

04-25-14 LETTING ITEM 110

SUBSURFACE UTILITY ENGINEERING (S.U.E.)
UTILIZED ON THIS PROJECT

PROJECT LOCATED IN THE CITY OF AURORA

FOR INDEX OF SHEETS SEE SHEET NO.2

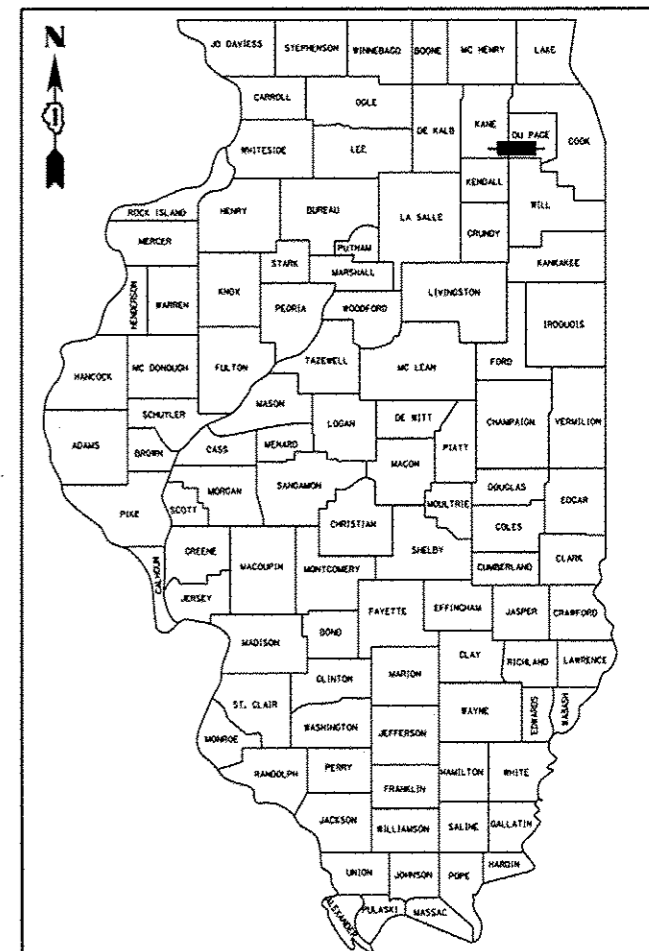
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP 311 - US ROUTE 34 AT CANADIAN NATIONAL RAILROAD
SECTION 652-A
RAILROAD GRADE SEPARATION
DUPAGE COUNTY
C-91-032-12

| | | | | |
|-----------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 1 |
| ILLINOIS CONTRACT NO. 60R06 | | | | |

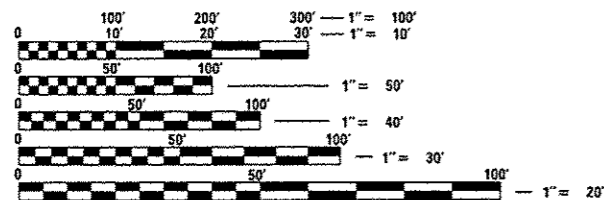
D-91-032-12



LOCATION OF SECTION INDICATED THIS: - [rectangle] -

DESIGN DESIGNATION
1,900 (12) ARTERIAL (PCC-20)
SUBURBAN-STRATEGIC REGIONAL ARTERIAL

US ROUTE 34 TRAFFIC DATA:
ADT = 33,000 (2012)
ADT = 38,000 (2040)
DESIGN SPEED = 45MPH
POSTED SPEED LIMIT = 45MPH

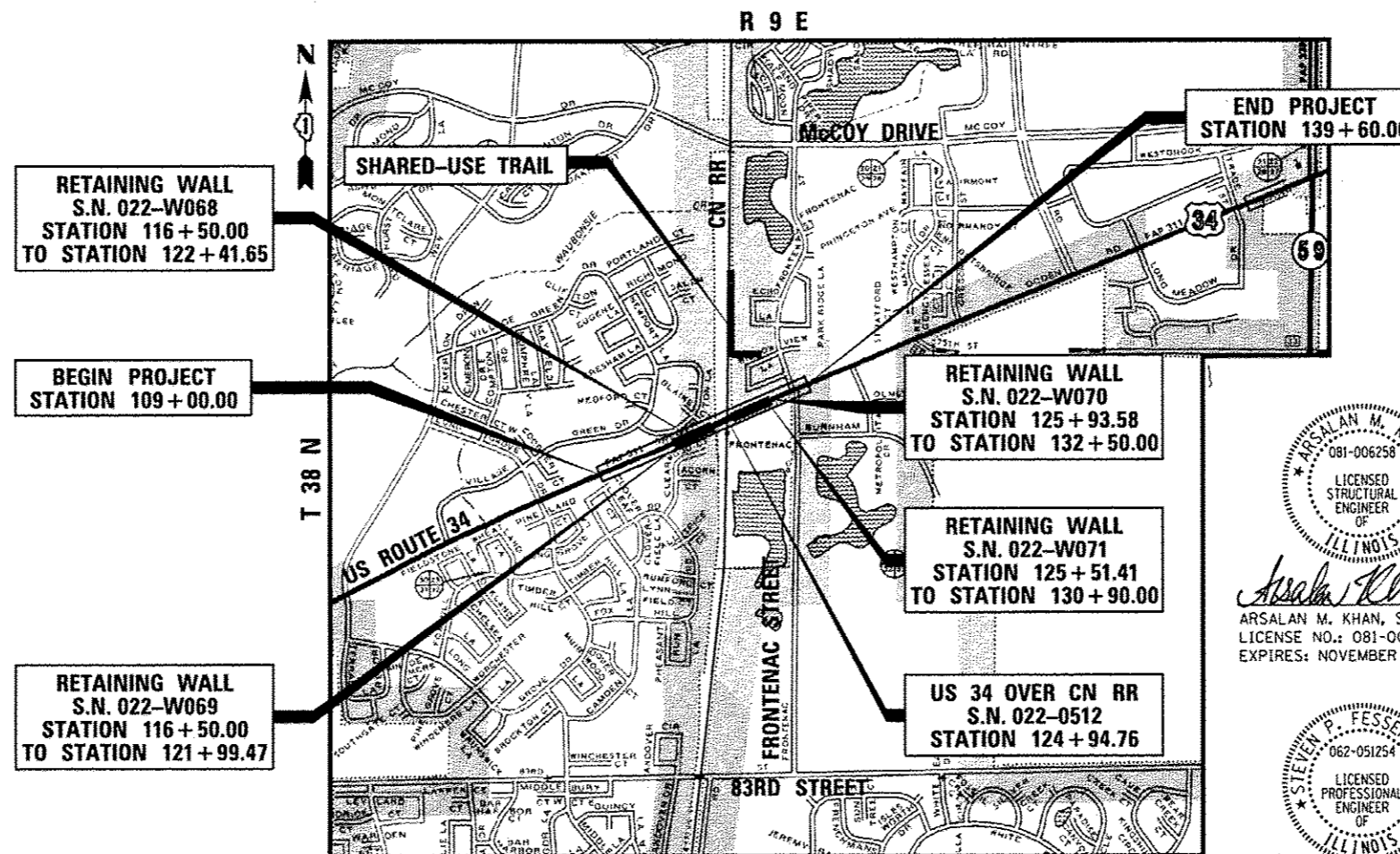


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT MANAGER - BRIAN KUTTAB, P.E.
PROJECT ENGINEER - ADDIS ABEBAW

CONTRACT NO. 60R06



NAPERVILLE TOWNSHIP

LOCATION MAP
NOT TO SCALE

GROSS & NET LENGTH = 3,060 FT. = 0.58 MILE (US RTE 34)
= 1,220 FT. = 0.23 MILE (SHARED-USE TRAIL)



Arsalan Khan 8-15-13
ARSALAN M. KHAN, S.E.
LICENSE NO.: 081-006258
EXPIRES: NOVEMBER 30, 2014



Steven P. Fessenbecker 8-15-13
STEVEN P. FESSENBECKER, P.E.
LICENSE NO.: 062-051254
EXPIRES: NOVEMBER 30, 2013

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED August 16, 2013
John P. Baranzelli
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER
March 21, 2014
John P. Baranzelli P.E.
ENGINEER OF DESIGN AND ENVIRONMENT
March 21, 2014
Omer Osman P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

URS 100 S. WACKER DR., SUITE 500 TEL (312)-939-1000
CHICAGO IL, 60606 FAX (312)-939-4198

IDOT HIGHWAY STANDARDS

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| NUMBER | DESCRIPTION |
|---------------|--|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-02 | AREAS OF REINFORCEMENT BARS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 280001-07 | TEMPORARY EROSION CONTROL SYSTEMS |
| 420001-07 | PAVEMENT JOINTS |
| 420101-04 24' | (7.2 M) JOINTED PCC PAVEMENT |
| 420106-04 36' | (10.8 M) JOINTED PCC PAVEMENT |
| 420111-03 | PCC PAVEMENT ROUNDOUTS |
| 420401-10 | BRIDGE APPROACH PAVEMENT CONNECTOR |
| 424001-07 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS |
| 424006-01 | DIAGONAL CURB RAMPS FOR SIDEWALKS |
| 424011-01 | CORNER PARALLEL CURB RAMPS FOR SIDEWALKS |
| 424021-02 | DEPRESSED CORNER FOR SIDEWALKS |
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| 542301-03 | PRECAST REINFORCED CONCRETE FLARED END SECTION |
| 601001-04 | SUB-SURFACE DRAINS |
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| 701422-06 | LANE CLOSURE, MULTILANE, FOR SPEEDS > 45 MPH TO 55 MPH |
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| 701502-06 | URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| 701602-07 | URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE |
| 701606-09 | URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN |
| 701701-09 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
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FILE NAME: I:\DOT\2014\Drawings\Roadway\General\60R06-Sht-Index.dgn



| | | |
|-----------------|---------------|-------------------|
| USER NAME - URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | CHECKED - SPF | DATE - 02/28/2014 |
| REVISIONS | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 2 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES.

ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, FIRE DEPARTMENTS AND THE CITY OF AURORA ENGINEERING AND PUBLIC WORKS DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR TWO WEEKS PRIOR TO THE START OF CONSTRUCTION.

THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO FULL SIZE PLANS AND NOT TO THE REDUCED SIZE PLANS. REDUCED SIZED PLANS CAN BE PRINTED TO SCALE FOR USE IN THE FIELD.

IN COMPLIANCE WITH THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (I.E.P.A.) FOR A CONSTRUCTION PROJECT WHICH DISTURBS ONE ACRE OR MORE TOTAL LAND AREA, THE CONTRACTOR SHALL FOLLOW THE STORM WATER POLLUTION PREVENTION PLAN AS CONTAINED IN THE CONTRACT DOCUMENT.

WARNING SIGNS (OVERHEAD ELECTRIC) SHALL BE PLACED AT LOCATIONS OF OVERHEAD ELECTRIC LINES CROSSING THE ROADWAY. SIGNS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS OF WORK BEING PERFORMED.

WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL USE THE FOLLOWING METHOD TO ALLAY DUST AND PREVENT A NUISANCE WITHIN THE LIMITS OF THE CONSTRUCTION SITE. DUST SHALL BE CONTROLLED BY THE UNIFORM APPLICATION OF SPRINKLED WATER AND SHALL BE APPLIED ONLY WHEN DIRECTED BY THE ENGINEER, IN A MANNER MEETING HIS APPROVAL. CALCIUM CHLORIDE SHALL NOT BE USED FOR THIS PURPOSE. ALL EQUIPMENT USED FOR THIS WORK SHALL MEET WITH THE ENGINEER'S APPROVAL. THIS WORK SHALL CONSIST OF THE EXCLUSIVE CONTROL OF DUST RESULTING FROM CONSTRUCTION OPERATIONS AND IS NOT INTENDED FOR USE IN THE COMPACTION OF EARTH EMBANKMENTS, AS SPECIFIED UNDER ARTICLE 205.06 OF THE STANDARD SPECIFICATIONS. NO EXTRA COMPENSATION SHALL BE ALLOWED THE CONTRACTOR FOR THIS WORK.

THE CONTRACTOR SHALL KEEP EXISTING ADJACENT STREETS CLEAN OF DIRT, MUD, AND OTHER DEBRIS AND, WHEN NECESSARY, CLEAN SAID PAVEMENTS ON A DAILY BASIS OR WHEN DIRECTED BY THE ENGINEER. NO EXTRA COMPENSATION SHALL BE ALLOWED THE CONTRACTOR FOR THIS WORK.

EXISTING UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM THE LOCAL AGENCIES, OWNERS, AND FIELD SURVEYS. THE ACCURACY AND COMPLETENESS OF SAID INFORMATION IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXISTENCE, NATURE AND EXACT LOCATIONS OF ALL UTILITY LINES AND APPURTENANCES WITHIN THE LIMITS OF THE IMPROVEMENTS.

THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN 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. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS OF WORK BEING PERFORMED.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. THE COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCLUDED IN THE CONTRACT.

THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY TO THE STRUCTURES TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE; ELEVATION INDICATES RIM GRADES.

THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING OR PROPOSED DRAINAGE STRUCTURES OR PIPES, OR DISCONNECTING USING PLUGS SHALL BE INCLUDED IN THE COST OF STORM SEWER BEING CONNECTED.

STORM SEWER, WATER MAIN REQUIREMENTS IS TO BE USED AT LOCATIONS WHERE:
 - HORIZONTAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10- FEET AND THE WATER MAIN INVERT IS LESS THAN 18-INCHES ABOVE THE STORM SEWER CROWN;
 -OR WHEN WATER MAIN CROSSES OVER STORM SEWER AND THE WATER MAIN INVERT IS LESS THAN 18-INCHES ABOVE THE STORM SEWER CROWN;
 -OR WHEN WATER MAIN CROSSES UNDER STORM SEWER AND THE WATER MAIN CROWN IS LESS THAN 18-INCHES UNDER THE STORM SEWER
 THE STORM SEWER SHALL BE ENCASED IN WATER MAIN QUALITY PIPE.

THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON MANHOLES AND CATCH BASINS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR FLAT SLAB TOPS.

"TEMPORARY FENCE" SHALL BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. THE RESIDENT ENGINEER SHALL INSPECT AND APPROVE THE PLACEMENT OF ALL "TEMPORARY FENCE" PRIOR TO CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE "TEMPORARY FENCE" ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

"AGGREGATE SUBGRADE IMPROVEMENT" AND "GEOTECHNICAL FABRIC FOR GROUND STABILIZATION" HAVE BEEN PROVIDED FOR IN THE CONTRACT QUANTITIES. THE ACTUAL NEED FOR THE REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT AND GEOTECHNICAL FABRIC WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHALL BE TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITIES SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

10-FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE ITEM OF WORK SPECIFIED.

THE CONTRACTOR SHALL MAKE ALL FULL DEPTH SAW CUTS REQUIRED FOR THE REMOVAL OF PAVEMENTS, CONCRETE CURB AND GUTTERS, SIDEWALKS AND DRIVEWAYS AS SPECIFIED, OR AS DIRECTED BY THE ENGINEER. THE COST SHALL BE CONSIDERED INCLUDED IN THE COST FOR REMOVAL OF THE SPECIFIED ITEM IN THE CONTRACT.

BENCHMARKS FOR THE PROJECT ARE DESCRIBED IN THE PLANS. ALL BEARINGS AND COORDINATES REFERENCED IN THE PLAN DRAWINGS AND ALL CONTROL COORDINATES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83(2007). ALL ELEVATIONS ARE BASED ON NATIONAL GEODESIC VERTICAL DATUM 1929 (NGVD29)

THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE RESIDENT ENGINEER SHALL CONTACT MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PAVEMENT MARKINGS.

ALL TEMPORARY CONCRETE BARRIER WALLS SHALL BE PINNED CONTINUOUSLY TO THE PAVEMENT (EXCLUDING BRIDGE DECKS) IN ALL SIX SLOTS IN THE SAME MANNER AS THE FIRST AND LAST SECTION OF WALL. THIS IS REQUIRED TO BE ANCHORED PER STANDARD 704001 WHEN THERE IS A HAZARD SUCH AS A FIXED OBJECT OR DROP-OFF WITHIN 3.5 FEET OF THE WALL. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER WALL PAY ITEM.

A MINIMUM WAITING PERIOD OF 30 DAYS SHALL BE IMPLEMENTED AFTER THE COMPLETION OF THE EMBANKMENTS AND PRIOR TO PLACEMENT OF THE APPROACH SLAB. SETTLEMENT PLATFORMS SHALL BE INSTALLED AT THE MAXIMUM HEIGHT OF EACH EMBANKMENT TO MONITOR THE SETTLEMENT AND PROVIDE DATA FOR WHEN CONSTRUCTION CAN RESUME. THE COST WILL BE INCLUDED IN THE COST OF THE FURNISHED EXCAVATION.

THERE ARE EXISTING 138 KV AND 345 KV LINES WITHIN THE PROJECT LIMITS. THE CONTRACTOR NEEDS TO BE AWARE THAT NO OUTAGE OR PROTECTION CAN BE PROVIDED TO THESE FACILITIES. THE PLANS INCLUDE PAY ITEMS FOR MICRO PILES FOR THIS REASON. PER COMED AND OSHA REQUIREMENTS, WITHOUT THE ON-SITE PRESENCE OF A REPRESENTATIVE OF COMED, ALL CONTRACT ACTIVITIES MUST STAY 30 FEET IN ANY DIRECTION FROM THE 345 KV LINES AND ANY COMED CONDUCTORS AND 20 FEET FROM THE 138 KV LINES. WITH ON-SITE COMED SUPERVISION, ALL CONTRACT ACTIVITIES MUST STAY 20 FEET IN ANY DIRECTION FROM THE 345 KV LINES AND ANY COMED CONDUCTORS AND 13 FEET FROM THE 138 KV LINES.

DUE TO THE OVERHEAD 345 KV AND 138 KV ELECTRIC LINES, CONVENTIONAL METHODS USING CRANES TO ERECT THE STEEL SUPERSTRUCTURE MAY NOT BE MOST EFFECTIVE OR POSSIBLE. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN WORKING AROUND THESE FACILITIES AND ANY OTHER UNDERGROUND FACILITIES AND SHALL INSURE CONFLICTS WITH CRANES AND OTHER EQUIPMENT ARE AVOIDED ENTIRELY. THE COST TO COMPLY WITH THESE REQUIREMENTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF HIGHWAY STRUCTURE PAY ITEMS.

FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB & GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR PCC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS.

THE CONTRACTOR WILL NEED TO INSTALL TEMPORARY MATS OVER ENBRIDGE PIPELINE, NICOR GAS MAIN AND ONEOK PIPELINE TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION AND THE WEIGHT OF CONSTRUCTION EQUIPMENT. THE WORK REQUIRED TO PROTECT THE UTILITIES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS OF WORK BEING PERFORMED.

THE CONTRACTOR WILL BE RESPONSIBLE TO HAVE ALL RAILROAD SIGNAL WIRES LOCATED BEFORE ANY DIGGING IS DONE ON RAILROAD PROPERTY. THIS MUST BE REQUESTED 5 DAYS IN ADVANCE OF ANY DIGGING BY SUBMITTING THE PROPER FORM TO MARY ELLEN CARMODY AT MARYELLEN.CARMODY@CN.CA. FORM IS INCLUDED WITH ROE.

ALL CONSTRUCTION RELATED ACTIVITIES SHALL BE IN COMPLIANCE WITH SPECIAL PROVISIONS FOR WORK ON CN PROPERTY, INCLUDING SAFETY, SAFETY TRAINING, FLAGGING REQUIREMENTS, TEMPORARY SHORING (AS NECESSARY) ETC. ANY TEMPORARY STRUCTURE THAT AFFECTS THE CN PROPERTY OR TRACKS (E.G. SHORING) SHALL BE SUBMITTED FOR CN REVIEW AND APPROVAL. ALL PLANS THAT ARE SUBMITTED TO CN MUST BE STAMPED BY APPROPRIATE LICENSED ENGINEER AND BE RECEIVED AT LEAST 2 WEEKS PRIOR TO COMMENCEMENT OF THE WORK. NO WORK SHALL COMMENCE PRIOR TO CN WRITTEN APPROVAL.

FINAL DESIGN SPECS, PLANS, AND AS-BUILT PLANS SHALL BE SUBMITTED TO CN FOR RECORDS, IN ELECTRONIC FORMAT BOTH IN PDF AND AUTOCAD (OR EQUIVALENT) AT THE CONCLUSION OF THE PROJECT. THIS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS OF WORK BEING PERFORMED.

THE REMOVAL OF THE MODULAR BLOCK RETAINING WALL WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE CITY OF AURORA. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. HAND EXCAVATION SHALL BE PERFORMED IF MAJOR ROOTS ARE PRESENT. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC TO THE REMAINING TREE STRUCTURE. THE EXPENSE OF ANY REQUIRED HAND EXCAVATION AND/OR THE CUTTING OF MAJOR TREE ROOTS, AS DESCRIBED ABOVE, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT LINE ITEM BEING REMOVED OR INSTALLED AT THAT LOCATION. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.

THE EXISTING COM ED ACCESS ROAD CANNOT BE CUT OFF/CLOSED UNTIL THE ADVANCE CONTRACT 60T83 WORK IS COMPLETED AND THE NEW COM ED ACCESS ROAD IS COMPLETED AND OPERATIONAL.

WHENEVER THE PAY ITEM DESCRIPTION IN THE PLANS STATES: PARAPET RAILING, IT IS INTENDED TO MEAN: PARAPET RAILING, SPECIAL.

WHENEVER THE PAY ITEM DESCRIPTION IN THE PLANS STATES: BICYCLE RAILING, IT IS INTENDED TO MEAN: BICYCLE RAILING, SPECIAL.

WHENEVER THE PAY ITEM DESCRIPTION IN THE PLANS STATES: BRIDGE FENCE RAILING (SIDEWALK), IT IS INTENDED TO MEAN: BRIDGE FENCE RAILING (SPECIAL).

FILE NAME = D:\DOT_20388987\US 24 at CN P2\20-0000\Roadway\General\10150806_S11-GenNotes.dwg



| | | |
|-------------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 100.0000' / 1" = | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/20/2014 | DATE - 02/20/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 3 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60R06 | |

FILE NAME : D:\100T_25366387_US_34.ctb EN P:\2\Drawings\Roadway\General\10188186-Sht-506.dgn

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | |
|----------------|--|----------------|----------------|--|---------------|-----------------|----------|----------------|-----------------------------|-----------------|----------------------|----------|---------------|--|
| | | | | 67% CANADIAN NATIONAL RAILROAD 33% STATE | | | | | 67% CN 23% STATE 10% AURORA | | 80% STATE 20% FVPD + | | 100% AURORA | |
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | NOISE WALL | TRAFFIC SIGNALS | SHARED-USE TRAIL | | | |
| | | | | 0001 URBAN | 0008 URBAN | 0040 URBAN | | | 0040 URBAN | 0021 URBAN | 0028 URBAN | | 0043 URBAN | |
| S. N. 022-0512 | | S. N. 022-W068 | | S. N. 022-W069 | | S. N. 022-W070 | | S. N. 022-W071 | | | | | | |
| | | | | 07GOL 01 | 07GOL 01 | 07GOL 01 | 07GOL 02 | 07GOL 03 | 07GOL 04 | 07GOL 05 | 07GOL 01 | 07GOL 01 | 07POL 01 | |
| 20100110 | TREE REMOVAL (6 TO 15 UNITS DIAMETER) | UNIT | 1580 | 1326 | | | | | | | | | 254 | |
| 20100210 | TREE REMOVAL (OVER 15 UNITS DIAMETER) | UNIT | 442 | 230 | | | | | | | | | 212 | |
| 20101000 | TEMPORARY FENCE | FOOT | 3696 | 1261 | | | | | | | | | 2435 | |
| 20101200 | TREE ROOT PRUNING | EACH | 35 | 30 | | | | | | | | | 5 | |
| 20101300 | TREE PRUNING (1 TO 10 INCH DIAMETER) | EACH | 30 | 25 | | | | | | | | | 5 | |
| 20101350 | TREE PRUNING (OVER 10 INCH DIAMETER) | EACH | 30 | 25 | | | | | | | | | 5 | |
| 20200100 | EARTH EXCAVATION | CU YD | 10205 | 8350 | | | | | | | | | 1855 | |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 4020 | 3740 | | | | | | | | | 280 | |
| 20400800 | FURNISHED EXCAVATION | CU YD | 42870 | 42870 | | | | | | | | | | |
| 20800150 | TRENCH BACKFILL | CU YD | 5907 | 5902 | | | | | | | | | 5 | |
| 21001000 | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION | SO YD | 30776 | 30571 | | | | | | | | | 205 | |
| * 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SO YD | 12092 | 8026 | | | | | | | | | 4066 | |
| * 21101630 | TOPSOIL FURNISH AND PLACE, 8" | SO YD | 735 | 735 | | | | | | | | | | |
| * 21101645 | TOPSOIL FURNISH AND PLACE, 12" | SO YD | 910 | 910 | | | | | | | | | | |

* SPECIALTY ITEM

+ FVPD = FOX VALLEY PARK DISTRICT

CN = CANADIAN NATIONAL RAILROAD



| | | |
|------------------------------|------------------|-----------|
| USER NAME : * URS | DESIGNED - MB | REVISED - |
| PLOT SCALE : 100.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE : 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 4 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME: c:\11001_23368367_US_34.ctb P:\2\Drawings\Roadway\General\110162806_Sht-500.dgn

| CONSTRUCTION CODE | | | | | | | | | |
|--|----------------|-----------------|----------------|----------------|-----------------------------|------------|----------------------|------------------|-------------|
| 67% CANADIAN NATIONAL RAILROAD 33% STATE | | | | | 67% CN 23% STATE 10% AURORA | | 80% STATE 20% FVPD + | | 100% AURORA |
| ROADWAY | BRIDGE | RETAINING WALLS | | | | NOISE WALL | TRAFFIC SIGNALS | SHARED-USE TRAIL | |
| 0001 | 0008 | 0040 | | | | 0040 | 0021 | 0028 | |
| URBAN | URBAN | URBAN | | | | URBAN | URBAN | URBAN | |
| | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | 0043 |
| | | | | | | | | | URBAN |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | | | | | | | | |
|------------|-----------------------------------|-------|----------------|-------|--|--|--|--|--|------|--|
| * 21101685 | TOPSOIL FURNISH AND PLACE, 24" | SO YD | 3147 | 3147 | | | | | | | |
| * 25000100 | SEEDING, CLASS 1 | ACRE | 1.25 | 1.25 | | | | | | | |
| * 25000300 | SEEDING, CLASS 3 | ACRE | 1.00 | | | | | | | 1.00 | |
| * 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 292 | 292 | | | | | | | |
| * 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 292 | 292 | | | | | | | |
| * 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 292 | 292 | | | | | | | |
| * 25000750 | MOWING | ACRE | 4.50 | 4.50 | | | | | | | |
| * 25100115 | MULCH, METHOD 2 | ACRE | 3.25 | 2.25 | | | | | | 1.00 | |
| * 25100630 | EROSION CONTROL BLANKET | SO YD | 6050 | 6050 | | | | | | | |
| * 25200110 | SODDING, SALT TOLERANT | SD YD | 14427 | 14427 | | | | | | | |
| * 25200200 | SUPPLEMENTAL WATERING | UNIT | 23 | 20 | | | | | | 3 | |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 699 | 447 | | | | | | 252 | |
| 28000305 | TEMPORARY DITCH CHECKS | FOOT | 300 | 300 | | | | | | | |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 2416 | 2416 | | | | | | | |

* SPECIALTY ITEM NP-100% STATE + FVPD = FOX VALLEY PARK DISTRICT CN = CANADIAN NATIONAL RAILROAD



| | | |
|---------------------------------|------------------|-----------|
| USER NAME - URS | DESIGNED - MB | REVISED - |
| PLOT SCALE - 100,0000 1" = 100' | DRAWN - KJB | REVISED - |
| PLOT DATE - 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|--------------------|---------|--------|---|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | | 383 | 5 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

CONSTRUCTION CODE

67% CANADIAN NATIONAL RAILROAD 33% STATE

67% CN 23% STATE
10% AURORA

80% STATE
20% FVPD +

100% AURORA

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | ROADWAY | BRIDGE | RETAINING WALLS | | | | NOISE WALL | TRAFFIC SIGNALS | SHARED-USE TRAIL | |
|----------|--|--------|----------------|----------------|----------------|-----------------|----------------|----------------|--|------------|-----------------|------------------|-------|
| | | | | 0001 | 0008 | 0040 | | | | 0040 | 0021 | 0028 | 0043 |
| | | | | URBAN | URBAN | URBAN | | | | URBAN | URBAN | URBAN | URBAN |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | | |
| 28000500 | INLET AND PIPE PROTECTION | EACH | 4 | 4 | | | | | | | | | |
| 28000510 | INLET FILTERS | EACH | 180 | 178 | | | | | | | | 2 | |
| 30300001 | AGGREGATE SUBGRADE IMPROVEMENT | CU YD | 1323 | 1255 | | | | | | | | 68 | |
| 30300112 | AGGREGATE SUBGRADE IMPROVEMENT 12" | SO YD | 24332 | 24332 | | | | | | | | | |
| 31101200 | SUBBASE GRANULAR MATERIAL, TYPE B 4" | SO YD | 10960 | 10960 | | | | | | | | | |
| 35101500 | AGGREGATE BASE COURSE, TYPE B | CU YD | 3049 | 3049 | | | | | | | | | |
| 35101800 | AGGREGATE BASE COURSE, TYPE B 6" | SO YD | 1118 | 1118 | | | | | | | | | |
| 35102000 | AGGREGATE BASE COURSE, TYPE B 8" | SO YD | 1648 | | | | | | | | | 1648 | |
| 40600100 | BITUMINOUS MATERIALS (PRIME COAT) | GALLON | 6083 | 6083 | | | | | | | | | |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 5 | 5 | | | | | | | | | |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 1 | 1 | | | | | | | | | |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SO YD | 53 | 53 | | | | | | | | | |
| 40603335 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 | TON | 686 | 455 | | | | | | | | 231 | |
| 40701931 | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12 1/2" | SO YD | 1334 | 1334 | | | | | | | | | |

* SPECIALTY ITEM

+ FVPD = FOX VALLEY PARK DISTRICT

CN = CANADIAN NATIONAL RAILROAD

FILE NAME : G:\DOT_25\65337_US_34.ctb CN P:\Drawings\Roadways\General\0168086-Sht-500.dgn



| | | |
|-------------------------------|------------------|-----------|
| USER NAME : URS | DESIGNED : MB | REVISED : |
| PLOT SCALE : 100.0000' / 1" = | DRAWN : KJB | REVISED : |
| PLOT DATE : 2/11/2014 | CHECKED : SPF | REVISED : |
| | DATE : 2/11/2014 | REVISED : |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 6 |
| CONTRACT NO. GOROG | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | |
|----------|---|-------|----------------|--------------------------------|----------------|-----------------|----------------|----------------|-----------|--|------------------|-----------------|------------------|-----------|------|-------------|
| | | | | 67% CANADIAN NATIONAL RAILROAD | | | | | 33% STATE | | 67% CN 23% STATE | | 10% AURORA | 80% STATE | | 100% AURORA |
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | | | NOISE WALL | TRAFFIC SIGNALS | SHARED-USE TRAIL | | | |
| | | | | 0001 | 0008 | 0040 | | | | | 0040 | 0021 | 0028 | | 0043 | |
| URBAN | URBAN | URBAN | | | | | URBAN | URBAN | URBAN | | URBAN | | | | | |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | | | | | |
| 42000511 | PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED) | SQ YD | 15780 | 15780 | | | | | | | | | | | | |
| 42001300 | PROTECTIVE COAT | SQ YD | 21135 | 21128 | | | | | | | | | | 7 | | |
| 42001420 | BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | SQ YD | 1066 | 1066 | | | | | | | | | | | | |
| 42300400 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH | SQ YD | 205 | 205 | | | | | | | | | | | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 27329 | 27329 | | | | | | | | | | | | |
| 42400800 | DETECTABLE WARNINGS | SQ FT | 160 | 160 | | | | | | | | | | | | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 30682 | 30653 | | | | | | | | | | 29 | | |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 403 | 403 | | | | | | | | | | | | |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 12064 | 12064 | | | | | | | | | | | | |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 23804 | 23804 | | | | | | | | | | | | |
| 44003100 | MEDIAN REMOVAL | SQ FT | 8461 | 8461 | | | | | | | | | | | | |
| 44201359 | CLASS C PATCHES, TYPE IV, 10 INCH | SQ YD | 150 | 150 | | | | | | | | | | | | |
| 44201684 | CLASS D PATCHES, TYPE IV, 3 INCH | SQ YD | 301 | 301 | | | | | | | | | | | | |
| 48203021 | HOT-MIX ASPHALT SHOULDERS, 6" | SQ YD | 106 | 106 | | | | | | | | | | | | |

* SPECIALTY ITEM + FVPD = FOX VALLEY PARK DISTRICT CN = CANADIAN NATIONAL RAILROAD



| | | |
|---|------------------|-----------|
| USER NAME + URS | DESIGNED - MB | REVISED - |
| PLOT SCALE + 100.0000 "/> <td>DRAWN - KJB</td> <td>REVISED -</td> | DRAWN - KJB | REVISED - |
| PLOT DATE + 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 7 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = D:\11001-25362267_US_34.ctb EN Plt2\Drawings\Roadway\General\0160886-Sht-50.dgn

FILE NAME : D:\1001_25362617_05_34.ctb C:\Program Files\Autodesk\AutoCAD 2014\Help\General1\01010206-Sht-500.dgn

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | TRAFFIC SIGNALS | SHARED-USE TRAIL | 100 % AURORA | |
|------------|----------------------------------|-------|----------------|--|----------------|-----------------|----------------|----------------|---------------------------------|-------------------------|-----------------|------------------|--------------|-------|
| | | | | 67% CANADIAN NATIONAL RAILROAD 33% STATE | | | | | 67 % CN 23% STATE 10% AURORA | 80% STATE 20% FVPD + | | | | |
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | NOISE WALL | 0021 | | | | 0028 |
| | | | | 0001 | 0008 | 0040 | | | 0040 | URBAN | | | | URBAN |
| URBAN | URBAN | URBAN | | | URBAN | URBAN | URBAN | URBAN | URBAN | | | | | |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | | | |
| 50200100 | STRUCTURE EXCAVATION | CU YD | 8508 | | 1448 | 1762 | 1324 | 1849 | 2125 | | | | | |
| 50300225 | CONCRETE STRUCTURES | CU YD | 7842.1 | | 2340.3 | 1220.8 | 1114.1 | 1543.2 | 1623.7 | | | | | |
| 50300255 | CONCRETE SUPERSTRUCTURE | CU YD | 1228.7 | | 1228.7 | | | | | | | | | |
| 50300260 | BRIDGE DECK GROOVING | SO YD | 2033 | | 2033 | | | | | | | | | |
| 50300285 | FORM LINER TEXTURED SURFACE | SO FT | 39784 | | 3159 | 8525 | 7278 | 10116 | 10706 | | | | | |
| 50300300 | PROTECTIVE COAT | SO YD | 4915 | | 4915 | | | | | | | | | |
| 50500305 | ERECTING STRUCTURAL STEEL | L SUM | 1 | | 1 | | | | | | | | | |
| 50500505 | STUD SHEAR CONNECTORS | EACH | 19484 | | 19008 | 159 | 173 | 144 | | | | | | |
| 50800105 | REINFORCEMENT BARS | POUND | 1476360 | | 199730 | 310260 | 225330 | 355100 | 385940 | | | | | |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 1307890 | | 536980 | 174600 | 159420 | 212070 | 224820 | | | | | |
| 50800515 | BAR SPLICERS | EACH | 1350 | | 1350 | | | | | | | | | |
| 51500100 | NAME PLATES | EACH | 5 | | 1 | 1 | 1 | 1 | 1 | | | | | |
| * 51603000 | DRILLED SHAFT IN SOIL | CU YD | 6069 | | 1092 | 1181 | 969 | 1373 | 1454 | | | | | |
| * 51604000 | DRILLED SHAFT IN ROCK | CU YD | 194 | | 59 | 25 | 23 | 41 | 46 | | | | | |

* SPECIALTY ITEM

+ FVPD = FOX VALLEY PARK DISTRICT

CN = CANADIAN NATIONAL RAILROAD



| | | |
|-------------------------------|------------------|-----------|
| USER NAME : URS | DESIGNED - MB | REVISED - |
| PLOT SCALE : 100.0000' / 1" = | DRAWN - KJB | REVISED - |
| PLOT DATE : 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|--------------------|---------|--------|---|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 8 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

FILE NAME = D:\DOT_25560357_US_34.ctb CN Proj\Drawings\Roadway\General\0162806-01r-5.dwg

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | |
|----------|--|----------------|----------------|--|--------|-----------------|-------|----------------|-----------------------------|----------------|----------------------|------------------|-------------|--|
| | | | | 67% CANADIAN NATIONAL RAILROAD 33% STATE | | | | | 67% CN 23% STATE 10% AURORA | | 80% STATE 20% FVPD + | | 100% AURORA | |
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | | NOISE WALL | TRAFFIC SIGNALS | SHARED-USE TRAIL | | |
| | | | | 0001 | 0008 | 0040 | | | | 0040 | 0021 | 0028 | | |
| URBAN | URBAN | URBAN | | | | URBAN | URBAN | URBAN | | 0043 | | | | |
| | | S. N. 022-0512 | | S. N. 022-W068 | | S. N. 022-W069 | | S. N. 022-W070 | | S. N. 022-W071 | | URBAN | | |
| 52000110 | PREFORMED JOINT STRIP SEAL | FOOT | 213 | | 213 | | | | | | | | | |
| 52100210 | ERECTING ELASTOMERIC BEARING ASSEMBLY, TYPE I | EACH | 32 | | 32 | | | | | | | | | |
| 52100220 | ERECTING ELASTOMERIC BEARING ASSEMBLY, TYPE II | EACH | 16 | | 16 | | | | | | | | | |
| 52100520 | ANCHOR BOLTS, 1" | EACH | 64 | | 64 | | | | | | | | | |
| 52100540 | ANCHOR BOLTS, 1 1/2" | EACH | 64 | | 64 | | | | | | | | | |
| 550A0050 | STORM SEWERS, CLASS A, TYPE 1 12" | FOOT | 171 | 148 | | | | | | | | 23 | | |
| 550A0090 | STORM SEWERS, CLASS A, TYPE 1 18" | FOOT | 7 | 7 | | | | | | | | | | |
| 550A0120 | STORM SEWERS, CLASS A, TYPE 1 24" | FOOT | 252 | 252 | | | | | | | | | | |
| 550A0340 | STORM SEWERS, CLASS A, TYPE 2 12" | FOOT | 1551 | 1551 | | | | | | | | | | |
| 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15" | FOOT | 5 | 5 | | | | | | | | | | |
| 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18" | FOOT | 6 | 6 | | | | | | | | | | |
| 550A0410 | STORM SEWERS, CLASS A, TYPE 2 24" | FOOT | 748 | 748 | | | | | | | | | | |
| 550A0430 | STORM SEWERS, CLASS A, TYPE 2 30" | FOOT | 26 | 26 | | | | | | | | | | |
| 550A0450 | STORM SEWERS, CLASS A, TYPE 2 36" | FOOT | 678 | 678 | | | | | | | | | | |

* SPECIALTY ITEM

+ FVPD = FOX VALLEY PARK DISTRICT

CN = CANADIAN NATIONAL RAILROAD



| | | |
|-----------------------------|------------------|-----------|
| USER NAME - URS | DESIGNED - MB | REVISED - |
| PLOT SCALE - 100,0000' / 1" | DRAWN - KJB | REVISED - |
| PLOT DATE - 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|--------------------|---------|--------|---|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | | 383 | 9 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

CONSTRUCTION CODE

67% CANADIAN NATIONAL RAILROAD 33% STATE

67% CN 23% STATE
10% AURORA

80% STATE
20% FVPD +

100% AURORA

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | ROADWAY | BRIDGE | RETAINING WALLS | | | | | NOISE WALL | TRAFFIC SIGNALS | SHARED-USE TRAIL | |
|----------|---|------|----------------|----------------|----------------|-----------------|----------------|----------------|--|--|------------|-----------------|------------------|-----|
| | | | | 0001 | 0008 | 0040 | | | | | 0040 | 0021 | 0028 | |
| | | | | URBAN | URBAN | URBAN | | | | | URBAN | URBAN | URBAN | |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | | | |
| 550A0640 | STORM SEWERS, CLASS A, TYPE 3 12" | FOOT | 35 | 35 | | | | | | | | | | |
| 550A0780 | STORM SEWERS, CLASS A, TYPE 3 48" | FOOT | 585 | 585 | | | | | | | | | | |
| 550A2320 | STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 12" | FOOT | 60 | 60 | | | | | | | | | | |
| 550A5510 | STORM SEWERS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 48" | FOOT | 715 | 715 | | | | | | | | | | |
| 55100500 | STORM SEWER REMOVAL 12" | FOOT | 1881 | 1881 | | | | | | | | | | |
| 55100700 | STORM SEWER REMOVAL 15" | FOOT | 587 | 587 | | | | | | | | | | |
| 55100900 | STORM SEWER REMOVAL 18" | FOOT | 481 | 481 | | | | | | | | | | |
| 55101200 | STORM SEWER REMOVAL 24" | FOOT | 509 | 509 | | | | | | | | | | |
| 55101400 | STORM SEWER REMOVAL 30" | FOOT | 814 | 814 | | | | | | | | | | |
| 55101600 | STORM SEWER REMOVAL 36" | FOOT | 592 | 592 | | | | | | | | | | |
| 56103100 | DUCTILE IRON WATER MAIN 8" | FOOT | 140 | | | | | | | | | | | 140 |
| 56103300 | DUCTILE IRON WATER MAIN 12" | FOOT | 105 | | | | | | | | | | | 105 |
| 56400400 | FIRE HYDRANTS TO BE RELOCATED | EACH | 1 | | | | | | | | | | | 1 |
| 56400500 | FIRE HYDRANTS TO BE REMOVED | EACH | 1 | | | | | | | | | | | 1 |

* SPECIALTY ITEM

+ FVPD = FOX VALLEY PARK DISTRICT

CN = CANADIAN NATIONAL RAILROAD



| | | |
|-------------------------------|------------------|-----------|
| USER NAME - URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | CHECKED - SPF | REVISED - |
| PLOT SCALE - 100.0000' / 1" = | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|---|---------------|--------|--------------------|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY | TOTAL SHEETS 383 | SHEET NO. 10 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60R06 | |

FILE NAME : 01\DDT_23368137_US_34.ctb CN Proj\Drawings\Roadway\General\0181806-SW-50.dgn

CONSTRUCTION CODE

67% CANADIAN NATIONAL RAILROAD 33% STATE

67% CN 23% STATE
10% AURORA

80% STATE
20% FVPD +

100% AURORA

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | ROADWAY | | | | | BRIDGE | RETAINING WALLS | | | | | NOISE WALL | TRAFFIC SIGNALS | SHARED-USE TRAIL | |
|------------|---|------|----------------|---------|-------|------|----------------|-------|----------------|-----------------|----------------|------|----------------|-------|----------------|-----------------|------------------|-------|
| | | | | 0001 | 0002 | 0003 | 0004 | 0005 | 0006 | 0007 | 0008 | 0040 | 0041 | 0042 | 0043 | 0044 | 0021 | 0022 |
| | | | | URBAN | URBAN | | | URBAN | | | | | | URBAN | URBAN | | URBAN | URBAN |
| | | | | | | | S. N. 022-0512 | | S. N. 022-W068 | | S. N. 022-W069 | | S. N. 022-W070 | | S. N. 022-W071 | | | |
| 60255800 | MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID | EACH | 11 | | 11 | | | | | | | | | | | | | |
| 60261540 | INLETS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE | EACH | 1 | | 1 | | | | | | | | | | | | | |
| 60500040 | REMOVING MANHOLES | EACH | 24 | | 24 | | | | | | | | | | | | | |
| 60500050 | REMOVING CATCH BASINS | EACH | 55 | | 54 | | | | | | | | | | | | 1 | |
| 60500060 | REMOVING INLETS | EACH | 19 | | 19 | | | | | | | | | | | | | |
| 60600605 | CONCRETE CURB, TYPE B | FOOT | 10 | | 10 | | | | | | | | | | | | | |
| 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | FOOT | 82 | | 82 | | | | | | | | | | | | | |
| 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 8274 | | 8274 | | | | | | | | | | | | | |
| * 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 75 | | 75 | | | | | | | | | | | | | |
| * 63100085 | TRAFFIC BARRIER TERMINAL, TYPE 6 | EACH | 2 | | 2 | | | | | | | | | | | | | |
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | EACH | 2 | | 2 | | | | | | | | | | | | | |
| 63700160 | CONCRETE BARRIER, SINGLE FACE, 34 INCH HEIGHT | FOOT | 2979 | | 2979 | | | | | | | | | | | | | |
| 63700900 | CONCRETE BARRIER BASE | FOOT | 2979 | | 2979 | | | | | | | | | | | | | |
| 66700205 | PERMANENT SURVEY MARKERS, TYPE 1 | EACH | 1 | | 1 | | | | | | | | | | | | | |

* SPECIALTY ITEM

+ FVPD = FOX VALLEY PARK DISTRICT

CN = CANADIAN NATIONAL RAILROAD



| | | |
|-----------------------------|------------------|-----------|
| USER NAME - URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | CHECKED - SPF | REVISED - |
| PLOT SCALE - 100.0000' / 1" | DATE - 2/11/2014 | REVISED - |
| PLOT DATE - 2/11/2014 | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|---|---------|--------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 12 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60R06 | |

FILE NAME = D:\DOT_25360397.US 34.ctb CN P:\D:\Drawings\Roadway\General\01618106-Str-50.dgn

FILE NAME : D:\1001_23365037_US_34.ctb Plz\Drawings\Roadway\General\10162896-Sht-500.dgn

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | TRAFFIC SIGNALS | SHARED-USE TRAIL | 100 % AURORA | |
|------------|---|--------|----------------|--------------------------------|----------------|-----------------|----------------|----------------|------------|------------|-----------------|------------------|--------------|------------|
| | | | | 67% CANADIAN NATIONAL RAILROAD | | 33% STATE | | | 67% CN | 23% STATE | | | | 80% STATE |
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | NOISE WALL | 10% AURORA | | | | 20% FVPD + |
| | | | | 0001 | 0008 | 0040 | | | 0040 | 0021 | | | | 0028 |
| URBAN | URBAN | URBAN | | | URBAN | URBAN | URBAN | URBAN | URBAN | | | | | |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | | | |
| * 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 1275 | 1275 | | | | | | | | | | |
| * 66900450 | SPECIAL WASTE PLANS AND REPORTS | L SUM | 1 | 1 | | | | | | | | | | |
| * 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 1 | 1 | | | | | | | | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | | | | | | | | | |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 200 | 200 | | | | | | | | | | |
| 70106800 | CHANGEABLE MESSAGE SIGN | CAL MO | 48 | 48 | | | | | | | | | | |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 5000 | 5000 | | | | | | | | | | |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SO FT | 3000 | 3000 | | | | | | | | | | |
| 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 4936 | 4936 | | | | | | | | | | |
| 70600260 | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 | EACH | 10 | 10 | | | | | | | | | | |
| * 72000100 | SIGN PANEL - TYPE 1 | SO FT | 128 | 118 | | | | | | | 11 | | | |
| * 72900100 | METAL POST - TYPE A | FOOT | 78 | 39 | | | | | | | 39 | | | |
| * 72900200 | METAL POST - TYPE B | FOOT | 81 | 81 | | | | | | | | | | |
| * 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 37 | 37 | | | | | | | | | | |

* SPECIALTY ITEM + FVPD = FOX VALLEY PARK DISTRICT CN = CANADIAN NATIONAL RAILROAD



| | | |
|---------------------------------|------------------|-----------|
| USER NAME : URS | DESIGNED - MB | REVISED - |
| PLOT SCALE : 100.0000 1" = 100' | DRAWN - KJB | REVISED - |
| PLOT DATE : 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| SUMMARY OF QUANTITIES | | | |
|-----------------------|-----------|----|--------|
| SCALE: | SHEET NO. | OF | SHEETS |
| | | | |

| | | | | |
|---|---------------|---------------|------------------|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY DUPAGE | TOTAL SHEETS 363 | SHEET NO. 13 |
| CONTRACT NO. 6DRO6 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

CONSTRUCTION CODE

67% CANADIAN NATIONAL RAILROAD 33% STATE

67% CN 23% STATE
10% AURORA

80% STATE
20% FVPD +

100% AURORA

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | |
|------------|--|-------|----------------|-------------------|----------------|-----------------|----------------|----------------|--|------------|-----------------|------------------|-------|
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | | NOISE WALL | TRAFFIC SIGNALS | SHARED-USE TRAIL | |
| | | | | 0001 | 0008 | 0040 | | | | 0040 | 0021 | 0028 | 0043 |
| | | | | URBAN | URBAN | URBAN | | | | URBAN | URBAN | URBAN | URBAN |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | | |
| * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 834 | 834 | | | | | | | | | |
| * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 149 | 149 | | | | | | | | | |
| * 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 30 | 30 | | | | | | | | | |
| * 78008200 | POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS | SO FT | 546 | 546 | | | | | | | | | |
| * 78008210 | POLYUREA PAVEMENT MARKING TYPE I - LINE 4" | FOOT | 15307 | 15307 | | | | | | | | | |
| * 78008230 | POLYUREA PAVEMENT MARKING TYPE I - LINE 6" | FOOT | 2397 | 2397 | | | | | | | | | |
| * 78008270 | POLYUREA PAVEMENT MARKING TYPE I - LINE 24" | FOOT | 167 | 167 | | | | | | | | | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 230 | 230 | | | | | | | | | |
| * 78100105 | RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) | EACH | 16 | 16 | | | | | | | | | |
| * 78100200 | TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER | EACH | 880 | 880 | | | | | | | | | |
| * 78200410 | GUARDRAIL MARKERS, TYPE A | EACH | 8 | 8 | | | | | | | | | |
| * 78200520 | BARRIER WALL MARKERS, TYPE B | EACH | 8 | 8 | | | | | | | | | |
| * 78200530 | BARRIER WALL MARKERS, TYPE C | EACH | 16 | 16 | | | | | | | | | |
| * 78201000 | TERMINAL MARKER - DIRECT APPLIED | EACH | 8 | 8 | | | | | | | | | |

* SPECIALTY ITEM

+ FVPD = FOX VALLEY PARK DISTRICT

CN = CANADIAN NATIONAL RAILROAD



| | | |
|---------------------------------|------------------|-----------|
| USER NAME + URS | DESIGNED - MB | REVISED - |
| PLOT SCALE + 100.0000 1" = 100' | DRAWN - KJB | REVISED - |
| PLOT DATE + 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|--------------------|---------|--------|---|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 14 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT | |

FILE NAME = D:\1007_2536937_05_34.ctb P:\2\Drawings\Roadway\General\101528266-Sht-5.dgn

CONSTRUCTION CODE

67% CANADIAN NATIONAL RAILROAD 33% STATE

67% CN 23% STATE
10% AURORA

80% STATE
20% FVPD +

100% AURORA

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | TRAFFIC SIGNALS | SHARED-USE TRAIL | 0043 URBAN | |
|------------|---|----------------|----------------|-------------------|--------|-----------------|--|----------------|--|----------------|-----------------|------------------|---------------|------------|
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | | | | | | NOISE WALL |
| | | | | 0001 | 0008 | 0040 | | | | | | | | 0040 |
| | | | | URBAN | URBAN | URBAN | | | | | | | | URBAN |
| | | S. N. 022-0512 | | S. N. 022-W068 | | S. N. 022-W069 | | S. N. 022-W070 | | S. N. 022-W071 | | | | |
| 78300100 | PAVEMENT MARKING REMOVAL | SO FT | 2400 | 2400 | | | | | | | | | | |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 246 | 246 | | | | | | | | | | |
| * 80500020 | SERVICE INSTALLATION - POLE MOUNTED | EACH | 1 | | | | | | | 1 | | | | |
| * 81022100 | CONDUIT ENCASED IN CONCRETE, 2" DIA., PVC | FOOT | 780 | | | | | | | 780 | | | | |
| * 81028200 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. | FOOT | 1388 | | | | | | | 1388 | | | | |
| * 81028210 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA. | FOOT | 50 | | | | | | | 50 | | | | |
| * 81028220 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. | FOOT | 105 | | | | | | | 105 | | | | |
| * 81028240 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA. | FOOT | 553 | | | | | | | 553 | | | | |
| * 81400100 | HANDHOLE | EACH | 8 | | | | | | | 8 | | | | |
| * 81400200 | HEAVY-DUTY HANDHOLE | EACH | 4 | | | | | | | 4 | | | | |
| * 81400300 | DOUBLE HANDHOLE | EACH | 2 | | | | | | | 2 | | | | |
| * 86200300 | UNINTERRUPTABLE POWER SUPPLY, EXTENDED | EACH | 1 | | | | | | | 1 | | | | |
| * 86400100 | TRANSCEIVER - FIBER OPTIC | EACH | 1 | | | | | | | 1 | | | | |
| * 87100020 | FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F | FOOT | 5447 | | | | | | | 5447 | | | | |

* SPECIALTY ITEM

+ FVPD = FOX VALLEY PARK DISTRICT

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| | | |
|------------------------------|------------------|-----------|
| USER NAME + URS | DESIGNED - MB | REVISED - |
| PLOT SCALE + 100.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE + 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|--------------------|---------|--------|---|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 15 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT | |

FILE NAME = G:\1001_2368897_05_34.ctb P:\2\Drawings\Roadway\General\10182826-01.ctb

CONSTRUCTION CODE

67% CANADIAN NATIONAL RAILROAD 33% STATE

67% CN 23% STATE
10% AURORA

80% STATE
20% FVPD +

100% AURORA

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | TRAFFIC SIGNALS | SHARED-USE TRAIL | 0043 URBAN | |
|------------|--|------|----------------|-------------------|----------------|-----------------|----------------|----------------|---------------|-----------------|------------------|---------------|--|
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | NOISE WALL | | | | |
| | | | | 0001 URBAN | 0008 URBAN | 0040 URBAN | | | 0040 URBAN | | | | |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | 0021 URBAN | 0028 URBAN | | |
| * 87300925 | ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C | FOOT | 5447 | | | | | | | | 5447 | | |
| * 87301215 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C | FOOT | 1532 | | | | | | | | 1532 | | |
| * 87301225 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 2170 | | | | | | | | 2170 | | |
| * 87301245 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 2360 | | | | | | | | 2360 | | |
| * 87301255 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C | FOOT | 880 | | | | | | | | 880 | | |
| * 87301305 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR | FOOT | 2591 | | | | | | | | 2591 | | |
| * 87301805 | ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C | FOOT | 153 | | | | | | | | 153 | | |
| * 87301900 | ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C | FOOT | 777 | | | | | | | | 777 | | |
| * 87502440 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT. | EACH | 1 | | | | | | | | 1 | | |
| * 87502480 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT. | EACH | 2 | | | | | | | | 2 | | |
| * 87502500 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT. | EACH | 2 | | | | | | | | 2 | | |
| * 87700190 | STEEL MAST ARM ASSEMBLY AND POLE, 30 FT. | EACH | 1 | | | | | | | | 1 | | |
| * 87700220 | STEEL MAST ARM ASSEMBLY AND POLE, 36 FT. | EACH | 1 | | | | | | | | 1 | | |
| * 87700240 | STEEL MAST ARM ASSEMBLY AND POLE, 40 FT. | EACH | 1 | | | | | | | | 1 | | |

* SPECIALTY ITEM

+ FVPD = FOX VALLEY PARK DISTRICT

CN = CANADIAN NATIONAL RAILROAD

FILE NAME = D:\1001-25362367.US 34 at CN Proj\Drawings\Roadway\General\01\012106-Sht 50.dgn



| | | |
|------------------------------|------------------|-----------|
| USER NAME - URS | DESIGNED - MB | REVISED - |
| PLOT SCALE - 100.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE - 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 16 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME : D:\DDT_25360167_05_34.ctb CN Proj\Drawings\Roadway\General\0162606-Sht-500.dgn

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | TRAFFIC SIGNALS | SHARED-USE TRAIL | 100% AURORA | |
|------------|---|-------|----------------|--|----------------|-----------------|----------------|----------------|--------------------------------|-------------------------|-----------------|------------------|-------------|--|
| | | | | 67% CANADIAN NATIONAL RAILROAD 33% STATE | | | | | 67% CN 23% STATE 10% AURORA | 80% STATE 20% FVPO + | | | | |
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | NOISE WALL | | | | | |
| | | | | 0001 | 0008 | 0040 | | | 0040 | | | | | |
| | URBAN | URBAN | URBAN | | | URBAN | | URBAN | URBAN | URBAN | | | | |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | 0043 | | |
| * 87700330 | STEEL MAST ARM ASSEMBLY AND POLE, 56 FT. | EACH | 1 | | | | | | | 1 | | | | |
| * 87800100 | CONCRETE FOUNDATION, TYPE A | FOOT | 24 | | | | | | | 24 | | | | |
| * 87800150 | CONCRETE FOUNDATION, TYPE C | FOOT | 4 | | | | | | | 4 | | | | |
| * 87800415 | CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER | FOOT | 35 | | | | | | | 35 | | | | |
| * 87800420 | CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER | FOOT | 21 | | | | | | | 21 | | | | |
| * 88030020 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED | EACH | 8 | | | | | | | 8 | | | | |
| * 88030050 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 2 | | | | | | | 2 | | | | |
| * 88030100 | SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED | EACH | 2 | | | | | | | 2 | | | | |
| * 88030110 | SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED | EACH | 2 | | | | | | | 2 | | | | |
| * 88102717 | PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER | EACH | 4 | | | | | | | 4 | | | | |
| * 88102747 | PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER | EACH | 2 | | | | | | | 2 | | | | |
| * 88200110 | TRAFFIC SIGNAL BACKPLATE, LOUVERED | EACH | 10 | | | | | | | 10 | | | | |
| * 88500100 | INDUCTIVE LOOP DETECTOR | EACH | 10 | | | | | | | 10 | | | | |
| * 88600700 | PREFORMED DETECTOR LOOP | FOOT | 942 | | | | | | | 942 | | | | |

* SPECIALTY ITEM

+ FVPO = FOX VALLEY PARK DISTRICT

CN = CANADIAN NATIONAL RAILROAD



| | | |
|---------------------------------|------------------|-----------|
| USER NAME - URS | DESIGNED - MB | REVISED - |
| PLOT SCALE - 100.0000 1" = 100' | DRAWN - KJB | REVISED - |
| PLOT DATE - 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|---|---------|--------|--------------|--------------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 17 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | CONTRACT NO. 60R06 |

FILE NAME = D:\1007_25368387_05_34.ctb C:\Program Files\Autodesk\AutoCAD 2014\acad.dwg

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | TRAFFIC SIGNALS | SHARED-USE TRAIL | 100 % AURORA |
|------------|--|-------|----------------|--|----------------|-----------------|----------------|-----------------------------|----------------------|---------------|-----------------|------------------|--------------|
| | | | | 67% CANADIAN NATIONAL RAILROAD 33% STATE | | | | 67% CN 23% STATE 10% AURORA | 80% STATE 20% FVPD + | | | | |
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | NOISE WALL | | | | |
| | | | | 0001 URBAN | 0008 URBAN | 0040 URBAN | | | 0040 URBAN | 0021 URBAN | | | |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | 0021 URBAN | |
| * 88700200 | LIGHT DETECTOR | EACH | 2 | | | | | | | | | | 2 |
| * 88700300 | LIGHT DETECTOR AMPLIFIER | EACH | 1 | | | | | | | | | | 1 |
| * 88800100 | PEDESTRIAN PUSH-BUTTON | EACH | 8 | | | | | | | 8 | | | |
| * 89000100 | TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 1 | | | | | | | 1 | | | |
| * 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 5447 | | | | | | | 5447 | | | |
| * 89502375 | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 | | | | | | | 1 | | | |
| * 89502380 | REMOVE EXISTING HANDHOLE | EACH | 10 | | | | | | | 10 | | | |
| * 89502382 | REMOVE EXISTING DOUBLE HANDHOLE | EACH | 1 | | | | | | | 1 | | | |
| * 89502385 | REMOVE EXISTING CONCRETE FOUNDATION | EACH | 9 | | | | | | | 9 | | | |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 1 | | | | | | | | | |
| Z0018004 | DRAINAGE SCUPPERS, DS-12 | EACH | 6 | | 6 | | | | | | | | |
| Z0018800 | DRAINAGE SYSTEM | L SUM | 1 | | 1 | | | | | | | | |
| Z0026402 | FURNISHING SOLDIER PILES (HP SECTION) | FOOT | 1431 | | | 485 | 506 | 440 | | | | | |
| Z0026407 | TEMPORARY SHEET PILING | SD FT | 16360 | | | | 7554 | | 8806 | | | | |

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|---------------------------------|------------------|-----------|
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| PLOT SCALE - 100.0000 1" = 100' | DRAWN - KJB | REVISED - |
| PLOT DATE - 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|---|---------|--------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 18 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60R06 | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | TRAFFIC SIGNALS | SHARED-USE TRAIL | 100% AURORA | |
|------------|--|----------------|----------------|--|----------------|-----------------|-------|-----------------------------|----------------------|-------|-----------------|------------------|-------------|------|
| | | | | 67% CANADIAN NATIONAL RAILROAD 33% STATE | | | | 67% CN 23% STATE 10% AURORA | 80% STATE 20% FVPD + | | | | | |
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | NOISE WALL | | | | | |
| | | | | 0001 | 0008 | 0040 | | | 0040 | 0021 | | | | 0028 |
| URBAN | URBAN | URBAN | | | URBAN | URBAN | URBAN | URBAN | URBAN | URBAN | | | | |
| | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | | | | | | |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SO FT | 80 | 64 | | | | | | | | 16 | | |
| * Z0033046 | RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2 | EACH | 1 | | | | | | | 1 | | | | |
| Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES 4" | FOOT | 2938 | 329 | 608 | 591 | 604 | 806 | | | | | | |
| Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | L SUM | 1 | 1 | | | | | | | | | | |
| Z0056608 | STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH | FOOT | 17 | 17 | | | | | | | | | | |
| Z0056612 | STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH | FOOT | 18 | 18 | | | | | | | | | | |
| Z0062456 | TEMPORARY PAVEMENT | SO YD | 10960 | 10960 | | | | | | | | | | |
| Z0062458 | TEMPORARY PAVEMENT (VARIABLE DEPTH) | TON | 229 | 229 | | | | | | | | | | |
| Z0067500 | STEEL CASINGS 16" | FOOT | 105 | | | | | | | | | | 105 | |
| Z0067900 | STEEL CASINGS 24" | FOOT | 90 | | | | | | | | | | 90 | |
| Z0073346 | SLEEPER SLAB | SO YD | 260 | 260 | | | | | | | | | | |
| Z0073510 | TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 1 | | | | | | | 1 | | | | |
| Z0076600 | TRAINEES | HOUR | 1 | 1 | | | | | | | | | | |
| * A2000316 | TREE, ACER MIYABEI MORTON (STATE STREET MIYABEI MAPLE), 2" CALIPER, BALLED AND BURLAPPED | EACH | 19 | 19 | | | | | | | | | | |

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|---------------------------------|------------------|-----------|
| USER NAME * URS | DESIGNED - MB | REVISED - |
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| PLOT DATE * 2/11/2014 | CHECKED - SPF | REVISED - |
| | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|--------------------|---------|--------|---|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 19 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

FILE NAME: D:\1007_25366067_05_34.ctb P:\2\Drawings\Roadway\General\01060606_Sht-500.dgn

CONSTRUCTION CODE

67% CANADIAN NATIONAL RAILROAD 33% STATE

67% CN 23% STATE
10% AURORA

80% STATE
20% FVPD +

100% AURORA

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | TRAFFIC SIGNALS | SHARED-USE TRAIL | URBAN |
|------------|--|------|----------------|-------------------|----------------|-----------------|----------------|----------------|--|------------|-----------------|------------------|-------|
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | | NOISE WALL | | | |
| | | | | 0001 | 0008 | 0040 | | | | 0040 | | | |
| | | | | URBAN | URBAN | URBAN | | | | URBAN | | | |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | 0021 | 0028 | 0043 | |
| | | | | | | | | | | URBAN | URBAN | URBAN | |
| * A2002008 | TREE, AESCULUS FLAVEA (YELLOW SWEET BUCKEYE), 2" CALIPER, BALLED AND BURLAPPED | EACH | 12 | | | | | | | | 12 | | |
| * A2002466 | TREE, BETULA NIGRA HERITAGE (HERITAGE RIVER BIRCH), 6' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED | EACH | 6 | 6 | | | | | | | | | |
| * A2002616 | TREE, CARYA CORDIFORMIS (BITTERNUT HICKORY), 2" CALIPER, BALLED AND BURLAPPED | EACH | 12 | | | | | | | | 12 | | |
| * A2002916 | TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED | EACH | 33 | 24 | | | | | | | 9 | | |
| * A2004564 | TREE, GINKO BILOBA WINDOVER GOLD, (WINDOVER GOLD GINKO), 2" CALIPER, BALLED AND BURLAPPED | EACH | 1 | 1 | | | | | | | | | |
| * A2004716 | TREE, GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER (SHADEMASTER THORNLESS COMMON HONEYLOCUST), 2" CALIPER, BALLED AND BURLAPPED | EACH | 19 | 19 | | | | | | | | | |
| * A2005020 | TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2-1/2" CALIPER, BALLED AND BURLAPPED | EACH | 27 | 27 | | | | | | | | | |
| * A2006516 | TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED | EACH | 22 | 22 | | | | | | | | | |
| * A2006616 | TREE, QUERCUS IMBRICARIA (SHINGLE OAK), 2" CALIPER, BALLED AND BURLAPPED | EACH | 11 | | | | | | | | 11 | | |
| * A2006716 | TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED | EACH | 11 | | | | | | | | 11 | | |
| * A2008468 | TREE, ULMUS AMERICANA PRINCETON (PRINCETON AMERICAN ELM), 2" CALIPER, BALLED AND BURLAPPED | EACH | 28 | 20 | | | | | | | 8 | | |
| * B2001616 | TREE, CRATAEGUS CRUSGALLI INERMIS (THORN LESS COCKSPUR HAWTHORN), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED | EACH | 5 | 5 | | | | | | | | | |
| * B2005216 | TREE, MALUS SUTYZAM (SUGAR TYME CRAB APPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED | EACH | 13 | 13 | | | | | | | | | |
| * B2006116 | TREE, SYRINGA PEKINENSIS MORTON (CHINA SNOW PEKING LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED | EACH | 10 | 10 | | | | | | | | | |

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| | | |
|------------------------------|------------------|-----------|
| USER NAME * URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE * 100.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE * 2/11/2014 | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 20 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME - D:\1001.23565037_US_34.ctb on P:\2\10\pawing\Roadway\General\1010R06_Sht 50.dwg

FILE NAME: D:\1001_25350367_05_34.ctb CN P2\Drawings\Roadway\General\060806-Shr_Sp0.dgn

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | TRAFFIC SIGNALS | SHARED-USE TRAIL | 100 % AURORA |
|------------|--|-------|----------------|--|----------------|-----------------|----------------|----------------|-----------------------------|----------------------|-----------------|------------------|--------------|
| | | | | 67% CANADIAN NATIONAL RAILROAD 33% STATE | | | | | 67% CN 23% STATE 10% AURORA | 80% STATE 20% FVPD + | | | |
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | NOISE WALL | | | | |
| | | | | 0001 URBAN | 0008 URBAN | 0040 URBAN | | | 0040 URBAN | 0021 URBAN | | | |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | | |
| * B2006316 | TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED | EACH | 10 | 10 | | | | | | | | | |
| * B2010070 | TREE, CLADRASTIS KENTUCKEA (AMERICAN YELLOWWOOD), 2" CALIPER, BALLED AND BURLAPPED | EACH | 9 | 9 | | | | | | | | | |
| * D2002472 | EVERGREEN, PINUS FLEXILIS VANDERWOLF'S PYRAMID (VANDERWOLF'S PYRAMID LIMBER PINE), 6' HEIGHT, BALLED AND BURLAPPED | EACH | 15 | | | | | | | | 15 | | |
| * E2002066 | VINE-CAMPSIS RADICANS (TRUMPET VINE), 1-GALLON POT | EACH | 18 | 18 | | | | | | | | | |
| * E2021061 | VINE-PARTHENOCISSUS QUINQUEFOLIA ENGEL MANNII (ENGELMANNII VIRGINIA CREEPER), 1-GALLON POT | EACH | 2054 | 2054 | | | | | | | | | |
| * K0029634 | WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE | POUND | 25 | 20 | | | | | | | 5 | | |
| X0301423 | NOISE ABATEMENT WALL, GROUND MOUNTED | 50 FT | 42033 | | | | | | 42033 | | | | |
| X0321963 | MICRO-PILES | EACH | 92 | 92 | | | | | | | | | |
| X0323149 | TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL | 50 FT | 20659 | | 9084 | | 11575 | | | | | | |
| X0323433 | MICROPILE PROOF LOAD TEST | EACH | 2 | 2 | | | | | | | | | |
| X0324455 | DRILLING AND SETTING SOLDIER PILES (IN SOIL) | CU FT | 261 | | 89 | 92 | 80 | | | | | | |
| * X0325003 | REMOVE EXISTING VALVE AND VAULT | EACH | 2 | | | | | | | | | 2 | |
| X0325714 | FLASHING BEACON, POST MOUNTED, SOLAR POWERED INSTALLATION | EACH | 1 | 1 | | | | | | | | | |
| X0327036 | BIKE PATH REMOVAL | SD YD | 1840 | 1840 | | | | | | | | | |

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| | | |
|---------------------------------|------------------|-----------|
| USER NAME - URS | DESIGNED - MB | REVISED - |
| DRAWN - NJB | CHECKED - SPF | REVISED - |
| PLOT SCALE - 100.0000 1" = 100' | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|--------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 21 |
| CONTRACT NO. 60R06 | | | | |

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

FILE NAME = 0:\DDI_25368367_US_34.ctb CH P2\Drawings\Roadway\General\0168186-Sht-50.dgn

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTRUCTION CODE | | | | | | | | | | | | | | | | |
|------------|---|--------|----------------|--|----------------|-----------------|----------------|----------------|-----------------------------|-----------------|----------------------|--|---------------|--|--|--|--|--|--|-----|
| | | | | 67% CANADIAN NATIONAL RAILROAD 33% STATE | | | | | 67% CN 23% STATE 10% AURORA | | 80% STATE 20% FVPD + | | 100% AURORA | | | | | | | |
| | | | | ROADWAY | BRIDGE | RETAINING WALLS | | | NOISE WALL | TRAFFIC SIGNALS | SHARED-USE TRAIL | | | | | | | | | |
| | | | | 0001 URBAN | 0008 URBAN | 0040 URBAN | | | 0040 URBAN | 0021 URBAN | 0028 URBAN | | 0021 URBAN | | | | | | | |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | | | | | | | | | |
| X6020096 | MANHOLES, TYPE A, 6' -DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE | EACH | 3 | 3 | | | | | | | | | | | | | | | | |
| X6028050 | TEMPORARY MANHOLE | EACH | 13 | 13 | | | | | | | | | | | | | | | | |
| X6060200 | CONCRETE MEDIAN, TYPE SB-6, 24 (MODIFIED) | SQ FT | 8160 | 8160 | | | | | | | | | | | | | | | | |
| X6700410 | ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL) | CAL MO | 30 | 30 | | | | | | | | | | | | | | | | |
| X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM | 1 | 1 | | | | | | | | | | | | | | | | |
| X7030025 | WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS | SO FT | 885 | 885 | | | | | | | | | | | | | | | | |
| X7030030 | WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH | FOOT | 54479 | 54479 | | | | | | | | | | | | | | | | |
| X7030040 | WET REFLECTIVE TEMPORARY TAPE TYPE III, 6 INCH | FOOT | 8188 | 8188 | | | | | | | | | | | | | | | | |
| X7030045 | WET REFLECTIVE TEMPORARY TAPE TYPE III, 8 INCH | FOOT | 3622 | 3622 | | | | | | | | | | | | | | | | |
| X7030050 | WET REFLECTIVE TEMPORARY TAPE TYPE III, 12 INCH | FOOT | 1456 | 1456 | | | | | | | | | | | | | | | | |
| X7030055 | WET REFLECTIVE TEMPORARY TAPE TYPE III, 24 INCH | FOOT | 457 | 457 | | | | | | | | | | | | | | | | |
| * X8570226 | FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL | EACH | 1 | | | | | | | | | | | | | | | | | 1 |
| * X8730250 | ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED | FOOT | 592 | | | | | | | | | | | | | | | | | 592 |
| * X8760055 | PEDESTRIAN PUSH-BUTTON POST, TYPE A | EACH | 1 | | | | | | | | | | | | | | | | | 1 |

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| | | |
|---------------------------|------------------|-----------|
| USER NAME - URS | DESIGNED - MB | REVISED - |
| DRAWN - XJB | CHECKED - SPF | REVISED - |
| PLOT SCALE - 1/8" = 1'-0" | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

| | | | | |
|--------------------|---------------|--------|---|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY | TOTAL SHEETS 383 | SHEET NO. 23 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

CONSTRUCTION CODE

67% CANADIAN NATIONAL RAILROAD 33% STATE

67% CN 23% STATE
10% AURORA

80% STATE
20% FVPD +

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | ROADWAY | BRIDGE | RETAINING WALLS | | | | | NOISE WALL | TRAFFIC SIGNALS | SHARED-USE TRAIL |
|------------|---------------------------------------|------|----------------|----------------|----------------|-----------------|----------------|----------------|--|--|------------|-----------------|------------------|
| | | | | 0001 | 0008 | 0040 | | | | | 0040 | 0021 | 0028 |
| | | | | URBAN | URBAN | URBAN | | | | | URBAN | URBAN | URBAN |
| | | | | S. N. 022-0512 | S. N. 022-W068 | S. N. 022-W069 | S. N. 022-W070 | S. N. 022-W071 | | | | | |
| X0322795 | REMOVE AND RELOCATE EXISTING MONUMENT | EACH | 1 | 1 | | | | | | | | | |
| Ø 20076600 | TRAINEES | HOUR | 4000 | 4000 | | | | | | | | | |
| Ø 20076604 | TRAINEES - TRAINING PROGRAM GRADUATE | HOUR | 4000 | 4000 | | | | | | | | | |

* SPECIALTY ITEM Ø0042 + FVPD = FOX VALLEY PARK DISTRICT CN = CANADIAN NATIONAL RAILROAD

FILE NAME : D:\DOT_2536837_US_34.ctb D:\Drawing\Roadway\General\016806-Svt-560.dgn



| | | |
|-------------------------------|------------------|-----------|
| USER NAME - URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE - 100.0000' / 1" = | CHECKED - SPF | REVISED - |
| PLOT DATE - 2/11/2014 | DATE - 2/11/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

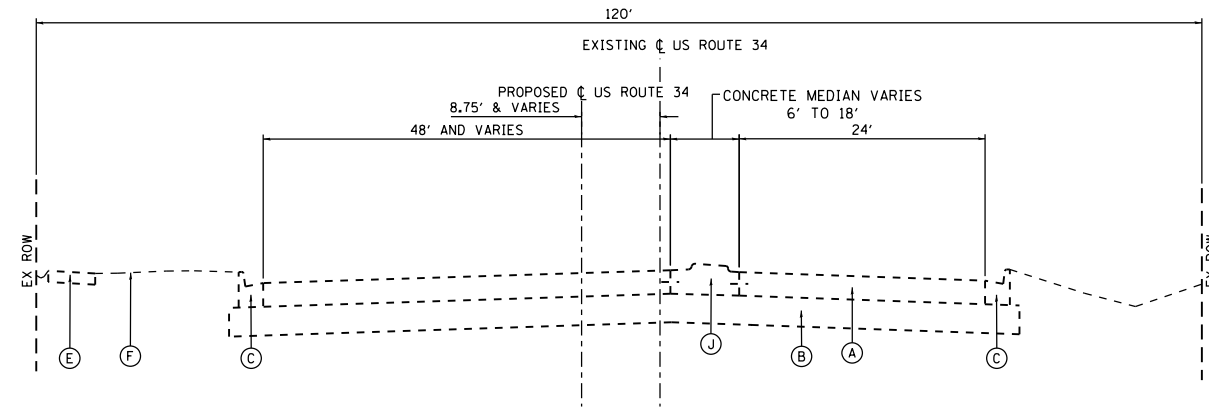
| | | | | | |
|--------|-----------|----|--------|------|---------|
| SCALE: | SHEET NO. | OF | SHEETS | STA. | TO STA. |
|--------|-----------|----|--------|------|---------|

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | | 383 | 24 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

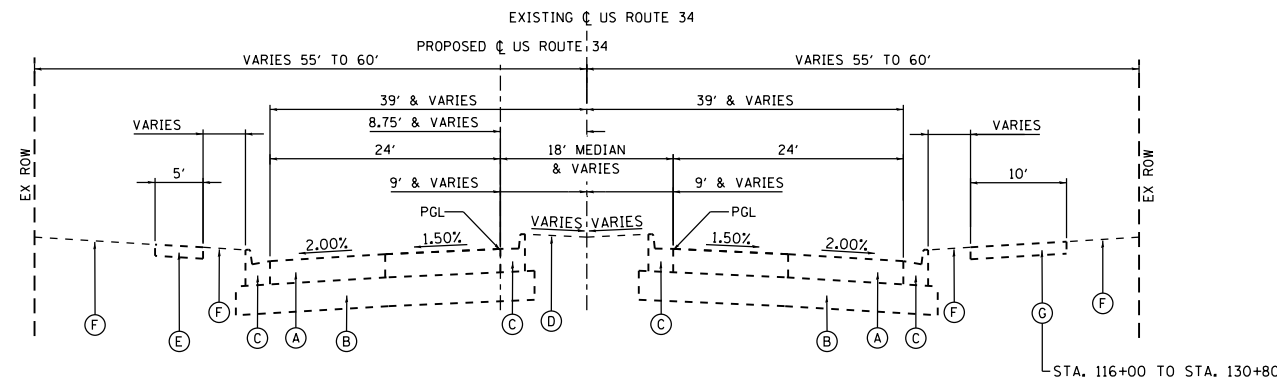
Rev.

EXISTING LEGEND

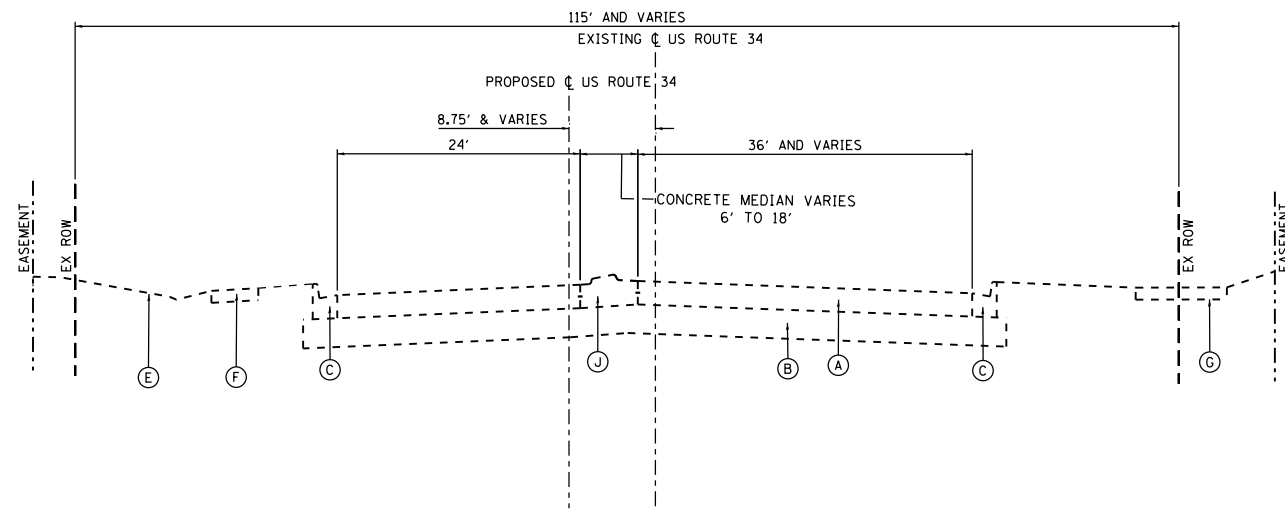
- (A) PORTLAND CEMENT CONCRETE PAVEMENT, 9.75" (TO BE REMOVED)
- (B) AGGREGATE SUBGRADE 12"
- (C) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (D) LANDSCAPE MEDIAN
- (E) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (F) EXISTING GROUND
- (G) HOT MIX ASPHALT SHARED USE TRAIL 2" AND VARIES
- (H) HOT MIX ASPHALT PAVEMENT 7" AND VARIES
- (J) CONCRETE MEDIAN



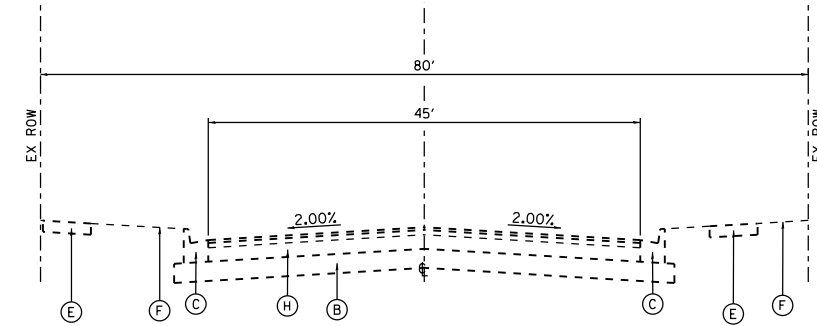
EXISTING TYPICAL SECTION
US ROUTE 34
STA. 101+50 TO STA. 103+82
STA. 134+60 TO STA. 137+71



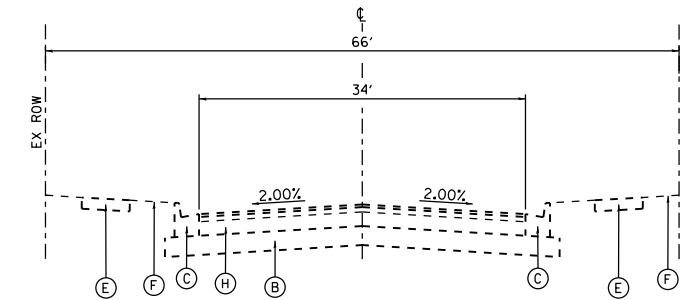
EXISTING TYPICAL SECTION
US ROUTE 34
STA. 103+82 TO STA. 130+80



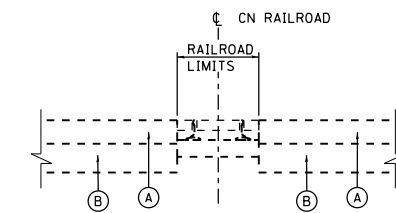
EXISTING TYPICAL SECTION
US ROUTE 34
STA. 130+80 TO STA. 133+50
STA. 137+71 TO STA. 141+21



EXISTING TYPICAL SECTION
FRONTENAC STREET
STA. 50+30 TO STA. 53+00



EXISTING TYPICAL SECTION
FRONTENAC STREET
STA. 53+00 TO STA. 54+80



EXISTING SECTION AT CN RAILROAD AND US ROUTE 34

FILE NAME = Q:\100T_25368367_US_34.ctb; CN Ph2\Drawings\Roadway\Typical\Section\0160R06-Sht-Typical_001.dgn



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| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISIONS - | |
| PLOT SCALE = 20.0000' / in. | CHECKED - SPF | REVISIONS - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISIONS - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

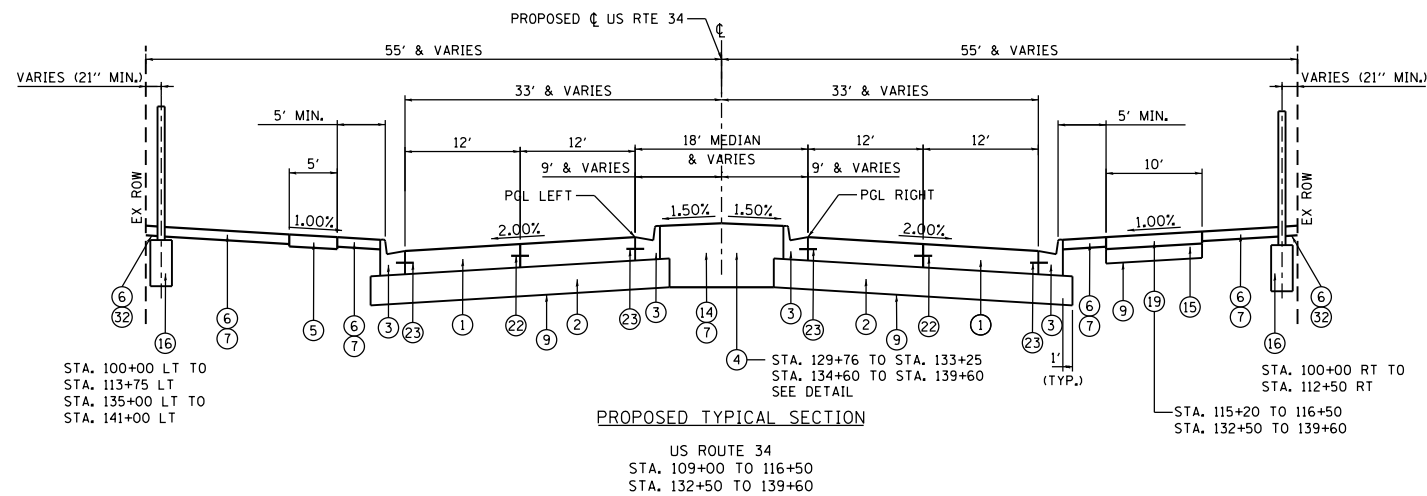
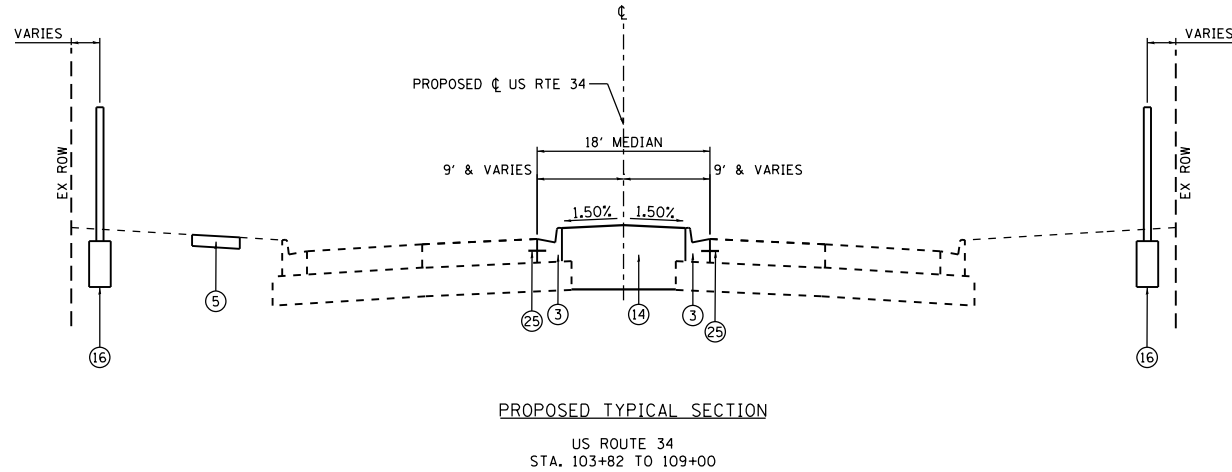
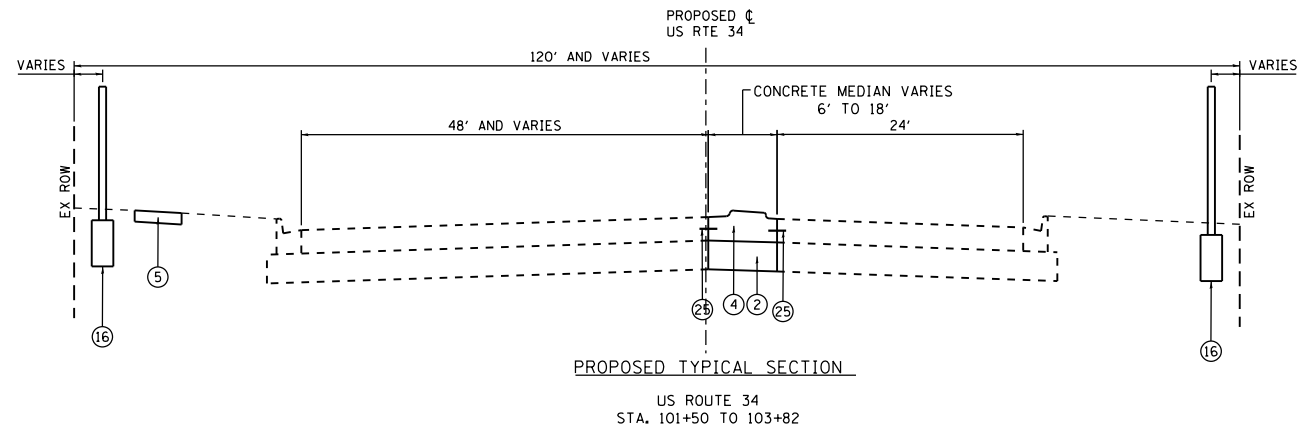
EXISTING TYPICAL SECTIONS

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 25 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

PROPOSED LEGEND

- ① PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)
 - ② AGGREGATE SUBGRADE IMPROVEMENT 12"
 - ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
 - ④ CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED) (SEE DETAIL)
 - ⑤ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
 - ⑥ TOPSOIL FURNISH AND PLACE 4"
(TOPSOIL FURNISH AND PLACE 8" WILL BE USED IN ALL AREAS WHERE TREES WILL BE INSTALLED)
 - ⑦ SODDING, SALT TOLERANT
 - ⑧ HOT-MIX ASPHALT (FULL DEPTH), 12 1/2"
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5MM) (2")
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (10.5")
 - ⑨ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 - ⑩ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
 - ⑪ CONCRETE BARRIER, SINGLE FACE, 34" HEIGHT AND CONCRETE BARRIER BASE (SEE DETAIL)
 - ⑫ PARAPET RAILING, SPECIAL
 - ⑬ BICYCLE RAILING, SPECIAL
 - ⑭ TOPSOIL FURNISH AND PLACE 24"
 - ⑮ AGGREGATE BASE COURSE, TYPE B, 6"
 - ⑯ NOISE ABATEMENT WALL, GROUND MOUNTED
 - ⑰ CAST IN PLACE RETAINING WALL
 - ⑱ TEMPORARY SHEETING (USED TO ACCOMMODATE UTILITY RELOCATION)
 - ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (3")
 - ⑳ AGGREGATE BASE COURSE, TYPE B
 - ㉑ GRANULAR BACKFILL FOR STRUCTURES
- ㉒ LONGITUDINAL SAWED JOINT, NO. 8 EPOXY COATED TIE BARS, 30" LONG AT 30" CENTERS, DRILL AND GROUT (INCLUDED IN COST OF PCC PAVEMENT)
- ㉓ LONGITUDINAL CONSTRUCTION JOINT, NO. 8 EPOXY COATED TIE BARS, 24" LONG AT 24" CENTERS
- ㉔ BARRIER WALL MARKERS, TYPE B AT 40' CENTERS
 - ㉕ DRILL AND GROUT NO. 8 EPOXY COATED TIE BARS, 24" LONG AT 24" CENTERS (INCLUDED IN THE COST OF CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED) AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24)
 - ㉖ REINFORCED SELECT FILL FOR TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL (INCLUDED IN THE COST OF TEMPORARY MSE WALL)
 - ㉗ SOLDIER PILE RETAINING WALL
 - ㉘ TOPSOIL FURNISH AND PLACE 12"
 - ㉙ AGGREGATE BASE COURSE, TYPE B 8"
 - ㉚ SEEDING, CLASS 3
 - ㉛ EROSION CONTROL BLANKET (SPECIAL)
 - ㉜ SEEDING, CLASS 1



| | | |
|-------------------|---------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISIONS - | |
| CHECKED - SPF | REVISIONS - | |
| DATE - 02/28/2014 | REVISIONS - | |

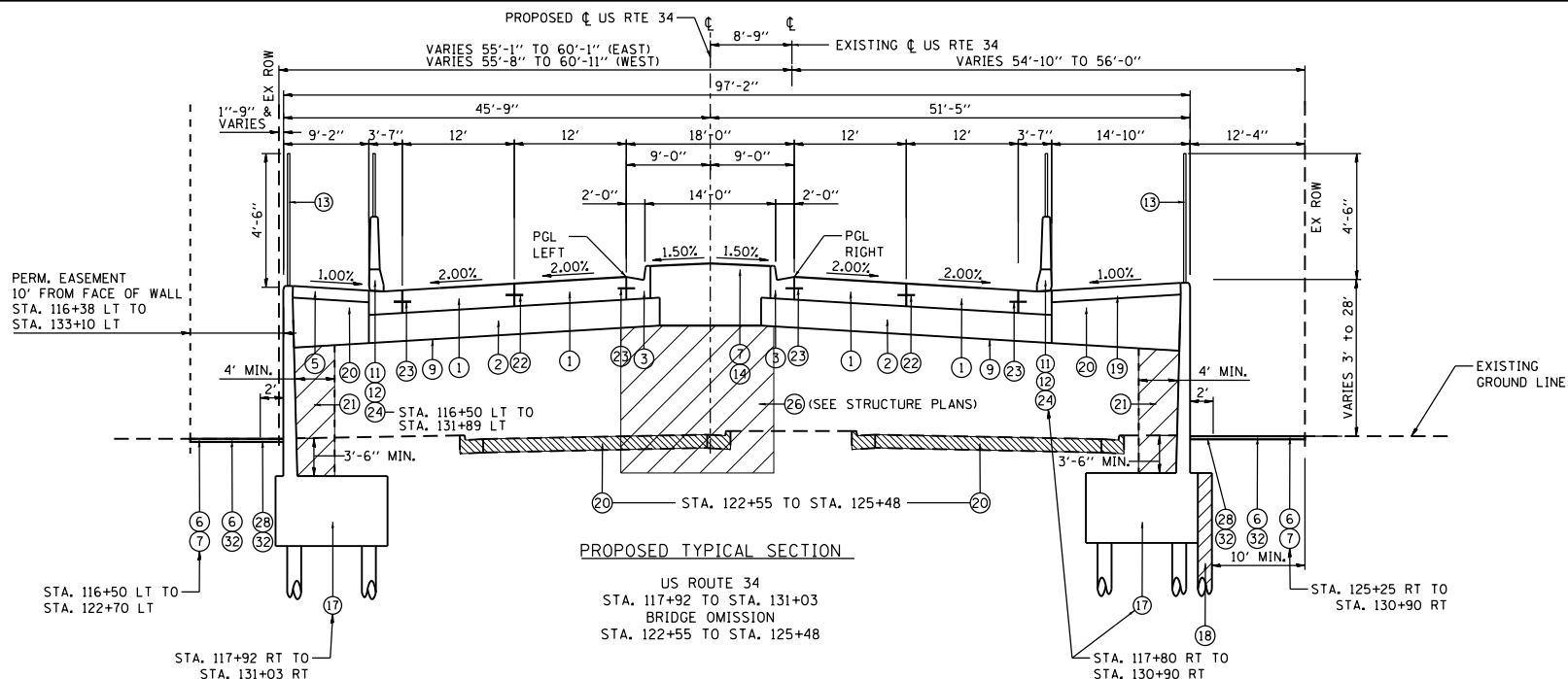
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

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

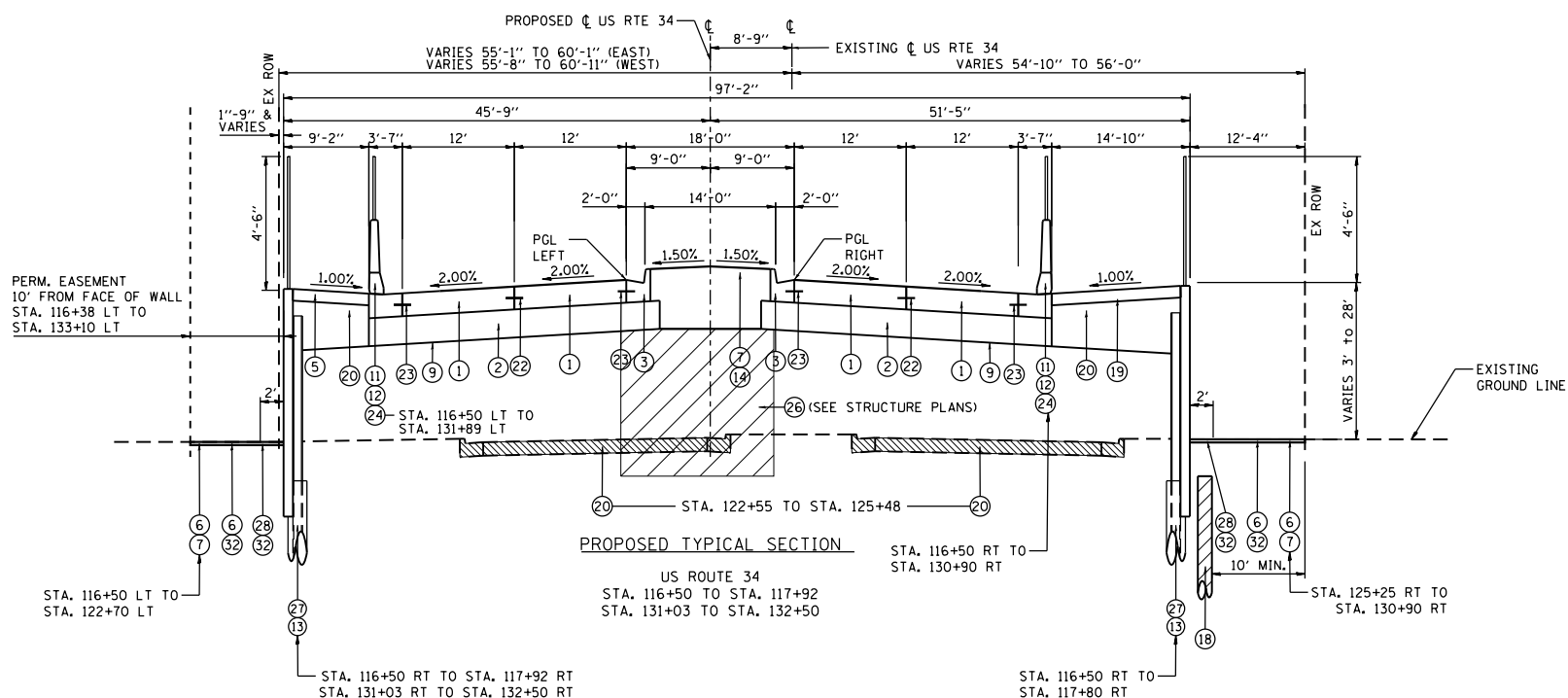
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 26 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = Q:\100T_25368367_US_34.ctb; Drawing: Roadway\Typical\Section\0160R06-Sht-Typical_002.dgn



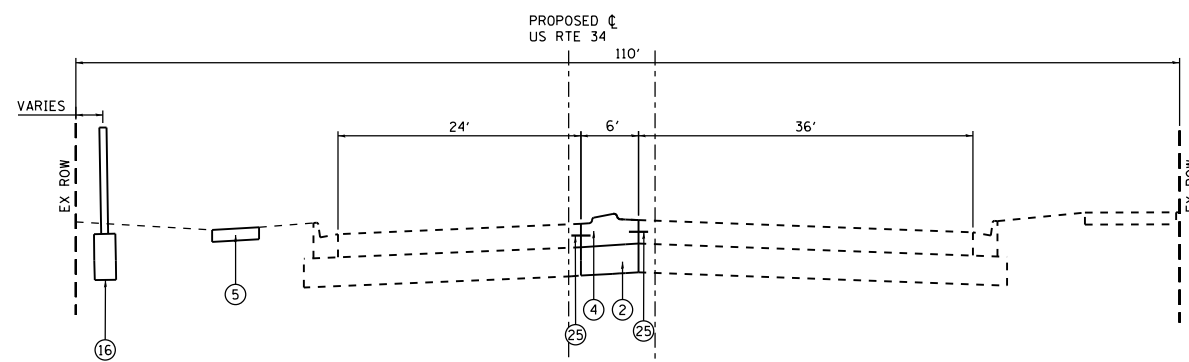
PROPOSED TYPICAL SECTION

US ROUTE 34
 STA. 117+92 TO STA. 131+03
 BRIDGE OMISSION
 STA. 122+55 TO STA. 125+48



PROPOSED TYPICAL SECTION

US ROUTE 34
 STA. 116+50 TO STA. 117+92
 STA. 131+03 TO STA. 132+50

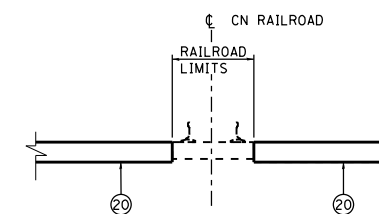


PROPOSED TYPICAL SECTION

US ROUTE 34
 STA. 139+60 TO STA. 141+21

PROPOSED LEGEND

- ① PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)
- ② AGGREGATE SUBGRADE IMPROVEMENT 12"
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ④ CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED) (SEE DETAIL)
- ⑤ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- ⑥ TOPSOIL FURNISH AND PLACE 4" (TOPSOIL FURNISH AND PLACE 8" WILL BE USED IN ALL AREAS WHERE TREES WILL BE INSTALLED)
- ⑦ SODDING, SALT TOLERANT
- ⑧ HOT-MIX ASPHALT (FULL DEPTH), 12 1/2" -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5MM) (2") -HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (10.5")
- ⑨ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑩ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- ⑪ CONCRETE BARRIER, SINGLE FACE, 34" HEIGHT AND CONCRETE BARRIER BASE (SEE DETAIL)
- ⑫ PARAPET RAILING, SPECIAL
- ⑬ BICYCLE RAILING, SPECIAL
- ⑭ TOPSOIL FURNISH AND PLACE 24"
- ⑮ AGGREGATE BASE COURSE, TYPE B, 6"
- ⑯ NOISE ABATEMENT WALL, GROUND MOUNTED
- ⑰ CAST IN PLACE RETAINING WALL
- ⑱ TEMPORARY SHEETING (USED TO ACCOMMODATE UTILITY RELOCATION)
- ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (3")
- ⑳ AGGREGATE BASE COURSE, TYPE B
- ㉑ GRANULAR BACKFILL FOR STRUCTURES
- ㉒ LONGITUDINAL SAWED JOINT, NO. 8 EPOXY COATED TIE BARS, 30" LONG AT 30" CENTERS, DRILL AND GROUT (INCLUDED IN COST OF PCC PAVEMENT)
- ㉓ LONGITUDINAL CONSTRUCTION JOINT, NO. 8 EPOXY COATED TIE BARS, 24" LONG AT 24" CENTERS
- ㉔ BARRIER WALL MARKERS, TYPE B AT 40' CENTERS
- ㉕ DRILL AND GROUT NO. 8 EPOXY COATED TIE BARS, 24" LONG AT 24" CENTERS (INCLUDED IN THE COST OF CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED) AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24)
- ㉖ REINFORCED SELECT FILL FOR TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL (INCLUDED IN THE COST OF TEMPORARY MSE WALL)
- ㉗ SOLDIER PILE RETAINING WALL
- ㉘ TOPSOIL FURNISH AND PLACE 12"
- ㉙ AGGREGATE BASE COURSE, TYPE B 8"
- ㉚ SEEDING, CLASS 3
- ㉛ EROSION CONTROL BLANKET (SPECIAL)
- ㉜ SEEDING, CLASS 1



PROPOSED SECTION AT CN RAILROAD AND US ROUTE 34

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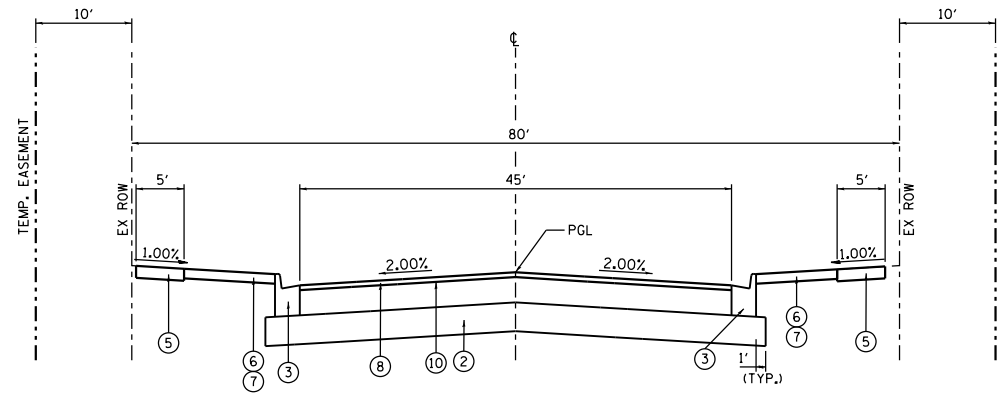
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| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

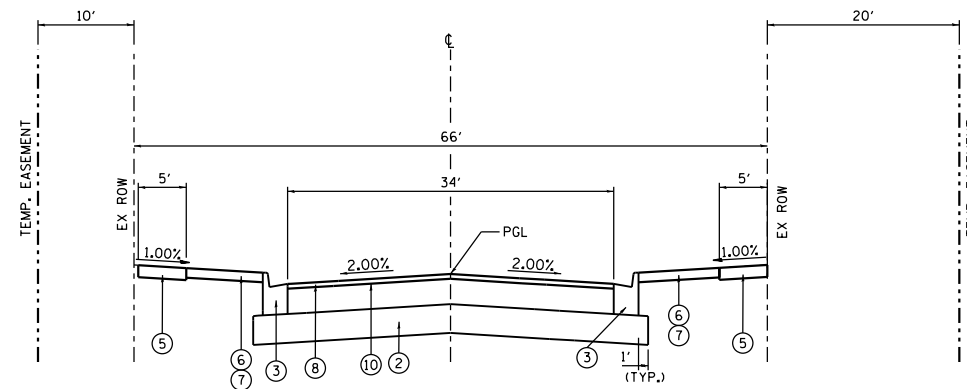
PROPOSED TYPICAL SECTIONS

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

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 27 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



PROPOSED TYPICAL SECTION
FRONTENAC STREET
STA. 50+30 TO STA. 51+83



PROPOSED TYPICAL SECTION
FRONTENAC STREET
STA. 53+86 TO STA. 55+27

PROPOSED LEGEND

- ① PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)
- ② AGGREGATE SUBGRADE IMPROVEMENT 12"
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ④ CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED) (SEE DETAIL)
- ⑤ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- ⑥ TOPSOIL FURNISH AND PLACE 4"
(TOPSOIL FURNISH AND PLACE 8" WILL BE USED IN ALL AREAS WHERE TREES WILL BE INSTALLED)
- ⑦ SODDING, SALT TOLERANT
- ⑧ HOT-MIX ASPHALT (FULL DEPTH), 12 1/2"
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5MM) (2")
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (10.5")
- ⑨ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑩ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- ⑪ CONCRETE BARRIER, SINGLE FACE, 34" HEIGHT AND CONCRETE BARRIER BASE (SEE DETAIL)
- ⑫ PARAPET RAILING, SPECIAL
- ⑬ BICYCLE RAILING, SPECIAL
- ⑭ TOPSOIL FURNISH AND PLACE 24"
- ⑮ AGGREGATE BASE COURSE, TYPE B, 6"
- ⑯ NOISE ABATEMENT WALL, GROUND MOUNTED
- ⑰ CAST IN PLACE RETAINING WALL
- ⑱ TEMPORARY SHEETING (USED TO ACCOMMODATE UTILITY RELOCATION)
- ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (3")
- ⑳ AGGREGATE BASE COURSE, TYPE B
- ㉑ GRANULAR BACKFILL FOR STRUCTURES
- ㉒ LONGITUDINAL SAWED JOINT, NO. 8 EPOXY COATED TIE BARS, 30" LONG AT 30" CENTERS, DRILL AND GROUT (INCLUDED IN COST OF PCC PAVEMENT)
- ㉓ LONGITUDINAL CONSTRUCTION JOINT, NO. 8 EPOXY COATED TIE BARS, 24" LONG AT 24" CENTERS
- ㉔ BARRIER WALL MARKERS, TYPE B AT 40' CENTERS
- ㉕ DRILL AND GROUT NO. 8 EPOXY COATED TIE BARS, 24" LONG AT 24" CENTERS (INCLUDED IN THE COST OF CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED) AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24)
- ㉖ REINFORCED SELECT FILL FOR TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL (INCLUDED IN THE COST OF TEMPORARY MSE WALL)
- ㉗ SOLDIER PILE RETAINING WALL
- ㉘ TOPSOIL FURNISH AND PLACE 12"
- ㉙ AGGREGATE BASE COURSE, TYPE B 8"
- ㉚ SEEDING, CLASS 3
- ㉛ EROSION CONTROL BLANKET (SPECIAL)
- ㉜ SEEDING, CLASS 1

FILE NAME = Q:\DOT_25368367_US_34.ctb CN Ph2Drawings\Roadway\Typical\Section\106\106-Sht-Typical_004.dgn



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| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISIONS - | |
| PLOT SCALE = 20.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

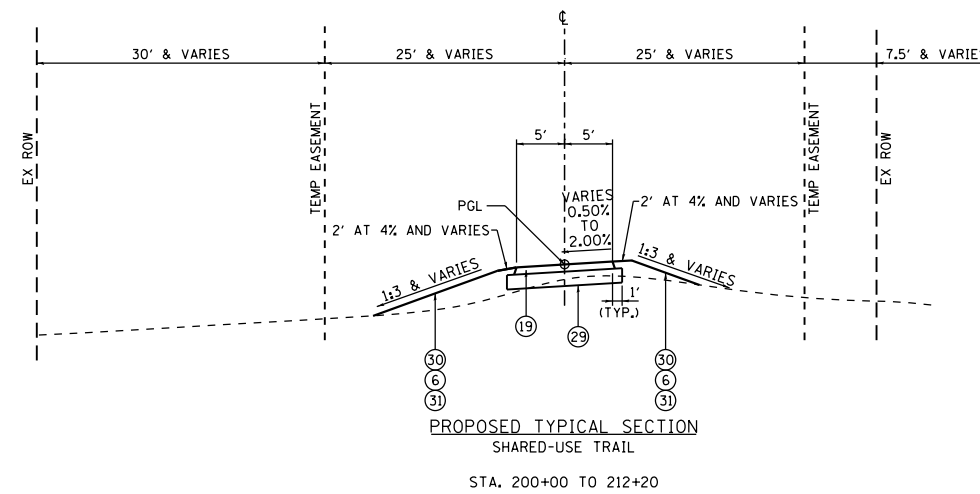
PROPOSED TYPICAL SECTIONS

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 28 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

PROPOSED LEGEND

- ① PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)
- ② AGGREGATE SUBGRADE IMPROVEMENT 12"
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ④ CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED) (SEE DETAIL)
- ⑤ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- ⑥ TOPSOIL FURNISH AND PLACE 4"
(TOPSOIL FURNISH AND PLACE 8" WILL BE USED IN ALL AREAS WHERE TREES WILL BE INSTALLED)
- ⑦ SODDING, SALT TOLERANT
- ⑧ HOT-MIX ASPHALT (FULL DEPTH), 12 1/2"
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5MM) (2")
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (10.5")
- ⑨ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑩ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- ⑪ CONCRETE BARRIER, SINGLE FACE, 34" HEIGHT AND CONCRETE BARRIER BASE (SEE DETAIL)
- ⑫ PARAPET RAILING, SPECIAL
- ⑬ BICYCLE RAILING, SPECIAL
- ⑭ TOPSOIL FURNISH AND PLACE 24"
- ⑮ AGGREGATE BASE COURSE, TYPE B, 6"
- ⑯ NOISE ABATEMENT WALL, GROUND MOUNTED
- ⑰ CAST IN PLACE RETAINING WALL
- ⑱ TEMPORARY SHEETING (USED TO ACCOMMODATE UTILITY RELOCATION)
- ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (3")
- ⑳ AGGREGATE BASE COURSE, TYPE B
- ㉑ GRANULAR BACKFILL FOR STRUCTURES
- ㉒ LONGITUDINAL SAWED JOINT, NO. 8 EPOXY COATED TIE BARS, 30" LONG AT 30" CENTERS, DRILL AND GROUT (INCLUDED IN COST OF PCC PAVEMENT)
- ㉓ LONGITUDINAL CONSTRUCTION JOINT, NO. 8 EPOXY COATED TIE BARS, 24" LONG AT 24"CENTERS
- ㉔ BARRIER WALL MARKERS, TYPE B AT 40' CENTERS
- ㉕ DRILL AND GROUT NO. 8 EPOXY COATED TIE BARS, 24" LONG AT 24" CENTERS (INCLUDED IN THE COST OF CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED) AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24)
- ㉖ REINFORCED SELECT FILL FOR TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL (INCLUDED IN THE COST OF TEMPORARY MSE WALL)
- ㉗ SOLDIER PILE RETAINING WALL
- ㉘ TOPSOIL FURNISH AND PLACE 12"
- ㉙ AGGREGATE BASE COURSE, TYPE B 8"
- ㉚ SEEDING, CLASS 3
- ㉛ EROSION CONTROL BLANKET (SPECIAL)
- ㉜ SEEDING, CLASS 1



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| DRAWN - KJB | REVISOR - | |
| PLOT SCALE = 20.0000' / in. | CHECKED - SPF | REVISOR - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISOR - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

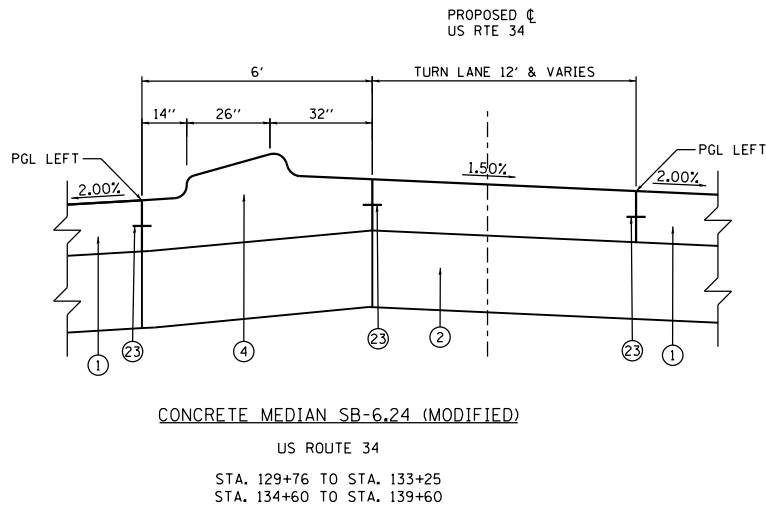
PROPOSED TYPICAL SECTIONS

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 29 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

PROPOSED LEGEND

- ① PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)
- ② AGGREGATE SUBGRADE IMPROVEMENT 12"
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ④ CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED) (SEE DETAIL)
- ⑤ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- ⑥ TOPSOIL FURNISH AND PLACE 4"
(TOPSOIL FURNISH AND PLACE 8" WILL BE USED IN ALL AREAS WHERE TREES WILL BE INSTALLED)
- ⑦ SODDING, SALT TOLERANT
- ⑧ HOT-MIX ASPHALT (FULL DEPTH), 12 1/2"
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5MM) (2")
-HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 10.5"
- ⑨ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑩ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- ⑪ CONCRETE BARRIER, SINGLE FACE, 34" HEIGHT AND CONCRETE BARRIER BASE (SEE DETAIL)
- ⑫ PARAPET RAILING, SPECIAL
- ⑬ BICYCLE RAILING, SPECIAL
- ⑭ TOPSOIL FURNISH AND PLACE 24"
- ⑮ AGGREGATE BASE COURSE, TYPE B, 6"
- ⑯ NOISE ABATEMENT WALL, GROUND MOUNTED
- ⑰ CAST IN PLACE RETAINING WALL
- ⑱ TEMPORARY SHEETING (USED TO ACCOMMODATE UTILITY RELOCATION)
- ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (3")
- ⑳ AGGREGATE BASE COURSE, TYPE B
- ㉑ GRANULAR BACKFILL FOR STRUCTURES
- ㉒ LONGITUDINAL SAWED JOINT, NO. 8 EPOXY COATED TIE BARS, 30" LONG AT 30" CENTERS, DRILL AND GROUT (INCLUDED IN COST OF PCC PAVEMENT)
- ㉓ LONGITUDINAL CONSTRUCTION JOINT, NO. 8 EPOXY COATED TIE BARS, 24" LONG AT 24" CENTERS
- ㉔ BARRIER WALL MARKERS, TYPE B AT 40' CENTERS
- ㉕ DRILL AND GROUT NO. 8 EPOXY COATED TIE BARS, 24" LONG AT 24" CENTERS (INCLUDED IN THE COST OF CONCRETE MEDIAN TYPE SB-6.24 (MODIFIED) AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24)
- ㉖ REINFORCED SELECT FILL FOR TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL (INCLUDED IN THE COST OF TEMPORARY MSE WALL)
- ㉗ SOLDIER PILE RETAINING WALL
- ㉘ TOPSOIL FURNISH AND PLACE 12"
- ㉙ AGGREGATE BASE COURSE, TYPE B 8"
- ㉚ SEEDING, CLASS 3
- ㉛ EROSION CONTROL BLANKET (SPECIAL)
- ㉜ SEEDING, CLASS 1



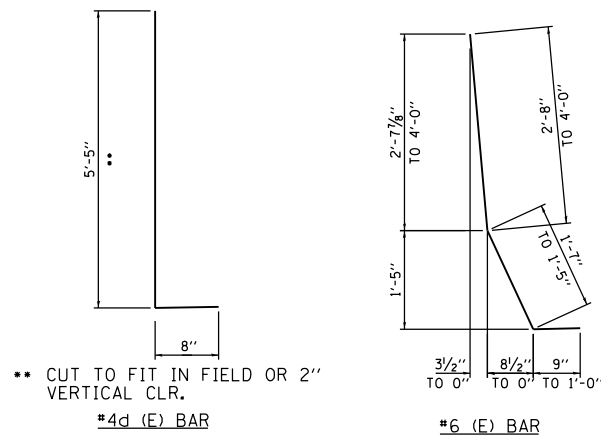
| HOT-MIX ASPHALT MIXTURE REQUIREMENTS | | PERCENT AIR VOIDS @ Ndes |
|--------------------------------------|--|------------------------------|
| MIXTURE TYPE | | |
| HMA PAVEMENT (FULL DEPTH), 12 1/2" | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5MM); 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 10.5" | 4% @ 70 Gyr. 4% @ 70 Gyr. |
| TEMPORARY PAVEMENT | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL-9.5MM); 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 10" | 4% @ 50 Gyr. 4% @ 50 Gyr. |
| SHARED USE TRAIL | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL-9.5MM); 3" | 4% @ 50 Gyr. |
| GUARD RAIL STABILIZATION | HOT-MIX ASPHALT SHOULDERS, (HMA BINDER IL-19 mm); 6" | 4% @ 50 Gyr. |
| PATCHING | CLASS D PATCHES, TYPE IV, (HMA BINDER IL-19 mm); 3" | 4% @ 70 Gyr. |

1) THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT MIXTURES IS 112 LBS/SOYD/IN

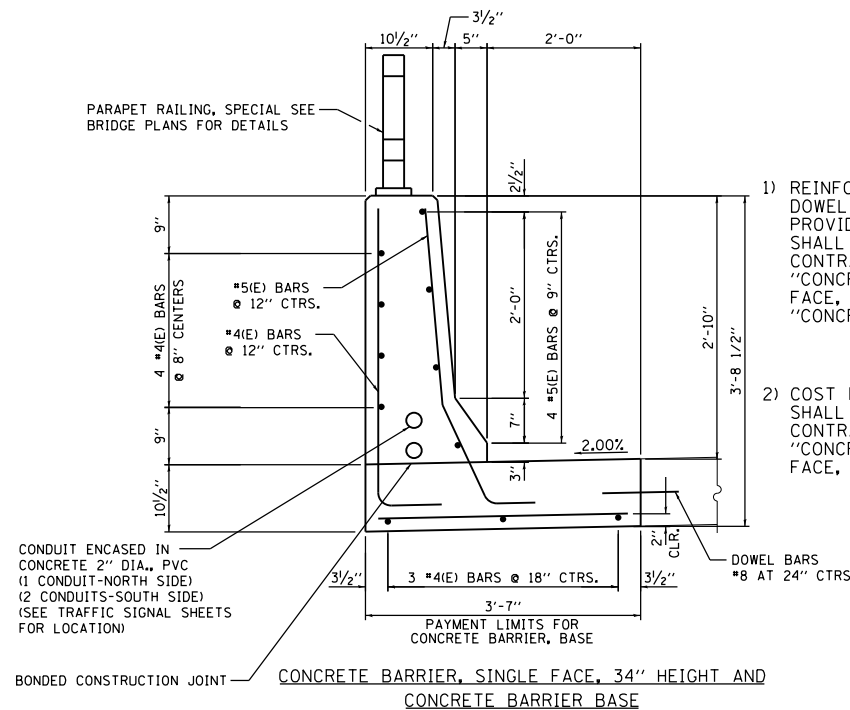
2) THE AC TYPE FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS FOR PERCENT OF RAP SEE DISTRICT ONE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL HAVE THE OPTION OF INSTALLING 10" PCC PAVEMENT FOR 12" HOT-MIX ASPHALT PAVEMENT AS TEMPORARY PAVEMENT.

PCC TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS; TYPICALLY 10" THICK.



BENDING DIAGRAMS



1) REINFORCEMENT BARS AND DOWEL BARS ARE TO BE PROVIDED PER DETAIL AND SHALL BE INCLUDED IN THE CONTRACT COST PER FOOT FOR "CONCRETE BARRIER, SINGLE FACE, 34" HEIGHT" OR "CONCRETE BARRIER BASE"

2) COST FOR 2" DIA. PVC CONDUIT SHALL BE INCLUDED IN THE CONTRACT COST PER FOOT FOR "CONCRETE BARRIER, SINGLE FACE, 34" HEIGHT"

STA. 116+50 LT TO STA. 131+89 LT
STA. 116+50 RT TO STA. 130+90 RT

FILE NAME = Q:\100T_25368367_US_34.ctb; DN Path: Drawings\Roadway\Typical\Section\0160R06-Sht-Typical_006.dgn



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISED - | |
| PLOT SCALE = 20.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 30 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

| PAVEMENT REMOVAL | | | |
|--------------------|--------|--------|--------------|
| FROM STA | TO STA | OFFSET | SQUARE YARDS |
| 109+00 | 110+00 | LT | 268 |
| 109+00 | 110+00 | RT | 268 |
| 110+00 | 115+50 | LT | 1,474 |
| 110+00 | 115+50 | RT | 1,473 |
| 115+50 | 121+50 | LT | 1,604 |
| 115+50 | 121+50 | RT | 1,598 |
| 121+50 | 124+94 | LT | 900 |
| 121+50 | 124+75 | RT | 852 |
| 125+07 | 127+00 | LT | 515 |
| 124+88 | 127+00 | RT | 568 |
| 127+00 | 132+50 | LT | 1,485 |
| 127+00 | 132+50 | RT | 1,701 |
| 132+50 | 133+50 | LT | 269 |
| 132+50 | 133+13 | RT | 252 |
| 134+04 | 134+39 | LT | 101 |
| INTERSECTION | | | 1,865 |
| 134+61 | 138+00 | RT | 957 |
| 134+90 | 138+00 | LT | 1,202 |
| 138+00 | 139+60 | LT | 458 |
| 138+00 | 139+60 | RT | 612 |
| 50+30 | 51+96 | LT+RT | 769 |
| 53+94 | 55+23 | LT+RT | 503 |
| TEMPORARY PAVEMENT | | | 10,960 |
| 200+00 | 200+30 | | 29 |
| TOTAL | | | 30,682 |

| COMBINATION CURB AND GUTTER REMOVAL | | | | |
|-------------------------------------|--------|--------|--------|--------|
| FROM STA | TO STA | OFFSET | OFFSET | FOOT |
| 103+81 | 104+50 | LT | 9 | 70 |
| 103+81 | 104+50 | RT | 9 | 69 |
| 104+50 | 110+00 | LT | 9 | 550 |
| 104+50 | 110+00 | RT | 9 | 550 |
| 109+00 | 110+00 | LT | 33 | 100 |
| 109+00 | 110+00 | RT | 33 | 100 |
| 110+00 | 115+50 | LT | 9 | 550 |
| 110+00 | 115+50 | RT | 9 | 550 |
| 110+00 | 115+50 | LT | 33 | 550 |
| 110+00 | 115+50 | RT | 33 | 550 |
| 115+50 | 121+50 | LT | 9 | 600 |
| 115+50 | 121+50 | RT | 9 | 600 |
| 115+50 | 121+50 | LT | 33 | 600 |
| 115+50 | 121+50 | RT | 33 | 600 |
| 121+50 | 124+57 | LT | 9 | 307 |
| 121+50 | 124+57 | RT | 9 | 307 |
| 121+50 | 124+94 | LT | 33 | 344 |
| 121+50 | 124+64 | RT | 33 | 314 |
| 125+23 | 127+00 | LT | 9 | 177 |
| 125+22 | 127+00 | RT | 9 | 179 |
| 125+15 | 127+00 | LT | 33 | 185 |
| 124+88 | 127+00 | RT | 33 | 212 |
| 127+00 | 130+57 | LT | 9 | 357 |
| 127+00 | 130+57 | RT | 9 | 359 |
| 127+00 | 132+50 | LT | 33 | 550 |
| 127+00 | 132+50 | RT | 33 | 550 |
| 132+50 | 134+05 | LT | 33 | 204 |
| 132+50 | 133+53 | RT | 33 | 145 |
| 134+38 | 138+00 | LT | 33 | 412 |
| 133+99 | 138+00 | RT | 33 | 437 |
| 138+00 | 139+60 | LT | 33 | 160 |
| 138+00 | 139+60 | RT | 33 | 160 |
| 50+30 | 51+77 | LT | 21 | 148 |
| 50+30 | 51+96 | RT | 23 | 166 |
| 53+94 | 55+23 | LT | 17 | 142 |
| 53+97 | 55+31 | RT | 17 | 149 |
| 51+10 | 51+25 | RT | 40 | 31 |
| 51+58 | 51+73 | RT | 40 | 30 |
| TOTAL | | | | 12,064 |

| SIDEWALK REMOVAL | | | |
|------------------|--------|--------|-------------|
| FROM STA | TO STA | OFFSET | SQUARE FOOT |
| 99+53 | 104+50 | LT | 2,450 |
| 104+50 | 110+00 | LT | 2,693 |
| 110+00 | 115+50 | LT | 2,721 |
| 115+50 | 121+50 | LT | 3,021 |
| 121+50 | 127+00 | LT | 2,273 |
| 127+00 | 132+50 | LT | 2,677 |
| 132+50 | 133+95 | LT | 996 |
| 134+49 | 138+00 | LT | 1,964 |
| 138+00 | 141+21 | LT | 1,592 |
| 133+28 | 133+36 | RT | 222 |
| 134+12 | 134+61 | RT | 467 |
| 50+30 | 51+72 | LT | 699 |
| 50+30 | 51+21 | RT | 453 |
| 51+61 | 52+03 | RT | 189 |
| 53+93 | 55+20 | LT | 618 |
| 53+97 | 55+25 | RT | 769 |
| TOTAL | | | 23,804 |

| DRIVEWAY PAVEMENT REMOVAL | | |
|---------------------------|--------|--------------|
| STATION | OFFSET | SQUARE YARDS |
| 113+50 | RT | 75 |
| 122+74 | RT | 58 |
| 123+59 | LT | 151 |
| 51+41 | RT | 119 |
| TOTAL | | 403 |

| BIKE PATH REMOVAL | | | |
|-------------------|--------|--------|-------|
| FROM STA | TO STA | OFFSET | SO YD |
| 115+74 | 121+50 | RT | 623 |
| 121+50 | 127+00 | RT | 482 |
| 127+00 | 132+50 | RT | 576 |
| 132+50 | 133+36 | RT | 84 |
| 134+35 | 135+28 | RT | 74 |
| TOTAL | | | 1,840 |

| MEDIAN REMOVAL | | |
|----------------|--------|-------|
| FROM STA | TO STA | SO FT |
| 101+50 | 103+81 | 1,815 |
| 124+58 | 124+84 | 398 |
| 124+98 | 125+22 | 359 |
| 130+56 | 132+50 | 1,663 |
| 132+50 | 133+50 | 571 |
| 134+61 | 138+00 | 1,862 |
| 138+00 | 141+21 | 1,793 |
| TOTAL | | 8,461 |

| COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | | | |
|---|--------|--------|-------|
| STATION | | OFFSET | FEET |
| FROM | TO | | |
| 103+82 | 104+50 | 4 LT | 70.5 |
| 103+82 | 104+50 | 9 RT | 69.0 |
| 104+50 | 110+00 | 9 LT | 550.0 |
| 104+50 | 110+00 | 9 RT | 550.0 |
| 109+00 | 110+00 | 9 LT | 100.0 |
| 109+00 | 110+00 | 9 RT | 100.0 |
| 110+00 | 115+50 | 9 LT | 550.0 |
| 110+00 | 115+50 | 33 LT | 550.0 |
| 110+00 | 115+50 | 9 RT | 550.0 |
| 110+00 | 115+18 | 33 RT | 519.0 |
| 115+18 | 115+50 | 33 RT | 32.0 |
| 115+50 | 121+50 | 9 LT | 600.0 |
| 115+50 | 116+50 | 33 LT | 100.0 |
| 115+50 | 121+50 | 9 RT | 600.0 |
| 121+50 | 122+42 | 9 LT | 92.5 |
| 121+50 | 122+34 | 9 RT | 84.5 |
| 125+61 | 127+00 | 9 LT | 128.5 |
| 125+53 | 127+00 | 9 RT | 147.0 |
| 127+00 | 129+76 | 9 LT | 275.5 |
| 127+00 | 129+76 | 9 RT | 276.5 |
| 130+90 | 132+50 | 9 RT | 160.5 |
| 131+89 | 132+50 | 33 LT | 61.5 |
| 132+50 | 133+70 | 33 LT | 70.0 |
| 132+50 | 132+90 | 33 RT | 40.0 |
| 133+20 | 133+55 | 33 LT | 35.0 |
| INTERSECTION | | | |
| NORTHWEST | | | 80.5 |
| SOUTHWEST | | | 101.0 |
| NORTHEAST | | | 81.5 |
| SOUTHEAST | | | 114.5 |
| 134+62 | 138+00 | 33 RT | 312.0 |
| 134+88 | 138+00 | 33 LT | 338.0 |
| 138+00 | 139+60 | 33 LT | 160.0 |
| 138+00 | 139+60 | 33 RT | 160.0 |
| 50+30 | 51+83 | 24 LT | 153.0 |
| 50+30 | 51+83 | 24 RT | 153.0 |
| 53+87 | 55+23 | 17 LT | 149.0 |
| 53+87 | 55+30 | 17 RT | 159.0 |
| TOTAL | | | 8,274 |

| HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | | |
|--|--------|--------------|
| FROM STA | TO STA | SQUARE YARDS |
| 50+26 | 50+30 | 35 |
| 55+23 | 55+27 | 17 |
| TOTAL | | 53 |

| CURB REMOVAL AND REPLACEMENT | | |
|-------------------------------|------|----|
| LOCATION | FOOT | |
| SHARED-USE TRAIL AT FRONTENAC | 20 | |
| TOTAL | | 20 |

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| | | |
|------------------------|-------------------|-------------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISIONS - | |
| PLOT SCALE = 1/8" = 1' | CHECKED - SPF | REVISIONS - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISIONS - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 1 OF 9 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|---|-----------|
| 311 | 652-A | | 383 | 31 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

| HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12 1/2" | | |
|---|--------|-------|
| FROM STA | TO STA | SQ YD |
| 50+30 | 51+83 | 765 |
| 53+87 | 55+27 | 569 |
| TOTAL | | 1,334 |

| PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH | | |
|--|--------|--------------|
| STATION | OFFSET | SQUARE YARDS |
| 113+50 | RT | 98 |
| 51+41 | RT | 107 |
| TOTAL | | 205 |

| COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | | | | |
|---|-------|--------|----|------|
| STATION | | OFFSET | | FEET |
| FROM | TO | | | |
| 51+00 | 51+25 | 24.00 | RT | 41 |
| 51+58 | 51+83 | 50.25 | RT | 41 |
| TOTAL | | | | 82 |

| PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED) | | | |
|---|--------|--------|---------|
| FROM STA | TO STA | OFFSET | SQ YD |
| 109+00 | 110+00 | LT | 265.9 |
| 109+00 | 110+00 | RT | 267.4 |
| 110+00 | 115+50 | LT | 1,466.9 |
| 110+00 | 115+50 | RT | 1,466.9 |
| 115+50 | 121+22 | LT | 1,526.0 |
| 115+50 | 121+22 | RT | 1,526.0 |
| 126+74 | 127+00 | LT | 70.0 |
| 126+74 | 127+00 | RT | 70.0 |
| 127+00 | 132+50 | LT | 1,466.7 |
| 127+00 | 132+50 | RT | 1,860.1 |
| 132+50 | 133+25 | LT | 199.6 |
| 132+50 | 132+90 | RT | 159.4 |
| INTERSECTION | | | 2,213.1 |
| 134+88 | 138+00 | LT | 1,188.1 |
| 134+63 | 138+00 | RT | 962.4 |
| 138+00 | 139+60 | LT | 441.0 |
| 138+00 | 139+60 | RT | 630.0 |
| TOTAL | | | 15,780 |

| BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) | | |
|--|--------|--------------|
| FROM STA | TO STA | SQUARE YARDS |
| 121+22 | 122+37 | 533 |
| 125+09 | 126+74 | 533 |
| TOTAL | | 1066 |

| CONCRETE MEDIAN, TYPE SB-6.24 (MODIFIED) | | |
|--|--------|-------|
| FROM STA | TO STA | SQ FT |
| 101+50 | 103+82 | 1,818 |
| 129+76 | 132+50 | 1,905 |
| 132+50 | 133+25 | 449 |
| 134+61 | 138+00 | 2,034 |
| 138+00 | 141+21 | 1,953 |
| TOTAL | | 8,160 |

| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 | | | |
|--|--------|--------|-------|
| FROM STA | TO STA | OFFSET | TONS |
| 115+20 | 115+50 | RT | 5.5 |
| 115+50 | 121+50 | RT | 147.8 |
| 121+50 | 122+36 | RT | 21.4 |
| 125+21 | 127+00 | RT | 45.5 |
| 127+00 | 132+50 | RT | 130.6 |
| 132+50 | 133+09 | RT | 11.0 |
| 134+60 | 138+00 | RT | 63.6 |
| 138+00 | 139+60 | RT | 29.7 |
| 200+00 | 212+05 | | 231 |
| TOTAL | | | 686 |

| DETECTABLE WARNINGS | | | |
|---------------------|--------|----|-------------|
| INTERSECTION | | | |
| NORTHWEST CORNER | | | |
| STATION | OFFSET | | SQUARE FEET |
| 133+56 | 35.5 | LT | 10 |
| 133+93 | 56.6 | LT | 12 |
| NORTHEAST CORNER | | | |
| 134+48 | 56.8 | LT | 12 |
| 134+57 | 46.7 | LT | 13 |
| SOUTHWEST CORNER | | | |
| 133+26 | 48.7 | RT | 34 |
| SOUTHEAST CORNER | | | |
| 134+29 | 49.2 | RT | 28 |
| 134+56 | 36.0 | RT | 10 |
| FRONTENAC | | | |
| 55+18 | 26.1 | RT | 27 |
| 55+14 | 27.0 | LT | 12 |
| TOTAL | | | 160 |

| PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | | | |
|--|--------|--------|--------|
| FROM STA | TO STA | OFFSET | SQ FT |
| 99+53 | 104+50 | LT | 2,486 |
| 104+50 | 110+00 | LT | 2,750 |
| 110+00 | 115+50 | LT | 2,750 |
| 115+50 | 121+50 | LT | 4,584 |
| 121+50 | 122+72 | LT | 983 |
| 125+59 | 127+00 | LT | 1,134 |
| 127+00 | 132+50 | LT | 4,275 |
| 132+50 | 133+95 | LT | 950 |
| 133+09 | 133+38 | RT | 487 |
| 134+47 | 138+00 | LT | 2,006 |
| 134+10 | 134+60 | RT | 634 |
| 138+00 | 141+21 | LT | 1,605 |
| 50+30 | 51+72 | LT | 700 |
| 50+30 | 51+20 | RT | 450 |
| 51+63 | 52+03 | RT | 188 |
| 53+94 | 55+18 | LT | 608 |
| 53+98 | 55+23 | RT | 739 |
| TOTAL | | | 27,329 |

| AGGREGATE SUBGRADE IMPROVEMENT 12" | | | |
|------------------------------------|--------|--------|---------|
| FROM STA | TO STA | OFFSET | SQ YD |
| 109+00 | 110+00 | LT | 344.0 |
| 109+00 | 110+00 | RT | 344.0 |
| 110+00 | 115+50 | LT | 2,067.0 |
| 110+00 | 115+50 | RT | 2,067.0 |
| 115+50 | 121+50 | LT | 2,067.0 |
| 115+50 | 121+50 | RT | 2,067.0 |
| 121+50 | 122+73 | LT | 423.0 |
| 121+50 | 122+51 | RT | 347.0 |
| 125+45 | 127+00 | LT | 534.0 |
| 125+20 | 127+00 | RT | 620.0 |
| 127+00 | 132+50 | LT | 2,458.7 |
| 127+00 | 132+50 | RT | 2,679.5 |
| 132+50 | 133+25 | LT | 291.9 |
| 132+50 | 132+90 | RT | 161.6 |
| INTERSECTION | | | 2,383.2 |
| 134+88 | 138+00 | LT | 1,264.4 |
| 134+63 | 138+00 | RT | 1,363.3 |
| 138+00 | 139+60 | LT | 642.9 |
| 138+00 | 139+60 | RT | 653.6 |
| 50+30 | 51+83 | LT+RT | 907.4 |
| 53+87 | 55+25 | LT+RT | 644.8 |
| TOTAL | | | 24,332 |

| AGGREGATE BASE COURSE, TYPE B 6" | | | |
|----------------------------------|--------|--------|-------|
| FROM STA | TO STA | OFFSET | SQ YD |
| 115+20 | 16+50 | RT | 265 |
| 130+90 | 133+30 | RT | 247 |
| 134+27 | 139+60 | RT | 605 |
| TOTAL | | | 1,118 |

FILE NAME = Q:\DOT_25368367_US_34.ctb CN Ph2Drawings\Roadway\General\10161006-Sht-Sched_2.dgn



| | | |
|------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISED - | |
| PLOT SCALE = 1/8" = 1' | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 2 OF 9 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | | 383 | 32 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = Q:\DOT_25368367_US_34.ctb CN Ph2 Drawings \Roadway\General\DI60R06-Sht-Sched_3.dgn

| TREE REMOVAL (6 TO 15 UNITS DIAMETER) | | |
|--|--------|------------------------|
| STATION | OFFSET | DIAMATER |
| 104+24 | 49 LT | 9'' |
| 104+45 | 48 LT | 9'' |
| 105+49 | 0 LT | 7'' |
| 105+66 | 51 LT | 10'' |
| 105+92 | 54 LT | 11'' |
| 106+00 | 1 LT | 7'' |
| 106+17 | 53 LT | 11'' |
| 106+41 | 51 LT | 11'' |
| 106+66 | 51 LT | 11'' |
| 106+98 | 1 LT | 9'' |
| 107+14 | 51 LT | 12'' |
| 107+40 | 51 LT | 8'' |
| 107+47 | 0 LT | 9'' |
| 107+65 | 55 LT | 10'' |
| 107+66 | 55 LT | 12'' |
| 107+96 | 0 LT | 9'' |
| 108+47 | 0 LT | 8'' |
| 109+09 | 49 RT | Multi-Stem (3 x 6'') |
| 109+09 | 56 RT | Multi-Stem (3 x 6'') |
| 109+15 | 54 RT | 10'' |
| 109+36 | 41 LT | 9'' |
| 109+46 | 54 RT | Multi-Stem (3 x 6'') |
| 109+46 | 0 LT | 9'' |
| 109+47 | 50 RT | 14'' |
| 109+56 | 41 LT | 9'' |
| 110+50 | 53 RT | 12'' |
| 110+71 | 53 LT | 12'' |
| 110+96 | 0 RT | 7'' |
| 111+06 | 52 LT | 11'' |
| 111+45 | 0 RT | 9'' |
| 111+94 | 1 RT | 8'' |
| 112+12 | 52 LT | 9'' |
| 112+44 | 2 RT | 8'' |
| 112+76 | 51 LT | 10'' |
| 112+95 | 4 RT | 6'' |
| 113+01 | 50 LT | 12'' |
| 113+24 | 49 LT | 12'' |
| 113+45 | 5 RT | 9'' |
| 113+52 | 48 LT | 12'' |
| 113+94 | 6 RT | 6'' |
| 114+12 | 46 LT | 11'' |
| 114+44 | 7 RT | 8'' |
| 114+72 | 44 LT | 12'' |
| 114+93 | 7 RT | 7'' |
| 114+94 | 45 LT | 12'' |
| 115+46 | 8 RT | 6'' |
| 115+50 | 43 LT | 12'' |
| 115+69 | 44 LT | 9'' |
| 116+11 | 8 RT | 8'' |
| 116+47 | 9 RT | 7'' |
| 116+52 | 42 LT | 8'' |
| 116+72 | 41 LT | 8'' |
| 116+95 | 43 LT | 8'' |

| TREE REMOVAL (6 TO 15 UNITS DIAMETER) | | |
|--|--------|------------------------|
| STATION | OFFSET | DIAMATER |
| 116+96 | 9 RT | 8'' |
| 117+13 | 44 LT | 8'' |
| 117+34 | 44 LT | 7'' |
| 117+59 | 43 LT | 12'' |
| 117+79 | 44 LT | 12'' |
| 118+47 | 47 LT | 12'' |
| 118+49 | 9 RT | 6'' |
| 118+74 | 51 LT | 12'' |
| 118+80 | 41 LT | 12'' |
| 118+94 | 46 LT | 12'' |
| 118+96 | 8 RT | 6'' |
| 119+06 | 41 LT | 12'' |
| 119+21 | 46 LT | 12'' |
| 119+41 | 41 LT | 12'' |
| 119+47 | 8 RT | 7'' |
| 119+72 | 42 LT | 12'' |
| 119+95 | 43 LT | 13'' |
| 119+97 | 9 RT | 8'' |
| 120+15 | 44 LT | 13'' |
| 120+47 | 9 RT | 8'' |
| 120+60 | 46 LT | 12'' |
| 120+87 | 44 LT | 12'' |
| 120+98 | 9 RT | 8'' |
| 121+13 | 43 LT | 11'' |
| 121+37 | 41 LT | 8'' |
| 121+49 | 9 RT | 9'' |
| 121+62 | 42 LT | 9'' |
| 121+94 | 42 LT | 9'' |
| 121+98 | 9 RT | 9'' |
| 122+17 | 42 LT | 9'' |
| 122+37 | 42 LT | 8'' |
| 122+48 | 9 RT | 10'' |
| 122+61 | 42 LT | 13'' |
| 122+87 | 42 LT | 10'' |
| 125+79 | 43 LT | 8'' |
| 126+05 | 50 LT | 12'' |
| 126+26 | 43 LT | 12'' |
| 126+92 | 42 LT | 12'' |
| 127+13 | 48 LT | 8'' |
| 127+34 | 42 LT | 8'' |
| 127+57 | 48 LT | 8'' |
| 127+74 | 9 RT | 8'' |
| 127+79 | 41 LT | 8'' |
| 128+23 | 42 LT | 9'' |
| 128+45 | 49 LT | 9'' |
| 128+66 | 41 LT | 8'' |
| 128+89 | 49 LT | 13'' |
| 129+11 | 42 LT | 8'' |
| 129+26 | 9 RT | 8'' |
| 129+32 | 48 LT | 14'' |
| 129+55 | 42 LT | 8'' |
| 129+66 | 67 RT | Multi-Stem (3 x 6'') |
| 129+77 | 50 LT | 9'' |

| TREE REMOVAL (6 TO 15 UNITS DIAMETER) | | |
|--|--------|------------------------|
| STATION | OFFSET | DIAMATER |
| 129+99 | 42 LT | 8'' |
| 130+07 | 68 RT | Multi-Stem (3 x 6'') |
| 130+18 | 44 LT | 8'' |
| 130+37 | 42 LT | 9'' |
| 130+44 | 64 RT | Multi-Stem (3 x 6'') |
| 130+59 | 45 LT | 9'' |
| 130+78 | 42 LT | 9'' |
| 130+84 | 67 RT | Multi-Stem (3 x 6'') |
| 130+99 | 44 LT | 10'' |
| 131+26 | 42 LT | 10'' |
| 135+37 | 50 LT | 6'' |
| 135+54 | 46 LT | 6'' |
| 135+91 | 48 LT | 8'' |
| 136+10 | 48 LT | 8'' |
| 136+31 | 49 LT | 8'' |
| 136+51 | 49 LT | 8'' |
| 136+70 | 50 LT | 8'' |
| 136+92 | 50 LT | 8'' |
| 137+12 | 51 LT | 8'' |
| 137+45 | 52 LT | 9'' |
| 138+08 | 56 RT | 8'' |
| 138+84 | 40 LT | 9'' |
| 139+09 | 40 LT | 8'' |
| 139+35 | 41 LT | 6'' |
| 139+63 | 40 LT | 9'' |
| 139+83 | 40 LT | 8'' |
| 140+03 | 41 LT | 8'' |
| 140+86 | 41 LT | 6'' |
| 140+99 | 53 LT | 6'' |
| 141+11 | 54 LT | 8'' |
| 50+98 | 30 RT | 6'' |
| 51+50 | 30 LT | 9'' |
| 53+96 | 24 RT | 7'' |
| 54+10 | 24 RT | 9'' |
| 54+78 | 23 LT | 6'' |
| 202+58 | 14 RT | 6'' |
| 202+60 | 11 RT | 6'' |
| 202+60 | 14 RT | 6'' |
| 202+62 | 13 RT | 7'' |
| 202+69 | 16 RT | 6'' |
| 202+84 | 7 LT | 10'' |
| 202+87 | 14 RT | 10'' |
| 203+13 | 18 RT | 10'' |
| 203+27 | 13 RT | 8'' |
| 203+45 | 17 RT | 6'' |
| 203+50 | 19 RT | 8'' |
| 203+57 | 15 RT | 6'' |
| 203+60 | 17 RT | 6'' |
| 203+77 | 18 RT | 9'' |
| 203+80 | 17 RT | 7'' |
| 205+50 | 11 RT | 8'' |
| 205+54 | 10 RT | 7'' |
| 205+55 | 14 LT | 13'' |

| TREE REMOVAL (6 TO 15 UNITS DIAMETER) | | |
|--|--------|----------|
| STATION | OFFSET | DIAMATER |
| 205+92 | 2 RT | 6'' |
| 206+04 | 2 RT | 10'' |
| 206+09 | 1 RT | 6'' |
| 206+14 | 2 RT | 6'' |
| 206+20 | 17 LT | 10'' |
| 206+24 | 4 RT | 6'' |
| 206+30 | 17 LT | 12'' |
| 206+37 | 18 LT | 15'' |
| 206+98 | 1 RT | 15'' |
| 207+00 | 2 RT | 15'' |
| 207+36 | 17 RT | 14'' |
| TOTAL | | 1580'' |

| TREE REMOVAL (OVER 15 UNITS DIAMETER) | | |
|--|--------|----------|
| STATION | OFFSET | DIAMATER |
| 100+64 | 54 RT | 18'' |
| 102+69 | 63 LT | 24'' |
| 112+33 | 56 RT | 17'' |
| 114+39 | 44 LT | 16'' |
| 116+82 | 52 LT | 16'' |
| 118+23 | 47 LT | 18'' |
| 118+35 | 48 LT | 20'' |
| 120+39 | 42 LT | 34'' |
| 50+28 | 46 RT | 16'' |
| 50+58 | 46 RT | 18'' |
| 50+89 | 46 RT | 17'' |
| 51+81 | 46 RT | 16'' |
| 202+75 | 8 LT | 20'' |
| 203+41 | 9 LT | 22'' |
| 203+66 | 12 LT | 38'' |
| 205+34 | 23 LT | 32'' |
| 205+82 | 17 LT | 17'' |
| 206+33 | 17 LT | 18'' |
| 206+41 | 17 LT | 24'' |
| 207+25 | 27 RT | 24'' |
| 207+31 | 23 RT | 17'' |
| TOTAL | | 442'' |



| | | |
|------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 1/8" = 1' | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 3 OF 9 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|---|-----------|
| 311 | 652-A | DUPAGE | 383 | 33 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

| REMOVING CATCH BASINS | | |
|-----------------------|----------|-----|
| STATION | | QTY |
| FROM | OFFSET | |
| 110+91 | 34.8 RT | 1 |
| 110+87 | 0.7 RT | 1 |
| 110+93 | 33.5 LT | 1 |
| 112+34 | 31.4 LT | 1 |
| 113+70 | 40.8 RT | 1 |
| 113+65 | 4.9 RT | 1 |
| 113+72 | 27.5 LT | 1 |
| 114+84 | 42.4 RT | 1 |
| 114+84 | 25.7 LT | 1 |
| 115+00 | 25.8 LT | 1 |
| 115+01 | 10.7 RT | 1 |
| 115+13 | 42.8 RT | 1 |
| 116+31 | 25.2 LT | 1 |
| 116+32 | 42.9 RT | 1 |
| 116+42 | 8.8 RT | 1 |
| 116+75 | 25.2 LT | 1 |
| 117+61 | 25.2 LT | 1 |
| 119+01 | 42.9 RT | 1 |
| 119+10 | 8.5 RT | 1 |
| 120+42 | 42.9 RT | 1 |
| 121+81 | 25.3 LT | 1 |
| 121+82 | 43.1 RT | 1 |
| 121+82 | 56.4 RT | 1 |
| 121+83 | 41.8 LT | 1 |
| 121+90 | 8.8 RT | 1 |
| 123+21 | 43.1 RT | 1 |
| 123+25 | 24.9 LT | 1 |
| 124+25 | 25.3 LT | 1 |
| 124+26 | 49.3 LT | 1 |
| 125+23 | 25.3 LT | 1 |
| 125+50 | 43.3 RT | 1 |
| 126+01 | 25.3 LT | 1 |
| 128+41 | 42.9 RT | 1 |
| 128+42 | 25.2 LT | 1 |
| 129+61 | 42.9 RT | 1 |
| 129+61 | 25.1 LT | 1 |
| 130+92 | 43.1 RT | 1 |
| 130+91 | 25.2 LT | 1 |
| 132+21 | 43 RT | 1 |
| 132+21 | 25 LT | 1 |
| 133+32 | 54.1 RT | 1 |
| 133+61 | 24.9 LT | 1 |
| 133+70 | 38.6 LT | 1 |
| 134+40 | 115.7 LT | 1 |
| 134+80 | 48.8 LT | 1 |
| 135+04 | 26 LT | 1 |
| 135+04 | 42.1 RT | 1 |
| 135+21 | 41.9 RT | 1 |
| 135+20 | 26.2 LT | 1 |
| 136+41 | 28.7 LT | 1 |
| 137+60 | 31.7 LT | 1 |
| 137+99 | 45.3 LT | 1 |

| REMOVING CATCH BASINS | | |
|-----------------------|---------|-----|
| STATION | | QTY |
| FROM | OFFSET | |
| 138+81 | 33.2 LT | 1 |
| 50+46 | 23.2 RT | 1 |
| 211+89 | 11 LT | 1 |
| TOTAL | | 55 |

| REMOVING MANHOLES | | |
|-------------------|---------|-----|
| STATION | | QTY |
| FROM | OFFSET | |
| 113+78 | 32.7 LT | 1 |
| 115+08 | 30.2 LT | 1 |
| 115+63 | 29.5 LT | 1 |
| 116+59 | 30.2 LT | 1 |
| 116+62 | 30.6 LT | 1 |
| 118+91 | 28.2 LT | 1 |
| 121+73 | 29.2 LT | 1 |
| 124+16 | 33.9 LT | 1 |
| 125+32 | 8.9 RT | 1 |
| 125+54 | 9.3 RT | 1 |
| 127+52 | 8 RT | 1 |
| 129+61 | 6.5 RT | 1 |
| 132+20 | 4.9 RT | 1 |
| 133+31 | 38.5 LT | 1 |
| 133+39 | 4.1 RT | 1 |
| 134+18 | 50.2 RT | 1 |
| 134+18 | 77 RT | 1 |
| 134+57 | 53.2 LT | 1 |
| 134+81 | 33.5 LT | 1 |
| 134+82 | 42.5 RT | 1 |
| 134+92 | 33.1 LT | 1 |
| 134+95 | 33.3 LT | 1 |
| 137+54 | 41.3 LT | 1 |
| 50+55 | 34.5 RT | 1 |
| TOTAL | | 24 |

| REMOVING INLETS | | |
|-----------------|----------|-----|
| STATION | | QTY |
| FROM | OFFSET | |
| 112+31 | 36 RT | 1 |
| 116+77 | 56.6 RT | 1 |
| 117+61 | 42.1 RT | 1 |
| 119+00 | 24.4 LT | 1 |
| 120+46 | 25.2 LT | 1 |
| 123+21 | 55 RT | 1 |
| 124+27 | 16.4 RT | 1 |
| 125+06 | 17.25 RT | 1 |
| 125+52 | 57.48 RT | 1 |
| 125+08 | 16.7 RT | 1 |
| 130+44 | 4.8 RT | 1 |
| 133+06 | 58.3 RT | 1 |
| 134+11 | 75.4 RT | 1 |
| 135+19 | 53.5 RT | 1 |
| 136+41 | 38.4 RT | 1 |
| 137+61 | 36.09 RT | 1 |
| 138+82 | 34.6 RT | 1 |
| 50+43 | 22.1 RT | 1 |
| 54+18 | 17.7 LT | 1 |
| TOTAL | | 19 |

FILE NAME = Q:\DOT_25368367_US_34.ctb CN Ph2\Drawings\Roadway\General\DI61806-Sht-Sched-4.dgn



USER NAME = URS
 PLOT SCALE = 1" = 40'
 PLOT DATE = 02/28/2014

DESIGNED - MB
 DRAWN - KJB
 CHECKED - SPF
 DATE - 02/28/2014

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 4 OF 9 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|---------|--------|---|-----------|
| 311 | 652-A | DUPAGE | 383 | 34 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

FILE NAME = Q:\DOT_25368367_US_34.ctb CN Ph2\Drawings\Roadway\General\DI61806-Sht-Sched.dgn

| STORM SEWER REMOVAL 12" | | | | | |
|-------------------------|--------|--------|--------|-----------|--------------|
| FROM | | TO | | LEN FT | TBF CU YD |
| STA | OFFSET | STA | OFFSET | | |
| 110+89 | -0.5 | 110+92 | -3.7 | 4.5 | 0.9 |
| 110+92 | 32.3 | 110+93 | -31.0 | 63.3 | 18.5 |
| 112+31 | 36.0 | 112+34 | -28.9 | 65 | 19.0 |
| 112+35 | -33.7 | 112+38 | -37.6 | 5.2 | 2.1 |
| 113+67 | 3.4 | 113+71 | -0.4 | 6 | 1.4 |
| 113+70 | 38.3 | 113+72 | -25.0 | 63.3 | 9.3 |
| 114+84 | 39.9 | 114+85 | -23.2 | 63.1 | 9.1 |
| 114+84 | 5.3 | 114+99 | 9.7 | 15.3 | 3.9 |
| 114+86 | -27.9 | 114+89 | -30.9 | 4.6 | 0.9 |
| 115+02 | -27.4 | 115+06 | -30.2 | 4.5 | 0.9 |
| 115+08 | -27.8 | 115+13 | 40.4 | 68.3 | 11.0 |
| 115+14 | 45.2 | 115+16 | 54.0 | 9 | 0.7 |
| 115+66 | -29.5 | 116+28 | -25.4 | 62.3 | 16.1 |
| 116+31 | -22.8 | 116+32 | 40.4 | 63.1 | 13.4 |
| 116+31 | 3.4 | 116+40 | 7.1 | 9.2 | 2.6 |
| 117+61 | -22.7 | 117+61 | 42.1 | 64.8 | 20.8 |
| 118+96 | 4.2 | 119+08 | 7.1 | 12.6 | 2.9 |
| 120+42 | 40.4 | 120+45 | -24.4 | 64.9 | 6.7 |
| 121+75 | -31.3 | 121+82 | -39.8 | 11.1 | 3.0 |
| 121+81 | 4.5 | 121+88 | 7.5 | 7.3 | 2.5 |
| 121+82 | 45.6 | 121+82 | 54.0 | 8.3 | 1.2 |
| 123+19 | -32.5 | 123+24 | -27.2 | 7.3 | 1.6 |
| 123+21 | 54.8 | 123+21 | 45.6 | 9.2 | 0.8 |
| 123+21 | 40.6 | 123+25 | -22.4 | 63.2 | 10.5 |
| 124+17 | -35.9 | 124+25 | -47.4 | 13.7 | 2.1 |
| 124+18 | -32.8 | 124+23 | -27.2 | 7.8 | 2.2 |
| 124+25 | -22.8 | 124+27 | 16.4 | 39.3 | 7.0 |
| 125+08 | 16.6 | 125+29 | 9.6 | 22.2 | 3.6 |
| 125+24 | -23.1 | 125+52 | 7.3 | 41.5 | 7.8 |
| 125+34 | 9.6 | 125+51 | 9.5 | 17.4 | 4.5 |
| 125+50 | 40.8 | 125+54 | 11.7 | 29.3 | 5.1 |
| 125+50 | 45.8 | 125+51 | 56.7 | 11 | 0.7 |
| 126+01 | -22.8 | 126+01 | 9.1 | 32 | 5.5 |
| 127+52 | 5.5 | 127+54 | -37.1 | 42.7 | 5.3 |
| 128+41 | 40.4 | 128+42 | 7.2 | 33.2 | 7.6 |
| 128+42 | -22.7 | 128+42 | 7.2 | 29.9 | 6.2 |
| 129+61 | -22.6 | 129+61 | 4.0 | 26.6 | 6.9 |
| 129+61 | 9.0 | 129+61 | 40.5 | 31.5 | 8.3 |
| 130+91 | -22.7 | 130+91 | 5.3 | 28 | 4.8 |
| 130+91 | 5.2 | 130+92 | 40.6 | 35.4 | 5.5 |
| 132+20 | 2.4 | 132+21 | -22.5 | 24.9 | 6.8 |
| 132+20 | 7.4 | 132+21 | 40.5 | 33.1 | 8.6 |
| 133+06 | 58.3 | 133+29 | 54.8 | 23.2 | 1.5 |
| 133+32 | 51.7 | 133+39 | 6.6 | 45.5 | 13.0 |
| 133+62 | -27.2 | 133+69 | -36.6 | 11.5 | 3.6 |
| 134+12 | 75.7 | 134+15 | 76.4 | 3.1 | 0.6 |

| STORM SEWER REMOVAL 12" | | | | | |
|-------------------------|--------|--------|--------|-----------|--------------|
| FROM | | TO | | LEN FT | TBF CU YD |
| STA | OFFSET | STA | OFFSET | | |
| 134+12 | 75.7 | 134+15 | 76.4 | 3.1 | 0.6 |
| 134+18 | 52.7 | 134+18 | 74.5 | 21.8 | 4.2 |
| 134+98 | -32.3 | 135+03 | -27.9 | 6.9 | 1.7 |
| 135+07 | 41.8 | 135+18 | 41.7 | 11.6 | 2.0 |
| 135+13 | -34.3 | 135+19 | -28.7 | 8.5 | 1.7 |
| 135+19 | 52.7 | 135+20 | 44.3 | 8.5 | 1.0 |
| 135+20 | -23.7 | 135+21 | 39.4 | 63 | 10.3 |
| 136+36 | -37.4 | 136+40 | -31.2 | 7.5 | 1.8 |
| 136+41 | -26.2 | 136+41 | 38.4 | 64.6 | 12.6 |
| 137+55 | -39.2 | 137+59 | -34.1 | 6.3 | 1.6 |
| 137+60 | -29.3 | 137+61 | 35.3 | 64.5 | 9.8 |
| 138+77 | -40.9 | 138+80 | -35.6 | 5.9 | 1.5 |
| 50+43 | -21.3 | 50+46 | 20.7 | 42.1 | 2.2 |
| 50+48 | 25.0 | 50+54 | 32.4 | 9.4 | 1.7 |
| 50+57 | 33.9 | 52+27 | 30.5 | 169.3 | 38.7 |
| 52+28 | 24.6 | 52+29 | 27.7 | 3.1 | 0.6 |
| 54+17 | 19.8 | 54+18 | 36.4 | 16.6 | 5.3 |
| 54+19 | -18.0 | 54+17 | 14.8 | 32.9 | 5.3 |
| TOTAL | | | | 1881 | 379 |

| STORM SEWER REMOVAL 15" | | | | | |
|-------------------------|--------|--------|--------|-----------|--------------|
| FROM | | TO | | LEN FT | TBF CU YD |
| STA | OFFSET | STA | OFFSET | | |
| 113+74 | -29.1 | 113+77 | -32.4 | 4.2 | 1.0 |
| 116+76 | -22.7 | 116+76 | 55.8 | 78.5 | 24.4 |
| 118+91 | -25.8 | 119+01 | 40.4 | 66.9 | 22.9 |
| 118+93 | -28.1 | 118+98 | -26.1 | 5.4 | 1.4 |
| 121+75 | -28.5 | 121+80 | -26.0 | 5.6 | 2.3 |
| 121+76 | -29.9 | 124+13 | -34.1 | 238 | 78.4 |
| 121+81 | -24.0 | 121+82 | 40.6 | 64.7 | 16.0 |
| 133+47 | -45.9 | 133+68 | -39.7 | 21.9 | 5.2 |
| 133+73 | -38.5 | 134+55 | -52.7 | 83.4 | 31.4 |
| 134+60 | -53.5 | 134+78 | -49.6 | 18.9 | 6.4 |
| TOTAL | | | | 587 | 189.4 |

| STORM SEWER REMOVAL 18" | | | | | |
|-------------------------|--------|--------|--------|-----------|--------------|
| FROM | | TO | | LEN FT | TBF CU YD |
| STA | OFFSET | STA | OFFSET | | |
| 112+04 | 68.8 | 112+61 | -36.1 | 119 | 69 |
| 113+81 | -33.0 | 115+05 | -30.3 | 125 | 31.5 |
| 115+10 | -30.2 | 115+61 | -29.7 | 51 | 13.2 |
| 115+66 | -30.6 | 115+91 | -43.0 | 28.6 | 8.1 |
| 116+40 | -36.3 | 116+56 | -31.0 | 17.2 | 13.4 |
| 116+64 | -29.7 | 116+73 | -26.5 | 9.8 | 6.7 |
| 134+20 | 50.4 | 134+79 | 43.0 | 59 | 13.2 |
| 134+81 | -31.0 | 134+82 | 40.0 | 71 | 27.5 |
| TOTAL | | | | 481 | 182.6 |

| STORM SEWER REMOVAL 24" | | | | | |
|-------------------------|--------|--------|--------|-----------|--------------|
| FROM | | TO | | LEN FT | TBF CU YD |
| STA | OFFSET | STA | OFFSET | | |
| 125+56 | 9.4 | 127+50 | 8.1 | 193 | 87.3 |
| 133+41 | 3.2 | 134+78 | -33.1 | 142 | 59.7 |
| 134+80 | -46.3 | 134+81 | -36.0 | 10.3 | 3.5 |
| 137+56 | -40.9 | 139+20 | -40.7 | 163 | 59 |
| TOTAL | | | | 509 | 209.5 |

| STORM SEWER REMOVAL 30" | | | | | |
|-------------------------|--------|--------|--------|-----------|--------------|
| FROM | | TO | | LEN FT | TBF CU YD |
| STA | OFFSET | STA | OFFSET | | |
| 118+93 | -28.3 | 121+71 | -29.3 | 278 | 167.9 |
| 127+55 | 7.8 | 129+58 | 6.4 | 204 | 113.2 |
| 134+83 | -33.7 | 137+51 | -40.8 | 268 | 104.4 |
| 138+81 | -30.7 | 138+82 | 33.8 | 64.5 | 12.8 |
| TOTAL | | | | 814 | 398.3 |

| STORM SEWER REMOVAL 36" | | | | | |
|-------------------------|--------|--------|--------|-----------|--------------|
| FROM | | TO | | LEN FT | TBF CU YD |
| STA | OFFSET | STA | OFFSET | | |
| 116+64 | -30.5 | 118+88 | -28.5 | 224 | 181.5 |
| 129+63 | 6.1 | 132+18 | 4.4 | 254 | 136.8 |
| 132+23 | 5.0 | 133+37 | 4.0 | 114 | 54.9 |
| TOTAL | | | | 592 | 373.2 |



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | |
|--------|--|-------------------------|------|---------|
| SCALE: | | SHEET NO. 5 OF 9 SHEETS | STA. | TO STA. |
|--------|--|-------------------------|------|---------|

SCHEDULE OF QUANTITIES

| | | | | |
|--------------------|---------|--------|---|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | | 383 | 35 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

EARTHWORK SCHEDULE

| PRE-STAGE | | | | | | |
|-----------|-----------|-----------------|--------------------------|---|---------------------|--|
| LOCATION | | TOPSOIL (CUT) | EARTH EXCAVATION (CUT) | EXCAVATION TO BE USED IN EMBANKMENT (CUT) * | EMBANKMENT (FILL) | EARTHWORK BALANCE, WASTE(+) OR SHORTAGE(-) |
| FROM | TO | CU. YD. | CU. YD. | CU. YD. | CU. YD. | CU. YD. |
| 100+00.00 | 100+50.00 | 0.0 | 5.7 | 4.8 | 0.0 | 4.8 |
| 100+50.00 | 101+00.00 | 0.0 | 5.6 | 4.8 | 0.0 | 4.8 |
| 101+00.00 | 101+50.00 | 0.0 | 5.8 | 5.0 | 0.0 | 5.0 |
| 101+50.00 | 102+00.00 | 0.0 | 6.2 | 5.2 | 0.0 | 5.2 |
| 102+00.00 | 102+50.00 | 0.0 | 11.4 | 9.6 | 0.0 | 9.6 |
| 102+50.00 | 103+00.00 | 0.0 | 20.8 | 17.7 | 0.0 | 17.7 |
| 103+00.00 | 103+50.00 | 0.0 | 30.2 | 25.7 | 0.0 | 25.7 |
| 103+50.00 | 104+00.00 | 4.6 | 31.4 | 26.7 | 0.0 | 31.3 |
| 104+00.00 | 104+50.00 | 10.5 | 30.4 | 25.8 | 0.0 | 36.3 |
| 104+50.00 | 105+00.00 | 12.1 | 31.8 | 27.0 | 0.0 | 39.1 |
| 105+00.00 | 105+50.00 | 12.4 | 30.1 | 25.6 | 0.0 | 37.9 |
| 105+50.00 | 106+00.00 | 12.4 | 30.3 | 25.7 | 0.0 | 38.1 |
| 106+00.00 | 106+50.00 | 12.2 | 30.9 | 26.3 | 0.0 | 38.5 |
| 106+50.00 | 107+00.00 | 12.0 | 31.5 | 26.8 | 0.0 | 38.8 |
| 107+00.00 | 107+50.00 | 12.0 | 32.3 | 27.4 | 0.0 | 39.4 |
| 107+50.00 | 108+00.00 | 12.0 | 33.1 | 28.1 | 0.0 | 40.1 |
| 108+00.00 | 108+50.00 | 12.0 | 33.4 | 28.4 | 0.0 | 40.4 |
| 108+50.00 | 109+00.00 | 12.0 | 33.0 | 28.1 | 0.0 | 40.1 |
| 109+00.00 | 109+50.00 | 12.0 | 32.4 | 27.5 | 0.0 | 39.5 |
| 109+50.00 | 110+00.00 | 12.0 | 31.6 | 26.8 | 0.0 | 38.9 |
| 110+00.00 | 110+50.00 | 12.1 | 30.4 | 25.9 | 0.0 | 38.0 |
| 110+50.00 | 111+00.00 | 12.2 | 29.5 | 25.1 | 0.0 | 37.3 |
| 111+00.00 | 111+50.00 | 12.2 | 29.3 | 24.9 | 0.0 | 37.1 |
| 111+50.00 | 112+00.00 | 12.1 | 29.4 | 25.0 | 0.0 | 37.1 |
| 112+00.00 | 112+50.00 | 12.2 | 29.6 | 25.2 | 0.0 | 37.4 |
| 112+50.00 | 113+00.00 | 12.3 | 29.9 | 25.4 | 0.0 | 37.7 |
| 113+00.00 | 113+50.00 | 12.2 | 29.8 | 25.3 | 0.0 | 37.5 |
| 113+50.00 | 114+00.00 | 12.1 | 29.8 | 25.3 | 0.0 | 37.4 |
| 114+00.00 | 114+50.00 | 12.0 | 30.6 | 26.0 | 0.0 | 38.1 |
| 114+50.00 | 115+00.00 | 12.0 | 31.3 | 26.6 | 0.0 | 38.6 |
| 115+00.00 | 115+50.00 | 12.1 | 30.4 | 25.9 | 0.0 | 37.9 |
| 115+50.00 | 116+00.00 | 12.1 | 29.1 | 24.8 | 0.0 | 36.9 |
| 116+00.00 | 116+50.00 | 12.1 | 28.6 | 24.3 | 0.0 | 36.4 |
| 116+50.00 | 117+00.00 | 12.2 | 28.5 | 24.2 | 0.1 | 36.3 |
| 117+00.00 | 117+50.00 | 12.2 | 28.7 | 24.4 | 0.1 | 36.5 |
| 117+50.00 | 118+00.00 | 12.2 | 29.0 | 24.7 | 0.0 | 36.9 |
| 118+00.00 | 118+50.00 | 12.2 | 29.2 | 24.8 | 0.0 | 37.1 |
| 118+50.00 | 119+00.00 | 12.3 | 29.5 | 25.1 | 0.0 | 37.4 |
| 119+00.00 | 119+50.00 | 12.4 | 29.9 | 25.4 | 0.0 | 37.8 |
| 119+50.00 | 120+00.00 | 12.5 | 30.0 | 25.5 | 0.0 | 37.9 |
| 120+00.00 | 120+50.00 | 12.6 | 30.0 | 25.5 | 0.0 | 38.1 |
| 120+50.00 | 121+00.00 | 12.6 | 30.1 | 25.6 | 0.0 | 38.2 |
| 121+00.00 | 121+50.00 | 12.7 | 30.3 | 25.7 | 0.0 | 38.4 |
| 121+50.00 | 122+00.00 | 12.8 | 30.4 | 25.8 | 0.0 | 38.6 |
| 122+00.00 | 122+50.00 | 12.2 | 30.4 | 25.9 | 0.0 | 38.1 |
| 122+50.00 | 123+00.00 | 11.6 | 30.9 | 26.2 | 0.0 | 37.8 |
| 123+00.00 | 123+50.00 | 11.6 | 32.1 | 27.3 | 0.0 | 38.9 |
| 123+50.00 | 124+00.00 | 11.6 | 33.9 | 28.8 | 0.0 | 40.4 |

| PRE-STAGE | | | | | | |
|-----------|-----------|-----------------|--------------------------|---|---------------------|--|
| LOCATION | | TOPSOIL (CUT) | EARTH EXCAVATION (CUT) | EXCAVATION TO BE USED IN EMBANKMENT (CUT) * | EMBANKMENT (FILL) | EARTHWORK BALANCE, WASTE(+) OR SHORTAGE(-) |
| FROM | TO | CU. YD. | CU. YD. | CU. YD. | CU. YD. | CU. YD. |
| 124+00.00 | 124+50.00 | 11.6 | 36.5 | 31.0 | 0.0 | 42.6 |
| 124+50.00 | 125+00.00 | 11.6 | 43.3 | 36.8 | 0.0 | 48.4 |
| 125+00.00 | 125+50.00 | 11.9 | 45.7 | 38.8 | 2.1 | 48.6 |
| 125+50.00 | 126+00.00 | 14.9 | 46.9 | 39.8 | 4.5 | 50.3 |
| 126+00.00 | 126+50.00 | 21.3 | 51.4 | 43.6 | 4.5 | 60.4 |
| 126+50.00 | 127+00.00 | 22.4 | 59.9 | 51.0 | 2.7 | 70.6 |
| 127+00.00 | 127+50.00 | 19.9 | 74.3 | 63.2 | 1.0 | 82.1 |
| 127+50.00 | 128+00.00 | 20.6 | 85.2 | 72.4 | 0.6 | 92.4 |
| 128+00.00 | 128+50.00 | 23.8 | 94.7 | 80.5 | 0.1 | 104.2 |
| 128+50.00 | 129+00.00 | 27.3 | 104.4 | 88.7 | 0.2 | 115.8 |
| 129+00.00 | 129+50.00 | 29.8 | 116.1 | 98.7 | 0.1 | 128.4 |
| 129+50.00 | 130+00.00 | 30.6 | 126.5 | 107.6 | 0.1 | 138.1 |
| 130+00.00 | 130+50.00 | 28.6 | 125.8 | 107.0 | 0.1 | 135.5 |
| 130+50.00 | 131+00.00 | 25.7 | 111.4 | 94.7 | 0.1 | 120.3 |
| 131+00.00 | 131+50.00 | 22.0 | 92.0 | 78.2 | 0.3 | 99.9 |
| 131+50.00 | 132+00.00 | 16.9 | 72.0 | 61.2 | 1.5 | 76.7 |
| 132+00.00 | 132+50.00 | 12.6 | 51.3 | 43.6 | 10.3 | 45.9 |
| 132+50.00 | 133+00.00 | 12.0 | 34.5 | 29.4 | 14.4 | 26.9 |
| 133+00.00 | 133+50.00 | 9.9 | 35.7 | 30.3 | 5.5 | 34.8 |
| 133+50.00 | 134+00.00 | 9.2 | 33.7 | 28.7 | 0.0 | 37.9 |
| 134+00.00 | 134+50.00 | 10.3 | 23.4 | 19.8 | 0.0 | 30.2 |
| 134+50.00 | 135+00.00 | 9.3 | 32.0 | 27.2 | 0.0 | 36.5 |
| 135+00.00 | 135+50.00 | 9.7 | 47.4 | 40.3 | 0.5 | 49.5 |
| 135+50.00 | 136+00.00 | 8.0 | 34.6 | 29.5 | 0.9 | 36.5 |
| 136+00.00 | 136+50.00 | 4.6 | 13.1 | 11.2 | 0.5 | 15.3 |
| 136+50.00 | 137+00.00 | 2.1 | 9.0 | 7.7 | 0.1 | 9.6 |
| 137+00.00 | 137+50.00 | 0.7 | 6.8 | 5.8 | 0.1 | 6.4 |
| 137+50.00 | 138+00.00 | 0.5 | 6.2 | 5.3 | 0.3 | 5.5 |
| 138+00.00 | 138+50.00 | 0.0 | 5.9 | 5.0 | 1.8 | 3.3 |
| 138+50.00 | 139+00.00 | 0.0 | 6.6 | 5.6 | 1.5 | 4.1 |
| 139+00.00 | 139+50.00 | 0.0 | 7.7 | 6.6 | 0.0 | 6.6 |
| 139+50.00 | 140+00.00 | 0.0 | 8.2 | 6.9 | 0.0 | 6.9 |
| 140+00.00 | 140+50.00 | 0.0 | 4.1 | 3.5 | 0.0 | 3.5 |
| 140+50.00 | 141+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 50+30.00 | 50+50.00 | 2.0 | 9.5 | 8.1 | 0.0 | 10.1 |
| 50+50.00 | 51+00.00 | 10.7 | 49.8 | 42.3 | 0.0 | 53.0 |
| 51+00.00 | 51+50.00 | 11.7 | 54.8 | 46.5 | 0.0 | 58.3 |
| 51+50.00 | 52+00.00 | 16.7 | 65.2 | 55.4 | 0.0 | 72.1 |
| 52+00.00 | 52+64.00 | 30.3 | 105.2 | 89.4 | 0.0 | 119.8 |
| 53+33.00 | 53+50.00 | 40.9 | 141.8 | 120.5 | 0.0 | 161.4 |
| 53+50.00 | 54+00.00 | 9.6 | 32.5 | 27.6 | 0.0 | 37.2 |
| 54+00.00 | 54+00.00 | 21.4 | 69.3 | 58.9 | 0.1 | 80.2 |
| 54+00.00 | 54+50.00 | 9.5 | 30.8 | 26.2 | 0.0 | 35.6 |
| 54+50.00 | 54+80.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL | | 1,070.2 | 3,543.6 | 3,012.1 | 54.1 | 4,028.3 |

* ADJUSTED FOR SHRINKAGE (15%)

FILE NAME = Q:\DOT_25368367_US_34.ctb CN Ph2\Drawings\Roadway\General\1161806-Smt-Sched.dgn



| | | |
|------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 1" = 40' | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 6 OF 9 SHEETS STA. TO STA.

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 36 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

EARTHWORK SCHEDULE

| STAGE 1 | | | | | | |
|-----------|-----------|---------------|------------------------|---|-------------------|--|
| LOCATION | | TOPSOIL (CUT) | EARTH EXCAVATION (CUT) | EXCAVATION TO BE USED IN EMBANKMENT (CUT) * | EMBANKMENT (FILL) | EARTHWORK BALANCE, WASTE(+) OR SHORTAGE(-) |
| FROM | TO | CU. YD. | CU. YD. | CU. YD. | CU. YD. | CU. YD. |
| 100+00.00 | 100+50.00 | 3.0 | 1.4 | 1.2 | 11.7 | -7.5 |
| 100+50.00 | 101+00.00 | 1.6 | 2.7 | 2.3 | 10.8 | -6.9 |
| 101+00.00 | 101+50.00 | 1.7 | 2.7 | 2.3 | 11.1 | -7.1 |
| 101+50.00 | 102+00.00 | 2.2 | 3.3 | 2.8 | 10.6 | -5.6 |
| 102+00.00 | 102+50.00 | 2.8 | 3.9 | 3.3 | 10.0 | -3.8 |
| 102+50.00 | 103+00.00 | 4.4 | 3.8 | 3.2 | 9.7 | -2.0 |
| 103+00.00 | 103+50.00 | 2.9 | 1.8 | 1.5 | 35.3 | -30.9 |
| 103+50.00 | 104+00.00 | 4.9 | 2.8 | 2.4 | 37.3 | -29.9 |
| 104+00.00 | 104+50.00 | 8.4 | 6.7 | 5.7 | 15.1 | -1.1 |
| 104+50.00 | 105+00.00 | 7.8 | 8.4 | 7.1 | 17.8 | -2.9 |
| 105+00.00 | 105+50.00 | 9.0 | 9.6 | 8.2 | 14.0 | 3.2 |
| 105+50.00 | 106+00.00 | 9.9 | 9.9 | 8.5 | 9.1 | 9.2 |
| 106+00.00 | 106+50.00 | 7.6 | 9.7 | 8.2 | 11.8 | 3.9 |
| 106+50.00 | 107+00.00 | 6.0 | 9.7 | 8.2 | 12.6 | 1.6 |
| 107+00.00 | 107+50.00 | 6.3 | 9.5 | 8.1 | 11.1 | 3.4 |
| 107+50.00 | 108+00.00 | 5.2 | 12.1 | 10.3 | 13.8 | 1.7 |
| 108+00.00 | 108+50.00 | 6.2 | 12.0 | 10.2 | 13.3 | 3.0 |
| 108+50.00 | 109+00.00 | 10.0 | 34.9 | 29.6 | 7.4 | 32.2 |
| 109+00.00 | 109+50.00 | 14.1 | 62.3 | 53.0 | 2.9 | 64.2 |
| 109+50.00 | 110+00.00 | 15.3 | 65.5 | 55.7 | 2.2 | 68.7 |
| 110+00.00 | 110+50.00 | 16.0 | 66.4 | 56.4 | 2.1 | 70.3 |
| 110+50.00 | 111+00.00 | 13.0 | 64.3 | 54.6 | 5.8 | 61.9 |
| 111+00.00 | 111+50.00 | 8.1 | 63.5 | 54.0 | 11.1 | 51.0 |
| 111+50.00 | 112+00.00 | 7.0 | 64.9 | 55.2 | 11.0 | 51.2 |
| 112+00.00 | 112+50.00 | 8.1 | 66.8 | 56.7 | 8.4 | 56.4 |
| 112+50.00 | 113+00.00 | 8.0 | 69.0 | 58.7 | 10.8 | 55.8 |
| 113+00.00 | 113+50.00 | 6.6 | 72.3 | 61.4 | 15.1 | 52.9 |
| 113+50.00 | 114+00.00 | 10.6 | 72.7 | 61.8 | 8.6 | 63.8 |
| 114+00.00 | 114+50.00 | 12.8 | 54.4 | 46.3 | 3.1 | 55.9 |
| 114+50.00 | 115+00.00 | 11.1 | 23.9 | 20.3 | 16.9 | 14.5 |
| 115+00.00 | 115+50.00 | 10.9 | 6.0 | 5.1 | 106.2 | -90.3 |
| 115+50.00 | 116+00.00 | 5.4 | 0.9 | 0.8 | 283.9 | -277.7 |
| 116+00.00 | 116+50.00 | 3.5 | 0.0 | 0.0 | 378.8 | -375.3 |
| 116+50.00 | 117+00.00 | 7.4 | 0.0 | 0.0 | 339.3 | -331.9 |
| 117+00.00 | 117+50.00 | 7.8 | 0.0 | 0.0 | 366.2 | -358.4 |
| 117+50.00 | 118+00.00 | 10.9 | 0.0 | 0.0 | 467.6 | -456.7 |
| 118+00.00 | 118+50.00 | 15.5 | 0.9 | 0.8 | 578.1 | -561.8 |
| 118+50.00 | 119+00.00 | 16.5 | 1.4 | 1.2 | 722.8 | -705.2 |
| 119+00.00 | 119+50.00 | 15.1 | 0.4 | 0.4 | 794.6 | -779.1 |
| 119+50.00 | 120+00.00 | 15.6 | 0.0 | 0.0 | 850.9 | -835.3 |
| 120+00.00 | 120+50.00 | 15.7 | 0.0 | 0.0 | 975.1 | -959.4 |
| 120+50.00 | 121+00.00 | 11.9 | 0.0 | 0.0 | 1,108.3 | -1,096.3 |
| 121+00.00 | 121+50.00 | 9.6 | 0.0 | 0.0 | 1,142.8 | -1,133.2 |
| 121+50.00 | 122+00.00 | 12.4 | 0.5 | 0.4 | 1,142.6 | -1,129.8 |
| 122+00.00 | 122+50.00 | 7.7 | 0.5 | 0.4 | 588.3 | -580.2 |
| 122+50.00 | 123+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 123+00.00 | 123+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 123+50.00 | 124+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| STAGE 1 | | | | | | |
|-----------|-----------|---------------|------------------------|---|-------------------|--|
| LOCATION | | TOPSOIL (CUT) | EARTH EXCAVATION (CUT) | EXCAVATION TO BE USED IN EMBANKMENT (CUT) * | EMBANKMENT (FILL) | EARTHWORK BALANCE, WASTE(+) OR SHORTAGE(-) |
| FROM | TO | CU. YD. | CU. YD. | CU. YD. | CU. YD. | CU. YD. |
| 124+00.00 | 124+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 124+50.00 | 125+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 125+00.00 | 125+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 125+50.00 | 126+00.00 | 6.2 | 0.0 | 0.0 | 631.9 | -625.7 |
| 126+00.00 | 126+50.00 | 10.5 | 0.0 | 0.0 | 1,250.3 | -1,239.8 |
| 126+50.00 | 127+00.00 | 10.4 | 0.0 | 0.0 | 1,195.8 | -1,185.4 |
| 127+00.00 | 127+50.00 | 12.6 | 0.0 | 0.0 | 1,125.3 | -1,112.6 |
| 127+50.00 | 128+00.00 | 14.6 | 0.4 | 0.4 | 1,115.8 | -1,100.8 |
| 128+00.00 | 128+50.00 | 13.8 | 0.4 | 0.4 | 1,083.5 | -1,069.3 |
| 128+50.00 | 129+00.00 | 12.4 | 0.0 | 0.0 | 1,027.4 | -1,015.0 |
| 129+00.00 | 129+50.00 | 11.8 | 0.0 | 0.0 | 961.5 | -949.7 |
| 129+50.00 | 130+00.00 | 12.3 | 0.0 | 0.0 | 865.0 | -852.8 |
| 130+00.00 | 130+50.00 | 13.4 | 0.0 | 0.0 | 754.9 | -741.5 |
| 130+50.00 | 131+00.00 | 11.9 | 0.0 | 0.0 | 604.3 | -592.5 |
| 131+00.00 | 131+50.00 | 8.6 | 0.0 | 0.0 | 489.4 | -480.7 |
| 131+50.00 | 132+00.00 | 5.4 | 0.0 | 0.0 | 381.0 | -375.5 |
| 132+00.00 | 132+50.00 | 2.2 | 0.0 | 0.0 | 291.2 | -288.9 |
| 132+50.00 | 133+00.00 | 0.9 | 0.0 | 0.0 | 207.1 | -206.2 |
| 133+00.00 | 133+50.00 | 6.3 | 2.5 | 2.1 | 111.0 | -102.6 |
| 133+50.00 | 134+00.00 | 5.5 | 7.2 | 6.1 | 78.0 | -66.4 |
| 134+00.00 | 134+50.00 | 0.0 | 21.5 | 18.3 | 39.3 | -21.0 |
| 134+50.00 | 135+00.00 | 4.8 | 52.5 | 44.6 | 3.2 | 46.2 |
| 135+00.00 | 135+50.00 | 11.8 | 81.3 | 69.1 | 3.4 | 77.6 |
| 135+50.00 | 136+00.00 | 14.1 | 90.6 | 77.0 | 0.2 | 90.9 |
| 136+00.00 | 136+50.00 | 14.0 | 85.9 | 73.0 | 0.4 | 86.6 |
| 136+50.00 | 137+00.00 | 12.6 | 78.9 | 67.1 | 1.7 | 78.0 |
| 137+00.00 | 137+50.00 | 9.6 | 74.1 | 63.0 | 4.5 | 68.0 |
| 137+50.00 | 138+00.00 | 7.4 | 69.3 | 58.9 | 6.9 | 59.4 |
| 138+00.00 | 138+50.00 | 8.2 | 62.8 | 53.4 | 6.2 | 55.3 |
| 138+50.00 | 139+00.00 | 7.1 | 57.6 | 49.0 | 5.8 | 50.3 |
| 139+00.00 | 139+50.00 | 4.6 | 55.2 | 46.9 | 8.7 | 42.9 |
| 139+50.00 | 140+00.00 | 4.4 | 27.3 | 23.2 | 20.0 | 7.6 |
| 140+00.00 | 140+50.00 | 3.6 | 0.1 | 0.1 | 30.3 | -26.6 |
| 140+50.00 | 141+00.00 | 3.6 | 0.0 | 0.0 | 31.0 | -27.4 |
| 50+30.00 | 50+50.00 | 6.7 | 52.4 | 44.5 | 0.2 | 51.0 |
| 50+50.00 | 51+00.00 | 17.9 | 155.5 | 132.2 | 0.5 | 149.6 |
| 51+00.00 | 51+50.00 | 13.4 | 179.3 | 152.4 | 7.3 | 158.5 |
| 51+50.00 | 52+00.00 | 10.2 | 207.7 | 176.5 | 15.2 | 171.5 |
| 52+00.00 | 52+64.00 | 15.0 | 305.7 | 259.8 | 22.4 | 252.4 |
| 53+33.00 | 53+50.00 | 8.7 | 176.3 | 149.8 | 12.9 | 145.6 |
| 53+50.00 | 54+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 54+00.00 | 54+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 54+00.00 | 54+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 54+50.00 | 54+80.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL | | 733.2 | 2,746.0 | 2,334.1 | 22,599.6 | -19,532.4 |

* ADJUSTED FOR SHRINKAGE (15%)

FILE NAME = Q:\DOT_25368367_US_34.ctb CN Ph2\Drawings\Roadway\General\1816106-Smt-Sched-7.dgn



| | | |
|------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 1" = 40' | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 7 OF 9 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | | 383 | 37 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

EARTHWORK SCHEDULE

| STAGE 2 | | | | | | |
|-----------|-----------|-----------------|--------------------------|---|---------------------|--|
| LOCATION | | TOPSOIL (CUT) | EARTH EXCAVATION (CUT) | EXCAVATION TO BE USED IN EMBANKMENT (CUT) * | EMBANKMENT (FILL) | EARTHWORK BALANCE, WASTE(+) OR SHORTAGE(-) |
| FROM | TO | CU. YD. | CU. YD. | CU. YD. | CU. YD. | CU. YD. |
| 100+00.00 | 100+50.00 | 0.0 | 0.0 | 0.0 | 35.0 | -35.0 |
| 100+50.00 | 101+00.00 | 0.0 | 0.0 | 0.0 | 35.1 | -35.1 |
| 101+00.00 | 101+50.00 | 0.0 | 2.3 | 1.9 | 27.2 | -25.3 |
| 101+50.00 | 102+00.00 | 0.0 | 4.5 | 3.9 | 20.0 | -16.1 |
| 102+00.00 | 102+50.00 | 0.0 | 4.6 | 3.9 | 20.4 | -16.5 |
| 102+50.00 | 103+00.00 | 0.0 | 5.6 | 4.8 | 20.1 | -15.4 |
| 103+00.00 | 103+50.00 | 0.0 | 6.4 | 5.4 | 19.6 | -14.2 |
| 103+50.00 | 104+00.00 | 3.0 | 6.2 | 5.3 | 19.2 | -10.9 |
| 104+00.00 | 104+50.00 | 3.4 | 6.2 | 5.3 | 19.2 | -10.5 |
| 104+50.00 | 105+00.00 | 1.8 | 6.2 | 5.3 | 19.2 | -12.1 |
| 105+00.00 | 105+50.00 | 2.9 | 6.3 | 5.3 | 9.6 | -1.4 |
| 105+50.00 | 106+00.00 | 2.6 | 6.3 | 5.3 | 9.3 | -1.4 |
| 106+00.00 | 106+50.00 | 2.1 | 6.3 | 5.3 | 18.6 | -11.1 |
| 106+50.00 | 107+00.00 | 1.7 | 6.3 | 5.4 | 18.8 | -11.7 |
| 107+00.00 | 107+50.00 | 1.4 | 6.4 | 5.4 | 19.0 | -12.2 |
| 107+50.00 | 108+00.00 | 1.1 | 6.4 | 5.4 | 19.5 | -12.9 |
| 108+00.00 | 108+50.00 | 1.1 | 6.4 | 5.4 | 19.5 | -13.0 |
| 108+50.00 | 109+00.00 | 8.6 | 30.8 | 26.2 | 11.7 | 23.0 |
| 109+00.00 | 109+50.00 | 17.3 | 55.0 | 46.8 | 3.1 | 61.0 |
| 109+50.00 | 110+00.00 | 11.9 | 54.6 | 46.4 | 14.0 | 44.3 |
| 110+00.00 | 110+50.00 | 5.7 | 54.8 | 46.6 | 26.9 | 25.4 |
| 110+50.00 | 111+00.00 | 6.5 | 55.2 | 46.9 | 23.4 | 30.0 |
| 111+00.00 | 111+50.00 | 6.9 | 55.6 | 47.2 | 19.1 | 35.0 |
| 111+50.00 | 112+00.00 | 8.3 | 56.2 | 47.8 | 19.3 | 36.8 |
| 112+00.00 | 112+50.00 | 9.3 | 56.8 | 48.3 | 20.1 | 37.5 |
| 112+50.00 | 113+00.00 | 8.7 | 57.7 | 49.1 | 20.1 | 37.6 |
| 113+00.00 | 113+50.00 | 13.3 | 61.1 | 51.9 | 11.0 | 54.2 |
| 113+50.00 | 114+00.00 | 14.6 | 55.5 | 47.2 | 12.7 | 49.1 |
| 114+00.00 | 114+50.00 | 8.6 | 32.7 | 27.8 | 31.7 | 4.7 |
| 114+50.00 | 115+00.00 | 7.3 | 9.2 | 7.8 | 68.9 | -53.7 |
| 115+00.00 | 115+50.00 | 5.9 | 0.0 | 0.0 | 112.7 | -106.8 |
| 115+50.00 | 116+00.00 | 1.8 | 0.0 | 0.0 | 183.2 | -181.4 |
| 116+00.00 | 116+50.00 | 0.3 | 0.0 | 0.0 | 304.5 | -304.3 |
| 116+50.00 | 117+00.00 | 2.1 | 0.0 | 0.0 | 349.2 | -347.0 |
| 117+00.00 | 117+50.00 | 4.7 | 0.5 | 0.5 | 387.4 | -382.3 |
| 117+50.00 | 118+00.00 | 7.0 | 0.5 | 0.4 | 504.2 | -496.8 |
| 118+00.00 | 118+50.00 | 8.5 | 0.0 | 0.0 | 643.6 | -635.2 |
| 118+50.00 | 119+00.00 | 8.8 | 0.1 | 0.1 | 802.8 | -793.9 |
| 119+00.00 | 119+50.00 | 10.0 | 1.8 | 1.5 | 948.8 | -937.4 |
| 119+50.00 | 120+00.00 | 8.3 | 5.2 | 4.4 | 1,094.8 | -1,082.0 |
| 120+00.00 | 120+50.00 | 5.7 | 7.3 | 6.2 | 1,250.6 | -1,238.7 |
| 120+50.00 | 121+00.00 | 5.9 | 3.7 | 3.2 | 1,398.5 | -1,389.4 |
| 121+00.00 | 121+50.00 | 6.2 | 0.0 | 0.0 | 1,530.8 | -1,524.6 |
| 121+50.00 | 122+00.00 | 6.4 | 0.6 | 0.5 | 1,648.8 | -1,641.9 |
| 122+00.00 | 122+50.00 | 3.2 | 0.6 | 0.5 | 851.4 | -847.6 |
| 122+50.00 | 123+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 123+00.00 | 123+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 123+50.00 | 124+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| STAGE 2 | | | | | | |
|-----------|-----------|-----------------|--------------------------|---|---------------------|--|
| LOCATION | | TOPSOIL (CUT) | EARTH EXCAVATION (CUT) | EXCAVATION TO BE USED IN EMBANKMENT (CUT) * | EMBANKMENT (FILL) | EARTHWORK BALANCE, WASTE(+) OR SHORTAGE(-) |
| FROM | TO | CU. YD. | CU. YD. | CU. YD. | CU. YD. | CU. YD. |
| 124+00.00 | 124+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 124+50.00 | 125+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 125+00.00 | 125+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 125+50.00 | 126+00.00 | 2.2 | 0.0 | 0.0 | 921.5 | -919.3 |
| 126+00.00 | 126+50.00 | 5.5 | 0.0 | 0.0 | 1,812.0 | -1,806.5 |
| 126+50.00 | 127+00.00 | 4.8 | 1.2 | 1.0 | 1,723.3 | -1,717.5 |
| 127+00.00 | 127+50.00 | 4.9 | 2.8 | 2.4 | 1,614.4 | -1,607.1 |
| 127+50.00 | 128+00.00 | 7.2 | 1.6 | 1.4 | 1,509.4 | -1,500.8 |
| 128+00.00 | 128+50.00 | 10.8 | 0.7 | 0.6 | 1,391.1 | -1,379.8 |
| 128+50.00 | 129+00.00 | 14.7 | 0.7 | 0.6 | 1,252.9 | -1,237.6 |
| 129+00.00 | 129+50.00 | 17.2 | 1.8 | 1.5 | 1,104.2 | -1,085.5 |
| 129+50.00 | 130+00.00 | 18.4 | 4.4 | 3.8 | 955.2 | -933.0 |
| 130+00.00 | 130+50.00 | 18.0 | 4.9 | 4.2 | 806.4 | -784.2 |
| 130+50.00 | 131+00.00 | 9.0 | 2.4 | 2.0 | 836.0 | -825.0 |
| 131+00.00 | 131+50.00 | 0.0 | 0.1 | 0.1 | 816.8 | -816.7 |
| 131+50.00 | 132+00.00 | 0.4 | 0.1 | 0.1 | 590.2 | -589.6 |
| 132+00.00 | 132+50.00 | 2.1 | 0.1 | 0.1 | 411.5 | -409.3 |
| 132+50.00 | 133+00.00 | 2.3 | 0.0 | 0.0 | 288.1 | -285.8 |
| 133+00.00 | 133+50.00 | 0.6 | 0.2 | 0.1 | 124.8 | -124.0 |
| 133+50.00 | 134+00.00 | 0.0 | 14.5 | 12.3 | 80.5 | -68.2 |
| 134+00.00 | 134+50.00 | 0.0 | 45.7 | 38.8 | 110.2 | -71.3 |
| 134+50.00 | 135+00.00 | 0.1 | 65.4 | 55.6 | 60.7 | -5.1 |
| 135+00.00 | 135+50.00 | 1.1 | 74.8 | 63.6 | 47.7 | 17.0 |
| 135+50.00 | 136+00.00 | 2.9 | 79.9 | 67.9 | 42.7 | 28.1 |
| 136+00.00 | 136+50.00 | 3.4 | 75.7 | 64.3 | 41.7 | 26.1 |
| 136+50.00 | 137+00.00 | 9.7 | 88.5 | 75.2 | 27.6 | 57.3 |
| 137+00.00 | 137+50.00 | 17.4 | 110.6 | 94.0 | 11.1 | 100.3 |
| 137+50.00 | 138+00.00 | 18.4 | 116.2 | 98.8 | 4.3 | 112.9 |
| 138+00.00 | 138+50.00 | 12.5 | 93.3 | 79.3 | 1.7 | 90.1 |
| 138+50.00 | 139+00.00 | 7.0 | 70.5 | 59.9 | 2.8 | 64.1 |
| 139+00.00 | 139+50.00 | 6.9 | 65.4 | 55.6 | 3.3 | 59.2 |
| 139+50.00 | 140+00.00 | 3.1 | 30.7 | 26.1 | 1.9 | 27.3 |
| 140+00.00 | 140+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 140+50.00 | 141+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 50+30.00 | 50+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 50+50.00 | 51+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 51+00.00 | 51+50.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 51+50.00 | 52+00.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 52+00.00 | 52+64.00 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 53+33.00 | 53+50.00 | 8.4 | 85.3 | 72.5 | 99.8 | -18.9 |
| 53+50.00 | 54+00.00 | 3.8 | 38.5 | 32.7 | 45.1 | -8.5 |
| 54+00.00 | 54+00.00 | 9.3 | 94.4 | 80.3 | 110.4 | -20.9 |
| 54+00.00 | 54+50.00 | 10.3 | 95.3 | 81.0 | 82.0 | 9.2 |
| 54+50.00 | 54+80.00 | 5.8 | 50.3 | 42.7 | 30.6 | 18.0 |
| TOTAL | | 433.3 | 2,058.3 | 1,440.4 | 29,236.7 | -27,363.1 |

* ADJUSTED FOR SHRINKAGE (15%)

FILE NAME = Q:\DOT_25368367_US_34.ctb; Drawings\Roadway\General\DI161006-Sht-Sched.dgn



| | | |
|------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 1" = 40' | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 8 OF 9 SHEETS STA. TO STA.

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 38 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

EARTHWORK SCHEDULE

| SHARED USE TRAIL | | | | | |
|------------------|-----------|--------------------------|---|---------------------|--|
| LOCATION | | EARTH EXCAVATION (CUT) | EXCAVATION TO BE USED IN EMBANKMENT (CUT) * | EMBANKMENT (FILL) | EARTHWORK BALANCE, WASTE(+) OR SHORTAGE(-) |
| FROM | TO | CU. YD. | CU. YD. | CU. YD. | CU. YD. |
| 200+00.00 | 200+50.00 | 30.5 | 25.9 | 0.3 | 25.6 |
| 200+50.00 | 201+00.00 | 53.8 | 45.7 | 0.0 | 45.7 |
| 201+00.00 | 201+50.00 | 61.9 | 52.6 | 0.0 | 52.6 |
| 201+50.00 | 202+00.00 | 52.3 | 44.5 | 0.0 | 44.5 |
| 202+00.00 | 202+50.00 | 42.0 | 35.7 | 0.0 | 35.7 |
| 202+50.00 | 203+00.00 | 43.3 | 36.8 | 0.0 | 36.8 |
| 203+00.00 | 203+50.00 | 64.9 | 55.2 | 0.0 | 55.2 |
| 203+50.00 | 204+00.00 | 81.3 | 69.1 | 0.0 | 69.1 |
| 204+00.00 | 204+50.00 | 108.3 | 92.1 | 0.0 | 92.1 |
| 204+50.00 | 205+00.00 | 162.7 | 138.3 | 0.0 | 138.3 |
| 205+00.00 | 205+50.00 | 201.7 | 171.4 | 0.0 | 171.4 |
| 205+50.00 | 206+00.00 | 223.5 | 190.0 | 0.0 | 190.0 |
| 206+00.00 | 206+50.00 | 264.0 | 224.4 | 0.0 | 224.4 |
| 206+50.00 | 207+00.00 | 238.1 | 202.4 | 0.0 | 202.4 |
| 207+00.00 | 207+50.00 | 91.8 | 78.0 | 17.5 | 60.5 |
| 207+50.00 | 208+00.00 | 2.5 | 2.1 | 17.8 | -15.7 |
| 208+00.00 | 208+50.00 | 11.2 | 9.5 | 0.3 | 9.2 |
| 208+50.00 | 209+00.00 | 18.8 | 16.0 | 0.0 | 16.0 |
| 209+00.00 | 209+50.00 | 18.0 | 15.3 | 0.1 | 15.2 |
| 209+50.00 | 210+00.00 | 18.0 | 15.3 | 0.1 | 15.2 |
| 210+00.00 | 210+50.00 | 20.0 | 17.0 | 0.0 | 17.0 |
| 210+50.00 | 211+00.00 | 19.5 | 16.6 | 0.0 | 16.6 |
| 211+00.00 | 211+50.00 | 13.1 | 11.1 | 0.5 | 10.6 |
| 211+50.00 | 212+00.00 | 10.8 | 9.2 | 0.6 | 8.7 |
| TOTAL | | 1,851.9 | 1,574.2 | 37.0 | 1,537.1 |

* ADJUSTED FOR SHRINKAGE (15%)

| EARTHWORK SUMMARY (BY STAGE) | | | | | |
|--------------------------------|-----------------|--------------------------|---|---------------------|--|
| STAGE | TOPSOIL (CUT) | EARTH EXCAVATION (CUT) | EXCAVATION TO BE USED IN EMBANKMENT (CUT) * | EMBANKMENT (FILL) | EARTHWORK BALANCE, WASTE(+) OR SHORTAGE(-) |
| | CU. YD. | CU. YD. | CU. YD. | CU. YD. | CU. YD. |
| PRE-STAGE | 1,070.2 | 3,543.6 | 3,012.1 | 54.1 | 4,028.3 |
| STAGE 1 | 733.2 | 2,746.0 | 2,334.1 | 22,599.6 | -19,532.4 |
| STAGE 2 | 433.3 | 2,058.3 | 1,440.4 | 29,236.7 | -27,363.1 |
| TOTAL (ROUNDED) | 2,240 | 8,350 | 6,790 | 51,895 | -42,870 |

* ADJUSTED FOR SHRINKAGE (15%)

| US ROUTE 34 SUMMARY | |
|----------------------|----------|
| DESCRIPTION | QUANTITY |
| EARTH EXCAVATION | 8,350 |
| FURNISHED EXCAVATION | 42,870 |

| SHARED-USE TRAIL SUMMARY | |
|--------------------------|----------|
| DESCRIPTION | QUANTITY |
| EARTH EXCAVATION | 1,855 |
| FURNISHED EXCAVATION | 0 |

FILE NAME = Q:\DOT_25368367_US_34.ctb CN Ph2\Drawings\Roadway\General\DI6R06-Sht-Sched.dgn



| | | |
|------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 1" = 40' | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET NO. 9 OF 9 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 39 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

DRAINAGE STRUCTURE TABLE

| STR. NO. | STA. | OFFSET | MH | TC=2' TA=4' CB | INL | OTHER | FRAME AND GRATE | N | S | E | W | RIM ELEV. |
|----------|----------|--------|----|----------------------|-----|-------|-----------------|--------|--------|--------|--------|-----------|
| 101 | 110+91.5 | 33.0 | RT | | TA | | T-24 | 703.43 | 703.53 | | | 707.88 |
| 102 | 110+91.5 | 9.0 | RT | | TA | | T-24 | 703.20 | 703.30 | | | 708.36 |
| 103 | 110+91.5 | 9.0 | LT | | TA | | T-24 | 703.02 | 703.12 | | | 708.36 |
| 104 | 110+91.5 | 33.0 | LT | | TA | | T-24 | 702.77 | 702.90 | | | 707.88 |
| 105 | 113+00.0 | 33.0 | RT | | TC | | T-24 | | | 701.33 | | 706.83 |
| 106 | 113+24.0 | 27.0 | RT | 5 | | | T-1-CL | 701.96 | | 698.59 | 701.12 | 706.83 |
| 107 | 113+24.0 | 9.0 | RT | | TC | | T-24 | | 702.10 | | | 707.19 |
| 108 | 113+00.0 | 33.0 | LT | | TC | | T-24 | | 701.80 | | | 706.83 |
| 109 | 113+24.0 | 15.0 | LT | 5 | | | T-1-CL | 701.55 | 701.40 | 698.46 | | 707.07 |
| 110 | 113+16.0 | 9.0 | LT | | TC | | T-24 | 701.50 | | | | 707.19 |
| 111 | 113+85.5 | 15.0 | LT | 5 | | | T-1-CL | 700.76 | 701.75 | 698.15 | 698.15 | 706.87 |
| 112 | 114+15.0 | 15.0 | LT | 5 | | | T-1-CL | 698.00 | 698.00 | 698.00 | 698.00 | 706.92 |
| 113 | 115+01.0 | 15.0 | LT | 5 | | | T-1-CL | 702.04 | 702.08 | | 698.47 | 707.61 |
| 114 | 113+85.5 | 27.0 | RT | 5 | | | T-1-CL | 701.71 | 700.88 | 698.31 | 698.31 | 706.63 |
| 115 | 114+15.0 | 27.0 | RT | 5 | | | T-1-CL | 698.19 | | 698.19 | 698.19 | 706.68 |
| 116 | 114+90.0 | 27.0 | RT | 5 | | | T-1-CL | 702.00 | 699.90 | | 698.60 | 707.24 |
| 117 | 114+90.0 | 33.0 | RT | | TC | | T-24 | 700.00 | 702.75 | | | 707.12 |
| 118 | 113+75.5 | 33.0 | LT | | | TA | T-24 | | | 701.07 | | 706.52 |
| 119 | 113+85.5 | 33.0 | LT | | TA | | T-24 | | 700.90 | 701.00 | 701.00 | 706.51 |
| 120 | 113+95.5 | 33.0 | LT | | | TA | T-24 | | | | 701.07 | 706.70 |
| 121 | 113+77.0 | 9.0 | LT | | TC | | T-24 | 701.85 | | | | 706.99 |
| 122 | 113+85.5 | 9.0 | RT | | TC | | T-24 | | 701.86 | | | 706.99 |
| 123 | 113+82.0 | 33.0 | RT | | | TA | T-24 | | | 701.07 | | 706.52 |
| 124 | 113+92.0 | 33.0 | RT | | TA | | T-24 | 700.90 | | 701.00 | 701.00 | 706.51 |
| 125 | 114+02.0 | 33.0 | RT | | | TA | T-24 | | | | 701.07 | 706.70 |
| 126 | 115+10.0 | 9.0 | LT | | TC | | T-24 | 702.10 | | | | 707.30 |
| 127 | 115+05.0 | 33.0 | LT | | TC | | T-24 | | 702.20 | | | 707.30 |
| 128 | 114+90.0 | 9.0 | RT | | TC | | T-24 | | 702.34 | | | 707.60 |
| 129 | 114+15.0 | 43.0 | LT | 6 | | OCS* | 2- T-1-CL | 696.20 | 697.50 | | | 706.68 |
| 130 | 115+05.6 | 55.0 | RT | | TC | | T-8 | 703.00 | | | | 704.50 |
| 201 | 116+35.0 | 9.0 | LT | | TC | | T-24 | | | 704.70 | | 710.73 |
| 202 | 116+35.0 | 9.0 | RT | | TC | | T-24 | | | 704.70 | | 710.45 |
| 203 | 116+45.0 | 33.0 | RT | | TC | | T-24 | 705.70 | | | | 710.25 |
| 204 | 116+45.0 | 15.0 | RT | 7 | | | T-1-CL | 702.09 | 705.58 | 702.09 | 704.62 | 710.61 |
| 205 | 116+45.0 | 15.0 | LT | 7 | | | T-1-CL | 702.00 | 702.00 | 702.00 | 704.62 | 710.61 |
| 206 | 116+45.0 | 37.0 | LT | 6 | | OCS* | 2- T-1-CL | 701.95 | 705.35 | 699.20 | 710.78 | |
| 207 | 116+53.0 | 33.0 | LT | | TC | | T-24 | | | | 705.40 | 710.49 |
| 208 | 118+10.0 | 33.0 | RT | | TA | | T-24 | 711.80 | 711.90 | | | 716.52 |
| 209 | 118+10.0 | 15.0 | RT | 6 | | | T-1-CL | | 711.67 | 702.25 | 702.25 | 716.88 |
| 210 | 118+10.0 | 15.0 | LT | 6 | | | T-1-CL | 713.10 | | 702.17 | 702.17 | 716.88 |

| STR. NO. | STA. | OFFSET | MH | TC=2' TA=4' CB | INL | OTHER | FRAME AND GRATE | N | S | E | W | RIM ELEV. |
|----------|----------|--------|----|----------------------|-----|-------|-----------------|--------|--------|--------|--------|-----------|
| 211 | 118+10.0 | 33.0 | LT | | TA | | T-24 | | 713.22 | 713.32 | | 716.52 |
| 212 | 118+20.0 | 36.5 | LT | | | TA | T-24 | | | | 713.40 | 716.93 |
| 213 | 119+50.0 | 33.0 | RT | | TA | | T-24 | 718.19 | | | | 723.28 |
| 214 | 119+50.0 | 15.0 | RT | 6 | | | T-1-CL | 718.69 | 718.06 | 718.00 | 702.38 | 723.64 |
| 215 | 119+58.0 | 9.0 | RT | | TC | | T-24 | | 718.70 | | | 723.76 |
| 216 | 119+58.0 | 9.0 | LT | | TC | | T-24 | 718.70 | | | | 723.76 |
| 217 | 119+50.0 | 15.0 | LT | 6 | | | T-1-CL | 718.16 | 718.69 | 718.00 | 702.30 | 723.64 |
| 218 | 119+50.0 | 33.0 | LT | | TC | | T-24 | | 718.30 | | | 723.28 |
| 219 | 121+60.0 | 15.0 | LT | 5 | | | T-1-CL | 727.87 | 728.29 | | 727.00 | 733.22 |
| 220 | 121+70.0 | 9.0 | LT | | TC | | T-24 | 728.30 | | | | 733.13 |
| 221 | 121+70.0 | 9.0 | RT | | TC | | T-24 | | 728.30 | | | 733.05 |
| 222 | 121+60.0 | 15.0 | RT | 5 | | | T-1-CL | 728.29 | 727.87 | | 727.00 | 733.22 |
| 223 | 121+60.0 | 33.0 | RT | | TA | | T-24 | 728.00 | 728.10 | | | 733.13 |
| 224 | 121+60.0 | 33.0 | LT | | TA | | T-24 | 729.42 | 728.00 | | | 733.05 |
| 225 | 121+70.0 | 36.5 | RT | | | TA | T-24 | 728.18 | | | | 732.98 |
| 226 | 121+70.0 | 36.5 | LT | | | TA | T-24 | | 729.50 | | | 732.98 |
| 227 | 118+20.0 | 36.5 | RT | | | TA | T-24 | 711.98 | | | | 716.93 |
| 301 | 127+20.0 | 37.5 | RT | | | TA | T-24 | | | 732.00 | | 735.57 |
| 302 | 127+20.0 | 37.5 | LT | | | TA | T-24 | | | 732.00 | | 735.57 |
| 303 | 127+30.0 | 35.5 | RT | | TA | | T-24 | 729.75 | 731.92 | | 731.90 | 735.49 |
| 304 | 127+30.0 | 15.0 | RT | 5 | | | T-1-CL | | 729.57 | 729.00 | 731.13 | 735.85 |
| 305 | 127+20.0 | 8.0 | RT | | TC | | T-24 | | | 731.25 | | 736.27 |
| 306 | 127+20.0 | 8.0 | LT | | TC | | T-24 | | | 731.25 | | 736.27 |
| 307 | 127+30.0 | 15.0 | LT | 5 | | | T-1-CL | 729.57 | | 729.00 | 731.13 | 735.85 |
| 308 | 127+30.0 | 35.5 | LT | | TA | | T-24 | | 729.75 | | 731.90 | 735.49 |
| 309 | 129+50.0 | 37.5 | RT | | | TA | T-24 | | | 722.50 | | 726.20 |
| 310 | 129+50.0 | 37.5 | LT | | | TA | T-24 | | | 722.50 | | 726.20 |
| 311 | 129+60.0 | 35.5 | RT | | TA | | T-24 | 720.25 | | | 722.40 | 725.79 |
| 312 | 129+60.0 | 15.0 | RT | 7 | | | T-1-CL | 721.60 | 720.07 | 704.09 | 720.65 | 726.15 |
| | | | | | | | | | | 704.65 | | |
| 313 | 129+50.0 | 3.5 | RT | | TC | | T-24 | | 721.75 | | | 726.84 |
| 314 | 129+50.0 | 8.0 | LT | | TC | | T-24 | 721.75 | | | | 726.76 |
| 315 | 129+60.0 | 15.0 | LT | 7 | | | T-1-CL | 720.07 | 721.63 | 704.09 | 720.65 | 726.15 |
| 316 | 129+60.0 | 35.5 | LT | | TA | | T-24 | | 720.25 | | 722.40 | 725.80 |
| 317 | 131+35.0 | 35.5 | RT | | TC | | T-24 | 712.00 | | | | 717.00 |
| 318 | 131+35.0 | 37.5 | LT | | | TA | T-24 | | | 714.50 | | 717.74 |

- NOTES:**
1. THE STATION-OFFSET FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE.
 2. RIM ELEVATIONS REFER TO THE ADJACENT PROPOSED EDGE OF PAVEMENT FOR THE STRUCTURES LOCATED IN THE CURB LINE. OTHERWISE, REFER TO THE CENTER OF THE STRUCTURE.
 3. SEE OUTLET CONTROL STRUCTURE DETAILS SHEET FOR ADDITIONAL INFORMATION.
 4. SEE TEMPORARY DRAINAGE SCHEDULE FOR ADDITIONAL DRAINAGE STRUCTURES.

FILE NAME = Q:\1\DOT_25368367_US_34.ctb CN P:\2\Drawings\Roadway\Drainage\Utility\0160806-Str-Schedule_1.dgn



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 48.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | | | | | | |
|---|--|-------------------------|--|-------------|---------|---------|--------------------|---|
| DRAINAGE STRUCTURE TABLE US ROUTE 34 | | 21 | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | 311 | 652-A | | 383 | 40 |
| SCALE: | | SHEET NO. 1 OF 3 SHEETS | | STA. | | TO STA. | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |
| | | | | | | | CONTRACT NO. 60R06 | |

DRAINAGE STRUCTURE TABLE (CONTINUE)

| STR. NO. | STA. | OFFSET | MH | TC=2' TA=4' CB | INL | OTHER | FRAME AND GRATE | N | S | E | W | RIM ELEV. |
|----------|----------|--------|----|----------------------|-------|-------|-----------------|-----------|--------|--------|--------|-----------|
| 319 | 131+45.0 | 35.5 | LT | | | | T-24 | | 711.50 | | 714.40 | 717.00 |
| 320 | 131+45.0 | 15.0 | LT | 7 | | | T-1-CL | 711.32 | | 703.96 | 703.96 | 717.36 |
| 321 | 129+50.0 | 56.0 | RT | | TA | | T-24 | 705.00 | | | | 710.77 |
| 322 | 133+40.0 | 48.0 | LT | | TA | | T-24 | | 704.62 | | | 710.70 |
| 323 | 131+45.0 | 15.0 | RT | 7 | | | T-1-CL | | 703.96 | | 703.96 | 717.36 |
| 324 | 131+45.0 | 27.0 | RT | 7 | | | T-1-CL | 703.95 | 711.90 | 703.95 | | 717.12 |
| 325 | 133+15.0 | 38.5 | RT | | TA | | T-24 | 705.00 | 705.10 | | 706.85 | 710.63 |
| 326 | 133+15.0 | 27.0 | RT | 7 | | | T-1-CL | | 704.88 | 703.83 | 703.83 | 711.39 |
| 327 | 133+40.0 | 35.5 | LT | | TA | | T-24 | 704.50 | 704.38 | 704.48 | | 710.70 |
| 328 | 133+45.0 | 27.0 | LT | 7 | | | T-1-CL | 704.30 | 703.81 | 703.81 | | 710.71 |
| 329 | 133+45.0 | 15.0 | LT | 7 | | | T-1-CL | 703.82 | | | 703.82 | 710.95 |
| 330 | 134+65.0 | 34.5 | RT | | TA | | T-24 | 703.85 | 703.95 | | | 708.87 |
| 331 | 134+70.0 | 27.0 | RT | 6 | | | T-1-CL | 703.72 | 703.80 | 703.72 | 703.72 | 708.96 |
| 332 | 134+70.0 | 27.0 | LT | 6 | | | T-1-CL | 703.69 | 703.69 | 703.72 | 703.72 | 708.96 |
| 333 | 134+75.5 | 51.0 | LT | 6 | | OCS* | 2- T-1-CL | 703.68 | 703.68 | | | 709.18 |
| 334 | 134+59.0 | 77.5 | LT | 7 | | EX | T-1-CL | 703.65 EX | | 703.65 | | 708.00 |
| 335 | 135+25.0 | 34.5 | RT | | TA | | T-24 | | | 705.00 | | 708.61 |
| 336 | 135+35.0 | 34.5 | RT | | 5' CB | | T-24 | 704.00 | | 704.90 | 704.90 | 708.60 |
| 337 | 135+45.0 | 34.5 | RT | | TA | | T-24 | | | | 705.00 | 708.61 |
| 338 | 135+25.0 | 27.0 | RT | 5 | | | T-1-CL | | 703.88 | 703.82 | 703.82 | 708.72 |
| 339 | 133+00.0 | 35.0 | LT | | TA | | T-24 | | | 707.00 | | 710.63 |
| 340 | 133+01.0 | 62.0 | RT | | 5' CB | | T-8 | 706.40 | | 706.50 | | 709.43 |
| 341 | 135+25.0 | 27.0 | LT | 5 | | | T-1-CL | 703.88 | | 703.82 | 703.82 | 708.72 |
| 342 | 135+25.0 | 34.5 | LT | | TA | | T-24 | | | 705.00 | | 708.61 |
| 343 | 135+35.0 | 34.5 | LT | | 5' CB | | T-24 | | 704.00 | 704.90 | 704.90 | 708.60 |
| 344 | 135+45.0 | 34.5 | LT | | TA | | T-24 | | | | 705.00 | 708.61 |
| 345 | 136+40.0 | 27.0 | RT | 5 | | | T-1-CL | | 704.13 | 704.03 | 704.03 | 709.14 |
| 346 | 136+40.0 | 27.0 | LT | 5 | | | T-1-CL | 704.13 | | 704.03 | 704.03 | 709.14 |
| 347 | 136+50.0 | 34.5 | LT | | TC | | T-24 | | 704.20 | | | 709.04 |
| 348 | 136+50.0 | 34.5 | RT | | TC | | T-24 | 704.20 | | | | 709.04 |
| 349 | 139+20.0 | 26.5 | LT | 5 | | | T-24 | 705.97 | | 705.15 | 704.53 | 710.54 |
| 350 | 137+30.0 | 34.5 | RT | | TC | | T-24 | 704.50 | | | | 709.62 |
| 351 | 137+20.0 | 27.0 | RT | 5 | | | T-1-CL | | 704.38 | 704.17 | 704.17 | 709.53 |
| 352 | 139+20.0 | 27.5 | RT | 5 | | | T-24 | | 705.00 | | 704.53 | 710.53 |
| 353 | 139+30.0 | 35.5 | RT | | TC | | T-24 | 705.12 | | | | 710.52 |
| 354 | 137+20.0 | 27.0 | LT | 5 | | | T-1-CL | 705.63 | | 704.17 | 704.17 | 709.54 |

| STR. NO. | STA. | OFFSET | MH | TC=2' TA=4' CB | INL | OTHER | FRAME AND GRATE | N | S | E | W | RIM ELEV. |
|----------|-----------|--------|----|----------------------|-----|-------|-----------------|--------|--------|--------|--------|-----------|
| 355 | 139+20.0 | 40.5 | LT | 5 | | | T-24 | | 706.02 | 706.02 | | 709.62 |
| 356 | 138+20.0 | 27.0 | RT | 5 | | | T-24 | | 704.40 | 704.35 | 704.35 | 710.03 |
| 357 | 138+20.0 | 27.0 | LT | 5 | | | T-24 | 705.63 | | 704.35 | 704.35 | 710.04 |
| 358 | 138+30.0 | 34.5 | LT | | TC | | T-1-CL | | 705.75 | | | 710.75 |
| 359 | 137+30.0 | 34.5 | LT | | TC | | T-24 | | 705.75 | | | 709.45 |
| 360 | 138+30.0 | 34.5 | RT | | TC | | T-24 | 704.75 | | | | 709.95 |
| 361 | 139+30.0 | 34.5 | LT | | TC | | T-24 | | | | 705.25 | 710.46 |
| 362 | 134+16.4 | 27.2 | RT | 6 | | | T-1-CL | | 703.76 | 703.76 | 703.76 | 709.49 |
| F01 | 51+99.0 | 32.5 | LT | | TA | | T-24 | 705.60 | | | | 708.56 |
| F02 | 52+42.0 | 24.0 | RT | | TA | | T-24 | 704.50 | | | | 708.68 |
| F03 | 53+49.5 | 28.5 | LT | | TA | | T-24 | | | | 704.75 | 708.40 |
| F04 | 54+18.5 | 18.5 | LT | | TA | | T-24 | | | 704.50 | | 708.21 |
| F05 | 54+18.5 | 17.5 | RT | | TA | | T-24 | | | 703.60 | 704.14 | 708.21 |
| S1 | 211+89.00 | 11.1 | LT | | TA | | T-8 | | 702.17 | 702.17 | | 703.84 |
| S2 | 211+85.00 | 12.5 | RT | | TC | | T-8 | 702.64 | | | | 705.68 |

NOTES:

- THE STATION-OFFSET FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE.
- RIM ELEVATIONS REFER TO THE ADJACENT PROPOSED EDGE OF PAVEMENT FOR THE STRUCTURES LOCATED IN THE CURB LINE. OTHERWISE, REFER TO THE CENTER OF THE STRUCTURE.
- SEE OUTLET CONTROL STRUCTURE DETAILS SHEET FOR ADDITIONAL INFORMATION.
- SEE TEMPORARY DRAINAGE SCHEDULE FOR ADDITIONAL DRAINAGE STRUCTURES.

FILE NAME = Q:\DOT_25368367_US_34.ctb; Path: Drawings\Roadway\Drainage\Utility\0168006-Str-Schedule_2.dgn



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 48.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE STRUCTURE TABLE
US ROUTE 34**

SCALE: SHEET NO. 2 OF 3 SHEETS STA. TO STA.

| | | | | | |
|---|-------------|---------|--------|--------------------|-----------|
| 22 | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 311 | 652-A | DUPAGE | 383 | 41 |
| | | | | CONTRACT NO. 60R06 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | |

DRAINAGE PIPE TABLE

| PIPE NO. | STR. NO. FROM | STR. NO. TO | DESCRIPTION | IN DIA. | FT LEN | SLOPE | CU YD TBF |
|----------|---------------|-------------|----------------|---------|--------|--------|-----------|
| 100 | EX | EX | SS, CL A, TY 2 | 24 | 119.0 | 0.86% | 15.7 |
| 101 | 101 | 102 | SS, CL A, TY 2 | 12 | 21.0 | 0.60% | 3.6 |
| 102 | 102 | 103 | SS, CL A, TY 2 | 12 | 14.0 | 0.60% | 3.0 |
| 103 | 103 | 104 | SS, CL A, TY 2 | 12 | 20.0 | 0.60% | 4.3 |
| 104 | 105 | 106 | SS, CL A, TY 2 | 12 | 21.2 | 1.00% | 5.4 |
| 105 | 107 | 106 | SS, CL A, TY 2 | 12 | 14.5 | 1.00% | 2.8 |
| 106 | 108 | 109 | SS, CL A, TY 2 | 12 | 25.6 | 1.00% | 5.5 |
| 107 | 110 | 109 | SS, CL A, TY 2 | 12 | 2.5 | 4.00% | 0.6 |
| 108 | 106 | 114 | SS, CL A, TY 2 | 36 | 56.5 | 0.50% | 35.0 |
| 109 | 109 | 111 | SS, CL A, TY 2 | 36 | 56.5 | 0.55% | 40.5 |
| 110 | 114 | 115 | SS, CL A, TY 2 | 36 | 24.5 | 0.51% | 16.4 |
| 111 | 111 | 112 | SS, CL A, TY 2 | 36 | 24.5 | 0.61% | 18.8 |
| 112 | 116 | 115 | SS, CL A, TY 3 | 36 | 80.0 | 0.51% | 65.3 |
| 113 | 113 | 112 | SS, CL A, TY 2 | 36 | 81.0 | 0.57% | 66.1 |
| 114 | 122 | 114 | SS, CL A, TY 2 | 12 | 14.5 | 1.00% | 2.8 |
| 115 | 119 | 111 | SS, CL A, TY 2 | 12 | 14.5 | 1.00% | 4.0 |
| 116 | 115 | 112 | SS, CL A, TY 2 | 36 | 37.0 | 0.50% | 26.5 |
| 117 | 112 | 129 | SS, CL A, TY 2 | 36 | 23.0 | 2.17% | 18.8 |
| 118 | 129 | EX 1 | SS, CL A, TY 2 | 30 | 25.4 | -0.94% | 15.6 |
| 119 | 123 | 124 | SS, CL A, TY 2 | 12 | 7.0 | 1.00% | 1.7 |
| 120 | 125 | 124 | SS, CL A, TY 2 | 12 | 7.0 | 1.00% | 1.8 |
| 121 | 124 | 114 | SS, CL A, TY 2 | 12 | 2.5 | 1.00% | 0.6 |
| 122 | 118 | 119 | SS, CL A, TY 2 | 12 | 7.0 | 1.00% | 1.7 |
| 123 | 120 | 119 | SS, CL A, TY 2 | 12 | 7.0 | 1.00% | 1.8 |
| 124 | 127 | 113 | SS, CL A, TY 2 | 12 | 16.2 | 1.00% | 3.8 |
| 125 | 126 | 113 | SS, CL A, TY 2 | 12 | 2.5 | 1.00% | 0.6 |
| 126 | 128 | 116 | SS, CL A, TY 2 | 12 | 14.5 | 2.34% | 3.1 |
| 127 | 117 | 116 | SS, CL A, TY 3 | 12 | 2.9 | 3.44% | 1.5 |
| 128 | 121 | 111 | SS, CL A, TY 2 | 12 | 7.6 | 1.32% | 1.6 |
| 129 | 130 | 117 | SS, CL A, TY 2 | 12 | 24.6 | 1.02% | 3.2 |
| 201 | 201 | 205 | SS, CL A, TY 2 | 12 | 8.0 | 1.00% | 2.4 |
| 202 | 202 | 204 | SS, CL A, TY 2 | 12 | 8.0 | 1.00% | 2.2 |
| 203 | 203 | 204 | SS, CL A, TY 1 | 36 | 12.5 | 1.00% | 0.5 |
| 204 | 204 | 205 | SS, CL A, TY 2 | 36 | 17.0 | 0.50% | 12.2 |
| 205 | 205 | 206 | SS, CL A, TY 2 | 36 | 11.5 | 0.48% | 8.8 |
| 206 | 207 | 206 | SS, CL A, TY 2 | 15 | 5.0 | 1.00% | 1.1 |
| 207 | 206 | EX 2 | SS, CL A, TY 2 | 18 | 6.0 | 3.33% | 8.5 |
| 208 | 227 | 208 | SS, CL A, TY 2 | 12 | 7.9 | 1.00% | 1.4 |
| 209 | 208 | 209 | SS, CL A, TY 2 | 12 | 13.0 | 1.00% | 2.5 |
| 210 | 211 | 210 | SS, CL A, TY 1 | 12 | 13.0 | 0.96% | 1.7 |
| 211 | 212 | 211 | SS, CL A, TY 1 | 12 | 7.9 | 1.01% | 1.0 |
| 212 | 210 | 205 | SS, CL A, TY 3 | 48 | 158.5 | 0.11% | 212.7 |
| 213 | 209 | 204 | SS, CL A, TY 3 | 48 | 158.5 | 0.10% | 203.5 |
| 214 | 217 | 210 | SS, CL A, TY 3 | 48 | 134.0 | 0.10% | 428.5 |
| 215 | 214 | 209 | SS, CL A, TY 3 | 48 | 134.0 | 0.10% | 420.8 |
| 216 | 219 | 217 | SS, CL A, TY 2 | 12 | 204.5 | 4.40% | 61.1 |

| PIPE NO. | STR. NO. FROM | STR. NO. TO | DESCRIPTION | IN DIA. | FT LEN | SLOPE | CU YD TBF |
|----------|---------------|-------------|----------------|---------|--------|--------|-----------|
| 217 | 222 | 214 | SS, CL A, TY 2 | 12 | 204.5 | 4.40% | 61.1 |
| 218 | 213 | 214 | SS, CL A, TY 2 | 12 | 13.0 | 1.00% | 3.1 |
| 219 | 215 | 214 | SS, CL A, TY 2 | 12 | 1.0 | 1.00% | 0.2 |
| 220 | 218 | 217 | SS, CL A, TY 2 | 12 | 13.0 | 1.08% | 2.8 |
| 221 | 216 | 217 | SS, CL A, TY 2 | 12 | 1.0 | 1.00% | 0.2 |
| 222 | 225 | 223 | SS, CL A, TY 2 | 12 | 7.9 | 1.00% | 1.4 |
| 223 | 223 | 222 | SS, CL A, TY 2 | 12 | 13.5 | 1.00% | 2.9 |
| 224 | 221 | 222 | SS, CL A, TY 2 | 12 | 1.5 | 1.00% | 0.3 |
| 225 | 220 | 219 | SS, CL A, TY 2 | 12 | 1.5 | 1.00% | 0.3 |
| 226 | 224 | 219 | SS, CL A, TY 2 | 12 | 13.5 | 1.00% | 2.9 |
| 227 | 226 | 224 | SS, CL A, TY 1 | 12 | 7.9 | 1.00% | 1.0 |
| 301 | 301 | 303 | SS, CL A, TY 1 | 12 | 7.0 | 1.43% | 0.9 |
| 302 | 302 | 308 | SS, CL A, TY 1 | 12 | 7.0 | 1.43% | 0.9 |
| 303 | 303 | 304 | SS, CL A, TY 2 | 12 | 13.5 | 1.33% | 4.0 |
| 304 | 304 | 312 | SS, CL A, TY 2 | 12 | 224.5 | 3.72% | 71.8 |
| 305 | 305 | 304 | SS, CL A, TY 2 | 12 | 8.5 | 1.41% | 1.5 |
| 306 | 306 | 307 | SS, CL A, TY 2 | 12 | 8.5 | 1.41% | 1.5 |
| 307 | 307 | 315 | SS, CL A, TY 2 | 12 | 224.5 | 3.72% | 71.8 |
| 308 | 308 | 307 | SS, CL A, TY 2 | 12 | 4.5 | 3.98% | 1.4 |
| 309 | 309 | 311 | SS, CL A, TY 1 | 12 | 7.0 | 1.43% | 0.9 |
| 310 | 310 | 316 | SS, CL A, TY 1 | 12 | 7.0 | 1.43% | 0.9 |
| 311 | 311 | 312 | SS, CL A, TY 2 | 12 | 13.0 | 1.38% | 3.6 |
| 312 | 312 | 323 | SS, CL A, TY 3 | * | 178.5 | 0.07% | 570.8 |
| 313 | 313 | 312 | SS, CL A, TY 2 | 12 | 10.0 | 1.50% | 1.7 |
| 314 | 314 | 315 | SS, CL A, TY 2 | 12 | 7.0 | 1.71% | 1.2 |
| 315 | 315 | 320 | SS, CL A, TY 3 | * | 179.0 | 0.07% | 572.4 |
| 316 | 316 | 315 | SS, CL A, TY 2 | 12 | 13.0 | 1.38% | 3.6 |
| 317 | 317 | 324 | SS, CL A, TY 2 | 12 | 4.5 | 2.22% | 0.9 |
| 318 | 318 | 319 | SS, CL A, TY 1 | 12 | 7.0 | 1.43% | 0.9 |
| 319 | 319 | 320 | SS, CL A, TY 2 | 12 | 13.0 | 1.38% | 3.6 |
| 320 | 320 | 329 | SS, CL A, TY 3 | * | 193.5 | 0.07% | 203.6 |
| 321 | 321 | 312 | SS, CL A, TY 3 | 12 | 35.0 | -1.00% | 53.6 |
| 322 | 322 | 327 | SS, CL A, TY 2 | 12 | 12.0 | 1.00% | 3.8 |
| 323 | 323 | 324 | SS, CL A, TY 1 | 24 | 5.0 | 0.17% | 9.1 |
| 324 | 324 | 326 | SS, CL A, TY 3 | * | 163.5 | 0.07% | 172.0 |
| 325 | 325 | 326 | SS, CL A, TY 2 | 12 | 7.0 | 1.71% | 2.1 |
| 326 | 326 | 362 | SS, CL A, TY 2 | 36 | 91.0 | 0.08% | 32.1 |
| 327 | 327 | 328 | SS, CL A, TY 2 | 12 | 3.0 | 2.67% | 1.0 |
| 328 | 328 | 332 | SS, CL A, TY 2 | 36 | 118.5 | 0.07% | 28.7 |
| 329 | 329 | 328 | SS, CL A, TY 1 | 24 | 5.0 | 0.17% | 1.5 |
| 330 | 330 | 331 | SS, CL A, TY 2 | 12 | 5.0 | 1.00% | 1.0 |
| 331 | 331 | 332 | SS, CL A, TY 1 | 36 | 42.0 | 0.09% | 3.7 |
| 332 | 332 | 333 | SS, CL A, TY 1 | 36 | 26.2 | 0.05% | 2.4 |
| 333 | 333 | 334 | SS, WMR | 18 | 19.8 | 0.13% | 3.9 |
| 335 | 335 | 336 | SS, CL A, TY 1 | 12 | 7.0 | 1.43% | 0.9 |
| 336 | 336 | 338 | SS, CL A, TY 2 | 12 | 7.5 | 1.60% | 1.3 |

| PIPE NO. | STR. NO. FROM | STR. NO. TO | DESCRIPTION | IN DIA. | FT LEN | SLOPE | CU YD TBF |
|----------|---------------|-------------|----------------|---------|--------|--------|-----------|
| 337 | 337 | 336 | SS, CL A, TY 1 | 12 | 7.0 | 1.43% | 0.9 |
| 338 | 338 | 331 | SS, CL A, TY 2 | 24 | 49.5 | 0.19% | 8.9 |
| 339 | 339 | 325 | SS, CL A, TY 1 | 24 | 13.0 | 1.15% | 2.2 |
| 340 | 340 | 325 | SS, CL A, TY 1 | 12 | 22.0 | -1.59% | 2.9 |
| 341 | 341 | 332 | SS, CL A, TY 2 | 24 | 49.5 | 0.20% | 8.9 |
| 342 | 342 | 343 | SS, CL A, TY 1 | 12 | 7.0 | 1.43% | 0.9 |
| 343 | 343 | 341 | SS, CL A, TY 2 | 12 | 7.5 | 1.60% | 1.3 |
| 344 | 344 | 343 | SS, CL A, TY 1 | 18 | 7.0 | 1.43% | 0.7 |
| 345 | 345 | 338 | SS, CL A, TY 1 | 24 | 110.0 | 0.19% | 18.8 |
| 346 | 346 | 341 | SS, CL A, TY 1 | 24 | 110.0 | 0.19% | 18.7 |
| 347 | 347 | 346 | SS, CL A, TY 2 | 12 | 7.5 | 0.93% | 1.5 |
| 348 | 348 | 345 | SS, CL A, TY 2 | 12 | 7.5 | 0.93% | 1.5 |
| 349 | 349 | 357 | SS, CL A, TY 2 | 24 | 95.0 | 0.19% | 19.5 |
| 350 | 350 | 351 | SS, CL A, TY 2 | 12 | 8.5 | 1.41% | 1.8 |
| 351 | 351 | 345 | SS, CL A, TY 2 | 24 | 75.0 | 0.19% | 8.7 |
| 352 | 352 | 356 | SS, CL A, TY 2 | 24 | 95.0 | 0.19% | 19.5 |
| 353 | 353 | 352 | SS, CL A, TY 2 | 12 | 8.5 | 1.41% | 2.0 |
| 354 | 354 | 346 | SS, CL A, TY 2 | 24 | 75.0 | 0.19% | 8.7 |
| 355 | 355 | 349 | SS, CL A, TY 1 | 24 | 8.0 | 0.62% | 0.3 |
| 356 | 356 | 351 | SS, CL A, TY 2 | 24 | 95.0 | 0.19% | 13.9 |
| 357 | 357 | 354 | SS, CL A, TY 2 | 24 | 95.0 | 0.19% | 13.9 |
| 358 | 358 | 357 | SS, WMR | 12 | 8.5 | 1.41% | 1.3 |
| 359 | 359 | 354 | SS, CL A, TY 1 | 12 | 8.5 | 1.41% | 1.1 |
| 360 | 360 | 356 | SS, WMR | 12 | 8.5 | 4.12% | 2.0 |
| 361 | 361 | 349 | SS, CL A, TY 2 | 12 | 6.5 | 1.54% | 1.4 |
| 362 | 362 | 331 | SS, CL A, TY 1 | 36 | 48.5 | 0.07% | 18.0 |
| F01 | F01 | 325 | SS, CL A, TY 2 | 12 | 32.1 | 1.56% | 4.2 |
| F02 | F02 | 362 | SS, CL A, TY 2 | 12 | 31.6 | 2.34% | 6.1 |
| F03 | F03 | 327 | SS, CL A, TY 2 | 12 | 50.5 | 0.53% | 9.8 |
| F04 | F04 | F05 | SS, CL A, TY 1 | 12 | 32.5 | 1.11% | 4.3 |
| F05 | F05 | EX | SS, CL A, TY 2 | 12 | 14.0 | 0.64% | 2.1 |
| P1 | S1 | S2 | SS, CL A, TY 1 | 12 | 23.0 | 2.00% | 5.0 |

* - EQUIVALENT ROUND SIZE 48"

- NOTES:
1. THE STATION-OFFSET FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE.
 2. RIM ELEVATIONS REFER TO THE ADJACENT PROPOSED EDGE OF PAVEMENT FOR THE STRUCTURES LOCATED IN THE CURB LINE. OTHERWISE, REFER TO THE CENTER OF THE STRUCTURE.
 3. SEE OUTLET CONTROL STRUCTURE DETAILS SHEET FOR ADDITIONAL INFORMATION.
 4. SEE TEMPORARY DRAINAGE SCHEDULE FOR ADDITIONAL DRAINAGE STRUCTURES.

FILE NAME = Q:\DOT_25368367_US_34.ctb\Drawings\Roadway\Drainage\Utility\0160006-Pipe-Schedule.dgn

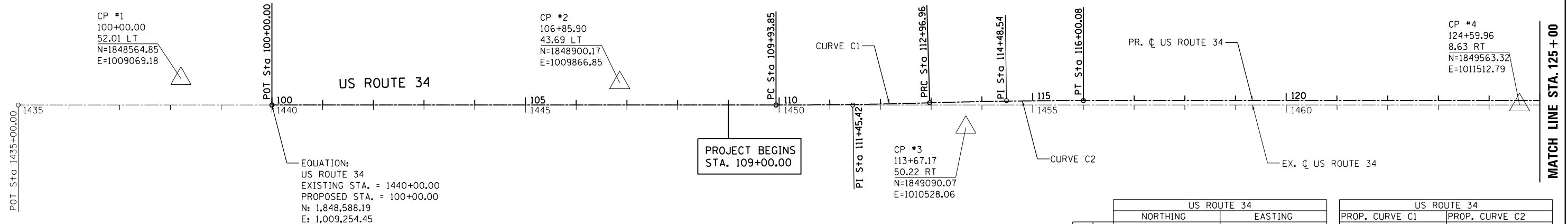
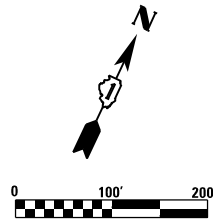


| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 48.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE PIPE TABLE
US ROUTE 34**

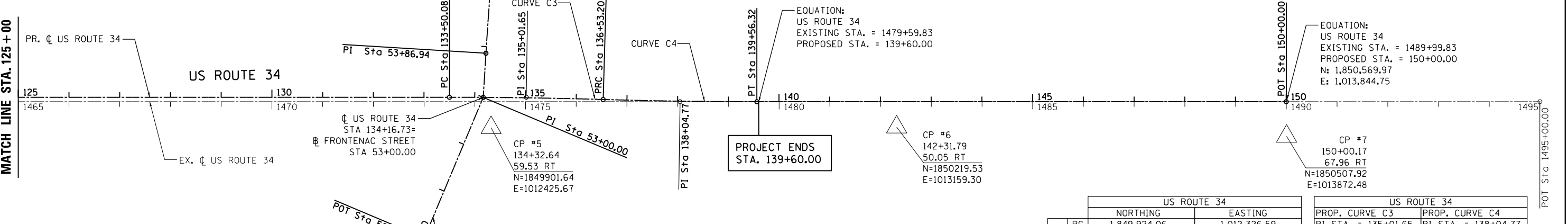
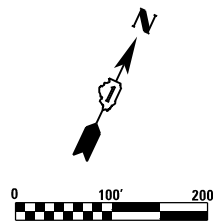
NOTE: BENCHMARKS FOR THE PROJECT ARE DESCRIBED IN THE PLANS. ALL BEARINGS AND COORDINATES REFERENCED IN THE PLAN DRAWINGS AND ALL CONTROL COORDINATES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83(2007). ALL ELEVATIONS ARE BASED ON NATIONAL GEODESIC VERTICAL DATUM 1929 (NGVD29).



EQUATION:
US ROUTE 34
EXISTING STA. = 1440+00.00
PROPOSED STA. = 100+00.00
N: 1,848,588.19
E: 1,009,254.45

| US ROUTE 34 | | |
|-------------|-----------------|--------------|
| | NORTHING | EASTING |
| C1 | PC 1,848,982.12 | 1,010,166.89 |
| | PI 1,849,042.19 | 1,010,306.05 |
| | PT 1,849,106.26 | 1,010,443.41 |
| C2 | PC 1,849,106.26 | 1,010,443.41 |
| | PI 1,849,170.33 | 1,010,580.77 |
| | PT 1,849,230.41 | 1,010,719.93 |

| US ROUTE 34 | |
|----------------------------------|----------------------------------|
| PROP. CURVE C1 | PROP. CURVE C2 |
| PI STA. = 111+45.42 | PI STA. = 114+48.54 |
| $\Delta = 1^\circ 39' 15''$ (LT) | $\Delta = 1^\circ 39' 15''$ (RT) |
| D = $0^\circ 32' 44''$ | D = $0^\circ 32' 44''$ |
| R = 10,500.00' | R = 10,500.00' |
| T = 151.57' | T = 151.57' |
| L = 303.12' | L = 303.12' |
| E = 1.09' | E = 1.09' |
| e = NC | e = NC |
| P.C. STA = 109+93.85 | P.C. STA = 112+96.96 |
| P.T. STA = 112+96.96 | P.T. STA = 116+00.08 |



EQUATION:
US ROUTE 34
EXISTING STA. = 1479+59.83
PROPOSED STA. = 139+60.00

| CONSTRUCTION LAYOUT: FRONTENAC STREET | | |
|--|--------------|--------------|
| STATION | NORTHING | EASTING |
| 50+00.00 | 1,849,650.30 | 1,012,390.91 |
| 51+00.00 | 1,849,750.29 | 1,012,389.89 |
| 52+00.00 | 1,849,850.29 | 1,012,388.87 |
| 53+00.00 | 1,849,950.28 | 1,012,387.85 |
| 53+86.94 | 1,850,032.04 | 1,012,358.30 |
| 54+00.00 | 1,850,044.35 | 1,012,353.94 |
| 55+00.00 | 1,850,138.61 | 1,012,320.54 |

EQUATION:
US ROUTE 34
EXISTING STA. = 1489+99.83
PROPOSED STA. = 150+00.00
N: 1,850,569.97
E: 1,013,844.75

| US ROUTE 34 | | |
|-------------|-----------------|--------------|
| | NORTHING | EASTING |
| C3 | PC 1,849,924.06 | 1,012,326.59 |
| | PI 1,849,984.14 | 1,012,465.74 |
| | PT 1,850,040.18 | 1,012,606.57 |
| C4 | PC 1,850,040.18 | 1,012,606.57 |
| | PI 1,850,096.21 | 1,012,747.40 |
| | PT 1,850,156.29 | 1,012,886.56 |

| US ROUTE 34 | |
|----------------------------------|----------------------------------|
| PROP. CURVE C3 | PROP. CURVE C4 |
| PI STA. = 135+01.65 | PI STA. = 138+04.77 |
| $\Delta = 1^\circ 39' 15''$ (RT) | $\Delta = 1^\circ 39' 15''$ (LT) |
| D = $0^\circ 32' 44''$ | D = $0^\circ 32' 44''$ |
| R = 10,500.00' | R = 10,500.00' |
| T = 151.57' | T = 151.57' |
| L = 303.12' | L = 303.12' |
| E = 1.09' | E = 1.09' |
| e = NC | e = NC |
| P.C. STA = 133+50.08 | P.C. STA = 136+53.20 |
| P.T. STA = 136+53.20 | P.T. STA = 139+56.32 |



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 200.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES & BENCHMARKS

SCALE: 100 SHEET NO. 1 OF 2 SHEETS STA. 100+00 TO STA. 150+00

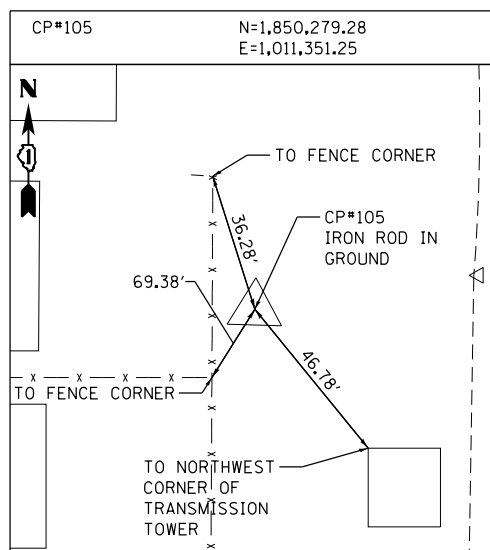
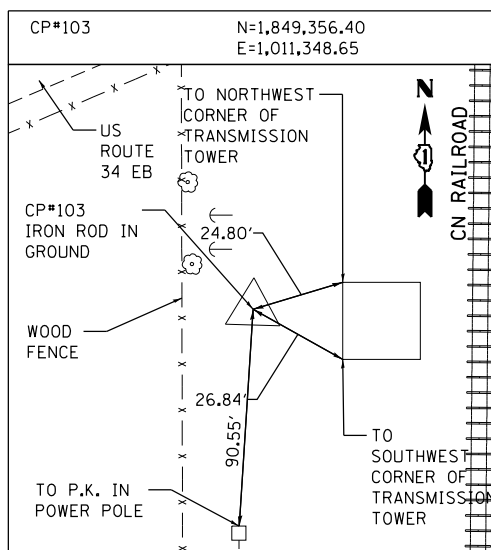
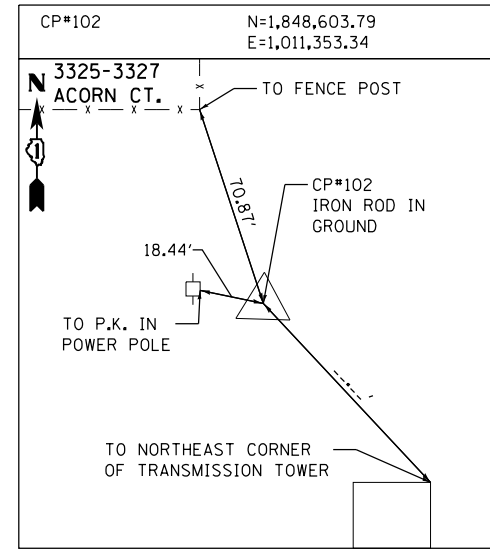
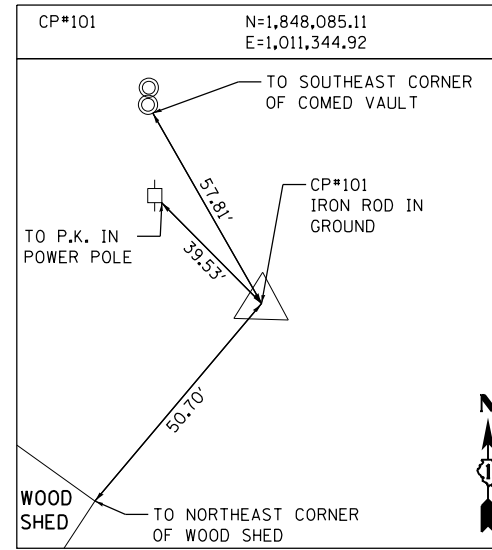
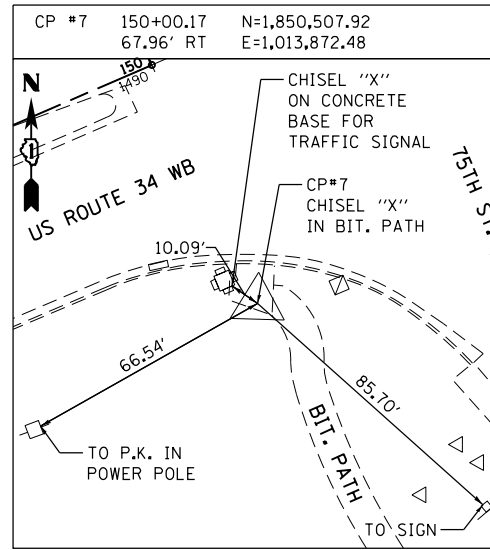
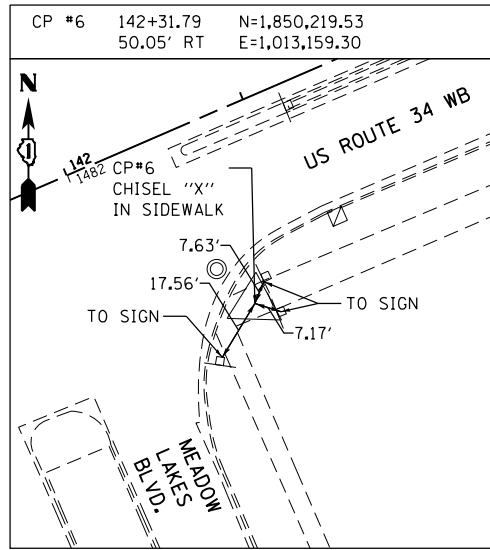
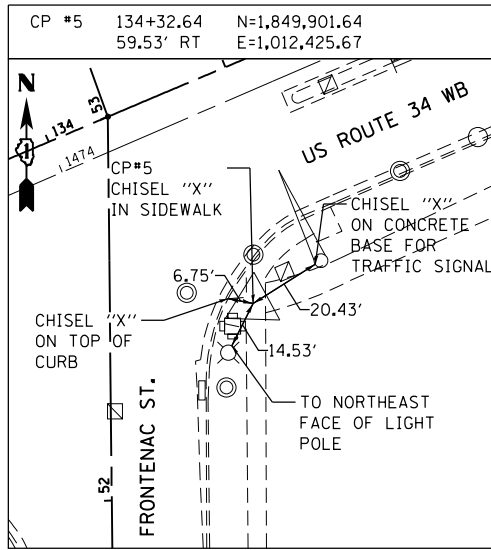
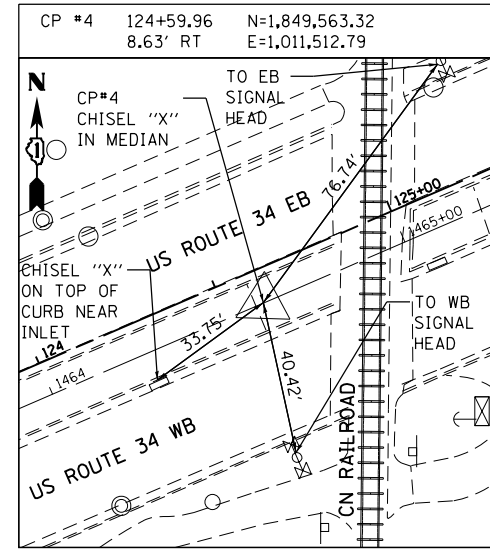
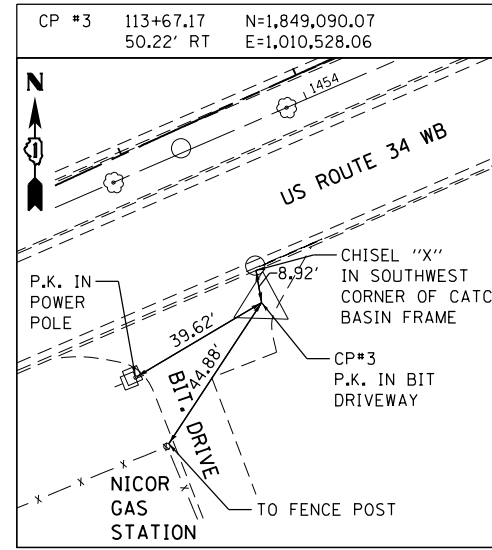
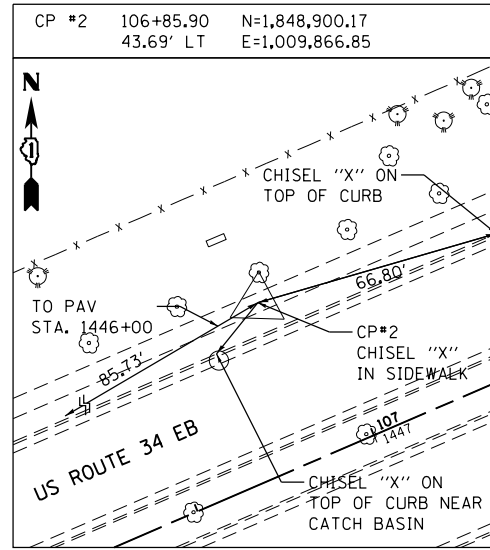
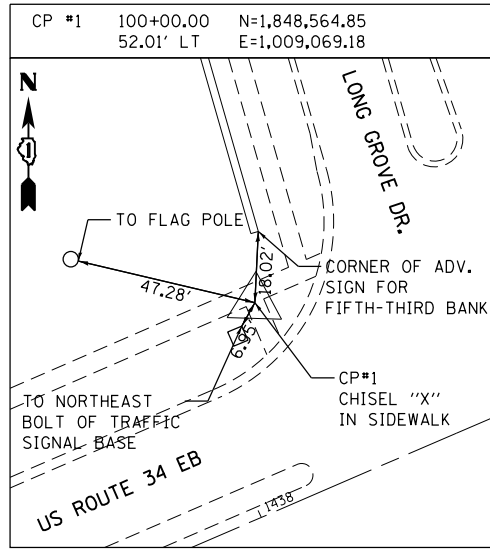
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|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 43 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = Q:\100T_25368367_US_34.ctb; C:\Programs\Roadway\Alignment\100T_25368367-Sht-A\100T_25368367.dgn

| CONSTRUCTION LAYOUT: US ROUTE 34 | | |
|-------------------------------------|--------------|--------------|
| STATION | NORTHING | EASTING |
| 100+00.00 | 1,848,588.19 | 1,009,254.45 |
| 101+00.00 | 1,848,627.82 | 1,009,346.26 |
| 102+00.00 | 1,848,667.46 | 1,009,438.07 |
| 103+00.00 | 1,848,707.10 | 1,009,529.88 |
| 104+00.00 | 1,848,746.73 | 1,009,621.69 |
| 105+00.00 | 1,848,786.37 | 1,009,713.50 |
| 106+00.00 | 1,848,826.01 | 1,009,805.31 |
| 107+00.00 | 1,848,865.64 | 1,009,897.11 |
| 108+00.00 | 1,848,905.28 | 1,009,988.92 |
| 109+00.00 | 1,848,944.92 | 1,010,080.73 |
| 110+00.00 | 1,848,984.56 | 1,010,172.54 |
| 111+00.00 | 1,849,024.19 | 1,010,264.34 |
| 112+00.00 | 1,849,063.83 | 1,010,356.15 |
| 113+00.00 | 1,849,103.47 | 1,010,447.96 |
| 114+00.00 | 1,849,143.11 | 1,010,539.77 |
| 115+00.00 | 1,849,182.75 | 1,010,631.58 |
| 116+00.00 | 1,849,222.39 | 1,010,723.39 |
| 117+00.00 | 1,849,262.03 | 1,010,815.20 |
| 118+00.00 | 1,849,301.67 | 1,010,907.01 |
| 119+00.00 | 1,849,341.31 | 1,010,998.82 |
| 120+00.00 | 1,849,380.95 | 1,011,090.63 |
| 121+00.00 | 1,849,420.59 | 1,011,182.44 |
| 122+00.00 | 1,849,460.23 | 1,011,274.25 |
| 123+00.00 | 1,849,500.87 | 1,011,366.06 |
| 124+00.00 | 1,849,540.51 | 1,011,457.87 |
| 125+00.00 | 1,849,580.15 | 1,011,549.68 |
| 126+00.00 | 1,849,620.79 | 1,011,641.49 |
| 127+00.00 | 1,849,660.43 | 1,011,733.30 |
| 128+00.00 | 1,849,700.07 | 1,011,825.11 |
| 129+00.00 | 1,849,740.71 | 1,011,916.92 |
| 130+00.00 | 1,849,780.35 | 1,012,008.73 |
| 131+00.00 | 1,849,820.99 | 1,012,100.54 |
| 132+00.00 | 1,849,860.63 | 1,012,192.35 |
| 133+00.00 | 1,849,900.27 | 1,012,284.16 |
| 134+00.00 | 1,849,940.91 | 1,012,375.97 |
| 135+00.00 | 1,849,980.55 | 1,012,467.78 |
| 136+00.00 | 1,850,020.19 | 1,012,559.59 |
| 137+00.00 | 1,850,060.83 | 1,012,651.40 |
| 138+00.00 | 1,850,100.47 | 1,012,743.21 |
| 139+00.00 | 1,850,140.11 | 1,012,835.02 |
| 140+00.00 | 1,850,179.75 | 1,012,926.83 |
| 141+00.00 | 1,850,219.39 | 1,013,018.64 |
| 142+00.00 | 1,850,259.03 | 1,013,110.45 |
| 143+00.00 | 1,850,298.67 | 1,013,202.26 |
| 144+00.00 | 1,850,338.31 | 1,013,294.07 |
| 145+00.00 | 1,850,377.95 | 1,013,385.88 |
| 146+00.00 | 1,850,417.59 | 1,013,477.69 |
| 147+00.00 | 1,850,457.23 | 1,013,569.50 |
| 148+00.00 | 1,850,496.87 | 1,013,661.31 |
| 149+00.00 | 1,850,536.51 | 1,013,753.12 |
| 150+00.00 | 1,850,576.15 | 1,013,844.93 |

NA 30001 DUPAGE COUNTY GEODETIC SURVEY MONUMENT

To reach the station from the junction of Ill. Route 59 and U.S. Route 34 (Ogden Av.), go north on Ill. Rt. 59 0.20 mile to Mc Coy Dr.. Turn left and go west on Mc Coy Dr. 1.95 miles to Eola Rd.. Turn left and go south on Eola Rd. 0.50 mile to the intersection with Waubonsie Creek. The station is at the southwest corner of said intersection. A brass disk monument established in concrete headwall for Waubonsie Creek along the west line of Eola Rd. stamped Du Page County Maps and Plats.



NOTE: BENCHMARKS FOR THE PROJECT ARE DESCRIBED IN THE PLANS. ALL BEARINGS AND COORDINATES REFERENCED IN THE PLAN DRAWINGS AND ALL CONTROL COORDINATES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83(2007). ALL ELEVATIONS ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM 1929 (NGVD29).

| PROJECT BENCHMARK ELEVATIONS DATUM: N.G.V.D. OF 1929 | | | | |
|---|------------------------|----------------------------------|--|--------|
| NO. | STATION OFFSET | COORDINATES | DESCRIPTION | ELEV. |
| NA 30001 | N/A | N/A | BRASS DISK MONUMENT ESTABLISHED IN CONCRETE HEADWALL OF WAUBONSIE CREEK ALONG THE WEST LINE OF EOLA RD. (DUPAGE COUNTY MONUMENT) | 679.06 |
| CP #1 | 100+00.00 52.01' LT | N=1,848,564.85 E=1,009,069.18 | CHISELED "X" ON SIDEWALK IN NORTHWEST CORNER OF US ROUTE 34 & LONG GROVE DR. INTERSECTION | 714.26 |
| CP #2 | 106+85.90 43.69' LT | N=1,848,900.17 E=1,009,866.85 | CHISELED "X" ON SIDEWALK ALONG US ROUTE 34 | 709.91 |
| CP #3 | 113+67.17 50.22' RT | N=1,849,090.07 E=1,010,528.06 | P.K. ROD IN GROUND AT DRIVEWAY NEXT TO NICOR GAS STATION | 706.54 |
| CP #4 | 124+59.96 8.63' RT | N=1,849,563.32 E=1,011,512.79 | CHISELED "X" ON MEDIAN WEST OF CN RR TRACKS | 712.03 |
| CP #5 | 134+32.64 59.53' RT | N=1,849,901.64 E=1,012,425.67 | CHISELED "X" ON SIDEWALK IN SOUTHEAST CORNER OF US ROUTE 34 & FRONTENAC ST. INTERSECTION | 709.65 |
| CP #6 | 142+31.79 50.05' RT | N=1,850,219.53 E=1,013,159.30 | CHISELED "X" ON SIDEWALK IN SOUTHEAST CORNER OF US ROUTE 34 & MEADOW LAKES BLVD. | 710.59 |
| CP #7 | 150+00.17 67.96' RT | N=1,850,507.92 E=1,013,872.48 | CHISELED "X" ON BIT PATH IN SOUTHWEST CORNER OF US ROUTE 34 & 75TH ST. INTERSECTION | 710.92 |
| CP#101 | N/A | N=1,848,085.11 E=1,011,344.92 | IRON ROD IN GROUND NEAR #3335 ALLSPICE CT. | 707.81 |
| CP#102 | N/A | N=1,848,603.79 E=1,011,353.34 | IRON ROD IN GROUND NEAR #3325-#3327 ACORN CT. | 709.37 |
| CP#103 | N/A | N=1,849,356.40 E=1,011,348.65 | IRON ROD IN GROUND SOUTHWEST OF US ROUTE 34 AND CN RR CROSSING INTERSECTION | 711.61 |
| CP#105 | N/A | N=1,850,279.28 E=1,011,351.25 | IRON ROD IN GROUND NEAR #3255 BREMENTON LN. | 705.06 |

FILE NAME = Q:\1001_25368367_US_34.ctb; CN Ph2Drawings\Roadway\Alignment\16R06-Sht-A1.rvt; 02/28/2014



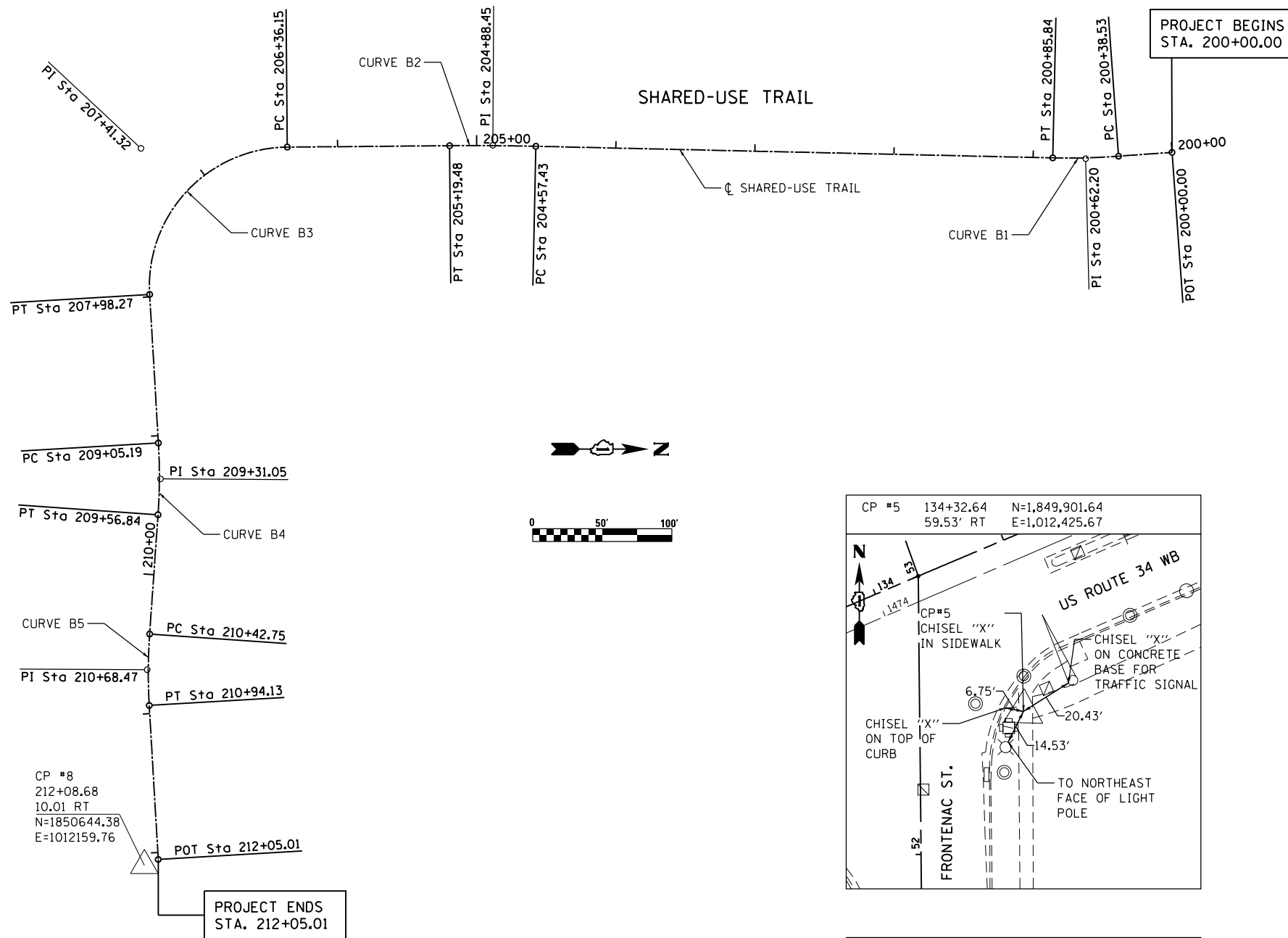
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| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 200.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES & BENCHMARKS
SCALE: N.T.S. SHEET NO. 2 OF 2 SHEETS STA. TO STA.

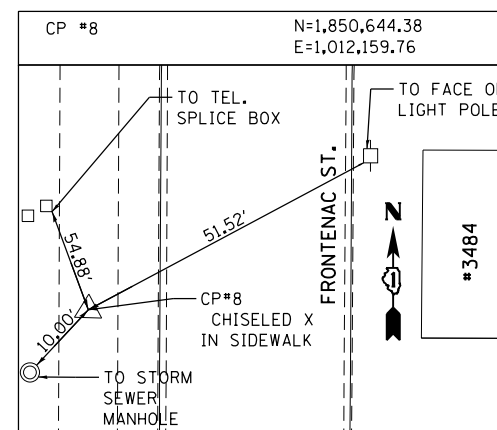
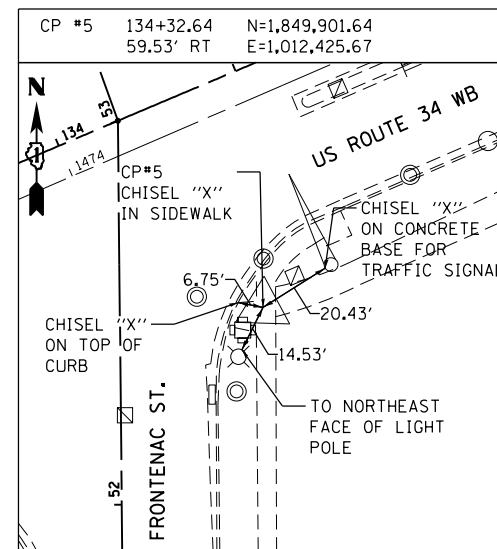
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|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 44 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

NOTE: BENCHMARKS FOR THE PROJECT ARE DESCRIBED IN THE PLANS. ALL BEARINGS AND COORDINATES REFERENCED IN THE PLAN DRAWINGS AND ALL CONTROL COORDINATES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83(2007). ALL ELEVATIONS ARE BASED ON NATIONAL GEODESIC VERTICAL DATUM 1929 (NGVD29).



| CONSTRUCTION LAYOUT: SHARED-USE TRAIL | | |
|--|--------------|--------------|
| STATION | NORTHING | EASTING |
| 200+00.00 | 1,851,387.39 | 1,011,653.61 |
| 201+00.00 | 1,851,287.50 | 1,011,656.39 |
| 202+00.00 | 1,851,187.54 | 1,011,653.28 |
| 203+00.00 | 1,851,087.59 | 1,011,650.18 |
| 204+00.00 | 1,850,987.64 | 1,011,647.08 |
| 205+00.00 | 1,850,887.68 | 1,011,644.43 |
| 206+00.00 | 1,850,787.68 | 1,011,644.34 |
| 207+00.00 | 1,850,691.93 | 1,011,664.04 |
| 208+00.00 | 1,850,651.75 | 1,011,751.11 |
| 209+00.00 | 1,850,656.79 | 1,011,850.98 |
| 210+00.00 | 1,850,652.93 | 1,011,950.80 |
| 211+00.00 | 1,850,649.12 | 1,012,050.62 |
| 212+00.00 | 1,850,654.09 | 1,012,150.49 |
| 212+05.01 | 1,850,654.34 | 1,012,155.50 |

| SHARED-USE TRAIL | | |
|------------------|-----------------|--------------|
| | NORTHING | EASTING |
| B1 | PC 1,851,348.93 | 1,011,656.06 |
| | PI 1,851,325.31 | 1,011,657.56 |
| | PT 1,851,301.65 | 1,011,656.83 |
| B2 | PC 1,850,930.24 | 1,011,645.30 |
| | PI 1,850,899.23 | 1,011,644.34 |
| | PT 1,850,868.20 | 1,011,644.34 |
| B3 | PC 1,850,751.53 | 1,011,644.34 |
| | PI 1,850,646.36 | 1,011,644.34 |
| | PT 1,850,651.66 | 1,011,749.38 |
| B4 | PC 1,850,657.05 | 1,011,856.16 |
| | PI 1,850,658.35 | 1,011,881.99 |
| | PT 1,850,656.32 | 1,011,907.77 |
| B5 | PC 1,850,649.57 | 1,011,993.41 |
| | PI 1,850,647.55 | 1,012,019.06 |
| | PT 1,850,648.82 | 1,012,044.75 |



NA 30001 DUPAGE COUNTY GEOGRAPHIC SURVEY MONUMENT

To reach the station from the junction of Ill. Route 59 and U.S. Route 34 (Ogden Av.), go north on Ill. Rt. 59 0.20 mile to Mc Coy Dr.. Turn left and go west on Mc Coy Dr. 1.95 miles to Eola Rd.. Turn left and go south on Eola Rd. 0.50 mile to the intersection with Waubonsie Creek. The station is at the southwest corner of said intersection. A brass disk monument established in concrete headwall for Waubonsie Creek along the west line of Eola Rd. stamped Du Page County Maps and Plats.

| PROJECT BENCHMARK ELEVATIONS DATUM: N.G.V.D. OF 1929 | | | | |
|---|-----------------------|----------------------------------|--|--------|
| NO. | STATION OFFSET | COORDINATES | DESCRIPTION | ELEV. |
| NA 30001 | N/A | N/A | BRASS DISK MONUMENT ESTABLISHED IN CONCRETE HEADWALL OF WAUBONSIE CREEK ALONG THE WEST LINE OF EOLA RD. (DUPAGE COUNTY MONUMENT) | 679.06 |
| CP#5 | | N=1,849,901.64 E=1,012,425.67 | CHISELED "X" ON SIDEWALK IN SOUTHEAST CORNER OF US ROUTE 34 & FRONTENAC ST. INTERSECTION | 709.65 |
| CP#8 | 212+08.68 10.01 RT | N=1,850,644.38 E=1,012,159.76 | CHISELED X IN SIDEWALK ACROSS THE STREET FROM #3484 FRONTENAC ST. | 706.34 |

| SHARED-USE TRAIL | | | | |
|----------------------|----------------------|----------------------|----------------------|----------------------|
| PROP. CURVE B1 | PROP. CURVE B2 | PROP. CURVE B3 | PROP. CURVE B4 | PROP. CURVE B5 |
| PI STA. = 200+62.20 | PI STA. = 204+88.45 | PI STA. = 207+41.32 | PI STA. = 209+31.05 | PI STA. = 210+68.47 |
| Δ = 5° 25' 14" (RT) | Δ = 1° 46' 40" (LT) | Δ = 92° 53' 22" (LT) | Δ = 7° 23' 55" (RT) | Δ = 7° 21' 34" (LT) |
| D = 11° 27' 33" | D = 2° 51' 53" | D = 57° 17' 45" | D = 14° 19' 26" | D = 14° 19' 26" |
| R = 500.00' | R = 2,000.00' | R = 100.00' | R = 400.00' | R = 400.00' |
| T = 23.67' | T = 31.03' | T = 105.17' | T = 25.86' | T = 25.72' |
| L = 47.30' | L = 62.05' | L = 162.12' | L = 51.65' | L = 51.38' |
| E = 0.56' | E = 0.24' | E = 45.13' | E = 0.84' | E = 0.83' |
| e = RC | e = RC | e = RC | e = RC | e = RC |
| P.C. STA = 200+38.53 | P.C. STA = 204+57.43 | P.C. STA = 206+36.15 | P.C. STA = 209+05.19 | P.C. STA = 210+42.75 |
| P.T. STA = 200+85.84 | P.T. STA = 205+19.48 | P.T. STA = 207+98.27 | P.T. STA = 209+56.84 | P.T. STA = 210+94.13 |

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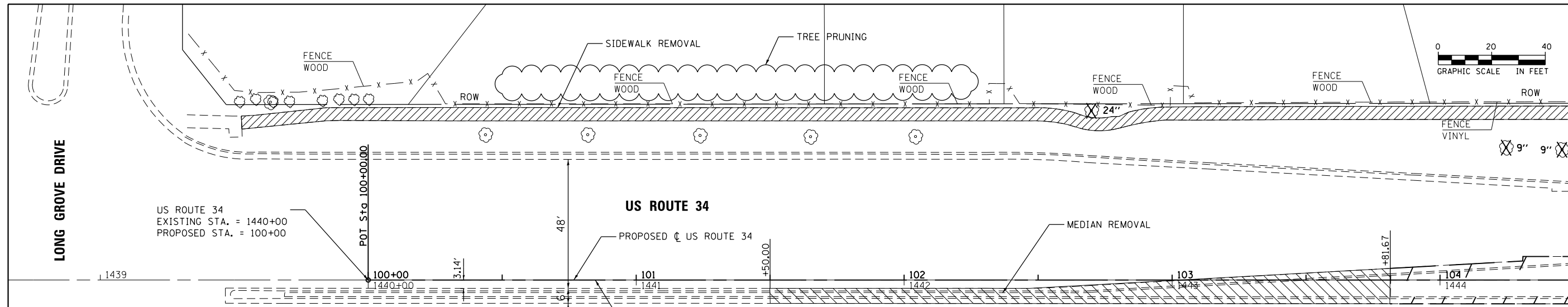
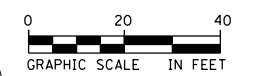
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|------------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES & BENCHMARKS

SCALE: 50 SHEET NO. 1 OF 1 SHEETS STA. TO STA.

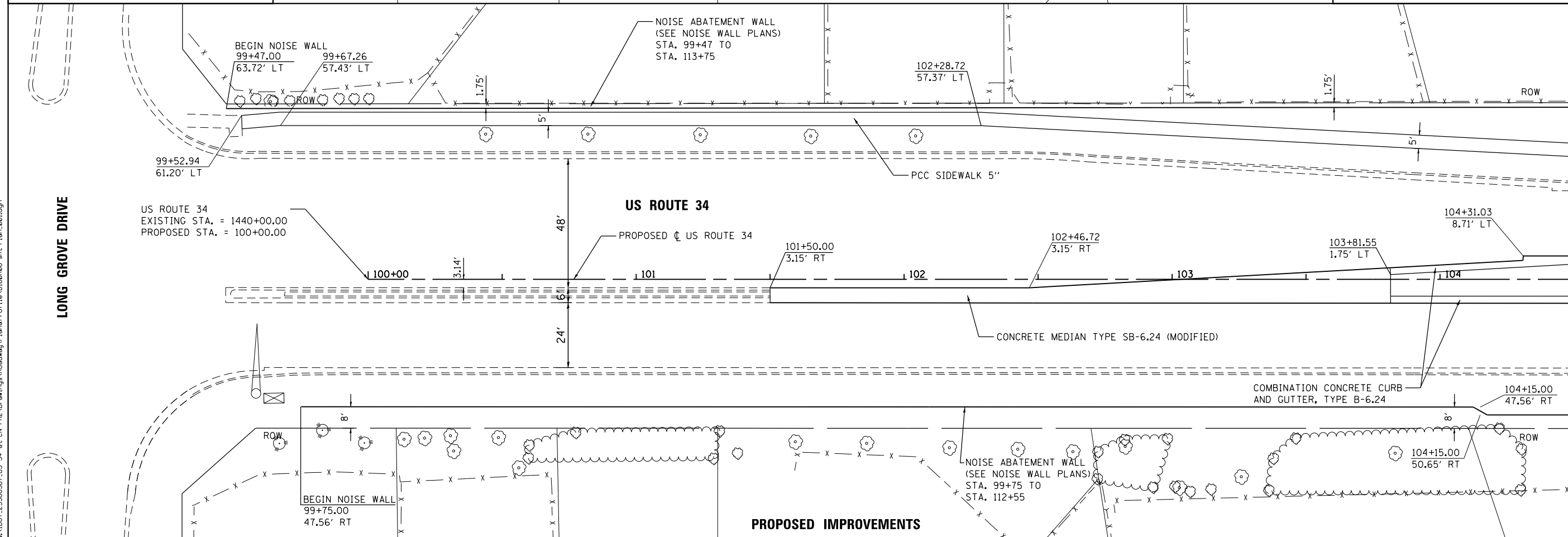
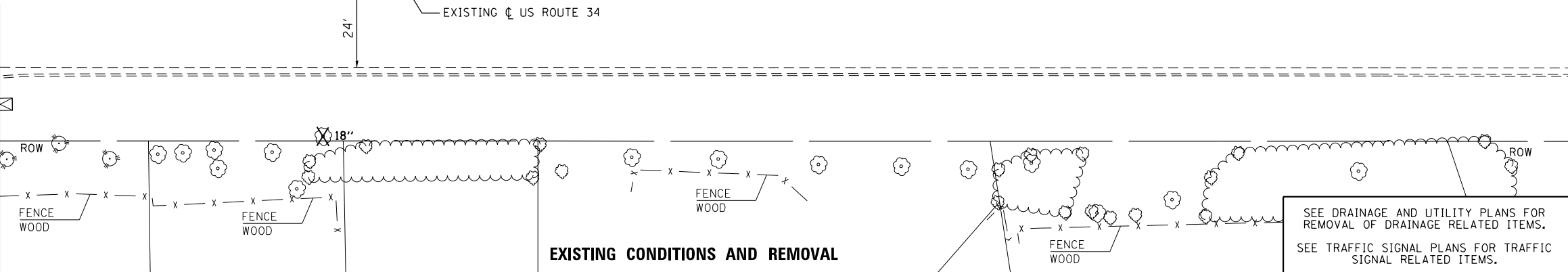
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|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 45 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



MATCH LINE STA. 104 +50

LEGEND:

| | |
|--|--|
| | PAVEMENT REMOVAL |
| | MEDIAN REMOVAL |
| | DRIVEWAY PAVEMENT REMOVAL |
| | SIDEWALK REMOVAL |
| | BIKE PATH REMOVAL |
| | HOT MIX ASPHALT SURFACE REMOVAL-BUTT JOINT |
| | CURB & GUTTER REMOVAL |
| | TREE REMOVAL (INCH DIA.) (TREES LESS THAN 6-I.D. SHOWN FOR REMOVAL BUT NOT PAID SEPARATELY) |



MATCH LINE STA. 104 +50

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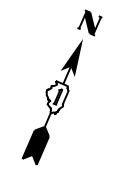
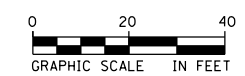
| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISED - | |
| PLOT SCALE = 48.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
US ROUTE 34**

SCALE: 20 SHEET NO. 1 OF 8 SHEETS STA. 100+00 TO STA. 104+50

| | | | | |
|---|---------------|--------|--------------------|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY | TOTAL SHEETS 383 | SHEET NO. 46 |
| | | DUPAGE | CONTRACT NO. 60R06 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

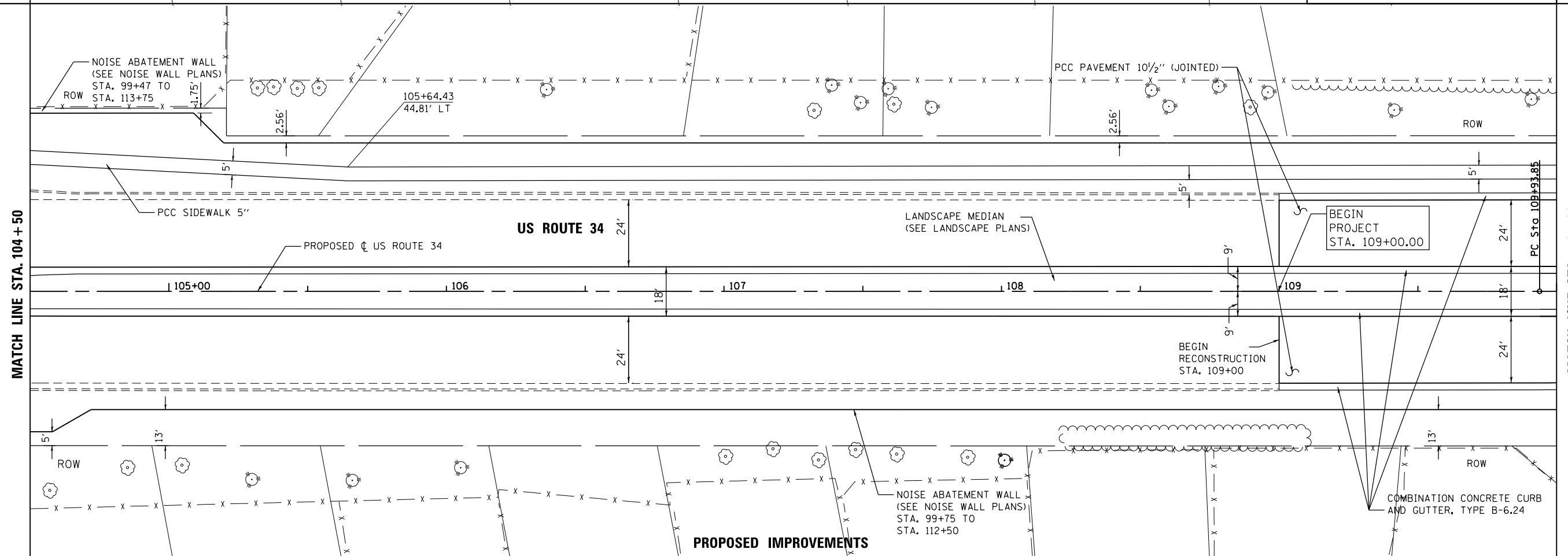
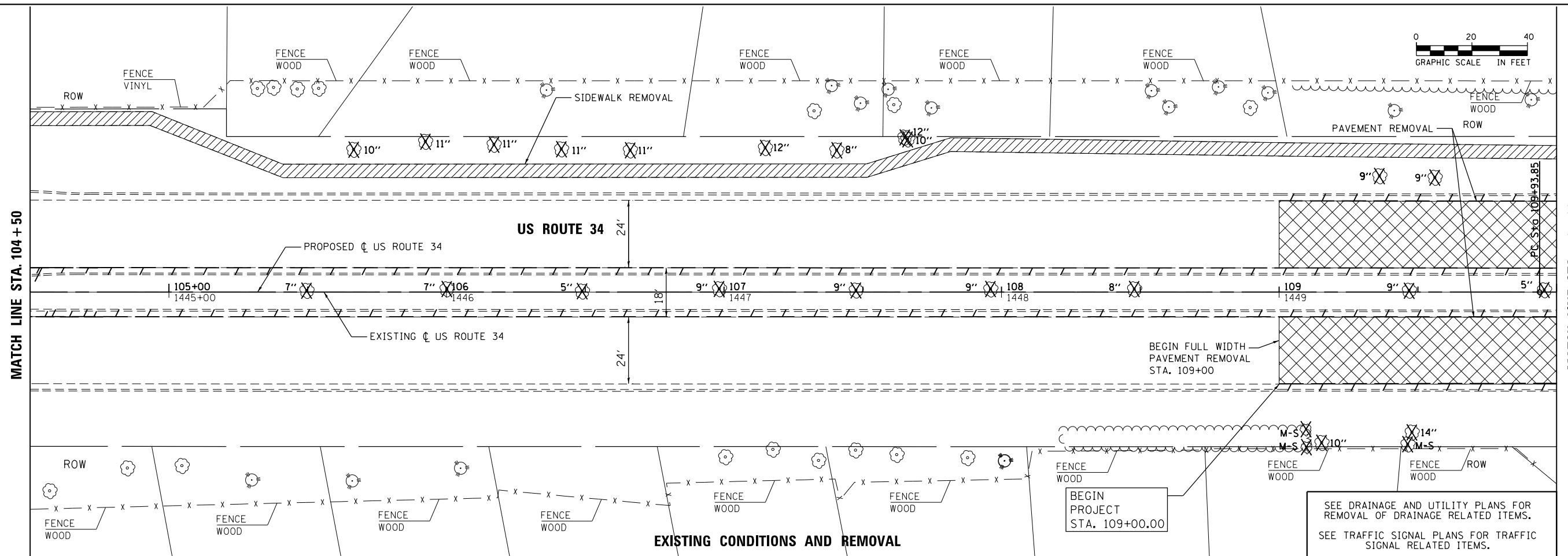


MATCH LINE STA. 104 + 50

MATCH LINE STA. 110 + 00

MATCH LINE STA. 104 + 50

MATCH LINE STA. 110 + 00



EXISTING CONDITIONS AND REMOVAL

PROPOSED IMPROVEMENTS

BEGIN PROJECT
STA. 109+00.00

SEE DRAINAGE AND UTILITY PLANS FOR
REMOVAL OF DRAINAGE RELATED ITEMS.
SEE TRAFFIC SIGNAL PLANS FOR TRAFFIC
SIGNAL RELATED ITEMS.

BEGIN PROJECT
STA. 109+00.00

BEGIN RECONSTRUCTION
STA. 109+00

NOISE ABATEMENT WALL
(SEE NOISE WALL PLANS)
STA. 99+75 TO
STA. 112+50

COMBINATION CONCRETE CURB
AND GUTTER, TYPE B-6.24

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
US ROUTE 34**

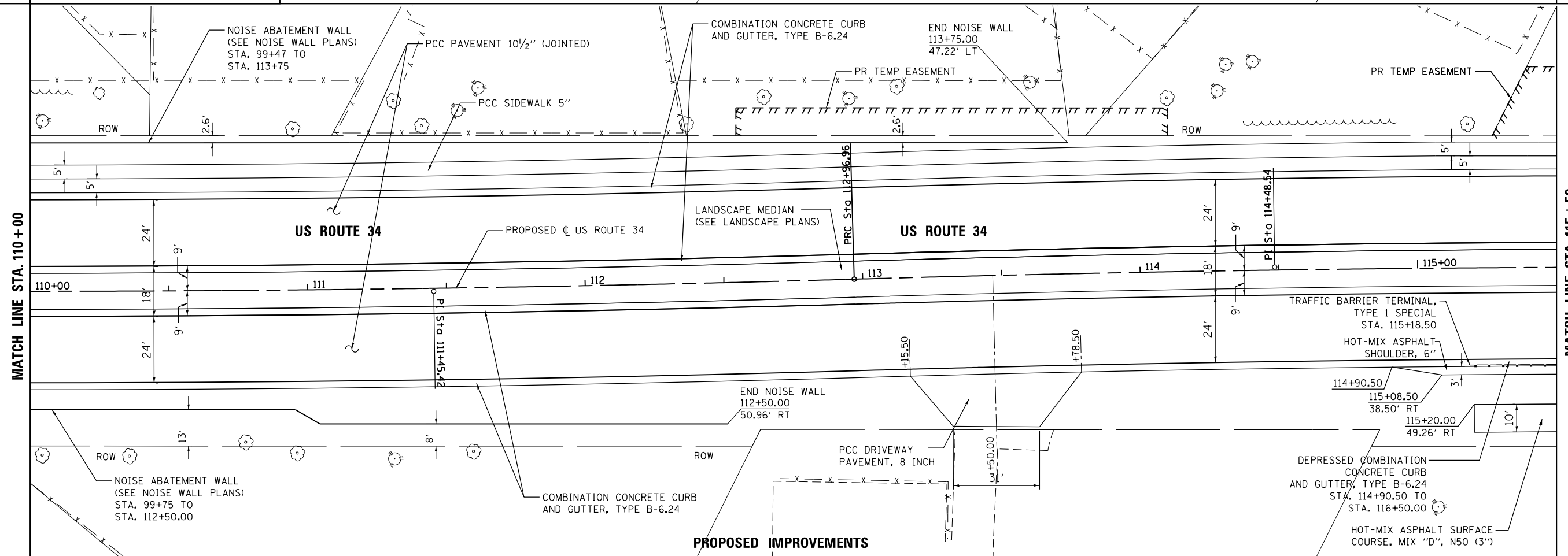
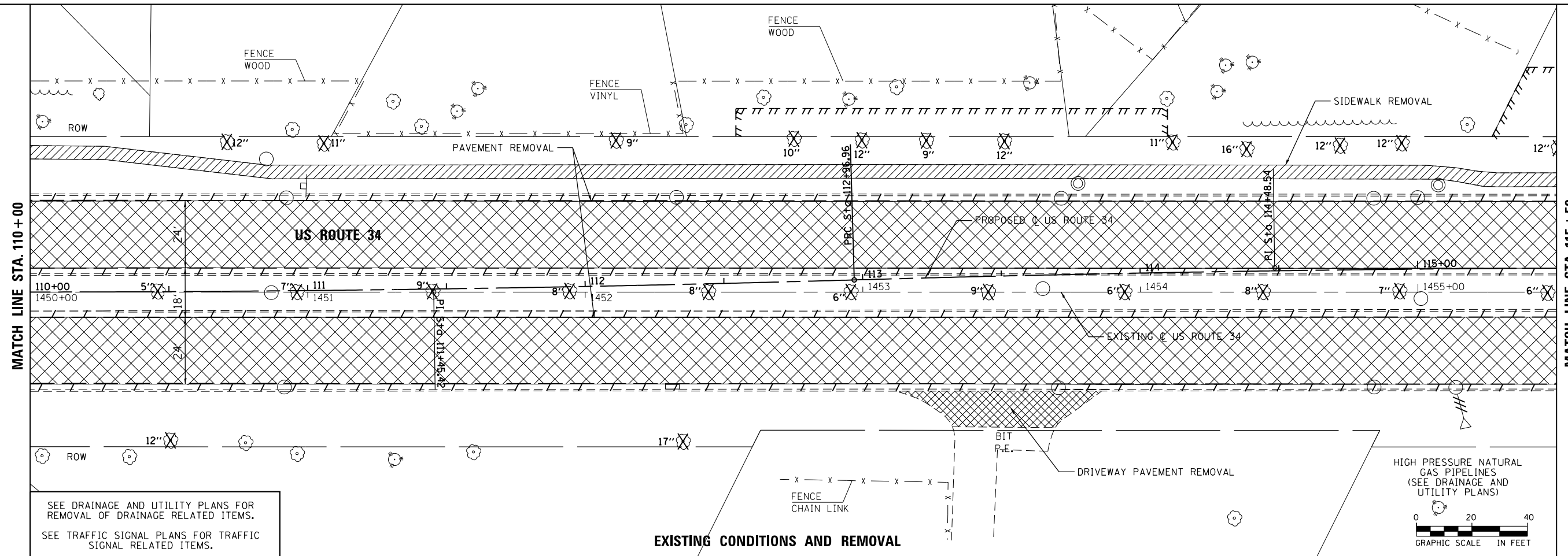
SCALE: 20 SHEET NO. 2 OF 8 SHEETS STA. 104+50 TO STA. 110+00

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 47 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



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| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 40.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

FILE NAME = Q:\100T_25368367_US_34.ctb; CN: Ph2; Drawings; Roadway; Plan; Prof; 104+50 to 110+00; sht-Plan_002.dgn



SEE DRAINAGE AND UTILITY PLANS FOR REMOVAL OF DRAINAGE RELATED ITEMS.
SEE TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL RELATED ITEMS.

NOISE ABATEMENT WALL (SEE NOISE WALL PLANS) STA. 99+47 TO STA. 113+75

PCC PAVEMENT 10 1/2" (JOINTED)

PCC SIDEWALK 5"

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

END NOISE WALL 113+75.00 47.22' LT

PR TEMP EASEMENT

LANDSCAPE MEDIAN (SEE LANDSCAPE PLANS)

US ROUTE 34

PROPOSED CL US ROUTE 34

TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL STA. 115+18.50

HOT-MIX ASPHALT SHOULDER, 6"

DEPRESSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 STA. 114+90.50 TO STA. 116+50.00

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (3")

END NOISE WALL 112+50.00 50.96' RT

NOISE ABATEMENT WALL (SEE NOISE WALL PLANS) STA. 99+75 TO STA. 112+50.00

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

PCC DRIVEWAY PAVEMENT, 8 INCH

PROPOSED IMPROVEMENTS

FILE NAME = Q:\100T_25368367_US_34.ctb; P:\2\Drawings\Roadway\Plan&Profile\116\60R06-sht-Plan_003.dgn



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|-----------------------------|-------------------|-----------|
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| PLOT SCALE = 48.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

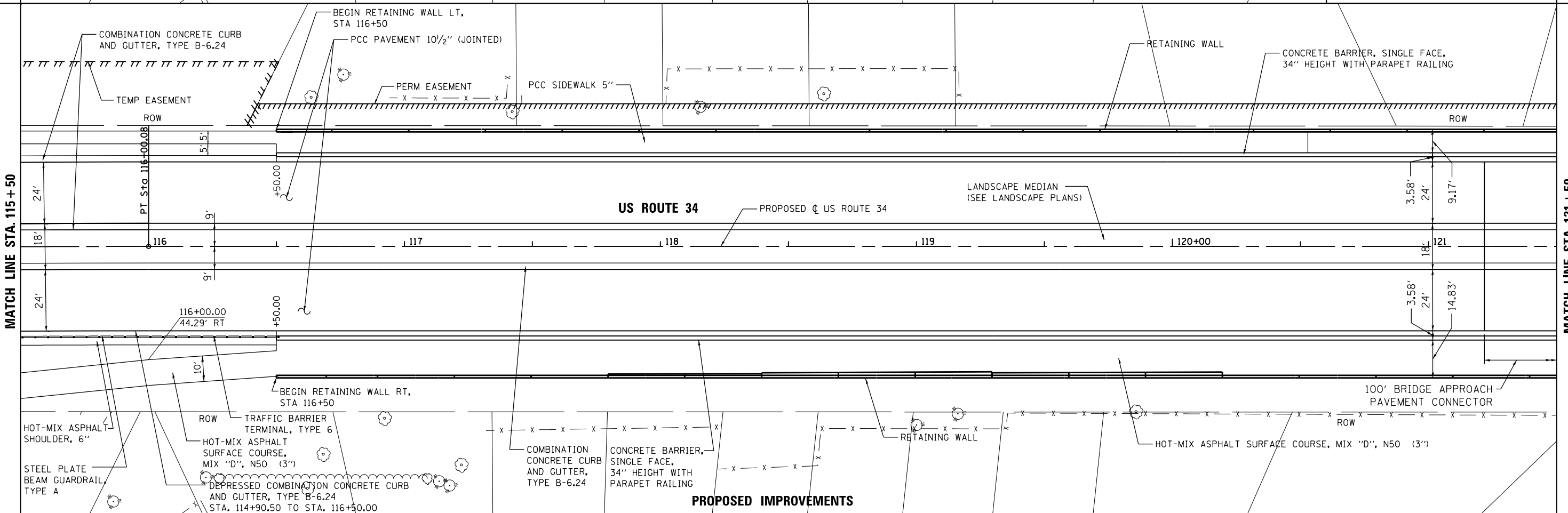
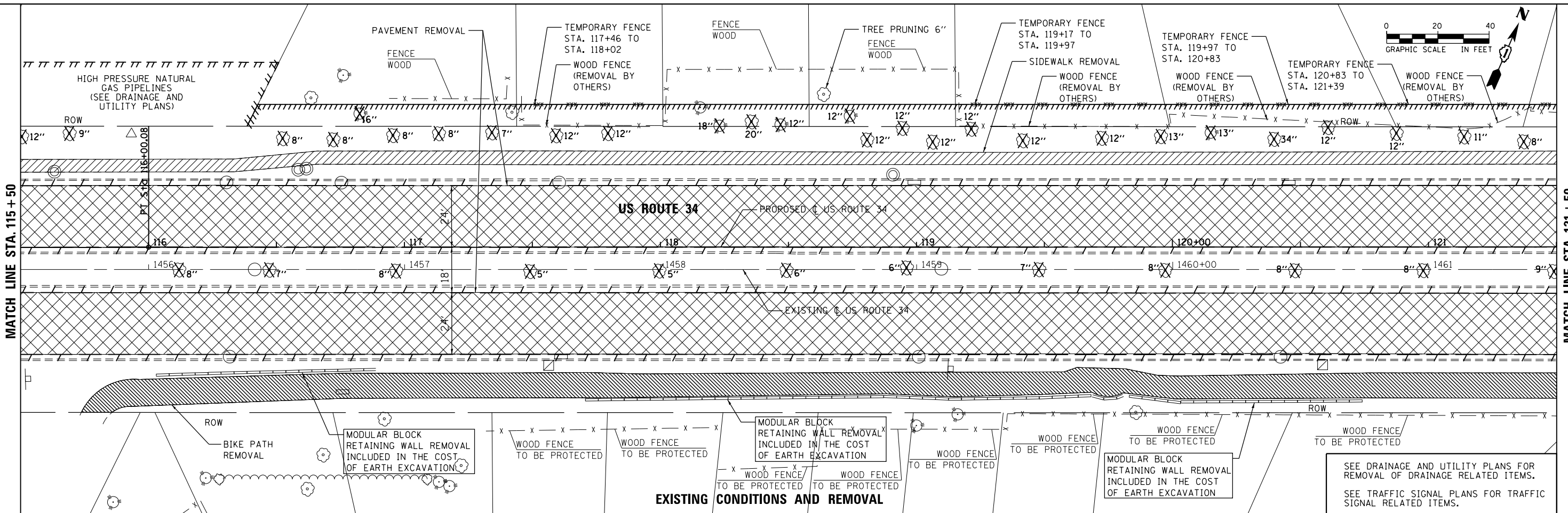
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
US ROUTE 34

SCALE: 20 SHEET NO. 3 OF 8 SHEETS STA. 110+00 TO STA. 115+50

| | | | | |
|---|---------------|---------------|------------------|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY DUPAGE | TOTAL SHEETS 383 | SHEET NO. 48 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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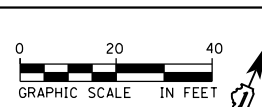


MATCH LINE STA. 115 + 50

MATCH LINE STA. 121 + 50

MATCH LINE STA. 115 + 50

MATCH LINE STA. 121 + 50



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 48.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

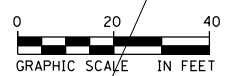
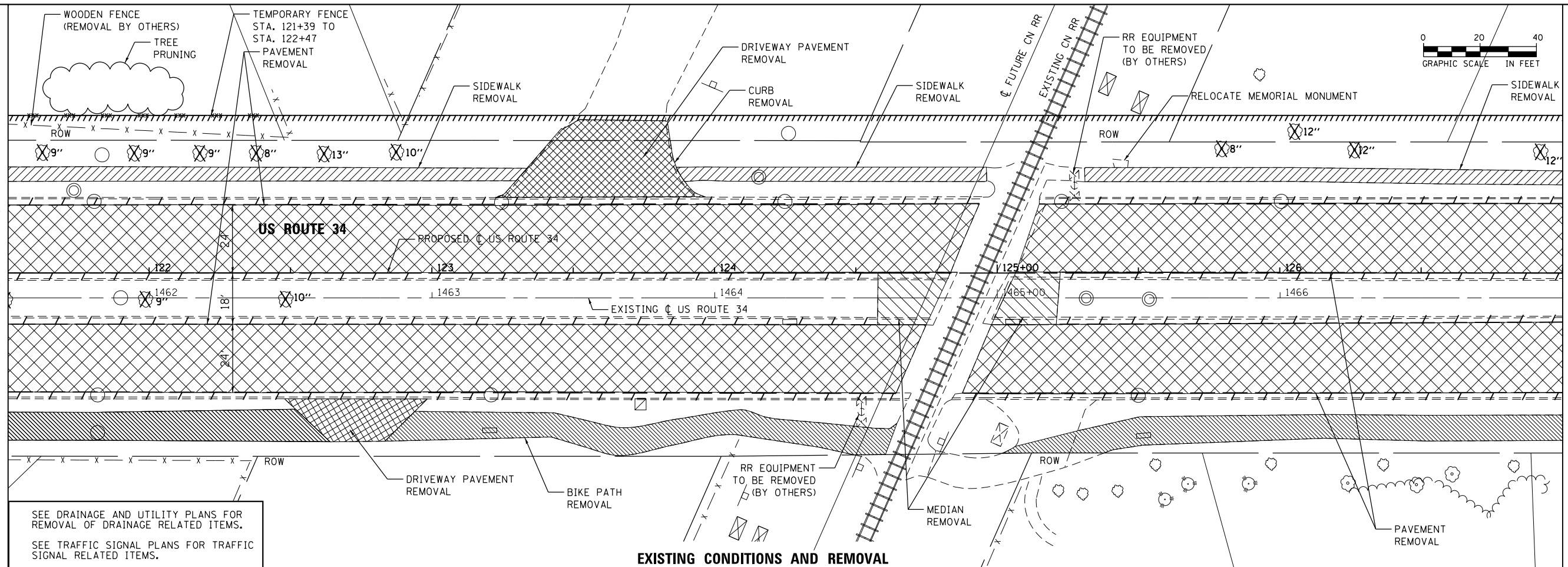
**ROADWAY PLAN
US ROUTE 34**

SCALE: 20 SHEET NO. 4 OF 8 SHEETS STA. 115+50 TO STA. 121+50

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 49 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

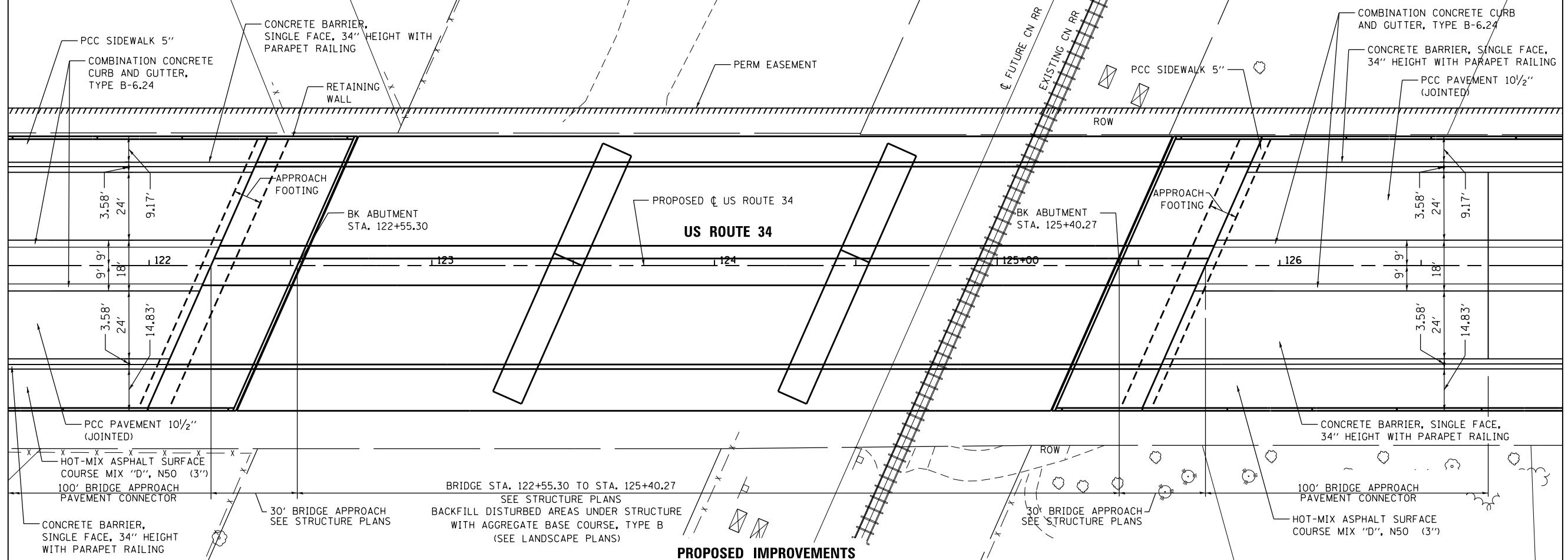
MATCH LINE STA. 121+50

MATCH LINE STA. 127+00



MATCH LINE STA. 121+50

MATCH LINE STA. 127+00



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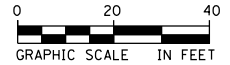
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| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 40.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
US ROUTE 34**

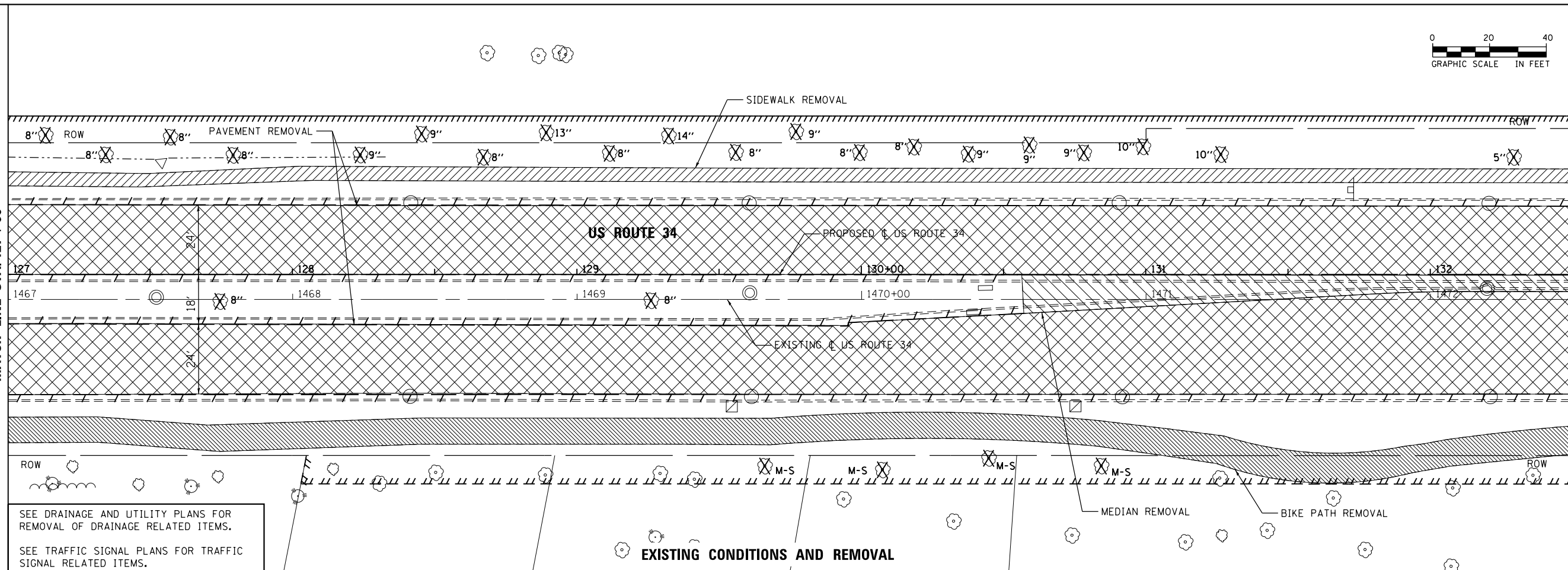
SCALE: 20 SHEET NO. 5 OF 8 SHEETS STA. 121+50 TO STA. 127+00

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 50 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



MATCH LINE STA. 127+00

MATCH LINE STA. 132+50

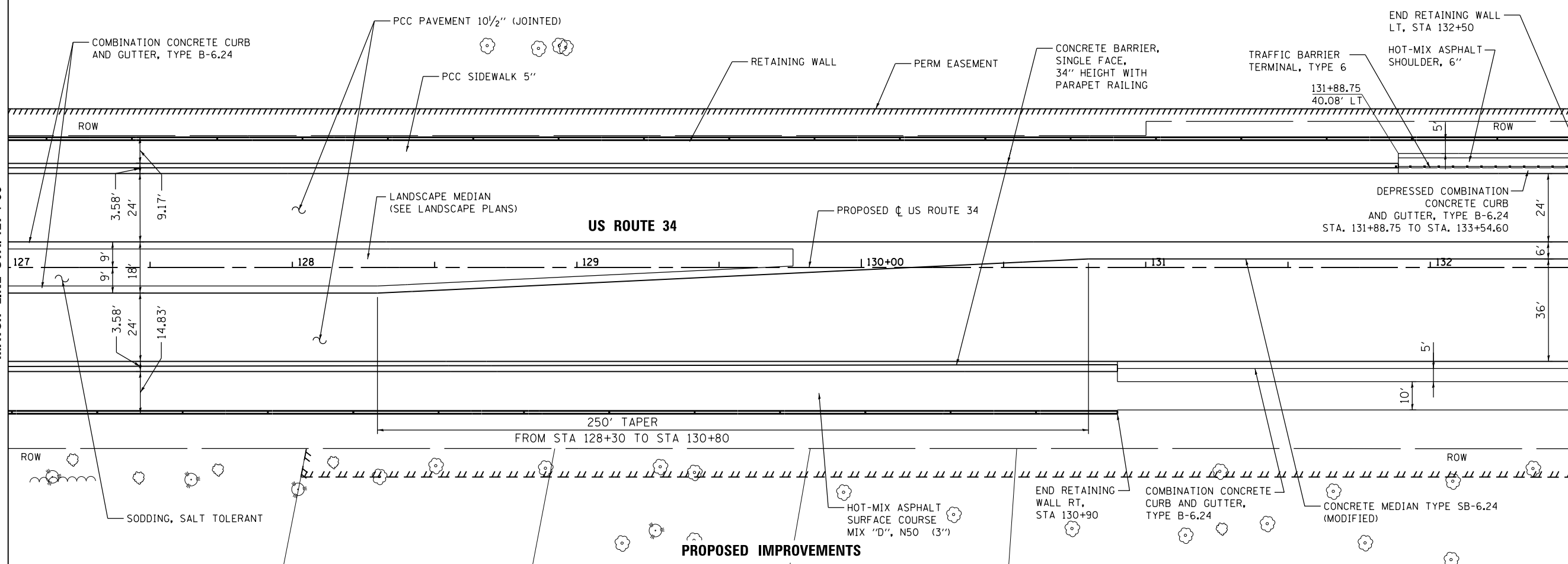


SEE DRAINAGE AND UTILITY PLANS FOR REMOVAL OF DRAINAGE RELATED ITEMS.
SEE TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL RELATED ITEMS.

EXISTING CONDITIONS AND REMOVAL

MATCH LINE STA. 127+00

MATCH LINE STA. 132+50



PROPOSED IMPROVEMENTS



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 40.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

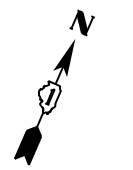
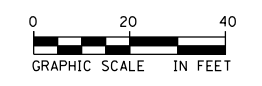
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
US ROUTE 34**

SCALE: 20 SHEET NO. 6 OF 8 SHEETS STA. 127+00 TO STA. 132+50

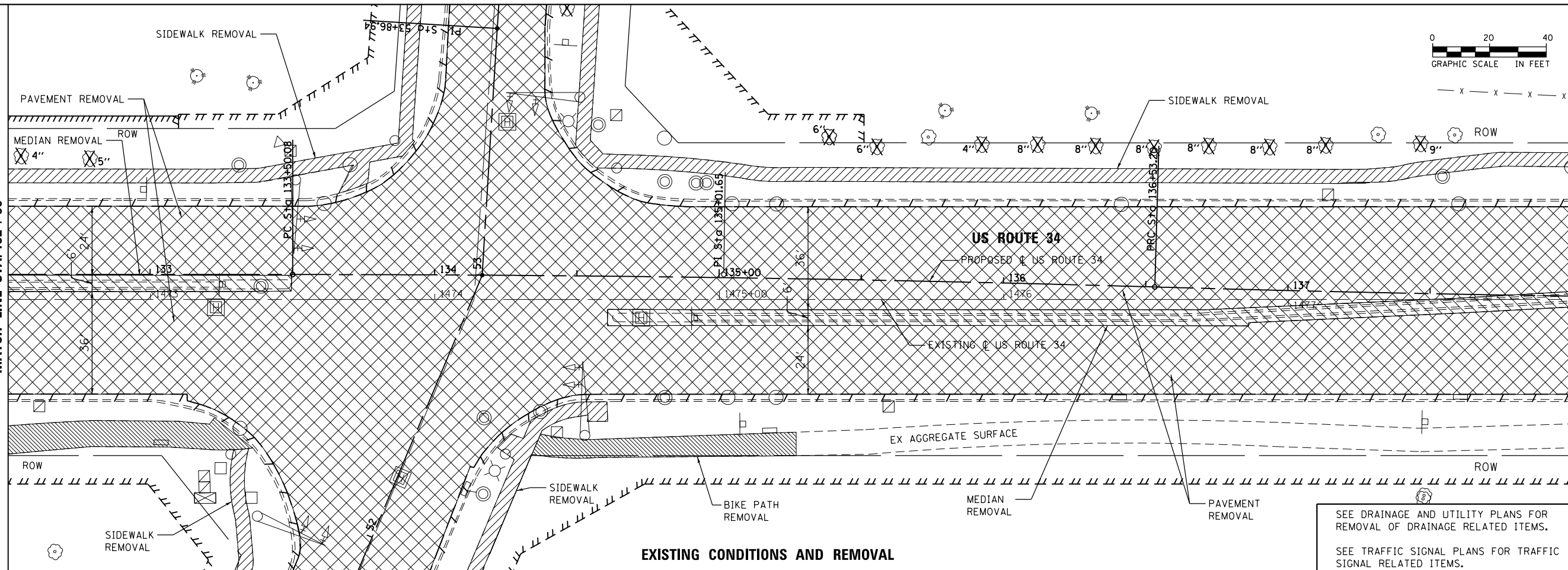
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 51 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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MATCH LINE STA. 132+50

MATCH LINE STA. 138+00

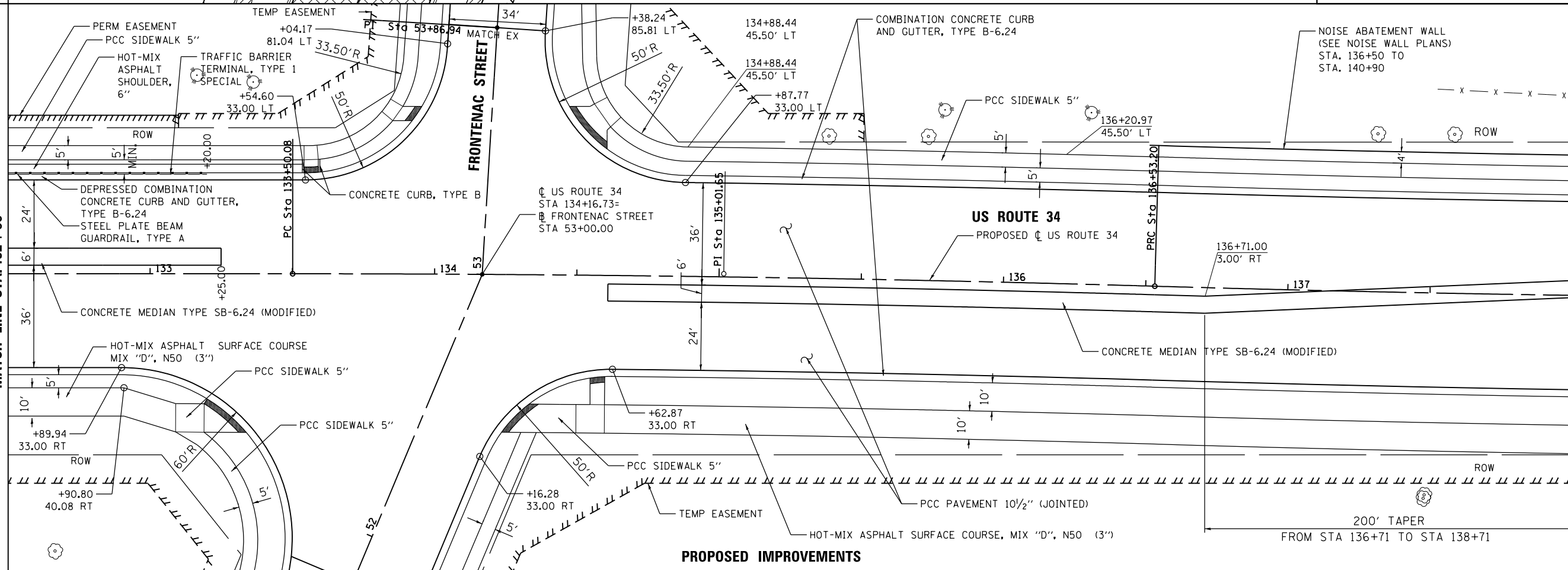


EXISTING CONDITIONS AND REMOVAL

SEE DRAINAGE AND UTILITY PLANS FOR REMOVAL OF DRAINAGE RELATED ITEMS.
SEE TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL RELATED ITEMS.

MATCH LINE STA. 132+50

MATCH LINE STA. 138+00



PROPOSED IMPROVEMENTS

200' TAPER
FROM STA 136+71 TO STA 138+71



| | | |
|-------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISOR - | REVISOR - |
| CHECKED - SPF | REVISOR - | REVISOR - |
| DATE - 02/28/2014 | DATE - 02/28/2014 | DATE - |

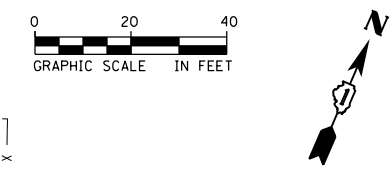
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
US ROUTE 34**

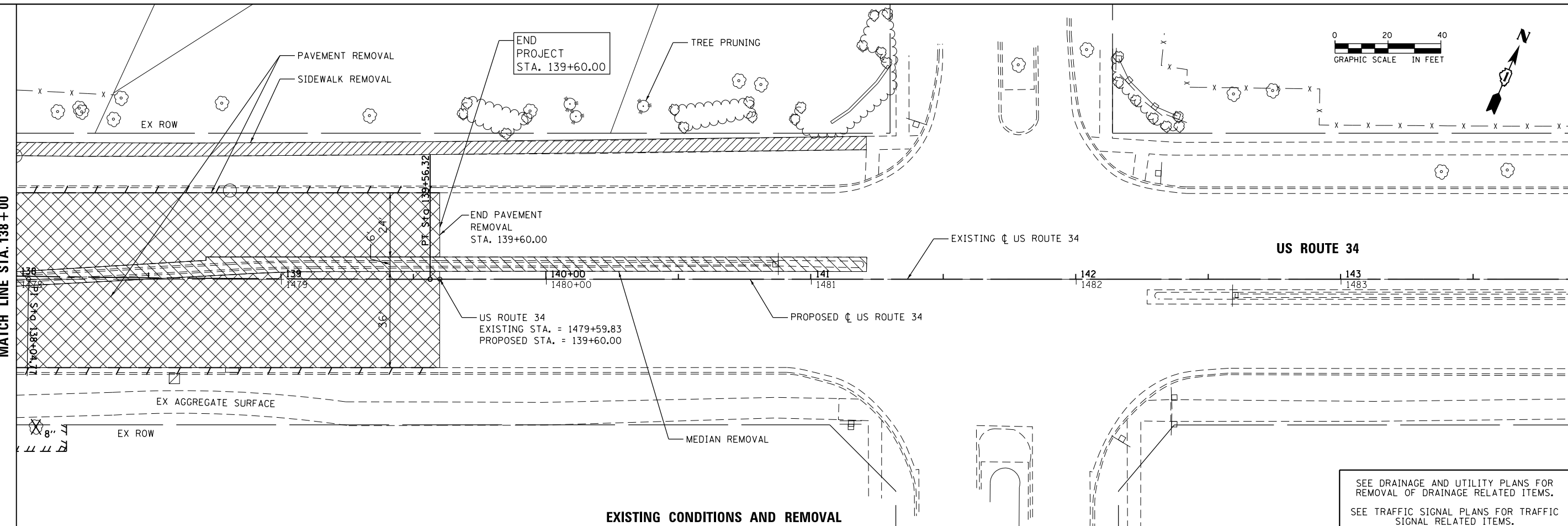
SCALE: 20 SHEET NO. 7 OF 8 SHEETS STA. 132+50 TO STA. 138+00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 52 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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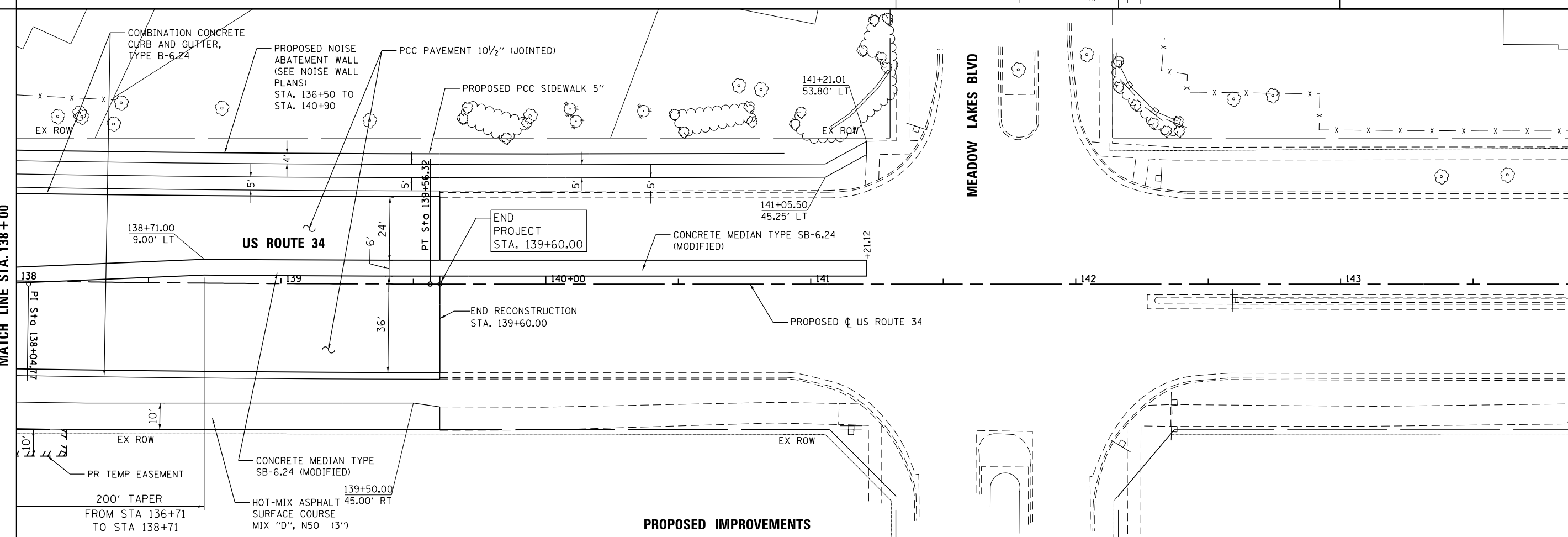
MATCH LINE STA. 138+00



EXISTING CONDITIONS AND REMOVAL

SEE DRAINAGE AND UTILITY PLANS FOR REMOVAL OF DRAINAGE RELATED ITEMS.
SEE TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL RELATED ITEMS.

MATCH LINE STA. 138+00



PROPOSED IMPROVEMENTS

**ROADWAY PLAN
US ROUTE 34**

SCALE: 20 SHEET NO. 8 OF 8 SHEETS STA. 138+00 TO STA. 143+90



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

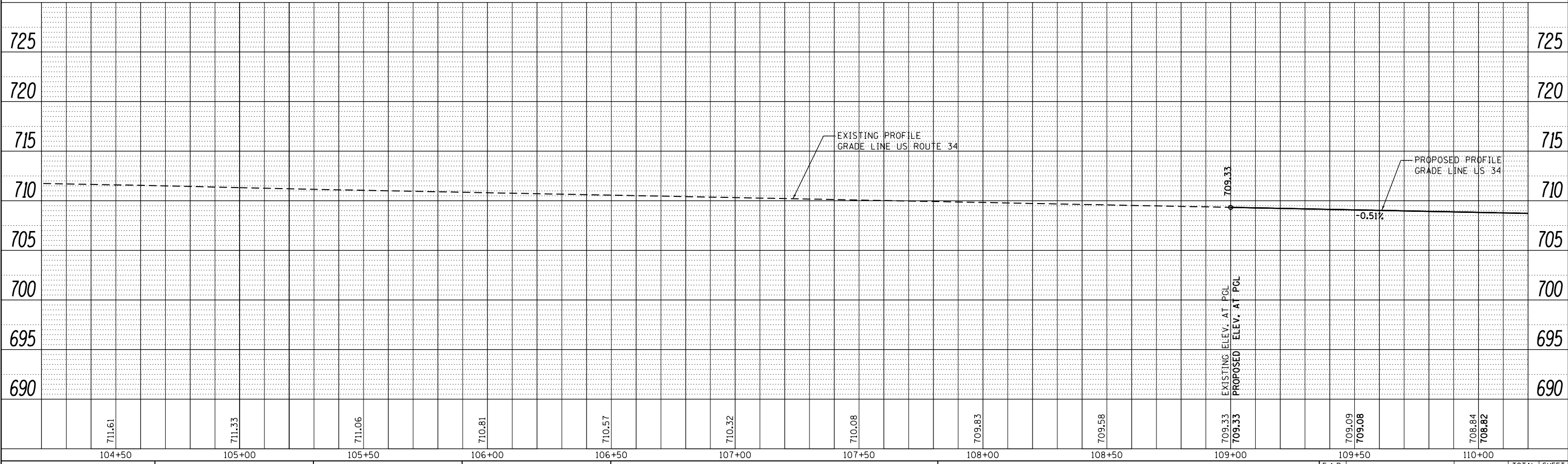
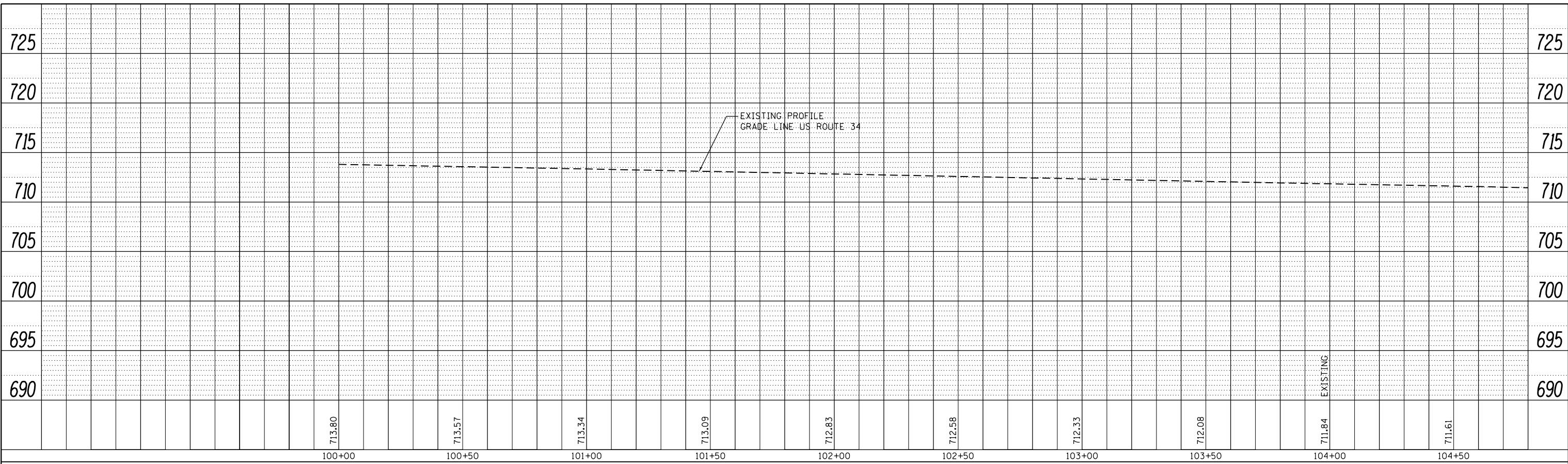
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| F.A.P. RTE. 311 | SECTION 652-A | COUNTY DUPAGE | TOTAL SHEETS 383 | SHEET NO. 53 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | NOTE BOOK | |
| | NO. | |
| | CARD FILE NAME | |

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| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES CHECKED | |
| | STRUCTURE | |
| | NO. | |

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| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

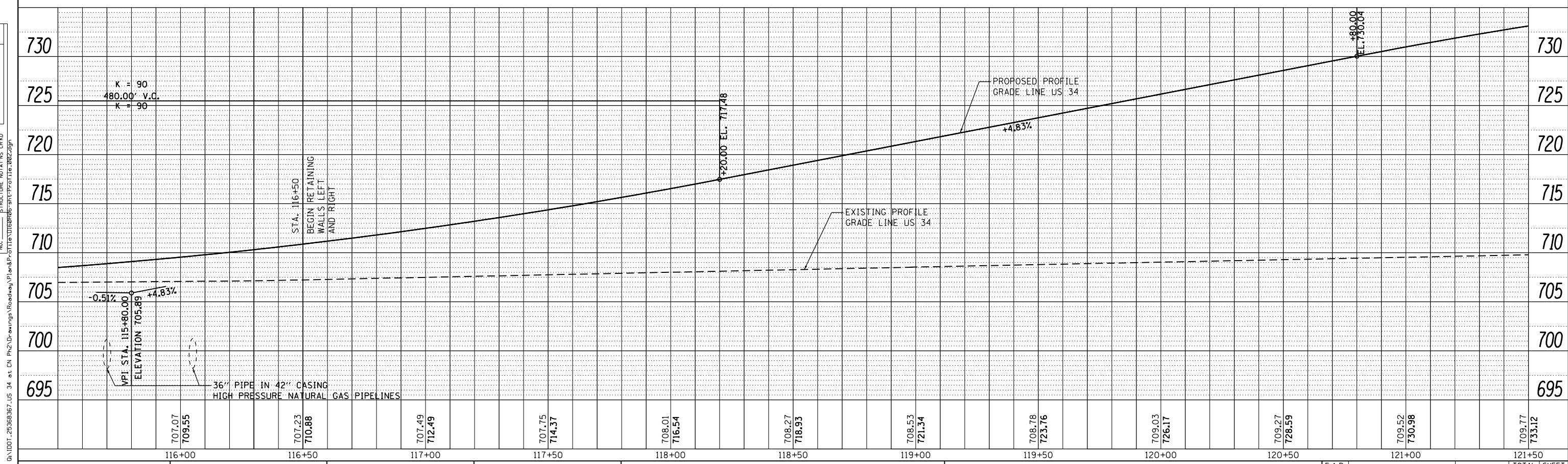
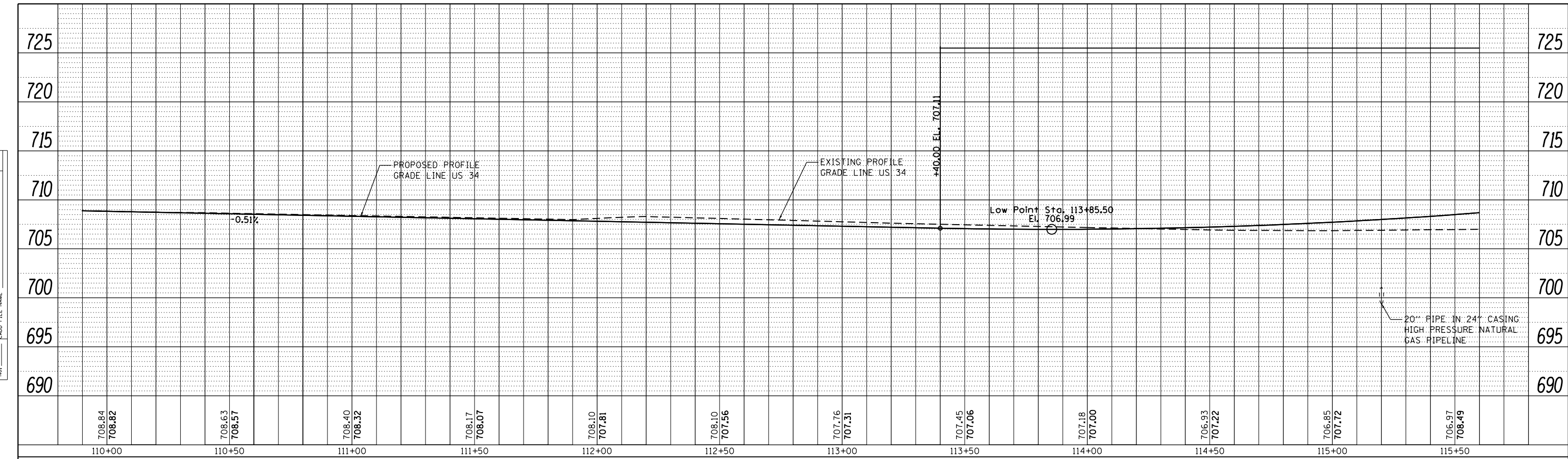
**ROADWAY PROFILE
US ROUTE 34**

SCALE: 20 SHEET NO. 1 OF 5 SHEETS STA. 100+00 TO STA. 110+00

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 54 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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| PLAN | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOT AT THIS CHKD | | |
| | NO. _____ | | |
| | NOTE BOOK _____ | | |
| | CARD FILE NAME _____ | | |

| | | | |
|---------|----------------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOT AT THIS CHKD | | |
| | NO. _____ | | |
| | NOTE BOOK _____ | | |
| | CARD FILE NAME _____ | | |



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|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 48.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PROFILE
US ROUTE 34**

SCALE: 20 SHEET NO. 2 OF 5 SHEETS STA. 110+00 TO STA. 121+50

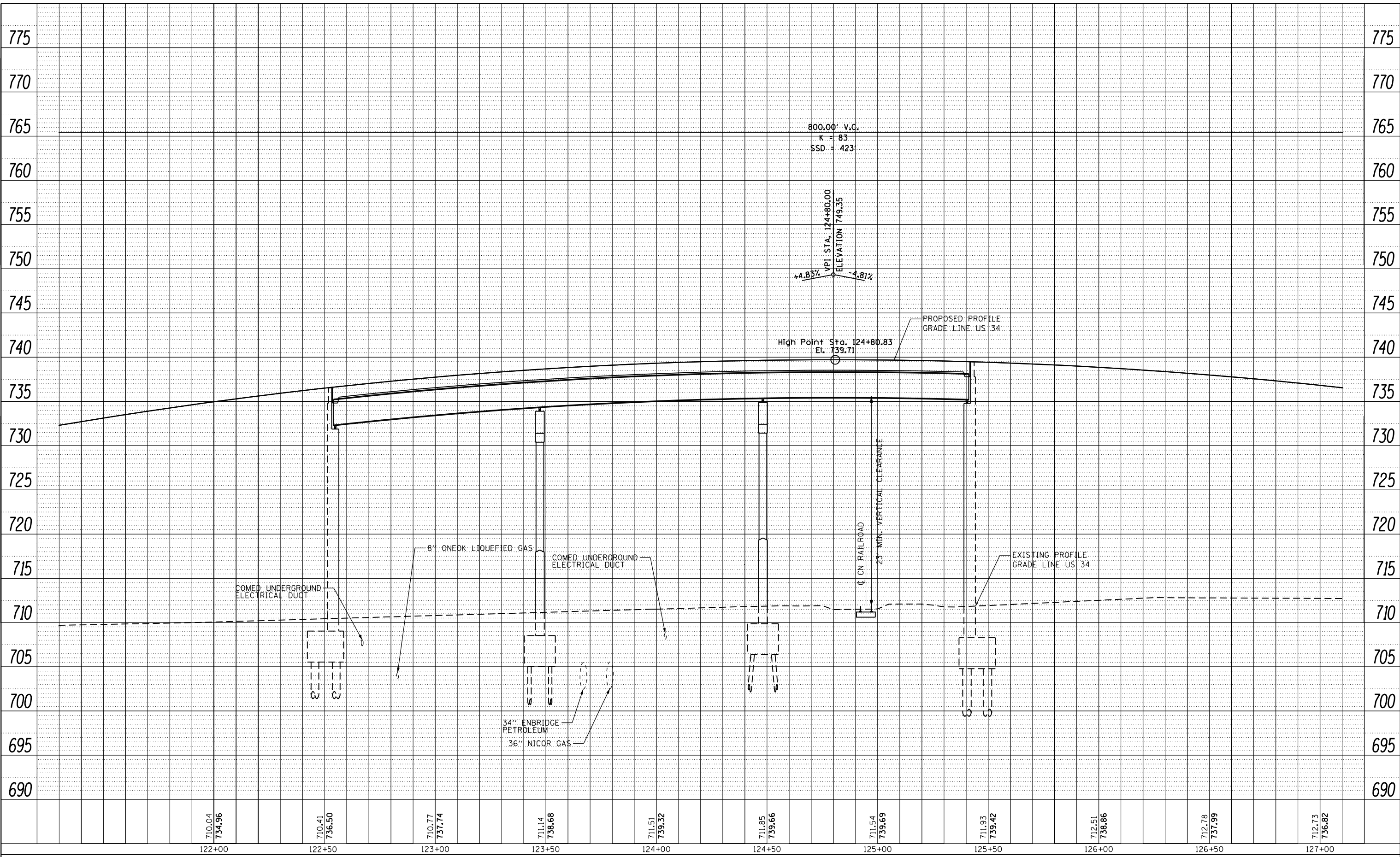
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 55 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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|------|------------------------------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES CHECKED | |
| | STRUCTURE NOT AT THIS OFFICE | |
| | NO. _____ | |
| | CADD FILE NAME | |

| | | |
|---------|------------------------------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES CHECKED | |
| | STRUCTURE NOT AT THIS OFFICE | |
| | NO. _____ | |
| | CADD FILE NAME | |

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|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

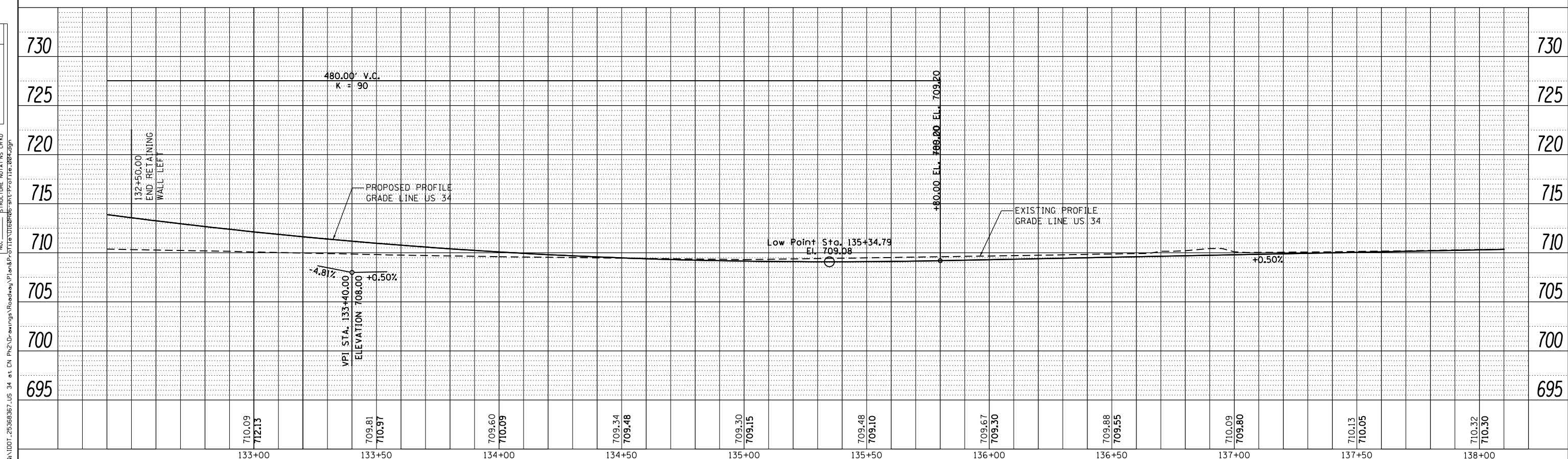
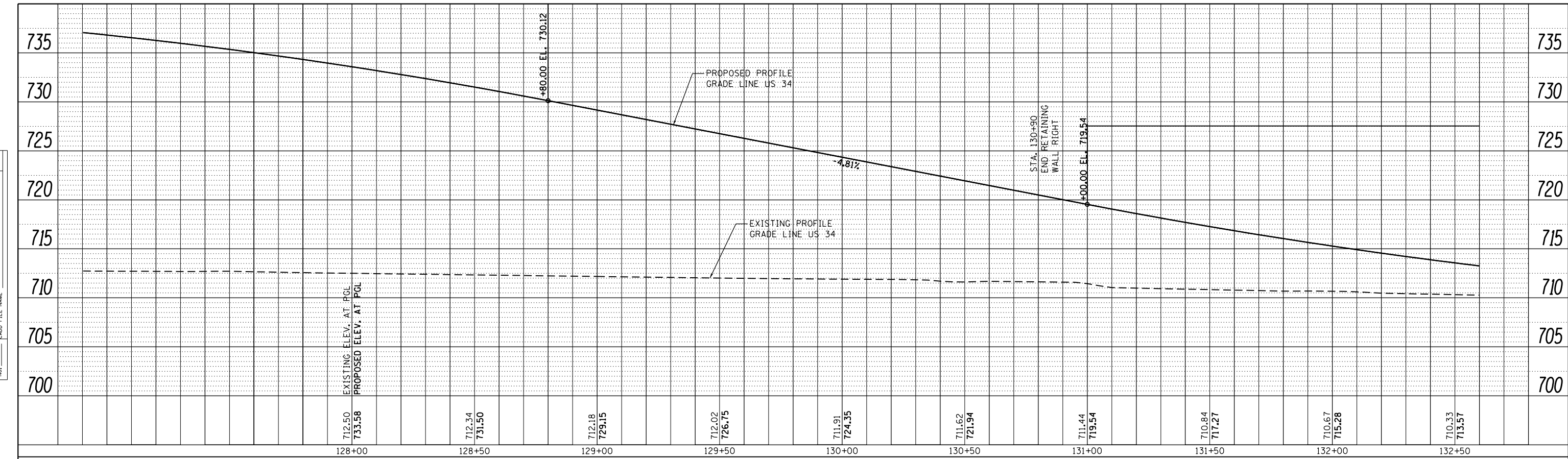
ROADWAY PROFILE
US ROUTE 34

SCALE: 20 SHEET NO. 3 OF 5 SHEETS STA. 121+50 TO STA. 127+00

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 56 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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|------|----------------|----|------|
| PLAN | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | NOTE BOOK | | |
| | NO. | | |
| | CARD FILE NAME | | |

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|---------|----------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | GRADES CHECKED | | |
| | STRUCTURE | | |
| | NO. | | |
| | FILE NAME | | |



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|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PROFILE
US ROUTE 34**

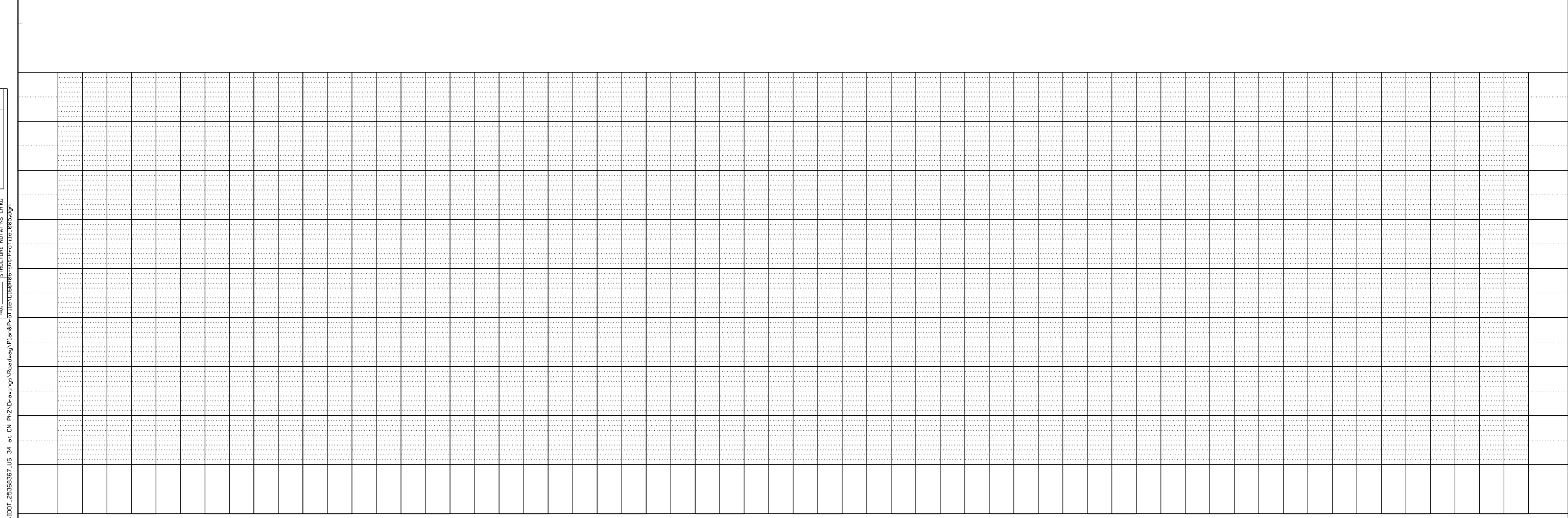
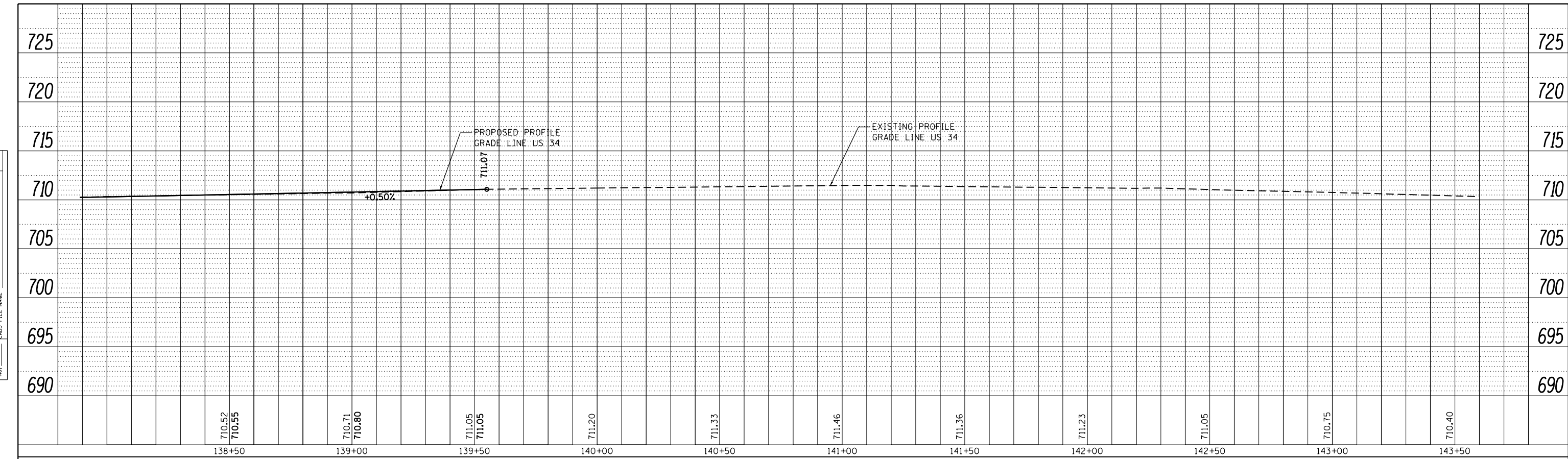
SCALE: 20 SHEET NO. 4 OF 5 SHEETS STA. 127+00 TO STA. 138+00

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 57 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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|------|-----------------------------|----|------|
| PLAN | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOT AT THIS CROSS | | |
| | NO. _____ | | |
| | CARD FILE NAME | | |

| | | | |
|---------|-----------------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOT AT THIS CROSS | | |
| | NO. _____ | | |
| | CARD FILE NAME | | |



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

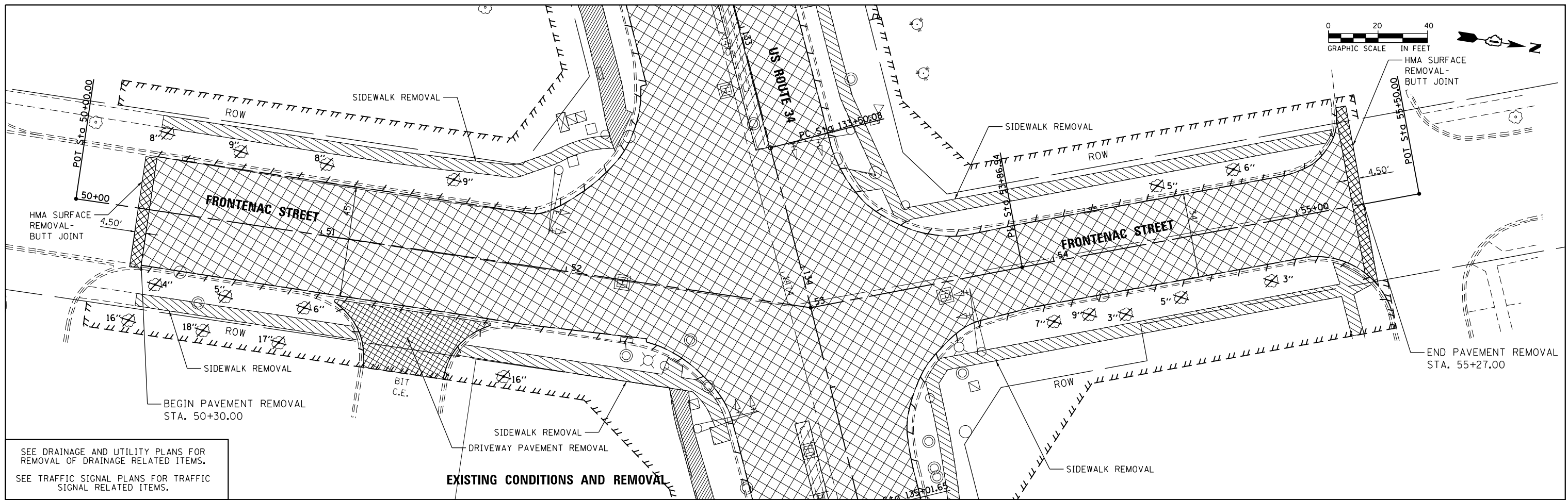
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PROFILE
US ROUTE 34**

SCALE: 20 SHEET NO. 5 OF 5 SHEETS STA. 138+00 TO STA. 143+00

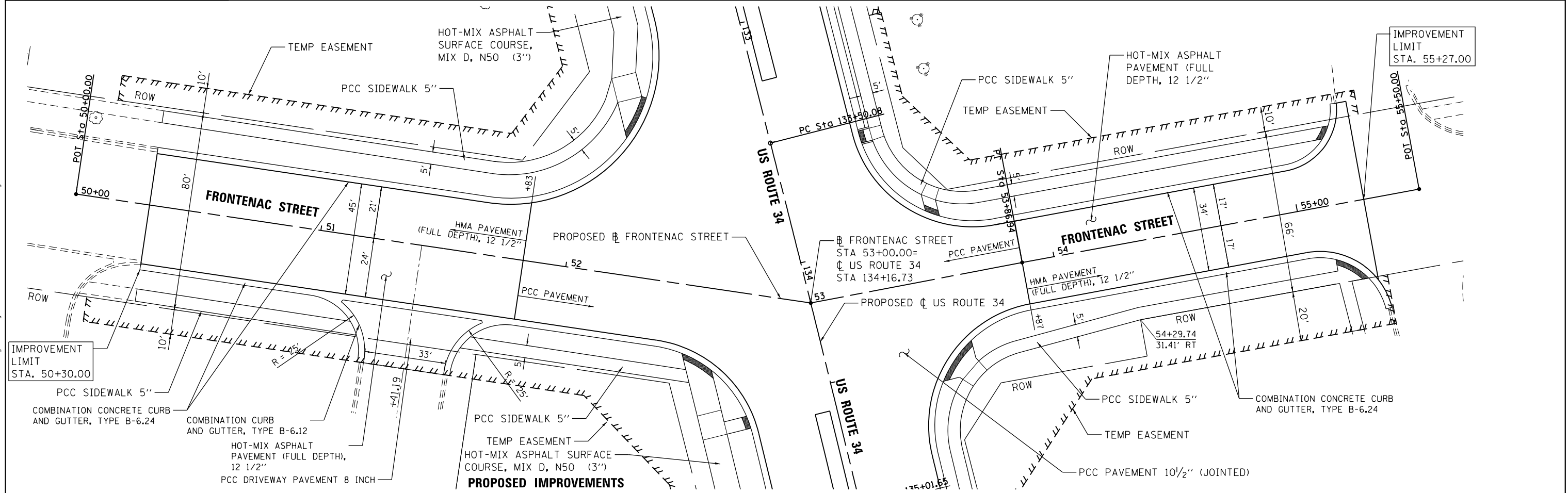
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|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 58 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = Q:\DOT_25368367_US_34.ctb; CN P:\2\Drawings\Roadway\Plan&Profile\1005.dgn



SEE DRAINAGE AND UTILITY PLANS FOR REMOVAL OF DRAINAGE RELATED ITEMS.
SEE TRAFFIC SIGNAL PLANS FOR TRAFFIC SIGNAL RELATED ITEMS.

EXISTING CONDITIONS AND REMOVAL



PROPOSED IMPROVEMENTS



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 48.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
FRONTENAC STREET
SCALE: 20 SHEET NO. 1 OF 1 SHEETS STA. 50+00 TO STA. 55+50

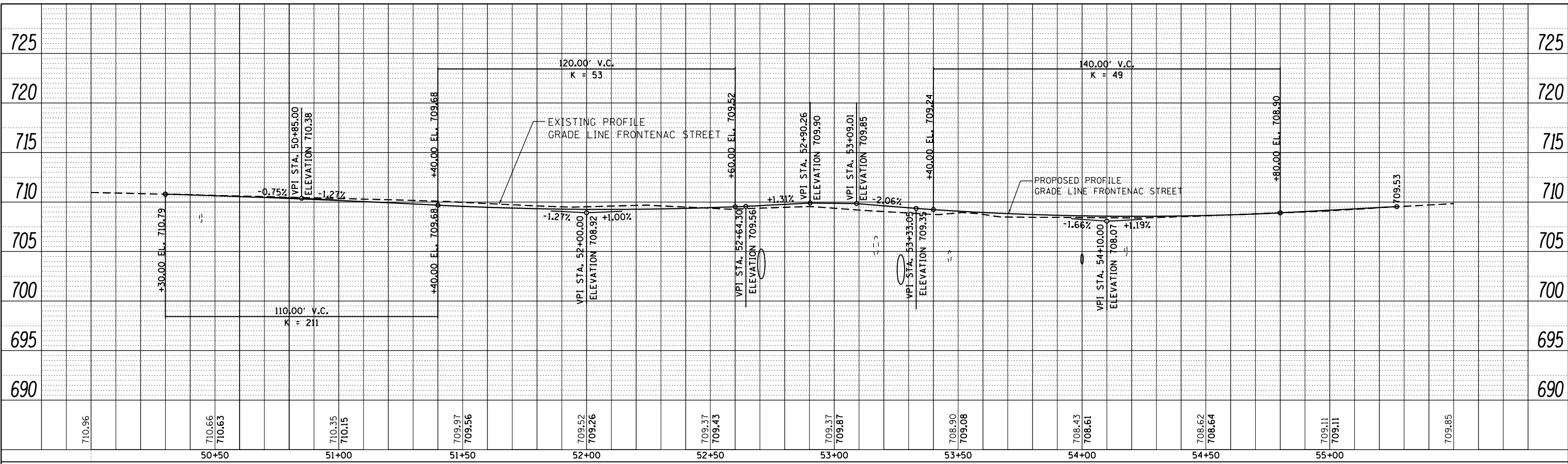
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 59 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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| PLAN | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOT AT THIS CHKD | | |
| | NO. | | |
| | CARD FILE NAME | | |

| | | | |
|---------|----------------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE NOT AT THIS CHKD | | |
| | NO. | | |
| | CARD FILE NAME | | |

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| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 40.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PROFILE
FRONTENAC STREET**

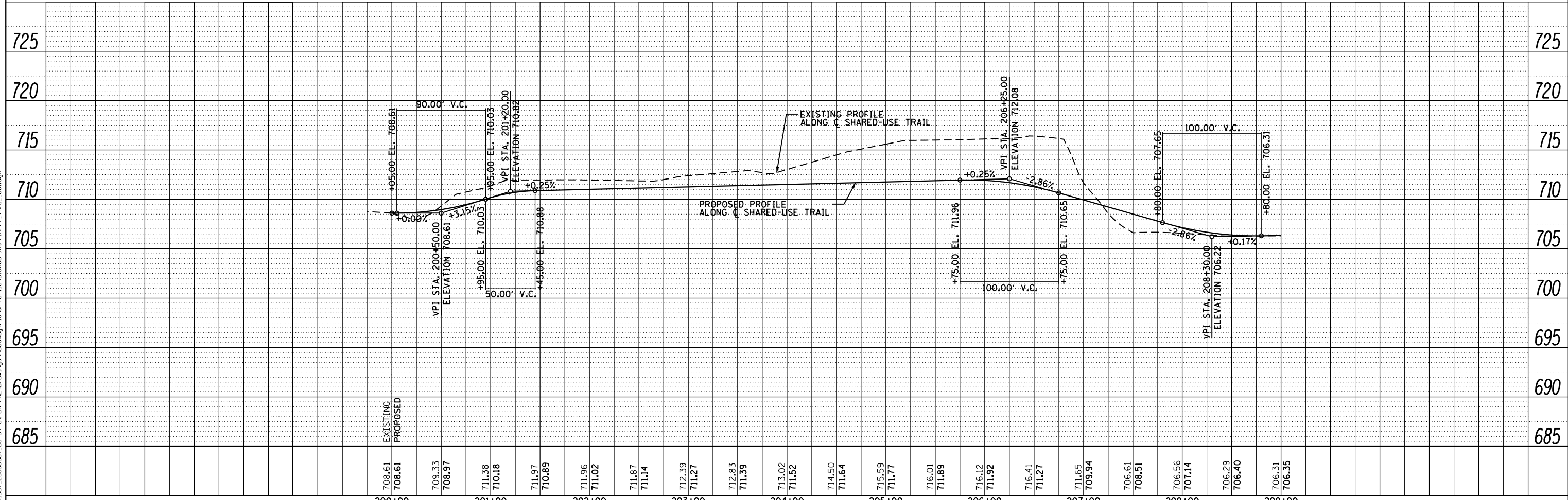
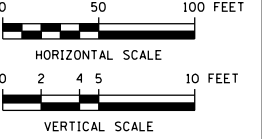
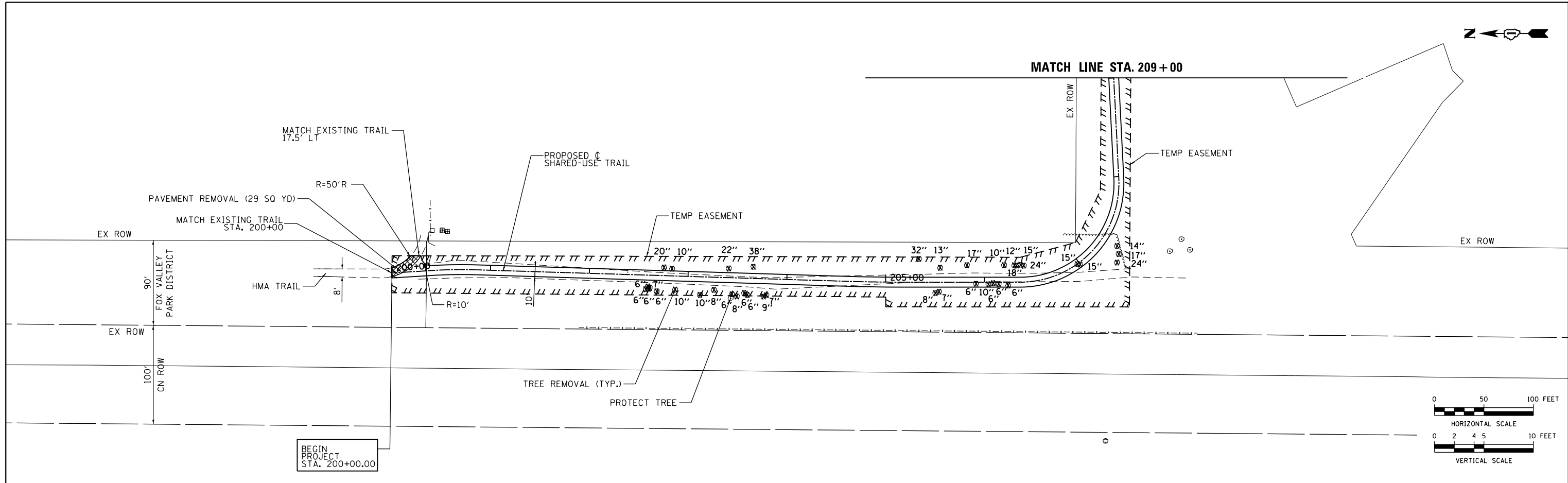
SCALE: 20 SHEET NO. 1 OF 1 SHEETS STA. 138+00 TO STA. 143+00

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 60 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

| | | | |
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| PLAN | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | NOTE BOOK | | |
| | NO. | | |
| | CADD FILE NAME | | |

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|---------|--------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | PLOTTED | | |
| | GRADES CHECKED | | |
| | STRUCTURE | | |
| | NOT AT THIS OFFICE | | |
| | NO. | | |
| | CADD FILE NAME | | |

FILE NAME: 0A:\1001_25368667_US_34.ctb CN P:\2\Drawings\Roadway\Plan&Profile\11a\016886-shr-P11P-F-TRAIL-001.dgn



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHARED-USE TRAIL PLAN & PROFILE

SCALE: 50 SHEET NO. 1 OF 2 SHEETS STA. 200+00 TO STA. 209+00

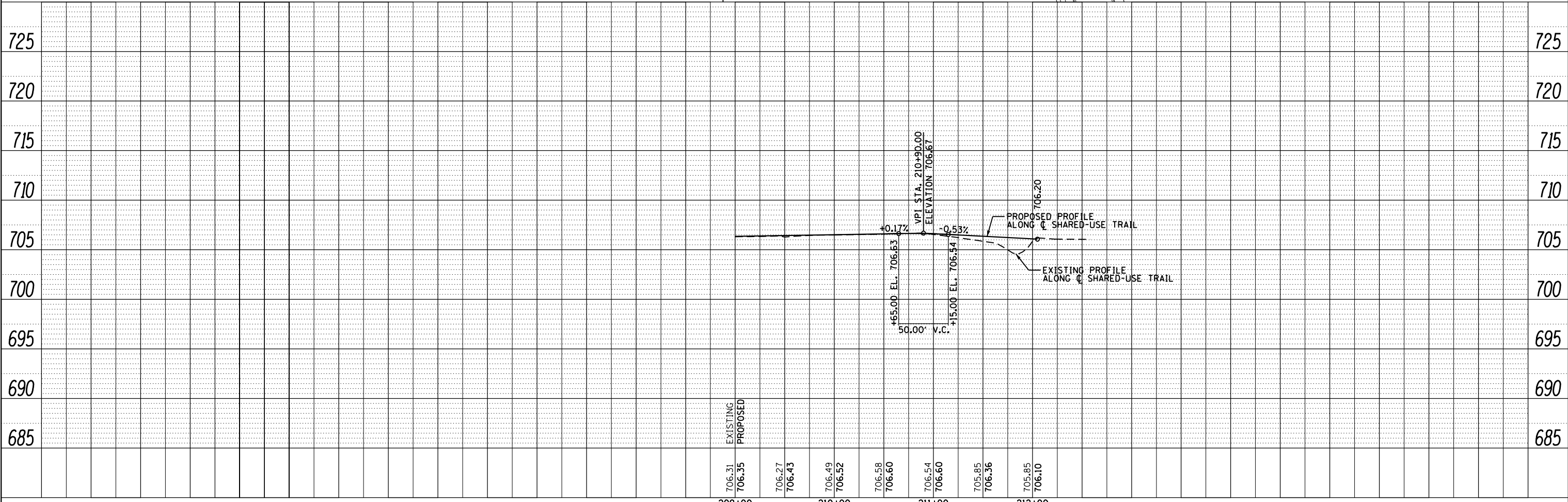
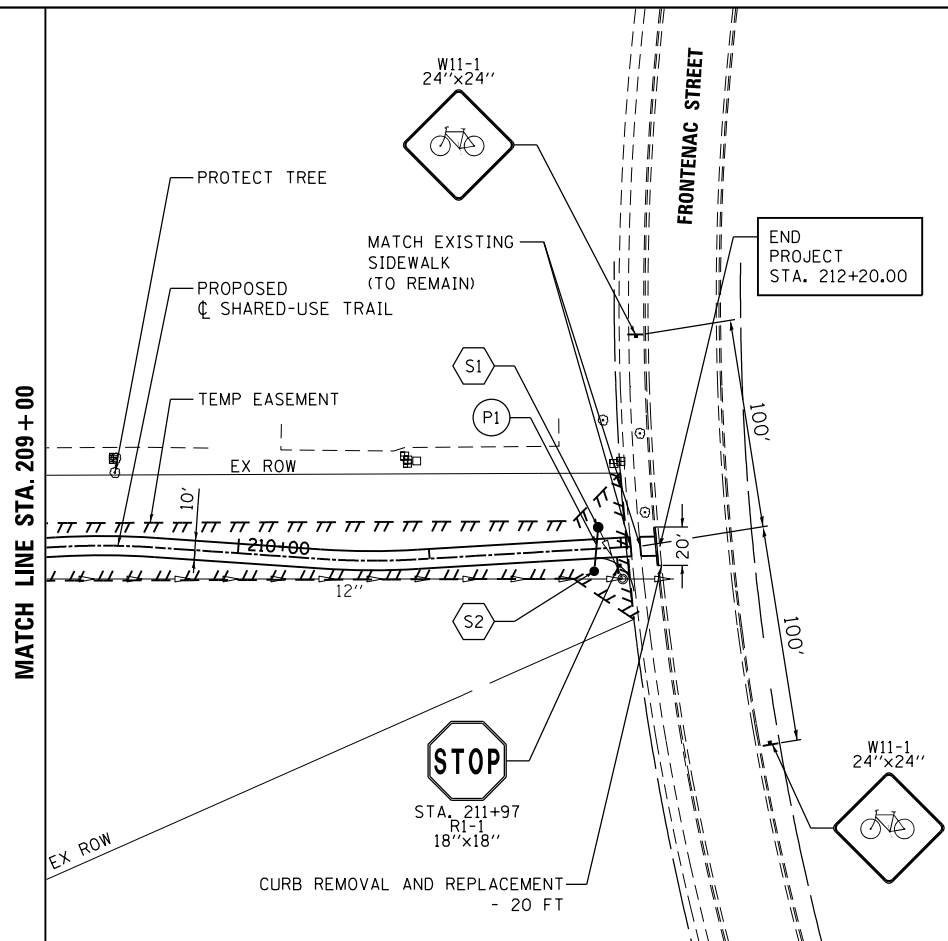
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|---------------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DuPAGE | 383 | 61 |
| CONTRACT NO. 60R06 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

| | | |
|------|----------------------------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES CHECKED | |
| | STRUCTURE NOT AT THIS CHKO | |
| | NO. _____ | |
| | DATE _____ | |

| | | |
|---------|----------------------------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES CHECKED | |
| | STRUCTURE NOT AT THIS CHKO | |
| | NO. _____ | |
| | DATE _____ | |

FILE NAME: D:\1001_25368667_US_34.ctb CN P:\2\Drawings\Roadway\Plan&Profile\11a\016R06-shr-P1n-P1n-TRAIL_002.dgn

- (S1) CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE
STA. 211+89.00, 11.1 LT
RIM EL.= 703.84
S INVERT EL.= 702.17
(EXISTING) SE INVERT EL.= 702.17
- (S2) CATCH BASINS, TYPE C, TYPE 8 GRATE
STA. 211+85.00, 12.5 RT
RIM EL.= 705.68
N INVERT EL.= 702.64
- (P1) STORM SEWER, CLASS A, TYPE 12" - 23' AT 2%
(S1 TO S2)



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHARED-USE TRAIL PLAN & PROFILE

SCALE: 50 SHEET NO. 2 OF 2 SHEETS STA. 209+00 TO STA. 212+05

| | | | | |
|--------------------|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DuPAGE | 383 | 62 |
| CONTRACT NO. 60R06 | | | | |

ILLINOIS FED. AID PROJECT

TEMPORARY PIPES

| PIPE NO. | STR. NO. FROM | STR. NO. TO | DESCRIPTION | IN DIA. | FT LEN | SLOPE | CU YD TBF |
|----------|---------------|-------------|----------------|---------|--------|-------|-----------|
| T20 | T01 | T02 | SS, CL A, TY 2 | 12 | 137.0 | 0.57% | 41.0 |
| T21 | T02 | T03 | SS, CL A, TY 2 | 12 | 129.0 | 0.55% | 41.3 |
| T22 | T03 | T04 | SS, CL A, TY 2 | 12 | 137.0 | 0.56% | 49.6 |
| T23 | T04 | T05 | SS, CL A, TY 2 | 12 | 142.0 | 0.47% | 51.4 |
| T24 | T05 | T06 | SS, CL A, TY 2 | 12 | 86.0 | 0.42% | 16.7 |
| T25 | T01 | EX | SS, CL A, TY 2 | 12 | 3.0 | 0.50% | 1.0 |
| T26 | T02 | EX | SS, CL A, TY 2 | 12 | 3.0 | 0.50% | 1.0 |
| T27 | T03 | EX | SS, CL A, TY 2 | 12 | 3.0 | 0.50% | 1.0 |
| T28 | T04 | EX | SS, CL A, TY 2 | 12 | 3.0 | 0.50% | 1.0 |
| T29 | T05 | EX | SS, CL A, TY 2 | 12 | 3.0 | 0.50% | 1.0 |
| T30 | T06 | EX | SS, CL A, TY 2 | 12 | 70.0 | 0.50% | 9.3 |
| T70 | T50 | T51 | SS, CL A, TY 2 | 12 | 198.0 | 0.44% | 26.1 |
| T71 | T51 | T52 | SS, CL A, TY 2 | 12 | 88.0 | 0.45% | 11.6 |
| T72 | T52 | T53 | SS, CL A, TY 2 | 12 | 117.0 | 0.44% | 15.4 |
| T73 | T53 | T54 | SS, CL A, TY 2 | 12 | 128.0 | 0.44% | 16.9 |
| T74 | T54 | T55 | SS, CL A, TY 2 | 12 | 126.0 | 0.44% | 16.6 |
| T75 | T55 | T56 | SS, CL A, TY 2 | 12 | 108.0 | 0.47% | 14.3 |
| T76 | T56 | EX | SS, CL A, TY 2 | 12 | 46.0 | 1.35% | 6.1 |

PAID FOR AS TEMPORARY STORM SEWER, CLASS A, TYPE 2, 12"

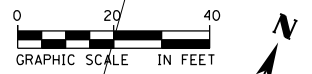
TEMPORARY STRUCTURES

| STR. NO. | STA. | OFFSET | MH* | TC=2' TA=4' CB | INL | OTHER | FRAME AND GRATE | N | S | E | W | RIM ELEV. |
|----------|----------|--------|-----|----------------------|-----|-------|-----------------|--------|---|--------|--------|-----------|
| T01 | 123+21.0 | 50.0 | RT | 4 | | | T-1-OL | | | | 703.77 | 709.91 |
| T02 | 121+82.0 | 50.0 | RT | 4 | | | T-1-OL | | | 702.99 | 702.97 | 708.73 |
| T03 | 120+50.0 | 50.0 | RT | 4 | | | T-1-OL | | | 702.26 | 702.24 | 708.77 |
| T04 | 119+10.0 | 50.0 | RT | 4 | | | T-1-OL | | | 701.47 | 701.45 | 708.32 |
| T05 | 117+65.0 | 50.0 | RT | 4 | | | T-1-OL | | | 700.78 | 700.77 | 707.30 |
| T06 | 116+75.9 | 50.0 | RT | 4 | | | T-1-OL | 700.28 | | 700.41 | | 704.11 |
| T50 | 125+50.0 | 45.0 | RT | 4 | | | T-1-OL | | | 708.68 | | 711.68 |
| T51 | 127+50.0 | 45.0 | RT | 4 | | | T-1-OL | | | 707.79 | 707.81 | 711.99 |
| T52 | 128+41.4 | 46.5 | RT | 4 | | | T-1-OL | | | 707.39 | 707.39 | 711.56 |
| T53 | 129+61.4 | 49.0 | RT | 4 | | | T-1-OL | | | 706.86 | 706.88 | 710.93 |
| T54 | 130+91.8 | 49.0 | RT | 4 | | | T-1-OL | | | 706.29 | 706.30 | 710.34 |
| T55 | 132+21.4 | 49.0 | RT | 4 | | | T-1-OL | | | 705.71 | 705.73 | 709.79 |
| T56 | 133+31.6 | 54.1 | RT | 4 | | | T-1-OL | 705.20 | | | 705.20 | 709.39 |

• PAID FOR AS TEMPORARY MANHOLE

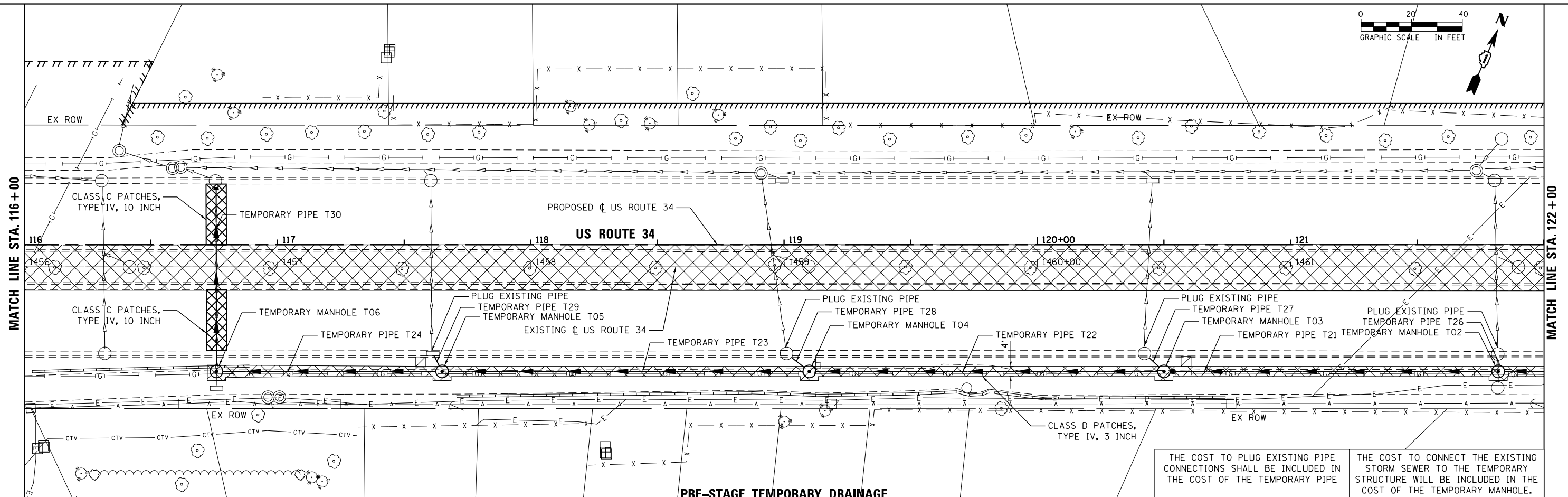
FILE NAME = Q:\DOT_25368367_US_34.ctb\Drawings\Roadway\Drainage\Utility\1616106-TempSchedule.dgn

| | | | | | | | | | | | | |
|------------|------------------------------|-------------------|-----------|---|------------------------------------|--|--|--------------------|-------------------------|--------|--------------|-----------------------|
| URS | USER NAME = URS | DESIGNED - MB | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY DRAINAGE SCHEDULE | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | DRAWN - KJB | REVISIONS - | 311 | | | | | 652-A | | 383 | 63 | |
| | PLOT SCALE = 100.0000' / in. | CHECKED - SPF | REVISED - | | | | | CONTRACT NO. 60R06 | | | | |
| | PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - | | | | | SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. 1 |



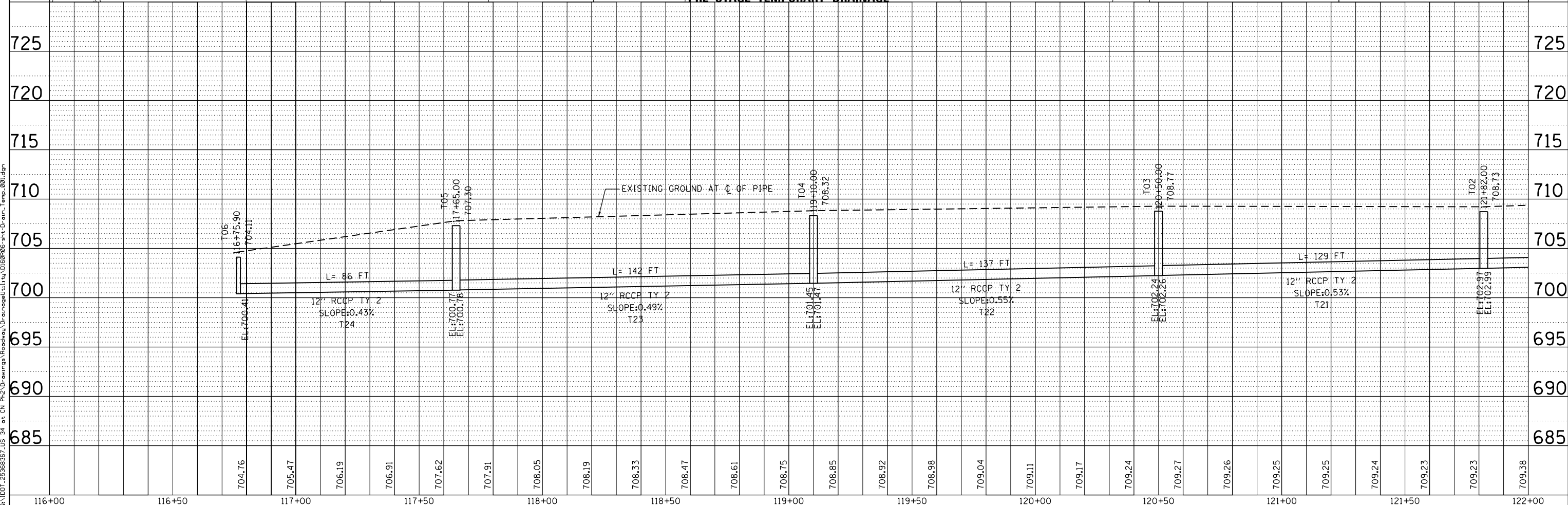
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|------|----------|----|------|
| PLAN | SURVEYED | BY | DATE |
| | NOTED | | |
| | ALIGNED | | |
| | CHECKED | | |
| | FILED | | |
| | NO. | | |
| | NO. | | |

| | | | |
|---------|--------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| | GRADES | | |
| | CHECKED | | |
| | STRUCTURE | | |
| | NOT AT THIS OFFICE | | |
| | NO. | | |
| | NO. | | |



THE COST TO PLUG EXISTING PIPE CONNECTIONS SHALL BE INCLUDED IN THE COST OF THE TEMPORARY PIPE

THE COST TO CONNECT THE EXISTING STORM SEWER TO THE TEMPORARY STRUCTURE WILL BE INCLUDED IN THE COST OF THE TEMPORARY MANHOLE.



| | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 116+00 | 116+50 | 117+00 | 117+50 | 118+00 | 118+50 | 119+00 | 119+50 | 120+00 | 120+50 | 121+00 | 121+50 | 122+00 | | | | | | | | | | | | | |
| 704.76 | 705.47 | 706.19 | 706.91 | 707.62 | 707.91 | 708.05 | 708.19 | 708.33 | 708.47 | 708.61 | 708.75 | 708.85 | 708.92 | 708.98 | 709.04 | 709.11 | 709.17 | 709.24 | 709.27 | 709.26 | 709.25 | 709.24 | 709.23 | 709.23 | 709.38 |



| | | |
|-------------------|---------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISED - | |
| CHECKED - SPF | REVISED - | |
| DATE - 02/28/2014 | REVISED - | |

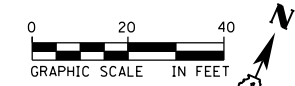
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY DRAINAGE PLAN

SCALE: 20 SHEET NO. 1 OF 3 SHEETS STA. 116+00 TO STA. 122+00

| | | | | |
|--------------------|---------|--------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DuPAGE | 383 | 64 |
| CONTRACT NO. 60R06 | | | ILLINOIS FED. AID PROJECT | |

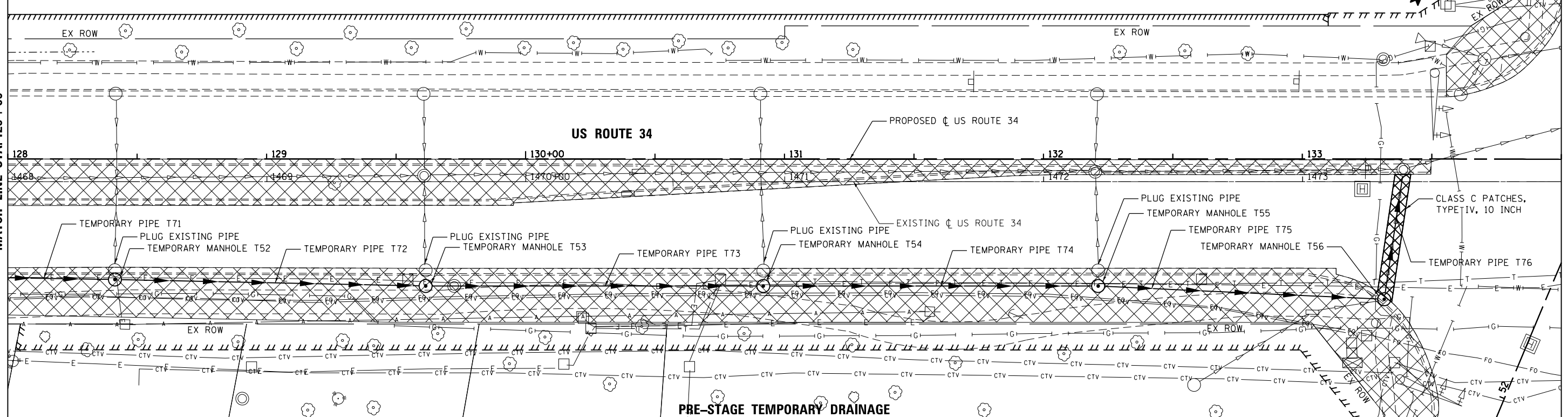
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| DATE | |
| BY | |
| PLAN | SURVEYED |
| | PLOTTED |
| | GRADES CHECKED |
| | ALIGNMENT CHECKED |
| | STRUCTURE NOT AT THIS OFFICE |
| | NO. _____ |
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| DATE | |
| BY | |
| PROFILE | SURVEYED |
| | PLOTTED |
| | GRADES CHECKED |
| | STRUCTURE NOT AT THIS OFFICE |
| | NO. _____ |
| | FILE NAME |

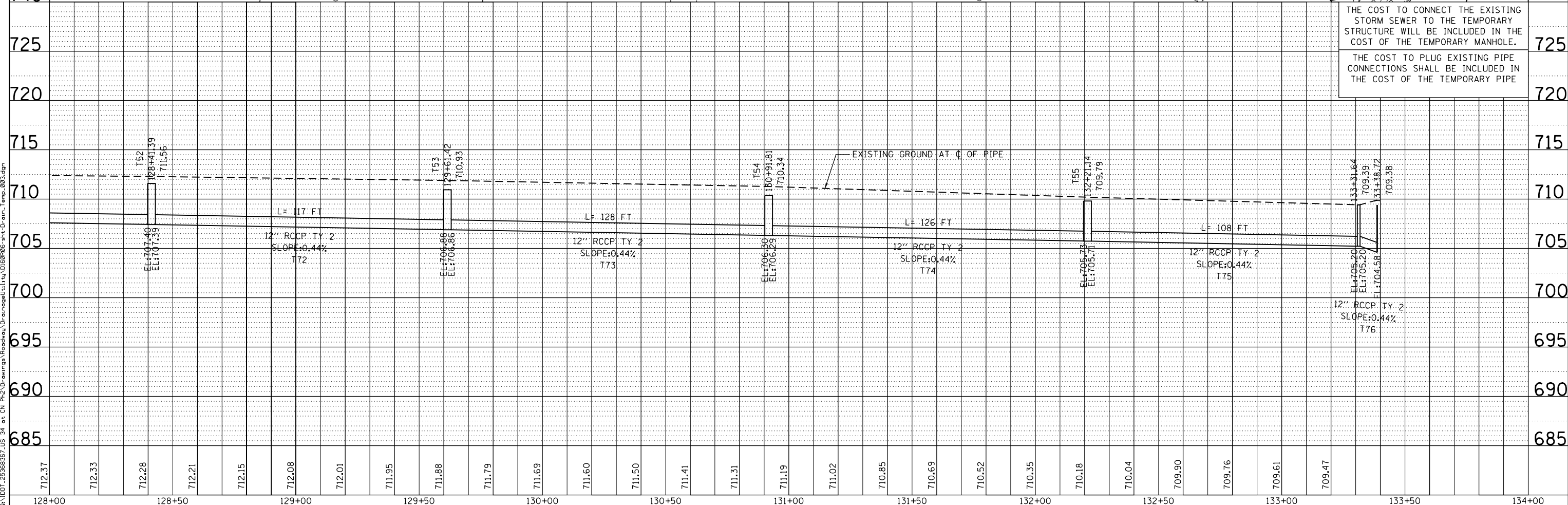
MATCH LINE STA. 128 + 00



PRE-STAGE TEMPORARY DRAINAGE

THE COST TO CONNECT THE EXISTING STORM SEWER TO THE TEMPORARY STRUCTURE WILL BE INCLUDED IN THE COST OF THE TEMPORARY MANHOLE.

THE COST TO PLUG EXISTING PIPE CONNECTIONS SHALL BE INCLUDED IN THE COST OF THE TEMPORARY PIPE



| | | | | | | | | | | | | | |
|--|-----------------------------|-------------------|-----------|---|--------------------------------|---------------------------|-------------------------|---------------|------------------|--------------------|--|--|--|
| | USER NAME = URS | DESIGNED - MB | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY DRAINAGE PLAN | F.A.P. RTE. 311 | SECTION 652-A | COUNTY DuPAGE | TOTAL SHEETS 383 | SHEET NO. 66 | | | |
| | PLOT SCALE = 40.0000' / in. | CHECKED - SPF | REVISED - | | | SCALE: 20 | SHEET NO. 3 OF 3 SHEETS | STA. 128+00 | TO STA. 134+00 | CONTRACT NO. 60R06 | | | |
| | PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | | | |
| | | | | | | | | | | | | | |

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL

THE PROPOSED IMPROVEMENTS ALONG US ROUTE 34 SHALL BE ACCOMPLISHED ACCORDING TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL AS SHOWN ON THE PLANS AND DIRECTED BY THE ENGINEER. THE CONTRACTOR MAY MODIFY THE SUGGESTED TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER, THE CN RR, AND THE ICC FOR APPROVAL.

THE CONTRACTOR MUST MAINTAIN A MINIMUM OF ONE THROUGH LANE IN EACH DIRECTION THROUGHOUT THE PROJECT AREA AT ALL TIMES.

THE CONTRACTOR SHALL MAINTAIN TWO LANES OF TRAFFIC IN EACH DIRECTION FOR THE WINTER LANE CONFIGURATION FROM DECEMBER 1 THROUGH APRIL 30.

THE CONTRACTOR MUST MAINTAIN PEDESTRIAN PASSAGE ALONG AT LEAST ONE SIDE OF THE HIGHWAY THROUGHOUT THE PROJECT AREA AT ALL TIMES.

TEMPORARY BARRIER WALL SHALL BE CONTINUOUSLY PINNED TO THE PAVEMENT ALONG THE TRAFFIC SIDE WHEREVER A DROP OFF, FIXED OBJECT, OR OTHER HAZARD EXISTS WITHIN 3.5 FEET OF THE WALL.

PRE-STAGE

1. COORDINATE UTILITIES ADJUSTED BY OTHERS BEFORE CONSTRUCTION OF PRE STAGE WORK.
2. COORDINATE RELOCATION OF GRADE CROSSING WARNING EQUIPMENT BY CN RAILROAD.
3. INSTALL AND ACTIVATE THE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF IL ROUTE 34 AND FRONTENAC STREET. THE EXISTING SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THAT THE TEMPORARY SIGNALS ARE ACTIVATED.
4. REMOVE EXISTING SIGNAL POLES AND EQUIPMENT.
5. REMOVE CONFLICTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS.
6. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES.
7. SHIFT TRAFFIC AS INDICATED
8. REMOVE EXISTING BARRIER MEDIANS, CURB AND GUTTER, SIDEWALKS, DRIVEWAYS AND TREES IN AREAS REQUIRING TEMPORARY PAVEMENT AND TEMPORARY PAVEMENT.
9. PLACE TEMPORARY DRAINAGE STRUCTURES AND TEMPORARY STORM SEWER.
10. PLACE TEMPORARY PAVEMENT AT LOCATIONS SHOWN ON THE PLANS.
11. ESTABLISH A WORK ZONE SPEED LIMIT OF 45 MPH PER STANDARD 701422. SIGNAGE SHALL BE PLACED BASED ON THE CONFIGURATION OF TRAFFIC, (LANE CLOSURES, SHIFTS, LANE WIDTH REDUCTIONS) AS DIRECTED BY THE ENGINEER FOR PERMANENT LANE CLOSURES.
12. INSTALL TEMPORARY BARRIER WALL WHERE NEEDED TO AVOID VIOLATING DROP OFF POLICY IN FUTURE STAGES.

STAGE 1

1. PLACE TEMPORARY PAVEMENT MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING AND TEMPORARY TRAFFIC SIGNALS.
2. CN RAILROAD TO MODIFY AND RELOCATE GRADE CROSSING WARNING EQUIPMENT.
3. SHIFT TRAFFIC AS INDICATED FOR STAGE 1.
4. REMOVE EXISTING PAVEMENT, CURB AND GUTTER AND SIDEWALK ON THE NORTH SIDE OF US ROUTE 34.
5. CONSTRUCT THE CAST IN PLACE RETAINING WALL, TEMPORARY MECHANICALLY STABILIZED EARTH RETAINING WALL, GRANULAR BACKFILL AND EMBANKMENT.
6. CONSTRUCT THE NORTH HALF OF THE BRIDGES.
7. CONSTRUCT STORM SEWER, PCC PAVEMENT, TEMPORARY PAVEMENT, CURB AND GUTTER, BARRIER WALL AND SIDEWALK ON THE NORTH SIDE OF US ROUTE 34.

STAGE 1A FRONTENAC STREET

1. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING AND TEMPORARY TRAFFIC SIGNALS.
2. SHIFT TRAFFIC AS INDICATED FOR STAGE 1A.
3. CONSTRUCT STORM SEWER AND PAVEMENT ON FRONTENAC STREET.

STAGE 1B FRONTENAC STREET

1. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING AND TEMPORARY TRAFFIC SIGNALS.
2. SHIFT TRAFFIC AS INDICATED FOR STAGE 1B.
3. CONSTRUCT STORM SEWER AND PAVEMENT ON FRONTENAC STREET.

STAGE 1C FRONTENAC STREET

1. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING AND TEMPORARY TRAFFIC SIGNALS.
2. SHIFT TRAFFIC AS INDICATED FOR STAGE 1C.
3. CONSTRUCT CURB AND GUTTER ON FRONTENAC STREET.

STAGE 2

1. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING AND TEMPORARY TRAFFIC SIGNALS.
2. SHIFT TRAFFIC AS INDICATED FOR STAGE 2.
3. CN RAILROAD TO DEACTIVATE AND REMOVE GRADE CROSSING WARNING EQUIPMENT.
4. REMOVE EXISTING PAVEMENT, CURB AND GUTTER AND SIDEWALK ON THE SOUTH SIDE OF US ROUTE 34.
5. CONSTRUCT THE CAST IN PLACE RETAINING WALL, GRANULAR BACKFILL AND EMBANKMENT.
6. CONSTRUCT THE SOUTH HALF OF THE BRIDGES.
7. CONSTRUCT STORM SEWER, PCC PAVEMENT, CURB AND GUTTER, BARRIER WALL AND HMA PAVEMENT ON THE NORTH SIDE OF US ROUTE 34.

STAGE 2A FRONTENAC STREET

1. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING AND TEMPORARY TRAFFIC SIGNALS.
2. SHIFT TRAFFIC AS INDICATED FOR STAGE 2A.
3. CONSTRUCT STORM SEWER AND PAVEMENT ON FRONTENAC STREET.

STAGE 2B FRONTENAC STREET

1. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING AND TEMPORARY TRAFFIC SIGNALS.
2. SHIFT TRAFFIC AS INDICATED FOR STAGE 2B.
3. CONSTRUCT CURB AND GUTTER ON FRONTENAC STREET.

STAGE 2C FRONTENAC STREET

1. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING AND TEMPORARY TRAFFIC SIGNALS.
2. SHIFT TRAFFIC AS INDICATED FOR STAGE 2C.
3. CONSTRUCT STORM SEWER AND PAVEMENT ON FRONTENAC STREET.

STAGE 3

1. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING AND TEMPORARY TRAFFIC SIGNALS.
2. SHIFT TRAFFIC AS INDICATED FOR STAGE 3.
3. CONSTRUCT TURN LANES AND MEDIANS ON US ROUTE 34.
4. RESTORE AREAS BEHIND THE CURB AND GUTTER.
5. COMPLETE LANDSCAPING.
6. PLACE PERMANENT PAVEMENT MARKINGS, RAISED REFLECTIVE PAVEMENT MARKINGS AND SIGNS.
7. INSTALL AND ACTIVATE THE TRAFFIC SIGNALS AT THE INTERSECTION OF US ROUTE 34 AND FRONTENAC STREET. THE TEMPORARY TRAFFIC SIGNALS WILL BE TURNED OFF AT THE SAME TIME THE PERMANENT SIGNALS ARE ACTIVATED.
8. REMOVE CONSTRUCTION SIGNS AND OPEN ALL LANES TO TRAFFIC.

FILE NAME = Q:\1001_25368367_US_34.ctb CN Ph2Drawings\Roadway\DOT\116606-Sht-5-Stage-Notes.dgn



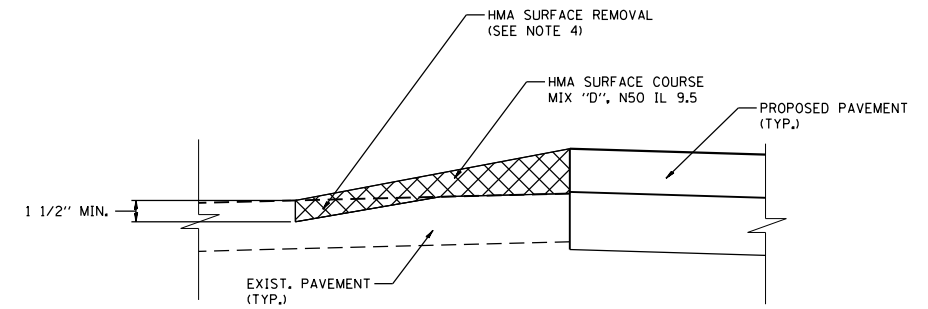
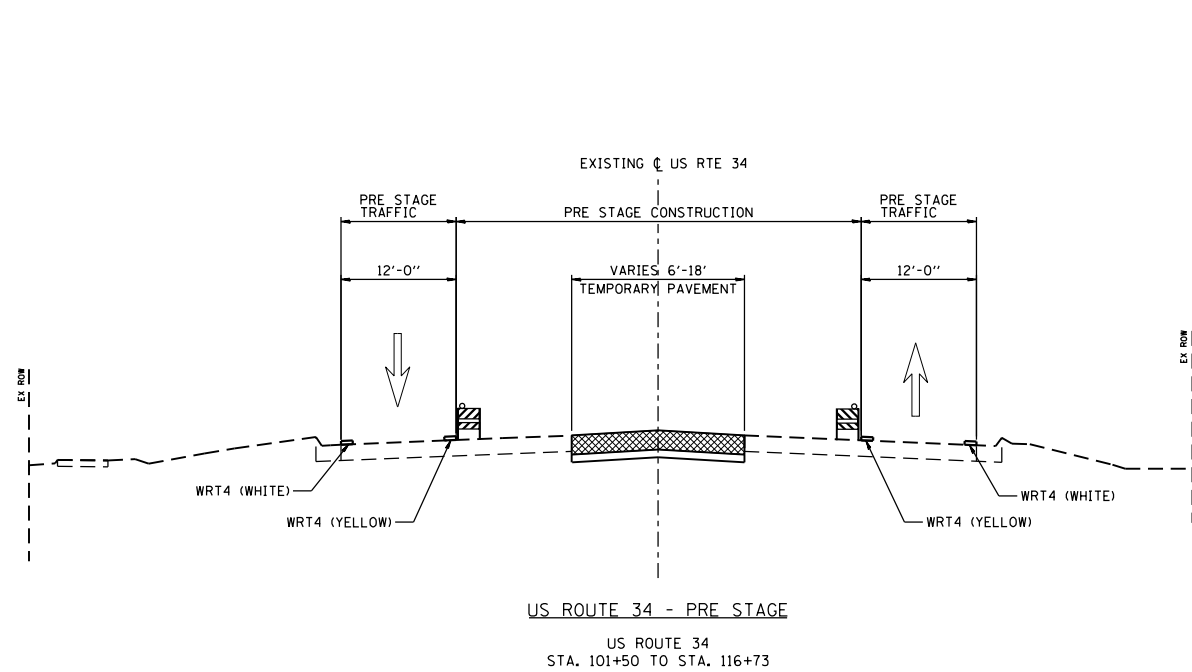
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| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGING AND TRAFFIC CONTROL NOTES

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

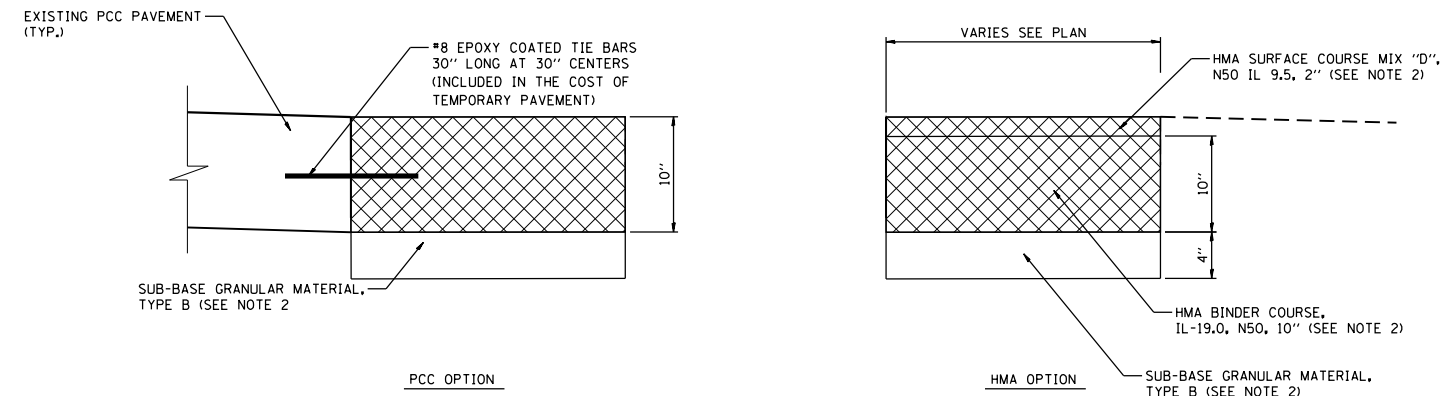
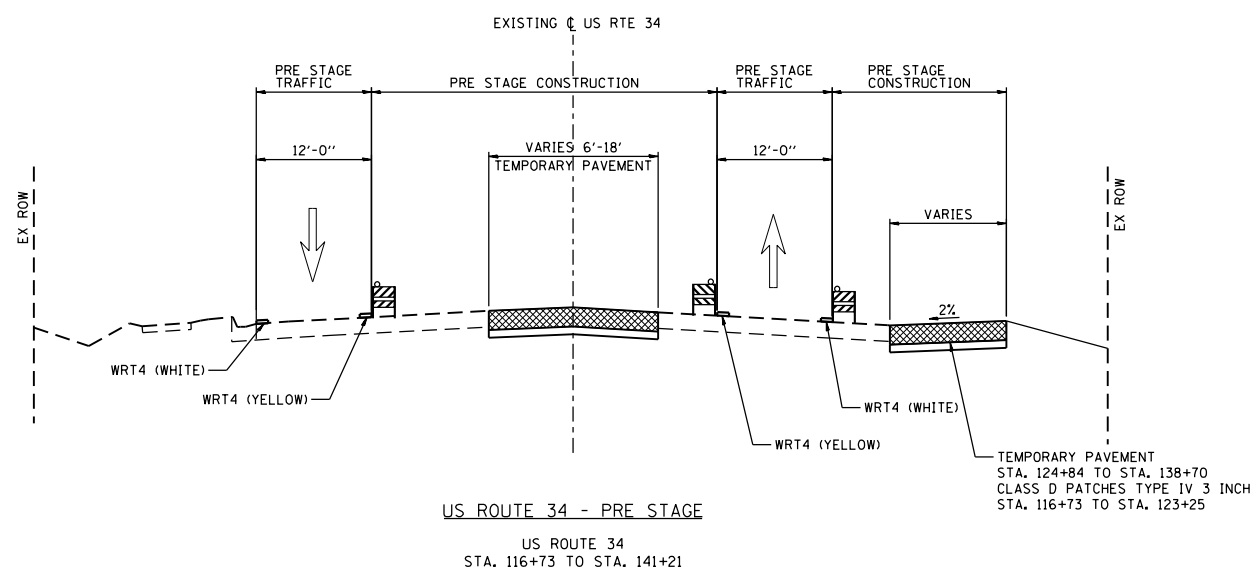
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 67 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



TEMPORARY PAVEMENT VARIABLE DEPTH DETAIL
NTS

TEMPORARY PAVEMENT VARIABLE DEPTH DETAIL NOTES

- CROSS SLOPE OF TEMPORARY PAVEMENT SHALL BE DETERMINED IN THE FIELD TO PROVIDE A REASONABLE TRANSITION BETWEEN THE EXISTING AND PROPOSED PAVEMENT ELEVATIONS
- THE LONGITUDINAL SLOPE OF THE TEMPORARY PAVEMENT MAY ALSO REQUIRE TRANSITIONING TO PROVIDE A MAXIMUM SLOPE OF 4% TRANSITION BETWEEN PAVEMENTS.
- THE COST OF HMA SURFACE COURSE, MIX "D", N50 IL 9.5 SHALL BE PAID AT THE CONTRACT UNIT PRICE OF "TEMPORARY PAVEMENT VARIABLE DEPTH"
- HMA SURFACE REMOVAL VARIABLE DEPTH SHALL BE PERFORMED AT THE EDGE OF THE TEMPORARY PAVEMENT VARIABLE DEPTH AS DIRECTED BY THE ENGINEER. THE COST OF THE HMA SURFACE REMOVAL WILL NOT BE PAID FOR SEPARATELY BUT THE COST WILL BE INCLUDED IN THE UNIT PRICE OF "TEMPORARY PAVEMENT VARIABLE DEPTH"
- ALTERNATE HMA MIXES MAY BE UTILIZED FOR TEMPORARY PAVEMENT VARIABLE DEPTH WITH THE APPROVAL OF THE ENGINEER.



TEMPORARY PAVEMENT DETAIL
NTS

TEMPORARY PAVEMENT DETAIL NOTES

- CROSS SLOPE OF TEMPORARY PAVEMENT SHALL MATCH THE CROSS SLOPE OF EXISTING OR PROPOSED PAVEMENT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- THE COST OF HMA SURFACE COURSE MIX "D", N50 IL 9.5 AND HMA BINDER COURSE IL 19.0 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE OF "TEMPORARY PAVEMENT"; SUB-BASE GRANULAR MATERIAL, TYPE B SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE OF "SUB-BASE GRANULAR MATERIAL, TYPE B, 4".
- PORTLAND CEMENT CONCRETE BASE COURSE OF A THICKNESS OF 10" MAY BE USED AS A SUBSTITUTE FOR TEMPORARY HMA PAVEMENT.
- THE TEMPORARY PAVEMENT BETWEEN STA. 116+50 LT TO 133+50 LT PLACED DURING STAGE 1 MUST BE PCC.

LEGEND

- TRPM = TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER
- WRT4 = WET REFLECTIVE TEMPORARY PAVEMENT TAPE TYPE III 4"
- E4 = EPOXY PAVEMENT MARKING LINE 4"
- [Cross-hatched box] = TEMPORARY PAVEMENT



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISED - | |
| PLOT SCALE = 20.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

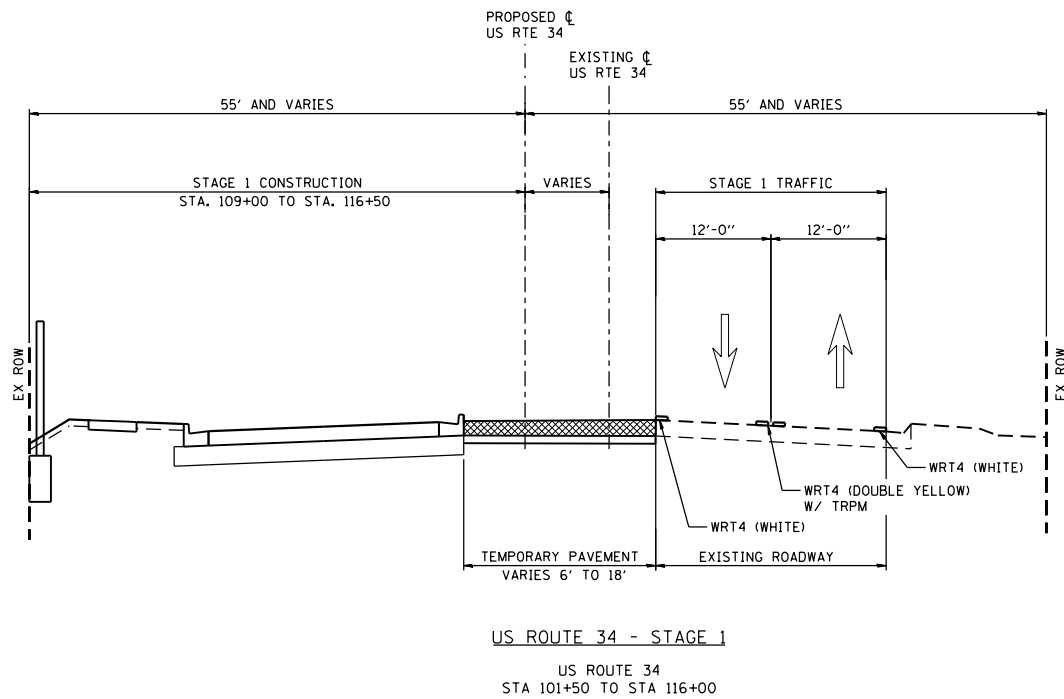
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTION - PRE-STAGE

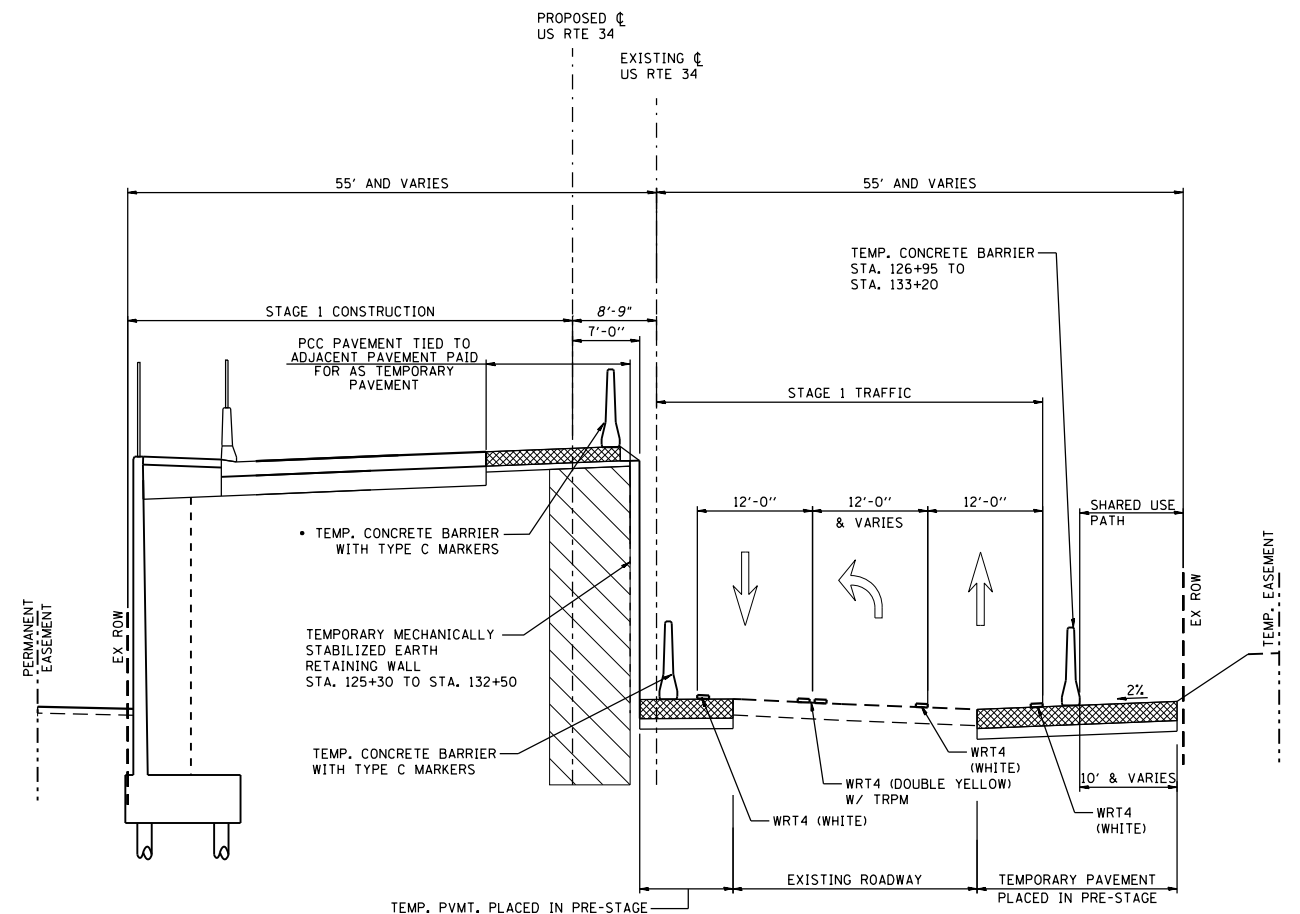
SCALE: SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 68 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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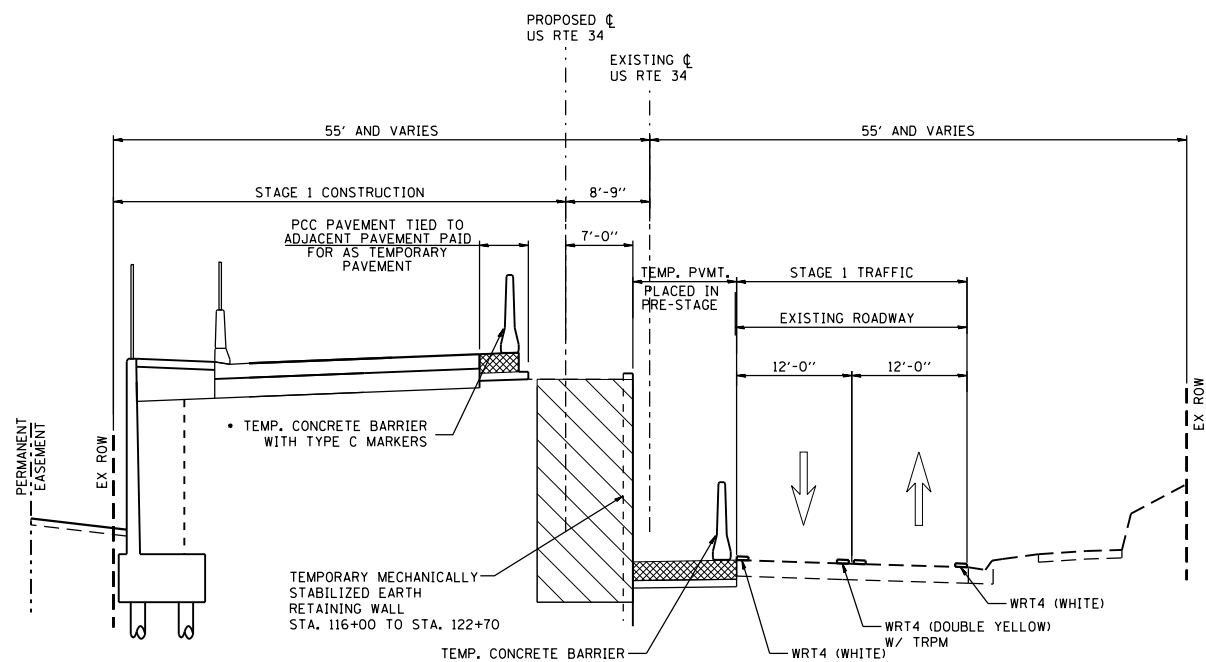


US ROUTE 34 - STAGE 1
US ROUTE 34
STA 101+50 TO STA 116+00



US ROUTE 34 - STAGE 1

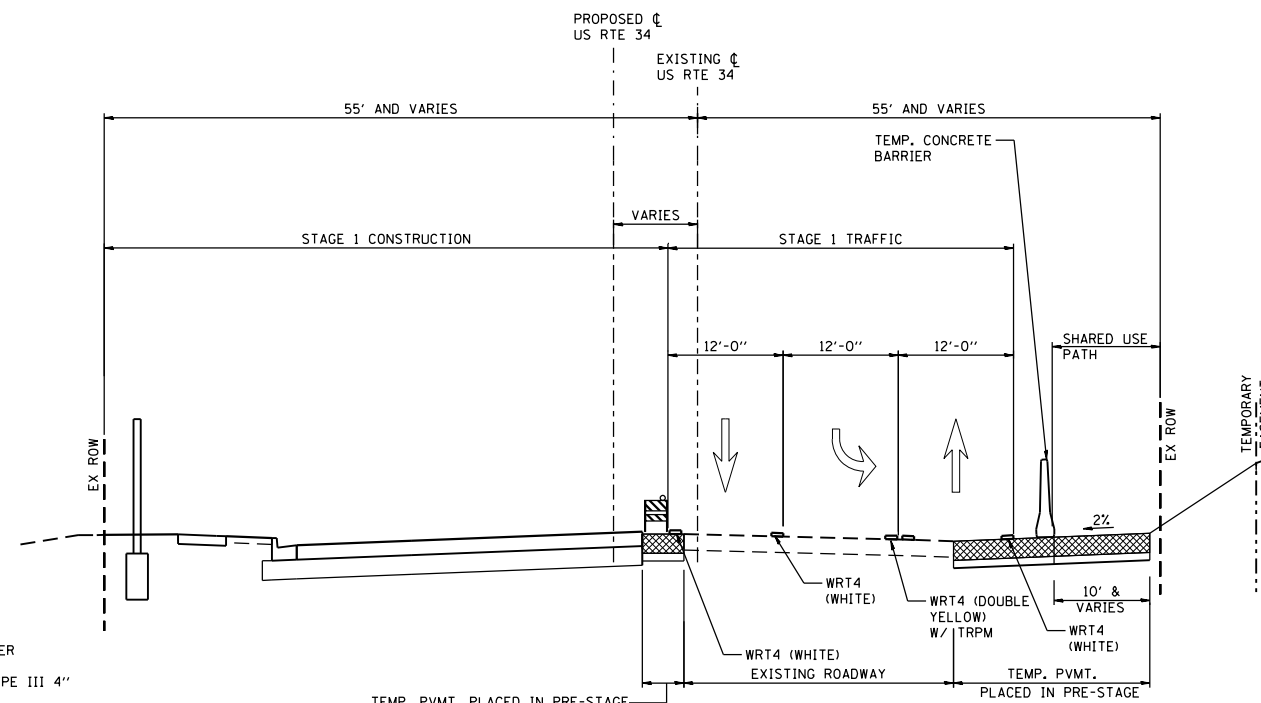
US ROUTE 34
STA 125+65 TO STA 134+00
• TEMPORARY CONCRETE BARRIER CONTINUOUSLY PINNED TO TEMPORARY PAVEMENT ALONG THE TRAFFIC SIDE



US ROUTE 34 - STAGE 1

US ROUTE 34
STA 116+00 TO STA 125+65
• TEMPORARY CONCRETE BARRIER CONTINUOUSLY PINNED TO TEMPORARY PAVEMENT ALONG THE TRAFFIC SIDE

- LEGEND**
- TRPM = TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER
 - WRT4 = WET REFLECTIVE TEMPORARY PAVEMENT TAPE TYPE III 4"
 - E4 = EPOXY PAVEMENT MARKING LINE 4"
 - [Hatched Box] = TEMPORARY PAVEMENT



US ROUTE 34 - STAGE 1

US ROUTE 34
STA 134+00 TO STA. 141+20



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 20.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

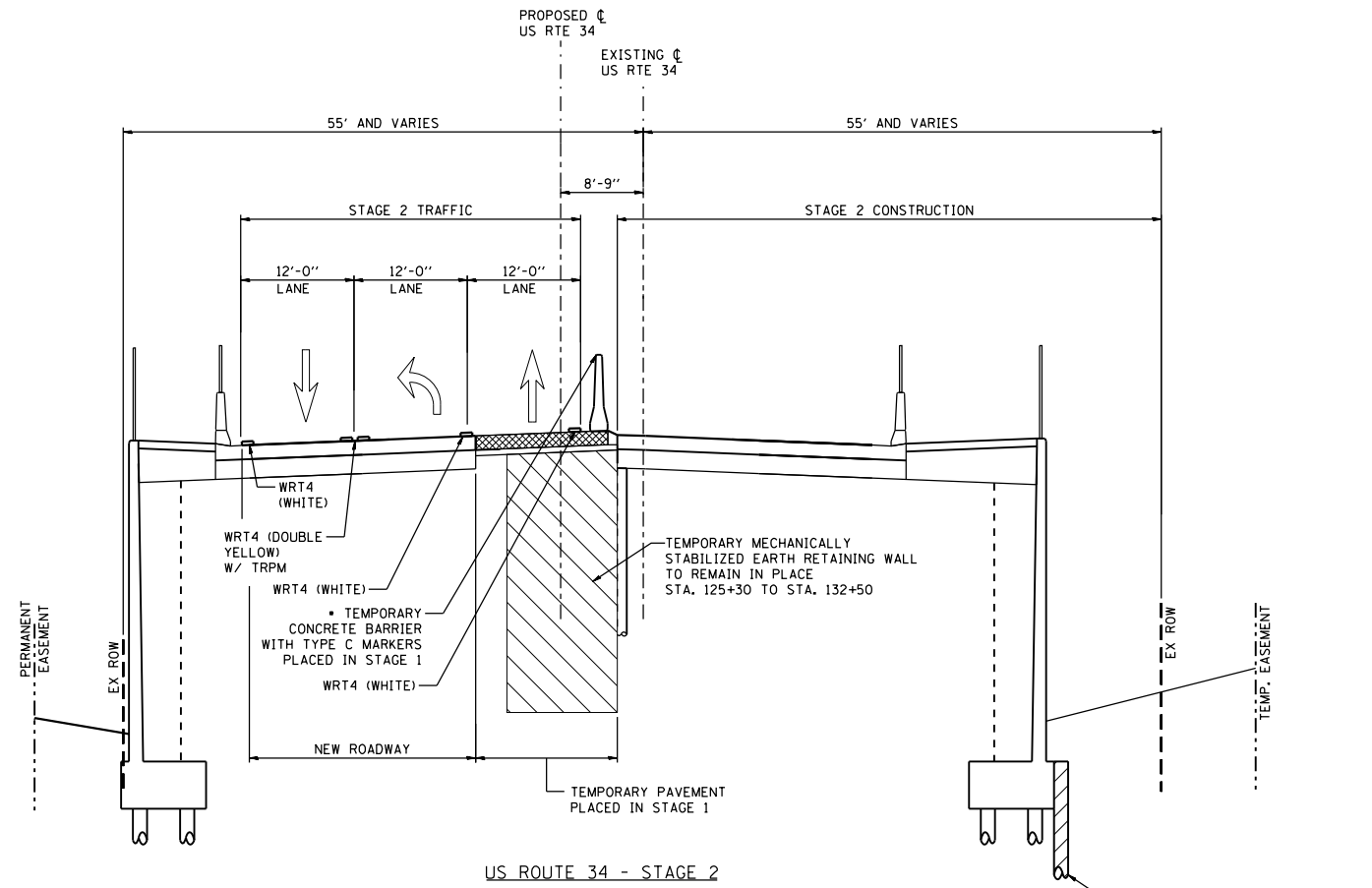
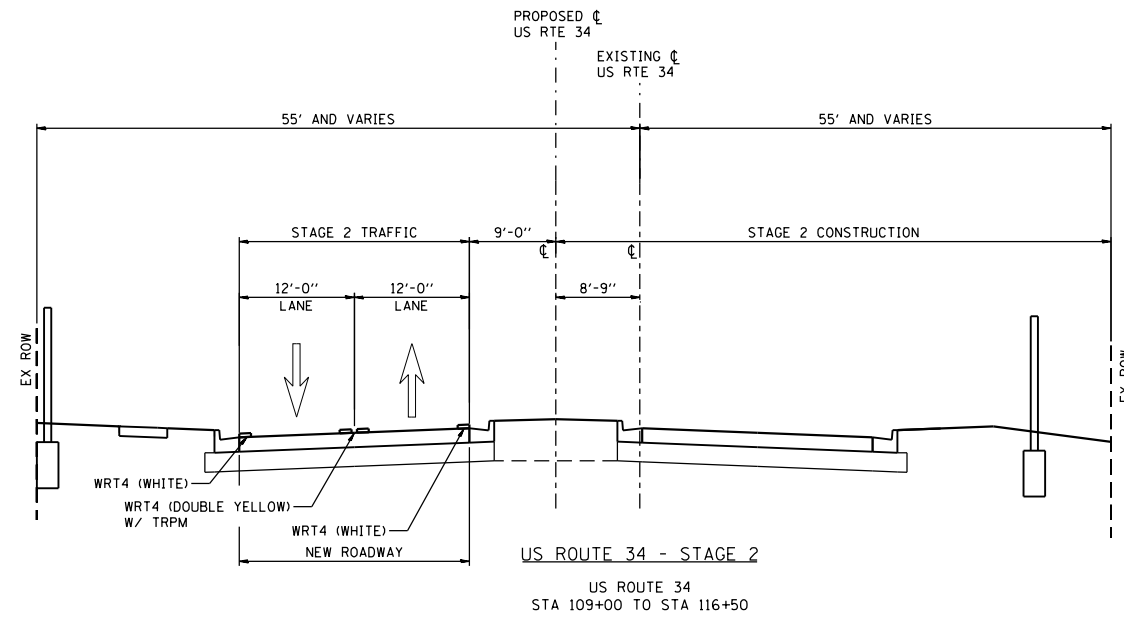
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTION - STAGE 1

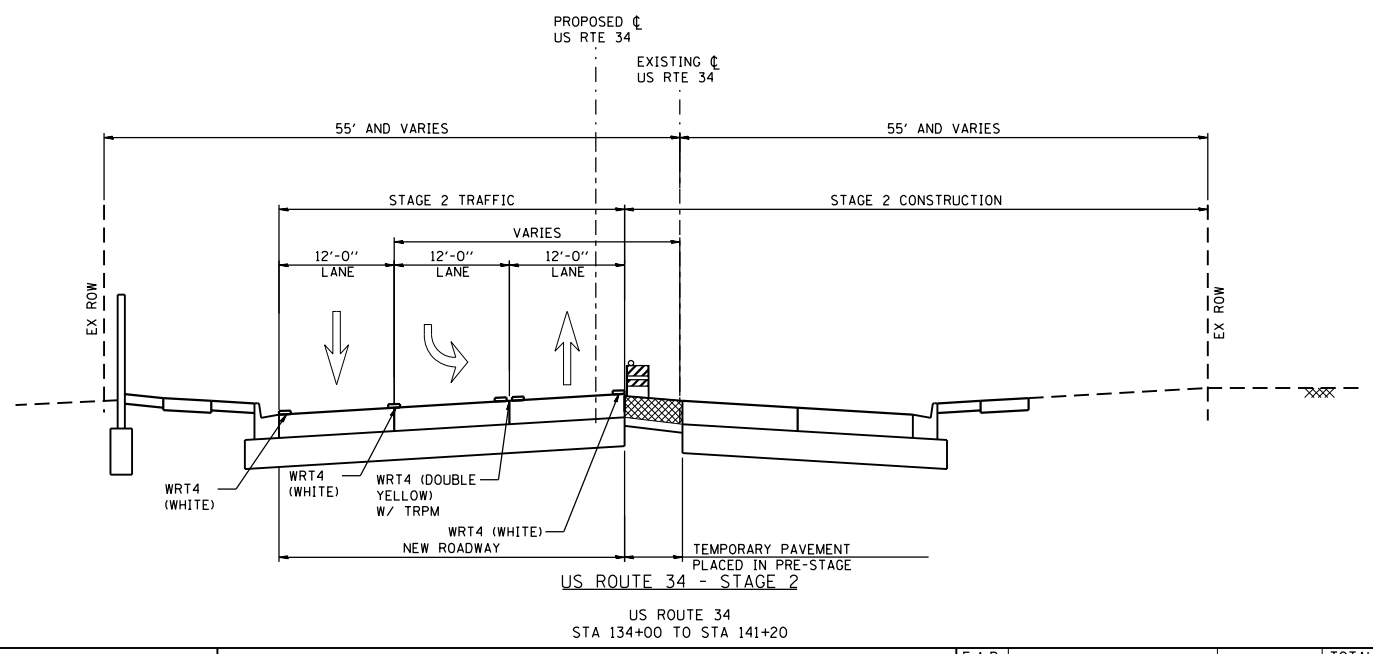
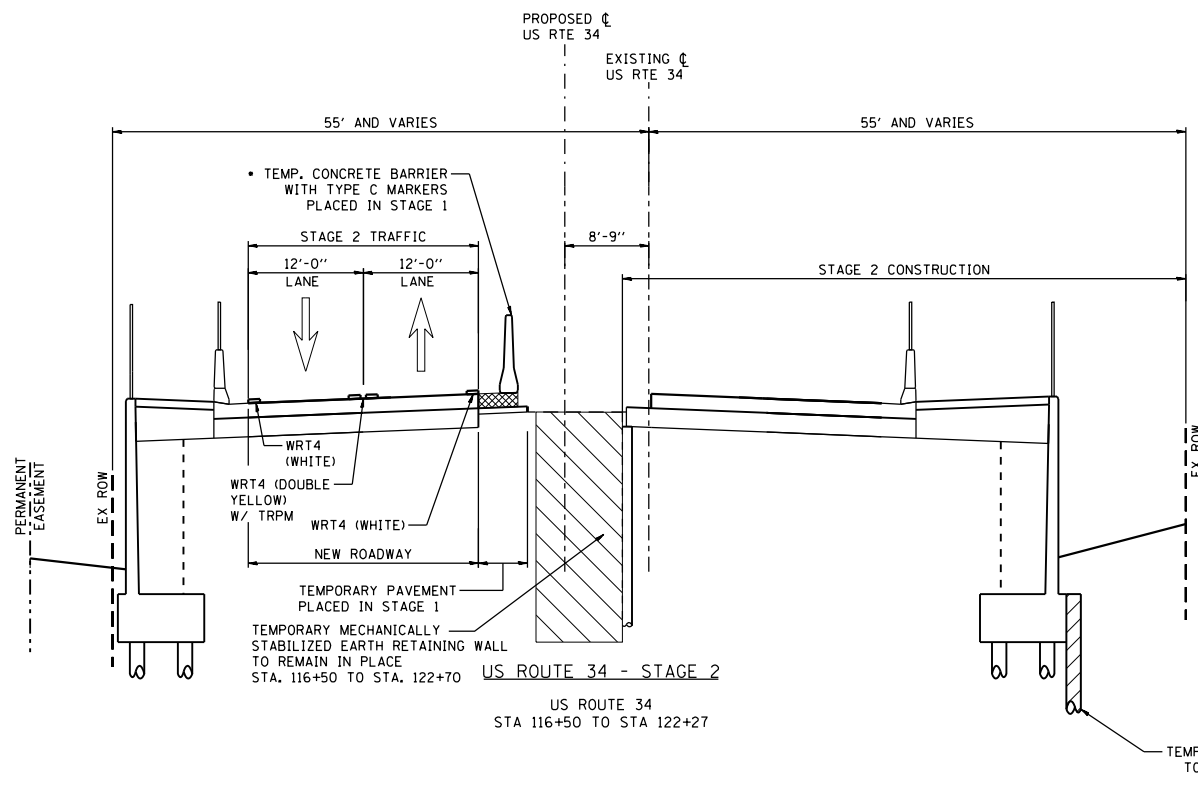
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| SCALE: | SHEET NO. | OF SHEETS | STA. | TO STA. |
|--------|-----------|-----------|------|---------|

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 69 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = Q:\1001_25368367_US 34.ctb CN P:\2\Drawings\Roadway\DOT\1160R06-Sh+Staging_Typical Section_Ldgn



LEGEND
 TRPM = TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER
 WRT4 = WET REFLECTIVE TEMPORARY PAVEMENT TAPE TYPE III 4"
 E4 = EPOXY PAVEMENT MARKING LINE 4"
 [Hatched Box] = TEMPORARY PAVEMENT



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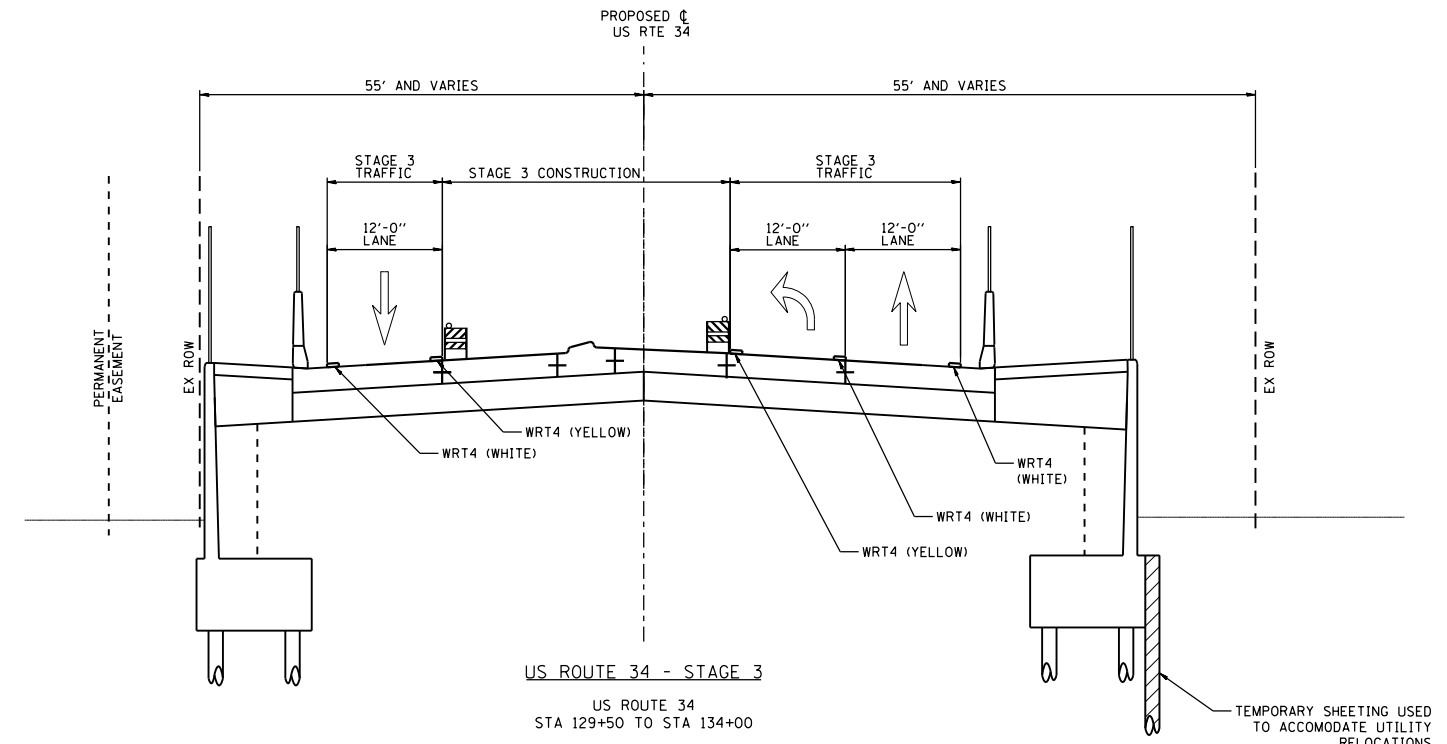
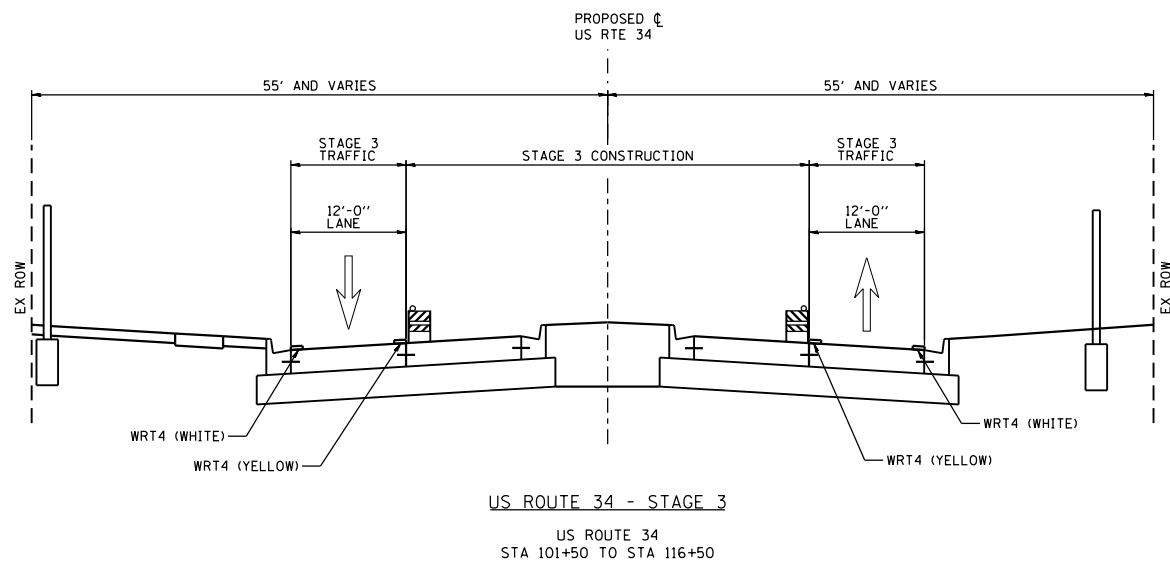
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| DRAWN - KJB | REVISOR - | |
| PLOT SCALE = 20.0000' / in. | CHECKED - SPF | REVISOR - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISOR - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROPOSED TYPICAL SECTION - STAGE 2

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

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 70 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



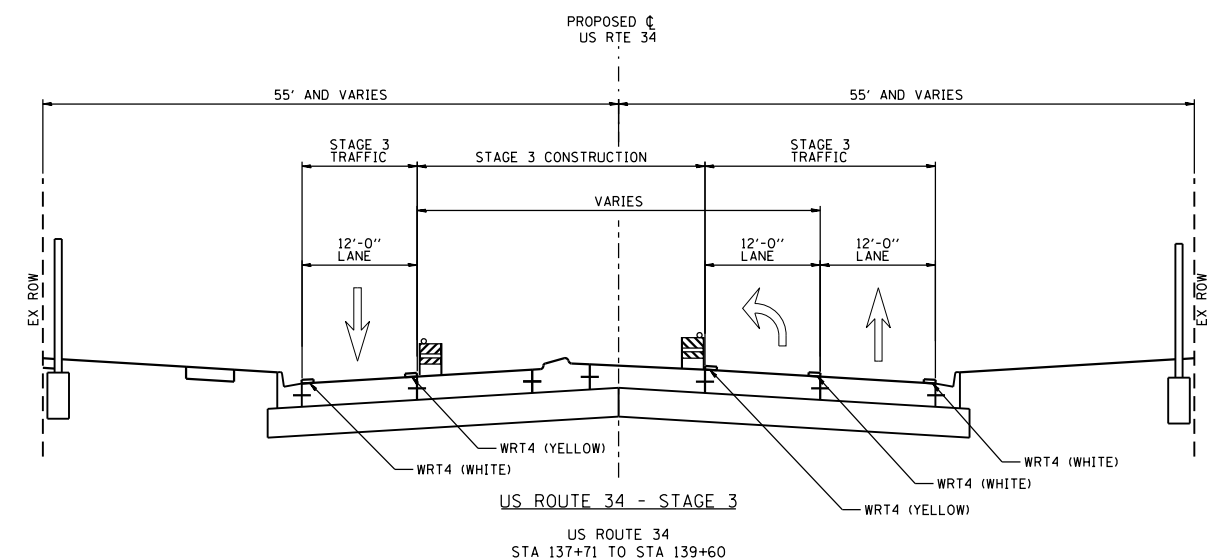
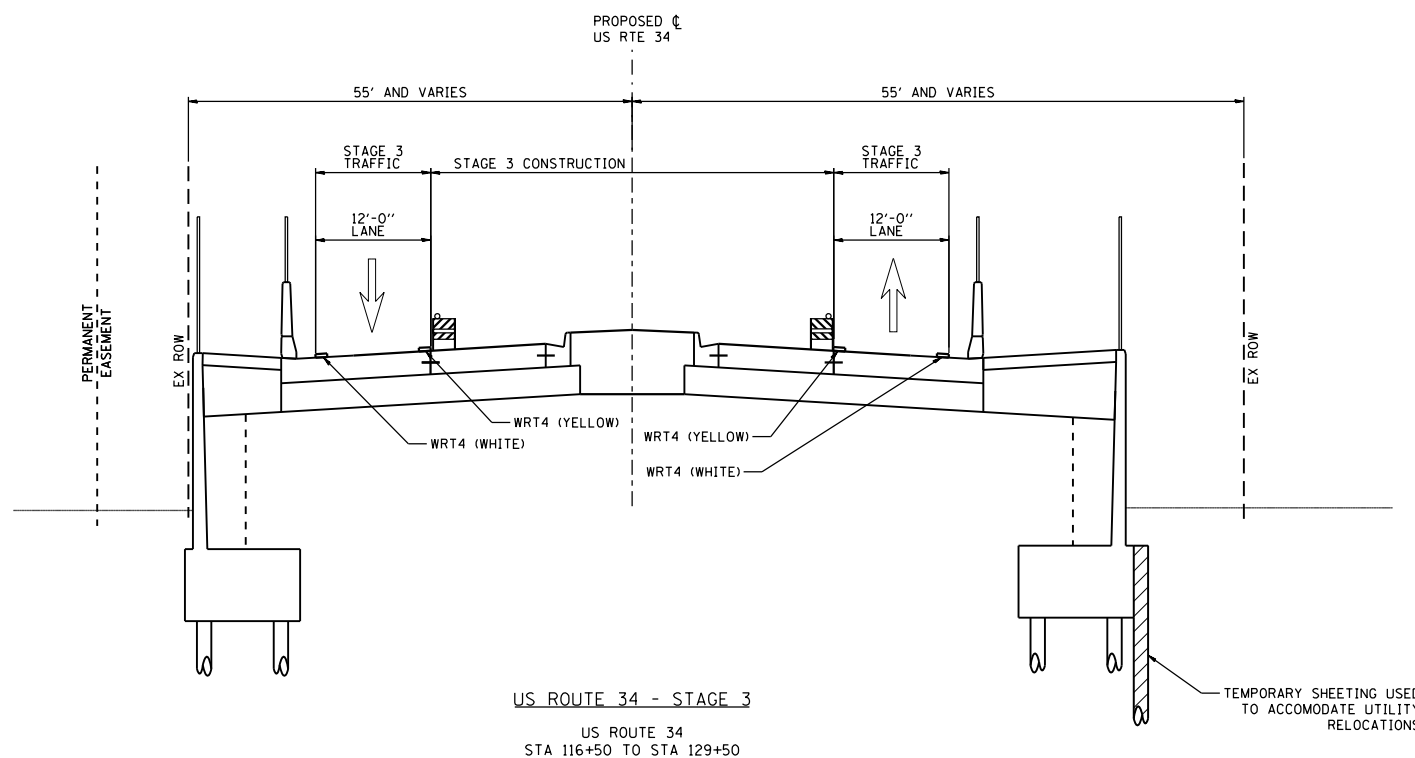
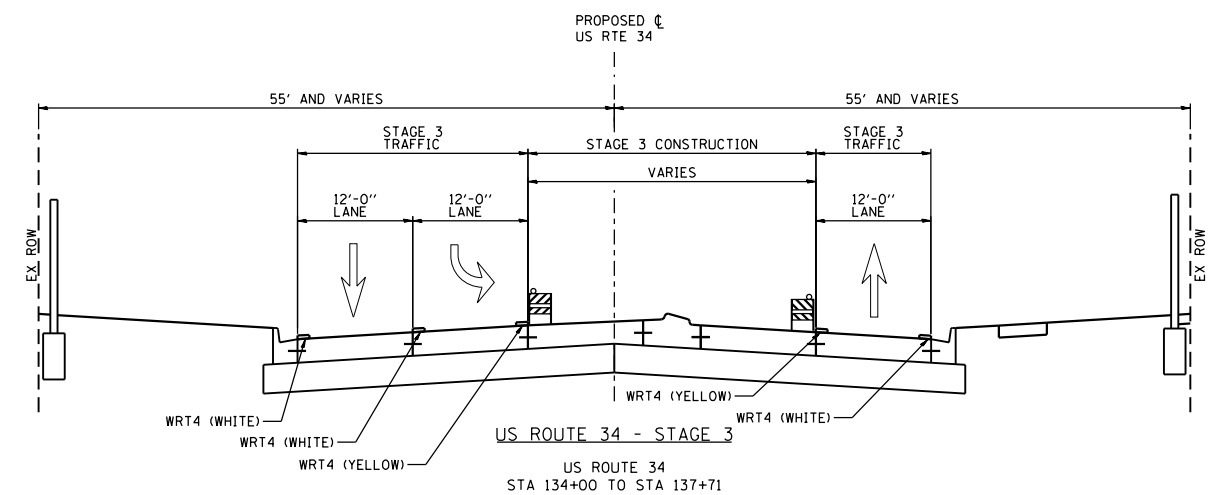
LEGEND

TRPM = TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER

WRT4 = WET REFLECTIVE TEMPORARY PAVEMENT TAPE TYPE III 4"

E4 = EPOXY PAVEMENT MARKING LINE 4"

[Hatched Box] = TEMPORARY PAVEMENT



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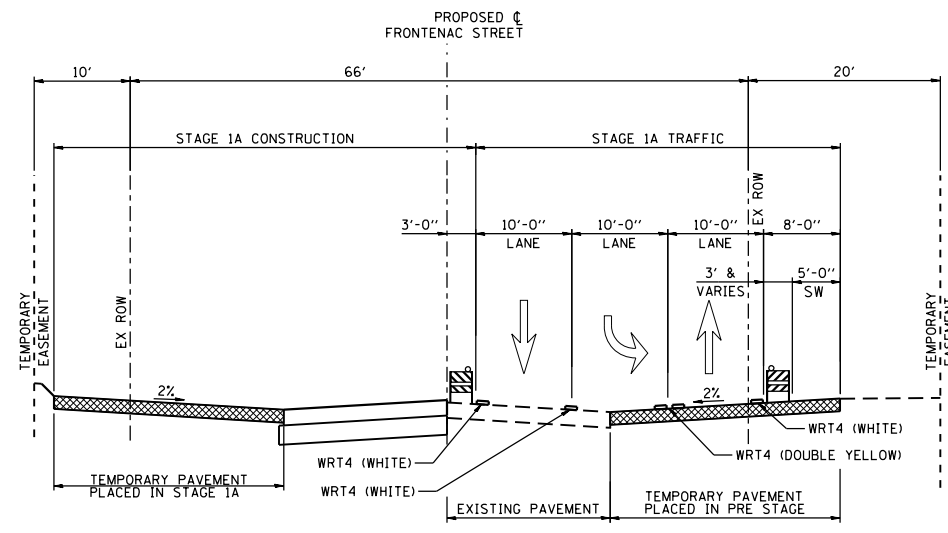
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| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 20.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTION - STAGE 3

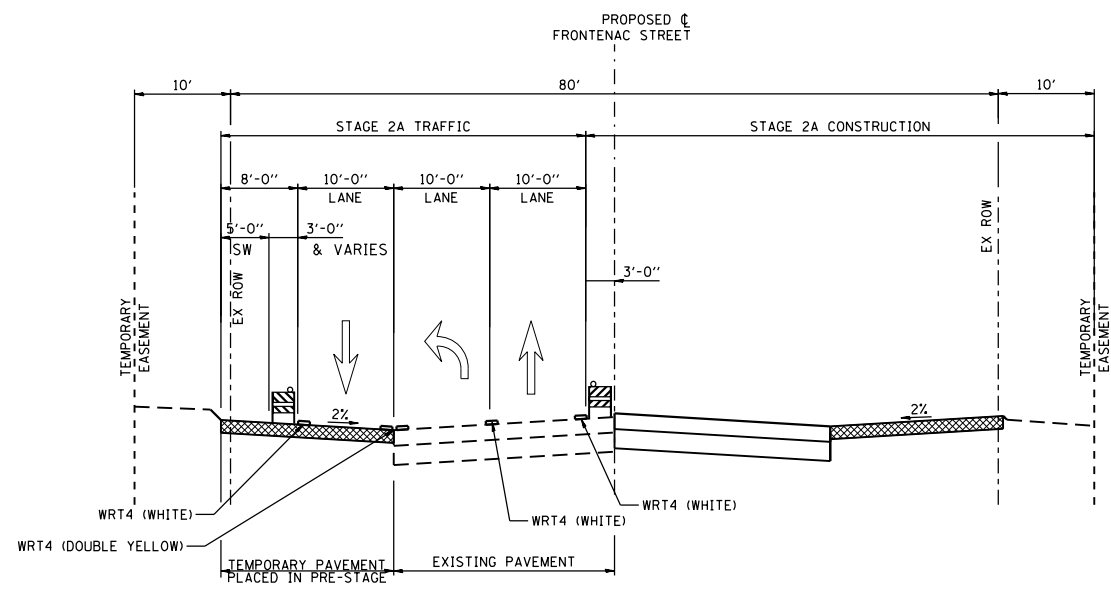
SCALE: SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 71 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



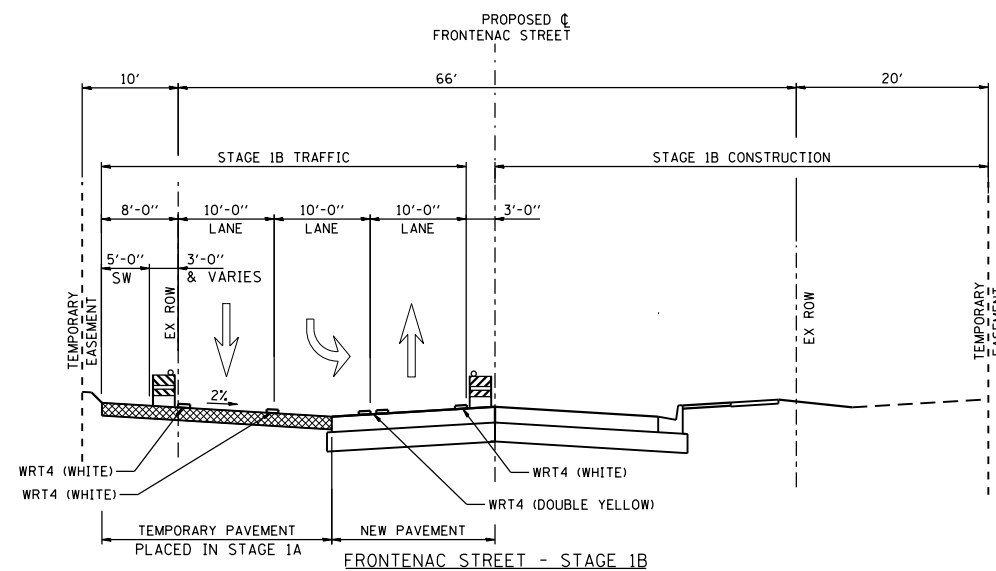
FRONTENAC STREET - STAGE 1A

US ROUTE 34
STA 53+00 TO STA 55+00



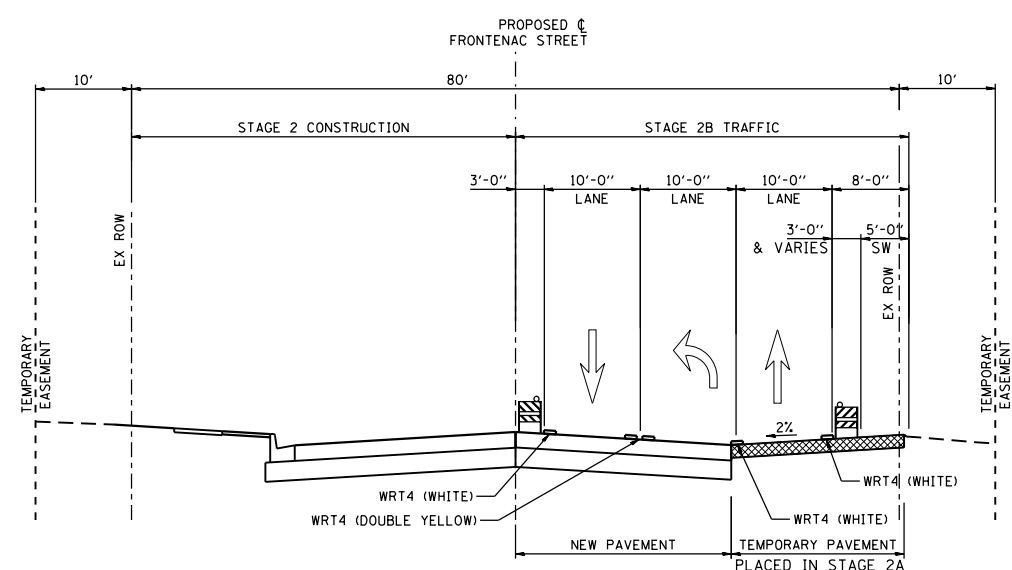
FRONTENAC STREET - STAGE 2A

US ROUTE 34
STA 50+30 TO STA 53+00



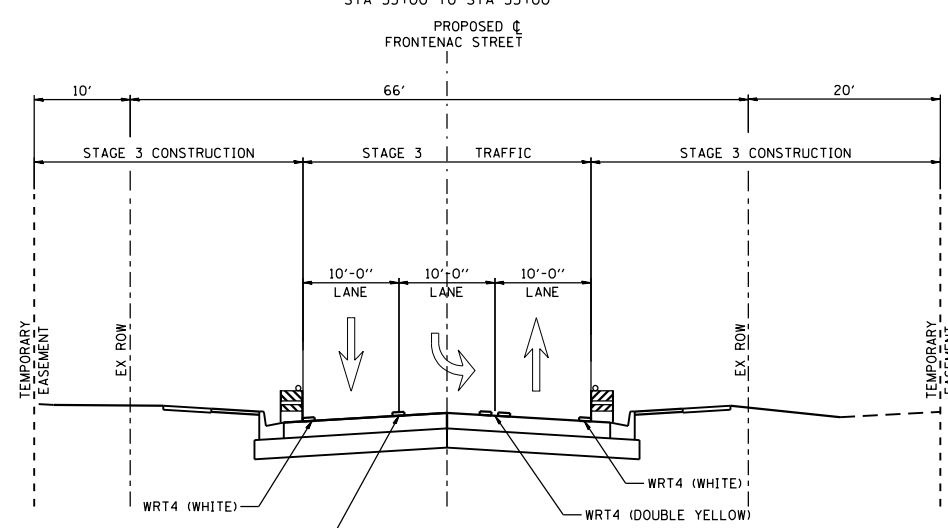
FRONTENAC STREET - STAGE 1B

US ROUTE 34
STA 53+00 TO STA 55+00



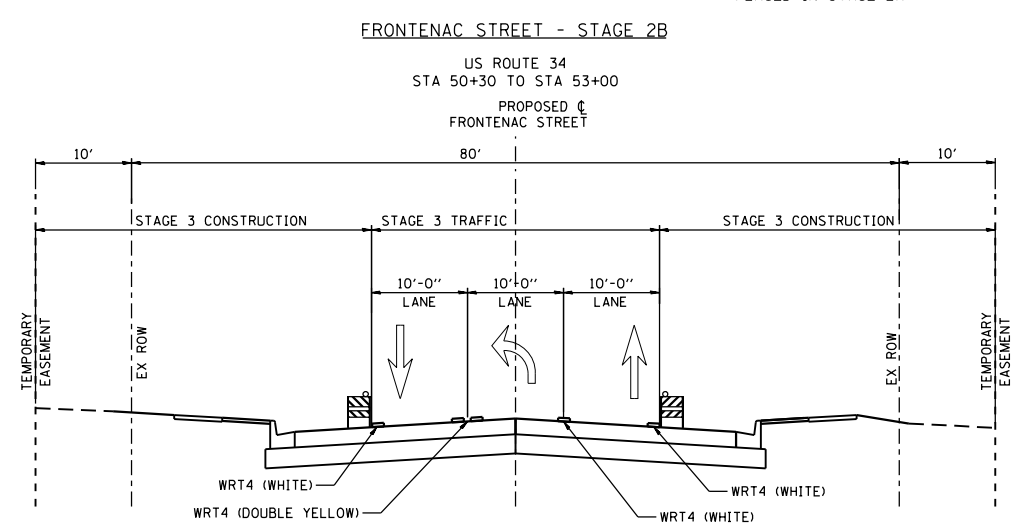
FRONTENAC STREET - STAGE 2B

US ROUTE 34
STA 50+30 TO STA 53+00



FRONTENAC STREET - STAGE 1C

US ROUTE 34
STA 53+00 TO STA 55+00



FRONTENAC STREET - STAGE 2C

US ROUTE 34
STA 50+30 TO STA 53+00

- LEGEND**
- TRPM = TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER
 - WRT4 = WET REFLECTIVE TEMPORARY PAVEMENT TAPE TYPE IIII 4"
 - E4 = EPOXY PAVEMENT MARKING LINE 4"
 - [Hatched Box] = TEMPORARY PAVEMENT

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| | | |
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| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISOR - | |
| PLOT SCALE = 20.0000' / in. | CHECKED - SPF | REVISOR - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISOR - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

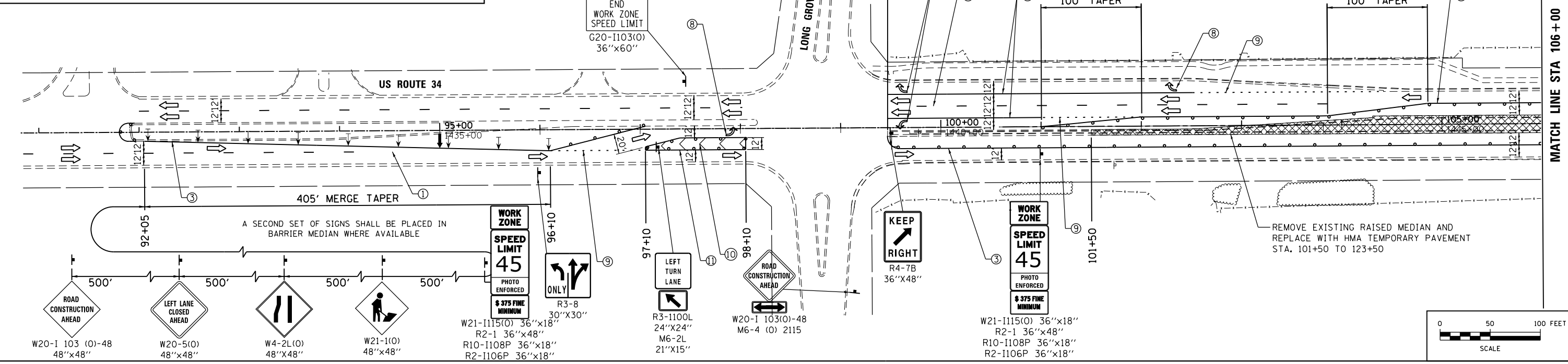
**PROPOSED TYPICAL SECTION
FRONTENAC STREET STAGING**

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

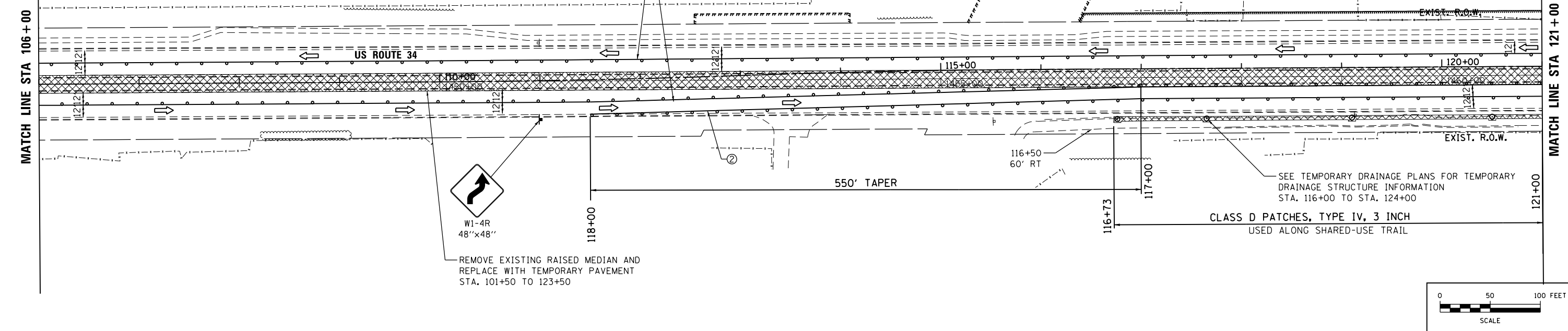
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 72 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

LEGEND:

| | | | |
|--|---|--|--|
| | WORK AREA | | TRAFFIC FLOW |
| | TEMPORARY PAVEMENT | | ARROW BOARD |
| | IMPACT ATTENUATOR TEST LEVEL 3 | | TYPE III BARRICADE |
| | TEMPORARY CONCRETE BARRIER WITH TYPE C MARKERS | | DIRECTIONAL INDICATOR BARRICADE AT 50' CENTERS |
| | TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTION LIGHT IN MULTILANE SECTIONS AND BIDIRECTIONAL LIGHT IN TWO WAY TWO LANE SECTIONS PLACED AT 50' CENTERS IN TANGENTS AND 20' CENTERS IN TAPERS | | |



- | | | |
|--|--|--|
| ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (DASH 10' WHITE 30' SKIP) | ⑥ WET REFLECTIVE TEMPORARY TAPE TYPE III, 12" (SOLID YELLOW) | ⑪ WET REFLECTIVE TEMPORARY TAPE TYPE III, 8" (SOLID WHITE) |
| ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID WHITE) | ⑦ WET REFLECTIVE TEMPORARY TAPE TYPE III, 24" (SOLID WHITE) | |
| ③ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID YELLOW) | ⑧ WET REFLECTIVE TEMPORARY TAPE TYPE III, -LETTERS AND SYMBOLS | |
| ④ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID DOUBLE YELLOW) WITH TEMPORARY RAISED PAVEMENT MARKERS YELLOW | ⑨ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (WHITE 2' DASH - 6' SKIP) | |
| ⑤ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (SOLID WHITE) | ⑩ WET REFLECTIVE TEMPORARY TAPE TYPE III, LINE-12" (SOLID WHITE CHEVRON SPACED AT 30' CENTERS) | |

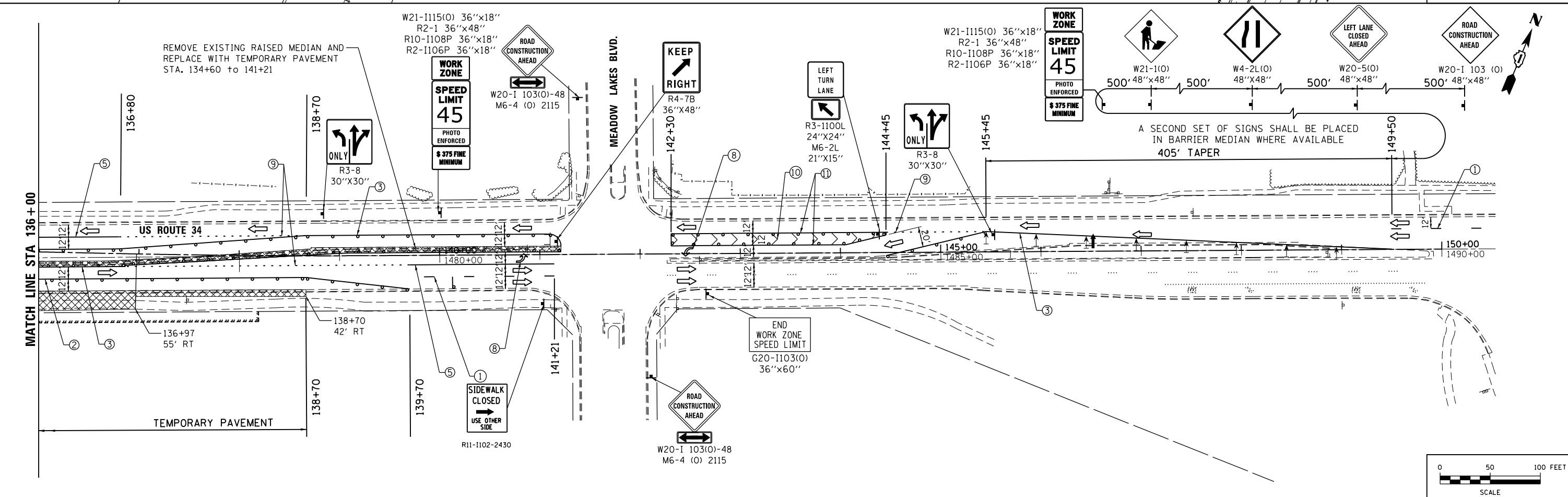
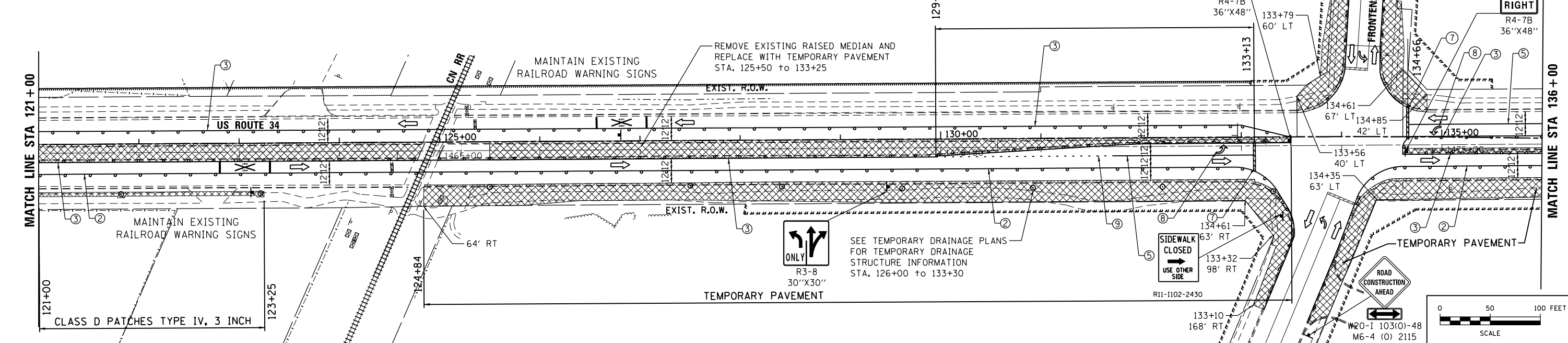


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| URS | USER NAME = URS | DESIGNED - MB | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | STAGING AND TRAFFIC CONTROL PRE STAGE | | | F.A.P. RTE. 311 | SECTION 652-A | COUNTY | TOTAL SHEETS 383 | SHEET NO. 73 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - SPF | REVISED - | | SCALE: 50 | SHEET NO. 1 OF 2 SHEETS | STA. 106+00 TO STA. 121+00 | CONTRACT NO. 60R06 | | | | |
| | PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = Q:\1001_25368367_US_34.ctb; CN: P:\2\Drawings\Roadway\DOT\DI68R06-Sh+Staging-PreStage.dgn

- LEGEND:**
- WORK AREA
 - TEMPORARY PAVEMENT
 - IMPACT ATTENUATOR TEST LEVEL 3
 - TEMPORARY CONCRETE BARRIER WITH TYPE C MARKERS
 - TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTION LIGHT IN MULTILANE SECTIONS AND BIDIRECTIONAL LIGHT IN TWO WAY TWO LANE SECTIONS PLACED AT 50' CENTERS IN TANGENTS AND 20' CENTERS IN TAPERS
 - TRAFFIC FLOW
 - ARROW BOARD
 - TYPE III BARRICADE
 - DIRECTIONAL INDICATOR BARRICADE AT 50' CENTERS

- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (DASH 10' WHITE 30" SKIP)
- ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID WHITE)
- ③ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID YELLOW)
- ④ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID DOUBLE YELLOW) WITH TEMPORARY RAISED PAVEMENT MARKERS YELLOW
- ⑤ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (SOLID WHITE)
- ⑥ WET REFLECTIVE TEMPORARY TAPE TYPE III, 12" (SOLID YELLOW)
- ⑦ WET REFLECTIVE TEMPORARY TAPE TYPE III, 24" (SOLID WHITE)
- ⑧ WET REFLECTIVE TEMPORARY TAPE TYPE III, -LETTERS AND SYMBOLS
- ⑨ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (WHITE 2' DASH - 6' SKIP)
- ⑩ WET REFLECTIVE TEMPORARY TAPE TYPE III, LINE-12" (SOLID WHITE CHEVRON SPACED AT 30' CENTERS)
- ⑪ WET REFLECTIVE TEMPORARY TAPE TYPE III, 8" (SOLID WHITE)



| | | |
|------------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 100.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING AND TRAFFIC CONTROL
PRE STAGE**

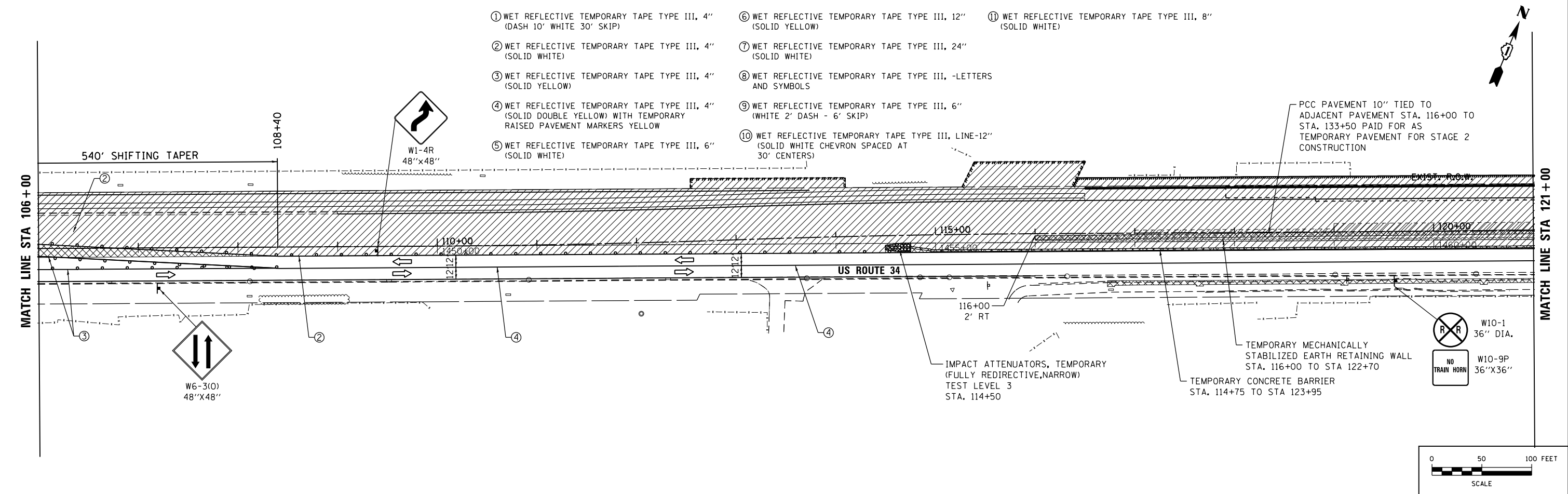
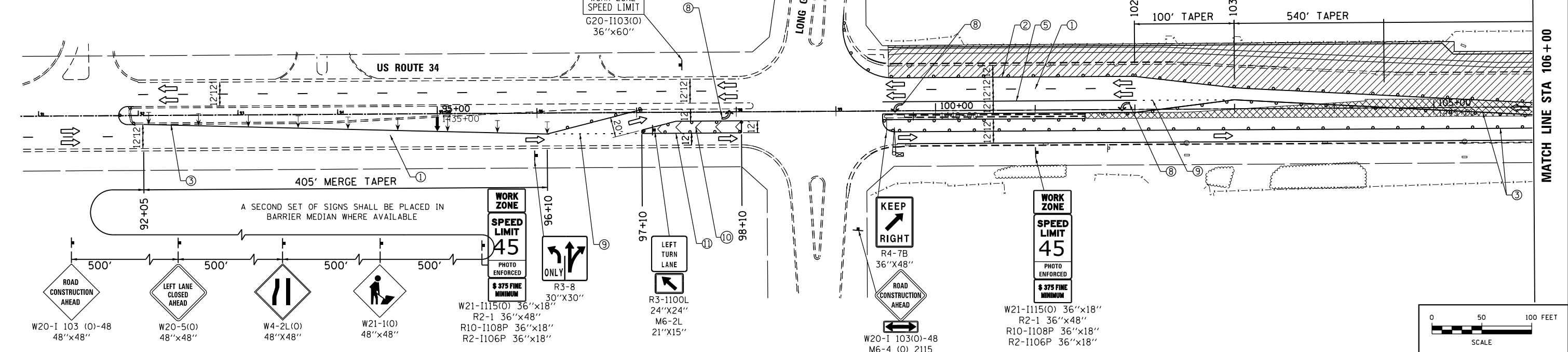
SCALE: 50 SHEET NO. 2 OF 2 SHEETS STA. 121+00 TO STA. 148+32

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 74 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = Q:\1001_25368367_US_34.ctb P:\2\Drawings\Roadway\WOT\DI60R06-Sh+Staging - PreStage_2.dgn

LEGEND:

| | | | |
|--|---|--|--|
| | WORK AREA | | TRAFFIC FLOW |
| | TEMPORARY PAVEMENT | | ARROW BOARD |
| | IMPACT ATTENUATOR TEST LEVEL 3 | | TYPE III BARRICADE |
| | TEMPORARY CONCRETE BARRIER WITH TYPE C MARKERS | | DIRECTIONAL INDICATOR BARRICADE AT 50' CENTERS |
| | TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTION LIGHT IN MULTILANE SECTIONS AND BIDIRECTIONAL LIGHT IN TWO WAY TWO LANE SECTIONS PLACED AT 50' CENTERS IN TANGENTS AND 20' CENTERS IN TAPERS | | |



- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (DASH 10' WHITE 30' SKIP)
- ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID WHITE)
- ③ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID YELLOW)
- ④ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID DOUBLE YELLOW) WITH TEMPORARY RAISED PAVEMENT MARKERS YELLOW
- ⑤ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (SOLID WHITE)
- ⑥ WET REFLECTIVE TEMPORARY TAPE TYPE III, 12" (SOLID YELLOW)
- ⑦ WET REFLECTIVE TEMPORARY TAPE TYPE III, 24" (SOLID WHITE)
- ⑧ WET REFLECTIVE TEMPORARY TAPE TYPE III, -LETTERS AND SYMBOLS
- ⑨ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (WHITE 2' DASH - 6' SKIP)
- ⑩ WET REFLECTIVE TEMPORARY TAPE TYPE III, LINE-12" (SOLID WHITE CHEVRON SPACED AT 30' CENTERS)
- ⑪ WET REFLECTIVE TEMPORARY TAPE TYPE III, 8" (SOLID WHITE)

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| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISIONS - | |
| CHECKED - SPF | REVISIONS - | |
| DATE - 02/28/2014 | REVISIONS - | |
| PLOT SCALE = 100.0000' / in. | | |
| PLOT DATE = 02/28/2014 | | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

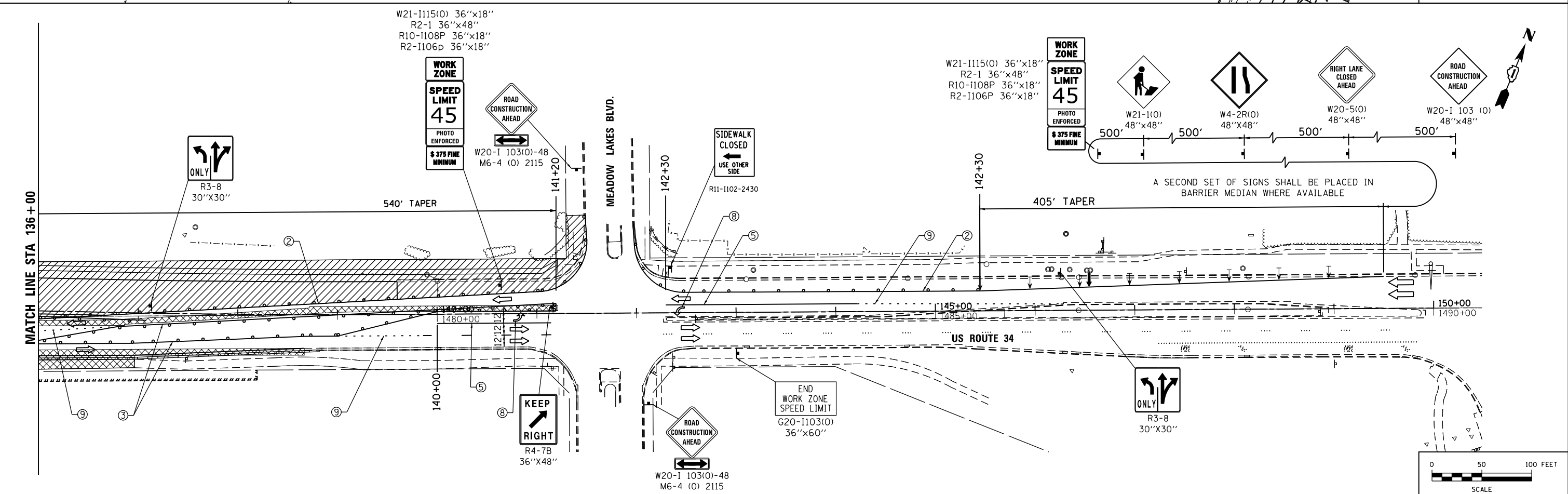
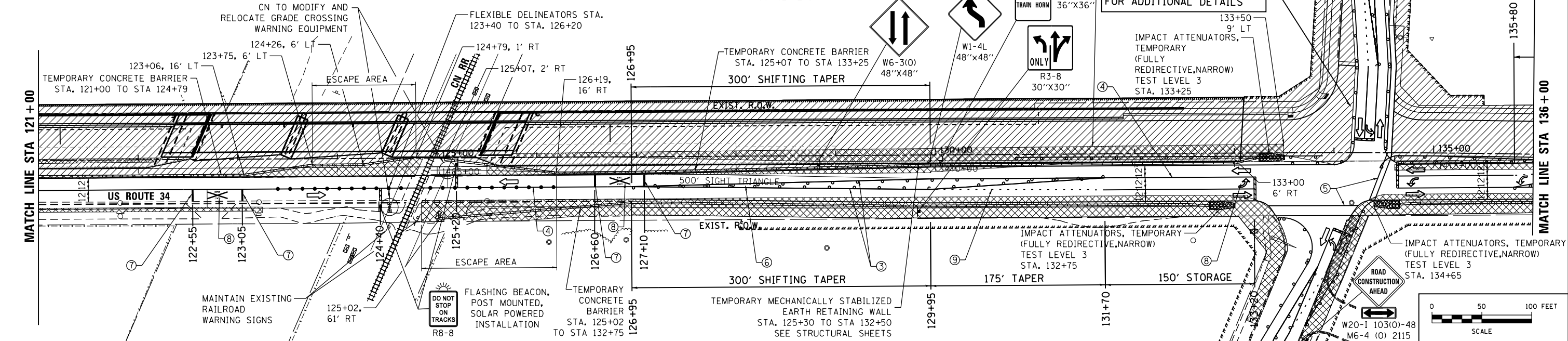
**STAGING AND TRAFFIC CONTROL
STAGE 1**

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

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | | 383 | 75 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

- LEGEND:**
- WORK AREA
 - TEMPORARY PAVEMENT
 - IMPACT ATTENUATOR TEST LEVEL 3
 - TEMPORARY CONCRETE BARRIER WITH TYPE C MARKERS
 - TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTION LIGHT IN MULTILANE SECTIONS AND BIDIRECTIONAL LIGHT IN TWO WAY TWO LANE SECTIONS PLACED AT 50' CENTERS IN TANGENTS AND 20' CENTERS IN TAPERS
 - TRAFFIC FLOW
 - ARROW BOARD
 - TYPE III BARRICADE
 - DIRECTIONAL INDICATOR BARRICADE AT 50' CENTERS

- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (DASH 10' WHITE 30' SKIP)
- ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID WHITE)
- ③ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID YELLOW)
- ④ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID DOUBLE YELLOW) WITH TEMPORARY RAISED PAVEMENT MARKERS YELLOW
- ⑤ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (SOLID WHITE)
- ⑥ WET REFLECTIVE TEMPORARY TAPE TYPE III, 12" (SOLID YELLOW)
- ⑦ WET REFLECTIVE TEMPORARY TAPE TYPE III, 24" (SOLID WHITE)
- ⑧ WET REFLECTIVE TEMPORARY TAPE TYPE III, -LETTERS AND SYMBOLS
- ⑨ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (WHITE 2' DASH - 6' SKIP)
- ⑩ WET REFLECTIVE TEMPORARY TAPE TYPE III, LINE-12" (SOLID WHITE CHEVRON SPACED AT 30' CENTERS)
- ⑪ WET REFLECTIVE TEMPORARY TAPE TYPE III, 8" (SOLID WHITE)



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| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISED - | |
| PLOT SCALE = 100.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

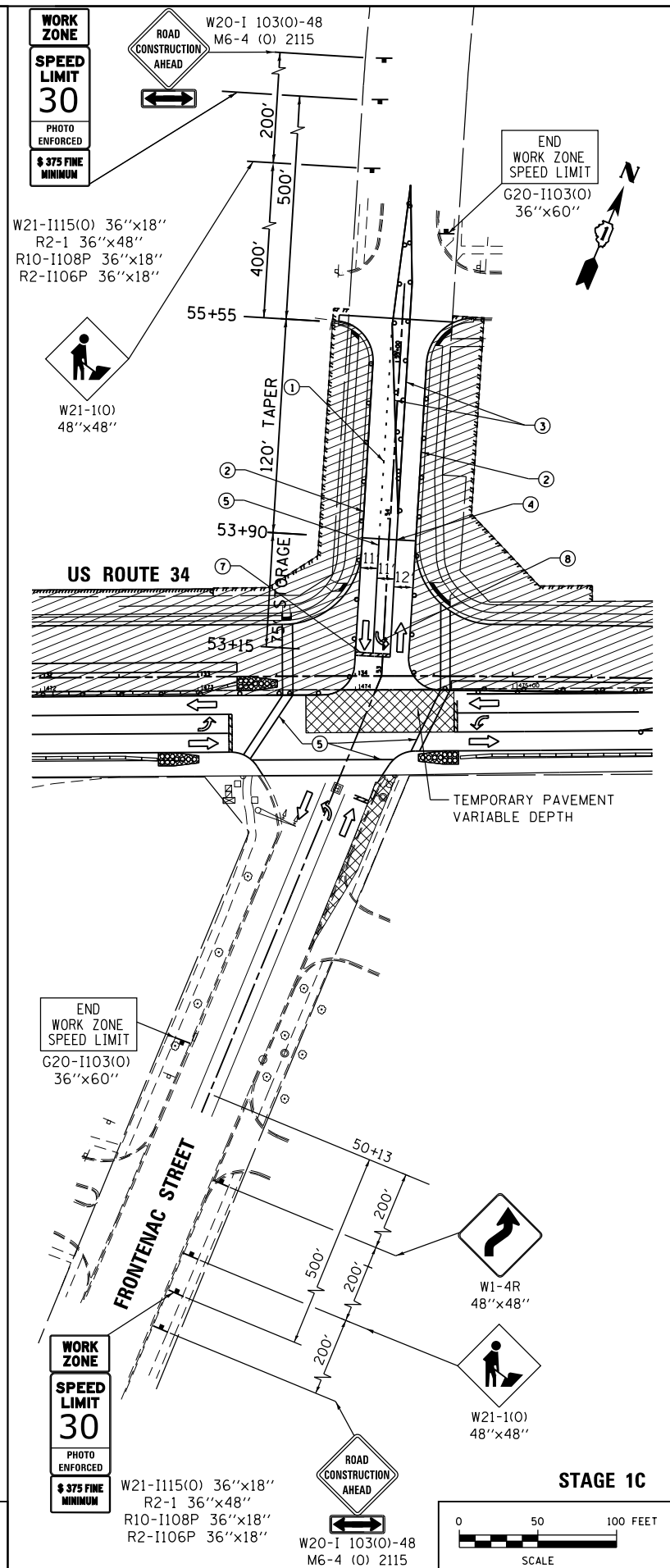
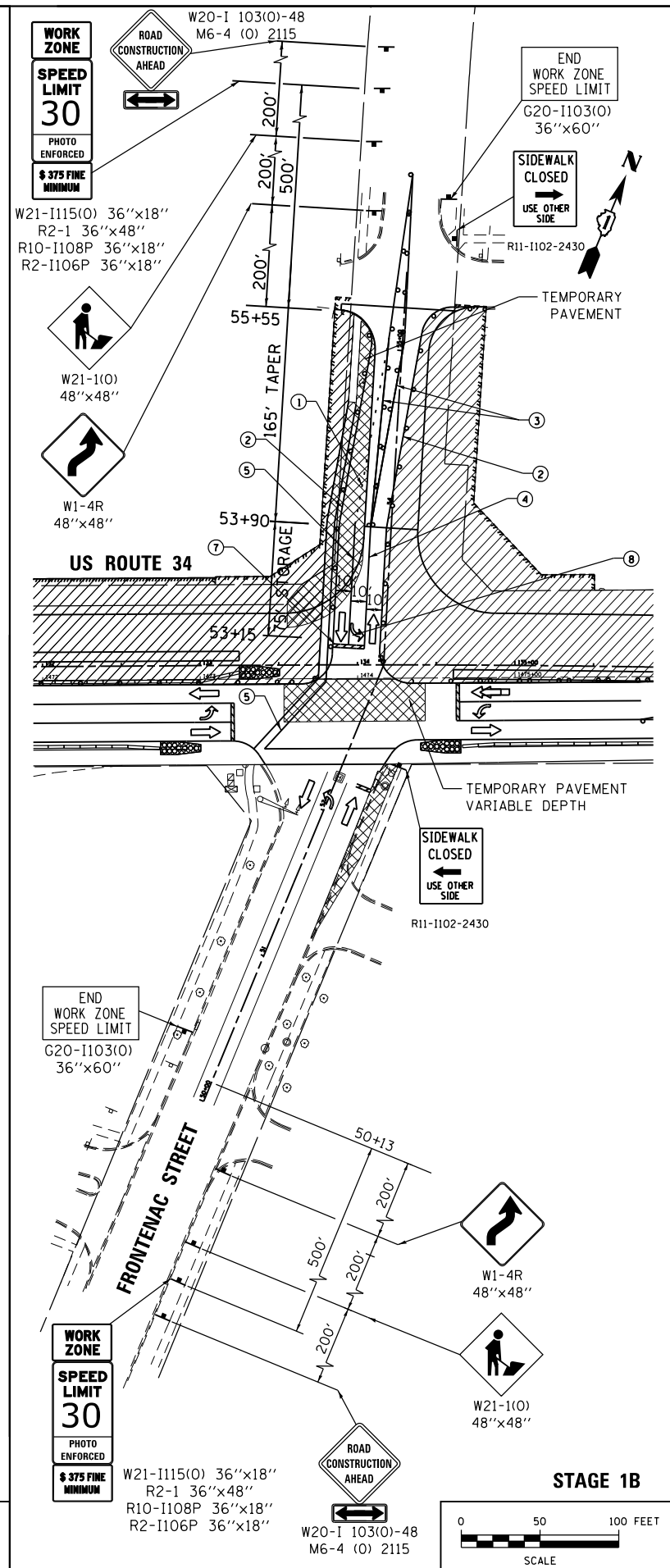
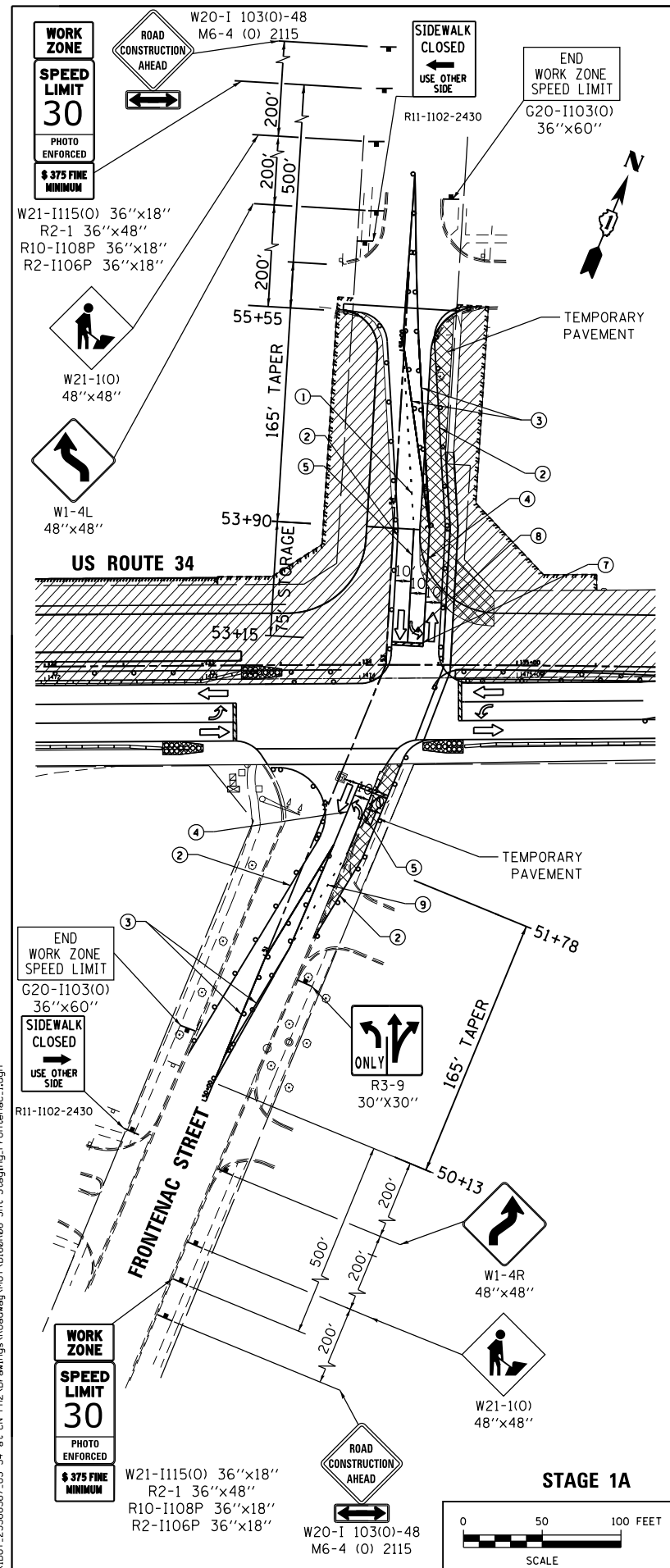
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING AND TRAFFIC CONTROL
STAGE 1**

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

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 76 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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LEGEND:

- ▨ WORK AREA
- ▩ TEMPORARY PAVEMENT
- ▧ IMPACT ATTENUATOR TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER WITH TYPE C MARKERS
- ○ TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTION LIGHT IN MULTILANE SECTIONS AND BIDIRECTIONAL LIGHT IN TWO WAY TWO LANE SECTIONS PLACED AT 50' CENTERS IN TANGENTS AND 20' CENTERS IN TAPERS
- ➔ TRAFFIC FLOW
- ➔ ARROW BOARD
- ⌈ TYPE III BARRICADE
- ⌋ DIRECTIONAL INDICATOR BARRICADE AT 50' CENTERS

- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (DASH 10' WHITE 30' SKIP)
- ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID WHITE)
- ③ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID YELLOW)
- ④ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID DOUBLE YELLOW) WITH TEMPORARY RAISED PAVEMENT MARKERS YELLOW
- ⑤ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (SOLID WHITE)
- ⑥ WET REFLECTIVE TEMPORARY TAPE TYPE III, 12" (SOLID YELLOW)
- ⑦ WET REFLECTIVE TEMPORARY TAPE TYPE III, 24" (SOLID WHITE)
- ⑧ WET REFLECTIVE TEMPORARY TAPE TYPE III, -LETTERS AND SYMBOLS
- ⑨ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (WHITE 2' DASH - 6' SKIP)
- ⑩ WET REFLECTIVE TEMPORARY TAPE TYPE III, LINE-12" (SOLID WHITE CHEVRON SPACED AT 30' CENTERS)
- ⑪ WET REFLECTIVE TEMPORARY TAPE TYPE III, 8" (SOLID WHITE)



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| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

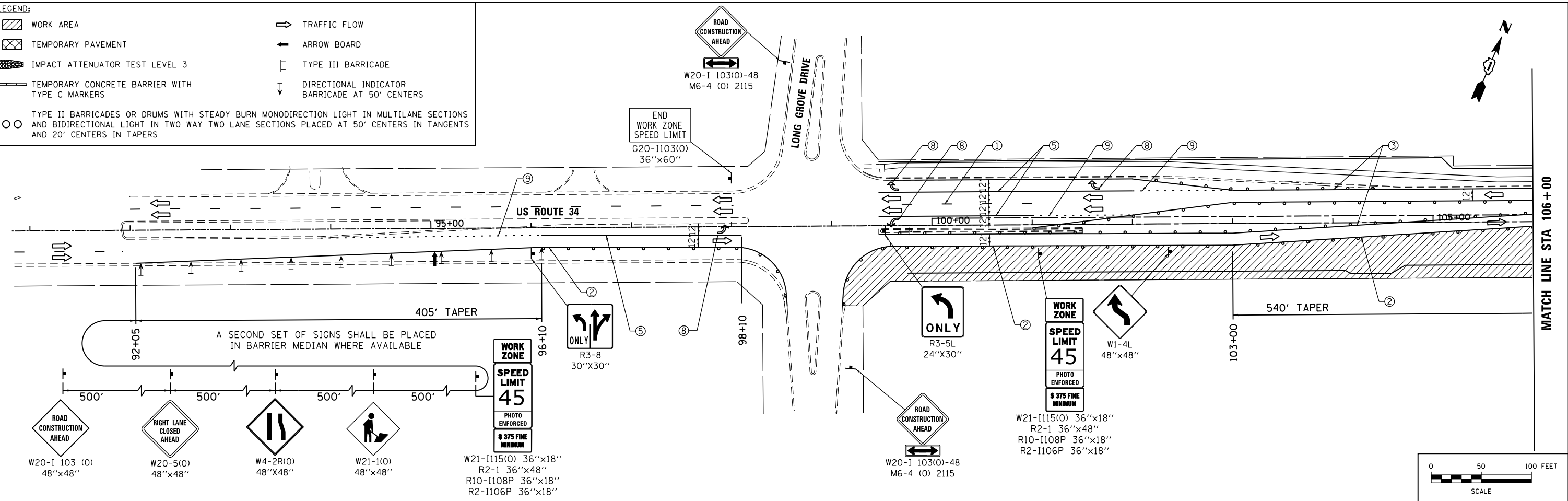
STAGING AND TRAFFIC CONTROL
STAGE 1

| | | | | |
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| SCALE: | SHEET NO. | OF SHEETS | STA. | TO STA. |
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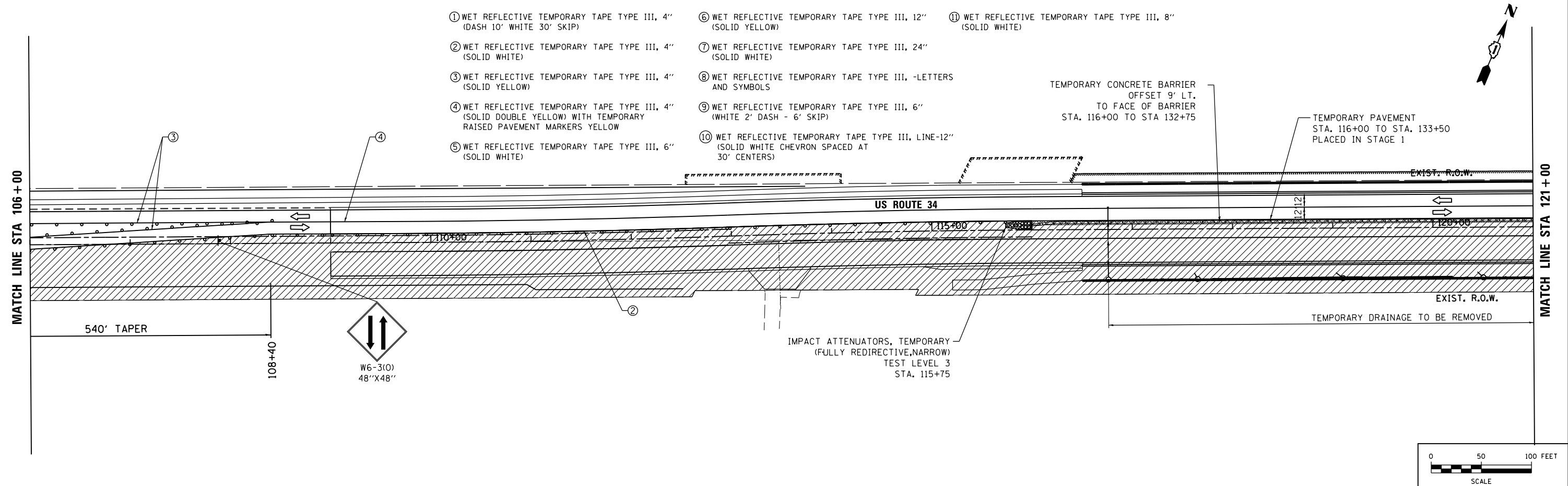
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|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 77 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

LEGEND:

| | | | |
|--|---|--|--|
| | WORK AREA | | TRAFFIC FLOW |
| | TEMPORARY PAVEMENT | | ARROW BOARD |
| | IMPACT ATTENUATOR TEST LEVEL 3 | | TYPE III BARRICADE |
| | TEMPORARY CONCRETE BARRIER WITH TYPE C MARKERS | | DIRECTIONAL INDICATOR BARRICADE AT 50' CENTERS |
| | TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTION LIGHT IN MULTILANE SECTIONS AND BIDIRECTIONAL LIGHT IN TWO WAY TWO LANE SECTIONS PLACED AT 50' CENTERS IN TANGENTS AND 20' CENTERS IN TAPERS | | |



- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (DASH 10' WHITE 30' SKIP)
- ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID WHITE)
- ③ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID YELLOW)
- ④ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID DOUBLE YELLOW) WITH TEMPORARY RAISED PAVEMENT MARKERS YELLOW
- ⑤ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (SOLID WHITE)
- ⑥ WET REFLECTIVE TEMPORARY TAPE TYPE III, 12" (SOLID YELLOW)
- ⑦ WET REFLECTIVE TEMPORARY TAPE TYPE III, 24" (SOLID WHITE)
- ⑧ WET REFLECTIVE TEMPORARY TAPE TYPE III, -LETTERS AND SYMBOLS
- ⑨ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (WHITE 2' DASH - 6' SKIP)
- ⑩ WET REFLECTIVE TEMPORARY TAPE TYPE III, LINE-12" (SOLID WHITE CHEVRON SPACED AT 30' CENTERS)
- ⑪ WET REFLECTIVE TEMPORARY TAPE TYPE III, 8" (SOLID WHITE)



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| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISOR - | |
| CHECKED - SPF | REVISOR - | |
| DATE - 02/28/2014 | REVISOR - | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING AND TRAFFIC CONTROL
STAGE 2**

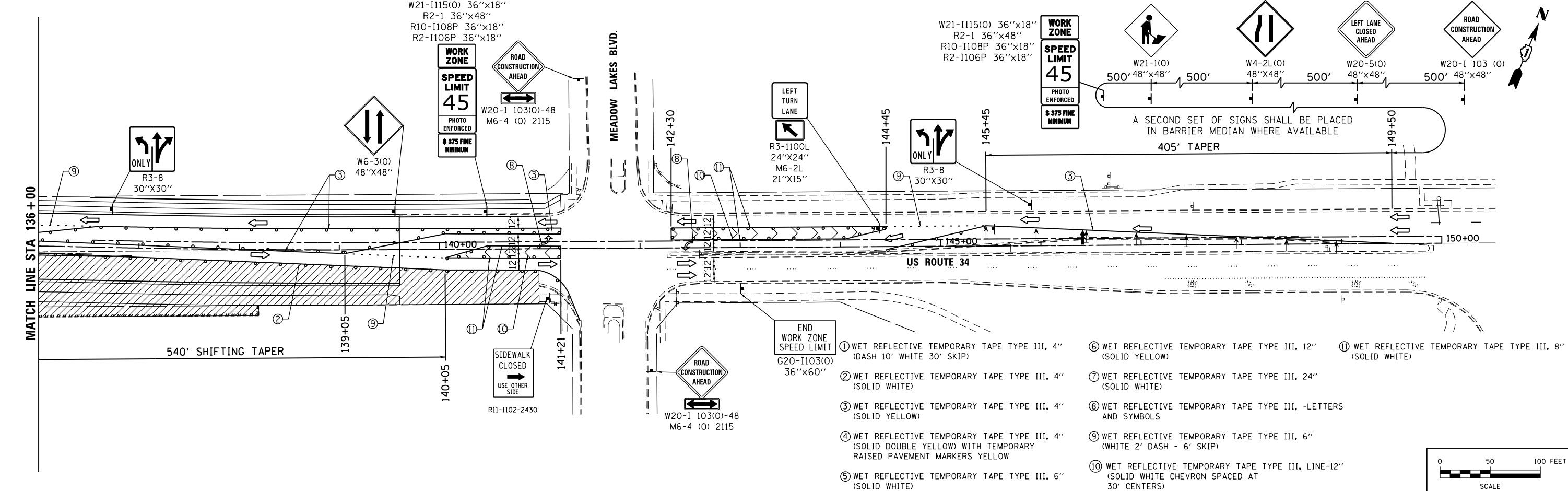
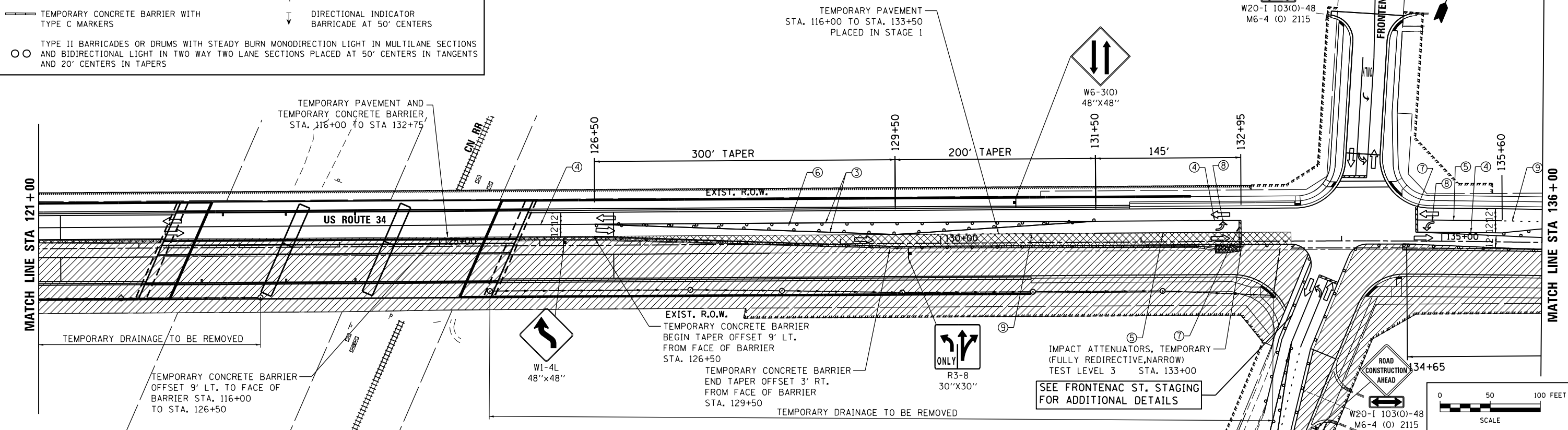
SCALE: SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 78 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT
- IMPACT ATTENUATOR TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER WITH TYPE C MARKERS
- TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTION LIGHT IN MULTILANE SECTIONS AND BIDIRECTIONAL LIGHT IN TWO WAY TWO LANE SECTIONS PLACED AT 50' CENTERS IN TANGENTS AND 20' CENTERS IN TAPERS
- TRAFFIC FLOW
- ARROW BOARD
- TYPE III BARRICADE
- DIRECTIONAL INDICATOR BARRICADE AT 50' CENTERS

NOTE:
TEMPORARY CONCRETE PAVEMENT
STA. 126+50 TO STA. 133+00
VARIES 1' TO 10'



- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (DASH 10' WHITE 30' SKIP)
- ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID WHITE)
- ③ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID YELLOW)
- ④ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID DOUBLE YELLOW) WITH TEMPORARY RAISED PAVEMENT MARKERS YELLOW
- ⑤ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (SOLID WHITE)
- ⑥ WET REFLECTIVE TEMPORARY TAPE TYPE III, 12" (SOLID YELLOW)
- ⑦ WET REFLECTIVE TEMPORARY TAPE TYPE III, 24" (SOLID WHITE)
- ⑧ WET REFLECTIVE TEMPORARY TAPE TYPE III, -LETTERS AND SYMBOLS
- ⑨ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (WHITE 2' DASH - 6' SKIP)
- ⑩ WET REFLECTIVE TEMPORARY TAPE TYPE III, LINE-12" (SOLID WHITE CHEVRON SPACED AT 30' CENTERS)
- ⑪ WET REFLECTIVE TEMPORARY TAPE TYPE III, 8" (SOLID WHITE)

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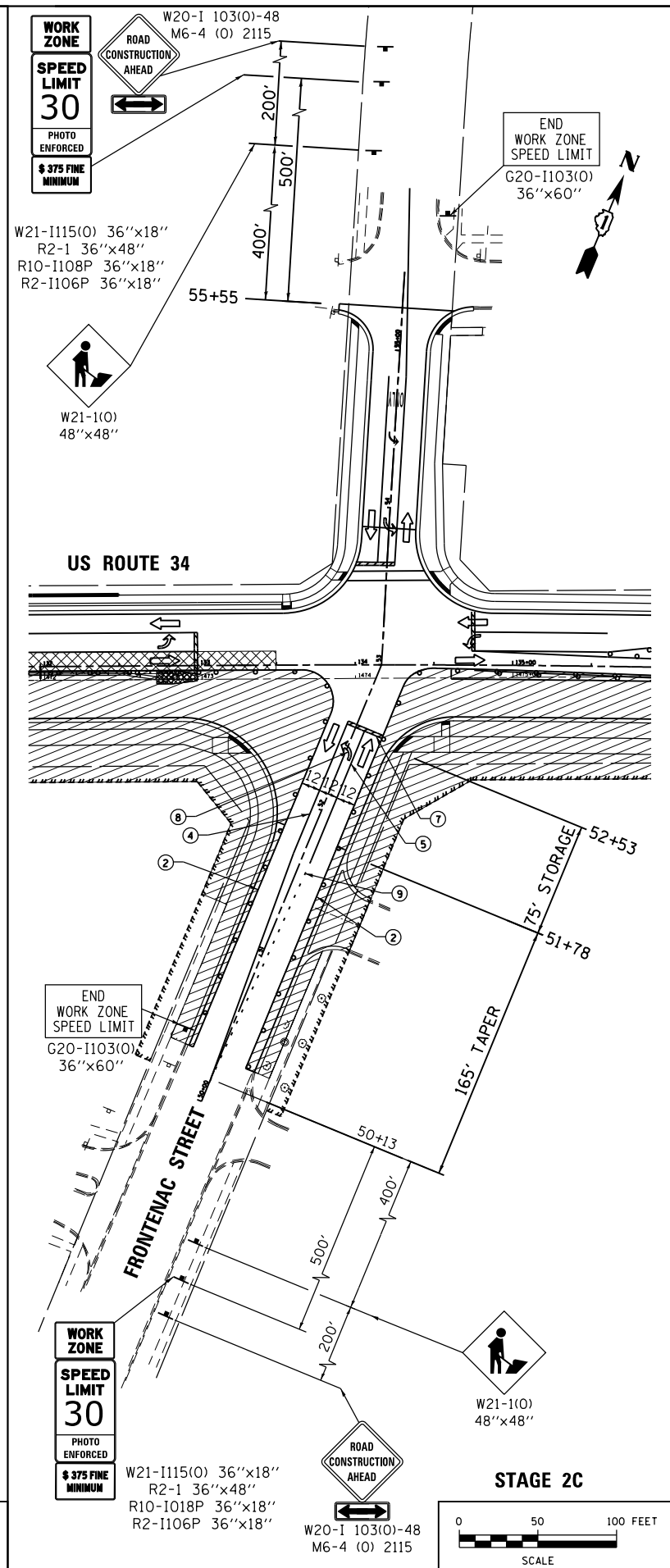
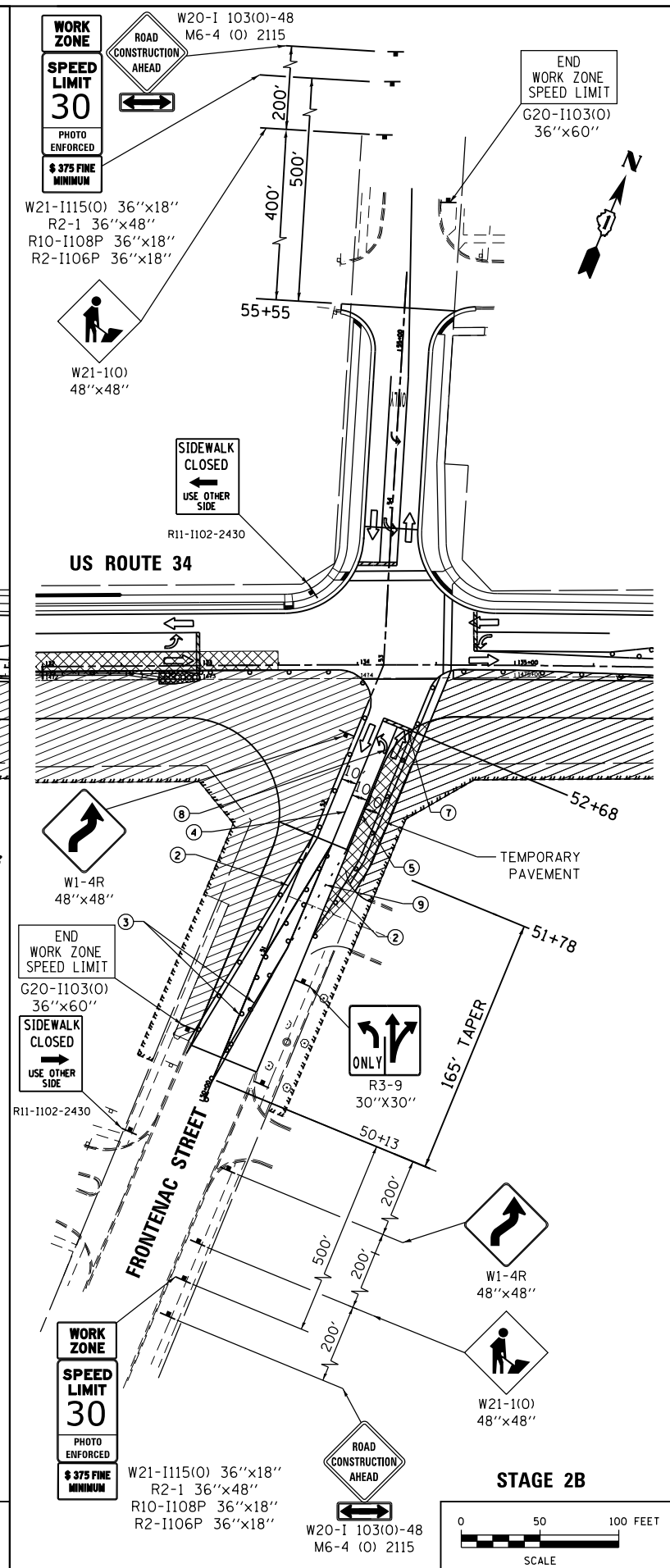
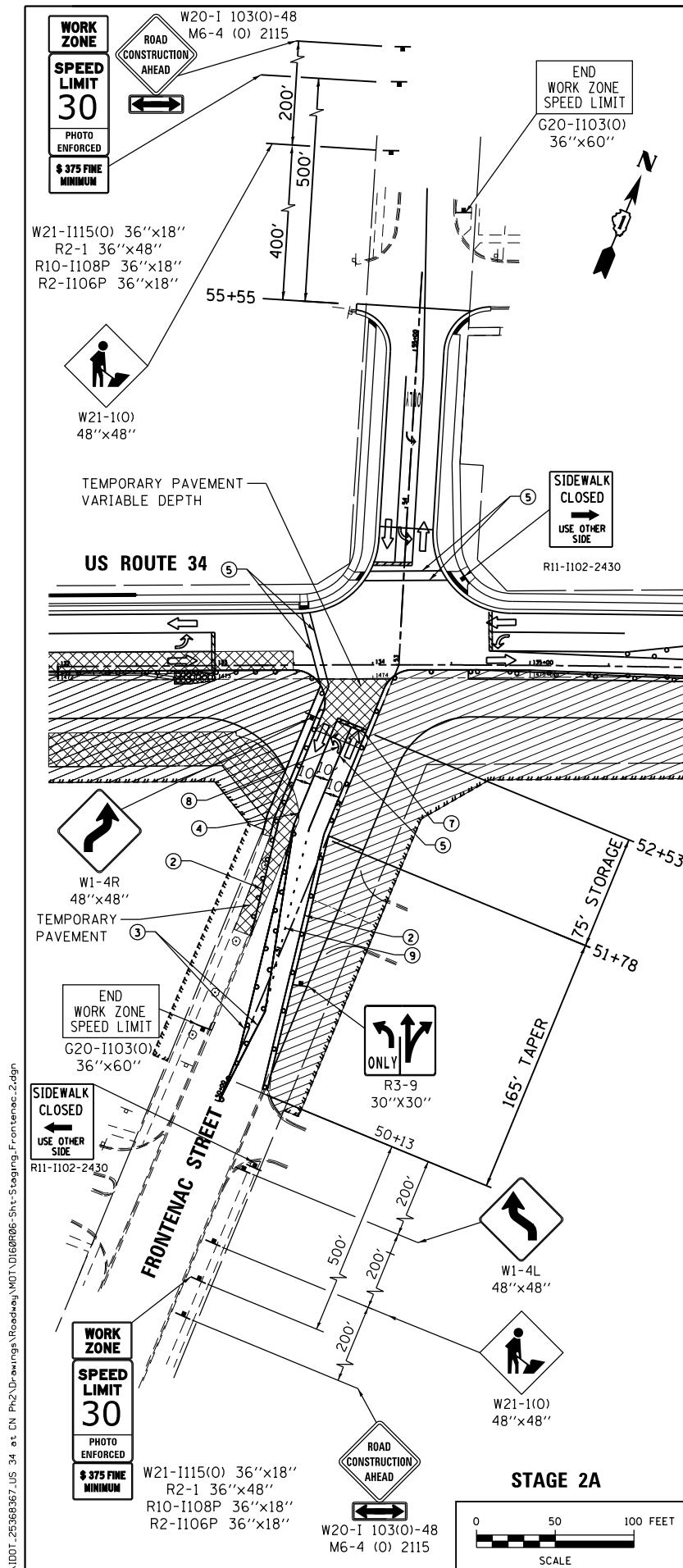
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| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISED - | |
| CHECKED - SPF | REVISED - | |
| DATE - 02/28/2014 | REVISED - | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
STAGE 2

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

| | | | | |
|---|---------------|--------|------------------|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY | TOTAL SHEETS 383 | SHEET NO. 79 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT
- IMPACT ATTENUATOR TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER WITH TYPE C MARKERS
- TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTION LIGHT IN MULTILANE SECTIONS AND BIDIRECTIONAL LIGHT IN TWO WAY TWO LANE SECTIONS PLACED AT 50' CENTERS IN TANGENTS AND 20' CENTERS IN TAPERS
- TRAFFIC FLOW
- ARROW BOARD
- TYPE III BARRICADE
- DIRECTIONAL INDICATOR BARRICADE AT 50' CENTERS

- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (DASH 10' WHITE 30' SKIP)
- ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID WHITE)
- ③ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID YELLOW)
- ④ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID DOUBLE YELLOW) WITH TEMPORARY RAISED PAVEMENT MARKERS YELLOW
- ⑤ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (SOLID WHITE)
- ⑥ WET REFLECTIVE TEMPORARY TAPE TYPE III, 12" (SOLID YELLOW)
- ⑦ WET REFLECTIVE TEMPORARY TAPE TYPE III, 24" (SOLID WHITE)
- ⑧ WET REFLECTIVE TEMPORARY TAPE TYPE III, -LETTERS AND SYMBOLS
- ⑨ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (WHITE 2' DASH - 6' SKIP)
- ⑩ WET REFLECTIVE TEMPORARY TAPE TYPE III, LINE-12" (SOLID WHITE CHEVRON SPACED AT 30' CENTERS)
- ⑪ WET REFLECTIVE TEMPORARY TAPE TYPE III, 8" (SOLID WHITE)



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| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 100.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING AND TRAFFIC CONTROL
STAGE 2**

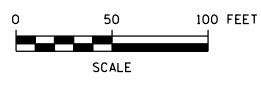
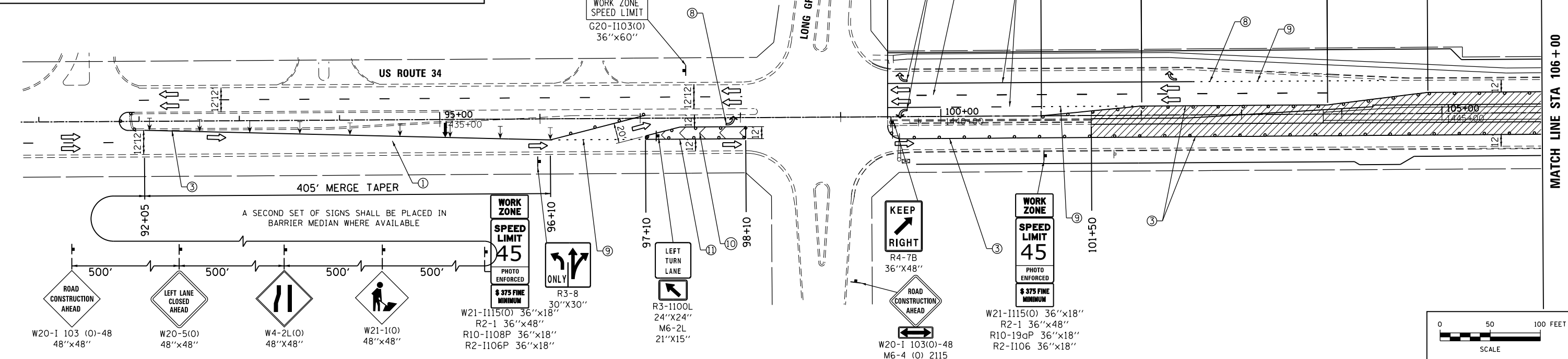
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 80 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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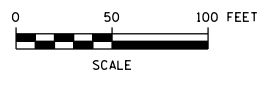
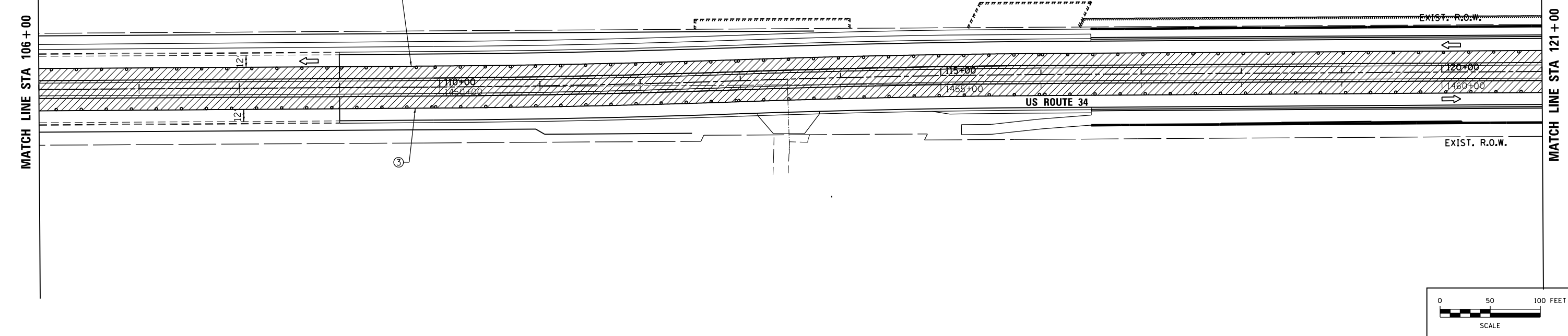
SCALE: SHEET NO. OF SHEETS STA. TO STA.

LEGEND:

| | | | |
|--|---|--|--|
| | WORK AREA | | TRAFFIC FLOW |
| | TEMPORARY PAVEMENT | | ARROW BOARD |
| | IMPACT ATTENUATOR TEST LEVEL 3 | | TYPE III BARRICADE |
| | TEMPORARY CONCRETE BARRIER WITH TYPE C MARKERS | | DIRECTIONAL INDICATOR BARRICADE AT 50' CENTERS |
| | TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTION LIGHT IN MULTILANE SECTIONS AND BIDIRECTIONAL LIGHT IN TWO WAY TWO LANE SECTIONS PLACED AT 50' CENTERS IN TANGENTS AND 20' CENTERS IN TAPERS | | |



- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (DASH 10' WHITE 30' SKIP)
- ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID WHITE)
- ③ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID YELLOW)
- ④ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID DOUBLE YELLOW) WITH TEMPORARY RAISED PAVEMENT MARKERS YELLOW
- ⑤ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (SOLID WHITE)
- ⑥ WET REFLECTIVE TEMPORARY TAPE TYPE III, 12" (SOLID YELLOW)
- ⑦ WET REFLECTIVE TEMPORARY TAPE TYPE III, 24" (SOLID WHITE)
- ⑧ WET REFLECTIVE TEMPORARY TAPE TYPE III, -LETTERS AND SYMBOLS
- ⑨ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (WHITE 2' DASH - 6' SKIP)
- ⑩ WET REFLECTIVE TEMPORARY TAPE TYPE III, LINE-12" (SOLID WHITE CHEVRON SPACED AT 30' CENTERS)
- ⑪ WET REFLECTIVE TEMPORARY TAPE TYPE III, 8" (SOLID WHITE)



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|-------------------|---------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISOR - | |
| CHECKED - SPF | REVISOR - | |
| DATE - 02/28/2014 | REVISOR - | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

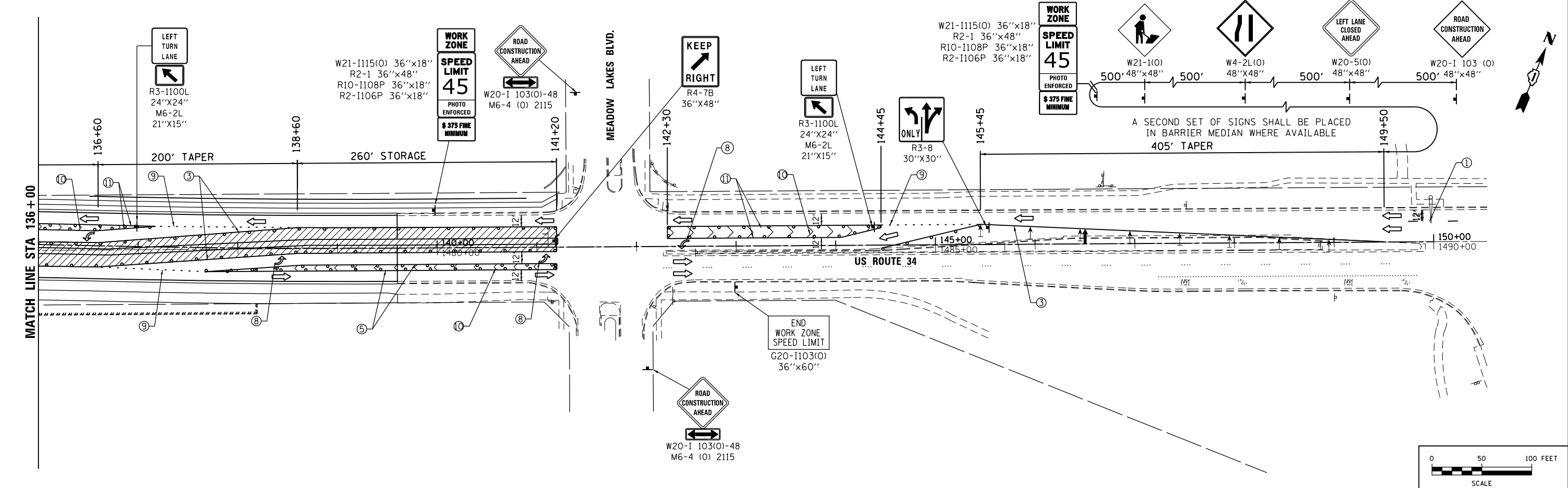
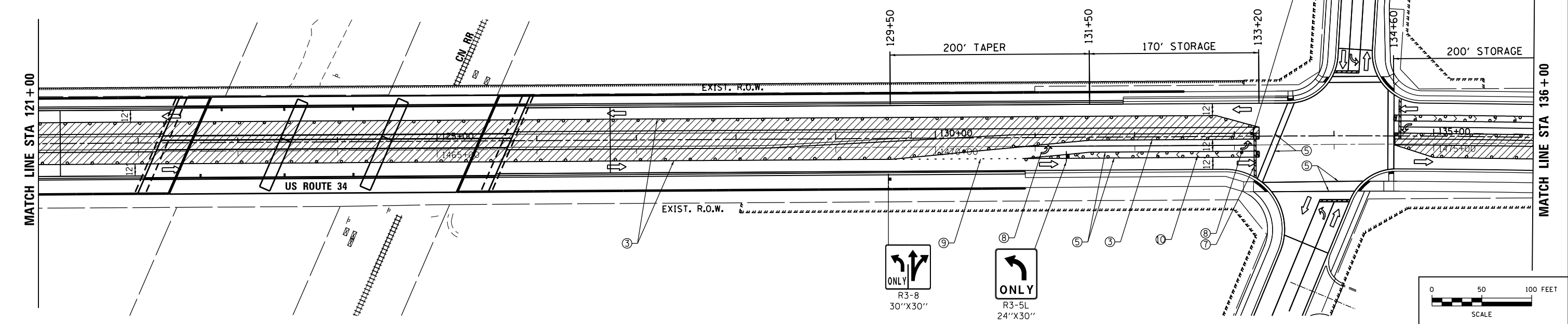
**STAGING AND TRAFFIC CONTROL
STAGE 3**

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

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 81 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

- LEGEND:**
- WORK AREA
 - TEMPORARY PAVEMENT
 - IMPACT ATTENUATOR TEST LEVEL 3
 - TEMPORARY CONCRETE BARRIER WITH TYPE C MARKERS
 - TYPE II BARRICADES OR DRUMS WITH STEADY BURN MONODIRECTION LIGHT IN MULTILANE SECTIONS AND BIDIRECTIONAL LIGHT IN TWO WAY TWO LANE SECTIONS PLACED AT 50' CENTERS IN TANGENTS AND 20' CENTERS IN TAPERS
 - TRAFFIC FLOW
 - ARROW BOARD
 - TYPE III BARRICADE
 - DIRECTIONAL INDICATOR BARRICADE AT 50' CENTERS

- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (DASH 10' WHITE 30' SKIP)
- ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID WHITE)
- ③ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID YELLOW)
- ④ WET REFLECTIVE TEMPORARY TAPE TYPE III, 4" (SOLID DOUBLE YELLOW) WITH TEMPORARY RAISED PAVEMENT MARKERS YELLOW
- ⑤ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (SOLID WHITE)
- ⑥ WET REFLECTIVE TEMPORARY TAPE TYPE III, 12" (SOLID YELLOW)
- ⑦ WET REFLECTIVE TEMPORARY TAPE TYPE III, 24" (SOLID WHITE)
- ⑧ WET REFLECTIVE TEMPORARY TAPE TYPE III, -LETTERS AND SYMBOLS
- ⑨ WET REFLECTIVE TEMPORARY TAPE TYPE III, 6" (WHITE 2' DASH - 6' SKIP)
- ⑩ WET REFLECTIVE TEMPORARY TAPE TYPE III, LINE-12" (SOLID WHITE CHEVRON SPACED AT 30' CENTERS)
- ⑪ WET REFLECTIVE TEMPORARY TAPE TYPE III, 8" (SOLID WHITE)



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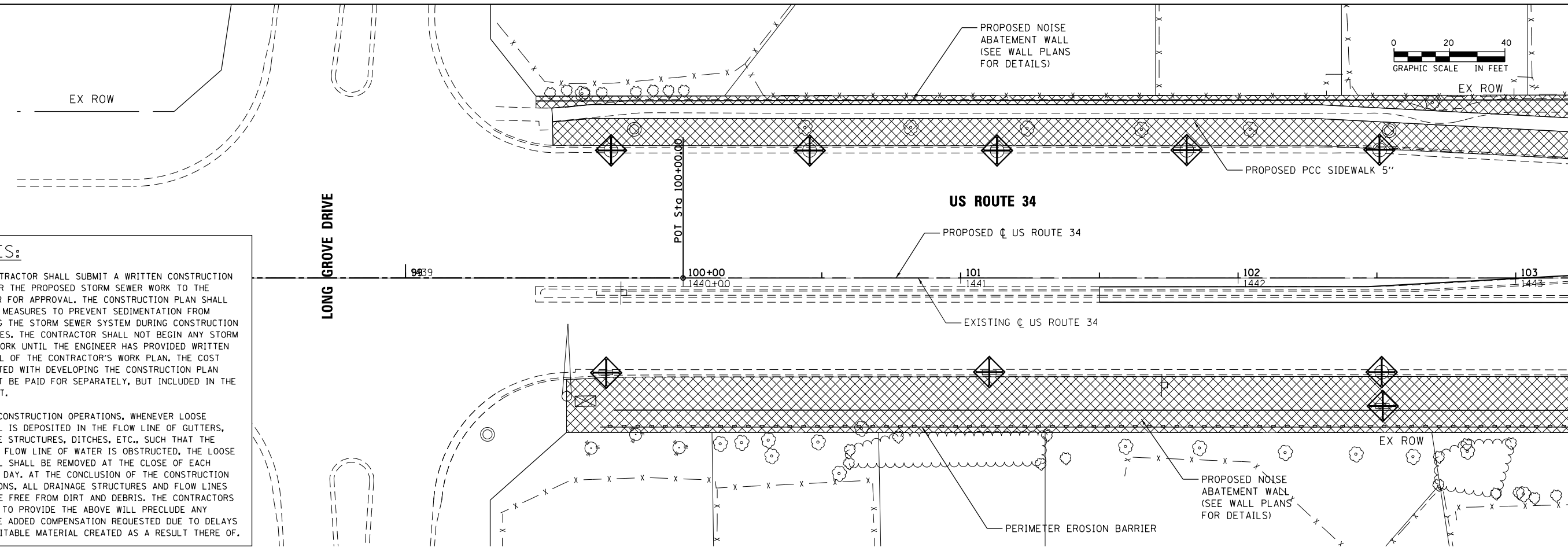
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| DRAWN - KJB | REVISED - | |
| CHECKED - SPF | REVISED - | |
| DATE - 02/28/2014 | REVISED - | |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGING AND TRAFFIC CONTROL
STAGE 3**

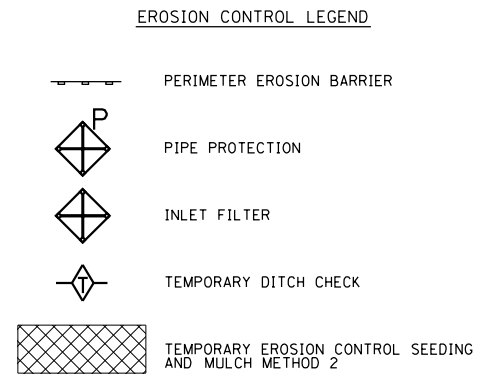
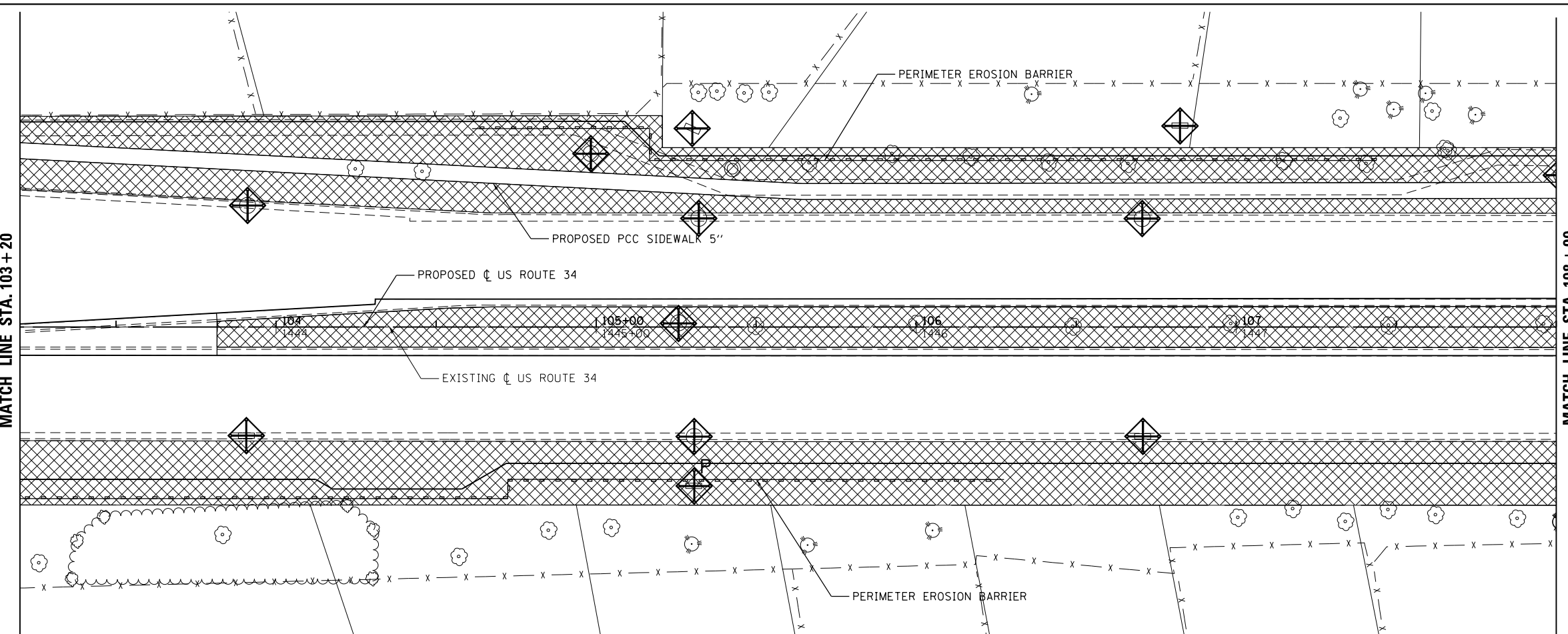
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|--------|-----------|-----------|------|---------|
| SCALE: | SHEET NO. | OF SHEETS | STA. | TO STA. |
|--------|-----------|-----------|------|---------|

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 82 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



NOTES:

1. THE CONTRACTOR SHALL SUBMIT A WRITTEN CONSTRUCTION PLAN FOR THE PROPOSED STORM SEWER WORK TO THE ENGINEER FOR APPROVAL. THE CONSTRUCTION PLAN SHALL INCLUDE MEASURES TO PREVENT SEDIMENTATION FROM ENTERING THE STORM SEWER SYSTEM DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL NOT BEGIN ANY STORM SEWER WORK UNTIL THE ENGINEER HAS PROVIDED WRITTEN APPROVAL OF THE CONTRACTOR'S WORK PLAN. THE COST ASSOCIATED WITH DEVELOPING THE CONSTRUCTION PLAN WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE CONTRACT.
2. DURING CONSTRUCTION OPERATIONS, WHENEVER LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC., SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THE CONTRACTORS FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIAL CREATED AS A RESULT THERE OF.



NOTE:
PROTECT ALL EXISTING AND PROPOSED DRAINAGE STRUCTURES.

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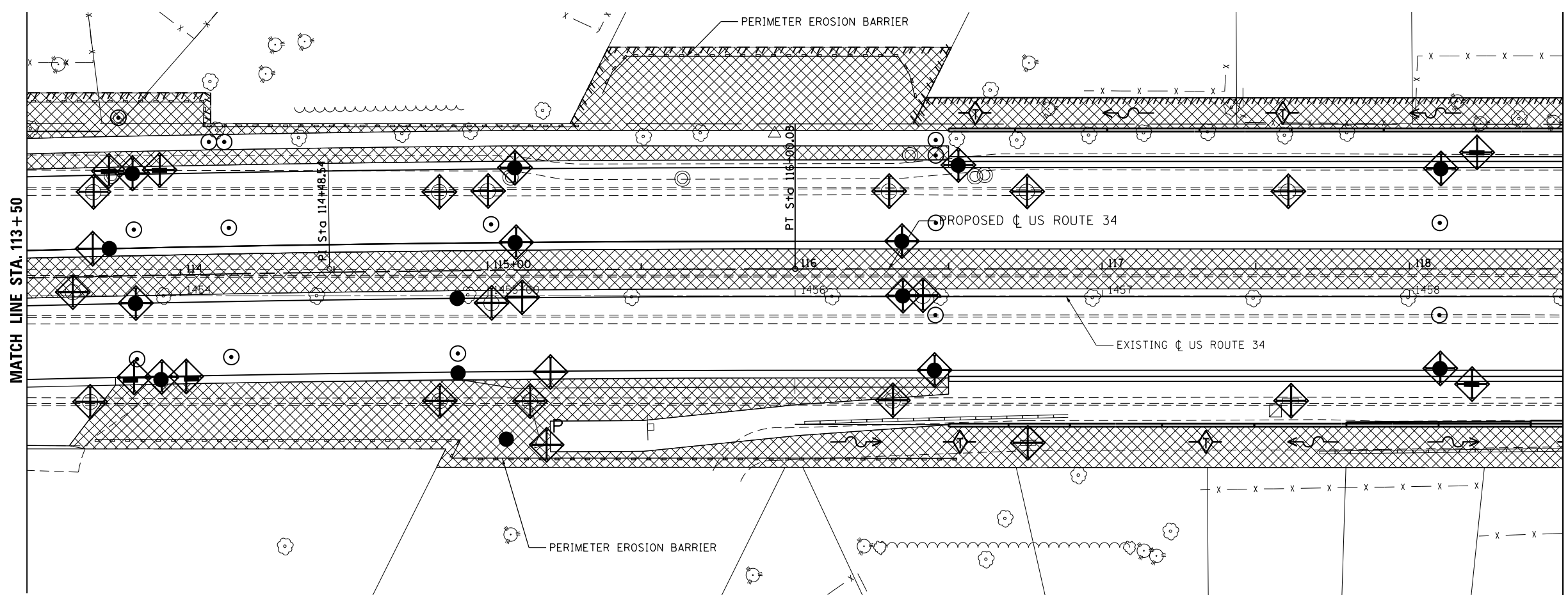
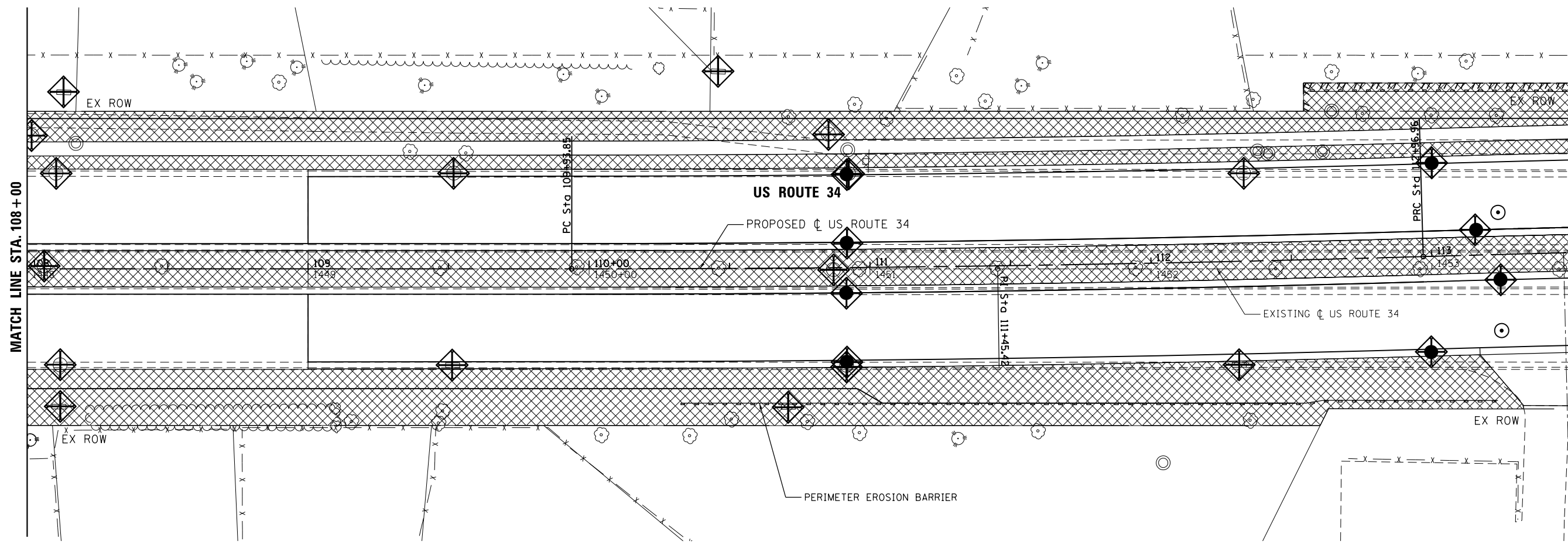
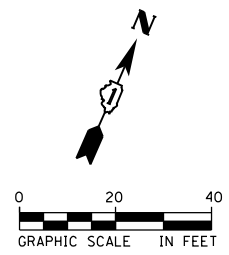
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| DRAWN - KJB | REVISIONS - | |
| PLOT SCALE = 40.0000' / in. | CHECKED - SPF | REVISIONS - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISIONS - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL PLAN
US ROUTE 34**

SCALE: 20 SHEET NO. 1 OF 5 SHEETS STA. 100+00 TO STA. 108+00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------|-----------|
| 311 | 652-A | DUPAGE | 383 | 83 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



NOTE:
PROTECT ALL EXISTING AND PROPOSED DRAINAGE STRUCTURES.

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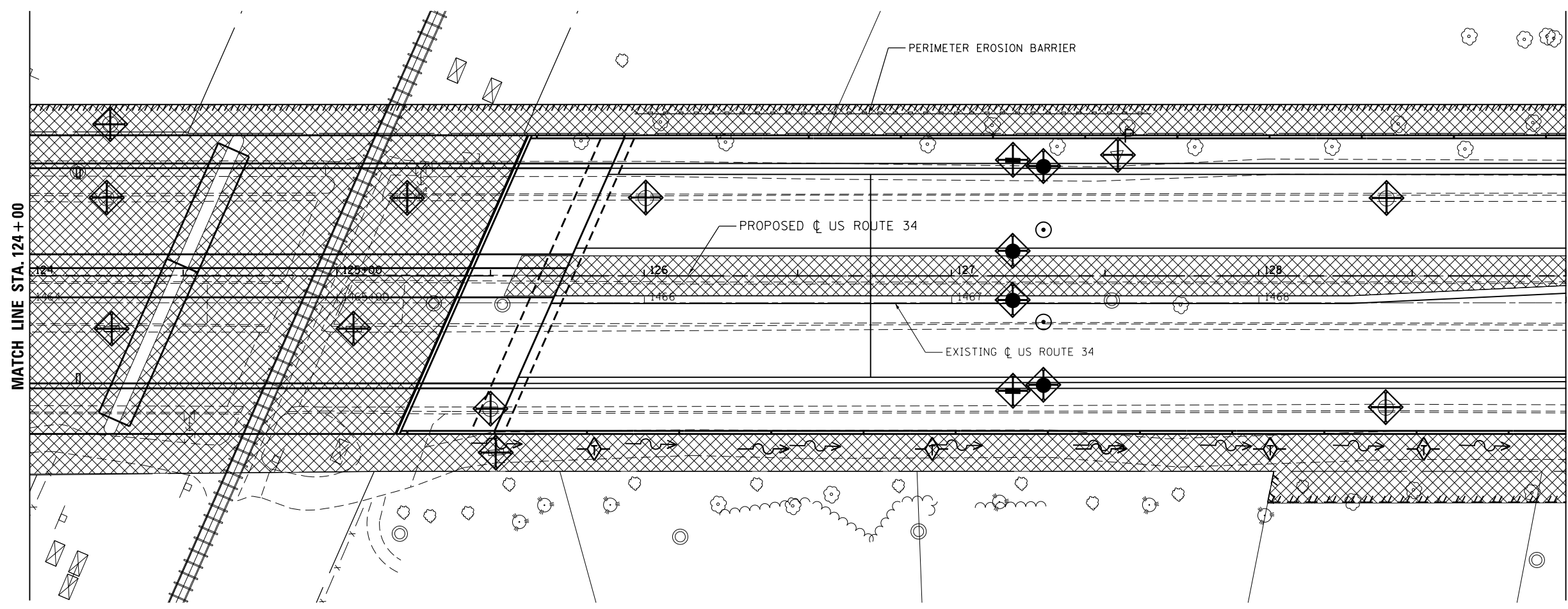
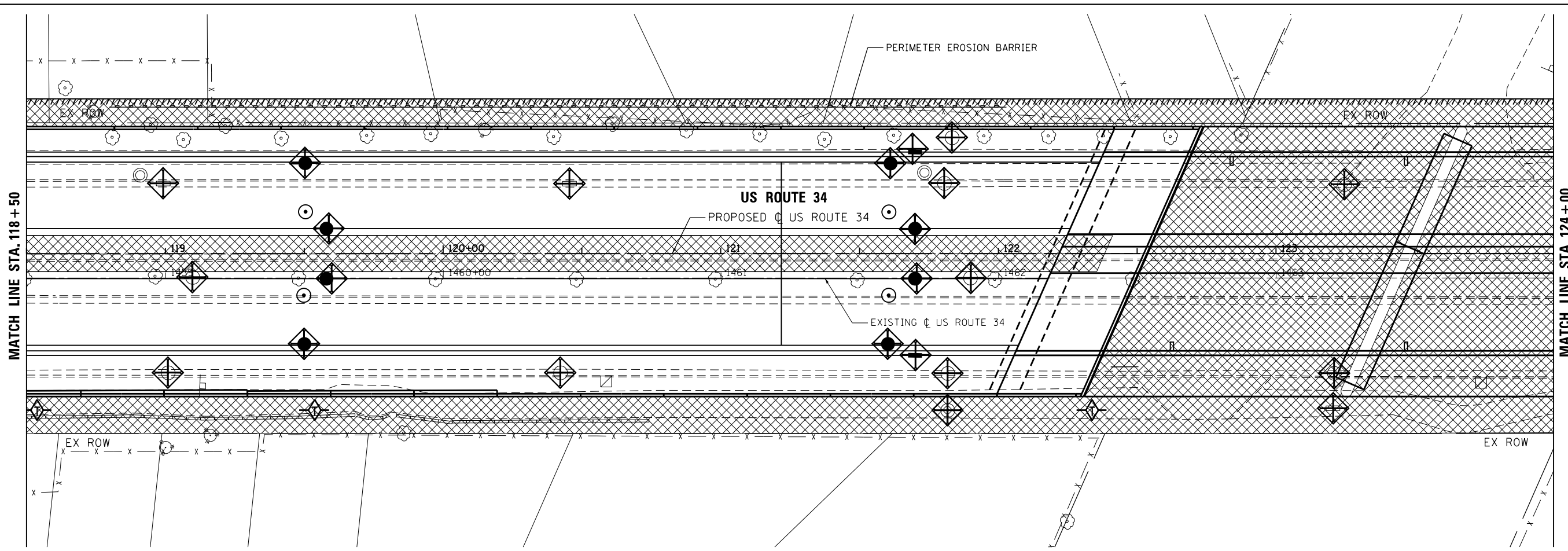
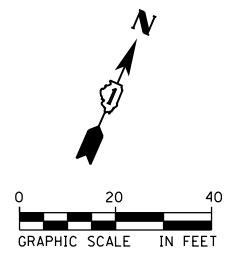


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|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISED - | |
| PLOT SCALE = 40.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | |
|--|-------------------------|----------------------------|
| EROSION AND SEDIMENT CONTROL PLAN US ROUTE 34 | | |
| SCALE: 20 | SHEET NO. 2 OF 5 SHEETS | STA. 108+00 TO STA. 118+50 |

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 84 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



NOTE:
PROTECT ALL EXISTING AND PROPOSED DRAINAGE STRUCTURES.

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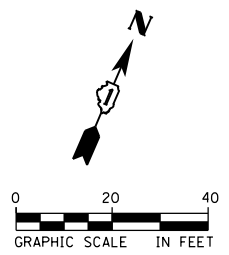


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|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
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| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

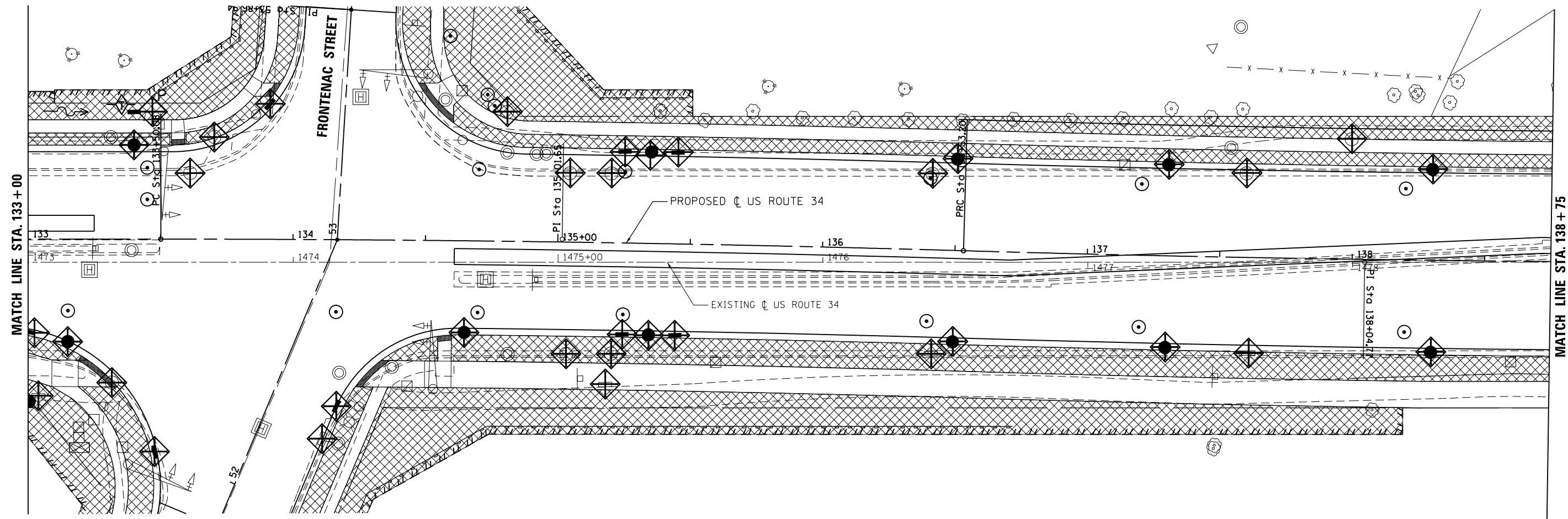
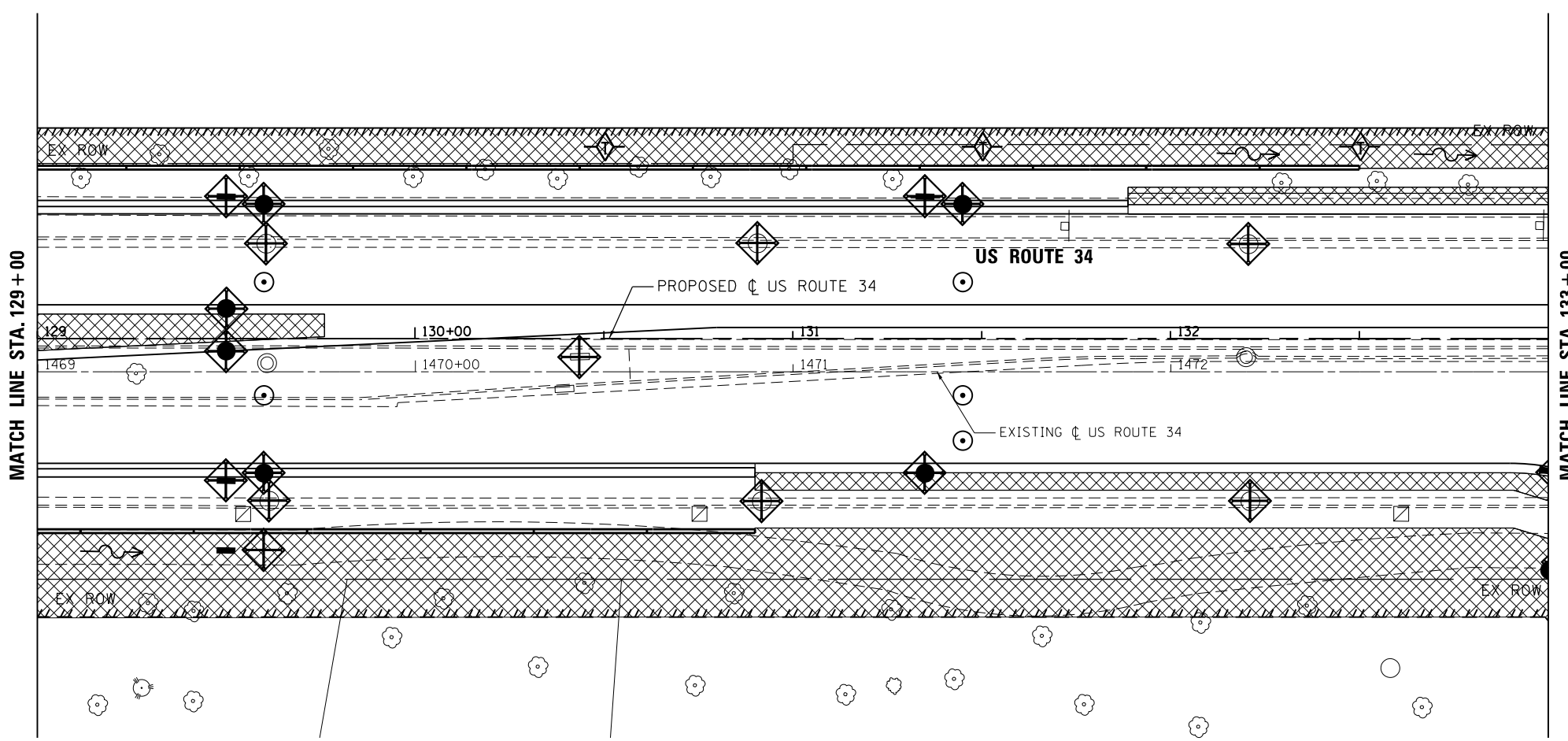
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | |
|--|-------------------------|----------------------------|
| EROSION AND SEDIMENT CONTROL PLAN US ROUTE 34 | | |
| SCALE: 20 | SHEET NO. 3 OF 5 SHEETS | STA. 118+50 TO STA. 129+00 |

| | | | | |
|---|---------------|---------------|------------------|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY DUPAGE | TOTAL SHEETS 383 | SHEET NO. 85 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



NOTE:
PROTECT ALL EXISTING AND PROPOSED DRAINAGE STRUCTURES.



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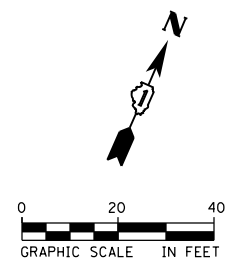
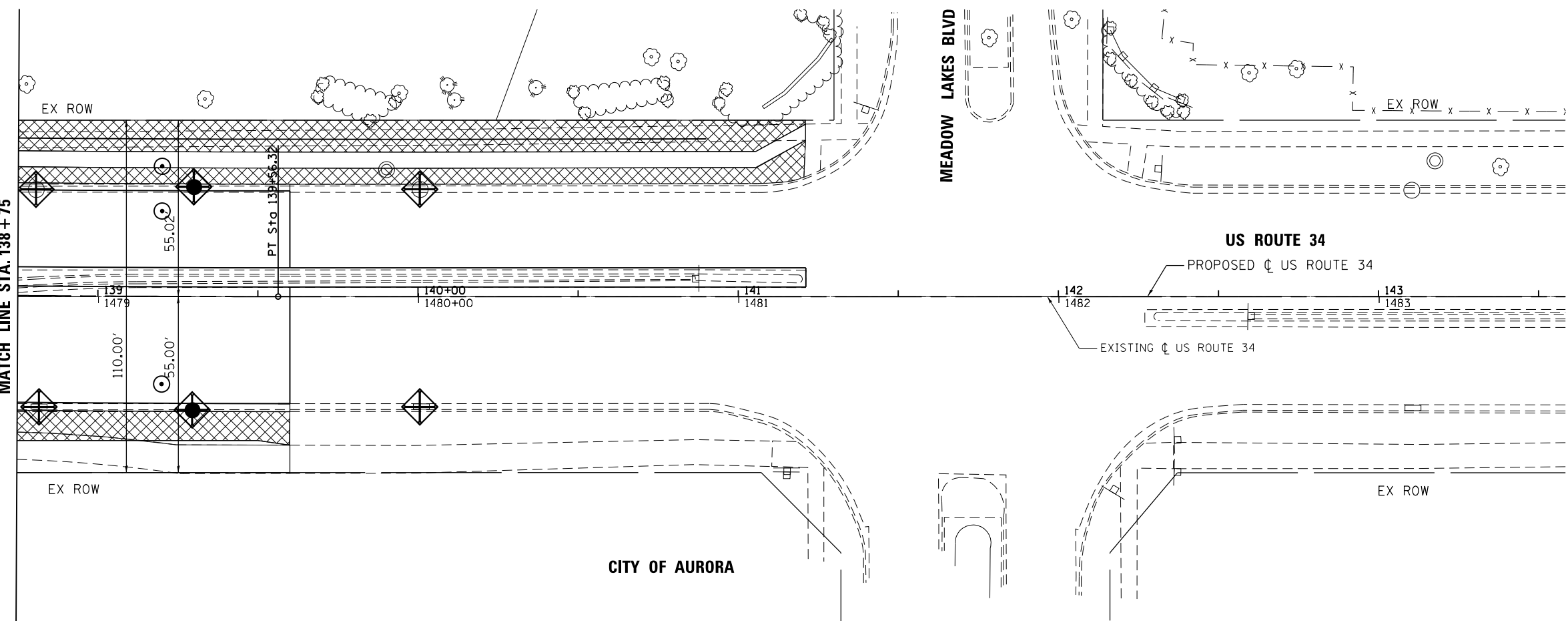
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| | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

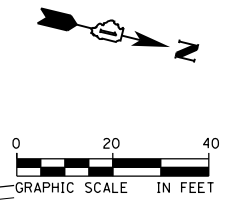
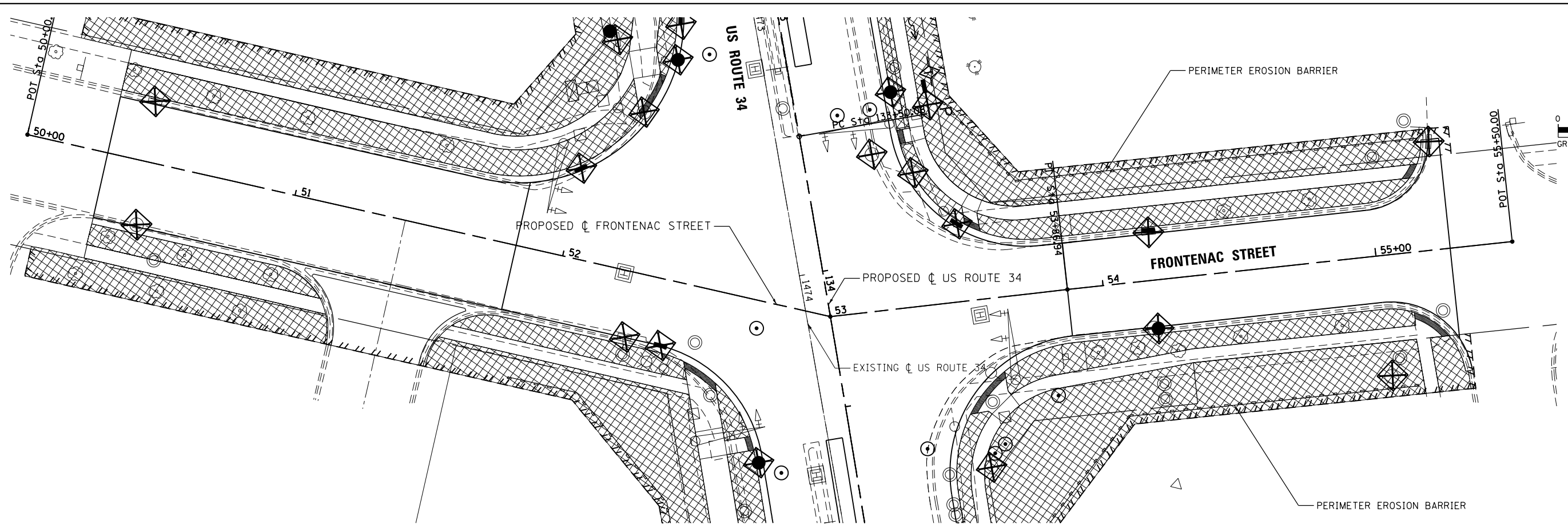
**EROSION AND SEDIMENT CONTROL PLAN
US ROUTE 34**

SCALE: 20 SHEET NO. # OF 8 SHEETS STA. 109+00 TO STA. 108+75

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 86 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



NOTE:
PROTECT ALL EXISTING AND PROPOSED DRAINAGE STRUCTURES.



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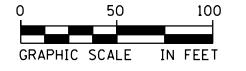
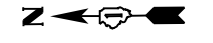
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| DRAWN - KJB | REVISED - | |
| PLOT SCALE = 40.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION






**EROSION AND SEDIMENT CONTROL PLAN
US ROUTE 34 AND FRONTENAC STREET**

SCALE: 20 SHEET NO. 5 OF 5 SHEETS STA. 138+75 TO STA. 142+00

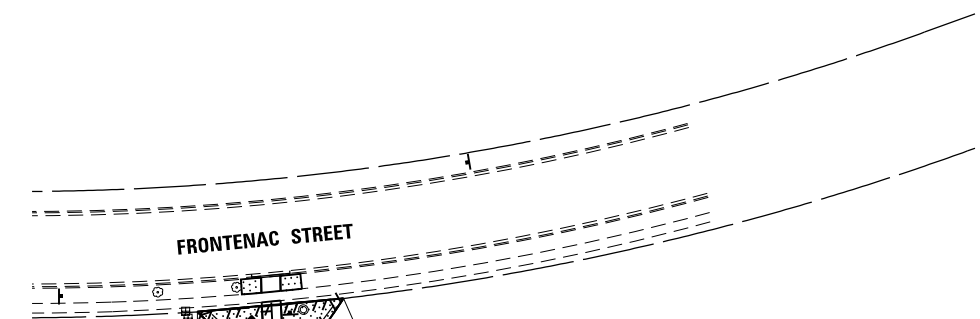
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 87 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



EROSION CONTROL LEGEND

-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER
-  TEMPORARY FENCE
-  INLET AND PIPE PROTECTION
-  TEMPORARY EROSION CONTROL SEEDING MULCH METHOD 2

NOTES:
 FILTERS IN ALL EXISTING INLETS ON PROJECT
 AND FILTERS IN ALL NEW INLETS



TEMPORARY FENCE

TEMPORARY FENCE

TEMPORARY FENCE

TEMPORARY FENCE

CL SHARED-USE TRAIL

90' FVPD
100' CN

200+00

205+00

8

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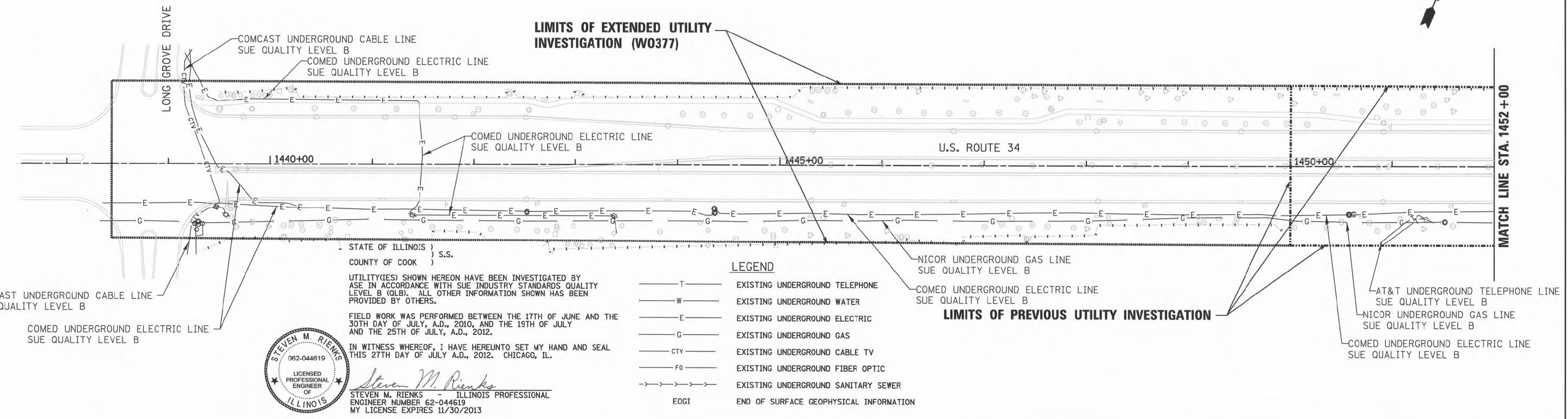
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| DRAWN - KJB | REVISED - | |
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| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL PLAN
 SHARED-USE TRAIL

SCALE: 50 SHEET NO. 1 OF 1 SHEETS STA. 200+00 TO STA. 212+05

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 88 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



STATE OF ILLINOIS)
 COUNTY OF COOK) S.S.

UTILITY(IES) SHOWN HEREON HAVE BEEN INVESTIGATED BY ASE IN ACCORDANCE WITH SUE INDUSTRY STANDARDS QUALITY LEVEL B (QLB). ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED BY OTHERS.

FIELD WORK WAS PERFORMED BETWEEN THE 17TH OF JUNE AND THE 30TH DAY OF JULY, A.D., 2010, AND THE 19TH OF JULY AND THE 25TH OF JULY, A.D., 2012.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 27TH DAY OF JULY A.D., 2012. CHICAGO, IL.

Steven M. Rienks
 STEVEN M. RIENKS - ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-044619 MY LICENSE EXPIRES 11/30/2013

- LEGEND**
- T — EXISTING UNDERGROUND TELEPHONE
 - W — EXISTING UNDERGROUND WATER
 - E — EXISTING UNDERGROUND ELECTRIC
 - G — EXISTING UNDERGROUND GAS
 - CTV — EXISTING UNDERGROUND CABLE TV
 - FO — EXISTING UNDERGROUND FIBER OPTIC
 - S — EXISTING UNDERGROUND SANITARY SEWER
 - EOGI — END OF SURFACE GEOPHYSICAL INFORMATION



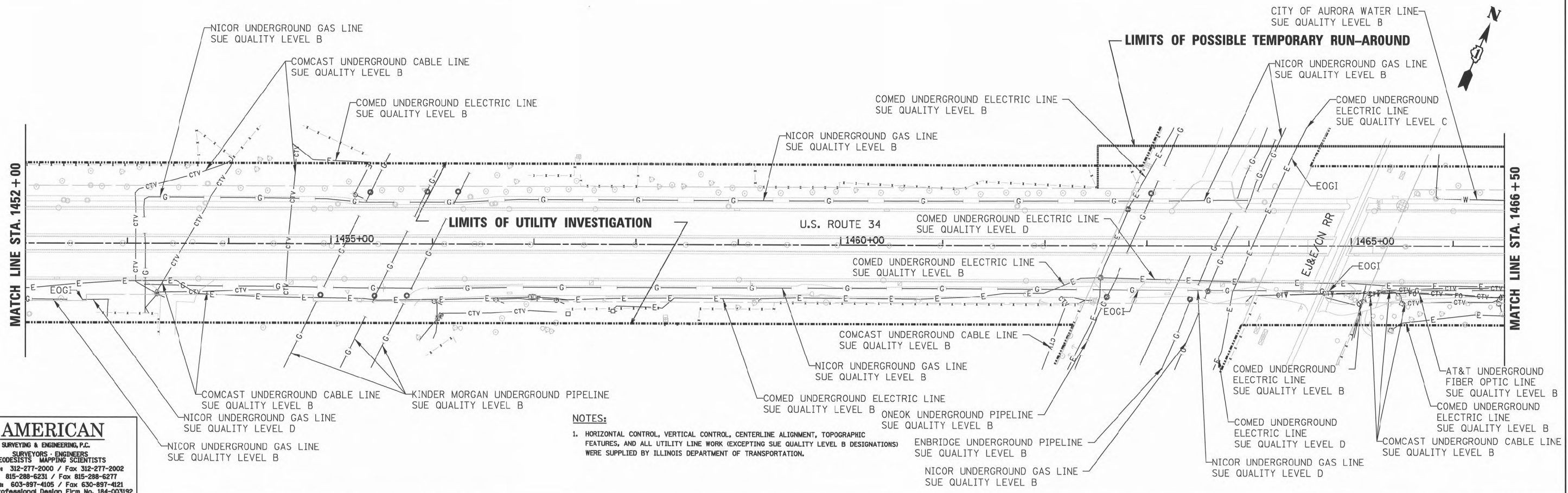
COMCAST UNDERGROUND CABLE LINE
 SUE QUALITY LEVEL B

COMED UNDERGROUND ELECTRIC LINE
 SUE QUALITY LEVEL B

AT&T UNDERGROUND TELEPHONE LINE
 SUE QUALITY LEVEL B

NICOR UNDERGROUND GAS LINE
 SUE QUALITY LEVEL B

COMED UNDERGROUND ELECTRIC LINE
 SUE QUALITY LEVEL B



NOTES:

1. HORIZONTAL CONTROL, VERTICAL CONTROL, CENTERLINE ALIGNMENT, TOPOGRAPHIC FEATURES, AND ALL UTILITY LINE WORK (EXCEPTING SUE QUALITY LEVEL B DESIGNATIONS) WERE SUPPLIED BY ILLINOIS DEPARTMENT OF TRANSPORTATION.

AMERICAN
 SURVEYING & ENGINEERING, P.C.
 SURVEYORS - ENGINEERS
 GEODESISTS - MAPPING SCIENTISTS

Chicago 312-277-2000 / Fax 312-277-2002
 Dixon 815-288-6231 / Fax 815-288-6277
 Aurora 630-897-4105 / Fax 630-897-4121
 Illinois Professional Design Firm No. 184-003192



| | | |
|-----------------------------|------------|-----------|
| USER NAME = #USER# | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
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| PLOT DATE = 7/25/2012 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

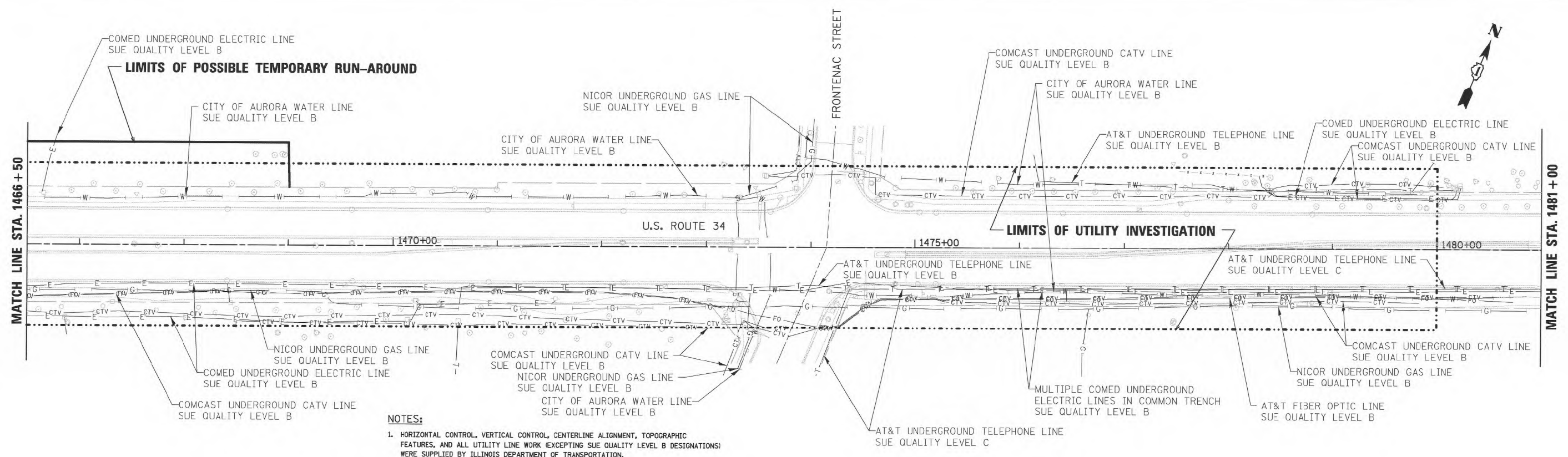
U.S. ROUTE 34 (OGDEN AVENUE) AT CN RR

SCALE: 1"=50' SHEET NO. 1 OF 3 SHEETS STA. 1439+00 TO STA. 1466+50

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 89 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

CONTRACT NO. 60R06

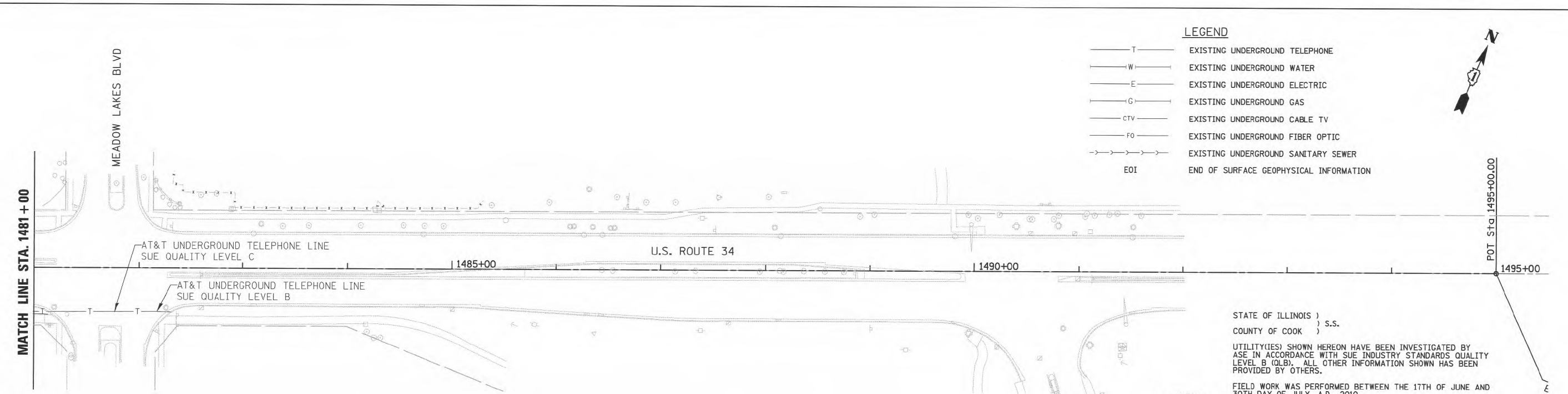
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NOTES:
 1. HORIZONTAL CONTROL, VERTICAL CONTROL, CENTERLINE ALIGNMENT, TOPOGRAPHIC FEATURES, AND ALL UTILITY LINE WORK (EXCEPTING SUE QUALITY LEVEL B DESIGNATIONS) WERE SUPPLIED BY ILLINOIS DEPARTMENT OF TRANSPORTATION.

LEGEND

| | |
|-------|--|
| —T— | EXISTING UNDERGROUND TELEPHONE |
| —W— | EXISTING UNDERGROUND WATER |
| —E— | EXISTING UNDERGROUND ELECTRIC |
| —G— | EXISTING UNDERGROUND GAS |
| —CTV— | EXISTING UNDERGROUND CABLE TV |
| —FO— | EXISTING UNDERGROUND FIBER OPTIC |
| —SS— | EXISTING UNDERGROUND SANITARY SEWER |
| EOI | END OF SURFACE GEOPHYSICAL INFORMATION |



STATE OF ILLINOIS)
) s.s.
 COUNTY OF COOK)

UTILITY(IES) SHOWN HEREON HAVE BEEN INVESTIGATED BY ASE IN ACCORDANCE WITH SUE INDUSTRY STANDARDS QUALITY LEVEL B (QLB). ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED BY OTHERS.

FIELD WORK WAS PERFORMED BETWEEN THE 17TH OF JUNE AND 30TH DAY OF JULY, A.D., 2010.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 5TH DAY OF AUGUST A.D., 2010. CHICAGO, IL.



Steven M. Rienks
 STEVEN M. RIENKS ILLINOIS PROFESSIONAL
 ENGINEER NUMBER 62-044619
 MY LICENSE EXPIRES 11/30/2011

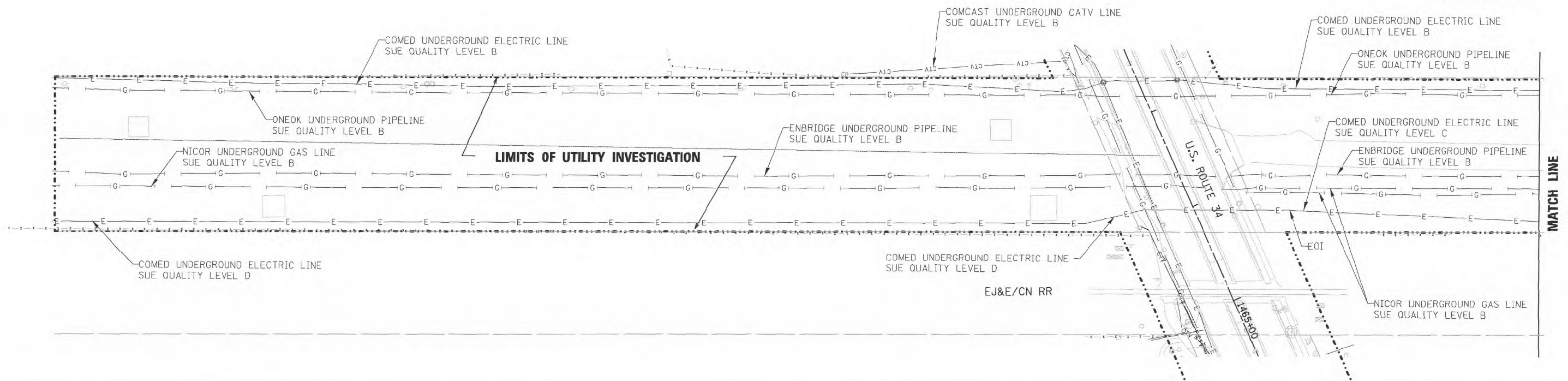
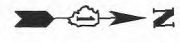
AMERICAN
 SURVEYING & ENGINEERING, P.C.
 SURVEYORS - ENGINEERS
 GEODESISTS - MAPPING SCIENTISTS
 Chicago: 312-277-2000 / Fax 312-277-2002
 Dixon: 815-288-6231 / Fax 815-288-6277
 Aurora: 603-897-4105 / Fax 630-897-4121
 Illinois Professional Design Firm No. 184-003192

URS

| | | |
|----------------------------|------------|-----------|
| USER NAME = #USER# | DESIGNED - | REVISED - |
| PLOT SCALE = 50,0000' / IN | DRAWN - | REVISED - |
| PLOT DATE = 8/5/2010 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

| | | | | | | |
|---|-------------------------|-----------------|-----------------|--------------------|------------------|--------------|
| U.S. ROUTE 34 (OGDEN AVENUE) AT CN RR | | F.A.P. RTE. 311 | SECTION 652-A | COUNTY DUPAGE | TOTAL SHEETS 383 | SHEET NO. 90 |
| SCALE: 1"=50' | SHEET NO. 2 OF 3 SHEETS | STA. 1466+50 | TO STA. 1452+00 | CONTRACT NO. 60R06 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | |



STATE OF ILLINOIS)
COUNTY OF COOK) S.S.

UTILITY(IES) SHOWN HEREON HAVE BEEN INVESTIGATED BY ASE IN ACCORDANCE WITH SUE INDUSTRY STANDARDS QUALITY LEVEL B (QLB). ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED BY OTHERS.

FIELD WORK WAS PERFORMED BETWEEN THE 17TH OF JUNE AND 30TH DAY OF JULY, A.D., 2010.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 5TH DAY OF AUGUST A.D., 2010. CHICAGO, IL.



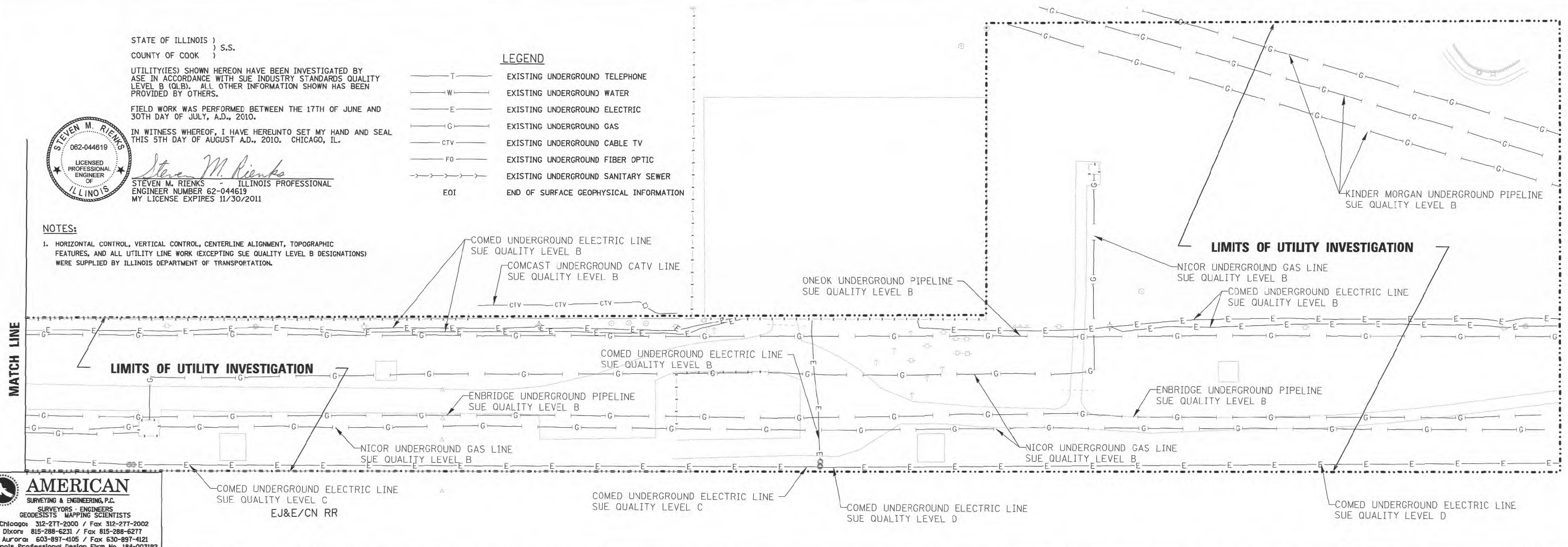
Steven M. Rienks
STEVEN M. RIENKS ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-044619 MY LICENSE EXPIRES 11/30/2011

LEGEND

- T — EXISTING UNDERGROUND TELEPHONE
- W — EXISTING UNDERGROUND WATER
- E — EXISTING UNDERGROUND ELECTRIC
- G — EXISTING UNDERGROUND GAS
- CTV — EXISTING UNDERGROUND CABLE TV
- FO — EXISTING UNDERGROUND FIBER OPTIC
- S — EXISTING UNDERGROUND SANITARY SEWER
- EOI — END OF SURFACE GEOPHYSICAL INFORMATION

NOTES:

- HORIZONTAL CONTROL, VERTICAL CONTROL, CENTERLINE ALIGNMENT, TOPOGRAPHIC FEATURES, AND ALL UTILITY LINE WORK (EXCEPTING SUE QUALITY LEVEL B DESIGNATIONS) WERE SUPPLIED BY ILLINOIS DEPARTMENT OF TRANSPORTATION.



AMERICAN
SURVEYING & ENGINEERING, P.C.
SURVEYORS - ENGINEERS
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Dixon: 815-288-6231 / Fax 815-288-6277
Aurora: 603-897-4105 / Fax 630-897-4121
Illinois Professional Design Firm No. 184-003192



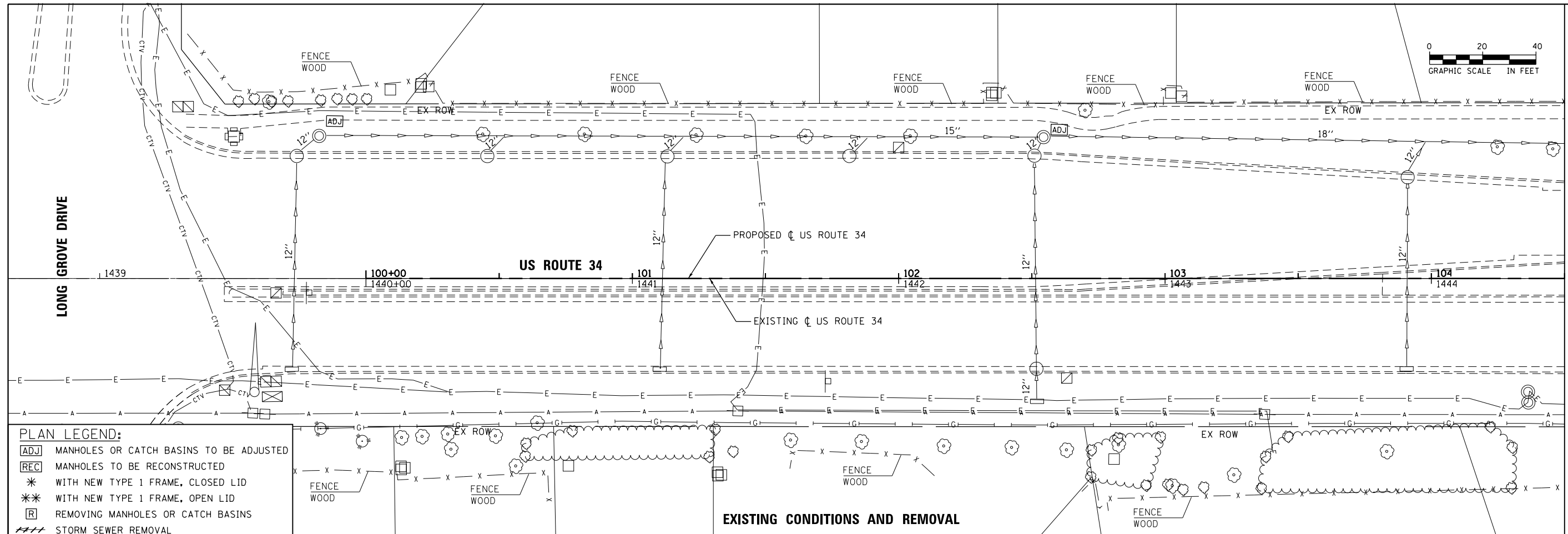
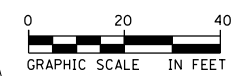
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|-----------------------------|------------|-----------|
| USER NAME = \$USER\$ | DESIGNED - | REVISED - |
| PLOT SCALE = 50.0000' / IN. | DRAWN - | REVISED - |
| PLOT DATE = 8/5/2010 | CHECKED - | REVISED - |
| | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 34 (OGDEN AVENUE) AT CN RR

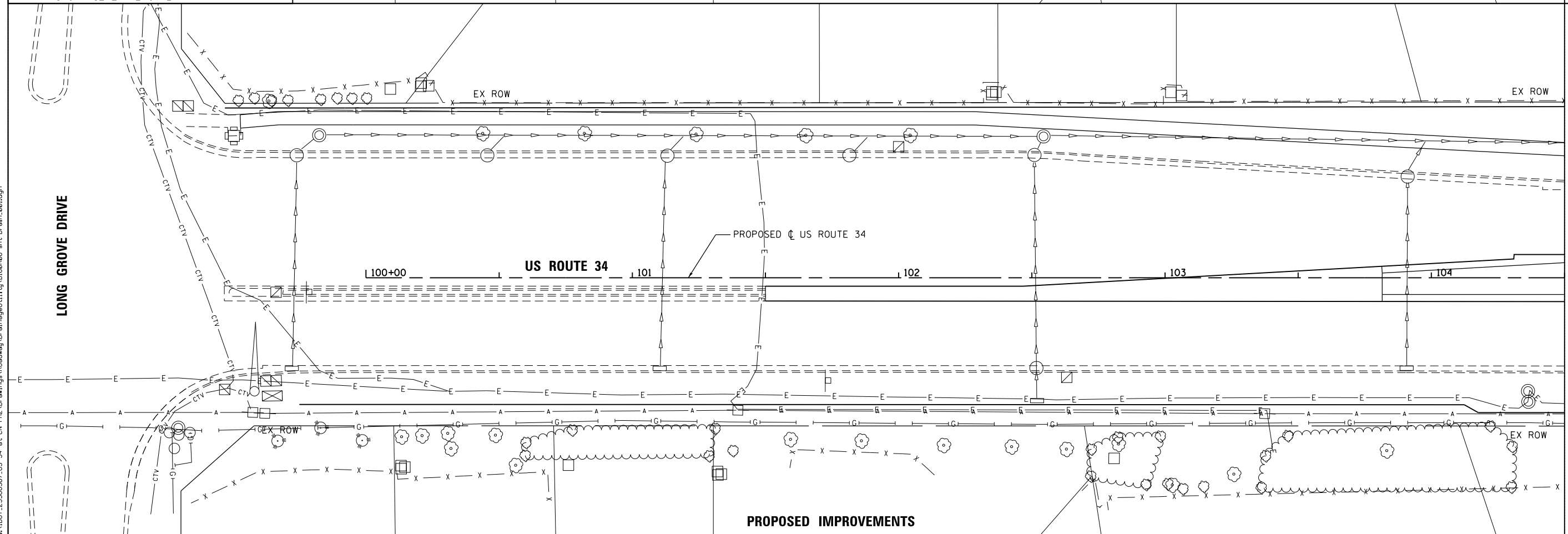
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| F.A.P. RTE. 311 | SECTION 652-A | COUNTY | TOTAL SHEETS 383 | SHEET NO. 91 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS/FED. AID PROJECT | | | | |

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



PLAN LEGEND:

- [ADJ] MANHOLES OR CATCH BASINS TO BE ADJUSTED
- [REC] MANHOLES TO BE RECONSTRUCTED
- * WITH NEW TYPE 1 FRAME, CLOSED LID
- * WITH NEW TYPE 1 FRAME, OPEN LID
- [] REMOVING MANHOLES OR CATCH BASINS
- STORM SEWER REMOVAL



MATCH LINE STA. 104 +50

MATCH LINE STA. 104 +50

FILE NAME = Q:\1\DOT_25368367_US_34.ctb; PROJECT = 60R06; SHEET = 001.dgn



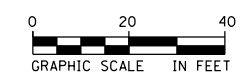
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|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISOR - | |
| PLOT SCALE = 48.0000' / in. | CHECKED - SPF | REVISOR - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISOR - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITY PLAN
US ROUTE 34**

SCALE: 20 SHEET NO. 1 OF 8 SHEETS STA. 100+00 TO STA. 104+50

| | | | | |
|---|---------------|--------|------------------|--------------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY | TOTAL SHEETS 383 | SHEET NO. 92 |
| | | DUPAGE | | CONTRACT NO. 60R06 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

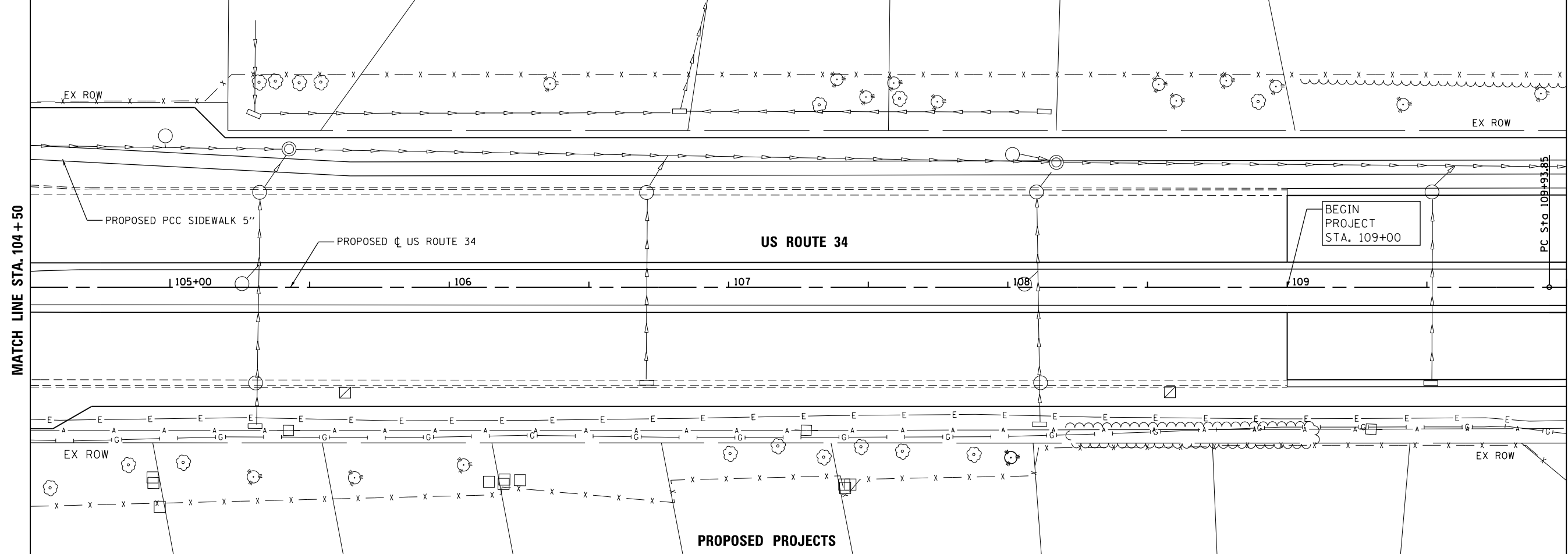
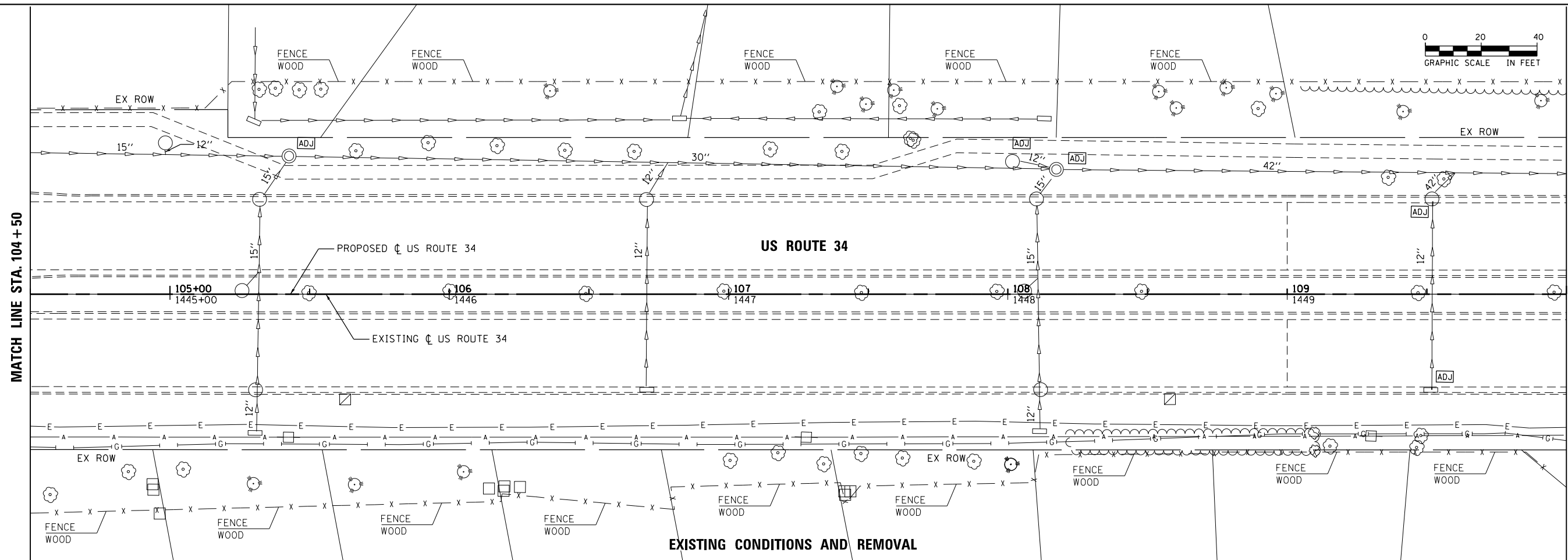


MATCH LINE STA. 104 + 50

MATCH LINE STA. 110 + 00

MATCH LINE STA. 104 + 50

MATCH LINE STA. 110 + 00



FILE NAME = Q:\1001_25368367_US_34.ctb; CN: P:\2\Drawings\Roadway\Drainage\Utility\1161806c-sht-Dr-am_002.dgn



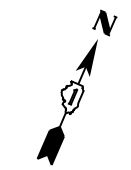
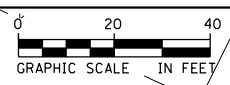
| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 40.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN
US ROUTE 34

SCALE: 20 SHEET NO. 2 OF 8 SHEETS STA. 104+50 TO STA. 110+00

| | | | | |
|---|---------------|--------|--------------------|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY | TOTAL SHEETS 383 | SHEET NO. 93 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60R06 | |

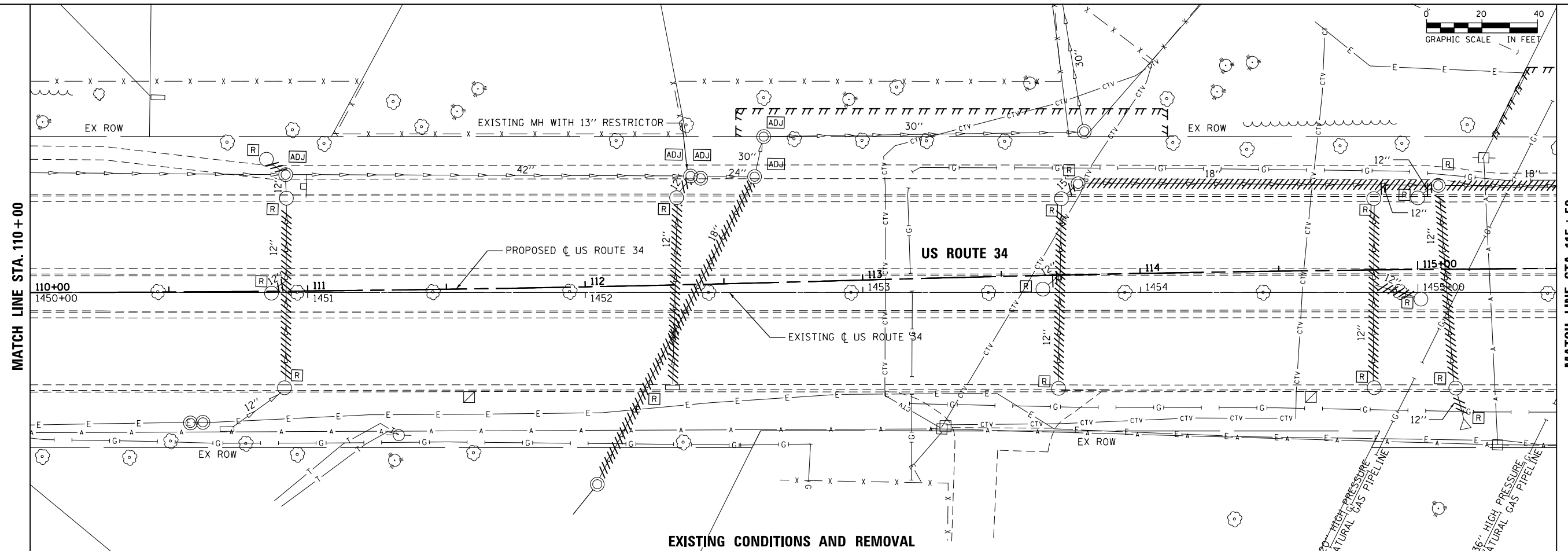


MATCH LINE STA. 110+00

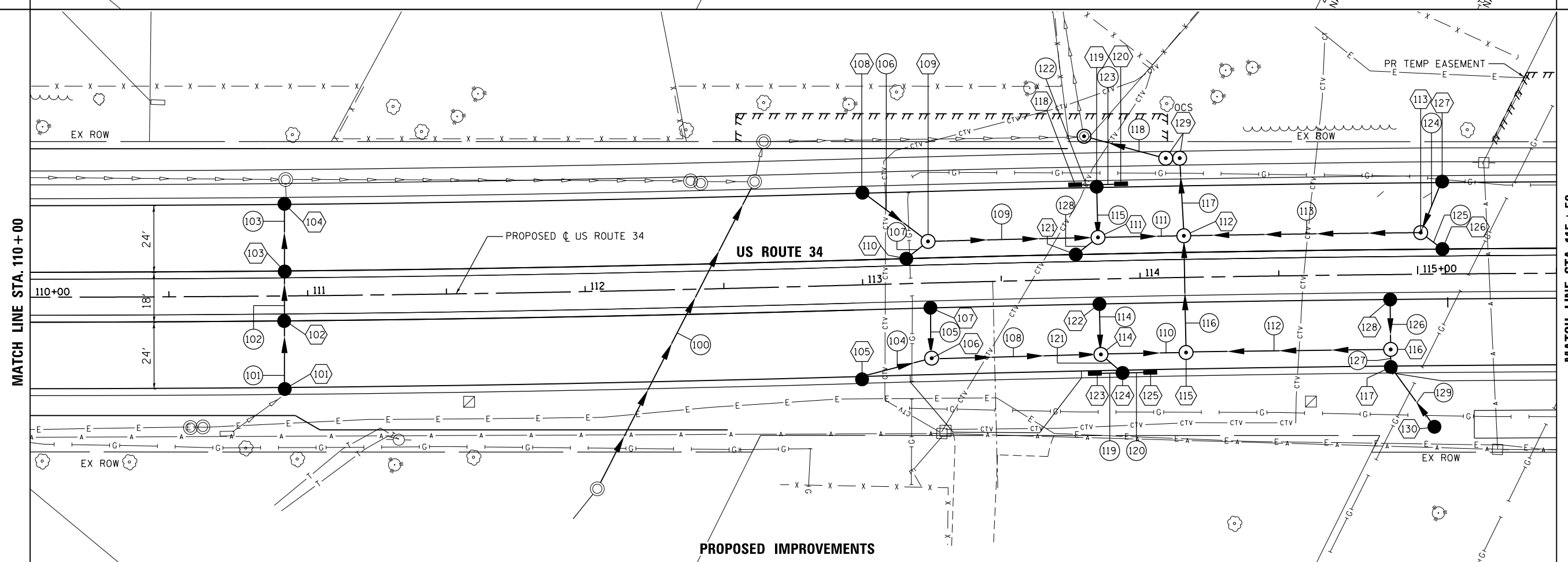
MATCH LINE STA. 115+50

MATCH LINE STA. 110+00

MATCH LINE STA. 115+50



EXISTING CONDITIONS AND REMOVAL



PROPOSED IMPROVEMENTS

FILE NAME = Q:\1001_25368367_US 34.ctb; CN: P:\2\Drawings\Roadway\Drainage\Utility\110+00-115+50.dwg



| | | |
|-----------------------------|-------------------|-------------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISIONS - | |
| PLOT SCALE = 48.0000' / in. | CHECKED - SPF | REVISIONS - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISIONS - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN
US ROUTE 34

SCALE: 20 SHEET NO. 3 OF 8 SHEETS STA. 110+00 TO STA. 115+50

| | | | | |
|---|---------------|---------------|------------------|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY DUPAGE | TOTAL SHEETS 383 | SHEET NO. 94 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

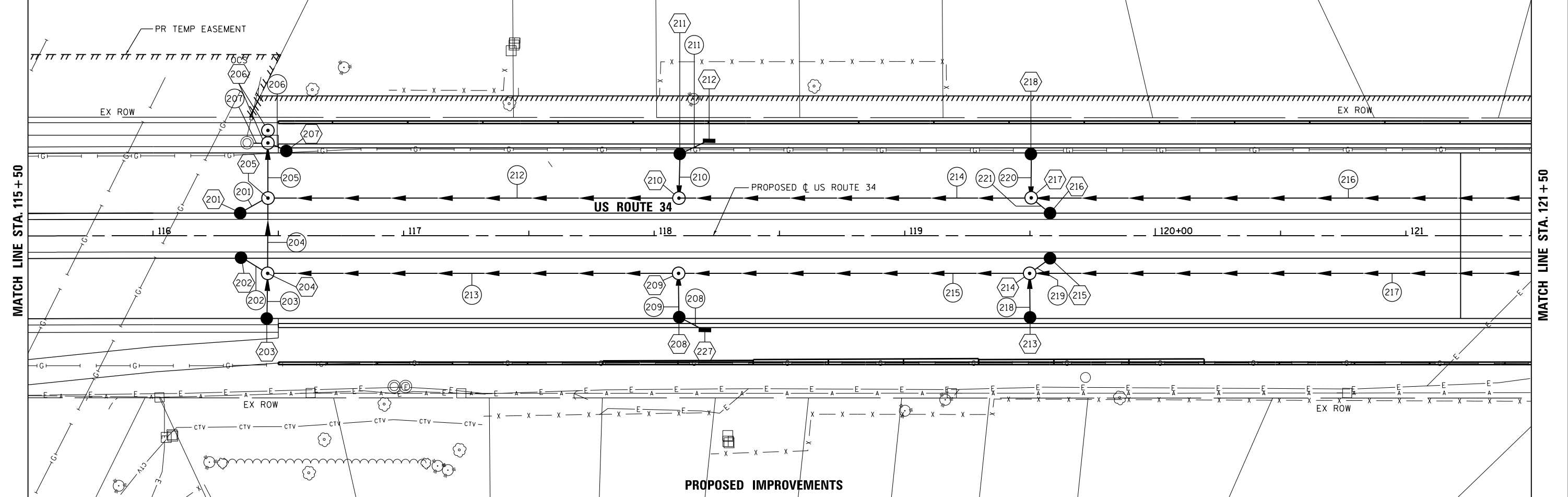
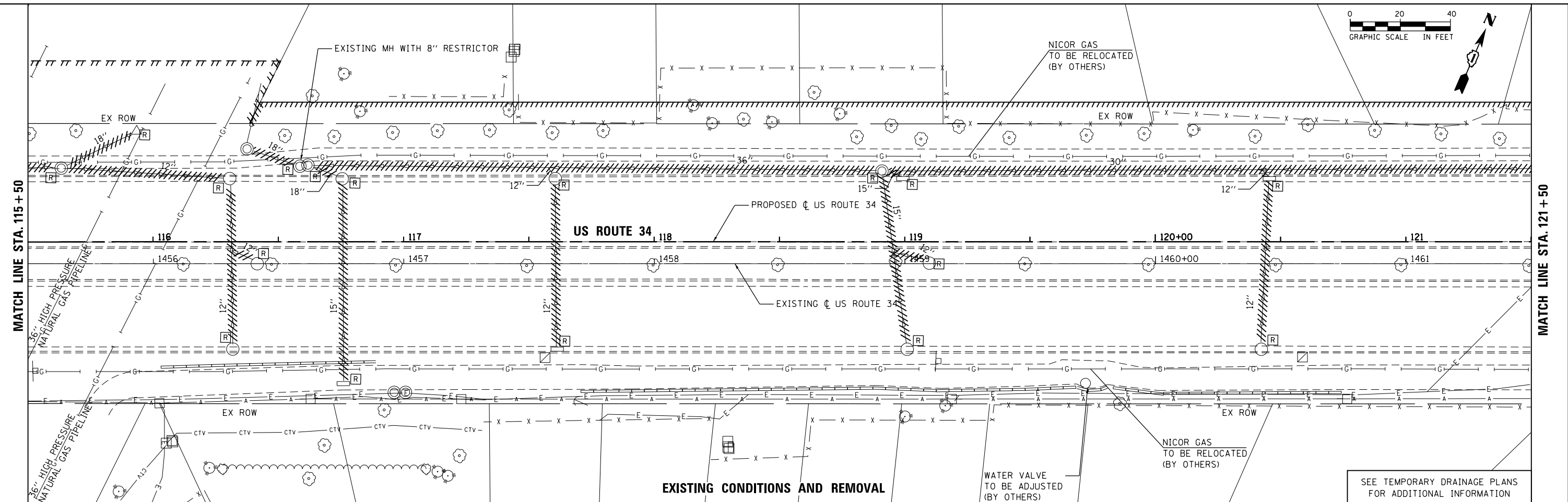


MATCH LINE STA. 115 + 50

MATCH LINE STA. 121 + 50

MATCH LINE STA. 115 + 50

MATCH LINE STA. 121 + 50



FILE NAME = Q:\1001_25368367_US_34.ctb; User: rjg; Project: US_34; Date: 02/28/2014



| | | |
|-----------------------------|-------------------|-------------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| DRAWN - KJB | REVISIONS - | |
| PLOT SCALE = 48.0000' / in. | CHECKED - SPF | REVISIONS - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISIONS - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

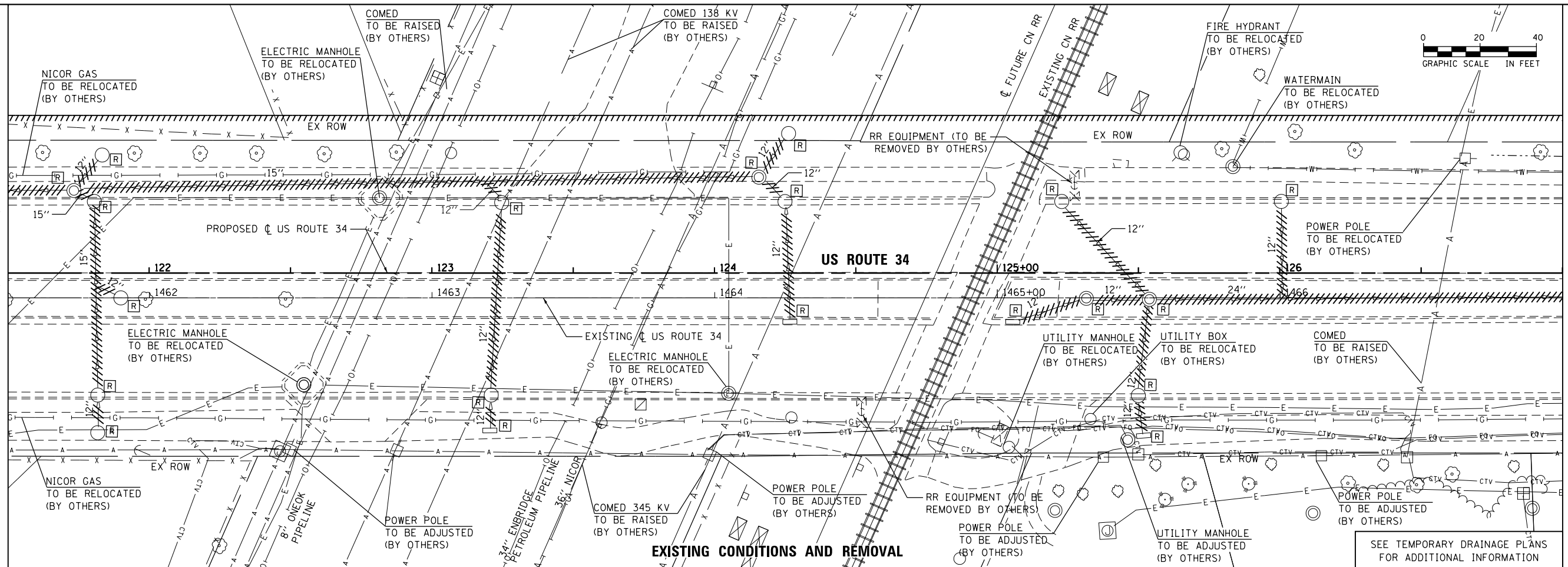
**DRAINAGE AND UTILITY PLAN
US ROUTE 34**

SCALE: 20 SHEET NO. 4 OF 8 SHEETS STA. 115+50 TO STA. 121+50

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 95 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

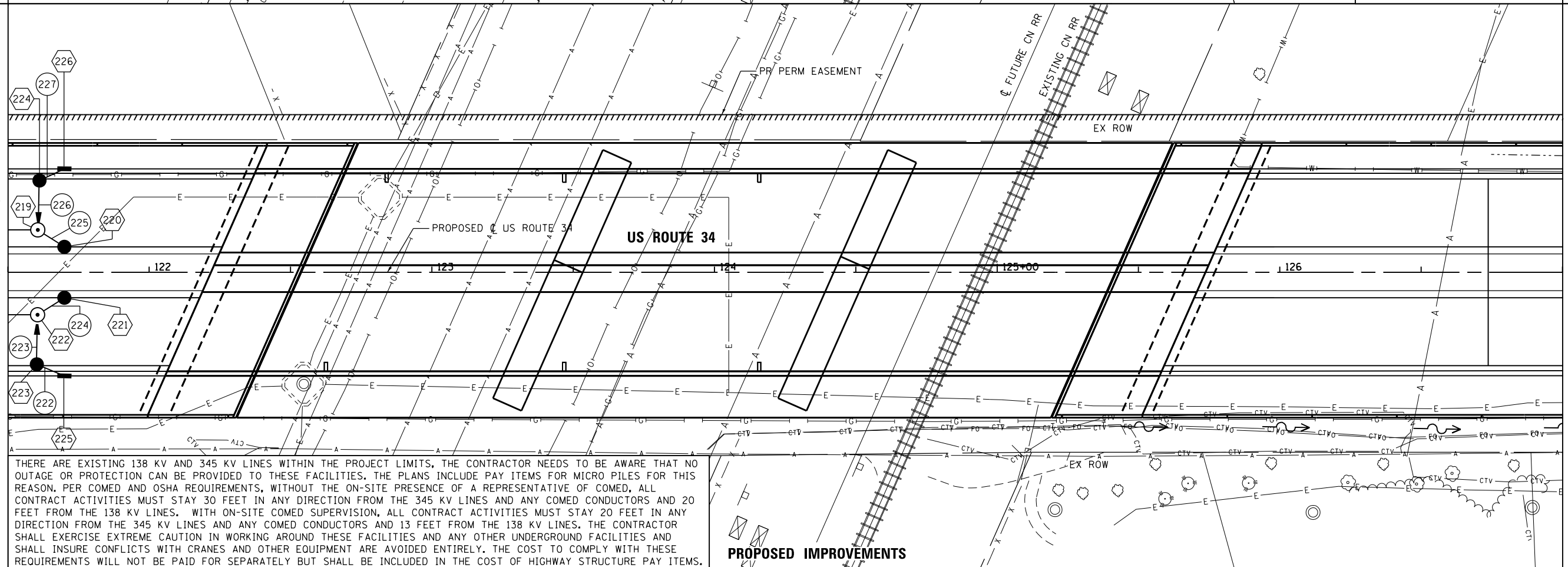
MATCH LINE STA. 121+50

MATCH LINE STA. 127+00



MATCH LINE STA. 121+50

MATCH LINE STA. 127+00



THERE ARE EXISTING 138 KV AND 345 KV LINES WITHIN THE PROJECT LIMITS, THE CONTRACTOR NEEDS TO BE AWARE THAT NO OUTAGE OR PROTECTION CAN BE PROVIDED TO THESE FACILITIES. THE PLANS INCLUDE PAY ITEMS FOR MICRO PILES FOR THIS REASON. PER COMED AND OSHA REQUIREMENTS, WITHOUT THE ON-SITE PRESENCE OF A REPRESENTATIVE OF COMED, ALL CONTRACT ACTIVITIES MUST STAY 30 FEET IN ANY DIRECTION FROM THE 345 KV LINES AND ANY COMED CONDUCTORS AND 20 FEET FROM THE 138 KV LINES. WITH ON-SITE COMED SUPERVISION, ALL CONTRACT ACTIVITIES MUST STAY 20 FEET IN ANY DIRECTION FROM THE 345 KV LINES AND ANY COMED CONDUCTORS AND 13 FEET FROM THE 138 KV LINES. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN WORKING AROUND THESE FACILITIES AND ANY OTHER UNDERGROUND FACILITIES AND SHALL INSURE CONFLICTS WITH CRANES AND OTHER EQUIPMENT ARE AVOIDED ENTIRELY. THE COST TO COMPLY WITH THESE REQUIREMENTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF HIGHWAY STRUCTURE PAY ITEMS.



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 48.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

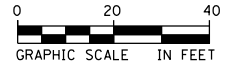
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN
US ROUTE 34

SCALE: 20 SHEET NO. 5 OF 8 SHEETS STA. 121+50 TO STA. 127+00

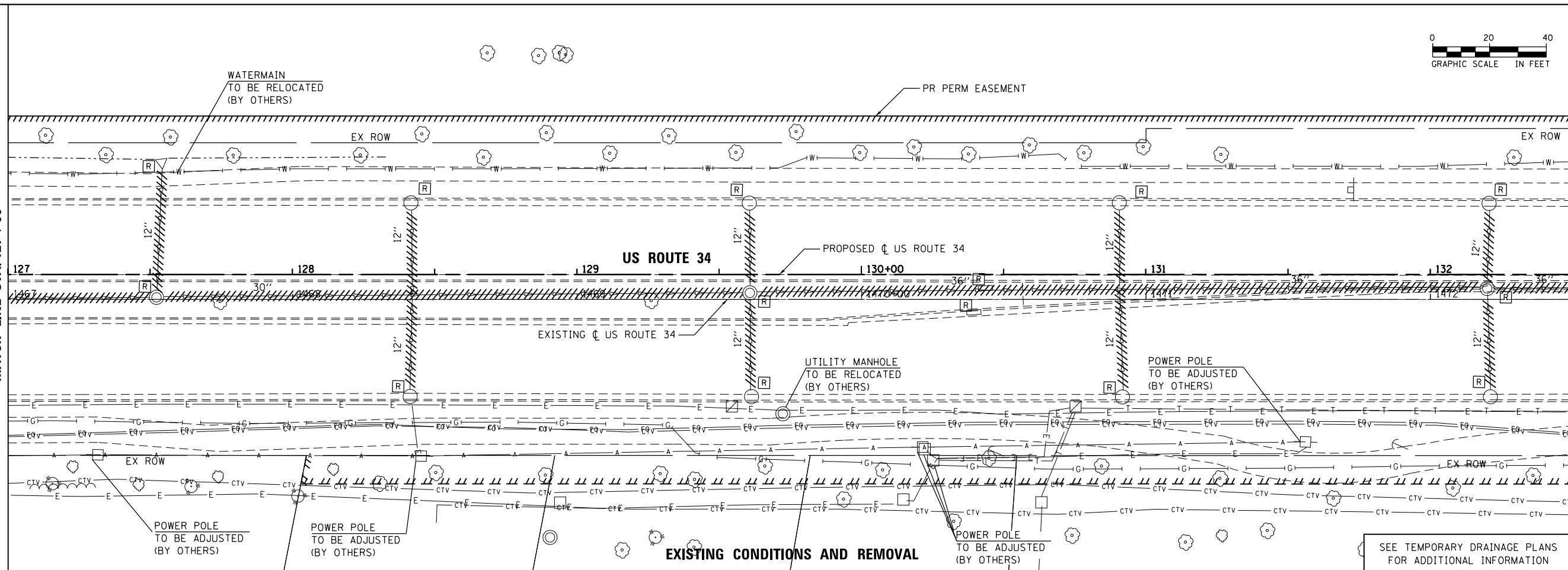
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|---|---------------|---------------|------------------|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY DUPAGE | TOTAL SHEETS 383 | SHEET NO. 96 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = Q:\1001_25368367_US_34.ctb CN P:\2\Drawings\Roadway\Drainage\Utility\11616106-sht-D-005.dgn



MATCH LINE STA. 127+00

MATCH LINE STA. 132+50

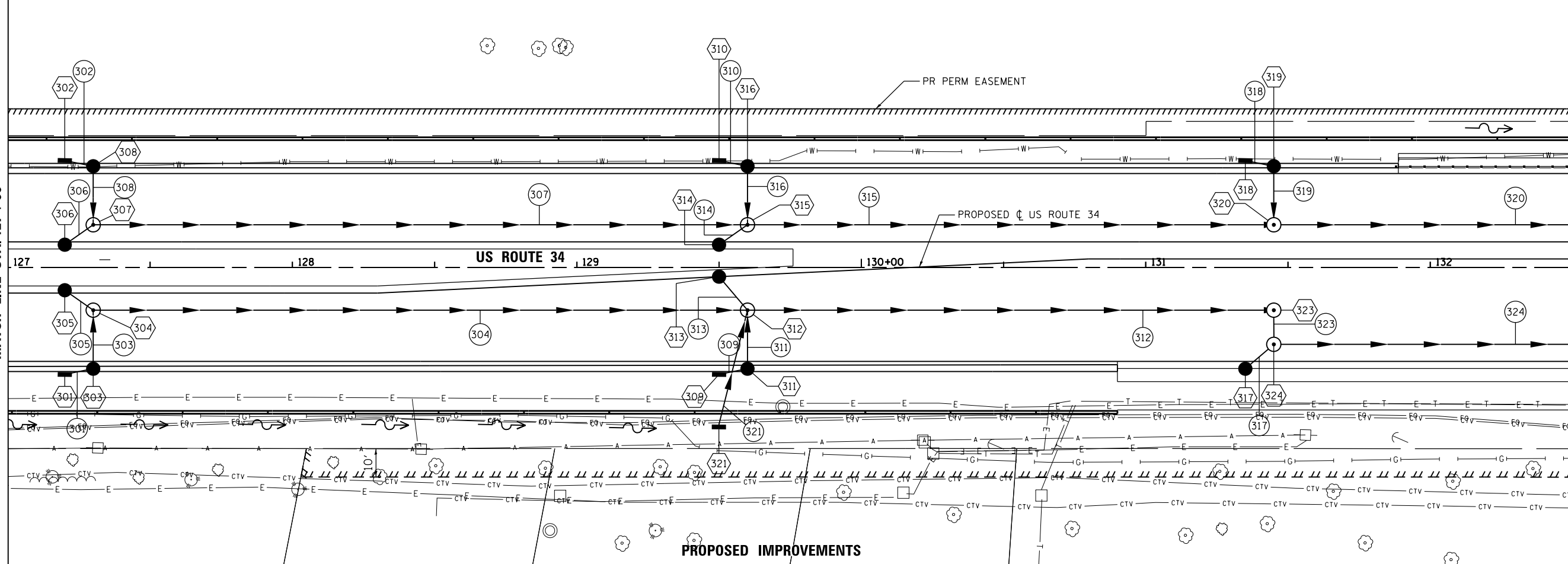


EXISTING CONDITIONS AND REMOVAL

SEE TEMPORARY DRAINAGE PLANS FOR ADDITIONAL INFORMATION

MATCH LINE STA. 127+00

MATCH LINE STA. 132+50



PROPOSED IMPROVEMENTS



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 48.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITY PLAN
US ROUTE 34**

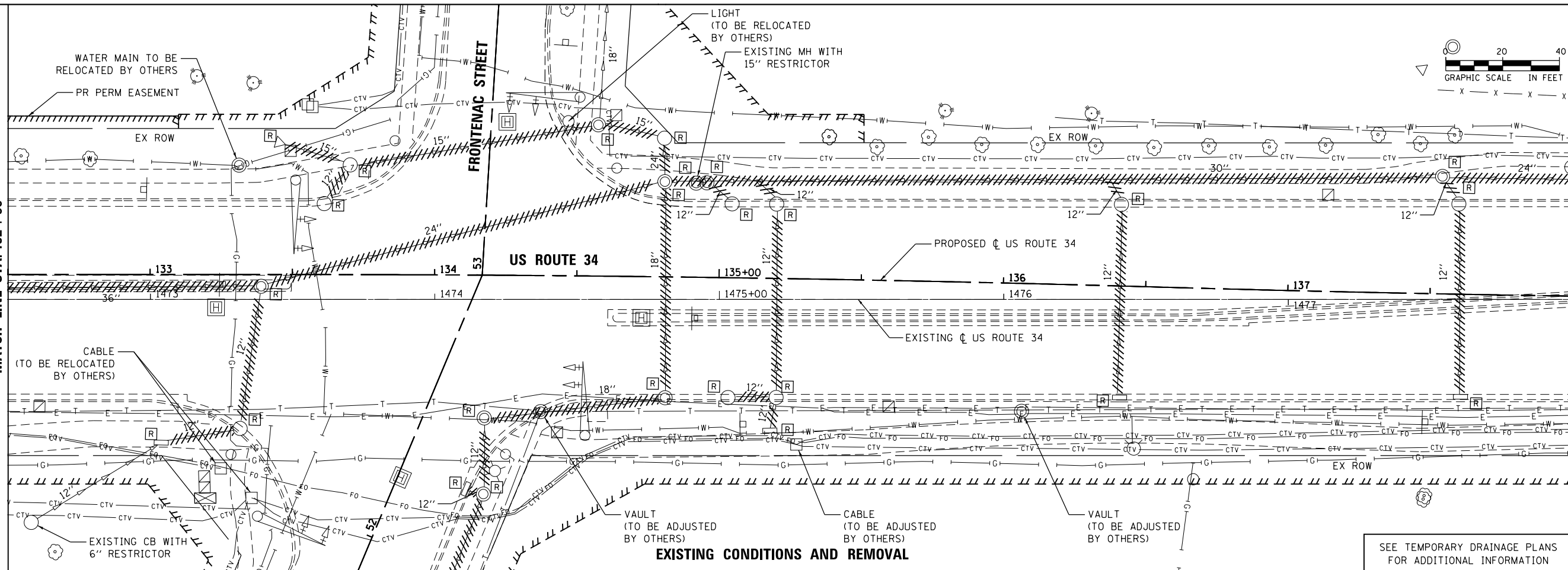
SCALE: 20 SHEET NO. 6 OF 8 SHEETS STA. 127+00 TO STA. 132+50

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 97 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

FILE NAME = Q:\1\DOT_25368367_US_34.ctb; CN: P:\2\Drawings\Roadway\Drainage\Utility\116161026-sht-Dr-am_006.dgn

MATCH LINE STA. 132+50

MATCH LINE STA. 138+00

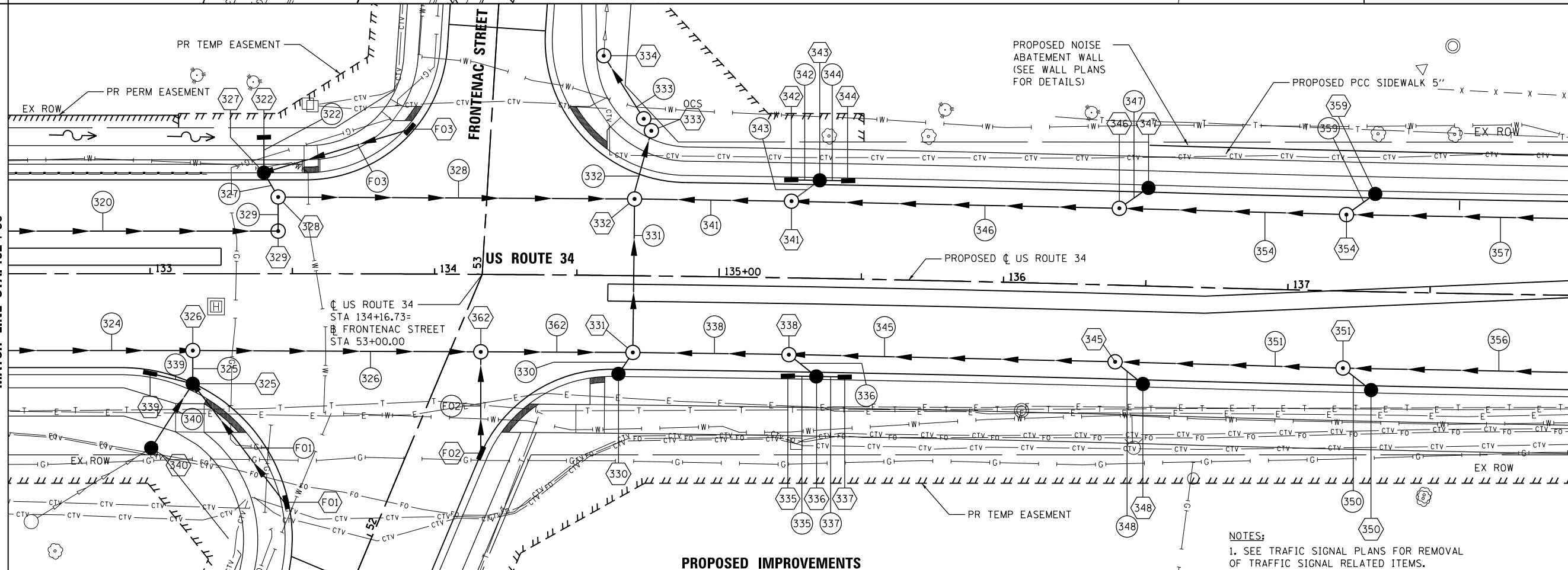


EXISTING CONDITIONS AND REMOVAL

SEE TEMPORARY DRAINAGE PLANS FOR ADDITIONAL INFORMATION

MATCH LINE STA. 132+50

MATCH LINE STA. 138+00



PROPOSED IMPROVEMENTS

NOTES:
1. SEE TRAFFIC SIGNAL PLANS FOR REMOVAL OF TRAFFIC SIGNAL RELATED ITEMS.



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| | DRAWN - KJB | REVISED - |
| PLOT SCALE = 40.0000' / in. | CHECKED - SPF | REVISED - |
| PLOT DATE = 02/28/2014 | DATE - 02/28/2014 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE AND UTILITY PLAN
US ROUTE 34**

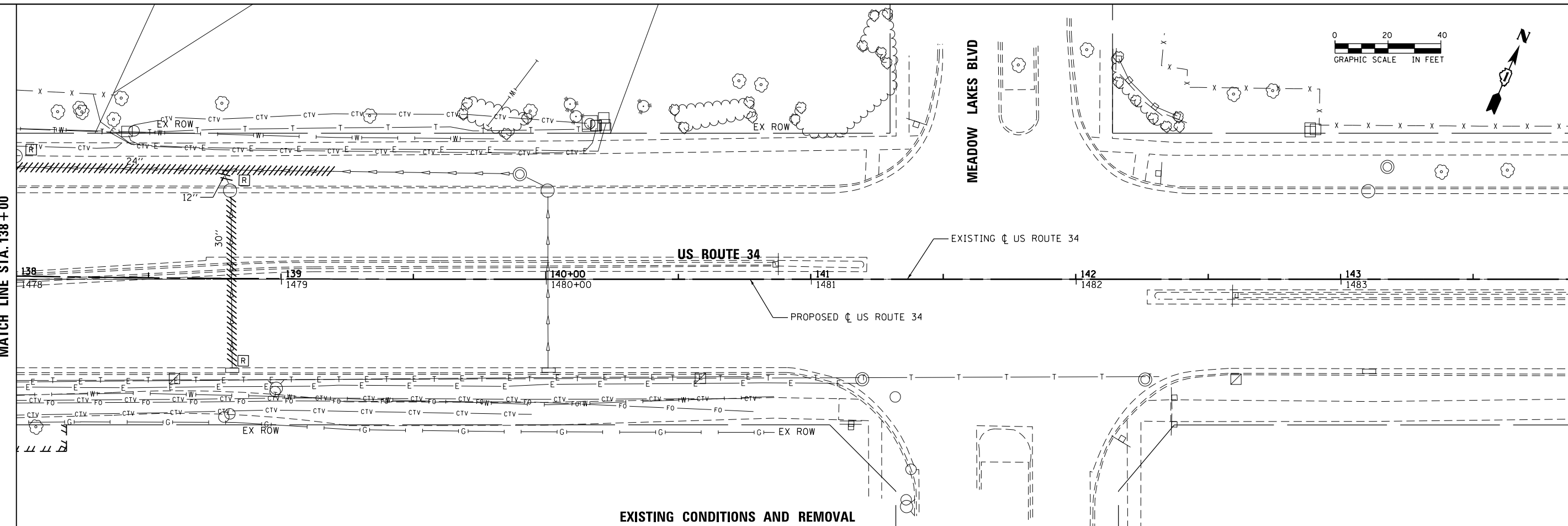
SCALE: 20 SHEET NO. 7 OF 8 SHEETS STA. 132+50 TO STA. 138+00

| | | | | |
|---|---------------|---------------|------------------|--------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY DUPAGE | TOTAL SHEETS 383 | SHEET NO. 98 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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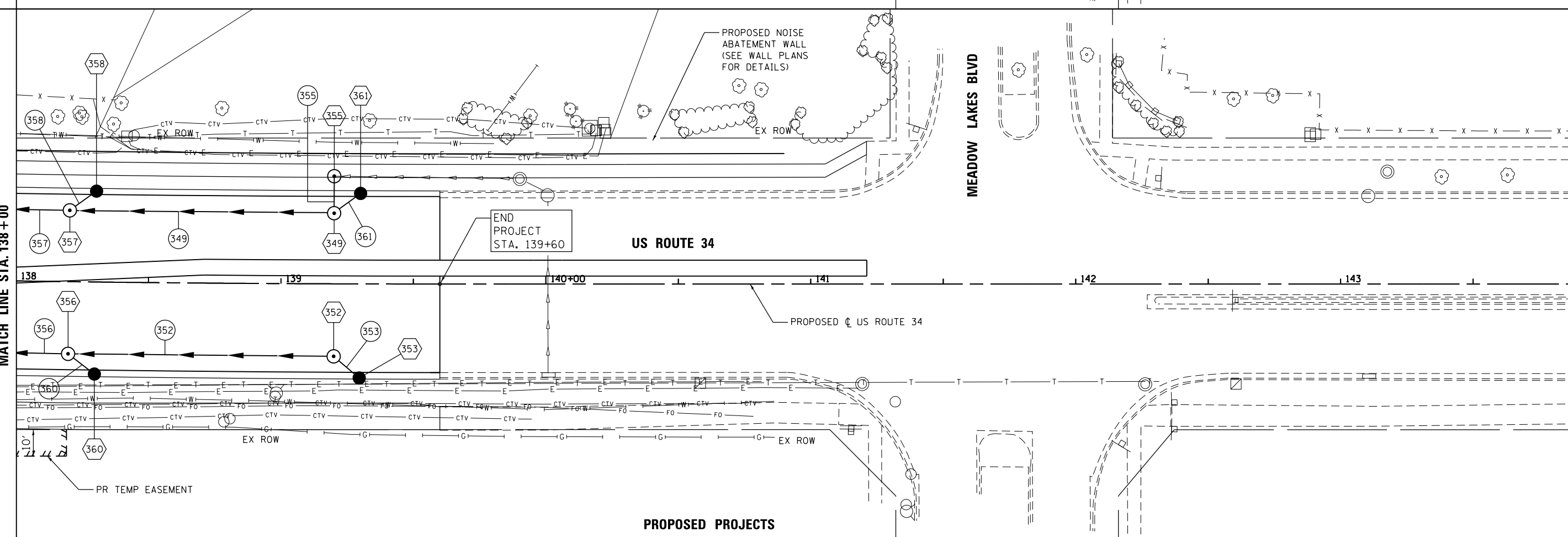


MATCH LINE STA. 138+00



EXISTING CONDITIONS AND REMOVAL

MATCH LINE STA. 138+00



PROPOSED PROJECTS



| | | |
|-----------------------------|-------------------|-----------|
| USER NAME = URS | DESIGNED - MB | REVISED - |
| PLOT SCALE = 48.0000' / in. | DRAWN - KJB | REVISED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISED - |
| | DATE - 02/28/2014 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN
US ROUTE 34

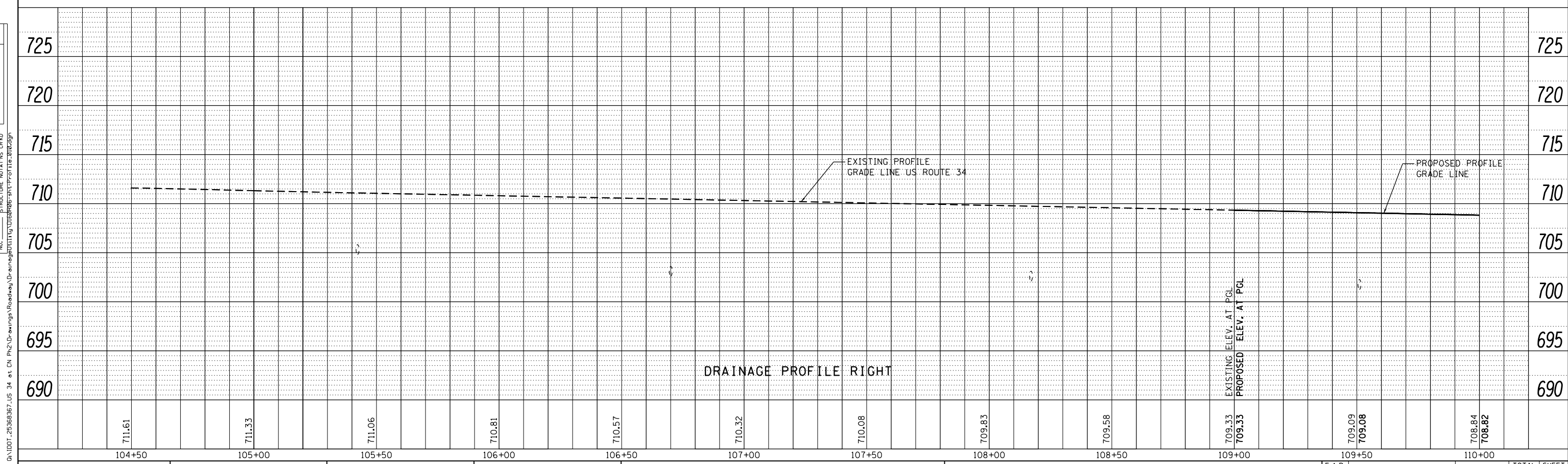
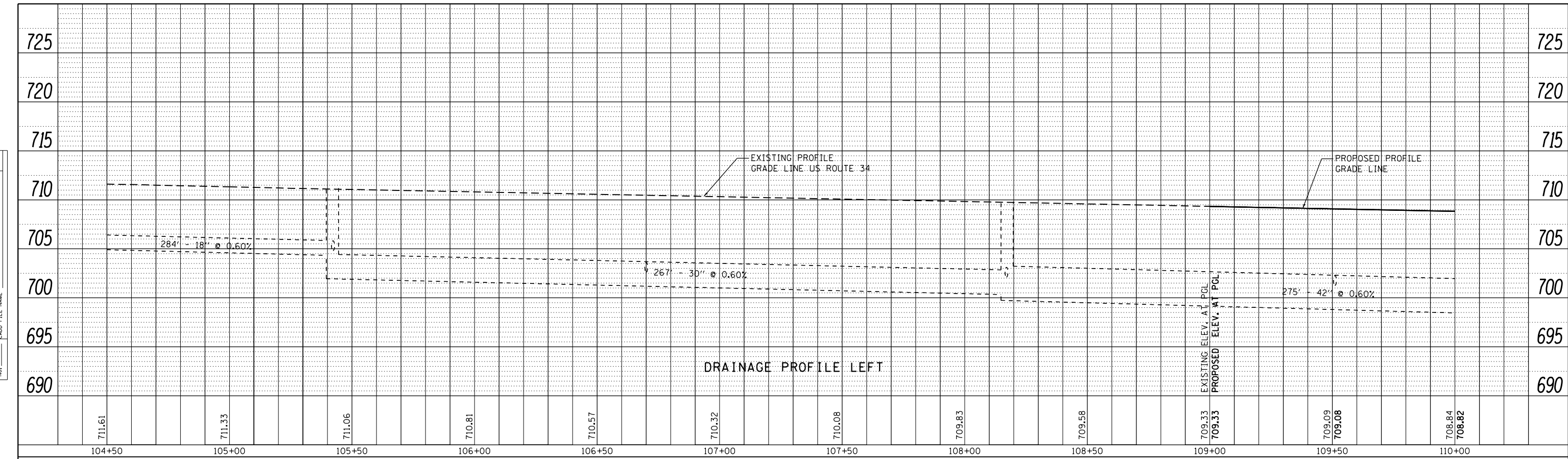
SCALE: 20 SHEET NO. 8 OF 8 SHEETS STA. 138+00 TO STA. 143+90

| | | | | |
|---|---------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 311 | 652-A | DUPAGE | 383 | 99 |
| CONTRACT NO. 60R06 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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| | | |
|------|----------------------------|------|
| PLAN | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES CHECKED | |
| | STRUCTURE NOT AT THIS CHKD | |
| | NO. | |
| | NOTE BOOK | |
| | NO. | |
| | CARD FILE NAME | |

| | | |
|---------|----------------------------|------|
| PROFILE | SURVEYED | DATE |
| | PLOTTED | |
| | GRADES CHECKED | |
| | STRUCTURE NOT AT THIS CHKD | |
| | NO. | |
| | NOTE BOOK | |
| | NO. | |
| | CARD FILE NAME | |



| | | |
|-----------------------------|-------------------|------------|
| USER NAME = URS | DESIGNED - MB | REVISIED - |
| PLOT SCALE = 40.0000' / in. | DRAWN - KJB | REVISIED - |
| PLOT DATE = 02/28/2014 | CHECKED - SPF | REVISIED - |
| | DATE - 02/28/2014 | REVISIED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|-----------|--|-------------------------|--|----------------------------|--|
| SCALE: 20 | | SHEET NO. 1 OF 8 SHEETS | | STA. 100+00 TO STA. 110+00 | |
|-----------|--|-------------------------|--|----------------------------|--|

DRAINAGE AND UTILITY PROFILE
US ROUTE 34

| | | | | |
|--------------------|---------------|--------|---|---------------|
| F.A.P. RTE. 311 | SECTION 652-A | COUNTY | TOTAL SHEETS 383 | SHEET NO. 100 |
| CONTRACT NO. 60R06 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | |

FILE NAME = Q:\1001_25368367_US_34.ctb