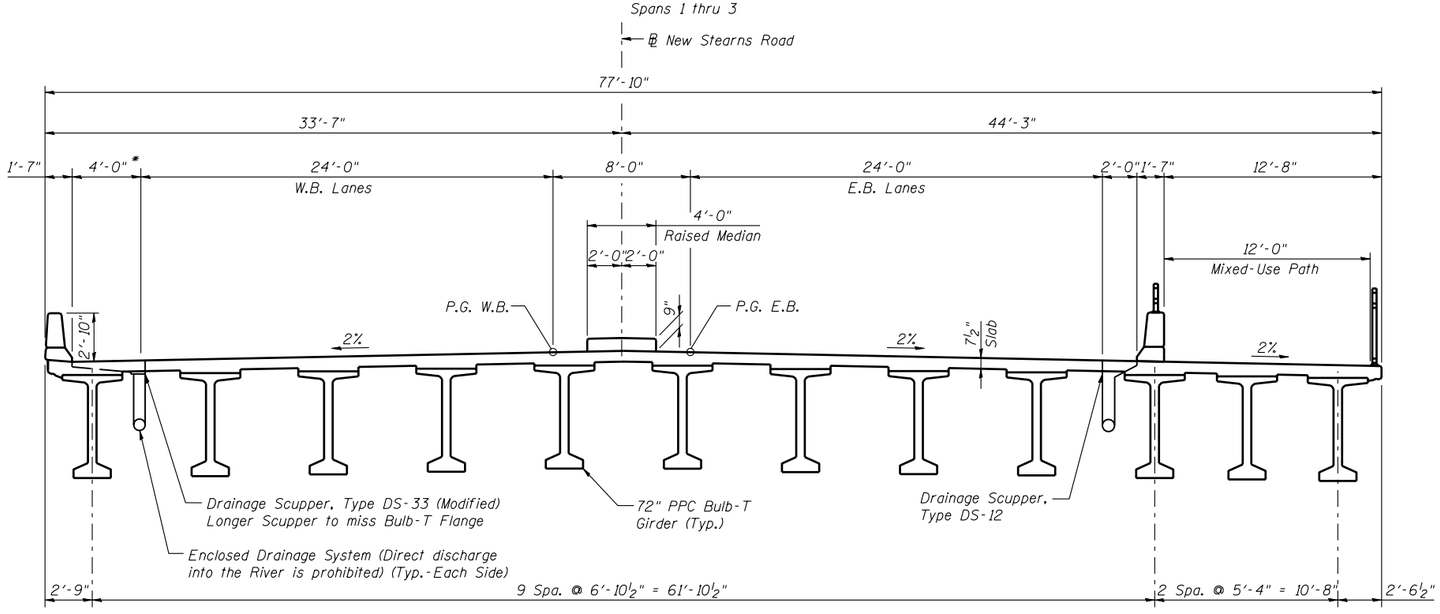
SHEET NO. 2 OF 3 SHEET(S)

STATE OF ILLINOIS
DIVISION OF TRANSPORTATION



CROSS SECTION THRU DECK - UNIT 1

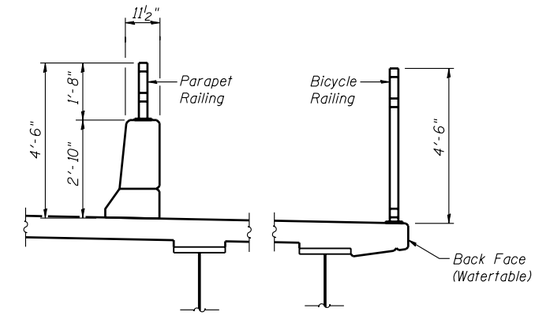
Spans 1 thru 3



CROSS SECTION THRU DECK - UNIT 2

Spans 4 thru 8

* Increased from 2' to 4' to keep scupper out of the driving lane.



SECTION THRU DECK @ MIXED-USE PATH

Unit 1 Shown-Unit 2 Similar

HIGHWAY CLASSIFICATION

F.A.P. Rte. 361
Functional Class: Other Principal Arterial
ADT: N/A (2000); 34,000 (2020)
ADTT: N/A (2000); 1,360 (2020)
DHV: N/A (2000); 3,000 (2020)
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO

DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi
f_y = 60,000 psi (Reinforcement)
f_y = 50,000 psi (Struct. Steel) (M270 Gr. 50)

PRECAST PRESTRESSED UNITS

f'_c = 6,000 psi
f'_{ci} = 5,000 psi
f'_s = 270,000 psi (1/2" ϕ Low Lax. Strands)
f'_{si} = 201,960 psi (1/2" ϕ Low Lax. Strands)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.037g
Site Coefficient (S) = 1.0

DESIGNED	-	KJN
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	KJN

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Chicago, Illinois 60601
312-565-0450

GENERAL PLAN
NEW STEARNS ROAD OVER
THE FOX RIVER
SECTION 98-00214-02-BR
KANE COUNTY
STATION 570+83.25
STRUCTURE NO. 045-3166

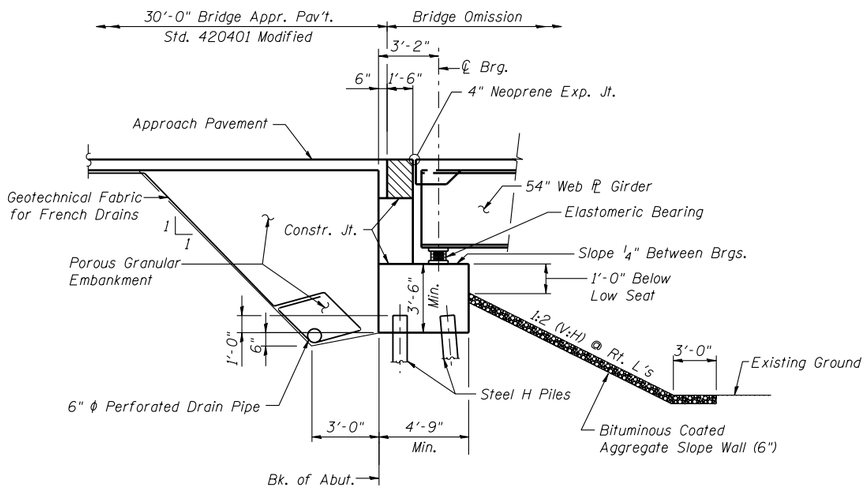
$DATE$

$FILE$

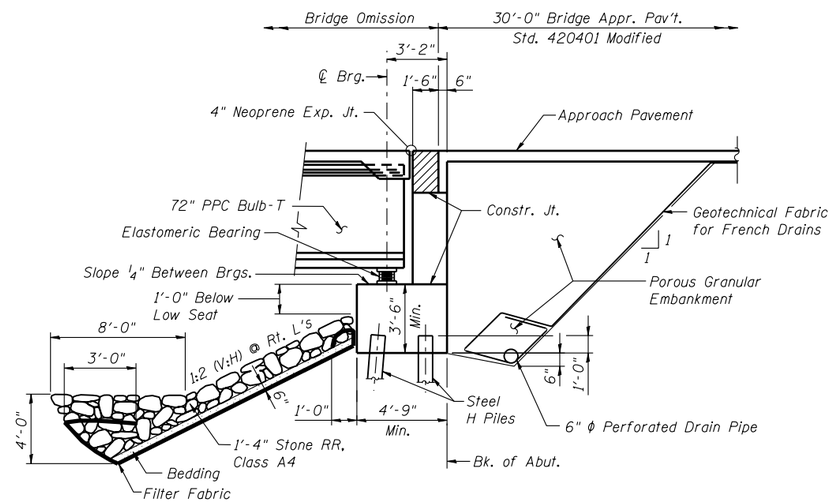
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 3 OF 3 SHEET(S)

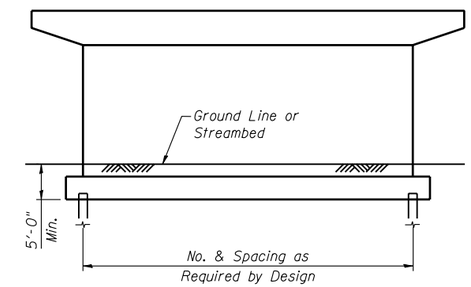
KANE COUNTY
DIVISION OF TRANSPORTATION



SECTION THRU WEST ABUTMENT

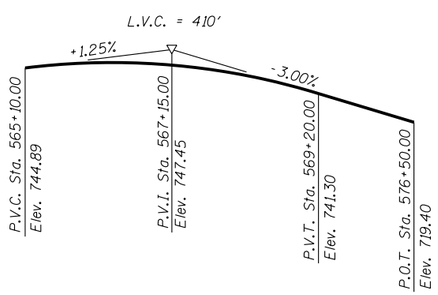


SECTION THRU EAST ABUTMENT

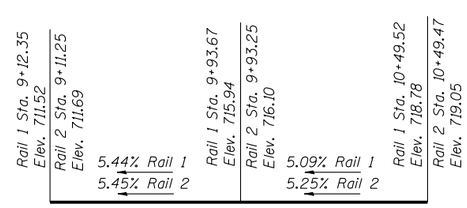


MODIFIED SINGLE HAMMERHEAD PIER SKETCH

Expansion & Fixed Piers

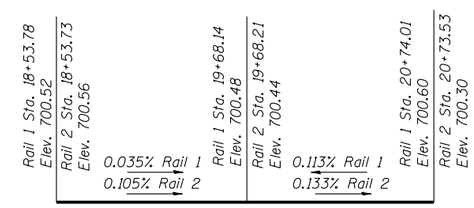


PROFILE GRADE
E.B. & W.B. NEW STEARNS ROAD



TOP OF RAIL PROFILES
EXISTING INTERCHANGE TRACK

Stations Measured along ℄ Track



TOP OF RAIL PROFILES
EXISTING TROLLEY MUSEUM TRACK

Stations Measured along ℄ Track

DESIGNED	-	KJN
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	KJN

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312-565-0450

GENERAL PLAN
NEW STEARNS ROAD OVER
THE FOX RIVER
SECTION 98-00214-02-BR
KANE COUNTY
STATION 570+83.25
STRUCTURE NO. 045-3166

$DATE$

$FILE$

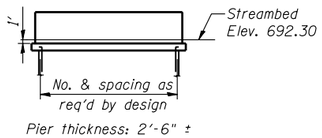
Bench Mark : 16 (TBM 65) "Bench Tie" (yellow) set in north face of 36" tree, 25'+/- east of the east bank of the Fox River, south of RR bridge and at the back of Midwest Ground Covers Property (MGC property). Elev. 693.886

Existing Structure : None

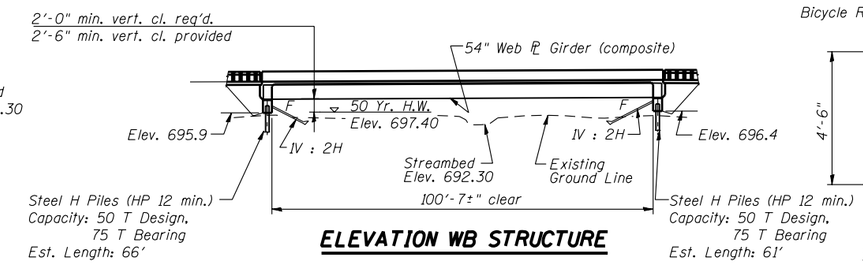
STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
-				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

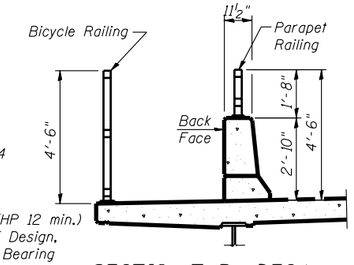
SHEET NO. 1 OF 1 SHEET(S)



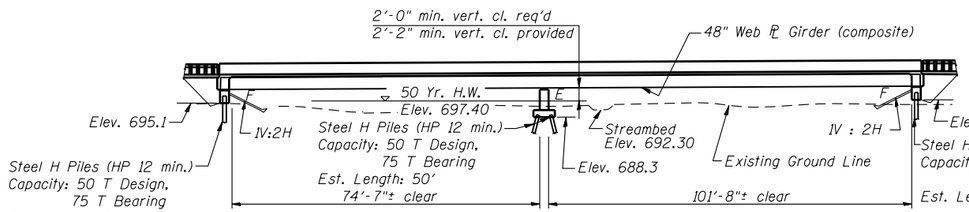
PIER SKETCH



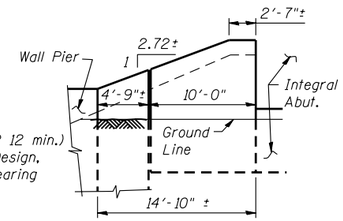
ELEVATION WB STRUCTURE



SECTION THRU DECK

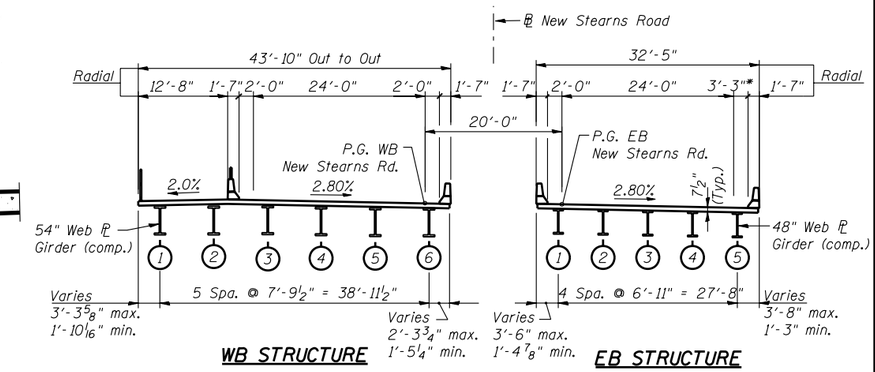


ELEVATION EB STRUCTURE



SECTION A-A

(Pier / Wingwall Elevation)



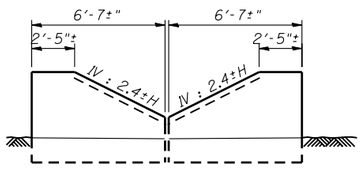
WB STRUCTURE

EB STRUCTURE

CROSS SECTION

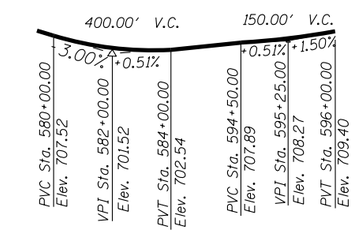
(Looking Upstation)

* Deck widened 1'-3" to accommodate straight girder on curved alignment.



SECTION B-B

(Median Wingwall Elevation)



PROFILE GRADE

(New Stearns Road)

CURVE DATA

(℄ New Stearns Road)

PI STA. = 589+35.69
Δ = 20° 44' 15" (RT)
D = 2° 36' 16"
R = 2.200.00'
T = 402.54'
L = 796.26'
E = 36.52'
S.E. = .028 '/'
P.C. STA. = 585+33.15
P.T. STA. = 593+29.41

HIGHWAY CLASSIFICATION

Rte. FAP 361
Functional Class: Other Principal Aterial
ADT: N/A (2000); 34.000 (2020)
ADTT: N/A (2000); 1.360 (2020)
DHV: N/A (2000); 3.000 (2020)
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO

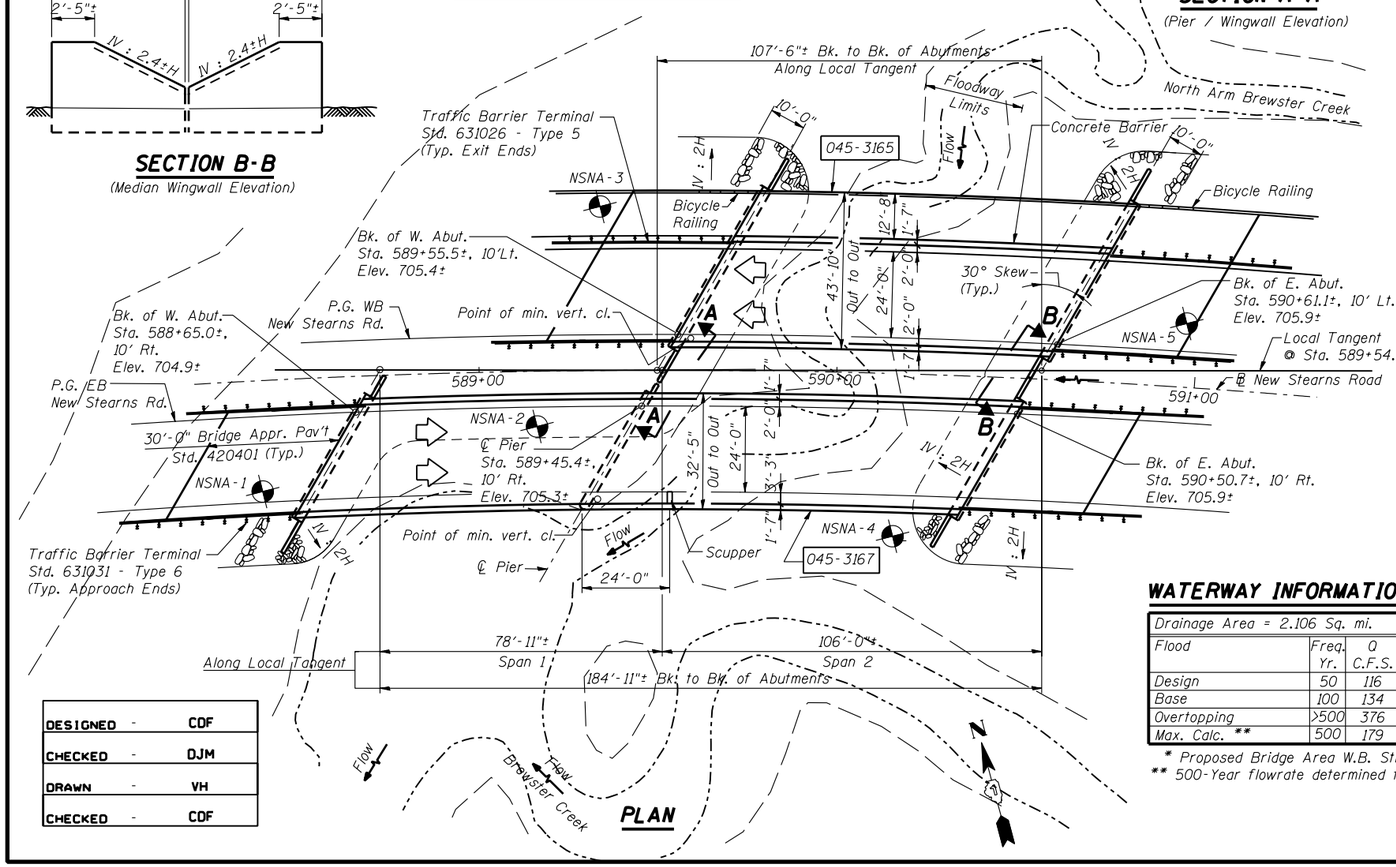
DESIGN STRESSES

FIELD UNITS

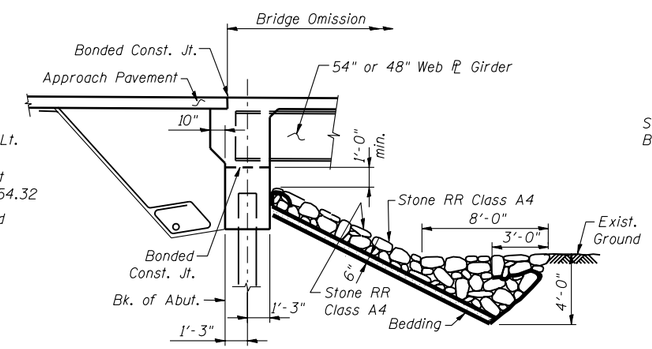
f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement)
f_y = 50,000 psi (structural steel)

SEISMIC DATA

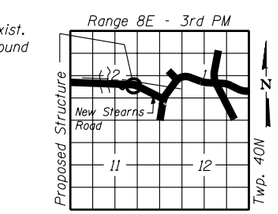
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.037 g
Site Coefficient (S) = 1



PLAN



SECTION THRU INTEGRAL ABUTMENT



LOCATION SKETCH

WATERWAY INFORMATION

Drainage Area = 2.106 Sq. mi.

Flood	Freq. Yr.	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	50	116	N/A	310.0/478.2	697.40	N/A	0.01	N/A	697.41
Base	100	134	N/A	346.4/544.1	697.80	N/A	0.04	N/A	697.84
Overtopping	>500	376	N/A	594.7/958.1	N/A	N/A	N/A	N/A	702.70
Max. Calc. **	500	179	N/A	437.8/709.7	698.80	N/A	0.12	N/A	698.92

* Proposed Bridge Area W.B. Structure /Proposed Bridge Area E.B. Structure
** 500-Year flowrate determined from analytical frequency curve-WSEL'S extrapolated.

DESIGNED	-	CDF
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	CDF

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Chicago, Illinois 60601
312-565-0450

GENERAL PLAN
NEW STEARNS ROAD OVER
THE NORTH ARM OF BREWSTER CREEK
F.A.U. ROUTE 361
SECTION 98-00214-02-BR
KANE COUNTY
STATION 589+63
STR. NO. 045-3167 (EB) / 045-3165 (WB)

$DATE$

$FILE$

Benchmark OSBM130:
"Square cut" on southeast concrete wall of Illinos Route 25 Bridge over Brewster Creek. Elev. 722.0.

Existing Structure:
S.N. 045-2025, single-span wide flange superstructure, 52'-6"± bk. to bk. abutments, 42'-7¾"± o. to o., R.C. deck on integral abutments. Built as IL. Rte. 25, F.A.U. Rte. 2503, Sec. 49-1B in 2002. The contractor must remove the existing R.C. deck, parapets, east wingwalls, portions of backwalls and the approach slabs and widen "in-kind" eastward approximately 33'-6½", including four additional beams and a superelevated R.C. deck with a raised-curb median. IL. Rte. 25 must be kept open to two lanes of traffic at all times utilizing stage construction.

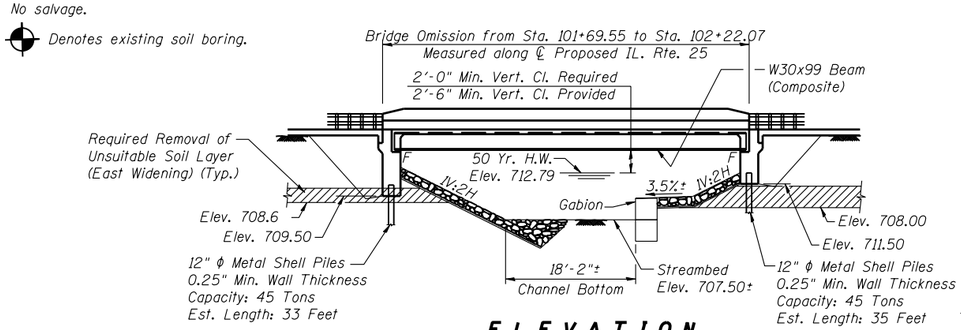
No salvage.

Denotes existing soil boring.

STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

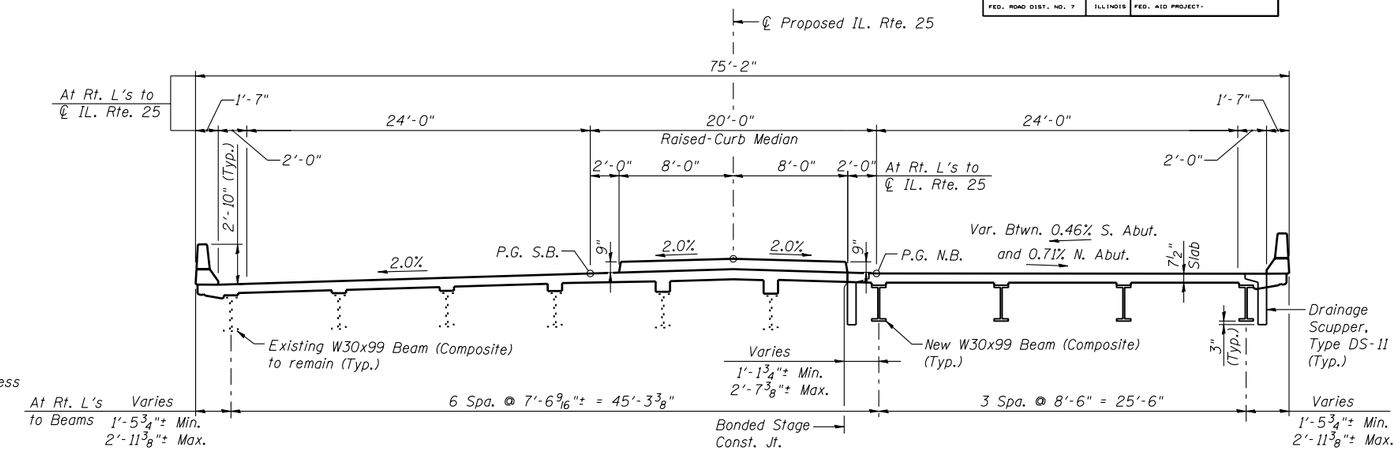
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
-				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 1 OF 2 SHEET(S)



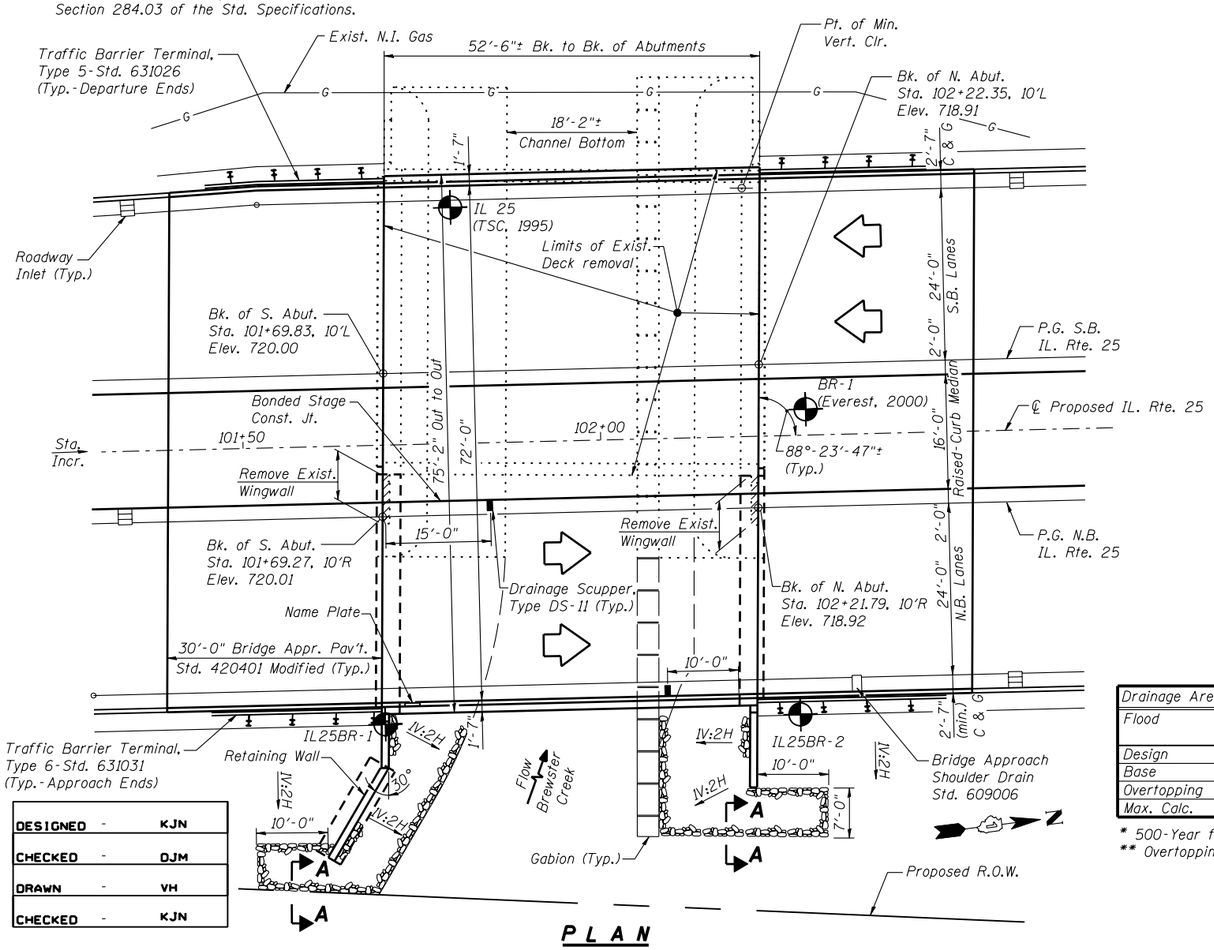
ELEVATION

Note: Basket for Gabions shall be 3'-0" deep x 3'-0" wide x 4'-6" long and fabricated as per Section 284.03 of the Std. Specifications.



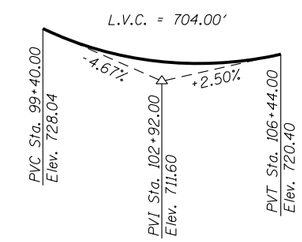
CROSS SECTION

(Looking North)



PLAN

DESIGNED	-	KJN
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	KJN



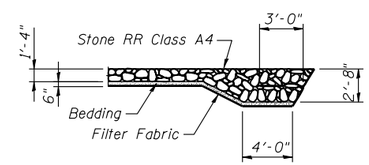
PROFILE GRADE

NB & SB IL. Rte. 25

CURVE DATA

℄ Proposed IL. Rte. 25

△ = 23°-34'-53" (LT.)
D = 3°-10'-59"
R = 1,800.00'
T = 375.73'
L = 740.83'
E = 38.80'
SE = 0.03 '/'
P.C. Sta. = 93+60.87
P.I. Sta. = 97+36.60
P.T. Sta. = 101+01.70
SE Transition:
SE Runoff: Sta. 100+57.30 to Sta. 101+90.50
Tangent Runout: Sta. 101+90.50 to Sta. 102+79.30



SECTION A-A

(Stone Riprap Anchor Detail)

HIGHWAY CLASSIFICATION

F.A.U. Rte. 2503 (IL. Rte. 25)
Functional Class: Other Principal Arterial
ADT: 12,600 (2000); 18,000 (2020)
ADTT: 500 (2000); 720 (2020)
DHV: 1,260 (2000); 1,600 (2020)
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO

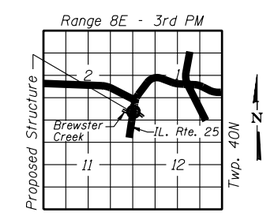
DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi
f_y = 60,000 psi (Reinforcement)
f_y = 50,000 psi (Structural Steel)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.037g
Site Coefficient (S) = 1.0



LOCATION SKETCH

WATERWAY INFORMATION

Drainage Area = 14.0 Sq. mi

Flood	Frequency (Yr.)	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	50	817	193.80	193.80	712.79	0.14	0.13	712.93	712.92
Base	100	938	218.50	218.50	713.08	0.17	0.14	713.25	713.22
Overtopping	>500**								
Max. Calc.	500*	1271	251.60	251.60	713.70	0.25	0.20	713.95	713.90

* 500-Year flowrate determined from analytical frequency curve-WSEL'S extrapolated.
** Overtopping occurs above the 500-Year WSEL under proposed conditions.

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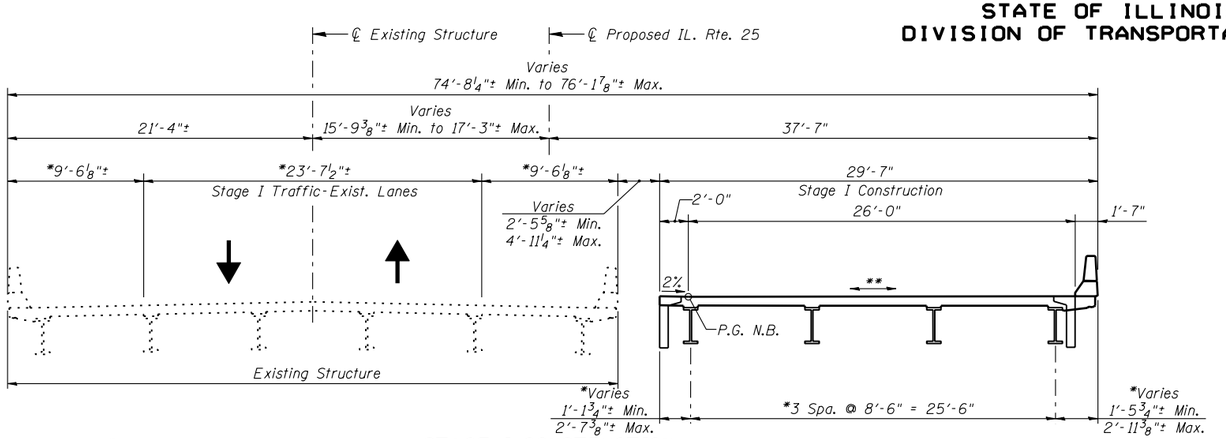
GENERAL PLAN
IL. ROUTE 25 OVER BREWSTER CREEK
F.A.U. ROUTE 2503
SECTION 98-00214-02-BR
KANE COUNTY
STATION 101+95.81
STRUCTURE NO. 045-2025

$DATE$
$FILE$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2 OF 2 SHEET(S)

STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

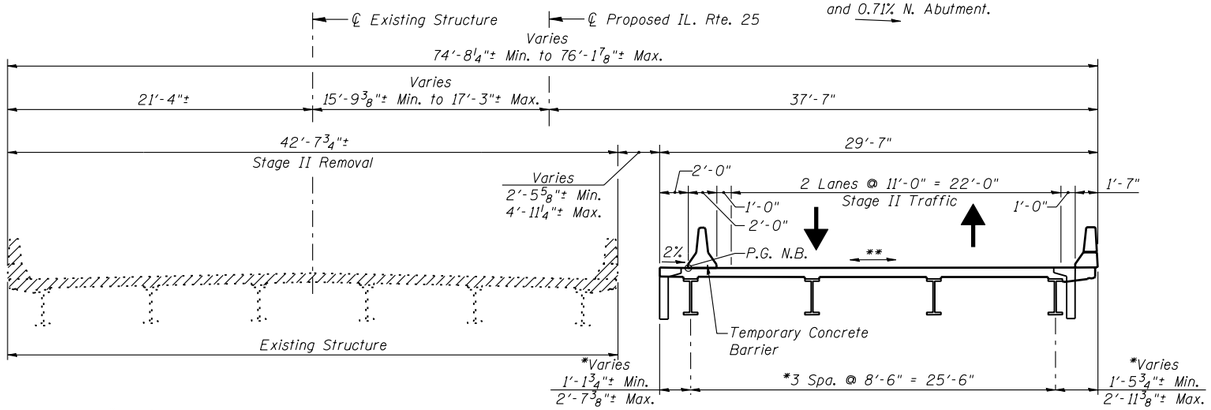


* At Rt. L's to Beams.

STAGE I CONSTRUCTION

(Looking North)

** Varies Between 0.46% S. Abutment and 0.71% N. Abutment.

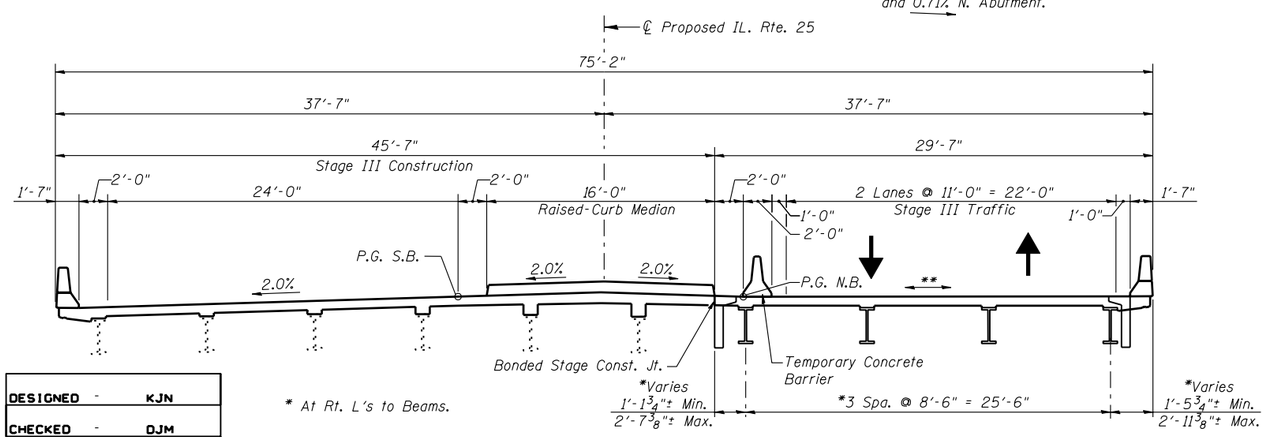


* At Rt. L's to Beams.

STAGE II REMOVAL

(Looking North)

** Varies Between 0.46% S. Abutment and 0.71% N. Abutment.

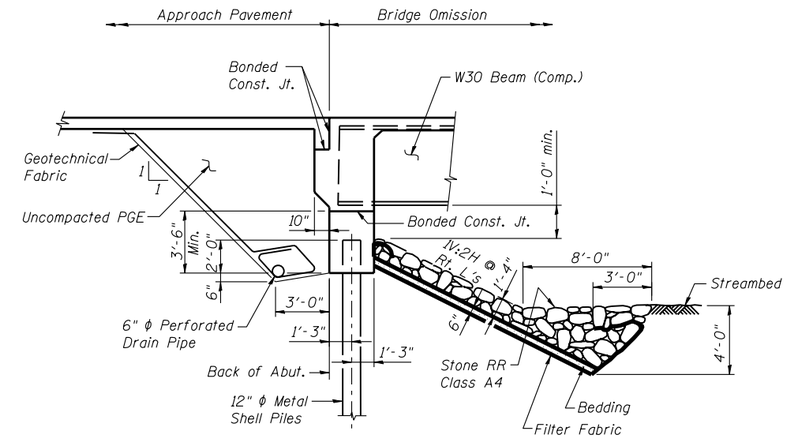


* At Rt. L's to Beams.

STAGE III CONSTRUCTION

(Looking North)

** Varies Between 0.46% S. Abutment and 0.71% N. Abutment.



SECTION THRU INTEGRAL ABUTMENT

Note:
All staging dimensions are at Rt. L's to the ℄ Proposed IL. Rte. 25, unless noted otherwise.

DESIGNED	-	KJN
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	KJN

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GENERAL PLAN
IL. ROUTE 25 OVER BREWSTER CREEK
F.A.U. ROUTE 2503
SECTION 98-00214-02-BR
KANE COUNTY
STATION 101+95.81
STRUCTURE NO. 045-2025

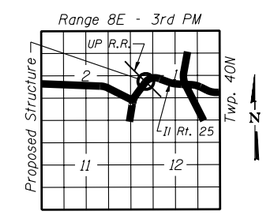
$DATE$

$FILE$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
-				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1 OF 2 SHEET(S)

IN PROGRESS



LOCATION SKETCH

GENERAL PLAN
UP R.R. OVER
ILLINOIS ROUTE 25
SECTION 98-00214-02-BR
KANE COUNTY
STATION 15+95.02
STRUCTURE NO. 045-3166

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312-565-0450

$FILE$

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
-				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
OF 2 SHEET(S)

IN PROGRESS

DESIGNED	-	WJZ
CHECKED	-	LRB
DRAWN	-	VH
CHECKED	-	WJZ

$FILE$

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GENERAL PLAN
UP R.R. OVER
ILLINOIS ROUTE 25
SECTION 98-00214-02-BR
KANE COUNTY
STATION 15+95.02
STRUCTURE NO. 045-3166

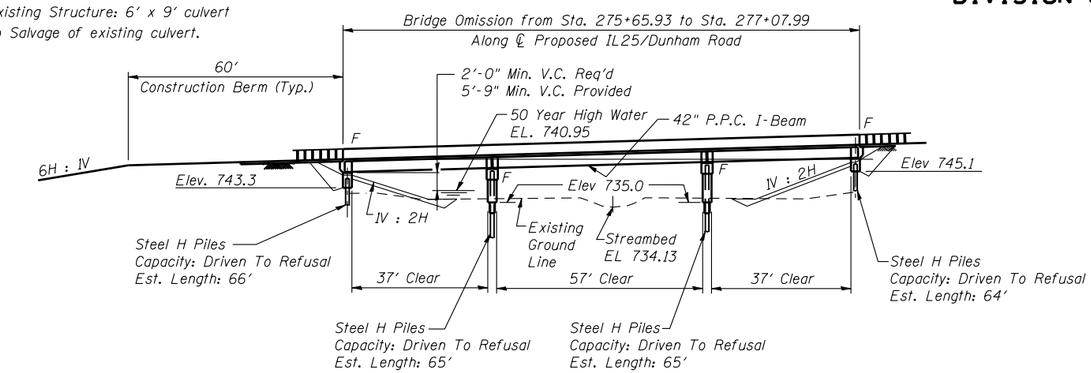
Benchmark BM-24:
"Aluminum Disk" set in concrete, 0.50± mile east of Stearns Road and Dunham Road at the south side of Stearns Road. Elev. 762.678

Existing Structure: 6′ x 9′ culvert
No Salvage of existing culvert.

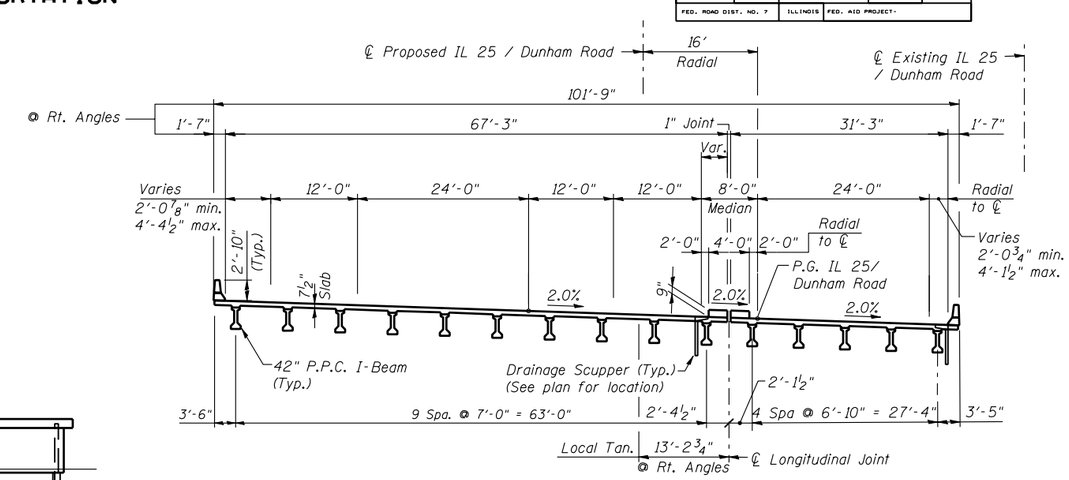
STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
-				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

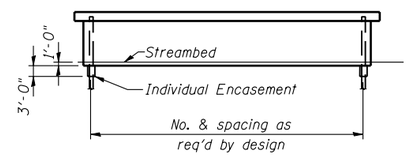
SHEET NO. 1 OF 2 SHEET(S)



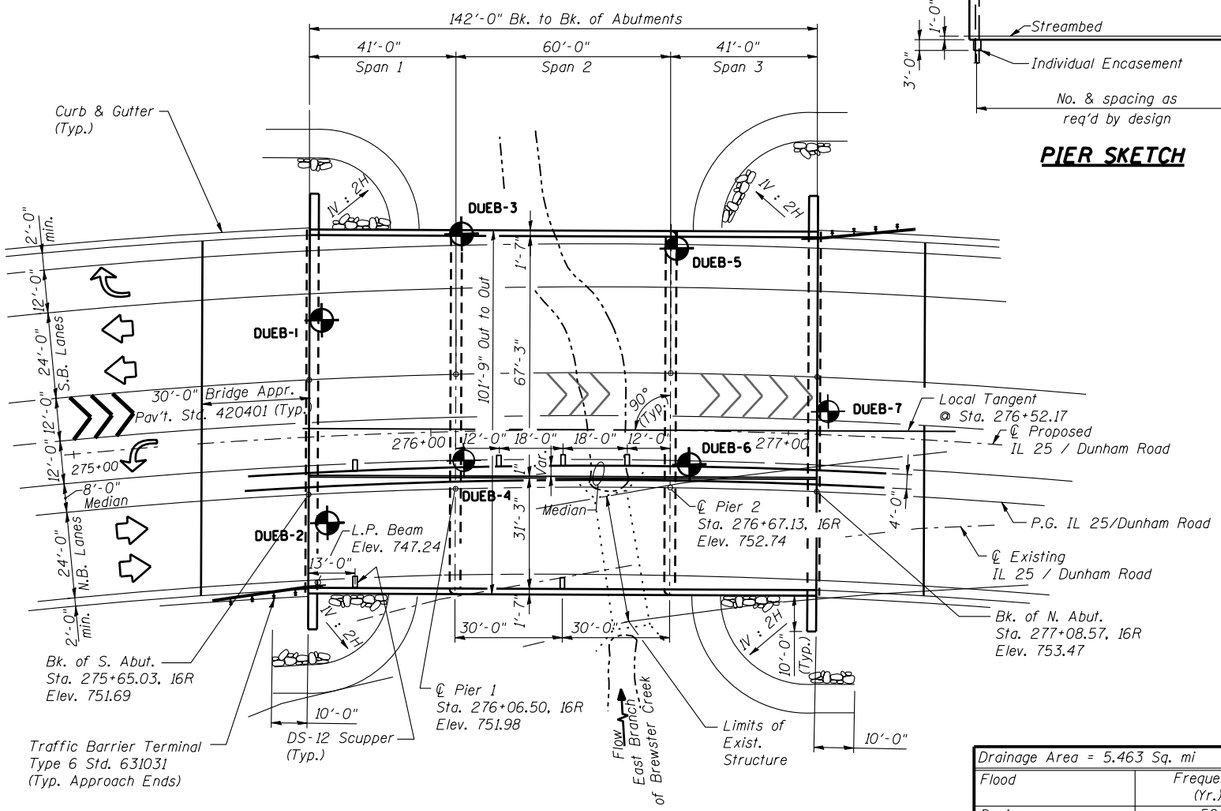
ELEVATION



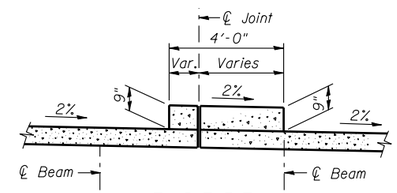
CROSS SECTION
(Looking upstation)



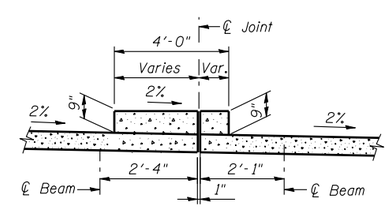
PIER SKETCH



PLAN

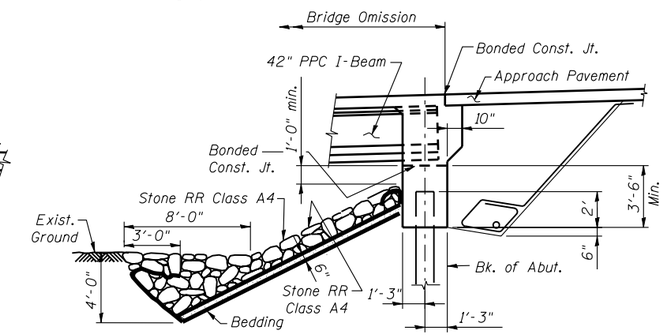


AT ABUTMENT

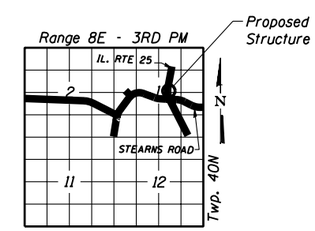


AT MIDSPAN

MEDIAN CROSS SECTIONS



SECTION THRU INTEGRAL ABUTMENT



LOCATION SKETCH

WATERWAY INFORMATION

Drainage Area = 5.463 Sq. mi

Flood	Frequency (Yr.)	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	50	526	51.2	419.7	740.95	1.68	0.07	742.63	741.02
Base	100	674	51.2	495.1	741.45	1.56	0.13	743.01	741.58
Overtopping	<500**/>500***	457/>1050	51.2	1367.0	N/A	N/A	N/A	742.00	749.67
Max. Calc.	500*	1050	51.2	619.6	742.42	1.01	0.30	743.43	742.72

* 500-Year flowrate determined from analytical frequency curve-WSEL'S extrapolated
** Overtopping occurs under the 500-Year WSEL under existing conditions
*** Overtopping occurs above the 500-Year WSEL under proposed conditions

DESIGNED	-	CDF
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	CDF

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Chicago, Illinois 60601
312-565-0450

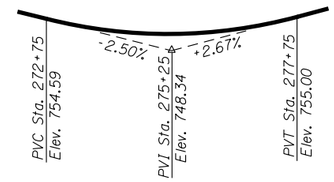
GENERAL PLAN
FAP 360 IL 25/DUNHAM ROAD
OVER THE EAST BRANCH
OF BREWSTER CREEK
SECTION 98-00214-02-BR
KANE COUNTY
STATION 276+36.96
STRUCTURE NO. 045-2032

$DATE$
$FILE$

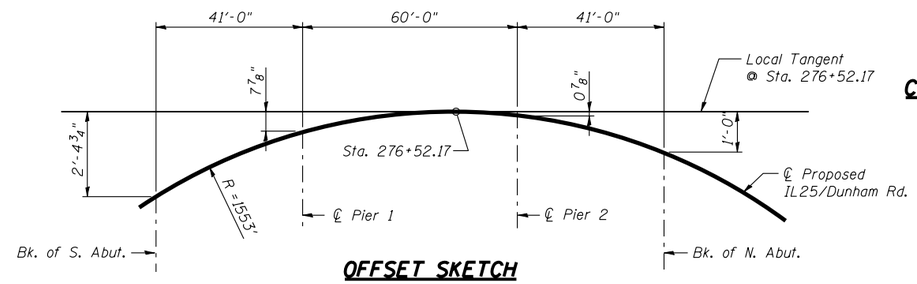
STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
OF 2 SHEET(S)



PROFILE GRADE
IL25/Dunham Rd.



OFFSET SKETCH

HIGHWAY CLASSIFICATION
FAP 360 IL25/DUNHAM ROAD
Functional Class: Other Principal Arterial
ADT: 10,800 (2000); 22,000 (2020)
ADTT: 432 (2000) : 880 (2020)
DHV: 1,080 (2000): 2,200 (2020)
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.

LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES
FIELD UNITS
f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement)

PRECAST PRESTRESSED UNITS
f'_c = 6,000 psi
f'_{ci} = 5,000 psi
f'_s = 270,000 psi (1/2" ϕ low lax. strands)
f_{si} = 201,960 psi (1/2" ϕ low lax. strands)

CURVE DATA @ ℄ PROPOSED IL25/DUNHAM RD.
PI STA. = 273+82.74
Δ = 39° 36' 50" (RT)
D = 3° 41' 22"
R = 1,553.00'
T = 559.33'
L = 1,073.74'
E = 97.65'
S.E. = 0.02 '/'
P.C. STA. = 268+23.41
P.T. STA. = 278+97.15
SE Attained Sta. 266+75.41
to Sta. 268+53.01
SE Removed Sta. 278+67.55
to Sta. 280+45.15

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.037 g
Site Coefficient (S) = 1

DESIGNED	-	CDF
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	CDF

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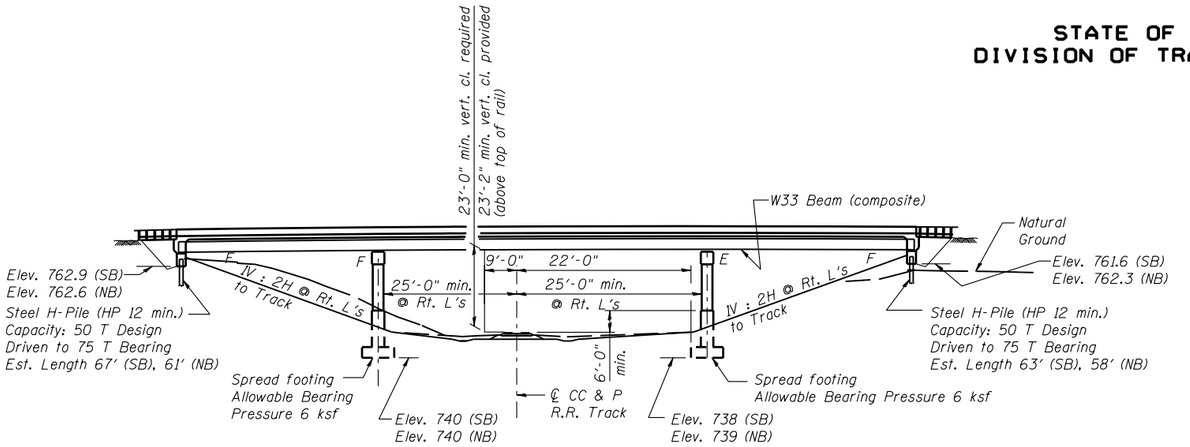
GENERAL PLAN
FAP 360 IL 25/DUNHAM ROAD
OVER THE EAST BRANCH
OF BREWSTER CREEK
SECTION 98-00214-02-BR
KANE COUNTY
STATION 276+36.96
STRUCTURE NO. 045-2032

$DATE$
$FILE$

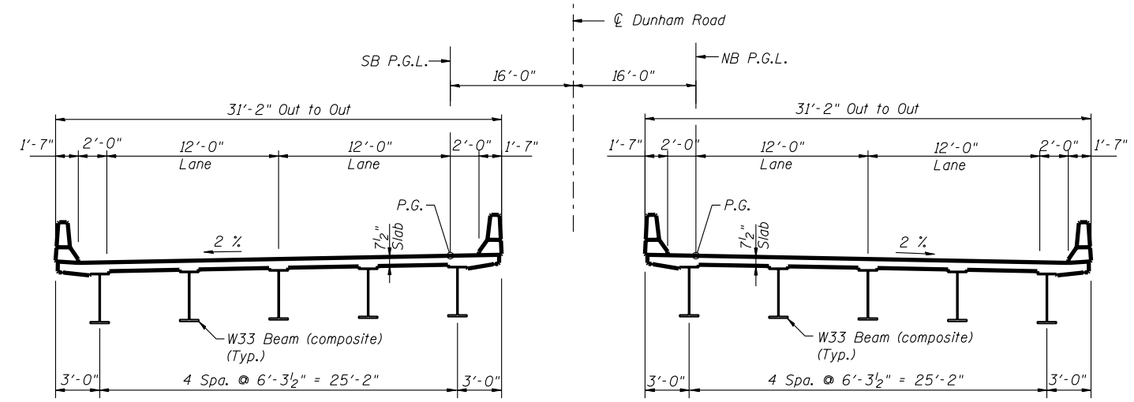
STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1 OF 1 SHEET(S)



ELEVATION



CROSS SECTION
(Looking Upstation)

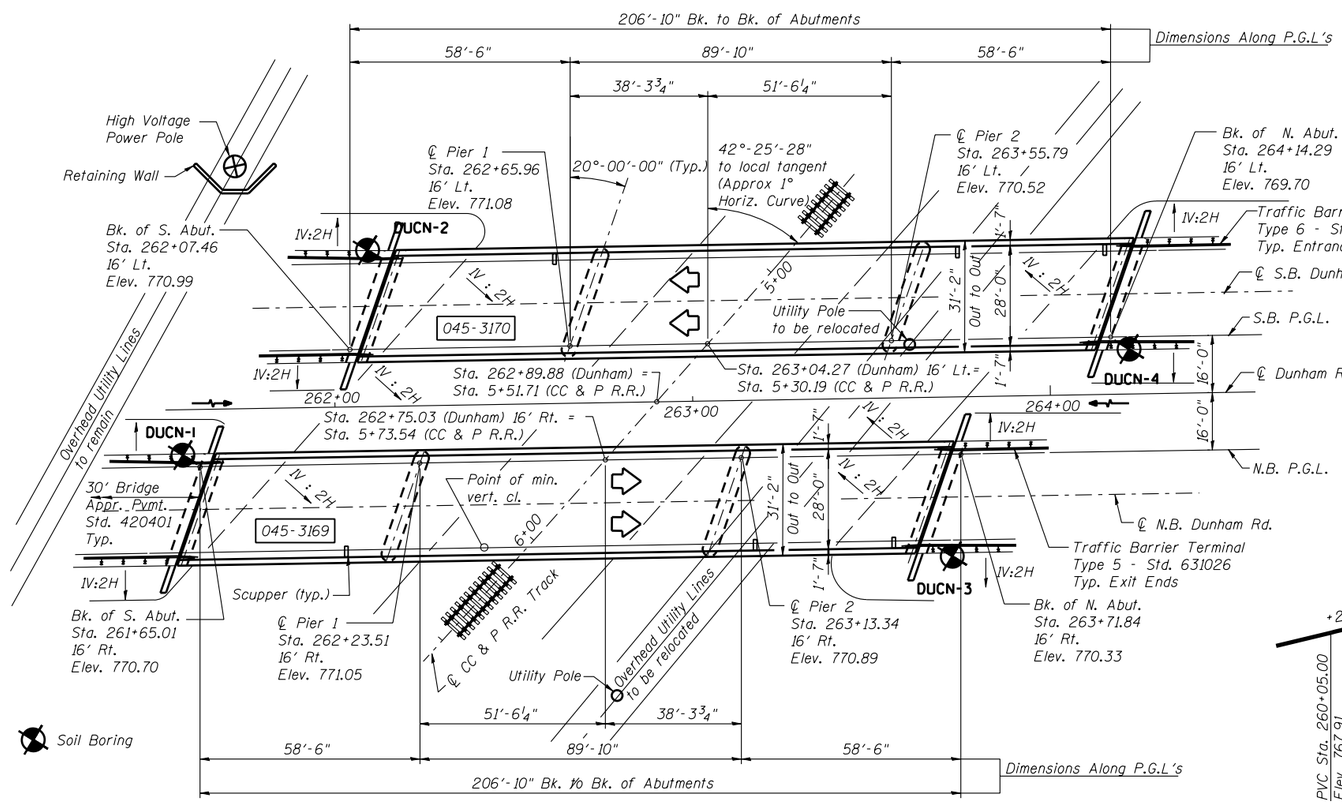
HIGHWAY CLASSIFICATION
FAP 360 Dunham Road
Functional Class: Other Principal Arterial
ADT: 10,700 (2000); 35,000 (2020)
ADTT: 430 (2000); 1,400 (2020)
DHV: 650 (2000); 2,000 (2020)
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.

LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.

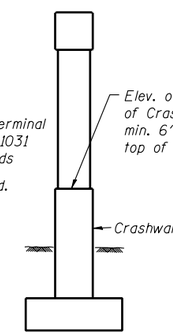
DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES
FIELD UNITS
f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement)
f_y = 50,000 psi (Struct.) M270 Gr. 50

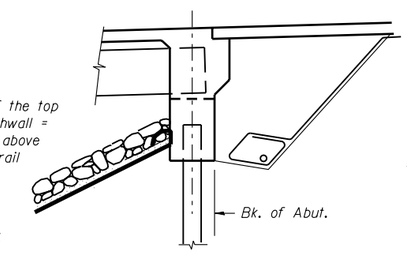
SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.037 g
Site Coefficient (S) = 1



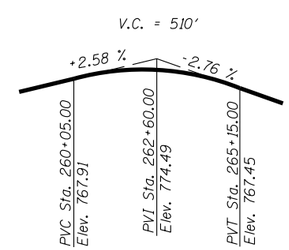
PLAN



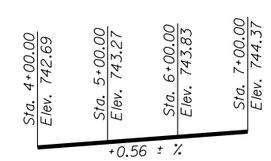
PIER SKETCH



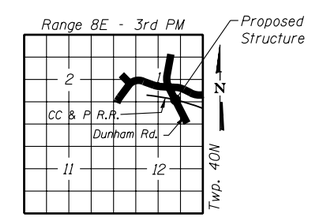
SECTION THRU INTEGRAL ABUTMENT



PROFILE GRADE DUNHAM ROAD



TOP OF RAIL ELEVATIONS CC & P R.R.



LOCATION SKETCH

DESIGNED	-	KMP/CDF
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	KMP/CDF

NOTE:
No Deck Drains will be permitted in the span over tracks or within 10' of cross arms of a railroad pole line.

benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450

GENERAL PLAN
DUNHAM ROAD OVER
THE CC & P RAILROAD
SECTION 98-00214-02-BR
KANE COUNTY
STATION 262+89.88
STR. NO. 045-3169 (NB) / 045-3170 (SB)

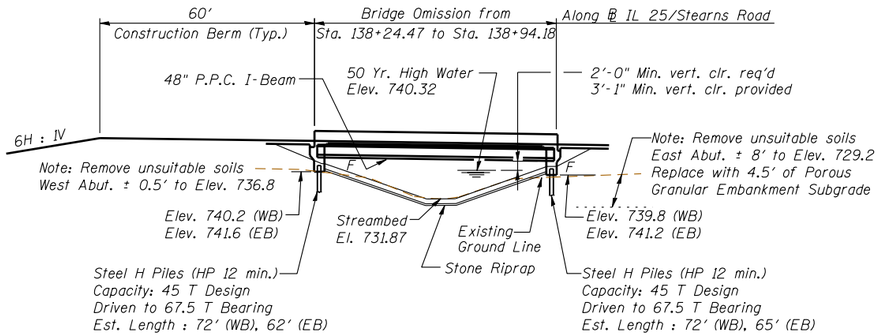
$DATE$
$FILE$

STATE OF ILLINOIS
DIVISION OF TRANSPORTATION

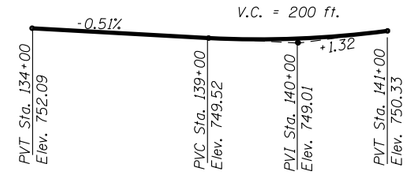
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	-		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1 OF 1 SHEET(S)

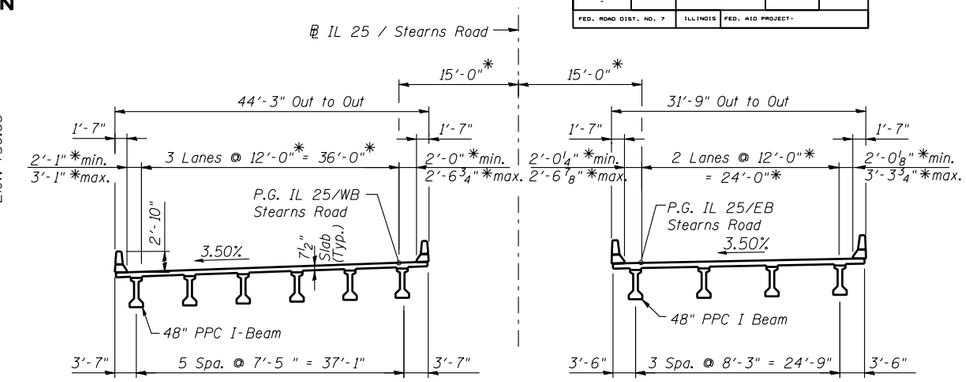
Benchmark BM-24:
"Aluminum Disk" set in concrete, 0.50± mile east of Stearns Road and Dunham Road at the south side of Stearns Road. Elev. 762.678
No existing structure.



ELEVATION

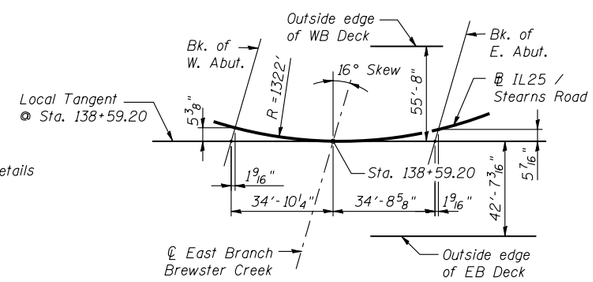


PROFILE GRADE
(EB & WB IL25/Stearns Rd.)

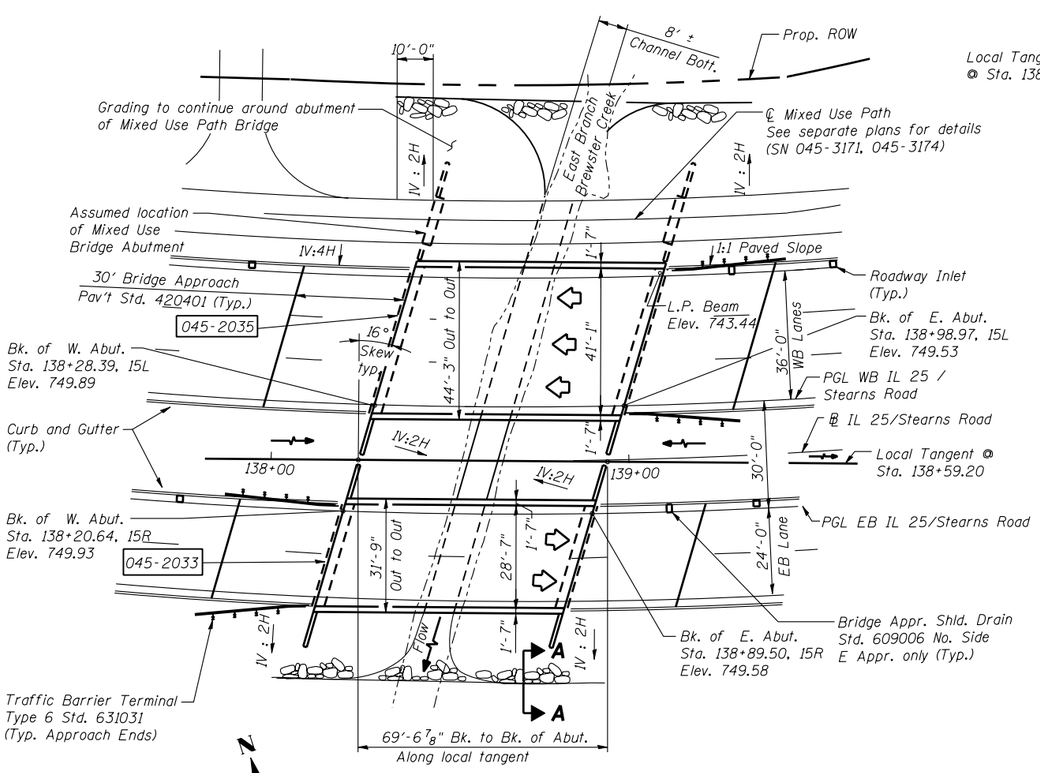


WB STRUCTURE — EB STRUCTURE

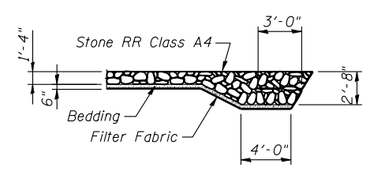
CROSS SECTION
*(Radial dimensions)
(Horizontal dimensions @ Rt. angles except as noted)



OFFSET SKETCH



PLAN



SECTION A-A
(Stone Riprap Anchor Detail)

CURVE DATA
Along ℄ IL Rte 25
Δ = 16° 45' 24" (LT)
D = 4° 20' 02"
R = 1322.00'
T = 194.71'
L = 386.63'
E = 14.26'
S.E. = 0.035 '/'
P.C. STA. = 137+53.03
P.T. STA. = 141+39.66
P.I. STA. = 139+47.73
SE Attained Sta. 135+60.63
to Sta. 138+04.83
SE Removed Sta. 140+87.86
to Sta. 143+32.06

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.037 g
Site Coefficient (S) = 1

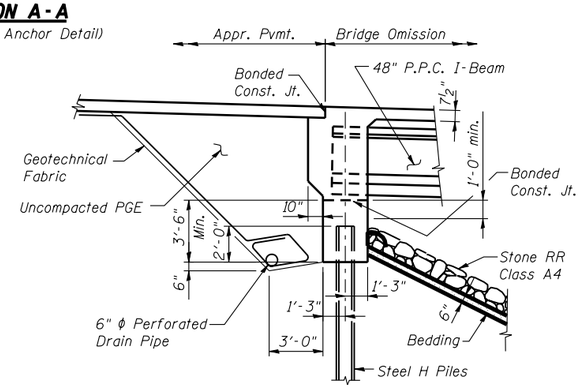
HIGHWAY CLASSIFICATION
FAP 2503 IL25/STEARNS ROAD
Functional Class: Other Principal Arterial
ADT: 18,000 (2000); 36,000 (2020)
ADTT: 720 (2000); 1,440 (2020)
DHV: 1,800 (2000); 3,200 (2020)
Design Speed: 45 m.p.h.
Posted Speed: 45 m.p.h.

LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.

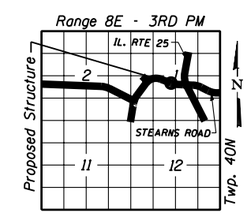
DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES
FIELD UNITS
f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement)

PRECAST PRESTRESSED UNITS
f'_c = 6,000 psi
f'_{ci} = 5,000 psi
f'_s = 270,000 psi (1/2" ϕ low lax. strands)
f_{si} = 201,960 psi (1/2" ϕ low lax. strands)



SECTION THRU INTEGRAL ABUTMENT



LOCATION SKETCH

WATERWAY INFORMATION

Drainage Area = 5.497 Sq. mi.

Flood	Freq. Yr.	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	50	529	N/A	302.8	740.32	N/A	0.04	N/A	740.36
Base	100	678	N/A	331.7	740.65	N/A	0.07	N/A	740.72
Overtopping	>500**	4412	N/A	474.7	N/A	N/A	N/A	N/A	749.00
Max. Calc.	500*	1000	N/A	352.0	741.32	N/A	0.17	N/A	741.49

* 500-Year Flowrate determined from analytical frequency curve - WSEL'S Extrapolated
** Overtopping occurs above the 500-Year WSEL under proposed condition

DESIGNED	-	CDF
CHECKED	-	DJM
DRAWN	-	VH
CHECKED	-	CDF

benesch
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Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450

GENERAL PLAN
FAP 2503 IL 25 / STEARNS ROAD OVER THE EAST BRANCH OF BREWSTER CREEK
SECTION 98-00214-02-BR
KANE COUNTY
STATION 138+59.20
STR. NO. 045-2033 (EB) / 045-2035 (WB)

$DATE$
$FILE$