

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

## FAU ROUTE 2528 (VAN BUREN STREET, WILLIAMS PLACE AND ELGIN AVENUE)

FROM BARRINGTON AVENUE TO SOUTH CORPORATE LIMITS

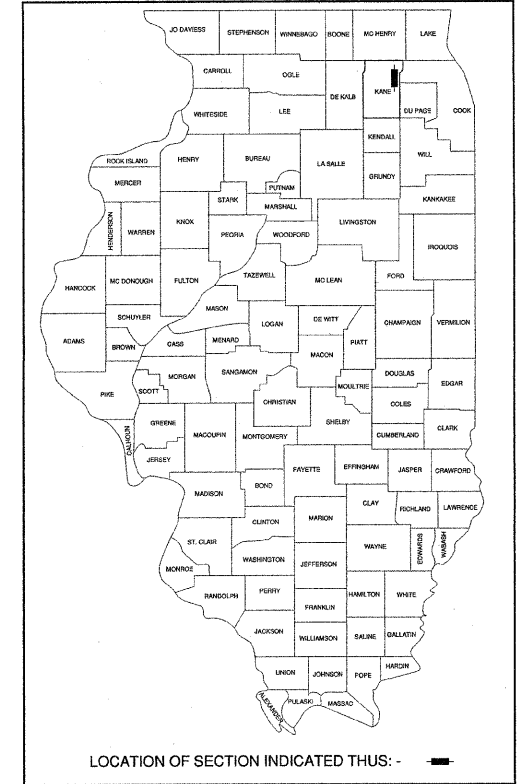
RECONSTRUCTION  
PROJECT NO.: M-9003(247)  
VILLAGE OF EAST DUNDEE

SECTION: NO. 04-00043-00-PV  
JOB NO: C-91-345-09

KANE COUNTY, ILLINOIS

FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2528	04-00043-00-PV	KANE	85	1
STA: NA	TO STA: NA		85+8 =	93
FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT		
C-91-345-09				

CONTRACT NO. 63507



LOCATION OF SECTION INDICATED THUS: -

FOR INDEX SHEETS, SEE SHEET NO. 2  
FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2  
PROJECT LOCATED IN THE VILLAGE OF EAST DUNDEE

**TRAFFIC DATA**

VAN BUREN STREET, WILLIAM PLACE AND ELGIN AVENUE

POSTED SPEED LIMIT = 25 MPH (STA: 0+00 TO 40+00)  
35 MPH (STA: 40+00 TO 53+79)

DESIGN SPEED LIMIT = 30 MPH (STA: 0+00 TO 40+00)  
40 MPH (STA: 40+00 TO 53+79)

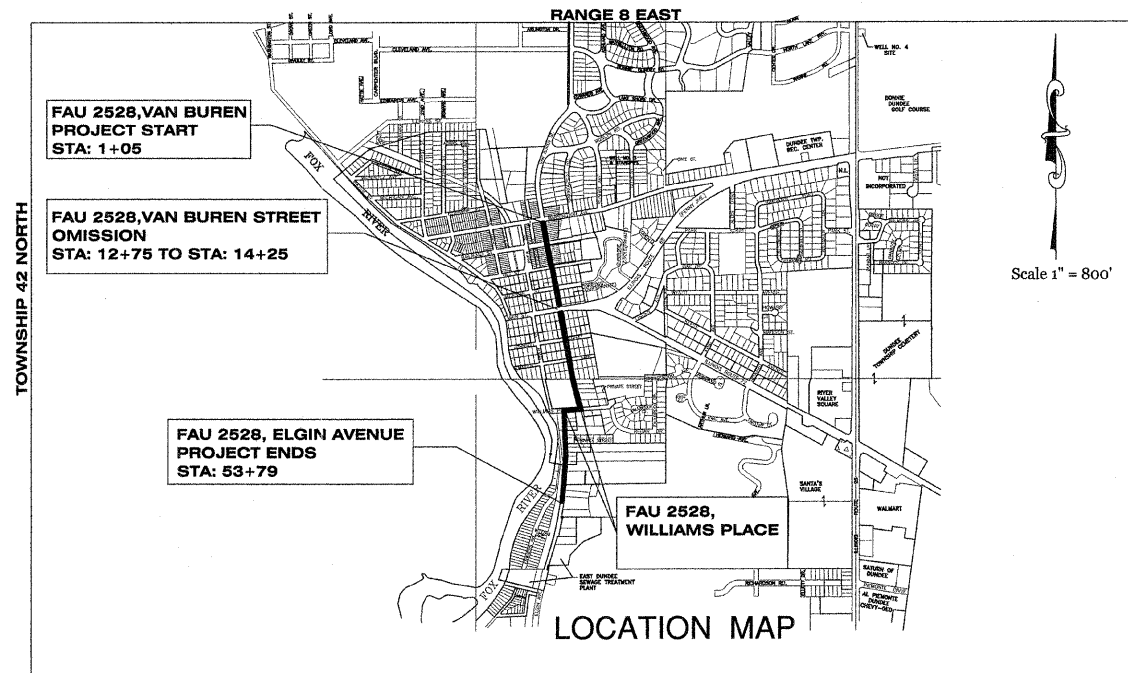
2008 ADT = 3700

2030 ADT = 6000 (SOUTH OF IL RT. 72)

7000 (NORTH OF IL RT 72)

**DESIGN DESIGNATION**

COLLECTOR



Scale 1" = 800'

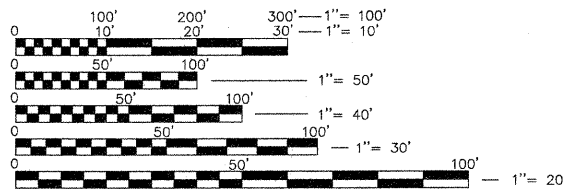
TOWNSHIP 42 NORTH

TOWNSHIP 42 NORTH

RANGE 8 EAST  
DUNDEE TOWNSHIP

3rd P.M.

GROSS LENGTH OF IMPROVEMENT - 5274 FEET(1.00 MILES)  
NET LENGTH OF IMPROVEMENT - 5124 FEET(0.97 MILES)



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.**

FOR UNDERGROUND UTILITY LOCATION  
CALL J.U.L.I.E., TOLL FREE  
PHONE NO.: 811

GERALD L. HEINZ & ASSOCIATES, INC.

206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS  
PHONE: (847) 426-4535  
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. 184-002048 (EXPIRE 4-30-2011)



*Joseph D. Heinz*  
JOSEPH D. HEINZ, P.E.  
LICENSE EXPIRES: 11-30-2011

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED MARCH 24 2011  
*Robert J. Shusla*  
VILLAGE OF EAST DUNDEE DIRECTOR OF PUBLIC WORKS

PASSED APRIL 11 2011  
*Chris Christy*  
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW APRIL 11, 2011  
*Diana M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

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

COPYRIGHT © 2010, BY GERALD L. HEINZ & ASSOCIATES, INC.

## GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE APPLICABLE REQUIREMENTS SET FORTH IN "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012 (HEREAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES OF MATERIALS" IN EFFECT ON THE DATE OF INVITATION FOR BIDS, THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" THE DETAILS AND STANDARDS CONTAINED IN THESE PLANS AND THE VILLAGE OF EAST DUNDEE STANDARDS.
2. ANY REFERENCE TO STANDARDS WITHIN THESE PLANS OR THE SPECIAL PROVISIONS SHALL BE INTERPRETED TO MEAN THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION AS SHOWN ON THIS SHEET.

3. ANY ADDITIONAL WORK INVOLVED IN CONNECTING EXISTING DRAIN TILE AND STORM SEWERS TO THE PROPOSED DRAINAGE STRUCTURE TO BE BUILT UNDER THIS CONTRACT AND SEALING EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROPOSED IMPROVEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER STRUCTURES.

4. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, TEMPORARY DITCHES, OR GUTTERS SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE CLEANED AS NECESSARY TO INSURE THAT THEY ARE FREE FROM ALL DIRT AND DEBRIS PRIOR TO THE FINAL INSPECTION OF THE PROJECT. THIS WORK WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER STRUCTURES.

5. ANY SALVAGEABLE MATERIAL SUCH AS FRAMES, GRATES AND FIRE HYDRANTS SHALL BECOME THE PROPERTY OF THE VILLAGE OF EAST DUNDEE AND SHALL BE STOCKPILED WITHIN THE RIGHT-OF-WAY LIMITS BY THE CONTRACTOR AT A LOCATION SPECIFIED BY THE ENGINEER FOR PICK-UP BY THE VILLAGE.

6. THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT. TO BE PAID AS "AGGREGATE FOR TEMPORARY ACCESS".

7. THE THICKNESS OF HMA MIXTURES SHOWN ON THE TYPICAL SECTION AND PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACE OR BASES ON WHICH THE HMA MIXTURES ARE TO BE PLACED.

8. SAW CUTTING WILL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED, EXCEPT FOR CLASS B PATCHES.

9. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC RIGHT OF WAY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

10. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET MAILBOXES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND AFTER COMPLETION OF ROADWAY CONSTRUCTIONS, TO SET THEM IN THEIR PERMANENT LOCATIONS PER UNITED STATES POST OFFICE REQUIREMENTS. THIS WORK SHALL BE DONE IN CONFORMANCE WITH ARTICLE 107.20 OF THE STANDARDS SPECIFICATIONS, AND THE COST WILL BE CONSIDERED INCLUDED IN THE CONTRACT.

11. CONTRACTOR IS TO MAINTAIN SIGN LOG NOTING TYPE AND LOCATION OF ALL EXISTING SIGNS. ALL SIGNS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE VILLAGE AND SHALL BE GIVEN TO THE VILLAGE UPON REMOVAL.
12. TEMPORARY EDGE LINES SHOWN IN THE SUGGESTED MAINTENANCE OF TRAFFIC SHALL BE INSTALLED WITHIN 24 HOURS OF MILLING OR BINDER PLACEMENT.
13. DRAINAGE ADJUSTMENT, CLEANING OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
14. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
15. VERTICAL BARRICADES WILL REMAIN IN PLACE ALONG THE EDGES OF PAVEMENT AS SHOWN IN THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS UNTIL THE SURFACE COURSE AND PROPOSED PAVEMENT MARKING EDGE LINES HAVE BEEN COMPLETED.
16. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

## SUMMARY OF COMMITMENTS

1. SIDEWALK CONSTRUCTED SHALL BE ADA COMPLIANT.
2. THE WETLAND AREA ALONG THE WEST SIDE OF ELGIN AVENUE IS NOT TO BE DISTURBED, AND SHALL BE PROTECTED BY A TEMPORARY FENCE.
3. HAEGER POTTERY DELIVERY ACCESS/EGRESS ROUTE FROM/TO IL ROUTE 72 SHOULD BE KEPT OPEN THROUGHOUT THE DURATION OF THE PROJECT.
4. THE DETOUR ROUTE SIGNAGE SHALL BE PER DISTRICT DETAIL TC-21 AND THE MUTCD MANUAL CURRENT AT TIME OF FINAL DESIGN.
5. THERE SHALL BE NO CHANGE TO THE PROPOSED PARKING FROM THE EXISTING ALLOWABLE PARKING LOCATIONS ALONG THE PROJECT ROUTE.

## INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, GENERAL NOTES, LISTING OF HIGHWAY STANDARDS AND COMMITMENTS
3-4	SUMMARY OF QUANTITIES
5-6	TYPICAL SECTIONS
7-8	SCHEDULE OF QUANTITIES
9-10	ALIGNMENT, TIES AND BENCHMARKS
11-21	PLAN AND PROFILE
22-23	DETOUR AND TRAFFIC CONTROL SIGNS
24-27	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL, GENERAL NOTES
28-33	EROSION AND SEDIMENT CONTROL SHEET
34-44	DRAINAGE AND UTILITY
45-48	PAVEMENT MARKING, STREET LIGHT & TREE PLANTING PLAN
49-50	LIGHTING SCHEMATIC, NOTES AND DETAILS
51-52	TRAFFIC SIGNAL PLAN
53-69	WATERMAIN NOTES, DETAILS, AND DISTRICT 1 STANDARDS
70-85	CROSS SECTIONS

## DISTRICT 1 DETAILS

DETAIL	DESCRIPTION
BD-01	DRIVEWAY DETAILS
BD-02	DRIVEWAY DETAILS
BD400-04 (BD-22)	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD400-05 (BD-32)	BUTT JOINT HMA TAPER DETAILS
BD-36	FIRE HYDRANT TO BE MOVED
BE-330	LIGHT POLE FOUNDATION ON CONCRETE PARAPET WALL 15" (381 mm) BOLT CIRCLE
BM-21	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL
TC-10	TRAFFIC CONTROL & PLOT FOR SIDE ROADS, INTERSECTIONS & DRIVEWAYS
TC-13	TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-21	DETOUR SIGNING
TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS

## STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-06	TEMPORARY EROSION CONTROL SYSTEM
424001-06	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021	DEPRESSED CORNER FOR SIDEWALKS
424026	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
442101-07	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311-03	GRATING FOR CONCRETE FLARED END SECTION
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602301-03	INLET - TYPE A
602401-03	MANHOLE TYPE A
602501-02	VALVE VAULT TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604006-04	FRAME AND GRATE TYPE 3
604011-04	FRAME AND GRATE TYPE 3V
604036-02	GRATE TYPE 8
604051-03	FRAME AND GRATE TYPE 11
604056-03	FRAME AND GRATE TYPE 11V
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701501-06	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701801-05	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
836001-01	LIGHT POLE FOUNDATION
878001-09	CONCRETE FOUNDATION DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS

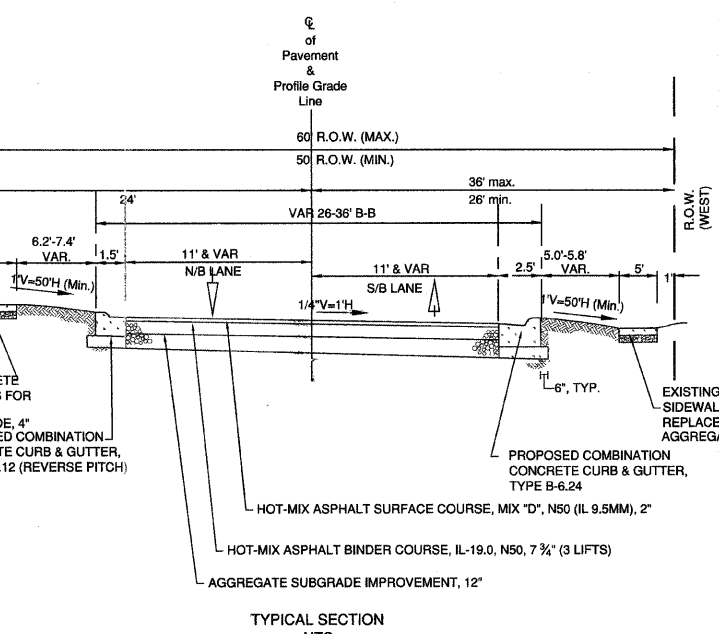
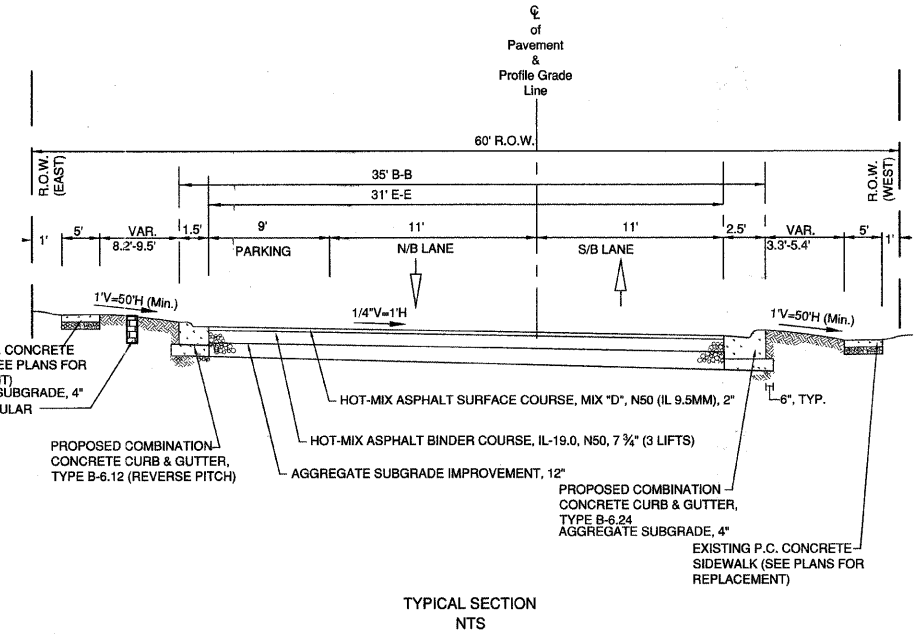
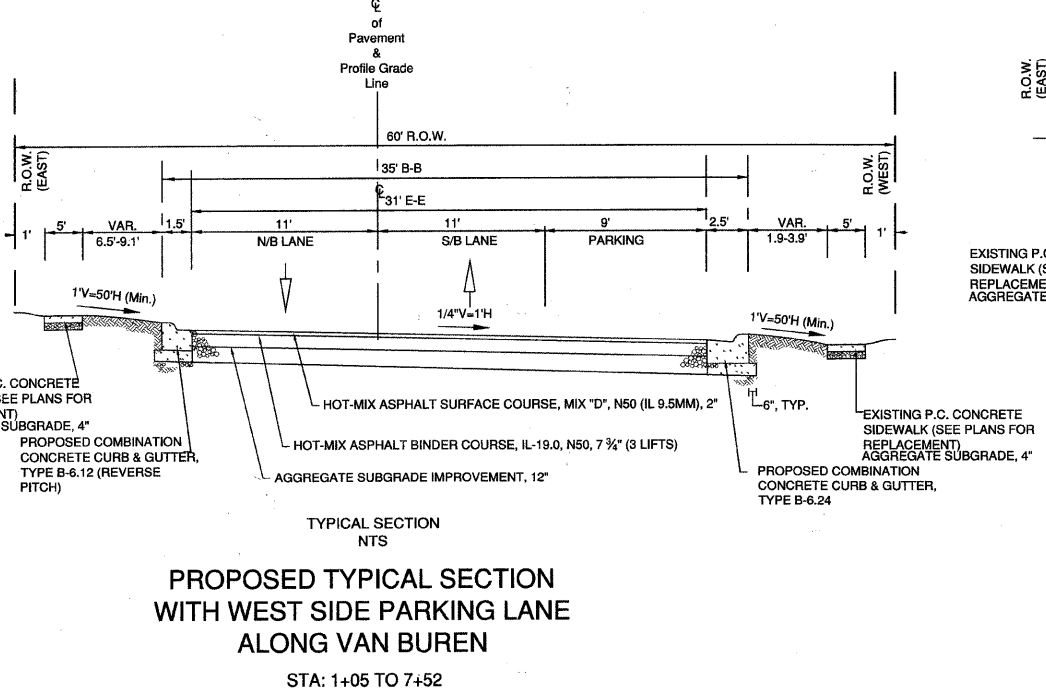
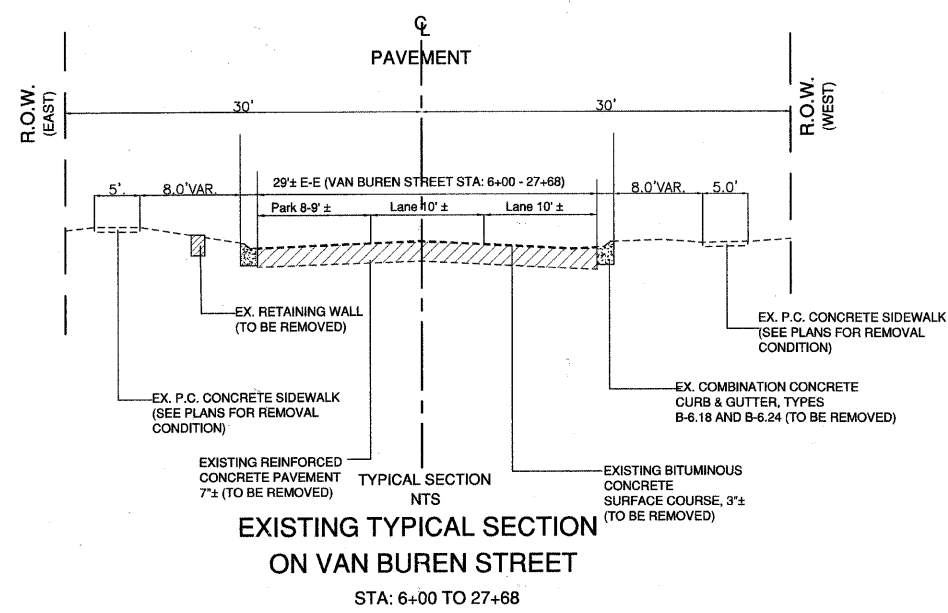
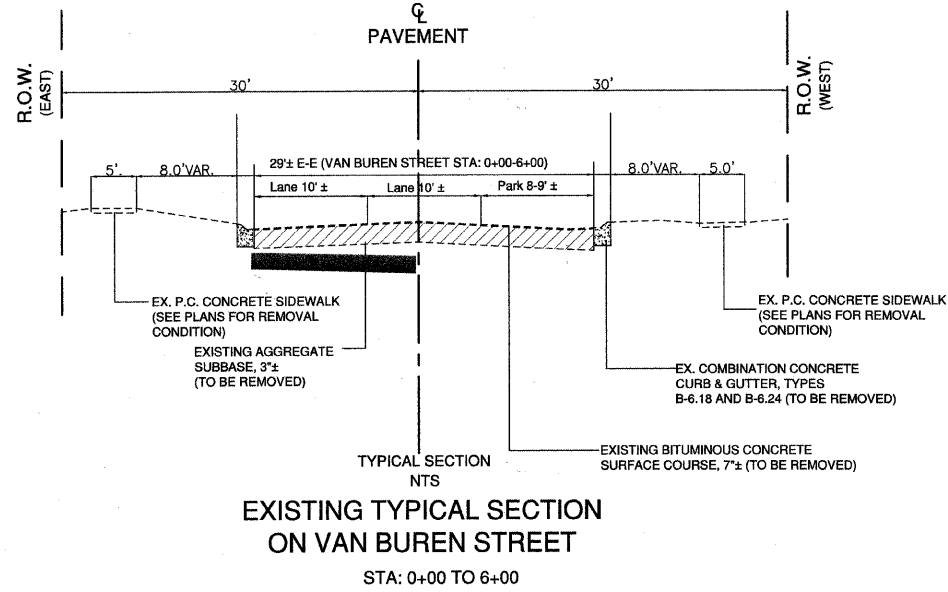


CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				100% VILLAGE WATERMAIN IMPROVEMENTS 0043	STP FUNDS	
					75% FEDERAL/25% VILLAGE ROADWAY IMPROVEMENTS 0004	TRAINING 0042
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	5		5	
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	3		3	
60248700	VALVE VAULTS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	19	19		
60255500	MANHOLES TO BE ADJUSTED	EACH	13		13	
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2		2	
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1		1	
60260100	INLETS TO BE ADJUSTED	EACH	4		4	
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	3		3	
60500040	REMOVING MANHOLES	EACH	1		1	
60500050	REMOVING CATCH BASINS	EACH	1		1	
60500060	REMOVING INLETS	EACH	6		6	
60500105	FILLING MANHOLES	EACH	1		1	
60500205	FILLING CATCH BASINS	EACH	4		4	
60500305	FILLING INLETS	EACH	18		18	
60500405	FILLING VALVE VAULTS	EACH	9		9	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	7905		7905	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	2618		2618	
67100100	MOBILIZATION	L SUM	1		1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1		1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		1	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1		1	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	9448		9448	
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	30		30	
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	30		30	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	259		259	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	11921		11921	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	947		947	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	570		570	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	237		237	
* 80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1		1	
* 80500100	SERVICE INSTALLATION, TYPE A	EACH	3		3	
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	4912		4912	
* 81400100	HANDHOLE	EACH	3		3	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
				100% VILLAGE WATERMAIN IMPROVEMENTS 0043	STP FUNDS	
					75% FEDERAL/25% VILLAGE ROADWAY IMPROVEMENTS 0004	TRAINING 0042
* 81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	7482		7482	
* 81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	7050		7050	
* 82103150	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 150 WATT	EACH	37		37	
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	185		185	
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1	
* 85100100	PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4		4	
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	100		100	
* 88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4		4	
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	279		279	
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	8		8	
* 89502200	MODIFY EXISTING CONTROLLER	EACH	1		1	
* B2001116	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	4		4	
* B2001616	TREE, CRATAEGUS CRUSGALLI INERMIS (THORNLESS COCKSPUR HAWTHORN), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	4		4	
* B2006216	TREE, SYRINGA RETICULATA (JAPANESE TREE LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	6		6	
* B2010016	TREE, AMELANCHIER CANADENSIS (SHADBLOW SERVICEBERRY), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	7		7	
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	420		420	
* X5610004	DUCTILE IRON WATER MAIN FITTINGS	POUND	7,715	7,715		
* X5620030	WATER SERVICE CONNECTION 1"	EACH	45	45		
* X5620040	WATER SERVICE CONNECTION 2"	EACH	1	1		
X6026051	SANITARY MANHOLES TO BE RECONSTRUCTED	EACH	7		7	
* XX007548	GRANULAR CRADLE AND INITIAL BACKFILL	CU YD	131	131		
* XX008284	ORNAMENTAL LIGHT POLE, ALUMINUM WITH CONTEMPORARY ARM	EACH	37		37	
30300104	AGGREGATE SUBGRADE IMPROVEMENT 4"	SQ YD	1026		1026	
Z0016702	DETOUR SIGNING	L SUM	1		1	
Z0018900	DRILL AND GROUT DOWEL BARS	EACH	112	112		
Z0043750	PRECAST MODULAR BLOCK WALL	SQ FT	450		450	
Z0062456	TEMPORARY PAVEMENT	SQ YD	420		420	
* Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2		2	
Z0076600	TRAINEES	hour	1000			1000

REVISIONS:  
 FEBRUARY 7, 2012  
 DECEMBER 30, 2011

FILE NAME: xxx	DESIGNED: EBW	REVISIONS: MARCH 23, 2011	FAU ROUTE: 2528	SECTION: 04-00043-00-PV	COUNTY: KANE	TOTAL SHEETS: 85	SHEET NO.: 4	
GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME:	DRAWN: PC	REVISIONS: MAY 16, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				CONTRACT NO. 63507
	PLOT SCALE: NTS	CHECKED: JDH	REVISIONS: JUNE 2, 2011	SUMMARY OF QUANTITIES				
	PLOT DATE:	DATE: AUGUST 25, 2010	REVISIONS: JULY 20, 2011	SCALE: 1"= 20'	SHEET NO. 2 OF 2 SHEETS	STA: TO STA:	FED. ROAD DIST. NO. ILLINOIS	



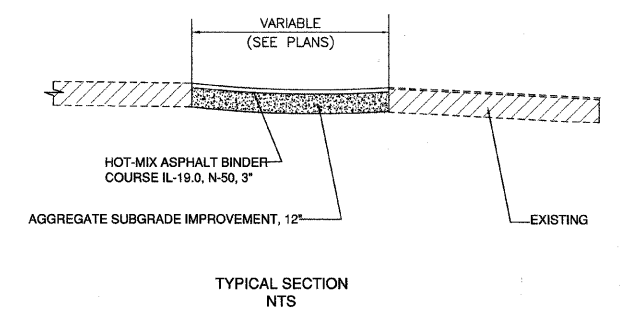
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @Ndes
<b>ROADWAY RECONSTRUCTION</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 7-3/4" (IN 3 LIFTS)	4% @ 50 Gyr.
<b>DRIVEWAYS</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm), 2"	4% @ 50 Gyr.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm); PE: 6" (IN 2 LIFTS), CE: 8" (IN 3 LIFTS)	4% @ 50 Gyr.
<b>PATCHING</b>	
CLASS D PATCH (HMA BINDER IL-19 mm), 11" (IN 4 LIFTS)	4% @ 70 Gyr.
<b>TEMPORARY PAVEMENT</b>	
TEMPORARY PAVEMENT (HMA BINDER IL-19 mm), 3"	4% @ 50 Gyr.

**NOTES:**

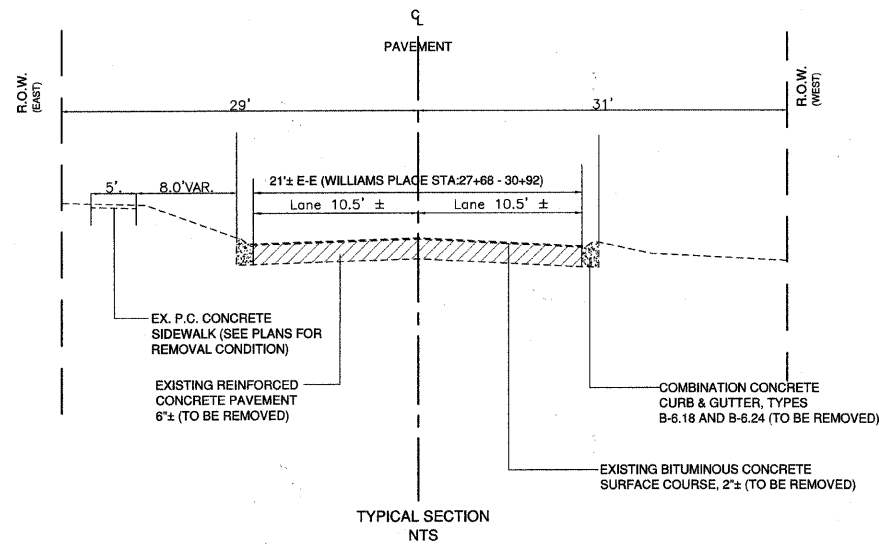
- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ.YD./IN.
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE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

**STRUCTURAL DESIGN DATA**

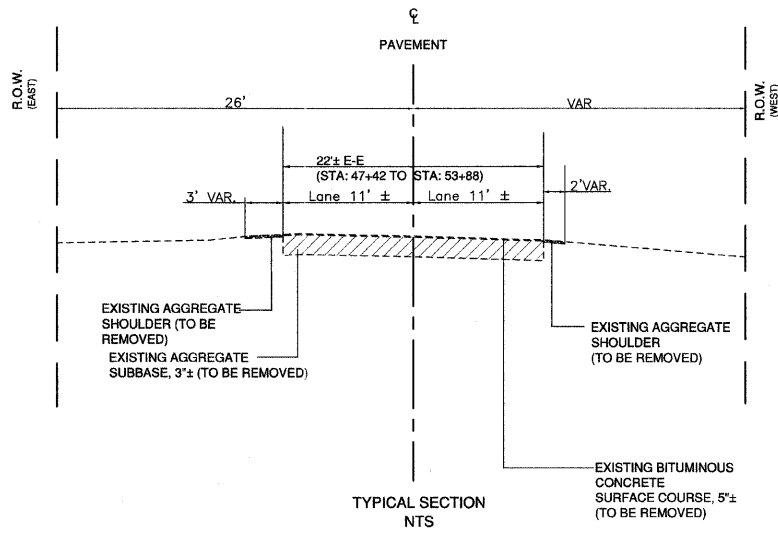
STRUCTURAL DESIGN TRAFFIC: YEAR 2030	PV= 6090	SU= 490	MU=420
ROAD/STREET CLASSIFICATION: CLASS II	PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: P=87% S=7% M=6%		
TRAFFIC FACTOR: ACTUAL TF= 1.72 AC Type=	MINIMUM TF= NO MIN.		
PG GRADE: BINDER= PG 64-22 SURFACE=PG 64-22	SUBGRADE SUPPORT RATING: SSR= FIN (STA: 1+05 TO 53+79)		



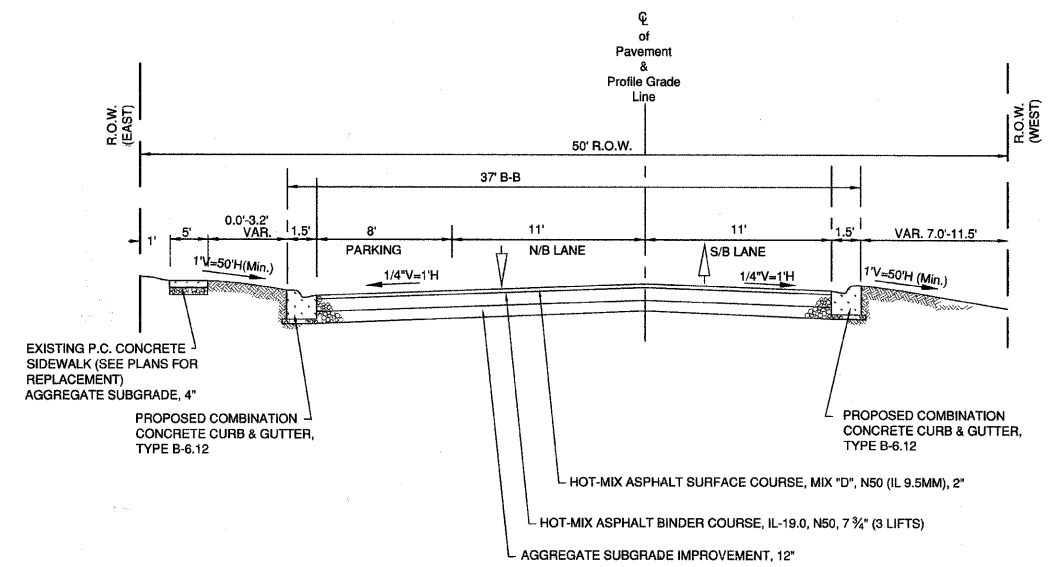
**PROPOSED TEMPORARY PAVEMENT AT COMMERCIAL CROSS ROADS (JOHNSON ST., MAIDEN LN., AND WILLIAM PL.)**



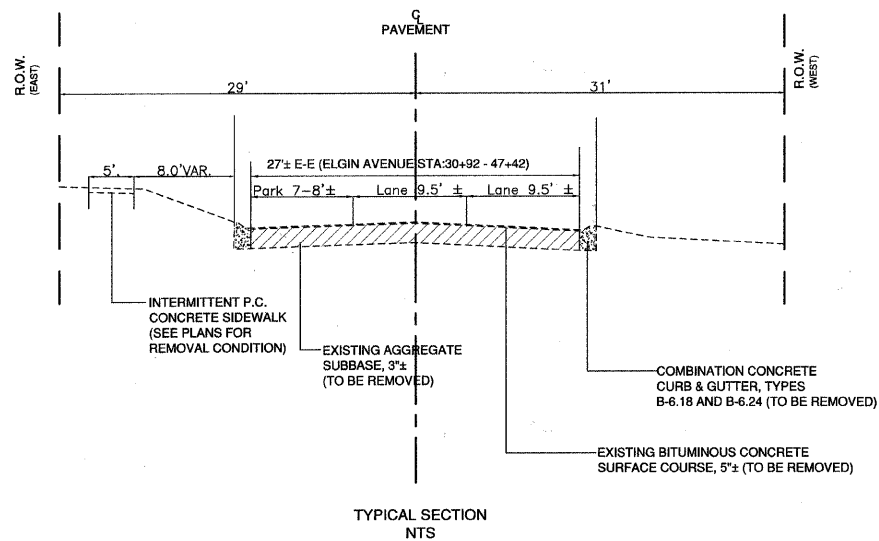
TYPICAL SECTION  
NTS  
**EXISTING TYPICAL SECTION  
ON  
WILLIAMS PLACE**  
STA: 27+68 TO 30+92



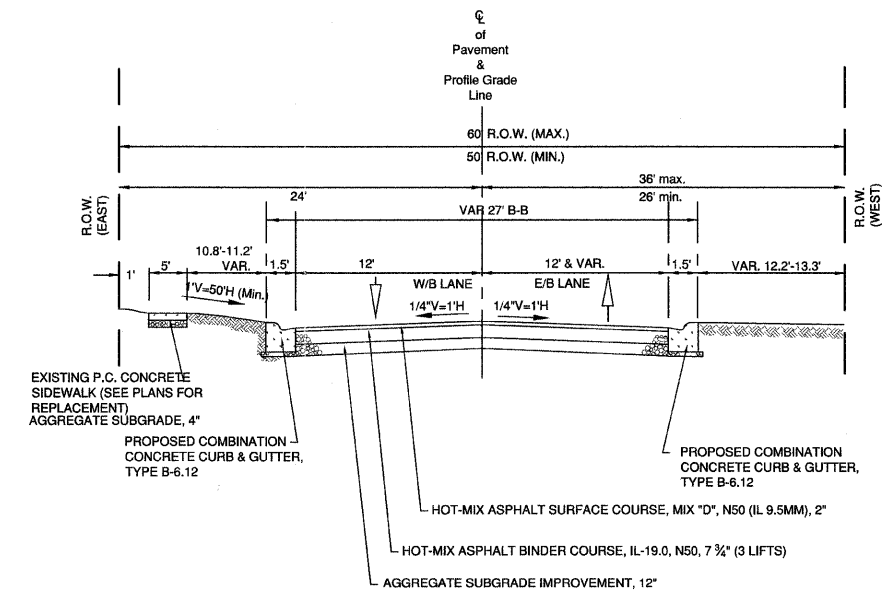
TYPICAL SECTION  
NTS  
**EXISTING TYPICAL SECTION  
ON  
ELGIN AVENUE**  
STA: 47+42 TO 53+79



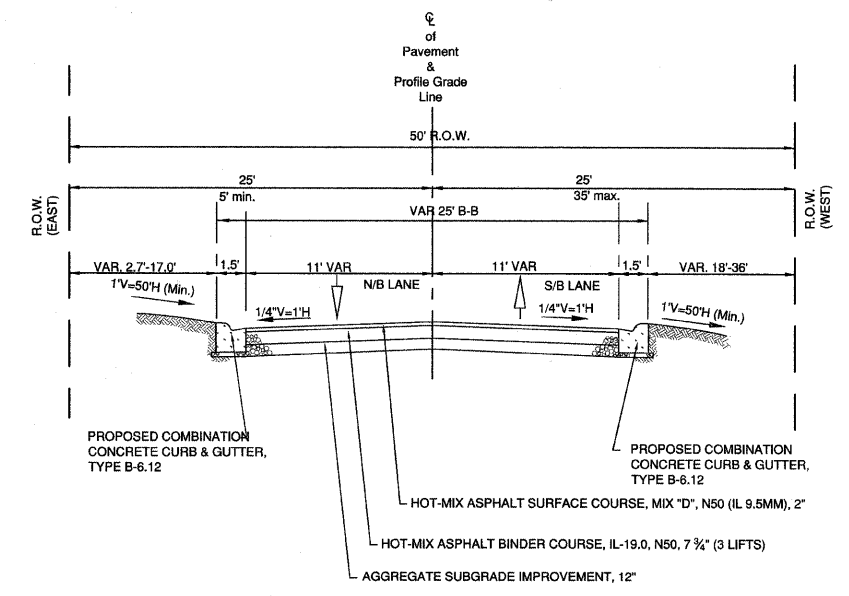
TYPICAL SECTION  
NTS  
**PROPOSED TYPICAL SECTION  
WITH EAST SIDE PARKING LANE  
ELGIN AVE**  
STA: 29+94 TO 40+46



TYPICAL SECTION  
NTS  
**EXISTING TYPICAL SECTION  
ON  
ELGIN AVENUE**  
STA: 30+92 TO 47+42



TYPICAL SECTION  
NTS  
**PROPOSED TYPICAL SECTION  
WITH NO PARKING LANE  
WILLIAMS PL  
ON  
ELGIN AVENUE**  
STA: 27+68 TO 29+94



TYPICAL SECTION  
NTS  
**PROPOSED TYPICAL SECTION  
ON  
ELGIN AVENUE**  
STA: 46+46 TO 53+79 (Meet Existing)

FILE NAME: xxx	GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME:	DESIGNED: EBW	REVISED: MARCH 23, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	FAU ROUTE: SECTION	TOTAL SHEETS	SHEET NO.	
			DRAWN: PC	REVISED: MAY 16, 2011			2528	04-00043-00-PV	KANE	85
			PLOT SCALE: 1" = 1'	CHECKED: JOH			REVISED: FEBRUARY 6, 2012	CONTRACT NO. 63507		
			PLOT DATE:	DATE: AUGUST 25, 2010			REVISED:	SCALE: NTS	SHEET NO. 2 OF 2 SHEETS	STA: TO STA:

COMBINATION CONCRETE CURB & GUTTER				
SIDE	STATION TO STATION	FEET	TYPE	REMARKS
RT	01+05 to 04+10	365	B6-24	
LT	01+26 TO 04+12	332	B6-12	REVERSE PITCH GUTTER
RT	04+31 TO 07+40	373	B6-24	
LT	04+33 TO 07+43	346	B6-12	REVERSE PITCH GUTTER
RT	07+59 TO 10+32	318	B6-24	
LT	07+65 TO 10+34	344	B6-12	REVERSE PITCH GUTTER
RT	10+57 TO 12+75	231	B6-24	
LT	10+57 TO 12+75	246	B6-12	REVERSE PITCH GUTTER
RT	14+25 TO 17+66	377	B6-24	
LT	14+25 TO 17+66	398	B6-12	REVERSE PITCH GUTTER
RT	17+88 TO 20+56	322	B6-24	
LT	17+86 TO 17+62	383	B6-12	REVERSE PITCH GUTTER
RT	20+76 TO 28+14	702	B6-24	
LT	20+77 TO 27+66	740	B6-12	REVERSE PITCH GUTTER
LT	27+66 TO 53+79	2634	B6-12	
RT	28+14 TO 29+96	201	B6-12	
RT	30+25 TO 47+81	1782	B6-12	
RT	48+03 TO 53+79	576	B6-12	

TREE REMOVAL					
SIDE	STATION	DISTANCE FROM CENTERLINE (FT)	SIZE	SIZE	SIZE
			LESS THAN 6"	6" TO 15"	GREATER THAN 15"
RT	01+39	21	4"		
RT	01+84	21		11"	
RT	03+09	21			17"
RT	03+34	21		7"	
RT	03+74	21		6"	
RT	05+02	21			24"
RT	06+67	23			18"
RT	08+92	13			16"
RT	09+17	14		9"	
RT	09+42	14		8"	
RT	09+90	13			17"
RT	10+83	14			24"
RT	18+15	13			24"
RT	18+46	14			18"
RT	18+97	14	2"		
RT	21+09	14			24"
RT	21+64	15			16"
RT	22+06	14			30"
RT	26+94	17		12"	
LT	30+64	17		8"	

TREE PLANTING SCHEDULE				
SIDE	STATION	DISTANCE FROM CENTERLINE	BOTANICAL NAME	COMMON NAME
RT	1+34.9	22.3	Crataegus crusgalli inermis	Thornless Cockspur Hawthorn
RT	1+90.7	23.4	Crataegus crusgalli inermis	Thornless Cockspur Hawthorn
RT	3+09.2	23.2	Syring reticulata	Japanese tree Lilac
RT	3+46.1	22.8	Syring reticulata	Japanese tree Lilac
RT	3+83.2	22.7	Syring reticulata	Japanese tree Lilac
RT	5+01.7	23.4	Syring reticulata	Japanese tree Lilac
RT	6+86.3	24.1	Amelanchier canadensis	Shadblow serviceberry
RT	8+48.8	15.1	Amelanchier canadensis	Shadblow serviceberry
RT	9+16.4	15.1	Amelanchier canadensis	Shadblow serviceberry
RT	9+47.6	15.0	Amelanchier canadensis	Shadblow serviceberry
RT	9+89.9	15.6	Amelanchier canadensis	Shadblow serviceberry
RT	10+93.1	15.9	Cercis canadensis	Eastern redbud
RT	18+14.0	16.8	Cercis canadensis	Eastern redbud
RT	18+53.1	16.0	Cercis canadensis	Eastern redbud
RT	18+96.5	16.0	Cercis canadensis	Eastern redbud
RT	21+08.9	16.4	Syring reticulata	Japanese tree Lilac
RT	21+63.3	15.9	Syring reticulata	Japanese tree Lilac
RT	22+04.6	16.2	Crataegus crusgalli inermis	Thornless Cockspur Hawthorn
RT	26+96.2	16.3	Crataegus crusgalli inermis	Thornless Cockspur Hawthorn
LT	30+64	19.3	Amelanchier canadensis	Shadblow serviceberry
LT	31+02	19.4	Amelanchier canadensis	Shadblow serviceberry

SCHEDULE FOR STRUCTURES TO BE FILLED					
SIDE	STATION	DISTANCE FROM CENTERLINE	MANHOLES	CATCH BASINS	INLETS
LT	01+32	15		X	
RT	01+33	16			X
RT	02+85	15			X
LT	02+89	16			X
RT	02+92	7	X		
LT	04+03	18			X
RT	04+39	19			X
LT	04+54	15			X
RT	07+31	23			X
LT	07+43	35			X
RT	07+60	17			X
LT	07+80	33			X
LT	10+19	15			X
RT	10+45	18			X
LT	10+66	17		X	
RT	10+68	15		X	
LT	10+71	19			X
RT	10+80	18			X
RT	17+53	20			X
LT	17+53	21			X
LT	17+96	19			X
RT	20+45	25			X
LT	20+51	18			X
LT	20+92	18		X	
RT	27+35	21			X
LT	27+49	11			X
WILLIAMS					
RT	02+88	13			X
LT	29+70	24		X	

MANHOLE, VALVE VAULT, VALVE BOX							
ADJUSTMENT / RECONSTRUCTION SCHEDULE							
SIDE	STATION	DISTANCE FROM CENTERLINE	MANHOLES TO BE ADJUSTED	MANHOLES TO ADJUST W/ NEW FRAME AND GRATE	MANHOLES TO BE RECONSTRUCTED	VALVE VAULTS TO BE ADJUSTED	VALVE BOXES TO BE ADJUSTED
R	2+69	1.15			X		
L	4+14	28.25				X	
R	4+21	1.91			X		
L	4+32	26.3	X				
R	6+46	1.81			X		
R	7+45	30.05				X	
L	10+46	5.77		X			
L	10+54	33.2	X				
R	10+35	27.13				X	
L	15+20	14.08					X
L	15+26	6.62	X				
L	15+35	10.67				X	
R	17+63	30.44					X
L	17+73	8.42	X				
L	18+70	7.86	X				
R	20+56	24.32					X
L	20+67	6.65			X		
L	21+14	6.4			X		
L	24+36	6.31			X		
L	27+55	24.14					X
L	27+66	6.95			X		
R	30+7	7.91			X		
R	29+95	1.39	X				
R	34+5	6.83	X				
R	34+18	10.37	X				
L	34+92	7.03				X	
L	37+60	16.65					X
R	38+1	10.73		X			
L	39+98	5.67				X	
L	40+4	2.91				X	
L	40+61	13.9					X
R	41+79	18.28	X				
R	42+8	6.68		X			

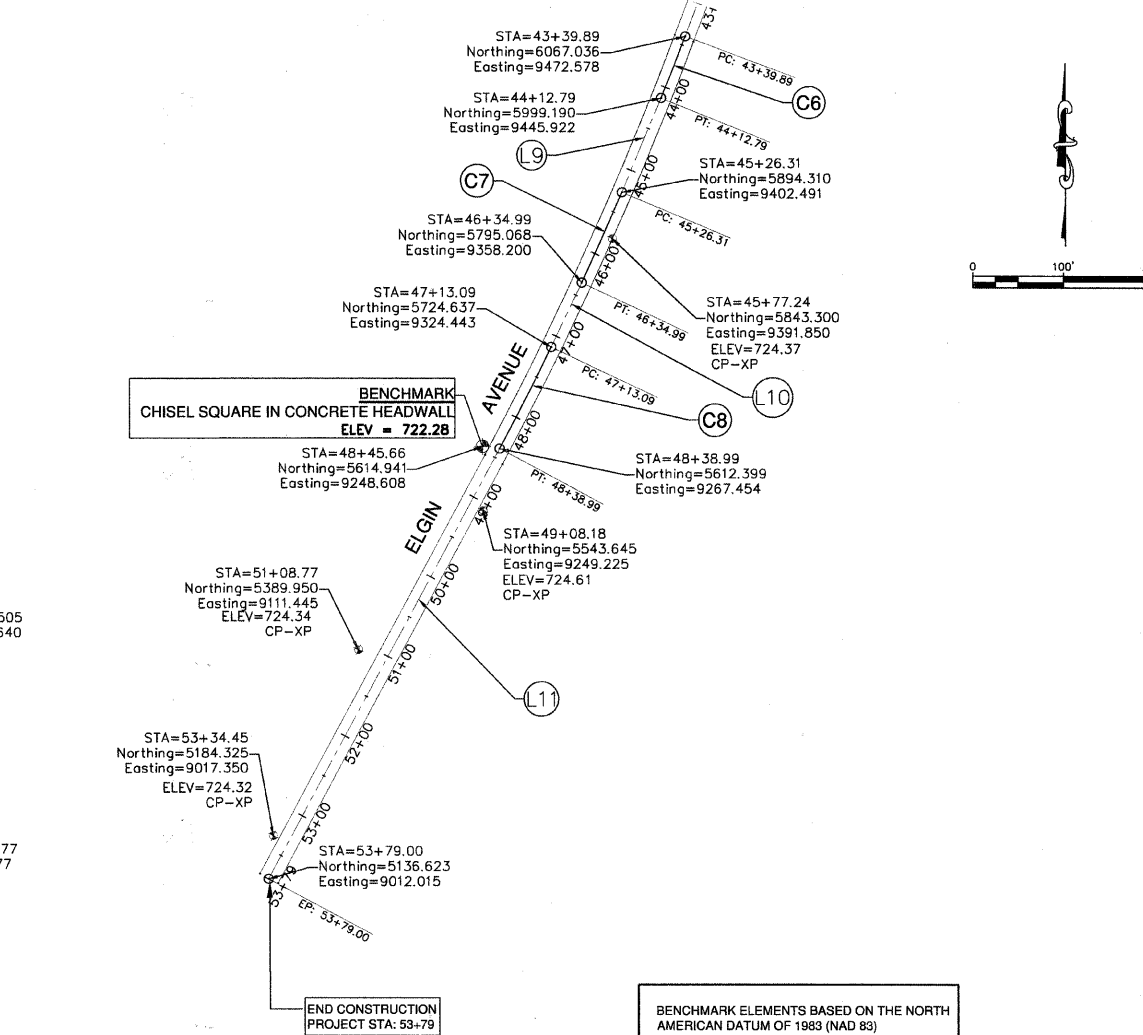
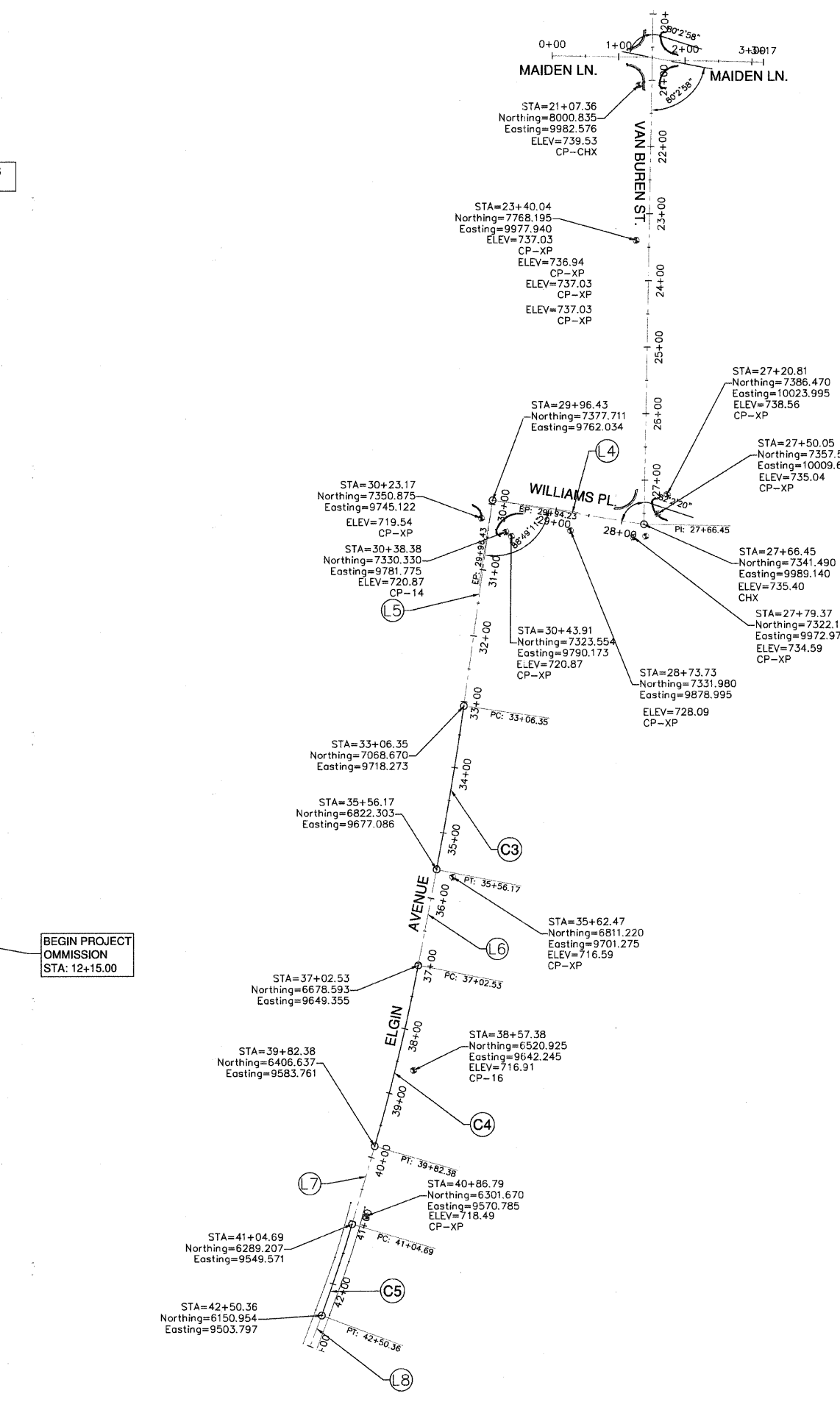
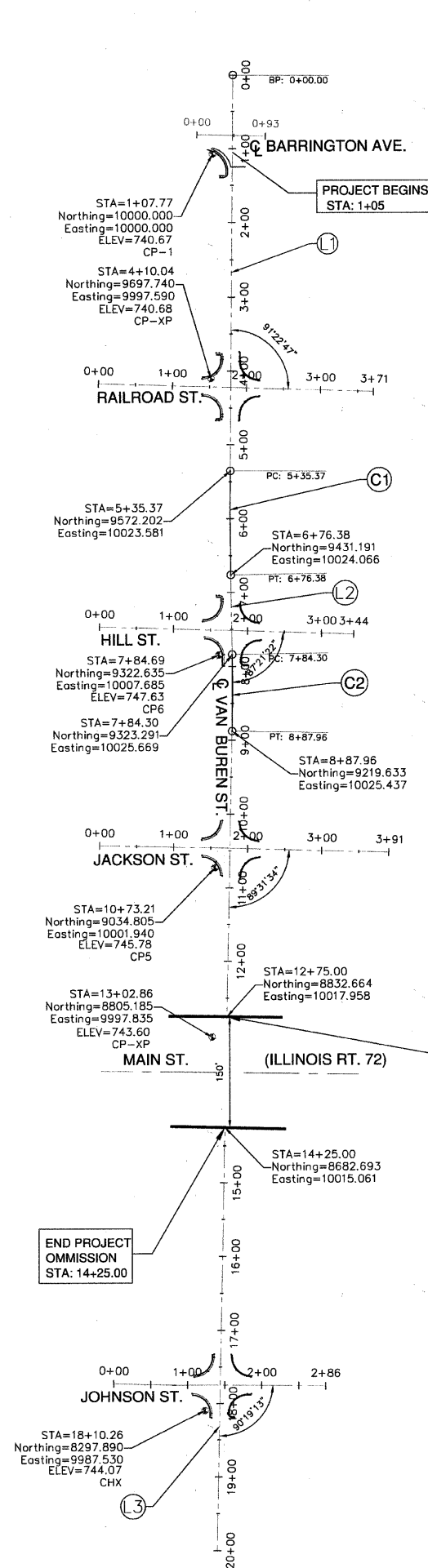
DETECTABLE WARNINGS				
SIDE	STATION	DISTANCE FROM CENTERLINE	SIZE (SQ.FT.)	EXISTING OR NEW
R	1+11.5	25.5	18	E
R	3+94	19.6	6	E
L	3+98.1	19.3	6	N
R	4+3.6	25.8	6	E
L	4+5.1	24.25	6	E
R	4+38.8	25.9	6	E
L	4+40.6	24.6	6	E
L	4+47.3	19.3	6	N
R	4+48.2	25.9	6	E
R	7+33.5	28.9	6	E
L	7+34.8	23.4	6	E
L	7+67.9	34.8	6	E
R	7+73.8	18.5	6	E
L	10+20.8	18.8	6	N
R	10+21.5	18.9	12	E
L	10+32.8	33.2	6	E
L	10+61.1	33.3	6	E
R	10+67.6	20.1	6	E
L	17+45.6	20.6	6	E
R	17+46.4	15.9	6	E
R	17+53.2	20.2	6	E
L	17+58.6	34.1	6	E
L	17+89.1	33.8	6	E
L	18+00	24.9	6	E
R	18+00	20.6	12	E
R	20+43	20.7	6	E
L	20+58	33.8	6	E
L	20+80.3	33.6	6	E
R	20+88.1	20.1	6	E
L	27+57	32.3	6	E
L	27+32	13.9	6	E
R	30+19.8	20.3	6	E
L	30+22.5	21.9	6	E

DRIVEWAY PAVEMENT SCHEDULE						
SIDE	STATION	PCC / HMA	AVERAGE LENGTH	WIDTH	AREA	P.E./C.E.
RT	01+62	PCC	16.5	6	11	P.E.
LT	02+05	PCC	13.5	8	12	P.E.
RT	02+45	PCC	19.8	5	11	P.E.
LT	05+51	PCC	21.4	10.5	25	P.E.
LT	05+90	PCC	15.4	10.5	18	P.E.
LT	06+50	PCC	13.5	10	15	P.E.
RT	09+00	PCC	13.5	4	6	P.E.
LT	09+54	PCC	78.8	4	35	P.E.
RT	09+55	PCC	3.1	17.5	6	P.E.
RT	12+00	PCC	20.0	4.5	10	P.E.
LT	17+62	HMA	45.0	13	65	C.E.
RT	18+75	PCC	13.5	4	6	P.E.
LT	19+25	PCC	12.0	9	12	P.E.
RT	19+50	PCC	22.5	4	10	C.E.
RT	20+09	PCC	22.5	4	10	C.E.
LT	22+17	PCC	13.5	10	15	P.E.
LT	23+50	PCC	25.2	10	28	P.E.
LT	24+25	PCC	13.3	9.5	14	P.E.
LT	25+25	PCC	21.0	9	21	P.E.
LT	25+85	PCC	16.9	8.5	16	P.E.
RT	25+86	HMA	12.0	8	10.7	P.E.
LT	27+75	PCC	19.6	11	24	P.E.
RT	28+00	PCC	138.6	5	77	C.E.
LT	30+75	PCC	18.0	3	6	P.E.
RT	31+75	HMA	90.5	5	50.3	C.E.
LT	31+84	HMA	12.0	4	5.3	P.E.
LT	32+50	PCC	22.5	4	10	P.E.
LT	33+25	HMA	14.0	3	4.7	P.E.
LT	33+78	PCC	22.5	2	5	C.E.
LT	34+59	PCC	27.0	1	3	P.E.
LT	35+25	HMA	10.0	1	1.1	P.E.
LT	36+00	PCC	13.5	2	3	P.E.
LT	36+55	PCC	31.5	2	7	P.E.
LT	37+25	PCC	18.0	1.5	3	P.E.
LT	37+70	PCC	15.0	3	5	C.E.
LT	38+25	PCC	23.1	3.5	9	P.E.
LT	40+08	PCC	16.0	1	1.8	P.E.
LT	40+55	HMA	16.0	8	14.2	P.E.
LT	41+17	HMA	22.0	9.5	23.2	P.E.
LT	43+92	HMA	13.0	11	15.9	P.E.
LT	46+20	HMA	22.0	11.5	28.1	P.E.
LT	46+77	HMA	23.0	12	30.7	P.E.
LT	48+55	HMA	52.0	8	46.2	C.E.
RT	52+68	HMA	58.0	12	77.3	C.E.

SIDE	STATION	DISTANCE FROM CENTERLINE	TYPE	WORDING
STREET NAMES				
L	1+13	18.29		
L	1+18	15.25	R7-1	NO PARKING ANY TIME
R	1+32	15.46	R2-1, R7-2	SPEED LIMIT 25, NO PARKING 2PM-6PM HOURS
L	1+70	14.32	R7-1	NO PARKING ANY TIME
L	3+77	14.83	R7-1	NO PARKING ANY TIME
L	4+05	19.33		STREET NAMES
L	3+92	15.19	R2-1	SPEED LIMIT 25
L	4+10	31.91	R1-1	STOP SIGN
R	4+37	33.69	R1-1	STOP SIGN
R	4+72	20.1	R2-1	SPEED LIMIT 25
L	5+24	14.53	R7-1	NO PARKING ANY TIME
R	6+76	21.11		NO PARKING HERE TO CENTERLINE
L	7+10	13.01	R2-1, R7-2	SPEED LIMIT 25, NO PARKING 2PM-6PM HOURS
L	7+37	28.51	R1-1	STOP SIGN
L	7+72	28.11		STREET NAMES
L	7+69	41.43	W14-1,2	DEAD END
R	7+66	21.25	R1-1	STOP SIGN
L	8+01	23.78		NO PARKING HERE TO CENTERLINE
R	8+07	9.66	R7-1	NO PARKING ANY TIME
R	8+90	10.72	R7-1	NO PARKING ANY TIME
R	9+39	11.21		CENTERLINE, LEFT TURN ONLY
R	10+08	11.33	S1-1, R7-1	CHILDREN, NO PARKING ANY TIME
L	10+20	23.5	R2-1	SPEED LIMIT 25
L	10+28	27.24		STREET NAMES
L	10+34	43.7	R1-1	STOP SIGN
L	10+47	55.95	W14-1,2	DEAD END
R	10+62	29.07	R1-1	STOP SIGN
R	10+84	13.62	R2-1, R7-1	SPEED LIMIT 25, NO PARKING ANY TIME
R	9+39	11.21		CENTERLINE, LEFT TURN ONLY
R	10+08	11.33	S1-1	CHILDREN, NO PARKING ANY TIME
L	10+20	23.5	R2-1	SPEED LIMIT 25
L	10+28	27.24		STREET NAMES
L	10+34	43.7	R1-1	STOP SIGN
R	10+62	29.07	R1-1	STOP SIGN
L	10+61	53.7	W14-1,2	DEAD END
R	10+84	13.62	R2-1, R7-1	SPEED LIMIT 25, NO PARKING ANY TIME
R	11+11	13.14	R3-5	ONLY DIRECTIONAL SIGN
R	11+34	13.66	R7-1	NO PARKING ANY TIME
R	11+49	13.58	S1-1, W16-9P	SCHOOL, SPEED ZONE AHEAD
L	11+67	26.07	R2-1, R7-2	SPEED LIMIT 25, NO PARKING ANY TIME, NO PARKING 2PM-6PM
R	12+52	13.73	R7-1	NO PARKING ANY TIME
R	15+10	13.39	S1-1, R2-1	CHILDREN, SPEED LIMIT 25 ON ALL STREET
L	15+10	26.7	S1-1, R7-1	DRIVE CAREFULLY, PROTECT CHILDREN, NO PARKING ANY TIME

SIDE	STATION	DISTANCE FROM CENTERLINE	TYPE	WORDING
L	16+00	27.1	R3-8	DIRECTIONAL SIGN
R	16+42	14.24		WATER USAGE, CONSERVATION, NO PARKING ON THE STREET
L	16+41	26.59	R7-1	NO PARKING ANY TIME
L	16+79	26.31	S4-3, R2-1	SCHOOL, SPEED LIMIT 20
R	16+80	12.88	R7-1	NO PARKING ANY TIME
R	17+22	13.12	S1-1	TABLE
L	17+18	26.52	S1-1	CHILDREN SIGN
L	17+55	38.52	R1-1	STOP SIGN
L	17+91	45.81	W14-1,2	DEAD END
R	17+92	26.98	R1-1	STOP SIGN
L	18+05	24.88		STREET NAMES
L	18+29	24.54		CENTERLINE, LEFT TURN ONLY
L	18+63	24.97	S1-1, W16-9P	SCHOOL, SPEED ZONE AHEAD
R	19+16	10.24	R7-1	NO PARKING ANY TIME
R	19+70	11.66		ENTRANCE
L	19+78	24.76	R2-1	SPEED LIMIT 25
R	20+01	10.73		EXIT
L	20+23	24.58	S1-1	CHILDREN SIGN
L	20+56	37.88	R1-1	STOP SIGN
L	20+80	48.16	W14-1,2	DEAD END
L	20+88	26.08		STREET NAMES
R	20+89	17.06		STOP SIGN
R	21+19	9.53	R2-1, R7-1	SPEED LIMIT 25, NO PARKING ANY TIME
R	21+76	10.48		DO NOT CROSS CENTERLINE
R	22+07	9.25	R7-1	NO PARKING ANY TIME
R	24+90	9.9	R7-1	NO PARKING ANY TIME
L	26+31	24.01	R2-1	SPEED LIMIT 25 ON ALL STREET
R	27+20	11.34	R1-1	STOP SIGN
L	27+66	14		STREET NAMES
L	27+90	13.71	R2-1	SPEED LIMIT 25
L	28+48	14.69		DO NOT CROSS CENTERLINE
L	29+51	16.68		STREET NAMES
L	30+37	18.22	R7-1, R3-2	DIRECTIONAL ARROW PROHIBIT LEFT, NO PARKING ANY TIME
R	29+82	14.77	W1-6	DIRECTION ARROW
R	30+09	29.8	R1-1	STOP SIGN (ON POLE)
L	31+53	19.5		MISSING SIGN (POLE ONLY)
L	32+15	20.48	W1-1	DIRECTIONAL YELLOW SIGN
R	32+86	19.18	R2-1, R7-1	SPEED LIMIT 25, NO PARKING ANY TIME
R	33+69	15.34	R7-1	NO PARKING ANY TIME
L	33+73	19.93		STREET NAMES
R	37+14	18.96	R7-1	NO PARKING ANY TIME
L	37+14	20.47	R2-1	SPEED LIMIT 25
R	39+37	15.93	R7-1	NO PARKING ANY TIME
L	39+54	20.61		MISSING SIGN (POLE ONLY)
L	40+72	20.21	R2-1	SPEED LIMIT 30
L	40+30	20.2		SMALL-ADDRESS SIGN
L	41+42	19.67		SMALL-ADDRESS SIGN
L	41+86	19.85	R2-1	SPEED LIMIT 30

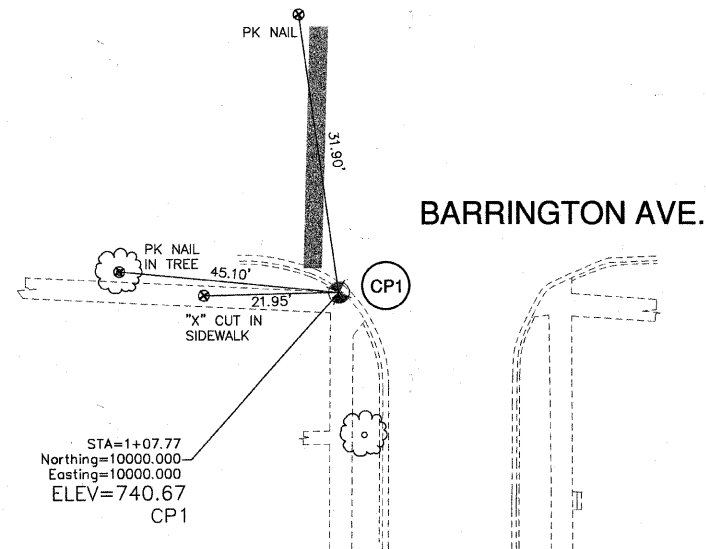




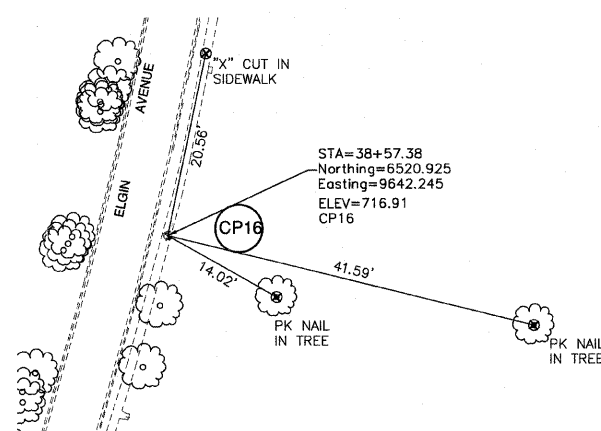
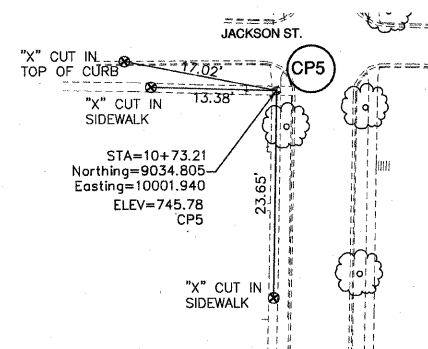
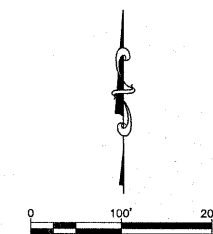
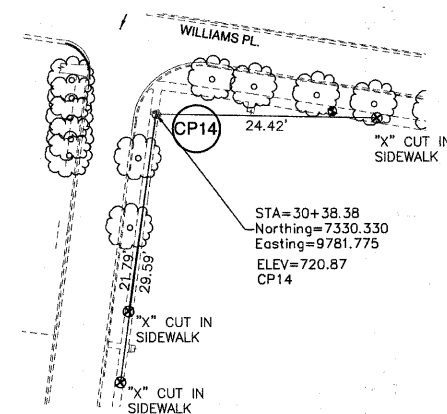
CURVE NO.	PROP. HORIZONTAL CURVE	PROP. HORIZONTAL CURVE	PROP. HORIZONTAL CURVE
CURVE NO. 1	PI STA = 6+05.88 Δ = 1°18'30" D = 0°55'40" R = 6176.0' T = 70.5' L = 141.02' E = 0.40' e = NC T.R. = NA S.E. RUN = NA PC = 5+35.37 PT = 6+76.38	PI STA = 8+36.13 Δ = 1°57'30" D = 1°53'21" R = 3033.0' T = 51.8' L = 103.66' E = 0.44' e = NC T.R. = NA S.E. RUN = NA PC = 7+84.30 PT = 8+87.96	PI STA = 34+31.29 Δ = 2°51'45" D = 1°08'45" R = 5000.0' T = 124.9' L = 249.91' E = 1.56' e = NC T.R. = NA S.E. RUN = NA PC = 33+06.35 PT = 35+56.17
CURVE NO. 2	PI STA = 38+42.56 Δ = 5°20'42" D = 1°54'35" R = 3000.0' T = 140.0' L = 279.88' E = 3.27' e = NC T.R. = NA S.E. RUN = NA PC = 37+02.53 PT = 39+82.38	PI STA = 41+77.55 Δ = 4°10'23" D = 2°51'53" R = 2000.0' T = 72.9' L = 145.67' E = 1.33' e = NC T.R. = NA S.E. RUN = NA PC = 41+04.69 PT = 42+50.36	PI STA = 43+76.35 Δ = 2°05'18" D = 2°51'53" R = 2000.0' T = 36.5' L = 72.90' E = 0.33' e = NC T.R. = NA S.E. RUN = NA PC = 43+39.89 PT = 44+12.79
CURVE NO. 3	PI STA = 38+42.56 Δ = 5°20'42" D = 1°54'35" R = 3000.0' T = 140.0' L = 279.88' E = 3.27' e = NC T.R. = NA S.E. RUN = NA PC = 37+02.53 PT = 39+82.38	PI STA = 41+77.55 Δ = 4°10'23" D = 2°51'53" R = 2000.0' T = 72.9' L = 145.67' E = 1.33' e = NC T.R. = NA S.E. RUN = NA PC = 41+04.69 PT = 42+50.36	PI STA = 43+76.35 Δ = 2°05'18" D = 2°51'53" R = 2000.0' T = 36.5' L = 72.90' E = 0.33' e = NC T.R. = NA S.E. RUN = NA PC = 43+39.89 PT = 44+12.79
CURVE NO. 4	PI STA = 38+42.56 Δ = 5°20'42" D = 1°54'35" R = 3000.0' T = 140.0' L = 279.88' E = 3.27' e = NC T.R. = NA S.E. RUN = NA PC = 37+02.53 PT = 39+82.38	PI STA = 41+77.55 Δ = 4°10'23" D = 2°51'53" R = 2000.0' T = 72.9' L = 145.67' E = 1.33' e = NC T.R. = NA S.E. RUN = NA PC = 41+04.69 PT = 42+50.36	PI STA = 43+76.35 Δ = 2°05'18" D = 2°51'53" R = 2000.0' T = 36.5' L = 72.90' E = 0.33' e = NC T.R. = NA S.E. RUN = NA PC = 43+39.89 PT = 44+12.79
CURVE NO. 5	PI STA = 38+42.56 Δ = 5°20'42" D = 1°54'35" R = 3000.0' T = 140.0' L = 279.88' E = 3.27' e = NC T.R. = NA S.E. RUN = NA PC = 37+02.53 PT = 39+82.38	PI STA = 41+77.55 Δ = 4°10'23" D = 2°51'53" R = 2000.0' T = 72.9' L = 145.67' E = 1.33' e = NC T.R. = NA S.E. RUN = NA PC = 41+04.69 PT = 42+50.36	PI STA = 43+76.35 Δ = 2°05'18" D = 2°51'53" R = 2000.0' T = 36.5' L = 72.90' E = 0.33' e = NC T.R. = NA S.E. RUN = NA PC = 43+39.89 PT = 44+12.79
CURVE NO. 6	PI STA = 38+42.56 Δ = 5°20'42" D = 1°54'35" R = 3000.0' T = 140.0' L = 279.88' E = 3.27' e = NC T.R. = NA S.E. RUN = NA PC = 37+02.53 PT = 39+82.38	PI STA = 41+77.55 Δ = 4°10'23" D = 2°51'53" R = 2000.0' T = 72.9' L = 145.67' E = 1.33' e = NC T.R. = NA S.E. RUN = NA PC = 41+04.69 PT = 42+50.36	PI STA = 43+76.35 Δ = 2°05'18" D = 2°51'53" R = 2000.0' T = 36.5' L = 72.90' E = 0.33' e = NC T.R. = NA S.E. RUN = NA PC = 43+39.89 PT = 44+12.79
CURVE NO. 7	PI STA = 38+42.56 Δ = 5°20'42" D = 1°54'35" R = 3000.0' T = 140.0' L = 279.88' E = 3.27' e = NC T.R. = NA S.E. RUN = NA PC = 37+02.53 PT = 39+82.38	PI STA = 41+77.55 Δ = 4°10'23" D = 2°51'53" R = 2000.0' T = 72.9' L = 145.67' E = 1.33' e = NC T.R. = NA S.E. RUN = NA PC = 41+04.69 PT = 42+50.36	PI STA = 43+76.35 Δ = 2°05'18" D = 2°51'53" R = 2000.0' T = 36.5' L = 72.90' E = 0.33' e = NC T.R. = NA S.E. RUN = NA PC = 43+39.89 PT = 44+12.79
CURVE NO. 8	PI STA = 38+42.56 Δ = 5°20'42" D = 1°54'35" R = 3000.0' T = 140.0' L = 279.88' E = 3.27' e = NC T.R. = NA S.E. RUN = NA PC = 37+02.53 PT = 39+82.38	PI STA = 41+77.55 Δ = 4°10'23" D = 2°51'53" R = 2000.0' T = 72.9' L = 145.67' E = 1.33' e = NC T.R. = NA S.E. RUN = NA PC = 41+04.69 PT = 42+50.36	PI STA = 43+76.35 Δ = 2°05'18" D = 2°51'53" R = 2000.0' T = 36.5' L = 72.90' E = 0.33' e = NC T.R. = NA S.E. RUN = NA PC = 43+39.89 PT = 44+12.79

Line #	Length	Direction	Start Point	End Point
L1	535.37	S0° 27' 25.60"W	(10027.85,10107.55)	(10023.58,9572.20)
L2	107.91	S0° 51' 04.00"E	(10024.07,9431.19)	(10025.67,9323.29)
L3	1878.49	S1° 06' 25.79"W	(10025.44,9219.63)	(9989.14,7341.49)
L4	229.98	N80° 56' 17.18"W	(9989.14,7341.49)	(9762.03,7377.71)
L5	312.12	S8° 03' 34.18"W	(9762.03,7377.71)	(9718.27,7068.67)
L6	146.36	S10° 55' 19.64"W	(9677.09,6822.30)	(9649.35,6678.59)
L7	122.31	S16° 13' 58.04"W	(9583.76,6406.64)	(9549.57,6289.21)
L8	89.54	S20° 24' 20.51"W	(9503.80,6150.95)	(9472.58,6067.04)
L9	113.52	S22° 29' 39.10"W	(9445.92,5999.19)	(9402.49,5894.31)
L10	78.10	S25° 36' 28.64"W	(9358.20,5795.07)	(9324.44,5724.64)
L11	540.01	S28° 13' 50.99"W	(9267.45,5612.40)	(9012.01,5136.62)

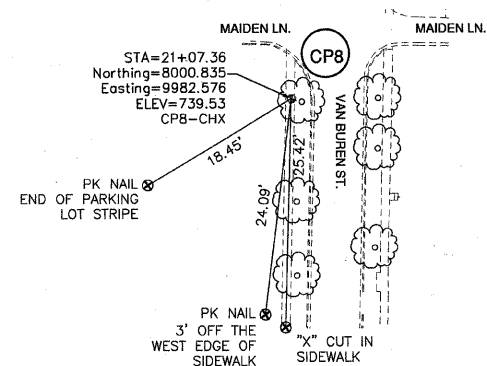
Curve #	Radius	Length	Chord Direction	Start Point	End Point
C1	6176.00	141.02	S0° 11' 49.20"E	(10023.58,9572.20)	(10024.07,9431.19)
C2	3033.00	103.66	S0° 07' 40.89"W	(10025.67,9323.29)	(10025.44,9219.63)
C3	5000.00	249.81	S9° 29' 26.91"W	(9718.27,7068.67)	(9677.09,6822.30)
C4	3000.00	279.86	S13° 33' 37.29"W	(9649.35,6678.59)	(9583.76,6406.64)
C5	2000.00	145.67	S18° 19' 09.47"W	(9549.57,6289.21)	(9503.80,6150.95)
C6	2000.00	72.90	S21° 27' 00.00"W	(9472.58,6067.04)	(9445.92,5999.19)
C7	2750.00	108.68	S24° 03' 03.87"W	(9402.49,5894.31)	(9358.20,5795.07)
C8	2460.73	125.89	S26° 55' 09.81"W	(9324.44,5724.64)	(9267.45,5612.40)



BARRINGTON AVE.

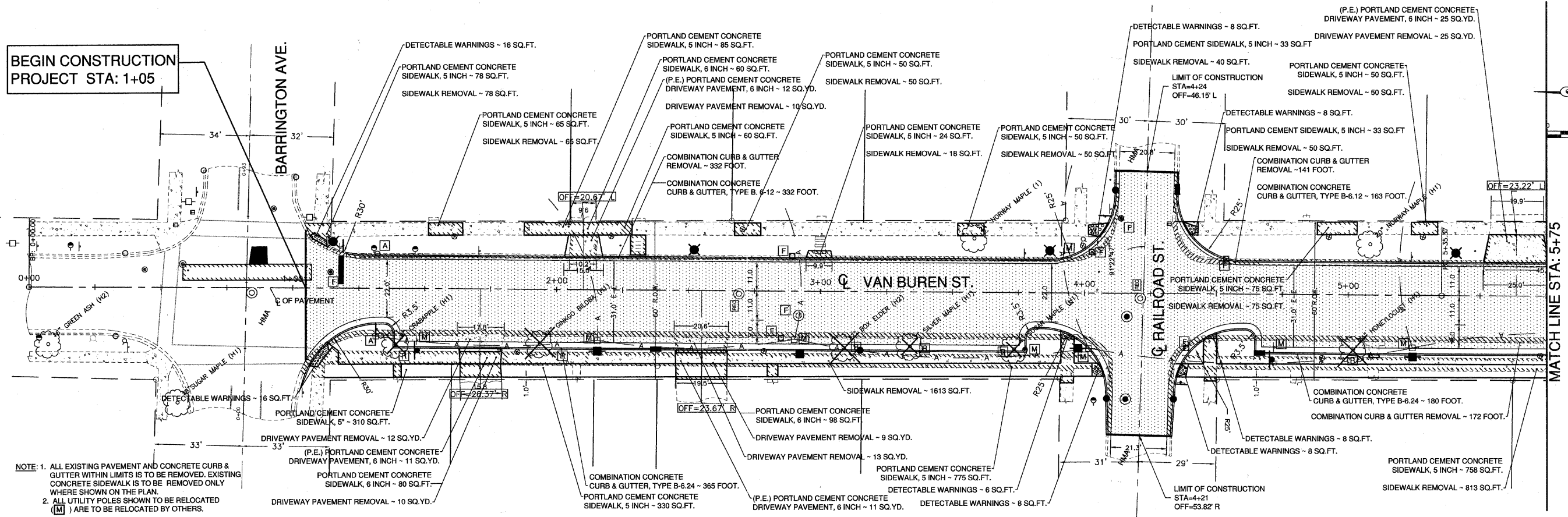


BENCHMARK ELEMENTS BASED ON THE NORTH AMERICAN DATUM OF 1983 (NAD 83)

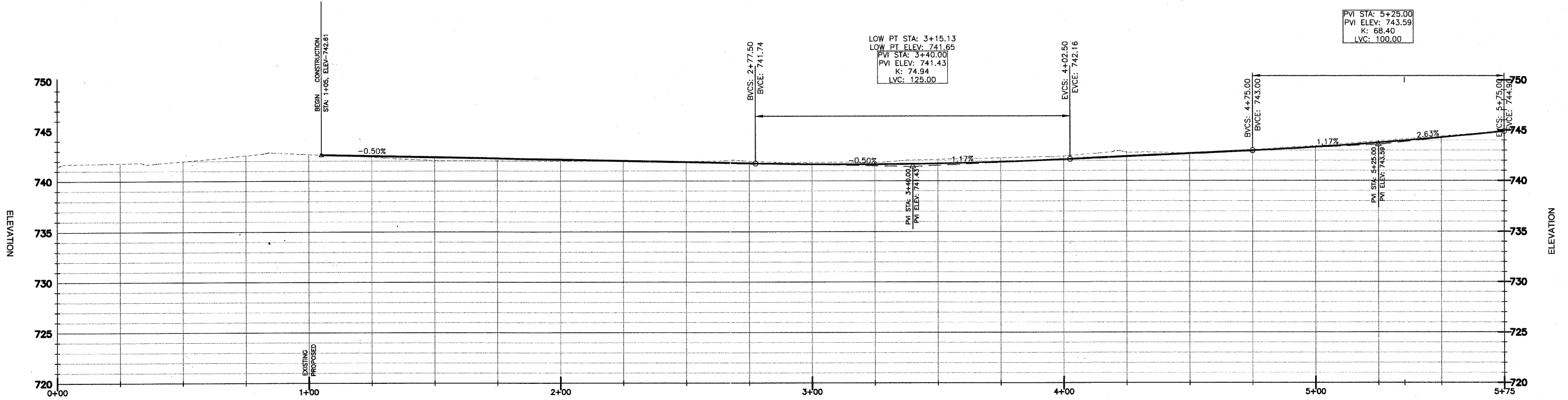


FILE NAME: xxx	GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME:	DESIGNED: EBW	REVISED: MARCH 23, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARKS	FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		PLOT SCALE: 1" = 100'	DRAWN: PC	REVISED: MAY 16, 2011			252B	04-00043-00-PV	KANE	85	10	
		PLOT DATE:	CHECKED: JDH	REVISED:			CONTRACT NO. 63507					
			DATE: AUGUST 25, 2010	REVISED:			SCALE: 1" = 100'	SHEET NO. 2 OF 2 SHEETS	STA: TO STA:	FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT

BEGIN CONSTRUCTION PROJECT STA: 1+05



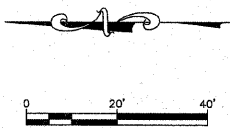
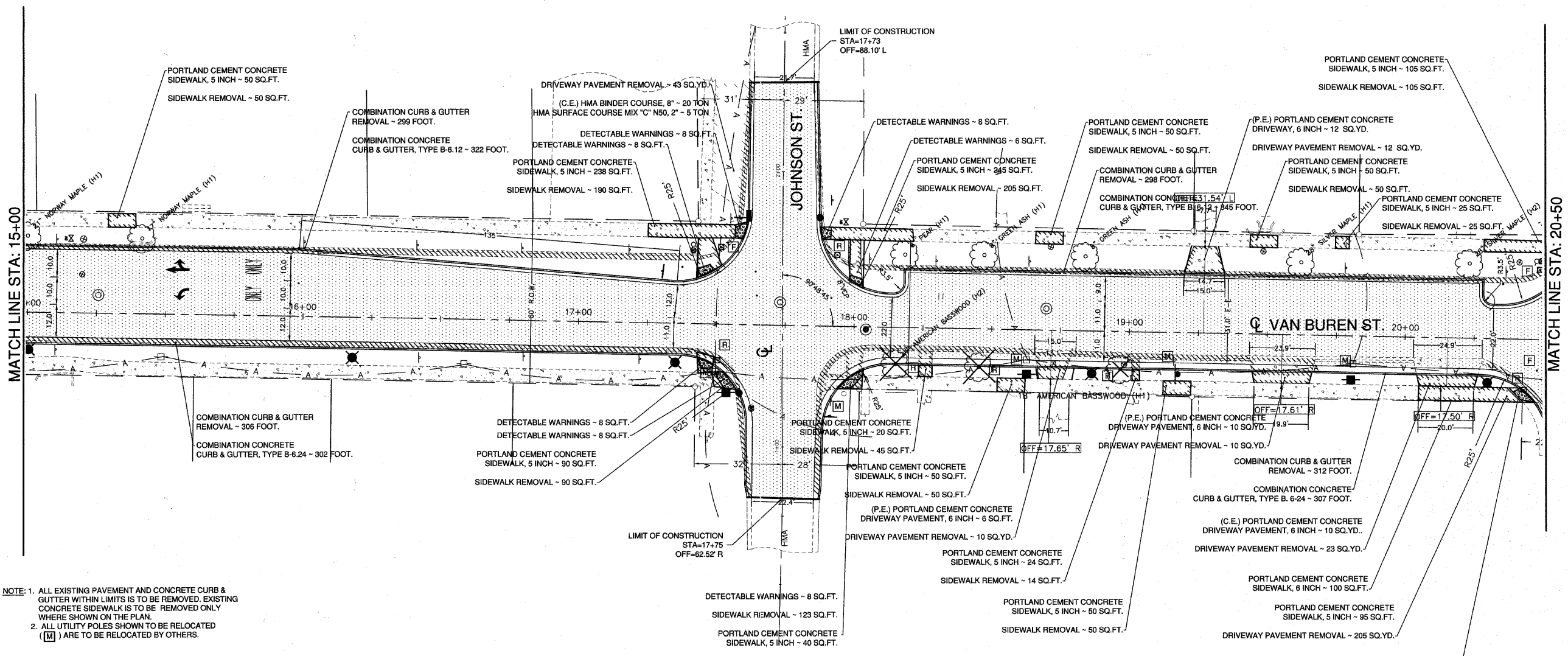
NOTE: 1. ALL EXISTING PAVEMENT AND CONCRETE CURB & GUTTER WITHIN LIMITS IS TO BE REMOVED. EXISTING CONCRETE SIDEWALK IS TO BE REMOVED ONLY WHERE SHOWN ON THE PLAN.  
 2. ALL UTILITY POLES SHOWN TO BE RELOCATED (M) ARE TO BE RELOCATED BY OTHERS.



741.48	0.00	741.79	0.00	741.98	0.00	742.55	0.00	742.65	0.00	742.81	742.51	742.05	742.38	742.01	742.26	741.99	742.13	741.96	742.01	741.96	741.88	741.95	741.76	741.84	741.86	741.87	741.86	742.13	741.73	742.28	741.89	742.45	742.13	742.93	742.42	742.73	742.71	743.07	743.00	743.44	743.34	743.92	743.77	744.41	744.29	744.89	744.90
--------	------	--------	------	--------	------	--------	------	--------	------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

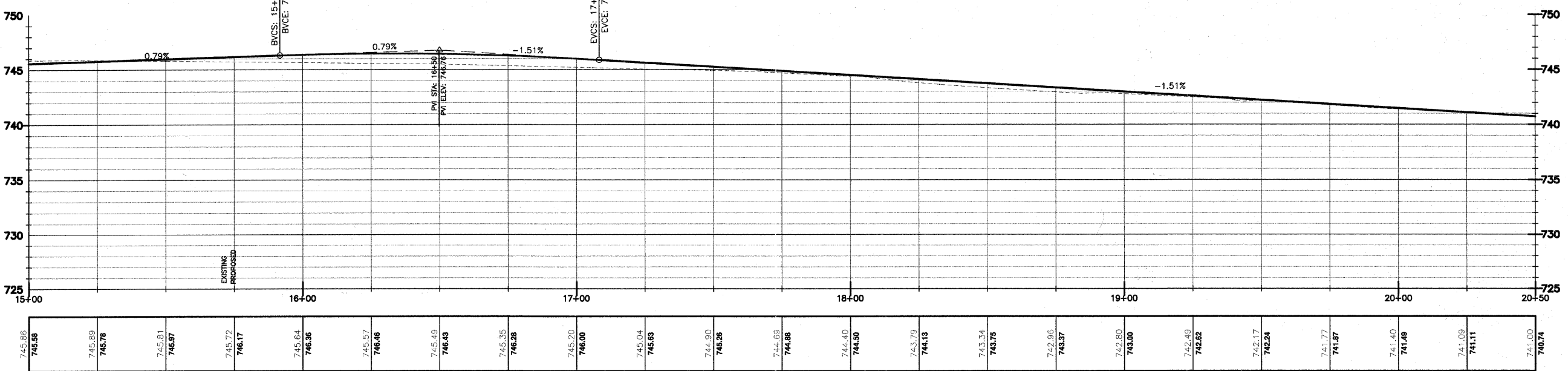


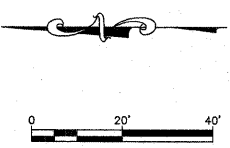
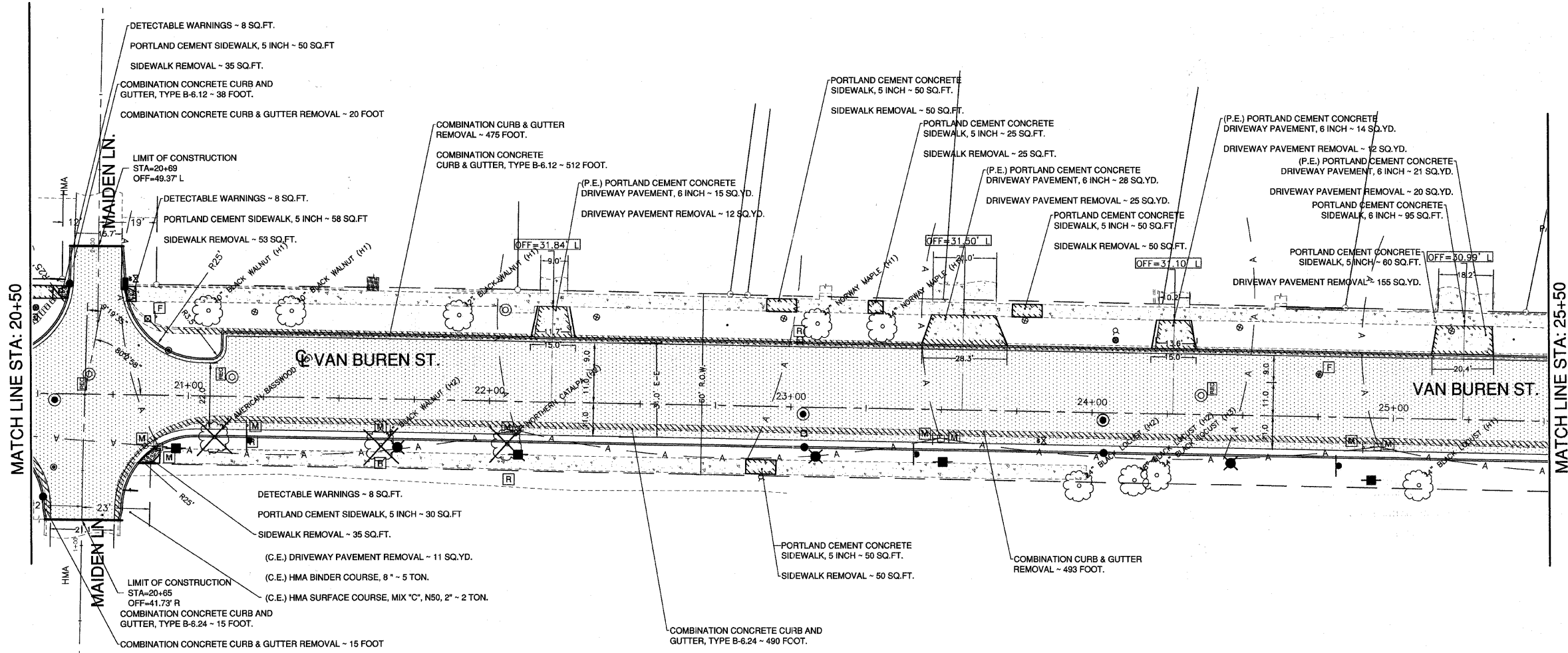




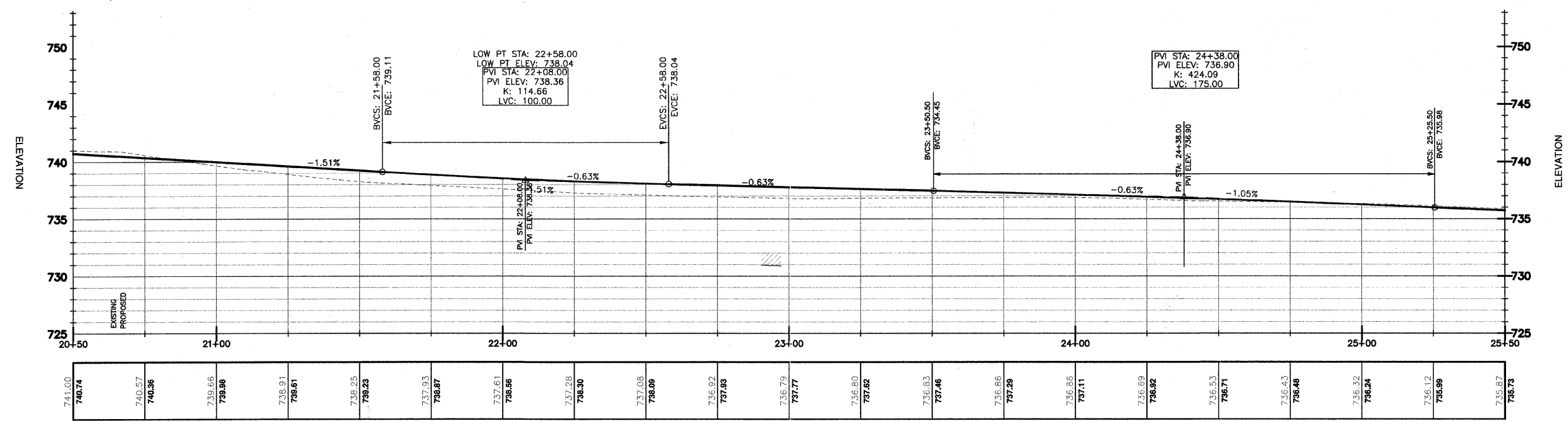
NOTE: 1. ALL EXISTING PAVEMENT AND CONCRETE CURB & GUTTER WITHIN LIMITS IS TO BE REMOVED. EXISTING CONCRETE SIDEWALK IS TO BE REMOVED ONLY WHERE SHOWN ON THE PLAN.  
 2. ALL UTILITY POLES SHOWN TO BE RELOCATED (M) ARE TO BE RELOCATED BY OTHERS.

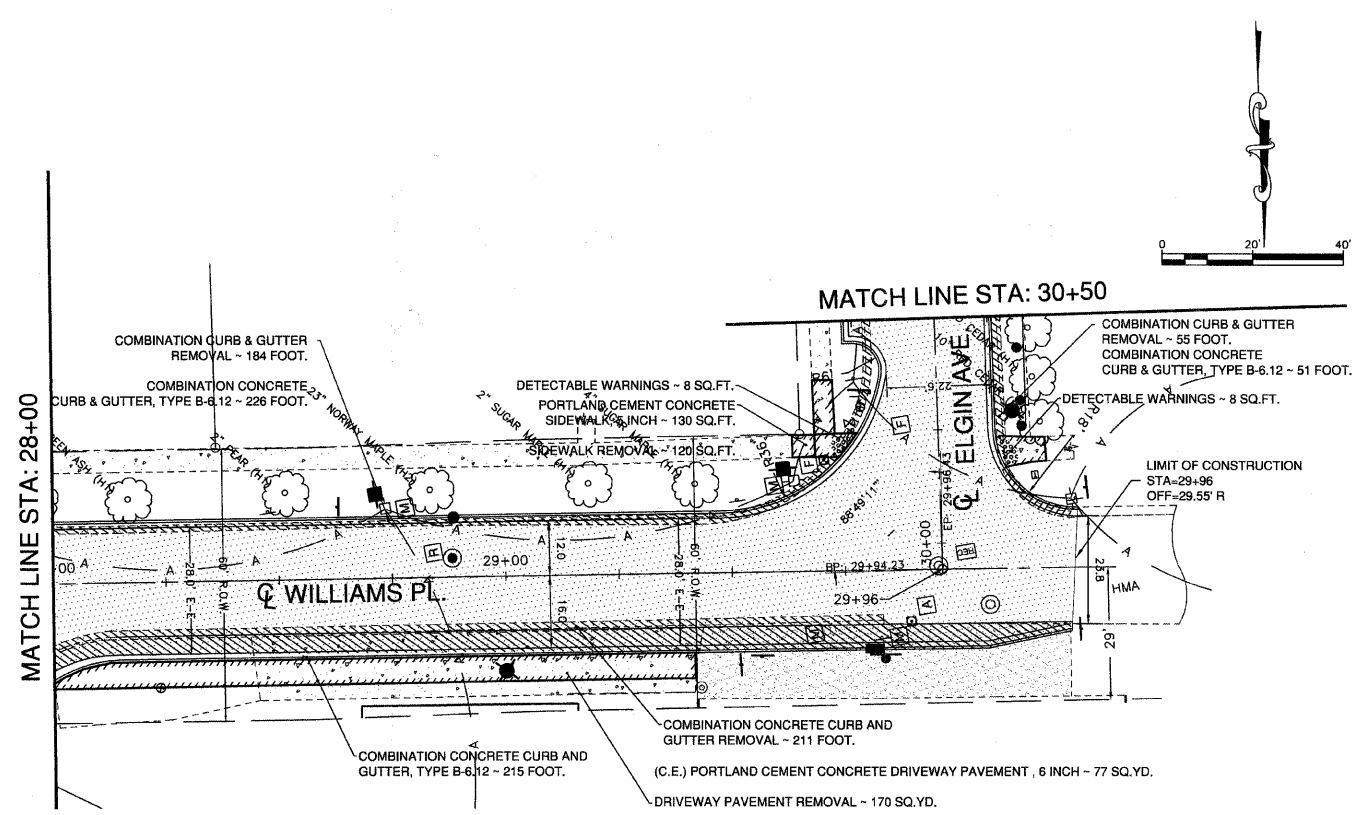
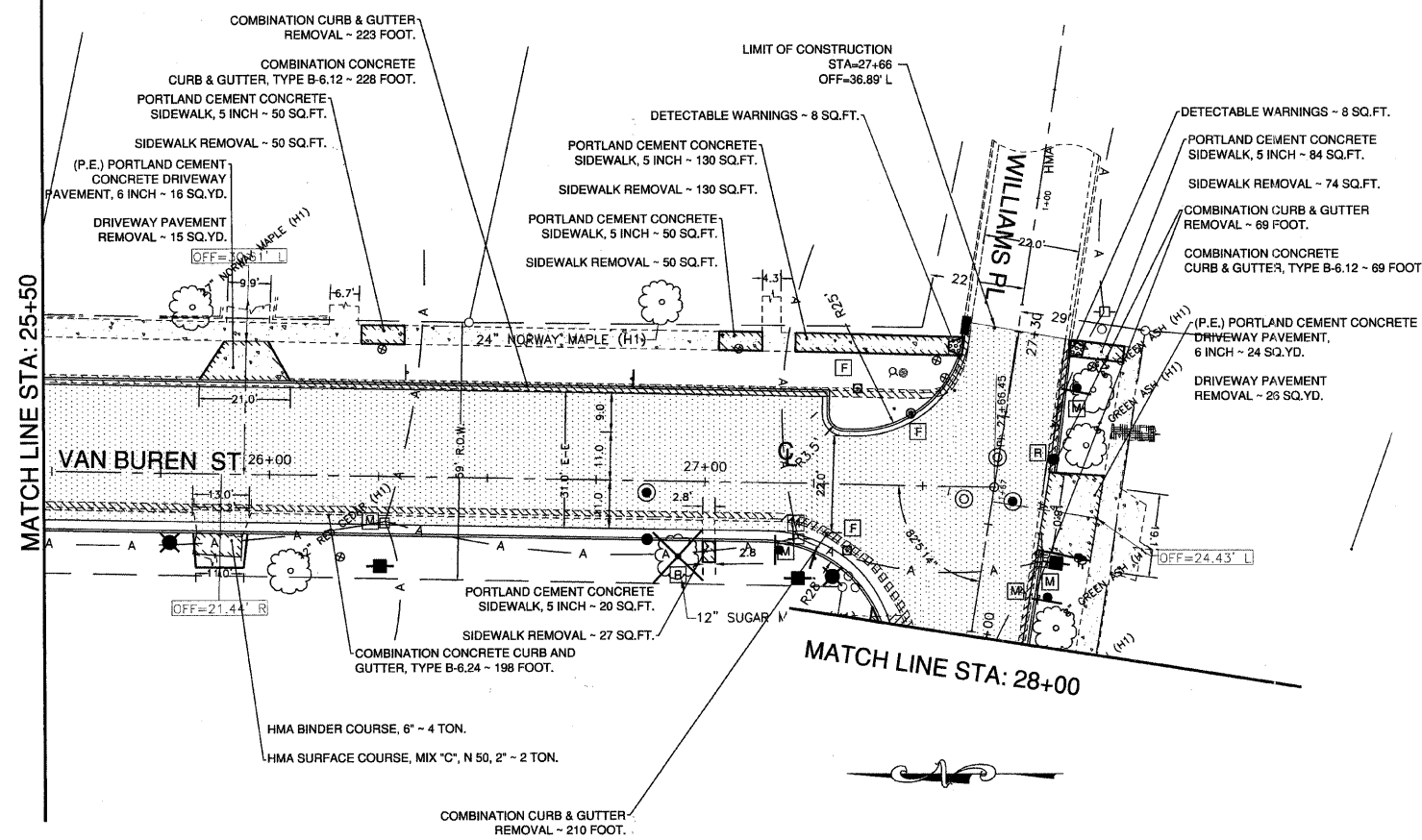
PVI STA: 16+50.00  
 PVI ELEV: 746.76  
 K: 50.84  
 LVC: 116.61



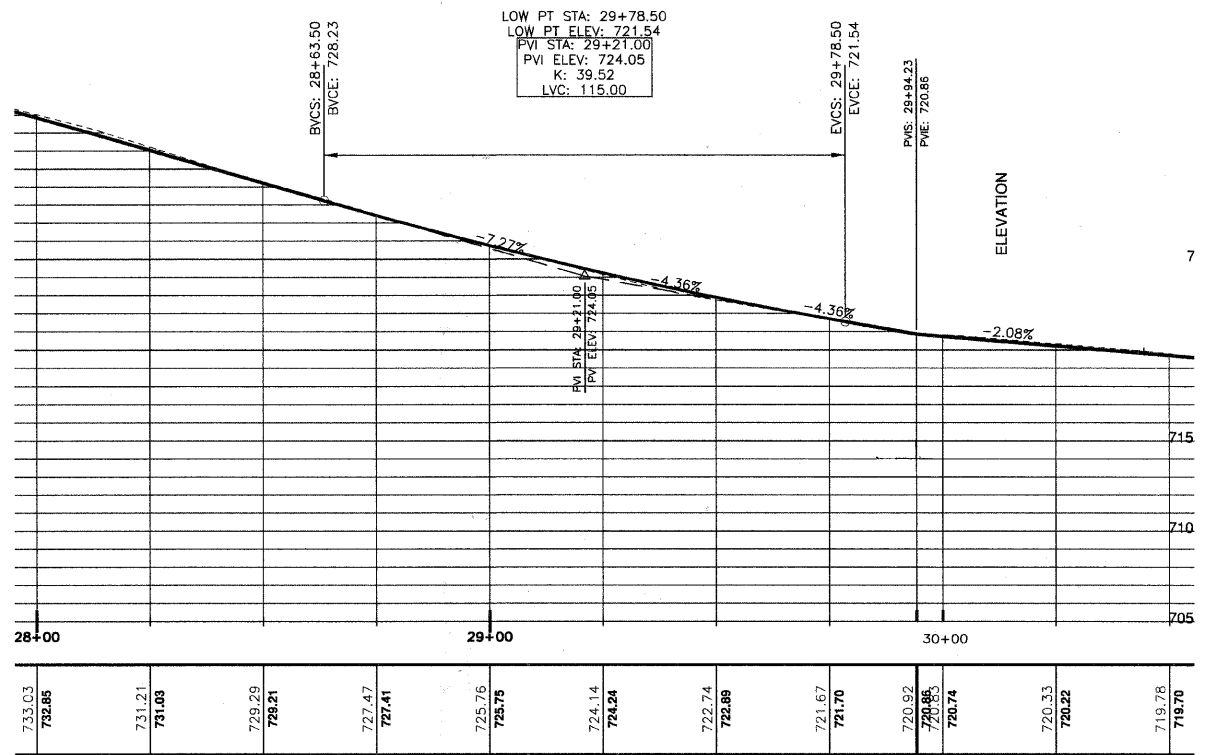
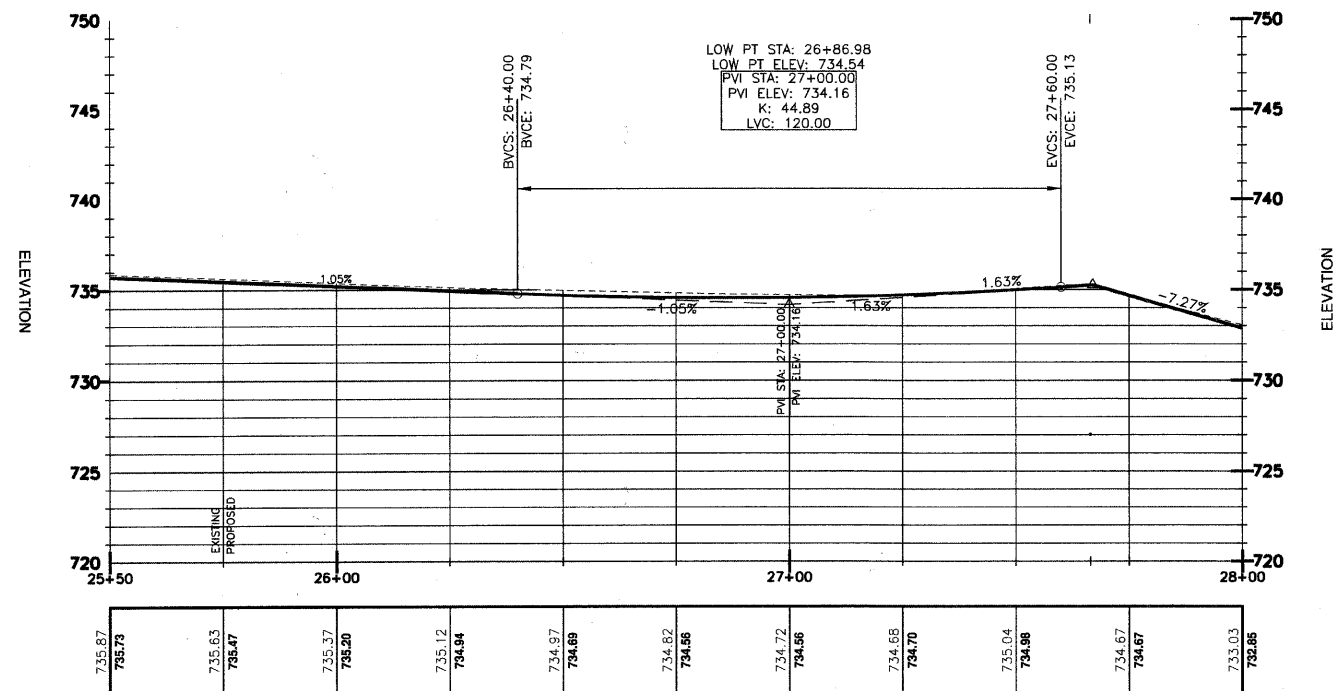


NOTE: 1. ALL EXISTING PAVEMENT AND CONCRETE CURB & GUTTER WITHIN LIMITS IS TO BE REMOVED. EXISTING CONCRETE SIDEWALK IS TO BE REMOVED ONLY WHERE SHOWN ON THE PLAN.  
 2. ALL UTILITY POLES SHOWN TO BE RELOCATED (M) ARE TO BE RELOCATED BY OTHERS.

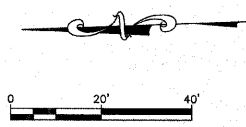
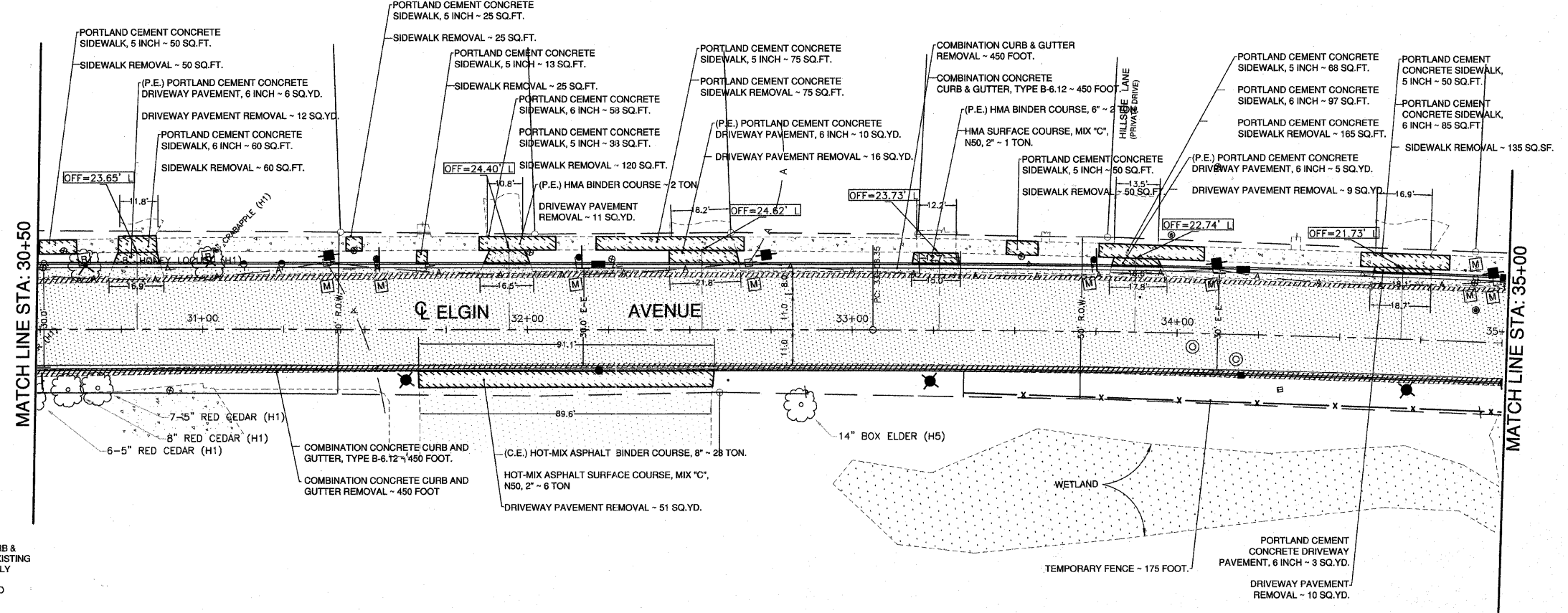




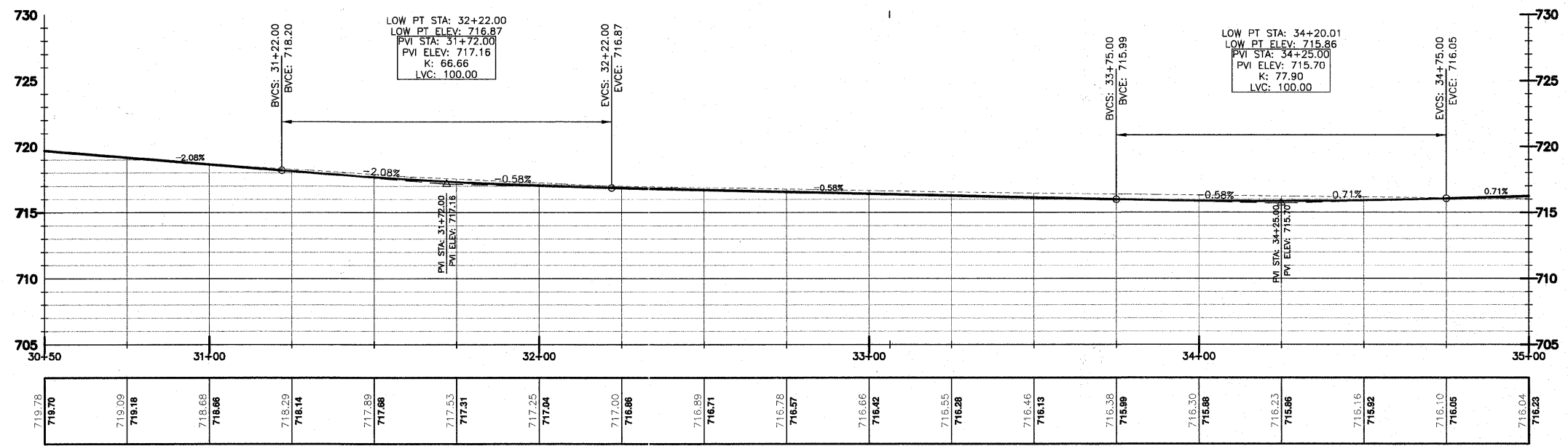
NOTE: 1. ALL EXISTING PAVEMENT AND CONCRETE CURB & GUTTER WITHIN LIMITS IS TO BE REMOVED. EXISTING CONCRETE SIDEWALK IS TO BE REMOVED ONLY WHERE SHOWN ON THE PLAN.  
 2. ALL UTILITY POLES SHOWN TO BE RELOCATED (M) ARE TO BE RELOCATED BY OTHERS.

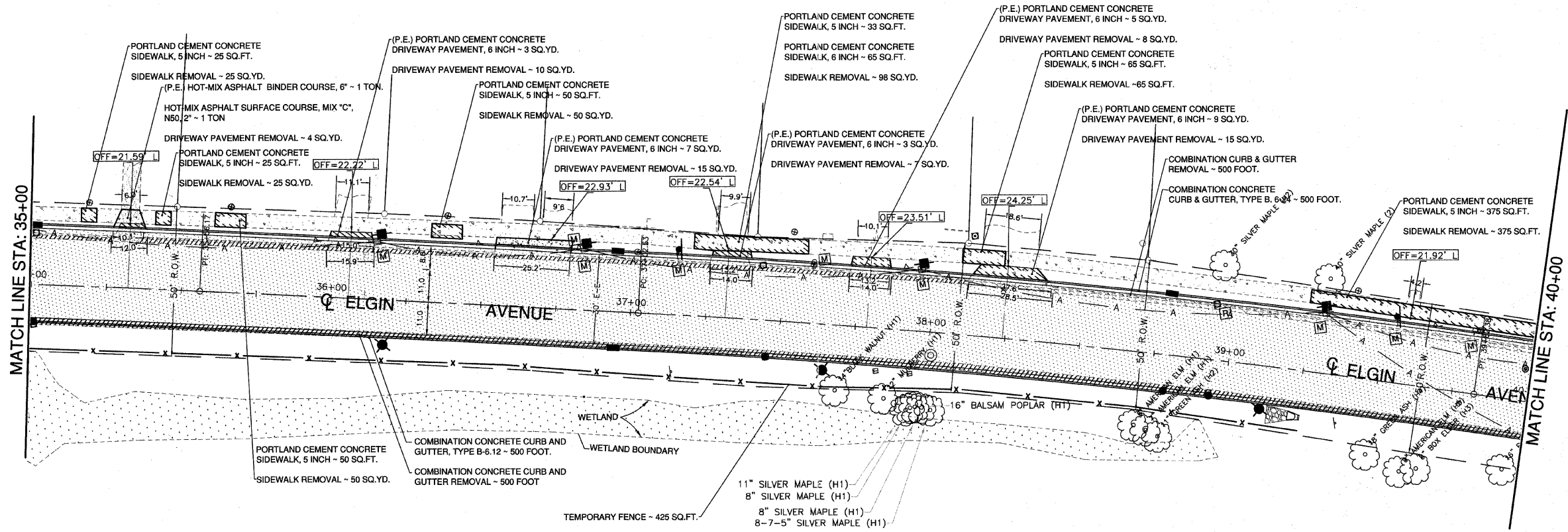
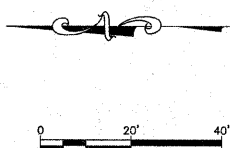






NOTE: 1. ALL EXISTING PAVEMENT AND CONCRETE CURB & GUTTER WITHIN LIMITS IS TO BE REMOVED. EXISTING CONCRETE SIDEWALK IS TO BE REMOVED ONLY WHERE SHOWN ON THE PLAN.  
 2. ALL UTILITY POLES SHOWN TO BE RELOCATED (M) ARE TO BE RELOCATED BY OTHERS.

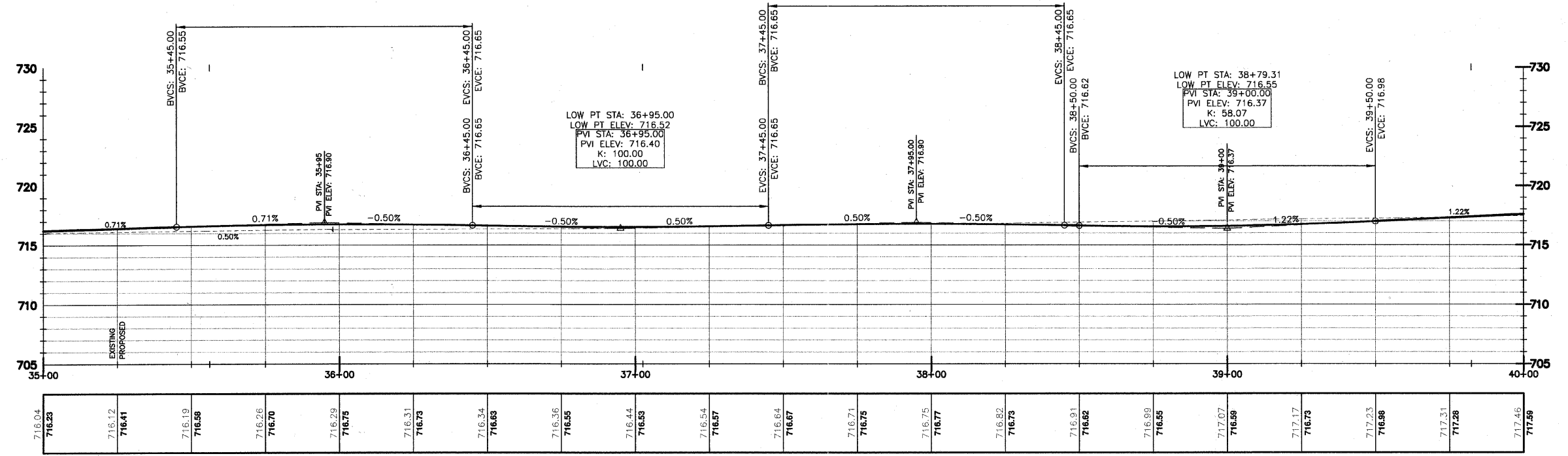




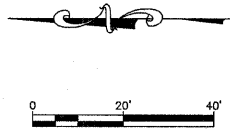
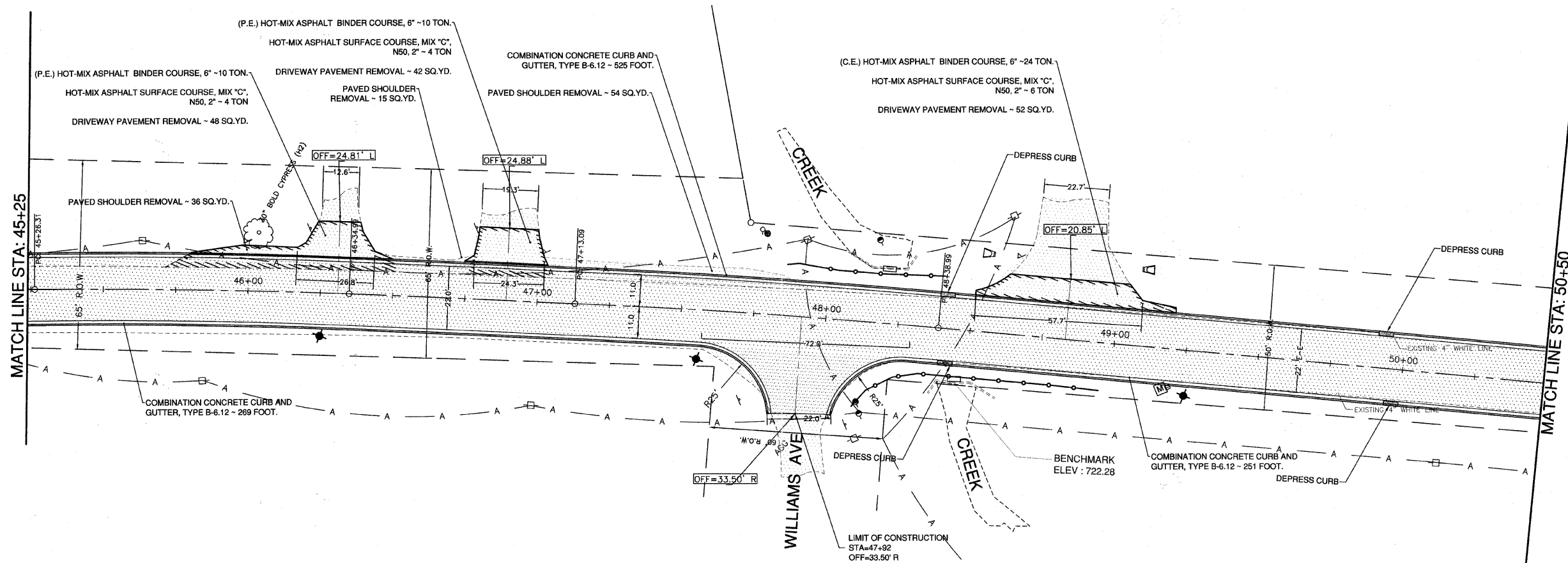
NOTE: 1. ALL EXISTING PAVEMENT AND CONCRETE CURB & GUTTER WITHIN LIMITS IS TO BE REMOVED. EXISTING CONCRETE SIDEWALK IS TO BE REMOVED ONLY WHERE SHOWN ON THE PLAN.  
 2. ALL UTILITY POLES SHOWN TO BE RELOCATED (M) ARE TO BE RELOCATED BY OTHERS.

PVI STA: 35+95.00  
 PVI ELEV: 716.90  
 K: 82.93  
 LVC: 100.00

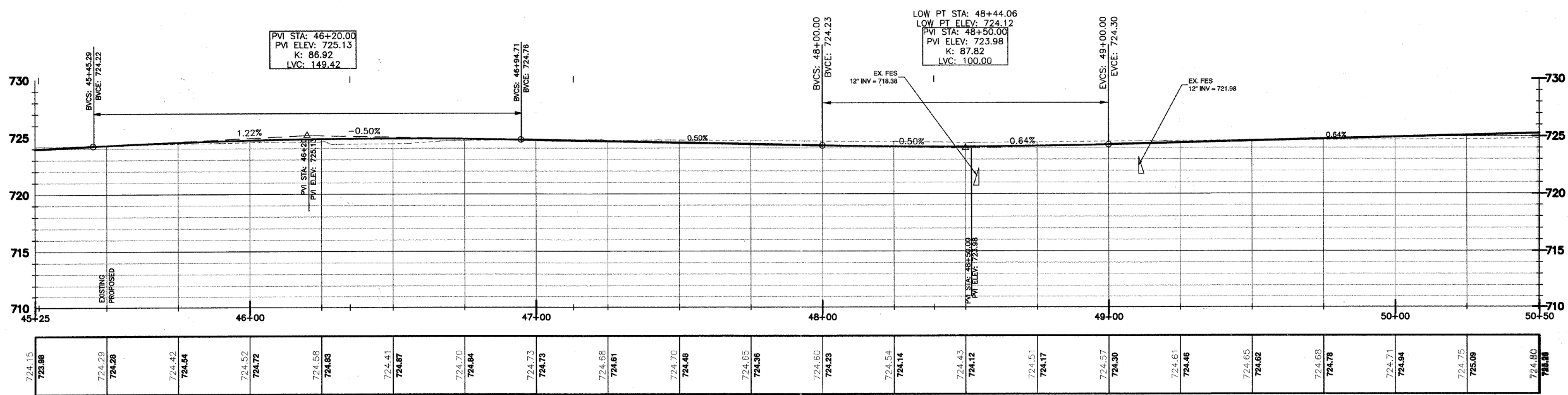
PVI STA: 37+95.00  
 PVI ELEV: 716.90  
 K: 99.53  
 LVC: 100.00







NOTE: 1. ALL EXISTING PAVEMENT AND CONCRETE CURB & GUTTER WITHIN LIMITS IS TO BE REMOVED. EXISTING CONCRETE SIDEWALK IS TO BE REMOVED ONLY WHERE SHOWN ON THE PLAN.  
 2. ALL UTILITY POLES SHOWN TO BE RELOCATED (M) ARE TO BE RELOCATED BY OTHERS.



FILE NAME: xxx

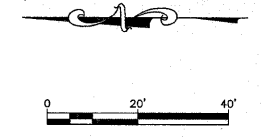
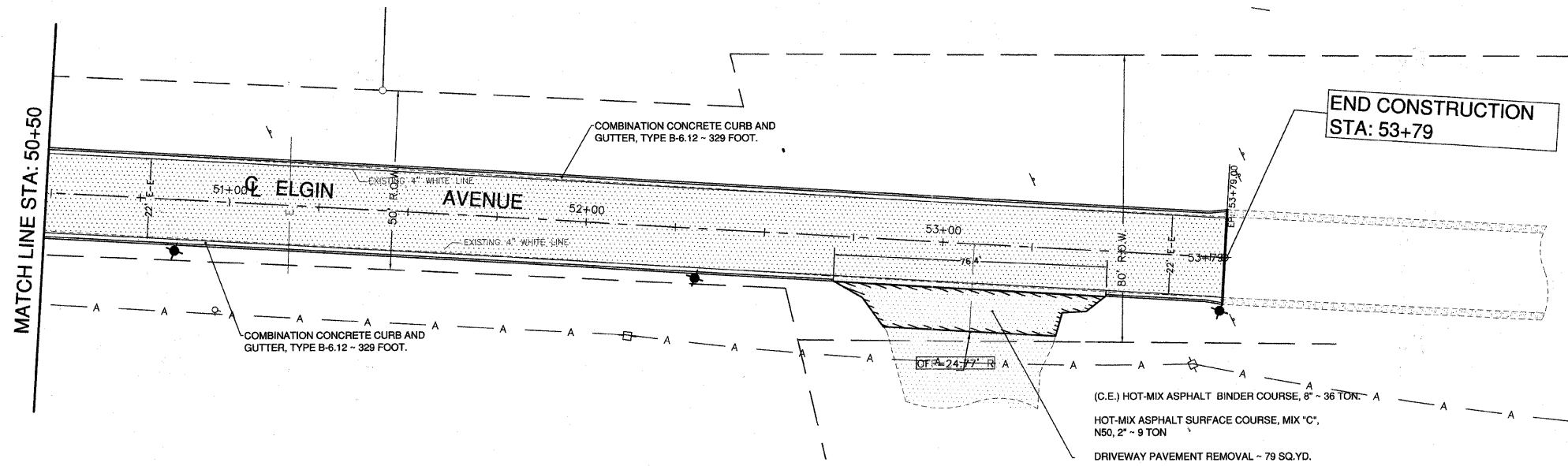
GERALD L. HEINZ & ASSOCIATES, INC.  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 206 NORTH RIVER STREET  
 EAST DUNDEE, ILLINOIS 60118

USER NAME:  
 DESIGNED: EBW  
 DRAWN: PC  
 CHECKED: JDH  
 DATE: AUGUST 25, 2010

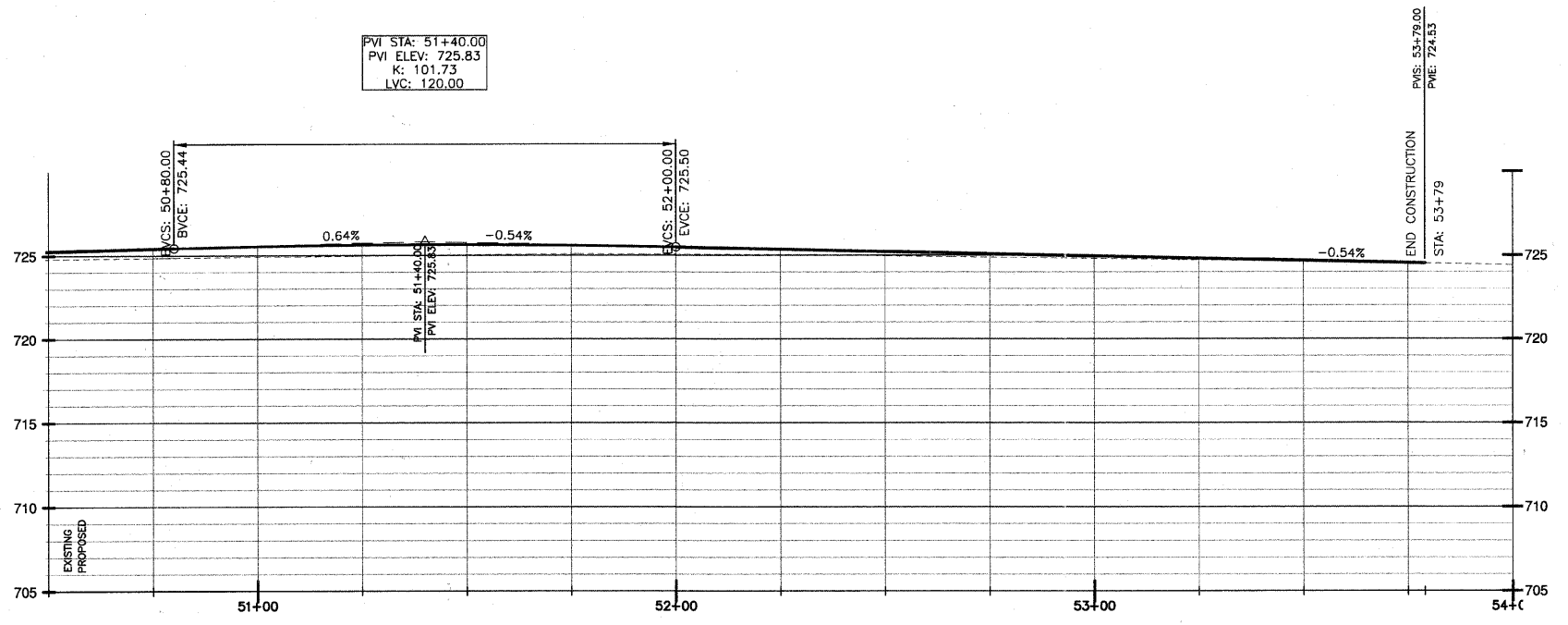
REVISED: MARCH 23, 2011  
 REVISED: MAY 16, 2011  
 REVISED:

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
 SCALE: 1" = 20'  
 SHEET NO. 10 OF 11 SHEETS  
 STA: 45+25 TO STA: 50+50  
 COUNTY: KANE  
 TOTAL SHEETS: 85  
 SHEET NO.: 20  
 CONTRACT NO.: 63507  
 FED. ROAD DIST. NO.: ILLINOIS  
 FED. AID. PROJECT



NOTE: 1. ALL EXISTING PAVEMENT AND CONCRETE CURB & GUTTER WITHIN LIMITS IS TO BE REMOVED. EXISTING CONCRETE SIDEWALK IS TO BE REMOVED ONLY WHERE SHOWN ON THE PLAN.  
 2. ALL UTILITY POLES SHOWN TO BE RELOCATED (M) ARE TO BE RELOCATED BY OTHERS.



725.25	724.85	725.41	724.91	725.55	724.97	725.63	725.04	725.65	725.10	725.61	725.07	725.50	725.04	725.37	724.97	725.23	724.89	725.09	724.60	724.96	724.71	724.82	724.63	724.69	724.54	724.55	0.00
ft																											



- GENERAL NOTES:**
- CONTRACTOR SHALL PROVIDE ALL SIGNS, BARRICADES, TEMPORARY MARKINGS, AND TRAFFIC PROTECTION NECESSARY FOR MAINTENANCE OF TRAFFIC, OR AS DIRECTED BY THE ENGINEER.
  - ALL BARRICADES SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS.
  - CONTRACTOR SHALL USE TEMPORARY PAVEMENT MARKING TAPE, TYPE III FOR TEMPORARY LANE MARKINGS WHEN MAINTAINING TWO-WAY TRAFFIC THRU THE PROJECT AREA PRIOR TO THE PLACEMENT OF THE FINAL THERMOPLASTIC PAVEMENT MARKINGS.
  - DOUBLE 'SOLID 4" YELLOW LINES SHALL BE USED TO SEPARATE OPPOSING TRAFFIC.
  - ALL WARNING SIGNS WILL BE BLACK LEGEND AND BORDER ON FLUORESCENT ORANGE REFLECTORIZED BACKGROUND UNLESS OTHERWISE SPECIFIED. WHERE THE POSTED SPEED LIMIT EXCEEDS 35 MPH, THE WARNING SIGNS SHALL HAVE MINIMUM DIMENSIONS OF 48"x48". IF THE POSTED SPEED LIMIT IS LESS THAN 35 MPH, THE WARNING SIGNS SHALL HAVE MINIMUM DIMENSION OF 36"x36".
  - TEMPORARY ACCESS CLOSURES WILL BE ALLOWED ONLY UPON THE APPROVAL OF THE ENGINEER AND AFTER PROPER NOTIFICATION OF THE LANDOWNER AFFECTED BY THE CLOSURE.
  - ALL ADVANCE WARNING SIGNS FOR THE PROJECT SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.
  - CONTRACTOR SHALL PROVIDE ACCESS TO ALL PRIVATE AND PUBLIC ENTRANCES IN ACCORDANCE WITH IDOT STANDARDS DURING THE DURATION OF THE PROJECT.
  - THE TEMPORARY ACCESS TO DRIVEWAY ENTRANCES AND PUBLIC SIDE STREETS SHALL BE CONSTRUCTED WITH AGGREGATE FOR TEMPORARY ACCESS AND PAID FOR THE CONTRACT UNIT PRICE PER TON.
  - THE REMOVAL OF THE TEMPORARY ACCESS SHALL BE CONSIDERED INCLUDED IN THE COST OF AGGREGATE FOR TEMPORARY ACCESS.
  - CONTRACTOR SHALL MAINTAIN ONE THRU TRAFFIC LANE IN NORTHBOUND DIRECTION ON VAN BUREN STREET & EAST BOUND ON WILLIAMS PLACE FROM ELGIN AVE TO IL STATE ROUTE 72 DURING THE DURATION OF STAGE II OF THE PROJECT.
  - CONTRACTOR SHALL MAINTAIN ONE THRU TRAFFIC LANE IN NORTH BOUND DIRECTION ON ELGIN AVE FROM SOUTHERN PROJECT LIMITS TO WILLIAMS PLACE DURING THE DURATION OF STAGE III OF THE PROJECT.

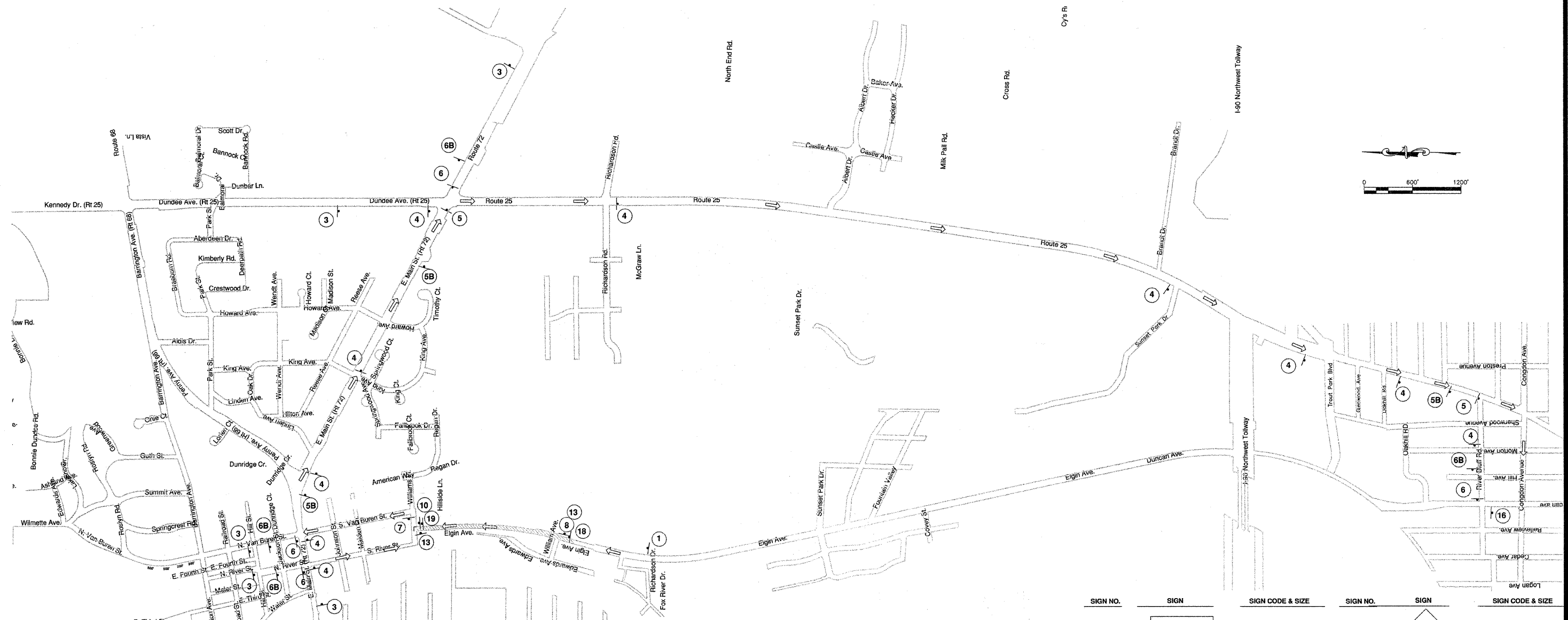
- ADVANCE WORK:**
- TWO (2) WEEKS PRIOR TO CONSTRUCTION CHANGEABLE MESSAGE SIGNS SHALL BE PLACED FOR THE EASTBOUND AND WESTBOUND TRAFFIC ON ILLINOIS ROUTE 72 NOTIFYING THEM OF THE UPCOMING CONSTRUCTION PROJECT AND TO SEEK ALTERNATIVE ROUTES.
  - MAINTAIN NORMAL TRAFFIC THRU PROJECT AREA FROM EDWARDS AVE TO BARRINGTON AVE PROVIDING TRAFFIC PROTECTION AND SIGNING PER STANDARD 701301-04 DURING CONSTRUCTION ACTIVITIES WHICH REQUIRES THE CLOSURE OF ONE TRAFFIC LANE FOR SHORT DURATIONS OF THE TIME DURING THE NORMAL WORK DAY HOURS.
  - SAW CUT THE PAVEMENT FOR THE INSTALLATION OF STORM SEWER AND WATERMAIN FROM STA:1+00 TO STATION 12+00 AT TRENCH LIMITS INDICATED ON THE PLANS AND FOR THE REMOVAL OF THE EXISTING PAVEMENT AREA UNDER STAGE I.

**STAGE 1 DETOUR PLAN**

**STAGE 2 DETOUR PLAN**

SIGN NO.	SIGN	SIGN CODE & SIZE	SIGN NO.	SIGN	SIGN CODE & SIZE	SIGN NO.	SIGN	SIGN CODE & SIZE
1	ROAD CONSTRUCTION AHEAD	W 20-1, 48"x48"	4	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"	4A	NORTH VAN BUREN ST. DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"
1A	ROAD CONSTRUCTION AHEAD	W 20-1, 36"x36"	5	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"	5A	NORTH VAN BUREN ST. DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"
2	ROAD CLOSED AHEAD	W 20-3, 48"x48"	5B	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M4-9R, 30"x24"	5C	NORTH VAN BUREN STREET DETOUR	M4-9R, 30"x24"
3	DETOUR AHEAD	W 17-1 100, VAR.x6"	6	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"	6A	NORTH VAN BUREN ST. DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"
3	DETOUR AHEAD	W 20-2, 48"x48"	6	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M4-9R, 30"x24"	6A	NORTH VAN BUREN ST. DETOUR	M4-9L, 30"x24"
3	DETOUR AHEAD	W 17-1 100, VAR.x6"	6	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"	6A	NORTH VAN BUREN ST. DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"
3	DETOUR AHEAD	W 17-1 100, VAR.x6"	6	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M4-9L, 30"x24"	6A	NORTH VAN BUREN ST. DETOUR	M4-9L, 30"x24"

SIGN NO.	SIGN	SIGN CODE & SIZE	SIGN NO.	SIGN	SIGN CODE & SIZE
9	ROAD CLOSED	R11-2, 48"x30"	15	ROAD CLOSED 500 FT	W20-5, 48"x48"
10	END CONSTRUCTION	G20-2, 60"x24"	16	END DETOUR	M4-8A, 24"x12"
11	WORKERS	W21-1, 36"x36"	17	ROAD CLOSED DETOUR	M4-10R, 48"x18" (L or R)
12	No Left Turn R3-2	24"x24"	18	BEGIN ONE WAY	R6-6, 24"x30"
13	No Right Turn R3-1	24"x24"	19	END ONE WAY	R6-7, 24"x30"
14	END	M4-8b, 24"x12"	20	CHANGEABLE MESSAGE SIGN	

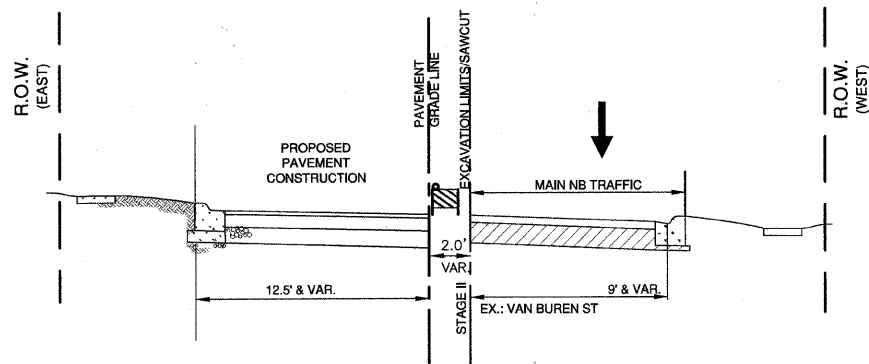


### STAGE 3 DETOUR PLAN

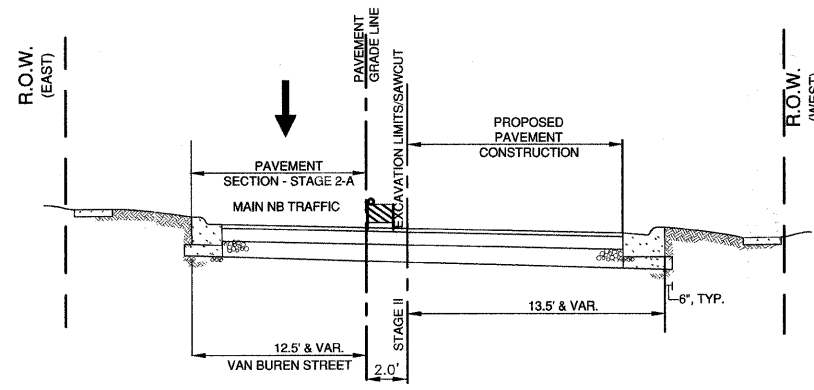
SIGN NO.	SIGN	SIGN CODE & SIZE	SIGN NO.	SIGN	SIGN CODE & SIZE	SIGN NO.	SIGN	SIGN CODE & SIZE
1	ROAD CONSTRUCTION AHEAD	W 20-1, 48"x48"	4	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"	4A	NORTH VAN BUREN ST. DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"
1A	ROAD CONSTRUCTION AHEAD	W 20-1, 36"x36"	4	↑	M4-9, 30"x24"	6B	SOUTH VAN BUREN ELGIN AVENUE DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"
2	ROAD CLOSED AHEAD	W 20-3, 48"x48"	5	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"	5A	NORTH VAN BUREN ST. DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"
	VAN BUREN STREET ELGIN AVENUE	W 17-1 100, VAR.x6"	5	→	M4-9R, 30"x24"	5C	NORTH VAN BUREN STREET ELGIN AVENUE DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"
	STAGE 1 & 2 STAGE 3		5B	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"	7	DO NOT ENTER	M4-9R, 30"x24"
3	DETOUR AHEAD	W 20-2, 48"x48"	5B	↘	M4-9R, 30"x24"	8	ONE WAY	M3-4, 24"x12" W 17-1 100, VAR.x6"
	VAN BUREN STREET ELGIN AVENUE	W 17-1 100, VAR.x6"	6	SOUTH VAN BUREN ST. ELGIN AVENUE DETOUR	M3-4, 24"x12" W 17-1 100, VAR.x6"	8	ONE WAY	M4-9L, 30"x24"
	STAGE 1 & 2 STAGE 3		6	←	M4-9L, 30"x24"	8A	ONE WAY	M4-9L, 30"x24"
	STAGE 1 & 2 STAGE 3		6	←	M4-9L, 30"x24"			One Way Right R6-1R 36"x12"

SIGN NO.	SIGN	SIGN CODE & SIZE	SIGN NO.	SIGN	SIGN CODE & SIZE
9	ROAD CLOSED	R11-2, 48"x30"	15	ROAD CLOSED 500 FT	W20-5, 48"x48"
10	END CONSTRUCTION	G20-2, 60"x24"	16	END DETOUR	M4-8A, 24"x12"
11	WORKERS	W21-1, 36"x36"	17	ROAD CLOSED DETOUR (L or R)	M4-10R, 48"x18"
12	No Left Turn R3-2	24"x24"	18	BEGIN ONE WAY	R6-6, 24"x30"
13	No Right Turn R3-1	24"x24"	19	END ONE WAY	R6-7, 24"x30"
14	END	M4-8b, 24"x12"			

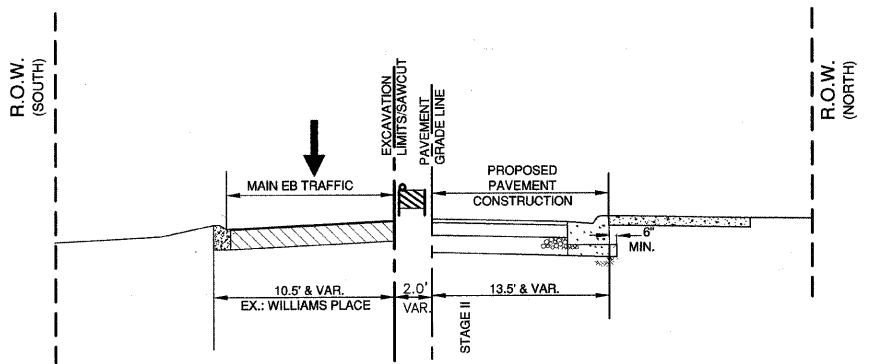
\* TO BE INSTALLED ONLY WHEN AND WHERE WORKERS ARE PRESENT



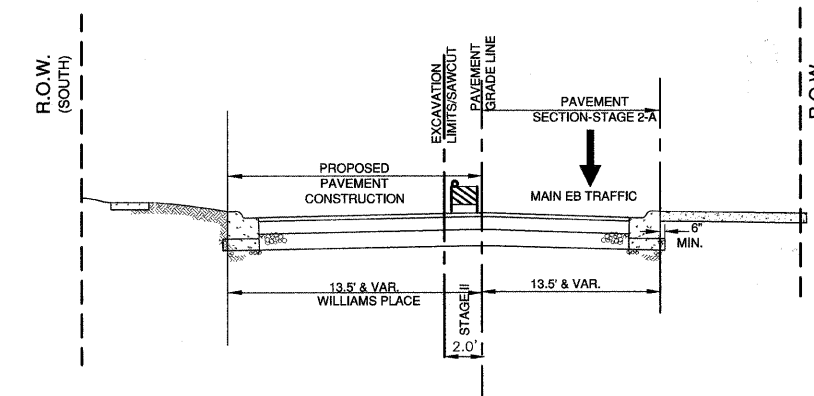
**SECTION A-A, STAGE 2A**  
(NOT TO SCALE)  
STA: 14+25 TO 27+66



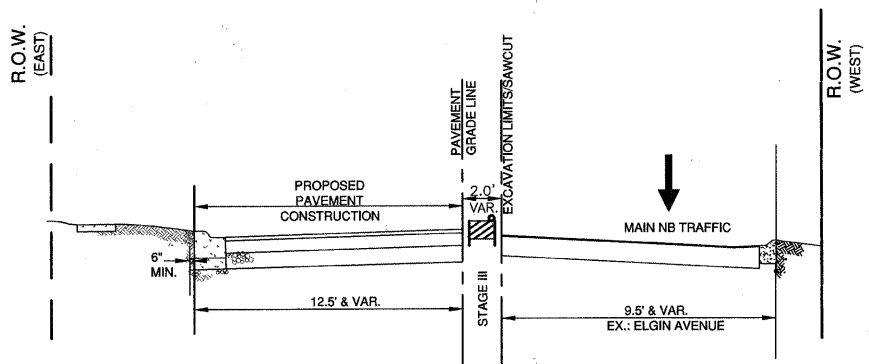
**SECTION A-A, STAGE 2-B**  
(NOT TO SCALE)  
STA: 14+25 TO 27+66



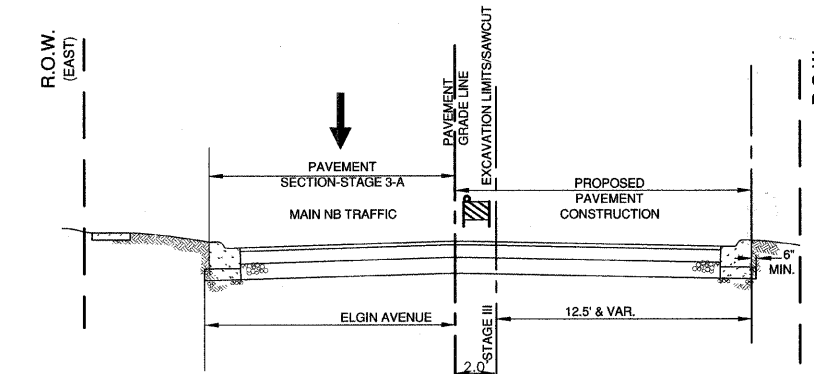
**SECTION B-B, STAGE 2A**  
(NOT TO SCALE)  
STA: 27+66 TO 29+94



**SECTION B-B, STAGE 2-B**  
(NOT TO SCALE)  
STA: 27+67 TO 29+94



**SECTION C-C, STAGE 3A**  
(NOT TO SCALE)  
STA: 29+94 TO 53+79



**SECTION C-C, STAGE 3B**  
(NOT TO SCALE)  
STA: 29+94 TO 53+79

**STAGE 3-B. ( STATION: 29+94 TO 53+79)**

- SHIFT ELGIN AVENUE NORTH BOUND TRAFFIC THRU PROJECT AREA TO THE COMPLETED PAVEMENT CONSTRUCTED UNDER STAGE 3-A.
- REMOVE REMAINING WESTERLY PORTION OF THE EXISTING ELGIN AVENUE PAVEMENT AND EXCAVATE TO FINISHED SUBGRADE ELEVATION.
- CONSTRUCT TEMPORARY INTERSECTING STREET CONNECTIONS, A MINIMUM OF 18 FEET WIDTH, USING AGGREGATE FOR TEMPORARY ACCESS MATERIAL, AS REQUIRED, TO ACCOMMODATE TRAFFIC MOVEMENT AND TO PROVIDE A SAFE TRANSITION BETWEEN EXISTING PAVEMENT LEFT IN PLACE ON VAN BUREN STREET TO THE EXISTING PAVEMENT ON THE SIDE STREETS THRU THE EXCAVATED AREA UNDER THIS STAGE.
- AS EXCAVATION PROCEEDS UNDER THIS STAGE, CONSTRUCT TEMPORARY DRIVEWAYS, A MINIMUM OF 12 FEET IN WIDTH, FROM THE NEW PAVEMENT TO PRIVATE DRIVEWAYS ALONG THE SOUTH SIDE OF THE ROADWAY USING AGGREGATE FOR TEMPORARY ACCESS MATERIAL TO PROVIDE SAFE MEANS OF ACCESS FOR VEHICLES TRANSVERSING THE EXCAVATED AREA.
- INSTALL PROPOSED WATERMAIN, WATER SERVICES LIGHTING, AND STORM SEWER SYSTEM INCLUDING MAINS, LATERALS, AND STRUCTURES LOCATED WITHIN THE EXCAVATED AREA UNDER THIS STAGE.

- CONSTRUCT THE PROPOSED ELGIN AVENUE STREET SOUTHBOUND LANE AS SHOWN ON THE PLANS, EXCEPT FOR THE HOT-MIX ASPHALT SURFACE COURSE.
- COMPLETE THE RESTORATION OF THE PARKWAY, THE PRIVATE DRIVEWAYS, AND THE PUBLIC SIDEWALKS LOCATED WESTERLY OF THE NEW NORTHBOUND PAVEMENT AND PARKING LANE UNDER THIS STAGE.
- COMPLETE TEMPORARY PAVEMENT STRIPING UNDER THIS STAGE.
- REOPEN SOUTHBOUND TRAFFIC LANE AND WESTBOUND WILLIAMS PLACE FOR THIS STAGE.

**FINALIZE WORK**

- SHIFT ALL TRAFFIC TO PERMANENT PAVEMENT AFTER PLACING TEMPORARY PAVEMENT MARKING TAPE TO DEFINE TWO-WAY TRAFFIC THRU PROJECT AREA AND REMOVING DETOUR SIGNS.
- COMPLETE LANDSCAPING OF PARKWAYS INCLUDING THE PLACEMENT OF TOP SOIL, SEED, AND MULCH, AND THE PLANTING OF TREES AND SHRUBS.
- PLACE HOT-MIX ASPHALT SURFACE COURSES FOR ENTIRE PAVEMENT.
- COMPLETE PERMANENT PAVEMENT STRIPING.

**STAGE 1. (STATION 1+05 TO 12+75)**

- IMPLEMENT DETOUR PLAN ROUTING ALL TRAFFIC ON VAN BUREN STREET FROM BARRINGTON AVE TO ILLINOIS ROUTE 72 AROUND THE AS SHOWN ON THE DETOUR MAP.
- REMOVE THE NORTHERLY PORTION OF THE EXISTING VAN BUREN STREET PAVEMENT AND EXCAVATE TO FINISHED SUB GRADE ELEVATION.
- CONSTRUCT TEMPORARY INTERSECTING STREET CONNECTIONS, A MINIMUM OF 18 FEET WIDTH, USING AGGREGATE FOR TEMPORARY ACCESS MATERIAL, AS REQUIRED, TO ACCOMMODATE TRAFFIC MOVEMENT AND TO PROVIDE A SAFE TRANSITION BETWEEN EXISTING PAVEMENT LEFT IN PLACE ON VAN BUREN STREET TO THE EXISTING PAVEMENT ON THE SIDE STREETS THRU THE EXCAVATED AREA UNDER THIS STAGE.
- AS EXCAVATION PROCEEDS UNDER THIS STAGE, CONSTRUCT TEMPORARY DRIVEWAYS, A MINIMUM OF 12 FEET IN WIDTH, FROM EXISTING PAVEMENT LEFT IN PLACE FOR LOCAL VAN BUREN STREET TRAFFIC TO PRIVATE DRIVEWAYS, ALONG THE NORTH TO PROVIDE SAFE MEANS OF ACCESS FOR VEHICLES TRANSVERSING THE EXCAVATED AREA.
- INSTALL PROPOSED WATER MAIN, WATER SERVICES, LIGHTING, AND STORM SEWER SYSTEM INCLUDING MAINS, LATERALS, AND STRUCTURES LOCATED WITHIN THE NORTHERLY PORTION EXCAVATED AREA UNDER THIS STAGE.
- CONSTRUCT THE NORTHERLY PORTION OF VAN BUREN STREET AS SHOWN ON THE PLAN FOR STAGE, EXCEPT FOR THE HOT-MIX ASPHALT SURFACE COURSE.
- REMOVE THE SOUTHERLY PORTION OF THE EXISTING VAN BUREN STREET PAVEMENT AND EXCAVATE TO FINISHED SUB GRADE ELEVATION.
- CONSTRUCT TEMPORARY INTERSECTING STREET CONNECTIONS, A MINIMUM OF 18 FEET WIDTH, USING AGGREGATE FOR TEMPORARY ACCESS MATERIAL, AS REQUIRED, TO ACCOMMODATE TRAFFIC MOVEMENT AND TO PROVIDE A SAFE TRANSITION BETWEEN EXISTING PAVEMENT LEFT IN PLACE ON VAN BUREN STREET TO THE EXISTING PAVEMENT ON THE SIDE STREETS THRU THE EXCAVATED AREA UNDER THIS STAGE.
- AS EXCAVATION PROCEEDS UNDER THIS STAGE, CONSTRUCT TEMPORARY DRIVEWAYS, A MINIMUM OF 12 FEET IN WIDTH, FROM EXISTING PAVEMENT LEFT IN PLACE FOR LOCAL VAN BUREN STREET TRAFFIC TO PRIVATE DRIVEWAYS, ALONG THE SOUTH TO PROVIDE SAFE MEANS OF ACCESS FOR VEHICLES TRANSVERSING THE EXCAVATED AREA.
- INSTALL PROPOSED WATER MAIN, WATER SERVICES, LIGHTING, AND STORM SEWER SYSTEM INCLUDING MAINS, LATERALS, AND STRUCTURES LOCATED WITHIN THE SOUTHERLY PORTION EXCAVATED AREA UNDER THIS STAGE.
- CONSTRUCT THE SOUTHERLY PORTION OF VAN BUREN STREET AS SHOWN ON THE PLAN FOR STAGE, EXCEPT FOR THE HOT-MIX ASPHALT SURFACE COURSE.
- COMPLETE THE RESTORATION OF THE PARKWAY, THE PRIVATE DRIVEWAYS, AND THE PUBLIC SIDEWALKS LOCATED ALONG THE NEW PAVEMENT CONSTRUCTED UNDER THIS STAGE.
- COMPLETE TEMPORARY PAVEMENT STRIPING UNDER THIS STAGE.
- REOPEN NORTH BOUND AND SOUTHBOUND TRAFFIC LANES FOR THIS STAGE.

**STAGE 2-A. (STATION: 14+25 TO 29+94)**

- IMPLEMENT DETOUR PLAN ROUTING SOUTHBOUND TRAFFIC ON VAN BUREN STREET AROUND THE PROJECT AREA ON SOUTH RIVER STREET FROM IL ROUTE 72 TO WILLIAMS PLACE AS SHOWN ON THE DETOUR MAP. MAINTAIN NORTHBOUND/EASTBOUND TRAFFIC ON VAN BUREN STREET FROM WILLIAMS PLACE TO IL ROUTE 72 ON THE WESTERLY AND NORTHERLY PORTION OF EXISTING PAVEMENT AS SHOWN ON THE PLAN FOR THIS STAGE.
- REMOVE THE EASTERLY AND SOUTHERLY PORTION OF THE EXISTING VAN BUREN STREET AND WILLIAMS PLACE PAVEMENT AND EXCAVATE TO FINISHED SUB GRADE ELEVATION.
- CONSTRUCT TEMPORARY INTERSECTING STREET CONNECTIONS, A MINIMUM OF 18 FEET WIDTH, USING AGGREGATE FOR TEMPORARY ACCESS MATERIAL, AS REQUIRED, TO ACCOMMODATE TRAFFIC MOVEMENT AND TO PROVIDE A SAFE TRANSITION BETWEEN EXISTING PAVEMENT LEFT IN PLACE ON VAN BUREN STREET TO THE EXISTING PAVEMENT ON THE SIDE STREETS THRU THE EXCAVATED AREA UNDER THIS STAGE.
- AS EXCAVATION PROCEEDS UNDER THIS STAGE, CONSTRUCT TEMPORARY DRIVEWAYS, A MINIMUM OF 12 FEET IN WIDTH, FROM EXISTING PAVEMENT LEFT IN PLACE FOR NORTH BOUND VAN BUREN STREET TRAFFIC TO PRIVATE DRIVEWAYS, ALONG THE EAST TO PROVIDE SAFE MEANS OF ACCESS FOR VEHICLES TRANSVERSING THE EXCAVATED AREA.
- INSTALL PROPOSED WATERMAIN, WATER SERVICES, LIGHTING, AND STORM SEWER SYSTEM INCLUDING MAINS, LATERALS, AND STRUCTURES LOCATED WITHIN THE EXCAVATED AREA UNDER THIS STAGE.
- CONSTRUCT THE VAN BUREN STREET NORTHBOUND AND PARKING LANE AND EASTBOUND WILLIAMS PLACE AS SHOWN ON THE PLAN FOR STAGE 2-A, EXCEPT FOR THE HOT-MIX ASPHALT SURFACE COURSE.
- COMPLETE THE RESTORATION OF THE PARKWAY, THE PRIVATE DRIVEWAYS, AND THE PUBLIC SIDEWALKS LOCATED EASTERLY AND SOUTHERLY OF THE NEW PAVEMENT CONSTRUCTED UNDER THIS STAGE.

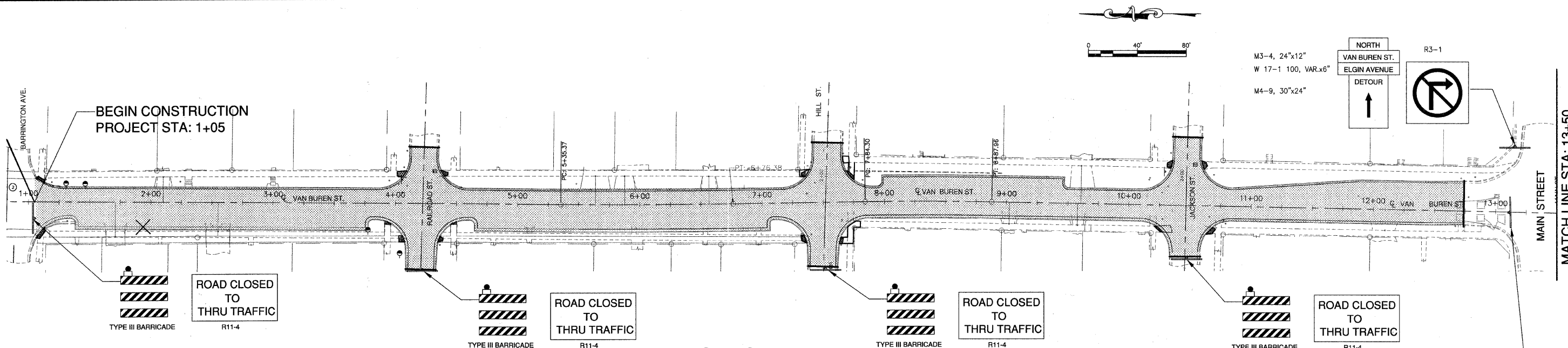
**STAGE 2-B. STATION: 14+25 TO 29+94**

- SHIFT VAN BUREN STREET NORTHBOUND/EASTBOUND TRAFFIC THRU PROJECT AREA TO THE COMPLETED PAVEMENT CONSTRUCTED UNDER STAGE 2-A.
- REMOVE REMAINING WESTERLY AND NORTHERLY PORTION OF THE EXISTING VAN BUREN STREET AND WILLIAMS PLACE PAVEMENT AND EXCAVATE TO FINISHED SUBGRADE ELEVATION.
- CONSTRUCT TEMPORARY INTERSECTING STREET CONNECTIONS, A MINIMUM OF 18 FEET WIDTH, USING AGGREGATE FOR TEMPORARY ACCESS MATERIAL, AS REQUIRED, TO ACCOMMODATE TRAFFIC MOVEMENT AND TO PROVIDE A SAFE TRANSITION BETWEEN EXISTING PAVEMENT LEFT IN PLACE ON VAN BUREN STREET TO THE EXISTING PAVEMENT ON THE SIDE STREETS THRU THE EXCAVATED AREA UNDER THIS STAGE.
- AS EXCAVATION PROCEEDS UNDER THIS STAGE, CONSTRUCT TEMPORARY DRIVEWAYS, A MINIMUM OF 12 FEET IN WIDTH, FROM THE NEW PAVEMENT TO PRIVATE DRIVEWAYS ALONG THE SOUTH SIDE OF THE ROADWAY USING AGGREGATE FOR TEMPORARY ACCESS MATERIAL TO PROVIDE SAFE MEANS OF ACCESS FOR VEHICLES TRANSVERSING THE EXCAVATED AREA.
- INSTALL PROPOSED WATERMAIN, WATER SERVICES, LIGHTING, AND STORM SEWER SYSTEM INCLUDING MAINS, LATERALS, AND STRUCTURES LOCATED WITHIN THE EXCAVATED AREA UNDER THIS STAGE.
- CONSTRUCT THE PROPOSED VAN BUREN STREET SOUTHBOUND LANE AND WILLIAMS PLACE WESTBOUND LANE AS SHOWN ON THE PLANS, EXCEPT FOR THE HOT-MIX ASPHALT SURFACE COURSE.
- COMPLETE THE RESTORATION OF THE PARKWAY, THE PRIVATE DRIVEWAYS, AND THE PUBLIC SIDEWALKS LOCATED WESTERLY AND NORTHERLY OF THE NEW PAVEMENT UNDER THIS STAGE.
- COMPLETE TEMPORARY PAVEMENT STRIPING UNDER THIS STAGE.
- REOPEN SOUTHBOUND TRAFFIC LANE AND LEAVE WILLIAMS PLACE WESTBOUND LANE CLOSED FOR THE NEXT STAGE.

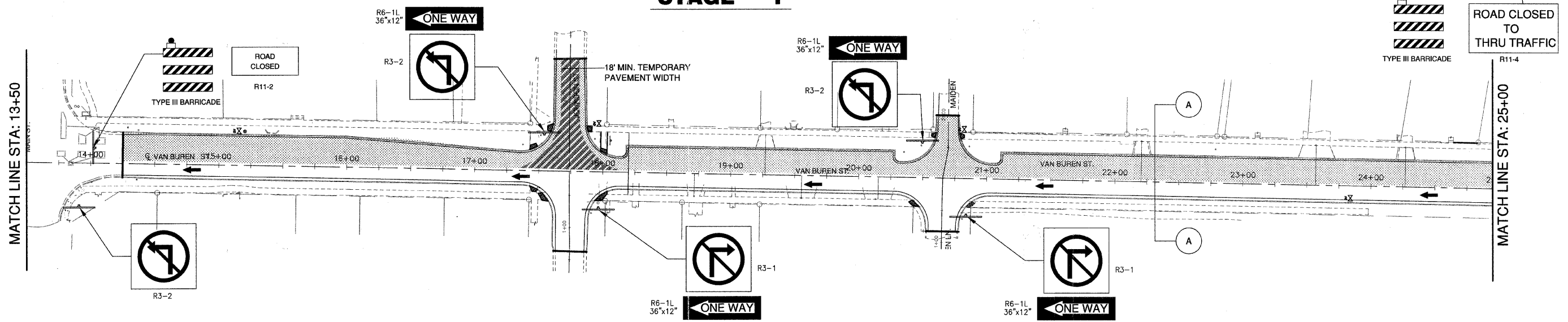
**STAGE 3-A. (STATION: 29+94 TO 53+79)**

- IMPLEMENT DETOUR PLAN ROUTING SOUTHBOUND TRAFFIC ON ELGIN AVENUE AROUND PROJECT AREA TO DUNCAN AVENUE AS SHOWN ON THE DETOUR MAP. MAINTAIN NORTHBOUND TRAFFIC ON ELGIN AVENUE ON WESTERLY PORTION OF EXISTING PAVEMENT AS SHOWN ON THE PLAN FOR THIS STAGE.
- REMOVE THE EASTERLY PORTION OF THE EXISTING ELGIN AVENUE STREET PAVEMENT AND EXCAVATE TO FINISHED SUB GRADE ELEVATION.
- AS EXCAVATION PROCEEDS UNDER THIS STAGE, CONSTRUCT TEMPORARY DRIVEWAYS, A MINIMUM OF 12 FEET IN WIDTH, FROM EXISTING PAVEMENT LEFT IN PLACE FOR NORTHBOUND ELGIN AVENUE TRAFFIC TO PRIVATE DRIVEWAYS, ALONG THE NORTH TO PROVIDE SAFE MEANS OF ACCESS FOR VEHICLES TRANSVERSING THE EXCAVATED AREA.
- INSTALL PROPOSED WATERMAIN, WATER SERVICES LIGHTING, AND STORM SEWER SYSTEM INCLUDING MAINS, LATERALS, AND STRUCTURES LOCATED WITHIN THE EXCAVATED AREA UNDER THIS STAGE.
- CONSTRUCT THE ELGIN AVENUE NORTHBOUND AND PARKING LANE AS SHOWN ON THE PLAN FOR STAGE 3A, EXCEPT FOR THE HOT-MIX ASPHALT SURFACE COURSE.
- COMPLETE THE RESTORATION OF THE PARKWAY, THE PRIVATE DRIVEWAYS, AND PUBLIC SIDEWALKS LOCATED EASTERLY OF THE NEW PAVEMENT CONSTRUCTED UNDER THIS STAGE.

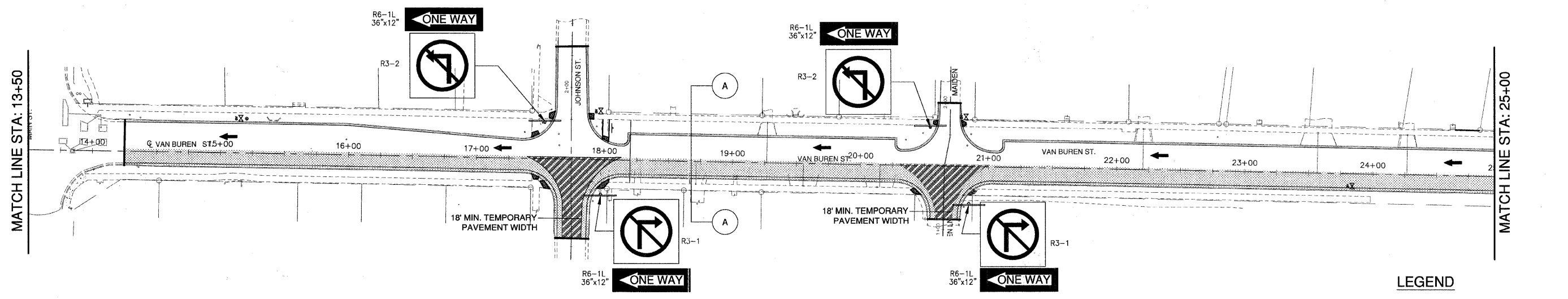




**STAGE 1**





**STAGE 2-A**

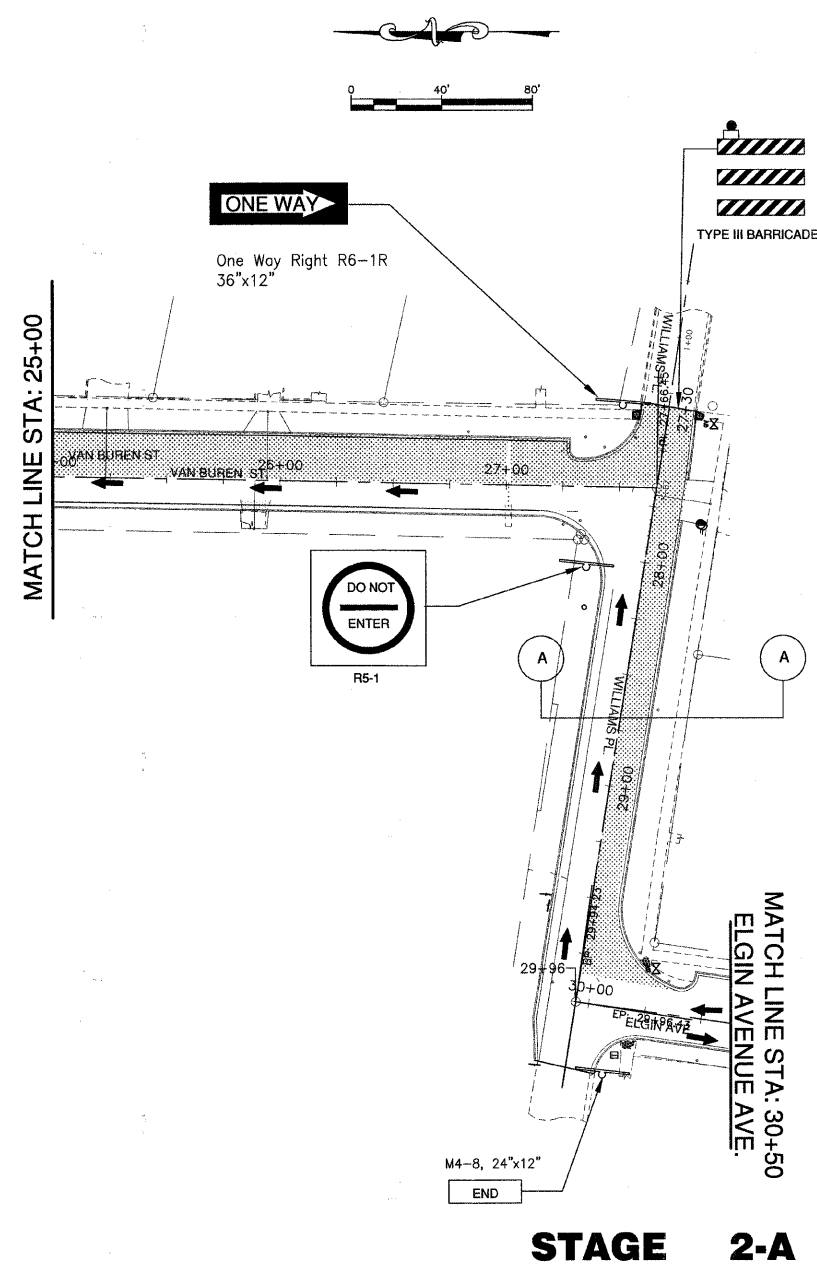


**STAGE 2-B**

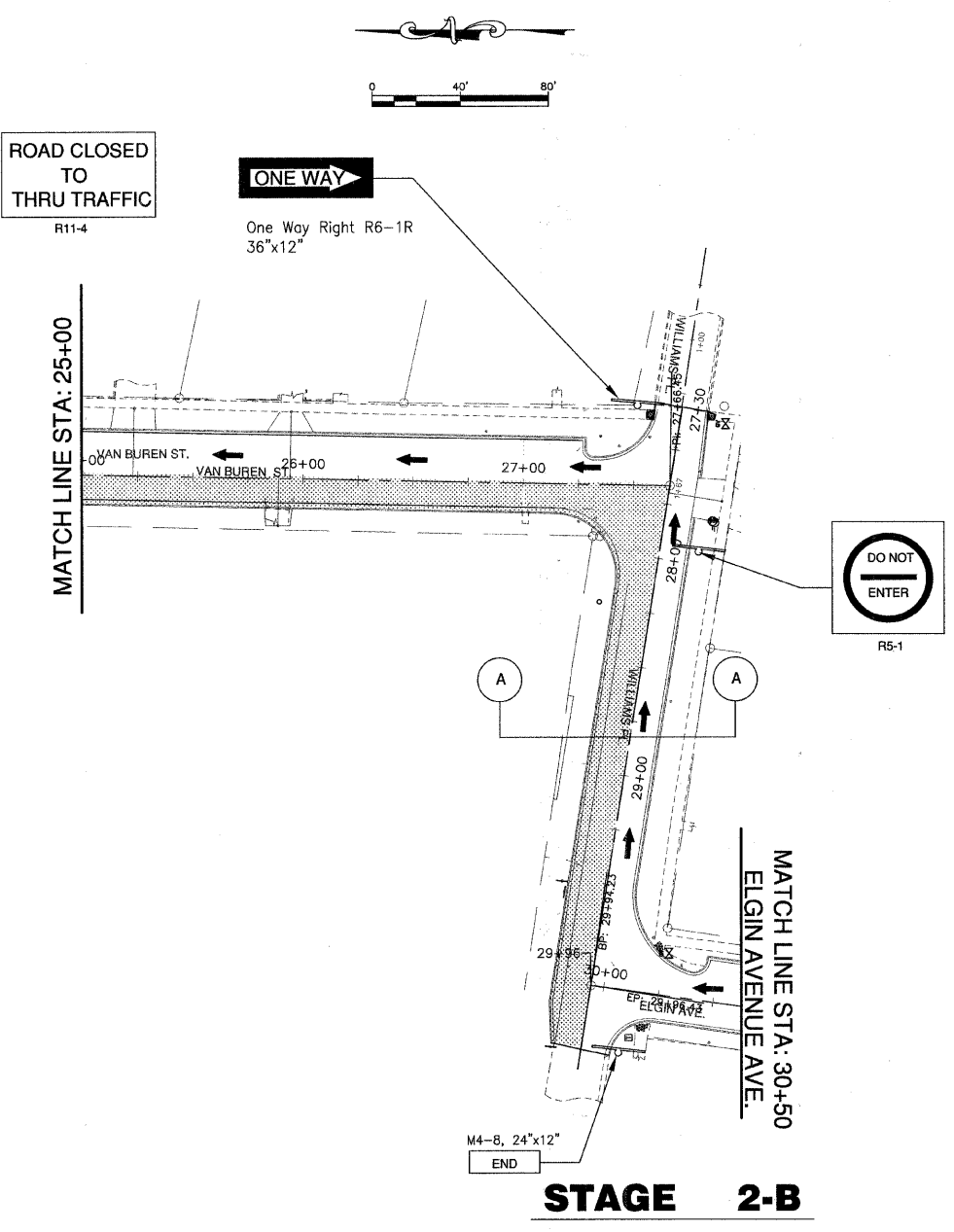
**LEGEND**

 PROPOSED STAGE CONSTRUCTION AREA  
 TEMPORARY PAVEMENT

FILE NAME: xxx	DESIGNED: EBW DRAWN: PC CHECKED: JQH DATE: AUGUST 25, 2010	USER NAME: GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	REVISIONS: REVISOR: MARCH 23, 2011 REVISOR: MAY 16, 2011 REVISOR: REVISOR:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION SCALE: 1" = 20'	ROUTE: 252B SECTION: 04-00043-00-PV COUNTY: KANE TOTAL SHEETS: 85 SHEET NO.: 25 CONTRACT NO.: 63507 FED. ROAD DIST. NO.: ILLINOIS FED. AID. PROJECT:
-------------------	---	--	--	---	---------------------------------------	---



**STAGE 2-A**

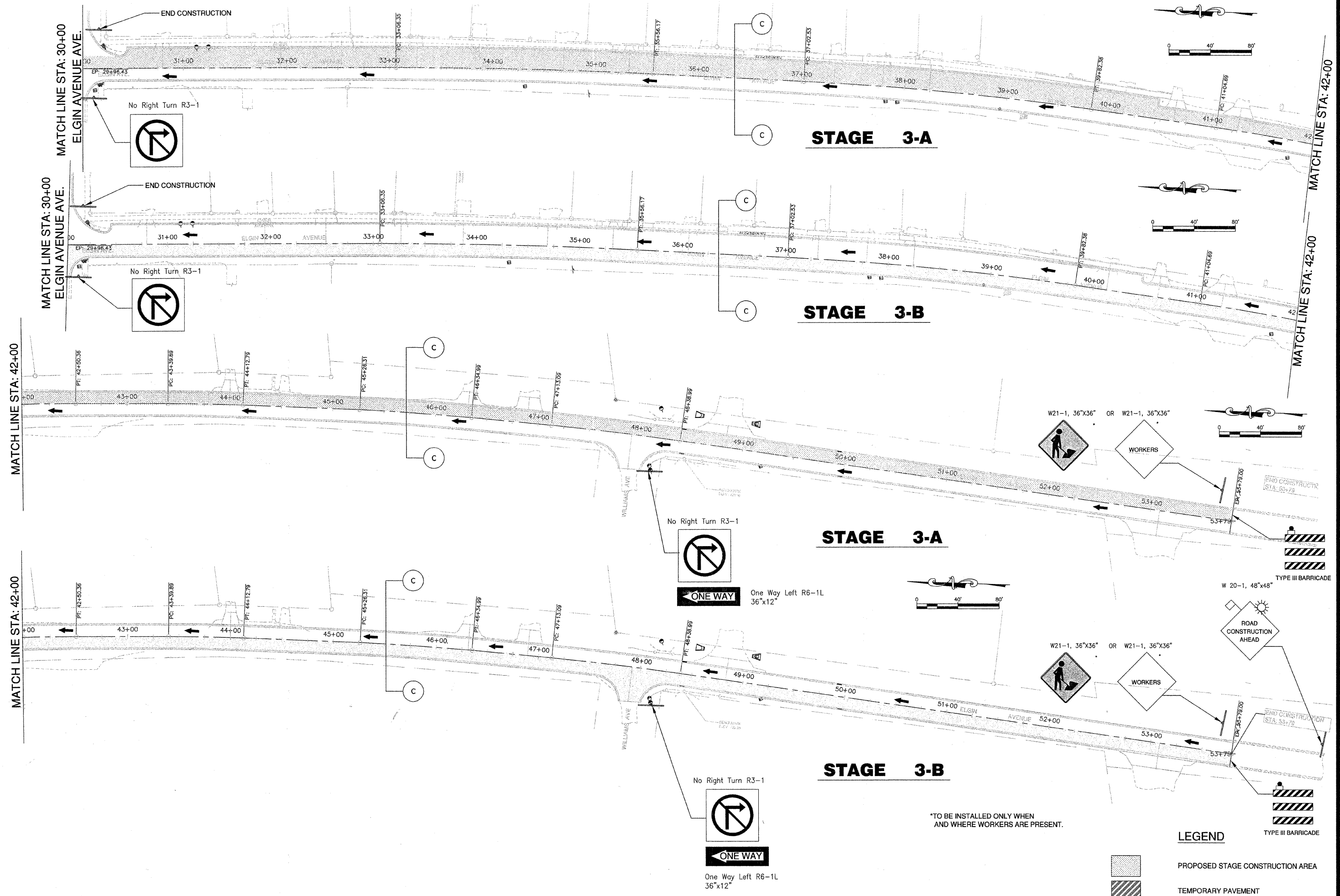


**STAGE 2-B**

**LEGEND**

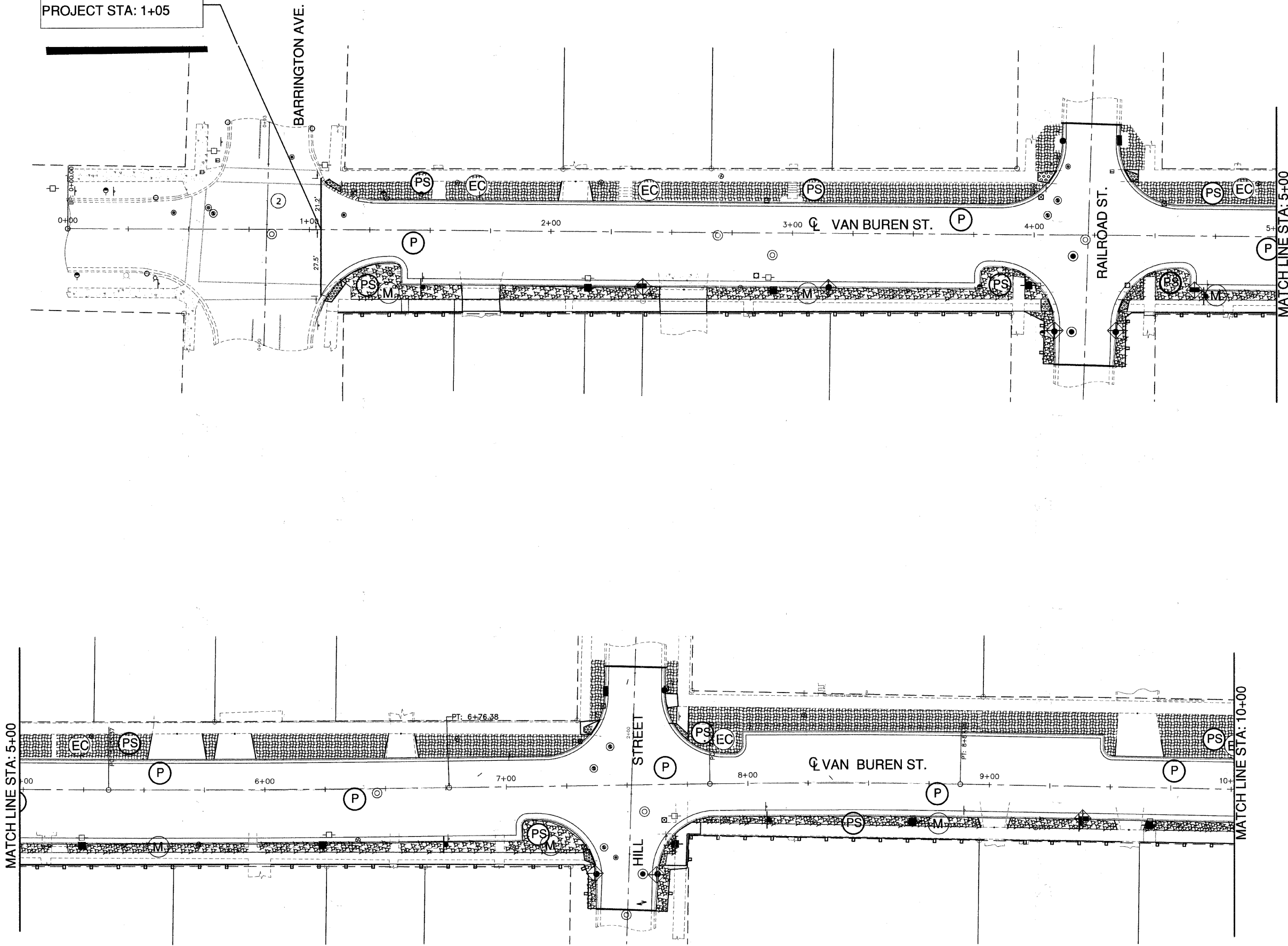
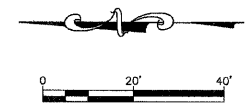
- PROPOSED STAGE CONSTRUCTION AREA
- TEMPORARY PAVEMENT

FILE NAME: xxx	GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME:	DESIGNED: EBW	REVISED: MARCH 23, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION	FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN: PC	REVISED: MAY 16, 2011			2528	04-00043-00-PV	KANE	85	26
		PLOT SCALE: 1" = 40'	CHECKED: JQH	DATE: AUGUST 25, 2010		SCALE: 1" = 20'	SHEET NO. 3 OF 4 SHEETS	STA: TO STA:	FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT
		PLOT DATE:	DATE:	REVISED:					CONTRACT NO. 63507		



FILE NAME: XXX	GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME:	DESIGNED: EBW	REVISED: MARCH 23, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION	FED. ROUTE: 2528	SECTION: Q4-00043-00-PV	COUNTY: KANE	TOTAL SHEETS: 85	SHEET NO.: 27
		PLOT SCALE: 1" = 40'	DRAWN: PC	REVISED: MAY 16, 2011		SCALE: 1" = 40'	SHEET NO. 27 OF 85 SHEETS	STA: TO STA:	FED. ROAD DIST. NO. ILLINOIS	FED. AID. PROJECT	
		PLOT DATE:	CHECKED: JDH	REVISED: JULY 20, 2011							
			DATE: AUGUST 25, 2010	REVISED: DECEMBER 30, 2011							CONTRACT NO. 63507

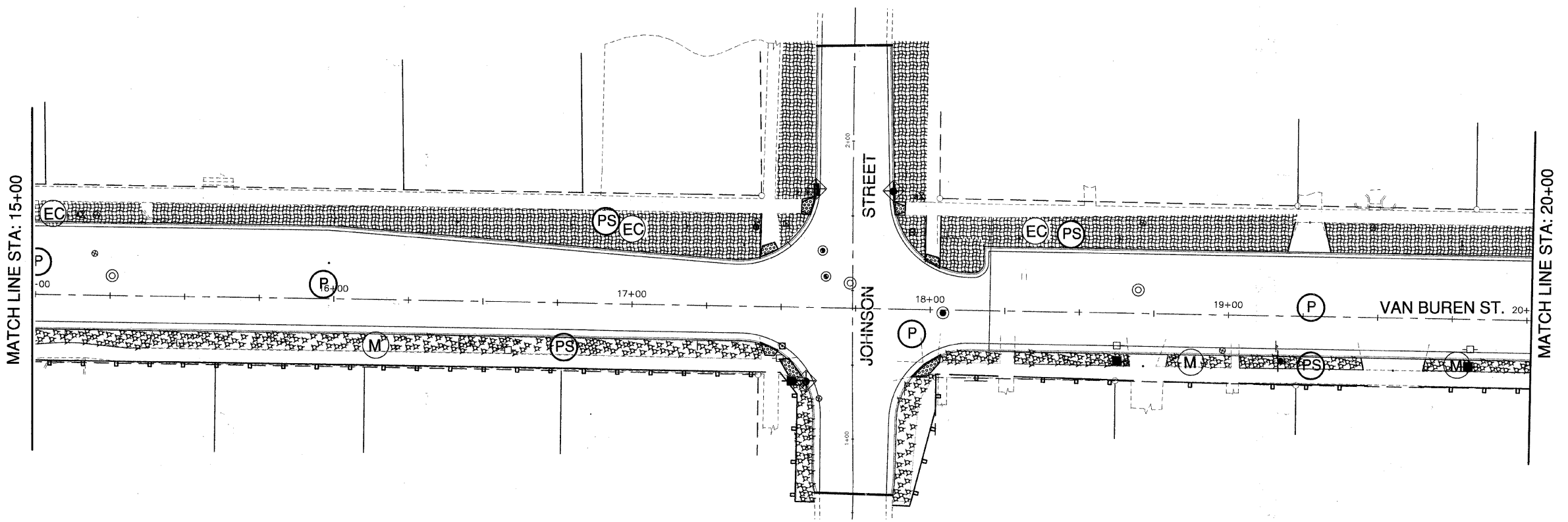
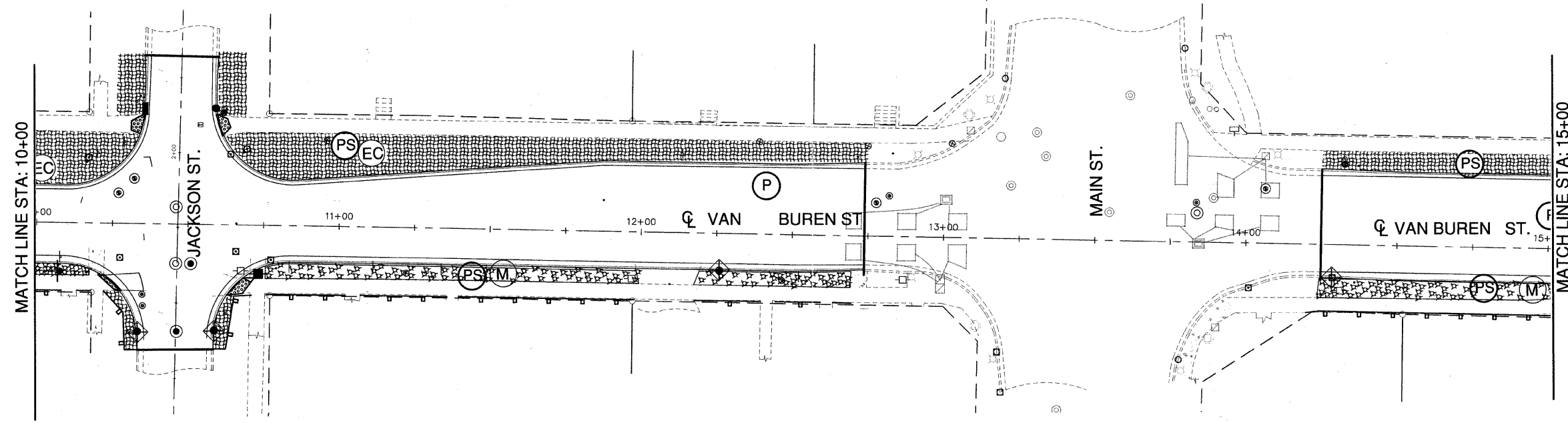
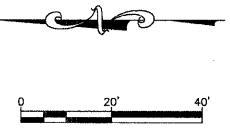
BEGIN CONSTRUCTION  
PROJECT STA: 1+05



**LEGEND**

- PROPOSED OVERLAND FLOW DIRECTION
- PROPOSED MAJOR OVERFLOW DIRECTION
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- INLET FILTERS
- PAVING (TYP.)
- SEEDING CLASS 1A & TOPSOIL FURNISH & PLACE, 4"
- MULCH, METHOD 3
- EROSION CONTROL BLANKET
- EROSION CONTROL BLANKET
- STONE RIPRAP, CLASS A4
- MULCH, METHOD 3
- EX. WETLAND

FILE NAME: xxx	GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME:	DESIGNED: EBW	REVISED: MARCH 23, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL	FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		PLOT SCALE: 1" = 20'	DRAWN: PC	REVISED: MAY 16, 2011			252B	04-00043-00-PV	KANE	85	28	
		PLOT DATE:	CHECKED: JQH	REVISED:			CONTRACT NO. 63507					
			DATE: AUGUST 25, 2010	REVISED:			SCALE: 1" = 20'	SHEET NO. 1 OF 6 SHEETS	STA: 1+05 TO STA: 10+00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT

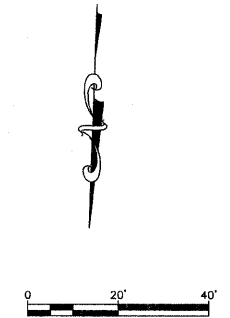
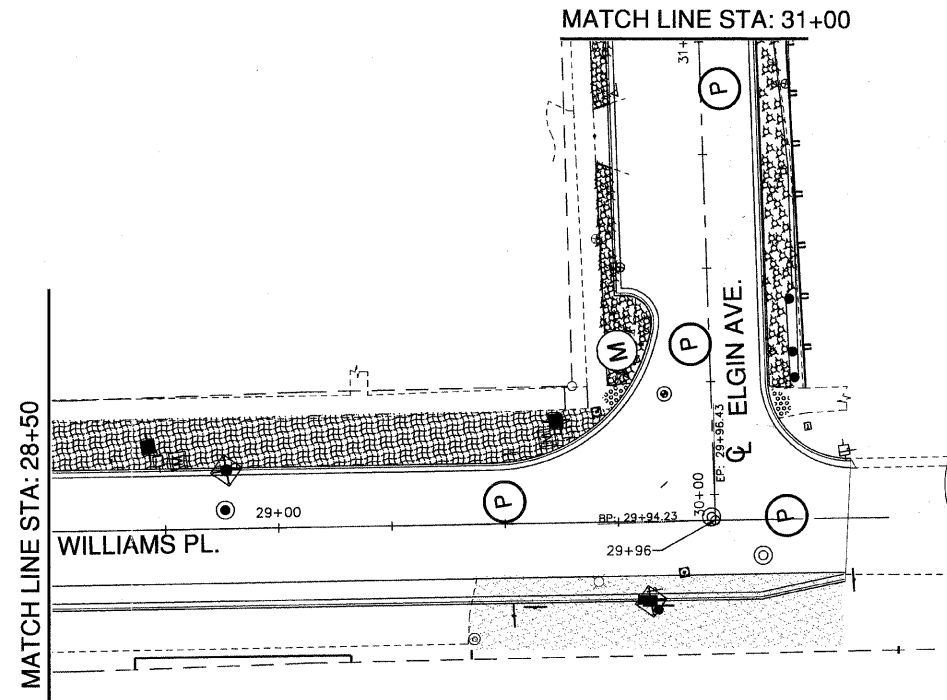


**LEGEND**

- PROPOSED OVERLAND FLOW DIRECTION
- PROPOSED MAJOR OVERFLOW DIRECTION
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- INLET FILTERS
- PAVING (TYP.)
- SEEDING CLASS 1A & TOPSOIL FURNISH & PLACE, 4"
- MULCH, METHOD 3
- EROSION CONTROL BLANKET
- EROSION CONTROL BLANKET
- STONE RIPRAP, CLASS A4
- MULCH, METHOD 3
- EX. WETLAND

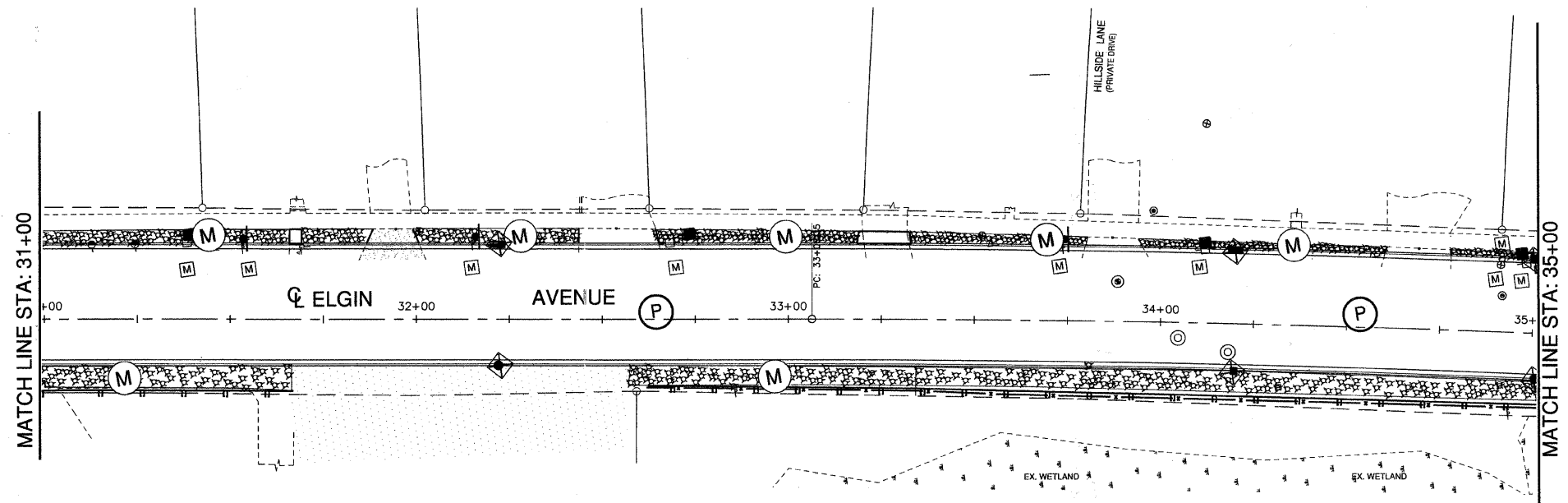
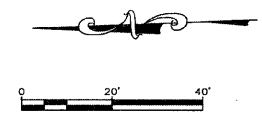
FILE NAME: XXX	GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME:	DESIGNED: EBW	REVISED: MARCH 23, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL	FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE: 1" = 20'	DRAWN: PC	REVISED: MAY 16, 2011			2528	04-00043-00-PV	KANE	85	29
		PLOT DATE:	CHECKED: JDH	REVISED:			CONTRACT NO. 63507				
		DATE: AUGUST 25, 2010	REVISED:		SCALE: 1" = 20'	SHEET NO. 2 OF 6 SHEETS	STA: 10+00 TO STA: 20+00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT	



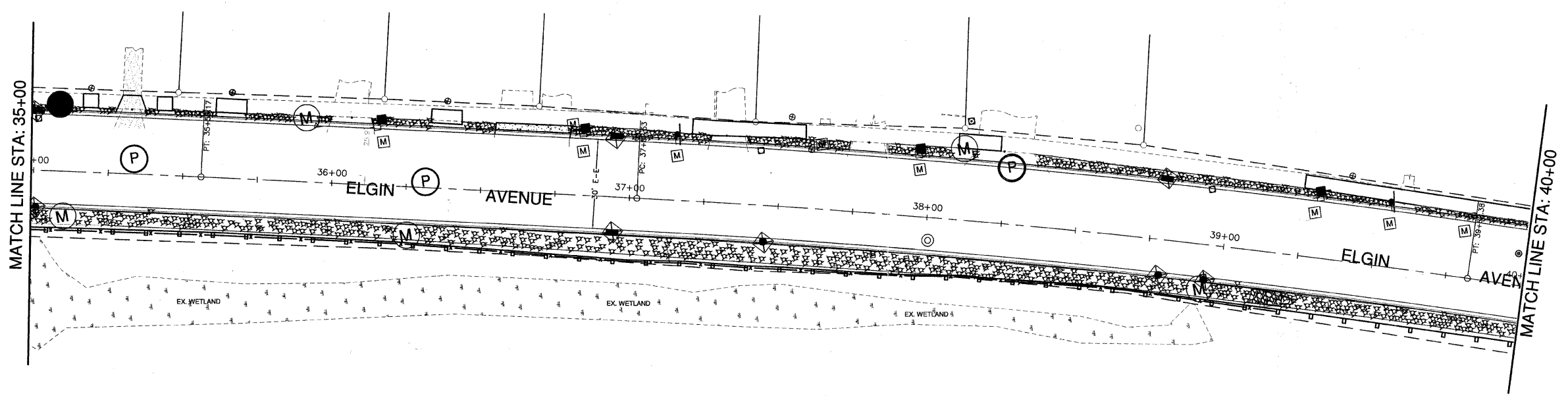
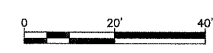


**LEGEND**

- PROPOSED OVERLAND FLOW DIRECTION
- PROPOSED MAJOR OVERFLOW DIRECTION
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- INLET FILTERS
- PAVING (TYP.)
- SEEDING CLASS 1A & TOPSOIL FURNISH & PLACE, 4"
- MULCH, METHOD 3
- EROSION CONTROL BLANKET
- EROSION CONTROL BLANKET
- STONE RIPRAP, CLASS A4
- MULCH, METHOD 3
- EX. WETLAND

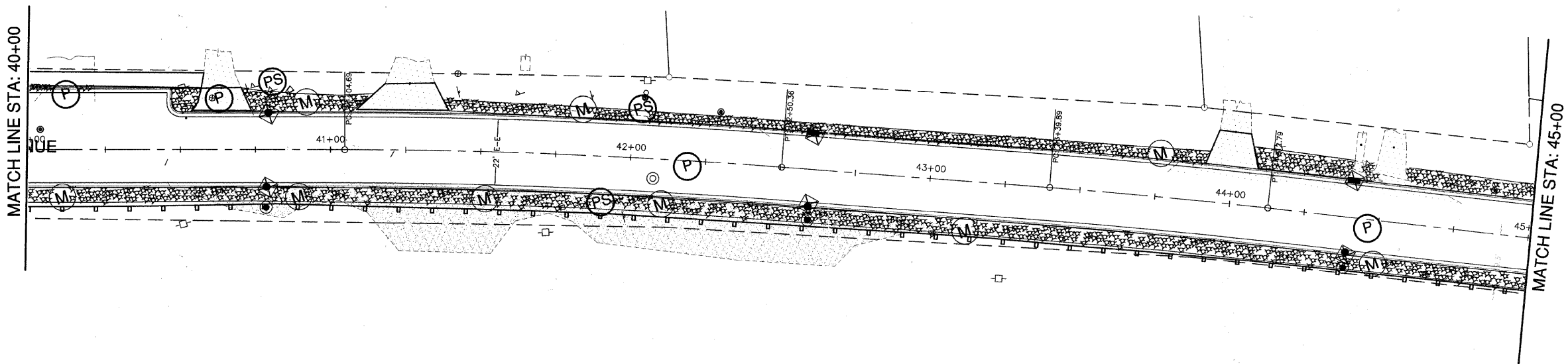
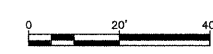


FILE NAME: xxx	GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME:	DESIGNED: EBW	REVISED: MARCH 23, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL		FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE: 1" = 20'	DRAWN: PC	REVISED: MAY 16, 2011		2528	04-00043-00-PV	KANE	85	31		
		PLOT DATE:	CHECKED: JDH	REVISED:		CONTRACT NO. 63507						
		DATE: AUGUST 25, 2010	DATE:	REVISED:		SCALE: 1" = 20'	SHEET NO. 4 OF 6 SHEETS	STA: 28+50 TO STA: 35+00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT	



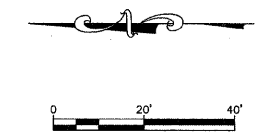
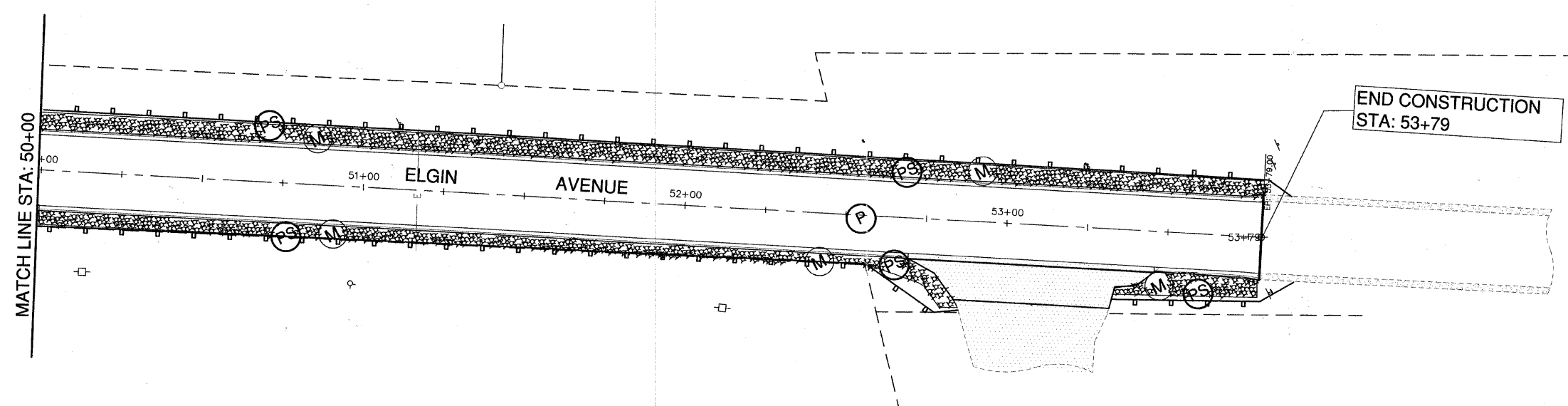
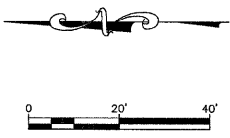
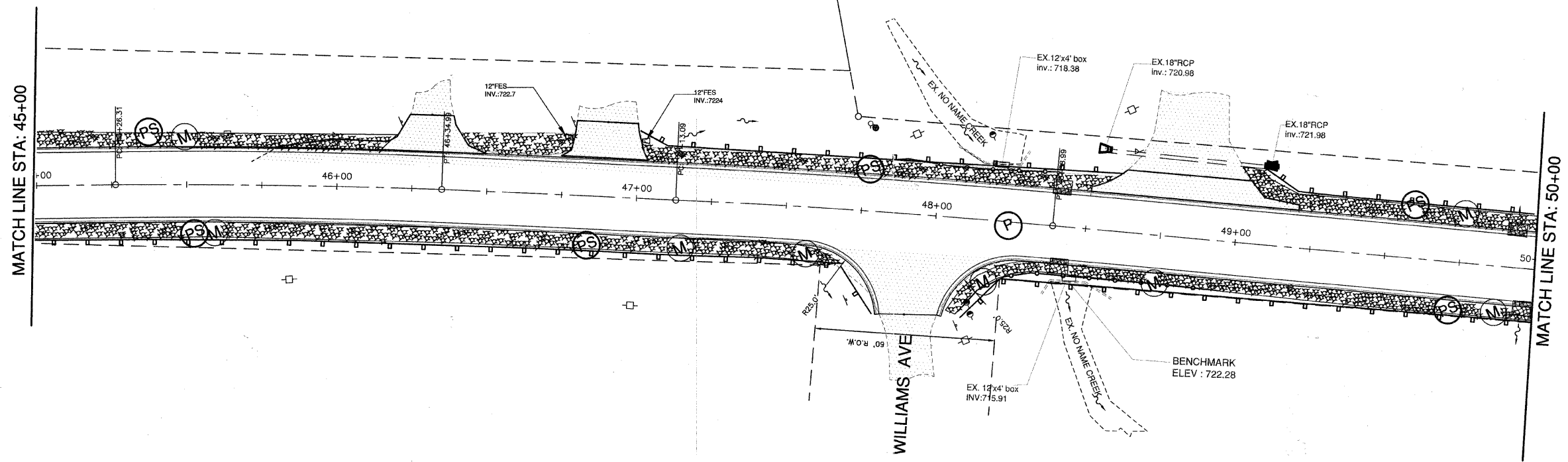
**LEGEND**

- PROPOSED OVERLAND FLOW DIRECTION
- PROPOSED MAJOR OVERFLOW DIRECTION
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- INLET FILTERS
- PAVING (TYP.)
- SEEDING CLASS 1A & TOPSOIL FURNISH & PLACE, 4"
- MULCH, METHOD 3
- EROSION CONTROL BLANKET
- EROSION CONTROL BLANKET
- STONE RIPRAP, CLASS A4
- MULCH, METHOD 3
- EX. WETLAND



FILE NAME: xxx	GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME:	DESIGNED: EBW	REVISED: MARCH 23, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL	FAV ROUTE:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:
		PLOT SCALE: 1" = 20'	DRAWN: PC	REVISED: MAY 16, 2011			2528	04-00043-00-PV	KANE	85	32
		PLOT DATE:	CHECKED: JDH	REVISED:			SCALE: 1" = 20'		SHEET NO. 5 OF 6 SHEETS	STA: 35+00 TO STA: 45+00	CONTRACT NO. 63507
			DATE: AUGUST 25, 2010	REVISED:			FED. ROAD DIST. NO.:	ILLINOIS	FED. AID. PROJECT		





**LEGEND**

- PROPOSED OVERLAND FLOW DIRECTION
- PROPOSED MAJOR OVERFLOW DIRECTION
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- INLET FILTERS
- PAVING (TYP.)
- SEEDING CLASS 1A & TOPSOIL FURNISH & PLACE, 4"
- MULCH, METHOD 3
- EROSION CONTROL BLANKET
- EROSION CONTROL BLANKET
- STONE RIPRAP, CLASS A4
- MULCH, METHOD 3
- EX. WETLAND

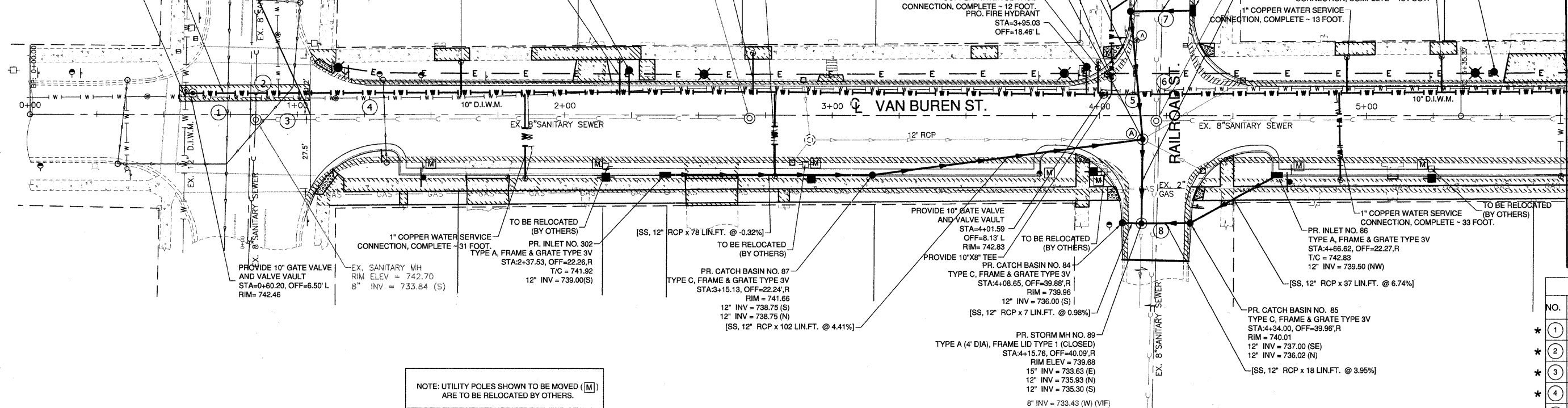
FILE NAME: xxx	GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME:	DESIGNED: EBW	REVISED: MARCH 23, 2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL	SCALE: 1" = 20'	SHEET NO. 6 OF 6 SHEETS	STA: 45+00 TO STA: 53+79	FED. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE: 1" = 20'	DRAWN: PC	REVISED: MAY 16, 2011			252B	04-00043-00-PV	KANE	85	33			
		PLOT DATE:	CHECKED: JQH	REVISED:			CONTRACT NO. 63507							
			DATE: AUGUST 25, 2010	REVISED:			ILLINOIS FED. AID. PROJECT							

BEGIN CONSTRUCTION PROJECT STA: 1+05

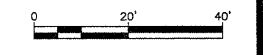
CLASS D PATCHES, TYPE IV, 11' x 28 SQ.YD.

PROVIDE 12" CUTTING-IN SLEEVE PROVIDE 12"x10" TEE

BARRINGTON AVE.

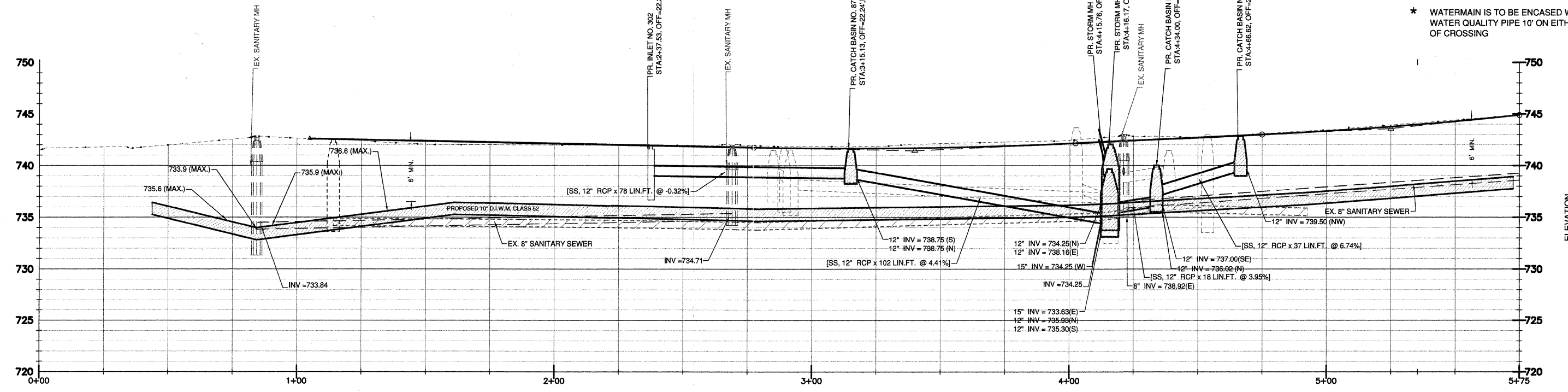


NOTE: UTILITY POLES SHOWN TO BE MOVED (M) ARE TO BE RELOCATED BY OTHERS.

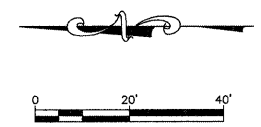
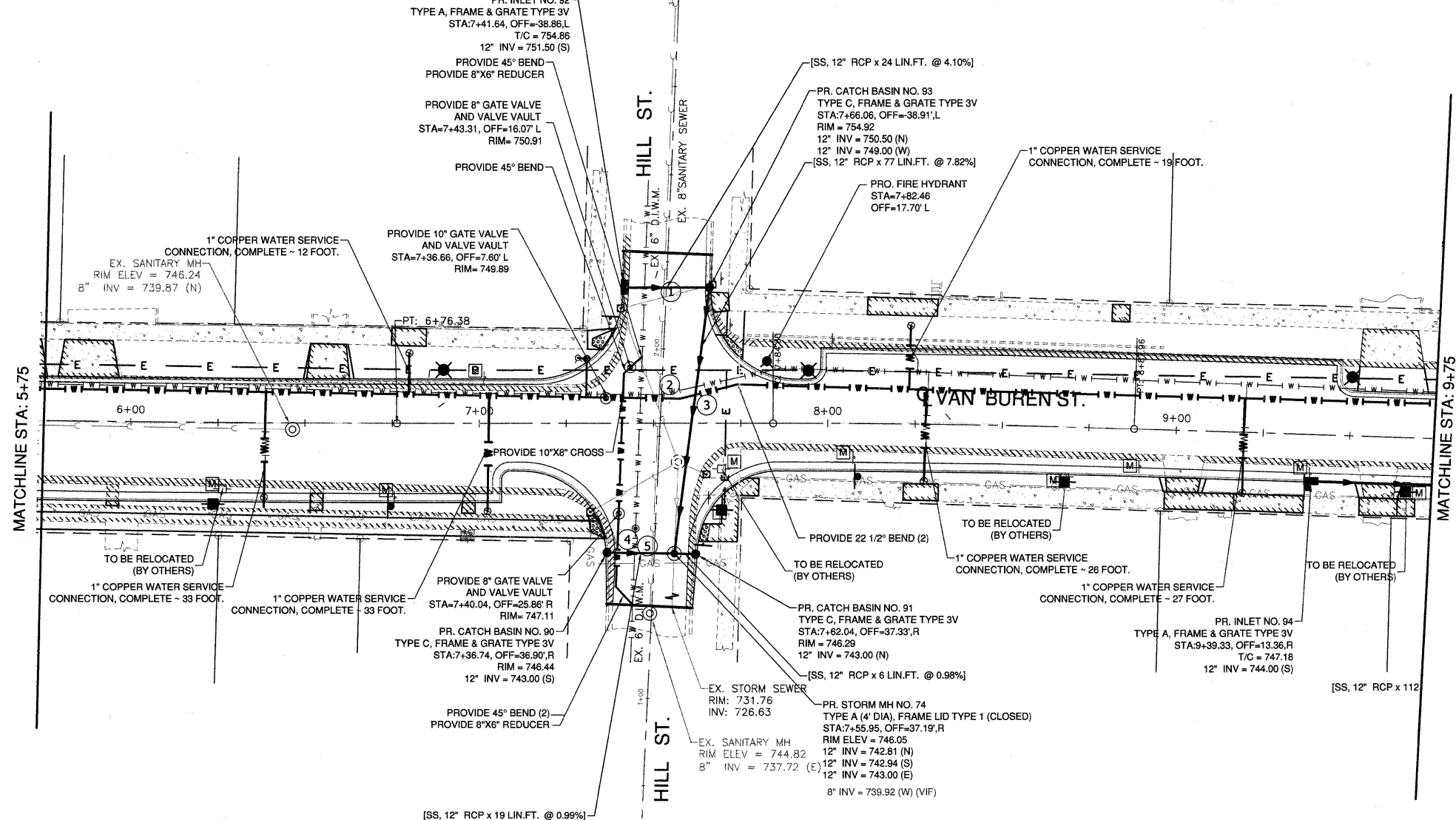


PIPE CROSSINGS		
NO.	DESCRIPTION	ELEV.
1	BOTTOM OF STORM SEWER TOP OF WATER MAIN	737.1 735.6 (MAX)
2	BOTTOM OF SANITARY SEWER TOP OF WATER MAIN	735.4 733.9 (MAX)
3	BOTTOM OF STORM SEWER TOP OF WATER MAIN	737.4 735.9 (MAX)
4	BOTTOM OF STORM SEWER TOP OF WATER MAIN	738.1 736.6 (MAX)
5	BOTTOM OF STORM SEWER TOP OF WATER MAIN	739.1 737.6 (MAX)
6	BOTTOM OF SANITARY SEWER TOP OF WATER MAIN	738.4 737.9 (MAX)
7	BOTTOM OF STORM SEWER TOP OF SANITARY SEWER	744.1 741.6
8	BOTTOM OF STORM SEWER TOP OF SANITARY SEWER	735.5 733.9

\* WATERMAIN IS TO BE ENCASED WITH WATER QUALITY PIPE 10' ON EITHER SIDE OF CROSSING



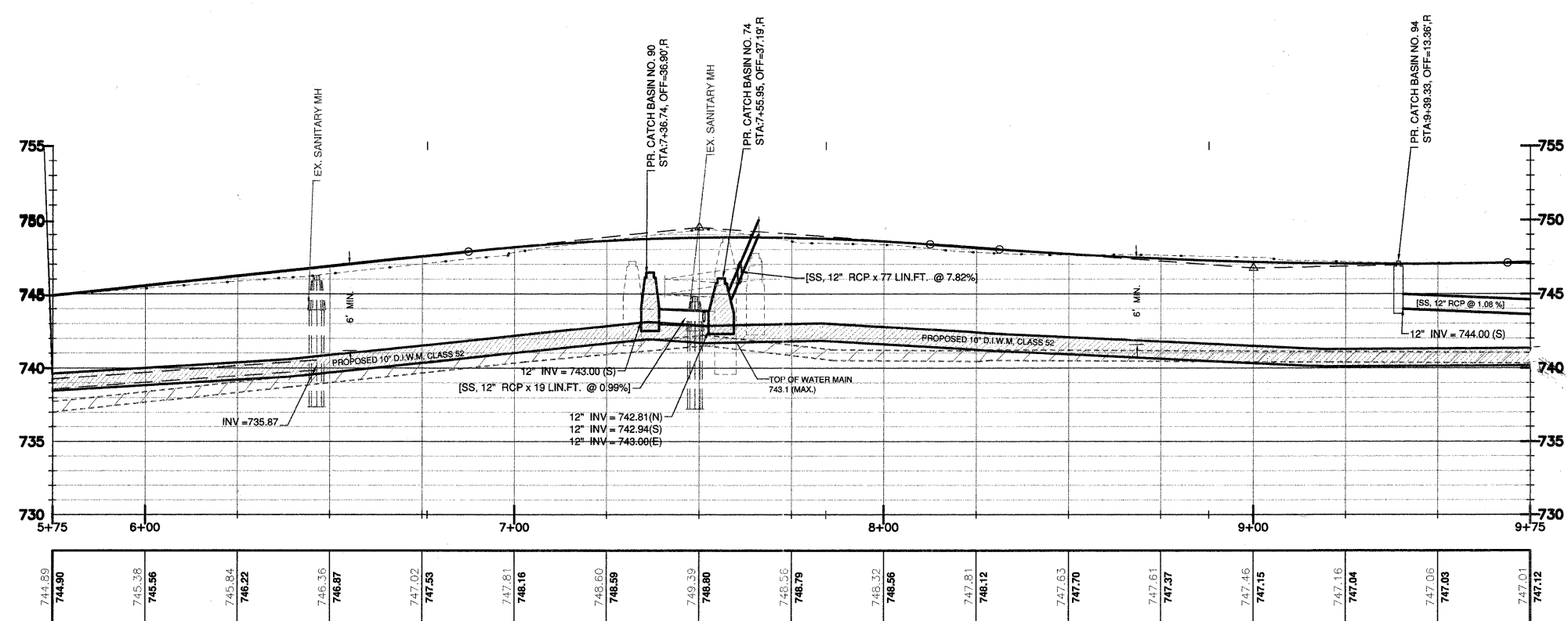
741.48	741.79	741.98	742.55	742.65	742.41	742.51	742.05	742.38	742.01	742.26	741.99	742.13	741.96	742.01	741.96	741.88	741.95	741.76	741.84	741.86	741.87	741.66	742.13	741.73	742.28	741.89	742.45	742.13	742.83	742.42	742.73	742.71	743.07	743.00	743.44	743.34	743.92	743.77	744.41	744.29	744.89
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

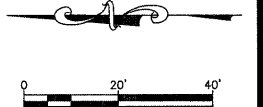
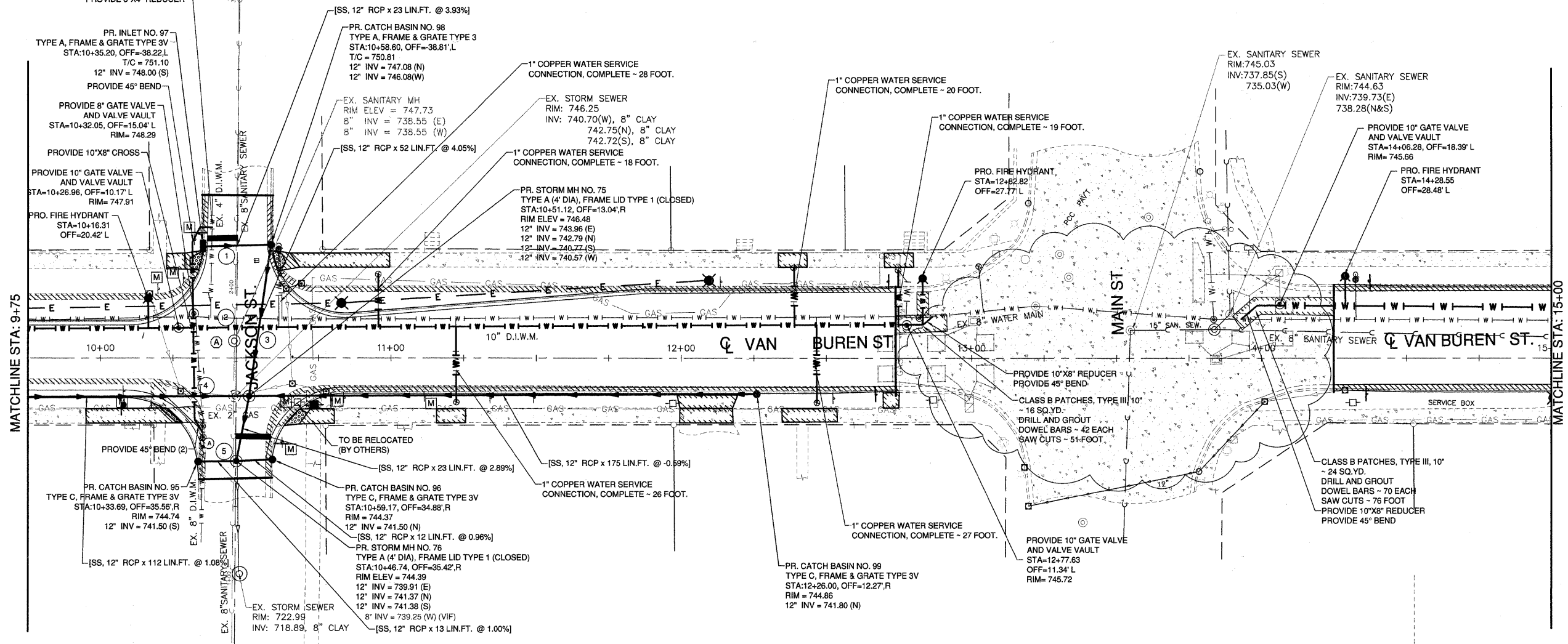


PIPE CROSSINGS		
NO.	DESCRIPTION	ELEV.
1	TOP OF SANITARY SEWER	746.1
2	BOTTOM OF STORM SEWER	750.8
3	BOTTOM OF SANITARY SEWER	742.8
4	TOP OF WATER MAIN	741.3 (MAX)
5	BOTTOM OF STORM SEWER	745.8
6	TOP OF WATER MAIN	744.3 (MAX)
7	BOTTOM OF STORM SEWER	742.8
8	TOP OF WATER MAIN	741.3 (MAX)
9	TOP OF SANITARY SEWER	739.3
10	BOTTOM OF STORM SEWER	742.7

\* WATERMAIN IS TO BE ENCASED WITH WATER QUALITY PIPE 10' ON EITHER SIDE OF CROSSING

NOTE: UTILITY POLES SHOWN TO BE MOVED (M) ARE TO BE RELOCATED BY OTHERS.

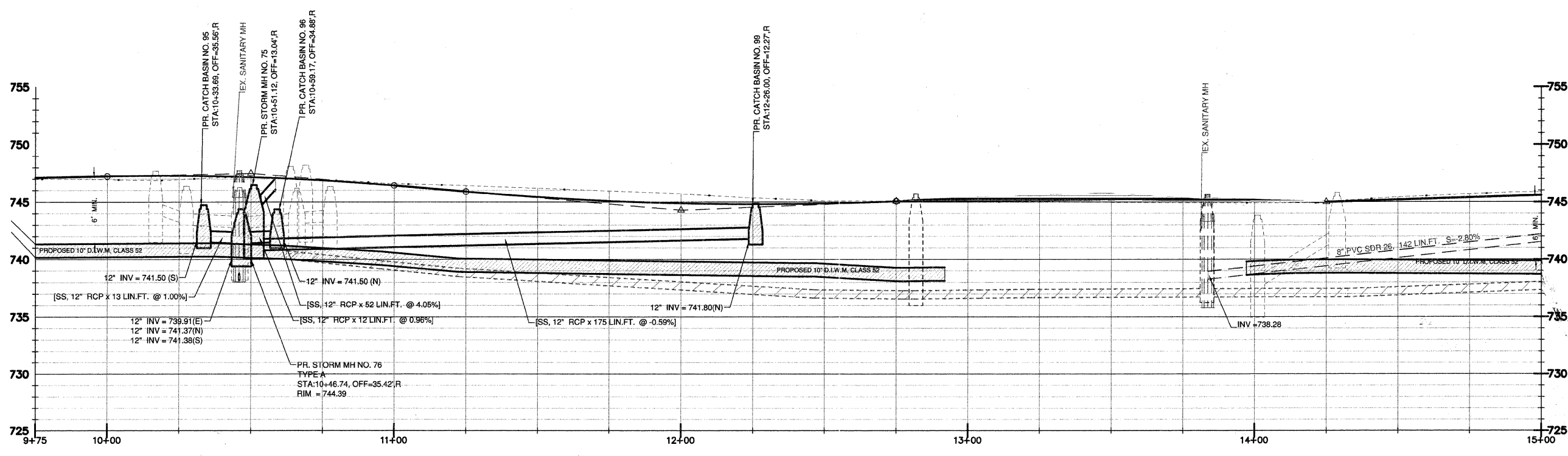




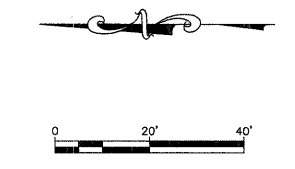
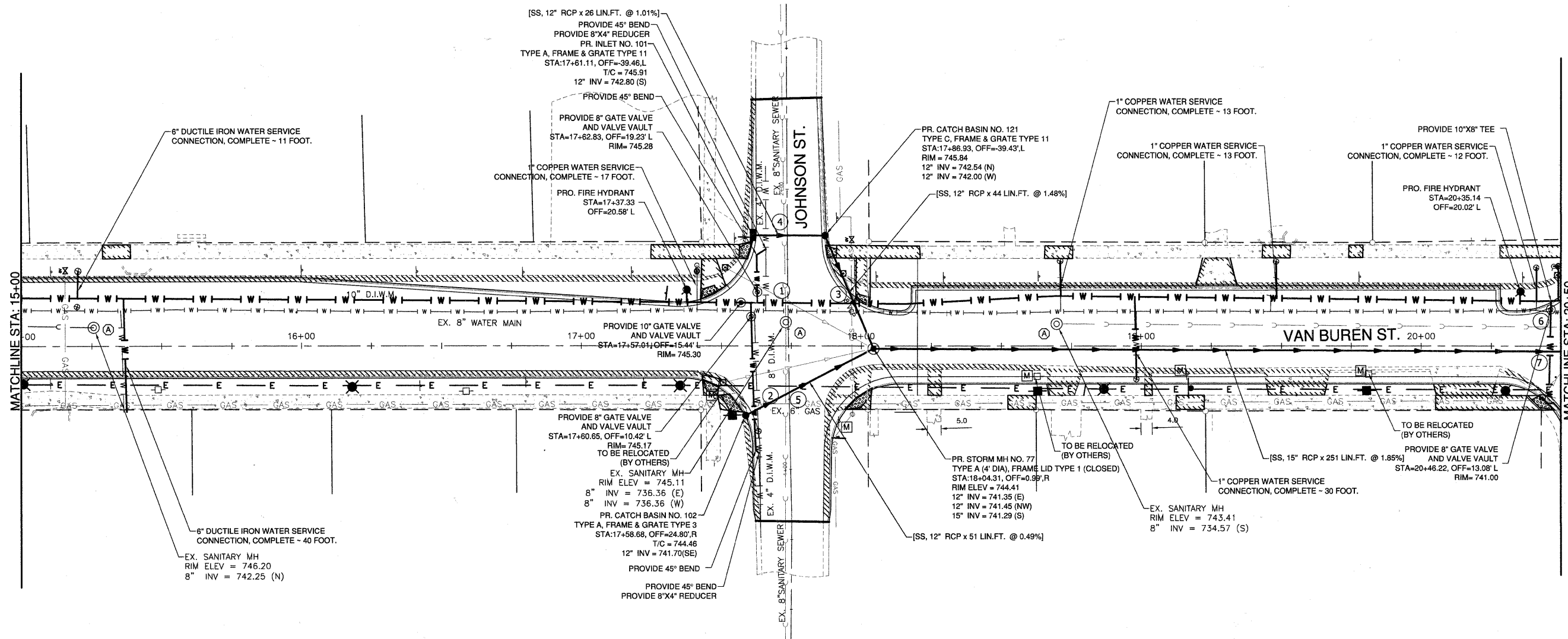
PIPE CROSSINGS		
NO.	DESCRIPTION	ELEV.
1	BOTTOM OF STORM SEWER TOP OF SANITARY SEWER	747.4 741.0
2	TOP OF SANITARY SEWER BOTTOM OF WATER MAIN	739.5 741.0 (MIN)
3	BOTTOM OF STORM SEWER TOP OF WATER MAIN	744.9 743.4 (MAX)
4	BOTTOM OF STORM SEWER TOP OF WATER MAIN	742.8 741.3 (MAX)
5	BOTTOM OF STORM SEWER TOP OF SANITARY SEWER	740.2 737.2

\* WATERMAIN IS TO BE ENCASED WITH WATER QUALITY PIPE 10' ON EITHER SIDE OF CROSSING

NOTE: UTILITY POLES SHOWN TO BE MOVED (M) ARE TO BE RELOCATED BY OTHERS.



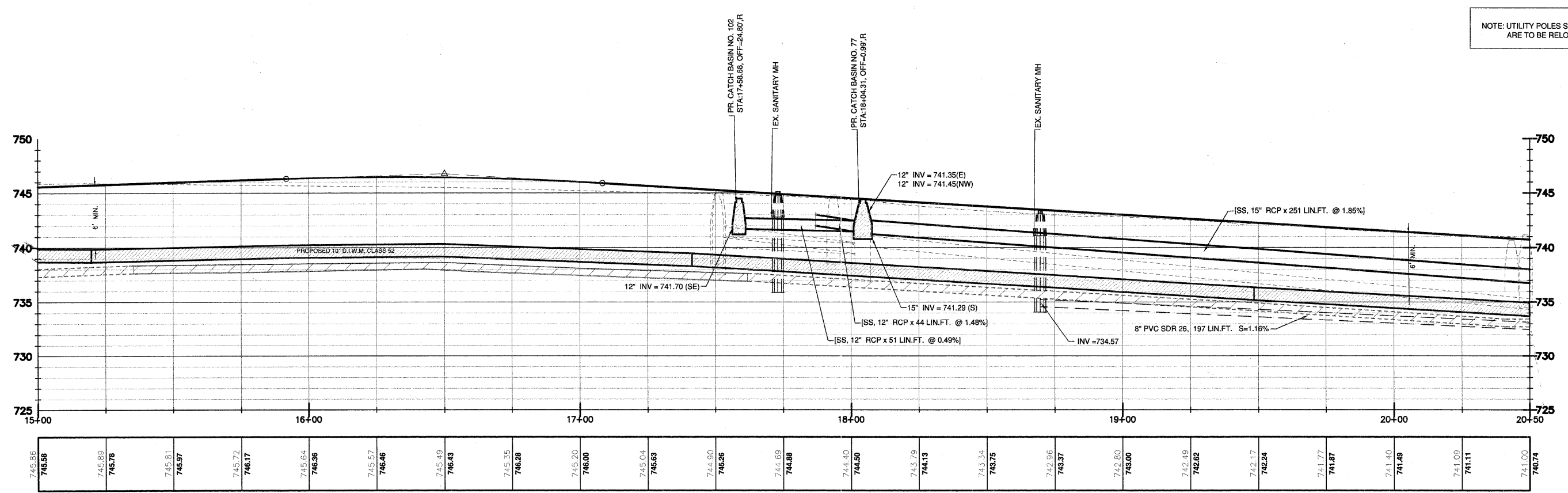
747.01	747.12	746.95	747.25	746.95	747.29	747.20	747.17	746.89	746.88	746.58	746.43	746.42	745.90	746.18	745.43	745.95	745.10	745.70	744.89	745.35	744.82	745.11	744.88	745.07	745.07	745.04	745.15	745.00	745.23	744.96	745.32	744.93	745.21	744.92	745.10	744.99	744.89	745.41	745.19	745.68	745.38	745.86	745.68
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

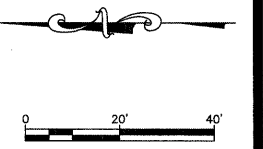
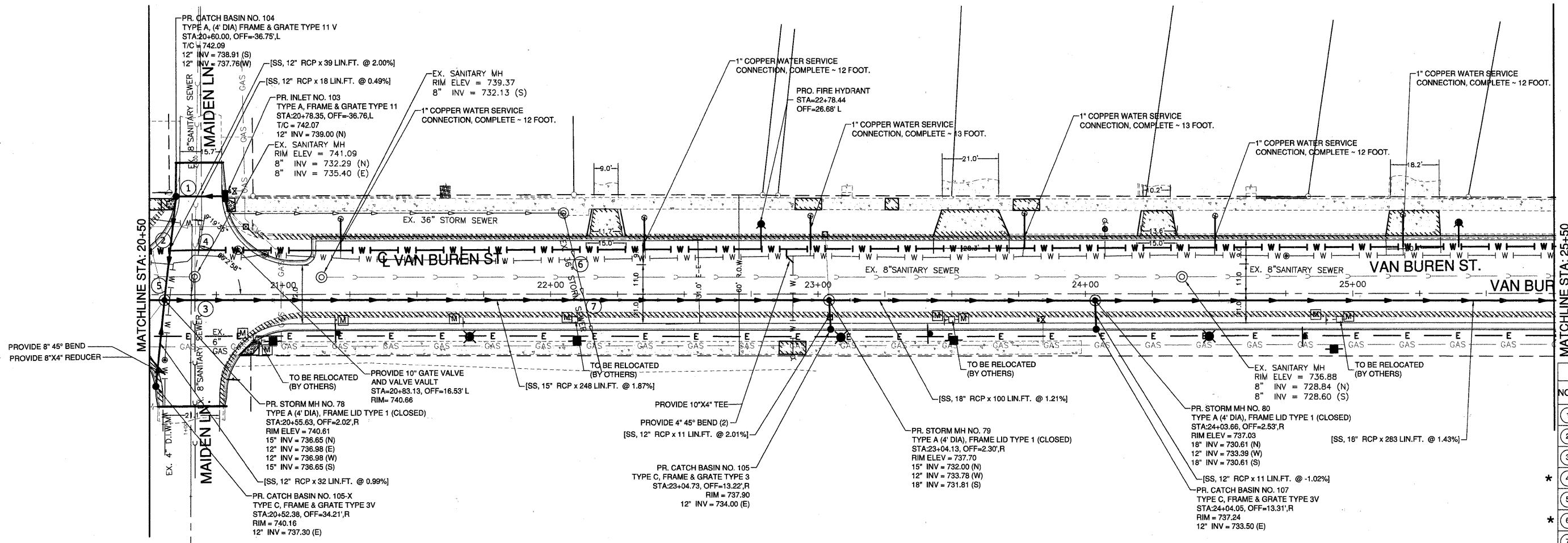


PIPE CROSSINGS		
NO.	DESCRIPTION	ELEV.
1	TOP OF SANITARY SEWER	737.1
1	BOTTOM OF WATER MAIN	738.6 (MIN)
2	BOTTOM OF STORM SEWER	741.6
2	TOP OF WATER MAIN	740.1 (MAX)
3	BOTTOM OF STORM SEWER	741.5
3	TOP OF WATER MAIN	740.0 (MAX)
4	BOTTOM OF STORM SEWER	742.5
4	TOP OF SANITARY SEWER	737.8
5	BOTTOM OF STORM SEWER	741.4
5	TOP OF SANITARY SEWER	736.1
6	TOP OF SANITARY SEWER	733.2
6	BOTTOM OF WATER MAIN	734.7 (MIN)
7	BOTTOM OF STORM SEWER	736.6
7	TOP OF WATER MAIN	735.1 (MAX)

\* WATERMAIN IS TO BE ENCASED WITH WATER QUALITY PIPE 10' ON EITHER SIDE OF CROSSING

NOTE: UTILITY POLES SHOWN TO BE MOVED (M) ARE TO BE RELOCATED BY OTHERS.

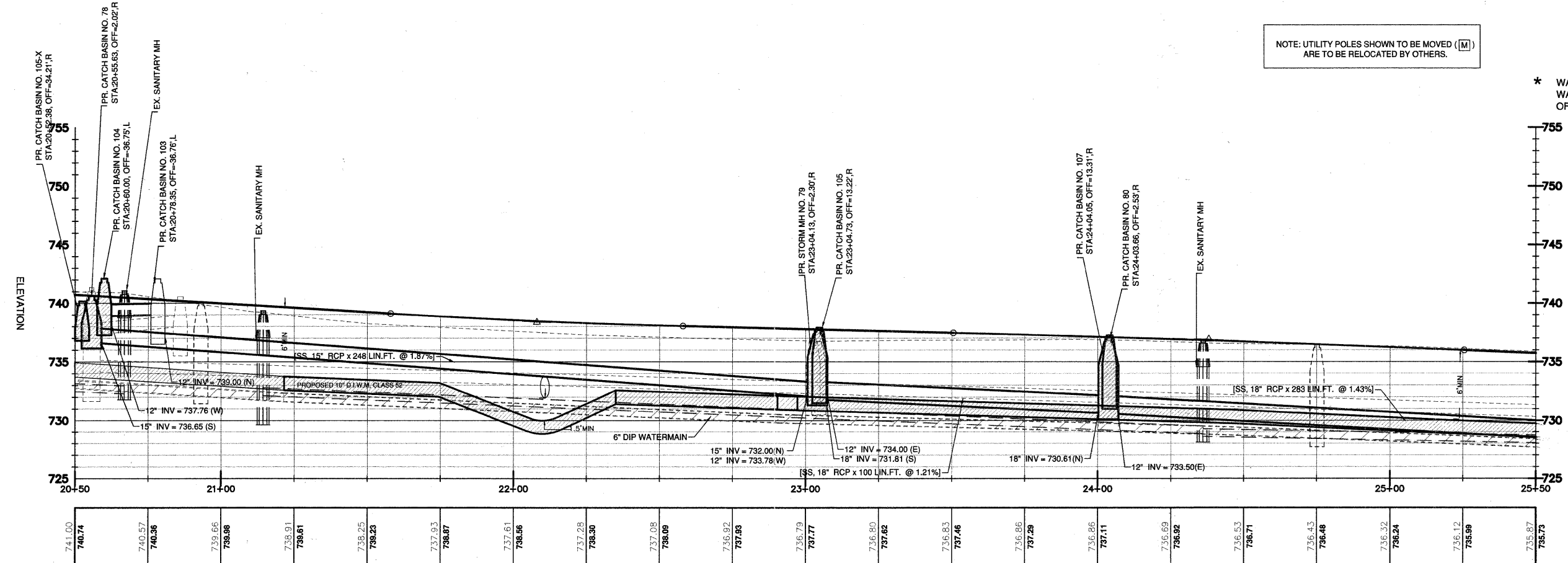


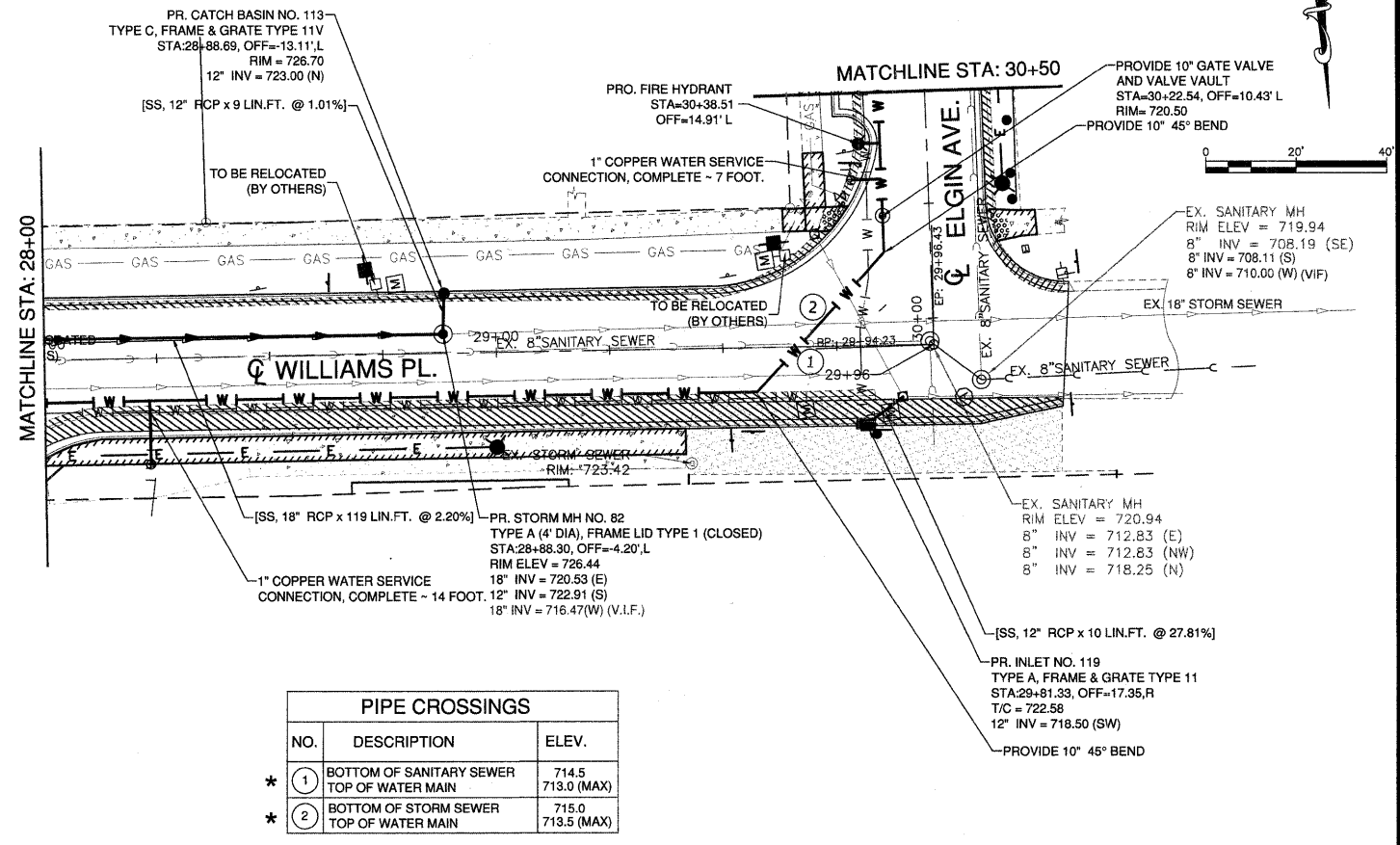
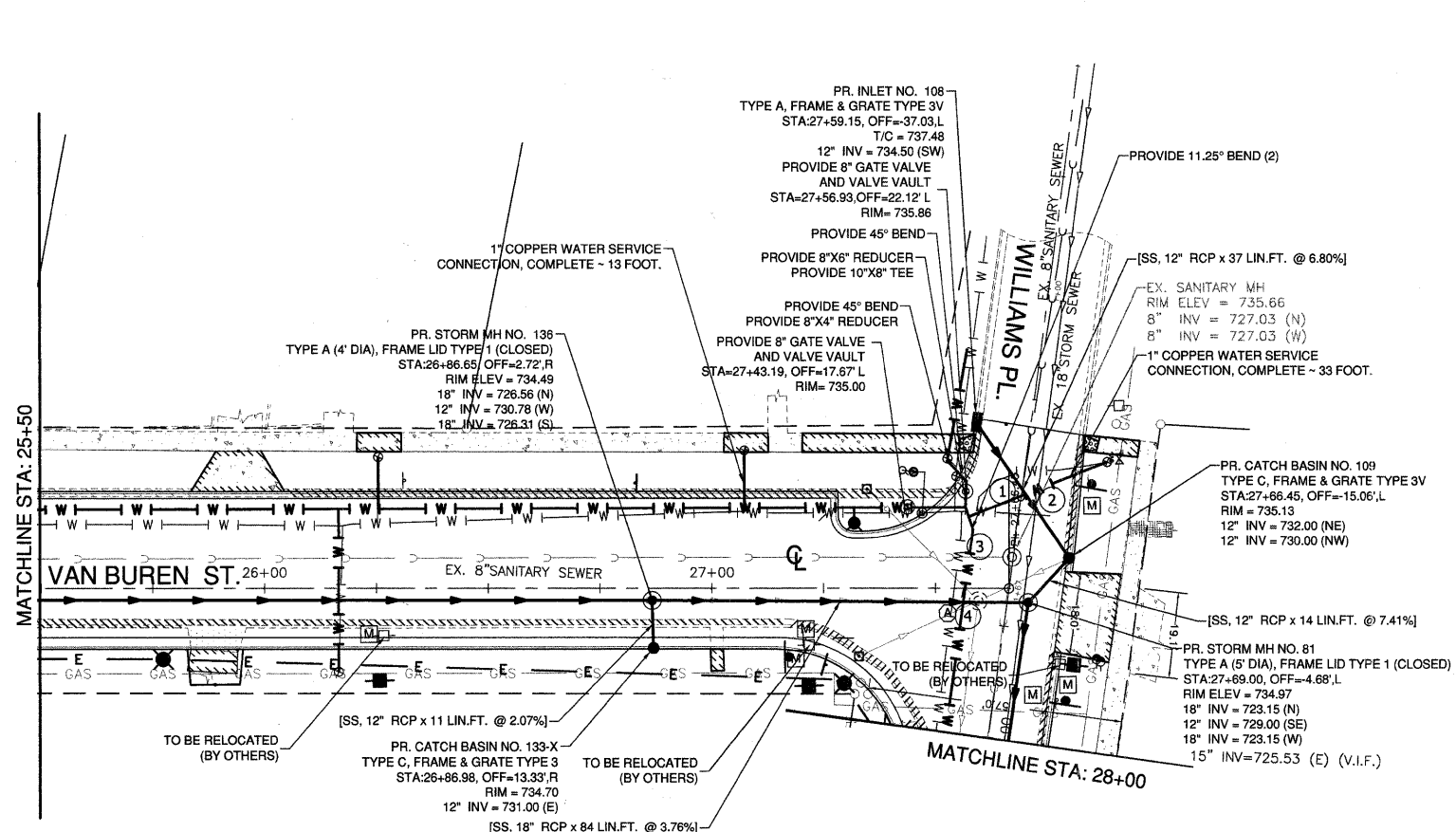


PIPE CROSSINGS		
NO.	DESCRIPTION	ELEV.
1	TOP OF SANITARY SEWER	737.3
	BOTTOM OF STORM SEWER	738.8
2	BOTTOM OF STORM SEWER	737.2
	TOP OF WATER MAIN	735.7 (MAX)
3	TOP OF SANITARY SEWER	732.6
	BOTTOM OF STORM SEWER	736.3
4	BOTTOM OF SANITARY SEWER	735.8
	TOP OF WATER MAIN	734.3 (MAX)
5	BOTTOM OF STORM SEWER	736.9
	TOP OF SANITARY SEWER	733.2
6	BOTTOM OF STORM SEWER	732.5
	TOP OF WATER MAIN	731.0 (MAX)
7	BOTTOM OF STORM SEWER	733.8
	TOP OF EX. STORM SEWER	733.7

NOTE: UTILITY POLES SHOWN TO BE MOVED (M) ARE TO BE RELOCATED BY OTHERS.

\* WATERMAIN IS TO BE ENCASED WITH WATER QUALITY PIPE 10' ON EITHER SIDE OF CROSSING

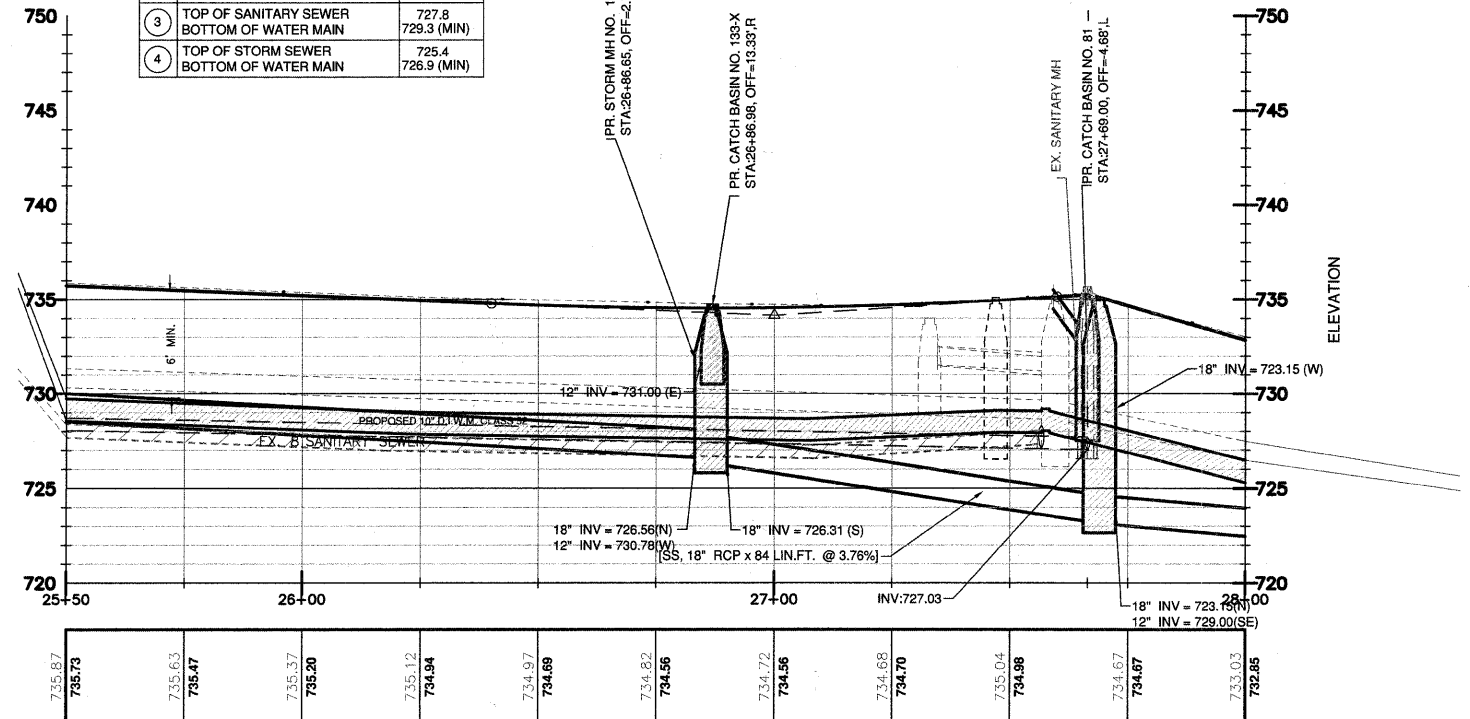




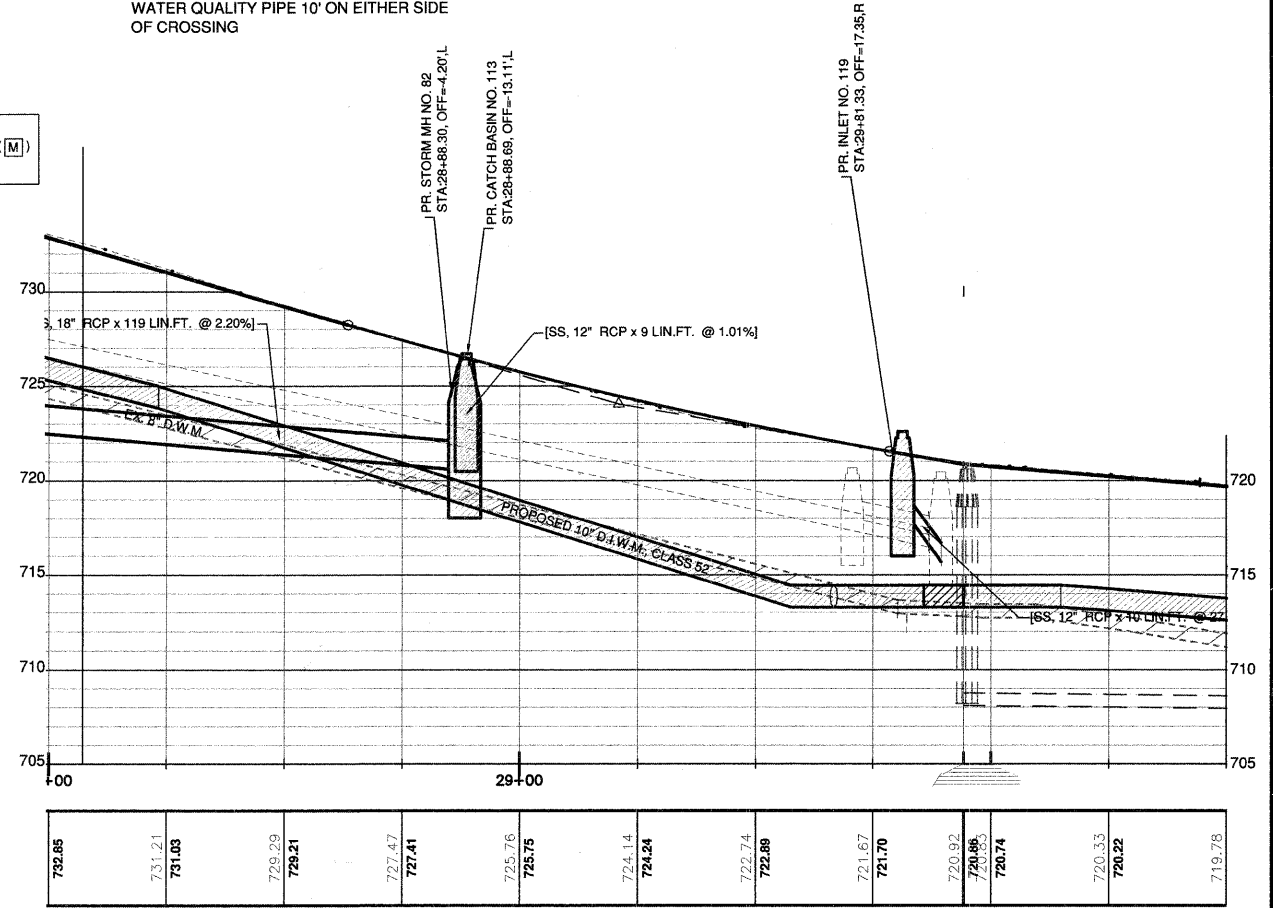
PIPE CROSSINGS		
NO.	DESCRIPTION	ELEV.
* ①	BOTTOM OF SANITARY SEWER TOP OF WATER MAIN	714.5 713.0 (MAX)
* ②	BOTTOM OF STORM SEWER TOP OF WATER MAIN	715.0 713.5 (MAX)

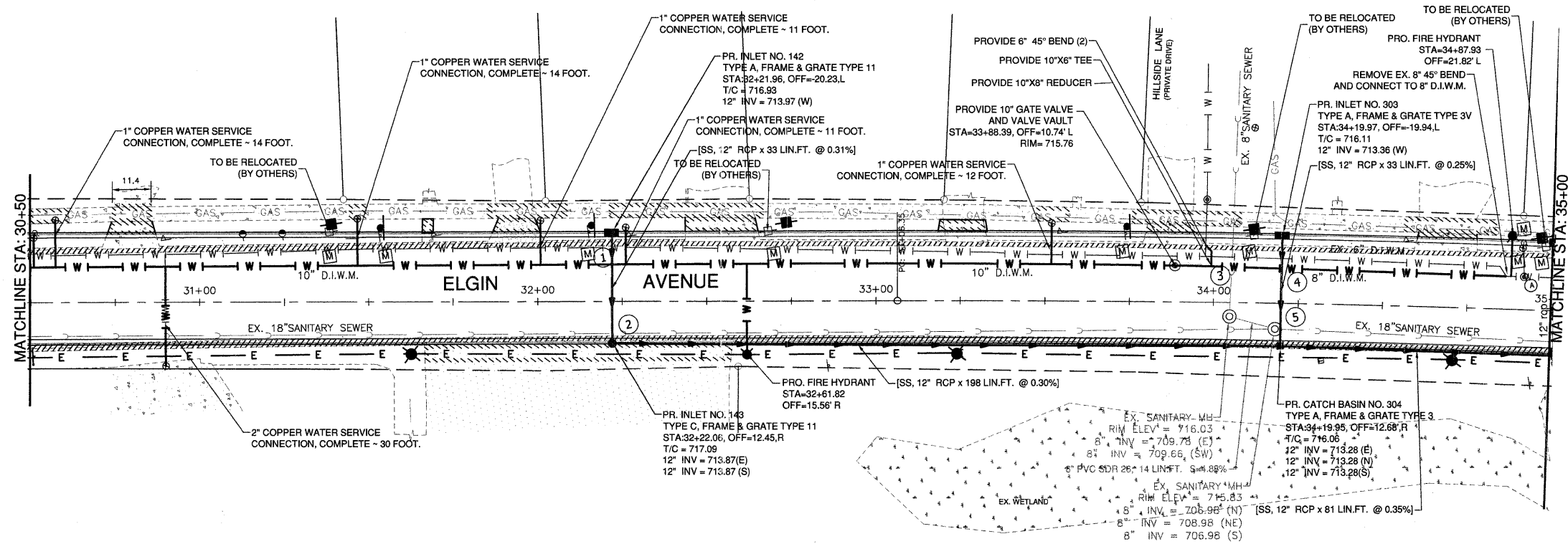
\* WATERMAIN IS TO BE ENCASED WITH WATER QUALITY PIPE 10' ON EITHER SIDE OF CROSSING

PIPE CROSSINGS		
NO.	DESCRIPTION	ELEV.
①	TOP OF SANITARY SEWER BOTTOM OF STORM SEWER	728.3 733.1
②	TOP OF STORM SEWER, 18" BOTTOM OF STORM SEWER, 12"	728.0 732.7
③	TOP OF SANITARY SEWER BOTTOM OF WATER MAIN	727.8 729.3 (MIN)
④	TOP OF STORM SEWER BOTTOM OF WATER MAIN	725.4 726.9 (MIN)



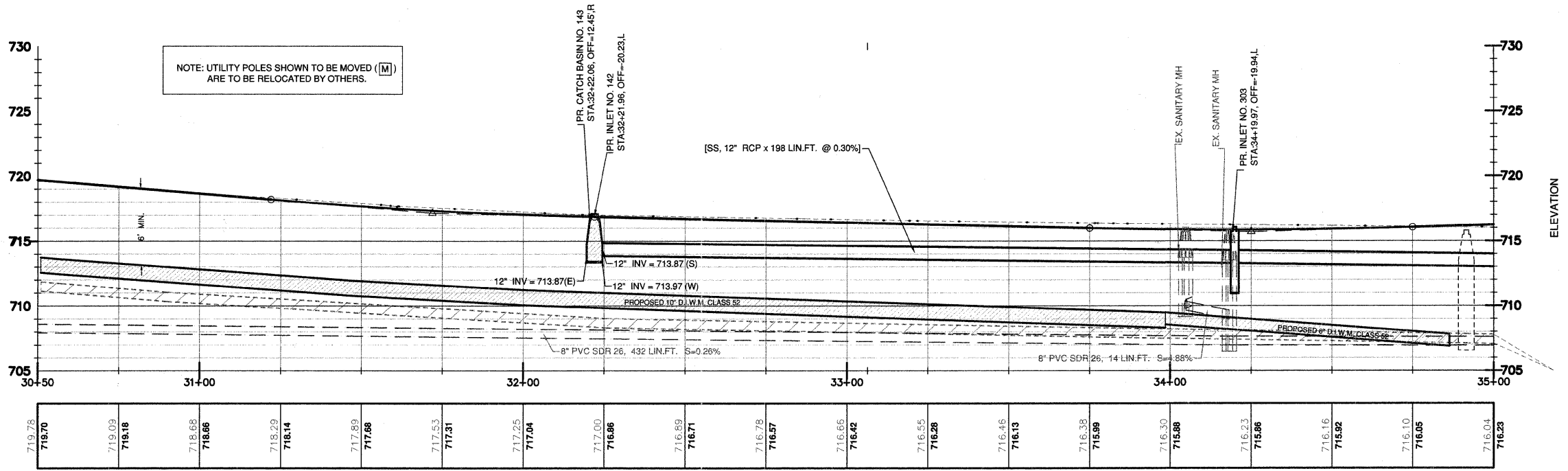
NOTE: UTILITY POLES SHOWN TO BE MOVED (M) ARE TO BE RELOCATED BY OTHERS.





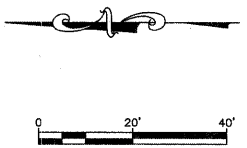
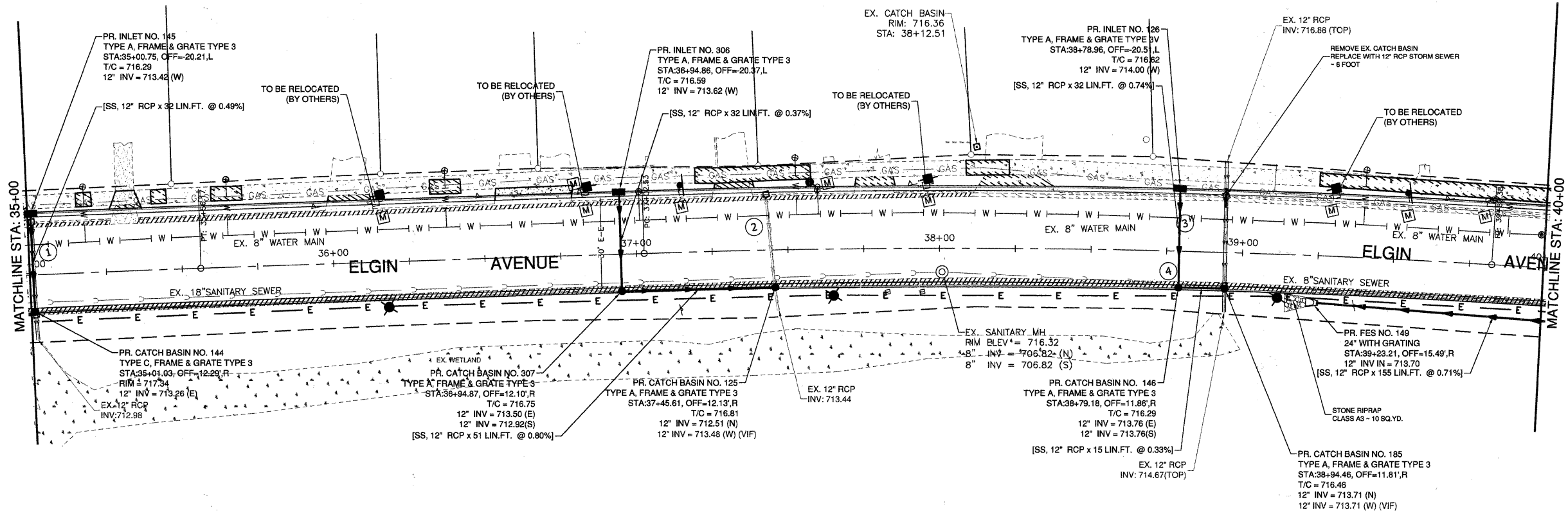
PIPE CROSSINGS		
NO.	DESCRIPTION	ELEV.
1	BOTTOM OF STORM SEWER	713.7
	TOP OF WATER MAIN	712.2 (MAX)
2	TOP OF SANITARY SEWER	709.0
	BOTTOM OF STORM SEWER	713.7
3	BOTTOM OF SANITARY SEWER	710.6
	TOP OF WATER MAIN	709.1 (MAX)
4	BOTTOM OF STORM SEWER	713.1
	TOP OF WATER MAIN	711.8 (MAX)
5	TOP OF SANITARY SEWER	708.5
	BOTTOM OF STORM SEWER	713.1

\* WATERMAIN IS TO BE ENCASED WITH WATER QUALITY PIPE 10' ON EITHER SIDE OF CROSSING



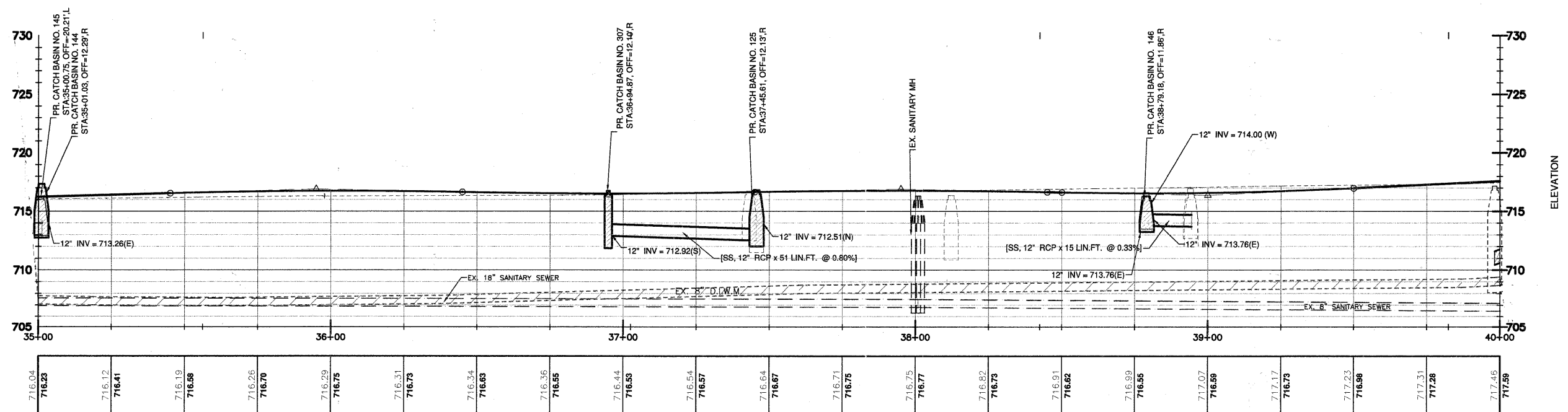
719.78	719.09	718.68	718.29	717.89	717.53	717.25	717.00	716.89	716.71	716.78	716.66	716.55	716.46	716.38	716.30	716.23	716.16	716.10	716.04
719.70	719.18	718.66	718.14	717.68	717.31	717.04	716.86	716.89	716.71	716.78	716.66	716.55	716.46	716.38	716.30	716.23	716.16	716.10	716.05

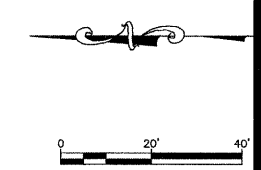
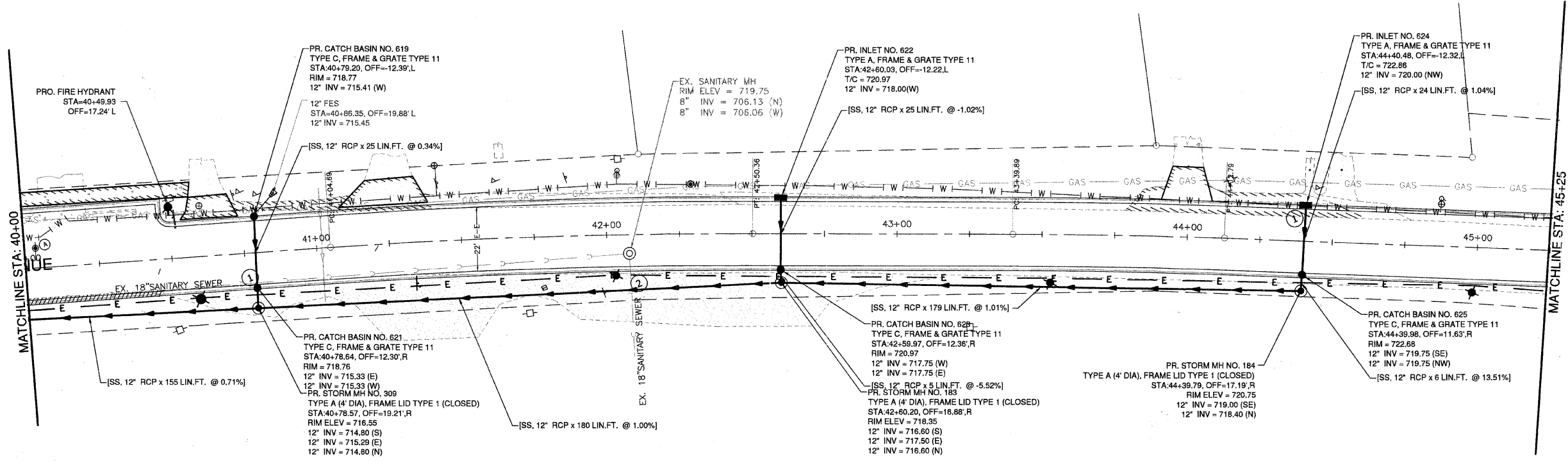




PIPE CROSSINGS		
NO.	DESCRIPTION	ELEV.
1	TOP OF SANITARY SEWER	708.3
	BOTTOM OF STORM SEWER	713.1 (MAX)
2	TOP OF WATER MAIN	710.5
	BOTTOM OF STORM SEWER	713.4 (MAX)
3	TOP OF WATER MAIN	710.6
	BOTTOM OF STORM SEWER	713.7 (MAX)
4	TOP OF SANITARY SEWER	707.3
	BOTTOM OF STORM SEWER	713.6 (MAX)

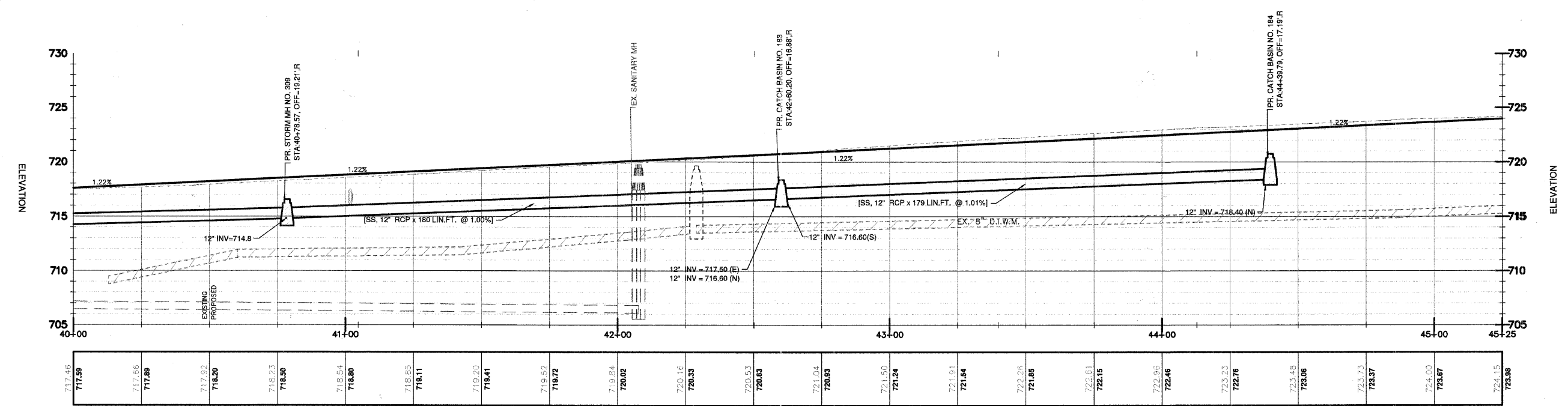
NOTE: UTILITY POLES SHOWN TO BE MOVED (M) ARE TO BE RELOCATED BY OTHERS.

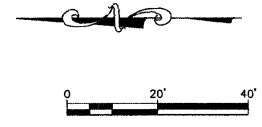
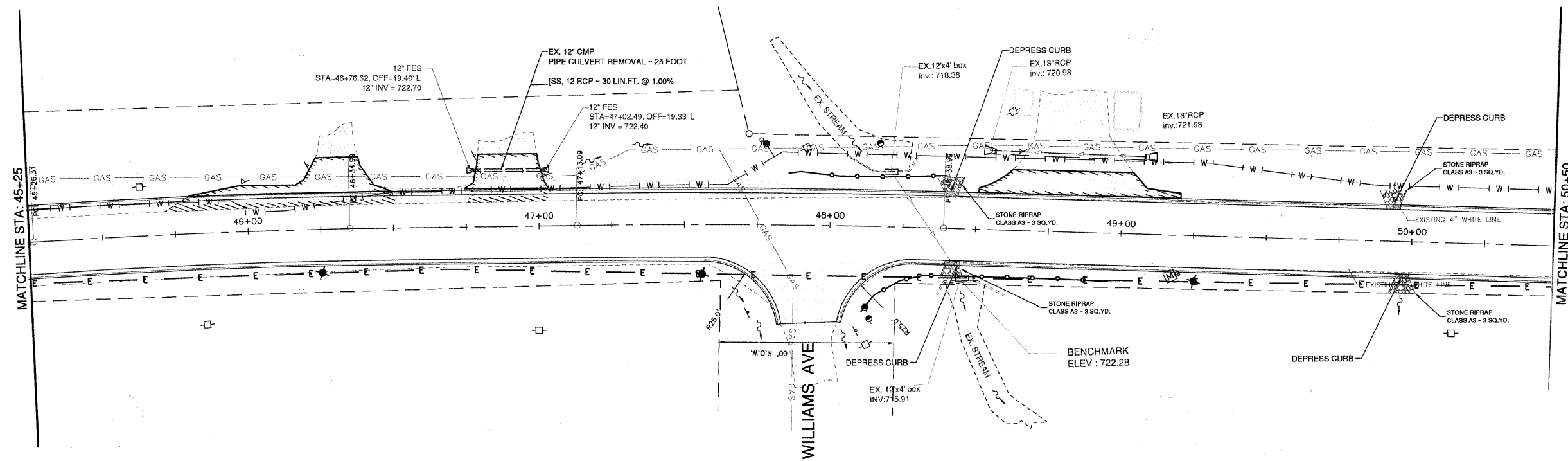




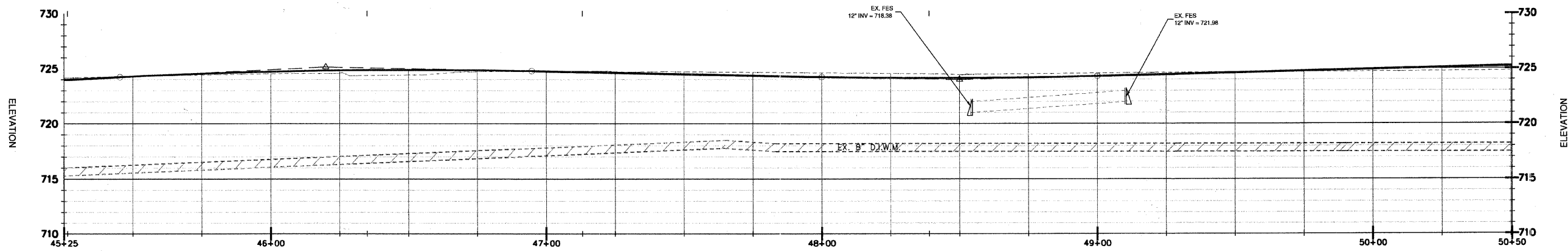
PIPE CROSSINGS		
NO.	DESCRIPTION	ELEV.
1	TOP OF SANITARY SEWER	707.2
	BOTTOM OF STORM SEWER	715.1 (MAX)
2	TOP OF SANITARY SEWER	706.7
	BOTTOM OF STORM SEWER	715.9 (MAX)
3	TOP OF WATER MAIN	717.0
	BOTTOM OF STORM SEWER	719.8 (MAX)

NOTE: UTILITY POLES SHOWN TO BE MOVED (M)  
ARE TO BE RELOCATED BY OTHERS.

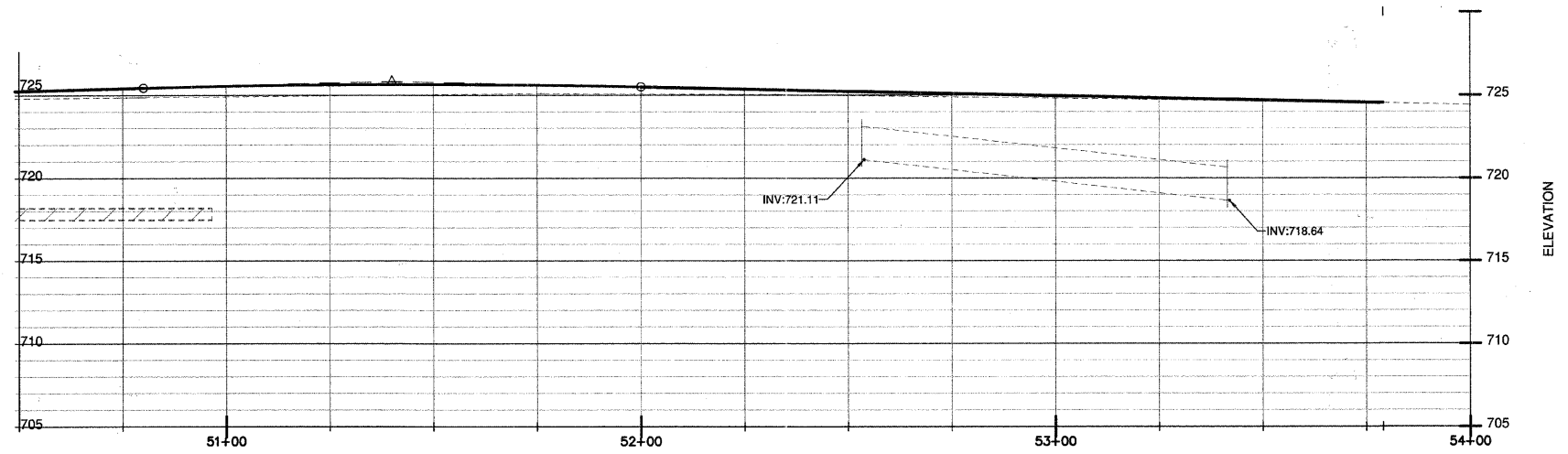
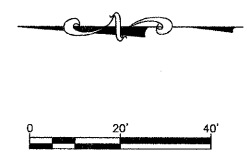
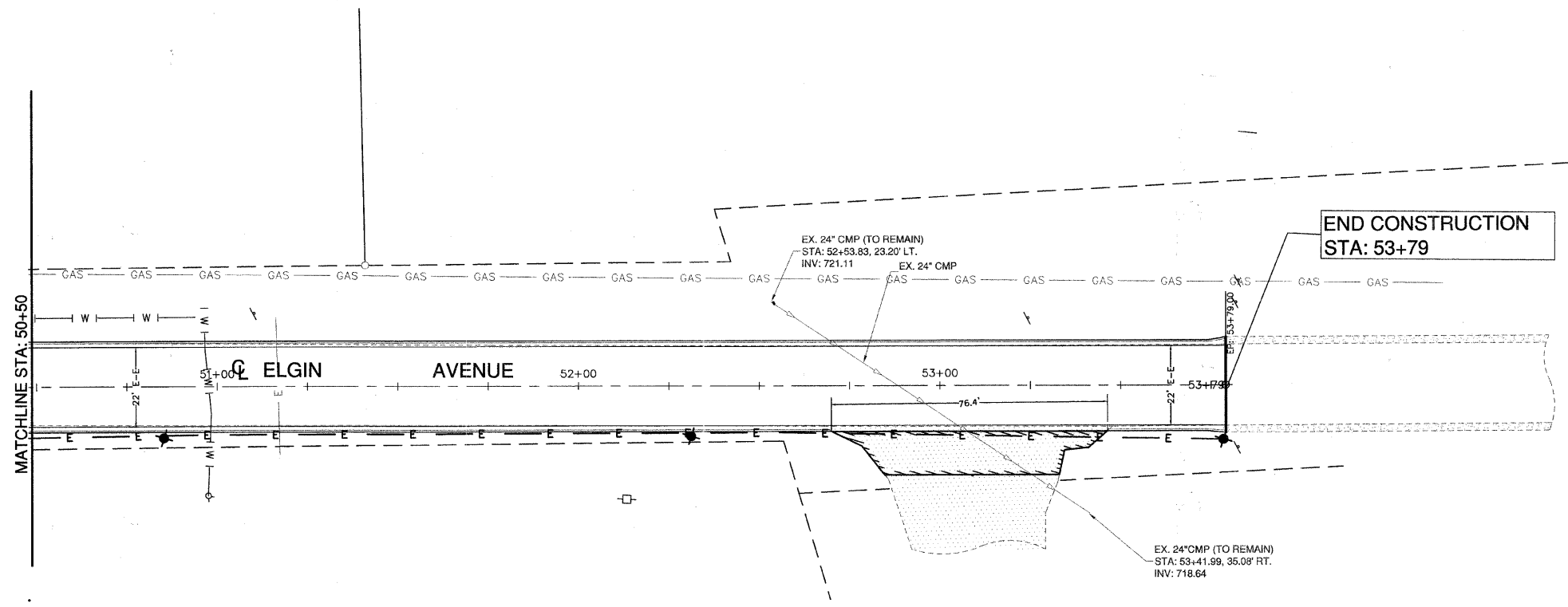




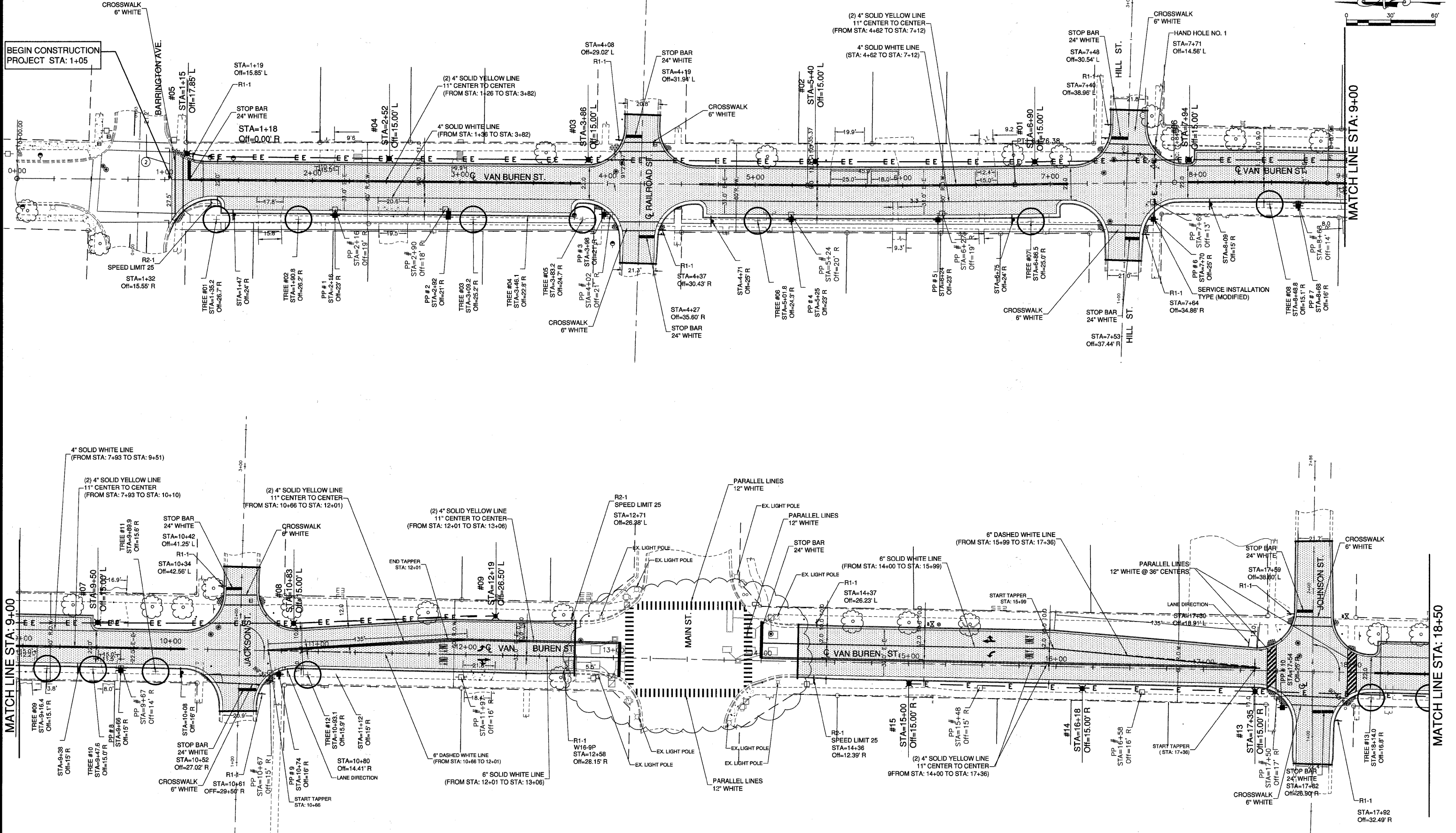
NOTE: UTILITY POLES SHOWN TO BE MOVED (M)  
ARE TO BE RELOCATED BY OTHERS.



724.15	724.29	724.42	724.54	724.52	724.72	724.58	724.83	724.41	724.87	724.70	724.84	724.73	724.73	724.68	724.81	724.70	724.48	724.65	724.36	724.60	724.23	724.54	724.14	724.43	724.12	724.51	724.17	724.57	724.30	724.61	724.46	724.65	724.82	724.68	724.78	724.71	724.94	724.75	725.09	724.80	724.80
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

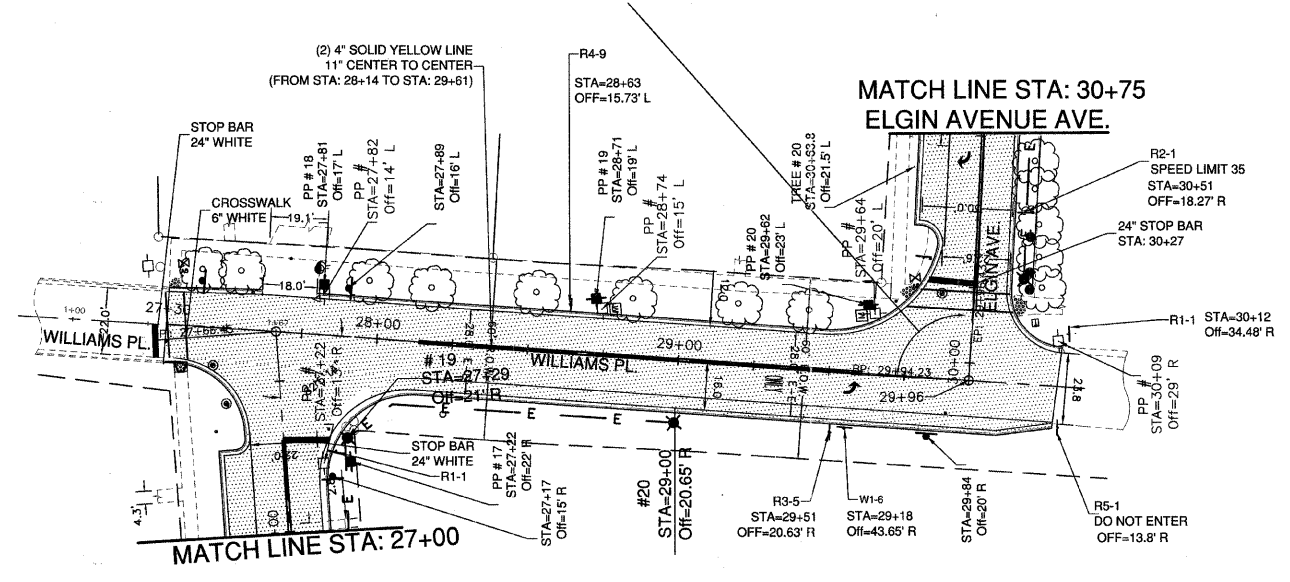
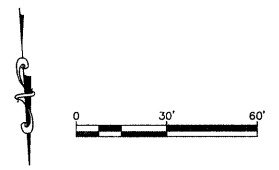
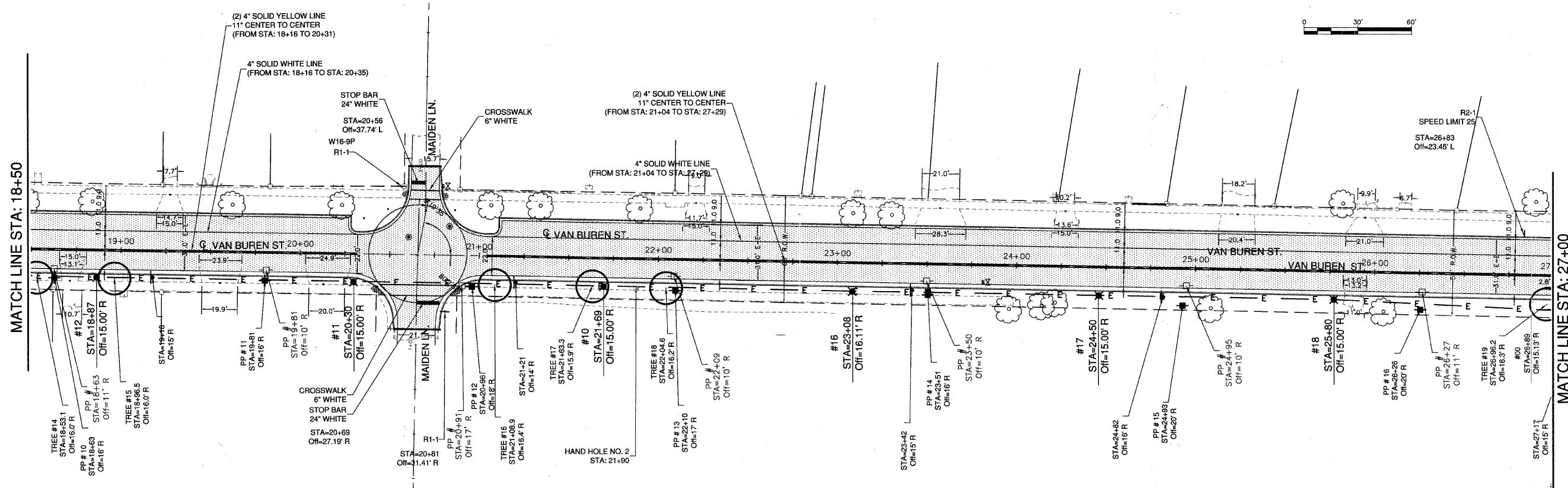
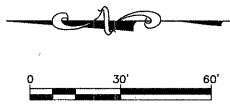


725.25	724.85	725.41	724.91	725.55	724.97	725.63	725.04	725.65	725.10	725.61	725.07	725.50	725.04	725.37	724.97	725.23	724.80	725.09	724.80	724.06	724.71	724.82	724.63	724.69	724.54	724.95	0.00	0.00
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	------	------



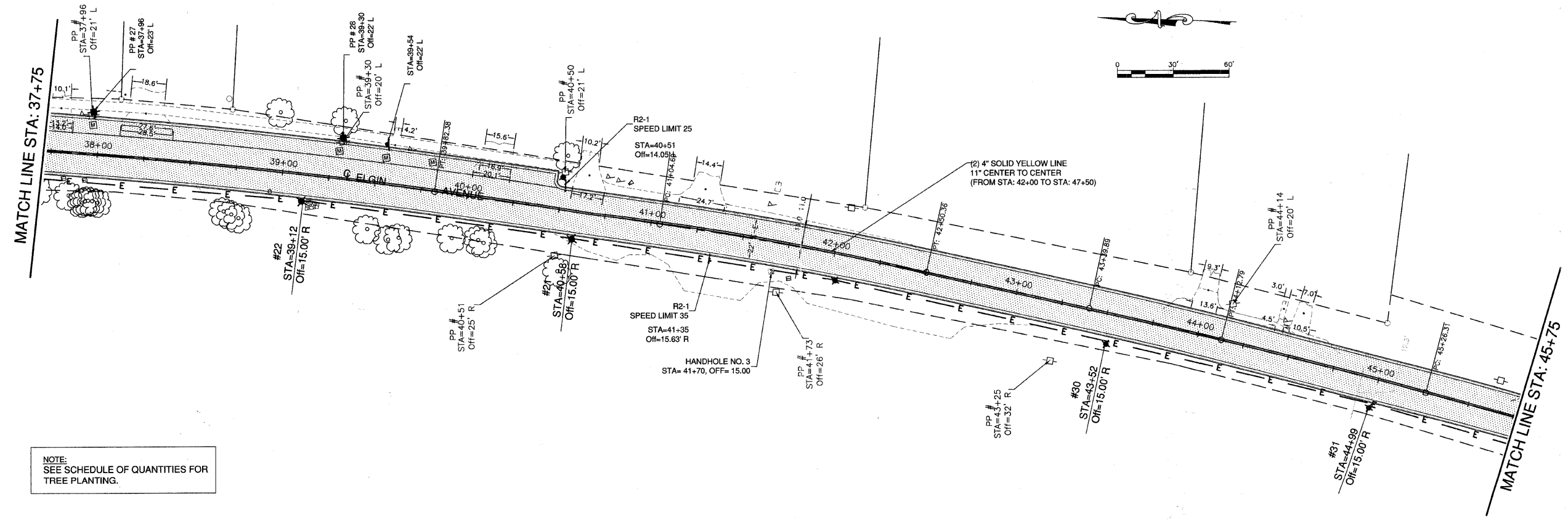
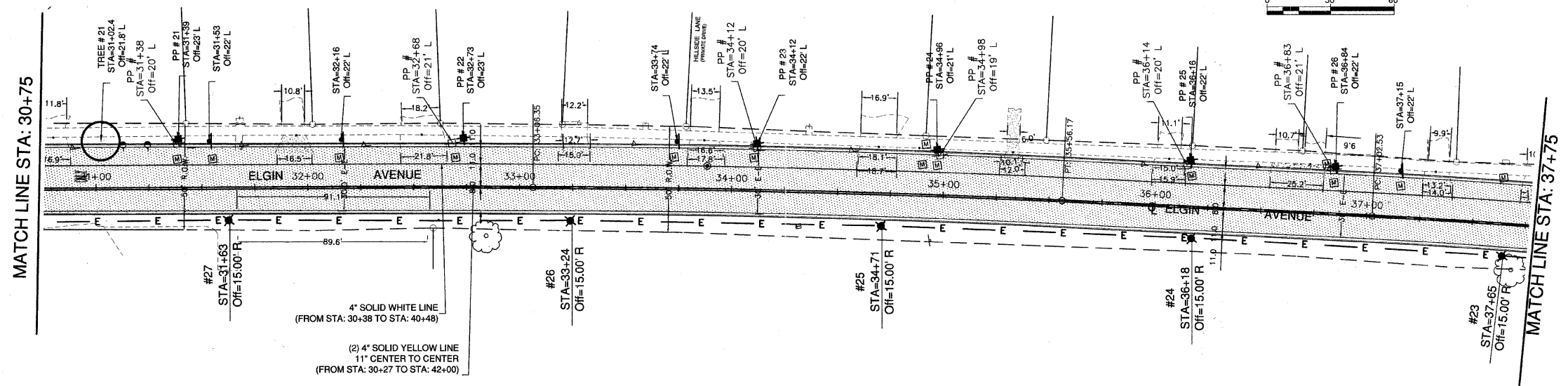
NOTE:  
SEE SCHEDULE OF QUANTITIES FOR  
TREE PLANTING.

MATCH LINE STA: 18+50



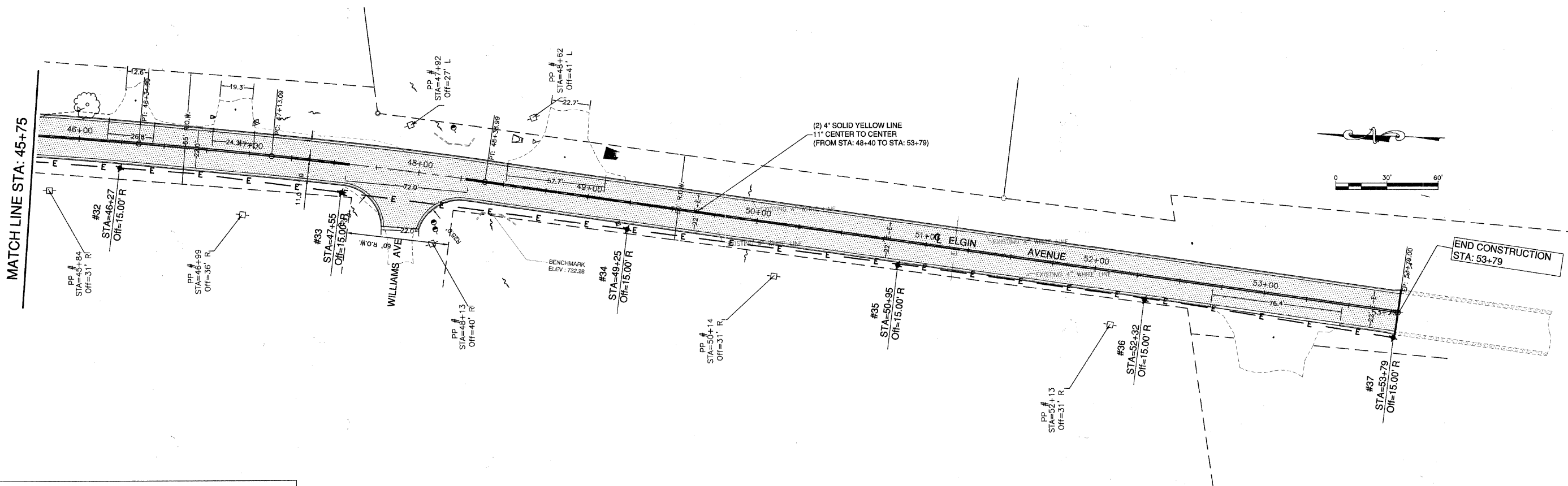
MATCH LINE STA: 30+75  
ELGIN AVENUE AVE.

TREE PLANTING UNDER UTILITY LINES		
NO.	BOTANICAL NAME	COMMON NAME
1	<i>Crataegus crusgalli inermis</i>	Thornless Cockspur Hawthorn
2	<i>Crataegus crusgalli inermis</i>	Thornless Cockspur Hawthorn
3	<i>Syring reticulata</i>	Japanese tree Lilac
4	<i>Syring reticulata</i>	Japanese tree Lilac
5	<i>Syring reticulata</i>	Japanese tree Lilac
6	<i>Syring reticulata</i>	Japanese tree Lilac
7	<i>Amelanchier canadensis</i>	Shadblow serviceberry
8	<i>Amelanchier canadensis</i>	Shadblow serviceberry
9	<i>Amelanchier canadensis</i>	Shadblow serviceberry
10	<i>Amelanchier canadensis</i>	Shadblow serviceberry
11	<i>Amelanchier canadensis</i>	Shadblow serviceberry
12	<i>Cercis canadensis</i>	Eastern redbud
13	<i>Cercis canadensis</i>	Eastern redbud
14	<i>Cercis canadensis</i>	Eastern redbud
15	<i>Cercis canadensis</i>	Eastern redbud
16	<i>Syring reticulata</i>	Japanese tree Lilac
17	<i>Syring reticulata</i>	Japanese tree Lilac
18	<i>Crataegus crusgalli inermis</i>	Thornless Cockspur Hawthorn
19	<i>Crataegus crusgalli inermis</i>	Thornless Cockspur Hawthorn
20	<i>Amelanchier canadensis</i>	Shadblow serviceberry
21	<i>Amelanchier canadensis</i>	Shadblow serviceberry



NOTE:  
SEE SCHEDULE OF QUANTITIES FOR  
TREE PLANTING.

FILE NAME: XXX	DESIGNED: EBW DRAWN: PC CHECKED: JDH DATE: AUGUST 25, 2010	USER NAME: GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 206 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	REVISIONS: REVISED: MARCH 23, 2011 REVISED: MAY 16, 2011 REVISED: REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING, LIGHTING AND LANDSCAPING	SCALE: 1" = 40'	SHEET NO. 3 OF 4 SHEETS	STA: 30+75 TO STA: 40+75	FED. ROAD DIST. NO. ILLINOIS	FED. AID. PROJECT	TOTAL SHEETS: 85	SHEET NO.: 47	CONTRACT NO. 63507
-------------------	---	--	--	---	--	-----------------	-------------------------	--------------------------	------------------------------	-------------------	------------------	---------------	--------------------



CONDUIT AND WIRE TABLE		
LOCATION	CONDUIT/PIPE	WIRE
LAMP # 5 - #1 - H.H. NO.1	2" GALV. STEEL	3-# 8, XLP - RHH CABLE
H.H. NO. 1-LAMP #6-#9	2" GALV. STEEL	3-# 8, XLP - RHH CABLE
LAMP#15 - 10 - H.H. NO.2	2" GALV. STEEL	3-# 8, XLP - RHH CABLE
H.H. NO.2 - LAMP #16 - # 20	2" GALV. STEEL	3-# 8, XLP - RHH CABLE
LAMP # 28 - #21 - H.H. NO. 3	2" GALV. STEEL	3-# 6, XLP - RHH CABLE
H.H. NO.3 - LAMP #29 - # 37	2" GALV. STEEL	3-# 6, XLP - RHH CABLE
P.P.(SW&FUSE)-H.H.	2" GALV. STEEL	3-# 6, XLP - RHH CABLE
25' AL. POLES	LIGHT POLE	3-# 10, XLP - RHH CABLE AND 10 AMP FUSES IN EACH LIGHT POLE

VOLTAGE CALCULATION AT LAST LIGHTING UNIT ON EACH CIRCUIT				
LOCATION	CIRCUIT	LENGTH	VOLTAGE	
LAMP # 5 - # 1 - H.H. NO. 1-P.P.	AB	655 FT.	234.7 VOLTS (2.2%)	
PP. - H.H. NO. 1 - LAMP # 6 - # 9	CD	439 FT.	237.2 VOLTS (1.2%)	
LAMP # 15 - # 10 - H.H. NO. 2 - P.P.	EF	690 FT.	233.3 VOLTS (2.8%)	
PP. - H.H. NO. 2 - LAMP # 16 - # 20	GH	710 FT.	234.3 VOLTS (2.4%)	
LAMP # 28 - # 21 - H.H. NO. 3 - P.P.	IJ	1141 FT.	230.7 VOLTS (3.9%)	
PP. - H.H. NO. 3 - LAMP # 29 - # 37	KL	1209 FT.	228.9 VOLTS (4.6%)	

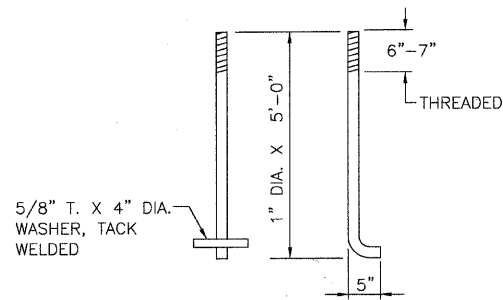
LOAD TABULATION FOR LIGHTING CONTROLLER		
CKT	AMPS	LUMINAIRES
CKT - AB	5 AMPS	5 LUMINAIRES, #1 - #5
CKT - CD	4 AMPS	4 LUMINAIRES, #6 - #9
TOTAL LOAD (H.H. NO 1)	9 AMPS	9 LUMINAIRES, #1 TO #9
EF	6 AMPS	6 LUMINAIRES, #10 TO #15
GH	5 AMPS	5 LUMINAIRES, #16 TO #20
TOTAL (H.H. N. 2)	11 AMPS	11 LUMINAIRES, #10 TO #20
IJ	8.0 AMPS	8 LUMINAIRES, #21 TO #28
KL	12 AMPS	9 LUMINAIRES, #29 TO #37
TOTAL (H.H. NO. 3)	12 AMPS	17 LUMINAIRES, #21 TO #37

NOTE:  
SEE SCHEDULE OF QUANTITIES FOR TREE PLANTING.

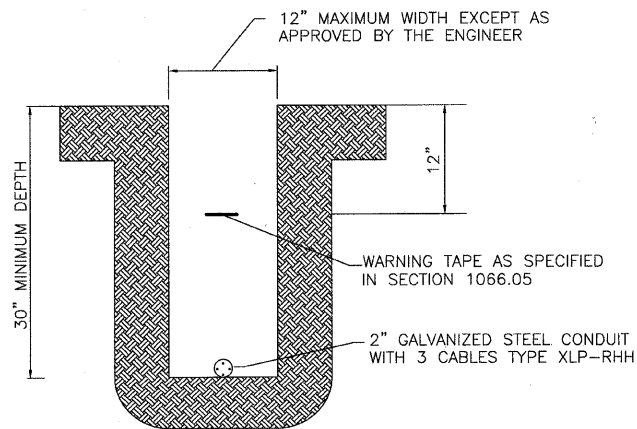


**GENERAL NOTES FOR STREET LIGHTING WORK**

- EXCAVATION FOR THE LIGHT POLE FOUNDATION SHALL BE MADE WITH AN AUGER, 24" MINIMUM DIAMETER.
- THE ANCHOR BOLTS IN THE LIGHT POLE FOUNDATION SHOWN ON THE DETAIL SHALL BE A TACK WELDED TYPE BOLT OR HOOK TYPE BOLT. COLD BENDING OF THE HOOK BOLT WILL NOT BE ALLOWED.
- THE ANCHOR BOLTS AND RACEWAYS PROVIDED WITHIN THE LIGHT POLE FOUNDATION SHALL BE SECURELY FIXED IN PLACE BEFORE CONCRETE IS POURED FOR FOUNDATION.
- THE ENTIRE LENGTH OF THE ANCHOR BOLTS USED IN THE LIGHT POLE FOUNDATION, AS WELL AS THE NUTS AND WASHERS, SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM DESIGNATION A153.
- CLASS SI CONCRETE IS REQUIRED FOR THE LIGHT POLE FOUNDATIONS AND MUST BE CURED FOR A MINIMUM OF TEN DAYS BEFORE THE LIGHT STANDARD IS ERECTED THEREON.
- THE CABLE TRENCH WITHIN 10 FEET OF THE LIGHT POLE FOUNDATION SHALL BE BACKFILLED AND THOROUGHLY COMPACTED BEFORE LIGHT STANDARDS ARE ERECTED.
- A MINIMUM OF 3" OF THE THREADING ON THE ANCHOR BOLT SHALL REMAIN BELOW THE TOP OF THE FOUNDATION.
- THE DIAMETER OF THE ANCHOR BOLT CIRCLE AND THE ANCHOR BOLT EXTENSION LENGTH ABOVE THE TOP OF THE LIGHT POLE FOUNDATION SHALL BE COORDINATED WITH THE LIGHT POLE MANUFACTURER'S RECOMMENDATIONS AND CONFIRMED WITH THE ENGINEER PRIOR TO CONSTRUCTION OF THE FOUNDATIONS.
- CONCRETE HANDHOLES AT THE LOCATION(S) SHOWN ON THE PLANS SHALL BE PROVIDED IN ACCORDANCE WITH IDOT STANDARD 81400102 AND WITH SECTION 814 OF THE STANDARD SPECIFICATION.
- THE ELECTRICAL SERVICE INSTALLATION, TYPE A (MODIFIED) SHALL BE IN ACCORDANCE WITH IDOT STANDARD 805001-01 AND WITH SECTION 804 OF THE STANDARD SPECIFICATIONS.
- SPLICING ELECTRICAL CABLES IN CONDUITS IS NOT PERMITTED. CONNECTIONS MADE IN HANDHOLES MUST MEET THE REQUIREMENTS SET FORTH IN ARTICLE 1066.06 OF THE STANDARD SPECIFICATIONS.

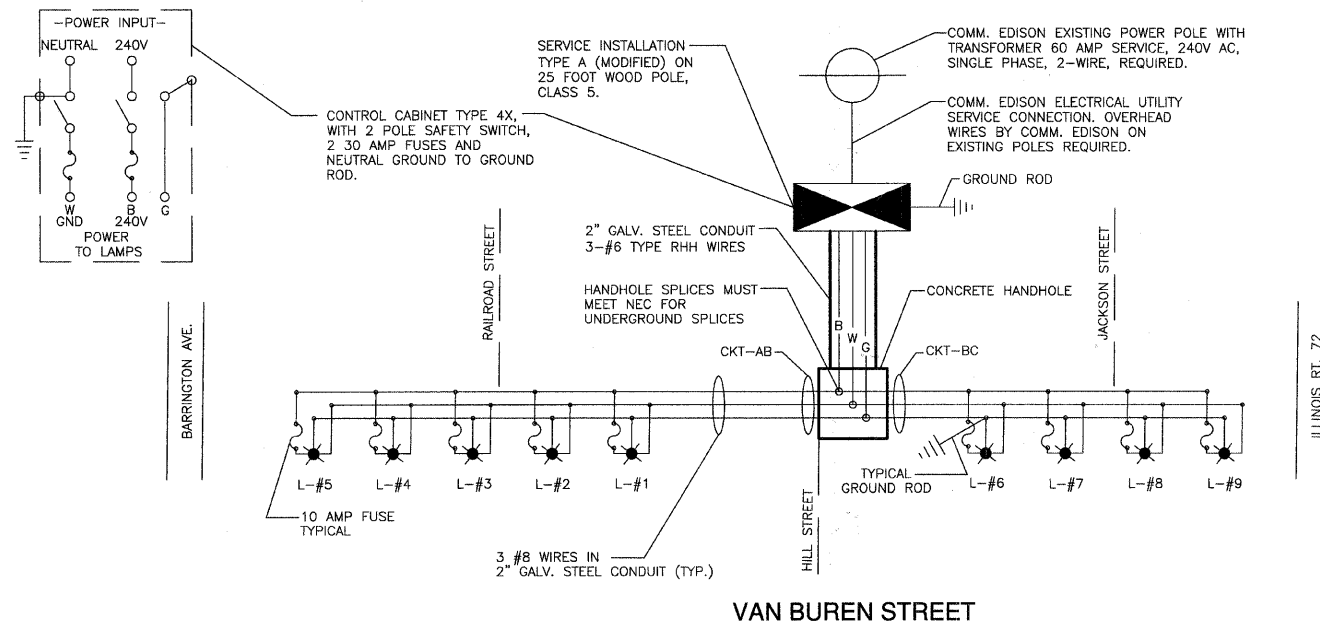


**ANCHOR BOLT DETAIL**

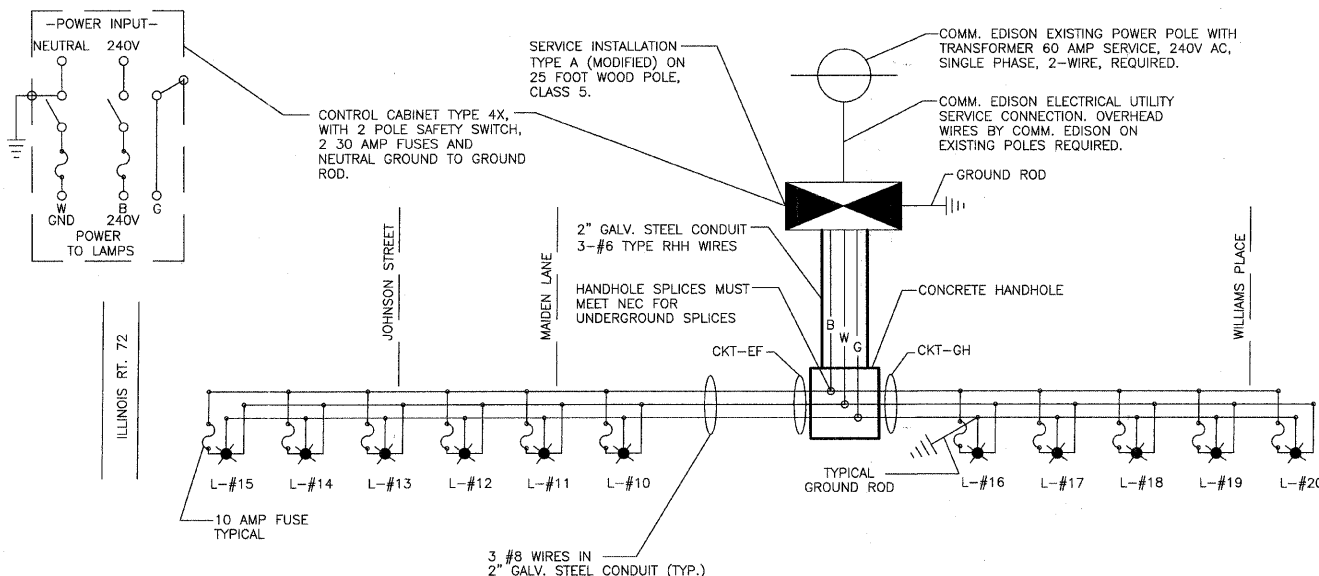


**TYPICAL WIRING IN TRENCH DETAIL**

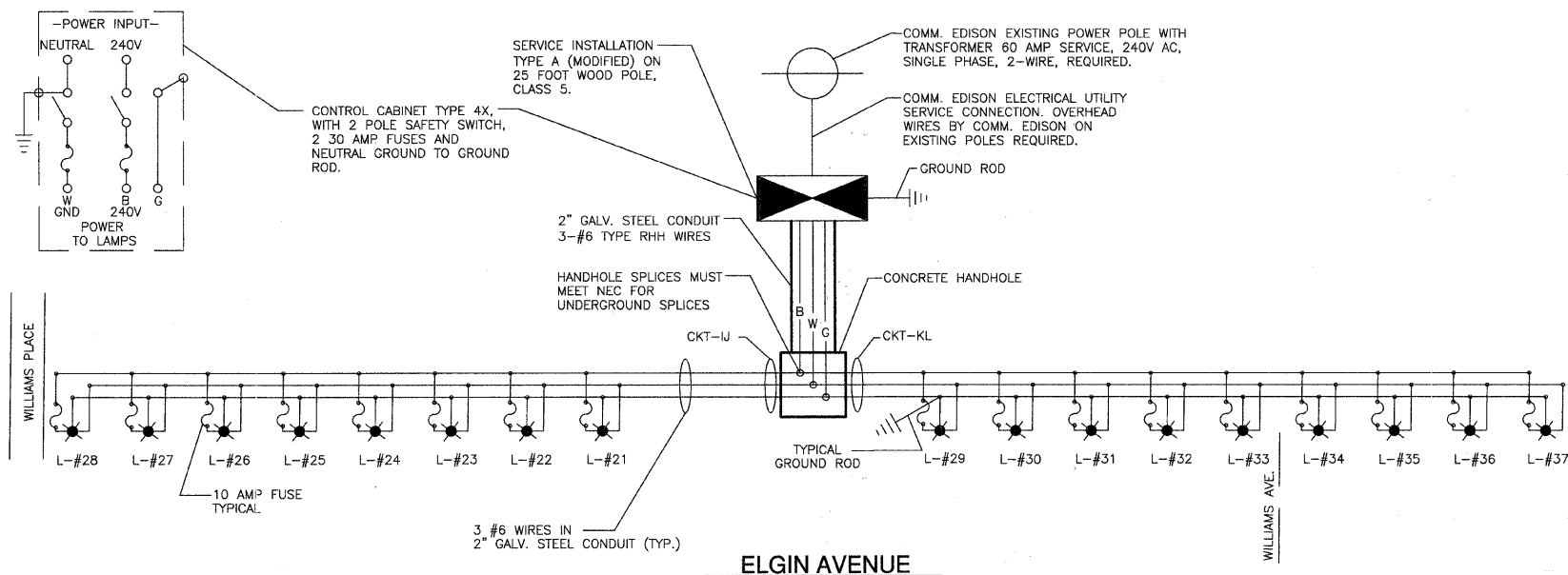
N.T.S.



**VAN BUREN STREET**



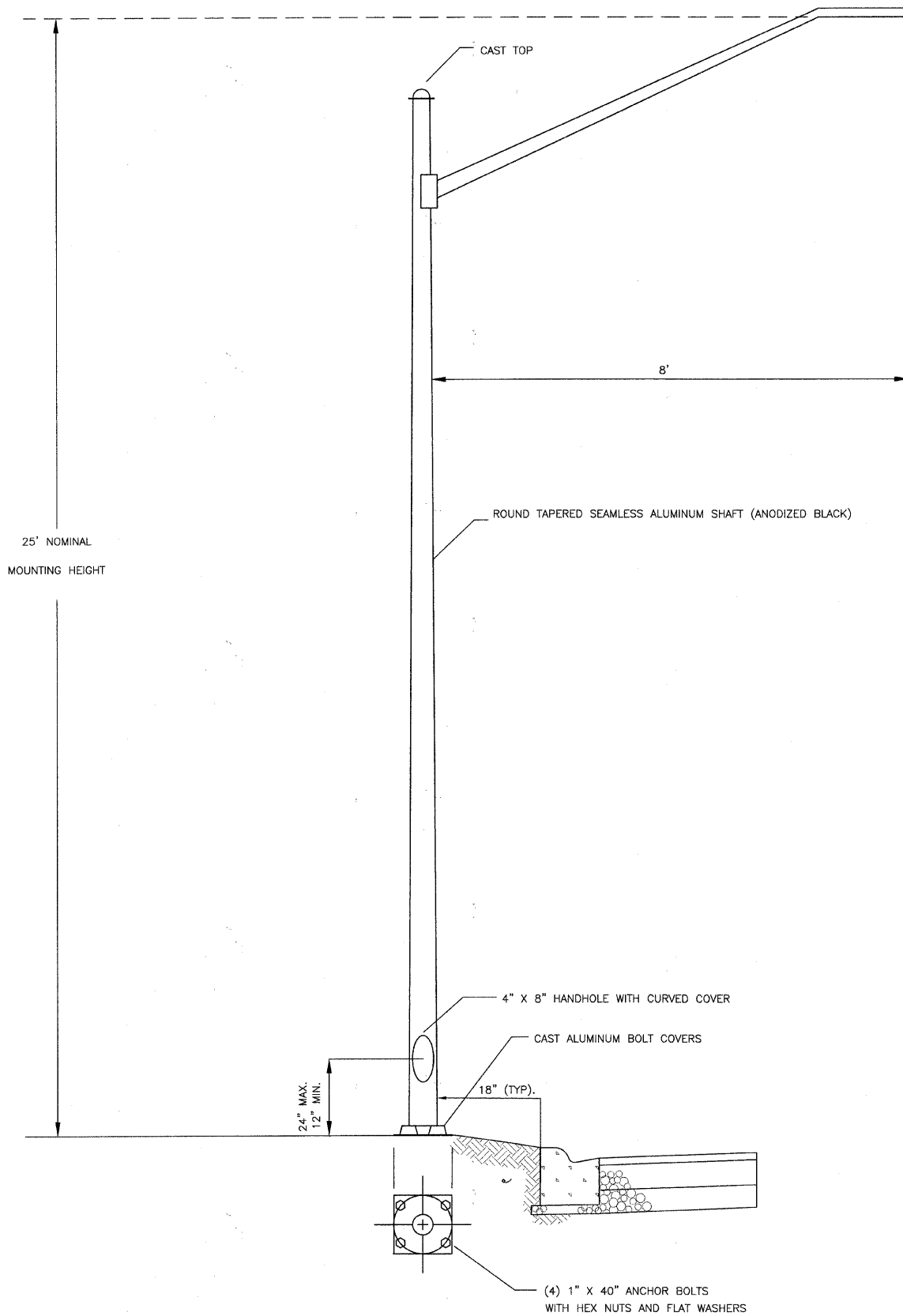
**VAN BUREN STREET**



**ELGIN AVENUE**

**LEGEND**

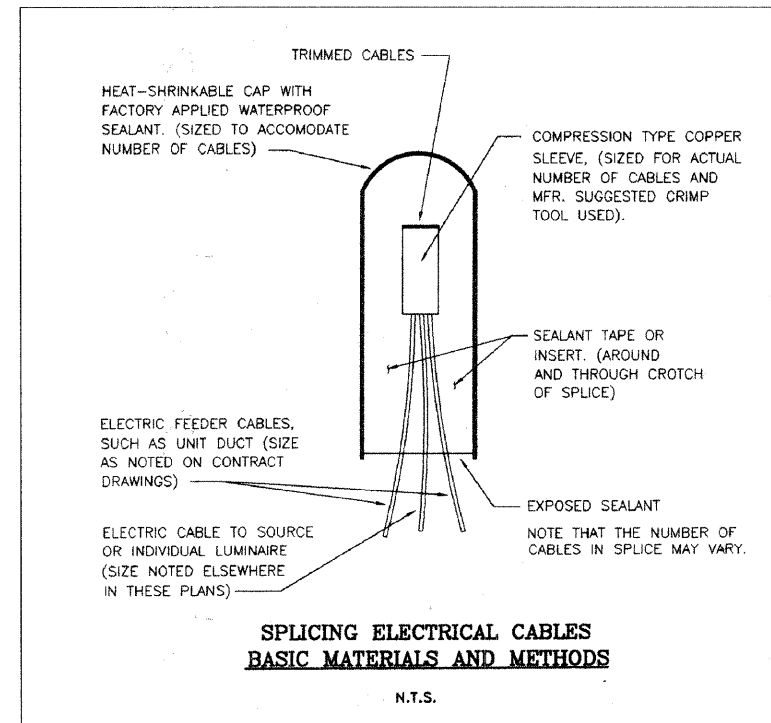
- 150W HPS LUMINAIRE CONNECTED TO 240V CIRCUIT
- SERVICE POLE
- B BLACK WIRE
- W NEUTRAL (WHITE) WIRE
- G GREEN WIRE
- ⏏ GROUND ROD
- ⏏ FUSE



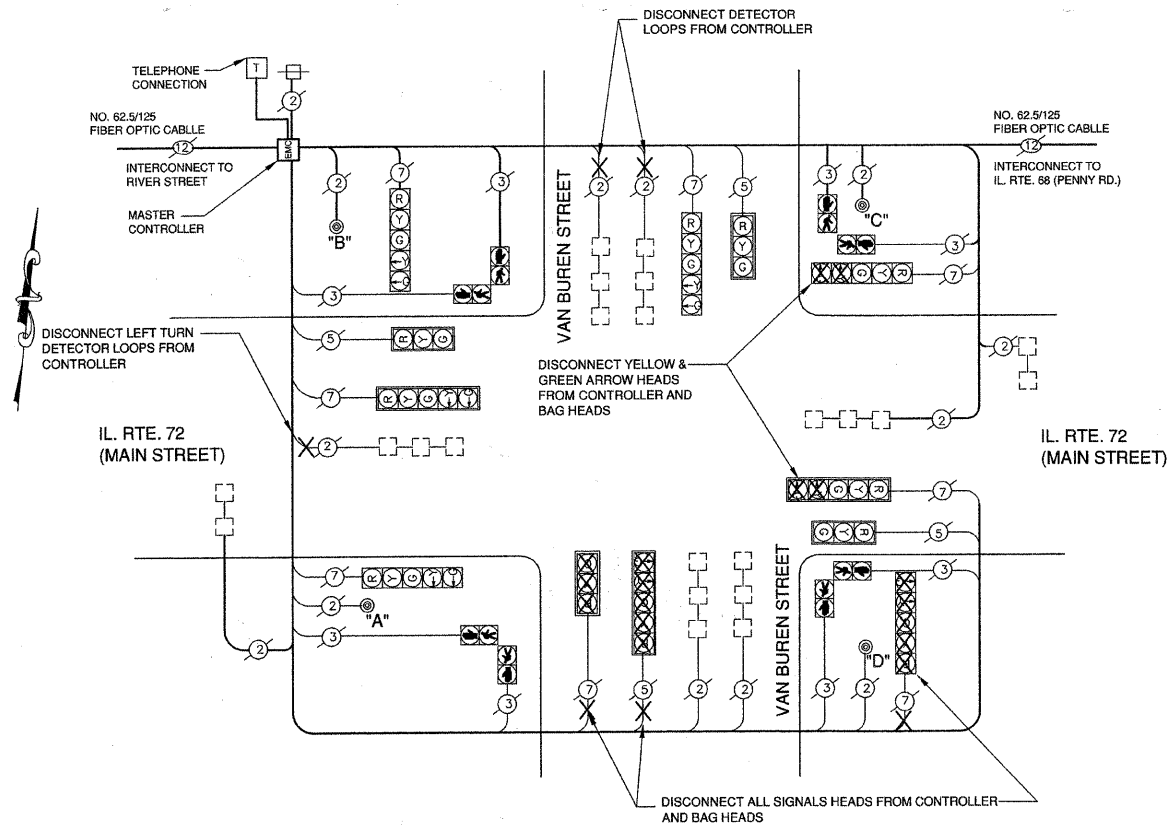
**ALUMINUM POLE DETAIL**  
N.T.S.

LIGHT POLE DESCRIPTION				
MANUFACTURER	POLE SIZE	POLE PART NUMBER	SINGLE MEMBER ARM	POLE BASE
GENERAL ELECTRIC CO.	ROADWAY, 25FT. AL, ONE ARM (ANODIZED BLACK)	RRTA25SA8S7.011B	8 FT.	TYPE 43
HUBBELL LIGHTING INC.	ROADWAY, 25FT. AL, ONE ARM (ANODIZED BLACK)	RTA-05	8 FT.	TYPE 43
OR APPROVED EQUAL MANUFACTURER				

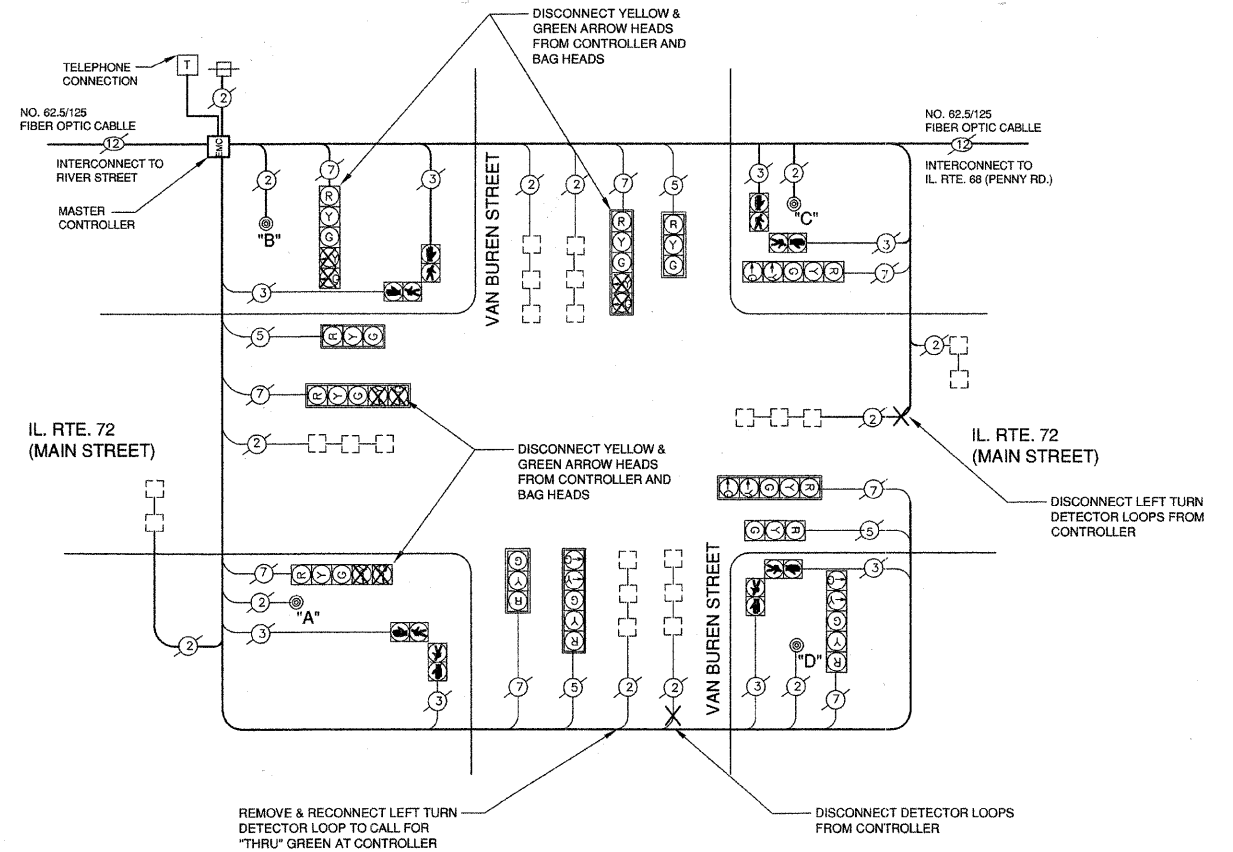
LUMINAIRE DESCRIPTION					
MANUFACTURER	LUMINAIRE P/N	TYPE	BALLAST TYPE	IES DIST. CURVE	LOCATION
GENERAL ELECTRIC CO.	M2AC15S3H2LMC32F (ANODIZED BLACK)	150W, HPS	LAG	M-C-TYPE III	LAMP # 1-#37
HUBBELL LIGHTING INC.	RMCD15S38031035FOM53 (ANODIZED BLACK)				
OR APPROVED EQUAL MANUFACTURER					



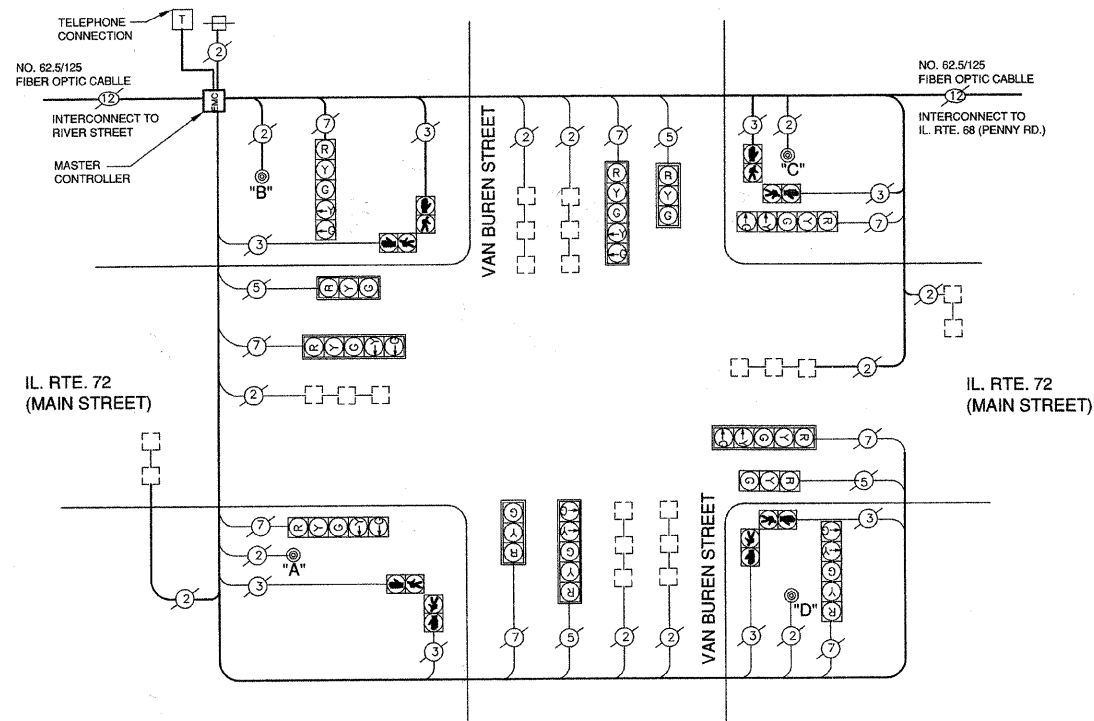




**STAGE 1 TEMPORARY CABLE PLAN** (N.T.S.)  
(NORTH LEG CLOSED)



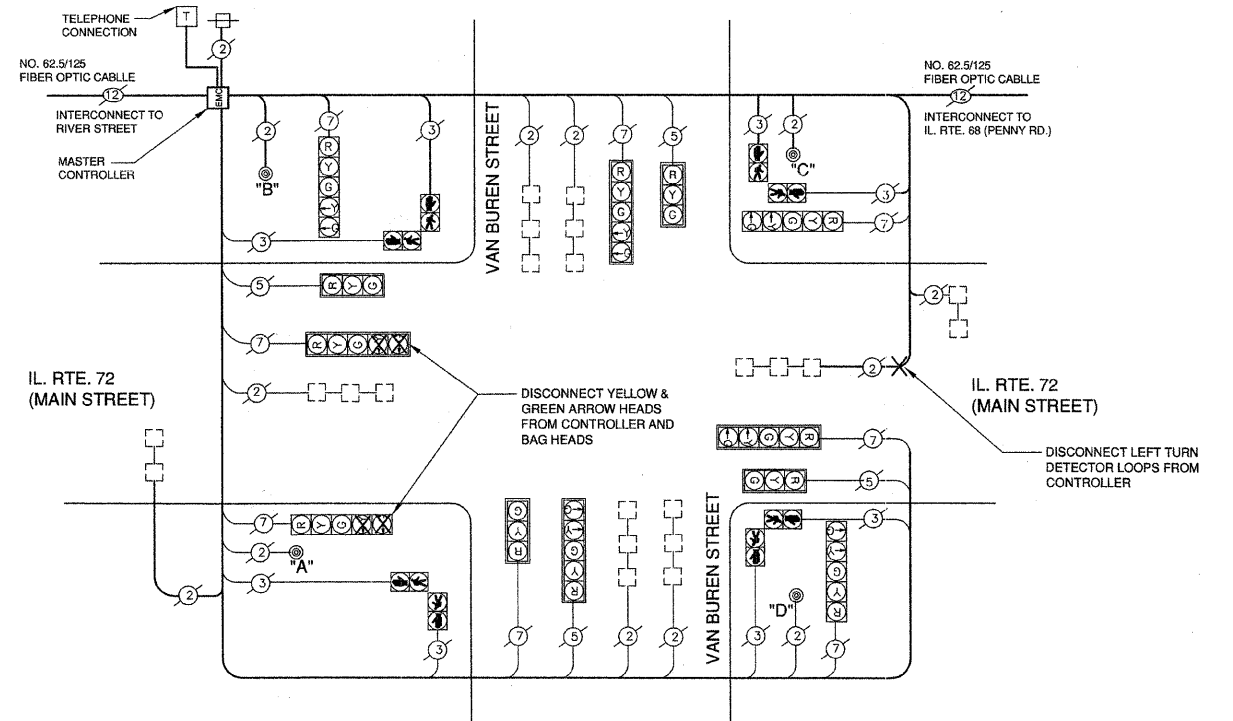
**STAGE 2A TEMPORARY CABLE PLAN** (N.T.S.)  
(SOUTH LEG - NORTHBOUND ONLY ON WEST HALF)



**EXISTING & STAGE 3 CABLE PLAN** (N.T.S.)

**EX. PUSH - BUTTON NOTES**

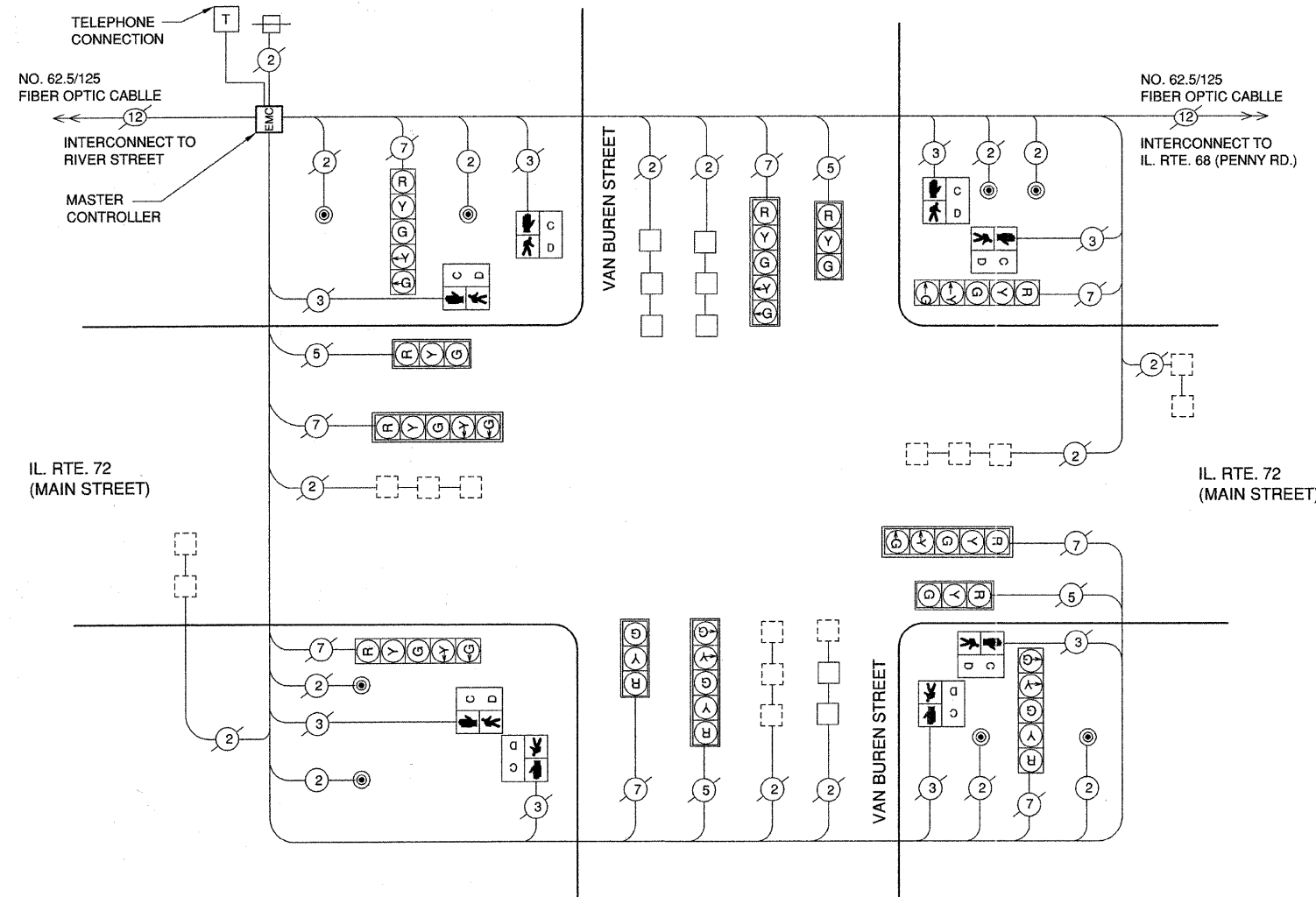
- PUSH - BUTTON "A" SHALL PLACE A CALL IN PHASE 2 AND 4.
- PUSH - BUTTON "B" SHALL PLACE A CALL IN PHASE 4 AND 6.
- PUSH - BUTTON "C" SHALL PLACE A CALL IN PHASE 6 AND 8.
- PUSH - BUTTON "D" SHALL PLACE A CALL IN PHASE 2 AND 8.



**STAGE 2B TEMPORARY CABLE PLAN** (N.T.S.)  
(SOUTH LEG - NORTHBOUND ONLY ON EAST HALF)

**SCHEDULE OF QUANTITIES**

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2
DETECTOR LOOP REPLACEMENT	FOOT	279
PEDESTRIAN PUSH - BUTTONS	EACH	8
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	100
MODIFY EXISTING CONTROLLER	EACH	1

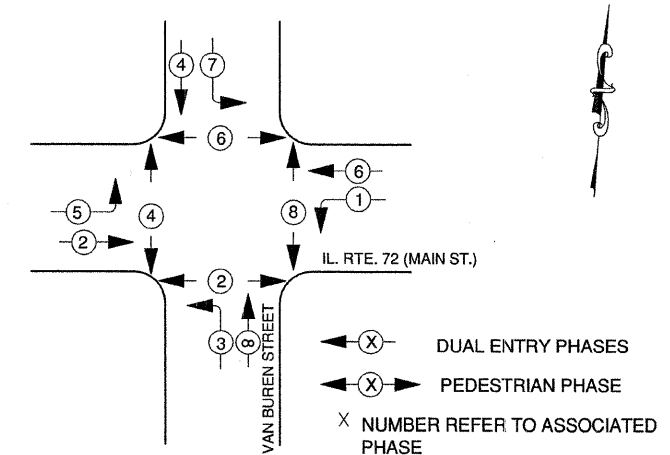


**PROPOSED CABLE PLAN**  
(NOT TO SCALE)

**CABLE PLAN LEGEND**

	EXISTING	PROPOSED
12" TRAFFIC SIGNAL SECTION		
PEDESTRIAN SIGNALS W/COUNTDOWN		
VEHICLE DETECTOR, DETECTOR LOOP		
PUSH - BUTTON DETECTION		
SIGNAL FACE WITH BACKPLATE		
DESIGNATE NUMBER OF CONNECTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTION CABLE TO BE SHIELDED.		
LEFT TURN GREEN		
LEFT TURN YELLOW		

CONTROLLER SEQUENCE REFERRING TO STANDARD 2393, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNED BELOW



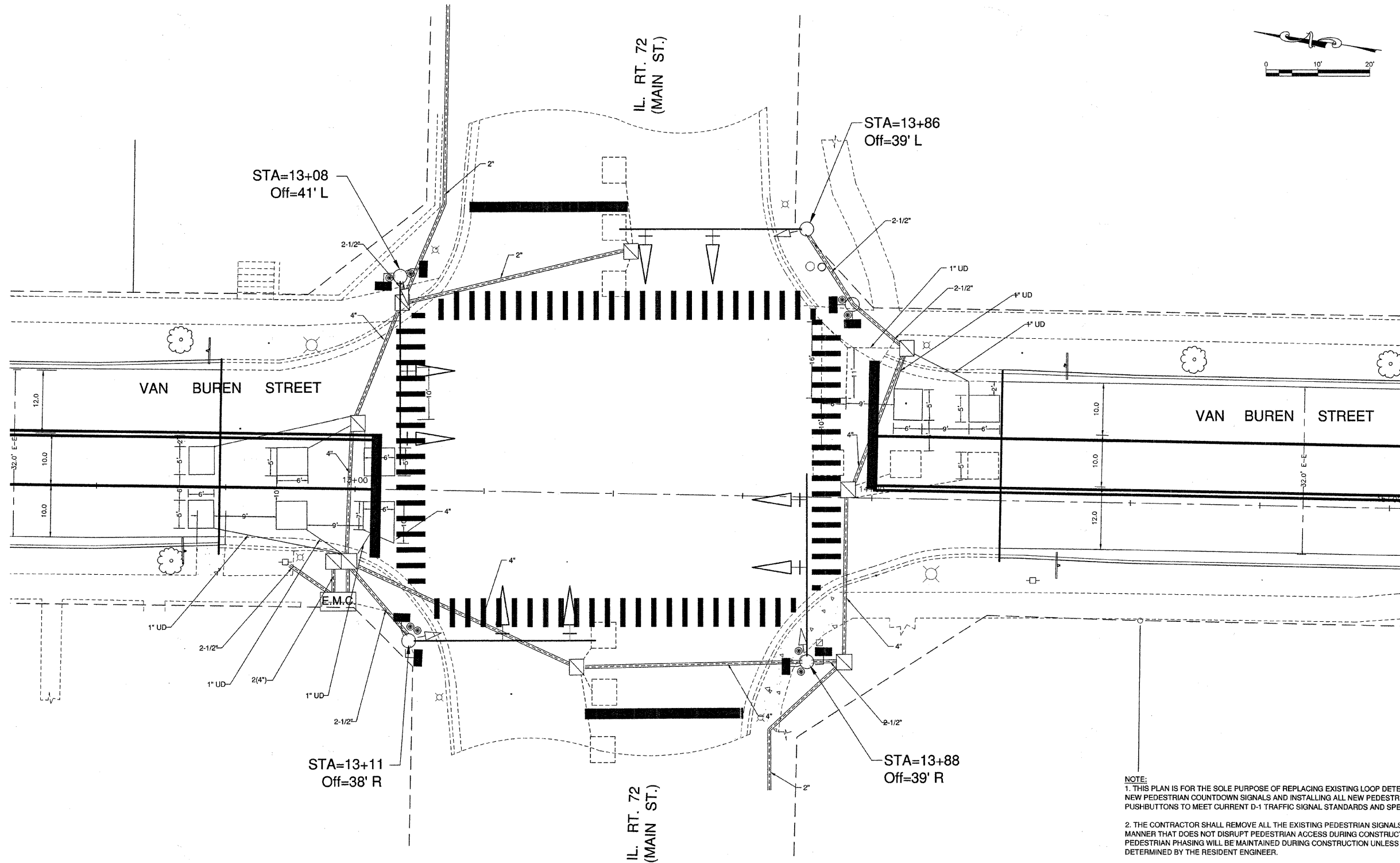
**PHASE DESIGNATION DIAGRAM**  
DUAL ENTRY ALL LEGS  
PROTECTED/PERMITTED LEFT TURN PHASING

TYPE	NO. LAMPS	WATTAGE		% OPERATION	TOTAL WATAGE
		INCAND.	LED		
SIGNAL (RED)	12		17	0.50	102
(YELLOW)	12		25	0.25	75
(GREEN)	12		15	0.25	45
ARROW (YELLOW)	8		12	0.10	9.6
ARROW (GREEN)	8		12	0.10	9.6
PEDESTRIAN SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
UPS	0		25	1.00	0
TOTAL =					541.2

ENERGY COST: ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 W. CENTER COURT  
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY CONTACT: KATHY NISTRUM  
PHONE: (847) 608-2331  
COMPANY: COMMONWEALTH EDISON

**NOTE:**  
EXISTING FOUR (4) SIGNALS, INCLUDING THE MAST AND MAST ARM, ARE TO BE CLEANED AND REPAINTED BLACK.



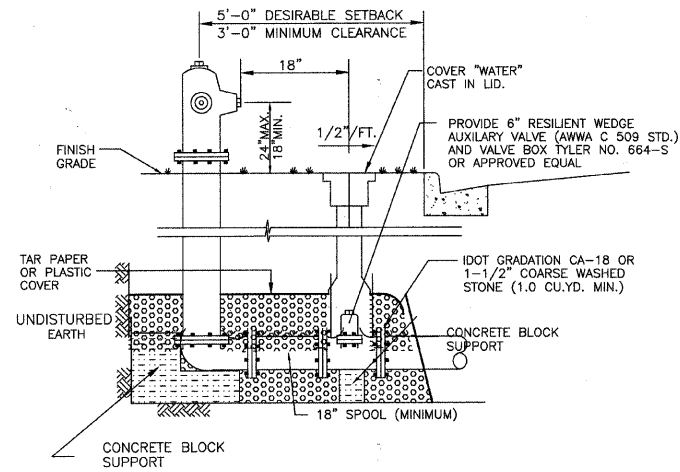
NOTE:  
 1. THIS PLAN IS FOR THE SOLE PURPOSE OF REPLACING EXISTING LOOP DETECTORS, INSTALLING NEW PEDESTRIAN COUNTDOWN SIGNALS AND INSTALLING ALL NEW PEDESTRIAN (LATCHING TYPE) PUSHBUTTONS TO MEET CURRENT D-1 TRAFFIC SIGNAL STANDARDS AND SPECIFICATIONS.  
 2. THE CONTRACTOR SHALL REMOVE ALL THE EXISTING PEDESTRIAN SIGNALS, PUSHBUTTONS IN A MANNER THAT DOES NOT DISRUPT PEDESTRIAN ACCESS DURING CONSTRUCTION. THE PEDESTRIAN PHASING WILL BE MAINTAINED DURING CONSTRUCTION UNLESS OTHERWISE DETERMINED BY THE RESIDENT ENGINEER.  
 3. ALL STOP BARS AND CROSSWALK PAVEMENT MARKINGS SHALL BE REPLACED FOR THE ENTIRE INTERSECTION.

FILE NAME: xxx	GERALD L. HEINZ & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 208 NORTH RIVER STREET EAST DUNDEE, ILLINOIS 60118	USER NAME: PLOT SCALE: 1" = 10' PLOT DATE:	DESIGNED: EBW DRAWN: PC CHECKED: JGH DATE: AUGUST 25, 2010	REVISED: JULY 23, 2011 REVISED: DECEMBER 30, 2011 REVISED: REVISED:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN IL. ROUTE 72 @ VAN BUREN	SCALE: 1" = 10'	SHEET NO. 4 OF 4 SHEETS	STA: 12+00 TO STA: 15+00	FED. ROAD DIST. NO. ILLINOIS	FED. AID. PROJECT	TOTAL SHEETS: 85	SHEET NO.: 52 A
-------------------	--	--	---	--	---	--	-----------------	-------------------------	--------------------------	------------------------------	-------------------	------------------	-----------------



# HYDRANT SETTING

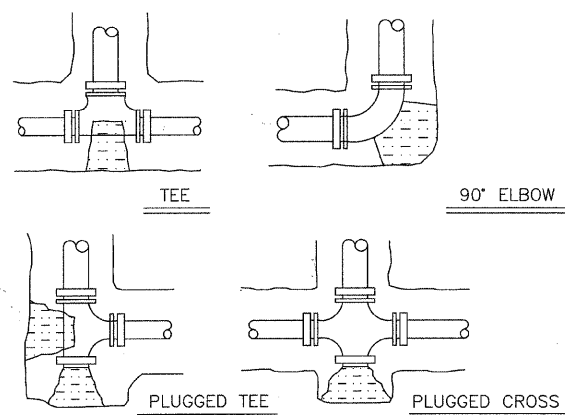
NOTE: THE FIRE HYDRANT SHALL BE A WATEROUS PACER 100 MODEL NO. WB-67-100 FIELD PAINTED GLOSS RED OR AN APPROVED EQUAL



- NOTES:
1. PROVIDE CONCRETE BASE AND THRUST BLOCKING AT BACK AND BOTH SIDES TO HOLD HYDRANT SOLID AND VERTICAL. (CONCRETE SHOULD NOT BLOCK OR OBSTRUCT HYDRANT DRAIN OPENINGS.)
  2. FIRE HYDRANT, 6" AUXILIARY VALVE, AND TEE IN MAIN SHALL BE FURNISHED WITH MECHANICAL JOINTS FOR ANCHORING UNITS TOGETHER. APPROVED THRUST RESTRAINING DEVICES MAY ALSO BE USED.

WAT. NO. 2

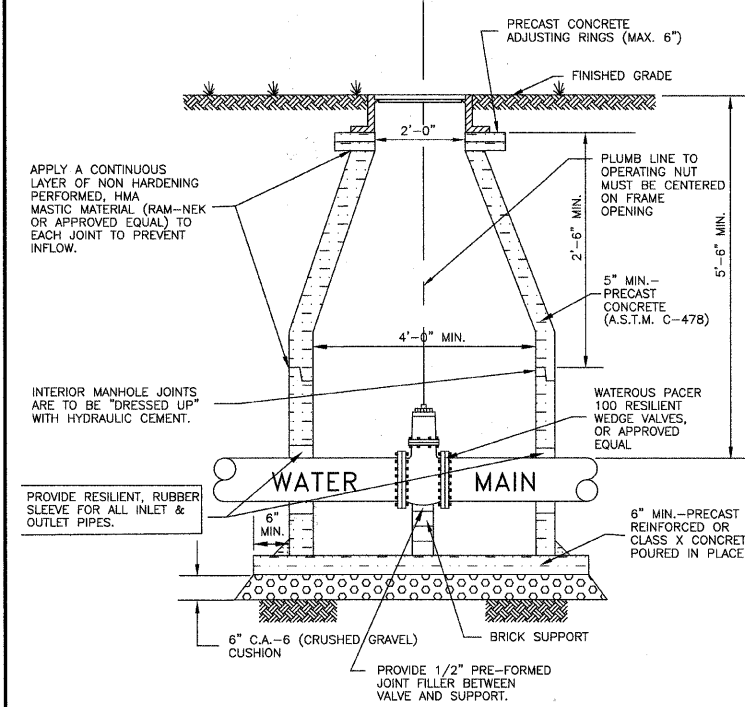
# TYPICAL THRUST BLOCKING



- NOTES:
- THRUST BLOCKING SHALL BE PROVIDED TO PREVENT MOVEMENT OF LINES UNDER PRESSURE AT ALL BENDS OF 11-1/4" OR MORE, TEES, VALVES, HYDRANTS, AND AT OTHER POINTS SPECIFIED BY THE VILLAGE ENGINEER.
- ALL THRUST BLOCKS SHALL BEAR AGAINST UNDISTURBED EARTH.
- ALL BLOCKS ARE TO BE POURED-IN-PLACE USING 3000 P.S.I. (MINIMUM) CONCRETE BEING AT LEAST 8" THICK FROM EARTH WALL TO FITTING.
- THRUST BLOCKING SHALL BE PLACED IN A MANNER THAT PIPE AND FITTINGS WILL BE ACCESSIBLE FOR REPAIRS.

WAT. NO. 5

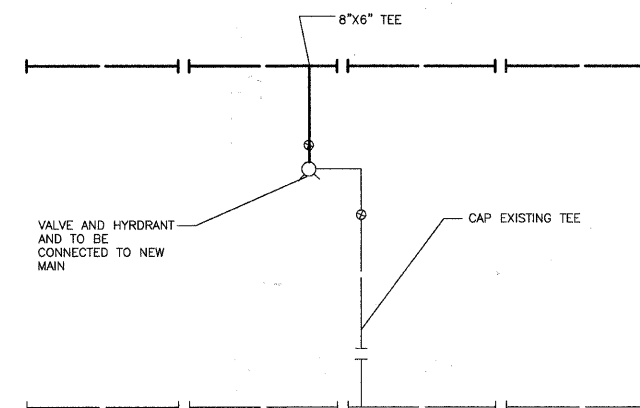
# VALVE VAULT



- NOTES:
- A 5'-0" DIAMETER VALVE VAULT SHALL BE PROVIDED FOR 12 INCH VALVES OR LARGER.
- VALVE VAULTS SHALL INCLUDE FURISHING AND PLACING CAST IRON FRAME AND LID, EQUAL TO NEENAH FOUNDRY CO. CATALOG R-1077-B OR EAST JORDAN 1022 HD WITH TYPE B LID, 1" RECESSED PICK HOLES, AND WORD "WATER" CAST IN LID.
- VALVES SHALL MEET AWWA C-509 STANDARDS AND SHALL MEET VILLAGE OF EAST DUNDEE REQUIREMENTS.

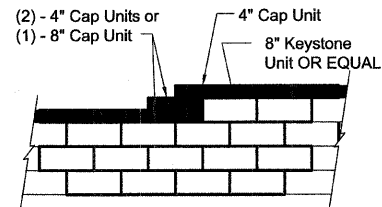
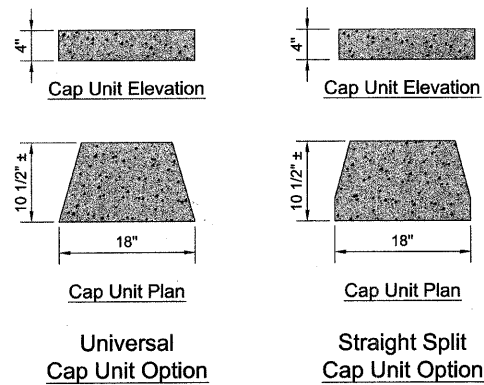
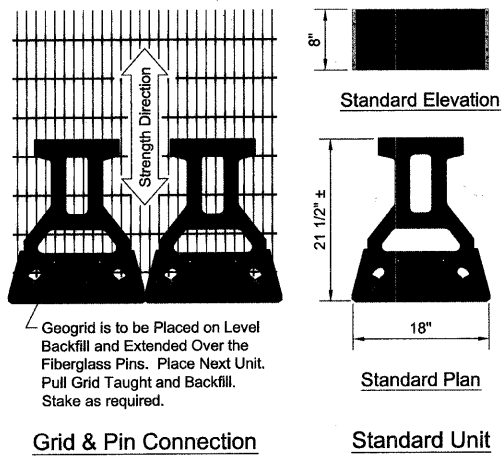
WAT. NO. 1

# FIRE HYDRANTS TO BE MOVED (SPECIAL)



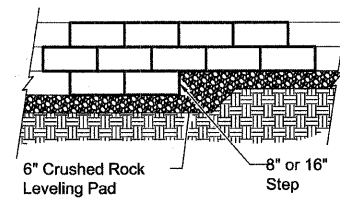
- NOTE: REDUCERS MAY BE NECESSARY DEPENDING ON SIZE OF HYDRANT LEAD.
- ALL MATERIAL AND LABOR TO BE CONSIDERED INCIDENTAL TO "FIRE HYDRANT TO BE MOVED (SPECIAL)".





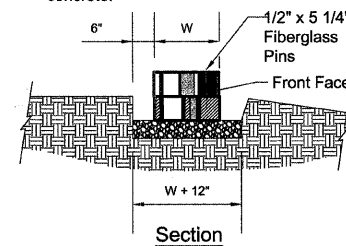
**Note:**  
1. Secure all cap units with Keystone Kapseal or equal.

**Top of Wall Steps**

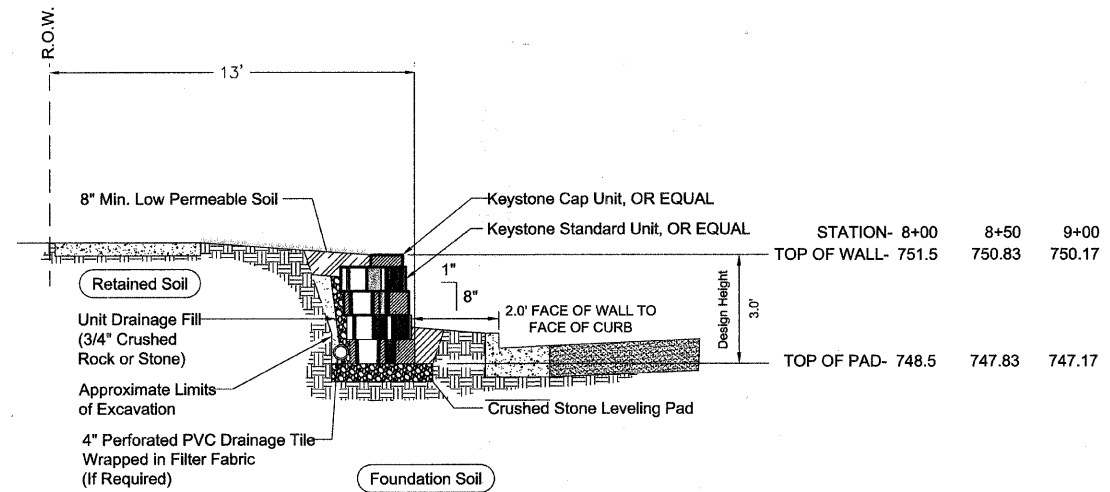


**Elevation**

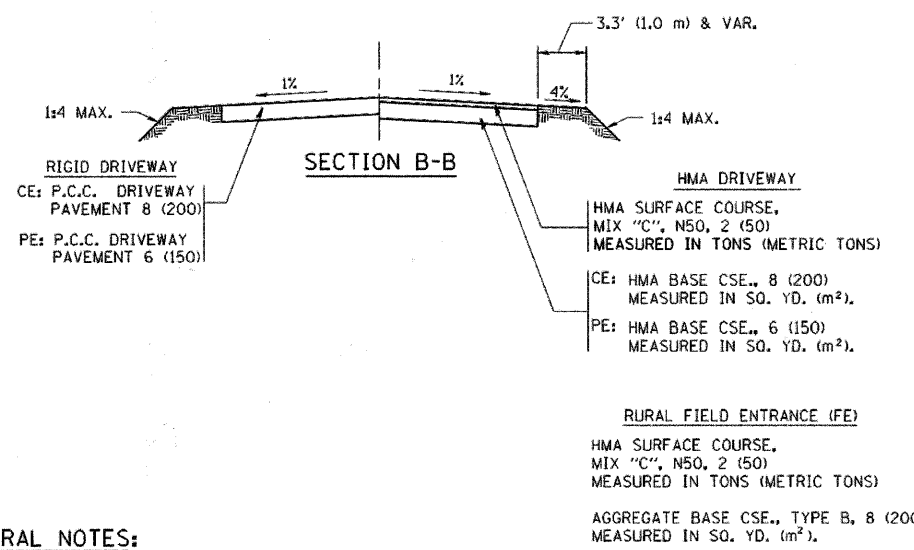
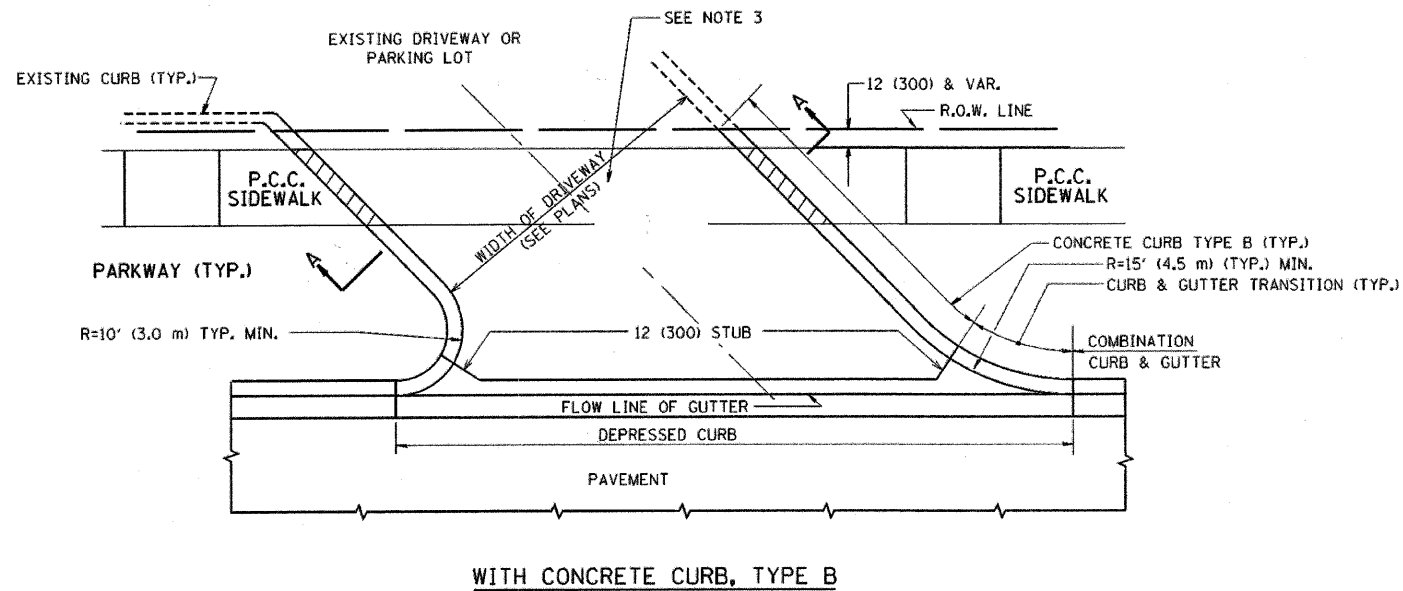
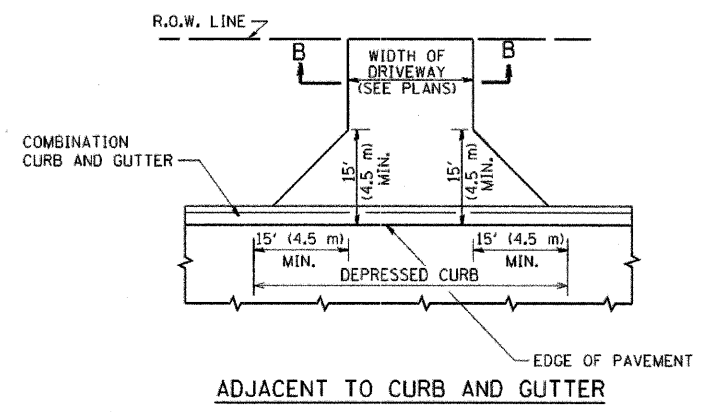
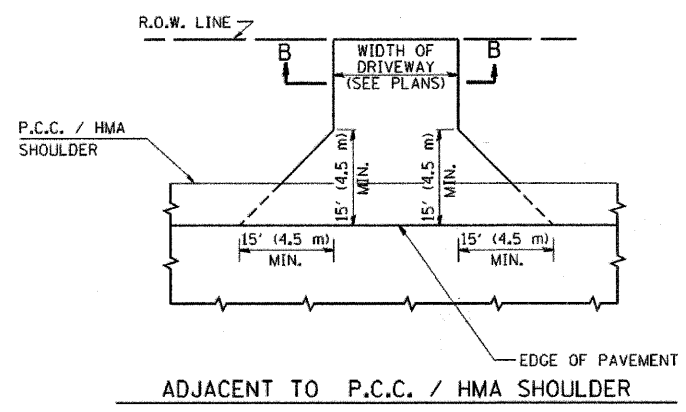
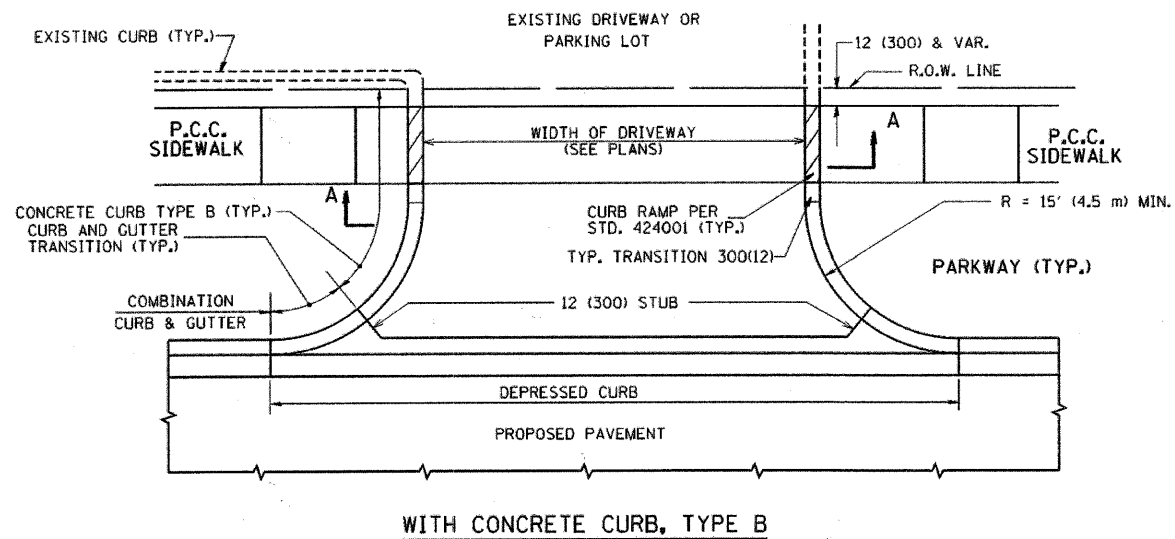
**Note:**  
1. The leveling pad is to be constructed of crushed stone or 2000 psi ± unreinforced concrete.



**Leveling Pad Detail**



**MODULAR BLOCK RETAINING WALL**  
Standard Unit - 1" Setback



**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.

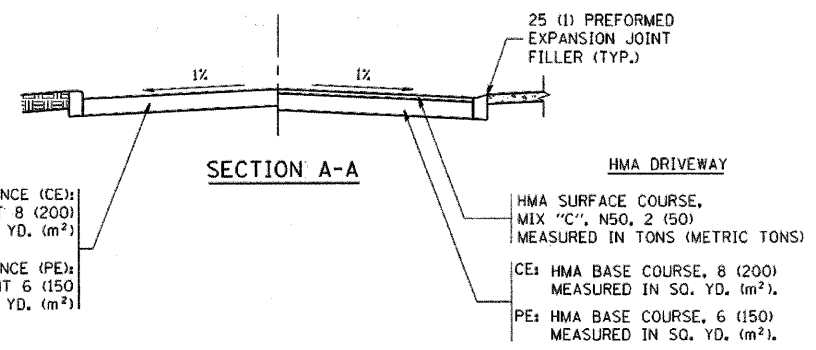
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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.

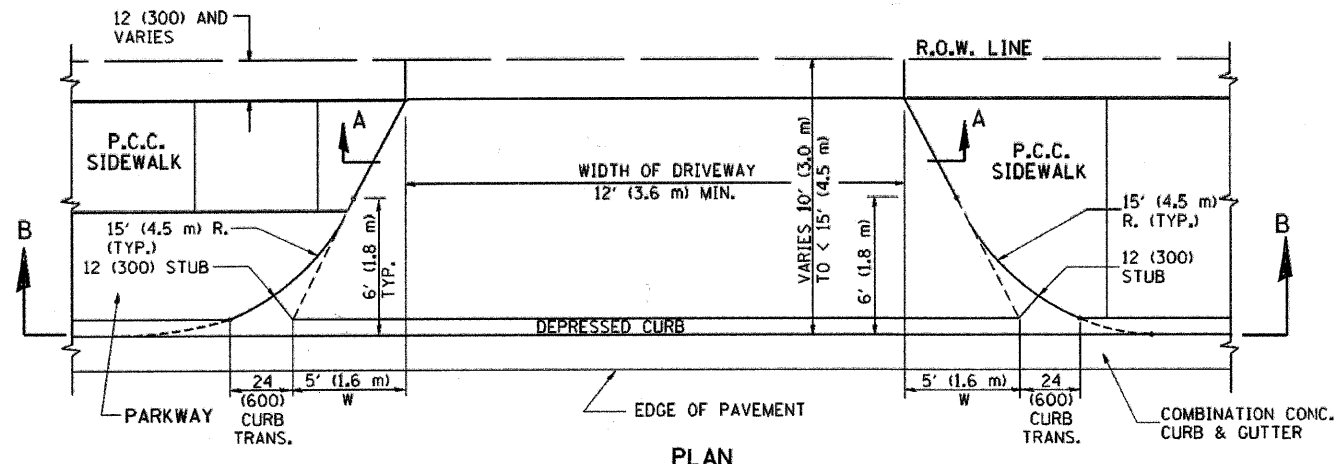
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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.

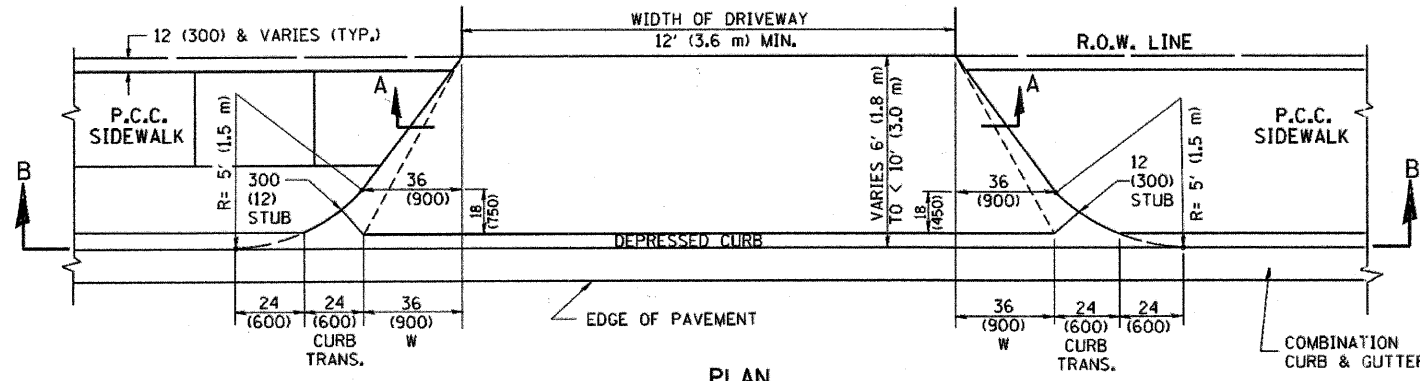
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.



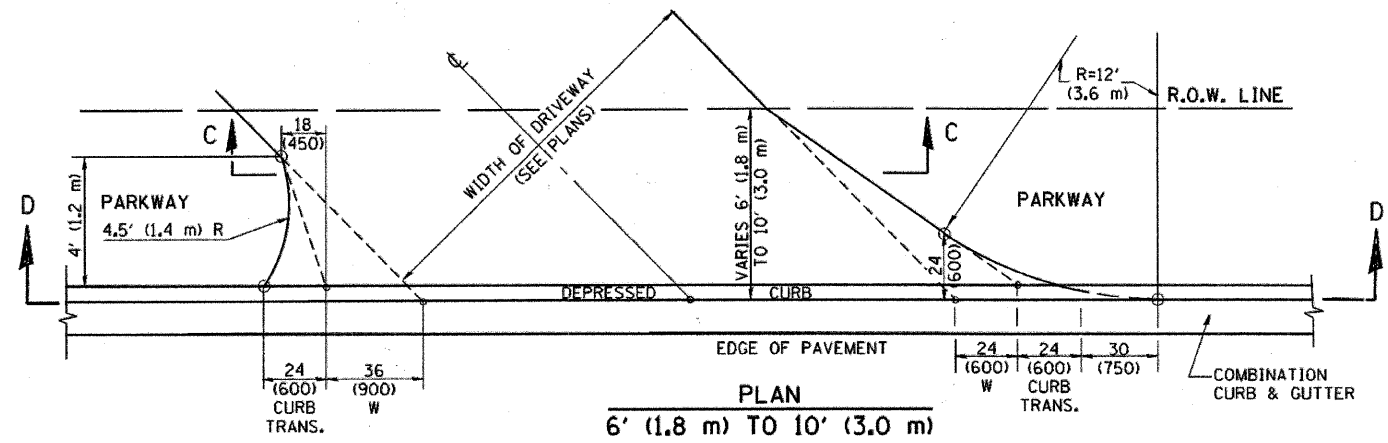
FILE NAME = K:\distatd22x34\bd01.dgn	USER NAME = lsgo	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB &amp; EDGE OF SHOULDER &gt;= 15' (4.5 m)</b>	F.A. RTE. 2828	SECTION 04-00049-00-PV	COUNTY KANE	TOTAL SHEETS 85	SHEET NO. 56	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - P. LaFLUER 04-15-03	REVISED - R. BORO 01-01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 63507	
PLOT DATE = 6/11/2008	DATE - 11-04-95	REVISED - R. BORO 06-11-08				BD0156-07 (BD-01)		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



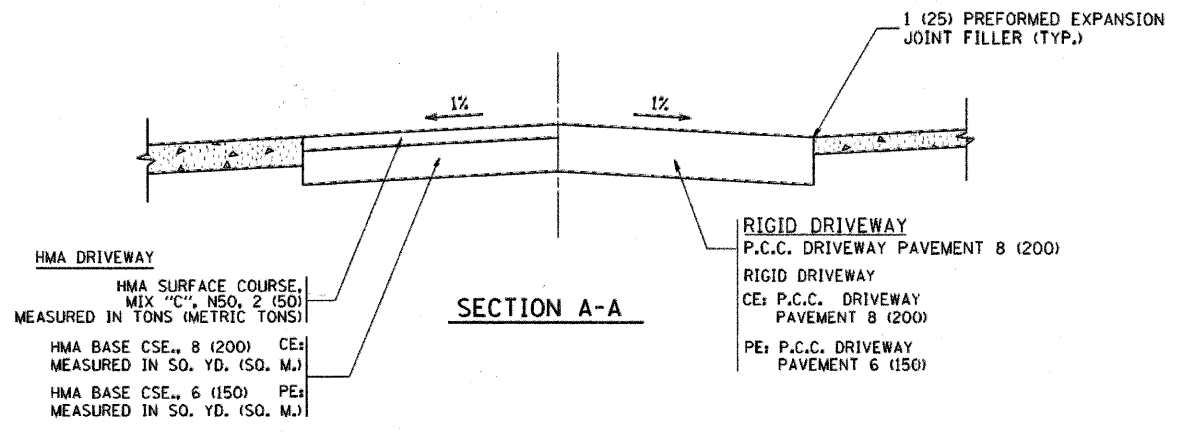
PLAN  
10' (3.0 m) TO < 15' (4.5 m)



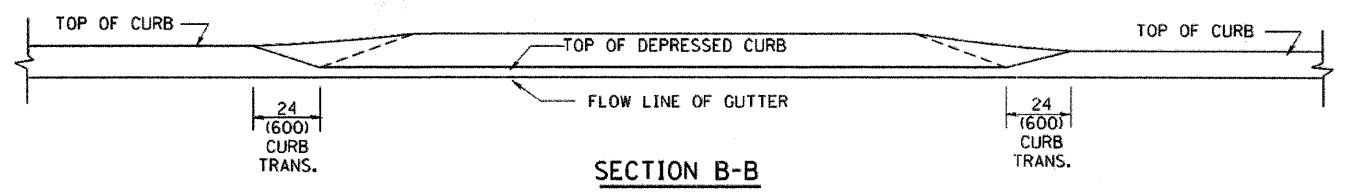
PLAN  
6' (1.8 m) TO < 10' (3.0 m)



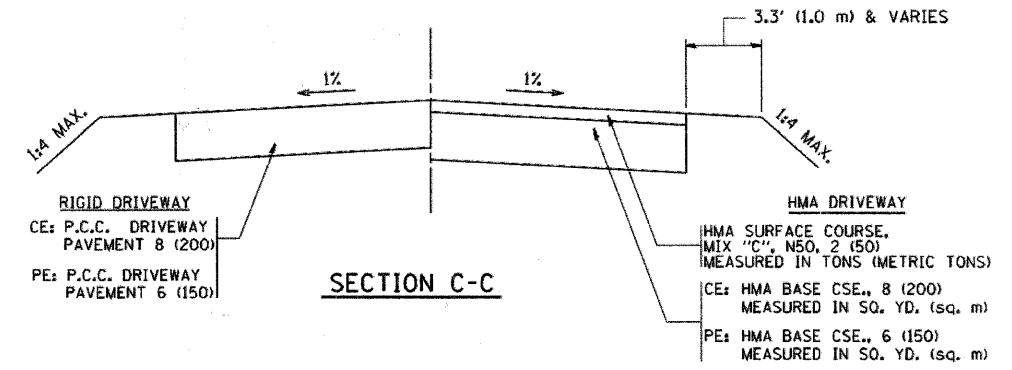
PLAN  
6' (1.8 m) TO 10' (3.0 m)



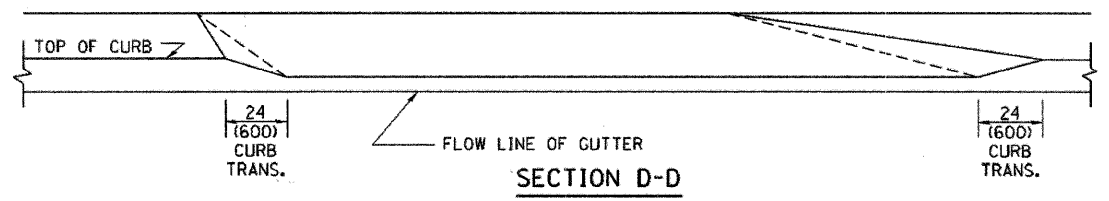
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

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

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

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

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

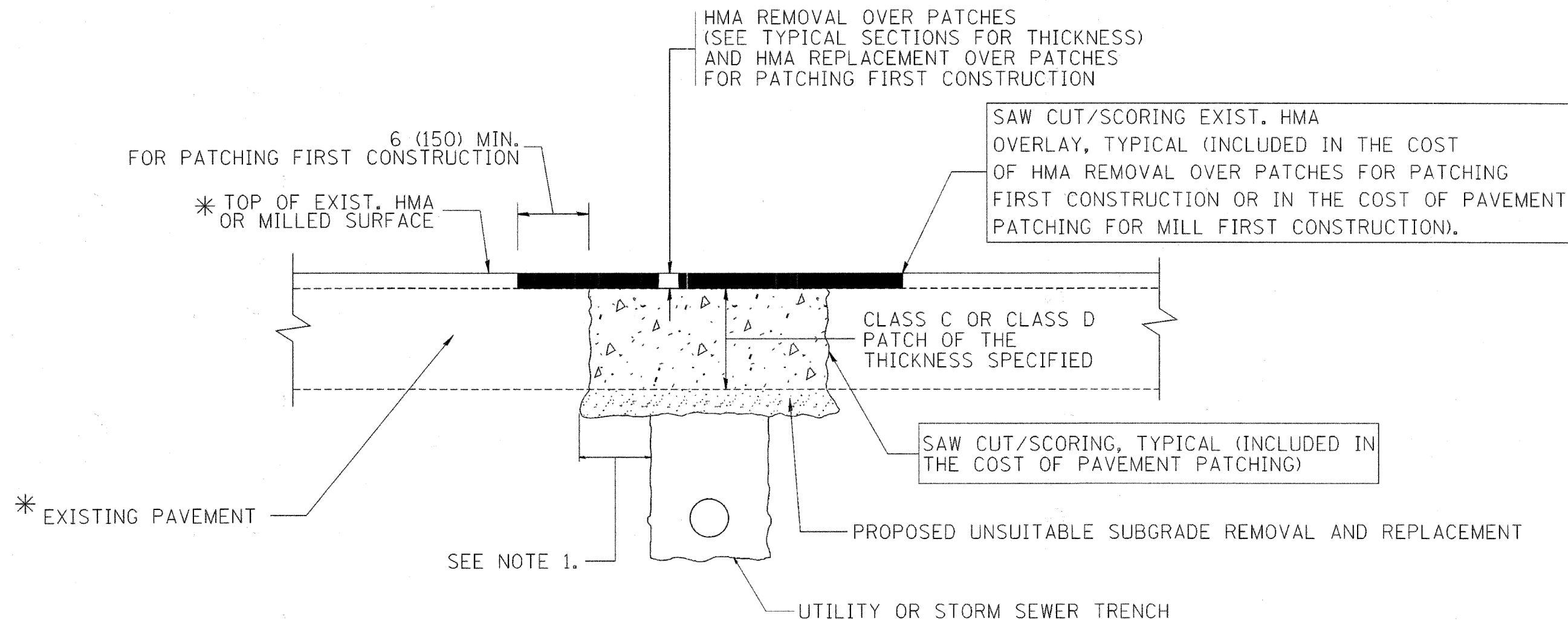
FILE NAME =	USER NAME = goglianob
W:\plans\std\22x34\bd02.dgn	

DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97
DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = 50.0000 "/ IN.	REVISED - P. LOFLEUR 04-15-03
PLOT DATE = 1/4/2006	REVISED - R. BORO 01-01-07
CHECKED -	DATE - 11-06-95

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2528	04-00043-00-PV	KANE	85	57
BD400-02 (BD-02)			CONTRACT NO. 63507	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

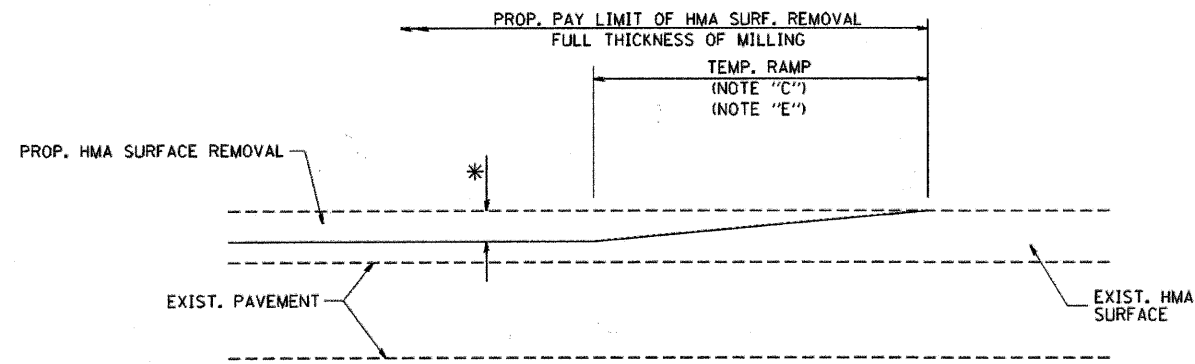
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

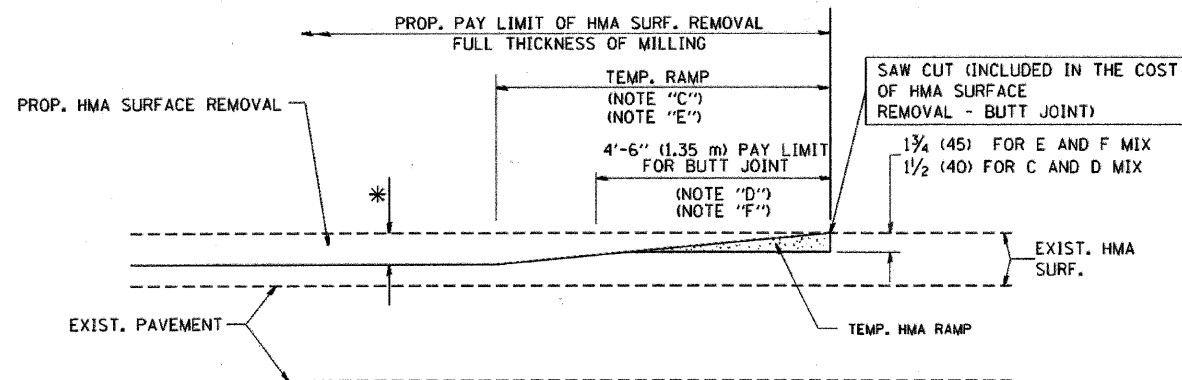
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>	F.A. RTE. 2528	SECTION 04-00043-00-PV	COUNTY KANE	TOTAL SHEETS 85	SHEET NO. 58
PLOT SCALE = 50,000 / IN.	CHECKED -	REVISED - R. BORO 01-01-07	REVISED - R. BORO 09-04-07			<b>BD400-04 (BD-22)</b>		CONTRACT NO. 63507		
PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT		



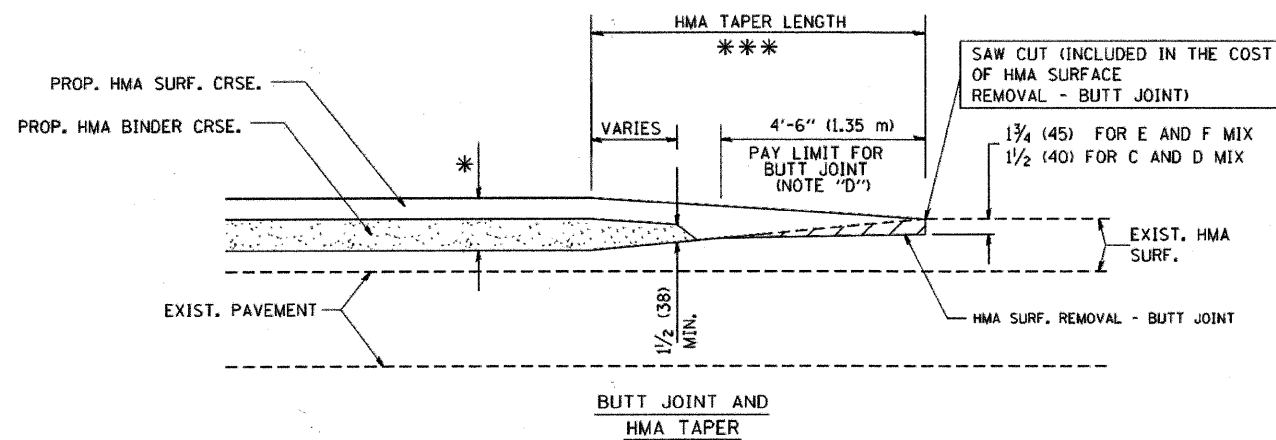
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**

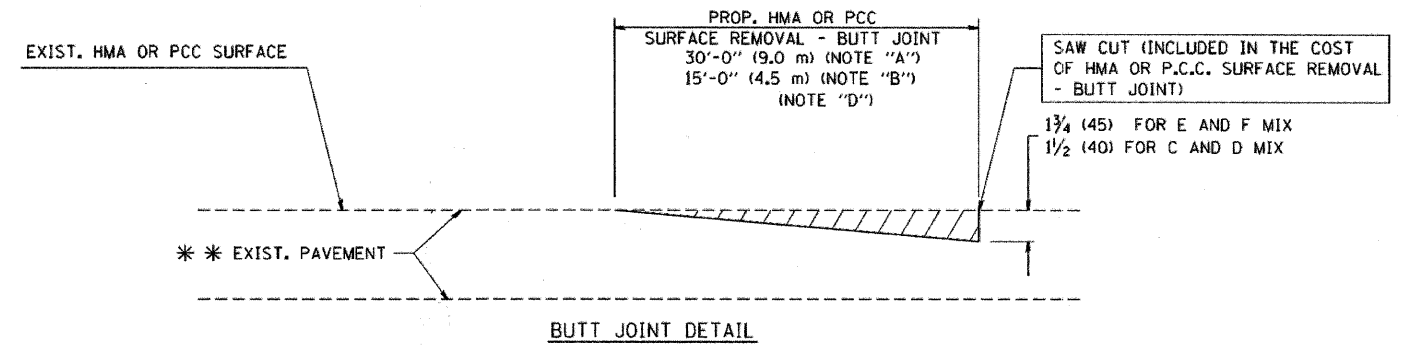


HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

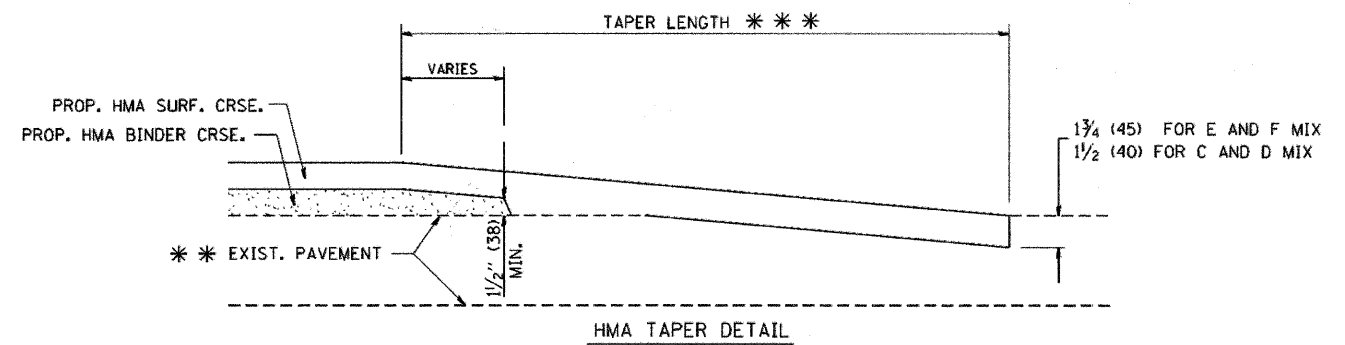
**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



**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 =	USER NAME = goglianob
W:\distatd\22x34\bd32.dgn	
PLOT SCALE = 50.0000' / IN.	
PLOT DATE = 1/4/2008	

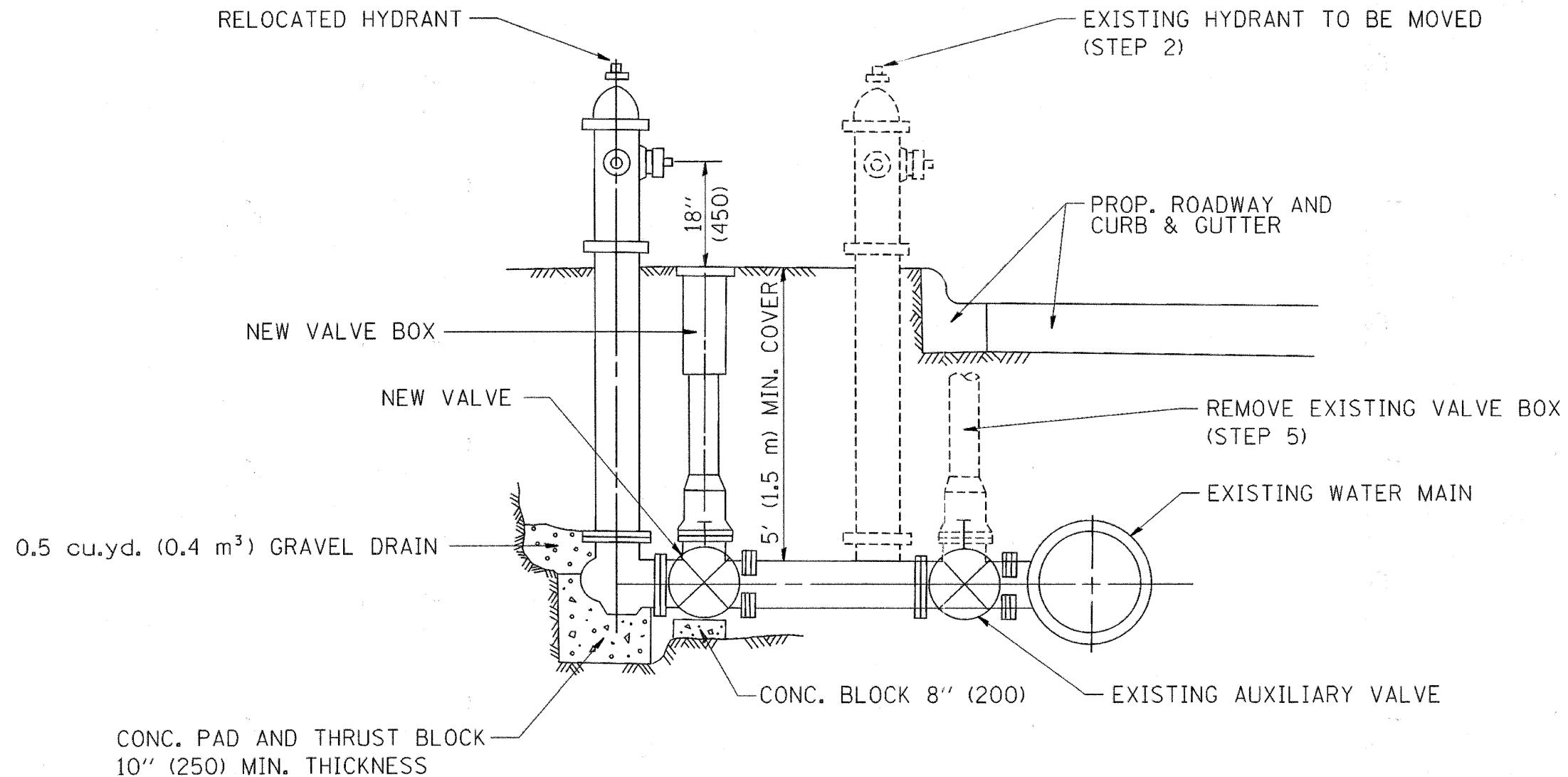
DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
DRAWN -	REVISED - A. ABBAS 03-21-97
CHECKED -	REVISED - M. GOMEZ 04-06-01
DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2528	04-00043-00-PV	KANE	85	59
BD400-05 BD32			CONTRACT NO. 63507	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



SEQUENCE OF CONSTRUCTION:

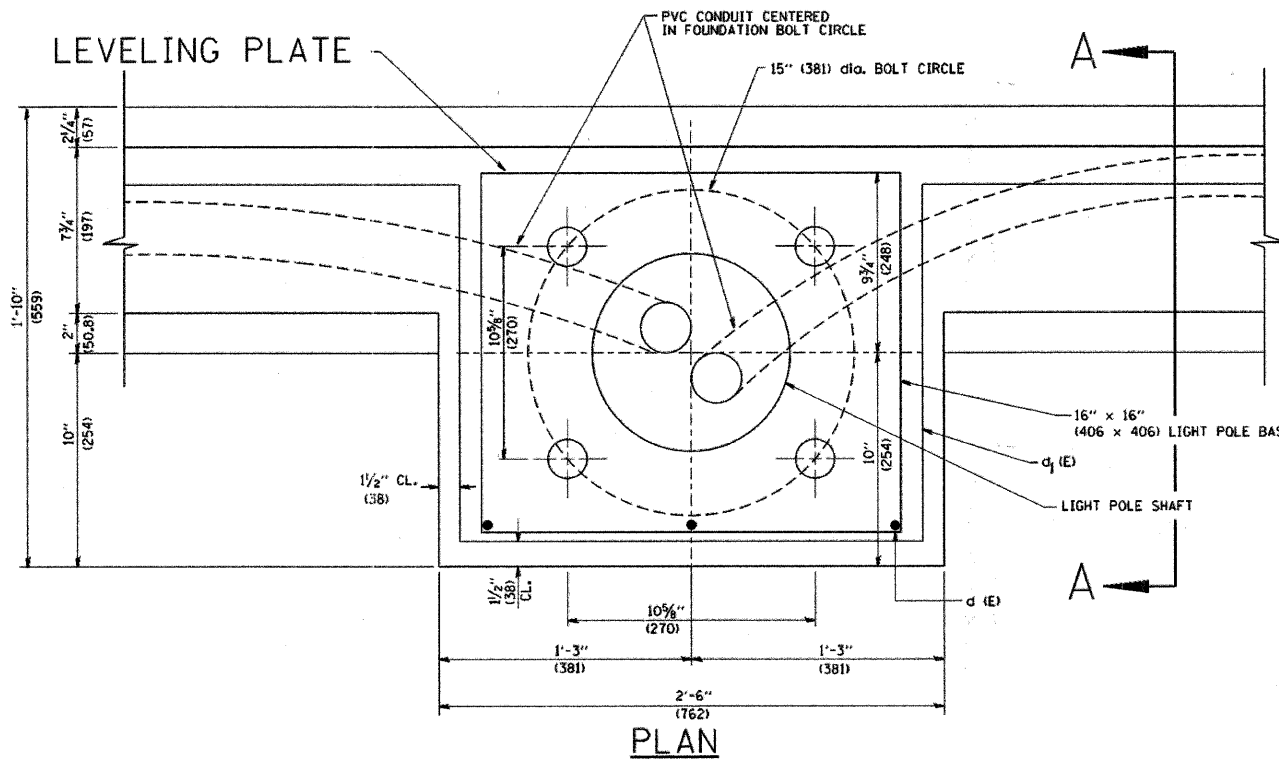
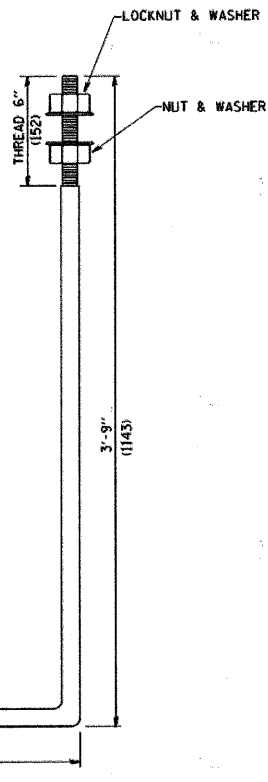
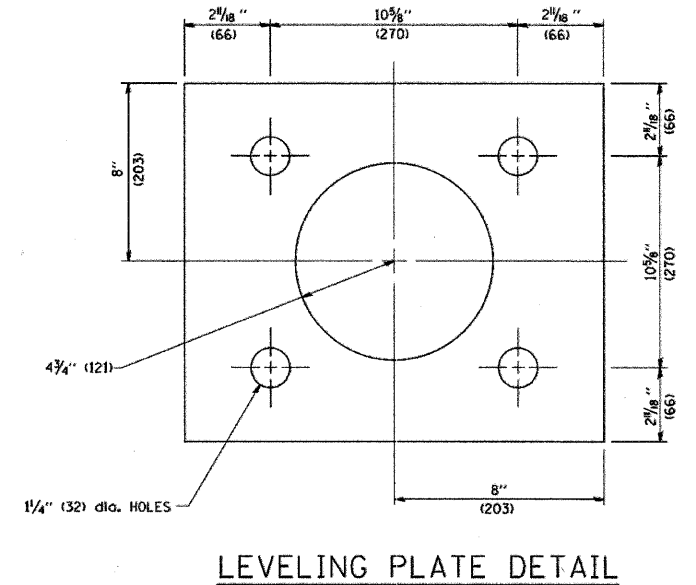
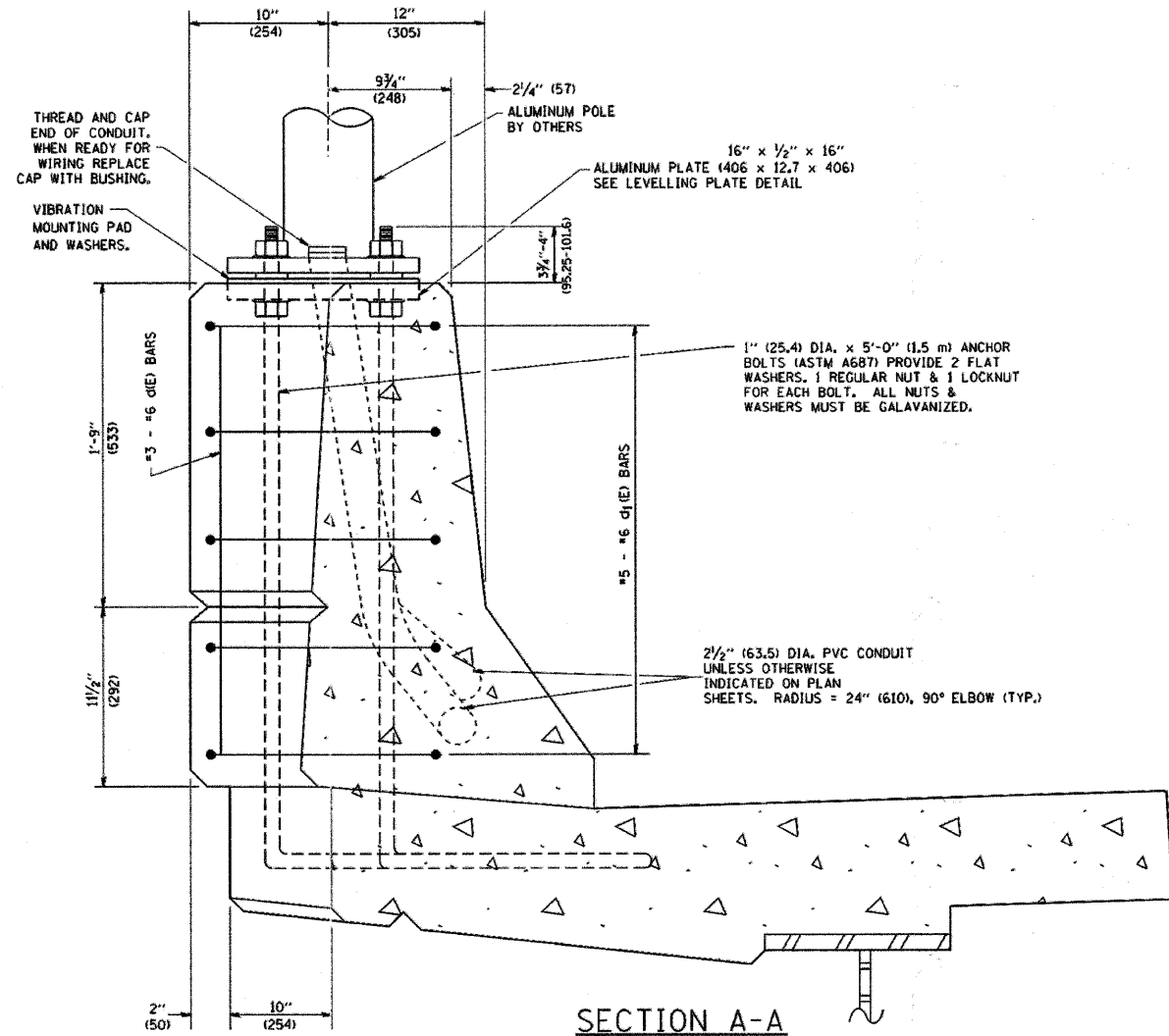
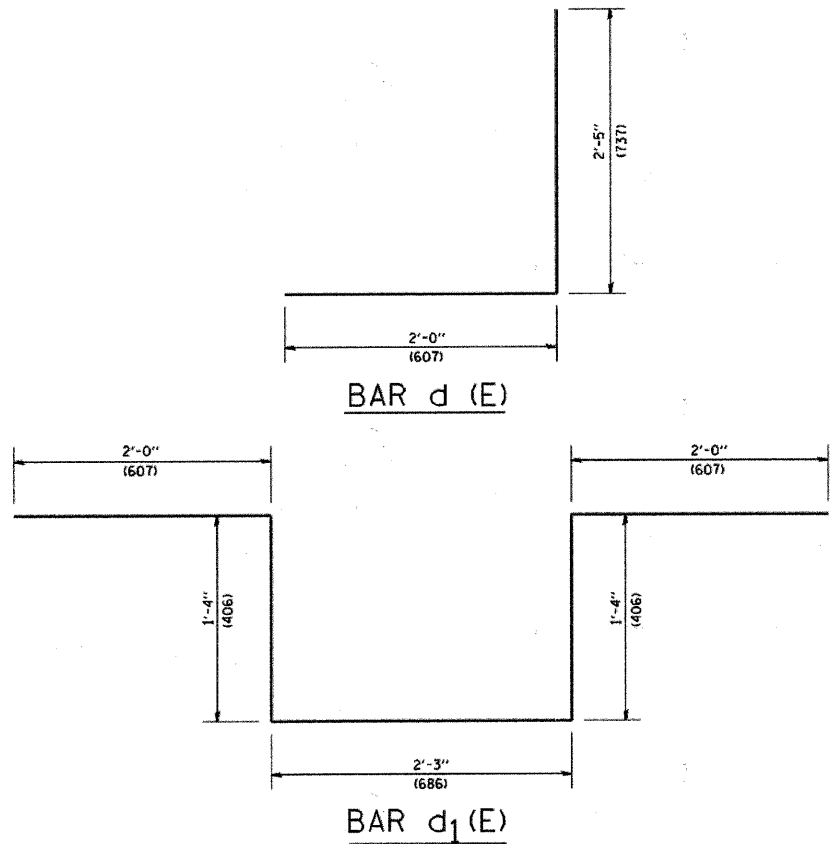
1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

FILE NAME = W:\d1ststd\22x34\bd36.dgn	USER NAME = geglienobt	DESIGNED - DRAWN -	REVISED - R. SHAH 09-09-94 REVISED - R. SHAH 10-25-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FIRE HYDRANT TO BE MOVED</b>				F.A. RTE. 2528	SECTION 04-00043-00-PV	COUNTY KANE	TOTAL SHEETS 85	SHEET NO. 60
PLOT SCALE = 50.0000 "/> <td>PLOT DATE = 1/4/2008</td> <td>CHECKED - DATE -</td> <td>REVISED - REVISED -</td> <td>SCALE: NONE</td> <td>SHEET NO. 1 OF 1 SHEETS</td> <td>STA.</td> <td>TO STA.</td> <td colspan="2" style="text-align: center;"><b>BD-36</b></td> <td colspan="2" style="text-align: center;">CONTRACT NO. 63507</td> <td>FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT</td>	PLOT DATE = 1/4/2008	CHECKED - DATE -	REVISED - REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD-36</b>		CONTRACT NO. 63507		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT



**NOTES**

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. LEVEL LIGHT POLE PLATES, USING THE FLANGE NUTS, PRIOR TO POURING THE PARAPET WALL. THE TOP OF THE PLATE SHALL BE AT THE SAME ELEVATION AS THE FINISHED CONCRETE PARAPET.
3. THE COST OF ANCHOR BOLTS, CONDUIT, LEVELLING PLATE AND FOUNDATION IS INCLUDED IN THE COST OF THE BRIDGE STRUCTURE.

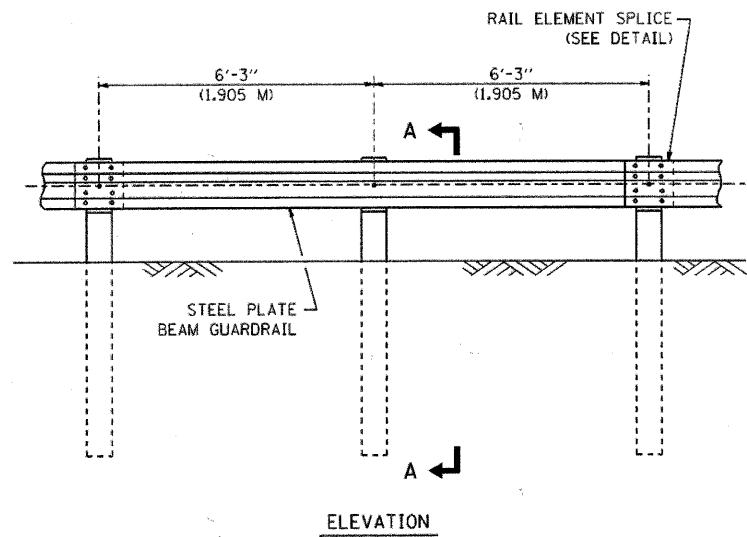
FILE NAME = W:\distatd\22x34\be330.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 04-22-02
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

LIGHT POLE MOUNTED ON CONCRETE PARAPET WALL  
15" (381 mm) BOLT CIRCLE

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

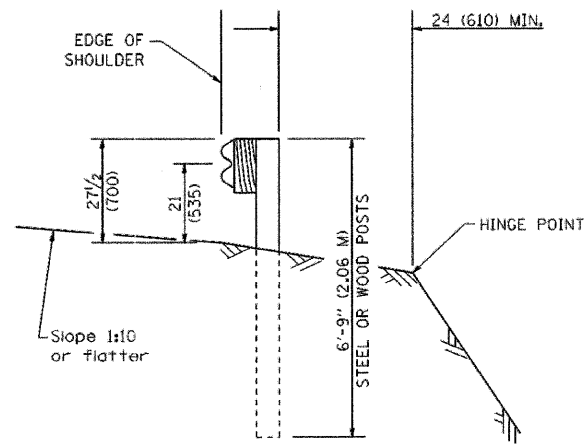
F.A. RTE. 2528	SECTION 04-00043-00-PV	COUNTY KANE	TOTAL SHEETS 85	SHEET NO. 61
BE-330			CONTRACT NO. 63507	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



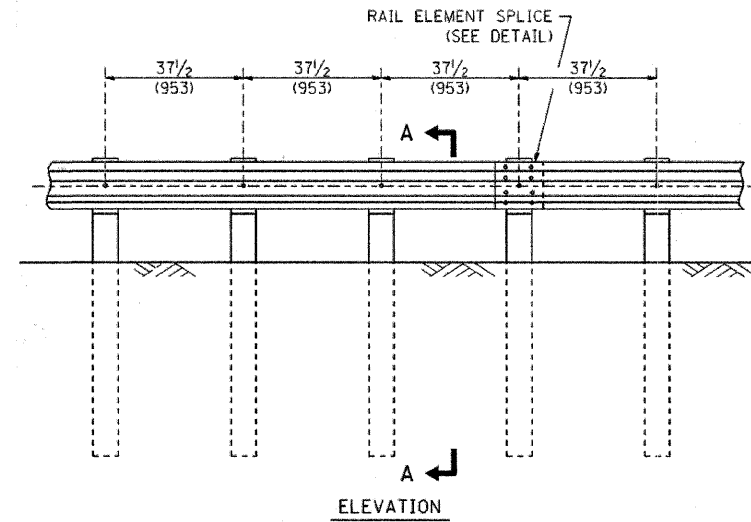
ELEVATION

TYPE A

6'-3" (1.905 M) TYPICAL POST SPACING



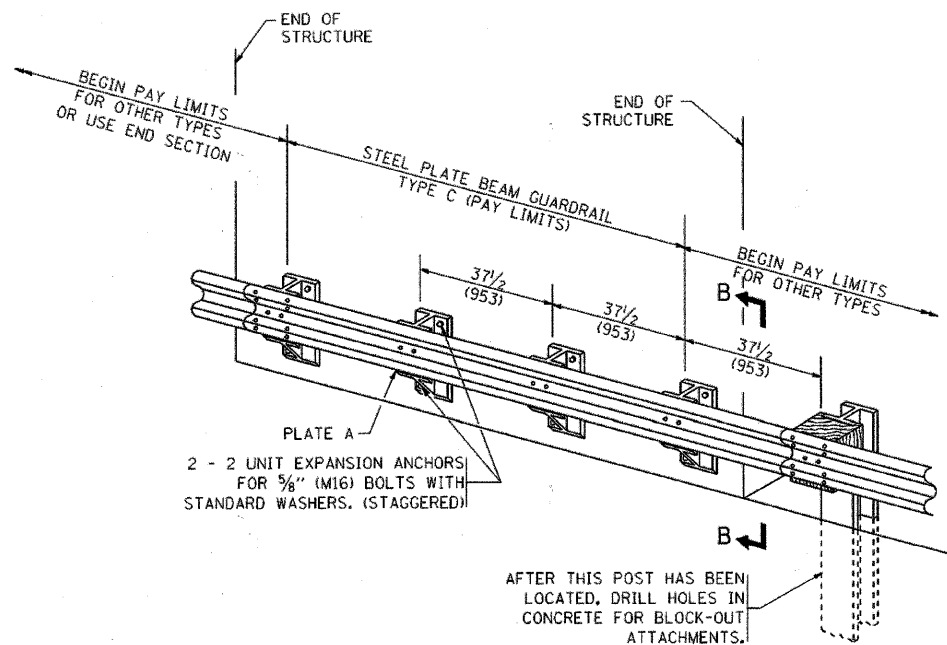
SECTION A-A



ELEVATION

TYPE A

37 1/2 (953) CLOSED POST SPACING

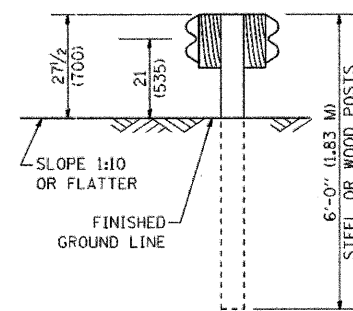


2 - 2 UNIT EXPANSION ANCHORS FOR 3/8" (M16) BOLTS WITH STANDARD WASHERS. (STAGGERED)

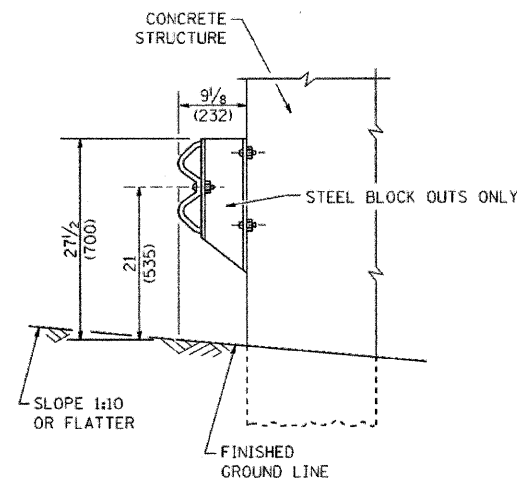
AFTER THIS POST HAS BEEN LOCATED, DRILL HOLES IN CONCRETE FOR BLOCK-OUT ATTACHMENTS.

TYPE C

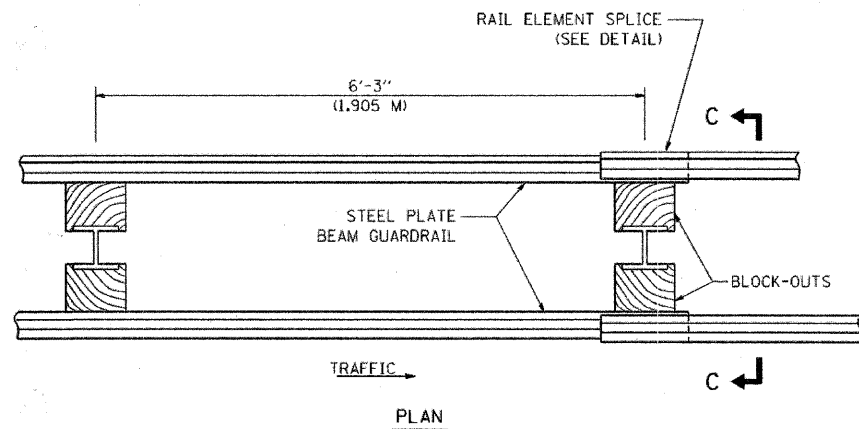
37 1/2 (953) BLOCK-OUT SPACING



SECTION C-C



SECTION B-B



TRAFFIC

PLAN

TYPE D

DOUBLE STEEL PLATE BEAM GUARDRAIL  
6'-3" (1.905 M) TYPICAL POST SPACING

GENERAL NOTES

ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).

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

THE EXISTING STEEL POSTS MAY BE DRILLED TO MATCH THE BOLT PATTERN SHOWN HEREIN FOR THE WOOD BLOCK-OUT, OR A NEW STEEL POST SHALL BE PROVIDED.

THIS DETAIL IS APPLICABLE TO THE GUARDRAIL SYSTEM USED PRIOR TO JANUARY 1, 2007. FOR DETAILS ON THE MIDWEST GUARDRAIL SYSTEM, SEE STANDARD 630001.

FILE NAME = W:\data\d\22x34\bm21.dgn

USER NAME = gaglianob

DESIGNED -

REVISED - 10-31-06

DRAWN -

REVISED -

PLOT SCALE = 50.0000 / IN.

REVISI

PLOT DATE = 1/4/2008

REVISI

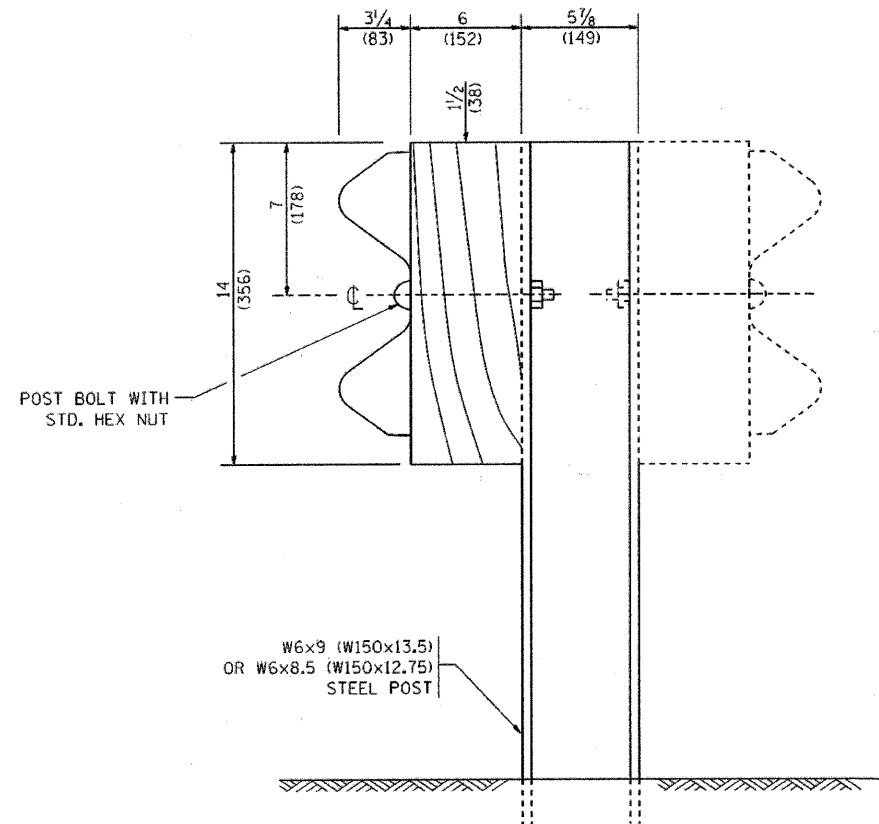
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

REMOVE AND REERECT  
STEEL PLATE BEAM GUARDRAIL

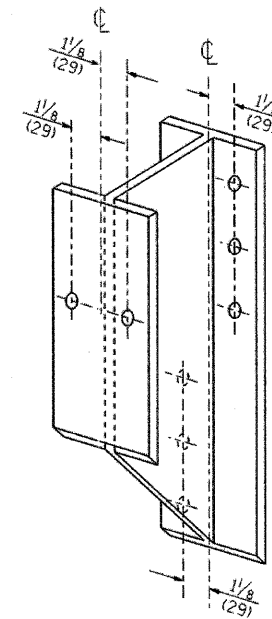
SCALE: NONE SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2528	04-00043-00-PV	KANE	85	62
BM-21			CONTRACT NO. 63507	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

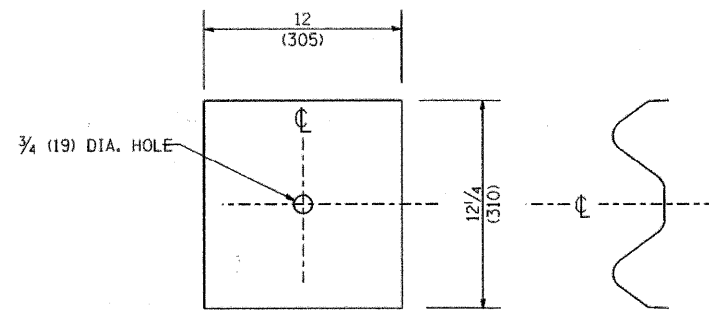




**STEEL POST CONSTRUCTION**



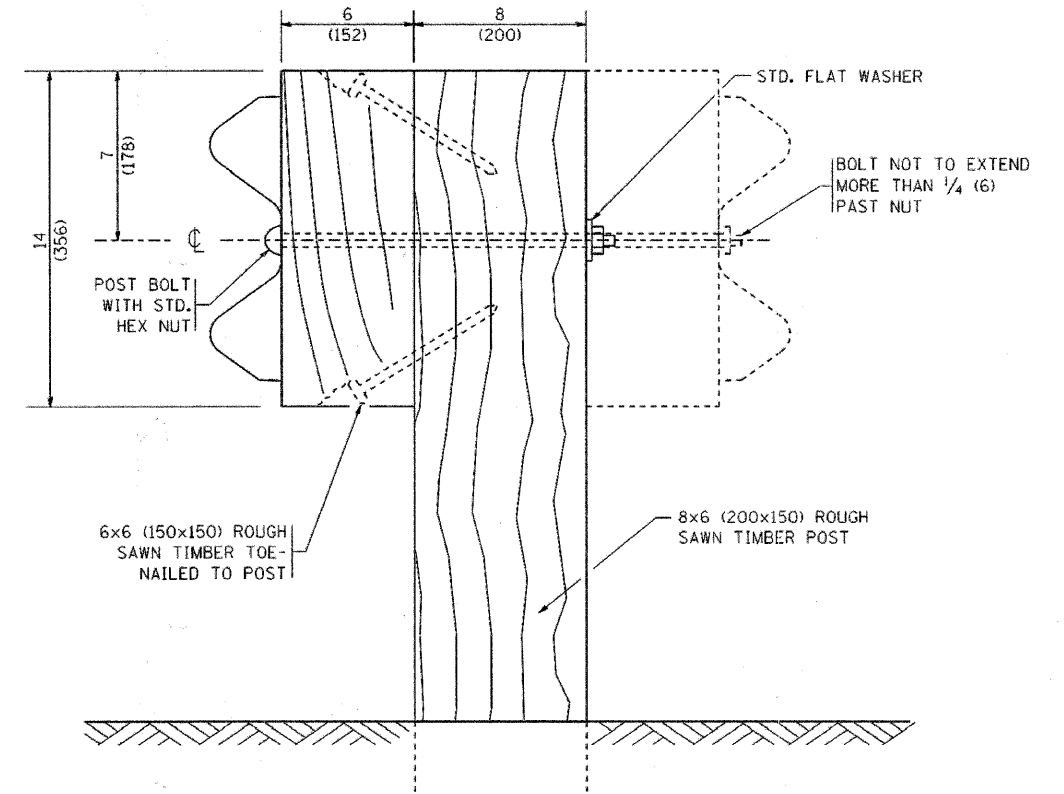
**STEEL BLOCK-OUT DETAIL**



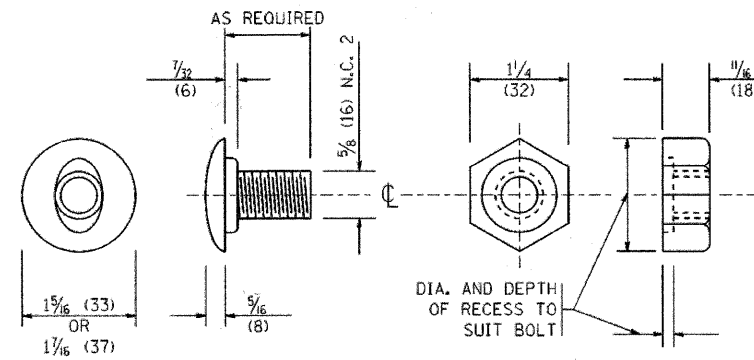
**NOTE:**

PLATE A SHALL BE PLACED BETWEEN RAIL ELEMENT AND BLOCK-OUT AT NON-SPLICE MOUNTING POINTS ONLY WHEN STEEL BLOCK-OUTS ARE USED.

**PLATE A**



**WOOD POST CONSTRUCTION**



**POST OR SPLICE BOLT & NUT**

FILE NAME *	USER NAME * gaglianobt
W:\distatd\22x34\bm21.dgn	

DESIGNED -	REVISED - 10-31-06
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -
PLOT SCALE = 50.0000 / IN.	
PLOT DATE = 1/4/2008	

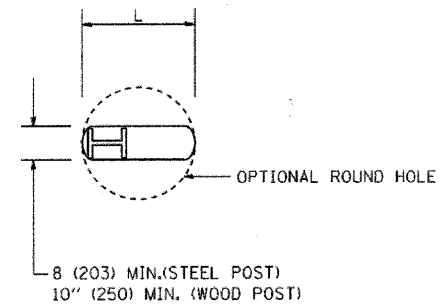
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVE AND REERECT  
STEEL PLATE BEAM GUARDRAIL**

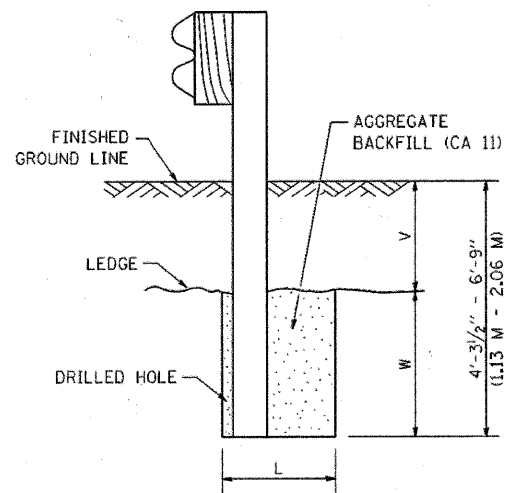
SCALE: NONE SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A. RTE. 2528	SECTION 04-00043-00-PV	COUNTY KANE	TOTAL SHEETS 85	SHEET NO. 63
BM-21			CONTRACT NO. 63507	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





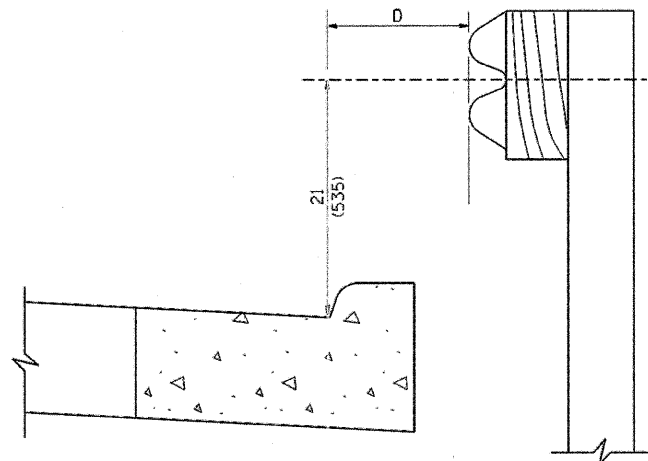
PLAN



NOTE:  
LEDGE LINE IS TOP OF ROCK  
LEDGE OR HARD SLAG FILL.

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS  
MATERIAL IS ENCOUNTERED



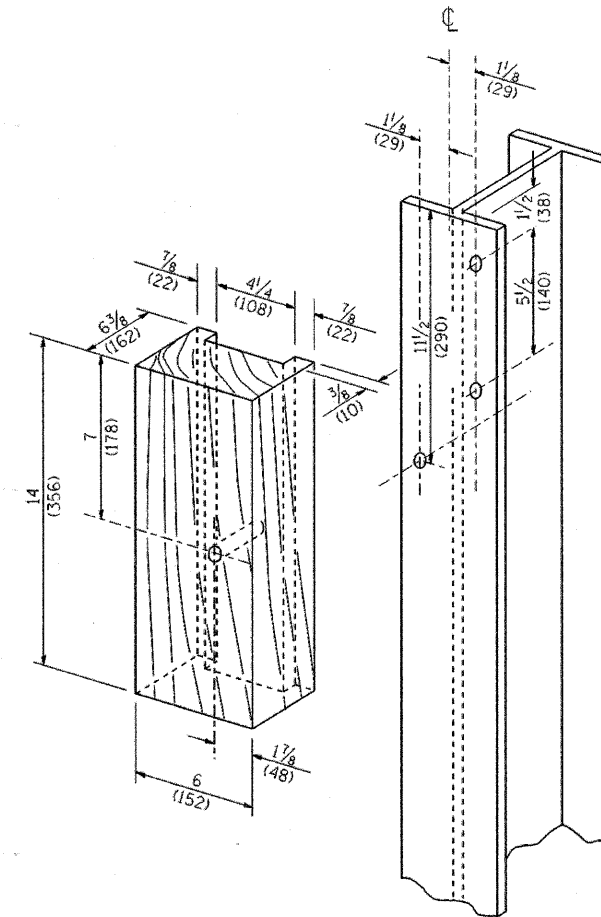
NOTE:

IF IT IS NECESSARY FOR D TO BE MORE THAN 12 (300) AND LESS THAN 10'-0" (3.0 M) TYPE M-2 (M-5) CURB AND GUTTER (STD. 606001) SHALL BE USED IN FRONT OF AND IN ADVANCE OF THE GUARDRAIL.

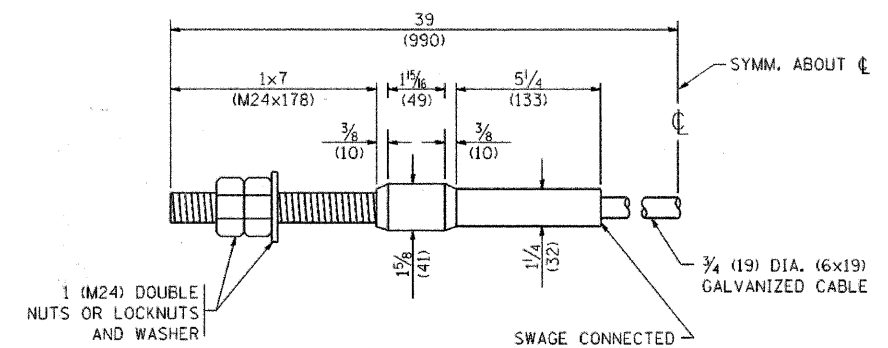
GUARDRAIL PLACED BEHIND CURB

(D = 0 DESIRABLE TO 12 (300) MAXIMUM)

V	W	L	
		STEEL POST	WOOD POST
0 - 18 (0 - 460)	24 (610)	21 (530)	23 (580)
>18 - 41.5 (> 460 - 825)	12 (305)	8 (203)	10 (250)
>41.5 - 53.5 (> 825 - 1.13 M)	12 - 0 (350 - 0)	8 (203)	10 (250)

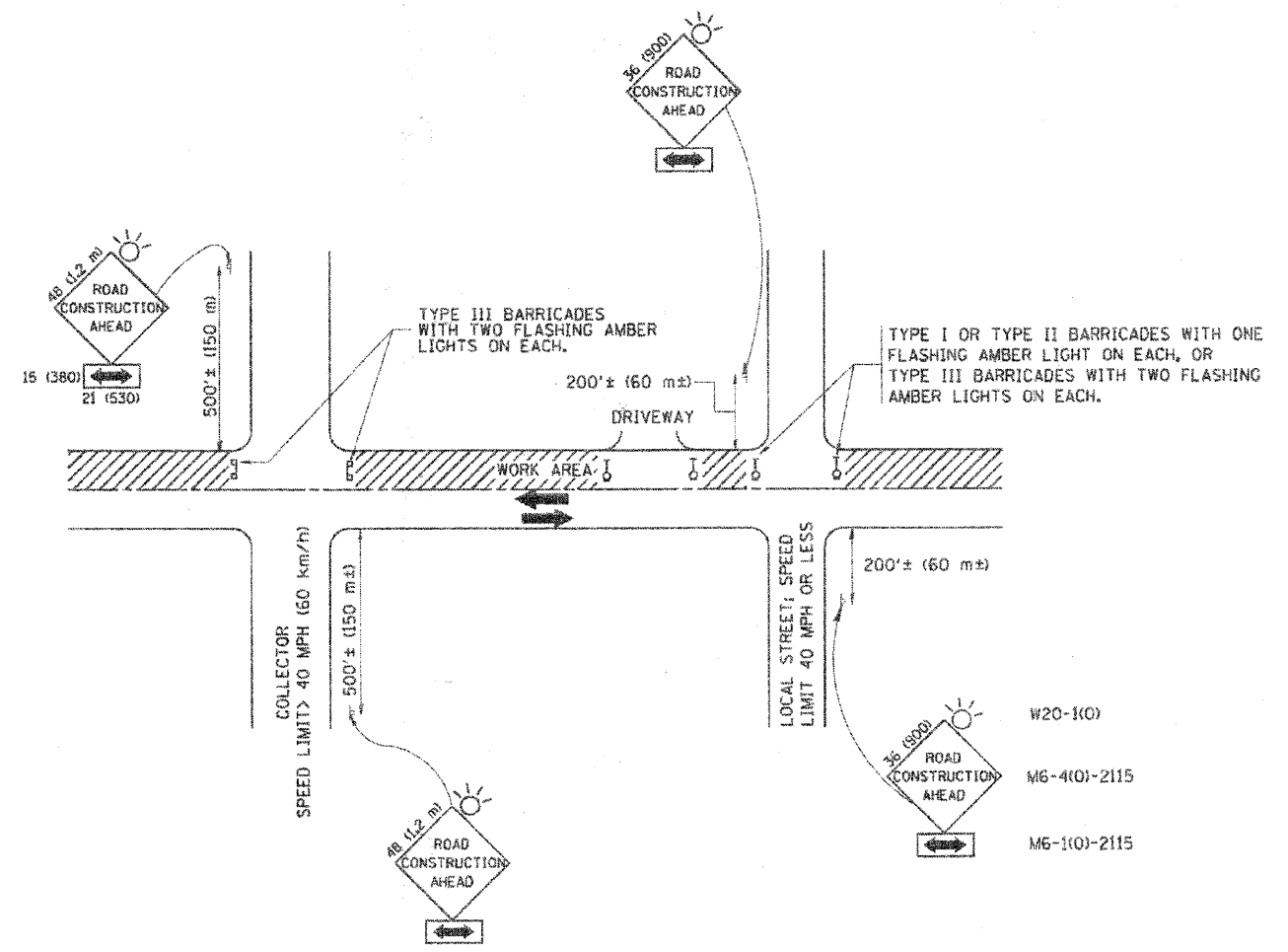


WOOD BLOCK-OUT AND  
STEEL POST DETAILS



CABLE ASSEMBLY

(40,000 LBS (18,100 KG) MIN. BREAKING STRENGTH)  
TIGHTEN TO TAUT TENSION



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
  - USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
  - C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
  - D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

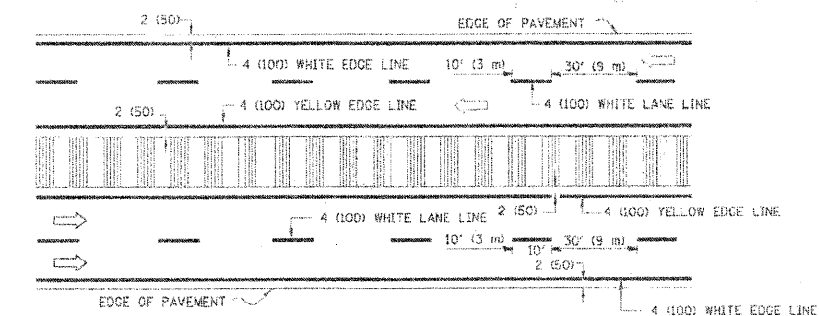
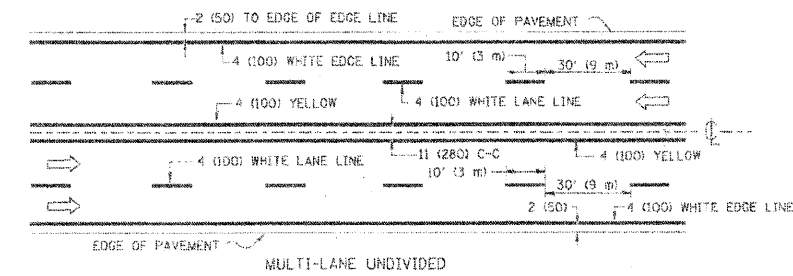
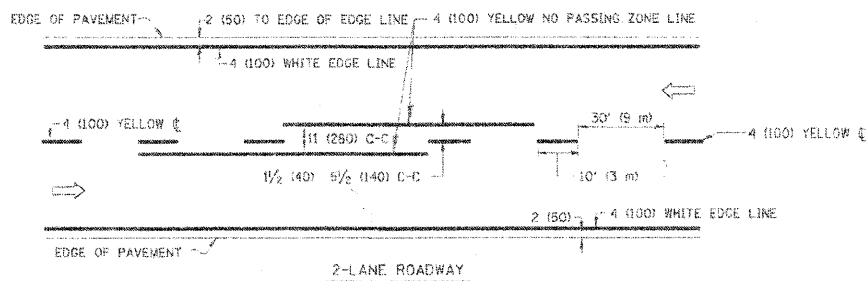
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME =	USER NAME = goglianab	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
W:\diesstd\22x34\1a10.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

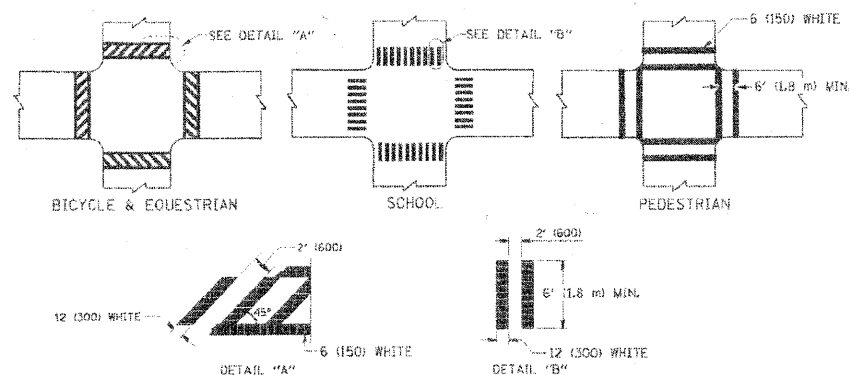
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2528	04-00043-00-PV	KANE	85	66
TC-10			CONTRACT NO.	63507
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

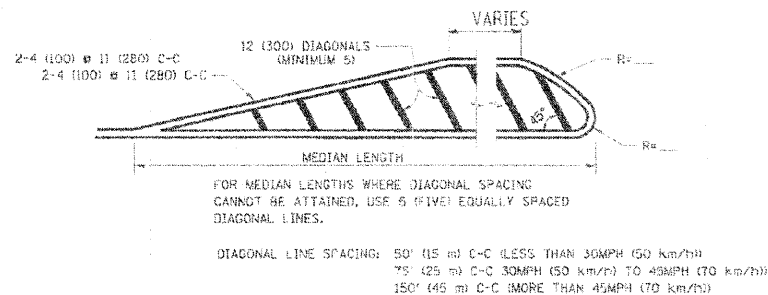
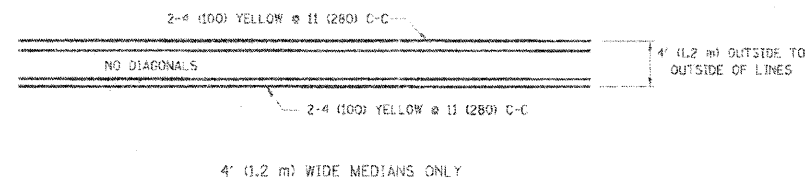


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

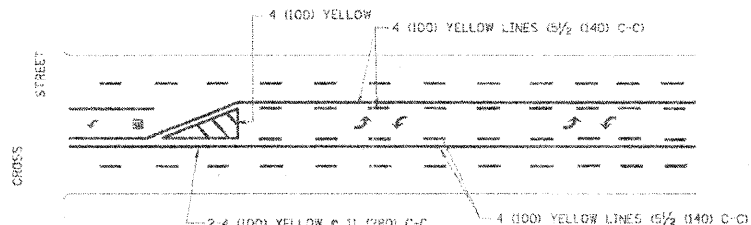
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE

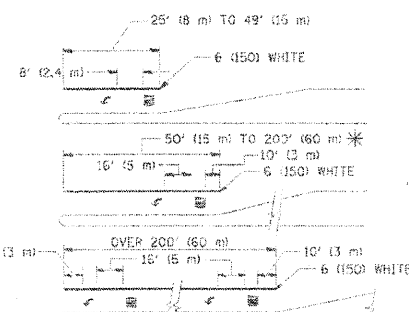


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 500' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

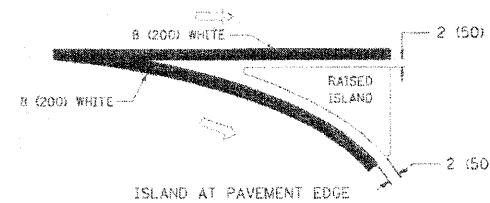
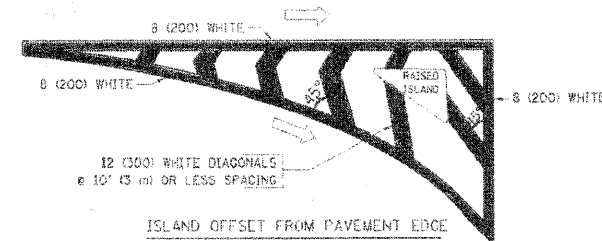


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
\* AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>)    \*\* AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

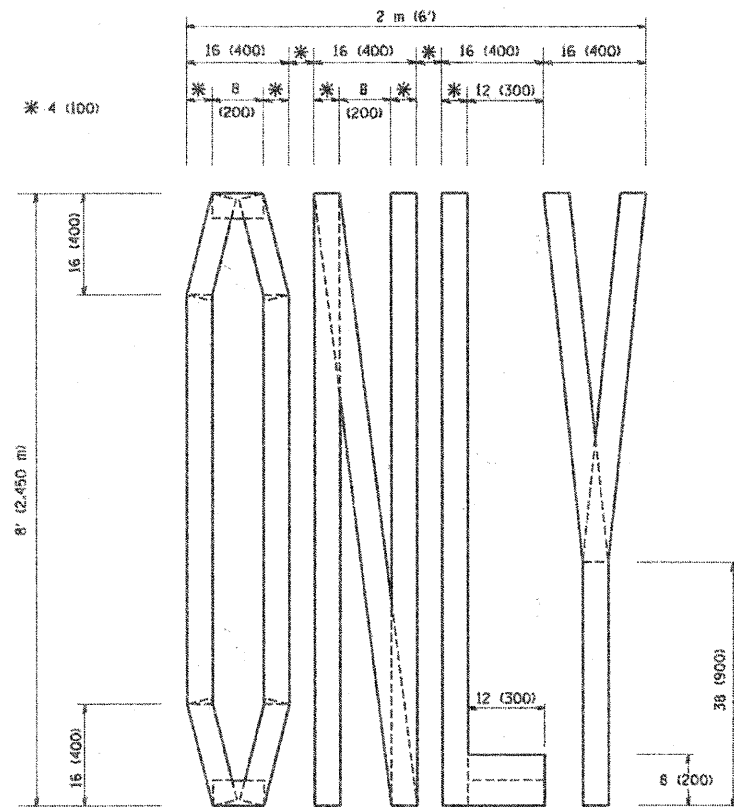


TYPICAL ISLAND MARKING

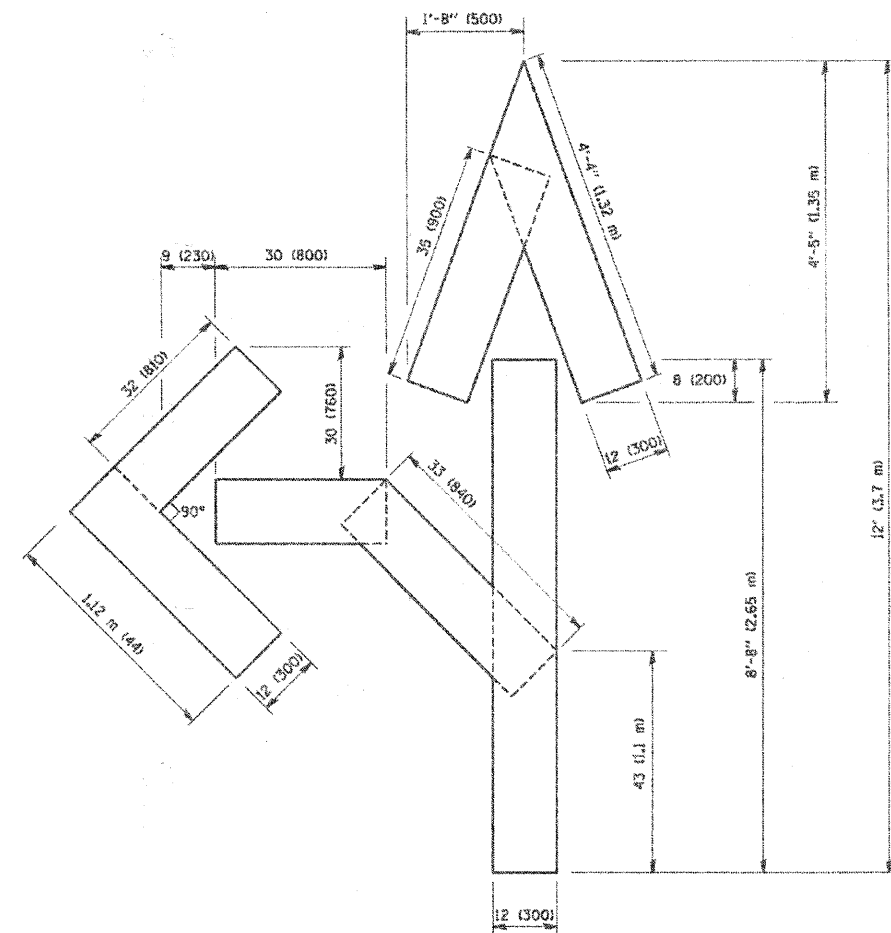
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	30' (9 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (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 (5' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (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 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.
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15' (4.6 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR" 15' (4.6 m) LETTERS; 16 (400) LINE FOR "X"
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 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.

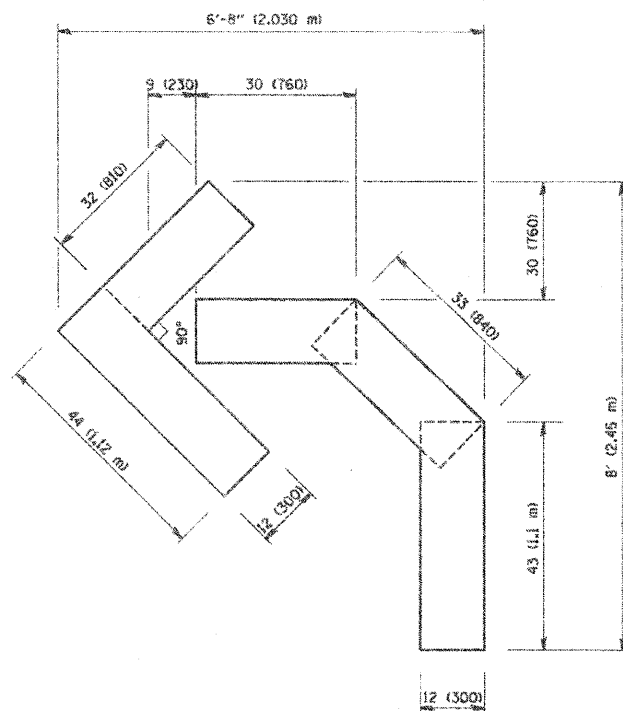
All dimensions are in inches (millimeters) unless otherwise shown.



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:\dms\d\22\34\1016.dgn	USER NAME = goglianot	DESIGNED - -	REVISED - -T. RAMMACHER 06-05-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - -	REVISED - -T. RAMMACHER 11-04-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	2528	04-00043-00-PV	KANE	85	88
		CHECKED - -	REVISED - -T. RAMMACHER 03-02-98						TC-16		CONTRACT NO.	63507	
		PLOT DATE = 1/4/2008	DATE = 09-18-94		REVISED - -E. GOMEZ 08-28-00				FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

**ROUTE MARKERS**

FOR U.S. ROUTES  
MI-40-2424

FOR ILLINOIS ROUTES  
MI-50-2424

R.R. UNMARKED ROUTES  
SPECIAL 24" x 18" VARIABLE  
4" BLACK LETTERS ON WHITE  
REFLECTIVE BACKGROUND

**ARROWS SIGNS**

M5-IL-2115

M5-IR-2115

M6-1-2115

M6-1-2115

M6-3-2115

**CARDINAL DIRECTION & DETOUR SIGNS**

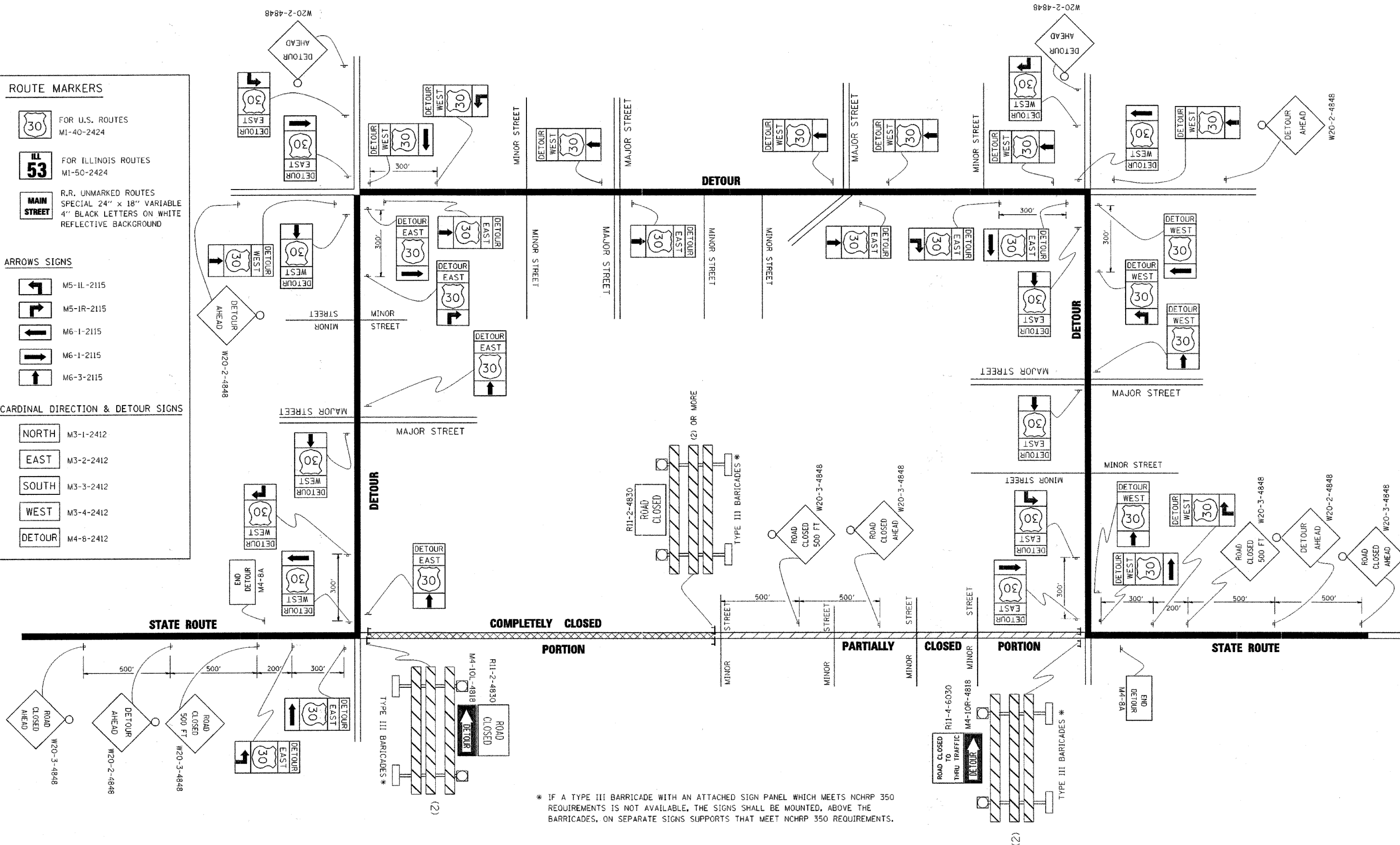
NORTH M3-1-2412

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.

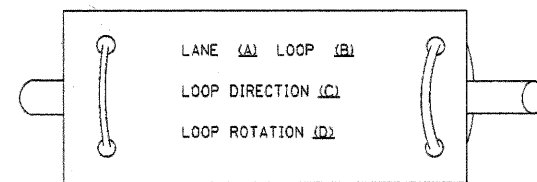
FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - 10-18-02	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETOUR SIGNING FOR CLOSING STATE HIGHWAYS</b>			F.A. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pwork\PW\DOT\DRIVAKOSGN\d0108315\21.dgn		DRAWN -	REVISED - R. BORO 09-14-09		2528	04-00043-00-PV	KANE	85	69			
PLOT SCALE = 49.9999' / 1/4"		CHECKED -	REVISED -		<b>TC-21</b>			CONTRACT NO. 63507				
PLOT DATE = 9/14/2009		DATE -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

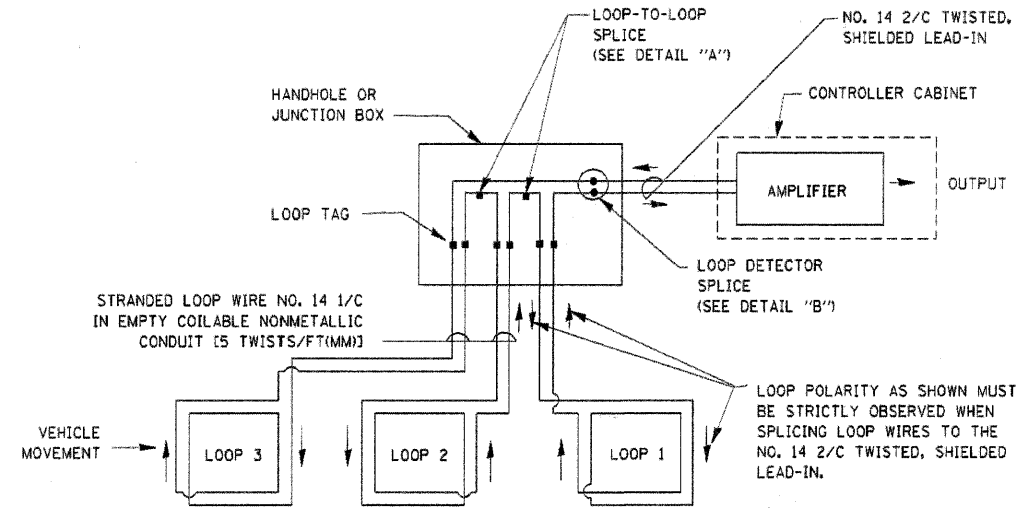
**LOOP DETECTOR NOTES**

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 DIVESHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

**LOOP LEAD-IN CABLE TAG**

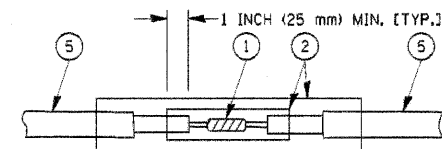


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

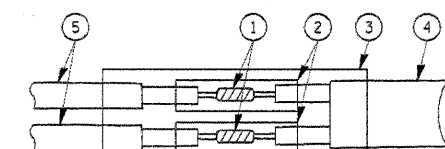


**DETECTOR LOOP WIRING SCHEMATIC**

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

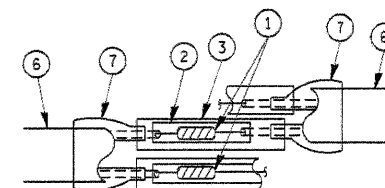


DETAIL "A"  
LOOP-TO-LOOP SPLICE

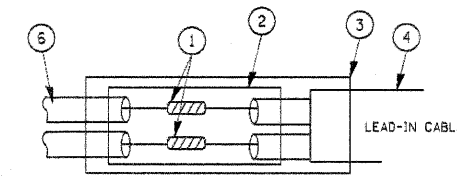


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



**PREFORMED LOOP**

DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**LOOP DETECTOR SPLICE**

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

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02
BCK	10/28/09

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS**

SCALE: NONE

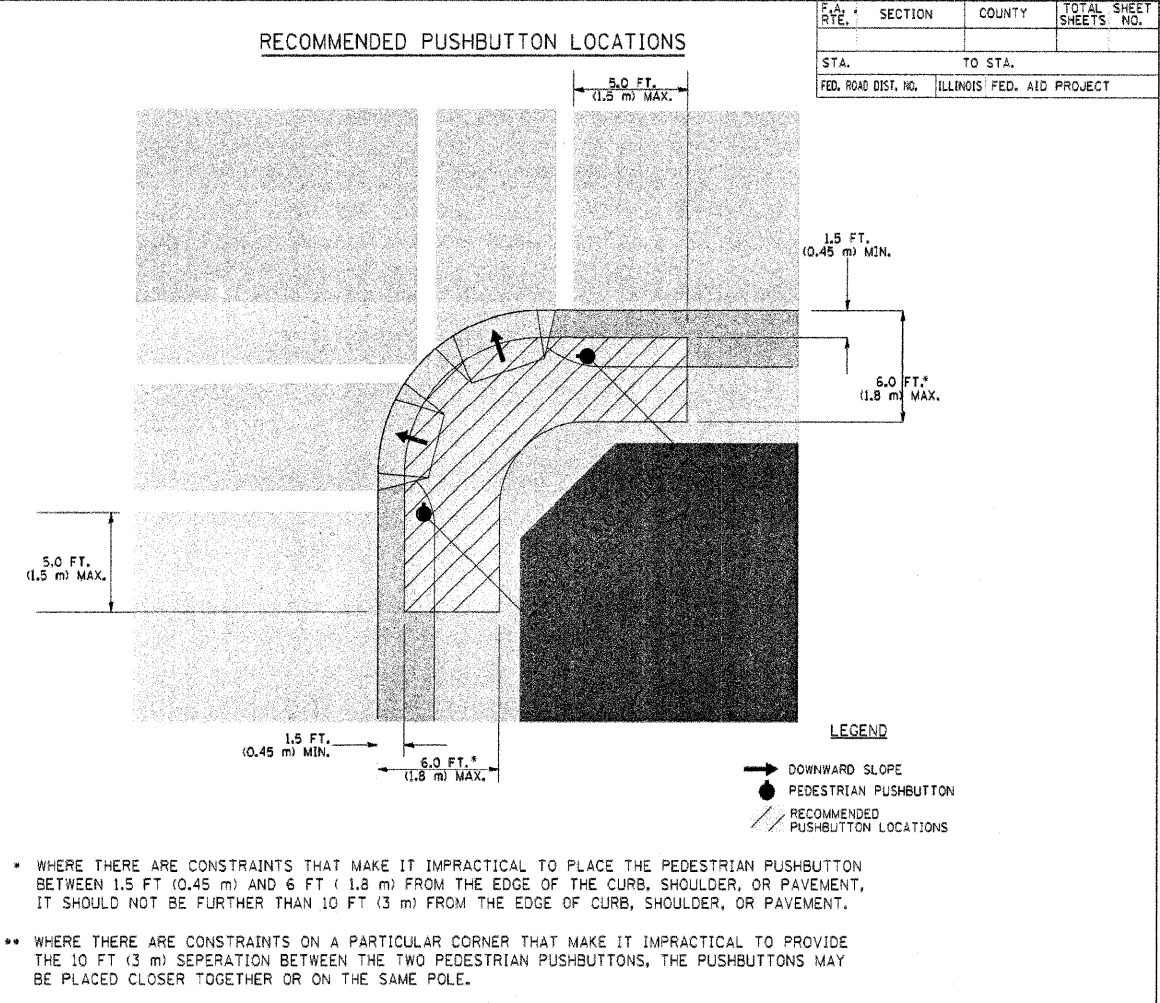
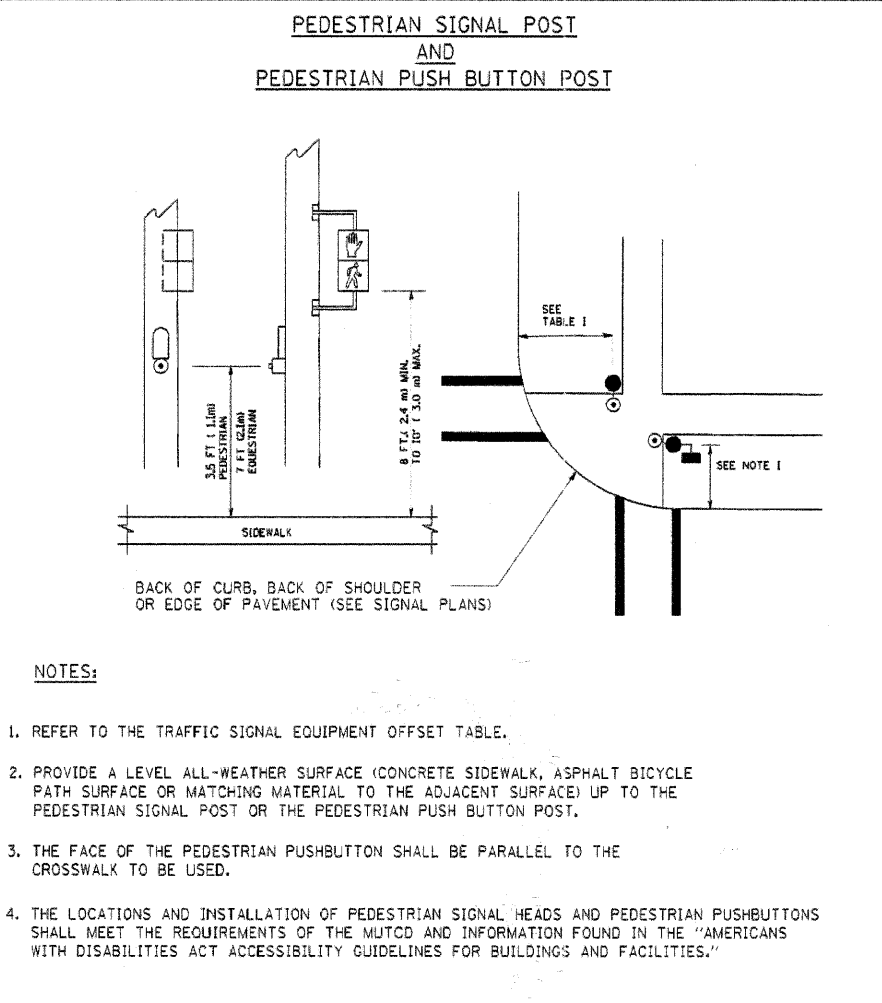
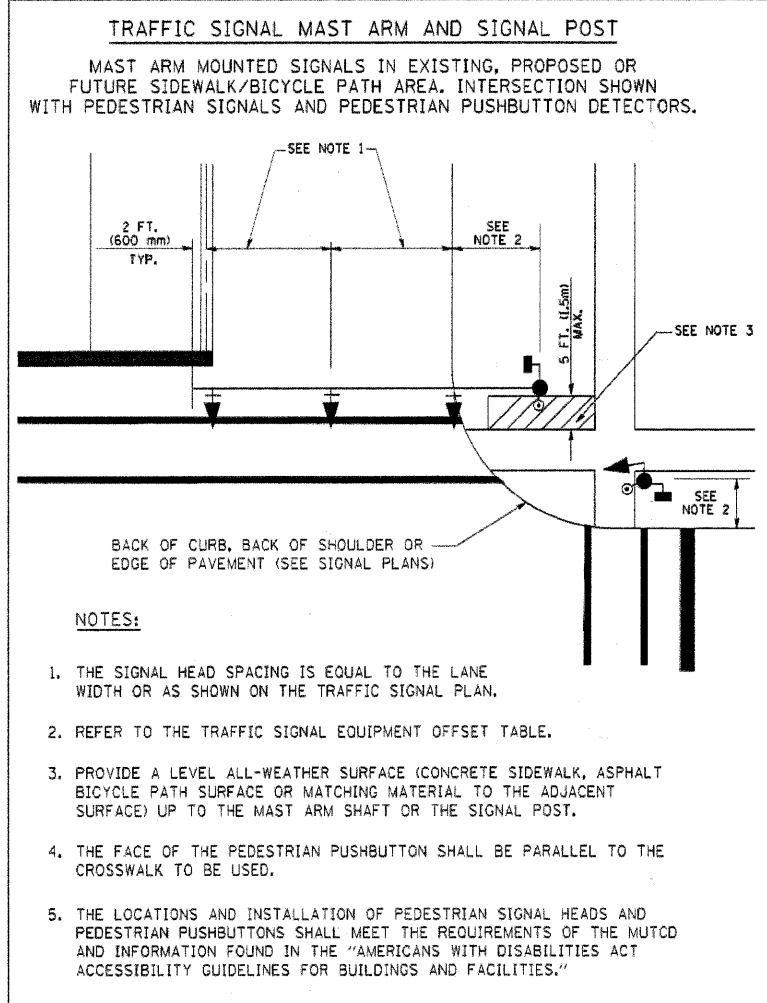
DRAWN BY: BCK  
DESIGNED BY: DAD  
CHECKED BY: DAD  
SHEET 1 OF 6

TS05

PLOT DATE = 11/14/2009  
 FILE NAME = c:\pwworkspace\11111111\11111111\11111111.dwg  
 PLOT SCALE = 1/8" = 1' / IN.  
 USER NAME = bck



STATE ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



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 AFFECT 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.

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02
BCK	10/28/09

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE

DRAWN BY: BCK  
DESIGNED BY: DAD  
CHECKED BY: DAD  
SHEET 2 OF 6

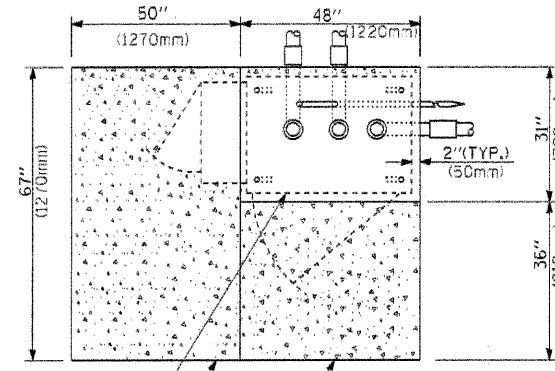
TS05

PLOT DATE = 11/14/2009  
 PLOT SCALE = 1/8" = 1'-0"  
 PLOT USER = bck  
 PLOT DEVICE = HP DesignJet 5000

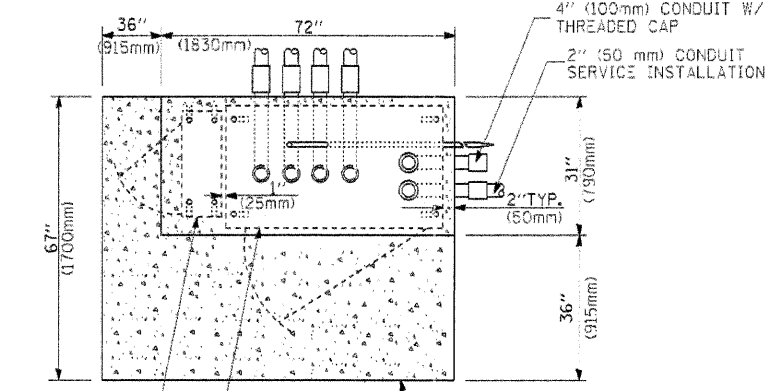




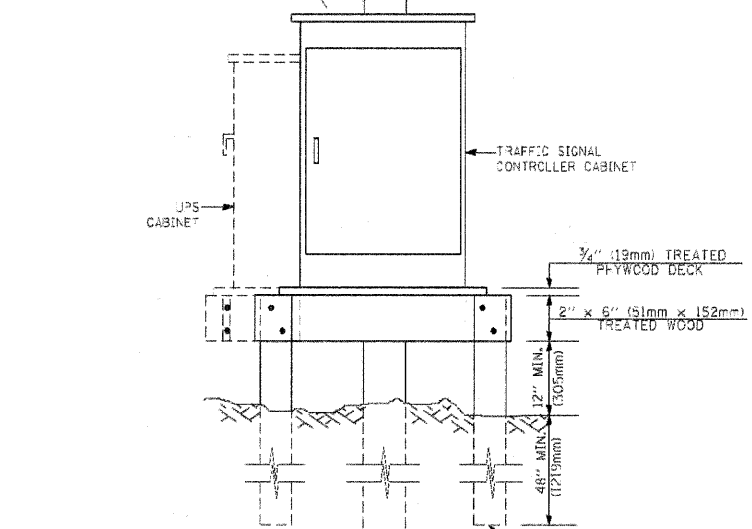
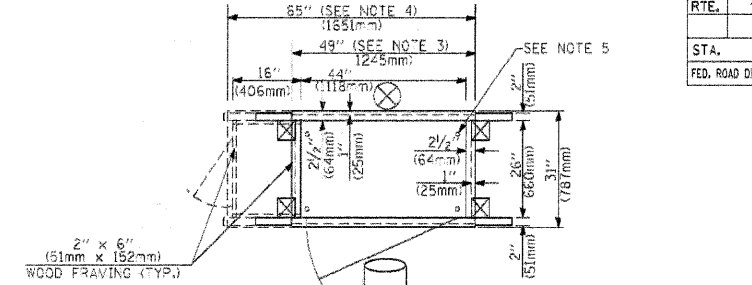
CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CONTROLLER CABINET BASE  
EXISTING APRON  
PROPOSED APRON  
**TOP VIEW**

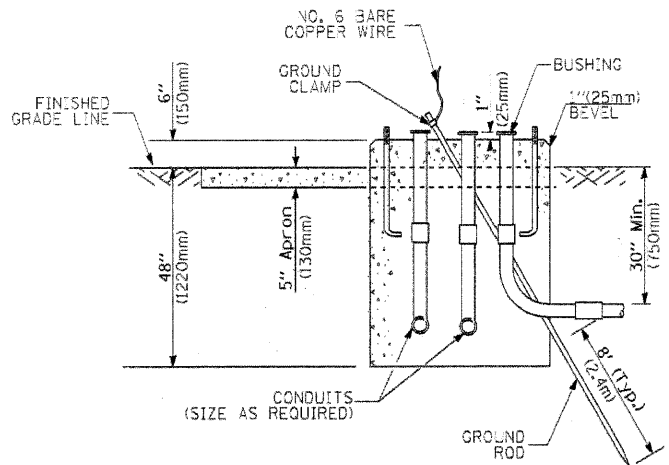


UPS CABINET BASE  
CONTROLLER CABINET BASE  
APRON  
**TOP VIEW**

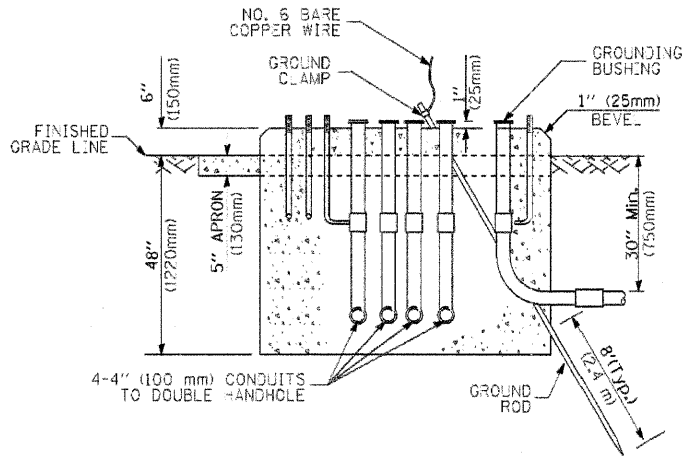


- NOTES:**
- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
  - BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET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

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**



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



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

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	8(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	8(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

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

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

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**

REVISIONS	
NAME	DATE
	5/30/00
	3/15/01
	11/12/01

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS**  
SCALE: NONE  
DRAWN BY: BCK  
DESIGNED BY: DAD  
CHECKED BY: DAD  
SHEET 5 OF 6  
TS05

PLT DATE = 11/4/2009  
FILE NAME = c:\pwork\1141001\1141001\1141001.dwg  
USER NAME = bck  
USER ID = bck

# TRAFFIC SIGNAL LEGEND

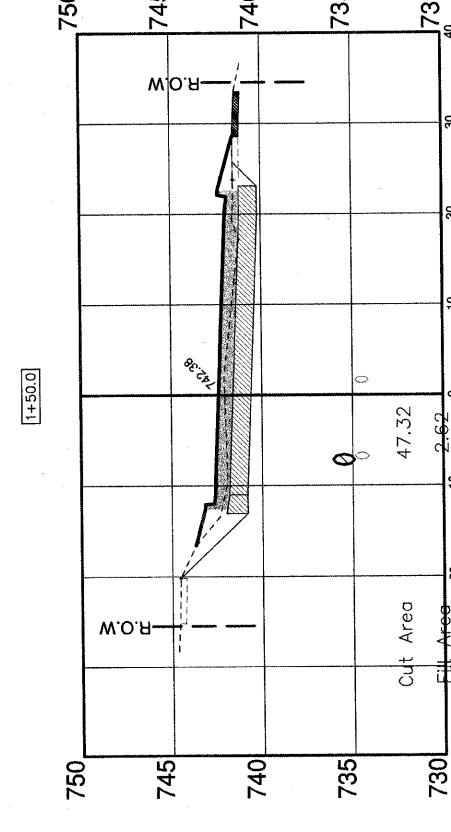
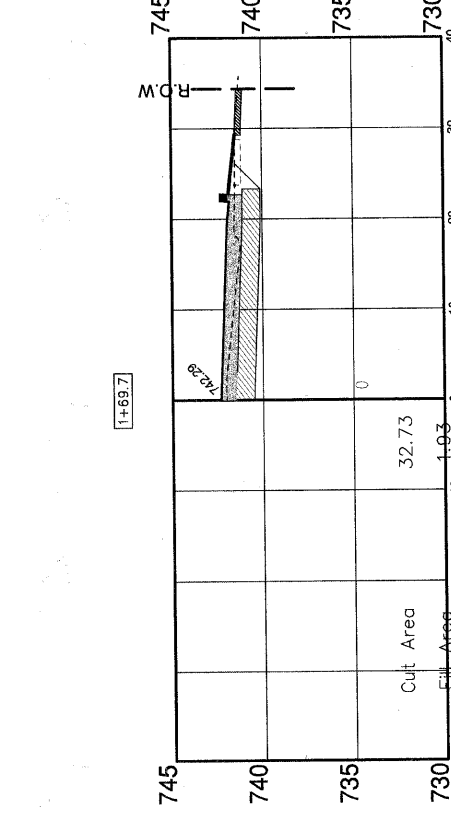
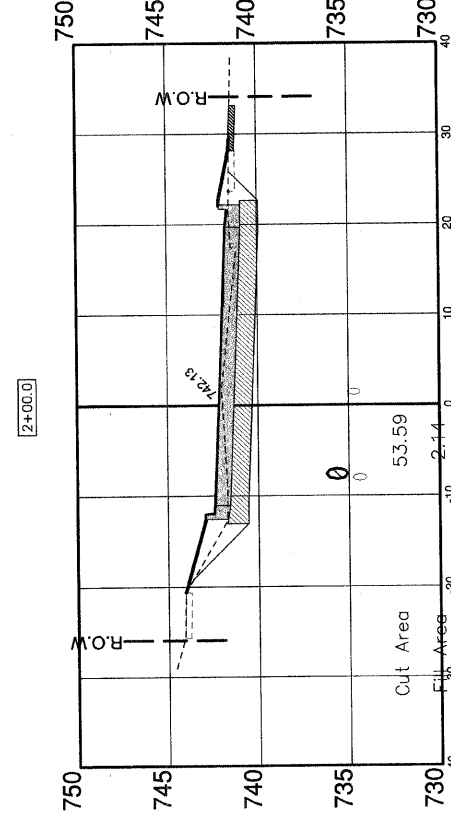
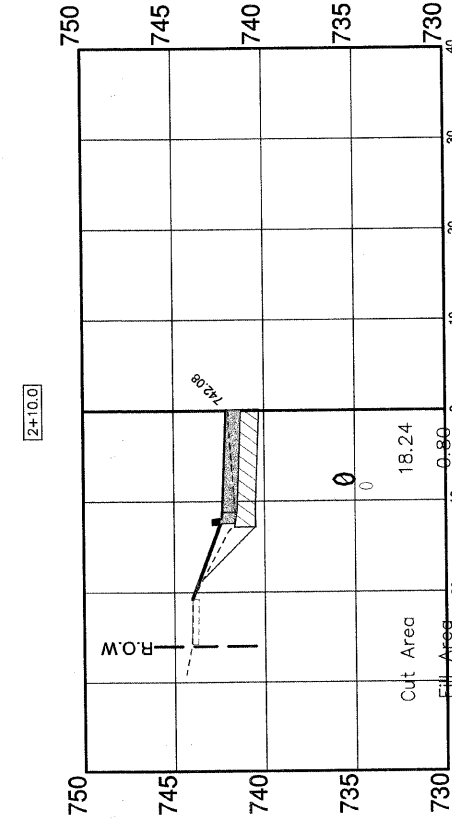
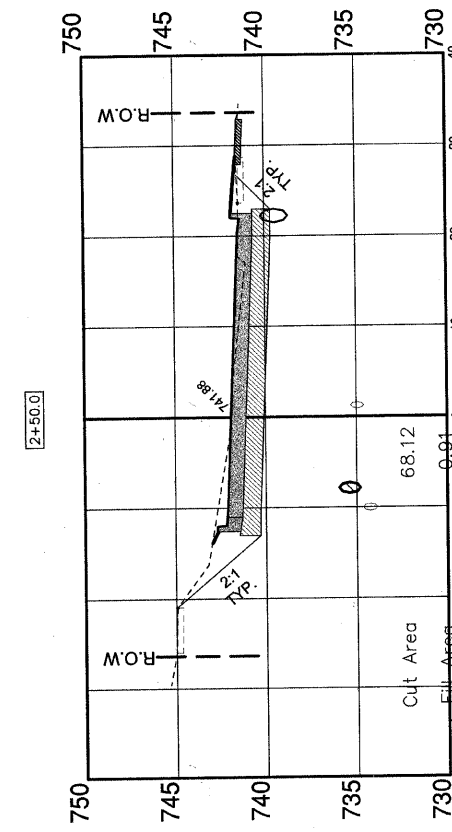
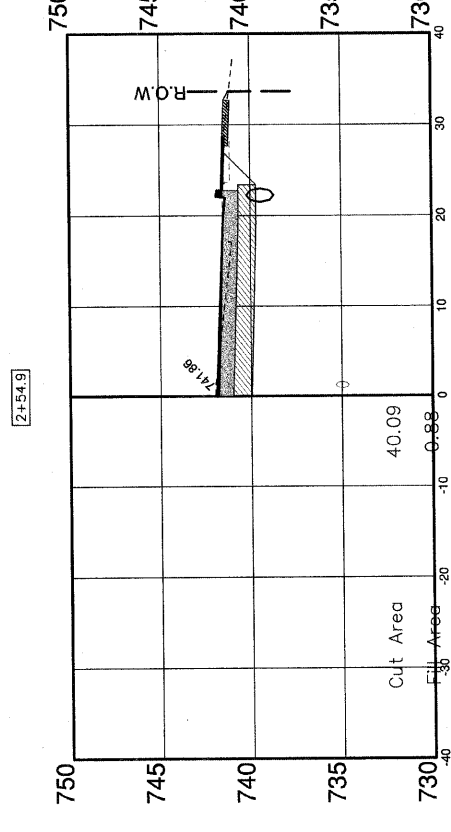
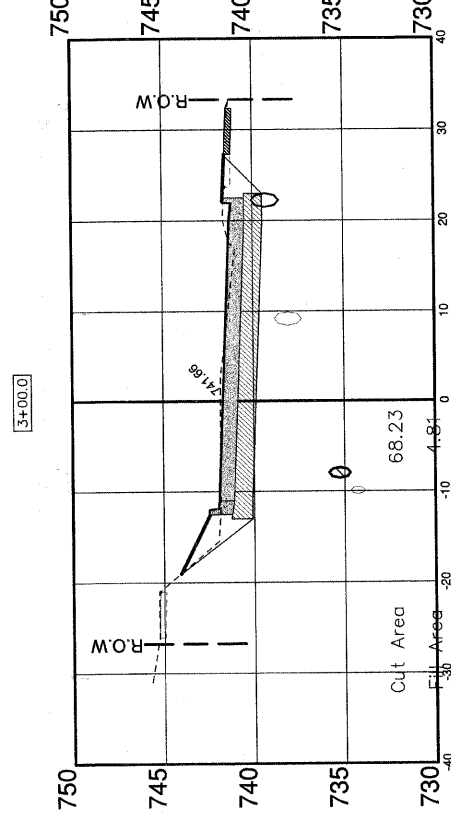
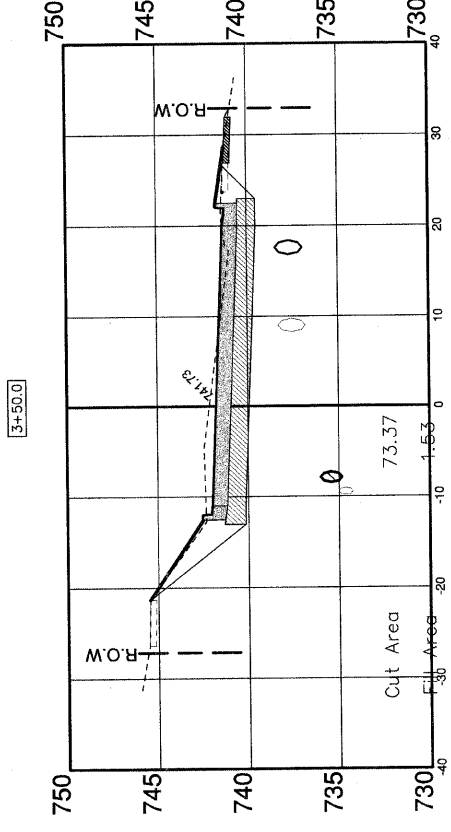
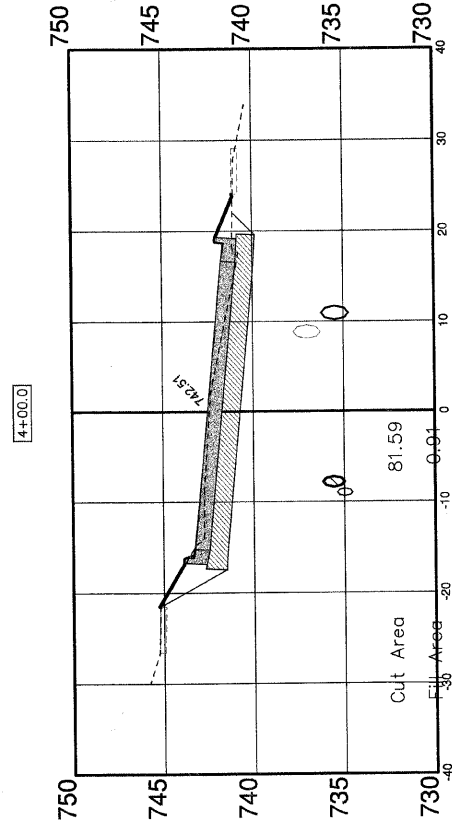
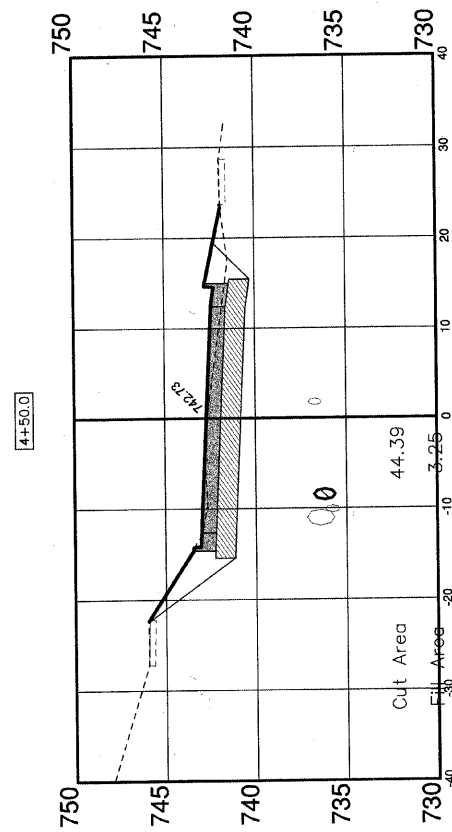
CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED																										
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE																													
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE																													
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA																													
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED																													
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F																													
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																													
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																													
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)																													
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE																													
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED																													
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED																													
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED																													
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED																													
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED																													
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR																													
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR																													
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																													
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																													
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																													
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED SAMPLING (SYSTEM) DETECTOR																													
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">                 RAILROAD CONTROL CABINET                  RAILROAD CANTILEVER MAST ARM                  FLASHING SIGNAL                  CROSSING GATE                  CROSSBUCK             </td> <td style="width: 50%; border: none;"> <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">EXISTING</td> <td style="text-align: center;">PROPOSED</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table> </td> </tr> </table>				RAILROAD CONTROL CABINET RAILROAD CANTILEVER MAST ARM FLASHING SIGNAL CROSSING GATE CROSSBUCK	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">EXISTING</td> <td style="text-align: center;">PROPOSED</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	EXISTING	PROPOSED																						
RAILROAD CONTROL CABINET RAILROAD CANTILEVER MAST ARM FLASHING SIGNAL CROSSING GATE CROSSBUCK	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;">EXISTING</td> <td style="text-align: center;">PROPOSED</td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>	EXISTING	PROPOSED																																		
EXISTING	PROPOSED																																				
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>NAME</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td></td> <td>5/30/00</td> </tr> <tr> <td></td> <td>3/15/01</td> </tr> <tr> <td></td> <td>11/12/01</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> <p style="margin: 0; text-align: center;">ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p style="margin: 0; text-align: center;">DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</p> <p style="margin: 0; text-align: center;">SCALE: NONE</p> <p style="margin: 0; text-align: right; font-size: small;">DRAWN BY: BCK DESIGNED BY: DAD CHECKED BY: DAD SHEET 6 OF 6</p> <p style="margin: 0; text-align: right; font-size: x-small;">TS05</p>				REVISIONS		NAME	DATE		5/30/00		3/15/01		11/12/01																
REVISIONS																																					
NAME	DATE																																				
	5/30/00																																				
	3/15/01																																				
	11/12/01																																				
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">                 RADIO INTERCONNECT                  RADIO REPEATER             </td> <td style="width: 50%; border: none;"> <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table> </td> </tr> </table>				RADIO INTERCONNECT RADIO REPEATER	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>																								
RADIO INTERCONNECT RADIO REPEATER	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>																																				
ILLUMINATED SIGN "NO LEFT TURN"				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED				<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">                 GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)             </td> <td style="width: 50%; border: none;"> <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table> </td> </tr> </table>				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>																								
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>																																				
ILLUMINATED SIGN "NO RIGHT TURN"								<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">                 DETECTOR LOOP, TYPE I                  PREFORMED DETECTOR LOOP             </td> <td style="width: 50%; border: none;"> <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table> </td> </tr> </table>				DETECTOR LOOP, TYPE I PREFORMED DETECTOR LOOP	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>																								
DETECTOR LOOP, TYPE I PREFORMED DETECTOR LOOP	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>																																				
MICROWAVE VEHICLE SENSOR								<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">                 VIDEO DETECTION CAMERA                  VIDEO DETECTION ZONE             </td> <td style="width: 50%; border: none;"> <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table> </td> </tr> </table>				VIDEO DETECTION CAMERA VIDEO DETECTION ZONE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>																								
VIDEO DETECTION CAMERA VIDEO DETECTION ZONE	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>																																				
PAN, TILT, ZOOM CAMERA								<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">                 WIRELESS DETECTOR SENSOR                  WIRELESS ACCESS POINT             </td> <td style="width: 50%; border: none;"> <table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table> </td> </tr> </table>				WIRELESS DETECTOR SENSOR WIRELESS ACCESS POINT	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>																								
WIRELESS DETECTOR SENSOR WIRELESS ACCESS POINT	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> <tr> <td style="text-align: center;"></td> <td style="text-align: center;"></td> </tr> </table>																																				

PLOT DATE = 11/4/2009  
 PLOT SCALE = 1/8" = 1'-0"  
 USER NAME = bhwang

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:	AREAS:		

ORIGINAL SURVEY:	DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	DRAWN:	PLOTTED:		
CHECKED:	CHECKED:	TEMPLATE:		
NO.:	NO.:	DATE:		
AREAS:	AREAS:	AREAS:		



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
PLOT SCALE: 1" = 20'  
PLOT DATE:

DESIGNED: EDW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

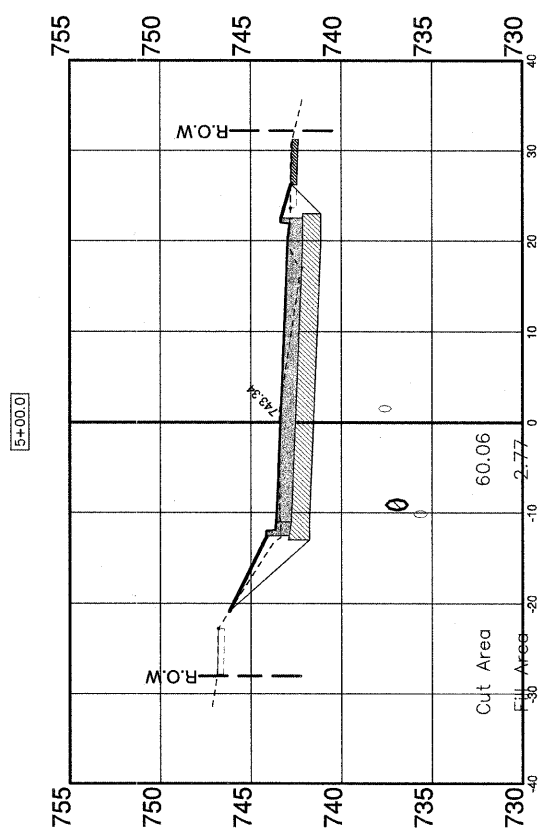
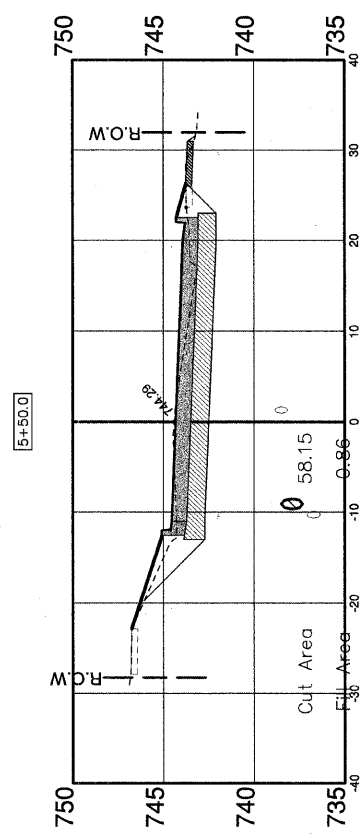
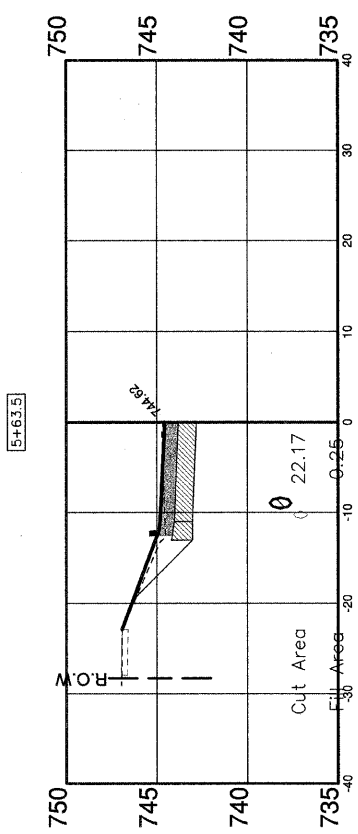
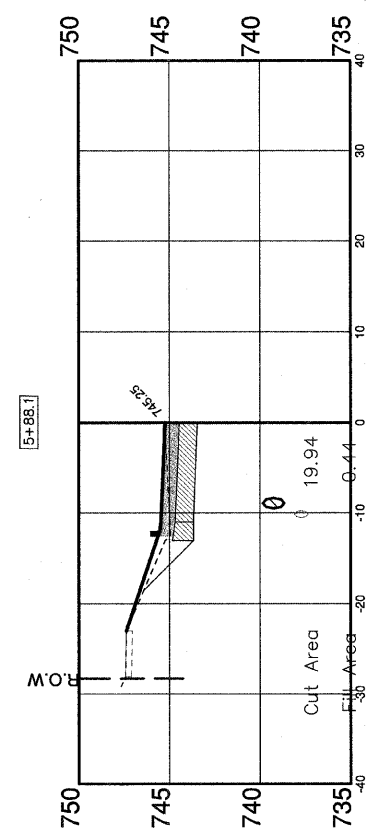
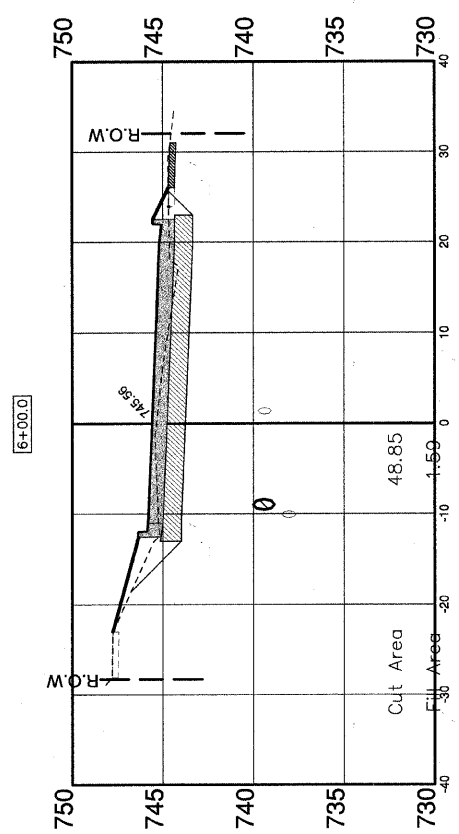
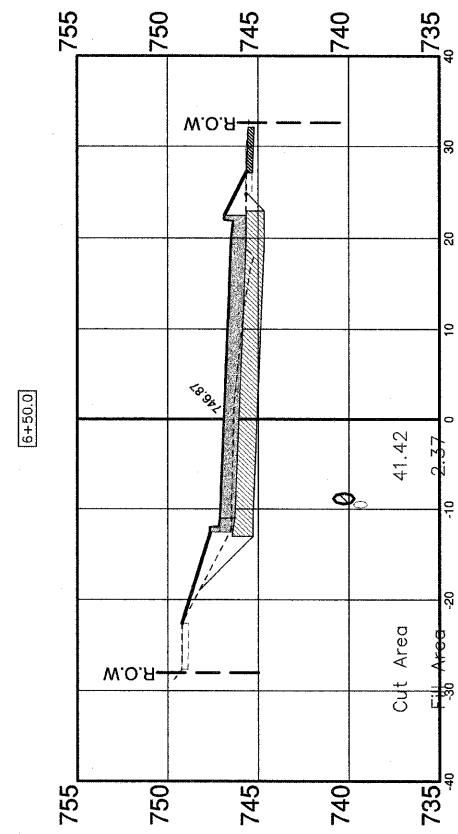
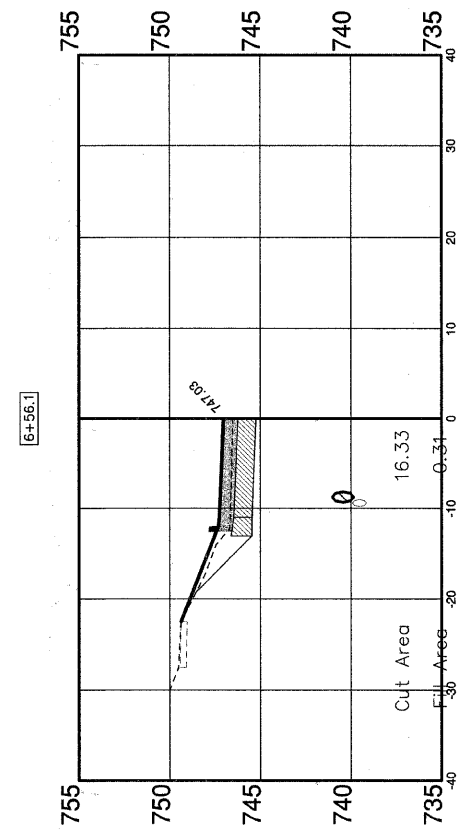
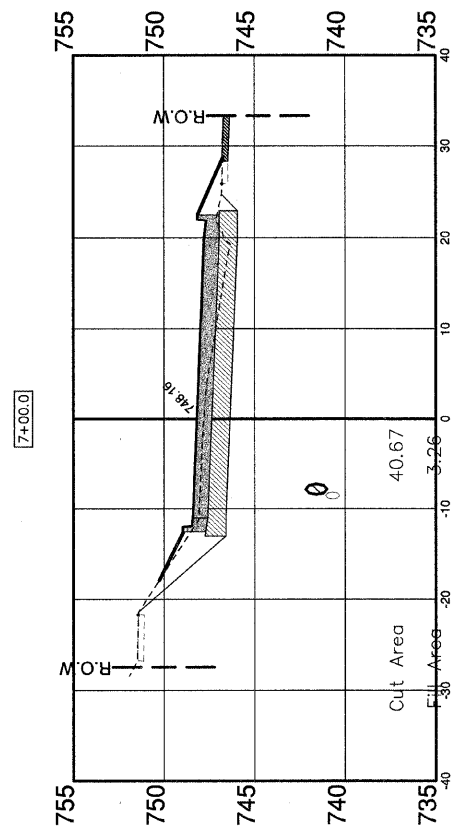
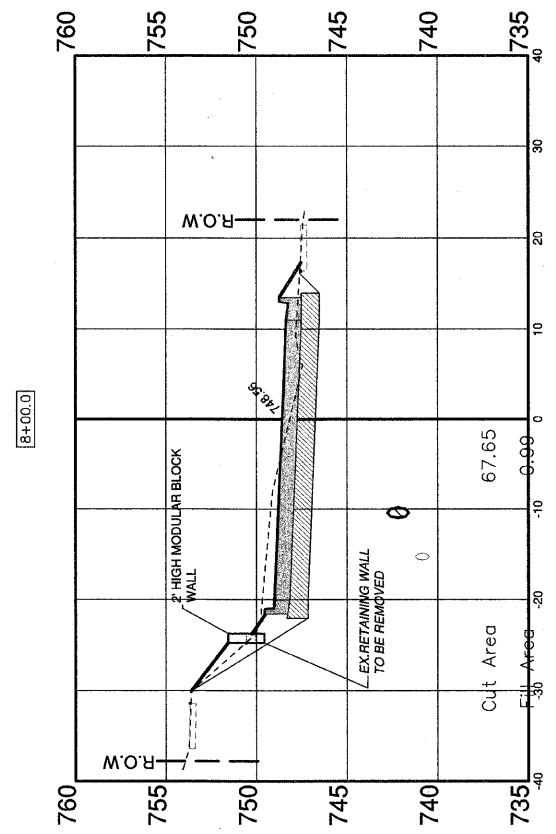
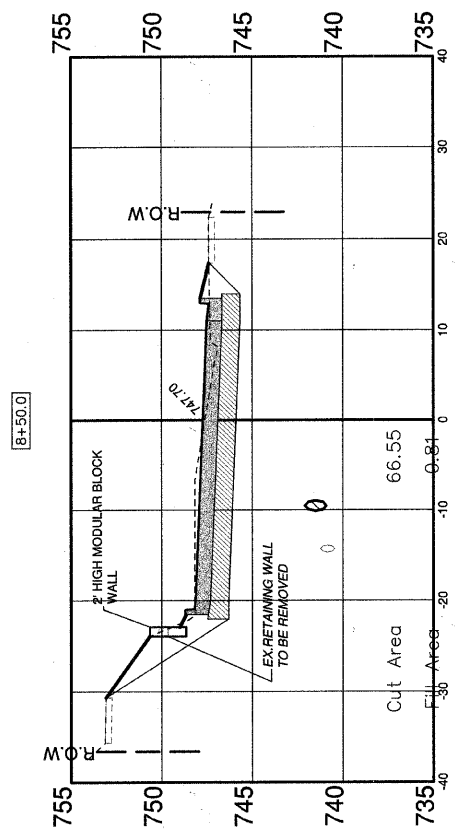
SCALE: 1" = 10'

SHEET NO. 1 OF 16 SHEETS STA: 1+50 TO STA: 4+50

FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	70
CONTRACT NO. 63507				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT		

DESIGNED:	SURVEYED:	BY	DATE
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NOTE BOOK NO.:	DATE:		
AREAS:	AREAS:		

DESIGNED:	SURVEYED:	BY	DATE
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NOTE BOOK NO.:	DATE:		
AREAS:	AREAS:		



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
PLOT SCALE: 1" = 20'  
PLOT DATE:

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

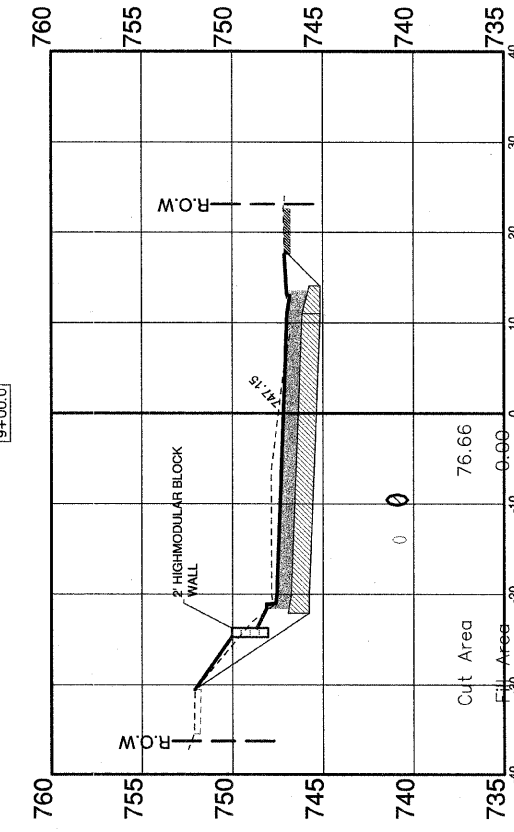
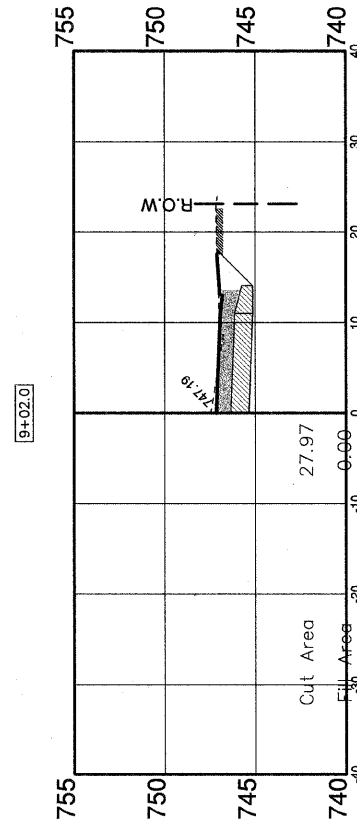
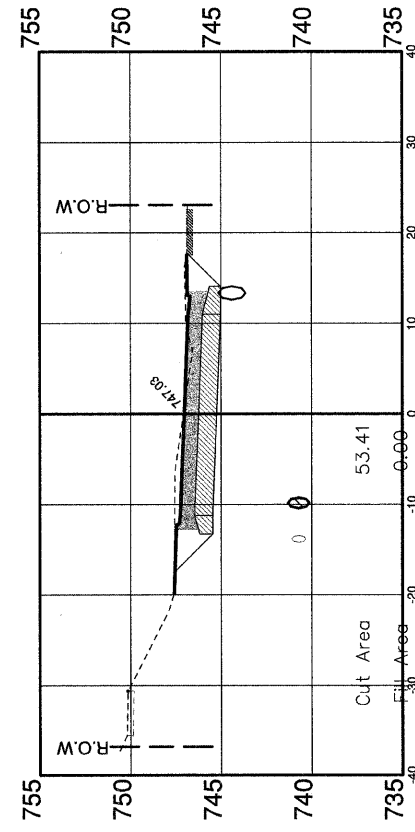
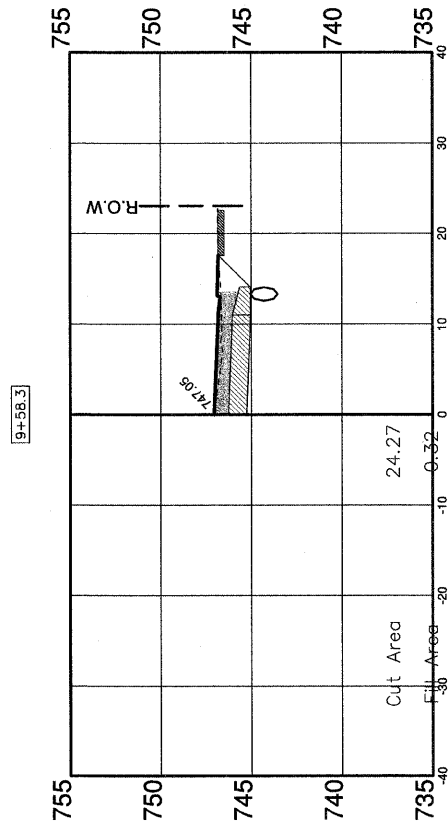
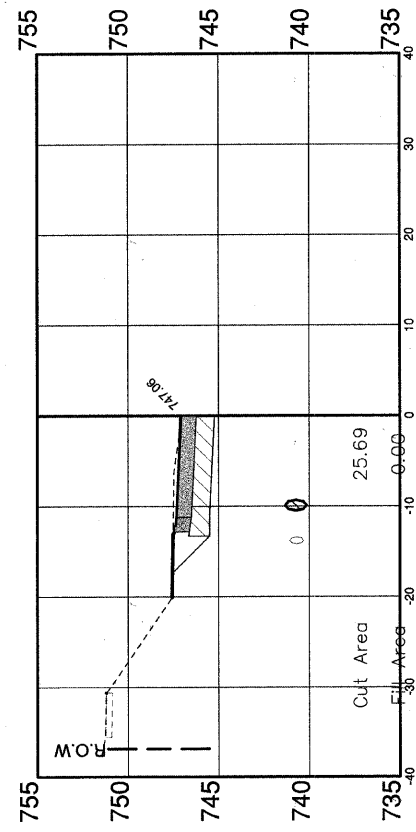
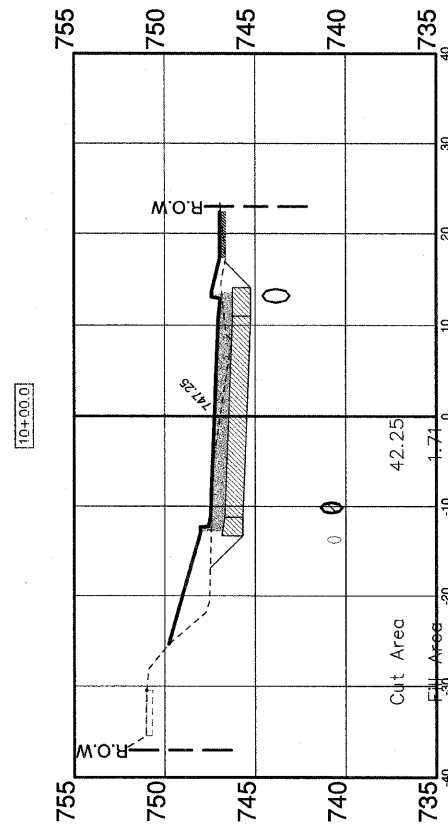
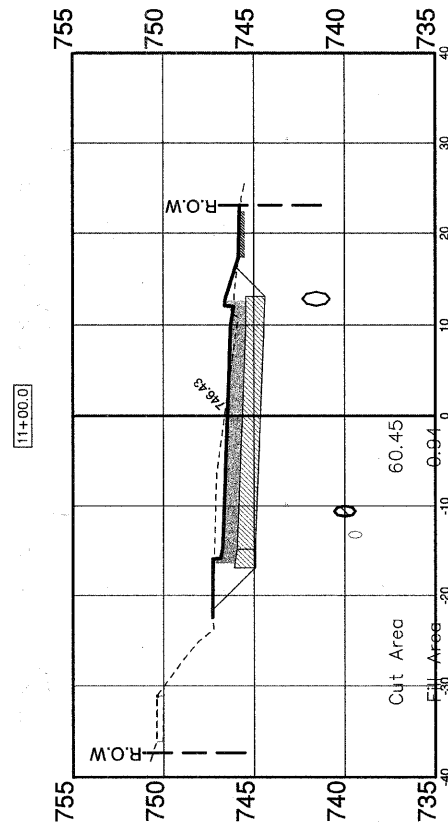
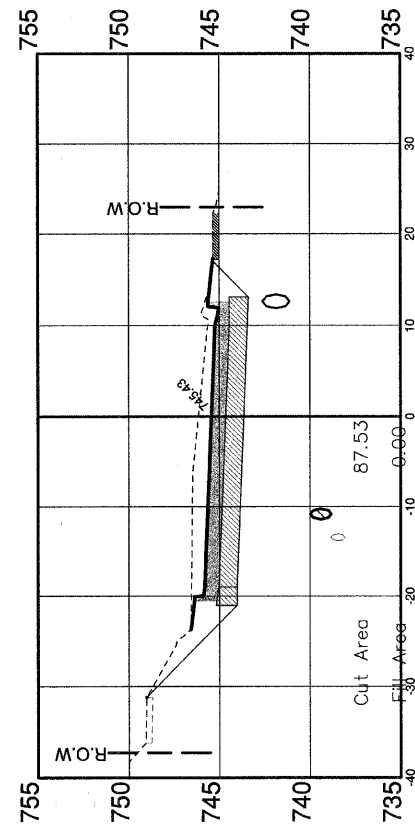
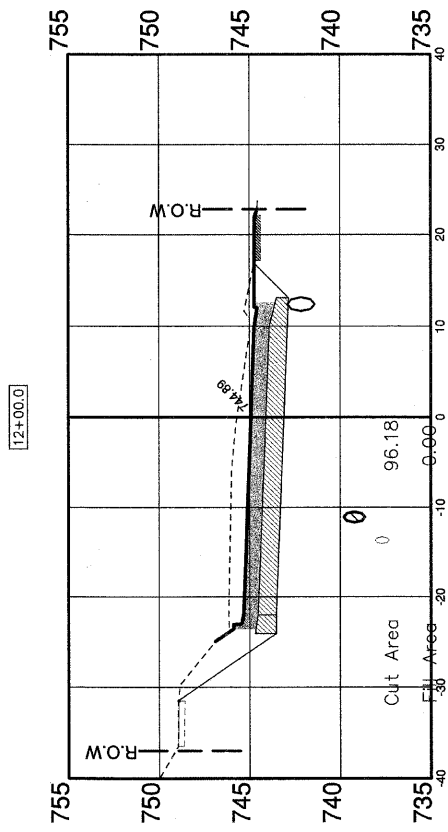
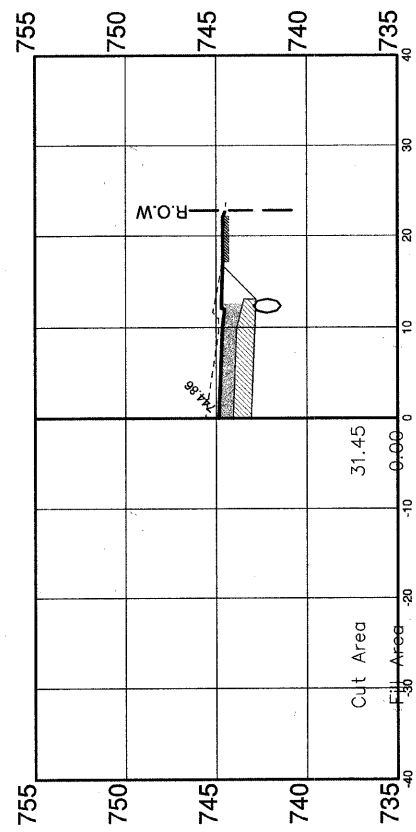
CROSS SECTIONS

SCALE: 1" = 10' SHEET NO. 2 OF 16 SHEETS STA: 5+00 TO STA: 8+50

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	71
CONTRACT NO. 63507				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT		

DESIGNED:	SURVEYED:	BY	DATE
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.	DATE:		
AREAS:	AREAS:		

DESIGNED:	SURVEYED:	BY	DATE
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.	DATE:		
AREAS:	AREAS:		



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
PLOT SCALE: 1" = 20'  
PLOT DATE:

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JQH  
DATE: AUGUST 25, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

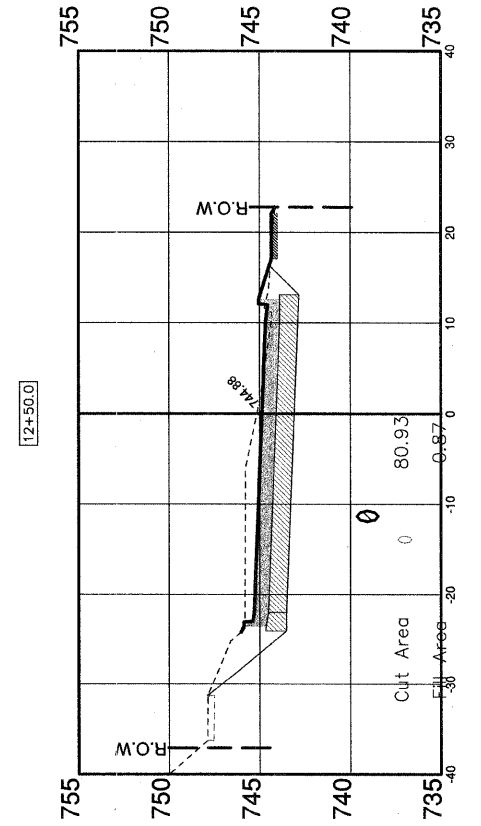
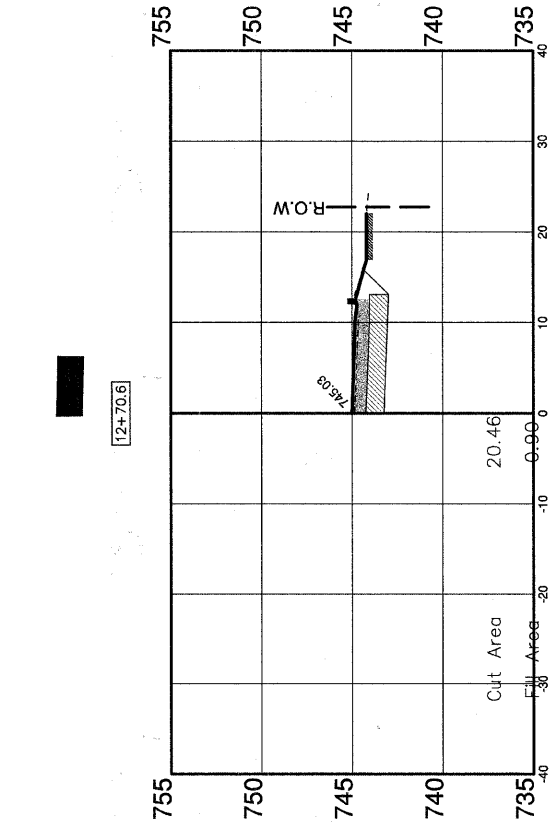
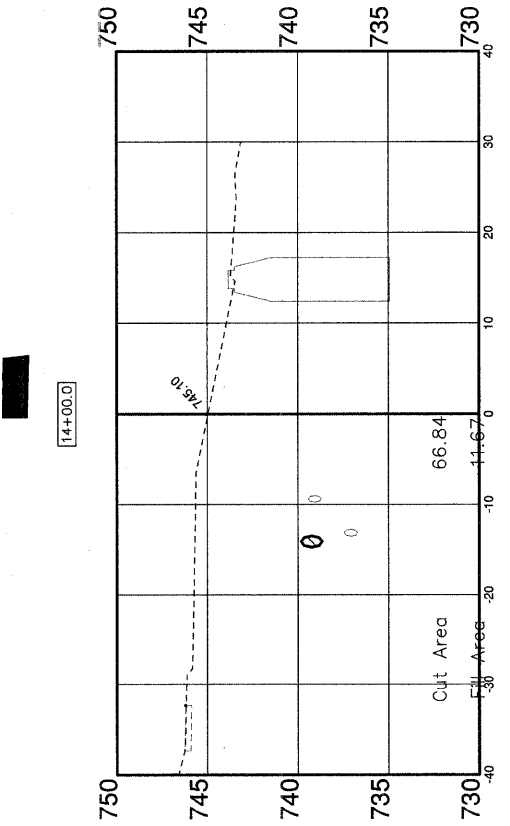
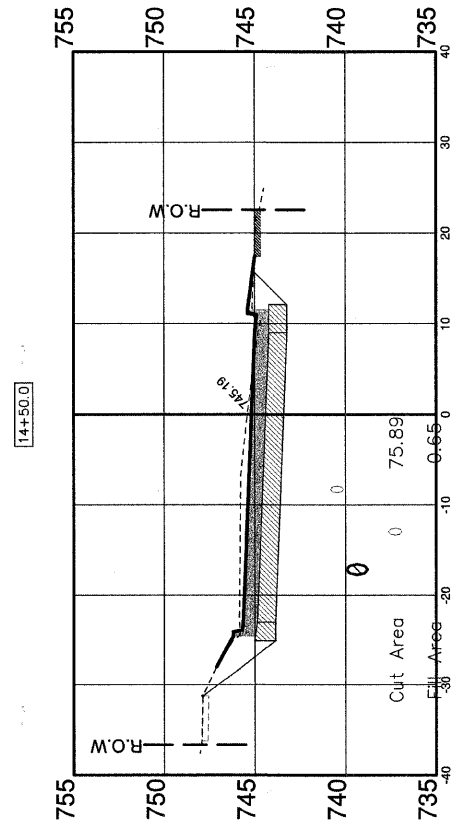
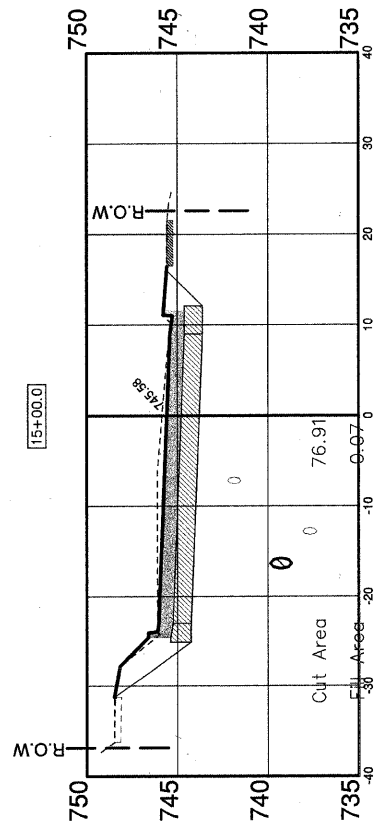
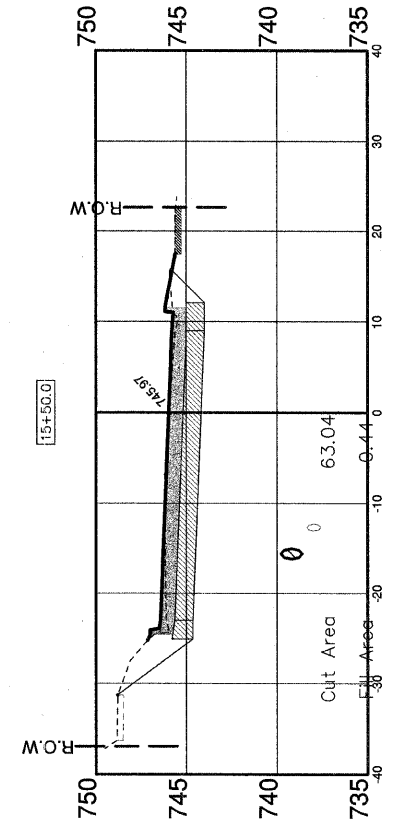
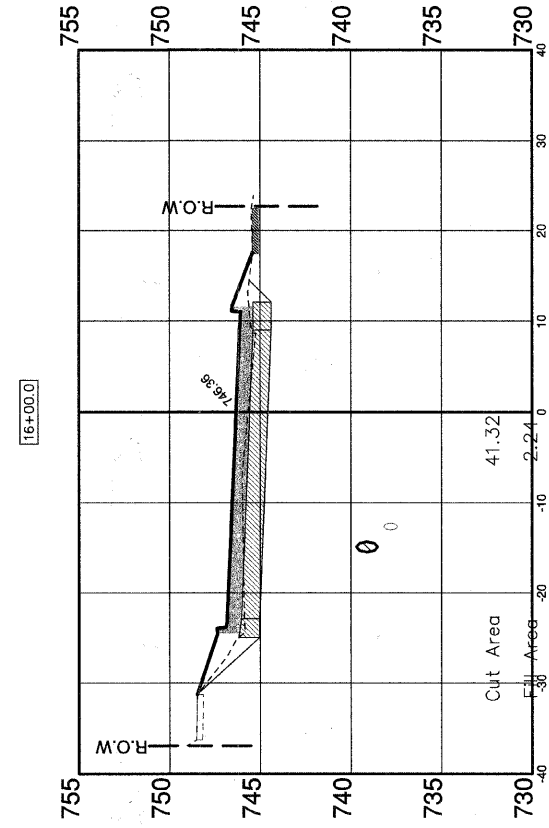
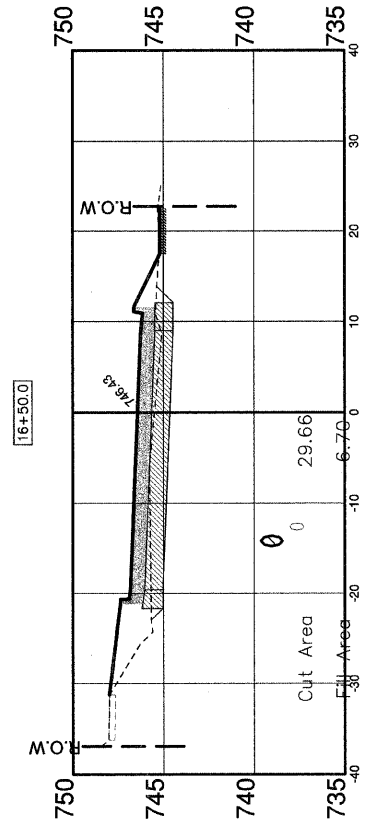
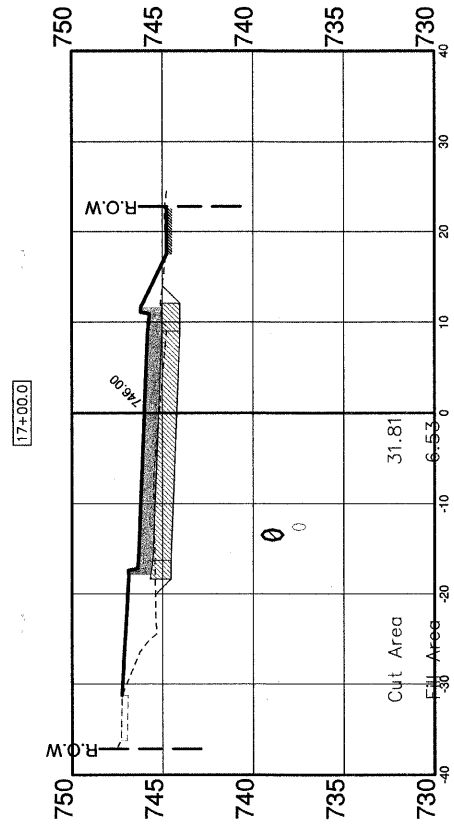
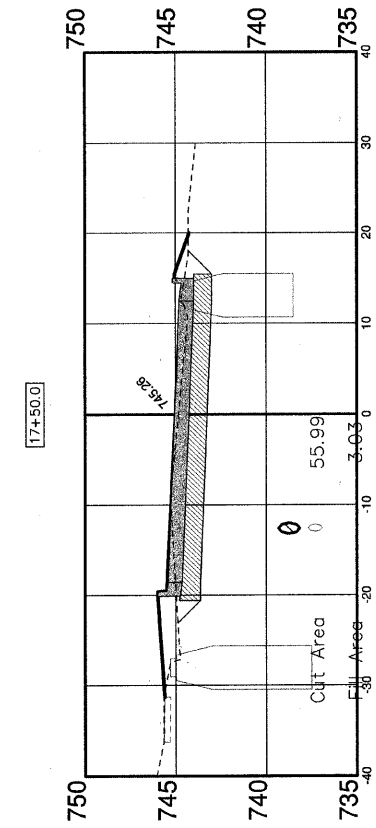
SCALE: 1" = 10' SHEET NO. 3 OF 16 SHEETS STA: 9+00 TO STA: 12+07

FAH ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-RV	KANE	85	72
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 63507	
ILLINOIS			FED. AID. PROJECT	



DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:			

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:			



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
DESIGNED: EBW  
DRAWN: PC  
PLOT SCALE: 1" = 20'  
PLOT DATE:

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

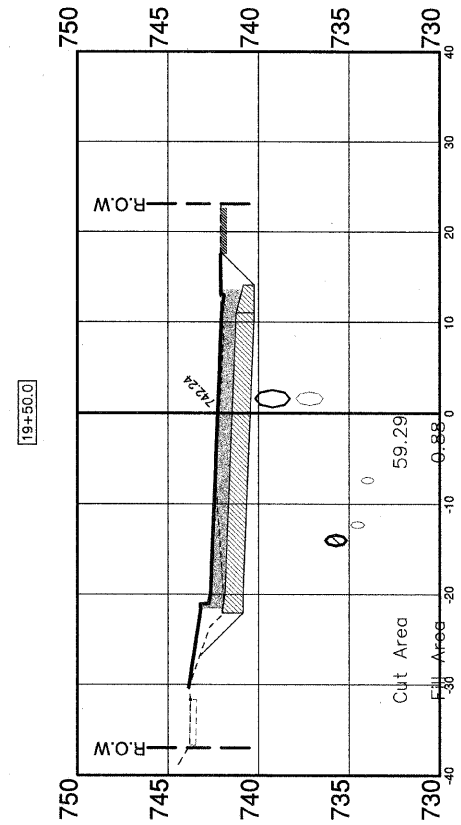
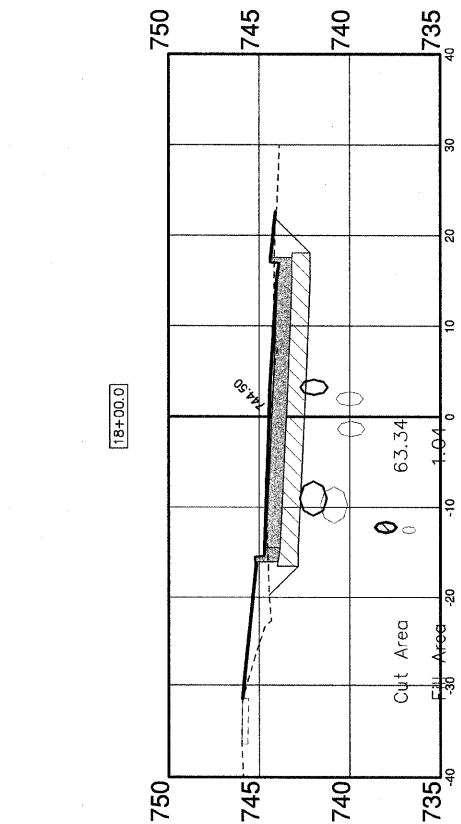
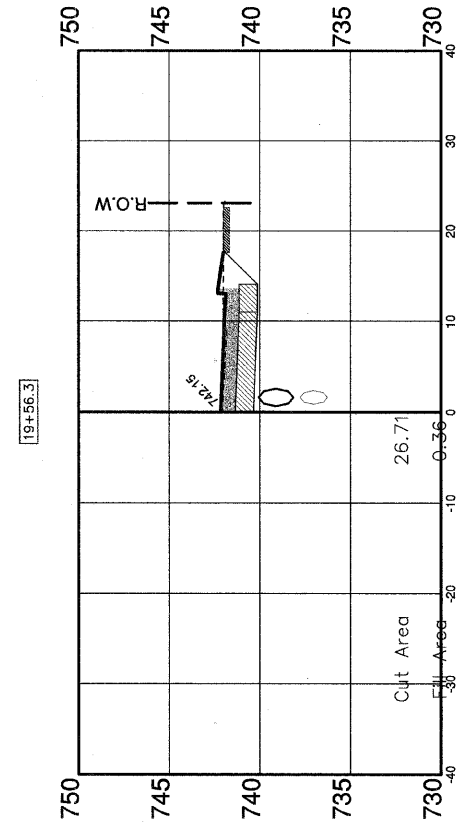
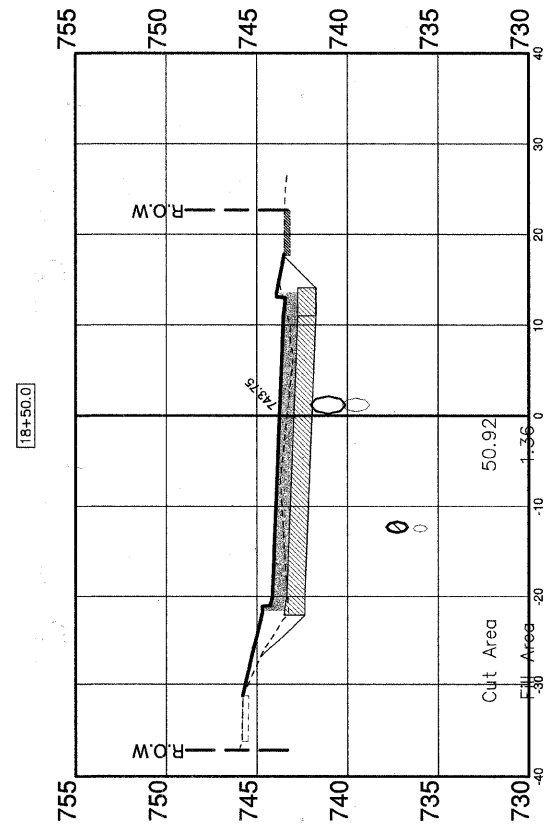
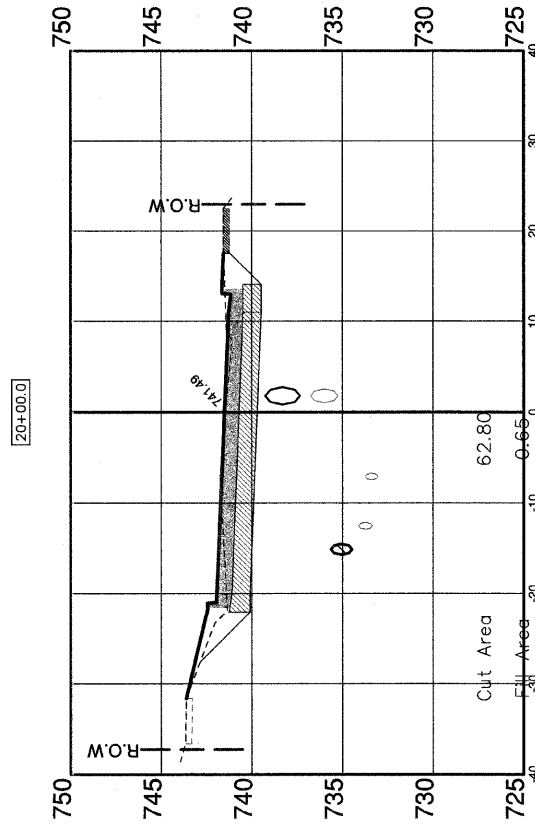
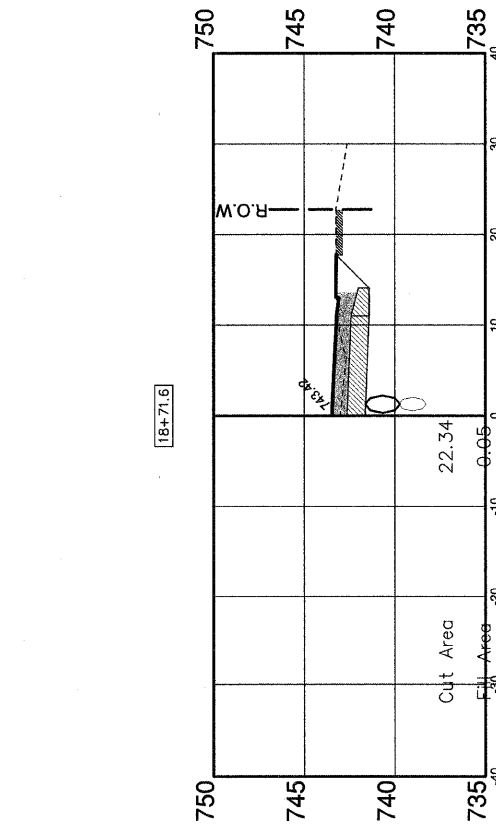
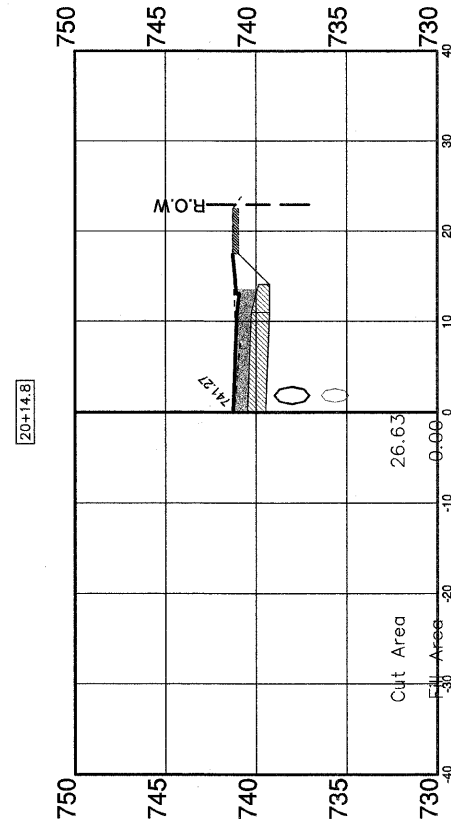
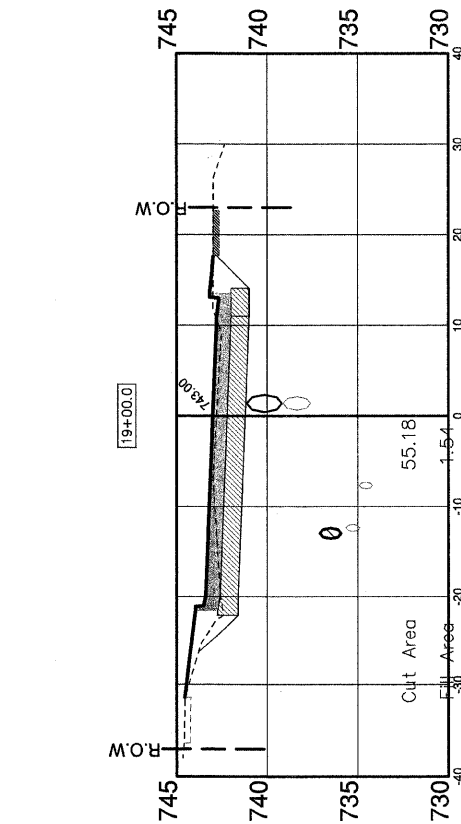
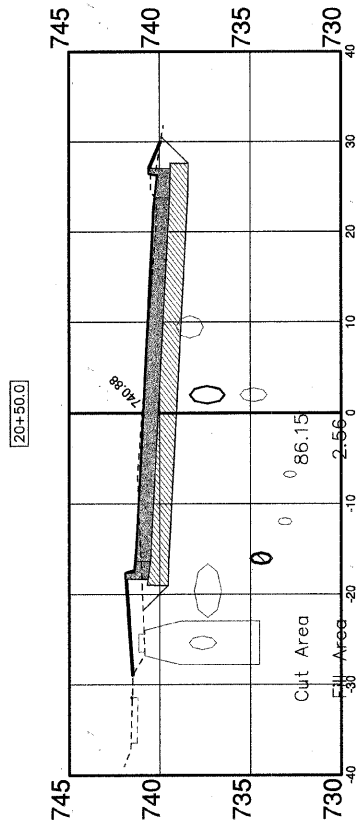
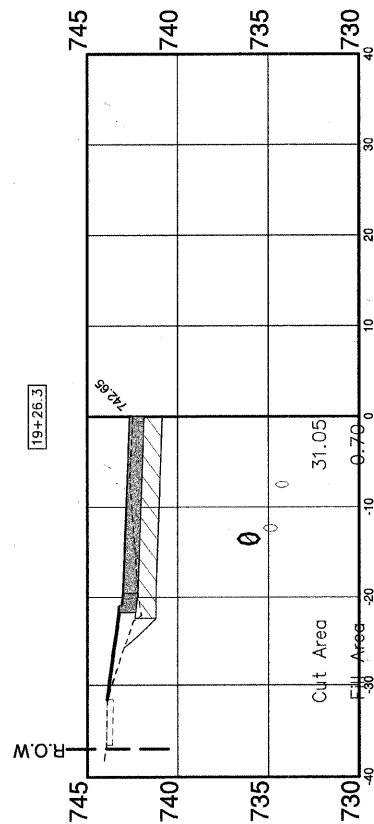
CROSS SECTIONS

SCALE: 1" = 10' SHEET NO. 4 OF 16 SHEETS STA: 12+50 TO STA: 17+50

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	73
CONTRACT NO. 63507				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT		

DESIGNED:	SURVEYED:	BY	DATE
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
DATE:	AREAS:		
NO.	DATE:		

ORIGINAL SURVEY	DESIGNED:	SURVEYED:	BY	DATE
NOTE BOOK NO.	DRAWN:	PLOTTED:		
	CHECKED:	TEMPLATE:		
	DATE:	AREAS:		



FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
PLOT SCALE: 1" = 20'  
PLOT DATE:

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 26, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1" = 10'

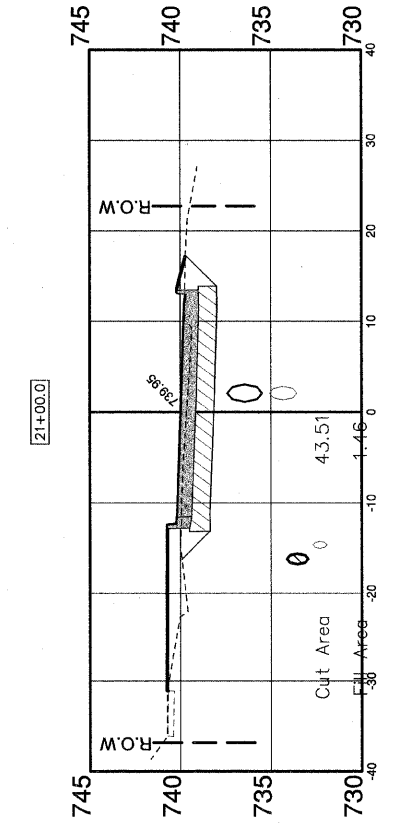
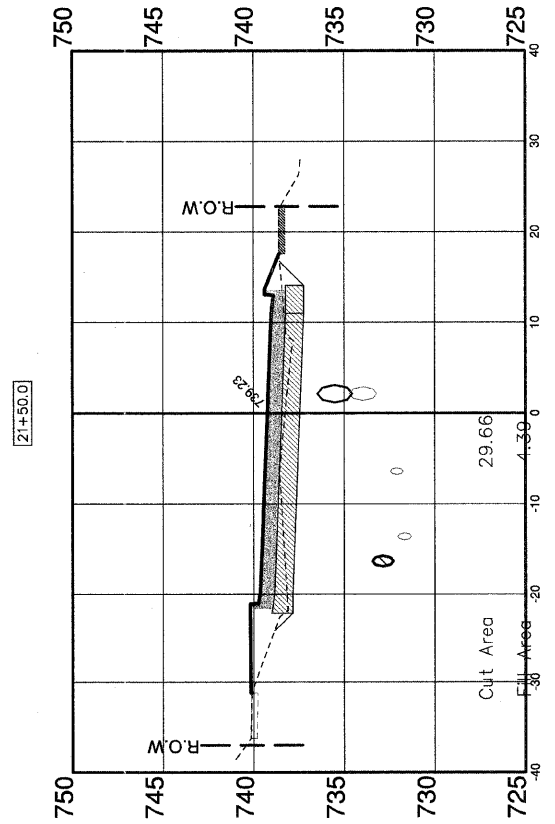
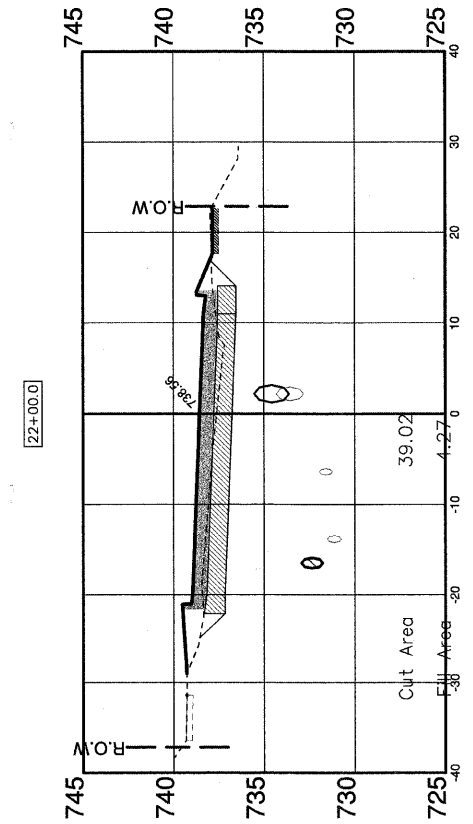
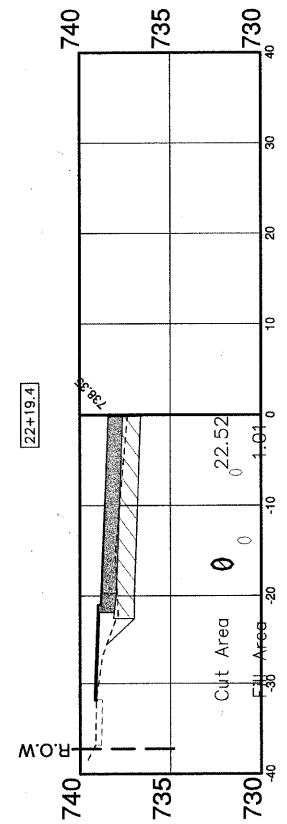
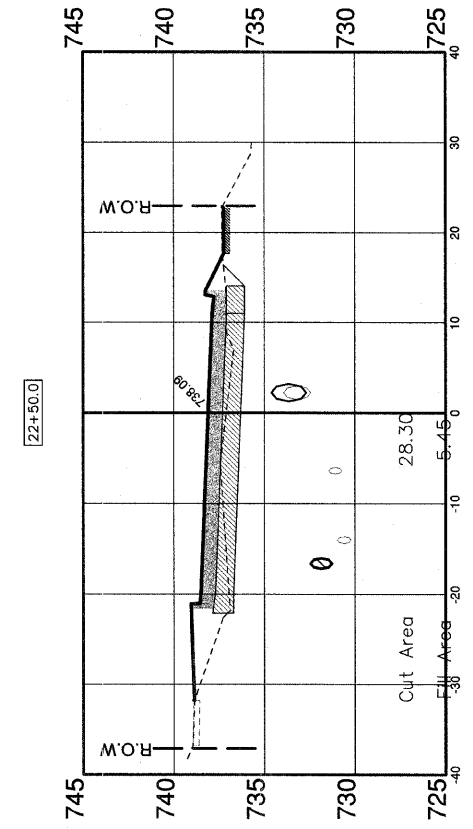
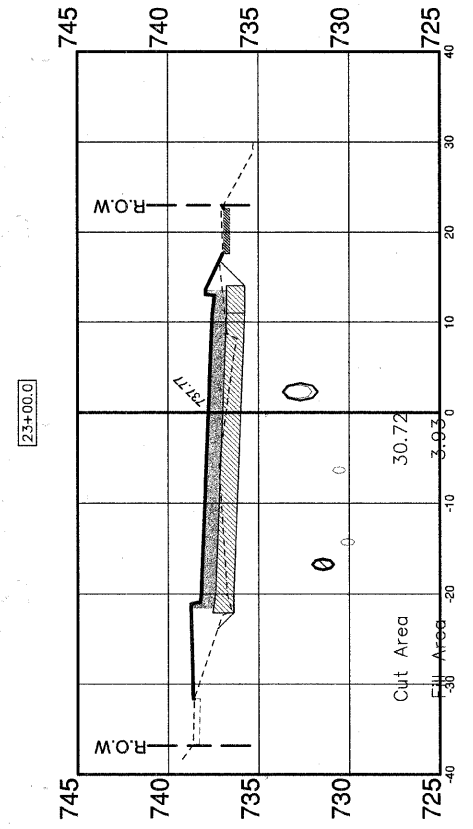
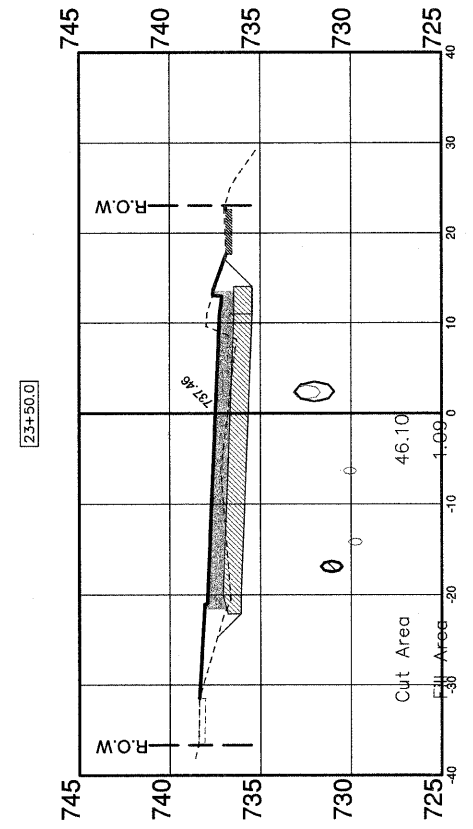
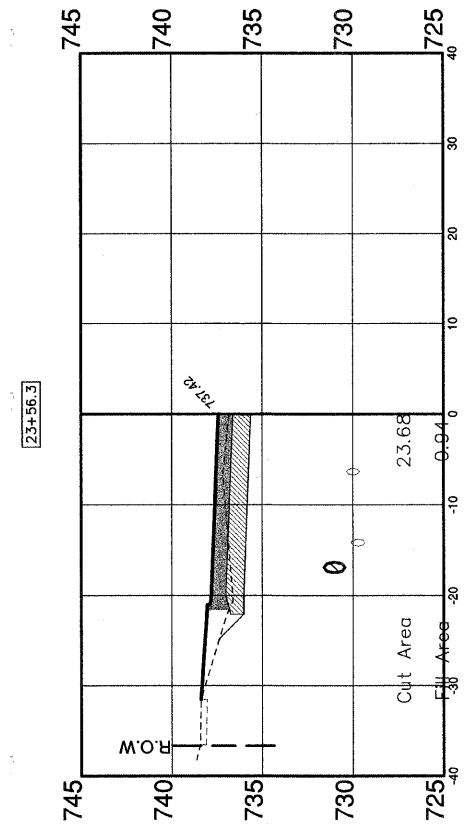
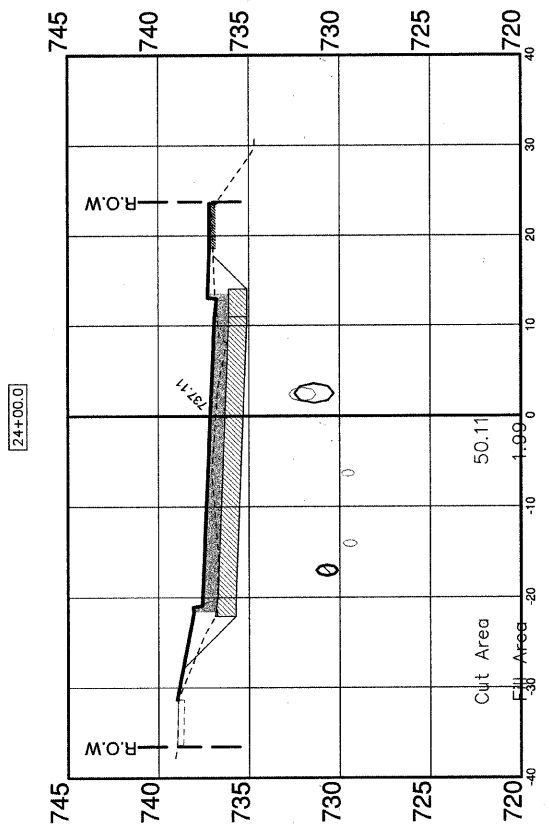
SHEET NO. 5 OF 16 SHEETS

STA: 18+00 TO STA: 20+50

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	74
CONTRACT NO. 63507				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT		

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:	AREAS:	

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:	AREAS:	



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
DESIGNED: EBW  
DRAWN: PC  
PLOT SCALE: 1" = 20'  
PLOT DATE: AUGUST 25, 2010

CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISD: MARCH 23, 2011  
REVISD: MAY 16, 2011  
REVISD:  
REVISD:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

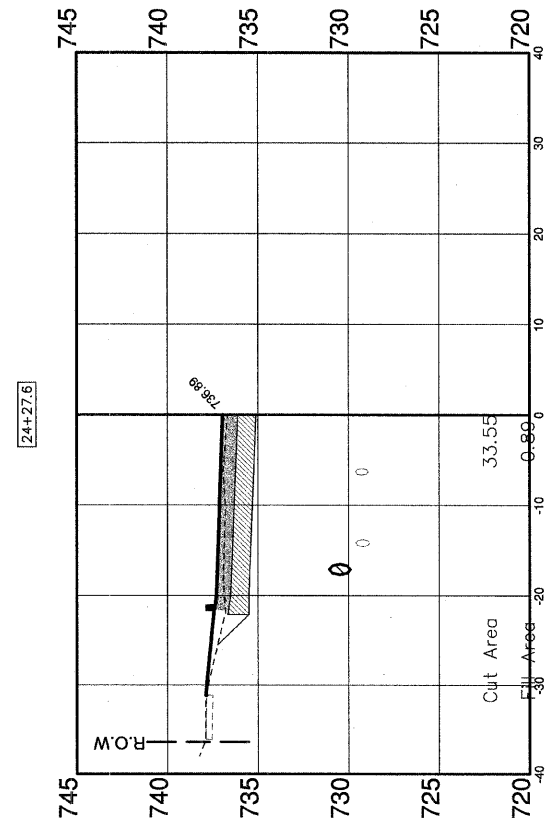
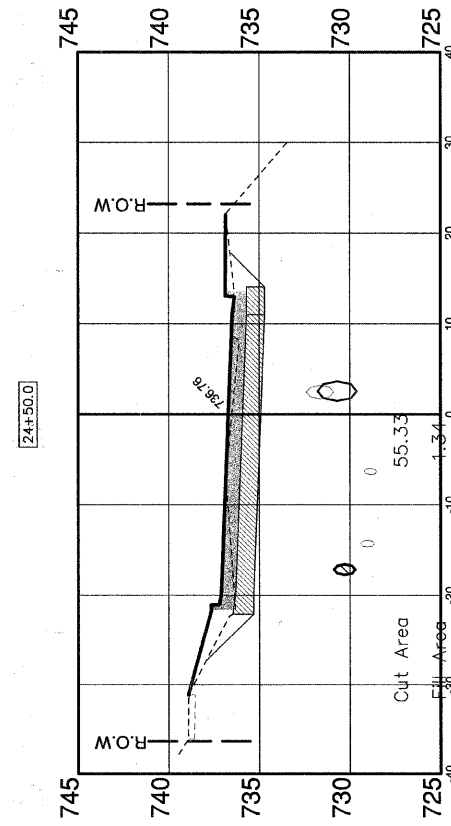
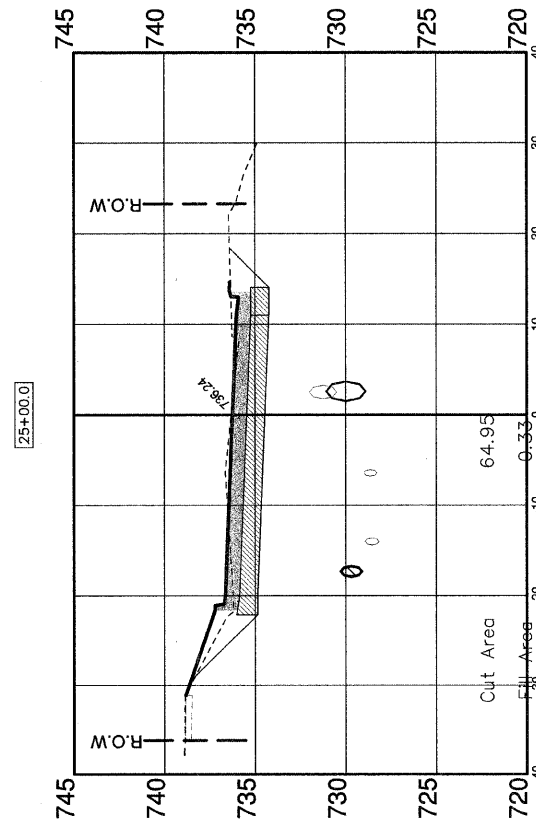
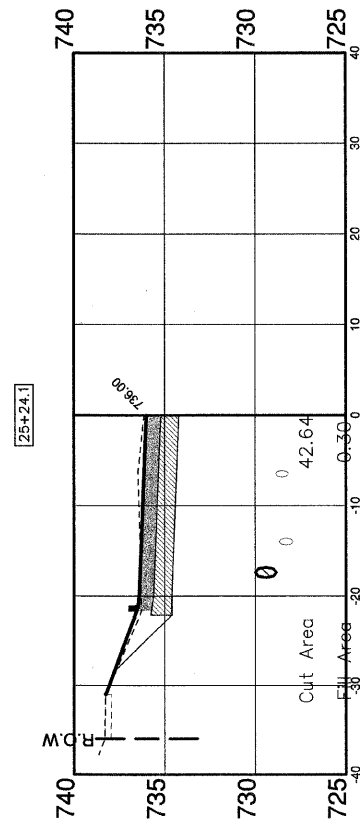
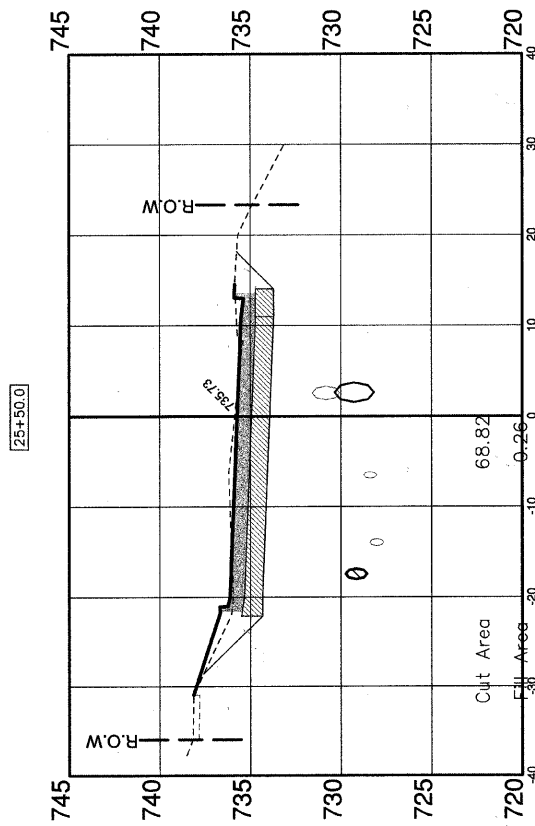
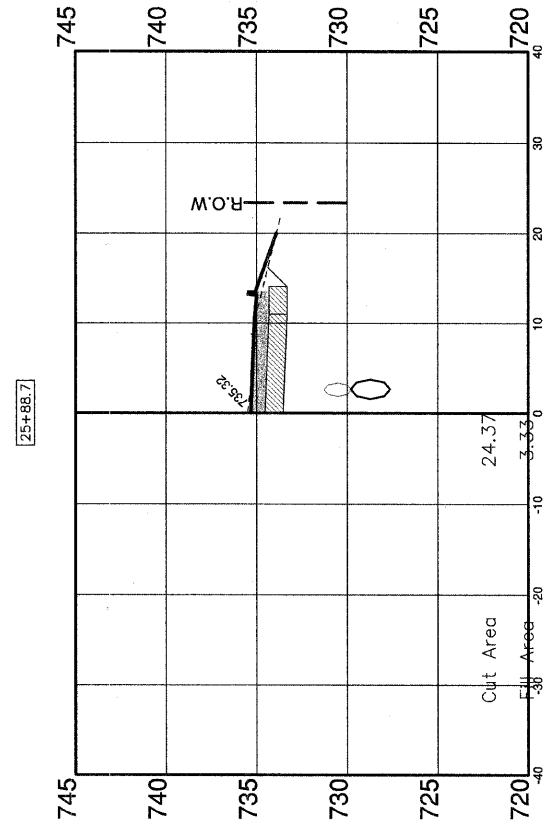
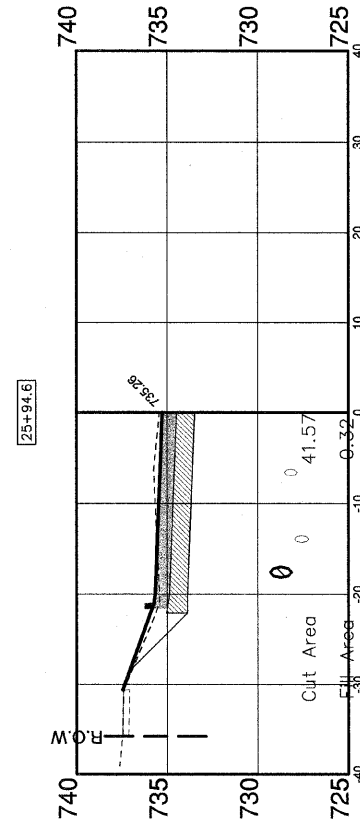
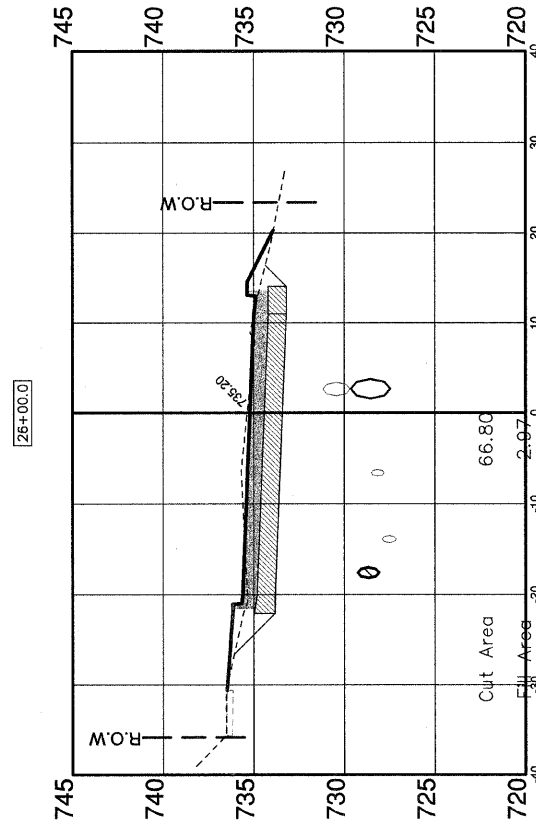
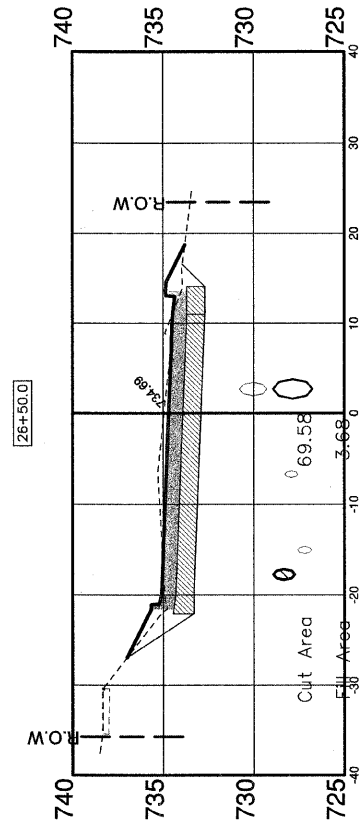
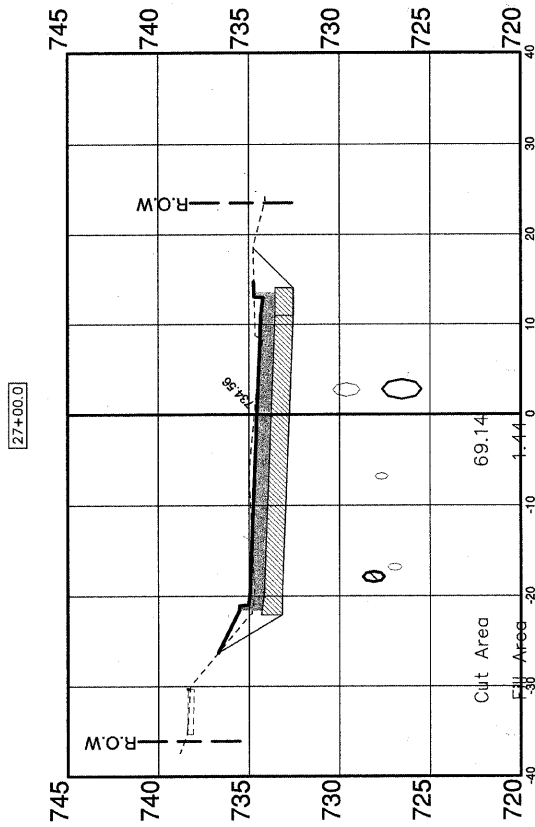
SCALE: 1" = 10' SHEET NO. 6 OF 16 SHEETS STA: 21+00 TO STA: 24+00

FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	75
FED. ROAD DIST. NO. ILLINOIS			FED. AID. PROJECT	

CONTRACT NO. 63507

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:			

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:			



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
PLOT SCALE: 1" = 20'  
PLOT DATE:

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JQH  
DATE: AUGUST 25, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

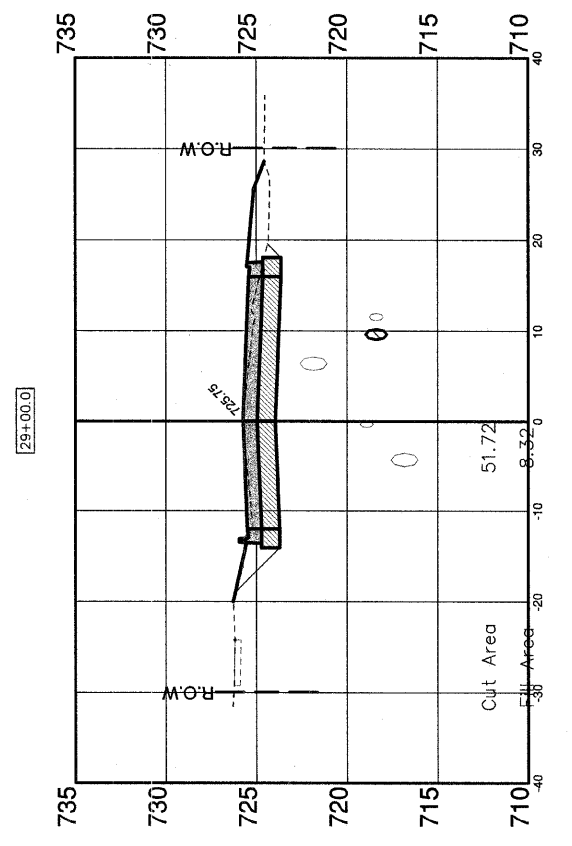
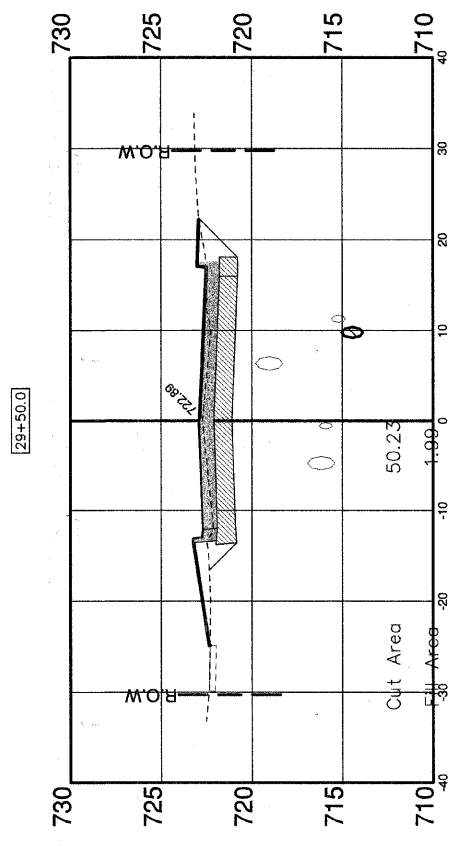
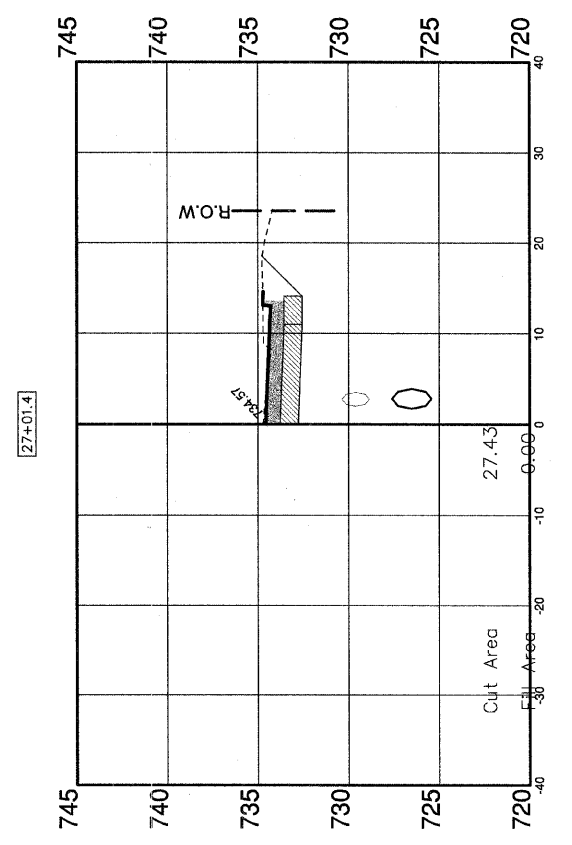
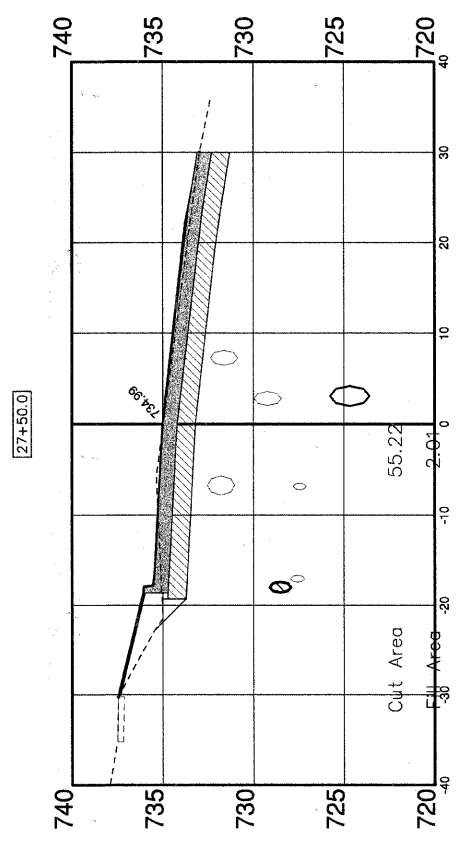
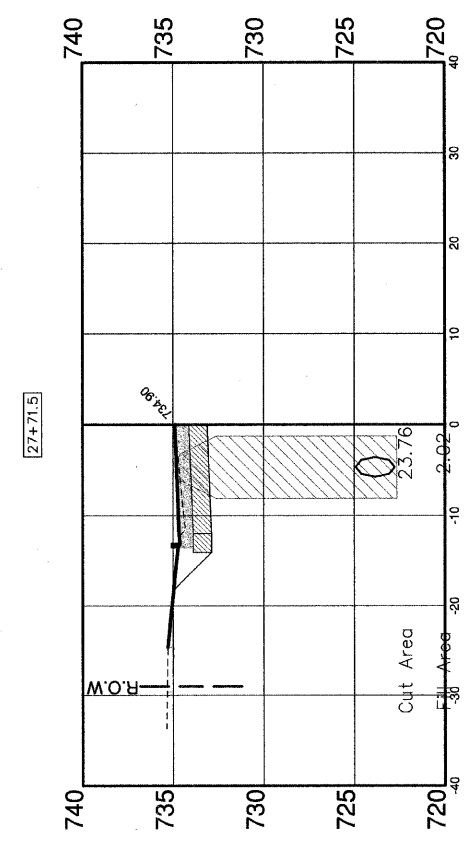
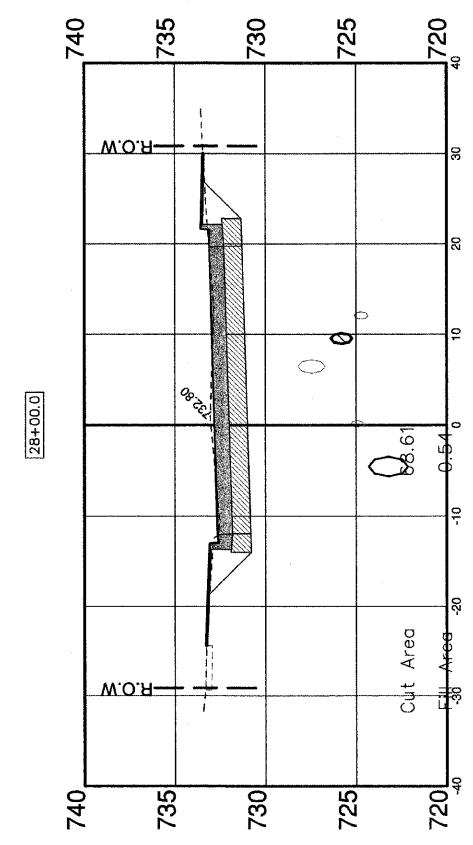
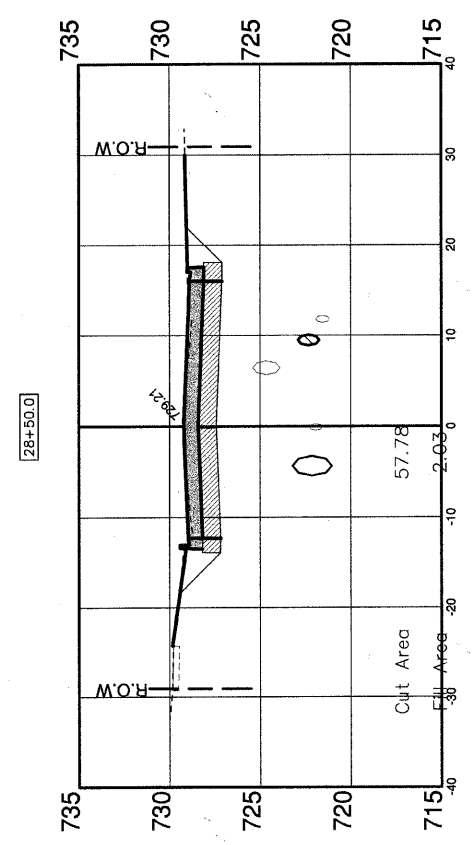
SCALE: 1" = 10'

SHEET NO. 7 OF 16 SHEETS STA: 24+27 TO STA: 27+00

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	76
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 63507	
FED. AID. PROJECT				

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:	AREAS:		

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:	AREAS:		



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
PLOT SCALE: 1" = 20'  
PLOT DATE:

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

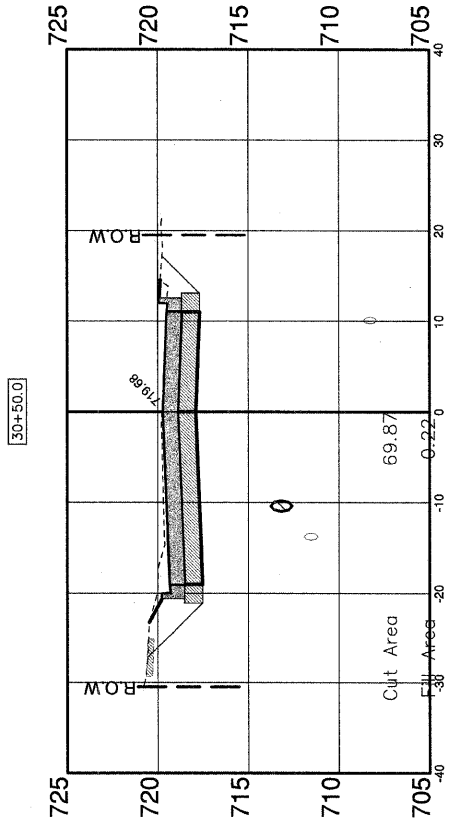
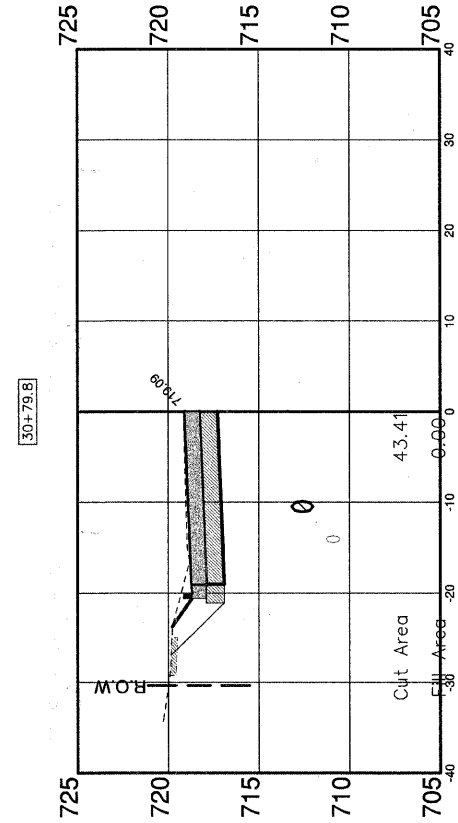
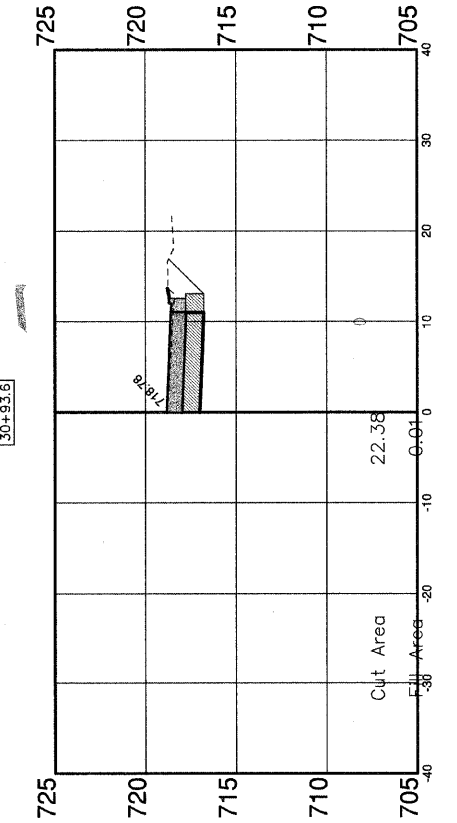
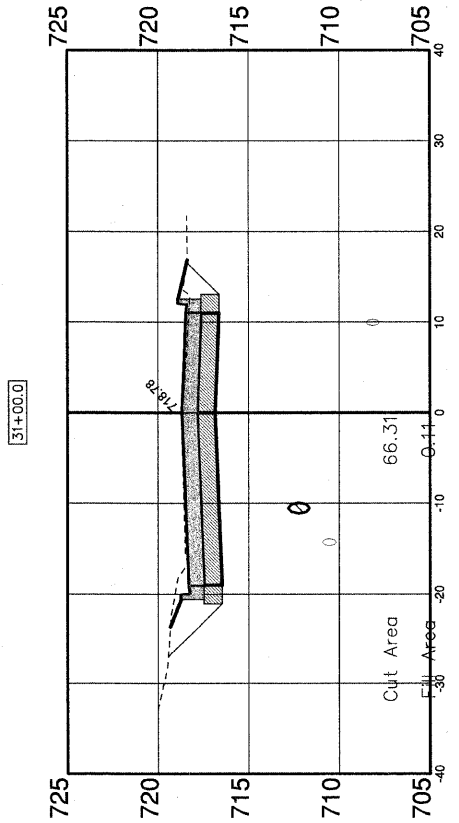
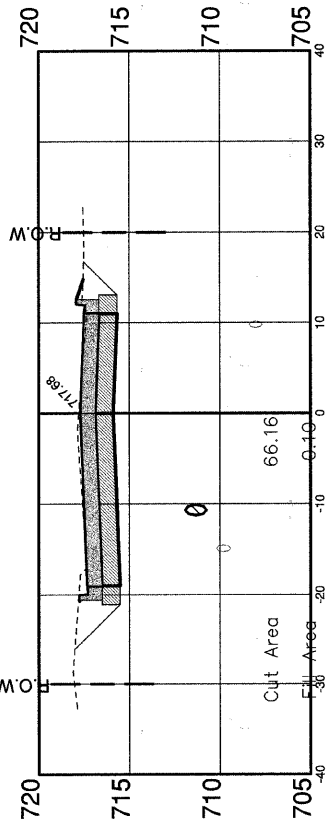
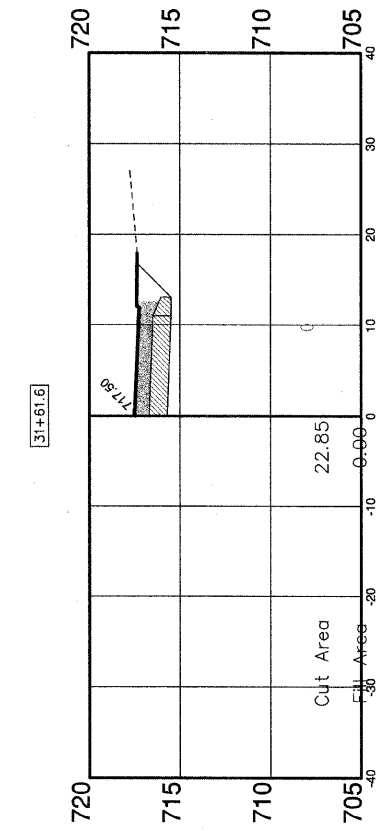
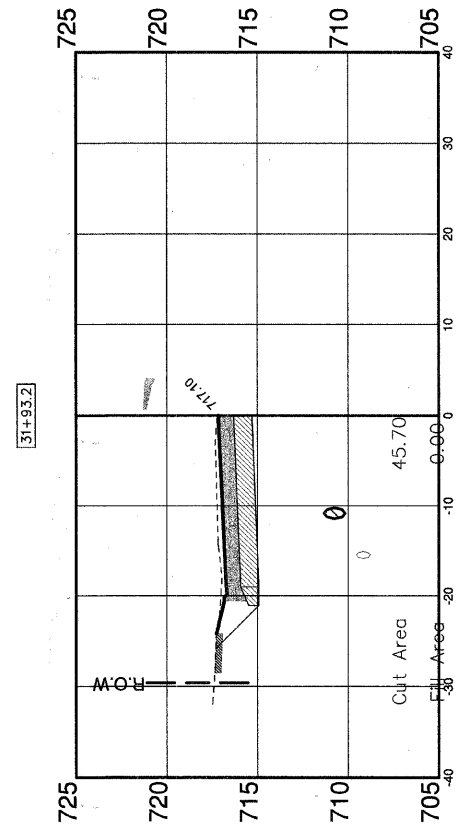
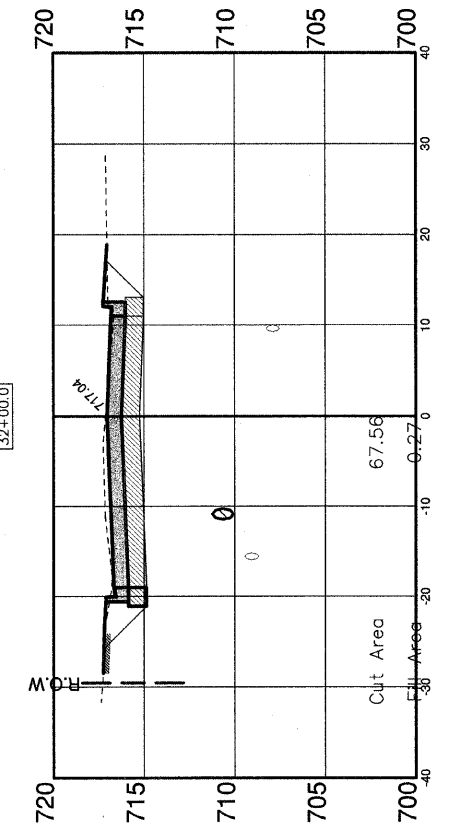
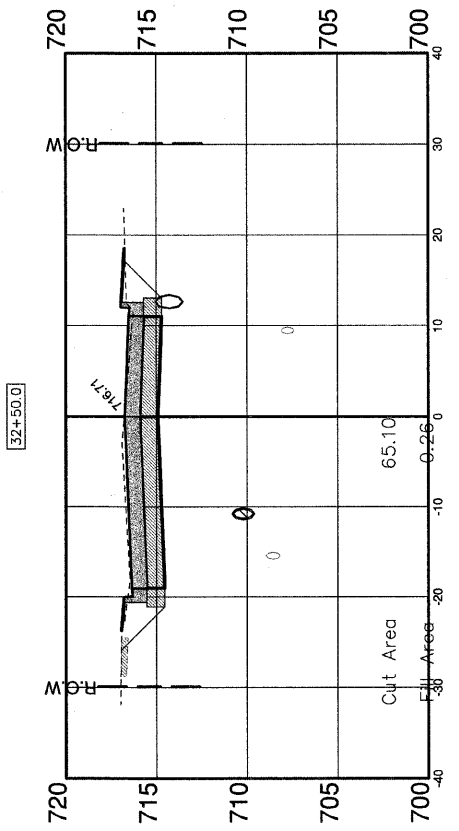
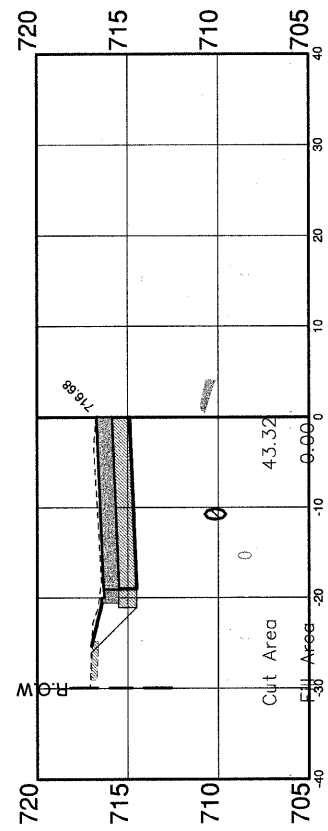
CROSS SECTIONS

SCALE: 1" = 10' SHEET NO. 8 OF 16 SHEETS STA: 27+01 TO STA: 29+50

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	77
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 63507	
FED. AID. PROJECT				

DESIGNED:	SURVEYED:	BY	DATE
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NOTE BOOK NO.:	DATE:		
AREAS:			

DESIGNED:	SURVEYED:	BY	DATE
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NOTE BOOK NO.:	DATE:		
AREAS:			



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISD: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISD:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

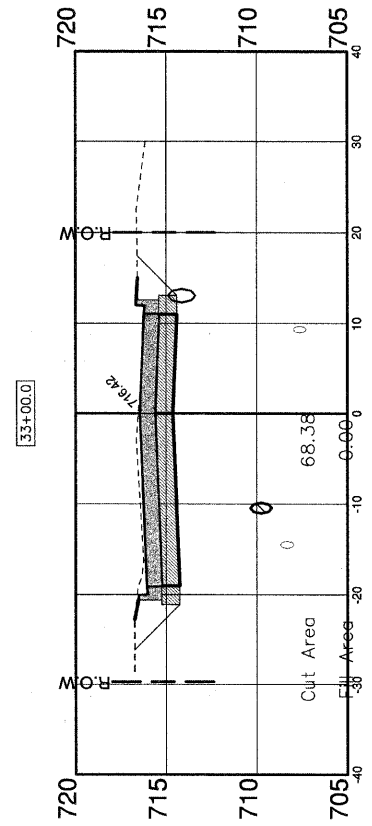
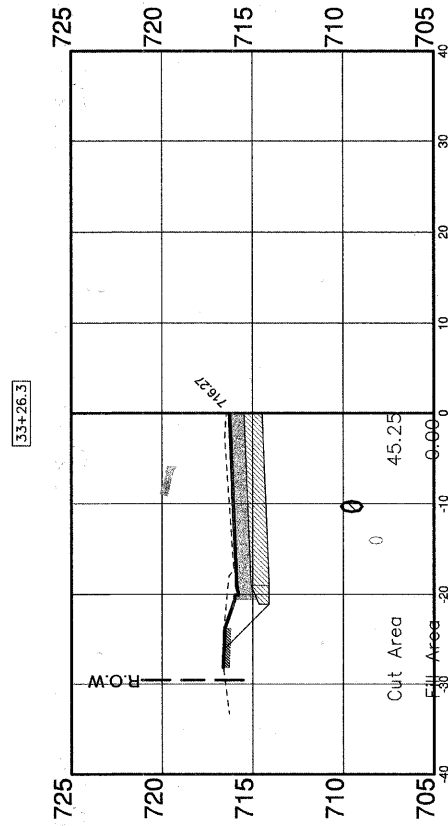
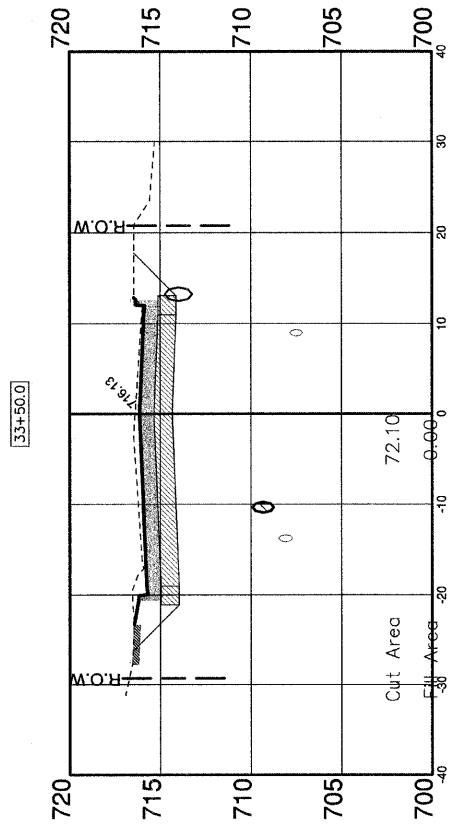
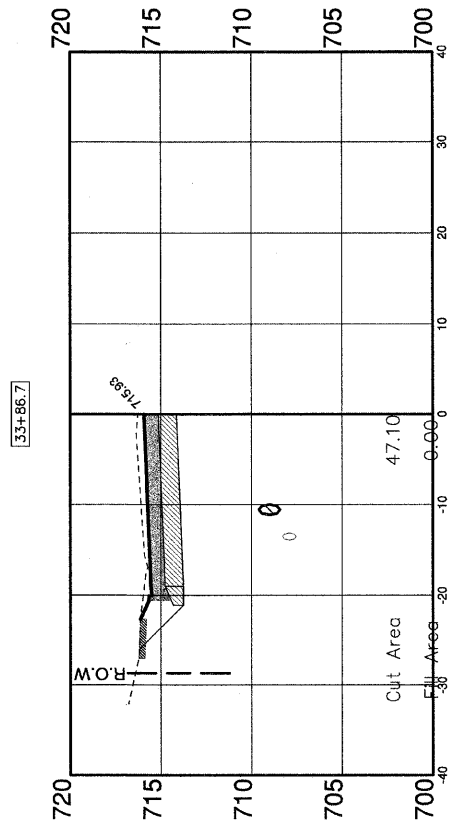
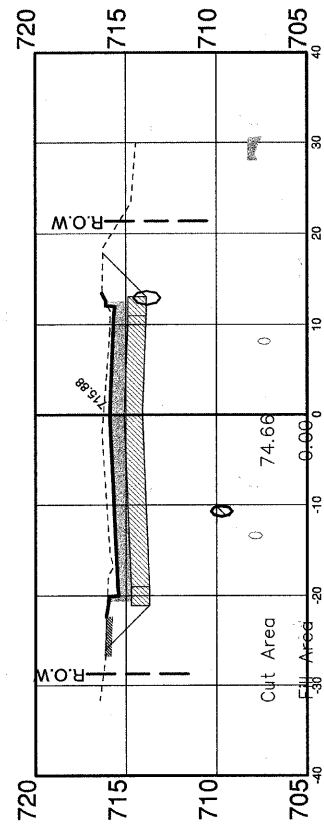
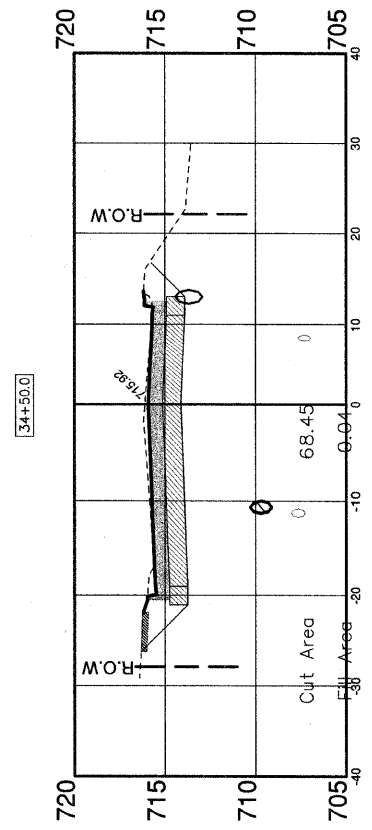
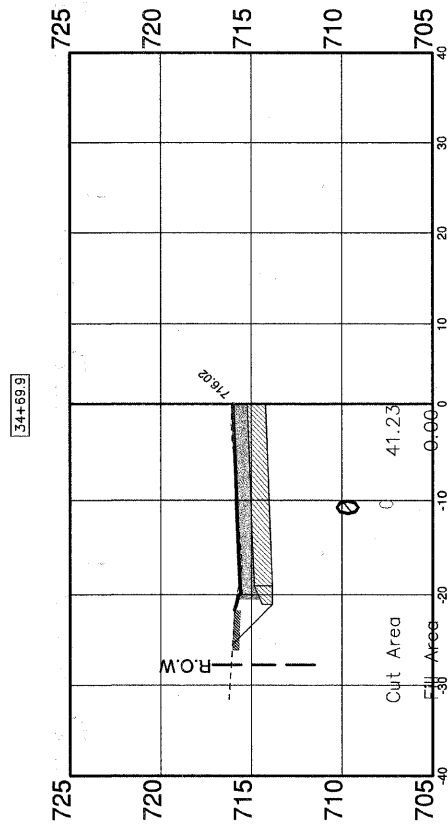
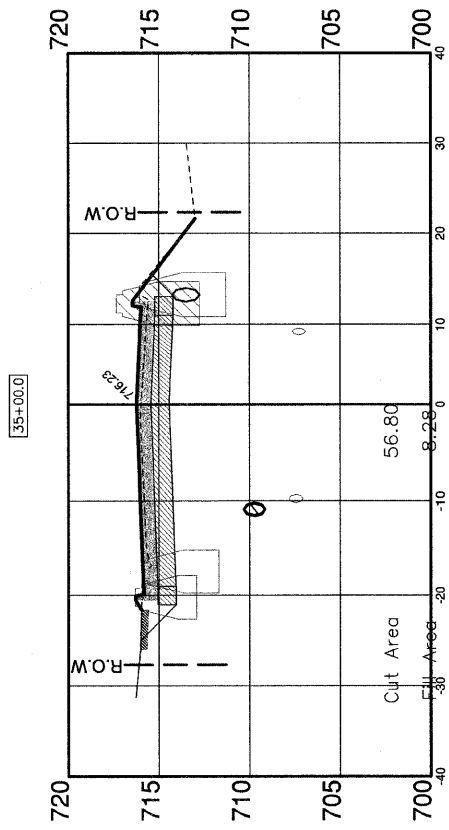
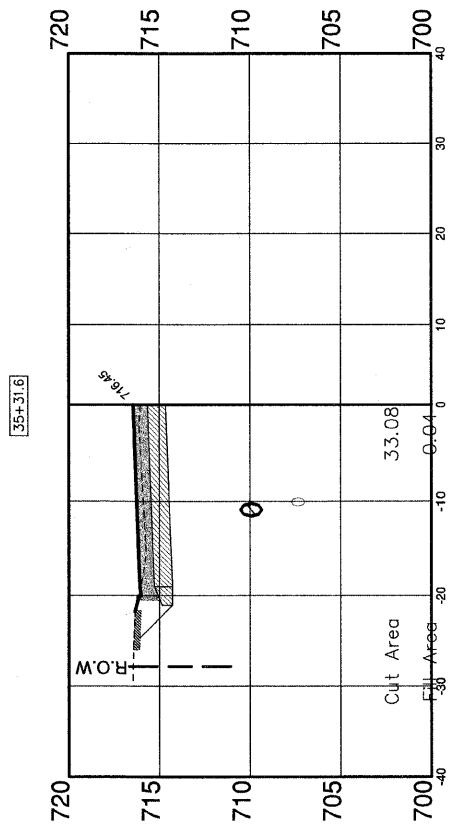
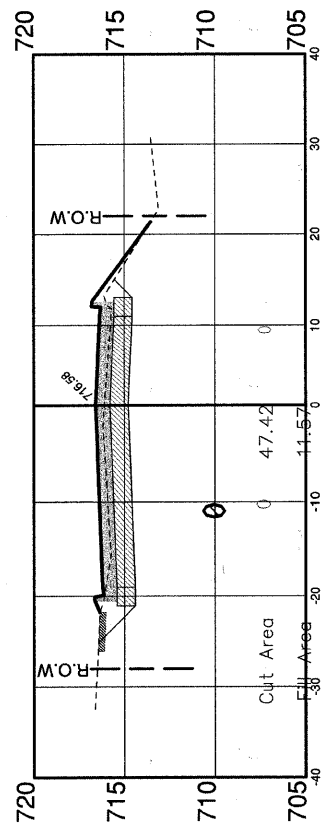
SCALE: 1" = 10'

SHEET NO. 9 OF 16 SHEETS STA: 30+50 TO STA: 32+55

FAH ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	78
CONTRACT NO. 63507				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT		

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NOTE BOOK NO.:	DATE:	AREAS:	

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NOTE BOOK NO.:	DATE:	AREAS:	



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
PLOT SCALE: 1" = 20'  
PLOT DATE:

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

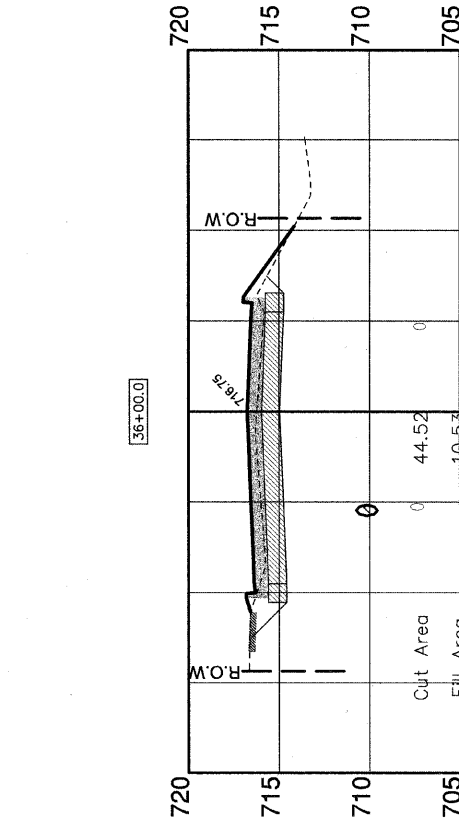
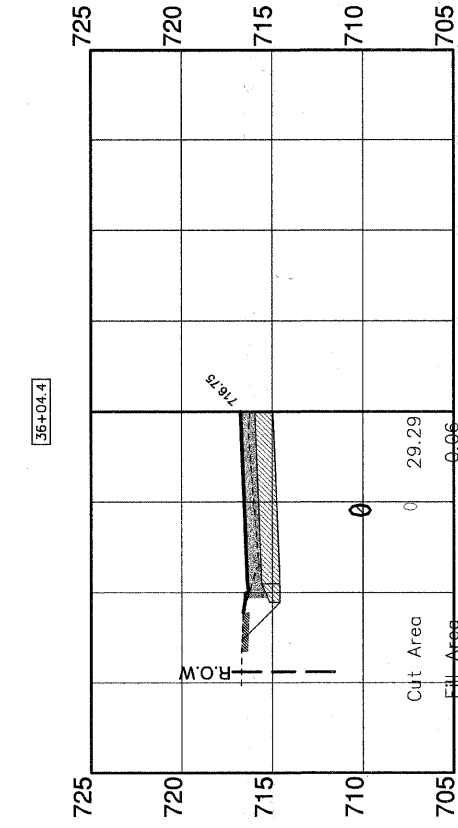
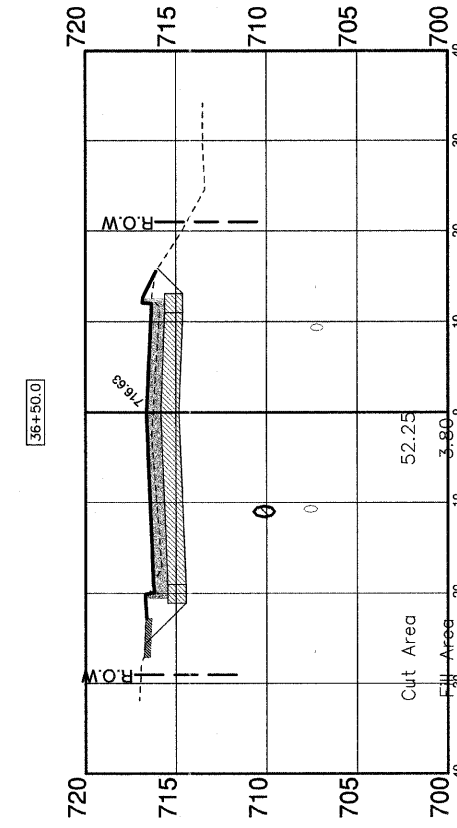
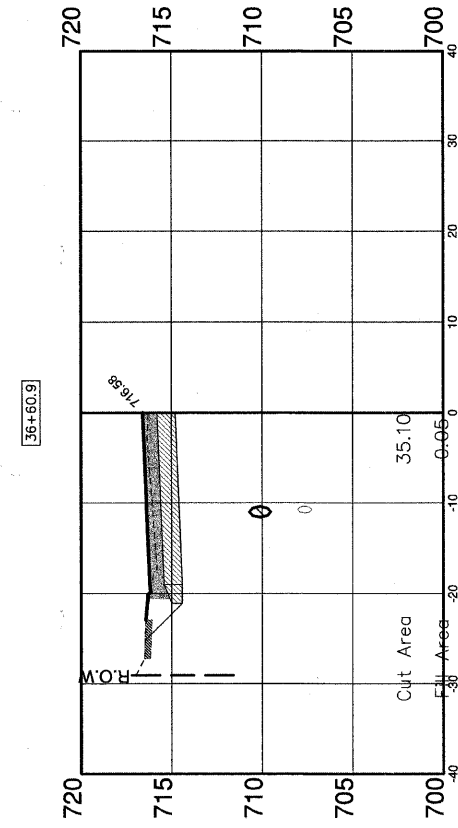
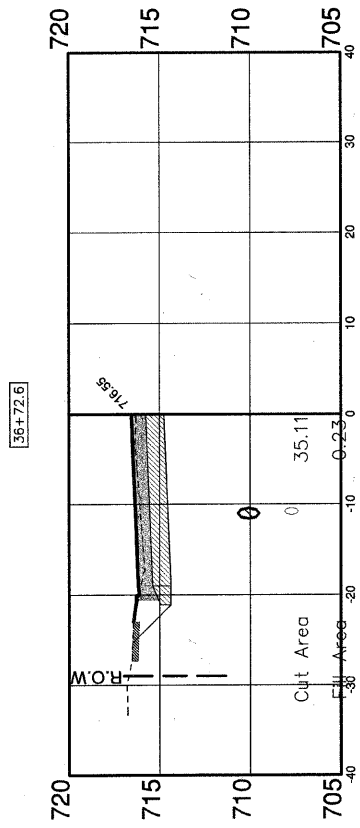
CROSS SECTIONS

SCALE: 1" = 10' SHEET NO. 10 OF 16 SHEETS STA: 33+00 TO STA: 35+50

FAH ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	79
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 63507	
FED. AID. PROJECT				

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NOTE BOOK NO.:	DATE:	AREAS:	

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NOTE BOOK NO.:	DATE:	AREAS:	



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISOR: MARCH 23, 2011  
REVISOR: MAY 16, 2011  
REVISOR:  
REVISOR:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

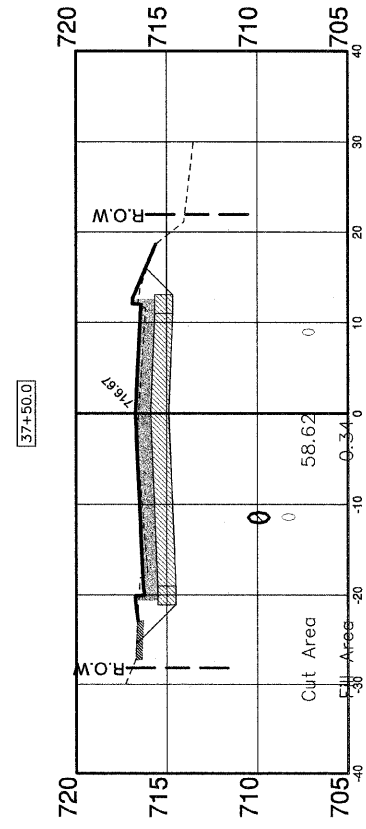
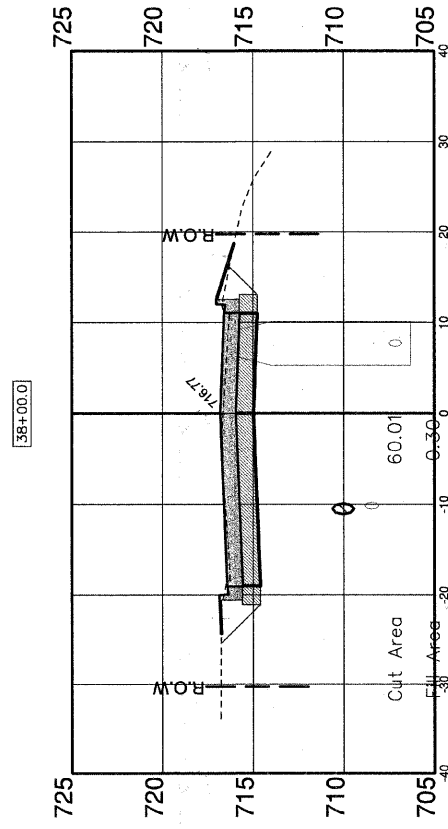
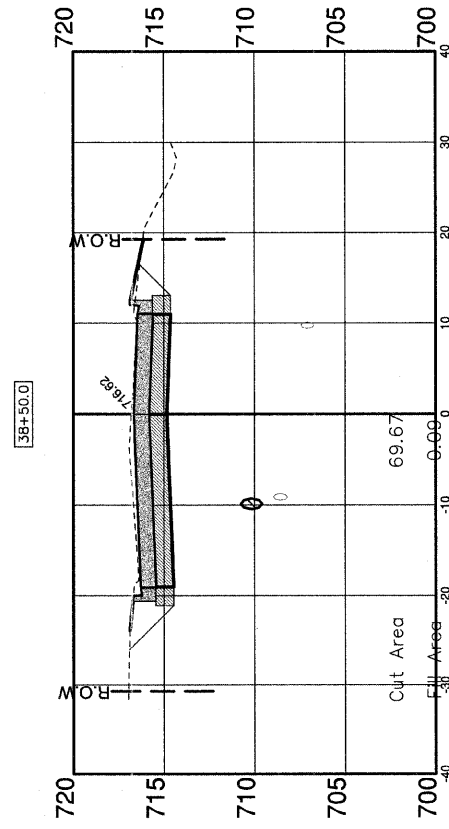
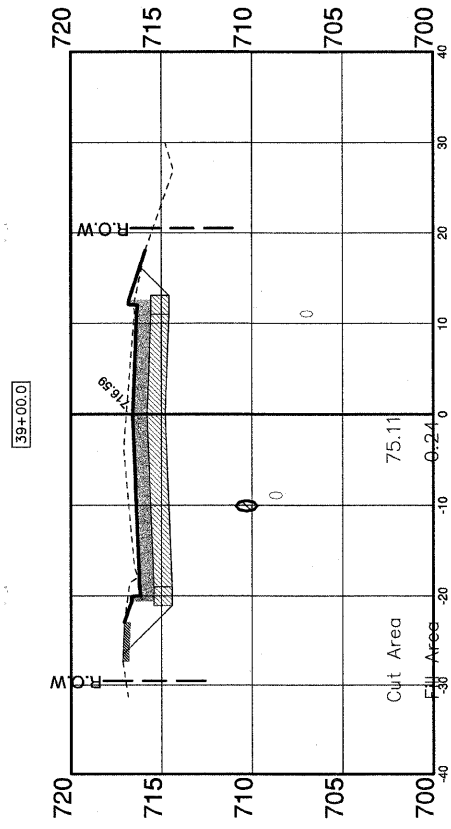
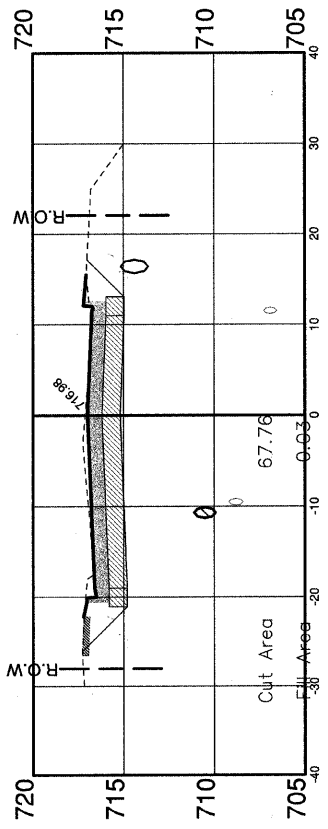
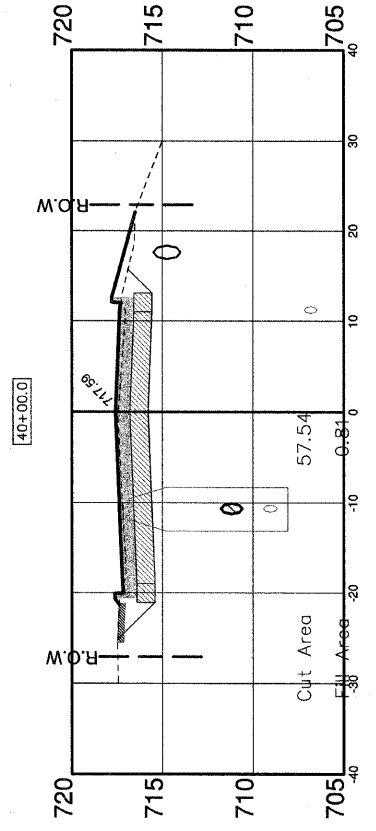
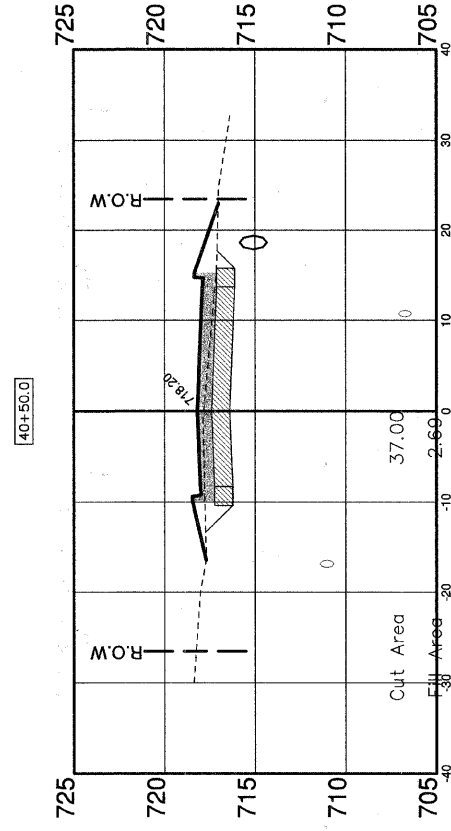
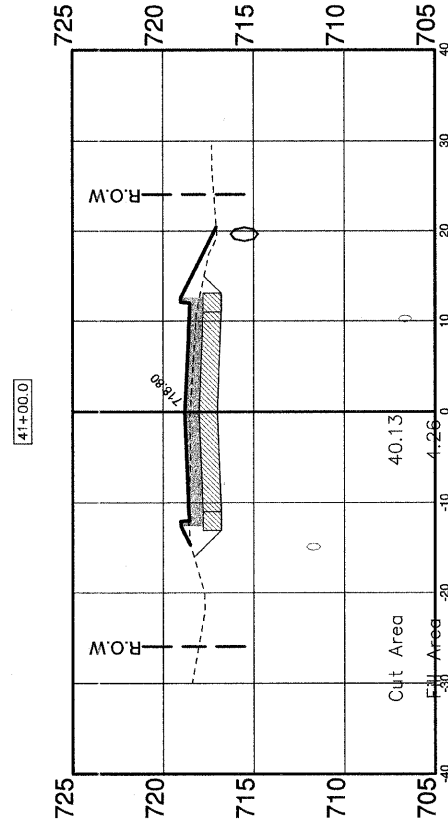
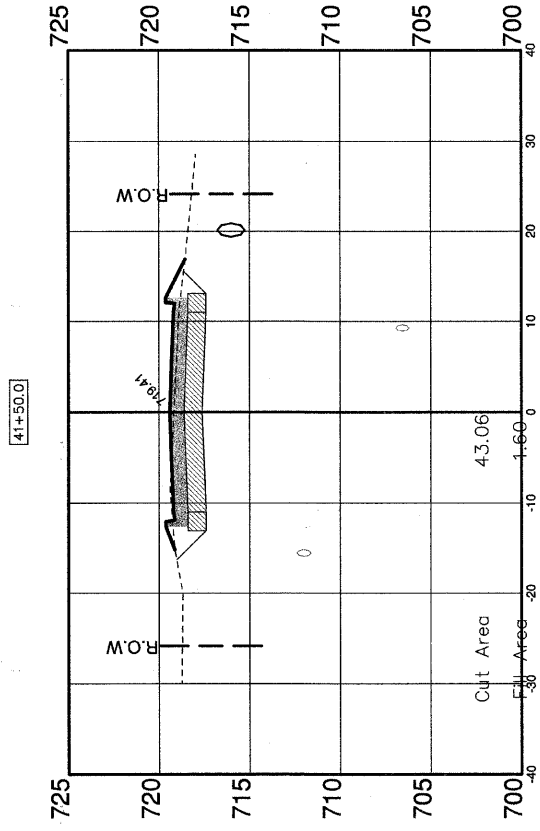
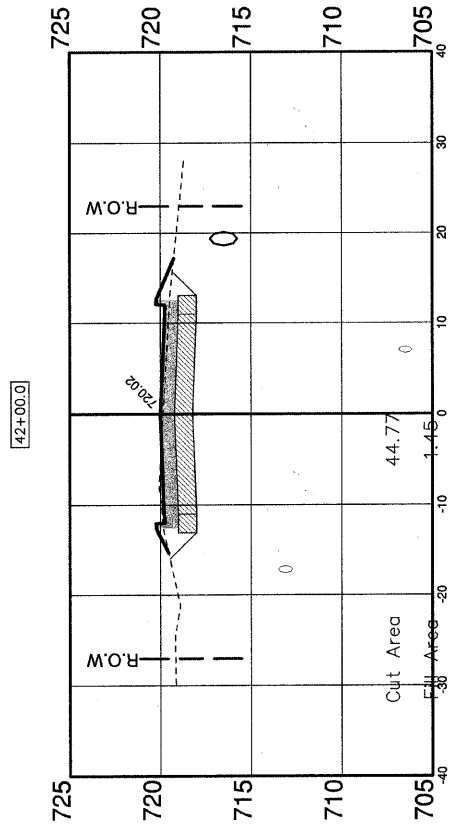
SCALE: 1" = 10' SHEET NO. 11 OF 16 SHEETS STA: 36+00 TO STA: 36+73

FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	80
CONTRACT NO. 63507				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT		



DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.	DATE:	AREAS:	

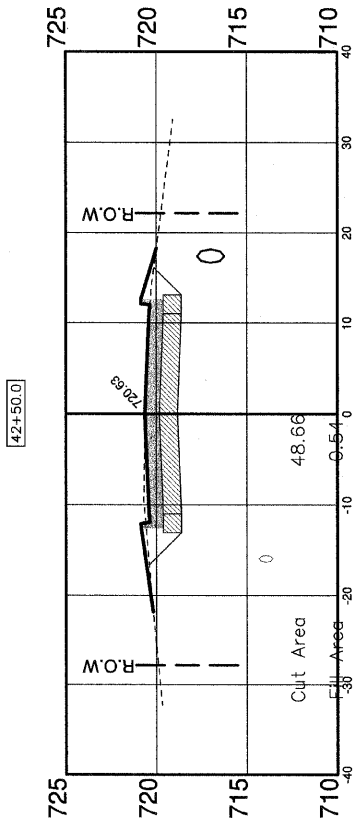
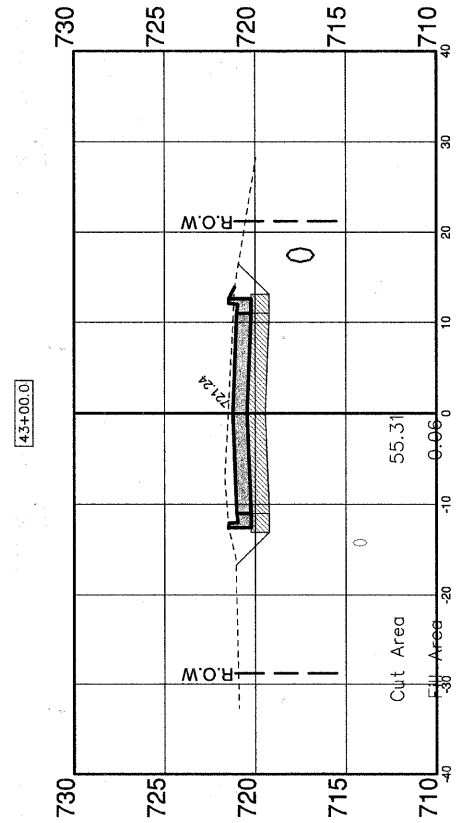
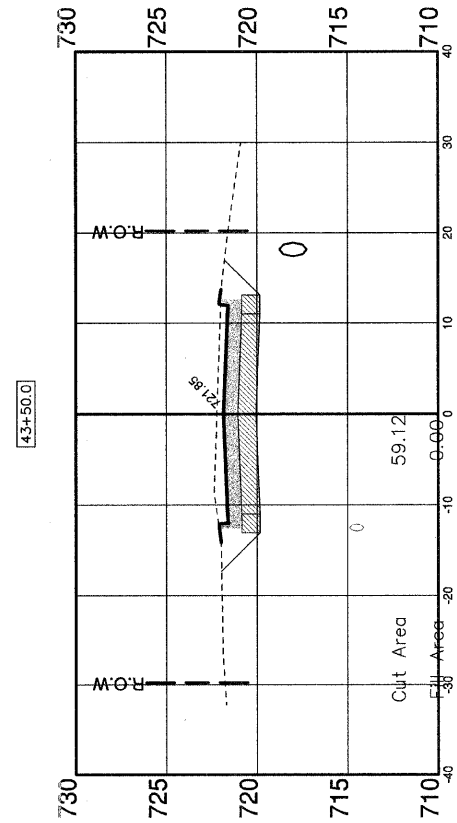
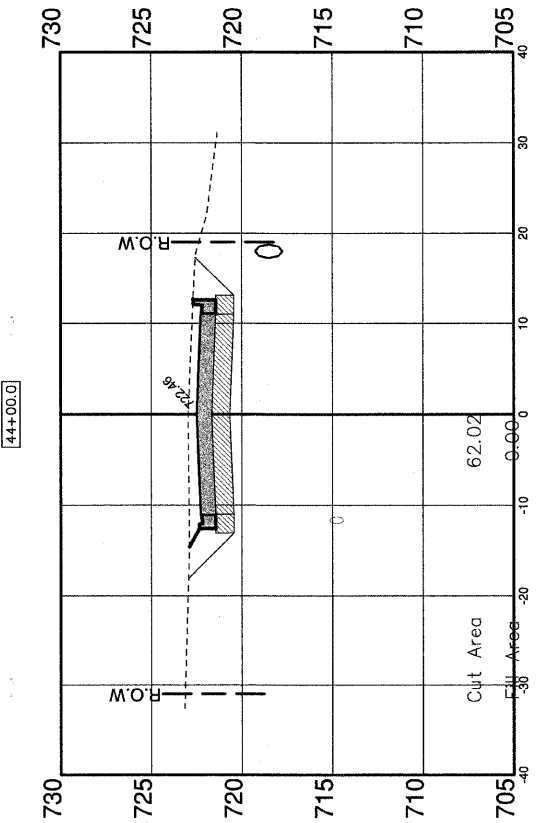
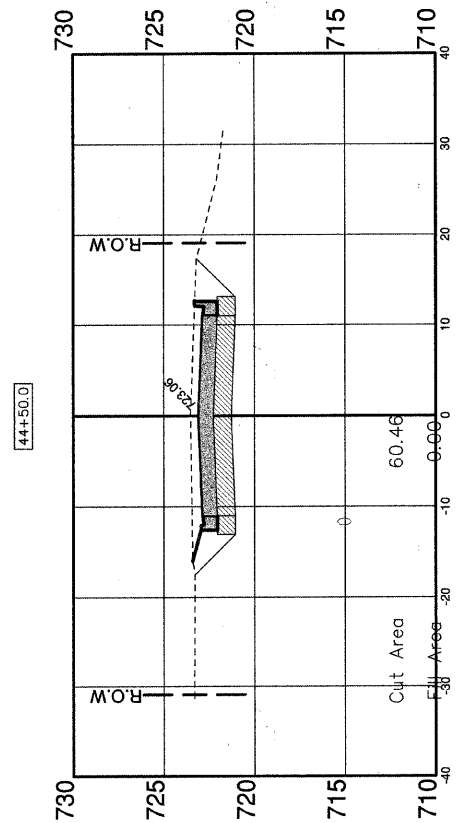
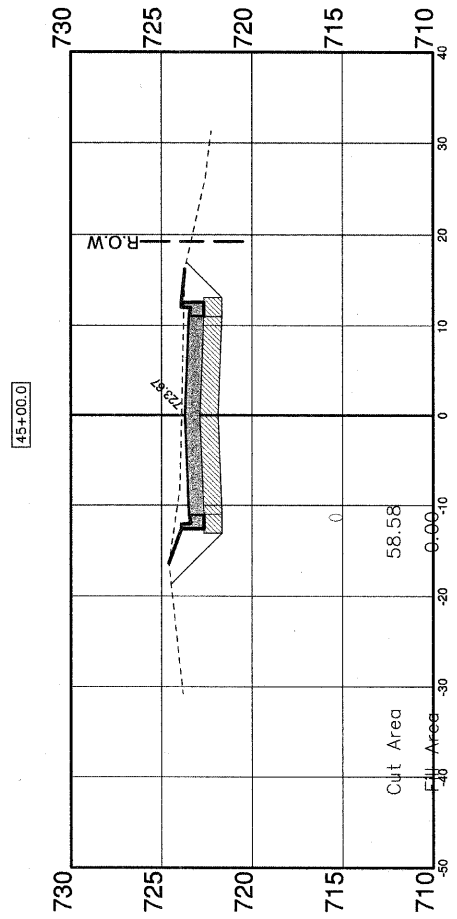
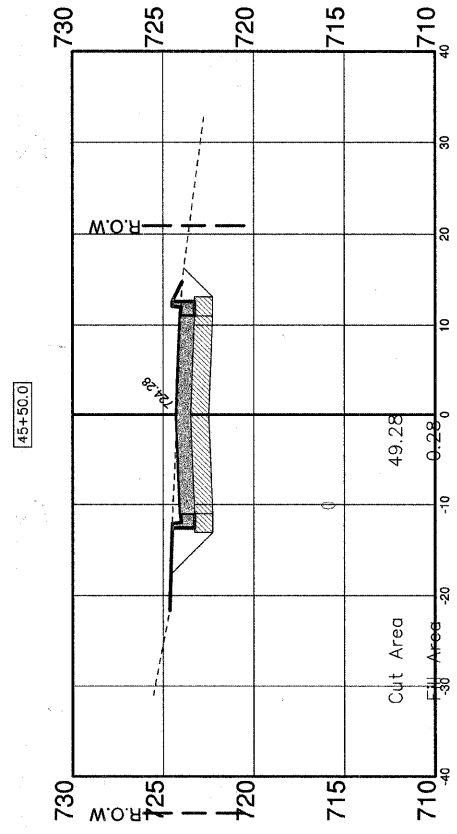
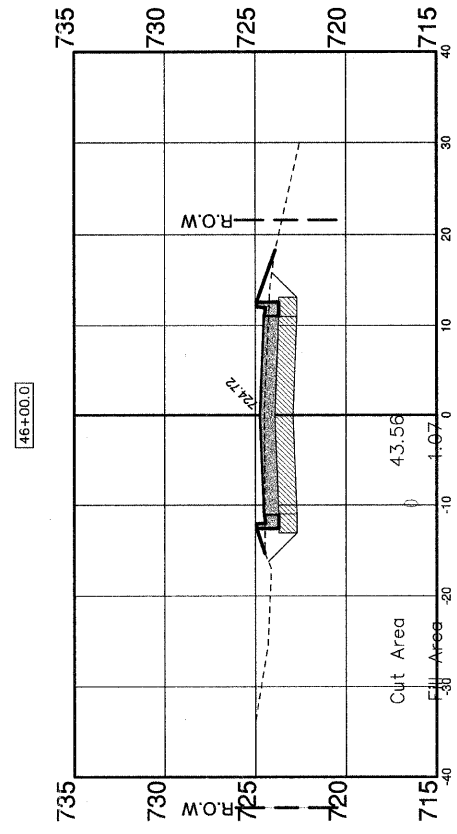
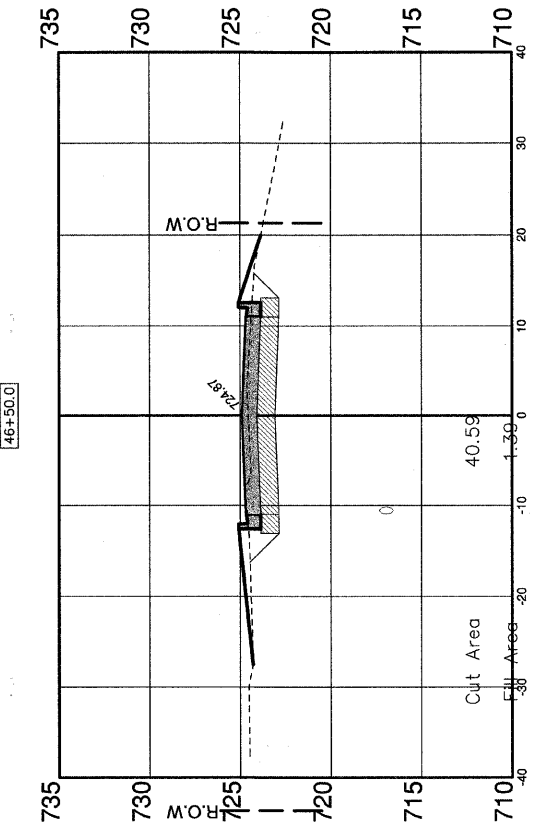
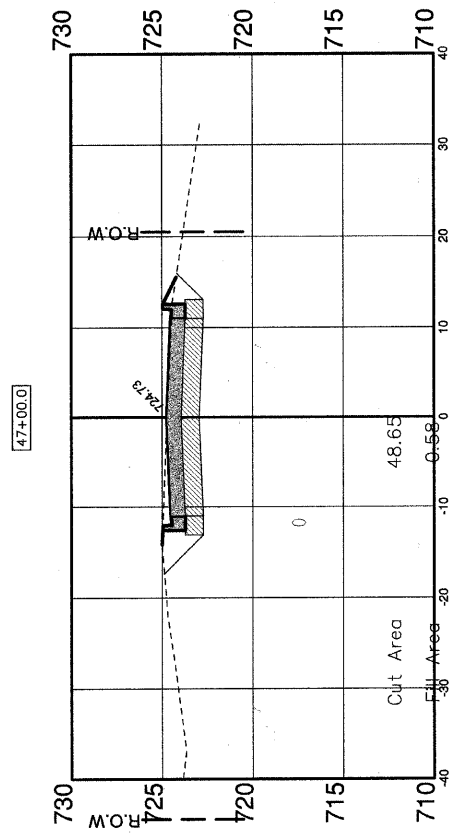
DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.	DATE:	AREAS:	



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:			

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:			



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: XXX

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISIONS:  
MARCH 23, 2011  
MAY 16, 2011

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

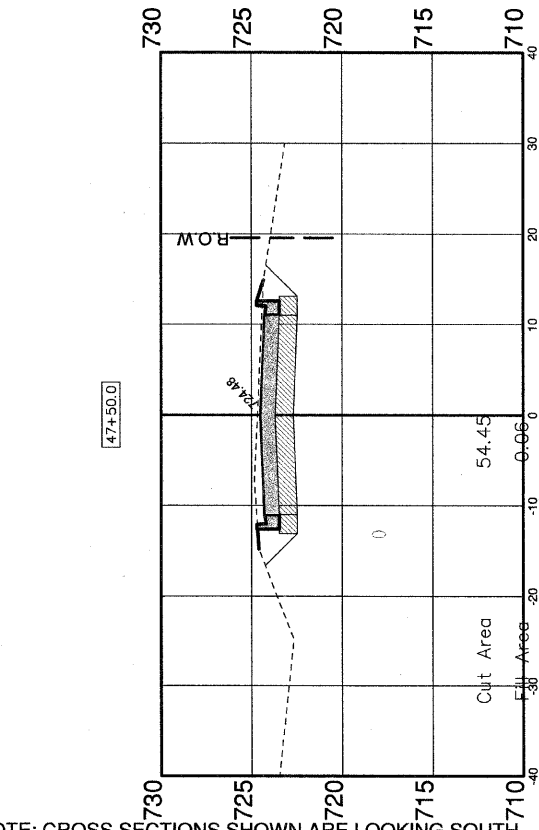
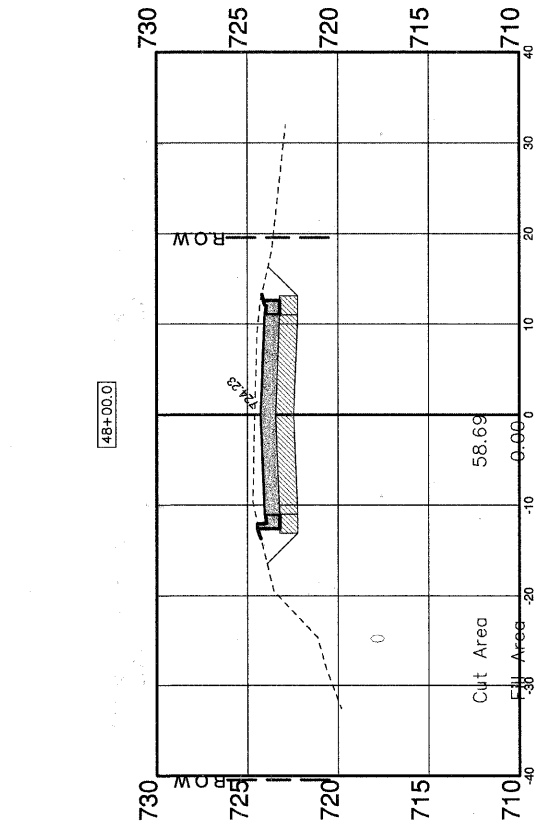
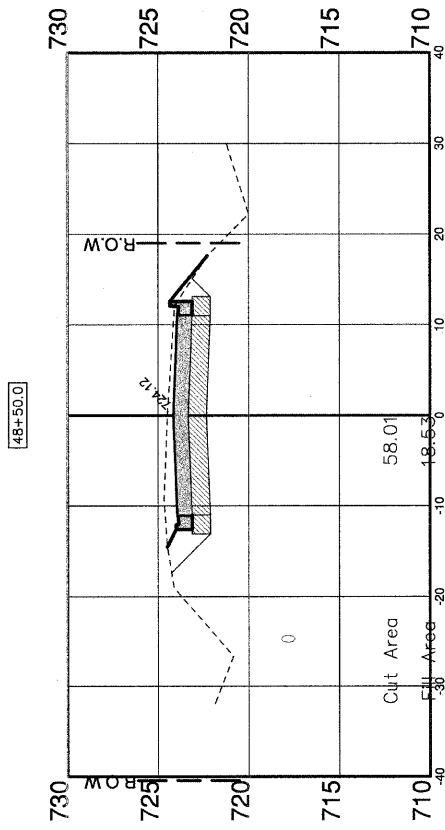
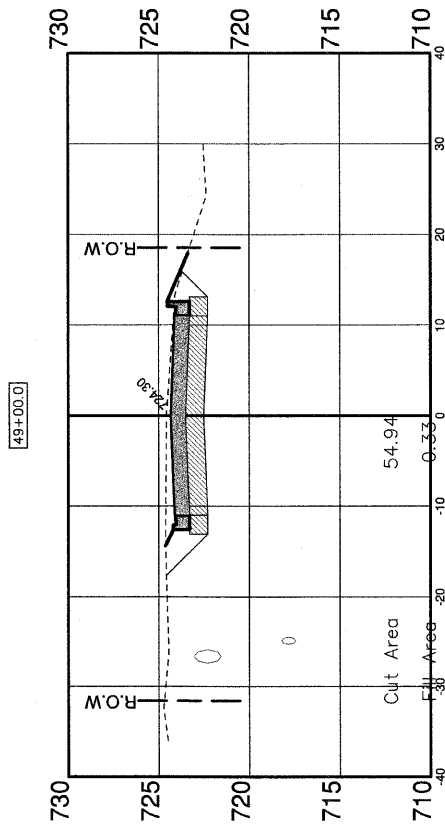
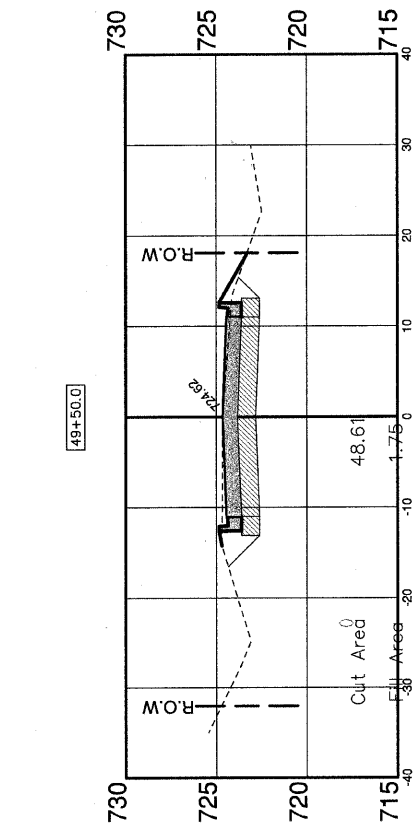
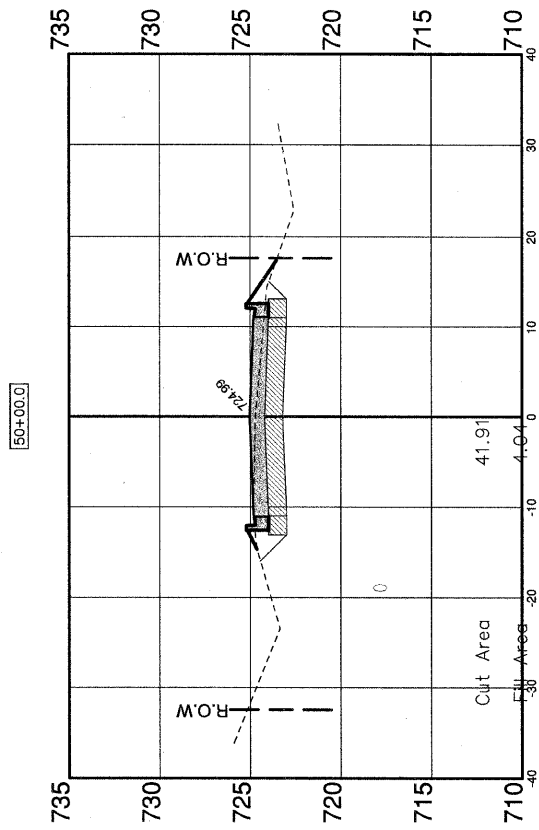
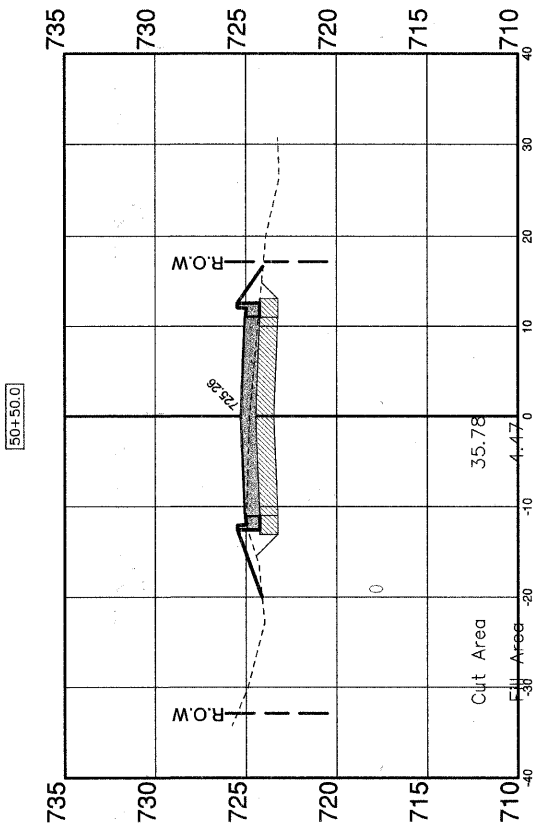
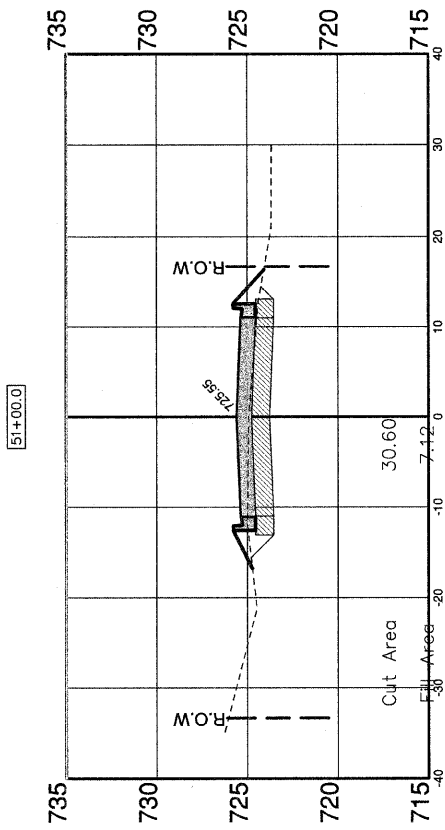
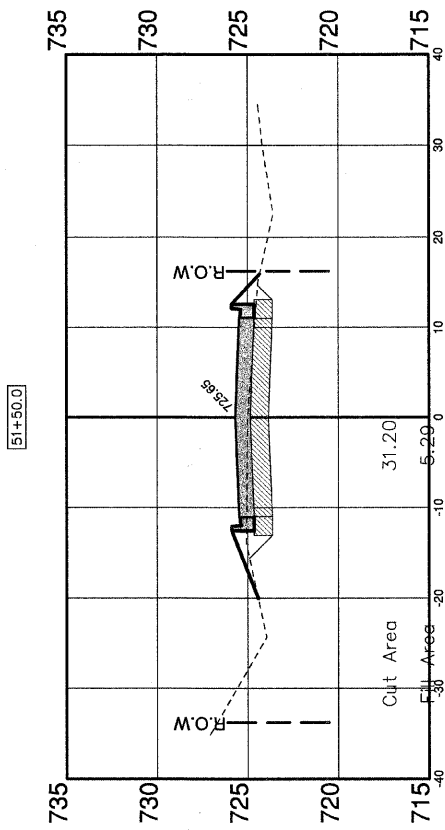
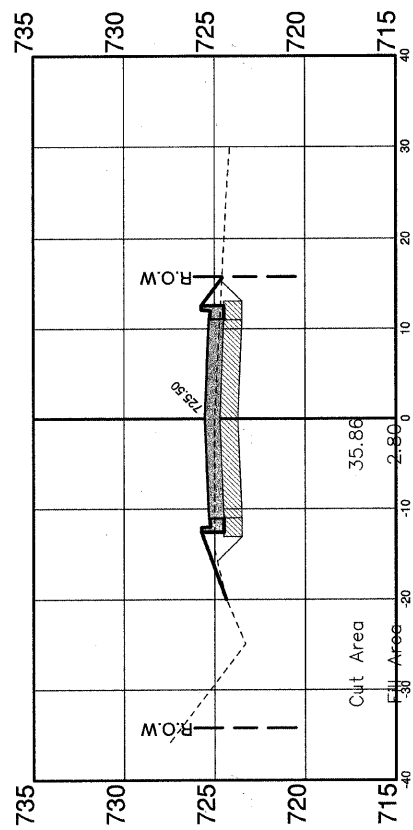
CROSS SECTIONS

SCALE: 1" = 10'  
SHEET NO. 13 OF 16 SHEETS  
STA: 42+50 TO STA: 47+00

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	82
CONTRACT NO. 63507				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT		

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:			

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:			



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
PLOT SCALE: 1" = 20'  
PLOT DATE:

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

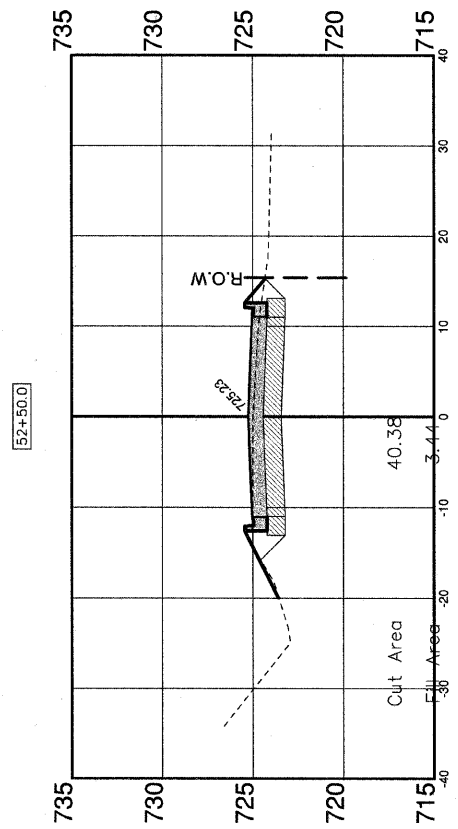
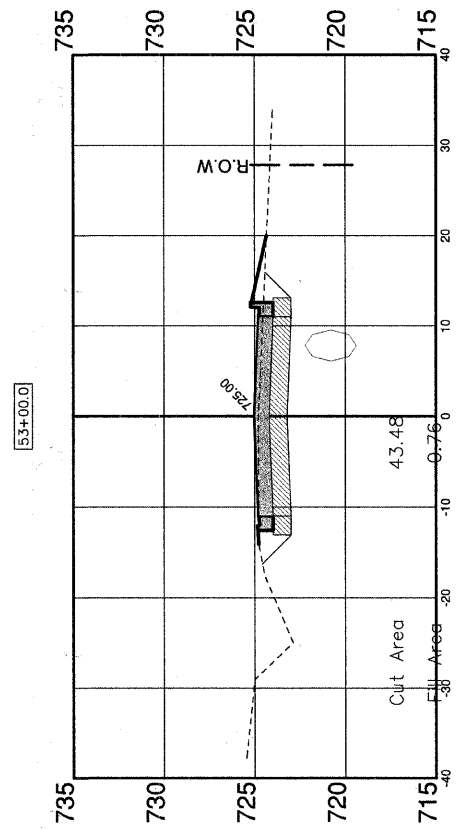
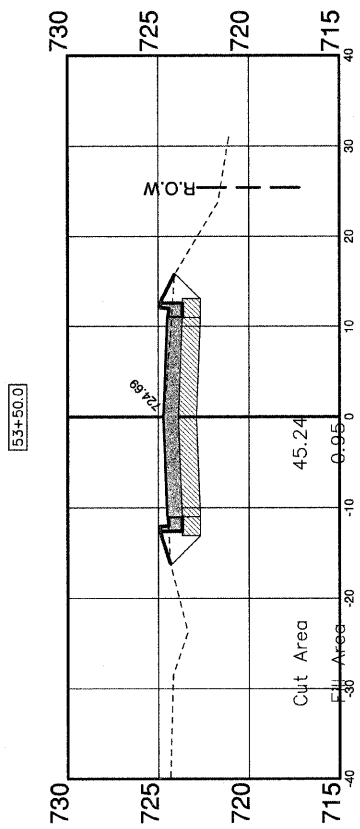
CROSS SECTIONS

SCALE: 1" = 10' SHEET NO. 14 OF 16 SHEETS STA: 47+50 TO STA: 52+00

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	83
CONTRACT NO. 63507			FED. AID. PROJECT	

DESIGNED:	SURVEYED:	BY	DATE
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.	DATE:		
	AREAS:		
	AREAS:		

DESIGNED:	SURVEYED:	BY	DATE
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.	DATE:		
	AREAS:		
	AREAS:		



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JDH  
DATE: AUGUST 25, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

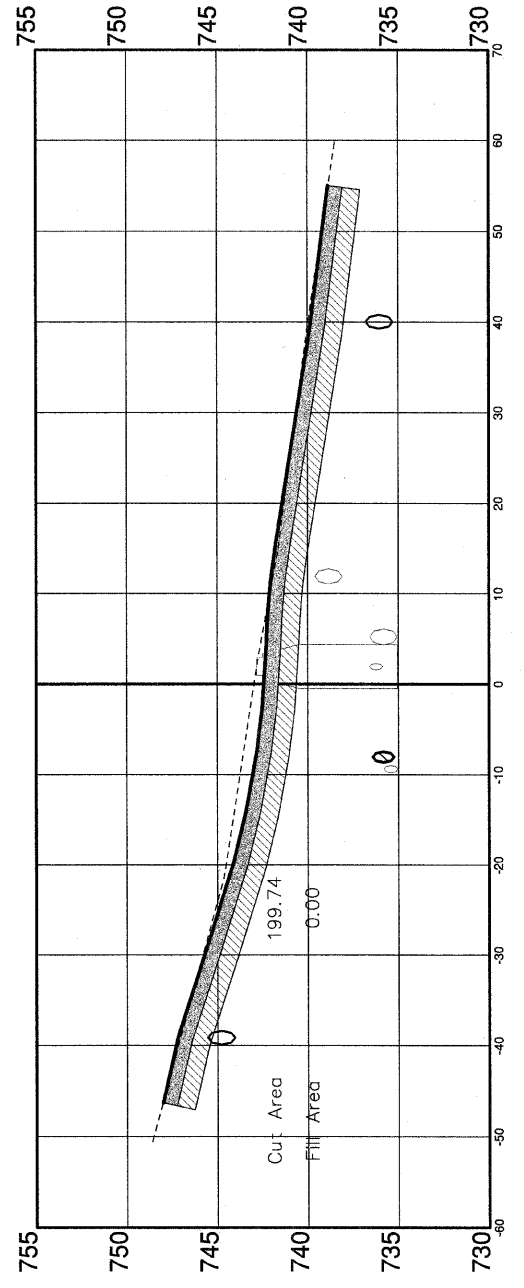
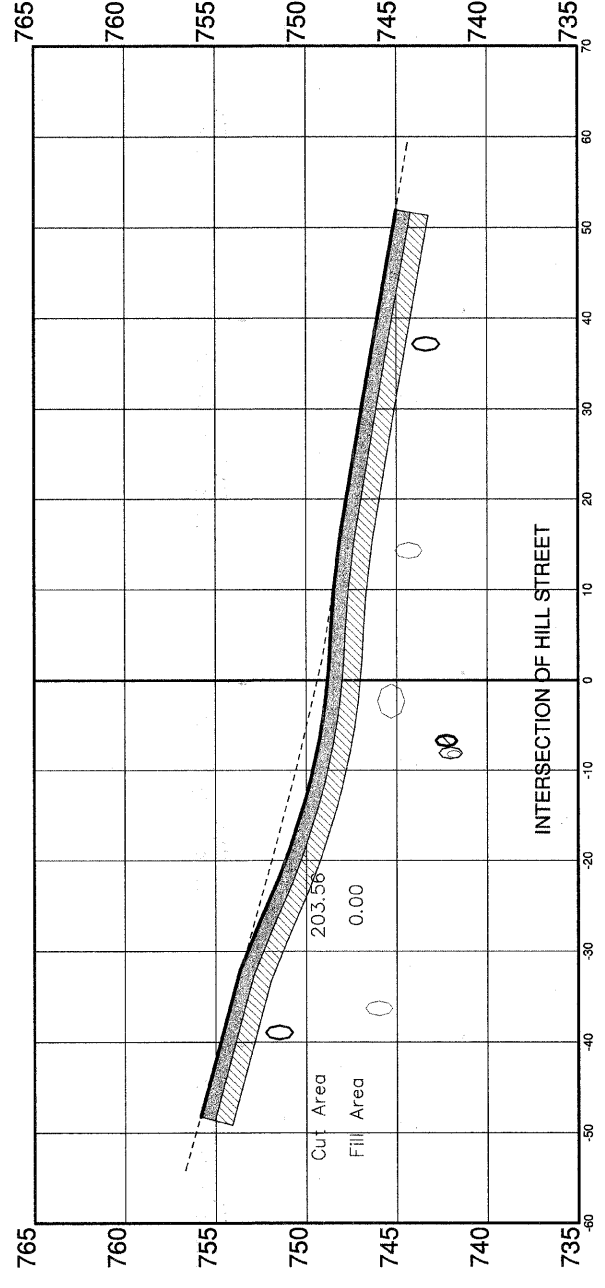
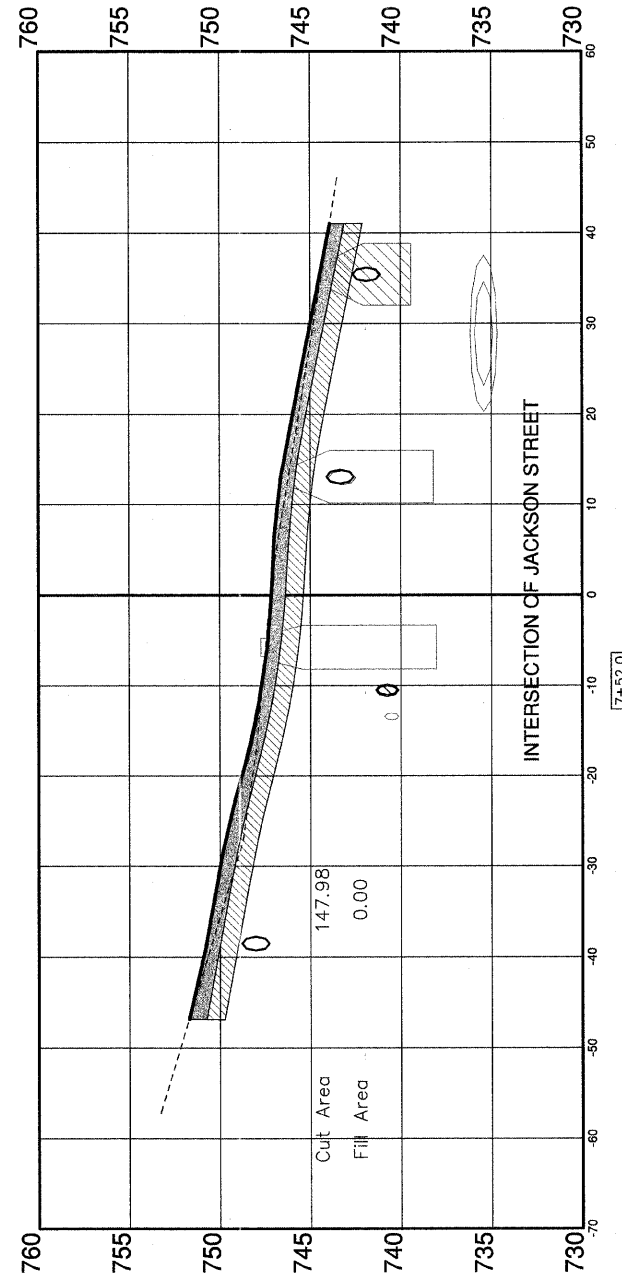
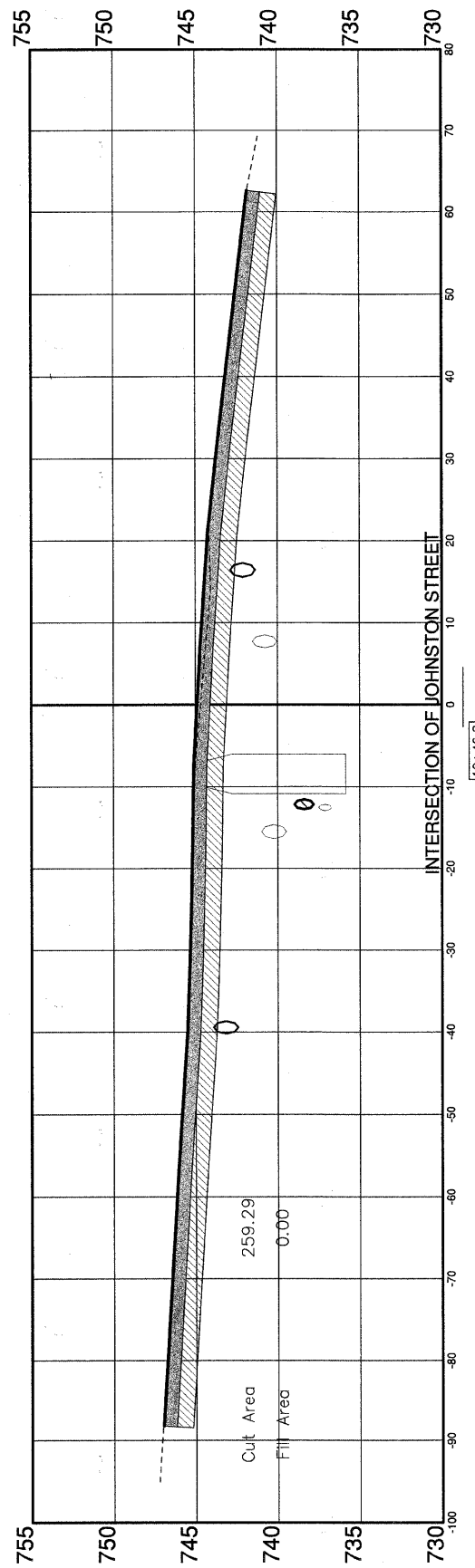
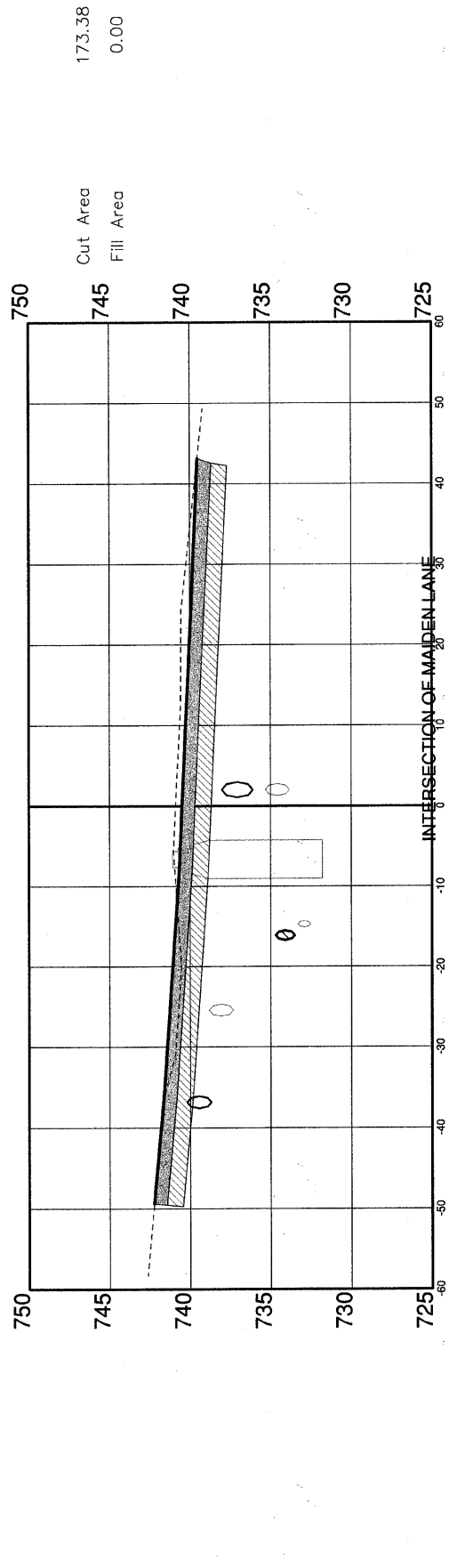
CROSS SECTIONS

SCALE: 1" = 10' SHEET NO. 15 OF 16 SHEETS STA: 52+50 TO STA: 53+50

FAU ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
252B	04-00043-00-PV	KANE	85	84
CONTRACT NO. 63507				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID. PROJECT		

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:			

DESIGNED:	SURVEYED:	BY:	DATE:
DRAWN:	PLOTTED:		
CHECKED:	TEMPLATE:		
NO.:	DATE:		
AREAS:			



NOTE: CROSS SECTIONS SHOWN ARE LOOKING SOUTH.

FILE NAME: xxx

GERALD L. HEINZ & ASSOCIATES, INC.  
CONSULTING ENGINEERS & LAND SURVEYORS  
206 NORTH RIVER STREET  
EAST DUNDEE, ILLINOIS 60118

USER NAME:  
PLOT SCALE: 1" = 20'  
PLOT DATE:

DESIGNED: EBW  
DRAWN: PC  
CHECKED: JGH  
DATE: AUGUST 25, 2010

REVISED: MARCH 23, 2011  
REVISED: MAY 16, 2011  
REVISED:  
REVISED:

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1" = 10' SHEET NO. 16 OF 16 SHEETS STA. TO STA:

FAH ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2528	04-00043-00-PV	KANE	85	85
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 63507	
FED. AID. PROJECT				