

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	1
		ILLINOIS	CONTRACT NO. 63533	
-1 123				

INDEX OF SHEETS

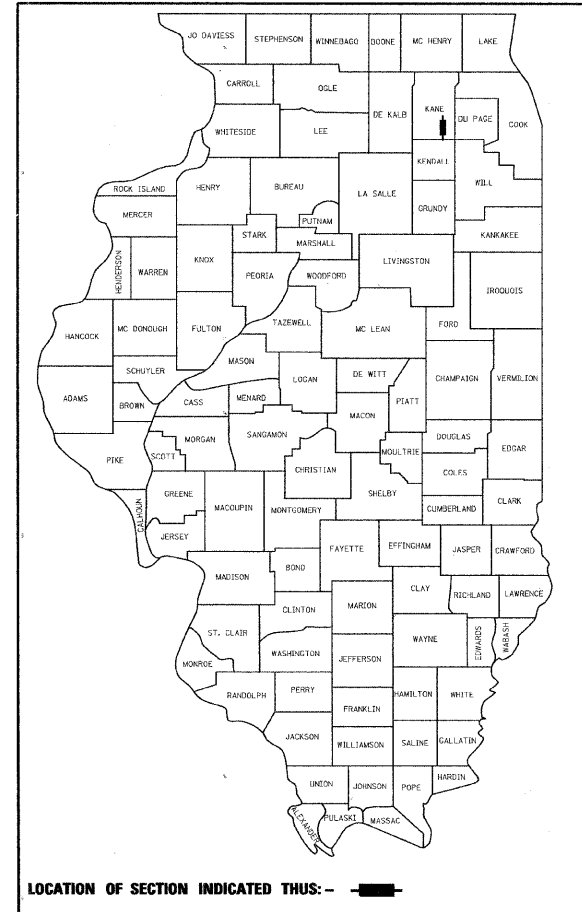
SHEET #	DESCRIPTION
1	COVER SHEET
2-3	GENERAL NOTES
4-6	SUMMARY OF QUANTITIES
7-10	TYPICAL SECTIONS
11-13	EARTHWORK SCHEDULE, UNDERCUT DETAILS
14	ALIGNMENT, TIES AND BENCHMARKS
15-20	ROADWAY REMOVAL PLAN
21-26	ROADWAY PLAN AND PROFILE
27-43	MAINTENANCE OF TRAFFIC
44-51	DRAINAGE AND UTILITIES
52-55 B	EROSION CONTROL PLAN
* 56-60	PLAT OF HIGHWAYS
61-62	INTERSECTION DETAILS
63-64	PAVEMENT MARKING / LANDSCAPING / SIGNING PLAN
65-81	TRAFFIC SIGNAL PLAN AND DETAILS
82-84	LIGHTING PLAN
85-87	CONSTRUCTION DETAILS
88-118	CROSS SECTIONS
119-124 B	HIGHWAY STANDARDS - DISTRICT 1

* SHEETS 56-60 NOT INCLUDED IN THIS SET

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**FAP 336 (RANDALL ROAD)
AT FAP 523 (FABYAN PARKWAY)
INTERSECTION WIDENING IMPROVEMENTS
SECTION 01-00269-00-CH
PROJECT CMF-8003(740)
KANE COUNTY
C-91-103-07**



CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
550 NORTH COMMONS DR. STE. 116
AURORA, ILLINOIS 60504
(630) 820-1022

PATRICK W. KEEFE
#02-065361
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

SUBMITTED BY: *Patrick W. Keefe*
Patrick W. Keefe P.E. Exp. 11-30-11

DATE: 12-29-10

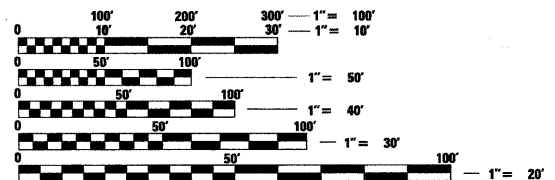
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

Approved: *DECEMBER 29*, 2010
KANE COUNTY, COUNTY ENGINEER

Passed: *JANUARY 3*, 2011
District Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review: *JANUARY 4*, 2011
Deputy Director of Highways, Region 1 Engineer

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



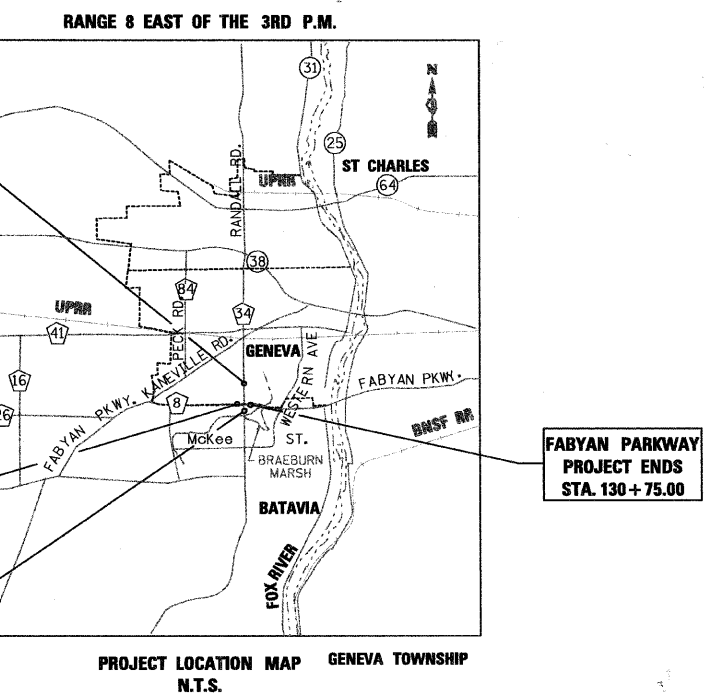
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

**PROJECT ENGINEER PATRICK W. KEEFE
PROJECT MANAGER KELLY D. FARLEY**

CONTRACT NO. 63533

DESIGN FUNCTIONAL CLASSIFICATION
RANDALL ROAD: STRATEGIC REGIONAL ARTERIAL (SRA)
FABYAN PARKWAY (EAST APPROACH): SRA
FABYAN PARKWAY (WEST APPROACH): URBAN ARTERIAL TWS-4



(RANDALL ROAD) GROSS LENGTH = 2,229.70 FT. = 0.422 MILE
(RANDALL ROAD) NET LENGTH = 2,229.70 FT. = 0.422 MILE
(FABYAN PARKWAY) GROSS LENGTH = 421.61 FT. = 0.080 MILE
(FABYAN PARKWAY) NET LENGTH = 421.61 FT. = 0.080 MILE

DESIGN TRAFFIC
RANDALL ROAD: 42,000 (YEAR 2030)
FABYAN PARKWAY: 28,000 (YEAR 2030)
DESIGN SPEED
RANDALL ROAD: 45 mph
FABYAN PARKWAY: 45 mph

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705-4406

GENERAL NOTES

- ALL REFERENCES TO STATE SPECIFICATIONS OR STANDARD AND SUPPLEMENTAL SPECIFICATIONS BELOW REFER TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, DATED JANUARY 1, AND 2007 SUPPLEMENTAL SPECIFICATIONS DATED JANUARY 1, 2011.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES.

CITY OF BATAVIA UTILITIES: DANIEL O'NEILL 630.454.2753
CITY OF BATAVIA ELECTRIC: BOB ROGDE 630.454.2357
CITY OF GENEVA UTILITIES: PAM BROVIAK 630.232.1501 X3401
CITY OF GENEVA ELECTRIC: JENNIFER HILKEMANN 630.232.1503 X3203
COMCAST: THOMAS MUNAR 630.600.6316
AT&T: MICHAEL CARNEY 630.573.6456
- THE CONTRACTOR WILL NOT BE ALLOWED TO SETUP A YARD OR FIELD OFFICE ON PRIVATE, CITY OR COUNTY PROPERTY WITHOUT WRITTEN PERMISSION FROM SAID OWNER.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) SAND BAGS AND TWO (2) FLASHING BEACONS PER BARRICADE.
- ALL RADII ARE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- WHERE SECTION, SUBSECTION, SUBDIVISION, OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- UPON REQUEST, SOIL BORINGS ARE AVAILABLE FROM PATRICK KEEFE WITH CRAWFORD, MURPHY & TILLY, INC. AT (630) 820-1022.
- ALL EXISTING AND PROPOSED SIGNS WILL BE REMOVED AND INSTALLED BY KANE COUNTY D.O.T. THE CONTRACTOR SHALL NOTIFY RAY JOHNSON (630) 406-7356 A MINIMUM OF 72 HOURS PRIOR TO REMOVAL OR INSTALLATION.
- ALL UNDERGROUND UTILITY FACILITIES SHOWN ON THE PLANS ARE LOCATED AT THEIR APPROXIMATE LOCATION. IT IS BELIEVED THAT THIS DATA IS ESSENTIALLY CORRECT. THE DEPARTMENT DOES NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. IN ACCORDANCE WITH ARTICLE 105.07 OF THE STANDARD SPECIFICATIONS, THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY WHEN THE POTENTIAL EXISTS FOR INVOLVEMENT AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. FOR REGULATED UTILITY LOCATIONS, THE CONTRACTOR SHALL CONTACT THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS, "J.U.L.I.E." AT 1-800-892-0123. (48 HOUR NOTIFICATION IS REQUIRED) THE CONTRACTOR SHOULD CONTACT LOCAL GOVERNMENT AGENCIES FOR THE LOCATION OF ALL NON-REGULATED UTILITY LOCATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONARY AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN AND PROTECT EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR WILL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES AND SEWERS, WHICH ARE STILL IN SERVICE. THE CONTRACTOR SHALL PROTECT THE EXISTING OR NEW UTILITIES WHEN CONSIDERED NECESSARY BY METHODS APPROVED BY THE ENGINEER, AND HE SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT, DISPLACEMENT OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT THE COST THEREOF SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING ITEMS, WHICH WILL NOT BE REMOVED, ANY DAMAGE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY HIS/HER AT HIS/HER OWN EXPENSE.
- UTILITY ADJUSTMENTS FOR PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENT SHALL BE MADE BY THE RESPECTIVE OWNERS.
- ALL EXCAVATED AND EMBANKMENT LOCATIONS REQUIRING SEEDING OR SOD SHALL BE CONSTRUCTED TO 4" INCHES BELOW FINISHED GRADE LINE TO ALLOW FOR TOPSOIL PLACEMENT.
- THE ENGINEER WILL ONLY ACCEPT FIELD QUANTITY VERIFICATION FOR ALL EARTHWORK ITEMS BASED UPON THE CROSS SECTIONS SUPPLIED ON THE PLANS. THE ONLY METHOD OF CALCULATING THE VOLUME OF QUANTITIES SHALL BE AVERAGE END AREA BASED UPON THE CROSS SECTIONS SUPPLIED. NO ADJUSTMENTS TO THE QUANTITIES WILL BE MADE BY THE USE OF ANY OTHER CALCULATION METHOD. NO COMPUTER PROGRAMS WILL BE ACCEPTED FOR THE QUANTITY MEASUREMENT. THE CONTRACTOR SHALL NOTIFY THE OWNER IN WRITING (PRIOR TO ANY WORK AT THE SITE AS TO ANY DISCREPANCY FOUND WITH THE EXISTING TOPOGRAPHY OR CROSS SECTIONS).

- THE CONTRACTOR SHALL ENSURE THE TEMPORARY EROSION CONTROL MEASURES ARE IN PLACE IN THE CURRENT WORK AREA BEFORE MOVING TO A DIFFERENT WORK LOCATION AS SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER.
- TRANSITIONS SHALL BE USED AS SHOWN ON THE PLANS TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COMPLY WITH ALL THE PROVISIONS OF THE IDNR-OWR, ACOE, IEPA KDSWCD, KANE COUNTY STORM WATER, NPDES AND ALL OTHER PERMITS REQUIRED.
- THE CONTRACTORS WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION.
- ALL DISTURBED AREAS RESULTING FROM TOPSOIL STRIPPING, EARTH EXCAVATION AND ALL OTHER CONSTRUCTION OPERATIONS THAT ARE LEFT DISTURBED FOR A PERIOD OF TIME THAT IS GREATER THAN SEVEN (7) DAYS SHALL BE PROTECTED FROM EROSION BY BEING CONSTRUCTED TO THE PROPOSED GRADE AND COMPLETED CONDITION INCLUDING ALL SEEDING, FERTILIZER AND EROSION BLANKET IN ACCORDANCE WITH THE PLANS AND CONTRACT DOCUMENTS.
- TEMPORARY EASEMENT AREAS, EXCEPT WHERE NOTED OTHERWISE, SHALL BE FULLY RESTORED BY THE CONTRACTOR AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
- POROUS GRANULAR EMBANKMENT, SUBGRADE (PGE) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGE WILL BE DETERMINED IN THE FIELD AND TREATED IN ACCORDANCE WITH SECTION 301 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL, AND AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL FURNISH AND ERECT RIGHT OF WAY MARKERS AT FOUR PROPOSED RIGHT OF WAY LOCATIONS AS DETERMINED BY THE ENGINEER. THE WORK SHALL BE PAID FOR AS ITEM NO. 66600105 "FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS".
- ACCESS TO SOUTH DRIVE SHALL BE MAINTAINED AT ALL TIMES.
- NO TRAFFIC CONTROL SIGNS SHALL BE MOUNTED ON EXISTING SIGNS.

REMOVAL NOTES

- REMOVAL OF AGGREGATE SHOULDERS SHALL BE MEASURED AND PAID FOR AS PART OF ITEM NO. 20200100 "EARTH EXCAVATION."
- REMOVAL OF HOT-MIX ASPHALT ENTRANCES REGARDLESS OF DEPTH SHALL BE MEASURED AND PAID FOR AS ITEM NO. 44003100, "MEDIAN REMOVAL."
- REMOVAL OF CONCRETE ISLANDS WITHIN ENTRANCES SHALL BE MEASURED AND PAID FOR AS ITEM NO. 44003100, "MEDIAN REMOVAL."
- ALL DRIVEWAY CULVERTS, AND SIMILAR TYPE DRAINAGE PIPE TO BE REMOVED SHALL BE MEASURED AND PAID FOR, REGARDLESS OF TYPE, SIZE AND MATERIALS, AS ITEM NO. 50105220, "PIPE CULVERT REMOVAL". STORM SEWER TO BE REMOVED SHALL BE PAID FOR BY THE RESPECTIVE DIAMETER, REGARDLESS OF MATERIAL.
- FRAME AND LID ADJUSTMENTS FOR PUBLIC UTILITIES WITHIN THE PROJECT LIMITS WILL BE DONE BY THEIR RESPECTIVE OWNERS, UNLESS OTHERWISE NOTED.
- THE LIMITS OF ALL PCC OR HOT-MIX ASPHALT PAVEMENTS, CURBING OR SIDEWALKS ADJACENT TO EXISTING LIKE PAVEMENTS, CURBING OR SIDEWALKS SHALL BE SAW CUT IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS OR AT THE DIRECTION OF THE ENGINEER. THE PRICE FOR SAW CUTTING SHALL BE INCLUDED IN THE PRICE OF THE ITEM BEING REMOVED.
- THE CONTRACTOR SHALL NOT REMOVE ANY TREES OTHER THAN THOSE DESIGNATED FOR REMOVAL ON THE PLANS UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- QUANTITIES FOR THE FOLLOWING PAY ITEMS ARE BASED ON FIELD SURVEYS CONDUCTED IN THE WINTER 2009 SEASON. THE QUANTITIES SHOWN INCLUDE SOME ALLOWANCES FOR ADDITIONAL GROWTH BEFORE ACTUAL CONSTRUCTION TAKES PLACE.

A. TREE REMOVAL (6 TO 15 UNITS DIAMETER). PAY ITEM NO. 20100110


THE ENGINEER WILL MEASURE THE DIAMETER OF EACH TREE TO BE REMOVED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 24 HOURS PRIOR TO REMOVAL. FAILURE TO DO SO WILL RESULT IN THE PAYMENT OF TREE REMOVAL BASED ON PLAN MEASUREMENT.

DRAINAGE NOTES

- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL PERMANENT CONNECTIONS WITH THE SEWERS ARE BUILT, AND IN SERVICE. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE COST OF STORM SEWER ITEMS BEING INSTALLED.
- DRAINAGE STRUCTURE GRADES SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. GRADES OF EXISTING SEWER LINES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE INVERTS OF THE PROPOSED DRAINAGE MAY REQUIRE REVISIONS TO MEET THE EXISTING FIELD CONDITIONS, ANY ADJUSTMENTS SHALL BE DIRECTED BY THE ENGINEER AND NOT PAID FOR SEPARATELY.
- THE CONNECTION OF ALL EXISTING STORM SEWERS INTO THE PROPOSED STORM SEWER SYSTEM SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER SYSTEM.
- STORM SEWER STRUCTURE OFFSET LOCATIONS GIVEN ON THE PLANS ARE TO THE CENTER OF THE STRUCTURE, EXCEPT FOR STRUCTURES LOCATED IN THE CURB AND GUTTERS. THE RIM ELEVATIONS AND OFFSETS FOR THOSE DRAINAGE STRUCTURES ARE MEASURED TO THE EDGE OF PAVEMENT AND NOT TO THE CENTER OF THE STRUCTURE.
- ANY FARM DRAIN, FIELD TILE SYSTEM OR OTHER TILE FACILITY ENCOUNTERED IN THE WORK SHALL BE LOCATED, STAKED AND REPORTED TO THE RESIDENT ENGINEER. DRAINAGE LINES WHICH ARE CUT OR DAMAGED BY GRADING, TRENCHING, EXCAVATING OR OTHER CONSTRUCTION ACTIVITIES SHALL BE REPAIRED SO AS TO MAINTAIN ITS ORIGINAL ALIGNMENT. IF THIS CANNOT BE ACCOMPLISHED, THE TILE SHALL BE REPAIRED AND CONNECTED TO THE PROPOSED STORM SEWER SYSTEM IN SUCH A MANNER AS TO RENDER THE LINES USABLE FOR THE PURPOSES INTENDED. THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.
- ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF ANY MANHOLE, CATCH BASIN, INLET VALVE VAULT OR METER VAULT SHALL HAVE CAST INTO THE LIDS OF ONE OF THE FOLLOWING: ALL LIDS TO BE USED ON STORM SEWER SHALL BEAR THE WORD "STORM", ALL LIDS TO BE USED ON SANITARY SEWER SHALL BEAR THE WORD "SANITARY", ALL LIDS TO BE USED ON THE WATER SYSTEM SHALL BEAR THE WORD "WATER". THIS SHALL BE CONSIDERED INCIDENTAL TO THE FRAME AND CLOSED LID PROVIDED.
- ALL INLETS AND MANHOLES SHALL HAVE A POURED CONCRETE BENCH CONSTRUCTED BEFORE THE RESPECTIVE STORM SEWER IS PUT INTO SERVICE. THE COST FOR THE CONSTRUCTION OF THE CONCRETE BENCH SHALL BE CONSIDERED INCIDENTAL TO THE COST OF EACH STORM SEWER STRUCTURE (INLETS AND MANHOLES).
- INVERT ELEVATIONS AND STATION-OFFSET CALLOUTS OF PIPE CULVERTS ARE TAKEN AT THE OUTLET ENDS OF THE FLARED END SECTIONS OR CONCRETE HEADWALLS.
- BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED AND EXISTING STORM SEWER LINES AND STRUCTURES SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. CLEANING OF PROPOSED STORM SEWER LINES AND STRUCTURES IS CONSIDERED TO BE INCLUDED IN THE COST OF THE DRAINAGE ITEM.

CLEANING OF EXISTING STORM SEWER SHALL BE AS DIRECTED BY THE ENGINEER AND PAID FOR AS ITEM NO. 20018500 "DRAINAGE STRUCTURE TO BE CLEANED," UNLESS CLEANING IS REQUIRED AS A RESULT OF THE CONTRACTORS OWN OPERATIONS OR NEGLIGENCE.

FILE NAME = L:\X\NECO\012\003\Drawn\CADD\Sheet\G_GFN-NOTES.dwg

 <p>CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 054-00069</p>	USER NAME = Ed Davis DESIGNED - PWK DRAWN - ERD CHECKED - KDF DATE - 12/29/2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		GENERAL NOTES		F.A.P. RTE. 336 SECTION 01-00269-00-CH COUNTY KANE TOTAL SHEETS 124 SHEET NO. 2 CONTRACT NO. 63533
	PLOT SCALE = 10.0000' / 1" IN. PLOT DATE = 1/6/2011	SCALE: 1" = 20' SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				

I.D.O.T. HIGHWAY STANDARD DRAWINGS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 482011-03 HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
- 542001-02 REINFORCED CONCRETE END SECTIONS WITH PARALLEL WINGWALLS FOR PIPE CULVERTS
12" (300 mm) THRU 48" (1200 mm) DIA. AT RIGHT ANGLES WITH ROADWAY
- 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542306-02 PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
- 542311-02 GRATING FOR CONCRETE FLARED END SECTION (FOR 600mm (24") thru 1300mm (54") Pipe)
- 602301-03 INLET, TYPE A
- 602401-03 MANHOLES, TYPE A
- 602406-04 MANHOLES, TYPE A, 1.8m (6') DIAMETER
- 602601-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-02 MANHOLE STEPS
- 604001-03 FRAME AND LIDS, TYPE 1
- 604036-02 GRATE, TYPE 8
- 604091-02 FRAME AND GRATE, TYPE 24
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 606006-02 OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-15.60 (B-6.24)
- 606301-04 PC CONCRETE ISLANDS AND MEDIANS
- 606306-03 CORRUGATED PC CONCRETE MEDIANS
- 666001-01 RIGHT-OF-WAY MARKERS
- 701101-02 OFF-ROAD OPERATIONS, MULTILANE, 4.5m (15') TO 600mm (24") FROM PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5m (15') AWAY
- 701427 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS \geq 40MPH
- 701601-07 LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
- 701701-07 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-04 LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901-01 TRAFFIC CONTROL DEVICES
- 780001-02 TRAFFIC PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 805001-01 ELECTRICAL SERVICE INSTALLATION DETAILS
- 814001-02 HANDHOLES
- 814006-02 DOUBLE HANDHOLES
- 825021-01 LIGHTING CONTROLLER, 240V, BASE MOUNTED
- 857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
- 862001-01 UNINTERRUPTIBLE POWER SUPPLY (UPS)
- 873001-02 TRAFFIC SIGNAL GROUNDING & BONDING
- 877006-03 STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS
- 877011-04 STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
- 877012-01 STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
- 878001-08 CONCRETE FOUNDATION DETAILS
- 880001-01 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
- 880006-01 TRAFFIC SIGNAL MOUNTING DETAILS
- 886001-01 DETECTOR LOOP INSTALLATIONS
- 886006-01 TYPICAL LAYOUT FOR DETECTION LOOPS

I.D.O.T. DISTRICT ONE STANDARD DETAILS

- BD32 BUTT JOINTS AND HMA TAPER
- BE301 LIGHT POLE FOUNDATION, CONCRETE, $L=35$ FT. M.H. (15" B.C.)
- BE702 MISCELLANEOUS DETAILS, SHEET A- CABLE SPLICE, POLE WIRING, TRENCH DETAIL
- TS03 HANDHOLES TO INTERCEPT EXISTING CONDUIT
- TS05 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
- TC11 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
- TC13 TYPICAL PAVEMENT MARKINGS
- TC16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
- TC18 SIGNING FOR FLAGGING OPERATIONS AT WORKZONE OPENINGS

FILE NAME = L:\V\H\EC\082910\03\Draw\ACADD_Sheets\G_GEN-NOTES.dgn



USER NAME = Ed Davis	DESIGNED - PWK	REVISED -
PLOT SCALE = 10.00/20 "/>		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

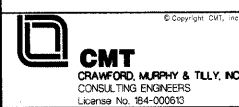
GENERAL NOTES			
SCALE: 1" = 20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	3
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

SPECIALTY ITEM	SPECIAL PROVISION	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
						RECONSTRUCTION, CAPACITY ADDED	0003
		20101100	TREE TRUNK PROTECTION	EACH	10		10
		20101200	TREE ROOT PRUNING	EACH	10		10
		20200100	EARTH EXCAVATION	CU YD	200		200
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	9767		9,767
		20400800	FURNISHED EXCAVATION	CU YD	999		999
		20800150	TRENCH BACKFILL	CU YD	825		825
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	7716		7,716
		21301072	EXPLORATION TRENCH 72" DEPTH	FOOT	200		200
+		25000210	SEEDING, CLASS 2A	ACRE	1.5		1.5
+		25000314	SEEDING, CLASS 4B	ACRE	0.3		0.3
+		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	143		143
+		25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	143		143
+		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	143		143
		25100630	EROSION CONTROL BLANKET	SO YD	7716		7,716
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	159		159
		28000305	TEMPORARY DITCH CHECKS	FOOT	252		252
		28000400	PERIMETER EROSION BARRIER	FOOT	3732		3,732
		28000500	INLET AND PIPE PROTECTION	EACH	83		83
		28100107	STONE RIPRAP, CLASS A4	SO YD	93		93
		28200200	FILTER FABRIC	SO YD	93		93
		31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SO YD	784		784
		31102300	SUB-BASE GRANULAR MATERIAL, TYPE C 6"	SO YD	42		42
		35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SO YD	42		42
		35501332	HOT-MIX ASPHALT BASE COURSE, 12"	SO YD	9266		9,266
		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	470		470
		40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	8210		8,210
		40600300	AGGREGATE (PRIME COAT)	TON	63		63
		40600845	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90	TON	1000		1,000
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	114		114
		40600990	TEMPORARY RAMP	SO YD	114		114
		40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	1427		1,427
		40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	3097		3,097
		42000300	PORTLAND CEMENT CONCRETE PAVEMENT 8"	SO YD	784		784

SPECIALTY ITEM	SPECIAL PROVISION	PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
						RECONSTRUCTION, CAPACITY ADDED	0003
		42001300	PROTECTIVE COAT	SO YD	2653		2,653
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	1895		1,895
		42400800	DETECTABLE WARNINGS	SO FT	143		143
		44000100	PAVEMENT REMOVAL	SO YD	7819		7,819
	*	X44 01198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	18420		18,420
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1309		1,309
		44000600	SIDEWALK REMOVAL	SO FT	2352		2,352
		44003100	MEDIAN REMOVAL	SO FT	2186		2,186
		44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	4759		4,759
		50105220	PIPE CULVERT REMOVAL	FOOT	50		50
		54213447	END SECTIONS 12"	EACH	8		8
		54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	5		5
		54213666	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 21"	EACH	1		1
		54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1		1
		54214515	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 30"	EACH	4		4
	*	54247100	GRATING FOR CONCRETE FLARED END SECTION 15"	EACH	1		1
	*	54247120	GRATING FOR CONCRETE FLARED END SECTION 21"	EACH	1		1
	*	54247150	GRATING FOR CONCRETE FLARED END SECTION 30"	EACH	1		1
	*	54248150	GRATING FOR CONCRETE FLARED END SECTION EQUIVALENT ROUND-SIZE 30"	EACH	4		4
		550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	1215		1,215
		550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	241		241
		550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	716		716
		550A0110	STORM SEWERS, CLASS A, TYPE 1 21"	FOOT	775		775
		550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	25		25
		550A0130	STORM SEWERS, CLASS A, TYPE 1 27"	FOOT	30		30
		550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	68		68
		550A4300	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND - SIZE 30"	FOOT	53		53
		55100500	STORM SEWER REMOVAL 12"	FOOT	132		132
		55100900	STORM SEWER REMOVAL 18"	FOOT	53		53
		55101100	STORM SEWER REMOVAL 21"	FOOT	250		250
		55101200	STORM SEWER REMOVAL 24"	FOOT	83		83
		55101300	STORM SEWER REMOVAL 27"	FOOT	40		40
		55101600	STORM SEWER REMOVAL 36"	FOOT	78		78
		59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	21		21

* PROJECT SPECIFIC SPECIAL PROVISION
 DIST. 1 I.D.O.T. DISTRICT 1 SPECIAL PROVISION
 KD0T K.D.O.T. SPECIAL PROVISION



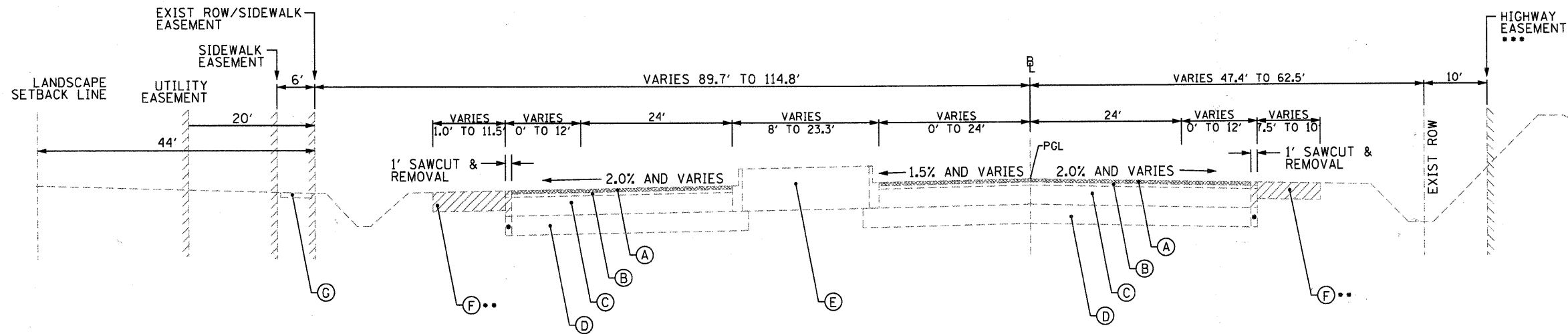
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 1:8000 1/4 IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES				
SCALE:	SHEET NO.	OF	SHEETS	STA. TO STA.

F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 4
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

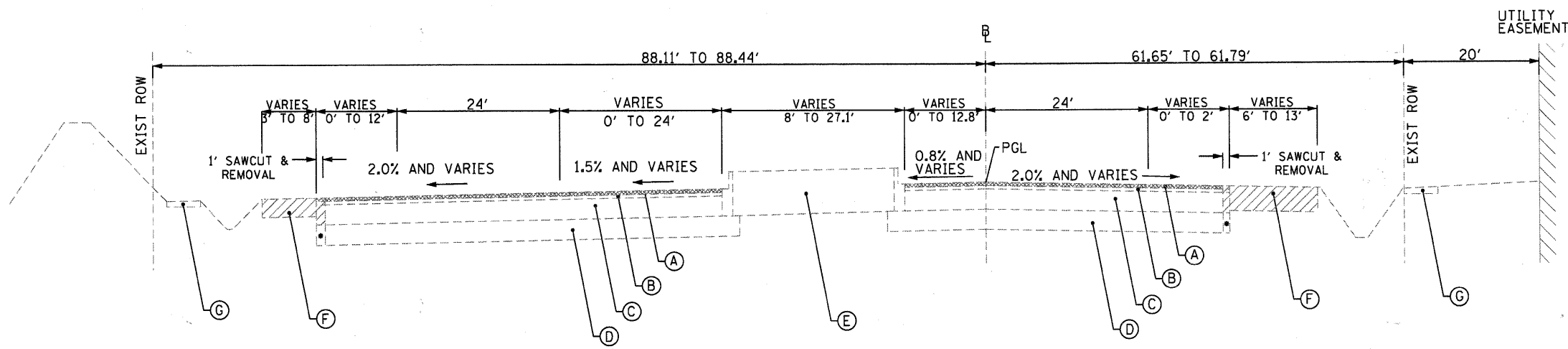
FILE NAME = L:\VANCE\09276927\01-ENR\1-b\1a\1c\Estimate\CAD\Sheet\G_S00_01.dwg



RANDALL ROAD
EXISTING TYPICAL SECTION
STA. 52+57.81 TO STA. 60+03.57

- * REMOVAL OF EXISTING AGGREGATE BASE (AS REQUIRED) IS MEASURED FOR PAYMENT AS EARTH EXCAVATION
- ** HOT-MIX ASPHALT SHOULDER LIMITS (RIGHT SIDE): STA. 52+57.81 TO STA. 58+75.60
CURB AND GUTTER LIMITS (RIGHT SIDE): STA. 58+75.60 TO STA. 59+76.36
- *** HIGHWAY EASEMENT STA. 55+20 TO STA. 59+76.36
(SEE PLAT OF HIGHWAY SHEETS FOR STATIONS AND OFFSETS OF ALL EASEMENTS AND RIGHT OF WAY)

RANDALL ROAD
EXISTING TYPICAL SECTION
FABYAN PARKWAY INTERSECTION
STA. 59+76.36 TO STA. 63+29.20
(SEE EXISTING CONDITION AND REMOVAL SHEET FOR CONFIGURATION)



RANDALL ROAD
EXISTING TYPICAL SECTION
STA. 63+28.82 TO STA. 72+60.54

- * REMOVAL OF EXISTING AGGREGATE BASE (AS REQUIRED) IS MEASURED FOR PAYMENT AS EARTH EXCAVATION

LEGEND

- (A) ± 2" EXISTING HOT-MIX ASPHALT SURFACE COURSE
- (B) ± 2 1/2" EXISTING HOT-MIX ASPHALT BINDER COURSE
- (C) ± 12" EXISTING HOT-MIX ASPHALT BASE COURSE
- (D) ± 12" EXISTING AGGREGATE SUBGRADE
- (E) EXISTING MEDIAN
- (F) EXISTING HOT-MIX ASPHALT SHOULDER
- (G) EXISTING PCC SIDEWALK

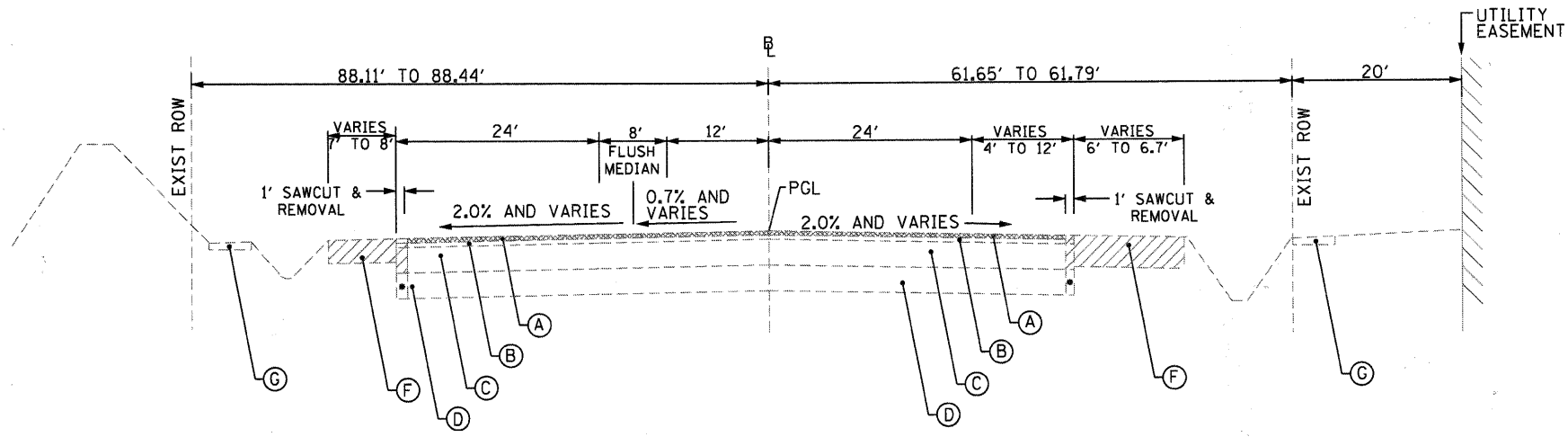
- PAVEMENT REMOVAL (44000100)
- HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (44000198)
NOTE: 1

NOTES:

- CROSS-SLOPE CORRECTION: MILLING OPERATIONS FOR HOT -MIX ASPHALT REMOVAL, SHALL BE A MINIMUM OF 1 3/4 ". ADDITIONAL MILLING DEPTHS MAY BE REQUIRED TO ESTABLISH THE PROPOSED CROSS-SLOPES SHOWN ON PROPOSED TYPICAL SECTIONS. FINAL WEARING SURFACE CROSS-SLOPE GRADES ARE PROVIDED ON PLAN AND PROFILE SHEETS.

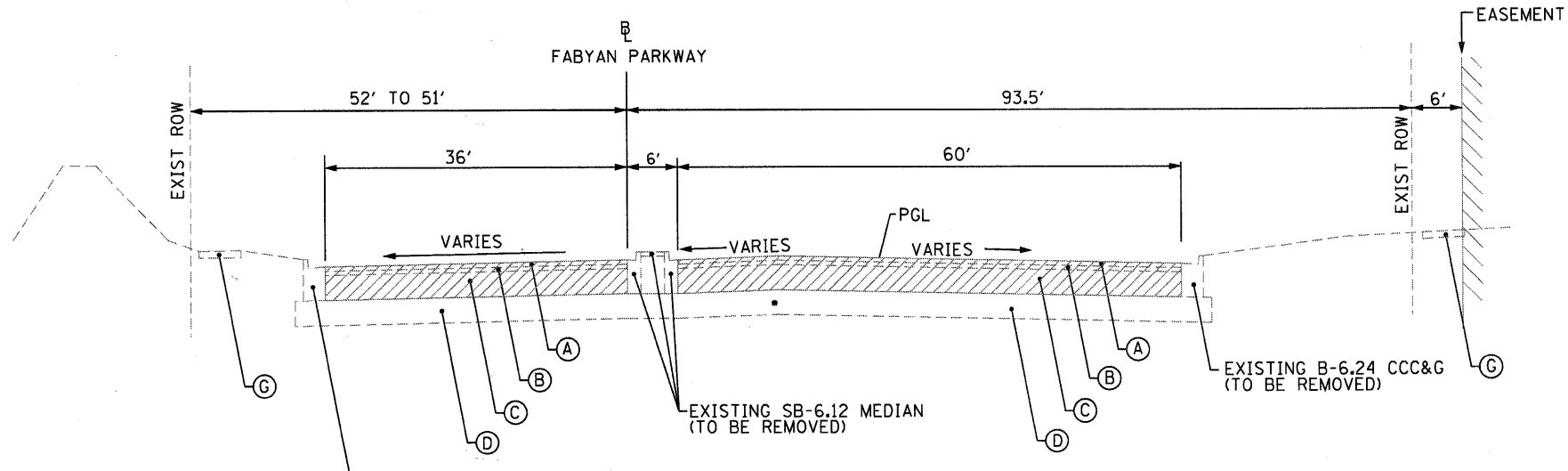
FILE NAME = I:\projects\02925623\randall\sheet\randall_TYP_EX_01.dgn

<p>CMT CRANFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 84-000613</p>	USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RANDALL ROAD EXISTING TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 10.0000' / IN.	DRAWN - ERD	REVISED -		336	01-00269-00-CH	KANE	124	7			
	PLOT DATE = 12/29/2010	CHECKED - KDF	REVISED -		CONTRACT NO. 63533				ILLINOIS FED. AID PROJECT			
	DATE = 12/29/2010	REVISED -		SCALE: 1" = 20'	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.					



RANDALL ROAD
EXISTING TYPICAL SECTION
STA. 72+60.54 TO STA. 74+90.00

• REMOVAL OF EXISTING AGGREGATE BASE (AS REQUIRED) IS MEASURED FOR PAYMENT AS EARTH EXCAVATION.



FABYAN PARKWAY
EXISTING TYPICAL SECTION
STA. 126+50.00 TO STA. 128+10.00

• REMOVAL OF EXISTING AGGREGATE BASE (AS REQUIRED) IS MEASURED FOR PAYMENT AS EARTH EXCAVATION.

LEGEND

- (A) ± 2" EXISTING HOT-MIX ASPHALT SURFACE COURSE
- (B) ± 2 1/2" EXISTING HOT-MIX ASPHALT BINDER COURSE
- (C) ± 12" EXISTING HOT-MIX ASPHALT BASE COURSE
- (D) ± 12" EXISTING AGGREGATE SUBGRADE
- (E) EXISTING MEDIAN
- (F) EXISTING HOT-MIX ASPHALT SHOULDER
- (G) EXISTING PCC SIDEWALK

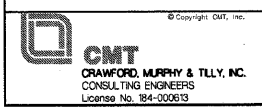
PAVEMENT REMOVAL (44000100)

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (44000198)

NOTES:

1. CROSS-SLOPE CORRECTION: MILLING OPERATIONS FOR HOT-MIX ASPHALT REMOVAL, SHALL BE A MINIMUM OF 1 3/4". ADDITIONAL MILLING DEPTHS MAY BE REQUIRED TO ESTABLISH THE PROPOSED CROSS-SLOPES SHOWN ON PROPOSED TYPICAL SECTIONS. FINAL WEARING SURFACE CROSS-SLOPE GRADES ARE PROVIDED ON PLAN AND PROFILE SHEETS.

FILE NAME = I:\Projects\09292010\RandallRoad\sheet\RR_TYP_EX_02.dgn

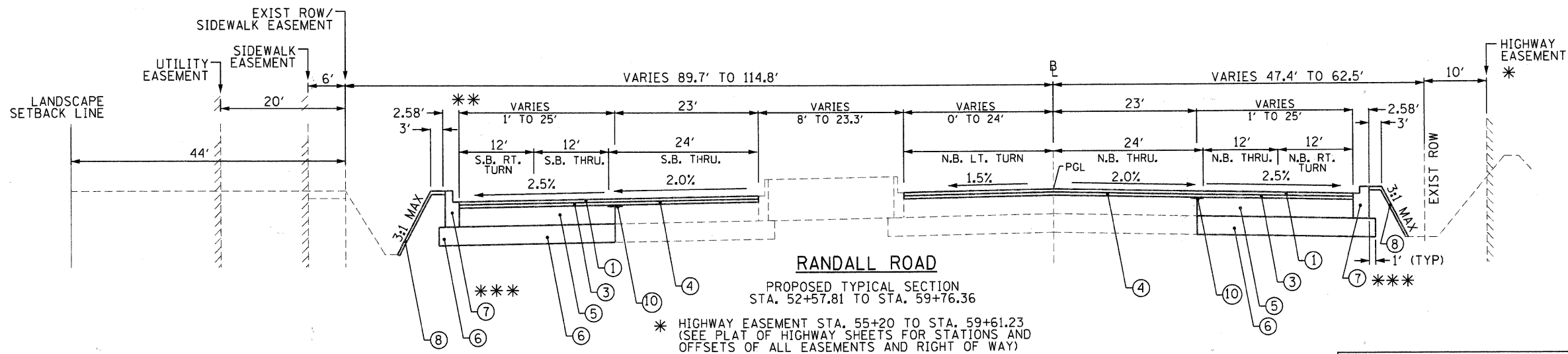


USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	DRAWN - ERD	REVISED -
PLOT SCALE = 10.0000' / 1" IN.	CHECKED - KDF	REVISED -
PLOT DATE = 12/29/2010	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RANDALL ROAD		F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 8
SCALE: 1" = 20'	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.			

RANDALL ROAD		F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 8
CONTRACT NO. 63533						
ILLINOIS FED. AID PROJECT						



RANDALL ROAD
 PROPOSED TYPICAL SECTION
 STA. 52+57.81 TO STA. 59+76.36

*** HIGHWAY EASEMENT STA. 55+20 TO STA. 59+61.23
 (SEE PLAT OF HIGHWAY SHEETS FOR STATIONS AND
 OFFSETS OF ALL EASEMENTS AND RIGHT OF WAY)

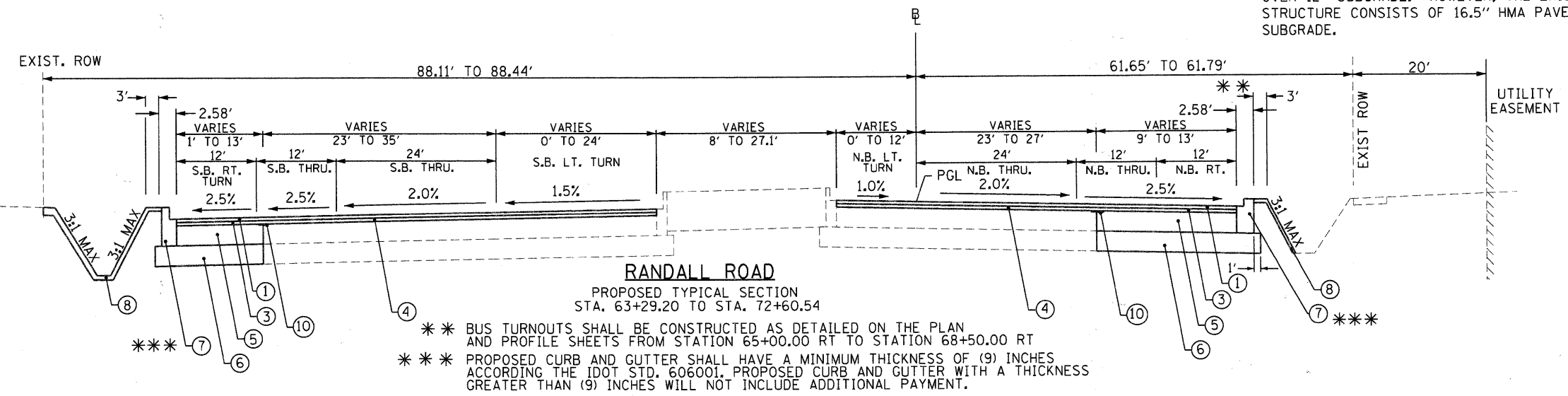
*** BUS TURNOUTS SHALL BE CONSTRUCTED AS DETAILED ON THE PLAN
 AND PROFILE SHEETS FROM STATION 56+16.36 LT TO STATION 59+66.36 LT

*** PROPOSED CURB AND GUTTER SHALL HAVE A MINIMUM THICKNESS OF (9) INCHES
 ACCORDING THE IDOT STD. 606001. PROPOSED CURB AND GUTTER WITH A THICKNESS
 GREATER THAN (9) INCHES WILL NOT INCLUDE ADDITIONAL PAYMENT.

STRUCTURAL DESIGN TRAFFIC:	YEAR: 2021
PV= 18,806 (97%)	SU= 388 (2%) MU= 194 (1%)
ROAD/STREET CLASSIFICATION:	CLASS: 1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P= 97% SU= 2% MU= 1%
TRAFFIC FACTOR:	SUBGRADE SUPPORT RATING:
ACTUAL TF= 1.08	SSR= POOR
ACTUAL TF= 0.50	

THE BDE PAVEMENT DESIGN CALLS FOR 9.75" HMA PAVEMENT
 OVER 12" SUBGRADE. HOWEVER, THE EXISTING PAVEMENT
 STRUCTURE CONSISTS OF 16.5" HMA PAVEMENT OVER 12"
 SUBGRADE.

RANDALL ROAD
 PROPOSED TYPICAL SECTION
 FABYAN PARKWAY INTERSECTION
 STA. 59+76.36 TO STA. 63+29.20
 (SEE INTERSECTION DETAIL FOR CONFIGURATION)



RANDALL ROAD
 PROPOSED TYPICAL SECTION
 STA. 63+29.20 TO STA. 72+60.54

*** BUS TURNOUTS SHALL BE CONSTRUCTED AS DETAILED ON THE PLAN
 AND PROFILE SHEETS FROM STATION 65+00.00 RT TO STATION 68+50.00 RT

*** PROPOSED CURB AND GUTTER SHALL HAVE A MINIMUM THICKNESS OF (9) INCHES
 ACCORDING THE IDOT STD. 606001. PROPOSED CURB AND GUTTER WITH A THICKNESS
 GREATER THAN (9) INCHES WILL NOT INCLUDE ADDITIONAL PAYMENT.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS:

LEGEND

- ① PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (1-3/4")
- ③ PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 (2-3/4")
- ④ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
- ⑤ PROPOSED HOT-MIX ASPHALT BASE COURSE, 12"
- ⑥ PROPOSED AGGREGATE SUBGRADE 12"
- ⑦ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑧ PROPOSED TOPSOIL FURNISH AND PLACE, 6"
- ⑨ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5"
- ⑩ STRIP REFLECTIVE CRACK CONTROL TREATMENT

RANDALL ROAD WIDENING:

PAY ITEM DESCRIPTION	AIR VOIDS @ Ndes
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	4% @ 90 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	4% @ 90 Gyr.
HOT-MIX ASPHALT BASE COURSE, 12"	4% @ 90 Gyr.
• HOT-MIX ASPHALT BASE COURSE, 6"	4% @ 30 Gyr.

RANDALL ROAD RESURFACING:

PAY ITEM DESCRIPTION	AIR VOIDS @ Ndes
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	4% @ 90 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 Gyr.

• PROPOSE SHOULDERS ALONG RANDALL ROAD AT STA. 52+71.00

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 Lbs/SqYd/in.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

FILE NAME: L:\V\NECO\09292010\Drawings\Drawings\NoEasements\CoRD_Sheets\B_Typ_PP_01.dwg

SCHEDULE OF EARTHWORK

FROM	TO	20200100 EARTH EXCAVATION (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT (ADJ FOR 15% SHRINKAGE) (CU YD)	TOTAL REQUIRED EMBANKMENT (CU YD)	EARTHWORK BALANCE EXCESS (+) SHORTAGE (-) (CU YD)	20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL • (CU YD)
SUITABLE MATERIAL						
RANDALL ROAD						
53+00.00	53+50.00	0	0	10.19	-10.19	9.07
53+50.00	54+00.00	0	0	15.37	-15.37	7.96
54+00.00	54+50.00	0	0	9.91	-9.91	6.67
54+50.00	55+00.00	0	0	10.74	-10.74	15.56
55+00.00	55+50.00	0	0	15.00	-15.00	24.72
55+50.00	56+00.00	0	0	17.87	-17.87	27.96
56+00.00	56+11.00	0	0	3.77	-3.77	5.64
56+11.00	56+50.00	0	0	13.43	-13.43	20.37
56+50.00	56+61.45	0	0	4.73	-4.73	6.79
56+61.45	57+00.00	0	0	19.63	-19.63	26.27
57+00.00	57+50.00	0	0	30.28	-30.28	40.46
57+50.00	58+00.00	0	0	44.44	-44.44	54.91
58+00.00	58+11.00	0	0	12.06	-12.06	14.65
58+11.00	58+50.00	0	0	32.21	-32.21	45.57
58+50.00	59+00.00	0	0	26.48	-26.48	45.65
59+00.00	59+50.00	0	0	22.04	-22.04	38.43
59+50.00	59+76.36	0	0	12.45	-12.45	17.23
59+76.36	60+00.00	0	0	12.52	-12.52	13.88
60+00.00	60+60.00	0	0	32.89	-32.89	34.67
60+60.00	61+35.00	0	0	20.56	-20.56	21.67
61+35.00	62+40.00	0	0	0.00	0.00	0.00
62+40.00	62+85.00	0	0	7.08	-7.08	14.00
62+85.00	63+30.00	0	0	14.17	-14.17	28.00
63+30.00	63+50.00	0	0	6.55	-6.55	13.71
63+50.00	64+00.00	0	0	16.94	-16.94	36.20
64+00.00	64+50.00	0	0	18.33	-18.33	38.70
64+50.00	64+61.00	0	0	3.93	-3.93	8.62
64+61.00	65+00.00	0	0	13.65	-13.65	26.29
65+00.00	65+50.00	0	0	21.76	-21.76	35.46
65+50.00	66+00.00	0	0	26.20	-26.20	43.98
66+00.00	66+50.00	0	0	20.09	-20.09	43.61
66+50.00	66+65.97	0	0	4.58	-4.58	13.25
66+65.97	67+00.00	0	0	10.08	-10.08	28.55
67+00.00	67+50.00	0	0	18.06	-18.06	41.76
67+50.00	68+00.00	0	0	16.02	-16.02	40.09
68+00.00	68+50.00	0	0	8.98	-8.98	24.17
68+50.00	69+00.00	0	0	14.17	-14.17	20.56
69+00.00	69+50.00	0	0	20.83	-20.83	30.37
69+50.00	70+00.00	0	0	25.56	-25.56	31.02
70+00.00	70+50.00	0	0	34.91	-34.91	34.35
70+50.00	70+65.00	0	0	12.50	-12.50	10.92
70+65.00	71+00.00	0	0	30.01	-30.01	25.67
71+00.00	71+50.00	0	0	34.44	-34.44	34.63
71+50.00	72+00.00	0	0	27.78	-27.78	33.43
72+00.00	72+50.00	0	0	28.52	-28.52	33.06
72+50.00	72+65.00	0	0	8.53	-8.53	9.83
72+65.00	73+00.00	0	0	22.43	-22.43	23.27
73+00.00	73+50.00	0	0	33.70	-33.70	32.69
73+50.00	74+00.00	0	0	27.04	-27.04	31.76
74+00.00	74+50.00	0	0	20.46	-20.46	22.50
74+50.00	74+84.96	0	0	7.77	-7.77	8.55
FABYAN PARKWAY						
126+50.00	127+10.00	0	0	11.11	-11.11	11.11
127+10.00	127+55.00	0	0	16.67	-16.67	16.67
127+55.00	128+00.00	0	0	16.67	-16.67	16.67
128+00.00	128+45.00	0	0	8.33	-8.33	8.33
INTERSECTION OMISSION						
129+85.00	130+30.00	0	0	8.33	-8.33	8.33
130+30.00	175+00.00	0	0	16.67	-16.67	16.67
GRAND TOTAL		0	0	999 CU. YDS.	-999 CU. YDS.	1,375 CU. YDS.

• THE QUANTITIES IN THIS COLUMN REPRESENTS TOPSOIL STRIPPING 6" ONLY. ADDITIONAL INFORMATION FOR UNDERCUTS IS SHOWN ON SHEET 13.

EARTHWORK GENERAL NOTES:

- ALL EARTHWORK QUANTITIES ARE CALCULATED BY THE METHOD OF AVERAGE END AREAS USING THE PLAN CROSS SECTIONS.
- TOPSOIL STRIPPING WILL BE MEASURED FOR PAYMENT AS UNSUITABLE OR UNSTABLE MATERIAL.
- ALL SURPLUS MATERIAL SHALL BE HAULED OFF SITE, REGARDLESS OF THE TYPE OF MATERIAL. THE COST OF DISPOSING THE EXCESS MATERIALS OFF SITE SHALL BE INCLUDED IN THE UNIT PRICE FOR THE ASSOCIATED EARTHWORK ITEM.
- ONCE THE SUBGRADE HAS BEEN PREPARED, FINAL DETERMINATION OF THE NEED FOR UNDERCUT/PGE SHALL BE BASED ON FIELD OBSERVATION AND PROOF ROLLS. THE FINAL DETERMINATION SHALL BE BY THE ENGINEER. PAYMENT WILL BE MADE FOR THE ACTUAL AREAS WHERE UNDERCUT AND PGES IS PLACED. THERE WILL BE NO ADJUSTMENT TO THE UNIT PRICE OF THE ASSOCIATED ITEMS IF THE QUANTITIES ARE LESS THAN ANTICIPATED
- IN DEVELOPING THE EARTHWORK QUANTITIES FOR THIS PROJECT, AN ESTIMATED QUANTITY FOR UNDERCUT/PGES REPLACEMENT HAS BEEN INCLUDED IN THE CONTRACT. UNDERCUT SHALL BE PAID FOR AS PAY ITEM #20201200 "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL". PGES REPLACEMENT SHALL BE PAID FOR AS PAY ITEM #Z0042002 "POROUS GRANULAR EMBANKMENT, SUBGRADE".
- THE DEPTH OF THE TOPSOIL REMOVAL HAS BEEN QUANTIFIED AS PAY ITEM #20201200 "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL" WITH AN ASSUMED DEPTH OF 6" INCHES.

FILE NAME: L:\V\NECD\0929\0929\0929\ACR001_Sheets\EA\THWORK_SUMMARY.dgn



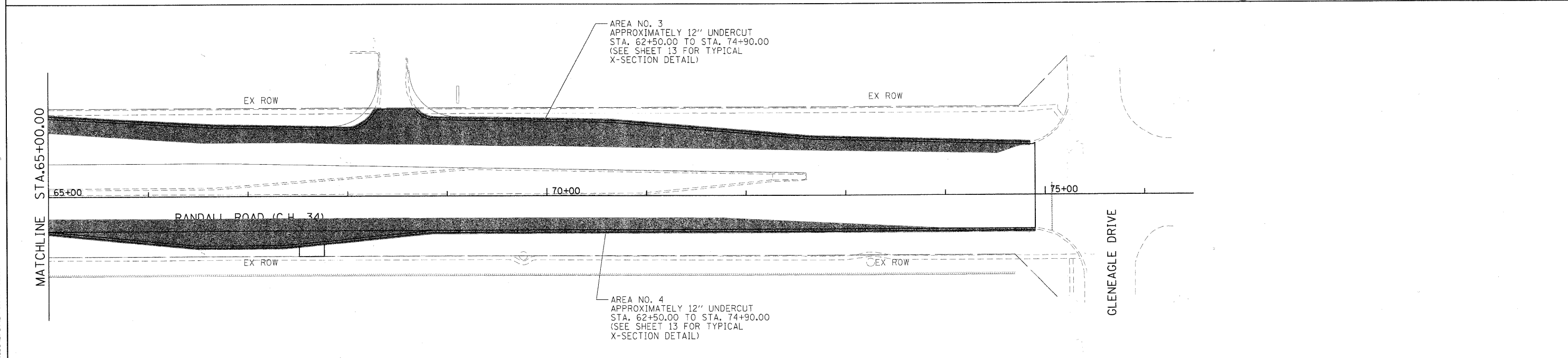
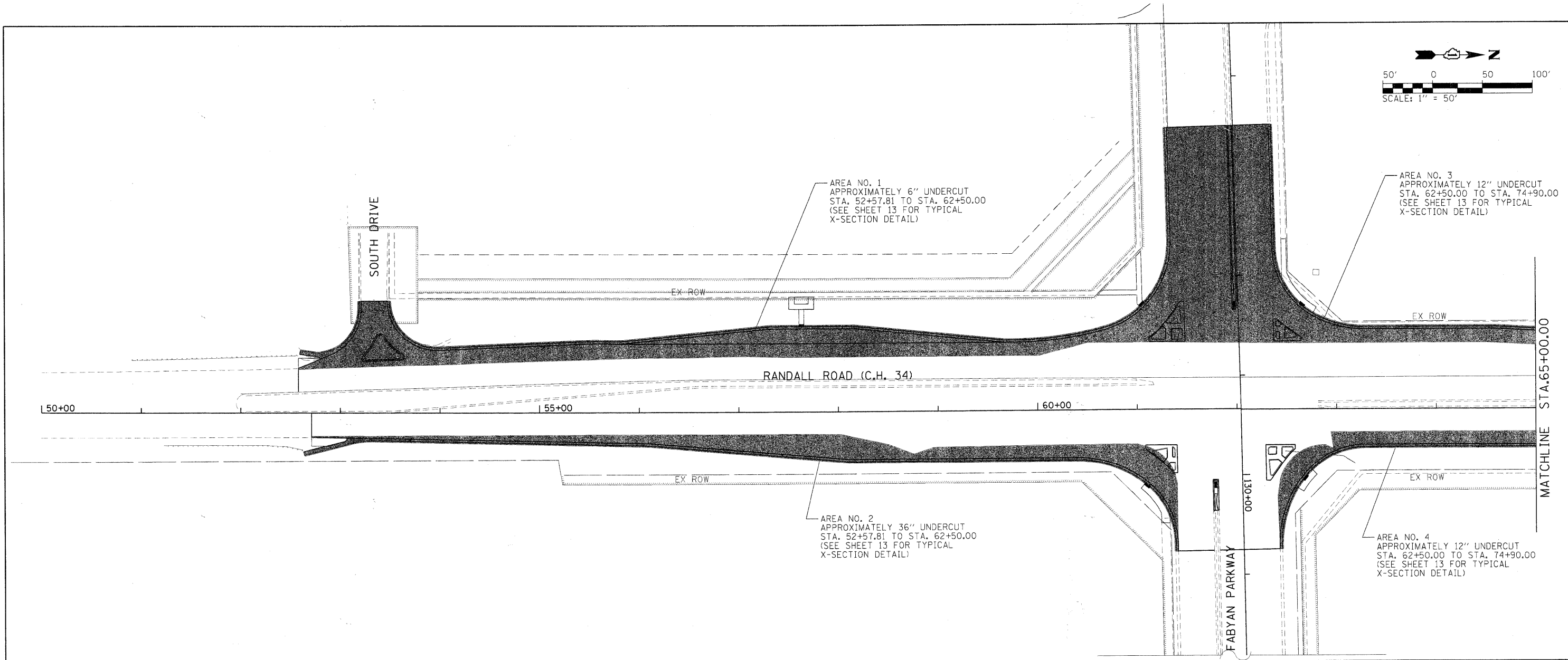
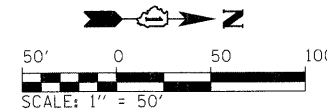
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 1:2000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 12/29/2010	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

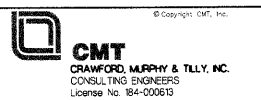
EARTHWORK SCHEDULE

SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	11
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				



FILE NAME: L:\V\PROJECTS\08190823\Draws\Exhibits\Measurements\CA00_Sheets\8_Undercut.dgn



USER NAME = Matt Baldwin	DESIGNED - AS	REVISED -
PLOT SCALE = 50.0011' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - AB	REVISED -
	DATE - 12/29/2010	REVISED -

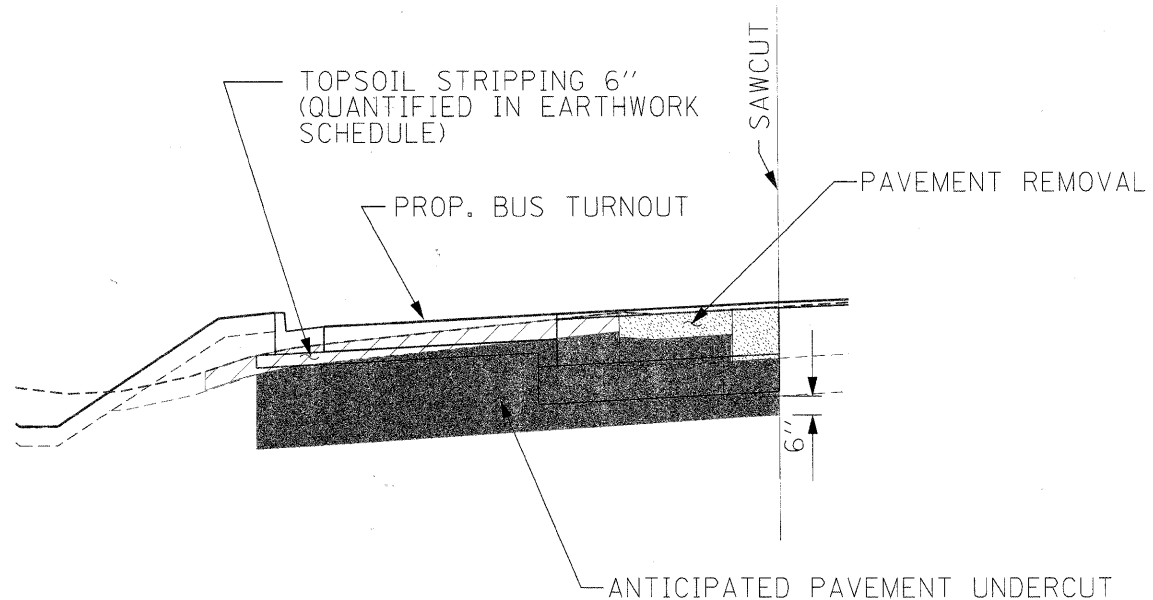
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

UNDERCUT PLAN

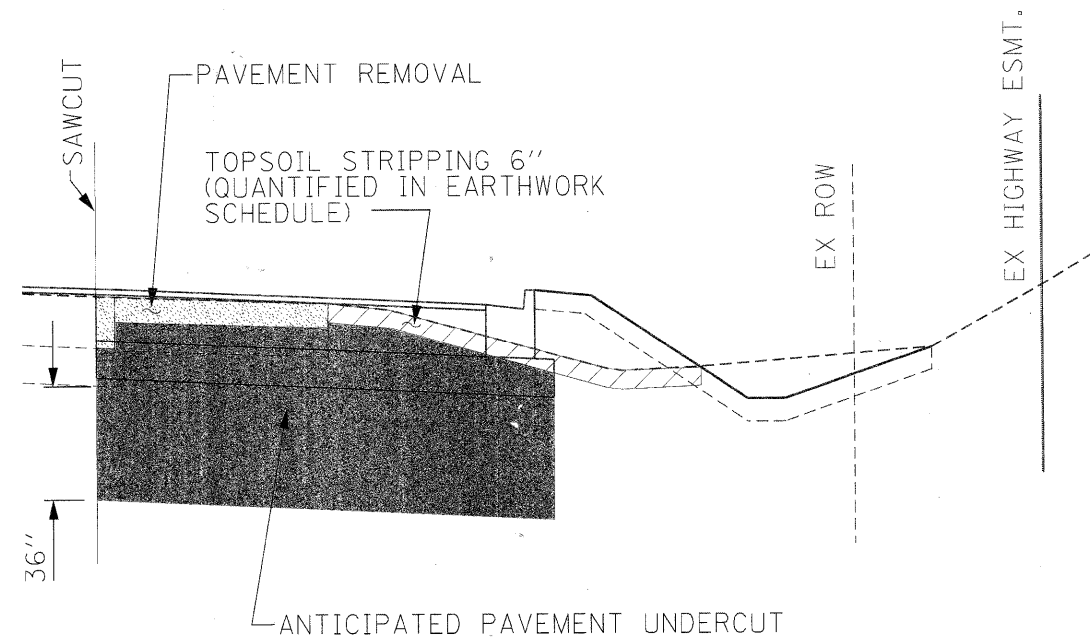
SCALE: 1"=50' SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	12
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

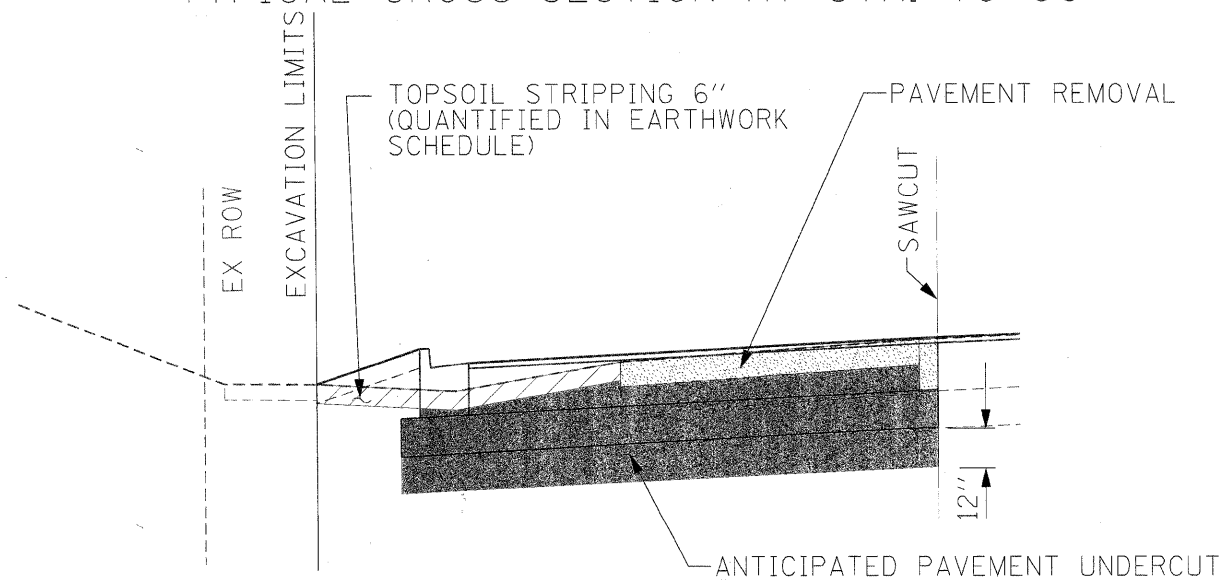
AREA NO. 1:
TYPICAL CROSS-SECTION AT STA. 57+00



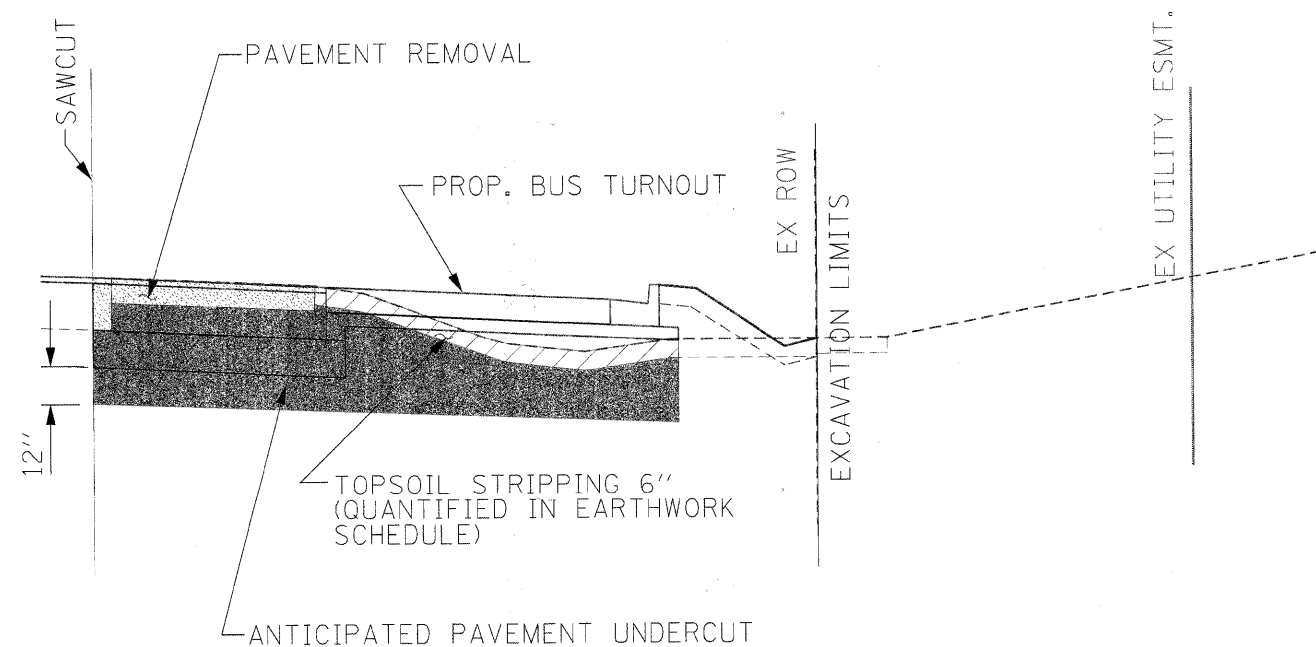
AREA NO. 2:
TYPICAL CROSS-SECTION AT STA. 57+50



AREA NO. 3:
TYPICAL CROSS-SECTION AT STA. 70+00



AREA NO. 4:
TYPICAL CROSS-SECTION AT STA. 67+00



FILE NAME = L:\XINTECO\012196031\Drawn\Excavation\1\CR000_Series\01_Undercut_Xsection.dgn



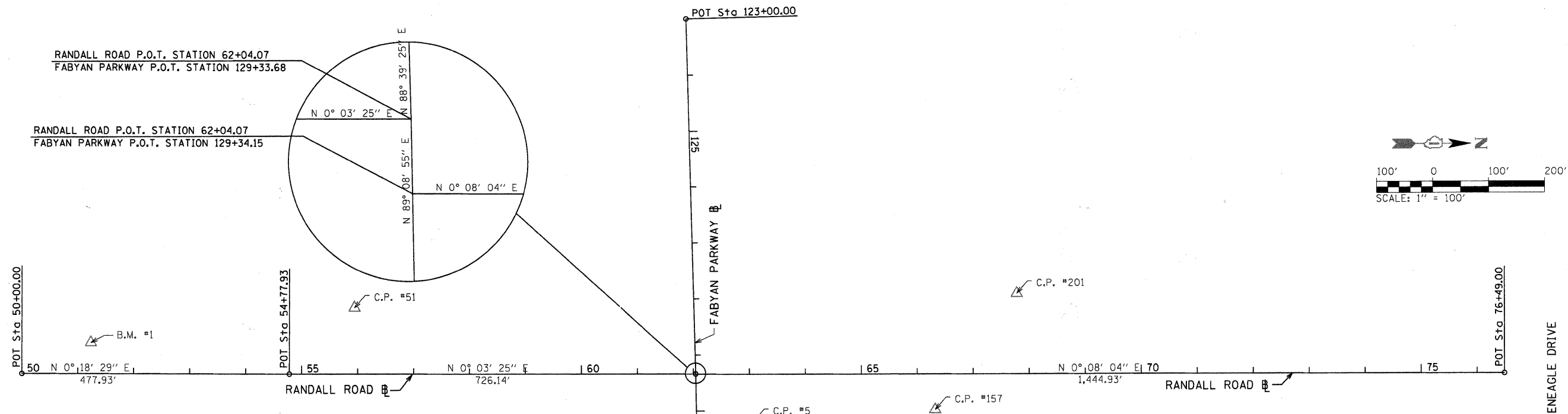
USER NAME = Matt Baldwin	DESIGNED -	REVISED -
PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED -
PLOT DATE = 2/7/2011	CHECKED -	REVISED -
	DATE = 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS-SECTIONS FOR UNDERCUT

SCALE: SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	13
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				



RANDALL ROAD ALIGNMENT DATA

DESCRIPTION	STATION	OFFSET	NORTHING	EASTING
P.O.T.	50+00.00	0.00	1,892,164.047	982,321.711
P.O.T.	54+77.93	0.00	1,892,641.969	982,324.280
P.O.T.	62+04.07	0.00	1,893,368.113	982,325.002
P.O.T.	62+04.07	0.00	1,893,368.120	982,325.469
P.O.T.	76+49.00	0.00	1,894,813.048	982,328.856

FABYAN PARKWAY ALIGNMENT DATA

DESCRIPTION	STATION	OFFSET	NORTHING	EASTING
P.O.T.	125+00.00	0.00	1,893,357.949	981,891.441
P.O.T.	129+33.68	0.00	1,893,368.113	982,325.002
P.O.T.	133+00.00	0.00	1,893,373.557	982,691.282

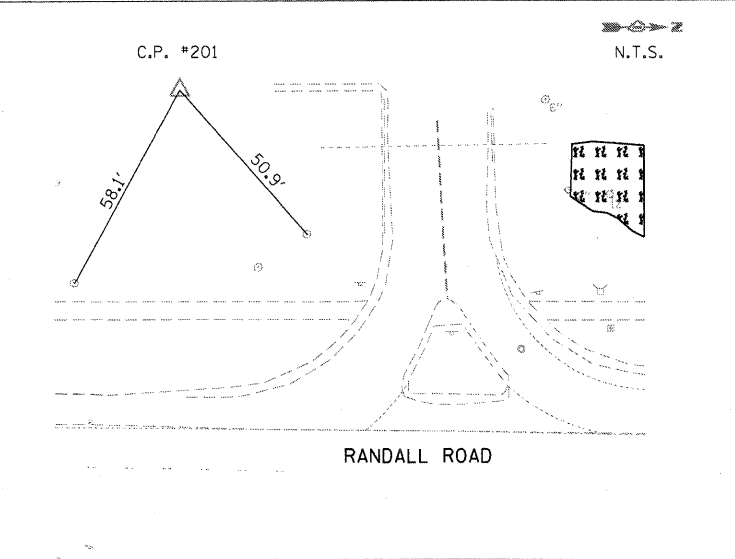
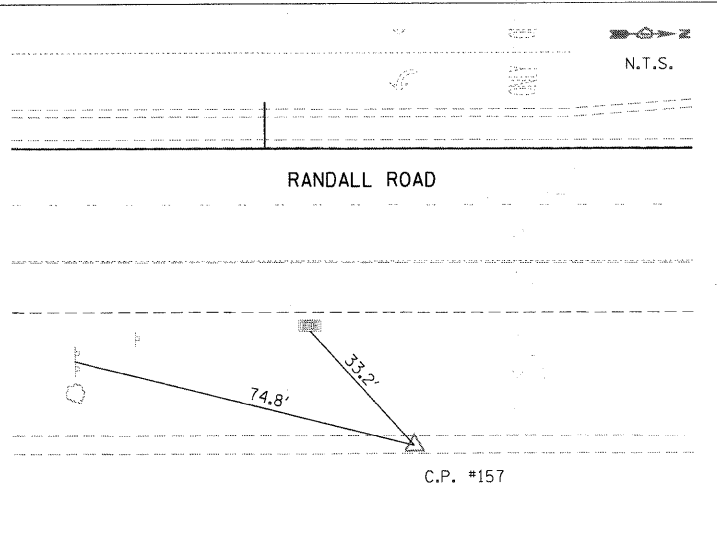
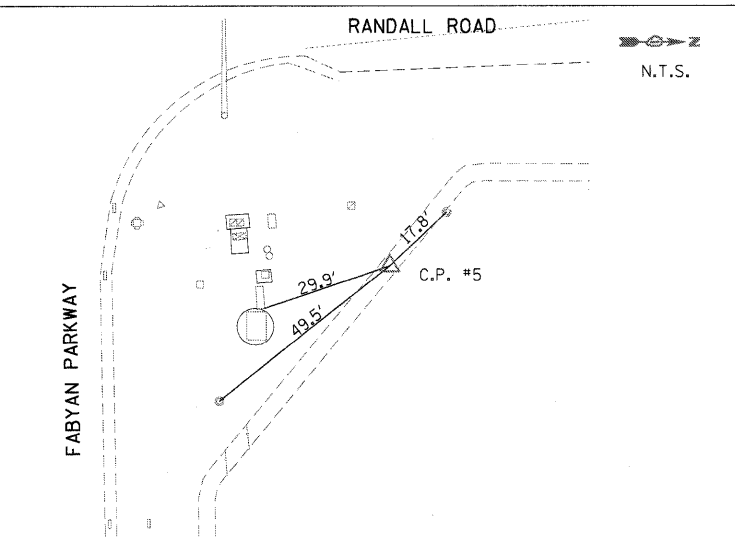
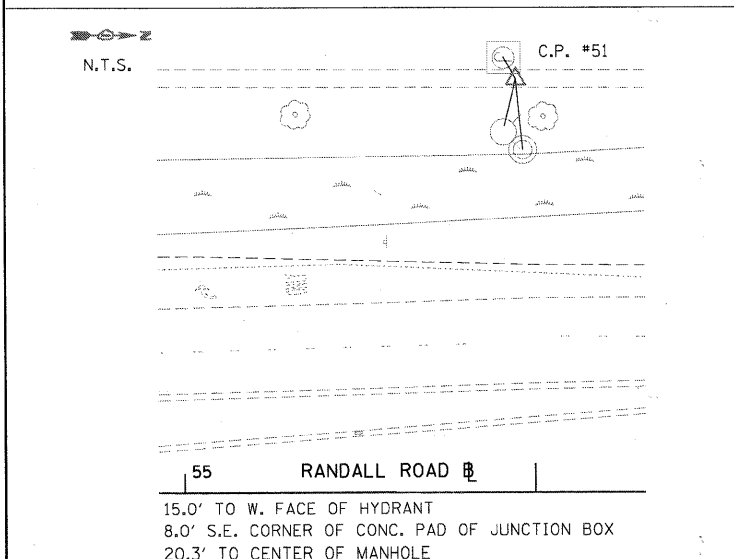
DATUM: NAD 1983
STATE PLANE COORDINATE SYSTEM IL EAST 1201

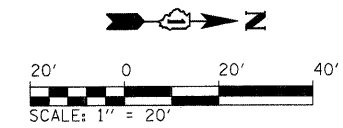
HORIZONTAL AND VERTICAL CONTROL

	DESCRIPTION	NORTHING	EASTING	ELEVATION	STATION	OFFSET
C.P. #5	CUT "X" IN SIDEWALK AT NORTH/EAST QUADRANT OF RANDALL RD. AND FABYAN PKWY.	1,893,471.075	982,410.284	714.390	63+07.22	84.57' RT
C.P. #51	CUT "X" IN SIDEWALK WEST SIDE OF RANDALL RD., SOUTH OF FABYAN PKWY.	1,892,758.829	982,206.386	708.868	55+94.67	118.01' LT
C.P. #157	SET "X" IN SIDEWALK ON EAST SIDE OF RANDALL RD., APPROX. 350' NORTH OF FABYAN PKWY.	1,893,795.795	982,390.258	715.094	66+31.90	63.79' RT
C.P. #201	SET "X" IN B.O.C. ALONG PARKING LOT FOR SHOPPING CENTER NEAR RT-IN/RT-OUT ENTRANCE, WEST SIDE OF RANDALL RD., NORTH OF FABYAN PKWY.	1,893,942.120	982,183.483	717.815	67+77.74	143.33' LT
B.M. # 1	CUT "□" ON NORTH / WEST HEADWALL ON THE WEST SIDE OF RANDALL ROAD	1,892,287.525	982,266.640	707.817	51+23.73	55.73' LT

NOTES:

- DISTANCES SHOWN IN THE ALIGNMENT TIES ARE SHOWN TO HELP GENERAL LOCATION OF CONTROL POINTS, NOT TO ACCURATELY RE-CREATE CONTROL POINTS.














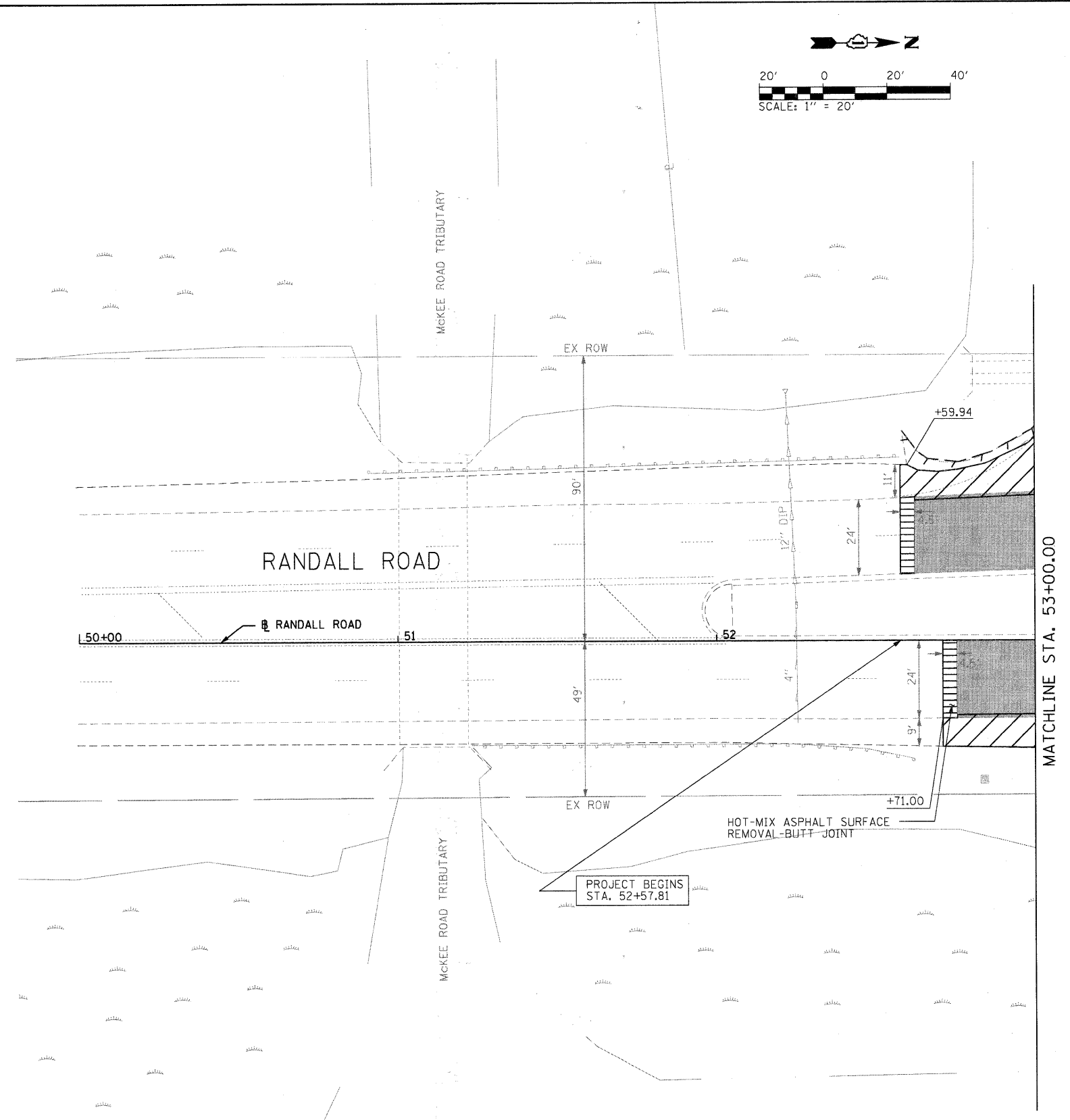


NOTES:

1. HOT-MIX ASPHALT SHOULDERS TO BE REMOVED SHALL BE CONSIDERED PART OF THE ROADWAY PAVEMENT AND WILL BE PAID FOR AS PAVEMENT REMOVAL (ITEM NO. 44000100).
2. FULL DEPTH SAWCUT CONSTRUCTION JOINTS SHALL BE PROVIDED FOR PAVEMENT REMOVAL. THE COST FOR SAWCUT SHALL BE INCLUDED WITHIN THE COST FOR PAVEMENT REMOVAL (ITEM NO. 44000100).
3. SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR REMOVAL OF EXISTING SIGNAL EQUIPMENT AND POLES.
4. SEE GENERAL NOTES FOR LIST OF UTILITY COMPANY CONTACTS WHEN COORDINATING CONSTRUCTION WITH UTILITY COMPANIES.
5. ALL RAISED REFLECTIVE PAVEMENT MARKERS ON EXISTING PAVEMENT SHALL BE REMOVED PRIOR TO HMA SURFACE REMOVAL AND PAVEMENT REMOVAL.
6. EXISTING ROADWAY LIGHTING CONTROLLER, ROADWAY LIGHTING HANDHOLES AND ELECTRIC SERVICE SHALL BE REMOVED. REFER TO ELECTRICAL LIGHTING PLANS FOR SEQUENCE OF REMOVALS. EXISTING SERVICE CONDUCTORS SHALL BE REMOVED AND CONDUIT SHALL BE ABANDONED IN PLACE.
7. REFER THE THE ALIGNMENT, TIES & BENCHMARK SHEET FOR INTERSECTION ALIGNMENT INFORMATION.

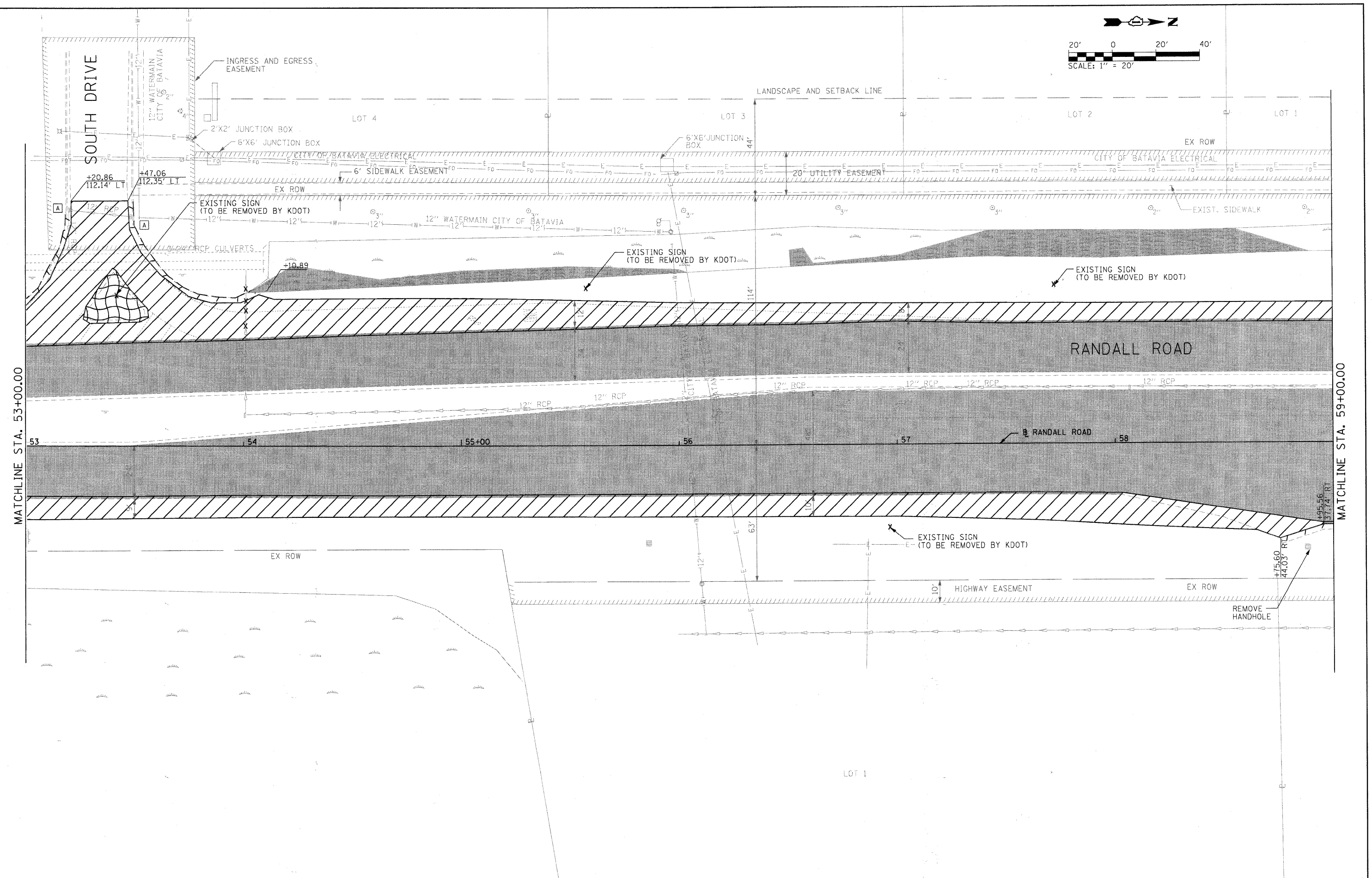
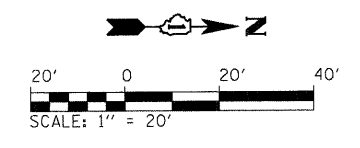
LEGEND:

-  HOT-MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH
-  PAVEMENT REMOVAL (44000100)
-  ISLAND AND MEDIAN REMOVAL PAID FOR AS MEDIAN REMOVAL
-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT
-  COMBINATION CONCRETE CURB AND GUTTER REMOVAL
- XXX TREE / STORM SEWER / SIGN REMOVAL
-  FRAMES AND GRATES TO BE ADJUSTED (60300105)
-  ADJUST FRAME AND LID
-  REMOVE
-  EXISTING WETLAND, DO NOT DISTURB
-  WETLAND IMPACT AREA



FILE NAME = I:\hennico\02292833\rdm\acadd\sheet\AP.REM.B1.dgn

 <p>CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 084-000813</p>	USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -	<p>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p>RANDALL ROAD ROADWAY REMOVAL PLAN</p>	F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 15		
	PLOT SCALE = 20,000.00' / IN.	DRAWN - ERD	REVISED -			SCALE: 1"=20'	SHEET NO. 1 OF 6 SHEETS	STA. 50+00.00 TO STA. 53+00.00	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 12/29/2010	CHECKED - KDF	REVISED -									
	DATE = 12/29/2010	REMOVED -	REVISED -									
CONTRACT NO. 63533												



MATCHLINE STA. 53+00.00

MATCHLINE STA. 59+00.00

FILE NAME = I:\projects\01256833\dr-an\cadd_sheets\16 REM_02.dgn

	USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	PLOT SCALE = 20.0000' / IN.	DRAWN - ERD	REVISED -
	PLOT DATE = 12/29/2010	CHECKED - KDF	REVISED -
		DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

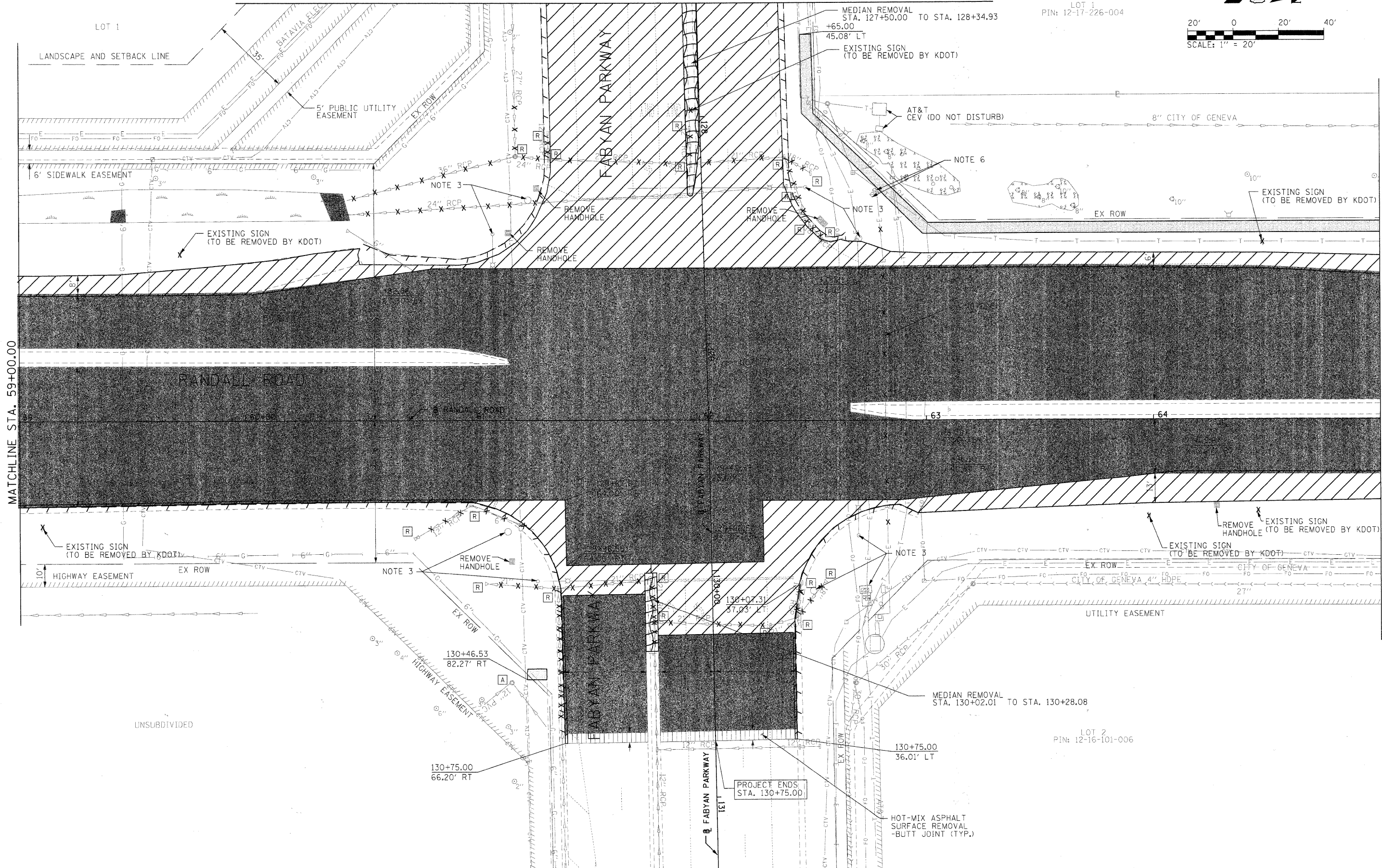
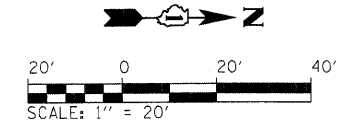
**RANDALL ROAD
ROADWAY REMOVAL PLAN**

SCALE: 1"=20' SHEET NO. 2 OF 6 SHEETS STA. 53+00.00 TO STA. 59+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	16
				CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT				

SEE SHEET NO. 20
MATCHLINE STA. 127+50.00

LOT 1
PIN: 12-17-226-004



MATCHLINE STA. 59+00.00

MATCHLINE STA. 65+00.00

FILE NAME = L:\V\1100\0929083\Draws\Exhibits\NoEasement\CADD_Sheets\B_REV_03.dgn

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000618

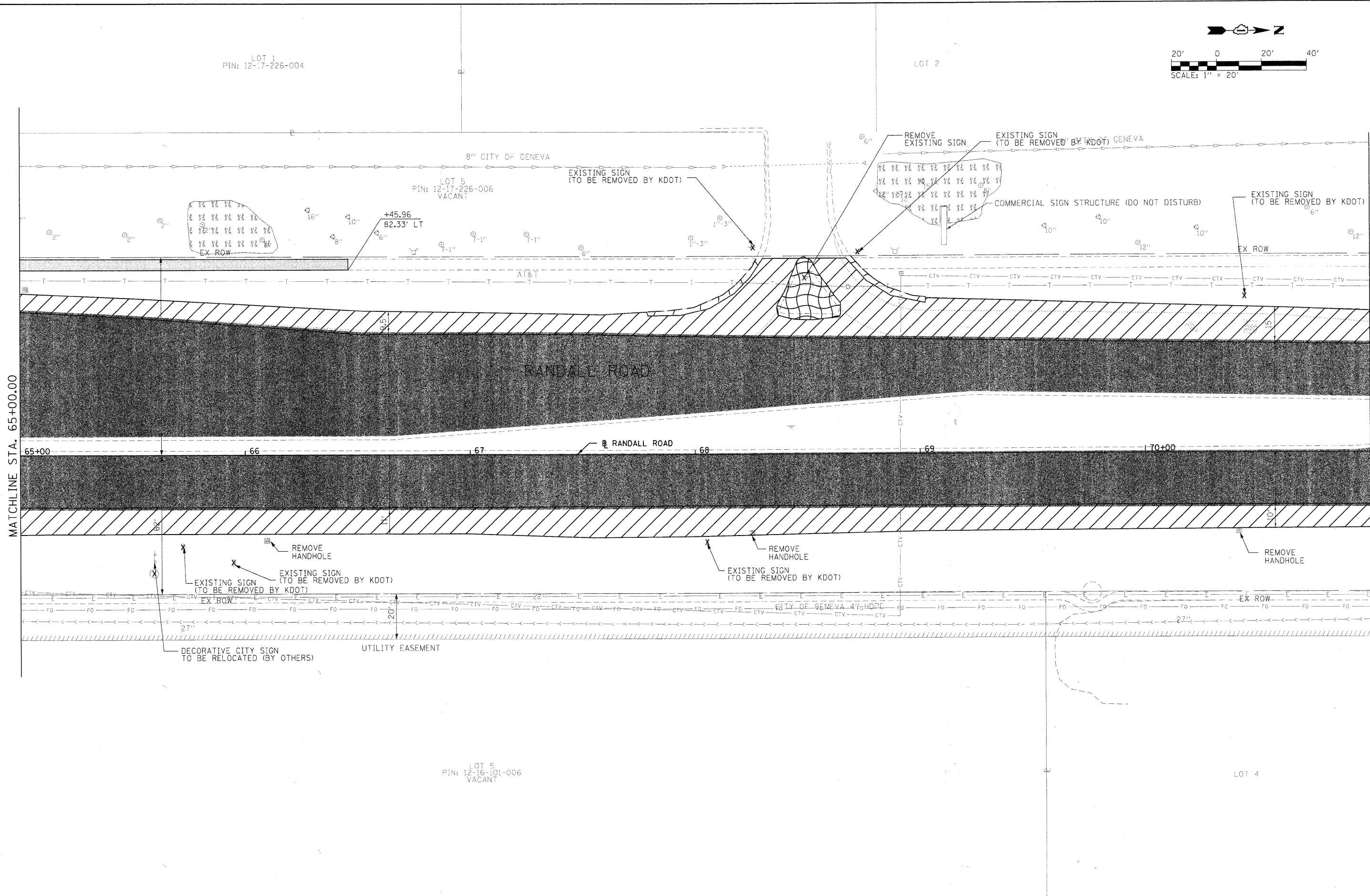
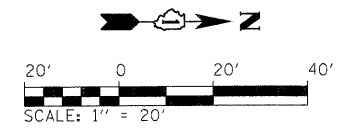
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 20.0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD
ROADWAY REMOVAL PLAN**

SCALE: 1"=20' SHEET NO. 3 OF 6 SHEETS STA. 59+00.48 TO STA. 65+00.01

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	17
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				



FILE NAME = L:\VA\EC0102\1680\Drawings\Removal\RandallRoad_Sheets\5-REM_04.dgn

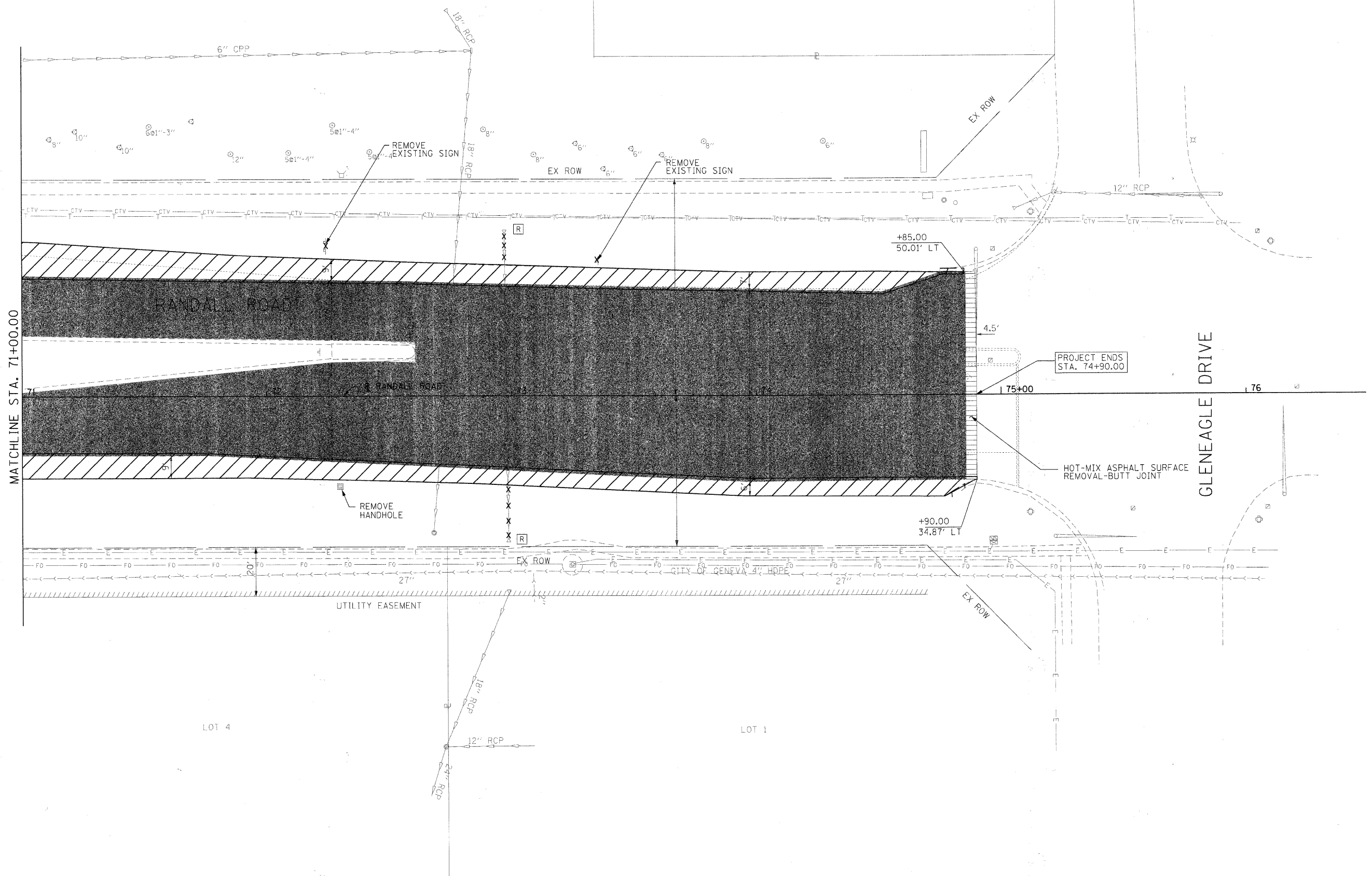
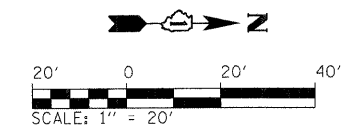
CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000613	USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	PLOT SCALE = 20,0000' / IN.	DRAWN - ERD	REVISED -
	PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
		DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

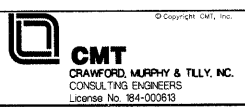
**RANDALL ROAD
ROADWAY REMOVAL PLANS**

SCALE: 1"=20' SHEET NO. 4 OF 6 SHEETS STA. 65+00.01 TO STA. 71+00.01

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	18
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				



FILE NAME = L:\MISC\0952\683\Draw\E\ch.b\UtilityEasement\CAD\Drawings\PLAN\RDRemoval.dwg
 © Copyright CMT, Inc.



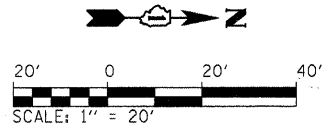
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 20.0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RANDALL ROAD
ROADWAY REMOVAL PLAN

SCALE: 1"=20' SHEET NO. 5 OF 6 SHEETS STA. 71+00.01 TO STA. 74+95.20

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	19
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				



PLAN	SURVEYED	DATE
	NOTED	
	CHECKED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	NOTED	
	CHECKED	
	BY	
	NO.	

LEGEND:

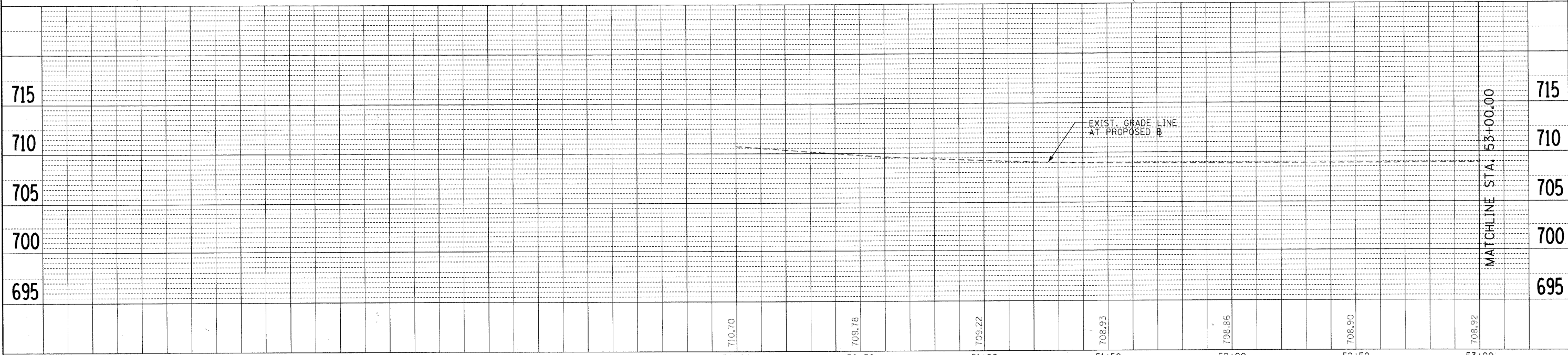
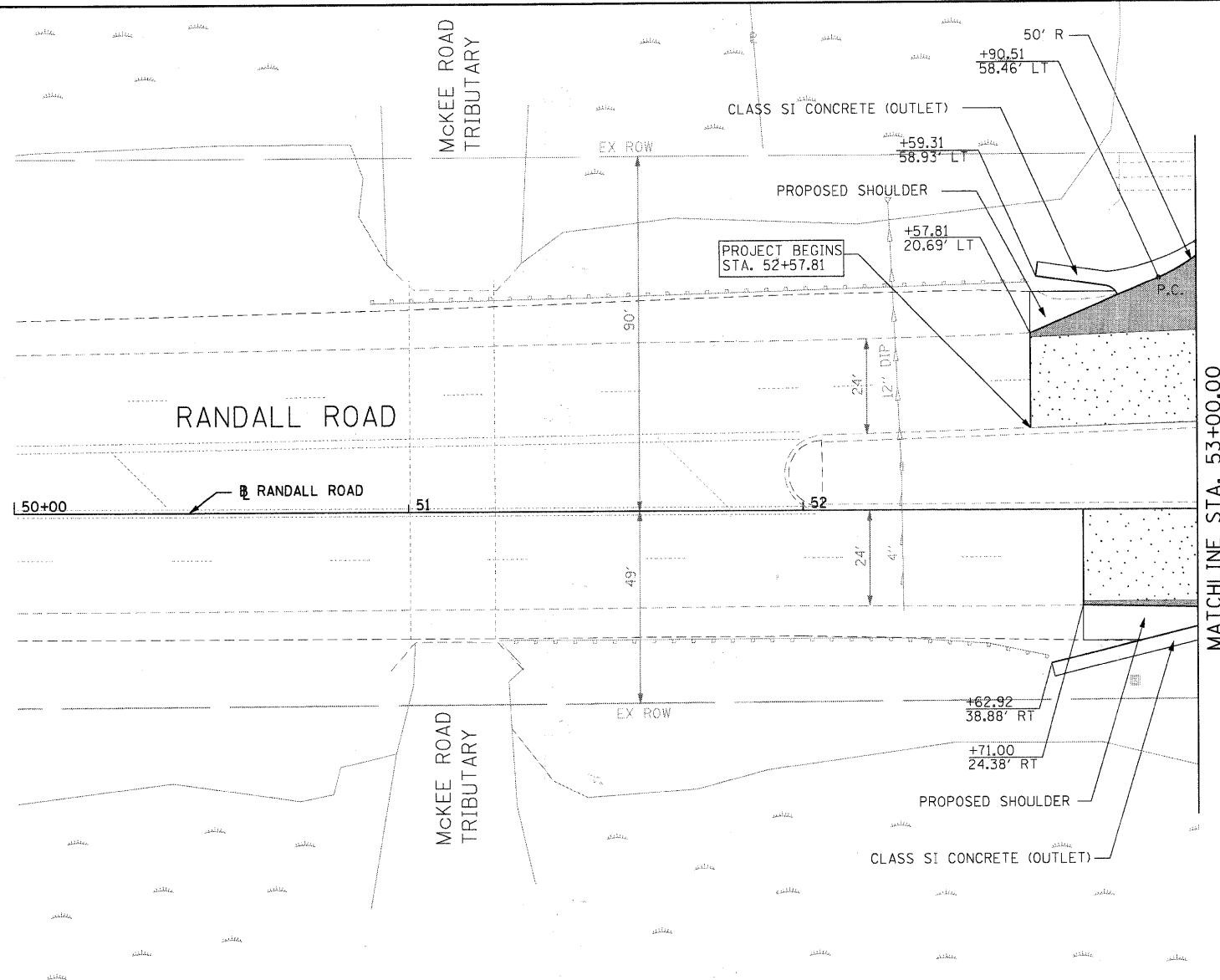
- PROPOSED PAVEMENT WIDENING/RECONSTRUCTION**
 (40603595) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
 (40603240) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 3/4"
 (35501332) HOT-MIX ASPHALT BASE COURSE, 12"
 (Z0001050) AGGREGATE SUBGRADE 12"

- PROPOSED PAVEMENT RESURFACING**
 (40603595) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
 (40600826) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-14.75, N50

- PROPOSED BUS TURNOUT**
 (42000300) PORTLAND CEMENT CONCRETE PAVEMENT 8"
 (31101200) SUB-BASE GRANULAR MATERIAL, TYPE B 4"

- PROPOSED SHOULDER**
 (40603595) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
 (35501308) HOT-MIX ASPHALT BASE COURSE, 6"
 (31102300) SUB-BASE GRANULAR MATERIAL, TYPE C 6"

- EXISTING WETLAND**



FILE NAME = I:\keneca\023863\dr\acad\sheet\RP.PIP_01.dgn
 CMT CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000613

CMT CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000613	USER NAME = Matt Baldwin DESIGNED - PWK DRAWN - ERD CHECKED - KDF PLOT DATE = 12/29/2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RANDALL ROAD PLAN AND PROFILE	F.A.P. RTE. 336 SECTION 01-00269-00-CH COUNTY KANE CONTRACT NO. 63533	TOTAL SHEETS 124 SHEET NO. 21 ILLINOIS FED. AID PROJECT
---	--	--	---	--	--	---

PLAN	SURVEYED	DATE
	ALIGNED	BY
	NOTED	
	FILED	
	NO. OF	
	NO. OF	
	NO. OF	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	NOTED	
	FILED	
	NO. OF	
	NO. OF	
	NO. OF	

FILE NAME = L:\XAN\CC\0224683\Draw\XAN\Substa\No\Examiner\A\2000\Stamps\A.R.PWP_04-2010

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 94-000613

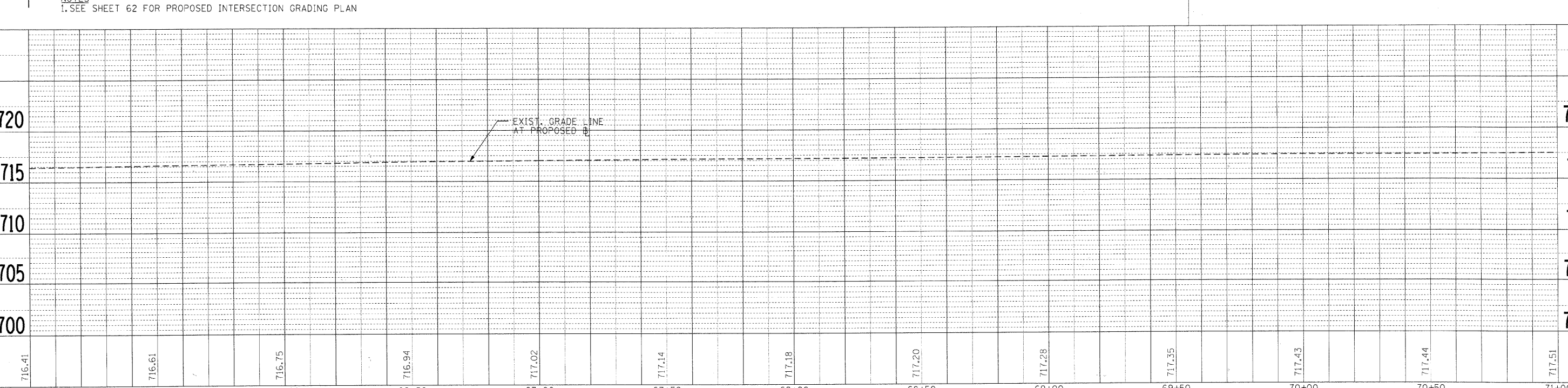
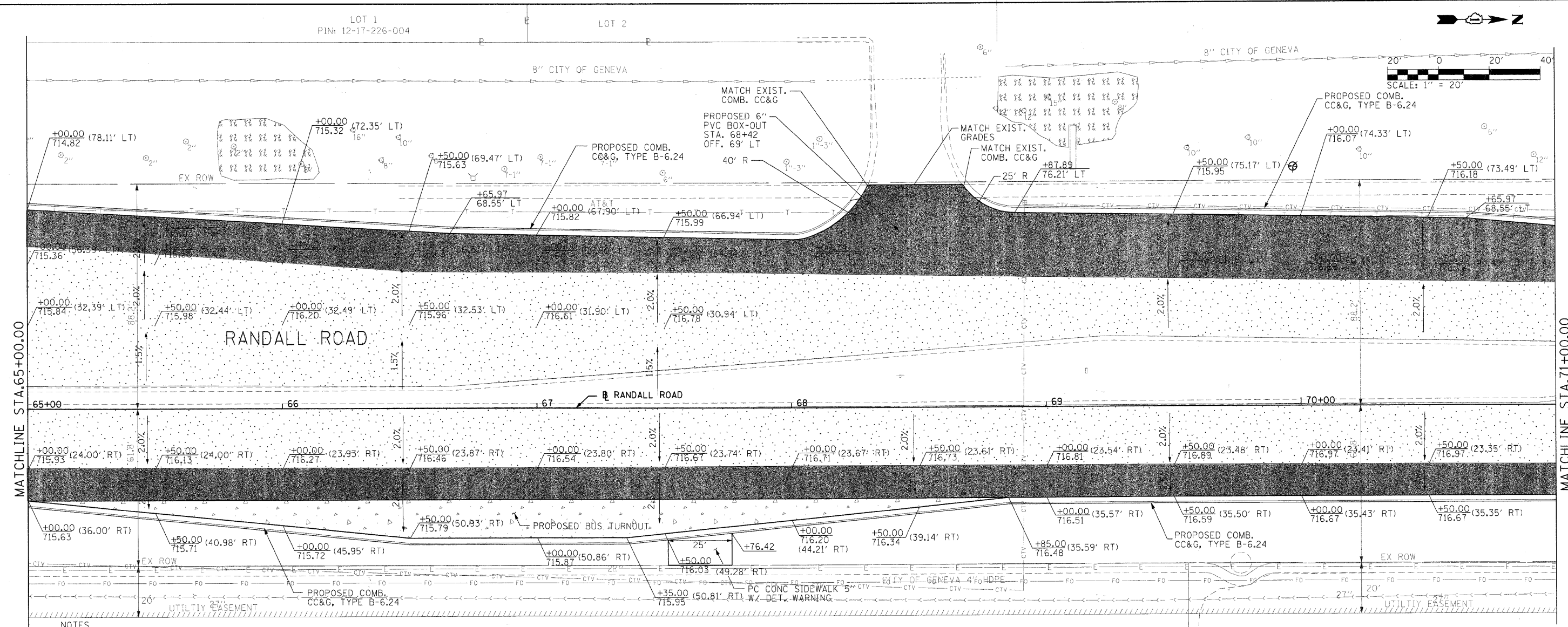
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 20.0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

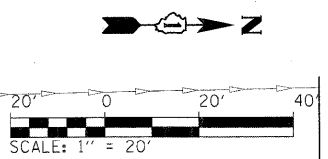
**RANDALL ROAD
PLAN AND PROFILE**

SCALE: 20'H 5"V SHEET NO. 4 OF 6 SHEETS STA. 65+00.00 TO STA. 71+00.00

F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 24	SHEET NO. 24
CONTRACT NO. 63533				ILLINOIS FED. AID PROJECT



NOTES
1. SEE SHEET 62 FOR PROPOSED INTERSECTION GRADING PLAN



MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE SUGGESTED SEQUENCE OF OPERATIONS AND SUMMARY FOR CONSTRUCTION STAGING DOES NOT, NOR IS IT INTENDED TO, DEPICT ALL THE WORK THAT WILL BE REQUIRED BY THE CONTRACTOR FOR STAGING OPERATIONS DURING THE CONTRACT. THE SEQUENCE OF OPERATIONS IS GIVEN AS AN AIDE AND GUIDE FOR THE CONTRACTOR'S USE TO ESTABLISH THE NECESSARY GUIDELINES FOR EFFICIENT TRAFFIC OPERATION DURING THE DURATION OF THE CONTRACT.
2. THE CONTRACTOR MAY WISH TO MAKE REVISIONS OR MODIFICATIONS TO THE SEQUENCE OF CONSTRUCTION OR THE MAINTENANCE OF TRAFFIC PLANS. ALL CHANGES MUST BE SUBMITTED IN WRITING TO THE ENGINEER FOR APPROVAL. REVISIONS IN THE PHASING OF CONSTRUCTION OR MAINTENANCE OPERATIONS, REQUESTED BY THE CONTRACTOR, MAY REQUIRE TRAFFIC CONTROL TO BE INSTALLED IN ACCORDANCE WITH THE STANDARDS AND/OR DESIGNS OTHER THAN THOSE INCLUDED IN THE PLANS. REVISIONS IN THE PHASING OF CONSTRUCTION OR MAINTENANCE OPERATIONS REQUESTED BY THE CONTRACTOR REQUIRING ADDITIONAL SIGNS, FLAGGERS, BARRICADES OR OTHER TRAFFIC CONTROL DEVICES OVER AND ABOVE THOSE SPECIFIED WILL BE AT THE CONTRACTOR'S EXPENSE.
3. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR CONSTRUCTION ZONE TRAFFIC CONTROL UNLESS PRIOR APPROVAL IS RECEIVED FROM THE ENGINEER.
4. THE TYPE III BARRICADES SHALL BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
5. ANY DROP OFF GREATER THAN THREE (3) INCHES BUT LESS THAN SIX (6) INCHES, WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE II BARRICADES, OR VERTICAL PANELS WITH MONO DIRECTIONAL STEADY BURNING LIGHTS AT 100 FOOT CENTER TO CENTER SPACING.
6. IF THE DROP OFF WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE EXCEEDS SIX (6) INCHES, THE BARRICADES, OR VERTICAL PANELS MENTIONED ABOVE SHALL BE PLACED AT FIFTY (50) FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.
7. TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURE'S TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGNED BY THE ENGINEER.
8. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, VERTICAL PANELS, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.
9. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES DURING CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL CONSTRUCT AND MAINTAIN AGGREGATE DRIVEWAYS FOR TEMPORARY ACCESS AT ALL TIMES FOR ALL APPROACHES AND ENTRANCES ACCORDING TO SECTION 402 OF THE STANDARD SPECIFICATIONS. ALL ENTRANCES SHALL BE MAINTAINED 24 HOURS PER DAY, SEVEN DAYS PER WEEK. DRIVEWAY SIGNS SHALL BE PROVIDED AT ALL TEMPORARY ACCESS LOCATIONS. THESE SIGNS SHALL BE DOUBLE SIDED AND PLACED AT A LOCATION DETERMINED BY THE ENGINEER.
10. ALL TEMPORARY SIGNING AS SHOWN IN THE PLANS SHALL CONFORM TO THE APPLICABLE STANDARDS INCLUDED IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THE COST FOR INSTALLING, ERECTING, MAINTAINING, RELOCATING, AND REMOVING THESE SIGNS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.
11. WHERE REQUIRED, EXISTING TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION".
12. THE CONTRACTOR IS REQUIRED TO MAINTAIN DRAINAGE IN THE ROADSIDE DITCHES WITHIN THE PROJECT LIMITS DURING CONSTRUCTION OPERATIONS IN ACCORDANCE WITH ARTICLE 202.05 OF THE STANDARD SPECIFICATIONS.
13. FOUR (4) PROGRAMMABLE MESSAGE BOARDS SHALL BE PLACED, ONE IN ADVANCE OF EACH END OF THE PROJECT ON RANDALL ROAD AND FABYAN PARKWAY. THE PROGRAMMABLE MESSAGE BOARDS SHALL BE PLACED SEVEN (7) DAYS PRIOR TO ANY WORK THAT IS BEGUN BY THE CONTRACTOR. ALL MESSAGES SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
14. ALL SIGNS TO BE REMOVED OR RELOCATED THAT ARE NOT REQUIRED DURING STAGING SHOULD BE REMOVED BEFORE CONSTRUCTION BEGINS. ALL EXISTING SIGNS THAT CONFLICT WITH THE CURRENT MOT STAGE CONFIGURATION SHALL BE COVERED. COVERED OR REMOVED SPEED LIMIT SIGNS SHALL BE REPLACED WITH 35 MPH WORK ZONE SIGNS.
15. THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY STAGE CHANGE AT LEAST SEVEN (7) DAYS IN ADVANCE OF THE SCHEDULED TRAFFIC CHANGE.
16. ALL TYPICAL AND NON-TYPICAL SIGNAGE REQUIRED TO FACILITATE THE PROPOSED MAINTENANCE OF TRAFFIC PLAN SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (L SUM).

SUGGESTED SEQUENCE OF CONSTRUCTION

PRE-STAGE CONSTRUCTION ACTIVITIES

- SETUP AND MAINTAIN PRE-STAGE TEMPORARY TRAFFIC CONTROL CONFIGURATION PER STANDARD DRAWINGS.
- INSTALL AND MAINTAIN ALL NECESSARY EROSION CONTROL THROUGHOUT THE LENGTH OF THE PROJECT.
- MILL EXISTING PAVEMENT ON RANDALL ROAD AND FABYAN PARKWAY (EAST LEG) IN LOCATIONS SHOWN ON PLANS PRIOR TO IMPLEMENTING STAGE 1 TRAFFIC CONFIGURATION.
- INSTALL TEMPORARY TRAFFIC SIGNALS AND ALL TEMPORARY TRAFFIC CONTROL DEVICES TO ACCOMMODATE THE TEMPORARY LANE CONFIGURATIONS FOR STAGE 1 CONSTRUCTION. THIS MUST BE COMPLETED BEFORE THE IMPLEMENTATION OF THE STAGE 1 TRAFFIC CONFIGURATION.

STAGE 1 CONSTRUCTION ACTIVITIES

- SETUP AND MAINTAIN STAGE 1 TRAFFIC CONTROL CONFIGURATION AS SHOWN ON THE PLANS.
- ACTIVATE TEMPORARY TRAFFIC SIGNALS INSTALLED DURING PRE-STAGE TO ACCOMMODATE THE TEMPORARY LANE CONFIGURATIONS FOR THE STAGE 1 CONSTRUCTION.
- REMOVE EXISTING PAVEMENT, SHOULDERS, DRAINAGE STRUCTURES, TRAFFIC SIGNALS, SIGNAGE, VEGETATION, AND OTHER ITEMS WITHIN THE PROPOSED STAGE CONSTRUCTION LIMITS ON BOTH RANDALL ROAD AND FABYAN PARKWAY.
- CONSTRUCT THE PROPOSED PAVEMENT, CURB AND GUTTER, DRIVEWAYS, SIDEWALK, DRAINAGE STRUCTURES, TRANSVERSE DRAINAGE PIPES, CONDUIT & HANDHOLES FOR PERMANENT TRAFFIC SIGNALS, AND LIGHTING WITHIN THE PROPOSED CONSTRUCTION WORK ZONE LIMITS ON BOTH RANDALL ROAD AND FABYAN PARKWAY.
- CONSTRUCT PROPOSED DRAINAGE CULVERTS WHILE MAINTAINING DRAINAGE THROUGHOUT CONSTRUCTION PERIOD.
- COORDINATE THE RELOCATION OF EXISTING UTILITIES IN CONFLICT WITH THE PROPOSED IMPROVEMENTS WITH UTILITY COMPANIES.
- REPOSITION TEMPORARY TRAFFIC SIGNALS TO ACCOMMODATE THE TEMPORARY LANE CONFIGURATIONS FOR STAGE 2 CONSTRUCTION. THIS MUST BE COMPLETED BEFORE THE IMPLEMENTATION OF THE STAGE 2 TRAFFIC CONFIGURATION.

STAGE 2 CONSTRUCTION ACTIVITIES

- SET UP AND MAINTAIN STAGE 2 TEMPORARY TRAFFIC CONTROL CONFIGURATION AS SHOWN ON THE PLANS.
- WITH TRAFFIC IN A SPLIT CONFIGURATION, REMOVE EXISTING PAVEMENT, ISLANDS, AND OTHER ITEMS IN THE ISLAND WITHIN THE PROPOSED STAGE CONSTRUCTION LIMITS ON BOTH RANDALL ROAD AND FABYAN PARKWAY.
- CONSTRUCT THE PROPOSED PAVEMENT, CONCRETE ISLANDS, PERMANENT TRAFFIC SIGNALS WITHIN THE PROPOSED CONSTRUCTION WORK ZONE LIMITS ON BOTH RANDALL ROAD AND FABYAN PARKWAY.
- REPOSITION TEMPORARY TRAFFIC SIGNALS TO ACCOMMODATE THE TEMPORARY LANE CONFIGURATIONS FOR STAGE 3 CONSTRUCTION. THIS MUST BE COMPLETED BEFORE THE IMPLEMENTATION OF THE STAGE 3 TRAFFIC CONFIGURATION.

STAGE 3 CONSTRUCTION ACTIVITIES

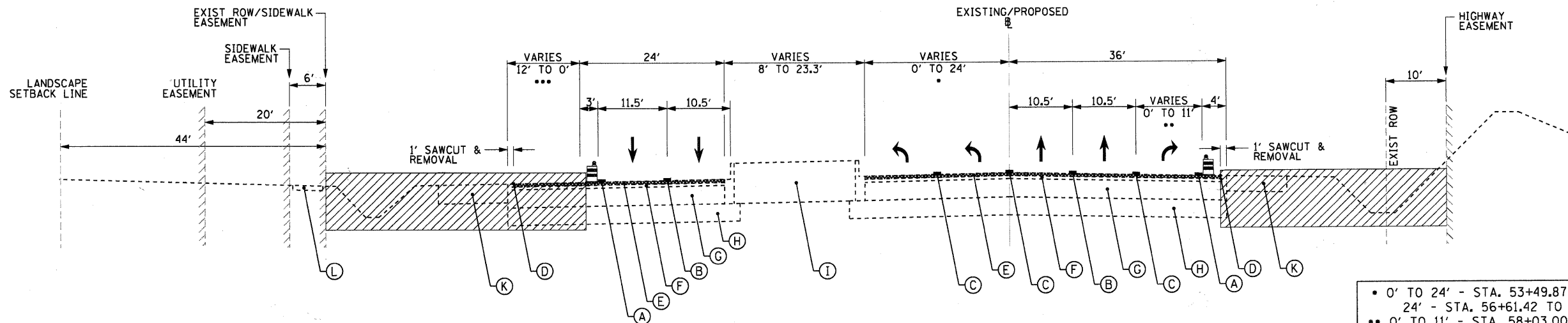
- SETUP AND MAINTAIN STAGE 3 TEMPORARY TRAFFIC CONTROL CONFIGURATION ON FABYAN PARKWAY. THE TEMPORARY TRAFFIC CONTROL CONFIGURATION ON RANDALL ROAD SHALL REMAIN THE SAME AS STAGE 2.
- WITH TRAFFIC IN A SPLIT CONFIGURATION ON FABYAN PARKWAY, REMOVE EXISTING PAVEMENT, CONCRETE MEDIAN, AND OTHER ITEMS IN THE MEDIAN WITHIN THE PROPOSED STAGE CONSTRUCTION LIMITS ON FABYAN PARKWAY.
- CONSTRUCT REMAINDER OF PERMANENT TRAFFIC SIGNAL EQUIPMENT.
- CONSTRUCT THE PROPOSED PAVEMENT, CONCRETE MEDIAN WITHIN THE PROPOSED CONSTRUCTION WORK ZONE LIMITS ON FABYAN PARKWAY.
- REPOSITION TEMPORARY TRAFFIC SIGNALS TO ACCOMMODATE THE TEMPORARY LANE CONFIGURATIONS FOR STAGE 4 CONSTRUCTION. THIS MUST BE COMPLETED BEFORE THE IMPLEMENTATION OF THE STAGE 4 TRAFFIC CONFIGURATION.

STAGE 4 CONSTRUCTION ACTIVITIES

- SETUP AND MAINTAIN STAGE 4 TEMPORARY TRAFFIC CONTROL CONFIGURATION ON FABYAN PARKWAY. THE TEMPORARY TRAFFIC CONTROL CONFIGURATION ON RANDALL ROAD SHALL REMAIN THE SAME AS STAGE 2.
- WITH TRAFFIC IN A SPLIT CONFIGURATION, REMOVE EXISTING PAVEMENT, CONCRETE MEDIAN, AND OTHER ITEMS IN THE MEDIAN WITHIN THE PROPOSED STAGE CONSTRUCTION LIMITS ON FABYAN PARKWAY.
- CONSTRUCT THE PROPOSED PAVEMENT, CONCRETE MEDIAN WITHIN THE PROPOSED CONSTRUCTION WORK ZONE LIMITS ON FABYAN PARKWAY.
- POSITION PROPOSED TRAFFIC SIGNALS INTO FINAL CONFIGURATIONS. ONCE THE CONSTRUCTION OF THE PROPOSED SIGNALS HAS BEEN COMPLETED, DEACTIVATE TEMPORARY TRAFFIC SIGNAL SYSTEMS AND RETURN ALL EQUIPMENT TO KANE COUNTY.
- CONSTRUCT FINAL SURFACE COURSE OF HOT-MIX ASPHALT THROUGHOUT THE PROJECT WITH FINAL PAVEMENT MARKING DURING OFF-PEAK DAY TIME OPERATIONS.
- INSTALL PROPOSED SIGNAGE.
- COMPLETE FINAL LANDSCAPING.
- REMOVE REMAINDER OF TEMPORARY TRAFFIC CONTROL ITEMS.

FILE NAME = J:\keneco\09296603\dr-aw\cadd\sheet\NR_MOT_GEN\NOTES.dgn

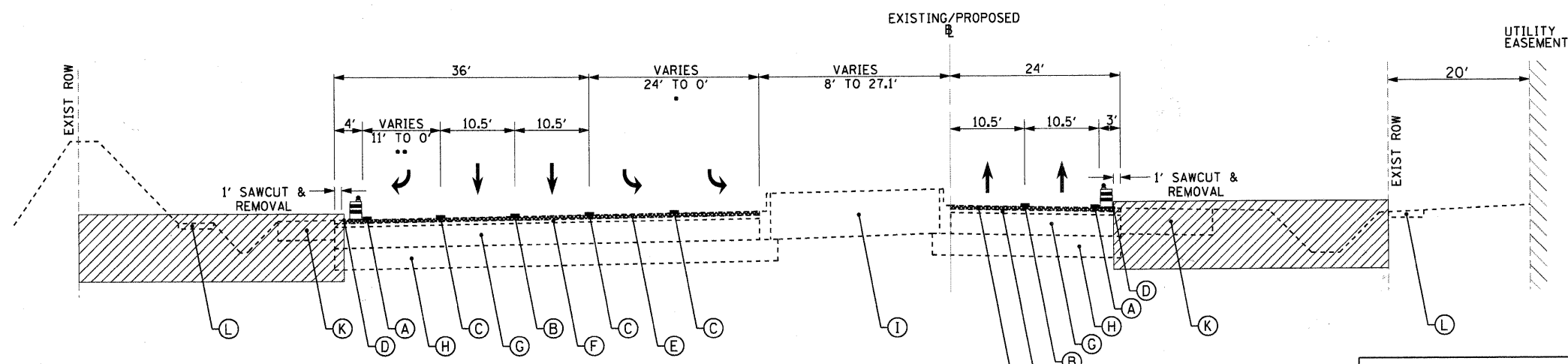
 <p>CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000619</p>	USER NAME = Matt Baldwin DESIGNED - PWK DRAWN - ERD CHECKED - KDF DATE - 12/29/2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC GENERAL NOTES				F.A.P. RTE. 336 SECTION 01-00269-00-CH COUNTY KANE TOTAL SHEETS 124 SHEET NO. 27		
	PLOT SCALE = 1/8" = 1' / 1" IN. PLOT DATE = 12/29/2010			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	
				ILLINOIS FED. AID PROJECT						
				CONTRACT NO. 63533						



STAGE 1 TRAFFIC

RANDALL ROAD
STA. 52+30.00 - STA. 61+16.78

- 0' TO 24' - STA. 53+49.87 TO STA. 56+61.42
- 24' - STA. 56+61.42 TO STA. 61+16.78
- 0' TO 11' - STA. 58+03.00 TO STA. 59+03.00
- 11' - STA. 59+03.00 TO STA. 61+16.78
- 12' TO 0' - STA. 55+44.00 TO STA. 57+43.58
- 12' - STA. 53+98.92 TO STA. 55+44.00



STAGE 1 TRAFFIC

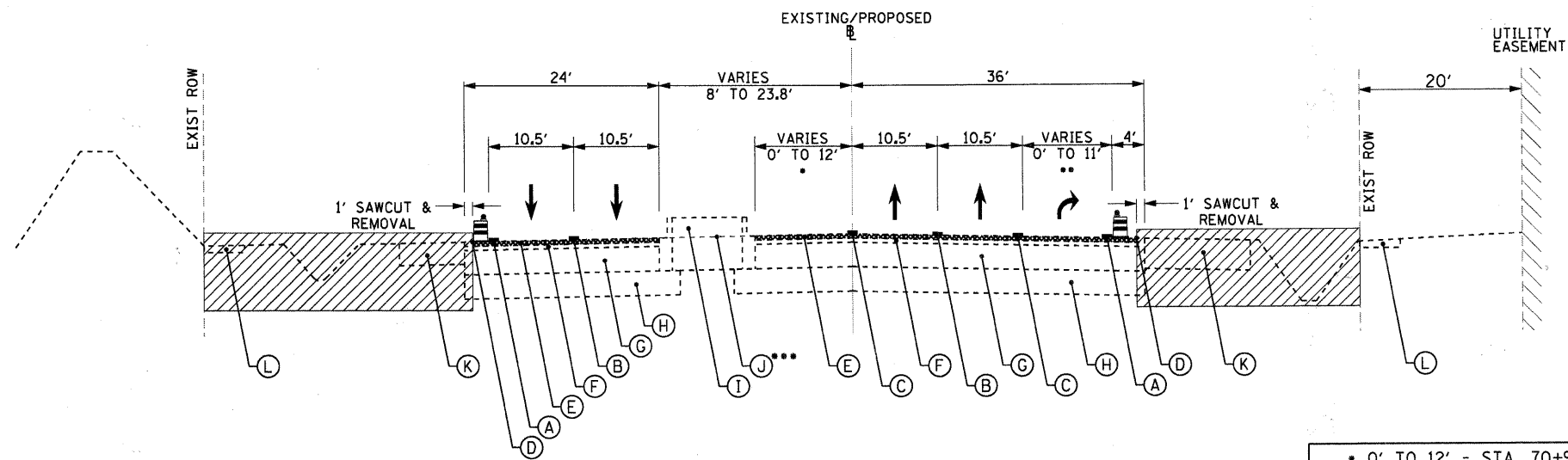
RANDALL ROAD
STA. 62+75.00 - STA. 70+93.47

- 24' TO 0' - STA. 66+65.97 TO STA. 69+22.96
- 24' - STA. 62+75.00 TO STA. 66+65.97
- 11' TO 0' - STA. 64+26.45 TO STA. 66+65.97
- 11' - STA. 62+75.00 TO STA. 64+26.45

LEGEND

- | | | |
|---|----------------------------------|--|
| (A) TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID, WHITE) | (I) EXISTING BARRIER MEDIAN | ↑ DIRECTION OF TRAFFIC |
| (B) TEMPORARY PAVEMENT MARKING - LINE 4" (SKIP-DASH, WHITE) | (J) EXISTING FLUSH MEDIAN | ▨ WORK ZONE |
| (C) TEMPORARY PAVEMENT MARKING - LINE 6" (SOLID, WHITE) | (K) EXISTING BITUMINOUS SHOULDER | - - - - EXISTING PAVEMENT |
| (D) FULL DEPTH SAW CUTS | (L) EXISTING PCC SIDEWALK | — PROPOSED PAVEMENT |
| (E) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | (M) PROPOSED PCC SIDEWALK | ⚠ TRAFFIC CONTROL BARRELS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT @ 50' C-C ON TANGENT SECTIONS & 25' C-C ON TAPERS AND CURVES |
| (F) EXISTING BITUMINOUS BINDER COURSE | (N) PROPOSED CURB & GUTTER | |
| (G) EXISTING BITUMINOUS BASE COURSE | (O) COMPLETED PAVEMENT | |
| (H) EXISTING AGGREGATE SUBGRADE | (P) COMPLETED SHOULDER | |

FILE NAME = I:\Projects\09290923\rd-rw\Acadd\sheets\RTT_TYP_STAGE1.dgn



STAGE 1 TRAFFIC
 RANDALL ROAD
 STA. 70+93.47 - STA. 75+06.65

- 0' TO 12' - STA. 70+93.47 TO STA. 72+26.51
- 12' - STA. 72+26.51 TO STA. 75+06.65
- 0' TO 11' - STA. 71+91.89 TO STA. 73+95.84
- 11' - STA. 73+95.84 TO STA. 75+06.65
- FLUSH MEDIAN - STA. 72+60.54 TO STA. 75+06.65

LEGEND		
(A) TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID, WHITE)	(I) EXISTING BARRIER MEDIAN	↑ DIRECTION OF TRAFFIC
(B) TEMPORARY PAVEMENT MARKING - LINE 4" (SKIP-DASH, WHITE)	(J) EXISTING FLUSH MEDIAN	▨ WORK ZONE
(C) TEMPORARY PAVEMENT MARKING - LINE 6" (SOLID, WHITE)	(K) EXISTING BITUMINOUS SHOULDER	----- EXISTING PAVEMENT
(D) FULL DEPTH SAW CUTS	(L) EXISTING PCC SIDEWALK	— PROPOSED PAVEMENT
(E) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	(M) PROPOSED PCC SIDEWALK	⚠ TRAFFIC CONTROL BARRELS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT @ 50' C-C ON TANGENT SECTIONS & 25' C-C ON TAPERS AND CURVES
(F) EXISTING BITUMINOUS BINDER COURSE	(N) PROPOSED CURB & GUTTER	
(G) EXISTING BITUMINOUS BASE COURSE	(O) COMPLETED PAVEMENT	
(H) EXISTING AGGREGATE SUBGRADE	(P) COMPLETED SHOULDER	

FILE NAME = I:\kennecott\929603\dr-aw\cadd\sheet\NR_MDT_TYP_STAGE1_2.dgn

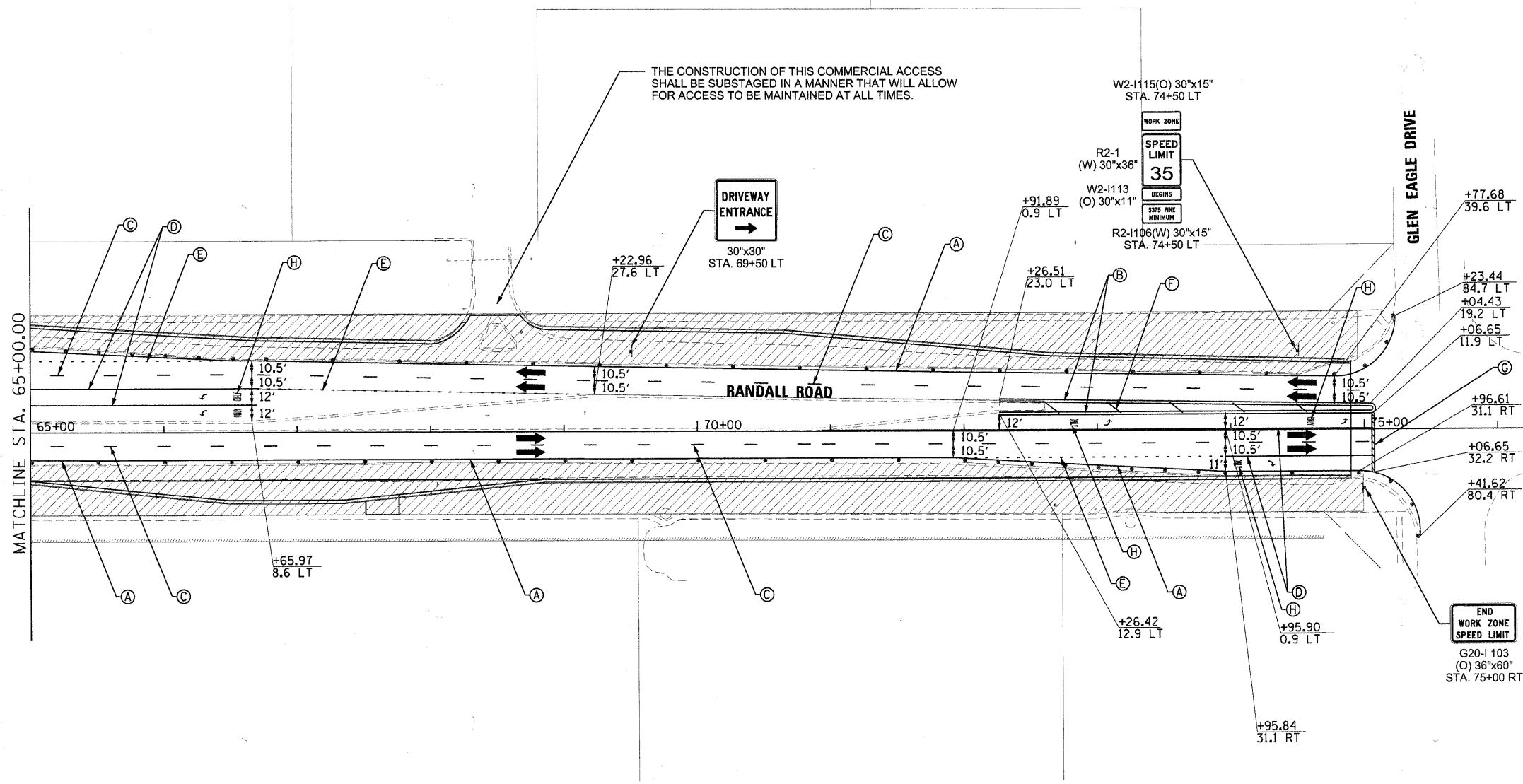
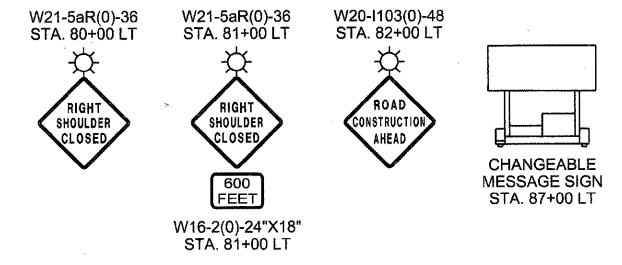
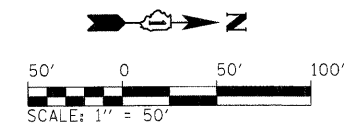


USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 10,0000 1 / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 12/29/2010	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE 1 RANDALL ROAD - TYPICAL SECTIONS			
SCALE: N/A	SHEET NO. 2 OF 2 SHEETS	STA. N/A	TO STA. N/A

F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 29
ILLINOIS FED. AID PROJECT CONTRACT NO. 63533				



LEGEND	
	WORK AREA
	COMPLETED PAVEMENT
	DIRECTION OF TRAFFIC
	TRAFFIC CONTROL BARRELS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT @ 50' C-C ON TANGENT SECTIONS & 25' C-C ON TAPERS AND CURVES
	SIGN
	TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID WHITE)
	TEMPORARY PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW @ 11" C-C)
	TEMPORARY PAVEMENT MARKING - LINE 4" (30' SKIP - 10' DASH WHITE)
	TEMPORARY PAVEMENT MARKING - LINE 6" (SOLID WHITE)
	TEMPORARY PAVEMENT MARKING - LINE 6" (2' DASH - 6' SKIP, WHITE)
	TEMPORARY PAVEMENT MARKING - LINE 12" (SOLID YELLOW @ 45° DIAGONAL)
	TEMPORARY PAVEMENT MARKING - LINE 24" (SOLID WHITE)
	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS

FILE NAME = L:\V\NECO\09290673.D\exhibits\Work\Exhibits\CADD\Sheet\B_MOT_STA86E1.2.dgn

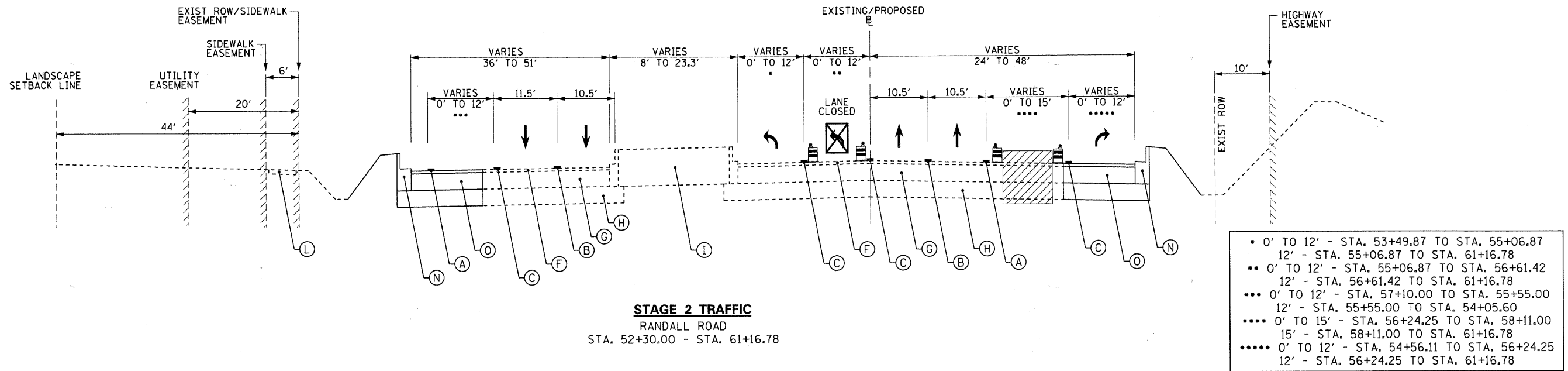


USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 50.0000' / IN.	DRAWN - MCC	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

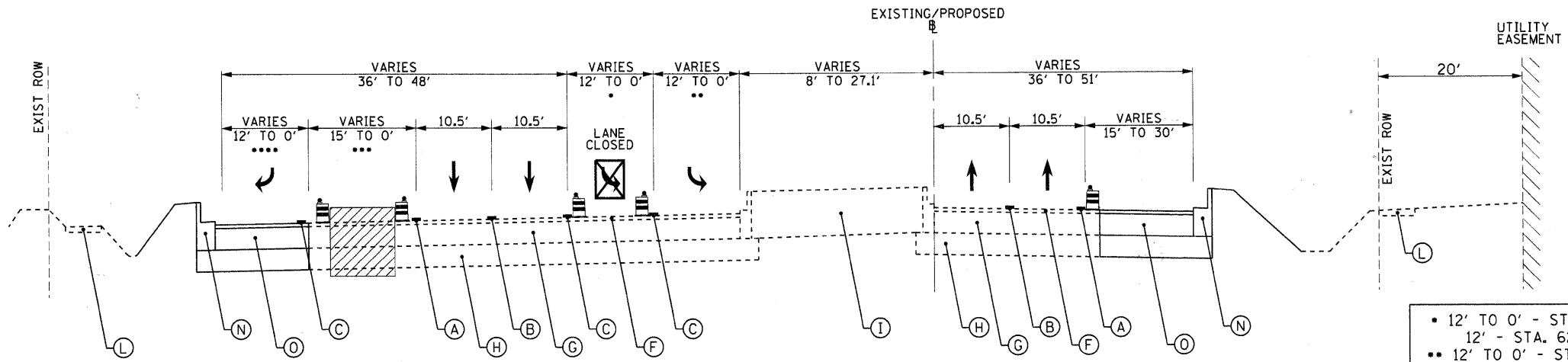
MAINTENANCE OF TRAFFIC STAGE 1			
SCALE: 1"=50'	SHEET NO. 2 OF 2 SHEETS	STA. 65+00.00 TO STA. 75+00.00	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	32
				CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT				



- 0' TO 12' - STA. 53+49.87 TO STA. 55+06.87
- 12' - STA. 55+06.87 TO STA. 61+16.78
- 0' TO 12' - STA. 55+06.87 TO STA. 56+61.42
- 12' - STA. 56+61.42 TO STA. 61+16.78
- 0' TO 12' - STA. 57+10.00 TO STA. 55+55.00
- 12' - STA. 55+55.00 TO STA. 54+05.60
- 0' TO 15' - STA. 56+24.25 TO STA. 58+11.00
- 15' - STA. 58+11.00 TO STA. 61+16.78
- 0' TO 12' - STA. 54+56.11 TO STA. 56+24.25
- 12' - STA. 56+24.25 TO STA. 61+16.78

STAGE 2 TRAFFIC
 RANDALL ROAD
 STA. 52+30.00 - STA. 61+16.78

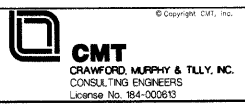


- 12' TO 0' - STA. 66+65.97 TO STA. 68+04.47
- 12' - STA. 62+74.00 TO STA. 66+65.97
- 12' TO 0' - STA. 68+04.47 TO STA. 69+22.86
- 12' - STA. 62+75.00 TO STA. 68+04.47
- 15' TO 0' - STA. 64+60.66 TO STA. 66+49.47
- 15' - STA. 62+75.00 TO STA. 64+60.66
- 15' - STA. 68+24.39 TO STA. 70+64.34
- 12' TO 0' - STA. 66+49.47 TO STA. 68+04.47
- 12' - STA. 62+75.00 TO STA. 66+49.47
- 12' - STA. 69+05.60 TO STA. 70+64.38

STAGE 2 TRAFFIC
 RANDALL ROAD
 STA. 62+75.00 - STA. 75+06.65

LEGEND	
(A) TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID, WHITE)	(I) EXISTING BARRIER MEDIAN
(B) TEMPORARY PAVEMENT MARKING - LINE 4" (SKIP-DASH, WHITE)	(J) EXISTING FLUSH MEDIAN
(C) TEMPORARY PAVEMENT MARKING - LINE 6" (SOLID, WHITE)	(K) EXISTING BITUMINOUS SHOULDER
(D) FULL DEPTH SAW CUTS	(L) EXISTING PCC SIDEWALK
(E) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	(M) PROPOSED PCC SIDEWALK
(F) EXISTING BITUMINOUS BINDER COURSE	(N) PROPOSED CURB & GUTTER
(G) EXISTING BITUMINOUS BASE COURSE	(O) COMPLETED PAVEMENT
(H) EXISTING AGGREGATE SUBGRADE	(P) COMPLETED SHOULDER
	↑ DIRECTION OF TRAFFIC
	▨ WORK ZONE
	- - - EXISTING PAVEMENT
	— PROPOSED PAVEMENT
	⊠ TRAFFIC CONTROL BARRELS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT @ 50' C-C ON TANGENT SECTIONS & 25' C-C ON TAPERS AND CURVES

FILE NAME = L:\M\NEC\092909\Draws\Exhibits\MoE\asement\CADD_Sheet\01-MOT_TYP-STAGE2.Ldgn

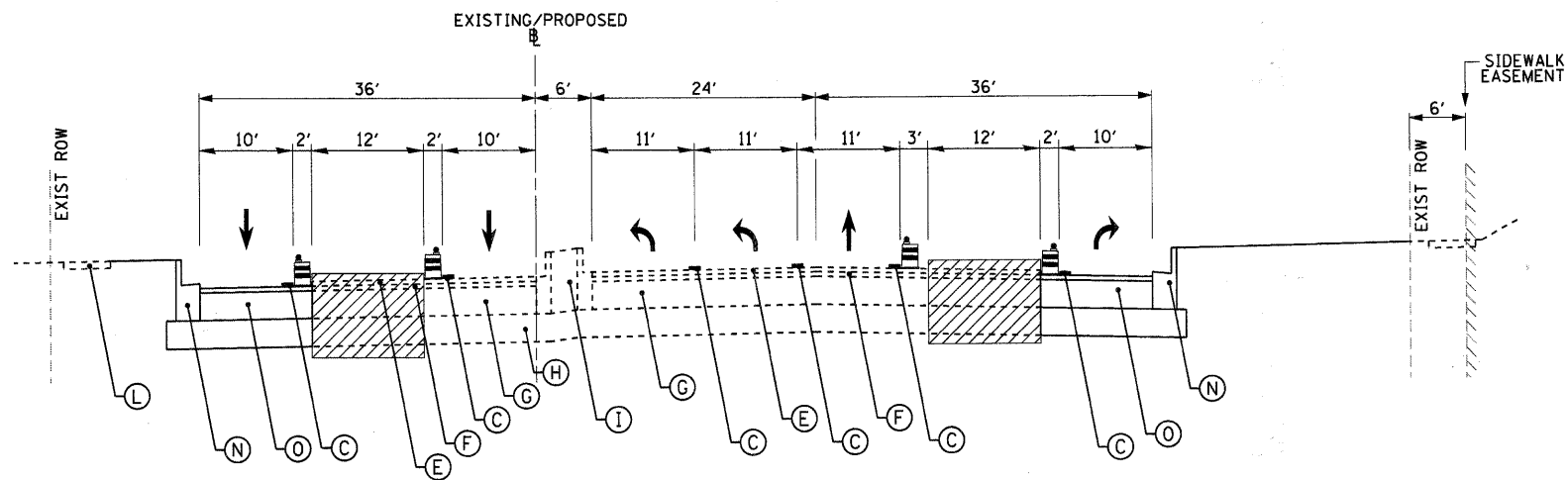


USER NAME = Matt Bolwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 10.0000" / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

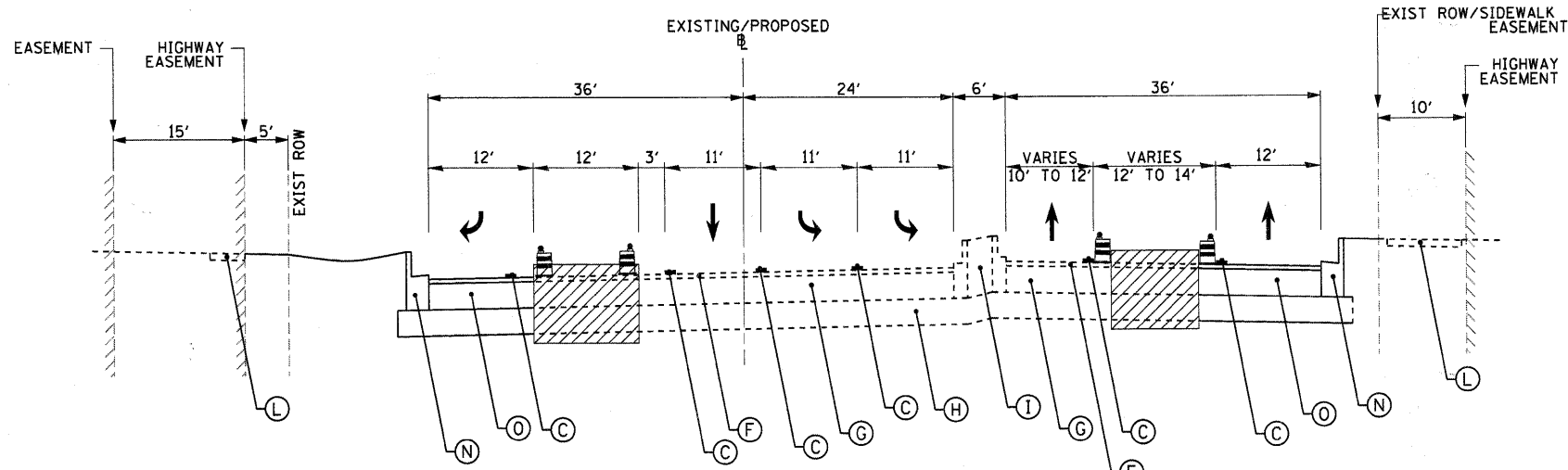
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

MAINTENANCE OF TRAFFIC - STAGE 2 RANDALL ROAD - TYPICAL SECTIONS	
SCALE: N/A	SHEET NO. 1 OF 1 SHEETS
STA. N/A	TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	33
				CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT				



STAGE 2 TRAFFIC
 FABYAN PARKWAY
 STA. 124+99.00 TO STA. 128+35.00



STAGE 2 TRAFFIC
 FABYAN PARKWAY
 STA. 130+04.00 TO STA. 133+61.61

LEGEND		
(A) TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID, WHITE)	(I) EXISTING BARRIER MEDIAN	↑ DIRECTION OF TRAFFIC
(B) TEMPORARY PAVEMENT MARKING - LINE 4" (SKIP-DASH, WHITE)	(J) EXISTING FLUSH MEDIAN	▨ WORK ZONE
(C) TEMPORARY PAVEMENT MARKING - LINE 6" (SOLID, WHITE)	(K) EXISTING CURB & GUTTER	- - - EXISTING PAVEMENT
(D) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	(L) EXISTING PCC SIDEWALK	— PROPOSED PAVEMENT
(E) EXISTING BITUMINOUS SURFACE COURSE	(M) PROPOSED PCC SIDEWALK	⊞ TRAFFIC CONTROL BARRELS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT @ 50' C-C ON TANGENT SECTIONS & 25' C-C ON TAPERS AND CURVES
(F) EXISTING BITUMINOUS BINDER COURSE	(N) PROPOSED CURB & GUTTER	
(G) EXISTING BITUMINOUS BASE COURSE	(O) COMPLETED PAVEMENT	
(H) EXISTING AGGREGATE SUBGRADE	(P) COMPLETED SHOULDER	

FILE NAME = I:\Narciso\09290803\Draw\Acadd_sheets\AR_MOT_TYP_STAGE2_3.dgn



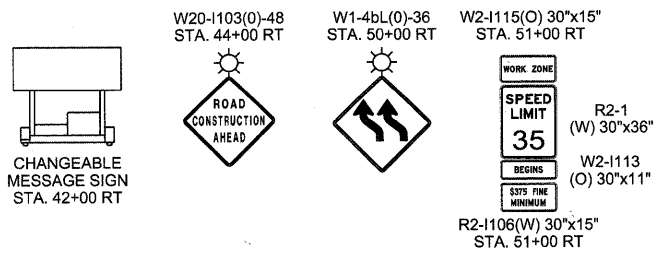
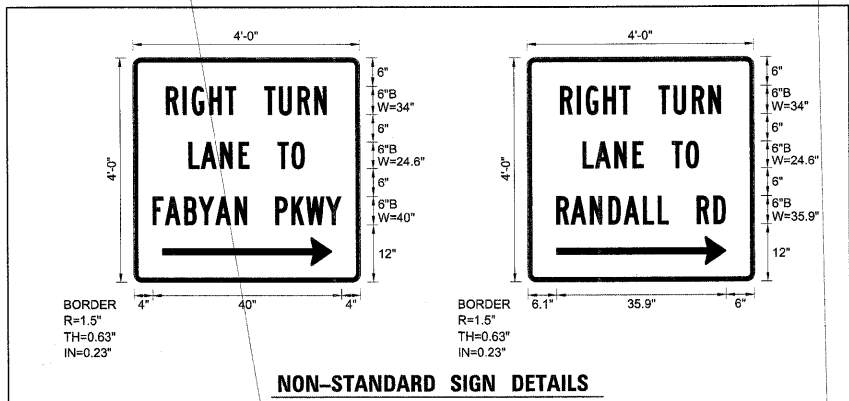
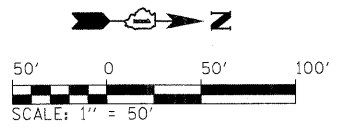
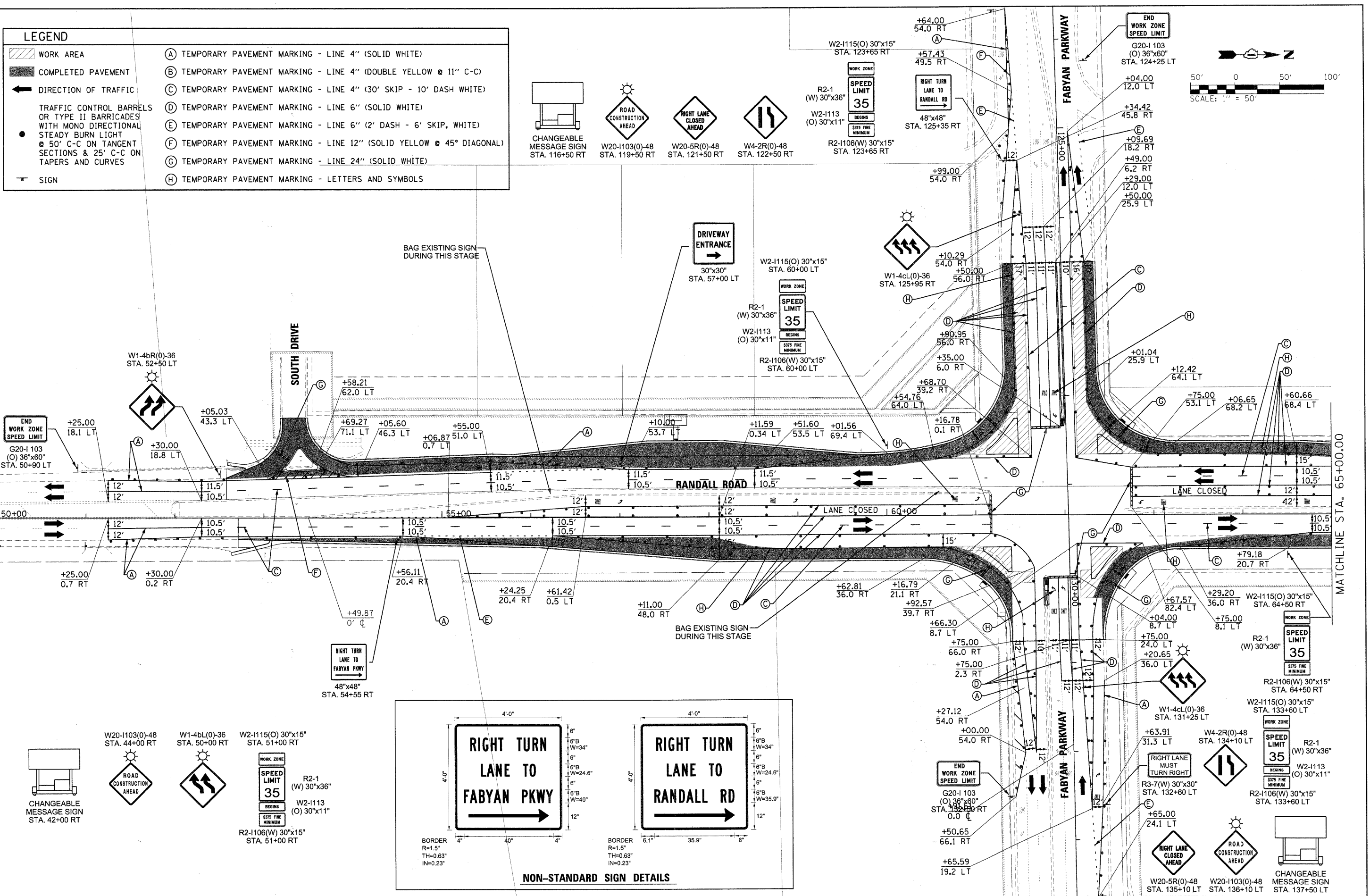
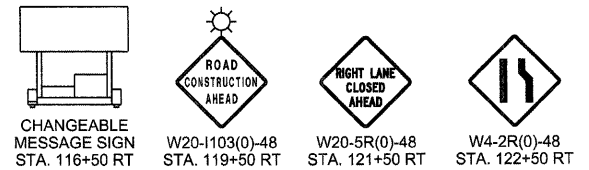
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 10,0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 12/29/2010	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC STAGE 2			
FABYAN PARKWAY - TYPICAL SECTIONS			
SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA. N/A	TO STA. N/A

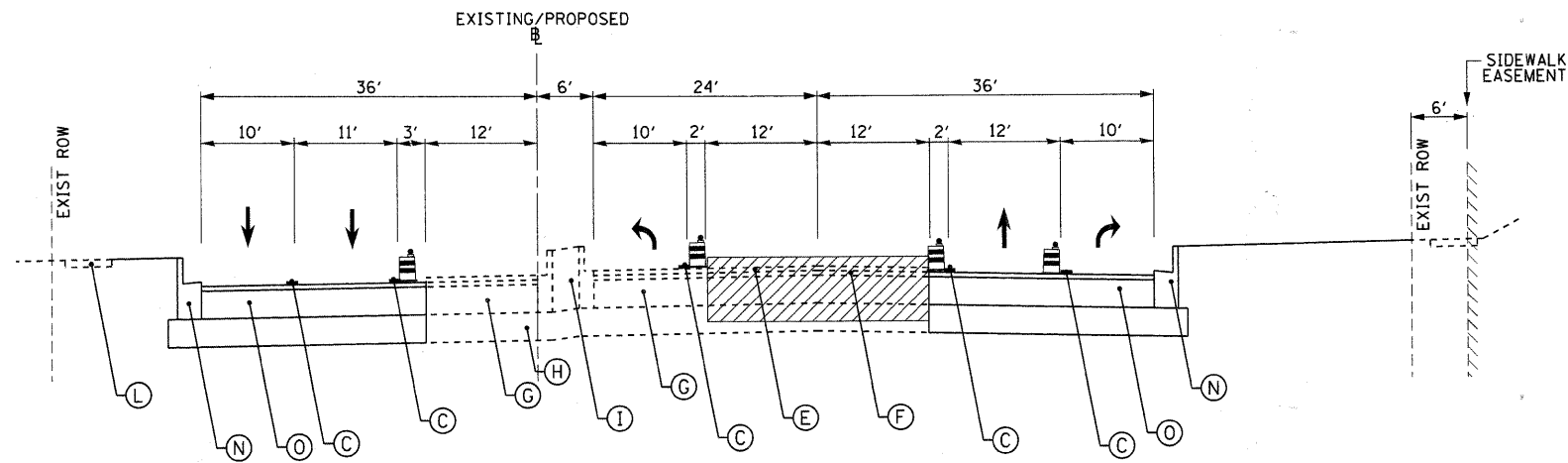
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	34
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

LEGEND	
	WORK AREA
	COMPLETED PAVEMENT
	DIRECTION OF TRAFFIC
	TRAFFIC CONTROL BARRELS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT @ 50' C-C ON TANGENT SECTIONS & 25' C-C ON TAPERS AND CURVES
	SIGN
(A)	TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID WHITE)
(B)	TEMPORARY PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW @ 11" C-C)
(C)	TEMPORARY PAVEMENT MARKING - LINE 4" (30' SKIP - 10' DASH WHITE)
(D)	TEMPORARY PAVEMENT MARKING - LINE 6" (SOLID WHITE)
(E)	TEMPORARY PAVEMENT MARKING - LINE 6" (2' DASH - 6' SKIP, WHITE)
(F)	TEMPORARY PAVEMENT MARKING - LINE 12" (SOLID YELLOW @ 45° DIAGONAL)
(G)	TEMPORARY PAVEMENT MARKING - LINE 24" (SOLID WHITE)
(H)	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS

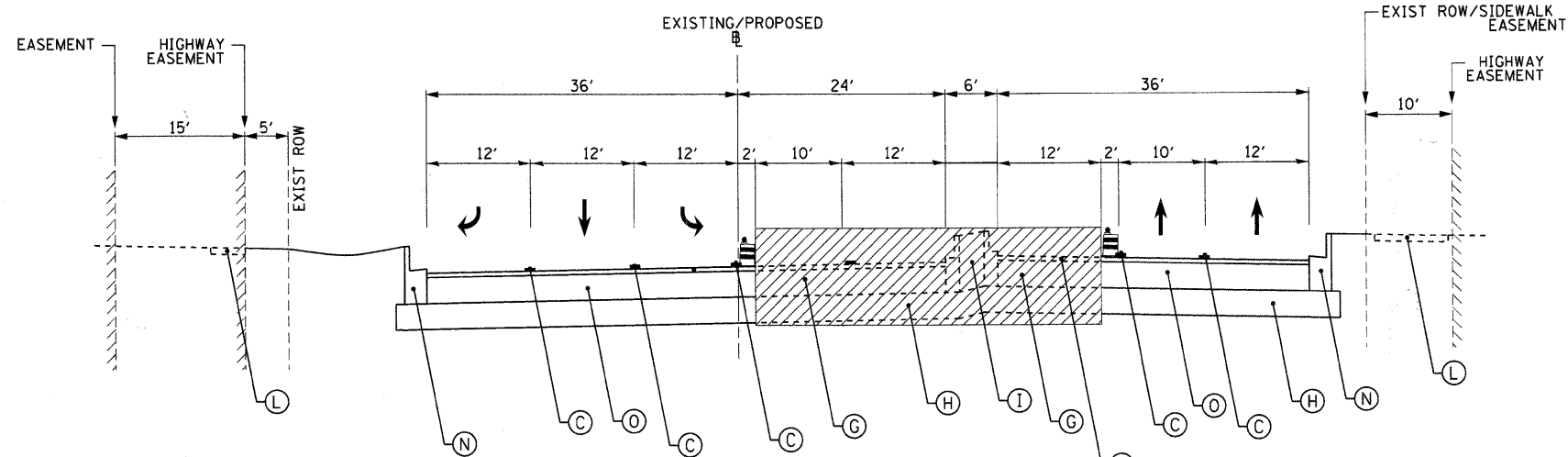


FILE NAME = ...
 -:\N:\E\CD\0925\6637\0-ork\A\k\ls\N\Environment\G\CD\Sheet\A\1\01\STAGE2.Ldgn

CMT CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000613	USER NAME = Matt Baldwin DESIGNED - PWK DRAWN - MCC CHECKED - KDF DATE - 12/29/2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC STAGE 2 SCALE: 1"=50' SHEET NO. 1 OF 2 SHEETS STA. 50+00.00 TO STA. 65+00.00	F.A.P. R.T.E. 336 SECTION 01-00269-00-CH COUNTY KANE TOTAL SHEETS 124 SHEET NO. 35 CONTRACT NO. 63533 ILLINOIS FED. AID PROJECT
---	---	--	---	---	---



STAGE 3 TRAFFIC
 FABYAN PARKWAY
 STA. 123+84.00 TO STA. 128+35.00



STAGE 3 TRAFFIC
 FABYAN PARKWAY
 STA. 129+75.39 TO STA. 133+80.00

LEGEND

- | | | |
|---|-----------------------------|--|
| (A) TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID, WHITE) | (I) EXISTING BARRIER MEDIAN | ↑ DIRECTION OF TRAFFIC |
| (B) TEMPORARY PAVEMENT MARKING - LINE 4" (SKIP-DASH, WHITE) | (J) EXISTING FLUSH MEDIAN | ▨ WORK ZONE |
| (C) TEMPORARY PAVEMENT MARKING - LINE 6" (SOLID, WHITE) | (K) EXISTING CURB & GUTTER | - - - EXISTING PAVEMENT |
| (D) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | (L) EXISTING PCC SIDEWALK | — PROPOSED PAVEMENT |
| (E) EXISTING BITUMINOUS SURFACE COURSE | (M) PROPOSED PCC SIDEWALK | ⏏ TRAFFIC CONTROL BARRELS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT @ 50' C-C ON TANGENT SECTIONS & 25' C-C ON TAPERS AND CURVES |
| (F) EXISTING BITUMINOUS BINDER COURSE | (N) PROPOSED CURB & GUTTER | |
| (G) EXISTING BITUMINOUS BASE COURSE | (O) COMPLETED PAVEMENT | |
| (H) EXISTING AGGREGATE SUBGRADE | (P) COMPLETED SHOULDER | |

FILE NAME = L:\A\11000\052909\Drawings\McEssement\CAD00_Sheet3a_IL_MOT_TYP_STAGE3_3.dgn



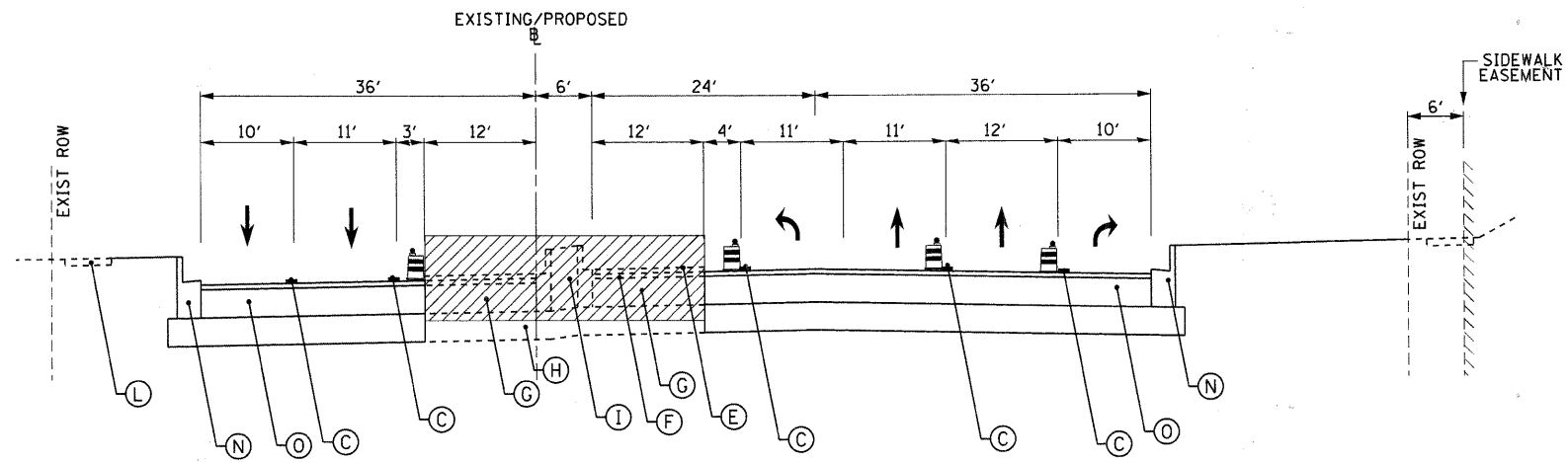
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 10,0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

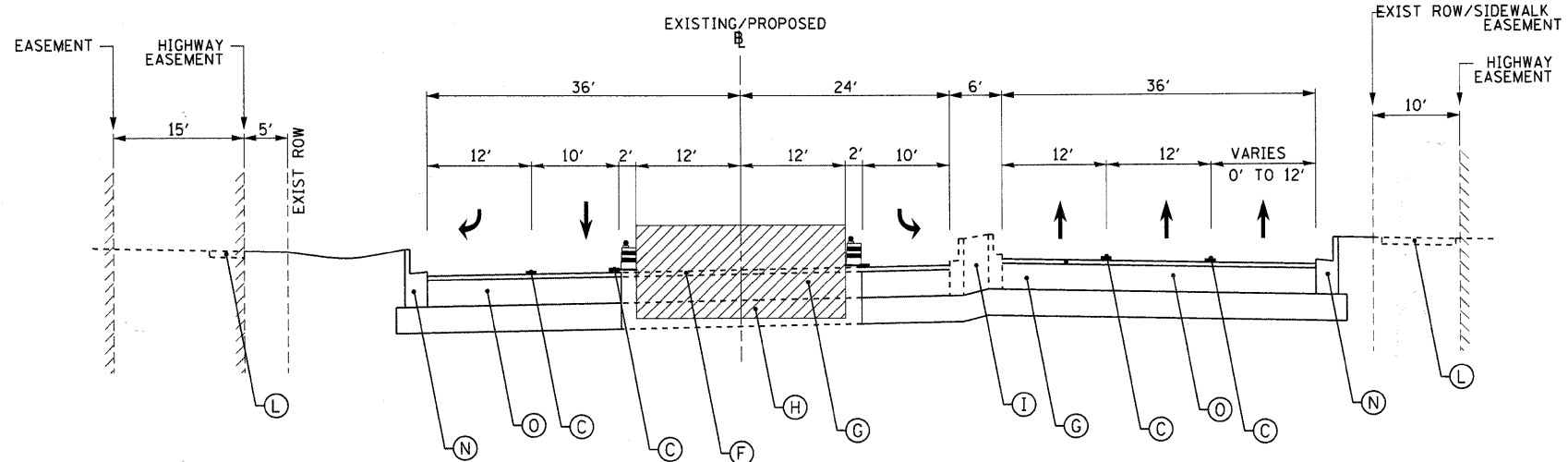
MAINTENANCE OF TRAFFIC - STAGE 3
 FABYAN PARKWAY - TYPICAL SECTIONS

SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	38
				CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT				



STAGE 4 TRAFFIC
 FABYAN PARKWAY
 STA. 123+84.00 TO STA. 128+35.00



STAGE 4 TRAFFIC
 FABYAN PARKWAY
 STA. 129+75.39 TO STA. 133+80.00

LEGEND

- | | | | |
|---|-----------------------------|------|--|
| (A) TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID, WHITE) | (I) EXISTING BARRIER MEDIAN | ↑ | DIRECTION OF TRAFFIC |
| (B) TEMPORARY PAVEMENT MARKING - LINE 4" (SKIP-DASH, WHITE) | (J) EXISTING FLUSH MEDIAN | ▨ | WORK ZONE |
| (C) TEMPORARY PAVEMENT MARKING - LINE 6" (SOLID, WHITE) | (K) EXISTING CURB & GUTTER | ---- | EXISTING PAVEMENT |
| (D) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH | (L) EXISTING PCC SIDEWALK | — | PROPOSED PAVEMENT |
| (E) EXISTING BITUMINOUS SURFACE COURSE | (M) PROPOSED PCC SIDEWALK | ⊞ | TRAFFIC CONTROL BARRELS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT @ 50' C-C ON TANGENT SECTIONS & 25' C-C ON TAPERS AND CURVES |
| (F) EXISTING BITUMINOUS BINDER COURSE | (N) PROPOSED CURB & GUTTER | | |
| (G) EXISTING BITUMINOUS BASE COURSE | (O) COMPLETED PAVEMENT | | |
| (H) EXISTING AGGREGATE SUBGRADE | (P) COMPLETED SHOULDER | | |

FILE NAME = L:\VMECD\092909\3.Dwg Exhibits\NoEasement\CARD-5\Sheet\N01.TIP-STAGE4_3.dgn



USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 10.0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE 4	
FABYAN PARKWAY - TYPICAL SECTIONS	
SCALE: N/A	SHEET NO. 1 OF 1 SHEETS
STA. N/A	TO STA. N/A

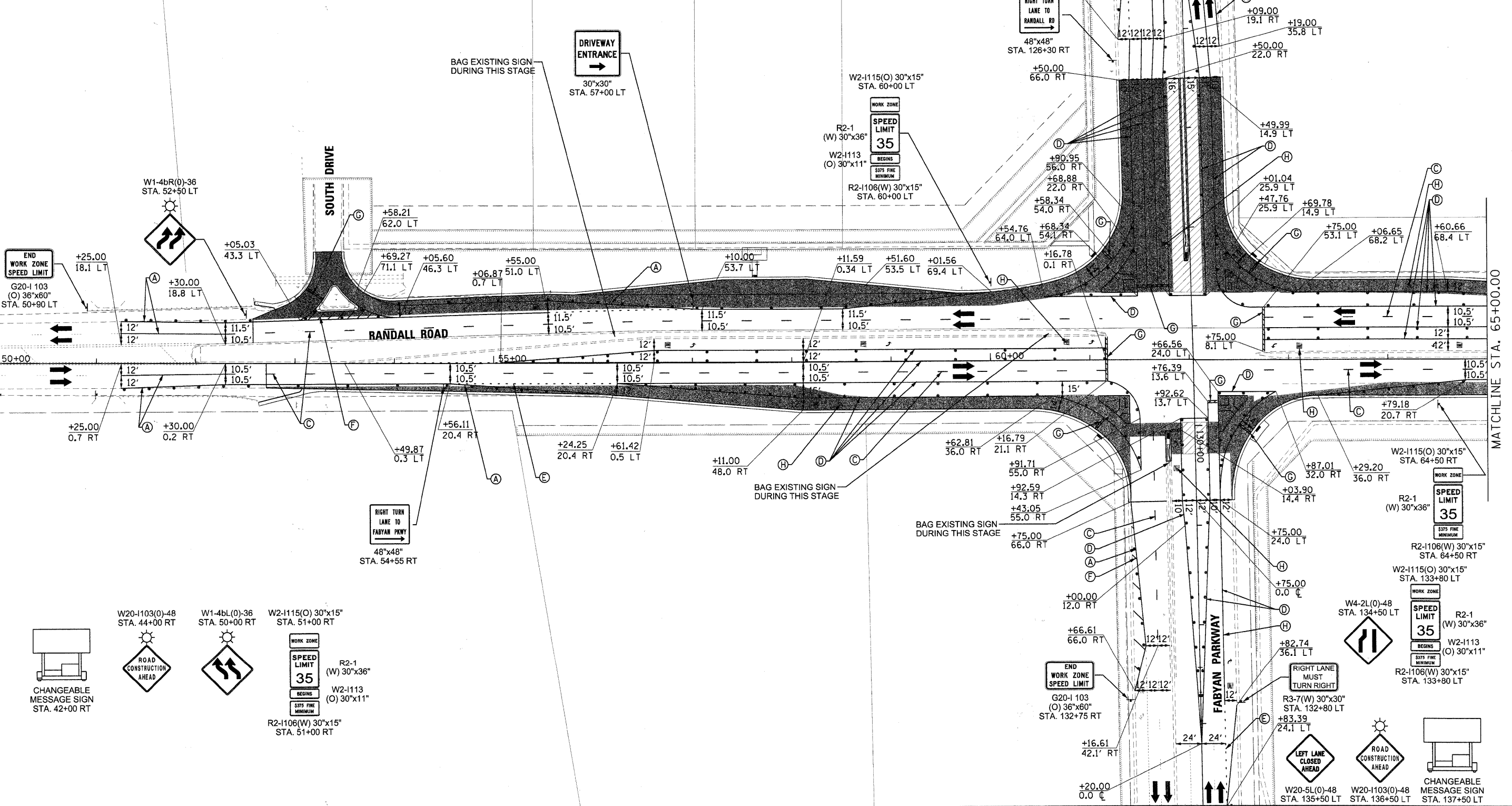
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	41
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

LEGEND

- WORK AREA
- COMPLETED PAVEMENT
- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL BARRELS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT @ 50' C-C ON TANGENT SECTIONS & 25' C-C ON TAPERS AND CURVES
- SIGN

- (A) TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- (B) TEMPORARY PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW @ 11" C-C)
- (C) TEMPORARY PAVEMENT MARKING - LINE 4" (30' SKIP - 10' DASH WHITE)
- (D) TEMPORARY PAVEMENT MARKING - LINE 6" (SOLID WHITE)
- (E) TEMPORARY PAVEMENT MARKING - LINE 6" (2' DASH - 6' SKIP, WHITE)
- (F) TEMPORARY PAVEMENT MARKING - LINE 12" (SOLID YELLOW @ 45° DIAGONAL)
- (G) TEMPORARY PAVEMENT MARKING - LINE 24" (SOLID WHITE)
- (H) TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS

CHANGEABLE MESSAGE SIGN STA. 116+50 RT
 ROAD CONSTRUCTION AHEAD STA. 119+50 RT
 LEFT LANE CLOSED AHEAD STA. 121+50 RT
 W4-2L(0)-48 STA. 122+50 RT
 W2-1115(O) 30"x15" STA. 123+65 RT
 R2-1 (W) 30"x36" STA. 123+65 RT
 W2-1113 (O) 30"x11" STA. 123+65 RT
 R2-1106(W) 30"x15" STA. 123+65 RT



CHANGEABLE MESSAGE SIGN STA. 42+00 RT

ROAD CONSTRUCTION AHEAD STA. 44+00 RT

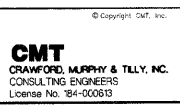
ROAD CONSTRUCTION AHEAD STA. 50+00 RT

W2-1115(O) 30"x15" STA. 51+00 RT

R2-1 (W) 30"x36" STA. 51+00 RT

W2-1113 (O) 30"x11" STA. 51+00 RT

R2-1106(W) 30"x15" STA. 51+00 RT



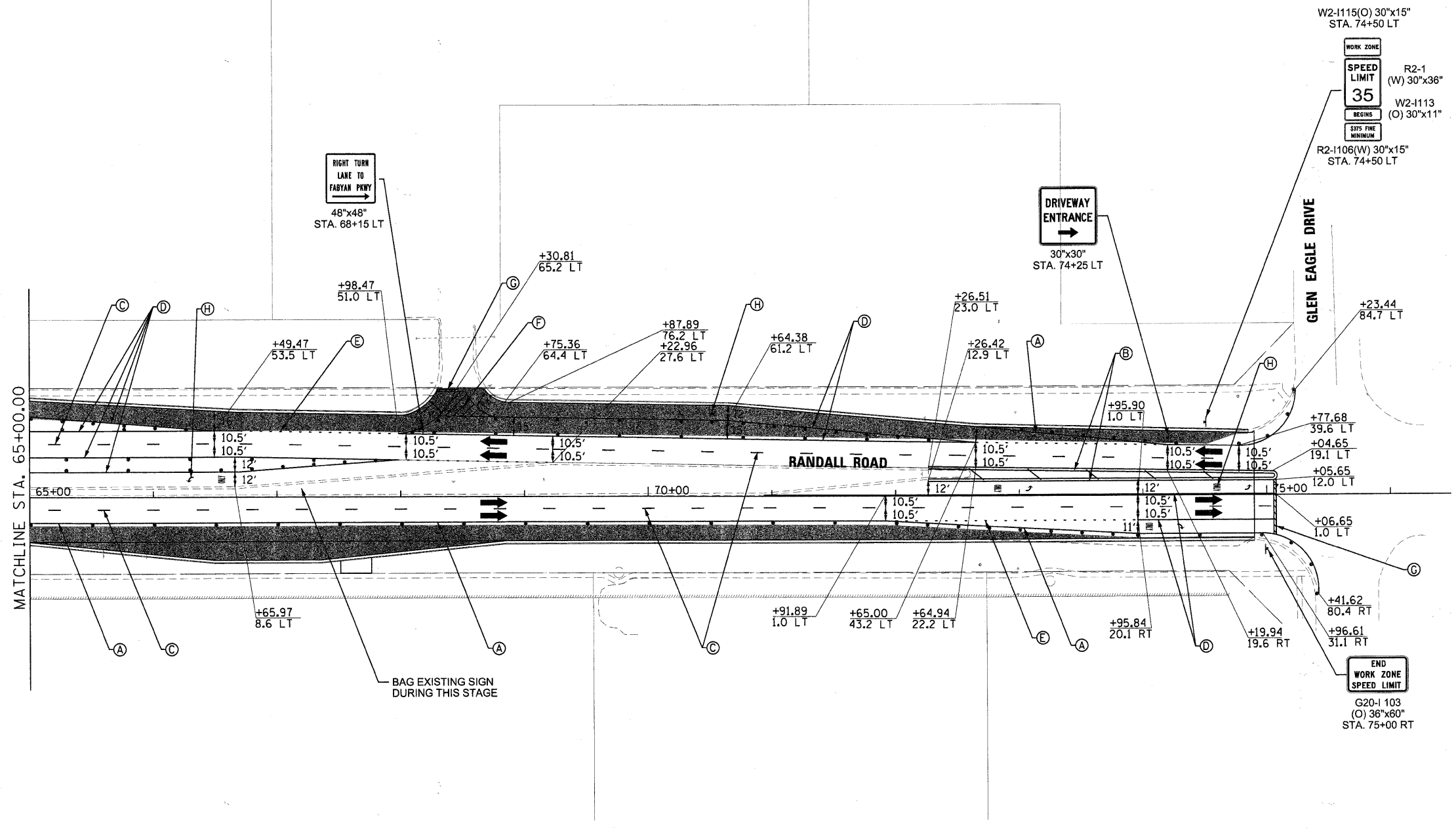
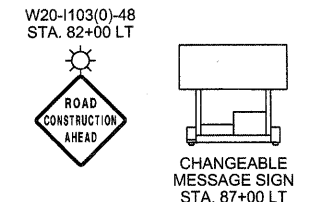
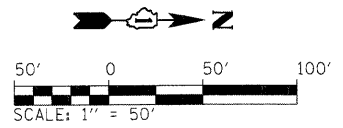
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
DRAWN - MCC	REVISED -	
CHECKED - KDF	REVISED -	
DATE - 12/29/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC STAGE 4
SCALE: 1"=50' SHEET NO. 1 OF 2 SHEETS STA. 50+00.00 TO STA. 65+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	42
				CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT				

FILE NAME = L:\VMECD\062903\062903.dwg; E:\hbb\vs\NoEstimate\CR000_Sheet to Plot_MOT_STAGE4.dwg



LEGEND	
	WORK AREA
	COMPLETED PAVEMENT
	DIRECTION OF TRAFFIC
	TRAFFIC CONTROL BARRELS OR TYPE II BARRICADES WITH MONO DIRECTIONAL STEADY BURN LIGHT @ 50' C-C ON TANGENT SECTIONS & 25' C-C ON TAPERS AND CURVES
	SIGN
(A)	TEMPORARY PAVEMENT MARKING - LINE 4" (SOLID WHITE)
(B)	TEMPORARY PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW @ 11" C-C)
(C)	TEMPORARY PAVEMENT MARKING - LINE 4" (30' SKIP - 10' DASH WHITE)
(D)	TEMPORARY PAVEMENT MARKING - LINE 6" (SOLID WHITE)
(E)	TEMPORARY PAVEMENT MARKING - LINE 6" (2' DASH - 6' SKIP, WHITE)
(F)	TEMPORARY PAVEMENT MARKING - LINE 12" (SOLID YELLOW @ 45° DIAGONAL)
(G)	TEMPORARY PAVEMENT MARKING - LINE 24" (SOLID WHITE)
(H)	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS

FILE NAME = L:\KANE\CD\022609\Draws\Exhibits\Main\Exhibit\CD00_Sheets\01-001_STA65A_2.dgn



USER NAME = Matt Balowin
 PLOT SCALE = 50,0000 / IN.
 PLOT DATE = 2/7/2011

DESIGNED - PWK
 DRAWN - MCC
 CHECKED - KDF
 DATE - 12/29/2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

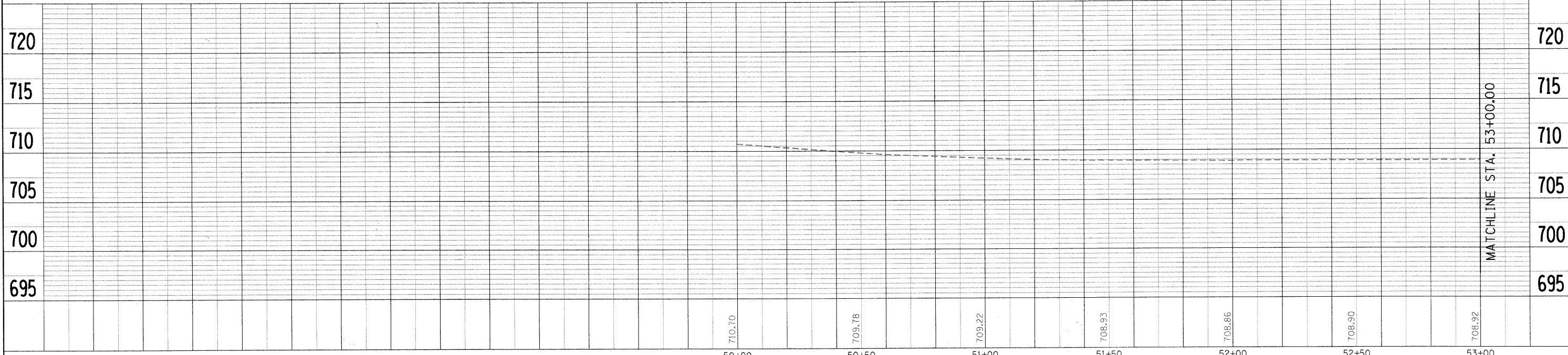
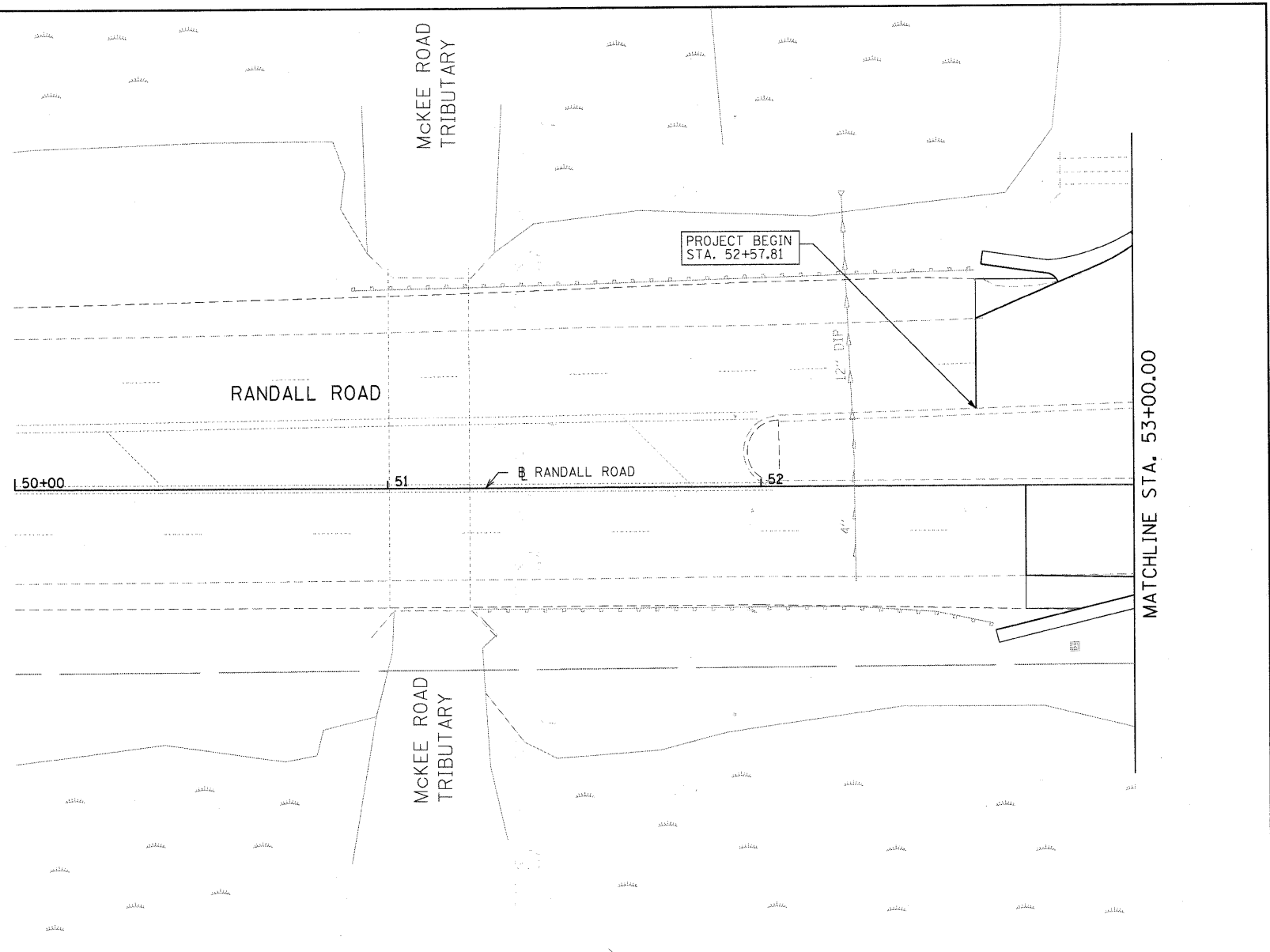
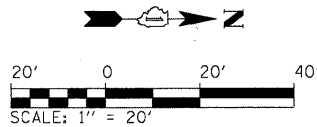
MAINTENANCE OF TRAFFIC STAGE 4

SCALE: 1"=50' SHEET NO. 2 OF 2 SHEETS STA. 65+00.00 TO STA. 75+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	43
				CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT				

PLAN	REVISIONS	CHECKED	DATE
NOTE BOOK NO.	ALIGNED	NO.	
CADD FILE NAME	FILED		

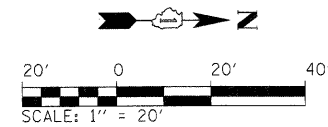
PROFILE	REVISIONS	CHECKED	DATE
NOTE BOOK NO.	GRADES	NO.	
STRUCTURE NOTATIONS	FILED		



FILE NAME = J:\kennecott\0923603\dr\sh\cadd\sheet\sr_dr_01.dgn

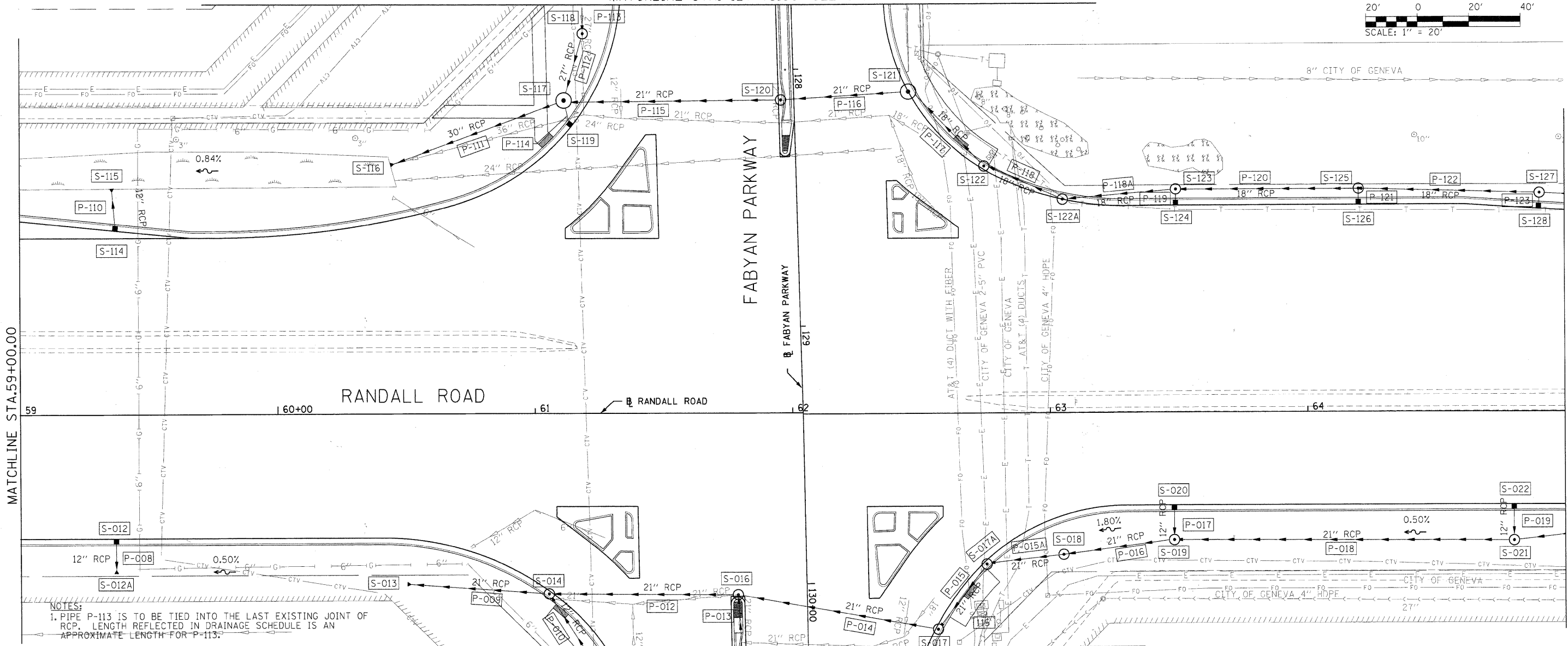
 CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 084-000813	USER NAME = Matt Baldwin DESIGNED - PWK DRAWN - ERD CHECKED - KDF DATE - 12/29/2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UTILITY PLAN	F.A.P. RTE. 336 SECTION 01-00269-00-CH COUNTY KANE TOTAL SHEETS 124 SHEET NO. 44	CONTRACT NO. 63533 ILLINOIS FED. AID PROJECT
	PLOT SCALE = 20.0000' / 1" IN. PLOT DATE = 12/29/2010	SCALE: 20'H 5'V SHEET NO. 1 OF 6 SHEETS STA. 50+00.00 TO STA. 53+00.00				

MATCHLINE STA. 127+75.00 (SEE SHEET NO. 49)



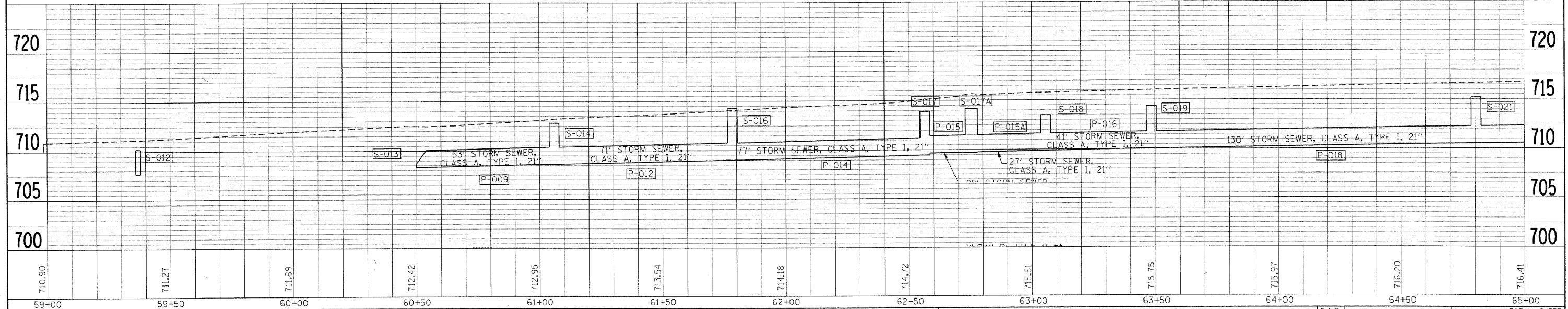
PLAN	SURVEYED	DATE
	ALIGNED	
	NOTED	
	BY	

PROFILE	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	



NOTES:
 1. PIPE P-113 IS TO BE TIED INTO THE LAST EXISTING JOINT OF RCP. LENGTH REFLECTED IN DRAINAGE SCHEDULE IS AN APPROXIMATE LENGTH FOR P-113.

MATCHLINE STA. 130+25.00 (SEE SHEET NO. 49)



FILE NAME: L:\NCECO\929203\Drawn\shhs\us\NCE\document\4000_Sheets\PLR_03.dwg
 CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000613

USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 20.0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE = 12/29/2010	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

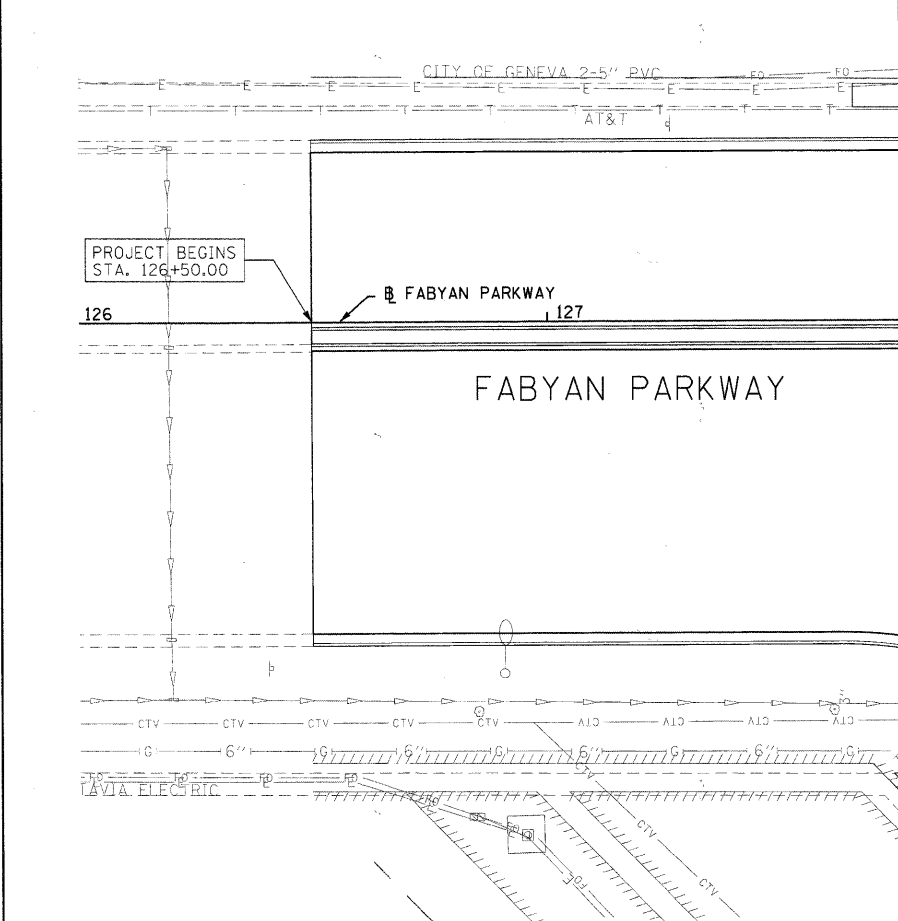
DRAINAGE AND UTILITY PLAN
 SCALE: 20'H 5'V SHEET NO. 3 OF 6 SHEETS STA. 59+00.00 TO STA. 65+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	46
CONTRACT NO. 63533				ILLINOIS FED. AID PROJECT

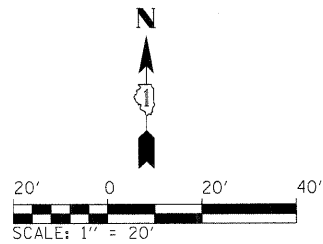
PLAN	REVISION	DATE
NO.	NO.	NO.
BY	BY	BY
DATE	DATE	DATE

PROFILE	REVISION	DATE
NO.	NO.	NO.
BY	BY	BY
DATE	DATE	DATE

FILE NAME = L:\KANE\CO\202\6093\Dr-04\Exhibit\Site\Assessments\CADD_Sheets\DR_06.dwg

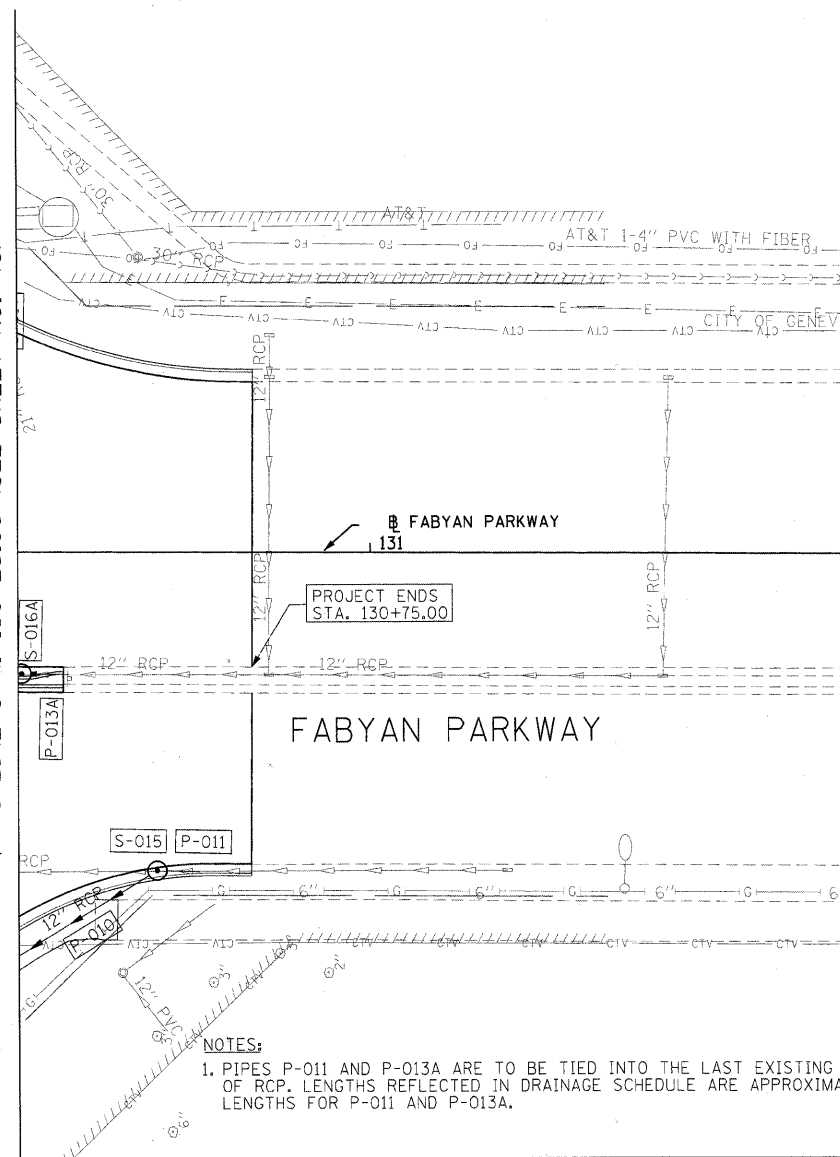


MATCHLINE STA. 127+75.00 (SEE SHEET NO. 46)

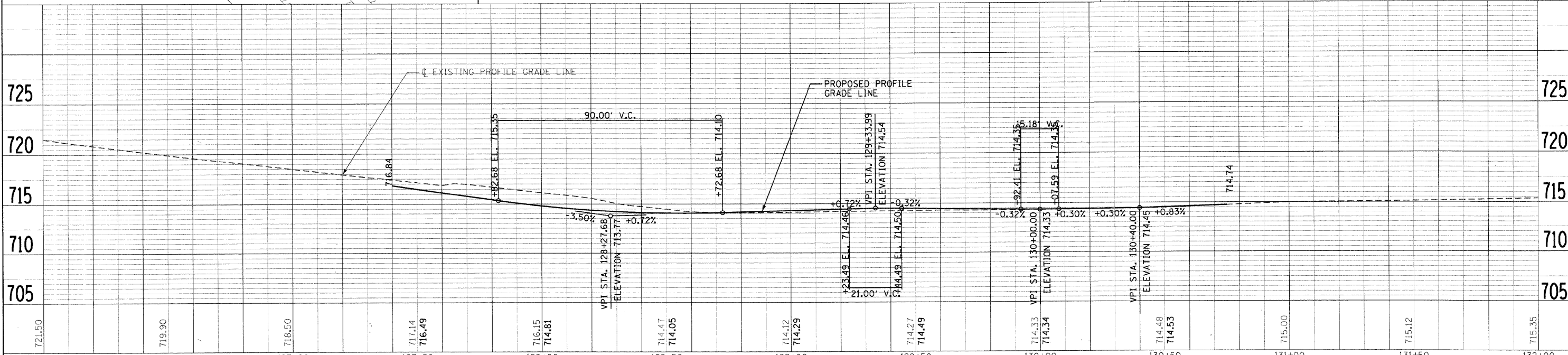


SEE DRAINAGE AND UTILITY SHEET 46 FOR DRAINAGE INFORMATION

MATCHLINE STA. 130+25.00 (SEE SHEET NO. 46)



NOTES:
1. PIPES P-011 AND P-013A ARE TO BE TIED INTO THE LAST EXISTING JOINT OF RCP. LENGTHS REFLECTED IN DRAINAGE SCHEDULE ARE APPROXIMATE LENGTHS FOR P-011 AND P-013A.



CMT
CRAWFORD, MURPHY & TULLY, INC.
CONSULTING ENGINEERS
License No. 984-000613

USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 20.0000' / 1"	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

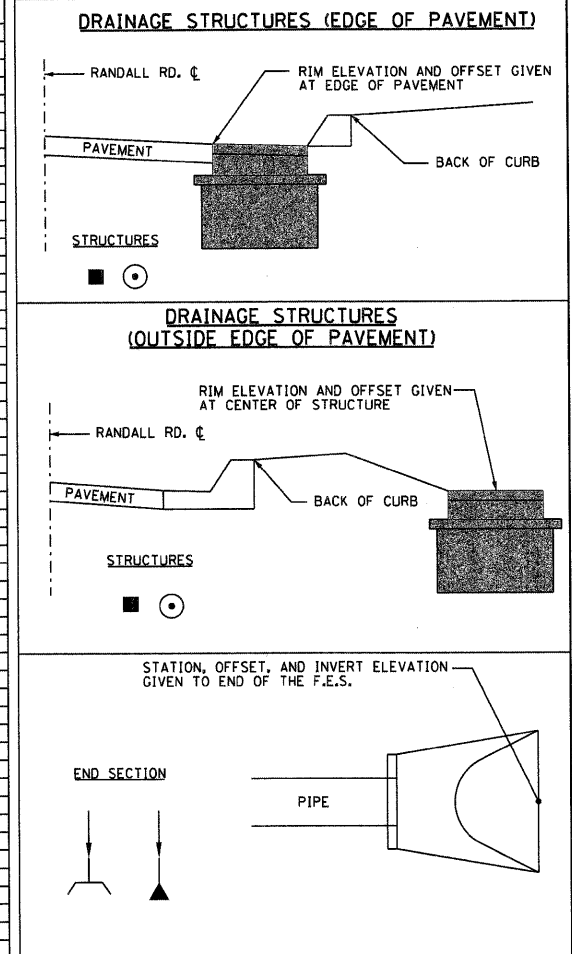
DRAINAGE AND UTILITY PLAN

SCALE: 20' H 5' V SHEET NO. 6 OF 6 SHEETS STA. TO STA.

F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 49
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

PROPOSED DRAINAGE STRUCTURE SCHEDULE - EAST SIDE OF RANDALL ROAD										
STRUCTURE NO.	TYPE	STATION	OFFSET	RIM ELEV.	INVERT (N)	INVERT (S)	INVERT (E)	INVERT (W)	FRAMES & GRATES	CONCRETE HEADWALL
S-001	INLET, TY A	53+45	25.8' RT	708.47			705.60		TY 24 FR & GR	
S-002	12" END SECTION	53+45	46.7' RT				705.50			12" E.S.
S-003	INLET, TY A	54+05	26.9' RT	708.55			705.75		TY 24 FR & GR	
S-004	12" END SECTION	54+05	45.9' RT				705.65			12" E.S.
S-005	INLET, TY A	54+75	28.2' RT	708.65			705.90		TY 24 FR & GR	
S-006	12" END SECTION	54+75	46.4' RT				705.80			12" E.S.
S-007	12" END SECTION	55+46	48.5' RT				705.80			12" E.S.
S-008	INLET, TY A	55+46	29.9' RT	708.79			705.88		TY 24 FR & GR	
S-009	INLET, TY A	56+74	36.6' RT	709.13			706.39		TY 24 FR & GR	
S-009A	12" END SECTION	56+74	51.5' RT				706.33			12" E.S.
S-010	INLET, TY A	57+44	42.4' RT	709.23			706.72		TY 24 FR & GR	
S-010A	12" END SECTION	57+44	56.5' RT				706.67			12" E.S.
S-011	INLET, TY A	58+15	48.0' RT	709.34			707.08		TY 24 FR & GR	
S-011A	12" END SECTION	58+15	61.0' RT				707.03			12" E.S.
S-012	INLET, TY A	59+37	48.0' RT	710.20			707.69		TY 24 FR & GR	
S-012A	12" END SECTION	59+37	61.5' RT				707.64			12" E.S.
S-013	21" F.E.S.	60+50	66.0' RT		708.20					21" F.E.S.
S-014	MH TY A 5' DIA., TY 24 OPEN	61+06	69.2' RT	712.68	708.48	708.48	TBD		TY 24 FR & GR	
S-015	MH TY A 5' DIA., TY 24 OPEN	130+55	66.8' RT	713.90	TBD	TBD			TY 24 FR & GR	
S-016	MH TY A 5' DIA., TY 1 CLOSED	130+04	26.8' RT	714.10	708.86	708.86	TBD		TY 1 CLOSED	
S-017	MH TY A 5' DIA., TY 24 OPEN	130+19	49.6' LT	713.68	709.36	709.26			TY 24 FR & GR	
S-017A	MH TY A 5' DIA., TY 24 OPEN	62+75	57.54' RT	713.94	709.50	709.50			TY 24 FR & GR	
S-018	MH TY A 5' DIA., TY 8	63+05	55.0' RT	713.25	709.64	709.64			TY 8 GR	
S-019	MH TY A 5' DIA., TY 8	63+48	49.5' RT	714.10	709.78	709.78	711.36		TY 8 GR	
S-020	INLET, TY A	63+48	36.0' RT	714.97			711.47		TY 24 FR & GR	
S-021	MH TY A 5' DIA., TY 8	64+80	50.0' RT	714.80	710.17	710.17	711.89		TY 8 GR	
S-022	INLET, TY A	64+80	36.0' RT	715.55			712.00		TY 24 FR & GR	
S-023	MH TY A 5' DIA., TY 24 OPEN	65+50	41.0' RT	715.70	710.35	710.35			TY 24 FR & GR	
S-024	MH TY A 5' DIA., TY 24 OPEN	66+20	47.9' RT	715.75	710.52	710.52	711.71		TY 24 FR & GR	
S-025	INLET, TY A	66+20	56.0' RT	714.50			711.76		TY 8 GR	
S-026	MH TY A 5' DIA., TY 24 OPEN	67+00	50.9' RT	715.87	710.72	710.72	711.91		TY 24 FR & GR	
S-027	INLET, TY A	67+00	57.0' RT	714.60			711.96		TY 8 GR	
S-028	MH TY A 4' DIA., TY 24 OPEN	67+84	45.8' RT	716.14	710.95	710.95			TY 24 FR & GR	
S-029	MH TY A 4' DIA., TY 8	68+35	49.3' RT	715.20	711.13	711.13	712.70		TY 8 GR	
S-030	INLET, TY A	68+35	40.6' RT	716.30			712.76		TY 24 FR & GR	
S-031	MH TY A 4' DIA., TY 8	68+95	46.0' RT	715.60	711.31	711.31	712.84		TY 8 GR	
S-032	INLET, TY A	68+95	35.6' RT	716.51			712.91		TY 24 FR & GR	
S-033	MH TY A 4' DIA., TY 8	69+55	49.0' RT	715.40	711.49	711.49	712.80		TY 8 GR	
S-034	INLET, TY A	69+55	35.5' RT	716.59			712.90		TY 24 FR & GR	
S-035	MH TY A 4' DIA., TY 8	70+15	50.0' RT	715.40	711.67	711.67	712.86		TY 8 GR	
S-036	INLET, TY A	70+15	35.4' RT	716.67			712.97		TY 24 FR & GR	
S-037	MH TY A 4' DIA., TY 8	70+75	50.0' RT	715.60		711.85	711.85		TY 8 GR	
S-038	MH TY A 4' DIA., TY 24 OPEN	70+75	35.3' RT	716.72	711.91	711.91			TY 24 FR & GR	
S-039	INLET, TY A	71+35	35.3' RT	716.74		712.21			TY 24 FR & GR	
S-040	INLET, TY A	71+95	35.1' RT	716.72	713.50				TY 24 FR & GR	
S-041	MH TY A 4' DIA., TY 24 OPEN	72+55	35.0' RT	716.95	713.20	713.20			TY 24 FR & GR	
S-042	MH TY A 5' DIA., TY 24 OPEN	72+98	35.0' RT	717.17	713.34	713.00	712.73	712.73	TY 24 FR & GR	
S-043	MH TY A 4' DIA., TY 24 OPEN	73+65	34.9' RT	717.25	713.68	713.68			TY 24 FR & GR	
S-044	INLET, TY A	74+30	34.9' RT	717.34		714.00			TY 24 FR & GR	
S-045	30" EO, PRECAST REIN. CONC. ELLIPTICAL F.E.S.	72+99	58.3' RT		712.66					30" EO, ELLIPTICAL F.E.S.

PROPOSED DRAINAGE PIPE SCHEDULE - EAST SIDE OF RANDALL ROAD									
STRUCTURE NO.	FROM	TO	SIZE	LENGTH	SLOPE	TYPE	TRENCH BACK FILL (CY)		
P-001	S-001	S-002	12"	18'	0.50%	SS CL A, TY1, 12"			
P-002	S-003	S-004	12"	16'	0.50%	SS CL A, TY1, 12"			
P-003	S-005	S-006	12"	15'	0.50%	SS CL A, TY1, 12"			
P-004	S-008	S-007	12"	15'	0.50%	SS CL A, TY1, 12"			
P-005	S-009	S-009A	12"	11'	0.50%	SS CL A, TY1, 12"			
P-006	S-010	S-010A	12"	10'	0.50%	SS CL A, TY1, 12"			
P-007	S-011	S-011A	12"	9'	0.50%	SS CL A, TY1, 12"			
P-008	S-012	S-012A	12"	9'	0.50%	SS CL A, TY1, 12"			
P-009	S-014	S-013	21"	53'	0.50%	SS CL A, TY1, 21"			
P-010	S-015	S-014	12"	60'	TBD	SS CL A, TY1, 12"			
P-011	EXIST.	S-015	12"	8'	EXIST.	SS CL A, TY1, 12"			
P-012	S-016	S-014	21"	71'	0.50%	SS CL A, TY1, 21"			
P-013	EXIST.	S-016	21"	8'	EXIST.	SS CL A, TY1, 21"			
P-014	S-017	S-016	21"	77'	0.50%	SS CL A, TY1, 21"			
P-015	S-017A	S-017	21"	28'	0.50%	SS CL A, TY1, 21"			
P-015A	S-018	S-017A	21"	27'	0.50%	SS CL A, TY1, 21"			
P-016	S-019	S-018	21"	41'	0.30%	SS CL A, TY1, 21"			
P-017	S-020	S-019	12"	11'	1.00%	SS CL A, TY1, 12"			
P-018	S-021	S-019	21"	130'	0.30%	SS CL A, TY1, 21"			
P-019	S-022	S-021	12"	11'	1.00%	SS CL A, TY1, 12"			
P-020	S-023	S-021	21"	68'	0.25%	SS CL A, TY1, 21"			
P-021	S-024	S-023	21"	68'	0.25%	SS CL A, TY1, 21"			
P-022	S-025	S-024	12"	5'	1.00%	SS CL A, TY1, 12"			
P-023	S-026	S-024	21"	78'	0.25%	SS CL A, TY1, 21"			
P-024	S-027	S-026	12"	5'	1.00%	SS CL A, TY1, 12"			
P-025	S-028	S-026	18"	80'	0.29%	SS CL A, TY1, 18"			
P-026	S-029	S-028	18"	47'	0.38%	SS CL A, TY1, 18"			
P-027	S-030	S-029	12"	5'	1.00%	SS CL A, TY1, 12"			
P-028	S-031	S-029	18"	56'	0.32%	SS CL A, TY1, 18"			
P-029	S-032	S-031	12"	7'	1.00%	SS CL A, TY1, 12"			
P-030	S-033	S-031	18"	58'	0.30%	SS CL A, TY1, 18"			
P-031	S-034	S-033	12"	10'	1.00%	SS CL A, TY1, 12"			
P-032	S-035	S-033	18"	58'	0.30%	SS CL A, TY1, 18"			
P-033	S-036	S-035	12"	11'	1.00%	SS CL A, TY1, 12"			
P-034	S-037	S-035	18"	58'	0.30%	SS CL A, TY1, 18"			
P-035	S-038	S-037	12"	11'	0.50%	SS CL A, TY1, 12"			
P-036	S-039	S-038	12"	58'	0.50%	SS CL A, TY1, 12"			
P-037	S-040	S-041	12"	58'	0.50%	SS CL A, TY1, 12"			
P-038	S-041	S-042	12"	41'	0.50%	SS CL A, TY1, 12"			
P-039	S-043	S-042	12"	65'	0.50%	SS CL A, TY1, 12"			
P-040	S-044	S-043	12"	63'	0.50%	SS CL A, TY1, 12"			
P-041	EXIST.	S-042	38"x24"	8'	0.27%	SS CL A, TY1, SPAN 38" RISE 24"			
P-042	S-042	S-045	38"x24"	14'	0.27%	SS CL A, TY1, SPAN 38" RISE 24"			



NOTES: 1. INVERTS LABELED TBD (TO BE DETERMINED) NEED TO BE FIELD VERIFIED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT ENGINEER
 2. ANY PIPE SLOPES LABELED EXIST. SHOULD BE PLACED TO MATCH THE SLOPE OF THE EXISTING PIPE.

FILE NAME: L:\KANE\CO_01\200603\01-00-000000.dwg
 USER: C:\Users\kane\Documents\Projects\01-00-000000.dwg
 DATE: 2/7/2011



USER NAME = Matt Baldwin
 PLOT SCALE = 20.0000' / 1" IN.
 PLOT DATE = 2/7/2011

DESIGNED - PWK
 DRAWN - ERD
 CHECKED - KDF
 DATE - 12/29/2010

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RANDALL ROAD - DRAINAGE SCHEDULE

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 50
ILLINOIS FED. AID PROJECT				CONTRACT NO. 63533

PROPOSED DRAINAGE STRUCTURE SCHEDULE - WEST SIDE OF RANDALL ROAD

STRUCTURE NO.	TYPE	STATION	OFFSET	RIM ELEV.	INVERT (N)	INVERT (S)	INVERT (E)	INVERT (W)	FRAMES & GRATES	CONCRETE HEADWALL
*S-101	MH TY A 4' DIA., TY 24 OPEN	54+01	62.9' LT	707.84					TY 24 FR & GR	
S-102	12" F.E.S.	54+24	78.0' LT			704.10				12" F.E.S.
S-103	MH TY A 4' DIA., TY 24 FRAME AND GRATE	54+75	66.1' LT	707.90	704.36	704.36			TY 24 FR & GR	
S-104	MH TY A 4' DIA., TY 24 OPEN	55+45	68.8' LT	708.03	704.70	704.70			TY 24 FR & GR	
S-105	INLET, TY A	56+81	68.7' LT	708.16		704.86			TY 24 FR & GR	
S-106	INLET, TY A, TYPE 24 FRAME AND GRATE	56+57	76.0' LT	708.21			705.25		TY 24 FR & GR	
S-107	12" F.E.S.	56+55	91.2' LT				705.15			12" F.E.S.
S-108	INLET, TY A, TYPE 24 FRAME AND GRATE	57+33	83.5' LT	708.42			705.97		TY 24 FR & GR	
S-109	12" F.E.S.	57+33	98.0' LT				705.87			12" F.E.S.
S-110	30" EQ. PRECAST REIN. CONC. ELLIPTICAL F.E.S.	57+47	99.0' LT				705.97			30" EQ. ELLIPTICAL F.E.S.
S-111	30" EQ. PRECAST REIN. CONC. ELLIPTICAL F.E.S.	57+79	99.0' LT		706.18					30" EQ. ELLIPTICAL F.E.S.
S-112	INLET, TY A, TYPE 24 FRAME AND GRATE	58+15	83.5' LT	708.88			706.59		TY 24 FR & GR	
S-113	12" F.E.S.	58+15	91.0' LT				706.50			12" F.E.S.
S-114	INLET, TY A, TYPE 24 FRAME AND GRATE	59+37	70.6' LT	709.92			707.50		TY 24 FR & GR	
S-115	12" F.E.S.	59+44	87.0' LT				707.40			12" F.E.S.
S-116	30" F.E.S.	60+44	96.7' LT			708.40				30" F.E.S.
S-117	MH TY A 6' DIA., TY 1 FRAME, CLOSED LID	61+11	121.7' LT	713.80	708.80	708.70	710.06	708.80	TY 1 FR & CL	
**S-118	MH TY A 5' DIA., TY 1 CLOSED	127+84	81.4' LT	714.85			708.90	710.00	TY 1 FR & CL	
S-119	INLET, TY A	61+15	111.9' LT	713.10			710.06		TY 24 FR & GR	
S-120	MH TY A 5' DIA., TY 24 OPEN	61+95	121.7' LT	714.50	709.13	709.13			TY 24 FR & GR	
***S-121	MH TY A 6' DIA., TY 24	62+45	125.2' LT	713.80	709.41	709.31			TY 24 FR & GR	
S-122	MH TY A 5' DIA., TY 24	62+74	94.8' LT	713.50	709.70	709.60			TY 24 FR & GR	
S-122A	MH TY A 4' DIA., TY 24	63+05	82.8' LT	713.80	709.85	709.85			TY 24 FR & GR	
S-123	MH TY A 4' DIA., TY 8	63+49	86.5' LT	714.20	710.05	710.05	711.50		TY 8 GR	
S-124	INLET, TY A	63+49	80.2' LT	714.00			711.56		TY 24 FR & GR	
S-125	MH TY A 4' DIA., TY 8	64+20	86.5' LT	714.55	710.33	710.33	711.85		TY 8 GR	
S-126	INLET, TY A	64+20	80.3' LT	714.34			711.91		TY 24 FR & GR	
S-127	MH TY A 4' DIA., TY 8	64+90	84.8' LT	715.00	710.54	710.54	712.30		TY 8 GR	
S-128	INLET, TY A	64+90	78.7' LT	714.70			712.36		TY 24 FR & GR	
S-129	MH TY A 4' DIA., TY 8	65+60	80.8' LT	715.30	710.89	710.89	712.60		TY 8 GR	
S-130	INLET, TY A	65+60	74.6' LT	715.05			712.66		TY 24 FR & GR	
S-131	MH TY A 4' DIA., TY 24 OPEN	66+30	70.6' LT	715.41	711.17	711.17			TY 24 FR & GR	
S-132	MH TY A 4' DIA., TY 24 OPEN	67+00	67.9' LT	715.82	711.52	711.52	711.70		TY 24 FR & GR	
S-133	INLET, TY A	67+00	76.0' LT	714.50			711.75		TY 8 GR	
S-134	MH TY A 4' DIA., TY 24 OPEN	67+52	66.9' LT	716.00	711.77	711.77	712.00		TY 24 FR & GR	
S-135	INLET, TY A	67+52	76.0' LT	714.37			712.06		TY 8 GR	
S-136	MH TY A 4' DIA., TY 24 OPEN	68+22	76.4' LT	715.77	712.04	712.04			TY 24 FR & GR	
S-137	INLET, TY A	68+85	76.4' LT	715.86		712.28			TY 24 FR & GR	
S-138	INLET, TY A	69+31	75.5' LT	715.95	713.50				TY 24 FR & GR	
S-139	MH TY A 4' DIA., TY 24 OPEN	69+78	74.7' LT	716.02	713.42	713.42			TY 24 FR & GR	
S-140	MH TY A 4' DIA., TY 24 OPEN	70+25	73.9' LT	716.13	713.33	713.33			TY 24 FR & GR	
S-141	MH TY A 4' DIA., TY 24 OPEN	70+72	72.6' LT	716.22	713.27	713.27			TY 24 FR & GR	
S-142	MH TY A 4' DIA., TY 24 OPEN	71+28	67.8' LT	716.38	713.19	713.19			TY 24 FR & GR	
S-143	MH TY A 4' DIA., TY 24 OPEN	71+84	62.9' LT	716.57	713.11	713.11			TY 24 FR & GR	
S-144	MH TY A 4' DIA., TY 24 OPEN	72+40	58.0' LT	716.80	713.03	713.03			TY 24 FR & GR	
S-145	MH TY A 5' DIA., TY 24 OPEN	72+97	55.0' LT	716.89	712.95	712.95	712.95	712.95	TY 24 FR & GR	
S-146	MH TY A 4' DIA., TY 24 OPEN	73+66	53.2' LT	717.00	713.28	713.28			TY 24 FR & GR	
S-147	INLET, TY A	74+35	51.3' LT	717.16	713.61				TY 24 FR & GR	
S-148	30" EQ. PRECAST REIN. CONC. ELLIPTICAL F.E.S.	72+97	66.3' LT	713.00						30" EQ. ELLIPTICAL F.E.S.

PROPOSED DRAINAGE PIPE SCHEDULE - WEST SIDE OF RANDALL ROAD

STRUCTURE NO.	STRUCTURE	FROM	TO	SIZE	LENGTH	SLOPE	TYPE	TRENCH BACK FILL (CY)
*P-101	EXIST.	S-101		12"	TBD	EXIST.	SS, DUCTILE IRON PIPE, CL 50, 12"	
*P-102	S-101	EXIST.		12"	TBD	EXIST.	SS, DUCTILE IRON PIPE, CL 50, 12"	
P-103	S-103	S-102		12"	49'	0.50%	SS CL A, TY1, 12"	
P-104	S-104	S-103		12"	67'	0.50%	SS CL A, TY1, 12"	
P-105	S-105	S-104		12"	32'	0.50%	SS CL A, TY1, 12"	
P-106	S-106	S-107		12"	13'	1.00%	SS CL A, TY1, 12"	
P-107	S-108	S-109		12"	9'	0.50%	SS CL A, TY1, 12"	
P-108	S-111	S-110		38"x24"	20'	0.65%	SS CL A, TY1, SPAN 38" RISE 24"	
P-109	S-112	S-113		12"	9'	1.00%	SS CL A, TY1, 12"	
P-110	S-114	S-115		12"	15'	0.50%	SS CL A, TY1, 12"	
P-111	S-117	S-116		30"	68'	0.40%	SS CL A, TY1, 30"	
P-112	S-118	S-117		27"	22'	0.40%	SS CL A, TY1, 27"	
P-113	EXIST.	S-118		27"	8'	EXIST.	SS CL A, TY1, 27"	
P-114	S-119	S-117		12"	6'	1.00%	SS CL A, TY1, 12"	
P-115	S-120	S-117		21"	80'	0.40%	SS CL A, TY1, 21"	
P-116	S-121	S-120		21"	45'	0.40%	SS CL A, TY1, 21"	
P-117	S-122	S-121		18"	37'	0.50%	SS CL A, TY1, 18"	
P-118	S-122A	S-122		18"	30'	0.50%	SS CL A, TY1, 18"	
P-118A	S-123	S-122A		18"	40'	0.50%	SS CL A, TY1, 18"	
P-119	S-124	S-123		12"	3'	1.00%	SS CL A, TY1, 12"	
P-120	S-125	S-123		18"	69'	0.40%	SS CL A, TY1, 18"	
P-121	S-126	S-125		12"	3'	1.00%	SS CL A, TY1, 12"	
P-122	S-127	S-125		18"	69'	0.30%	SS CL A, TY1, 18"	
P-123	S-128	S-127		12"	3'	1.00%	SS CL A, TY1, 12"	
P-124	S-129	S-127		15"	66'	0.50%	SS CL A, TY1, 15"	
P-125	S-130	S-129		12"	3'	1.00%	SS CL A, TY1, 12"	
P-126	S-131	S-129		15"	69'	0.40%	SS CL A, TY1, 15"	
P-127	S-132	S-131		12"	68'	0.50%	SS CL A, TY1, 12"	
P-128	S-133	S-132		12"	5'	1.00%	SS CL A, TY1, 12"	
P-129	S-134	S-132		12"	48'	0.50%	SS CL A, TY1, 12"	
P-130	S-135	S-134		12"	6'	1.00%	SS CL A, TY1, 12"	
P-131	S-136	S-134		12"	67'	0.40%	SS CL A, TY1, 12"	
P-132	S-137	S-136		12"	61'	0.40%	SS CL A, TY1, 12"	
P-133	S-138	S-139		12"	43'	0.20%	SS CL A, TY1, 12"	
P-134	S-139	S-140		12"	43'	0.20%	SS CL A, TY1, 12"	
P-135	S-140	S-141		12"	43'	0.20%	SS CL A, TY1, 12"	
P-136	S-141	S-142		15"	53'	0.15%	SS CL A, TY1, 15"	
P-137	S-142	S-143		15"	53'	0.15%	SS CL A, TY1, 15"	
P-138	S-143	S-144		18"	53'	0.15%	SS CL A, TY1, 18"	
P-139	S-144	S-145		18"	54'	0.15%	SS CL A, TY1, 18"	
P-140	S-147	S-146		12"	66'	0.50%	SS CL A, TY1, 12"	
P-141	S-146	S-145		12"	65'	0.50%	SS CL A, TY1, 12"	
P-142	S-148	S-145		38"x24"	3'	0.27%	SS CL A, TY1, SPAN 38" RISE 24"	
P-143	S-145	EXIST.		38"x24"	8'	0.27%	SS CL A, TY1, SPAN 38" RISE 24"	

*DUCTILE IRON PIPE LENGTH AND SLOPE TO BE DETERMINED BY EXISTING CONDITIONS (SEE DRAINAGE SHEET 1 OF 6) AND APPROVED BY THE RESIDENT ENGINEER. SLOPE OF PROPOSED PIPE SHOULD MATCH EXISTING SLOPE.

- CONTRACTOR WILL NEED TO FIELD INVESTIGATE INVERTS OF EXISTING 12" DUCTILE IRON PIPE AND PLACE PROPOSED MANHOLE ACCORDINGLY
- CONFIRM ELEVATION TO TIE-IN EXISTING 27" STORM SEWER
- STATION/OFFSET IS GIVEN AT CENTER OF STRUCTURE TO BE PLACED INSTEAD OF EDGE OF PAVEMENT IN ORDER TO AVOID POTENTIAL UTILITY CONFLICT



USER NAME = Matt Bolovin	DESIGNED - PWK	REVISED -
PLOT SCALE = 20,0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -







STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

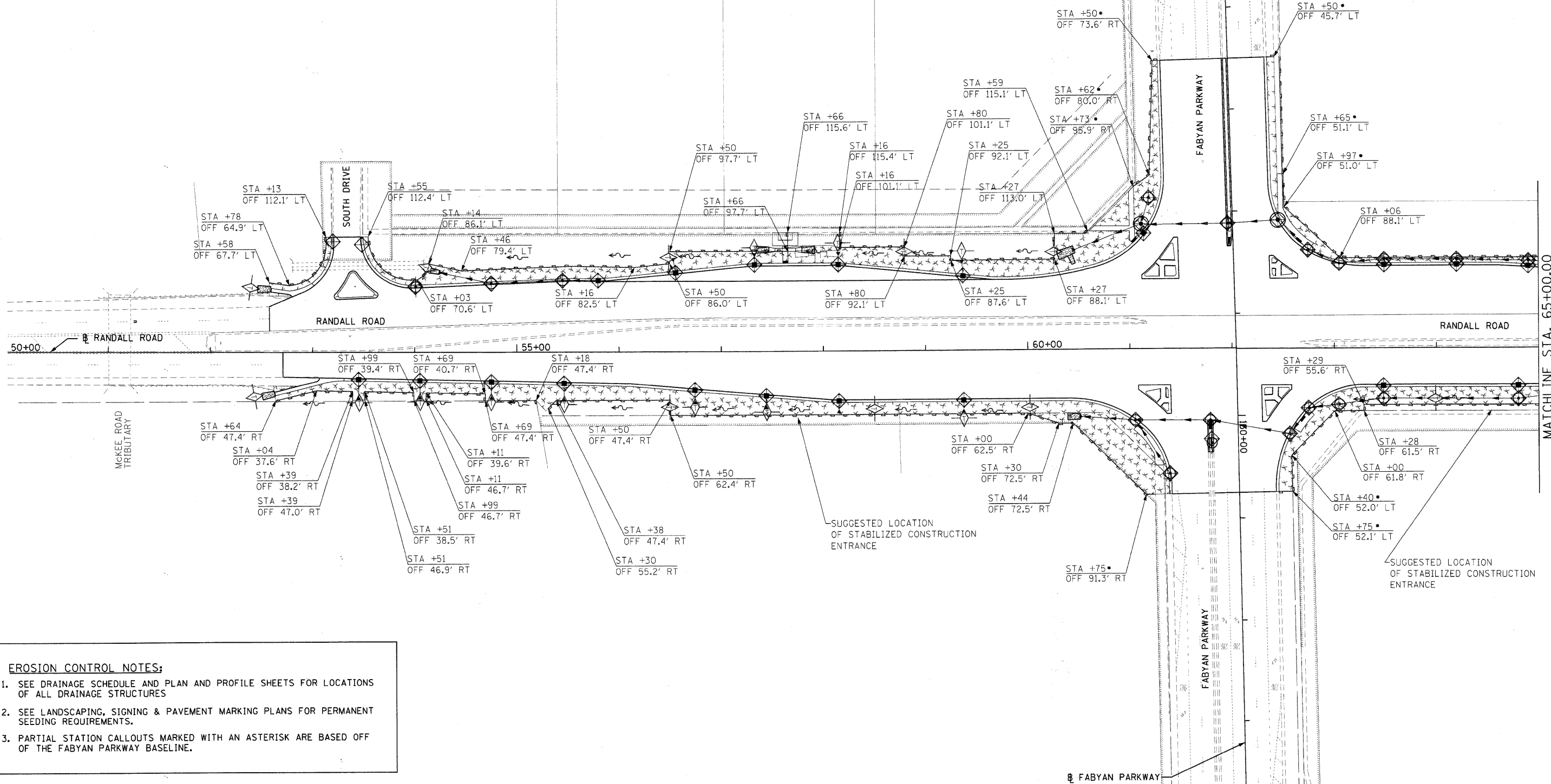
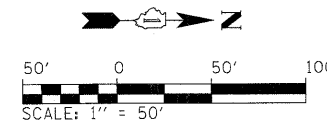
RANDALL ROAD - DRAINAGE SCHEDULE
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RITE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 51
				CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT				

FILE NAME = L:\V\A\EC\081210\Drawings\Drawings\Mod\Examination\CARD_Sheets\DR_501ED_02.dgn

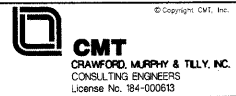
LEGEND

-  TEMPORARY EROSION CONTROL SEEDING
-  STONE RIPRAP WITH FILTER FABRIC
-  PERIMETER EROSION BARRIER
-  INLET AND PIPE PROTECTION
-  DITCH FLOW LINE
-  TEMPORARY DITCH CHECK



1. SEE DRAINAGE SCHEDULE AND PLAN AND PROFILE SHEETS FOR LOCATIONS OF ALL DRAINAGE STRUCTURES
2. SEE LANDSCAPING, SIGNING & PAVEMENT MARKING PLANS FOR PERMANENT SEEDING REQUIREMENTS.
3. PARTIAL STATION CALLOUTS MARKED WITH AN ASTERISK ARE BASED OFF OF THE FABYAN PARKWAY BASELINE.

FILE NAME = L:\KANE\CO_01296803\Drawings\EROSION\Randall_Sheet\EROSION.dwg
 USER: Matt Belwin
 DATE: 12/29/2010



USER NAME = Matt Belwin	DESIGNED - PWK	REVISED -
PLCT SCALE = 50,0000 1/16 IN.	DRAWN - MCC	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -







**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

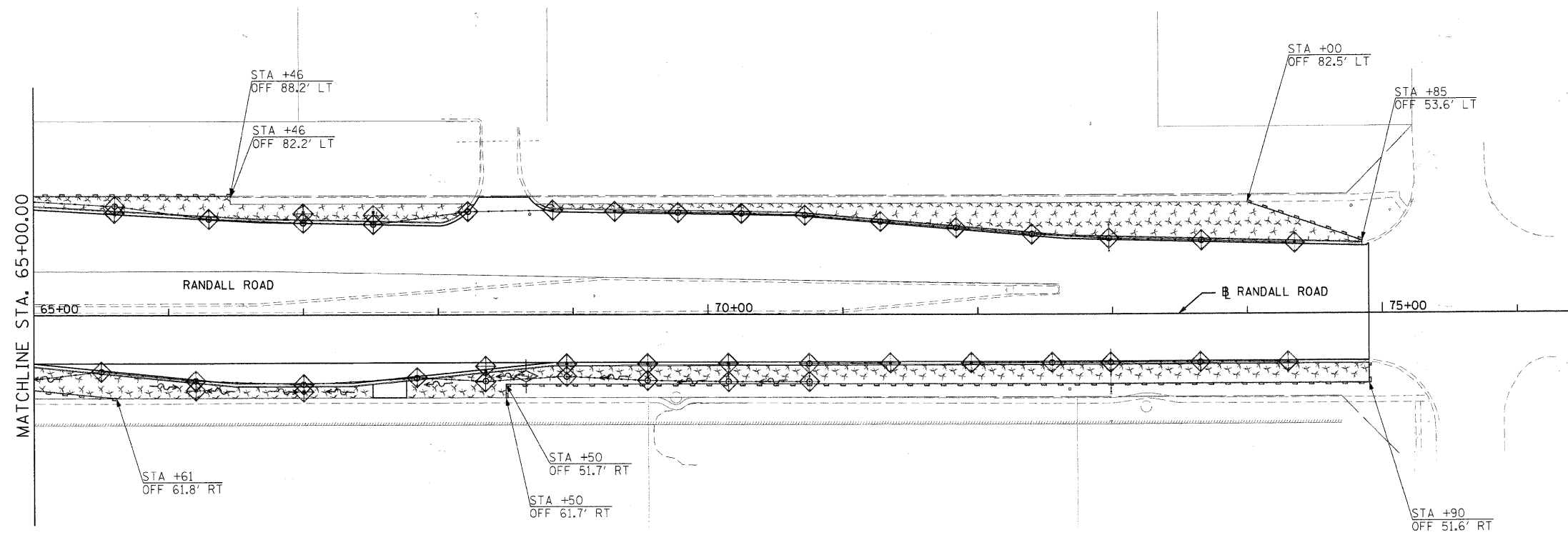
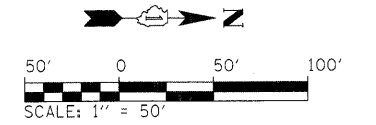
**RANDALL ROAD & FABYAN PARKWAY
EROSION CONTROL PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 2 SHEETS STA. 50+00.00 TO STA. 65+00.00

F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS NO. 124
			SHEET NO. 52
			CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT			

LEGEND

-  TEMPORARY EROSION CONTROL SEEDING
-  STONE RIPRAP WITH FILTER FABRIC
-  PERIMETER EROSION BARRIER
-  INLET AND PIPE PROTECTION
-  DITCH FLOW LINE
-  TEMPORARY DITCH CHECK



FILE NAME: L:\KANE\CO_012\6603-Dr-04\Exhibits\N&E\assessment\A\ROAD_Sheets\A_P\EROSION_02.dgn



USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 50,000 1/ IN.	DRAWN - MCC	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD & FABYAN PARKWAY
EROSION CONTROL PLAN**

SCALE: 1"=50' SHEET NO. 2 OF 2 SHEETS STA. 65+00.00 TO STA. 75+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	53
				CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT				

STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM SEWER WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

SECTION 280, TEMPORARY EROSION CONTROL, OF THE STANDARD SPECIFICATIONS ADDITIONALLY SUPPLEMENTS THIS PLAN.

SITE DESCRIPTION:

THE SITE IS CURRENTLY A DIVIDED FOUR LANE BITUMINOUS ROADWAY WITH CHANNELIZED TURN LANES. RANDALL ROAD WITHIN THE PROJECT LIMITS MOSTLY INCLUDES BITUMINOUS SHOULDER WITH A OPEN DRAINAGE SYSTEM. THE PROJECT AREA IS MOSTLY COMMERCIAL.

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THE PROJECT CONSISTS OF WIDENING RANDALL ROAD FROM TWO THROUGH LANES TO THREE THROUGH LANES.

CONSTRUCTION INCLUDES EARTH EXCAVATION, EMBANKMENT, STORM SEWERS, MANHOLES, INLETS, VARIOUS PAVEMENT ITEMS, TRAFFIC SIGNALS, STREET LIGHTING, LANDSCAPING AND OTHER MISCELLANEOUS ITEMS OF CONSTRUCTION.

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

INSTALL EROSION & SEDIMENT CONTROL MEASURES

TREE REMOVAL AS SHOWN ON THE PLANS. TREES TO REMAIN WILL BE PROTECTED AGAINST DAMAGE.

EXCAVATION AND EMBANKMENT WILL BE COMPLETED ALONG THE JOB SITE TO GRADE OUT FOR THE PROPOSED WIDENING OF THE ROADWAY AND CONSTRUCT EMBANKMENT AND DITCHES.

PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER EROSION CONTROL BARRIER, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, TEMPORARY SEEDING, ECT.

PAVEMENT SUBBASE AND SURFACING CONSTRUCTION WORK.

FINAL GRADING, LANDSCAPING, AND OTHER MISCELLANEOUS ITEMS.

PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING, MULCH OR EROSION CONTROL BLANKET, SOD, STABILIZING BLANKET, RIPRAP, ETC.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 5.10 ACRES OF WHICH 5.10 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

INFORMATION OF THE SOIL AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS FOR THE ROADWAY PROJECT AND THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.

PROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS AND PLAN DRAWINGS WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

STORM SEWER OUTLETS TO THE MCKEE ROAD TRIBUTARY.

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, EROSION CONTROL BLANKET, SOD AND EROSION CONTROL BLOCKING, PROTECTION OF TREES, PRESERVATION OF NATURE VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.

BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN FOURTEEN DAYS. THIS WORK SHALL BE PAID FOR AT THE UNIT PRICE FOR TEMPORARY EROSION CONTROL SEEDING.

IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDED WHEN CONSTRUCTION ACTIVITIES ARE NOT EXPECTED WITHIN SEVEN DAYS. THIS WORK SHALL BE PAID FOR AT THE UNIT PRICE FOR TEMPORARY EROSION CONTROL SEEDING.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND AS DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN SEVEN (7) DAYS.

THE DOWN STREAM SIDE OF ALL STOCKPILES SHALL BE ENCOMPASSED WITH EROSION CONTROL BARRIER.

AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

- a.) PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
- b.) TEMPORARILY SEED ERODABLE BARE EARTH PER IDOT STANDARD SPECIFICATIONS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
- c.) CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.

EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED OR SODDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN (7) DAYS.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT LOCATIONS DETERMINED BY THE ENGINEER. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OF OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

THE CONTRACTOR SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONTRACTOR ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED.

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE UNIT BID COST FOR MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED OR SODDED. THIS PAYMENT OF THIS WORK IS INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY THE ENGINEER. MAINTENANCE OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS UP TO THIS DATE WILL BE BY THE CONTRACTOR. THE MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS IS INCLUDED WITH THE PAY ITEM "MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS". MAINTENANCE OF THE PERMANENT EROSION CONTROL MEASURES ARE INCLUDED IN THE BID PRICE FOR VARIOUS PERMANENT EROSION CONTROL PAY ITEMS.

DOCUMENTATION:

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF INTENT (NOI)" PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AND UPDATE AN "AS BUILT" SET OF EROSION AND SEDIMENTATION CONTROL PLANS IN THE PROJECT FILES, WHICH SHALL BE RETAINED FOR THREE YEARS AFTER COMPLETION OF CONSTRUCTION.

A REPORT (FORM BC 2259) SUMMARIZING THE SCOPE OF AN INSPECTION; NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION; DATE OF THE INSPECTION; MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORMWATER POLLUTION PREVENTION PLAN; AND ACTIONS TAKEN IN ACCORDANCE WITH SECTION 4. B., SHALL BE MADE AND RETAINED AS A PART OF THE PLAN FOR AT LEAST THREE YEARS AFTER THE DATE OF INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI. G. OF THE GENERAL PERMIT.

IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE CONTRACTOR SHALL COMPLETE AND FILE AN "INCIDENT OF NONCOMPLIANCE (ION)" REPORT FOR THE IDENTIFIED VIOLATION. THE CONTRACTOR SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, AND SHALL INCLUDE SPECIFIC INFORMATION ON THE INCIDENT THAT CAUSED NONCOMPLIANCE, ACTIONS THAT WERE TAKEN TO CORRECT THE NONCOMPLIANCE AND TO PREVENT ITS REOCCURRENCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G. OF THE GENERAL PERMIT.

AFTER PROJECT FINAL ACCEPTANCE, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF TERMINATION (NOT)" FORM PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY. FORMS FOR THE IEPA SHALL BE MAILED TO THE FOLLOWING ADDRESS:
ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: PERMIT SECTION
POST OFFICE BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

FILE NAME = L:\M\EC\09529623\AD-aw\ACADD_Sheets\A_SwPPP_01.dgn



USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 20,0000' / 1" IN.	DRAWN - ERD	REVISED -
PLOT DATE = 12/29/2010	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) NOTES**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	54
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

KANE DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) NOTES:

1. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED FEBRUARY 2002.
2. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
4. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW BY THE KDSWCD.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.
6. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUBCONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

1. ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORMWATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW AT ALL TIMES.
3. CONSTRUCTION MATERIALS AND/OR THE OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS OR IN THE PATH OF THE STREAM FLOW.
4. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE, UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG GRADING OR SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
6. CONTRACTOR SHALL INSPECT ADJACENT STREETS TWICE DAILY AND CLEAN ADJACENT STREET WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT CLEAN OF DEBRIS AS DIRECTED BY ENGINEER.
7. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPAIR OR REPLACE THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE INCLUDED WITH THE PAY ITEM MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS.
8. ALL OTHER SOIL EROSION CONTROL DEVICES AND MEASURE DEEMED NECESSARY BY THE RESIDENT ENGINEER, KANE COUNTY, THE IEPA OR THE KANE-DUPAGE COUNTY SOIL AND WATER CONSERVATION DISTRICT SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.
9. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMIT ILR40.
10. CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOUT 2 DAYS PRIOR TO CONCRETE POUR. THESE LOCATIONS WILL NOT BE NEAR THE MCKEE ROAD TRIBUTARY LOCATIONS SHALL BE APPROVED BY ENGINEER PRIOR TO ANY CONCRETE POURS.
11. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT AND CONSTANT BETWEEN PROJECT PHASES AND SUB-CONTRACTORS.
12. SPECIAL ATTENTION SHOULD BE PAID TO THE DRAINAGE INTO THE MCKEE ROAD TRIBUTARY DOUBLE ROW PERIMETER SILT FENCE AS SHOWN ON THE PLANS SHALL BE MAINTAINED AT THIS OUTLET AT ALL TIMES.
13. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN WETLANDS. THE CONTRACTOR SHALL PAY FOR RESTORATION AND ASSOCIATED PENALTIES FOR WETLAND DISTURBANCE BEYOND THAT SHOWN ON THE PLANS.
14. WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04, UNLESS IT INVOLVES THE TEMPORARY DIVERSION IN WHICH CASE THE WORK IS INCLUDED IN THE COST "THREE SIDED PRECAST CONCRETE STRUCTURE".
15. CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS LEAVING PROJECT AREA, TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL AND TO THE SATISFACTION OF THE ENGINEER.
16. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE. THIS WORK IS INCLUDED WITH THE LUMP SUM PAY ITEM MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS.
17. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL. THIS WORK IS INCLUDED WITH THE LUMP SUM PAY ITEM MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS.
18. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING. THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04.
19. PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN SEVEN (7) DAYS FOR AREAS WHERE WORK IS COMPLETED. THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR VARIOUS PERMANENT EROSION CONTROL PAY ITEMS.
20. RUNOFF FROM THE ROADSIDE DITCHES SHALL BE PROPERLY FILTERED WITH SOIL AND SEDIMENT CONTROL MEASURES PRIOR TO ENTERING THE MCKEE ROAD TRIBUTARY TO THE SATISFACTION OF THE ENGINEER. THIS WORK IS INCLUDED IN THE COST OF TEMPORARY EROSION CONTROL PAY ITEMS.
21. STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES. STOCKPILES TO REMAIN IN PLACE FOR FOURTEEN (14) DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

CONTRACTOR CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS PART OF THE STORM WATER POLLUTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO.ILR10 _____, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY ON _____.

ROUTE: COUNTY HIGHWAY 34 MARKED: RANDALL ROAD
 SECTION: 01-00269-00-CH PROJECT NO. _____
 COUNTY: KANE CONTRACT NO. _____

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

STREET ADDRESS _____

SIGNATURE _____ DATE _____

TITLE _____

NAME OF FIRM _____

CITY, STATE, ZIP _____

PHONE NUMBER _____

NOTE: THE ABOVE BOXED IN AREA SHALL BE FILLED OUT BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. THIS IS A REQUIREMENT FOR THIS CONTRACT.

FILE NAME = L:\KANE\CD\09292623\01-00269-00-CH\SWPPP_02.dgn



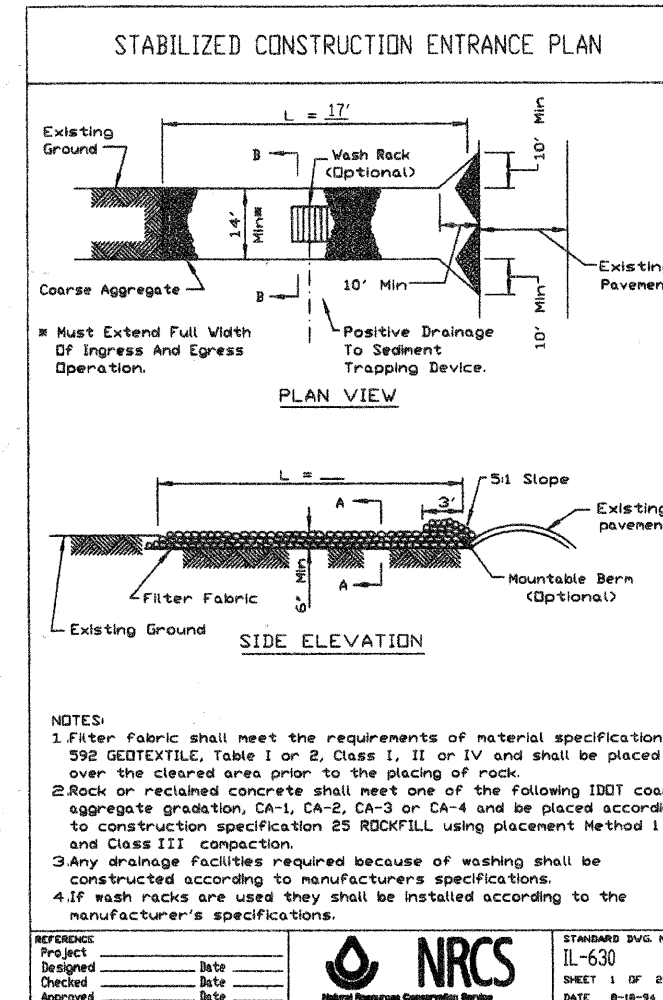
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	DRAWN - ERD	REVISED -
PLOT SCALE = 20.0000' / IN.	CHECKED - KDF	REVISED -
PLOT DATE = 12/29/2010	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RANDALL ROAD
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) NOTES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	55
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. OF SHEETS STA. TO STA.



SOIL STABILIZATION CHART

STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	SEED RATE (MINIMUM)
SEEDING, CLASS 2A (SALT TOLERANT ROADSIDE)													200 LB/ACRE
SEEDING, CLASS 4B (WETLAND)													56 LB/ACRE
TEMPORARY EROSION CONTROL SEEDING													110 LB/ACRE

FILE NAME = L:\V\RECD\91299831\01\ACADD_Sheets\swppp_01.dgn



USER NAME = Matt Baldwin
 PLOT SCALE = 20,0000' / IN.
 PLOT DATE = 1/5/2011

DESIGNED - PWK
 DRAWN - ERD
 CHECKED - KDF
 DATE - 12/29/2010

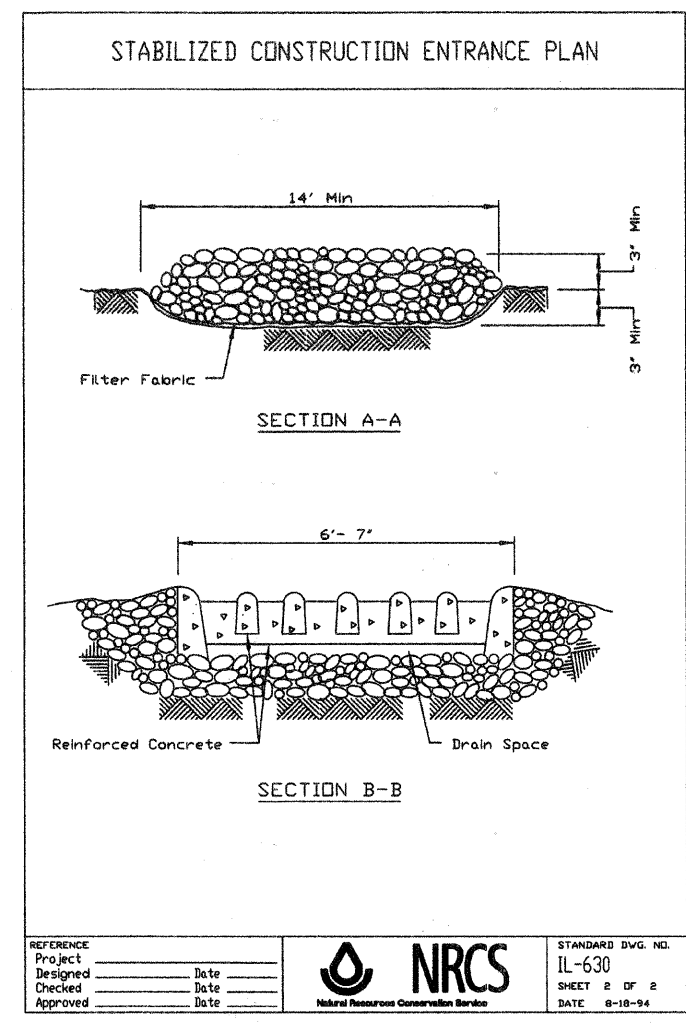
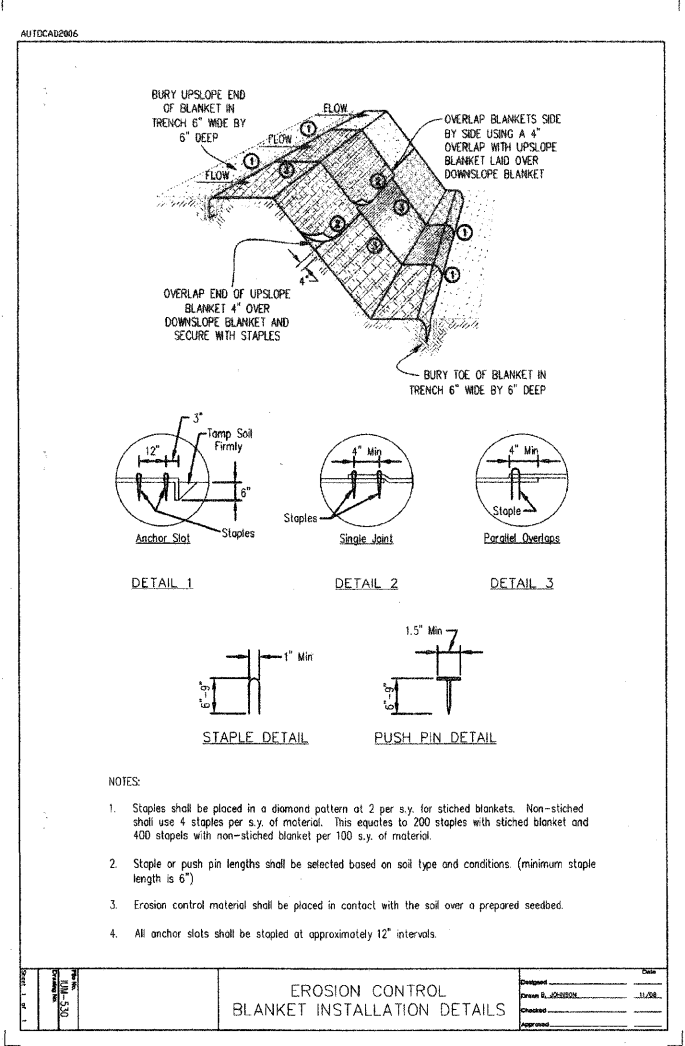
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION PREVENTION PLAN (SWPPP)
 DETAILS**

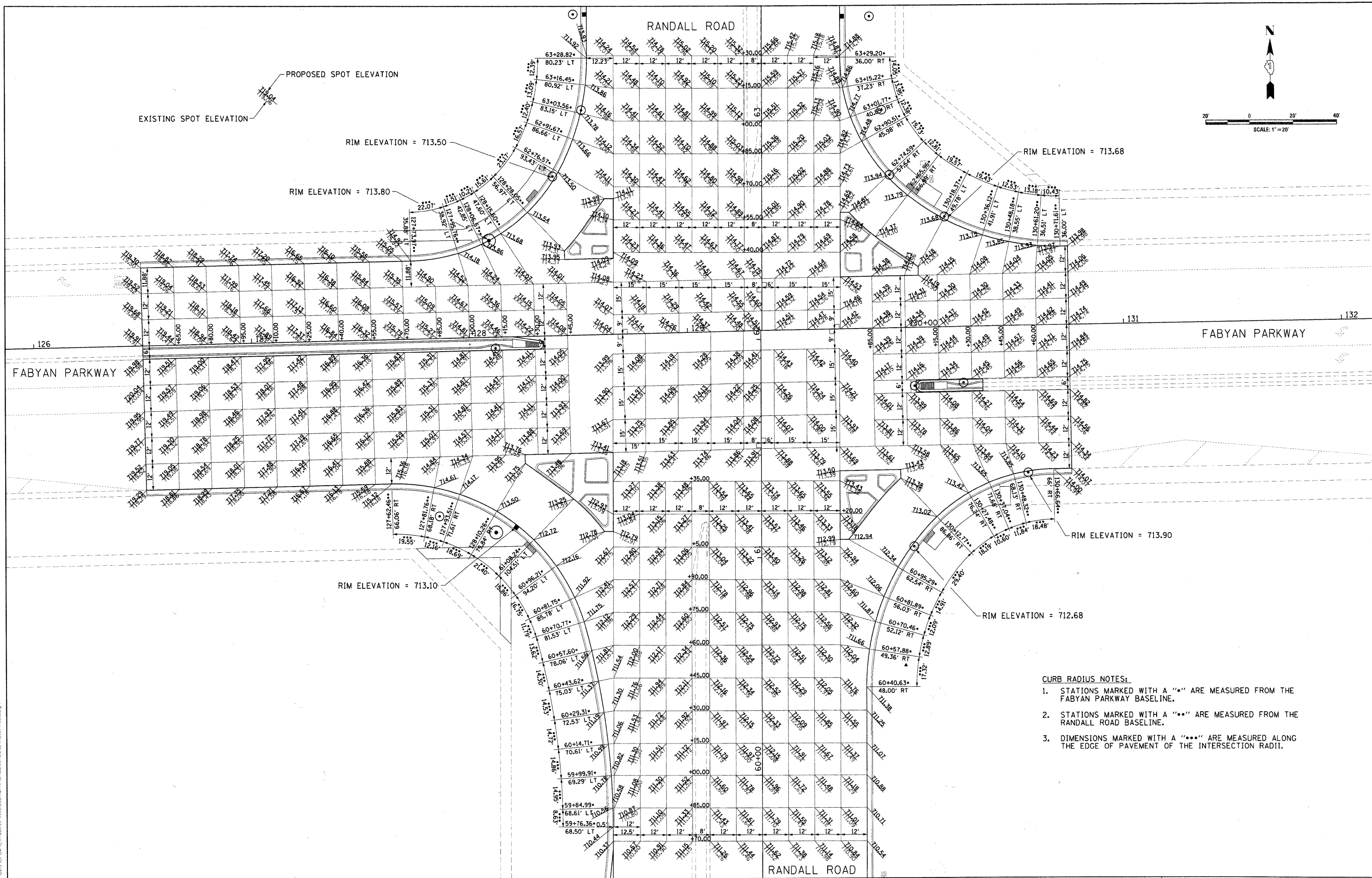
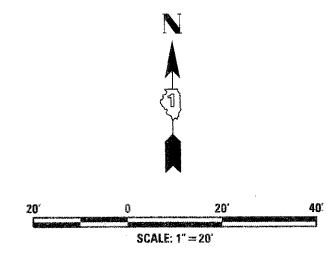
SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 55A
CONTRACT NO. 63533			ILLINOIS FED. AID PROJECT	



FILE NAME = L:\WORK\CD\9129623\01\CD\CD_Sheets\swppp_02.dgn

CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 04-00069	USER NAME = Matt Baldwin PLOT SCALE = 20.0000' / IN. PLOT DATE = 1/5/2011	DESIGNED - PWK DRAWN - ERD CHECKED - KDF DATE - 12/29/2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN (SWPPP) DETAILS		SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.	F.A.P. RTE. 336 SECTION 01-00269-00-CH COUNTY KANE TOTAL SHEETS 124 SHEET NO. 558 CONTRACT NO. 63533 ILLINOIS FED. AID PROJECT
	ILLINOIS FED. AID PROJECT							



FILE NAME: L:\PROJECTS\01266031\Drawings\1266031\1266031.dwg
 L:\PROJECTS\01266031\Drawings\1266031\1266031.dwg



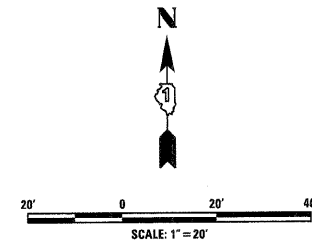
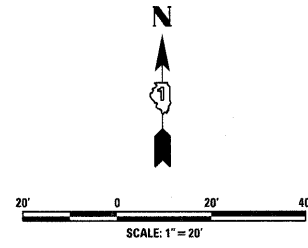
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLCT SCALE = 20.0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

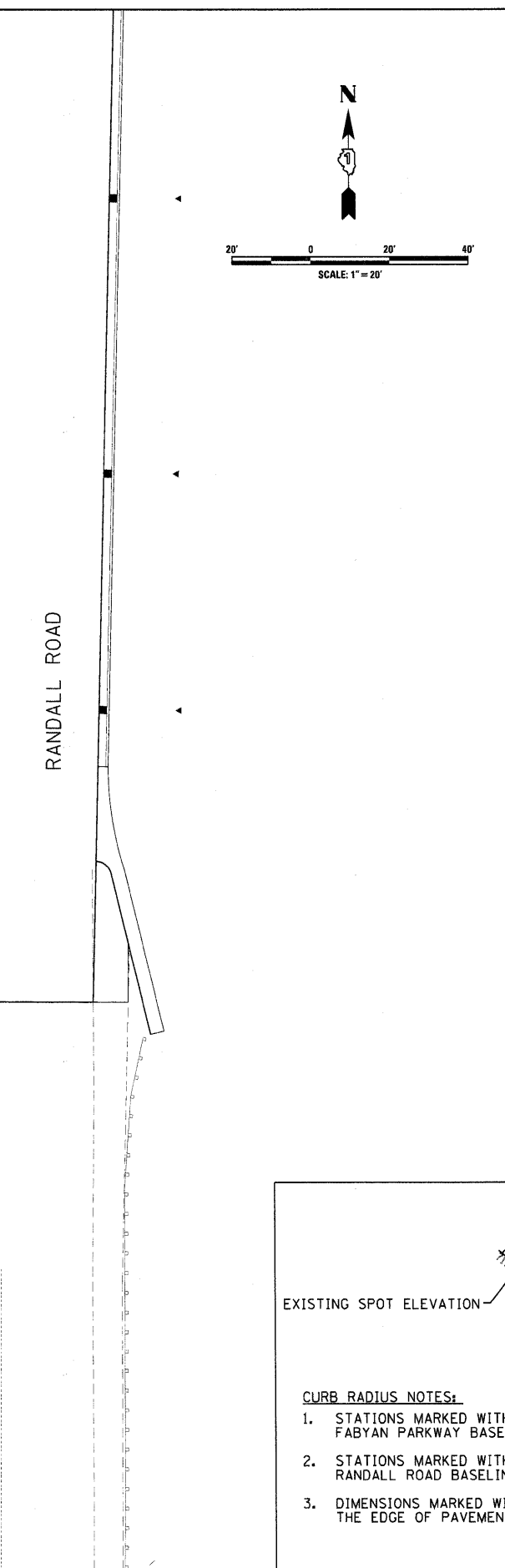
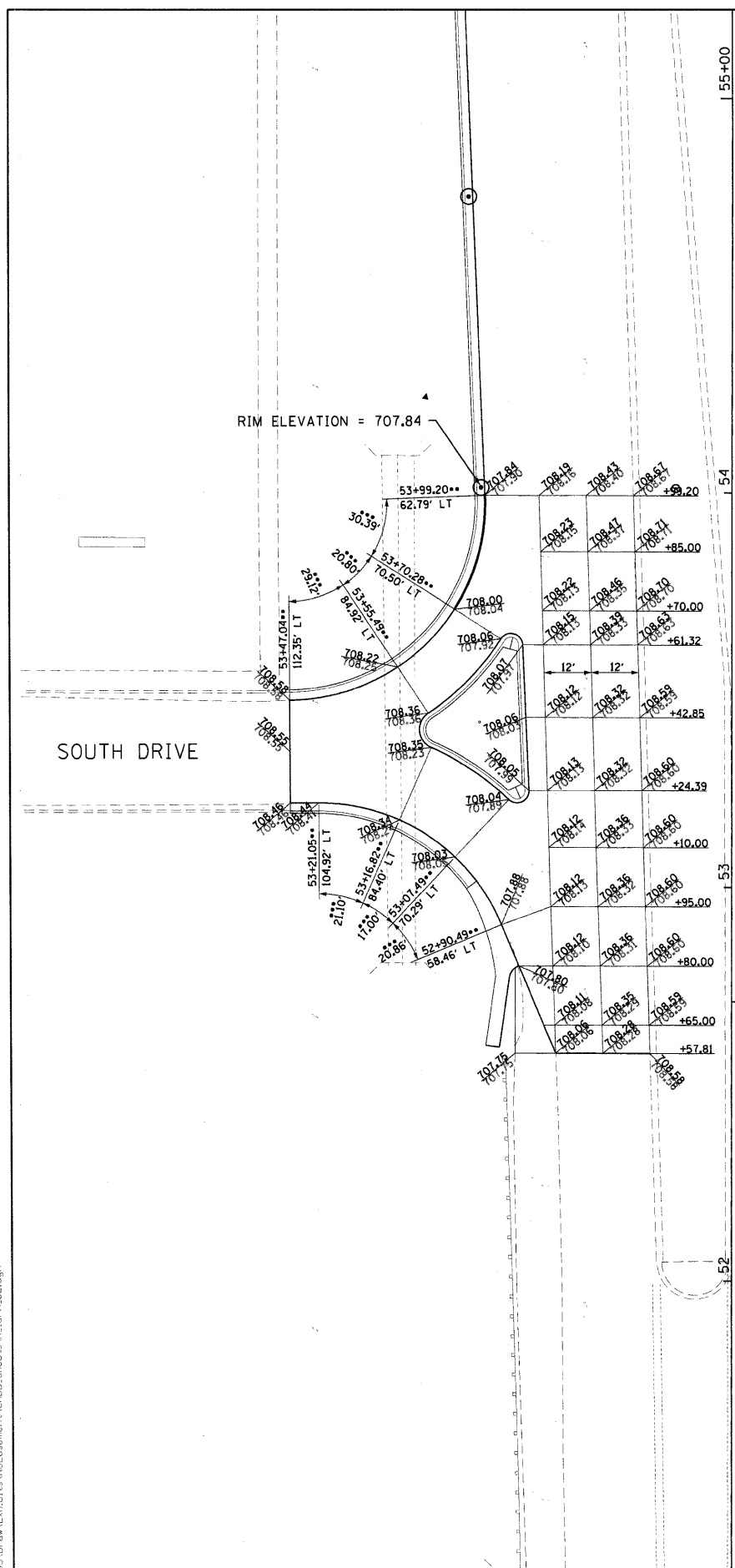
INTERSECTION GRADING PLAN
RANDALL ROAD & FABYAN PARKWAY

SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 61
				CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT				



POINT	STATION	OFFSET	ELEVATION
1	68+85	76.4' LT	715.86
2	68+59	75.0' LT	716.24
3	68+39	75.0' LT	716.20
4	68+22	76.4' LT	715.77



EXISTING SPOT ELEVATION

PROPOSED SPOT ELEVATION

CURB RADIUS NOTES:

1. STATIONS MARKED WITH A "•" ARE MEASURED FROM THE FABYAN PARKWAY BASELINE.
2. STATIONS MARKED WITH A "•••" ARE MEASURED FROM THE RANDALL ROAD BASELINE.
3. DIMENSIONS MARKED WITH A "•••" ARE MEASURED ALONG THE EDGE OF PAVEMENT OF THE INTERSECTION RADII.

FILE NAME = L:\V\NECO\0226603\1D-av\Exhibits\VicEasement\CADD\Sheet\RP_LDPA_02.dgn

CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000913	USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	PLOT SCALE = 20,000 1/4 IN.	DRAWN - ERD	REVISED -
	PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
		DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION GRADING PLAN
RANDALL ROAD & FABYAN PARKWAY

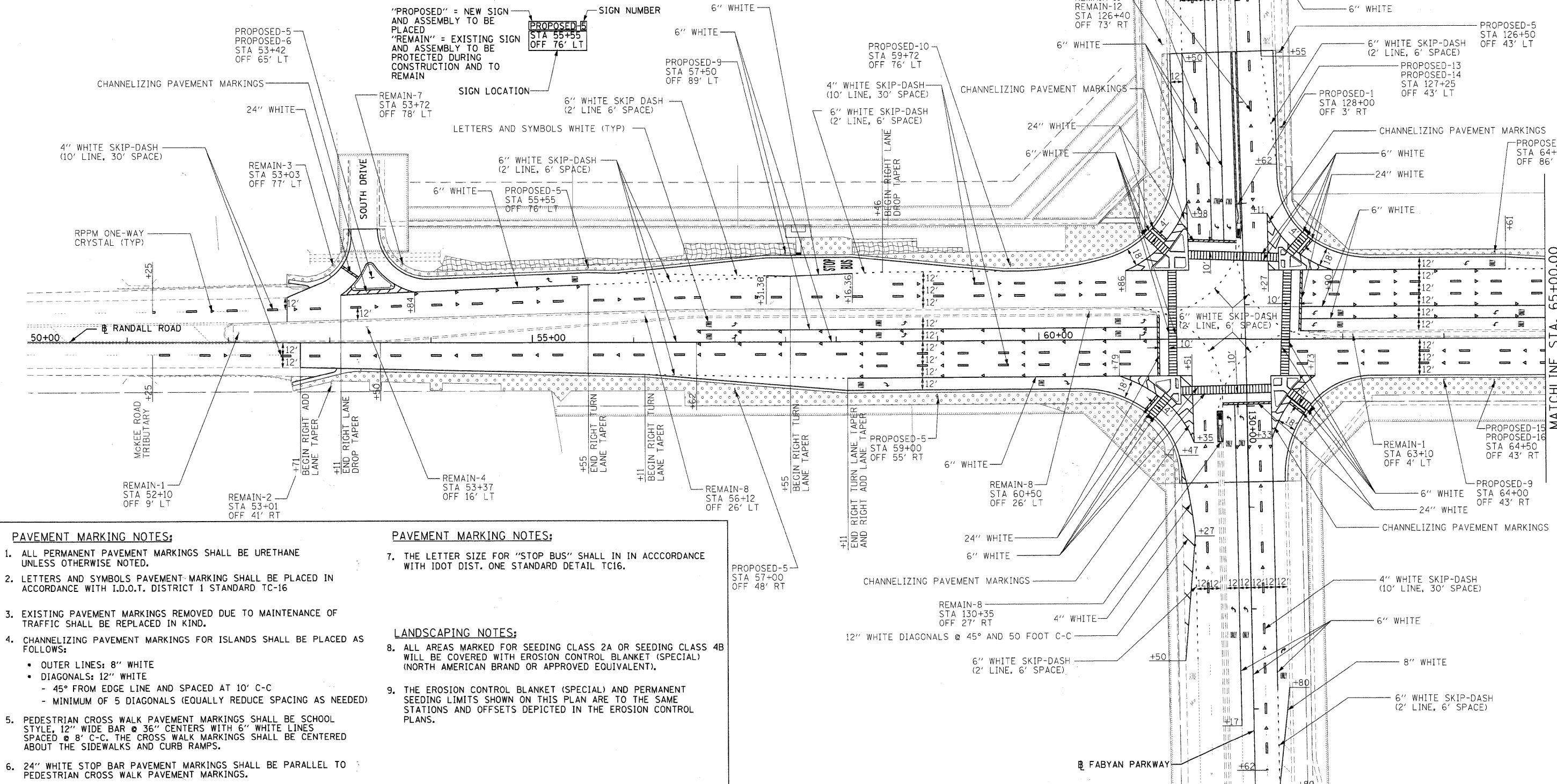
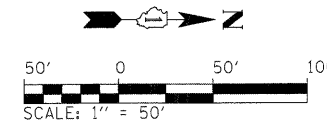
SCALE: 1" = 20' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEETS 124	SHEET NO. 62
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

LEGEND

- SEEDING, CLASS 2A ROADSIDE MIXTURE
TOPSOIL FURNISH AND PLACE, 6"
NITROGEN AND POTASSIUM FERTILIZER
EROSION CONTROL BLANKET (SPECIAL)
- SEEDING, CLASS 4B WETLAND GRASS AND SEDGE MIXTURE
TOPSOIL FURNISH AND PLACE, 6"
NITROGEN AND POTASSIUM FERTILIZER
EROSION CONTROL BLANKET (SPECIAL)
- RAISED REFLECTIVE PAVEMENT MARKER, ONE WAY CRYSTAL (RPPM)
- PROPOSED SIGN PANEL, POST & ASSEMBLY

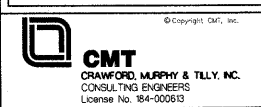
SIGN LEGEND



- PAVEMENT MARKING NOTES:**
1. ALL PERMANENT PAVEMENT MARKINGS SHALL BE URETHANE UNLESS OTHERWISE NOTED.
 2. LETTERS AND SYMBOLS PAVEMENT MARKING SHALL BE PLACED IN ACCORDANCE WITH I.D.O.T. DISTRICT 1 STANDARD TC-16
 3. EXISTING PAVEMENT MARKINGS REMOVED DUE TO MAINTENANCE OF TRAFFIC SHALL BE REPLACED IN KIND.
 4. CHANNELIZING PAVEMENT MARKINGS FOR ISLANDS SHALL BE PLACED AS FOLLOWS:
 - OUTER LINES: 8" WHITE
 - DIAGONALS: 12" WHITE
 - 45° FROM EDGE LINE AND SPACED AT 10' C-C
 - MINIMUM OF 5 DIAGONALS (EQUALLY REDUCE SPACING AS NEEDED)
 5. PEDESTRIAN CROSS WALK PAVEMENT MARKINGS SHALL BE SCHOOL STYLE, 12" WIDE BAR @ 36" CENTERS WITH 6" WHITE LINES SPACED @ 8' C-C. THE CROSS WALK MARKINGS SHALL BE CENTERED ABOUT THE SIDEWALKS AND CURB RAMPS.
 6. 24" WHITE STOP BAR PAVEMENT MARKINGS SHALL BE PARALLEL TO PEDESTRIAN CROSS WALK PAVEMENT MARKINGS.

- PAVEMENT MARKING NOTES:**
7. THE LETTER SIZE FOR "STOP BUS" SHALL IN IN ACCORDANCE WITH IDOT DIST. ONE STANDARD DETAIL TC16.
- LANDSCAPING NOTES:**
8. ALL AREAS MARKED FOR SEEDING CLASS 2A OR SEEDING CLASS 4B WILL BE COVERED WITH EROSION CONTROL BLANKET (SPECIAL) (NORTH AMERICAN BRAND OR APPROVED EQUIVALENT).
 9. THE EROSION CONTROL BLANKET (SPECIAL) AND PERMANENT SEEDING LIMITS SHOWN ON THIS PLAN ARE TO THE SAME STATIONS AND OFFSETS DEPICTED IN THE EROSION CONTROL PLANS.

FILE NAME: L:\KANE\CO\02020683\02-aw\K-Fabyan\Site\Drawings\LAND_SIGN\PL_01.dwg



USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 50,0000 1/1 IN.	DRAWN - MCC	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RANDALL ROAD & FABYAN PARKWAY LANDSCAPING, SIGNING & PAVEMENT MARKING	
SCALE: 1"=50'	SHEET NO. 1 OF 2 SHEETS STA. 50+00.00 TO STA. 65+00.00

F.A.P. RTE. 336	SECTION 01-00269-00-CH	COUNTY KANE	TOTAL SHEET NO. 124	SHEET NO. 63
CONTRACT NO. 63533				
[ILLINOIS] FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

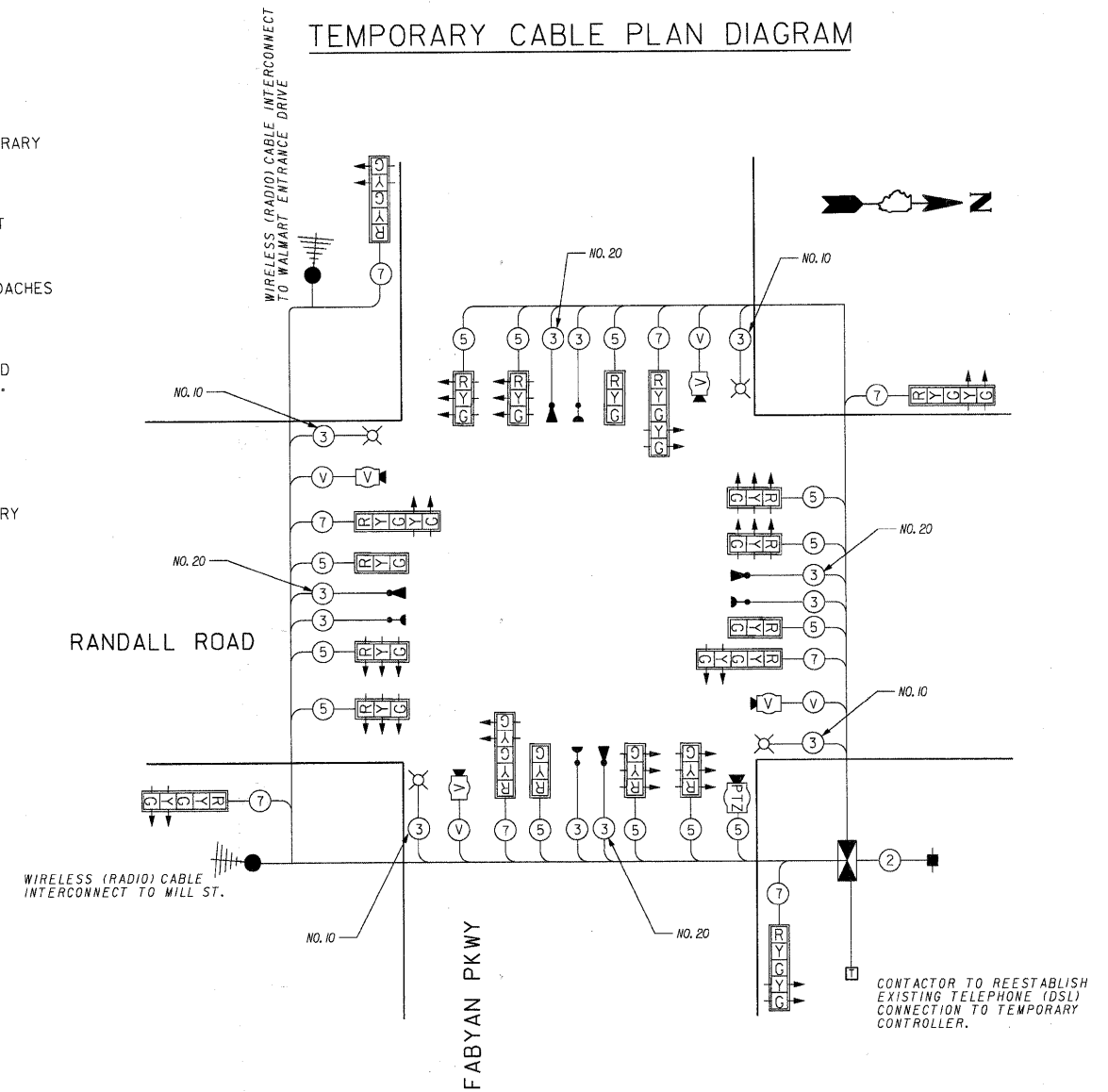
ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED				
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE							
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE							
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA							
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED							
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F							
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F							
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F							
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)							
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE							
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED							
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED							
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED							
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED							
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED							
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR							
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR							
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR							
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR							
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR							
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED SAMPLING (SYSTEM) DETECTOR							
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				RAILROAD SYMBOLS							
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				EXISTING		PROPOSED					
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER											
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT											
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER											
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED											
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)											
MICROWAVE VEHICLE SENSOR				RAILROAD SYMBOLS											
VIDEO DETECTION CAMERA				RAILROAD CONTROL CABINET											
VIDEO DETECTION ZONE				RAILROAD CANTILEVER MAST ARM											
PAN, TILT, ZOOM CAMERA				FLASHING SIGNAL											
WIRELESS DETECTOR SENSOR				CROSSING GATE											
WIRELESS ACCESS POINT				CROSSBUCK											

NOTES FOR TEMPORARY TRAFFIC SIGNALS

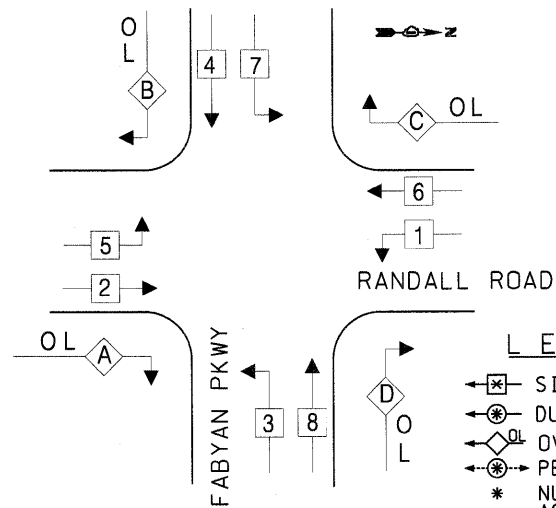
- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR AND INCLUDED IN PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)".
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT ONE AND KANE COUNTY. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ANY TEMPORARY SIGNAL WITHIN A CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL. AT THE TIME OF TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- THE TRAFFIC SIGNAL CONTROLLER SHALL INCLUDE ETHERNET DATA PORTS FOR REMOTE (IP) COMMUNICATION THROUGH THE COUNTY'S ATMS. THE COST SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)".
- THE VIDEO DETECTION SYSTEM SHALL INCLUDE THE NECESSARY QUAD VIDEO ENCODER AND MEDIA CONVERTER FOR REMOTE (IP) COMMUNICATION THROUGH THE COUNTY'S ATMS. THE COST SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)".
- A NEW PTZ CAMERA SHALL BE INSTALLED ON THE TEMPORARY TRAFFIC SIGNAL INSTALLATION FOR REMOTE (IP) COMMUNICATION THROUGH THE COUNTY'S ATMS. THE CAMERA WILL LATER BE RELOCATED TO THE PERMANENT TRAFFIC SIGNAL INSTALLATION. THE COST TO PROVIDE, INSTALL TO BOTH THE TEMPORARY AND PERMANENT SIGNAL INSTALLATION SHALL BE PAID THROUGH THE PAY ITEM FOR "REMOTE CONTROL VIDEO SYSTEM".
- THE EXISTING MANAGED ETHERNET SWITCH, TYPE 2 (GARRETCOM 6K32) IS TO BE RELOCATED FROM EXISTING TRAFFIC SIGNAL CABINET TO TEMPORARY TRAFFIC SIGNAL CABINET (AND LATER - RELOCATED FROM TEMPORARY CABINET TO THE PERMANENT CABINET. THE COST SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM FOR "TEMPORARY SIGNAL INSTALLATION (SPECIAL)".

- UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS. THIS SHOULD BE CONSIDERED INCLUDED AS PART OF THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)".
- TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
- VIDEO DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
- ALL LABOR AND MATERIAL TO COMPLY WITH THESE REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE BID PRICE OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)".
- TEMPORARY VIDEO DETECTION SYSTEM AND TEMPORARY LIGHTING SHALL BE CONSIDERED AS PART OF THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)".
- CONTRACTOR TO VERIFY LOCATION AND DIRECTION OF MAST ARMS AND CAMERAS.
- CONTRACTOR TO REESTABLISH EXISTING TELEPHONE (DSL) CONNECTION TO TEMPORARY CONTROLLER. THIS WORK SHALL BE CONSIDERED AS PART OF THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)".
- TEMPORARY (RADIO) TRAFFIC SIGNAL INTERCONNECT SHALL BE CONSIDERED AS PART OF THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)".

TEMPORARY CABLE PLAN DIAGRAM



CONTROLLER SEQUENCE - TEMPORARY



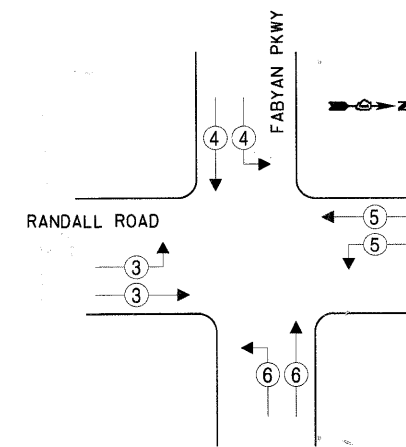
PHASE DESIGNATION DIAGRAM

NOTE: PLACE PHASES 2 AND 6 ON MINIMUM RE-CALL AND DISABLE THE "ANTI-BACKUP" ON PHASES 1 AND 5

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTERS	PERMISSIVE PHASE	PROTECTED PHASE
A	2	3
B	4	5
C	6	7
D	8	1

EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTORS				
EMERGENCY VEHICLE PREEMPTOR	3	4	5	6
MOVEMENT	→	↓	←	↑

K.C.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE		% OPERATION	
SIGNAL (RED)	12	17	0.50	102	
(YELLOW)	12	25	0.25	75	
(GREEN)	12	15	0.25	45	
ARROW	40	12	0.10	48	
PED. SIGNAL		25	1.00		
CONTROLLER	1	100	1.00	100	
ILLUM. SIGN			0.05		
FLASHER			0.50		
TOTAL =				370	

ENERGY COSTS- BILLED TO: _____

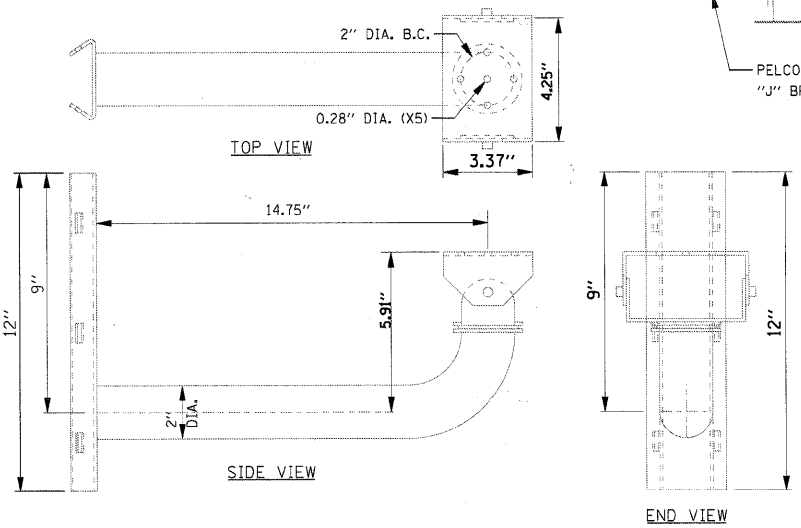
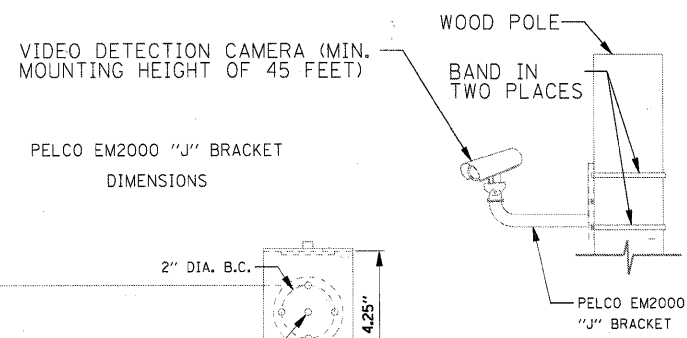
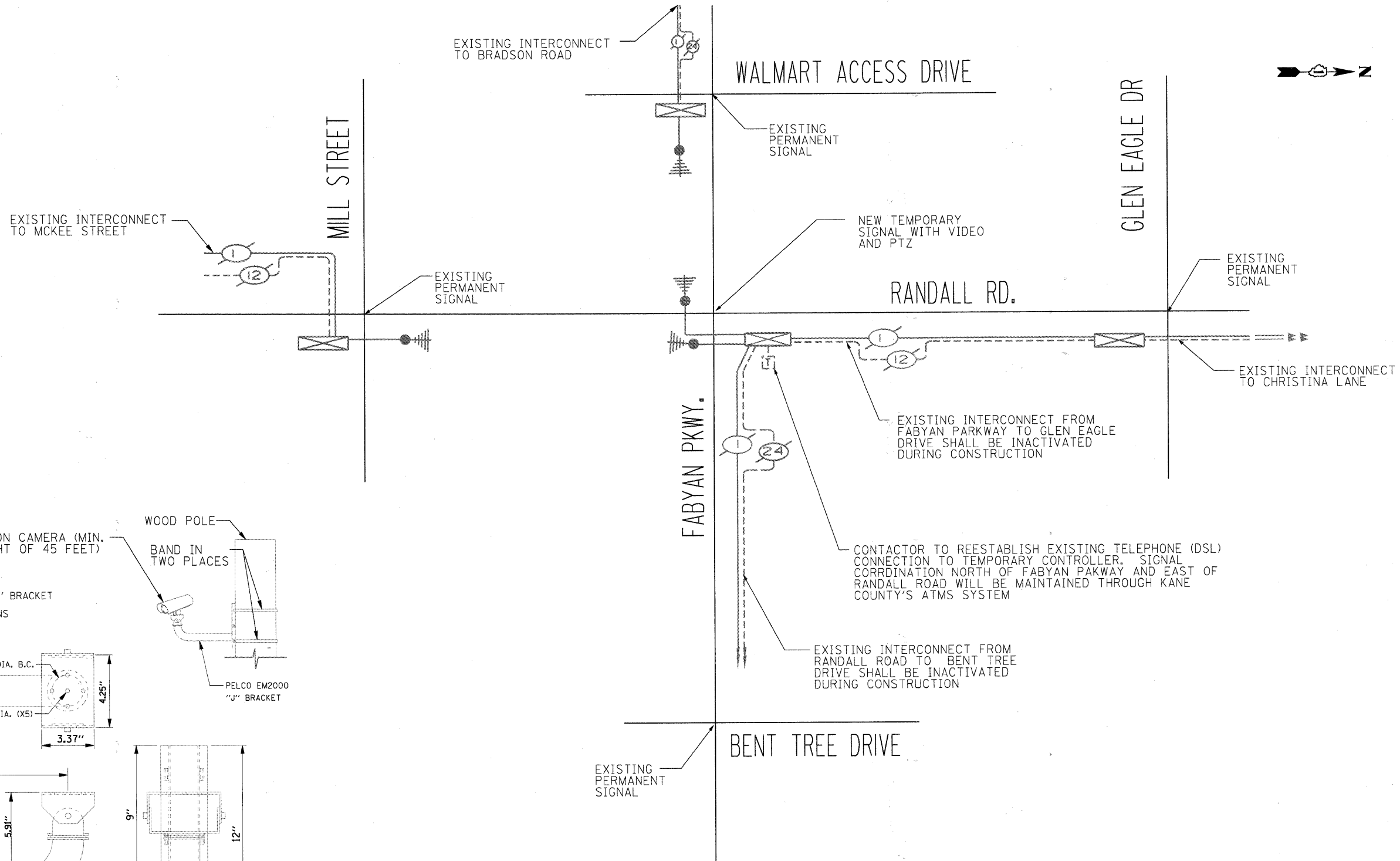
ENERGY SUPPLY- CONTACT: JENNIFER HILKEMANN
PHONE: (630) 232-1503
COMPANY: CITY OF GENEVA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, (TEMPORARY) PHASE DESIGNATION
DIAGRAM AND SCHEDULE OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	67

CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT



TEMPORARY CAMERA MOUNTING DETAILS
(NOT TO SCALE)

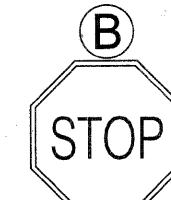
FILE NAME: L:\KANE\CO\9229623\01-ACADD_Sheets\TS_INTERCON_Schematic_TEMPORARY.dgn

<p>CMT STANFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 04-000619</p>	USER NAME = Matt Baldwin	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY INTERCONNECT SCHEMATIC AND DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20,0000' / IN.	DRAWN -	REVISED -					336	01-00269-00-CH	KANE	124	69
	PLOT DATE = 12/29/2010	CHECKED -	REVISED -					CONTRACT NO. 63533				
		DATE = 12/29/2010	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE: N.T.S.	SHEET NO.	OF	SHEETS	STA.	TO STA.			

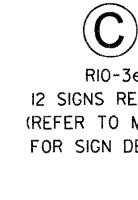
SIGN DETAILS



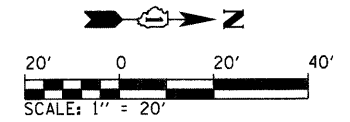
A
 RIO-5
 24" X 30"
 SIGN DETAIL
 (N.T.S.)
 8 REQUIRED



B
 RI-1
 (VERTICALLY FOLDABLE)
 30" X 30"
 SIGN DETAIL
 (N.T.S.)
 4 REQUIRED



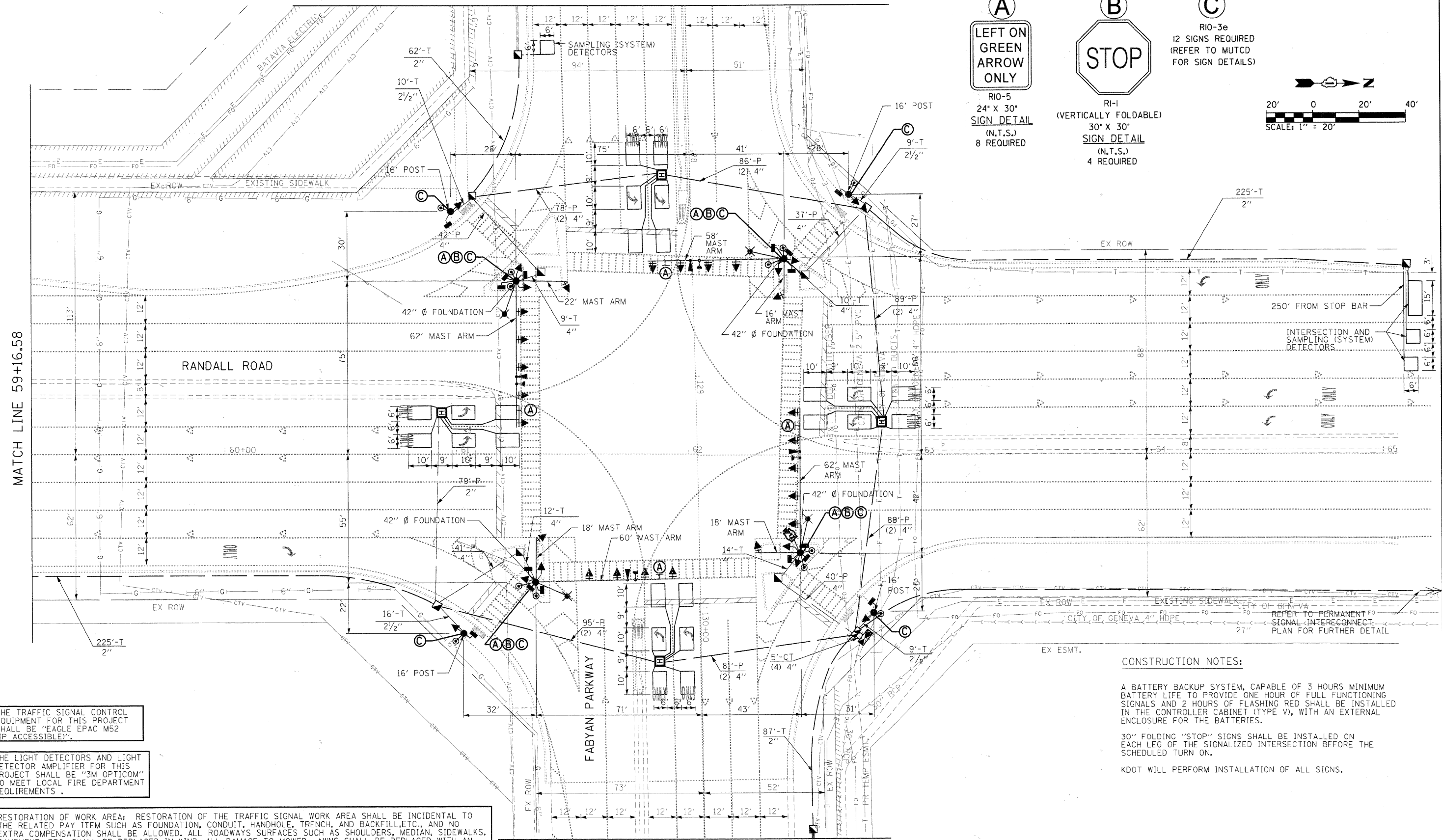
C
 RIO-3e
 12 SIGNS REQUIRED
 (REFER TO MUTCD
 FOR SIGN DETAILS)



MATCH LINE STA. 127+40.19

MATCH LINE 59+16.58

MATCH LINE STA. 131+00.00



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE EPAC M52 (IP ACCESSIBLE)".

THE LIGHT DETECTORS AND LIGHT DETECTOR AMPLIFIER FOR THIS PROJECT SHALL BE "3M OPTICOM" TO MEET LOCAL FIRE DEPARTMENT REQUIREMENTS.

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

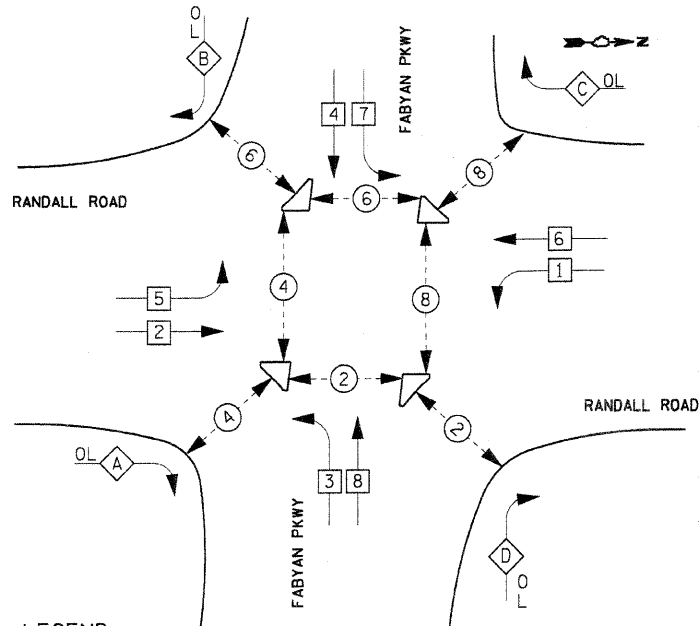
CONSTRUCTION NOTES:
 A BATTERY BACKUP SYSTEM, CAPABLE OF 3 HOURS MINIMUM BATTERY LIFE TO PROVIDE ONE HOUR OF FULL FUNCTIONING SIGNALS AND 2 HOURS OF FLASHING RED SHALL BE INSTALLED IN THE CONTROLLER CABINET (TYPE V), WITH AN EXTERNAL ENCLOSURE FOR THE BATTERIES.
 30" FOLDING "STOP" SIGNS SHALL BE INSTALLED ON EACH LEG OF THE SIGNALIZED INTERSECTION BEFORE THE SCHEDULED TURN ON.
 KDOT WILL PERFORM INSTALLATION OF ALL SIGNS.

FILE NAME = L:\ANECO\02296310.dwg
 USER: E:\hibit\m\mccasement\cadd\Sheets\TIS_Plan\01.dgn

<p>CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS LICENSE NO. 054-000613</p>	USER NAME = Matt Baldwin PLOT SCALE = 20,000 / 1 IN. PLOT DATE = 2/7/2011	DESIGNED - PWK DRAWN - ERD CHECKED - KDF DATE - 12/29/2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		TRAFFIC SIGNAL INSTALLATION PLAN RANDALL ROAD AND FABYAN PARKWAY		F.A.P. RTE. 336 SECTION 01-00269-00-CH COUNTY KANE TOTAL SHEET NO. 124 SHEETS 70 CONTRACT NO. 63533 ILLINOIS FED. AID PROJECT
	SCALB: 1"=20' SHEET NO. 02 SHEETS STA. TO STA.							

PROPOSED CONTROLLER SEQUENCE

SINGLE ENTRY - PROTECTED ONLY LEFT TURN PHASING (ALL APPROACHES)



LEGEND

- ◉ DUAL ENTRY PHASE
- ◻ SINGLE ENTRY PHASE
- ◊ OVERLAP
- ◉ PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

OVERLAP LETTERS	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
B	= 4	+ 5
C	= 6	+ 7
D	= 8	+ 1

NOTE: PLACE PHASES 2 AND 6 ON MINIMUM RE-CALL AND DISABLE THE "ANTI-BACKUP" ON PHASES 1 AND 5.

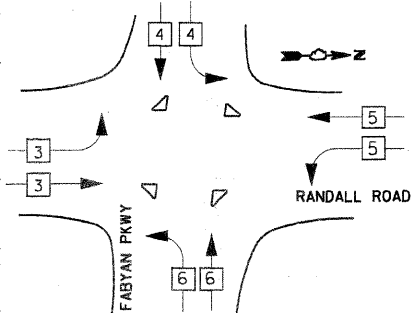
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE EPAC M52 (IP ACCESSIBLE)".

K.C.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. OF LAMPS	INCAND.	LED % OPERATION	
SIGNAL (RED)	22	17	0.50	187
(YELLOW)	22	25	0.25	137.5
(GREEN)	22	15	0.25	82.5
ARROW	22	12	0.10	72
PED. SIGNAL	60	25	1.00	400
CONTROLLER	16	100	1.00	100
ILLUM. SIGN	1		0.05	
FLASHER			0.50	
TOTAL =				979

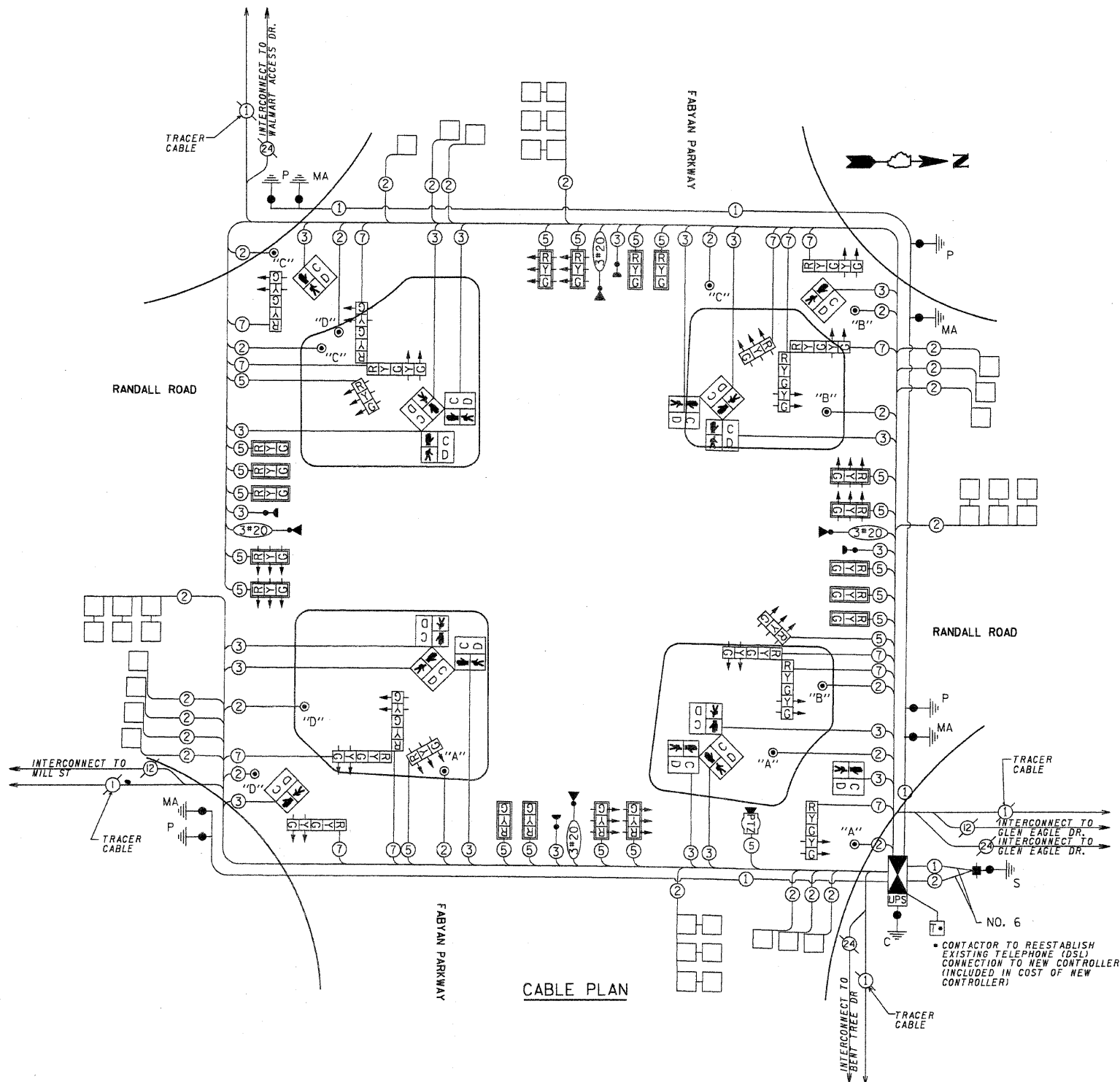
ENERGY COSTS- BILLED TO: CITY OF GENEVA
1800 SOUTH STREET
GENEVA, ILLINOIS 60134

ENERGY SUPPLY- CONTACT: JENNIFER HILKEMANN
PHONE: (630) 232-1503
COMPANY: CITY OF GENEVA

PROPOSED EMERGENCY VEHICLE SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS				
EMERGENCY VEHICLE PRE EMPTORS	3	4	5	6
MOVEMENT	→	↓	←	↑



- NOTES:**
- PUSH BUTTON "A" SHALL PLACE A CALL IN PHASE 2
 - PUSH BUTTON "B" SHALL PLACE A CALL IN PHASE 8
 - PUSH BUTTON "C" SHALL PLACE A CALL IN PHASE 6
 - PUSH BUTTON "D" SHALL PLACE A CALL IN PHASE 4

FILE NAME: I:\Projects\10228803\Drawings\10228803.dwg; USER: jh; DATE: 12/29/2010 10:10:10 AM



USER NAME = Matt Baldwin
DESIGNED - PWK
DRAWN - ERD
CHECKED - KDF
DATE - 12/29/2010

REVISIONS:
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM AND SCHEDULE OF QUANTITIES

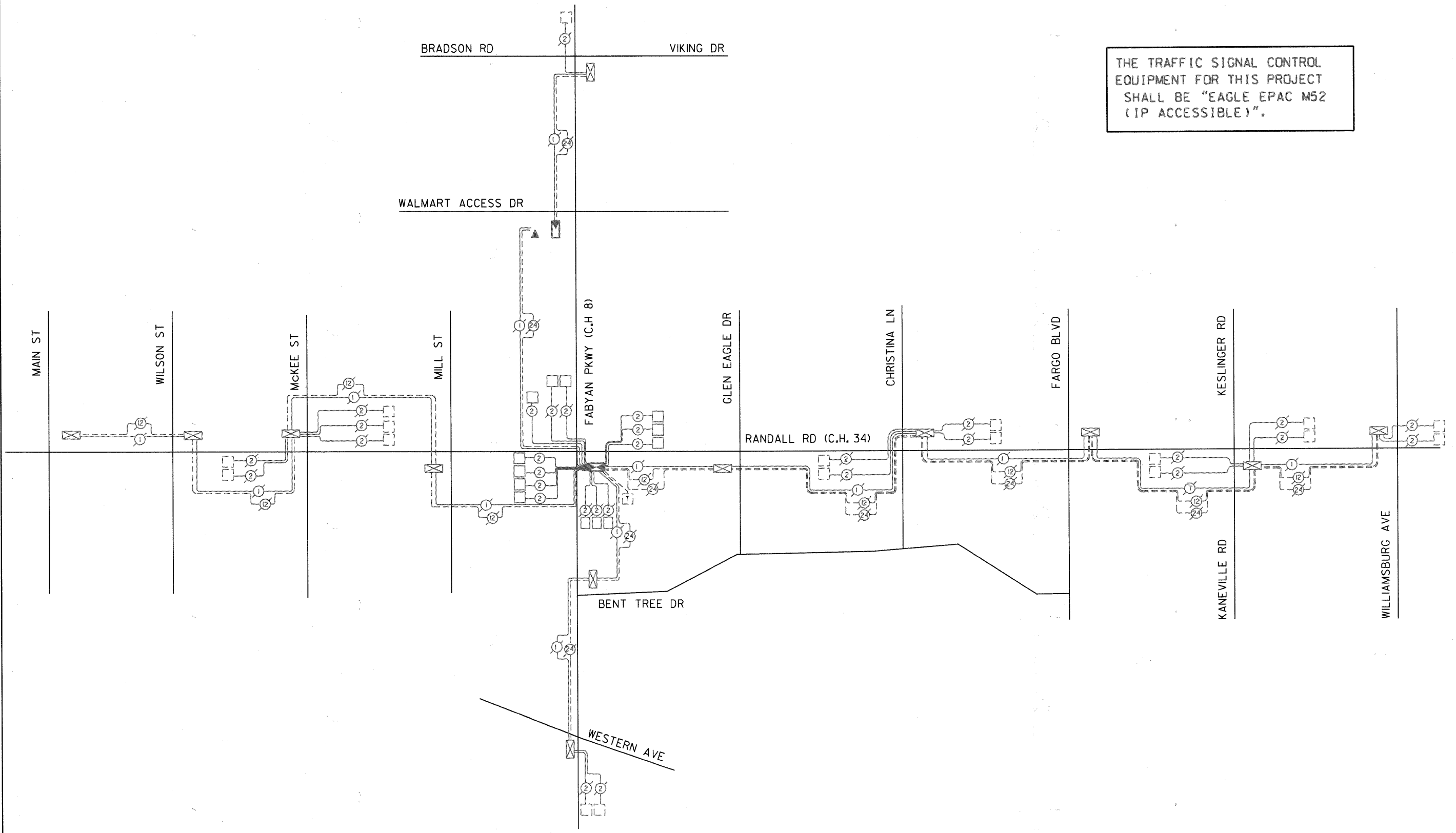
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
--------	---------------------	--------------

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	72

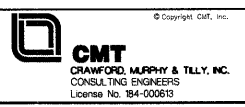
CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE EPAC M52 (IP ACCESSIBLE)".



FILE NAME = I:\naneco\922693\3d\aw\accd1_sheets\TS_INTERCONN_SCHEMATIC.dgn



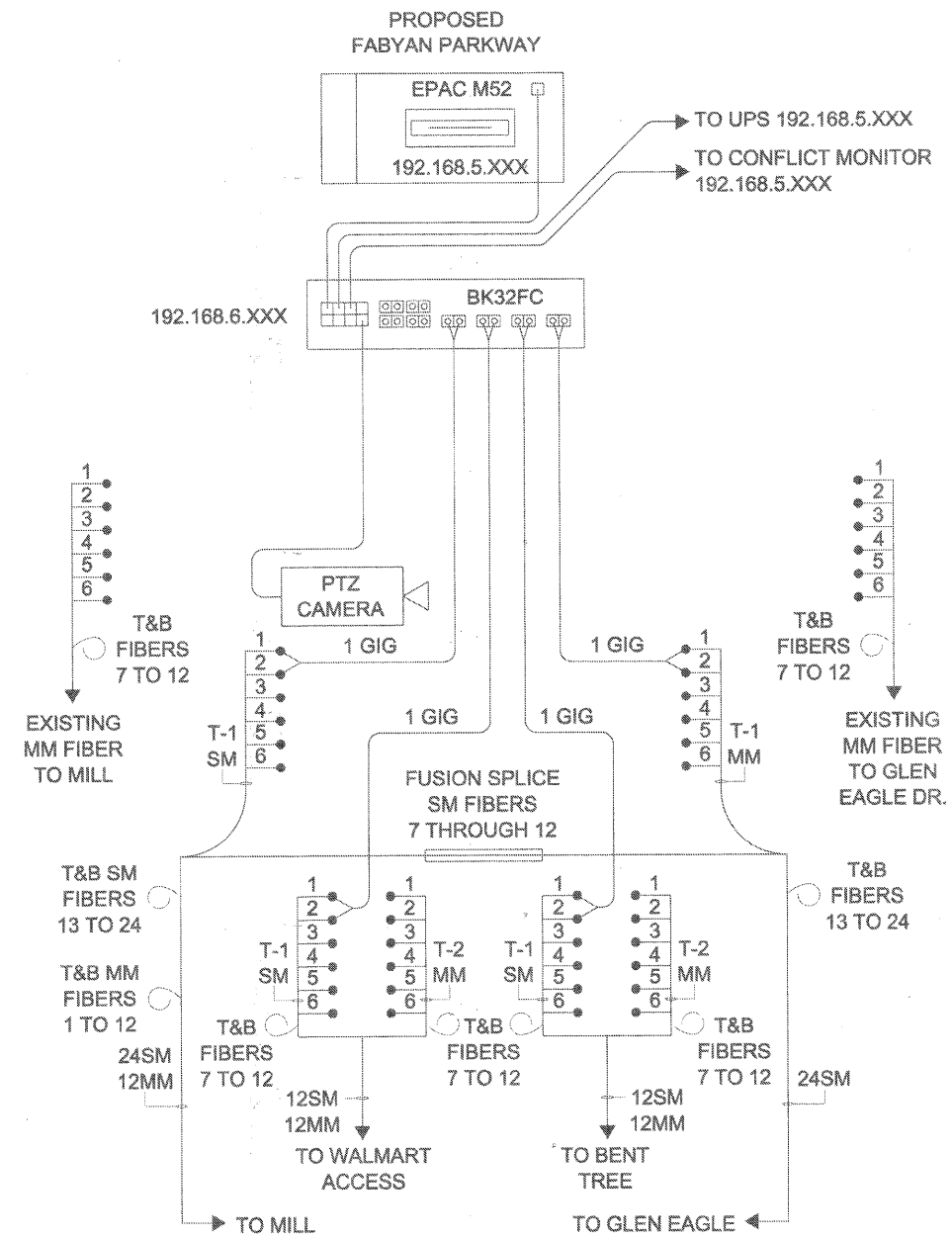
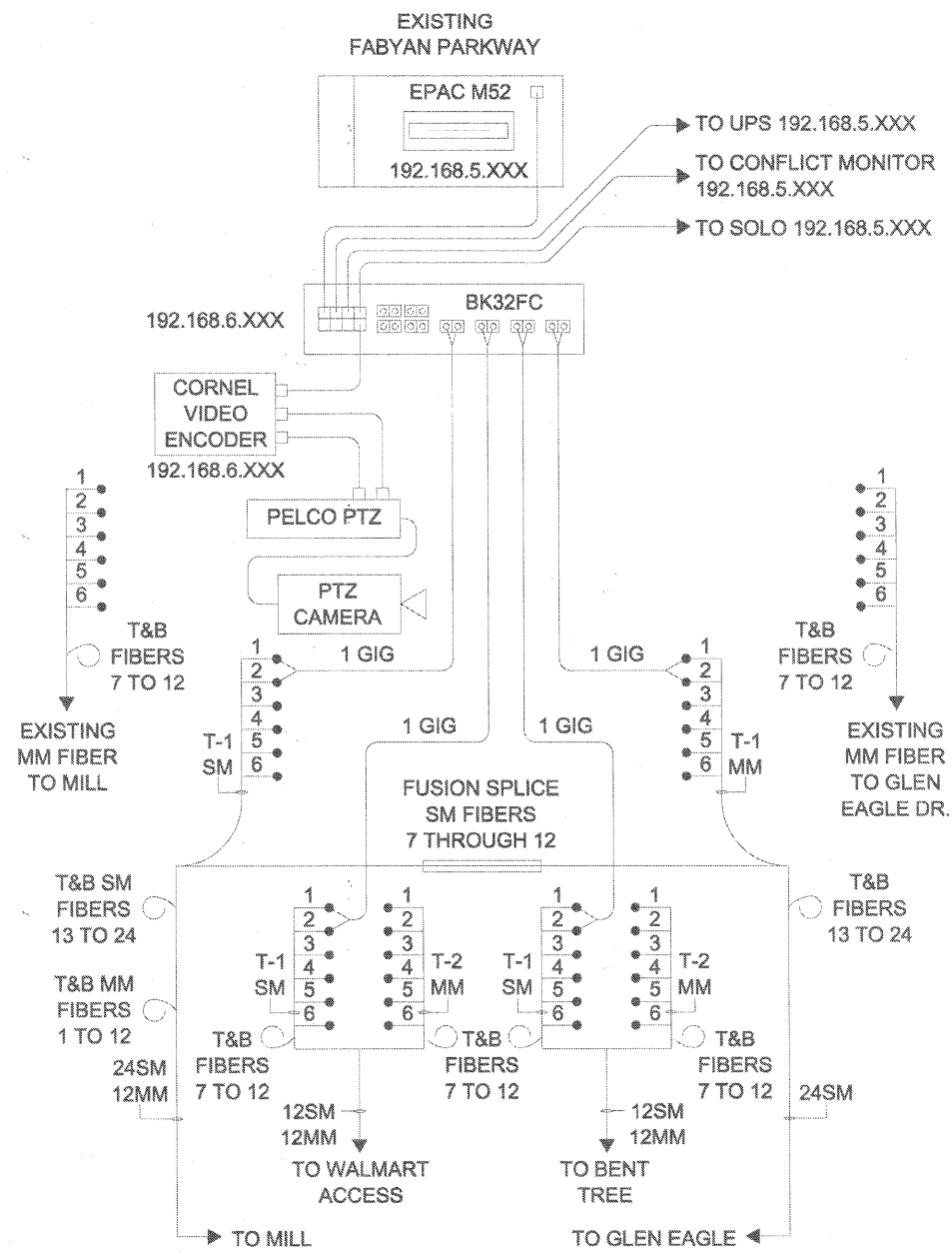
USER NAME = Matt Baldwin	DESIGNED -	REVISED -
PLOT SCALE = 20,0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 12/29/2010	CHECKED -	REVISED -
	DATE = 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

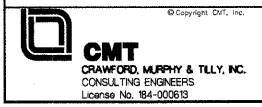
INTERCONNECT SCHEMATIC

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	74
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				



FILE NAME = L:\KANE\0929683\Drawn\Sheet\15.WRING.SCHEMATIC.dgn



USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	DRAWN - ERD	REVISED -
PLOT SCALE = 20,000 FT / IN.	CHECKED - KDF	REVISED -
PLOT DATE = 12/29/2010	DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FIBER SPLICING DETAILS

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
--------	-----------	----	--------	------	---------

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	75
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	2105
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	44
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	65
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	79
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	1231
81400100	HANDHOLE	EACH	14
81400200	HEAVY-DUTY HANDHOLE	EACH	4
81400300	DOUBLE HANDHOLE	EACH	1
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2214
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3
85700305	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2/C	FOOT	3168
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3/C	FOOT	5650
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5/C	FOOT	6778
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7/C	FOOT	3234
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	8440
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2/C	FOOT	40
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT	EACH	4
87704306	STEEL COMB. MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 16 FT. AND 58 FT.	EACH	1
87704308	STEEL COMB. MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 18 FT. AND 60 FT.	EACH	1
87704309	STEEL COMB. MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 18 FT. AND 62 FT.	EACH	1
87704315	STEEL COMB. MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 22 FT. AND 60 FT.	EACH	1
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	20
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4
87800420	CONCRETE FOUNDATION, TYPE E (42" DIA.)	FOOT	88
87900200	DRILL EXISTING HANDHOLE	EACH	2
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	22
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
88030220	SIGNAL HEAD, L.E.D., 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
88102757	PEDESTRIAN SIGNAL HEAD, LED, 3-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
88200110	TRAFFIC SIGNAL BACKPLATE, LOUVERED	EACH	22
88500100	INDUCTIVE LOOP DETECTOR	EACH	1
88600100	DETECTOR LOOP, TYPE I	FOOT	1600
88700200	LIGHT DETECTOR	EACH	2
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	12
*89000105	TEMPORARY TRAFFIC SIGNAL INSTALLATION (SPECIAL)	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
89502380	REMOVE EXISTING HANDHOLE	EACH	13
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
80500 010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1/C	FOOT	1960
X8730250	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED	FOOT	1317
*Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	5
86200120	UNINTERRUPTABLE POWER SUPPLY	EACH	1
Z0073510	TEMPORARY TRAFFIC TIMING	EACH	1
XX005940	REMOTE-CONTROLLED VIDEO SYSTEM	EACH	1
XX007953	NETWORK CONFIGURATION	L SUM	1

FILE NAME = I:\Variance\0925\0925\Draw\Coord\Sheets\TS_Summary_of_Quantities.dgn



USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	DRAWN - ERD	REVISED -
PLOT SCALE = 20,000 FT / IN.	CHECKED - KDF	REVISED -
PLOT DATE = 12/29/2010	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNALS
SUMMARY OF QUANTITIES

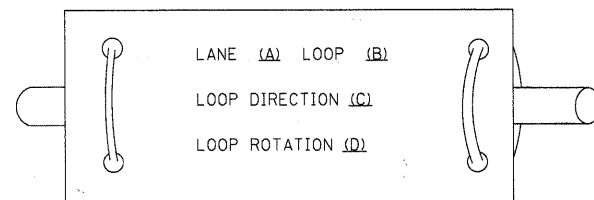
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	76
CONTRACT NO. 63533			ILLINOIS FED. AID PROJECT	

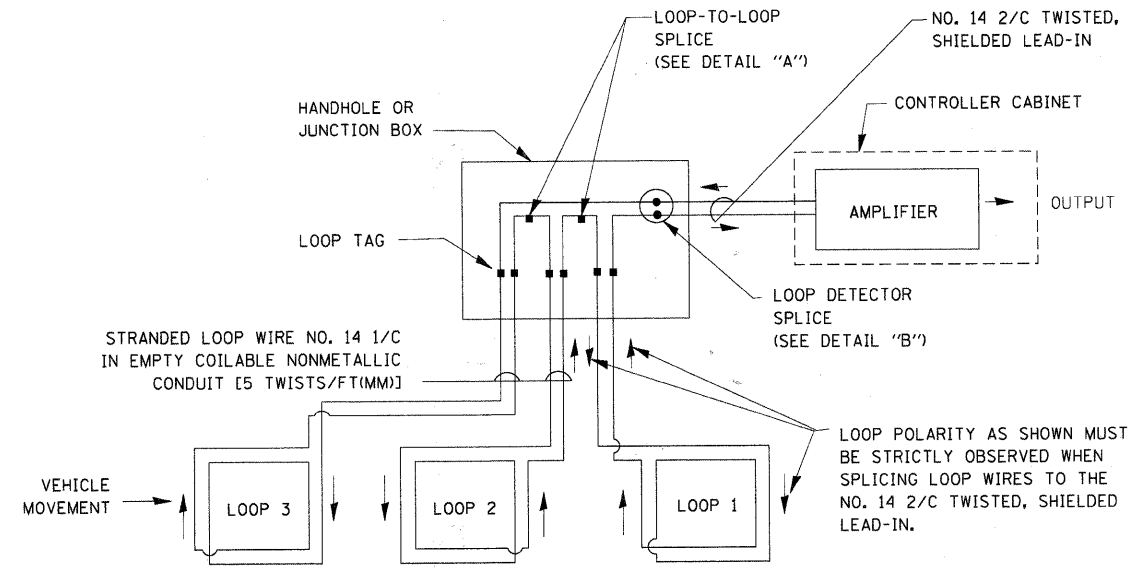
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

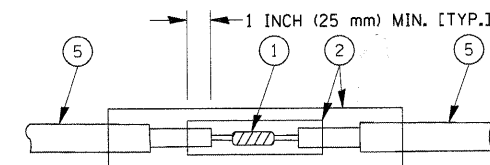


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

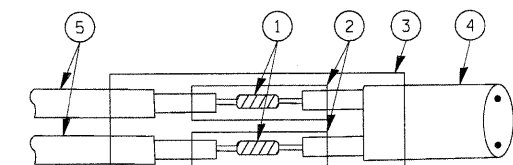


DETECTOR LOOP WIRING SCHEMATIC

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

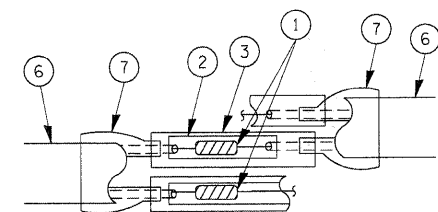


DETAIL "A" LOOP-TO-LOOP SPLICE

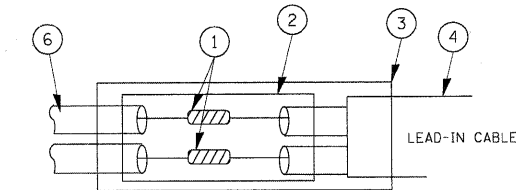


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE



DETAIL "B" LOOP-TO-CONTROLLER SPLICE

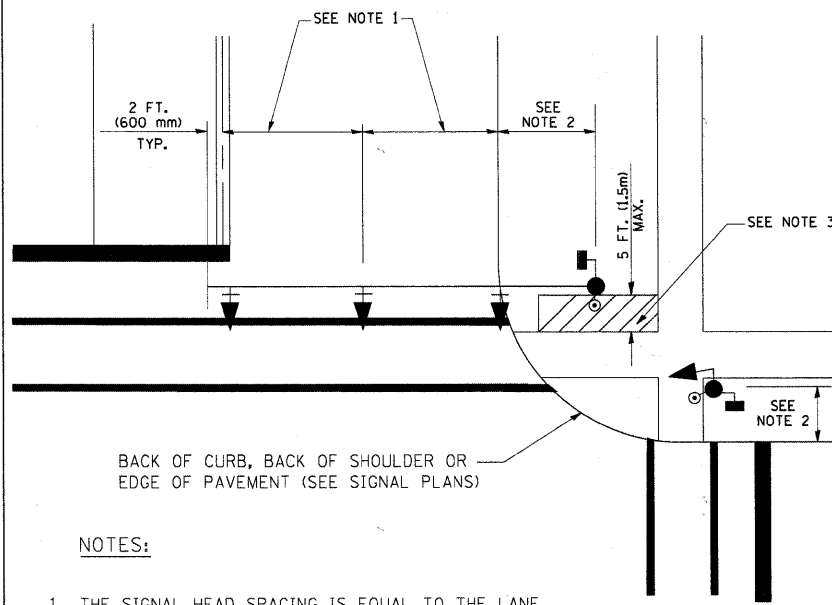
LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = bauerdl	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\PW100T\BAUERDL\0108315\ts05.dgn	DRAWN - BCK	REVISED -	336			01-00269-00-CH	KANE	124	77	
PLOT SCALE = 50:2000' / IN.	CHECKED - DAD	REVISED -	TS-05			CONTRACT NO. 63533				
PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -	SCALE: NONE			SHEET NO. 1 OF 6 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

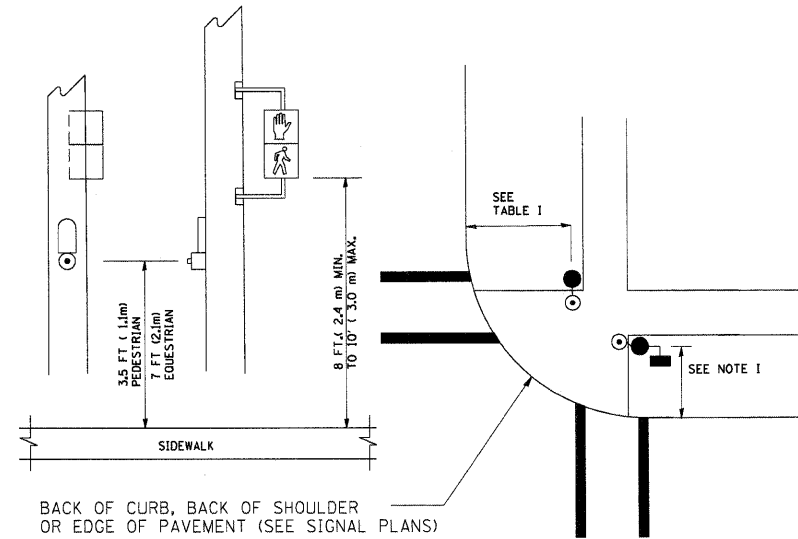
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

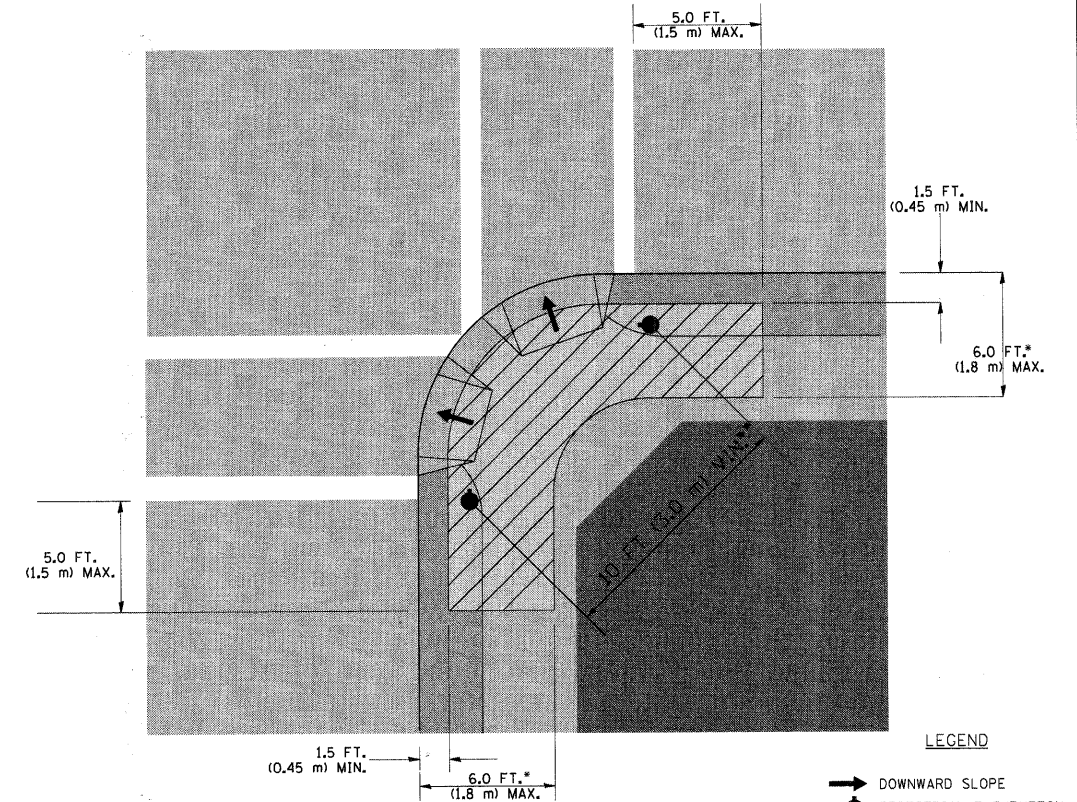
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

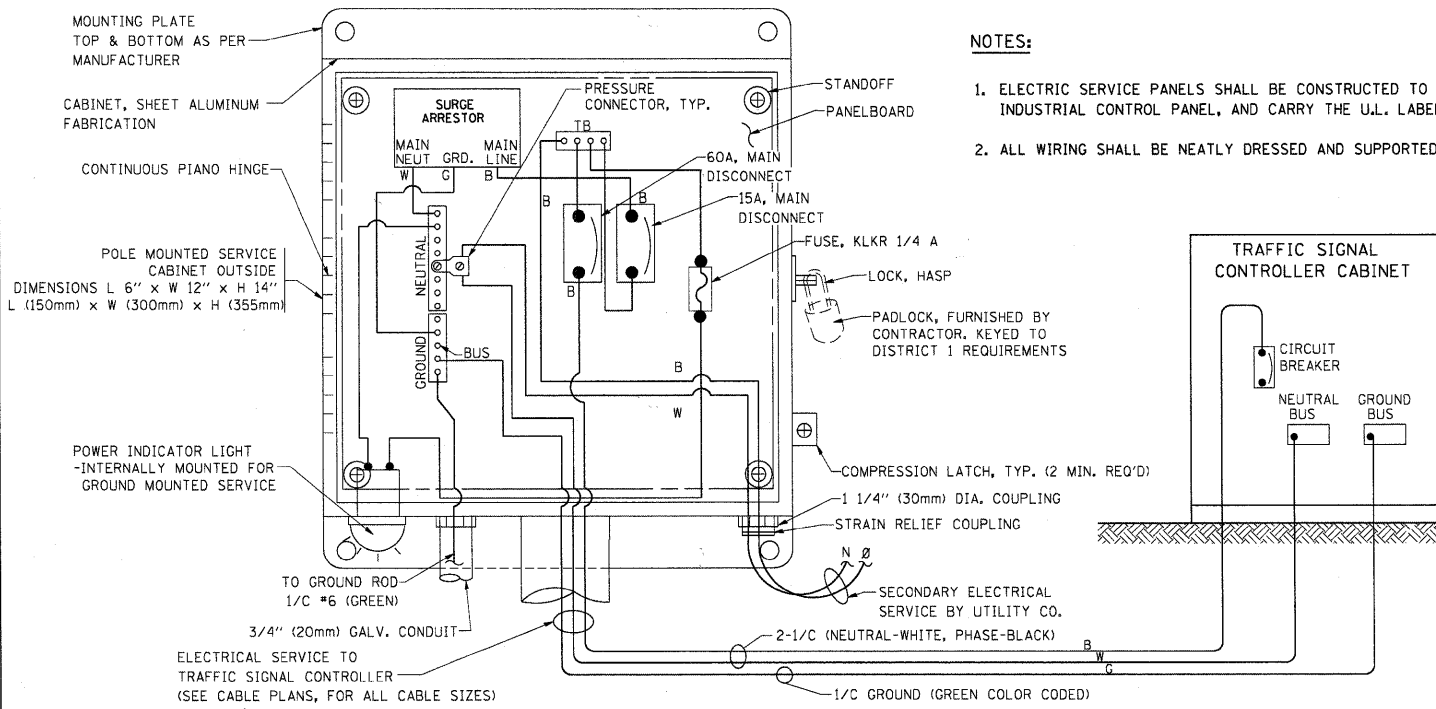
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

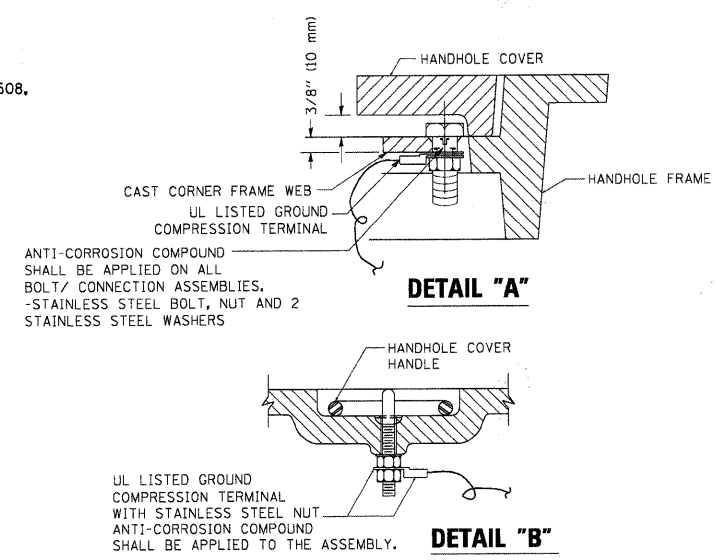
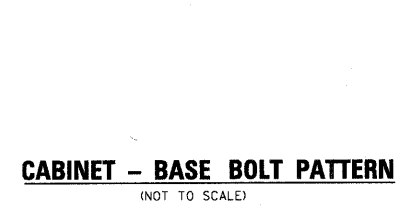
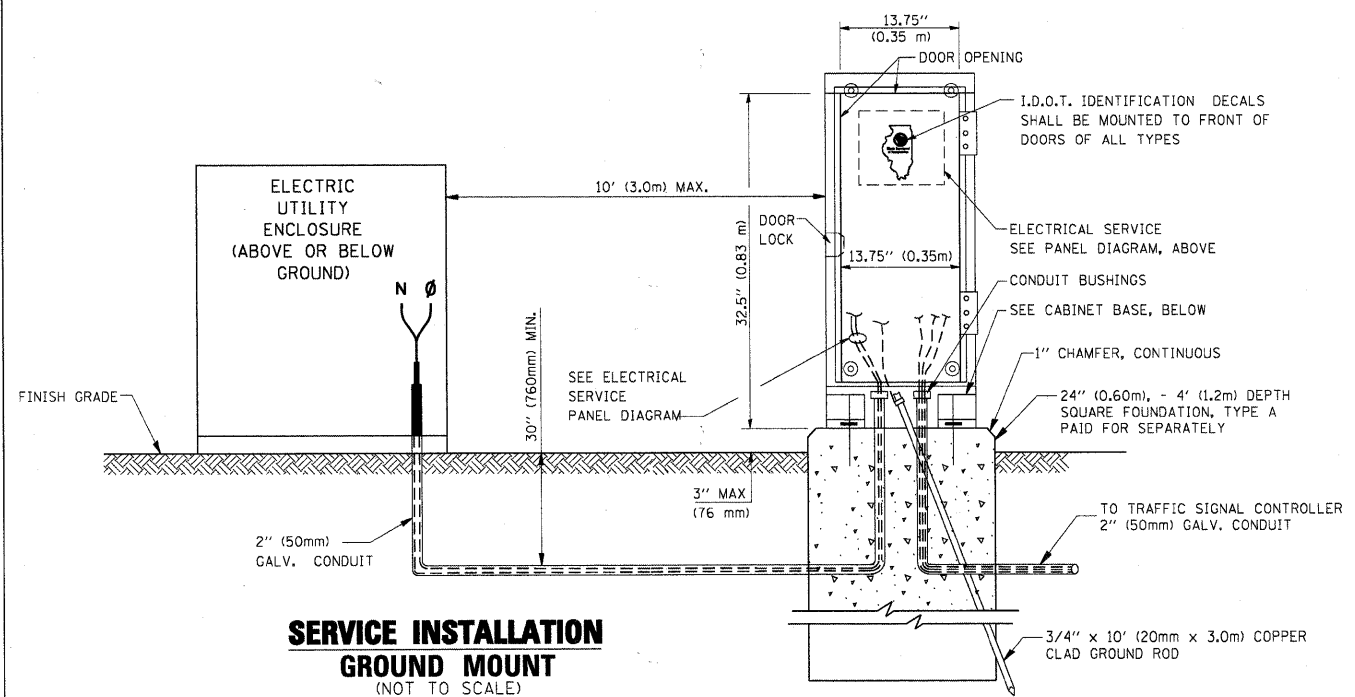
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

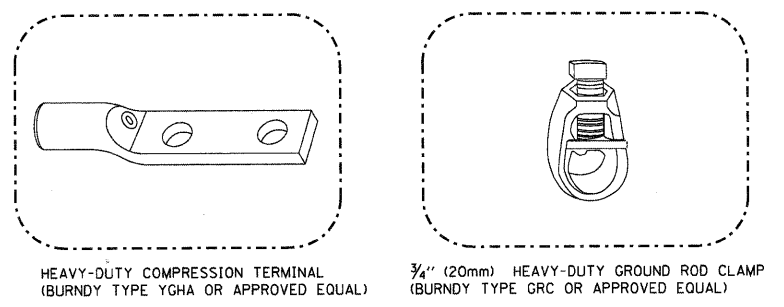
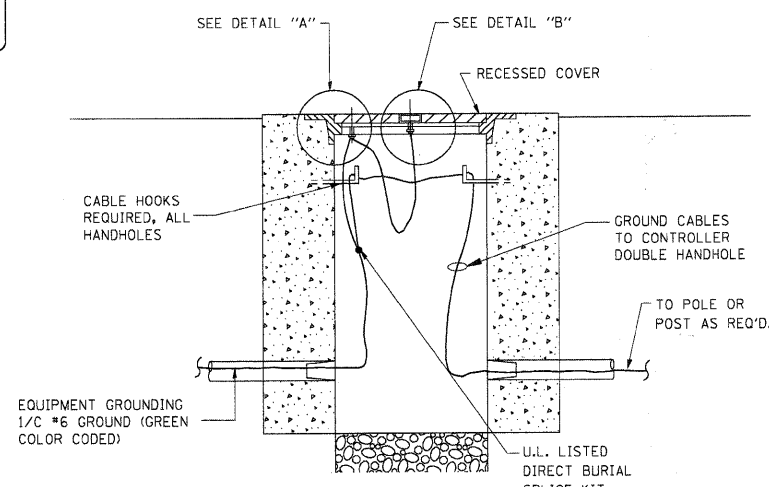
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.



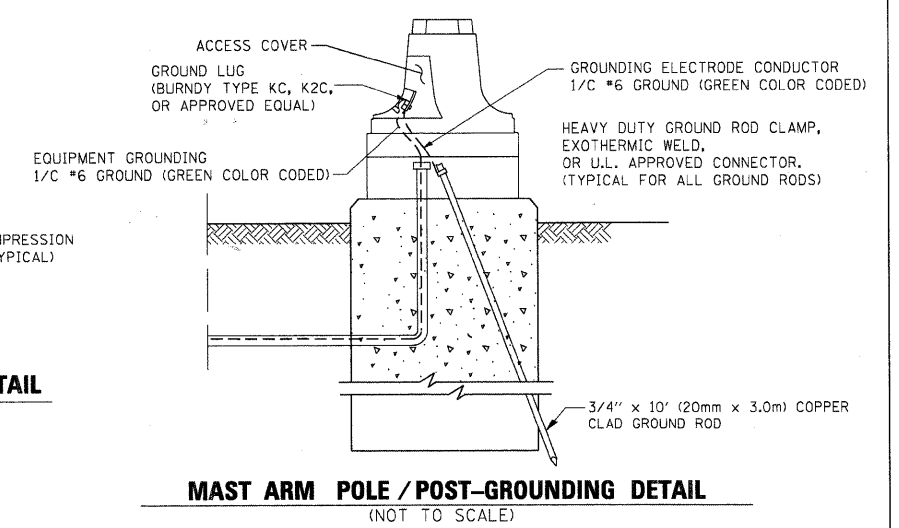
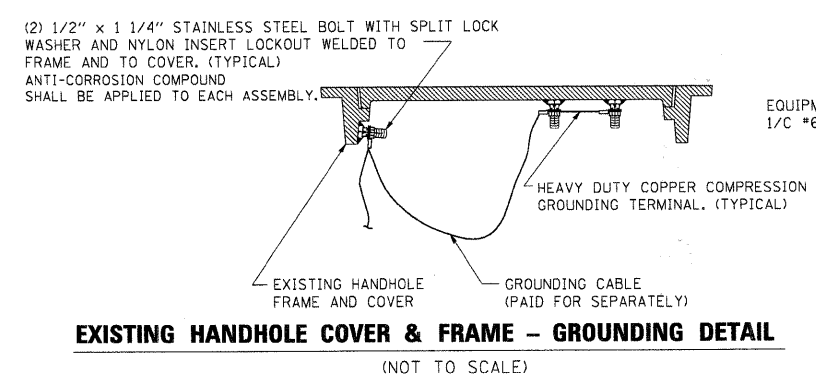
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSTALLED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
 2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
 3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
 4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



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

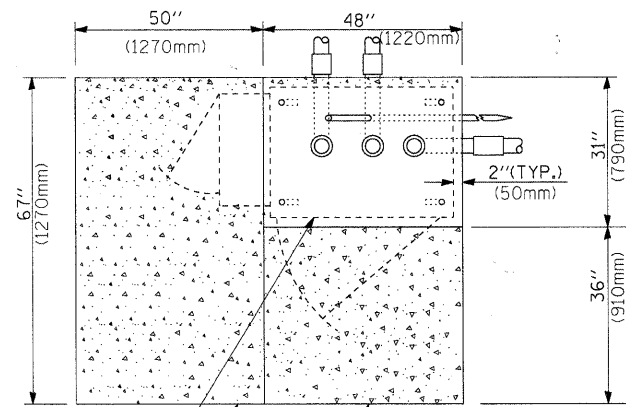


FILE NAME =	USER NAME = baerd1	DESIGNED - DAD	REVISED -
ca\pwork\VP\1001\BAUERDL\20108315\ts05.dgn		DRAWN - BCK	REVISED -
		CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

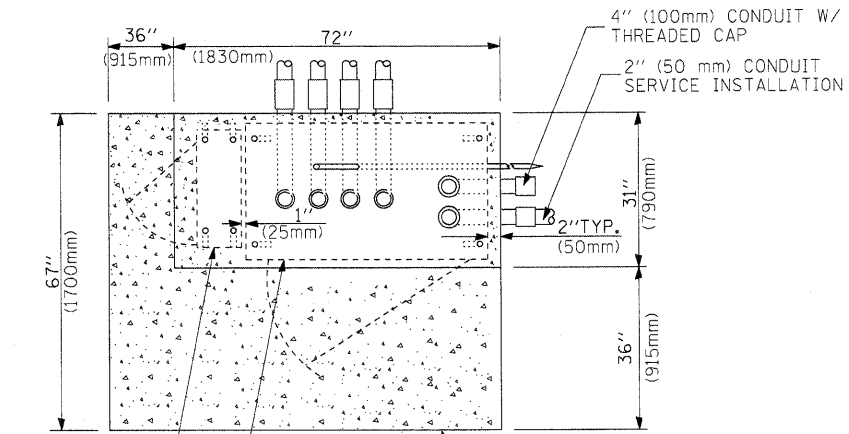
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 3 OF 6 SHEETS	STA. TO STA.	

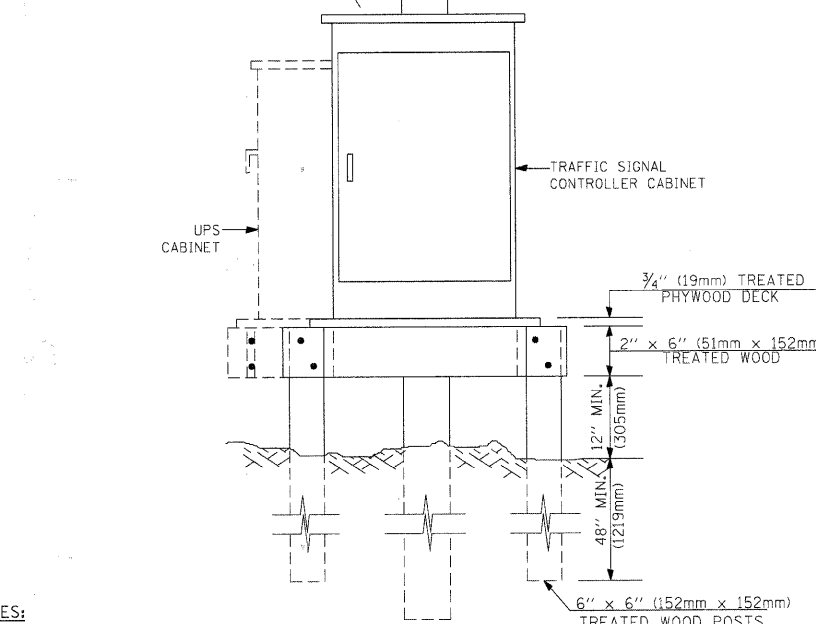
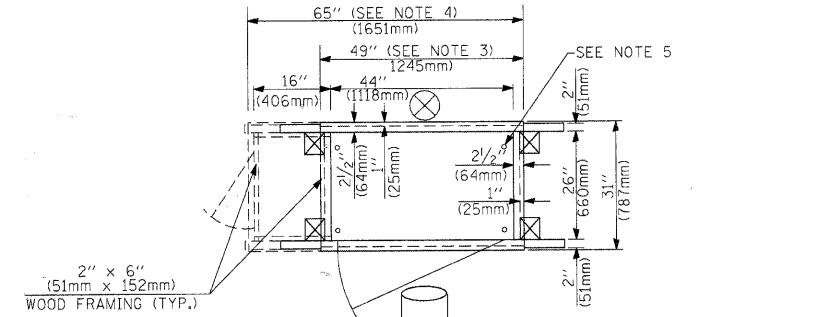
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00261-00-CH	KANE	124	79
TS-05			CONTRACT NO. 63533	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONTROLLER CABINET BASE
EXISTING APRON
PROPOSED APRON
TOP VIEW

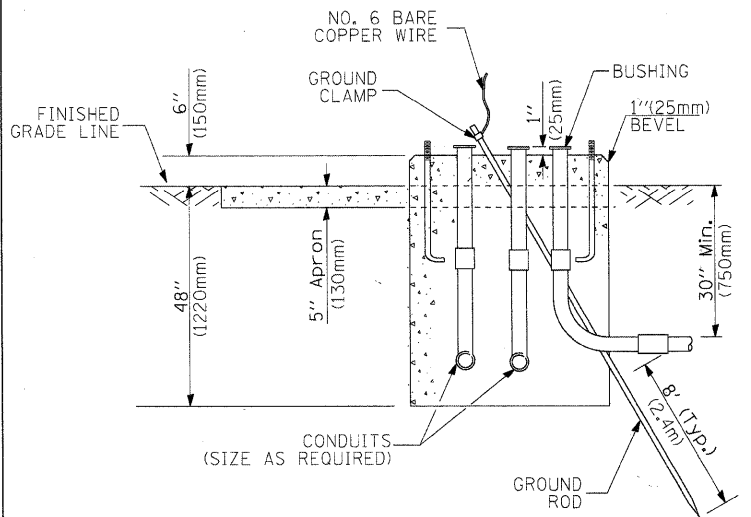


UPS CABINET BASE
CONTROLLER CABINET BASE
APRON
TOP VIEW

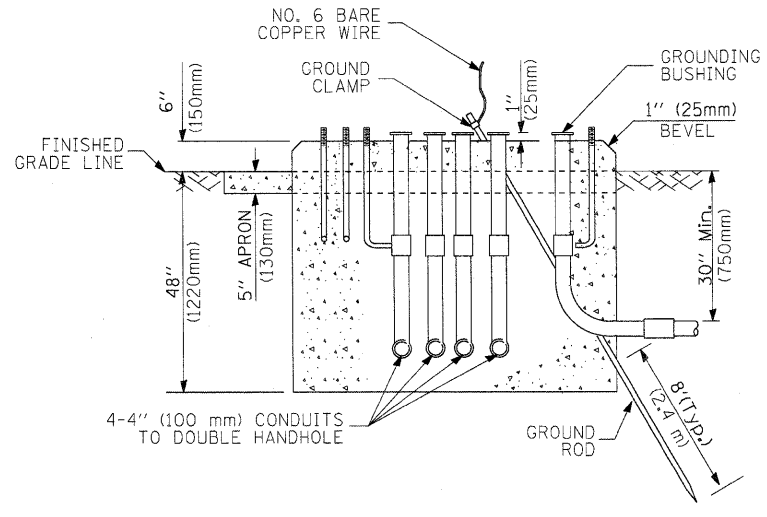


- NOTES:**
- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
 - BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
 - PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
 - PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
 - DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
 - FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**



**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



**TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

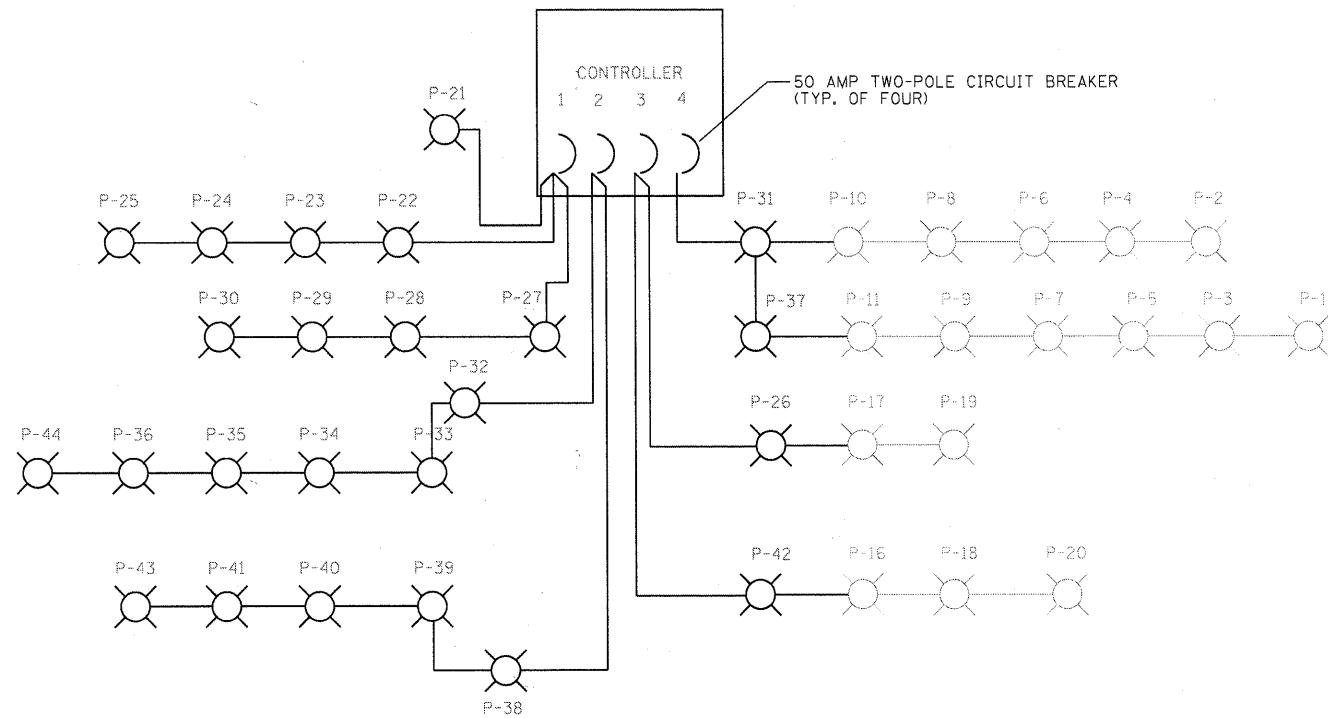
FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

- NOTES:**
- These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised design if other conditions are encountered.
 - Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
 - Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
 - For mast arm assemblies with dual arms refer to state standard 878001.

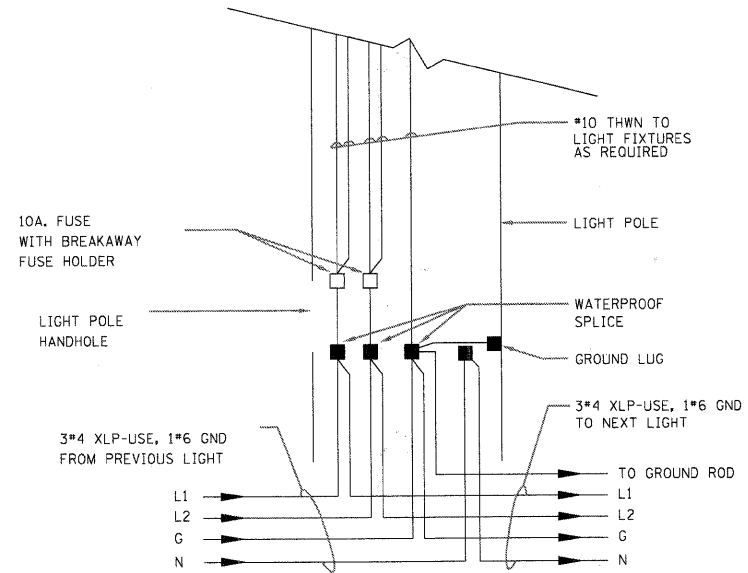
DEPTH OF MAST ARM FOUNDATIONS, TYPE E



ROADWAY LIGHTING CONTROLLER ONE-LINE

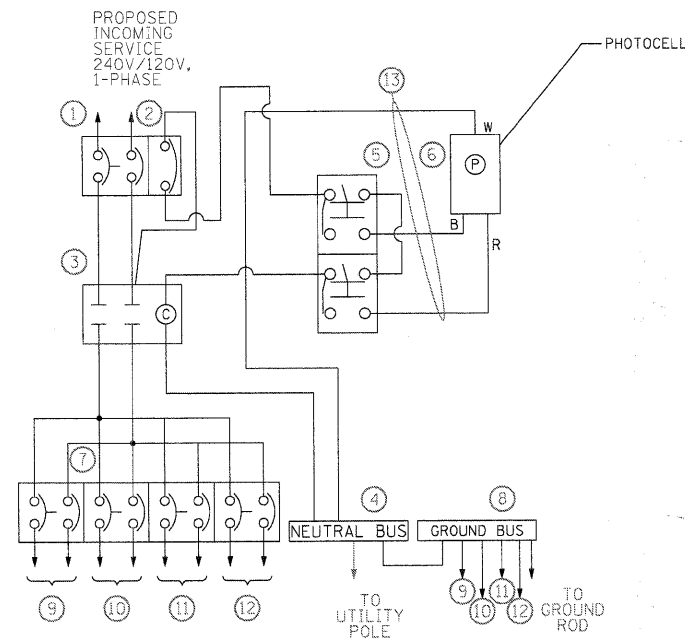
RANDALL ROAD/ FABYAN PKWY

LOAD SCHEDULE		
CIRCUIT #	AMPERES	WATTAGE
1	13.28	2550
2	15.88	3050
3	9.11	1750
4	16.92	3250



LIGHT POLE HANDHOLE WIRING DIAGRAM
NOT TO SCALE

- NOTES:
- 1- ALL CONNECTIONS TO GROUND RODS SHALL BE MADE WITH ONE-SHOT EXOTHERMIC TYPE CONNECTORS, CADWELD, OR EQUAL.
 - 2- ALL POLES SHALL HAVE AT LEAST ONE FIXTURE ON EACH CIRCUIT.



PROPOSED ROADWAY LIGHTING CONTROLLER SCHEMATIC

NOTE: REFER TO IDOT STANDARD 825021 FOR LIGHTING CONTROLLER DETAILS

NOMENCLATURE

- 1 PROPOSED 2P, 100A MAIN BREAKER. BREAKER SHALL BE SQUARE D MODEL FAL220100 (OR EQUAL)
- 2 PROPOSED 1P, 20A CONTROL BREAKER. BREAKER SHALL BE SQUARE D MODEL FAL12015 (OR EQUAL)
- 3 PROPOSED 2P, 100A LIGHTING CONTACTOR. CONTACTOR SHALL BE SQUARE D MODEL 8903, SPO-1 WITH 120V COIL (OR EQUAL)
- 4 PROPOSED NEUTRAL BUS
- 5 PROPOSED HOA SWITCH. SWITCH SHALL BE SQUARE D MODEL 9001 KYK-111 (OR EQUAL)
- 6 PROPOSED PHOTOCELL ON POLE CLOSEST TO CONTROLLER. PHOTOCELL SHALL BE 1800W MIN.
- 7 PROPOSED BRANCH BREAKERS. BREAKERS SHALL BE 2P, 50A SQUARE D MODEL FAL22050 (OR EQUAL)
- 8 PROPOSED GROUND BUS
- 9 PROPOSED 2#4 XLP-USE, 1#4 NEUTRAL, 1#6 GND. IN 1/4" UNIT DUCT TO PROPOSED LIGHTING (CIRCUIT #1)
- 10 PROPOSED 2#4 XLP-USE, 1#4 NEUTRAL, 1#6 GND. IN 1/4" UNIT DUCT TO PROPOSED LIGHTING (CIRCUIT #2)
- 11 PROPOSED 2#4 XLP-USE, 1#4 NEUTRAL, 1#6 GND. IN 1/4" UNIT DUCT TO PROPOSED LIGHTING (CIRCUIT #3)
- 12 PROPOSED 2#4 XLP-USE, 1#4 NEUTRAL, 1#6 GND. IN 1/4" UNIT DUCT TO PROPOSED LIGHTING (CIRCUIT #4)
- 13 PROPOSED 3#12 XLP-USE, 1#12 GND. IN 3/4" GRSC TO PROPOSED PHOTOCELL

FILE NAME = I:\henneco\09250223\Draw\cadd\sheet\AE.DETAIL.S.02.dgn



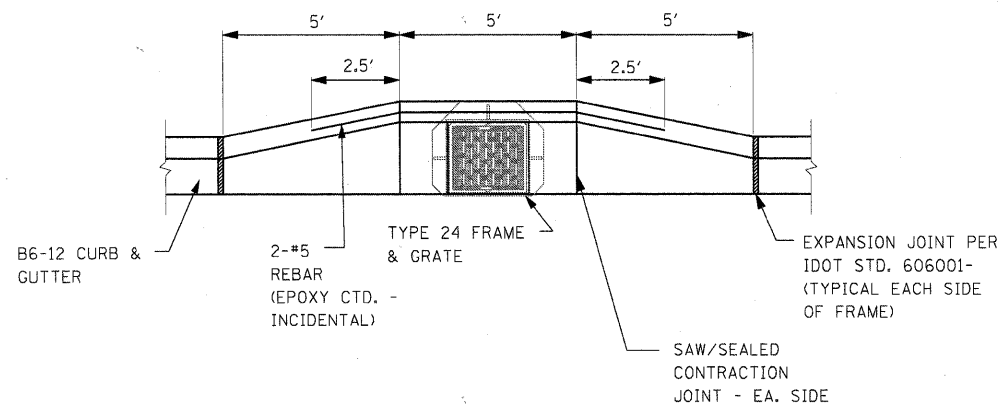
USER NAME = Matt Baldwin	DESIGNED - AS	REVISED -
PLOT SCALE = 10.0000 / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 12/29/2010	CHECKED - AB	REVISED -
	DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

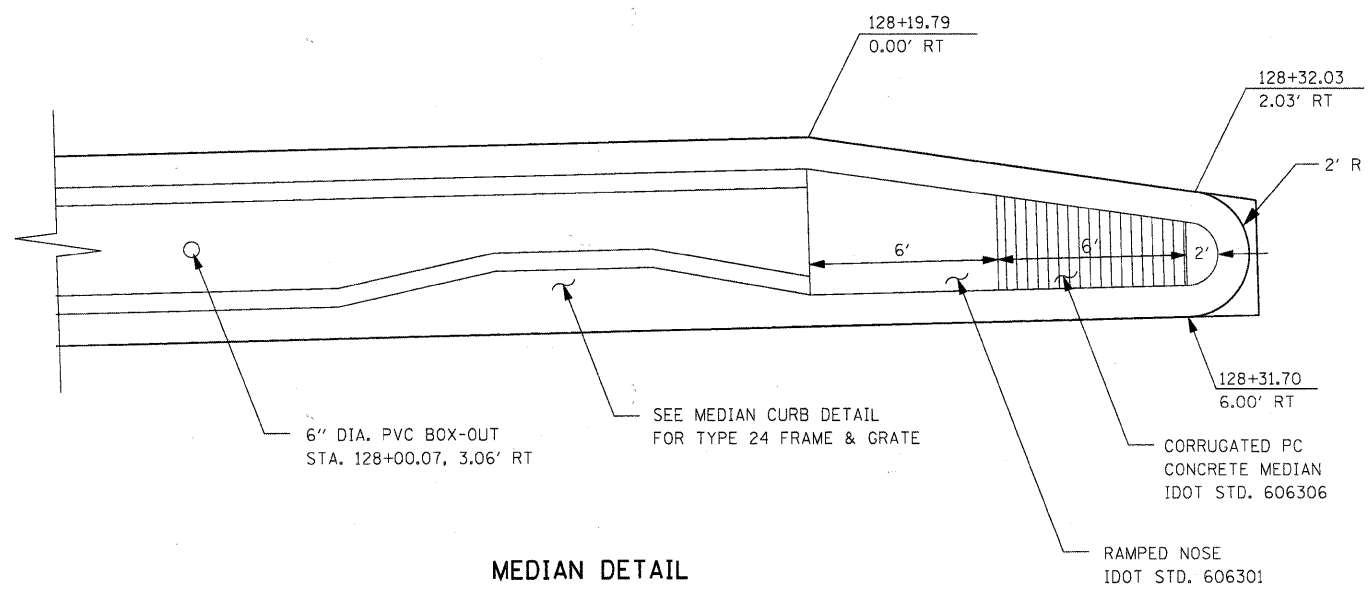
ELECTRICAL DETAILS - 2

SCALE: N.T.S. SHEET NO. 3 OF 4 SHEETS STA. TO STA.

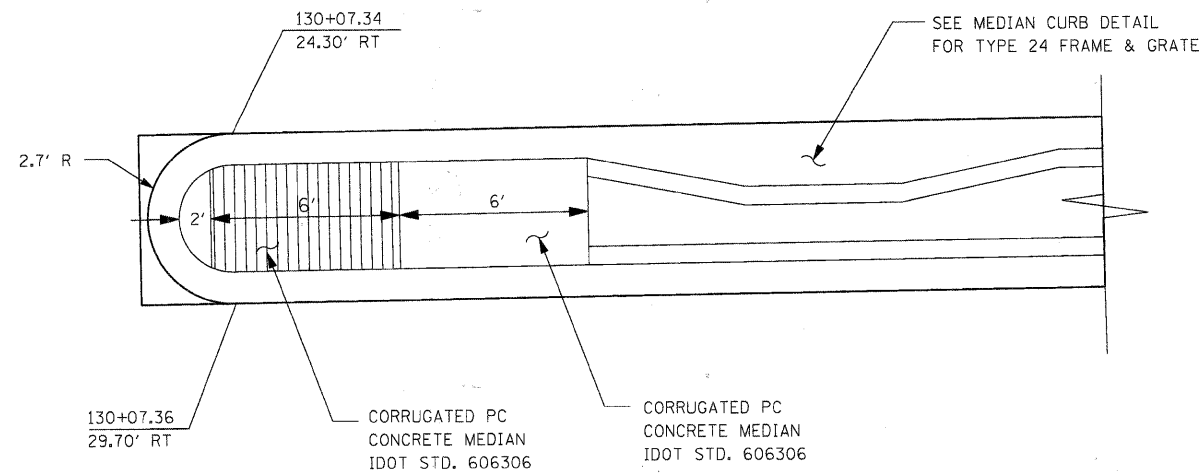
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	84
				CONTRACT NO. 63533
ILLINOIS FED. AID PROJECT				



MEDIAN CURB DETAIL
FOR TYPE 24 FRAME & GRATE



MEDIAN DETAIL
FABYAN PARKWAY - WEST APPROACH



MEDIAN DETAIL
FABYAN PARKWAY - EAST APPROACH

FILE NAME = I:\projects\0226683\dr\plan\chained_sheets\AR_DETAIL_S.01.dgn



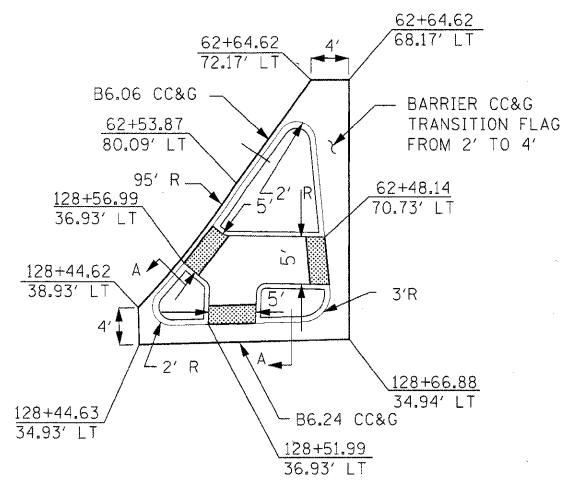
USER NAME = Matt Baldwin	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 3/8" = 1' IN.	CHECKED -	REVISED -
PLOT DATE = 12/29/2010	DATE = 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

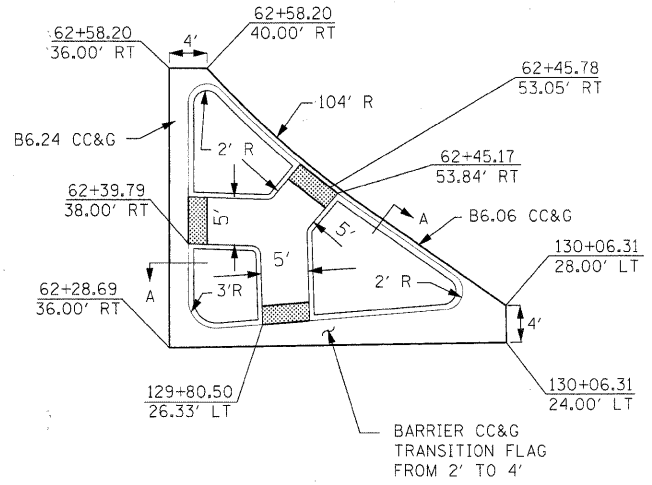
CONSTRUCTION DETAILS - 1

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

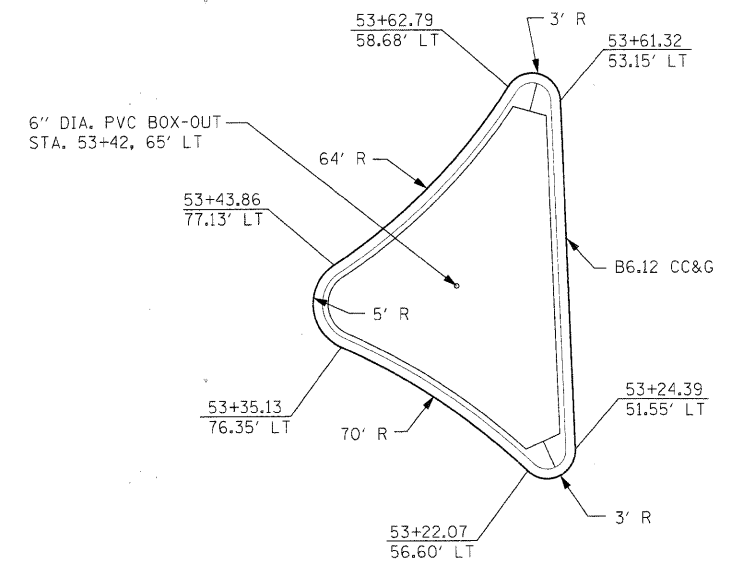
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	85
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				



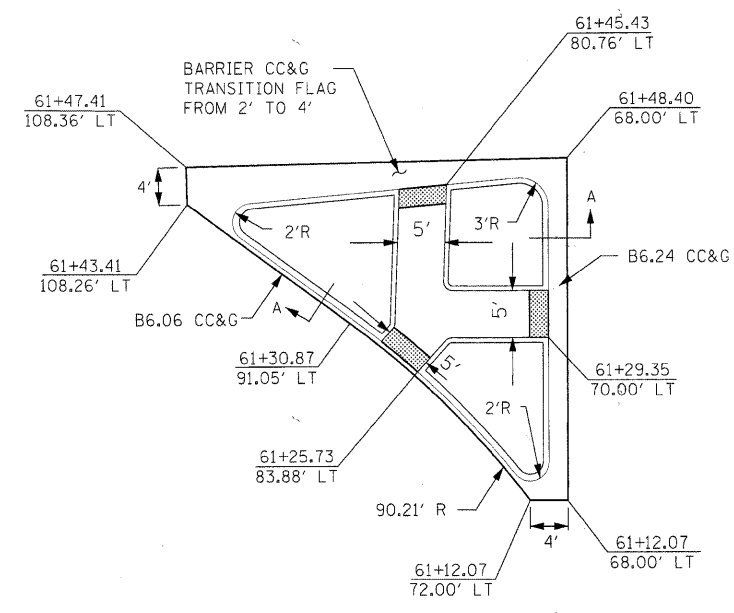
RANDALL RD/FABYAN PKWY
INTERSECTION ISLAND
NORTH WEST QUADRANT



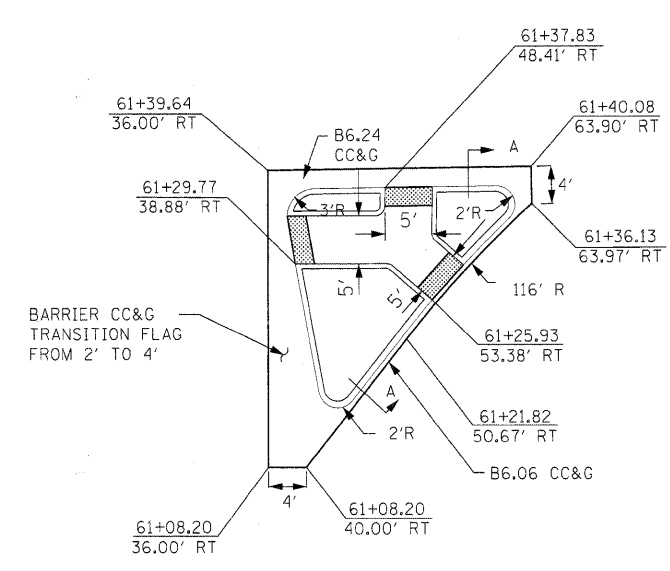
RANDALL RD/FABYAN PKWY
INTERSECTION ISLAND
NORTH EAST QUADRANT



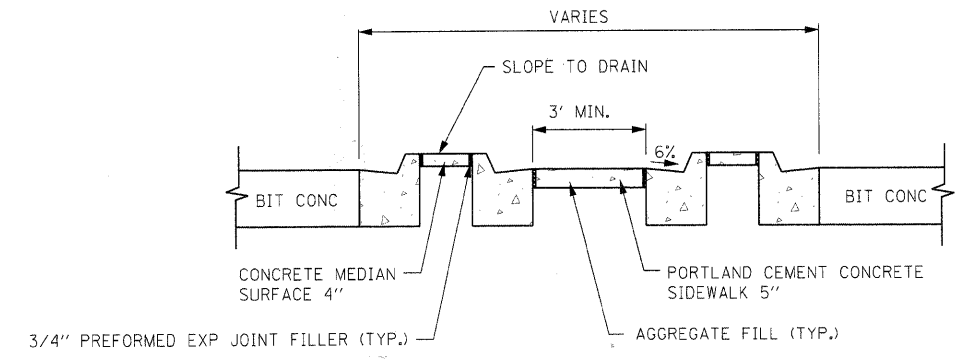
RANDALL RD/SOUTH DR
INTERSECTION ISLAND



RANDALL RD/FABYAN PKWY
INTERSECTION ISLAND
SOUTH WEST QUADRANT



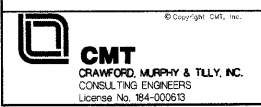
RANDALL RD/FABYAN PKWY
INTERSECTION ISLAND
SOUTH EAST QUADRANT



SECTION A-A

- NOTE:
1. THE SIDEWALK SHOULD DRAIN TO THE LOW SIDE OF THE ISLAND. IF NECESSARY THE SIDEWALK SHALL BE SLOPED TO DRAIN AT A MAXIMUM 2% GRADE.
 2. CURB & GUTTER ADJACENT TO THE WALKWAY IN THE INTERIOR OF THE ISLAND SHALL HAVE 6" GUTTER FLAGS.
 3. THE SIDEWALK SHOULD NOT BE CLOSER THAN 3.0' FROM THE CORNER OF THE ISLAND.
 4. ISLANDS SHALL CONSIST OF PCC SIDEWALK 5", CONCRETE MEDIAN SURFACE 4", AND COMBINATION CONCRETE CURB & GUTTER, TYPE M OR B OF THE SIZE SPECIFIED. MEDIAN ISLANDS CAN ALSO BE SOLID CONCRETE MEDIANS.
 5. LOCATION, LAYOUT, AND WIDTHS OF THE FLUSH SIDEWALK AREA, SHALL BE DETERMINED BY THE DESIGNER AND SHOWN ON THE PLANS.
 6. THE ISLANDS WILL BE MEASURED FOR PAYMENT FROM E.O.P. TO E.O.P. AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ. FT. FOR CONCRETE ISLAND, SPECIAL, WHICH SHALL INCLUDE THE COMBINATION CURB & GUTTER, SIDEWALK, AGGREGATE FILL, AND CONCRETE MEDIAN SURFACE.

FILE NAME = L:\KANE\CD\09290803\Draw\Exhibits\McClements\CADD_Sheets\A\DETAILS_02.dgn



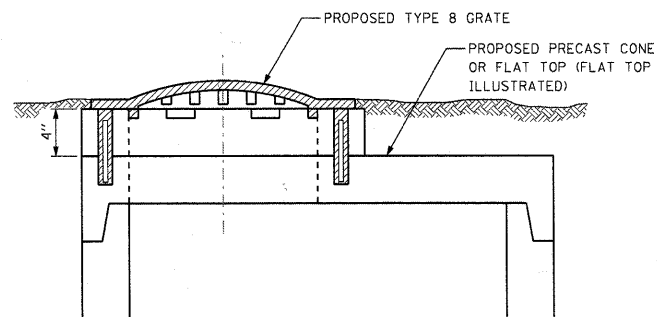
USER NAME = Matt Balowin	DESIGNED - PWK	REVISED -
PLOT SCALE = 10.0000 1/16" IN.	DRAWN - ERD	REVISED -
PLOT DATE = 2/7/2011	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

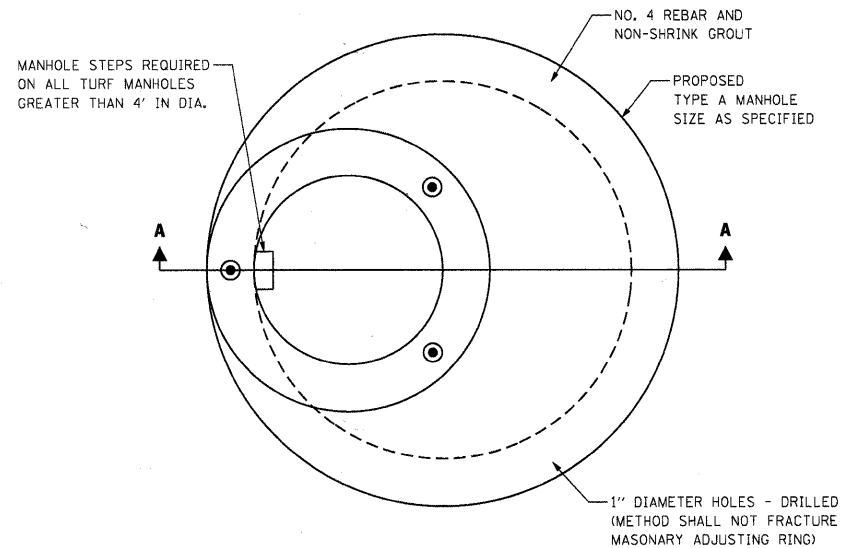
CONSTRUCTION DETAILS - 2

SCALE: 1"=10' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	86
ILLINOIS FED. AID PROJECT			CONTRACT NO. 63533	

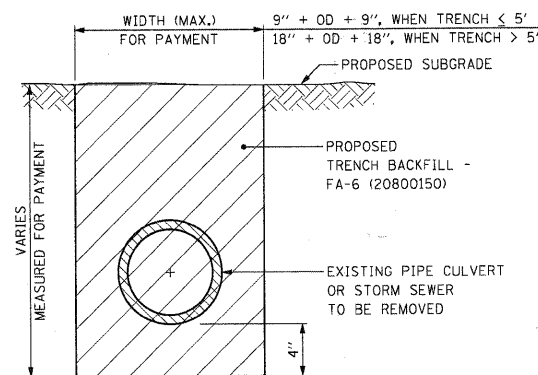


SECTION A-A

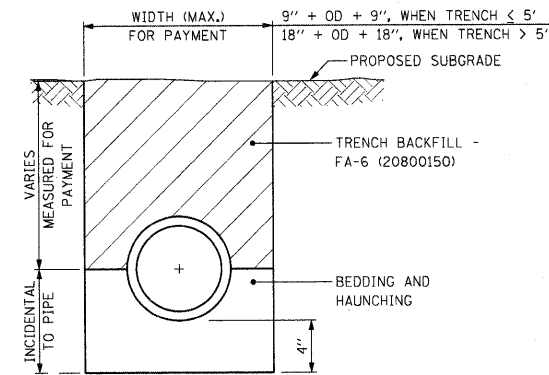


TURF INLET DETAIL

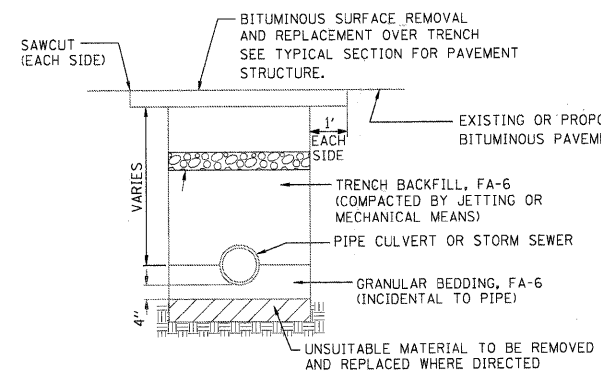
NOTE:
ANCHORING OF ADJUSTING RINGS ONLY APPLIES TO MANHOLE STRUCTURES USING A TYPE B GRATE (TURF AREAS)



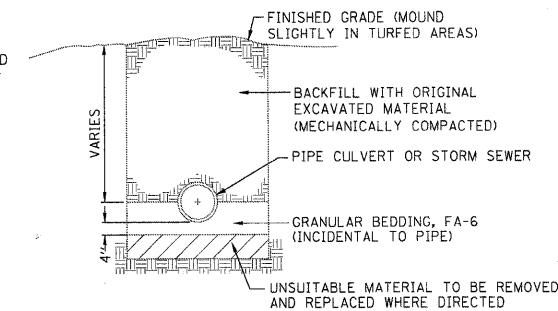
TRENCH BACKFILL - EXIST. PIPE CULVERT/STORM SEWER REMOVAL
TRENCH BACKFILL REQUIRED IN PAVED AREAS ONLY



PROP. TRENCH - PIPE CULVERT/STORM SEWER DETAIL
TRENCH BACKFILL REQUIRED IN PAVED AREAS ONLY



ASPHALT PAVEMENT AREAS
UNDER OR WITHIN 2' OF ANY PAVEMENT, CURB, GUTTER OR WITHIN 1' OF ANY SIDEWALK



NON-PAVED AREAS

FILE NAME = L:\ANECO\02266263\Draw\CADD_Sheets\A1-Detail_C_03.dgn



USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 10.0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 12/29/2010	CHECKED - KDF	REVISED -
	DATE - 12/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS - 3

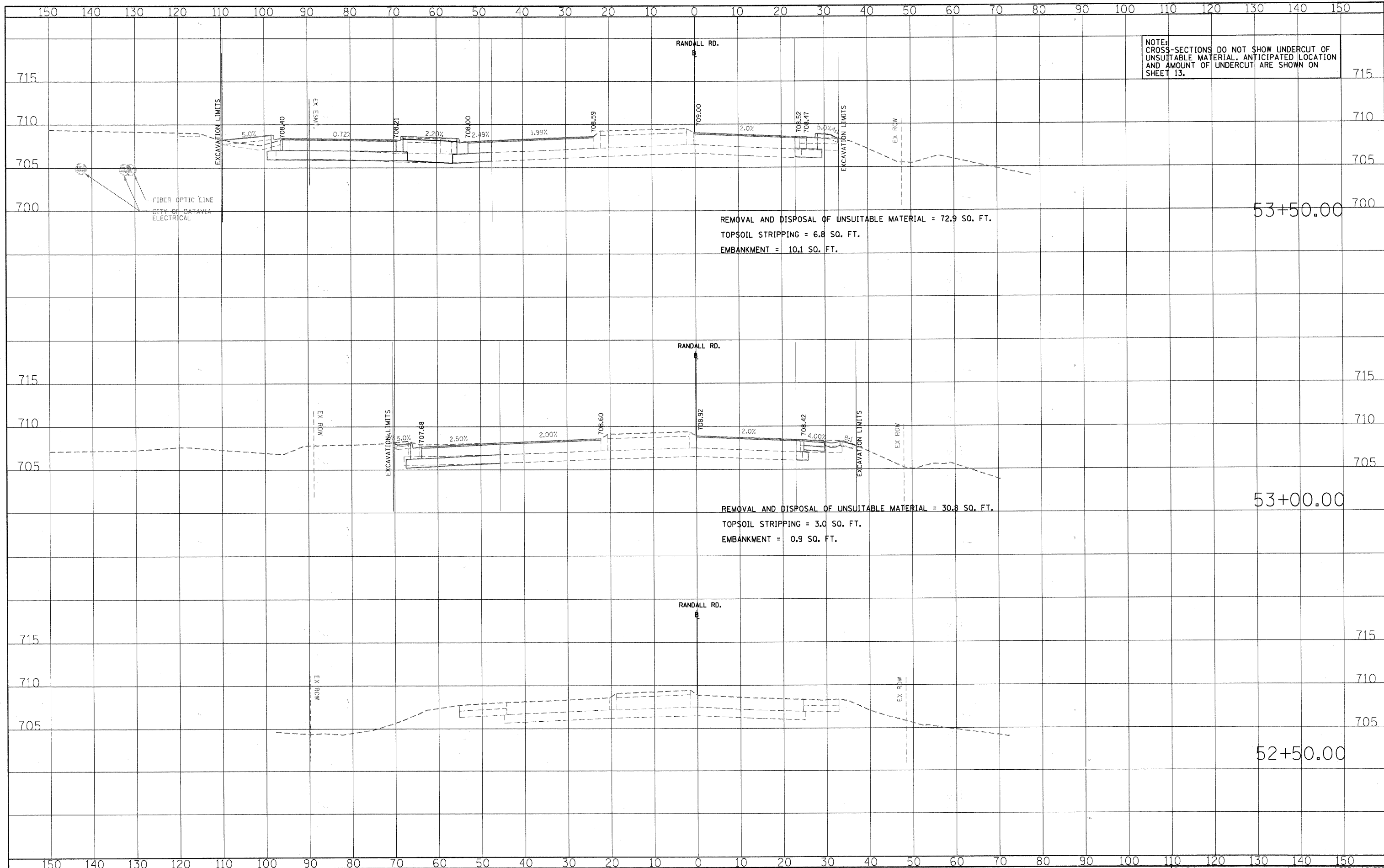
SCALE: 1"=10' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	87
CONTRACT NO. 63533				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
SURVEY	
PROF. SEAL	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PROF. SEAL	
NOTE BOOK	
AREAS CHECKED	
NO.	

FILE NAME = L:\KANE\CD\12\121603\01\00\CAADD_Sheets\MS_SHEE\RRANDALL.dwg



REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 72.9 SO. FT.
 TOPSOIL STRIPPING = 6.8 SO. FT.
 EMBANKMENT = 10.1 SO. FT.

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 30.8 SO. FT.
 TOPSOIL STRIPPING = 3.0 SO. FT.
 EMBANKMENT = 0.9 SO. FT.



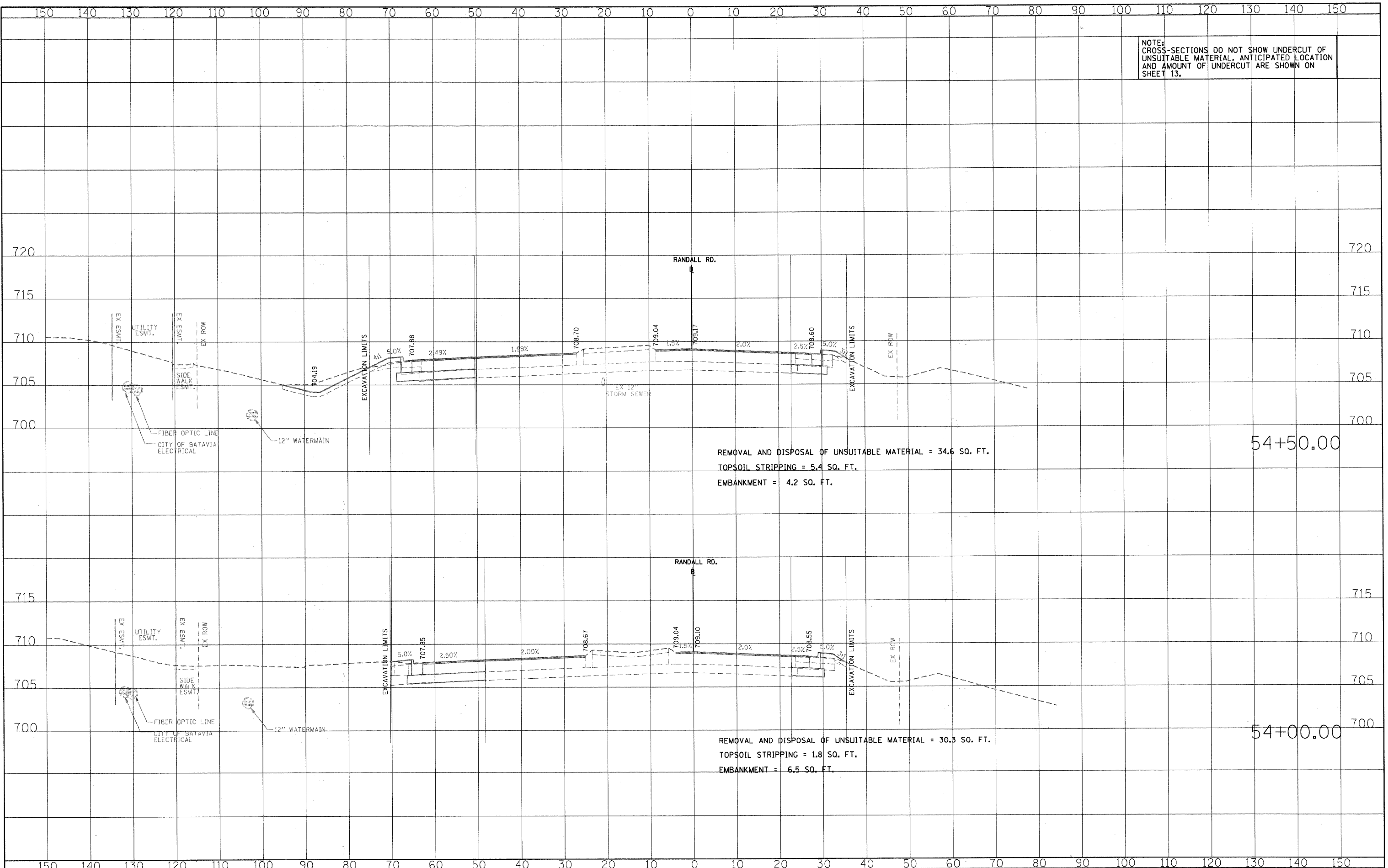
USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	DRAWN - ERD	REVISED -
PLOT SCALE = 10.0000' / 1" IN.	CHECKED - KDF	REVISED -
PLOT DATE = 12/29/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RANDALL ROAD CROSS-SECTIONS
 SCALE: 1" = 10'
 SHEET NO. OF SHEETS STA. 52+50.00 TO STA. 53+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	88
CONTRACT NO. 63533				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

NOTE: CROSS-SECTIONS DO NOT SHOW UNDERCUT OF UNSUITABLE MATERIAL. ANTICIPATED LOCATION AND AMOUNT OF UNDERCUT ARE SHOWN ON SHEET 13.



DATE	
BY	
FINAL SURVEY	
NOTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

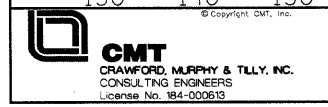
DATE	
BY	
ORIGINAL SURVEY	
NOTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 34.6 SQ. FT.
 TOPSOIL STRIPPING = 5.4 SQ. FT.
 EMBANKMENT = 4.2 SQ. FT.

54+50.00

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 30.3 SQ. FT.
 TOPSOIL STRIPPING = 1.8 SQ. FT.
 EMBANKMENT = 6.5 SQ. FT.

54+00.00



USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	DRAWN - ERD	REVISED -
	CHECKED - KDF	REVISED -
	DATE -	REVISED -
PLOT SCALE = 10,0000' / IN.		
PLOT DATE = 12/29/2012		

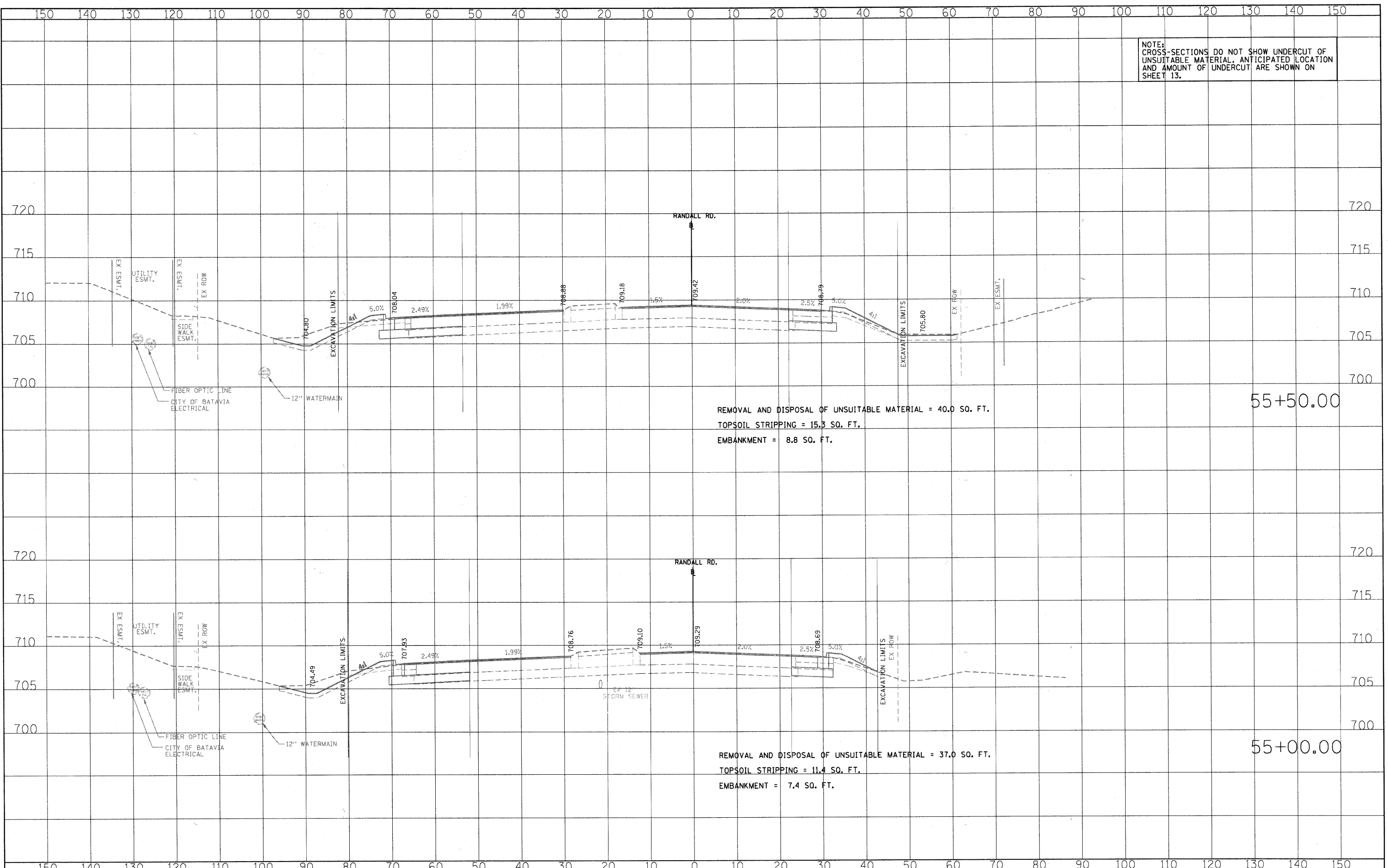
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RANDALL ROAD CROSS-SECTIONS

SCALE: 1" = 10' SHEET NO. OF SHEETS STA. 54+00.00 TO STA. 54+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	89
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63533	

NOTE: CROSS-SECTIONS DO NOT SHOW UNDERCUT OF UNSUITABLE MATERIAL. ANTICIPATED LOCATION AND AMOUNT OF UNDERCUT ARE SHOWN ON SHEET 13.



REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 40.0 SQ. FT.
 TOPSOIL STRIPPING = 15.3 SQ. FT.
 EMBANKMENT = 8.8 SQ. FT.

55+50.00

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 37.0 SQ. FT.
 TOPSOIL STRIPPING = 11.4 SQ. FT.
 EMBANKMENT = 7.4 SQ. FT.

55+00.00

DATE	
BY	
FINAL SURVEY	
PLotted	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
Plotted	
NOTE BOOK	
AREAS CHECKED	
NO.	

FILE NAME = L:\KANECD\01292803\Draw\CADD_Sheets\KANS_SHEE\RANDALL\RD\RD

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	DRAWN - ERD	REVISED -
PLOT SCALE = 10.0000' / IN.	CHECKED - KDF	REVISED -
PLOT DATE = 12/29/2010	DATE -	REVISED -

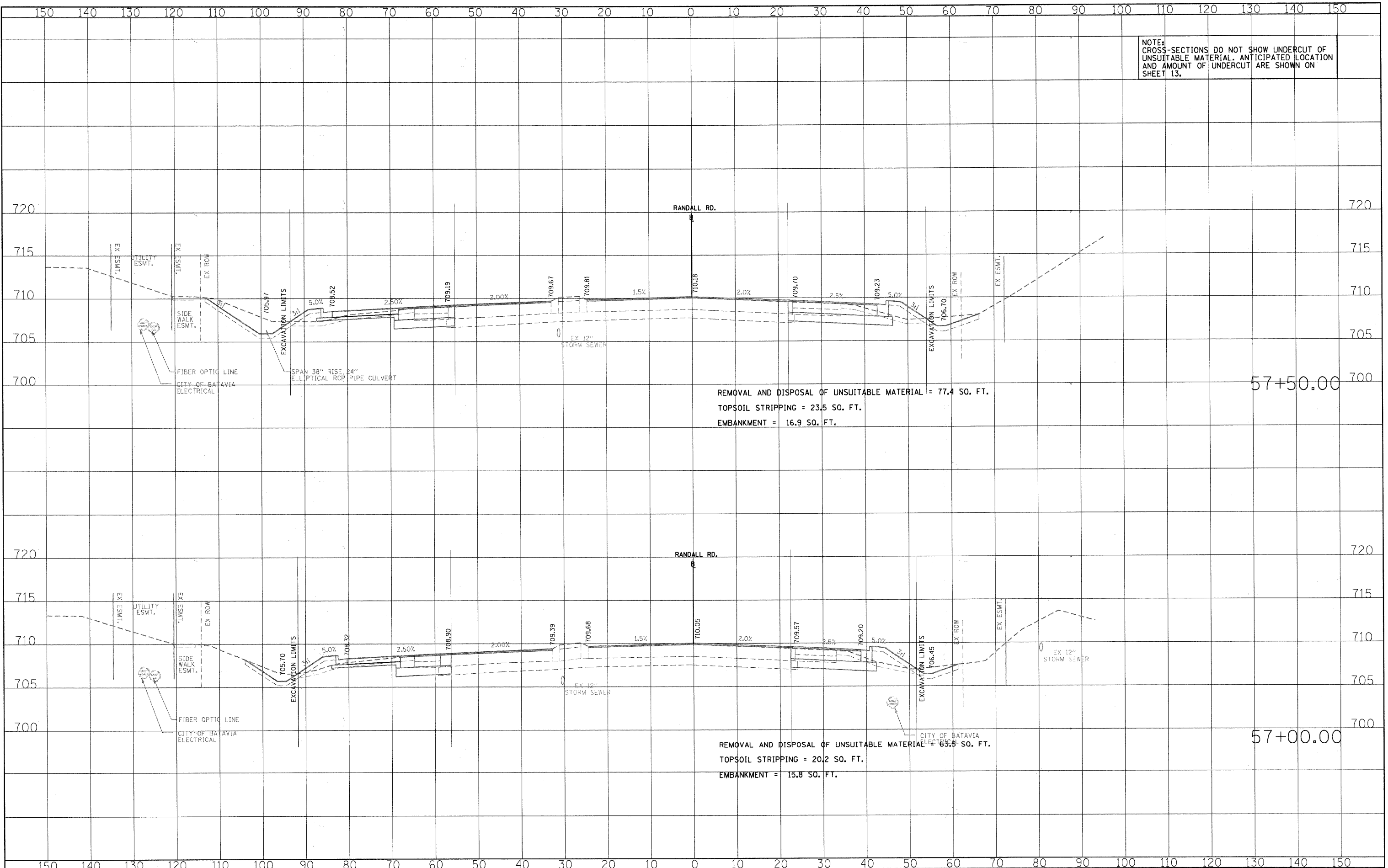
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

RANDALL ROAD CROSS-SECTIONS

SCALE: 1" = 10' SHEET NO. OF SHEETS STA. 55+00.00 TO STA. 55+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	90
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 63533				

NOTE: CROSS-SECTIONS DO NOT SHOW UNDERCUT OF UNSUITABLE MATERIAL. ANTICIPATED LOCATION AND AMOUNT OF UNDERCUT ARE SHOWN ON SHEET 13.



REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 77.4 SQ. FT.
 TOPSOIL STRIPPING = 23.5 SQ. FT.
 EMBANKMENT = 16.9 SQ. FT.

57+50.00

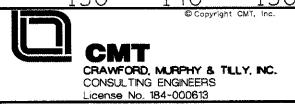
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 65.5 SQ. FT.
 TOPSOIL STRIPPING = 20.2 SQ. FT.
 EMBANKMENT = 15.8 SQ. FT.

57+00.00

DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

FILE NAME = L:\KANE\CD\VP\296801\Drawings\AS\Sheet\AS-SHEET\Randall\9393.dwg



USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	DRAWN - ERD	REVISED -
PLOT SCALE = 10.0000' / IN.	CHECKED - KDF	REVISED -
PLOT DATE = 12/29/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

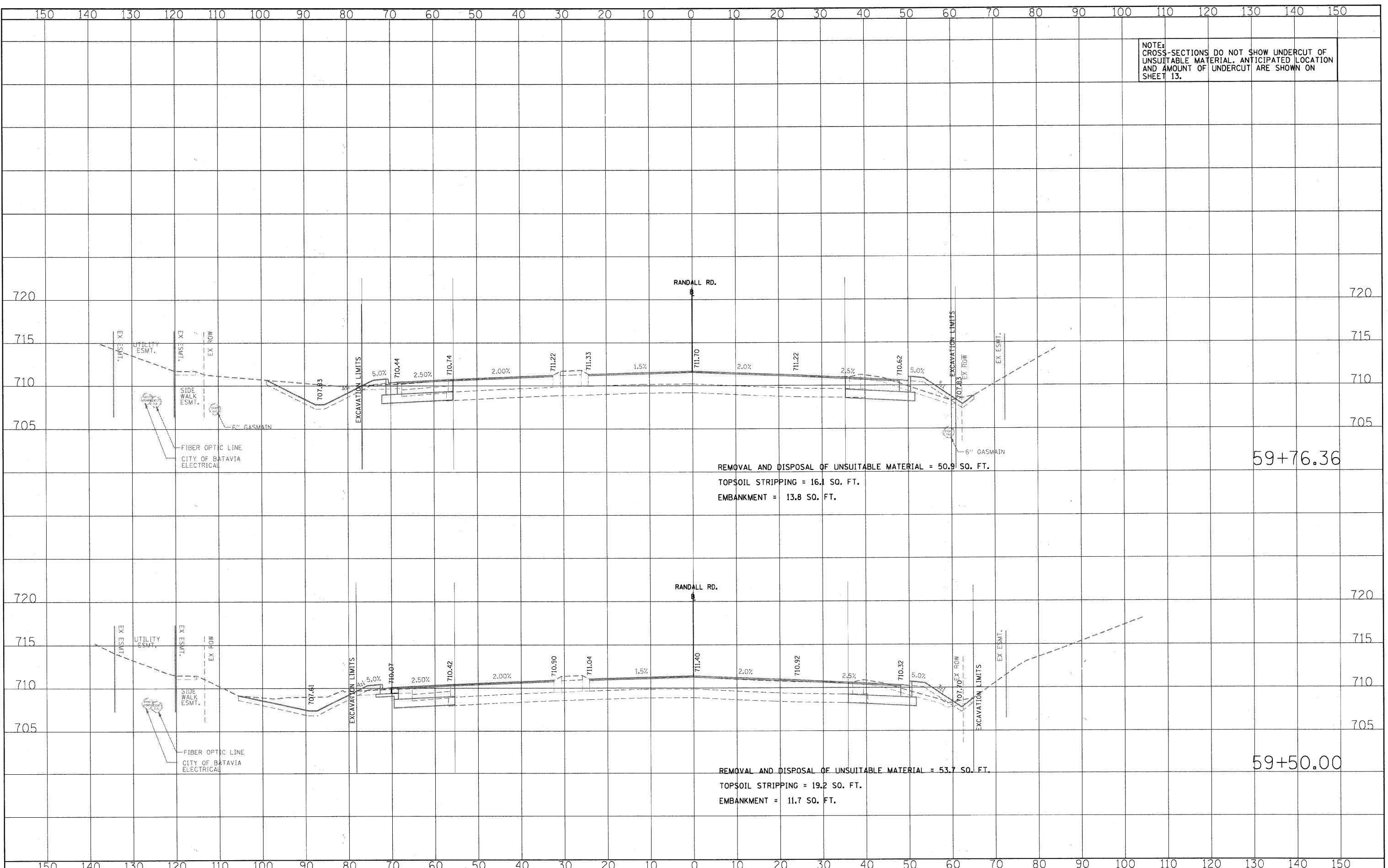
RANDALL ROAD CROSS-SECTIONS
 SCALE: 1" = 10'
 SHEET NO. OF SHEETS STA. 57+00.00 TO STA. 57+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	93
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 63533	

NOTE: CROSS-SECTIONS DO NOT SHOW UNDERCUT OF UNSUITABLE MATERIAL. ANTICIPATED LOCATION AND AMOUNT OF UNDERCUT ARE SHOWN ON SHEET 13.

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	



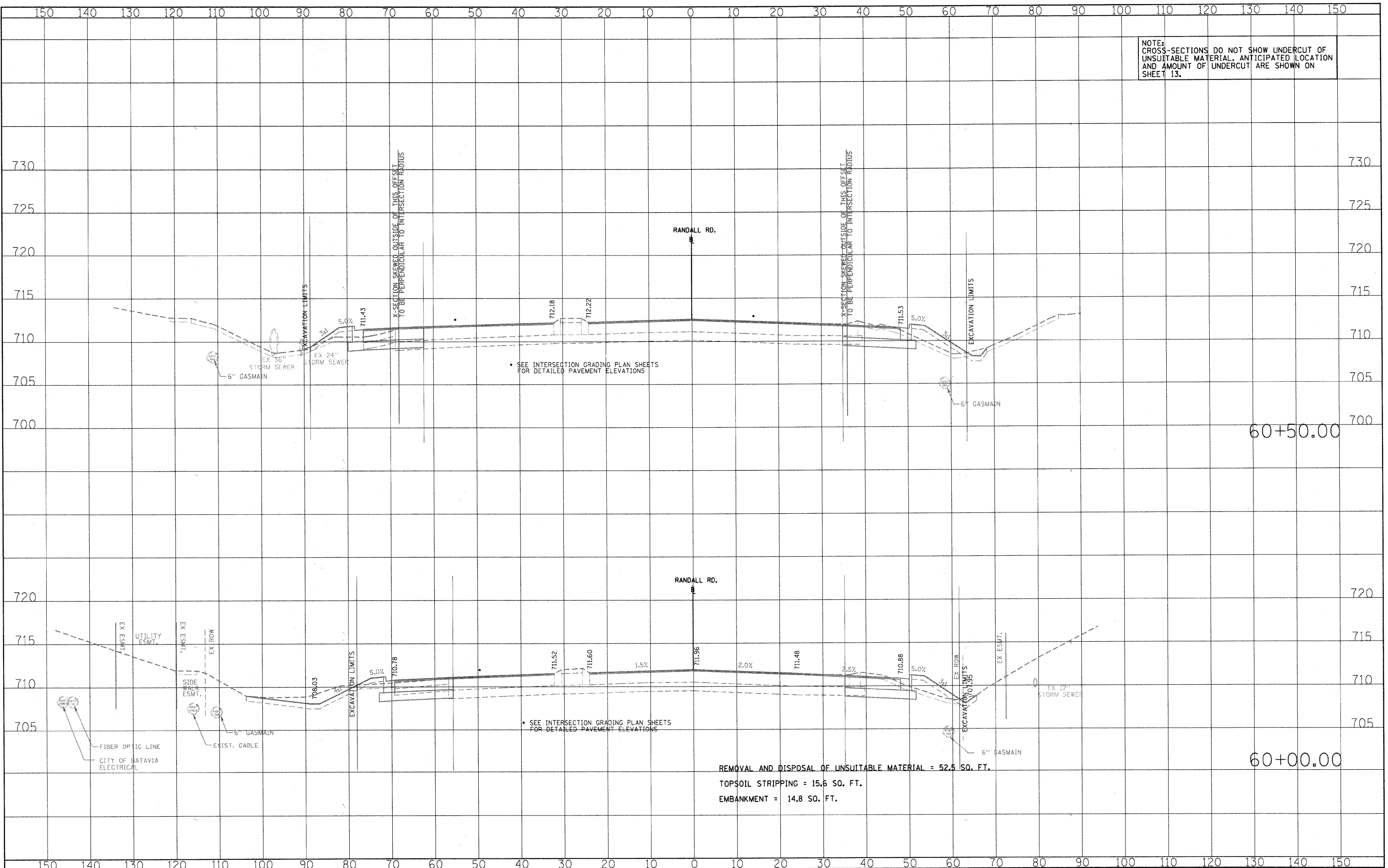
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 50.9 SO. FT.
 TOPSOIL STRIPPING = 16.1 SO. FT.
 EMBANKMENT = 13.8 SO. FT.

59+76.36

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 53.7 SO. FT.
 TOPSOIL STRIPPING = 19.2 SO. FT.
 EMBANKMENT = 11.7 SO. FT.

59+50.00

NOTE: CROSS-SECTIONS DO NOT SHOW UNDERCUT OF UNSUITABLE MATERIAL. ANTICIPATED LOCATION AND AMOUNT OF UNDERCUT ARE SHOWN ON SHEET 13.



DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

• SEE INTERSECTION GRADING PLAN SHEETS FOR DETAILED PAVEMENT ELEVATIONS

• SEE INTERSECTION GRADING PLAN SHEETS FOR DETAILED PAVEMENT ELEVATIONS

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 52.5 SO. FT.
 TOPSOIL STRIPPING = 15.5 SO. FT.
 EMBANKMENT = 14.8 SO. FT.

FILE NAME = L:\KANE\CD\012\0603\01-00-V.CADD_Sheet 13 V.SHEET 60RANDALL.dwg
 CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000613

USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
	DRAWN - ERD	REVISED -
	CHECKED - KDF	REVISED -
	DATE -	REVISED -
PLOT SCALE = 10.0000' / IN.		
PLOT DATE = 12/29/2010		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

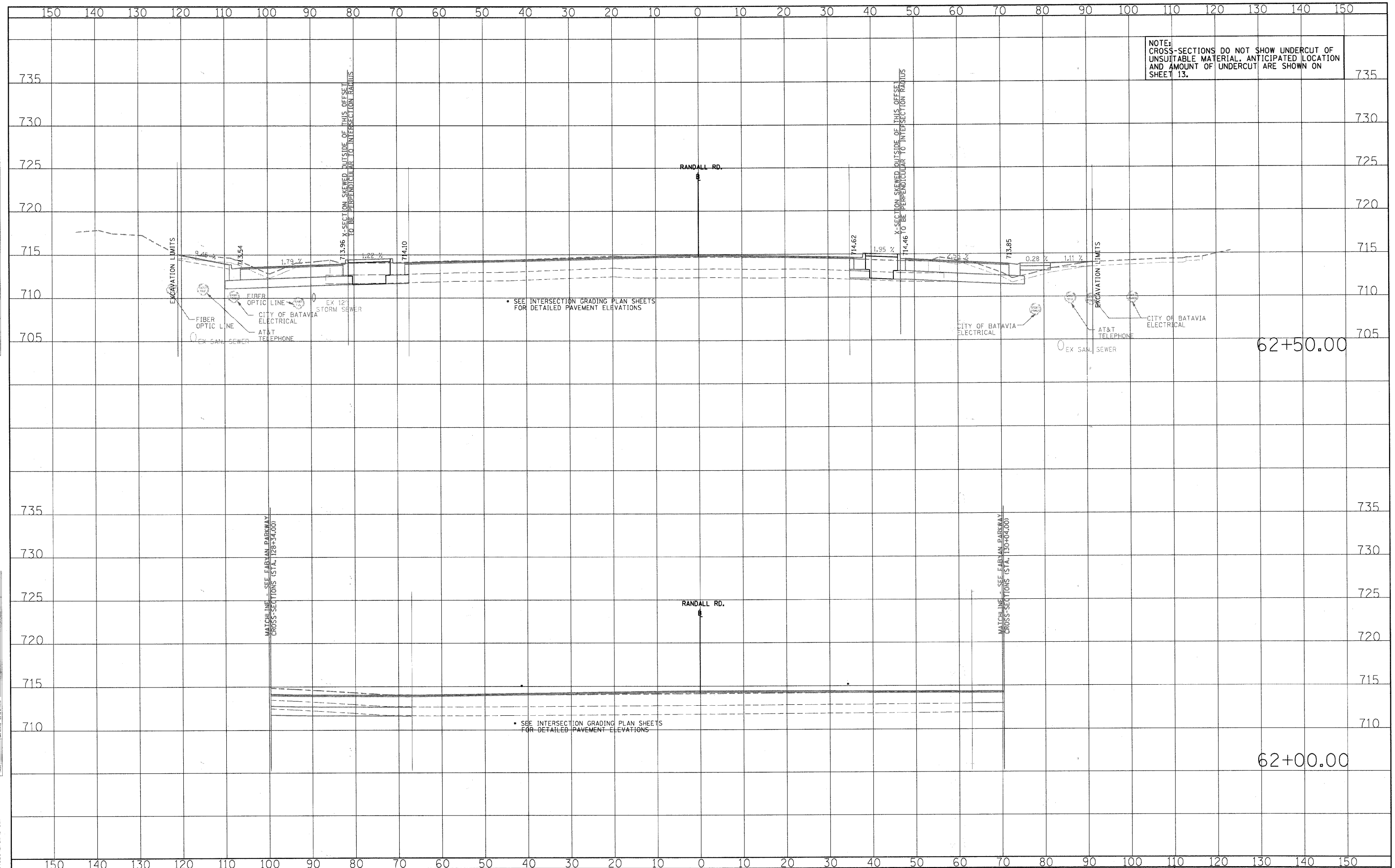
RANDALL ROAD CROSS-SECTIONS

SCALE: 1" = 10'	SHEET NO. OF SHEETS	STA. 60+00.00 TO STA. 60+50.00
-----------------	---------------------	--------------------------------

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	97
CONTRACT NO. 63533				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
SURVEYED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



NOTE: CROSS-SECTIONS DO NOT SHOW UNDERCUT OF UNSUITABLE MATERIAL. ANTICIPATED LOCATION AND AMOUNT OF UNDERCUT ARE SHOWN ON SHEET 13.

SEE INTERSECTION GRADING PLAN SHEETS FOR DETAILED PAVEMENT ELEVATIONS

SEE INTERSECTION GRADING PLAN SHEETS FOR DETAILED PAVEMENT ELEVATIONS

MATCHLINE - SEE EARVAN PARKWAY CROSS-SECTIONS (STA. 128+34.00)

MATCHLINE - SEE EARVAN PARKWAY CROSS-SECTIONS (STA. 130+04.00)



USER NAME = Matt Baldwin	DESIGNED - PWK	REVISED -
PLOT SCALE = 10.0000' / IN.	DRAWN - ERD	REVISED -
PLOT DATE = 12/29/2010	CHECKED - KDF	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RANDALL ROAD CROSS-SECTIONS

SCALE: 1" = 10' SHEET NO. OF SHEETS STA. 62+00.00 TO STA. 62+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
336	01-00269-00-CH	KANE	124	99
FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT
				CONTRACT NO. 63533

