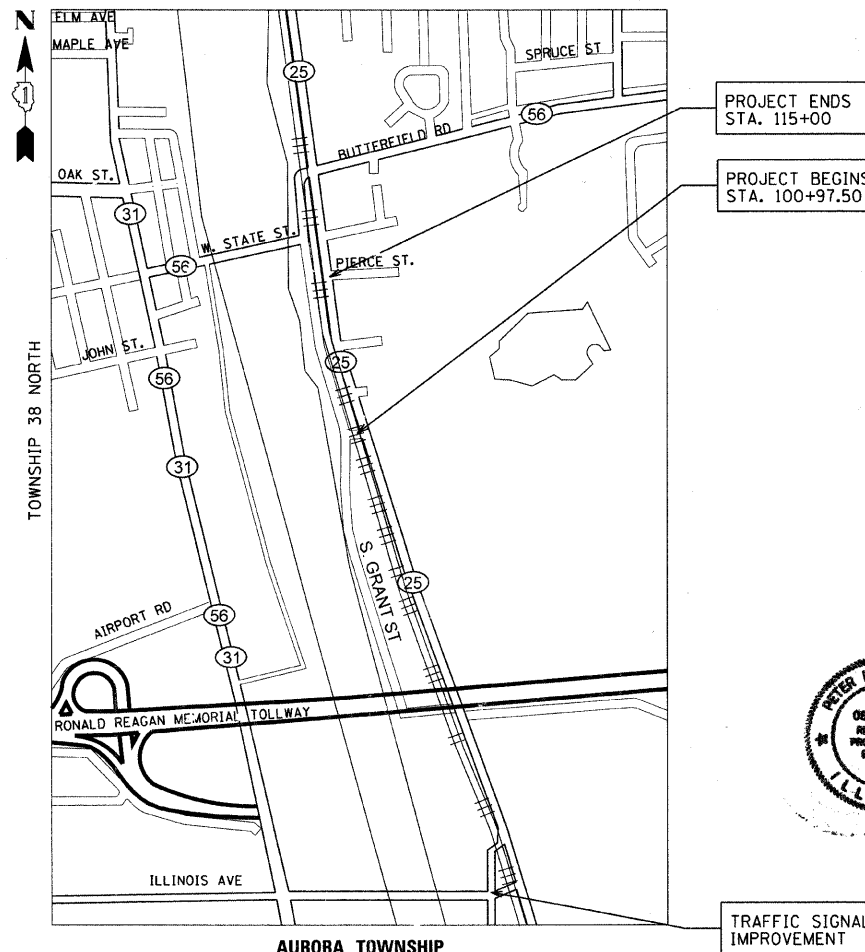


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU ROUTE 2503 (IL 25)
SECTION TWP-1-T
SOUTH OF IL 56 TO NORTH OF I-88 & AT ILLINOIS AVE
DRAINAGE & TRAFFIC SIGNAL IMPROVEMENTS

KANE COUNTY
C-91-380-10
RANGE 8 EAST



GROSS & NET LENGTH = 1,402.50 FT. = 0.27 MILES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	TWP-1-T	KANE	43	1
ILLINOIS			CONTRACT NO. 60K07	

D-91-380-10



GRAEF 8501 W. Higgins Road; Suite 280
Chicago, Illinois 60631
(773) 399-0112

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JANUARY 24, 20 11
Diane O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 4 20 11
Scott E. Stitt, P.E.
ACTING ENGINEER OF DESIGN AND ENVIRONMENT

March 4 20 11
Christine M. Roeder
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

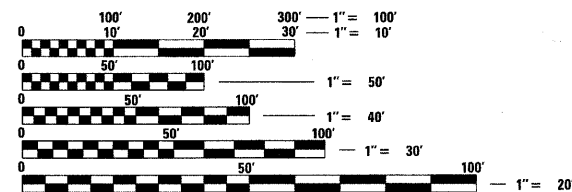
**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

EXISTING ADT = 6,300 TO 9,000 (2007)
SPEED LIMIT = 40 MPH

THE IMPROVEMENT IS LOCATED WITHIN
THE VILLAGE OF NORTH AURORA



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

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

PROJECT ENGINEER: PETER JOHNSTON (GRAEF) 773-399-0112
PROJECT MANAGER: KEN ENG (IDOT) 847-705-4247

CONTRACT NO. 60K07

Peter M. Johnston
1-21-11
PETER M. JOHNSTON
062-047627
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS
Exp. 11-30-11

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX, GENERAL NOTES AND HIGHWAY STANDARDS
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5	ALIGNMENT, TIES AND BENCHMARKS
6-8	PLAN AND PROFILE
9	EROSION CONTROL PLAN
10-12	DRAINAGE PLAN AND PROFILE
13	DETECTOR LOOP REPLACEMENT
14-20	TRAFFIC SIGNAL PLANS
21	REMOVAL PLAN
22-29	CROSS SECTIONS
30-32	SUE PLANS
33	DRIVEWAY DETAILS-DISTANCE BETWEEN R.O.W. AND FACE OF CURB IS LESS THAN 15' (BD02)
34	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD22)
35	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC10)
36	ARTERIAL ROAD INFORMATION SIGN (TC22)
37	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS07)
38-43	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS05)

HIGHWAY STANDARDS	
STD. NO.	TITLE
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
406201-01	MAILBOX TURNOUT
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311-02	GRATING FOR CONCRETE FLARED END SECTION (FOR 24" (600mm) THRU 54" (1350mm) PIPE)
602001-02	CATCH BASIN, TYPE A
602301-03	INLET, TYPE A
602401-03	MANHOLE, TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS, TYPE 1
604036-02	GRATE, TYPE 8
604091-02	FRAME AND GRATE, TYPE 24
608001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-03	OFF-ROAD OPERATIONS, 2L, 2W, 15 FT (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701101-02	OFF ROAD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-07	URBAN LANE CLOSURE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701801-04	LANE CLOSURE, MULTILANE, INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-02	TYPICAL PAVEMENT MARKINGS
814001-02	HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
857006-01	SUPERVISED RAILROAD INTERCONNECT CIRCUIT
862001-01	UNINTERRUPTIBLE POWER SUPPLY (UPS)

- GENERAL NOTES**
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES AND THE CITY OF LOCKPORT AT 815-838-0549 FOR FIELD LOCATIONS OF SANITARY SEWER AND WATER MAIN. (48 HOUR NOTIFICATION IS REQUIRED).
 - THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF NORTH AURORA.
 - THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
 - WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
 - THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
 - THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM 72 HOURS IN ADVANCE OF BEGINNING WORK.
 - ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE PROJECT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING.
 - ALL HMA PAVEMENT PATCHING SHALL BE CLASS D.
 - ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
 - MATCH EXISTING PAVEMENT MARKINGS AT PROJECT LIMITS.
 - ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
 - DRAINAGE ADJUSTMENT, CLEANING OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
 - THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT
 - EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	0044 DRAINAGE QUANTITY	0021 TRAFFIC SIGNALS
20200100	EARTH EXCAVATION	CU YD	241	241	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	208	208	
20800150	TRENCH BACKFILL	CU YD	36	36	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,121	1,121	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	14	14	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	14	14	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	14	14	
25200110	SODDING, SALT TOLERANT	SQ YD	1,121	1,121	
28000400	PERIMETER EROSION BARRIER	FOOT	980	980	
28000510	INLET FILTERS	EACH	7	7	
28100107	STONE RIPRAP, CLASS A4	SQ YD	3	3	
31101200	SUB BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	566	524	42
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	204	204	
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	87	87	
35501321	HOT-MIX ASPHALT BASE COURSE, 9 1/4"	SQ YD	313	313	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	20	20	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	35	35	
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	17	17	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	33	33	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	40	40	
42001300	PROTECTIVE COAT	SQ YD	298	255	43
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	350		350
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	166	166	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	272	272	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	20		20
44000600	SIDEWALK REMOVAL	SQ FT	350		350
44002222	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 5 1/2"	SQ YD	56	56	
44004250	PAVED SHOULDER REMOVAL	SQ YD	59	59	
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	49	49	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	25	25	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1	
54247150	GRATING FOR CONCRETE FLARED END SECTION 30"	EACH	1	1	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	15	15	
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	108	108	
55100500	STORM SEWER REMOVAL 12"	FOOT	60	60	
55100900	STORM SEWER REMOVAL 18"	FOOT	65	65	
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1	
60203805	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	1	1	
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	3	3	
60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	3	3	
88500100	INDUCTIVE LOOP DETECTOR	EACH	10		10

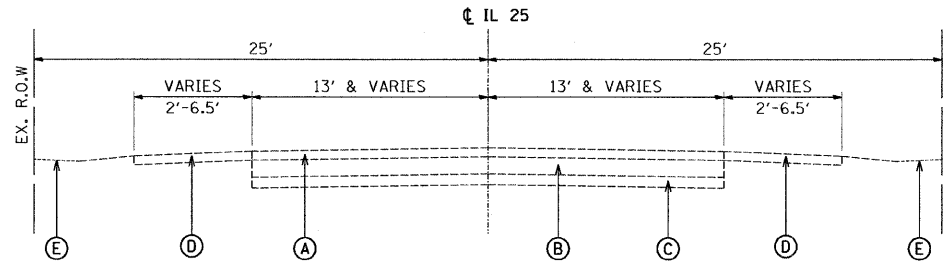
* DENOTES SPECIALTY ITEM

SUMMARY OF QUANTITIES

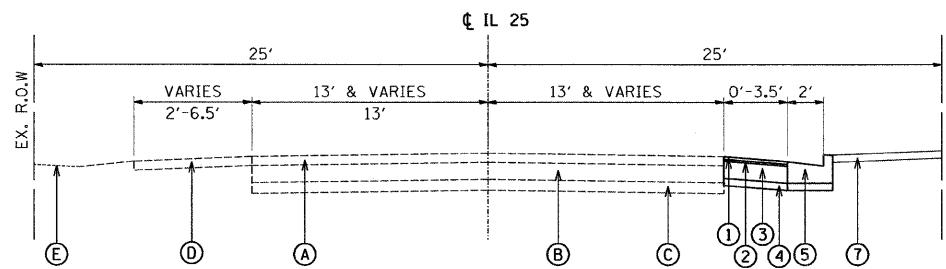
ITEM NO.	DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	0044 DRAINAGE QUANTITY	0021 TRAFFIC SIGNALS
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60222240	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1	
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	1	1	
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1	
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	3	3	
60803800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	20		20
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	694	694	
60608300	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12	FOOT	140	140	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1		1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		1
* 72000100	SIGN PANEL - TYPE 1	SQ FT	49		49
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	152		152
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	806	806	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	146		146
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	12	12	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	155		155
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	38		38
* 81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	175		175
* 81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	13		13
* 81400100	HANDHOLE	EACH	2		2
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	25		25
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1
* 87900200	DRILL EXISTING HANDHOLE	EACH	1		1
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	66	66	
* 89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1		1
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1
* 85700215	RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1		1
* X0326275	RAILROAD RIGHT-OF-WAY ENTRY PERMIT	EACH	1		1
* 89502376	REBUILD EXISTING HANDHOLE	EACH	2		2
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	2	2	
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	10	10	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	303	202	101
* Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1		1
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	90	90	
Z0056612	STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH	FOOT	199	199	
Z0056616	STORM SEWER (WATER MAIN REQUIREMENTS) 24 INCH	FOOT	382	382	
* 87301750	ELECTRIC CABLE IN CONDUIT, RAILROAD, NO.14 3C	FOOT	247		247
* XX008154	RELOCATE EXISTING RADIO INTERCONNECT SYSTEM	EACH	1		1

* DENOTES SPECIALTY ITEM

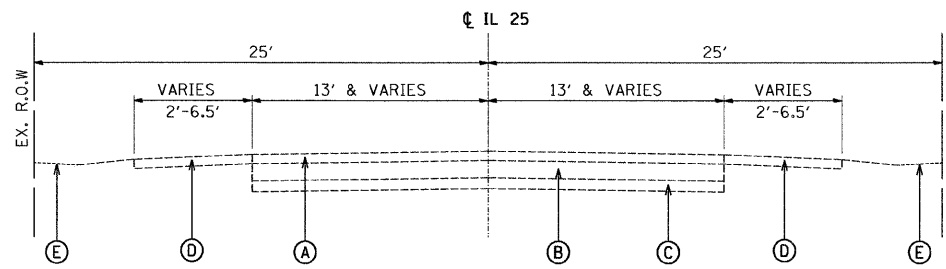
◇ 100% CITY OF AURORA



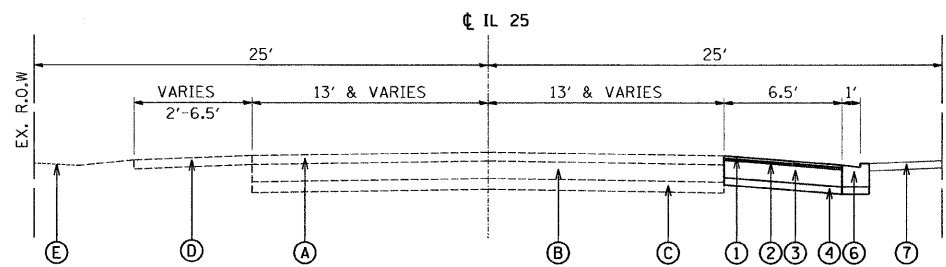
EXISTING TYPICAL SECTION
STA. 101+50 TO STA. 108+38



PROPOSED TYPICAL SECTION
STA. 101+50 TO STA. 108+38



EXISTING TYPICAL SECTION
STA. 108+82 TO STA. 109+95



PROPOSED TYPICAL SECTION
STA. 108+82 TO STA. 109+95

EXISTING CONDITIONS:

- (A) HOT-MIX ASPHALT SURFACE COURSE, 5" ±
- (B) PCC BASE COURSE, ± 9.5"
- (C) CRUSHED STONE SUBBASE
- (D) AGGREGATE SHOULDER
- (E) GROUND

PROPOSED IMPROVEMENTS:

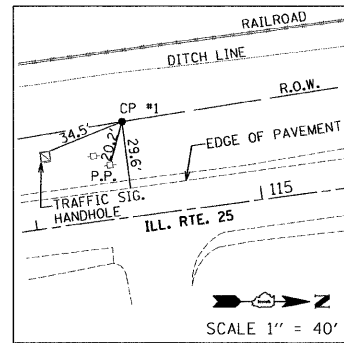
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 1 1/2"
- (2) LEVELING BINDER (MACHINE METHOD), N70 - 3/4"
- (3) HOT-MIX ASPHALT BASE COURSE, 9 1/4" (HMA BINDER COURSE, IL-19mm)
- (4) SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
- (7) TOPSOIL, FURNISH & PLACE, 4", SODDING, SALT TOLERANT

*CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

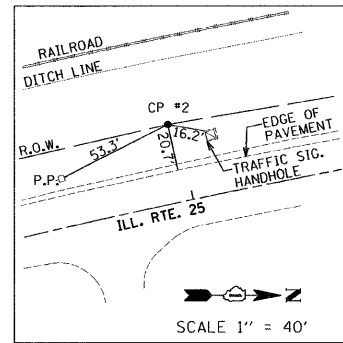
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT WIDENING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 1 1/2"	4% @ 70 GYR
LEVELING BINDER (MACHINE METHOD), N70 - 3/4"	4% @ 70 GYR
HOT-MIX ASPHALT BASE COURSE, 9 1/4" (HMA BINDER COURSE, IL-19mm) (IN 3 LIFTS)	4% @ 70 GYR
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 1 1/2"	4% @ 70 GYR
LEVELING BINDER (MACHINE METHOD), N70 - 3/4"	4% @ 70 GYR
DRIVEWAY	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5mm) - 2"	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE, 6" (PE) (HMA BINDER COURSE, IL-19mm) (IN 2 LIFTS)	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE, 8" (CE) (HMA BINDER COURSE, IL-19mm) (IN 2 LIFTS)	4% @ 50 GYR
PATCHING	
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 5 1/2" IN 2 LIFTS (HMA SURFACE COURSE MIX D, N70)	4% @ 70 GYR
CLASS D PATCHES (HMA BINDER IL 19mm) - 9" (IN 3 LIFTS)	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LBS/SQ YD/IN. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

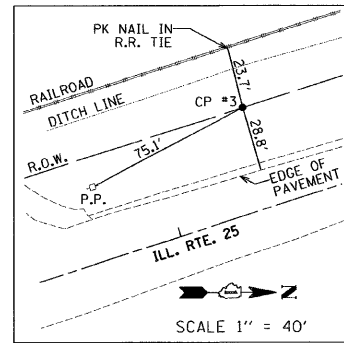
ALIGNMENT COORDINATES - ILL. RTE. 25			
IL25	STATION	N	E
POB	100+00.00	1,870,491.1715	987,847.4071
PC	104+82.92	1,870,951.0962	987,700.1501
PI	108+40.96	1,871,292.0787	987,590.9756
PT	111+97.12	1,871,646.9570	987,543.5463
POT	111+97.12	1,871,646.9570	987,543.5463
POT	115+45.30	1,871,992.0657	987,497.4226
POT	119+60.30	1,872,402.9589	987,439.1809
POT	121+61.09	1,872,601.7663	987,411.0096
POT	123+60.84	1,872,799.4958	987,382.6896
POT	124+60.09	1,872,896.7476	987,362.8614



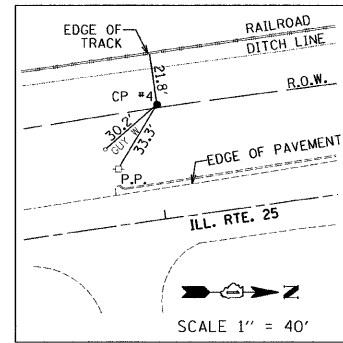
CONTROL POINT #1
 SET 5/8" REBAR IN GRASS
 STATION 114+43.31, 42.15' LT.
 N 1,871,885.39
 E 987,469.15



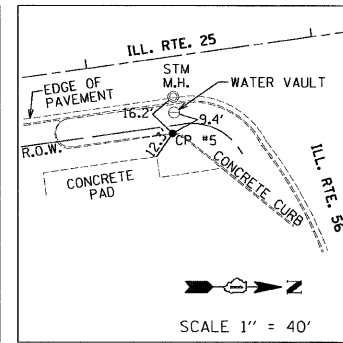
CONTROL POINT #2
 SET 5/8" REBAR IN GRASS
 STATION 108+95.87, 34.58' LT.
 N 1,871,343.00
 E 987,560.72



CONTROL POINT #3
 SET 5/8" REBAR IN GRASS
 STATION 102+43.12, 45.54' LT.
 N 1,870,708.83
 E 987,729.90



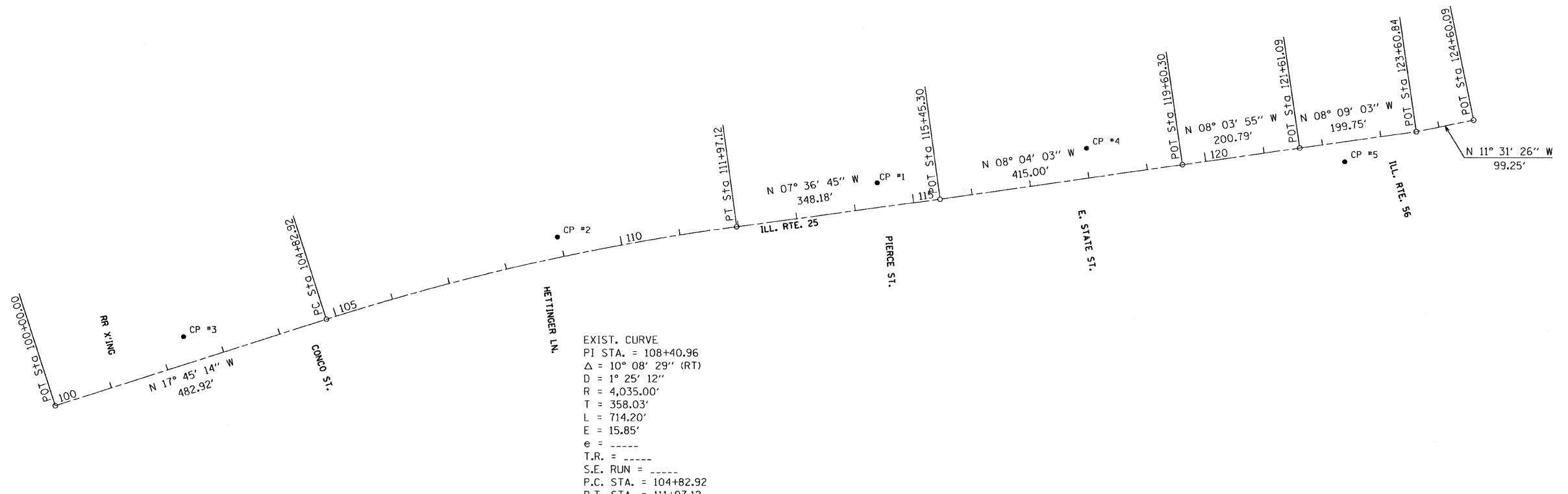
CONTROL POINT #4
 SET 5/8" REBAR IN GRASS
 STATION 118+03.32, 50.43' RT.
 N 1,872,240.46
 E 987,411.28



CONTROL POINT #5
 SET CHISELED 'X' ON CONCRETE CURB
 STATION 122+33.44, 33.62' RT.
 N 1,872,678.15
 E 987,434.04
 ELEV=676.42'

BENCHMARK INFORMATION:

BM #DK3234 - BRASS DISK SET LIGHT POLE BASE ON THE SOUTH SIDE OF ILL. RTE. 56, EAST OF RTE. 25, 68.6' NORTHEAST OF A POWER POLE, 53.4' WEST OF A HYDRANT AND 30.2' SOUTH OF THE CENTERLINE OF RTE. 56. ELEVATION=694.24'

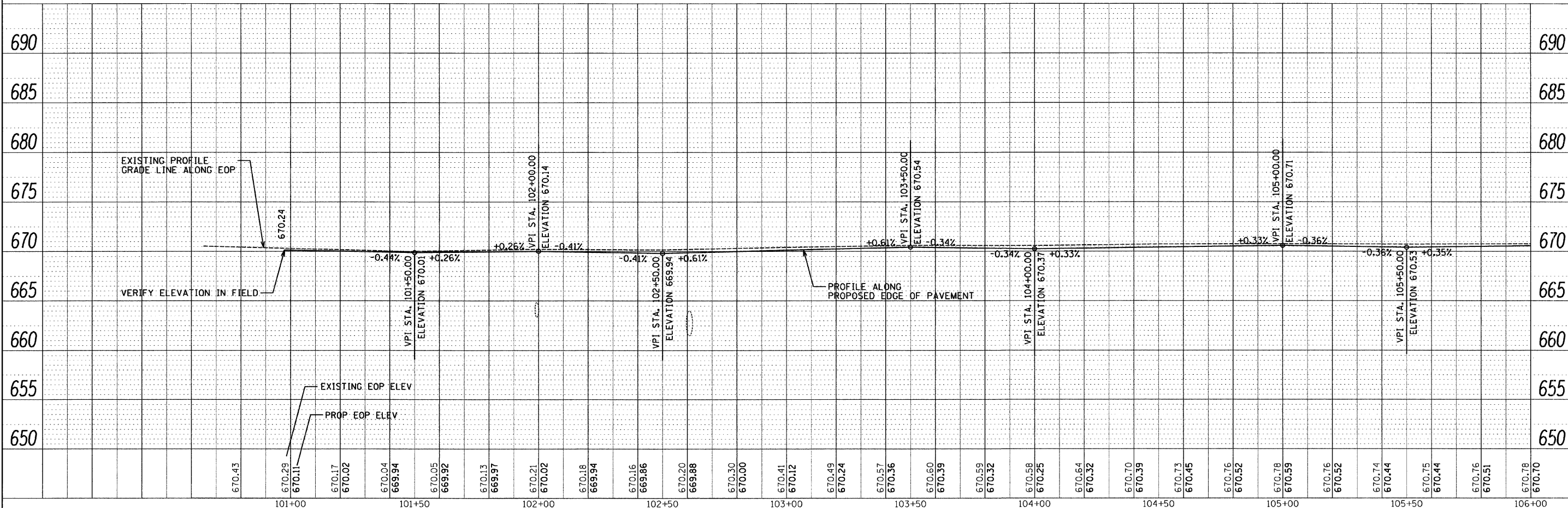
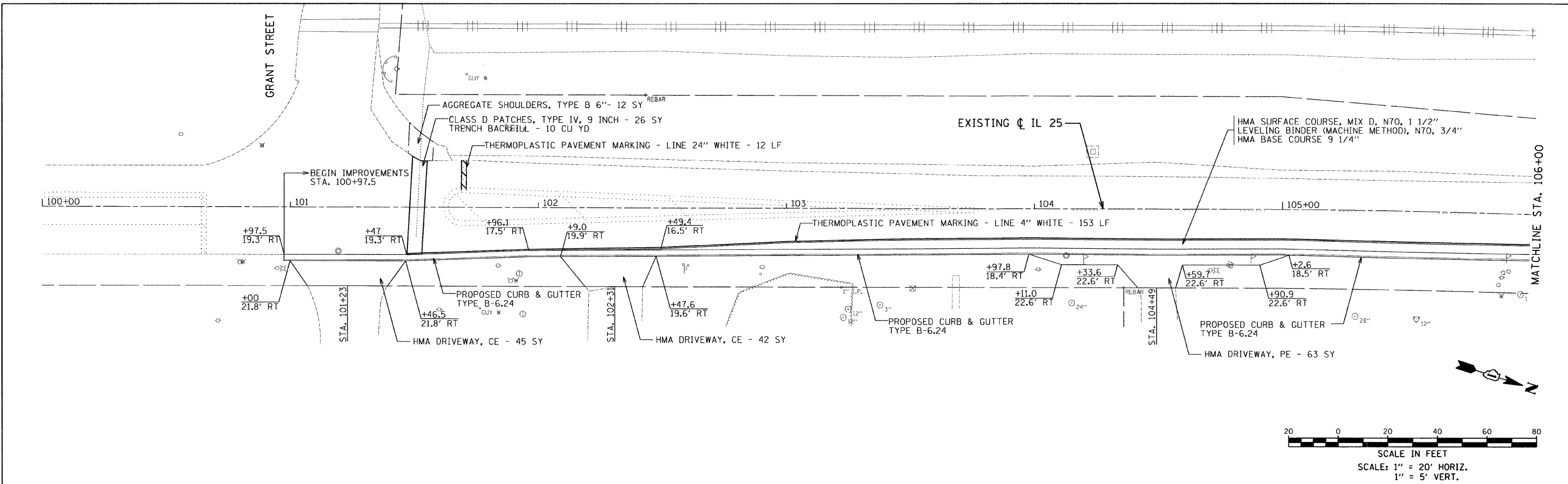


SCALE 1" = 100'

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER ST.) - IL 56 TO I-88 ALIGNMENT AND TIES		F.A.U. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 5	
FILEL	PLOT SCALE = 100.0000' / IN.	DRAWN - EF	REVISED -		SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 60K07				
	PLOT DATE = 2/10/2011	CHECKED - RS	REVISED -					ILLINOIS FED. AID PROJECT				
		DATE - 02-14-2011	REVISED -									

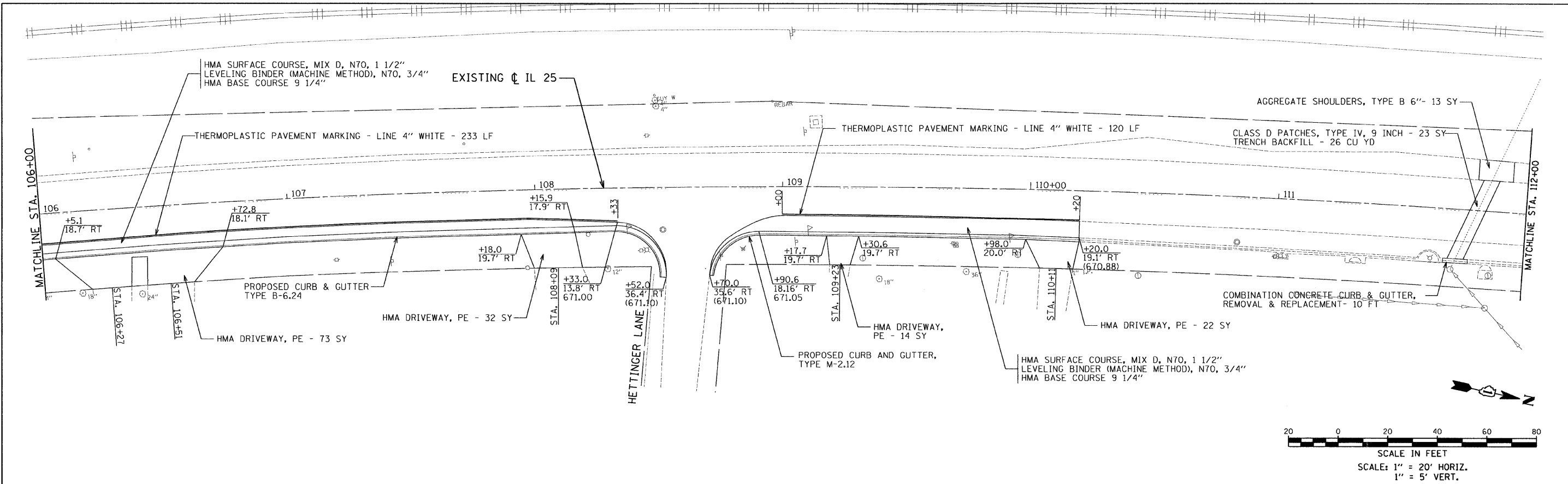
PLAN	REVISIONS	DATE
NOTE BOOK NO.	ALIGNED	
	CHECKED	
	PLOTTED	
	CADD FILE NAME	

PROFILE	REVISIONS	DATE
NOTE BOOK NO.	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	
	PLOTTED	

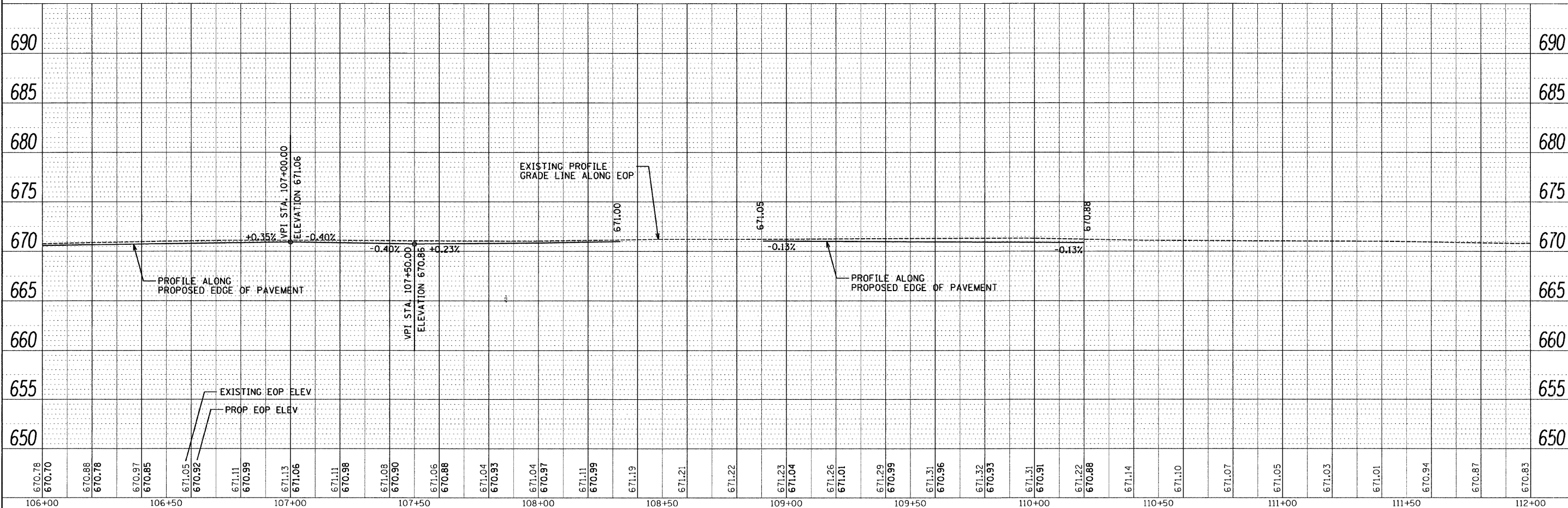


FILE NAME =	USER NAME = .USER.	DESIGNED - EAF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER STREET) PLAN AND PROFILE	F.A.U. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 6		
#FILE#	PLOT SCALE = 20.0003' / IN.	DRAWN - EAF	REVISED -			SCALE:	SHEET NO. 1 OF 3 SHEETS	STA. 100+00	TO STA. 106+00	CONTRACT NO. 60K07		
	PLOT DATE = 2/10/2011	CHECKED - RS	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE - 02-14-2011	REVISED -									

PLAN	DATE
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
PLANNED	
ALIGNED	
CHECKED	
NO.	
NOTE BOOK	
NO.	
FILE NAME	



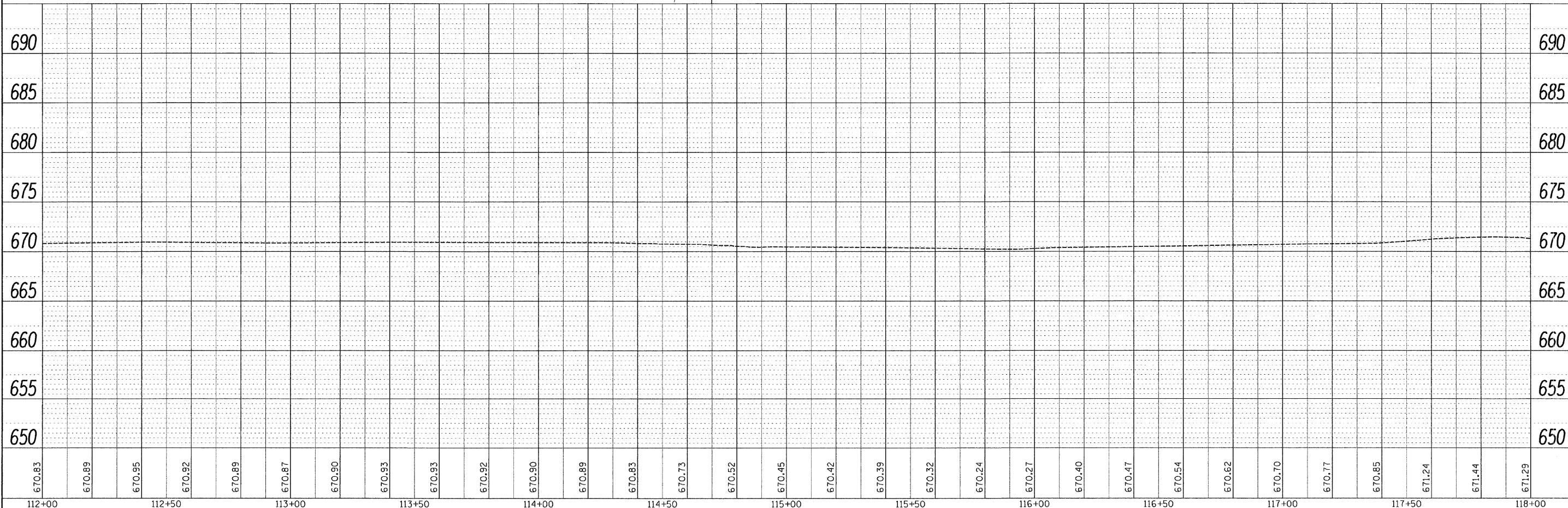
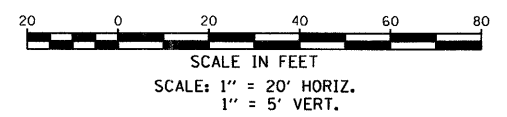
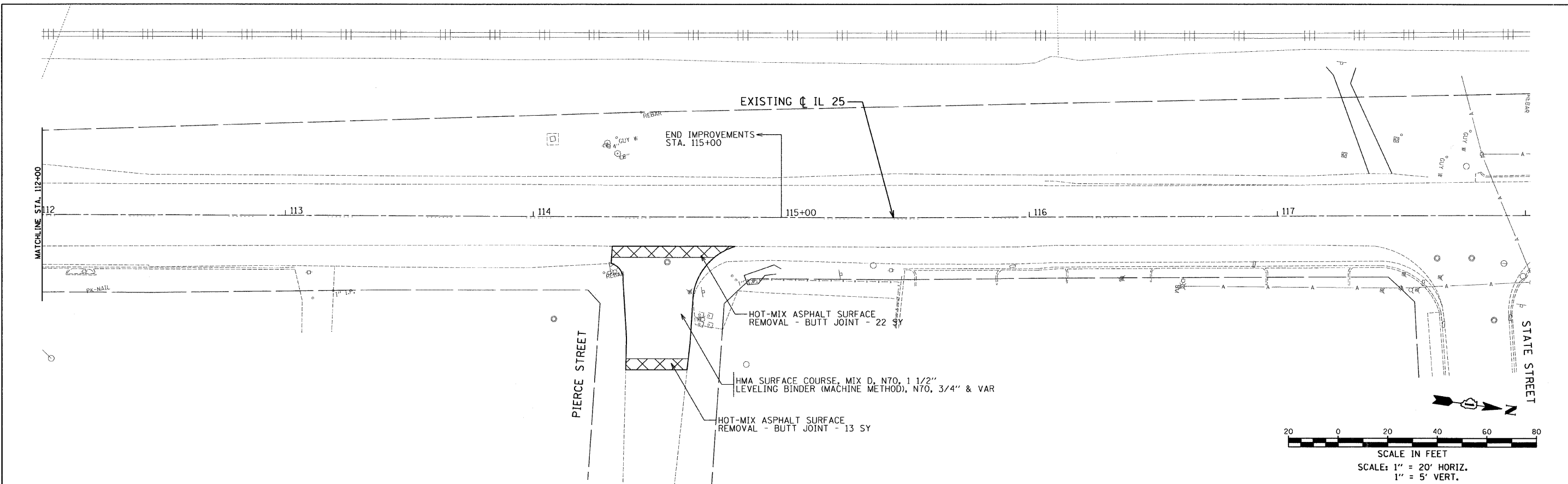
PROFILE	DATE
BY	
REVISIONS	
NO.	
DESCRIPTION	
DATE	
BY	
GRADES CHECKED	
PLOTTED	
NO.	
NOTE BOOK	
NO.	
FILE NAME	



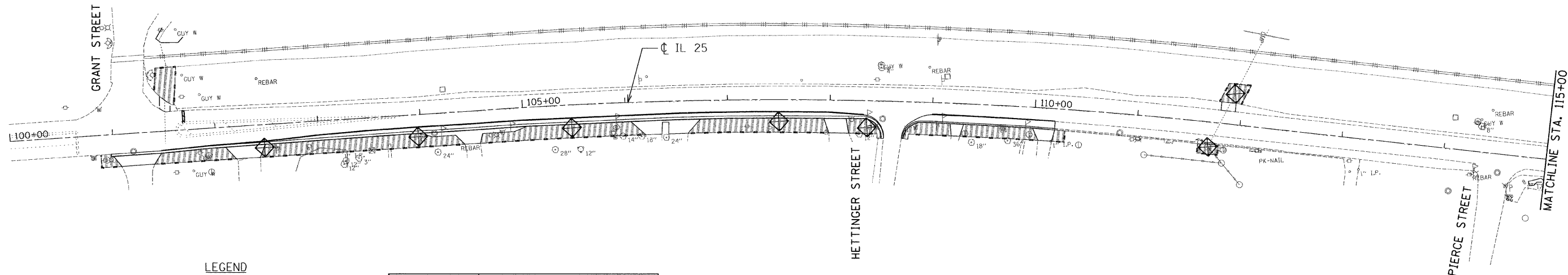
FILE NAME =	USER NAME = USER	DESIGNED - EAF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER STREET) PLAN AND PROFILE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - EAF	REVISED -			2503	TWP-1-T	KANE	43	7	
		CHECKED - RS	REVISED -			CONTRACT NO. 60K07					
		DATE - 02-14-2011	REVISED -			ILLINOIS FED. AID PROJECT					

PLAN	REVISIONS	DATE
NO.	PLOTTED	
	ALIGNED	
	CHECKED	
	CADD FILE NAME	

PROFILE	REVISIONS	DATE
NO.	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CADD	

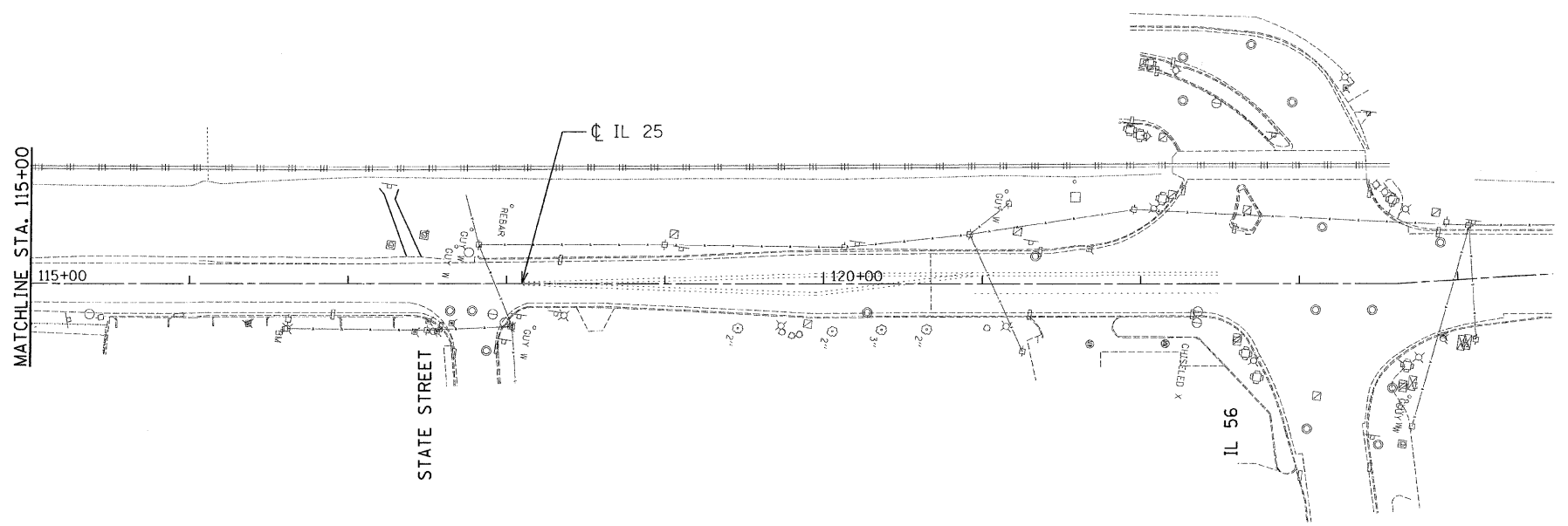


FILE NAME =	USER NAME = .USER.	DESIGNED - EAF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER STREET) PLAN AND PROFILE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE#	PLOT SCALE = 20.0000' / IN.	DRAWN - EAF	REVISED -			2503	TWP-1-T	KANE	43	8	
	PLOT DATE = 2/10/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60K07					
		DATE - 02-14-2011	REVISED -			ILLINOIS FED. AID PROJECT					



- LEGEND**
- TOPSOIL, FURNISH & PLACE, 4" SODDING, SALT TOLERANT FERTILIZER NUTRIENTS
 - PERIMETER EROSION BARRIER
 - INLET FILTERS

28000510		INLET FILTERS	
Station	Offset	Station	Offset
102+47	22.5' RT	108+36	26.0' RT
103+97	21.6' RT	111+71	24.4' RT
105+47	22.3' RT	111+92	30.0' LT
107+50	21.5' RT		



FILE NAME =
\$FILEL\$

USER NAME = _USER_
PLOT SCALE = 50.0019' / IN.
PLOT DATE = 2/10/2011

DESIGNED - EF
DRAWN - EF
CHECKED - RS
DATE - 02-14-2011

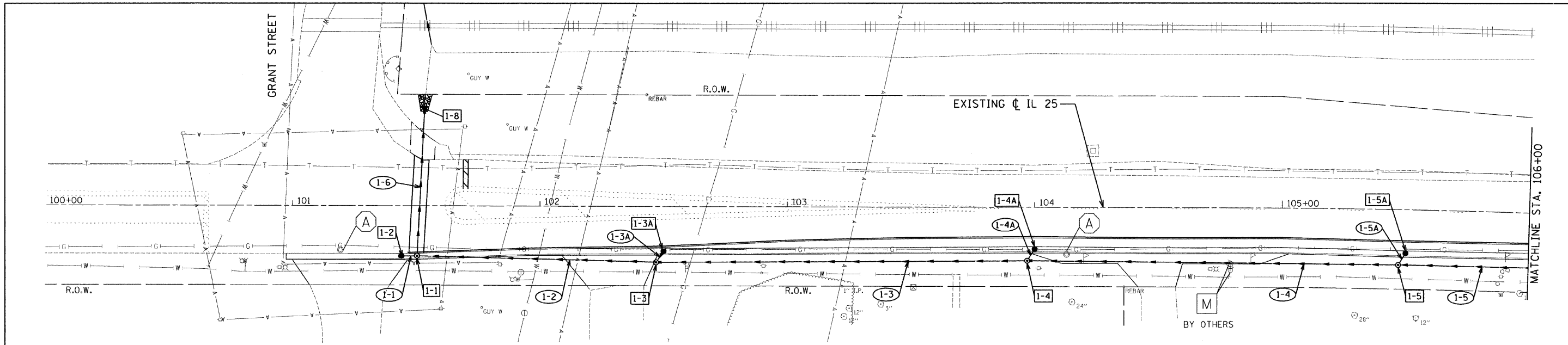
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

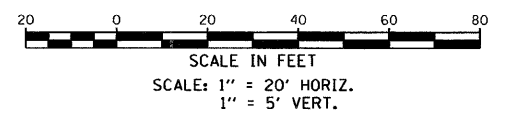
**IL 25 (RIVER ST.) - IL 56 TO I-88
EROSION AND LANDSCAPING PLAN**
SCALE: 50 SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	TWP-1-T	KANE	43	9
CONTRACT NO. 60K07				
ILLINOIS FED. AID PROJECT				

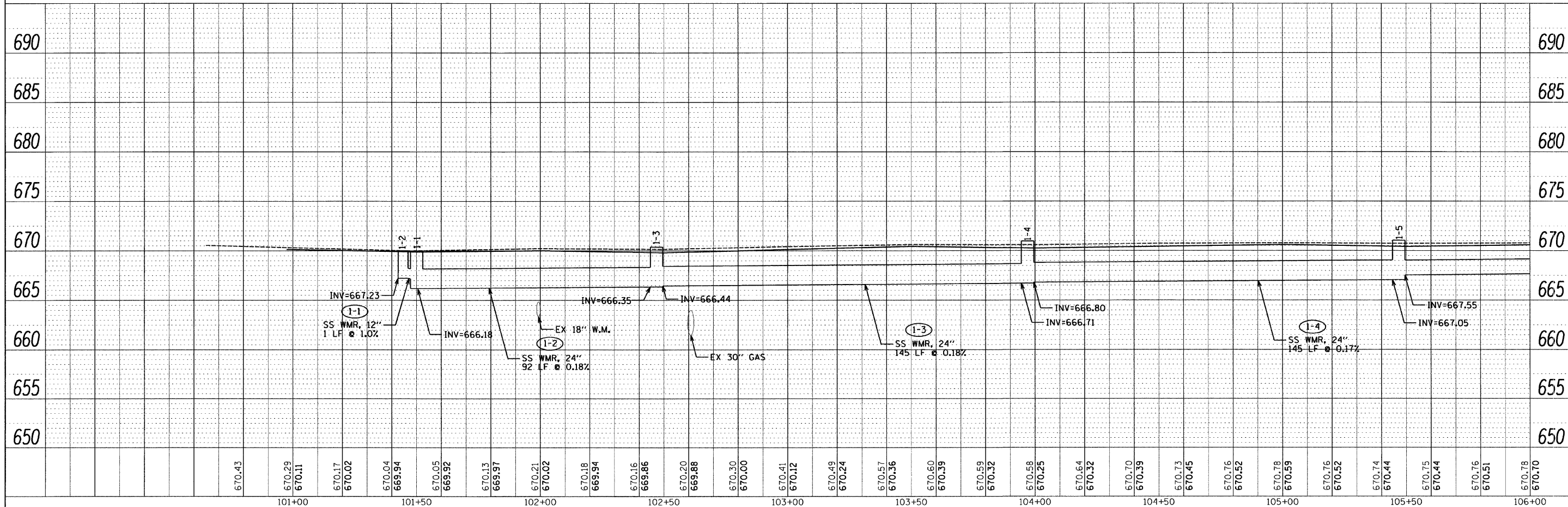
DATE	
BY	
APPROVED	
PLANNED	
NOTE BOOK	
CHECKED	
NO. OF SHEETS	
DATE	
FILE NAME	



- | | | | | | | | | |
|--|--|--|--|---|--|---|--|-----------------------------|
| 1-1 STA. 101+50, 20.0' RT
MH-TA 5' DIA. T24 F&G
RIM EL. = 669.90
N INV. = 666.18
S INV. = 667.18
W INV. = 665.68 | 1-3 STA. 102+47, 22.5' RT
MH-TA 5' DIA. T1 OL
RIM EL. = 670.39
N INV. = 666.44
S INV. = 666.35
W INV. = 667.35 | 1-4 STA. 103+97, 21.6' RT
MH-TA 5' DIA. T1 OL
RIM EL. = 670.62
N INV. = 666.80
S INV. = 666.71
W INV. = 667.71 | 1-5 STA. 105+47, 22.3' RT
MH-TA 5' DIA. T1 OL
RIM EL. = 671.02
N INV. = 667.55
S INV. = 667.05
W INV. = 668.06 | 1-8 STA. 101+53.3, 40.0 LT
RC FES, 30" WITH GRATE
INV. 665.60
RIPRAP CL A 4, 3 SY | 1-1 SS WMR, 12"
1 LF @ 1.0% | 1-3A SS CL A, TY 1, 12"
1 LF @ 1.0% | 1-5 SS WMR, 18"
199 LF @ 0.27% | XX STRUCTURE NO. |
| 1-2 STA. 101+44, 20.0' RT
CB-TA 4' DIA. T24 F&G
RIM EL. = 670.01
N INV. = 667.24 | 1-3A STA. 102+50, 18.0' RT
CB-TA 4' DIA. T24 F&G
RIM EL. = 669.83
E INV. = 667.40 | 1-4A STA. 104+00, 17.0' RT
CB-TA 4' DIA. T24 F&G
RIM EL. = 670.25
E INV. = 667.76 | 1-5A STA. 105+50, 17.5' RT
CB-TA 4' DIA. T24 F&G
RIM EL. = 670.41
E INV. = 668.11 | | 1-2 SS WMR, 24"
92 LF @ 0.18% | 1-4 SS WMR, 24"
145 LF @ 0.17% | 1-5A SS CL A, TY 1, 12"
1 LF @ 1.0% | XX PIPE NO. |
| | | | | | 1-3 SS WMR, 24"
145 LF @ 0.18% | 1-4A SS CL A, TY 1, 12"
1 LF @ 1.0% | 1-6 SS CL A, TY 2, 30"
52 LF @ 0.13% | WMR WATER MAIN REQUIREMENTS |



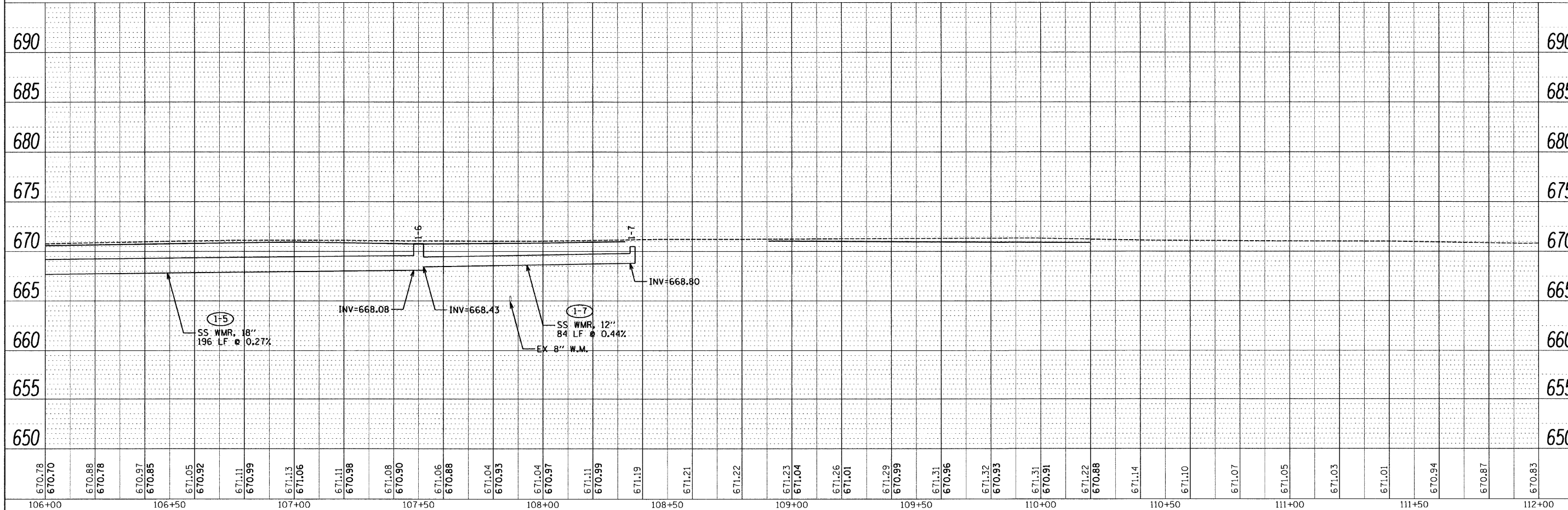
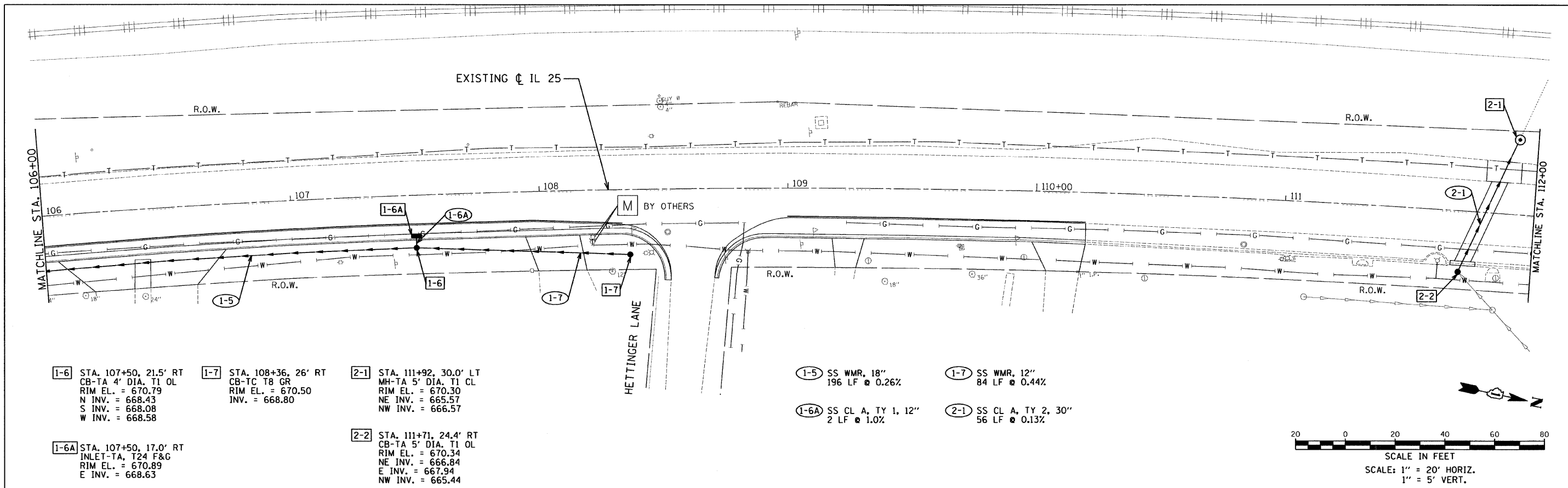
DATE	
BY	
APPROVED	
PLANNED	
NOTE BOOK	
CHECKED	
NO. OF SHEETS	
DATE	
FILE NAME	



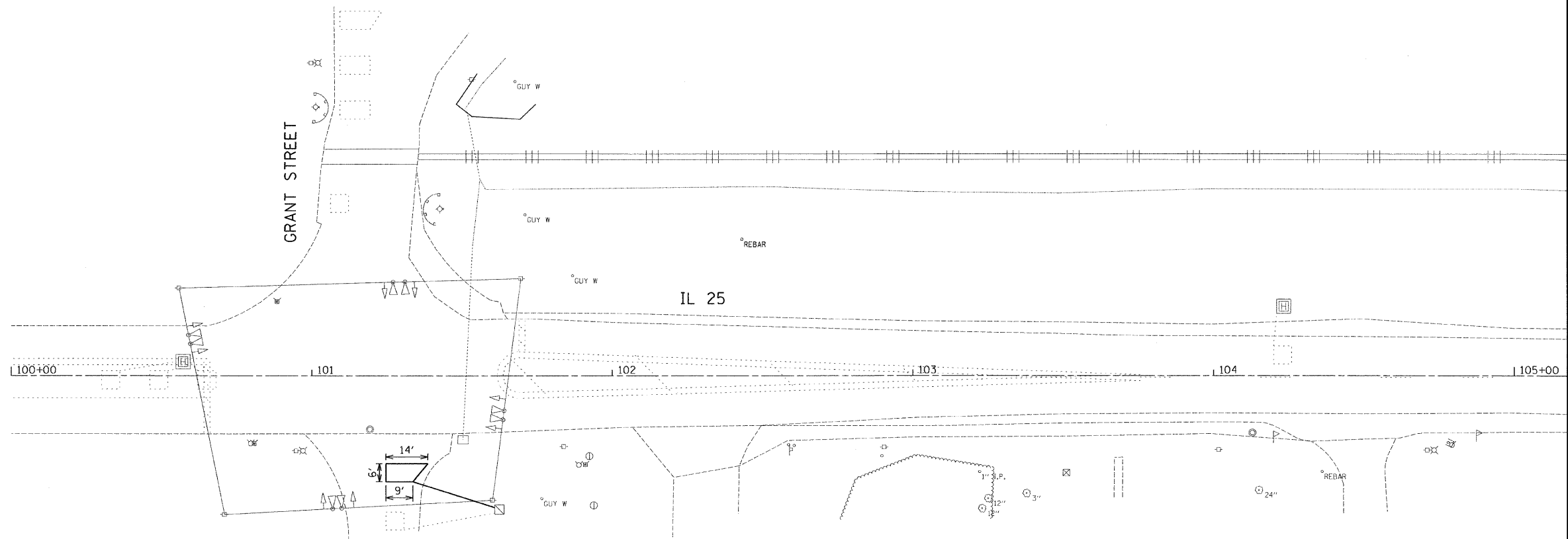
FILE NAME =	USER NAME = .USER.	DESIGNED - EAF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER STREET) DRAINAGE PLAN AND PROFILE		F.A.U. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 10	
#FILE#	PLOT SCALE = 20.0003' / IN.	DRAWN - EAF	REVISED -		SCALE:	SHEET NO. 1 OF 3 SHEETS	STA. 100+00 TO STA. 106+00	CONTRACT NO. 60K07				
	PLOT DATE = 2/18/2011	CHECKED - RS	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 02-14-2011	REVISED -									

PLAN	SUBMITTED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHFD	
	NOTE BOOK	
	NO. OF WAY CHECKED	
	NO.	
	DATE FILE NAME	

PROFILE	SUBMITTED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHFD	
	NOTE BOOK	
	NO. OF WAY CHECKED	
	NO.	
	DATE FILE NAME	



FILE NAME =	USER NAME = .USER.	DESIGNED - EAF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER STREET) DRAINAGE PLAN AND PROFILE	F.A.U. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 11		
#FILE#	PLOT SCALE = 20.0000' / IN.	DRAWN - EAF	REVISED -			SCALE:	SHEET NO. 2 OF 3 SHEETS	STA. 106+00	TO STA. 112+00	CONTRACT NO. 60K07		
	PLOT DATE = 2/18/2011	CHECKED - RS	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE - 02-14-2011	REVISED -									



PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	66

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER ST.) - IL 56 TO I-88 DETECTOR LOOP REPLACEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - EF	REVISED -			2503	TWP-1-T	KANE	43	13	
	PLOT SCALE = 20,0000' / IN.	CHECKED - RS	REVISED -			CONTRACT NO. 60K07		ILLINOIS FED. AID PROJECT			
	PLOT DATE = 2/10/2011	DATE - 02-14-2011	REVISED -			SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		

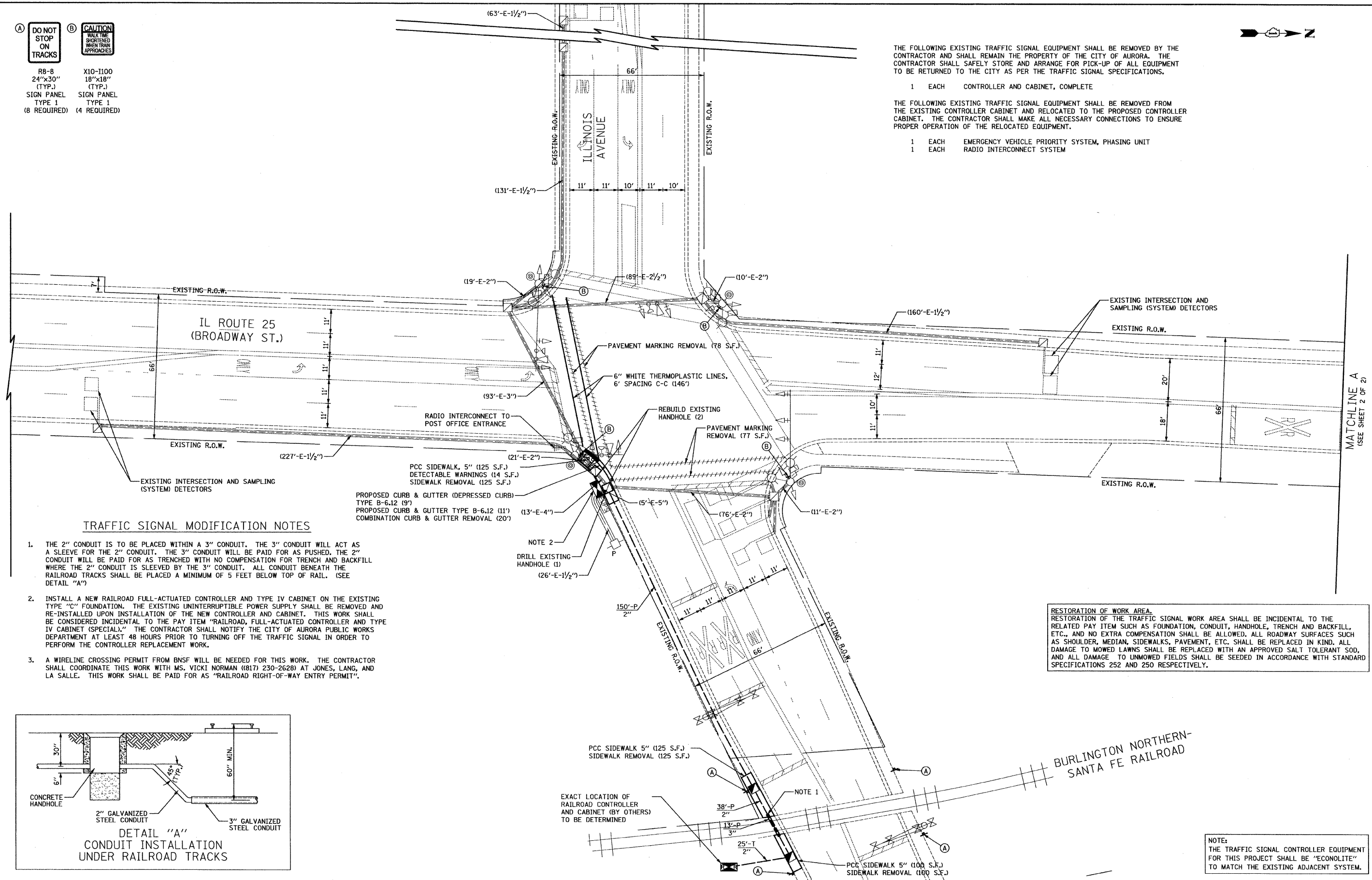
- (A) DO NOT STOP ON TRACKS**
 RB-8
 24"x30"
 (TYP.)
 SIGN PANEL
 TYPE 1
 (8 REQUIRED)
- (B) CAUTION WALK THE SHORTENED WHEN TRAIN APPROACHES**
 X10-1100
 18"x18"
 (TYP.)
 SIGN PANEL
 TYPE 1
 (4 REQUIRED)

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE CITY OF AURORA. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK-UP OF ALL EQUIPMENT TO BE RETURNED TO THE CITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 1 EACH CONTROLLER AND CABINET, COMPLETE

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED FROM THE EXISTING CONTROLLER CABINET AND RELOCATED TO THE PROPOSED CONTROLLER CABINET. THE CONTRACTOR SHALL MAKE ALL NECESSARY CONNECTIONS TO ENSURE PROPER OPERATION OF THE RELOCATED EQUIPMENT.

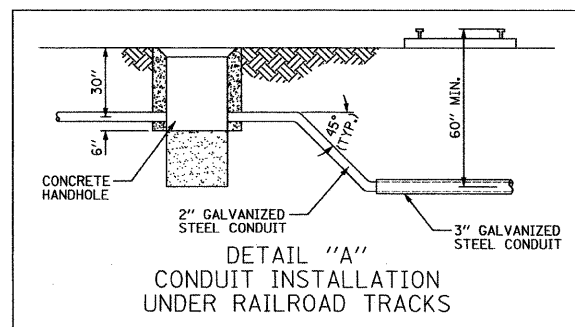
- 1 EACH EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
 1 EACH RADIO INTERCONNECT SYSTEM



TRAFFIC SIGNAL MODIFICATION NOTES

1. THE 2" CONDUIT IS TO BE PLACED WITHIN A 3" CONDUIT. THE 3" CONDUIT WILL ACT AS A SLEEVE FOR THE 2" CONDUIT. THE 3" CONDUIT WILL BE PAID FOR AS PUSHED, THE 2" CONDUIT WILL BE PAID FOR AS TRENCHED WITH NO COMPENSATION FOR TRENCH AND BACKFILL WHERE THE 2" CONDUIT IS SLEEVED BY THE 3" CONDUIT. ALL CONDUIT BENEATH THE RAILROAD TRACKS SHALL BE PLACED A MINIMUM OF 5 FEET BELOW TOP OF RAIL. (SEE DETAIL "A")
2. INSTALL A NEW RAILROAD FULL-ACTUATED CONTROLLER AND TYPE IV CABINET ON THE EXISTING TYPE "C" FOUNDATION. THE EXISTING UNINTERRUPTIBLE POWER SUPPLY SHALL BE REMOVED AND RE-INSTALLED UPON INSTALLATION OF THE NEW CONTROLLER AND CABINET. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE IV CABINET (SPECIAL)." THE CONTRACTOR SHALL NOTIFY THE CITY OF AURORA PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO TURNING OFF THE TRAFFIC SIGNAL IN ORDER TO PERFORM THE CONTROLLER REPLACEMENT WORK.
3. A WIRELINE CROSSING PERMIT FROM BNSF WILL BE NEEDED FOR THIS WORK. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH MS. VICKI NORMAN ((817) 230-2628) AT JONES, LANG, AND LA SALLE. THIS WORK SHALL BE PAID FOR AS "RAILROAD RIGHT-OF-WAY ENTRY PERMIT".

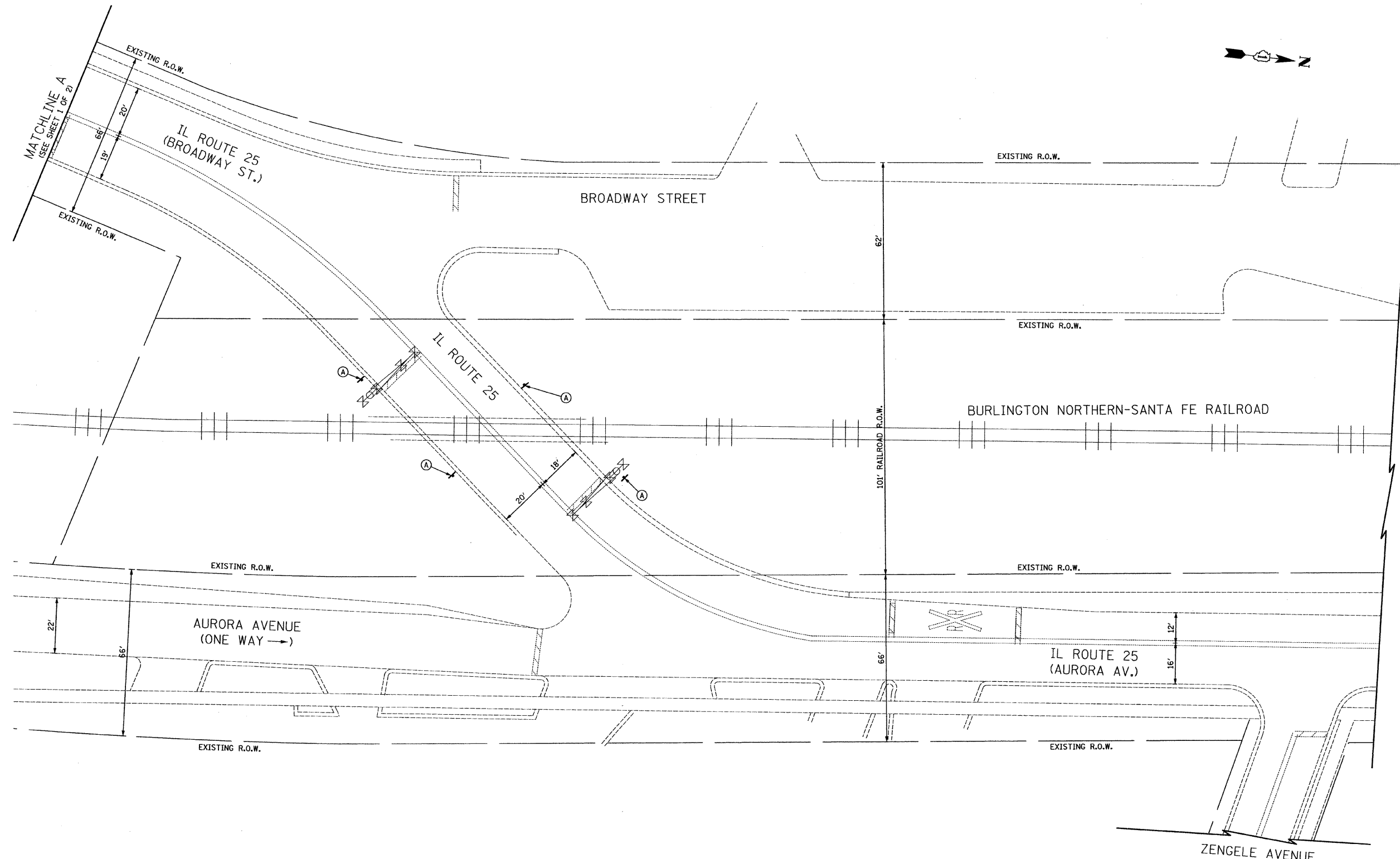
RESTORATION OF WORK AREA.
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL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



NOTE 1
 EXACT LOCATION OF RAILROAD CONTROLLER AND CABINET (BY OTHERS) TO BE DETERMINED

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =	USER NAME = brd	DESIGNED - BRD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN IL ROUTE 25 (BROADWAY ST.) AT ILLINOIS AVENUE			F.A.I. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 14		
#FILES#	PLOT SCALE = 20.0000' / 1"	DRAWN - OJT	REVISED -					SCALE: 1" = 20'	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 60K07		ILLINOIS FED. AID PROJECT
	PLOT DATE = 1/14/2011	CHECKED - JJE	REVISED -											
		DATE - 01/14/2011	REVISED -											



(A) DO NOT STOP ON TRACKS
 R8-8
 24"x30"
 (TYP.)
 SIGN PANEL
 TYPE 1
 (8 REQUIRED)

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

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =	USER NAME = brd	DESIGNED - BRD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN IL ROUTE 25 (BROADWAY ST.) AT ILLINOIS AVENUE		F.A.U. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 15	
#FILES#	PLOT SCALE = 20,0000' / 1"	DRAWN - OJT	REVISED -		SCALE 1" = 20'	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 60K07			
	PLOT DATE = 1/3/2011	CHECKED - JJE	REVISED -						ILLINOIS FED. AID PROJECT			
		DATE - 01/14/2011	REVISED -									

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QNTY.
SUBBASE GRANULAR MATERIAL , TYPE B 4"	SQ YD	42
PROTECTIVE COAT	SQ YD	43
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	350
DETECTABLE WARNINGS	SQ FT	14
COMBINATION CURB AND GUTTER REMOVAL	FOOT	20
SIDEWALK REMOVAL	SQ FT	350
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	20
SIGN PANEL - TYPE 1	SQ FT	49
TELESCOPING STEEL SIGN SUPPORT	FOOT	152
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	146
PAVEMENT MARKING REMOVAL	SQ FT	155
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	38
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	175
CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	13
HANDHOLE	EACH	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	25
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
DRILL EXISTING HANDHOLE	EACH	1
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE IV CABINET (SPECIAL)	EACH	1
REBUILD EXISTING HANDHOLE	EACH	2
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1
RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	247
RELOCATE EXISTING RADIO INTERCONNECT SYSTEM	EACH	1
RAILROAD RIGHT-OF-WAY ENTRY PERMIT	EACH	1

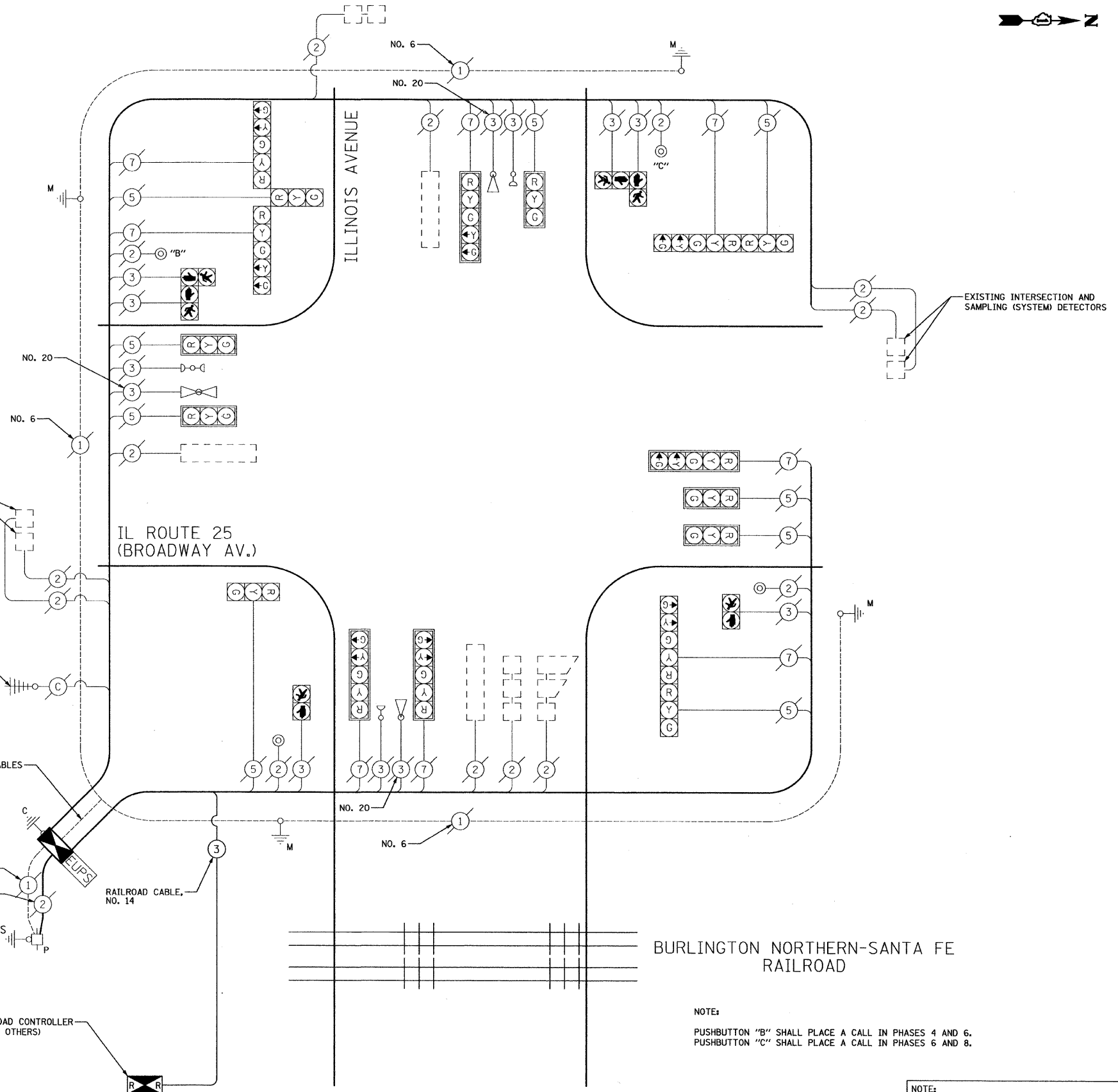
* 100% COST TO CITY OF AURORA

EXISTING INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

RADIO INTERCONNECT TO POST OFFICE ENTRANCE

NUMBER OF CABLES AS PER PLAN

PROPOSED RAILROAD CONTROLLER AND CABINET (BY OTHERS)



CABLE PLAN
NOT TO SCALE

BURLINGTON NORTHERN-SANTA FE RAILROAD

NOTE:
PUSHBUTTON "B" SHALL PLACE A CALL IN PHASES 4 AND 6.
PUSHBUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	17		17	0.50	145
(YELLOW)	17		25	0.25	106
(GREEN)	17		15	0.25	64
ARROW	16		12	0.10	19
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1		100	1.00	100
FLASHER				0.50	
TOTAL =					584

ENERGY COSTS TO: CITY OF AURORA
44 EAST DOWNER PLACE
AURORA, IL 60507
CONTACT: MARK SCHERIBEL
PHONE: (630) 723-2128
COMPANY: COM ED

FILE NAME =	USER NAME = brd	DESIGNED - BRD	REVISED -
#FILES#		DRAWN - OJT	REVISED -
	PLOT SCALE = 20.0000' / in.	CHECKED - JJE	REVISED -
	PLOT DATE = 1/14/2011	DATE - 01/14/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN AND SCHEDULE OF QUANTITIES
IL ROUTE 25 (BROADWAY AV.) AT ILLINOIS AVENUE

NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	TWP-1-T	KANE	43	16
CONTRACT NO. 60K07				
ILLINOIS FED. AID PROJECT				

PROPOSED SEQUENCE OF OPERATION

MOVEMENT	N →	2+5		2+6				3+7			3+8				4+7			4+8			F L A S H						
		1	2	3A	3B	4	5	6A	6B	7	8	9	10	11	12	13A	13B	14	15	16		17A	17B	18	19	20	21A
IL ROUTE 25 (BROADWAY STREET) END MAST ARM AND FAR LEFT SIGNALS	NB	G → G	G → Y	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL ROUTE 25 (BROADWAY STREET) CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS	NB	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL ROUTE 25 (BROADWAY STREET) ALL SIGNALS	SB	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS	EB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G → G	G → Y	R	G → G	G → Y	R	R	R
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS	EB	R → G	R → Y	R → Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G → G	G → Y	R	G → G	G → Y	R	R	R
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G → G	G → Y	R	G → G	G → Y	R	R	R
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G → G	G → Y	R	G → G	G → Y	R	R	R
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON NORTH SIDE OF ILLINOIS AVENUE		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON SOUTH SIDE OF ILLINOIS AVENUE		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING ILLINOIS AVENUE ON WEST SIDE OF IL ROUTE 25		H	H	H	H	P*	FH**	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H

NOTE: PHASES 2 AND 6 SHALL BE PLACED ON RECALL.
 * TO APPEAR ONLY UPON PUSHBUTTON ACTUATION.
 ** FLASHING IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN CLEARANCE INTERVAL.
 ∅ THIS OR FLASHING INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE OR FLASHING INTERVALS.

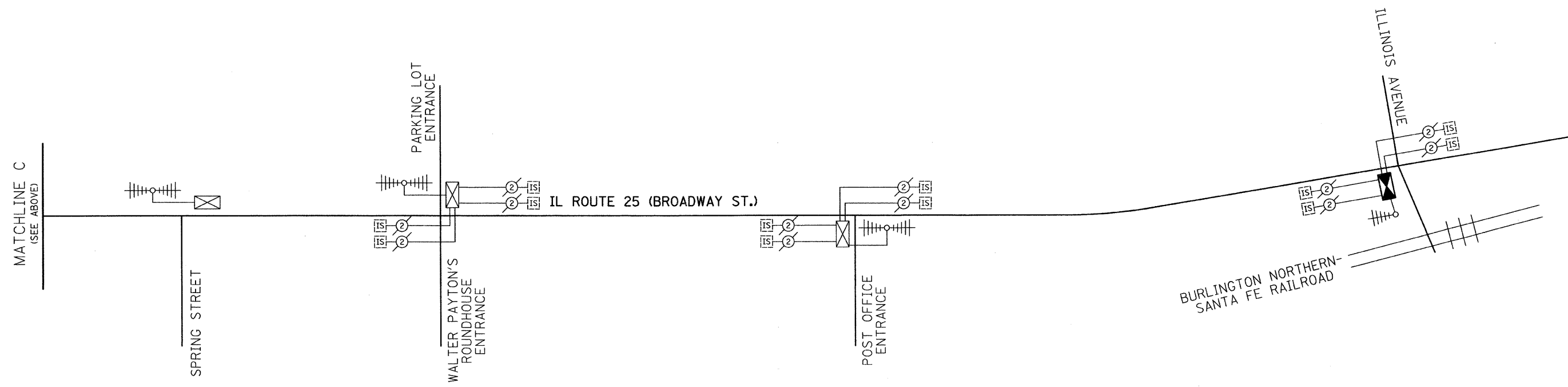
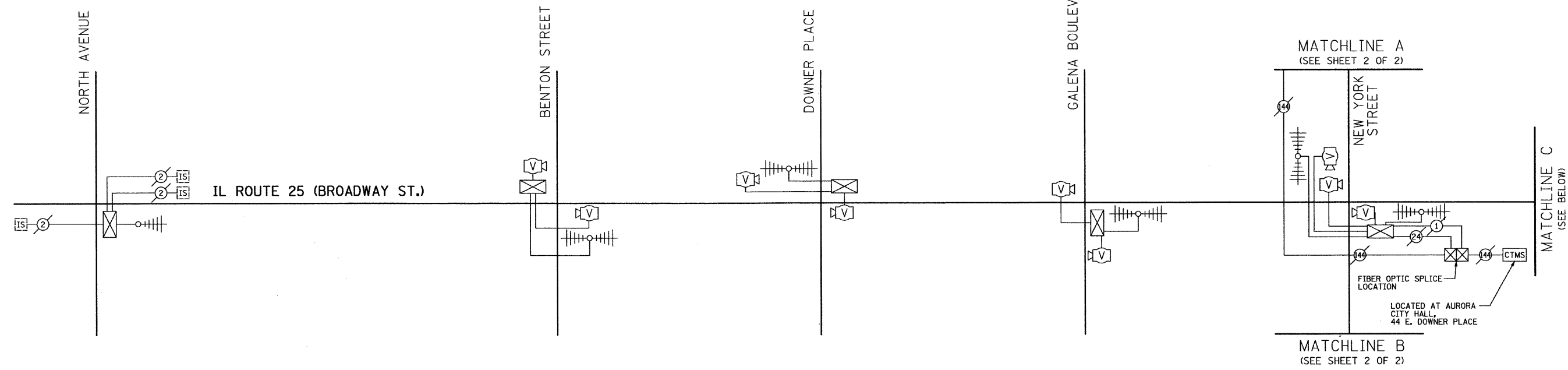
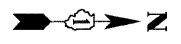
P = ILLUMINATED PERSON - WALK
 FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
 H = ILLUMINATED SOLID HAND = DON'T WALK

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	PREEMPTION SEQUENCE																			CLEAR TO NORMAL SEQUENCE										
	1	4	7	11	15	19	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 2	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K		1L	1M	1N	1P	2	3	4	5		
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE INTERVAL NUMBER																														
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																														
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																														
IL ROUTE 25 (BROADWAY STREET) END MAST ARM AND FAR LEFT SIGNALS	NB	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△
IL ROUTE 25 (BROADWAY STREET) CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS	NB	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△
IL ROUTE 25 (BROADWAY STREET) ALL SIGNALS	SB	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS	EB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS	EB	R → Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS	WB	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	△
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON NORTH SIDE OF ILLINOIS AVENUE		H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON SOUTH SIDE OF ILLINOIS AVENUE		H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING ILLINOIS AVENUE ON WEST SIDE OF IL ROUTE 25		H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△

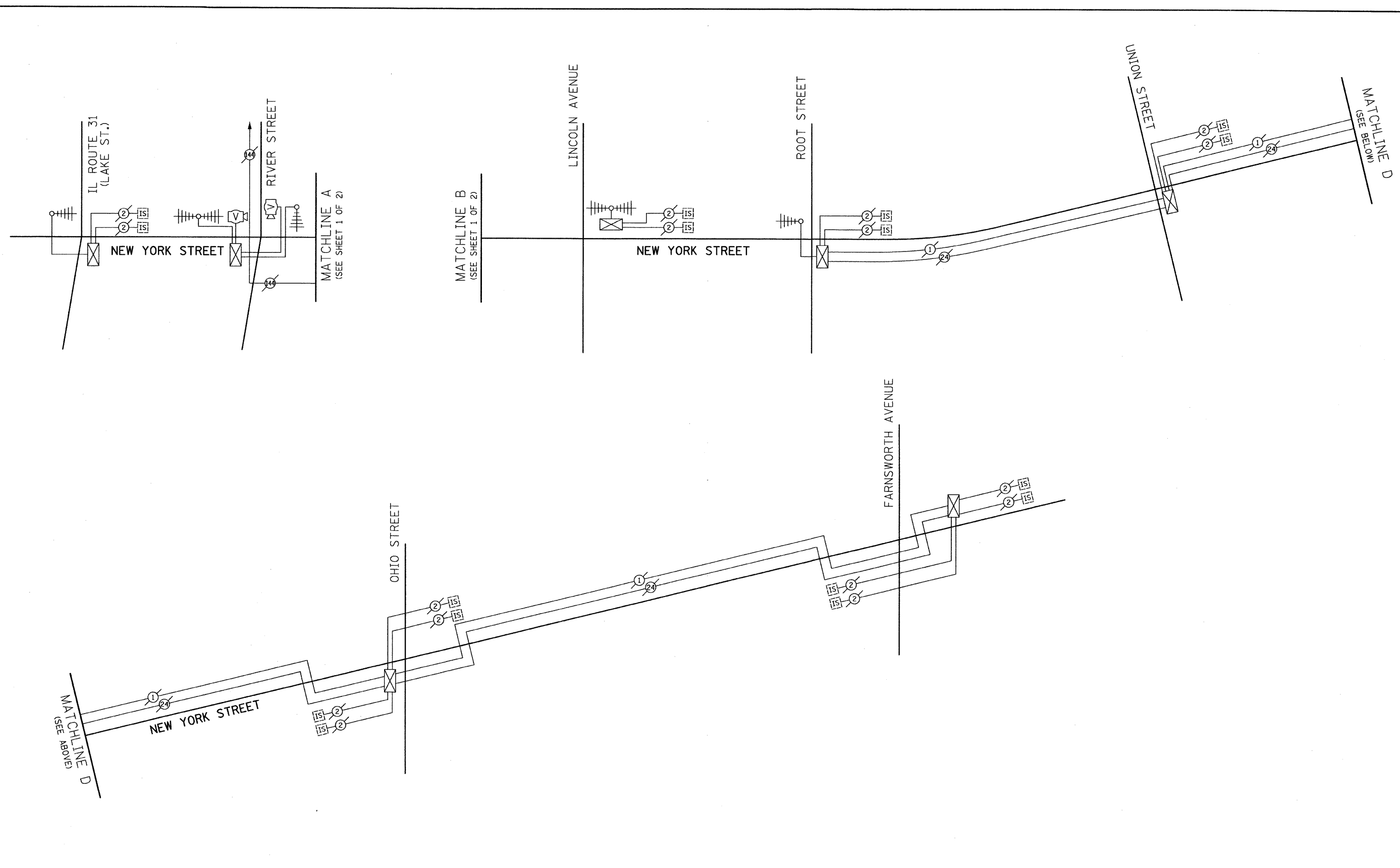
△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE PREEMPTION INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

NOTE: THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



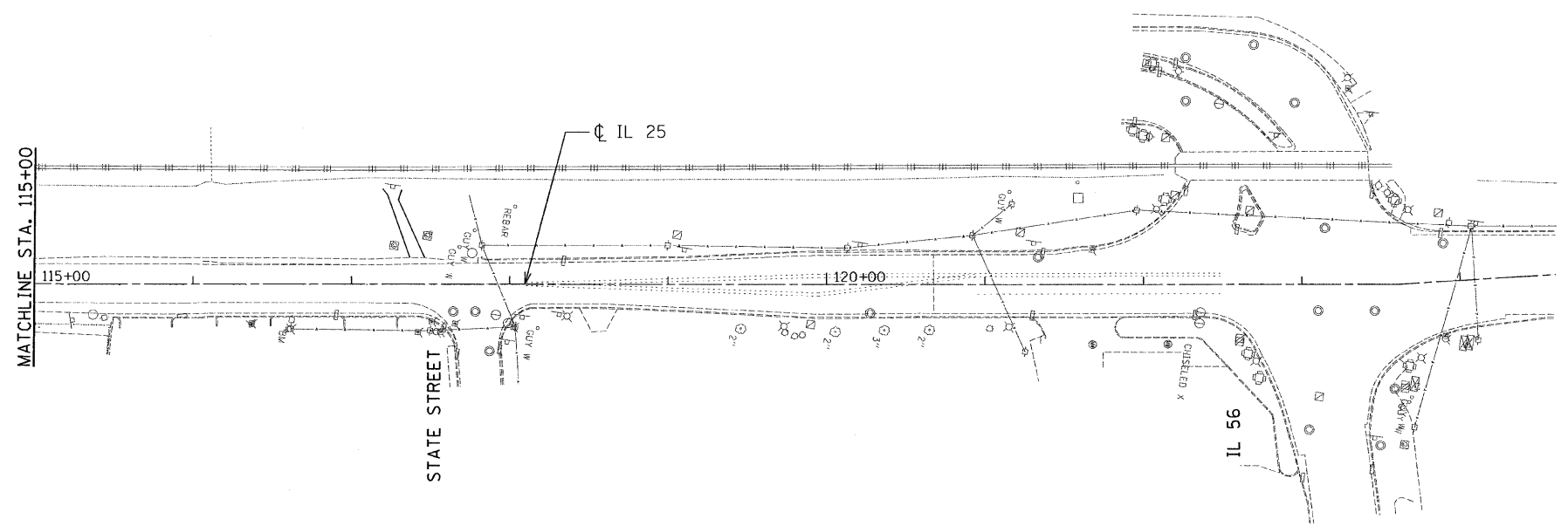
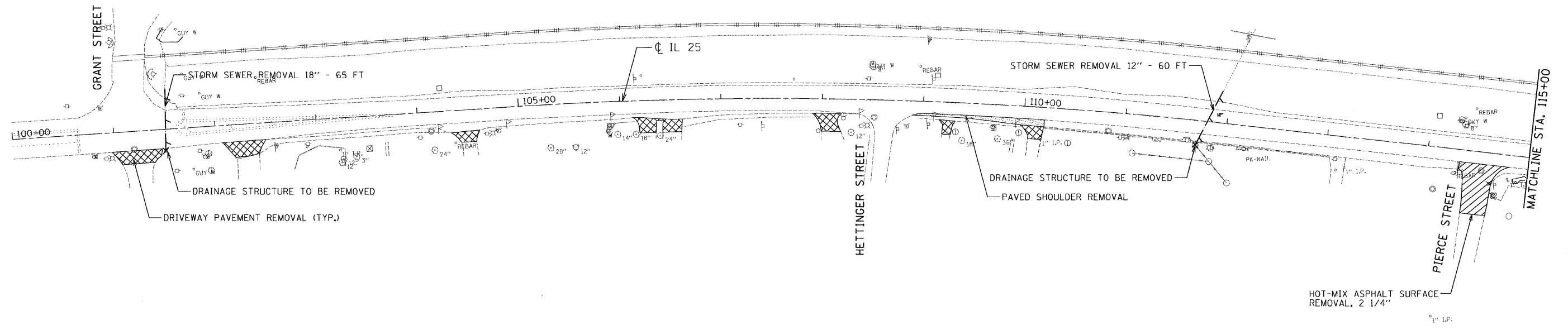
NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
 FOR THIS PROJECT SHALL BE "ECONOLITE"
 TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =	USER NAME = brd	DESIGNED - BRD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCONNECT SCHEMATIC IL ROUTE 25 (BROADWAY ST.) NORTH AVENUE TO ILLINOIS AVENUE			F.A.U. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 19
#FILES#	PLOT SCALE = 20,0000' / 1"	DRAWN - OJT	REVISED -		NOT TO SCALE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 60K07			
	PLOT DATE = 1/3/2011	CHECKED - JJE	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 01/14/2011	REVISED -									



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
FOR THIS PROJECT SHALL BE "ECONOLITE"
TO MATCH THE EXISTING ADJACENT SYSTEM.

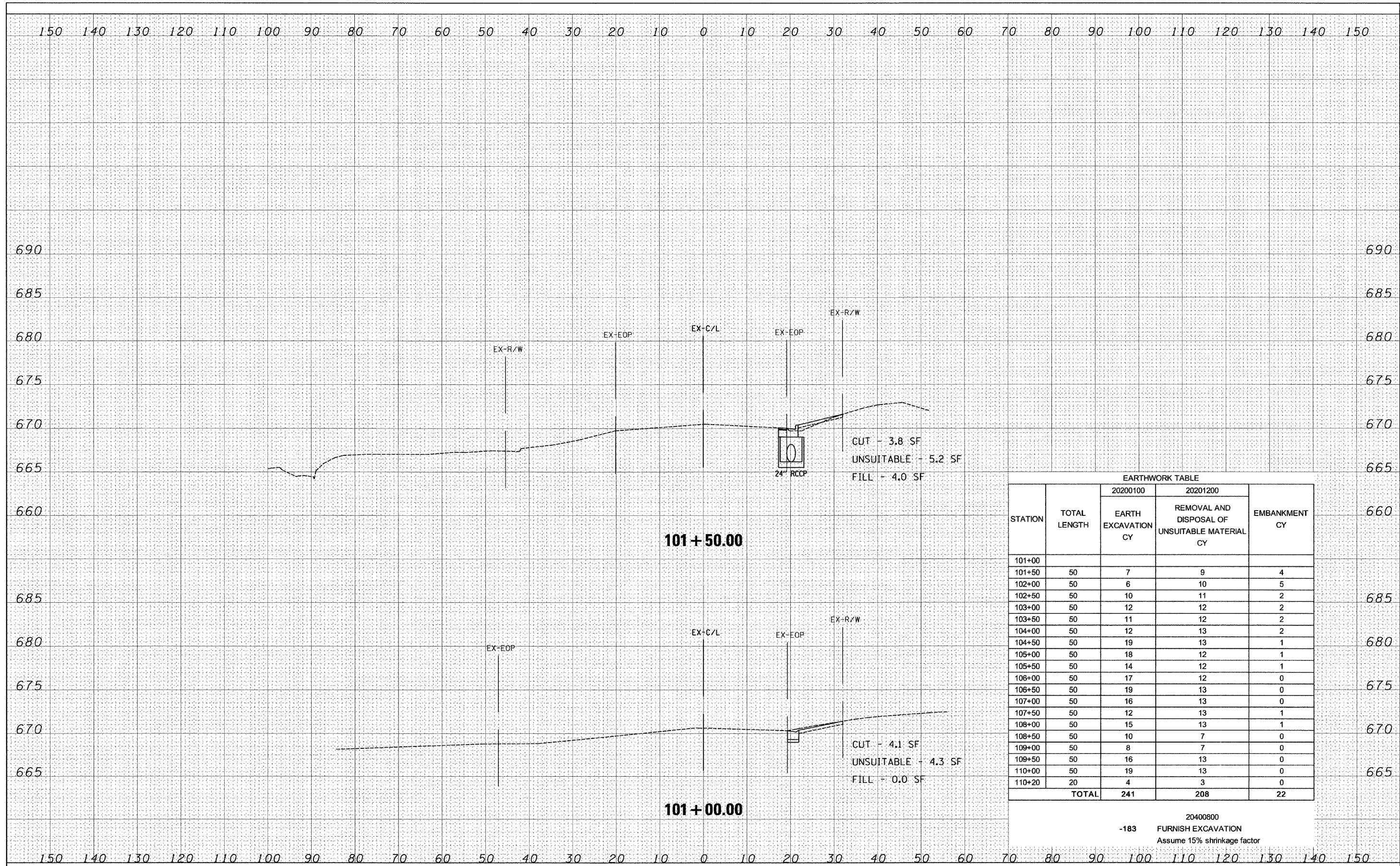
FILE NAME =	USER NAME = brd	DESIGNED - BRD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCONNECT SCHEMATIC NEW YORK STREET IL ROUTE 31 (LAKE ST.) TO FARNSWORTH AV.				F.A.U. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 20
FILES	PLOT SCALE = 20,0000' / in.	DRAWN - OJT	REVISED -		NOT TO SCALE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 60K07				
	PLOT DATE = 1/3/2011	CHECKED - JJE	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE - 01/14/2011	REVISED -										



FILE NAME = #FILE#	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER ST.) - IL 56 TO I-88 EXISTING AND REMOVAL PLAN			F.A.J. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 21	
	PLOT SCALE = 50.0019' / IN.	CHECKED - RS	REVISED -		SCALE: 50	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 60K07				
	PLOT DATE = 2/18/2011	DATE - 02-14-2011	REVISED -		ILLINOIS FED. AID PROJECT								

FINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
NO.	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
NO.	
AREAS CHECKED	



STATION	TOTAL LENGTH	EARTHWORK TABLE		
		20200100 EARTH EXCAVATION CY	20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL CY	EMBANKMENT CY
101+00				
101+50	50	7	9	4
102+00	50	6	10	5
102+50	50	10	11	2
103+00	50	12	12	2
103+50	50	11	12	2
104+00	50	12	13	2
104+50	50	19	13	1
105+00	50	18	12	1
105+50	50	14	12	1
106+00	50	17	12	0
106+50	50	19	13	0
107+00	50	16	13	0
107+50	50	12	13	1
108+00	50	15	13	1
108+50	50	10	7	0
109+00	50	8	7	0
109+50	50	16	13	0
110+00	50	19	13	0
110+20	20	4	3	0
TOTAL		241	208	22

20400800
-183 FURNISH EXCAVATION
Assume 15% shrinkage factor

FILE NAME =
#FILE#

USER NAME = .USER.
DESIGNED - EAF
DRAWN - EAF
CHECKED - RS
DATE - 02-14-2011

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

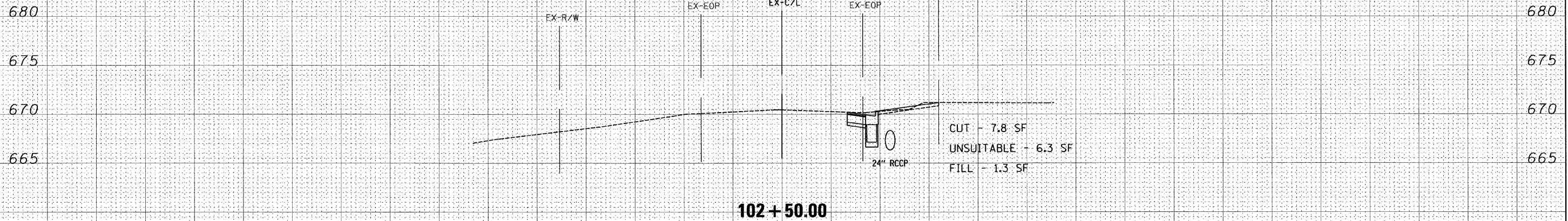
**IL 25 (RIVER STREET)
CROSS SECTIONS**

SCALE: 10H 5V SHEET NO. 1 OF 8 SHEETS STA. 101+00.00 TO STA. 101+50.00

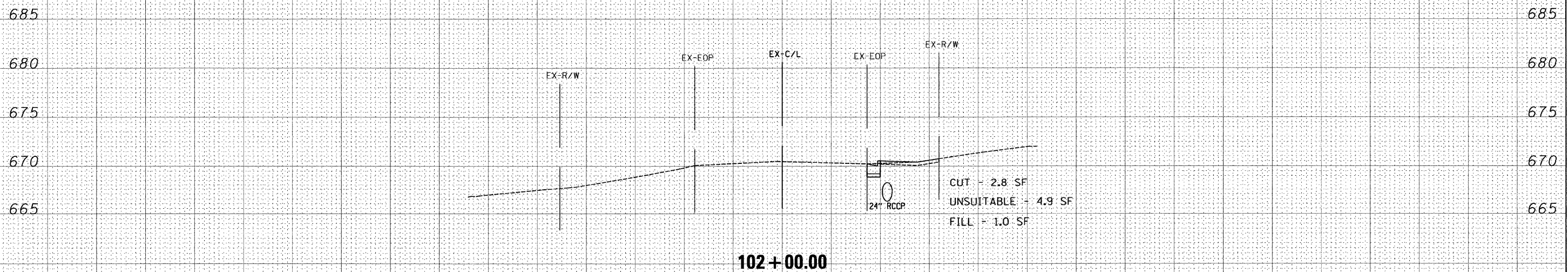
F.A.P. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 22
CONTRACT NO. 60K07				ILLINOIS FED. AID PROJECT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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



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



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME =
#FILEL*

USER NAME = .USER
PLOT SCALE = 10.0005' / IN.
PLOT DATE = 2/10/2011

DESIGNED - EAF
DRAWN - EAF
CHECKED - RS
DATE - 02-14-2011

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

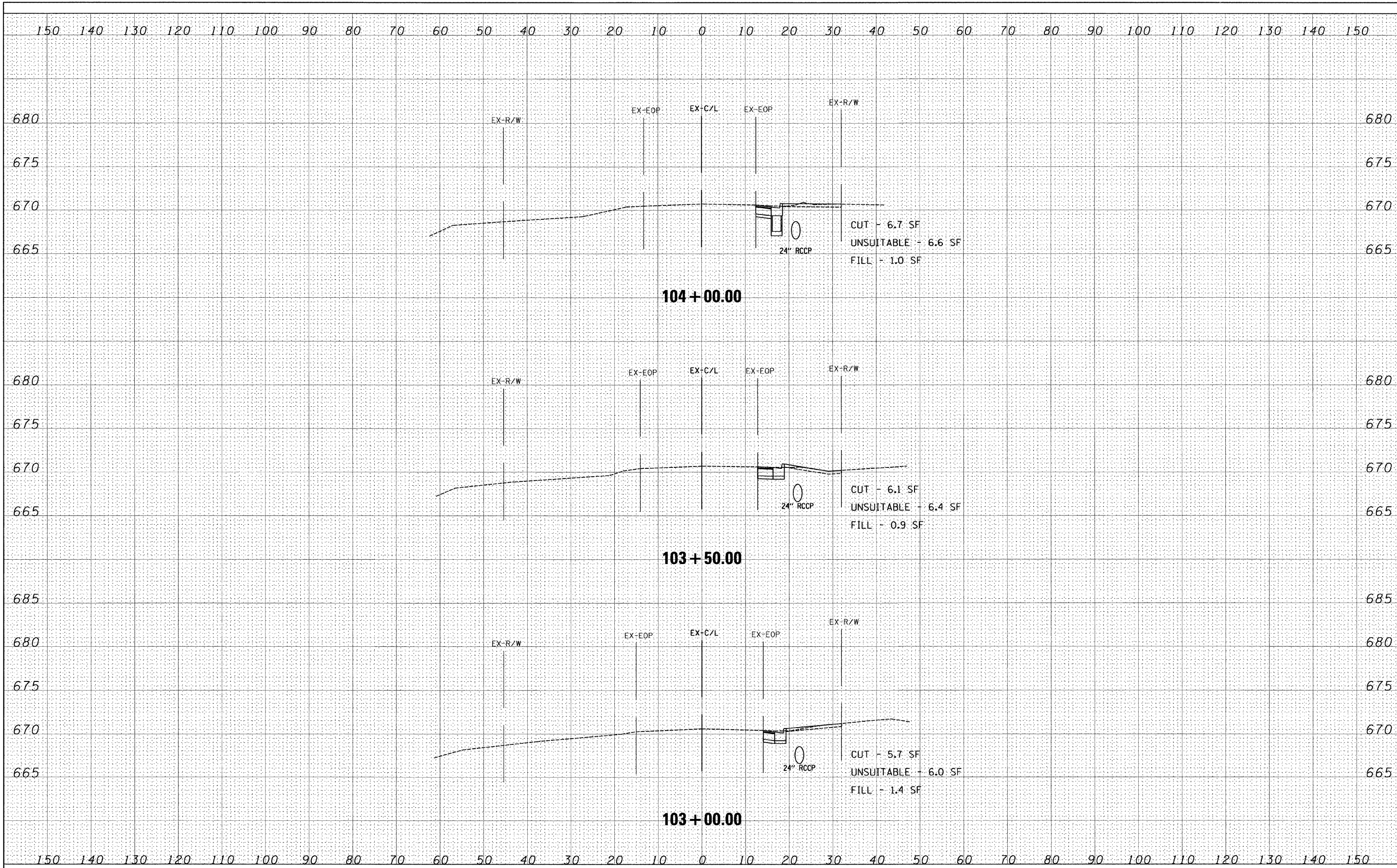
IL 25 (RIVER STREET)
CROSS SECTIONS

SCALE: 10H 5V SHEET NO. 2 OF 8 SHEETS STA. 102+00.00 TO STA. 102+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	TWP-1-T	KANE	43	23
CONTRACT NO. 60K07				
ILLINOIS FED. AID PROJECT				

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

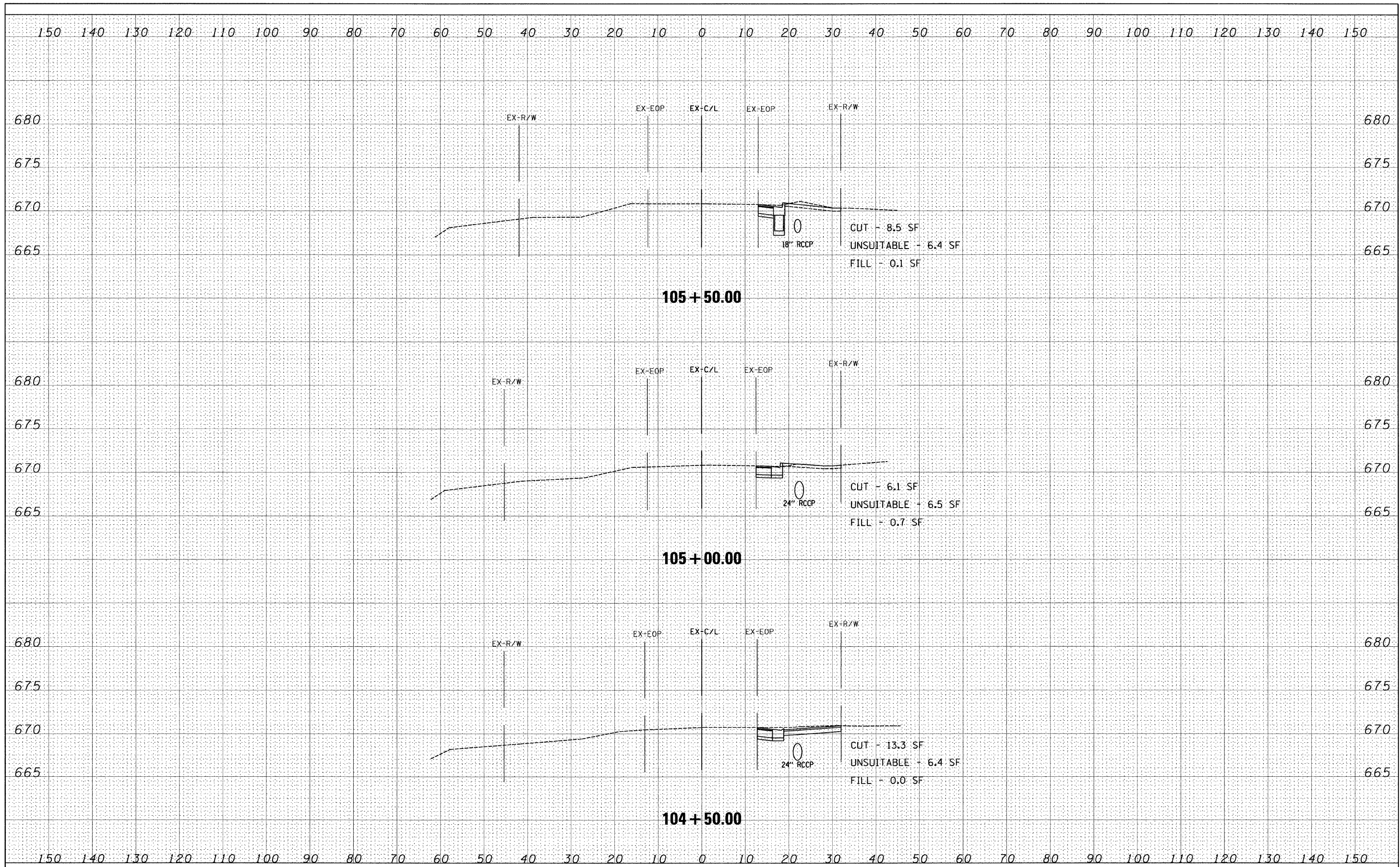
DATE	
BY	
SURVEYED	
PLANNED	
TEMPLATE	
AREAS CHECKED	
NO.	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME =	USER NAME = .USER.	DESIGNED - EAF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER STREET) CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#	PLOT SCALE = 10.0005' / IN.	DRAWN - EAF	REVISED -			2503	TWP-1-T	KANE	43	24	
	PLOT DATE = 2/10/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60K07					
		DATE - 02-14-2011	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 10H 5V	SHEET NO. 3 OF 8 SHEETS		STA. 103+00.00 TO STA. 104+00.00			

FINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
NO.	
AREAS CHECKED	

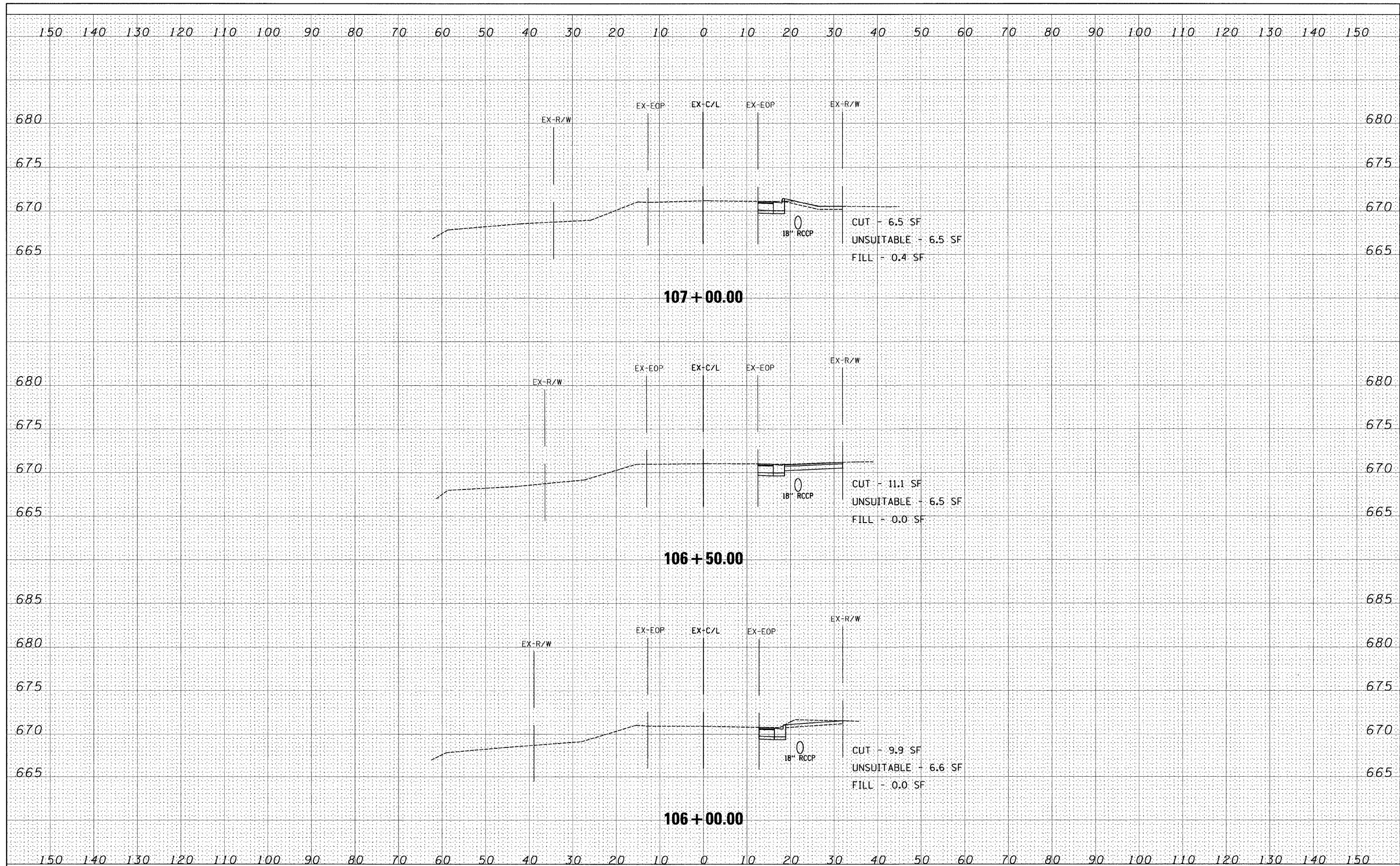
ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
NO.	
AREAS CHECKED	



FILE NAME =	USER NAME = _USER_	DESIGNED - EAF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER STREET) CROSS SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL*	PLOT SCALE = 10,000'S / IN.	DRAWN - EAF	REVISED -		SCALE: 10H 5V	SHEET NO. 4 OF 8 SHEETS	STA. 104+50.00 TO STA. 105+50.00	2503	TWP-1-T	KANE	43	25
	PLOT DATE = 2/10/2011	CHECKED - RS	REVISED -									
		DATE - 02-14-2011	REVISED -					CONTRACT NO. 60K07 ILLINOIS FED. AID PROJECT				

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

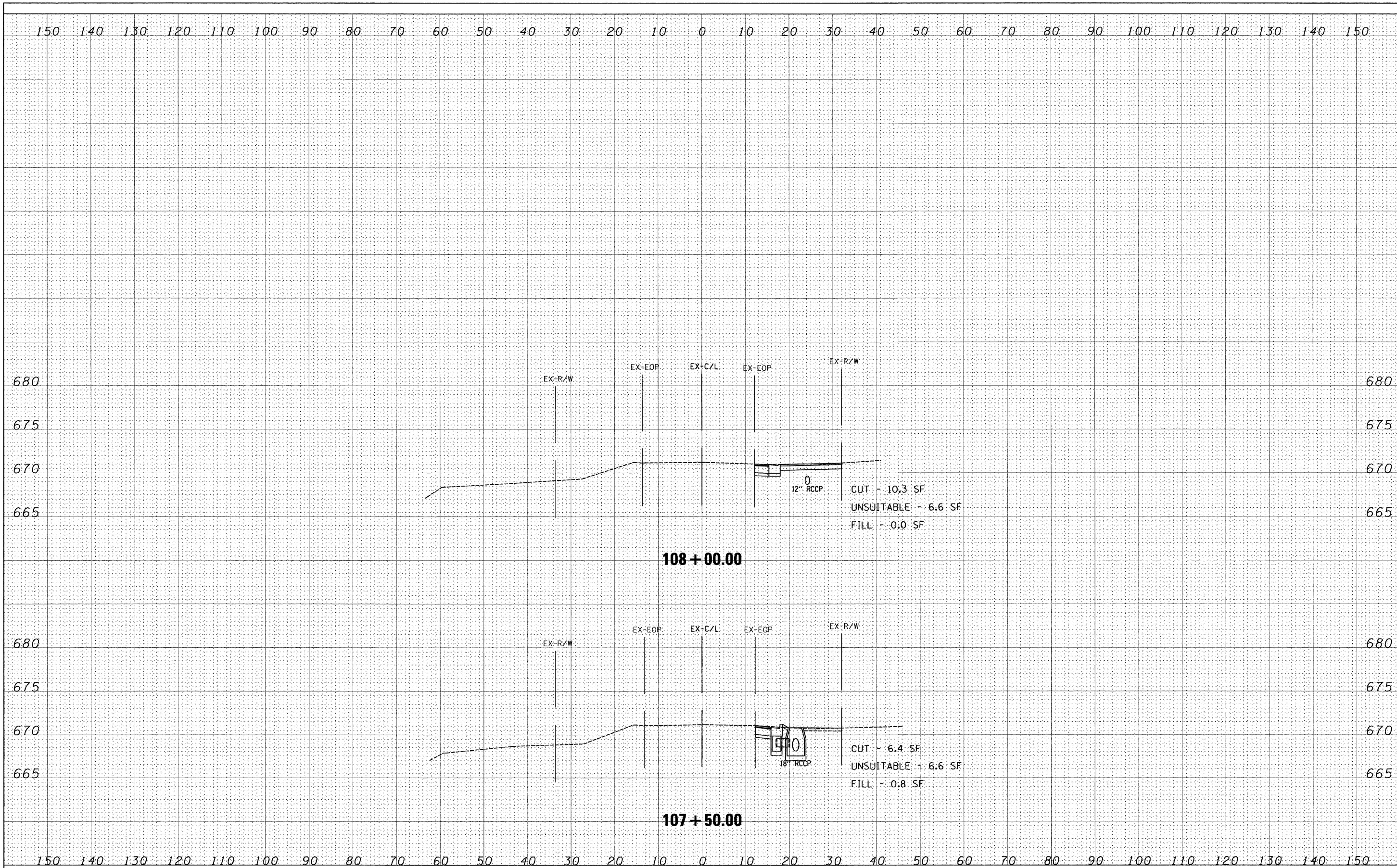
DATE	
BY	
SURVEYED	
NOTED	
TEMPLATE	
AREAS CHECKED	
ORIGINAL SURVEY NOTE BOOK NO.	



FILE NAME =	USER NAME = .USER	DESIGNED - EAF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER STREET) CROSS SECTIONS	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = 10.0005' / IN.	DRAWN - EAF	REVISED -			2503	TWP-1-T	KANE	43	26	
	PLOT DATE = 2/10/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60K07					
		DATE - 02-14-2011	REVISED -			ILLINOIS FED. AID PROJECT					

FINAL SURVEY	SUPERVISED	DATE
NOTE BOOK	BY	
NO.	NO.	
	AREAS CHECKED	

ORIGINAL SURVEY	SUPERVISED	DATE
NOTE BOOK	BY	
NO.	NO.	
	AREAS CHECKED	



FILE NAME =
#FILEL#

USER NAME = .USER.
PLOT SCALE = 10,000S / IN.
PLOT DATE = 2/10/2011

DESIGNED - EAF
DRAWN - EAF
CHECKED - RS
DATE - 02-14-2011

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

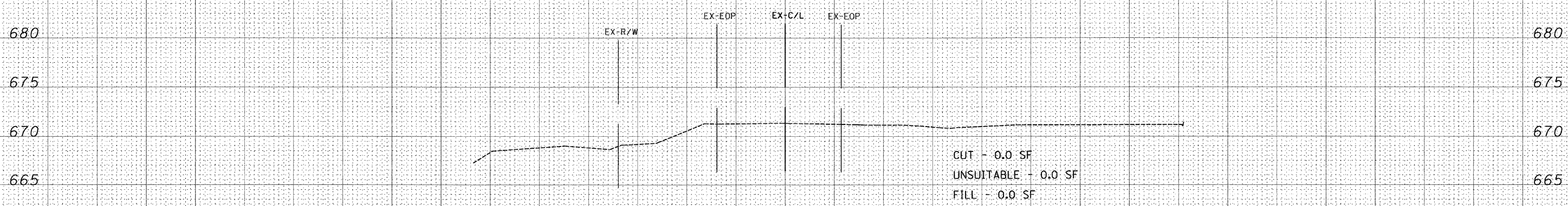
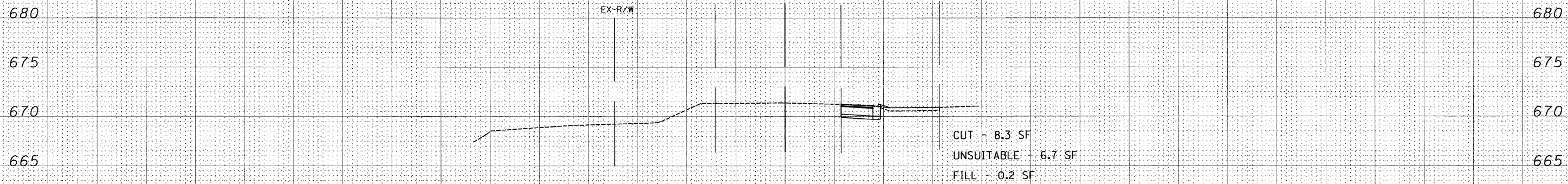
**IL 25 (RIVER STREET)
CROSS SECTIONS**
SCALE: 10H 5V SHEET NO. 6 OF 8 SHEETS STA. 107+50.00 TO STA. 108+00.00

F.A.P. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 27
CONTRACT NO. 60K07				ILLINOIS FED. AID PROJECT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY NOTE BOOK NO.	SURVEYED BY	DATE

ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED BY	DATE

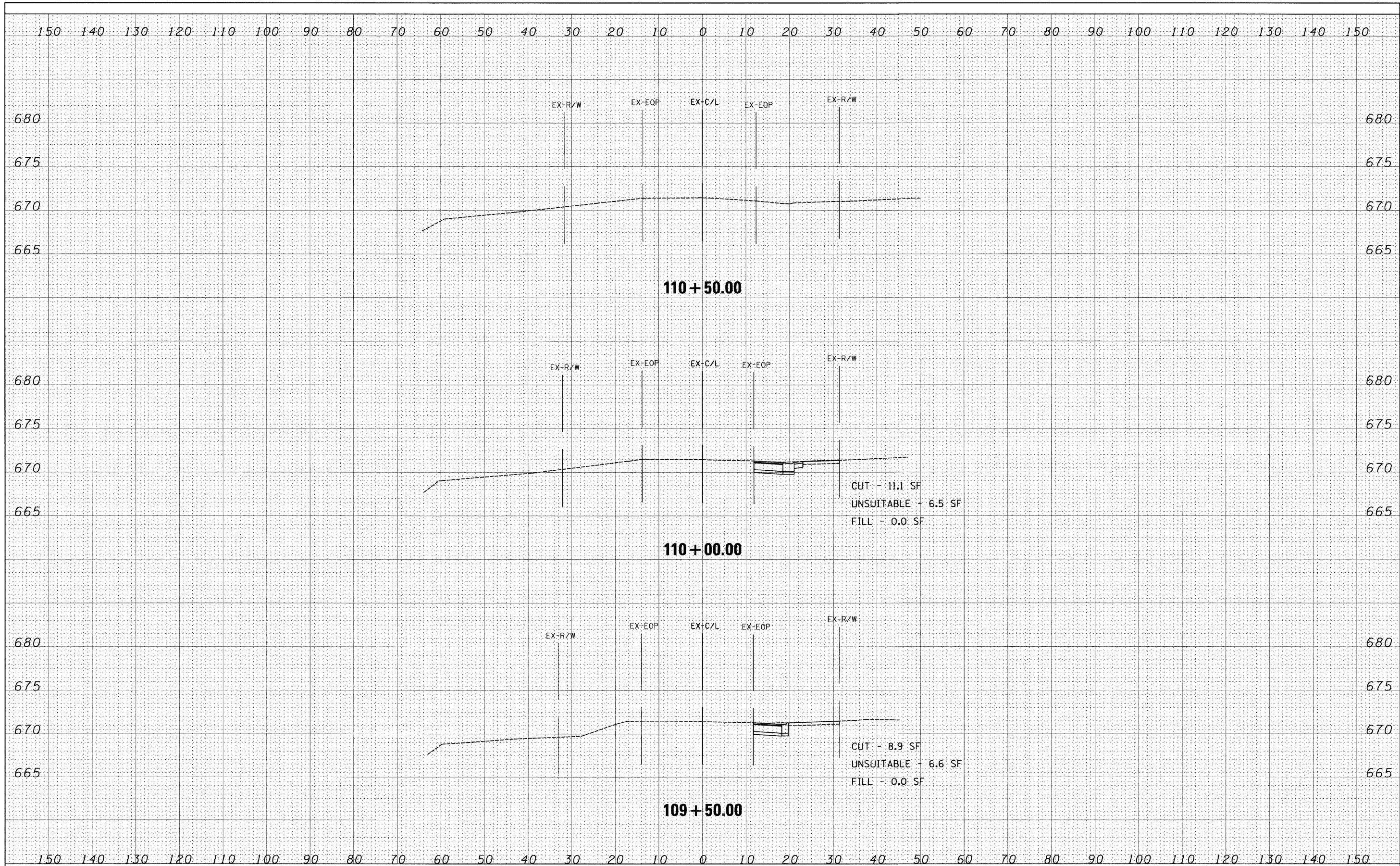


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME =	USER NAME = .USER.	DESIGNED - EAF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 25 (RIVER STREET) CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILELs		DRAWN - EAF	REVISED -		2503	TWP-1-T	KANE	43	28			
	PLOT SCALE = 10,000S / IN.	CHECKED - RS	REVISED -		SCALE: 10H 5V			SHEET NO. 7 OF 8 SHEETS			STA. 108+50.00 TO STA. 109+00.00	
	PLOT DATE = 2/10/2011	DATE - 02-14-2011	REVISED -		CONTRACT NO. 60K07 ILLINOIS FED. AID PROJECT							

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

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



FILE NAME =
#FILEL#

USER NAME = .USER.
PLOT SCALE = 10.0005' / IN.
PLOT DATE = 2/10/2011

DESIGNED - EAF
DRAWN - EAF
CHECKED - RS
DATE - 02-14-2011

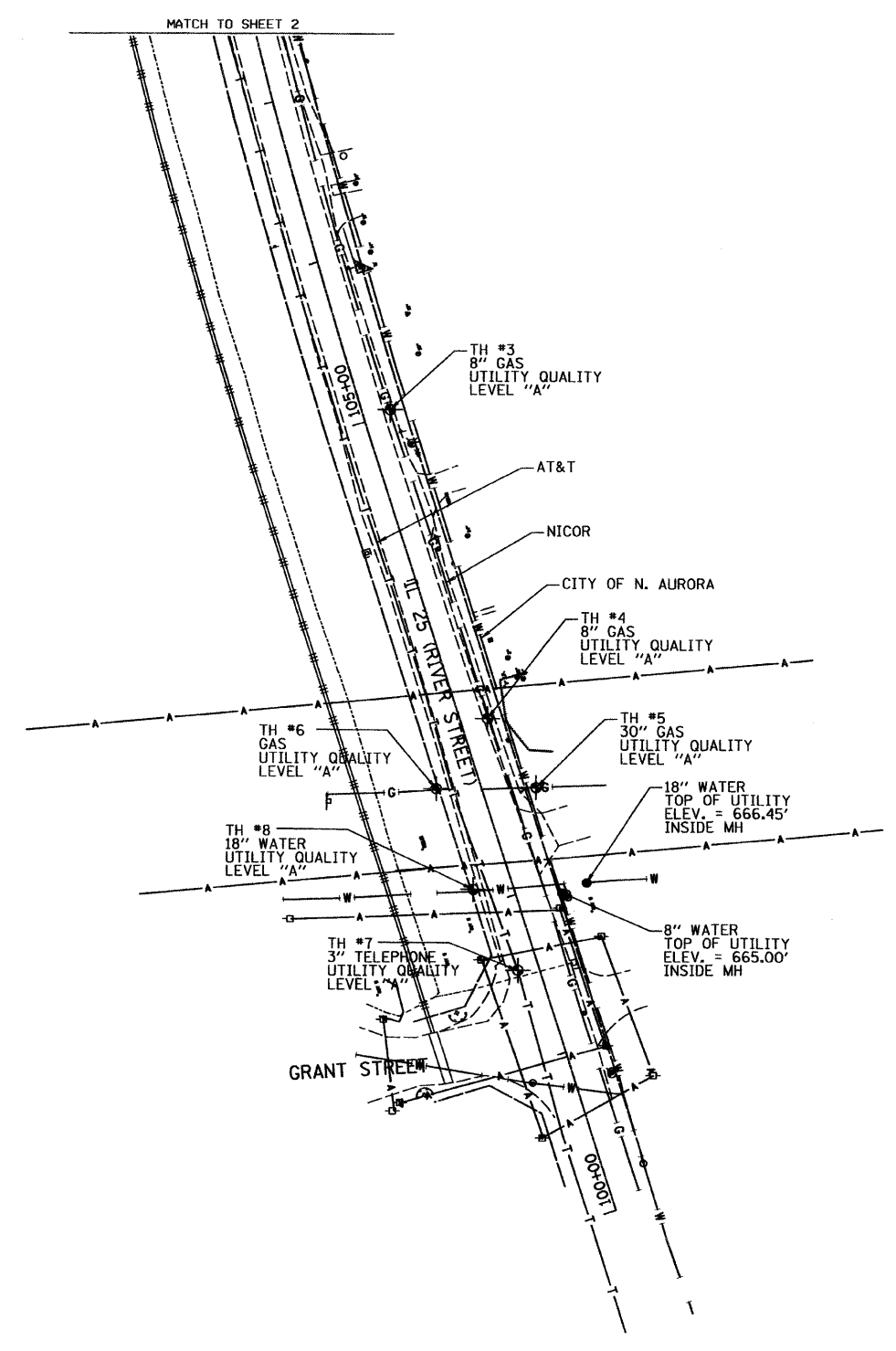
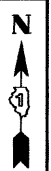
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 25 (RIVER STREET)
CROSS SECTIONS

SCALE: 10H 5V SHEET NO. 8 OF 8 SHEETS STA. 109+50.00 TO STA. 110+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	TWP-1-T	KANE	43	29
CONTRACT NO. 60K07				
ILLINOIS FED. AID PROJECT				



LICENSED PROFESSIONAL ENGINEER
 KENNETH F. SLANINKA, Jr.
 062-055488
 STATE OF ILLINOIS
 12/10/10
 License expires 11-30-11

---	UNKNOWN
-CTV	CABLE TV
-T	TELEPHONE
-G	GAS
-E	ELECTRIC
-W	WATER
-FO	FIBER OPTIC
-A	AERIAL UTILITY
+	TBE TEST HOLE

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's Quality Level "B" SUE field investigation was finished on 6/14/10. Test Holes #1-9 were dug from 11/30/10 through 12/02/10. Changes to utilities after 6/14/10 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

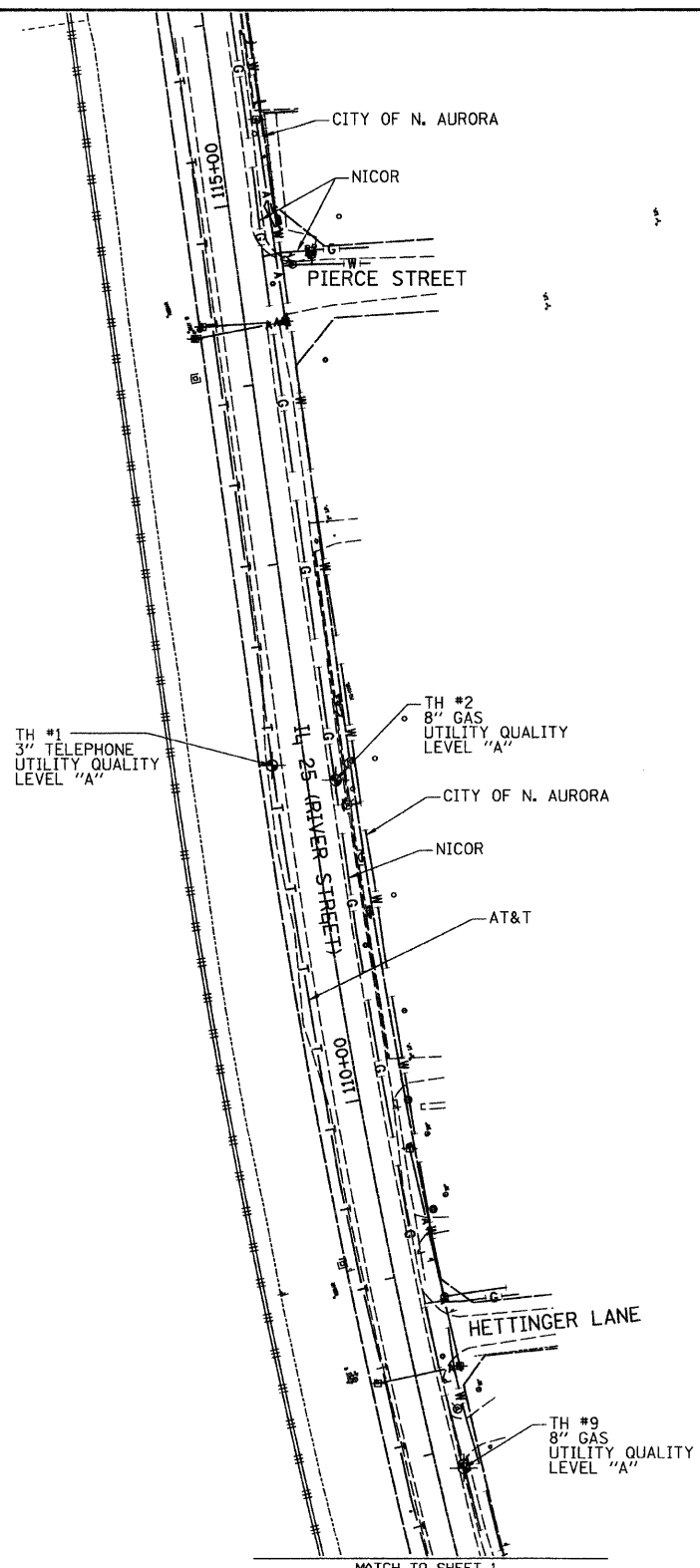
ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.

Utility Quality Level "A" : Test Hole
 Utility Quality Level "B" : Designating
 Utility Quality Level "C" : Research with Survey
 Utility Quality Level "D" : Records Research

TBE GROUP, INC.
 CIVIL ENGINEERING • TRANSPORTATION • ENVIRONMENTAL
 PLANNING • UTILITY ENGINEERING/LOCATING

TBE Job No. IL09510409, 10426
 SUE Plan Page: 1 of 2

DESIGNED	EG	REVISED	12/10/10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL RT. 25 at Pierce Street to Grant Street, North Aurora	F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN	KLC	TEST HOLE LOCATIONS #1-9 ADDED				2503	TWP-1-T	KANE	43	30
CHECKED	KFS	REVISED				Contract No. 60K07				
DATE	7/09/10	REVISED				FED. ROAD DIST. NO. ILLINOIS				



PROFESSIONAL ENGINEER
 STATE OF ILLINOIS
 KENNETH F. SLANINKA, Jr.
 062-055488
 12/15/10
 License expires 11-30-11

---	UNKNOWN
-CTV	CABLE TV
-T	TELEPHONE
-G	GAS
-E	ELECTRIC
-W	WATER
-FO	FIBER OPTIC
-A	AERIAL UTILITY
⊕	TBE TEST HOLE

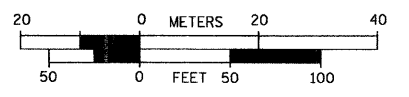
Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's Quality Level "B" SUE field investigation was finished on 6/14/10. Test Holes #1-9 were dug from 11/30/10 through 12/02/10. Changes to utilities after 6/14/10 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.

- Utility Quality Level "A" : Test Hole
- Utility Quality Level "B" : Designating
- Utility Quality Level "C" : Research with Survey
- Utility Quality Level "D" : Records Research



TBE GROUP, INC.
 CIVIL ENGINEERING • TRANSPORTATION • ENVIRONMENTAL
 • PLANNING • UTILITY ENGINEERING/LOCATING



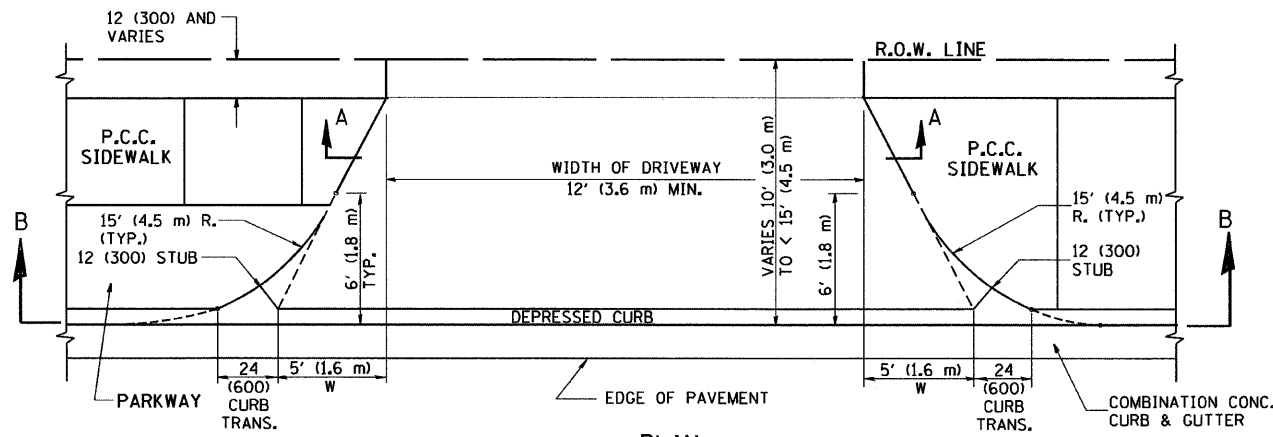
TBE Job No. IL09510409, 10426
SUE Plan Page: 2 of 2

DESIGNED	EG	REVISED	12/10/10
DRAWN	KLC	TEST HOLE LOCATIONS	#1-9 ADDED
CHECKED	EPS	REVISED	
DATE	7/09/10	REVISED	

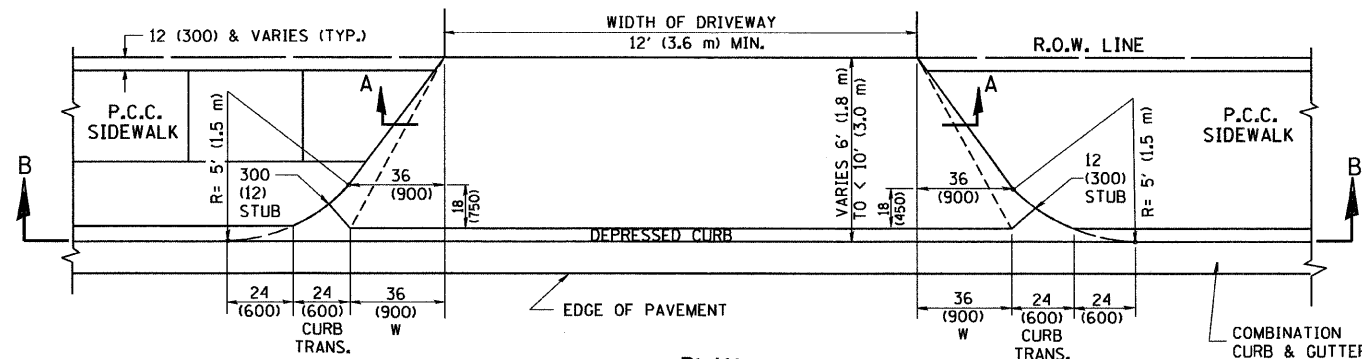
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RT. 25 at Pierce Street to Grant Street,
North Aurora

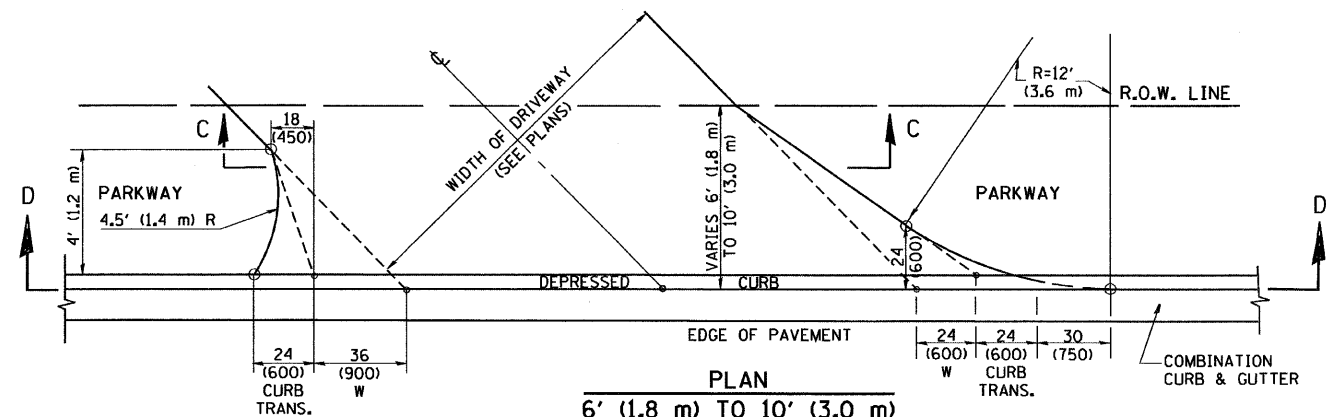
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	TWP-1-T	KANE	43	31
FED. ROAD DIST. NO. ILLINOIS			Contract No. 60K07	



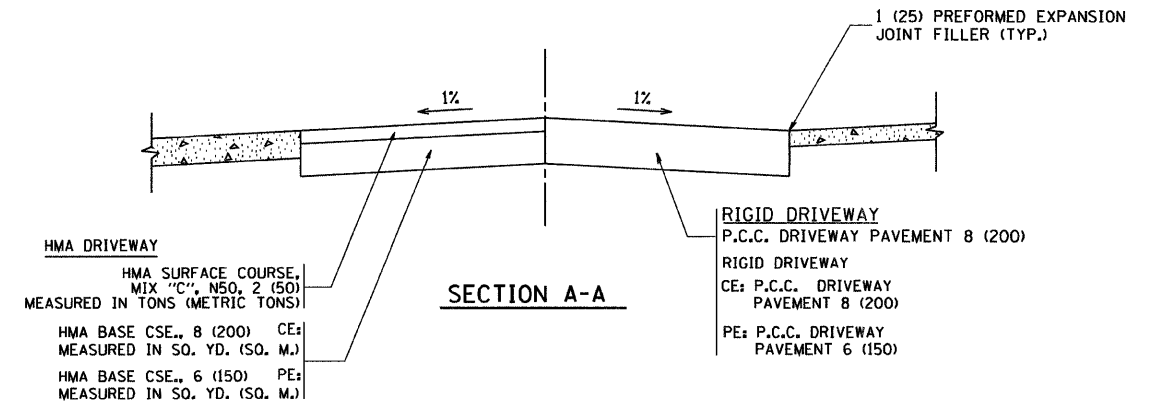
PLAN
10' (3.0 m) TO < 15' (4.5 m)



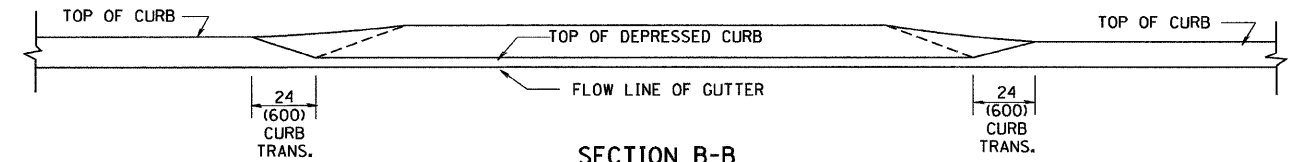
PLAN
6' (1.8 m) TO < 10' (3.0 m)



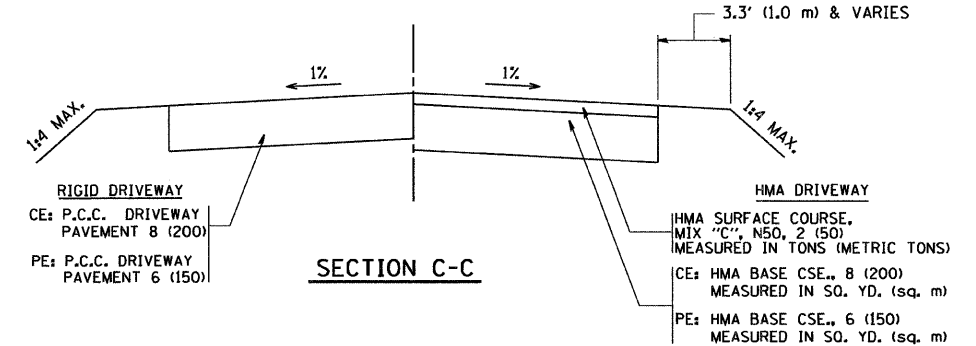
PLAN
6' (1.8 m) TO 10' (3.0 m)



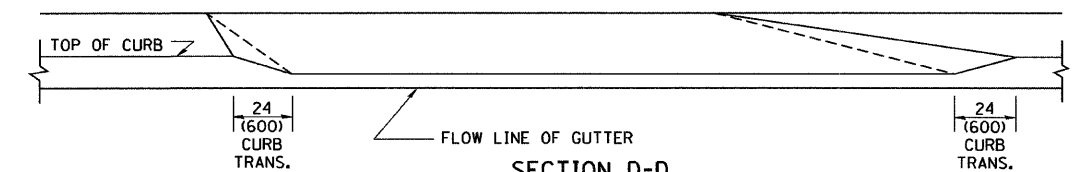
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

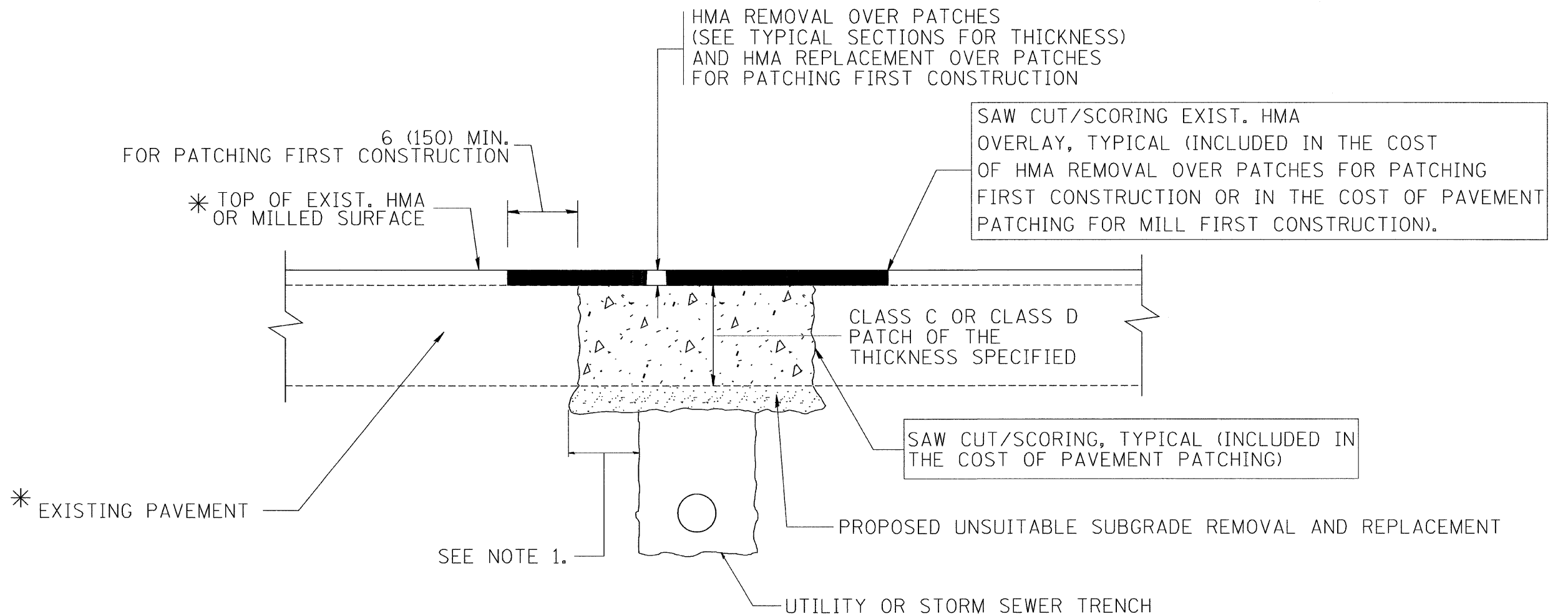
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

FILE NAME = W:\diststd\22x34\bd02.dgn	USER NAME = gaglianob	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			2503	TWP-1-T	KANE	43	33
					SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			BD400-02 (BD-02) CONTRACT NO. 60K07				
					PLOT SCALE = 50.0000' / IN.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
					PLOT DATE = 1/4/2008							
		DRAWN -	REVISED - M. GOMEZ 04-06-01									
		CHECKED -	REVISED - P. LOFLEUR 04-15-03									
		DATE - 11-06-95	REVISED - R. BORO 01-01-07									



* SEE TYPICAL SECTIONS FOR
THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

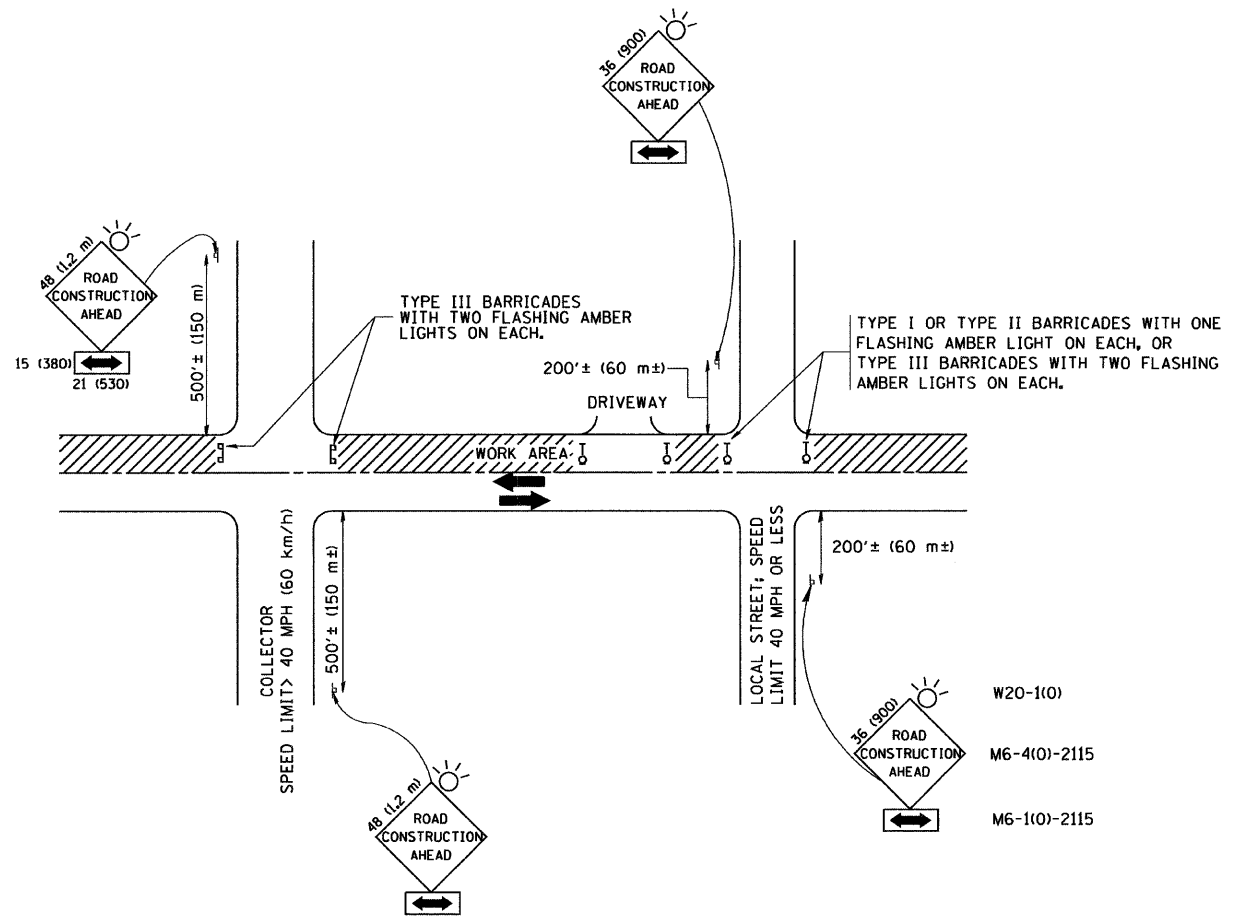
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = beverd	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.U. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 34
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)		CONTRACT NO. 60X07	
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07									
			REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



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

NOTES:

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

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

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

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

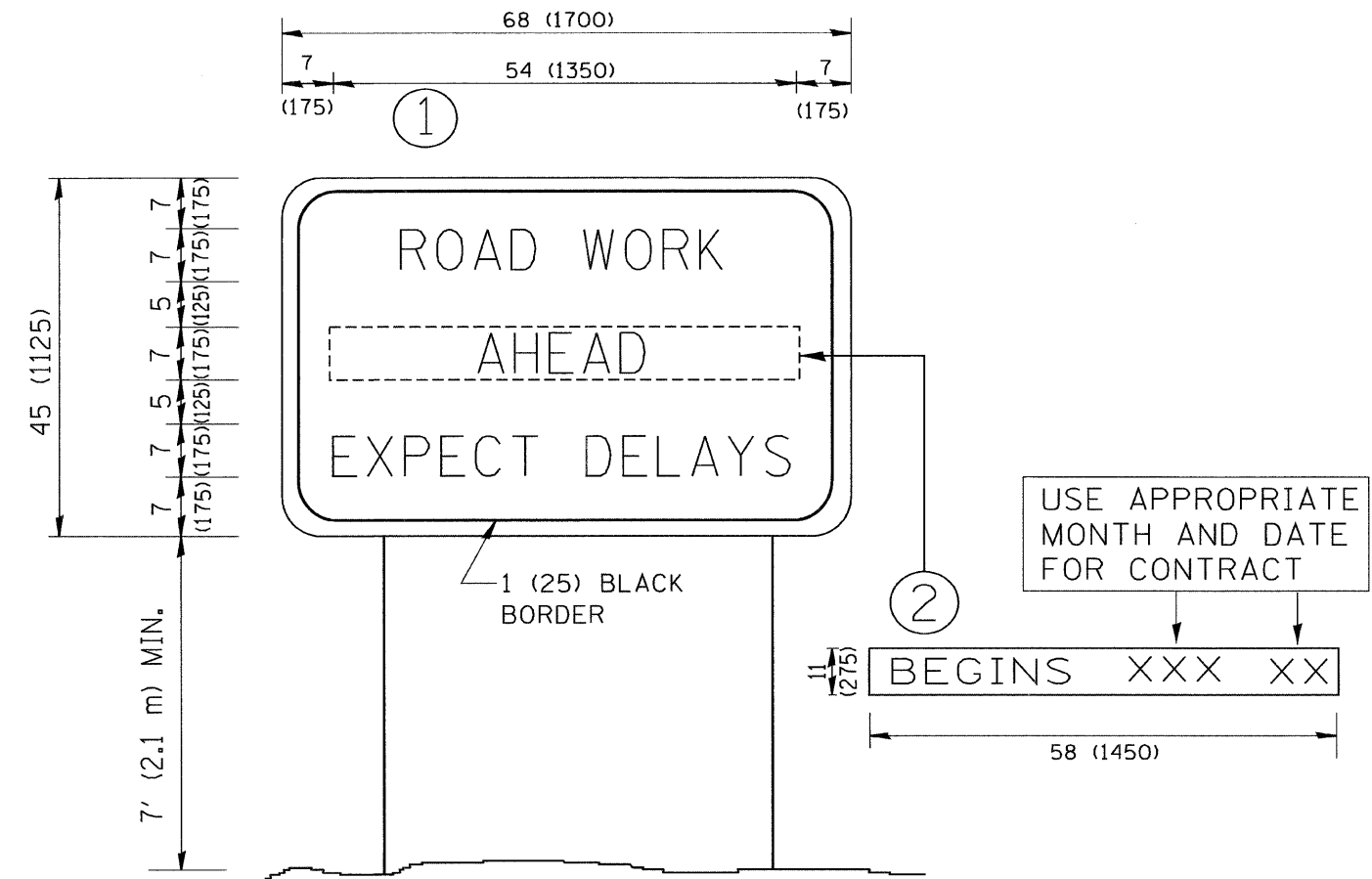
FILE NAME =	USER NAME = goglionobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
W:\diststd\22x34\tcl0.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	TWP-1-T	KANE	43	35
TC-10			CONTRACT NO. 60K07	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

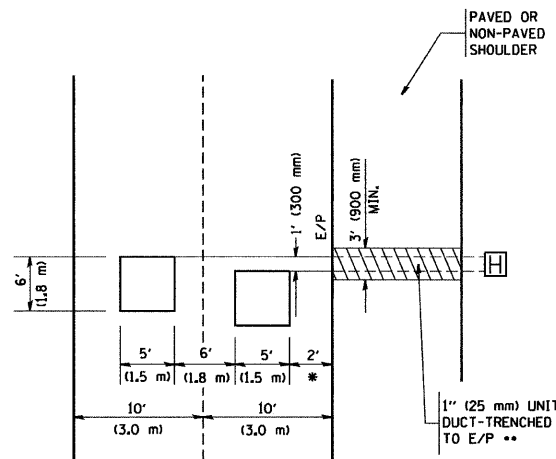
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

FILE NAME = M:\diststd\22x34\to22.dgn	USER NAME = gagliarobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.D. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97			2503	TWP-1-T	KANE	43	36
		PLOT SCALE = 50,000' / IN.	CHECKED -			REVISED - T. RAMMACHER 02-02-99	TC-22		CONTRACT NO. 60K07	
		PLOT DATE = 1/4/2008	DATE -			REVISED - C. JUCIUS 01-31-07	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT
NOTE WHICH SHOULD EQUAL
3' (900 mm) X WIDTH OF
PAVED SHOULDER.

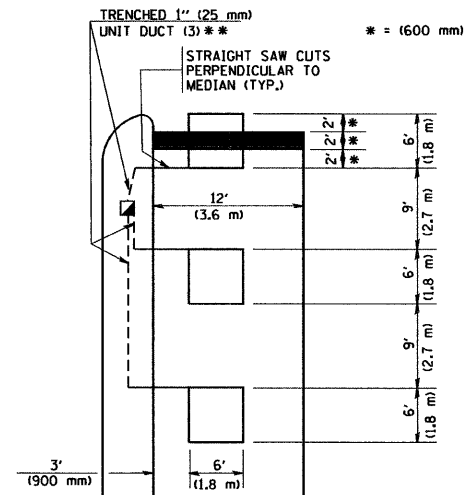


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

**LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**

HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.

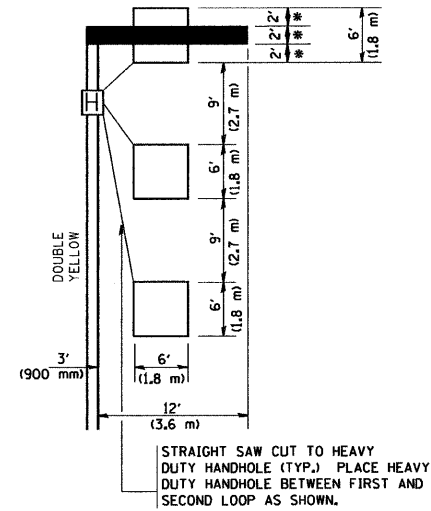


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

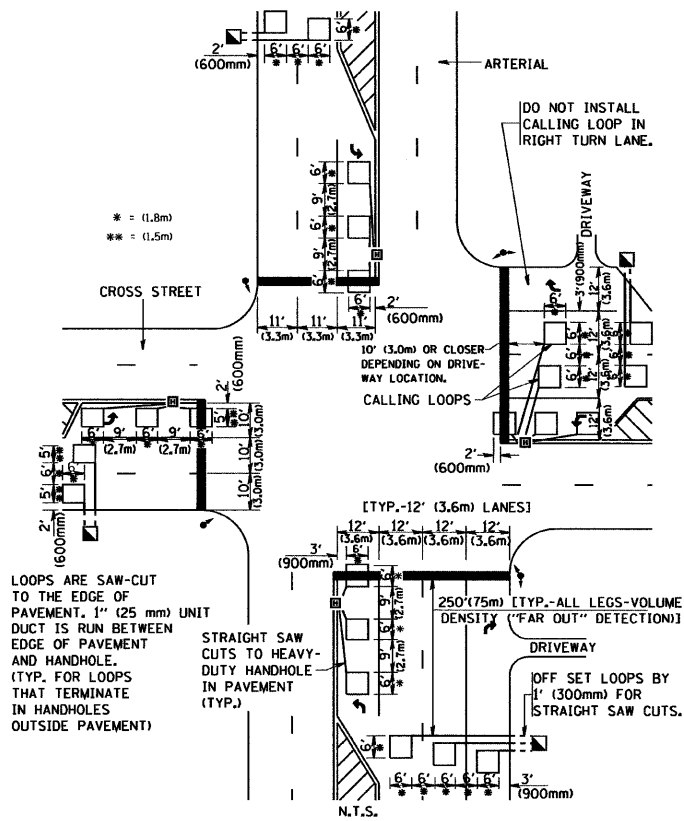
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**

* = (600 mm)



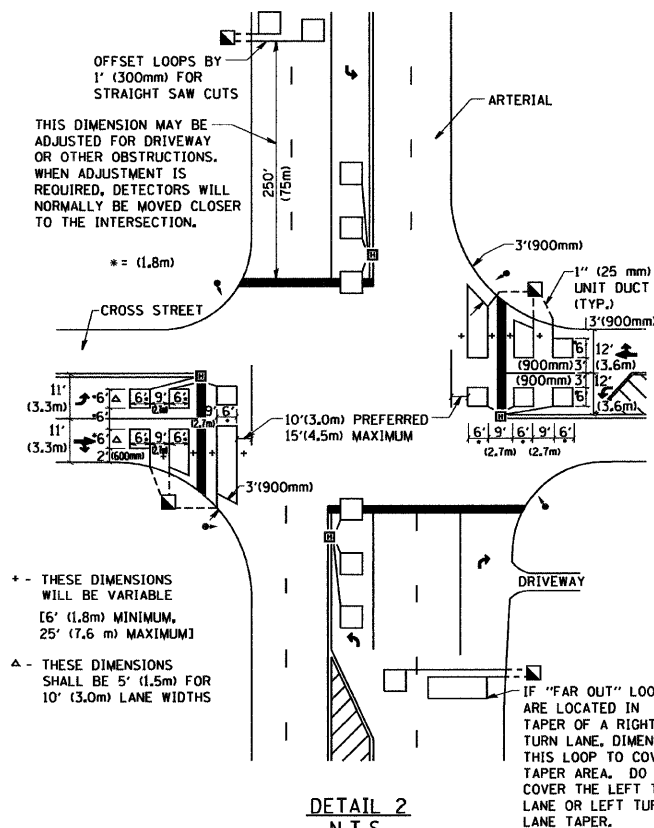
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)**



DETAIL 1
N.T.S.

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)**



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DIMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

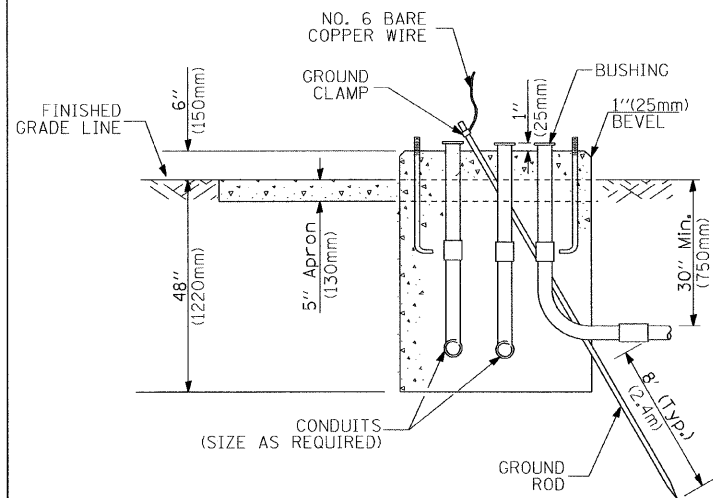
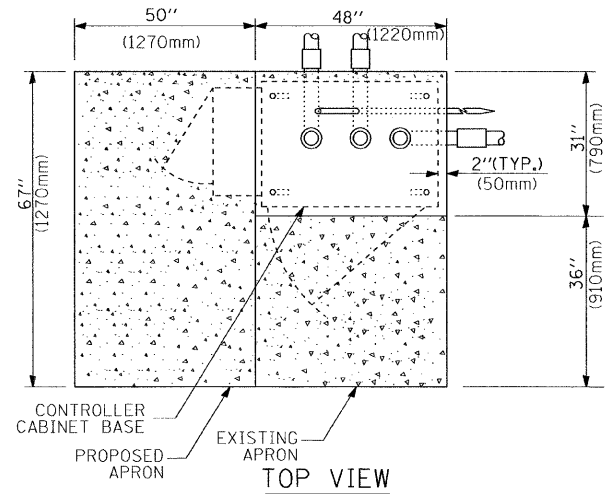
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

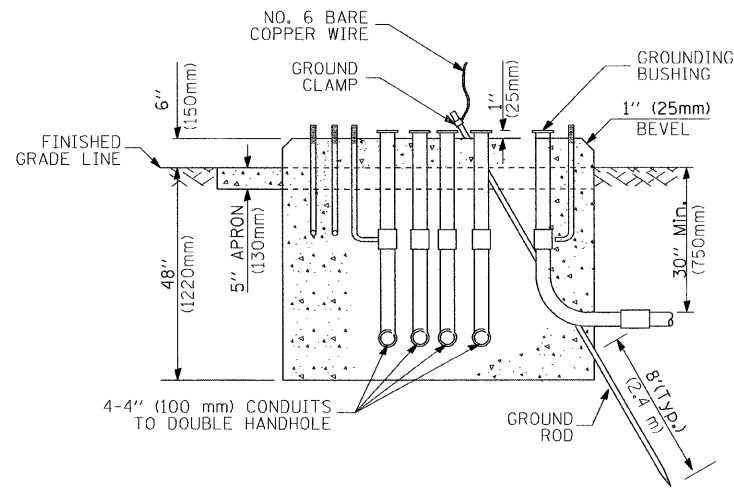
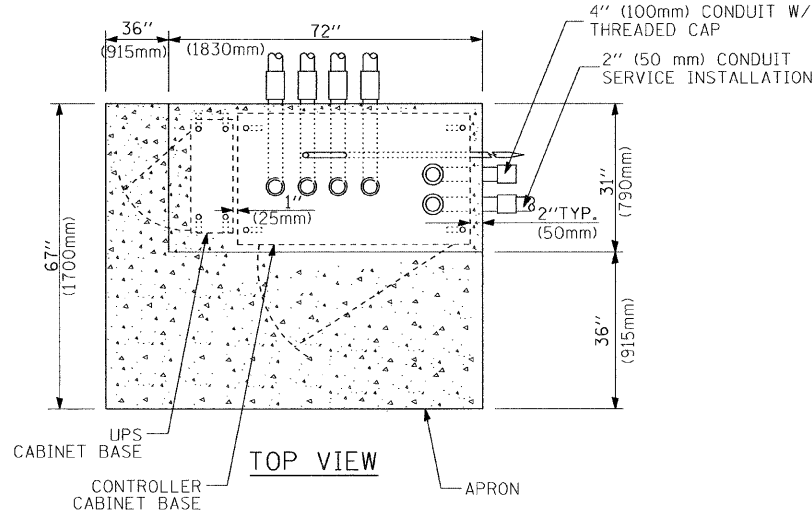
FILE NAME = M:\diststd\22x34\tsd07.dgn	USER NAME = gajlienobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING			F.A.I.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	2503	TWP-1-T	KANE	43	37
	PLOT DATE = 1/4/2008	CHECKED - R.K.F.	REVISED -						TS-07		CONTRACT NO. 60K07		
		DATE -	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

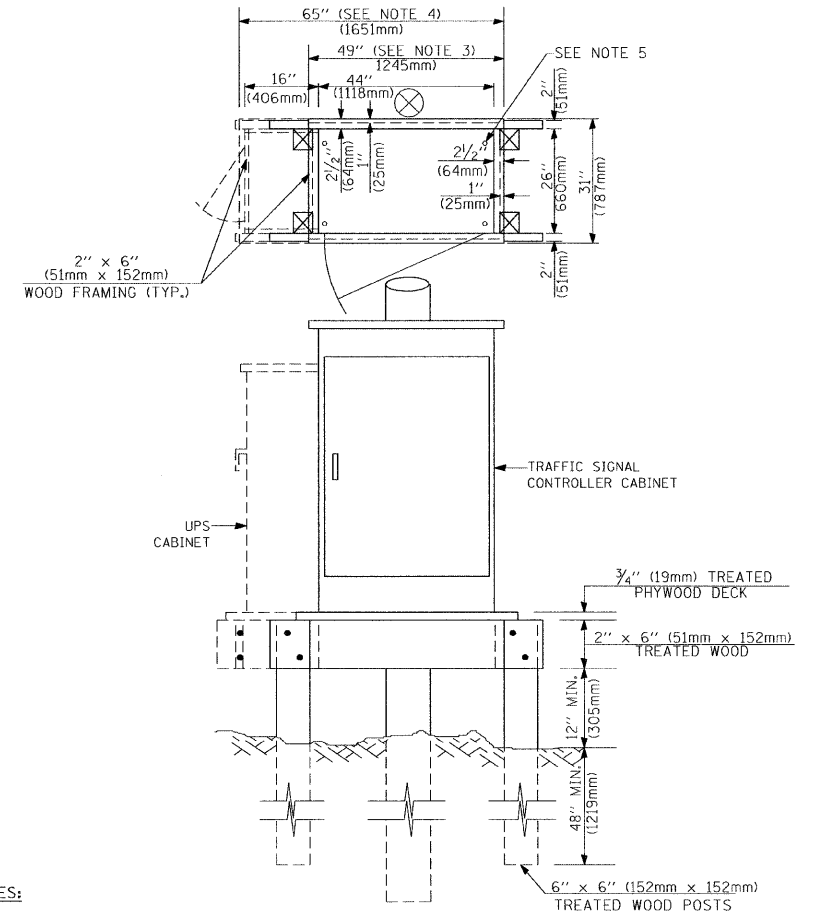
ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS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



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



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



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

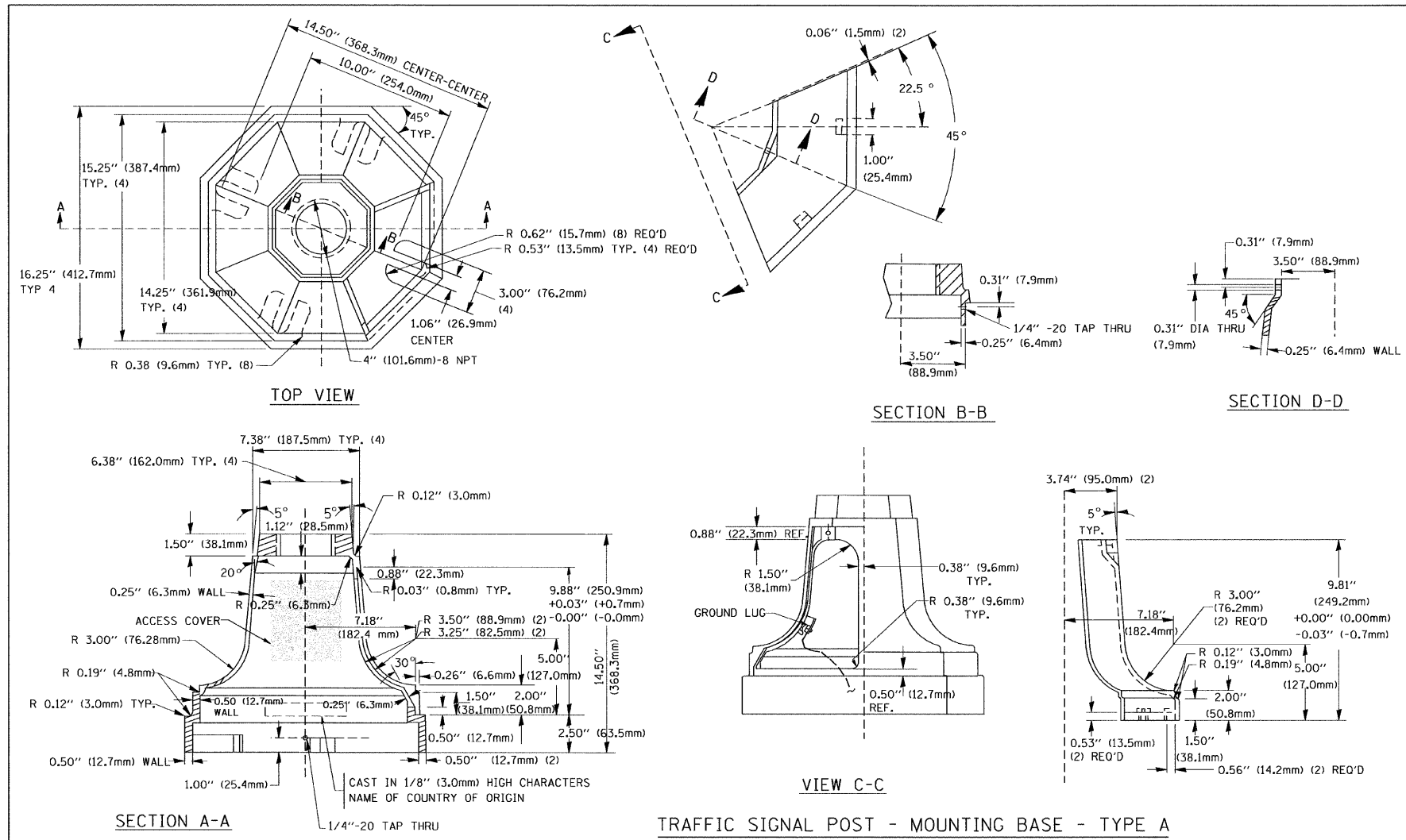
DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

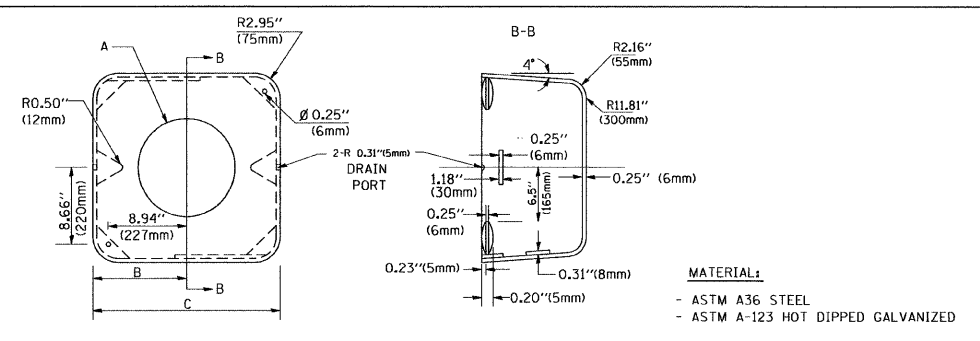
NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E



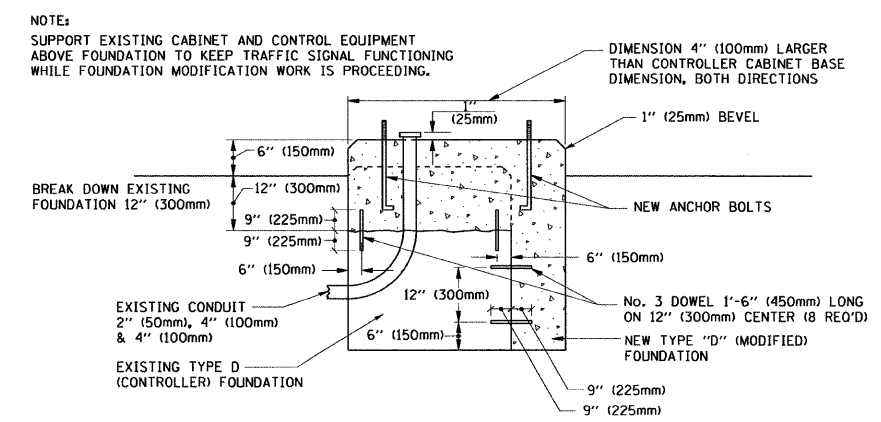
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



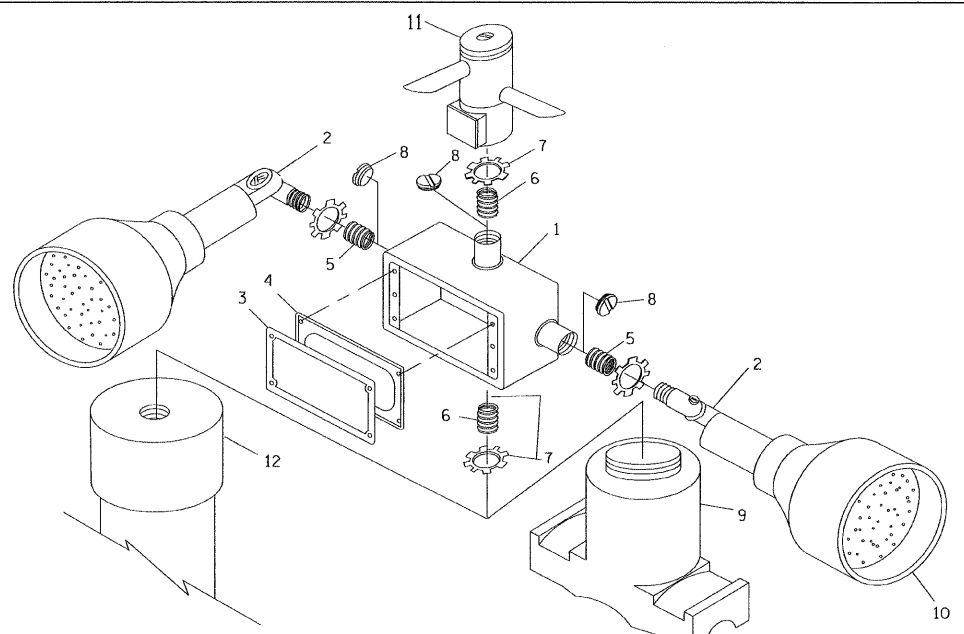
A	B	C	HEIGHT	WEIGHT
VARIES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
VARIES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
VARIES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
VARIES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)	126 lbs (57 kg)

SHROUD

- NOTES:
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
 - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
 - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



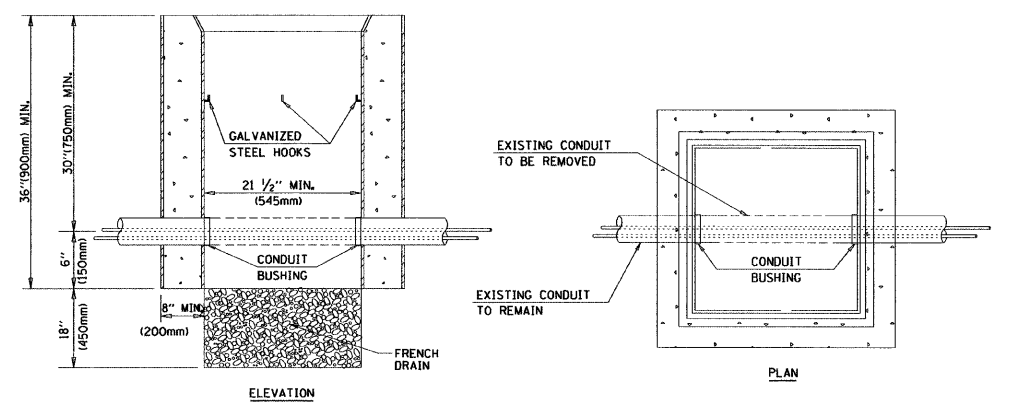
MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT MAST ARM MOUNT
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

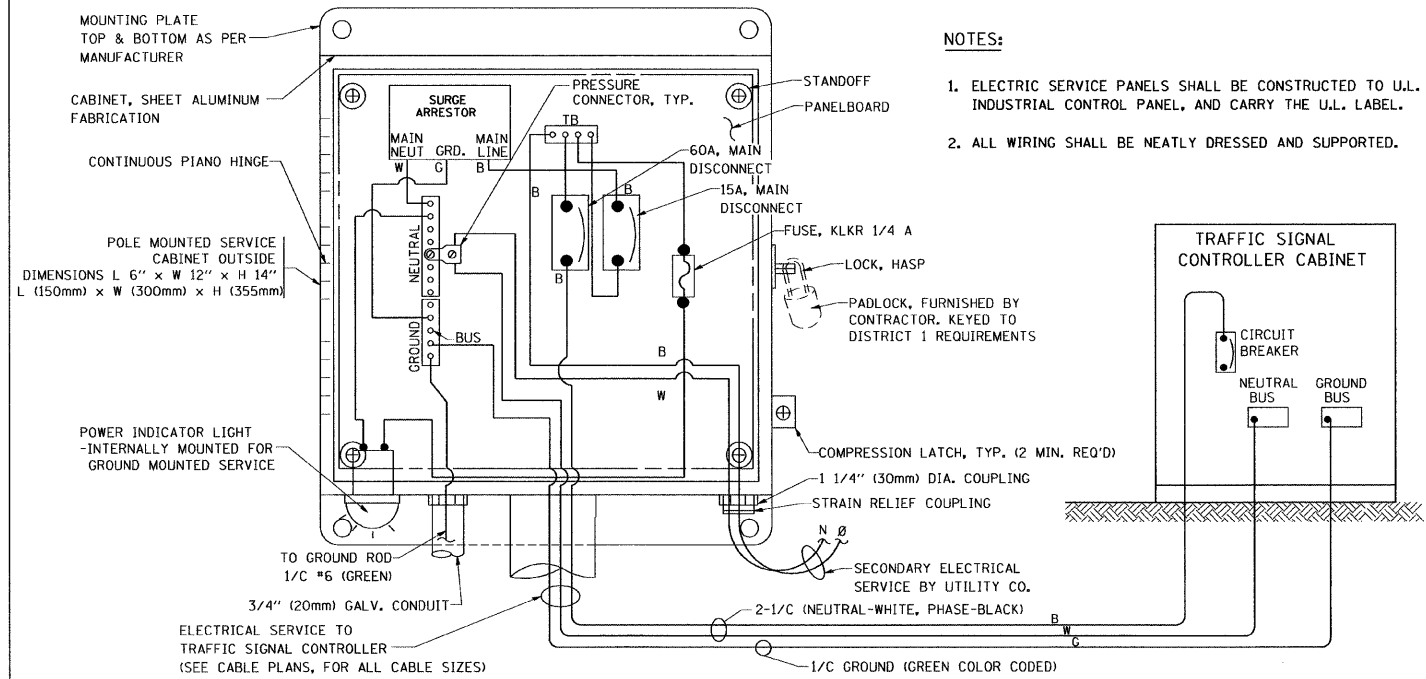
ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU. IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

- NOTES:
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
 - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.

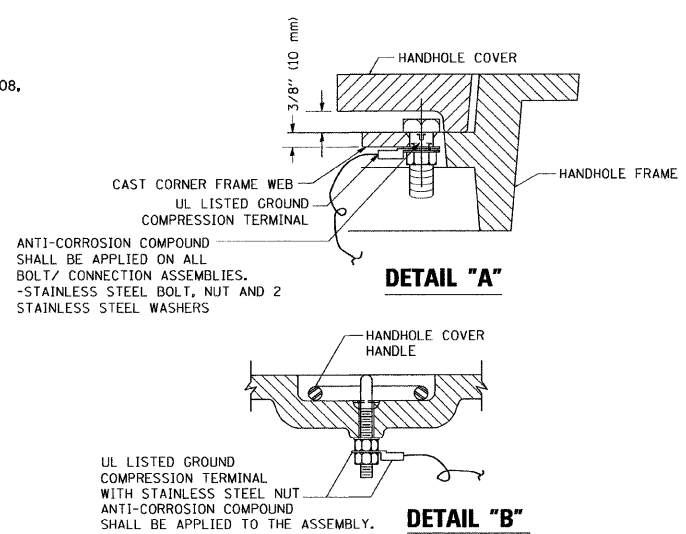


- NOTES:
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
 - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT



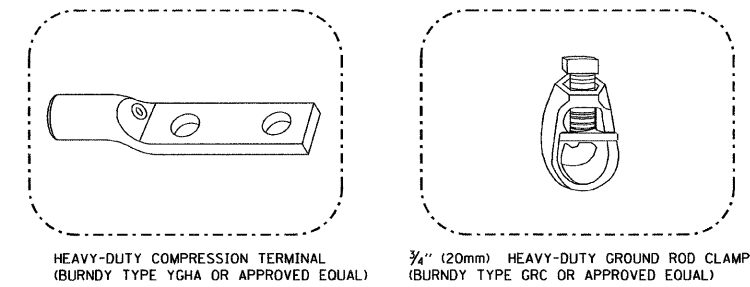
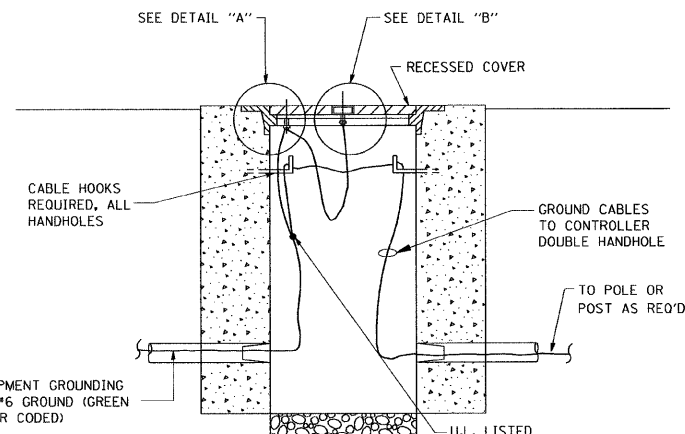
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)



NOTES:

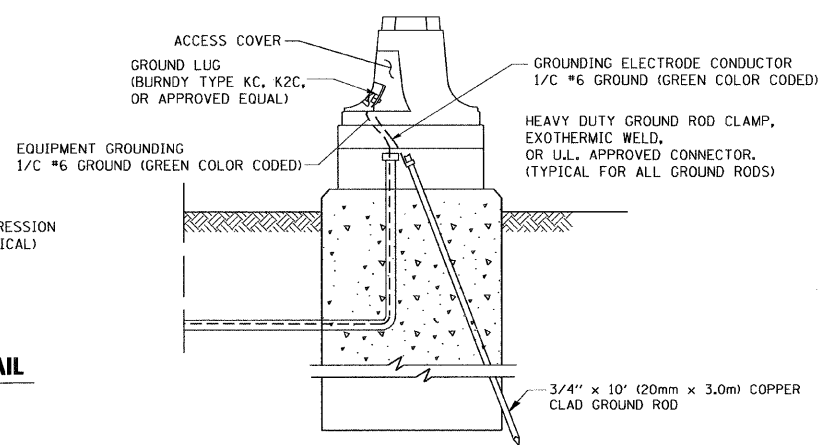
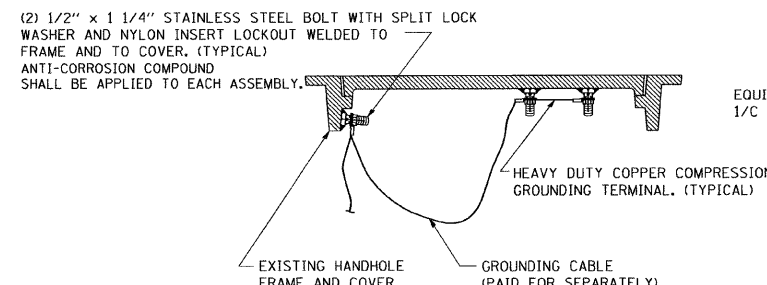
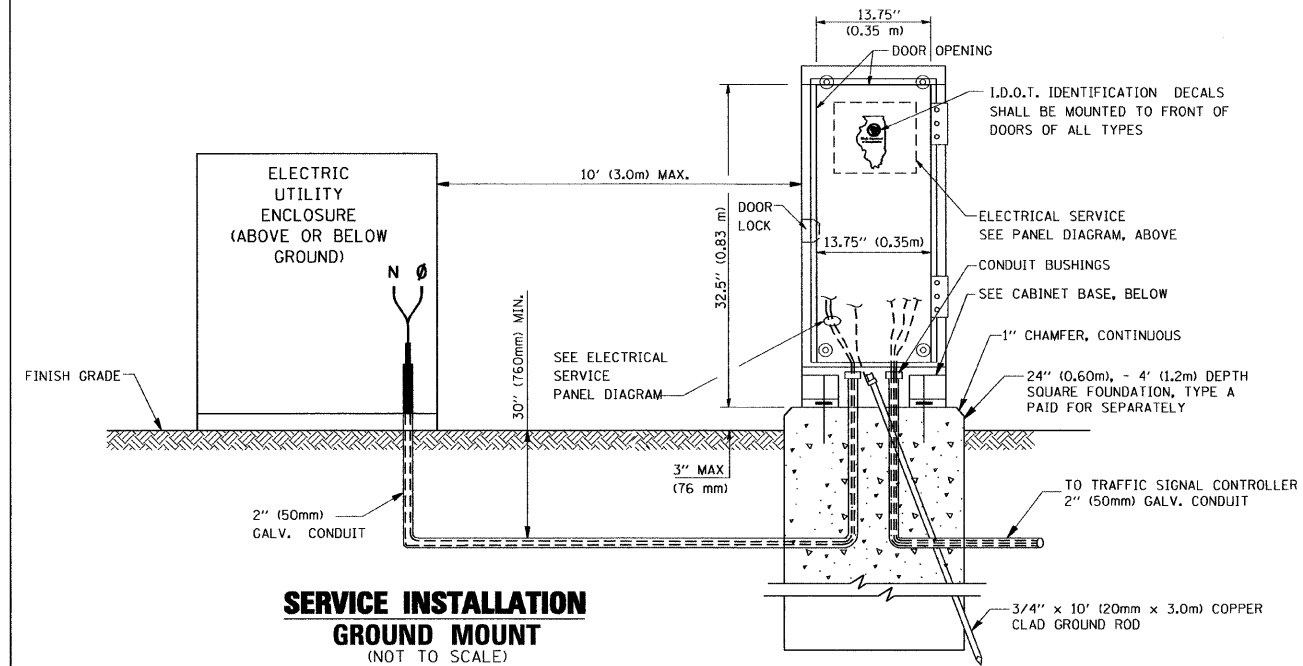
GROUNDING SYSTEM

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



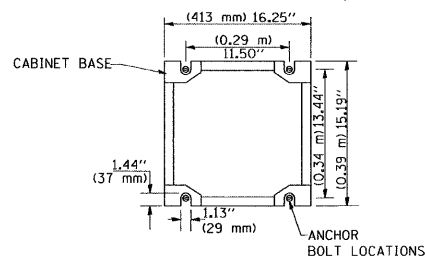
NOTES:

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

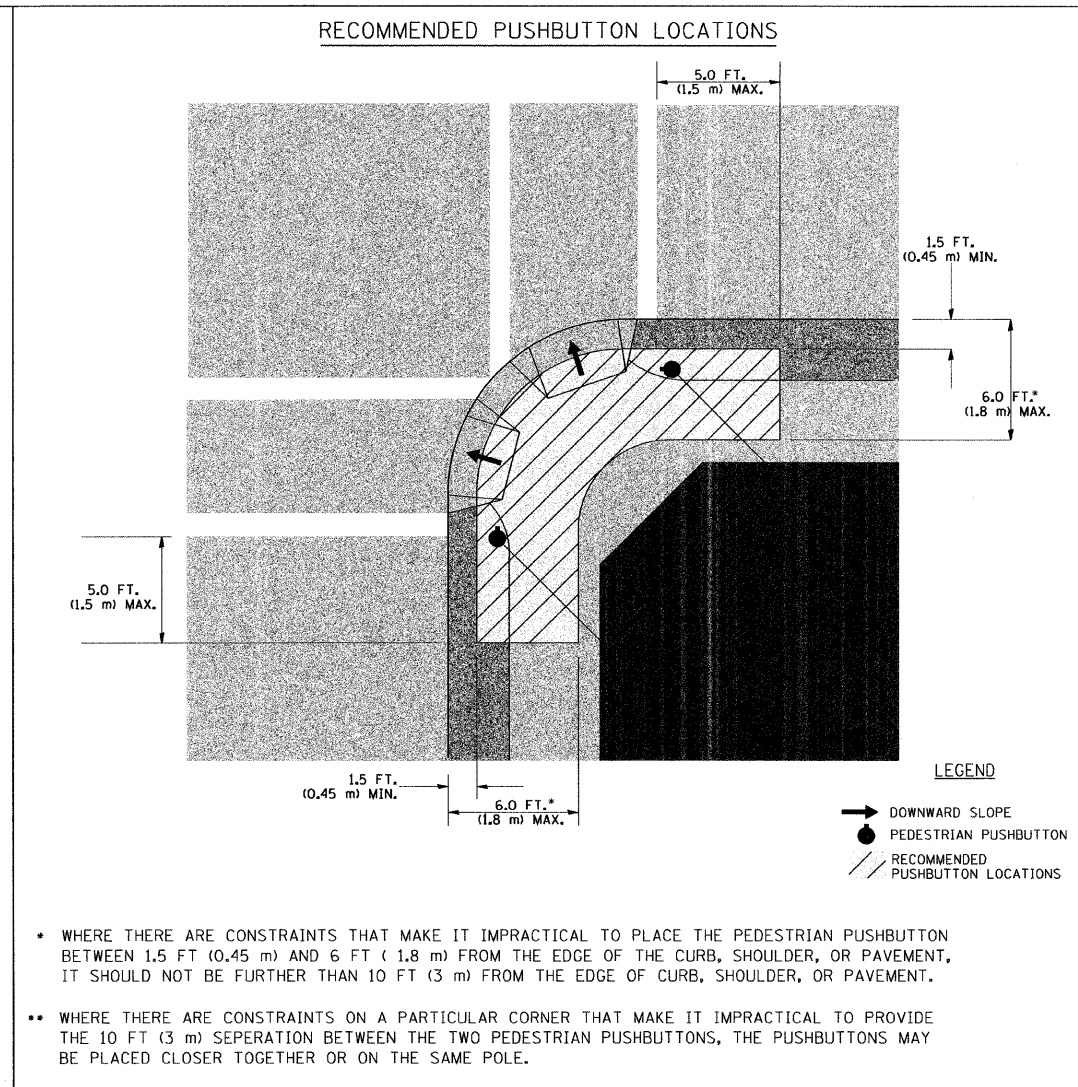
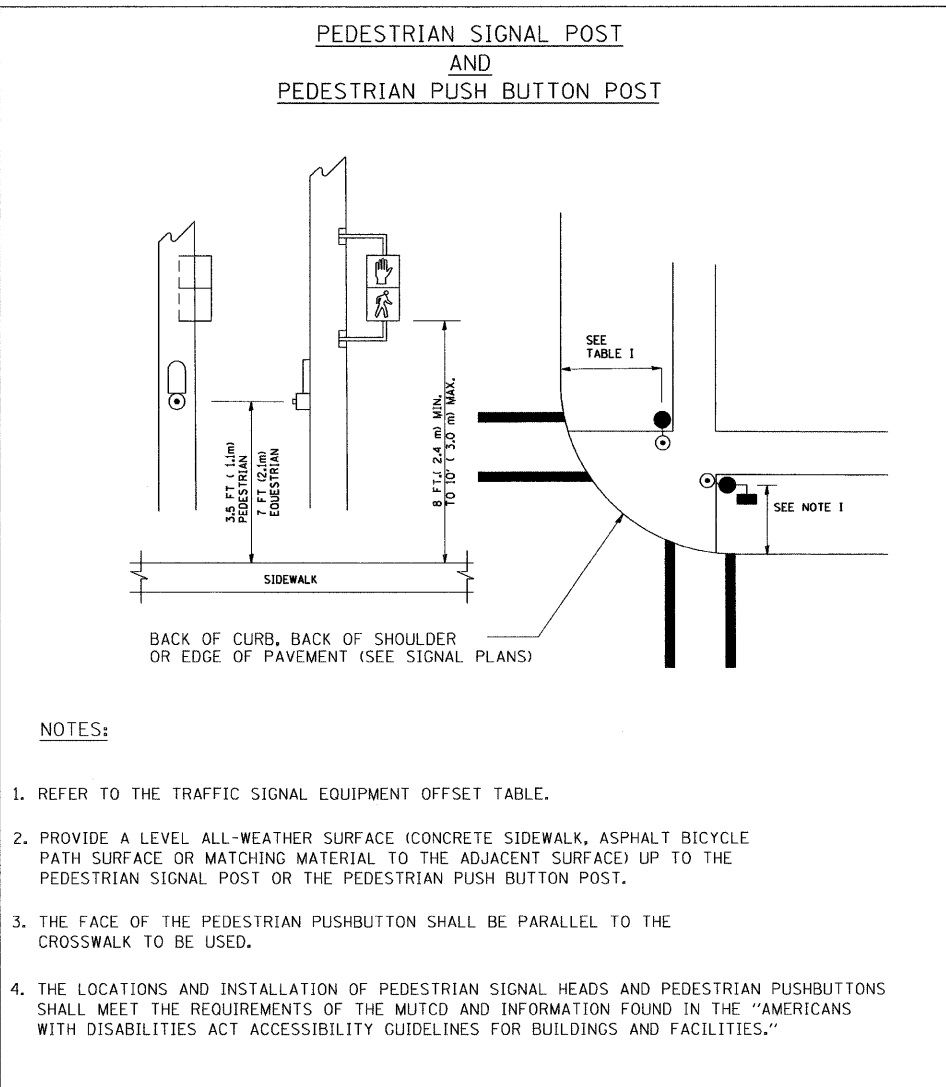
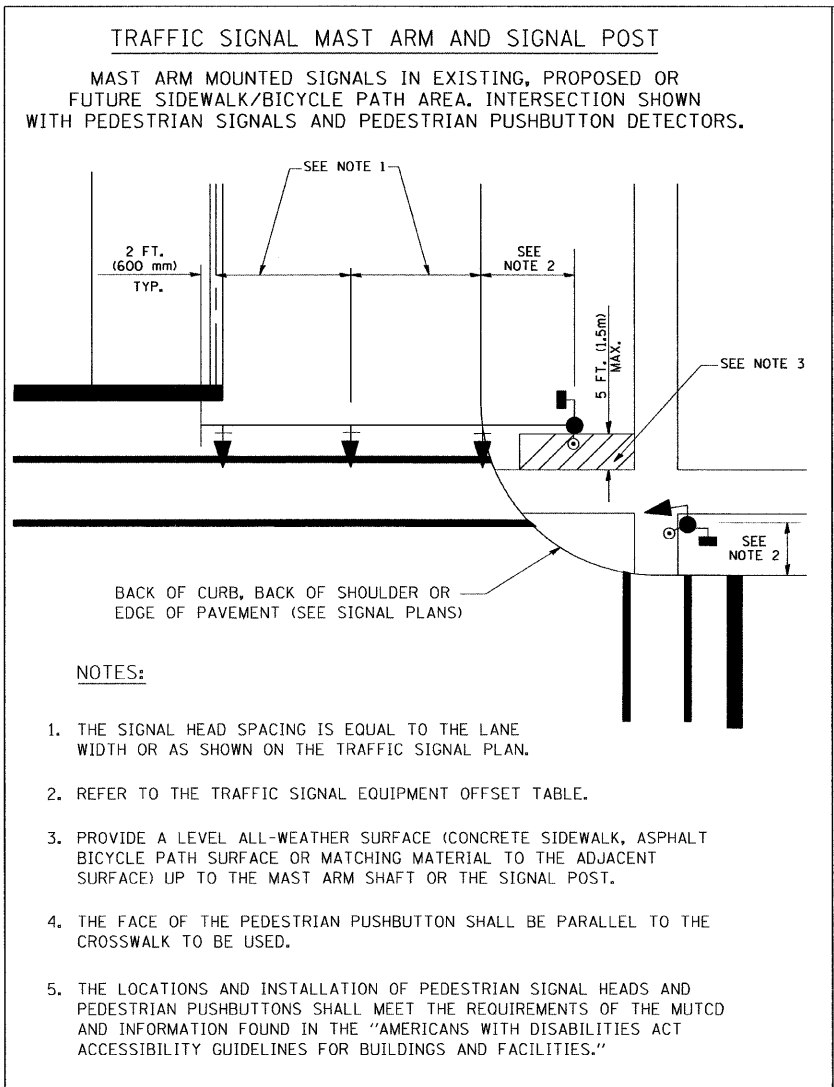


SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN
(NOT TO SCALE)



FILE NAME =	USER NAME = bauerdl	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. RTE. 2503	SECTION TWP-1-T	COUNTY KANE	TOTAL SHEETS 43	SHEET NO. 41
es:\pwork\pwork\BAUERDL\d0108315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 3 OF 6 SHEETS	STA. TO STA.	TS-05				
		CHECKED - DAD	REVISED -		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT							
		DATE - 10-28-09	REVISED -		CONTRACT NO. 60K07							



NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

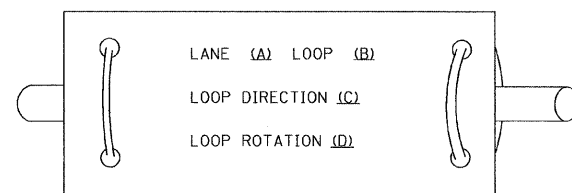
NOTES:

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

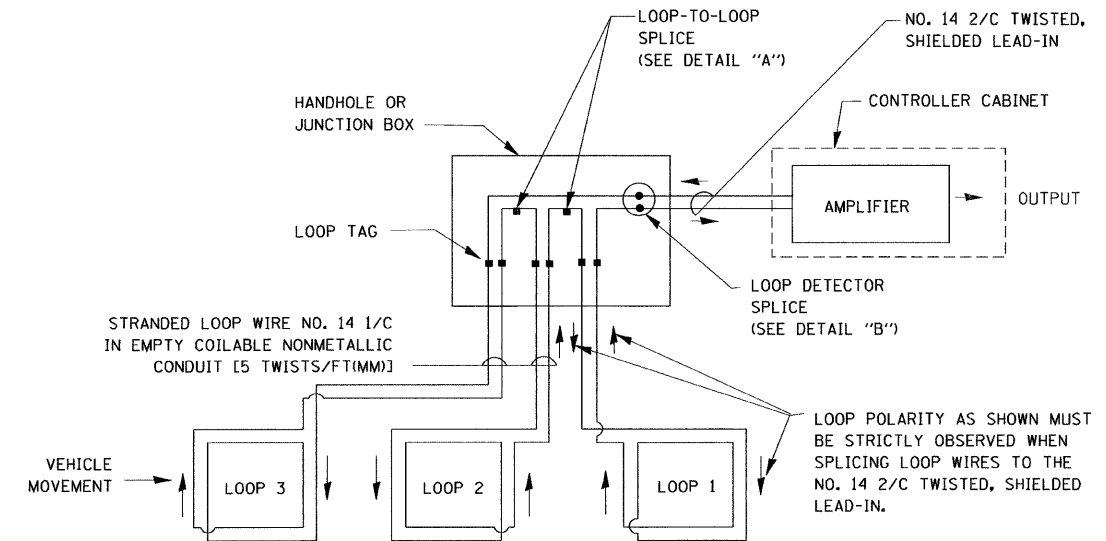
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

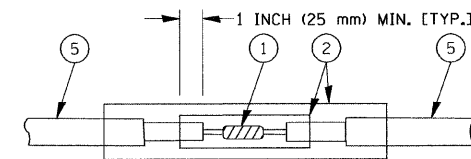


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

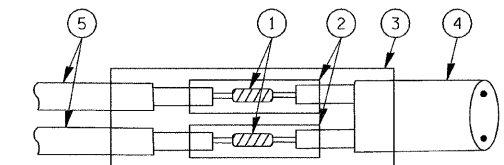


DETECTOR LOOP WIRING SCHEMATIC

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

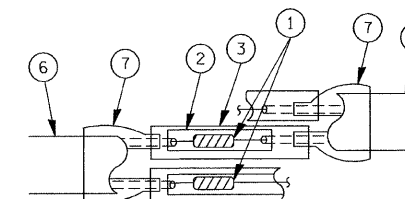


DETAIL "A" LOOP-TO-LOOP SPLICE

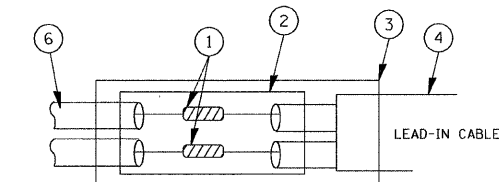


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE



DETAIL "B" LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = baueord	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwork\PMIDOT\BAUERDL\d0108315\ts05.dgn	DRAWN - BCK	REVISED -	2503			TWP-1-T	KANE	43	43	
PLOT SCALE = 50,0000 ' / IN.	CHECKED - DAD	REVISED -	TS-05			CONTRACT NO. 60K07				
PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT							
		SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.					