

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 62529		

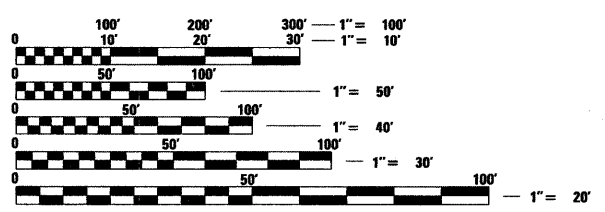
D-91-334-02

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**PROPOSED**  
**HIGHWAY PLANS**  
**F.A.P. 345 (US ROUTE 20)**  
**SECTION: 8WRS-2**  
**EAST OF PLANK ROAD TO WELD ROAD**  
**RESURFACING, WIDENING & RESURFACING,**  
**TRAFFIC SIGNAL INTERCONNECTION**  
**PROJECT: NHF-CMF-0345(053)**  
**KANE COUNTY**  
**C-91-334-02**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT LOCATED WITHIN THE CITY OF ELGIN

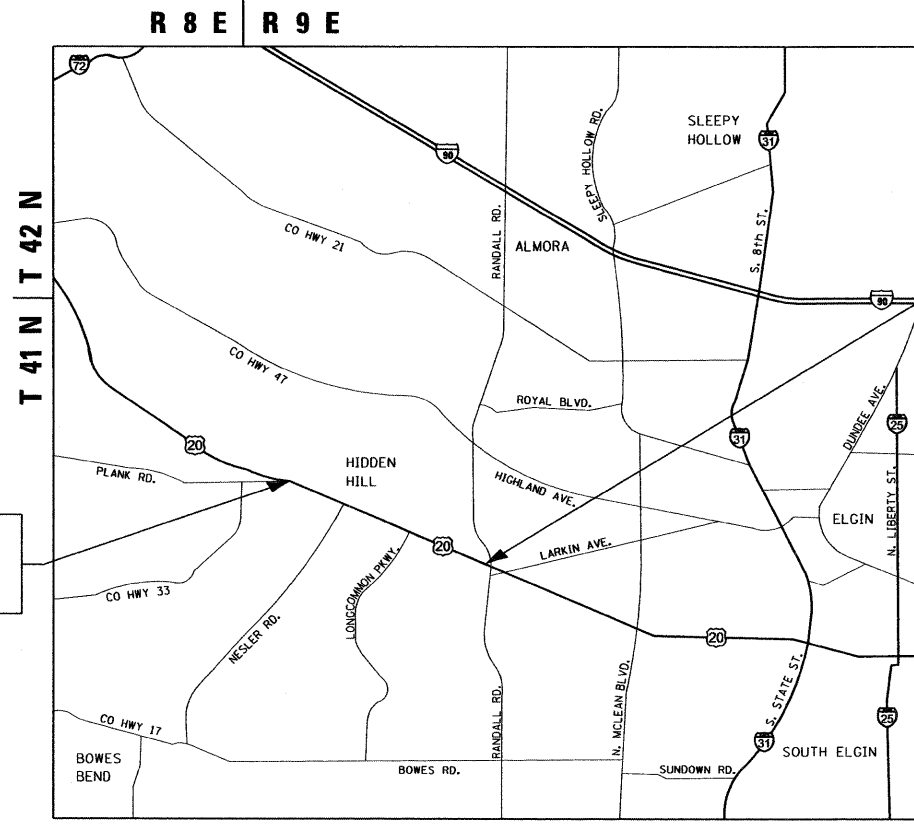
**TRAFFIC DATA**  
**US ROUTE 20**  
**2007 ADT = 22,500**  
**SPEED LIMIT = 45 MPH**



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**

**IMPROVEMENT**  
**BEGINS**  
**STA. 105 + 60.73**



**IMPROVEMENT**  
**ENDS**  
**STA. 169 + 90.44**

SCALE: NTS

ELGIN TOWNSHIP

**GROSS LENGTH OF PROJECT = 6,429.71 FT = 1.22 MILES**  
**NET LENGTH OF PROJECT = 6,429.71 FT = 1.22 MILES**

MILLENNIA PROFESSIONAL SERVICES  
 THOMAS V. NGO, P.E.  
 # 062-058379  
  
 DATE: 04/09/10  
 SIGNATURE AND SEAL APPLIES TO DRAWG.



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED April 9, 2010  
Diane M. O'Keefe  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
May 7, 2010  
Scott E. Stitt, P.E.  
 acting ENGINEER OF DESIGN AND ENVIRONMENT  
May 7, 2010  
Christine M. Reed  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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**MILLENNIA PROFESSIONAL SERVICES**

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**OF THE STATE OF ILLINOIS**

DISTRICT ONE - PLAN PREP ENGINEER: KEN ENG (847) 705-4247

CONTRACT NO. 62529

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**LIST OF ILLINOIS DOT HIGHWAY STANDARDS**

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 406201-01 MAIL BOX TURNOUT
- 424001-05 CURB RAMP FOR SIDEWALKS
- 442201-03 CLASS C AND D PATCHES
- 482011-03 HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
- 542301-02 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542306-02 PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
- 542311-01 GRATING FOR CONCRETE FLARED END SECTION FOR 24" TO 54" PIPE
- 701201-03 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
- 701301-03 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-02 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- ~~701326-03 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH~~
- 701336-05 LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS > 45 MPH
- 701901-01 TRAFFIC CONTROL DEVICES
- 780001-02 TYPICAL PAVEMENT MARKINGS

**COMMITMENTS**

NO COMMITMENTS FOR THIS PROJECT

**GENERAL NOTES**

1. 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. 48 HOUR NOTIFICATION IS REQUIRED.
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES, CITY OF ELGIN.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. 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.
5. ALL DAMAGE TO EXISTING PAVEMENT MARKING OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE. NO ADDITIONAL COST TO THE DEPARTMENT.
6. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCES, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.
7. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
9. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
10. THE ENGINEER SHALL CONTACT DON CHIARUGI, THE TRAFFIC FIELD ENGINEER AT (847) 741-9857 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
11. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
12. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
13. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN ON THE PLANS.
14. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
15. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.
16. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND IT'S REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.
17. THE CONTRACTOR SHALL PLACE PROPOSED PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT 1 TYPICAL PAVEMENT MARKINGS DETAIL (TC-13).

FILE NAME = P:\2009\ME09006\_VerVar-Ph1\CADD\W05\_US20\Shets\02-GNOTE-sht-US20.dgn  
 PLOT SCALE = 1:6000 / in.  
 PLOT DATE = 4/9/2010 10:11:00 AM  
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DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 4/9/2010	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20  
 EAST OF PLANK ROAD TO WELD ROAD**

**INDEX OF SHEETS, LIST OF IDOT  
 HIGHWAY STANDARD, GENERAL NOTES,  
 AND COMMITMENTS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BWRS-2	KANE	72	2
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62529	

P:\2009\ME09006\_VerVar-Ph1\CADD\W05\_US20\Shets\02-GNOTE-sht-US20.dgn

SUMMARY OF QUANTITIES			TOTAL QUANTITY	CONSTRUCTION TYPE CODE			
CODE NO.	ITEM DESCRIPTION	UNIT		ROADWAY	US RTE 20@ PLANK/COMBS	US RTE 20@ NESTLER RD	INTERCONNECT
				1000-2A QUANTITY	Y031-1F QUANTITY	Y031-1F QUANTITY	Y031-1F QUANTITY
20101000	TEMPORARY FENCE	FOOT	4384	4384	-	-	-
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	162	162	-	-	-
20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	162	162	-	-	-
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	162	162	-	-	-
20200100	EARTH EXCAVATION	CU YD	631	631	-	-	-
20201006	GRADING AND SHAPING SHOULDERS	UNIT	73.1	73.1	-	-	-
20800150	TRENCH BACKFILL	CU YD	46.2	46.2	-	-	-
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	8627	8627	-	-	-
25000210	SEEDING, CLASS 2A	ACRES	1.8	1.8	-	-	-
25100630	EROSION CONTROL BLANKET	SO YD	8626	8626	-	-	-
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	540	540	-	-	-
28000305	TEMPORARY DITCH CHECKS	FOOT	374	374	-	-	-
28000400	PERIMETER EROSION BARRIER	FOOT	1084	1084	-	-	-
28000500	INLET AND PIPE PROTECTION	EACH	6	6	-	-	-
28001000	AGGREGATE (EROSION CONTROL)	TON	104	104	-	-	-
28200200	FILTER FABRIC	SO YD	155	155	-	-	-
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SO YD	105	105	-	-	-
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	32	32	-	-	-
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	74	74	-	-	-
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	14.7	14.7	-	-	-
40600300	AGGREGATE (PRIME COAT)	TON	72.8	72.8	-	-	-
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	55	55	-	-	-
40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1607	1607	-	-	-
40600895	CONSTRUCTING TEST STRIP	EACH	2	2	-	-	-
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	258.9	258.9	-	-	-
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1090	1090	-	-	-
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	15.7	15.7	-	-	-
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	3750	3750	-	-	-
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	36389	36389	-	-	-
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	184	184	-	-	-
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	200	200	-	-	-
44201811	CLASS D PATCHES, TYPE I, 14 INCH	SO YD	50	50	-	-	-

SUMMARY OF QUANTITIES			TOTAL QUANTITY	CONSTRUCTION TYPE CODE			
CODE NO.	ITEM DESCRIPTION	UNIT		ROADWAY	US RTE 20@ PLANK/COMBS	US RTE 20@ NESTLER RD	INTERCONNECT
				1000-2A QUANTITY	Y031-1F QUANTITY	Y031-1F QUANTITY	Y031-1F QUANTITY
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SO YD	200	200	-	-	-
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SO YD	200	200	-	-	-
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SO YD	280	280	-	-	-
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SO YD	1441	1441	-	-	-
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	292.3	292.3	-	-	-
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	1702	1702	-	-	-
50105220	PIPE CULVERT REMOVAL	FOOT	116	116	-	-	-
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	9	9	-	-	-
54214731	PRECAST REINFORCED CONCRETE FLARED END SECTIONS-ELLIPTICAL, EQUIVALENT ROUND-SIZE 36"	EACH	6	6	-	-	-
54247170	GRATING FOR CONCRETE FLARED END SECTION 36"	EACH	6	6	-	-	-
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	2	2	-	-	-
63200310	GUARDRAIL REMOVAL	FOOT	366	366	-	-	-
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7	-	-	-
67100100	MOBILIZATION	L SUM	1	1	-	-	-
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	-	-	-
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	-	-	-
<del>70100500</del>	<del>TRAFFIC CONTROL AND PROTECTION, STANDARD 701326</del>	<del>L SUM</del>	<del>1</del>	<del>1</del>	-	-	-
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	-	-	-
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	-	-	-
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	5	5	-	-	-
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3657	3657	-	-	-
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	2420	2420	-	-	-
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	68832	68832	-	-	-
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	9301	9301	-	-	-
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1250	1250	-	-	-
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	309	309	-	-	-
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	610	610	-	-	-
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	1092	1092	-	-	-
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	34416	34416	-	-	-
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	4651	4651	-	-	-
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	625	625	-	-	-

\* SPECIALTY ITEM

FILE NAME : F:\2009\ME\0906-Var\or-Phil\CADD\W05\_US20\Shs\03-S00\sh-t-1520.dgn  
 USER NAME :  
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CHECKED - RPD	REVISED -
DATE - 4/9/2010	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 20  
 EAST OF PLANK ROAD TO WELD ROAD

SUMMARY OF QUANTITIES

F.A.P. RFE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 3
CONTRACT NO. 62529				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

NTS

F:\2009\ME\0906-Var\or-Phil\CADD\W05\_US20\Shs\03-S00\sh-t-1520.dgn

SUMMARY OF QUANTITIES			TOTAL QUANTITY	CONSTRUCTION TYPE CODE			
CODE NO.	ITEM DESCRIPTION	UNIT		ROADWAY	US RTE 20@ PLANK/COOMBS	US RTE 20@ NESTLER RD	INTERCONNECT
				1000-2A QUANTITY	Y031-1F QUANTITY	Y031-1F QUANTITY	Y031-1F QUANTITY
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	155	155	-	-	-
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	580	580	-	-	-
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	580	580	-	-	-
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	2615	-	-	-	2615
* 81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	220	-	-	-	220
* 81400100	HANDHOLE	EACH	2	-	-	-	2
* 81400200	HEAVY-DUTY HANDHOLE	EACH	5	-	-	-	5
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2615	-	-	-	2615
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	-	1	1	-
* 85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1	-	-	1	-
* 86000100	MASTER CONTROLLER	EACH	1	-	-	-	1
* 86400100	TRANSCEIVER - FIBER OPTIC	EACH	2	-	1	1	-
* 87900200	DRILL EXISTING HANDHOLE	EACH	3	-	-	1	2
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	9	-	4	5	-
* 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	6	-	3	3	-
* 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1	-	-	1	-
* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5	-	4	1	-
* 88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1	-	1	-	-
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	5	-	-	5	-
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	376	-	-	376	-
* 89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1	-	-	1	-
542A1060	PIPE CULVERTS, CLASS A, TYPE 2 15"	FOOT	136	136	-	-	-
542A8221	PIPE CULVERTS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 36"	FOOT	206	206	-	-	-
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	78	78	-	-	-
* X0322925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	3639	-	-	-	3639
* X0324007	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1	-	-	-	1
X0976500	END SECTIONS TO BE REMOVED	EACH	5	5	-	-	-
* X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	2	-	1	1	-
* X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	3639	-	-	-	3639
* X8950305	REMOVE EXISTING SIGNAL HEAD	EACH	22	-	12	10	-
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	1610	1610	-	-	-

SUMMARY OF QUANTITIES			TOTAL QUANTITY	CONSTRUCTION TYPE CODE			
CODE NO.	ITEM DESCRIPTION	UNIT		ROADWAY	US RTE 20@ PLANK/COOMBS	US RTE 20@ NESTLER RD	INTERCONNECT
				1000-2A QUANTITY	Y031-1F QUANTITY	Y031-1F QUANTITY	Y031-1F QUANTITY
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1	-	-	-
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	4	4	-	-	-
* B6000105	MASTER CONTROLLER (SPECIAL)	EACH	1	-	1	-	-

\* SPECIALTY ITEM

FILE NAME = P:\2009\ME09006\_Ver-Var-Ph1\CADD\W05\_US20\Shets\03-S00sht-sht-US20.dgn  
 PLOT SCALE = 1:1000 / IN.  
 USER NAME = Millennium Professional Services



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MILLENNIA PROFESSIONAL SERVICES

DESIGNED	TVN	REVISED	-
DRAWN	TVN	REVISED	-
CHECKED	RPD	REVISED	-
DATE	4/9/2010	REVISED	-

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

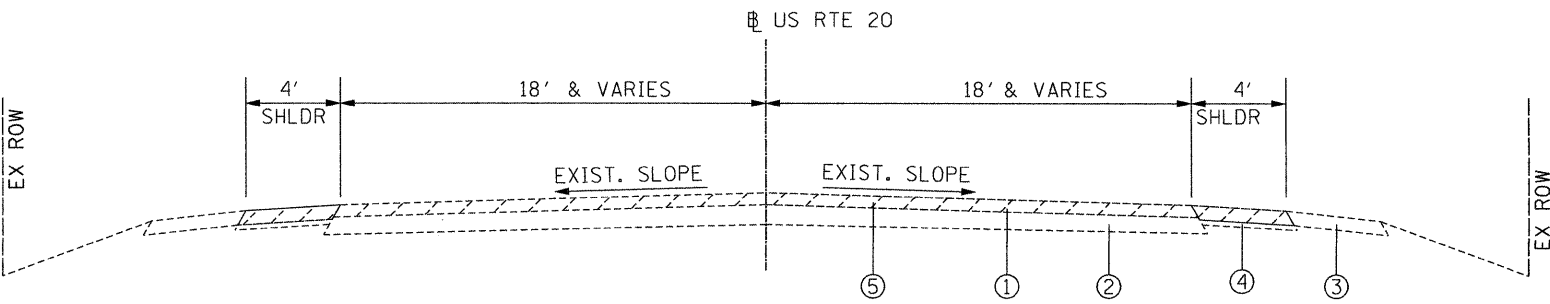
U.S. ROUTE 20  
 EAST OF PLANK ROAD TO WELD ROAD

SUMMARY OF QUANTITIES

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

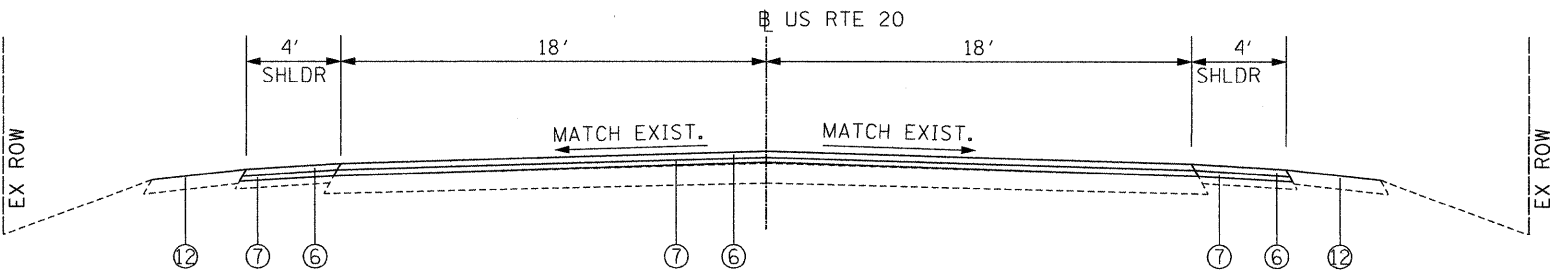
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	4
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62529	

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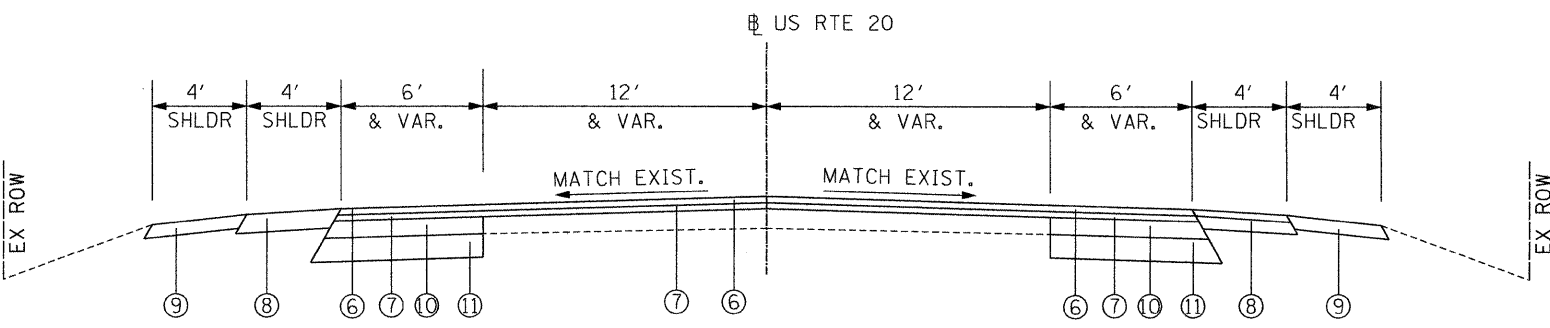
**EXISTING TYPICAL SECTION**

US ROUTE 20  
STA. 105+60 TO STA. 169+90



**PROPOSED TYPICAL SECTION**

US ROUTE 20  
STA. 105+60 TO STA. 142+77 LT  
STA. 105+60 TO STA. 143+38 RT  
STA. 156+52 TO STA. 169+90 RT  
STA. 160+44 TO STA. 169+90 LT  
NESLER ROAD  
STA. 31+88 TO STA. 38+00



**PROPOSED TYPICAL SECTION**

US ROUTE 20  
STA. 142+77 TO STA. 160+40 LT  
STA. 143+38 TO STA. 156+52 RT

**LEGEND**

- ① EXISTING +/-4" HMA SURFACE
- ② EXISTING +/-12" HMA BASE
- ③ EXISTING AGGREGATE SHOULDER +/- 6"
- ④ EXISTING HMA SHOULDER 8"
- ⑤ HMA SURFACE REMOVAL - 2 1/2" (SEE NOTE 1)
- ⑥ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 -1 3/4"
- ⑦ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 -3/4"
- ⑧ HOT-MIX ASPHALT SHOULDER, 8"
- ⑨ AGGREGATE SHOULDER, TYPE B, 6"
- ⑩ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 12" (IN 3 LIFTS)
- ⑪ AGGREGATE SUBGRADE, 12"
- ⑫ GRADING AND SHAPING SHOULDERS & AGGREGATE WEDGE SHOULDER, TYPE B

**NOTES**

1. THE CONTRACTOR SHALL PERFORM THE HMA SURFACE REMOVAL OPERATION PRIOR TO THE PAVEMENT PATCHING OPERATIONS. SEE IDOT DISTRICT 1 DETAIL PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT BD-400-04 (BD-22) FOR ADDITIONAL INFORMATION.

HMA MIXTURES REQUIREMENT	
MIXTURE TYPE	VOIDS
<b>PAVEMENT RESURFACING</b>	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5MM)	4% @ 90 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR.
<b>PAVEMENT WIDENING</b>	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5MM)	4% @ 90 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR.
<b>DRIVEWAYS</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50 (IL 9.5 MM); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 MM); PE-6", CE-8"	4% @ 50 GYR.
<b>PATCHING</b>	
CLASS D PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR.

**MIXTURE NOTES:**

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

FILE NAME = P:\2009\ME09006\_VerVar\_Phil\CADD\W05\_US20\Shas\05-TYP-sha-US20.dgn  
 PLOT SCALE = 4:2000' / IN.  
 USER NAME = Millennium Professional Services



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WWW.MPS-IL.COM

**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED - TVN	REVISED -
DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 4/21/2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20  
EAST OF PLANK ROAD TO WELD ROAD**

**TYPICAL SECTIONS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	5
CONTRACT NO. 62529				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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20101000 TEMPORARY FENCE

STATION	OFFSET	STATION	OFFSET	FT
MAINLINE				
141+66.0	46.6 LT	144+98.5	48.0 LT	332.40
145+20.4	48.0 LT	145+96.9	48.0 LT	76.60
146+32.5	48.0 LT	149+56.1	48.0 LT	323.60
150+68.9	68.0 LT	150+68.8	48.0 LT	20.00
150+68.8	48.0 LT	151+25.4	48.0 LT	56.60
151+57.2	48.0 LT	152+13.9	48.0 LT	56.70
152+33.5	48.0 LT	153+37.9	48.0 LT	104.40
153+69.7	48.0 LT	163+38.9	48.0 LT	969.10
163+38.9	48.0 LT	163+62.3	72.9 RT	34.20
140+54.1	45.0 RT	162+37.8	45.0 RT	2,183.60
162+37.8	45.0 RT	163+65.9	178.8 RT	185.20

TOTAL = 4,342.4

20201006 GRADING AND SHAPING SHOULDERS

STATION	OFFSET	STATION	OFFSET	UNIT
RIGHT				
99+24.1	24.9 RT	100+03.8	24.0 RT	0.80
100+38.0	23.6 RT	102+76.1	20.2 RT	2.38
103+07.2	22.8 RT	113+63.5	36.0 RT	10.56
116+53.6	24.7 RT	120+79.5	25.2 RT	4.26
121+04.6	26.5 RT	128+57.5	26.5 RT	7.53
128+87.2	26.0 RT	129+79.6	26.4 RT	0.93
137+09.7	30.2 RT	139+40.9	27.5 RT	2.31
165+12.9	26.1 RT	168+45.4	28.1 RT	3.33
LEFT				
99+06.5	24.0 LT	99+32.1	23.5 LT	0.26
101+91.4	20.2 LT	103+43.2	20.1 LT	1.52
104+33.9	19.8 LT	105+00.6	21.3 LT	0.67
105+52.3	19.4 LT	114+74.6	23.4 LT	9.22
116+66.2	36.7 LT	122+68.1	24.1 LT	6.02
124+11.2	26.7 LT	125+87.3	25.8 LT	1.76
127+27.4	25.8 LT	136+00.5	29.5 LT	8.73
136+36.3	28.3 LT	141+44.7	22.7 LT	5.09
164+74.6	35.5 LT	169+94.9	27.5 LT	5.20
NESLER ROAD				
35+03.7	32.0 RT	37+55.0	36.5 RT	2.51

TOTAL = 73.1

20800150 TRENCH BACKFILL

STATION	AREA (SF)	STATION	AREA (SF)	CU. YD.
144+85.3	0.0	145+30.8	0.0	2.9
145+95.4	0.0	146+32.8	0.0	0.8
152+16.1	0.0	152+29.4	0.0	1.6
153+35.4	0.0	153+74.7	0.0	3.8
153+74.7	0.0	153+98.2	0.0	37.1

TOTAL = 46.2

25000210 SEEDING, CLASS 2A

STATION	WIDTH(FT)	STATION	WIDTH(FT)	ACRE
FROM 25100630 EROSION CONTROL BLANKET				
1 ACRE = 4840 SQ YDS				
8,625.55Q YD				
TOTAL = 1.78				

25100630 EROSION CONTROL BLANKET

STATION	OFFSET	STATION	OFFSET	SQ YD
141+65.9	LEFT	145+03.7	LEFT	394.2
143+00.0	LEFT	145+03.7	LEFT	589.6
145+15.0	LEFT	146+01.8	LEFT	241.5
146+27.6	LEFT	149+93.9	LEFT	924.7
150+37.4	LEFT	151+34.2	LEFT	199.4
151+46.6	LEFT	152+19.0	LEFT	117.9
152+27.8	LEFT	153+42.9	LEFT	189.8
153+65.6	LEFT	158+00.0	LEFT	1,053.6
158+00.0	LEFT	160+44.6	LEFT	625.2
140+45.3	RIGHT	143+00.0	RIGHT	604.6
143+00.0	RIGHT	158+00.0	RIGHT	3,354.5
158+00.0	RIGHT	160+44.7	RIGHT	330.6

140+45.3	RIGHT	143+00.0	RIGHT	604.6
143+00.0	RIGHT	158+00.0	RIGHT	3,354.5
158+00.0	RIGHT	160+44.7	RIGHT	330.6

TOTAL = 8,625.5

28000305 TEMPORARY DITCH CHECK (FEET)

STATION	OFFSET	STATION	OFFSET	EACH
143+00.0	LEFT	158+00.0	LEFT	16
143+00.0	RIGHT	158+00.0	RIGHT	15
158+00.0	LEFT	170+00.0	LEFT	3

TOTAL = 34

AVERAGE LENGTH OF DITCH = 11FT  
AREA = NO. OF DITCH CHECKS X AVG LENGTH  
TOTAL(FEET)= 374

28000400 PERIMETER EROSION BARRIER

STATION	OFFSET	STATION	OFFSET	FT
141+83.3	24.7 LT	142+01.1	43.4 LT	25.80
142+01.1	43.4 LT	143+66.5	44.0 LT	165.40
146+29.4	43.3 LT	147+83.9	45.0 LT	154.50
149+56.1	48.0 LT	149+88.5	68.2 LT	40.22
150+37.4	66.1 LT	150+65.9	66.0 LT	28.50
150+65.9	66.0 LT	150+65.8	45.0 LT	21.00
150+65.8	45.0 LT	151+31.1	45.0 LT	65.30
140+87.6	29.4 RT	140+93.2	41.0 RT	12.90
140+93.2	41.0 RT	144+00.0	41.0 RT	306.80
145+46.7	34.8 RT	145+64.4	42.0 RT	19.10
145+64.4	42.0 RT	147+89.3	42.0 RT	224.90
147+89.3	42.0 RT	148+07.4	36.8 RT	18.80

TOTAL = 1,083.2

28000500 INLET AND PIPE PROTECTION

STATION	OFFSET	STATION	OFFSET	EACH
144+77.5	32.8 LT			1
145+88.3	36.2 LT			1
151+97.3	41.1 LT			1
153+19.7	42.8 LT			1
153+98.5	34.5 RT			1
163+37.0	33.5 LT			1

TOTAL = 6

35501308 HOT-MIX ASPHALT BASE COURSE, 6"

STATION	OFFSET	STATION	OFFSET	SQ YD
PEDESTRIAN ENTRANCE DRIVEWAY				
145+08.6	LEFT			22.8
146+12.6	LEFT			48.3
151+39.3	LEFT			22.1
152+23.1	LEFT			11.9

TOTAL = 105.0

35501316 HOT-MIX ASPHALT BASE COURSE, 8"

STATION	OFFSET	STATION	OFFSET	SQ YD
COMMERCIAL ENTRANCE DRIVEWAYS				
153+54.2	LEFT			31.3

TOTAL = 31.3

40600200 BITUMINOUS MATERIALS (PRIME COAT)

STATION	WIDTH(FT)	STATION	WIDTH(FT)	TONS
0.0004 TONS/SY = 0.80 LBS/SY				
FROM HMA REMOVAL 36,389.05Q YD 14,556				
FROM HMA SURF REM BUTT 258.95Q YD 0.104				

TOTAL = 14.66

40600300 AGGREGATE (PRIME COAT)

STATION	WIDTH(FT)	STATION	WIDTH(FT)	TONS
4.00lbs/SY 2000.0lbs/TON				
FROM HMA REMOVAL 36,389.05Q YD 72.78				
FROM HMA S REM BUTT J 258.95Q YD 0.52				

TOTAL = 72.78

40600400 MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS

STATION	WIDTH(FT)	STATION	WIDTH(FT)	TONS
0.0015TON/SY				
MAINLINE (US ROUTE 20)				
FROM HMA REMOVAL 36,389.05Q YD 54.6				
FROM HMA S REM BUTT JT 258.95Q YD 0.4				

TOTAL = 55.0

40600826 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

STATION	WIDTH(FT)	STATION	WIDTH(FT)	TONS
112.0lbs/SY/in 2000.0lbs/TON				
0.75Thickness				
FROM AGGREGATE SUBGRADE 12 1,609.85Q YD 67.6				
FROM HMA REMOVAL 36,389.05Q YD 1,528.3				
FROM HMA SURF REM BUTT JT 258.95Q YD 10.9				

TOTAL = 1,606.8

40600895 CONSTRUCTING TEST STRIP

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
CONSTRUCTING TEST STRIP				
2				

TOTAL = 2

40600982 HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
99+06.5	0.0	99+11.0	0.0	19.8
115+27.3	0.0	115+57.2	0.0	14.2
115+69.4	0.0	116+07.0	0.0	17.4
123+19.2	0.0	123+34.2	0.0	7.1
123+46.1	0.0	123+61.7	0.0	7.2
126+24.8	0.0	126+35.7	0.0	7.6
126+78.2	0.0	126+89.7	0.0	7.8
149+98.7	0.0	150+33.4	0.0	17.3
163+31.0	0.0	164+17.9	0.0	37.8
163+58.6	0.0	164+74.6	0.0	50.3
164+47.5	0.0	165+14.5	0.0	25.1
169+90.4	0.0	169+94.9	0.0	9.4
169+90.4	0.0	169+94.9	0.0	15.2
NESLER				
35+03.7	0.0	35+08.1	0.0	22.6

TOTAL = 258.9

40603085 HOT-MIX ASPHALT BINDER COURSE, IL-19, N70

STATION	WIDTH(FT)	STATION	WIDTH(FT)	TONS
112.0lbs/SY/in 2000.0lbs/TON				
12.0Thickness				
FROM AGGREGATE SUBGRADE 12 1,609.85Q YD 1,090.0				

TOTAL = 1,090.0

40603310 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

STATION	OFFSET	STATION	OFFSET	TONS
115.0lbs/SY/in 2000.0lbs/TON				
2.0Thickness				
FROM 35501308 HOT-MIX ASPHALT BASE COURSE, 6" 105.05Q YD 12.1				
FROM 35501316 HOT-MIX ASPHALT BASE COURSE, 8" 31.35Q YD 3.6				

TOTAL = 15.7

40603595 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90

STATION	WIDTH(FT)	STATION	WIDTH(FT)	TONS
112.0lbs/SY/in 2000.0lbs/TON				
1.75Thickness				
FROM AGGREGATE SUBGRADE 12 1,609.85Q YD 157.8				
FROM HMA REMOVAL 36,389.05Q YD 3,566.1				
FROM HMA SURF REM BUTT JT 258.95Q YD 25.4				

TOTAL = 3,749.2

44000159 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
99+11.0	33.0	101+97.0	26.0	937.4
101+97.0	26.0	107+00.0	25.0	1,425.2
107+00.0	28.0	108+50.0	28.0	466.7
108+50.0	28.0	112+60.0	54.0	1,867.8
112+60.0	54.0	114+70.0	53.0	1,248.3
114+70.0	53.0	116+70.0	53.0	1,697.5
116+70.0	53.0	119+70.0	53.0	1,766.7
119+70.0	53.0	122+45.0	42.0	1,451.4
122+45.0	42.0	128+20.0	44.0	2,747.2
128+20.0	36.0	129+70.0	36.0	600.0
131+80.0	45.0	135+62.0	55.0	2,122.2
135+62.0	47.0	137+10.0	45.0	756.4
137+10.0	48.0	139+40.0	41.0	1,137.2
139+40.0	36.0	140+88.0	36.0	592.0
140+88.0	39.0	141+22.0	29.0	134.8
141+22.0	30.0	155+96.0	30.0	4,913.3
155+96.0	30.0	157+81.0	36.0	678.3
157+81.0	39.0	160+63.0	52.0	1,425.7
160+63.0	48.0	162+97.0	48.0	1,248.0
162+97.0	48.0	165+14.0	53.0	1,323.6
165+14.0	53.0	167+46.0	52.0	1,353.3
167+46.0	52.0	169+90.4	52.0	1,412.1

WEST RIDGE DRIVE

122+79.0		124+11.0		301.9
ENCOUNTER LANE				
125+87.8	0.0	126+38.5	0.0	35.3
126+75.8	0.0	127+27.6	0.0	34.9
OLD BARN ROAD				
149+36.3	0.0	150+63.1	0.0	301.1
NESTLER ROAD				
35+08.1	0.0	37+00.0	0.0	960.9
37+00.0	0.0	38+10.0	0.0	1,592.9
SHOULDERS				
99+11.0	LEFT	107+00.0	LEFT	356.4
128+20.0	LEFT	129+70.0	LEFT	578.7
160+44.6	LEFT	163+41.8	LEFT	305.1
164+56.1	LEFT	169+90.4	LEFT	195.1
99+11.0	RIGHT	107+00.0	RIGHT	356.1
128+20.0	RIGHT	129+70.0	RIGHT	64.9

TOTAL = 36,388.2

44000200 DRIVEWAY PAVEMENT REMOVAL

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
144+88.7	0.0	145+20.7	0.0	38.7
145+93.0	0.0	146+36.8	0.0	76.7
151+18.8	0.0	151+43.8	0.0	38.1
152+11.3	0.0	152+34.0	0.0	30.3
153+43.4	0.0	153+66.2	0.0	16.5

TOTAL = 183.8

44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

STATION	OFFSET	STATION	OFFSET	FT
OLD BARN ROAD				
LEFT				
RIGHT				
NOMINAL QUANTITY				
46.65				
47.66				
105.00				

TOTAL = 199.3

FILE NAME = P:\2009\ME09086\_Ver\Var PHIL\CAD\DWG\US20\Shvs\06-Schedule-ht-US20.dgn  
USER NAME = Millennium Professional Services

**MILLENNIA PROFESSIONAL SERVICES**  
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DESIGNED	TVN	REVISED	
DRAWN	TVN	REVISED	
CHECKED	RPD	REVISED	
DATE	4/9/2010	REVISED	

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**  
**U.S. ROUTE 20 EAST OF PLANK ROAD TO WELD ROAD**

**SCHEDULE OF QUANTITIES**

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

44004250 PAVED SHOULDER REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
LEFT					
150+63.1	9.0	-	160+44.6	9.0	988.7
RIGHT					
148+87.0	6.0	-	157+81.1	6.0	597.0
TOTAL =					988.7

48102100 AGGREGATE WEDGE SHOULDER, TYPE B

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	TONS
4.0 TONS*UNIT					
FROM GRADING & SHAP SHLDS			73.1 UNIT		292.3
TOTAL =					292.3

48101500 AGGREGATE SHOULDER, TYPE B 6"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
US RTE 20					
LEFT					
141+75.7	4.0	-	145+00.4	4.0	144.3
145+14.7	4.0	-	146+02.6	4.0	39.1
146+26.4	4.0	-	149+48.9	4.0	143.3
149+48.9	4.0	-	149+94.9	1.0	29.2
155+16.8	0.0	-	156+10.1	4.0	20.7
156+10.1	4.0	-	160+44.6	4.0	193.1
RIGHT					
141+02.8	4.0	-	160+63.0	4.0	871.2
TOTAL =					1,440.9

48203029 HMA SHOULDER 8"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
US RTE 20					
LEFT					
141+77.5	4.0	-	149+48.9	4.0	342.9
149+48.9	4.0	-	149+98.9	4.0	33.6
150+33.4	4.0	-	150+68.4	4.0	24.4
150+68.4	4.0	-	160+44.6	4.0	433.9
RIGHT					
141+12.7	4.0	-	160+63.0	4.0	866.8
TOTAL =					1,701.6

50105220 PIPE CULVERT REMOVAL

STATION	OFFSET	-	STATION	OFFSET	FT
145+99.3	28.9 LT		146+32.5	29.4 LT	33.10
152+09.5	27.6 LT		152+34.1	27.1 LT	24.60
153+98.2	30.3 LT		153+98.2	27.5 RT	57.90
TOTAL =					115.6

542A1060 PIPE CULVERTS, CLASS A, TYPE 2 15"

STATION	OFFSET	-	STATION	OFFSET	FT
144+85.3	33.1 LT		145+30.8	33.8 LT	45.50
145+95.4	37.0 LT		146+32.8	40.6 LT	37.50
152+16.1	41.3 LT		152+29.4	41.7 LT	13.30
153+35.4	42.6 LT		153+74.7	42.1 LT	39.30
TOTAL =					135.6

542A8221 PIPE CULVERTS, CLASS A, TYPE 2 EQUIVALENT ROUND-SIZE 36"

STATION	OFFSET	-	STATION	OFFSET	FT
153+98.1	39.5 LT		153+98.2	29.1 RT	68.60
153+98.1	39.5 LT		153+98.2	29.1 RT	68.60
153+98.1	39.5 LT		153+98.2	29.1 RT	68.60
TOTAL =					205.8

54213660 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"

STATION	OFFSET	-	STATION	OFFSET	EACH
144+85.3	33.1 LT				1
145+30.8	33.8 LT				1
145+95.4	37.0 LT				1
146+32.8	40.6 LT				1
151+18.5	36.3 RT				1
152+16.1	41.3 LT				1
152+29.4	41.7 LT				1
153+35.4	42.6 LT				1
153+74.7	42.1 LT				1
TOTAL =					9

54214731 PRECAST REINFORCED CONCRETE FES -ELLIPTICAL, EQRS 36"

STATION	OFFSET	-	STATION	OFFSET	EACH
153+98.1	39.5 LT				3
153+98.2	29.1 RT				3
TOTAL =					6

54247170 GRATING FOR CONCRETE FLARED END SECTION 36"

STATION	OFFSET	-	STATION	OFFSET	EACH
153+98.1	39.5 LT				3
153+98.2	29.1 RT				3
TOTAL =					6

60300305 FRAMES AND LIDS TO BE ADJUSTED

STATION	OFFSET	-	STATION	OFFSET	EACH
NOMINAL QUANTITY					
					2
TOTAL =					2

63200310 GUARDRAIL REMOVAL

STATION	OFFSET	-	STATION	OFFSET	FT
153+72.0	23.0 LT		155+23.3	23.0 LT	151.30
152+69.8	23.0 RT		154+83.5	23.0 RT	213.80
TOTAL =					365.1

70300100 SHORT-TERM PAVMENT MARKING

STATION	OFFSET	-	STATION	OFFSET	FT
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POST BINDER COURSE @ 4' FOR EACH 44' (9%)  
 POST SURFACE COURSE @ 4' FOR EACH 44' (9%)  
 TOTAL 18%  
 CENTERLINES (DOUBLE YELLOW LINE) (X 2)  
 MAINLINE

99+06.4	0.0 RT		169+94.9	0.0 RT	2,551.86
WEST RIDGE DRIVE					
NESTLER ROAD					
35+03.7	0.0 RT		37+66.6	0.0 RT	94.64
TURNING LANE LINES					
MAINLINE					
112+66.5	6.0 RT		115+05.5	6.0 RT	43.02
112+66.5	18.0 RT		115+05.5	18.0 RT	43.02
116+18.5	6.0 LT		118+58.5	6.0 LT	43.20
116+18.5	18.0 LT		119+55.7	18.0 LT	60.70
121+72.0	6.0 RT		122+97.0	6.0 RT	22.50
131+09.2	6.0 LT		133+89.2	6.0 LT	50.40
134+30.1	17.0 RT		139+70.0	17.0 RT	97.18
147+15.3	6.0 RT		149+95.4	6.0 RT	50.42
150+50.0	18.0 LT		135+30.0	18.0 LT	273.60
160+71.3	18.0 RT		163+51.6	18.0 RT	50.45
161+00.0	6.0 RT		163+80.0	6.0 RT	50.40
164+42.0	6.0 LT		167+16.2	6.0 LT	49.36
164+42.0	18.0 LT		167+16.2	18.0 LT	49.36

NESTLER ROAD

35+03.7	12.0 RT		37+66.6	12.0 RT	47.32
35+03.7	24.0 RT		37+66.6	24.0 RT	47.32
TOTAL =					3,656.83

70300210 TEMPORARY PAVMENT MARKING - LETTERS & SYMBOLS

STATION	OFFSET	-	STATION	OFFSET	SQ FT
POST BINDER COURSE					
SEE 78000100 THPL PVT MK LINE LETTERS & SYMB1,100.00 SF					
POST SURFACE COURSE					
SEE 78000100 THPL PVT MK LINE LETTERS & SYMB1,100.00 SF					
STAGE 2					
151+28.0	24.0 LT				36.40
152+84.0	24.0 LT				36.40
161+03.0	0.0 RT				36.40
161+03.0	24.0 RT				36.40
163+05.0	0.0 RT				36.40
163+05.0	24.0 RT				36.40
TOTAL =					2,418.4 SF

TEMPORARY PAVMENT MARKING - LINE 4"

STATION	OFFSET	-	STATION	OFFSET	FT
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POST BINDER COURSE  
 SEE 7800200 THPL PVT MK LINE 4 34,415.97  
 POST SURFACE COURSE  
 SEE 7800200 THPL PVT MK LINE 4 34,415.97  
 STAGE 1  
 WHITE EDGE LINE

140+96.8	13.8 LT		144+24.3	8.7 LT	327.60
144+24.3	8.7 LT		155+07.9	8.1 LT	1,083.60
155+07.9	8.1 LT		159+62.9	12.2 LT	455.00
159+62.9	12.2 LT		161+34.1	18.0 LT	171.30
161+34.1	18.0 LT		162+97.3	18.0 LT	163.20
141+21.9	15.1 RT		143+41.6	16.1 RT	219.80
143+41.6	16.1 RT		155+99.0	15.9 RT	1,257.40
155+99.0	15.9 RT		158+00.0	22.5 RT	201.10
158+00.0	22.5 RT		160+63.3	30.4 RT	263.30
160+63.3	30.4 RT		163+22.9	29.9 RT	259.60

DOUBLE YELLOW CENTERLINE

142+81.2	0.9 RT		144+17.0	3.9 RT	271.60
144+17.0	3.9 RT		155+99.3	3.9 RT	2,364.60

STAGE 2  
 WHITE EDGE LINE

140+96.8	13.8 LT		141+83.8	13.1 LT	87.10
141+83.8	0.0 RT		149+48.9	18.0 LT	765.30
149+48.9	0.0 RT		150+68.4	30.0 LT	123.10
150+68.4	0.0 RT		153+30.0	30.0 LT	263.40
153+30.0	0.0 RT		156+10.0	18.0 LT	280.60
156+10.0	0.0 RT		162+97.3	18.0 LT	687.50
162+97.3	0.0 RT		163+41.9	25.9 LT	51.50
141+45.7	15.4 RT		142+61.0	15.0 RT	115.40
142+61.0	15.0 RT		144+31.5	9.0 RT	170.50
144+31.5	9.0 RT		153+53.5	6.0 RT	922.10
153+53.5	6.0 RT		158+63.8	18.8 RT	510.40
158+63.8	18.8 RT		160+63.3	30.4 RT	199.80
160+63.3	30.4 RT		163+52.0	29.3 RT	288.80

DOUBLE YELLOW CENTERLINE

142+60.6	0.0 RT		143+45.3	0.0 RT	169.20
143+45.3	0.0 RT		144+31.2	3.0 LT	172.00
144+31.2	3.0 LT		147+18.8	6.0 LT	575.20
147+18.8	6.0 LT		153+53.7	6.7 LT	1,269.80
153+53.7	6.7 LT		163+52.2	6.0 LT	1,997.20
153+53.7	6.7 LT		158+42.1	6.2 RT	977.20
158+42.1	6.2 RT		160+73.1	6.0 LT	462.60
TOTAL =					85,958.7

TEMPORARY PAVMENT MARKING - LINE 6"

STATION	OFFSET	-	STATION	OFFSET	FT
POST BINDER COURSE					
SEE 78000400 THPL PVT MK LINE 6 4,650.40					
POST SURFACE COURSE					
SEE 78000400 THPL PVT MK LINE 6 4,650.40					
TOTAL =					9,301

70300260 TEMPORARY PAVMENT MARKING - LINE 12"

STATION	OFFSET	-	STATION	OFFSET	FT
POST BINDER COURSE					
SEE 78000600 THPL PVT MK LINE 12 623.18 LF					
POST SURFACE COURSE					
SEE 78000600 THPL PVT MK LINE 12 623.18 LF					
TOTAL =					1,246.4 LF

70300280 TEMPORARY PAVMENT MARKING - LINE 24"

STATION	OFFSET	-	STATION	OFFSET	FT
POST BINDER COURSE					
SEE 78000650 THPL PVT MK LINE 24 154.73 LF					
POST SURFACE COURSE					
SEE 78000650 THPL PVT MK LINE 24 154.73 LF					
TOTAL =					309.5 LF

78000100 THERMOPLASTIC PAVMENT MARKING LETTERS & SYMBOLS

STATION	OFFSET	-	STATION	OFFSET	SQ FT
112+81.0	0.0 RT				36.4
112+81.0	24.0 RT				36.4
114+69.0	0.0 RT				36.4
114+69.0	24.0 RT				36.4
116+54.0	0.0 RT				36.4
116+54.0	24.0 LT				36.4
118+36.0	0.0 RT				36.4
119+38.0	24.0 LT				36.4
121+87.0	0.0 RT				36.4
131+43.0	0.0 RT				36.4
133+75.0	0.0 RT				36.4
134+46.0	23.0 RT				36.4
137+28.0	21.0 RT				36.4
138+97.0	18.0 RT				36.4
147+38.0	0.0 RT				36.4
149+62.0	0.0 RT				36.4
150+84.0	24.0 LT				36.4
153+13.0	0.0 RT				36.4
160+81.0	24.0 RT				36.4
161+20.0	0.0 RT				36.4
163+13.0	24.0 RT				36.4
163					

FILE NAME: P:\2009\ME09006\_VerVar\_Phil\CADD\W05\_US20\Shets\06-Schedule.sht-US20.dgn  
 USER NAME: Millennium Professional Services

STATION	OFFSET	STATION	OFFSET	FT
143+35.1	15.1 RT	156+52.7	18.0 RT	1,317.60
156+52.7	18.0 RT	157+81.1	20.5 RT	128.40
157+81.1	20.5 RT	160+63.3	30.4 RT	282.40
164+79.7		165+25.6		47.41
165+25.6	17.7 RT	167+42.4	16.6 RT	216.80
167+42.4		169+94.9		252.77
<b>NORTH SIDE (LEFT)</b>				
99+06.5	15.9 LT	102+06.3	11.3 LT	299.80
102+06.3	11.3 LT	108+55.5	11.8 LT	649.20
108+55.5	11.8 LT	114+86.5	18.0 LT	631.00
114+86.5		115+29.7		57.86
116+01.5		116+39.2		44.68
116+39.2	30.0 LT	119+55.7	30.0 LT	316.50
119+55.7	30.0 LT	121+95.9	18.0 LT	240.50
121+95.9	18.0 LT	122+79.4	18.0 LT	83.50
122+79.4		123+19.3		73.47
123+60.9		124+00.9		74.38
124+00.9	18.0 LT	125+89.2	18.0 LT	188.30
125+89.2		126+21.3		38.56
126+27.7		126+27.7		33.08
126+27.7	18.0 LT	139+77.9	12.2 LT	1,350.20
139+77.9	12.2 LT	141+98.4	12.0 LT	220.50
141+98.4	12.0 LT	147+18.7	18.0 LT	520.30
147+18.7	18.0 LT	149+53.9	18.0 LT	235.20
149+53.9		149+98.9		73.13
150+33.4		150+62.3		55.30
150+62.3	30.0 LT	153+30.0	30.0 LT	267.70
153+30.0	30.0 LT	156+10.0	18.0 LT	280.30
156+10.0	18.0 LT	162+96.4	18.0 LT	686.40
164+74.6	29.6 LT	167+46.2	30.1 LT	271.60
167+46.2	0.0 RT	169+94.9	19.1 LT	249.40
<b>CENTERLINES (DOUBLE YELLOW LINE)</b>				
99+06.4	3.9 LT	102+06.3	0.0 RT	599.80
99+06.4	5.1 RT	102+06.3	0.0 RT	599.80
102+06.3	0.7 RT	108+55.5	0.0 RT	649.20
108+55.5	0.0 RT	112+65.5	6.0 LT	820.00
108+55.5	0.0 RT	110+46.9	6.0 RT	383.00
110+46.9	6.0 RT	110+95.5	6.0 RT	97.20
110+95.5	6.0 RT	112+65.5	6.0 LT	340.80
112+65.5	6.0 LT	115+05.5	6.0 LT	480.00
116+18.5	6.0 RT	119+82.0	6.0 RT	727.00
119+82.0	6.0 RT	121+72.0	6.0 LT	380.80
118+58.5	6.0 RT	120+48.5	6.0 LT	380.80
120+48.5	6.0 LT	122+97.0	6.0 LT	497.00
123+85.6		124+00.8		49.05
124+00.8	6.0 RT	129+91.5	6.0 RT	1,181.40
123+85.6	6.0 LT	129+76.5	6.0 LT	1,181.80
129+76.5		129+91.5		47.90
131+09.2	5.7 RT	133+89.2	5.5 RT	560.00
133+89.2	5.5 RT	136+69.5	6.0 LT	561.00
136+69.5	6.0 LT	139+77.9	0.0 RT	617.00
133+89.2	5.5 RT	139+77.9	0.0 RT	1,177.40
139+77.9	0.0 RT	141+95.3	0.0 RT	434.80
141+95.3	0.0 RT	147+15.3	6.1 LT	1,040.00
141+95.3	0.0 RT	144+35.4	6.0 RT	480.40
144+35.4	0.0 RT	147+15.3	6.1 LT	560.00
147+15.3	6.1 LT	149+95.4	6.1 LT	560.20
150+50.0	6.0 LT	161+00.0	0.0 RT	2,100.00
150+50.0		150+61.7		37.79
150+61.7	6.0 RT	158+20.0	6.0 RT	1,516.60
158+20.0	6.0 RT	161+00.0	6.0 LT	560.60
161+00.0	6.0 LT	163+80.0	6.0 LT	560.00
164+42.0	6.0 RT	167+13.8	6.0 RT	543.60
167+13.8	6.0 RT	168+60.9	3.0 RT	294.20
168+60.9	3.0 RT	169+94.9	1.1 LT	268.20
168+60.9	1.1 LT	169+94.9	2.5 RT	268.00
<b>WEST RIDGE DRIVE</b>				
<b>NESLER</b>				
35+03.7	0.0 RT	37+66.6	0.0 RT	525.80
<b>TOTAL = 34,416.0</b>				

78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6"

STATION	OFFSET	STATION	OFFSET	FT
<b>SOLID LINE</b>				
<b>MAINLINE</b>				
112+66.5	6.0 RT	115+05.5	6.0 RT	239.00
112+66.5	18.0 RT	115+05.5	18.0 RT	239.00
116+18.5	6.0 LT	118+58.5	6.0 LT	240.00
116+18.5	18.0 LT	119+55.7	18.0 LT	337.20
121+72.0	6.0 RT	122+97.0	6.0 RT	125.00
131+09.2	6.0 LT	133+89.2	6.0 LT	280.00
134+30.1	17.0 RT	139+70.0	17.0 RT	539.90
147+15.3	6.0 RT	149+95.4	6.0 RT	280.10
150+50.0	18.0 LT	135+30.0	18.0 LT	280.00
160+71.3	18.0 RT	163+80.0	18.0 RT	280.30
161+00.0	6.0 RT	163+80.0	6.0 RT	280.00
164+42.0	6.0 LT	167+16.2	6.0 LT	274.20
164+42.0	18.0 LT	167+16.2	18.0 LT	274.20
<b>NESTLER ROAD</b>				
35+03.7	12.0 RT	37+66.6	12.0 RT	262.90
35+03.7	24.0 RT	37+66.6	24.0 RT	262.90
<b>DOTTED LINE</b>				
<b>MAINLINE</b>				
110+95.5	6.0 RT	112+65.5	6.0 RT	42.50
110+95.5	18.0 RT	112+65.5	18.0 RT	42.50
118+58.5	6.0 LT	120+48.5	6.0 LT	47.50
119+55.7	18.0 LT	121+95.9	18.0 LT	60.05
157+81.1	20.5 RT	160+71.3	18.0 RT	72.55
158+20.0	6.0 RT	161+00.0	6.0 RT	70.00
167+16.2	6.0 LT	169+69.9	1.4 LT	63.43
167+16.2	18.0 LT	169+44.9	21.3 LT	57.18
<b>TOTAL = 4,650.4</b>				

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"

STATION	OFFSET	STATION	OFFSET	FT
<b>US ROUTE 20</b>				
108+55.5	0.0 RT	112+65.5		38.75
118+58.5	0.0 RT	121+72.0		51.71
123+85.6	0.0 RT	129+91.5		101.98
134+30.1	0.0 RT	139+77.9		39.20
139+77.9	0.0 RT	140+58.7		74.21
141+95.3	0.0 RT	147+15.3		37.68
150+50.0	0.0 RT	161+00.0		208.69
<b>WEST RIDGE DRIVE</b>				
<b>NESTLER ROAD</b>				
<b>OLD BARN ROAD</b>				
<b>TOTAL = 623.2</b>				

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

STATION	OFFSET	STATION	OFFSET	FT
<b>US ROUTE 20</b>				
129+91.5				14.08
131+09.2				24.16
164+50.0	0.0 RT			17.67
<b>WEST RIDGE DRIVE</b>				
<b>ENCOUNTER LANE</b>				
<b>NESTLER ROAD</b>				
<b>OLD BARN ROAD</b>				
<b>TOTAL = 154.73</b>				

78100100 RAISED REFLECTIVE PAVEMENT MARKER

STATION	OFFSET	STATION	OFFSET	EACH
<b>SOLID LINE</b>				
<b>MAINLINE</b>				
112+66.5	6.0 RT	115+05.5	6.0 RT	7
112+66.5	18.0 RT	115+05.5	18.0 RT	7
116+18.5	6.0 LT	118+58.5	6.0 LT	7
116+18.5	18.0 LT	119+55.7	18.0 LT	10
121+72.0	6.0 RT	122+97.0	6.0 RT	5
131+09.2	6.0 LT	133+89.2	6.0 LT	8
134+30.1	17.0 RT	139+70.0	17.0 RT	15
147+15.3	6.0 RT	149+95.4	6.0 RT	9
150+50.0	18.0 LT	135+30.0	18.0 LT	39
160+71.3	18.0 RT	163+51.6	18.0 RT	9

161+00.0	6.0 RT	163+80.0	6.0 RT	8
164+42.0	6.0 LT	167+16.2	6.0 LT	8
164+42.0	18.0 LT	167+16.2	18.0 LT	8
<b>NESTLER ROAD</b>				
35+03.7	12.0 RT	37+66.6	12.0 RT	8
35+03.7	24.0 RT	37+66.6	24.0 RT	8
<b>CENTERLINES (DOUBLE YELLOW LINE)</b>				
<b>RIGHT AND LEFT SIDE OF MEDIAN</b>				
99+06.4	3.9 LT	102+06.3	0.0 RT	9
99+06.4	5.1 RT	102+06.3	0.0 RT	9
108+55.5	0.0 RT	112+65.5	6.0 LT	12
108+55.5	0.0 RT	110+46.9	6.0 RT	6
110+46.9	6.0 RT	110+95.5	6.0 RT	3
110+95.5	6.0 RT	112+65.5	6.0 LT	6
118+58.5	6.0 RT	119+82.0	6.0 RT	5
119+82.0	6.0 RT	121+72.0	6.0 LT	6
118+58.5	6.0 RT	120+48.5	6.0 LT	6
120+48.5	6.0 LT	121+72.0	6.0 LT	5
123+85.6		124+00.8		2.00
124+00.8	6.0 RT	129+91.5	6.0 RT	16
123+85.6	6.0 LT	129+76.5	6.0 LT	16
129+76.5		129+91.5		2.00
133+89.2	5.5 RT	136+69.5	6.0 LT	9
136+69.5	6.0 LT	139+77.9	0.0 RT	9
133+89.2	5.5 RT	139+77.9	0.0 RT	16
141+95.3	0.0 RT	147+15.3	6.1 LT	14
141+95.3	0.0 RT	144+35.4	6.0 RT	8
144+35.4	0.0 RT	147+15.3	6.1 LT	8
150+50.0	6.0 LT	161+00.0	0.0 RT	28
150+50.0		150+61.7		2.00
150+61.7	6.0 RT	158+20.0	6.0 RT	20
158+20.0	6.0 RT	161+00.0	6.0 LT	9
168+60.9	3.0 RT	169+94.9	1.1 LT	5
168+60.9	1.1 LT	169+94.9	2.5 RT	5
<b>CENTERLINE OF MEDIAN</b>				
102+06.3	0.7 RT	108+55.5	0.0 RT	36
112+65.5	6.0 LT	115+05.5	6.0 LT	14
116+18.5	6.0 RT	118+58.5	6.0 RT	14
121+72.0	6.0 LT	122+97.0	6.0 LT	10
131+09.2	5.7 RT	133+89.2	5.5 RT	16
139+77.9	0.0 RT	141+95.3	0.0 RT	14
147+15.3	6.1 LT	149+95.4	6.1 LT	18
161+00.0	6.0 LT	163+80.0	6.0 LT	16
164+42.0	6.0 RT	167+13.8	6.0 RT	16
167+13.8	6.0 RT	168+60.9	3.0 RT	10
<b>WEST RIDGE DRIVE</b>				
<b>NESTLER ROAD</b>				
35+03.7	0.0 RT	37+66.6	0.0 RT	16
<b>TOTAL = 580.00</b>				

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

STATION	OFFSET	STATION	OFFSET	EACH
<b>78100100 RAISED REFLECTIVE PAVEMENT MARKER</b>				
<b>TOTAL = 580</b>				

88600600 DETECTOR LOOP REPLACEMENT

STATION	OFFSET	STATION	OFFSET	FEET
<b>US ROUTE 20 /NESTLER ROAD</b>				
<b>TOTAL = 376</b>				

X0322256 TEMPORARY INFORMATION SIGNING


NUMBER	SF/EACH	-	Sq. Ft.
<b>US ROUTE 20</b>			
2	26.0	-	52.0
<b>NESTLER ROAD</b>			
1	26.0	-	26.0
<b>TOTAL = 78.0</b>			

X0976500 END SECTIONS TO BE REMOVED

STATION	OFFSET	-	EACH
151+17.8	28.1 RT		1
152+09.5	27.6 LT		1
152+34.1	27.1 LT		1
153+98.2	30.3 LT		1
153+98.2	27.5 RT		1
<b>TOTAL = 5</b>			

Z0001050 AGGREGATE SUBGRADE 12"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
<b>LEFT</b>					
142+77.4		-	149+52.1		206.7
150+34.4		-	160+44.6		930.6
<b>RIGHT</b>					
143+38.8		-	156+52.7		472.5
<b>TOTAL = 1,609.8</b>					



200 22ND Street, Suite 216, Lombard, IL 60148  
 630.705.0118 voice, 630.839.2566 fax  
 WWW.MPS-IL.COM  
**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED - TVN	REVISED -
DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 4/9/2010	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20  
 EAST OF PLANK ROAD TO WELD ROAD**

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

SCHEDULE OF QUANTITIES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BWRS-2			KANE	72	8
CONTRACT NO. 62529						
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT						



# EARTHWORK SCHEDULE

STATION NO.	END AREA SQ. FT.		DISTANCE (STA)	SECTION TOTALS SQ. FT.		SECTION TOTALS CU. YD.		ACCUMUL. TOTALS CU. YD.		SHRINK FACTOR %	BORROW PER SECTION CU. YD.	SUM OF BORROW CU. YDS.
	CUT	FILL		CUT	FILL	CUT	FILL	CUT	FILL			
143 + 00	0.9	9.6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15	0.00	0.00
143 + 50	16.4	5.5	0.50	8.65	7.55	16.02	13.98	16.02	13.98	15	0.06	0.06
144 + 00	53.9	0	0.50	35.15	2.75	65.09	5.09	81.11	19.07	15	-59.24	-59.18
144 + 50	56.2	57.1	0.50	55.05	28.55	101.94	52.87	183.06	71.94	15	-41.14	-100.32
145 + 00	4	11.6	0.50	30.10	34.35	55.74	63.61	238.80	135.56	15	17.41	-82.91
145 + 8	1.8	4	0.08	2.90	7.80	0.86	2.31	239.66	137.87	15	1.80	-81.11
145 + 50	19.9	0	0.42	10.85	2.00	16.88	3.11	256.53	140.98	15	-13.30	-94.41
146 + 00	15.3	0	0.50	17.60	0.00	32.59	0.00	289.13	140.98	15	-32.59	-127.00
146 + 14	2.6	0	0.14	8.95	0.00	4.64	0.00	293.77	140.98	15	-4.64	-131.64
146 + 50	10.2	1.4	0.00	0.00	0.00	0.00	0.00	293.77	140.98	15	0.00	-131.64
147 + 00	3.7	1.7	0.50	6.95	1.55	12.87	2.87	306.64	143.85	15	-9.57	-141.21
147 + 50	0.9	0.5	0.50	2.30	1.10	4.26	2.04	310.90	145.89	15	-1.92	-143.13
148 + 00	7.3	0.5	0.50	4.10	0.50	7.59	0.93	318.49	146.81	15	-6.53	-149.66
148 + 50	27.4	0	0.50	17.35	0.25	32.13	0.46	350.62	147.27	15	-31.60	-181.25
149 + 00	25.8	0.5	0.00	0.00	0.00	0.00	0.00	350.62	147.27	15	0.00	-181.25
149 + 50	10.1	0	0.50	17.95	0.25	33.24	0.46	383.86	147.74	15	-32.71	-213.96
150 + 00	1.9	0	0.50	6.00	0.00	11.11	0.00	394.97	147.74	15	-11.11	-225.07
150 + 50	1.2	0	0.50	1.55	0.00	2.87	0.00	397.84	147.74	15	-2.87	-227.94
151 + 00	2.2	0	0.50	1.70	0.00	3.15	0.00	400.99	147.74	15	-3.15	-231.09
151 + 38	3.5	0	0.38	2.85	0.00	3.96	0.00	404.95	147.74	15	-3.96	-235.05
151 + 50	5.3	0	0.13	4.40	0.00	2.04	0.00	406.98	147.74	15	-2.04	-237.09
152 + 00	11.5	5.2	0.50	8.40	2.60	15.56	4.81	422.54	152.55	15	-10.02	-247.11
152 + 23	7.5	5.7	0.23	9.50	5.45	8.09	4.64	430.63	157.19	15	-2.75	-249.86
152 + 50	16.6	4.5	0.27	12.05	5.10	12.05	5.10	442.68	162.29	15	-6.19	-256.04
153 + 00	16.6	1.9	0.50	16.60	3.20	30.74	5.93	473.42	168.22	15	-23.93	-279.97
153 + 50	13.1	3.7	0.50	14.85	2.80	27.50	5.19	500.92	173.41	15	-21.54	-301.51
153 + 98	23.9	0	0.48	18.50	1.85	32.99	3.30	533.91	176.70	15	-29.20	-330.70
154 + 00	15.1	0	0.00	0.00	0.00	0.00	0.00	533.91	176.70	15	0.00	-330.70
154 + 50	15.5	0	0.50	15.30	0.00	28.33	0.00	562.25	176.70	15	-28.33	-359.04
155 + 00	9	0	0.50	12.25	0.00	22.69	0.00	584.93	176.70	15	-22.69	-381.72
155 + 50	5.1	0	0.50	7.05	0.00	13.06	0.00	597.99	176.70	15	-13.06	-394.78
156 + 00	2.6	0	0.50	3.85	0.00	7.13	0.00	605.12	176.70	15	-7.13	-401.91
156 + 50	1.3	0.2	0.50	1.95	0.10	3.61	0.19	608.73	176.89	15	-3.40	-405.31
157 + 00	0.6	0.4	0.50	0.95	0.30	1.76	0.56	610.49	177.45	15	-1.12	-406.43
157 + 50	0.1	0.8	0.50	0.35	0.60	0.65	1.11	611.14	178.56	15	0.63	-405.80
158 + 00	0.5	3	0.50	0.30	1.90	0.56	3.52	611.69	182.08	15	3.49	-402.31
158 + 50	9.8	3.8	0.50	5.15	3.40	9.54	6.30	621.23	188.37	15	-2.30	-404.60
159 + 00	0.3	4	0.50	5.05	3.90	9.35	7.22	630.58	195.59	15	-1.05	-405.65
159 + 50	0	7.7	0.50	0.15	5.85	0.28	10.83	630.86	206.43	15	12.18	-393.47
160 + 00	0.1	14.8	0.50	0.05	11.25	0.09	20.83	630.95	227.26	15	23.87	-369.60

FILE NAME = P:\2009\ME\090806\_VerVar\_Phil\CADD\W05\_US20\Shs\05-Schedule-shs-US20.dgn  
 PLOT SCALE = 1/8" = 1' IN.  
 USER NAME = Millennia Professional Services



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**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED - TVN	REVISED -
DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 4/9/2010	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20**  
**EAST OF PLANK ROAD TO WELD ROAD**

**EARTHWORK SCHEDULE**

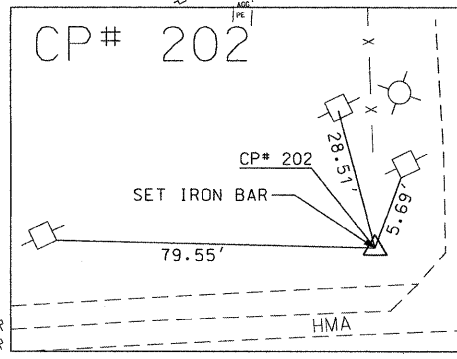
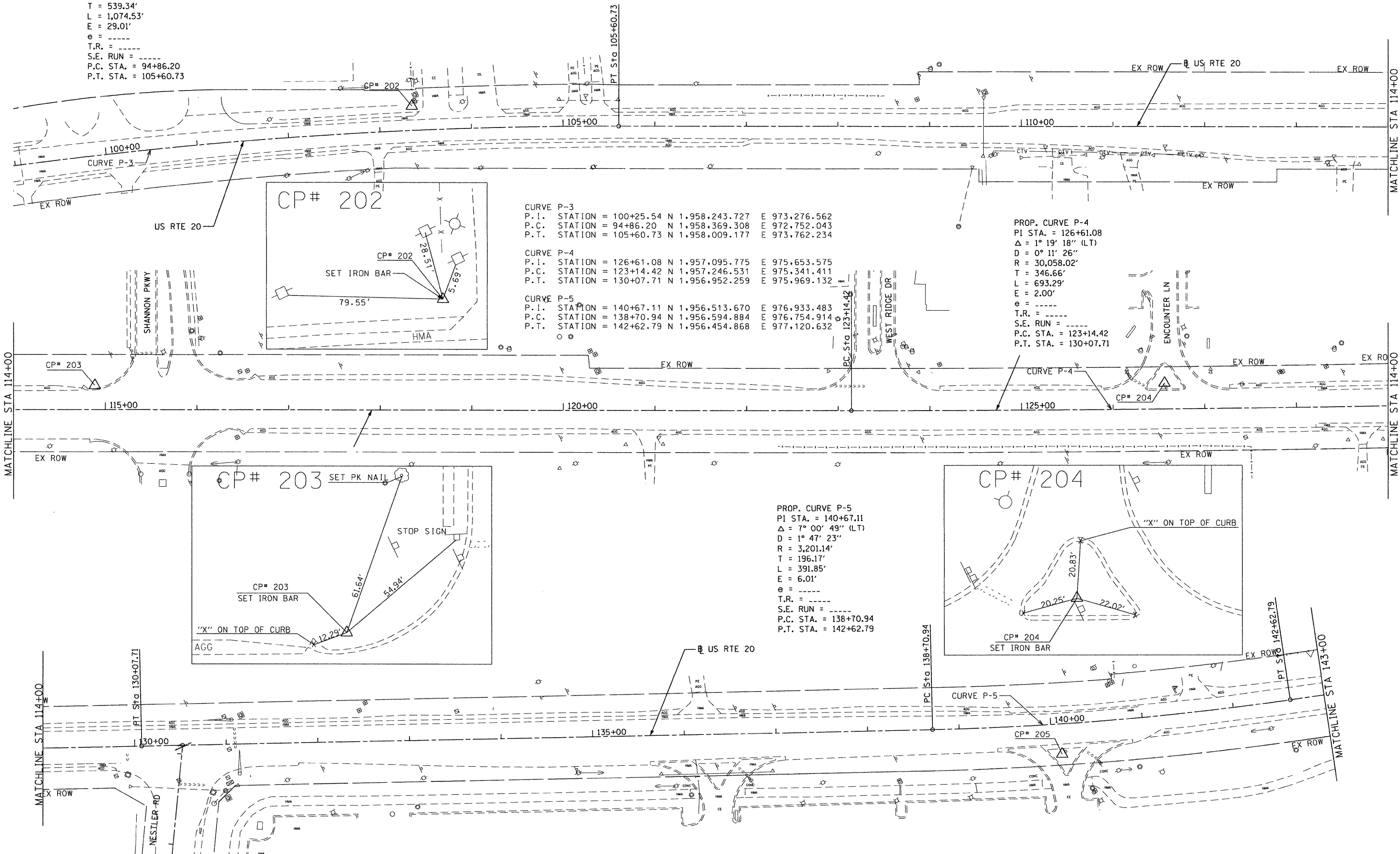
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	9
CONTRACT NO.			62529	

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

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

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PROP. CURVE P-3  
 PI STA. = 100+25.54 CP# 202  
 $\Delta = 12^\circ 18' 48''$  (RT)  
 $D = 1^\circ 08' 45''$   
 $R = 4,999.98'$   
 $T = 539.34'$   
 $L = 1,074.53'$   
 $E = 29.01'$   
 $\theta = \dots$   
 T.R. = \dots  
 S.E. RUN = \dots  
 P.C. STA. = 94+86.20  
 P.T. STA. = 105+60.73

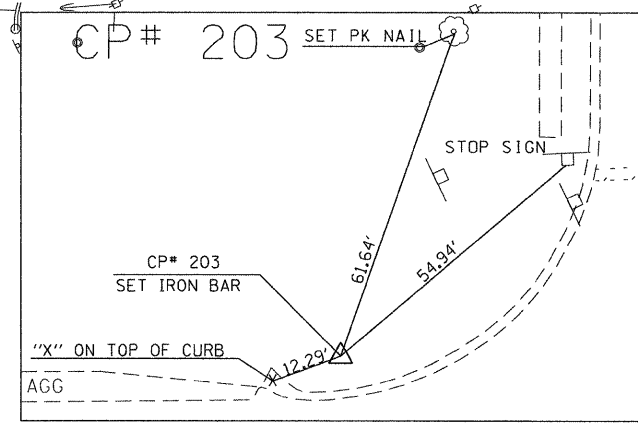


CURVE P-3  
 P.I. STATION = 100+25.54 N 1,958,243.727 E 973,276.562  
 P.C. STATION = 94+86.20 N 1,958,369.308 E 972,752.043  
 P.T. STATION = 105+60.73 N 1,958,009.177 E 973,762.234

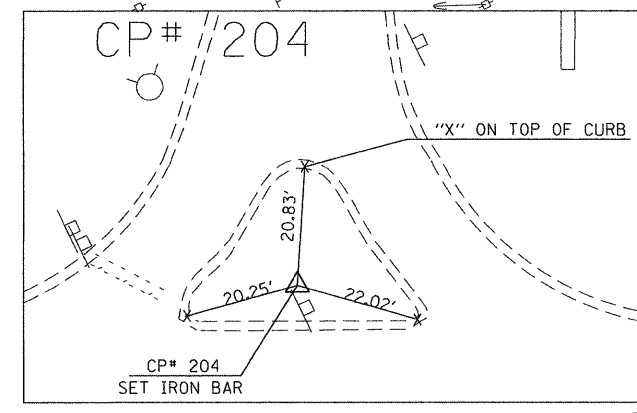
CURVE P-4  
 P.I. STATION = 126+61.08 N 1,957,095.775 E 975,653.575  
 P.C. STATION = 123+14.42 N 1,957,246.531 E 975,341.411  
 P.T. STATION = 130+07.71 N 1,956,952.259 E 975,969.132

CURVE P-5  
 P.I. STATION = 140+67.11 N 1,956,513.670 E 976,933.483  
 P.C. STATION = 138+70.94 N 1,956,594.884 E 976,754.914  
 P.T. STATION = 142+62.79 N 1,956,454.868 E 977,120.632

PROP. CURVE P-4  
 PI STA. = 126+61.08  
 $\Delta = 1^\circ 19' 18''$  (LT)  
 $D = 0^\circ 11' 26''$   
 $R = 30,058.02'$   
 $T = 346.66'$   
 $L = 693.29'$   
 $E = 2.00'$   
 $\theta = \dots$   
 T.R. = \dots  
 S.E. RUN = \dots  
 P.C. STA. = 123+14.42  
 P.T. STA. = 130+07.71



PROP. CURVE P-5  
 PI STA. = 140+67.11  
 $\Delta = 7^\circ 00' 49''$  (LT)  
 $D = 1^\circ 47' 23''$   
 $R = 3,201.14'$   
 $T = 196.17'$   
 $L = 391.85'$   
 $E = 6.01'$   
 $\theta = \dots$   
 T.R. = \dots  
 S.E. RUN = \dots  
 P.C. STA. = 138+70.94  
 P.T. STA. = 142+62.79



KE 4-21-2010

FILE NAME = P:\2009\ME\9086\_VerVar\_Phi\CADD\W05\_US20\Shets\0162529-sh1-ATB1.dgn  
 PLOT SCALE = 50,000% / IN.  
 USER NAME = Millennium Professional Services



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**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED	TVN	REVISED	-
DRAWN	TVN	REVISED	-
CHECKED	RPD	REVISED	-
DATE	4/21/2010	REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20  
 EAST OF PLANK ROAD TO WELD ROAD**

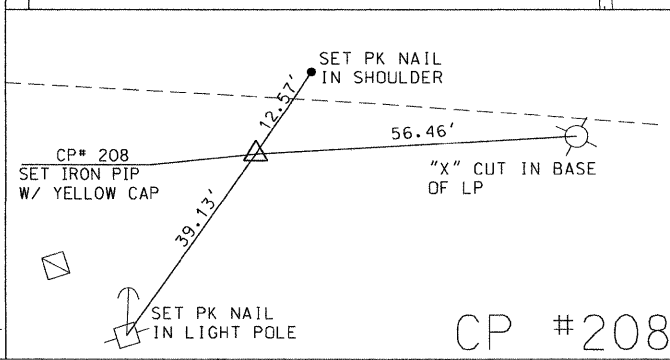
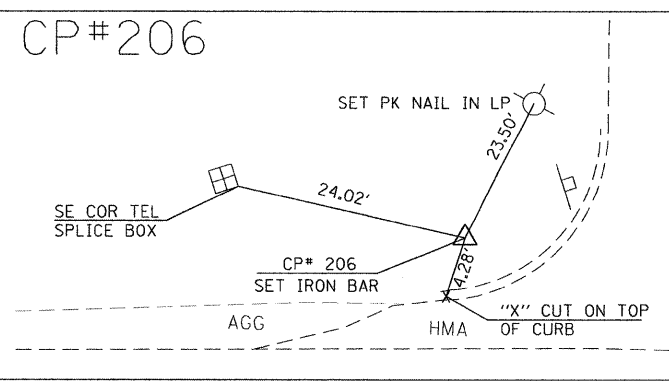
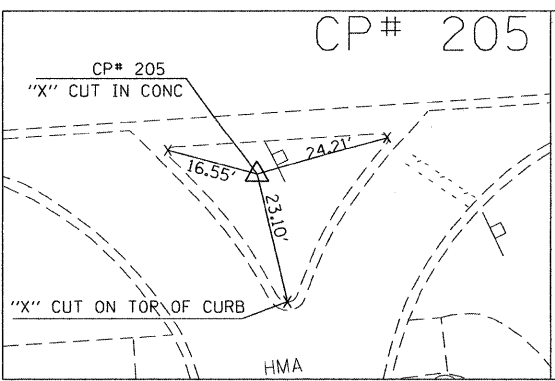
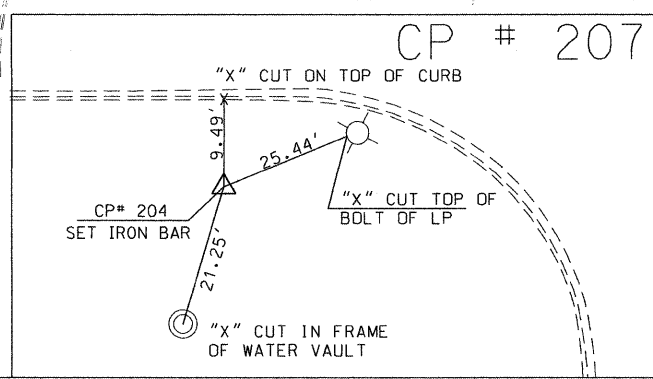
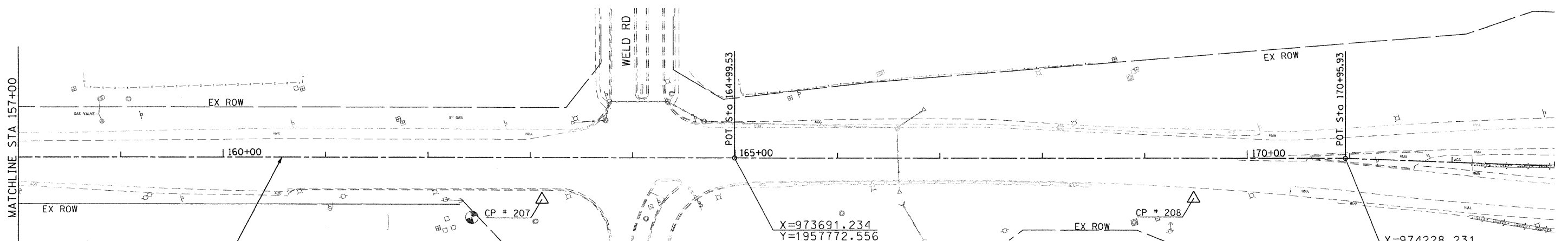
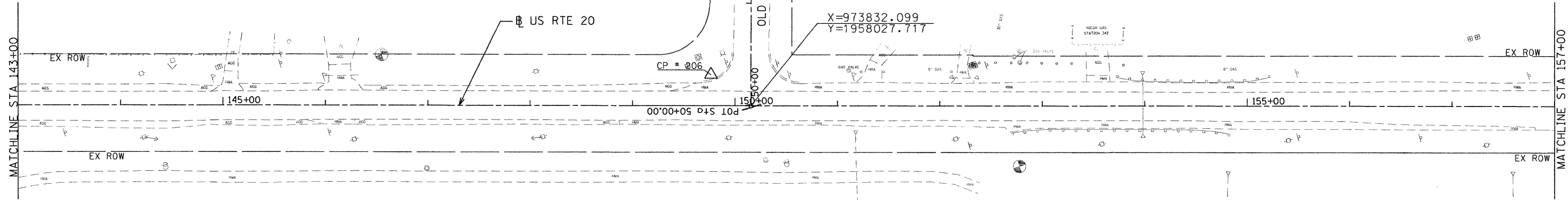
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	10
CONTRACT NO. 62529				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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K.B. 4-21-2010

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 PLOT SCALE = 50.0000' / 1" / IN.  
 USER NAME = Millennium\_Professional\_Services



CONTROL POINT	NORTHERN	EASTERN	ELEV.	STATION	OFFSET
201	N 1958321.130	E 973043.833	898.65	97+79.61	29.74 LT
202	N 1958126.910	E 973568.193	901.04	103+35.92	26.71 LT
203	N 1957629.350	E 974609.212	897.59	114+88.60	26.3 LT
204	N 1957125.120	E 975662.094	896.79	126+56.32	28.19 LT
205	N 1956508.642	E 976870.332	906.52	140+10.28	33.79 RT
206	N 1956269.993	E 977810.834	895.65	149+76.67	30.51 LT
207	N 1955801.636	E 979062.709	900.07	163+11.37	41.06 RT
208	N 1955612.334	E 979670.283	894.12	169+47.75	39.53 RT



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DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 4/21/2010	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20**  
**EAST OF PLANK ROAD TO WELD ROAD**  
 SCALE: SHEET NO. OF SHEETS STA. TO STA.

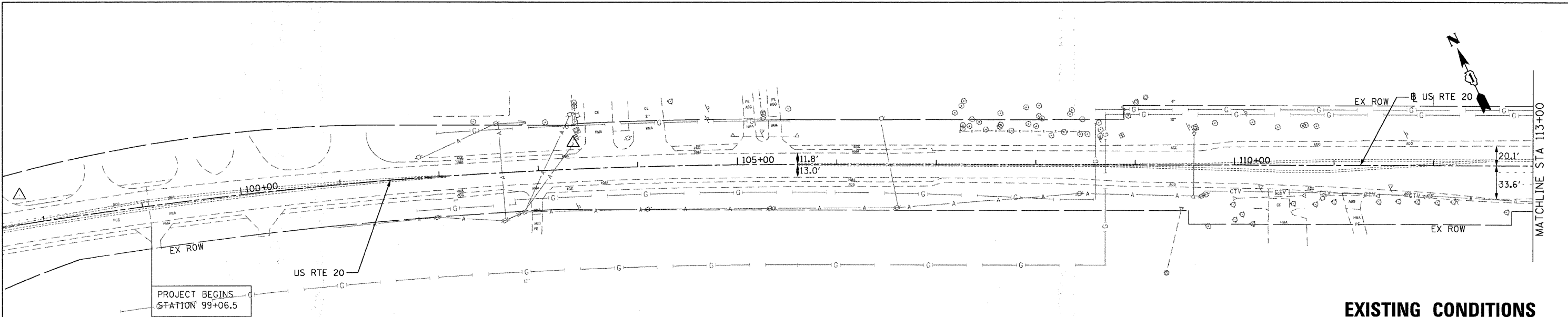
F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 11
CONTRACT NO. 62529				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT  
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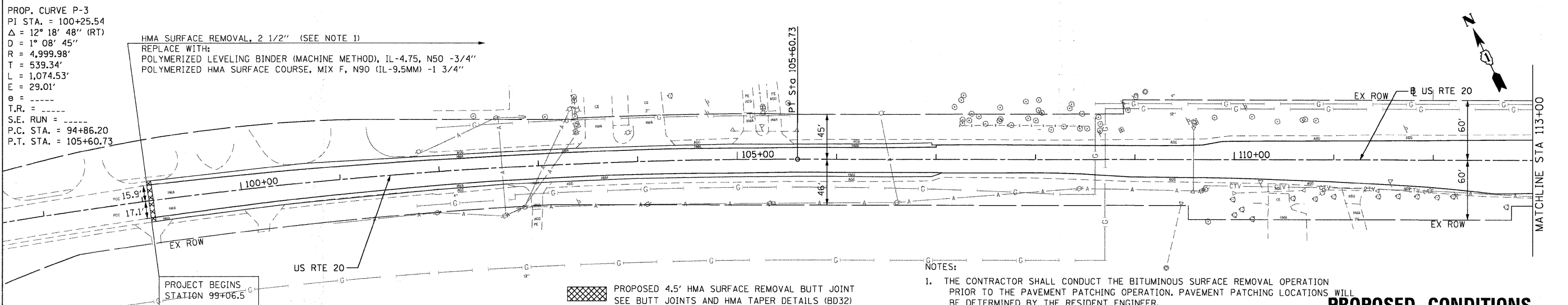
BY	DATE
SURVEYED	
PLANNED	
DESIGNED	
CHECKED	
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CADD FILE NAME	

BY	DATE
PROFILE	
DESIGNED	
CHECKED	
NO. OF WAYS CHECKED	
CADD FILE NAME	

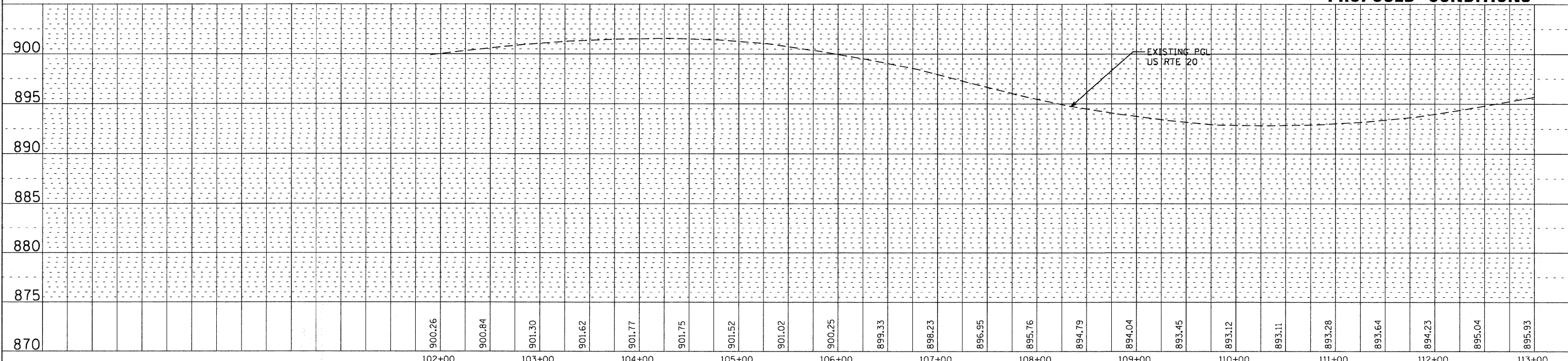
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 USER NAME : Millennium Professional Services



**EXISTING CONDITIONS**



**PROPOSED CONDITIONS**



- NOTES:**
- THE CONTRACTOR SHALL CONDUCT THE BITUMINOUS SURFACE REMOVAL OPERATION PRIOR TO THE PAVEMENT PATCHING OPERATION. PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED BY THE RESIDENT ENGINEER.

PROPOSED 4.5' HMA SURFACE REMOVAL BUTT JOINT  
 SEE BUTT JOINTS AND HMA TAPER DETAILS (BD32)

DESIGNED - TVN	REVISED -	<b>STATE OF ILLINOIS</b>		<b>U.S. ROUTE 20</b>		<b>PLAN AND PROFILE</b>		F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 12
DRAWN - TVN	REVISED -	<b>DEPARTMENT OF TRANSPORTATION</b>		SCALE: 1"=50'		SHEET NO. OF SHEETS STA. 105+60 TO STA. 114+00		CONTRACT NO. 62529				
CHECKED - RPD	REVISED -							FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
DATE - 4/9/2010	REVISED -							P:\2009\ME09086_Var_Ver_Phil\CADD\W05_US20\Shets\162529-shet-PP-1.dgn				



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**MILLENNIA PROFESSIONAL SERVICES**

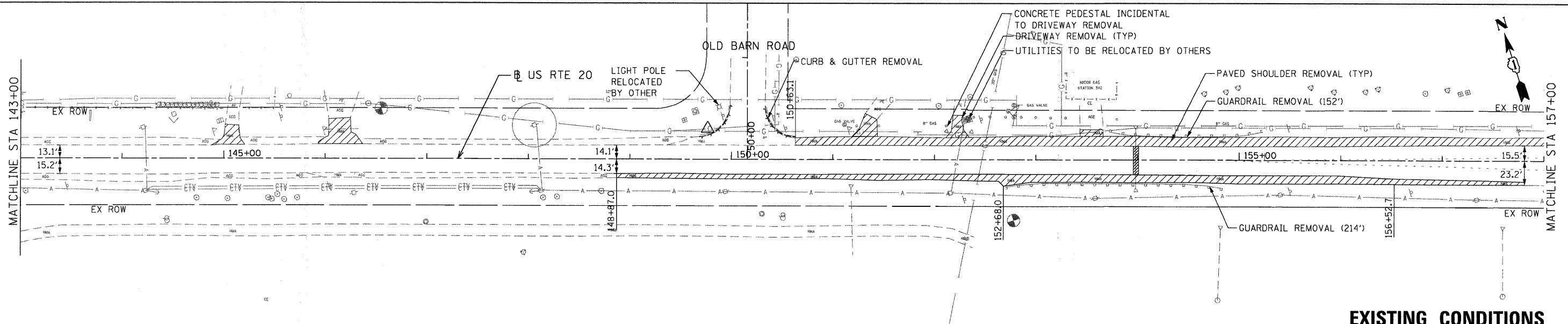




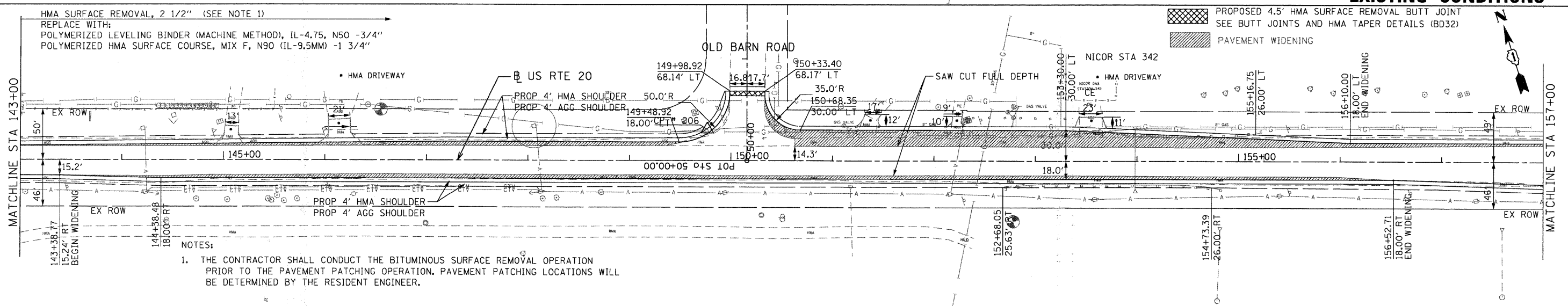
BY	DATE
SURVEYED	
DESIGNED	
DRAWN	
CHECKED	
IN CHARGE	
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BY	DATE
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CHECKED	
IN CHARGE	
DATE	

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 PLOT SCALE : 1"=50'  
 USER NAME : Millennium Professional Services

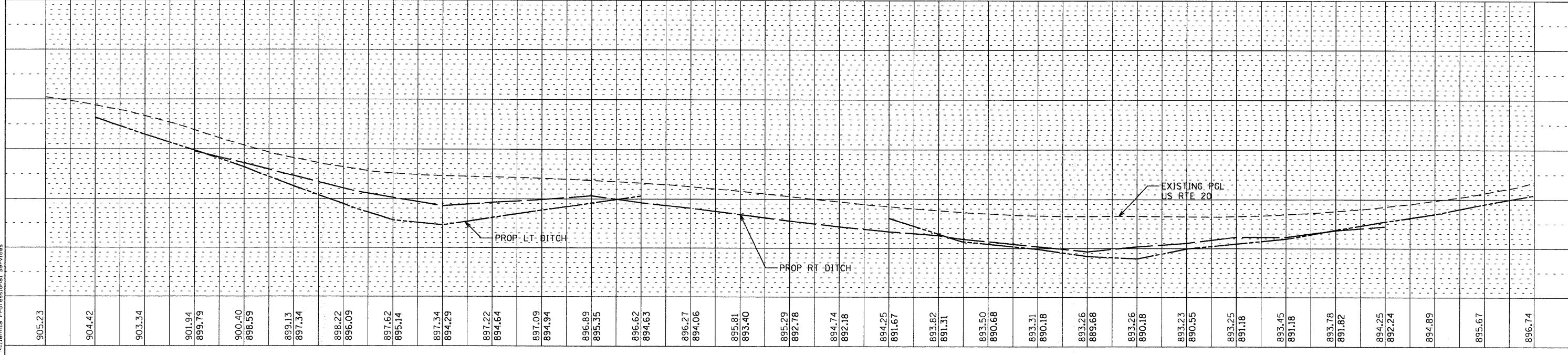


**EXISTING CONDITIONS**



**PROPOSED CONDITIONS**

- NOTES:
1. THE CONTRACTOR SHALL CONDUCT THE BITUMINOUS SURFACE REMOVAL OPERATION PRIOR TO THE PAVEMENT PATCHING OPERATION. PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED BY THE RESIDENT ENGINEER.



905.23	904.42	903.34	901.94	899.79	900.40	898.59	899.13	897.34	898.22	896.09	897.62	895.14	897.34	894.29	897.22	894.64	897.09	894.94	896.89	895.35	896.62	894.63	896.27	894.06	895.81	893.40	895.29	892.78	894.74	892.18	894.25	891.67	893.82	891.31	893.50	890.68	893.31	890.18	893.26	889.68	893.26	890.18	893.23	890.55	893.25	891.18	893.45	891.18	893.78	891.82	894.25	892.24	894.89	895.67	896.74
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DESIGNED	TVN	REVISED	-
DRAWN	TVN	REVISED	-
CHECKED	RPD	REVISED	-
DATE	4/9/2010	REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20  
 EAST OF PLANK ROAD TO WELD ROAD**

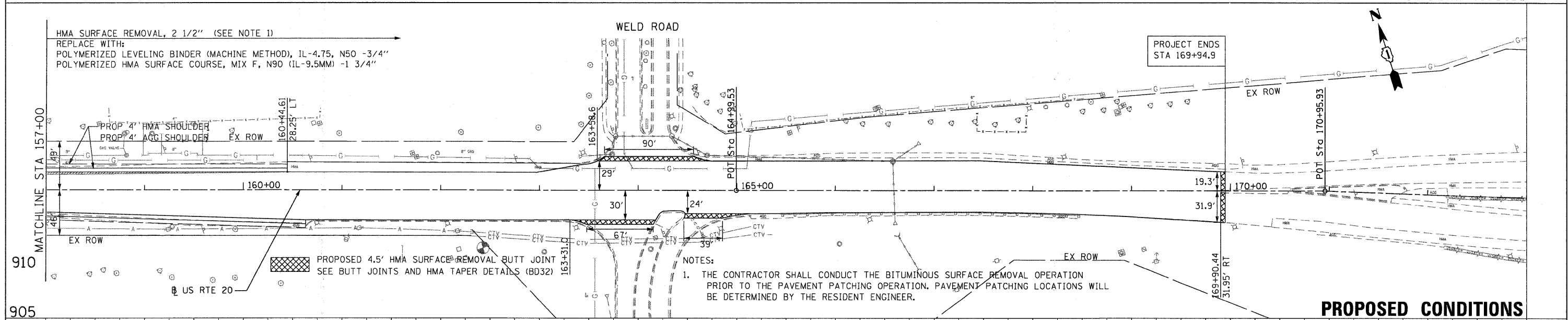
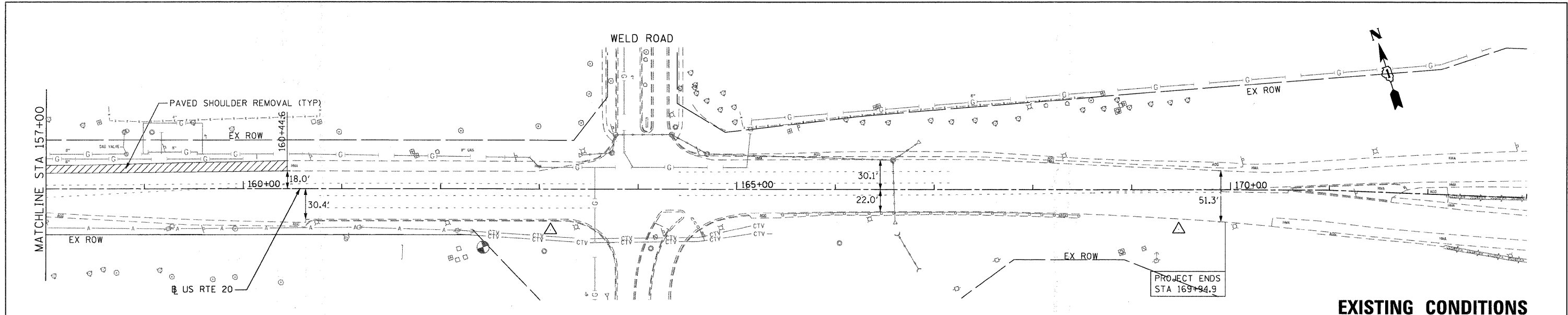
SCALE: 1"=50' SHEET NO. OF SHEETS STA. 143+00 TO STA. 157+00

F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 15
CONTRACT NO. 62529				

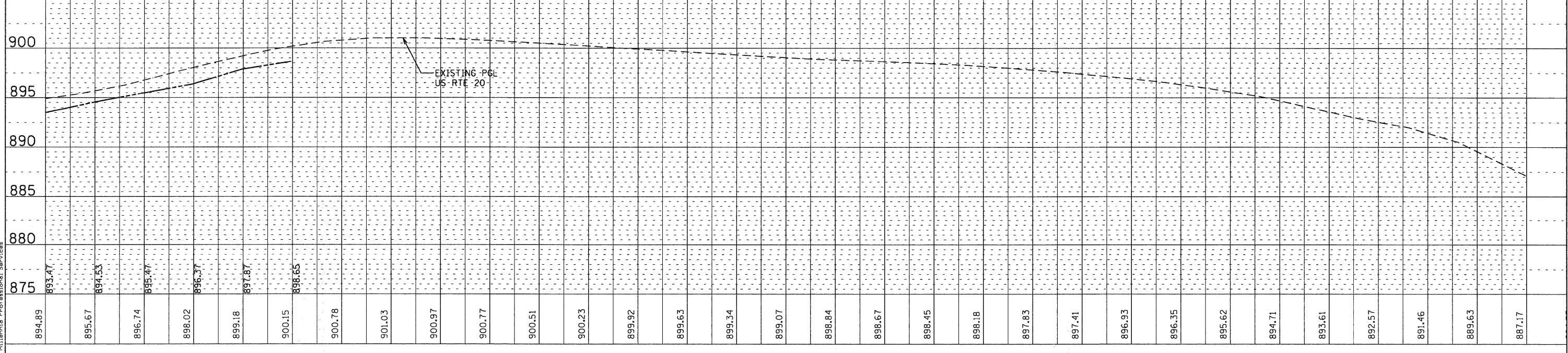
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REVISIONS	
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DATE	
BY	
SURVEYED	
ALIGNED	
NOTED	
PLANNED	
DESIGNED	
CHECKED	
REVISIONS	
NO.	

FILE NAME: F:\2009\ME89806\_Ver\_Ver\_Plan\CADD\W05\_US20\Sh1\162529.dgn  
 USER NAME: Millennium Professional Services



NOTES:  
 1. THE CONTRACTOR SHALL CONDUCT THE BITUMINOUS SURFACE REMOVAL OPERATION PRIOR TO THE PAVEMENT PATCHING OPERATION. PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED BY THE RESIDENT ENGINEER.



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DRAWN	TVN	REVISED	-
CHECKED	RPD	REVISED	-
DATE	4/9/2010	REVISED	-

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20**  
**EAST OF PLANK ROAD TO WELD ROAD**  
 SCALE: 1"=50' SHEET NO. OF 16 SHEETS STA. 157+00 TO STA. 169+60

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	16
CONTRACT NO.				62529

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MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS, SPECIAL PROVISIONS, APPLICABLE STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE THROUGH LANE IN EACH DIRECTION THROUGH OUT THE PROJECT AREA AT ALL TIMES.
4. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ALL ENTRANCES, APPROACHES, AND TEMPORARY ROADS WITHIN THE PROJECT LIMITS. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON, "AGGREGATE SURFACE COURSE, TYPE B."
5. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS
6. TYPE II BARRICADES SHALL BE PROVIDED AS SHOWN IN THE PLANS AND SPACED 50 FEET CENTER TO CENTER ON TANGENT, AND 15 FEET CENTER TO CENTER ON TAPERS AND CURVES.
7. THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY DRAINAGE AND EROSION CONTROL PROTECTION DURING ALL PHASES OF CONSTRUCTION.
8. ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
9. THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION.
10. THE CONTRACTOR SHALL PLACE A CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACED TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH, "CHANGEABLE MESSAGE SIGN".
11. THE CONTRACTOR SHALL PLACE "DRIVEWAY ENTRANCE" SIGNS AT EVERY COMMERCIAL ENTRANCE WITHIN THE PROJECT LIMITS WHERE ENTRANCE IS OBSTRUCTED DUE TO CONSTRUCTION AND/OR AS DIRECTED BY THE ENGINEER. SEE TEMPORARY INFORMATION SIGNS SHEET.
12. ALL TEMPORARY INFORMATION SIGNS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LUMP SUM FOR "TRAFFIC CONTROL AND PROTECTION SPECIAL".

STAGE I CONSTRUCTION

1. PERFORM HMA SURFACE REMOVAL AND THEN HMA PATCHING AS NOTED IN THE PLANS UTILIZE STANDARD TRAFFIC CONTROL.
2. PLACE TEMPORARY PAVEMENT MARKINGS AND TEMPORARY EROSION CONTROL MEASURES FOR STAGE I CONSTRUCTION AND SHIFT TRAFFIC TO THE STAGE 1 CONFIGURATION PER PLAN.
3. WIDEN NORTH SIDE OF US ROUTE 20, CONSTRUCT SHOULDERS, REGRADE EXISTING DITCHES AND INSTALL DRAINAGE ITEMS. SEE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS.
4. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE STAGE II TEMPORARY PAVEMENT MARKINGS FOR STAGE II CONSTRUCTION.

STAGE II CONSTRUCTION

1. SHIFT TRAFFIC TO THE STAGE II CONFIGURATION.
2. WIDEN SOUTH SIDE OF US ROUTE 20, CONSTRUCT SHOULDER, REGRADE EXISTING DITCHES AND INSTALL DRAINAGE ITEMS. SEE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS.

STAGE III CONSTRUCTION

1. PLACE HMA BINDER AND SURFACE COURSE. UTILIZE STANDARD TRAFFIC CONTROL.
2. PLACE FINAL PAVEMENT MARKINGS AND PERMANENT SEEDING UTILIZE STANDARD TRAFFIC CONTROL.

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 USER NAME = M:\mmp\p Professional Services



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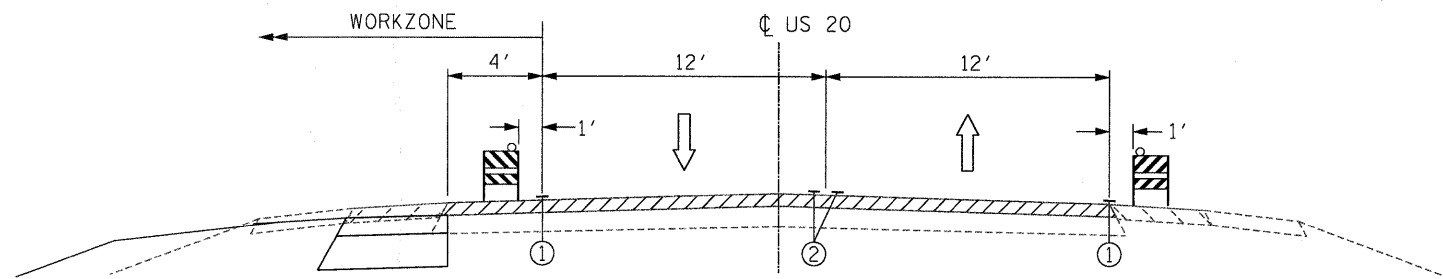
**U.S. ROUTE 20  
 EAST OF PLANK ROAD TO WELD ROAD**

**SUGGESTED STAGES OF CONSTRUCTION  
 AND TRAFFIC CONTROL  
 GENERAL NOTES AND DESCRIPTION**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BWRS-2	KANE	72	18
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT			CONTRACT NO. 62529	

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

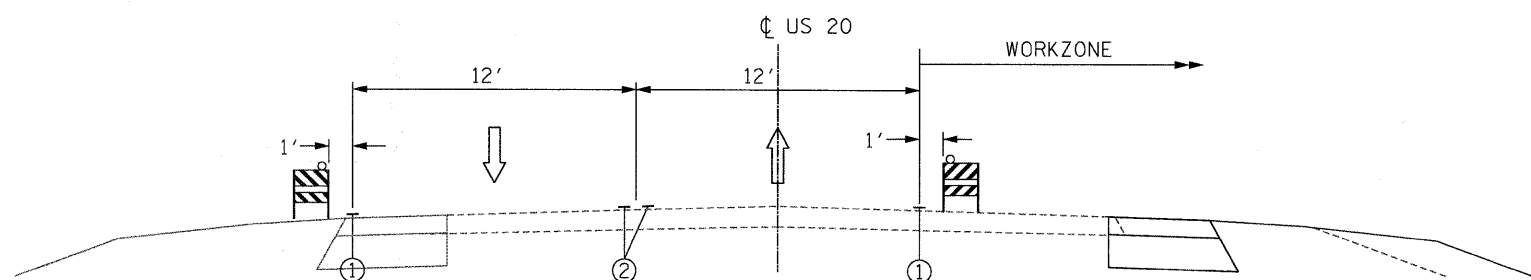
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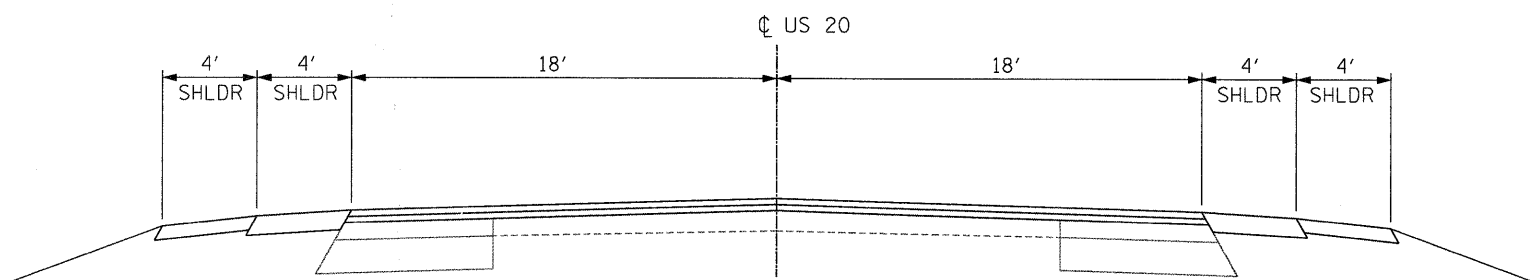
STAGE 1 TYPICAL SECTION  
US ROUTE 20

**LEGEND**

- ① 4 INCH WHITE EDGE LINE
- ② 4" DOUBLE YELLOW CENTERLINE



STAGE 2 TYPICAL SECTION  
US ROUTE 20



STAGE 3 TYPICAL SECTION  
US ROUTE 20

FILE NAME : P:\2009\ME09006\_Ver-Yar-Phil\CADD\W05\_L620\Shets\0162529-sh1-MOT02.dgn  
 USER : ME09006\_Ver-Yar-Phil  
 USER : Millennium Professional Services



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U.S. ROUTE 20  
EAST OF PLANK ROAD TO WELD ROAD

SUGGESTED STAGES OF CONSTRUCTION  
AND TRAFFIC CONTROL  
TYPICAL SECTIONS

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

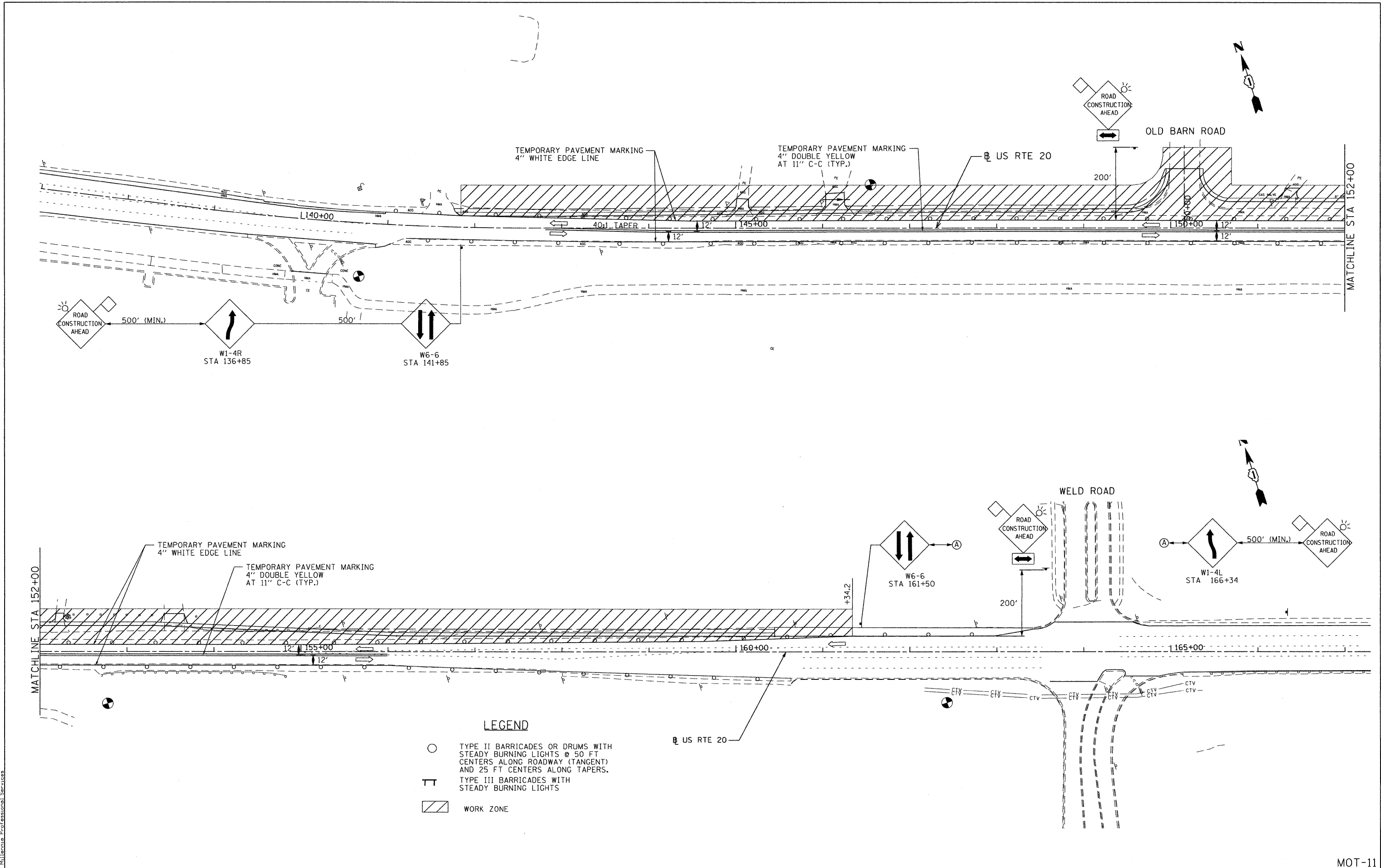
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	19
CONTRACT NO. 62529				

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LC. 4-21-2010

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 PLOT SCALE = 50,000% / IN.  
 USER NAME = Millennium Professional Services



**LEGEND**

- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT) AND 25 FT CENTERS ALONG TAPERS.
- ⊥ TYPE III BARRICADES WITH STEADY BURNING LIGHTS
- ▨ WORK ZONE

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20  
 EAST OF PLANK ROAD TO WELD ROAD**

**SUGGESTED STAGES OF CONSTRUCTION  
 AND TRAFFIC CONTROL  
 STAGE - 1**

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

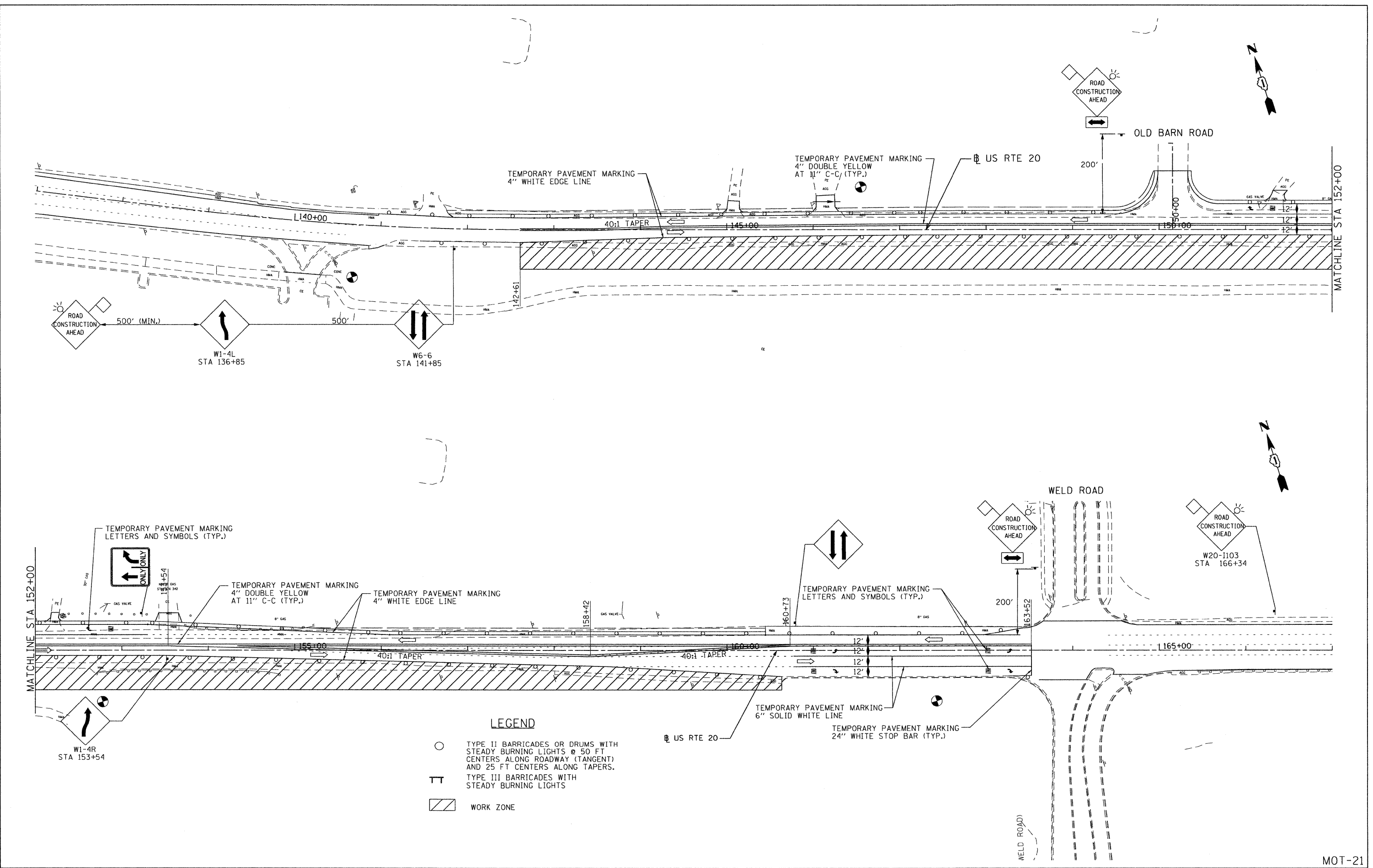
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345	8WRS-2	KANE	72	20
CONTRACT NO. 62529				

MOT-11

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 PLOT SCALE : 50.0000' / IN.  
 USER NAME : Millennium Professional Services



**LEGEND**

- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT) AND 25 FT CENTERS ALONG TAPERS.
- ⊥ TYPE III BARRICADES WITH STEADY BURNING LIGHTS
- ▨ WORK ZONE

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 DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20  
 EAST OF PLANK ROAD TO WELD ROAD**

**SUGGESTED STAGES OF CONSTRUCTION  
 AND TRAFFIC CONTROL  
 STAGE - 2**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	21
CONTRACT NO. 62529				

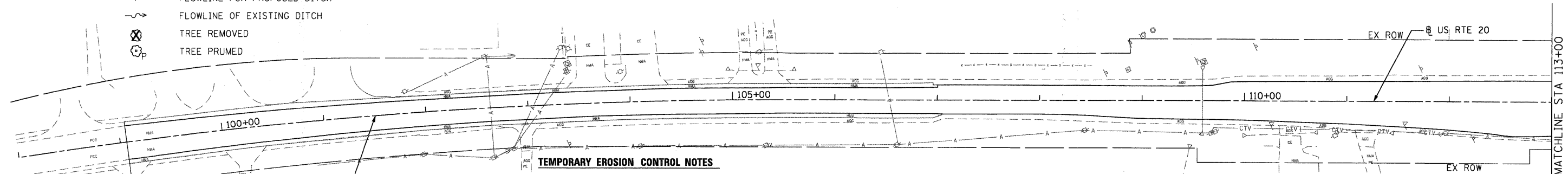
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**LEGEND**

- TEMPORARY DITCH CHECK, ROLLED EXCELSIOR SPACED 150' (TYP), UNLESS NOTED OTHERWISE ON THE PLANS (SEE STD 280001)
- SEDIMENT CONTROL, SILT FENCE (SEE STD 280001)
- INLET AND PIPE PROTECTION (SEE STANDARD 280001)
- TEMPORARY FENCE
- CONSTRUCTION WORK ZONE
- TEMPORARY PAVEMENT
- FLOWLINE FOR PROPOSED DITCH
- FLOWLINE OF EXISTING DITCH
- TREE REMOVED
- TREE PRUNED

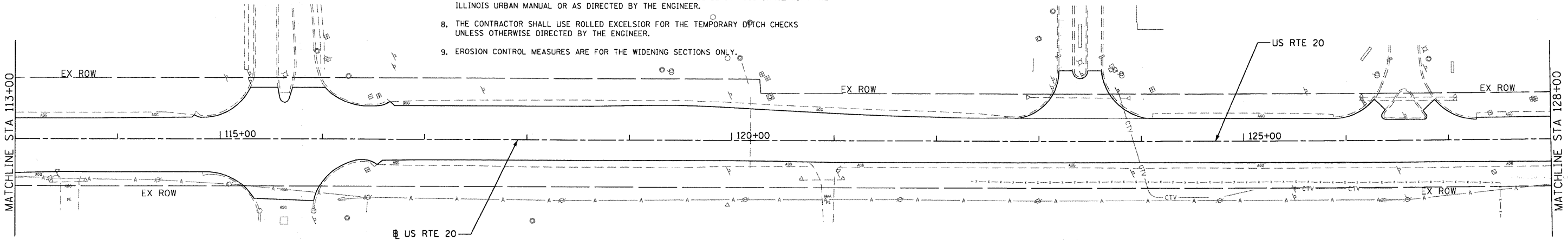
RESURFACING SECTION (SEE NOTE 9)



**TEMPORARY EROSION CONTROL NOTES**

1. THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL MEASURES PRIOR TO THE START OF CONSTRUCTION OPERATIONS WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS. PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS WILL BE UTILIZED THROUGHOUT THE CONSTRUCTION LIMITS.
2. TEMPORARY EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 280-TEMPORARY EROSION CONTROL OF THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS AND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
3. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN HIGHWAY STANDARD 280001.
4. WEEKLY SITE INSPECTIONS AND APPROPRIATE MAINTENANCE OF ALL EROSION CONTROL MEASURES/DEVICES SHALL BE CONDUCTED AND DOCUMENTED AT ALL TIMES DURING CONSTRUCTION AND ESPECIALLY PRIOR TO, DURING, AND AFTER RAIN EVENTS. THE CONTRACTOR SHALL IMMEDIATELY PLACE AND MAINTAIN TEMPORARY EROSION CONTROL SEEDING AT ALL ERODIBLE/BARE AREAS IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. SEE SWPPP FOR ADDITIONAL REQUIREMENTS AND INFORMATION.
5. THE CONTRACTOR SHALL PLACE SEDIMENT CONTROL AND SILT FENCE AROUND ALL EARTH STOCKPILES.
6. EROSION CONTROL MEASURES PLACED ON THE NORTH SIDE OF US RTE 20 DURING STAGE 1 AND THE SOUTH SIDE OF US RTE 20 DURING STAGE 2 SHALL REMAIN IN PLACE AND MAINTAINED THROUGH OUT STAGE 3 UNTIL NO LONGER REQUIRED.
7. AGGREGATE (EROSION CONTROL) AND FILTER FABRIC HAVE BEEN INCLUDED IN THE PLANS FOR STABILIZED CONSTRUCTION ENTRANCES/EXITS. LOCATIONS OF THE ENTRANCES/EXITS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE INSTALLATION OF THE ENTRANCE/EXITS SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL OR AS DIRECTED BY THE ENGINEER.
8. THE CONTRACTOR SHALL USE ROLLED EXCELSIOR FOR THE TEMPORARY DITCH CHECKS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
9. EROSION CONTROL MEASURES ARE FOR THE WIDENING SECTIONS ONLY.

PROJECT BEGINS  
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RESURFACING SECTION (SEE NOTE 9)

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 USER NAME : Phil  
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**U.S. ROUTE 20  
EAST OF PLANK ROAD TO WELD ROAD**

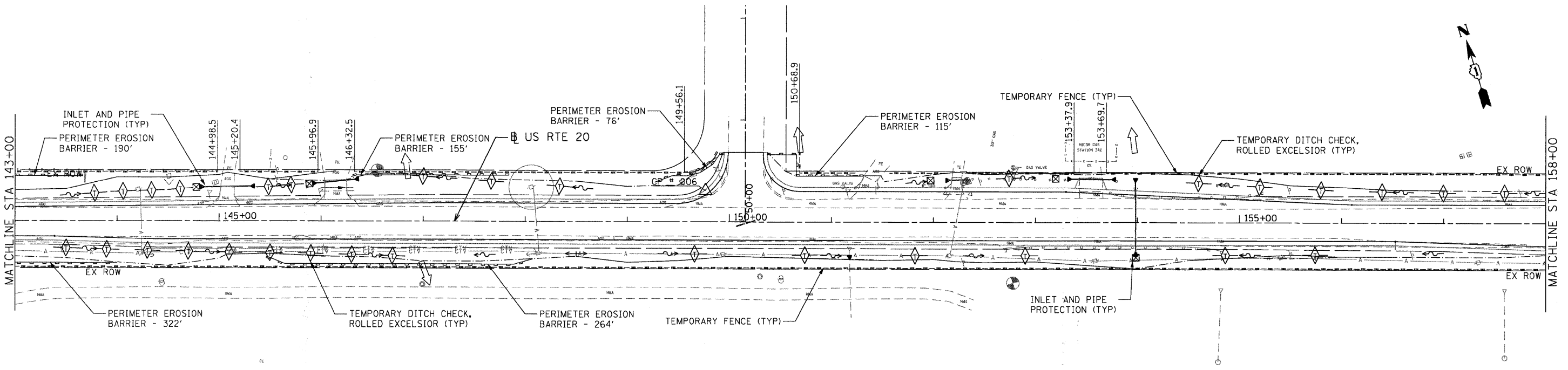
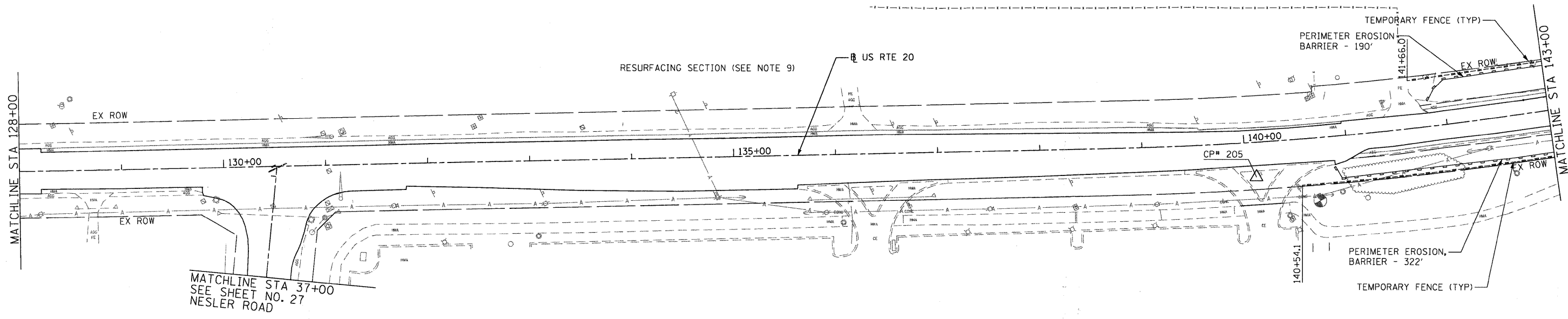
**EROSION CONTROL PLAN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BWRS-2	KANE	72	22
CONTRACT NO. 62529				

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



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 USER NAME: M. Williams Professional Services



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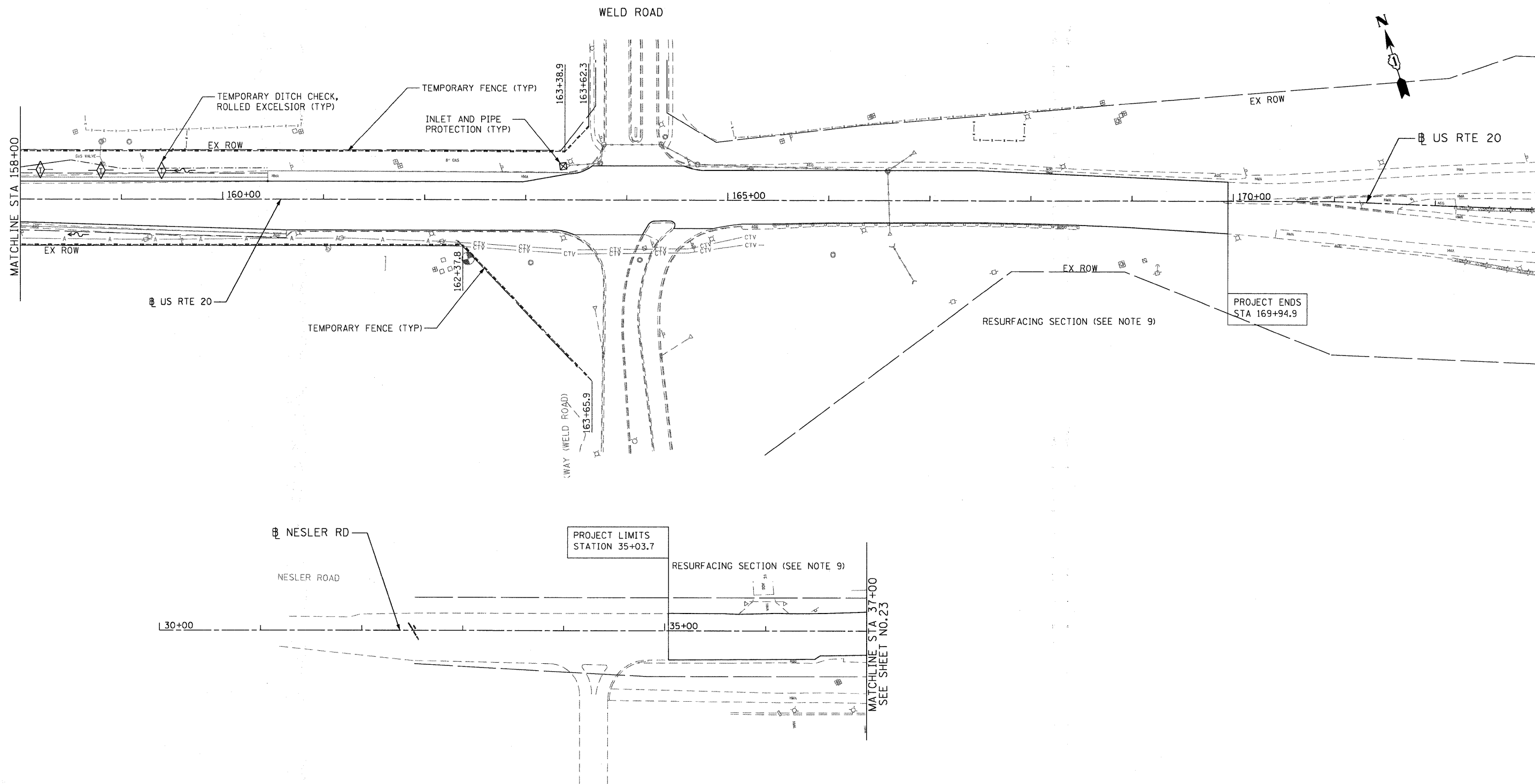
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20**  
**EAST OF PLANK ROAD TO WELD ROAD**  
**EROSION CONTROL PLAN**

F.A.P. RTE. 345	SECTION BWRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 23
CONTRACT NO. 62529				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ERO-2

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 USER NAME = M1\mccomb Professional Services



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**U.S. ROUTE 20**  
**EAST OF PLANK ROAD TO WELD ROAD**

**EROSION CONTROL PLAN**

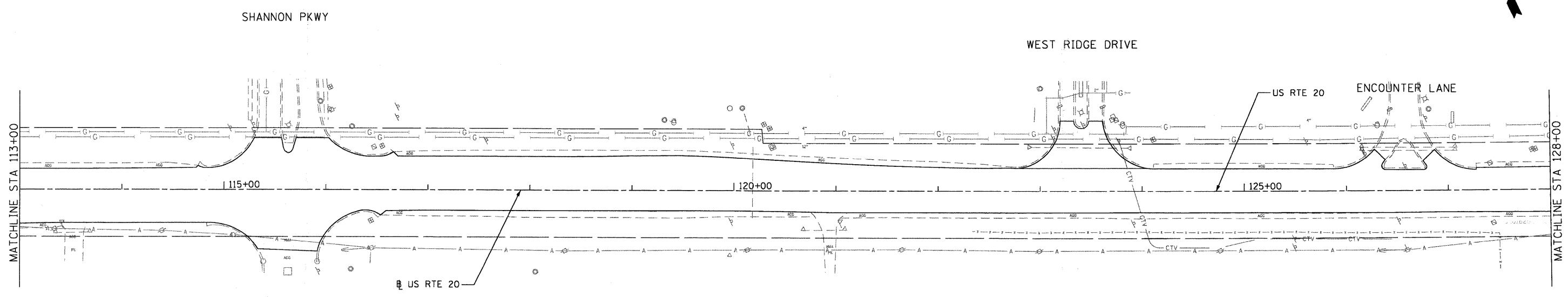
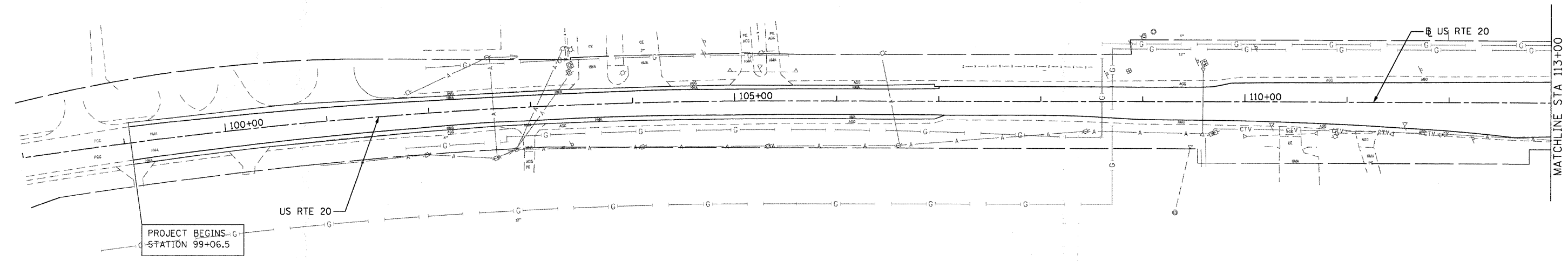
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	24
CONTRACT NO. 62529				

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

ERO-3

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT  
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 USER MAKE : Millennium Professional Services



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**DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20**  
**EAST OF PLANK ROAD TO WELD ROAD**

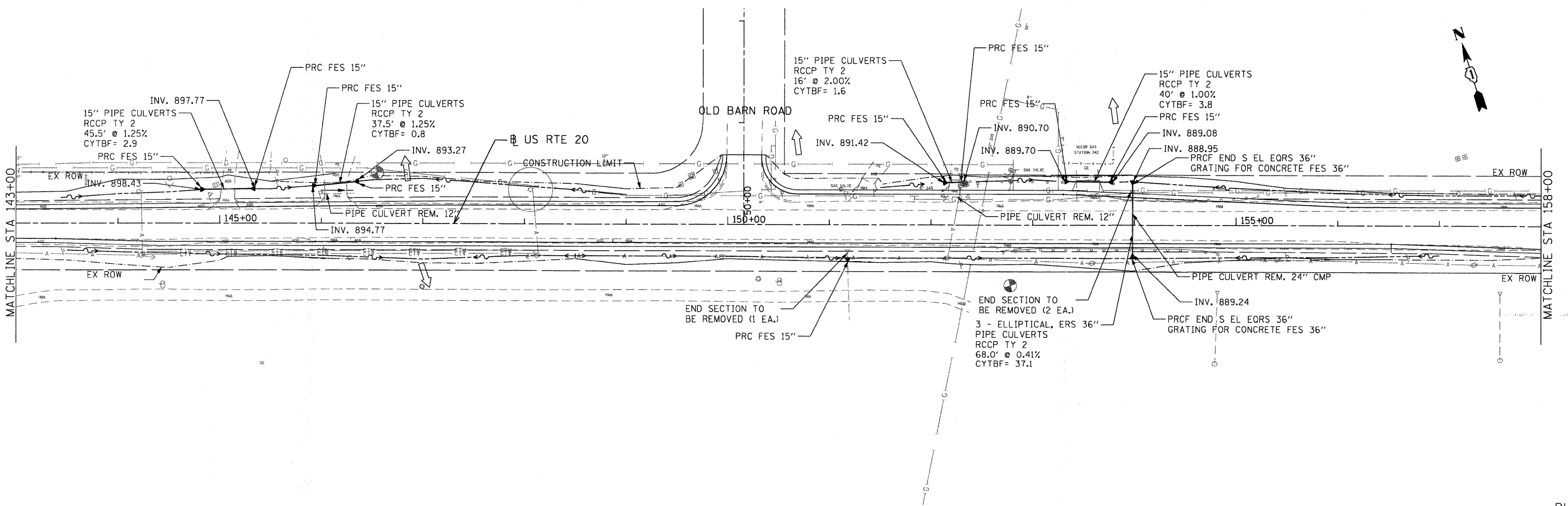
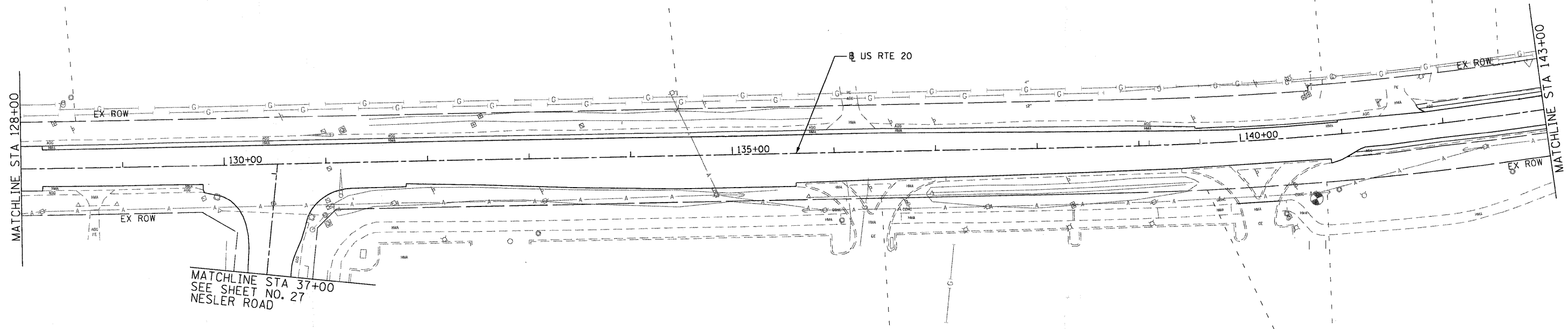
**DRAINAGE & UTILITY PLANS**

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	25
CONTRACT NO. 62529				

DU-1

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 USER NAME = M.J. Millenia, Professional Services



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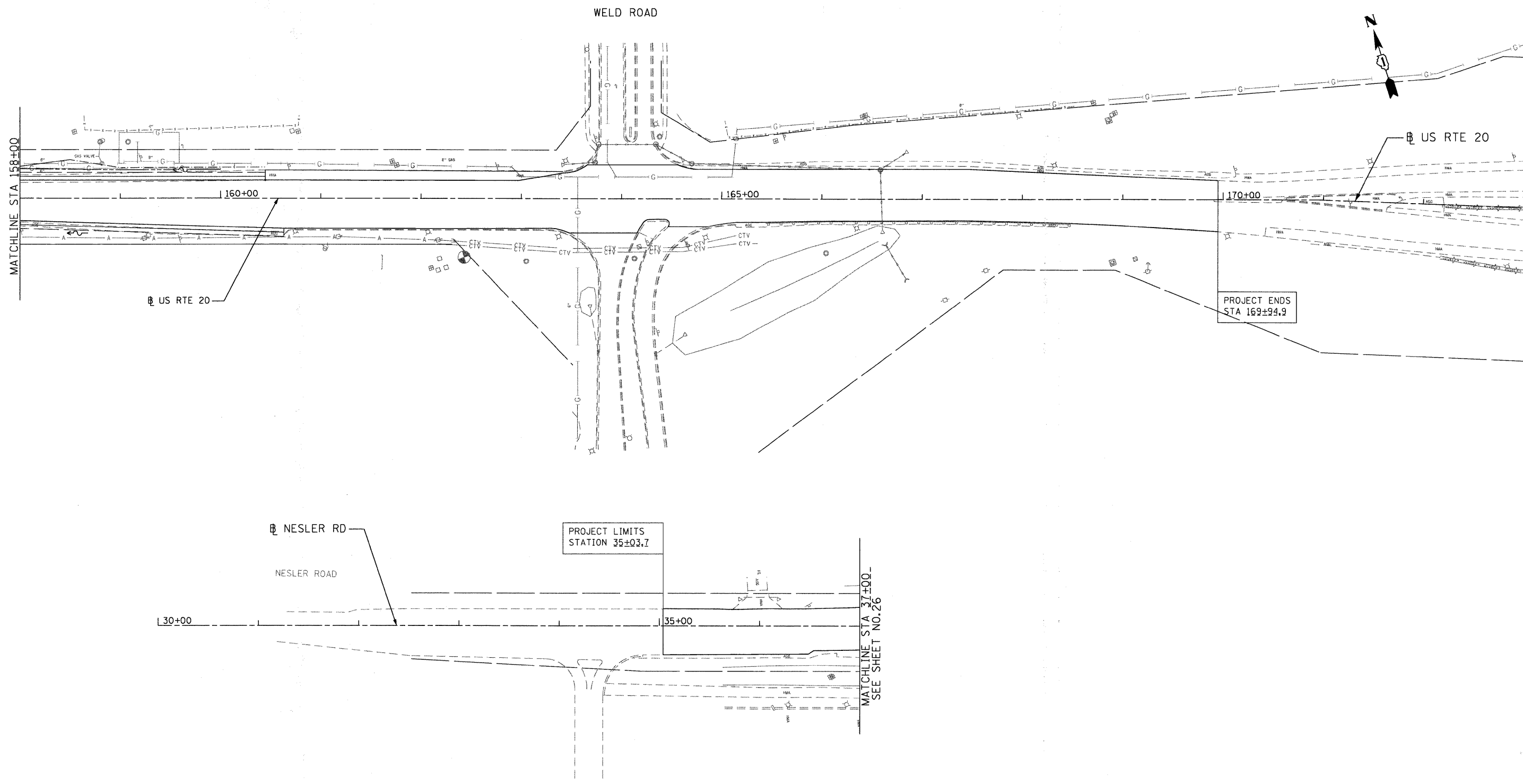
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20**  
**EAST OF PLANK ROAD TO WELD ROAD**  
**DRAINAGE & UTILITY PLANS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BWRS-2	KANE	72	26
CONTRACT NO. 62529				

DU-2



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DATE -	4/29/2010	REVISED -	---

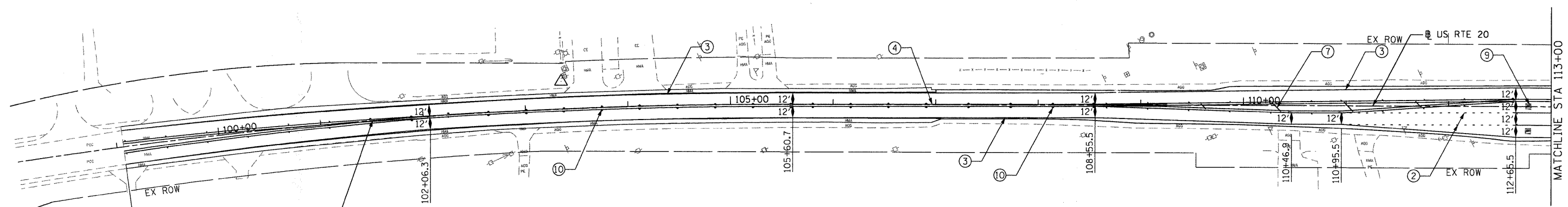
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20**  
**EAST OF PLANK ROAD TO WELD ROAD**

**DRAINAGE & UTILITY PLANS**

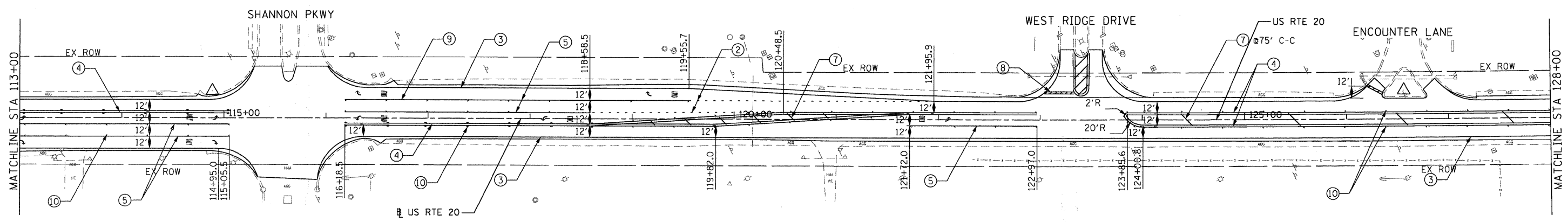
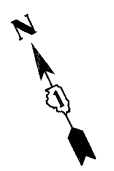
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	27
CONTRACT NO. 62529				

DU-3



PROJECT BEGINS  
STATION 99+06.5

MATCHLINE STA 113+00



MATCHLINE STA 113+00

MATCHLINE STA 128+00

PAVEMENT MARKING LEGEND (SEE NOTE 2)

- ① THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE (30' SKIP 10' DASH)
- ② THERMOPLASTIC PAVEMENT MARKING 6" WHITE LANE LINE (6' SKIP 2' DASH)
- ③ THERMOPLASTIC PAVEMENT MARKING 4" SOLID WHITE LINE
- ④ THERMOPLASTIC PAVEMENT MARKING 4" DOUBLE YELLOW LINE 11" C-C
- ⑤ THERMOPLASTIC PAVEMENT MARKING 6" WHITE LINE
- ⑥ THERMOPLASTIC PAVEMENT MARKING 12" WHITE LINE
- ⑦ THERMOPLASTIC PAVEMENT MARKING 12" DIAGONAL YELLOW LINE
- ⑧ THERMOPLASTIC PAVEMENT MARKING 24" WHITE STOP BAR
- ⑨ THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (TYP)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER (SEE NOTE 3)

NOTES:

- 1. REFER TO DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
- 2. REFER TO DISTRICT 1 RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) FOR ADDITIONAL INFORMATION.

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 USER NAME : Millennium Professional Services



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**U.S. ROUTE 20  
EAST OF PLANK ROAD TO WELD ROAD**

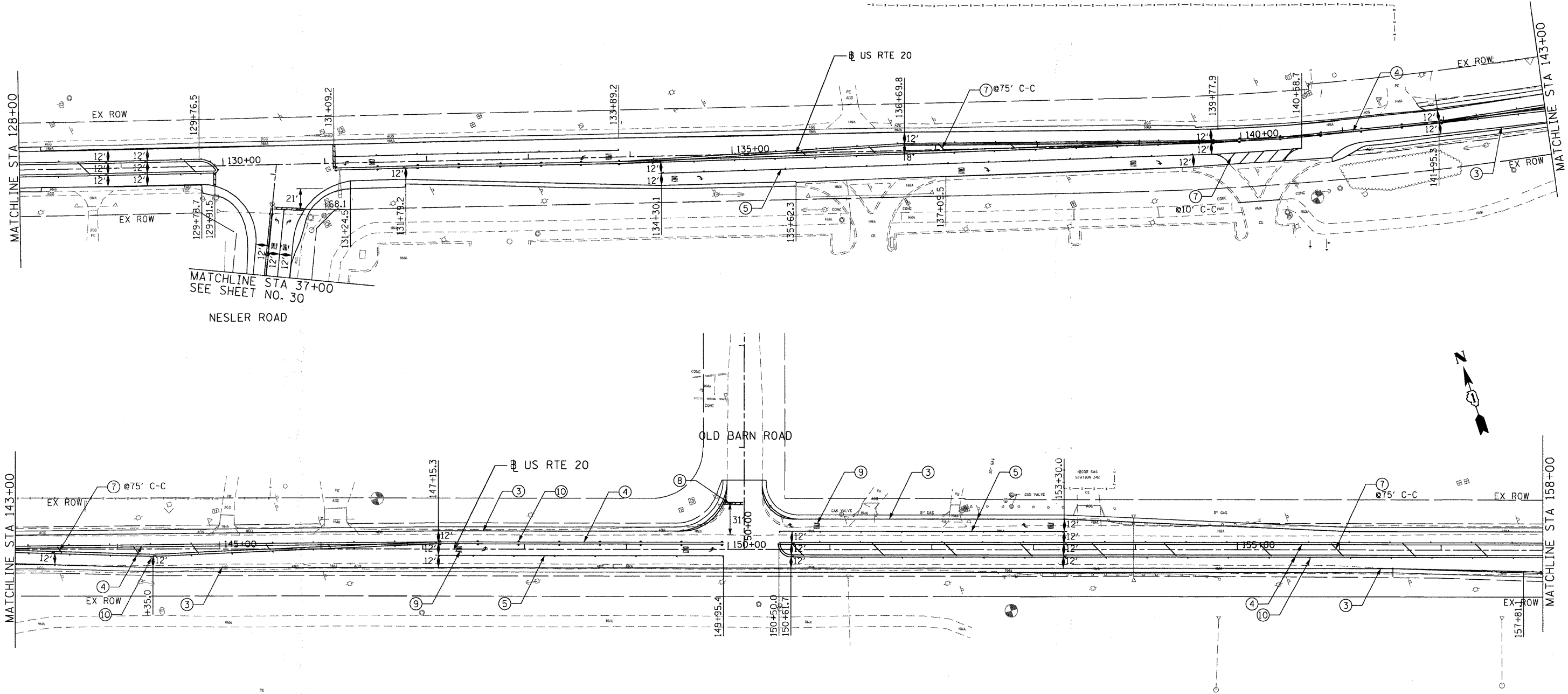
**PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. 105+60 TO STA. 144+00

F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 28
CONTRACT NO. 62529				

PMK-1

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PAVEMENT MARKING LEGEND (SEE NOTE 2)

- ① THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE (30' SKIP 10' DASH)
- ② THERMOPLASTIC PAVEMENT MARKING 6" WHITE LANE LINE (6' SKIP 2' DASH)
- ③ THERMOPLASTIC PAVEMENT MARKING 4" SOLID WHITE LINE
- ④ THERMOPLASTIC PAVEMENT MARKING 4" DOUBLE YELLOW LINE 11" C-C
- ⑤ THERMOPLASTIC PAVEMENT MARKING 6" WHITE LINE
- ⑥ THERMOPLASTIC PAVEMENT MARKING 12" WHITE LINE
- ⑦ THERMOPLASTIC PAVEMENT MARKING 12" DIAGONAL YELLOW LINE
- ⑧ THERMOPLASTIC PAVEMENT MARKING 24" WHITE STOP BAR
- ⑨ THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (TYP)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER (SEE NOTE 3)

NOTES:

1. REFER TO DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
2. REFER TO DISTRICT 1 RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) FOR ADDITIONAL INFORMATION.

FILE NAME = P:\2009\ME09006\_Ver\Ver\_Plan\CADD\W05\_US20\Shets\162529-shr-PMK-2.dgn  
 USER NAME = MILLENNIA PROFESSIONAL SERVICES



200 22ND Street, Suite 216, Lombard, IL 60148  
 630.785.0110 voice, 630.839.2566 fax  
 WWW.MPS-IL.COM

MILLENNIA PROFESSIONAL SERVICES

DESIGNED - TVN	REVISED -
DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 4/9/2010	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20**  
**EAST OF PLANK ROAD TO WELD ROAD**

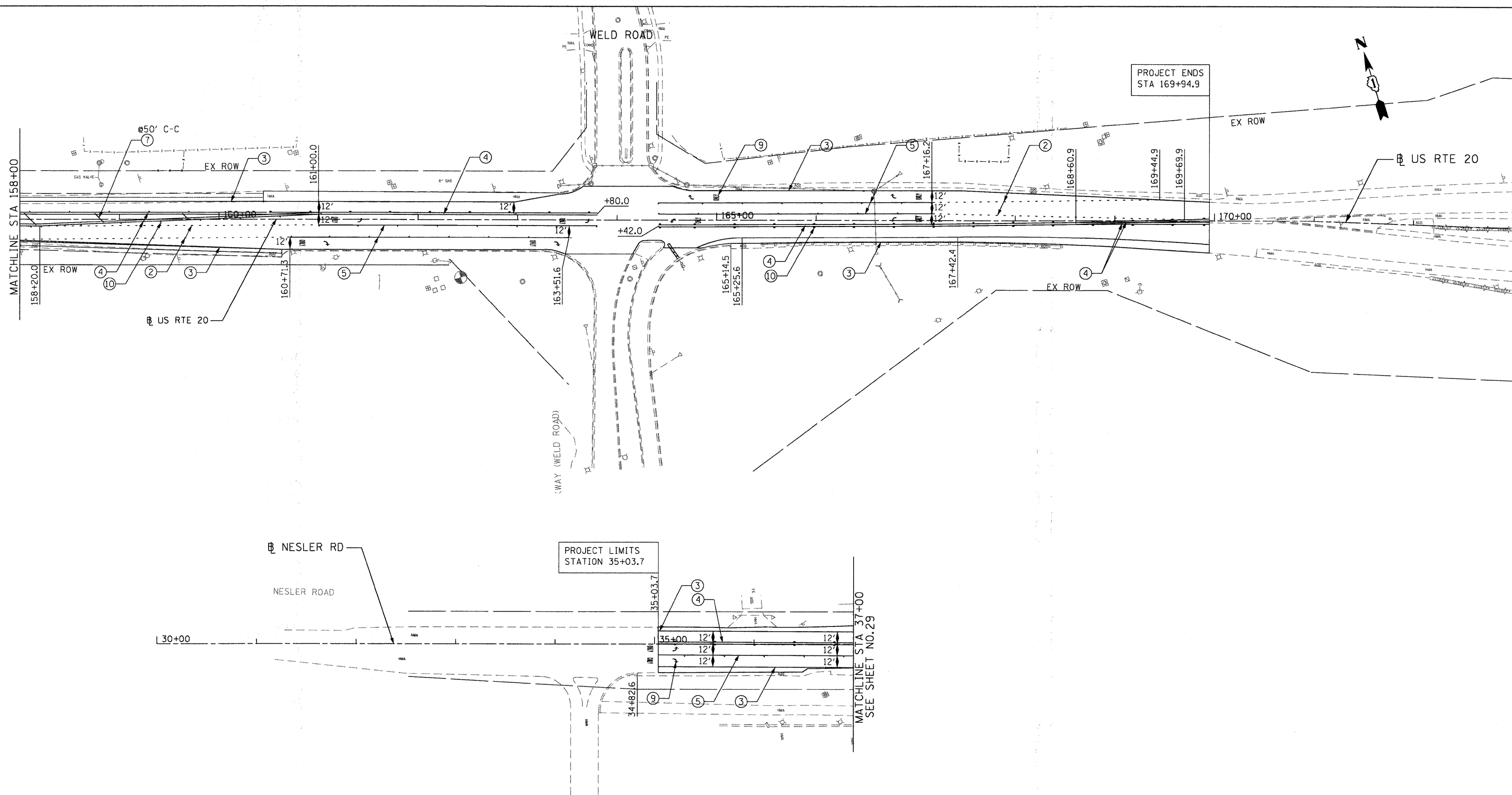
**PAVEMENT MARKING PLAN**

SCALE: SHEET NO. OF SHEETS STA. 114+00 TO STA. 157+00

F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 29
CONTRACT NO. 62529				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT  
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PMK-2



**PAVEMENT MARKING LEGEND (SEE NOTE 2)**

- ① THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE (30' SKIP 10' DASH)
- ② THERMOPLASTIC PAVEMENT MARKING 6" WHITE LANE LINE (6' SKIP 2' DASH)
- ③ THERMOPLASTIC PAVEMENT MARKING 4" SOLID WHITE LINE
- ④ THERMOPLASTIC PAVEMENT MARKING 4" DOUBLE YELLOW LINE 11" C-C
- ⑤ THERMOPLASTIC PAVEMENT MARKING 6" WHITE LINE
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- ⑨ THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (TYP)
- ⑩ RAISED REFLECTIVE PAVEMENT MARKER (SEE NOTE 3)

**NOTES:**

1. REFER TO DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
2. REFER TO DISTRICT 1 RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) FOR ADDITIONAL INFORMATION.

P:\2009\ME09006.Ver\Var\_Phil\CADD\W05\US20\Shets\0162529-shet-PMK-3.dgn  
 USER NAME: Phil  
 USER ID: 1000



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**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED - TVN	REVISED -
DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 4/9/2010	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20  
 EAST OF PLANK ROAD TO WELD ROAD**

**PAVEMENT MARKING PLAN**

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

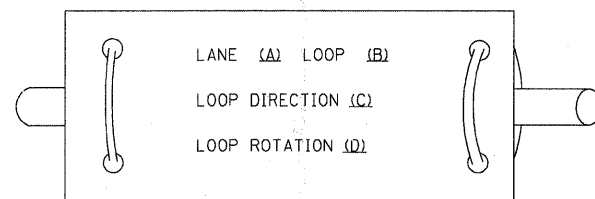
F.A.P. RTE. 345	SECTION BWRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 30
CONTRACT NO. 62529				

PMK-3

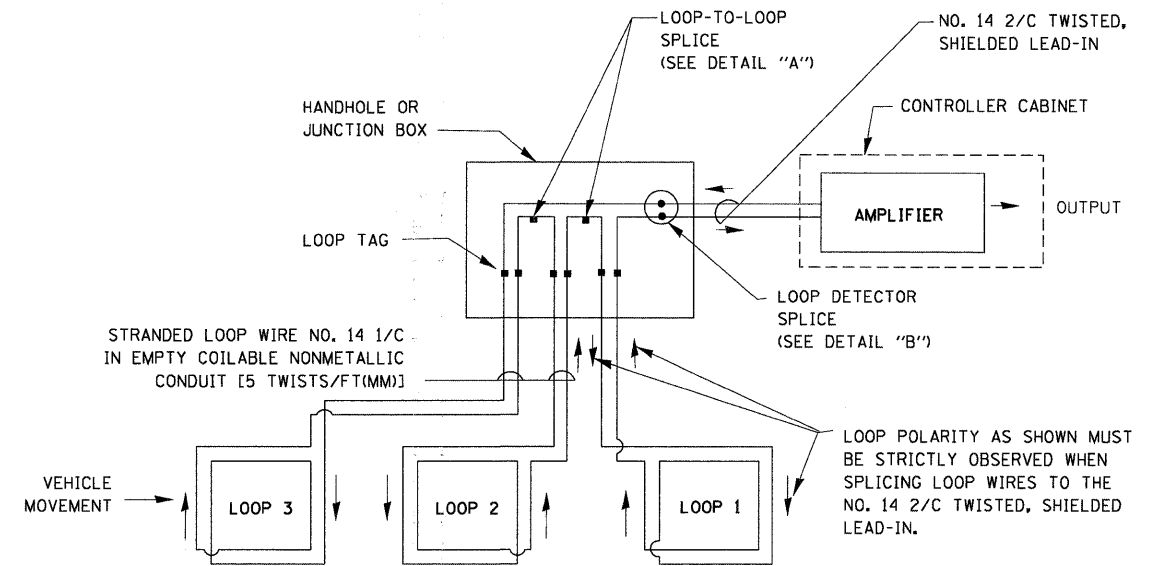
**LOOP DETECTOR NOTES**

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**

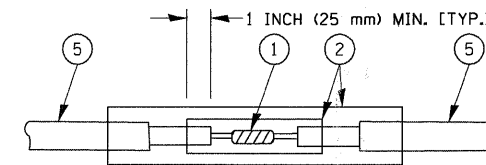


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

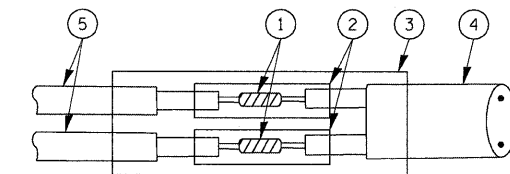


**DETECTOR LOOP WIRING SCHEMATIC**

- 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.

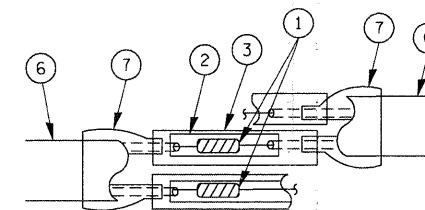


**DETAIL "A"  
LOOP-TO-LOOP SPLICE**



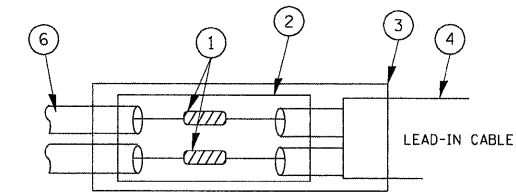
**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



**DETAIL "A"  
LOOP-TO-LOOP SPLICE**

**PREFORMED LOOP**



**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

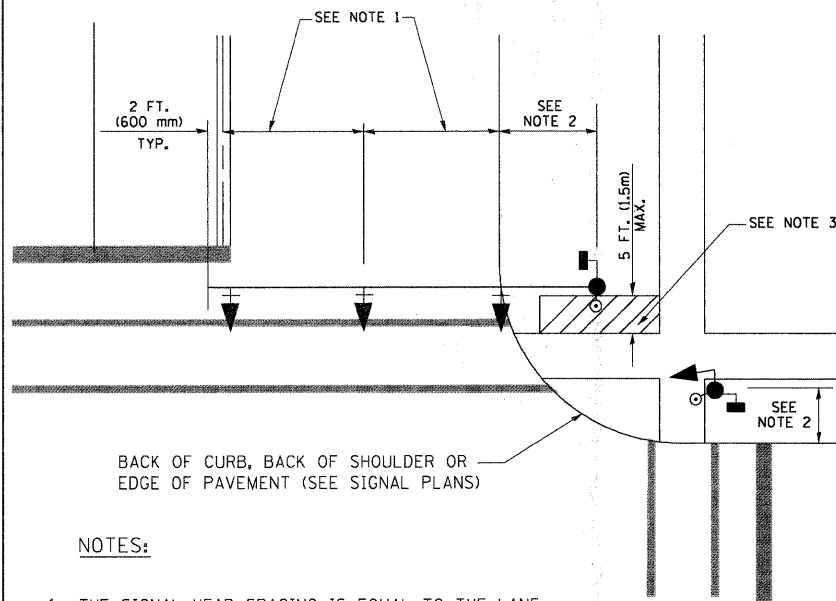
**LOOP DETECTOR SPLICE**

- 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 PREFORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = kanthaphixaybc	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 31
ct\pwork\PWIDOT\KANTHAPHIXAYBC\d81126\4\traffic_legend_v7.dgn	DRAWN - BCK	REVISED -	CONTRACT NO. 62529							
PLOT SCALE = 20,0000' / IN.	CHECKED - DAD	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -	SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.							

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

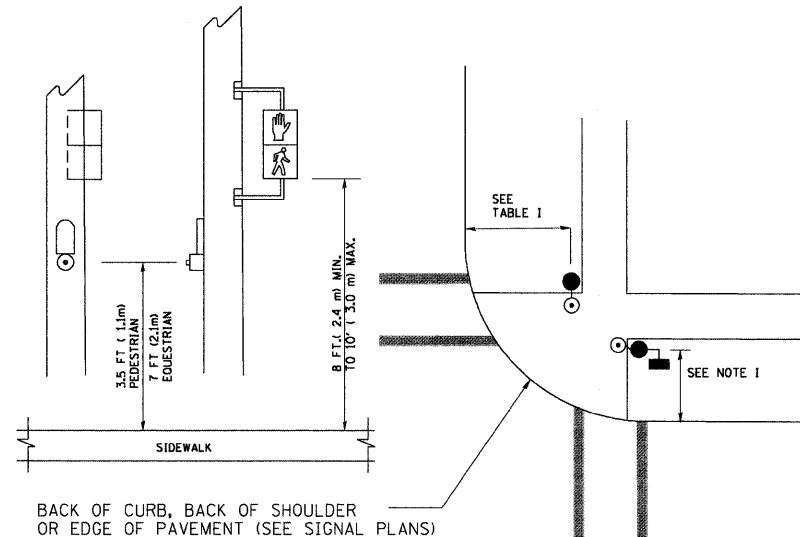
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

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

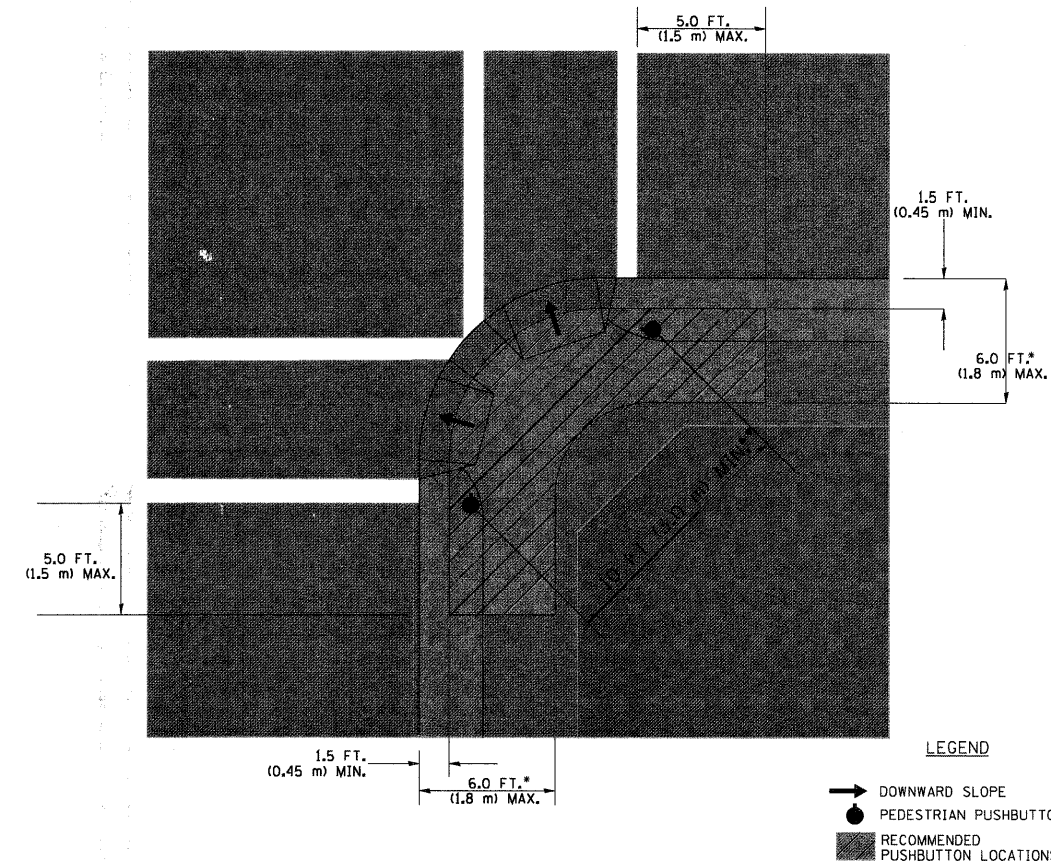
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



**LEGEND**

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

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

**NOTES:**

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

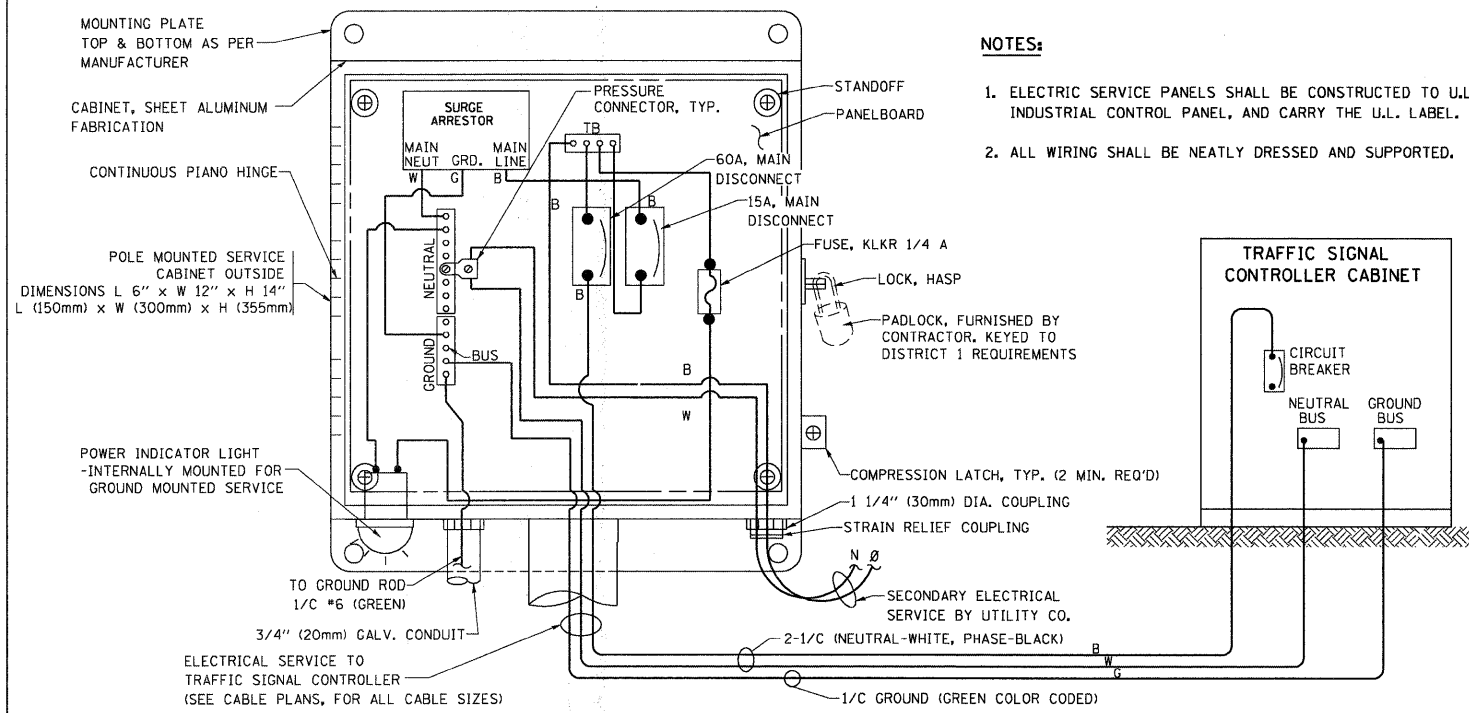
**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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

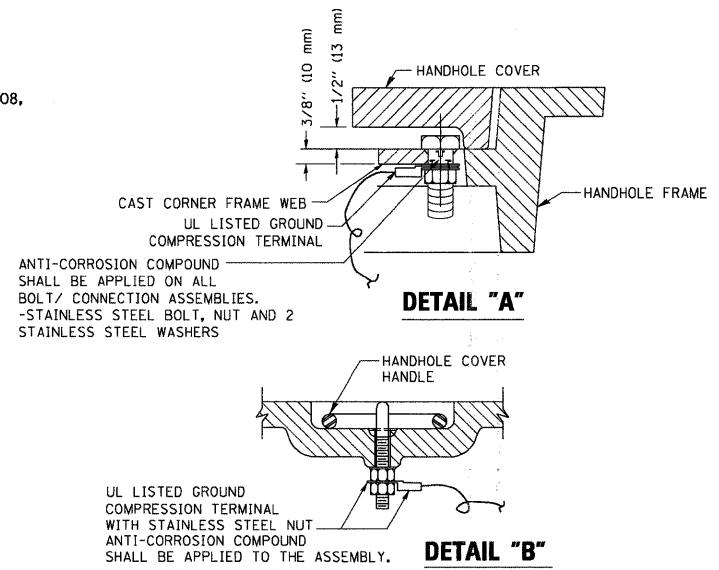
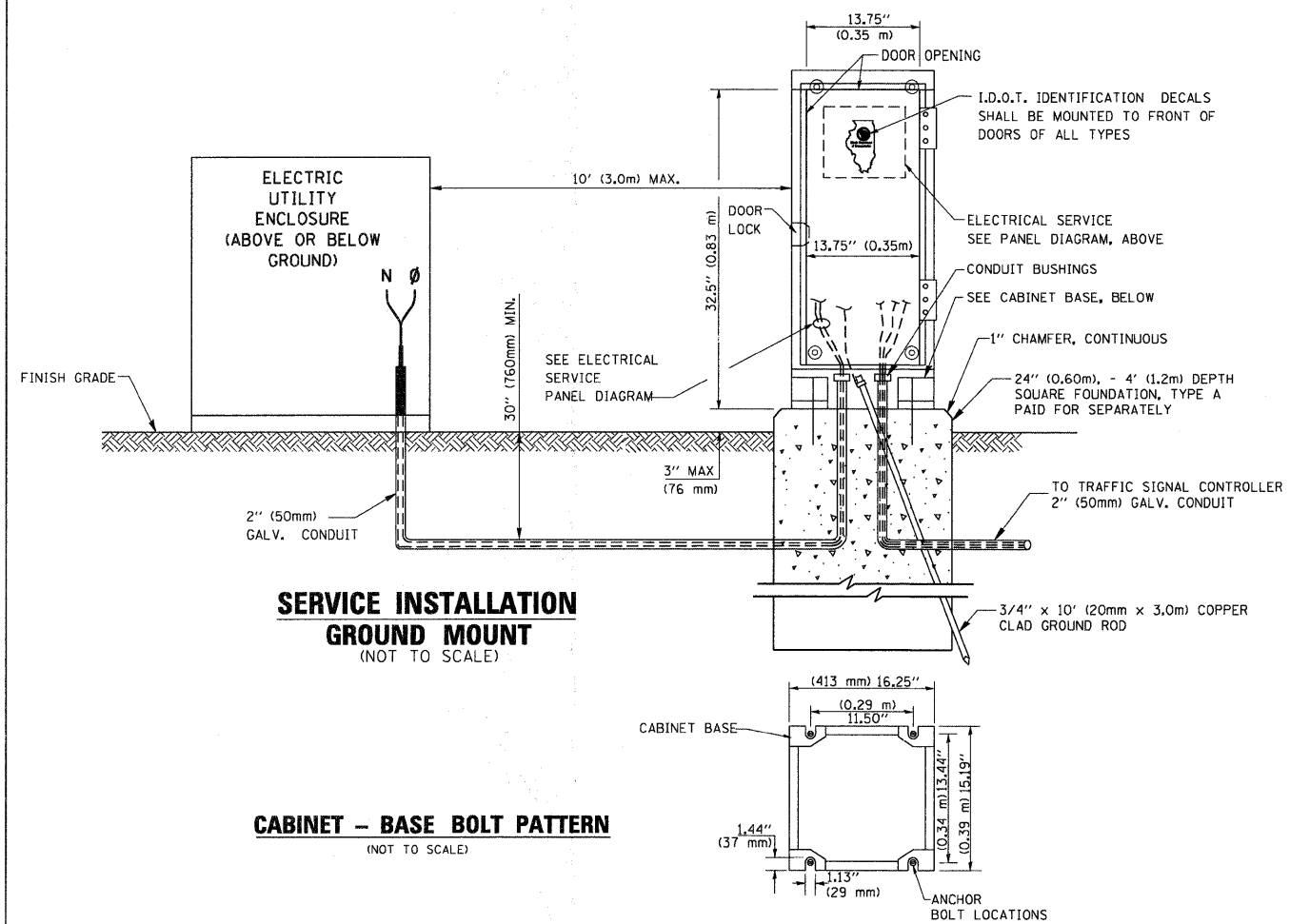
**NOTES:**

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

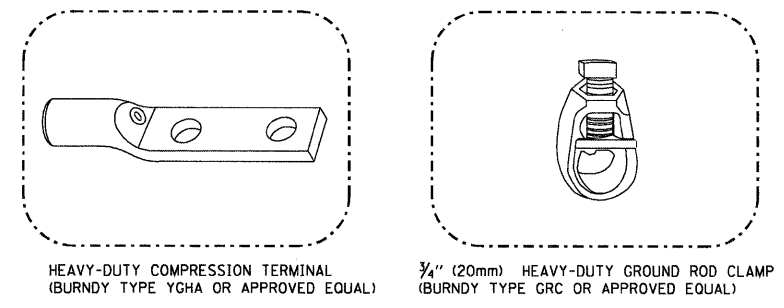
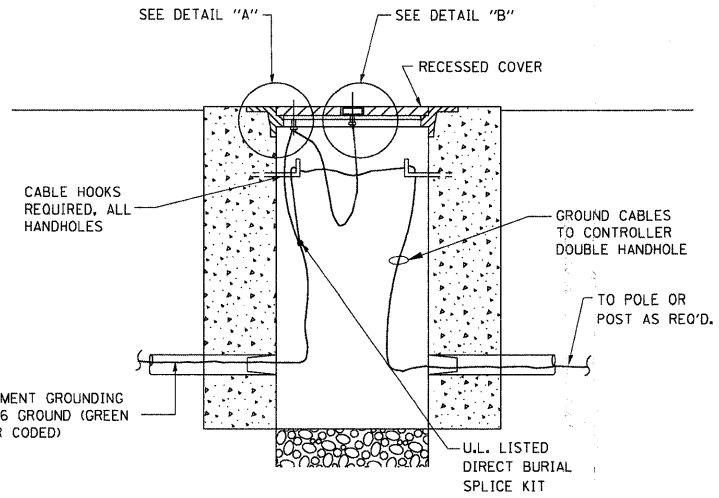




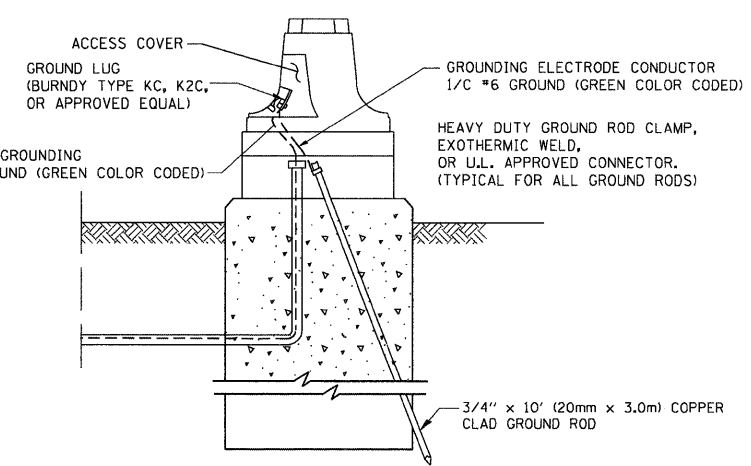
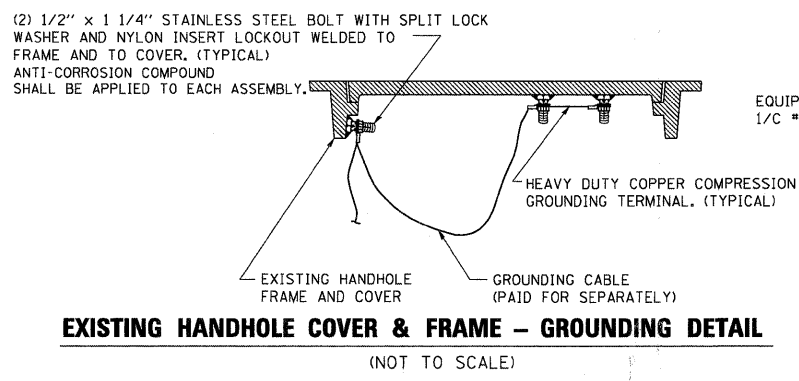
**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)

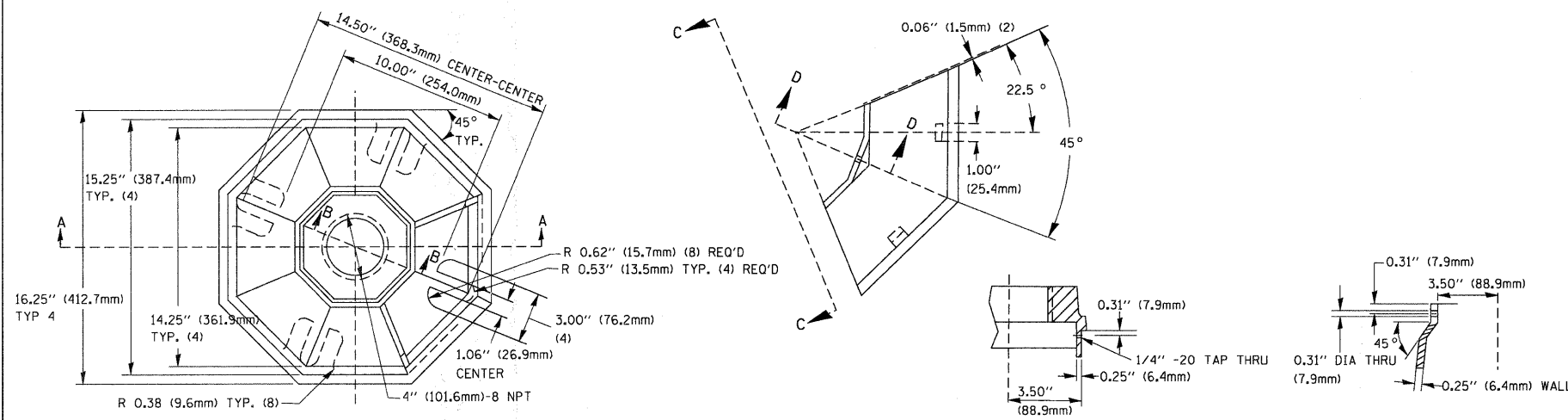


- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED 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.

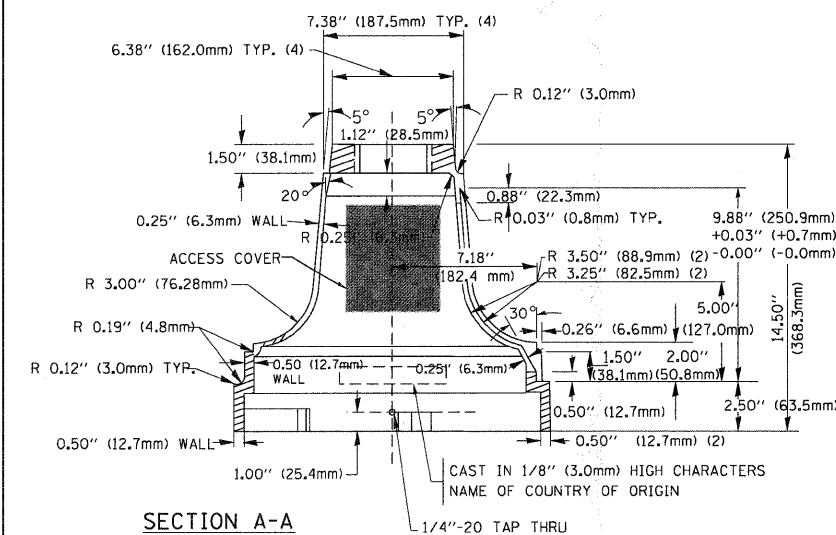




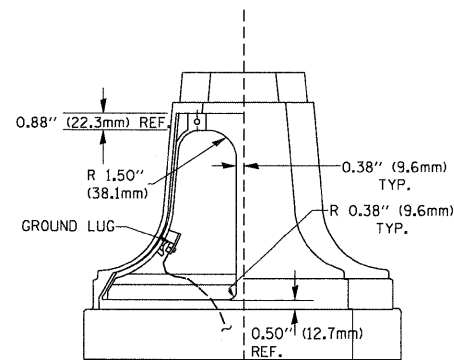
TOP VIEW

SECTION B-B

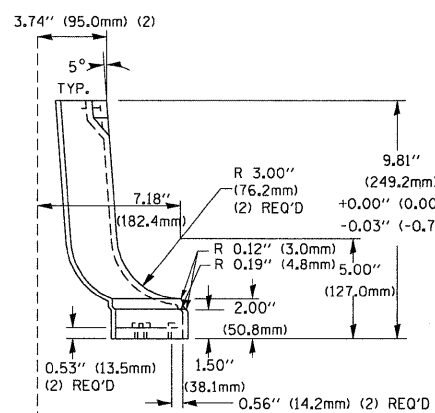
SECTION D-D



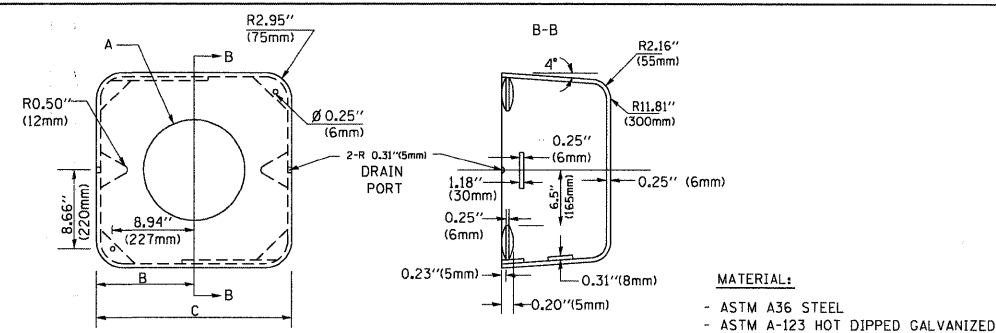
SECTION A-A



VIEW C-C



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)

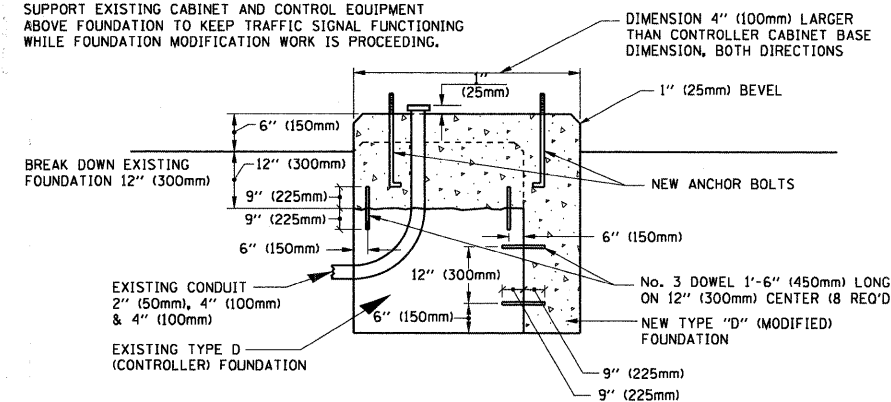
SHROUD

NOTES:

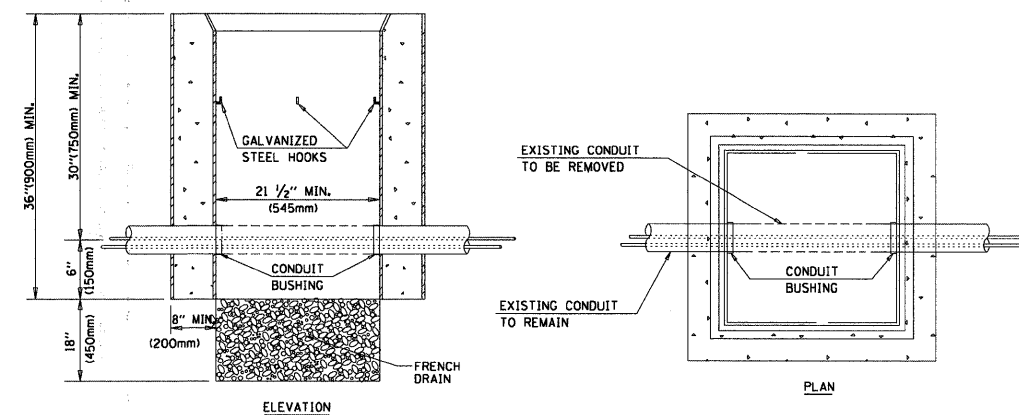
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
- THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



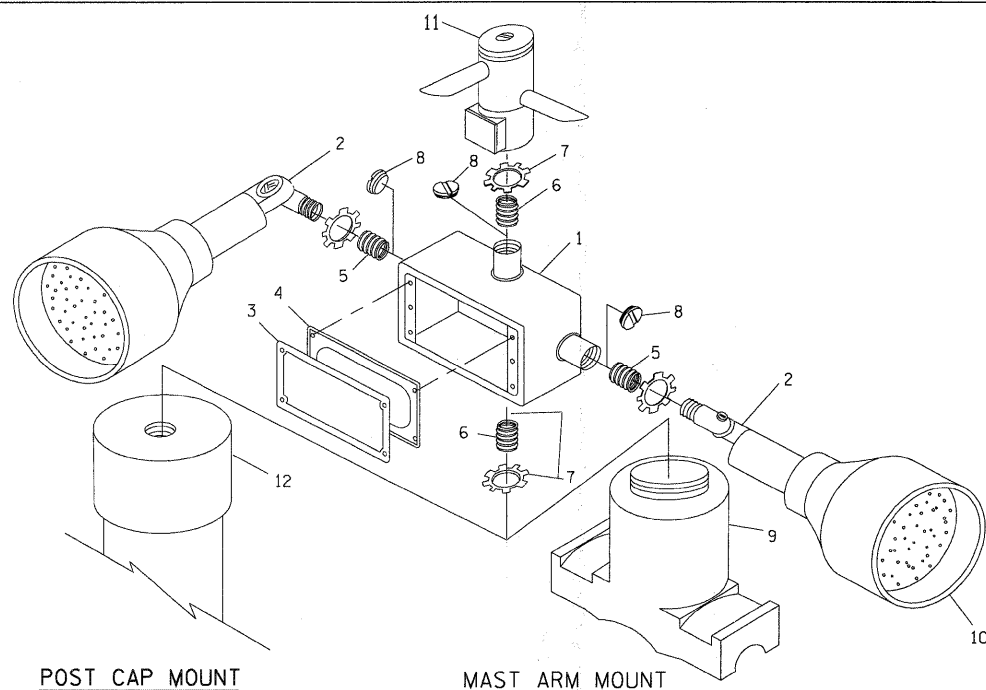
MODIFY EXISTING TYPE "D" FOUNDATION



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



POST CAP MOUNT

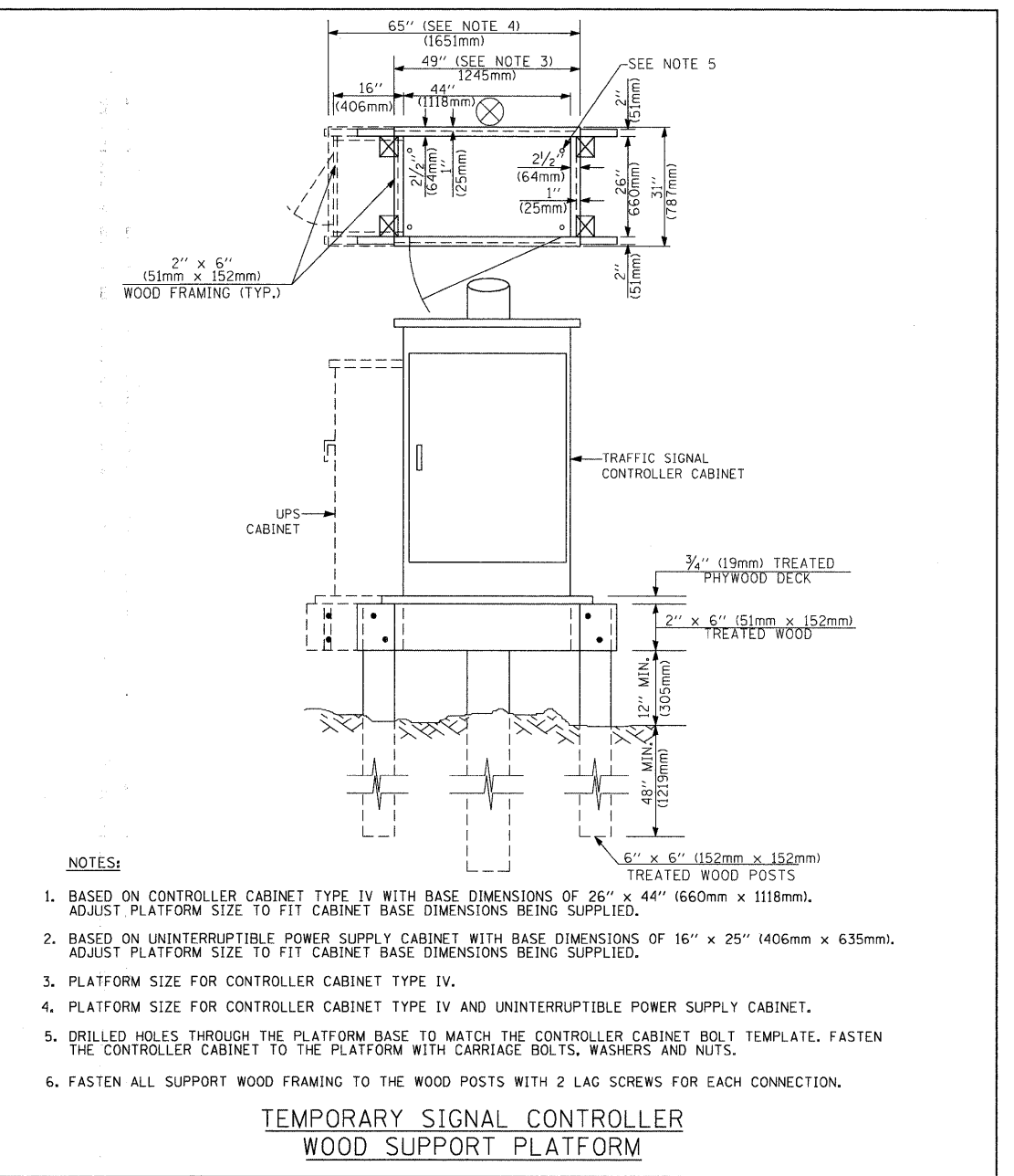
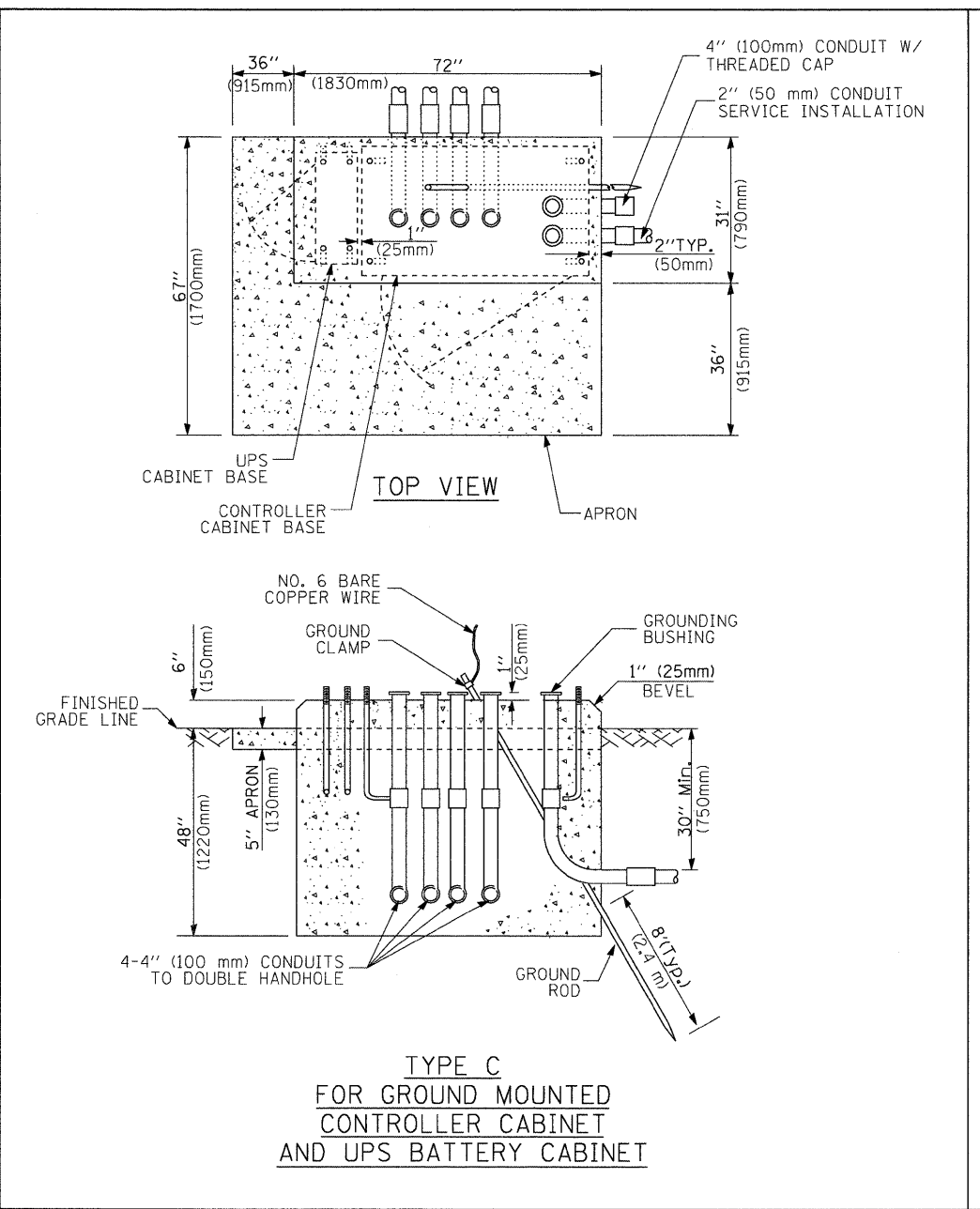
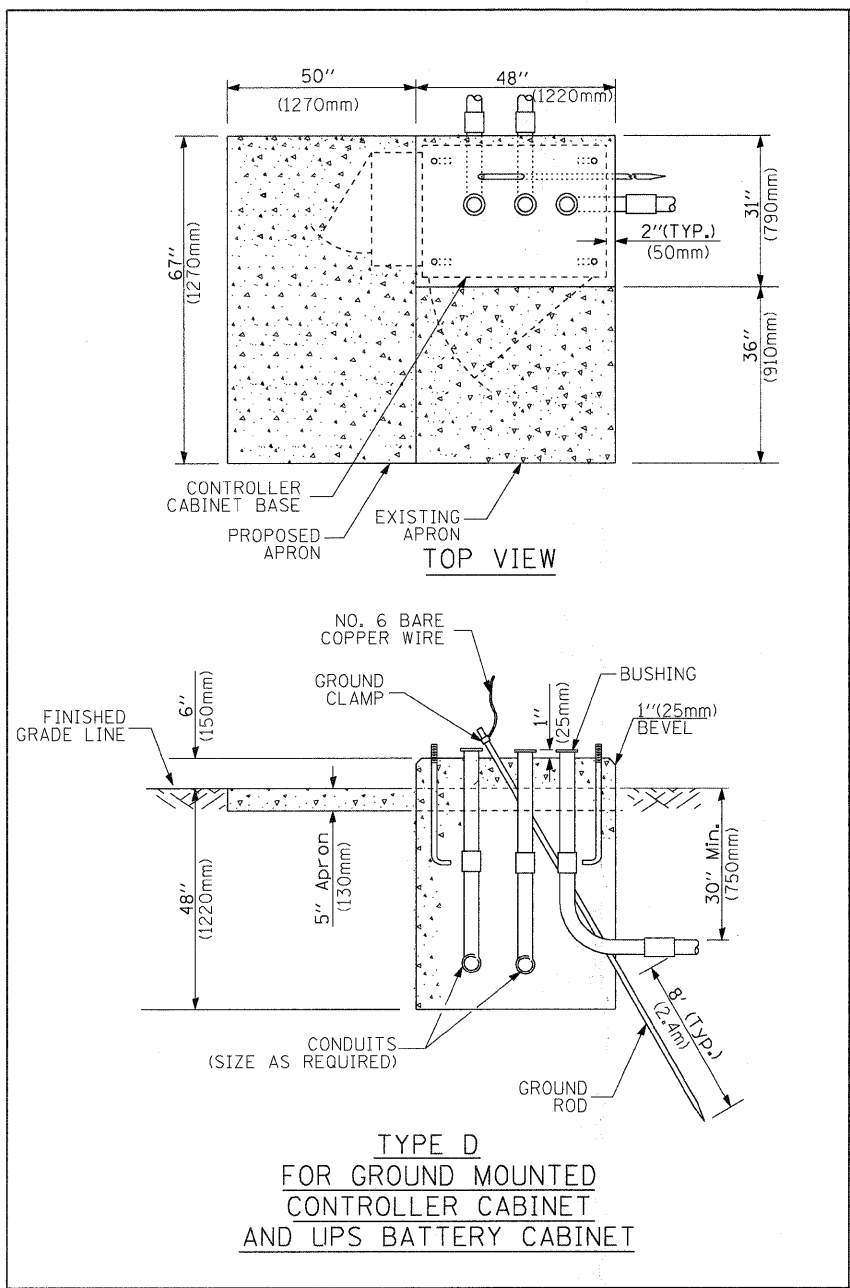
MAST ARM MOUNT

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-O-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:**
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.

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

**DEPTH OF FOUNDATION**

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	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)
	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
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)
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 (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
  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.

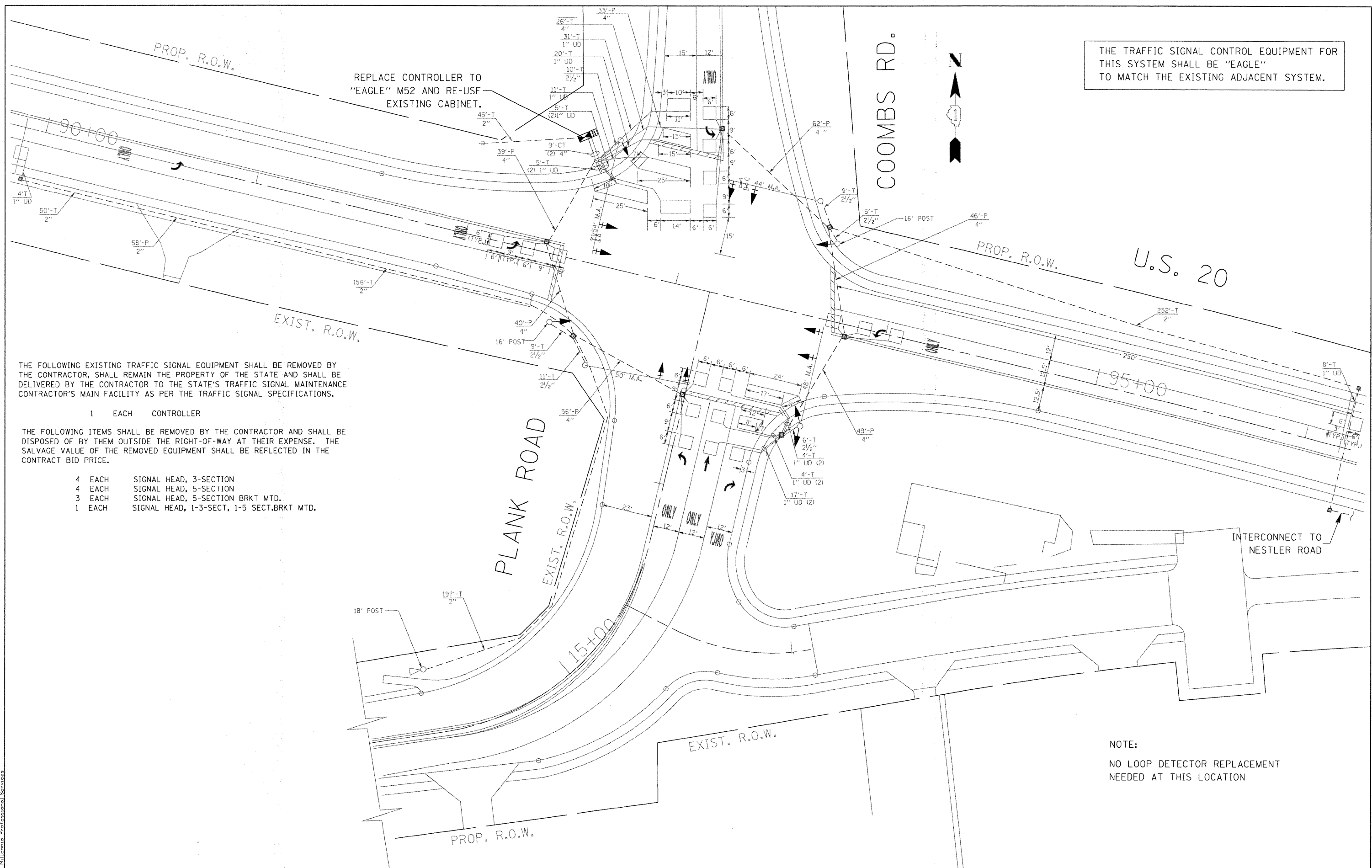
**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

# TRAFFIC SIGNAL 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			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 24F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				EXISTING PREFORMED INTERSECTION LOOP DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				PREFORMED SAMPLING (SYSTEM) DETECTOR			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				<b>RAILROAD SYMBOLS</b>			
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT				EXISTING		PROPOSED	
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER				RAILROAD CONTROL CABINET			
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED				RAILROAD CANTILEVER MAST ARM			
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)				FLASHING SIGNAL			
MICROWAVE VEHICLE SENSOR								CROSSING GATE			
VIDEO DETECTION CAMERA								CROSSBUCK			
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS SYSTEM SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.


1 EACH CONTROLLER

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 4 EACH SIGNAL HEAD, 3-SECTION
- 4 EACH SIGNAL HEAD, 5-SECTION
- 3 EACH SIGNAL HEAD, 5-SECTION BRKT MTD.
- 1 EACH SIGNAL HEAD, 1-3-SECT, 1-5 SECT. BRKT MTD.

NOTE:  
NO LOOP DETECTOR REPLACEMENT NEEDED AT THIS LOCATION

FILE NAME: P:\2009\ME090086\_Ver-Yor-Ph1\CADD\W05\US20\Shets\0162529-ah-t-TS01-Plank.dgn  
 USER: MPE  
 PLOT DATE: 2/11/2010 10:58:58 AM  
 PLOT SCALE: 1/8"=1'-0"



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 630.705.8110 voice, 630.839.2566 fax  
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**MILLENNIA PROFESSIONAL SERVICES**

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DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 4/9/2010	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

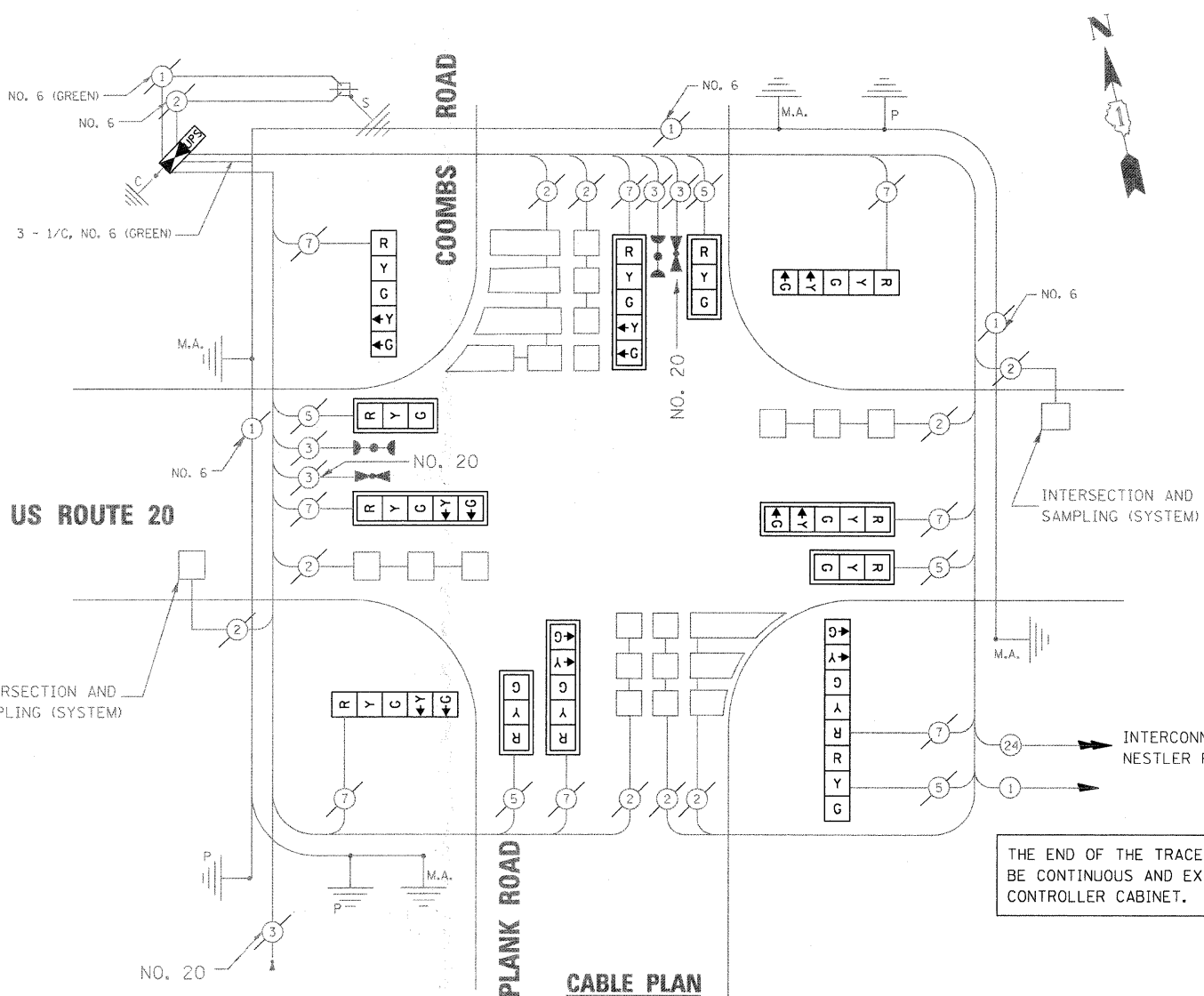
**TRAFFIC SIGNAL INSTALLATION PLAN**

**US 20 AT PLANK/COOMBS ROAD**

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

F.A.P. RTE. 345	SECTION BWRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 38
CONTRACT NO. 62529				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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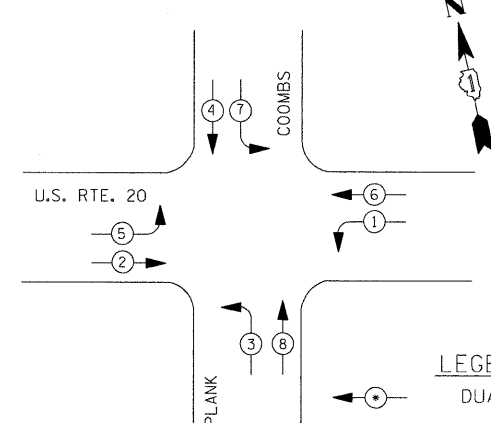
**SCHEDULE OF QUANTITIES**

- 1 EACH TRANSCEIVER - FIBER OPTIC
- 4 EACH SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
- 3 EACH SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
- 4 EACH SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED
- 1 EACH SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
- 12 EACH REMOVE EXISTING SIGNAL HEAD
- 1 EACH CONTROLLER (SPECIAL)

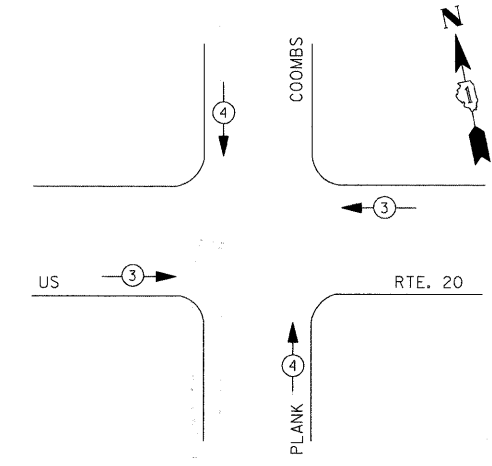
THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS SYSTEM SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

**CONTROLLER SEQUENCE**



**EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**LEGEND**

- ← ○ → DUAL ENTRY PHASE
- ← ○ → PEDESTRIAN PHASE

\* NUMBER REFERS TO ASSOCIATED PHASE

**PHASE DESIGNATION DIAGRAM**

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12	135	17	0.50	102.0
(YELLOW)	12	135	25	0.25	75.0
(GREEN)	12	135	15	0.25	45.0
ARROW	16	135	12	0.10	19.2
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN		84		0.05	--
FLASHER				0.50	--
TOTAL =					341.2

FILE NAME = P:\2009\ME09006\_VerVar\_Plan\CADD\W05\_US20\Shets\162529-shr-T501-Plan.dgn  
 USER NAME = RALPH.MILLER  
 PLOT DATE = 4/19/2010

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DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 4/9/2010	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESIGNATION DIAGRAM,  
 SCHEDULE OF QUANTITIES  
 US 20 AT PLANK / COOMBS ROAD**

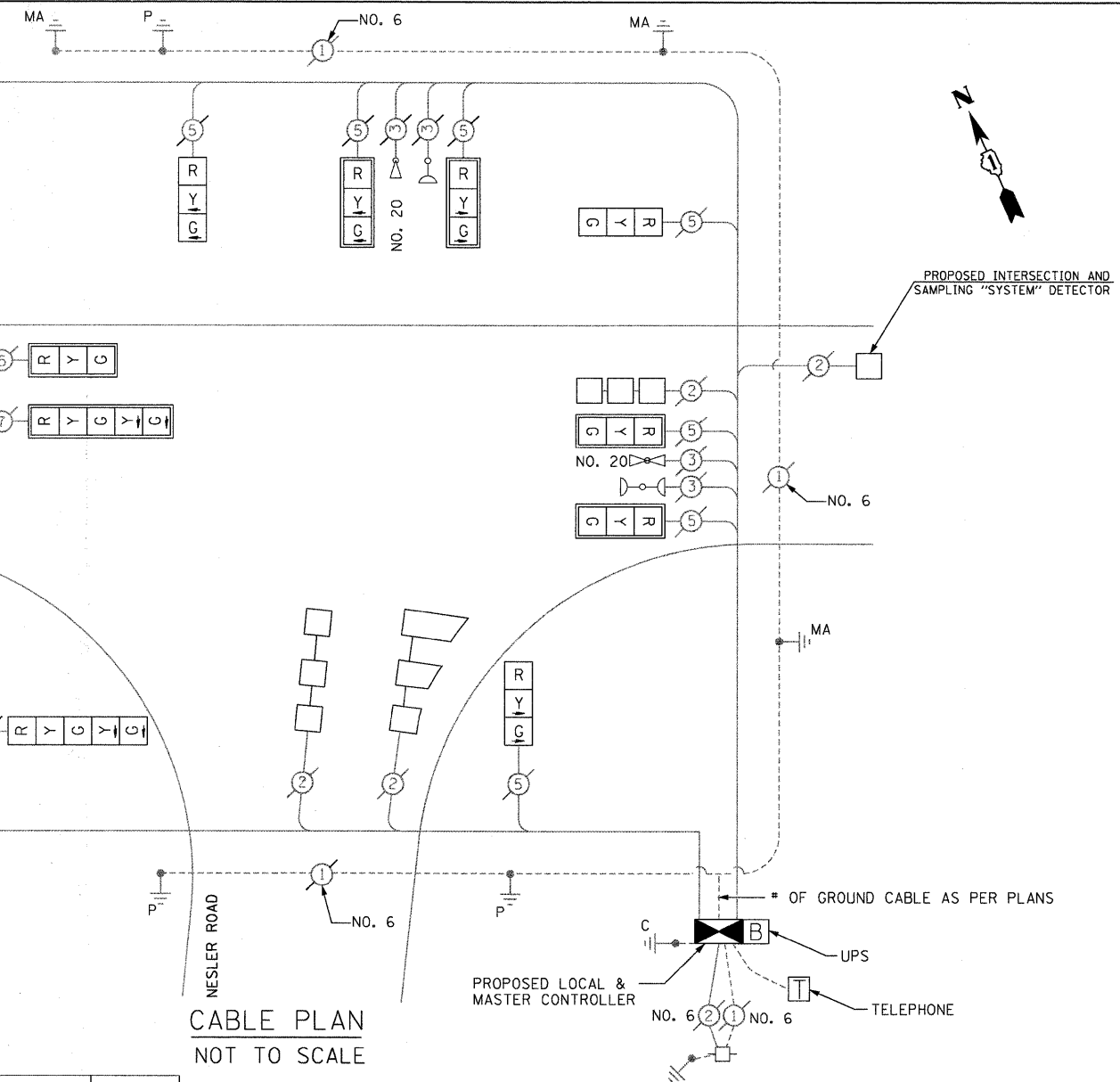
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 345	SECTION BWRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 39
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				CONTRACT NO. 62529

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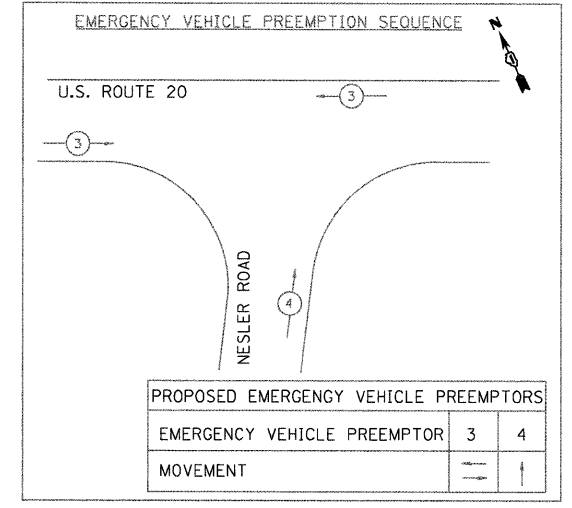
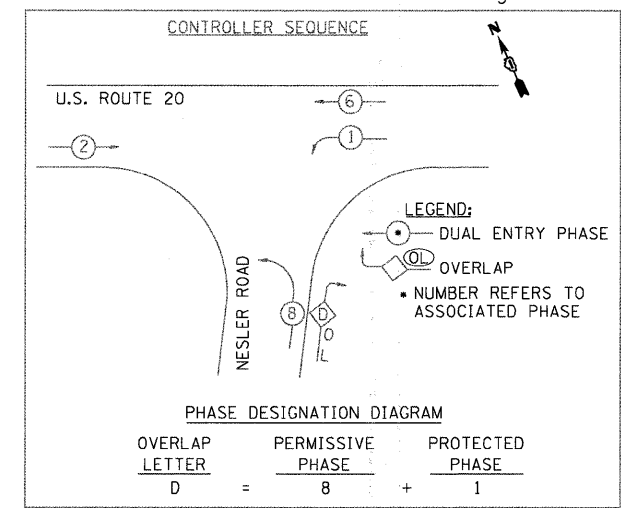


CABLE PLAN  
NOT TO SCALE

SCHEDULE OF QUANTITIES

ITEM	UNIT	QTY
TRANSCEIVER- FIBEROPTIC	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1
DETECTOR LOOP REPLACEMENT	FOOT	376
INDUCTIVE LOOP DETECTOR	EACH	5
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
REMOVE EXISTING SIGNAL HEAD	EACH	10

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS SYSTEM SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. OF LAMPS	WATTAGE		% OPERATION	TOTAL WATTAGE
		X INCAND.	LED X		
SIGNAL (RED)	10	135	17	0.50	85
(YELLOW)	10	135	25	0.25	62.5
(GREEN)	10	135	15	0.25	37.5
ARROW	4	135	12	0.10	4.8
PED. SIGNAL	-	135	12	0.19	-
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN	-	84	-	0.05	-
FLASHER	-	-	-	0.50	-
TOTAL					289.8

ENERGY COSTS TO:  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196-1096  
ENERGY SUPPLY: CONTACT: ROSE PECORARO  
PHONE: (847) 608-2331  
COMPANY: COMED

FOUNDATION (DEPTH)	(FT.)	CABLE SLACK	(FT.)	VERTICAL	(FT.)
TYPE A - POST	4	HANDHOLE	6.5	ALL FOUNDATIONS	3.5
D - CONTROLLER	4	DOUBLE HANDHOLE	13	MAST ARM (L) POLE	20' + L-2 =
E - M. ARM POLE		SIGNAL POST	2	BRACKET MOUNTED	13
24"	10	CONTROLLER CAB.	1	PED. PUSHBUTTON	4
30"	15	FIBER OPTIC	13	ELECTRIC SERVICE	13.5
36"	15	ELECTRIC SERVICE	1	SERVICE TO GROUND	13.5
		GROUND CABLE	1	POST MOUNTED	6

FILE NAME: P:\2009\ME09086\_Ver\_Ver\_Phi\CADD\W05.US20\Shets\162529-sh1-T502-2\Nestler-CBL.dgn  
 USER: NAME: MILLENNIA PROFESSIONAL SERVICES

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630.765.8110 voice, 630.839.2566 fax  
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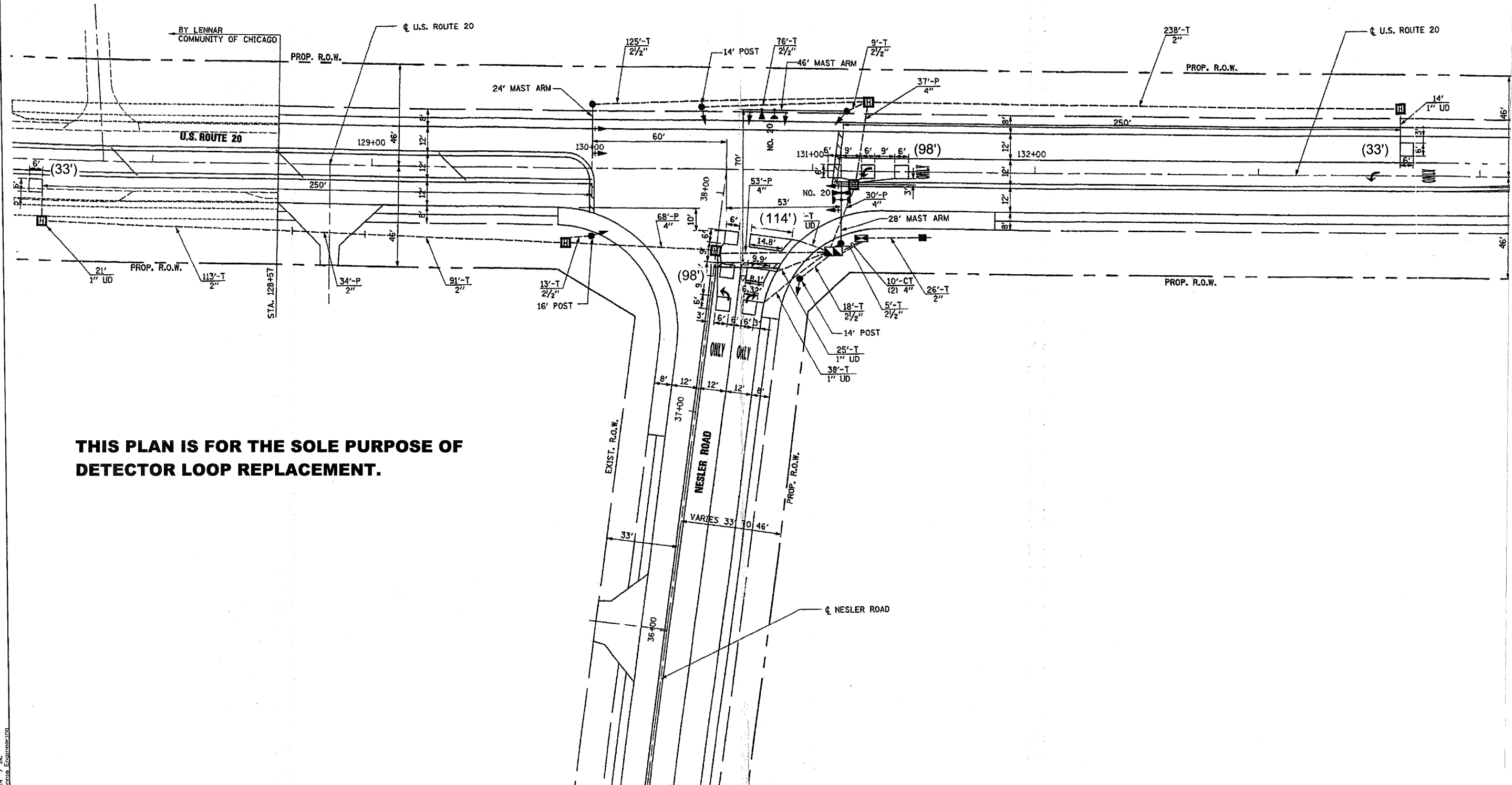
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DRAWN	TVN	REVISED	-
CHECKED	RPD	REVISED	-
DATE	4/9/2010	REVISED	-

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM,  
SCHEDULE OF QUANTITIES  
US 20 AT NESLER ROAD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	41
CONTRACT NO. 62529				

CODE	QUANTITY	UNIT	ITEM
88600600	376	FOOT	DETECTOR LOOP REPLACEMENT



**THIS PLAN IS FOR THE SOLE PURPOSE OF  
DETECTOR LOOP REPLACEMENT.**

FILE NAME = P:\2009\MEB\9006\_Var\Var-Phil\CADD\W05\_US20\_Shts\Border\_US20.dgn  
 PLOT SCALE = 1/8" = 1'-0"  
 PLOT DATE = 12/9/2009



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DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 12/9/2009	REVISED -

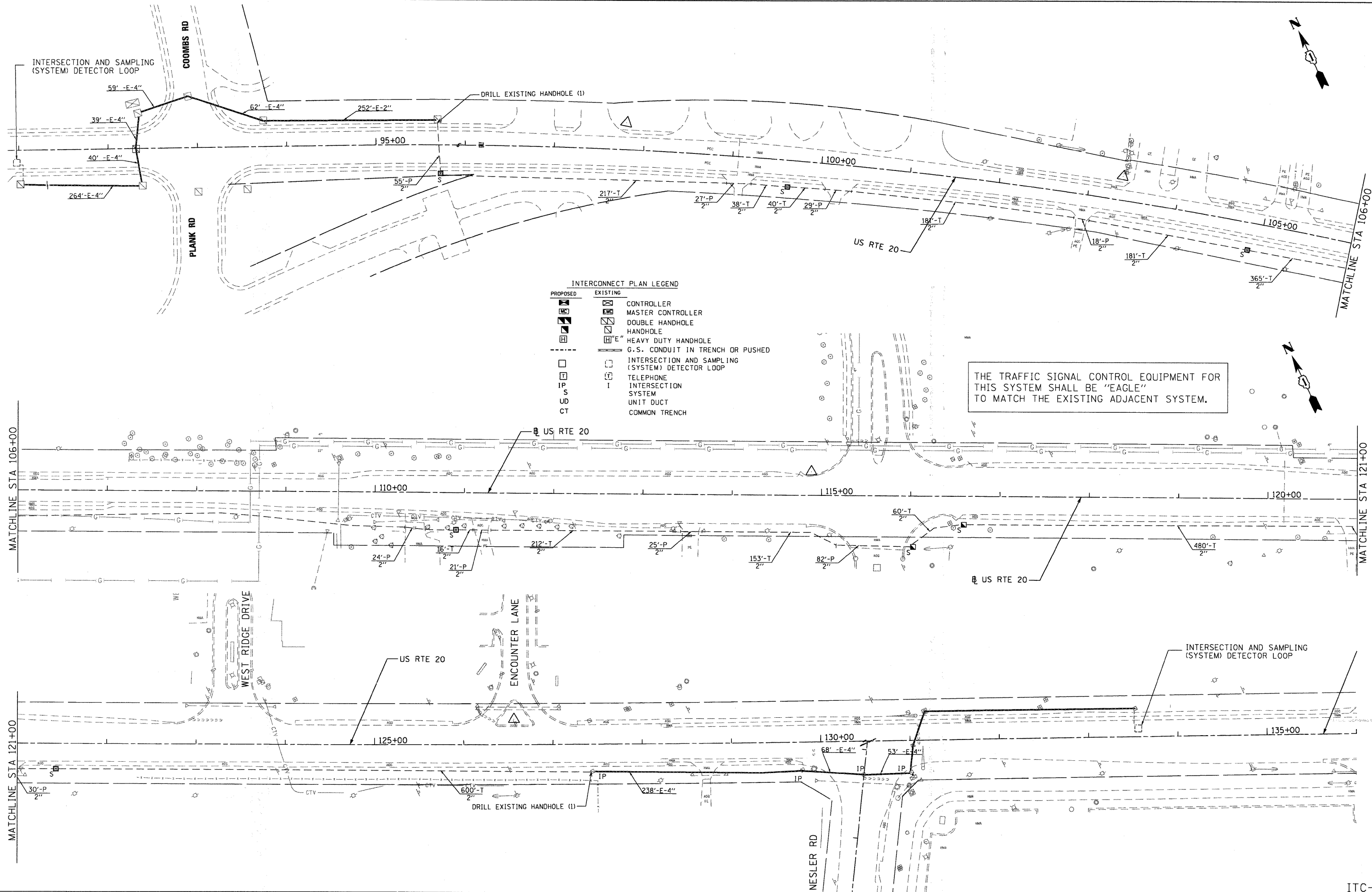
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**US ROUTE 20 AT**  
**NESTLER ROAD**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	42
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 62529	

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**INTERCONNECT PLAN LEGEND**

PROPOSED	EXISTING	DESCRIPTION
[Symbol]	[Symbol]	CONTROLLER
[Symbol]	[Symbol]	MASTER CONTROLLER
[Symbol]	[Symbol]	DOUBLE HANDHOLE
[Symbol]	[Symbol]	HANDHOLE
[Symbol]	[Symbol]	HEAVY DUTY HANDHOLE
[Symbol]	[Symbol]	G.S. CONDUIT IN TRENCH OR PUSHED
[Symbol]	[Symbol]	INTERSECTION AND SAMPLING (SYSTEM) DETECTOR LOOP
[Symbol]	[Symbol]	TELEPHONE
[Symbol]	[Symbol]	INTERSECTION SYSTEM
[Symbol]	[Symbol]	UNIT DUCT
[Symbol]	[Symbol]	COMMON TRENCH

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS SYSTEM SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME : P:\2809\ME\09086\_Ver-Ver-PhI\CADD\W05\_US20\_Shts\0162529-sht-ITC1.dgn  
 USER NAME : MjMills Professional Services



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DATE - 4/9/2010	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20**  
**EAST OF PLANK ROAD TO WELD ROAD**

**SYSTEM INTERCONNECT PLAN**

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

F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 43
CONTRACT NO. 62529				

ITC-1

FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT  
 P:\2809\ME\09086\_Ver-Ver-PhI\CADD\W05\_US20\_Shts\0162529-sht-ITC1.dgn

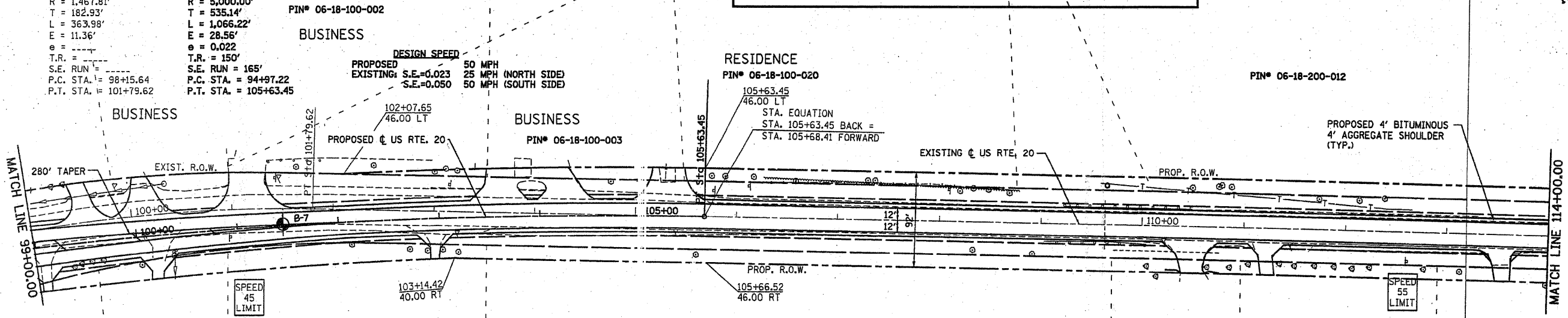


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	45
STA. 99+00.00		TO STA. 114+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

EXIST. CURVE 1  
 PI STA. = 99+98.57  
 $\Delta = 14^\circ 12' 29''$  (RT)  
 $D = 3^\circ 54' 13''$   
 $R = 1,467.81'$   
 $T = 182.93'$   
 $L = 363.98'$   
 $E = 11.36'$   
 $e = \dots$   
 $T.R. = \dots$   
 $S.E. RUN = \dots$   
 $P.C. STA. = 98+15.64$   
 $P.T. STA. = 101+79.62$

PROP. CURVE C2  
 PI STA. = 100+34.16  
 $\Delta = 12^\circ 13' 05''$  (RT)  
 $D = 1^\circ 08' 45''$   
 $R = 5,000.00'$   
 $T = 535.14'$   
 $L = 1,066.22'$   
 $E = 28.56'$   
 $e = 0.022$   
 $T.R. = 150'$   
 $S.E. RUN = 165'$   
 $P.C. STA. = 94+97.22$   
 $P.T. STA. = 105+63.45$



RESIDENCE PIN# 06-18-100-010

RESIDENCE PIN# 06-18-100-011

RESIDENCE PIN# 06-18-100-012

RESIDENCE PIN# 06-18-100-013

BUSINESS PIN# 06-18-100-019

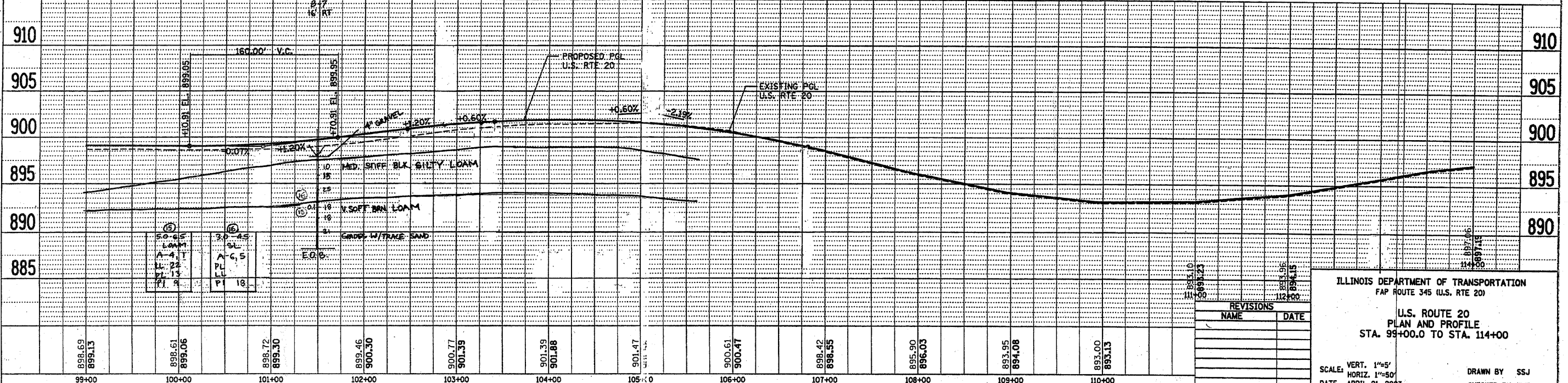
RESIDENCE PIN# 06-18-100-018

BUSINESS PIN# 06-18-200-012

RESIDENCE PIN# 06-18-200-005

PROPOSED RECONSTRUCTION

PROPOSED WIDENING/RESURFACING



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP ROUTE 345 (U.S. RTE 20)

U.S. ROUTE 20  
 PLAN AND PROFILE  
 STA. 99+00.0 TO STA. 114+00.0

SCALE: VERT. 1"=5'  
 HORIZ. 1"=50'  
 DATE APRIL 21, 2003

DRAWN BY SSS  
 CHECKED BY KWB

DATE	BY

DATE	BY

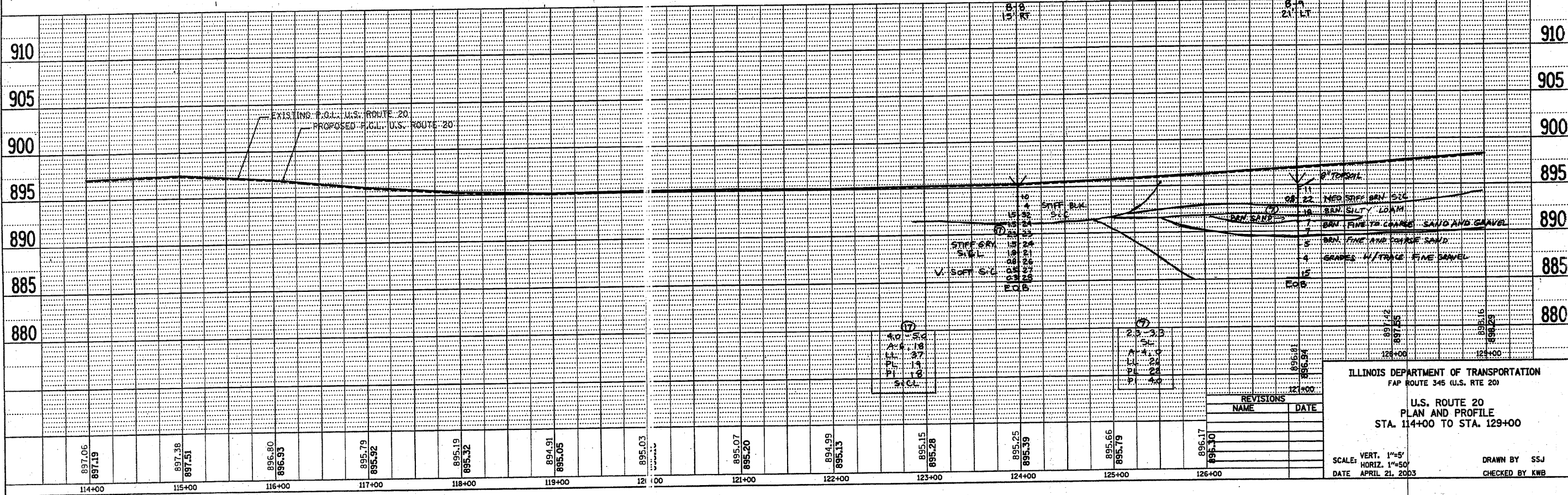
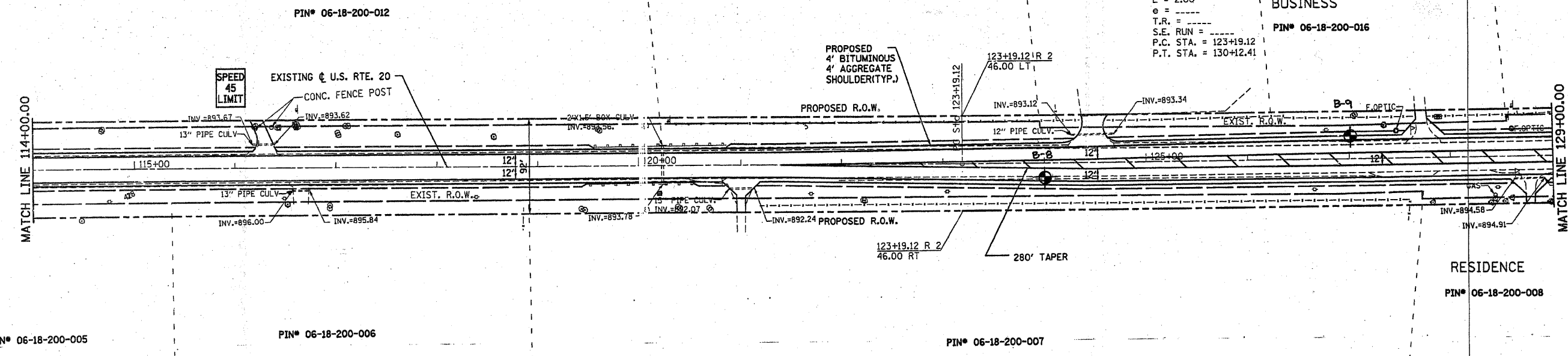
FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	46
STA. 114+00.00		TO STA. 129+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXIST. CURVE 4  
 PI STA. = 126+65.78  
 $\Delta = 1^\circ 19' 17''$  (LT)  
 $D = 0^\circ 11' 26''$   
 $R = 30,058.10'$   
 $T = 346.66'$   
 $L = 693.29'$   
 $E = 2.00'$   
 $e = \text{---}$   
 T.R. =  $\text{---}$   
 S.E. RUN =  $\text{---}$   
 P.C. STA. = 123+19.12  
 P.T. STA. = 130+12.41

BUSINESS  
 PIN\* 06-18-200-016

RESIDENCE  
 PIN\* 06-18-200-008



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAP ROUTE 345 (U.S. RTE 20)  
 U.S. ROUTE 20  
 PLAN AND PROFILE  
 STA. 114+00 TO STA. 129+00

SCALE: VERT. 1"=5'  
 HORIZ. 1"=50'  
 DATE: APRIL 21, 2003  
 DRAWN BY: SSJ  
 CHECKED BY: KWB

DATE	
BY	
PLAN	
REVISIONS	
NO.	
DATE	
BY	
NO.	

DATE	
BY	
PROFILE	
REVISIONS	
NO.	
DATE	
BY	
NO.	

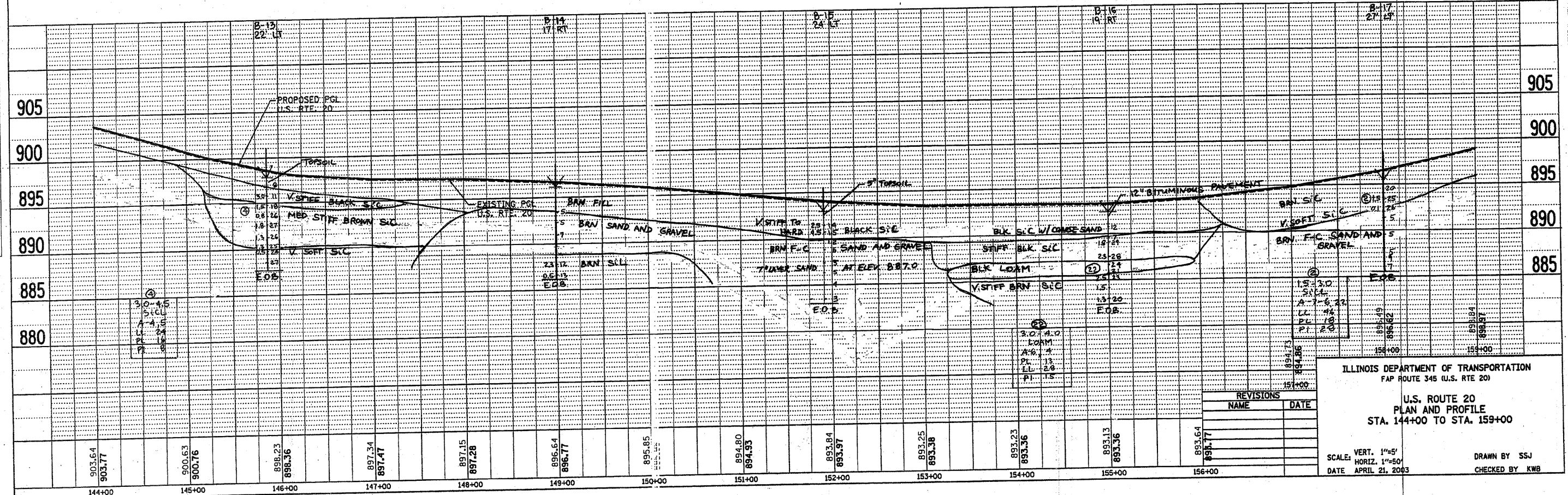
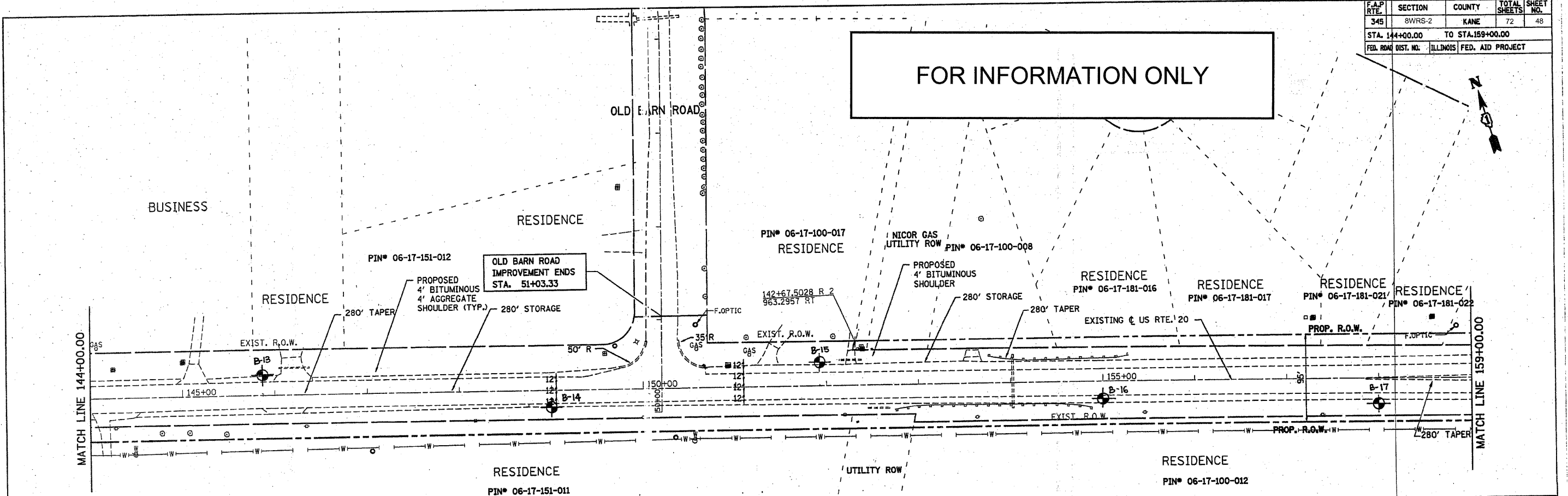


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	48
STA. 144+00.00		TO STA. 159+00.00		
FED. RDW. DIST. NO.		ILLINOIS FED. AID PROJECT		

FOR INFORMATION ONLY

DATE	BY

DATE	BY

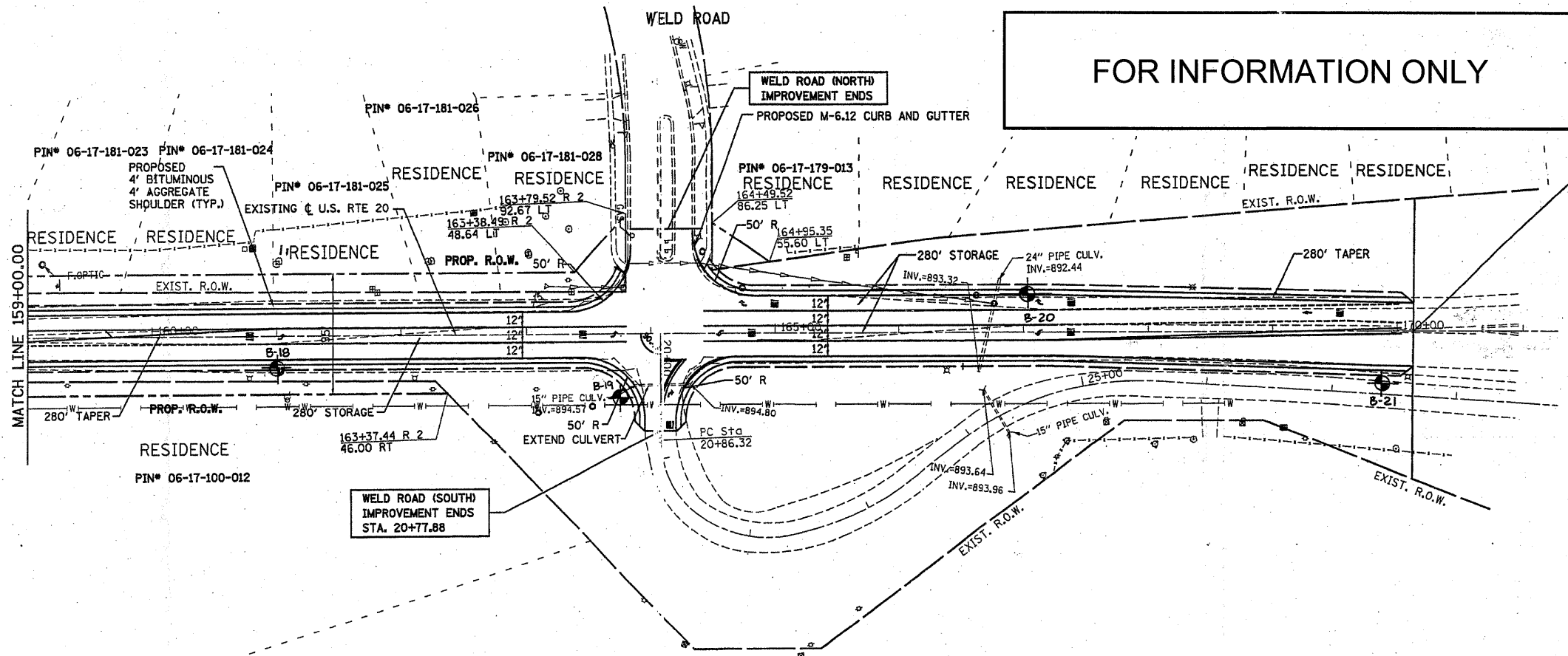


ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAP ROUTE 345 (U.S. RTE 20)  
**U.S. ROUTE 20  
PLAN AND PROFILE  
STA. 144+00 TO STA. 159+00**



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	49
STA. 159+00.00		TO STA. 170+34.10		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FOR INFORMATION ONLY

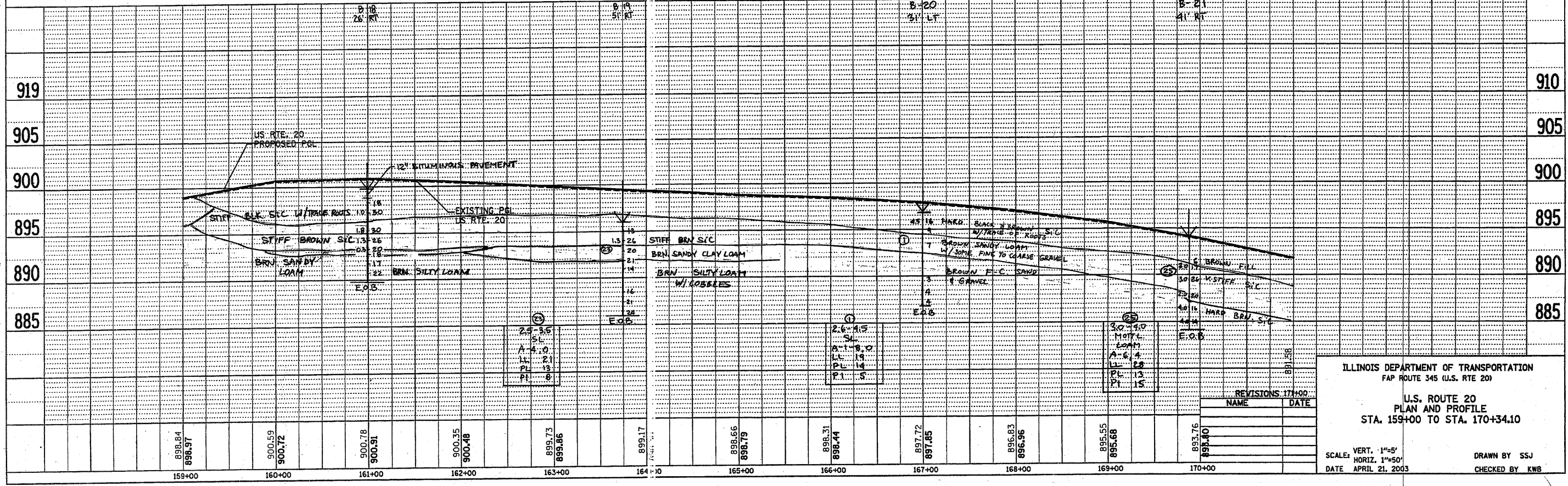


U.S. ROUTE 20  
IMPROVEMENT ENDS  
STA. 170+12.85



PLAN  
 DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SUBMITTED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 DATE OF WAY CHECKED \_\_\_\_\_  
 FILE NAME \_\_\_\_\_

PROFILE  
 DATE \_\_\_\_\_ BY \_\_\_\_\_  
 SUBMITTED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 DATE OF WAY CHECKED \_\_\_\_\_  
 STRUCTURE STATUS CHNG \_\_\_\_\_

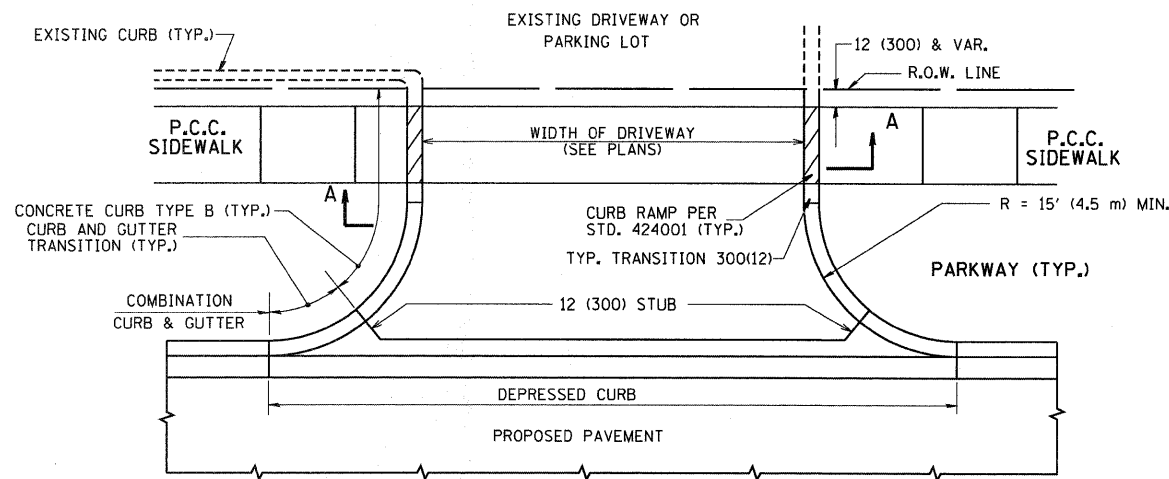


ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAP ROUTE 345 (U.S. RTE 20)  
**U.S. ROUTE 20  
PLAN AND PROFILE  
STA. 159+00 TO STA. 170+34.10**

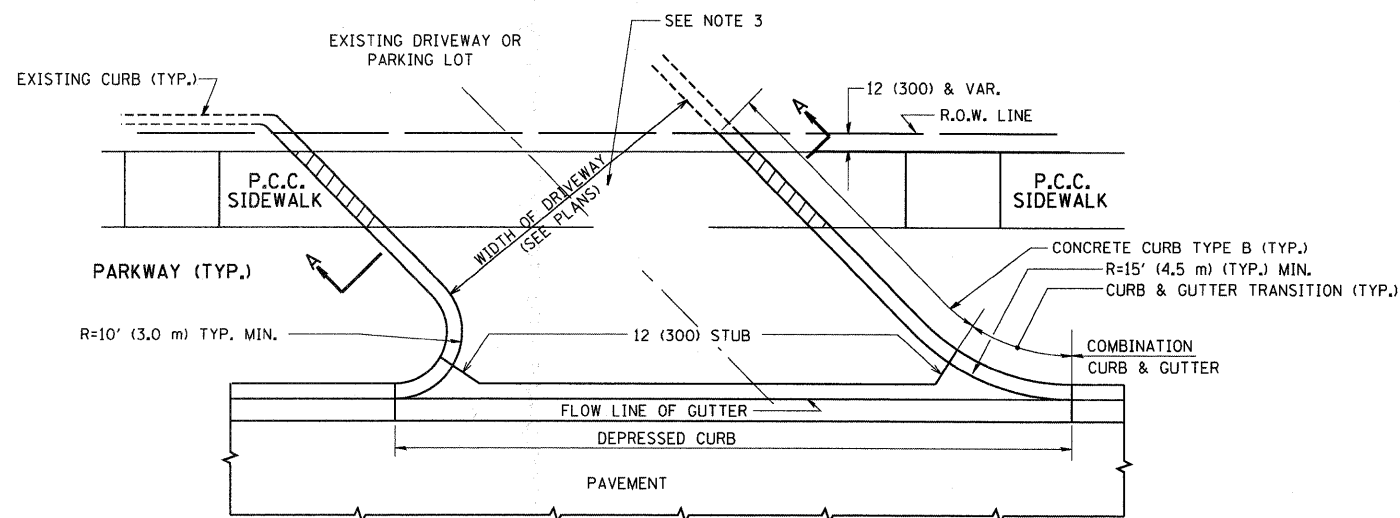
REVISIONS 17+02	
NAME	DATE

SCALE: VERT. 1"=5'  
 HORIZ. 1"=50'  
 DATE APRIL 21, 2003  
 DRAWN BY SJJ  
 CHECKED BY KWB

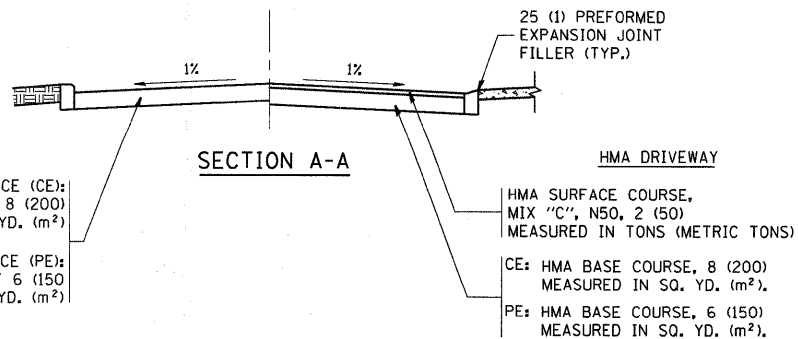




WITH CONCRETE CURB, TYPE B

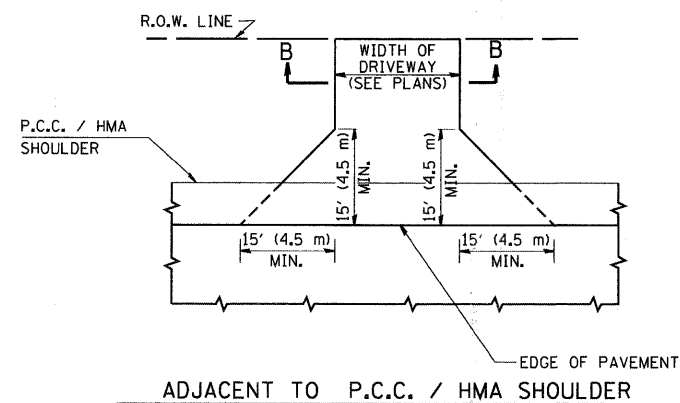


WITH CONCRETE CURB, TYPE B

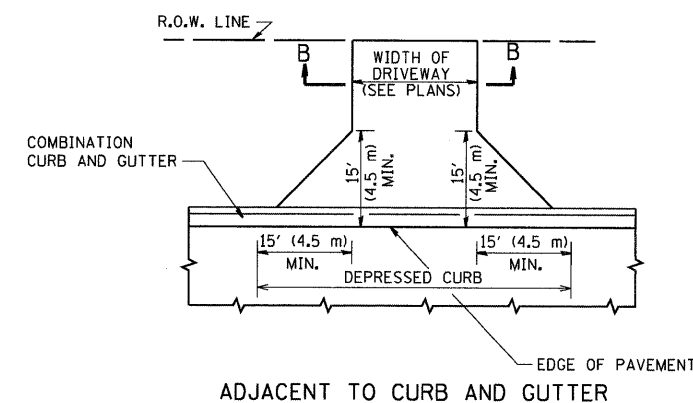


**RIGID DRIVEWAY**  
 COMMERCIAL ENTRANCE (CE):  
 P.C.C. DRIVEWAY PAVEMENT 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)  
 NON-COMMERCIAL ENTRANCE (PE):  
 P.C.C. DRIVEWAY PAVEMENT 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)

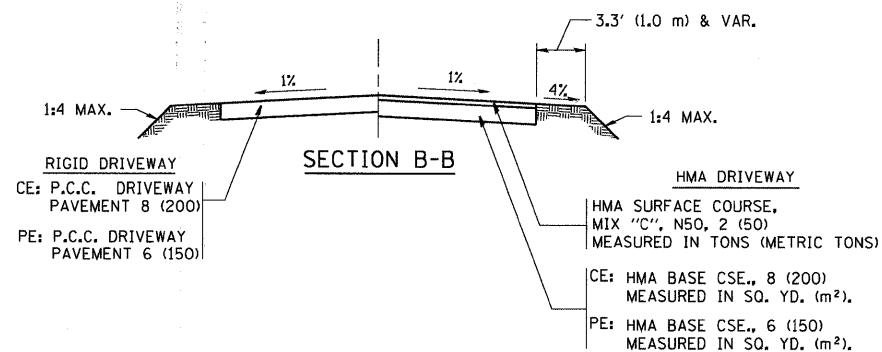
**HMA DRIVEWAY**  
 HMA SURFACE COURSE,  
 MIX "C", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 CE: HMA BASE COURSE, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>),  
 PE: HMA BASE COURSE, 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>),



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



**RURAL FIELD ENTRANCE (FE)**  
 HMA SURFACE COURSE,  
 MIX "C", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 AGGREGATE BASE CSE., TYPE B, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).

**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 ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT 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.

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.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

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USER NAME = bauerd1  
 PLOT SCALE = 49.9999' / IN.  
 PLOT DATE = 6/12/2008

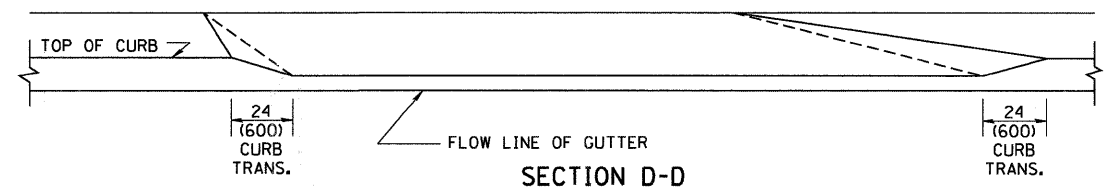
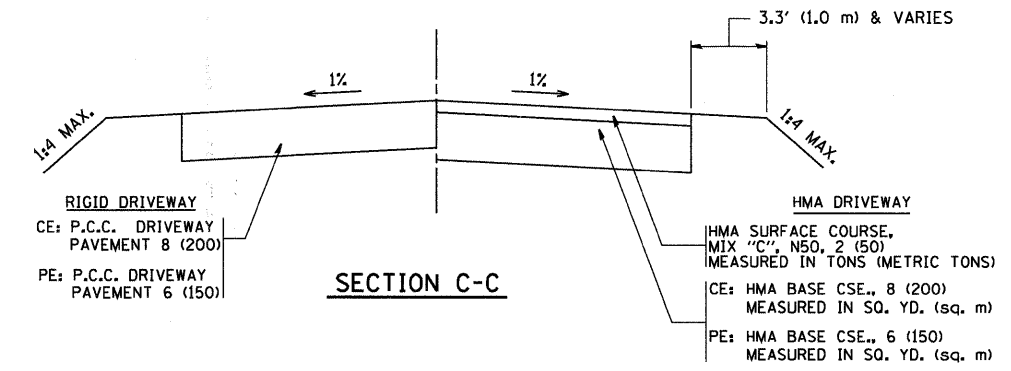
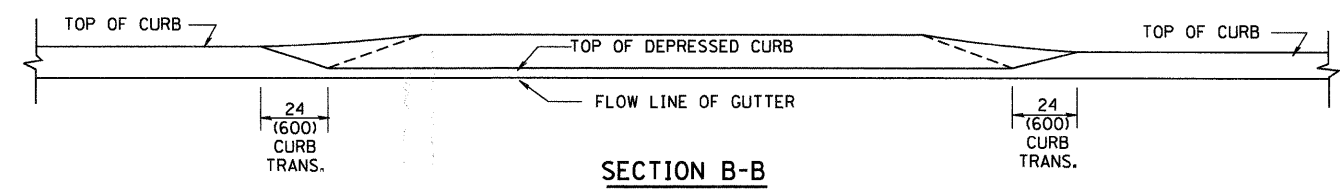
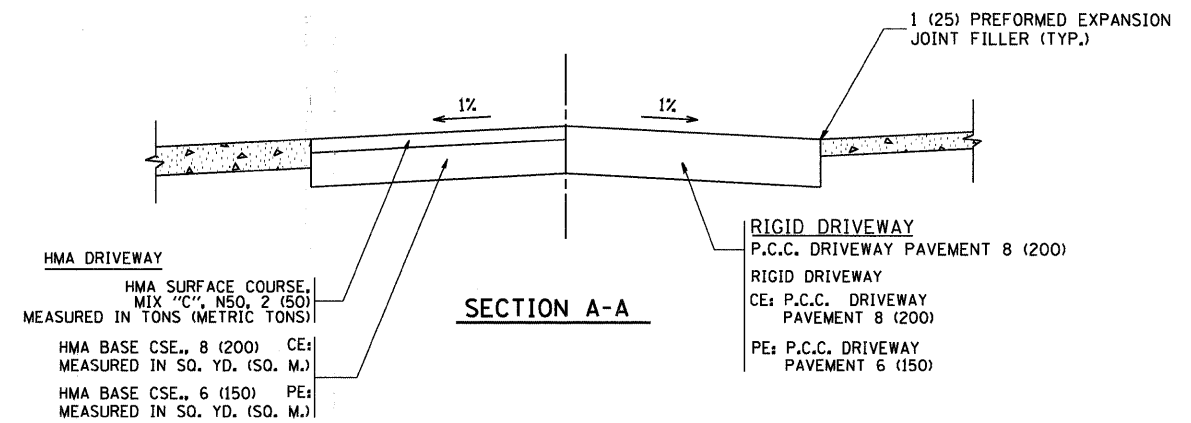
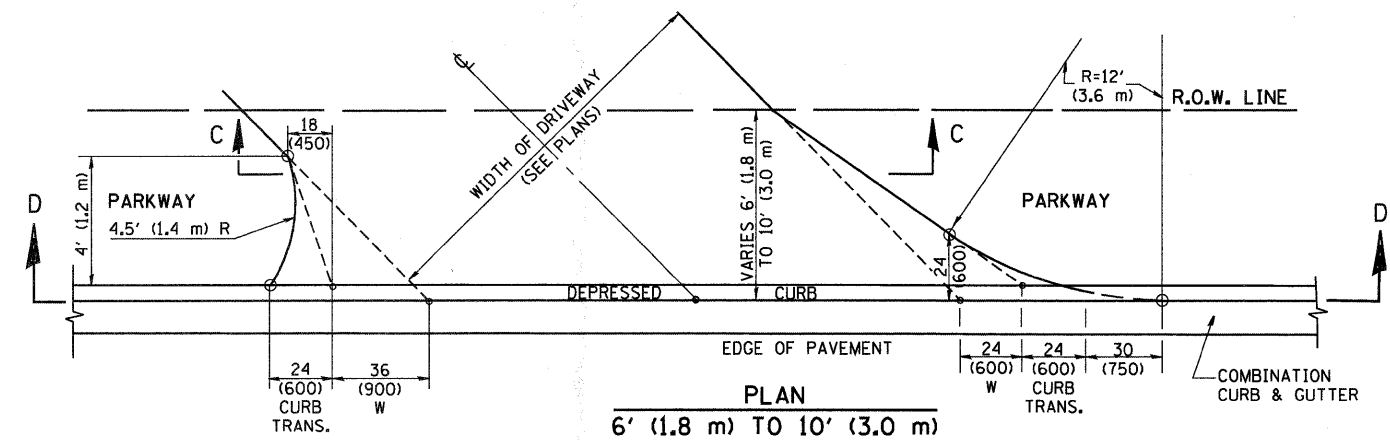
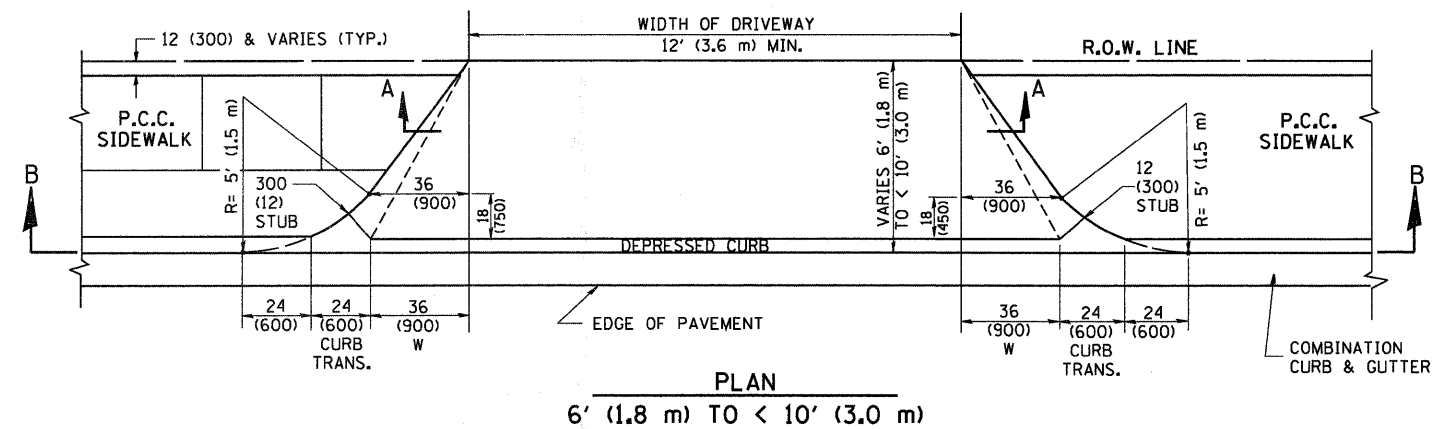
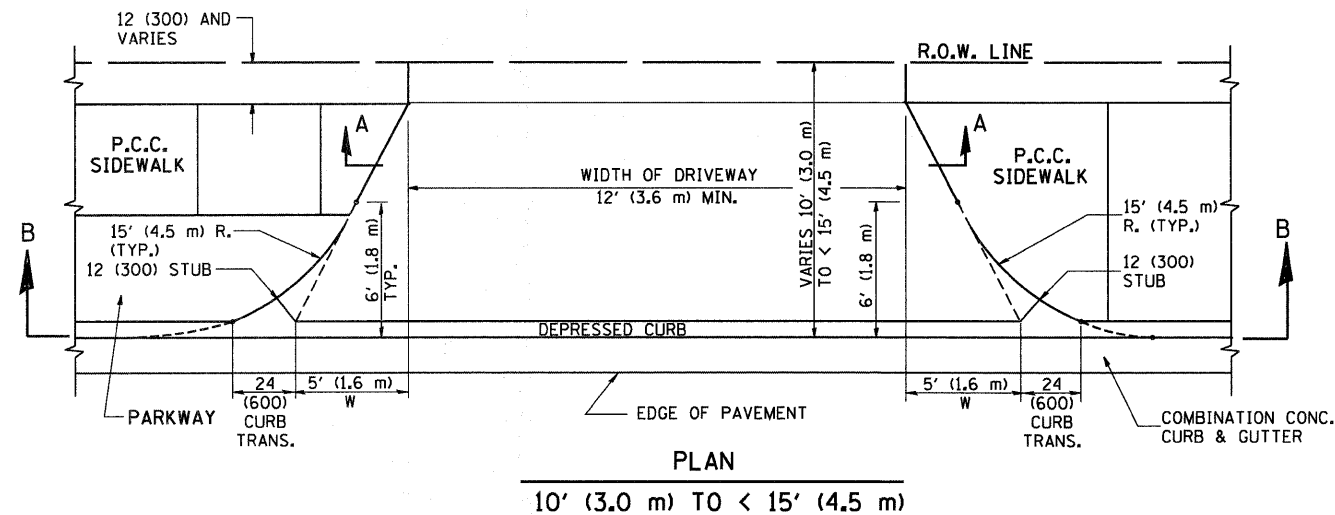
DESIGNED - R. SHAH  
 DRAWN -  
 CHECKED -  
 DATE - 11-04-95  
 REVISED - M. GOMEZ 04-06-01  
 REVISED - P. LGFLUER 04-15-03  
 REVISED - R. BORO 01-01-07  
 REVISED - R. BORO 06-11-08

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.  
 AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	51
BDD156-07 (BD-01)			CONTRACT NO. 62529	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**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.

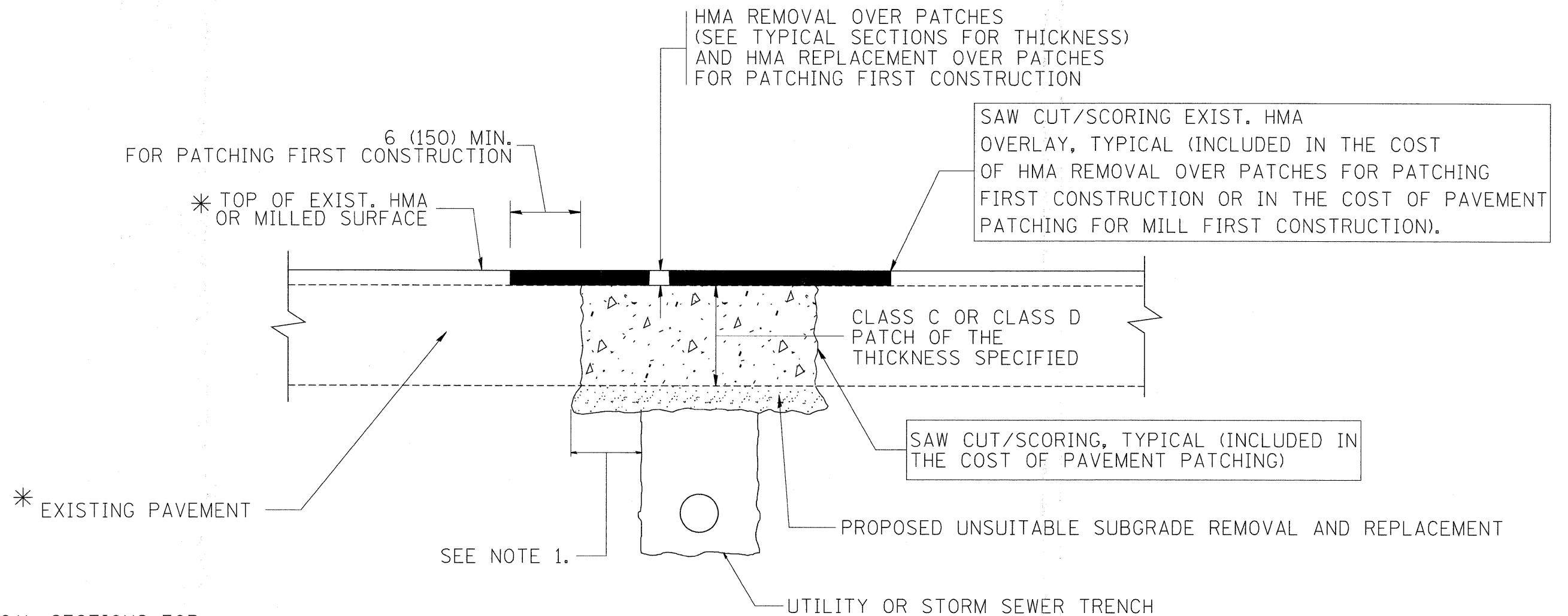
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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 = gaglianobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY DETAILS</b>		F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 52	
PLOT SCALE = 50.0000' / IN.					DRAWN -	REVISED - M. GOMEZ 04-06-01	DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)		BD400-02 (BD-02)		CONTRACT NO. 62529	
PLOT DATE = 1/4/2008					CHECKED -	REVISED - P. LaFLEUR 04-15-03	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
DATE = 11-06-95					REVISIONS	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 = bawerd	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>	F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 53	
		DRAWN -	REVISED - R. BORO 01-01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 62529	
		CHECKED -	REVISED - R. BORO 09-04-07					BD400-04 (BD-22)		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
		PLOT DATE = 10/27/2008	DATE - 10-25-94								

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

3" (75) MIN.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

**BASIS OF PAYMENT:**

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

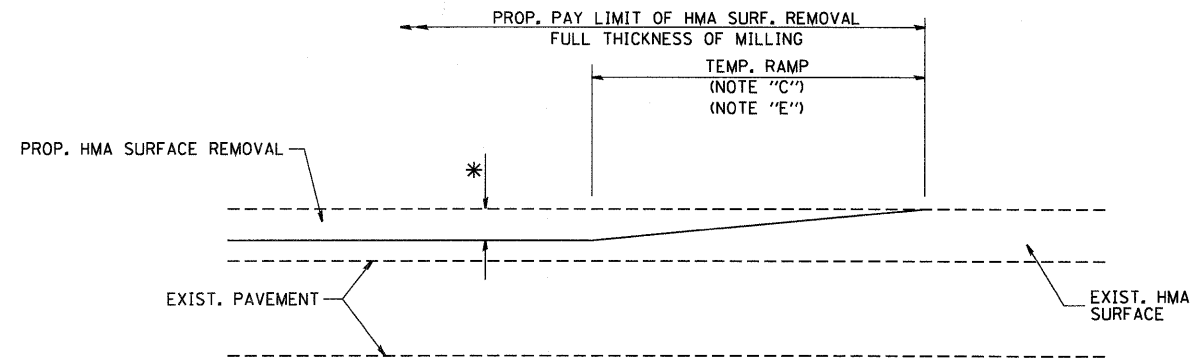
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

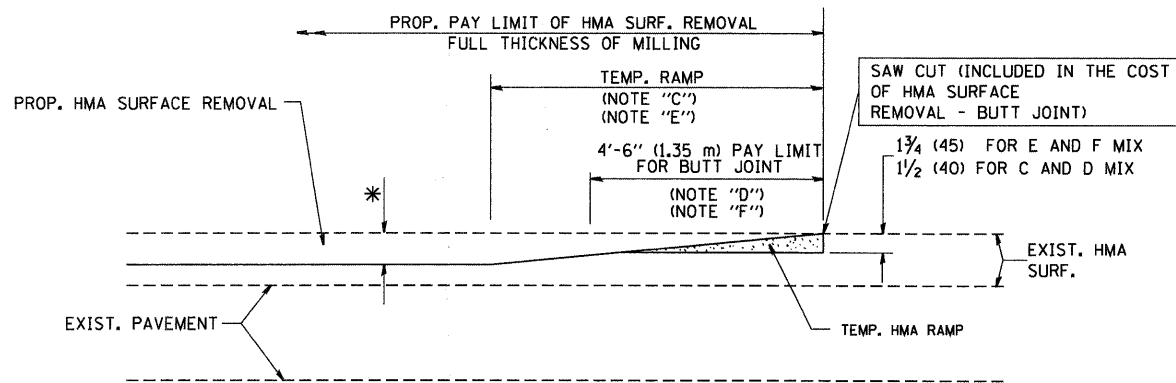
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\drivakosgn\0108315\br24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		345	8WRS-2	KANE	72	54			
PLOT SCALE = 50.000 "/ IN.		CHECKED -	REVISED - M. GOMEZ 01-22-01		BD600-06 (BD-24)			CONTRACT NO. 62529				
PLOT DATE = 12/15/2009		DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			



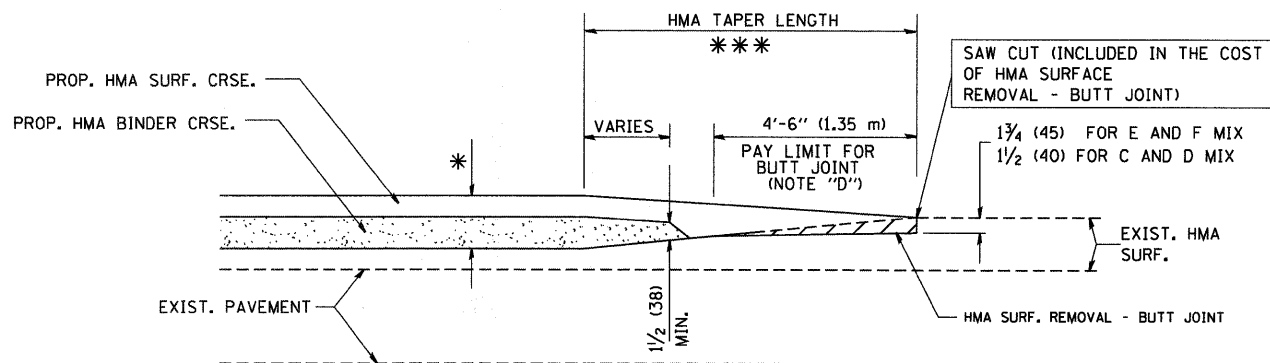
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**



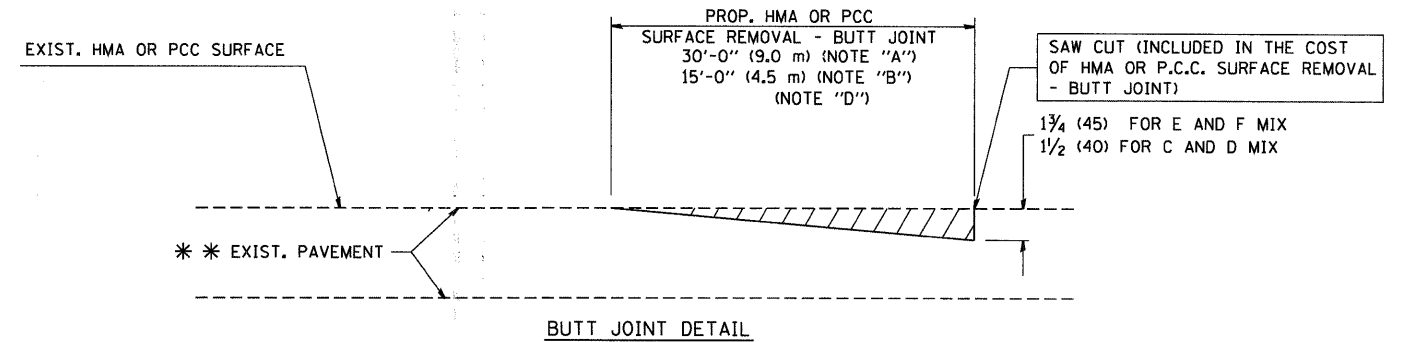
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**  
**TYPICAL TEMPORARY RAMP**

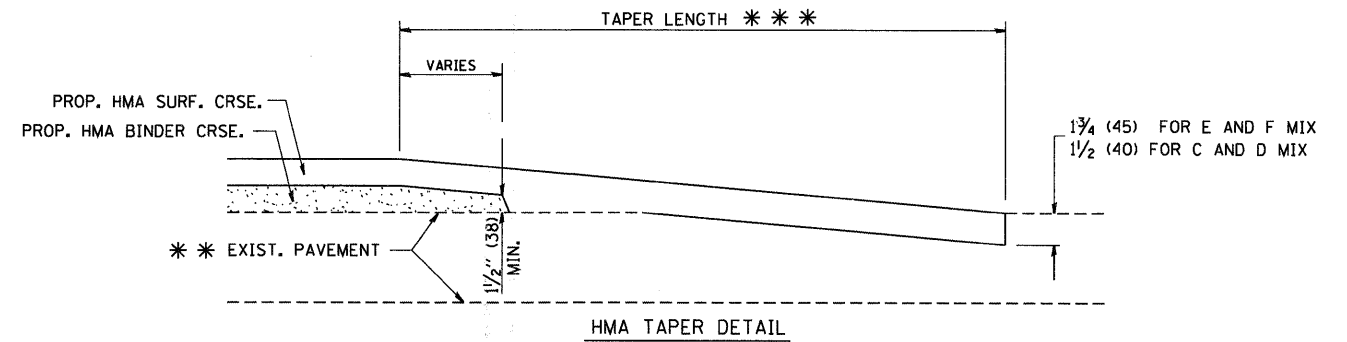


BUTT JOINT AND  
HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY**

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

**NOTES**

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
  - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
  - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT:**

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

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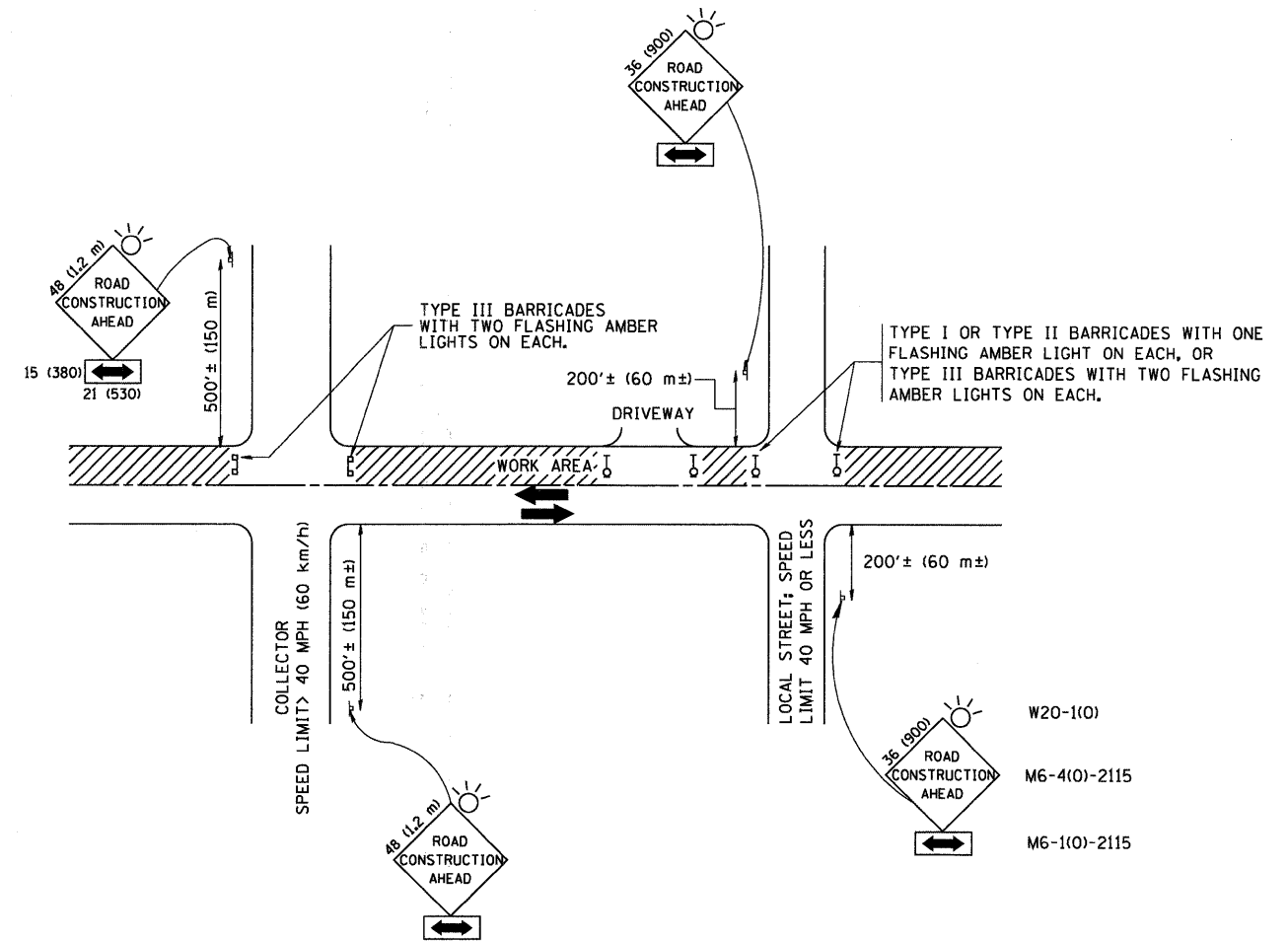
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PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - M. GOMEZ 04-06-01
		REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND  
HMA TAPER DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BWRS-2	KANE	72	55
BD400-05 BD32			CONTRACT NO. 62529	
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

- 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:
  - 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.
  - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - 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.
  - 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.
- 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.

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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 "/ IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

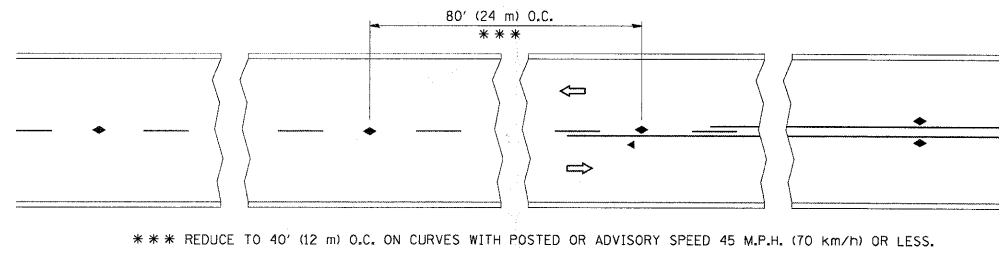
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

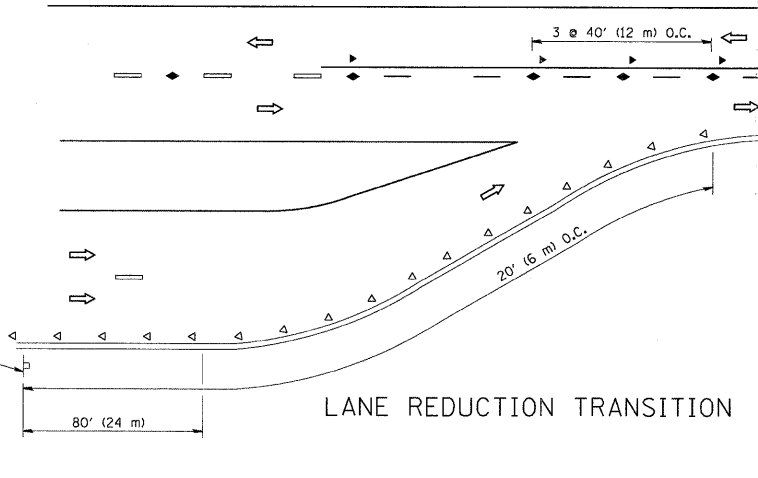
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 56
TC-10			CONTRACT NO. 62529	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

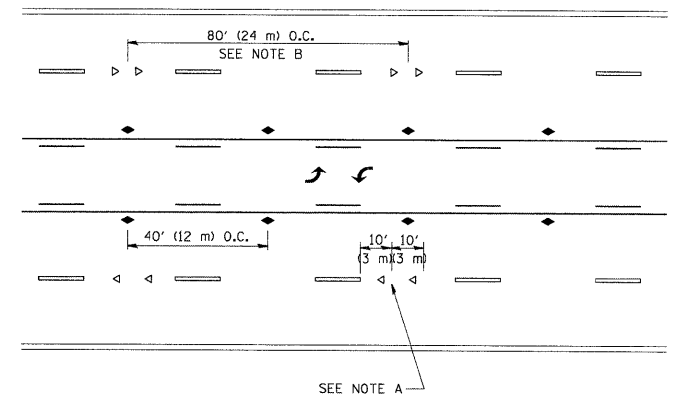




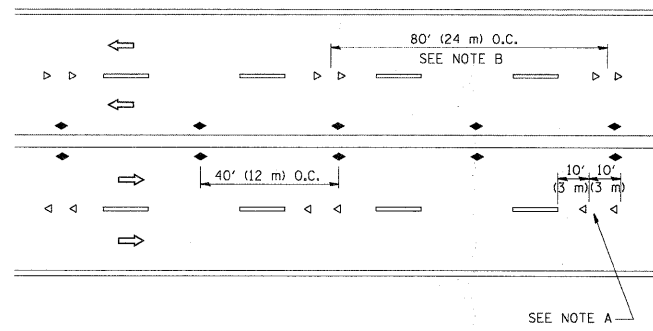
TWO-LANE/TWO-WAY



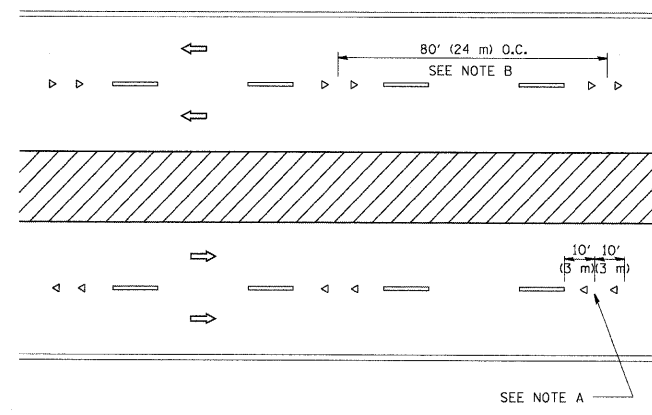
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

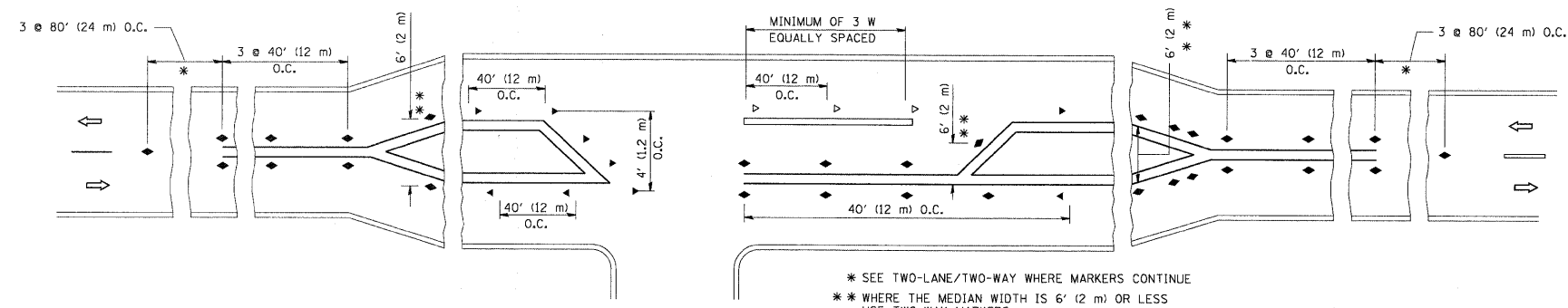
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

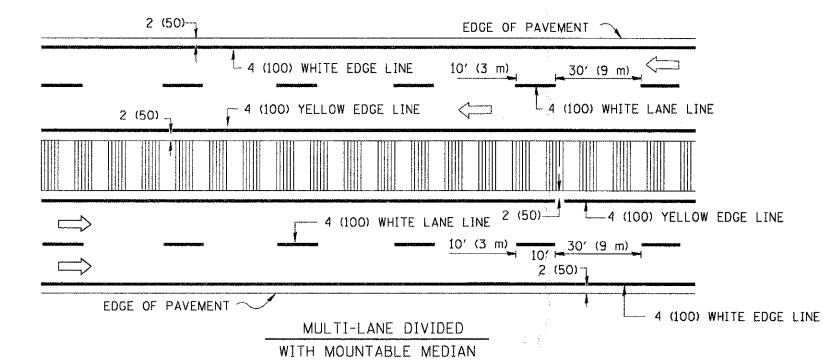
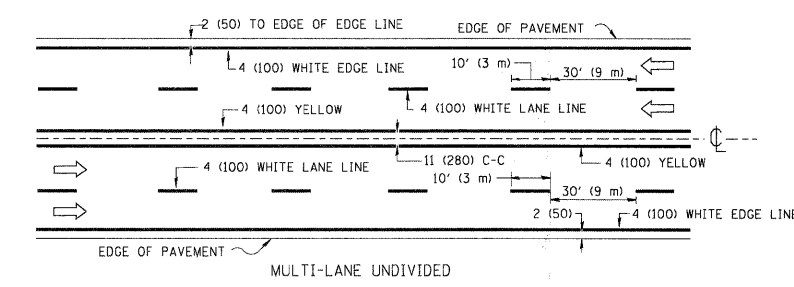
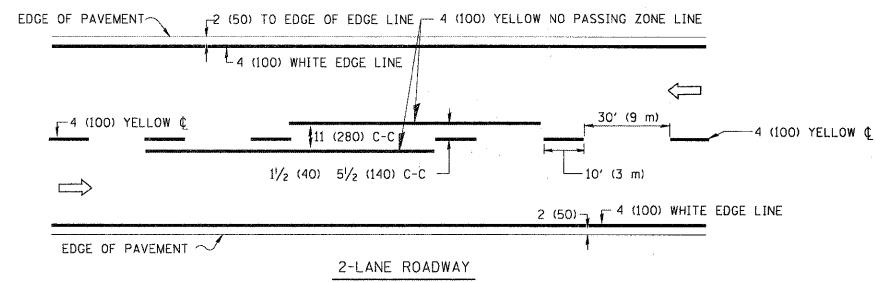
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD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



LEFT TURN

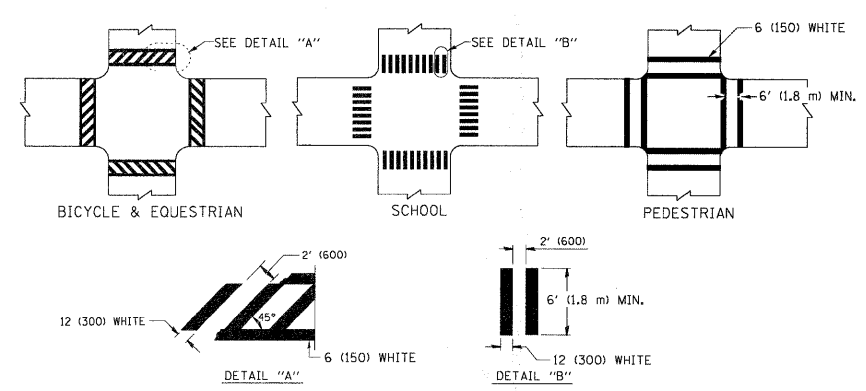
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\drivakosgn\10108315\1.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		345	8WRS-2	KANE	72	57			
		CHECKED -	REVISED - T. RAMMACHER 01-06-00		<b>TC-11</b>				CONTRACT NO. <b>62529</b>			
		DATE -	REVISED - C. JUICIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			

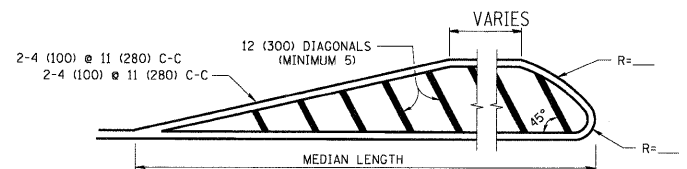
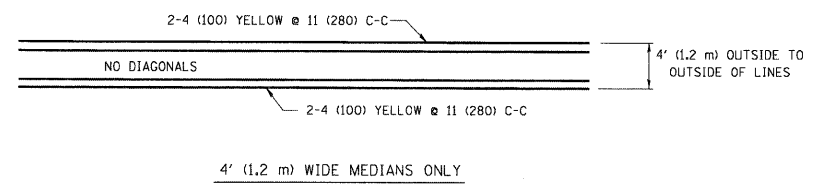


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

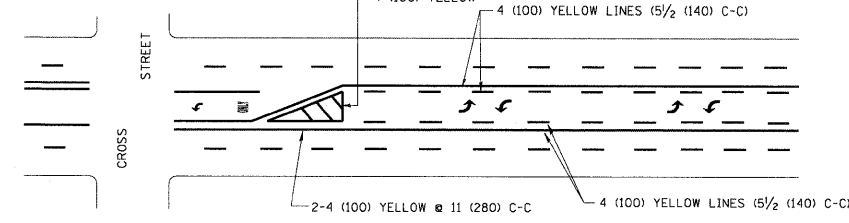


TYPICAL CROSSWALK MARKING

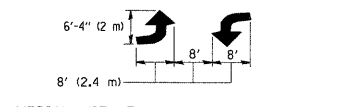


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

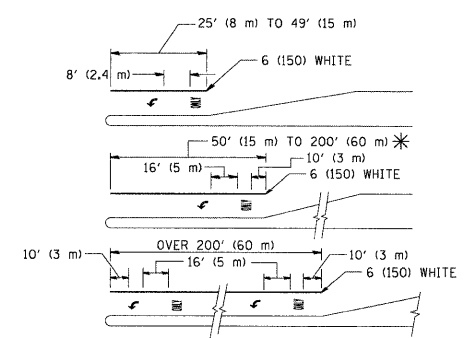


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

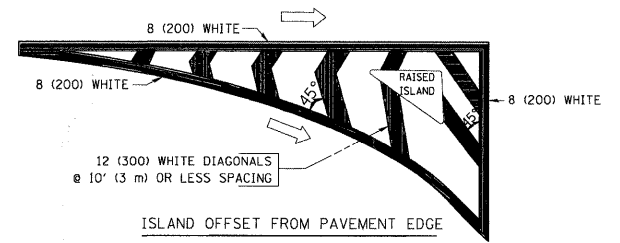


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 \* AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

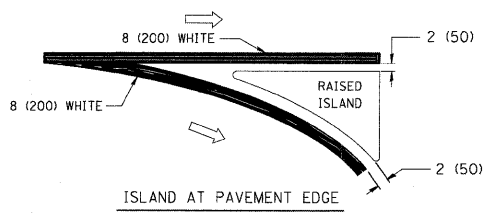
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



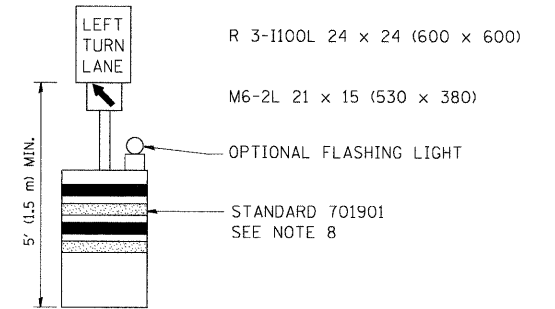
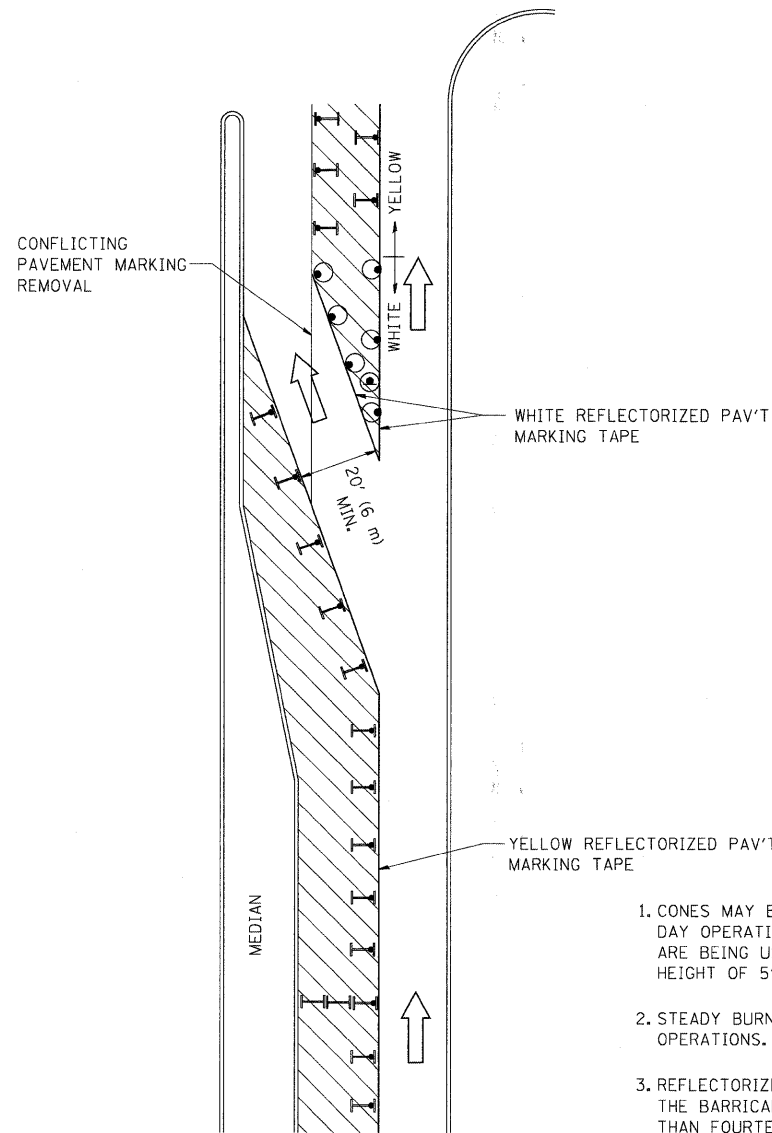
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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



**GENERAL NOTES**

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

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

**LEGEND**

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

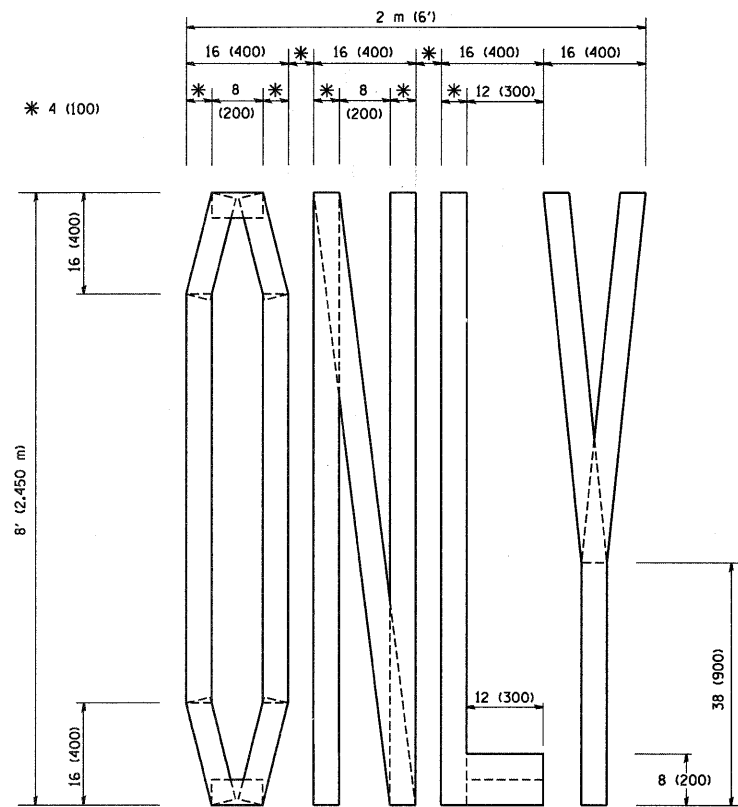
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	PLOT SCALE = 49,9999 1/4 IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 9/14/2009	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

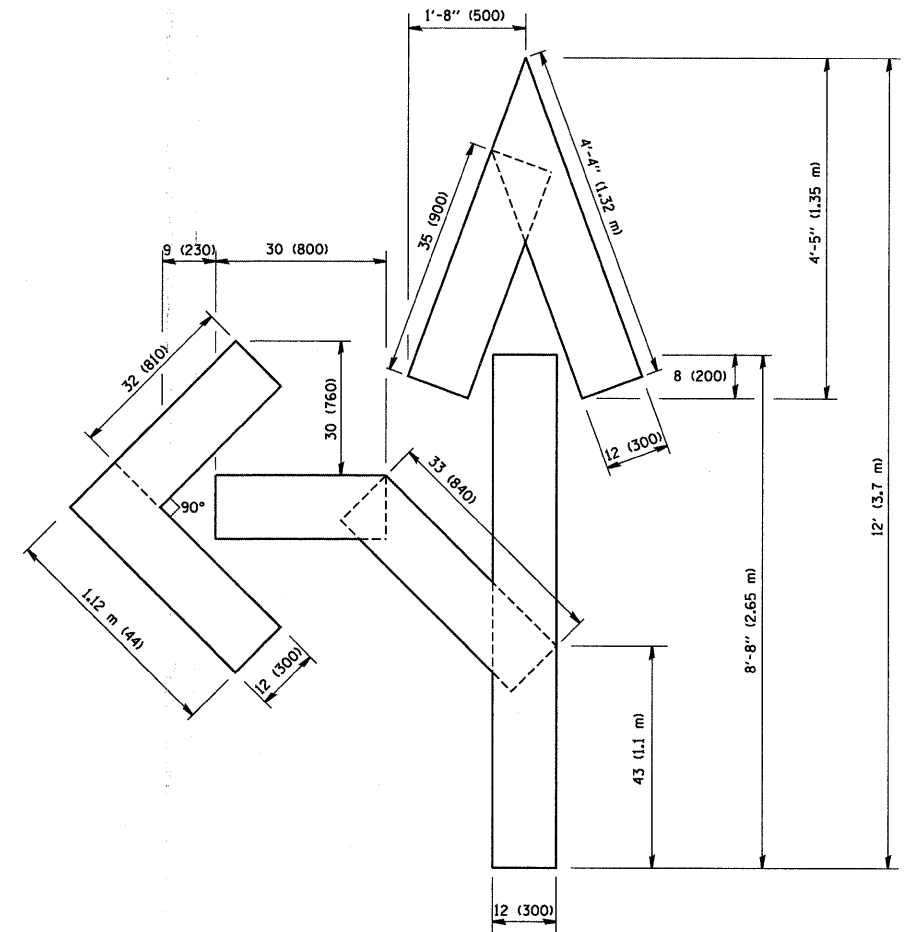
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

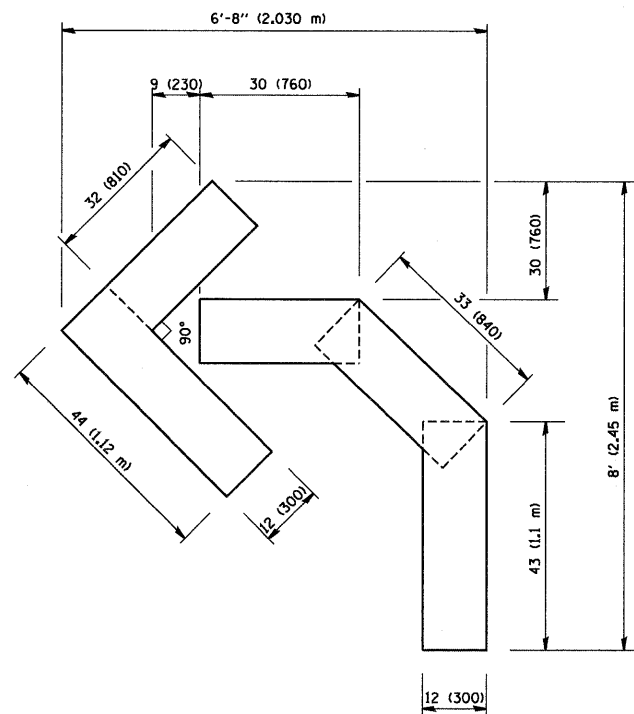
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	59
TC-14			CONTRACT NO. 62529	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

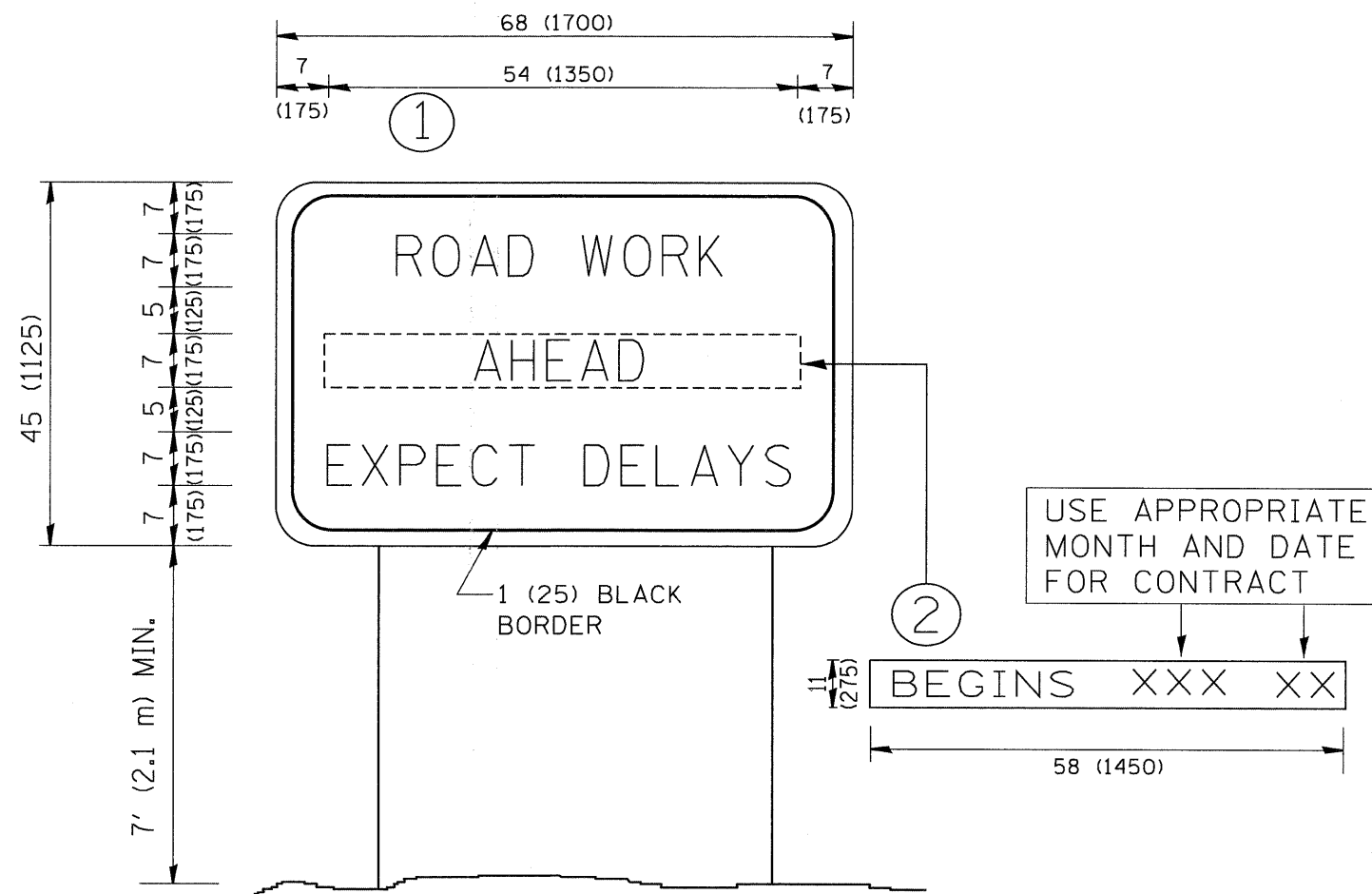
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 60
TC-16			CONTRACT NO. 62529	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



**NOTES:**

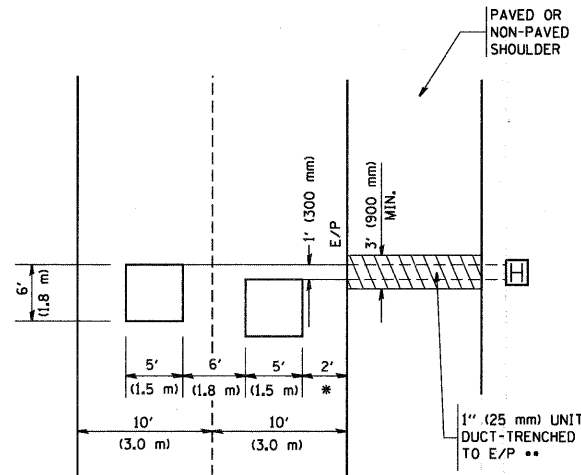
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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 = W:\diststd\22x34\to22.dgn	USER NAME = geglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000 "/ IN.	DRAWN -	REVISED - R. MIRS 12-11-97			345	8WRS-2	KANE	72	61
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99			<b>TC-22</b>		<b>CONTRACT NO. 62529</b>		
		DATE -	REVISED - C. JUCIUS 01-31-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT

**LOOPS NEXT TO SHOULDERS**

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



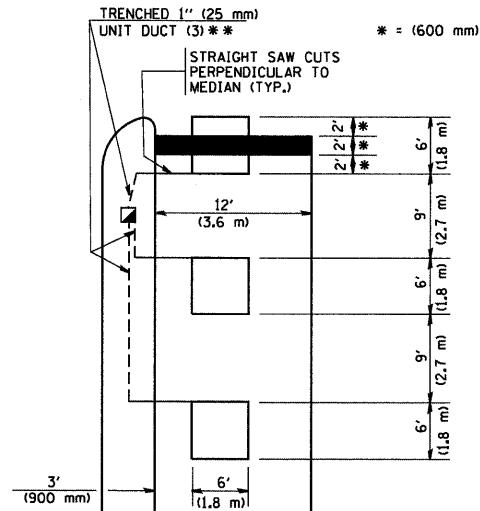
\* = (600 mm)

\*\* 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.

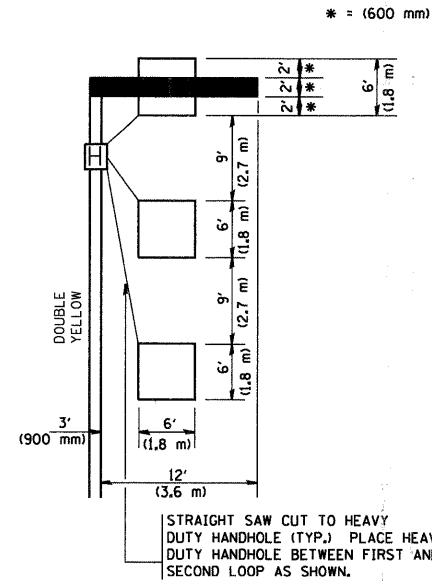


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS  
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

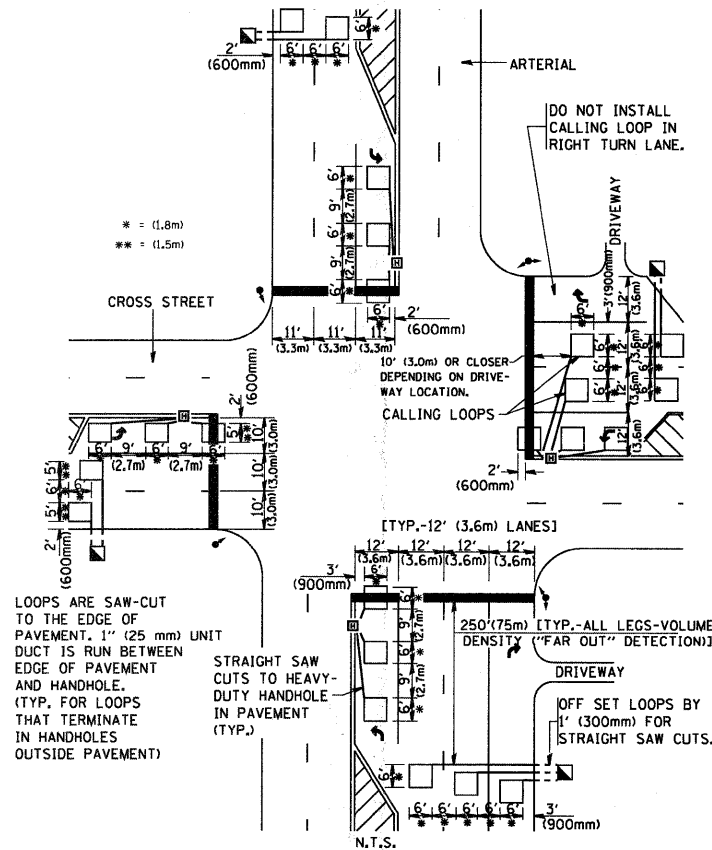
**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



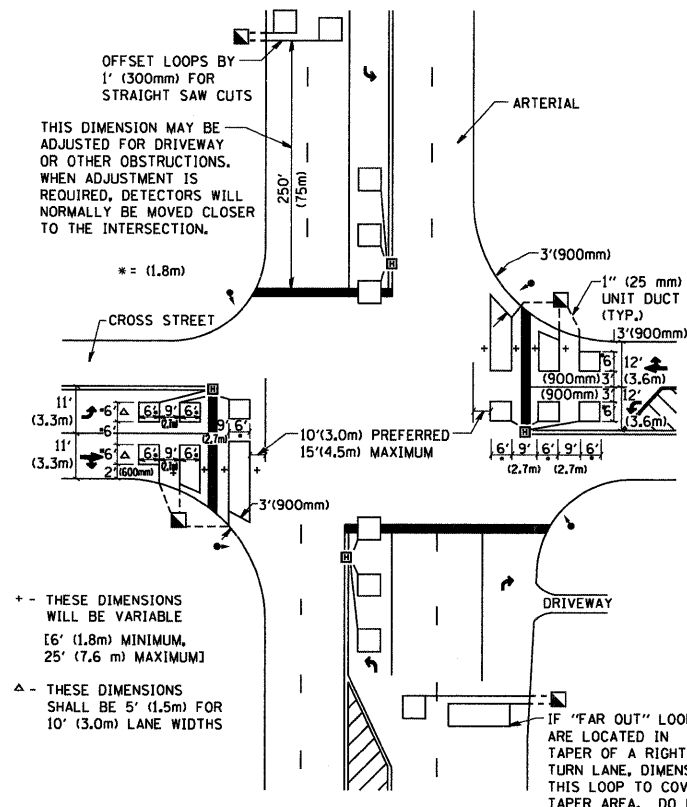
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO  
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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 DEMENSIONS 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.

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PLOT DATE = 1/4/2008

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

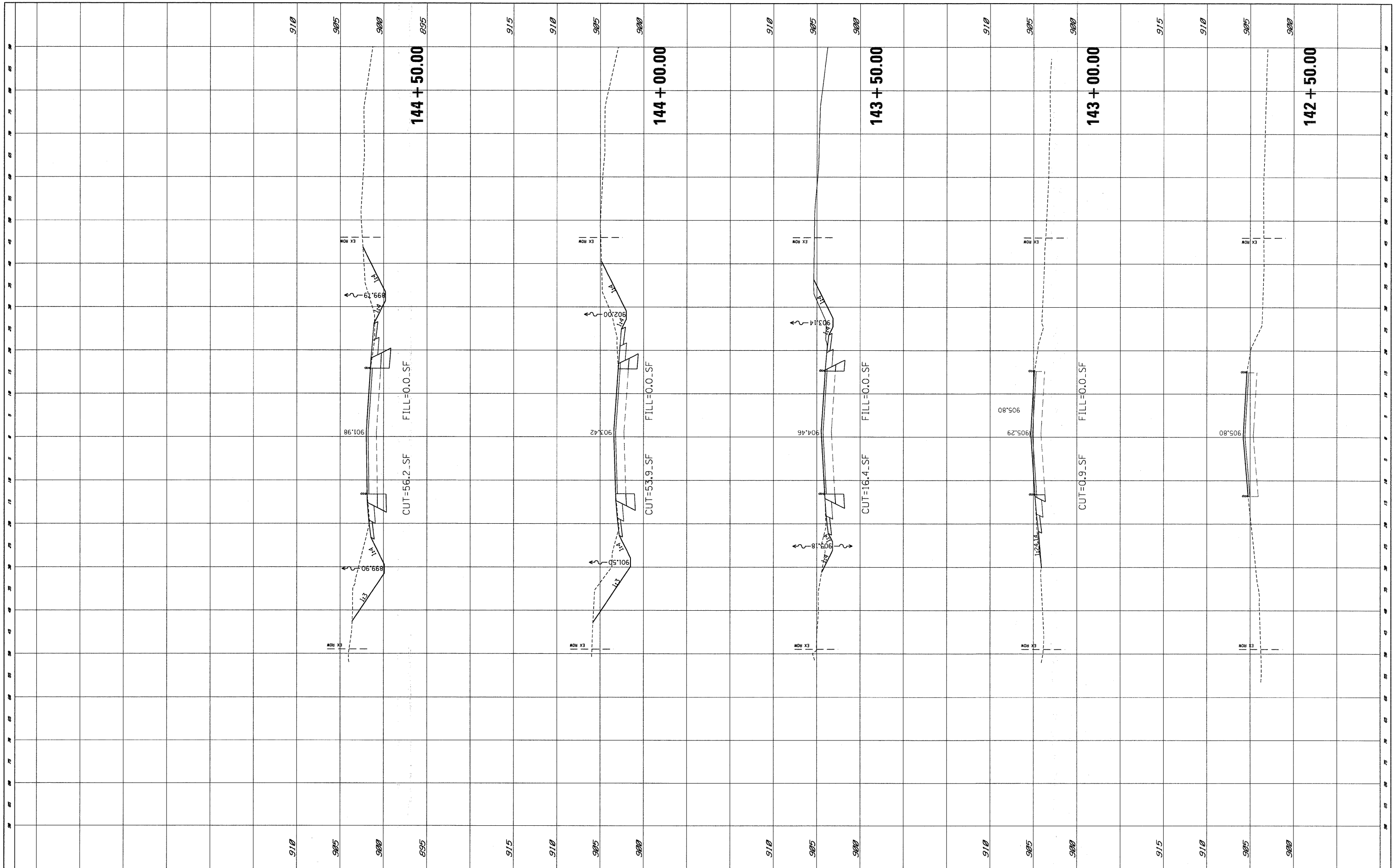
**DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING**

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

F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 62
TS-07			CONTRACT NO. 62529	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

DATE	
BY	
FINISHED	
SURVEY	
NOTE BOOK	
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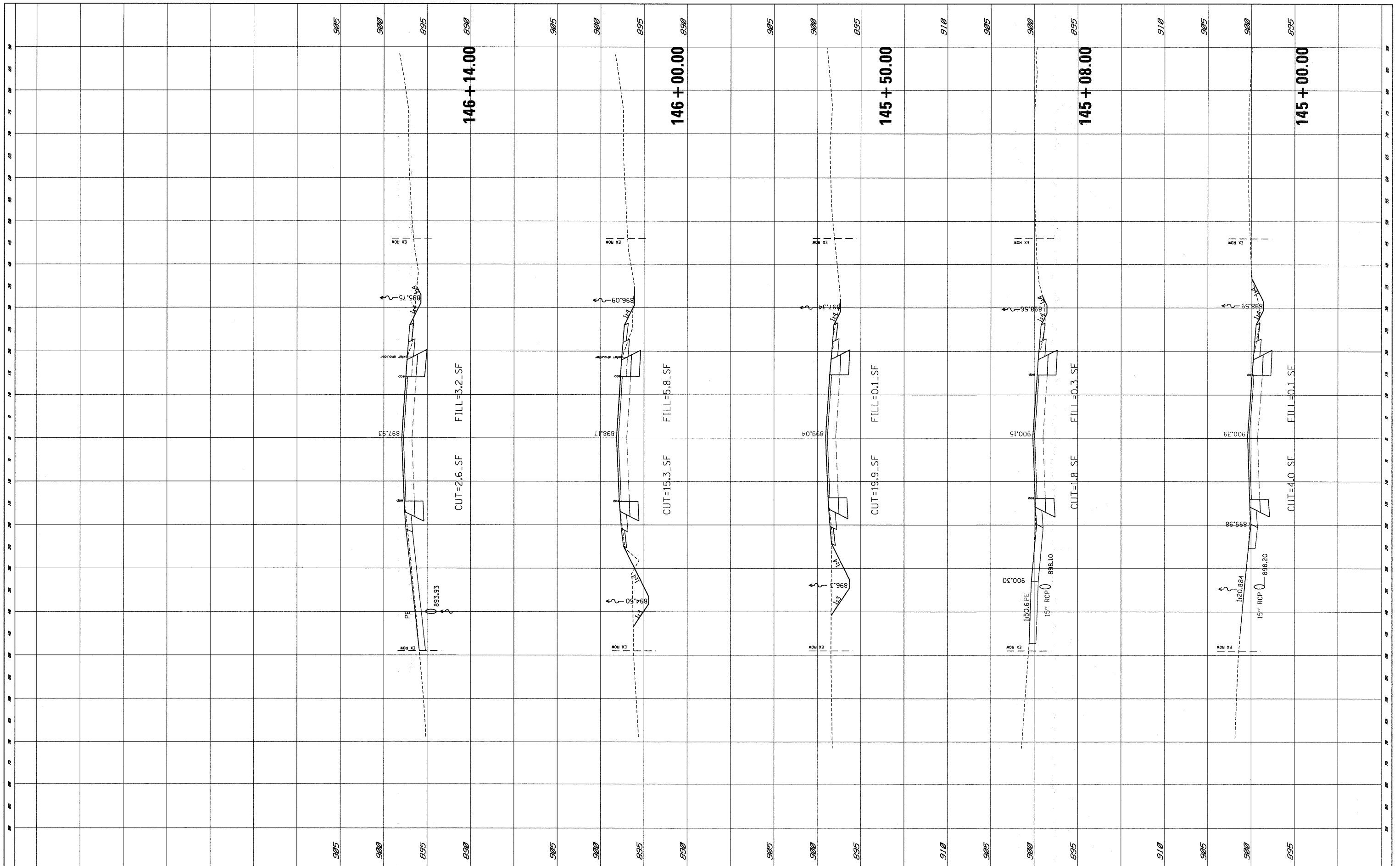
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20 CROSS SECTION**  
 SCALE: SHEET NO. OF SHEETS STA. 142+50.00 TO STA. 144+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	63
CONTRACT NO. 62529				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PROTECTED	BY
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 20 CROSS SECTION  
 SCALE: SHEET NO. OF SHEETS STA. 145+00.00 TO STA. 146+14.00

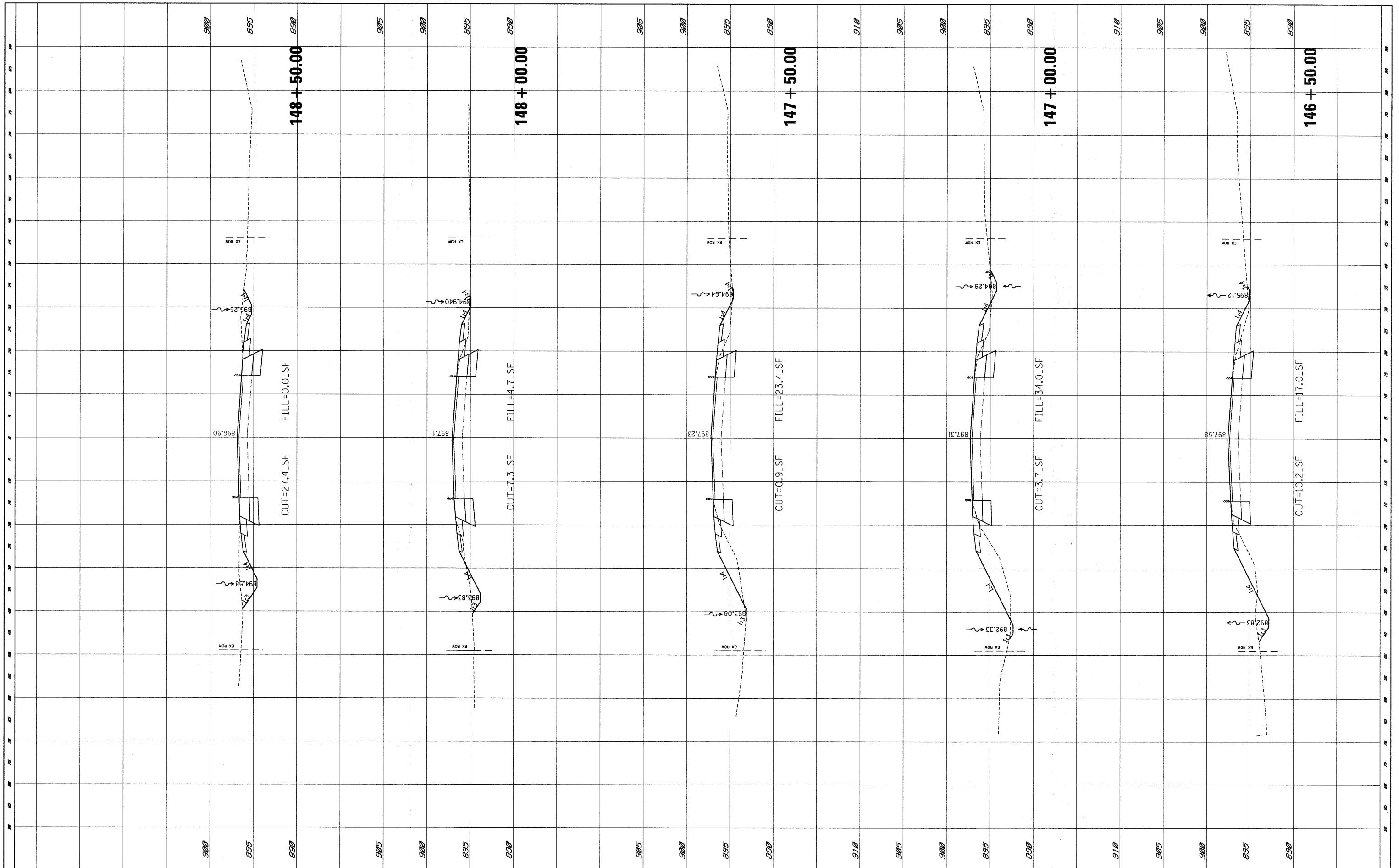
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	64
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62529



FINAL SURVEY	DATE
SURVEYED	BY
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ORIGINAL SURVEY	DATE
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NOTE BOOK	
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

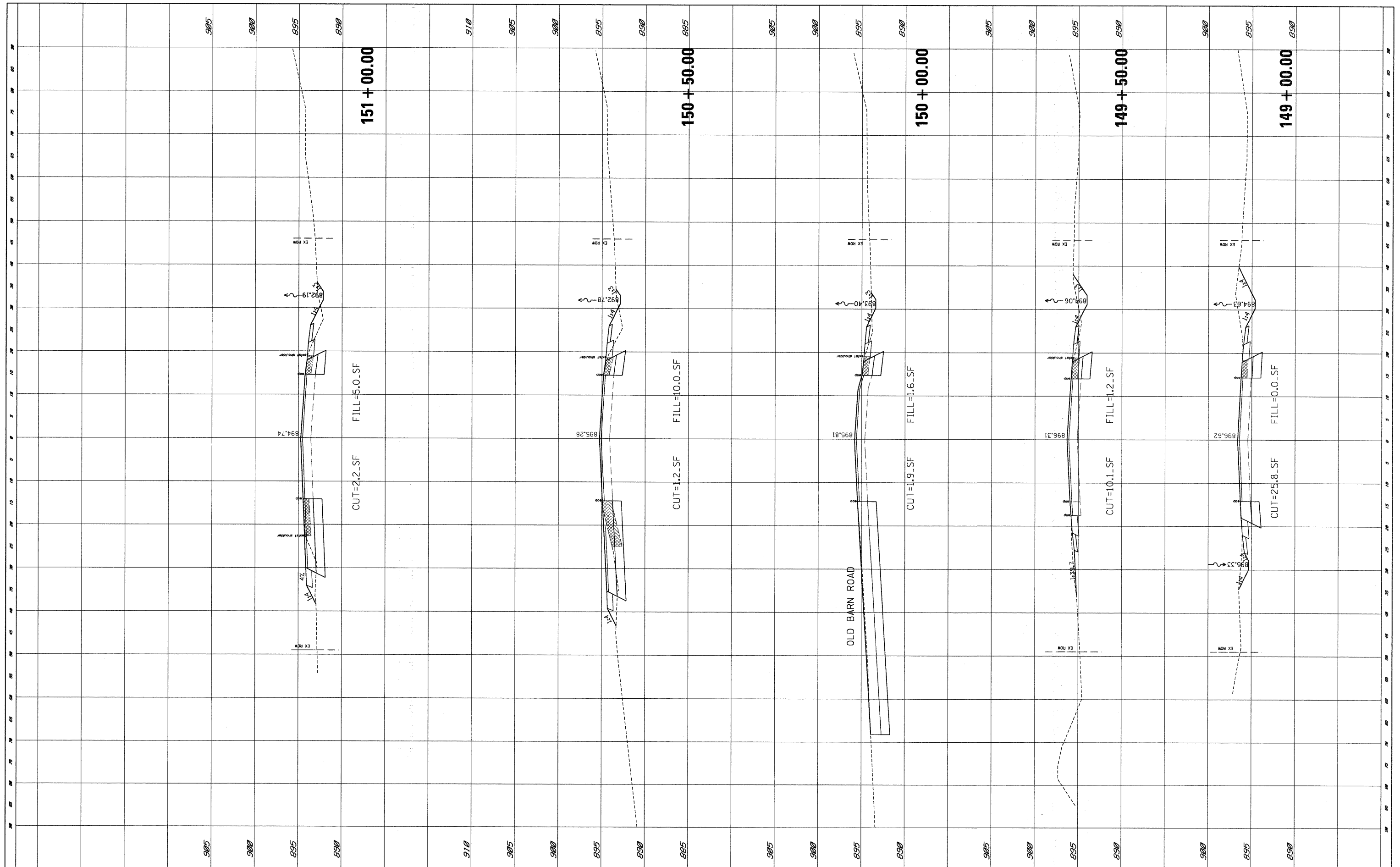
**U.S. ROUTE 20 CROSS SECTION**

SCALE: SHEET NO. OF SHEETS STA. 146+50.00 TO STA. 148+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	65
CONTRACT NO. 62529			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	DATE
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ORIGINAL SURVEY	DATE
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

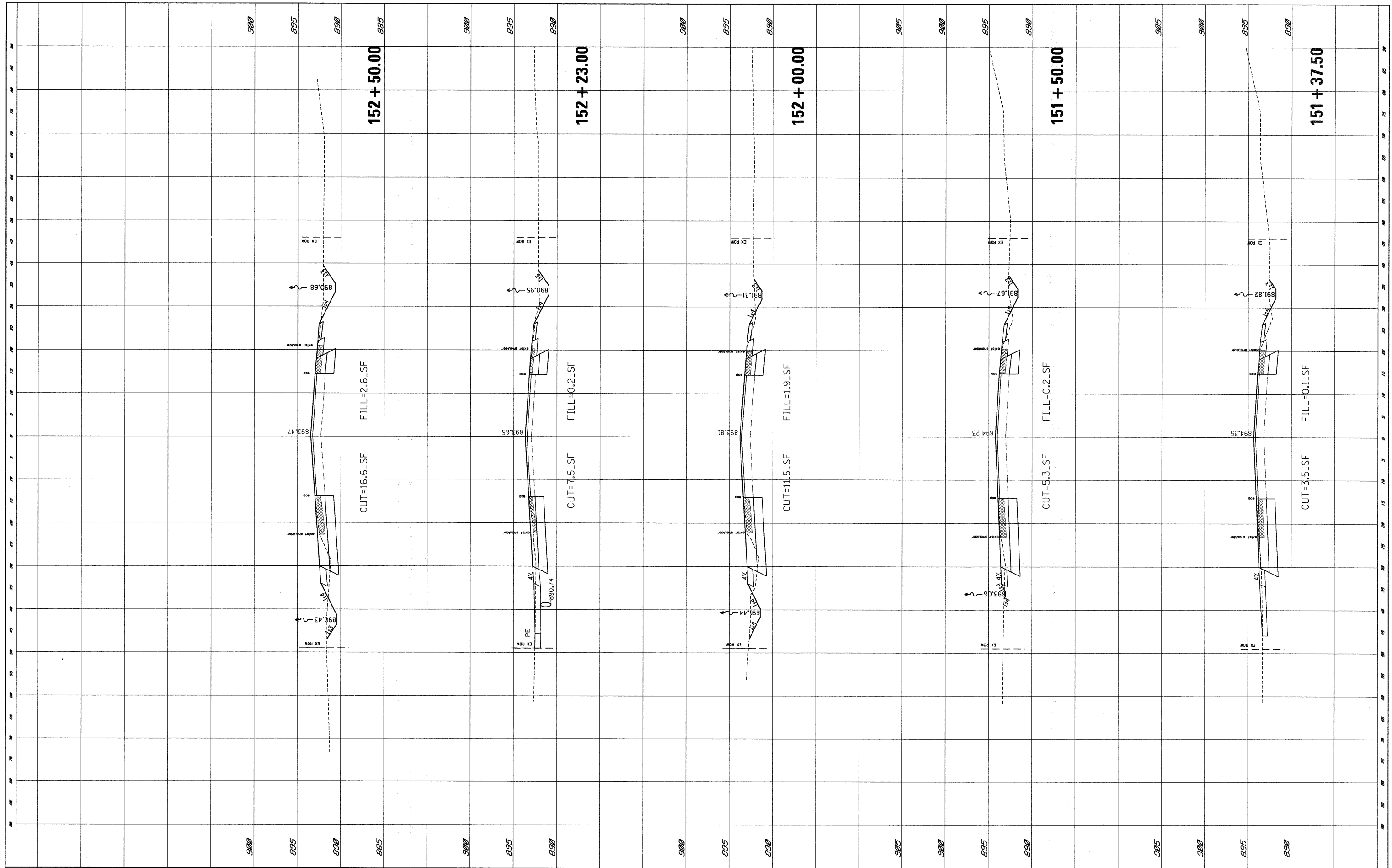
**U.S. ROUTE 20 CROSS SECTION**

SCALE: SHEET NO. OF SHEETS STA. 149+00.00 TO STA. 151+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	66
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 62529	

FINAL SURVEY	NO.
SIGNED	DATE
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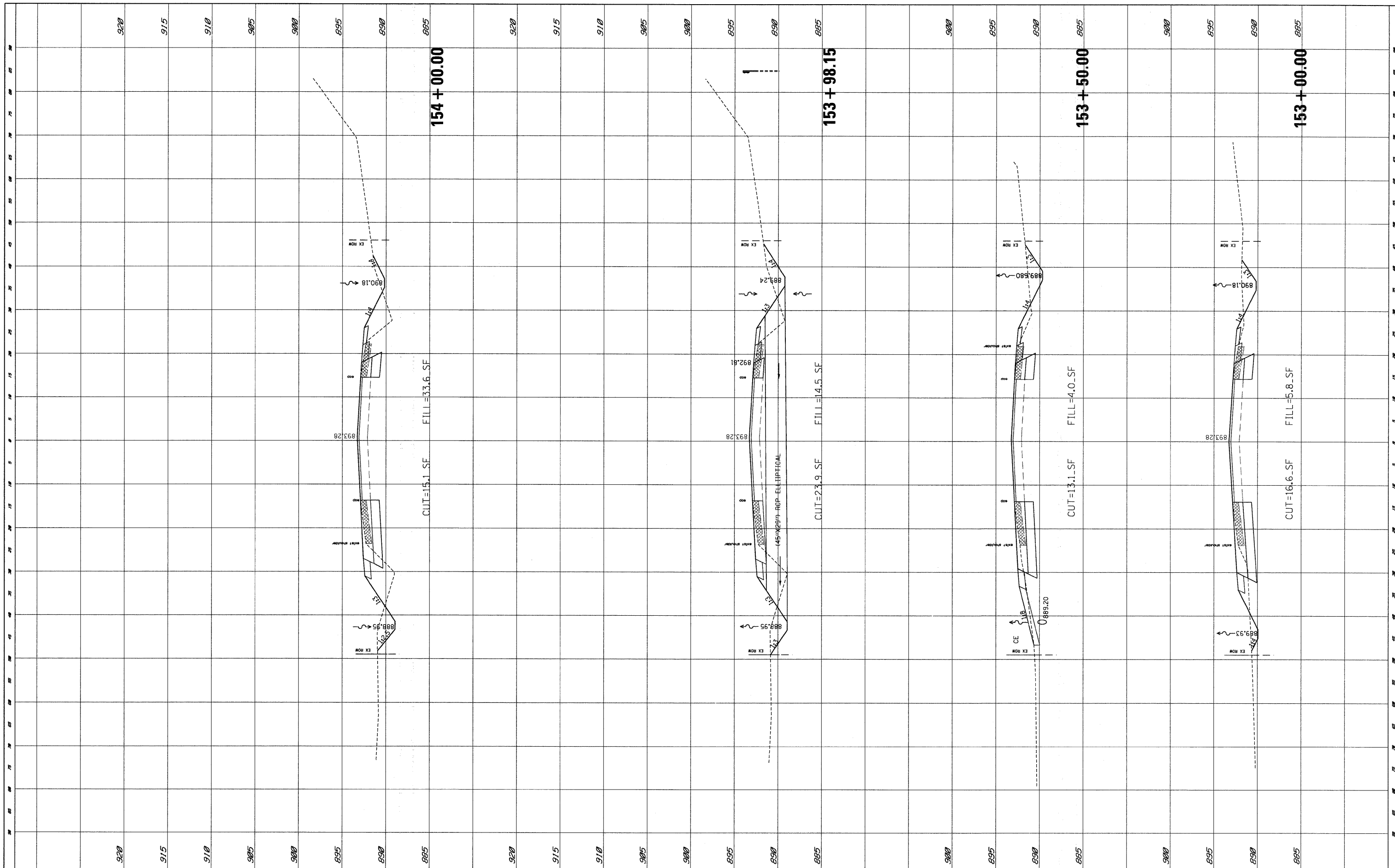
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 20 CROSS SECTION**  
 SCALE: SHEET NO. OF SHEETS STA. 151+37.50 TO STA. 152+50.00

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	67
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 62529				

FINAL SURVEY	DATE
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ORIGINAL SURVEY	DATE
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

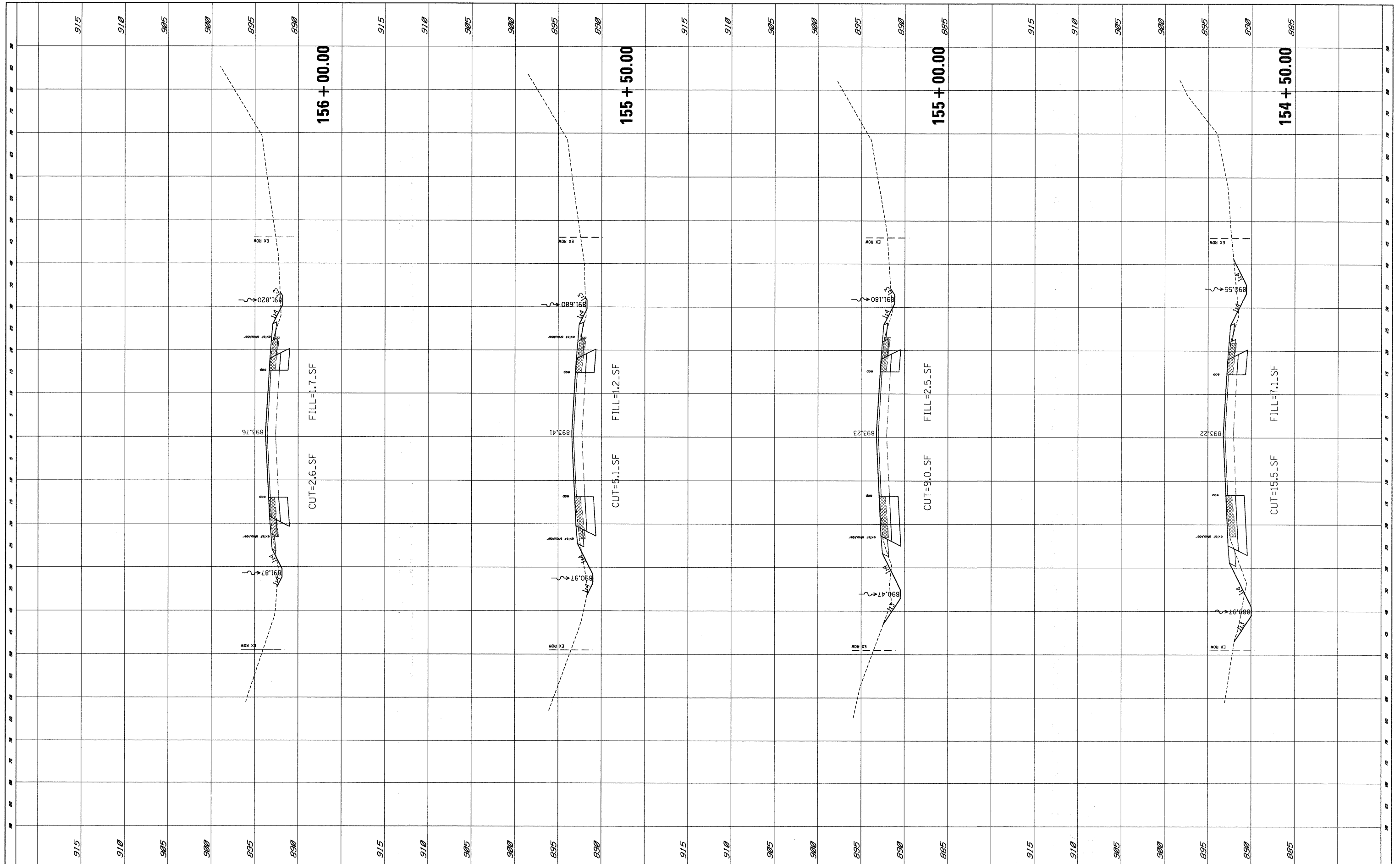
**U.S. ROUTE 20 CROSS SECTION**

SCALE: SHEET NO. OF SHEETS STA. 153+00.00 TO STA. 154+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WRS-2	KANE	72	68
CONTRACT NO. 62529			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	DATE
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

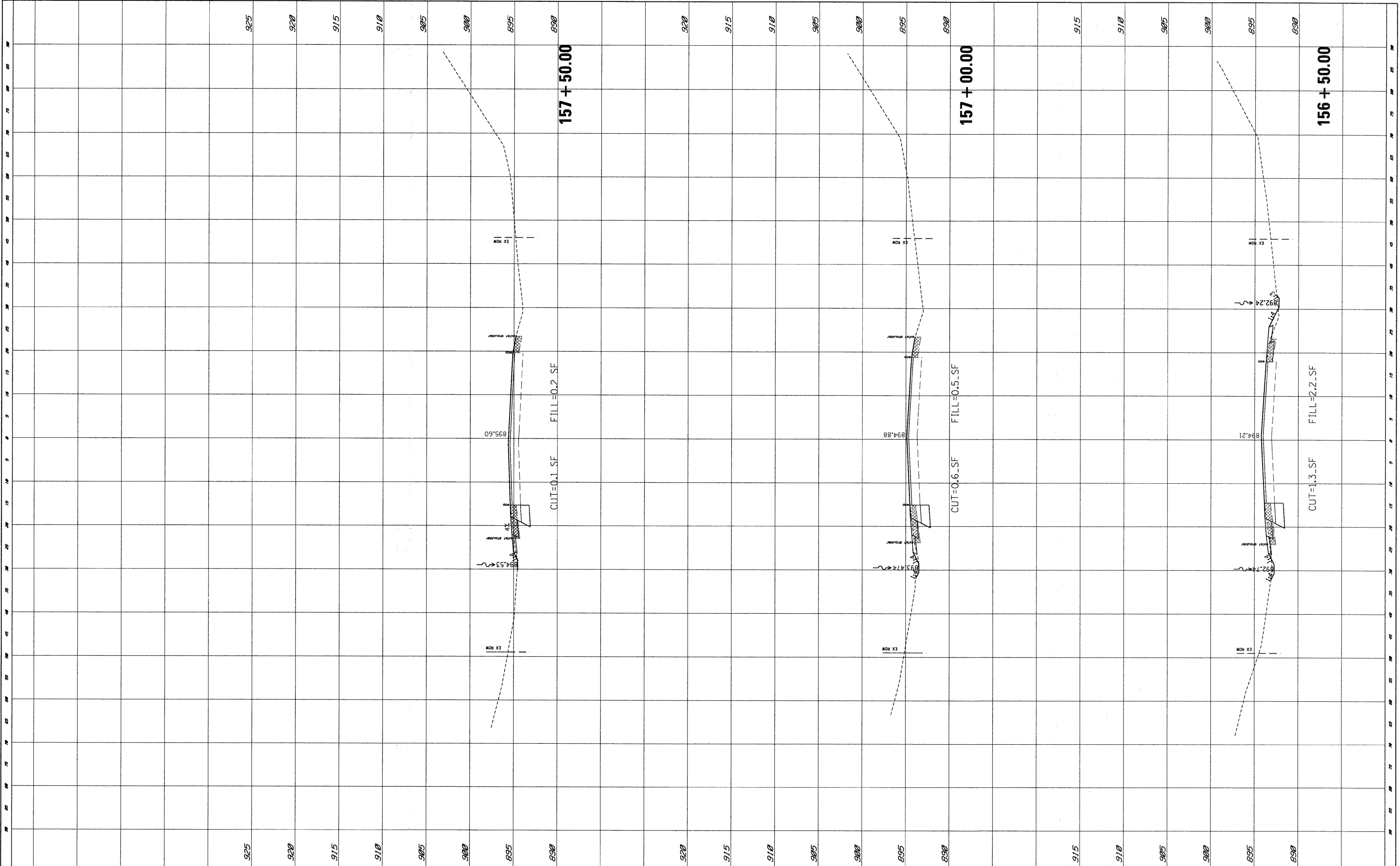
**U.S. ROUTE 20 CROSS SECTION**

SCALE: SHEET NO. OF SHEETS STA. 154+50.00 TO STA. 156+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8WR5-2	KANE	72	69
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 62529	

DATE	
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FINAL SURVEY	
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 PLOT DATE = 4/9/2010

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

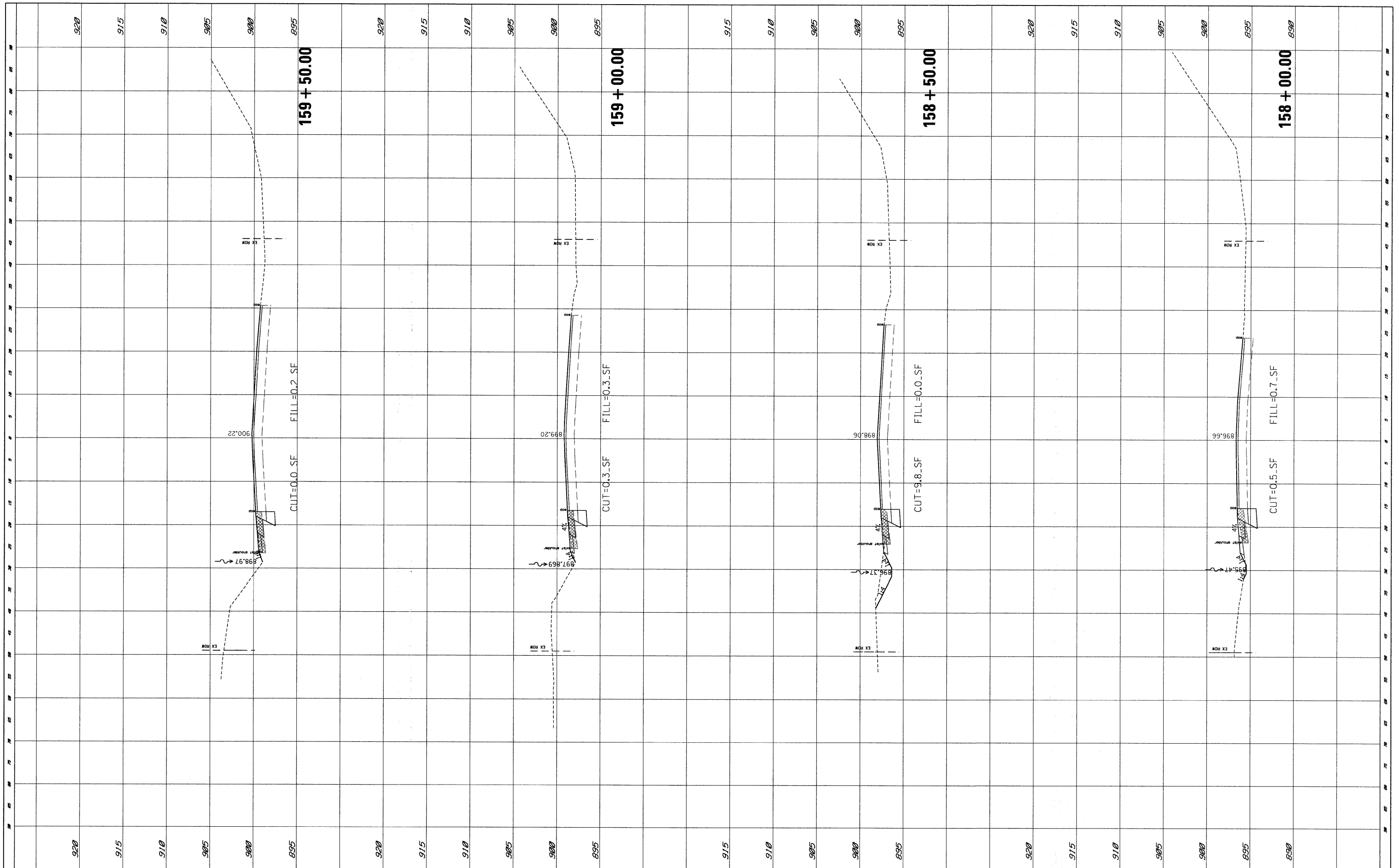
**U.S. ROUTE 20 CROSS SECTION**

SCALE: SHEET NO. OF SHEETS STA. 156+50.00 TO STA. 157+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BWRS-2	KANE	72	70
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 62529	

FINAL SURVEY NO.	DATE
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

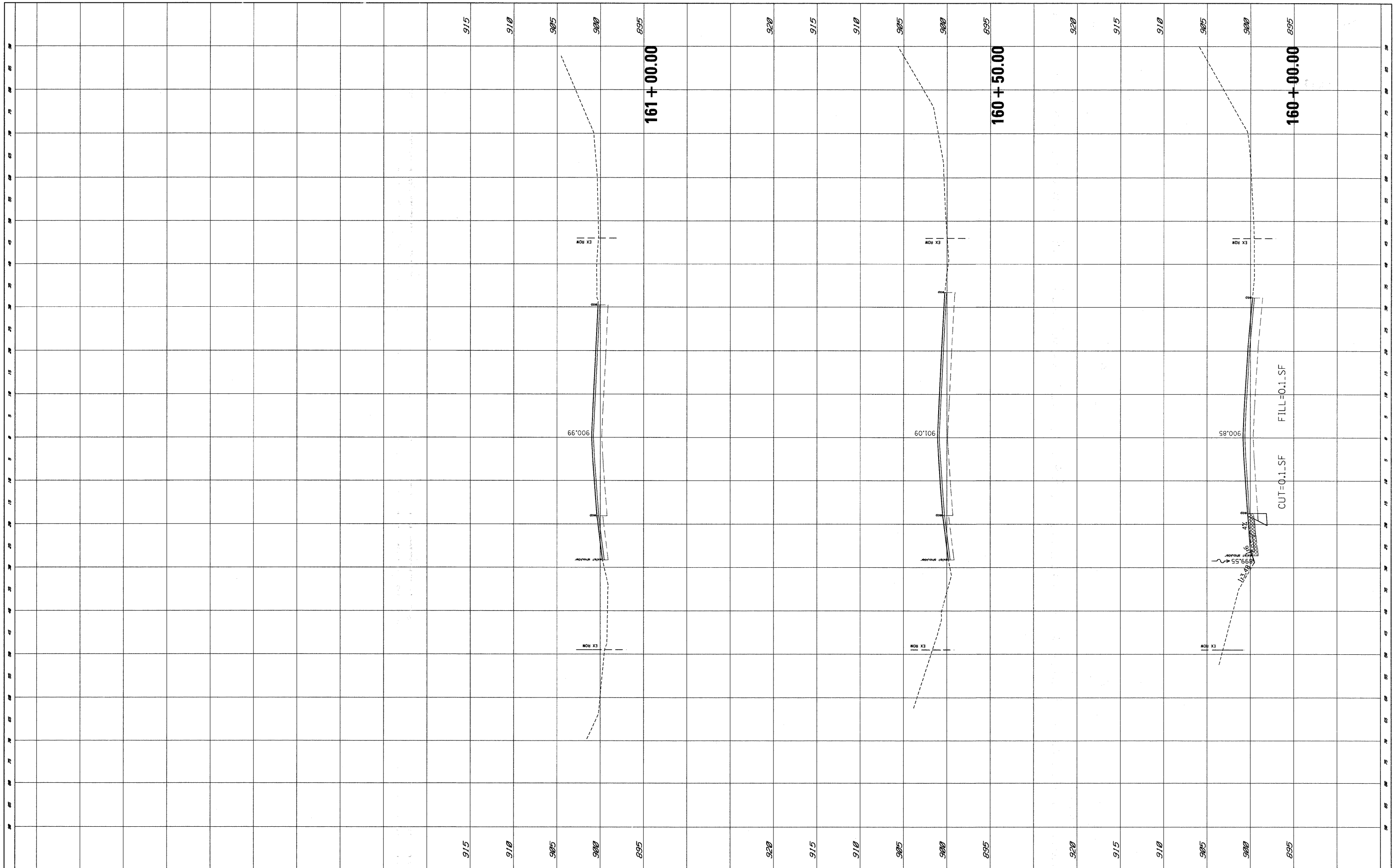
**U.S. ROUTE 20 CROSS SECTION**

SCALE: SHEET NO. OF SHEETS STA. 158+00.00 TO STA. 159+50.00

F.A.P. RTE. 345	SECTION 8WRS-2	COUNTY KANE	TOTAL SHEETS 72	SHEET NO. 71
CONTRACT NO. 62529				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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FINAL SURVEY	SURVEYED
NOTE BOOK	NOTED
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		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 160+00.00	TO STA. 161+00.00	CONTRACT NO. 62529	
		CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									