06-15-12 LETTING ITEM 203

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL
CONSULTING ENGINEER: ENGINEERING ENTERPRISES, INC. CONTACT: JAMES R. LENZINI 630-466-6700

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	1

CONTRACT NO. 63700

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FAU 3900 (CROSS STREET)
AT FAP 326 (IL 47)
MAIN STREET TO JOY STREET
INTERSECTION WIDENING/SIGNAL MODIFICATION
SECTION: 10-00023-00-ES
PROJECT NUMBER: M-9003(717)
VILLAGE OF SUGAR GROVE
KANE COUNTY
JOB NUMBER: C-91-116-11

PROJECT LOCATED IN THE VILLAGE OF SUGAR GROVE

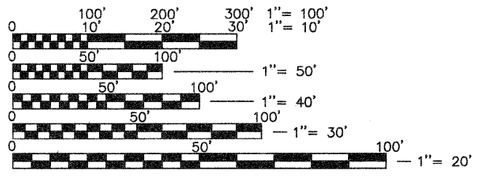
LOCATION OF SECTION INDICATED THUS: -

FOR INDEX OF SHEETS, PAVEMENT DESIGN AND HIGHWAY STANDARDS SEE SHEET NO. 2

TRAFFIC DATA	2022 ADT	POSTED/DESIGN SPEED
IL 47	25,640	45/45
CROSS STREET	4,605	UNMARKED/30

DESIGN DESIGNATION

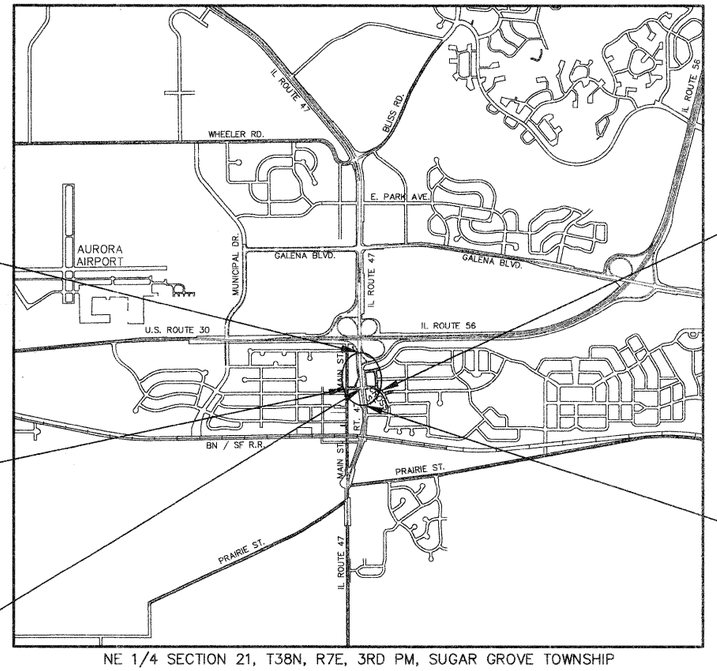
FAP 326 IL 47
3020(22) OTHER PRINCIPAL ARTERIAL 4.53(FD-20)
FAU 3900 CROSS STREET
URBAN COLLECTOR (WEST OF IL 47)
LOCAL ROAD (EAST OF IL 47)
2580(22) URBAN COLLECTOR/LOCAL ROAD 0.5(FD-20)



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.

JULIE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION CALL 811
811 Know what's below. Call before you dig.

CONTRACT NO. 63700



PROJECT ENDS STA 267+12.44 IL ROUTE 47

PROJECT BEGINS STA 101+16 CROSS STREET

PAVING OMISSION STA 104+68 TO STA 105+33 CROSS STREET

PROJECT ENDS STA 111+25 CROSS STREET

PROJECT BEGINS STA 258+20.87 IL ROUTE 47

NE 1/4 SECTION 21, T38N, R7E, 3RD PM, SUGAR GROVE TOWNSHIP

LOCATION MAP
SCALE: 1" = 2,000'

CROSS STREET GROSS LENGTH = 1,009 FEET (0.191 MILE)
CROSS STREET PAVING OMISSION STA 104+68 TO STA 105+33 = 65 FEET (0.012 MILE)
CROSS STREET NET LENGTH = 944 FEET (0.179 MILE)
IL 47 GROSS & NET LENGTH = 891.57 FEET (0.169 MILE)
TOTAL GROSS LENGTH OF PROJECT = 1,900.57 FEET (0.360 MILE)
TOTAL NET LENGTH OF PROJECT = 1,835.57 FEET (0.348 MILE)

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
Phone: (630) 466-6700

DATE: 1/30/12

BY: James R. Lenzini
JAMES R. LENZINI

LICENSE EXPIRES: NOVEMBER 30, 2013

JAMES R. LENZINI 062-043174 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

SEAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED Anty J. Speziale 1/30/12
VILLAGE OF SUGAR GROVE, DIRECTOR OF PUBLIC WORKS

PASSED February 14, 2012
Effect without
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW February 14, 2012
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

Plotted: January 24, 2012 @ 1:15 PM By: Kris Pung — Tab: 01 Cover — 22x34

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SEE IDOT HIGHWAY STANDARDS FOR ADDITIONAL INFORMATION

- PAVEMENT REMOVAL
- PATCHING
- HOT-MIX ASPHALT SURFACE REMOVAL - 1/2" OR 1-1/2"
- HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH
- EXISTING CONCRETE CURB AND GUTTER, DRIVEWAY PAVEMENT AND SIDEWALK TO BE REMOVED
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- EXISTING CURB OR CURB & GUTTER
- PROPOSED CURB OR CURB & GUTTER

SEWER STRUCTURE AND PIPE NOTATION

STRUCTURE TYPE	CB TY C, 2' DIA.	DIAMETER
FRAME & GRATE/LID TYPE	W/ TY IIV FR & GR	
	164+03, 14.5' LT	STATION & OFFSET
RIM OR	TC 674.64	
CURB (TC) ELEVATION	INV N,S 670.53, 12"	INVERT DIRECTION, ELEVATION & SIZE
PIPE DIAMETER	12" SS TY 1	SEWER TYPE
MATERIAL	RCCP CL IV	MATERIAL CLASS
LENGTH	7' @ 0.57%	SLOPE
TRENCH BACKFILL QUANTITY	TB 0.3 CY 2'	TRENCH BACKFILL LENGTH

STRUCTURE ADJUSTMENT / REMOVAL NOTATION

"ADJ" FOR ADJUST — ADJ 1C — "C" FOR CLOSED

"1" FRAME/LID TYPE

☒ DENOTES STRUCTURE TO BE REMOVED

PAVEMENT DESIGN INFORMATION

IL. ROUTE 47	CROSS STREET
HOT-MIX ASPHALT PAVEMENT	HOT-MIX ASPHALT PAVEMENT
CLASS I	CLASS II
80,000 LB	80,000 LB
FOUR LANE URBAN	TWO LANE URBAN
2022 ADT 25,640	2022 ADT 4,605
PV 24,230 (94.5%)	PV 4,518 (98.1%)
SU 513 (2.0%)	SU 78 (1.7%)
MU 897 (3.5%)	MU 9 (0.2%)
TF = 4.53 (ACTUAL)	TF = 0.13 (ACTUAL)
TF = 4.53 (USED)	TF = 0.50 (USED)
SSR POOR	SSR POOR
AC MIX TEMP 75°	AC MIX TEMP 75°
PG 64-22	PG 64-22
MODULUS 690 KSI	MODULUS 690 KSI
THICKNESS REQUIRED = 10 3/4"	THICKNESS REQUIRED = 7 1/4"
THICKNESS PROVIDED = 10 3/4"	THICKNESS PROVIDED = 7 1/4"

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CONSULTING ENGINEERS
52 Wheeler Road
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630.466.6700 / www.eeiweb.com

USER NAME =	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS, AND LEGEND

SCALE: N/A | SHEET NO. 1 OF 1 SHEETS | STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	2
		CONTRACT NO.63700		

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT NO. M-9003(711)

GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2012 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2012, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", SIXTH EDITION, THE CODES AND ORDINANCES OF THE VILLAGE OF SUGAR GROVE, ILLINOIS, THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

NO SUBSTITUTIONS OR VARIANCES WILL BE PERMITTED TO ANY STANDARD NOTES OR ORDINANCES UNLESS APPROVED OTHERWISE IN WRITING PRIOR TO COMMENCING CONSTRUCTION ACTIVITY.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS AND THE PLANS

UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE OWNER IF ANY UTILITY IMPROVEMENTS ARE REQUIRED WITHIN THE DURATION OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, FIELD TILES AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND NOT NECESSARILY COMPLETE; THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED. THIS WORK SHALL BE ARRANGED BY THE UTILITY COMPANY AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, THE OWNER'S AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS:

A) STRUCTURES FALLING IN THE CURB LINE ARE MEASURED TO THE EDGE OF PAVEMENT

B) ALL OTHER STRUCTURES ARE MEASURED TO THE CENTER OF THE STRUCTURE

ALL ELEVATIONS ARE ON U.S.G.S. DATUM.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC., ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

SEWERS AND WATER MAINS

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, IT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE COST OF INTERCONNECTIONS BETWEEN THE PROPOSED AND EXISTING SEWER SYSTEMS AND PROPOSED AND EXISTING WATER MAIN SYSTEMS SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES ON THE ITEMS BEING CONNECTED. THE COSTS OF PLUGGING ANY EXISTING STORM SEWER CONNECTIONS AS INDICATED ON THE PLANS SHALL BE INCLUDED IN THE COST OF STORM SEWER REMOVAL.

ALL FRAMES, GRATES, OR LIDS SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY OF THE VILLAGE OR STATE, AS APPLICABLE. ANY ITEMS DAMAGED DURING REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE. THE COST OF SALVAGING EXISTING FRAMES, GRATES, OR LIDS AND/OR STOCKPILING THEM ON THE JOB SITE FOR PICKUP BY THE VILLAGE OR STATE OR DELIVERY TO THE VILLAGE OR STATE MAINTENANCE YARD SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR ANY MANHOLE, CATCH BASIN, INLET, OR VALVE VAULT SHALL HAVE CAST INTO THE LID: "SUGAR GROVE" AND ONE OF THE FOLLOWING WORDS: "STORM", "SANITARY", OR "WATER" AS APPLICABLE. ANY ADDITIONAL COST FOR THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE FRAME AND CLOSED LID PROVIDED.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED. ALL FINAL ADJUSTMENTS OF FRAMES WILL BE ACCOMPLISHED BY THE USE OF CONCRETE ADJUSTING RINGS SET IN BUTYL ROPE JOINT SEALANT; MORTAR JOINTS WILL NOT BE ALLOWED. HEIGHT OF ADJUSTING RINGS SHALL NOT EXCEED EIGHT INCHES (8"). THE COST OF THE ADJUSTMENT TO FINAL ELEVATION IS INCLUDED IN THE COST OF THE ITEM CONSTRUCTED.

ALL STORM SEWERS SHALL BE RCCP CLASS IV, UNLESS NOTED OTHERWISE ON THE PLAN.

BACKFILL

ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER, SANITARY SEWER, AND WATER MAIN HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE.

STORM SEWER, SANITARY SEWER, AND WATER MAIN SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY, OR AS DIRECTED BY THE ENGINEER, WITH THE FOLLOWING MODIFICATIONS.

TRENCH BACKFILL SHALL BE GRADATION CA-6. THE FINAL TRENCH BACKFILL SHALL BE PLACED IN 6" LIFTS AND SHALL BE COMPACTED IN PLACE TO NINETY FIVE PERCENT (95%) OF MAXIMUM DENSITY AT OPTIMUM MOISTURE AS DETERMINED BY THE MODIFIED PROCTOR TEST.

SIGNS

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR AND ENGINEER SHALL INVENTORY THE LOCATION, SIZE, TYPE, AND CONDITION OF ALL EXISTING SIGNS. ANY SIGN DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

ALL SIGNS SHALL BE ERECTED IN STRICT CONFORMANCE WITH SECTION 720 OF THE STANDARD SPECIFICATIONS AND BY STATE PREQUALIFIED CONTRACTOR PERSONNEL SUCH AS A SUBCONTRACTOR THAT SPECIALIZES IN TRAFFIC CONTROL AND SIGN PLACEMENT. TO ENSURE THIS OPERATION IS PERFORMED CORRECTLY THERE WILL BE A WALKTHROUGH ON THE JOB WITH THE ENGINEER, VILLAGE AND STATE PERSONNEL AS PART OF THE OVERALL PUNCH LIST.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

1. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT

2. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SIGNS THAT INTERFERE WITH THEIR WORK DURING CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING. THE SIGNS MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.

3. ALL SIGNS SHALL BE INSTALLED OR RELOCATED IN PERMANENT LOCATIONS AS SHOWN ON THE PLANS ONCE THE ROADWAY IS COMPLETED. THIS WORK SHALL BE PAID FOR USING THE APPROPRIATE PAY ITEM.

4. ALL REMOVED SIGNS WILL BE RETURNED TO THE VILLAGE (601 HEARTLAND DRIVE, SUGAR GROVE, IL) OR STATE, AS APPLICABLE.

5. LONGER POSTS MAY BE REQUIRED AT TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN HEIGHT.

MISCELLANEOUS

THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET, DRIVEWAY AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT, UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE ITEM "AGGREGATE FOR TEMPORARY ACCESS".

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF ONE AND A HALF (1.5) OR TWO (2) INCHES AS INDICATED ON THE PLANS.

THE THICKNESS OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, PCC SIDEWALK, PCC DRIVEWAY PAVEMENT, BARRIER WALL, AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL BE REQUIRED TO MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS, STRUCTURES, POLES, CABLES AND PIPE LINES, BEFORE CONSTRUCTION BEGINS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER AND VILLAGE AT THEIR OWN EXPENSE. ANY SHEETING AND/OR SHORING USED FOR THIS IMPROVEMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL PROTECT ALL EXISTING FACILITIES (E.G. CURB, DRIVEWAYS, PAVEMENT) THAT ARE NOT INDICATED TO BE REMOVED ON THE PLANS. ANY FACILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED AT THE CONTRACTOR'S EXPENSE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF THE CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSTABLE MATERIALS.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEANED, LAYERED WITH TOPSOIL, AND SEEDED OR SODDED AS SHOWN IN THE PLANS. LIMITS SHOWN ON THE PLANS ARE THE MAXIMUM PAY WIDTHS FOR PAYMENT PURPOSES. ADDITIONAL AREAS DAMAGED BY MACHINERY, CONSTRUCTION EQUIPMENT, CONTRACTOR NEGLIGENCE OR OVER-EXCAVATION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED AT THE COST OF THE CONTRACTOR.

THE CONTRACTOR SHALL DISPOSE OF AND REMOVE FROM THE SITE EACH DAY ALL CURB AND GUTTER, PAVEMENT AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE. THE COST FOR HAULING AND TRUCKING TO DISPOSAL LOCATIONS WILL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

THE NEED FOR REMOVAL OF UNSTABLE SOILS AND REPLACEMENT WITH POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL). IF UNSTABLE SOILS ARE ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH PGES. IF UNSTABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY WILL BE DEDUCTED FROM THE CONTRACT WITH NO ADDITIONAL COMPENSATION PAID TO THE CONTRACTOR. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE PLACED AT ALL LOCATIONS REQUIRING REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND PGES AS APPROVED BY THE ENGINEER.

THE ENGINEER AND VILLAGE ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

BITUMINOUS MATERIALS (PRIME COAT) SHALL BE APPLIED AT A RATE OF 0.1 GALLONS PER SQUARE YARD ON ASPHALT AND 0.5 GALLONS PER SQUARE YARD ON AGGREGATE. BITUMINOUS MATERIALS SHALL BE SS-1 ON ASPHALT AND MC-30 ON AGGREGATE.

AGGREGATE (PRIME COAT) SHALL BE MECHANICALLY SPREAD AT A UNIFORM RATE OF 4 POUNDS PER SQUARE YARD.

DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE REMOVAL OF ALL EXISTING MATERIAL (WHETHER ASPHALT, CONCRETE, STONE, OR EARTH) TO A DEPTH OF 10 INCHES FROM PROPOSED DRIVEWAY GRADE FOR PCC DRIVEWAY PAVEMENT AND 11 INCHES FOR STABILIZED DRIVEWAYS.

GUARDRAIL REMOVAL SHALL INCLUDE REMOVAL OF THE EXISTING TRAFFIC BARRIER TERMINALS. THE SALVAGED EQUIPMENT SHALL BE DISPOSED OF BY THE CONTRACTOR.

BARRIER WALL MARKERS, TYPE C SHALL BE 2 1/2" BY 3 1/2".

PAVEMENT WIDENING AREAS FOUR FOOT AND LESS IN WIDTH, ADJACENT TO PROPOSED CURB AND GUTTER, SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND HAVE A HMA SURFACE COURSE AS SHOWN IN THE SPECIAL DETAIL. THE CLASS SI CONCRETE WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

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

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

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

USER NAME =	DESIGNED -	REVISED -	
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PLOT SCALE =	CHECKED -	REVISED -	
PLOT DATE =	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: N/A | SHEET NO. 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	3
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(317)		

Plotted: March 26, 2012 @ 3:00 PM By: Kris Pung — Tab: 03 Notes - 22x34

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SUMMARY OF QUANTITIES

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	FEDERAL = 75%, STATE = 12.5%, VILLAGE = 12.5%: ROADWAY	TRAFFIC SIGNAL	TRAINEES	FEDERAL = 0%, STATE = 0%, VILLAGE = 100%: ROADWAY (CROSS STREET FROM RICHARD TO JOY)	EMERGENCY VEHICLE PREEMPTION
						0004	0021	0042	0004	0021
		20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	56	56				
Δ		20200100	EARTH EXCAVATION	CU YD	1,994	1,896			98	
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	180	180				
		20800150	TRENCH BACKFILL	CU YD	152	143			9	
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	540	540				
	*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4,277	3,796			481	
		21301072	EXPLORATION TRENCH 72" DEPTH	FOOT	250	220			30	
	*	25000210	SEEDING, CLASS 2A	ACRE	0.6	0.6				
	*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	72	66			6	
	*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	72	66			6	
	*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	72	66			6	
	*	25100630	EROSION CONTROL BLANKET	SQ YD	2,966	2,966				
	*	25200110	SODDING, SALT TOLERANT	SQ YD	1,311	830			481	
	*	25200200	SUPPLEMENTAL WATERING	UNIT	60	40			20	
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	177	157			20	
		28000305	TEMPORARY DITCH CHECKS	FOOT	60	50			10	
		28000400	PERIMETER EROSION BARRIER	FOOT	370	370				
		28000500	INLET AND PIPE PROTECTION	EACH	36	30			6	
		28000510	INLET FILTERS	EACH	7	7				
Δ		30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2,819	2,678			141	
		35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	643	616			27	
		35501305	HOT-MIX ASPHALT BASE COURSE, 5 1/4"	SQ YD	681	681				
		35501319	HOT-MIX ASPHALT BASE COURSE, 8 3/4"	SQ YD	1,094	1,094				
Δ		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	400	350			50	
		40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,821	1,714			107	
		40600300	AGGREGATE (PRIME COAT)	TON	23	21			2	
		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	215	165			50	
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	271	244			27	
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	572	452			120	
		40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	402	402				
		42001300	PROTECTIVE COAT	SQ YD	1,585	1,433			152	
		42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	230	187			43	
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5,088	4,885			203	
		42400800	DETECTABLE WARNINGS	SQ FT	200	168			32	
		44000100	PAVEMENT REMOVAL	SQ YD	383	383				
		44000151	HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"	SQ YD	4,021	2,951			1,070	
		44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1,265	1,265				
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	384	345			39	
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,233	2,742			491	
		44000600	SIDEWALK REMOVAL	SQ FT	2,912	2,714			198	
		44003100	MEDIAN REMOVAL	SQ FT	25	25				
		44201701	CLASS D PATCHES, TYPE I, 5 INCH	SQ YD	6	6				
		44201705	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	6	6				
		44201725	CLASS D PATCHES, TYPE I, 7 INCH	SQ YD	57	53			4	
		44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	66	44			22	
		44201773	CLASS D PATCHES, TYPE I, 11 INCH	SQ YD	20	20				
		44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	734	734				
		48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	90	90				
		54217700	REINFORCED CONCRETE PIPE TEE, 36" PIPE WITH 24" RISER	EACH	2	2				
		550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	530	459			71	
		550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	230	230				
		550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	22	22				
		550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	42	42				
		550A2320	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 12"	FOOT	54	54				
		550A2360	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 24"	FOOT	76	76				
		55100400	STORM SEWER REMOVAL 10"	FOOT	5	5				
		55100500	STORM SEWER REMOVAL 12"	FOOT	203	203				
		55100700	STORM SEWER REMOVAL 15"	FOOT	73	73				
		55101600	STORM SEWER REMOVAL 36"	FOOT	235	235				
	*	56400100	FIRE HYDRANTS TO BE MOVED	EACH	1	1				
		60107700	PIPE UNDERDRAINS 6"	FOOT	100	100				
		60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	2	1			1	
		60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	6	3			3	
		60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	5	5				
		60203905	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
		60204805	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	1	1				
		60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	7	6			1	
		60207905	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	EACH	10	9			1	
		60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	7	7				
		60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
		60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2				
		60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
		60250200	CATCH BASINS TO BE ADJUSTED	EACH	3	3				
		60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1				
		60257900	MANHOLES TO BE RECONSTRUCTED	EACH	4	3			1	
		60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1				
		60262700	INLETS TO BE RECONSTRUCTED	EACH	1	1				
		60266600	VALVE BOXES TO BE ADJUSTED	EACH	3	3				
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2				
		60500040	REMOVING MANHOLES	EACH	1	1				
		60500050	REMOVING CATCH BASINS	EACH	10	10				
		60500060	REMOVING INLETS	EACH	7	7				
		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	2,184	1,769			415	
		60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	837	837				
		60608300	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12	FOOT	148	148				
		60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	179	179				
		60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	25	25				
	*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	50	50				
	*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3				
	*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2				
		63200310	GUARDRAIL REMOVAL	FOOT	368	368				
		63801000	CONCRETE GLARE SCREEN	FOOT	97	97				
Δ	*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	400	400				
Δ	*	66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1				

Δ SEE SPECIAL PROVISIONS
* SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET NO. 1 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	4

CONTRACT NO.63700

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

SUMMARY OF QUANTITIES

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	FEDERAL = 75% / STATE = 12.5% / VILLAGE = 12.5%: ROADWAY 0004	FEDERAL = 75% / STATE = 12.5% / VILLAGE = 12.5%: TRAFFIC SIGNAL 0021	FEDERAL = 75% / STATE = 12.5% / VILLAGE = 12.5%: TRAINEES 0042	FEDERAL = 0% / STATE = 0% / VILLAGE = 100%: ROADWAY (CROSS STREET FROM RICHARD TO JOY) 0004	FEDERAL = 0% / STATE = 0% / VILLAGE = 100%: EMERGENCY VEHICLE PREEMPTION 0021
Δ	*	66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5				
		67100100	MOBILIZATION	L SUM	1	1				
		70106800	CHANGEABLE MESSAGE SIGN	CAL MO	4	4				
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,050	930			120	
		70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	270	270				
		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5,410	4,730			680	
		70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	530	530				
		70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	100	100				
		70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	2,100	2,100				
		70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	36	36				
		70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,068	1,028			40	
		72000100	SIGN PANEL - TYPE 1	SQ FT	86	57	29			
		72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	1				
		72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	5	5				
		72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	1				
		72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	128	128				
	*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	432	432				
	*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,579	1,719			860	
	*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,912	1,762			150	
	*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	66	66				
	*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	822	771			51	
	*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	265	252			13	
	*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	22	22				
	*	78100300	REPLACEMENT REFLECTOR	EACH	34	34				
	*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	12	12				
	*	78200530	BARRIER WALL MARKERS, TYPE C	EACH	8	8				
	*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2				
		78300100	PAVEMENT MARKING REMOVAL	SQ FT	115	115				
		78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	34	34				
	*	80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		1			
	*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1,077		1,077			
	*	81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	105		105			
	*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	44		44			
	*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	372		372			
	*	81400100	HANDHOLE	EACH	6		6			
	*	81400200	HEAVY-DUTY HANDHOLE	EACH	3		3			
	*	81400300	DOUBLE HANDHOLE	EACH	1		1			
	*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1			
	*	86400100	TRANSCEIVER - FIBER OPTIC	EACH	1		1			
	*	87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	4,193		4,193			
	*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	912		912			
	*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,252		1,252			
	*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,250		1,250			
	*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,617		1,617			
	*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	3,683		3,683			
	*	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	46		46			
	*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	560		560			

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	FEDERAL = 75% / STATE = 12.5% / VILLAGE = 12.5%: ROADWAY 0004	FEDERAL = 75% / STATE = 12.5% / VILLAGE = 12.5%: TRAFFIC SIGNAL 0021	FEDERAL = 75% / STATE = 12.5% / VILLAGE = 12.5%: TRAINEES 0042	FEDERAL = 0% / STATE = 0% / VILLAGE = 100%: ROADWAY (CROSS STREET FROM RICHARD TO JOY) 0004	FEDERAL = 0% / STATE = 0% / VILLAGE = 100%: EMERGENCY VEHICLE PREEMPTION 0021
	*	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2		2			
	*	87700230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	2		2			
	*	87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1		1			
	*	87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1		1			
	*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8		8			
	*	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4			
	*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	48		48			
	*	87900200	DRILL EXISTING HANDHOLE	EACH	3		3			
	*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6		6			
	*	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4		4			
	*	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4		4			
	*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4		4			
	*	88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1		1			
	*	88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	10		10			
	*	88500100	INDUCTIVE LOOP DETECTOR	EACH	12		12			
	*	88600100	DETECTOR LOOP, TYPE I	FOOT	965		965			
	*	88800100	PEDESTRIAN PUSH-BUTTON	EACH	6		6			
	*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1			
Δ	*	89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2					2
Δ	*	89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1					1
	*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	8,145		8,145			
Δ	*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1			
	*	89502380	REMOVE EXISTING HANDHOLE	EACH	9		9			
	*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9		9			
	*	B2002222	TREE, CRATAEGUS VIRDIS WINTER KING (WINTER KING GREEN HAWTHORN), 3" CALIPER, BALLED AND BURLAPPED	EACH	6	6				
Δ		X0322936	REMOVE EXISTING FLARED END SECTION	EACH	1	1				
Δ	*	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	306		306			
Δ		X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2,277	2,277				
Δ		X4402020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	33	33				
Δ	*	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	3	3				
Δ	*	X6026056	SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1				
Δ		X6028510	CATCH BASINS, TYPE C, WITH SPECIAL FRAME AND GRATE	EACH	1	1				
Δ		XX008677	GUTTER OUTLET (SPECIAL)	EACH	1	1				
Δ		X6370050	CONCRETE BARRIER WALL (SPECIAL)	FOOT	97	97				
Δ		X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1				
Δ		X7240500	RELOCATE EXISTING SIGNS	EACH	1	1				
Δ	*	X8570226	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1		1			
Δ	*	X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1			
	*	X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	4,216		4,216			
		XX007183	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-3.12	FOOT	76				76	
Δ		XX008200	STABILIZED DRIVEWAY PAVEMENT	SQ YD	145	145				
Δ		Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	70	70				
Δ	*	Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1		1			
Δ		Z0042002	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	180	180				
Δ	*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1			
Δ		Z0076600	TRAINEES	HOUR	1,000			1,000		

Δ SEE SPECIAL PROVISIONS
* SPECIALTY ITEMS

Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	USER NAME =	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET NO. 2 OF 2 SHEETS | STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	5
		CONTRACT NO. 63700		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

Plotted: March 26, 2012 @ 1:31 PM By: Kris Pung - Tab: 05 SoQ - 22x34

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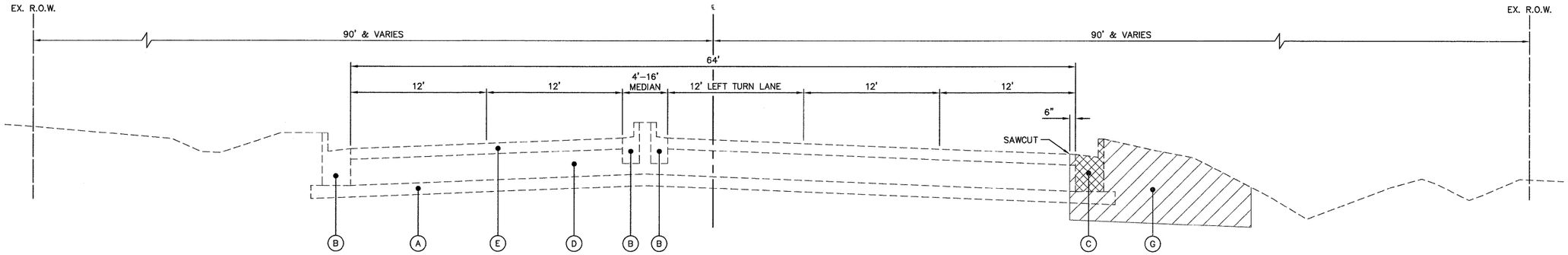
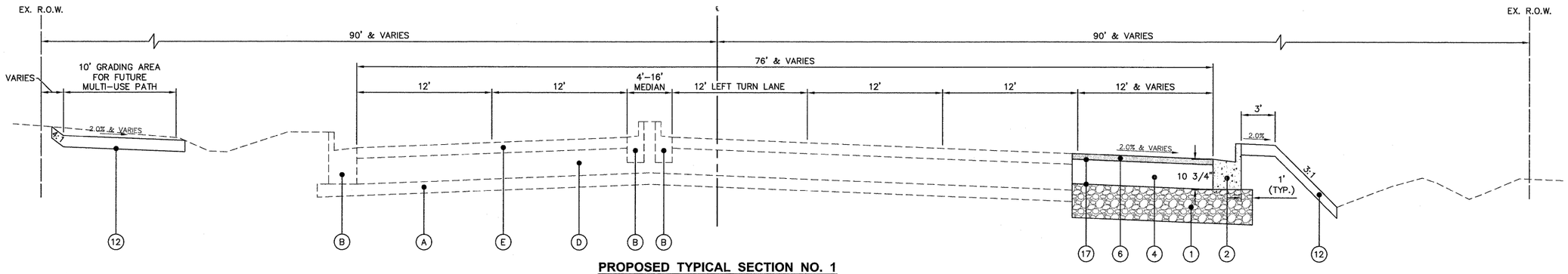


EXISTING TYPICAL SECTION
IL ROUTE 47 STA 258+21 TO STA 262+65
(N.T.S.)



PROPOSED TYPICAL SECTION NO. 1
IL ROUTE 47 STA 258+21 TO STA 262+65
(N.T.S.)

EXISTING LEGEND

- (A) EXISTING AGGREGATE BASE
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, VARIOUS TYPES
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER (TO BE REMOVED)
- (D) EXISTING CONCRETE PAVEMENT
- (E) EXISTING HOT-MIX ASPHALT PAVEMENT
- (F) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (G) EARTH EXCAVATION
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (I) HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- (J) HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE, 12"
- (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (4) HOT-MIX ASPHALT BASE COURSE, 8 3/4"
- (5) HOT-MIX ASPHALT BASE COURSE, 5 1/4"
- (6) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (8) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1.5"
- (9) LEVELING BINDER (MACHINE METHOD), N50
- (10) AGGREGATE BASE COURSE, TYPE B, 4"
- (11) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (12) TOPSOIL, 4", SEEDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (13) TOPSOIL, 4", SODDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (14) CONCRETE GLARE SCREEN
- (15) CONCRETE CURB AND GUTTER (FLAG ONLY)
- (16) CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- (17) BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- (18) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
- (19) STRIP REFLECTIVE CRACK CONTROL TREATMENT

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

THE CONTRACTOR SHALL MILL BEFORE PATCHING (EXCEPT CLASS D PATCHES, 11 INCH, WHICH ARE LOCATED OUTSIDE OF MILLING/PAVING LIMITS OF IL 47)

OPERATION	MIXTURE TYPE	AIR VOIDS @ N_{des}
IL 47 RIGHT TURN LANE CONSTRUCTION	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm), 2"	4% @ 90 Gyr.
	HOT-MIX ASPHALT BASE COURSE, 8 3/4"	
	POLYMERIZED HMA BINDER COURSE, IL-19.0, N90; TOP 2 1/4"	4% @ 90 Gyr.
	HMA BINDER COURSE, IL-19.0, N90; BOTTOM 6 1/2" (IN 2 LIFTS)	4% @ 90 Gyr.
CROSS STREET RIGHT TURN LANE CONSTRUCTION (STA 102+62 TO STA 104+68 AND STA 105+33 TO STA 106+99)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm), 2"	4% @ 90 Gyr.
	HOT-MIX ASPHALT BASE COURSE, 5 1/4"	
	POLYMERIZED HMA BINDER COURSE, IL-19.0, N90; TOP 2 1/4"	4% @ 90 Gyr.
	HMA BINDER COURSE, IL-19.0, N90; BOTTOM 3"	4% @ 90 Gyr.
CROSS STREET RIGHT TURN LANE CONSTRUCTION (STA 106+99 TO STA 111+25) AND FRONTAGE ROAD RECONSTRUCTION (STA 400+31 TO STA 400+91)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm), 2"	4% @ 50 Gyr.
	HOT-MIX ASPHALT BASE COURSE, 5 1/4"	
	POLYMERIZED HMA BINDER COURSE, IL-19.0, N90; TOP 2 1/4"	4% @ 90 Gyr.
	HMA BINDER COURSE, IL-19.0, N90; BOTTOM 3"	4% @ 90 Gyr.
CROSS STREET RESURFACING (STA 102+62 TO STA 104+68 AND STA 105+33 TO STA 106+99)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm), 2"	4% @ 90 Gyr.
CROSS STREET RESURFACING (STA 101+16 TO STA 102+62 AND STA 106+99 TO STA 111+25)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm), 2"	4% @ 50 Gyr.
SUGAR LANE & FRONTAGE ROAD RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm), 1.5"	4% @ 50 Gyr.
	LEVELING BINDER (MACHINE METHOD), N50, VARIES	4% @ 50 Gyr.
DRIVEWAY RECONSTRUCTION	STABILIZED DRIVEWAY PAVEMENT	
	HMA SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 3"	4% @ 50 Gyr.
PATCHING (IL 47 ONLY)	CLASS D PATCHES, 11"	
	POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL-9.5 mm), 2"	4% @ 90 Gyr.
	HMA BINDER COURSE, IL-19.0, N70; BOTTOM 9" (IN 3 LIFTS)	4% @ 70 Gyr.
PATCHING	CLASS D PATCHES (HMA BINDER IL-19.0 mm), 5" (IN 2 LIFTS) OR 7" (IN 3 LIFTS)	4% @ 70 Gyr.
HMA SHOULDERS	HOT-MIX ASPHALT SHOULDERS, 6"	
	HMA BINDER, IL-19.0, 6" (IN 2 LIFTS)	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/INCH.

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

Engineering Enterprises, Inc.
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52 Wheeler Road
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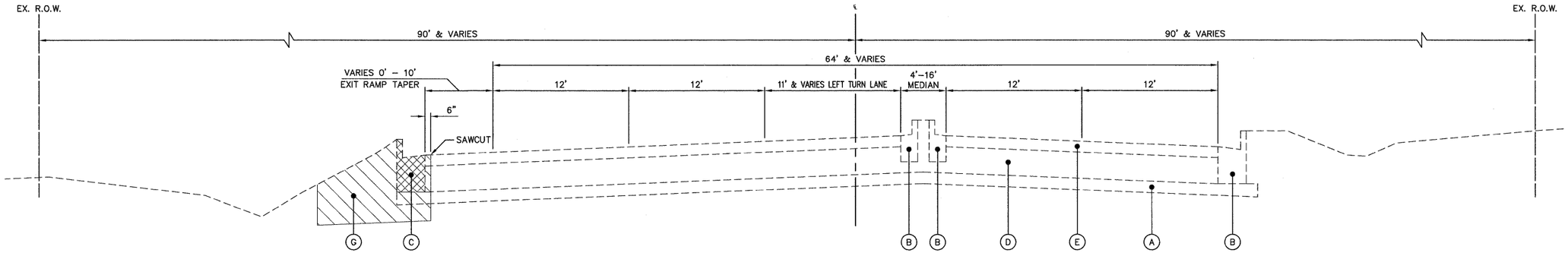
PLOT SCALE =	CHECKED -	REVISED - --- ----------
PLOT DATE =	DATE -	REVISED - --- ----------

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

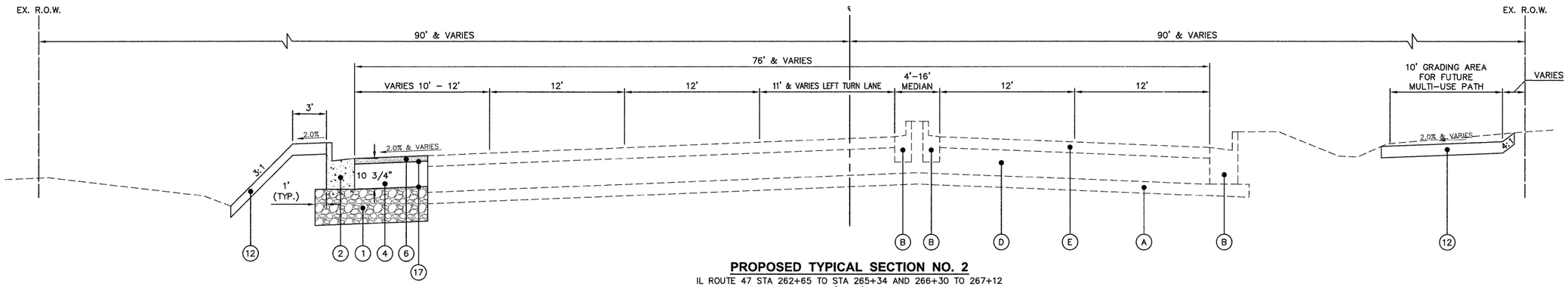
IL. ROUTE 47 - TYPICAL SECTION

SCALE: 1"=5' | SHEET NO. 1 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	6
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		



EXISTING TYPICAL SECTION
IL ROUTE 47 STA 262+65 TO STA 265+34 AND 266+30 TO 267+12
(N.T.S.)



PROPOSED TYPICAL SECTION NO. 2
IL ROUTE 47 STA 262+65 TO STA 265+34 AND 266+30 TO 267+12
(N.T.S.)

EXISTING LEGEND

- (A) EXISTING AGGREGATE BASE
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, VARIOUS TYPES
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER (TO BE REMOVED)
- (D) EXISTING CONCRETE PAVEMENT
- (E) EXISTING HOT–MIX ASPHALT PAVEMENT
- (F) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (G) EARTH EXCAVATION
- (H) HOT–MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (I) HOT–MIX ASPHALT SURFACE REMOVAL, 1/2"
- (J) HOT–MIX ASPHALT SURFACE REMOVAL, 1 1/2"

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE, 12"
- (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12
- (4) HOT–MIX ASPHALT BASE COURSE, 8 3/4"
- (5) HOT–MIX ASPHALT BASE COURSE, 5 1/4"
- (6) POLYMERIZED HOT–MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- (7) HOT–MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (8) HOT–MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1.5"
- (9) LEVELING BINDER (MACHINE METHOD), N50
- (10) AGGREGATE BASE COURSE, TYPE B, 4"
- (11) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (12) TOPSOIL, 4", SEEDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (13) TOPSOIL, 4", SODDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (14) CONCRETE GLARE SCREEN
- (15) CONCRETE CURB AND GUTTER (FLAG ONLY)
- (16) CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- (17) BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- (18) COMBINATION CONCRETE CURB AND GUTTER, TYPE M–2.12
- (19) STRIP REFLECTIVE CRACK CONTROL TREATMENT

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PLOT DATE =	DATE -	REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. ROUTE 47 - TYPICAL SECTION

SCALE: 1"=5' | SHEET NO. 2 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	7
		CONTRACT NO.63700		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

Plotted: February 20, 2012 @ 11:36 AM By: Kris Pung – Tab: 07 – Typ Section – 22x34

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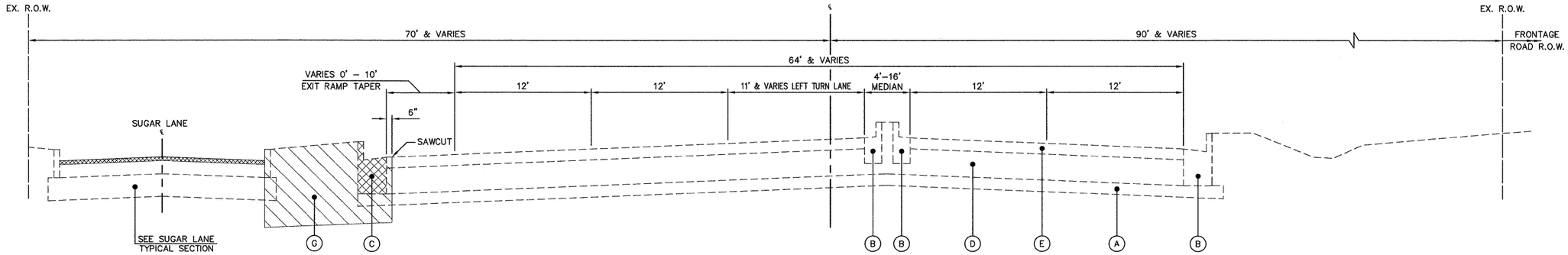
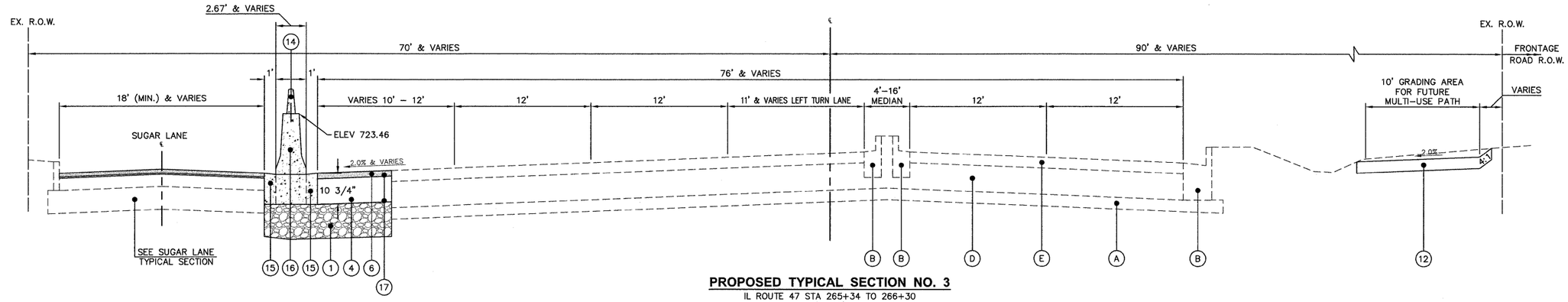


EXISTING TYPICAL SECTION
IL ROUTE 47 STA 265+34 TO 266+30
(N.T.S.)



PROPOSED TYPICAL SECTION NO. 3
IL ROUTE 47 STA 265+34 TO 266+30
(N.T.S.)

EXISTING LEGEND

- (A) EXISTING AGGREGATE BASE
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, VARIOUS TYPES
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER (TO BE REMOVED)
- (D) EXISTING CONCRETE PAVEMENT
- (E) EXISTING HOT–MIX ASPHALT PAVEMENT
- (F) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (G) EARTH EXCAVATION
- (H) HOT–MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (I) HOT–MIX ASPHALT SURFACE REMOVAL, 1/2"
- (J) HOT–MIX ASPHALT SURFACE REMOVAL, 1 1/2"

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE, 12"
- (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.24
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12
- (4) HOT–MIX ASPHALT BASE COURSE, 8 3/4"
- (5) HOT–MIX ASPHALT BASE COURSE, 5 1/4"
- (6) POLYMERIZED HOT–MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- (7) HOT–MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (8) HOT–MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1.5"
- (9) LEVELING BINDER (MACHINE METHOD), N50
- (10) AGGREGATE BASE COURSE, TYPE B, 4"
- (11) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (12) TOPSOIL, 4", SEEDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (13) TOPSOIL, 4", SODDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (14) CONCRETE GLARE SCREEN
- (15) CONCRETE CURB AND GUTTER (FLAG ONLY)
- (16) CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- (17) BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- (18) COMBINATION CONCRETE CURB AND GUTTER, TYPE M–2.12
- (19) STRIP REFLECTIVE CRACK CONTROL TREATMENT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. ROUTE 47 - TYPICAL SECTION

SCALE: 1"=5' | SHEET NO. 3 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	8
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 9:09 AM By: Kris Pung - Tab: 08 - Typ Section - 22x34

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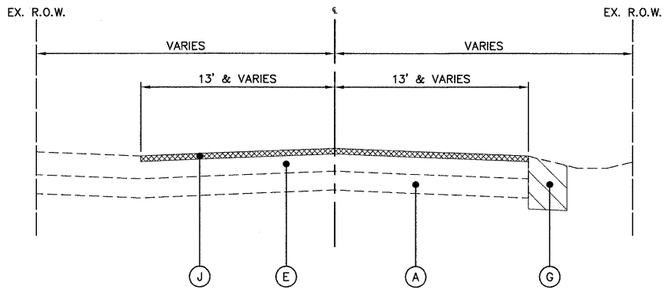
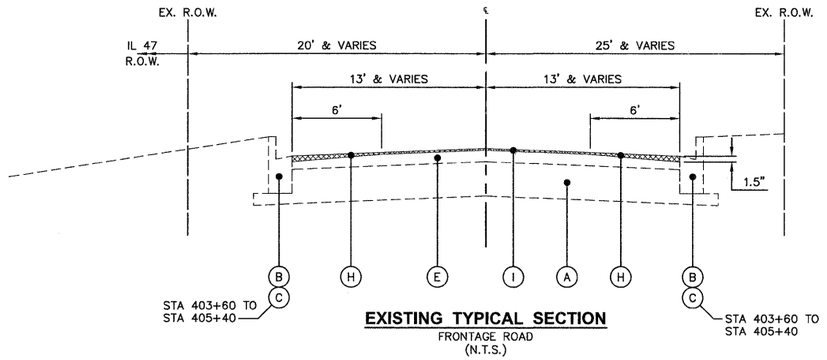
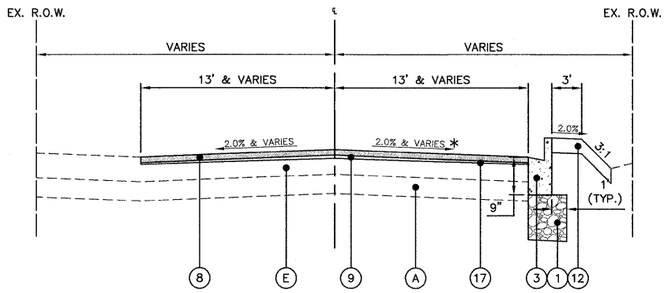


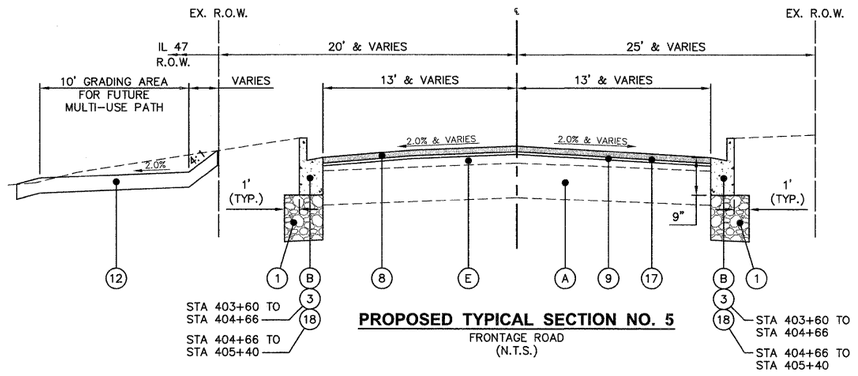
EXISTING TYPICAL SECTION
SUGAR LANE
(N.T.S.)



EXISTING TYPICAL SECTION
FRONTAGE ROAD
(N.T.S.)



PROPOSED TYPICAL SECTION NO. 4
SUGAR LANE
(N.T.S.)



PROPOSED TYPICAL SECTION NO. 5
FRONTAGE ROAD
(N.T.S.)

* SEE ROADWAY PLAN AND PROFILE AND UTILITY PLAN AND PROFILE FOR VARIABLE CROSS SLOPES ADJACENT TO THE CONCRETE BARRIER WALL.

EXISTING LEGEND

- (A) EXISTING AGGREGATE BASE
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, VARIOUS TYPES
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER (TO BE REMOVED)
- (D) EXISTING CONCRETE PAVEMENT
- (E) EXISTING HOT-MIX ASPHALT PAVEMENT
- (F) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (G) EARTH EXCAVATION
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (I) HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- (J) HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE, 12"
- (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (4) HOT-MIX ASPHALT BASE COURSE, 8 3/4"
- (5) HOT-MIX ASPHALT BASE COURSE, 5 1/4"
- (6) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (8) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1.5"
- (9) LEVELING BINDER (MACHINE METHOD), N50
- (10) AGGREGATE BASE COURSE, TYPE B, 4"
- (11) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (12) TOPSOIL, 4", SEEDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (13) TOPSOIL, 4", SODDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (14) CONCRETE GLARE SCREEN
- (15) CONCRETE CURB AND GUTTER (FLAG ONLY)
- (16) CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- (17) BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- (18) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
- (19) STRIP REFLECTIVE CRACK CONTROL TREATMENT

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DEPARTMENT OF TRANSPORTATION

SUGAR LANE AND FRONTAGE ROAD
TYPICAL SECTION

SCALE: 1"=5' | SHEET NO. 4 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	9
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

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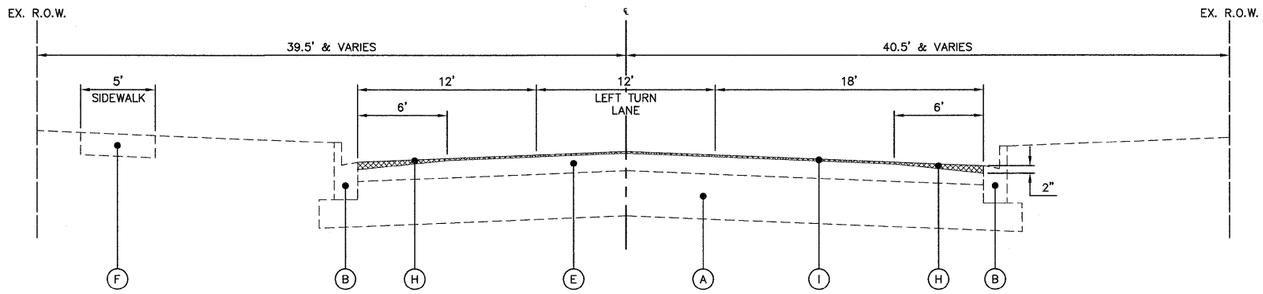
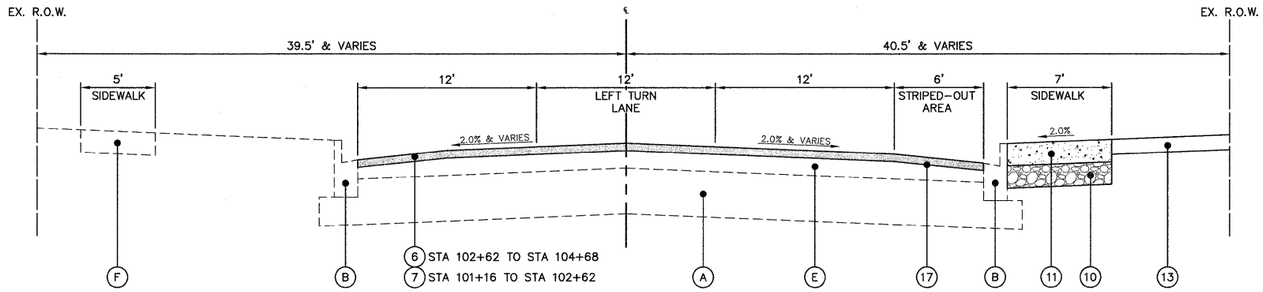


EXISTING TYPICAL SECTION
CROSS STREET STA 101+16 TO 104+68
(N.T.S.)



PROPOSED TYPICAL SECTION NO. 6
CROSS STREET STA 101+16 TO 104+68
(N.T.S.)

EXISTING LEGEND

- (A) EXISTING AGGREGATE BASE
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, VARIOUS TYPES
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER (TO BE REMOVED)
- (D) EXISTING CONCRETE PAVEMENT
- (E) EXISTING HOT-MIX ASPHALT PAVEMENT
- (F) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (G) EARTH EXCAVATION
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (I) HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- (J) HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE, 12"
- (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (4) HOT-MIX ASPHALT BASE COURSE, 8 3/4"
- (5) HOT-MIX ASPHALT BASE COURSE, 5 1/4"
- (6) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (8) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1.5"
- (9) LEVELING BINDER (MACHINE METHOD), N50
- (10) AGGREGATE BASE COURSE, TYPE B, 4"
- (11) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (12) TOPSOIL, 4", SEEDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (13) TOPSOIL, 4", SODDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (14) CONCRETE GLARE SCREEN
- (15) CONCRETE CURB AND GUTTER (FLAG ONLY)
- (16) CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- (17) BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- (18) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
- (19) STRIP REFLECTIVE CRACK CONTROL TREATMENT

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PLOT DATE =	DATE -	REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

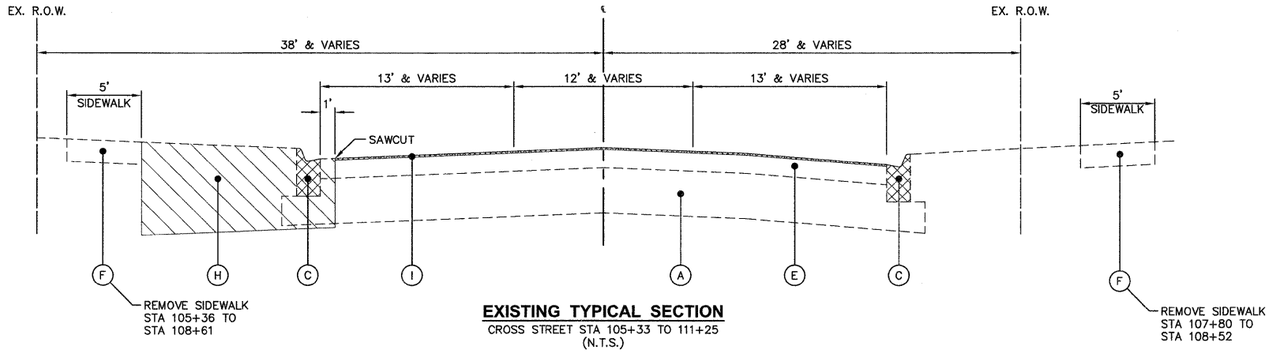
CROSS STREET - TYPICAL SECTION

SCALE: 1"=5' | SHEET NO. 5 OF 6 SHEETS | STA. N/A | TO STA. N/A

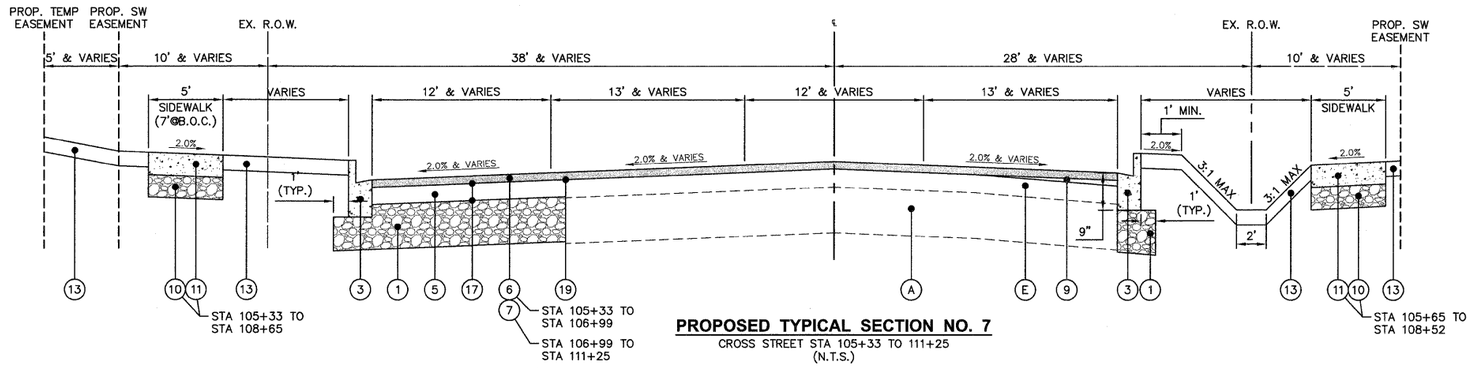
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	10
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 9:10 AM By: Kris Pung - Tab: 10 - Typ Section - 22x34

Path: H:\SDSKPROJ\S61002\DWG\DWG FINAL ENG\S61002-CVR



EXISTING TYPICAL SECTION
CROSS STREET STA 105+33 TO 111+25
(N.T.S.)



PROPOSED TYPICAL SECTION NO. 7
CROSS STREET STA 105+33 TO 111+25
(N.T.S.)

EXISTING LEGEND

- (A) EXISTING AGGREGATE BASE
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, VARIOUS TYPES
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER (TO BE REMOVED)
- (D) EXISTING CONCRETE PAVEMENT
- (E) EXISTING HOT-MIX ASPHALT PAVEMENT
- (F) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (G) EARTH EXCAVATION
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (I) HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- (J) HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE, 12"
- (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (4) HOT-MIX ASPHALT BASE COURSE, 8 3/4"
- (5) HOT-MIX ASPHALT BASE COURSE, 5 1/4"
- (6) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (8) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1.5"
- (9) LEVELING BINDER (MACHINE METHOD), N50
- (10) AGGREGATE BASE COURSE, TYPE B, 4"
- (11) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (12) TOPSOIL, 4", SEEDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (13) TOPSOIL, 4", SODDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (14) CONCRETE GLARE SCREEN
- (15) CONCRETE CURB AND GUTTER (FLAG ONLY)
- (16) CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- (17) BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- (18) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
- (19) STRIP REFLECTIVE CRACK CONTROL TREATMENT

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

USER NAME =	DESIGNED -	REVISED - ---
	DRAWN -	REVISED - ---
PLOT SCALE =	CHECKED -	REVISED - ---
PLOT DATE =	DATE -	REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS STREET - TYPICAL SECTION

SCALE: 1"=5' | SHEET NO. 6 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	11
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 9:11 AM By: Kris Pung - Tab: 11 - Typ Section - 22x34

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ROADWAY QUANTITIES

STATION	STATION	TREE REMOV 6-15	HMA SURF REM VAR DP	HMA SURF REM 1/2	HMA SURF REM 1/2	HMA SURF REM BUTT JT	PAVEMENT REM	COMB CURB GUTTER REM	COMB CC&G TB6.12	COMB CC&G TB6.24	COMB CC&G TM2.12	COMB CC&G TM3.12	GUTTER OUTLET SPL	AGG SUBGRADE 12	HMA BASE CSE 5 1/4	HMA BASE CSE 8 3/4	HMA SC "D" N50 (1.5")	HMA SC "D" N50 (2")	P HMA SC "F" N90 (2")	LEV BIND MM N50	BIT MATLS PR CT	AGG PR CT	STRIP REF CR CON TR
		UNIT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	GALLON	TON	FOOT
ILLINOIS ROUTE 47																							
258+20.87	261+50						18.3	328.8		329.0				463.9		333.0			37.3		199.8	1.33	0.0
261+50	264+00		1191.9	206.6		128.4	64.8	687.4	173.0	350.5			1	781.8	228.0	364.8			223.0	10	495.5	5.17	465.8
264+00	267+12.44						68.7	314.0	82.8	156.9				498.2		390.6			43.7		234.4	1.56	0.0
CROSS STREET																							
101+16	103+50	56.0	483.2	886.7		68.4		98.1	98.1					33.1		5.0		87.8	66.2		140.0	2.76	29.0
106+50	108+93.19			1077.5		6.5	11.6	514.6	564.1					402.2	240.5			116.8	31.1	45	252.1	3.12	211.9
108+93.19	111+25			1069.7		26.6		491.0	415.0			76.0		140.8				119.8		50	107.0	2.14	
SUGAR LANE																							
300+50	304+80				1264.9	26.5	39.30	255.5	333.9					95.7			106.3			20	126.5	2.53	
FRONTAGE ROAD																							
400+00	405+40		601.3	779.8		14.6	180.0	542.9	516.6		148.0			402.5	212.0		116.0	23.7		90.0	265.3	3.61	27.1
TOTAL		**56**	**2277**	**4021**	**1265**	**271**	**383**	**3233**	**2184**	**837**	**148**	**76**	**1**	**2819**	**681**	**1094**	223	349	**402**	**215**	**1821**	**23**	**734**
																	572						

EARTHWORK

ROADWAY	STA	EARTH EXCAVATION (CU YD)	EXCAVATION ADJUSTED FOR SHRINKAGE (20%) (CU YD)	EMBANKMENT (CU YD)	EARTH WORK BALANCE WASTE(+) OR SHORTAGE (-) (CU YD)
ILLINOIS ROUTE 47	258+20.87 TO 267+12.44	920	736	110	626
CROSS STREET	101+16 TO 108+93.19	712	570	12	558
CROSS STREET	108+93.19 TO 111+25	98	78	6	72
SUGAR LANE	300+50 TO 304+80	55	44	4	40
FRONTAGE ROAD	400+00 TO 405+40	209	167	4	163
TOTAL		**1,994**	**1,595**	**136**	**1,459**

EARTH EXCAVATION 1,994 CU YD

EARTHWORK BALANCE 1,459 CU YD (EXCESS EARTH EXCAVATION)

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

SITE NUMBER/NAME AND LOCATIONS	NON-SPECIAL WASTE DISPOSAL (CU YD)	SPECIAL WASTE PLANS AND REPORTS (L SUM)	SOIL DISPOSAL ANALYSIS (EACH)
2338-1 US 30/IL 47 STA 262+90 TO STA 263+90, 60' TO 100' RT STA 263+20 TO STA 263+45, 0' TO 80' LT	115	0.2	1
STA 265+35 TO STA 266+45, 0' TO 60' LT ****	38		
2338-7 RICH'S AUTO SERVICE / ALLSTATE INSURANCE STA 105+40 TO STA 108+00, 0' TO 50' RT STA 158+20 TO STA 162+15, 0' TO 60' RT	101	0.2	1
2338-11 BP GAS STATION STA 103+35 TO STA 103+90, 0' TO 50' RT	11	0.2	1
2338-14 SUGAR GROVE CLEANERS STA 101+00 TO STA 103+30, 0' TO 60' LT	67	0.2	1
STA 103+30 TO STA 103+80, 0' TO 90' LT ****	21		
2338-17 APARTMENTS STA 266+00 TO STA 267+60, 0' TO 70' LT	47	0.2	1
TOTAL	**400**	**1**	**5**

**** EXCAVATED SOILS WITHIN THESE AREAS MAY BE UTILIZED WITHIN CONSTRUCTION LIMITS AS FILL. IF THE SOILS CANNOT BE UTILIZED WITHIN THE CONSTRUCTION LIMITS AS FILL THEN THEY MUST BE MANAGED OFF-SITE AS A NON-SPECIAL WASTE.

PATCHING

STATION	STATION	CL D PATCH T1 5	CL D PATCH T2 5	CL D PATCH T1 7	CL D PATCH T3 7	CL D PATCH T1 11
		SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
ILLINOIS ROUTE 47						
258+20.87	261+50					8
261+50	264+00			8	44	6
264+00	267+12.44					6
CROSS STREET						
101+16	103+50					
106+50	108+93.19			45		
108+93.19	111+25			4	22	
SUGAR LANE						
300+50	304+80	6	6			
FRONTAGE ROAD						
400+00	405+40					
TOTAL		**6**	**6**	**57**	**66**	**20**

LANDSCAPING

STATION	STATION	TOPSOIL F & P 4	SEEDING CL 2A	SODDING SALT TOLERANT	NITROGEN FERT NUTR	PHOSPHORUS FERT NUTR	POTASSIUM FERT NUTR	EROSION CONTR BLANKET	TEMP EROS CONTR SEED	T-ACERX FREM MM 3
		SQ YD	ACRE	SQ YD	POUND	POUND	POUND	SQ YD	POUND	EACH
ILLINOIS ROUTE 47										
258+20.87	261+50	834.9	0.17	0.0	15.5	15.5	15.5	834.9	34.5	
261+50	264+00	584.9	0.06	293.1	9.1	9.1	9.1	291.8	24.2	
264+00	267+12.44	1419.8	0.29	0.0	26.4	26.4	26.4	1,419.8	58.7	
CROSS STREET										
101+16	103+50	109.1	0.00	109.1	1.4	1.4	1.4	0.0	4.5	6
106+50	108+93.19	427.4	0.00	427.4	5.3	5.3	5.3	0.0	17.7	
108+93.19	111+25	480.9	0.00	480.9	6.0	6.0	6.0	0.0	19.9	
SUGAR LANE										
300+50	304+80	180.0	0.04	0.0	3.3	3.3	3.3	180.0	7.4	
FRONTAGE ROAD										
400+00	405+40	239.2	0.05	0.0	4.4	4.4	4.4	239.2	9.9	
TOTAL		**4277**	**0.6**	**1311**	**72**	**72**	**72**	**2966**	**177**	**6**

PLAN ALLOWANCE

ITEM	UNITS	QUANTITY
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	180
GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	540
EXPLORATION TRENCH 72" DEPTH	FOOT	250
AGGREGATE FOR TEMPORARY ACCESS	TON	400
SUPPLEMENTAL WATERING	UNIT	60
SHORT TERM PAVEMENT MARKING	FOOT	1050
POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	180

AN ESTIMATED PLAN QUANTITY FOR EACH OF THESE ITEMS HAS BEEN SHOWN TO ESTABLISH UNIT PRICES FOR AN ITEM. PAYMENT SHALL BE MADE FOR ACTUAL QUANTITY COMPLETED WITHOUT AN ADJUSTMENT IN UNIT PRICE DUE TO A CHANGE IN PLAN QUANTITY.

DRIVEWAY PAVEMENT, MEDIAN, AND SIDEWALK

STATION	STATION	DRIVE PAVEMENT REM	SIDEWALK REM	MEDIAN REMOVAL	CONC MEDIAN SURF REM	CONC MEDIAN SURF 4	CONC MED TSB6.12	AGG BASE CSE B 4	PC CONC SIDEWALK 5	DETECTABLE WARNINGS	PCC DRIVEWAY PAVT 6	STAB DRIVE PAVEMENT
		SQ YD	SQ FT	SQ FT	SQ FT	SQ FT	SQ FT	SQ YD	SQ FT	SQ FT	SQ YD	SQ YD
ILLINOIS ROUTE 47												
258+20.87	261+50											
261+50	264+00		764.3	25.0			25.0	233.9	1,882.7	112.0		
264+00	267+12.44				32.2	32.2						
CROSS STREET												
101+16	103+50		182.5					138.6	1,153.9	40.0		
106+50	108+93.19	286.5	1555.3					229.1	1,740.6	16.0	167.3	105.2
108+93.19	111+25	39.3	198.0					27.3	202.6	32.0	43.0	
SUGAR LANE												
300+50	304+80					50.0						
FRONTAGE ROAD												
400+00	405+40	58.1	211.7			96.5		13.5	108.1		19.1	39.0
TOTAL		**384**	**2912**	**25**	**33**	**179**	**25**	**643**	**5088**	**200**	**230**	**145**

STRUCTURE ADJUSTMENT, RECONSTRUCTION AND REMOVAL

STATION	OFFSET	LT/RT	FIRE HYDNTS RELOCATED	CB ADJUST	MAN ADJ NEW T1F CL	MAN RECONST	MAN RECON NEW T1F CL	INLETS RECONST	VALVE BOX ADJ	REMOV MANHOLES	REMOV CATCH BAS	REMOV INLETS	REMOV EX FLAR END SEC	SANITARY MANHOLE ADJ	SAN MH ADJ NEW T1F CL
			EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
259+10	34.42	RT									1				
259+77	34.46	RT									1				
260+03	53.18	RT									1				
260+38	34.66	RT									1				
260+96	34.68	RT									1				
261+30	45.00	RT			1										
261+60	34.69	RT									1				
261+78	55.37	RT									1				
264+20	34.32	LT										1			
264+98	35.38	LT										1			
265+21	39.47	LT								1					
265+73	35.53	LT										1			
266+44	38.80	LT										1			
257+00.61	49.94	LT					1								
103+04.40	23.93	RT						1							
103+08	31.40	RT												1	
103+70.46	30.30	RT				1									
104+01	28.47	LT							1						
104+51	39.04	RT									1				
105+42.61	56.05	LT				1									
105+48	54.49	LT									1				
105+68	32.15	RT													1
105+70	43.58	RT											1		
105+74	32.01	RT										1			
105+93	54.68	LT										1			
106+18	30.00	RT							1						
106+22	33.24	RT	1												
106+23	54.61	LT										1			
106+29	54.60	LT									1				
106+62	46.53	LT							1						
108+58	35.53	LT												1	
108+77	24.09	RT												1	
108+96.60	32.77	RT				1									
110+43.58	25.19	LT				1									
300+85	11.91	LT		1											
301+57	13.57	LT		1											
302+02	14.34	LT		1											
TOTAL			1	3	1	4	1	1	3	1	10	7	1	3	1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	12
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 9:11 AM By: Kris Pung – Tab: 12 – Schedule – 22x34

Path: H:\SSK\PROJ\SG1602\DWG\ENG FINAL ENG\SG1602-QUA

STORM SEWER AND STORM SEWER STRUCTURES

STATION	OFFSET	LT./RT.	CB TA 4 DIA T8G	CB TA 4 DIA T11F&G	CB TA 4 DIA T24F&G	CB TA 5 DIA T1F CL	CB TA 5 DIA T11F&G	CB TC T8G	CB TC T11F&G	CB TC T24F&G	MAN TA 4 DIA T1F CL	MAN TA 5 DIA T1F CL	MAN TA 6 DIA T1F CL	R C PIPE TEE 36P 24R	FR & LIDS T1 CL	CB TC W/SPL F&G	PIPE DIA.	LENGTH	SLOPE	TRENCH BACKFILL	STORM SEW CL A 1 12	STORM SEW CL A 1 36	STORM SEW CL A 2 12	STORM SEW CL A 2 15	SS RG CL A 1 12	SS RG CL A 1 24	PIPE UNDER-DRAIN, 6"
			EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	INCH	FOOT	%	CU YD	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
259+14	37.89	RT								1																	
259+83	42.22	RT								1																	
260+40	61	RT						1									12"	14	1.00	1.4	14						
260+46	44.50	RT			1																						
261+03	44.47	RT			1																						
261+70	44.09	RT			1																						
261+75	63	RT						1									12"	16	1.00	1.4	16						
264+20	43.86	LT								1							12"	52	0.44	3.0	52						
264+60	59	LT										1					36"	20	0.15	2.0		20					
264+75	38	LT											1				36"	49	0.14	8.2		49					
264+78	44.30	LT								1							12"	4	1.00	0.6	4						
265+30	37.40	LT												1	1		36"	119	0.14	20.0		119					
265+30	43.34	LT			1												12"	4	1.00	0.5	4						
265+40	43.19	LT								1							12"	7	1.00	0.8	7						
266+55	37	LT												1	1		36"	30	0.17	5.0		30					
266+55	42.20	LT							1								12"	4	1.00	0.5	4						
266+90	37	LT										1					36"	12	0.17	2.2		12					
																	6"	20	1.00								20.0
103+02	35.03	RT						1									12"	8	1.00	2.0	8						
103+77	22.93	LT								1							12"	5	1.00	0.6					5		
104+51.35	39.05	RT				1											24"	76	0.93	23.4						76	
104+59	33	RT								1							12"	5	0.60	1.4	5						
105+49	36.62	RT									1																
105+72	36.49	LT							1								12"	19	1.00	6.1	19						
105+76	37.90	RT			1												12"	22	1.00	5.2			22				
105+90	48.79	LT					1										15"	42	1.00	2.4				42			
106+05	40	RT						1									12"	27	1.00	6.6	27						
106+26	49.61	LT		1													12"	34	1.00	11.6	34						
106+29	54.50	LT	1														12"	2	1.00	0.7	2						
107+27	31.00	LT							1								12"	49	0.45	5.9					49		
107+27	19.20	RT							1								12"	9	0.44	0.5	9						
107+36	27	RT						1									12"	91	0.80	10.6	91						
108+36	28.00	RT	1														12"	5	0.60	0.6	5						
108+36	18.86	RT		1													12"	54	0.44	7.1	54						
108+46	21.21	LT							1								12"	40	0.45	5.0	40						
108+56	33.53	RT							1								12"	15	0.47	2.0	15						
109+17	21.14	LT		1																							
109+28	19.35	RT							1								12"	30	1.00	1.5	30						
109+50	24	LT						1																			
110+43	25	RT						1									12"	2	1.00	0.4	2						
110+43	19.97	RT		1													12"	36	0.44	6.2	36						
110+43	18.18	LT		1													12"	3	0.67	0.7	3						
																	6"	60	1.00								60.0
301+47	11.90	RT							1								12"	7	1.00	0.4	7						
301+57	11.69	RT		1																							
302+20	10.31	RT														1	12"	27	1.00	0.7	27						
302+84	8.98	RT							1								12"	9	1.00	2.4	9						
304+03	8.65	RT							1								12"	6	1.00	2.1	6						
																	6"	20	1.00								20.0
TOTAL			2	6	5	1	1	7	10	7	1	2	1	2	2	1				151.7	530	230	22	42	54	76	100

FOR STORM SEWERS: STATION SHOWN IS FOR THE UPSTREAM END OF THE PIPE

STORM SEWER REMOVAL

LOCATION	STORM SEWER REM 10	STORM SEWER REM 12	STORM SEWER REM 15	STORM SEWER REM 36
	FOOT	FOOT	FOOT	FOOT
259+10 - 259+13		3		
259+77 - 259+82		8		
260+03 - 260+12		9		
260+38 - 260+46		11		
260+96 - 261+04		11		
261+60 - 261+70		12		
261+87 - 261+78		11		
264+20 - 264+22		36		
264+60 - 265+21				60
264+97 - 264+98		10		
265+21 - 267+01				175
265+72 - 265+73		4		
266+44 - 266+45		5		
104+54 - 103+71		78		
105+43 - 105+48			3	
105+48 - 105+93			40	
105+70 - 105+74		5		
105+93 - 106+23			27	
106+23 - 106+29			3	
304+03 - 304+03	5			
TOTAL	5	203	73	235

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	13
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 9:12 AM By: Kris Pung - Tab: 13 - Schedule - 22x34

Path: H:\SDSKPROJ\SG1002\DWG\DWG FINAL ENG\SG1002-CVR

CURVE 1	CURVE 2	CURVE 3	CURVE 4
PI = 105+73.87	PI = 108+33.57	PI = 109+18.39	PI = 110+95.17
PC = 105+57.95	PC = 108+11.19	PC = 108+55.95	PC = 109+80.82
PT = 105+89.79	PT = 108+55.95	PT = 109+80.83	PT = 112+09.51
D = 5°43'46.49"	D = 45°50'12"	D = 17°6'12"	D = 9°15'24"
Δ = 1°49'28"	Δ = 20°30'56"	Δ = 21°21'26"	Δ = 21°10'6"
R = 1000'	R = 125'	R = 335'	R = 618.98'
L = 31.84'	L = 44.76'	L = 124.87'	L = 228.69'
T = 15.92'	T = 22.62'	T = 63.17'	T = 115.66'
E = 0.13'	E = 2.03'	E = 5.90'	E = 10.71'

CURVE 5	CURVE 6	CURVE 7	CURVE 8
PI = 300+75.87	PI = 303+00.21	PI = 404+33.52	PI = 265+21.28
PC = 300+54.38	PC = 302+80.26	PC = 404+03.36	PC = 259+06.52
PT = 300+97.36	PT = 303+20.17	PT = 404+63.67	PT = 271+36.04
D = 27°29'58"	D = 70°73'56"	D = 90°55'41"	D = 00°28'00"
Δ = 24°37'32"	Δ = 28°13'40"	Δ = 90°55'41"	Δ = 05°44'16"
R = 100'	R = 81'	R = 38'	R = 12277.70'
L = 42.98'	L = 39.19'	L = 60.31'	L = 1229.53
T = 21.83'	T = 20.37'	T = 38.62'	T = 615.28
E = 2.35'	E = 2.52'	E = 16.18'	E = 15.41'

PROJECT BEGIN
STA. 101+16
N 1855745.601
E 954133.543

MAIN STREET

CONTROL POINT #1012
STA. 101+27.37, 35.45' LT
CUT CROSS
N 1855781.245
E 954143.88
ELEV = 719.73

CONTROL POINT #1013
STA 103+06.53, 35.12' LT
CUT CROSS
N 1855784.175
E 954323.015

EX R.O.W.

CROSS STREET

80.00'

BENCHMARK #1
STA 102+67.69, 28.53' LT
CROSS ON NORTH FLANGE BOLT
ON FIRE HYDRANT
N 1855776.874
E 954284.295
ELEV = 721.94

PC STA. 300+54.38
N 1855803.827
E 954344.403

PT STA. 300+97.36
N 1855845.651
E 954352.753

CL SUGAR LANE STA. 300+00.00
CL CROSS STREET STA. 103+28.26
N 1855749.452
E 954345.372

89°58'49"

SUGAR LANE

CURVE 5

33.00'

CONTROL POINT #1005
STA 104+11.54, 31.90' LT
5/8" REBAR
N 1855782.865
E 954428.062
ELEV = 720.53

PC STA. 302+80.26
N 1856013.245
E 954425.987

PT STA. 303+20.17
N 1856052.206
E 954432.470

END IMPROVEMENTS
STA. 305+10.00
N 1856239.796
E 954404.236

BENCHMARK #2
STA 269+53.17, 88.31' LT
SOUTHERLY ARROW FLANGE BOLT
ON FIRE HYDRANT
N 1856434.398
E 954375.873
ELEV = 722.47

174°55'43"

CURVE 6

PI STA. 303+62.76

PROJECT END
STA. 267+12.44
N 1856198.146
E 954478.244

CL IL ROUTE 47 STA. 262+64.88
CL CROSS STREET STA. 105+00.00
N 1855752.574
E 954517.088

PC STA. 105+57.95
N 1855753.63
E 954575.02

94°58'54"

PROJECT BEGIN
STA. 258+20.87
N 1855311.907
E 954571.343

CONTROL POINT #1006
STA 265+30.17, 41.81' LT
5/8" REBAR
N 1856013.190
E 954450.434
ELEV = 720.93

CONTROL POINT #1002
STA 267+23.89, 49.67' RT
MAGNAIL
N 1856213.196
E 954527.016
ELEV = 720.21

CURVE 8

CURVE 1

PT STA. 105+89.79
N 1855754.71
E 954606.84

CL FRONTAGE ROAD STA. 400+00.00
CL CROSS STREET STA. 106+10.69
N 1855755.758
E 954627.725

CURVE 7

IL ROUTE 47

PC STA. 259+06.52
N 1855396.786
E 954559.884

FRONTAGE ROAD

EX R.O.W.

92°57'41"

BENCHMARK #4
CUT SQUARE ON WEST SIDE OF
TRAFFIC SIGNAL BASE AT THE
SE CORNER OF IL ROUTE 47
AND CROSS STREET.
ELEV = 721.31

PC STA. 404+03.36
N 1856157.270
E 954589.107

END IMPROVEMENTS
STA. 405+40.00
N 1856204.863
E 954699.995

PT STA. 404+63.67
N 1856198.787
E 954623.908

66.00'

TERRY DRIVE

CHELSEA AVE.

CONTROL POINT #1000
STA. 255+41.12, 36.73' LT
CUT CROSS
N 1855033.804
E 954629.117
ELEV = 723.51

PC STA. 108+11.19
N 1855765.783
E 954827.974

PCC STA. 108+55.95
N 1855760.055
E 954872.123

CURVE 2

CONTROL POINT #1004
STA 108+48.33, 36.36' LT
CUT CROSS
N 1855797.398
E 954873.693
ELEV = 720.23

CL RICHARD STREET STA. 500+00.00
CL CROSS STREET STA. 108+93.18

64°59'49"

RICHARD STREET
STA. 501+50
N 1855896.800
E 954904.324

RICHARD STREET

PCC STA. 109+80.82
N 1855701.143
E 954981.406

BENCHMARK #3
STA 110+30.84, 31.53' RT
SOUTH TAG BOLT
ON FIRE HYDRANT
N 1855645.306
E 954997.197
ELEV = 720.76

CURVE 3

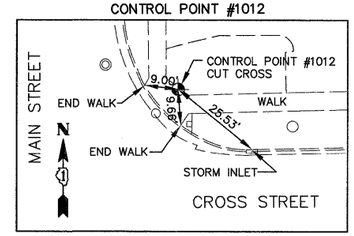
CURVE 4

PROJECT END
STA. 111+25.00
N 1855598.223
E 955081.912

CONTROL POINT #1007
STA 111+88.65, 25.84' LT
CUT CROSS
N 1855559.519
E 955140.097

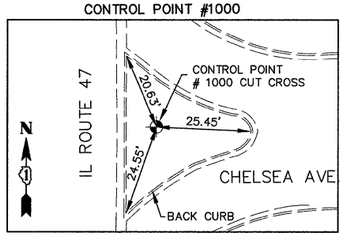
JOY STREET

CONTROL POINT #1012

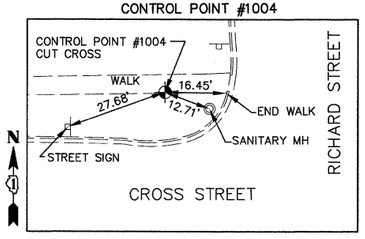


0 60 120
SCALE FEET

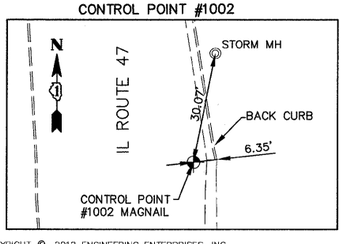
CONTROL POINT #1000



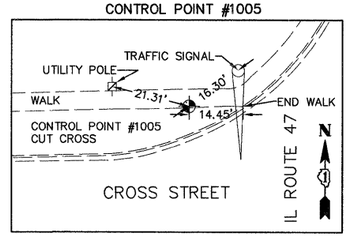
CONTROL POINT #1004



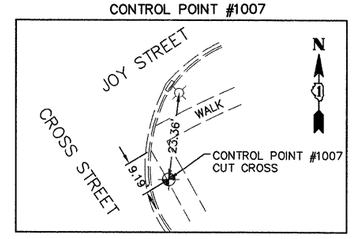
CONTROL POINT #1002



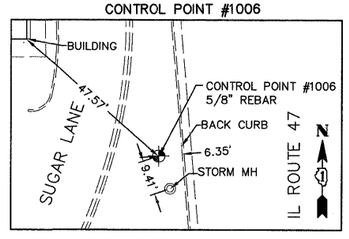
CONTROL POINT #1005



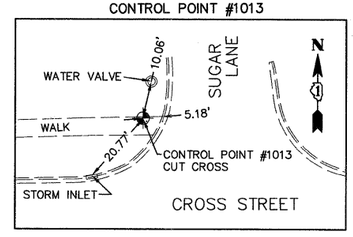
CONTROL POINT #1007



CONTROL POINT #1006



CONTROL POINT #1013



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PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

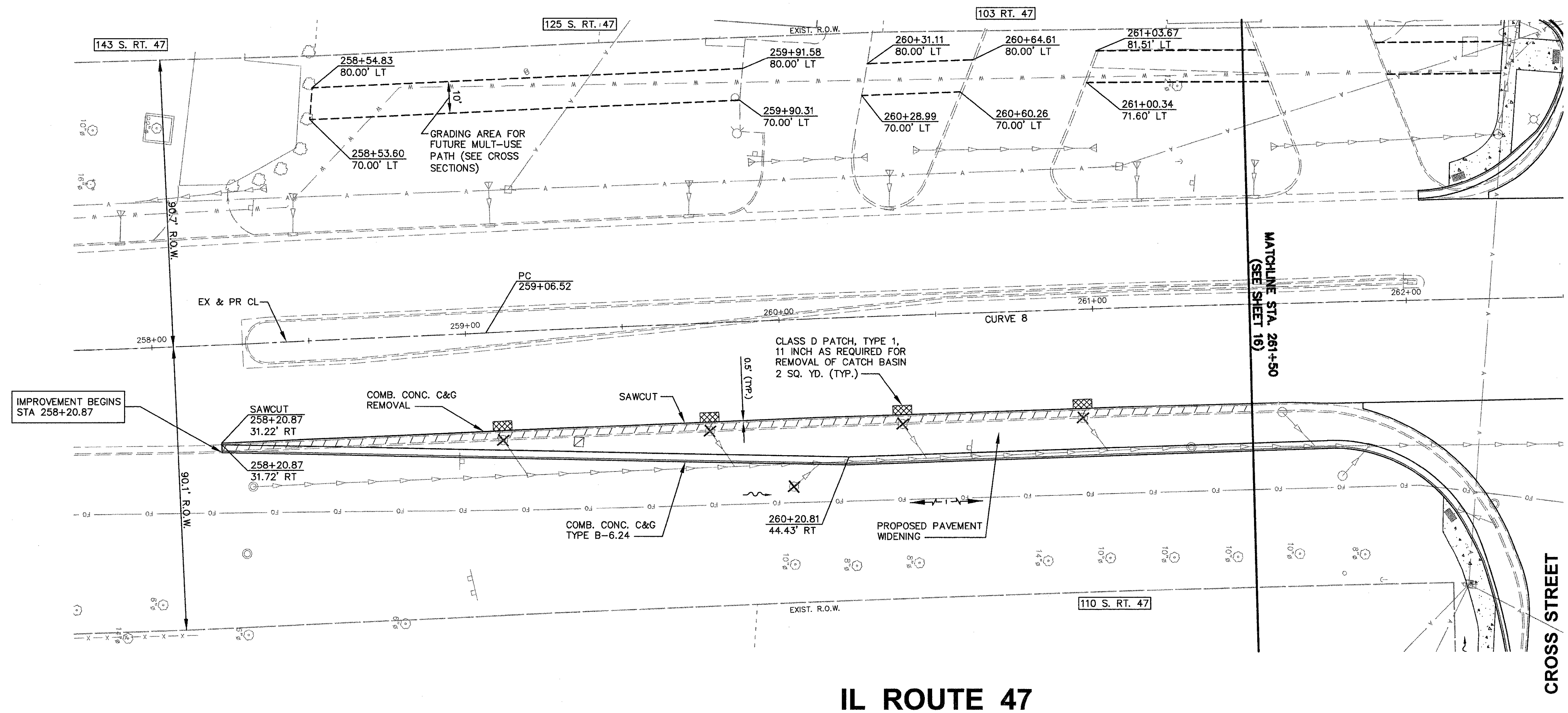
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=60' | SHEET NO. 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	14
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 8:33 AM By: Kris Pung — Tab: 14 - Alignment - 22x34

Path: H:\SDSKPROJ\56102\DWG\DWG FINAL ENG\56102-ALIGNMENT



NOTE:

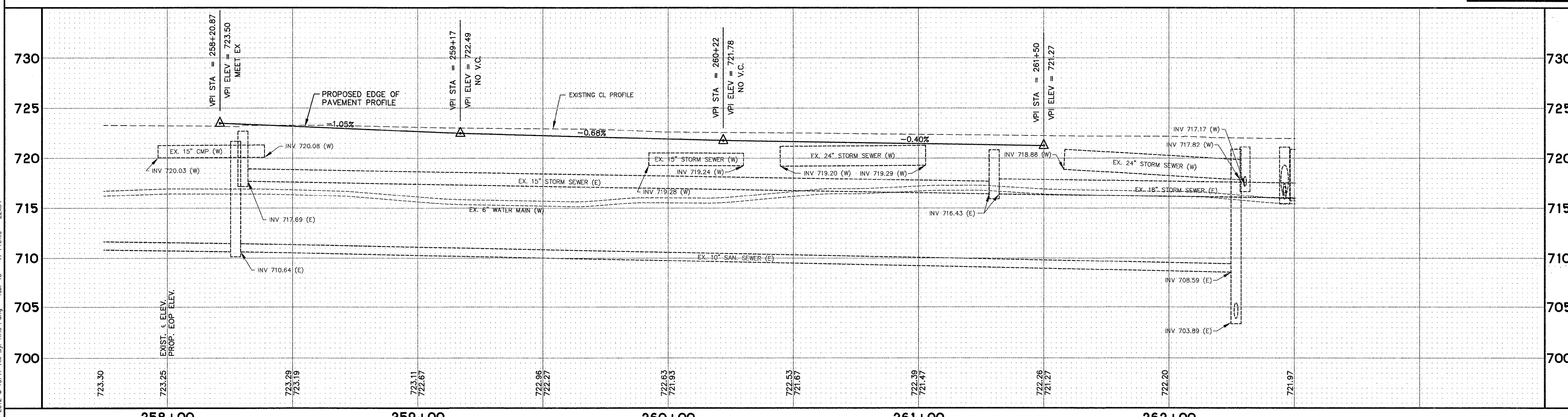
1. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

CURVE 8

PI = 265+21.28
PC = 259+06.52
PT = 271+36.04
D = 00°28'00"
Δ = 05°44'16"
R = 12277.70'
L = 1229.53
T = 615.28
E = 15.41'

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

IL ROUTE 47



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PLOT DATE =	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 - PLAN AND PROFILE

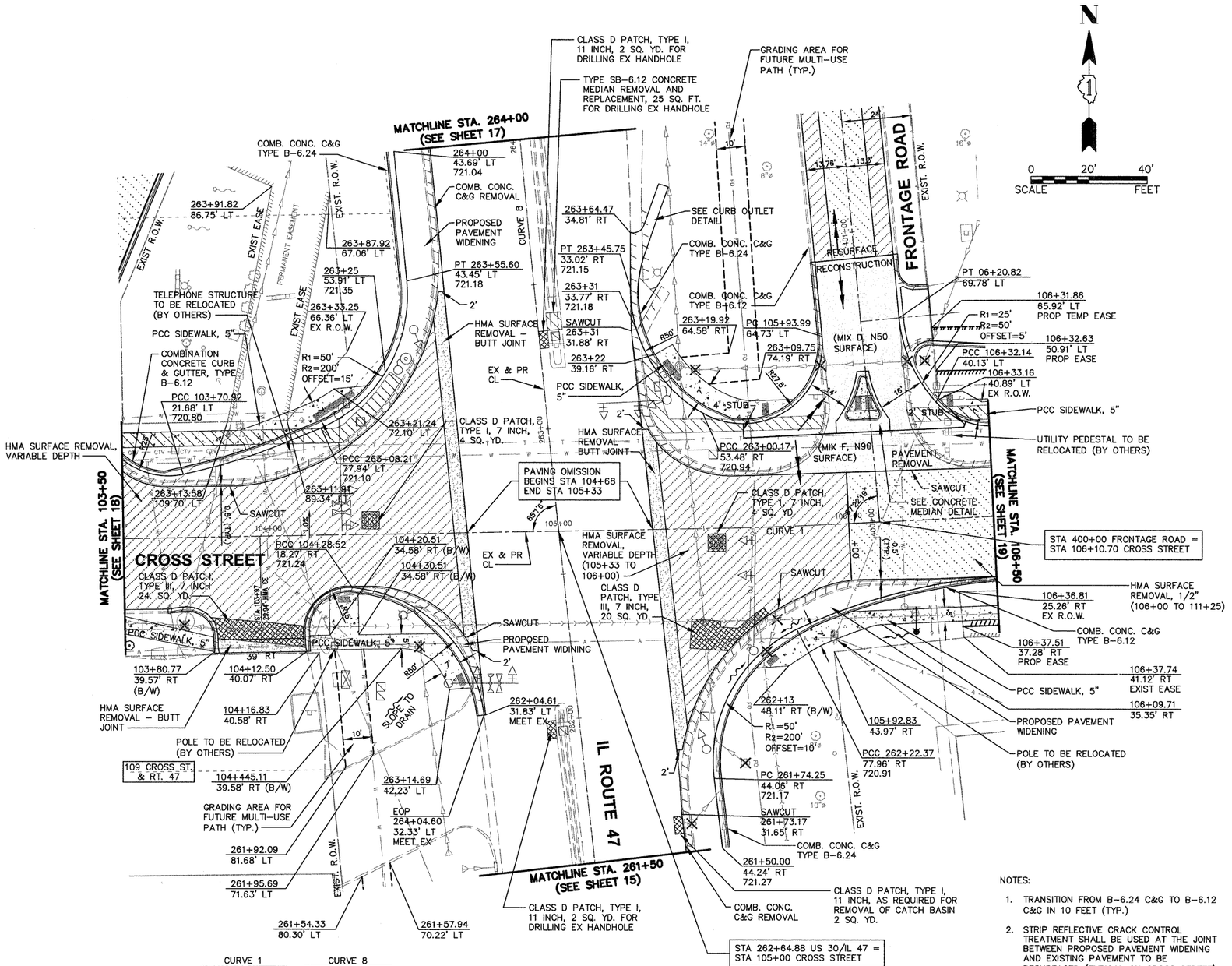
SCALE: 1"=20' | SHEET NO. 1 OF 7 SHEETS | STA. 257+75 TO STA. 261+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	15
		CONTRACT NO.63700		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

Plotted: February 20, 2012 @ 10:47 AM By: Kris Pung - Tab: 15 - 47 Profile - 22x34

Path: H:\SDSKPROJ\SG1002\DWG\DWG FINAL ENG\SG1002-PP-ROADWAY



CURVE 1

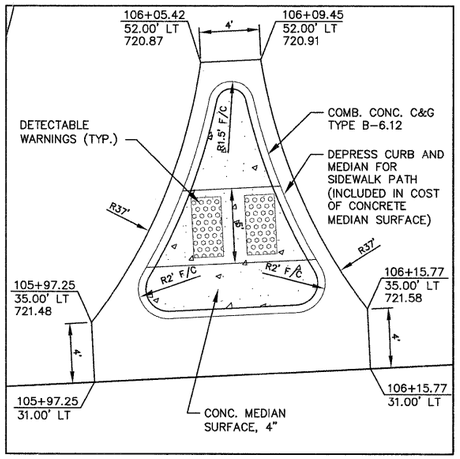
PI =	105+73.87
PC =	105+57.95
PT =	105+89.79
D =	5°43'46.49"
Δ =	1°49'28"
R =	1000'
L =	31.84'
T =	15.92'
E =	0.13'

CURVE 8

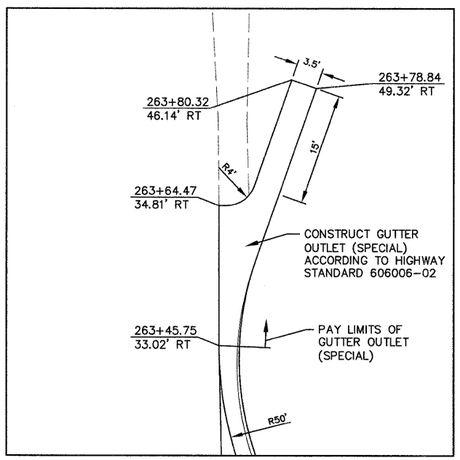
PI =	265+21.28
PC =	259+06.52
PT =	271+36.04
D =	00°28'00"
Δ =	05°44'16"
R =	12277.70'
L =	1229.53
T =	615.28
E =	15.41'

NOTES:

1. TRANSITION FROM B-6.24 C&G TO B-6.12 C&G IN 10 FEET (TYP.)
2. STRIP REFLECTIVE CRACK CONTROL TREATMENT SHALL BE USED AT THE JOINT BETWEEN PROPOSED PAVEMENT WIDENING AND EXISTING PAVEMENT TO BE RESURFACED (TYPICAL ON CROSS STREET)
3. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.



CONCRETE MEDIAN DETAIL
SCALE: 1"=5'



GUTTER OUTLET (SPECIAL) DETAIL
SCALE: 1"=10'

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 AND CROSS STREET - PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 2 OF 7 SHEETS | STA. 261+50 TO STA. 264+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	16
		CONTRACT NO. 63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:48 AM By: Kris Pung - Tab: 16 - 47 Intersection - 22x34

Path: H:\SDSKPROJ\SG1002\DWG\DWG FINAL ENG\SG1002-PP-ROADWAY

NOTE:

1. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

CROSS STREET

PERMANENT EASEMENT

SUGAR LANE

EXIST. R.O.W.

TBT, TY 1 (SPEC), TANGENT

264+71.77
44.43' LT

303+42
EOP 720.59

265+61.65
42.87' LT

TBT, TY 6 CONNECT TO PCC BARRIER WALL

DOUBLE FACED PCC BARRIER WALL (32 INCH HEIGHT) W/ CONCRETE GLARE SCREEN

304+20
HIGH POINT
EOP 721.00

TBT, TY 1 (SPEC), TANGENT

LIMITS OF EX WEST GUARDRAIL REMOVAL

0 20' 40'
SCALE FEET

CONNECT TO EX EAST GUARDRAIL

IMPROVEMENT ENDS STA 267+12.44

SEE SUGAR LANE PLAN AND PROFILE SHEETS FOR ADDITIVE INFORMATION

CURVE 8
PI = 265+21.28
PC = 259+06.52
PT = 271+36.04
D = 00°28'00"
Δ = 05°44'16"
R = 12277.70'
L = 1229.53
T = 615.28
E = 15.41'

45:1 TAPER

COMB CONC C & G, TYPE B-6.24

PROPOSED PAVEMENT WIDENING

SAWCUT
264+71.77
31.93' LT

CLASS D PATCH, TYPE I, 11 INCH AS REQUIRED FOR REMOVAL OF INLET 2 SQ. YD. (TYP.)

SAWCUT
265+61.63
32.46' LT

265+92
HIGH POINT
EOP 720.77

SAW CUT

GUARDRAIL REMOVAL (2 GUARDRAILS BACK-TO-BACK)

PAVEMENT REMOVAL

SPBGR, TY A, 6 FT. POSTS

267+12.44
42.14' LT

SAWCUT
267+12.44
32.14' LT

EX & PR CL

COMB CONC C&G REMOVAL

MEDIAN REMOVAL

CONCRETE MEDIAN SURFACE, 4 INCH

TRANSITION BACK OF CURB IN 30'

HMA SHOULDERS, 6" AT GUARDRAIL (SEE DETAIL)

MATCHLINE STA. 264+00 (SEE SHEET 16)

CURVE 8

263+00 264+00 265+00 266+00 267+00

90' R.O.W.

GRADING AREA FOR FUTURE MULT-USE PATH (SEE CROSS SECTIONS)

10'

267+40.24
73.34' RT

267+40.27
83.34' RT

264+96.57
90.00' RT

267+35.38
89.99' RT

FRONTAGE ROAD

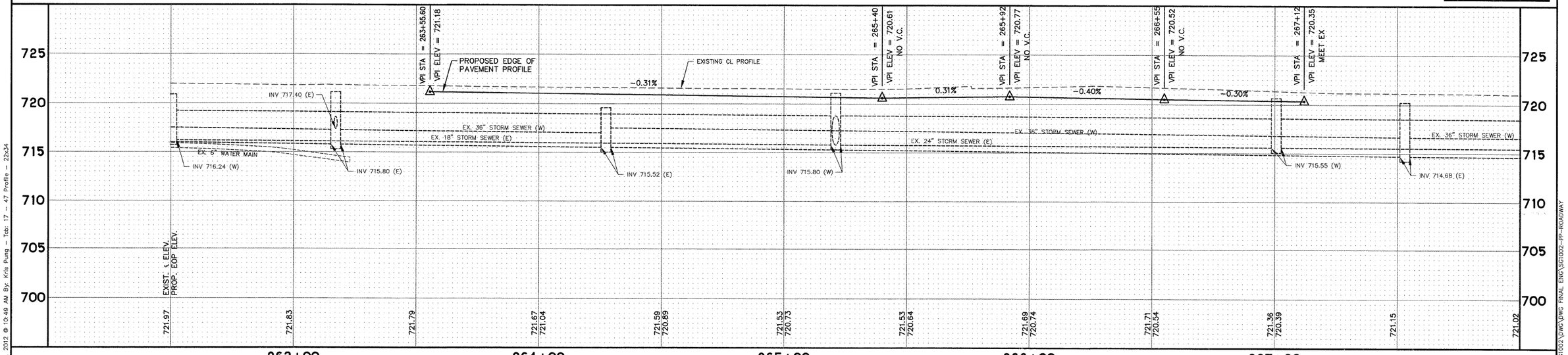
401+00 402+00 403+00 404+00

Old Rand Road

EXIST. R.O.W.

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

IL ROUTE 47



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PLOT SCALE =	CHECKED -	REVISED -	---
PLOT DATE =	DATE -	REVISED -	---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

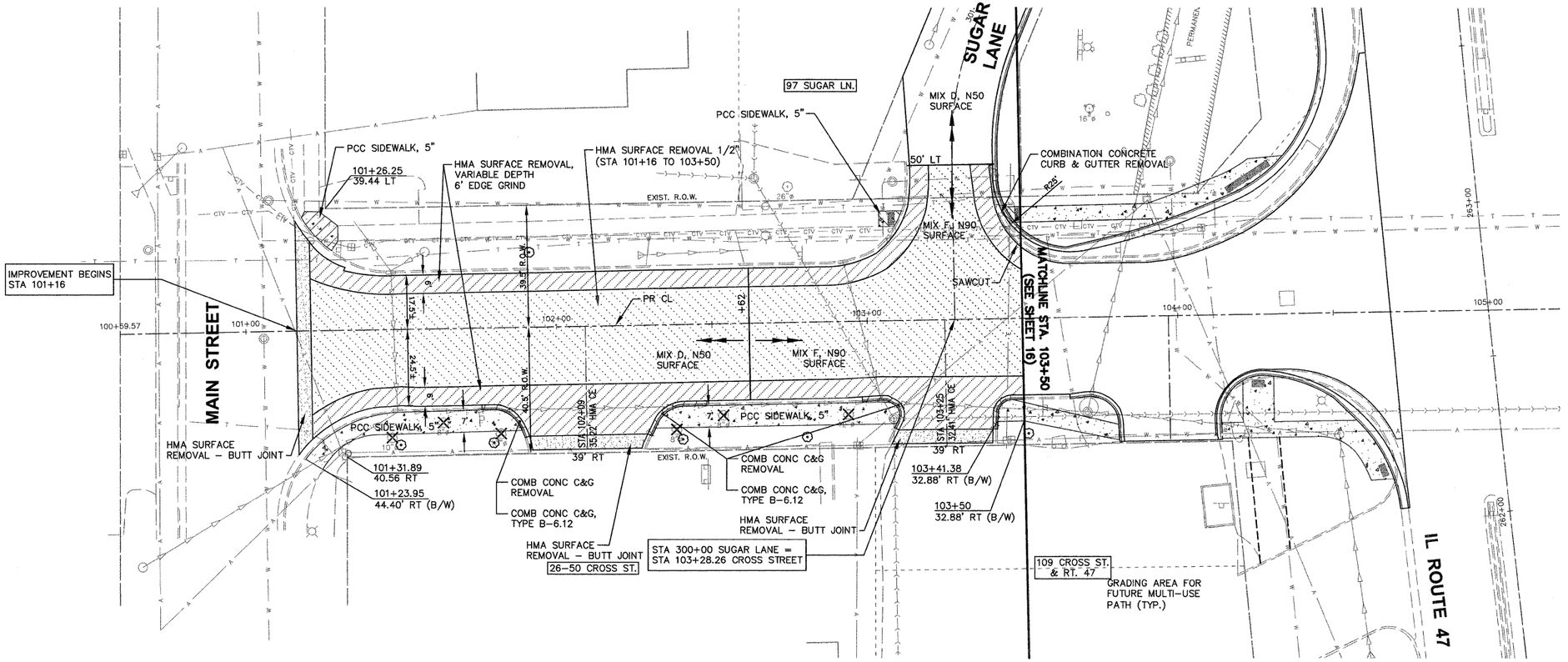
IL. ROUTE 47 - PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 3 OF 7 SHEETS | STA. 264+00 TO STA. 267+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	17
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:49 AM By: Kris Pung — Tab: 17 - 47 Profile - 22x34

Path: H:\SDSKPROJ\SGT002\DWG\DWG FINAL ENG\SGT002-PP-ROADWAY

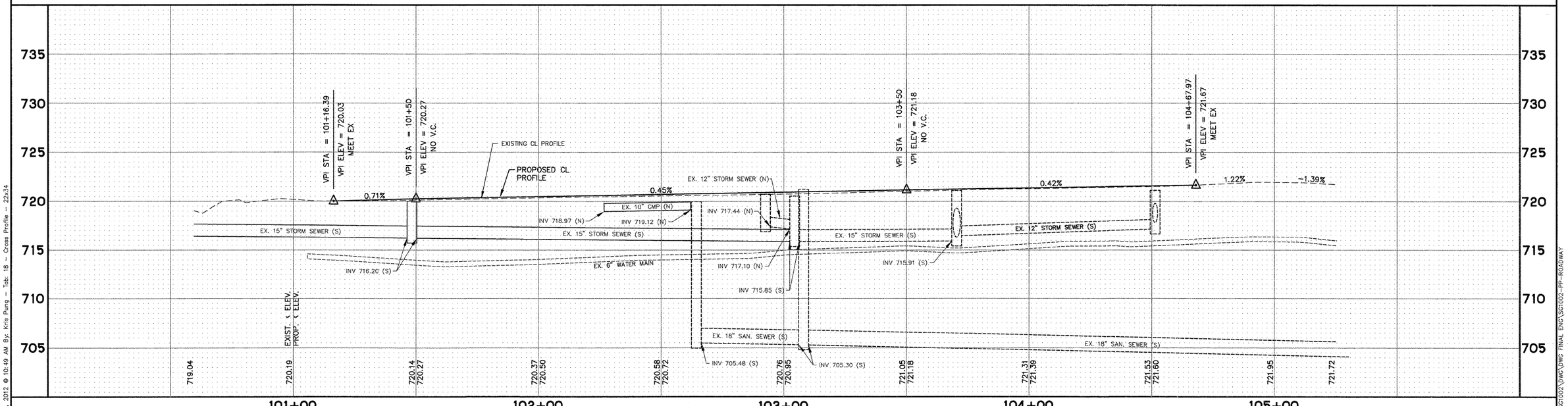


NOTE:

1. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

CROSS STREET



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PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

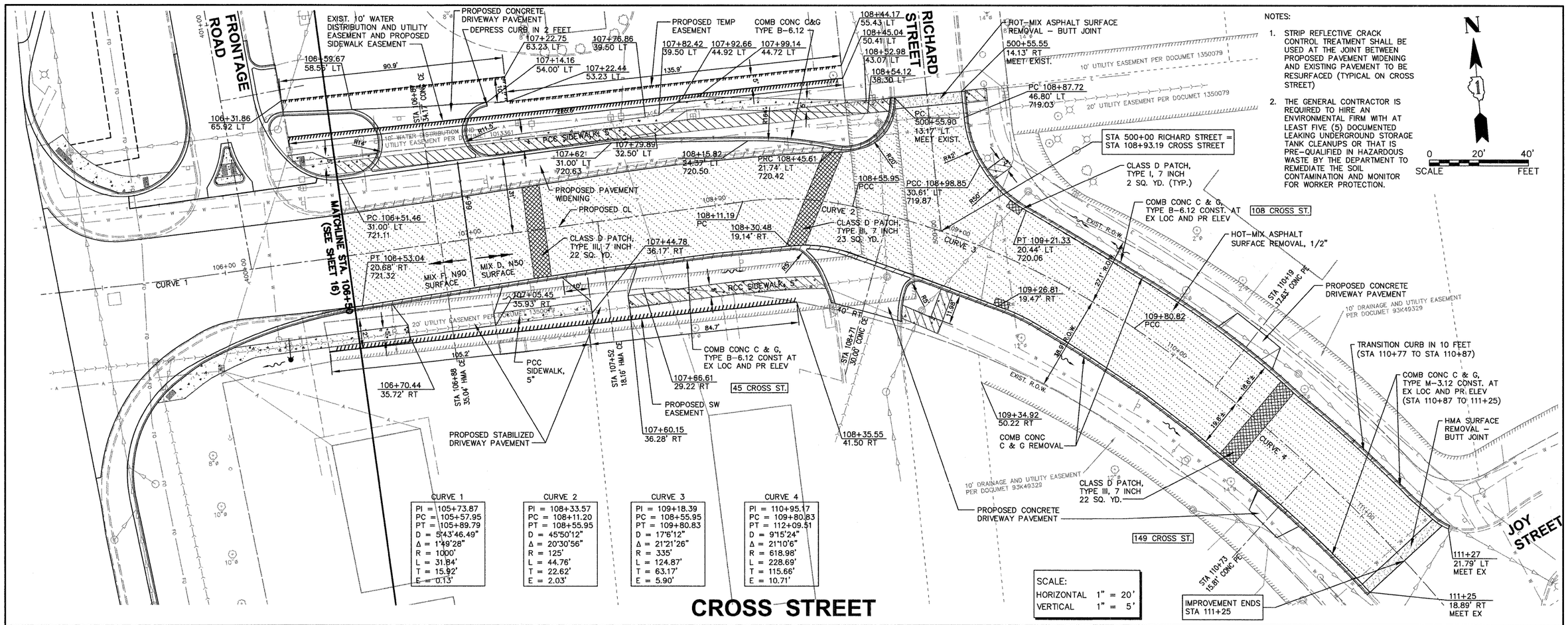
CROSS STREET - PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 4 OF 7 SHEETS | STA. 100+50 TO STA. 105+25

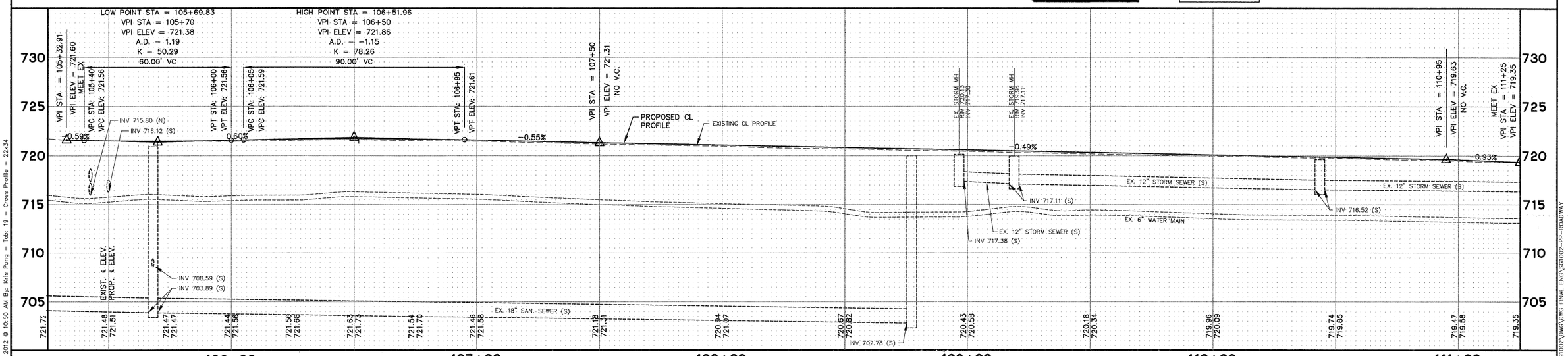
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	18
		CONTRACT NO. 63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:49 AM By: Kris Pung — Tab: 18 — Cross Profile — 22x34

Path: H:\SDS\PROJ\SG1002\DWG\DWG FINAL ENG\SG1002-FP-ROADWAY



CROSS STREET



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PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS STREET - PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 5 OF 7 SHEETS | STA. 105+25 TO STA. 111+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	19

CONTRACT NO. 63700

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

Plotted: February 20, 2012 @ 10:50 AM By: Kris Pung - Tab: 19 - Cross Profile - 22x34

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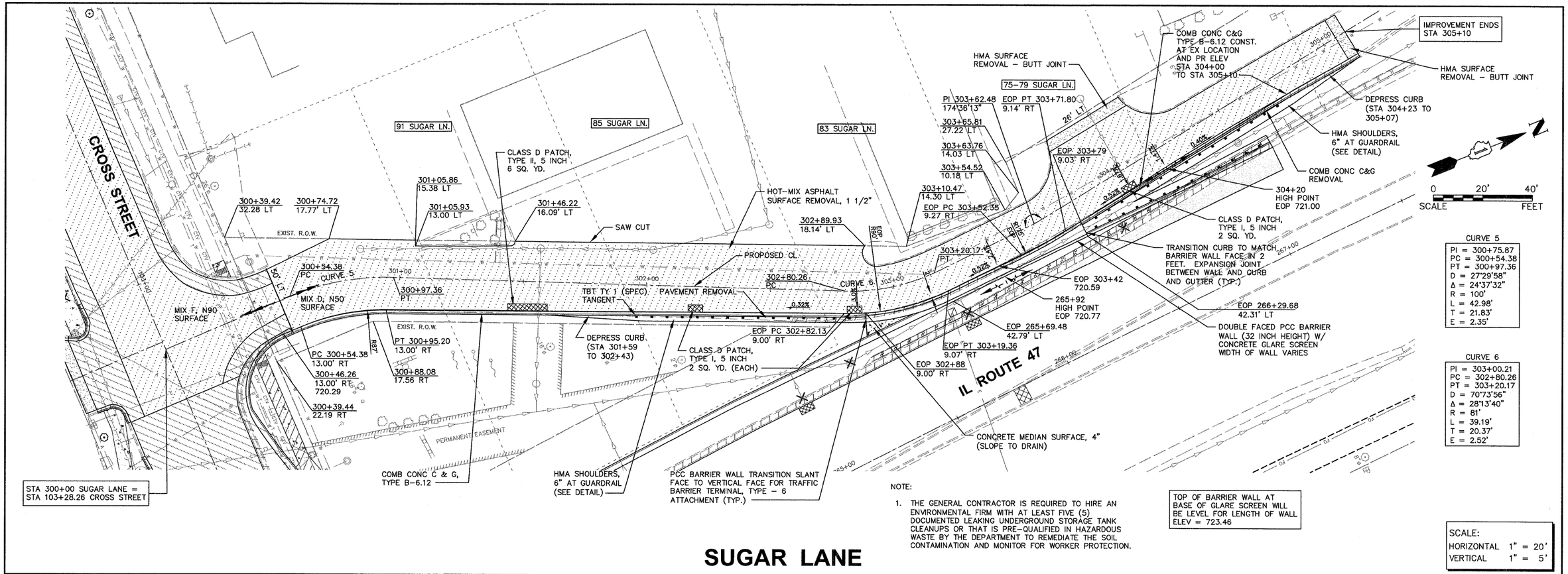
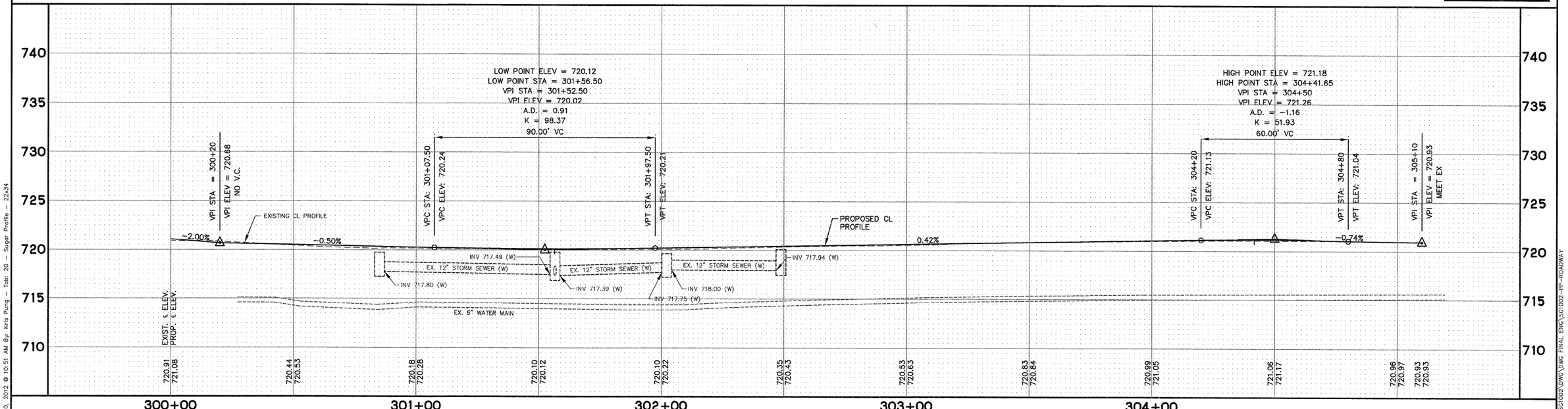


SUGAR LANE

NOTE:

1. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGAR LANE - PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 6 OF 7 SHEETS | STA. 300+00 TO STA. 304+80

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	20
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:51 AM By: Kris Pung - Tab: 20 - Sugar Profile - 22x34

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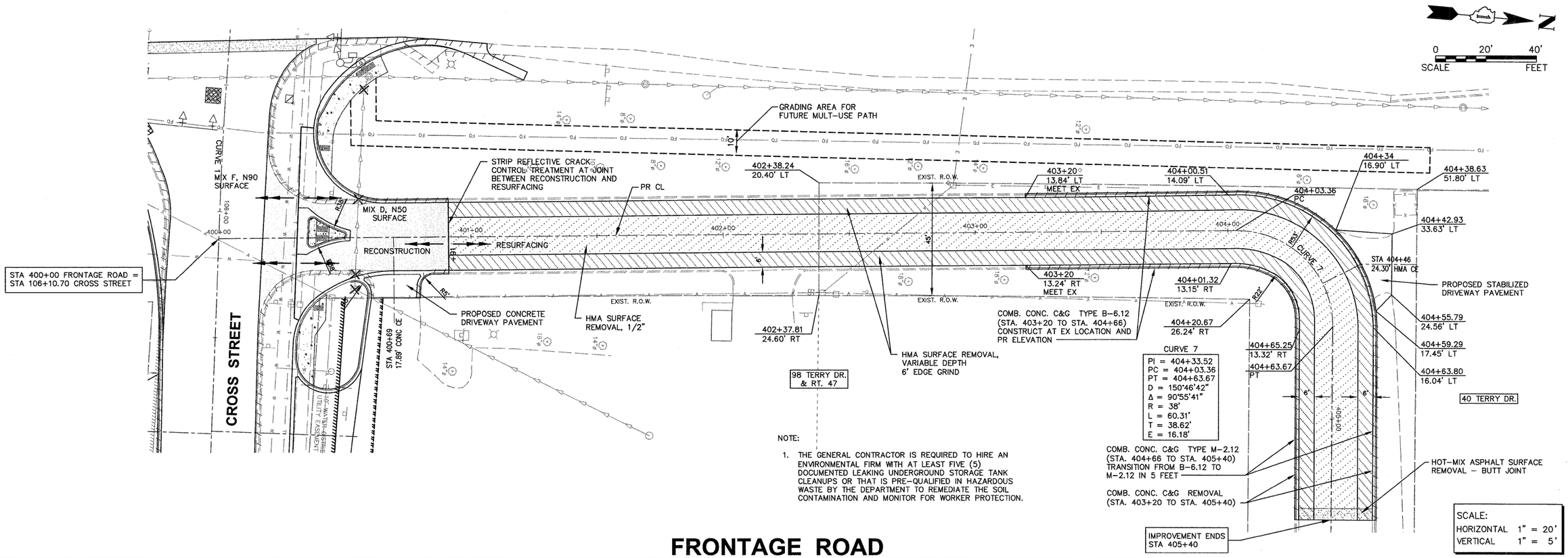
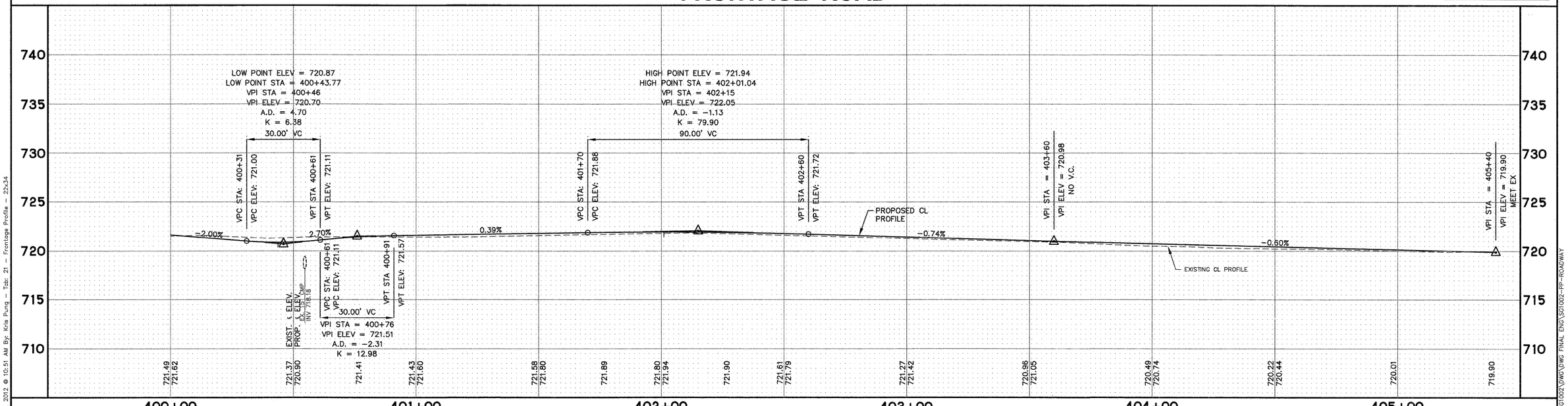


NOTE:

1. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

FRONTAGE ROAD



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRONTAGE ROAD - PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 7 OF 7 SHEETS | STA. 400+00 TO STA. 404+60

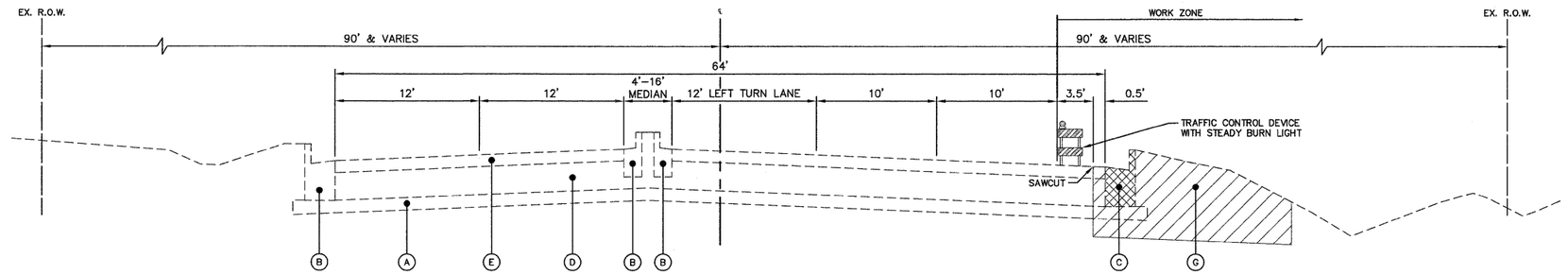
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	21
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:51 AM By: Kris Pung - Tab: 21 - Frontage Profile - 22x34

Path: H:\SDSKPROJ\SG7002\DWG\DWG FINAL ENG\SG7002-FP-ROADWAY

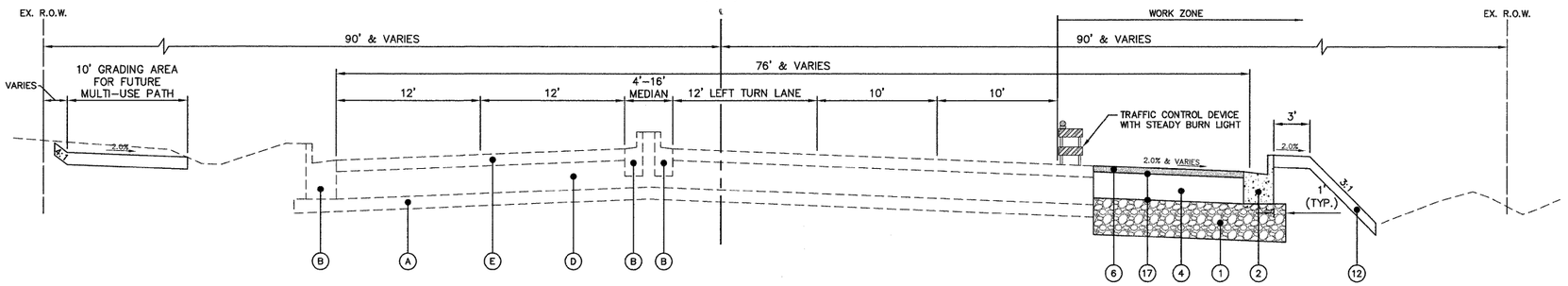
CONSTRUCTION STAGING

IL ROUTE 47
(N.T.S.)



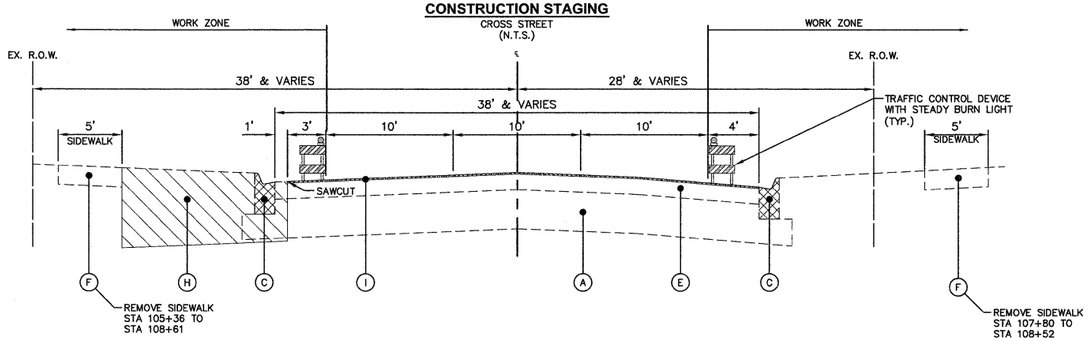
CONSTRUCTION STAGING

IL ROUTE 47
(N.T.S.)



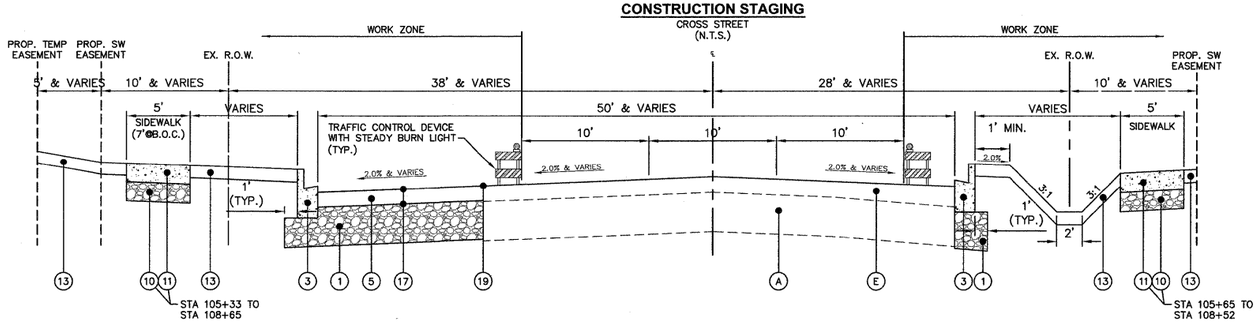
CONSTRUCTION STAGING

CROSS STREET
(N.T.S.)



CONSTRUCTION STAGING

CROSS STREET
(N.T.S.)



EXISTING LEGEND

- (A) EXISTING AGGREGATE BASE
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, VARIOUS TYPES
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER (TO BE REMOVED)
- (D) EXISTING CONCRETE PAVEMENT
- (E) EXISTING HOT-MIX ASPHALT PAVEMENT
- (F) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (G) EARTH EXCAVATION
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (I) HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- (J) HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE, 12"
- (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (4) HOT-MIX ASPHALT BASE COURSE, 8 3/4"
- (5) HOT-MIX ASPHALT BASE COURSE, 5 1/4"
- (6) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (8) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1.5"
- (9) LEVELING BINDER (MACHINE METHOD), N50
- (10) AGGREGATE BASE COURSE, TYPE B, 4"
- (11) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (12) TOPSOIL, 4", SEEDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (13) TOPSOIL, 4", SODDING, FERTILIZER AND MULCH/EROSION CONTROL BLANKET
- (14) CONCRETE GLARE SCREEN
- (15) CONCRETE CURB AND GUTTER (FLAG ONLY)
- (16) CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- (17) BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- (18) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
- (19) STRIP REFLECTIVE CRACK CONTROL TREATMENT

NOTE:
SIMILAR PROCESS TO BE IMPLEMENTED DURING WORK ON THE WEST SIDE OF IL 47

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DEPARTMENT OF TRANSPORTATION

SUGGESTED CONSTRUCTION STAGING PLAN

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	22
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 11:32 AM By: Kris Pung - Tab: 22 - Const Staging - 22x34

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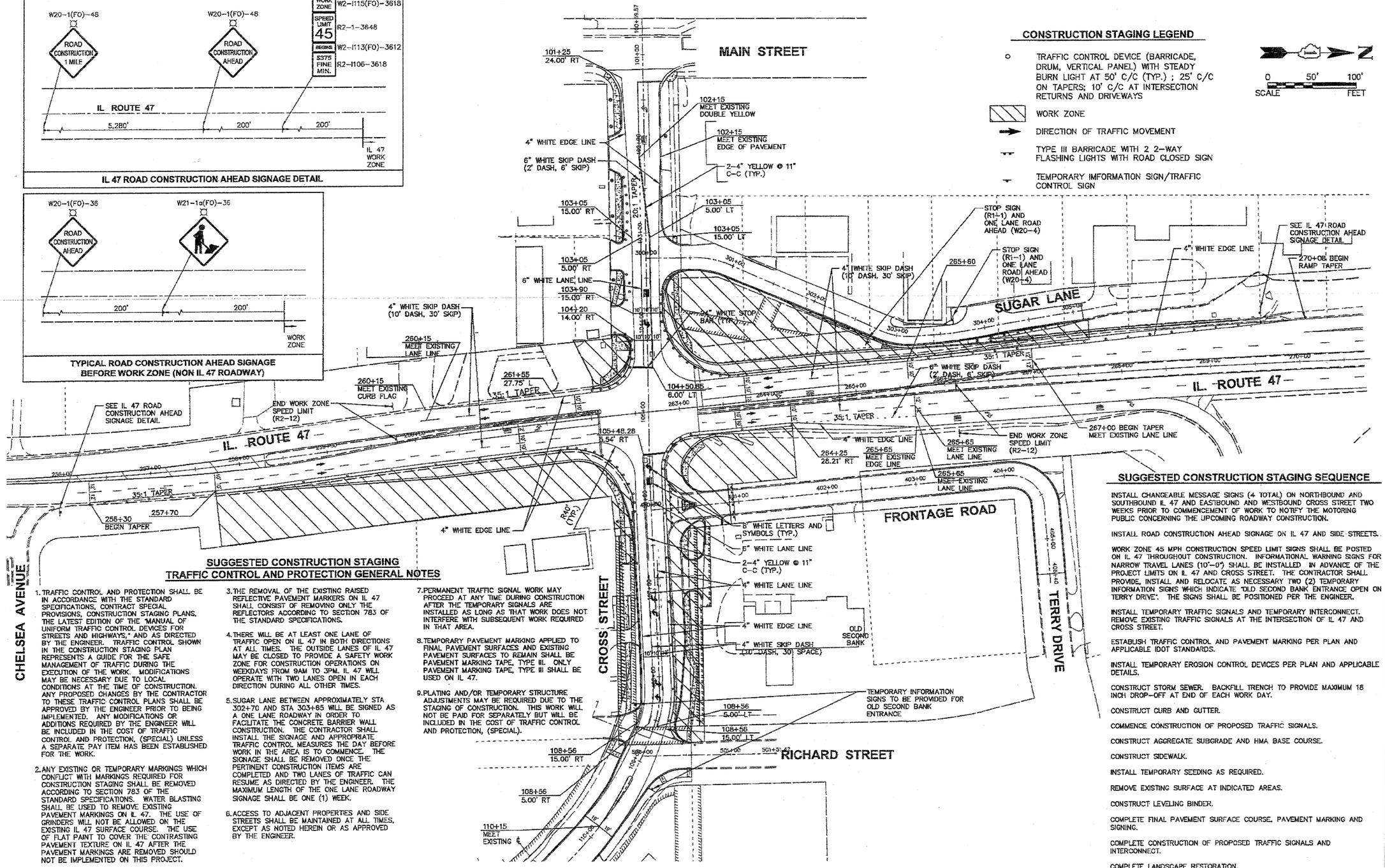
IL 47 ROAD CONSTRUCTION AHEAD SIGNAGE DETAIL

TYPICAL ROAD CONSTRUCTION AHEAD SIGNAGE BEFORE WORK ZONE (NON IL 47 ROADWAY)



CONSTRUCTION STAGING LEGEND

- TRAFFIC CONTROL DEVICE (BARRICADE, DRUM, VERTICAL PANEL) WITH STEADY BURN LIGHT AT 50' C/C (TYP.) ; 25' C/C ON TAPERS; 10' C/C AT INTERSECTION RETURNS AND DRIVEWAYS
- WORK ZONE
- DIRECTION OF TRAFFIC MOVEMENT
- TYPE III BARRICADE WITH 2 2-WAY FLASHING LIGHTS WITH ROAD CLOSED SIGN
- TEMPORARY IMFORMATION SIGN/TRAFFIC CONTROL SIGN

SUGGESTED CONSTRUCTION STAGING SEQUENCE

INSTALL CHANGEABLE MESSAGE SIGNS (4 TOTAL) ON NORTHBOUND AND SOUTHBOUND IL 47 AND EASTBOUND AND WESTBOUND CROSS STREET TWO WEEKS PRIOR TO COMMENCEMENT OF WORK TO NOTIFY THE MOTORING PUBLIC CONCERNING THE UPCOMING ROADWAY CONSTRUCTION.

INSTALL ROAD CONSTRUCTION AHEAD SIGNAGE ON IL 47 AND SIDE STREETS.

WORK ZONE 45 MPH CONSTRUCTION SPEED LIMIT SIGNS SHALL BE POSTED ON IL 47 THROUGHOUT CONSTRUCTION. INFORMATIONAL WARNING SIGNS FOR NARROW TRAVEL LANES (10'-0") SHALL BE INSTALLED IN ADVANCE OF THE PROJECT LIMITS ON IL 47 AND CROSS STREET. THE CONTRACTOR SHALL PROVIDE, INSTALL AND RELOCATE AS NECESSARY TWO (2) TEMPORARY INFORMATION SIGNS WHICH INDICATE "OLD SECOND BANK ENTRANCE OPEN ON TERRY DRIVE". THE SIGNS SHALL BE POSITIONED PER THE ENGINEER.

INSTALL TEMPORARY TRAFFIC SIGNALS AND TEMPORARY INTERCONNECT. REMOVE EXISTING TRAFFIC SIGNALS AT THE INTERSECTION OF IL 47 AND CROSS STREET.

ESTABLISH TRAFFIC CONTROL AND PAVEMENT MARKING PER PLAN AND APPLICABLE IDOT STANDARDS.

INSTALL TEMPORARY EROSION CONTROL DEVICES PER PLAN AND APPLICABLE DETAILS.

CONSTRUCT STORM SEWER. BACKFILL TRENCH TO PROVIDE MAXIMUM 18 INCH DROP-OFF AT END OF EACH WORK DAY.

CONSTRUCT CURB AND GUTTER.

COMMENCE CONSTRUCTION OF PROPOSED TRAFFIC SIGNALS.

CONSTRUCT AGGREGATE SUBGRADE AND HMA BASE COURSE.

CONSTRUCT SIDEWALK.

INSTALL TEMPORARY SEEDING AS REQUIRED.

REMOVE EXISTING SURFACE AT INDICATED AREAS.

CONSTRUCT LEVELING BINDER.

COMPLETE FINAL PAVEMENT SURFACE COURSE, PAVEMENT MARKING AND SIGNING.

COMPLETE CONSTRUCTION OF PROPOSED TRAFFIC SIGNALS AND INTERCONNECT.

COMPLETE LANDSCAPE RESTORATION.

SUGGESTED CONSTRUCTION STAGING
TRAFFIC CONTROL AND PROTECTION GENERAL NOTES

1. TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS, CONSTRUCTION STAGING PLANS, THE LATEST EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," AND AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL SHOWN IN THE CONSTRUCTION STAGING PLAN REPRESENTS A GUIDE FOR THE SAFE MANAGEMENT OF TRAFFIC DURING THE EXECUTION OF THE WORK. MODIFICATIONS MAY BE NECESSARY DUE TO LOCAL CONDITIONS AT THE TIME OF CONSTRUCTION. ANY PROPOSED CHANGES BY THE CONTRACTOR TO THESE TRAFFIC CONTROL PLANS SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING IMPLEMENTED. ANY MODIFICATIONS OR ADDITIONS REQUIRED BY THE ENGINEER WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL) UNLESS A SEPARATE PAY ITEM HAS BEEN ESTABLISHED FOR THE WORK.
2. ANY EXISTING OR TEMPORARY MARKINGS WHICH CONFLICT WITH MARKINGS REQUIRED FOR CONSTRUCTION STAGING SHALL BE REMOVED ACCORDING TO SECTION 783 OF THE STANDARD SPECIFICATIONS. WATER BLASTING SHALL BE USED TO REMOVE EXISTING PAVEMENT MARKINGS ON IL 47. THE USE OF GRINDERS WILL NOT BE ALLOWED ON THE EXISTING IL 47 SURFACE COURSE. THE USE OF FLAT PAINT TO COVER THE CONTRASTING PAVEMENT TEXTURE ON IL 47 AFTER THE PAVEMENT MARKINGS ARE REMOVED SHOULD NOT BE IMPLEMENTED ON THIS PROJECT.
3. THE REMOVAL OF THE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS ON IL 47 SHALL CONSIST OF REMOVING ONLY THE REFLECTORS ACCORDING TO SECTION 783 OF THE STANDARD SPECIFICATIONS.
4. THERE WILL BE AT LEAST ONE LANE OF TRAFFIC OPEN ON IL 47 IN BOTH DIRECTIONS AT ALL TIMES. THE OUTSIDE LANES OF IL 47 MAY BE CLOSED TO PROVIDE A SAFETY WORK ZONE FOR CONSTRUCTION OPERATIONS ON WEEKDAYS FROM 9AM TO 3PM. IL 47 WILL OPERATE WITH TWO LANES OPEN IN EACH DIRECTION DURING ALL OTHER TIMES.
5. SUGAR LANE BETWEEN APPROXIMATELY STA 302+70 AND STA 303+65 WILL BE SIGNED AS A ONE LANE ROADWAY IN ORDER TO FACILITATE THE CONCRETE BARRIER WALL CONSTRUCTION. THE CONTRACTOR SHALL INSTALL THE SIGNAGE AND APPROPRIATE TRAFFIC CONTROL MEASURES THE DAY BEFORE WORK IN THE AREA IS TO COMMENCE. THE SIGNAGE SHALL BE REMOVED ONCE THE PERTINENT CONSTRUCTION ITEMS ARE COMPLETED AND TWO LANES OF TRAFFIC CAN RESUME AS DIRECTED BY THE ENGINEER. THE MAXIMUM LENGTH OF THE ONE LANE ROADWAY SIGNAGE SHALL BE ONE (1) WEEK.
6. ACCESS TO ADJACENT PROPERTIES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED HEREIN OR AS APPROVED BY THE ENGINEER.
7. PERMANENT TRAFFIC SIGNAL WORK MAY PROCEED AT ANY TIME DURING CONSTRUCTION AFTER THE TEMPORARY SIGNALS ARE INSTALLED AS LONG AS THAT WORK DOES NOT INTERFERE WITH SUBSEQUENT WORK REQUIRED IN THAT AREA.
8. TEMPORARY PAVEMENT MARKING APPLIED TO FINAL PAVEMENT SURFACES AND EXISTING PAVEMENT SURFACES TO REMAIN SHALL BE PAVEMENT MARKING TAPE, TYPE III. ONLY PAVEMENT MARKING TAPE, TYPE III SHALL BE USED ON IL 47.
9. PLATING AND/OR TEMPORARY STRUCTURE ADJUSTMENTS MAY BE REQUIRED DUE TO THE STAGING OF CONSTRUCTION. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

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SUGGESTED CONSTRUCTION STAGING PLAN

SCALE: 1"=50' | SHEET NO. 2 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	23
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT NO. M-9003(113)			

Plotted: March 26, 2012 @ 3:03 PM By: Kris Pung — Tab: 23 - Const Staging — 22x34

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NOTES:

1. TEMPORARY DITCH CHECKS SHALL BE ROLLED EXCELSIOR.
2. INLET FILTERS SHALL BE USED AT CURB STRUCTURES FOR INLET AND PIPE PROTECTION.
3. INLET AND PIPE PROTECTION SHALL BE SILT FILTER FABRIC TYPE.

0 50' 100'
SCALE FEET

MAIN STREET

PERIMETER EROSION BARRIER, 370 FOOT

STA 300+00 SUGAR LANE = STA 103+28.26 CROSS STREET

STA 262+64.88 US 30/IL 47 = STA 105+00 CROSS STREET

STA 400+00 FRONTAGE ROAD = STA 106+10.70 CROSS STREET

STA 500+00 RICHARD STREET = STA 108+93.19 CROSS STREET

SUGAR LANE

IL. ROUTE 47

IL. ROUTE 47

FRONTAGE ROAD

CROSS STREET

TERRY DRIVE

RICHARD STRET

EXIST. R.O.W.

80' R.O.W.

91' R.O.W.

90' R.O.W.

66' R.O.W.

100' R.O.W.

86' R.O.W.

LEGEND

- SEEDING – CLASS 2A, FERTILIZER & EROSION CONTROL BLANKET
- SODDING
- PERIMETER EROSION BARRIER
- DITCH CHECK
- INLET AND PIPE PROTECTION
- FLOW DIRECTION
- TREES

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DEPARTMENT OF TRANSPORTATION

EROSION CONTROL AND LANDSCAPING PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	24
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:45 AM By: Kris Pung – Tab: 24 – Erosion – 22x34

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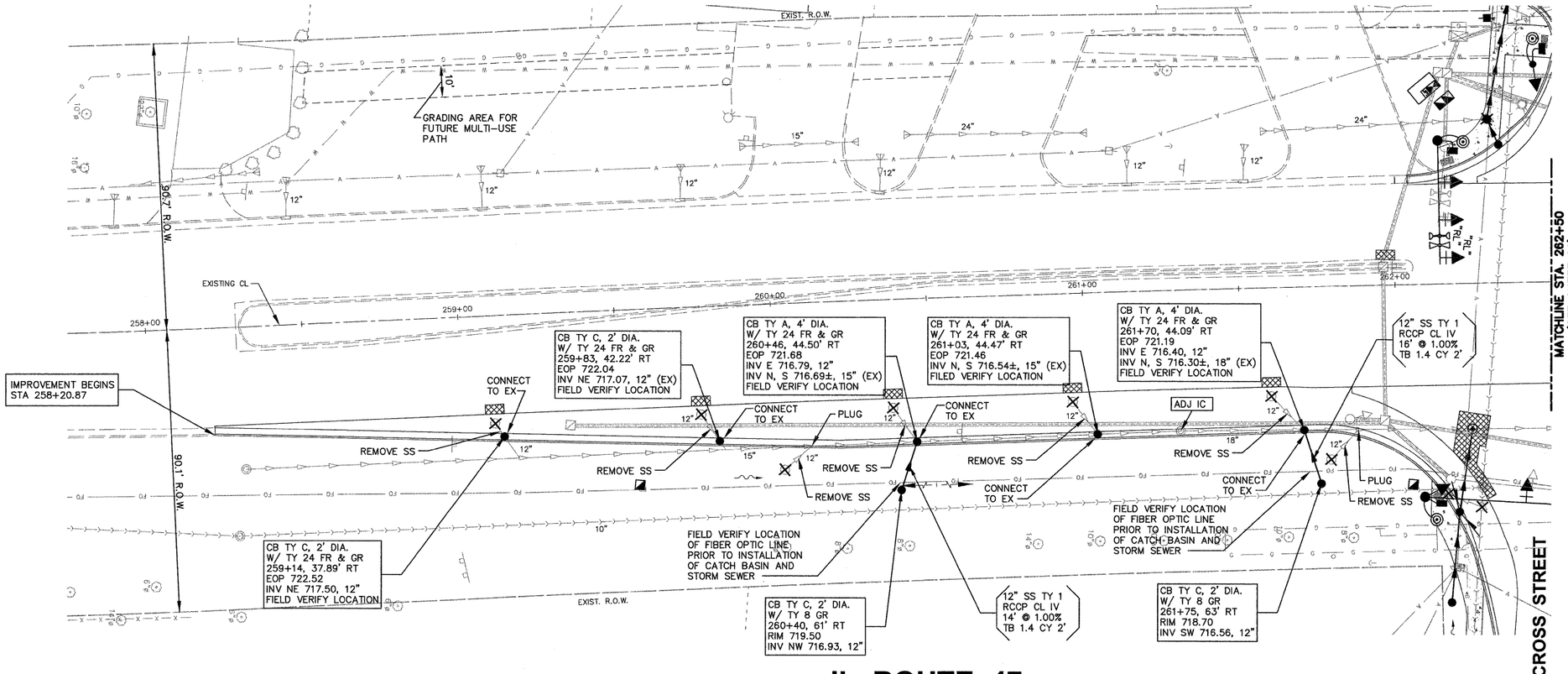

NOTE:

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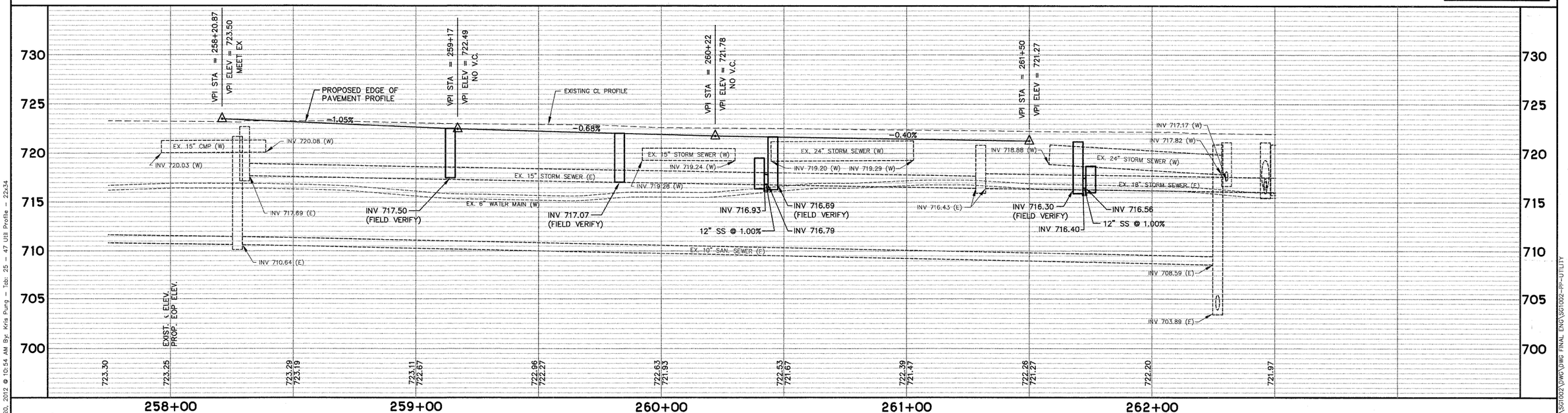
SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

IL ROUTE 47



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PLOT DATE =	DATE -	REVISED -

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DEPARTMENT OF TRANSPORTATION

IL ROUTE 47 - UTILITY PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 1 OF 5 SHEETS | STA. 257+75 TO STA. 262+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	25
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

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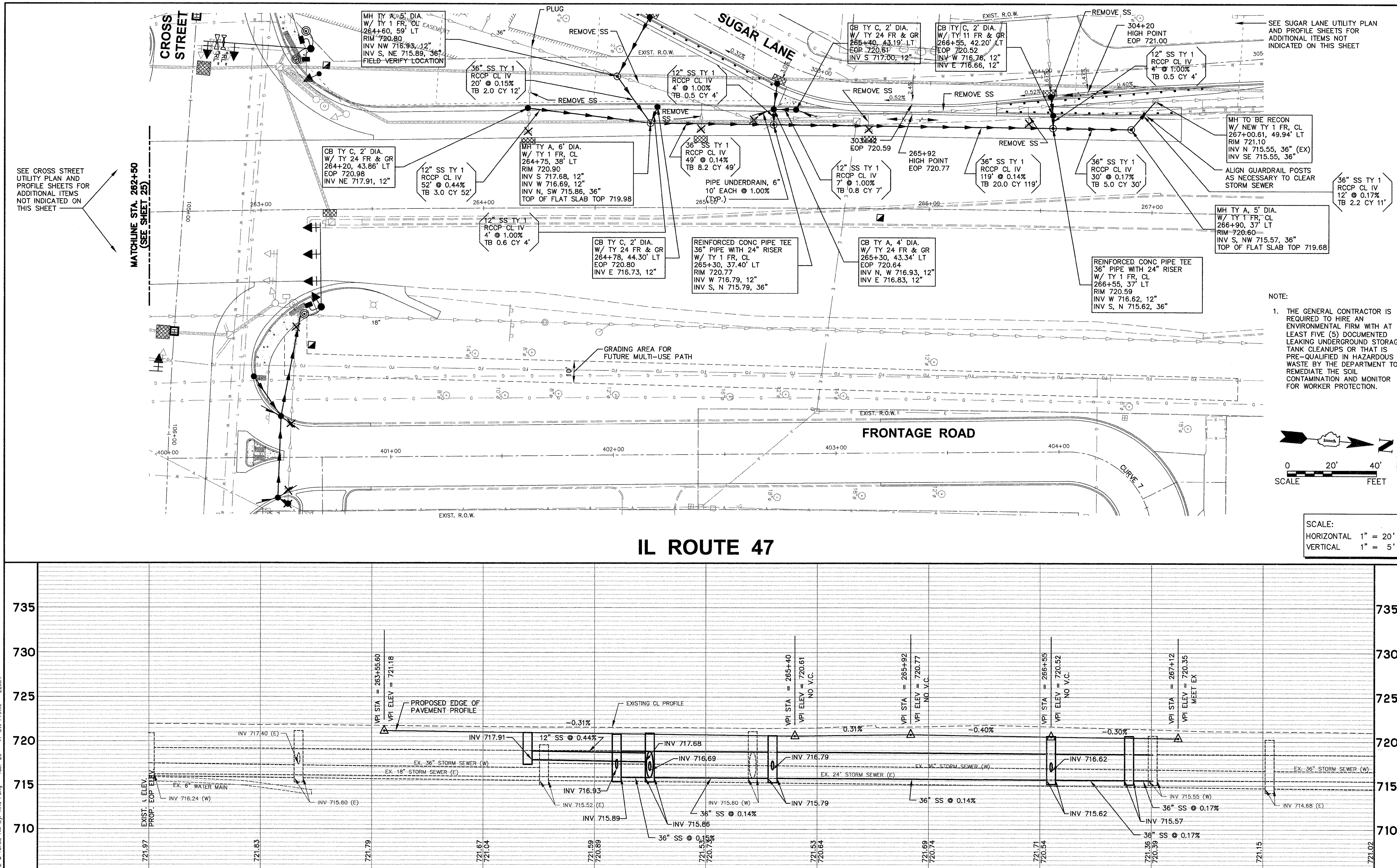

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PLOT DATE =	DATE -	REVISED -	

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IL ROUTE 47 - UTILITY PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 2 OF 5 SHEETS | STA. 262+50 TO STA. 267+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	26
		CONTRACT NO.63700		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

Plotted: February 20, 2012 @ 10:55 AM By: Kris Pung - Tab: 26 - 47 Util Profile - 22x34

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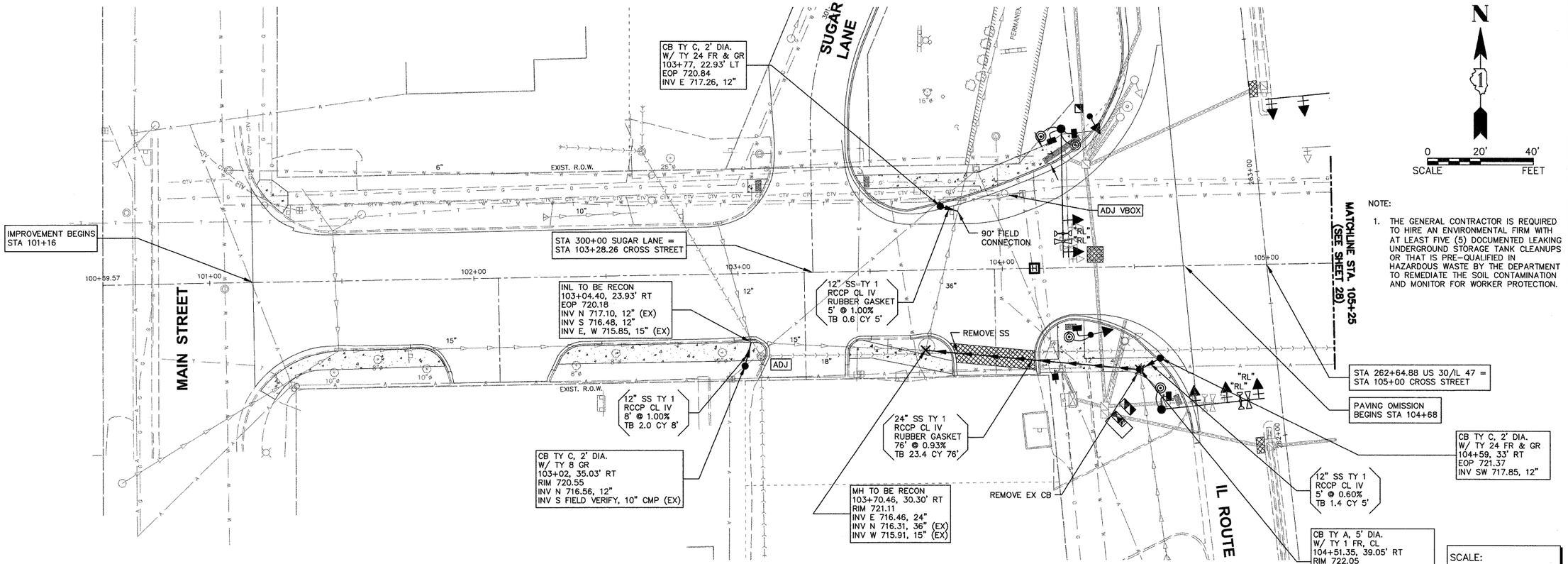

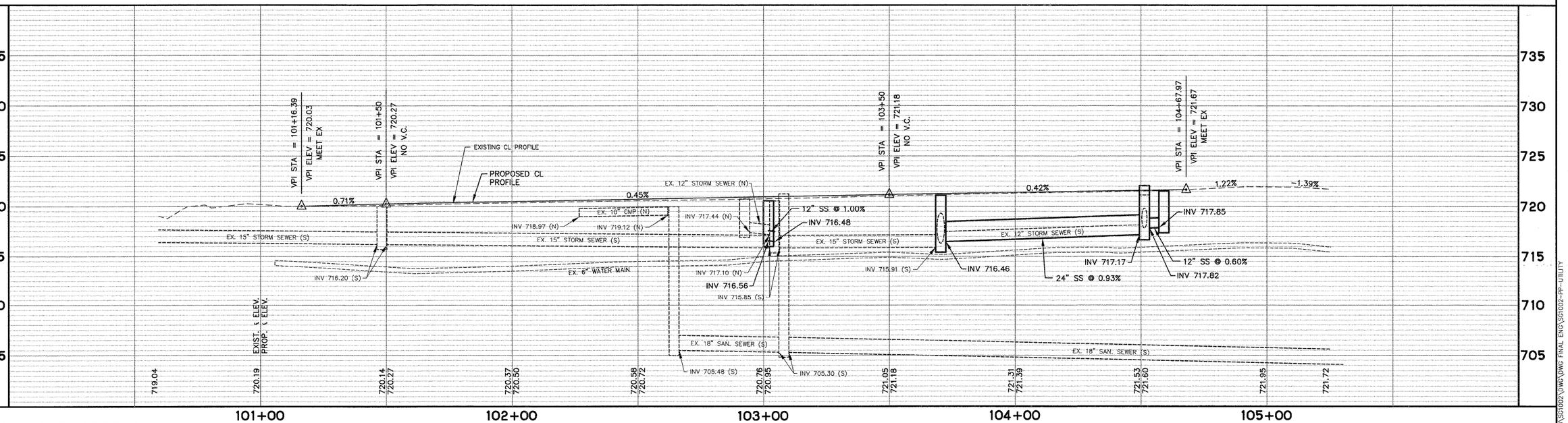

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DEPARTMENT OF TRANSPORTATION

CROSS STREET - UTILITY PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 3 OF 5 SHEETS | STA. 100+50 TO STA. 105+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	27
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

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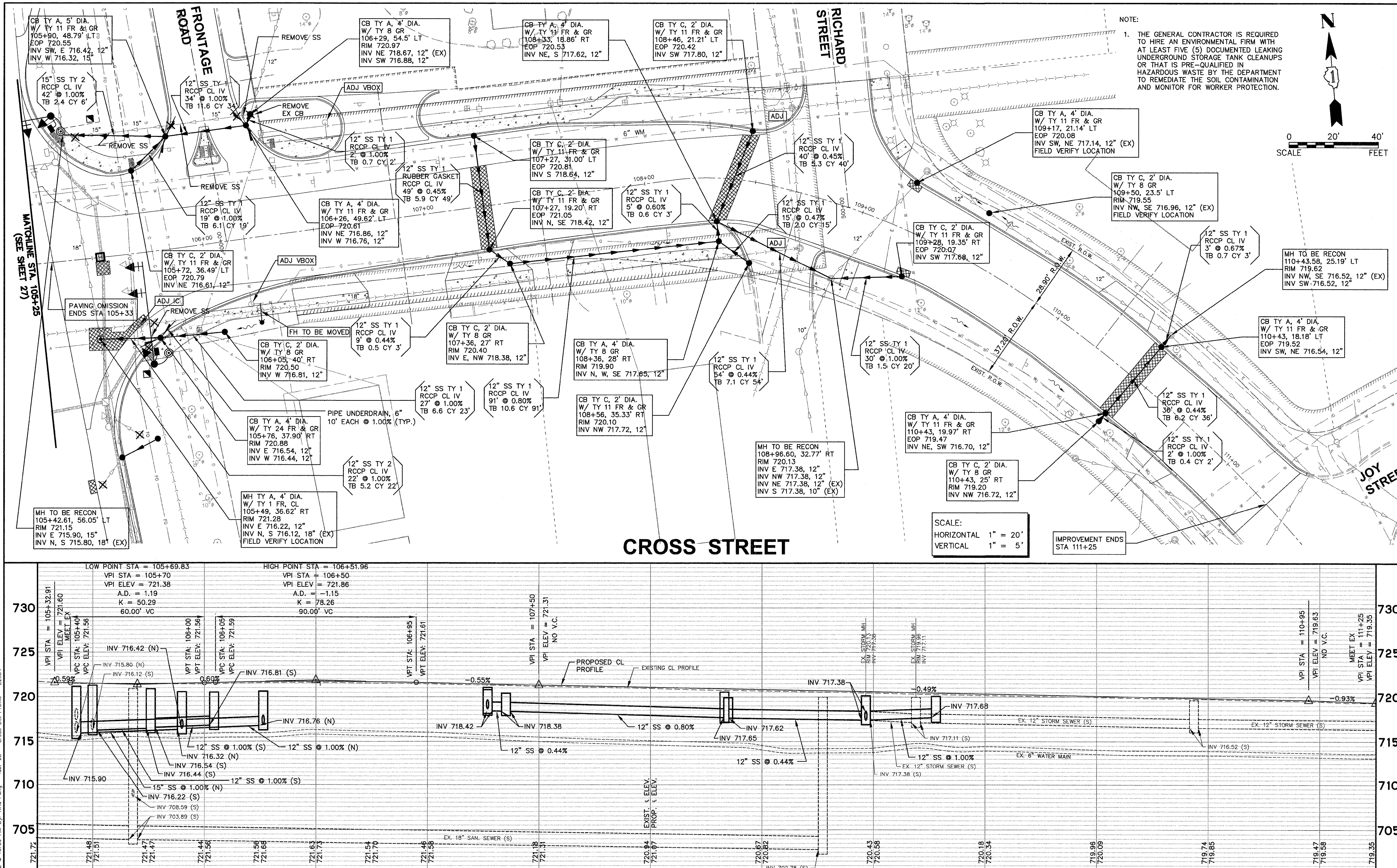
Path: H:\SDSKPROJ\5010021\DWG\DWG FINAL ENG\5010021-PP-UTILITY



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STATE OF ILLINOIS
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CROSS STREET - UTILITY PLAN AND PROFILE

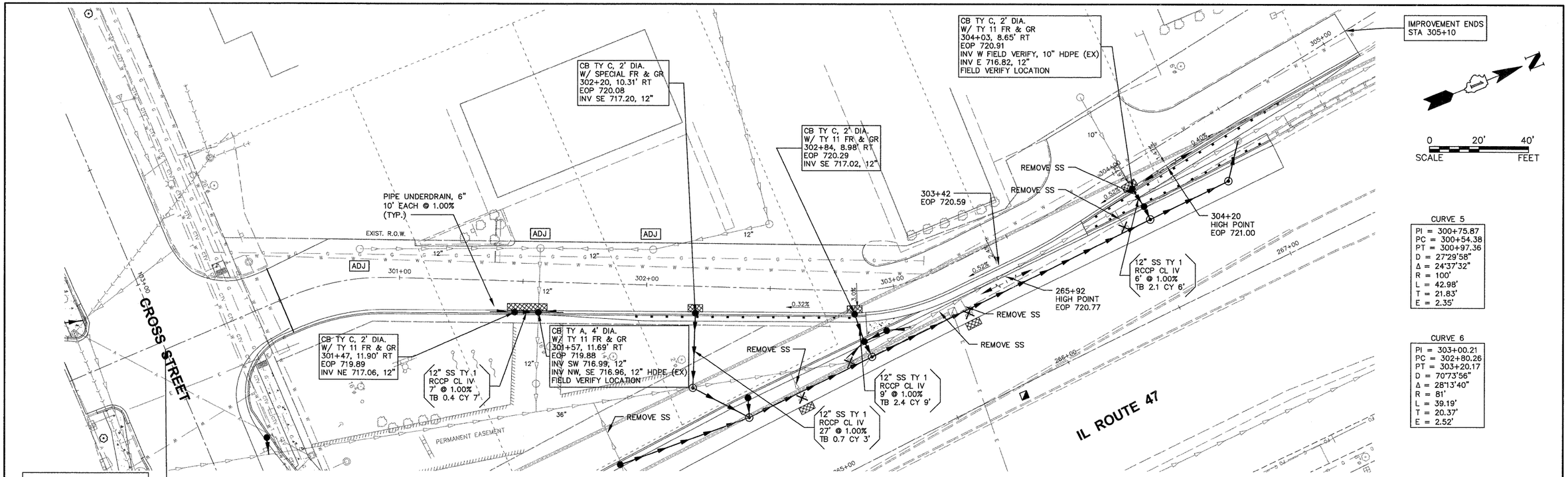
SCALE: 1"=20' | SHEET NO. 4 OF 5 SHEETS | STA. 105+25 TO STA. 111+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	28
		CONTRACT NO.63700		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

Plotted: February 20, 2012 @ 10:56 AM By: Kris Pung — Tab: 28 — Cross Util Profile — 22x34

Path: H:\SDK\PROJ\SG1002\DWG\DWG FINAL ENG\SG1002-PP-UTILITY



CURVE 5
PI = 300+75.87
PC = 300+54.38
PT = 300+97.36
D = 27°29'58"
Δ = 24°37'32"
R = 100'
L = 42.98'
T = 21.83'
E = 2.35'

CURVE 6
PI = 303+00.21
PC = 302+80.26
PT = 303+20.17
D = 70°73'56"
Δ = 28°13'40"
R = 81'
L = 39.19'
T = 20.37'
E = 2.52'

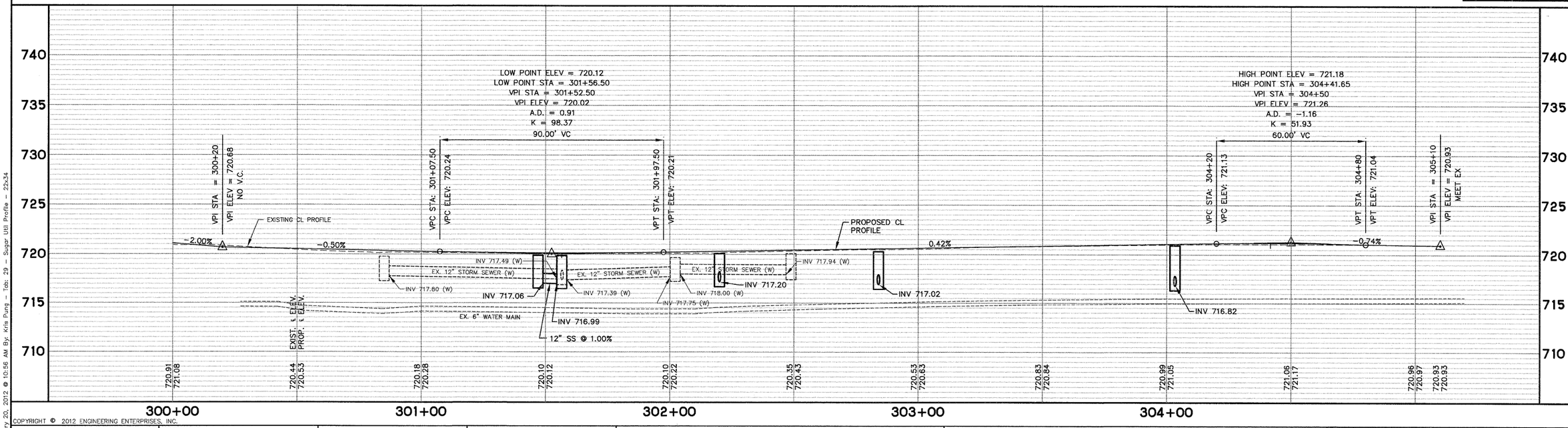
NOTE:

1. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

SEE IL ROUTE 47 UTILITY PLAN AND PROFILE SHEETS FOR ADDITIONAL ITEMS NOT INDICATED ON THIS SHEET

SCALE:
HORIZONTAL 1" = 20'
VERTICAL 1" = 5'

SUGAR LANE



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PLOT DATE =	DATE -	REVISED - ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

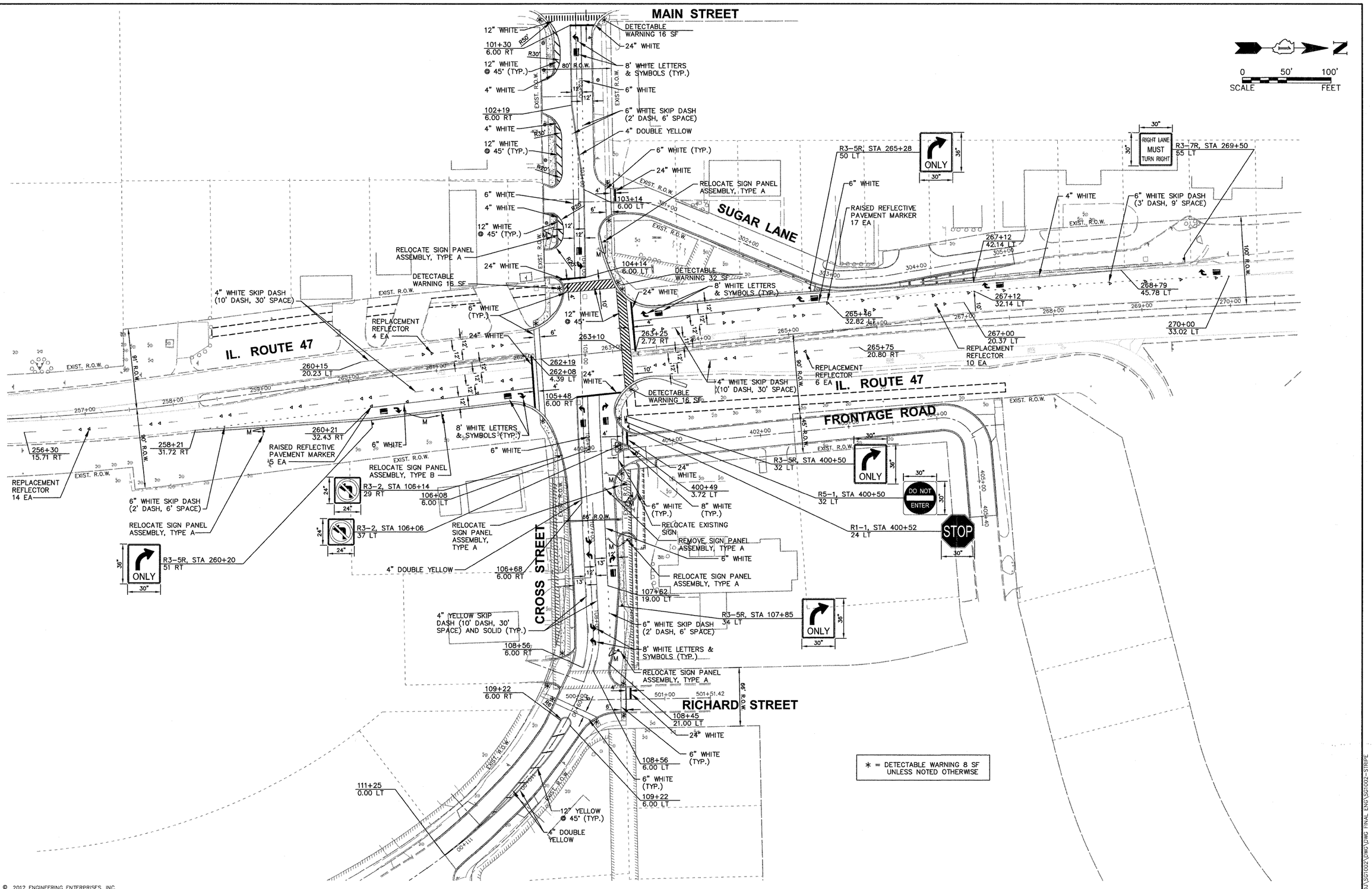
SUGAR LANE - UTILITY PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. 5 OF 5 SHEETS | STA. 300+00 TO STA. 304+80

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	29
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:56 AM By: Kris Pung - Tab: 29 - Sugar Util Profile - 22x34

Path: H:\SDS\PROJ\SG1002\DWG\DWG FINAL ENG\SG1002-PP-UTILITY



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNAGE PLAN

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

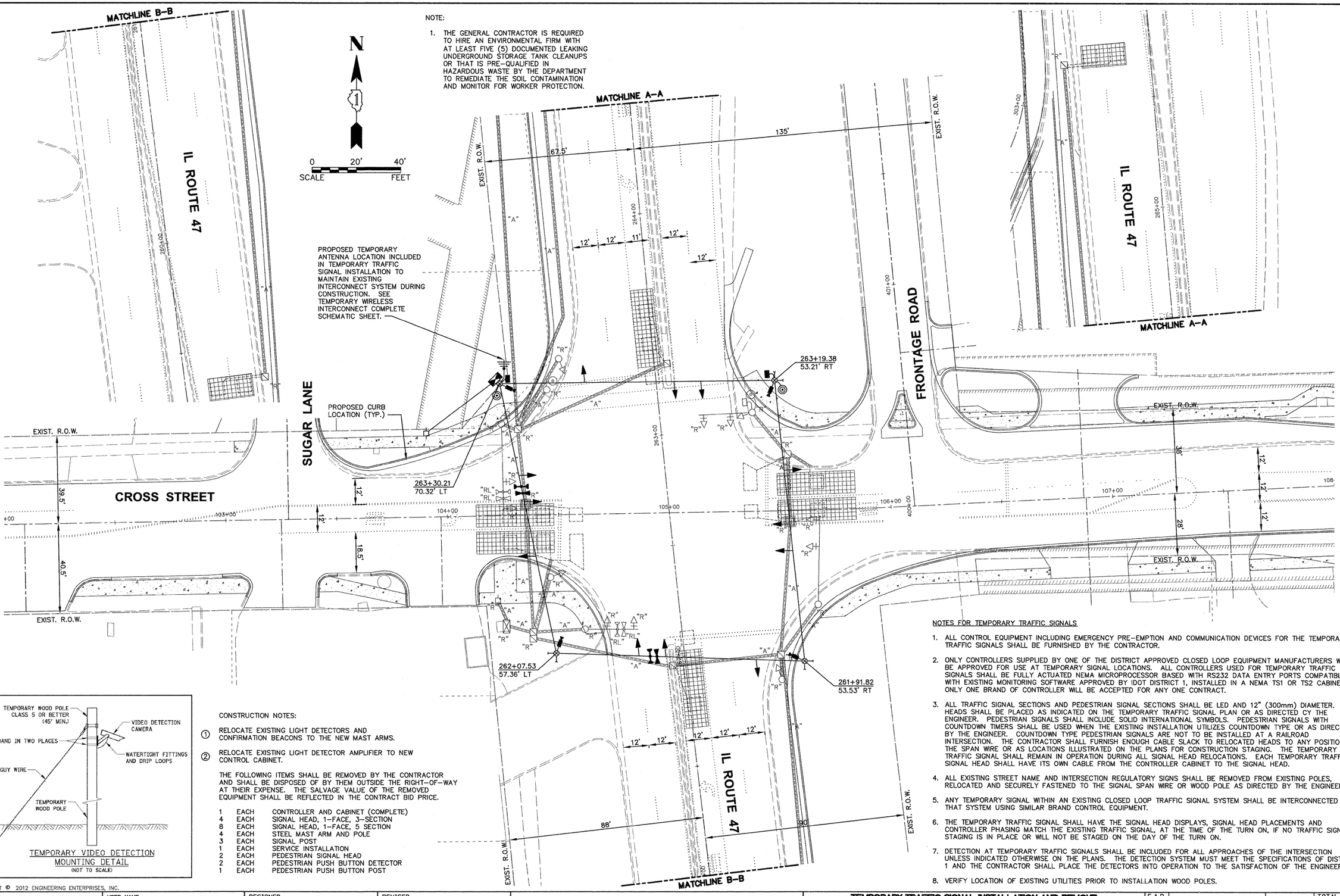
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	30
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

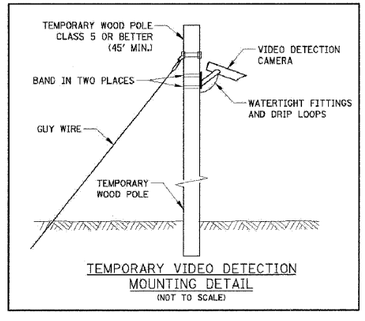
Plotted: February 20, 2012 @ 11:34 AM By: Kris Pung - Tab: 30 - Stripe - 22x34

Path: H:\SDSKPROJ\SGT002\DWG\DWG FINAL ENG\SGT002-STRIPE

NOTE:

1. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.





TEMPORARY VIDEO DETECTION MOUNTING DETAIL
(NOT TO SCALE)

CONSTRUCTION NOTES:

① RELOCATE EXISTING LIGHT DETECTORS AND CONFIRMATION BEACONS TO THE NEW MAST ARMS.

② RELOCATE EXISTING LIGHT DETECTOR AMPLIFIER TO NEW CONTROL CABINET.

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

1	EACH	CONTROLLER AND CABINET (COMPLETE)
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
8	EACH	SIGNAL HEAD, 1-FACE, 5 SECTION
4	EACH	STEEL MAST ARM AND POLE
3	EACH	SIGNAL POST
1	EACH	SERVICE INSTALLATION
2	EACH	PEDESTRIAN SIGNAL HEAD
2	EACH	PEDESTRIAN PUSH BUTTON DETECTOR
1	EACH	PEDESTRIAN PUSH BUTTON POST

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNALS SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED CY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATED HEADS TO ANY POSITION ON THE SPAN WIRE OR AS LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC SIGNAL STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
8. VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO INSTALLATION WOOD POLES.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN
IL RTE 47 AND CROSS STREET

SCALE: 1"=20' | SHEET NO. 1 OF 9 SHEETS | STA. N/A | TO STA. N/A

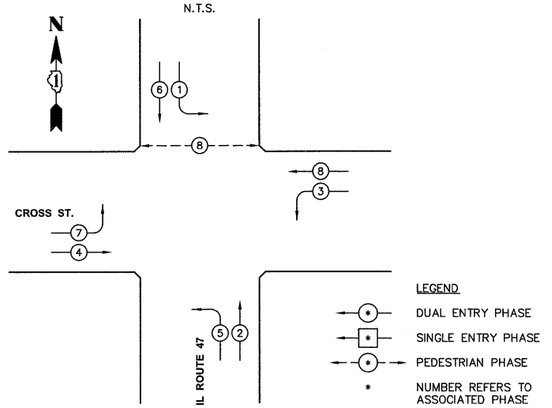
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	31
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 11:31 AM By: Kris Pung — Tab: 31 — Temp Signal — 22x34

Path: N:\SSKPROJ\SG1002\DWG FINAL ENG\SG1002-SIGNALTEMP

TEMPORARY CONTROLLER SEQUENCE

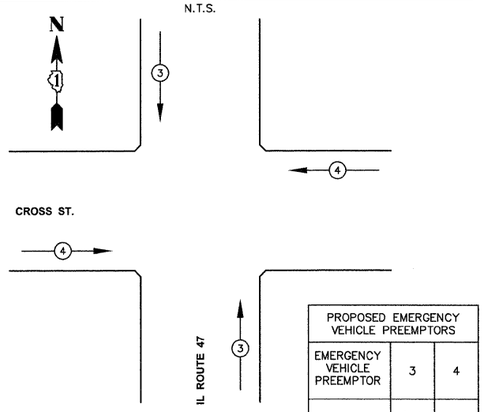
N.T.S.



TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE

N.T.S.



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓↑	← →

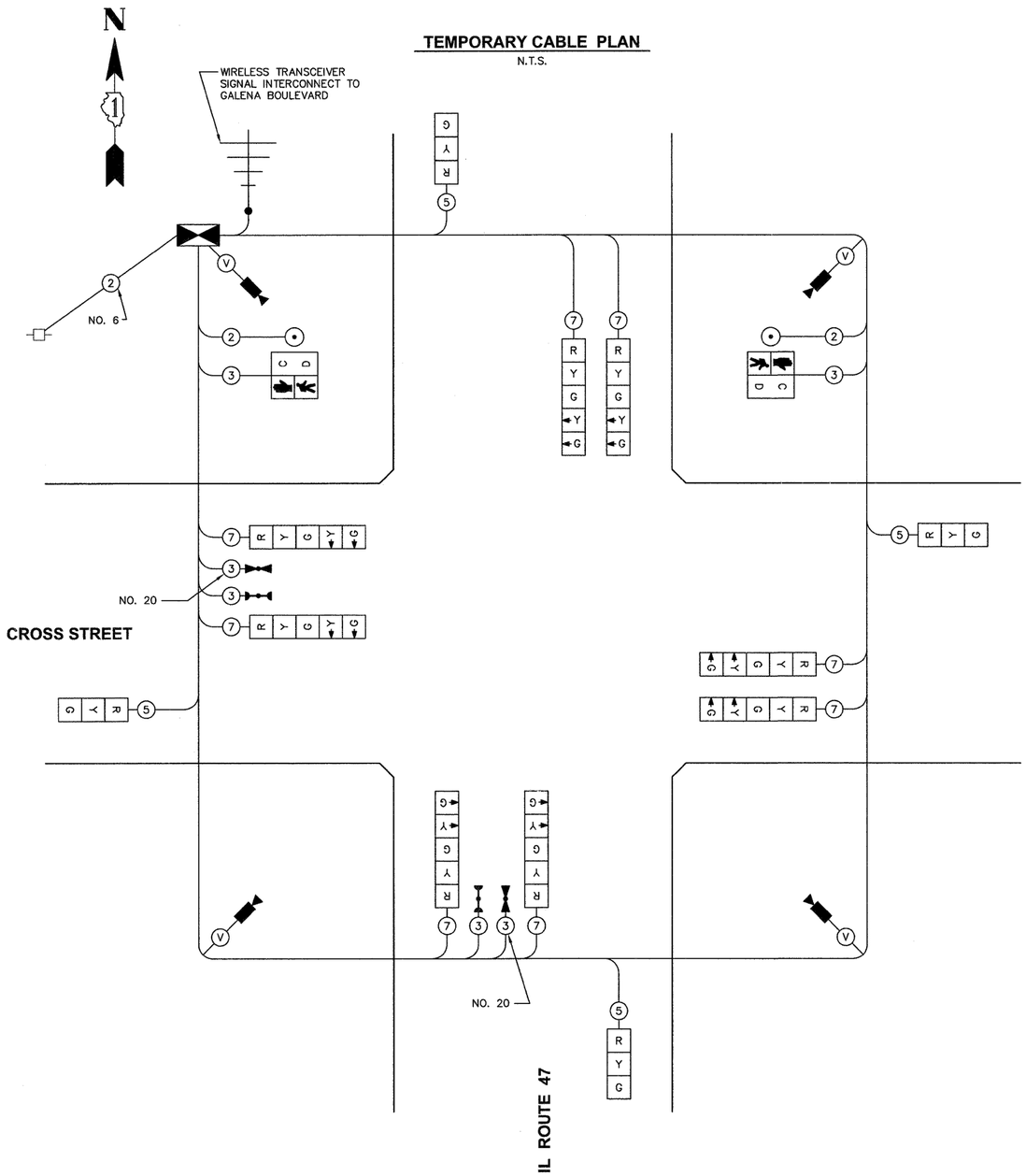
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
		WATTAGE			
TYPE	NO. LAMPS	INCAND.	LED	% OPERATIONS	
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW	16		12	0.10	19.20
PED. SIGNAL	2		25	1.00	50.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	–		25	0.05	–
VIDEO SYSTEM	1	150			150.00
FLASHER				0.50	–
				TOTAL =	541.20

ENERGY COST – BILLED TO: VILLAGE OF SUGAR GROVE
(ADDRESS) 10 MUNICIPAL DRIVE
SUGAR GROVE, IL 60554

ENERGY SUPPLY – CONTACT: TOM PERKINS
PHONE: 630-862-5160 630-723-2127
COMPANY: COMED

TEMPORARY CABLE PLAN

N.T.S.



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PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

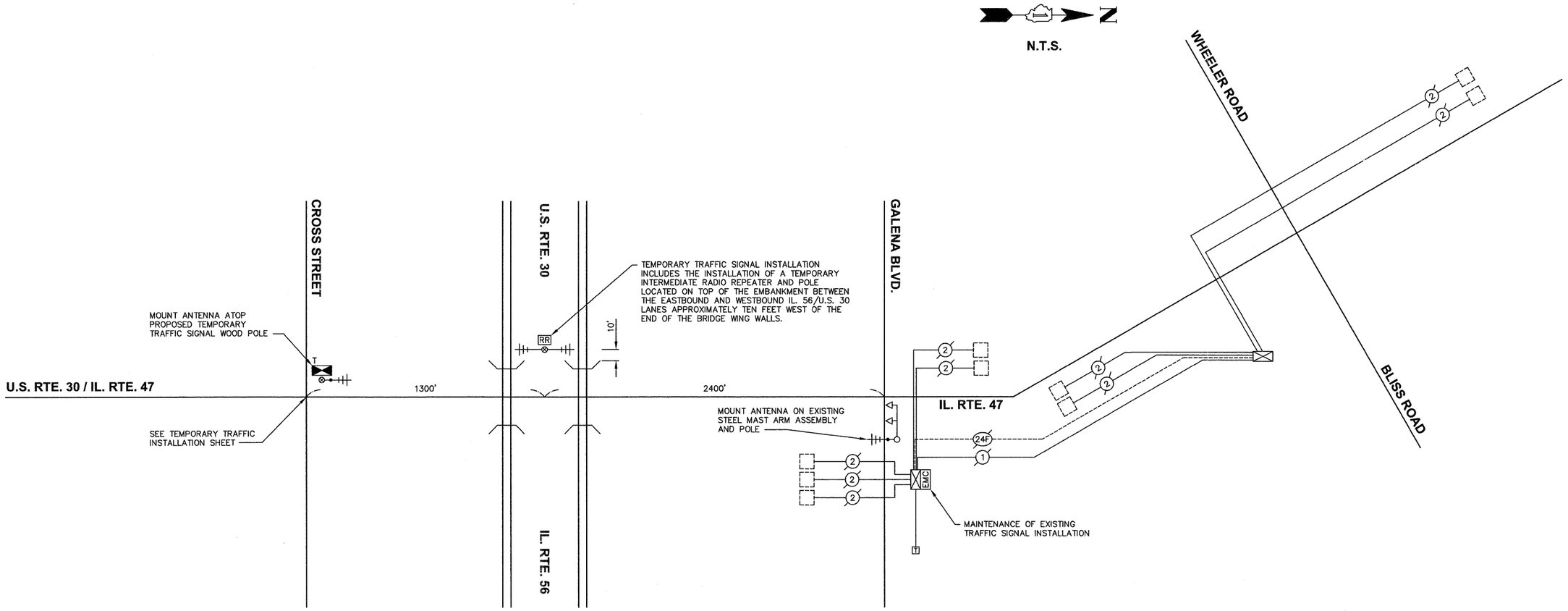
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL RTE 47 AND CROSS STREET

SCALE: N.T.S. | SHEET NO. 2 OF 9 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	32
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 11:31 AM By: Kris Pung – Tab: 32 – Temp Cable Plan – 22x34

Path: H:\SIGSKPRO\SG1002\DWG\DWG FINAL ENG\SG1002-SIGNAL TEMP



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

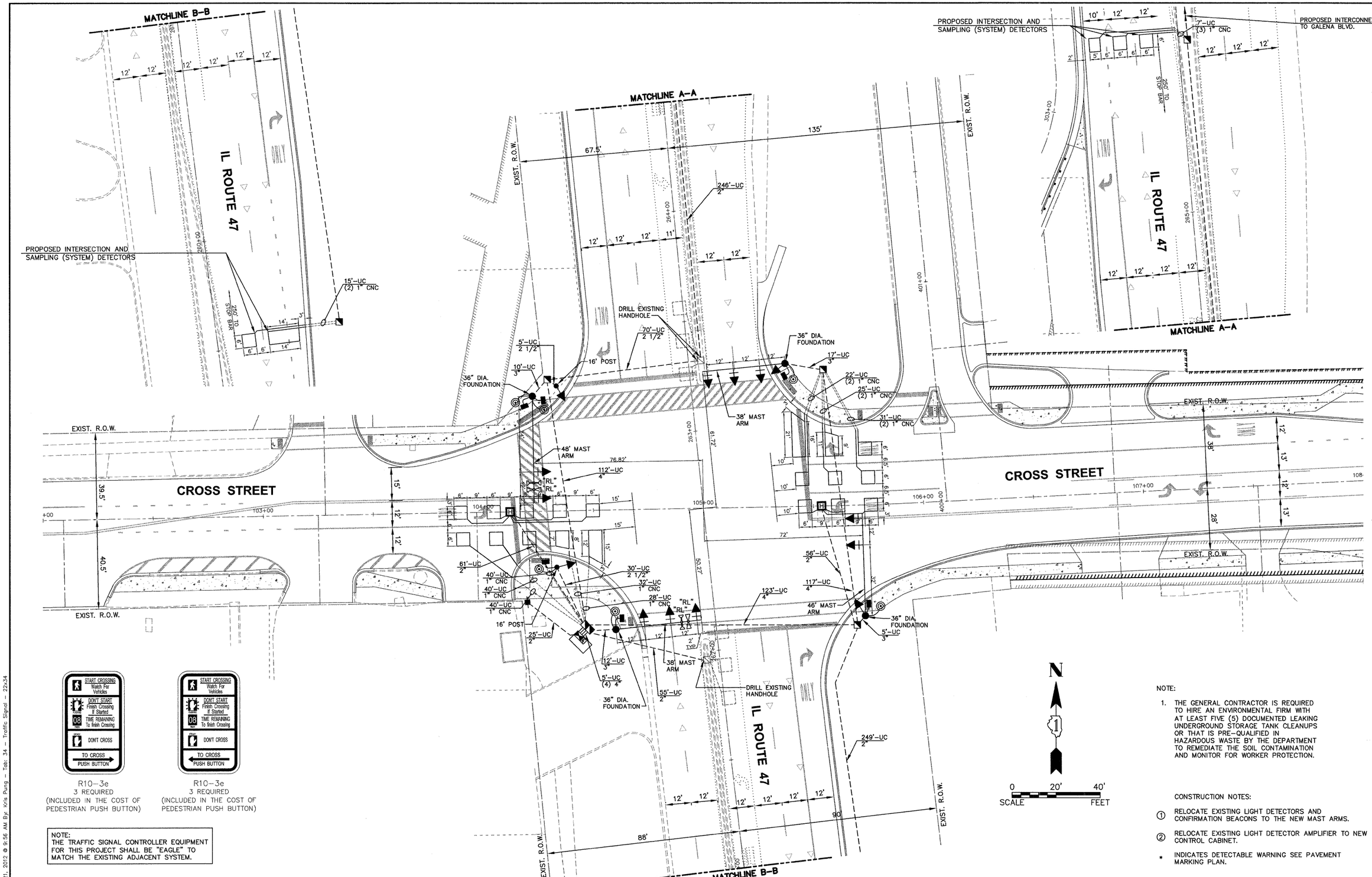
TEMPORARY WIRELESS INTERCONNECT, COMPLETE SCHEMATIC
IL RTE 47 AND CROSS STREET

SCALE: N.T.S. | SHEET NO. 3 OF 9 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	33
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:27 AM By: Kris Pung - Tab: 33 - Inter Wireless - 22x34

Path: H:\SIGNAL\S01002\DWG\DWG FINAL ENG\S01002-SIGNAL



R10–3e
3 REQUIRED
(INCLUDED IN THE COST OF PEDESTRIAN PUSH BUTTON)

R10–3e
3 REQUIRED
(INCLUDED IN THE COST OF PEDESTRIAN PUSH BUTTON)

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

NOTE:

1. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE–QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

CONSTRUCTION NOTES:

① RELOCATE EXISTING LIGHT DETECTORS AND CONFIRMATION BEACONS TO THE NEW MAST ARMS.

② RELOCATE EXISTING LIGHT DETECTOR AMPLIFIER TO NEW CONTROL CABINET.

* INDICATES DETECTABLE WARNING SEE PAVEMENT MARKING PLAN.

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PLOT DATE =	DATE -	REVISED -	---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
IL. RTE 47 AND CROSS STREET

SCALE: 1"=20' | SHEET NO. 4 OF 9 SHEETS | STA. N/A | TO STA. N/A

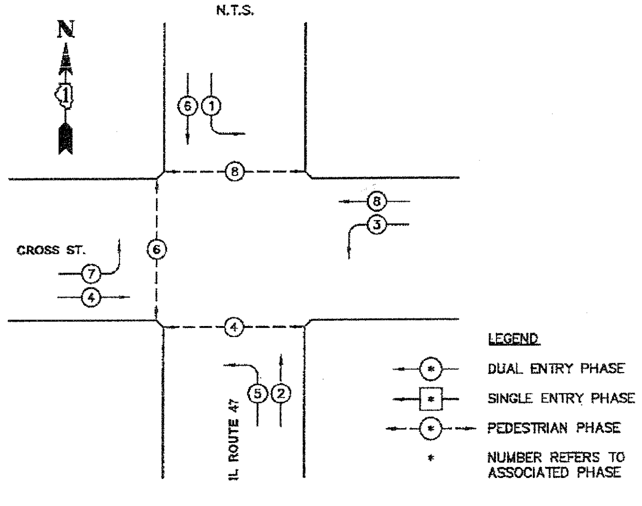
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	34
		CONTRACT NO. 63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 21, 2012 @ 9:56 AM By: Kris Pung – Tab: 34 – Traffic Signal – 22x34

Path: H:\SIGPROJ\56T002\DWG\DWG FINAL ENG\56T002–SIGNAL

CONTROLLER SEQUENCE

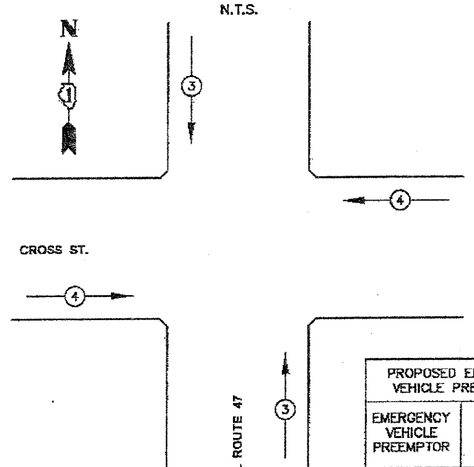
N.T.S.



PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE

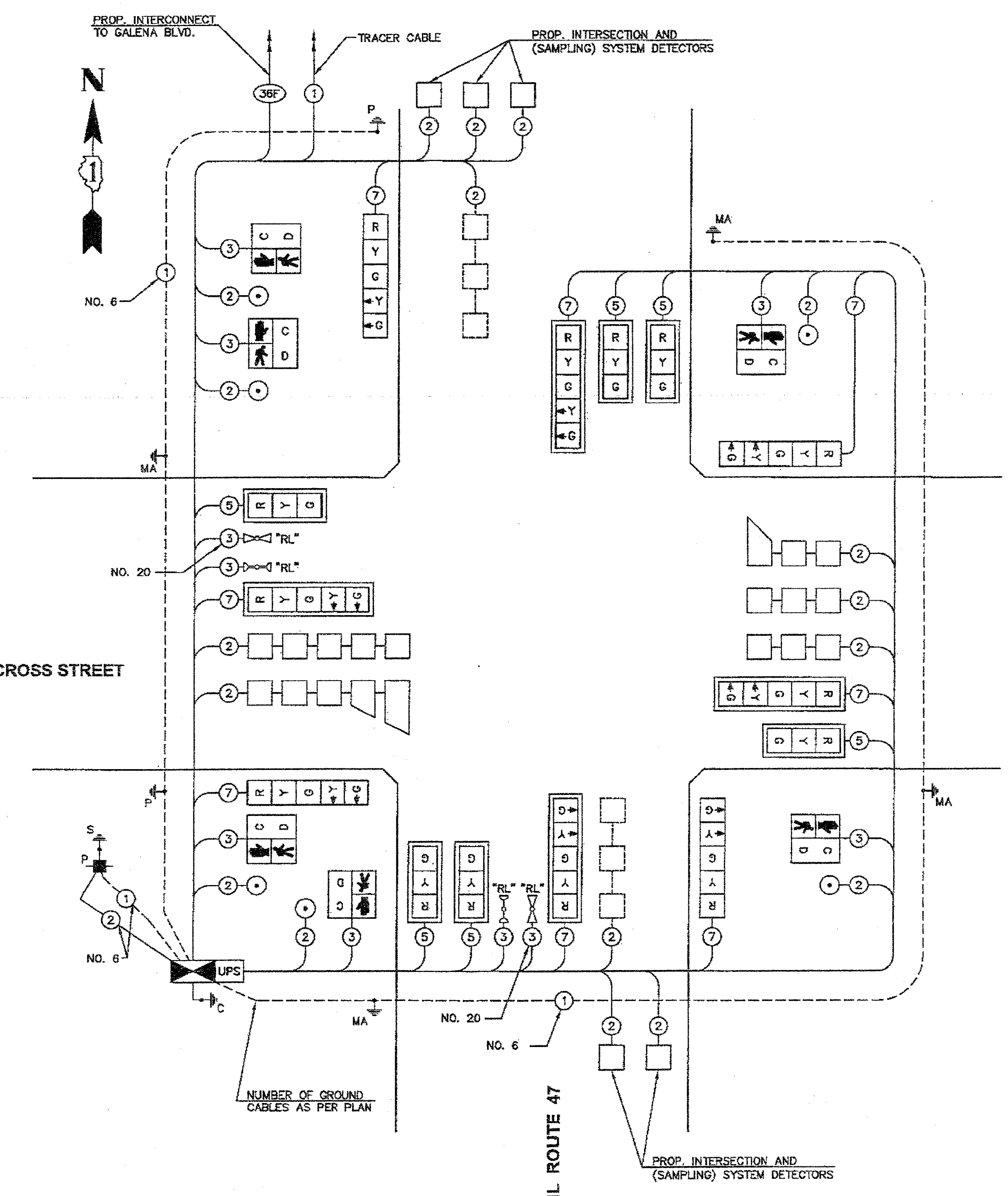
N.T.S.



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓↑	← →

CABLE PLAN

N.T.S.



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

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

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM DESCRIPTION
29	SQ FT	SIGN PANEL - TYPE 1
1	EACH	SERVICE INSTALLATION - POLE MOUNTED
692	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
105	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.
44	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
372	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
5	EACH	HANDHOLE
2	EACH	HEAVY-DUTY HANDHOLE
1	EACH	DOUBLE HANDHOLE
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	TRANSCEIVER - FIBER OPTIC
912	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
1,252	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1,250	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
1,617	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
3,683	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
46	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C
560	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.
8	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
48	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
3	EACH	DRILL EXISTING HANDHOLE
6	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
4	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
4	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED
4	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
1	EACH	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
10	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
12	EACH	INDUCTIVE LOOP DETECTOR
965	FOOT	DETECTOR LOOP, TYPE I
6	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
2	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
8	EACH	REMOVE EXISTING HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
306	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C
1	EACH	FULL-ACTUATED CONTROLLER AND CABINET, TYPE IV, SPECIAL
1	EACH	UNINTERRUPTABLE POWER SUPPLY, SPECIAL
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING

I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATIONS	TOTAL WATTAGE
SIGNAL (RED)	14		17	0.50	119.00
(YELLOW)	14		25	0.25	87.50
(GREEN)	14		15	0.25	52.50
ARROW	16		12	0.10	19.20
PED. SIGNAL	6		25	1.00	150.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	—		25	0.05	—
FLASHER				0.50	—
				TOTAL =	528.20

ENERGY COST — BILLED TO: VILLAGE OF SUGAR GROVE
(ADDRESS) 10 MUNICIPAL DRIVE
SUGAR GROVE, IL 60554

ENERGY SUPPLY — CONTACT: TOM PERKINS
PHONE: 630-723-2127
COMPANY: COMED

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CONSULTING ENGINEERS
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Sugar Grove, Illinois 60554
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DEPARTMENT OF TRANSPORTATION

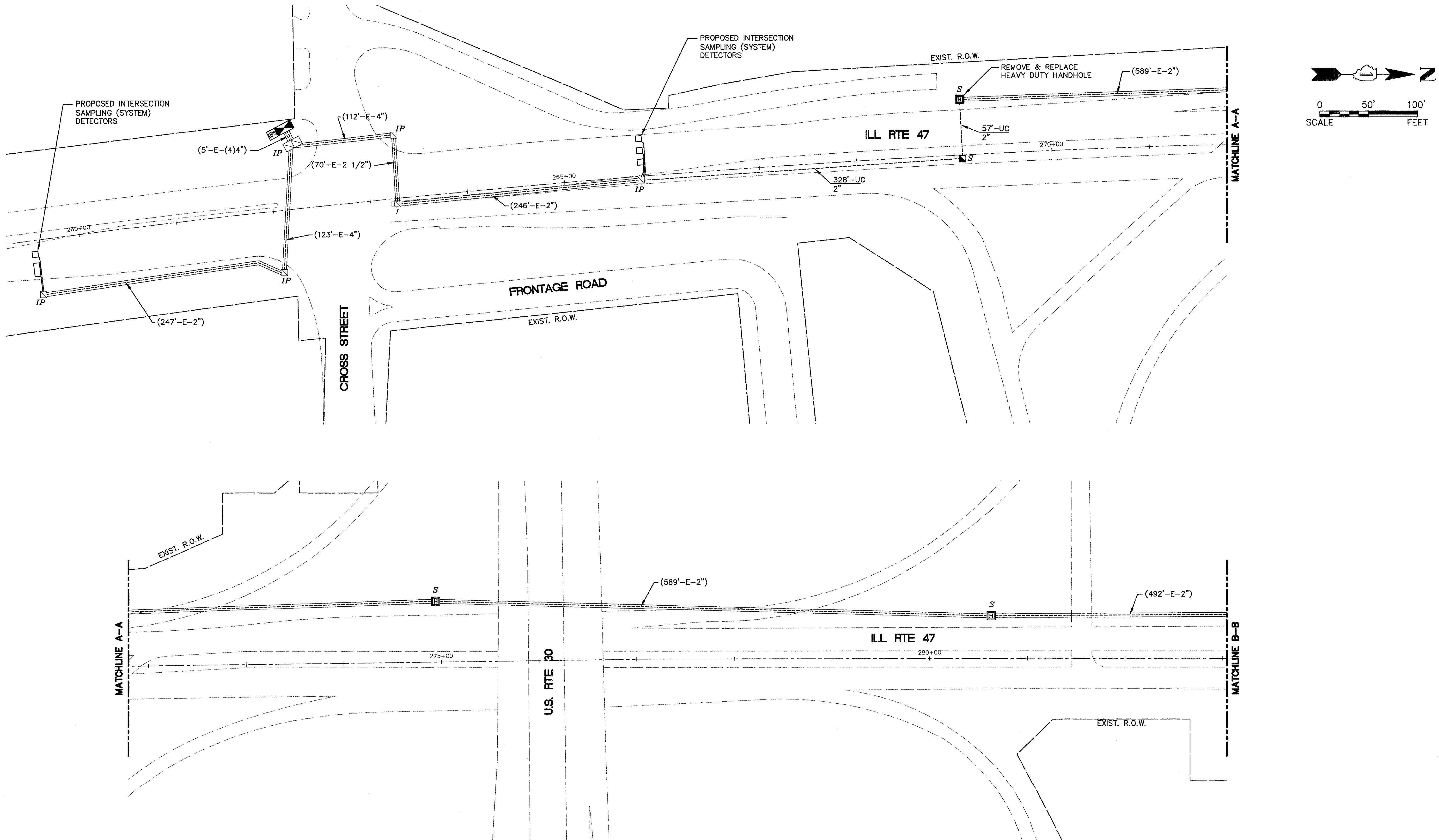
SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL RTE 47 AND CROSS STREET

SCALE: N.T.S. | SHEET NO. 5 OF 9 SHEETS | STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	35

CONTRACT NO.63700

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)



NOTE:

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

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CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eelweb.com

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PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

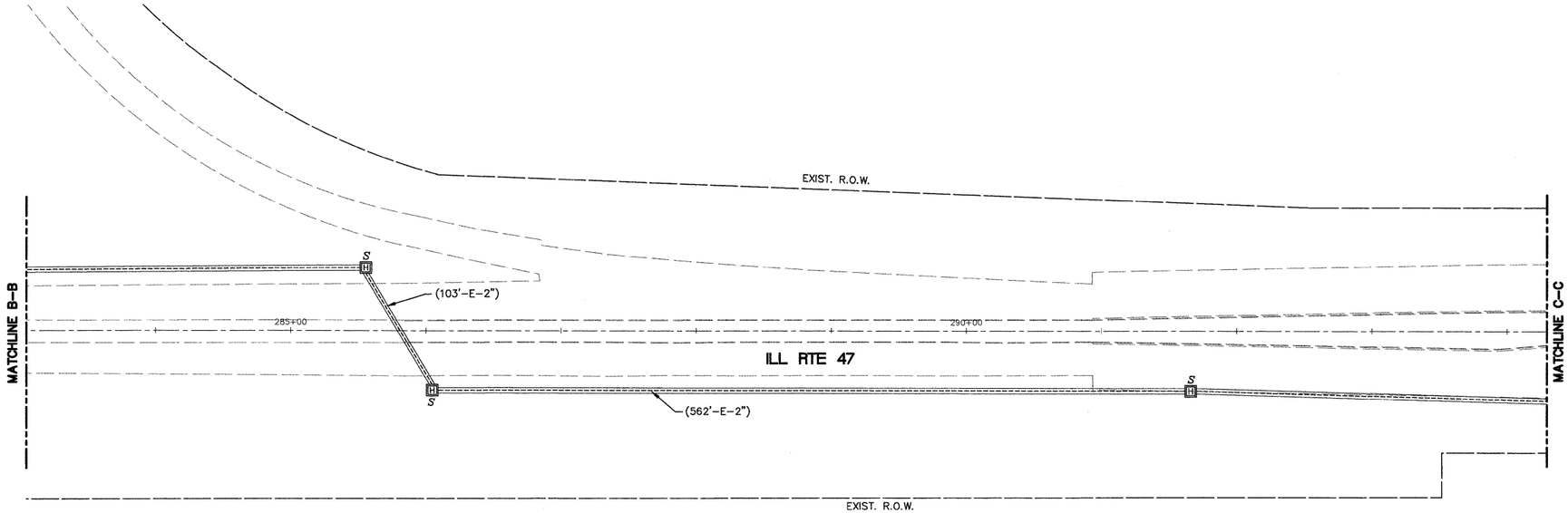
INTERCONNECT PLAN
IL. RTE 47 AND CROSS STREET

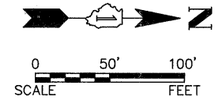
SCALE: 1"=50' | SHEET NO. 6 OF 9 SHEETS | STA. N/A TO STA. N/A

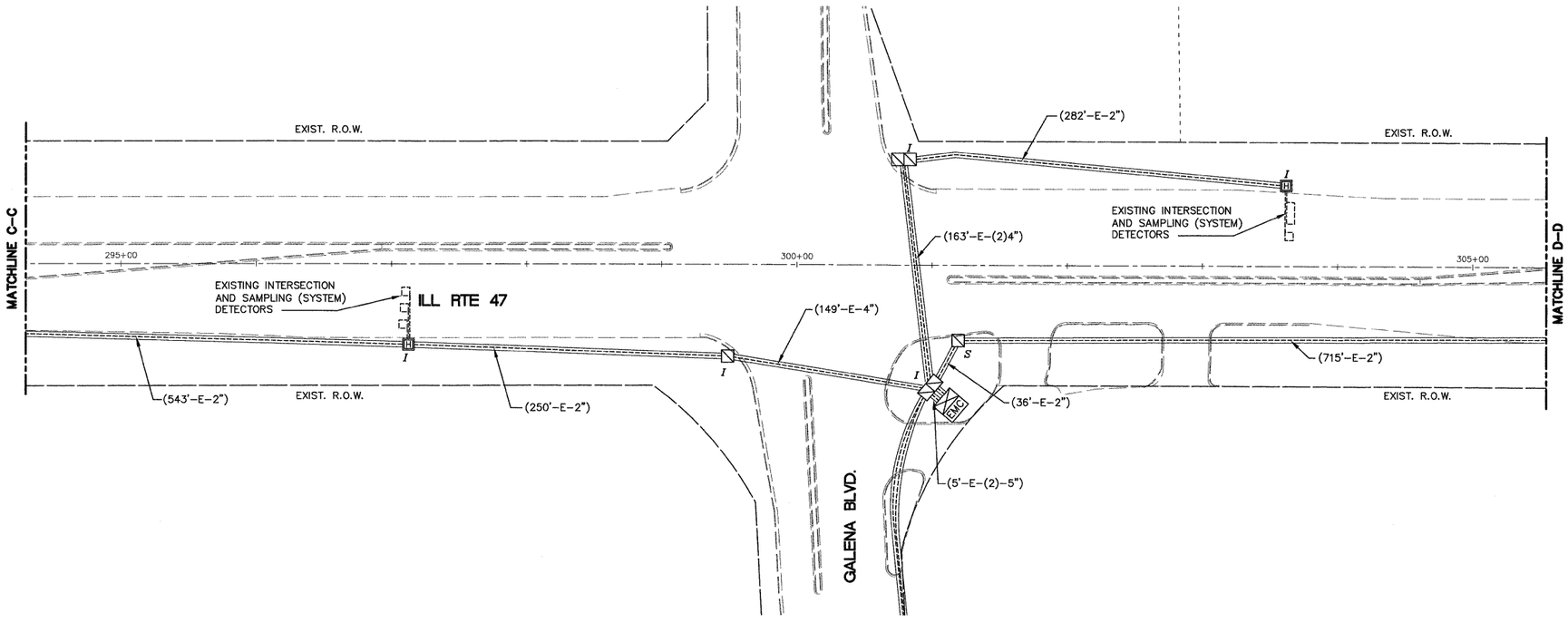
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	36

CONTRACT NO.63700

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)







NOTE:

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

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

USER NAME =	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

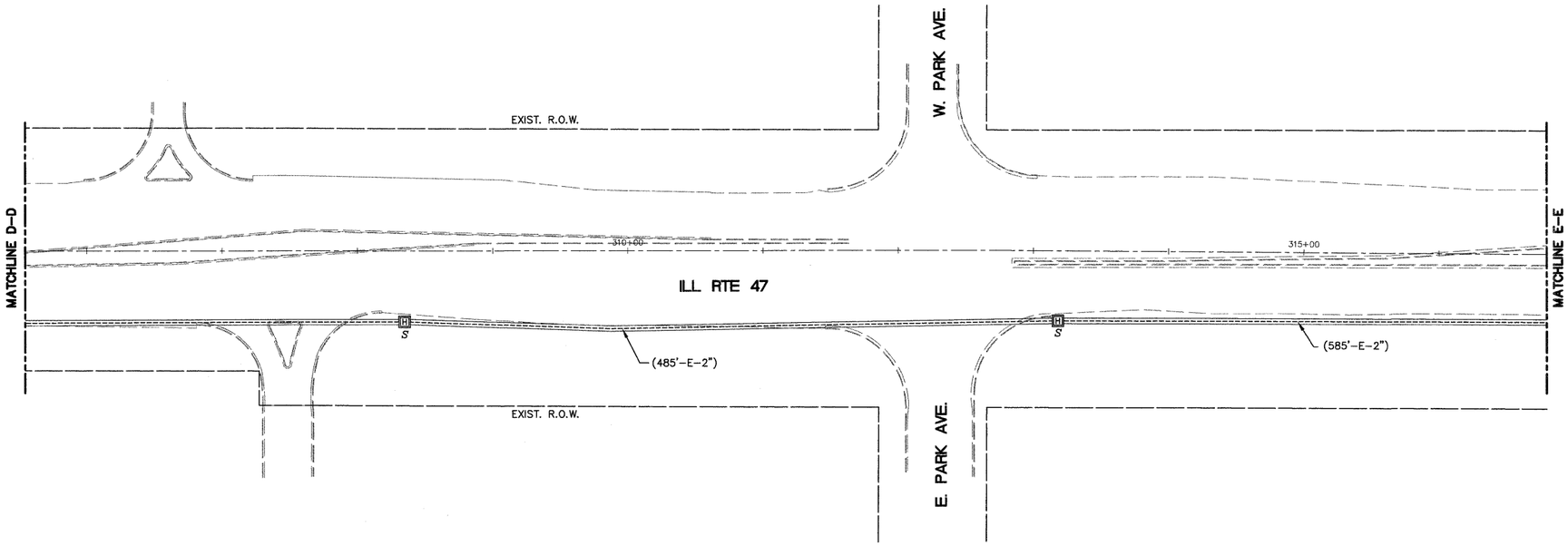
INTERCONNECT PLAN
IL. RTE 47 AND CROSS STREET

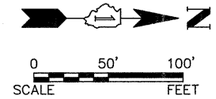
SCALE: 1"=50' | SHEET NO. 7 OF 9 SHEETS | STA. N/A | TO STA. N/A

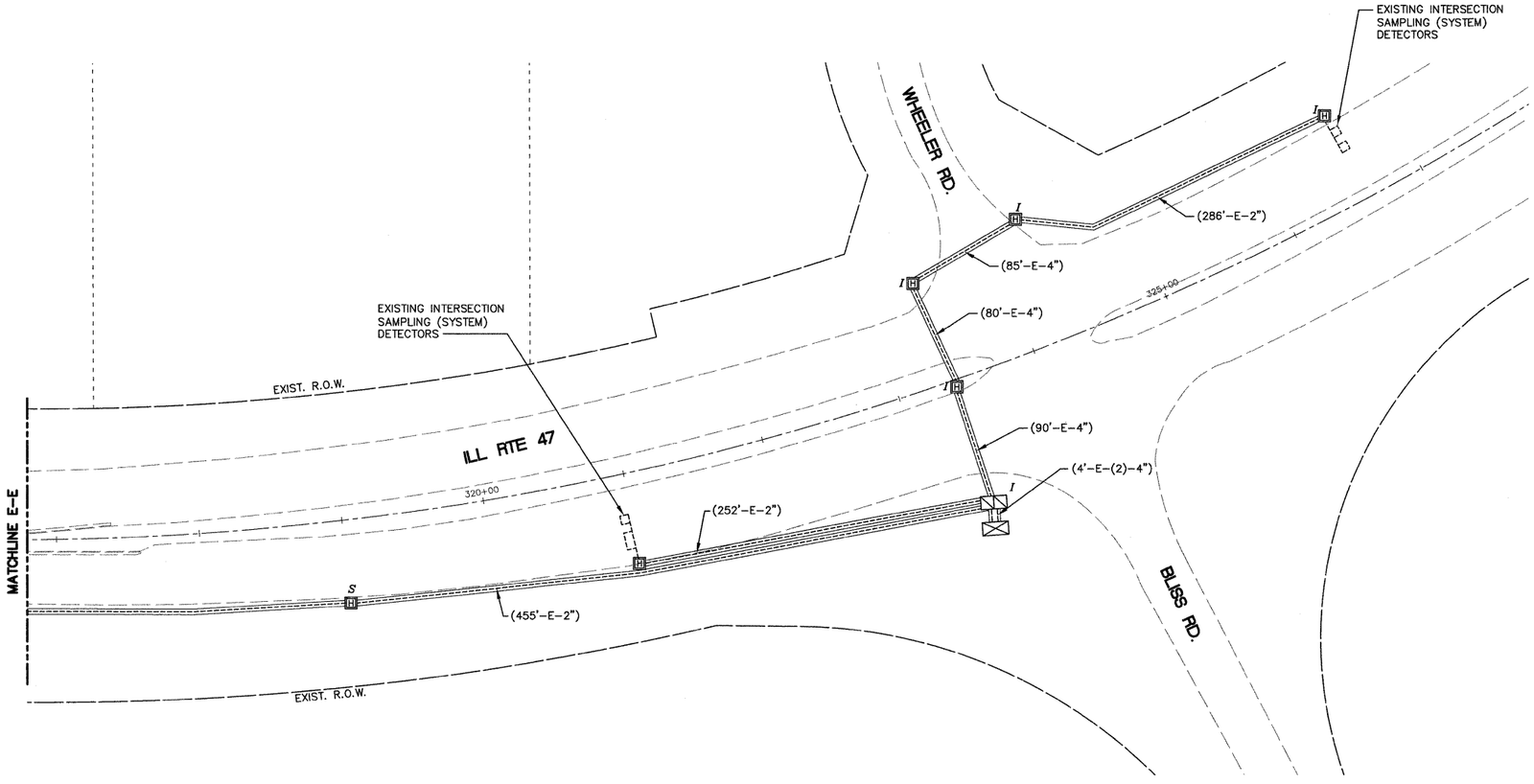
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	37
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:31 AM By: Kris Pung - Tab: 37 - Interconnect - 22x34

Path: N:\SIGPROJ\S01002\DWG\DWG FINAL ENG\S01002-SIGNAL-INTERCONNECT







NOTE:

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

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USER NAME =	DESIGNED -	REVISED -	---
	DRAWN -	REVISED -	---
PLOT SCALE =	CHECKED -	REVISED -	---
PLOT DATE =	DATE -	REVISED -	---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

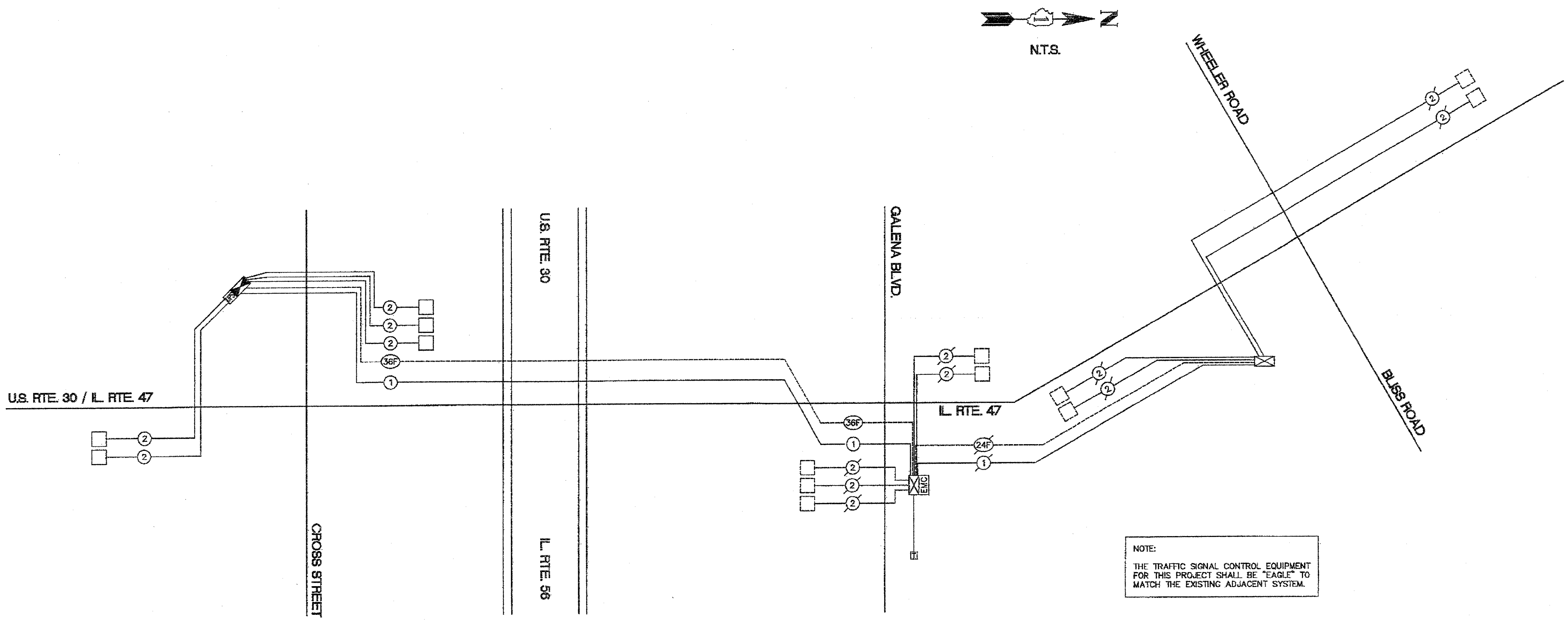
INTERCONNECT PLAN
IL. RTE 47 AND CROSS STREET

SCALE: 1"=50' | SHEET NO. 8 OF 9 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	38
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:31 AM By: Kris Pung - Tab: 38 - Interconnect - 22x34

Path: I:\SDSKPROJ\GS1002\DWG\DWG FINAL ENG\GS1002-SIGNAL-INTERCONNECT



NOTE:

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

INTERCONNECT SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM DESCRIPTION
4218	FOOT	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM 24F
4193	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C
8145	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2
385	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
1	EACH	REMOVE EXISTING HANDHOLE
1	EACH	HANDHOLE
1	EACH	HEAVY-DUTY HANDHOLE

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USER NAME =	DESIGNED -	REVISED -
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PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERCONNECT SCHEMATIC AND INTERCONNECT QUANTITIES
IL. RTE 47 AND CROSS STREET

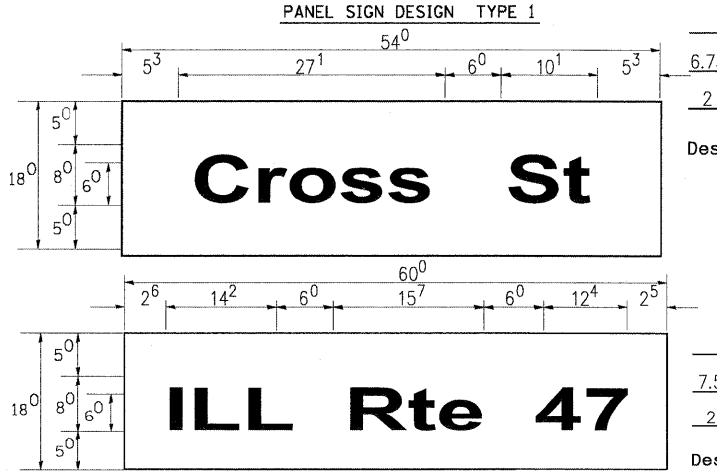
SCALE: 1"=50' | SHEET NO. 9 OF 9 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	39

CONTRACT NO.63700

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

PANEL SIGN DESIGN TYPE 1

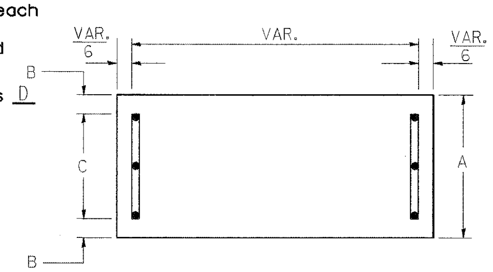


___ Sq. M. each
6.75 Sq. Ft. each
2 Required
Design Series D

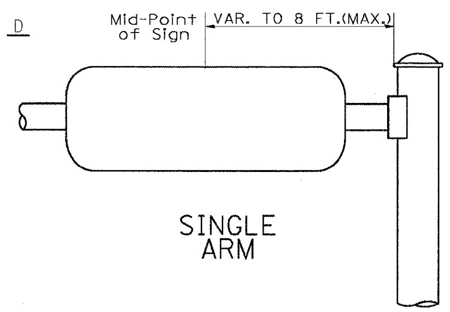
___ Sq. M. each
7.5 Sq. Ft. each
2 Required
Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

SUPPORTING CHANNELS

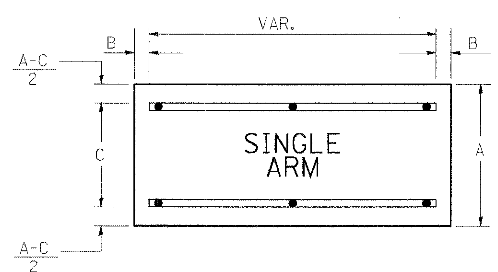


A	B	C
18"	2"	14"

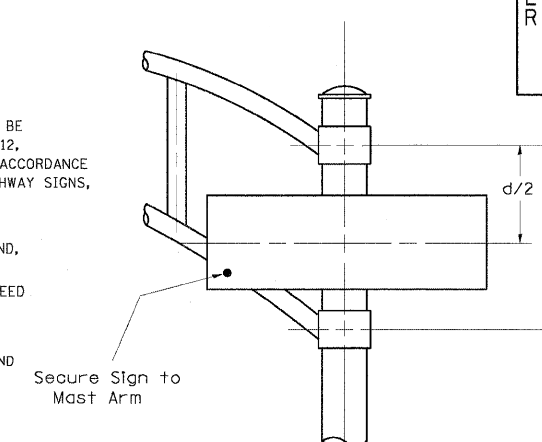


SINGLE ARM

SUPPORTING CHANNELS



A	B	C
18"	2"	12"
30"	2"	22"



DUAL ARM

SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM

shall be used. See Note #5.

Upper Case To Lower Case

Spacing Chart 8-6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1^2	1^4	1^4	1^5	1^2	1^4	0^6	1^0	1^1	1^4	0^6	1^0	1^1	1^2	1^2	1^4
B	1^4	1^5	2^0	2^1	1^4	1^5	1^1	1^2	1^4	1^5	1^2	1^4	1^2	1^4	1^6	1^7
C E G	1^4	1^5	2^0	2^1	1^2	1^4	0^6	1^0	1^2	1^4	1^2	1^4	1^4	1^5	1^4	1^5
D O Q R	1^4	1^5	2^0	2^1	1^4	1^5	0^6	1^0	1^2	1^4	1^2	1^4	1^4	1^5	1^4	1^5
F	0^5	0^6	1^4	1^5	0^6	1^0	0^5	0^6	0^6	1^0	0^6	1^0	0^6	1^0	1^1	1^2
H I M N	2^0	2^1	2^2	2^4	2^0	2^1	1^4	1^5	1^6	1^7	1^6	1^7	2^0	2^1	2^0	2^1
J U	2^0	2^1	2^0	2^1	1^6	1^7	1^4	1^5	1^6	1^7	1^6	1^7	1^6	1^7	2^0	2^1
K L	1^1	1^2	1^6	1^7	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4
P	1^2	1^4	1^4	1^5	1^2	1^4	0^5	0^6	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
S	1^2	1^4	1^6	1^7	1^2	1^4	0^6	1^0	1^2	1^4	1^2	1^4	1^2	1^4	1^2	1^4
T	1^1	1^2	1^6	1^7	0^6	1^0	0^6	1^0	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4
V	0^6	1^0	1^4	1^5	1^1	1^2	0^6	1^0	1^2	1^4	1^2	1^4	1^2	1^4	1^2	1^4
Y	0^5	0^6	1^4	1^5	0^6	1^0	0^5	0^6	0^5	0^7	0^5	0^6	0^6	1^0	1^1	1^2
Z	1^6	1^7	2^2	2^4	1^6	1^7	1^2	1^4	1^6	1^7	1^6	1^7	1^6	1^7	2^0	2^1

Lower Case To Lower Case

Spacing Chart 6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
a d h g i j l m n q u	1^6	1^7	2^2	2^4	1^6	1^7	1^2	1^4	1^4	1^5	1^4	1^5	1^6	1^7	1^6	1^7
b f k o p s	1^2	1^4	1^6	1^7	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
c e	1^2	1^4	1^6	1^7	1^2	1^4	0^6	1^0	1^2	1^4	1^2	1^4	1^2	1^4	1^2	1^4
r	0^6	1^0	1^2	1^4	0^6	1^0	0^3	0^3	0^5	0^6	0^5	0^6	0^6	1^0	0^6	1^0
t z	1^2	1^4	1^6	1^7	1^2	1^4	0^6	1^0	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
v y	1^1	1^2	1^4	1^5	1^1	1^2	0^5	0^6	0^6	1^0	0^6	1^0	1^1	1^2	1^1	1^2
w	1^1	1^2	1^4	1^5	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4
x	1^2	1^4	1^6	1^7	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4

Number To Number

Spacing Chart 8 Inch Series "C & D"

FIRST NUMBER	SECOND NUMBER: 0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1^6	1^7	1^6	1^7	1^4	1^5	1^2	1^4	1^4	1^5	1^4	1^5	1^6	1^7	1^2	1^4	1^6	1^7	1^6	1^7
1	2^0	2^1	2^0	2^1	2^0	2^1	1^6	1^7	1^4	1^5	2^0	2^1	2^0	2^1	1^4	1^5	2^0	2^1	2^0	2^1
2 3 4	1^4	1^5	1^4	1^5	1^4	1^5	1^2	1^4	1^2	1^4	1^4	1^5	1^4	1^5	1^1	1^2	1^6	1^7	1^4	1^5
5	1^4	1^5	1^4	1^5	1^4	1^5	1^1	1^2	1^1	1^2	1^4	1^5	1^4	1^5	1^1	1^2	1^4	1^5	1^4	1^5
6	1^6	1^7	1^4	1^5	1^4	1^5	1^2	1^5	1^2	1^4	1^4	1^5	1^4	1^5	1^1	1^2	1^4	1^5	1^4	1^5
7	1^2	1^4	1^2	1^4	1^4	1^5	1^2	1^5	0^5	0^6	1^2	1^4	1^4	1^5	1^1	1^2	1^4	1^5	1^2	1^4
8	1^6	1^7	1^6	1^7	1^4	1^5	1^2	1^5	1^2	1^4	1^4	1^5	1^6	1^7	1^2	1^4	1^6	1^7	1^4	1^5

EXAMPLE, $2^{(3)}$ — DENOTES $\frac{3''}{8}$

UPPER AND LOWER CASE LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS SERIES C	6 INCH UPPER CASE LETTERS SERIES D	8 INCH UPPER CASE LETTERS SERIES C	8 INCH UPPER CASE LETTERS SERIES D	LETTERS	6 INCH LOWER CASE LETTERS SERIES C	6 INCH LOWER CASE LETTERS SERIES D
A	3^6	5^0	5^0	6^5	a	3^5	4^2
B	3^2	4^0	4^3	5^3	b	3^5	4^2
C	3^2	4^0	4^3	5^3	c	3^5	4^1
D	3^2	4^0	4^3	5^3	d	3^5	4^2
E	3^0	3^5	4^0	4^7	e	3^5	4^2
F	3^0	3^5	4^0	4^7	f	2^3	2^6
G	3^2	4^0	4^3	5^3	g	3^5	4^2
H	3^2	4^0	4^3	5^3	h	3^5	4^2
I	0^7	0^7	1^1	1^2	i	1^1	1^1
J	3^0	3^6	4^0	5^0	j	2^0	2^2
K	3^2	4^1	4^3	5^4	k	3^5	4^2
L	3^0	3^5	4^0	4^7	l	1^1	1^1
M	3^7	4^5	5^1	6^1	m	6^0	7^0
N	3^2	4^0	4^3	5^3	n	3^5	4^2
O	3^4	4^2	4^5	5^5	o	3^6	4^3
P	3^2	4^0	4^3	5^3	p	3^5	4^2
Q	3^4	4^2	4^5	5^5	q	3^5	4^2
R	3^2	4^0	4^3	5^3	r	2^6	3^2
S	3^2	4^0	4^3	5^3	s	3^6	4^2
T	3^0	3^5	4^0	4^7	t	2^7	3^2
U	3^2	4^0	4^3	5^3	u	3^5	4^2
V	3^5	4^4	4^7	6^0	v	4^2	4^7
W	4^4	5^2	6^0	7^0	w	5^5	6^4
X	3^4	4^0	4^5	5^3	x	4^4	5^1
Y	3^6	5^0	5^0	6^6	y	4^6	5^3
Z	3^2	4^0	4^3	5^3	z	3^6	4^3

NUMBER	6 INCH SERIES C	6 INCH SERIES D	8 INCH SERIES C	8 INCH SERIES D
1	1^2	1^4	1^5	2^0
2	3^2	4^0	4^3	5^3
3	3^2	4^0	4^3	5^3
4	3^5	4^3	4^7	5^7
5	3^2	4^0	4^3	5^3
6	3^2	4^0	4^3	5^3
7	3^2	4^0	4^3	5^3
8	3^2	4^0	4^3	5^3
9	3^2	4^0	4^3	5^3
0	3^4	4^2	4^5	5^5

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
4. ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4 ".
5. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

* J.O. HERBERT CO.
MIDLOTHIAN, VA.

* WESTERN REMAC INC.
WOODRIDGE, IL.

PARTS LISTING:

SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

USER NAME = bauerdl	DESIGNED - DAG/BCK	REVISED - DAG 10/28/09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
dgn	DRAWN - BCK	REVISED -	
PLOT SCALE = 49.9999 '/ IN.	CHECKED - DAG/DAD	REVISED -	
PLOT DATE = 11/4/2009	DATE - 03-15-09	REVISED -	

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

	PROJECT NO. M-9003(717)	JOB NO. C-91-161-11
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	40
	TS-02	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

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

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

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

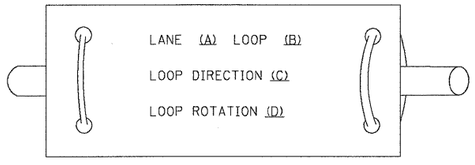
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

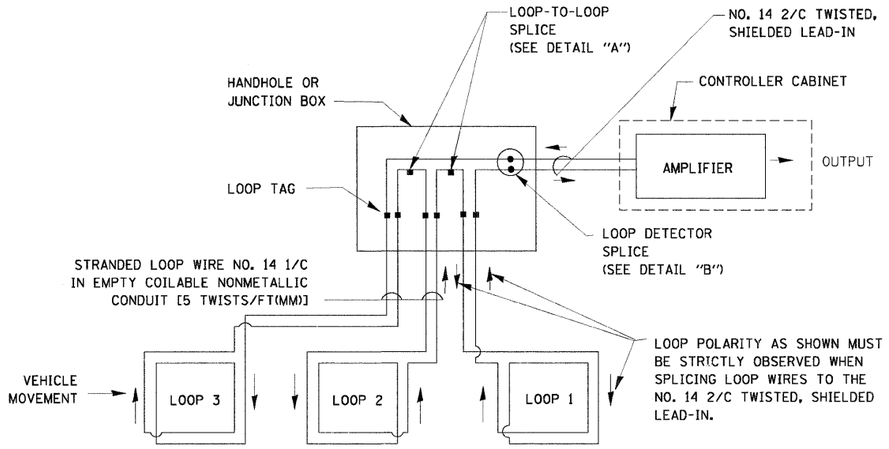


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

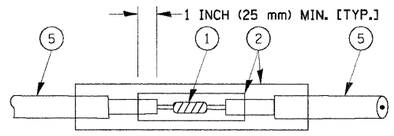
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

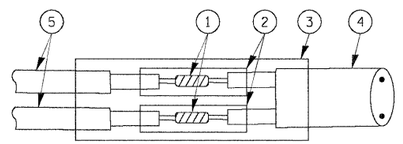


DETECTOR LOOP WIRING SCHEMATIC

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

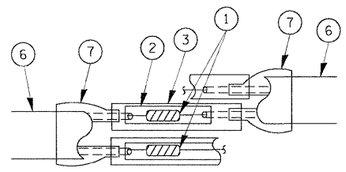


DETAIL "A"
LOOP-TO-LOOP SPLICE



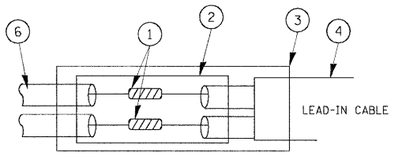
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

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USER NAME = bauerdl	DESIGNED - DAD	REVISED -
dgn	DRAWN - BCK	REVISED -
PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -
PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	41
	TS-05	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 8:46 AM By: Kris Pung — Tab: 41 (TS-05A) — 22x34

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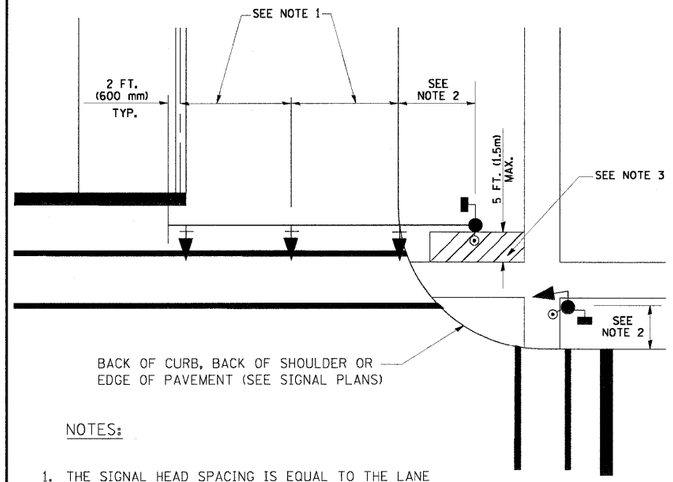
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

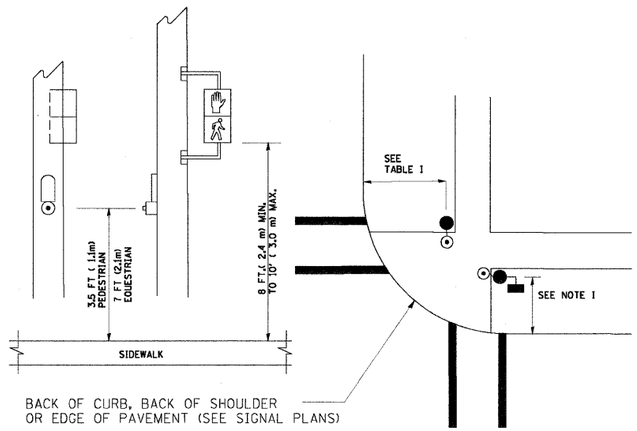
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

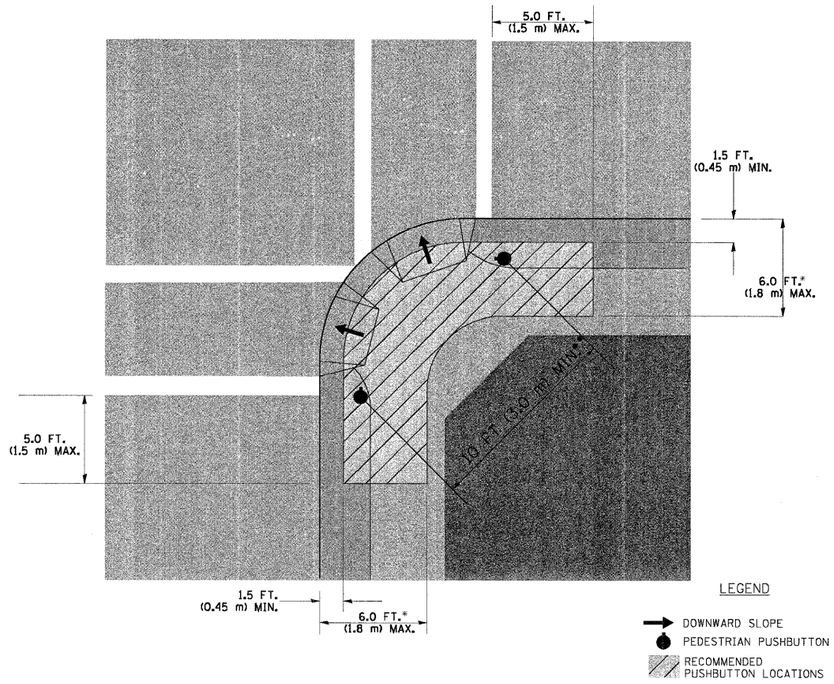
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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USER NAME = bauerdl	DESIGNED - DAD	REVISED -	
dgn	DRAWN - BCK	REVISED -	
PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -	
PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	42
	TS-05	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:46 AM By: Kris Pung — Tab: 42 (TS-05B) — 22x34

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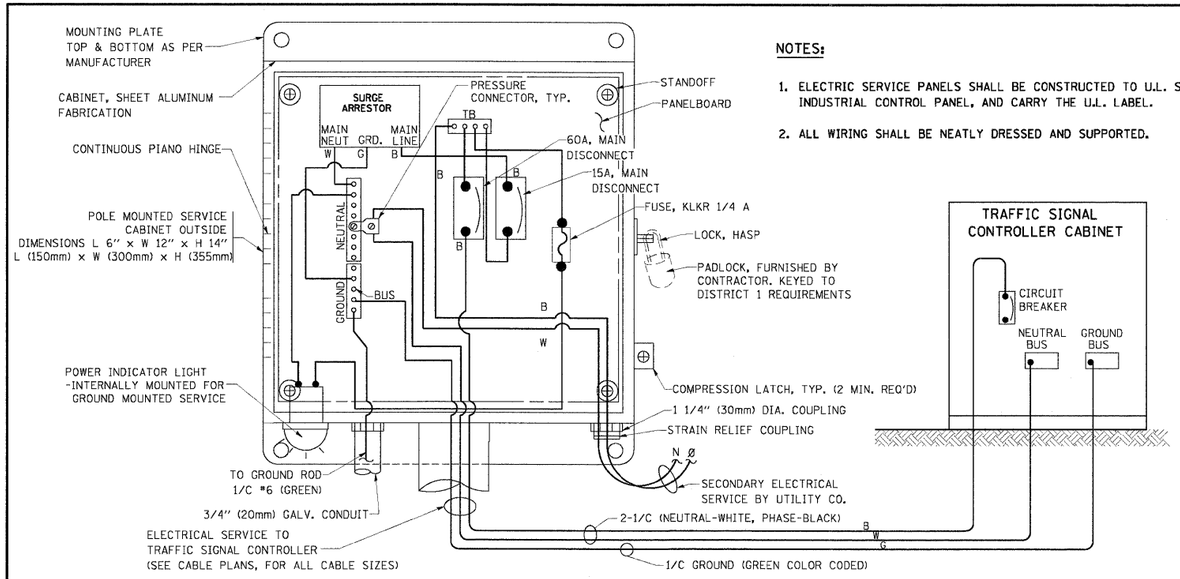


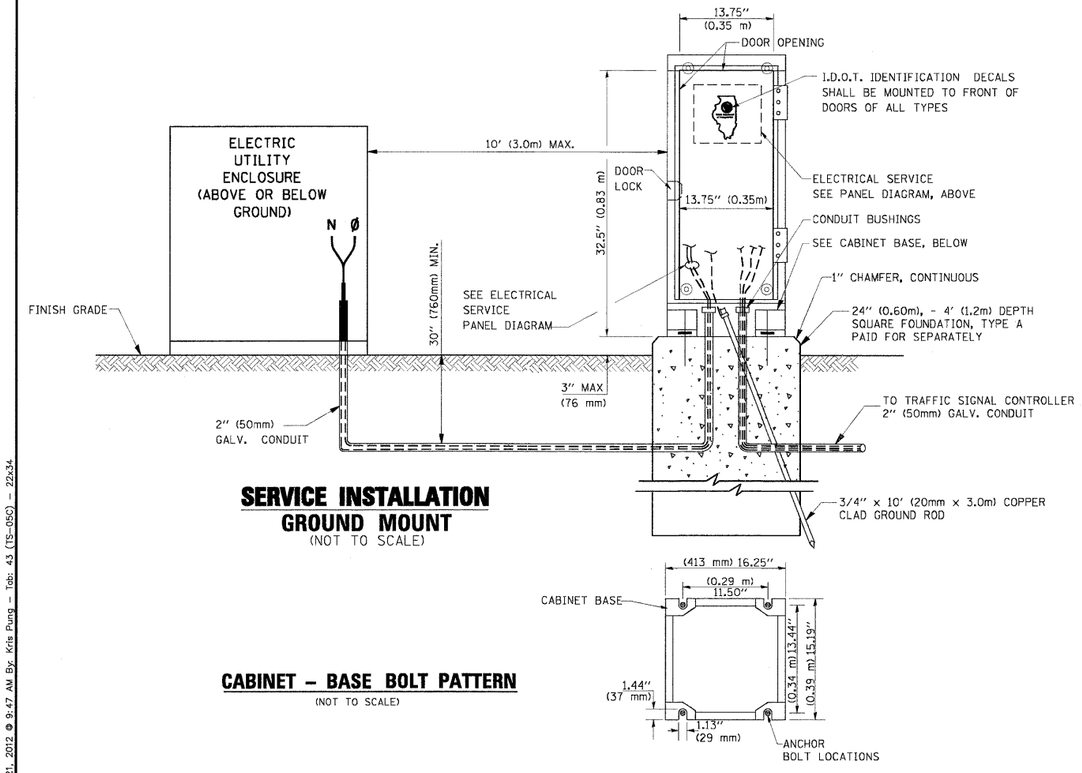
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

NOTES:

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

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

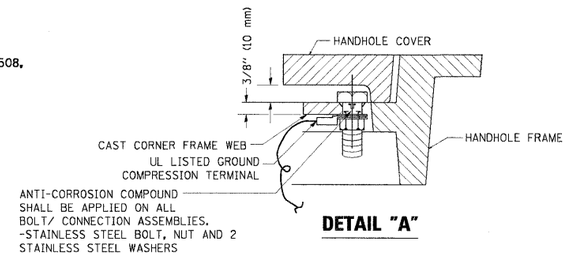


SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



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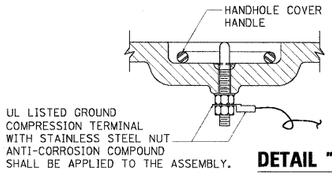

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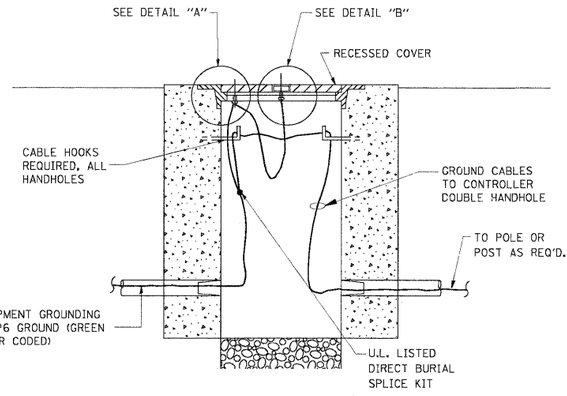
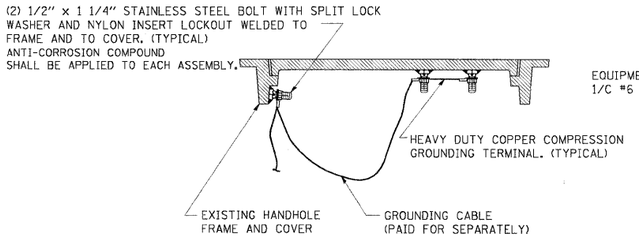


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



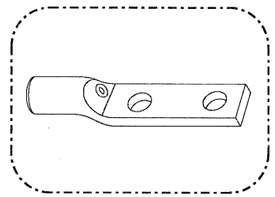
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

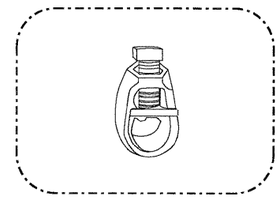
NOTES:

GROUNDING SYSTEM

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



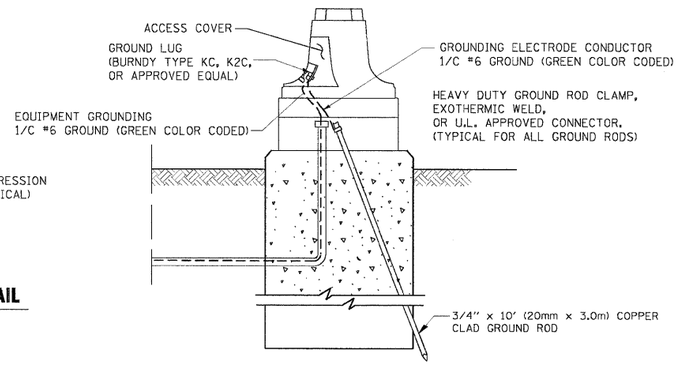
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

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



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
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USER NAME = bauerd1	DESIGNED - DAD	REVISED -	
dgn	DRAWN - BCK	REVISED -	
PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -	
PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	43
	TS-05	CONTRACT NO. 63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:47 AM By: Kris Pung — Tab: 43 (TS-05C) — 22x34

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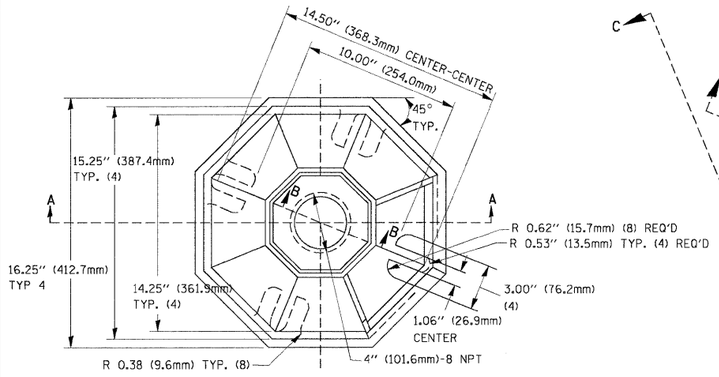
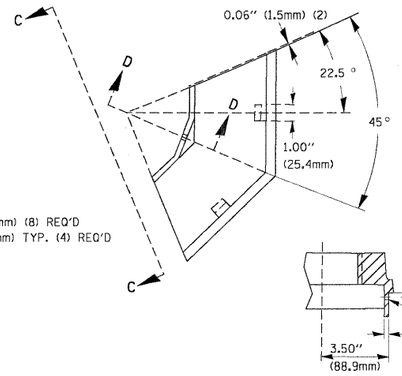
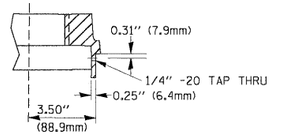
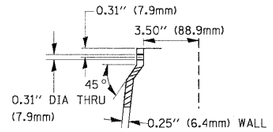


TOP VIEW

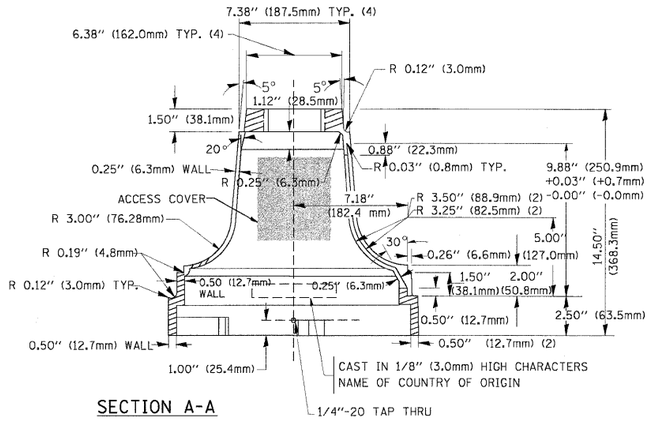




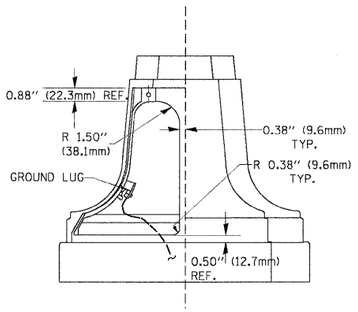
SECTION B-B



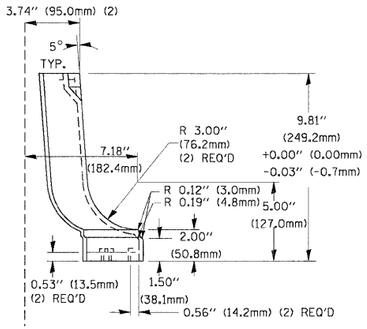
SECTION D-D



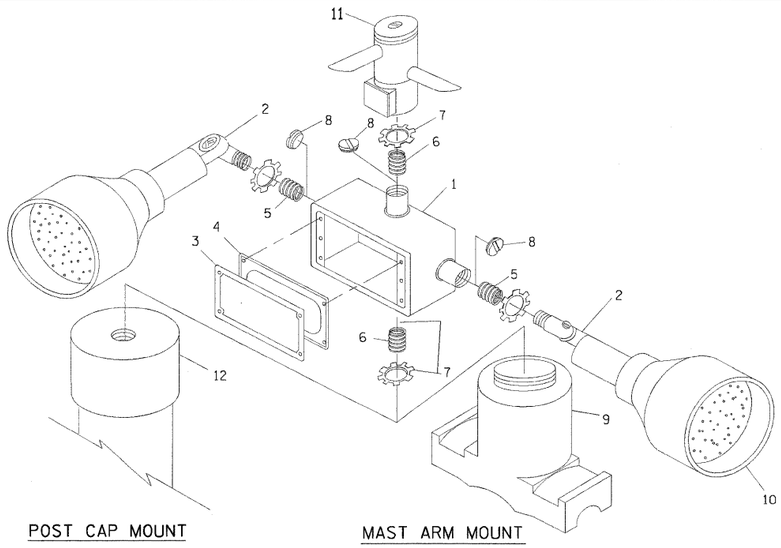
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



POST CAP MOUNT

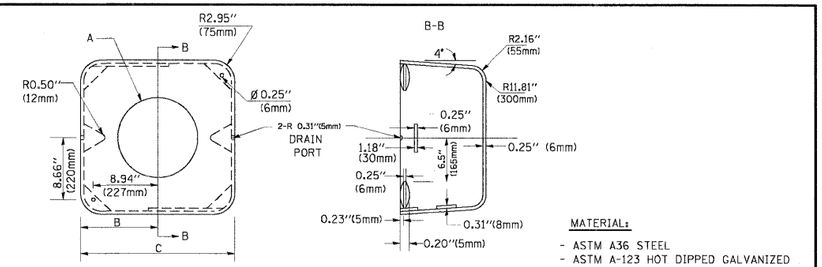
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



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

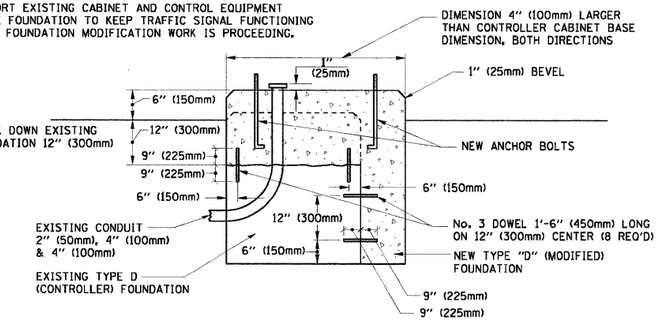
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

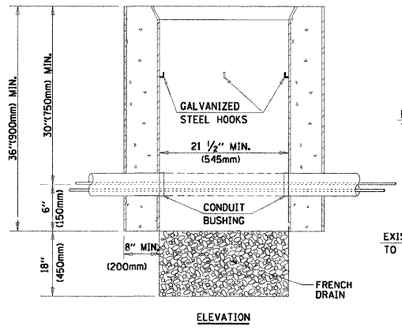
NOTES:

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

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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USER NAME = bauercl	DESIGNED - DAD		REVISED -
dgn	DRAWN - BCK		REVISED -
PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD		REVISED -
PLOT DATE = 11/4/2009	DATE - 10-28-09		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	44
	TS-05	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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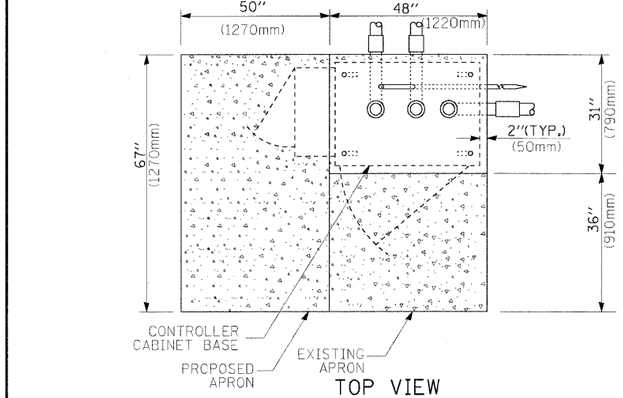
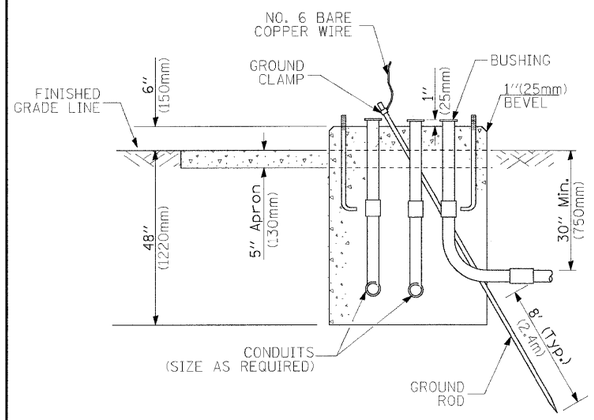
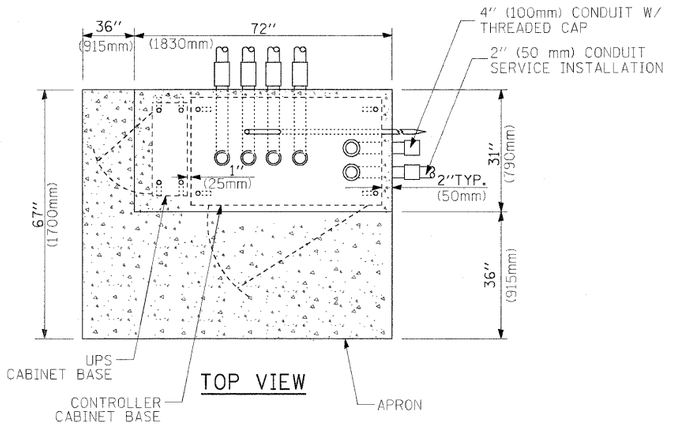


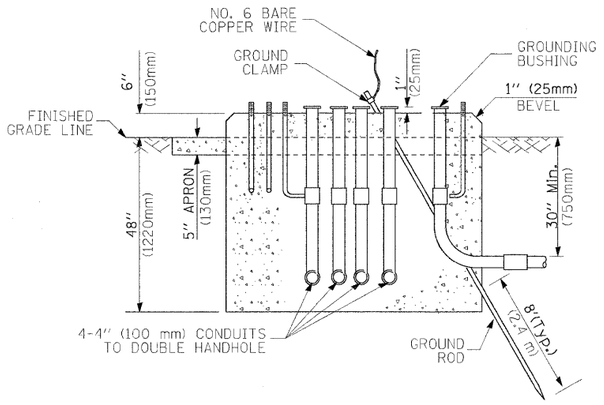
TOP VIEW



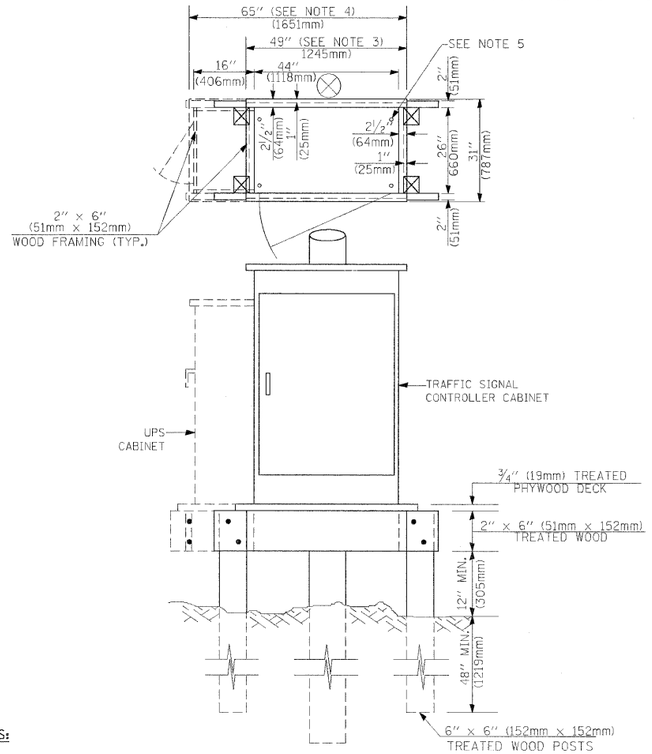
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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USER NAME = bauerdl	DESIGNED - DAG	REVISED -
dgn	DRAWN - BCK	REVISED -
PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -
PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	45
	TS-05	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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TRAFFIC SIGNAL LEGEND

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

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

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

RAILROAD SYMBOLS

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

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USER NAME = bauerdl	DESIGNED - DAG/BCK	REVISED -
dgn	DRAWN - BCK	REVISED -
PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -
PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	46
	TS-05	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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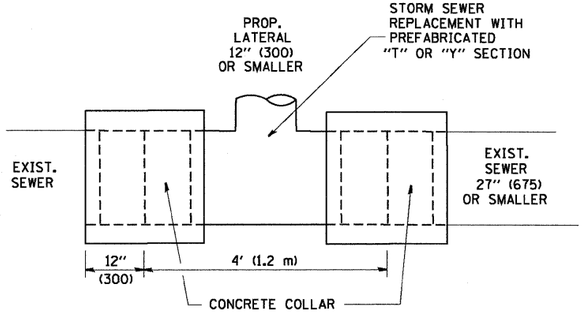
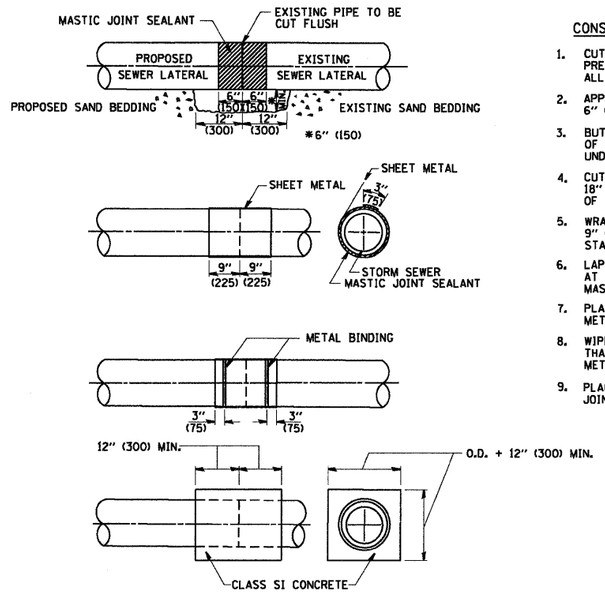


DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER

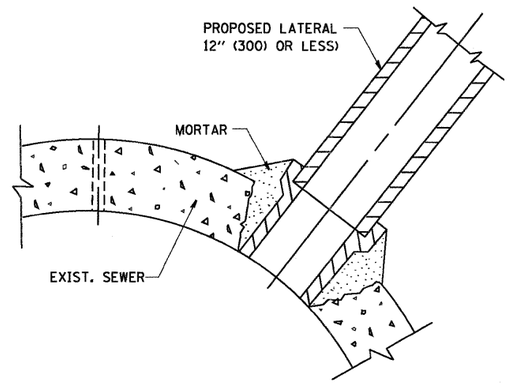


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

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USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
	DRAWN -	REVISED - R. SHAH 09-09-94
PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	47
	BD500-01 (BD-7)	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 8:48 AM By: Kris Pung — Tab: 47 (BD-7) — 22x34

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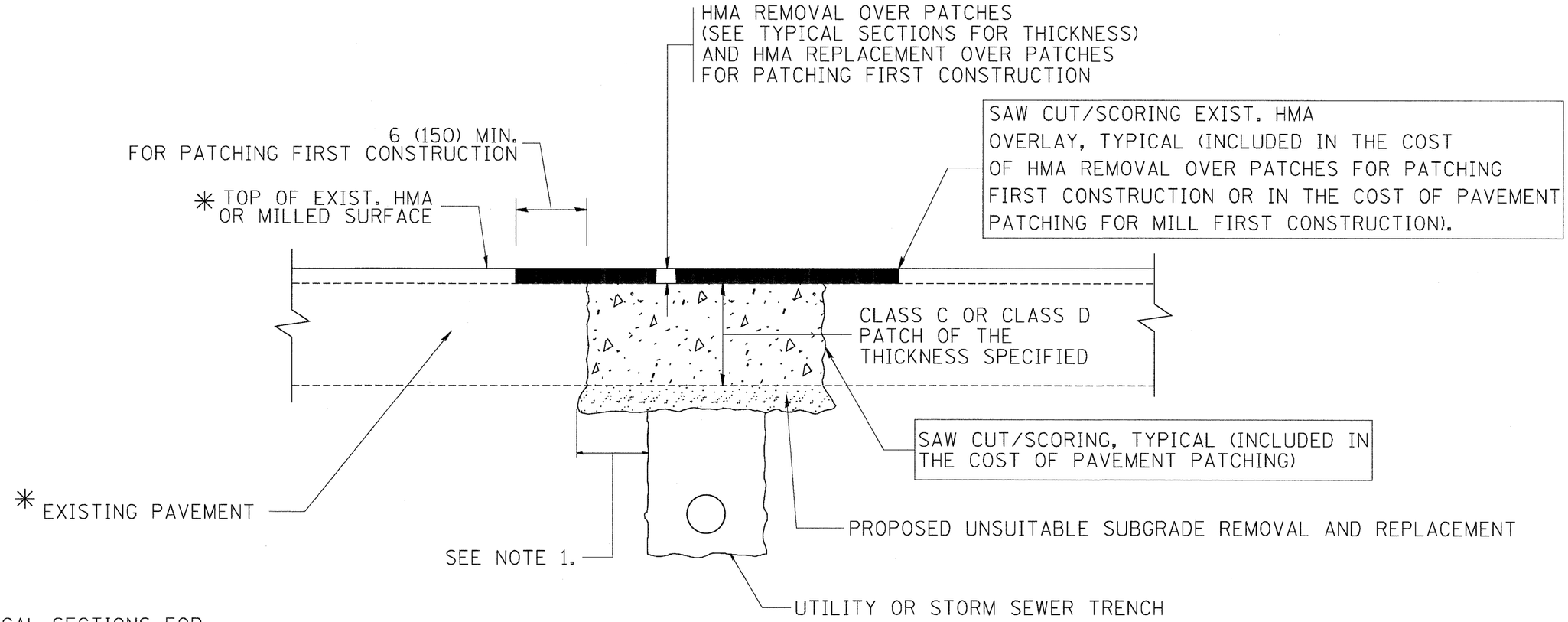

* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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 4½ 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.

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USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	
	DRAWN -	REVISED - R. BORO 01-01-07	
PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07	
PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	48
	BD400-04 (BD-22)	CONTRACT NO. 63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:48 AM By: Kris Pung - Tab: 48 (BD-22) - 22x34

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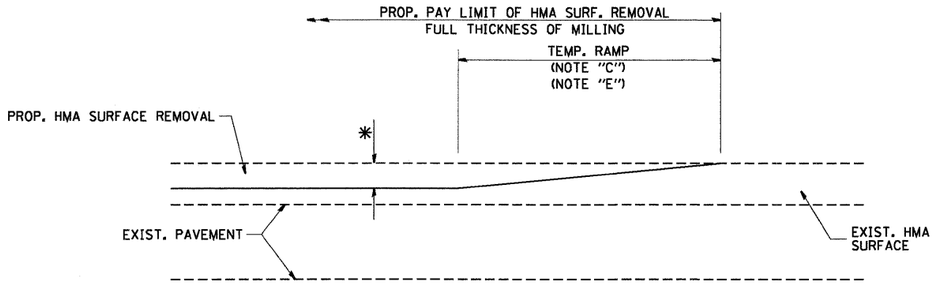
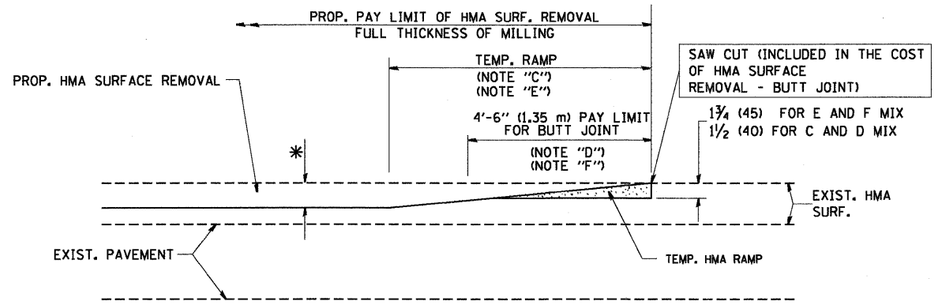


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

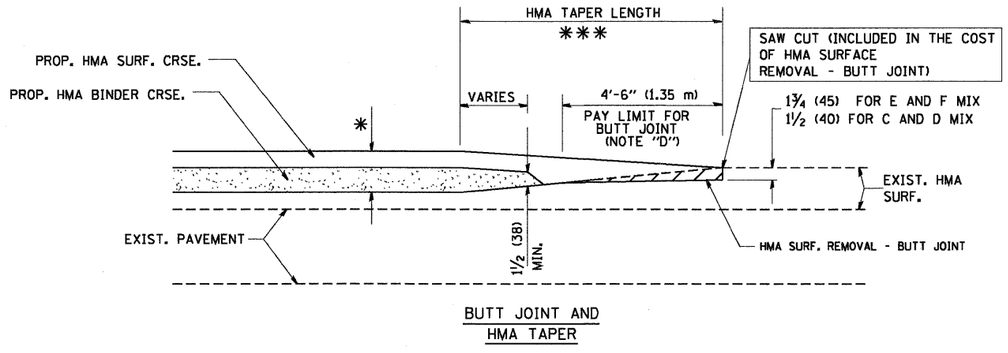


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

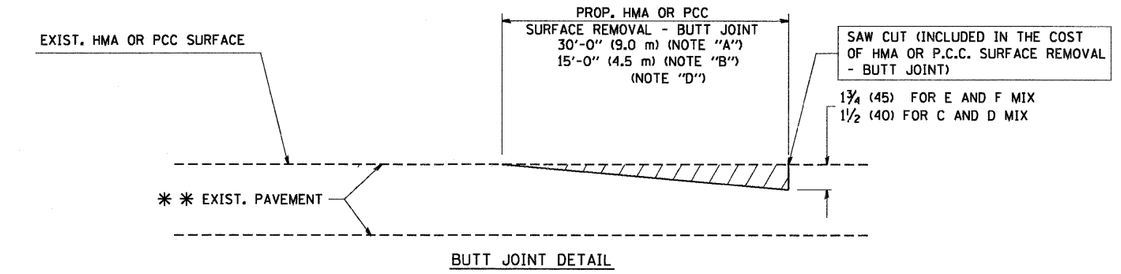
OPTION 2

TYPICAL TEMPORARY RAMP

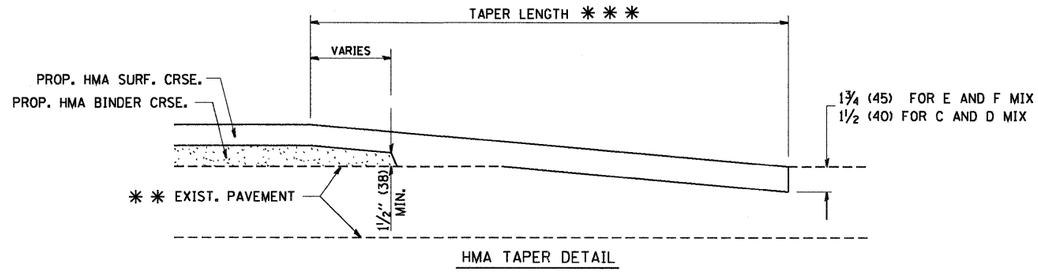


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

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PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01	
PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	49
	BD400-05 BD32	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:48 AM By: Kris Pung - Tab: 49 (2D-32) - 22x34

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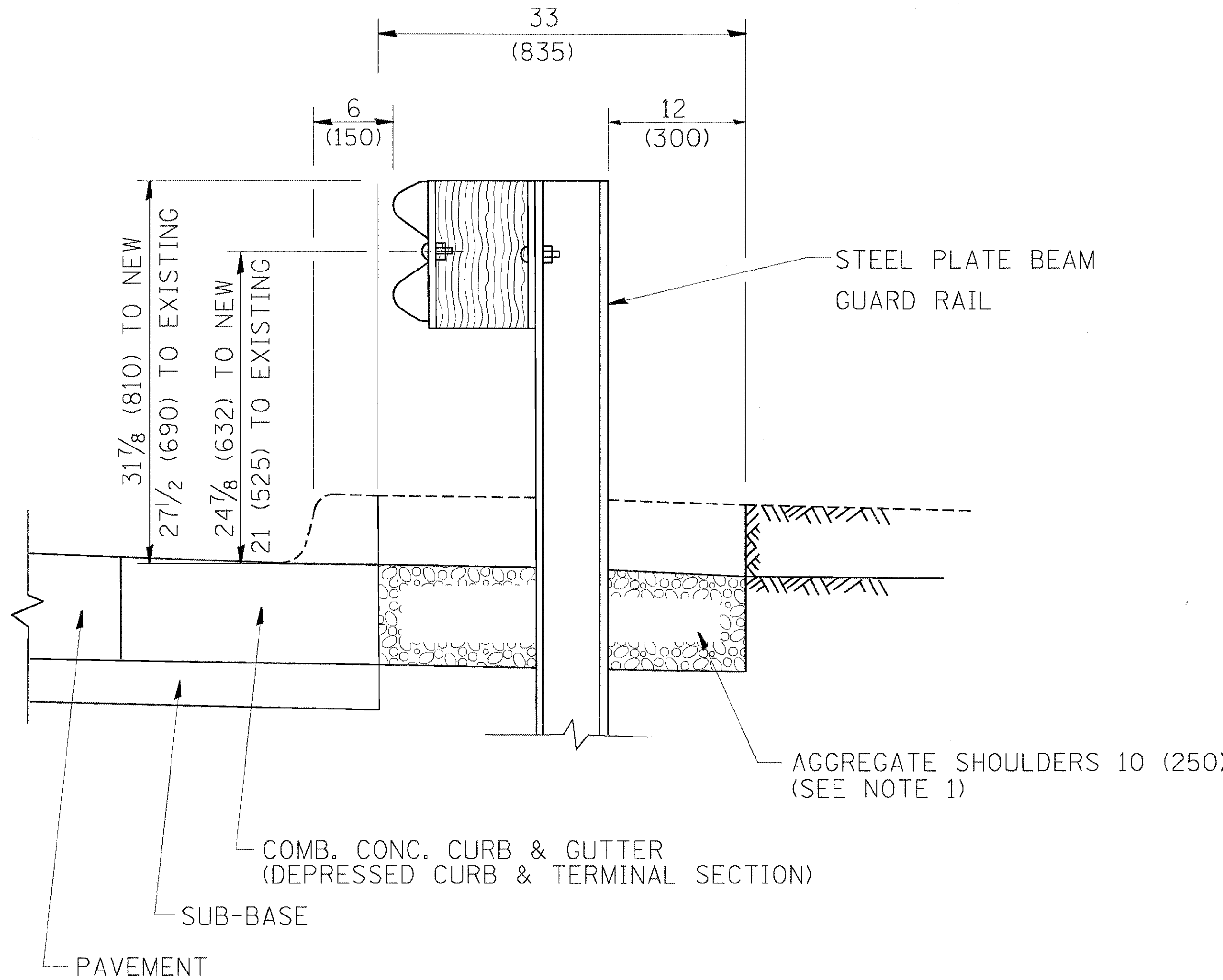


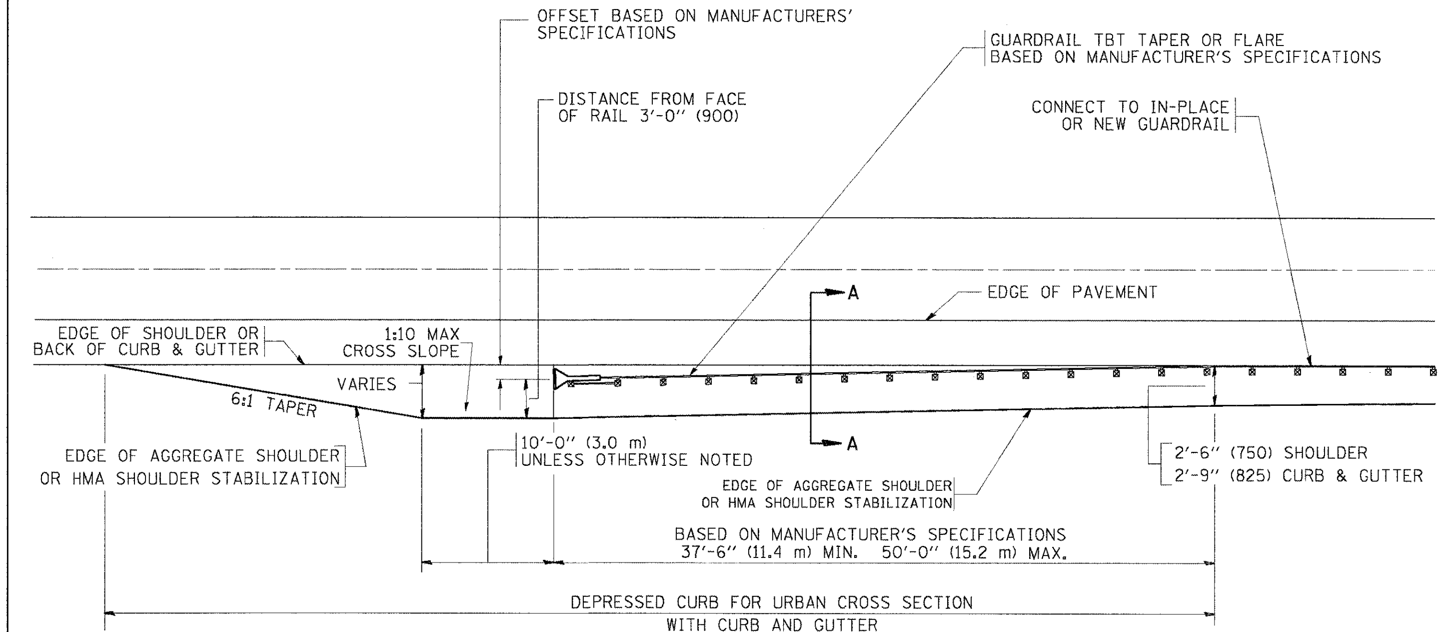
SECTION A-A

NOTES:

1. THE AGGREGATE SHOULDER, 10″ OR HMA SHOULDER, 6″ (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER

[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6″ (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL

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

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...34.dgn	DRAWN -	REVISED - R. BORO 01-01-07	
PLOT SCALE = 49.9999 ' / IN.	CHECKED -	REVISED - R. BORO 12-08-2008	
PLOT DATE = 9/21/2009	DATE - 09-22-90	REVISED - R. BORO 09-14-2009	

DETAILS FOR DEPRESSED CURB + GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	50
BD600-10 (BD 34)		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:48 AM By: Kris Pung – Tab: 50 (BD-34) – 22x34

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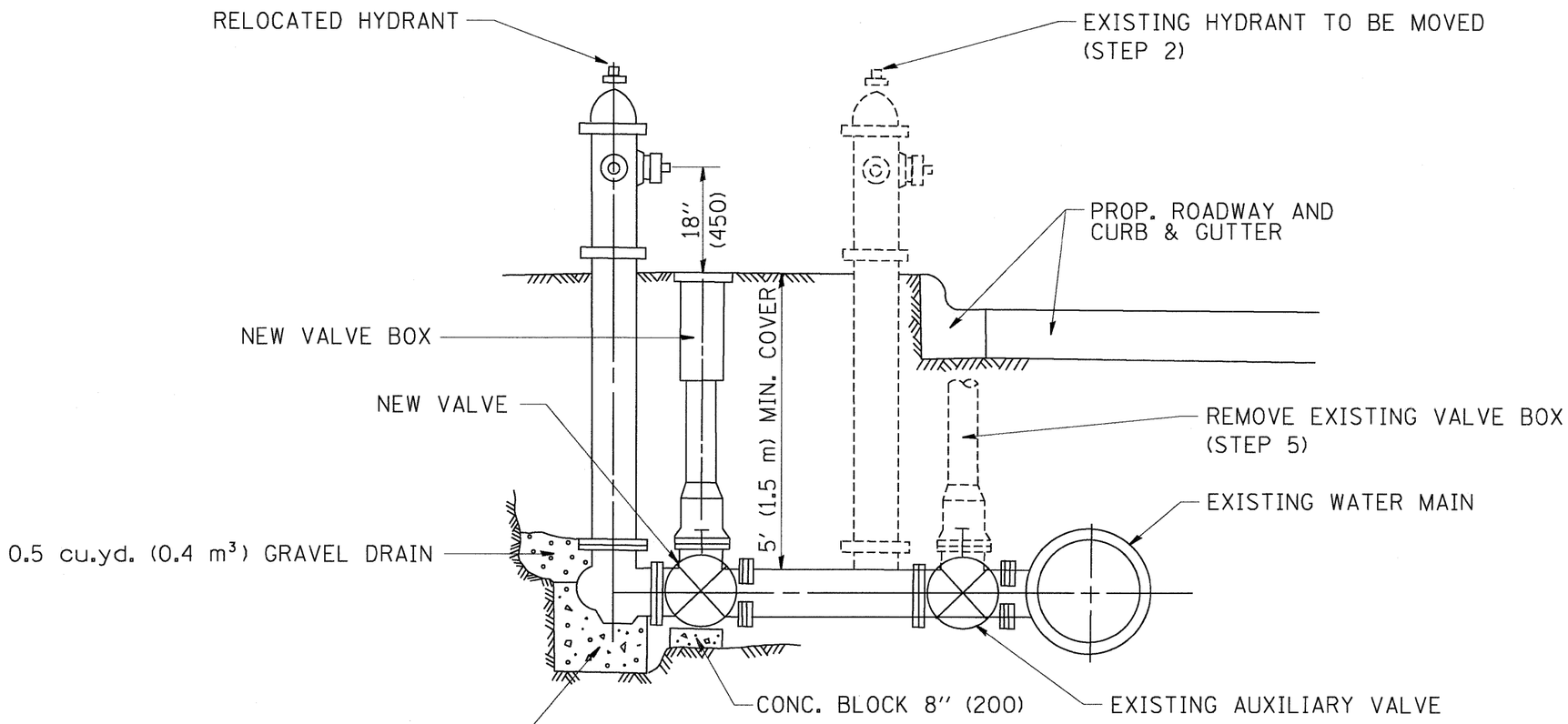

SEQUENCE OF CONSTRUCTION:

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.

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	DRAWN -	REVISED - R. SHAH 10-25-94
PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 1/4/2028	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

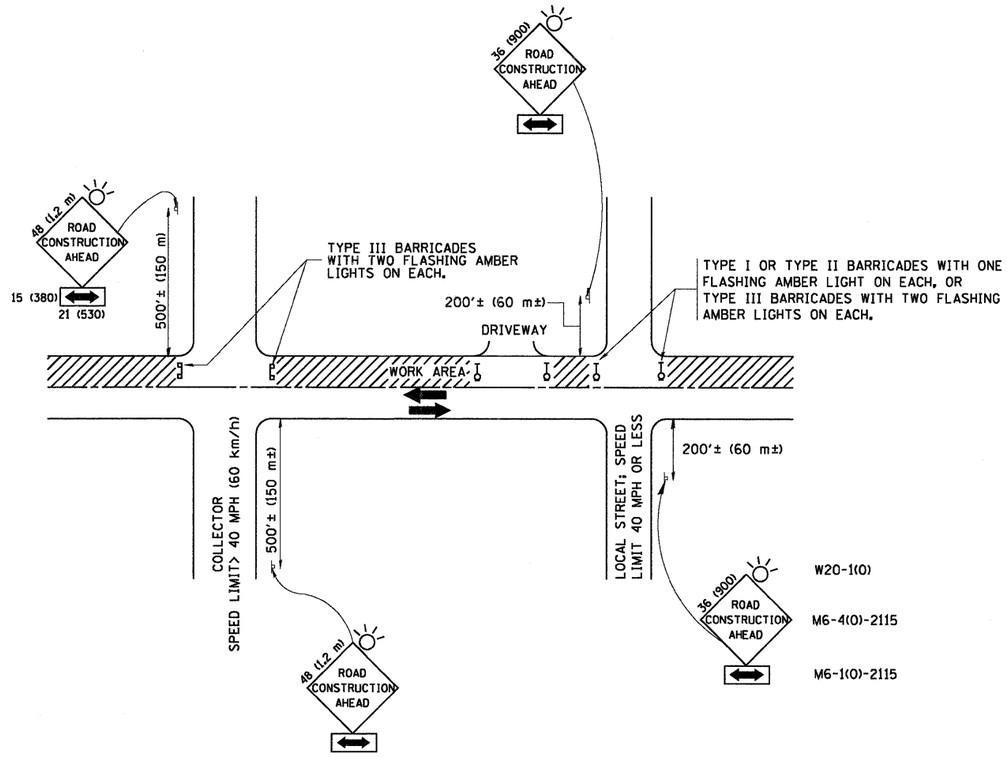
FIRE HYDRANT TO BE MOVED

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	51
	BD-36	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:49 AM By: Kris Pung — Tab: 51 (BD-36) — 22x34

Path: H:\SDSKPROJ\SG1002\DWG\DWG FINAL ENG\SG1002-DETAILS



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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	DRAWN -	REVISED - A. HOUSEH 03-06-96
PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
PLOT DATE = 1/4/2000	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. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	52
	TC-10	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:49 AM By: Kris Pung — Tab: 52 (TC-10) — 22x34

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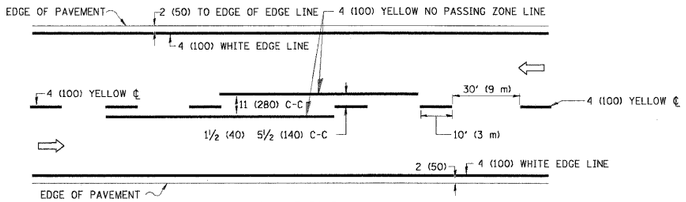
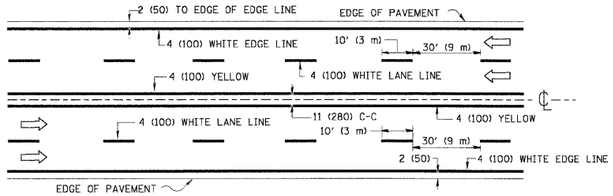
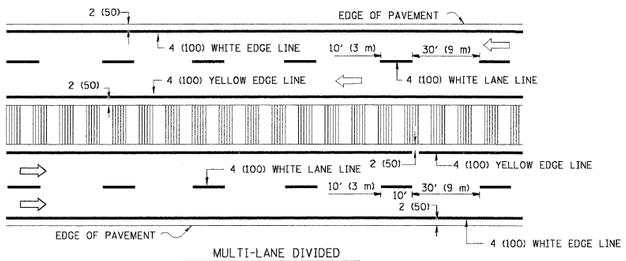


2-LANE ROADWAY



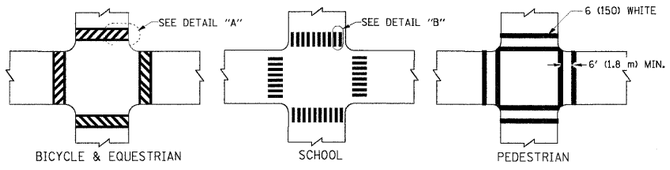
MULTI-LANE UNDIVIDED



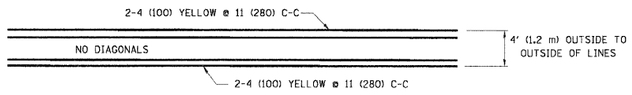
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

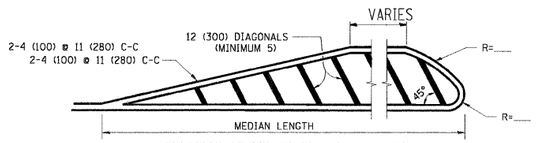
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



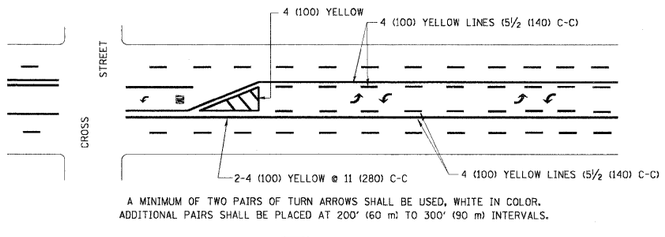
4' (1.2 m) WIDE MEDIANS ONLY



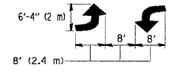
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

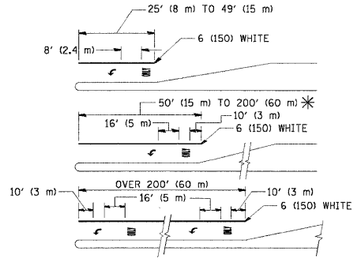


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

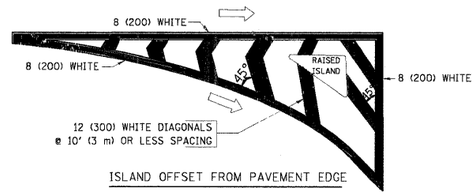


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

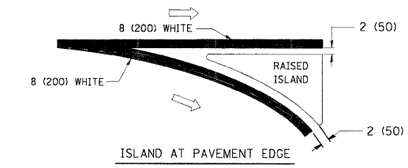
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

USER NAME = drivakoagn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
3dgn	DRAWN -	REVISED -C. JUCIUS 09-09-09
PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	53
	TC-13	CONTRACT NO. 63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:49 AM By: Kris Pung — Tab: 53 (TC-13) — 22x34

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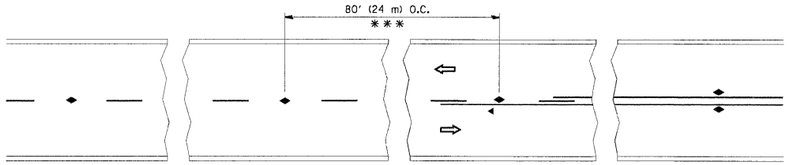
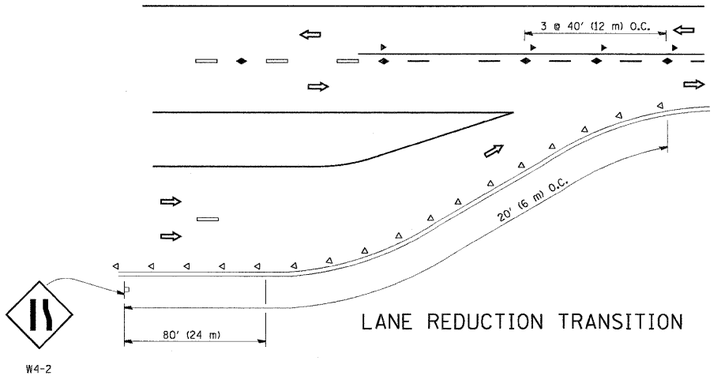
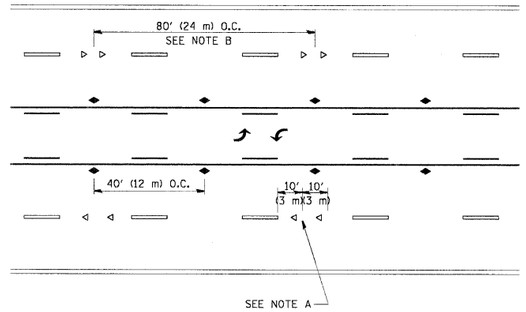


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

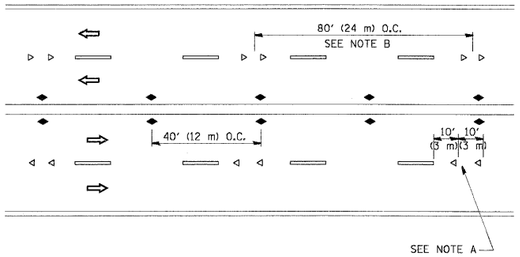
TWO-LANE/TWO-WAY



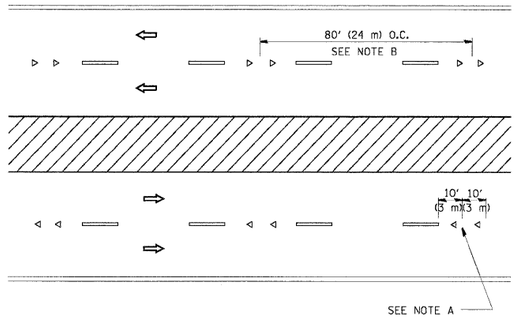
LANE REDUCTION TRANSITION



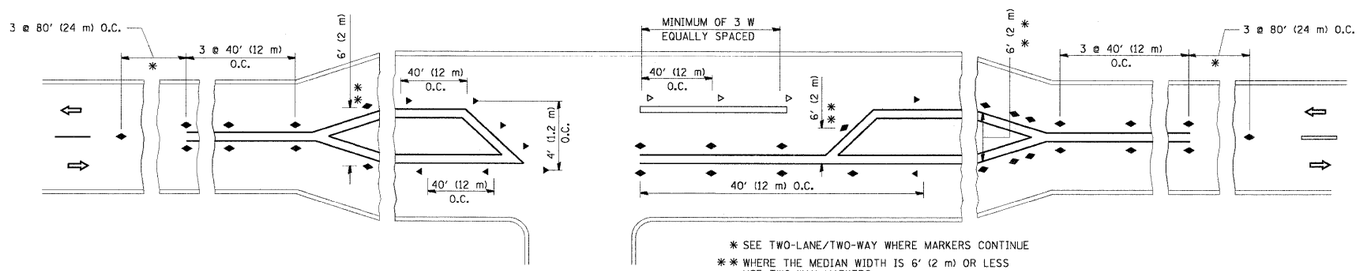
TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED



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

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

LEFT TURN

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

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

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52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

USER NAME = leysa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
	DRAWN -	REVISED - T. RAMMACHER 03-12-99
PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	54
	TC-11	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:49 AM By: Kris Pung — Tab: 54 (TC-11) — 22x34

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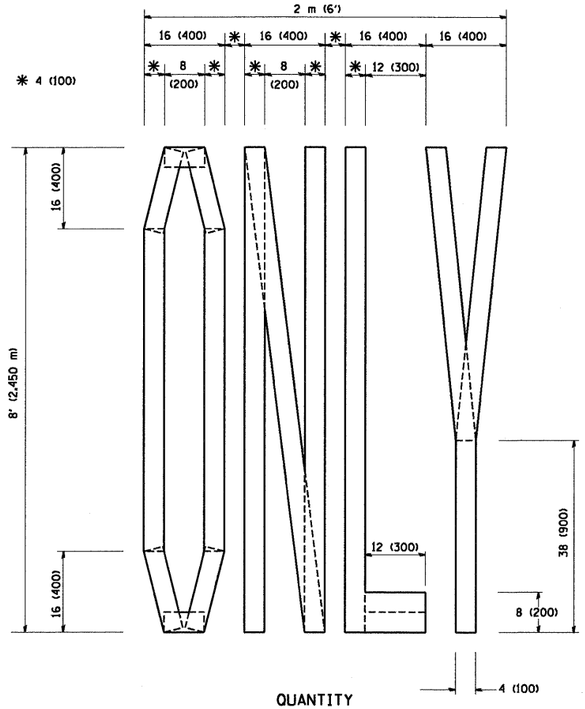
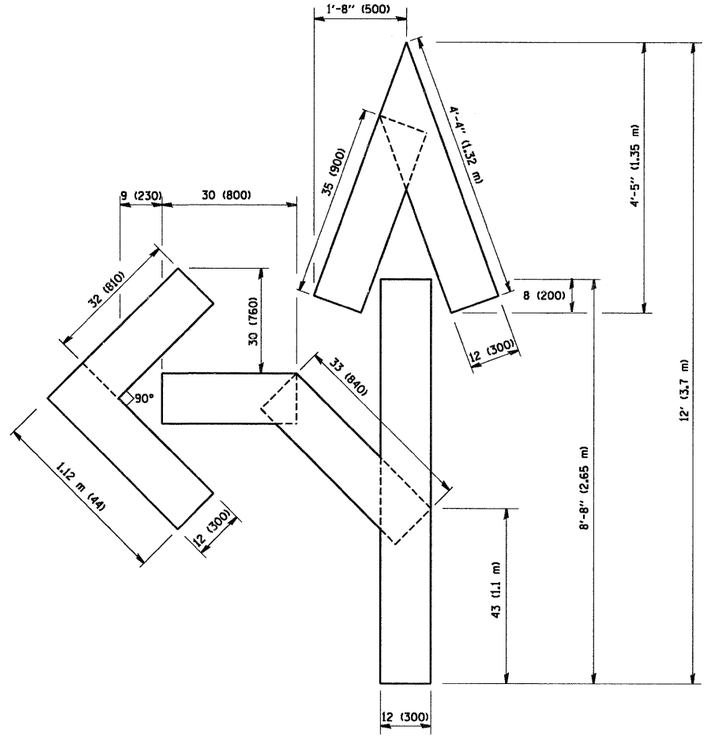
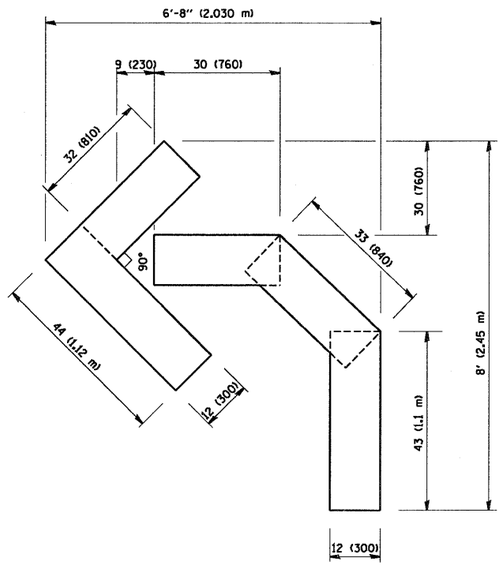


QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



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



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

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

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USER NAME = gaglienobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
	DRAWN -	REVISED -T. RAMMACHER 11-04-97
PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFC STAGING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	55
	TC-16	CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:49 AM By: Kris Pung - Tab: 55 (TC-16) - 22x34

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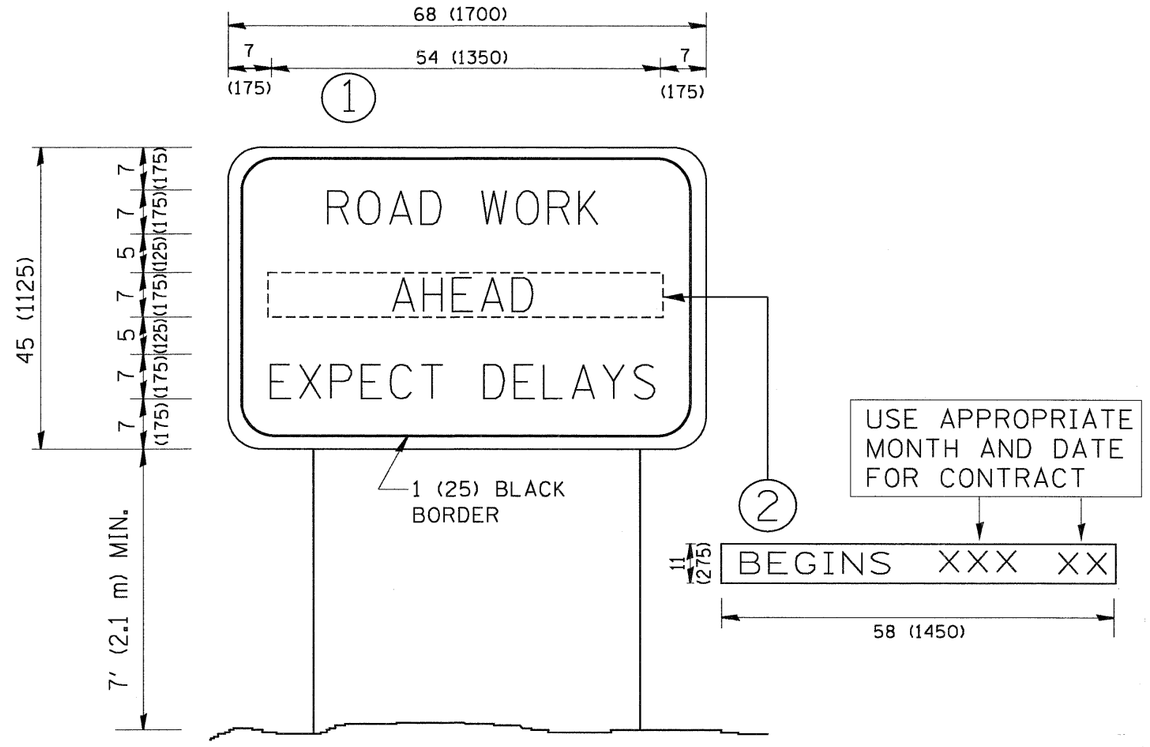

NOTES:

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

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

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CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
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USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	
	DRAWN -	REVISED - R. MIRS 12-11-97	
PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	56
	TC-22	CONTRACT NO. 63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Plotted: February 21, 2012 @ 9:50 AM By: Kris Pung - Tab: 56 (TC-22) - 22x34

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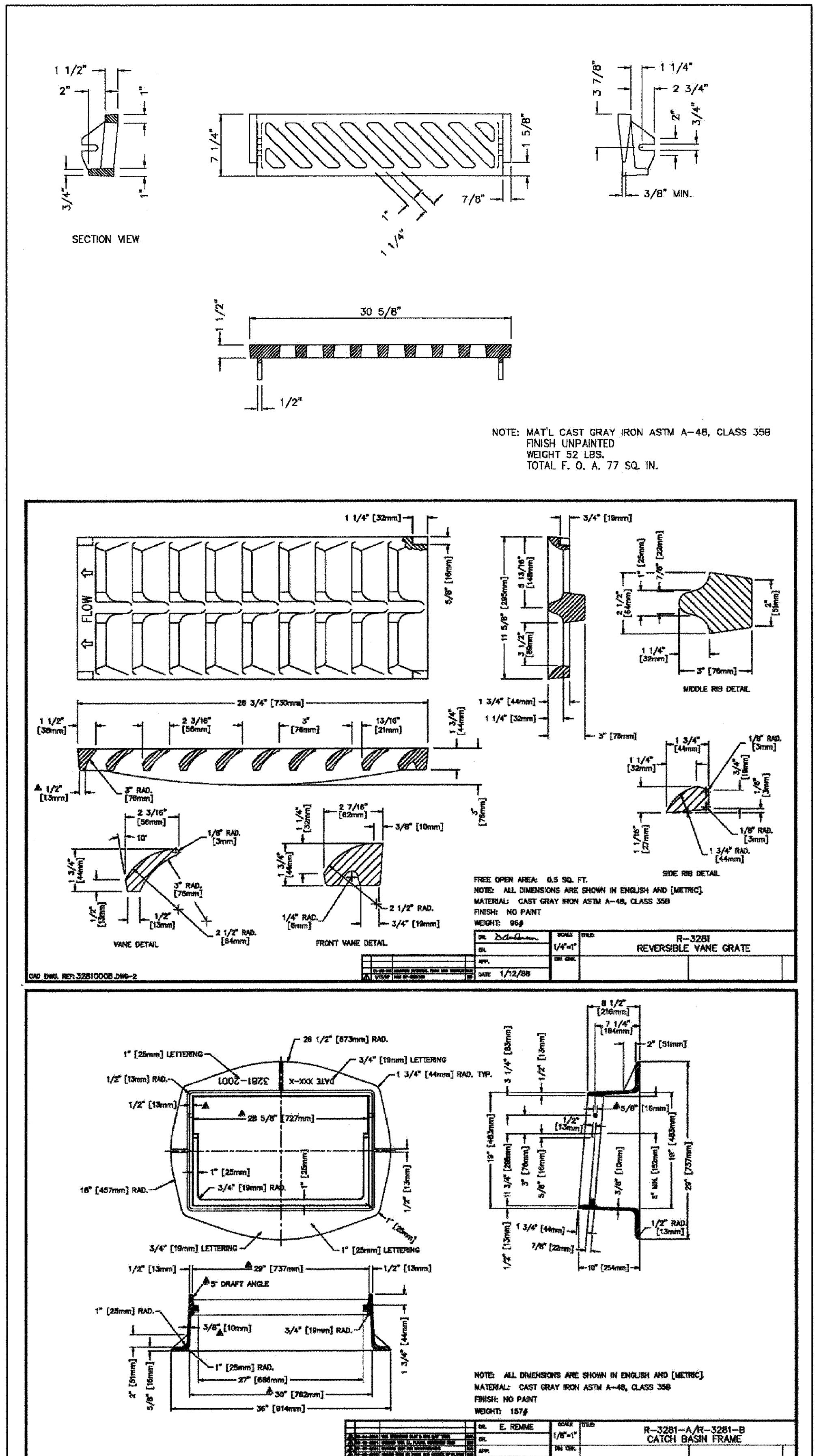
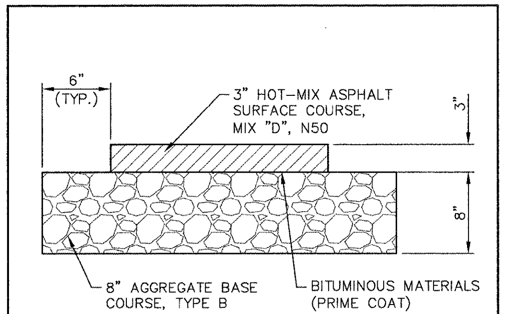
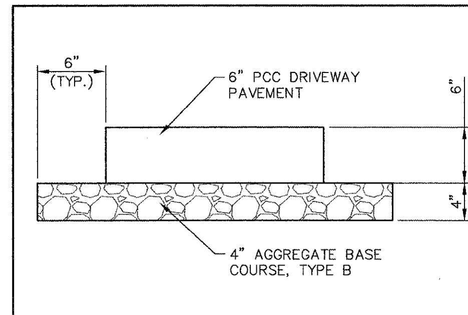


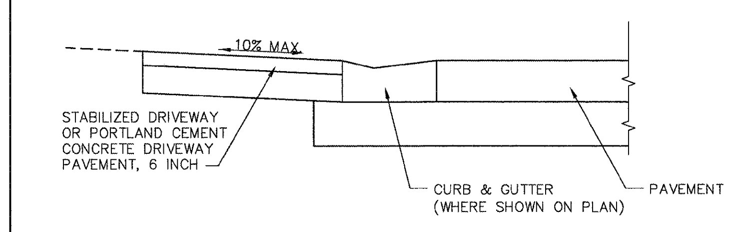
DETAIL FOR SPECIAL FRAME AND GRATE



STABILIZED DRIVEWAY PAVEMENT

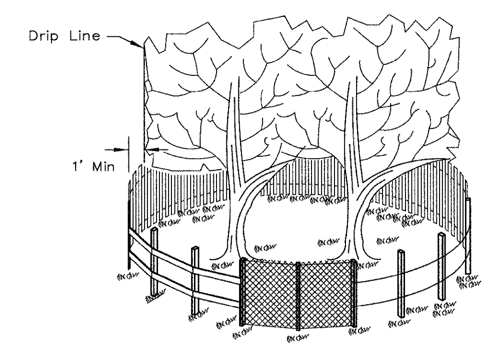


PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH

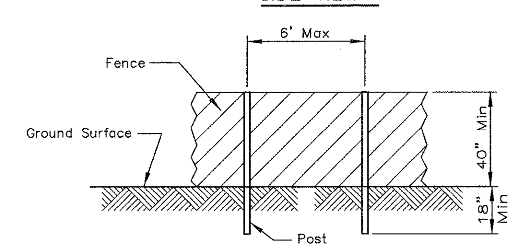


SECTION B – B

TREE PROTECTION – FENCING



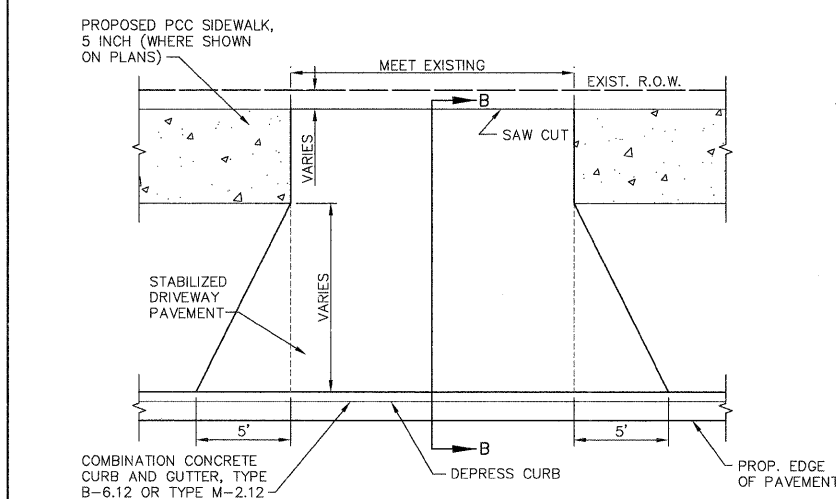
SIDE VIEW



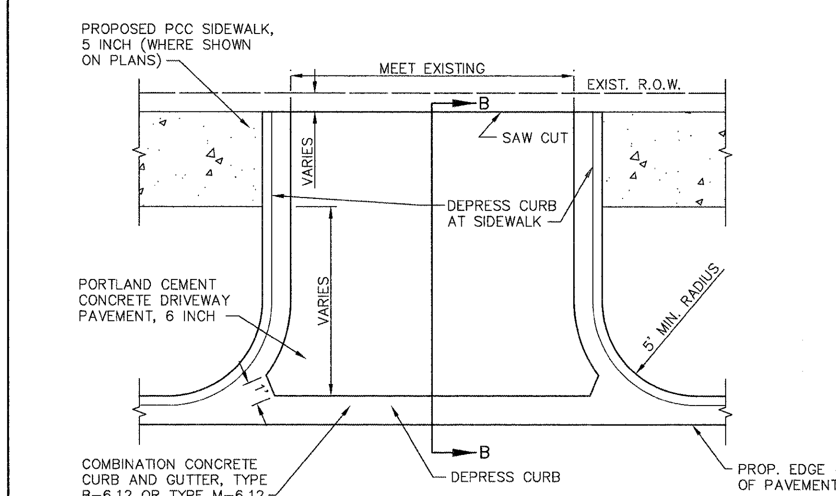
POST AND FENCE DETAIL

NOTES:

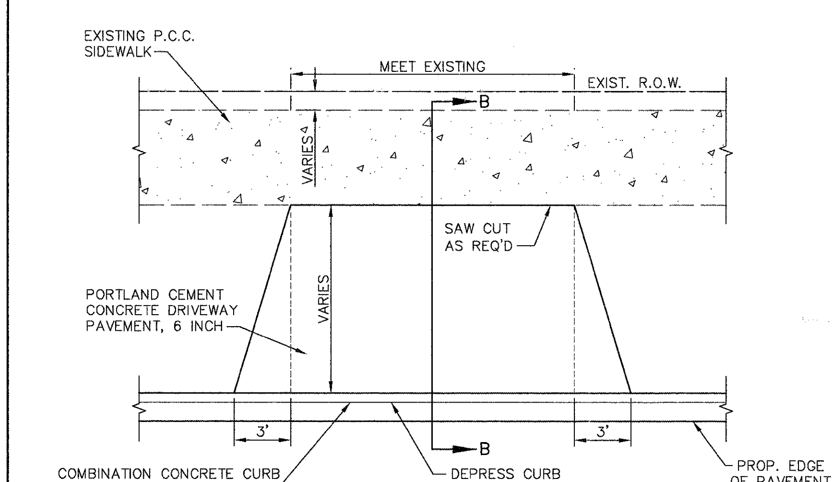
1. The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
2. Fence posts shall be either standard steel posts or wood posts with a minumum cross sectional area of 3.0 sq. in.
3. The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.



TYPICAL COMMERCIAL ENTRANCE (CE) W/O CURB



TYPICAL COMMERCIAL ENTRANCE (CE) W/CURB



TYPICAL PRIVATE ENTRANCE (PE)

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
52 Wheeler Road
Sugar Grove, Illinois 60554
630.466.6700 / www.eeiweb.com

USER NAME =	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE =	CHECKED -	REVISED -	
PLOT DATE =	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

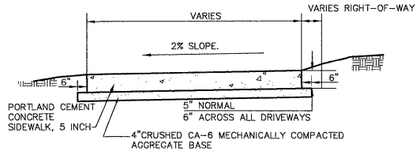
SPECIAL DETAILS

SCALE: N/A | SHEET NO. 1 OF 2 SHEETS | STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	57
		CONTRACT NO.63700		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

Plotted: February 20, 2012 @ 10:43 AM By: Kris Pung – Tab: 57 SP Dets– 22x34
Path:H:\SGSKPROJ\SG1002\DWG\DWG FINAL ENG\SG1002-DETAILS

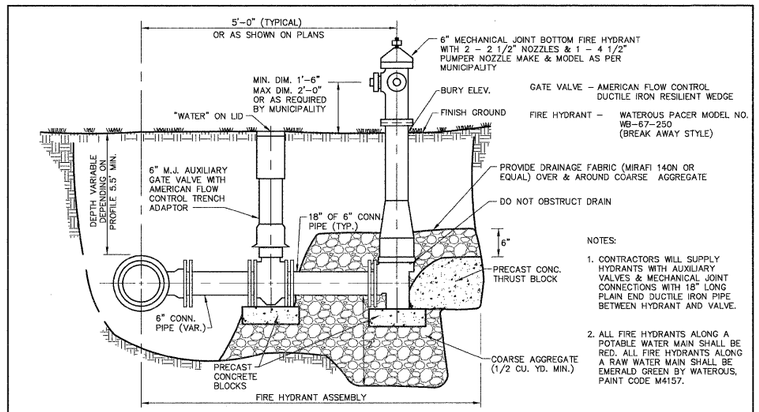


TYPICAL EXPANSION JOINT SPACING CURB AND SIDEWALK

POUR TEMP. (DEG. F)	EXPANSION JOINT (SPACING FT.)
40 MIN.....	70'
45.....	75'
50.....	80'
55.....	90'
60.....	95'
65.....	105'
70.....	115'
75.....	125'
80.....	145'
85.....	160'
90 MAX.....	190'

TYPICAL SIDEWALK SECTION

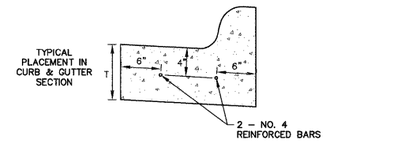
Village of Sugar Grove, 10 Municipal Drive, Sugar Grove, Illinois 60554, Phone: (630) 466-4507	SCALE: N.T.S.	FOLDER: SG-RD#	DRAWING NUMBER: 13	DRAWN BY: CLN
	DATE: 5/18/07			REVISED:

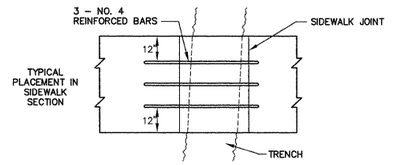


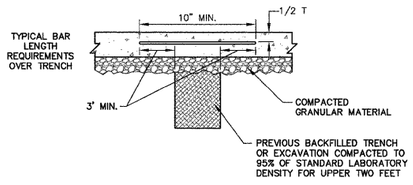
NOTES:
1. CONTRACTORS WILL SUPPLY HYDRANTS WITH AUXILIARY VALVES & MECHANICAL JOINT CONNECTIONS WITH 18" LONG PLAIN END DUCTILE IRON PIPE BETWEEN HYDRANT AND VALVE.
2. ALL FIRE HYDRANTS ALONG A POTABLE WATER MAIN SHALL BE RED. ALL FIRE HYDRANTS ALONG A RAW WATER MAIN SHALL BE EMERALD GREEN BY WATEROUS, PAINT CODE M4157.

FIRE HYDRANT ASSEMBLY INSTALLATION

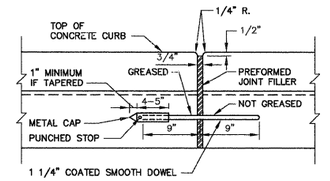
Village of Sugar Grove, 10 Municipal Drive, Sugar Grove, Illinois 60554, Phone: (630) 466-4507	SCALE: N.T.S.	FOLDER: SG-WA	DRAWING NUMBER: 01	DRAWN BY: CLN
	DATE: 8/14/07			REVISED:



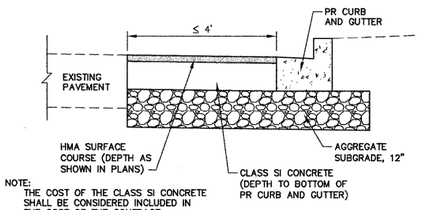




REINFORCING CURB & GUTTER OR SIDEWALK INSTALLED OVER TRENCH

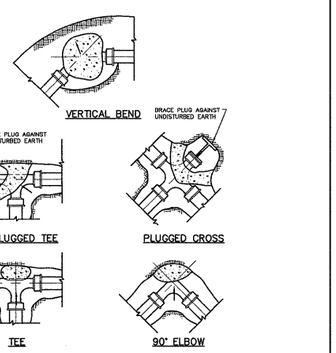


CURB EXPANSION JOINT DETAIL



NOTE:
THE COST OF THE CLASS SI CONCRETE SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

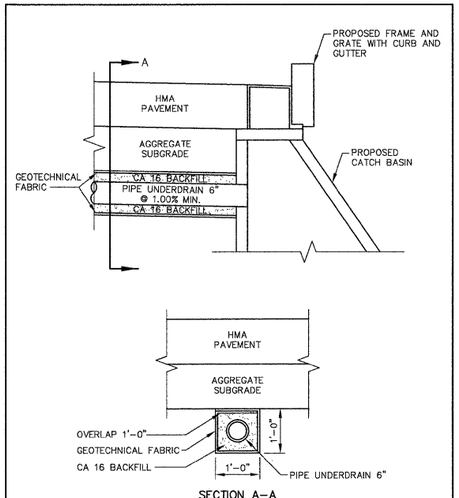
CONCRETE BACKFILL ADJACENT TO PROPOSED CURB AND GUTTER



NOTES:
ALL BLOCKS BEAR AGAINST UNDISTURBED EARTH.
ARROWS INDICATE DIRECTION OF THRUST.
ALL BLOCKS TO BE 3000 P.S.I. CONCRETE.
ALL FITTINGS SHOWN IN PLAN EXCEPT VERTICAL BEND.

TYPICAL THRUST BLOCK INSTALLATION

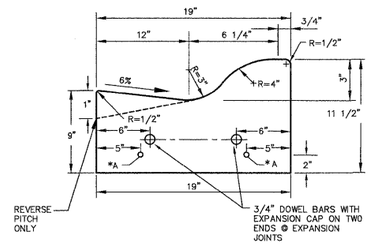
Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, Illinois 60554, Phone: (630) 466-9350	SCALE: N.T.S.	FOLDER: EE-WA	DRAWING NUMBER: MI-07	DRAWN BY: WCP
	DATE: 9/05/07			REVISED:



SECTION A-A

PIPE UNDERDRAIN, 6" DETAIL

Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, Illinois 60554, Phone: (630) 466-9350	SCALE: N.T.S.	FOLDER:	DRAWING NUMBER:	DRAWN BY: KKP
	DATE: 12/15/11			REVISED:



*2-20', NO.4 REBAR AT ALL TRENCH CROSSINGS

TYPE M-3.12 CONCRETE CURB AND GUTTER

Engineering Enterprises, Inc., 52 Wheeler Road, Sugar Grove, Illinois 60554, Phone: (630) 466-9350	SCALE: N.T.S.	FOLDER: SG-RD	DRAWING NUMBER: 07*	DRAWN BY: CLN
	DATE: 5/18/07			REVISED: 12/15/11

Engineering Enterprises, Inc. CONSULTING ENGINEERS, 52 Wheeler Road, Sugar Grove, Illinois 60554, 630.466.6700 / www.eeiweb.com			
	USER NAME =	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

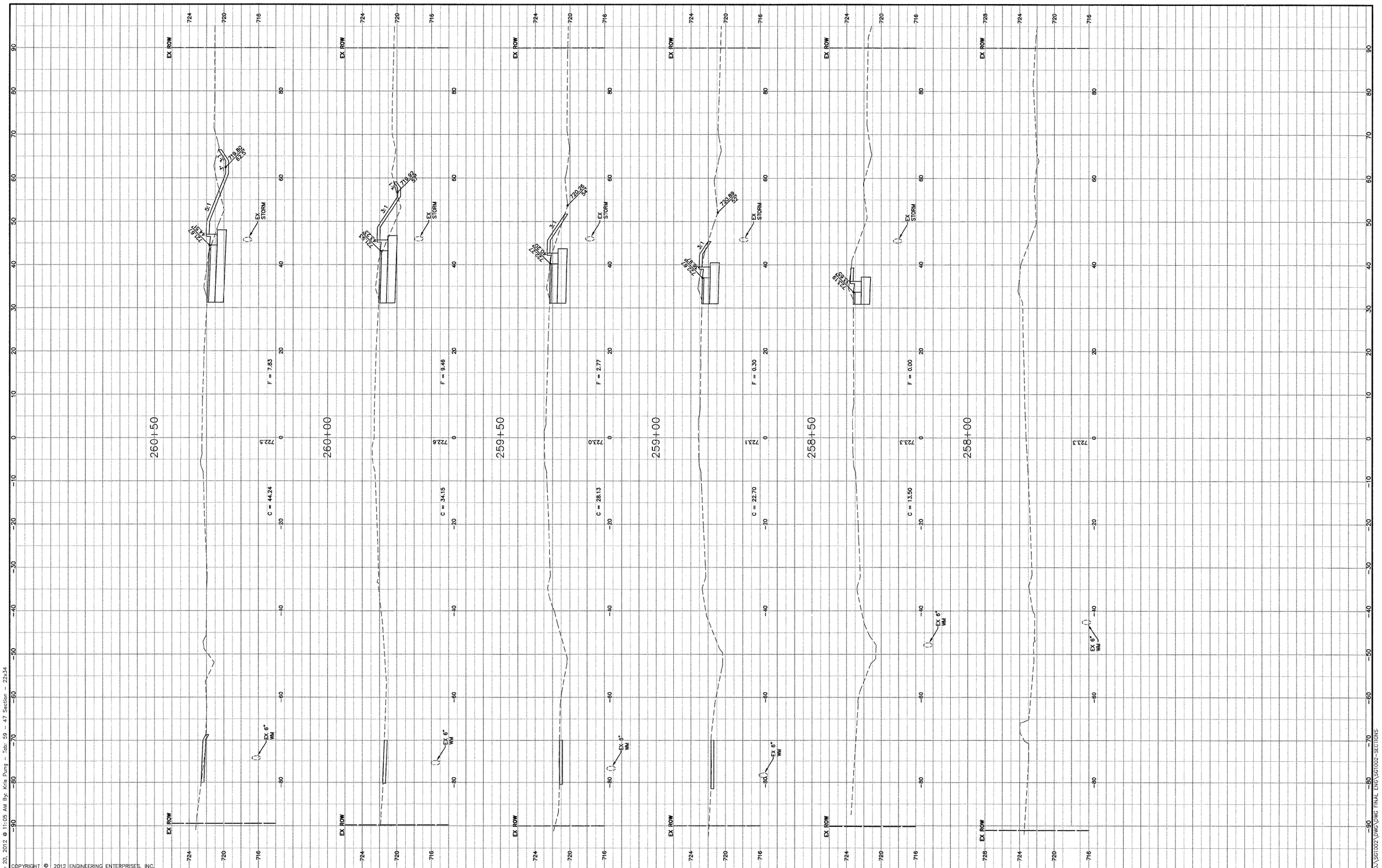
SPECIAL DETAILS

SCALE: N/A | SHEET NO. 2 OF 2 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	58
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:44 AM By: Kris Pung - Tab: 58 SP Date= 22x34

Path: H:\SS\PROJ\SS1602\DWG\DWG FINAL ENG\SS1602-DETAILS



Engineering Enterprises, Inc.
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IL. ROUTE 47 - CROSS SECTIONS

SCALE: H=1"=10' - V=1"=5' | SHEET NO. 1 OF 12 SHEETS | STA. 258+00 TO STA. 260+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	59
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 11:05 AM By: Kris Pung - Tab: 59 - 47 Section - 22x34

Path: N:\SSM-PROJ\SG13002\DWG\PMS FINAL ENG\SG13002-SECTIONS

264+00

263+50

263+00

262+50

262+00

261+50

261+00

EX STORM

EX ROW

EX 6" WM

F = 0.51

F = 1.45

F = 24.19

F = 7.77

F = 8.81

C = 34.39

C = 40.73

C = 29.11

C = 38.13

C = 33.55

3:1

2:1

SEE SHEET 16 FOR IL 47 / CROSS STREET INTERSECTION ELEVATIONS

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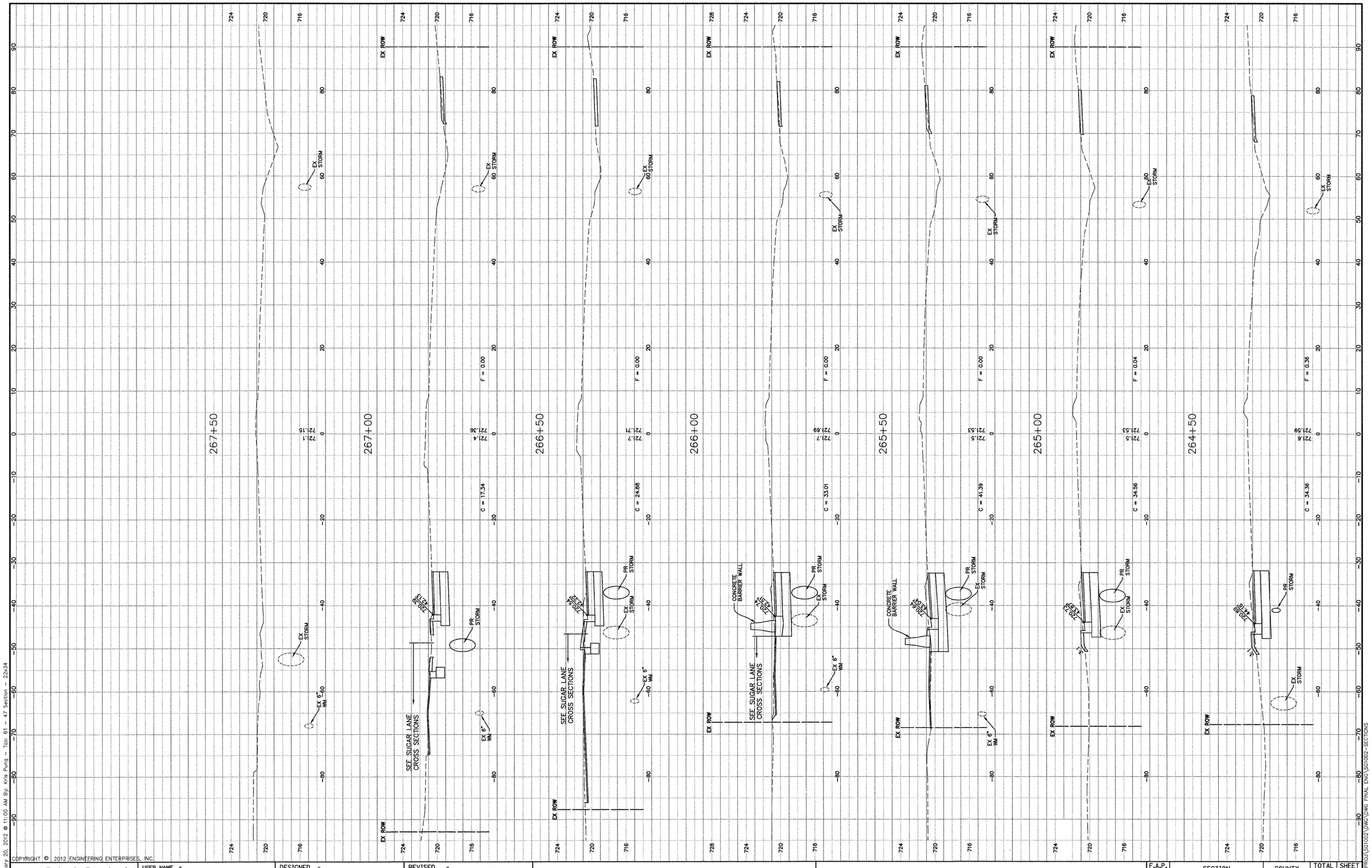
IL. ROUTE 47 - CROSS SECTIONS

SCALE: H:1"=10' - V:1"=5' | SHEET NO. 2 OF 12 SHEETS | STA. 261+00 TO STA. 264+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	60
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 10:58 AM By: Kris Pung -- Tab: 60 - 47 Section -- 22x34

Path: H:\SDSKPROJ\SG1602\DWG\DWG FINAL ENG\SG1602-SECTIONS



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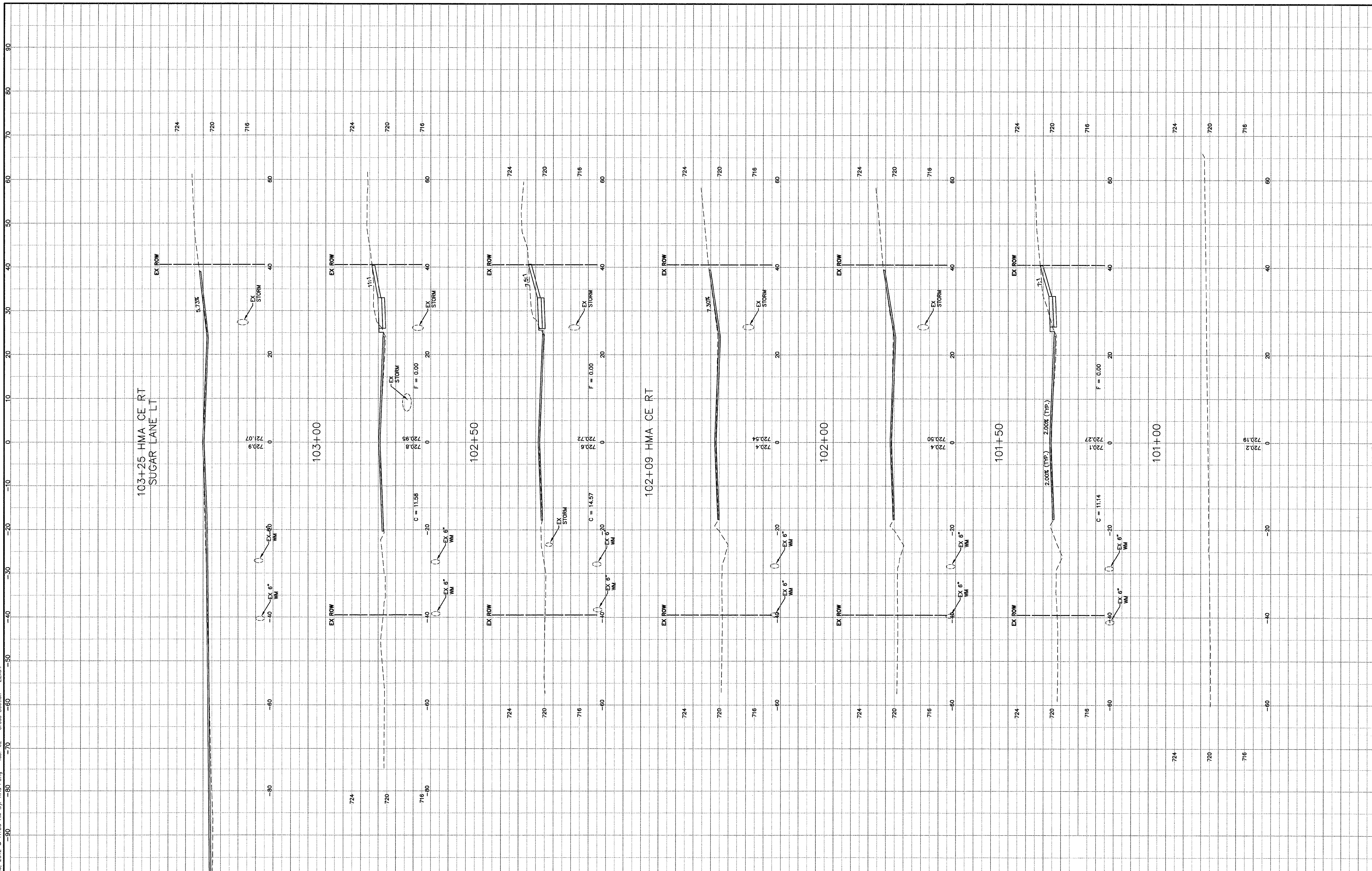
IL. ROUTE 47 - CROSS SECTIONS

SCALE: H:1"=10' - V:1"=5' | SHEET NO. 3 OF 12 SHEETS | STA. 264+50 TO STA. 267+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	61
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 11:00 AM By: Kris Pung - Tab: 61 - 47 Section - 22x34

Path: H:\SDSKPROJ\SI1002\DWG\DWG FINAL ENG\SI1002-SECTIONS



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS STREET - CROSS SECTIONS

SCALE: H:1"=10' - V:1"=5' | SHEET NO. 4 OF 12 SHEETS | STA. 101+00 TO STA. 103+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	62
		CONTRACT NO.63700		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

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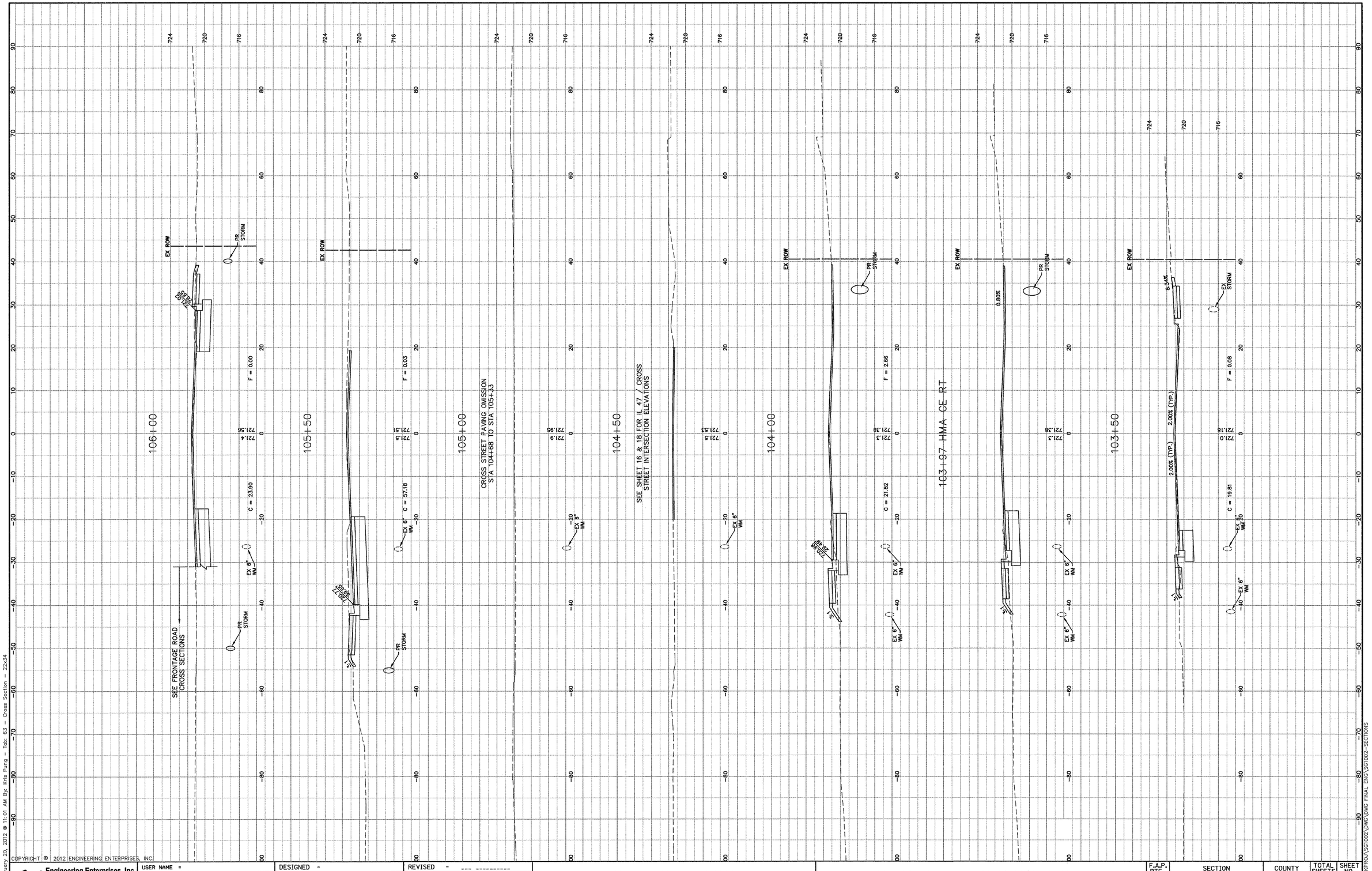
Path: H:\SDSKPROJ\SG1002\DWG\DWG FINAL ENG\SG1002-SECTIONS



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CROSS STREET - CROSS SECTIONS

SCALE: H:1"=10' - V:1"=5' | SHEET NO. 5 OF 12 SHEETS | STA. 103+50 TO STA. 106+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	63
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

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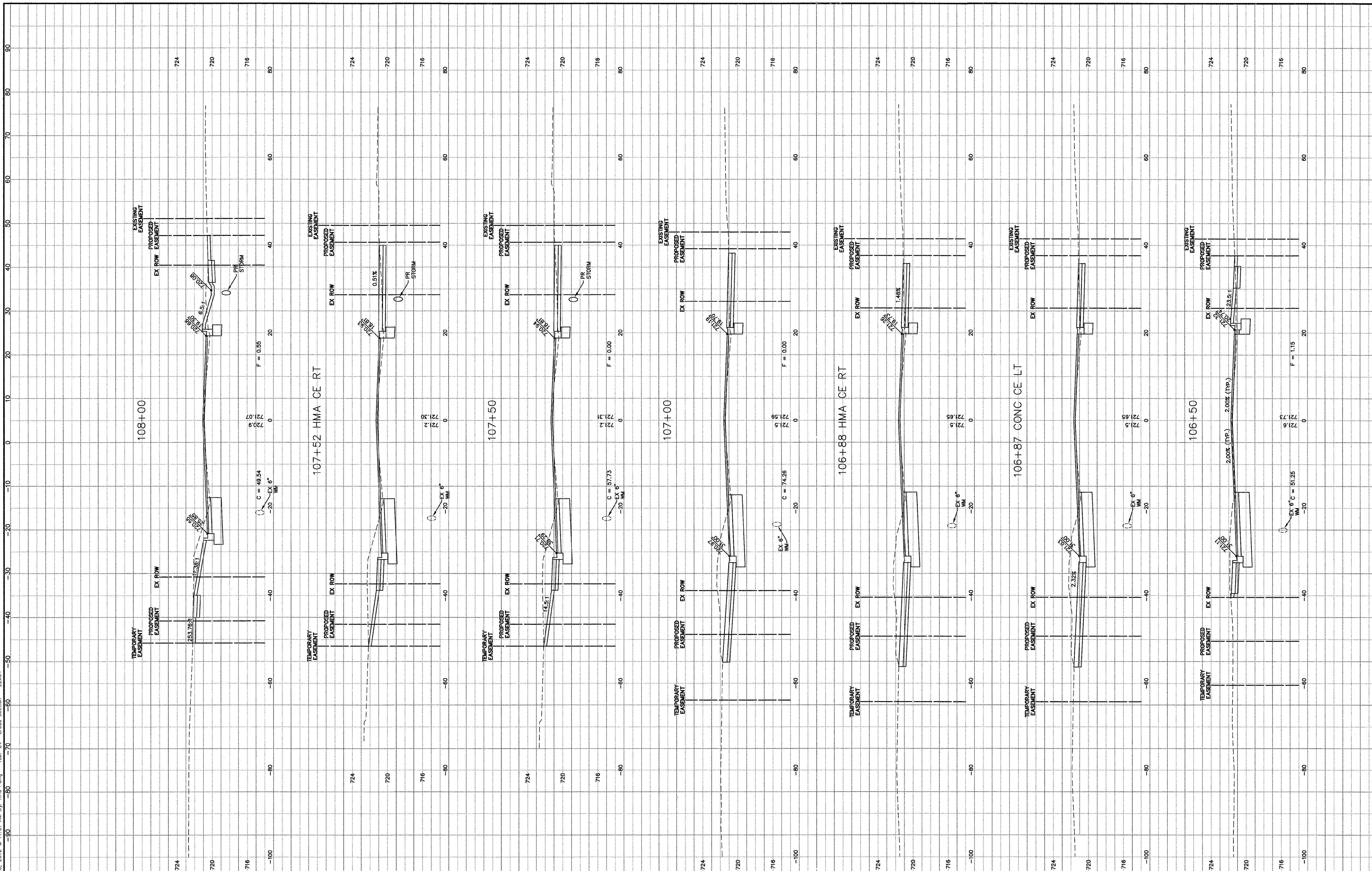

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DEPARTMENT OF TRANSPORTATION

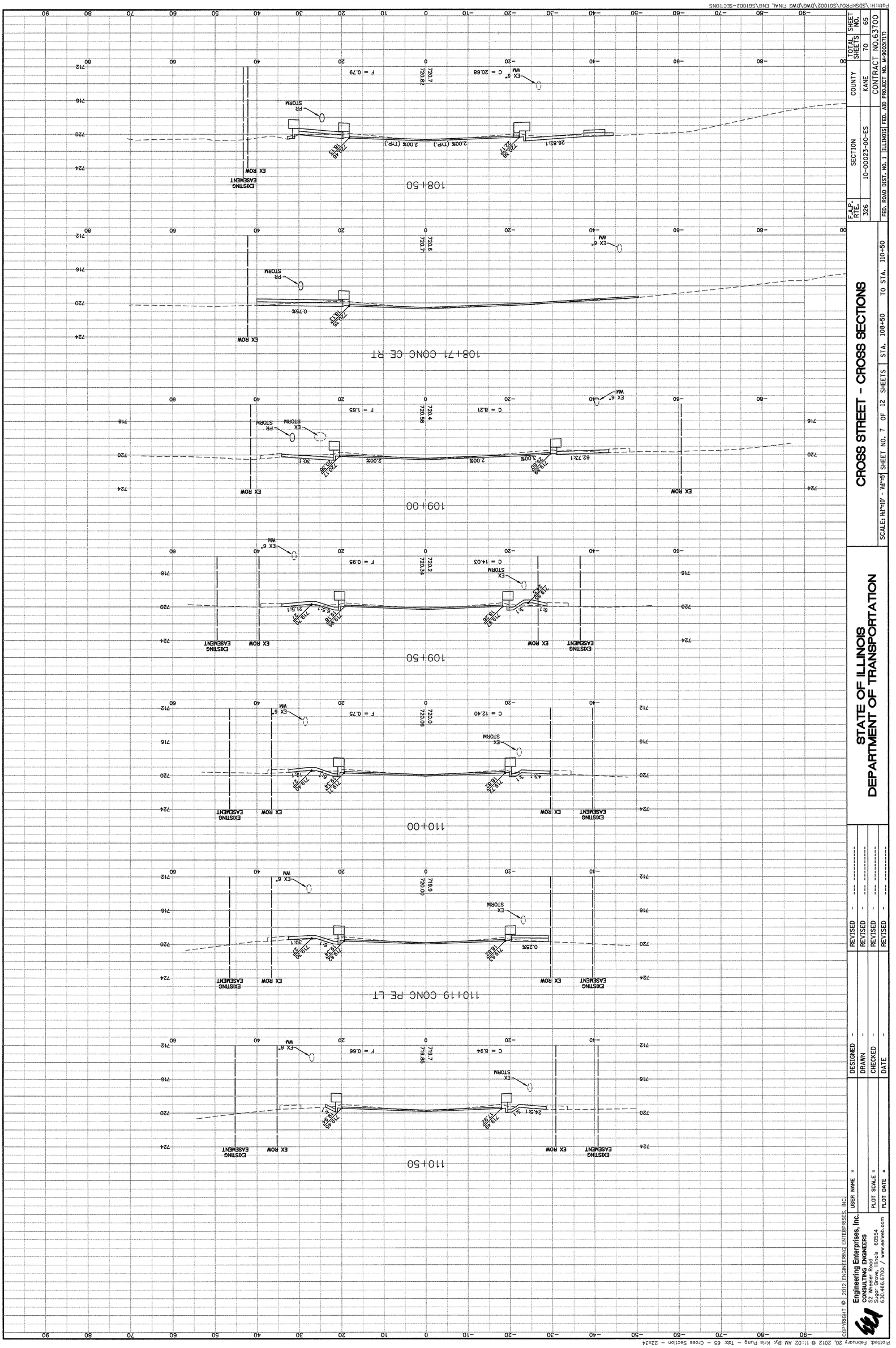
CROSS STREET - CROSS SECTIONS

SCALE: H:1"=10' - V:1"=5' SHEET NO. 6 OF 12 SHEETS STA. 106+50 TO STA. 108+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	64
		CONTRACT NO.63700		

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT NO. M-9003(717)

Plotted: February 20, 2012 @ 11:01 AM By: Kris Pung - Tab: 64- Cross Section - 22x34
Path:H:\SGSKPROJ\SG1002\DWG\DWG FINAL ENG\SG1002-SECTIONS



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CROSS STREET - CROSS SECTIONS

SCALE: H1"=10' - V1"=5' | SHEET NO. 7 OF 12 SHEETS | STA. 108+50 TO STA. 110+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	65
		CONTRACT NO. 63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

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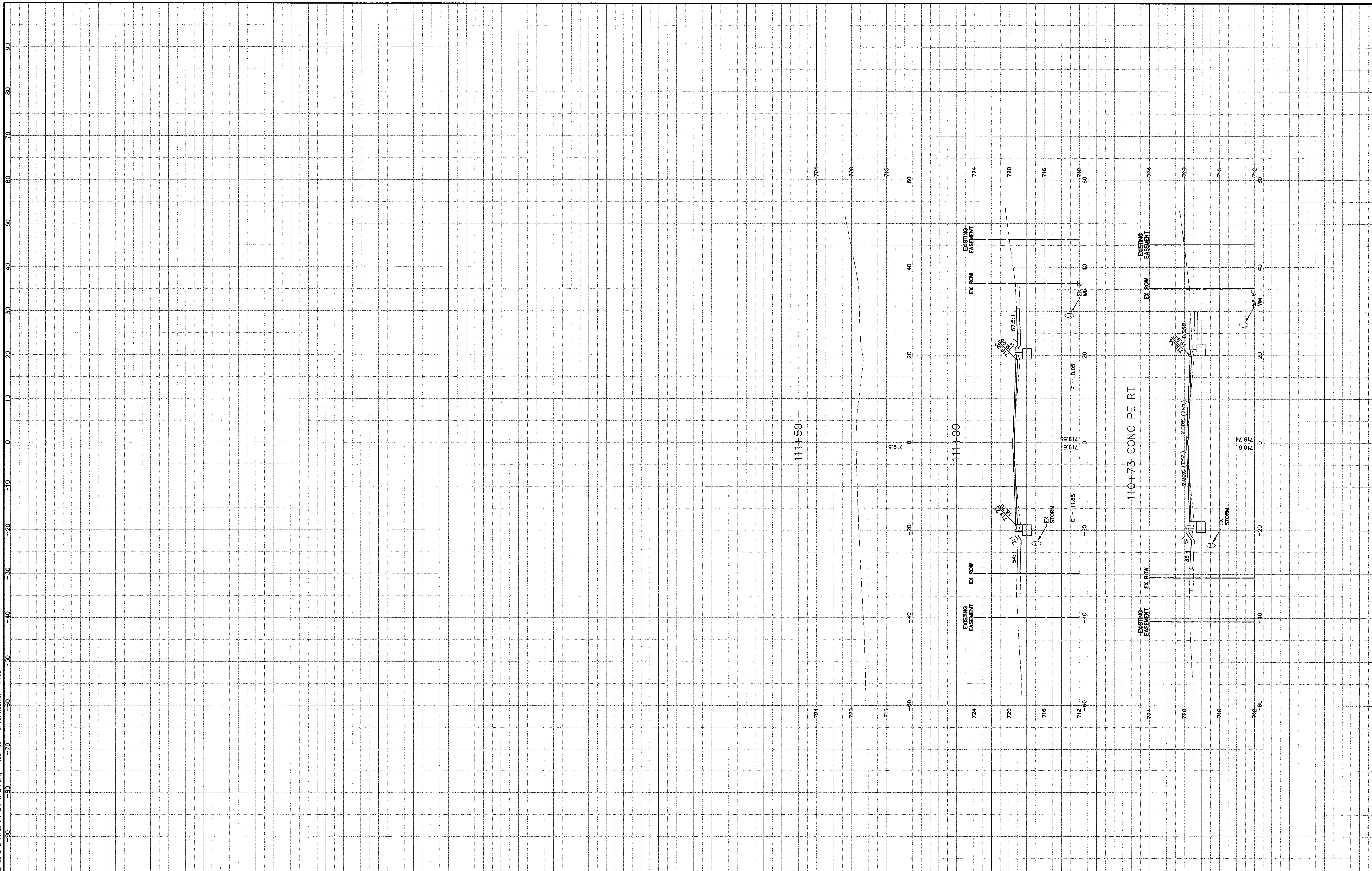
Path: H:\SDSKPROJ\SG1002\SG1002\DWG\DWG FINAL ENG\SG1002-SECTIONS



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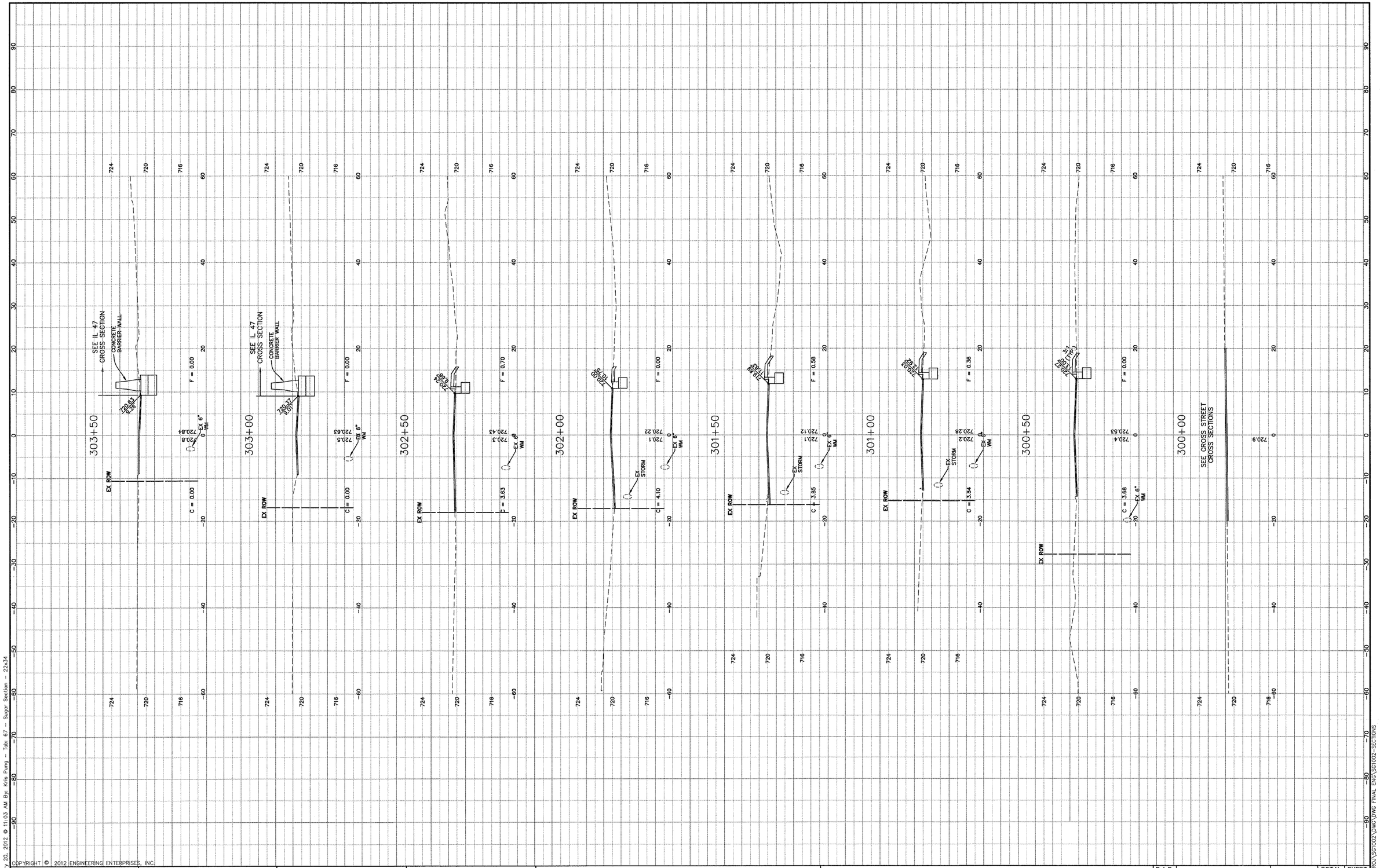
CROSS STREET - CROSS SECTIONS

SCALE: H:1"=10' - V:1"=5' | SHEET NO. 8 OF 12 SHEETS | STA. 110+73 TO STA. 111+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	66
		CONTRACT NO.63700		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT NO. M-9003(717)

Plotted: February 20, 2012 @ 11:02 AM By: Kris Pung - Tab: 66 - Cross Section - 22x34
Path: H:\SDSKPROJ\SG1002\DWG\DWG FINAL ENG\SG1002-SECTIONS



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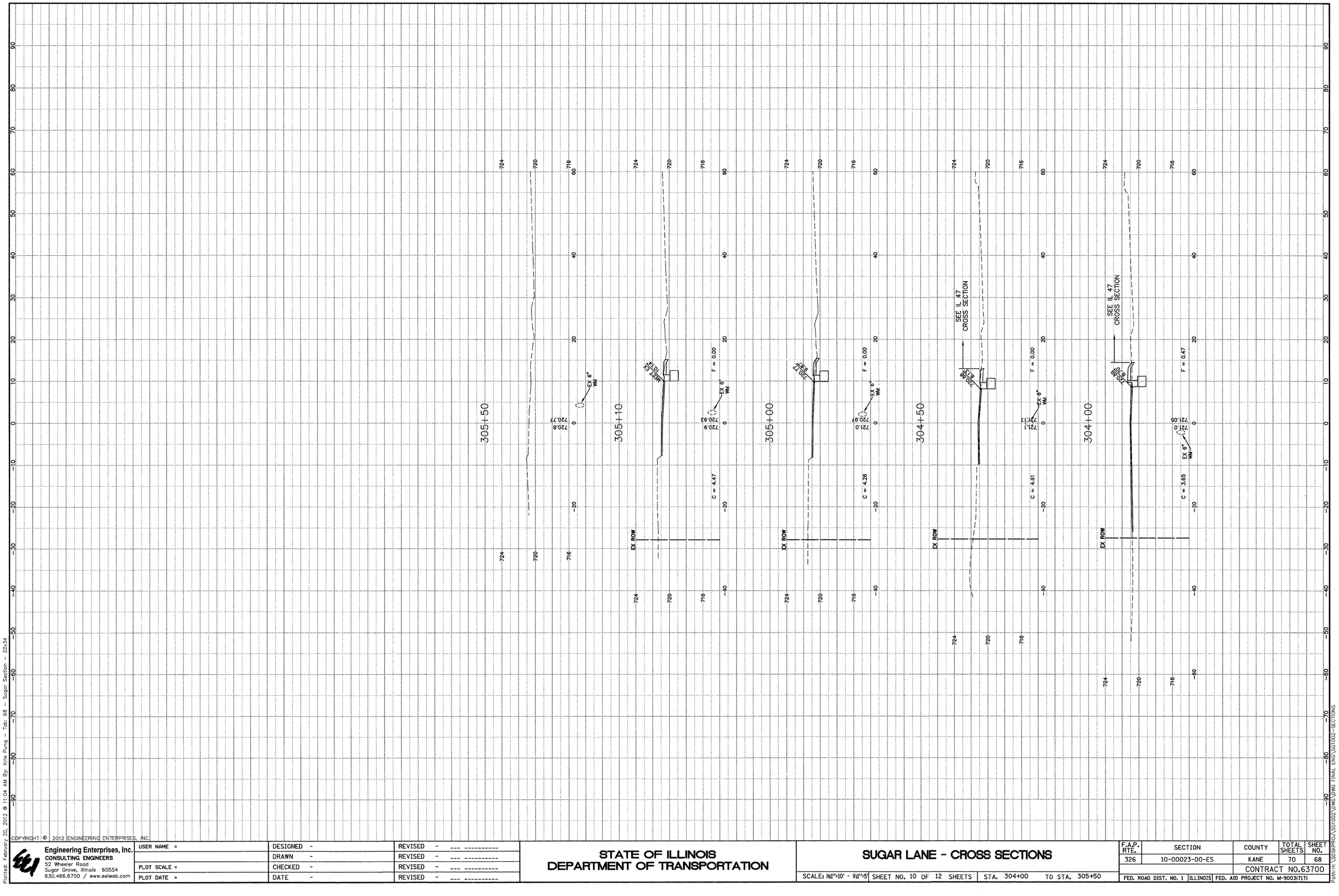
SUGAR LANE - CROSS SECTIONS

SCALE: H:1"=10' - V:1"=5' | SHEET NO. 9 OF 12 SHEETS | STA. 300+00 TO STA. 303+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	67
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 11:03 AM By: Kris Pung - Tab: 67 - Sugar Section - 22x34

Path: H:\SDSKPROJ\SG1002\DWG\DWG FINAL ENG\SG1002-SECTIONS



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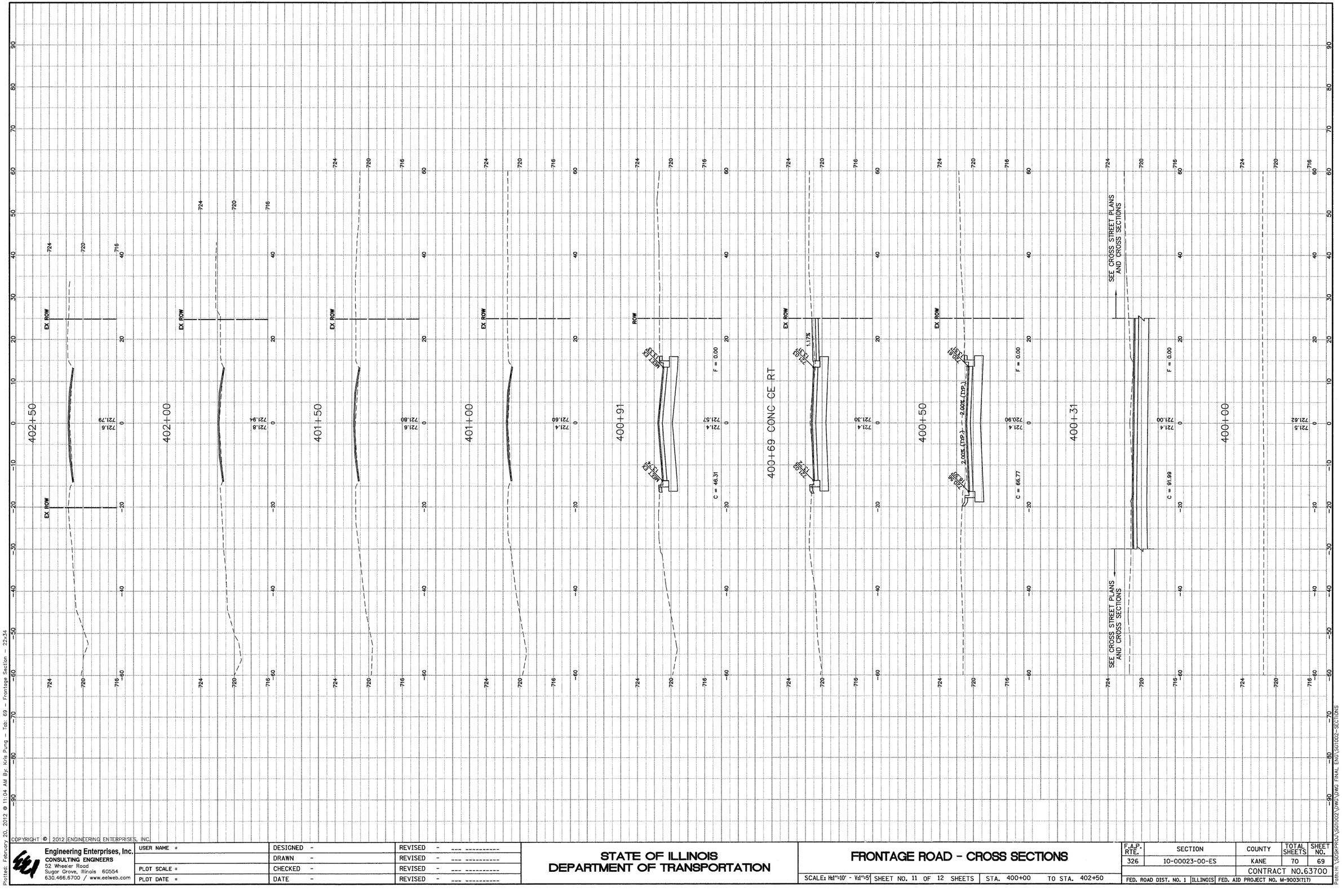
SUGAR LANE - CROSS SECTIONS

SCALE: H:1"=10' - V:1"=5' | SHEET NO. 10 OF 12 SHEETS | STA. 304+00 | TO STA. 305+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	68
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

Plotted: February 20, 2012 @ 11:04 AM By: Kris Pung - Tab: 68 - Sugar Section - 22x34

Path: H:\SIS\PROJ\SI7002\DWG\DWG FINAL ENG\SI7002-SECTIONS



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FRONTAGE ROAD - CROSS SECTIONS

SCALE: H1"=10' - V1"=5' | SHEET NO. 11 OF 12 SHEETS | STA. 400+00 TO STA. 402+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	69
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

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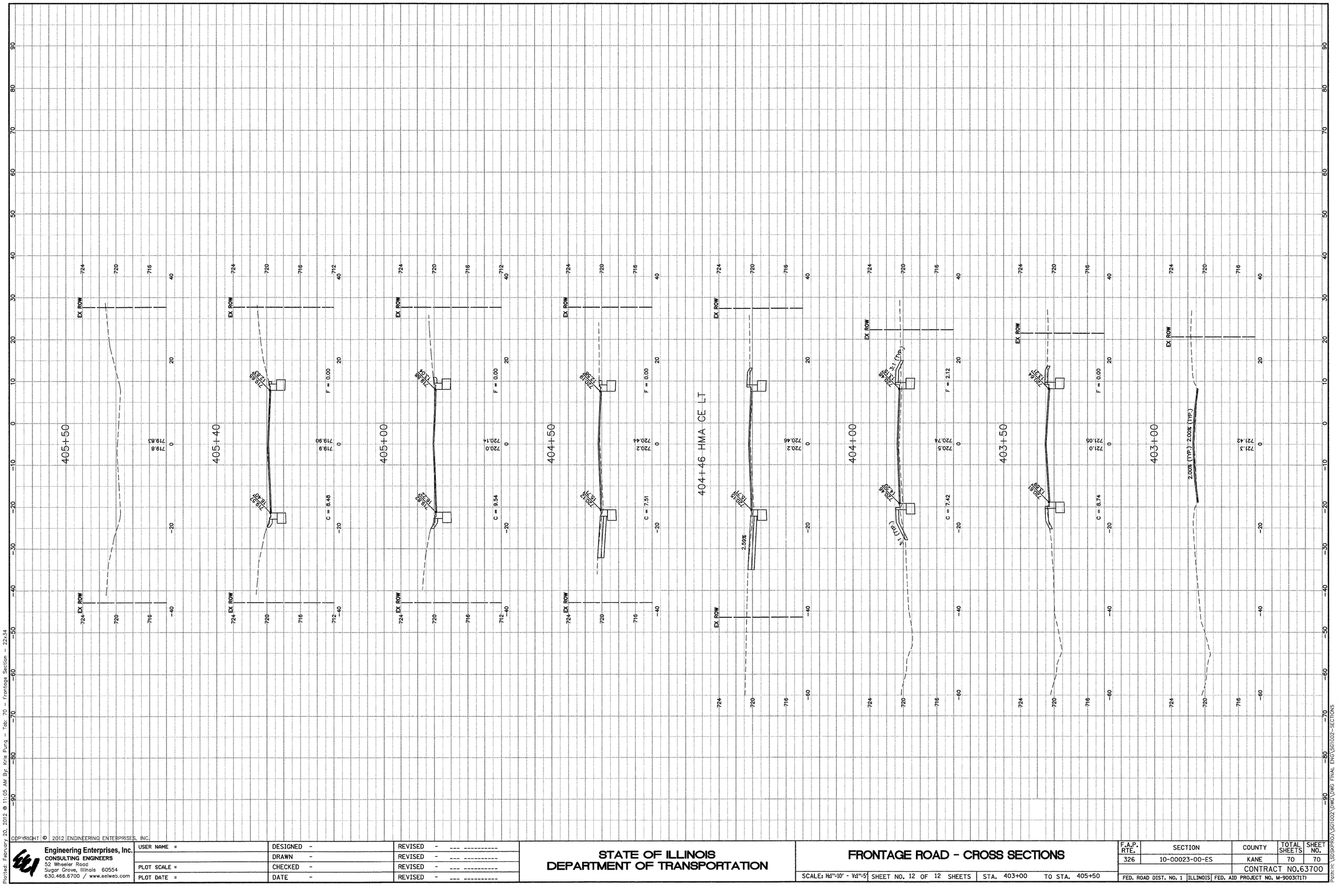

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FRONTAGE ROAD - CROSS SECTIONS

SCALE: H1"=10' - V1"=5' | SHEET NO. 12 OF 12 SHEETS | STA. 403+00 TO STA. 405+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	10-00023-00-ES	KANE	70	70
		CONTRACT NO.63700		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT NO. M-9003(717)		

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