1-18-13 LETTING ITEM 068

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	1
	ILLINOIS	CONTRACT NO. 60N13		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE TOWNSHIP OF CAMPTON

DESIGN DESIGNATION : 1,325(20) OTHER PRINCIPAL ARTERIAL 5.75 (FD–20)

POSTED SPEED: 55 MPH
DESIGN SPEED: 60 MPH
ADT = 5,600 (2009); 17,000 (2030)
P.V. = 83.5% S.U. = 5.4% M.U. = 11.1%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS

FAP ROUTE 326 (IL ROUTE 47)
SECTION 106X–B
OVER VIRGIL DITCH #2
PROJECT NO. ACF-0326(087)
BRIDGE REPLACEMENT
KANE COUNTY
C–91–240–11

10-11-12
Expires 11-30-13
LICENSED PROFESSIONAL ENGINEER
JOSEPH A. REGIS
47290
STATE OF ILLINOIS

10-11-12
Exp 11-30-13
LICENSED PROFESSIONAL ENGINEER
JEFFREY T. SNAPE
062-061756
STATE OF ILLINOIS

10-11-12
LICENSED STRUCTURAL ENGINEER
MICHAEL J. TRELLO
081-006384
STATE OF ILLINOIS
EXP 11/30/12

10-11-12
LICENSED PROFESSIONAL ENGINEER
MICHAEL C. VAIL
062-049256
STATE OF ILLINOIS
EXP 11-30-13

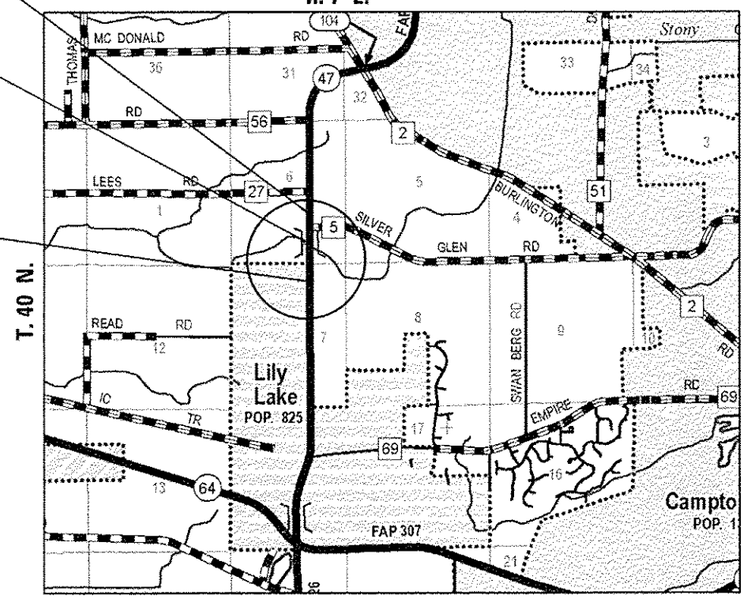
D–91–240–11

LOCATION OF SECTION INDICATED THUS:–

IMPROVEMENT ENDS
STA. 1471 + 00.00

PROPOSED S.N. 045–0078
STATION 1462 + 82.31

IMPROVEMENT BEGINS
STA. 1454 + 50.00



LOCATION MAP

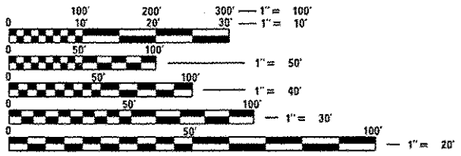
CAMPTON TOWNSHIP

0 1 2 MILES

SCALE: 1" = 1 MILE

GROSS LENGTH = 1650 FT. = 0.313 MILE

NET LENGTH = 1650 FT. = 0.313 MILE



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Oct 15 20 12
John Fortmann Jr
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 7 20 12
John D. Baranzelli PE for
acting ENGINEER OF DESIGN AND ENVIRONMENT

Dec 7 20 12
William B. Frey for
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT MANAGER: ISAAC KWARTENG (847) 705–4230
PROJECT ENGINEER: ALIX BRICE (847) 705–4552

CONTRACT NO. 60N13

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000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
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482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
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601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
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635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
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643001-01	SAND MODULE IMPACT ATTENUATORS
666001-01	RIGHT-OF-WAY MARKERS
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701301-04	LANE CLOSURE 2L, 2W, DAY ONLY, FOR SPEEDS ≥45 MPH
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥45 MPH
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701321-13	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
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781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
BLR 22-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

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BE800	TEMPORARY LIGHTING
BE805	TEMPORARY LIGHTING AND TRAFFIC SIGNALS FOR SINGLE LANE STAGING
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
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TS05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS

GENERAL NOTES

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

THE HMA SURFACE OF ALL PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION-SUSTAINING SOIL COVERING THE TOP SIX INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION-SUSTAINING SOIL REQUIRED WILL BE PAID FOR SEPARATELY AS TOPSOIL FURNISH AND PLACE, 6".

ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THE PLANS.

REMOVAL OF EXISTING AGGREGATE OR EARTH ENTRANCES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR EARTH EXCAVATION.

A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT HAS BEEN SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. BOUNDARIES OF THE IN-STREAM WORK AREA ARE SUBJECT TO ADJUSTMENT BY THE USACE AND THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTING THE PROJECT. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

CONTRACTOR SHALL REPAIR, TO THE SATISFACTION OF THE ENGINEER, ALL DAMAGE TO EXISTING ITEMS NOT SHOWN FOR REMOVAL. THIS WORK SHALL BE DONE BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.

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

THE CONTRACTOR SHALL CONTACT THE BUREAU OF TRAFFIC FIELD ENGINEER, DON CHIARUGI, AT 847-741-9857 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR GUARDRAIL REMOVAL.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

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

WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

ON STATE STANDARDS 482001 AND 483001 AGGREGATE SUBGRADE IMPROVEMENT 12" SHALL BE USED AS THE IMPROVED SUBGRADE. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER SQUARE YARD OF "AGGREGATE SUBGRADE IMPROVEMENT 12".

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ 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).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.

THE CONTRACTOR SHALL GRADE BACKSLOPES TO AVOID ANY CONFLICTS WITH EXISTING POWER POLES UNLESS NOTED ON THE PLANS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

NICOR GAS
1844 FERRY ROAD
NAPERVILLE, IL 60653-9600
630-983-8676

AT&T
ATTN: DAVE PHELPS
123 ENERGY DRIVE
ROCKFORD, IL 61109-1099
630-573-6464

COMMONWEALTH EDISON CO.
ATTN: JOE STACHO
TWO LINCOLN CENTRE
OAKBROOK TERRACE, IL 60181-4260
630-424-5704

VILLAGE OF LILY LAKE
ATTN: JESSE HEFFERNAN, PRESIDENT
43W955 TWILIGHT LANE
LILY LAKE, IL 60175
630-365-9677

COMCAST CABLE
688 INDUSTRIAL DRIVE
ELMHURST, IL 60126
630-600-6316

COMMITMENTS

1. THE DETOUR PLAN INCLUDED IN THIS PLAN SET IS TO BE USED WHEN SILVER GLEN ROAD IS CLOSED TO TRAFFIC AND BURLINGTON ROAD IS OPEN TO TRAFFIC (CLOSED AS PART OF THE NEARBY INTERSECTION RECONSTRUCTION PROJECT AT BURLINGTON ROAD AND ILLINOIS ROUTE 47). THE CONTRACTOR SHALL COORDINATE WITH THE KANE COUNTY DIVISION OF TRANSPORTATION AND THE ENGINEER OF THE ADJOINING PROJECT TO ENSURE THAT SIGNING FOR ALL REQUIRED DETOURS IS CLEAR, CONCISE AND ACCURATE. CONVERSELY, WHEN SILVER GLEN ROAD IS OPEN TO TRAFFIC AND BURLINGTON ROAD IS CLOSED TO TRAFFIC AS PART OF THE AFOREMENTIONED BURLINGTON ROAD PROJECT, THE ALTERNATE DETOUR PLAN INCLUDED IN THIS PLAN SET FOR INFORMATION ONLY, SHALL BE IN EFFECT.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT'L PRIME COAT	0.08 0.375	GAL / SQ YD (HMA/CONC BASE) GAL / SQ YD (AGG BASE)
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
HOT-MIX ASPHALT	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
TEMPORARY DITCH CHECKS	5	TONS AGGREGATE

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QUIGG ENGINEERING INC

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PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
STANDARDS & GENERAL NOTES

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	2
		CONTRACT NO. 60N13		
	ILLINOIS	FED. AID PROJECT		

URBAN

CODE NO.	ITEM	UNIT	STP FUNDING 80% FEDERAL 20% STATE TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005 ROADWAY	CONSTRUCTION TYPE CODE 0011 SN 045 -0078
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	154	154	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	70	70	
20200100	EARTH EXCAVATION	CU YD	1844	1844	
20300100	CHANNEL EXCAVATION	CU YD	1159		1159
20400800	FURNISHED EXCAVATION	CU YD	1251	1251	
20800150	TRENCH BACKFILL	CU YD	24	24	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	6675	6675	
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	4877	4877	
25000210	SEEDING, CLASS 2A	ACRE	1.0	1.0	
25000310	SEEDING, CLASS 4	ACRE	0.5	0.5	
25000350	SEEDING, CLASS 7	ACRE	1.5	1.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	90	90	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	90	90	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	90	90	
25100630	EROSION CONTROL BLANKET	SQ YD	3573	3573	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	400	400	
* 28000305	TEMPORARY DITCH CHECKS	FOOT	90	90	
28000400	PERIMETER EROSION BARRIER	FOOT	3232	3232	
28000500	INLET AND PIPE PROTECTION	EACH	8	8	
28100107	STONE RIPRAP, CLASS A4	SQ YD	490		490
28200200	FILTER FABRIC	SQ YD	490		490
* 30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	6675	6675	
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	517	517	
35101400	AGGREGATE BASE COURSE, TYPE B	TON	49	49	
35501307	HOT-MIX ASPHALT BASE COURSE, 5¾"	SQ YD	638	638	
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	36	36	
35501320	HOT-MIX ASPHALT BASE COURSE, 9"	SQ YD	2857	2857	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	255	255	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2411	2411	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	45	45	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	160	160	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	16	16	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	741	741	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	930	930	

URBAN

CODE NO.	ITEM	UNIT	STP FUNDING 80% FEDERAL 20% STATE TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005 ROADWAY	CONSTRUCTION TYPE CODE 0011 SN 045 -0078
44000100	PAVEMENT REMOVAL	SQ YD	5067	5067	
44004250	PAVED SHOULDER REMOVAL	SQ YD	398	398	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	454	454	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	2446	2446	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	138	138	
50200100	STRUCTURE EXCAVATION	CU YD	49		49
50300100	FLOOR DRAINS	EACH	8		8
50300225	CONCRETE STRUCTURES	CU YD	66.3		66.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	250.8		250.8
50300260	BRIDGE DECK GROOVING	SQ YD	545		545
50300300	PROTECTIVE COAT	SQ YD	665		665
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	2394		2394
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	65180		65180
50800515	BAR SPLICERS	EACH	595		595
51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	530		530
51202305	DRIVING PILES	FOOT	530		530
51203200	TEST PILE METAL SHELLS	EACH	2		2
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	24		24
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	100	100	
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	90	90	
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	6	6	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	78		78
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	7	7	
60107600	PIPE UNDERDRAINS 4"	FOOT	214	214	
△ 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	550	550	
△ 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* △ 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	599	599	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	3.5	3.5
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	90	90	

* SEE SPECIAL PROVISIONS △ SPECIALTY ITEM

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QUIGG ENGINEERING INC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	3
		CONTRACT NO. 60N13		
		ILLINOIS FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	URBAN STP FUNDING 80% FEDERAL 20% STATE TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005 ROADWAY	0011 SN 045 -0078
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1868	1868	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1962	1962	
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1749	1749	
*	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	9	9	
Δ	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5006	5006	
Δ	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	31	31	
	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	291		291
Δ	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	37	37	
	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	1		1
Δ	78200410	GUARDRAIL MARKERS, TYPE A	EACH	16	16	
Δ	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	981	981	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	7	7	
Δ *	89000050	TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
Δ *	X0326276	TEMPORARY LIGHTING FOR SINGLE LANE STAGING	L SUM	1	1	
*	X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	142		142
*	X4401198	HOT-MIX ASPHALT REMOVAL, VARIABLE DEPTH	SQ YD	507	507	
	X4810200	AGGREGATE SHOULDER REMOVAL	CU YD	553	553	
*	X6650206	WOVEN WIRE FENCE TO BE REMOVED AND RE-ERECTED	FOOT	393	393	
*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
*	X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	5228	5228	
*	X7030055	WET REFLECTIVE TEMPORARY TAPE TYPE III, 24 INCH	FOOT	63	63	
*	Z0004638	PAVEMENT BREAKING	SQ YD	5067	5067	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5
*	Z0019600	DUST CONTROL WATERING	UNIT	5	5	
*	Z0026407	TEMPORARY SHEET PILING	SQ FT	1212		1212
*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	80	80	
*	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	164		164
*	Z0051500	REMOVING AND RESETTING STREET SIGNS	EACH	10	10	
*	Z0062456	TEMPORARY PAVEMENT	SQ YD	288	288	

* SEE SPECIAL PROVISIONS Δ SPECIALTY ITEM

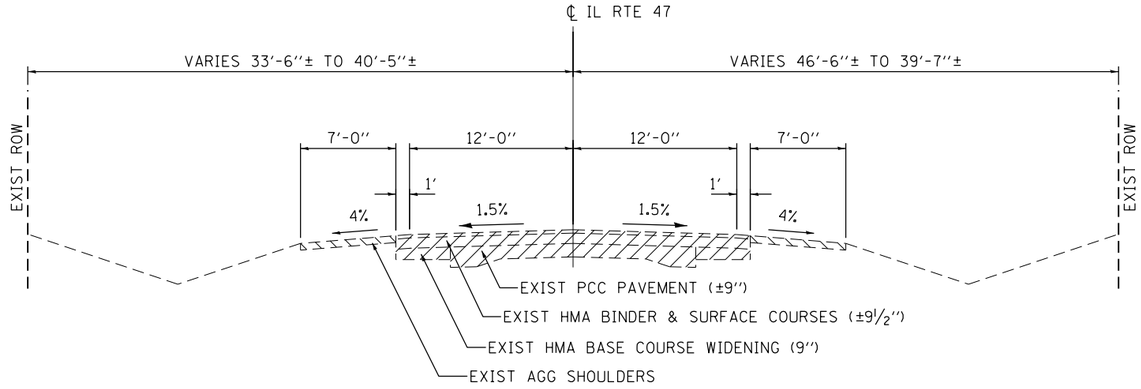
QUIGG ENGINEERING INC	USER NAME =	DESIGNED - MCV	REVISED -
		DRAWN - CMM	REVISED -
	PLOT SCALE = 100.0000 '/ in.	CHECKED - MTM	REVISED -
	PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	4
		CONTRACT NO. 60N13		
		ILLINOIS FED. AID PROJECT		

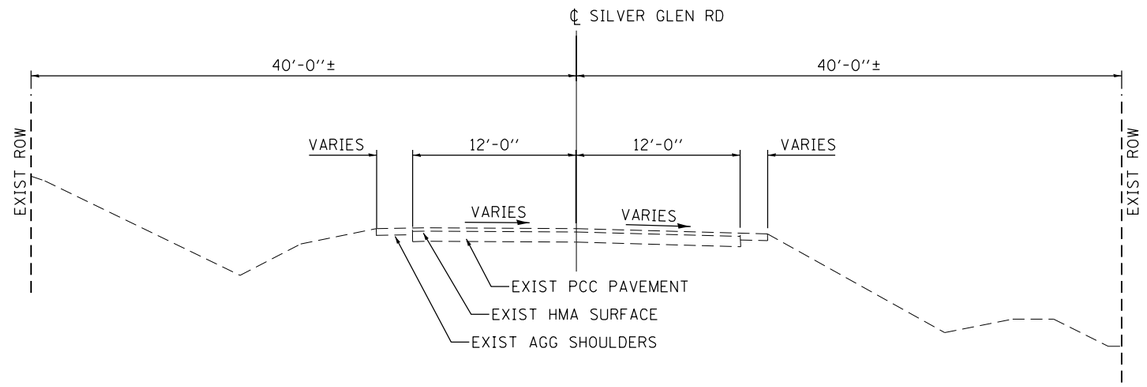


EXISTING TYPICAL SECTION

STA 1454+50.00 TO STA 1461+00.00
STA 1465+00.00 TO STA 1471+00.00

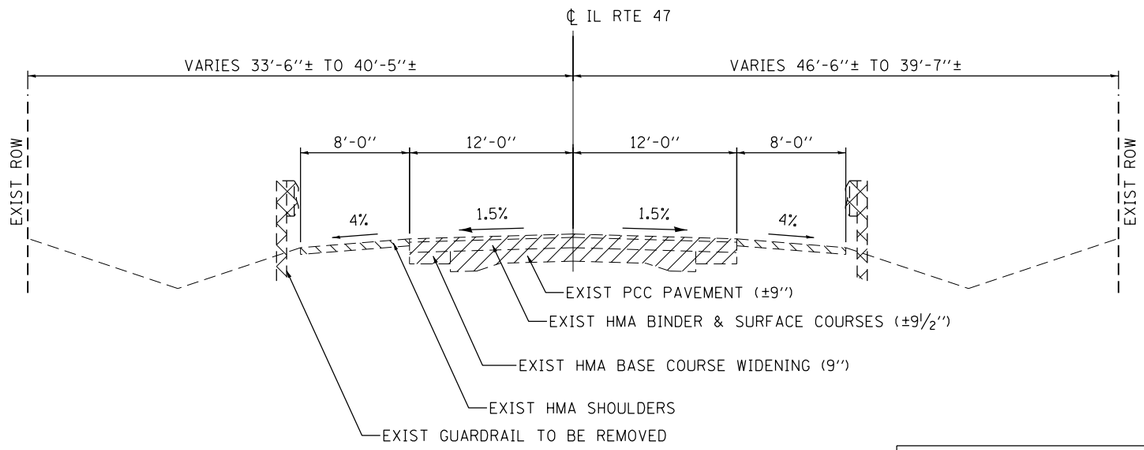
REMOVAL LIMITS

PAVEMENT REMOVAL: STA 1456+00.00 TO STA 1470+00.00
SHOULDER REMOVAL: STA 1454+50.00 TO STA 1471+00.00
HMA SURF REMOVAL - BUTT JOINT: STA 1454+50.00 TO STA 1454+80.00
STA 1470+70.00 TO STA 1471+00.00
HMA SURF REMOVAL, VAR DEPTH: STA 1454+80.00 TO STA 1456+00.00
STA 1470+00.00 TO STA 1470+70.00



EXISTING TYPICAL SECTION

STA 200+00.00 TO STA 201+25.00



EXISTING TYPICAL SECTION

STA 1461+00.00 TO STA 1465+00.00

EXISTING GUARDRAIL LOCATIONS

STA 1461+42± TO STA 1463+65± LT
STA 1460+95± TO STA 1464+39± RT

LEGEND

PAVEMENT REMOVAL

SHOULDER REMOVAL

GUARDRAIL REMOVAL

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QUIGG ENGINEERING INC

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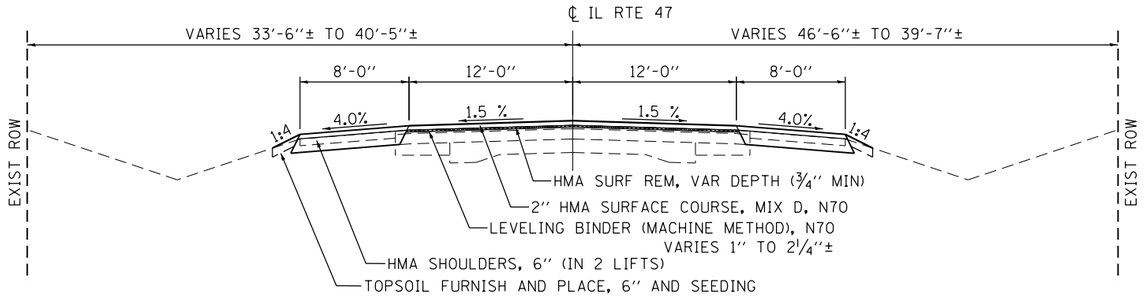
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
TYPICAL SECTIONS

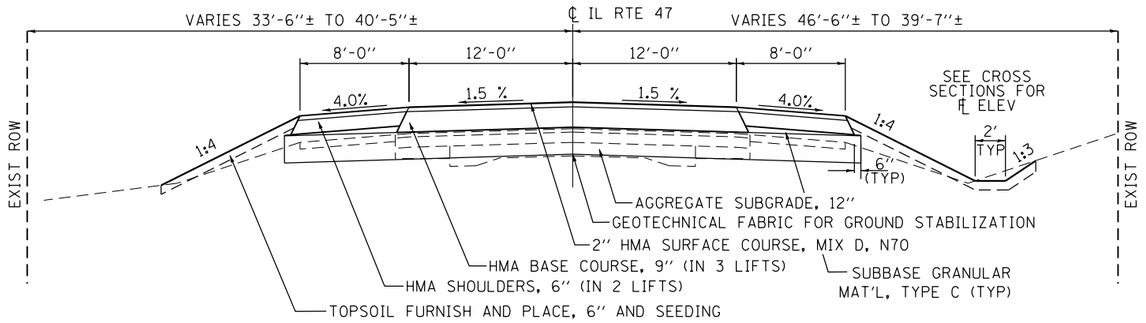
SCALE: N.T.S. | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	5
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



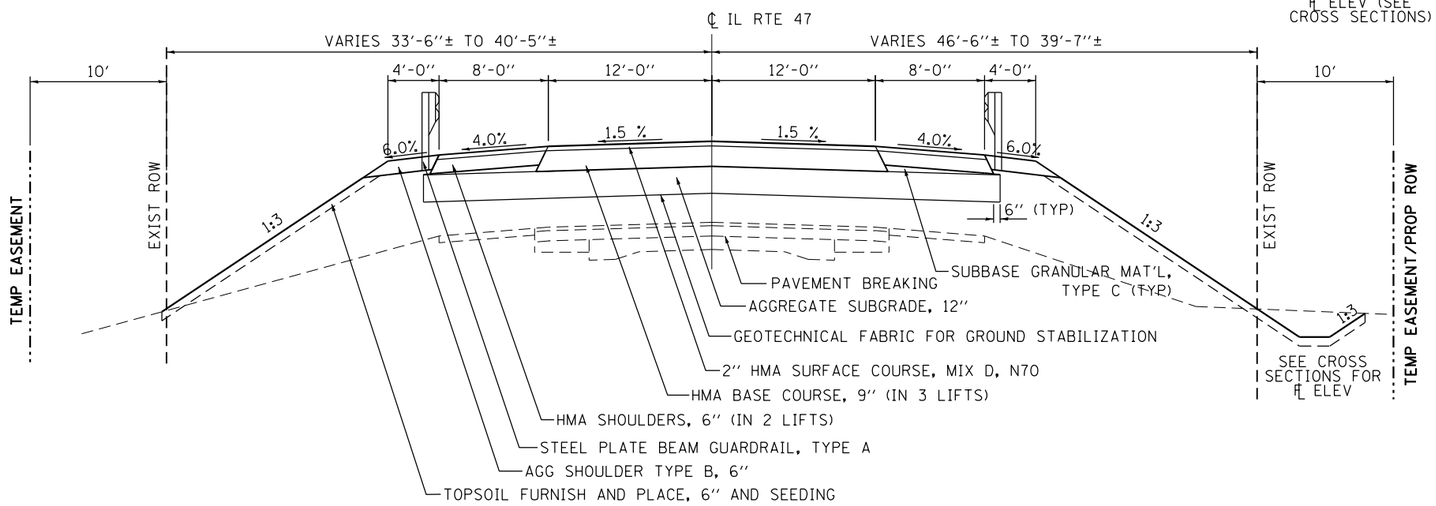
PROPOSED TYPICAL SECTION

STA 1454+50.00 TO STA 1456+00.00
STA 1470+00.00 TO STA 1471+00.00



PROPOSED TYPICAL SECTION

STA 1456+00.00 TO STA 1459+32.30 - RT
STA 1456+00.00 TO STA 1460+52.32 - LT
STA 1465+12.30 TO STA 1470+00.00 - RT
STA 1466+32.32 TO STA 1470+00.00 - LT



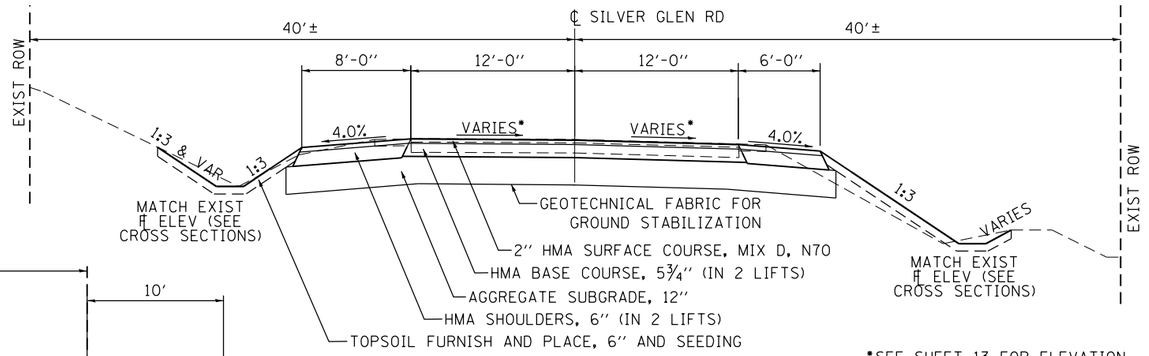
PROPOSED TYPICAL SECTION

STA 1459+32.30 TO STA 1462+23.65 - RT
STA 1460+52.32 TO STA 1462+41.97 - LT
STA 1463+22.65 TO STA 1465+12.30 - RT
STA 1463+40.97 TO STA 1466+32.32 - LT

HMA MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
ROADWAY RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 GYR
LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5mm), (1" MIN)	4% @ 70 GYR
HOT-MIX ASPHALT BASE COURSE, 9" (3 LIFTS) - IL RTE 47	
HMA BASE COURSE (HMA BINDER, IL-19mm), 9"	4% @ 70 GYR
HOT-MIX ASPHALT BASE COURSE, 5¾" (2 LIFTS) - SILVER GLEN RD.	
HMA BASE COURSE (HMA BINDER, IL-19mm), 5¾"	4% @ 70 GYR
HOT-MIX ASPHALT SHOULDERS	
HOT-MIX ASPHALT SHOULDER (HMA BINDER IL-19mm), 6" (2 LIFTS)	4% @ 70 GYR
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 GYR
DRIVEWAYS C.E.	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 2"	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm), 8"	4% @ 50 GYR
DRIVEWAYS F.E.	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 2"	4% @ 50 GYR
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm), 9"	4% @ 70 GYR
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 2"	4% @ 70 GYR
TEMPORARY PAVEMENT	
TEMP PAVEMENT (HMA BINDER IL-19mm), 8½"	4% @ 50 GYR
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 1½"	4% @ 50 GYR

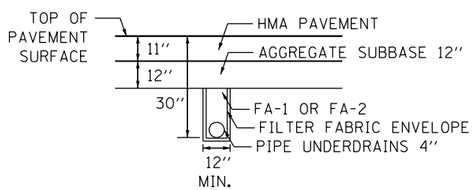
1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/INCH.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE: SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR PERCENT OF "RAP". SEE DISTRICT ONE SPECIAL PROVISIONS.
4. IF THE CONTRACTOR CHOOSES TO USE CONCRETE, THE THICKNESS WILL BE 10". PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS.



PROPOSED TYPICAL SECTION

STA 200+00.00 TO STA 201+25.00

*SEE SHEET 13 FOR ELEVATION AND CROSS SLOPE INFORMATION



UNDERDRAIN DETAIL – TRANSVERSE

STA 1457+50, 1460+75, 1464+75, 1468+00

UNDERDRAIN NOTES

1. PIPE UNDERDRAINS TO BE PLACED AS INDICATED ON THE PLANS.
2. CAPS, PLUGS, WYES, AND TEES ARE CONSIDERED IN THE COST OF UNDERDRAINS.
3. ALL END RUNS SHALL HAVE CAP OR PLUG.
4. UNDERDRAINS SHALL BE CONNECTED AS SHOWN ON THE PLANS WHICH COST IS INCLUDED IN THE COST OF THE UNDERDRAINS.
5. UNDERDRAIN MATERIAL SHALL BE PERFORATED CORRUGATED POLYETHYLENE TUBING.
6. EXCAVATION, FABRIC AND GRANULAR BACKFILL AS SPECIFIED SHALL BE INCLUDED IN THE COST OF THE UNDERDRAIN.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	6
		CONTRACT NO. 60N13		
		ILLINOIS FED. AID PROJECT		

DRAINAGE SCHEDULE

LOCATION		TRENCH BACKFILL	PIPE CULVERT REMOVAL	P CUL, CLASS A, TYPE 1 15"	P CUL, CLASS A, TYPE 1, 24"	PRC FLARED END SEC 15"	PRC FLARED END SEC 24"	PIPE UNDERDRAINS 4"	CONC HEADWALLS FOR PIPE DRAINS
SIDE	STA	CU YD	FOOT	FOOT	FOOT	EACH	EACH	FOOT	EACH
IL RTE 47									
RT	1456+09.40		24	30					
LT	1456+70.50		23	30					
LT	1459+50.00			40					
RT 32.6'	1455+94.20					1			
RT 32.8'	1456+29.20					1			
LT 29.5'	1456+52.60					1			
LT 30.0'	1456+87.60					1			
LT 35.4'	1459+27.60					1			
LT 35.9'	1459+72.60					1			
	1457+50.00							48	1
	1460+75.00							57	2
	1464+75.00							57	2
	1468+00.00							52	2
SILVER GLEN ROAD									
XROAD	200+53.03	24			90				
XROAD	200+48.99		91						
RT 53.7'	200+44.20						1		
LT 40.7'	200+59.70						1		
TOTAL		24	138	100	90	6	2	214	7

REMOVAL SCHEDULE

LOCATION		HMA SURFACE REMOVAL, VAR. DEPTH	HMA SURFACE REMOVAL - BUTT JOINT	PAVEMENT REMOVAL	PAVEMENT BREAKING	PAVED SHOULDER REMOVAL	AGGREGATE SHOULDER REMOVAL
SIDE	STA	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	CU YD
IL RTE 47							
	1454+50.00 TO 1454+80.00		80				
	1454+80.00 TO 1456+00.00	320					
	1470+00.00 TO 1470+70.00	187					
	1470+70.00 TO 1471+00.00		80				
	1456+00.00 TO 1462+66.96			1977	1977		
	1462+97.66 TO 1470+00.00			2067	2067		
LT	1461+07.00 TO 1462+75.00					105	
RT	1461+15.00 TO 1462+61.00					101	
LT	1463+04.00 TO 1464+66.00					76	
RT	1462+89.00 TO 1464+65.00					116	
LT	1454+50.00 TO 1461+07.00						145
RT	1454+50.00 TO 1461+15.00						140
LT	1464+49.00 TO 1471+00.00						130
RT	1464+65.00 TO 1468+26.00						74
RT	1470+23.00 TO 1471+00.00						17
RT	1460+10.00 TO 1465+70.00 •			288	288		
SILVER GLEN ROAD							
	200+12.00 TO 201+25.00			735	735		
LT	200+12.00 TO 201+25.00						21
RT	200+12.00 TO 201+25.00						26
TOTAL		507	160	5067	5067	398	553

• TEMPORARY PAVEMENT

PAVING SCHEDULE

LOCATION		HMA BASE COURSE, 9"	SUBBASE GRANULAR MATERIAL, TYPE C	AGG SUBGRADE IMPROVE. 12"	BITUMINOUS MATERIALS (PRIME COAT)	LEVELING BINDER (MACHINE METHOD), N70	HMA BASE COURSE, 5¾"	HMA SURFACE COURSE, MIX "D", N70	GEOTECH FABRIC	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	TEMPORARY PAVEMENT
SIDE	STA	SQ YD	TON	SQ YD	GALLON	TON	SQ YD	TON	SQ YD	SQ YD	SQ YD
IL RTE 47											
	1454+50.00 TO 1456+00.00				86	30		75			
	1470+00.00 TO 1471+00.00				58	15		49			
	1456+00.00 TO 1461+17.81	1381	207	2417	924			258	2417		
	1464+46.81 TO 1470+00.00	1476	232	2582	988			259	2582		
	1462+17.81 TO 1462+47.81										
	1463+16.81 TO 1463+46.81										
	1461+17.81 TO 1462+17.81		39	476					476	465	
	1463+46.81 TO 1464+46.81		39	476					476	465	
RT	1460+10.00 TO 1465+50.00										288
SILVER GLEN ROAD											
	200+12.00 TO 201+25.00			724	355		638	100	724		
TOTAL		2857	517	6675	2411	45	638	741	6675	930	288

SHOULDER SCHEDULE

LOCATION		AGG SHLD, TYPE B 6"	HMA SHLD, 6"
SIDE	STA	SQ YD	SQ YD
IL RTE 47			
RT	1459+09.00 TO 1462+23.65	136	
LT	1460+27.32 TO 1462+41.97	91	
LT	1463+40.97 TO 1466+55.62	136	
RT	1463+22.65 TO 1465+37.30	91	
LT	1454+50.00 TO 1461+17.81		596
RT	1454+50.00 TO 1461+17.81		596
LT	1464+46.81 TO 1471+00.00		587
RT	1464+46.81 TO 1468+27.99		339
RT	1470+19.88 TO 1471+00.00		76
SILVER GLEN ROAD			
LT	200+12.00 TO 201+25.00		142
RT	200+12.00 TO 201+25.00		110
TOTAL		454	2446

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QUIGG ENGINEERING INC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N.T.S. | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	7
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	TOPSOIL FURNISH AND PLACE, 6"	EMBANKMENT (NOT A PAY ITEM)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	SQ YD	CU YD	CU YD
STAGE 1	417	354	2151	1101	-747
STAGE 2	502	427	267	2	425
STAGE 3	925	786	2459	1715	-929
TOTAL	1844	1567	4877	2818	-1251

USED 15% SHRINKAGE

ENTRANCE SCHEDULE

TYPE	LOCATION SIDE	LOCATION STA	EXIST SURFACE TYPE	WIDTH	FLARE •	LENGTH L_1	LENGTH L_2	ENTRANCE AREAS A_1	ENTRANCE AREAS A_2	AGGREGATE BASE COURSE TYPE B (8")	HMA SURFACE COURSE, MIX "D", N50 (2")	HMA BASE COURSE, 8"
								SQ FT	SQ FT	TON	TON	SQ YD
IL RTE 47												
FE	RT	1456+09.40	EARTH	15'	7.0'	7.0'	11.2'	154	168	16.5	4.0	
CE	LT	1456+70.50	AGG	15'	7.0'	7.0'	11.0'	154	165		4.0	36.0
FE	LT	1459+52.00	EARTH	21'	7.0'	7.0'	21.0'	196	441	32.5	7.9	
TOTAL										49	16	36

• MEASURED AT EDGE OF SHOULDER

GUARDRAIL REMOVAL SCHEDULE

LOCATION SIDE	LOCATION STA	GUARDRAIL REMOVAL
		FOOT
LT	1461+42.00 TO 1464+69.00	328
RT	1460+95.00 TO 1463+65.00	271
TOTAL		599

GUARDRAIL SCHEDULE

LOCATION SIDE	LOCATION STA	SPBGR, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL TYPE1 (SPL) TANGENT	GUARDRAIL MARKERS, TYPE A	TERMINAL MARKER - DIRECT APPLIED
		FOOT	EACH	EACH	EACH	EACH
LT	1463+84.12 TO 1465+71.62	187.5			4	
LT	1461+11.32 TO 1461+98.82	87.5			4	
RT	1459+93.00 TO 1461+80.50	187.5			4	
RT	1463+65.80 TO 1464+53.30	87.5			4	
LT	1461+98.82 TO 1462+41.97		1			
LT	1463+40.97 TO 1463+84.12		1			
RT	1461+80.50 TO 1462+23.65		1			
RT	1463+22.65 TO 1463+65.80		1			
LT	1460+61.32 TO 1461+11.32			1		1
LT	1465+71.62 TO 1466+21.62			1		1
RT	1459+43.00 TO 1459+93.00			1		1
RT	1464+53.30 TO 1465+03.30			1		1
TOTAL		550	4	4	16	4

EROSION CONTROL SCHEDULE

LOCATION SIDE	LOCATION STA	EROSION CONTROL BLANKET	TEMP EROSION SEEDING (2 APP)	TEMP DITCH CHECKS	PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION
		SQ YD		FOOT	FOOT	EACH
	1454+50.00 TO 1460+52.00	810	80			
	1466+32.00 TO 1471+00.00	519	60			
	1454+50.00 TO 1459+33.00	781	60			
	1465+13.00 TO 1471+00.00	1463	100			
	1461+74.55 TO 1462+61.80		20			
	1463+28.79 TO 1464+16.99		20			
	1461+03.10 TO 1462+35.82		30			
	1463+02.82 TO 1464+24.27		30			
LT	1455+00.00			6		
LT	1456+00.00			6		
LT	1457+50.00			11		
LT	1458+50.00			4		
RT	1455+50.00			9		
RT	1457+00.00			5		
RT	1458+00.00			4		
RT	1463+50.00			5		
RT	1464+50.00			6		
RT	1465+50.00			6		
RT	1466+50.00			7		
RT	1467+50.00			8		
RT	1470+00.00			13		
LT	1454+50.00 TO 1456+63.20				225	
LT	1456+77.88 TO 1459+41.66				266	
LT	1459+62.18 TO 1462+61.80				303	
LT	1463+28.79 TO 1471+00.00				777	
RT	1454+50.00 TO 1456+01.90				164	
RT	1456+16.90 TO 1462+35.82				620	
RT	1463+02.82 TO 1469+08.41				656	
RT	1469+46.41 TO 1471+00.00				221	
LT 29.5'	1456+52.60					1
LT 30.0'	1456+87.60					1
LT 35.4'	1459+27.60					1
LT 25.9'	1459+72.60					1
RT 32.6'	1455+94.20					1
RT 32.8'	1456+29.20					1
RT 53.7'	200+44.20					1
LT 40.7'	200+59.70					1
TOTAL		3573	400	90	3232	8

SEEDING SCHEDULE

LOCATION SIDE	LOCATION STA	SEEDING, CLASS 2A	SEEDING, CLASS 4	SEEDING, CLASS 7	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
		ACRE	ACRE	ACRE	POUND	POUND	POUND
LT	1454+50.00 TO 1460+52.00	0.2		0.2	18	18	18
LT	1466+32.00 TO 1471+00.00	0.2		0.2	18	18	18
RT	1454+50.00 TO 1459+33.00	0.2		0.2	18	18	18
RT	1465+13.00 TO 1471+00.00	0.4		0.4	36	36	36
LT	1460+52.00 TO 1462+61.85		0.10	0.10			
LT	1463+28.79 TO 1466+32.00		0.15	0.15			
RT	1459+33.00 TO 1462+35.82		0.10	0.10			
RT	1463+02.82 TO 1465+13.00		0.15	0.15			
		1.0	0.5	1.5	90	90	90

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PAVEMENT MARKING SCHEDULE

SIDE	LOCATION STA	DESCRIPTION	WET REFLECT TEMP TAPE TYPE III, 4"	WET REFLECT TEMP TAPE TYPE III, 24"	THERMO-PLASTIC PAVEMENT MARKING - LINE 4"	THERMO-PLASTIC PAVEMENT MARKING - LINE 24"	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"
			FOOT	FOOT	FOOT	FOOT	FOOT
IL RTE 47							
LT	1454+50.00 TO 1462+22.90	EDGE - WHITE			773		
LT	1462+22.90 TO 1463+51.90	EDGE - WHITE					129
LT	1463+51.90 TO 1471+00.00	EDGE - WHITE			749		
RT	1454+50.00 TO 1462+12.71	EDGE - WHITE			763		
RT	1462+12.71 TO 1463+41.71	EDGE - WHITE					129
RT	1463+41.71 TO 1468+27.99	EDGE - WHITE			487		
RT	1470+19.87 TO 1471+00.00	EDGE - WHITE			81		
CL	1454+50.00 TO 1462+17.81	SKIP - YELLOW			192		
CL	1462+17.81 TO 1463+46.81	SKIP - YELLOW					33
CL	1463+46.81 TO 1468+96.00	SKIP - YELLOW			138		
CL	1454+00.00 TO 1460+91.00	SOLID - YELLOW			691		
CL	1464+91.00 TO 1468+96.00	SOLID - YELLOW			405		
CL	1469+81.00 TO 1471+00.00	DBL - YELLOW			238		
	STAGE 1						
	1452+75.00 TO 1473+19.00		2044				
	1460+10.00 TO 1465+50.00		540				
	1456+50.00	STOP BAR		12			
	1469+26.00	STOP BAR		12			
	STAGE 3						
	1451+36.00 TO 1473+80.00		2244				
	1460+80.00 TO 1464+80.00		400				
RT	1451+26.00	STOP BAR		12			
LT	1474+30.00	STOP BAR		12			
SILVER GLEN ROAD							
LT	200+12.00 TO 201+25.00	EDGE - WHITE			159		
RT	200+12.00 TO 201+25.00	EDGE - WHITE			164		
CL	200+42.00 TO 201+25.00	DBL - YELLOW			166		
	200+12.00 TO 201+25.00	STOP BAR				31	
	STAGE 1						
	200+90.00	STOP BAR		15			
TOTAL			5228	63	5006	31	291

PAVEMENT MARKING REMOVAL SCHEDULE

SIDE	LOCATION STA	DESCRIPTION	PAVEMENT MARKING REMOVAL	WORK ZONE PAVEMENT MARKING REMOVAL
			SQ FT	SQ FT
IL RTE 47				
	STAGE 1			
	1452+75.00 TO 1453+75.00	CL	43	
	1471+75.00 TO 1473+19.00	CL	96	
	1452+75.00 TO 1473+19.00	CL & EDGE		681
	1460+10.00 TO 1465+50.00	CL & EDGE		180
	1456+50.00	STOP BAR		24
	1469+26.00	STOP BAR		24
	STAGE 2			
	1473+19.00 TO 1473+70.00	CL	34	
	STAGE 3			
	1451+36.00 TO 1452+75.00	CL	63	
	1451+36.00 TO 1473+70.00	EDGE	745	
	1451+36.00 TO 1473+80.00			748
	1460+80.00 TO 1464+80.00			133
RT	1451+26.00	STOP BAR		24
LT	1474+30.00	STOP BAR		24
SILVER GLEN ROAD				
	STAGE 1			
LT	200+90.00	STOP BAR		30
TOTAL			981	1868

TEMPORARY CONCRETE BARRIER SCHEDULE

LOCATION	TEMP CONC BARRIER	RELOCATE TEMP CONC BARRIER
	FOOT	FOOT
STAGE 1		
STA 1453+41.00 TO 1472+09.00	1665	
STAGE 2		
STA 1452+69.00 TO 1455+66.00	297	
STA 1455+66.00 TO 1472+31.00		1665
STAGE 3		
STA 1467+91.00 TO 1468+75.00		84
TOTAL	1962	1749

PAVEMENT MARKER SCHEDULE

LOCATION	RRPM	RRPM (BRIDGE)	RRPM REMOVAL
	EACH	EACH	EACH
STA 1454+50.00 TO STA 1471+00.00	37		
STA 1462+50.00		1	
STAGE 1			
STA 1452+75.00 TO STA 1453+75.00			2
STA 1471+75.00 TO STA 1473+19.00			2
STAGE 2			
STA 1473+19.00 TO STA 1473+70.00			1
STAGE 3			
STA 1451+36.00 TO STA 1452+75.00			2
TOTAL	37	1	7

REMOVING AND RESETTING STREET SIGNS SCHEDULE

SIDE	LOCATION STA	SIGN DESIGNATION	SIGN DESCRIPTION	QTY
				EACH
IL RTE 47				
RT	1459+00.00	W2-2R-3636 WITH SUPP W16-8P-248	SIDE ROAD ADVANCE WARNING	2
RT	1460+91.00	W14-3-646448	NO PASSING ZONE	1
LT	1464+91.00	W14-3-646448	NO PASSING ZONE	1
LT	1468+00.00	M-1100-2424 WITH SUPP M3-3-2412	ROUTE SIGN W/ SUPP DIR PLAQUE	2
LT	1469+26.00	W1-7-4824	TWO DIRECTION LARGE ARROW	1
RT	1470+80.00	M-1100-2424 WITH SUPP M3-3-2412	ROUTE SIGN W/ SUPP DIR PLAQUE	2
SILVER GLEN ROAD				
LT	200+30.00	R1-1-3636	STOP	1
TOTAL				10

TREE REMOVAL SCHEDULE

SIDE	LOCATION STA	6 TO 15 UNITS DIAM	OVER 15 UNITS DIAM
		UNIT	UNIT
LT 39'	1457+06.00	6	
LT 31'	1463+52.00	6	
RT 37'	1455+45.00	8	
RT 48'	1462+38.00 (4 @ 12 UNITS EA)	48	
RT 40'	1462+50.00 (4 @ 10 UNITS EA)	40	
RT 14'	1462+75.00	14	
RT 32'	1462+86.00 (4 @ 8 UNITS EA)	32	
RT 36'	1455+01.00		24
RT 37'	1462+74.00		16
RT 28'	1465+42.00		30
TOTAL		154	70

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QUIGG ENGINEERING INC

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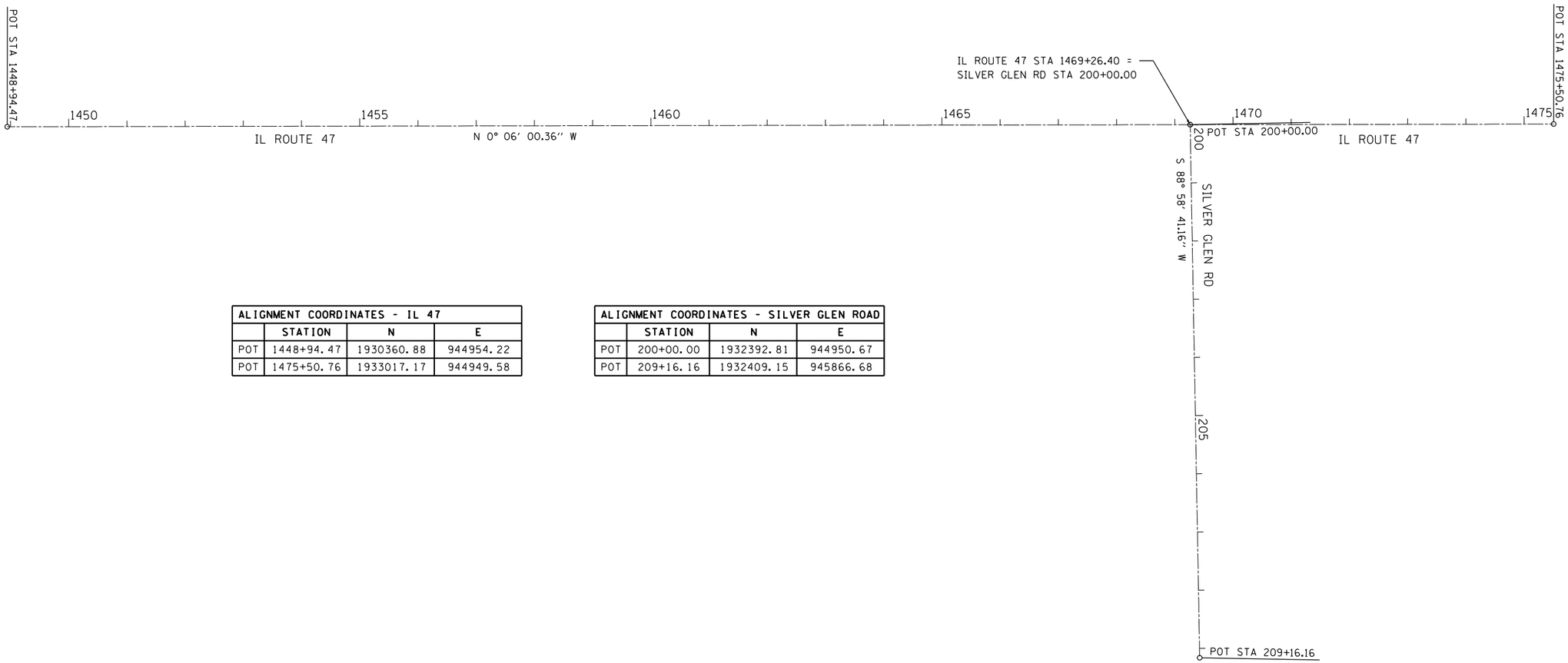
	DRAWN - CMM	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

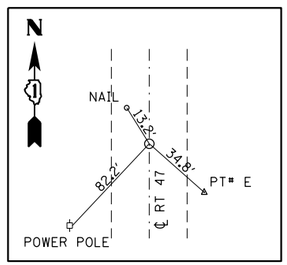
SCALE: N.T.S. | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	9
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



ALIGNMENT COORDINATES - IL 47			
	STATION	N	E
POT	1448+94.47	1930360.88	944954.22
POT	1475+50.76	1933017.17	944949.58

ALIGNMENT COORDINATES - SILVER GLEN ROAD			
	STATION	N	E
POT	200+00.00	1932392.81	944950.67
POT	209+16.16	1932409.15	945866.68

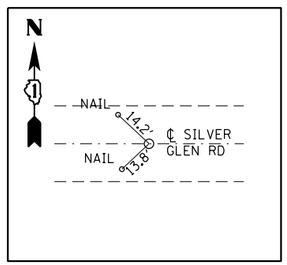


PT# 105 STA. 1475+50.76
MAG NAIL

BENCHMARK "1"

ELEV. 951.56

CHISELED SQUARE IN T/C
STA. 1446+26, 27.5′ RT.

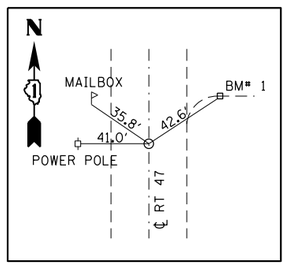


PT# 106 STA. 209+16.16
MAG NAIL

BENCHMARK "2"

ELEV. 915.67

TOP OF R.R. SPIKE SET IN
TOP CONC. WINGWALL
STA. 1462+76, 22′ LT.

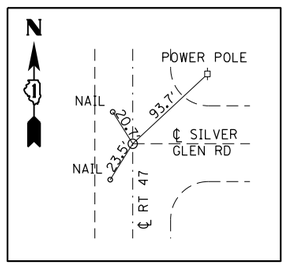


PT# 104 STA. 1448+94.47
MAG NAIL

BENCHMARK "3"

ELEV. 932.78

CHISELED SQUARE IN TOP OF 24″ RCP
STA. 206+63, 38′ RT.



PT# 108 STA. 1469+26.40
MAG NAIL

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QUIGG ENGINEERING INC

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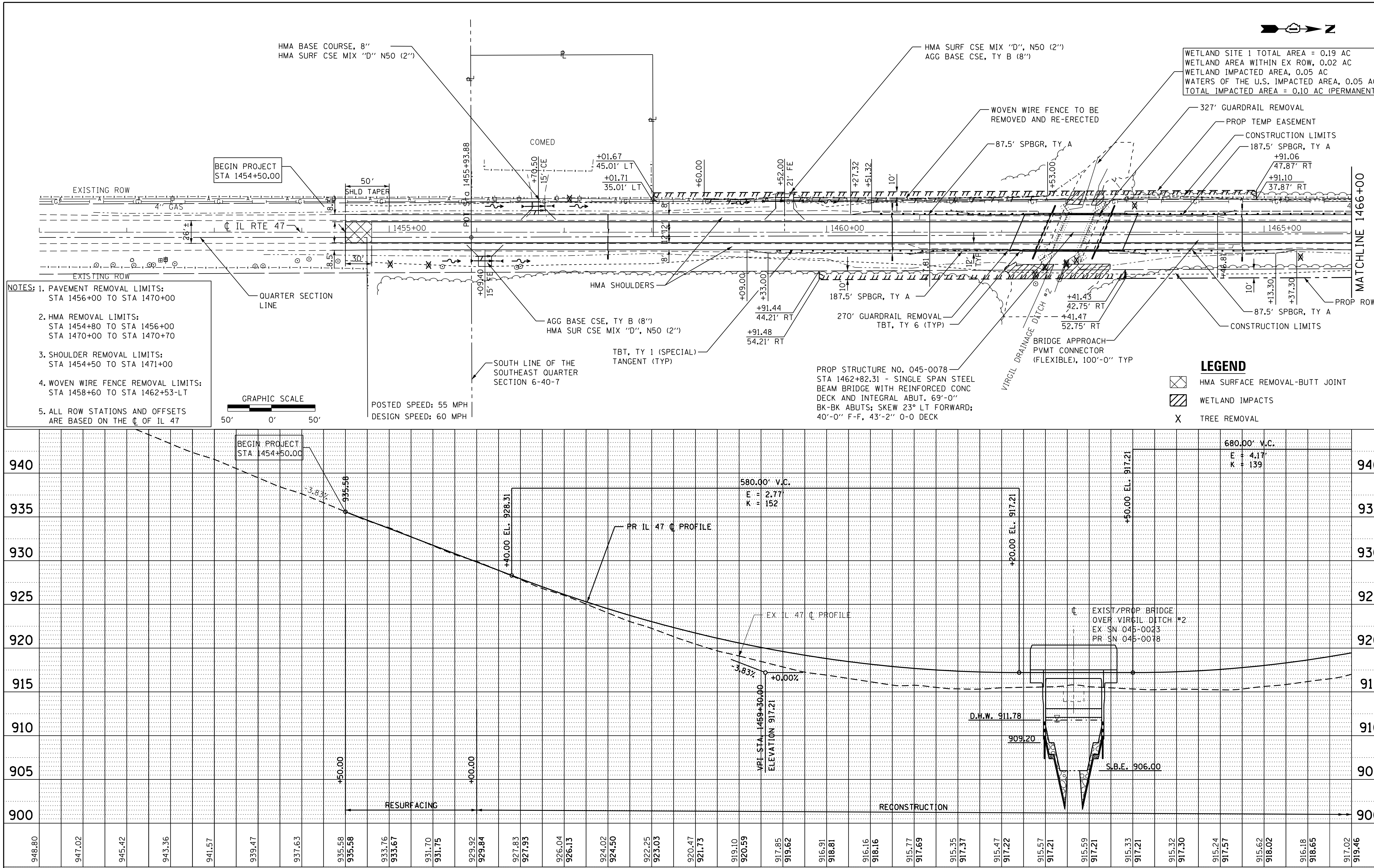
PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	10
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



NOTES:
1. PAVEMENT REMOVAL LIMITS: STA 1456+00 TO STA 1470+00
2. HMA REMOVAL LIMITS: STA 1454+80 TO STA 1456+00; STA 1470+00 TO STA 1470+70
3. SHOULDER REMOVAL LIMITS: STA 1454+50 TO STA 1471+00
4. WOVEN WIRE FENCE REMOVAL LIMITS: STA 1458+60 TO STA 1462+53-LT
5. ALL ROW STATIONS AND OFFSETS ARE BASED ON THE ℄ OF IL 47

QUIGG ENGINEERING INC	USER NAME = mmann	DESIGNED - MCV	REVISED -
		DRAWN - CMM	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - MTM	REVISED -
	PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
PROPOSED PLAN AND PROFILE

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 1452+00 TO STA. 1466+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	11

CONTRACT NO. 60N13
ILLINOIS FED. AID PROJECT

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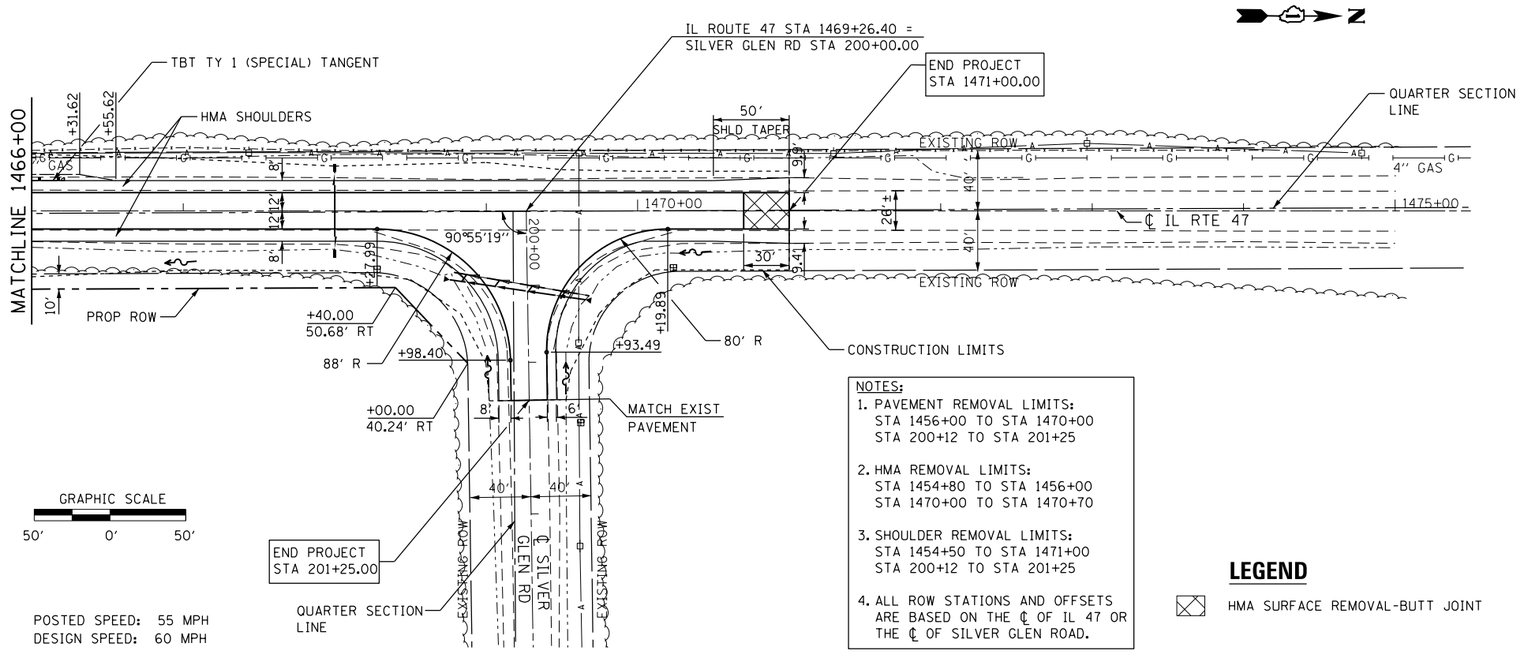

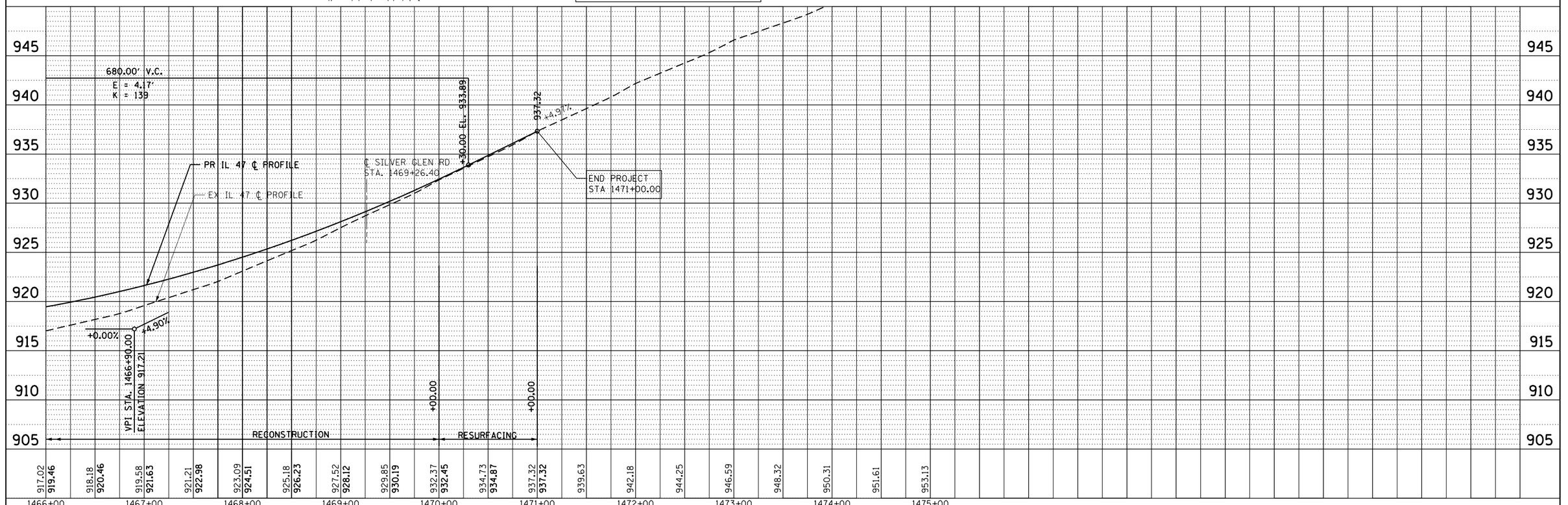

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DESIGN CHECKED
BAR. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

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QUIGG ENGINEERING INC

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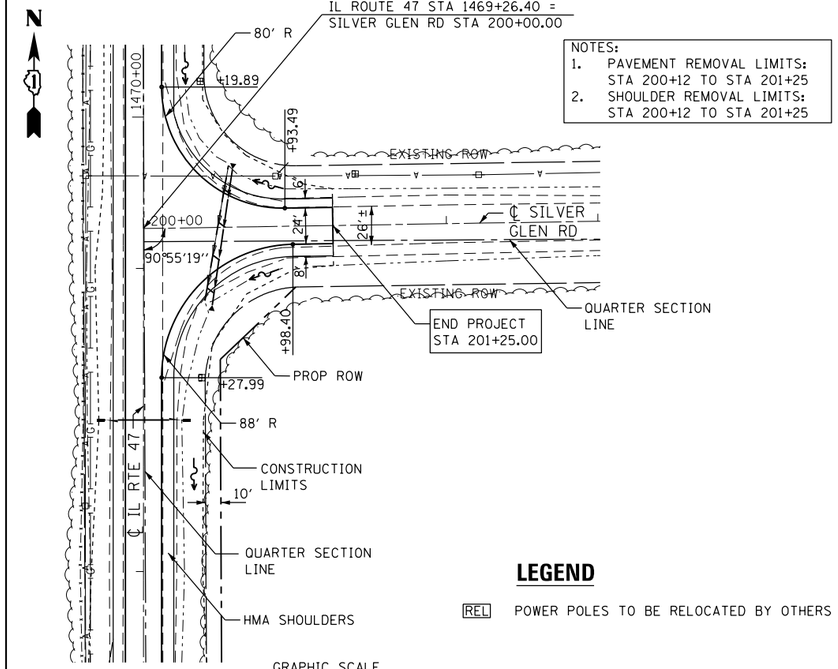
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTM	REVISED -	
PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
PROPOSED PLAN AND PROFILE

SCALE: 1"=50' | SHEET NO. 2 OF 2 SHEETS | STA. 1466+00 | TO STA. 1474+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	12
		CONTRACT NO. 60N13		
		ILLINOIS FED. AID PROJECT		



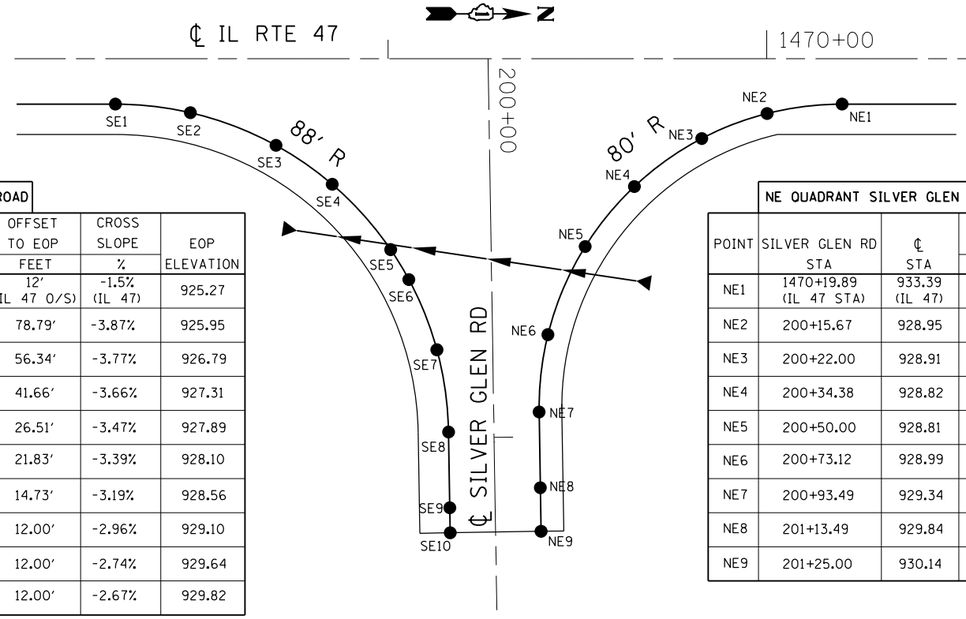
NOTES:
1. PAVEMENT REMOVAL LIMITS: STA 200+12 TO STA 201+25
2. SHOULDER REMOVAL LIMITS: STA 200+12 TO STA 201+25

LEGEND

REL POWER POLES TO BE RELOCATED BY OTHERS

POSTED SPEED: 55 MPH
DESIGN SPEED: 60 MPH

GRAPHIC SCALE
50' 0' 50'



SE QUADRANT SILVER GLEN ROAD

POINT	SILVER GLEN RD STA	℄ ELEVATION	OFFSET TO EOP FEET	CROSS SLOPE %	EOP ELEVATION
SE1	1468+27.99 (IL 47 STA)	925.45 (IL 47)	12' (IL 47 O/S)	-1.5% (IL 47)	925.27
SE2	200+13.00	929.00	78.79'	-3.87%	925.95
SE3	200+22.00	928.91	56.34'	-3.77%	926.79
SE4	200+32.52	928.83	41.66'	-3.66%	927.31
SE5	200+50.00	928.81	26.51'	-3.47%	927.89
SE6	200+57.99	928.84	21.83'	-3.39%	928.10
SE7	200+76.65	929.03	14.73'	-3.19%	928.56
SE8	200+98.40	929.46	12.00'	-2.96%	929.10
SE9	201+18.40	929.97	12.00'	-2.74%	929.64
SE10	201+25.00	930.14	12.00'	-2.67%	929.82

NE QUADRANT SILVER GLEN ROAD

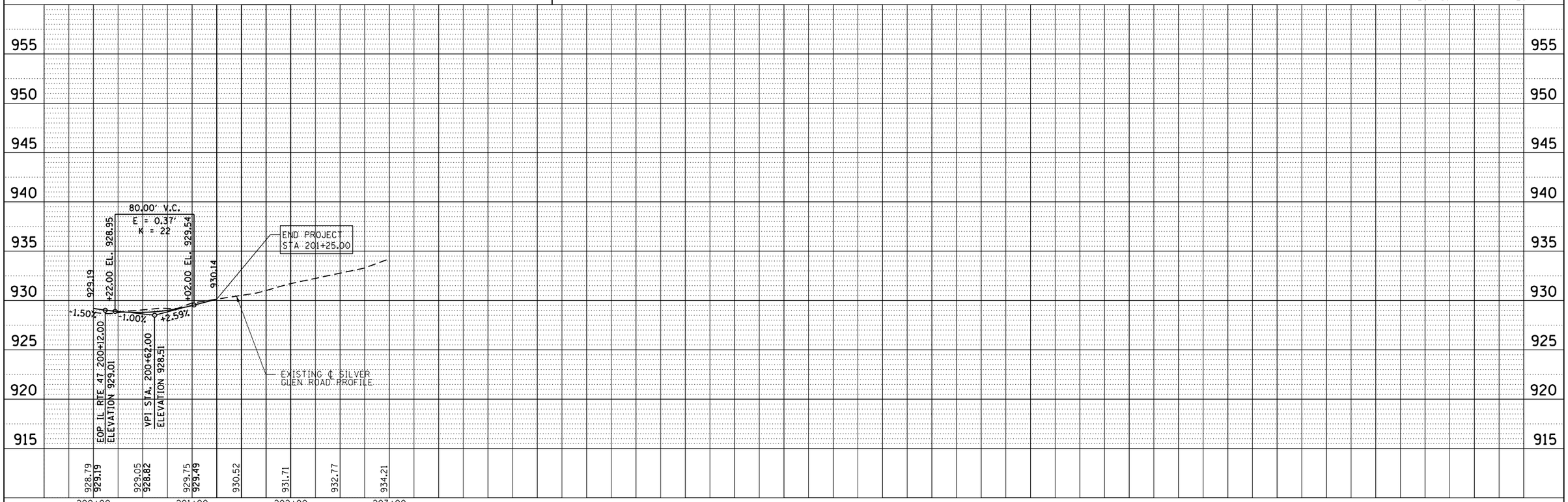
POINT	SILVER GLEN RD STA	℄ STA	OFFSET TO EOP FEET	CROSS SLOPE %	EOP ELEVATION
NE1	1470+19.89 (IL 47 STA)	933.39 (IL 47)	12' (IL 47 O/S)	-1.5% (IL 47)	933.21
NE2	200+15.67	928.95	73.46'	4.49%	932.25
NE3	200+22.00	928.91	56.10'	4.27%	931.31
NE4	200+34.38	928.82	38.10'	3.85%	930.29
NE5	200+50.00	928.81	24.86'	3.32%	929.64
NE6	200+73.12	928.99	14.64'	2.52%	929.36
NE7	200+93.49	929.34	12.00'	1.83%	929.56
NE8	201+13.49	929.84	12.00'	1.14%	929.98
NE9	201+25.00	930.14	12.00'	0.75%	930.23

INTERSECTION DETAIL

GRAPHIC SCALE
20' 10' 0' 20'

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

PROFILE: SURVEYED, PLOTTED, DESIGN CHECKED, BM. NOTED, STRUCTURE NO'TNS CHKD, NOTE BOOK, NO., BY, DATE



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QUIGG ENGINEERING INC

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PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SILVER GLEN RD
PROPOSED PLAN AND PROFILE

SCALE: 1"=50' | SHEET NO. 1 OF 1 SHEETS | STA. 200+00 TO STA. 203+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	13
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE MAINTENANCE OF TRAFFIC CONTROL (MOT) PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE MOT PLANS.

3. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, "PAVEMENT MARKING REMOVAL".

4. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY PAVEMENT MARKING TAPE WHICH CONFLICTS WITH THE NEXT STAGE OR FINAL STRIPING.

5. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC, AS DETAILED ON THE PLANS, OR HIGHWAY STANDARD SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN MAINTENANCE OF TRAFFIC SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

6. ALL DRUMS, VERTICAL PANELS AND BARRICADES ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH BI-DIRECTIONAL STEADY-BURNING LIGHTS.

7. ALL EXISTING SIGNS WITHIN THE LIMITS OF MAINTENANCE OF TRAFFIC WHICH ARE OBSCURED BY OR OTHERWISE INTERFERED WITH BY THE CONSTRUCTION OPERATIONS AND MAINTENANCE OF TRAFFIC, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR WHEN DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS.

8. TEMPORARY, OFF-PEAK HOUR LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS, THOUGH ONE LANE OF TRAFFIC MUST REMAIN OPEN AT ALL TIMES. WHEN OFF-PEAK HOUR OR WEEKEND LANE CLOSURES ARE REQUIRED, A PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE WEEK PRIOR TO THE CLOSURE. THE MESSAGE SIGN WORDING AND LOCATION WILL BE DETERMINED BY THE ENGINEER. THE COST OF THE PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE INCIDENTAL TO THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".

9. 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". OTHER TEMPORARY SIGNS SHALL BE INCIDENTAL TO THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".

10. FOR ADDITIONAL BRIDGE CONSTRUCTION STAGING INFORMATION, SEE STRUCTURAL PLANS.

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

SUGGESTED CONSTRUCTION SEQUENCING

PRESTAGE

CONSTRUCTION:
REMOVE EXISTING PAVEMENT MARKINGS. CONSTRUCT TEMPORARY HMA PAVEMENT ON NORTHBOUND LANE PER STAGE 1 DETAIL ON THE MOT TYPICAL SECTIONS. INSTALL TEMPORARY SIGNALS.

IMPLEMENT STAGE 1 MOT PAVEMENT MARKING AND TRAFFIC CONTROL.

MAINTENANCE OF TRAFFIC:
UTILIZE STANDARD 701321-12 AND 701326-04.

STAGE 1

CONSTRUCTION:
SOUTHBOUND LANE OF IL 47: REMOVE HMA PAVEMENT FROM STATION 1454+50 TO 1471+00. CONSTRUCT THE WEST HALF OF BRIDGE. CONSTRUCT HMA PAVEMENT THROUGH BINDER COURSE. CONSTRUCT HMA SHOULDERS. GRADE ROADSIDE DITCHES ON SB SIDE.

MAINTENANCE OF TRAFFIC:
UTILIZE STANDARD 701321-12.

STAGE 2

CONSTRUCTION:
SILVER GLEN ROAD AND NORTHBOUND LANE OF IL 47: REMOVE HMA PAVEMENT ON IL 47 FROM STATION 1468+00 TO 1470+50. REMOVE HMA PAVEMENT ON SILVER GLEN ROAD FROM STATION 200+00 TO 201+25. CONSTRUCT HMA PAVEMENT THROUGH BINDER COURSE. CONSTRUCT HMA SHOULDERS. GRADE ROADSIDE DITCHES ALONG SILVER GLEN ROAD AND NB SIDE OF IL 47 FROM STATION 1468+00 TO 1470+50.

MAINTENANCE OF TRAFFIC:
UTILIZE STANDARD 701321-12 AND DETOUR PLAN FOR SILVER GLEN ROAD.

STAGE 3

CONSTRUCTION:
NORTHBOUND LANE OF IL 47: REMOVE HMA PAVEMENT FROM STATION 1454+50 TO 1468+00 AND FROM 1470+50 TO 1471+00. CONSTRUCT EAST HALF OF BRIDGE. CONSTRUCT HMA PAVEMENT THROUGH BINDER COURSE. CONSTRUCT HMA SHOULDERS. GRADE ROADSIDE DITCHES ALONG NB SIDE.

MAINTENANCE OF TRAFFIC:
UTILIZE STANDARD 701321-12 AND OPEN SILVER GLEN ROAD.

STAGE 4

CONSTRUCTION:
PLACE HMA PAVEMENT SURFACE COURSE, PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS, LANDSCAPING. REMOVE TEMPORARY TRAFFIC SIGNALS.

MAINTENANCE OF TRAFFIC:
UTILIZE STANDARD 701006-03, 701201-04, 701306-03, AND 701311-03.

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		DRAWN - DWS	REVISED -
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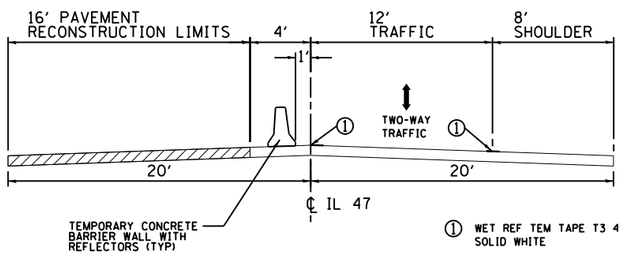
	PLOT DATE = 10/24/2012	DATE - 8-23-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
MOT GENERAL NOTES / CONSTRUCTION SEQUENCE

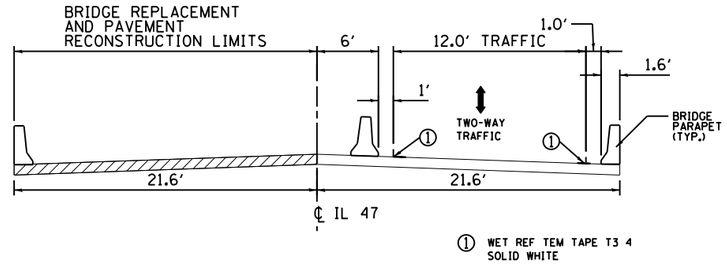
SCALE: NONE | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-8	KANE	87	14
		CONTRACT NO. 60N13		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



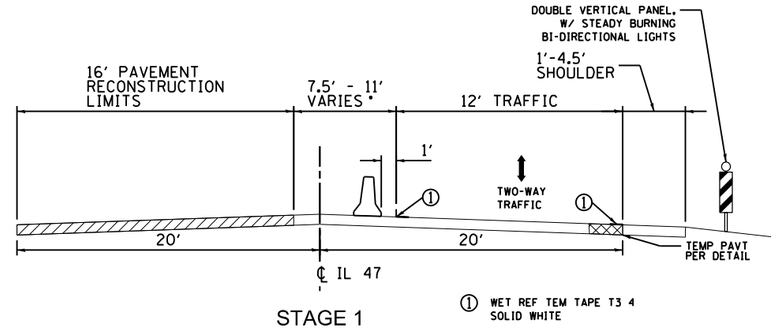
STAGE 1

STA 1454+50 TO STA 1457+00
STA 1470+00 TO STA 1471+00



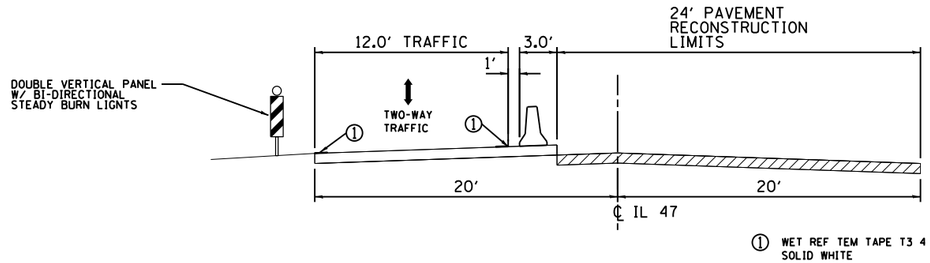
STAGE 1

STA 1462+20 TO STA 1463+40



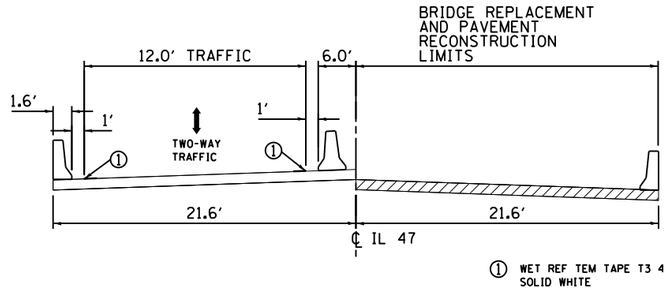
STAGE 1

STA 1457+00 TO STA 1457+87.5: TAPER FROM 4.0 FT TO 7.5 FT
STA 1457+87.5 TO STA 1461+02.5: 7.5 FT
STA 1461+02.5 TO STA 1461+90: TAPER FROM 7.5 FT TO 11.0 FT
STA 1461+90 TO STA 1462+20: 11.0 FT
STA 1463+40 TO STA 1463+70: 11.0 FT
STA 1463+70 TO STA 1464+57.5: TAPER FROM 11.0 FT TO 7.5 FT
STA 1464+57.5 TO STA 1469+12.5: 7.5 FT
STA 1469+12.5 TO STA 1470+00: TAPER FROM 7.5 FT TO 4.0 FT



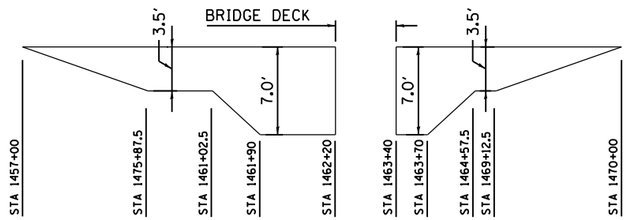
STAGE 2 & 3

STA 1454+50 TO STA 1462+20
STA 1463+40TO STA 1471+00

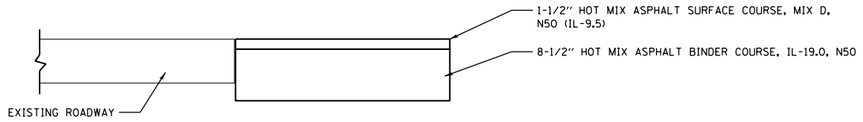


STAGE 2 & 3

STA 1462+20 TO STA 1463+40

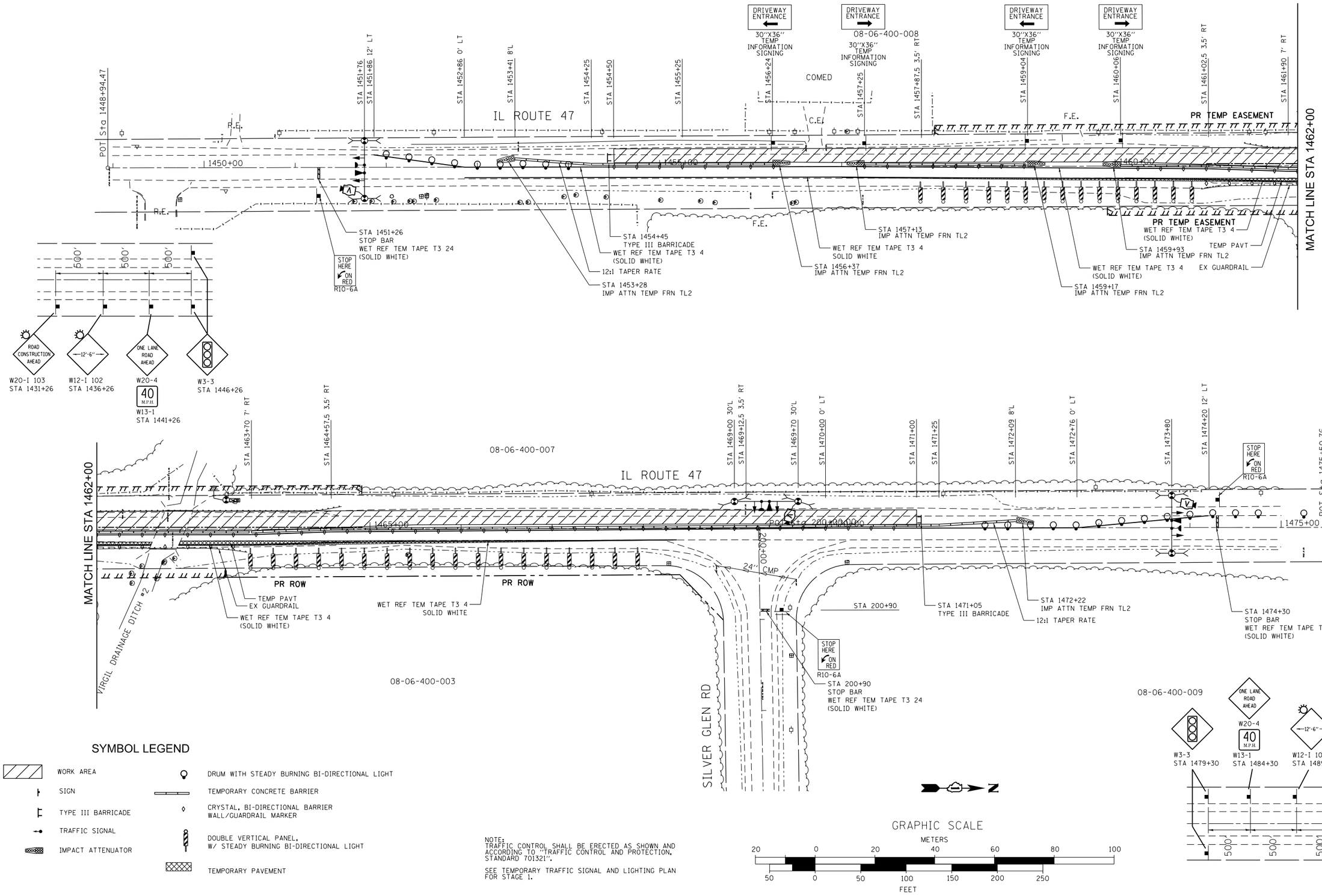


STAGE 1
TEMPORARY PAVEMENT DETAIL

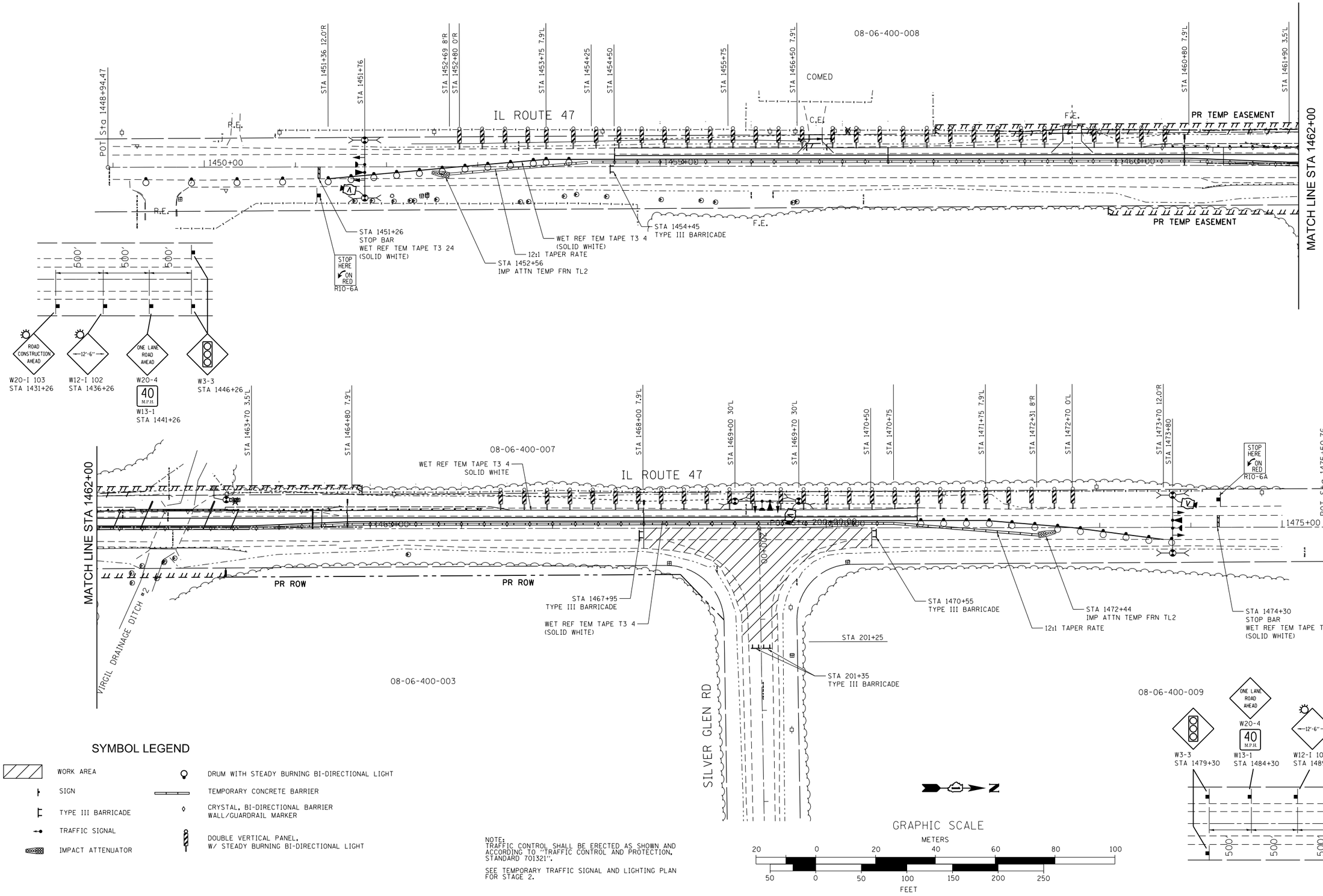


TEMPORARY PAVEMENT
CROSS SECTION

FILE NAME = DI60N13-sht-MOT SEC.dgn	USER NAME = mmann	DESIGNED - JTS	REVISED - 10-8-2012	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 47 OVER VIRGIL DITCH #2 MOT TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DWS	REVISED -			326	106X-8	KANE	87	15
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JAR	REVISED -					CONTRACT NO. 60N13		
	PLOT DATE = 10/24/2012	DATE - 8-23-2011	REVISED -		SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FILE NAME = DI60N13-sht-stagingl.dgn	USER NAME = mmann	DESIGNED - JTS	REVISED - 10-8-2012	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 47 OVER VIRGIL DITCH #2 SUGGESTED STAGE OF CONSTRUCTION & TRAFFIC CONTROL – STAGE 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DWS	REVISED -			326	106X-8	KANE	87	16
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JAR	REVISED -					CONTRACT NO. 60N13		
	PLOT DATE = 10/24/2012	DATE - 8-23-2011	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SYMBOL LEGEND

- WORK AREA
- SIGN
- TYPE III BARRICADE
- TRAFFIC SIGNAL
- IMPACT ATTENUATOR
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- CRYSTAL, BI-DIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- DOUBLE VERTICAL PANEL, W/ STEADY BURNING BI-DIRECTIONAL LIGHT

NOTE:
TRAFFIC CONTROL SHALL BE ERECTED AS SHOWN AND ACCORDING TO "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321".

SEE TEMPORARY TRAFFIC SIGNAL AND LIGHTING PLAN FOR STAGE 2.

FILE NAME = D160N13-sht-staging2.dgn	USER NAME = mmann	DESIGNED - JTS	REVISED - 10-8-2012
		DRAWN - DWS	REVISED -
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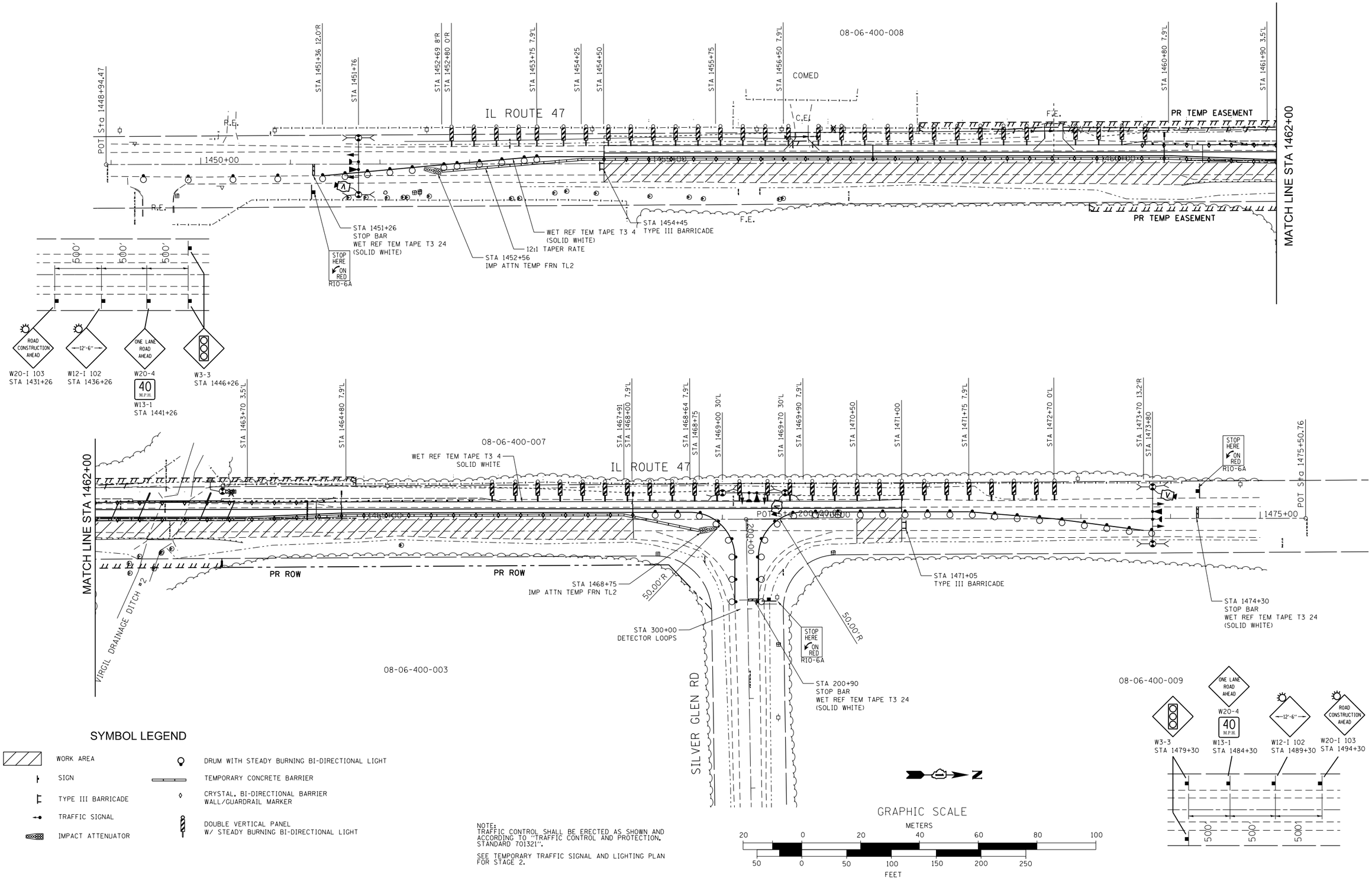
	PLOT DATE = 10/24/2012	DATE - 8-23-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
SUGGESTED STAGE OF CONSTRUCTION & TRAFFIC CONTROL – STAGE 2

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-8	KANE	87	17
		CONTRACT NO. 60N13		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SYMBOL LEGEND

- WORK AREA
- SIGN
- TYPE III BARRICADE
- TRAFFIC SIGNAL
- IMPACT ATTENUATOR
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- CRYSTAL, BI-DIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- DOUBLE VERTICAL PANEL W/ STEADY BURNING BI-DIRECTIONAL LIGHT

NOTE:
TRAFFIC CONTROL SHALL BE ERECTED AS SHOWN AND ACCORDING TO "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321".

SEE TEMPORARY TRAFFIC SIGNAL AND LIGHTING PLAN FOR STAGE 2.

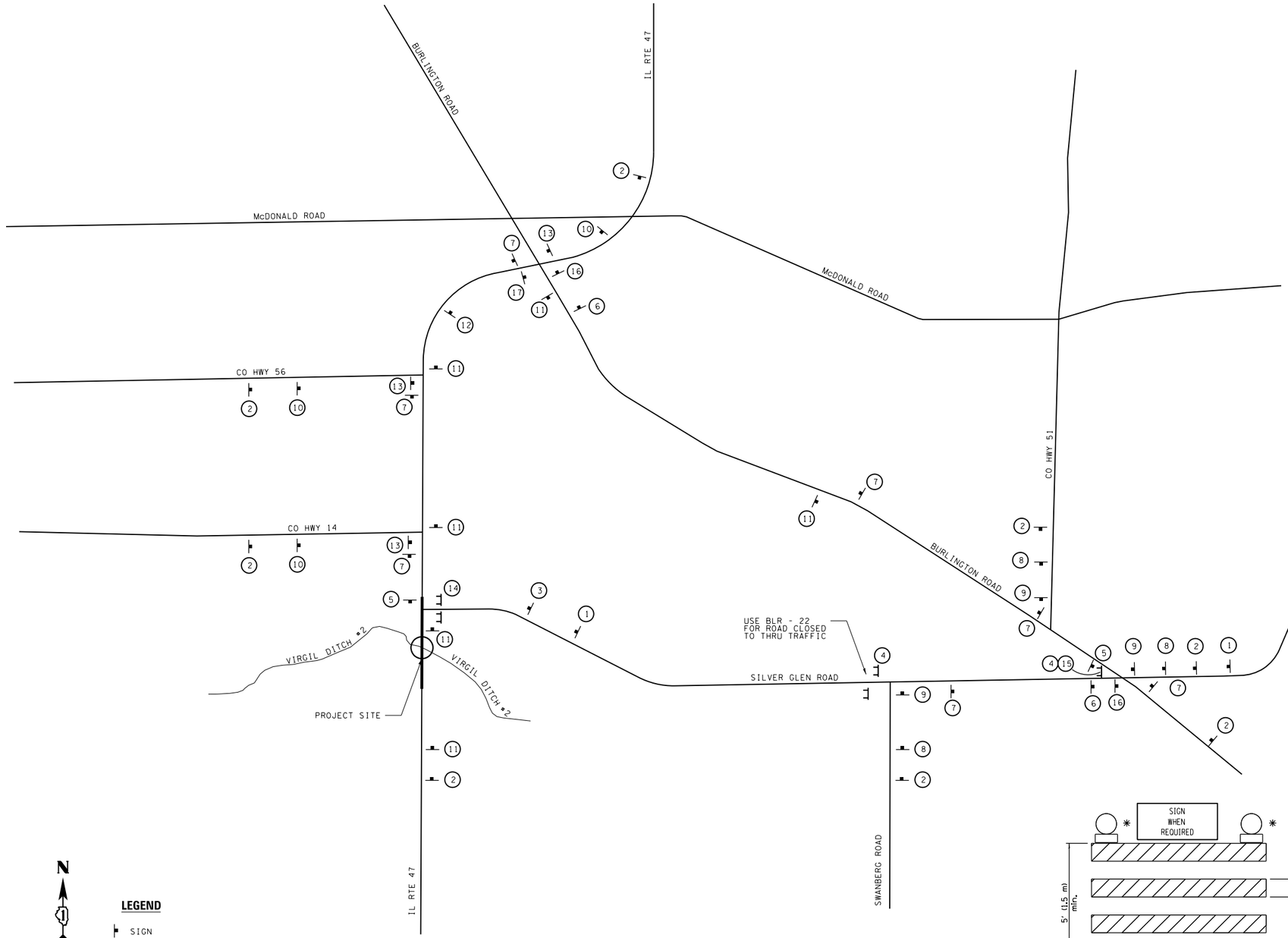
FILE NAME = D160N13-sht-staging3.dgn	USER NAME = mmann	DESIGNED - JTS	REVISED - 10-8-2012
		DRAWN - DWS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JAR	REVISED -
	PLOT DATE = 10/24/2012	DATE - 8-23-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
SUGGESTED STAGE OF CONSTRUCTION & TRAFFIC CONTROL – STAGE 3

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-8	KANE	87	18
		CONTRACT NO. 60N13		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:
THE DETOUR PLAN IS TO BE USED WHEN BURLINGTON ROAD IS OPEN TO TRAFFIC.

COORDINATE WITH THE KANE COUNTY DIVISION OF TRANSPORTATION AND THE ENGINEER OF THE ADJOINING PROJECT AT IL-47 AND BURLINGTON ROAD TO ENSURE THAT SIGNING OF ALL REQUIRED DETOURS IS CLEAR, CONCISE AND ACCURATE.

TYPE III BARRICADE

1. FLASHING HIGH INTENSITY AMBER LIGHT — ROAD CLOSED AHEAD — W20-3 (W/ W17-1-100)
2. FLASHING HIGH INTENSITY AMBER LIGHT — DETOUR AHEAD — W20-2 (W/ W17-1-100) — SILVER GLEN RD
3. FLASHING HIGH INTENSITY AMBER LIGHT — ROAD CLOSED 500 FT — W20-3
4. ROAD CLOSED X MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 (SHALL BE MOUNTED ABOVE TYPE III BARRICADE)
5. END DETOUR — M4-8A
6. WEST — M3-4; SILVER GLEN RD — W17-1-100; DETOUR — M4-8; M5-1L
7. WEST — M3-4; SILVER GLEN RD — W17-1-100; DETOUR — M4-8; M6-3
8. WEST — M3-4; SILVER GLEN RD — W17-1-100; DETOUR — M4-8; M5-1R
9. WEST — M3-4; SILVER GLEN RD — W17-1-100; DETOUR — M4-8; M6-1R
10. EAST — M3-2; SILVER GLEN RD — W17-1-100; DETOUR — M4-8; M5-1L
11. EAST — M3-2; SILVER GLEN RD — W17-1-100; DETOUR — M4-8; M6-3
12. EAST — M3-2; SILVER GLEN RD — W17-1-100; DETOUR — M4-8; M5-1R
13. EAST — M3-2; SILVER GLEN RD — W17-1-100; DETOUR — M4-8; M6-1L
14. ROAD CLOSED — R11-2 (SHALL BE MOUNTED ABOVE TYPE III BARRICADE)
15. DETOUR — M4-10R
16. WEST — M3-4; SILVER GLEN RD — W17-1-100; DETOUR — M4-8; M6-1L
17. EAST — M3-2; SILVER GLEN RD — W17-1-100; DETOUR — M4-8; M6-1R

NOTE
* WARNING LIGHTS INCLUDED

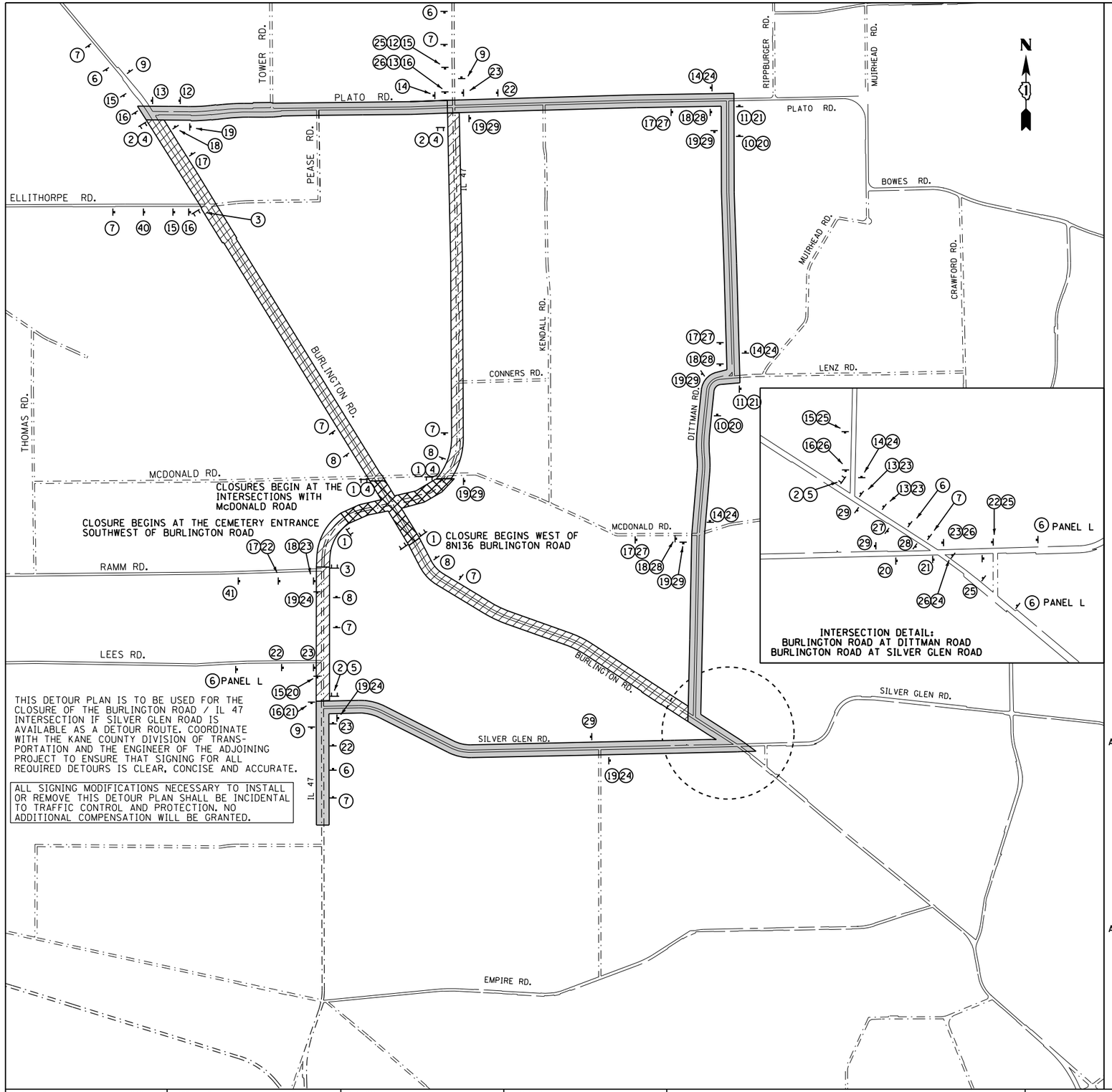
FILE NAME = DI60NI3-sht-staging4.dgn	USER NAME = mmann	DESIGNED - JTS	REVISED - 10-8-2012
		DRAWN - DWS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JAR	REVISED -
	PLOT DATE = 10/24/2012	DATE - 8-23-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
DETOUR PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-8	KANE	87	19
		CONTRACT NO. 60NI3		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



1. SEE DISTRICT 1 DETAIL TC-21 "DETOUR SIGNING FOR CLOSING STATE HIGHWAYS" FOR SIGN TYPES AND PLACEMENT OF THE DETOUR ROUTE SIGNING.
2. DETOUR ROUTE SIGNING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
3. SIGNING SHOWN IS FOR PRE-STAGE INSTALLATION OF BOX CULVERTS ACROSS IL 47.

LEGEND

- DETOUR ROUTE
- PARTIALLY CLOSED PORTION
- COMPLETELY CLOSED PORTION
- DETOUR ROUTE SIGN
- TYPE III BARRICADE

SIGNS MOUNTED ON TYPE III BARRICADES

1	2	3	4	5
ROAD CLOSED	ROAD CLOSED TO THRU TRAFFIC	ROAD CLOSED X MILES AHEAD LOCAL TRAFFIC ONLY	DETOUR	DETOUR
R11-2 48"x30"	R11-4 60"x30"	R11-3 60"x30"	M4-10L 48"x18"	M4-10R 48"x18"

GENERAL POST-MOUNTED SIGNS

6	7	8
DETOUR AHEAD	ROAD CLOSED AHEAD	ROAD CLOSED 500 FT
W20-2 / 36"x36" (WITH FLAG AND FLASHING HIGH-INTENSITY AMBER LIGHT)	W20-3 / 36"x36" (WITH FLAG AND FLASHING HIGH-INTENSITY AMBER LIGHT)	W20-3 / 36"x36" (WITH FLAG AND FLASHING HIGH-INTENSITY AMBER LIGHT)

9 — END DETOUR — M4-8a 24"x18"

INDEX OF PANELS

PANEL A	TO	M4-5 24"x12"
PANEL B	DETOUR	M4-8 24"x12"
PANEL C	NORTH	M3-1 24"x12"
PANEL D	SOUTH	M3-3 24"x12"
PANEL E	WEST	M3-2 24"x12"
PANEL F	EAST	M3-4 24"x12"
PANEL G	↰	M5-1 (L) 21"x15"
PANEL H	←	M6-1 (L) 21"x15"
PANEL I	↱	M5-1 (R) 21"x15"
PANEL J	→	M6-1 (R) 21"x15"
PANEL K	↑	M6-3 21"x15"
PANEL L	ILLINOIS 47	M1-5 24"x24"
PANEL M	BURLINGTON ROAD	W17-1-100 36"x18"
PANEL N	SILVER GLEN ROAD	W17-1-100

WESTBOUND BURLINGTON ROAD DETOURS

ASSEMBLY	PANEL LIST
10	B,E,M,G
11	B,E,M,H
12	B,E,M,I
13	B,E,M,J
14	B,E,M,K

EASTBOUND BURLINGTON ROAD DETOURS

ASSEMBLY	PANEL LIST
15	B,F,M,G
16	B,F,M,H
17	B,F,M,I
18	B,F,M,J
19	B,F,M,K

NORTHBOUND ILLINOIS ROUTE 47 DETOURS

ASSEMBLY	PANEL LIST
20	B,C,L,G
21	B,C,L,H
22	B,C,L,I
23	B,C,L,J
24	B,C,L,K

SOUTHBOUND ILLINOIS ROUTE 47 DETOURS

ASSEMBLY	PANEL LIST
25	B,D,L,G
26	B,D,L,H
27	B,D,L,I
28	B,D,L,J
29	B,D,L,K

WESTBOUND SILVER GLEN ROAD DETOURS

ASSEMBLY	PANEL LIST
30	B,E,N,G
31	B,E,N,H
32	B,E,N,I
33	B,E,N,J
34	B,E,N,K

EASTBOUND SILVER GLEN ROAD DETOURS

ASSEMBLY	PANEL LIST
35	B,F,N,G
36	B,F,N,H
37	B,F,N,I
38	B,F,N,J
39	B,F,N,K

OTHER DETOUR SIGNS

ASSEMBLY	PANEL LIST
40	6+M
41	6+M+N
42	6+N

FOR INFORMATION ONLY

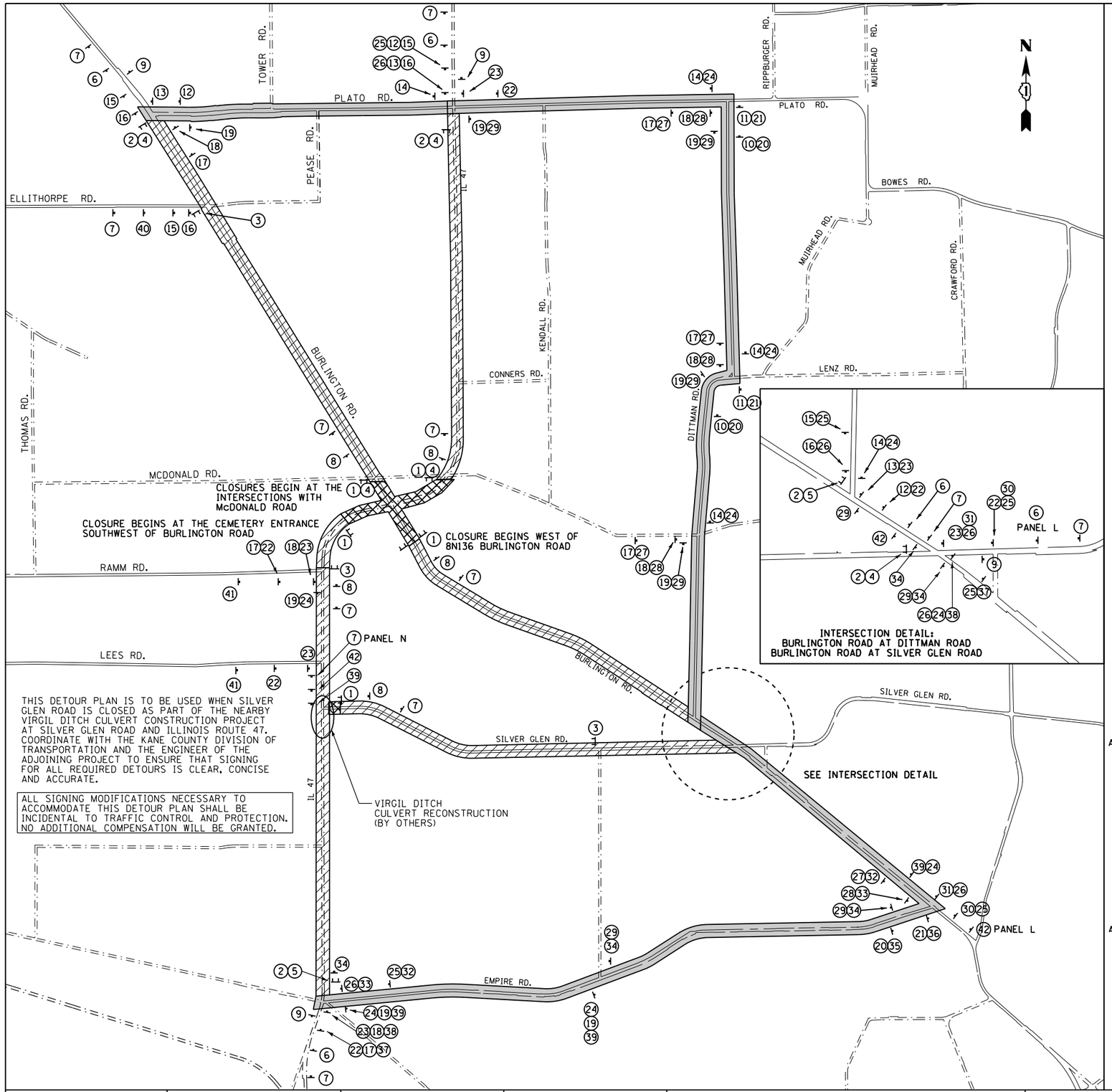
FILE NAME = \\chisrv\data\Projects\Kane_County\66343 - Burlington Phase II\CAD\Sheets\66343_stage1.dgn	USER NAME = m.papirnik	DESIGNED -	REVISED -
RMG		DRAWN -	REVISED -
RMG	PLOT SCALE = 2500.0000 ' / in.	CHECKED -	REVISED -
MAP	PLOT DATE = 9/24/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – STAGE 1
IL 47 & BURLINGTON ROAD DETOUR PLAN

SCALE: NONE | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	07-00357-00-CH	KANE	87	20
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



INTERSECTION DETAIL:
BURLINGTON ROAD AT DITTMAN ROAD
BURLINGTON ROAD AT SILVER GLEN ROAD

THIS DETOUR PLAN IS TO BE USED WHEN SILVER GLEN ROAD IS CLOSED AS PART OF THE NEARBY VIRGIL DITCH CULVERT CONSTRUCTION PROJECT AT SILVER GLEN ROAD AND ILLINOIS ROUTE 47. COORDINATE WITH THE KANE COUNTY DIVISION OF TRANSPORTATION AND THE ENGINEER OF THE ADJOINING PROJECT TO ENSURE THAT SIGNING FOR ALL REQUIRED DETOURS IS CLEAR, CONCISE AND ACCURATE.

ALL SIGNING MODIFICATIONS NECESSARY TO ACCOMMODATE THIS DETOUR PLAN SHALL BE INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION. NO ADDITIONAL COMPENSATION WILL BE GRANTED.

1. SEE DISTRICT 1 DETAIL TC-21 "DETOUR SIGNING FOR CLOSING STATE HIGHWAYS" FOR SIGN TYPES AND PLACEMENT OF THE DETOUR ROUTE SIGNING.
2. DETOUR ROUTE SIGNING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
3. SIGNING SHOWN IS FOR PRE-STAGE INSTALLATION OF BOX CULVERTS ACROSS IL 47.

LEGEND

- DETOUR ROUTE
- PARTIALLY CLOSED PORTION
- COMPLETELY CLOSED PORTION
- DETOUR ROUTE SIGN
- TYPE III BARRICADE

SIGNS MOUNTED ON TYPE III BARRICADES

① ROAD CLOSED — R11-2 48"x30"

② ROAD CLOSED TO THRU TRAFFIC — R11-4 60"x30"

③ ROAD CLOSED X MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"x30"

④ DETOUR — M4-10L 48"x18"

⑤ DETOUR — M4-10R 48"x18"

GENERAL POST-MOUNTED SIGNS

⑥ DETOUR AHEAD — W20-2 / 36"x36" (WITH FLAG AND FLASHING HIGH-INTENSITY AMBER LIGHT)

⑦ ROAD CLOSED AHEAD — W20-3 / 36"x36" (WITH FLAG AND FLASHING HIGH-INTENSITY AMBER LIGHT)

⑧ ROAD CLOSED 500 FT — W20-3 / 36"x36" (WITH FLAG AND FLASHING HIGH-INTENSITY AMBER LIGHT)

⑨ END DETOUR — M4-8a 24"x18"

INDEX OF PANELS

PANEL A	TO	M4-5 24"x12"
PANEL B	DETOUR	M4-8 24"x12"
PANEL C	NORTH	M3-1 24"x12"
PANEL D	SOUTH	M3-3 24"x12"
PANEL E	WEST	M3-2 24"x12"
PANEL F	EAST	M3-4 24"x12"
PANEL G	←	M5-1 (L) 21"x15"
PANEL H	←	M6-1 (L) 21"x15"
PANEL I	→	M5-1 (R) 21"x15"
PANEL J	→	M6-1 (R) 21"x15"
PANEL K	↑	M6-3 21"x15"
PANEL L	ILLINOIS 47	M1-5 24"x24"
PANEL M	BURLINGTON ROAD	W17-1-100 36"x18"
PANEL N	SILVER GLEN ROAD	W17-1-100

WESTBOUND BURLINGTON ROAD DETOURS

ASSEMBLY	PANEL LIST
⑩	B,E,M,G
⑪	B,E,M,H
⑫	B,E,M,I
⑬	B,E,M,J
⑭	B,E,M,K

EASTBOUND BURLINGTON ROAD DETOURS

ASSEMBLY	PANEL LIST
⑮	B,F,M,G
⑯	B,F,M,H
⑰	B,F,M,I
⑱	B,F,M,J
⑲	B,F,M,K

NORTHBOUND ILLINOIS ROUTE 47 DETOURS

ASSEMBLY	PANEL LIST
⑳	B,C,L,G
㉑	B,C,L,H
㉒	B,C,L,I
㉓	B,C,L,J
㉔	B,C,L,K

SOUTHBOUND ILLINOIS ROUTE 47 DETOURS

ASSEMBLY	PANEL LIST
㉕	B,D,L,G
㉖	B,D,L,H
㉗	B,D,L,I
㉘	B,D,L,J
㉙	B,D,L,K

WESTBOUND SILVER GLEN ROAD DETOURS

ASSEMBLY	PANEL LIST
㉚	B,E,N,G
㉛	B,E,N,H
㉜	B,E,N,I
㉝	B,E,N,J
㉞	B,E,N,K

EASTBOUND SILVER GLEN ROAD DETOURS

ASSEMBLY	PANEL LIST
㉟	B,F,N,G
㊱	B,F,N,H
㊲	B,F,N,I
㊳	B,F,N,J
㊴	B,F,N,K

OTHER DETOUR SIGNS

ASSEMBLY	PANEL LIST
㊵	6+M
㊶	6+M+N
㊷	6+N

FOR INFORMATION ONLY

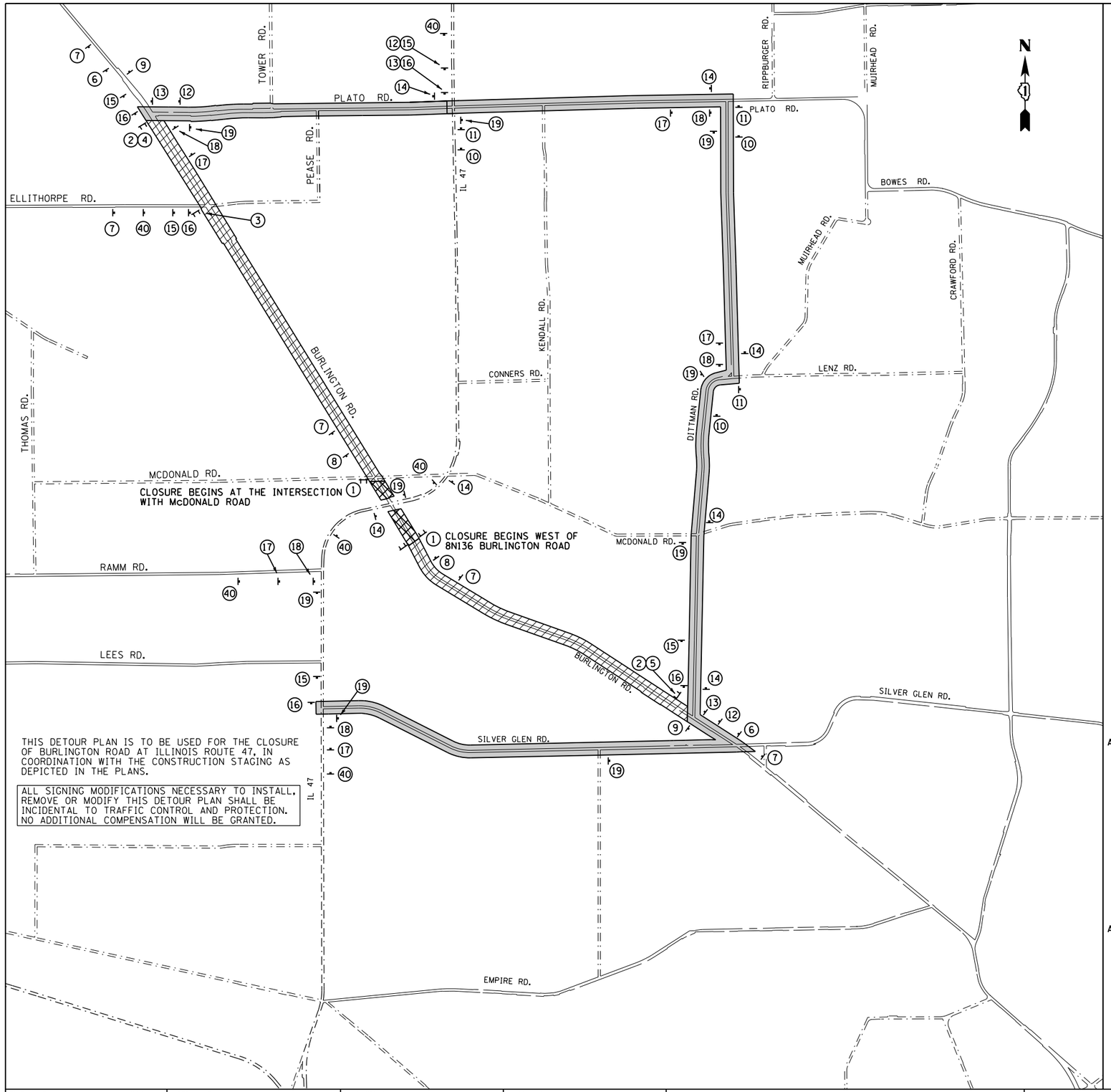
FILE NAME = \\chisrv\data\Projects\Kane Co\66343 - Burlington Phase II\CAD\Sheets\66343_stage1_map.dgn	USER NAME = m.papirnik	DESIGNED -	REVISED -
RMG	PLOT SCALE = 2500.0000 ' / in.	DRAWN -	REVISED -
RMG	PLOT DATE = 9/24/2012	CHECKED -	REVISED -
MAP		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – STAGE 1
ALTERNATE IL 47 & BURLINGTON ROAD DETOUR PLAN

SCALE: NONE | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	07-00357-00-CH	KANE	87	21
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



THIS DETOUR PLAN IS TO BE USED FOR THE CLOSURE OF BURLINGTON ROAD AT ILLINOIS ROUTE 47, IN COORDINATION WITH THE CONSTRUCTION STAGING AS DEPICTED IN THE PLANS.

ALL SIGNING MODIFICATIONS NECESSARY TO INSTALL, REMOVE OR MODIFY THIS DETOUR PLAN SHALL BE INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION. NO ADDITIONAL COMPENSATION WILL BE GRANTED.

1. SEE DISTRICT 1 DETAIL TC-21 "DETOUR SIGNING FOR CLOSING STATE HIGHWAYS" FOR SIGN TYPES AND PLACEMENT OF THE DETOUR ROUTE SIGNING.
2. DETOUR ROUTE SIGNING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
3. SIGNING SHOWN IS FOR PRE-STAGE INSTALLATION OF BOX CULVERTS ACROSS IL 47.

LEGEND

- DETOUR ROUTE
- PARTIALLY CLOSED PORTION
- COMPLETELY CLOSED PORTION
- DETOUR ROUTE SIGN
- TYPE III BARRICADE

SIGNS MOUNTED ON TYPE III BARRICADES

① ROAD CLOSED — R11-2 48"x30"

② ROAD CLOSED TO THRU TRAFFIC — R11-4 60"x30"

③ ROAD CLOSED X MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"x30"

④ DETOUR — M4-10L 48"x18"

⑤ DETOUR — M4-10R 48"x18"

GENERAL POST-MOUNTED SIGNS

⑥ DETOUR AHEAD — W20-2 / 36"x36" (WITH FLAG AND FLASHING HIGH-INTENSITY AMBER LIGHT)

⑦ ROAD CLOSED AHEAD — W20-3 / 36"x36" (WITH FLAG AND FLASHING HIGH-INTENSITY AMBER LIGHT)

⑧ ROAD CLOSED 500 FT — W20-3 / 36"x36" (WITH FLAG AND FLASHING HIGH-INTENSITY AMBER LIGHT)

⑨ END DETOUR — M4-8a 24"x18"

INDEX OF PANELS

PANEL A	TO	M4-5 24"x12"
PANEL B	DETOUR	M4-8 24"x12"
PANEL C	NORTH	M3-1 24"x12"
PANEL D	SOUTH	M3-3 24"x12"
PANEL E	WEST	M3-2 24"x12"
PANEL F	EAST	M3-4 24"x12"
PANEL G	←	M5-1 (L) 21"x15"
PANEL H	←	M6-1 (L) 21"x15"
PANEL I	→	M5-1 (R) 21"x15"
PANEL J	→	M6-1 (R) 21"x15"
PANEL K	↑	M6-3 21"x15"
PANEL L	ILLINOIS 47	M1-5 24"x24"
PANEL M	BURLINGTON ROAD	W17-1-100 36"x18"
PANEL N	SILVER GLEN ROAD	W17-1-100

WESTBOUND BURLINGTON ROAD DETOURS

ASSEMBLY	PANEL LIST
⑩	B,E,M,G
⑪	B,E,M,H
⑫	B,E,M,I
⑬	B,E,M,J
⑭	B,E,M,K

EASTBOUND BURLINGTON ROAD DETOURS

ASSEMBLY	PANEL LIST
⑮	B,F,M,G
⑯	B,F,M,H
⑰	B,F,M,I
⑱	B,F,M,J
⑲	B,F,M,K

NORTHBOUND ILLINOIS ROUTE 47 DETOURS

ASSEMBLY	PANEL LIST
⑳	B,C,L,G
㉑	B,C,L,H
㉒	B,C,L,I
㉓	B,C,L,J
㉔	B,C,L,K

SOUTHBOUND ILLINOIS ROUTE 47 DETOURS

ASSEMBLY	PANEL LIST
㉕	B,D,L,G
㉖	B,D,L,H
㉗	B,D,L,I
㉘	B,D,L,J
㉙	B,D,L,K

WESTBOUND SILVER GLEN ROAD DETOURS

ASSEMBLY	PANEL LIST
㉚	B,E,N,G
㉛	B,E,N,H
㉜	B,E,N,I
㉝	B,E,N,J
㉞	B,E,N,K

EASTBOUND SILVER GLEN ROAD DETOURS

ASSEMBLY	PANEL LIST
㉟	B,F,N,G
㊱	B,F,N,H
㊲	B,F,N,I
㊳	B,F,N,J
㊴	B,F,N,K

OTHER DETOUR SIGNS

ASSEMBLY	PANEL LIST
㊵	6+M
㊶	6+M+N
㊷	6+N

FOR INFORMATION ONLY

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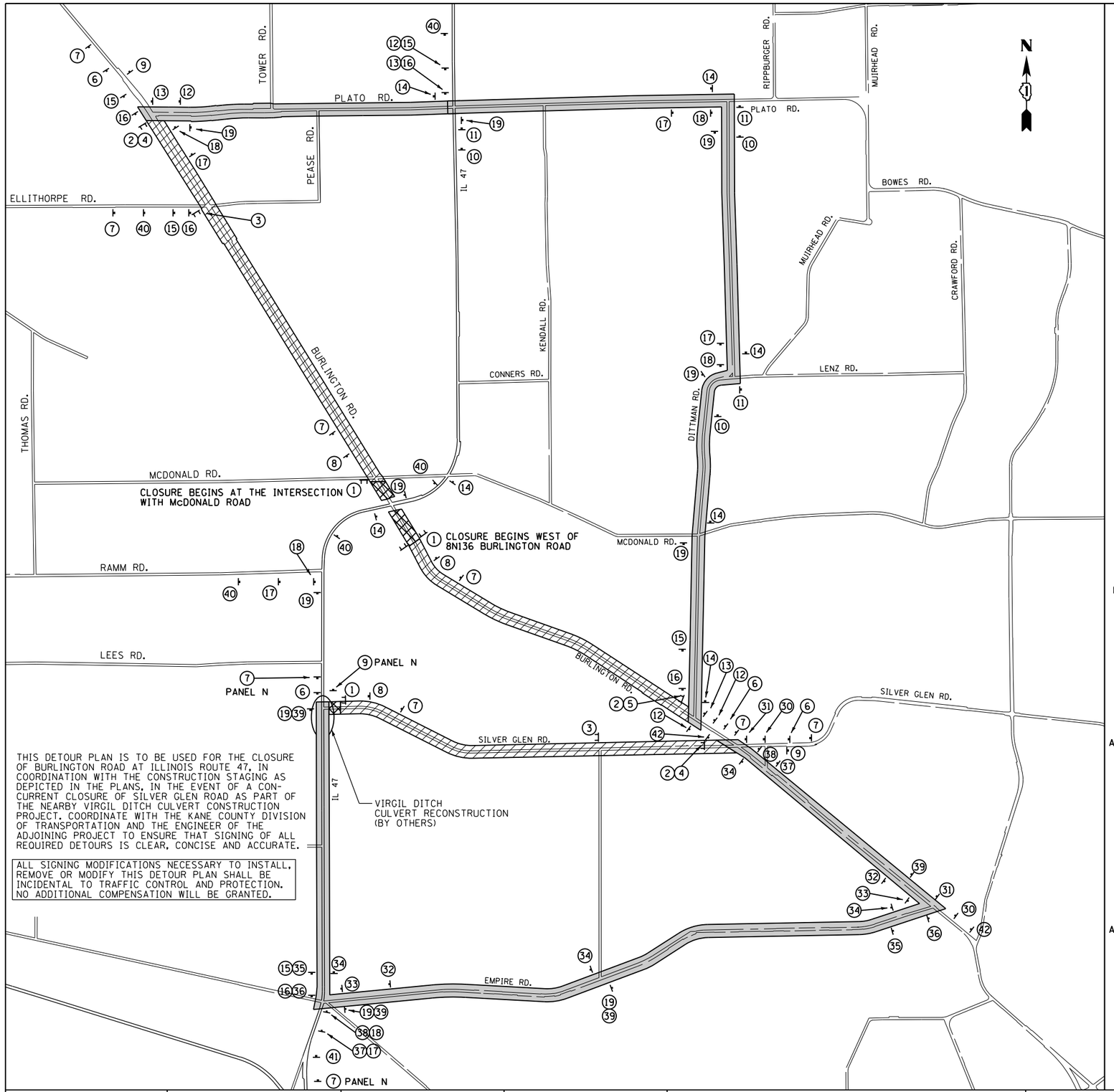
	MAP	PLOT DATE = 9/24/2012	CHECKED -
			DATE -
			REVISED -
			REVISED -
			REVISED -
			REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – STAGES 2–4
IL 47 & BURLINGTON ROAD DETOUR PLAN

SCALE: NONE | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	07-00357-00-CH	KANE	87	22
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



1. SEE DISTRICT 1 DETAIL TC-21 "DETOUR SIGNING FOR CLOSING STATE HIGHWAYS" FOR SIGN TYPES AND PLACEMENT OF THE DETOUR ROUTE SIGNING.
2. DETOUR ROUTE SIGNING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
3. SIGNING SHOWN IS FOR PRE-STAGE INSTALLATION OF BOX CULVERTS ACROSS IL 47.
4. DETOUR ROUTE IS DESIGNED TO ACCOMMODATE THE VIRGIL DITCH CULVERT REPAIR CONTRACT. COORDINATE WITH THE ENGINEER FOR THAT PROJECT BEFORE INSTALLING DETOUR ROUTE.

LEGEND

- DETOUR ROUTE
- PARTIALLY CLOSED PORTION
- COMPLETELY CLOSED PORTION
- DETOUR ROUTE SIGN
- TYPE III BARRICADE

SIGNS MOUNTED ON TYPE III BARRICADES

① ROAD CLOSED — R11-2 48"x30"

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GENERAL POST-MOUNTED SIGNS

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PANEL L	ILLINOIS 47	M1-5 24"x24"
PANEL M	BURLINGTON ROAD	W17-1-100 36"x18"
PANEL N	SILVER GLEN ROAD	W17-1-100

THIS DETOUR PLAN IS TO BE USED FOR THE CLOSURE OF BURLINGTON ROAD AT ILLINOIS ROUTE 47, IN COORDINATION WITH THE CONSTRUCTION STAGING AS DEPICTED IN THE PLANS, IN THE EVENT OF A CONCURRENT CLOSURE OF SILVER GLEN ROAD AS PART OF THE NEARBY VIRGIL DITCH CULVERT CONSTRUCTION PROJECT, COORDINATE WITH THE KANE COUNTY DIVISION OF TRANSPORTATION AND THE ENGINEER OF THE ADJOINING PROJECT TO ENSURE THAT SIGNING OF ALL REQUIRED DETOURS IS CLEAR, CONCISE AND ACCURATE.

ALL SIGNING MODIFICATIONS NECESSARY TO INSTALL, REMOVE OR MODIFY THIS DETOUR PLAN SHALL BE INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION. NO ADDITIONAL COMPENSATION WILL BE GRANTED.

WESTBOUND BURLINGTON ROAD DETOURS

ASSEMBLY	PANEL LIST
⑩	B,E,M,G
⑪	B,E,M,H
⑫	B,E,M,I
⑬	B,E,M,J
⑭	B,E,M,K

EASTBOUND BURLINGTON ROAD DETOURS

ASSEMBLY	PANEL LIST
⑮	B,F,M,G
⑯	B,F,M,H
⑰	B,F,M,I
⑱	B,F,M,J
⑲	B,F,M,K

NORTHBOUND ILLINOIS ROUTE 47 DETOURS

ASSEMBLY	PANEL LIST
⑳	B,C,L,G
㉑	B,C,L,H
㉒	B,C,L,I
㉓	B,C,L,J
㉔	B,C,L,K

SOUTHBOUND ILLINOIS ROUTE 47 DETOURS

ASSEMBLY	PANEL LIST
㉕	B,D,L,G
㉖	B,D,L,H
㉗	B,D,L,I
㉘	B,D,L,J
㉙	B,D,L,K

WESTBOUND SILVER GLEN ROAD DETOURS

ASSEMBLY	PANEL LIST
㉚	B,E,N,G
㉛	B,E,N,H
㉜	B,E,N,I
㉝	B,E,N,J
㉞	B,E,N,K

EASTBOUND SILVER GLEN ROAD DETOURS

ASSEMBLY	PANEL LIST
㉟	B,F,N,G
㊱	B,F,N,H
㊲	B,F,N,I
㊳	B,F,N,J
㊴	B,F,N,K

OTHER DETOUR SIGNS

ASSEMBLY	PANEL LIST
㊵	6+M
㊶	6+M+N
㊷	6+N

FOR INFORMATION ONLY

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	PLOT DATE = 9/24/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC – STAGES 2-4
ALTERNATE IL 47 & BURLINGTON ROAD DETOUR PLAN

SCALE: NONE | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	07-00357-00-CH	KANE	87	23
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

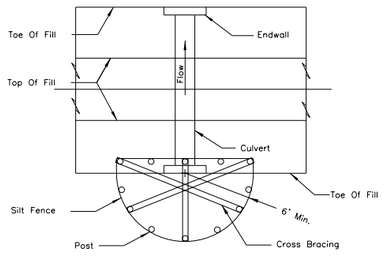
SOIL EROSION AND SEDIMENT CONTROL NOTES

1. ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND AFTER EACH ½" RAIN EVENT.
2. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
3. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
4. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
5. PROPERTIES AND CHANNELS ADJOINING THE DEVELOPMENT SITE SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION.
6. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AND EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURES).
7. ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURE SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.
8. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN AN EFFECTIVE WORKING CONDITION.
9. ESTABLISH PERMANENT STABILIZATION WITHIN 14 DAYS OF FINAL GRADING OR WHEN DISTURBED AREA IS LEFT IDLE FOR MORE THAN 14 DAYS.
10. THE EROSION CONTROL QUANTITIES PROVIDED IN THE PLANS ARE APPROXIMATE. THE ACTUAL NEED FOR QUANTITIES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
11. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL LATEST EDITION.
12. THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
13. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
14. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.
15. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
16. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORM WATER STRUCTURES IS PROHIBITED.
17. ITS IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

CONSTRUCTION SEQUENCING

1. INSTALL SEDIMENT AND EROSION CONTROL SYSTEMS.
2. COMPLETE TREE REMOVAL.
3. BEGIN MASS GRADING. TEMPORARY SEED AS REQUIRED.
4. DEMOLISH EXISTING STRUCTURE WITHOUT IMPACT OR DEBRIS ENTERING THE EXISTING WATERWAY.
5. CONSTRUCT UNDERWATER STRUCTURE EXCAVATION PROTECTION AND INSTALL PILES AND STRUCTURE.
6. COMPLETE ROADWAY RECONSTRUCTION THRU BINDER AND GRADING.
7. COMPLETE FINAL SURFACE, PAVEMENT MARKINGS, AND RESTORATION.
8. REMOVE EROSION CONTROL MEASURES AND RESTORE.

CULVERT INLET PROTECTION - SILT FENCE



PLAN VIEW

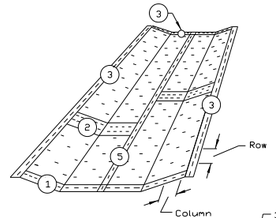
NOTES:
1. The silt fence shall meet the requirements as shown on standard drawing IL-620 SILT FENCE except the maximum post spacing shall be 3 feet and the tops of posts shall be cross braced.
2. Sediment shall be removed when the sediment has accumulated to one-half the height of the silt fence.
3. The maximum drainage area to the culvert being protected is 1 acre.

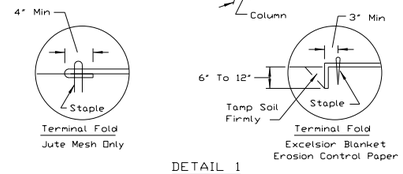
REFERENCE Project / Designed / Checked / Approved — Date

NRCS Natural Resources Conservation Service

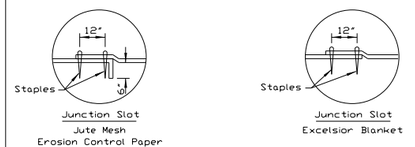
STANDARD DWG. NO. IL-508SF SHEET 1 OF 1 DATE 1-29-99

EROSION BLANKET PLAN





DETAIL 1



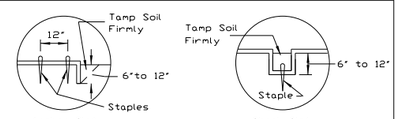
DETAIL 2

REFERENCE Project / Designed / Checked / Approved — Date

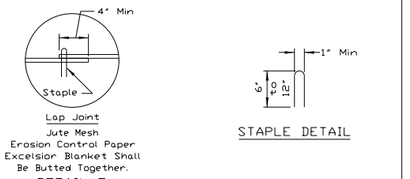
NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-530 SHEET 1 OF 2 DATE 5-24-94

EROSION BLANKET PLAN



DETAIL 3 DETAIL 4



DETAIL 5 STAPLE DETAIL

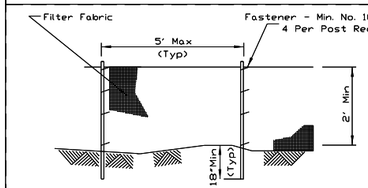
NOTES:
1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x 225' roll of material and 125 staples are required per 4'x 150' roll of material.
3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
4. All terminal ends and transverse laps shall be stapled at approximately 12" intervals.

REFERENCE Project / Designed / Checked / Approved — Date

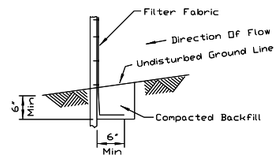
NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-530 SHEET 2 OF 2 DATE 3-1-95

SILT FENCE PLAN



ELEVATION



FABRIC ANCHOR DETAIL

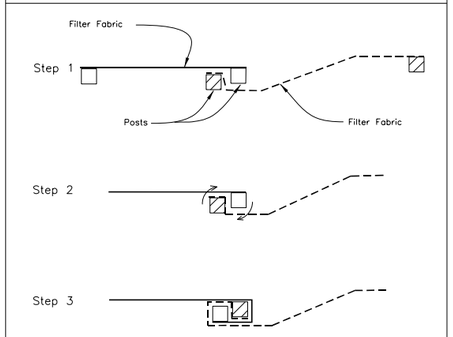
NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE Project / Designed / Checked / Approved — Date

NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-620 SHEET 1 OF 2 DATE 11-20-01

SILT FENCE



ATTACHING TWO SILT FENCES

NOTES:
1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Drive both posts a minimum of 18 inches into the ground and bury the flap.

REFERENCE Project / Designed / Checked / Approved — Date

NRCS Natural Resources Conservation Service

STANDARD DWG. NO. IL-620(W) SHEET 2 OF 2 DATE 1-29-99

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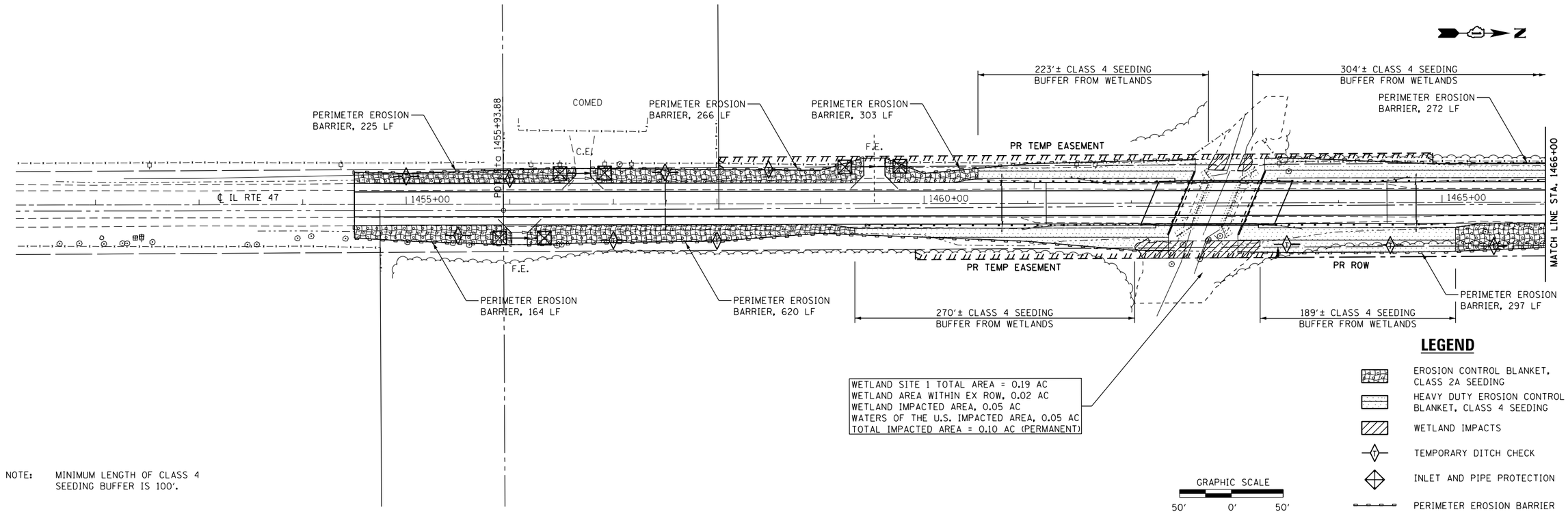
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

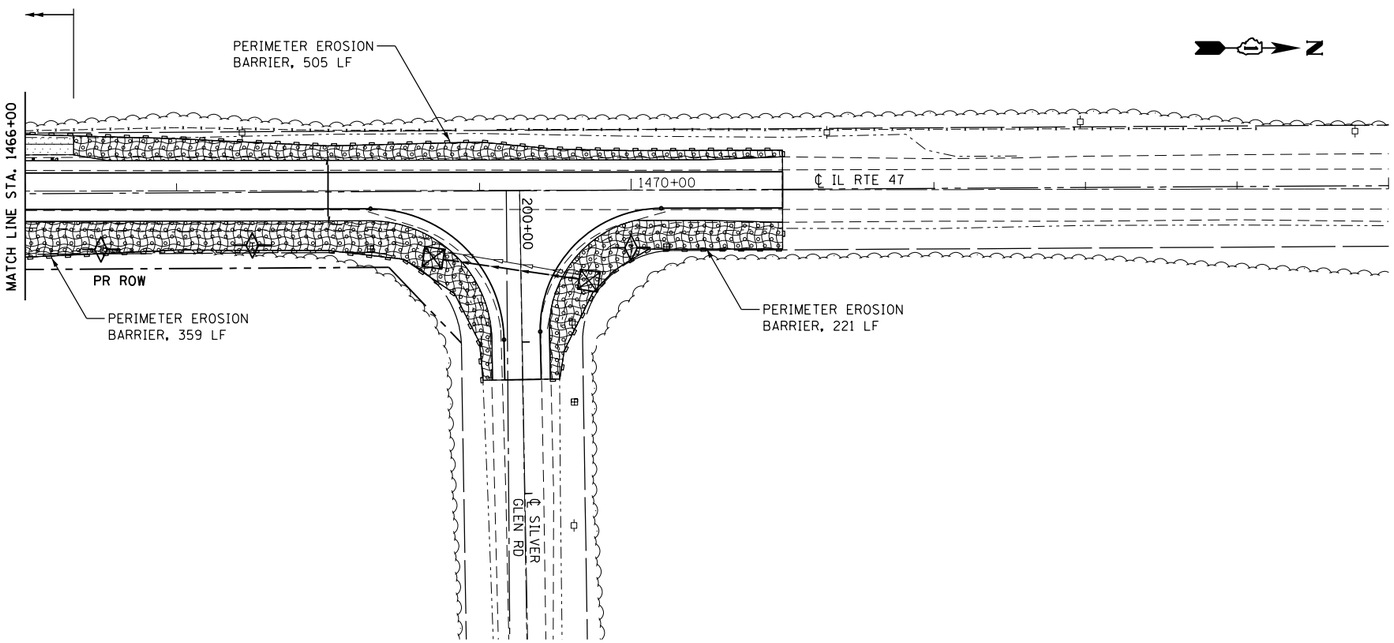
IL ROUTE 47 OVER VIRGIL DITCH #2
EROSION & SEDIMENT CONTROL NOTES AND DETAILS

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	24
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



NOTE: MINIMUM LENGTH OF CLASS 4 SEEDING BUFFER IS 100'.



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PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
EROSION & SEDIMENT CONTROL PLAN

SCALE: 1"=50' | SHEET NO. 1 OF 1 SHEETS | STA. 1451+50 TO STA. 1475+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	25
		CONTRACT NO. 60N13		
		ILLINOIS FED. AID PROJECT		

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

STA 1456+87.6, 30.0' LT
INV EL 924.66

STA 1456+70, 29.7' RT
30' 15" CONC PIPE CULVERT,
CLASS A, TY 1, 2-PRC FES 15"

PIPE CULVERT REMOVAL
(15" CMP)

STA 1456+52.6, 29.5' LT
INV EL 926.05

BEGIN PROJECT
STA 1454+50.00

STA 1459+50, 35.7' LT
40' 15" CONC PIPE CULVERT,
CLASS A, TY 1, 2-PRC FES 15"

STA 1459+27.6, 35.4' LT
INV EL 917.05

COMED

EXIST 4" GAS
LINE (NICOR) -
±35' LT, ±3' DEPTH

STA 1459+72.6, 35.9' LT
INV EL 915.25

OVERHEAD ELECTRICAL
LINE (COM ED) - ±37' LT

CONC HDWL FOR P DRAIN
STA 1460+75 28.6' LT
(STD 6011001)

WETLAND SITE 1 TOTAL AREA = 0.19 AC
WETLAND AREA WITHIN EX ROW, 0.02 AC
WETLAND IMPACTED AREA, 0.05 AC
WATERS OF THE U.S. IMPACTED AREA, 0.05 AC
TOTAL IMPACTED AREA = 0.10 AC (PERMANENT)

PROP TEMP EASEMENT
CONSTRUCTION LIMITS

CONC HDWL FOR P
DRAIN STA 1464+75
27.7' LT (STD 6011001)

MATCHLINE 1466+00

℄ EXISTING ROW
4" GAS
℄ IL RTE 47
26'±
EXISTING ROW
QUARTER SECTION
LINE

PC STA 1455+93.88

1455+00
1460+00
1465+00

10'
12' TYP
10'

STA 1455+94.2, 32.6' RT
INV EL 925.78

STA 1456+09, 32.7' RT
30' 15" CONC PIPE CULVERT,
CLASS A, TY 1, 2-PRC FES 15"

PIPE CULVERT REMOVAL
(15" CMP)

STA 1456+29.2,
32.8' RT
INV EL 925.08

PIPE UNDERDRAINS 4" 48 LF
INV 921.69 E
CONC HDWL FOR P DRAIN
STA 1457+50 25.9' RT
(STD 6011001)

PIPE UNDERDRAINS 4" 57 LF
INV 914.77 E
INV 914.76 W

CONC HDWL FOR P DRAIN
STA 1460+75 27.7' RT
(STD 6011001)

VIRGIL DRAINAGE DITCH #2

WETLANDS (TYP)

PROP ROW
CONSTRUCTION
LIMITS

PIPE
UNDERDRAINS 4" 57 LF
INV 915.09 E
INV 915.10 W

CONC HDWL FOR P
DRAIN STA 1464+75
28.3' RT
(STD 6011001)

GRAPHIC SCALE
50' 0' 50'

PROFILE
SURVEYED
PLOTTED
HORIZ. CHECKED
BM. NOTED
STRUCTURE NO/ATNS CHKD
NOTE BOOK
NO.
BY
DATE

STA	LT SP DITCH EL
1454+50.00	934.30
1455+00.00	932.26
1455+50.00	930.22
1456+00.00	928.17
1456+50.00	926.13
1457+00.00	924.15
1458+00.00	921.15
1459+00.00	918.15
1459+50.00	916.15

STA	RT SP DITCH EL
1454+50.00	933.81
1455+00.00	931.03
1455+94.20	925.78
1456+29.20	925.08
1457+00.00	922.96
1458+00.00	919.96

940 935 930 925 920 915 910 905 900

BEGIN PROJECT
STA 1454+50.00

-3.83%
935.58
-4.08%
-5.56%
+0.00 EL. 928.31
PR IL 47 ℄ PROFILE
580.00' V.C.
E = 2.77
K = 152
+20.00 EL. 917.21
+50.00 EL. 917.21
680.00' V.C.
E = 4.17
K = 139

15" CONC PIPE CULVERT,
CL A, TY 1, 2-PRC FES 15"
@ 2.00%

15" CONC PIPE CULVERT,
CL A, TY 1, 2-PRC FES 15"
@ 3.96%

-3.00%
-3.00%
-3.83%
+0.00%
EX IL 47 ℄ PROFILE

℄ EXIST/PROP BRIDGE
OVER VIRGIL DITCH #2
EX SN 045-0023
PR SN 045-0078

SP DITCH LEFT
SP DITCH RIGHT

15" CONC PIPE CULVERT,
CL A, TY 1, 2-PRC FES 15"
@ 4.00%

VPI STA 1459+30.00
ELEVATION 917.21

+2.00%
+50
909.42

SP DITCH RIGHT

+50.00
+00.00

RESURFACING
RECONSTRUCTION

948.80	947.02	945.42	943.36	941.57	939.47	937.63	935.58	935.58	933.76	933.67	931.70	931.75	929.92	929.84	927.83	927.93	926.04	926.13	924.02	924.50	922.25	923.03	920.47	921.73	919.10	920.59	917.85	919.62	916.91	918.81	916.16	918.16	915.77	917.69	915.35	917.37	915.47	917.22	915.57	917.21	915.59	917.21	915.33	917.21	915.32	917.30	915.24	917.57	915.62	918.02	916.18	918.65	917.02	919.46
1451+00	1452+00	1453+00	1454+00	1455+00	1456+00	1457+00	1458+00	1459+00	1460+00	1461+00	1462+00	1463+00	1464+00	1465+00	1466+00																																											

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QUIGG ENGINEERING INC

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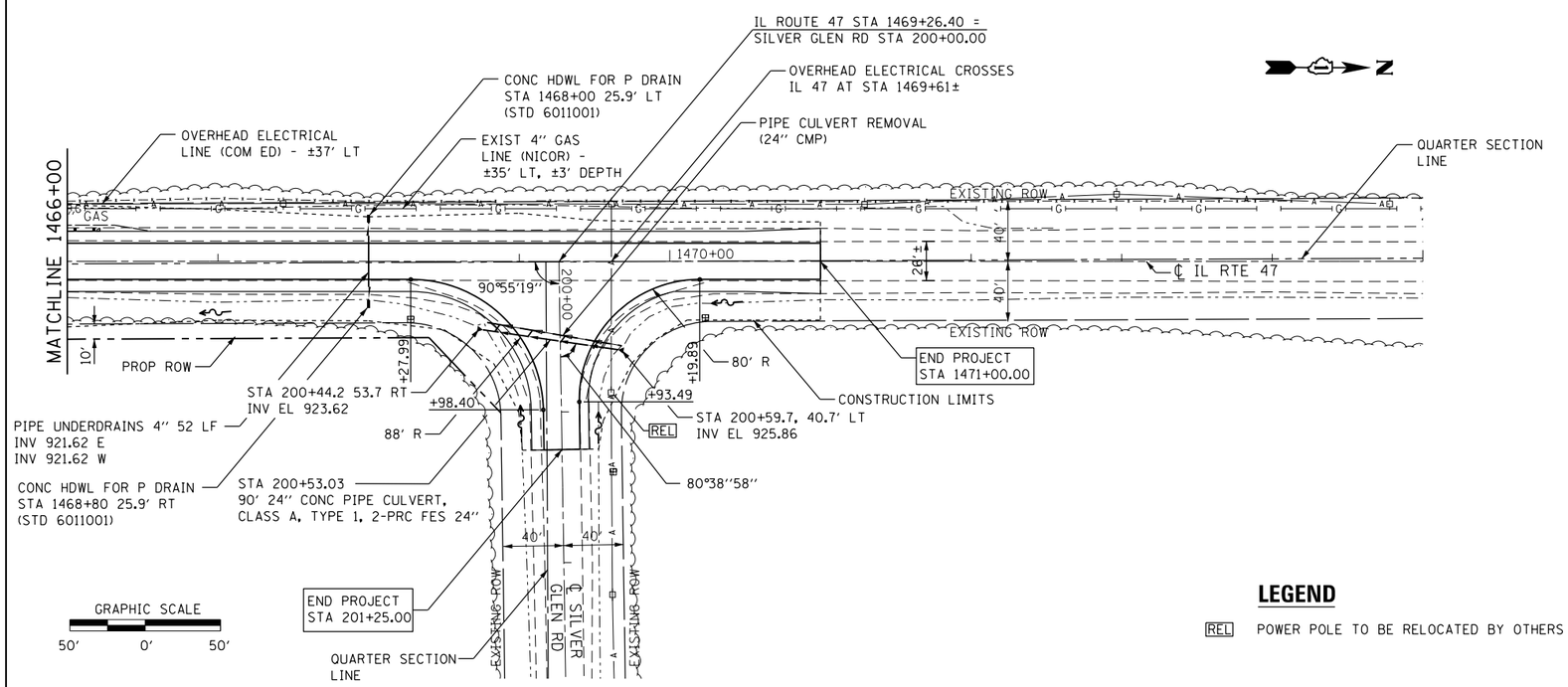
	DRAWN - CMM	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTM	REVISED -	
PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
DRAINAGE AND UTILITY PLAN

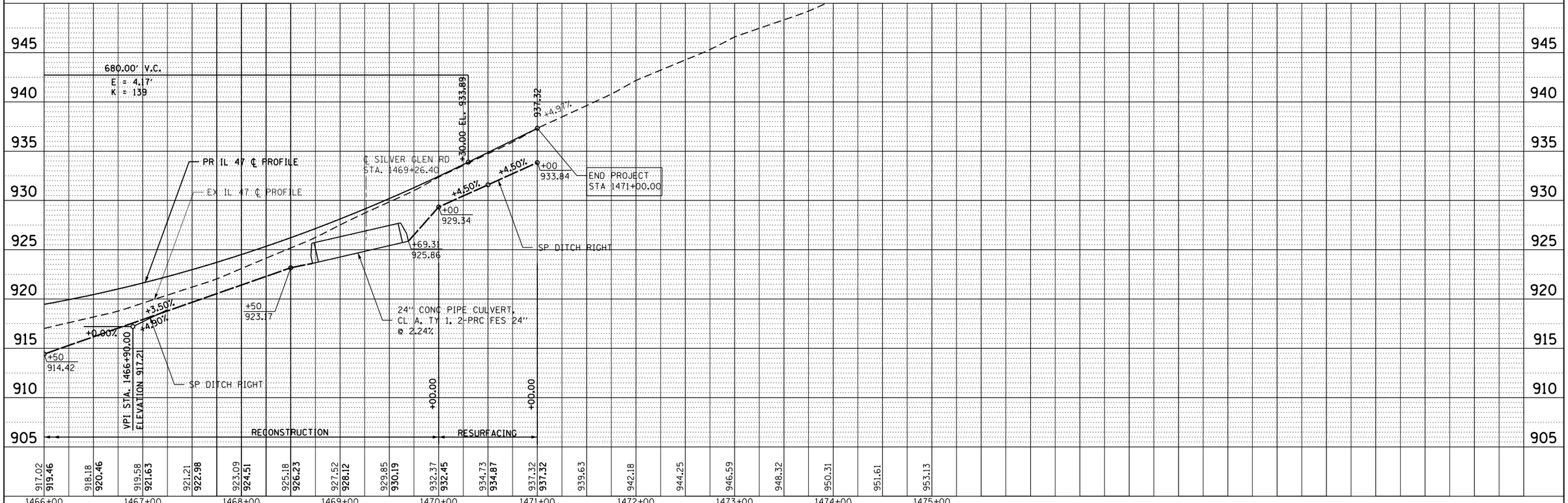
SCALE: 1"=50' | SHEET NO. 1 OF 3 SHEETS | STA. 1452+00 TO STA. 1466+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	26
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



LEGEND

REL POWER POLE TO BE RELOCATED BY OTHERS



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

PROFILE: SURVEYED | PLOTTED | PROFILE CHECKED | BM. NOTED | STRUCTURE NO'ATNS CHKD | NOTE BOOK | NO. | BY | DATE

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QUIGG ENGINEERING INC

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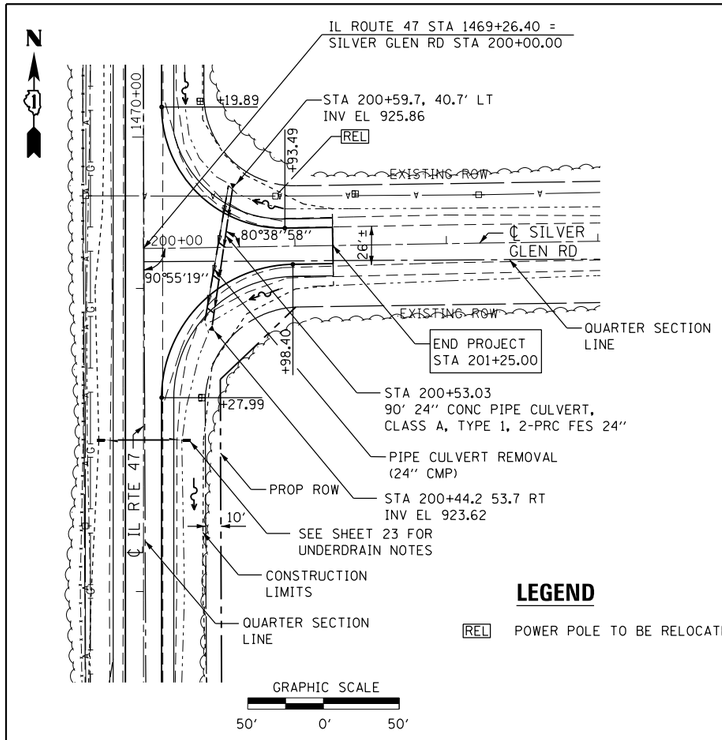
	DRAWN - CMM	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
DRAINAGE AND UTILITY PLAN

SCALE: 1"=50' | SHEET NO. 2 OF 3 SHEETS | STA. 1466+00 | TO STA. 1474+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	27
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

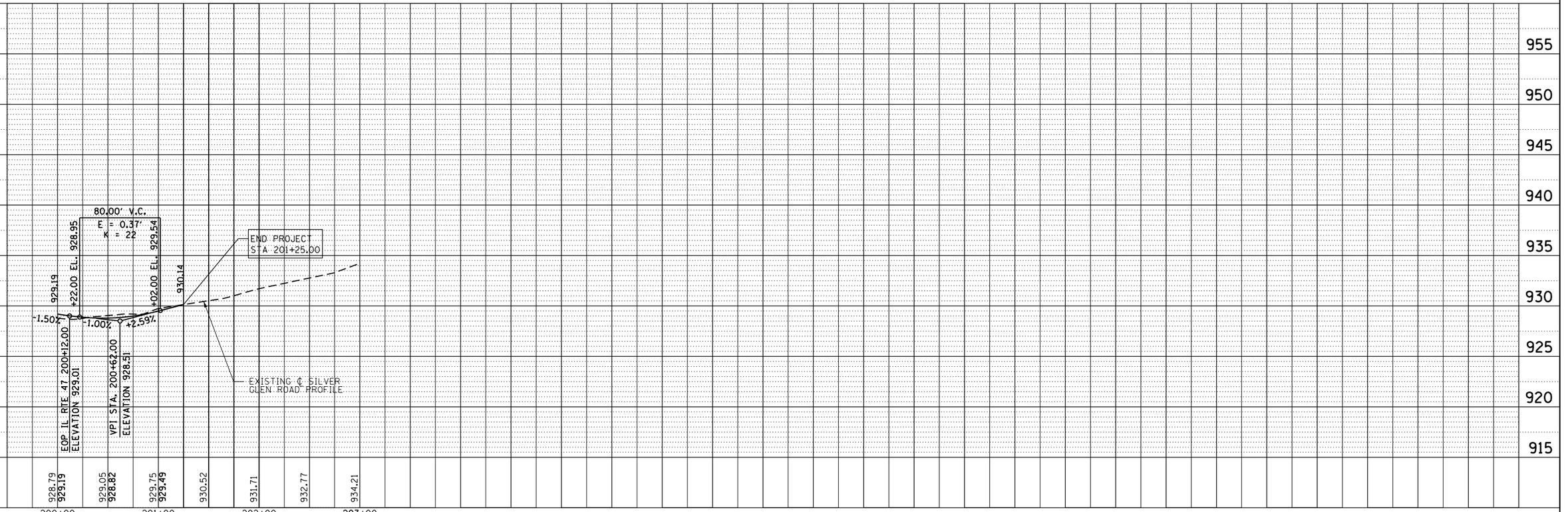


LEGEND

REL — POWER POLE TO BE RELOCATED BY OTHERS

UTILITY NOTES:

1. EXISTING OVERHEAD COM ED ELECTRICAL LINES ARE LOCATED ALONG IL 47 APPROXIMATELY 37' LEFT OF ℄ AND CROSS IL 47 AT STATION 1469+61±
2. AN EXISTING 4" NICOR GAS LINE IS LOCATED ALONG IL 47 APPROXIMATELY 35' LEFT OF ℄ AT A DEPTH OF 3'±.



PLAN — SURVEYED; PLOTTED; X-SECTIONS CHECKED; ALIGNMENT CHECKED; RT. OF WAY CHECKED; CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE — SURVEYED; PLOTTED; X-SECTIONS CHECKED; ALIGNMENT CHECKED; BAR. NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; BY; DATE

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QUIGG ENGINEERING INC

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	DRAWN - CMM	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SILVER GLEN RD
DRAINAGE AND UTILITY PLAN

SCALE: 1"=50' | SHEET NO. 3 OF 3 SHEETS | STA. 200+00 | TO STA. 230+00

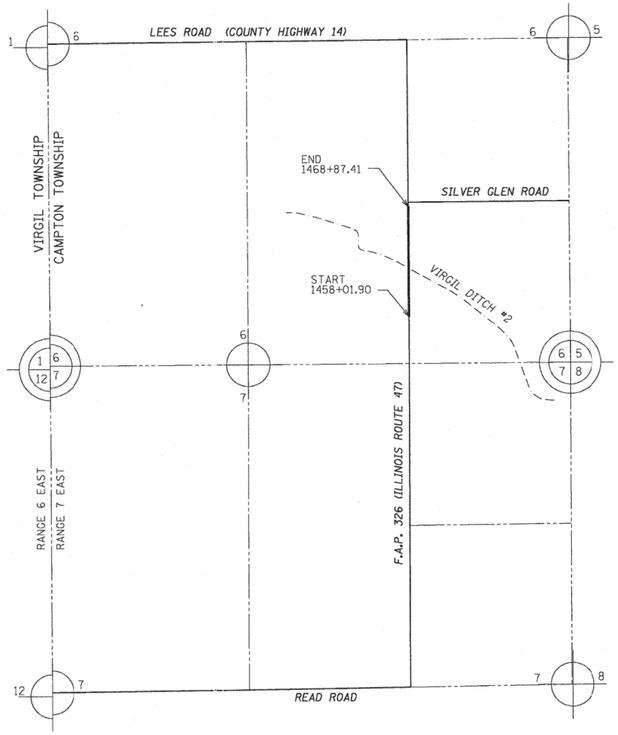
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	28
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	OVER VIRGIL DITCH #2	KANE	4	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY PLANS

FOR PROPOSED
FEDERAL AID HIGHWAY

ROUTE: F.A.P. 326 (IL ROUTE 47)
SECTION: OVER VIRGIL DITCH #2
AT SILVER GLEN ROAD
PROJECT NO.:
JOB NO.: R-91-012-11
COUNTY: KANE
LIMITS: 1458 + 01.90 TO 1468 + 87.41



PROJECT LENGTH: 1047 LINEAL FEET (0.198 MILES), IL RTE 47

LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED _____ 20 ____
DISTRICT ENGINEER

EXAMINED _____ 20 ____
DISTRICT RIGHT OF WAY PLANS ENGINEER

PASSED _____ 20 ____
DISTRICT LAND AQUISITION ENGINEER

REVIEWED _____ 20 ____
CENTRAL BUREAU RIGHT OF WAY PLANS ENGINEER

APPROVED _____ 20 ____
ENGINEER OF LAND AQUISITION

0 300' 600' 900' — 1" = 300'
0 50' 100' — 1" = 50'

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.

RECEIVED
OCT 16 2012
PLATS & LEGALS

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

10/16/2012 8:05:28 AM
n:\9571\Survey\Sketch\rpV957-Plat of Highway-Duplt

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QUIGG ENGINEERING INC

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	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/24/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
RIGHT OF WAY PLAN

SCALE: N.T.S. | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	29
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

PART OF THE SOUTHEAST & THE SOUTHWEST QUARTER OF SECTION 6 & PART OF THE NORTHEAST QUARTER OF SECTION 7, ALL IN TWP. 40 N., R. 7 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1J80001	AMERICAN NATIONAL BANK AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED 6/04/96 AND KNOWN AS TRUST NUMBER 121705-02	76.151	0.133	0.000	76.018			08-06-400-003 08-07-200-010 08-07-200-011	
1J80001TE			0.000			0.080	TEMPORARY		
1J80002TE	JOSEPH A. KEIM, AS TRUSTEE OF THE JOSEPH A. KEIM REVOCABLE LIVING TRUST U/A/D DECEMBER 11, 2009 AND HELEN R. KEIM, AS TRUSTEE OF THE HELEN R. KEIM REVOCABLE LIVING TRUST U/A/D DECEMBER 11, 2009	177.902	0.000	0.000	177.902	0.158	TEMPORARY	08-06-400-007 08-06-300-001	

GRAPHIC SCALE
FEET
0 50'
SCALE: 1" = 50'

COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	
1	1,931,268.06	944,917.63	1458+01.90	40.00	L
2	1,931,268.01	944,907.63	1458+01.91	50.00	L
3	1,931,957.39	944,903.56	1464+91.30	50.00	L
4	1,931,957.44	944,913.56	1464+91.30	40.00	L
5	1,931,457.93	944,996.51	1459+91.30	40.00	R
6	1,931,457.99	945,006.51	1459+91.30	50.00	R
7	1,931,807.99	945,004.44	1463+41.30	50.00	R
8	1,931,807.92	944,994.44	1463+41.30	40.00	R
9	1,932,291.04	944,991.59	1468+24.42	40.00	R
10	1,932,354.38	945,051.62	1468+87.41	100.41	R
11	1,932,306.67	945,001.49	1468+40.00	50.00	R
14	1,932,384.07	944,951.04	1469+17.70	0.00	R
15	1,932,392.78	944,950.99	1469+26.40	0.00	R

LEGEND

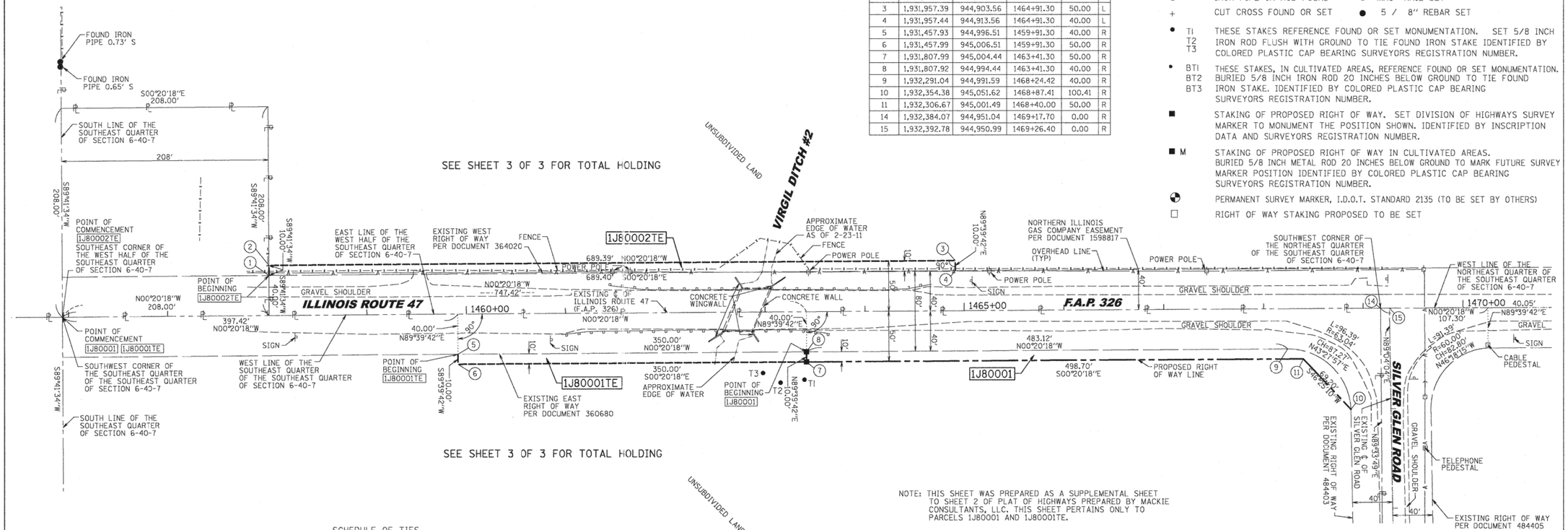
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- TI, T2, T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1, BT2, BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

SECTION CORNER (9 10 / 16 15)

QUARTER SECTION CORNER (16 / 15)

BX = BUILDING CORNER
CONC = CONCRETE
FES = FLARED END SECTION
GR = GAS REGULATOR
GV = GAS VALVE
HMA = HOT MIX ASPHALT
PP = POWER POLE
PEDC = CABLE PEDESTAL
PEDT = TELEPHONE PEDESTAL
TRANS = TRANSFORMER

⊕ "MAG" NAIL SET
● 5 / 8" REBAR SET



SCHEDULE OF TIES

POINT	TIE TO POINT	TIE DISTANCE (FEET)
7	T1	17.80
	T2	33.18
	T3	44.95
8	T1	27.74
	T2	40.11
	T3	48.32

NOTES:

1) BEARINGS SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83.

2) COORDINATES SHOWN ARE PROJECT (GROUND).

3) ALL DISTANCES SHOWN ARE GROUND.

4) THE COMBINED FACTOR USED FOR THIS PROJECT IS 0.999931635.

5) TO CONVERT PROJECT COORDINATES TO STATE PLANE COORDINATES: TAKE PROJECT NORTHING AND EASTING, MULTIPLY BY THE COMBINED FACTOR.

NOTE: THIS SHEET WAS PREPARED AS A SUPPLEMENTAL SHEET TO SHEET 2 OF PLAT OF HIGHWAYS PREPARED BY MACKIE CONSULTANTS, LLC. THIS SHEET PERTAINS ONLY TO PARCELS 1J80001 AND 1J80001TE.

RECEIVED
OCT 16 2012
PLATS & LEGALS

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 6 & 7, TOWNSHIP 40 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ROSEMONT, ILLINOIS THIS ____ DAY OF _____, 20__ A.D.

_____
DALE A. GRAY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057
LICENSE EXPIRES: NOVEMBER 30, 2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

REVISION DATE: | REVISION | MADE BY

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 326 (ILLINOIS ROUTE 47)

SECTION: OVER VIRGIL DITCH # AT SILVER GLEN ROAD — COUNTY: KANE
PROJECT: F.A.P. 326 — JOB NO.: R-91-012-11
STATION: 1458+01.90 — TO STATION: 1470+25.00
SCALE: 1"= 50' — SHEET 2A OF 3

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

DATE	BY
03/02/11	SDS
03/02/11	DAG
10/16/12	DAG
DRAWN	
APPROVED	
REVISED	

10/16/2012 9:27:23 AM
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PLOT DRIVER = V8i.PDF.11x17.plt.cfg

QUIGG ENGINEERING INC

USER NAME = mmann	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/24/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
RIGHT OF WAY PLAN

SCALE: N.T.S. | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

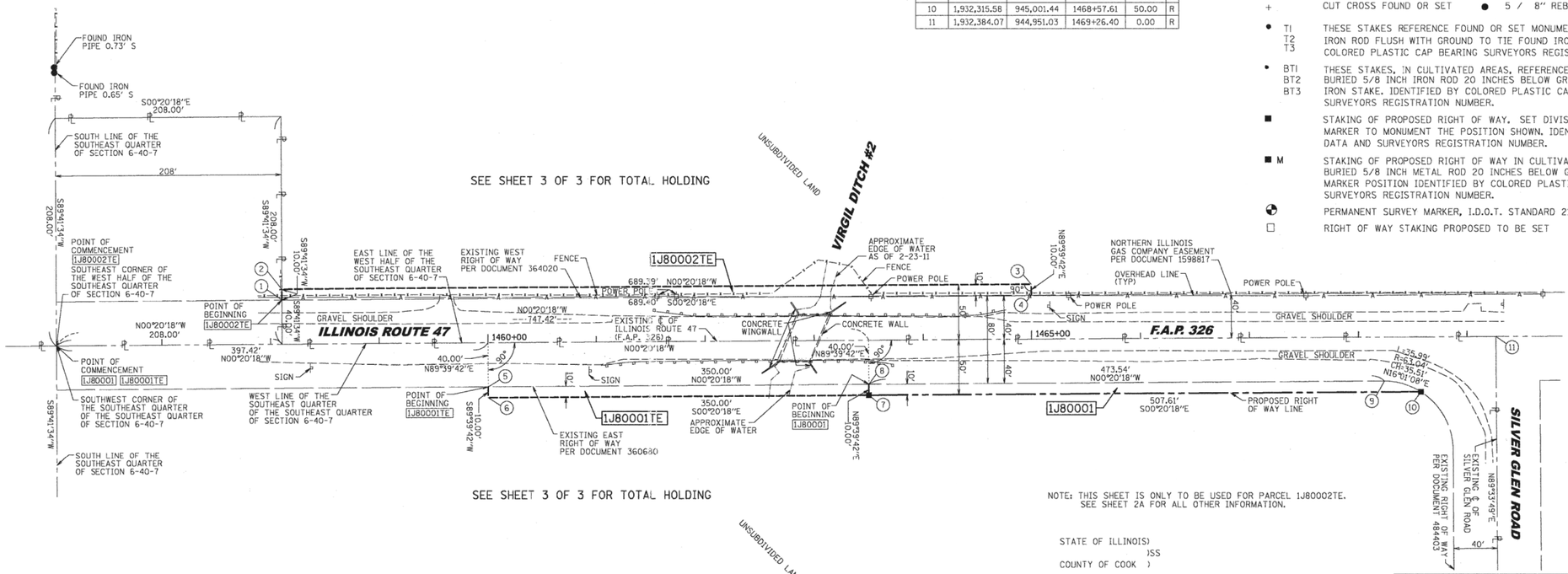
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	30
		CONTRACT NO. 60N13		
		ILLINOIS FED. AID PROJECT		

PART OF THE SOUTHEAST & THE SOUTHWEST QUARTER OF SECTION 6 & PART OF THE NORTHEAST QUARTER OF SECTION 7, ALL IN TWP. 40 N., R. 7 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1J80001	AMERICAN NATIONAL BANK AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED 6/04/96 AND KNOWN AS TRUST NUMBER 121705-02	76.151	0.114	0.000	76.037			08-06-400-003 08-07-200-010 08-07-200-011	
1J80001TE			0.000			0.080	TEMPORARY		
1J80002TE	JOSEPH A. KEIM, AS TRUSTEE OF THE JOSEPH A. KEIM REVOCABLE LIVING TRUST U/A/D DECEMBER 11, 2009 AND HELEN R. KEIM, AS TRUSTEE OF THE HELEN R. KEIM REVOCABLE LIVING TRUST U/A/D DECEMBER 11, 2009	177.902	0.000	0.000	177.902	0.158	TEMPORARY	08-06-400-007 08-06-300-001	

COORDINATE/STATION TABLE

Point	Northing	Easting	Station	Offset	
1	1,931,268.06	944,917.63	1458+10.60	40.00	L
2	1,931,268.01	944,907.63	1458+10.61	50.00	L
3	1,931,957.39	944,903.56	1465+00.00	50.00	L
4	1,931,957.44	944,913.56	1465+00.00	40.00	L
5	1,931,457.93	944,996.51	1460+00.00	40.00	R
6	1,931,457.99	945,006.51	1460+00.00	50.00	R
7	1,931,807.99	945,004.44	1463+50.00	50.00	R
8	1,931,807.92	944,994.44	1463+50.00	40.00	R
9	1,932,281.45	944,991.64	1468+23.54	40.00	R
10	1,932,315.58	945,001.44	1468+57.61	50.00	R
11	1,932,384.07	944,951.03	1469+26.40	0.00	R



LEGEND

SECTION CORNER (9 10 16 15) — QUARTER SECTION CORNER (16 — 15)

- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- ℄ PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- 129.32' MEASURED DIMENSION
- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
- EXISTING BUILDING

GRAPHIC SCALE FEET 0 50'
SCALE: 1" = 50'

- ● IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- \+ CUT CROSS FOUND OR SET
- ● 5 / 8" REBAR SET
- ● T1 T2 T3 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- • BT1 BT2 BT3 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ■ STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- ■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ◒ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET

NOTES:

1) BEARINGS SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83.

2) COORDINATES SHOWN ARE PROJECT (GROUND).

3) ALL DISTANCES SHOWN ARE GROUND.

4) THE COMBINED FACTOR USED FOR THIS PROJECT IS 0.999931635.

5) TO CONVERT PROJECT COORDINATES TO STATE PLANE COORDINATES: TAKE PROJECT NORTHING AND EASTING, MULTIPLY BY THE COMBINED FACTOR.

NOTE: THIS SHEET IS ONLY TO BE USED FOR PARCEL 1J80002TE. SEE SHEET 2A FOR ALL OTHER INFORMATION.

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 6, TOWNSHIP 40 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ROSEMONT, ILLINOIS THIS ____ DAY OF _____, 20___ A.D.

_____
DALE A. GRAY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057
LICENSE EXPIRES: NOVEMBER 30, 2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED
OCT 16 2012
PLATS & LEGALS

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 326 (ILLINOIS ROUTE 47)

SECTION: OVER VIRGIL DITCH #2 AT SILVER GLEN ROAD — COUNTY: KANE
PROJECT: F.A.P. 326 — JOB NO.: R-91-012-11
STATION: 1458+10.61 — TO STATION: 1468+57.61
SCALE: 1"=50' — SHEET 2 OF 3

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

	DATE	BY
DRAWN	03/02/2011	SDS
APPROVED	03/02/2011	DAG
REVISED	10/16/2012	DAG

10/16/2012 8:23:25 AM
n:\dot\Survey\Existing\057-Plat of Highway-02.dgn

REVISION DATE: — REVISION — MADE BY

ROUTE NAME F.A.P. 326 (IL 47) — SECTION: OVER VIRGIL DITCH #2 AT SILVER GLEN ROAD — KANE COUNTY — JOB NO.: R-91-012-11 — RECORDING: RECORDED ON

FILE NAME = D:\60N13-sht-rowplan.dgn
MODEL = Default
PLOT DRIVER = V8i.PDF_11x17.plotcfg

QUIGG ENGINEERING INC

USER NAME = mmann	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/24/2012	DATE -	REVISED -

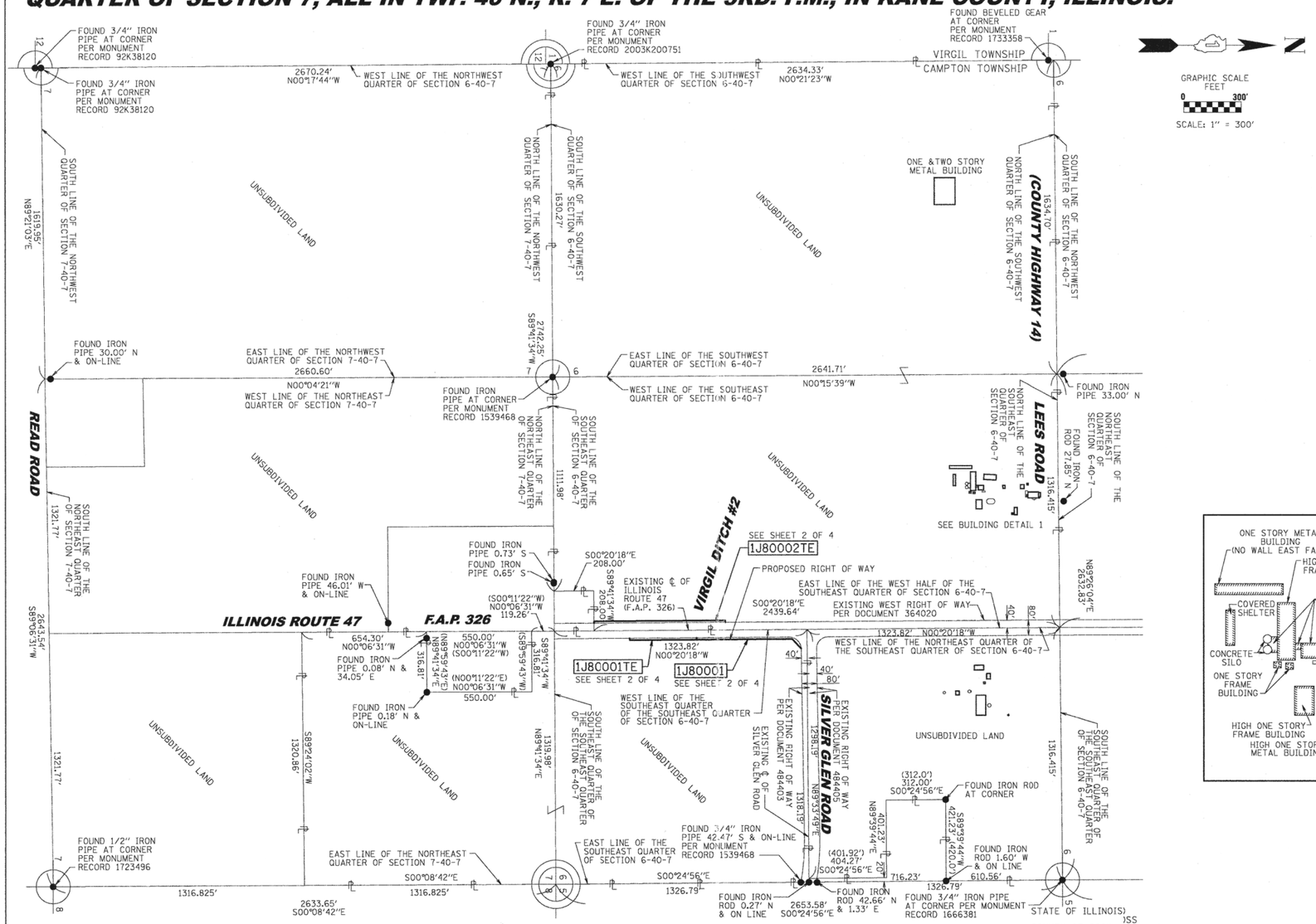
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
RIGHT OF WAY PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	31
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

PART OF THE SOUTHEAST & THE SOUTHWEST QUARTER OF SECTION 6 & PART OF THE NORTHEAST QUARTER OF SECTION 7, ALL IN TWP. 40 N., R. 7 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.



SCALE: 1" = 300'

LEGEND

	SECTION LINE
	QUARTER SECTION LINE
	QUARTER, QUARTER SECTION LINE
	PLATTED LOT LINES
P	PROPERTY (DEED) LINE
APL	APPARENT PROPERTY LINE
	EXISTING CENTERLINE
	PROPOSED CENTERLINE
	EXISTING RIGHT OF WAY LINE
	PROPOSED RIGHT OF WAY LINE
	PROPOSED EASEMENT
129.32'	MEASURED DIMENSION
129.32' (COMP)	COMPUTED DIMENSION
(129.32')	RECORDED DIMENSION
	EXISTING BUILDING

9 10 16 15 SECTION CORNER

16 15 QUARTER SECTION CORNER

BX = BUILDING CORNER
CONC = CONCRETE
FES = FLARED END SECTION
GR = GAS REGULATOR
GV = GAS VALVE
HMA = HOT MIX ASPHALT
PP = POWER POLE
PEDC = CABLE PEDESTAL
PEDT = TELEPHONE PEDESTAL
TRANS = TRANSFORMER

- ● IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- ⊕ "MAG" NAIL SET
- ● 5 / 8" REBAR SET
- ● TI, T2, T3 — THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- • BTI, BT2, BT3 — THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
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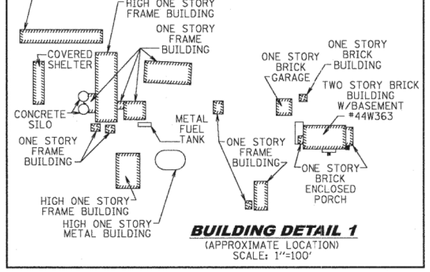
- ⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- □ RIGHT OF WAY STAKING PROPOSED TO BE SET



BUILDING DETAIL 1
(APPROXIMATE LOCATION)
SCALE: 1"=100'

RECEIVED
OCT 16 2012
PLATS & LEGALS

NOTES:

1) BEARINGS SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE, NAD 83.

2) COORDINATES SHOWN ARE PROJECT (GROUND).

3) ALL DISTANCES SHOWN ARE GROUND.

4) THE COMBINED FACTOR USED FOR THIS PROJECT IS 0.9999931635.

5) TO CONVERT PROJECT COORDINATES TO STATE PLANE COORDINATES: TAKE PROJECT NORTHING AND EASTING, MULTIPLY BY THE COMBINED FACTOR.

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, MACKIE CONSULTANTS, LLC, AN ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002694, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 6 & 7, TOWNSHIP 40 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ROSEMONT, ILLINOIS THIS ____ DAY OF _____, 20__ A.D.

_____
DALE A. GRAY
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003057
LICENSE EXPIRES: NOVEMBER 30, 2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

REVISION DATE:	REVISION	MADE BY
DATE		BY
03/02/11		SSS
03/02/11		DAG
10/16/12		DAG
DRAWN		
APPROVED		
REVISED		

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847)696-1400
www.mackieconsult.com

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
F.A.P. 326 (ILLINOIS ROUTE 47)

SECTION: OVER VIRGIL DITCH # AT SILVER GLEN ROAD — COUNTY: KANE
PROJECT: F.A.P. 326 — JOB NO.: R-91-012-11
STATION: NA — TO STATION: NA
SCALE: 1"= 300' — SHEET 3 OF 3

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

10/16/2012 8:50:03 AM
n:\951\Surveys\Existing\951-Plat of Highway-03.plt

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PLOT DRIVER = V8i.PDF.11x17.plt.cfg

QUIGG ENGINEERING INC

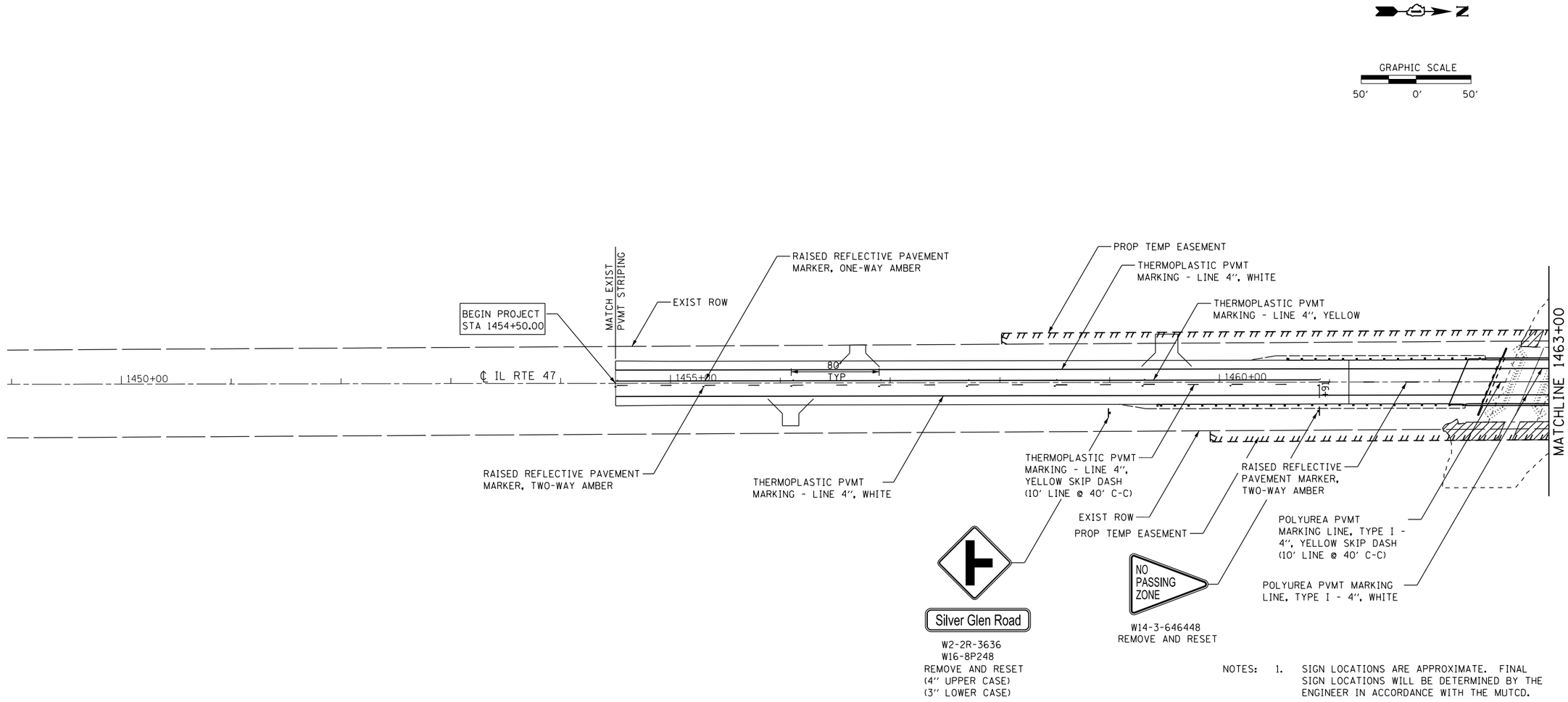
USER NAME = mmann	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/24/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
RIGHT OF WAY PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	32
		CONTRACT NO. 60N13		
		ILLINOIS FED. AID PROJECT		



NOTES:

1. SIGN LOCATIONS ARE APPROXIMATE. FINAL SIGN LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN ACCORDANCE WITH THE MUTCD.
2. POLYUREA PAVEMENT MARKING SHALL BE USED ON THE CONCRETE BRIDGE DECK AND APPROACH PAVEMENTS.
3. EXISTING SIGNING WAS REPLACED AS OF MARCH 2012. CARE SHOULD BE TAKEN IN RELOCATION OF SIGNING.

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MODEL = Default
PLOT DRIVER = V8_PDF_11x17.pltcfg

QUIGG ENGINEERING INC

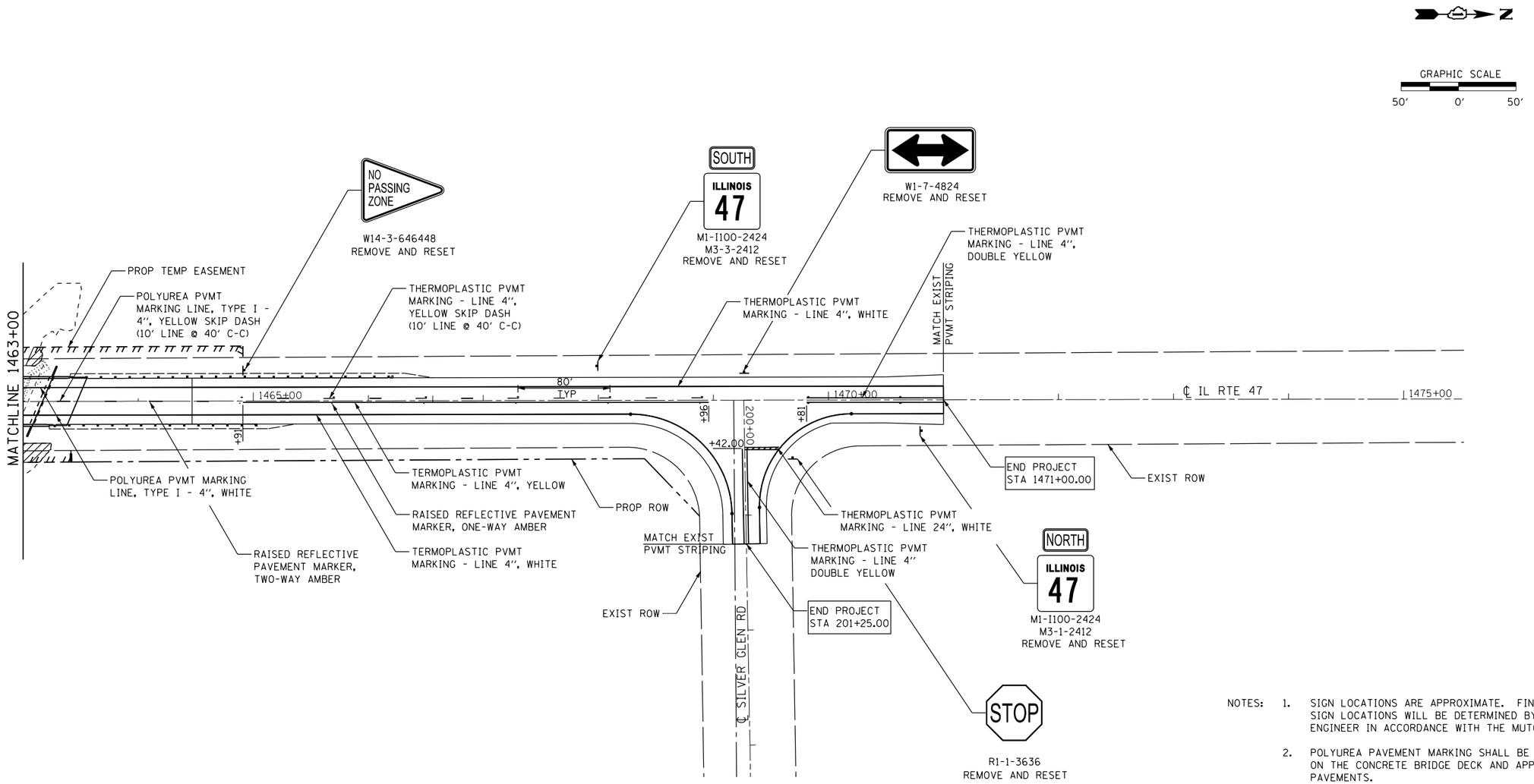
USER NAME = mmann	DESIGNED - MCV	REVISED -
FILE NAME = D160N13-sht-pmk.dgn	DRAWN - CMM	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
PAVEMENT MARKING AND SIGNING PLAN

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 1449+00 TO STA. 1463+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	33
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



NOTES:

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2. POLYUREA PAVEMENT MARKING SHALL BE USED ON THE CONCRETE BRIDGE DECK AND APPROACH PAVEMENTS.
3. EXISTING SIGNING WAS REPLACED AS OF MARCH 2012. CARE SHOULD BE TAKEN IN RELOCATION OF SIGNING.

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MODEL = Default
PLOT DRIVER = V8i_PDF_11x17.pltcfg

QUIGG ENGINEERING INC

USER NAME = mmann	DESIGNED - MCV	REVISED -
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PLOT SCALE = 100.0000 ' / in.	CHECKED - MTM	REVISED -
PLOT DATE = 10/24/2012	DATE - 10/12	REVISED -

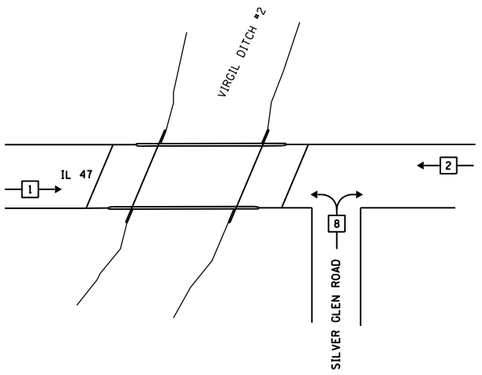
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
PAVEMENT MARKING AND SIGNING PLAN

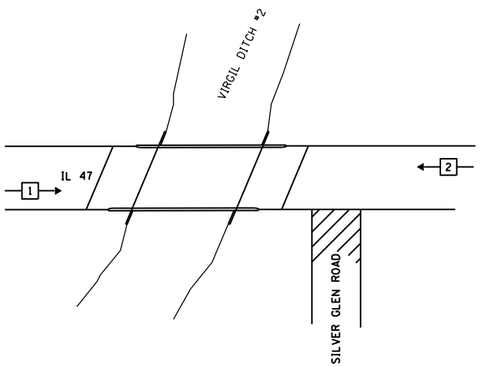
SCALE: 1"=50' | SHEET NO. 2 OF 2 SHEETS | STA. 1463+00 | TO STA. 1475+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	34
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

TEMPORARY PHASE DESIGNATION DIAGRAM

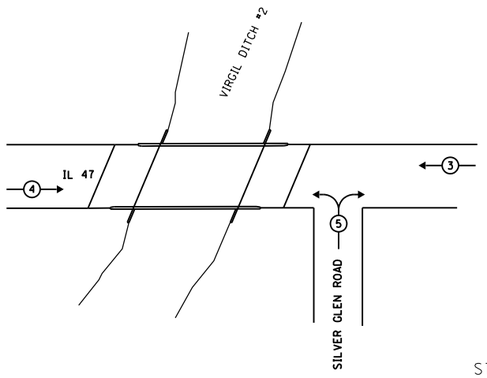


CONTROLLER SEQUENCE
CONSTRUCTION STAGES 1 AND 3



CONTROLLER SEQUENCE
CONSTRUCTION STAGE 2

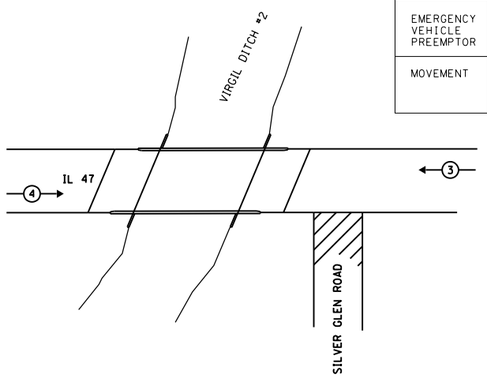
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



CONSTRUCTION STAGES 1 AND 3

STAGES 1 AND 3

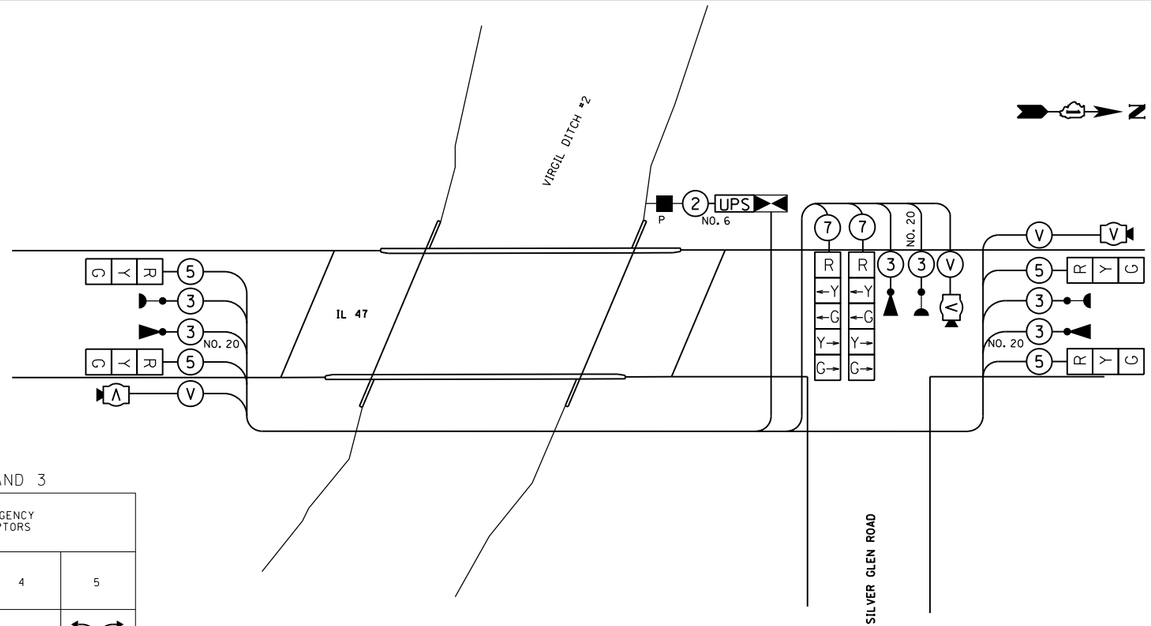
TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	←	→	↰ ↱



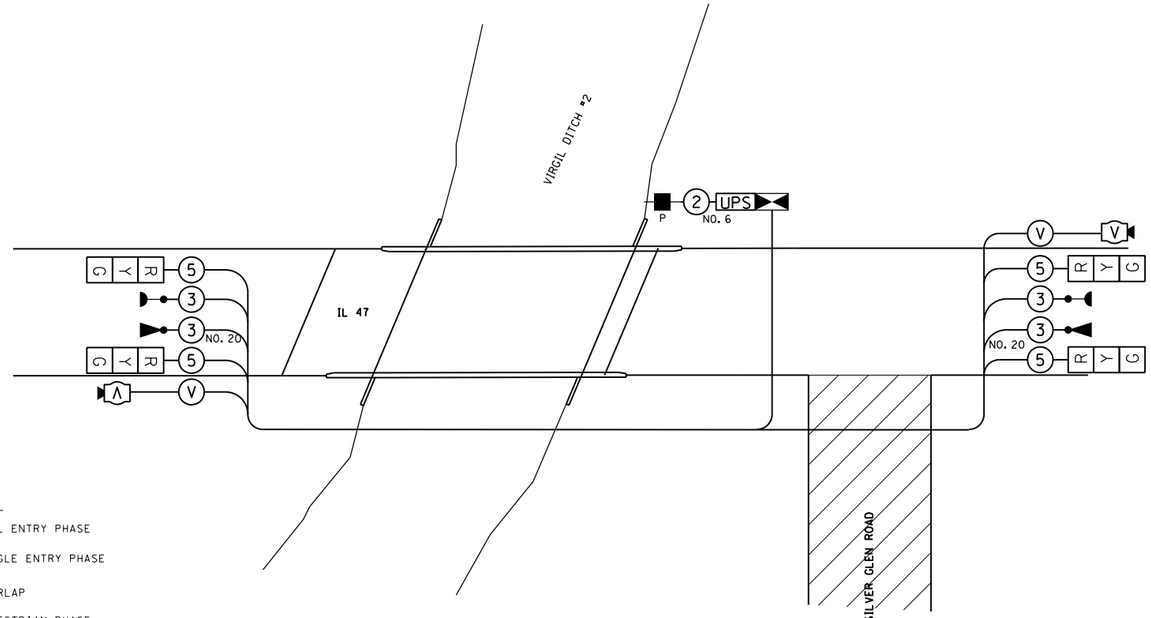
CONSTRUCTION STAGE 2

STAGES 2

TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	
MOVEMENT	←	→	



TEMPORARY BRIDGE TRAFFIC SIGNAL
CABLE PLAN FOR
CONSTRUCTION STAGES 1 AND 3
NOT TO SCALE



TEMPORARY BRIDGE TRAFFIC SIGNAL
CABLE PLAN FOR
CONSTRUCTION STAGES 2
NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	OPERATION	
SIGNAL (RED)	6	134	17	0.50	51
(YELLOW)	6	134	25	0.25	37.5
(GREEN)	6	134	15	0.25	22.5
ARROW	4	134	12	0.25	12.0
PED. SIGNAL		90	25	1.00	
CONTROLLER		100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM		150		1.00	150
FLASHER					
ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION 201 WEST CENTER COURT SCHAUMBURG, ILLINOIS 60196-1096				TOTAL=	373.0

ENERGY SUPPLY CONTACT: THOMAS PERKINS
PHONE: 847-894-7968
COMPANY: COM ED
EMAIL: THOMAS.PERKINS @ COMED.COM

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION

THE CONTRACTOR SHALL VERIFY THE POWER LOCATION WITH COMED PRIOR TO COMMENCING OF THE WORK.

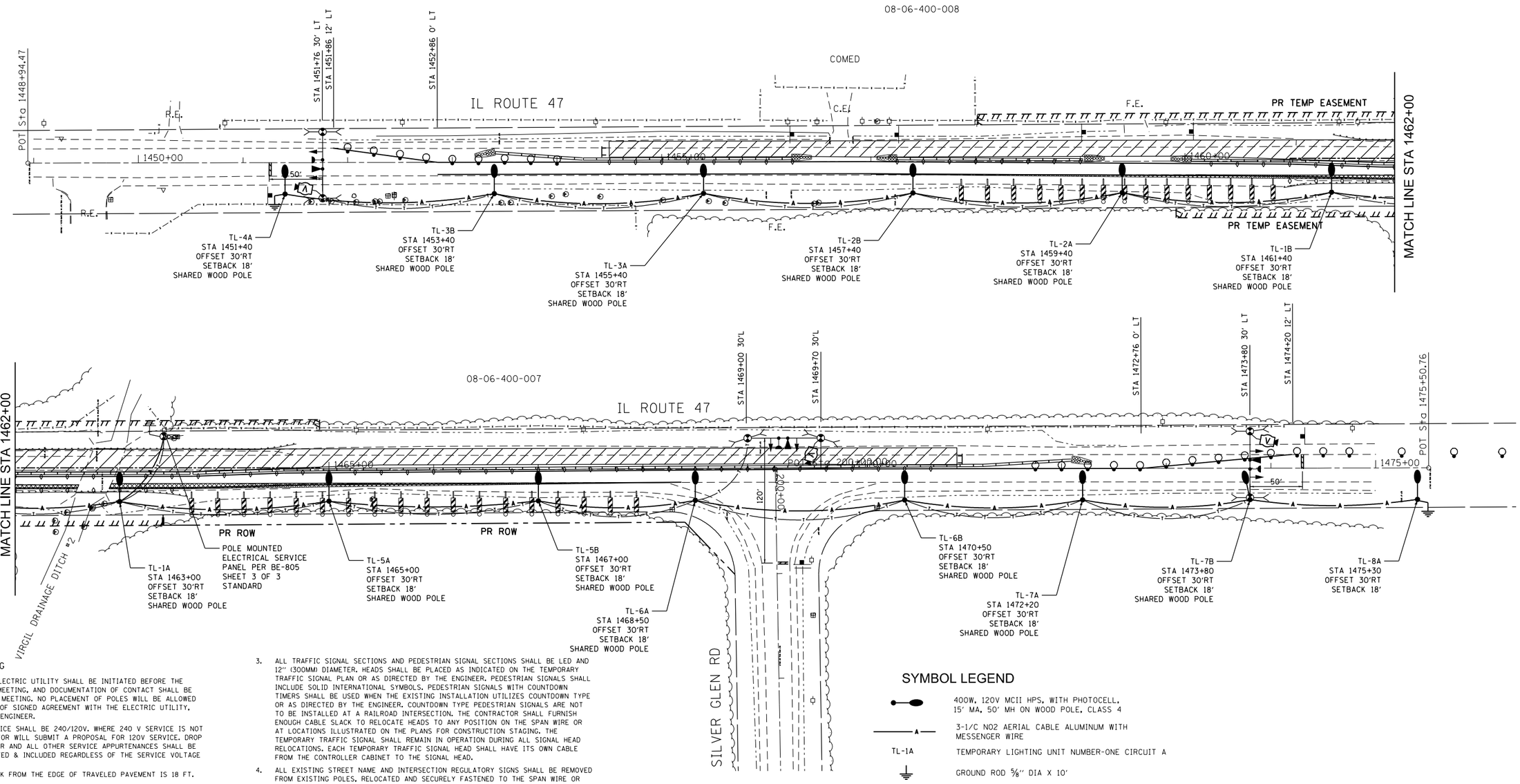
FILE NAME = D160N13-sht-ts.dgn	USER NAME = mmann	DESIGNED - JTS	REVISED -
		DRAWN - DWS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JAR	REVISED -
	PLOT DATE = 10/24/2012	DATE - 8-23-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-8	KANE	87	35
		CONTRACT NO. 60N13		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES FOR LIGHTING

1. CONTACT TO THE ELECTRIC UTILITY SHALL BE INITIATED BEFORE THE PRECONSTRUCTION MEETING, AND DOCUMENTATION OF CONTACT SHALL BE PRESENTED AT THE MEETING. NO PLACEMENT OF POLES WILL BE ALLOWED WITHOUT EVIDENCE OF SIGNED AGREEMENT WITH THE ELECTRIC UTILITY, FURNISHED TO THE ENGINEER.
2. THE ELECTRIC SERVICE SHALL BE 240/120V. WHERE 240 V SERVICE IS NOT AVAILABLE CONTACTOR WILL SUBMIT A PROPOSAL FOR 120V SERVICE. DROP CABLE MAIN BREAKER AND ALL OTHER SERVICE APPURTENANCES SHALL BE APPROPRIATELY RATED & INCLUDED REGARDLESS OF THE SERVICE VOLTAGE APPLIED.
3. LIGHT POLE SETBACK FROM THE EDGE OF TRAVELED PAVEMENT IS 18 FT.
4. EACH LIGHTING UNIT SHALL BE CONTROLLED BY A PHOTO CELL MOUNTED ON EACH LUMINAIRE FED FROM TEMPORARY SERVICE DISCONNECT BOX. OTHER MEANS OF LUMINAIRE CONTROL CAN BE CONSIDERED IF APPROVED BY THE ENGINEER.
5. CONTRACTOR SHALL SPLICE AERIAL CABLE AT THE LIGHT POLE USING HEAT SHRINKABLE CAPS WITH THE FACTORY APPLIED WATER PROOF SEALANT OR APPROVED UL LISTED AERIAL TAP DEVICE. ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO ORIGINAL CONDITION TO SATISFACTION OF ENGINEER.
6. REMOVAL OF TEMPORARY LIGHTS IS INCLUDED IN THE PAY ITEM "TEMPORARY LIGHTING FOR SINGLE LANE STAGING."

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE IDOT DISTRICT ONE APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTIVATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300MM) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
7. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF IDOT DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION OT THE SATISFACTION OF THE ENGINEER.
8. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
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10. SILVER GLEN ROAD TRAFFIC SIGNALS WILL NOT BE ON FOR STAGE 2.

THE CONTRACTOR SHALL VERIFY THE POWER LOCATION WITH COMED PRIOR TO COMMENCEMENT OF THE WORK.

SYMBOL LEGEND

- 400W, 120V MCII HPS, WITH PHOTOCELL, 15' MA, 50' MH ON WOOD POLE, CLASS 4
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- TL-1A — TEMPORARY LIGHTING UNIT NUMBER-ONE CIRCUIT A
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- GUY WIRE
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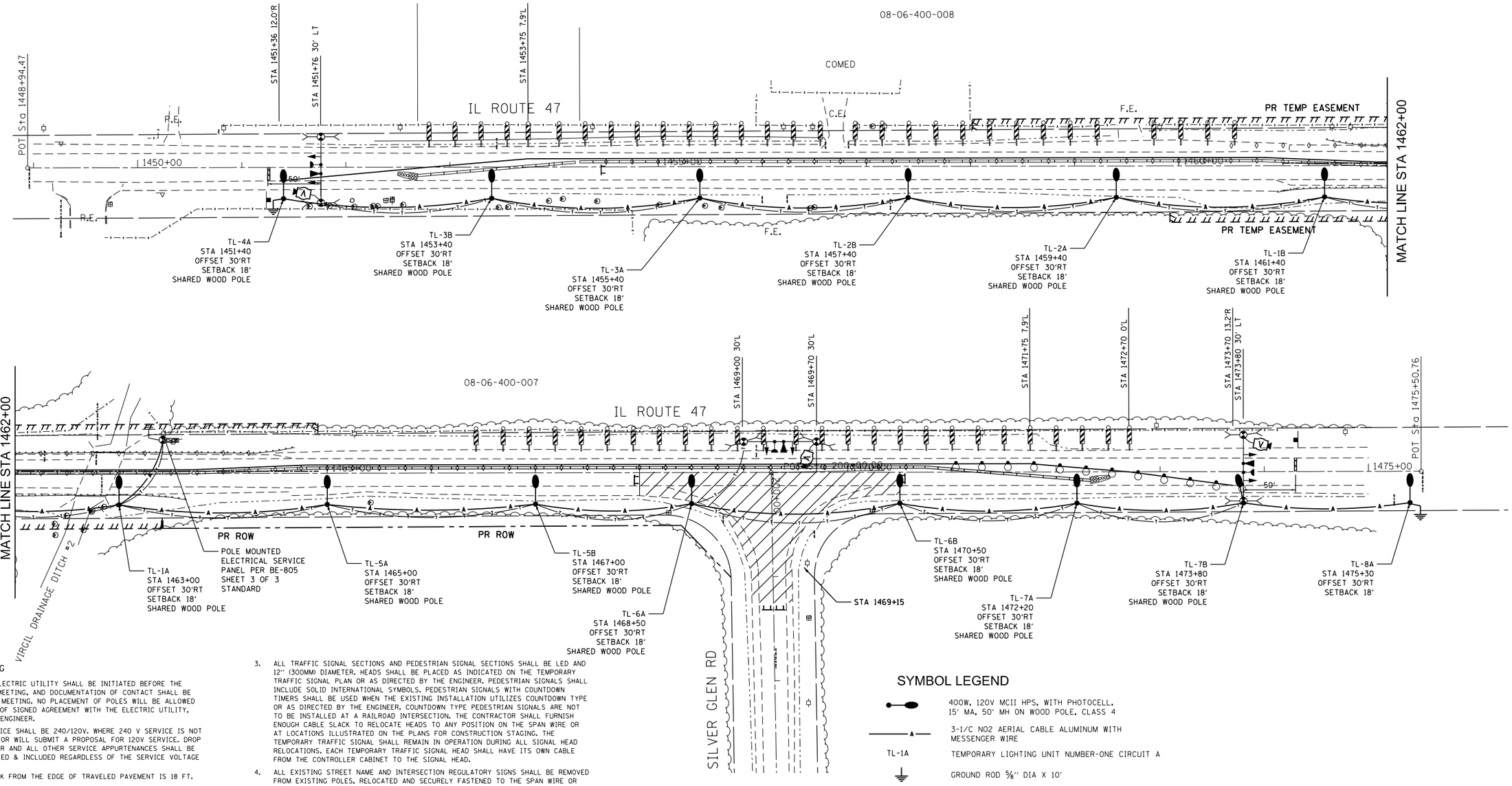
- V — VIDEO DETECTION

GRAPHIC SCALE

METERS: 20 0 20 40 60 80 100

FEET: 50 0 50 100 150 200 250

FILE NAME = D160N13-sht-tsl.dgn	USER NAME = mmann	DESIGNED - JTS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 47 OVER VIRGIL DITCH #2 TEMPORARY TRAFFIC SIGNAL AND LIGHTING PLAN FOR STAGE 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DWS	REVISED -			326	106X-8	KANE	87	36
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JAR	REVISED -					CONTRACT NO. 60N13		
	PLOT DATE = 10/24/2012	DATE - 8-23-2011	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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3. LIGHT POLE SETBACK FROM THE EDGE OF TRAVELED PAVEMENT IS 18 FT.
4. EACH LIGHTING UNIT SHALL BE CONTROLLED BY A PHOTO CELL MOUNTED ON EACH LUMINAIRE FED FROM TEMPORARY SERVICE DISCONNECT BOX. OTHER MEANS OF LUMINAIRE CONTROL CAN BE CONSIDERED IF APPROVED BY THE ENGINEER.
5. CONTRACTOR SHALL SPLICE AERIAL CABLE AT THE LIGHT POLE USING HEAT SHRINKABLE CAPS WITH THE FACTORY APPLIED WATER PROOF SEALANT OR APPROVED UL LISTED AERIAL TAP DEVICE. ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO ORIGINAL CONDITION TO SATISFACTION OF ENGINEER.
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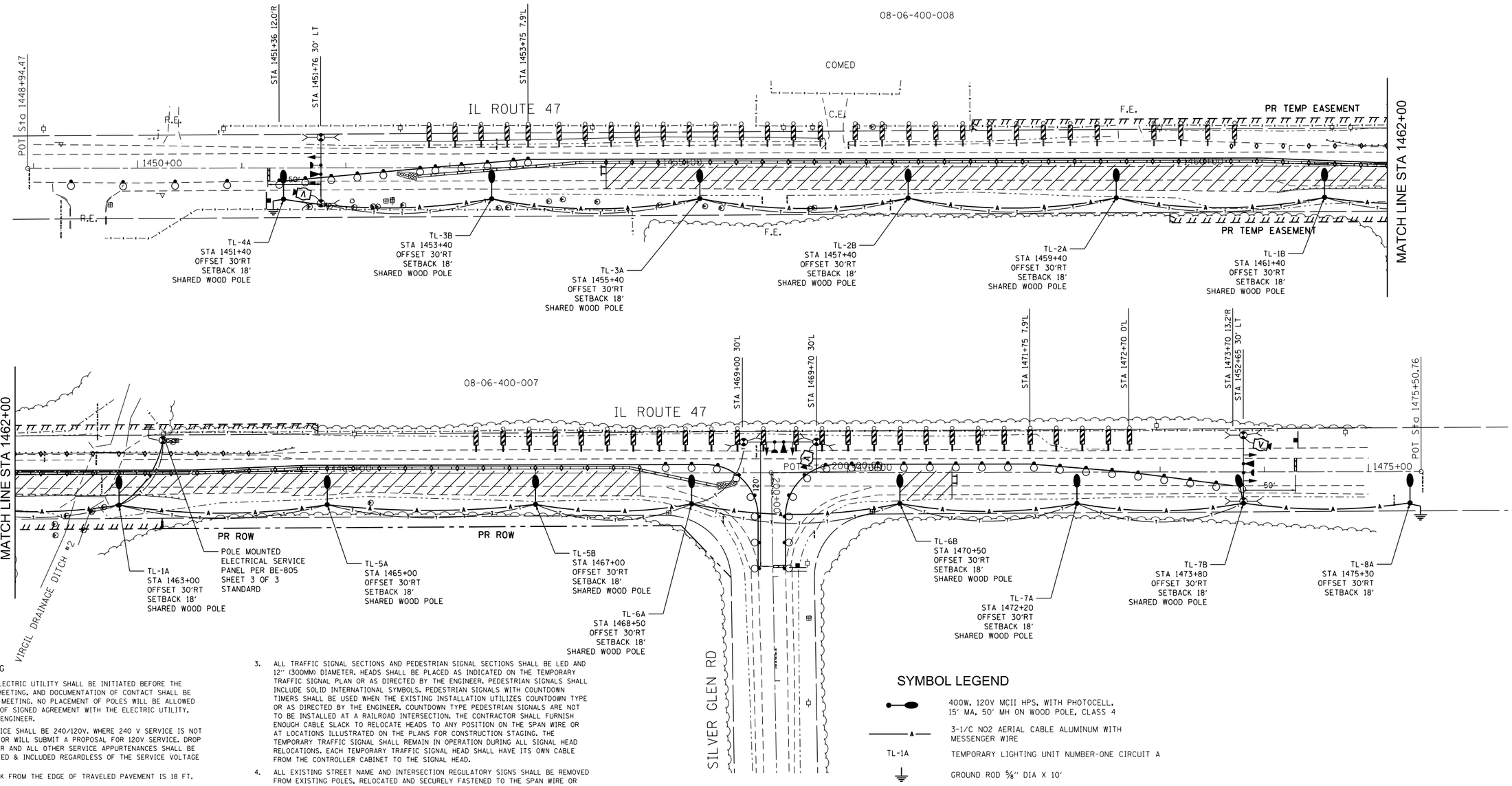
- V — VIDEO DETECTION

GRAPHIC SCALE

METERS: 20 0 20 40 60 80 100

FEET: 50 0 50 100 150 200 250

FILE NAME = D160N13-sht-ts2.dgn	USER NAME = mmann	DESIGNED - JTS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 47 OVER VIRGIL DITCH #2 TEMPORARY TRAFFIC SIGNAL AND LIGHTING PLAN FOR STAGE 2	F.A.P. RTE. 326	SECTION 106X-8	COUNTY KANE	TOTAL SHEETS 87	SHEET NO. 37
		DRAWN - DWS	REVISED -							
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JAR	REVISED -					CONTRACT NO. 60N13		
	PLOT DATE = 10/24/2012	DATE - 8-23-2011	REVISED -		SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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GRAPHIC SCALE

METERS: 20 0 20 40 60 80 100

FEET: 50 0 50 100 150 200 250

FILE NAME = D160N13-sht-ts3.dgn	USER NAME = mmann	DESIGNED - JTS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**IL ROUTE 47 OVER VIRGIL DITCH #2 TEMPORARY TRAFFIC SIGNAL AND LIGHTING PLAN FOR STAGE 3**
		DRAWN - DWS	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JAR	REVISED -		
	PLOT DATE = 10/24/2012	DATE - 8-23-2011	REVISED -		

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

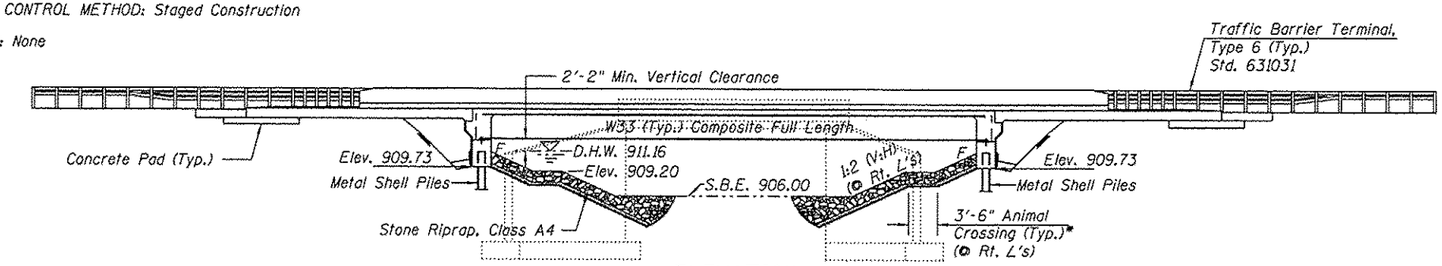
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-8	KANE	87	38
		CONTRACT NO. 60N13		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BENCHMARK: BM#2 Top of R.R. Spike set in top concrete wingwall STA. 1462+76, 22' LT. ELEV. = 915.67

EXISTING STRUCTURE: SN 045-0023 was constructed in 1934 as a single span reinforced concrete slab superstructure on closed abutments support on concrete piles. In 1978 the superstructure was removed and replaced with a single span precast, 11" x 52" prestressed concrete (PPC) deck beam superstructure with a bituminous overlay. The substructure was modified and widened. The widened abutment and new wingwalls are also supported on concrete piles. In 2005, six of the 10 PPC deck beams were removed and replaced in kind. The bituminous overlay was replaced with a 5" reinforced concrete overlay. The out-to-out width of the structure is 43'-2" with a 40'-0" clear roadway width over the bridge.

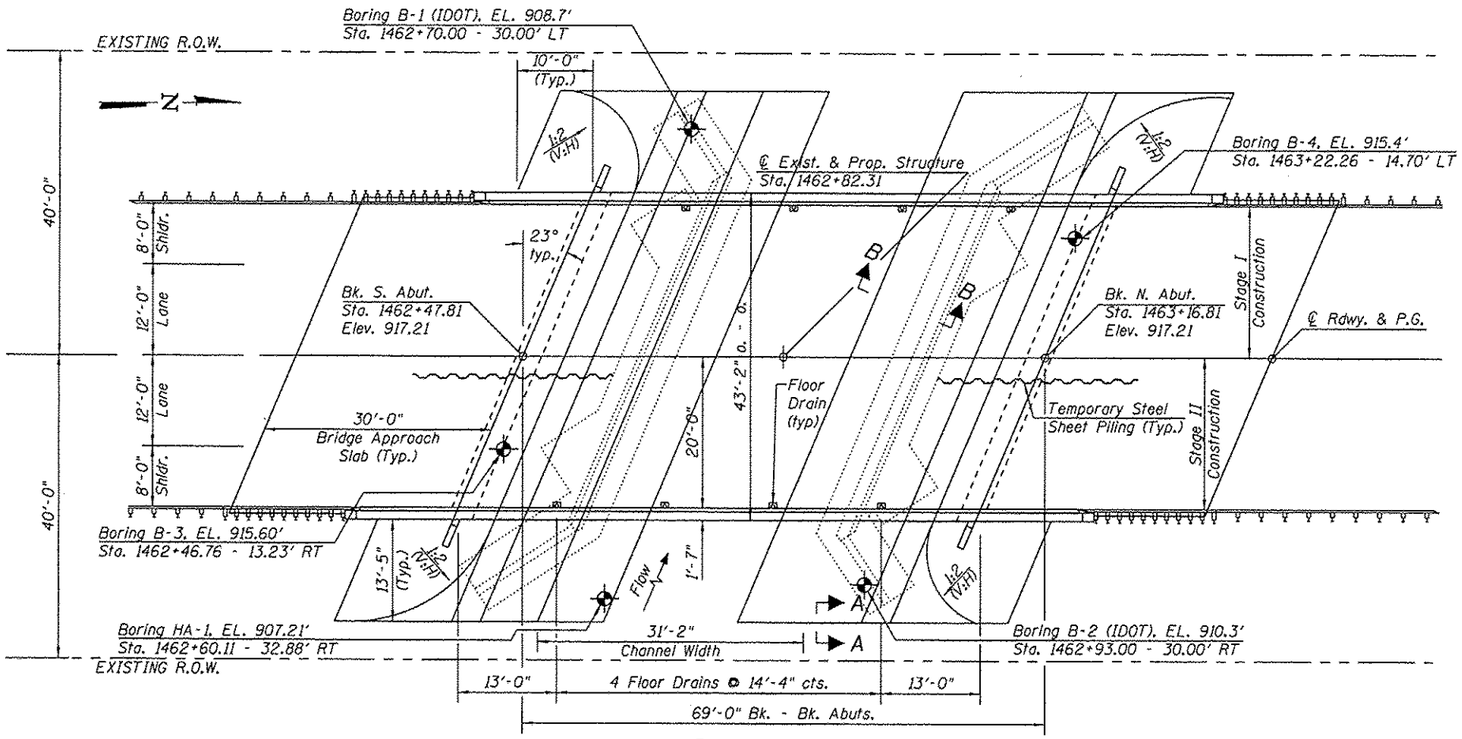
TRAFFIC CONTROL METHOD: Staged Construction

SALVAGE: None



ELEVATION

*Fill voids on animal crossing with coarse aggregate.



PLAN

NOTE: See Sheet 2 of 22 for Section A-A & B-B

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

MICHAEL J. TRELLO NUMBER 001-006334 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

Expires: 11/30/12

STATION 1462+82.31
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT 326 SEC. 106X-B
LOADING HL-93
STRUCTURE NO. 045-0078

NAME PLATE
See Std. 515001

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications
5th Edition with 2010 Interim Revisions

DESIGN STRESSES

FIELD UNITS

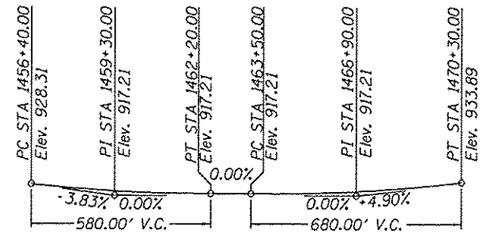
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = .086g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = .155g
Soil Site Class = D



PROFILE GRADE
(along ℄ roadway)

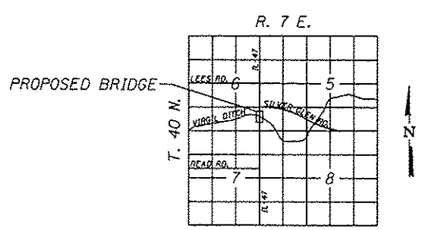
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	S. Abut.
	909.7	909.7

WATERWAY INFORMATION

Drainage Area = 4.22 Sq. MI Low Grade Elev. 917.21 ft @ Sta. 1463+70

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	629	119.8	212.2	910.69	1.07	.46	911.76	911.15
Design	50	873	132.0	239.8	911.16	1.59	.62	912.75	911.78
Base	100	959	135.7	248.0	911.30	1.76	.67	913.06	911.97
Overtopping	>500								
Max. Calc.	500	1226	145.5	270.3	911.68	2.89	.84	914.57	912.52



LOCATION SKETCH

GENERAL PLAN
IL ROUTE 47
OVER VIRGIL DITCH #2
FAP ROUTE 326
SECTION 106X-B
KANE COUNTY
STATION 1462+82.31
STRUCTURE NO. 045-0078

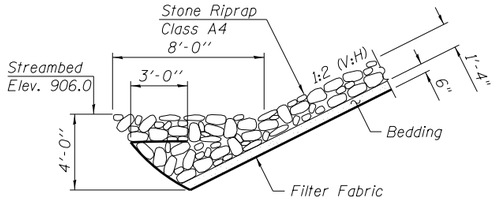
QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED
		CHECKED - MJT	REVISED
	PLOT SCALE =	DRAWN - JTF	REVISED
	PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

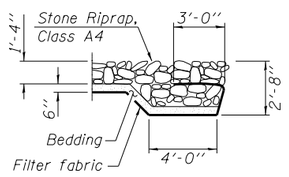
GENERAL PLAN AND ELEVATION
STRUCTURE NO. 045-0078
SHEET NO. 1 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	39
		CONTRACT NO. 60N13		
		ILLINOIS FED. AID PROJECT		

INDEX OF SHEETS



SECTION B-B



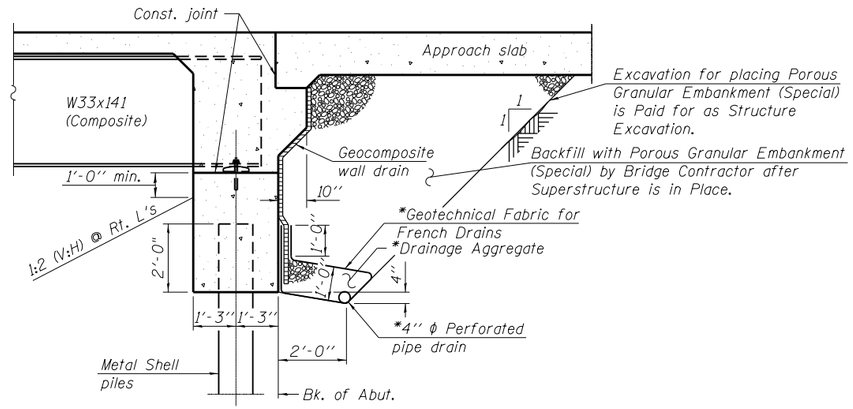
SECTION A-A

GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $^{3}/_{4}$" in. ϕ, holes $^{15}/_{16}$" in. ϕ, unless otherwise noted.
2. Calculated weight of Grade 36 Structural Steel = 4,880 lbs.
   Calculated weight of Grade 50 Structural Steel = 57,740 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.
6. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
7. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
8. Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		142	142
Stone Riprap, Class A4	Sq. Yd.		490	490
Filter Fabric	Sq. Yd.		490	490
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		49	49
Floor Drains	Each	8		8
Protective Coat	Sq. Yd.	665		665
Concrete Structures	Cu. Yd.		66.3	66.3
Concrete Superstructure	Cu. Yd.	250.8		250.8
Bridge Deck Grooving	Sq. Yd.	545		545
Furnishing and Erecting Structural Steel	L.Sum	1		1
Stud Shear Connectors	Each	2394		2394
Reinforcement Bars, Epoxy Coated	Pound	55,230	9,950	65,180
Furnishing Metal Shell Piles 12" ϕ x 0.25"	Foot		530	530
Driving Piles	Foot		530	530
Test Pile Metal Shells	Each		2	2
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		24	24
Bar Splicers	Each	499	96	595
Geocomposite Wall Drain	Sq. Yd.		78	78
Pipe Underdrains for Structures, 4"	Foot		164	164
Temporary Sheet Piling	Sq. Ft.		1212	1212

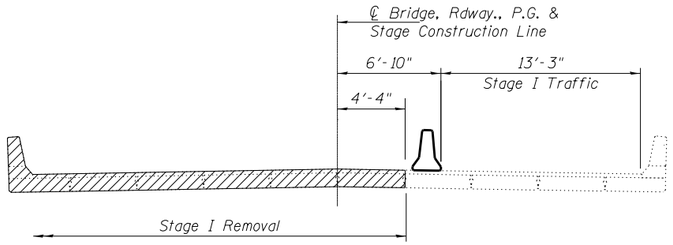


SECTION THRU INTEGRAL ABUTMENT

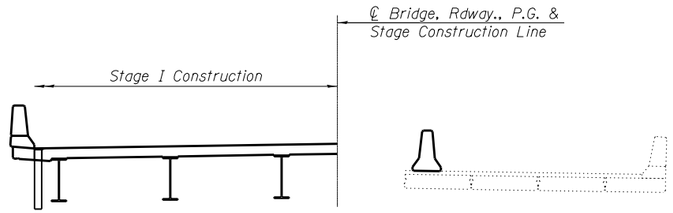
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures, 4".

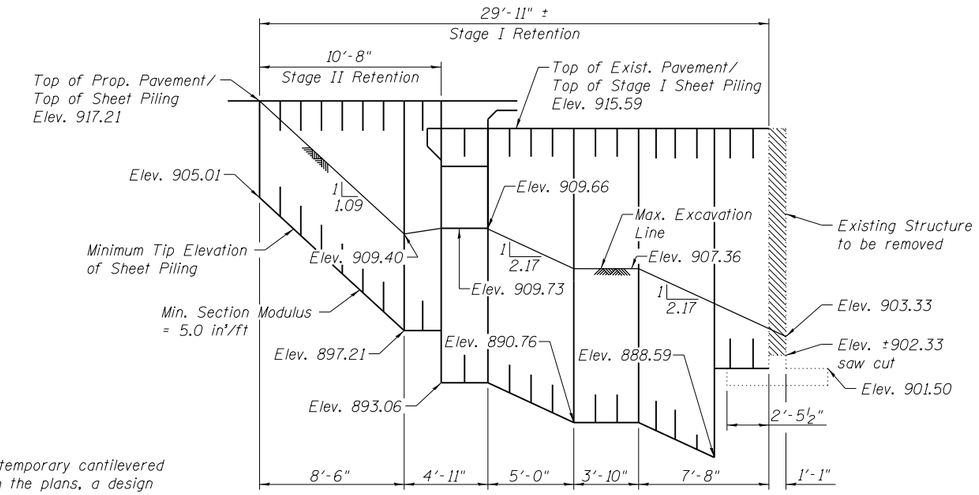
Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



STAGE I REMOVAL



STAGE I CONSTRUCTION

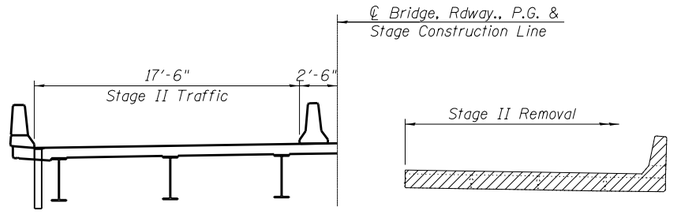


TEMPORARY SHEET PILING

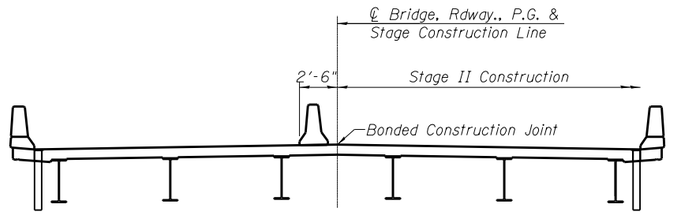
(South Abutment)

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



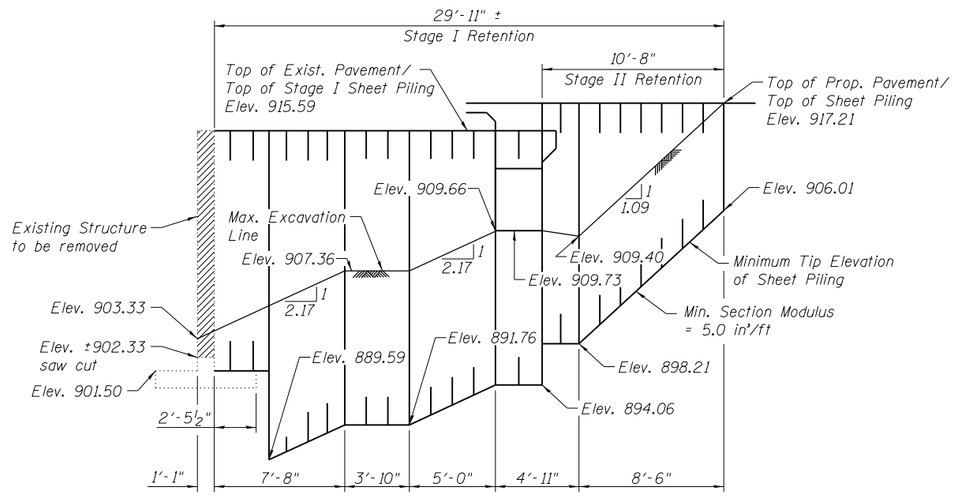
STAGE II REMOVAL



STAGE II CONSTRUCTION

All Staging cross sections are looking North.

For Quantity of Temporary Concrete Barrier, see Roadway Plans.
Hatched area indicates Removal of Existing Structures.



TEMPORARY SHEET PILING

(North Abutment)

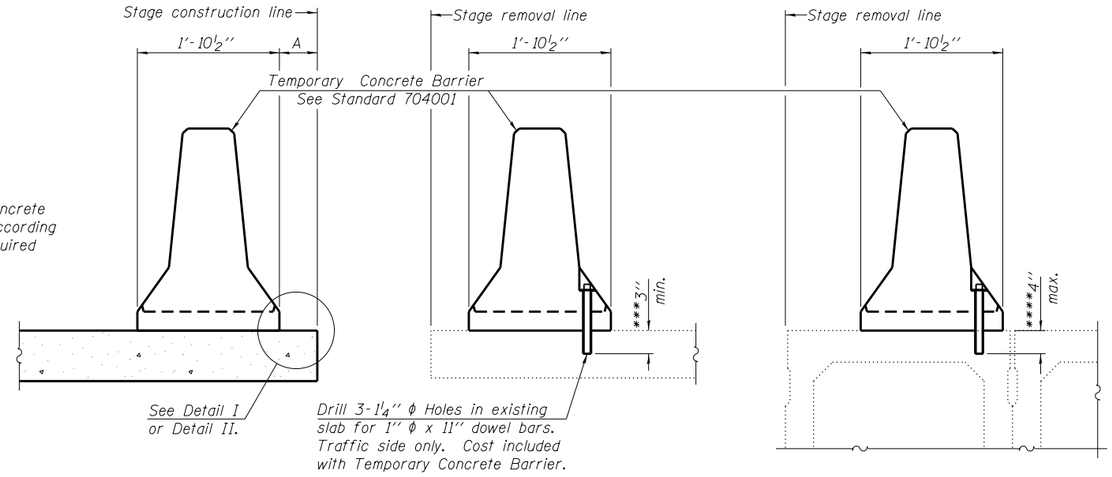
QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED
		CHECKED - MJT	REVISED
	PLOT SCALE =	DRAWN - JTF	REVISED
	PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING CONSTRUCTION PLAN
STRUCTURE NO. 045-0078
SHEET NO. 3 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	41
		CONTRACT NO. 60N13		
	ILLINOIS	FED. AID PROJECT		

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1'' x 7' 'x ''W'' steel PL to the top layer of couplers with 2-$\frac{5}{8}$'' ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1'' x 7'' x ''W'' steel PL to the concrete slab or concrete wearing surface with 2-$\frac{5}{8}$'' ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

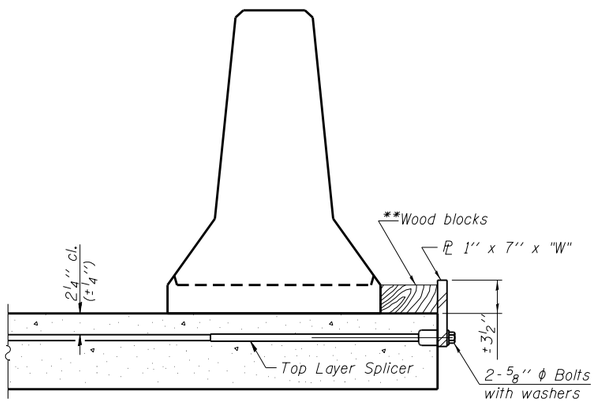
Cost of anchorage is included with Temporary Concrete Barrier.

The 1'' x 7'' x ''W'' plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

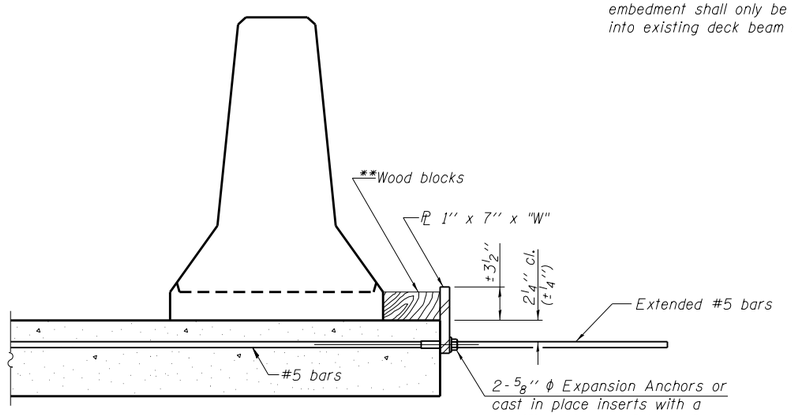
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

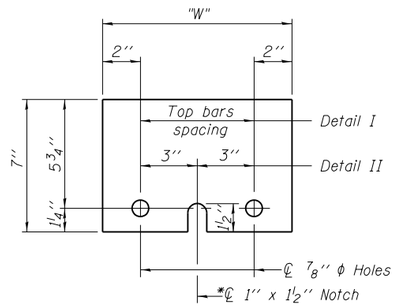
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1'' x 7'' x ''W''

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4''

R-27

7-1-10

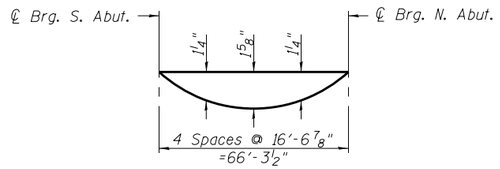
QUIGG ENGINEERING INC

USER NAME =	DESIGNED - RJP	REVISED
	CHECKED - MJT	REVISED
PLOT SCALE =	DRAWN - JTF	REVISED
PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 045-0078
SHEET NO. 4 OF 22 SHEETS

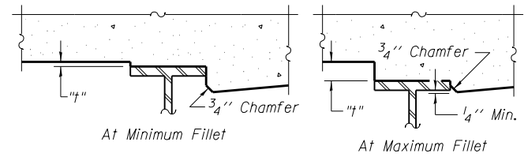
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	42
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



DEAD LOAD DEFLECTION DIAGRAM

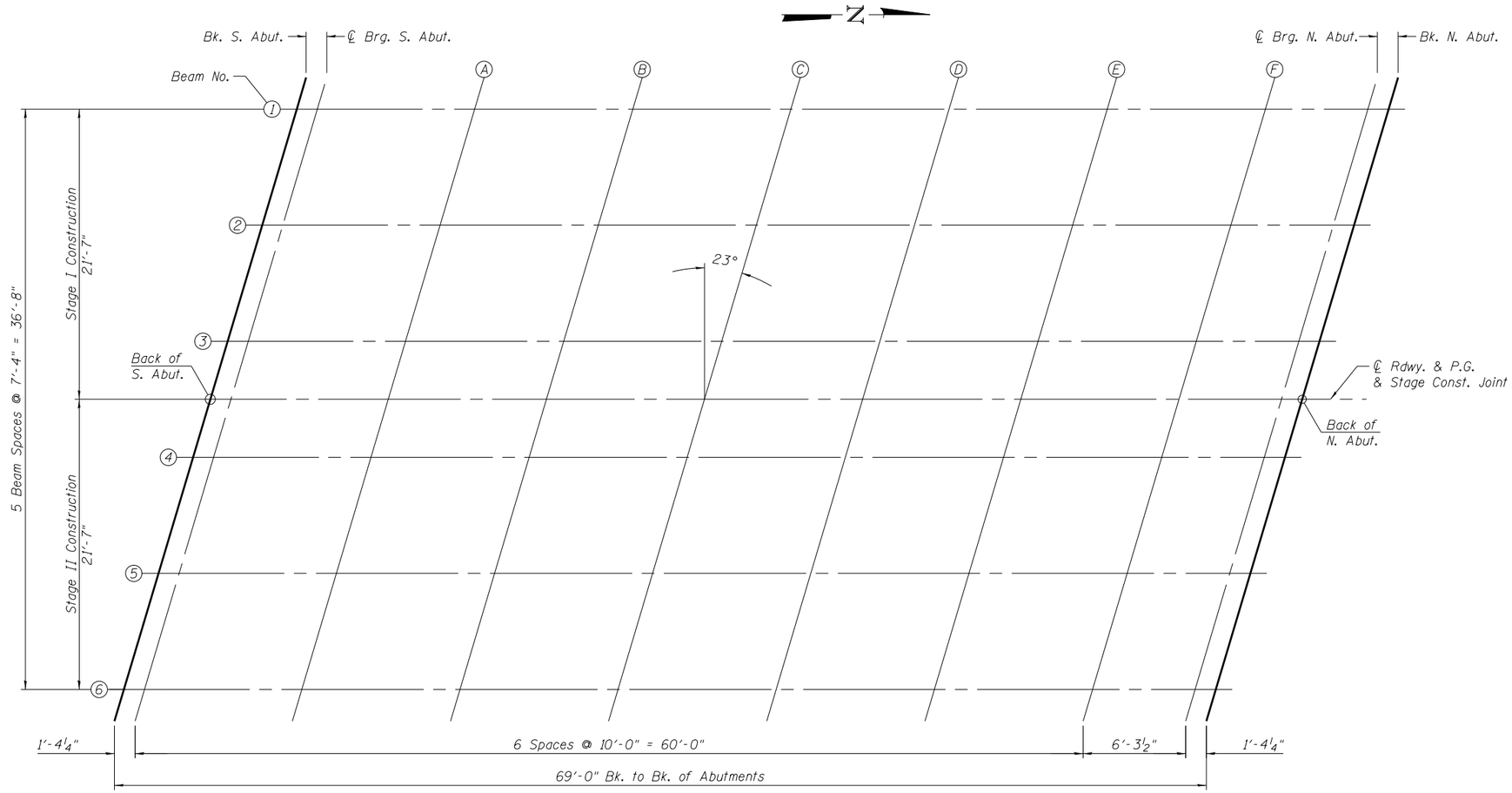
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 6 of 22.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 6 of 22, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

E-S1 7-1-10

QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED
		CHECKED - MJT	REVISED
	PLOT SCALE =	DRAWN - JTF	REVISED
	PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 045-0078
SHEET NO. 5 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	43
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Of S. Abut.	1462+55.59	-18.33	916.89	916.89
CL Brg. S. Abut	1462+56.94	-18.33	916.89	916.89
A	1462+66.94	-18.33	916.89	916.95
B	1462+76.94	-18.33	916.89	917.00
C	1462+86.94	-18.33	916.89	917.03
D	1462+96.94	-18.33	916.89	917.02
E	1463+06.94	-18.33	916.89	916.99
F	1463+16.94	-18.33	916.89	916.93
CL Brg. N. Abut	1463+23.23	-18.33	916.89	916.89
Bk. Of N. Abut.	1463+24.59	-18.33	916.89	916.89

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Of S. Abut.	1462+52.48	-11.00	917.04	917.04
CL Brg. S. Abut	1462+53.83	-11.00	917.04	917.04
A	1462+63.83	-11.00	917.04	917.10
B	1462+73.83	-11.00	917.04	917.15
C	1462+83.83	-11.00	917.04	917.18
D	1462+93.83	-11.00	917.04	917.17
E	1463+03.83	-11.00	917.04	917.14
F	1463+13.83	-11.00	917.04	917.08
CL Brg. N. Abut	1463+20.12	-11.00	917.04	917.04
Bk. Of N. Abut.	1463+21.48	-11.00	917.04	917.04

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Of S. Abut.	1462+49.37	-3.67	917.15	917.15
CL Brg. S. Abut	1462+50.72	-3.67	917.15	917.15
A	1462+60.72	-3.67	917.15	917.21
B	1462+70.72	-3.67	917.15	917.26
C	1462+80.72	-3.67	917.15	917.29
D	1462+90.72	-3.67	917.15	917.28
E	1463+00.72	-3.67	917.15	917.25
F	1463+10.72	-3.67	917.15	917.19
CL Brg. N. Abut	1463+17.01	-3.67	917.15	917.15
Bk. Of N. Abut.	1463+18.37	-3.67	917.15	917.15

CL ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Of S. Abut.	1462+47.81	0.00	917.21	917.21
CL Brg. S. Abut	1462+49.16	0.00	917.21	917.21
A	1462+59.16	0.00	917.21	917.27
B	1462+69.16	0.00	917.21	917.32
C	1462+79.16	0.00	917.21	917.35
D	1462+89.16	0.00	917.21	917.34
E	1462+99.16	0.00	917.21	917.31
F	1463+09.16	0.00	917.21	917.25
CL Brg. N. Abut	1463+15.46	0.00	917.21	917.21
Bk. Of N. Abut.	1463+16.81	0.00	917.21	917.21

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Of S. Abut.	1462+46.25	3.67	917.15	917.15
CL Brg. S. Abut	1462+47.60	3.67	917.15	917.15
A	1462+57.60	3.67	917.15	917.21
B	1462+67.60	3.67	917.15	917.26
C	1462+77.60	3.67	917.15	917.29
D	1462+87.60	3.67	917.15	917.28
E	1462+97.60	3.67	917.15	917.25
F	1463+07.60	3.67	917.15	917.19
CL Brg. N. Abut	1463+13.89	3.67	917.15	917.15
Bk. Of N. Abut.	1463+15.25	3.67	917.15	917.15

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Of S. Abut.	1462+43.14	11.00	917.04	917.04
CL Brg. S. Abut	1462+44.49	11.00	917.04	917.04
A	1462+54.49	11.00	917.04	917.10
B	1462+64.49	11.00	917.04	917.15
C	1462+74.49	11.00	917.04	917.18
D	1462+84.49	11.00	917.04	917.17
E	1462+94.49	11.00	917.04	917.14
F	1463+04.49	11.00	917.04	917.08
CL Brg. N. Abut	1463+10.78	11.00	917.04	917.04
Bk. Of N. Abut.	1463+12.14	11.00	917.04	917.04

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. Of S. Abut.	1462+40.03	18.33	916.89	916.89
CL Brg. S. Abut	1462+41.38	18.33	916.89	916.89
A	1462+51.38	18.33	916.89	916.95
B	1462+61.38	18.33	916.89	917.00
C	1462+71.38	18.33	916.89	917.03
D	1462+81.38	18.33	916.89	917.02
E	1462+91.38	18.33	916.89	916.99
F	1463+01.38	18.33	916.89	916.93
CL Brg. N. Abut	1463+07.67	18.33	916.89	916.89
Bk. Of N. Abut.	1463+09.03	18.33	916.89	916.89

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1462+26.30	-20.00	916.86
A1	1462+36.30	-20.00	916.86
A2	1462+46.30	-20.00	916.86
N. End of South Appr. Slab	1462+56.30	-20.00	916.86

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1462+22.90	-12.00	917.02
A1	1462+32.90	-12.00	917.02
A2	1462+42.90	-12.00	917.02
N. End of South Appr. Slab	1462+52.90	-12.00	917.02

℄ ROADWAY, P.G., & STAGE CONSTRUCTION JOINT

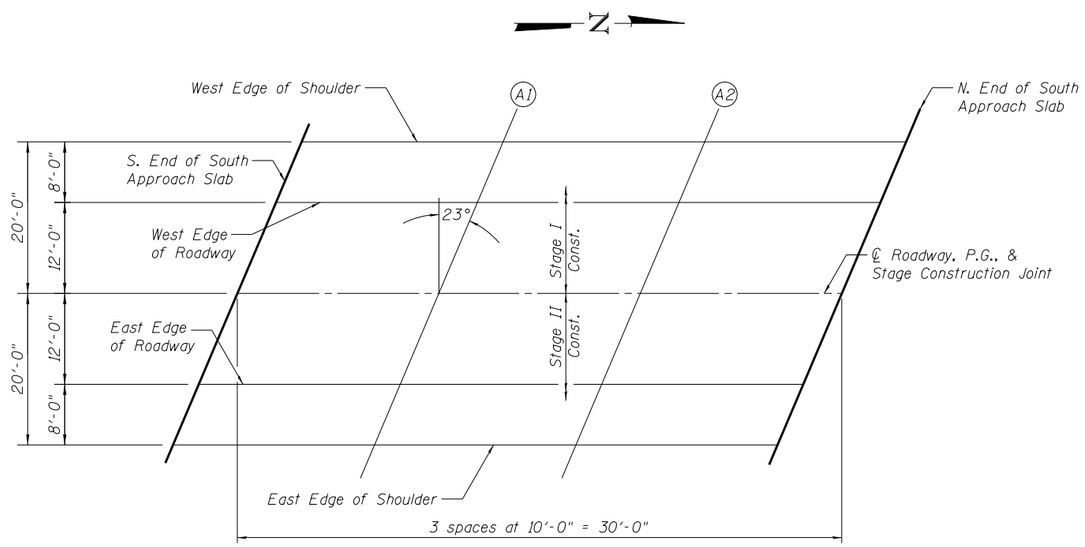
Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1462+17.81	00.00	917.21
A1	1462+27.81	00.00	917.21
A2	1462+37.81	00.00	917.21
N. End of South Appr. Slab	1462+47.81	00.00	917.21

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1462+12.72	12.00	917.02
A1	1462+22.72	12.00	917.02
A2	1462+32.72	12.00	917.02
N. End of South Appr. Slab	1462+42.72	12.00	917.02

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1462+09.32	20.00	916.86
A1	1462+19.32	20.00	916.86
A2	1462+29.32	20.00	916.86
N. End of South Appr. Slab	1462+39.32	20.00	916.86



PLAN
South Approach

QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED
		CHECKED - MJT	REVISED
	PLOT SCALE =	DRAWN - JTF	REVISED
	PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-0078
SHEET NO. 7 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	45
		CONTRACT NO. 60N13		
	ILLINOIS	FED. AID PROJECT		

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1463+25.30	-20.00	916.86
A3	1463+35.30	-20.00	916.86
A4	1463+45.30	-20.00	916.86
N. End of North Appr. Slab	1463+55.30	-20.00	916.86

WEST EDGE OF ROADWAY

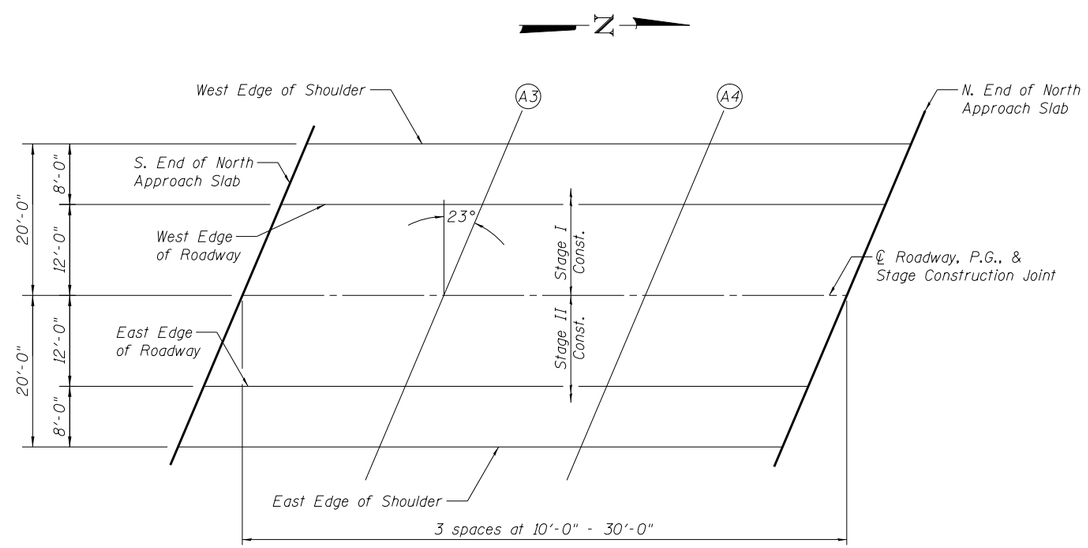
Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1463+21.90	-12.00	917.02
A3	1463+31.90	-12.00	917.02
A4	1463+41.90	-12.00	917.02
N. End of North Appr. Slab	1463+51.90	-12.00	917.02

℄ ROADWAY, P.G., & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1463+16.81	00.00	917.21
A3	1463+26.81	00.00	917.21
A4	1463+36.81	00.00	917.21
N. End of North Appr. Slab	1463+46.81	00.00	917.21

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1463+11.72	12.00	917.02
A3	1463+21.72	12.00	917.02
A4	1463+31.72	12.00	917.02
N. End of North Appr. Slab	1463+41.72	12.00	917.02



PLAN
North Approach

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1463+08.32	20.00	916.86
A3	1463+18.32	20.00	916.86
A4	1463+28.32	20.00	916.86
N. End of North Appr. Slab	1463+38.32	20.00	916.86

QUIGG ENGINEERING INC

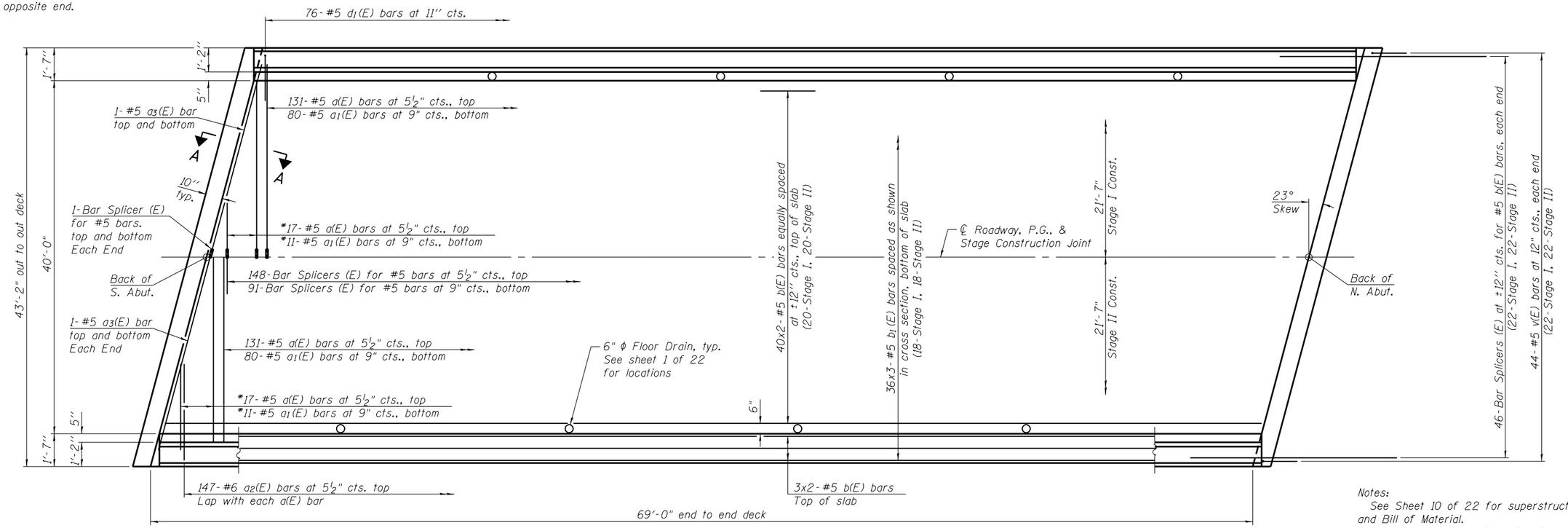
USER NAME =	DESIGNED - RJP	REVISED
	CHECKED - MJT	REVISED
PLOT SCALE =	DRAWN - JTF	REVISED
PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 045-0078
SHEET NO. 8 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	46
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

* Order a(E) and a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

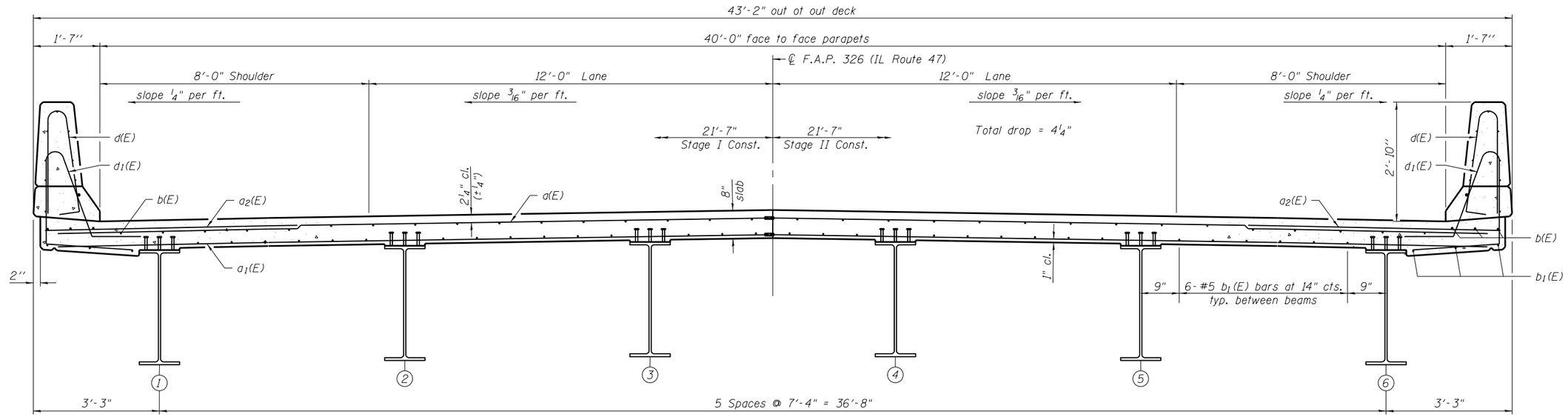


Notes:
See Sheet 10 of 22 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 10 of 22 for parapet reinforcement.
See Sheet 11 of 22 for Section A-A.

MINIMUM BAR LAP

#5 bar = 2'-7"

PLAN



CROSS SECTION

(Looking North)

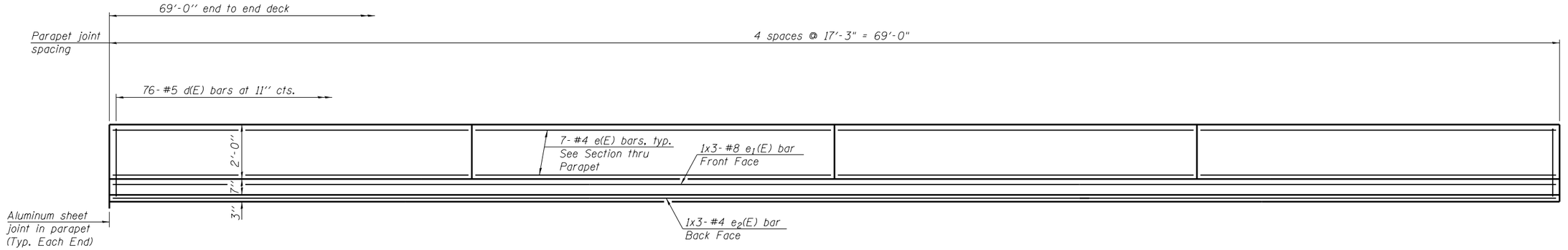
SI-1-L 7-1-10

QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED
		CHECKED - MJT	REVISED
	PLOT SCALE =	DRAWN - JTF	REVISED
	PLOT DATE =	CHECKED - MJT	REVISED

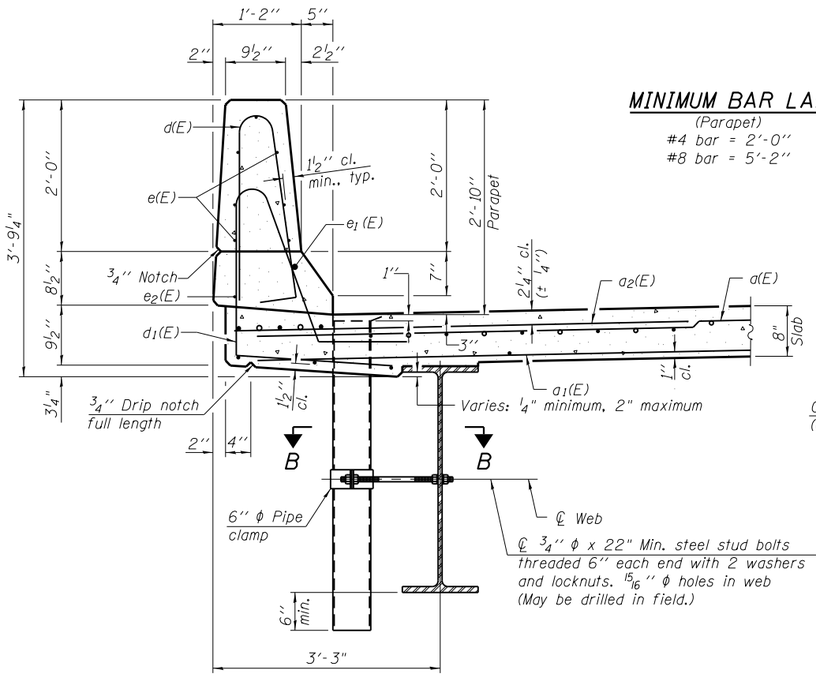
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 045-0078
SHEET NO. 9 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	47
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



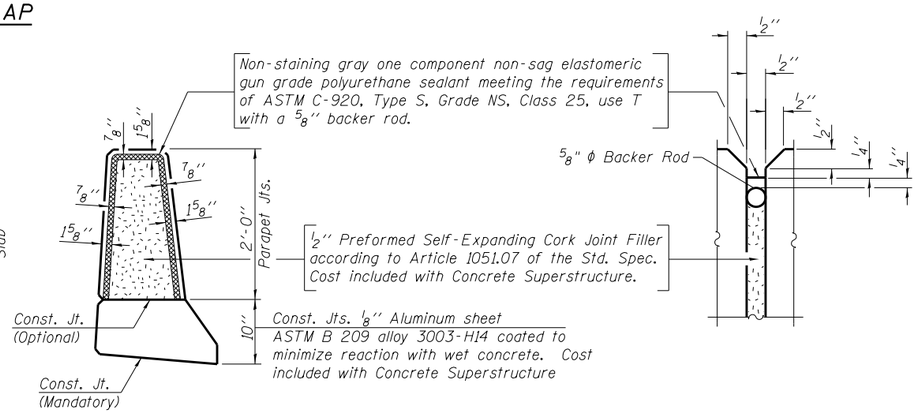
INSIDE ELEVATION OF PARAPET



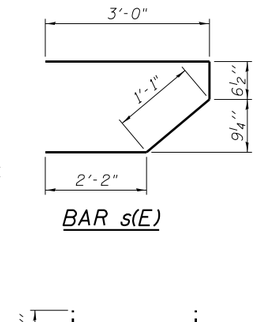
SECTION THRU PARAPET

MINIMUM BAR LAP

(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

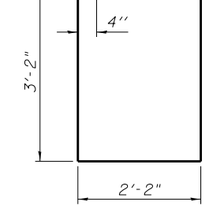


PARAPET JOINT DETAILS



BAR s(E)

Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

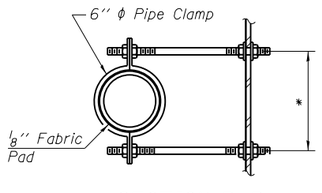


BAR s1(E)

SUPERSTRUCTURE BILL OF MATERIAL

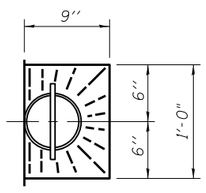
Bar	No.	Size	Length	Shape
a(E)	296	#5	20'-9"	——
a1(E)	182	#5	20'-9"	——
a2(E)	294	#6	6'-6"	——
a3(E)	8	#5	23'-1"	——
b(E)	92	#5	35'-8"	——
b1(E)	108	#5	24'-8"	——
d(E)	152	#5	5'-7"	⌊
d1(E)	152	#5	7'-10"	L
e(E)	56	#4	16'-11"	——
e1(E)	6	#8	26'-4"	——
e2(E)	6	#4	24'-3"	——
m(E)	20	#6	23'-1"	——
m1(E)	24	#6	10'-1"	——
m2(E)	8	#6	7'-7"	——
m3(E)	4	#6	3'-2"	——
m4(E)	4	#6	3'-8"	——
s(E)	92	#5	6'-10"	⊐
s1(E)	84	#4	9'-6"	⊔
v(E)	88	#5	4'-1"	⌐
Reinforcement Bars, Epoxy Coated			Pound	25,640
Concrete Superstructure			Cu. Yds.	121.0

Bars indicated thus 1x3-#4 etc. indicates 1 line of bars with 3 lengths per line.

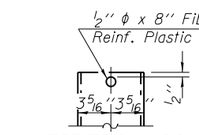


SECTION B-B

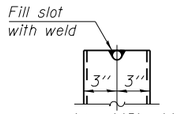
*Dimension as required by Pipe Clamp



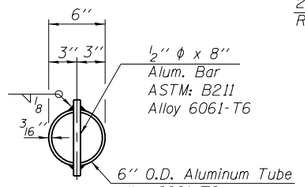
TOP PLAN



FIBERGLASS PIPE

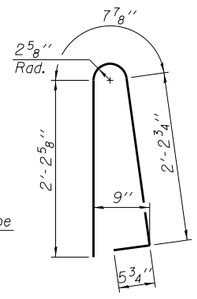


ALUMINUM TUBE

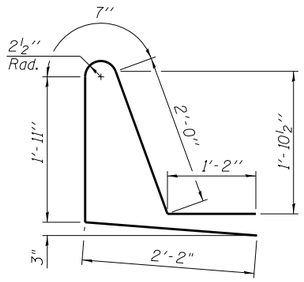


TOP PLAN

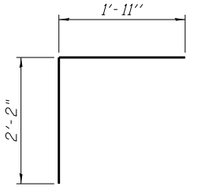
(Showing Aluminum Tube)



BAR d(E)



BAR d1(E)



BAR v(E)

S-I-D

1-27-12

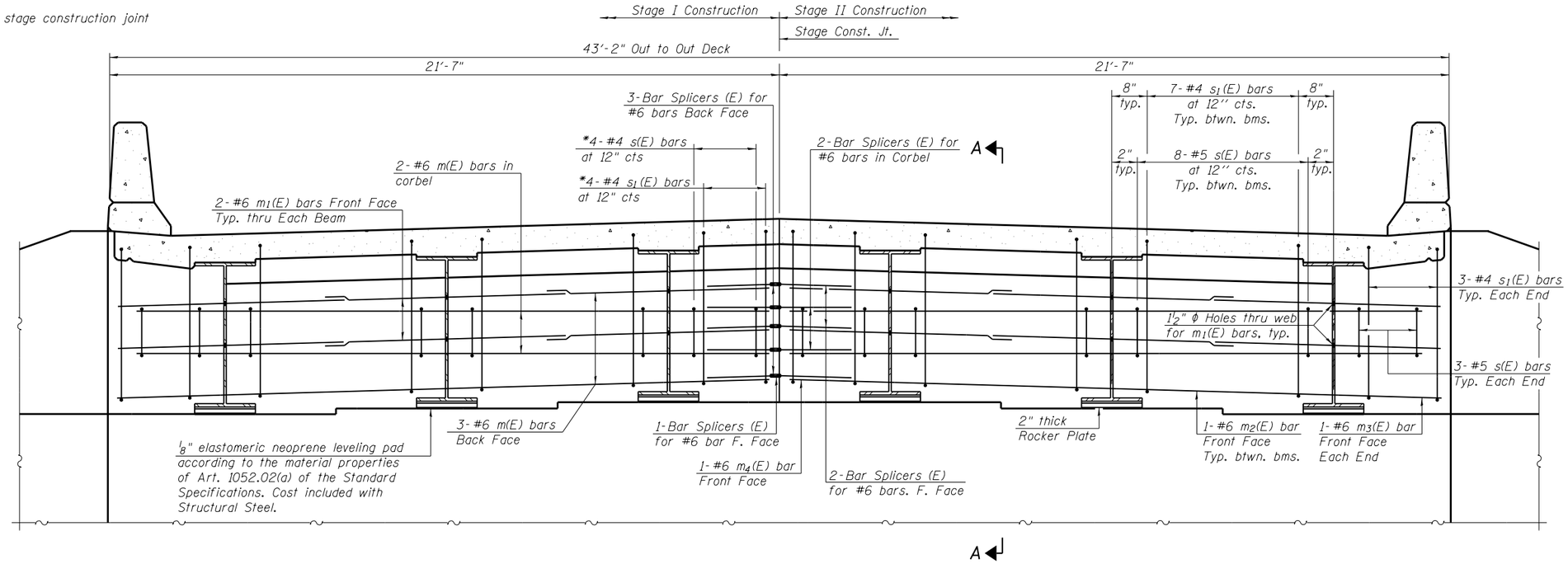
QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED
		CHECKED - MJT	REVISED
	PLOT SCALE =	DRAWN - JTF	REVISED
	PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 045-0078
SHEET NO. 10 OF 22 SHEETS

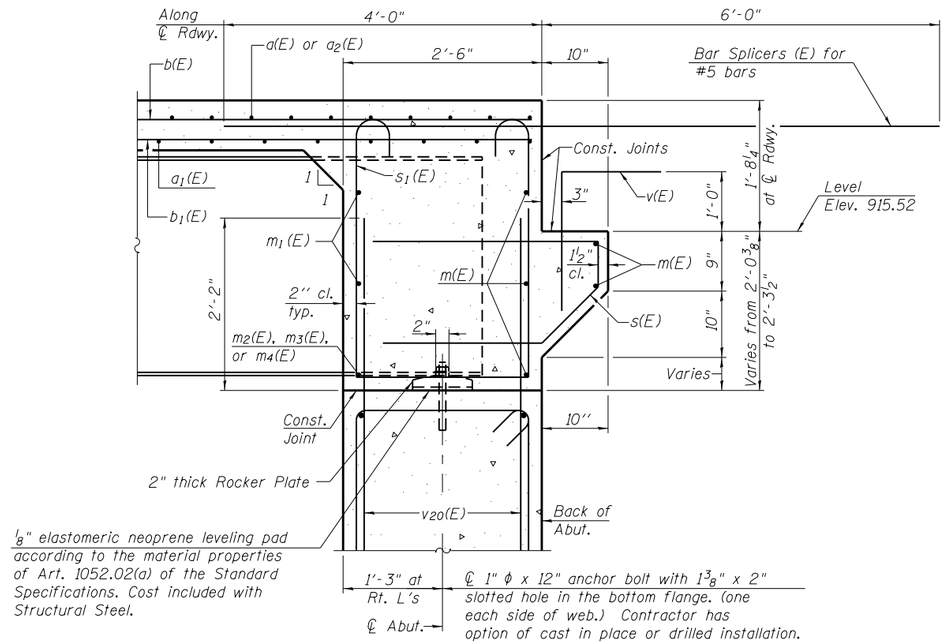
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	48
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

*Typical each side of stage construction joint



DIAPHRAGM ELEVATION AT ABUTMENT

(Dimensions at right angles to rdwy.)
(Looking North)



SECTION A-A

(Dimensions at right angles to abutment, except as shown.)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 22.
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 22.
For details of bars $s_1(E)$ & v(E) see sheet 10 of 22.
The s(E) and $s_1(E)$ bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
$V_{20}(E)$ bars are billed with Abutments on sheets 15 and 16 of 22.

MIN. BAR LAP

#6 bar = 3'-4"

SI-DSI 7-1-10

QUIGG ENGINEERING INC

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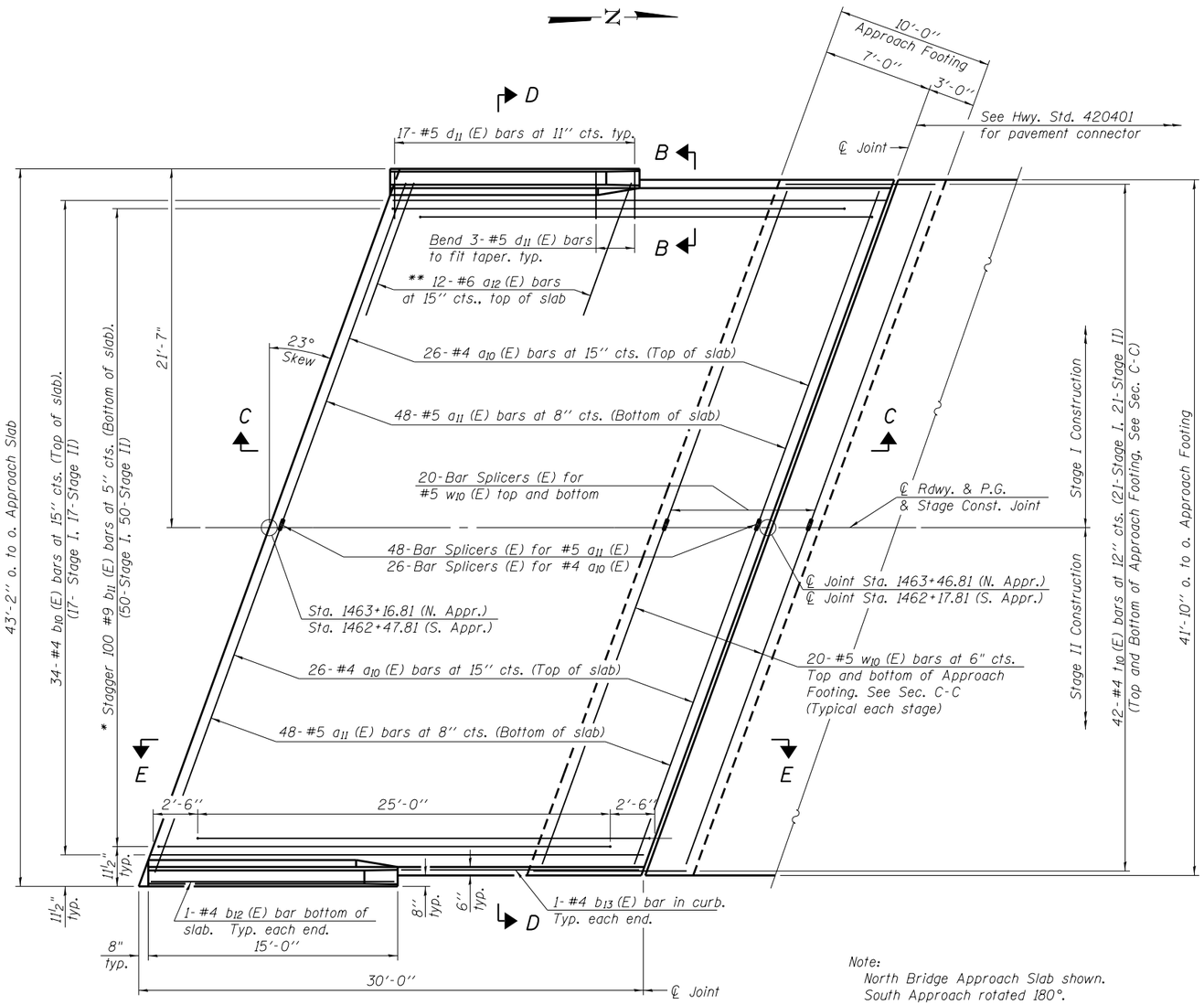
	CHECKED - MJT	REVISED
PLOT SCALE =	DRAWN - JTF	REVISED
PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTEGRAL ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 045-0078
SHEET NO. 11 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	49
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

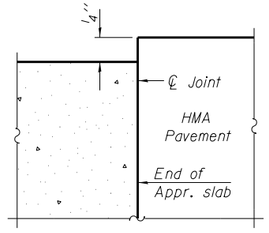
Notes:
See sheet 13 of 22 for Sections C-C & D-D and View E-E.
a_{10} (E) and a_{11} (E) bar spacings measured along ℄ Rdwy.



PLAN

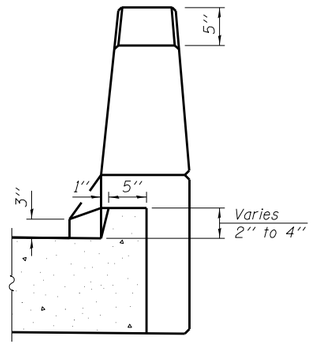
* Tilt #9 b_{11} (E) bars as required to maintain clearance.
** Space between a_{10} (E) bars, typ. each parapet.

Note:
North Bridge Approach Slab shown.
South Approach rotated 180°.



FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B

MINIMUM BAR LAP

#4 bar = 2'-1"
#5 bar = 2'-7"

BA-L 7-1-10

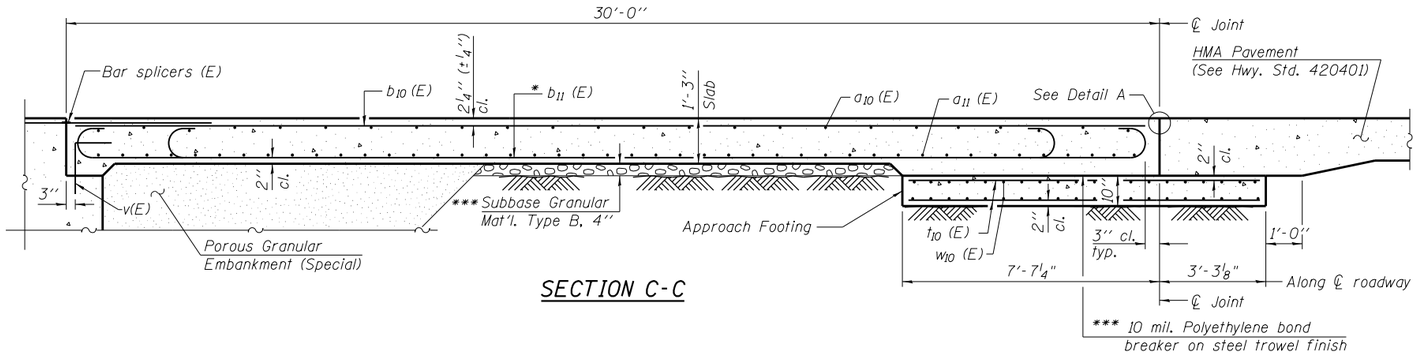
(Sheet 1 of 2)

QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED
		CHECKED - MJT	REVISED
	PLOT SCALE =	DRAWN - JTF	REVISED
	PLOT DATE =	CHECKED - MJT	REVISED

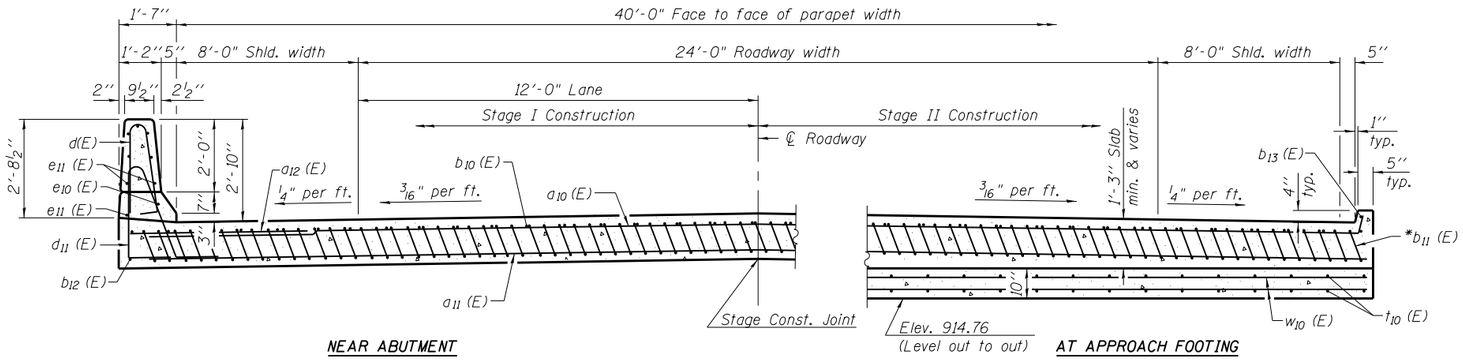
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 045-0078
SHEET NO. 12 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	50
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



SECTION C-C

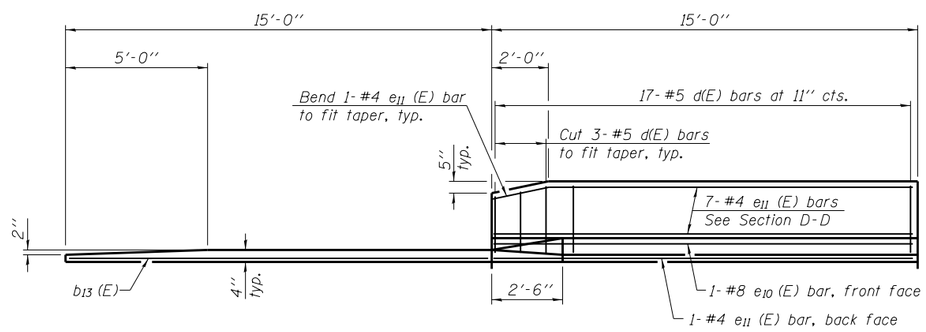


NEAR ABUTMENT

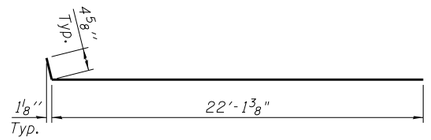
AT APPROACH FOOTING

SECTION D-D

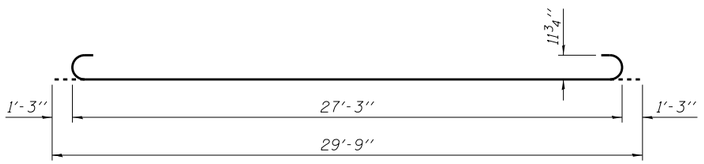
(See Plan for dimensions not shown)



VIEW E-E



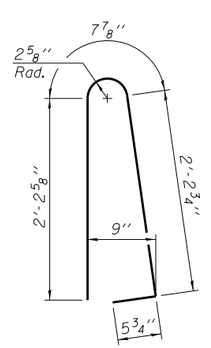
BAR a_{10} (E)



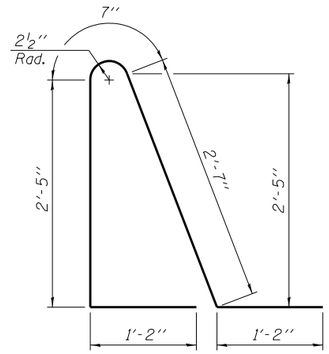
BAR b_{11} (E)

Notes:

See sheet 12 of 22 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 10 of 22.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 18 of 22.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 22.
For additional parapet details, see sheet 10 of 22.



BAR d(E)



BAR d_{11} (E)

* Tilt #9 b_{11} (E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_{10} (E)	104	#4	22'-6"	
a_{11} (E)	192	#5	22'-4"	
a_{12} (E)	48	#6	6'-6"	
b_{10} (E)	68	#4	29'-8"	
b_{11} (E)	200	#9	29'-9"	
b_{12} (E)	4	#4	14'-8"	
b_{13} (E)	4	#4	14'-8"	
d(E)	68	#5	5'-7"	
d_{11} (E)	68	#5	7'-11"	
e_{10} (E)	4	#8	14'-8"	
e_{11} (E)	32	#4	14'-8"	
t_{10} (E)	168	#4	10'-6"	
w_{10} (E)	160	#5	22'-7"	
Concrete Superstructure			Cu. Yd.	129.8
Concrete Structures			Cu. Yd.	28.1
** Reinforcement Bars, Epoxy Coated			Pound	34,540

** Reinforcement Bars, Epoxy Coated
Superstructure = 29,590
Substructure = 4,950

BA-L 7-1-10

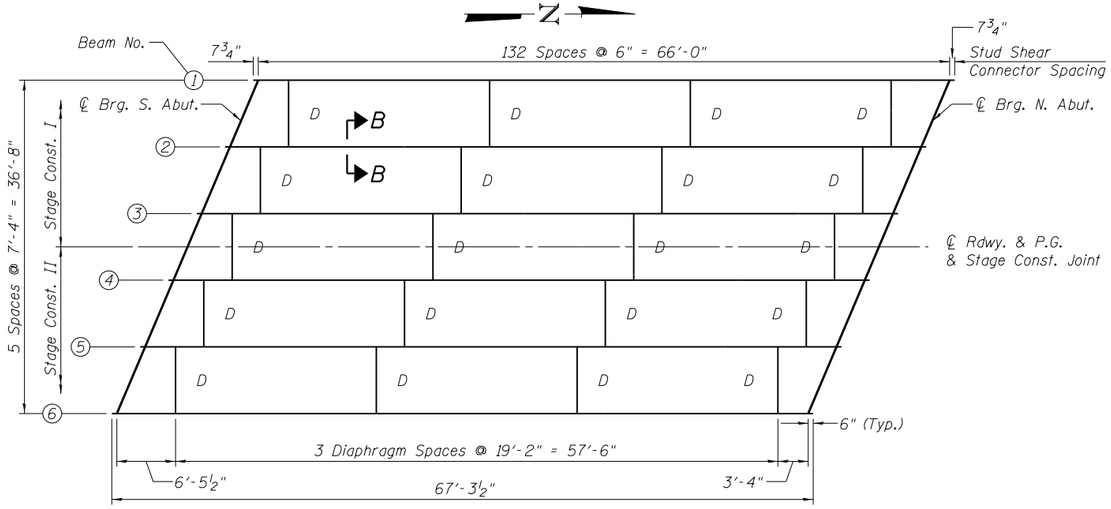
(Sheet 2 of 2)

QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED
		CHECKED - MJT	REVISED
	PLOT SCALE =	DRAWN - JTF	REVISED
	PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 045-0078
SHEET NO. 13 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	51
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



FRAMING PLAN

(All Beams W33x141 "NTR" - M270 GR. 50)

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.^{4} and in.^{3}).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in.^{4} and in.^{3}).

c

I (3n), $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

u

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).

M (Strength I): Factored design moment (kip-ft.).
$1.25\,(M_{DC1} + M_{DC2}) + 1.5\,M_{DW} + 1.75\,M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi):
M_{DC1}/S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi):
$M_{DC2}/S_c(3n)$ or $M_{DC2}/S_c(cr)$ as applicable

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi):
$M_{DW}/S_c(n)$ or $M_{DW}/S_c(cr)$ as applicable

f_s (LL+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi):
$M_{LL+IM}/S_c(n)$ or $M_{DW}/S_c(cr)$ as applicable
Sum of stresses as computed below (ksi).

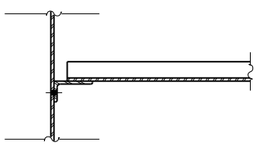
f_s (Service II): $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\,f_s(L+IM)$

V_f: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

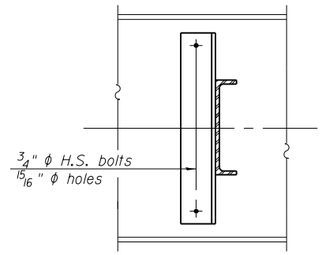
INTERIOR GIRDER MOMENT TABLE		
		0.5 Sp. 1
I_s	(in^4)	7450
$I_c(n)$	(in^4)	19448
$I_c(3n)$	(in^4)	14702
S_s	(in^3)	448
$S_c(n)$	(in^3)	645
$S_c(3n)$	(in^3)	597
DC1	(k/')	0.915
M_{DC1}	('k)	502.6
DC2	(k/')	0.150
M_{DC2}	('k)	82.4
DW	(k/')	0.367
M_{DW}	('k)	201.6
M_{L+IM}	('k)	1002.2
M_u (Strength I)	('k)	2788
** $\phi_f M_n$	('k)	3524
f_s DC1	(ksi)	13.5
f_s DC2	(ksi)	1.7
f_s DW	(ksi)	4.1
f_s (L+IM)	(ksi)	18.6
f_s (Service II)	(ksi)	43.5
0.95RhFyf	(ksi)	47.5
V_f	(k)	53.2

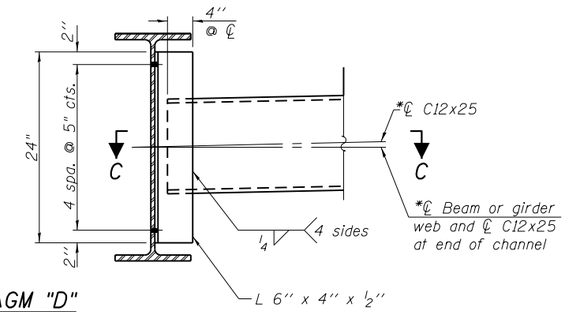
**Compact sections

INTERIOR GIRDER REACTION TABLE		
		Abutment
R_{DC1}	(k)	30.3
R_{DC2}	(k)	5.0
R_{DW}	(k)	12.2
R_{L+IM}	(k)	86.1
R_{Total}	(k)	133.6



SECTION C-C



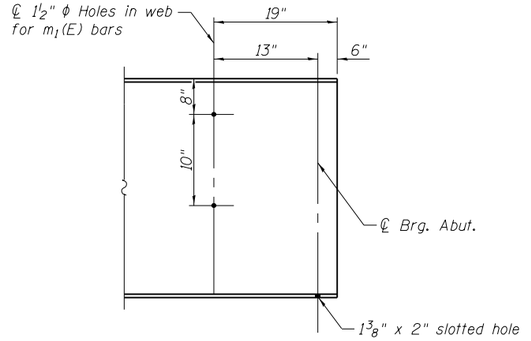


INTERIOR DIAPHRAGM "D"

(20 Required)

*Alternate channel (C12x30) is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.

The alternate, if utilized, shall be provided at no additional cost to the Department.



TYP. END OF BEAM ELEVATION

Notes:

All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

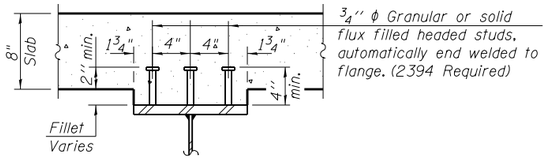
Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2

Two hardened washers required for each set of oversized holes.

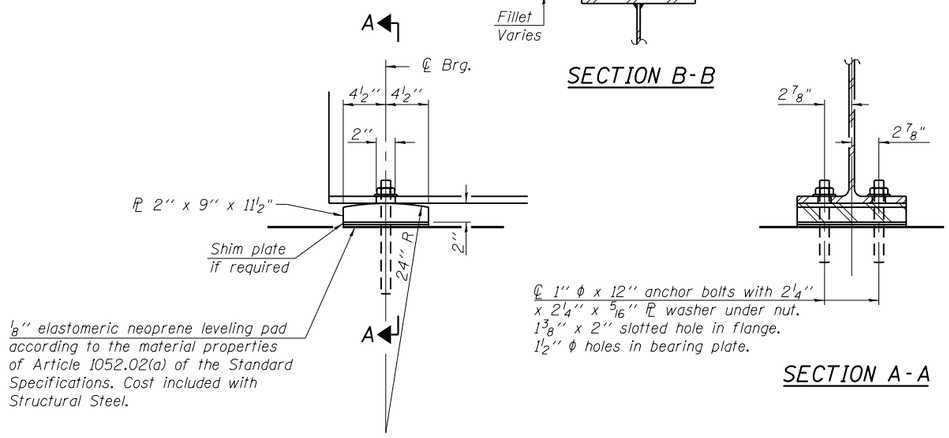
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy = 36 ksi). The corresponding specific grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



SECTION B-B



SECTION A-A

ELEVATION AT ABUTMENT

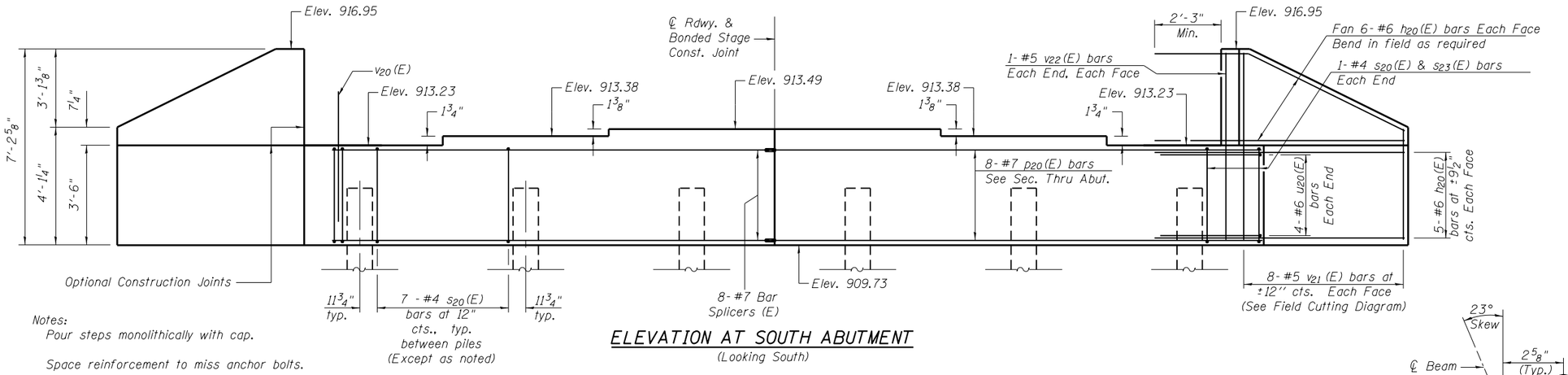
FIXED BEARING

QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED
		CHECKED - MJT	REVISED
	PLOT SCALE =	DRAWN - JTF	REVISED
	PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN & STRUCTURAL STEEL DETAILS
STRUCTURE NO. 045-0078
SHEET NO. 14 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	52
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

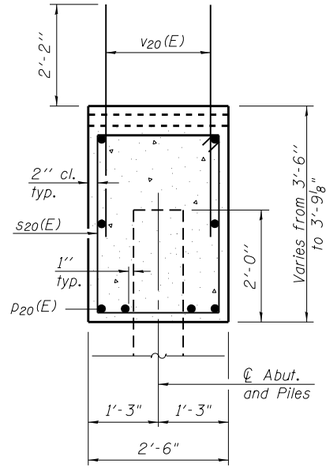


Notes:
Pour steps monolithically with cap.

Space reinforcement to miss anchor bolts.

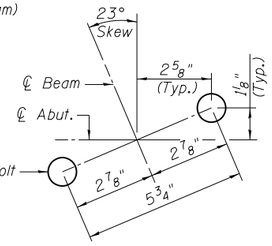
ELEVATION AT SOUTH ABUTMENT

(Looking South)

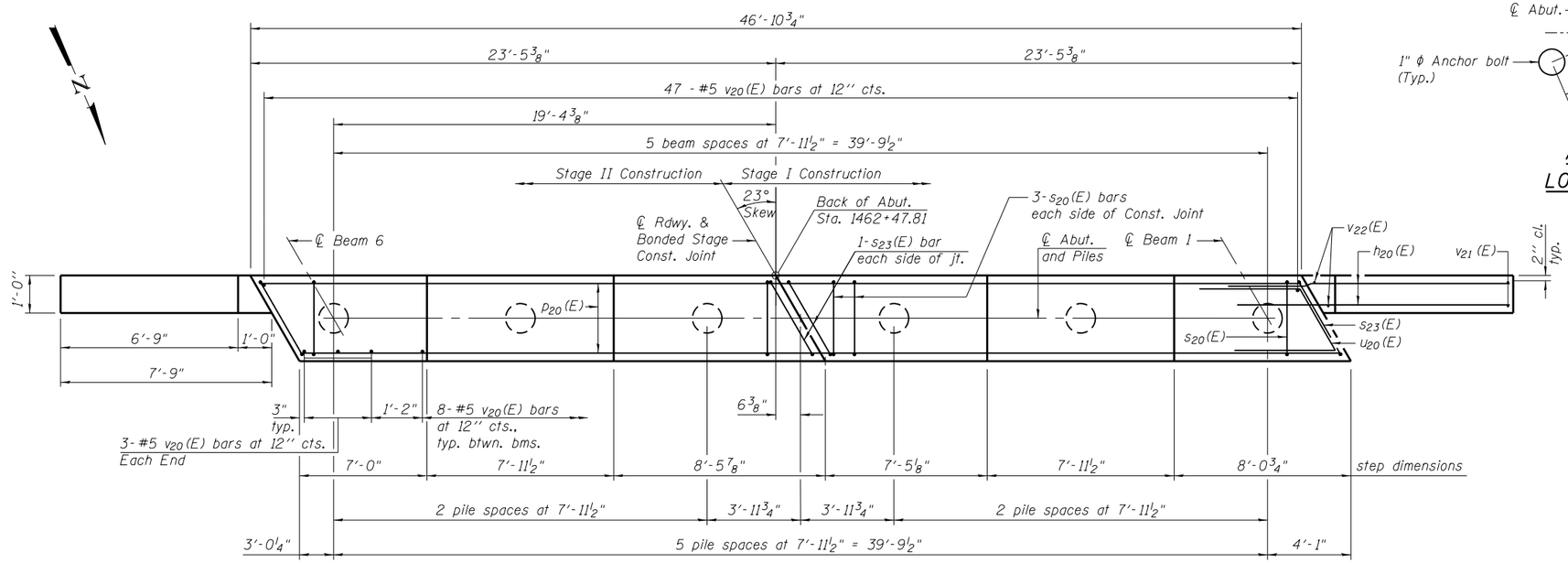


SEC. THRU ABUT.

(Dimensions at right angles to abut.)



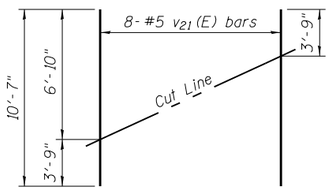
ANCHOR BOLT LOCATION DETAIL



PLAN

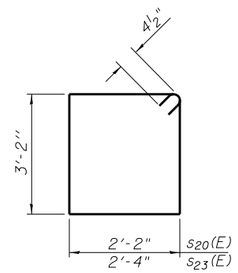
PILE DATA

Type: 12" Metal Shell Piles with 0.25" walls
Nominal Required Bearing: 353 Kips
Factored Resistance Available: 194 Kips
Est. Length: 55'
No. Production Piles: 5
No. Test Piles: 1

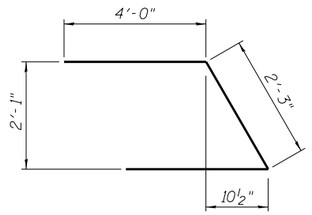


FIELD CUTTING DIAGRAM

Order v21(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s20(E) & s23(E)



BAR u20(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	44	#6	10'-6"	
p20(E)	16	#7	23'-1"	
s20(E)	36	#4	11'-5"	
s23(E)	4	#4	11'-9"	
u20(E)	8	#6	10'-3"	
v20(E)	93	#5	4'-4"	
v21(E)	16	#5	10'-7"	
v22(E)	4	#5	6'-10"	
Structure Excavation		Cu. Yd.	24.5	
Concrete Structures		Cu. Yd.	19.1	
Reinforcement Bars, Epoxy Coated		Pound	2,500	
Furnishing Metal Shell Piles 12" x .25"		Foot	275	
Driving Piles		Foot	275	
Test Pile, Metal Shells		Each	1	

For details of Bar Splicers, see sheet 18 of 22.
For details of piles, see sheet 17 of 22.

AI-L 7-1-10

QUIGG ENGINEERING INC

USER NAME =	DESIGNED - RJP	REVISED
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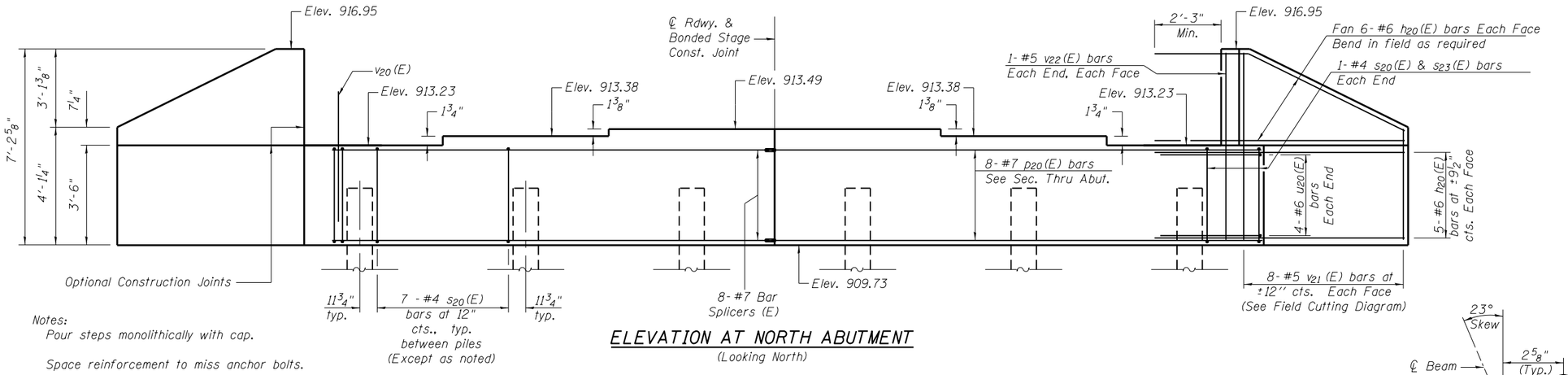
PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
STRUCTURE NO. 045-0078
SHEET NO. 15 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	53
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

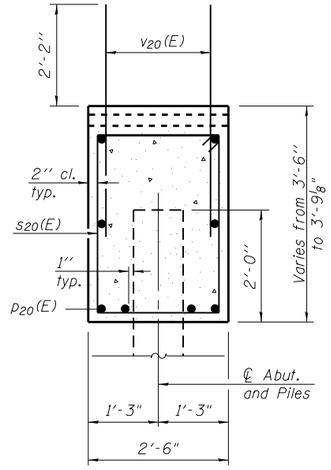


Notes:
Pour steps monolithically with cap.

Space reinforcement to miss anchor bolts.

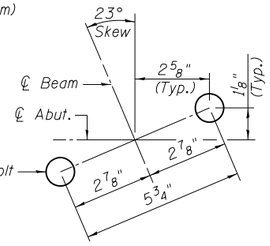
ELEVATION AT NORTH ABUTMENT

(Looking North)

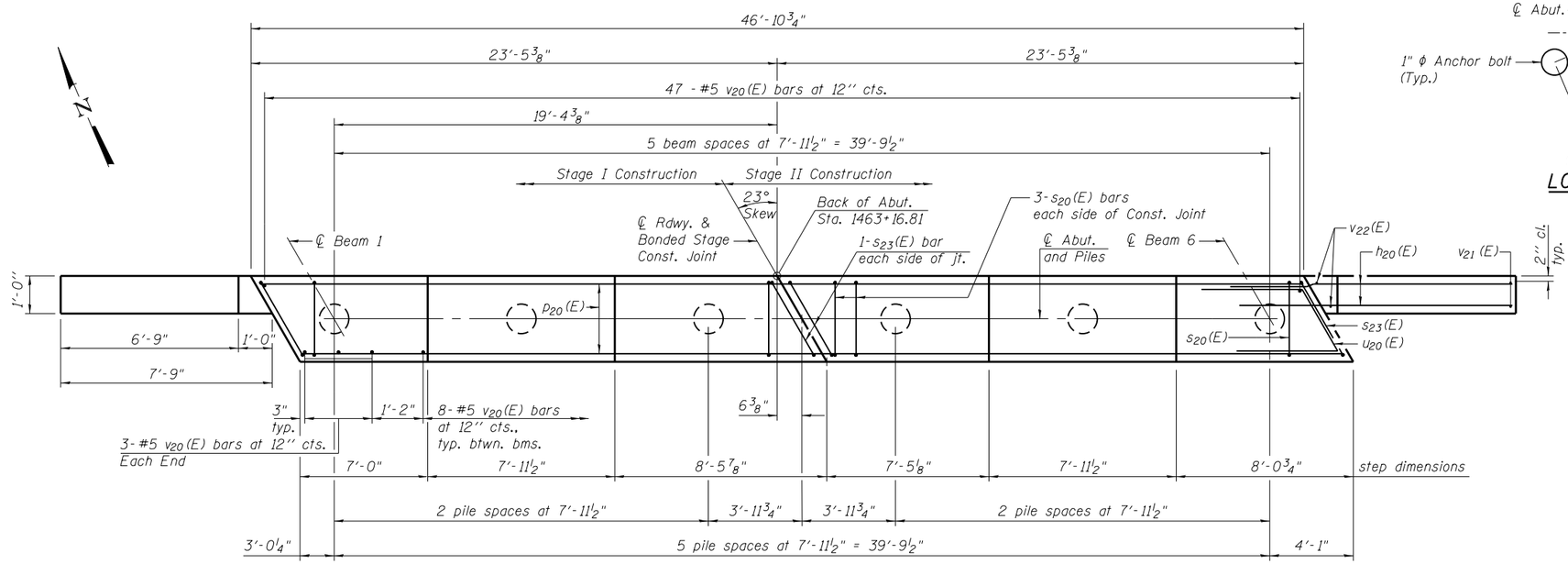


SEC. THRU ABUT.

(Dimensions at right angles to abut.)



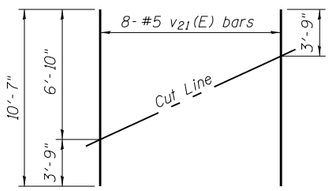
ANCHOR BOLT LOCATION DETAIL



PLAN

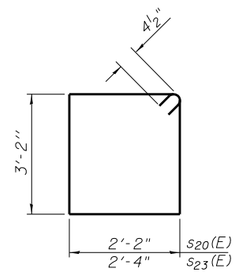
PILE DATA

Type: 12" Metal Shell Piles with 0.25" walls
Nominal Required Bearing: 319 Kips
Factored Resistance Available: 175 Kips
Est. Length: 51'
No. Production Piles: 5
No. Test Piles: 1

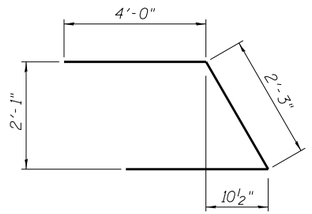


FIELD CUTTING DIAGRAM

Order v21(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s20(E) & s23(E)



BAR u20(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	44	#6	10'-6"	
p20(E)	16	#7	23'-1"	
s20(E)	36	#4	11'-5"	
s23(E)	4	#4	11'-9"	
u20(E)	8	#6	10'-3"	
v20(E)	93	#5	4'-4"	
v21(E)	16	#5	10'-7"	
v22(E)	4	#5	6'-10"	
Structure Excavation		Cu. Yd.	24.5	
Concrete Structures		Cu. Yd.	19.1	
Reinforcement Bars, Epoxy Coated		Pound	2,500	
Furnishing Metal Shell Piles 12" x .25"		Foot	255	
Driving Piles		Foot	255	
Test Pile, Metal Shells		Each	1	

For details of Bar Splicers, see sheet 18 of 22.
For details of piles, see sheet 17 of 22.

AI-L 7-1-10

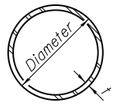
QUIGG ENGINEERING INC

USER NAME =	DESIGNED - RJP	REVISED
	CHECKED - MJT	REVISED
PLOT SCALE =	DRAWN - JTF	REVISED
PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

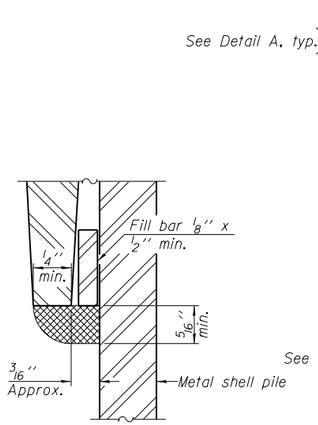
NORTH ABUTMENT
STRUCTURE NO. 045-0078
SHEET NO. 16 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	54
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

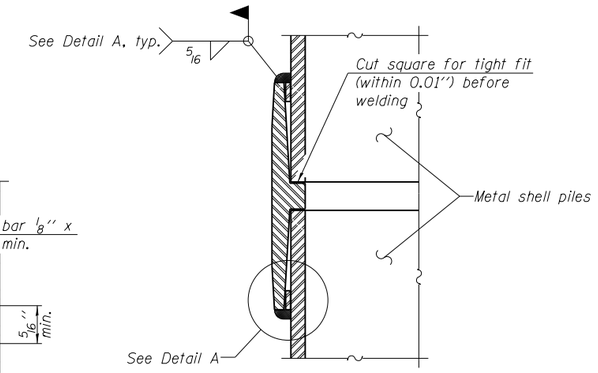


METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd.³ /ft.)
PP12	0.179″	22.60	0.0274
PP12	0.250″	31.37	0.0267
PP14	0.250″	36.71	0.0368
PP14	0.312″	45.61	0.0361

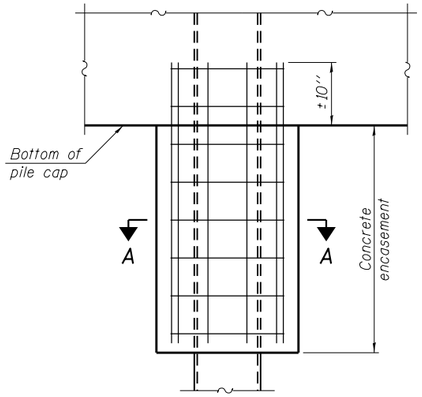


DETAIL A

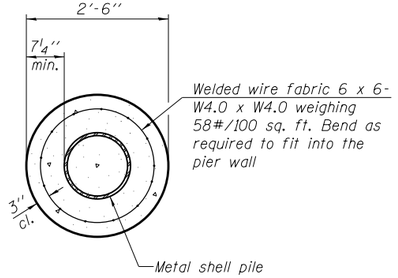


Notes:
The 1/8″ x 1/2″ min. fill bar may be constructed of 2 bars with a 1/8″ max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



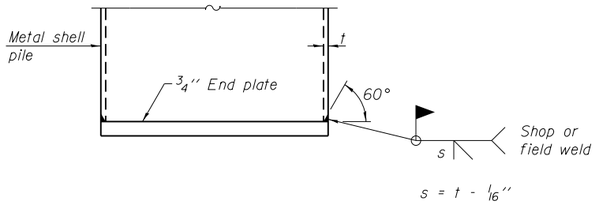
ELEVATION



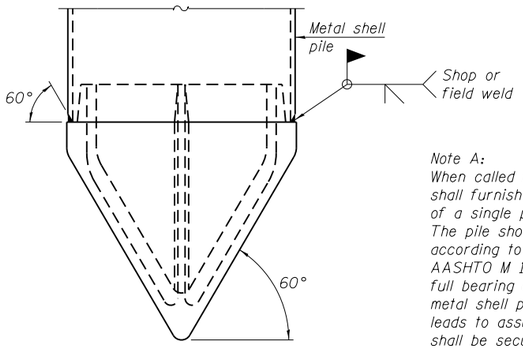
SECTION A-A

Note:
Forms for encasement may be omitted when soil conditions permit.

CONCRETE ENCASEMENT AT PIERS



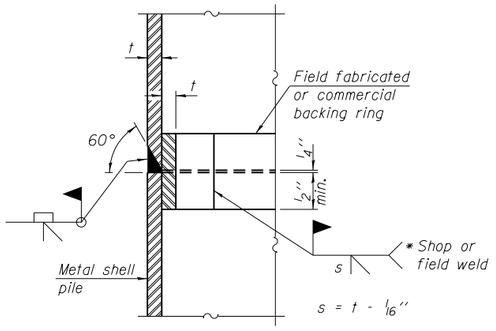
END PLATE ATTACHMENT



Note A:
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

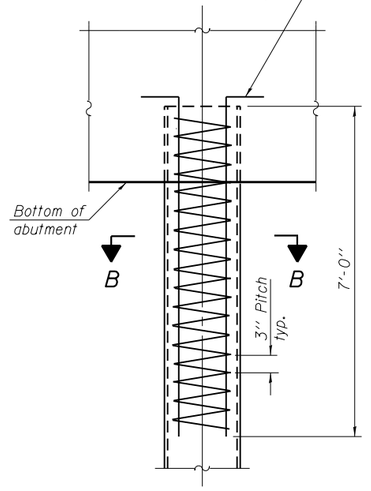
METAL SHELL PILE SHOE ATTACHMENT

(See Note A)

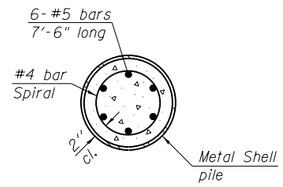


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

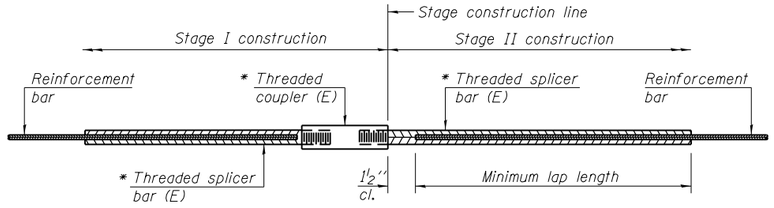
F-MS 1-27-12

QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED
		CHECKED - MJT	REVISED
	PLOT SCALE =	DRAWN - JTF	REVISED
	PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO.
SHEET NO. 17 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	55
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



STANDARD BAR SPLICER ASSEMBLY

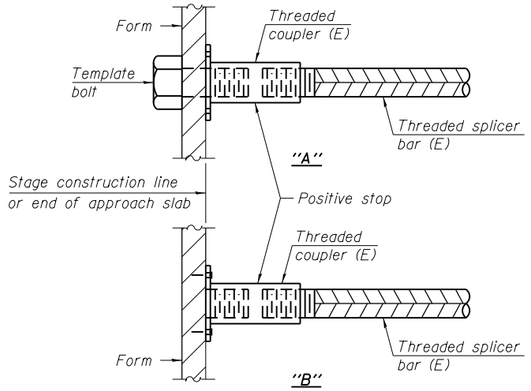
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C
Table 5: Epoxy bar, Class C
Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1½" + thread length

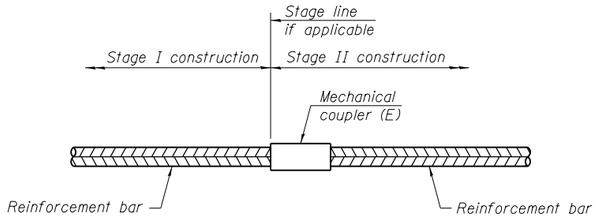
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	243	Table 3
Diaphragm	#6	16	Table 5
Appr. Slab	#4	52	Table 3
Appr. Slab	#5	96	Table 3
Appr. Slab Foot.	#5	80	Table 3
North Abut.	#7	8	Table 4
South Abut.	#7	8	Table 4



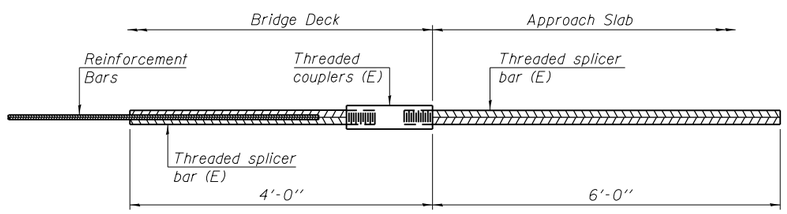
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



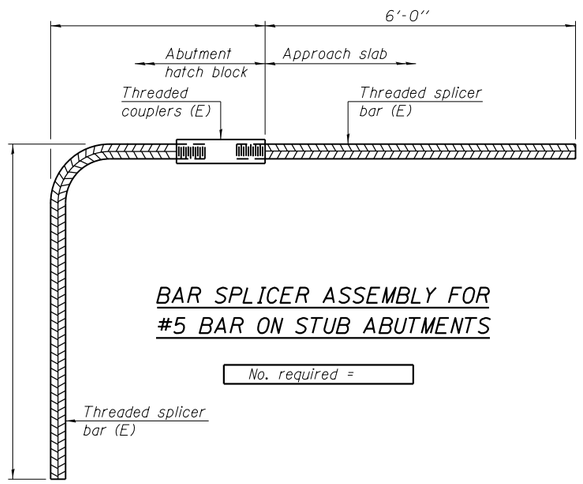
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 92



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 1-27-12

QUIGG ENGINEERING INC

USER NAME =	DESIGNED - RJP	REVISED
	CHECKED - MJT	REVISED
PLOT SCALE =	DRAWN - JTF	REVISED
PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 045-0078
SHEET NO. 18 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	56
		CONTRACT NO. 60N13		
	ILLINOIS	FED. AID PROJECT		

BRIDGE FOUNDATION BORING LOG

FORM NO. B. D. 137 REV. 9-69 — Sh. 1 of 2 Sh

PROJECT P-91-304-75	BRIDGE Route 47 (FA 64) over Virgil Ditch #2	Date 6-22-76	
ROUTE FA 64		Bored By D. GROW	
SEC. 106 X - DR	STA. 1462 + 82	Checked By D. L. STURN	
COUNTY KANE		Surface Water El. 906	
Boring No. #1		Groundwater El. at Completion Wash	
Station 1462 + 70		After 48 Hours 906.7	
Offset 30' Lt. of ℄			

Description	Elevation	N	Qu t/s.f.	w (%)
Ground Surface 908.7	0			
STIFF, BROWN SILTY CLAY LOAM		--	P 1.5	33
905.7				
SOFT, GRAY AND BROWN MOTTLED SANDY CLAY LOAM		5	P .4	26
903.7	-5			
MEDIUM, GRAY SANDY LOAM & GRAVEL Little Recovery - Wet		15	E .6	28
901.7				
DENSE, GRAY SANDY LOAM & GRAVEL		45	---	--
899.2	-10		Began Wash	
MEDIUM, GRAY-to-RUST MEDIUM-GRAINED SANDY LOAM		12	---	--
896.7				
MEDIUM, BROWN, MEDIUM-GRAINED SANDY LOAM & GRAVEL		30	---	--
894.2	-15			
DENSE, BROWN, MEDIUM-GRAINED SAND & GRAVEL		32	---	--
890.2		46	S 4.46	11
HARD, REDDISH, SANDY CLAY (TILL)				
888.7	-20			
VERY STIFF, PINKISH-GRAY, SANDY CLAY (TILL)		36	B 2.13	12

Description	Elevation	N	Qu t/s.f.	w (%)
VERY STIFF, PINKISH-GRAY, SANDY CLAY (TILL) Continued		50	B 2.13	[illegible]
	-25	37	B 2.13	[illegible]
		47	B 3.10	11
	-30	41	B 3.50	1
		64	B 3.00	1
	-35	38	B 3.49	1
		34	B 3.10	1
	-40	46	B 3.30	1
866.7				
HARD, PINKISH-GRAY, SANDY CLAY (TILL)		53	B 4.10	1
864.2	-45			
MEDIUM, GRAY, SAND				

…ows per foot to drive 2" …D. Split Spoon Sampler 12" with …0# hammer falling 30".

Qu – Unconfined Compressive Strength – t/sf

w – Water Content – percentage of oven dry weight – %.

Type failure:
B – Bulge Failure
S – Shear Failure
E – Estimated Value
P – Penetrometer

BRIDGE FOUNDATION BORING LOG

FORM NO. B. D. 137 REV. 9-69 — Sh. 2 of 2 Sh

FA 64 (Continued)
Section: 106 X - DR
Kane County
B-1

Description	Elevation	N	Qu t/s.f.	w (%)
	-45			
DENSE, MEDIUM-GRAINED GRAY SAND		32	---	--
861.7				
VERY DENSE, MEDIUM-GRAINED, GRAY SAND & GRAVEL		76	---	--
	-50			
857.2		70	---	--
Bottom of Boring				
B.M. Elev. = 914.45 Chiseled "L" on top of N.W. Wingwall	-55			
	-60			
	-65			
	-70			

Elevation scale (right column): -75, -80, -85, -90, -95

QUIGG ENGINEERING INC	USER NAME =	DESIGNED - RJP	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS STRUCTURE NO. 045-0078
		CHECKED - MJT	REVISED		SHEET NO. 19 OF 22 SHEETS
	PLOT SCALE =	DRAWN - JTF	REVISED		
	PLOT DATE =	CHECKED - MJT	REVISED		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	57
CONTRACT NO. 60N13				
ILLINOIS FED. AID PROJECT				

FORM NO. S. D. 127 REV. 6-66 — Sh. 1 of 1 Sh

BRIDGE FOUNDATION BORING LOG

PROJECT P-91-304-75
ROUTE FA 64
SEC. 106 X -DR
COUNTY Kane
Boring No. #2
Station 1462 + 93
Offset 30' Rt. of ℄

BRIDGE Route 47 (FA 64) over Virgil Ditch #2
STA. 1462 + 82

Date 7-8-76
Bored By D. Grow
Checked By D. STURN

Surface Water El. 906
Groundwater El. at Completion 906.3
After ___ Hours

Description	Elevation	N	Qu t/s.f.	w (%)
Ground Surface 910.3	0			
MEDIUM, BROWN DRY SANDY LOAM and GRAVEL		--	---	9
908.3				
STIFF, BROWN and GRAY MOTTLED CLAY LOAM		12	S 1.1	19
905.8	-5			
MEDIUM, LIGHT GRAY SANDY LOAM & GRAVEL with some Wood Fibers		6	B .5	15
VERY DENSE, GRAY SANDY LOAM & GRAVEL - Very little recovery 900.8		55	---	20
SOFT, PINKISH SILT	-10	18	B .3	19
898.8				
MEDIUM, GRAY SAND & GRAVEL		24	---	---
895.8	-15			
DENSE, BROWNISH-ORANGE SAND		35	---	---
893.3				
MEDIUM, BROWN SAND		27	---	---
891.3				
VERY STIFF, REDDISH SANDY CLAY (TILL) 890.3	-20			
VERY STIFF, PINKISH-GRAY SANDY CLAY (TILL)		30	B 3.75	11
888.3				
HARD, PINKISH-GRAY SANDY CLAY (TILL)		34	B 4.27	
885.8	-25			
VERY STIFF, PINKISH-GRAY SANDY CLAY (TILL)		37	B 3.69	
		36	B 3.69	
	-30			
		43	B 3.88	
		41	B 3.88	
875.8	-35			
HARD, PINKISH-GRAY SANDY CLAY (TILL)		41	B 4.75	11
		37	B 4.07	
869.8	-40			
VERY STIFF, PINKISH-GRAY SANDY CLAY (TILL) 868.3		52	B 3.1	
HARD, PINKISH-GRAY SANDY CLAY (TILL)		45	B 4.65	
865.3	-45			

ℓ — Standard Penetration Test — blows per foot to drive 2". O.D. Split Spoon Sampler 12" with 140# hammer falling 30".

Qu — Unconfined Compressive Strength — t/sf

w — Water Content — percentage of oven dry weight — %.

Type failure:
B — Bulge Failure
S — Shear Failure
E — Estimated Value
P — Penetrometer

Sh. 2 of 2 Sh

BRIDGE FOUNDATION BORING LOG

B# 2 Continued
FA 64 (Route 47)
Section 106 X -DR
Kane County

Description	Elevation	N	Qu t/s.f.	w (%)
	-45			
VERY STIFF PINKISH-GRAY SANDY CLAY (TILL)		35	B 3.49	10
		45	B 3.69	11
	-50			
858.8		46	B 3.88	11
Bottom of Boring				
B.M. Elev. 914.45 Chiseled "L" on top of N.W. Wingwall	-55			
	-60			
	-65			
	-70			
	-75			
	-80			
	-85			
	-90			
	-95			

QUIGG ENGINEERING INC

USER NAME =	DESIGNED - RJP	REVISED
	CHECKED - MJT	REVISED
PLOT SCALE =	DRAWN - JTF	REVISED
PLOT DATE =	CHECKED - MJT	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 045-0078
SHEET NO. 20 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	58
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

Wang Engineering
wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG B-3

WEI Job No.: 166-01-01

Client: Quigg Engineering, Inc.
Project: Illinois Route 47 over Virgil Ditch #2
Location: Lily Lake, Kane County, Illinois

Datum: NGVD
Elevation: 915.60 ft
North: 1931713.19 ft
East: 944965.09 ft
Station: 1462+46.76
Offset: 13.23 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	915.0	7-inch thick, ASPHALT --PAVEMENT--						
	914.4	8-inch thick, CONCRETE --PAVEMENT--						
	912.6	Medium dense, brown GRAVELLY SAND --AGGREGATE BASE--			1	6 12 10	NP	5
		Medium stiff to stiff, brown, black and gray SILTY CLAY LOAM --FILL-- --ST#1, 3.5' to 5.5'-- --Q_u = 1.2 tsf-- --L_L = 38%, P_I = 18%-- --% Gravel = 1.9%-- --% Sand = 15.1%-- --% Silt = 59.3%-- --% Clay = 23.6%--	5		2	2 2 2	1.00 P	24
		--ST#2, 5.5' to 7.5'-- --Q_u = 0.8 tsf--			3	2 2 2	0.50 P	24
	907.6	Very loose, brown SANDY LOAM, little gravel	10		4	0 1 1	NP	26
	903.4	Loose to medium dense, brown GRAVELLY SAND			5	0 1 2	NP	14
			15		6	2 4 3	NP	12
					7	8 7 7	NP	13
			20		8	8 9 7	NP	9
	892.6	Stiff to very stiff, pink and gray SANDY CLAY, trace gravel			9	8 9 9	NP	12
			25		10	4 6 8	1.80 B	12
					11	6 9 10	1.89 B	12
			30		12	4 8 11	3.20 B	12
			35		13	7 10 14	2.50 P	16
			40		14	7 12 15	2.79 B	14

GENERAL NOTES

Begin Drilling: 06-10-2011 Complete Drilling: 05-10-2011
Drilling Contractor: Wang Testing Service Drill Rig: Mobile B-57 TMR
Driller: R & K Logger: F. Bozga Checked by: E. Datz
Drilling Method: Mud Rotary

WATER LEVEL DATA

While Drilling: ▽ 8.00 ft
At Completion of Drilling: ▼ 8.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINE 166101.GPJ WANGENG.GDT 8/16/11

Wang Engineering
wangeng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG B-3

WEI Job No.: 166-01-01

Client: Quigg Engineering, Inc.
Project: Illinois Route 47 over Virgil Ditch #2
Location: Lily Lake, Kane County, Illinois

Datum: NGVD
Elevation: 915.60 ft
North: 1931713.19 ft
East: 944965.09 ft
Station: 1462+46.76
Offset: 13.23 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	845.6	Boring terminated at 70.00 ft	45		15	7 12 15	3.85 B	11
			50		16	7 11 15	2.87 B	11
			55		17	7 12 15	3.28 B	11
			60		18	7 13 15	3.36 B	12
			65		19	7 12 15	2.54 B	12
			70		20	7 10 19	2.50 P	14
			75					
			80					

GENERAL NOTES

Begin Drilling: 06-10-2011 Complete Drilling: 05-10-2011
Drilling Contractor: Wang Testing Service Drill Rig: Mobile B-57 TMR
Driller: R & K Logger: F. Bozga Checked by: E. Datz
Drilling Method: Mud Rotary

WATER LEVEL DATA

While Drilling: ▽ 8.00 ft
At Completion of Drilling: ▼ 8.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

WANGENGINE 166101.GPJ WANGENG.GDT 8/16/11

Wang Engineering
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Lombard, IL 60148
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BORING LOG B-4

WEI Job No.: 166-01-01

Client: Quigg Engineering, Inc.
Project: Illinois Route 47 over Virgil Ditch #2
Location: Lily Lake, Kane County, Illinois

Datum: NGVD
Elevation: 915.41 ft
North: 1931788.64 ft
East: 944937.02 ft
Station: 1463+22.26
Offset: 14.70 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	914.8	13-inch thick ASPHALT --PAVEMENT--							
	914.3	Medium stiff to stiff, brown and black LOAM with some gravel --FILL--				1	2 4 3	1.25 P	10
			5			2	2 1 2	NR	12
		--L_L = 35%, P_I = 17%-- --% Gravel = 10.8%-- --% Sand = 41.7%-- --% Silt = 37.0%-- --% Clay = 10.5%--				3	2 2 1	0.50 P	29
	905.4	Loose to medium dense, brown, coarse SAND with some gravel	10			4	1 1 1	0.50 P	26
						5	2 2 3	NP	15
			15			6	4 7 10	NP	17
						7	5 7 7	NP	14
			20			8	23 10 9	NP	11
	891.4	Stiff to very stiff, pink SANDY CLAY, trace gravel	25			9	6 8 8	NP	12
						10	7 12 11	> 4.50 P	12
			30			11	4 8 9	2.30 B	12
						12	4 7 8	2.05 B	12
			35			13	7 9 12	2.50 P	14
			40			14	8 9 10	1.56 B	11

WANGENGINC 1686101.GPJ WANGENG.GDT 8/16/11

GENERAL NOTES

Begin Drilling: 06-13-2011 Complete Drilling: 06-13-2011
Drilling Contractor: Wang Testing Service Drill Rig: Mobile B-57 TMR
Driller: R & K Logger: F. Bozga Checked by: E. Datz
Drilling Method: Mud Rotary

WATER LEVEL DATA

While Drilling: ▽ 8.00 ft
At Completion of Drilling: ▼ 8.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

Wang Engineering
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1145 N Main Street
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BORING LOG B-4

WEI Job No.: 166-01-01

Client: Quigg Engineering, Inc.
Project: Illinois Route 47 over Virgil Ditch #2
Location: Lily Lake, Kane County, Illinois

Datum: NGVD
Elevation: 915.41 ft
North: 1931788.64 ft
East: 944937.02 ft
Station: 1463+22.26
Offset: 14.70 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
			45			15	5 9 10	2.38 B	19
			50			16	6 10 10	2.95 B	11
			55			17	7 13 15	2.87 B	11
			60			18	5 10 13	2.38 B	12
			65			19	6 10 13	2.71 B	11
	845.4	Boring terminated at 70.00 ft	70			20	6 10 13	2.30 B	12
			75						
			80						

WANGENGINC 1686101.GPJ WANGENG.GDT 8/16/11

GENERAL NOTES

Begin Drilling: 06-13-2011 Complete Drilling: 06-13-2011
Drilling Contractor: Wang Testing Service Drill Rig: Mobile B-57 TMR
Driller: R & K Logger: F. Bozga Checked by: E. Datz
Drilling Method: Mud Rotary

WATER LEVEL DATA

While Drilling: ▽ 8.00 ft
At Completion of Drilling: ▼ 8.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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BORING LOG HA-1

WEI Job No.: 166-01-01

Client: Quigg Engineering, Inc.
Project: Illinois Route 47 over Virgil Ditch #2
Location: Lily Lake, Kane County, Illinois

Datum: NGVD
Elevation: 907.21 ft
North: 1931726.58 ft
East: 944984.71 ft
Station: 1462+60.11
Offset: 32.88 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		Soft to medium stiff, brown and black, GRAVELLY LOAM --L_L = 34%, P_I = 17%-- --% Gravel = 21.1%-- --% Sand = 38.7%-- --% Silt = 29.1%-- --% Clay = 11.1%--		PUSH		1		0.25 P	119
				PUSH		2		0.50 P	35
	902.0	Brown, coarse SAND with GRAVEL	5	PUSH		3		0.25 P	33
				PUSH		4		NP	97
				PUSH		5		NP	9
			10	PUSH		6		NP	12
				PUSH		7		NP	7
	893.2	Boring terminated at 14.00 ft	15						
			20						

WANGENGINC 1686101.GPJ WANGENG.GDT 8/16/11

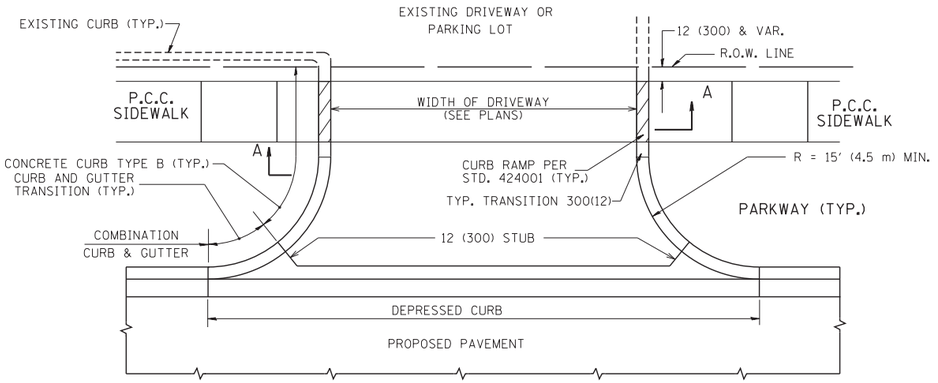
GENERAL NOTES

Begin Drilling: 06-13-2011 Complete Drilling: 06-13-2011
Drilling Contractor: Wang Testing Service Drill Rig: HAND AUGER
Driller: R & K Logger: F. Bozga Checked by: E. Datz
Drilling Method: Jackhammer Driven Geoprobe Sampler

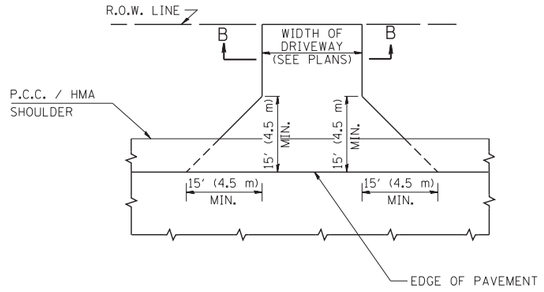
WATER LEVEL DATA

While Drilling: ▽ 0.00 ft
At Completion of Drilling: ▼ 0.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

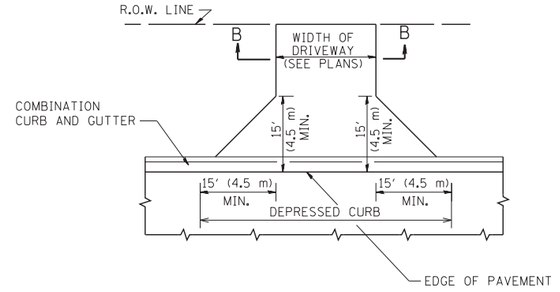
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.



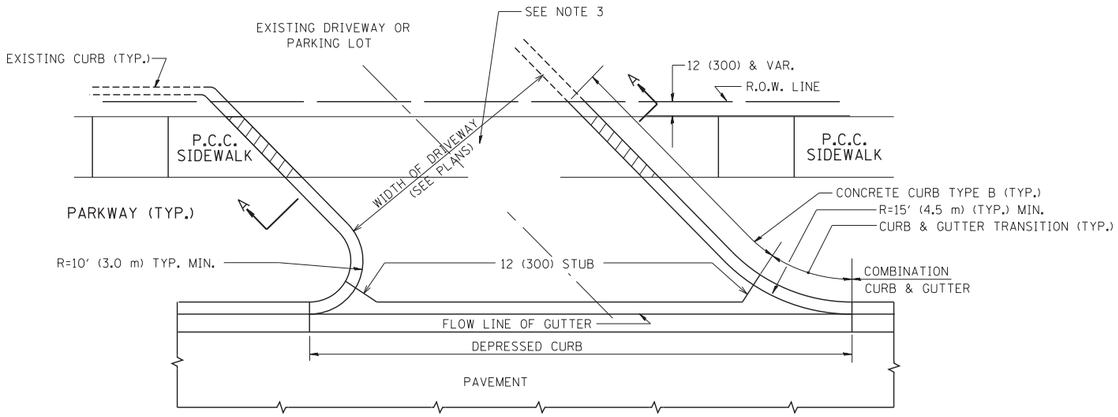
WITH CONCRETE CURB, TYPE B



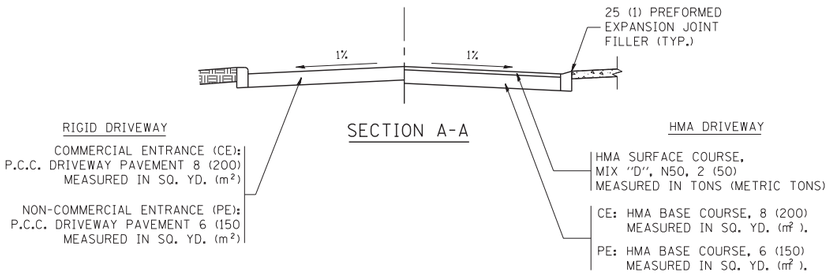
ADJACENT TO P.C.C. / HMA SHOULDER

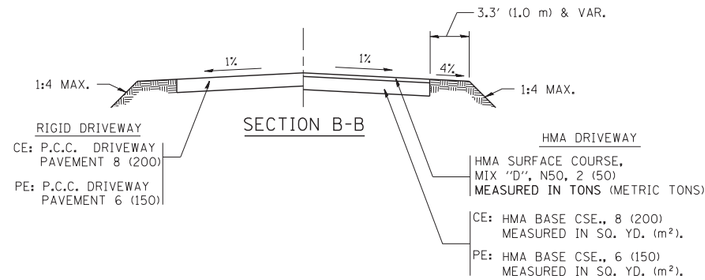


ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²).

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.

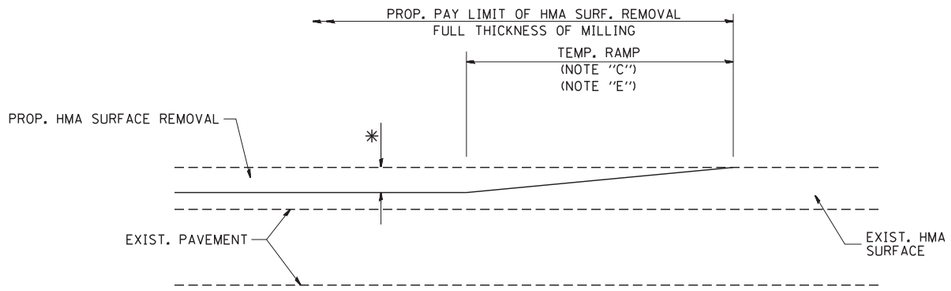
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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.

FILE NAME = c:\pw_work\pwidot\leysa\d0108315\bd01.dgn	USER NAME = leysa	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07			326	106X-B	KANE	87	61
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 06-11-08				BD0156-07 (BD-01)	CONTRACT NO.		60N13
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

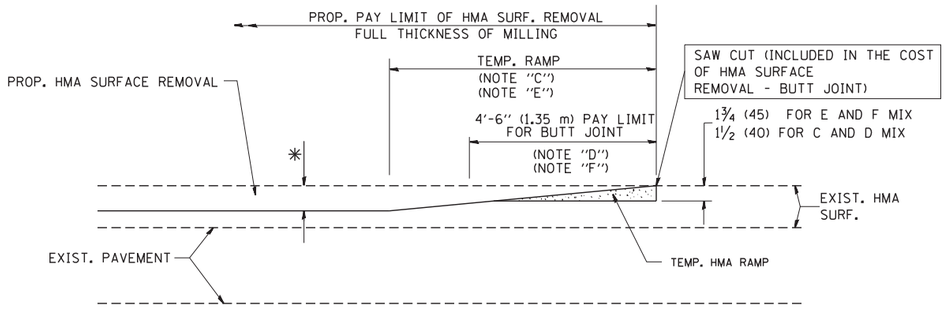
bd01.dgn 9/6/2011 11:50:24 AM User=leysa



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

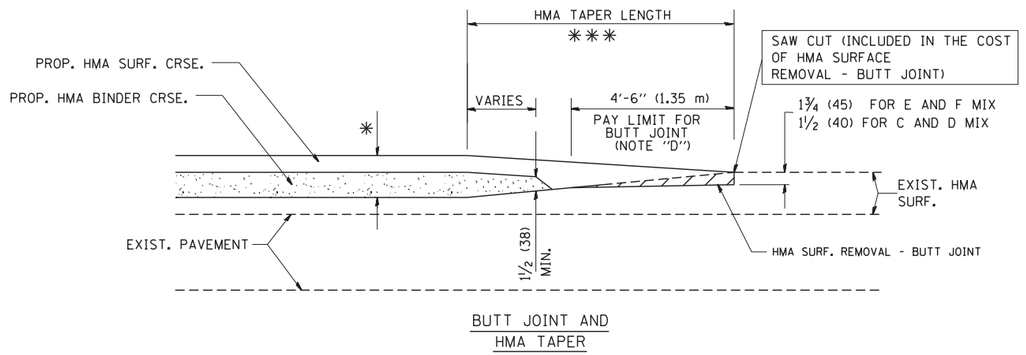


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

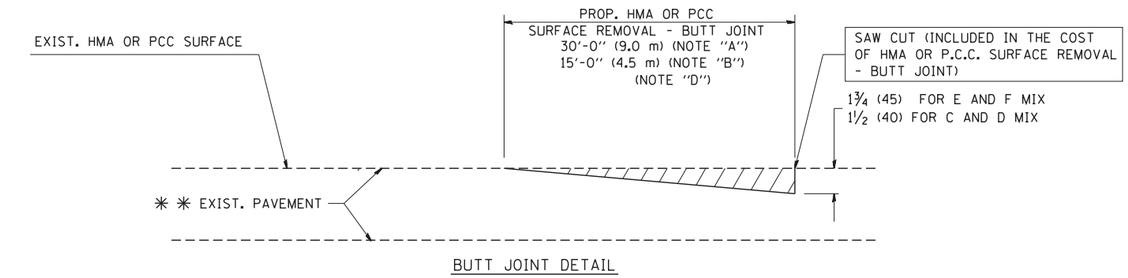
OPTION 2

TYPICAL TEMPORARY RAMP

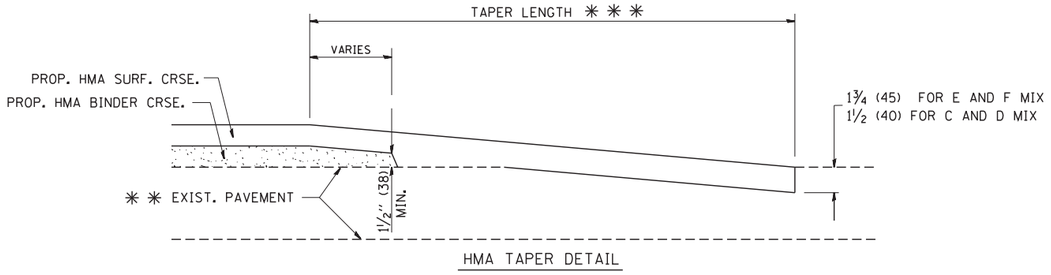


BUTT JOINT AND HMA TAPER

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.

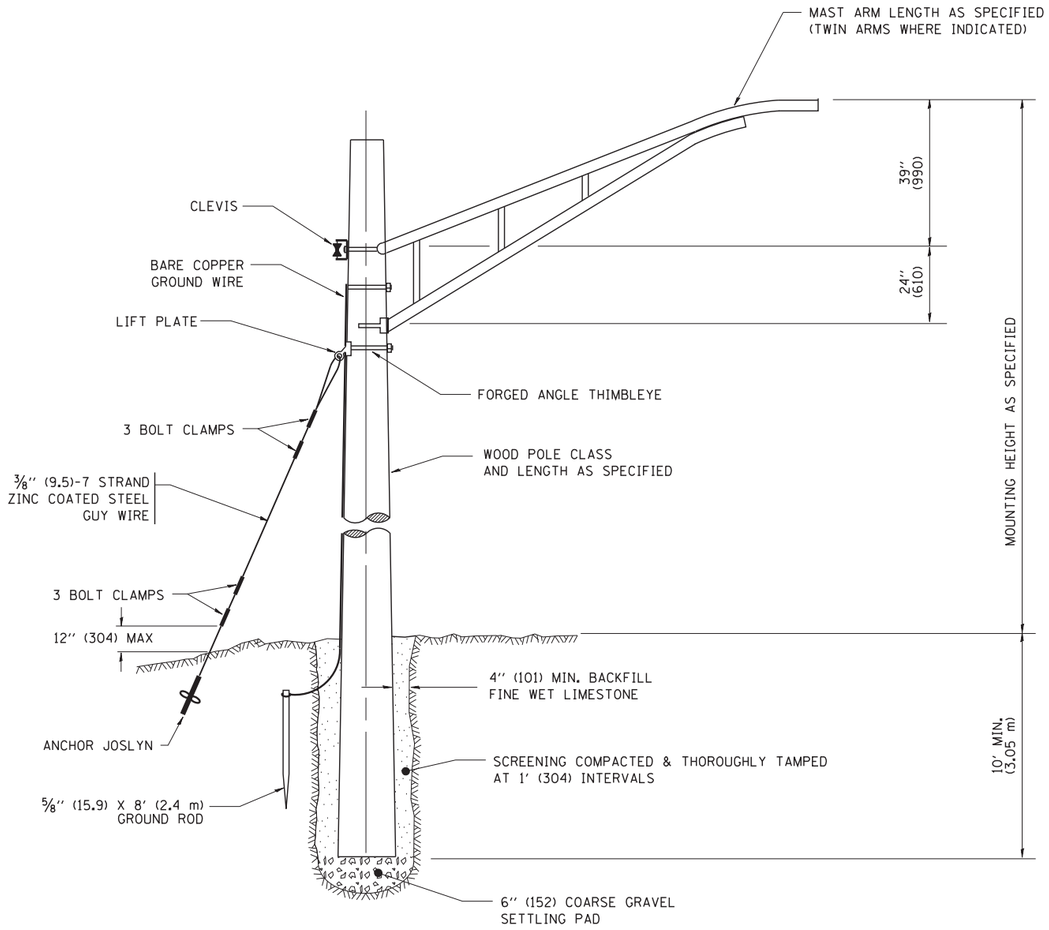
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

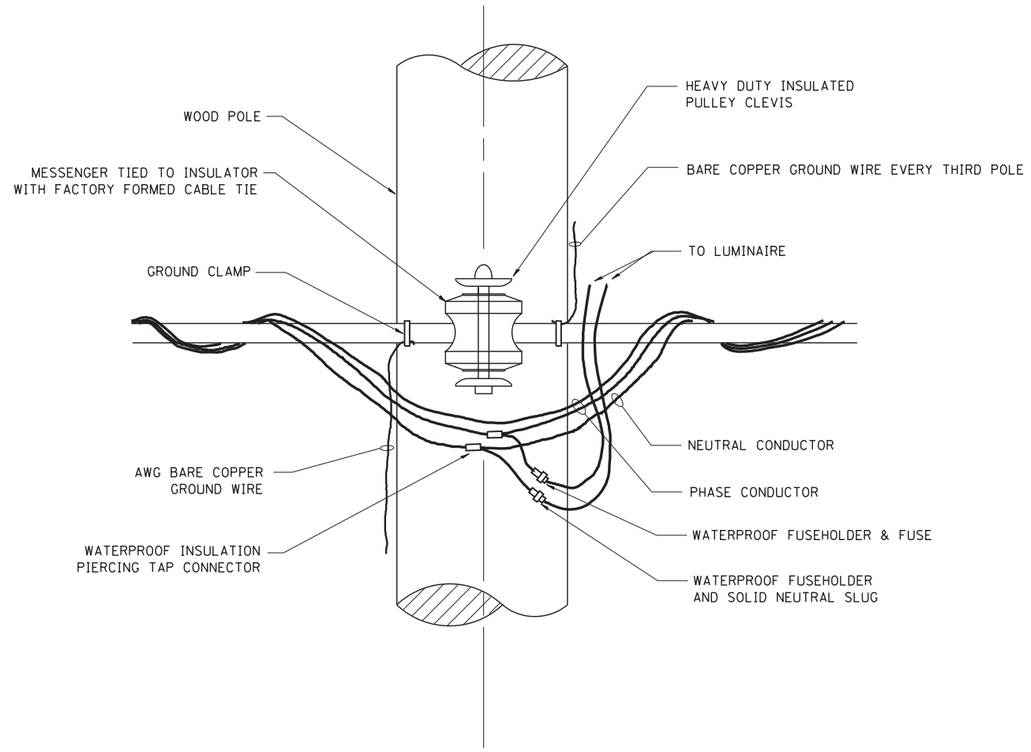
BUTT JOINT AND HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	62
	BD400-05 BD32	CONTRACT NO.	60N13	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

FILE NAME = W:\diststd\22x34\be800.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-08-03
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

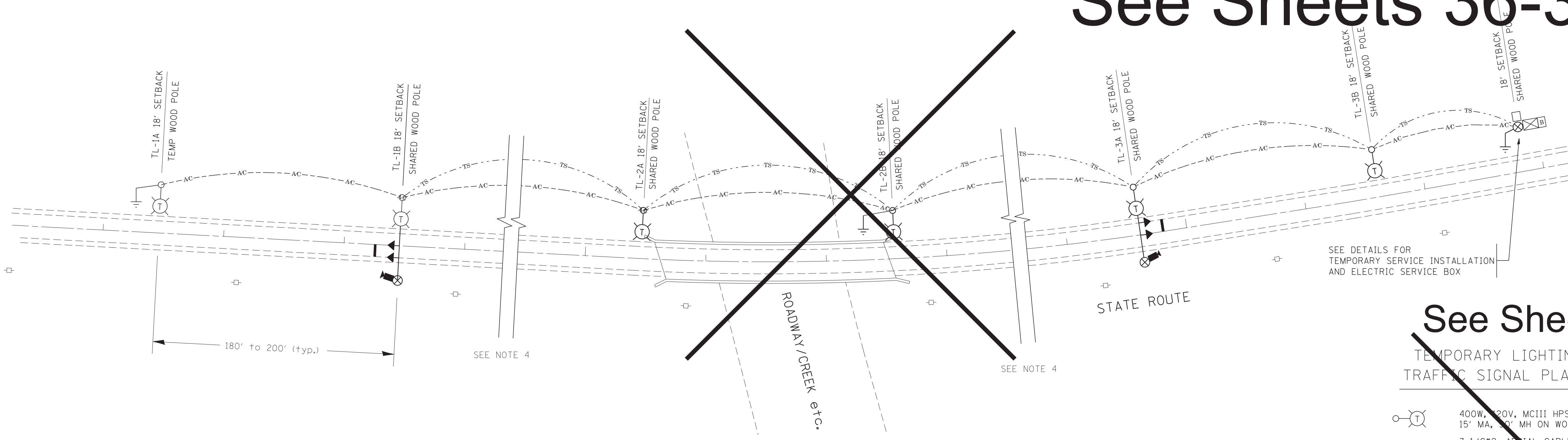
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHT POLE DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	63
	BE-800	CONTRACT NO.	60N13	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

See Sheets 36-38



TYPICAL LAYOUT FOR TEMPORARY LIGHTING AND TRAFFIC SIGNALS

NOT TO SCALE

See Sheets 35-38

TEMPORARY LIGHTING AND TRAFFIC SIGNAL PLAN LEGEND

(symbol)	400W, 120V, MCIII HPS. WITH PHOTO CELL 15' MA, 30' MH ON WOOD POLE, CLASS 4
---A/C---	3-1/C#2, AERIAL CABLE WITH MESSENGER WIRE UNLESS OTHERWISE NOTED
TL-1A	TEMPORARY LIGHTING UNIT NUMBER - ONE CIRCUIT A
(symbol)	GROUND ROD 5/8" DIA. x 10'
(symbol)	COMBINATION LIGHTING AND TRAFFIC POLE MOUNTED ELECTRICAL SERVICE BOX
(symbol)	TEMPORARY WOOD POLE - NOMINAL 60 FT., CLASS 4
(symbol)	TEMPORARY LED TRAFFIC SIGNAL HEAD, NUMBER OF SECTION AND DISPLAY AS REQUIRED.
---TS---	TEMPORARY TRAFFIC SIGNAL SPAN WIRE, NUMBER OF CONDUCTORS AS REQUIRED.
(symbol) B	TEMPORARY TRAFFIC CONTROLLER WITH UPS AND BOTTOM PLATE MOUNTED TO WOOD POLE
(symbol)	TEMPORARY VIDEO DETECTOR

GENERAL NOTES:

1) See Sheets 36-38
NOTES FOR LIGHTING -NOTE 1

1. CON[illegible] SHALL BE INITIATED BEFORE THE PRECONSTRUCTION MEETING, AND DOCUMENTATION OF CONTACT SHALL BE PRESENTED AT THAT MEETING. NO P[illegible] OF A SIGNED AGREEMENT WITH THE ELECTRIC UTILITY, FURNISHED TO THE ENGINEER.
2. UNLESS OTHERWISE INDICATED, AND EXCEPT AS OTHERWISE NOTED, THIS STANDARDIZED LAYOUT SHALL APPLY FOR BRIDGES NOT EXCEEDING A 250-FOOT SPAN. FOR BRIDGE SPANS IN EXCESS OF 250 FEET, THE POLES IMMEDIATELY ADJACENT TO THE BRIDGE SHALL BE 100-FOOT POLES (90-FOOT MOUNTING HEIGHT), WITH 750-WATT TYPE III HIGH PRESSURE SODIUM HIGH-MAST LUMINAIRES AS APPROVED BY THE ENGINEER.
3. THE LAYOUT OF THE TEMPORARY EQUIPMENT WILL VARY BASED ON FIELD CONDITIONS, STAGING, UTILITY IMPACTS, AND THE ELECTRIC SERVICE LOCATION AS COORDINATED WITH THE ELECTRIC UTILITY. THE CONTRACTOR SHALL SUBMIT A PLAN INDICATING THE SETTING OF POLES, TRAFFIC SIGNALS, AND COMBINED SERVICE. THIS PLAN MUST BE APPROVED BY THE ENGINEER BEFORE ANY POLES ARE PLACED

2) See Sheets 36-38
NOTES FOR LIGHTING -NOTE 2

4. TH[illegible]/120V. WHERE 240V SERVICE IS NOT AVAILABLE, THE CONTRACTOR MAY SUBMIT A PROPOSAL FOR 120V SERVICE. DROP CABLE, MAIN BREAKER, A[illegible]RIATELY RATED AND INCLUDED REGARDLESS OF THE SERVICE VOLTAGE APPLIED
5. THE TEMPORARY LIGHTING AND TRAFFIC SIGNAL INSTALLATION SHALL SHARE ANY COMMON ELEMENTS SUCH AS WOOD POLES, ELECTRICAL SERVICE, ELECTRIC SERVICE BOX, CABLE, ETC. THE CONTRACTOR SHALL COORDINATE TEMPORARY LIGHTING AND TRAFFIC SIGNAL INSTALLATIONS.

3) See Sheets 36-38
NOTES FOR LIGHTING -NOTE 3

6. TH[illegible]EDGE OF TRAVEL PAVEMENT SHALL BE 18 FT. UNLESS THE LIGHT POLE IS BEHIND GUARDRAIL. THE LIGHT POLES INSTALLED BEHIND THE GUARDRAIL OR B[illegible] THE BACK OF THE SHOULDER AND OR AS DIRECTED BY THE ENGINEER.

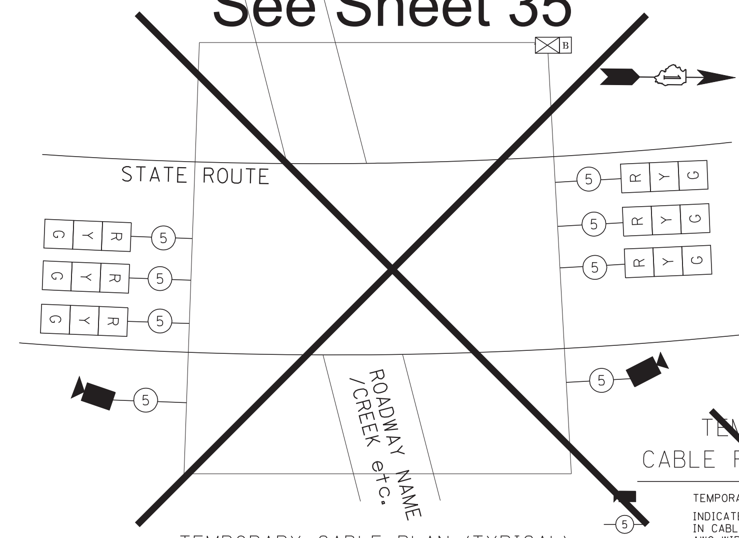
4) See Sheets 36-38
NOTES FOR LIGHTING -NOTE 4

7. E[illegible]ROLLED BY A PHOTO CELL MOUNTED ON EACH LUMINAIRE WITH THE LIGHTING CIRCUIT FED FROM THE TEMPORARY SERVICE DISCONNECT BOX. OTHER M[illegible]ROVED BY THE ENGINEER.

5) See Sheets 36-38
NOTES FOR LIGHTING -NOTE 5

8. TH[illegible]AL CABLE AT THE LIGHT POLE USING HEAT SHRINKABLE CAPS WITH THE FACTORY APPLIED WATERPROOF SEALENT OR AN APPROVED UL LISTED AERIAL T[illegible]
9. ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO THE ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE ENGINEER.

See Sheet 35



TEMPORARY CABLE PLAN (TYPICAL)

NOT TO SCALE

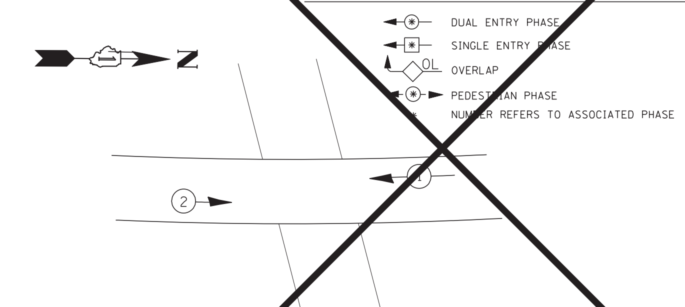
TEMPORARY CABLE PLAN LEGEND

(symbol)	TEMPORARY VIDEO DETECTOR
5	INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
R	TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION, 12" (300 mm)

See Sheet 35

TEMPORARY PHASE DESIGNATION DIAGRAM LEGEND

(symbol)	DUAL ENTRY PHASE
(symbol)	SINGLE ENTRY PHASE
OL	OVERLAP
(symbol)	PEDESTRIAN PHASE
	NUMBER REFERS TO ASSOCIATED PHASE



TEMPORARY PHASE DESIGNATION DIAGRAM (TYPICAL)

NOT TO SCALE

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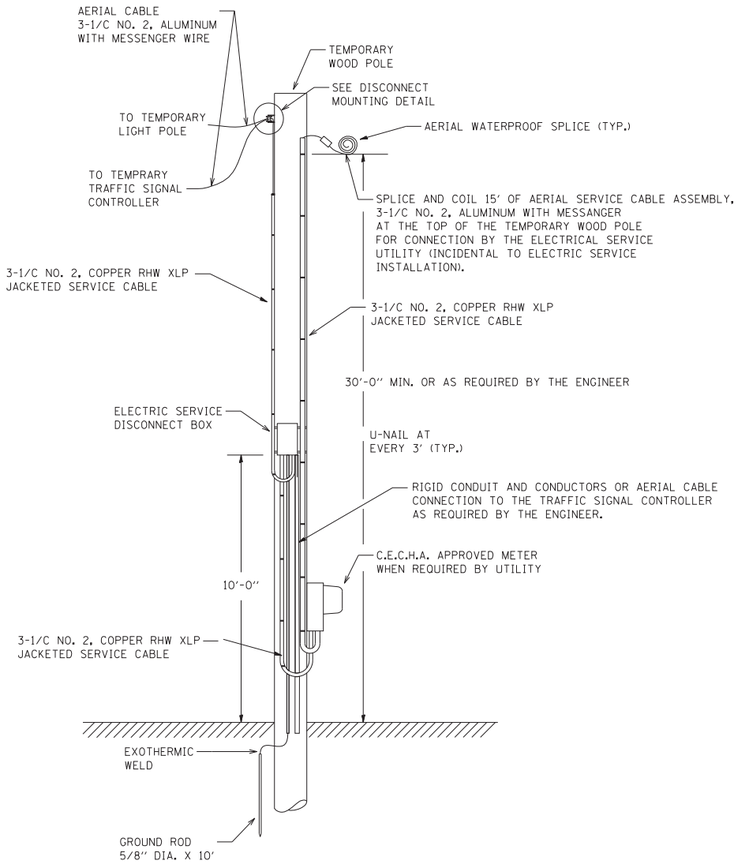
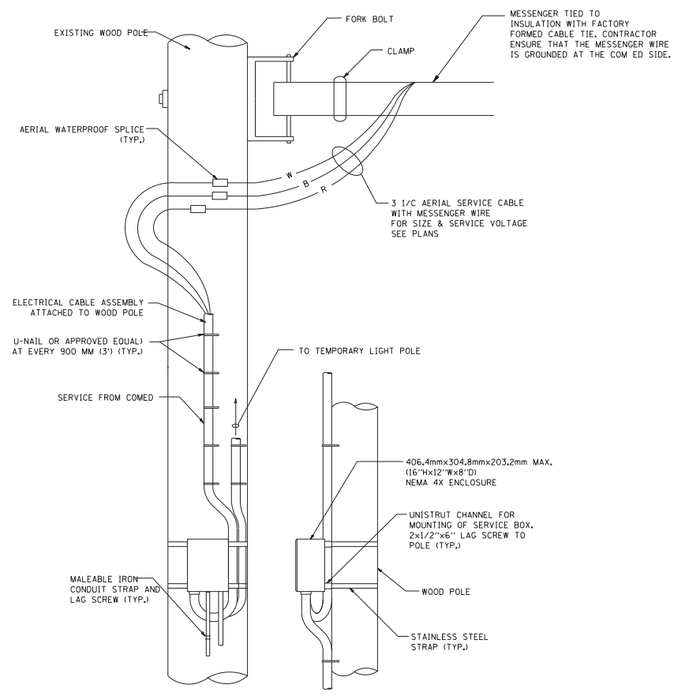
	PLOT SCALE = 50.000 ' / IN.	DRAWN -	REVISED -			BE-805		CONTRACT NO. 60N13		
	PLOT DATE = 1/14/2010	CHECKED -	REVISED -		SCALE: NONE / SHEET NO. 1 OF 3 SHEETS / STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
		DATE - 01/14/10	REVISED -							



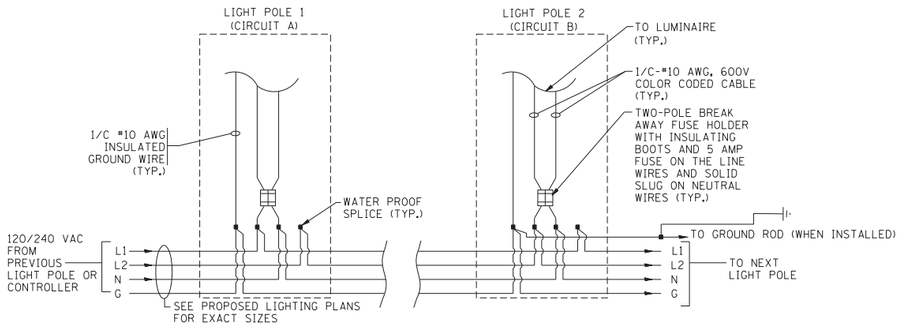
TEMPORARY SERVICE INSTALLATION DETAIL

NOT TO SCALE



DISCONNET MOUNTING DETAIL

NOT TO SCALE



LIGHT POLE WIRING DETAIL

NOT TO SCALE

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		DRAWN -	REVISED -
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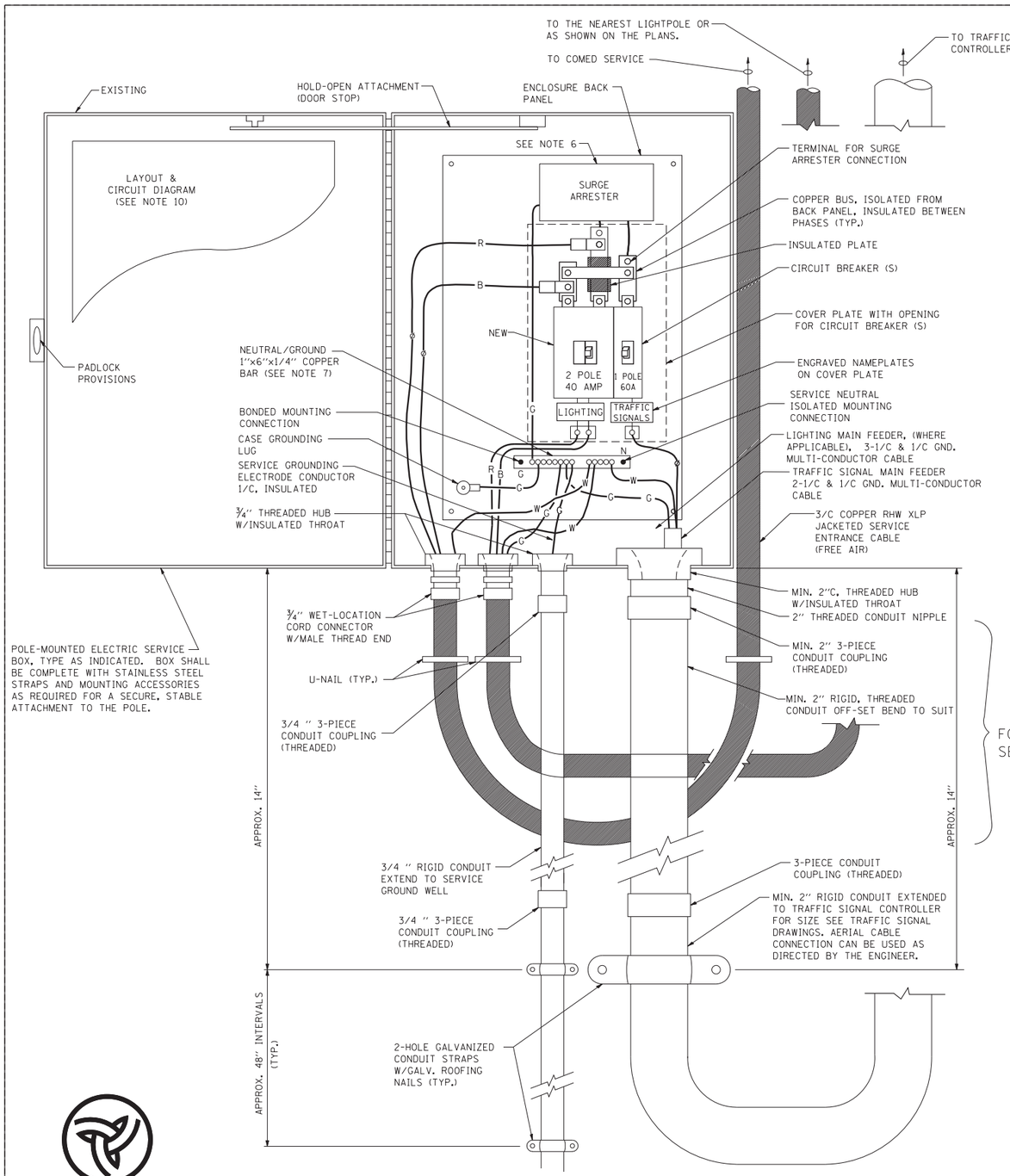
	PLOT DATE = 1/14/2010	DATE - 01/14/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHTING AND TRAFFIC SIGNALS
FOR SINGLE LANE STAGING

SCALE: NONE | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	65
	BE-805	CONTRACT NO. 60N13		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

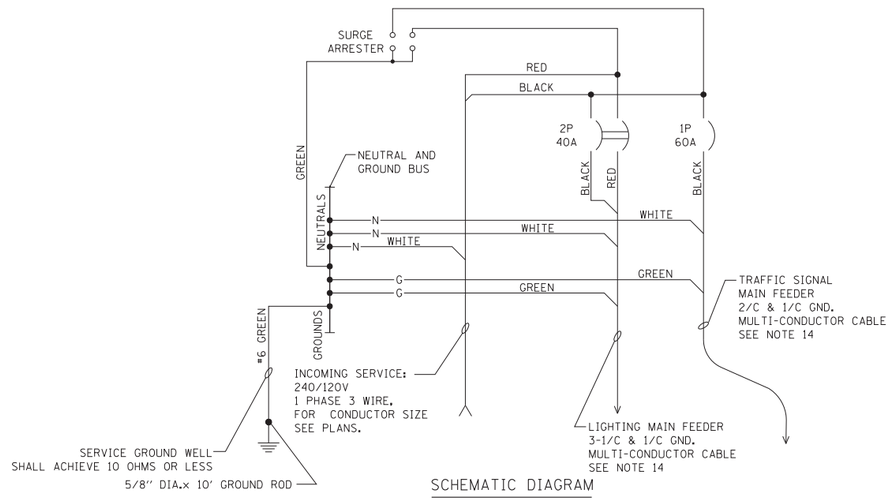


6" DECAL ON FRONT COVER

POLE-MOUNTED ELECTRIC SERVICE ENTRANCE
GENERAL LAYOUT DIAGRAM
NOT TO SCALE

NOTES:

1. ELECTRIC SERVICE SHALL BE OF THE VOLTAGE INDICATED OR DESIGNATED BY THE ENGINEER, AND SERVICE DROP CABLE SHALL BE COMPATIBLE WITH THE SERVICE ACCORDINGLY. SOME INSTALLATIONS MAY CALL FOR SERVICE ENTRANCE EQUIPMENT SUITABLE FOR 3-WIRE SERVICE EVEN THOUGH INITIALLY WIRED FOR 2-WIRE SERVICE.
2. THE POLE-MOUNTED ELECTRIC SERVICE BOX SHALL BE CONFIGURED AND FULLY EQUIPPED FOR 240/120V 3W SERVICE, COMPLETE WITH LIGHTING MAIN BREAKER AND TRAFFIC SIGNALS MAIN BREAKER AS REQUIRED.
3. THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE UL LISTED AS SUITABLE FOR USE AS SERVICE ENTRANCE EQUIPMENT.
4. THE ELECTRIC SERVICE EQUIPMENT ENCLOSURE SHALL BE NEMA 4X STAINLESS STEEL, NOMINALLY 12"W X 16"H X 8"D, WITH A PIANO-HINGED DOOR, STEEL BACK PANEL, FAST-ACTING STAINLESS STEEL ENCLOSURE CLAMPS, PADLOCK PROVISIONS AND DOOR STOP, HOFFMAN CATALOG NO. A-16H1208SS6LP/A-16 P12/A-DSTOPK/C-PMK12, OR APPROVED EQUAL.
5. CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 25,000 SYMMETRICAL AMPERES AT 240 VOLTS. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR COMPLIANCE WITH OSHA LOCK-OUT/ TAG-OUT REQUIREMENTS. HANDLES SHALL BE TRIP FREE.
6. THE SURGE PROTECTOR SHALL BE SUITABLE FOR THE SERVICE VOLTAGE SINGLE PHASE 60HZ AC, WITH A SURGE ENERGY CAPABILITY OF 2160 JOULES OR BETTER AT 8/20 MICRO-SECONDS, RATED -40 TO 60 DEGREES C., WITH LED OPERATING INDICATORS, AND SHALL BE UL LISTED PER UL 1449, CUTLER-HAMMER CMOV230L065XST OR APPROVED EQUAL.
7. BUS BARS, CONNECTORS, AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED, AND CONFIGURED TO PREVENT SHORTED CONDITIONS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE CONFIGURED BEHIND AN INSULATING BARRIER SHIELD WHICH IS REMOVABLE FOR ACCESS TO CONNECTIONS, OR THE ASSEMBLY SHALL BE A MANUFACTURED SPECIALTY PANELBOARD, CUTLER-HAMMER PRL2A OR APPROVED EQUAL.
8. THE COMBINATION GROUND AND NEUTRAL BAR SHALL BE CONFIGURED WITH SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE. THE SERVICE NEUTRAL AND SERVICE GROUNDING ELECTRODE CONDUCTOR SHALL BE TERMINATED ADJACENT TO EACH OTHER AT THE DIVIDE BETWEEN THE SECTIONS AND WIRING SHALL BE TERMINATED ONLY UPON THE APPROPRIATE SECTION.
9. THE WIRING TERMINALS, INCLUDING THE GROUND/NEUTRAL BAR SHALL BE ARRANGED TO PROVIDE ADEQUATE ROOM FOR PERFORMING FIELD TERMINATIONS.
10. A PLASTIC LAMINATED LAYOUT AND CIRCUIT DIAGRAM SHALL BE MECHANICALLY SECURED TO THE INTERIOR SIDE OF THE ENCLOSURE DOOR.
11. A 2-COLOR ENGRAVED PLASTIC NAMEPLATE, ATTACHED WITH SCREWS, AND ENGRAVED AS INDICATED, SHALL BE PROVIDED FOR EACH MAIN BREAKER.
12. LUGS AND CONNECTORS SHALL BE RATED FOR 75 C CONDUCTOR.
13. THE EXACT MOUNTING HEIGHT OF THE BOX SHALL BE FIELD DETERMINED TO AVOID OBSTRUCTIONS AND PUBLIC ACCESS. TYPICAL HEIGHT SHALL BE APPROXIMATELY 10 FEET ABOVE GRADE.



SCHEMATIC DIAGRAM

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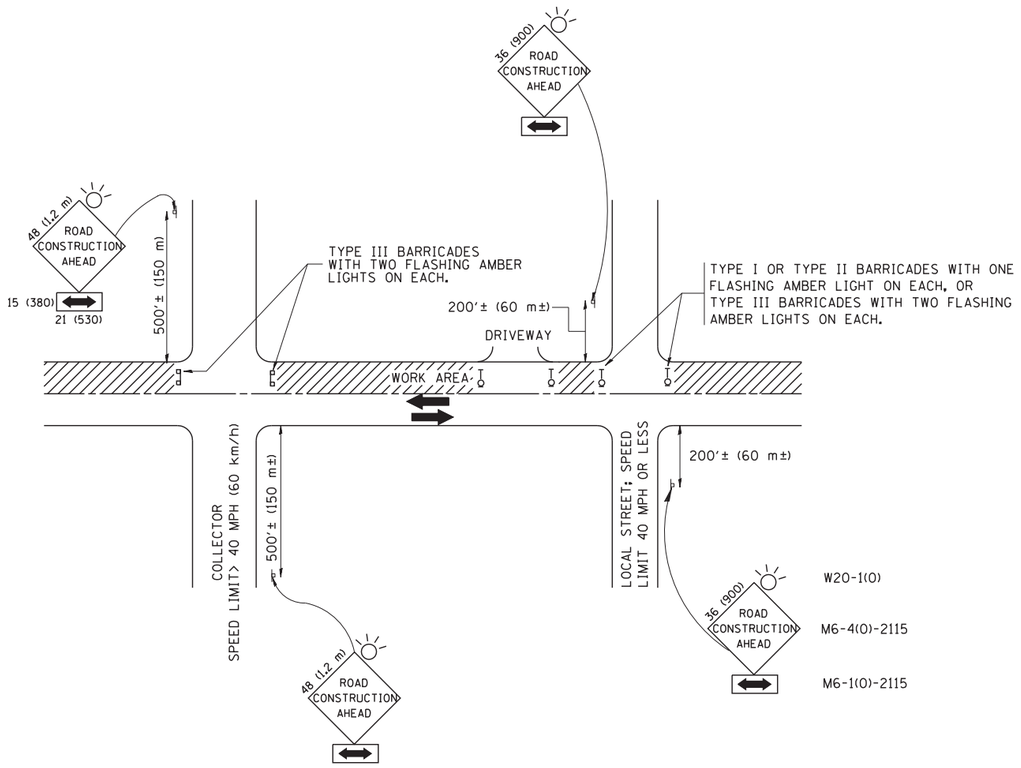
		DRAWN -	REVISED -			326	106X-B	KANE	87	66
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -				**BE-805**	CONTRACT NO.		60N13
	PLOT DATE = 1/14/2010	DATE - 01/14/10	REVISED -		SCALE: NONE | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

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

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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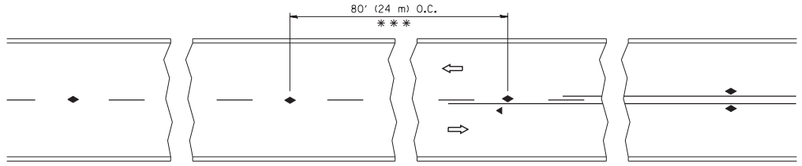
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

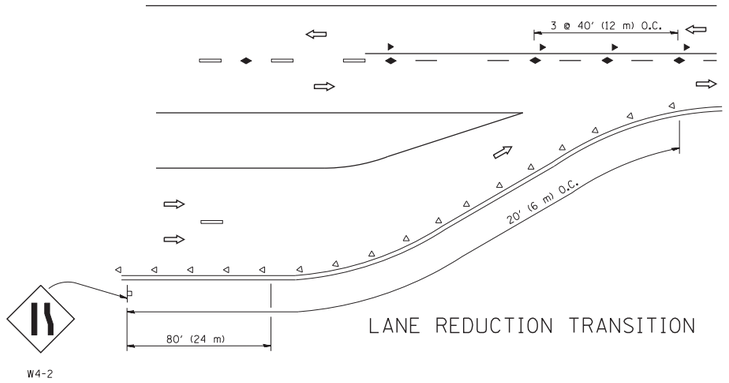
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	67
	TC-10	CONTRACT NO.	60N13	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

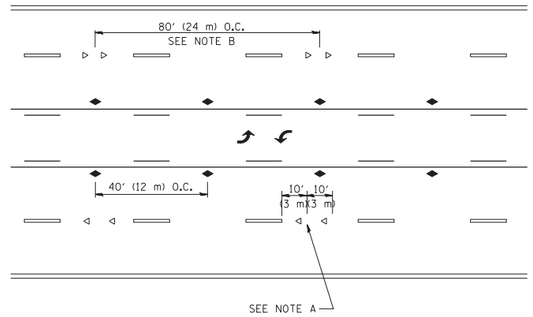


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

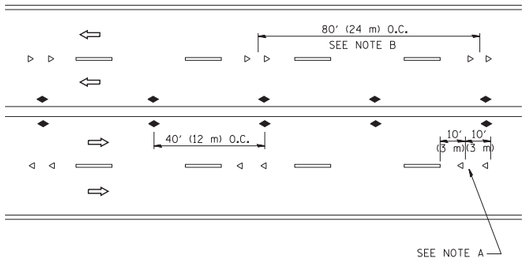
TWO-LANE/TWO-WAY



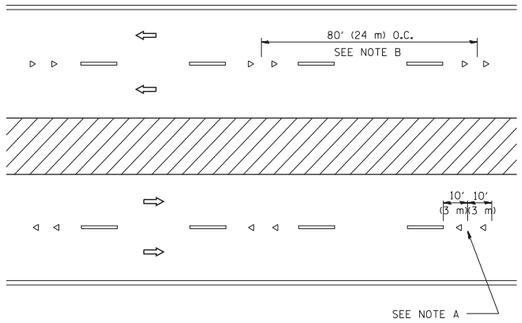
LANE REDUCTION TRANSITION



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

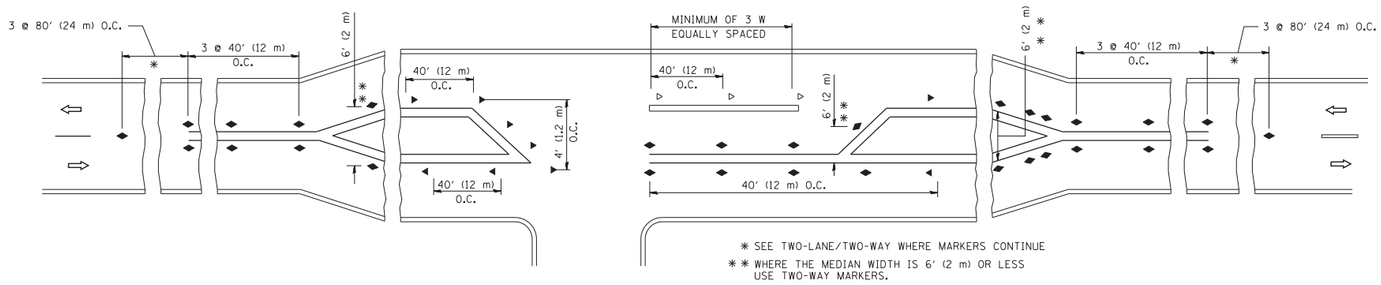
LANE MARKER NOTES

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

* * WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

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

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		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

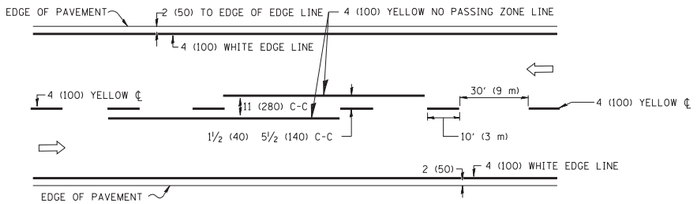
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

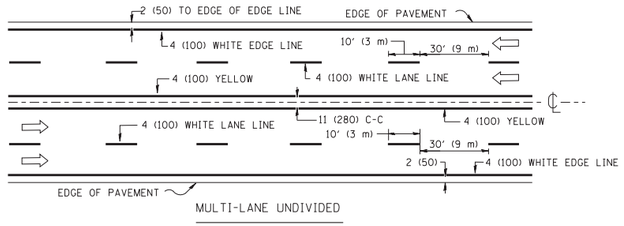
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	68
	TC-11	CONTRACT NO. 60N13		

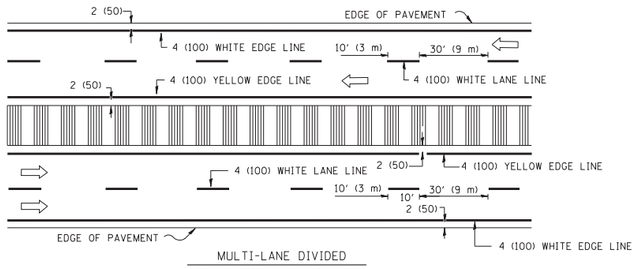
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



2-LANE ROADWAY



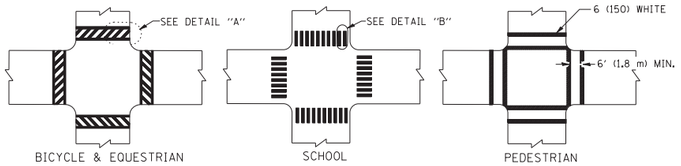
MULTI-LANE UNDIVIDED

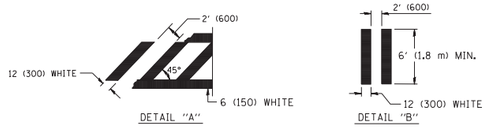


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

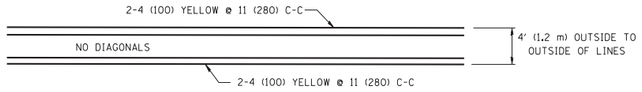
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

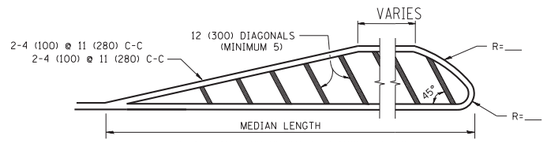




TYPICAL CROSSWALK MARKING



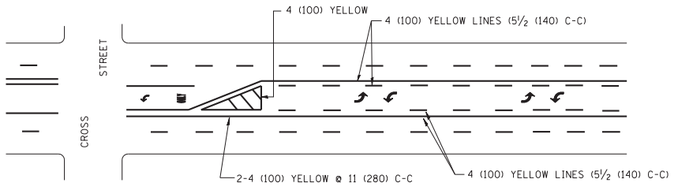
4' (1.2 m) WIDE MEDIANS ONLY



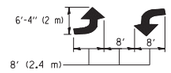
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

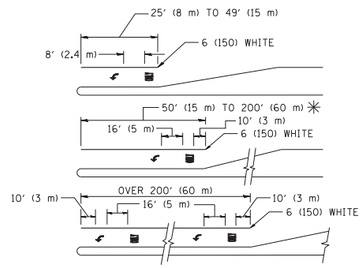


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

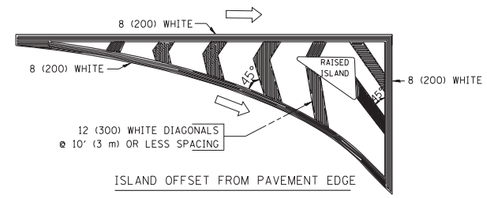


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

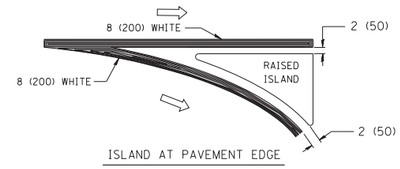
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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 FOR BOTH DIRECTIONS	4 (100) 2 ⌀ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
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 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE 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° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
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^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
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.

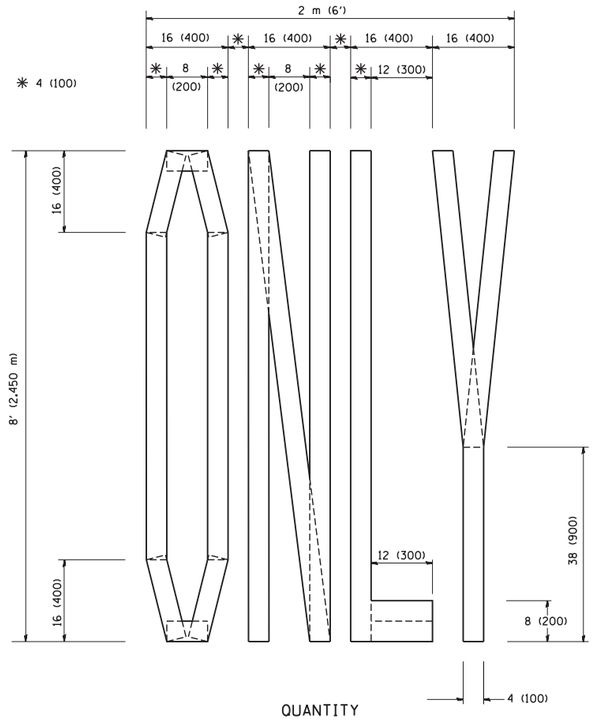
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

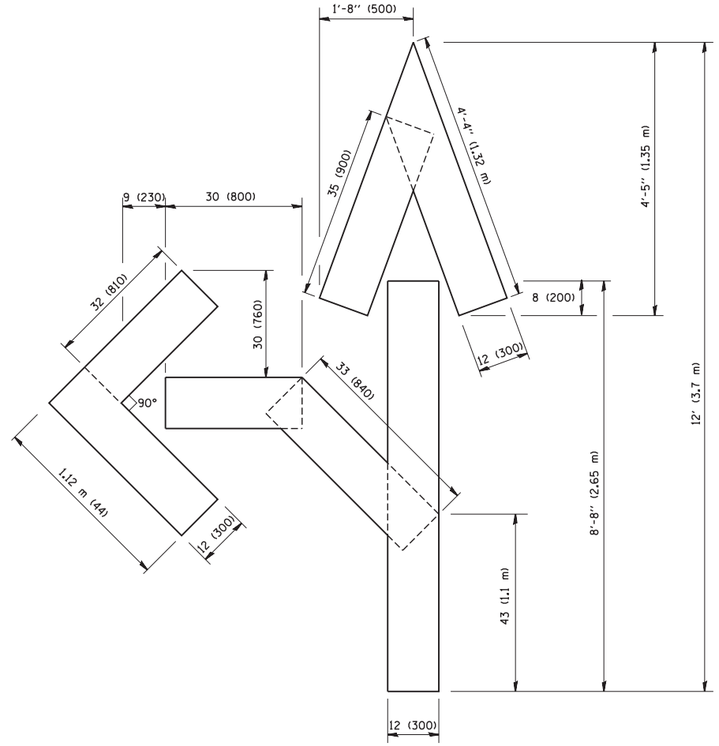
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

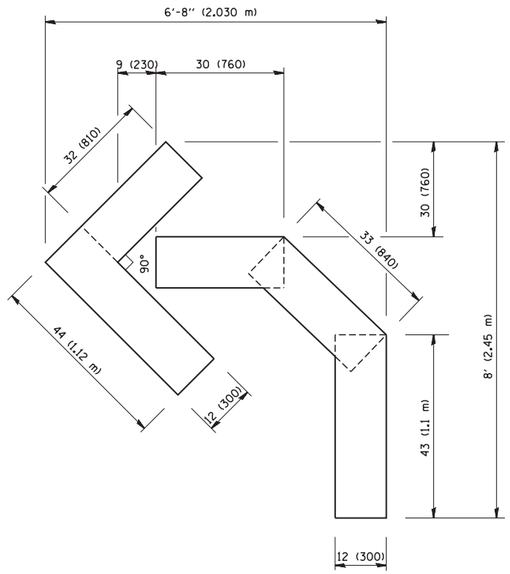
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	69
	TC-13	CONTRACT NO. 60N13		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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.

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglenobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	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.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	70
	TC-16	CONTRACT NO.	60N13	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROUTE MARKERS

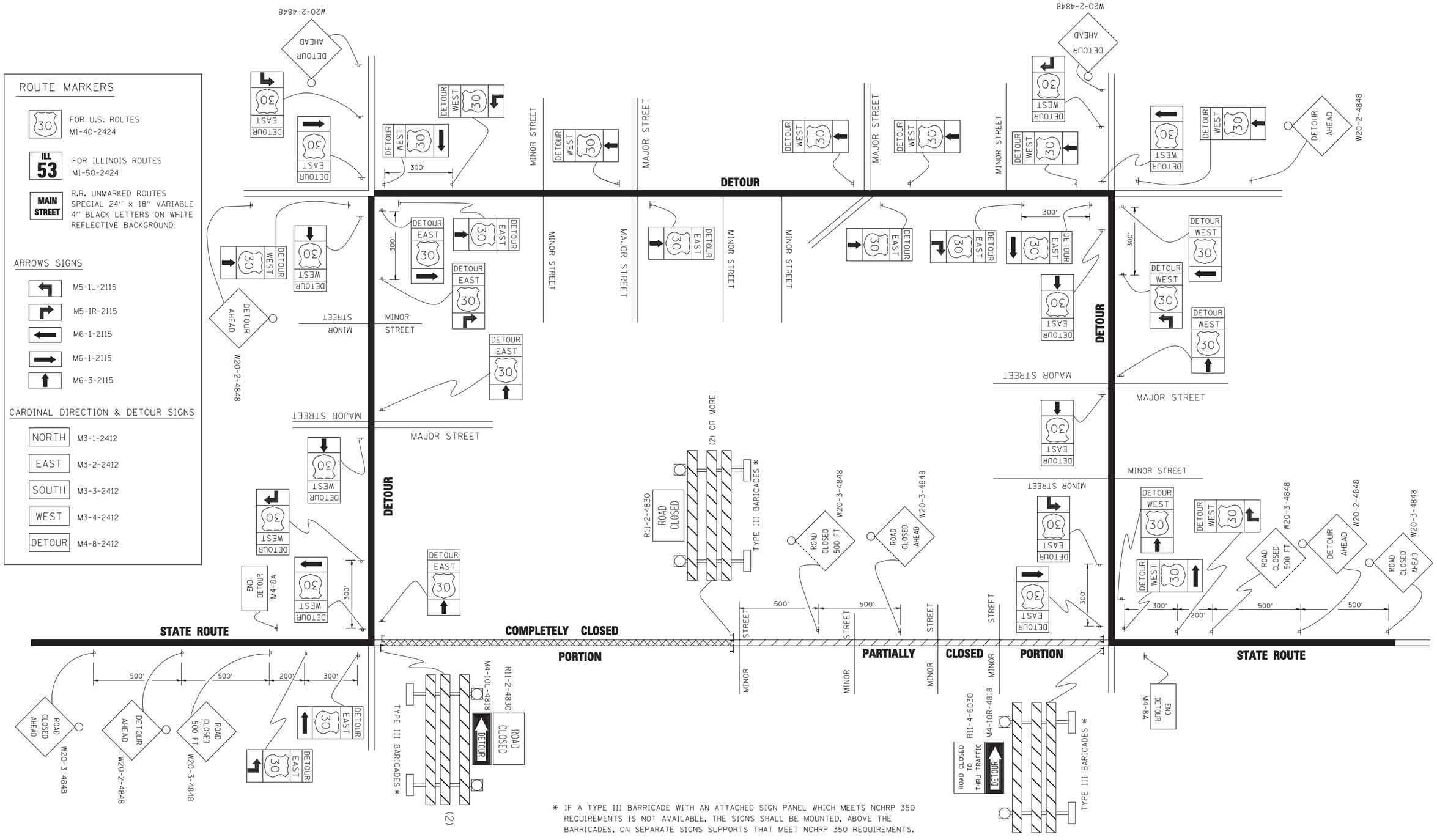
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

- M5-1L-2115
- M5-1R-2115
- M6-1-2115
- M6-1-2115
- M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

- NORTH M3-1-2412
- EAST M3-2-2412
- SOUTH M3-3-2412
- WEST M3-4-2412
- DETOUR M4-8-2412



* IF A TYPE III 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 NCHRP 350 REQUIREMENTS.

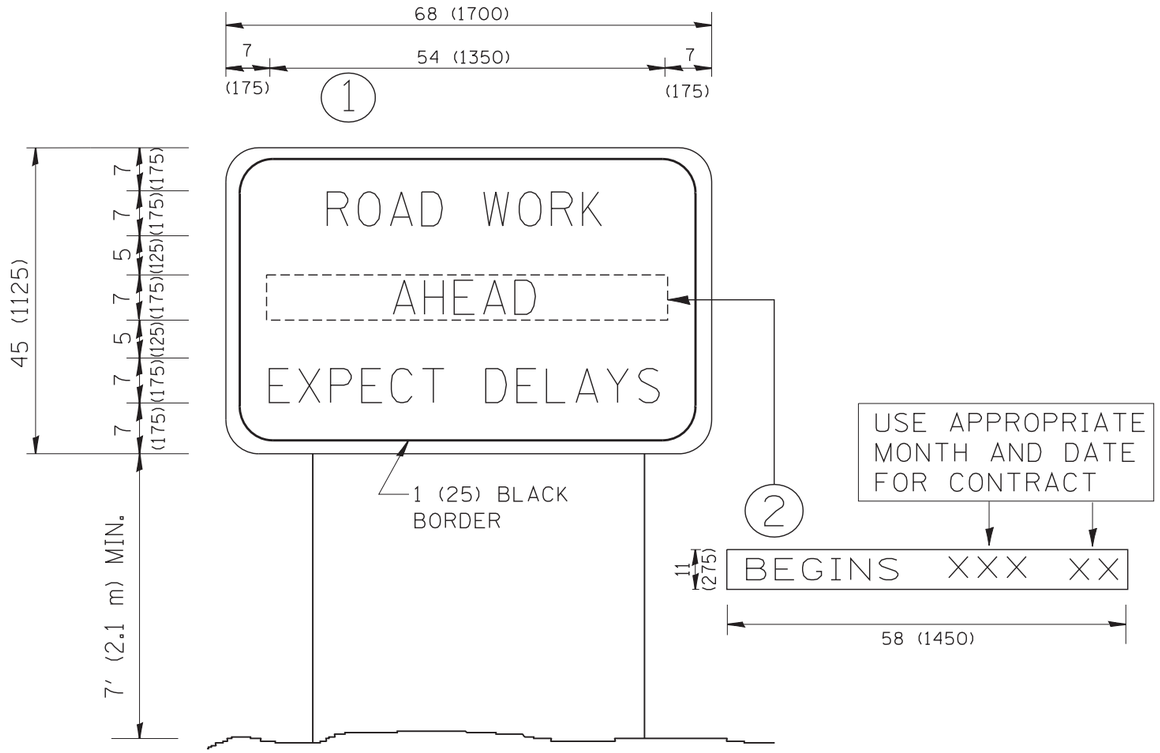
FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\tc21.dgn	USER NAME = drivakosgn	DESIGNED -	REVISED - 10-18-02
		DRAWN -	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/14/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	71
	TC-21	CONTRACT NO. 60N13		
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.

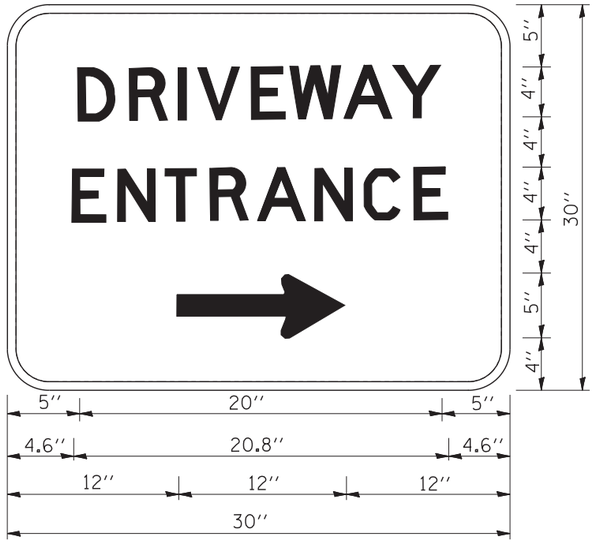
FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	72
	TC-22	CONTRACT NO. 60N13		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



3.0'' RADIUS, 0.5'' BORDER, WHITE ON GREEN; REFLECTORIZED
''DRIVEWAY'' D; ''ENTRANCE'' D; STANDARD ARROW CUSTOM 12.0'' x 5.0''

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM ''TEMPORARY INFORMATION SIGNING''.

FILE NAME = W:\diststd\22x34\tc26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	73
	TC-26	CONTRACT NO. 60N13		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6'' (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

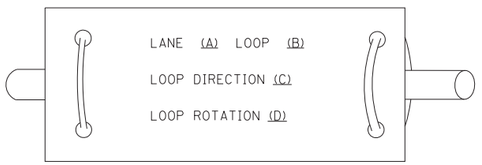
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18'' (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

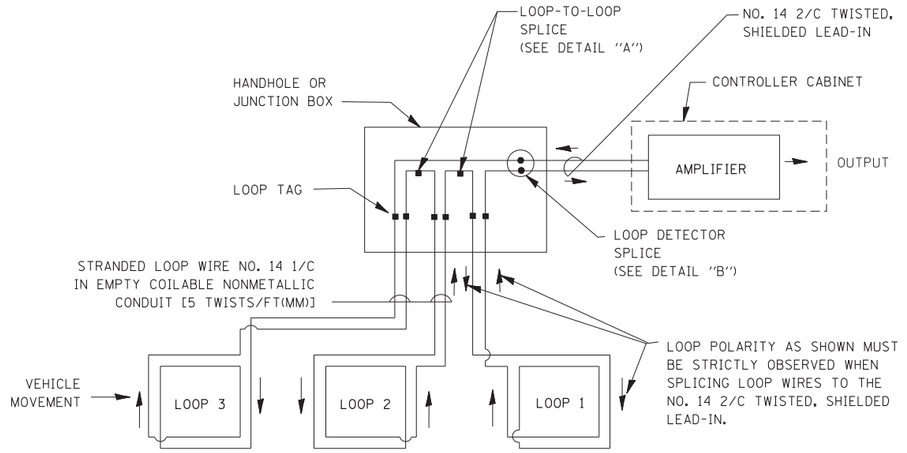


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

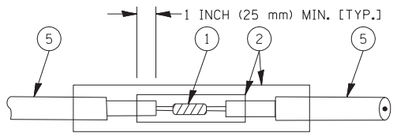
C. LABEL LOOP CABLE ''IN'' OR LOOP CABLE ''OUT''.

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

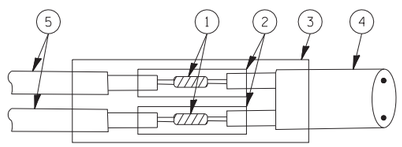


DETECTOR LOOP WIRING SCHEMATIC

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

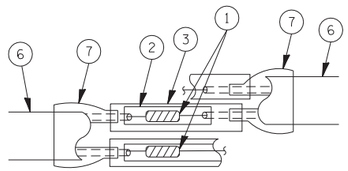


DETAIL ''A''
LOOP-TO-LOOP SPLICE



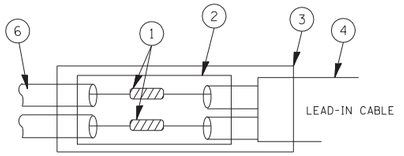
DETAIL ''B''
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL ''A''
LOOP-TO-LOOP SPLICE

PRE-FORMED 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 LENGHT 6'' (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME = c:\pw_work\PWIDOT\BAUERDL\d0108315\ts05.dgn	USER NAME = bauerdl	DESIGNED - DAD	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

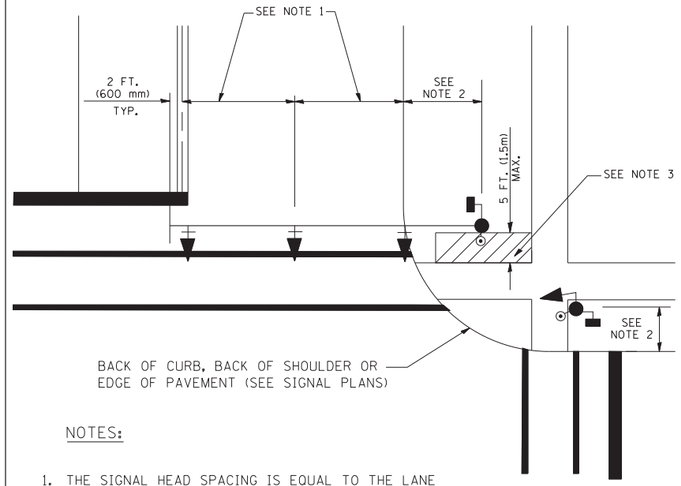
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	74
	TS-05	CONTRACT NO. 60N13		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

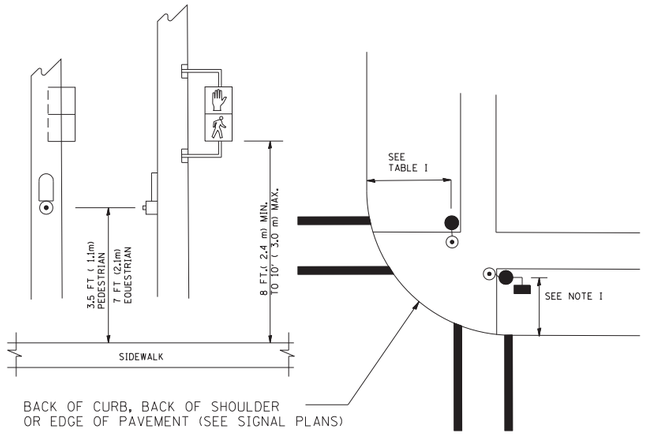
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

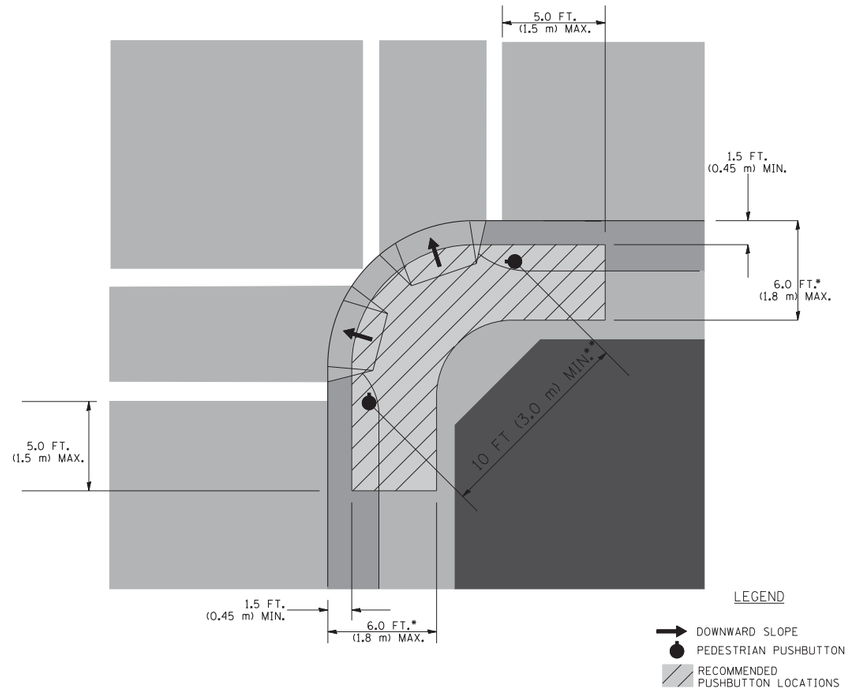
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) 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.

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	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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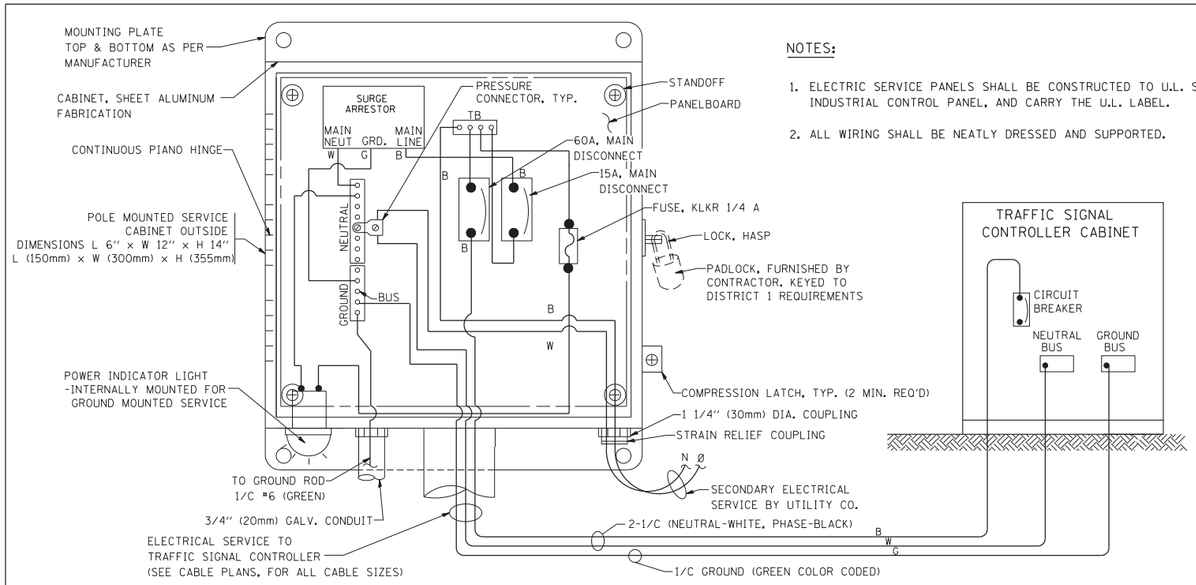
	TS-05	CONTRACT NO.	60N13	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



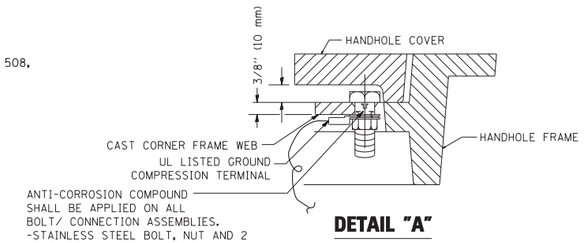
NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

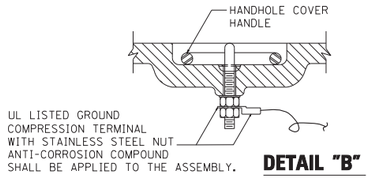
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



DETAIL "A"

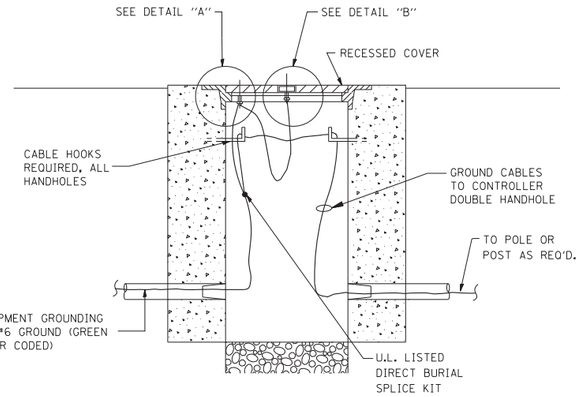


DETAIL "B"

NOTES:

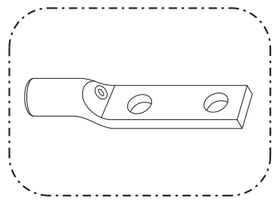
GROUNDING SYSTEM

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.

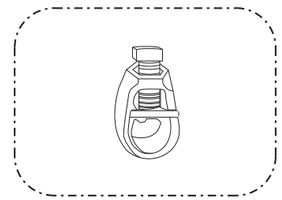


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



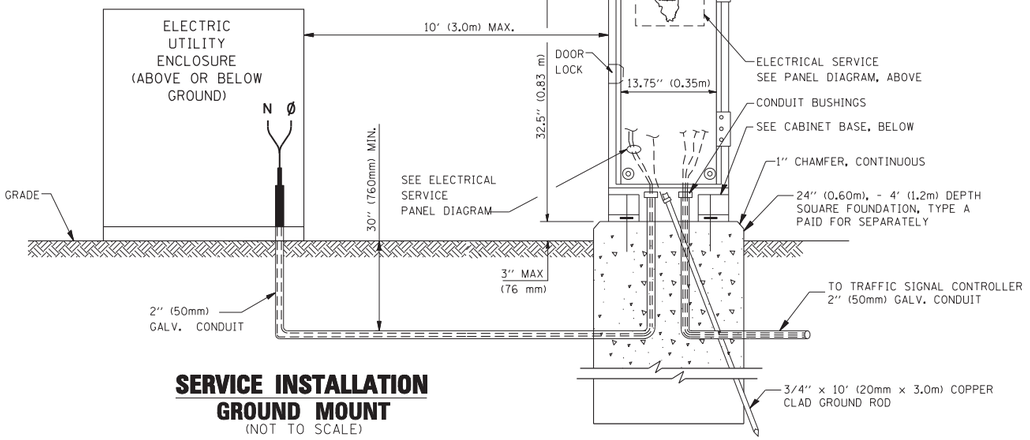
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

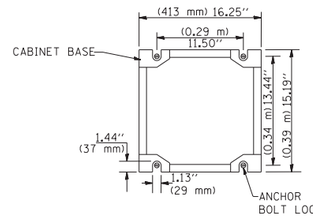
NOTES:

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



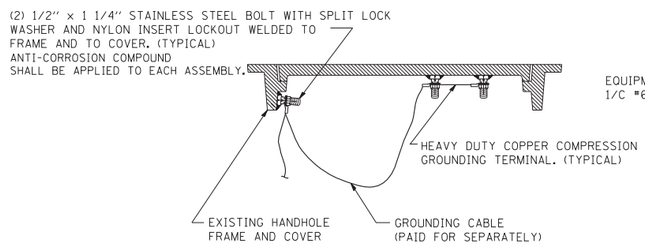
SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)



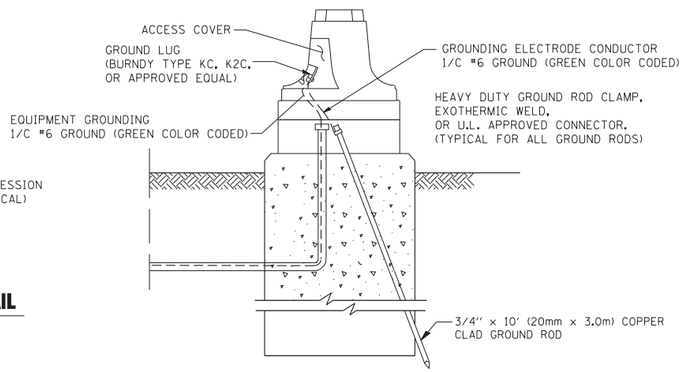
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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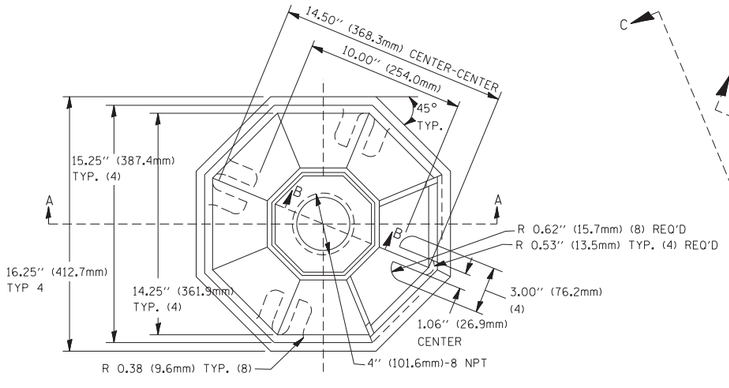
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

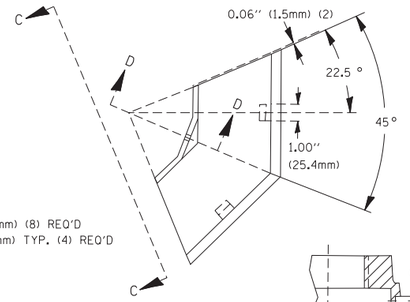
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

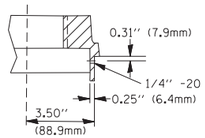
SCALE: NONE | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	76
	TS-05	CONTRACT NO. 60N13		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

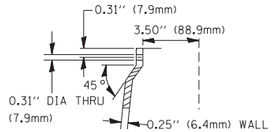


TOP VIEW

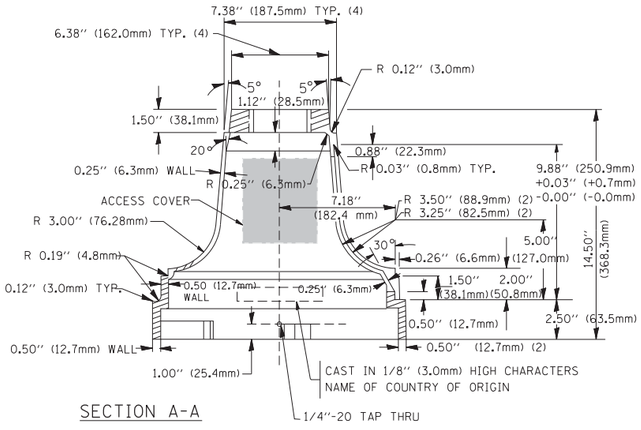




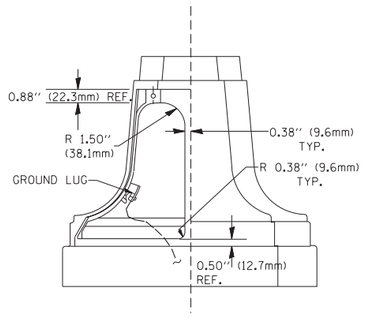
SECTION B-B



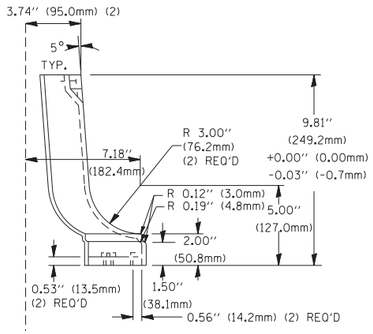
SECTION D-D



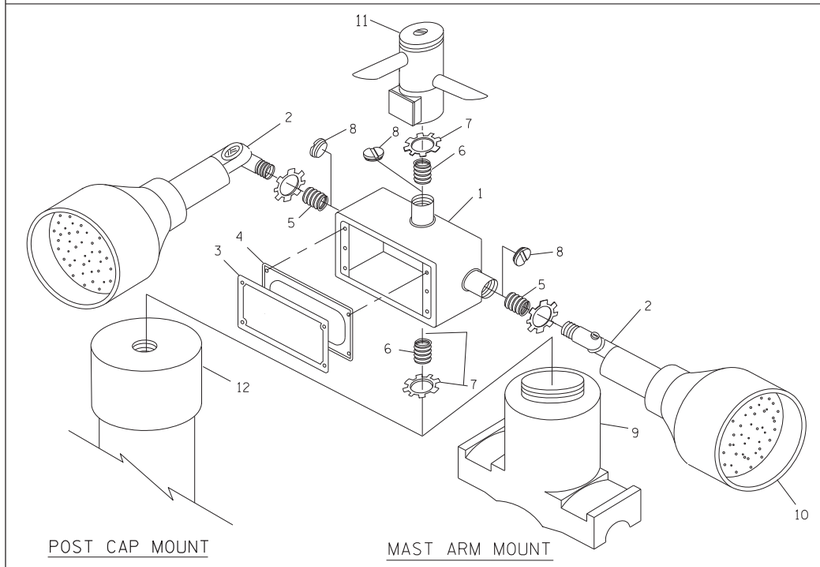
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



POST CAP MOUNT

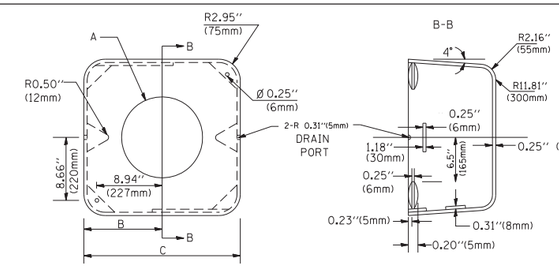
MAST ARM MOUNT

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	¾''(19 mm) CLOSE NIPPLE
7	¾''(19 mm) LOCKNUT
8	¾''(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:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. 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
3. 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 ¾''(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.



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

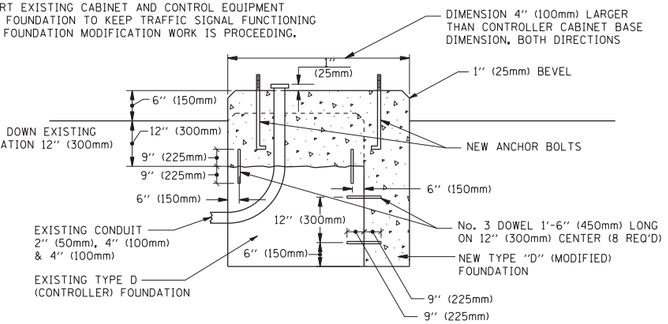
A	B	C	HEIGHT	WEIGHT
VARIES	9.5''(241mm)	19''(483mm)	7'' (178mm) - 12'' (300mm)	53 lbs (24kg)
VARIES	10.75''(273mm)	21.5''(546mm)	7'' (178mm) - 12'' (300mm)	68 lbs (31 kg)
VARIES	13.0''(330mm)	26''(660mm)	7'' (178mm) - 12'' (300mm)	81 lbs (37 kg)
VARIES	18.5''(470mm)	37''(940mm)	7'' (178mm) - 12'' (300mm)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

SHROUD

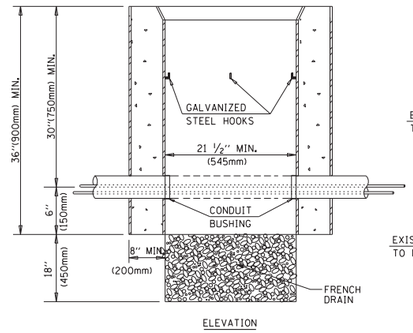
NOTES:

1. 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.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. 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:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. 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

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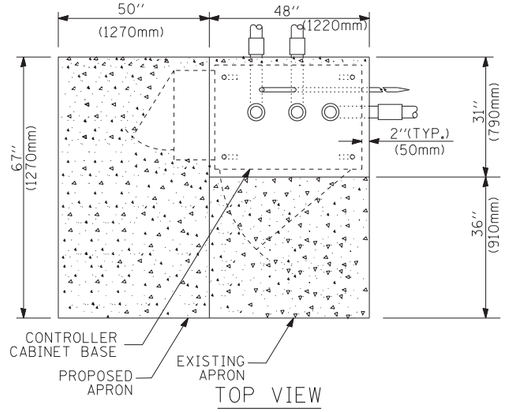
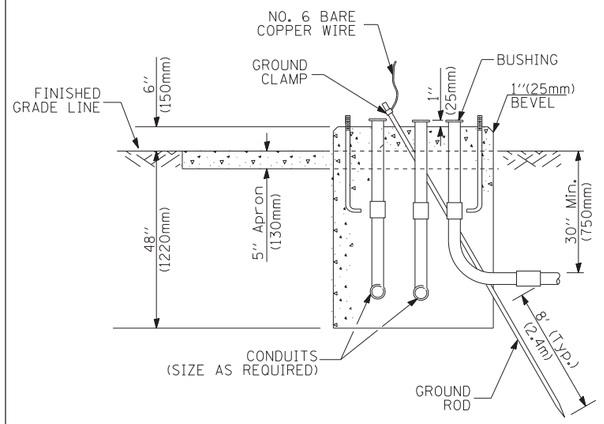
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

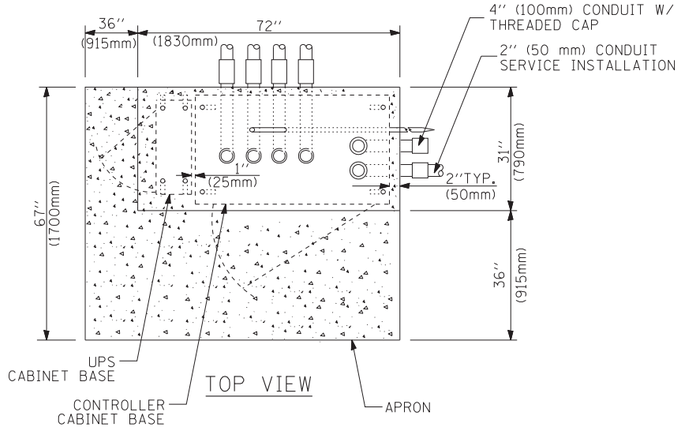
SCALE: NONE | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

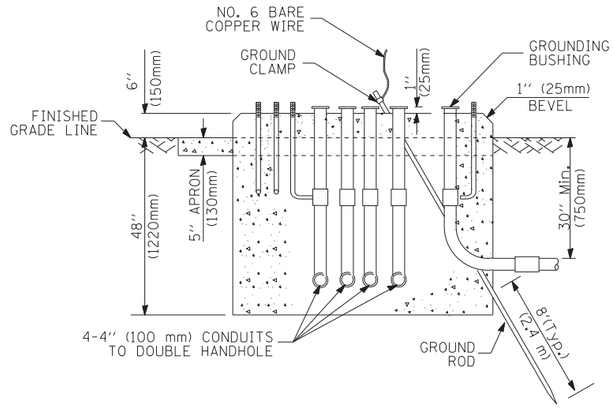
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	77
	TS-05	CONTRACT NO.	60N13	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



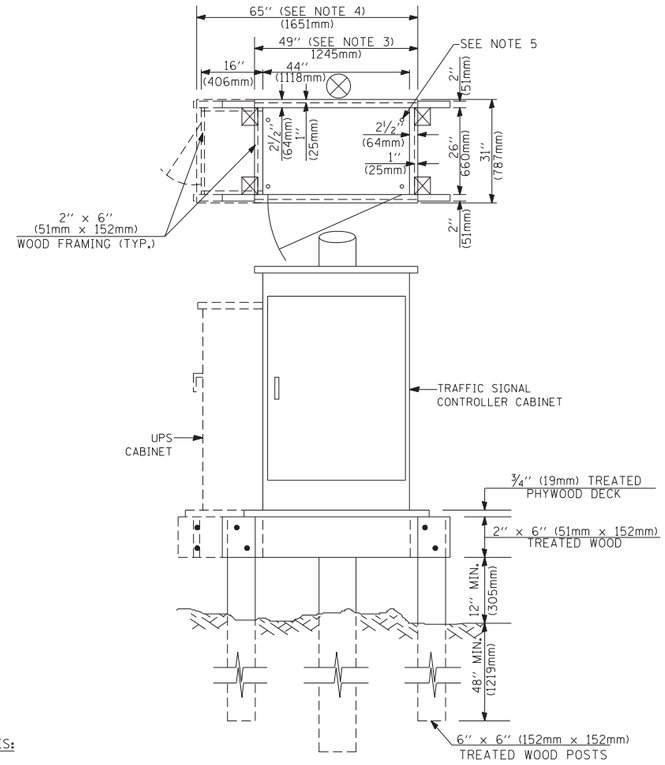


TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET





TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	78
	TS-05	CONTRACT NO. 60N13		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET		R	R
COMMUNICATIONS CABINET	R CC	ECC	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTIBLE POWER SUPPLY	R UPS	EUPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G Y G	R Y G Y G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G Y G "P"	R Y G Y G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		I	I
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RMF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		P	
EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PP	
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 6 OF 6 SHEETS | STA. | TO STA.

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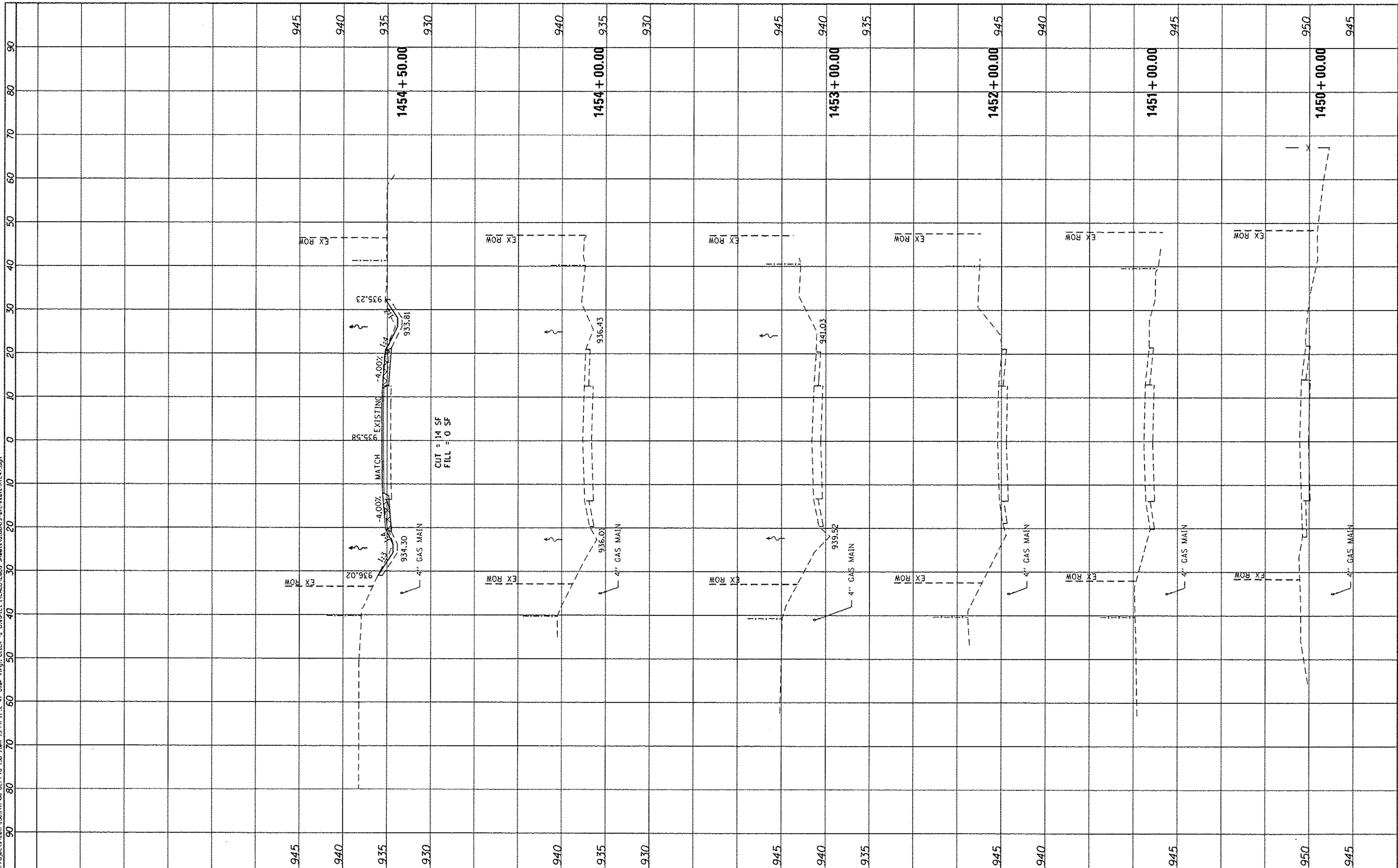
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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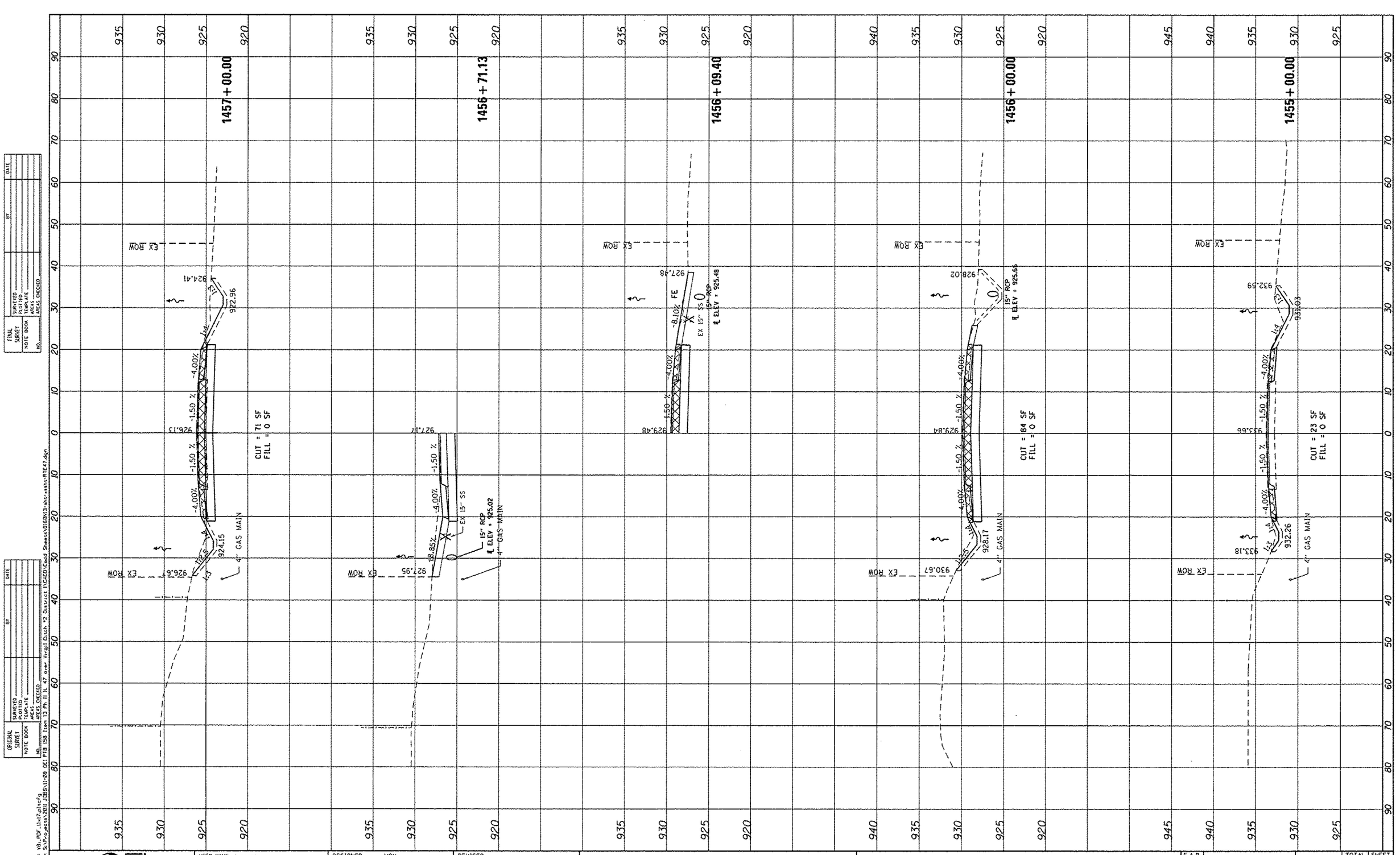
IL ROUTE 47 OVER VIRGIL DITCH #2
CROSS SECTIONS

SCALE: 10H : 5V | SHEET NO. 1 OF 7 SHEETS | STA. 1450+00.00 TO STA. 1454+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	80
		CONTRACT NO. 60N13		
		ILLINOIS FED. AID PROJECT		



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QUIGG ENGINEERING INC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
CROSS SECTIONS

SCALE: 10H : 5V | SHEET NO. 2 OF 7 SHEETS | STA. 1455+00.00 TO STA. 1457+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	81
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			

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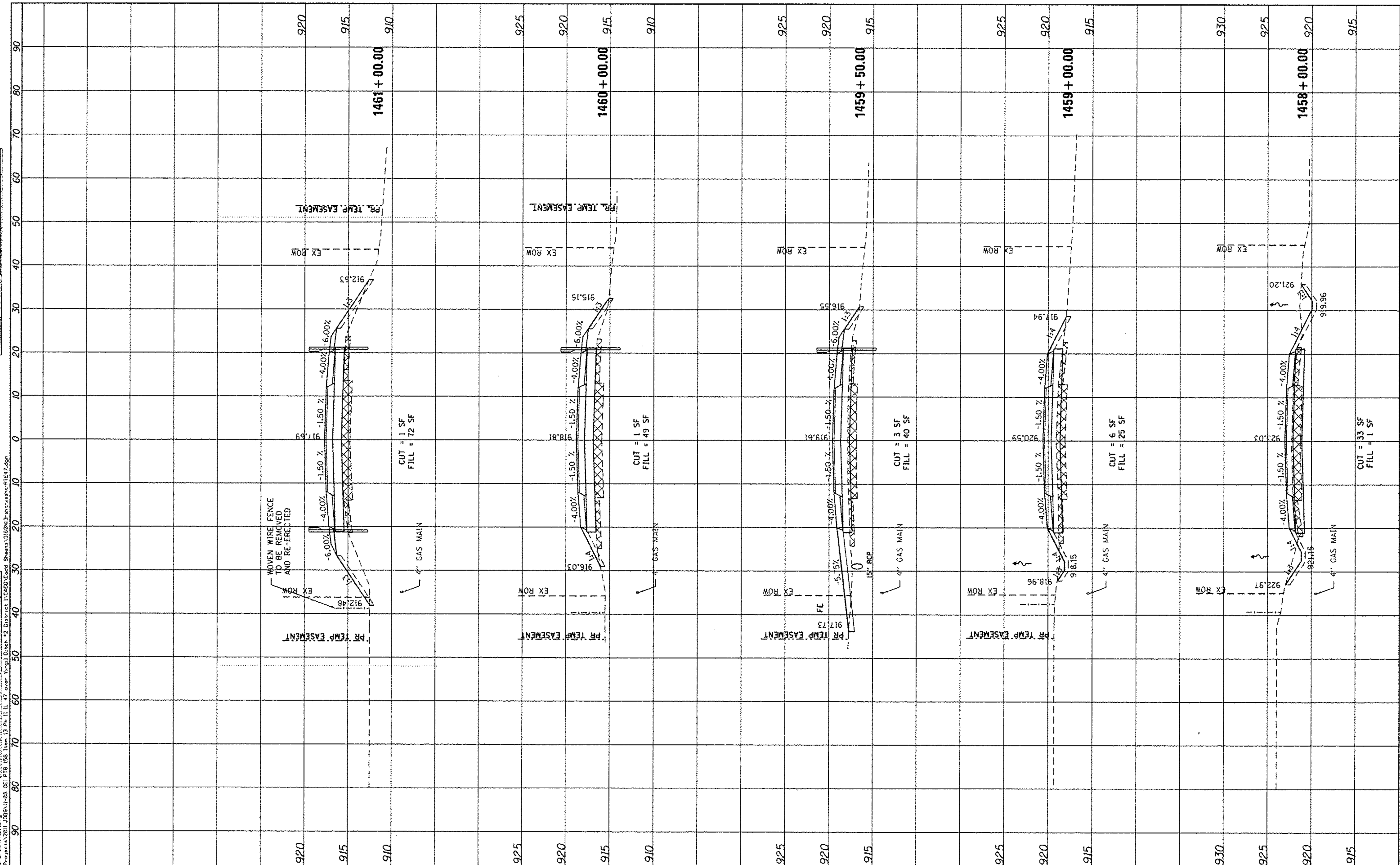

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QUIGG ENGINEERING INC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

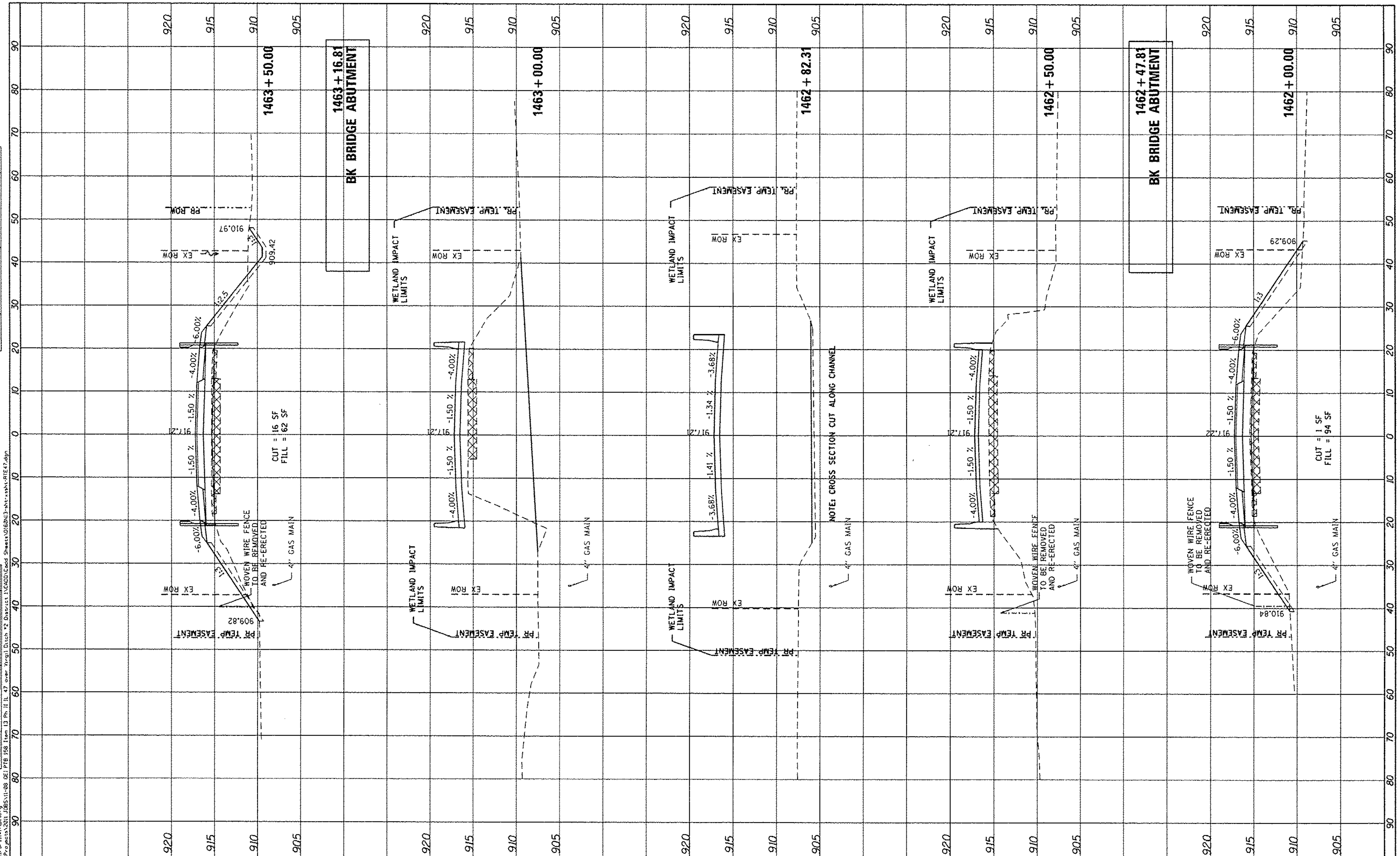
IL ROUTE 47 OVER VIRGIL DITCH #2
CROSS SECTIONS

SCALE: 10H : 5V | SHEET NO. 3 OF 7 SHEETS | STA. 1458+00.00 TO STA. 1461+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	82

CONTRACT NO. 60N13

ILLINOIS FED. AID PROJECT



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	PLOT DATE = 10/9/2012	DATE - 10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

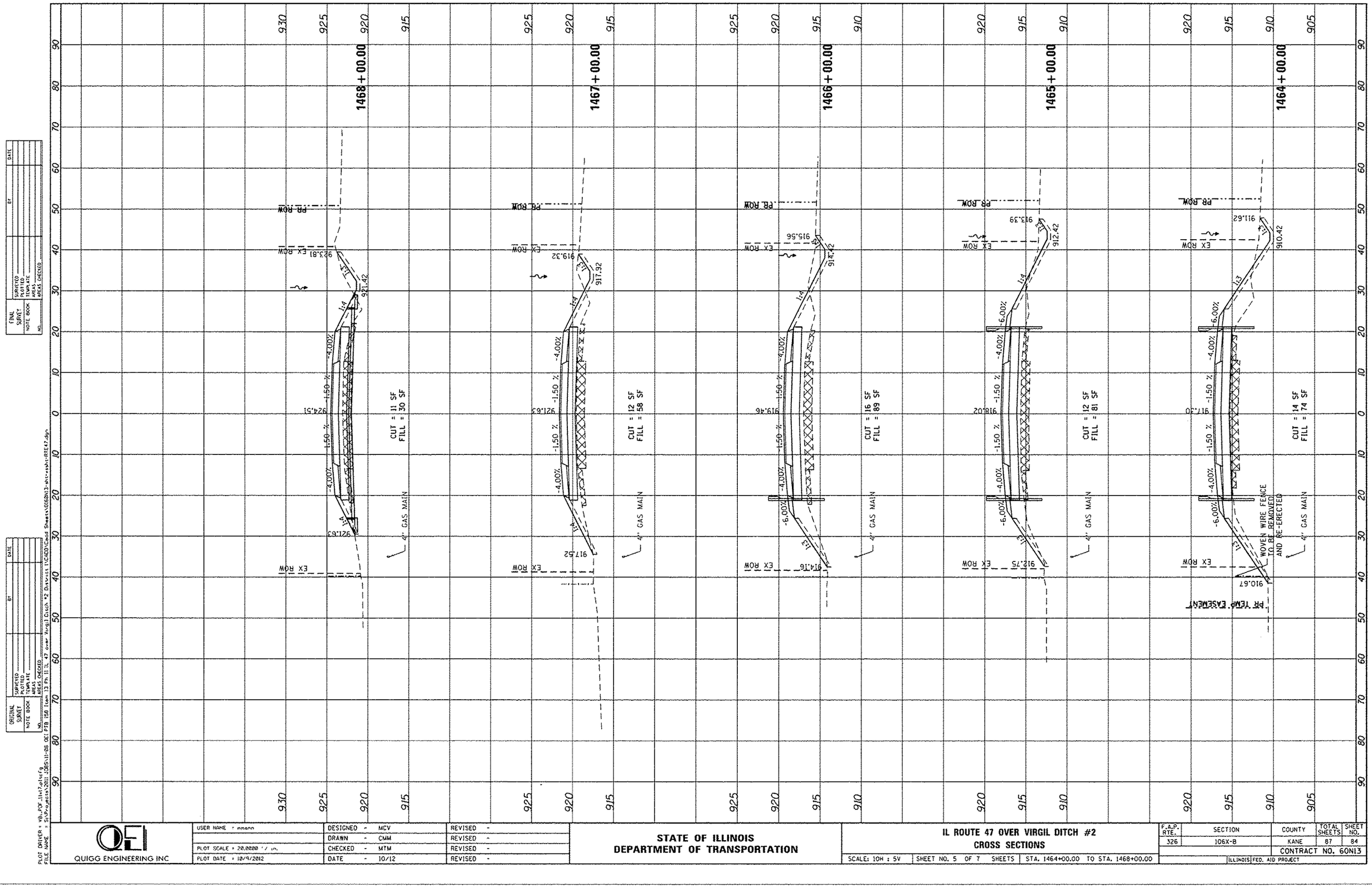
IL ROUTE 47 OVER VIRGIL DITCH #2
CROSS SECTIONS

SCALE: 10H : 5V | SHEET NO. 4 OF 7 SHEETS | STA. 1462+00.00 TO STA. 1463+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	83

CONTRACT NO. 60N13

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
CROSS SECTIONS

SCALE: 10H : 5V | SHEET NO. 5 OF 7 SHEETS | STA. 1464+00.00 TO STA. 1468+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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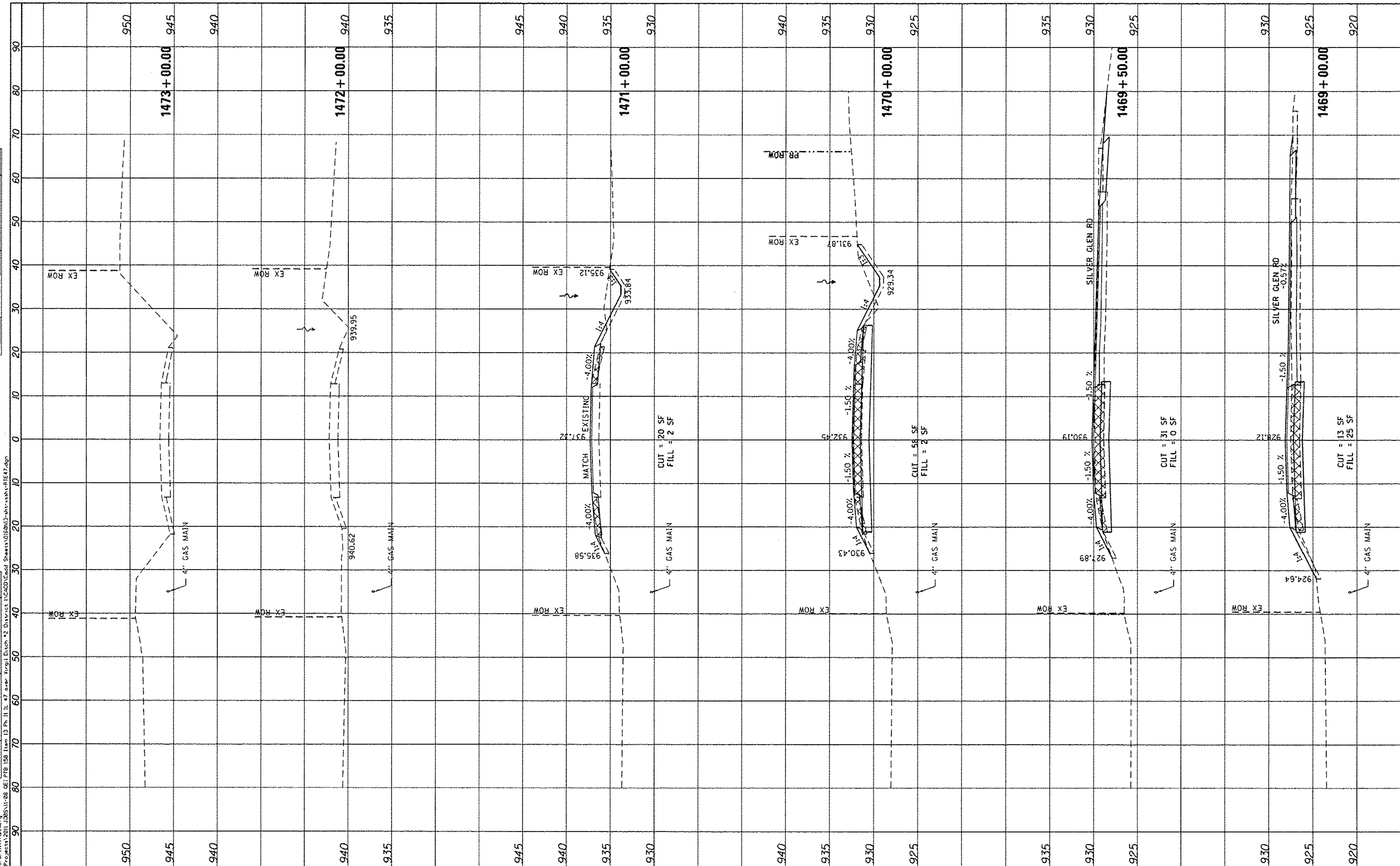
		ILLINOIS FED. AID PROJECT		



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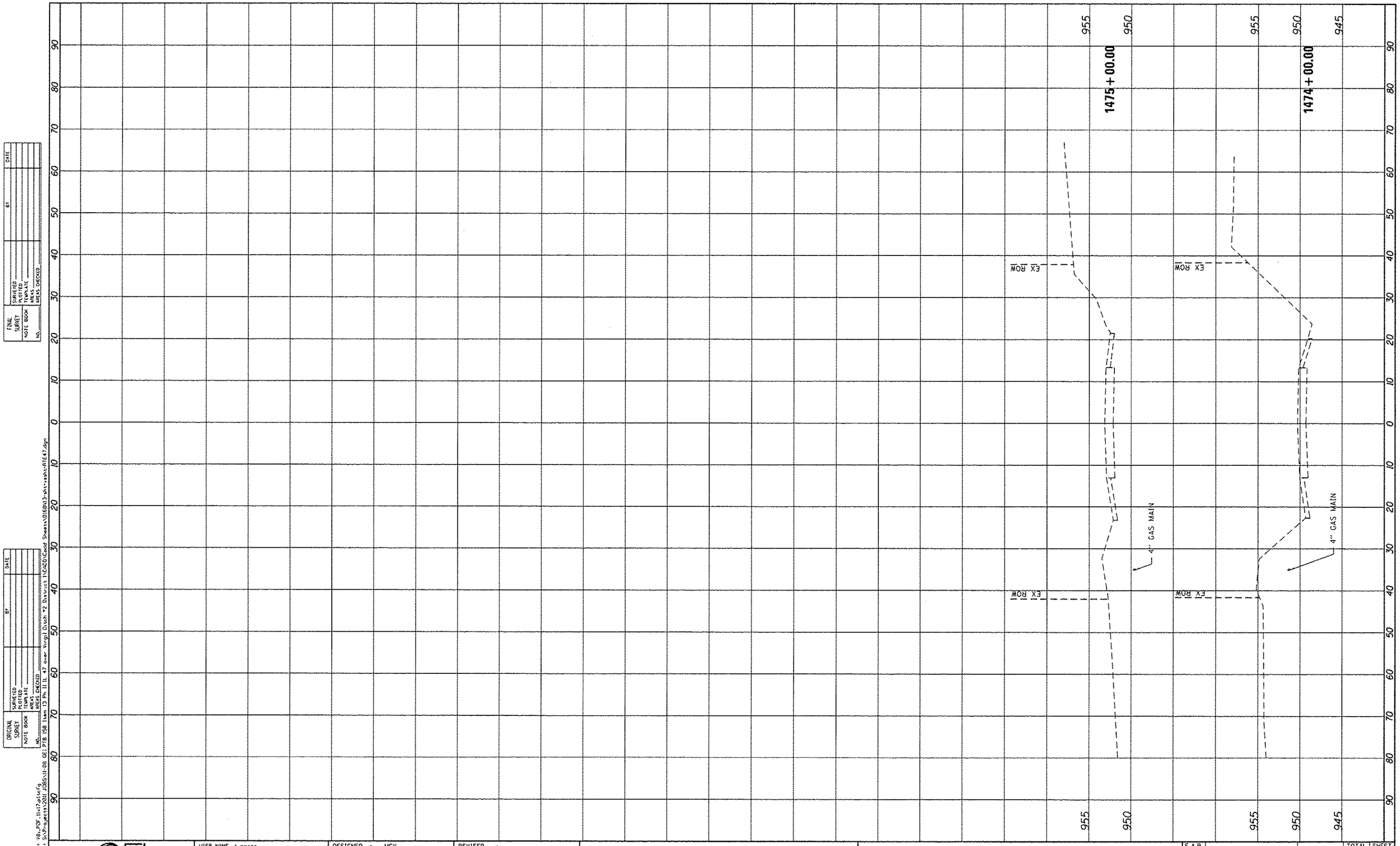
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
CROSS SECTIONS

SCALE: 10H : 5V | SHEET NO. 6 OF 7 SHEETS | STA. 1469+00.00 TO STA. 1473+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	85
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



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NOTE BOOK	PLOTTED	DATE
NO.	TEMPLATE	
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NOTE BOOK	PLOTTED	DATE
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QUIGG ENGINEERING INC

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 OVER VIRGIL DITCH #2
CROSS SECTIONS

SCALE: 10H : 5V | SHEET NO. 7 OF 7 SHEETS | STA. 1474+00.00 TO STA. 1475+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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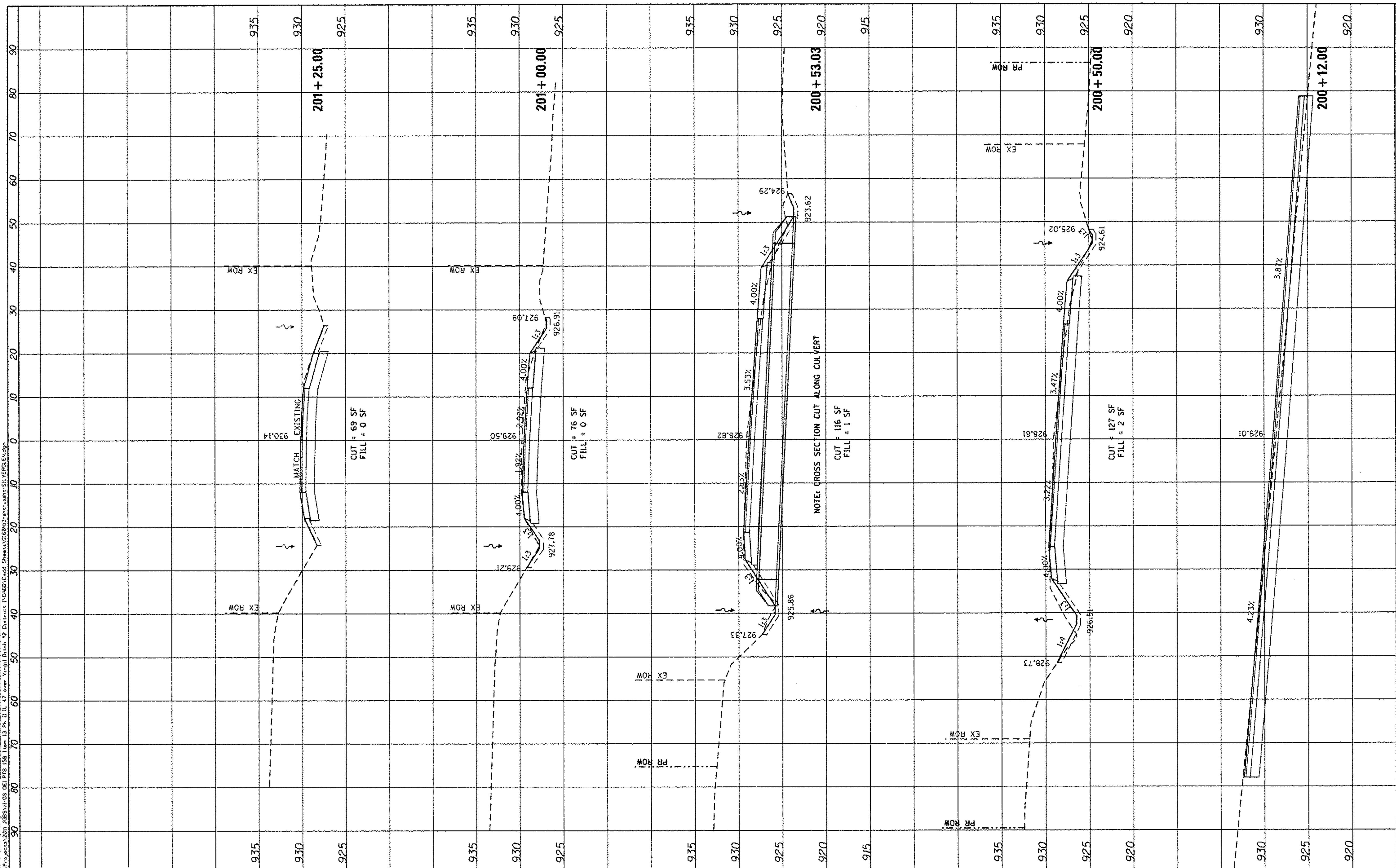
		CONTRACT NO. 60N13		
	ILLINOIS FED. AID PROJECT			



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SILVER GLEN ROAD
CROSS SECTIONS

SCALE: 10H : 5V | SHEET NO. 1 OF 1 SHEETS | STA. 200+12.00 TO STA. 201+25.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	106X-B	KANE	87	87

CONTRACT NO. 60N13

ILLINOIS | FED. AID PROJECT