09-23-11 LETTING ITEM 060

CONTRACT NO. 63610

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 2678 (YORK STREET)
AT ILLINOIS ROUTE 38 (ROOSEVELT ROAD) RAMP/BRUSH HILL ROAD
CHANNELIZATION / SIGNALS
SECTION 09-00171-00-CH
PROJECT M-9003(620)
CITY OF ELMHURST
DuPAGE COUNTY
JOB NO. C-91-493-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

2685 (30) MINOR ARTERIAL 2.43 (COMP-20)

TRAFFIC DATA

YORK STREET
DESIGN SPEED: 50 MPH
POSTED SPEED: 45 MPH
ADT: 19,500 (2008) 20,000 (2030)

BRUSH HILL ROAD
DESIGN SPEED: 25 MPH
POSTED SPEED: 25 MPH
ADT: 3,500 (200) 4,000 (2030)

ILLINOIS ROUTE 38 RAMPS
DESIGN SPEED: 35 MPH
POSTED SPEED: 30 MPH
ADT: ENT. RAMP: 2,400 (2008) 3,000 (2030)
EXIT RAMP: 2,800 (2008) 3,200 (2030)

PROJECT ENDS
YORK STREET
STATION 213+17.00

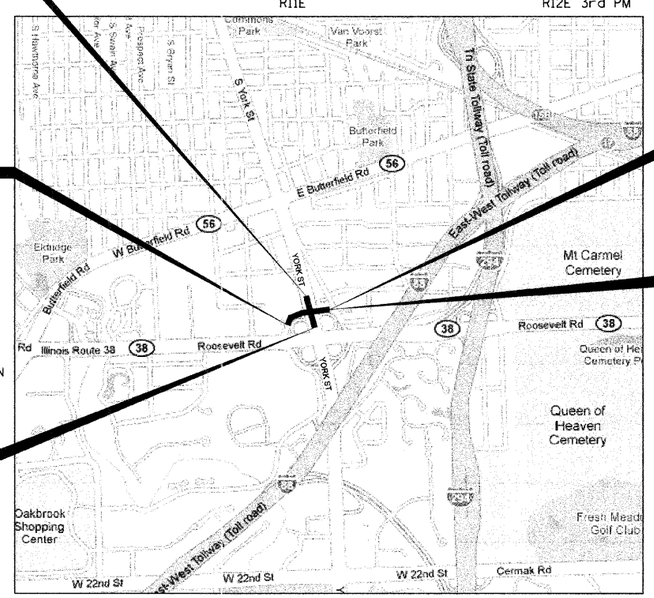
PROJECT IS LOCATED IN
THE CITY OF ELMHURST

PROJECT LIMITS
BRUSH HILL ROAD
STATION 119+34.21

PROJECT LIMITS
ILLINOIS ROUTE 38
EXIT RAMP
STATION 404+25.56

PROJECT LIMITS
ILLINOIS ROUTE 38
ENTRANCE RAMP
STATION 504+41.25

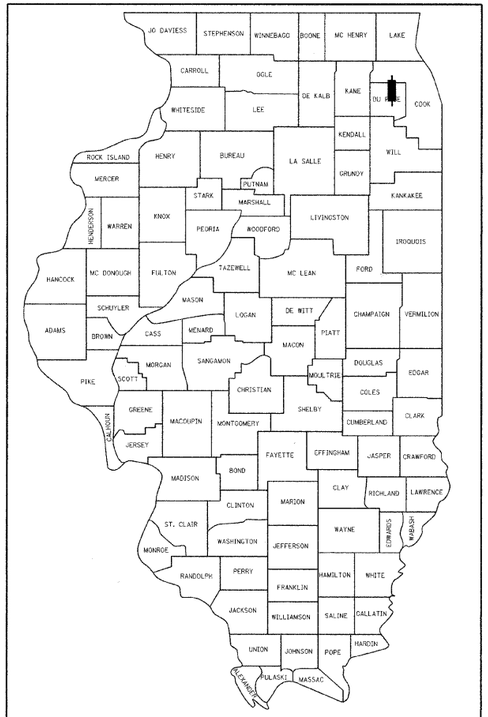
PROJECT BEGINS
YORK STREET
STATION 203+65.29



YORK TOWNSHIP

LOCATION MAP

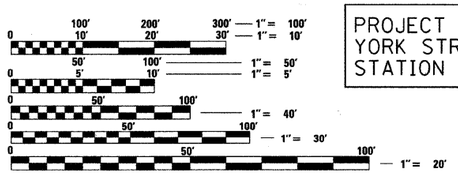
1" = 1000'



LOCATION OF SECTION INDICATED THUS: –

DESCRIPTION OF IMPROVEMENT

THIS IMPROVEMENT CONSISTS OF ROADWAY RESURFACING AND WIDENING, STORM SEWER AND DRAINAGE STRUCTURE ADJUSTMENTS AND INSTALLATION, ROADWAY LIGHTING, TRAFFIC SIGNAL INSTALLATION, LANDSCAPING, STRIPING, AND ALL INCIDENTAL AND COLLATERAL WORK AS NECESSARY TO COMPLETE THE IMPROVEMENT SHOWN HEREIN AND AS DESCRIBED IN THE SPECIFICATIONS.



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

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

CONTRACT NO. 63610

PROJECT LENGTH (GROSS /NET)
YORK STREET 951.71 FT (0.180 MILES)

JENNIFER M. GOLEMBA 062-058708 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Jennifer M. Golemba 7/20/11
JENNIFER M. GOLEMBA, P.E.
NO. 062-058708
EXP. DATE 11/30/11
(SHEET NOS. 1 TO 51, 55 TO 85)

LOUIS G. BEUGNET 062-050843 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Louis Beugnet 7/20/11
LOUIS G. BEUGNET, P.E.
NO. 062-050843
EXP. DATE 11/30/11
(SHEET NOS. 52 TO 53)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED ON: 7/18/2011
Carl Tibaldi
CITY OF ELMHURST, CITY ENGINEER

PASSED August 1, 2011
Christine Haut
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW August 1, 2011
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

TranSystems
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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

INDEX OF SHEETS

STATE STANDARDS

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH HMA CONCRETE BINDER AND SURFACE COURSES
420001-07	PAVEMENT JOINTS
420111-03	PCC PAVEMENT ROUNDOUTS
442201-03	CLASS C & D PATCHES
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
602001-02	CATCH BASIN, TYPE A
602301-03	INLET, TYPE A
602401-03	MANHOLE, TYPE A
602406-04	MANHOLE, TYPE A, 1.8m (6') DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS, TYPE 1
604086-02	FRAME AND GRATE, TYPE 23
604091-02	FRAME AND GRATE, TYPE 24
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-03	CORRUGATED PC CONCRETE MEDIANS
637001-04	CONCRETE BARRIER, DOUBLE FACE, 32 IN. (815mm) HEIGHT
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-03	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701011-02	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-02	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5m) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701601-07	URBAN LANE CLOSURE, MULTI-LANE, 1W OR 2W WITH NON TRAVERSABLE MEDIAN
701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
729001-01	APPLICATIONS OF TYPE A AND B METAL POSTS (FOR SIGNS AND MARKERS)
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
825011-01	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V
836001	LIGHT POLE FOUNDATION
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
877006-03	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS
877011-04	STEEL COMB. MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877012-01	STEEL COMB. MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
878001-08	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLTION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

DISTRICT ONE STANDARD DETAILS

STD. NO.	DESCRIPTION
BD-07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWERS
BD-12	MANHOLE WITH RESTRICTOR PLATE
BD-32	BUTT JOINT AND HMA TAPER DETAILS
BD-48	PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER
BE-301	LIGHT POLE FOUNDATION 40' (12.192m) TO 47 ½' (14.478m) M.H. 15" (381mm) BOLT CIRCLE
BE-702	MISC. ELECTRICAL DETAILS SHEET A
BE-800	TEMPORARY LIGHT POLE DETAILS
BE-801	TEMPORARY AERIAL CABLE INSTALLATION
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING
TS-02	DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS
TS-05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

GENERAL NOTES

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2007.
2. ALL ELEVATIONS SHOWN ON THE PLANS ARE IN NAVD88 DATUM UNLESS OTHERWISE NOTED.
3. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
4. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT THEM TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
6. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM TO CONTINUOUSLY MONITOR FOR WORKER SAFETY AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.
7. SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
8. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 AND THE CITY OF ELMHURST AT 630-530-3777 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
9. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY OR ROW WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
10. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
11. HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
12. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.
13. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ YD (0.5 L/SQ M).
14. ALL PROPOSED CONCRETE MEDIANS SIX FEET WIDE OR LESS SHALL BE POURED MONOLITHICALLY AND THE OPTIONAL CONSTRUCTION JOINT SHOWN ON STANDARD 606301 WILL NOT BE ALLOWED.
15. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE CITY OF ELMHURST. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
16. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
17. IN ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.
18. TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
19. A QUANTITY OF HIGH-EARLY STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT IS INCLUDED IN THE PLANS. THE ENGINEER SHALL APPROVE THE USE OF THIS MATERIAL PRIOR TO PLACEMENT.

UTILITY NOTES

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN IF NOT SHOWN ON THE PLANS. UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER IN ACCORDANCE WITH SPECIAL PROVISION LR 105.
22. ALL UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
23. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENNANCES THAT MUST BE KEPT IN OPERATION.

DRAINAGE NOTES

24. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
25. THE CONTRACTOR SHALL PROVIDE ACCESS TO ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILTIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.
26. ALL LOOSE MATERIAL DEPOSITED IN THE FLOWLINE 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, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
27. THE EXISTING FRAMES AND LIDS SHALL REMAIN AS PROPERTY OF THE CITY OF ELMHURST. ALL OLD FRAMES AND LIDS NOT BEING REUSED SHALL BE REMOVED FROM PARKWAYS BY THE CONTRACTOR, DELIVERED TO AND STOCKPILED AT THE CITY MUNICIPAL SERVICE FACILITY WITHIN SEVEN (7) DAYS OF THEIR REMOVAL. THE UTILITY DEPARTMENT YARD IS LOCATED AT THE NORTH END OF THE WASTE WATER TREATMENT PLANT FACILITY, 625 S. ROUTE 83.
28. THE CONNECTION OF EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.
29. STORM SEWER (WATER MAIN REQUIREMENTS) IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FT (3.0 M) AND THE WATER MAIN INVERT IS LESS THAN 1.5 FT (0.45 M) ABOVE THE STORM SEWER CROWN.
30. BEFORE ORDERING STORM SEWERS, CATCH BASIN, PIPE CULVERTS, PIPE DRAINS, AND MANHOLES THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.
31. ONLY PRECAST CONCRETE ADJUSTMENT RINGS WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES. COMMON BRICK WILL NOT BE ALLOWED.

NOTE: BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, AT "0" MAX CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, ALIGNMENT CHECKED, SCALE (RATIO), STRUCTURE NO'S/STNS CHKD, NOTE BOOK, NO., BY, DATE

FILE NAME = g:\ch08\0007\road\phase 2\sheets\DIX0007GenNotes.dgn	USER NAME = jmgolemba	DESIGNED - ESN	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES

SCALE: NOT TO SCALE | SHEET NO. 2 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	2
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
NOTE BOOK
NO.
BY
DATE
STRUCTURE NO(S) CHKD

SUMMARY OF QUANTITIES				ROADWAY	LIGHTING	TRAFFIC SIGNALS			NON-PART
						YORK STREET & IL RTE 38 RAMPS	INTERCONNECT	EMERGENCY VEHICLE PREMEMPTION	
CODE NO.	PAY ITEM	UNIT	QUANTITY	70% FED 30% LA	70% FED 30% LA	70% FED 30% LA	70% FED 30% LA	100% ELMHURST	100% ELMHURST
				0004	0021	0021		0021	0043
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	6	6					
20101100	TREE TRUNK PROTECTION	EACH	11	11					
20101200	TREE ROOT PRUNING	EACH	11	11					
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	11	11					
20200100	EARTH EXCAVATION	CU YD	2,723	2,723					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,017	1,017					
20400800	FURNISHED EXCAVATION	CU YD	50	50					
20800150	TRENCH BACKFILL	CU YD	862	862					
• 21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	264	264					
• 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	7,544	7,544					
• 25000210	SEEDING, CLASS 2A	ACRE	1.50	1.50					
• 25000312	SEEDING, CLASS 4A	ACRE	0.25	0.25					
• 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	158	158					
• 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	158	158					
• 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	158	158					
• 25100630	EROSION CONTROL BLANKET	SQ YD	7,544	7,544					
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	175	175					
28000305	TEMPORARY DITCH CHECKS	FOOT	91	91					
28000510	INLET FILTERS	EACH	13	13					
35101700	AGGREGATE BASE COURSE, TYPE B 5"	SQ YD	71	71					
35300500	PORTLAND CEMENT CONCRETE BASE COURSE 10"	SQ YD	1,202	1,202					
35300600	PORTLAND CEMENT CONCRETE BASE COURSE 11"	SQ YD	142	142					
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,014	1,014					
40600300	AGGREGATE (PRIME COAT)	TON	2	2					
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	650	650					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	75	75					
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	8	8					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	826	826					
40701961	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14"	SQ YD	673	673					
42000521	PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED)	SQ YD	1,022	1,022					
42001110	HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT 11"	SQ YD	113	113					
42001300	PROTECTIVE COAT	SQ YD	1,977	1,977					
44000100	PAVEMENT REMOVAL	SQ YD	1,331	1,331					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,968	1,968					
44000600	SIDEWALK REMOVAL	SQ FT	682	682					
44003100	MEDIAN REMOVAL	SQ FT	301	301					

• SPECIALTY ITEM
•• CONSTRUCTION TYPE CODE = 0042

FILE NAME = gt\ch00\0007\road\phase 2\sheets\DIX0007-SumQty.dgn	USER NAME = jmgolemba	DESIGNED - ESN	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
SUMMARY OF QUANTITIES

SCALE: NOT TO SCALE | SHEET NO. 3 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	3
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN	
SURVEYED	
PLOTTED	
QUANTITY CHECKED	
ALL OF MAT. CHECKED	
CADD FILE NAME	
NOTE BOOK	
NO.	

BY	DATE

PROFILE	
SURVEYED	
PLOTTED	
QUANTITY CHECKED	
ALL NOTED	
STRUCTURE NOTATNS CHKD	
NOTE BOOK	
NO.	

BY	DATE

SUMMARY OF QUANTITIES				ROADWAY	LIGHTING	TRAFFIC SIGNALS			NON-PART
						YORK STREET & IL RTE 38 RAMPS	INTERCONNECT	EMERGENCY VEHICLE PREMEMPTION	
CODE NO.	PAY ITEM	UNIT	QUANTITY	70% FED 30% LA	70% FED 30% LA	70% FED 30% LA	70% FED 30% LA	100% ELMHURST	100% ELMHURST
				0004	0021	0021		0021	0043
44004250	PAVED SHOULDER REMOVAL	SQ YD	1,523	1,523					
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	8	8					
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	145	145					
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	4,271	4,271					
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1,114	1,114					
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1					
54215553	METAL END SECTIONS 18"	EACH	2	2					
5422C018	PIPE CULVERTS, CLASS C, TYPE 2 18" (TEMPORARY)	FOOT	59	59					
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	262	262					
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	80	80					
550A0640	STORM SEWERS, CLASS A, TYPE 3 12"	FOOT	407	407					
550A0770	STORM SEWERS, CLASS A, TYPE 3 42"	FOOT	4	4					
550A0780	STORM SEWERS, CLASS A, TYPE 3 48"	FOOT	271	271					
55100500	STORM SEWER REMOVAL 12"	FOOT	18	18					
55101800	STORM SEWER REMOVAL 42"	FOOT	296	296					
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	3	3					
60107600	PIPE UNDERDRAINS 4"	FOOT	1,813	1,813					
60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	3	3					
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2	2					
60208230	CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	3	3					
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8	8					
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3					
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	3	3					
60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	1	1					
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	1	1					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	1					
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1					
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1	1					
60500040	REMOVING MANHOLES	EACH	1	1					
60500050	REMOVING CATCH BASINS	EACH	1	1					
60500205	FILLING CATCH BASINS	EACH	3	3					
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	1,029	1,029					
60620000	CONCRETE MEDIAN, TYPE SB-6.24	SQ FT	4,114	4,114					
60624600	CORRUGATED MEDIAN	SQ FT	1,322	1,322					
• 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	3,310	3,310					
• 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1					

• SPECIALTY ITEM
•• CONSTRUCTION TYPE CODE = 0042

FILE NAME = g:\ch08\0027\road\phase 2\sheets\DIX0027SumQty.dgn	USER NAME = jmgalamba	DESIGNED - ESN	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
SUMMARY OF QUANTITIES

SCALE: NOT TO SCALE | SHEET NO. 4 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	4
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				ROADWAY	LIGHTING	TRAFFIC SIGNALS			NON-PART
							YORK STREET & IL RTE 38 RAMPS	INTERCONNECT	EMERGENCY VEHICLE PREEMPTION	
	CODE NO.	PAY ITEM	UNIT	QUANTITY	70% FED 30% LA	70% FED 30% LA	70% FED 30% LA	70% FED 30% LA	100% ELMHURST	100% ELMHURST
					0004	0021	0021		0021	0043
•	66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3					
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12					
	67100100	MOBILIZATION	L SUM	1	1					
•	70300100	SHORT TERM PAVEMENT MARKING	FOOT	4,757	4,757					
•	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	1,560	1,560					
•	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	38,073	38,073					
•	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	5,385	5,385					
•	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	891	891					
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	4,374	4,374					
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	88	88					
•	72000100	SIGN PANEL - TYPE 1	SQ FT	158	142		16			
•	72000200	SIGN PANEL - TYPE 2	SQ FT	20			20			
•	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2					
•	72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	2	2					
•	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	37	37					
•	72900100	METAL POST - TYPE A	FOOT	143	143					
•	72900200	METAL POST - TYPE B	FOOT	12	12					
•	73600200	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	1	1					
•	73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	1	1					
•	78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	423	423					
•	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	5,688	5,688					
•	78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	2,252	2,252					
•	78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	275	275					
•	78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	184	184					
•	78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	110	110					
•	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	3,599	3,599					
•	78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	383	383					
•	78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	107	107					
•	78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	16	16					
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	2,288	2,288					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	25	25					
•	80500010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	1			1			
•	81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1,266			949	317		
•	81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	479			479			
•	81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	52			52			
•	81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	20			20			

• SPECIALTY ITEM
•• CONSTRUCTION TYPE CODE = 0042

PLAN: NOTE BOOK NO. ___ SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. CHECKED / CADD FILE NAME — BY — DATE

PROFILE: NOTE BOOK NO. ___ SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHK'D — BY — DATE

FILE NAME = g:\ch00\0007\road\phase 2\sheets\DIX0007-SumQty.dgn	USER NAME = jmgolemba	DESIGNED - ESN	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
SUMMARY OF QUANTITIES

SCALE: NOT TO SCALE | SHEET NO. 5 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	5
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				ROADWAY	LIGHTING	TRAFFIC SIGNALS			NON-PART
	CODE NO.	PAY ITEM	UNIT	QUANTITY			YORK STREET & IL RTE 38 RAMPS	INTERCONNECT	EMERGENCY VEHICLE PREMEMPTION	
					70% FED 30% LA	70% FED 30% LA	70% FED 30% LA	70% FED 30% LA	100% ELMHURST	100% ELMHURST
					0004	0021	0021		0021	0043
•	81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	183			183			
•	81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	455		455				
•	81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	563			563			
•	81400100	HANDHOLE	EACH	5			5			
•	81400200	HEAVY-DUTY HANDHOLE	EACH	6			6			
•	81400300	DOUBLE HANDHOLE	EACH	2			2			
•	81603150	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1" DIA. POLYETHYLENE	FOOT	2,176		2,176				
•	81603210	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE	FOOT	184		184				
•	81800200	AERIAL CABLE, 2-1/C NO. 4 WITH MESSENGER WIRE	FOOT	1,500		1,500				
•	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	3,515		1,713	1,485	317		
•	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	90		90				
•	83800505	BREAKAWAY DEVICE, COUPLING WITH ALUMINUM SKIRT	EACH	5		5				
•	84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	6		6				
•	84200804	REMOVAL OF POLE FOUNDATION	EACH	7		7				
•	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	6		6				
•	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1				1		
•	86200120	UNINTERRUPTIBLE POWER SUPPLY	EACH	1			1			
•	86400100	TRANSCEIVER - FIBER OPTIC	EACH	1				1		
•	87100020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	1,328				1,328		
•	87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	1,304				1,304		
•	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,131					1,131	
•	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2,108			2,108			
•	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2,363			2,363			
•	87301295	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 20 3C	FOOT	1,131					1,131	
•	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	3,227			3,227			
•	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	443			443			
•	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1,519			1,519			
•	87501000	TRAFFIC SIGNAL POST, 14 FT.	EACH	1			1			
•	87501400	TRAFFIC SIGNAL POST, 18 FT.	EACH	1			1			
•	87702990	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 54 FT.	EACH	1			1			
•	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12			12			
•	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4			4			
•	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	61			61			
•	87900200	DRILL EXISTING HANDHOLE	EACH	1				1		
•	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8			8			
•	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2			2			

• SPECIALTY ITEM
•• CONSTRUCTION TYPE CODE = 0042

PLAN / PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE, REVISED, PLOTTED, ALIGNMENT CHECKED, X-SECT. CHECKED, CADD FILE NAME

FILE NAME = g:\CH08\0007\Road\Phase 2\Sheets\DIX0007SumQty.dgn	USER NAME = jmgolembe	DESIGNED - ESN	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/22/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
SUMMARY OF QUANTITIES

SCALE: NOT TO SCALE | SHEET NO. 6 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	6
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				ROADWAY	LIGHTING	TRAFFIC SIGNALS			NON-PART
	CODE NO.	PAY ITEM	UNIT	QUANTITY	70% FED 30% LA	70% FED 30% LA	YORK STREET & IL RTE 38 RAMPS 70% FED 30% LA	INTERCONNECT 70% FED 30% LA	EMERGENCY VEHICLE PREMEMPTION 100% ELMHURST	100% ELMHURST
					0004	0021	0021		0021	0043
•	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	8			8			
•	88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1			1			
•	88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	16			16			
•	88500100	INDUCTIVE LOOP DETECTOR	EACH	12			12			
•	88600100	DETECTOR LOOP, TYPE I	FOOT	1,061			1,061			
•	88700200	LIGHT DETECTOR	EACH	3					3	
•	88700300	LIGHT DETECTOR AMPLIFIER	EACH	1					1	
•	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1			1			
•	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1			
•	89502380	REMOVE EXISTING HANDHOLE	EACH	12			10	2		
•	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	8			8			
•	D2001772	EVERGREEN, PICEA ABIES (NORWAY SPRUCE), 6' HEIGHT, BALLED AND BURLAPPED	EACH	1	1					
•	K0029634	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	1	1					
	X0322915	METAL LIGHT POLE, INSTALL ONLY	EACH	3		3				
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	8,215	8,215					
	X4403800	MEDIAN SURFACE REMOVAL	SQ FT	3,963	3,963					
	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	86						86
	X6020096	MANHOLES, TYPE A, 6'-DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	1					
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1					
•	X7030025	WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	250	250					
•	X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	27,777	27,777					
•	X7030040	WET REFLECTIVE TEMPORARY TAPE TYPE III, 6 INCH	FOOT	777	777					
•	X7030050	WET REFLECTIVE TEMPORARY TAPE TYPE III, 12 INCH	FOOT	360	360					
•	X7830068	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS	SQ FT	423						423
•	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	5,688						5,688
•	X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	2,252						2,252
•	X7830078	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	275						275
•	X7830090	GROOVING FOR RECESSED PAVEMENT MARKING 25"	FOOT	184						184
	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	3,992	3,992					
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	2						2
	Z0023204	SEDIMENT CONTROL, SILT FENCE	FOOT	2,661	2,661					
	Z0030251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1					
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	77	77					
•	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12		12				
•	Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1				1		

• SPECIALTY ITEM
•• CONSTRUCTION TYPE CODE = 0042

PLAN — SURVEYED / DRAWN / CHECKED / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / DRAWN / CHECKED / NOTE BOOK / NO. / BY / DATE

FILE NAME = g:\CH08\2007\Road\Phase 2\Sheets\DIX2007SumQty.dgn	USER NAME = jmgolemba	DESIGNED - ESN	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/8/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
SUMMARY OF QUANTITIES

SCALE: NOT TO SCALE | SHEET NO. 7 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	7
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

				ROADWAY	LIGHTING	TRAFFIC SIGNALS			NON-PART
	SUMMARY OF QUANTITIES					YORK STREET & IL RTE 38 RAMPS	INTERCONNECT	EMERGENCY VEHICLE PREMEMPTION	
CODE NO.	PAY ITEM	UNIT	QUANTITY	70% FED 30% LA	70% FED 30% LA	70% FED 30% LA	70% FED 30% LA	100% ELMHURST	100% ELMHURST
				0004	0021	0021		0021	0043
Z0042002	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	44	44					
Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	263	263					
Z0062456	TEMPORARY PAVEMENT	SQ YD	670	670					
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1			1			
•• Z0076600	TRAINEES	HOUR	500	500					
• X8670275	FULL-ACTUATED CONTROLLER AND CABINET TYPE IV SPECIAL	EACH	1			1			
• X8610478	LUMINAIRE, STREET LIGHTING, HIGH PRESSURE SODIUM VAPOR, 250 WATT, 240 VOLT	EACH	7		7				
• X8620901	TEMPORARY MAST ARM 15 FT.	EACH	4		4				
• X8627349	TEMPORARY WOOD POLE, 40 FT. CLASS 4	EACH	1		1				
• X8627350	TEMPORARY WOOD POLE, 50 FT. CLASS 4, 15 FT MAST ARM	EACH	5		5				
• X8621005	TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	9		9				
• 8D0048219	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 48 FT. AND 36 FT.	EACH	1			1			
• 8D0046521	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 52 FT. AND 16 FT.	EACH	1			1			
• X7004540	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 54 FT. AND 36 FT.	EACH	1			1			

• SPECIALTY ITEM
•• CONSTRUCTION TYPE CODE = 0042

PLAN — SURVEYED / DATED / NOTE BOOK / NO. ____ / ILLINOIS RTE. OR MAY CHECKED / ROD FILE NAME / BY / DATE

PROFILE — SURVEYED / DATED / NOTE BOOK / NO. ____ / CRADES CHECKED / BM. NOTED / STRUCTURE NOTATNS CHKD / BY / DATE

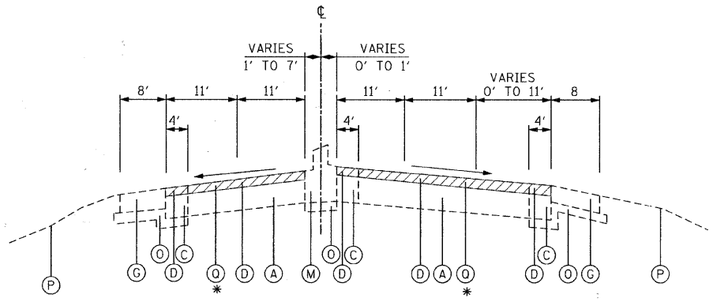
FILE NAME = gt\CH28\0027\Road\Phase 2\Sheets\01X0027SumQty.dgn	USER NAME = jmgolemba	DESIGNED - ESN	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE = 50.000 / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/8/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
SUMMARY OF QUANTITIES

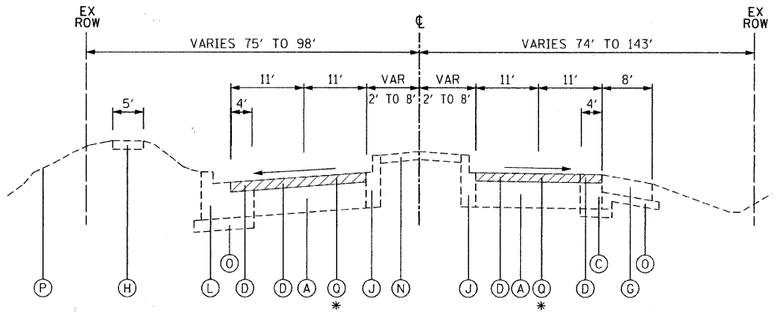
SCALE: | SHEET NO. 8 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	8
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



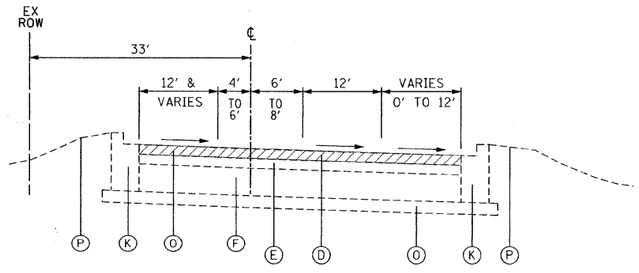
EXISTING TYPICAL SECTION
YORK STREET
STATION 203+65.29 TO 208+40.64

* REMOVE ALL EXISTING HOT-MIX ASPHALT SURFACE COURSE (2" AND VARIES) TO ACHEIVE FINAL GRADES, MILLING INTO THE CONCRETE LAYER MAY OCCUR. THIS WORK SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH. EXISTING MEDIAN IS TO REMAIN.

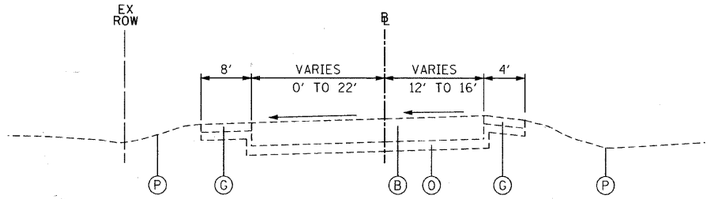


EXISTING TYPICAL SECTION
YORK STREET
STATION 208+40.64 TO 213+17.00

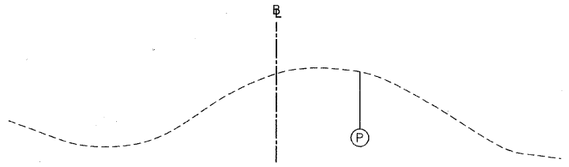
*REMOVE ALL EXISTING HOT-MIX ASPHALT SURFACE COURSE (2" AND VARIES) TO ACHEIVE FINAL GRADES, MILLING INTO THE CONCRETE LAYER MAY OCCUR. THIS WORK SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.



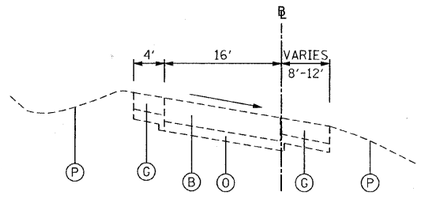
EXISTING TYPICAL SECTION
BRUSH HILL ROAD
STATION 119+34.21 TO 124+46.52



EXISTING TYPICAL SECTION
ILLINOIS ROUTE 38 EXIT RAMP
STATION 400+00.00 TO 404+25.56



EXISTING TYPICAL SECTION
ILLINOIS ROUTE 38 ENTRANCE RAMP
STATION 500+00.00 TO 502+86.44



EXISTING TYPICAL SECTION
ILLINOIS ROUTE 38 ENTRANCE RAMP
STATION 502+86.44 TO 504+41.25

EXISTING LEGEND

(A) PORTLAND CEMENT CONCRETE PAVEMENT (10")
(B) PORTLAND CEMENT CONCRETE PAVEMENT (11")
(C) PORTLAND CEMENT CONCRETE BASE COURSE (10")
(D) HOT MIX ASPHALT SURFACE COURSE (2" AND VARIES)
(E) HOT MIX ASPHALT BINDER COURSE (2" AND VARIES)
(F) HOT MIX ASPHALT BASE COURSE (10" AND VARIES)
(G) HOT MIX ASPHALT SHOULDER (8" AND VARIES)
(H) HOT MIX ASPHALT BIKE PATH
(I) COMBINATION CONCRETE CURB & GUTTER, TY B-6.12
(J) COMBINATION CONCRETE CURB & GUTTER, TY B-9.6
(K) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18
(L) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18 & MONOLITHIC PORTLAND CEMENT CONCRETE BASE COURSE, 10"
(M) CONCRETE MEDIAN TY SB-9.6
(N) CONCRETE MEDIAN SURFACE, 4 INCH
(O) SUB BASE GRANULAR MATERIAL, TYPE B, 4"
(P) GROUND SURFACE (ASSUME EXISTING 4" TOPSOIL DEPTH)
(Q) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2" TYPICAL)

PLAN: DATE | BY | SURVEYED | PLOTTED | PLANS CHECKED | FLOOR MAY CHECKED | CADD FILE NAME | NOTE BOOK | NO.

PROFILE: DATE | BY | SURVEYED | PLOTTED | PLANS CHECKED | BM. NO.ELEV. | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO.

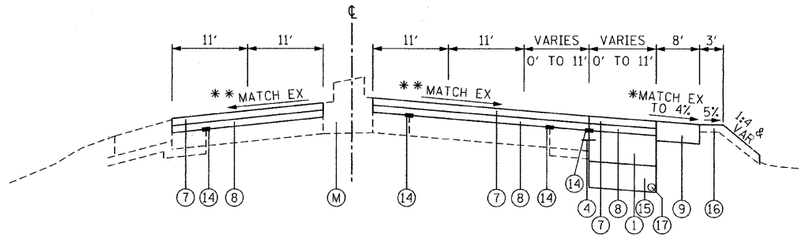
FILE NAME = g:\ch08\0007\road\phase 2\sheets\DIX0007TypSecEx.dgn	USER NAME = jmgolemba	DESIGNED - JMG	REVISED -
		DRAWN - JMG	REVISED -
	PLOT SCALE = 1.0000 ' / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
EXISTING TYPICAL SECTIONS

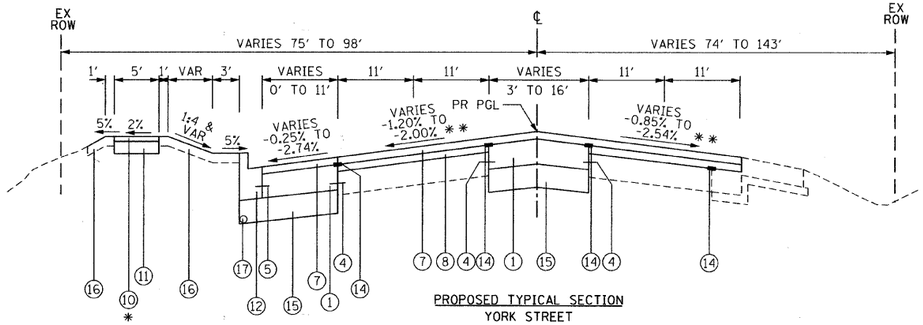
SCALE: NOT TO SCALE | SHEET NO. 9 OF 85 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	9
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



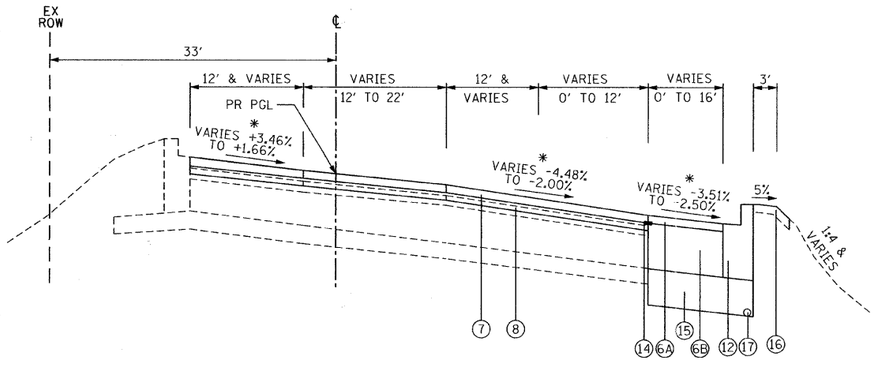
PROPOSED TYPICAL SECTION
YORK STREET
STATION 203+65.29 TO 208+40.64

*PROPOSED SHOULDER SLOPE TO TRANSITION TO 4% NORTH OF STATION 206+03.77
**PROPOSED SURFACE COURSE SHALL NOT RAISE ELEVATION OF PAVEMENT AT EXISTING MEDIAN



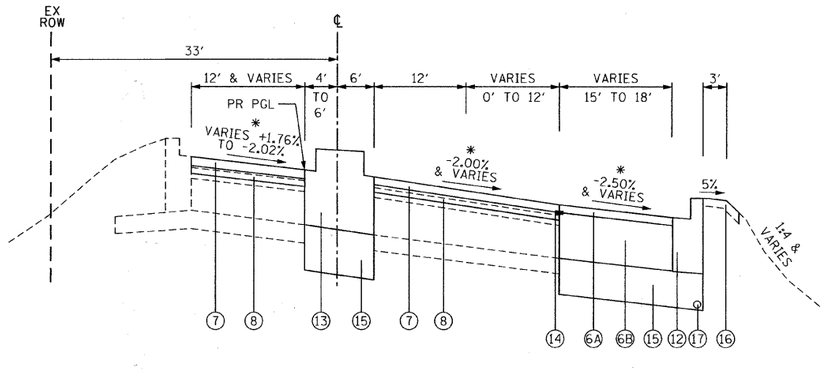
PROPOSED TYPICAL SECTION
YORK STREET
STATION 208+40.64 TO 213+17.00

*PATH REPLACEMENT FROM STATION 209+46.3 TO 210+67.6
**SEE SHEET 28 TO 29 FOR PAVING DETAILS.



PROPOSED TYPICAL SECTION
BRUSH HILL ROAD
STATION 119+34.21 TO 121+55.82

*SEE SHEET 28 TO 29 FOR PAVING DETAILS.



PROPOSED TYPICAL SECTION
BRUSH HILL ROAD
STATION 121+55.82 TO 124+46.52

*SEE SHEET 28 TO 29 FOR PAVING DETAILS.

EXISTING LEGEND

- (A) PORTLAND CEMENT CONCRETE PAVEMENT (10″)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (11″)
- (C) PORTLAND CEMENT CONCRETE BASE COURSE (10″)
- (D) HOT MIX ASPHALT SURFACE COURSE (2″ AND VARIES)
- (E) HOT MIX ASPHALT BINDER COURSE (2″ AND VARIES)
- (F) HOT MIX ASPHALT BASE COURSE (10″ AND VARIES)
- (G) HOT MIX ASPHALT SHOULDER (8″ AND VARIES)
- (H) HOT MIX ASPHALT BIKE PATH
- (I) COMBINATION CONCRETE CURB & GUTTER, TY B-6.12
- (J) COMBINATION CONCRETE CURB & GUTTER, TY B-9.6
- (K) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18
- (L) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18 & MONOLITHIC PORTLAND CEMENT CONCRETE BASE COURSE, 10″
- (M) CONCRETE MEDIAN TY SB-9.6
- (N) CONCRETE MEDIAN SURFACE, 4 INCH
- (O) SUB BASE GRANULAR MATERIAL, TYPE B, 4″
- (P) GROUND SURFACE (ASSUME EXISTING 4″ TOPSOIL DEPTH)
- (Q) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2″ TYPICAL)

PROPOSED LEGEND

- (1) PORTLAND CEMENT CONCRETE BASE COURSE (10″)
- (2) PORTLAND CEMENT CONCRETE BASE COURSE (11″)
- (3) PORTLAND CEMENT CONCRETE PAVEMENT 11″ (JOINTED)
- (4) LONGITUDINAL CONSTRUCTION JOINT NO. 6 X 2′ LONG DEFORMED TIE BARS GROUND-IN-PLACE (EPOXY COATED) AT 2′ C-C (STANDARD 420001-07) (INCLUDED IN THE COST OF PCC PAVEMENT)
- (5) NO. 6 X 2′ LONG DEFORMED TIE BARS GROUND-IN-PLACE (EPOXY COATED) AT 2′ C-C (STANDARD 420001-07) (INCLUDED IN THE COST OF COMBINATION CURB & GUTTER OR CONC MEDIAN)
- (6) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14″ CONSISTING OF:
  - (6A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1½″
  - (6B) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 12½″
- (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1½″
- (8) LEVELING BINDER (MACHINE METHOD), N70 VARIES ¾″ TO 2¼″
- (9) HOT-MIX ASPHALT SHOULDERS, 8″
- (10) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2″
- (11) AGGREGATE BASE COURSE, TYPE B 5″
- (12) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18
- (13) CONCRETE MEDIAN, TY SB-6.24
- (14) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (15) AGGREGATE SUBGRADE 12″
- (16) TOPSOIL FURNISH AND PLACE 4″ AND SEEDING AS NOTED ON PLANS
- (17) PIPE UNDERDRAINS 4″

NOTE: BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT

PLAN: SURVEYED, PLOTTED, CROSS SECTIONED, ALIGNMENT CHECKED, ALIGNMENT PLOTTED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, GRADES PLOTTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., BY, DATE

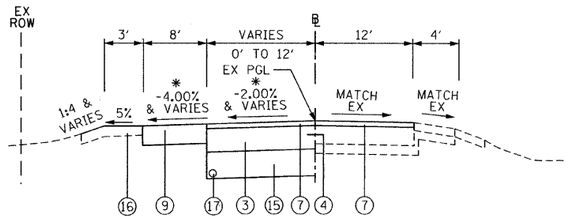
FILE NAME = g:\ch00\0007\road\phase 2\sheets\DIX0007	USER NAME = jmgolemba	DESIGNED - JMG	REVISED -
	TypSecPr.dgn	DRAWN - JMG	REVISED -
	PLOT SCALE = 1.0000 ′ / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

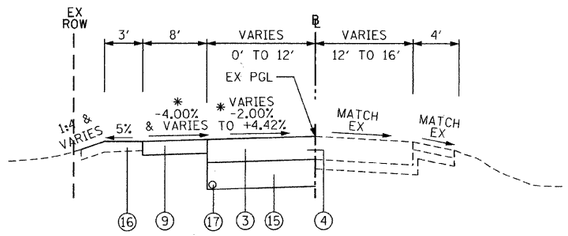
YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NOT TO SCALE | SHEET NO. 10 OF 85 SHEETS | STA. | TO STA.

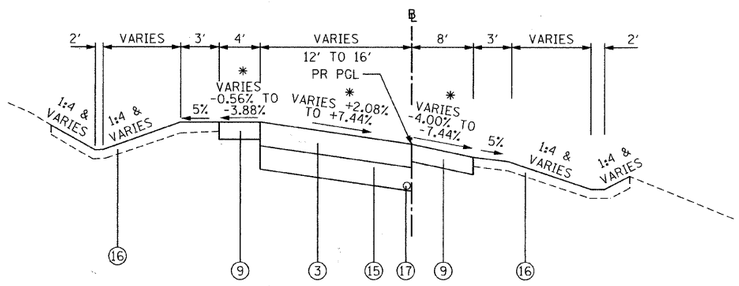
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	10
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION
ILLINOIS ROUTE 38 EXIT RAMP
STATION 400+00.00 TO 400+77.73
* SEE SHEET 28 TO 29 FOR PAVING DETAILS.



PROPOSED TYPICAL SECTION
ILLINOIS ROUTE 38 EXIT RAMP
STATION 400+77.73 TO 404+25.56
* SEE SHEET 28 TO 29 FOR PAVING DETAILS.



PROPOSED TYPICAL SECTION
ILLINOIS ROUTE 38 ENTRANCE RAMP
STATION 500+00.00 TO 504+41.25
* SEE SHEET 28 TO 29 FOR PAVING DETAILS.

EXISTING LEGEND

- (A) PORTLAND CEMENT CONCRETE PAVEMENT (10″)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (11″)
- (C) PORTLAND CEMENT CONCRETE BASE COURSE (10″)
- (D) HOT MIX ASPHALT SURFACE COURSE (2″ AND VARIES)
- (E) HOT MIX ASPHALT BINDER COURSE (2″ AND VARIES)
- (F) HOT MIX ASPHALT BASE COURSE (10″ AND VARIES)
- (G) HOT MIX ASPHALT SHOULDER (8″ AND VARIES)
- (H) HOT MIX ASPHALT BIKE PATH
- (I) COMBINATION CONCRETE CURB & GUTTER, TY B-6.12
- (J) COMBINATION CONCRETE CURB & GUTTER, TY B-9.6
- (K) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18
- (L) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18 & MONOLITHIC PORTLAND CEMENT CONCRETE BASE COURSE, 10″
- (M) CONCRETE MEDIAN TY SB-9.6
- (N) CONCRETE MEDIAN SURFACE, 4 INCH
- (O) SUB BASE GRANULAR MATERIAL, TYPE B, 4″
- (P) GROUND SURFACE (ASSUME EXISTING 4″ TOPSOIL DEPTH)
- (Q) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2″ TYPICAL)

PROPOSED LEGEND

- (1) PORTLAND CEMENT CONCRETE BASE COURSE (10″)
- (2) PORTLAND CEMENT CONCRETE BASE COURSE (11″)
- (3) PORTLAND CEMENT CONCRETE PAVEMENT 11″ (JOINTED)
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- (5) NO. 6 X 2′ LONG DEFORMED TIE BARS GROUND-IN-PLACE (EPOXY COATED) AT 2′ C-C (STANDARD 420001-07) (INCLUDED IN THE COST OF COMBINATION CURB & GUTTER OR CONC MEDIAN)
- (6) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14″ CONSISTING OF:
  - (6A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1½″
  - (6B) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 12½″
- (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1½″
- (8) LEVELING BINDER (MACHINE METHOD), N70 VARIES ¾″ TO 2¼″
- (9) HOT-MIX ASPHALT SHOULDERS, 8″
- (10) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2″
- (11) AGGREGATE BASE COURSE, TYPE B 5″
- (12) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18
- (13) CONCRETE MEDIAN, TY SB-6.24
- (14) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (15) AGGREGATE SUBGRADE 12″
- (16) TOPSOIL FURNISH AND PLACE 4″ AND SEEDING AS NOTED ON PLANS
- (17) PIPE UNDERDRAINS 4″

NOTE: BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIRMENTS

MIXTURE TYPE	AIR VOIDS @ N_{DES}
PAVEMENT RESURFACING	
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 1½″	4% @ 70 GYRATIONS
LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5mm); (LIFTS ¾″ TO 2¼″)	4% @ 70 GYRATIONS
PAVEMENT WIDENING (FULL DEPTH PAVEMENT)	
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 1½″	4% @ 70 GYRATIONS
HMA BINDER COURSE, IL-19.0, N70; 12½″ (IN 4 LIFTS)	4% @ 70 GYRATIONS
TEMPORARY PAVEMENT	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm); 1½″	4% @ 50 GYRATIONS
HMA BINDER COURSE, IL-19.0, N50; 8½″ (IN 3 LIFTS)	4% @ 50 GYRATIONS
SHOULDERS	
HMA SHOULDERS, 8″ (HMA BINDER IL 19mm)	2% @ 30 GYRATIONS
BIKE PATH	
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5mm); 2″	4% @ 30 GYRATIONS
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm); 11″ (IN 3 LIFTS), 12″ (IN 4 LIFTS)	4% @ 70 GYRATIONS

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

POROUS GRANULAR EMBANKMENT, SUBGRADE AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES), HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION IS TO BE PLACED BELOW THE PGES. THOUGH THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER, ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH EITHER A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGES AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

STATION RANGE	LOCATION	LENGTH	AVE WIDTH	DEPTH	VOLUME
BRUSH HILL ROAD					
119+34 TO 122+50	WIDENING	316′	7.5′	6″	44 CU YD

SCHEDULE OF EARTHWORK

FROM	TO	20201200 REMOVAL & DISPOSAL OF UNSUITABLE CU YD					20200100 EARTH EX CU YD				EXCAVATION TO BE USED IN EMBANKMENT (ADJ FOR 15% SHRINKAGE) CU YD				EMBANKMENT CU YD				EARTHWORK BALANCE EXCESS (+) OR SHORTAGE (-) CU YD				20400800 FURNISHED EX CU YD
		UNDERCUT	PRE STAGE 1	STAGE 1	STAGE 2	STAGE 3	PRE STAGE 1	STAGE 1	STAGE 2	STAGE 3	PRE STAGE 1	STAGE 1	STAGE 2	STAGE 3	PRE STAGE 1	STAGE 1	STAGE 2	STAGE 3	PRE STAGE 1	STAGE 1	STAGE 2	STAGE 3	
YORK STREET																							
202+50	214+50			153				798		283		679		241		22				657		241	
BRUSH HILL ROAD																							
118+00	123+85			11	109			32	409	59		28	348	51			48			28	300	51	
ILLINOIS ROUTE 38 ENTRANCE AND EXIT RAMPS																							
500+00	506+00		43	228	17	412	15	615	69	443	13	523	59	377	63	158		28	-50	365	59	349	
UNDERCUT		44																					
SUBTOTAL BY STAGE		44	43	392	126	412	15	1,445	478	785	13	1,230	407	669	63	180	48	28	-50	1,050	359	641	
TOTAL						1,017				2,723				2,319				319	50				50

PLAN: SURVEYED, PLOTTED, QUANTITIES CHECKED, ALIGNMENT VERIFIED, CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT VERIFIED, STRUCTURE (ROTATING CKRD); NOTE BOOK; NO.; BY; DATE

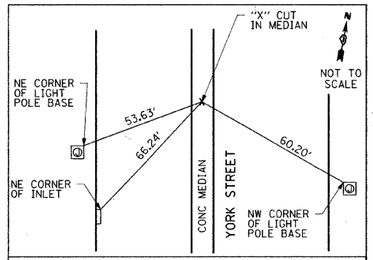
FILE NAME = g:\ch08\0007\road\phase 2\sheets\DIX0007TypSecPr-2.dgn	USER NAME = jmgoiemba	DESIGNED - JMG	REVISED -
	PLOT SCALE = 1.0000 ′ / IN.	DRAWN - JMG	REVISED -
	PLOT DATE = 8/4/2011	CHECKED - JMG	REVISED -
		DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

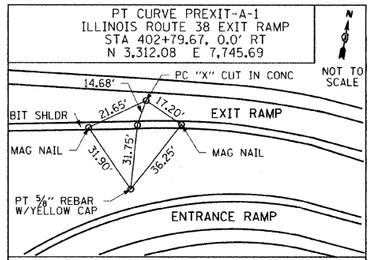
YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NOT TO SCALE | SHEET NO. 11 OF 85 SHEETS | STA. | TO STA.

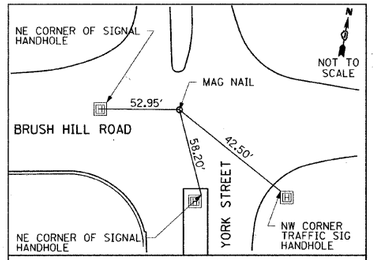
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	11
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



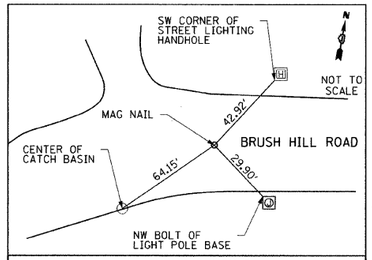
PROPOSED PAVEMENT
℄ YORK STREET
STA 213+00.00, 0.0' RT
N 3,740.49 E 7,368.80



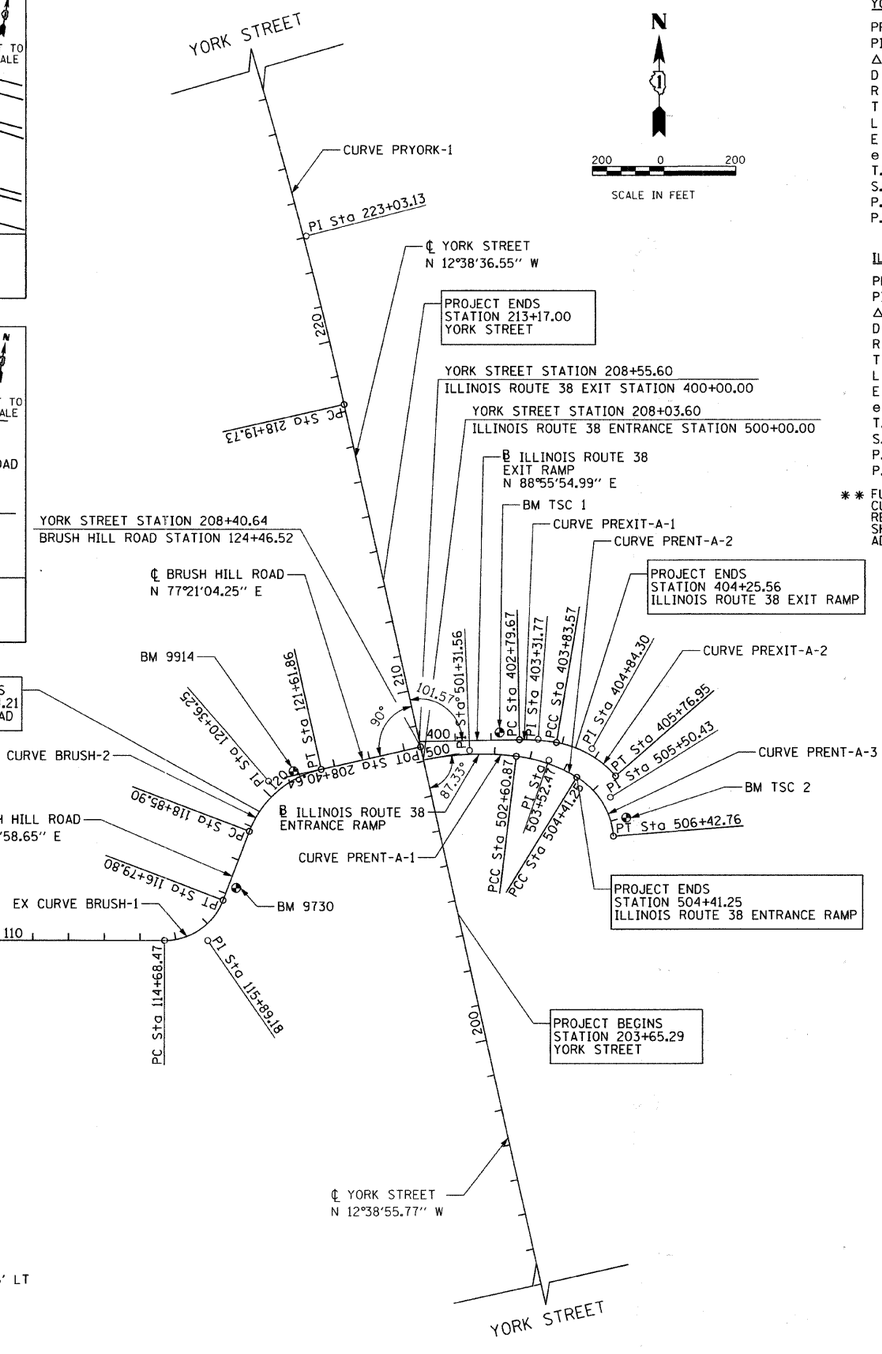
PT CURVE PRENT-A-1
ILLINOIS ROUTE 38 ENTRANCE RAMP
STA 502+60.87, 0.0' RT
N 3,266.56 E 7,737.01



PROPOSED POT
YORK STREET
STA 208+40.64, 0.0' RT
N 3,292.27 E 7,469.34



PT CURVE BRUSH-2
BRUSH HILL ROAD
STA 121+61.86, 0.0' RT
N 3,229.93 E 7,191.59



PROPOSED PLAN ℄ AND ℄ CURVE DATA

YORK STREET

PROP. CURVE PRYORK-1
PI STA. = 223+03.13
Δ = 3° 51′ 22″ (LT)
D = 0° 23′ 56″
R = 14,360.00′
T = 483.40′
L = 966.44′
E = 8.13′
e = N.C.
T.R. = N/A
S.E. RUN = N/A
P.C. STA. = 218+19.73
P.T. STA. = 227+86.17

BRUSH HILL ROAD

EX. CURVE BRUSH-1
PI STA. = 115+89.18
Δ = 69° 11′ 27″ (LT)
D = 32° 44′ 26″
R = 175.00′
T = 120.70′
L = 211.33′
E = 37.59′
e = 6.00%
T.R. = 42.08′
S.E. RUN = 126.25′
P.C. STA. = 114+68.47
P.T. STA. = 116+79.80

PROP. CURVE BRUSH-2
PI STA. = 120+36.25
Δ = 56° 28′ 06″ (RT)
D = 20° 27′ 46″
R = 280.00′
T = 150.35′
L = 275.96′
E = 37.81′
e = 3.51% AND VARIES
T.R. = 43′
S.E. RUN = 75′
P.C. STA. = 118+85.90
P.T. STA. = 121+61.86

ILLINOIS ROUTE 38 ENTRANCE RAMP

PROP. CURVE PRENT-A-1
PI STA. = 501+31.56
Δ = 18° 20′ 23″ (RT)
D = 7° 01′ 49″
R = 815.00′
T = 131.56′
L = 260.87′
E = 10.55′
e = VARIES 1.59% TO 6.60%
T.R. = **
S.E. RUN = **
P.C. STA. = 500+00.00
P.C.C. STA. = 502+60.87

PROP. CURVE PRENT-A-2
PI STA. = 503+52.47
Δ = 24° 36′ 26″ (RT)
D = 13° 38′ 31″
R = 420.00′
T = 91.60′
L = 180.38′
E = 9.87′
e = 6.60%
T.R. = **
S.E. RUN = **
P.C.C. STA. = 502+60.87
P.C.C. STA. = 504+41.25

PROP. CURVE PRENT-A-3
PI STA. = 505+50.43
Δ = 54° 43′ 03″ (RT)
D = 27° 09′ 16″
R = 211.00′
T = 109.18′
L = 201.50′
E = 26.57′
e = 8.00%
T.R. = 50′
S.E. RUN = 180′
P.C.C. STA. = 504+41.25
P.T. STA. = 506+42.76

** FULL SUPERELEVATION FOR CURVE PRENT-A-2 WILL BE REACHED AT THE PCC. SHEET NO. 29 FOR ADDITIONAL INFORMATION.

ILLINOIS ROUTE 38 EXIT RAMP

PROP. CURVE PREXIT-A-1
PI STA. = 403+31.77
Δ = 10° 37′ 50″ (RT)
D = 10° 13′ 53″
R = 560.00′
T = 52.10′
L = 103.90′
E = 2.42′
e = MATCH EXISTING
T.R. = MATCH EXISTING
S.E. RUN = MATCH EXISTING
P.C. STA. = 402+79.67
P.C.C. STA. = 403+83.57

PROP. CURVE PREXIT-A-2
PI STA. = 404+84.30
Δ = 39° 34′ 16″ (RT)
D = 20° 27′ 46″
R = 280.00′
T = 100.73′
L = 193.38′
E = 17.57′
e = MATCH EXISTING
T.R. = MATCH EXISTING
S.E. RUN = MATCH EXISTING
P.C.C. STA. = 403+83.57
P.T. STA. = 405+76.95

COORDINATE DATA

CURVE	POINT	STATION	NORTHING	EASTING
YORK STREET				
	POT	208+40.64	3,292.27	7,469.34
PRYORK-1	PI	223+03.13	4,719.29	7,149.23
PRYORK-1	PC	218+19.73	4,247.61	7,255.04
PRYORK-1	PT	227+86.17	5,182.79	7,011.94
ILLINOIS ROUTE 38 ENTRANCE RAMP				
PRENT-A-1	PI	501+31.56	3,282.29	7,606.39
PRENT-A-1	PC	500+00.00	3,256.13	7,477.46
PRENT-A-1	PT	502+60.87	3,266.56	7,737.01
PRENT-A-2	PI	503+52.47	3,255.61	7,827.95
PRENT-A-2	PC	502+60.87	3,266.56	7,737.01
PRENT-A-2	PT	504+41.25	3,207.78	7,906.08
PRENT-A-3	PI	505+50.43	3,151.81	7,999.82
PRENT-A-3	PC	504+41.25	3,207.78	7,906.08
PRENT-A-3	PT	506+42.76	3,042.96	8,008.27
ILLINOIS ROUTE 38 EXIT RAMP				
PREXIT-A-1	PI	403+31.77	3,313.05	7,797.78
PREXIT-A-1	PC	402+79.67	3,312.08	7,745.69
PREXIT-A-1	PT	403+83.57	3,304.39	7,849.16
PREXIT-A-2	PI	404+84.3	3,287.66	7,948.49
PREXIT-A-2	PC	403+83.57	3,304.39	7,849.16
PREXIT-A-2	PT	405+76.95	3,211.49	8,014.39
BRUSH HILL ROAD				
BRUSH-1	PI	115+89.18	2,751.20	6,874.80
BRUSH-1	PC	114+68.47	2,751.36	6,754.10
BRUSH-1	PT	116+79.80	2,863.98	6,917.83
BRUSH-2	PI	120+36.25	3,197.01	7,044.89
BRUSH-2	PC	118+85.90	3,056.54	6,991.29
BRUSH-2	PT	121+61.86	3,229.93	7,191.59

BENCHMARK SUMMARY

NUMBER	ELEVATION	DESCRIPTION
9730	660.53	MAG NAIL ON EAST SIDE OF BRUSH HILL ROAD SOUTHWEST OF YORK STREET BRUSH HILL ROAD STATION 117+27.62, 17.61′ RT
9914	667.43	DISC LOCATED ON WEST SIDE OF HOSPITAL DRIVEWAY ON NORTH SIDE OF BRUSH HILL ROAD, WEST OF YORK STREET BRUSH HILL ROAD STATION 120+85.95, 28.30′ LT
TSC 1	668.82	MAG NAIL ON NORTH SIDE OF EXIT RAMP AND EAST OF YORK STREET ILLINOIS ROUTE 38 EXIT RAMP STATION 402+34.25, 13.82′ LT
TSC 2	665.80	MAG NAIL BETWEEN ILLINOIS ROUTE 38 EXIT AND ENTRANCE RAMPS ILLINOIS ROUTE 38 ENTRANCE RAMP STATION 506+19.05, 64.86′ LT
YK13001	685.99 (PUBLISHED) 686.01 (HELD)	BRONZE DISK MONUMENT ESTABLISHED IN CONCRETE BASE OF TRAFFIC CONTROL LIGHT STAMPED WITH "DUPAGE COUNTY OF MAPS AND PLATS" LOCATED AT THE SOUTHEAST CORNER OF BUTTERFIELD AND YORK ROADS.

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

PROFILE: SURVEYED, PLOTTED, CROSS CHECKED, R.L.M. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

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	PLOT DATE = 8/5/2011	CHECKED - JMG	REVISED -
		DATE - 7/4/2011	REVISED -

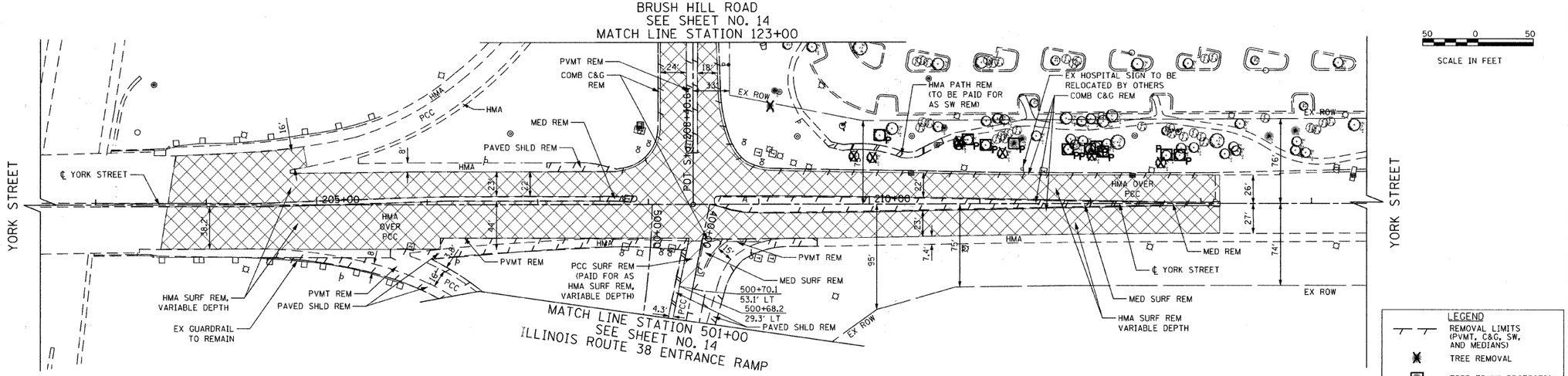
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
ALIGNMENT, TIES & BENCHMARKS

SCALE: 1"=200' | SHEET NO. 12 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	12
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
DRAWN BY
CHECKED
NOTE BOOK
NO.
DATE
BY



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NOTE BOOK
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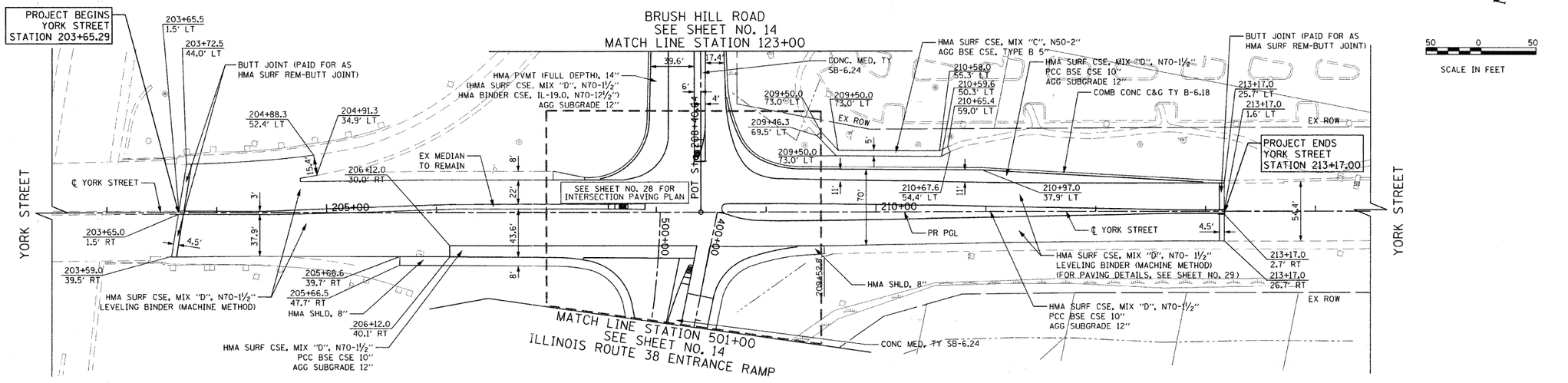
BY



NOTE:
LEVELING BINDER DEPTH MAX OF 6 INCHES IN SELECT LOCATION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
REMOVAL PLAN AND ROADWAY PLAN

SCALE: 1"=50' | SHEET NO. 13 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	13
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
NOTE BOOK	GRADES CHECKED		
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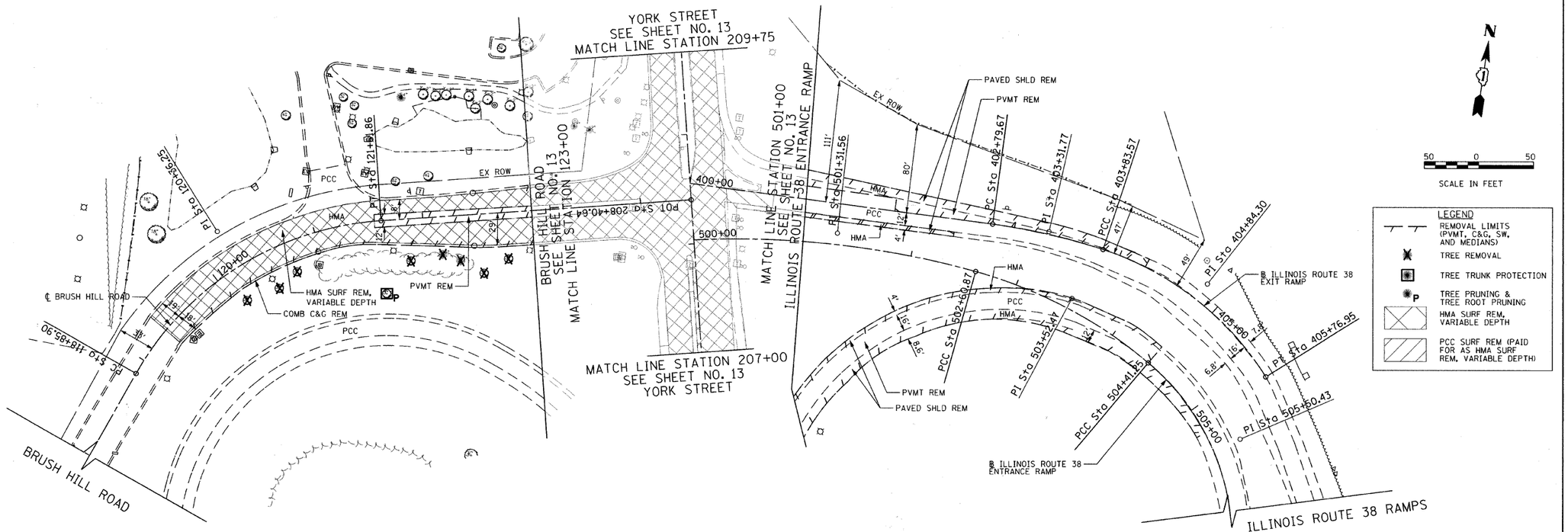


ILLINOIS RTE 38 ENTRANCE RAMP

PROP. CURVE PRENT-A-1
PI STA. = 501+31.56
Δ = 18° 20′ 23″ (RT)
D = 7° 01′ 49″
R = 815.00′
T = 131.56′
L = 260.87′
E = 10.55′
e = VARIES 1.59% TO 6.60%
T.R. = **
S.E. RUN = **
P.C. STA. = 500+00.00
P.C.C. STA. = 502+60.87

PROP. CURVE PRENT-A-2
PI STA. = 503+52.47
Δ = 24° 36′ 26″ (RT)
D = 13° 38′ 31″
R = 420.00′
T = 91.60′
L = 180.38′
E = 9.87′
e = 6.60%
T.R. = **
S.E. RUN = **
P.C.C. STA. = 502+60.87
P.C.C. STA. = 504+41.25

PROP. CURVE PRENT-A-3
PI STA. = 505+50.43
Δ = 54° 43′ 03″ (RT)
D = 27° 09′ 16″
R = 211.00′
T = 109.18′
L = 201.50′
E = 26.57′
e = 8.00%
T.R. = 50′
S.E. RUN = 180′
P.C.C. STA. = 504+41.25
P.T. STA. = 506+42.76

ILLINOIS RTE 38 EXIT RAMP

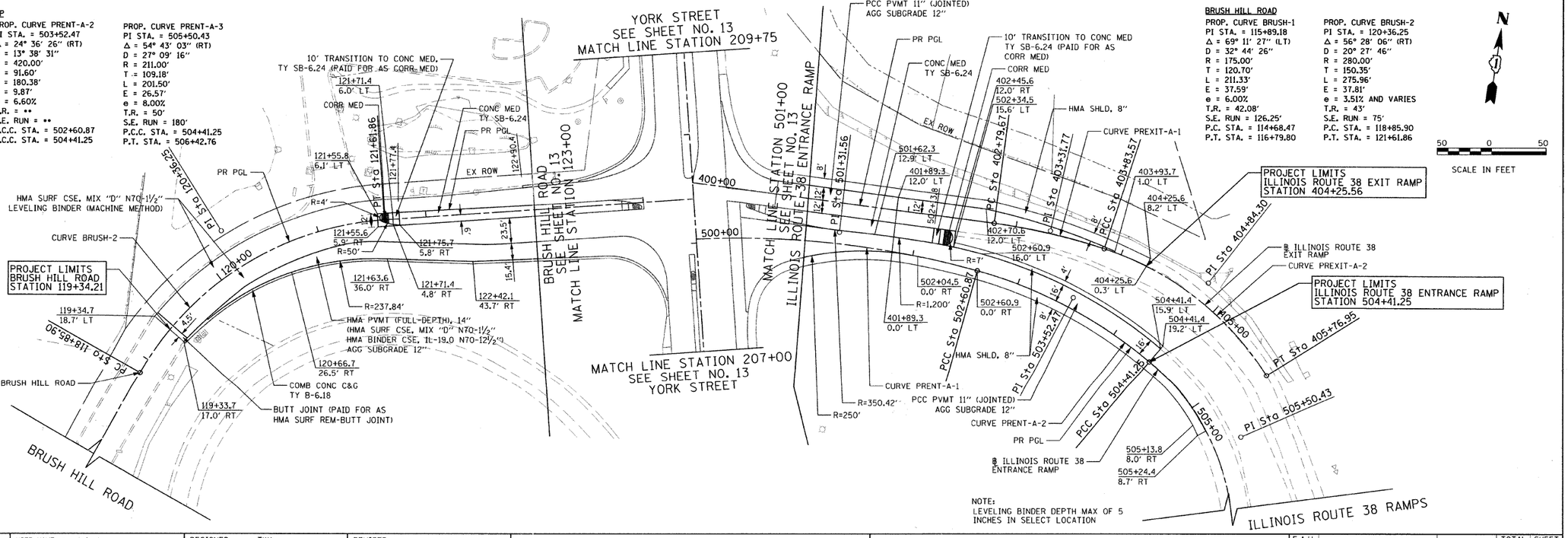
PROP. CURVE PREXIT-A-1
PI STA. = 403+31.77
Δ = 10° 37′ 50″ (RT)
D = 10° 13′ 53″
R = 560.00′
T = 52.10′
L = 103.90′
E = 2.42′
e = MATCH EXISTING
T.R. = MATCH EXISTING
S.E. RUN = MATCH EXISTING
P.C. STA. = 402+79.67
P.C.C. STA. = 403+83.57

PROP. CURVE PREXIT-A-2
PI STA. = 404+84.30
Δ = 39° 34′ 16″ (RT)
D = 20° 27′ 46″
R = 280.00′
T = 100.73′
L = 193.38′
E = 17.57′
e = MATCH EXISTING
T.R. = MATCH EXISTING
S.E. RUN = MATCH EXISTING
P.C.C. STA. = 403+83.57
P.T. STA. = 405+76.95

BRUSH HILL ROAD

PROP. CURVE BRUSH-1
PI STA. = 115+89.18
Δ = 69° 11′ 27″ (LT)
D = 32° 44′ 26″
R = 175.00′
T = 120.70′
L = 211.33′
E = 37.59′
e = 6.00%
T.R. = 42.08′
S.E. RUN = 126.25′
P.C. STA. = 114+68.47
P.T. STA. = 116+79.80

PROP. CURVE BRUSH-2
PI STA. = 120+36.25
Δ = 56° 28′ 06″ (RT)
D = 20° 27′ 46″
R = 280.00′
T = 150.35′
L = 275.96′
E = 37.81′
e = 3.51% AND VARIES
T.R. = 43′
S.E. RUN = 75′
P.C. STA. = 118+85.90
P.T. STA. = 121+61.86



NOTE:
LEVELING BINDER DEPTH MAX OF 5 INCHES IN SELECT LOCATION

PROFILE	SURVEYED	BY	DATE
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NOTE BOOK	STRUCTURE NOTATNS CHKD		
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
REMOVAL PLAN AND ROADWAY PLAN

SCALE: 1"=50' | SHEET NO. 14 OF 85 SHEETS | STA. 118+00 TO STA. 506+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	14
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN

	BY	DATE
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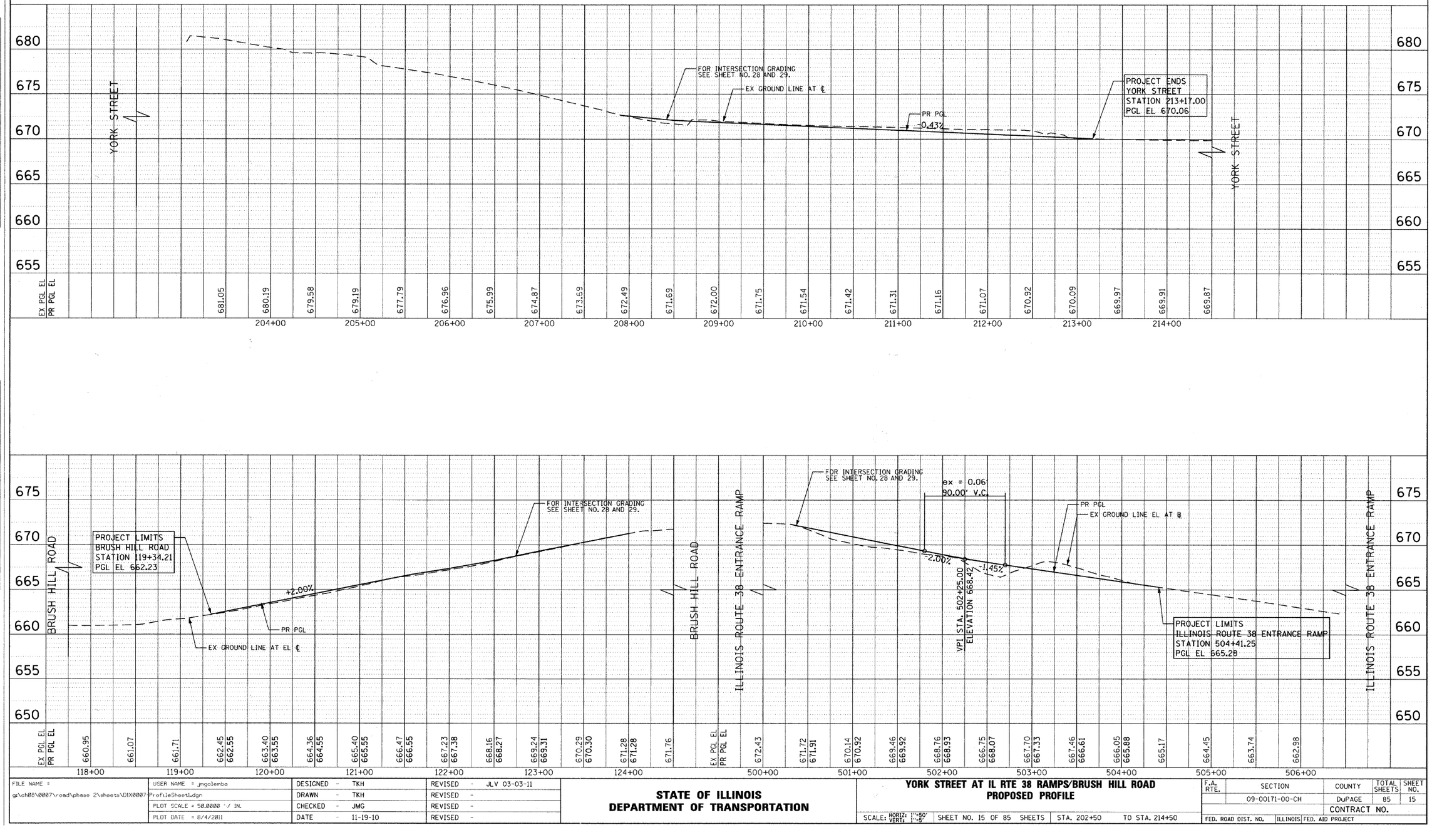

PROFILE

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PLOTTED		
LEVELS CHECKED		
ALIGNMENT CHECKED		
NOTE BOOK		
NO.		
STRUCTURE NO'S/ATA'S CHK'D		

Trans Systems
1475 E WOODFIELD ROAD, SUITE 600
SCHAUMBURG, IL 60173

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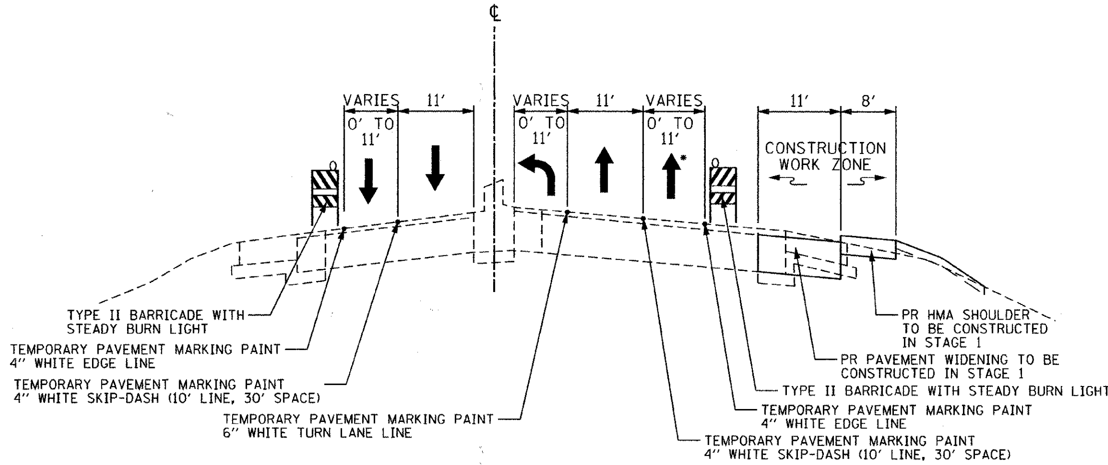
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
PROPOSED PROFILE

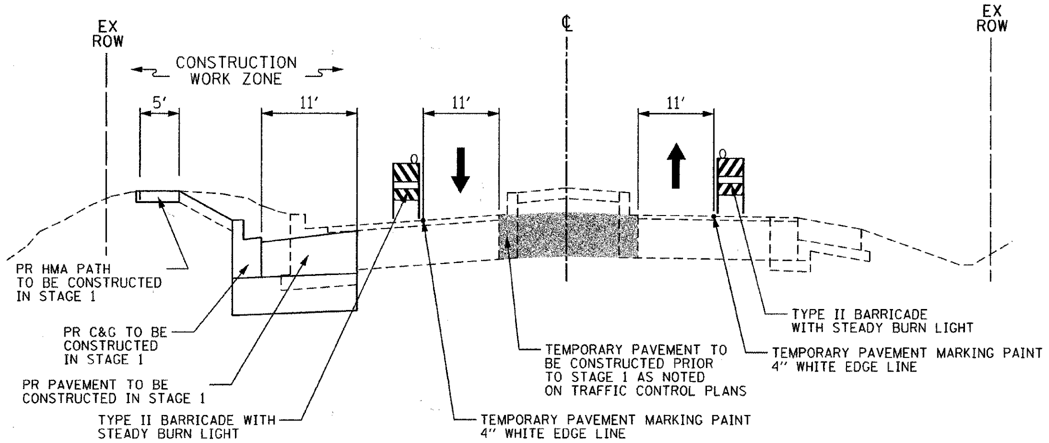
SCALE: HORIZ: 1"=50' VERT: 1"=5' | SHEET NO. 15 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	09-00171-00-CH	DuPAGE	85	15
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

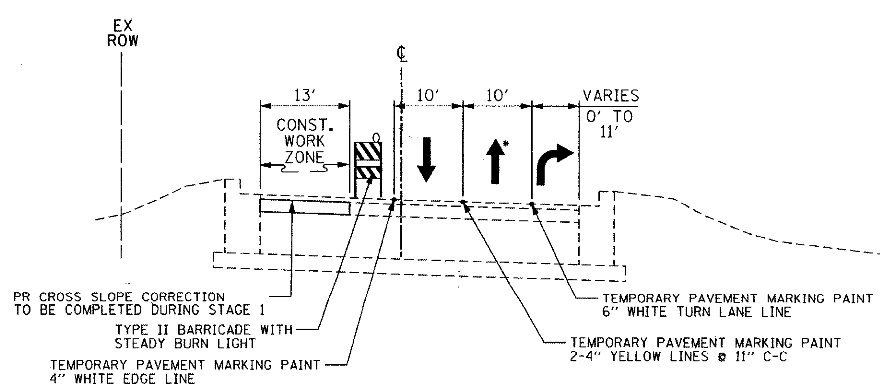


TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
YORK STREET
STATION 197+35 TO STATION 208+50

• FROM STATION 201+87 TO STATION 205+21, AN 11' LANE WILL BE PROVIDED FOR TRAFFIC ENTERING FROM AND EXITING TO ILLINOIS ROUTE 38.



TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
YORK STREET
STATION 208+50 TO STATION 216+12



TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
BRUSH HILL ROAD
STATION 118+40 TO STATION 124+46

• AT STATION 121+40, THE THROUGH LANE BECOMES A LEFT TURN ONLY LANE

PRIOR TO STAGE 1

1. MAINTAIN TWO-WAY TRAFFIC FLOW ON YORK STREET, BRUSH HILL ROAD AND THE ONE-WAY ILLINOIS ROUTE 38 RAMPS.
2. THE FOLLOWING SHALL BE COMPLETED USING STATE STANDARD 701421-03 FOR DAYTIME LANE CLOSURES. A MINIMUM OF ONE LANE SHALL BE MAINTAINED IN EACH DIRECTION.
   A. REMOVE THE MEDIAN ISLAND AT THE INTERSECTION OF YORK STREET WITH THE ILLINOIS ROUTE 38 EXIT RAMP. REPLACE WITH TEMPORARY PAVEMENT.
   B. REMOVE THE EXISTING SHOULDER ALONG THE ILLINOIS ROUTE 38 ENTRANCE RAMP FROM STATION 502+18 TO 505+25. PLACE TEMPORARY PAVEMENT AS SHOWN ON THE STAGE 1 PLAN SHEET NO. 19.
   C. REMOVE THE BARRIER MEDIAN ALONG YORK STREET FROM STATION 208+60 TO 209+75. PLACE TEMPORARY PAVEMENT AS SHOWN ON THE STAGE 1 PLAN SHEET NO. 19.
   D. UTILITIES SHALL BE RELOCATED AS SHOWN ON THE DRAINAGE AND UTILITY PLANS (SEE SHEET NO. 26 AND 27)
   E. INSTALL STORM SEWER PIPES 1C AND IN AS SHOWN ON THE DRAINAGE AND UTILITY PLANS (SEE SHEET NO. 26 AND 27).
3. INSTALL TEMPORARY TRAFFIC SIGNALS (SEE SHEET NO. 34 AND 35).
4. INSTALL TEMPORARY LIGHTING (SEE SHEET NO. 52).

STAGE 1

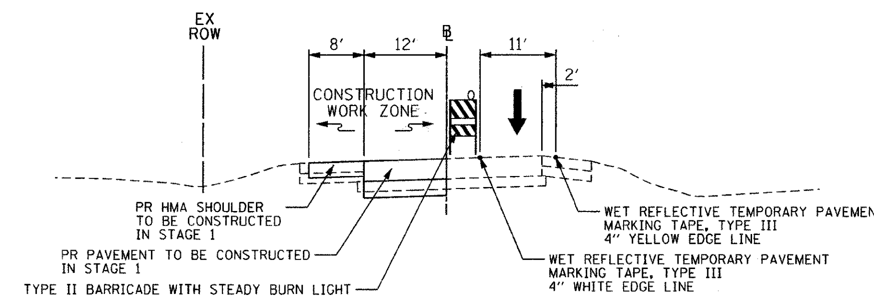
1. USE TRAFFIC CONTROL STAGE 1 PLANS (SEE SHEET NO. 19 AND 20).
2. ESTABLISH TWO-WAY TRAFFIC FLOW ALONG THE BARRIER MEDIAN OF YORK STREET. MAINTAIN A MINIMUM OF ONE 11' THROUGH LANE IN EACH DIRECTION THROUGHOUT THE ENTIRE LENGTH.
3. ESTABLISH TWO-WAY TRAFFIC FLOW ALONG THE SOUTH EDGE OF PAVEMENT OF BRUSH HILL ROAD. MAINTAIN A MINIMUM OF ONE 10' THROUGH LANE IN EACH DIRECTION THROUGHOUT THE ENTIRE LENGTH. THE CURRENT LEFT TURN LANE TO THE ELMHURST MEMORIAL HOSPITAL WILL BE CLOSED, BUT THE DRIVEWAY SHALL REMAIN OPEN AT ALL TIMES.
4. ESTABLISH ONE-WAY TRAFFIC FLOW ALONG THE ILLINOIS ROUTE 38 EXIT RAMP SUCH THAT THE LANE IS SHIFTED 2' ONTO THE EXISTING INSIDE SHOULDER. MAINTAIN ONE 11' LANE THROUGHOUT THE ENTIRE LENGTH.
5. ESTABLISH ONE-WAY TRAFFIC FLOW ALONG THE ILLINOIS ROUTE 38 ENTRANCE RAMP. MAINTAIN ONE 11' LANE THROUGHOUT THE ENTIRE LENGTH. UTILIZE THE TEMPORARY PAVEMENT FOR THE ENTRANCE RAMP ALIGNMENT.

STAGE 1 - CONTINUED

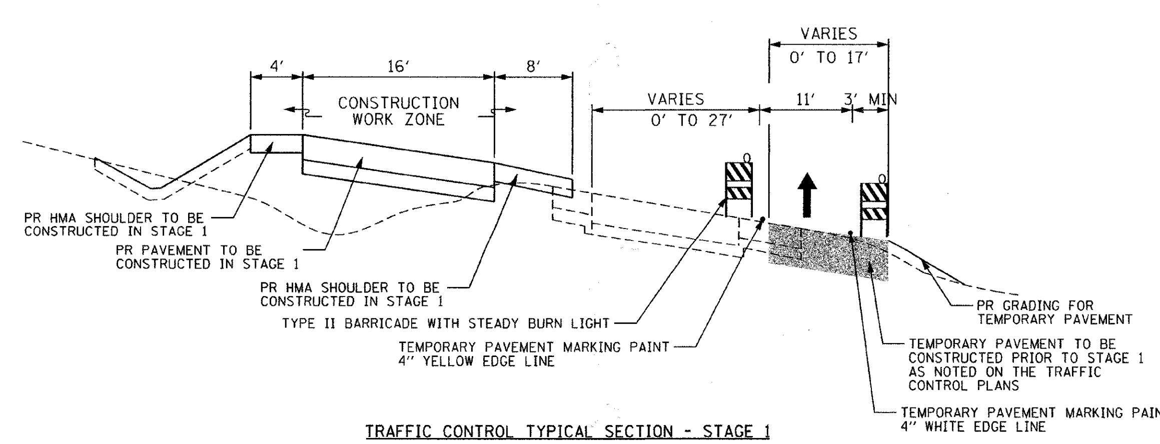
6. INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATOR ALONG THE EXISTING EXIT RAMP FROM WESTBOUND ILLINOIS ROUTE 38 TO SOUTHBOUND YORK STREET AS SHOWN ON THE TRAFFIC CONTROL PLANS (SEE SHEET NO. 19).
7. CONSTRUCT PROPOSED STORM SEWER WITHIN THE STAGE 1 CONSTRUCTION WORK ZONE AS SHOWN ON THE DRAINAGE AND UTILITY PLANS (SEE SHEET NO. 26 AND 27).
8. REMOVE EXISTING CURB & GUTTER, PAVEMENT AND SHOULDERS WITHIN THE STAGE 1 CONSTRUCTION WORK ZONE AS SHOWN ON THE REMOVAL PLANS (SEE SHEET NO. 13 AND 14).
9. CONSTRUCT THE RIGHT TURN LANE ALONG SOUTHBOUND YORK STREET. CONSTRUCT CURB & GUTTER ALONG SOUTHBOUND YORK STREET AND WESTBOUND BRUSH HILL ROAD. BEGIN CROSS SLOPE CORRECTION ALONG THE OUTSIDE LANES OF YORK STREET.
10. CONSTRUCT HMA PATH.
11. BEGIN CROSS SLOPE CORRECTION ALONG THE WESTBOUND LANE OF BRUSH HILL ROAD.
12. CONSTRUCT THE PROPOSED PAVEMENT WIDENING AND SHOULDER ALONG THE ILLINOIS ROUTE 38 EXIT RAMP WITHIN THE STAGE 1 CONSTRUCTION WORK ZONE. REFER TO THE SUB-STAGE 1 NOTES TO COMPLETE CONSTRUCTION OF THE PAVEMENT ALONG THE EXIT RAMP.
13. CONSTRUCT THE PROPOSED REALIGNED ILLINOIS ROUTE 38 ENTRANCE RAMP. CONSTRUCT THE PROPOSED SHOULDER RIGHT OF THE CENTERLINE FROM YORK STREET TO STATION 503+63.
14. RELOCATE AND INSTALL LIGHT POLES ALONG THE SOUTHBOUND RIGHT TURN LANE OF YORK STREET.
15. COMPLETE LANDSCAPING ALONG THE WEST SIDE OF YORK STREET AND NORTH SIDE OF THE ILLINOIS ROUTE 38 EXIT RAMP.

SUB-STAGE 1

1. USE TRAFFIC CONTROL STAGE 1 PLANS (SEE SHEET NO. 19).
2. ALONG THE ILLINOIS ROUTE 38 EXIT RAMP, PROVIDE ONE 11' RIGHT TURN LANE ALONG THE PAVEMENT AND SHOULDER CONSTRUCTED IN STAGE 1 AS SHOWN ON THE STAGING PLANS.
3. CONSTRUCT THE REMAINDER OF THE PAVEMENT ALONG THE ILLINOIS ROUTE 38 EXIT RAMP.



TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
ILLINOIS ROUTE 38 EXIT RAMP
STATION 400+00 TO STATION 405+30



TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
EXISTING ILLINOIS ROUTE 38 ENTRANCE RAMP
STATION 500+00 TO STATION 505+86

GENERAL NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE 11' THROUGH LANE IN EACH DIRECTION FOR TWO-WAY TRAFFIC FLOW UNLESS OTHERWISE SPECIFIED. A MINIMUM OF 3' SHALL BE MAINTAINED BETWEEN TRAFFIC AND CONSTRUCTION AT ALL TIMES UNLESS OTHERWISE NOTED IN THE PLANS.
2. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE SPECIAL PROVISIONS, STATE STANDARDS, STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
3. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
4. THE ENGINEER SHALL CONTACT THE ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
5. TEMPORARY LANE CLOSURES FOR ANY REASON SHALL BE RESTRICTED TO THE WEEKDAY HOURS OF 9:00 AM TO 3:30 PM, AS APPROVED IN ADVANCE BY THE ENGINEER.
6. DRUMS OR TYPE II BARRICADES SHALL BE EQUIPPED WITH MONODIRECTIONAL STEADY BURN LIGHTS AND SHALL BE PLACED AT 50' INTERVALS ALONG THE PROPOSED CONSTRUCTION WORK ZONE, AT 25' INTERVALS IN CURVES OR IN TAPER SECTIONS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. TYPE II BARRICADES SHALL HAVE A MINIMUM REFLECTORIZED AREA OF 288 SQUARE INCHES. TYPE II BARRICADES, 2' IN WIDTH, SHALL BE USED IN ALL STAGES OF CONSTRUCTION.
7. ALL DRIVEWAYS SHALL BE OPEN TO TRAFFIC DURING CONSTRUCTION.
8. WET REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE, TYPE III, SHALL BE USED ON ALL FINAL PAVEMENT WEARING SURFACES. TEMPORARY PAVEMENT MARKING PAINT SHALL BE USED ELSEWHERE.
9. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL.
10. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR 1 PLACEMENT AND 2 REPLACEMENTS HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT PRIOR TO 7 DAYS OF SERVICE OR REPLACEMENT AFTER THE THIRD REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
11. TEMPORARY PAVEMENT SHALL ADHERE TO THE TEMPORARY PAVEMENT SPECIAL PROVISION. TEMPORARY PAVEMENT SHALL CONSIST OF 1½ INCHES OF HMA SURFACE COURSE AND 8½ INCHES OF HMA BINDER COURSE.
12. THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS. THE WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL). ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING DRAINAGE OF THE ROADWAY DURING ALL STAGES OF CONSTRUCTION. A QUANTITY OF 3 INLETS, TYPE A, TYPE 8 GRATE AND 200' OF STORM SEWERS, CLASS A, TYPE 1 12" HAS BEEN PROVIDED FOR TEMPORARY USE. REMOVAL OF THESE ITEMS SHALL BE INCLUDED IN THEIR COST.
14. THE CONTRACTOR SHALL MAINTAIN EXISTING AND/OR PROPOSED LIGHTING DURING THE DURATION OF THE PROJECT.
15. ALL TRAFFIC CONTROL WARNING SIGNS AND ASSOCIATED SIGNING MOUNTED WITH THE WARNING SIGNS SHALL HAVE BLACK LEGENDS AND BORDERS ON FLUORESCENT ORANGE REFLECTIVE SHEETING.
16. ALL CONSTRUCTION SIGNS, BARRICADES, AND OTHER DEVICES REQUIRED TO CONTROL TRAFFIC SHALL BE FURNISHED, INSTALLED, AND MAINTAINED BY THE CONTRACTOR.
17. ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED OR TURNED AWAY FROM THE TRAFFIC IMMEDIATELY WHEN THEY ARE NO LONGER NECESSARY. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3 INCH X 6 INCH DELINEATOR INSTALLED.
18. THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED BY THE SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF THE LUMP SUM PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)" UNLESS OTHERWISE INDICATED IN THE PLANS OR SPECIAL PROVISIONS.
19. A QUANTITY OF HOT-MIX ASPHALT SURFACE COURSE MIX "D", N70 HAS BEEN INCLUDED FOR TEMPORARY INTERSECTION GRADING FOR ELEVATION DIFFERENCES BETWEEN EXISTING, TEMPORARY AND PROPOSED PAVEMENT.

NOTE:

BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED CONSTRUCTION PROCEDURES AND TRAFFIC CONTROL TYPICAL SECTIONS AND NOTES

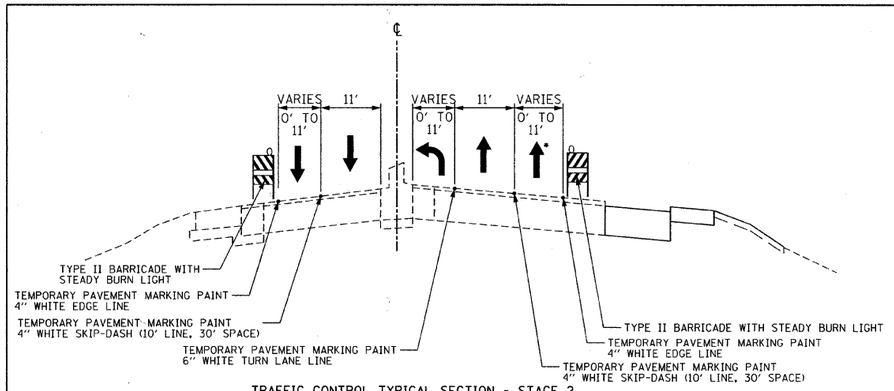
SCALE: NOT TO SCALE | SHEET NO. 16 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	16
		CONTRACT NO. 63610		

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

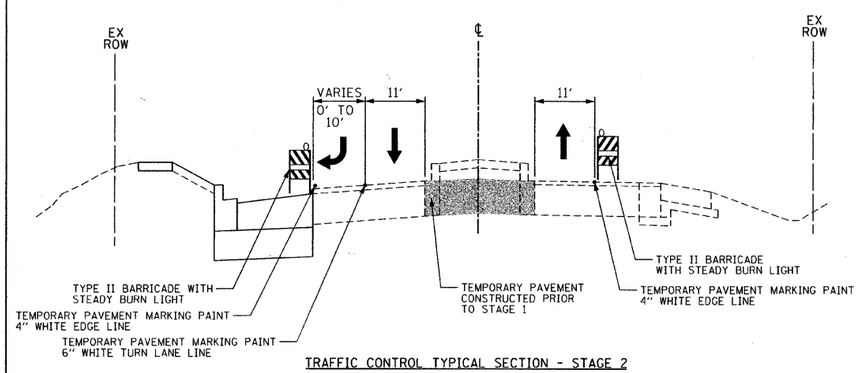
PLAN		
NOTE BOOK NO. ____	SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. WAY CHECKED / FIELD FILE NAME	BY / DATE

PROFILE		
NOTE BOOK NO. ____	SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHECKED	BY / DATE

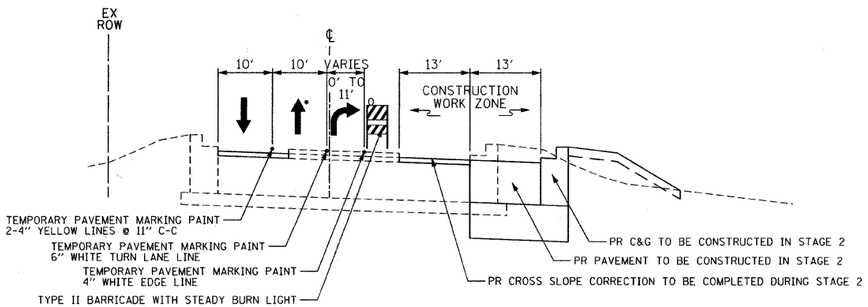


TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
YORK STREET
STATION 197+35 TO STATION 208+50

• FROM STATION 201+87 TO STATION 205+21, AN 11' LANE WILL BE PROVIDED FOR TRAFFIC ENTERING FROM AND EXITING TO ILLINOIS ROUTE 38.



TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
YORK STREET
STATION 208+50 TO STATION 216+12

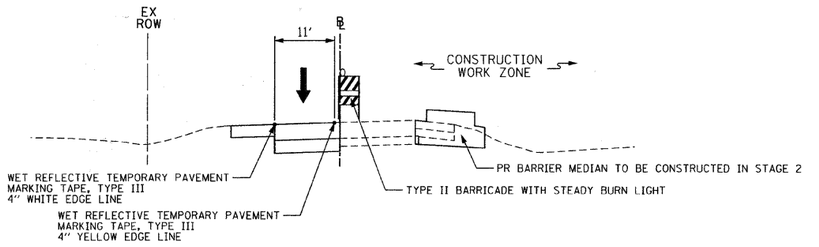


TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
BRUSH HILL ROAD
STATION 118+40 TO STATION 124+46

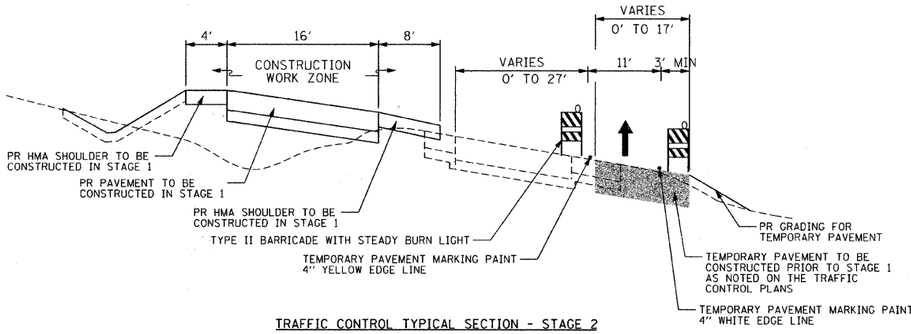
• AT STATION 121+40, THE THROUGH LANE BECOMES A LEFT TURN ONLY LANE

STAGE 2

1. USE TRAFFIC CONTROL STAGE 2 PLANS (SEE SHEET NO. 21 AND 22).
2. ESTABLISH TWO-WAY TRAFFIC FLOW ALONG THE BARRIER MEDIAN OF YORK STREET. MAINTAIN A MINIMUM OF ONE 11' THROUGH LANE IN EACH DIRECTION THROUGHOUT THE ENTIRE LENGTH. PROVIDE A SOUTHBOUND RIGHT TURN LANE AT THE INTERSECTION WITH BRUSH HILL ROAD AS SHOWN ON THE STAGING PLANS.
3. ESTABLISH TWO-WAY TRAFFIC FLOW ALONG THE NORTH EDGE OF PAVEMENT OF BRUSH HILL ROAD. MAINTAIN A MINIMUM OF ONE 10' THROUGH LANE IN EACH DIRECTION THROUGHOUT THE ENTIRE LENGTH. THE CURRENT LEFT TURN LANE TO THE ELMHURST MEMORIAL HOSPITAL WILL BE CLOSED, BUT THE DRIVEWAY SHALL REMAIN OPEN AT ALL TIMES.
4. ESTABLISH ONE-WAY TRAFFIC FLOW ALONG THE ILLINOIS ROUTE 38 EXIT RAMP. MAINTAIN ONE 11' LANE THROUGHOUT THE ENTIRE LENGTH. ALIGN THE LANE ALONG THE NORTH EDGE OF PAVEMENT.
5. ESTABLISH ONE-WAY TRAFFIC FLOW ALONG THE ILLINOIS ROUTE 38 ENTRANCE RAMP. MAINTAIN ONE 11' LANE THROUGHOUT THE ENTIRE LENGTH. UTILIZE THE TEMPORARY PAVEMENT FOR THE ENTRANCE RAMP ALIGNMENT.
6. CONSTRUCT PROPOSED STORM SEWER WITHIN THE STAGE 2 CONSTRUCTION WORK ZONE AS SHOWN ON THE DRAINAGE AND UTILITY PLANS (SEE SHEET NO. 26 AND 27).
7. REMOVE EXISTING CURB & GUTTER, PAVEMENT AND SHOULDERS WITHIN THE STAGE 2 CONSTRUCTION WORK ZONE AS SHOWN ON THE REMOVAL PLANS (SEE SHEET NO. 13 AND 14).
8. CONSTRUCT THE PROPOSED WIDENING, RIGHT TURN LANE AND CURB AND GUTTER ALONG BRUSH HILL ROAD. CONSTRUCT CROSS SLOPE CORRECTION ALONG THE EASTBOUND LANE OF BRUSH HILL ROAD.
9. CONSTRUCT THE BARRIER MEDIAN BETWEEN THE ILLINOIS ROUTE 38 ENTRANCE AND EXIT RAMPS.
10. RELOCATE AND INSTALL LIGHT POLES ALONG THE SOUTH SIDE OF BRUSH HILL ROAD.
11. COMPLETE LANDSCAPING ALONG THE SOUTH SIDE OF BRUSH HILL ROAD.



TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
ILLINOIS ROUTE 38 EXIT RAMP
STATION 400+00 TO STATION 405+30



TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
EXISTING ILLINOIS ROUTE 38 ENTRANCE RAMP
STATION 500+00 TO STATION 505+86

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PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / GRADES VERIFIED / STRUCTURE NOTATIONS CHKD / NOTE BOOK / NO. / BY / DATE

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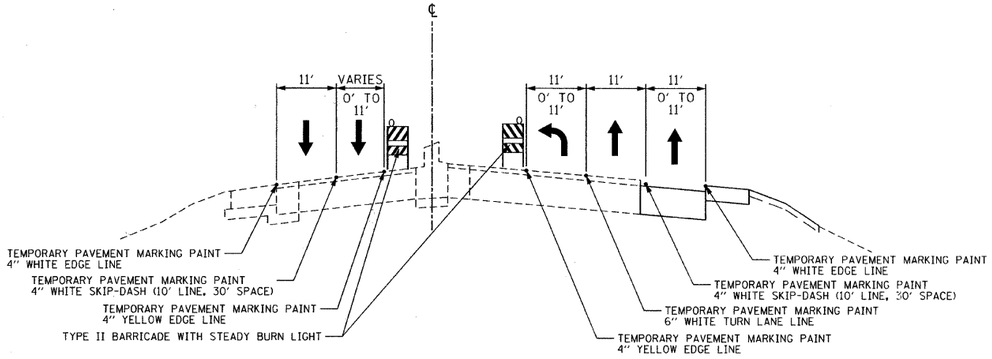
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

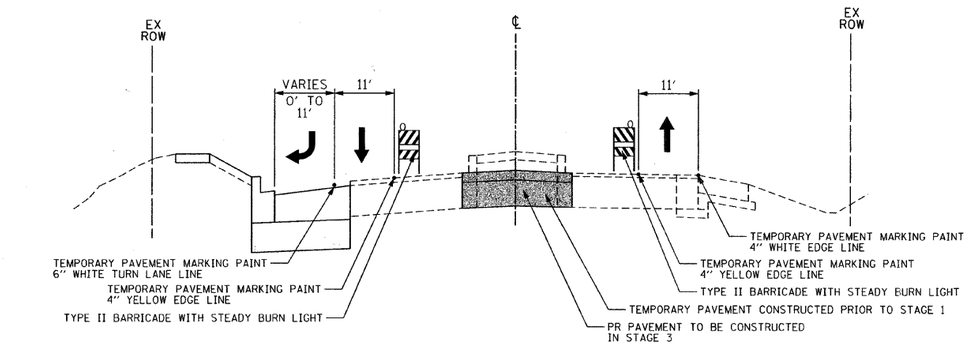
SUGGESTED CONSTRUCTION PROCEDURES AND TRAFFIC CONTROL
TYPICAL SECTIONS AND NOTES

SCALE: NOT TO SCALE | SHEET NO. 17 OF 85 SHEETS

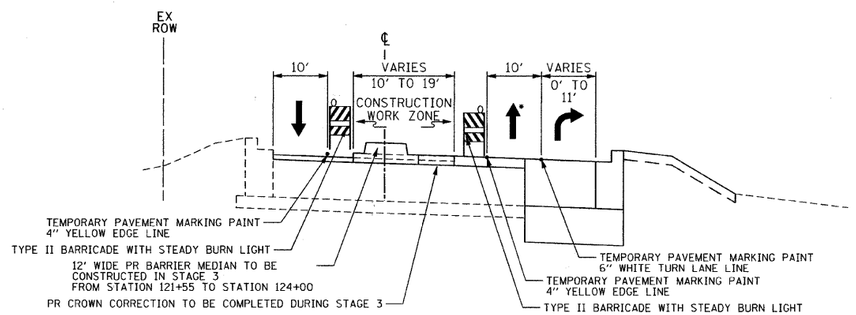
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	17
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
YORK STREET
STATION 197+35 TO STATION 208+50

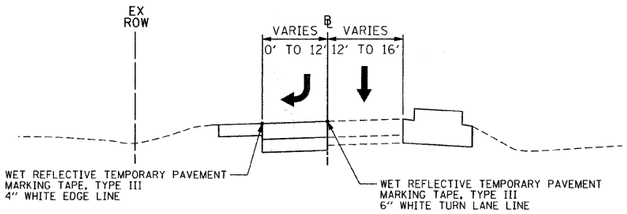


TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
YORK STREET
STATION 208+50 TO STATION 216+12

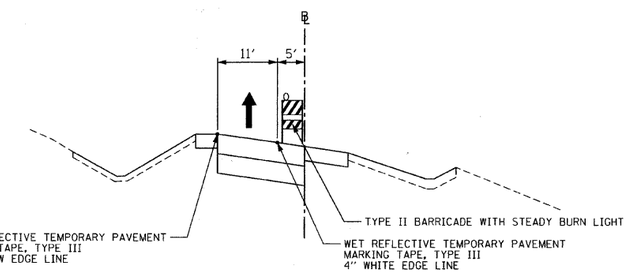


TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
BRUSH HILL ROAD
STATION 118+40 TO STATION 124+46

• AT STATION 121+40, THE THROUGH LANE BECOMES A LEFT TURN ONLY LANE



TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
ILLINOIS ROUTE 38 EXIT RAMP
STATION 400+00 TO STATION 405+30



TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
ILLINOIS ROUTE 38 ENTRANCE RAMP
STATION 500+00 TO STATION 505+86

STAGE 3

1. USE TRAFFIC CONTROL STAGE 3 PLANS (SEE SHEET NO. 23 AND 24).
2. ESTABLISH TWO-WAY TRAFFIC FLOW ALONG THE OUTSIDE EDGES OF PAVEMENT OF YORK STREET. MAINTAIN A MINIMUM OF ONE 11′ THROUGH LANE IN EACH DIRECTION THROUGHOUT THE ENTIRE LENGTH. PROVIDE A SOUTHBOUND RIGHT TURN LANE AT THE INTERSECTION WITH BRUSH HILL ROAD AS SHOWN ON THE STAGING PLANS.
3. ESTABLISH TWO-WAY TRAFFIC FLOW ALONG THE OUTSIDE EDGES OF PAVEMENT OF BRUSH HILL ROAD. MAINTAIN A MINIMUM OF ONE 10′ THROUGH LANE IN EACH DIRECTION THROUGHOUT THE ENTIRE LENGTH. THE CURRENT LEFT TURN LANE TO THE ELMHURST MEMORIAL HOSPITAL WILL BE CLOSED, BUT THE DRIVEWAY SHALL REMAIN OPEN AT ALL TIMES.
4. ESTABLISH ONE-WAY TRAFFIC FLOW ALONG THE ILLINOIS ROUTE 38 EXIT RAMP. TRAFFIC WILL BE ALIGNED IN THE PROPOSED CONFIGURATION WITH TWO 12′ LANES AT THE INTERSECTION.
5. ESTABLISH ONE-WAY TRAFFIC FLOW ALONG THE NEWLY CONSTRUCTED ILLINOIS ROUTE 38 ENTRANCE RAMP. MAINTAIN ONE 11′ LANE THROUGHOUT THE ENTIRE LENGTH. ALIGN THE LANE ALONG THE LEFT EDGE OF PAVEMENT.
6. REMOVE ALL REMAINING TEMPORARY PAVEMENT. REMOVE EXISTING PAVEMENT AND SHOULDERS AS SHOWN ON THE REMOVAL PLANS (SEE SHEET NO. 13 AND 14).
7. CONSTRUCT PAVEMENT ALONG THE CENTERLINE OF YORK STREET AND COMPLETE CROSS SLOPE CORRECTION.
8. CONSTRUCT BARRIER MEDIAN ALONG BRUSH HILL ROAD AND COMPLETE CROSS SLOPE CORRECTION.
9. CONSTRUCT REMAINING SHOULDER ALONG THE ILLINOIS ROUTE 38 ENTRANCE RAMP.

STAGE 4

1. PLACE HMA SURFACE COURSE AND RESURFACE PAVEMENT ALONG YORK STREET AND BRUSH HILL ROAD AS SHOWN ON THE ROADWAY PLANS (SEE SHEET NO. 13 AND 14). USE THE INTERSECTION PAVING PLAN (SEE SHEET NO. 28) TO COMPLETE GRADING OF THE INTERSECTION.
2. PLACE PERMANENT PAVEMENT MARKINGS AND SIGNS (SEE SHEET NO. 30 AND 31)
3. COMPLETE LANDSCAPING SOUTHEAST OF THE INTERSECTION.
4. OPEN ROADWAY TO TWO-WAY FOUR-LANE TRAFFIC FLOW.

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PROFILE — DATE | BY | SURVEYED | PLOTTED | CROSS CHECKED | SEAL NOTED | STRUCTURE NOTATIONS CHKD | NOTE BOOK | NO.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED CONSTRUCTION PROCEDURES AND TRAFFIC CONTROL
TYPICAL SECTIONS AND NOTES

SCALE: | SHEET NO. 18 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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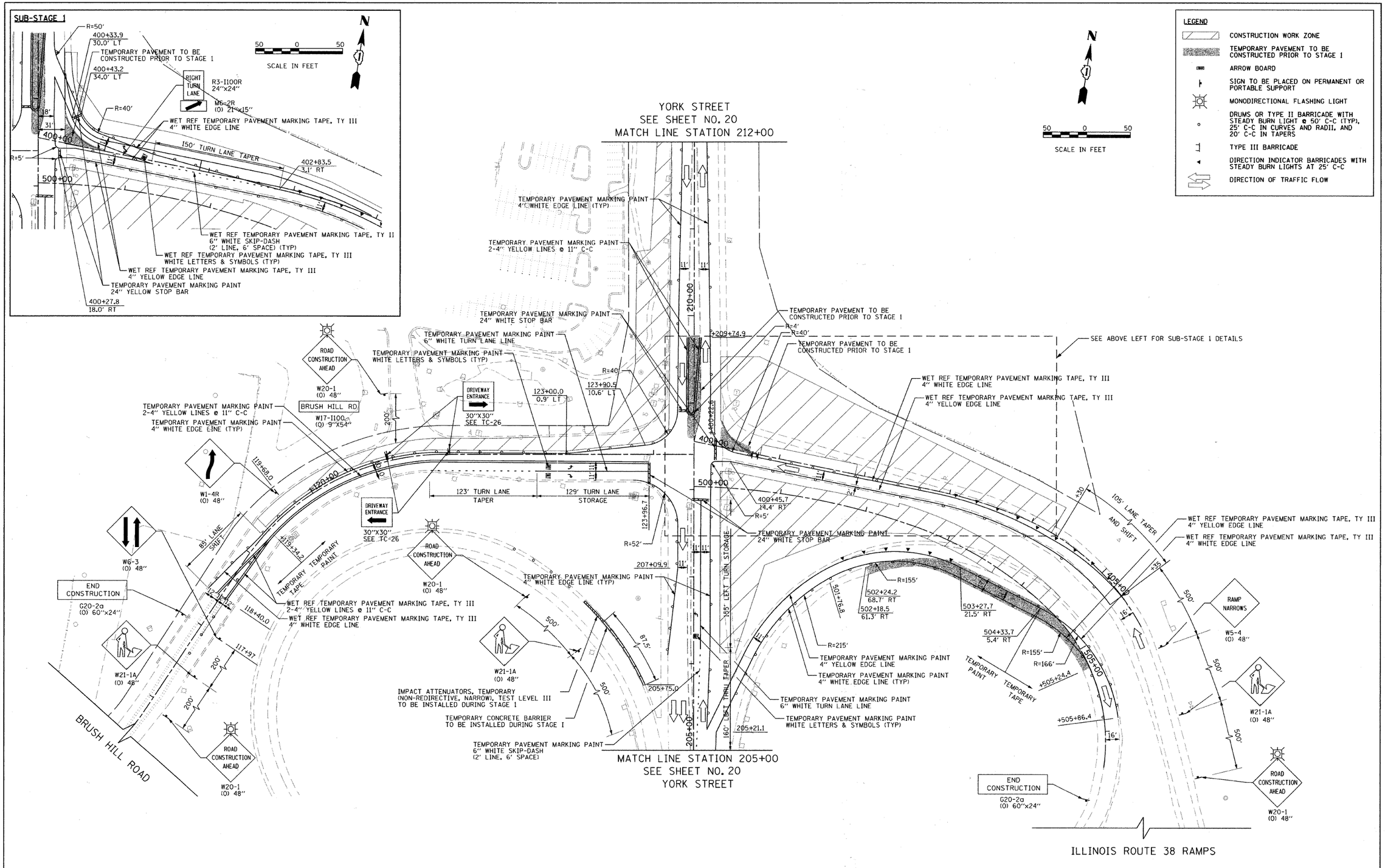
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



PLAN

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		DRAWN BY
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		AS CONSTRUCTED
		CADD FILE NAME

NOTE BOOK
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PROFILE

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		AS CONSTRUCTED
		STRUCTURE NO(TA)NS CK'D

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED CONSTRUCTION PROCEDURES AND TRAFFIC CONTROL
YORK STREET AT ILLINOIS RTE 38 RAMPS/BRUSH HILL ROAD – STAGE 1

SCALE: 1"=50' | SHEET NO. 19 OF 85 SHEETS | STA. 118+00 | TO STA. 506+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	19
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
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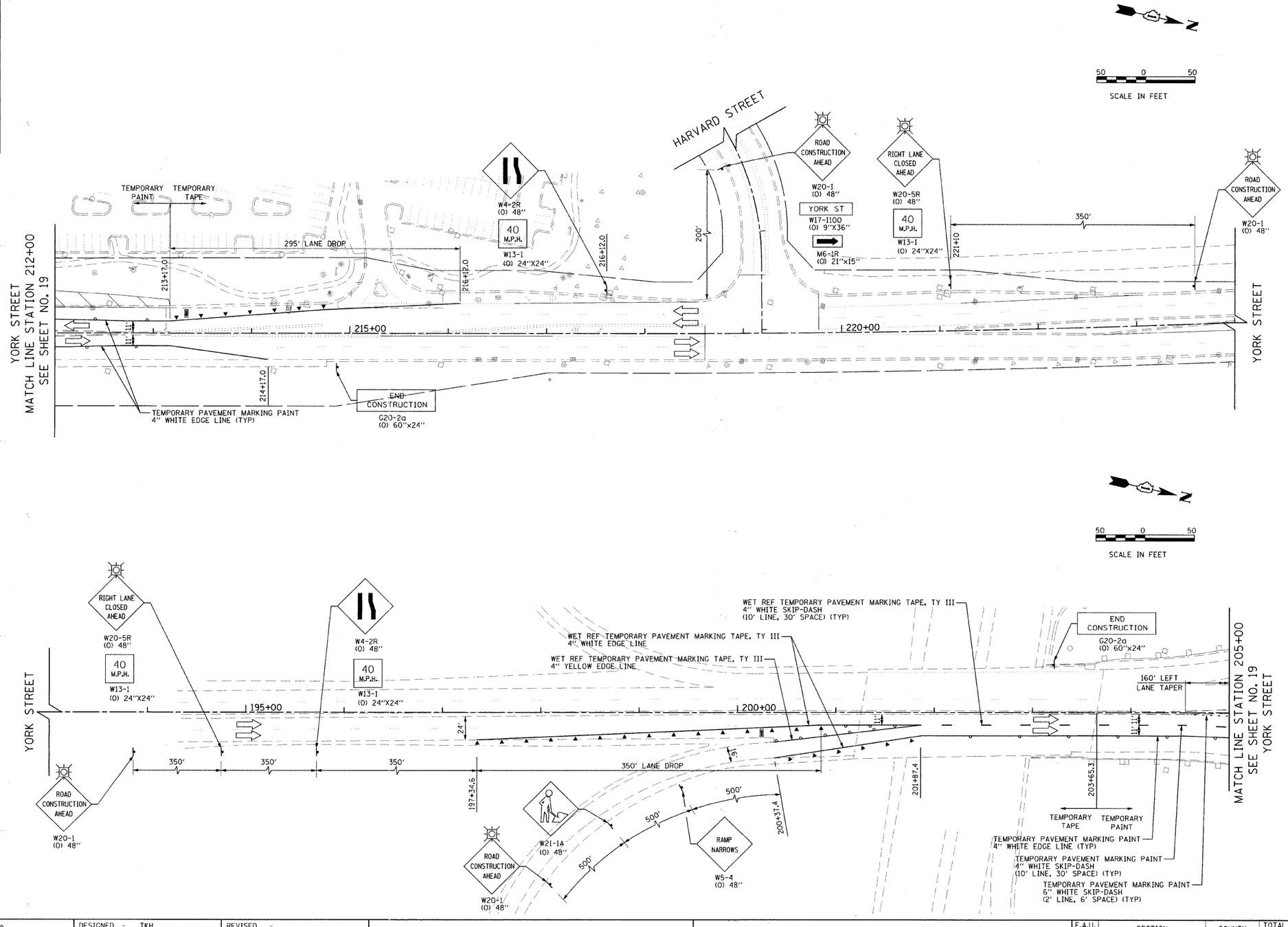
NOTE BOOK	ALIGNMENT CHECKED		
NO.	CADD FILE NAME		

LEGEND

- CONSTRUCTION WORK ZONE
- TEMPORARY PAVEMENT TO BE CONSTRUCTED PRIOR TO STAGE 1
- ARROW BOARD
- SIGN TO BE PLACED ON PERMANENT OR PORTABLE SUPPORT
- MONODIRECTIONAL FLASHING LIGHT
- DRUMS OR TYPE II BARRICADE WITH STEADY BURN LIGHT @ 50' C-C (TYP), 25' C-C IN CURVES AND RADII, AND 20' C-C IN TAPERS
- TYPE III BARRICADE
- DIRECTION INDICATOR BARRICADES WITH STEADY BURN LIGHTS AT 25' C-C
- DIRECTION OF TRAFFIC FLOW



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED CONSTRUCTION PROCEDURES AND TRAFFIC CONTROL
YORK STREET AT ILLINOIS RTE 38 RAMPS/BRUSH HILL ROAD – STAGE 1

SCALE: 1"=50' | SHEET NO. 20 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	20
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN	BY	DATE
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ALIGNMENT CHECKED		
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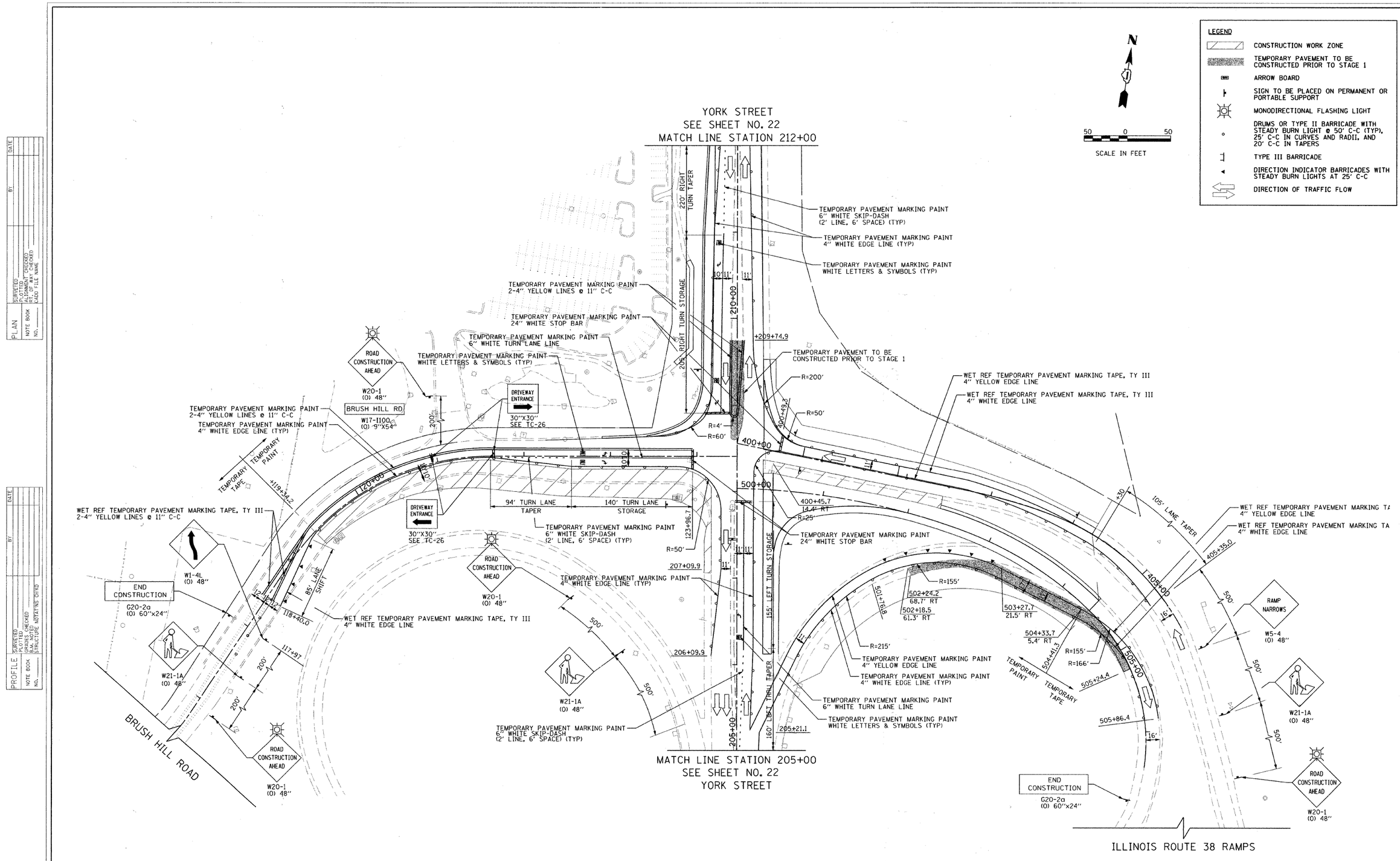

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED CONSTRUCTION PROCEDURES AND TRAFFIC CONTROL
YORK STREET AT ILLINOIS RTE 38 RAMPS/BRUSH HILL ROAD – STAGE 2

SCALE: 1"=50' | SHEET NO. 21 OF 85 SHEETS | STA. 118+00 TO STA. 506+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	21
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

LEGEND

- CONSTRUCTION WORK ZONE
- TEMPORARY PAVEMENT TO BE CONSTRUCTED PRIOR TO STAGE 1
- ARROW BOARD
- SIGN TO BE PLACED ON PERMANENT OR PORTABLE SUPPORT
- MONODIRECTIONAL FLASHING LIGHT
- DRUMS OR TYPE II BARRICADE WITH STEADY BURN LIGHT @ 50' C-C (TYP), 25' C-C IN CURVES AND RADII, AND 20' C-C IN TAPERS
- TYPE III BARRICADE
- DIRECTION INDICATOR BARRICADES WITH STEADY BURN LIGHTS AT 25' C-C
- DIRECTION OF TRAFFIC FLOW

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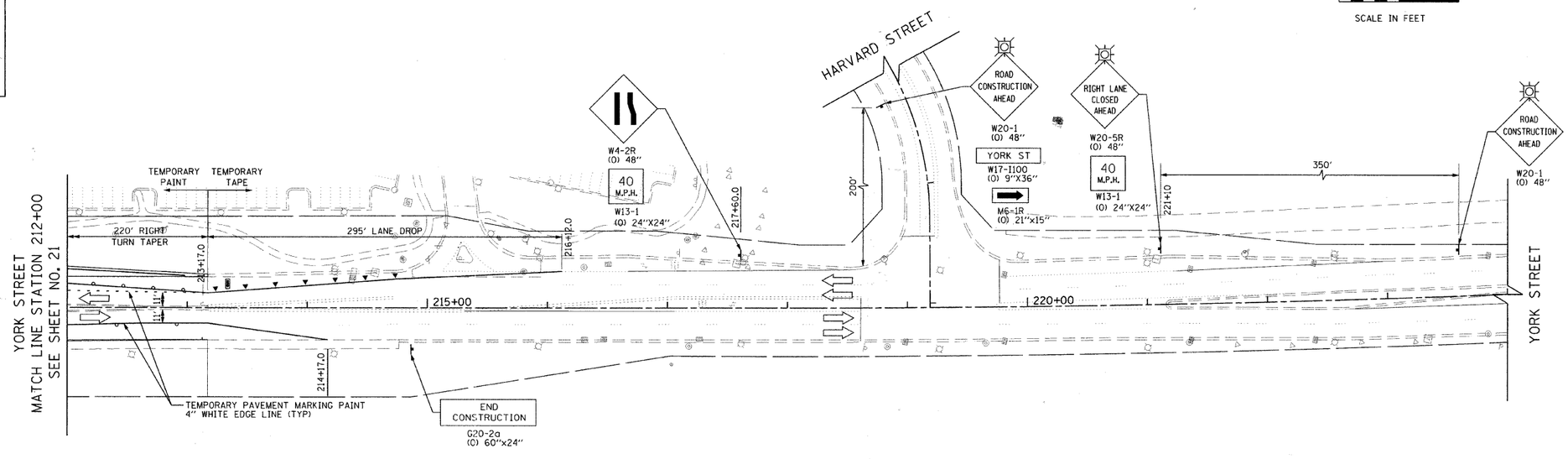

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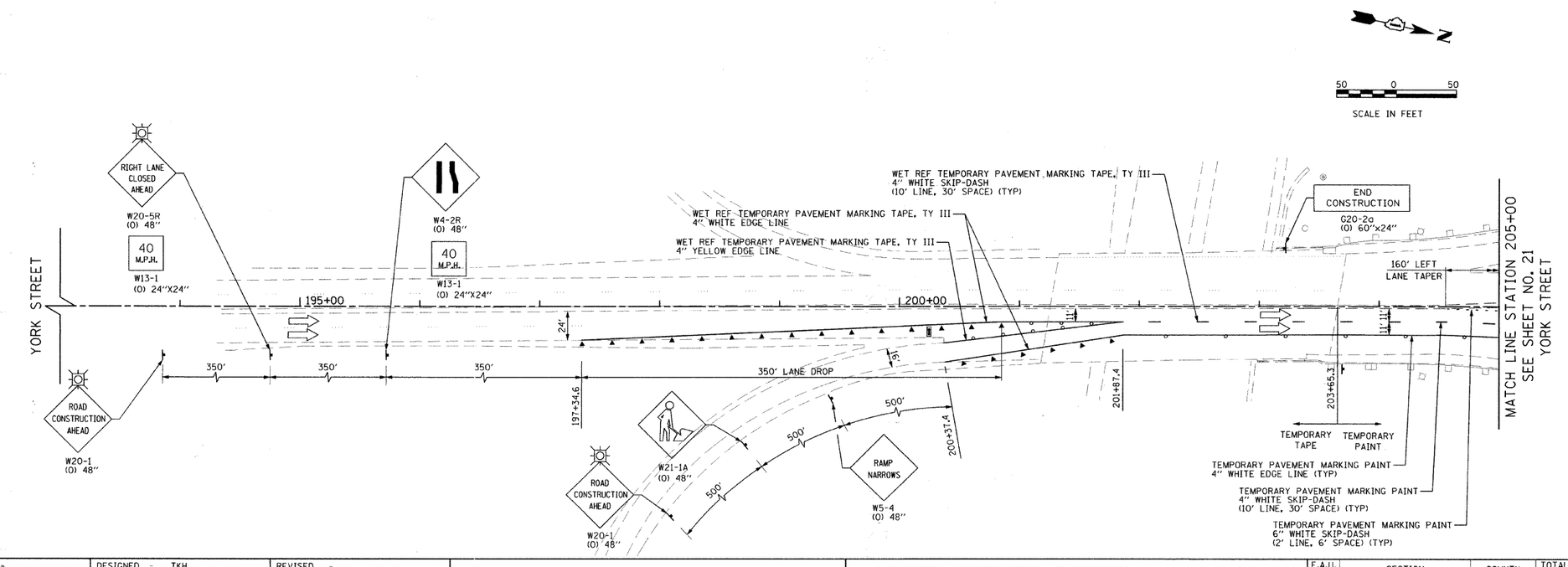

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED CONSTRUCTION PROCEDURES AND TRAFFIC CONTROL
YORK STREET AT ILLINOIS RTE 38 RAMPS/BRUSH HILL ROAD – STAGE 2

SCALE: 1"=50' | SHEET NO. 22 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	22
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
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	LEVELS CHECKED		
NOTE BOOK	STAKING		
NO.	AS-BUILTED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
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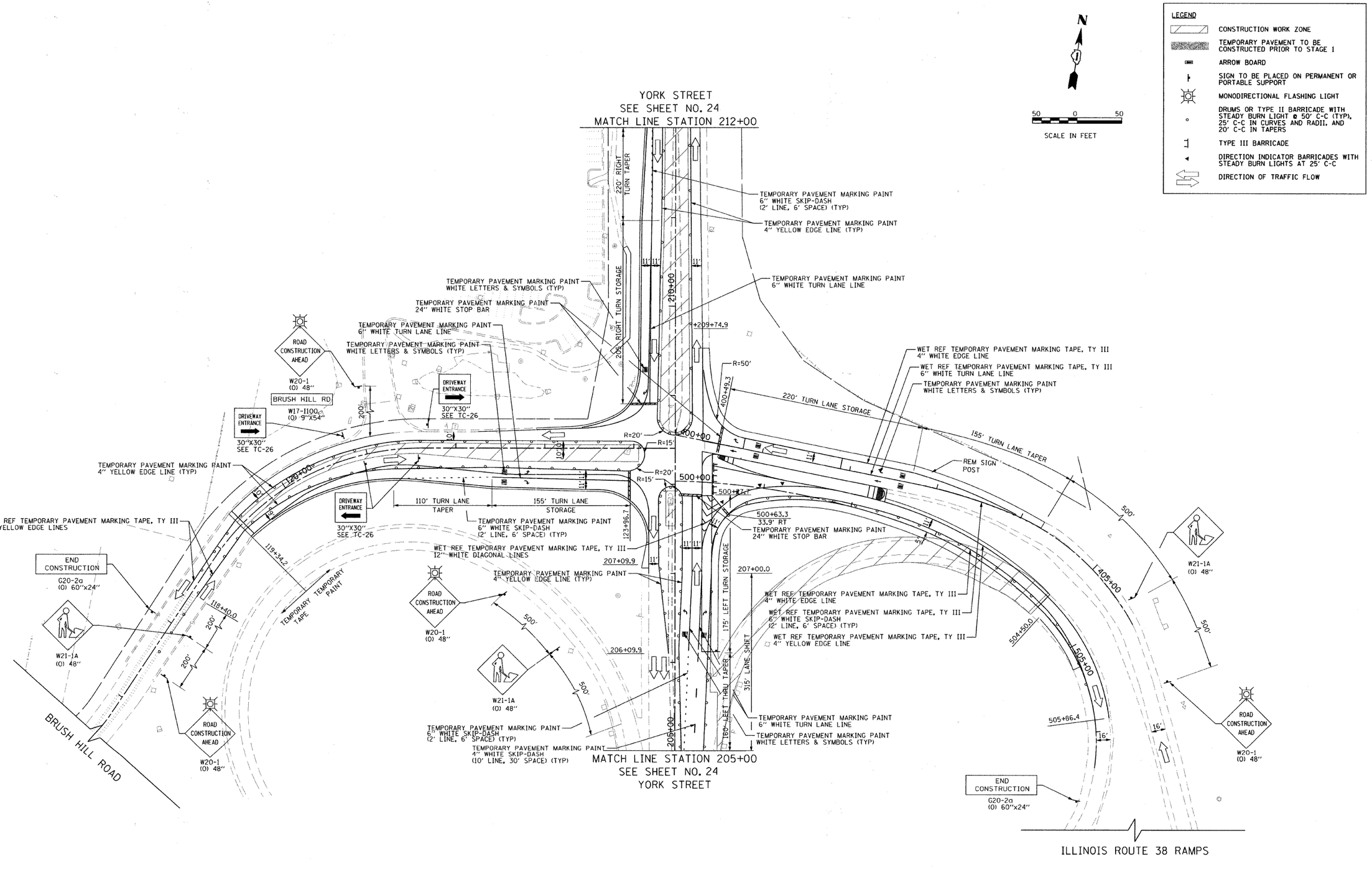

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	PLOT DATE = 8/4/2011	DATE -	7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED CONSTRUCTION PROCEDURES AND TRAFFIC CONTROL
YORK STREET AT ILLINOIS RTE 38 RAMPS/BRUSH HILL ROAD – STAGE 3

SCALE: 1"=50' | SHEET NO. 23 OF 85 SHEETS | STA. 118+00 | TO STA. 506+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	23
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN	DATE
SURVEYED	BY
PLOTTED	
ALIGNMENT CHECKED	
GRADES CHECKED	
NOTE BOOK	
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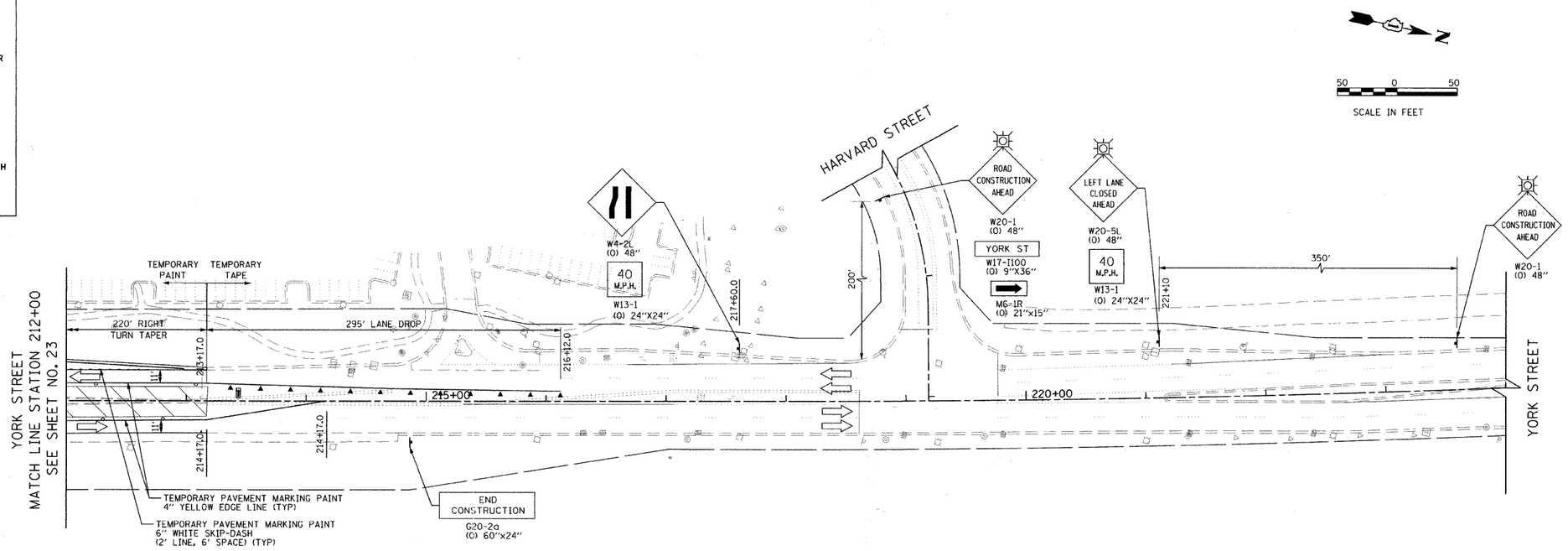
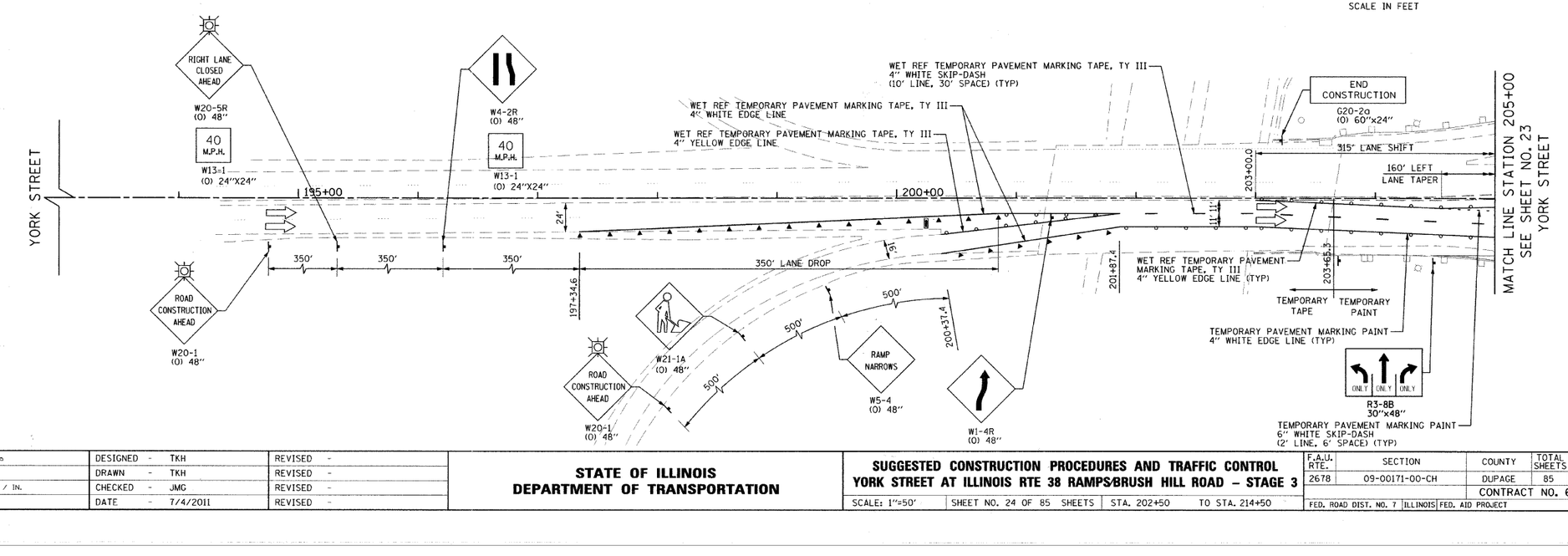
CADD FILE NAME	

LEGEND

- CONSTRUCTION WORK ZONE
- TEMPORARY PAVEMENT TO BE CONSTRUCTED PRIOR TO STAGE 1
- ARROW BOARD
- SIGN TO BE PLACED ON PERMANENT OR PORTABLE SUPPORT
- MONODIRECTIONAL FLASHING LIGHT
- DRUMS OR TYPE II BARRICADE WITH STEADY BURN LIGHT @ 50' C-C (TYP), 25' C-C IN CURVES AND RADII, AND 20' C-C IN TAPERS
- TYPE III BARRICADE
- DIRECTION INDICATOR BARRICADES WITH STEADY BURN LIGHTS AT 25' C-C
- DIRECTION OF TRAFFIC FLOW





PROFILE	DATE
SURVEYED	BY
PLOTTED	
GRADES CHECKED	
NOTE BOOK	
NO.	
STRUCTURE NO(S).	

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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED CONSTRUCTION PROCEDURES AND TRAFFIC CONTROL
YORK STREET AT ILLINOIS RTE 38 RAMPS/BRUSH HILL ROAD – STAGE 3

SCALE: 1"=50' | SHEET NO. 24 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	24
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

TEMPORARY EROSION CONTROL NOTES

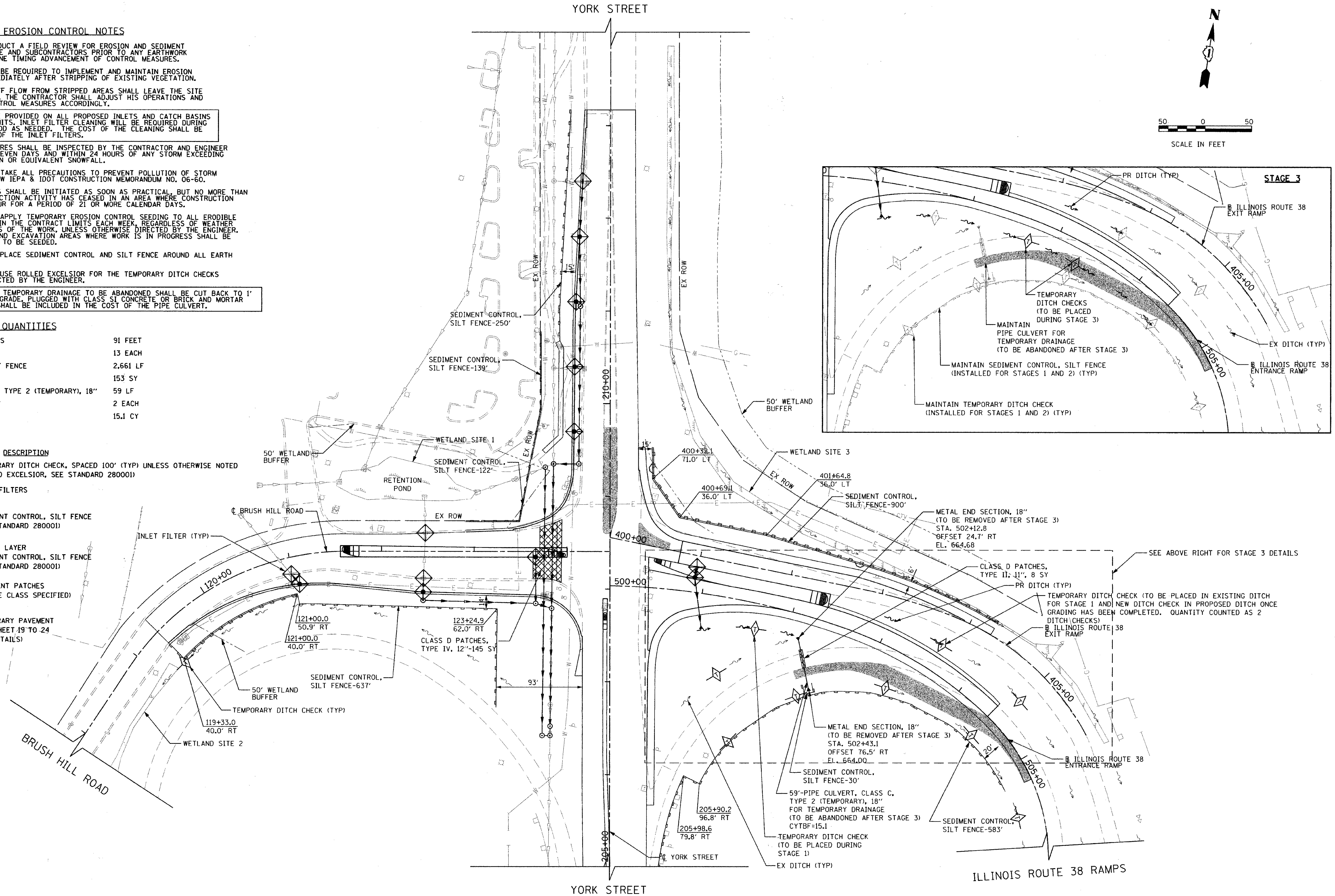
1. THE ENGINEER WILL CONDUCT A FIELD REVIEW FOR EROSION AND SEDIMENT CONTROL WITH THE PRIME AND SUBCONTRACTORS PRIOR TO ANY EARTHWORK OPERATIONS TO DETERMINE TIMING ADVANCEMENT OF CONTROL MEASURES.
2. THE CONTRACTOR SHALL BE REQUIRED TO IMPLEMENT AND MAINTAIN EROSION CONTROL MEASURES IMMEDIATELY AFTER STRIPPING OF EXISTING VEGETATION.
3. NO CONCENTRATED RUNOFF FLOW FROM STRIPPED AREAS SHALL LEAVE THE SITE WITHOUT BEING TREATED. THE CONTRACTOR SHALL ADJUST HIS OPERATIONS AND IMPLEMENT EROSION CONTROL MEASURES ACCORDINGLY.
4. INLET FILTERS SHALL BE PROVIDED ON ALL PROPOSED INLETS AND CATCH BASINS WITHIN THE PROJECT LIMITS. INLET FILTER CLEANING WILL BE REQUIRED DURING THE CONSTRUCTION PERIOD AS NEEDED. THE COST OF THE CLEANING SHALL BE INCLUDED IN THE COST OF THE INLET FILTERS.
5. EROSION CONTROL MEASURES SHALL BE INSPECTED BY THE CONTRACTOR AND ENGINEER AT LEAST ONCE EVERY SEVEN DAYS AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 " OF PRECIPITATION OR EQUIVALENT SNOWFALL.
6. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IEPA & IDOT CONSTRUCTION MEMORANDUM NO. 06-60.
7. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICAL, BUT NO MORE THAN 14 DAYS AFTER CONSTRUCTION ACTIVITY HAS CEASED IN AN AREA WHERE CONSTRUCTION ACTIVITY WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.
8. THE CONTRACTOR SHALL APPLY TEMPORARY EROSION CONTROL SEEDING TO ALL ERODIBLE BARE EARTH AREAS WITHIN THE CONTRACT LIMITS EACH WEEK, REGARDLESS OF WEATHER CONDITIONS OR PROGRESS OF THE WORK, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ERODIBLE EMBANKMENT AND EXCAVATION AREAS WHERE WORK IS IN PROGRESS SHALL BE INCLUDED ON THE AREAS TO BE SEEDED.
9. THE CONTRACTOR SHALL PLACE SEDIMENT CONTROL AND SILT FENCE AROUND ALL EARTH STOCKPILES.
10. THE CONTRACTOR SHALL USE ROLLED EXCELSIOR FOR THE TEMPORARY DITCH CHECKS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
11. ANY PIPE CULVERTS FOR TEMPORARY DRAINAGE TO BE ABANDONED SHALL BE CUT BACK TO 1' BENEATH THE PROPOSED GRADE, PLUGGED WITH CLASS SI CONCRETE OR BRICK AND MORTAR AND BURIED. THE COST SHALL BE INCLUDED IN THE COST OF THE PIPE CULVERT.

ESTIMATED QUANTITIES

TEMPORARY DITCH CHECKS	91 FEET
INLET FILTERS	13 EACH
SEDIMENT CONTROL, SILT FENCE	2,661 LF
PAVEMENT PATCHES	153 SY
PIPE CULVERT, CLASS C, TYPE 2 (TEMPORARY), 18"	59 LF
METAL END SECTION, 18"	2 EACH
TRENCH BACKFILL	15.1 CY

LEGEND

SYMBOL	DESCRIPTION
	TEMPORARY DITCH CHECK, SPACED 100' (TYP) UNLESS OTHERWISE NOTED (ROLLED EXCELSIOR, SEE STANDARD 280001)
	INLET FILTERS
	SEDIMENT CONTROL, SILT FENCE (SEE STANDARD 280001)
	DOUBLE LAYER SEDIMENT CONTROL, SILT FENCE (SEE STANDARD 280001)
	PAVEMENT PATCHES (OF THE CLASS SPECIFIED)
	TEMPORARY PAVEMENT (SEE SHEET 19 TO 24 FOR DETAILS)



STAGE 1 AND STAGE 2

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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
EROSION CONTROL PLAN

SCALE: 1"=50' | SHEET NO. 25 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	25
		CONTRACT NO. 63610		

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

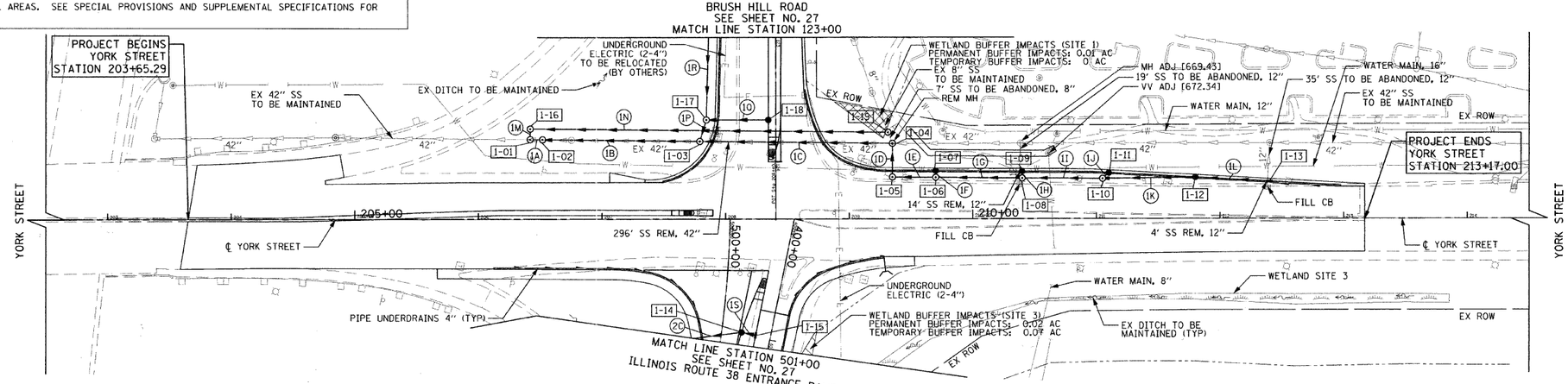
DRAINAGE NOTES:

1. OFFSETS AND TOP OF FRAME OR LID ELEVATIONS FOR STRUCTURES WHICH ARE LOCATED IN THE GUTTER ARE GIVEN AT THE EDGE OF PAVEMENT.
2. OFFSETS FOR STRUCTURES NOT LOCATED IN THE GUTTER ARE GIVEN TO THE CENTER OF THE STRUCTURE. TOP OF FRAME OR LID ELEVATIONS ARE GIVEN TO THE CENTER OF THE FRAME OR LID.
3. ANY EXISTING STORM SEWER TO BE ABANDONED SHALL BE PLUGGED WITH CLASS SI CONCRETE OR BRICK AND MORTAR AND THE COST SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.
4. SEE SHEET 60 FOR MANHOLE WITH RESTRICTOR PLATE DETAIL.
5. THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

LEGEND

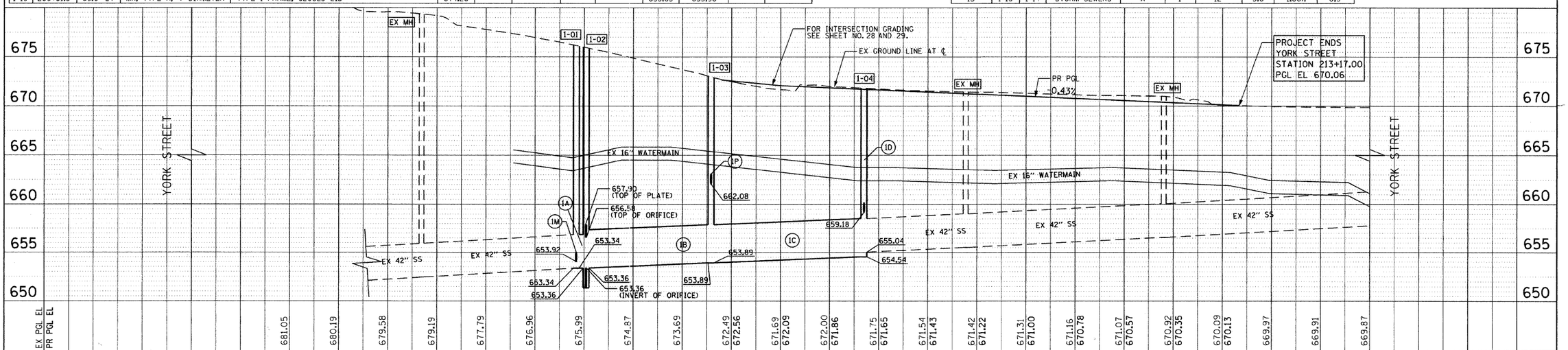
STRUCTURE NUMBER

(X) PIPE NUMBER



STR NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL	INVERT ELEVATIONS NORTH	NORTHEAST	EAST	SOUTHEAST	SOUTH	SOUTHWEST	WEST	NORTHWEST
1-01	206+42.0	64.4' LT	MH, TYPE A, 6'-DIAMETER	TYPE 1 FRAME, CLOSED LID	671.55	653.34				653.34		653.92	
1-02	206+52.0	64.3' LT	MH, TYPE A, 6'-DIAMETER	2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	670.81	653.36				653.36			
1-03	207+79.2	62.8' LT	MH, TYPE A, 6'-DIAMETER	TYPE 1 FRAME, CLOSED LID	671.67	653.89				653.89		661.95	
1-04	209+35.0	61.1' LT	MH, TYPE A, 6'-DIAMETER	TYPE 1 FRAME, CLOSED LID	672.18	655.04		659.18		654.54			
1-05	209+35.0	33.8' LT	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	671.04	659.60						659.40	
1-06	209+70.0	33.5' LT	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	670.92	660.11				659.91		666.74	
1-07	209+70.0	38.9' LT	CB, TYPE C	TYPE 23 FRAME AND GRATE	670.81			666.77					
1-08	210+40.0	32.9' LT	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	670.71	660.97				660.77		666.52	
1-09	210+40.0	38.4' LT	CB, TYPE C	TYPE 23 FRAME AND GRATE	670.59			666.55					
1-10	211+05.0	32.3' LT	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	670.49	664.07				661.58			666.29
1-11	211+10.0	37.0' LT	CB, TYPE C	TYPE 23 FRAME AND GRATE	670.38				666.34				
1-12	211+80.0	33.3' LT	CB, TYPE A, 4'-DIAMETER	TYPE 23 FRAME AND GRATE	670.17	664.88				664.78			
1-13	212+40.0	30.3' LT	INLETS, TYPE A	TYPE 23 FRAME AND GRATE	670.02					665.44			
1-14	500+90.0	16.0' LT	CB, TYPE A, 4'-DIAMETER	TYPE 24 FRAME AND GRATE	671.05	667.11			667.01				
1-15	500+90.7	27.5' LT	INLETS, TYPE A	TYPE 24 FRAME AND GRATE	670.49					667.17			
1-16	206+42.0	72.9' LT	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	672.39	654.14		653.94					
1-17	207+84.5	80.0' LT	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	670.79	665.69		662.08				662.18	
1-18	208+34.6	80.0' LT	CB, TYPE A, 4'-DIAMETER	TYPE 24 FRAME AND GRATE	670.75					666.17			
1-19	209+31.5	69.9' LT	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	674.26					655.85	655.90		

PIPE NO.	STRUCTURE FROM	STRUCTURE TO	DESCRIPTION	CLASS	TYPE	SIZE (IN)	LENGTH (FT)	SLOPE (%)	TBF (CU YD)
1A	1-02	1-01	STORM SEWERS	A	3	42	4.0	0.57%	0.0
1B	1-03	1-02	STORM SEWERS	A	3	48	121.2	0.43%	0.0
1C	1-04	1-03	STORM SEWERS	A	3	48	149.8	0.43%	362.6
1D	1-05	1-04	STORM SEWERS	WM REQ		12	22.3	1.00%	12.3
1E	1-06	1-05	STORM SEWERS	WM REQ		12	31.0	1.00%	35.7
1F	1-07	1-06	STORM SEWERS	WM REQ		12	3.4	1.00%	0.4
1G	1-08	1-05	STORM SEWERS	WM REQ		12	66.0	1.00%	54.7
1H	1-09	1-08	STORM SEWERS	WM REQ		12	3.5	1.00%	0.6
1I	1-10	1-08	STORM SEWERS	WM REQ		12	61.0	1.00%	67.3
1J	1-11	1-10	STORM SEWERS	WM REQ		12	4.8	1.00%	0.7
1K	1-12	1-10	STORM SEWERS	WM REQ		12	71.0	1.00%	36.5
1L	1-13	1-12	STORM SEWERS	WM REQ		12	56.1	1.00%	20.1
1M	1-16	1-01	STORM SEWERS	A	3	12	3.5	0.60%	0.0
1N	1-19	1-16	STORM SEWERS	A	3	12	285.5	0.60%	228.3
1O			NOT USED						
1P	1-17	1-03	STORM SEWERS	A	2	12	13.0	1.00%	0.0
1Q	1-18	1-17	STORM SEWERS	A	2	12	48.2	1.00%	15.5
1R	2-03	1-17	STORM SEWERS	A	3	12	117.5	1.00%	0.0
1S	1-15	1-14	STORM SEWERS	A	1	12	5.6	1.00%	0.3



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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
DRAINAGE AND UTILITY PLAN AND PROFILE

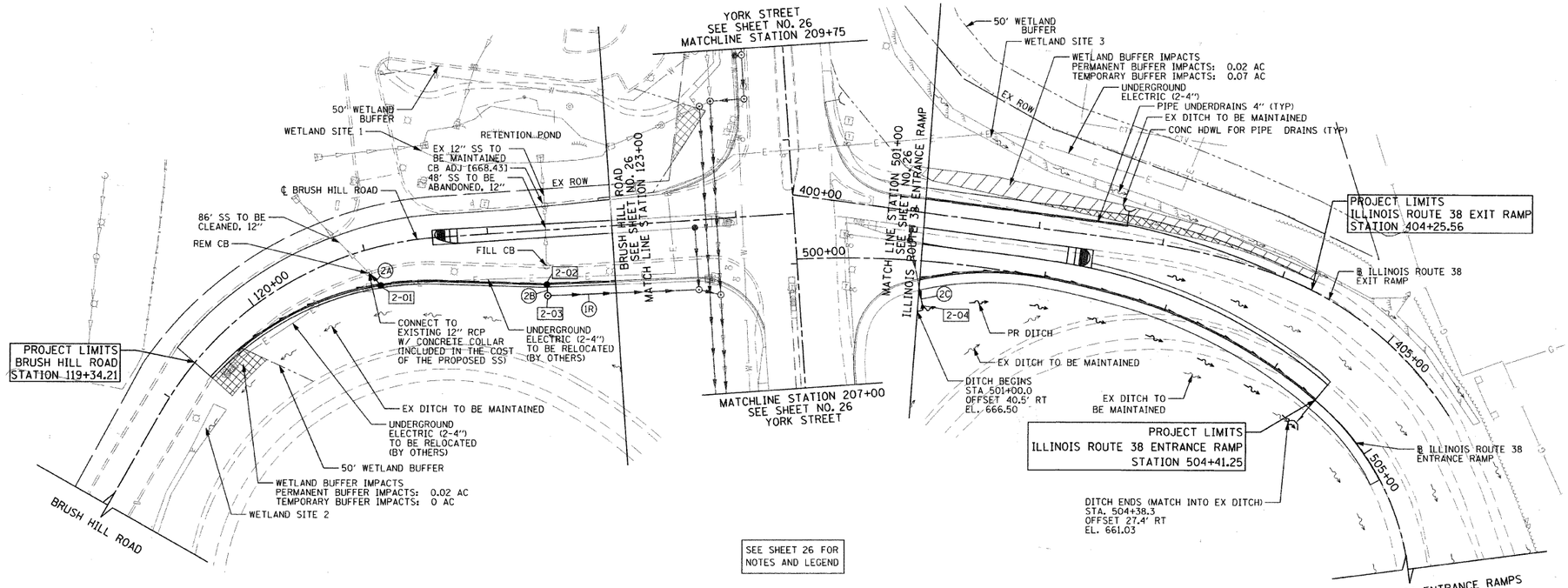
SCALE: HORIZ: 1"=50' VERT: 1"=5' | SHEET NO. 26 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DuPAGE	85	26
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED / PLOTTED / DRAWN / CHECKED / ALL OF WAY CHECKED / C400 FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / PLOTTED / DRAWN / CHECKED / BM. NOTED / STRUCTURE NOTATIONS CHK'D / NOTE BOOK / NO. / BY / DATE

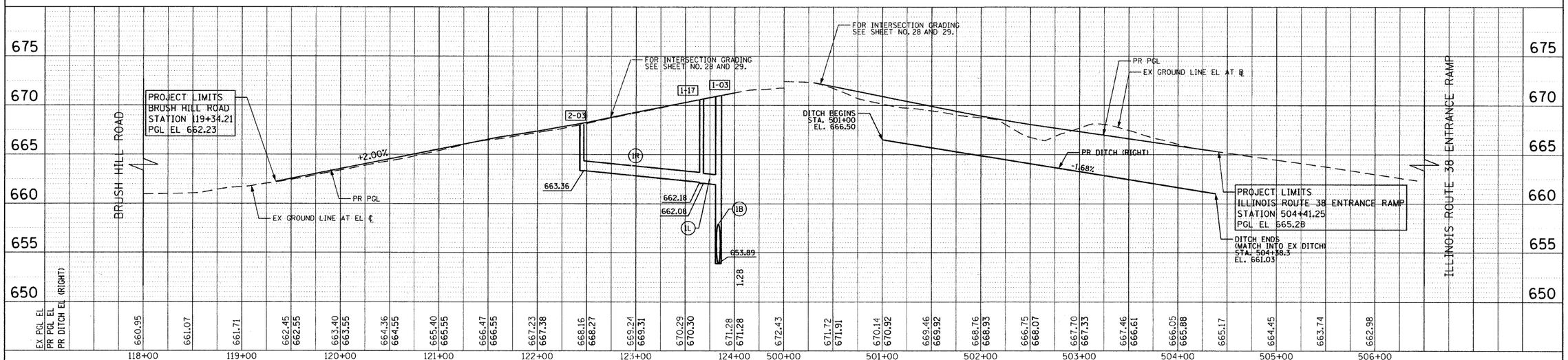
TranSystems
1475 E WOODFIELD ROAD, SUITE 600
SCHAUMBURG, IL 60173



SEE SHEET 26 FOR NOTES AND LEGEND

STR NO	STATION	OFFSET	TYPE	FRAME & GRATE	RIM ELEV.	INVERT ELEVATIONS NORTH	NORTHEAST	EAST	SOUTHEAST	SOUTH	SOUTHWEST	WEST	NORTHWEST
2-01	121+05.3	30.4' RT	CB, TYPE A, 4'-DIAMETER	TYPE 23 FRAME AND GRATE	664.62								659.02
2-02	122+45.0	43.8' RT	CB, TYPE A, 4'-DIAMETER	TYPE 23 FRAME AND GRATE	666.59					663.59			
2-03	122+45.0	52.9' RT	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	666.74	663.56		663.36					
2-04	501+04.6	38.0' RT	PRC FES 12	NONE									666.44

PIPE NO.	STRUCTURE FROM	TO	DESCRIPTION	CLASS	TYPE	SIZE (IN.)	LENGTH (FT.)	SLOPE (%)	TBF (CY)
2A	2-01	EX	STORM SEWERS	A	2	12	14.2	0.97%	7.1
2B	2-02	2-03	STORM SEWERS	A	2	12	3.1	1.00%	0.0
2C	1-14	2-04	STORM SEWERS	A	1	12	55.9	1.00%	4.4



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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
DRAINAGE AND UTILITY PLAN AND PROFILE

SCALE: HORIZ: 1"=50' VERT: 1"=5' | SHEET NO. 27 OF 85 SHEETS | STA. 118+00 TO STA. 506+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DuPAGE	85	27
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN — DATE / BY / SURVEYED / PLOTTED / FINAL CHECKED / ALL OF MAT. CHECKED / CADD FILE NAME / NOTE BOOK / NO.

PROFILE — DATE / BY / SURVEYED / PLOTTED / FINAL CHECKED / CADD FILE NAME / NOTE BOOK / NO. / STRUCTURE NOTATIONS CHKD

Trans Systems
1475 E WOODFIELD ROAD, SUITE 600
SCHAUMBURG, IL 60173

LEGEND

CONSTRUCTION JOINT
- LONGITUDINAL CONSTRUCTION JOINT NO. 6 x 2' LONG DEFORMED TIE BARS GROUTED-IN PLACE (EPOXY COATED) AT 2' C-C (STANDARD 420001-07)
- TRANSVERSE CONSTRUCTION JOINT 1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1' C-C (STANDARD 420001-07)

SAWED JOINT
- LONGITUDINAL SAWED JOINT NO. 6 x 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 2'-6" C-C (STANDARD 420001-07)
- TRANSVERSE CONSTRUCTION JOINT 1'-6" LONG DOWEL BARS (EPOXY COATED) AT 1'-6 C-C (STANDARD 420001-07)

12.5

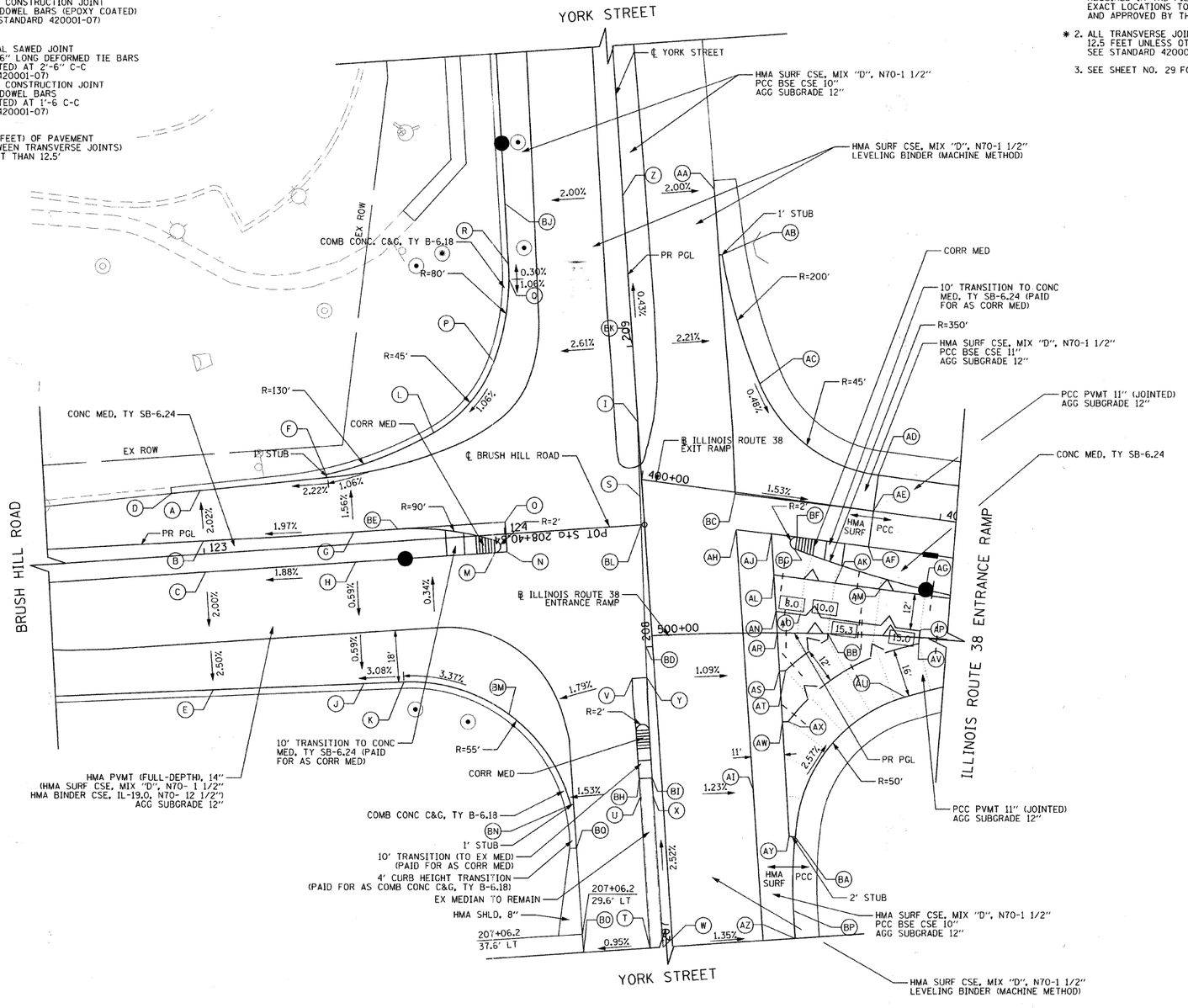
* LENGTH (IN FEET) OF PAVEMENT PANEL (BETWEEN TRANSVERSE JOINTS) IF DIFFERENT THAN 12.5'

NOTES:

1. ADDITIONAL SAWED CONTRACTION JOINTS MAY BE REQUIRED IN THE FIELD, AS DIRECTED BY THE ENGINEER. EXACT LOCATIONS TO BE VERIFIED IN THE FIELD AND APPROVED BY THE ENGINEER.
* 2. ALL TRANSVERSE JOINTS SHALL BE A MAXIMUM OF 12.5 FEET UNLESS OTHERWISE NOTED. SEE STANDARD 420001-07 FOR ADDITIONAL INFORMATION.
3. SEE SHEET NO. 29 FOR ADDITIONAL PAVING DETAILS.

N

20 0 20
SCALE IN FEET



	STATION	OFFSET	ELEVATION
A	123+00.0	21.1' LT	668.97
B	123+00.0	4.4' LT	669.31
C	123+00.0	6.0' RT	669.50
D	122+90.5	20.8' RT	668.81
E	123+00.0	45.2' RT	668.66
F	123+42.2	23.7' LT	669.91
G	123+50.0	4.1' LT	670.30
H	123+50.0	6.0' RT	670.44
I	208+75.0	0.0' LT	671.97
J	123+50.0	46.5' RT	670.20
K	123+63.3	46.9' RT	670.65
L	123+78.6	35.1' LT	670.32
M	123+96.4	6.0' RT	671.31
N	124+00.4	6.0' RT	671.38
O	124+00.4	4.0' LT	671.28
P	208+97.9	46.4' LT	670.65
Q	209+25.0	39.5' LT	670.95
R	209+30.0	39.3' RT	670.93
S	208+50.0	0.8' LT	672.09
T	207+00.0	7.5' LT	674.64
U	207+50.0	7.5' LT	673.49
V	207+89.8	7.6' LT	672.66
W	207+00.0	3.1' LT	674.95
X	207+50.0	3.1' LT	673.75
Y	207+89.8	2.7' LT	672.69
Z	209+50.0	0.0' RT	671.65
AA	209+50.0	30.5' RT	671.04
AB	209+28.3	31.6' RT	671.18
AC	208+84.6	41.3' RT	670.96
AD	400+77.7	12.0' LT	670.72
AE	400+77.7	0.0' LT	670.90
AF	400+77.7	12.0' RT	670.75
AG	500+90.0	16.0' LT	671.05
AH	400+33.4	12.3' RT	671.81
AI	207+49.9	30.2' RT	673.34
AJ	400+45.2	12.1' RT	671.59
AK	500+60.4	16.9' LT	671.47
AL	500+40.4	19.3' LT	671.71
AM	500+75.2	15.3' LT	671.28
AN	500+41.2	7.1' LT	671.95
AO	500+49.1	6.0' LT	671.82
AP	500+89.0	2.2' LT	671.12
AR	500+41.6	0.0' RT	672.08
AS	500+42.5	12.7' RT	672.14
AT	500+44.5	12.6' RT	672.14
AU	500+85.3	20.0' RT	671.95
AV	500+88.8	2.0' RT	671.12
AW	500+43.6	29.5' RT	672.66
AX	500+45.6	29.4' RT	672.60
AY	207+33.9	41.1' RT	673.85
AZ	207+00.0	40.8' RT	674.44
BA	207+33.6	43.1' RT	673.81
BB	500+58.4	0.0' RT	671.75
BC	400+31.5	0.5' RT	671.61
BD	208+00.0	2.1' LT	672.56
BE	123+62.6	4.0' LT	670.59
BF	400+53.8	12.0' RT	671.31
BG	500+46.7	28.1' LT	671.31
BH	207+56.4	7.4' LT	673.38
BI	207+56.4	3.0' LT	673.64
BJ	209+50.0	39.2' LT	670.87
BK	209+00.0	0.0' LT	671.86
BL	208+40.6	1.1' LT	672.16
BM	123+97.4	59.9' RT	671.90
BN	207+49.3	30.7' LT	673.15
BO	207+00.0	29.6' LT	674.43
BP	207+09.2	40.9' RT	674.20
BQ	207+34.8	29.7' LT	673.59

PLAN — SURVEYED / PLOTTED / DRAWN / CHECKED / ALL DIM. AT RIGHT ANGLES TO C/L OF WAY CHECKED / NOTE BOOK / NO. / CADD FILE NAME / BY / DATE

PROFILE — SURVEYED / PLOTTED / DRAWN / CHECKED / ALL DIM. AT RIGHT ANGLES TO C/L OF WAY CHECKED / NOTE BOOK / NO. / STRUCTURE NOTATNS CHKD / BY / DATE

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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
PAVING PLAN

SCALE: 1"=20' | SHEET NO. 28 OF 85 SHEETS | STA. 207+00 TO STA. 209+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	28
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED / PLOTTED / GRADES CHECKED / ALIGNMENT CHECKED / NOTE BOOK / NO. / CADD FILE NAME — BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / ALIGNMENT CHECKED / NOTE BOOK / NO. / STRUCTURE NOTATING CHKD — BY / DATE

YORK STREET

STATION	RT TURN LANE			ELEVATION AT EX LT EOP	ELEVATION AT EX LT EDGE OF MEDIAN	LT SLOPE	PR PGL ELEVATION	RT SLOPE	ELEVATION AT EX RT EDGE OF MEDIAN	ELEVATION AT EX RT EOP *
	OFFSET	ELEVATION	RTL SLOPE							
209+50.00	39.2' LT	670.87	-2.00%	671.06	671.50	-2.00%	671.65	-2.00%	671.50	671.04
210+00.00	38.7' LT	670.72	-2.12%	670.93	671.32	-1.75%	671.43	-2.07%	671.29	670.82
210+50.00	38.3' LT	670.57	-2.23%	670.80	671.13	-1.50%	671.22	-2.54%	671.06	670.48
211+00.00	37.7' LT	670.41	-1.72%	670.60	670.93	-1.50%	671.00	-2.35%	670.88	670.33
211+50.00	35.0' LT	670.26	-1.51%	670.39	670.73	-1.50%	670.78	-1.96%	670.70	670.24
212+00.00	32.2' LT	670.11	-1.15%	670.18	670.52	-1.50%	670.57	-1.70%	670.51	670.10
212+50.00	29.4' LT	669.95	-0.25%	669.96	670.32	-1.50%	670.35	-1.32%	670.32	670.00
213+00.00	36.7' LT	669.80	-2.74%	670.10	670.13	-0.13%	670.13	-0.96%	670.12	669.88
213+17.00	25.7' LT	669.75	N/A	669.75	670.04	-1.20%	670.06	-0.85%	670.21	669.83

BRUSH HILL ROAD

STATION	LT EOP ELEVATION *	LT SLOPE	PR PGL		RT EDGE OF MEDIAN		RT SLOPE	EX RIGHT	ELEVATION AT EX RT EOP	EDGE OF THROUGH LANE		RT TURN LANE		
			OFFSET	ELEVATION	OFFSET	ELEVATION		EX OFFSET		PR OFFSET	PR ELEVATION	RTL SLOPE	PR OFFSET	PR ELEVATION
119+34.21	662.87	3.43%	0.0' RT	662.23	N/A	N/A	-4.48%	17.0' RT	661.47	17.0' RT	661.47	N/A	N/A	N/A
119+50.00	663.21	3.55%	0.0' RT	662.55	N/A	N/A	-3.15%	17.8' RT	661.99	18.1' RT	661.98	N/A	N/A	N/A
120+00.00	664.24	3.69%	0.0' RT	663.55	N/A	N/A	-3.15%	17.9' RT	662.99	21.7' RT	662.87	N/A	N/A	N/A
120+50.00	665.24	3.72%	0.0' RT	664.55	N/A	N/A	-3.15%	17.6' RT	664.00	25.4' RT	663.75	N/A	N/A	N/A
121+00.00	666.26	3.84%	0.0' RT	665.55	N/A	N/A	-3.15%	17.4' RT	665.00	27.6' RT	664.68	-2.50%	29.9' RT	664.62
121+50.00	666.93	2.03%	0.0' RT	666.55	N/A	N/A	-3.15%	19.0' RT	665.95	29.2' RT	665.63	-2.50%	34.8' RT	665.49
121+55.82	666.95	2.30%	6.1' LT	666.66	5.9' RT	666.50	-3.15%	19.5' RT	666.07	29.4' RT	665.76	-2.50%	35.3' RT	665.61
121+61.86	666.99	1.76%	6.0' LT	666.77	6.0' RT	666.35	-2.00%	20.2' RT	666.07	29.6' RT	665.88	-2.50%	36.0' RT	665.72
122+00.00	667.45	0.55%	5.6' LT	667.38	6.0' RT	667.42	-2.00%	23.8' RT	667.06	30.7' RT	666.93	-2.50%	39.7' RT	666.70
122+50.00	668.02	-1.74%	5.0' LT	668.27	6.0' RT	668.46	-2.00%	28.8' RT	668.00	32.0' RT	667.94	-2.50%	44.0' RT	667.64
123+00.00	668.97	-2.02%	4.4' LT	669.31	6.0' RT	669.50	-2.00%	29.5' RT	669.03	33.2' RT	668.96	-2.50%	45.2' RT	668.66

ILLINOIS ROUTE 38 ENTRANCE RAMP

STATION	LT EDGE OF SHOULDER			LT EOP		CROSS SLOPE	PR PGL ELEVATION	RT EDGE OF SHOULDER		
	OFFSET	ELEVATION	SHOULDER SLOPE	OFFSET	ELEVATION			SHOULDER SLOPE	OFFSET	ELEVATION
502+00.00	18.2' LT	669.67	3.88%	14.2' LT	669.51	4.12%	668.93	-4.12%	8.0' RT	668.60
502+50.00	19.9' LT	669.12	1.84%	15.9' LT	669.05	6.16%	668.07	-6.16%	8.0' RT	667.58
502+60.87	20.0' LT	669.01	1.40%	16.0' LT	668.96	6.60%	667.90	-6.60%	8.0' RT	667.37
503+00.00	20.0' LT	668.44	1.40%	16.0' LT	668.39	6.60%	667.33	-6.60%	8.0' RT	666.80
503+50.00	20.0' LT	667.72	1.40%	16.0' LT	667.67	6.60%	666.61	-6.60%	8.0' RT	666.08
503+52.47	20.0' LT	667.68	1.40%	16.0' LT	667.63	6.60%	666.57	-6.60%	8.0' RT	666.04
504+00.00	20.0' LT	666.99	1.40%	16.0' LT	666.94	6.60%	665.88	-6.60%	8.0' RT	665.35
504+41.25	19.9' LT	666.48	0.56%	15.9' LT	666.46	7.44%	665.28	-7.44%	8.0' RT	664.68

ILLINOIS ROUTE 38 EXIT RAMP

STATION	LT SHOULDER			LT EOP		LT SLOPE	PR PGL ELEVATION **	EX RT SLOPE **	RT EOP ELEVATION **
	SHOULDER SLOPE	OFFSET	ELEVATION	OFFSET	ELEVATION				
400+77.73	-4.00%	20.0' LT	670.40	12.0' LT	670.72 **	-1.50%	670.90	-1.25%	670.75
401+00.00	-4.00%	20.0' LT	670.09	12.0' LT	670.41 **	-1.92%	670.64	-1.42%	670.47
401+50.00	-4.00%	20.0' LT	669.57	12.0' LT	669.89 **	-0.83%	669.99	-1.42%	669.82
401+89.29	-4.00%	20.0' LT	668.97	12.0' LT	669.29 **	-1.17%	669.43	-1.17%	669.29
402+00.00	-4.00%	20.0' LT	668.69	12.0' LT	669.01	-2.00%	669.25	-0.92%	669.14
402+50.00	-4.00%	20.0' LT	668.15	12.0' LT	668.47	-0.62%	668.54	-0.50%	668.48
402+79.67	-4.00%	19.2' LT	667.98	11.2' LT	668.30	0.77%	668.21	-0.77%	668.12
403+00.00	-4.00%	17.2' LT	667.78	9.2' LT	668.10	1.19%	667.99	-1.19%	667.85
403+50.00	-4.00%	12.6' LT	667.31	4.6' LT	667.63	2.91%	667.50	-2.91%	667.12
403+83.57	-4.00%	9.7' LT	666.99	1.7' LT	667.31	3.84%	667.24	-3.84%	666.67
404+00.00	-3.58%	8.6' LT	666.89	0.6' LT	667.18	4.42%	667.15	-4.42%	666.45
404+25.56	-2.20%	8.0' LT	666.83	0.0' LT	667.01	N/A	667.01	-5.80%	666.11

NOTE:

SEE SHEET NO. 28 FOR INTERSECTION PAVING PLAN.

* EXISTING ELEVATIONS ARE SHOWN FOR INFORMATION PURPOSES ONLY. FINAL PAVEMENT SURFACE ELEVATIONS SHALL MATCH EXISTING FIELD CONDITIONS.

** EXISTING PAVEMENT TO BE MAINTAINED. ELEVATIONS AND CROSS SLOPES SHOWN FOR INFORMATION ONLY.

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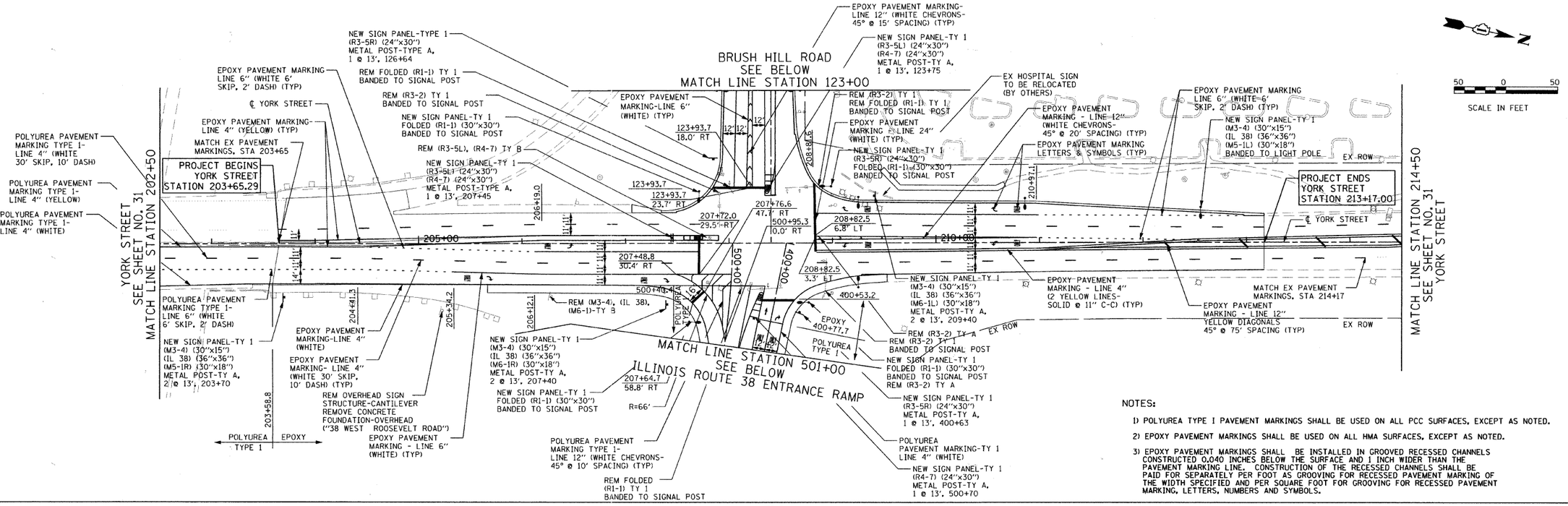
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
ROADWAY PAVING DETAILS

SCALE: NOT TO SCALE | SHEET NO. 29 OF 85 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	29
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



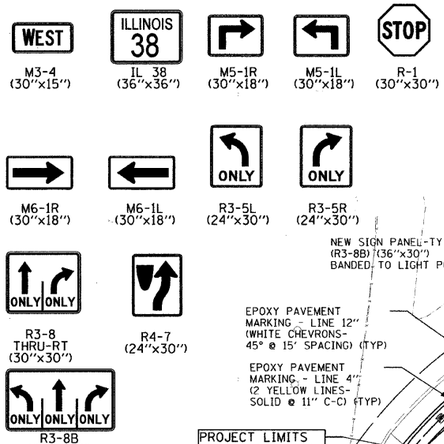
NOTES:

1) POLYUREA TYPE I PAVEMENT MARKINGS SHALL BE USED ON ALL PCC SURFACES, EXCEPT AS NOTED.

2) EPOXY PAVEMENT MARKINGS SHALL BE USED ON ALL HMA SURFACES, EXCEPT AS NOTED.

3) EPOXY PAVEMENT MARKINGS SHALL BE INSTALLED IN GROOVED RECESSED CHANNELS CONSTRUCTED 0.040 INCHES BELOW THE SURFACE AND 1 INCH WIDER THAN THE PAVEMENT MARKING LINE. CONSTRUCTION OF THE RECESSED CHANNELS SHALL BE PAID FOR SEPARATELY PER FOOT AS GROOVING FOR RECESSED PAVEMENT MARKING OF THE WIDTH SPECIFIED AND PER SQUARE FOOT FOR GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS.

PAVEMENT MARKING ITEM	CORRESPONDING RECESSED GROOVING ITEM
EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS
EPOXY PAVEMENT MARKING - LINE 4"	GROOVING FOR RECESSED PAVEMENT MARKING 5"
EPOXY PAVEMENT MARKING - LINE 6"	GROOVING FOR RECESSED PAVEMENT MARKING 7"
EPOXY PAVEMENT MARKING - LINE 12"	GROOVING FOR RECESSED PAVEMENT MARKING 13"
EPOXY PAVEMENT MARKING - LINE 24"	GROOVING FOR RECESSED PAVEMENT MARKING 25"



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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

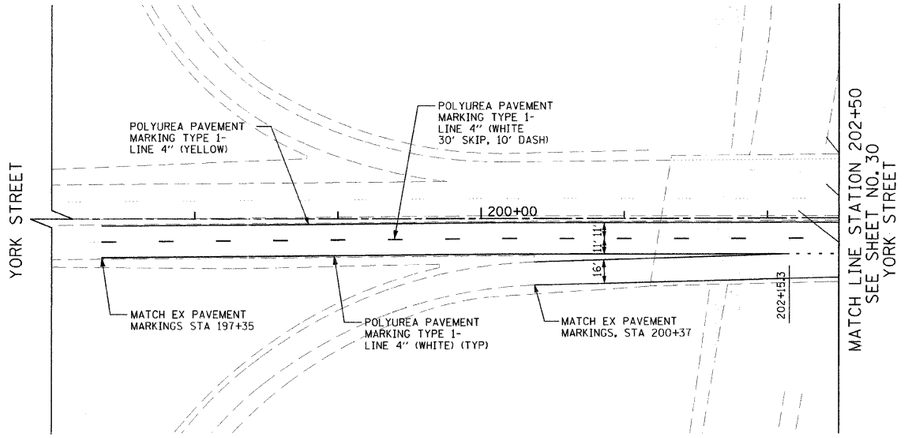
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

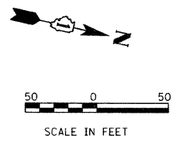
YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
PAVEMENT MARKING & SIGNAGE PLANS

SCALE: 1"=50' | SHEET NO. 30 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	30
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN / PROFILE — SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., CADD FILE NAME, BY, DATE





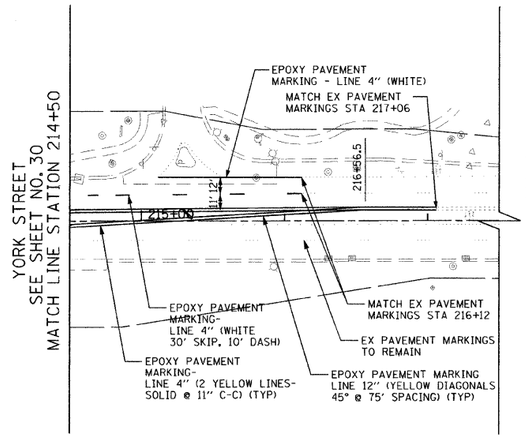
NOTES:

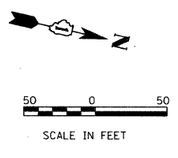
1) POLYUREA TYPE I PAVEMENT MARKINGS SHALL BE USED ON ALL PCC SURFACES, EXCEPT AS NOTED.

2) EPOXY PAVEMENT MARKINGS SHALL BE USED ON ALL HMA SURFACES, EXCEPT AS NOTED.

3) EPOXY PAVEMENT MARKINGS SHALL BE INSTALLED IN GROOVED RECESSED CHANNELS CONSTRUCTED 0.040 INCHES BELOW THE SURFACE AND 1 INCH WIDER THAN THE PAVEMENT MARKING LINE. CONSTRUCTION OF THE RECESSED CHANNELS SHALL BE PAID FOR SEPARATELY PER FOOT AS GROOVING FOR RECESSED PAVEMENT MARKING OF THE WIDTH SPECIFIED AND PER SQUARE FOOT FOR GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS.

PAVEMENT MARKING ITEM	CORRESPONDING RECESSED GROOVING ITEM
EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS
EPOXY PAVEMENT MARKING - LINE 4"	GROOVING FOR RECESSED PAVEMENT MARKING 5"
EPOXY PAVEMENT MARKING - LINE 6"	GROOVING FOR RECESSED PAVEMENT MARKING 7"
EPOXY PAVEMENT MARKING - LINE 12"	GROOVING FOR RECESSED PAVEMENT MARKING 13"
EPOXY PAVEMENT MARKING - LINE 24"	GROOVING FOR RECESSED PAVEMENT MARKING 25"





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		DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
PAVEMENT MARKING & SIGNAGE PLANS

SCALE: 1"=50' | SHEET NO. 31 OF 85 SHEETS | STA. 197+00 | TO STA. 217+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	31
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN / PROFILE
SURVEYED
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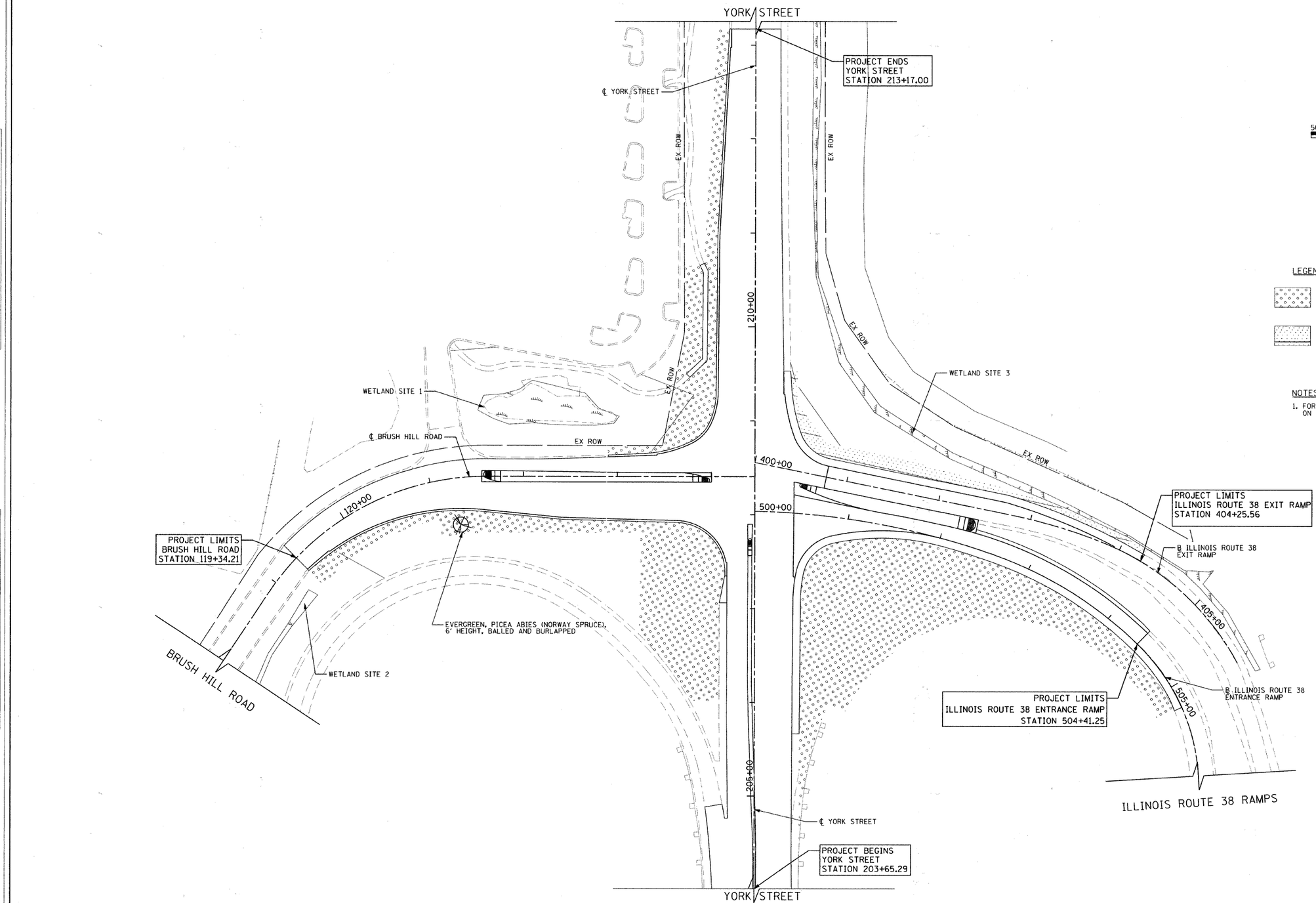
AS-BUILT REVISED
NOTE BOOK
NO.
BY
DATE
CHECKED
ALIGNMENT CHECKED
CADD FILE NAME
STRUCTURE NOTATNS CHKD



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50 0 50

SCALE IN FEET

LEGEND

SEEDING, CLASS 2A
TOPSOIL FURNISH AND PLACE, 4"
NITROGEN, PHOSPHORUS, AND
POTASSIUM FERTILIZER NUTRIENT
EROSION CONTROL BLANKET

SEEDING, CLASS 4A
TOPSOIL FURNISH AND PLACE 4"
NITROGEN, PHOSPHORUS, AND
POTASSIUM FERTILIZER NUTRIENT
EROSION CONTROL BLANKET

NOTES:

1. FOR SEEDING LIMITS, SEE SILT FENCE LIMITS ON EROSION CONTROL PLAN SHEET NO. 25.

PLAN

	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RE-TAKE NEEDED		
NOTE BOOK		
No.		
CADD FILE NAME		

PROFILE

	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
RE-TAKE NEEDED		
NOTE BOOK		
No.		
STRUCTURE NO(S)/RR CK'D		

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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
LANDSCAPING PLAN

SCALE: 1"=50' | SHEET NO. 32 OF 85 SHEETS | STA. 118+00 | TO STA. 506+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	32
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET		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		1	1
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	R	R
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

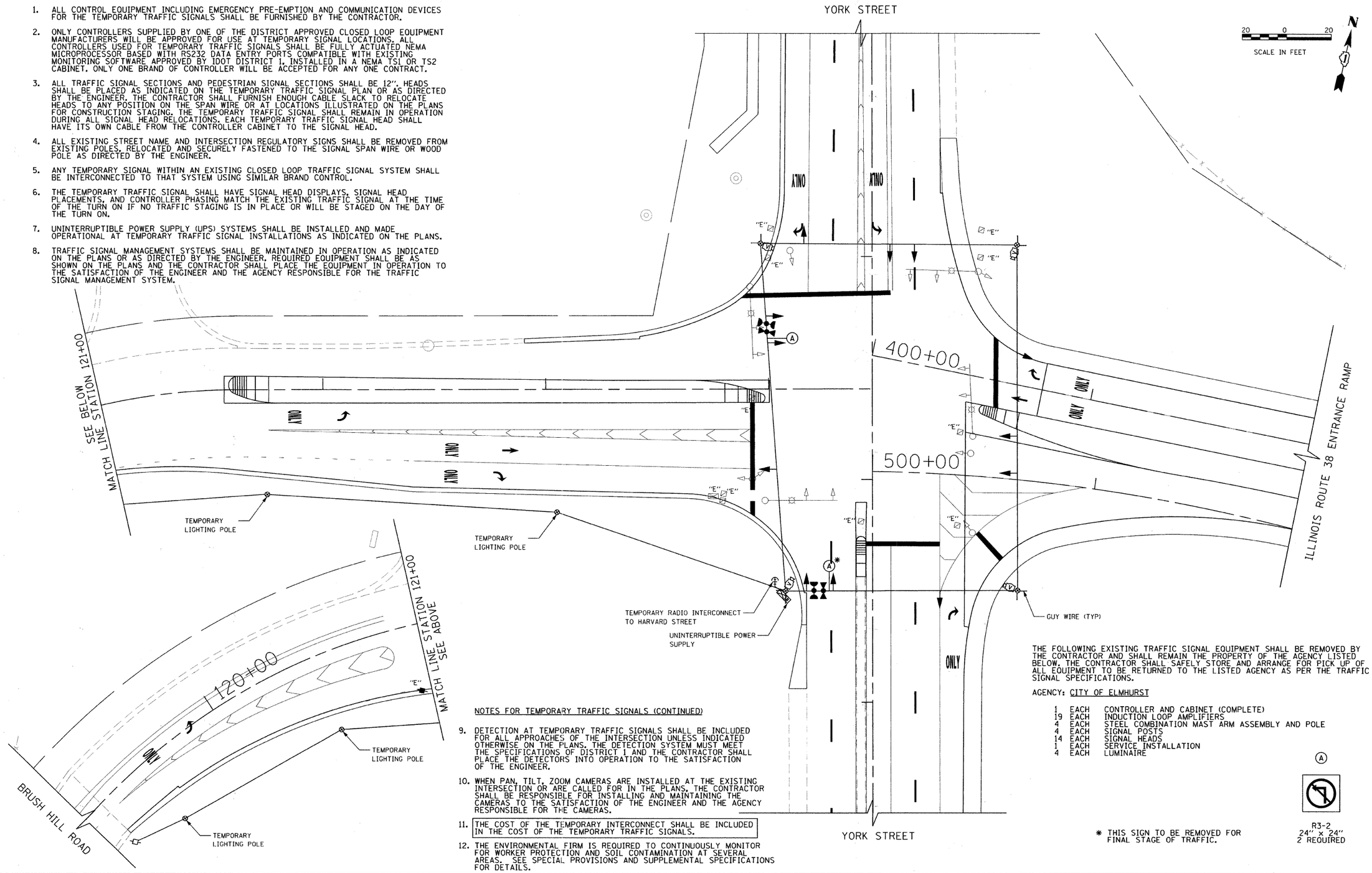
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	33
	TS-05	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE 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.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS, AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON IF NO TRAFFIC STAGING IS IN PLACE OR WILL BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS AS INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.



NOTES FOR TEMPORARY TRAFFIC SIGNALS (CONTINUED)

9. 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.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
11. THE COST OF THE TEMPORARY INTERCONNECT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNALS.
12. THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

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

AGENCY: CITY OF ELMHURST

1	EACH	CONTROLLER AND CABINET (COMPLETE)
19	EACH	INDUCTION LOOP AMPLIFIERS
4	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
4	EACH	SIGNAL POSTS
14	EACH	SIGNAL HEADS
1	EACH	SERVICE INSTALLATION
4	EACH	LUMINAIRE

(A)

R3-2
24" x 24"
2 REQUIRED

* THIS SIGN TO BE REMOVED FOR FINAL STAGE OF TRAFFIC.

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.O.W. CHECKED, NOTE BOOK, NO.; DATE, BY

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BENCH MARK NOTED, NOTE BOOK, NO., STRUCTURE NO(FAI)(KS OR KO); DATE, BY

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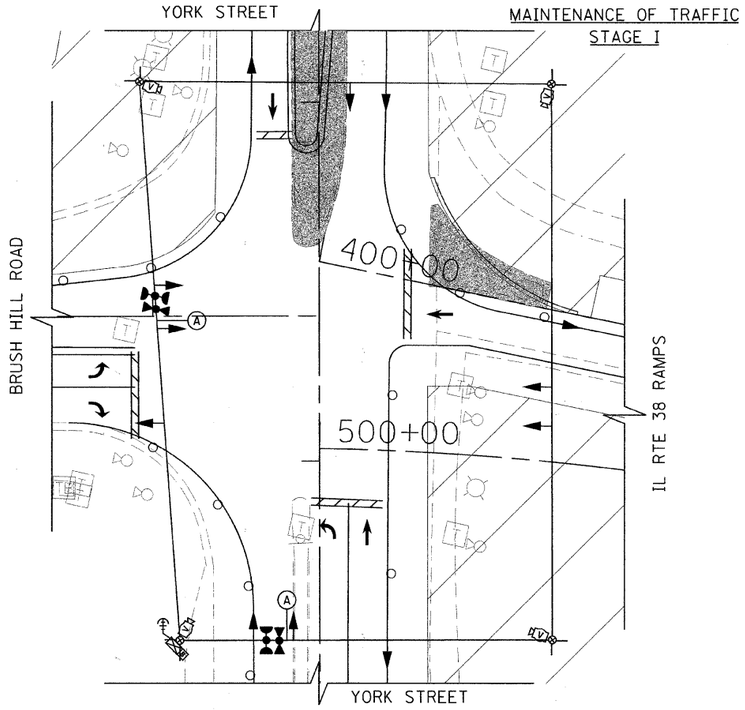
	PLOT DATE = 8/8/2011	DATE - 7/4/2011	REVISED -	

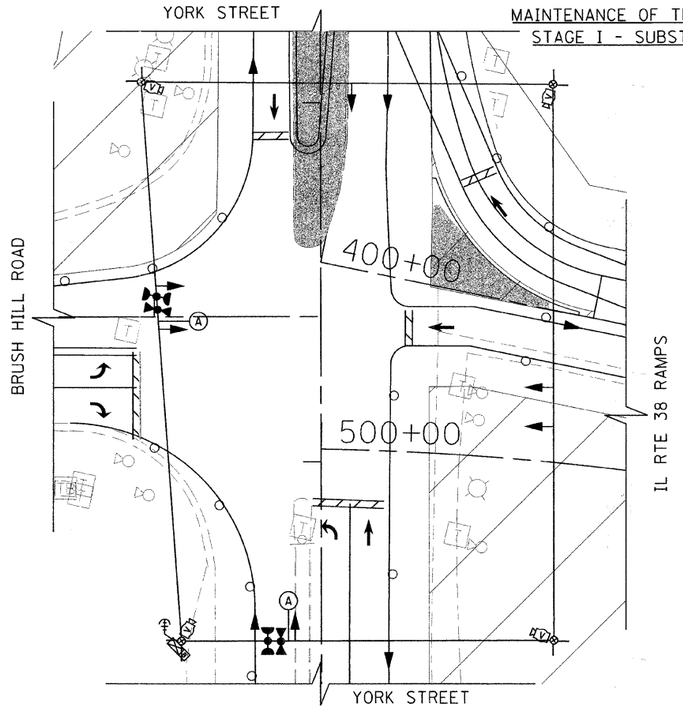
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

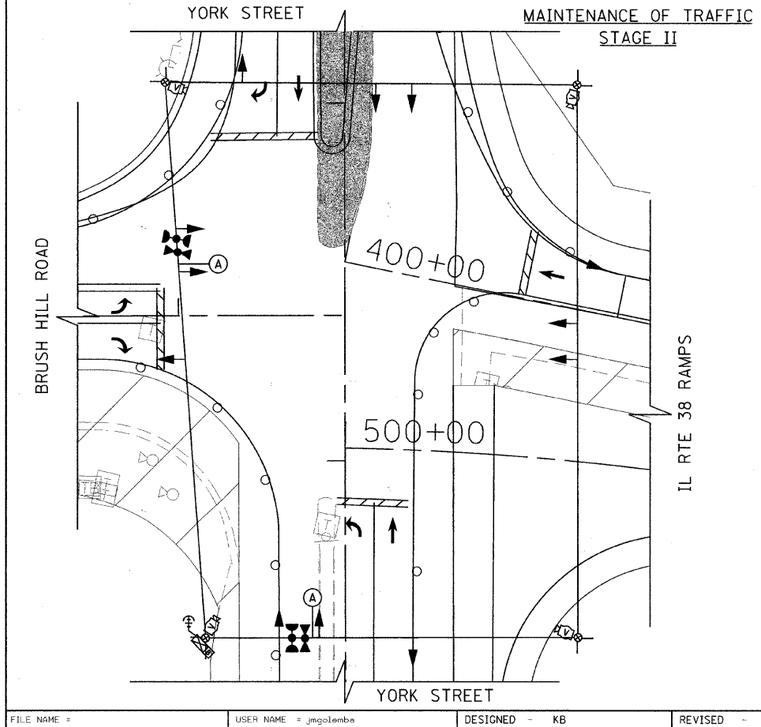
YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN

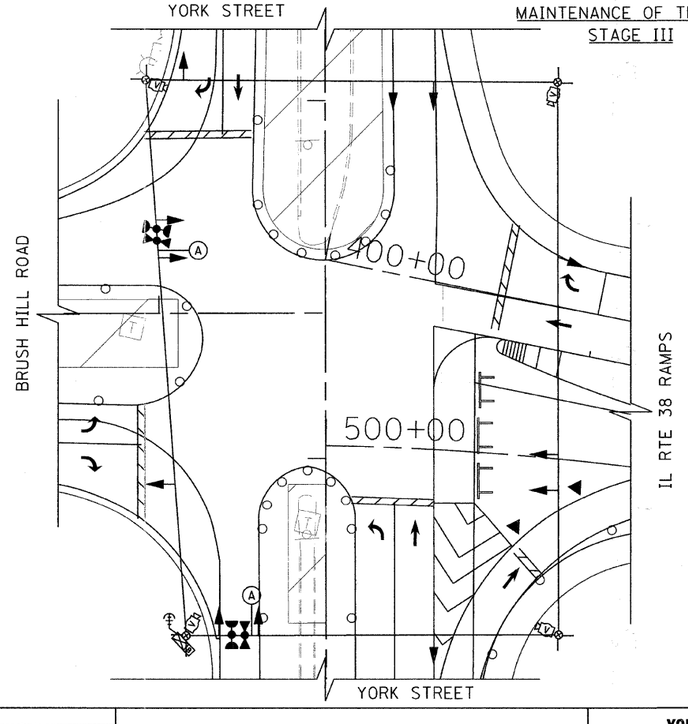
SCALE: 1"=20' | SHEET NO. OF 85 SHEETS | STA. | TO STA.

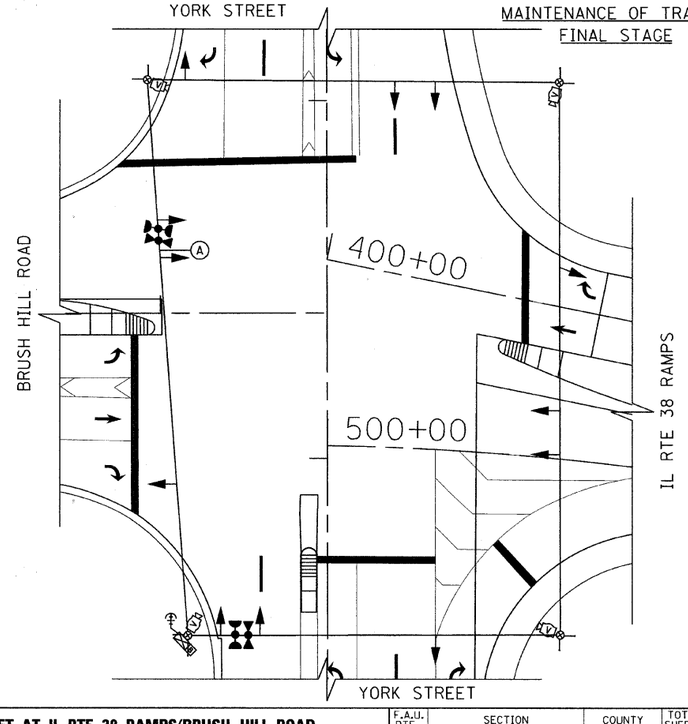
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	34
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

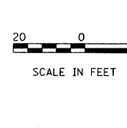




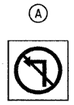








THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING ALL NECESSARY EQUIPMENT AND PHASING CHANGES TO THE INSTALLATION TO COVER THE DIFFERENT SIGNAL HEAD REQUIREMENTS AND SIGNAL PHASING. THE COST OF THIS WORK WILL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.



R3-2
24" x 24"
2 REQUIRED

PLAN
SURVEYED
PLOTTED
GRADES CHECKED
ALL DIM'NS CHECKED
NOTE BOOK
NO.
CADD FILE NAME
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ALL DIM'NS CHECKED
NOTE BOOK
NO.
STRUCTURE NOTATIONS CHKD
BY
DATE

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		DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

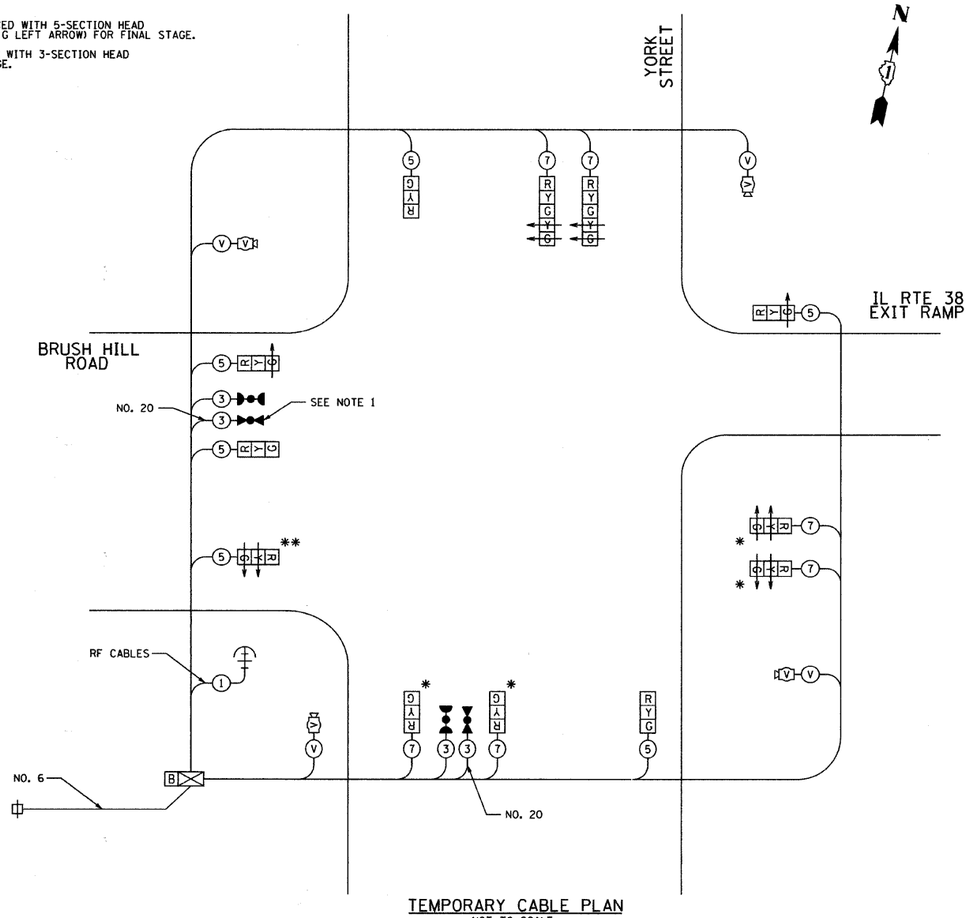
YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
TEMPORARY TRAFFIC SIGNAL M.O.T. STAGING PLAN

SCALE: 1"=20' | SHEET NO. 35 OF 85 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	35
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

* THESE HEADS SHALL BE REPLACED WITH 5-SECTION HEAD (R, Y, G BALL, Y LEFT ARROW, G LEFT ARROW) FOR FINAL STAGE.

** THIS HEAD SHALL BE REPLACED WITH 3-SECTION HEAD (R, Y, G BALL) FOR FINAL STAGE.



TEMPORARY CABLE PLAN
NOT TO SCALE

NOTE 1: THE LIGHT DETECTOR SHALL PROVIDE SEPARATE DIRECTIONS OF DETECTION TO ACCOMODATE THE EMERGENCY VEHICLE PREEMPTION SEQUENCES FOR ALL CONSTRUCTION STAGES.

M.O.T. FINAL STAGE

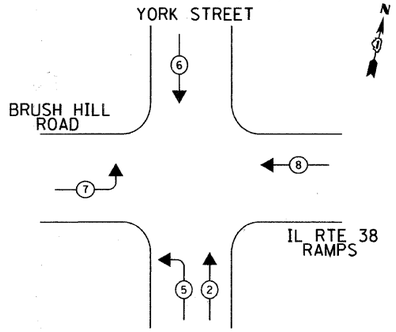
I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	x WATTAGE INCAND. I	x WATTAGE LED	x % OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	10	135	15	0.25	38
ARROW	14	135	12	0.10	17
PED. SIGNAL	0	90	25	1.00	0
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN	0	64		0.05	0
FLASHER	0			0.50	0
				TOTAL=	332

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER COURT
SHAUMBURG, IL 60196

ENERGY SUPPLY CONTACT:
PHONE:
COMPANY: COMMONWEALTH EDISON COMPANY

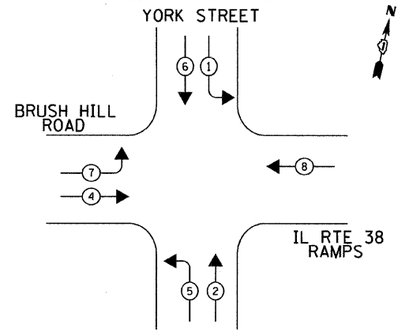
TEMPORARY CONTROLLER SEQUENCE
EXISTING & M.O.T. STAGES I, II & III



PHASE DESIGNATION DIAGRAM

LEGEND
VEHICULAR MOVEMENT
* NUMBER REFERS TO ASSOCIATED PHASE

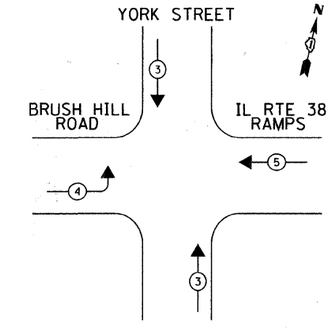
TEMPORARY CONTROLLER SEQUENCE
M.O.T. FINAL STAGE



PHASE DESIGNATION DIAGRAM

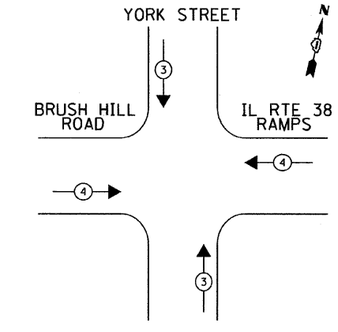
LEGEND
VEHICULAR MOVEMENT
* NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
EXISTING & M.O.T. STAGES I, II & III



TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT			

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
M.O.T. FINAL STAGE



TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		

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

PROFILE: SURVEYED, PLOTTED, GRADE CHECKED, BM. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

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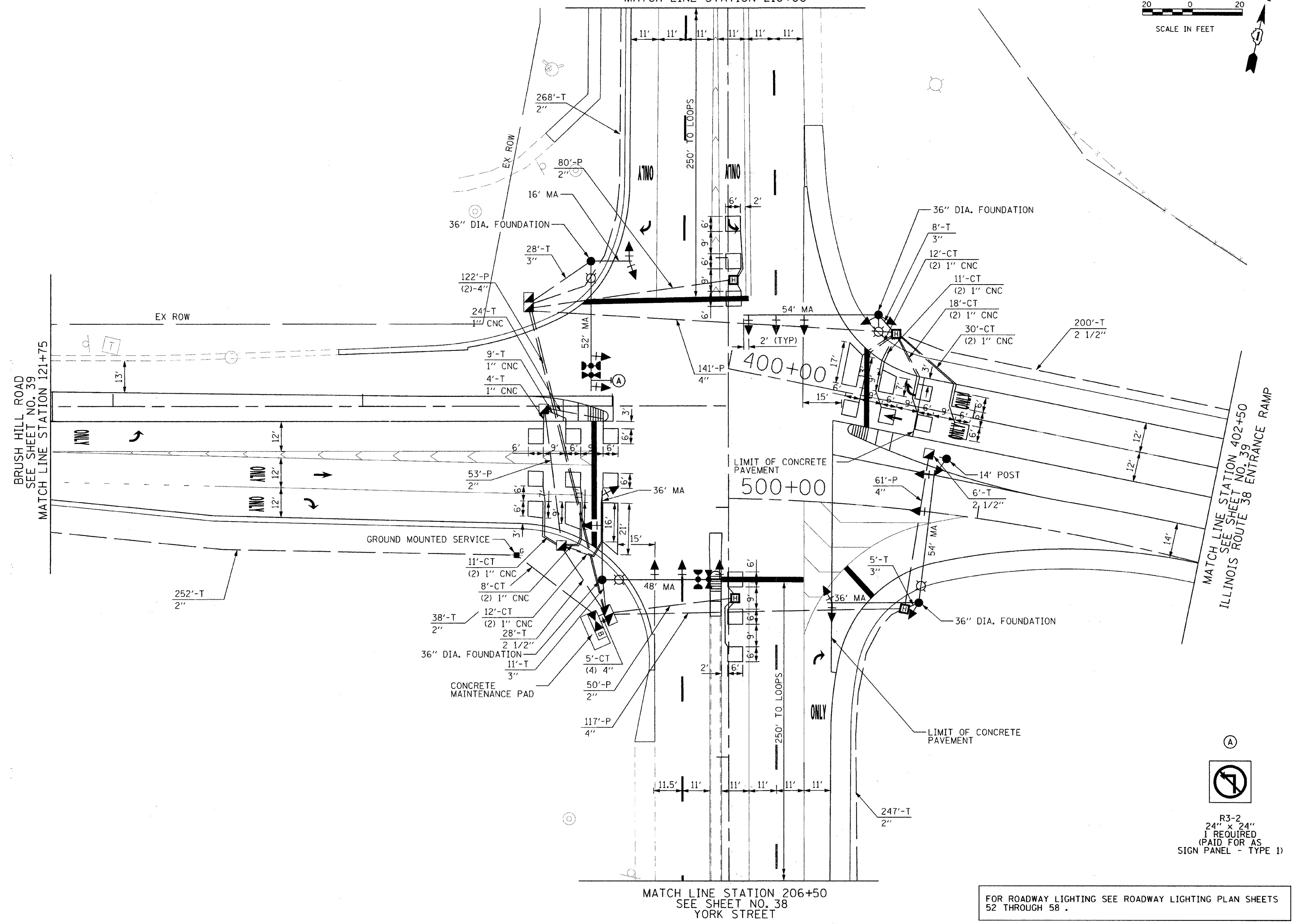
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
TEMPORARY TRAFFIC SIGNAL
CABLE PLAN AND SEQUENCE OF OPERATIONS

SCALE: NONE | SHEET NO. 36 OF 85 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	36
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

NOTE: THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.



FOR ROADWAY LIGHTING SEE ROADWAY LIGHTING PLAN SHEETS 52 THROUGH 58 .

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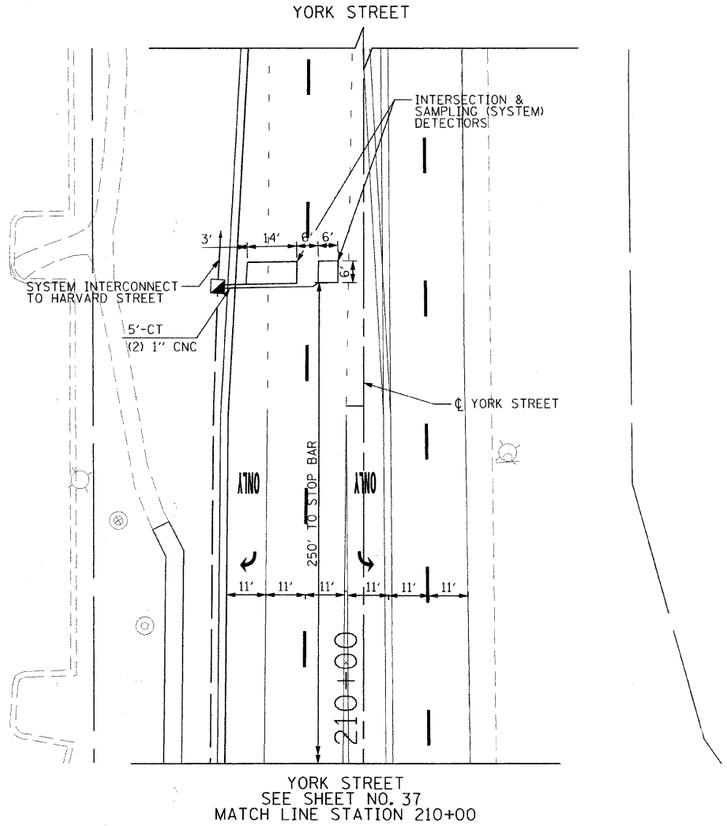
	PLOT DATE = 8/22/2011	CHECKED - KMM	REVISED -	
		DATE - 7/4/2011	REVISED -	

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD PROPOSED TRAFFIC SIGNAL INSTALLATION PLAN (1 OF 3)

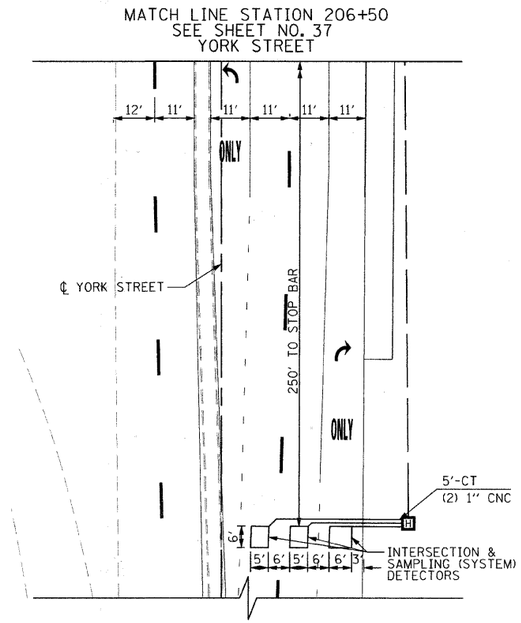
SCALE: 1"=20' | SHEET NO. 37 OF 85 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	37
		CONTRACT NO. 63610		

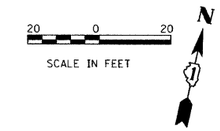
FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT



YORK STREET
SEE SHEET NO. 37
MATCH LINE STATION 210+00



YORK STREET



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BM NOTED
NOTE BOOK
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BY
DATE

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STRUCTURE NOTATNS CHKD
NOTE BOOK
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BY
DATE

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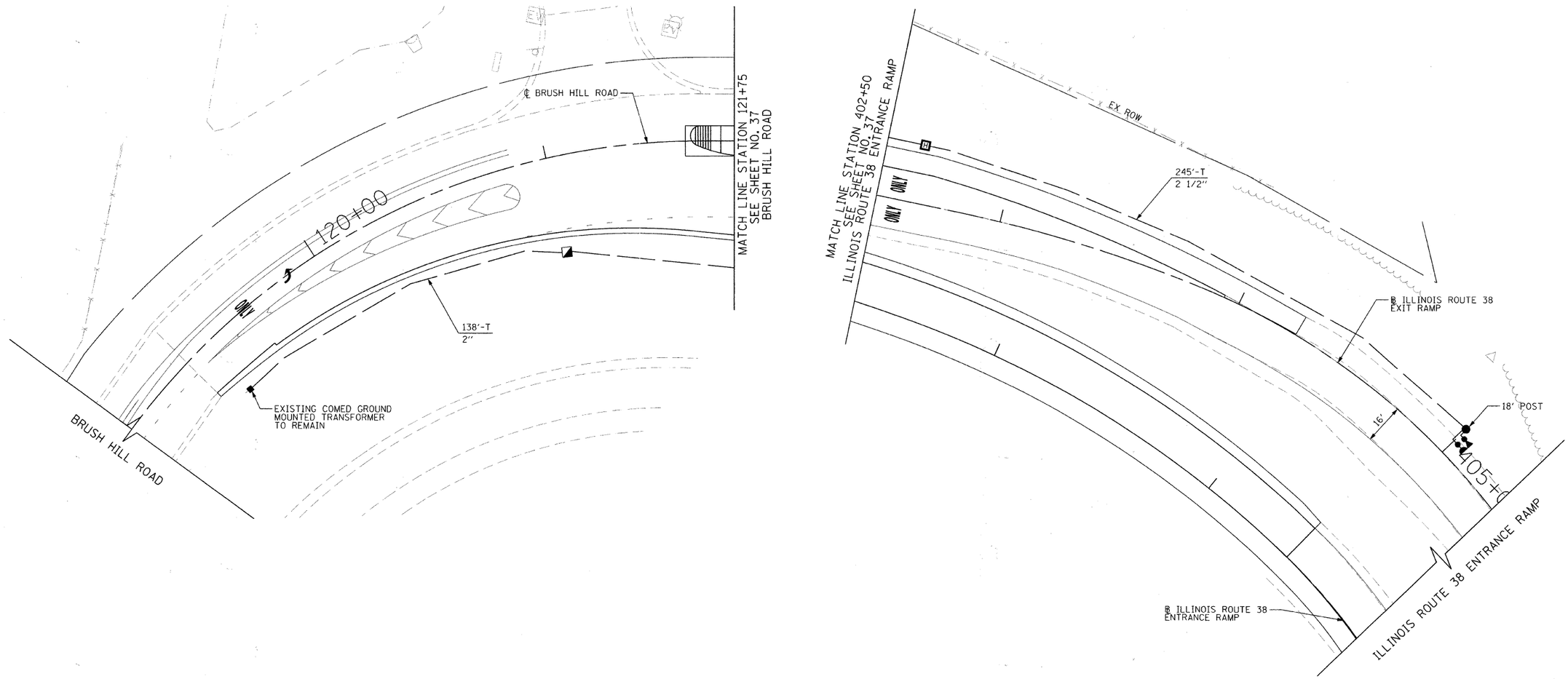
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
PROPOSED TRAFFIC SIGNAL INSTALLATION PLAN (2 OF 3)

SCALE: 1"=20' | SHEET NO. 38 OF 85 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	38
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



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PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / ALL PLANS REVIEWED / STRUCTURE NOTATIONS CHKED / NOTE BOOK / NO. — BY — DATE

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	PLOT DATE = 9/22/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

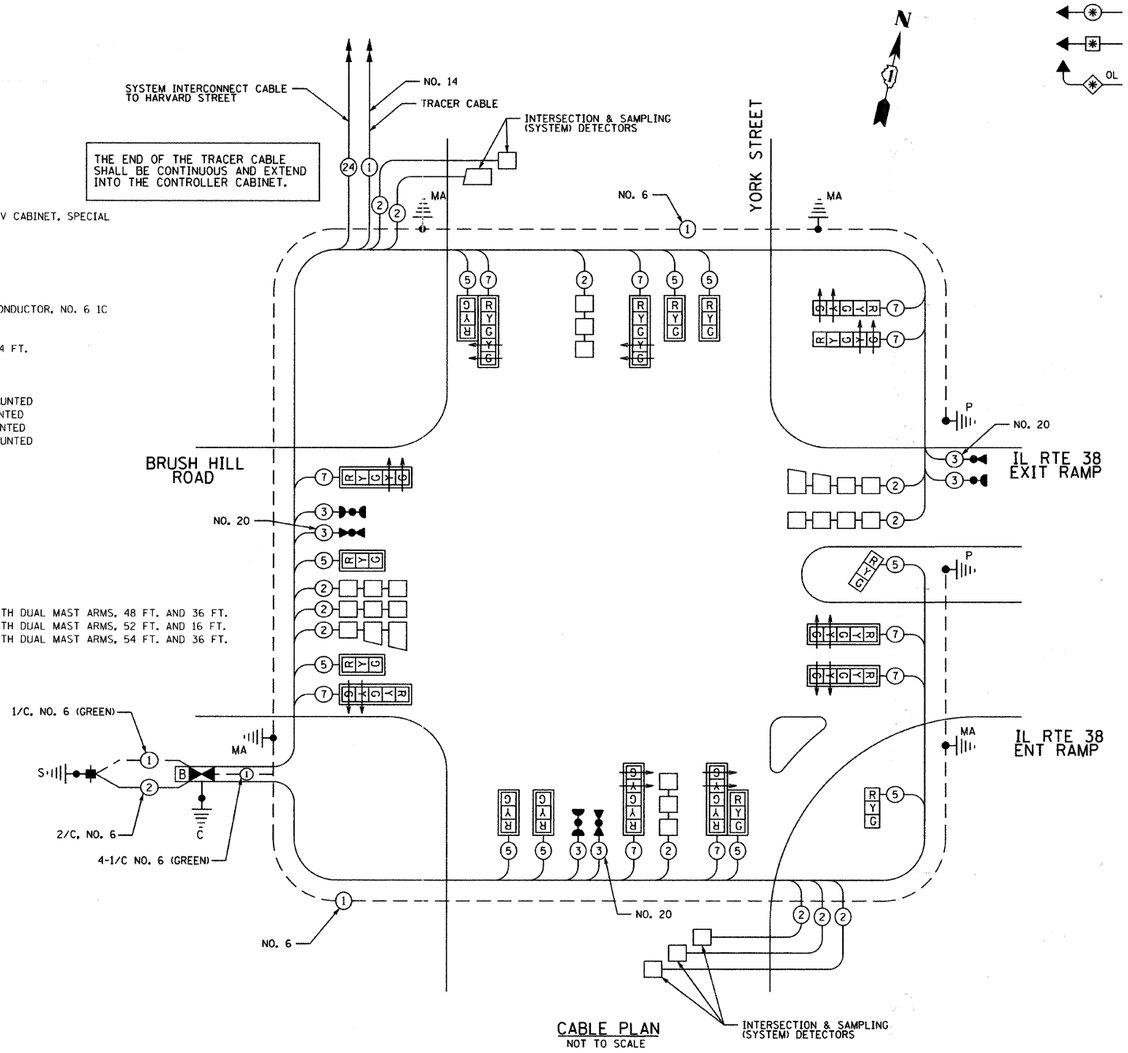
YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
PROPOSED TRAFFIC SIGNAL INSTALLATION PLAN (3 OF 3)

SCALE: 1"=20' | SHEET NO. 39 OF 85 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	39
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
16	SQ. FT.	SIGN PANEL-TYPE 1
20	SQ. FT.	SIGN PANEL-TYPE 2
949	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
479	FOOT	CONDUIT IN TRENCH, 2 1/2 " DIA., GALVANIZED STEEL
52	FOOT	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL
20	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
183	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
563	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
5	EACH	HANDHOLE
6	EACH	HEAVY-DUTY HANDHOLE
2	EACH	DOUBLE HANDHOLE
1485	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	FULL-ACTUATED DOUBLE DOOR CONTROLLER AND TYPE IV CABINET, SPECIAL
1131	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
2108	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
2363	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
1131	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 20 3C
3227	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
443	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
1519	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
1	EACH	TRAFFIC SIGNAL POST, 14 FT.
1	EACH	TRAFFIC SIGNAL POST, 18 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 54 FT.
12	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
61	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
8	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, L.E.D., 2-FACE, 5-SECTION, BRACKET MOUNTED
8	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED
16	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
12	EACH	INDUCTIVE LOOP DETECTOR
1061	FOOT	DETECTOR LOOP, TYPE 1
3	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
10	EACH	REMOVE EXISTING HANDHOLE
8	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	EACH	SERVICE INSTALLATION- GROUND MOUNTED
1	EACH	UNINTERRUPTABLE POWER SUPPLY
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 48 FT. AND 36 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 52 FT. AND 16 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 54 FT. AND 36 FT.

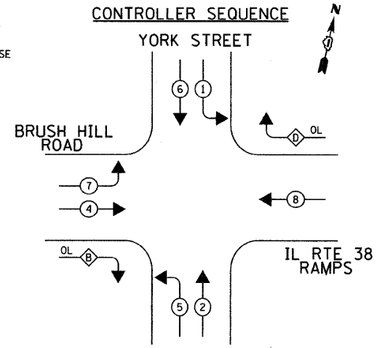


CABLE PLAN
NOT TO SCALE

LEGEND

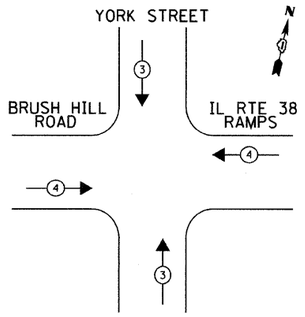
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OL OVERLAP

CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

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

TYPE	NO. LAMPS	x WATTAGE INCAND.	x WATTAGE LED	x % OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	135	17	0.50	170
(YELLOW)	20	135	25	0.25	125
(GREEN)	20	135	15	0.25	75
ARROW	20	135	12	0.10	24
PED. SIGNAL	0	90	25	1.00	0
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN	0	64		0.05	0
FLASHER	0			0.50	0
				TOTAL=	494

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER COURT
SCHAUMBURG, IL 60196

ENERGY SUPPLY CONTACT:
PHONE:
COMPANY: COMMONWEALTH EDISON COMPANY

NOTES:
1. ALL TRAFFIC SIGNAL HEADS SHALL BE ALL BLACK.
2. ALL OTHER TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED COLONIAL BROWN IN ACCORDANCE WITH CITY OF ELMHURST STANDARDS.
3. ALL EVP EQUIPMENT SHALL BE OPTICOM.

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

PLAN / PROFILE — SURVEYED, PLOTTED, DRAWN, ALIGNMENT CHECKED, GRADES CHECKED, QUANTITIES CHKD, STRUCTURE NOTATNS CHKD — BY — DATE — NOTE BOOK — NO. — CADD FILE NAME

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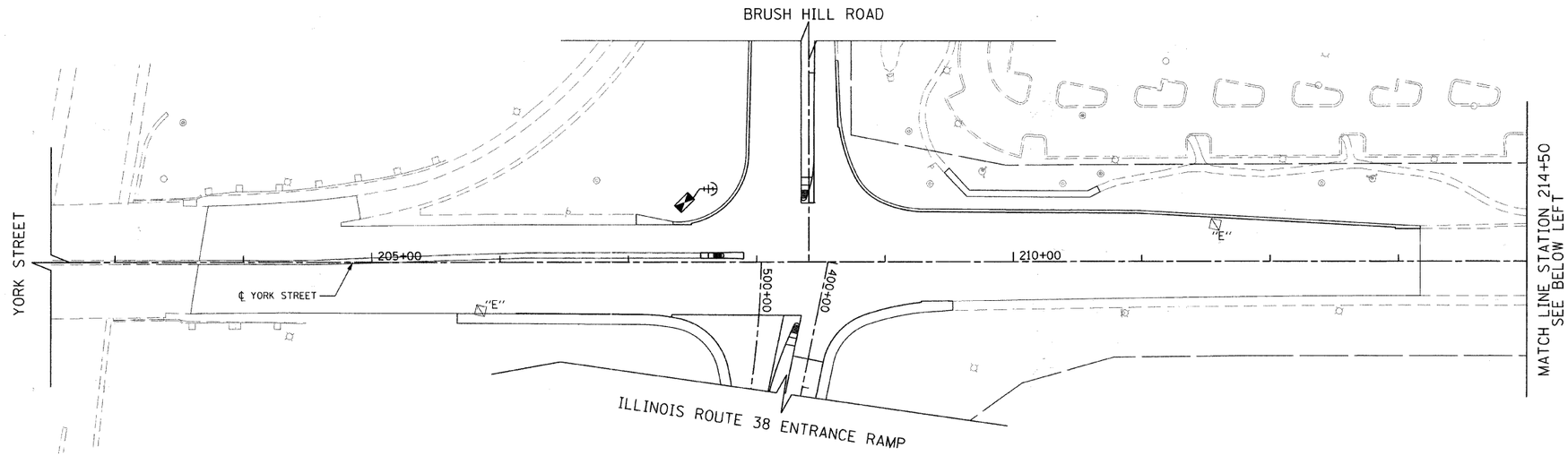
		DRAWN - AJP	REVISED -
	PLOT SCALE = 50.2000 ' / IN.	CHECKED - KMM	REVISED -
	PLOT DATE = 8/22/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

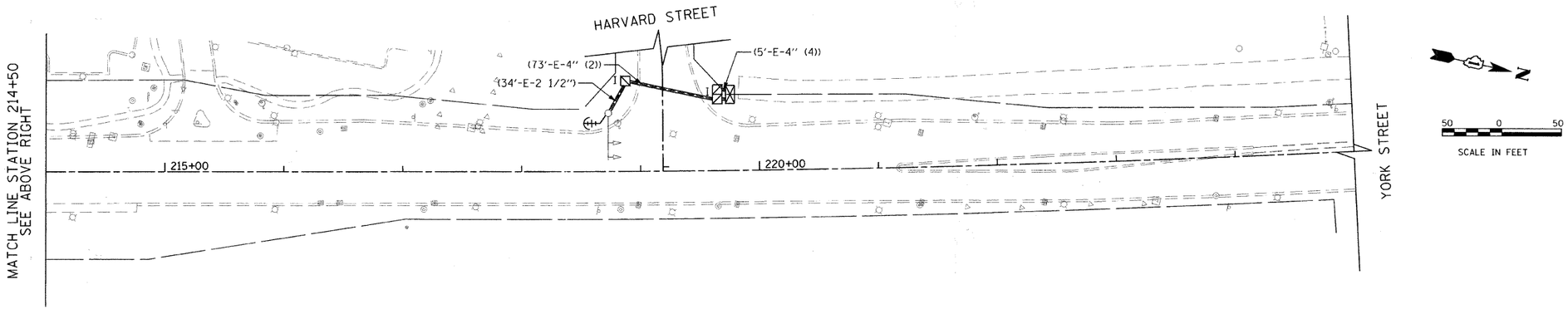
YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
PROPOSED TRAFFIC SIGNAL CABLE PLAN,
SEQUENCE OF OPERATIONS AND SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 40 OF 85 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	40
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



PLAN
SURVEYED BY DATE
PLOTTED
CHECKED
NOTE BOOK
NO.
CADD FILE NAME



PROFILE
SURVEYED BY DATE
PLOTTED
CHECKED
NOTE BOOK
NO.
STRUCTURE NO/ATA'S CARD

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

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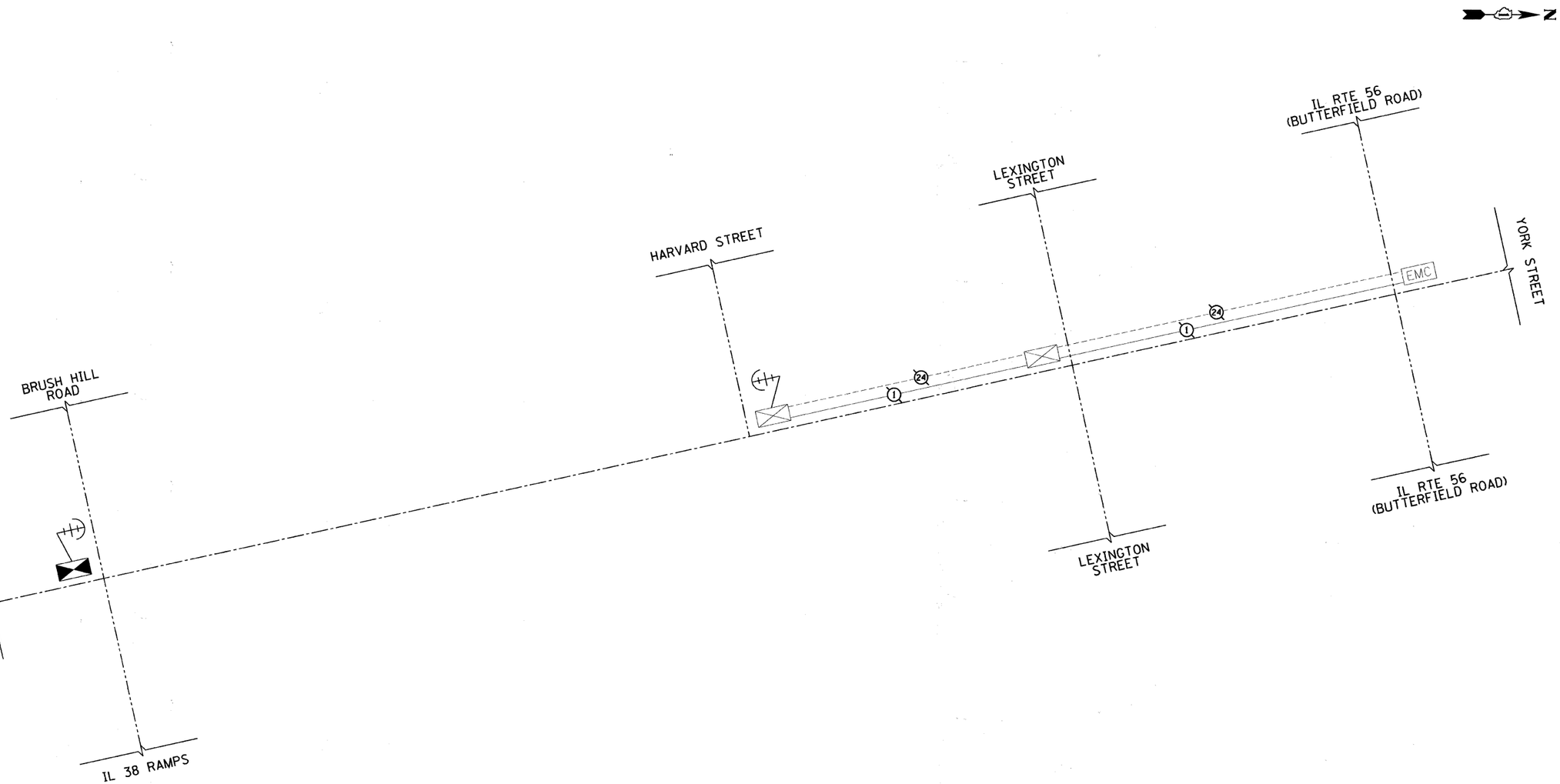
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
TEMPORARY INTERCONNECT PLAN

SCALE: 1"=50' | SHEET NO. 41 OF 85 SHEETS | STA. 202+50 | TO STA. 235+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	41
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	ALIGNMENT CHECKED		
	R.O.W. MAY CHECKED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	GRADE CHECKED		
	SEAL NOTED		
	STRUCTURE NOTATNS CHKD		

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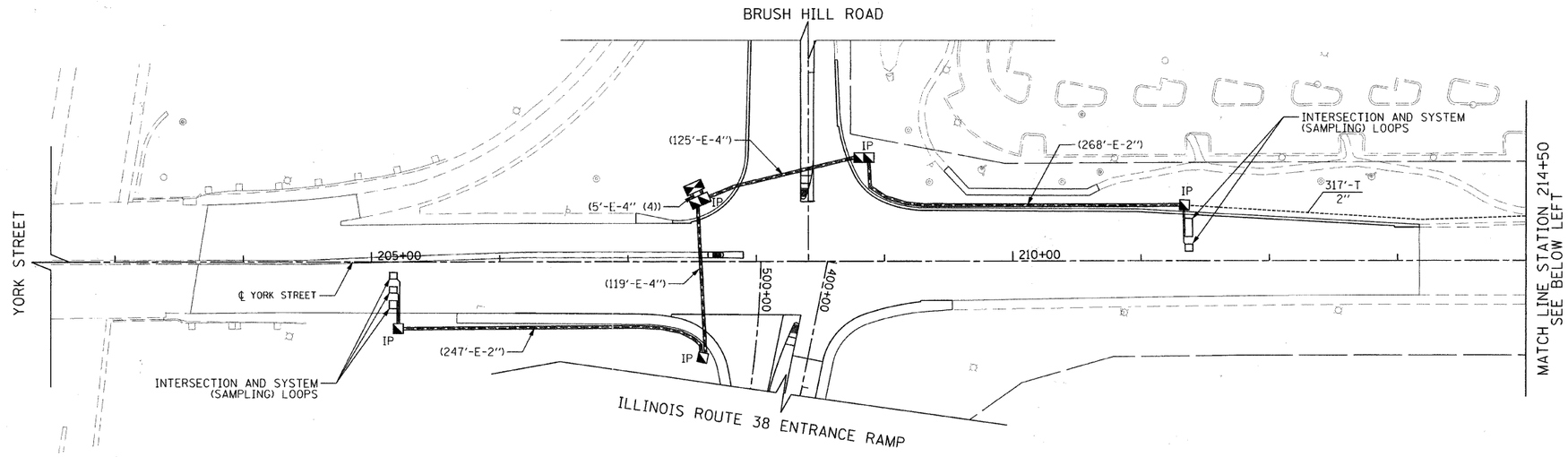
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

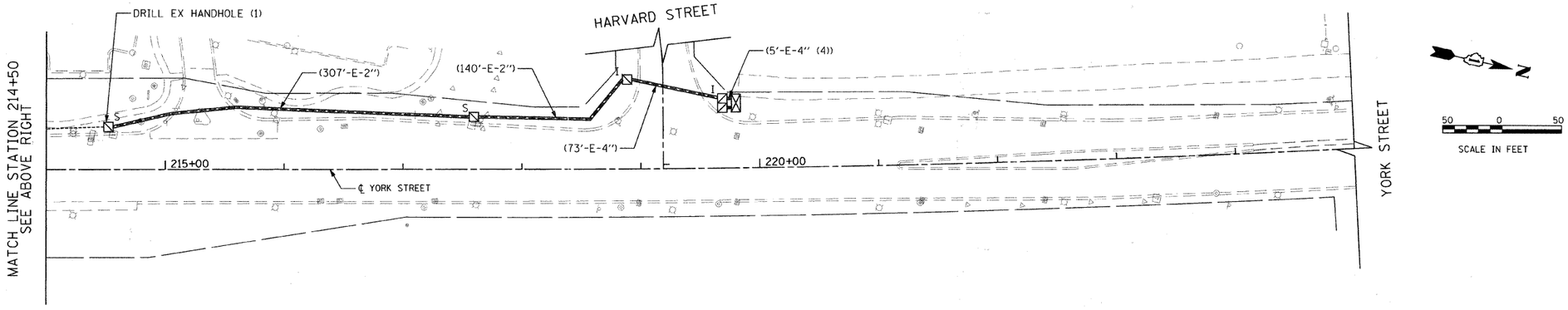
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
TEMPORARY INTERCONNECT SCHEMATIC PLAN

SCALE: NONE | SHEET NO. 42 OF 85 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	42
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		





PLAN

DATE	BY	
		SURVEYED
		PLOTTED
		ACCURACY CHECKED
		ALIGNMENT CHECKED
		R.O.W. CHECKED
		CADD FILE NAME

NOTE BOOK
NO.

PROFILE

DATE	BY	
		SURVEYED
		PLOTTED
		GRADES CHECKED
		R.O.W. NOTED
		STRUCTURE NO'S/HD.

NOTE BOOK
NO.

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

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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

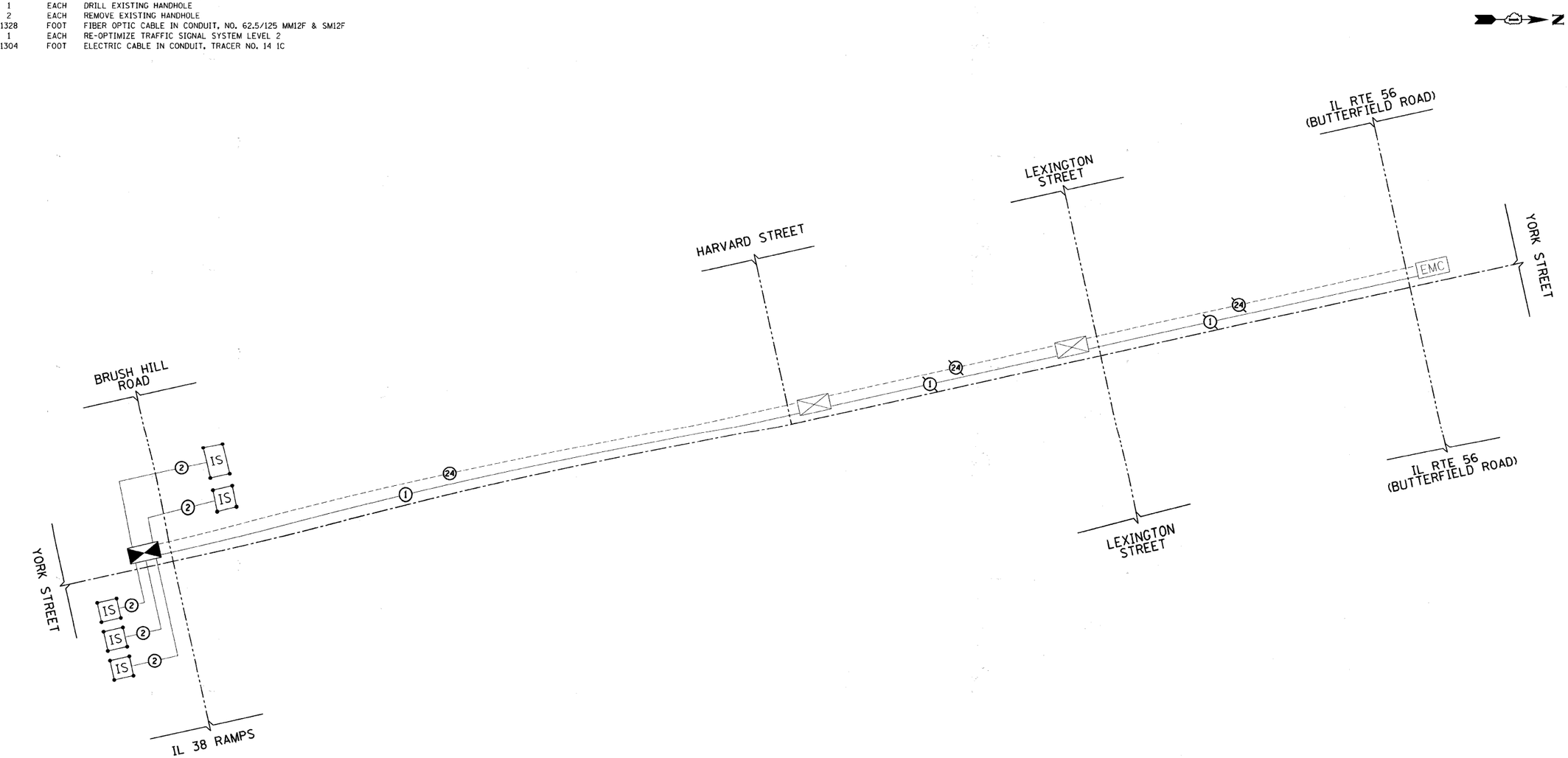
YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
INTERCONNECT PLAN

SCALE: 1"=50' | SHEET NO. 43 OF 85 SHEETS | STA. 202+50 TO STA. 235+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	43
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

INTERCONNECT SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
317	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
317	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	TRANSCEIVER - FIBER OPTIC
1	EACH	DRILL EXISTING HANDHOLE
2	EACH	REMOVE EXISTING HANDHOLE
1328	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM12F & SM12F
1	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2
1304	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C



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

PROFILE: SURVEYED, PLOTTED, CROSS CHECKED, BAR. NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK, NO., BY, DATE

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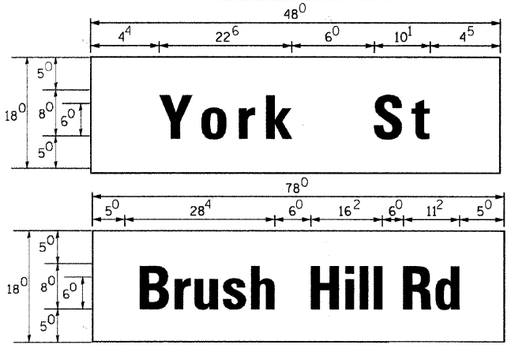
	PLOT SCALE = 50.0000 ' / IN.	DRAWN - AJP	REVISED -		
	PLOT DATE = 8/4/2011	CHECKED - KMM	REVISED -		
		DATE - 7/4/2011	REVISED -		SCALE: NONE | SHEET NO. 44 OF 85 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	44
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PANEL SIGN DESIGN TYPE 1

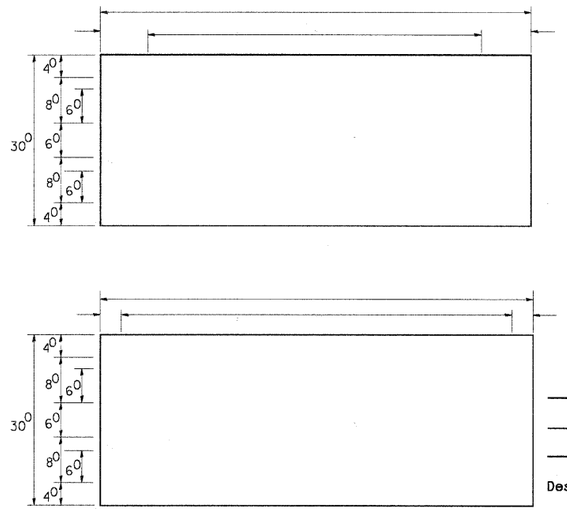


___ Sq. M. each
6 Sq. Ft. each
2 Required
Design Series D

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

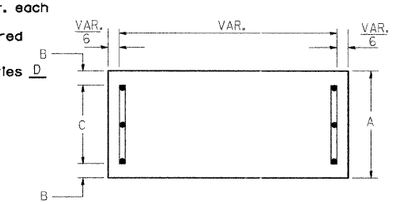
NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

PANEL SIGN DESIGN TYPE 2

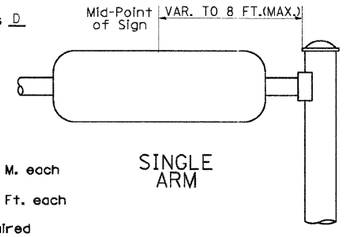


___ Sq. M. each
___ Sq. Ft. each
___ Required
Design Series ___

SUPPORTING CHANNELS

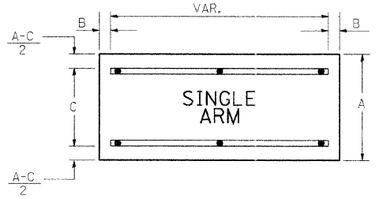


A	B	C
18″	2″	14″



SINGLE ARM

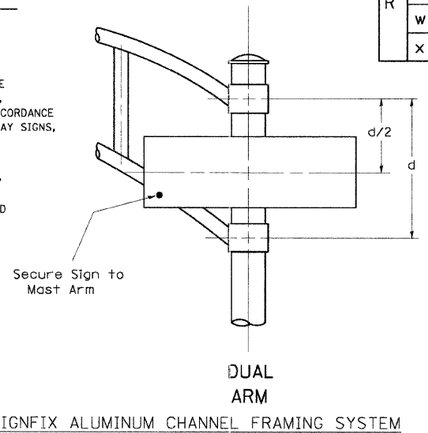
SUPPORTING CHANNELS



SINGLE ARM

A	B	C
18″	2″	12″
30″	2″	22″

___ Sq. M. each
___ Sq. Ft. each
___ Required
Design Series ___



DUAL ARM

SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM shall be used. See Note #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 ¾″ 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	¼″ 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.

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		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}

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	45
	TS-02	CONTRACT NO. 63610		
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.

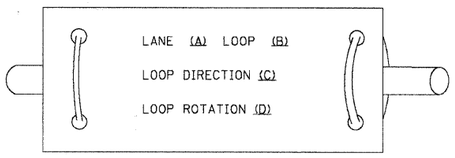
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

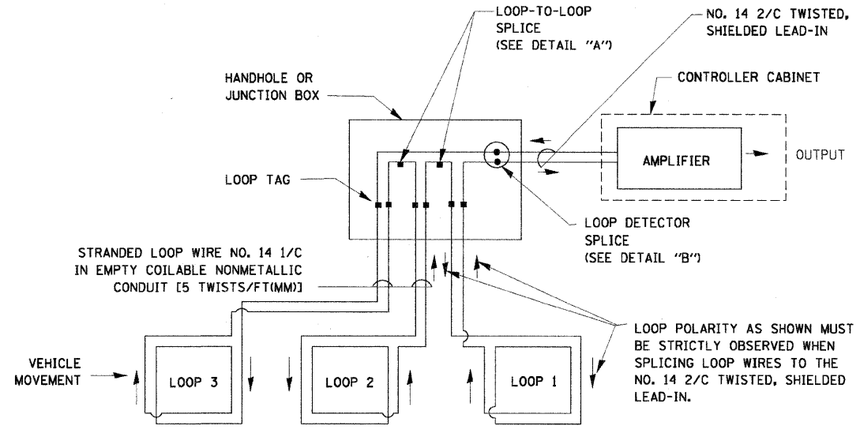


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

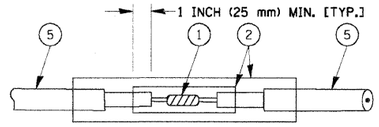
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

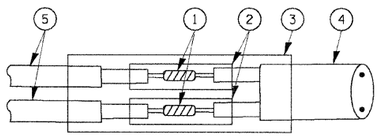


DETECTOR LOOP WIRING SCHEMATIC

- 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.

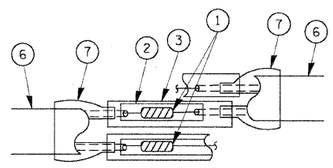


DETAIL "A"
LOOP-TO-LOOP SPLICE



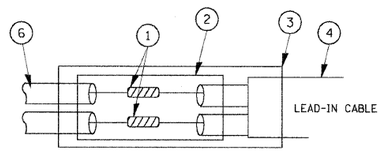
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

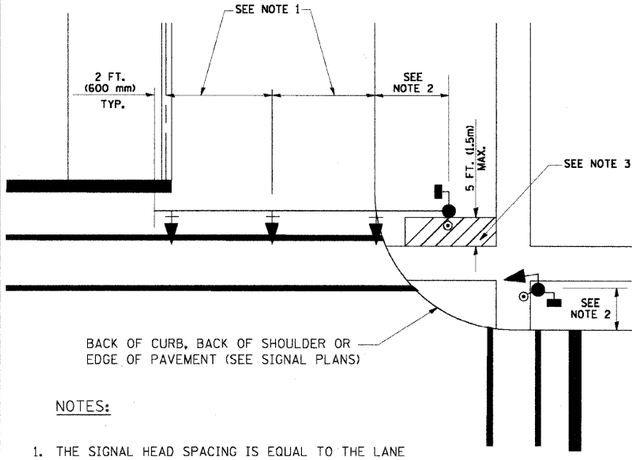
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	46
	TS-05	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

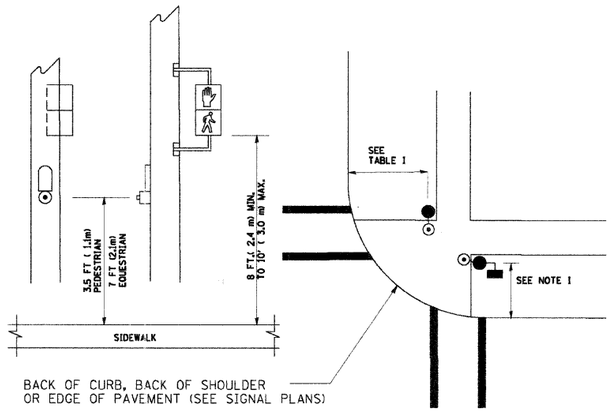
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

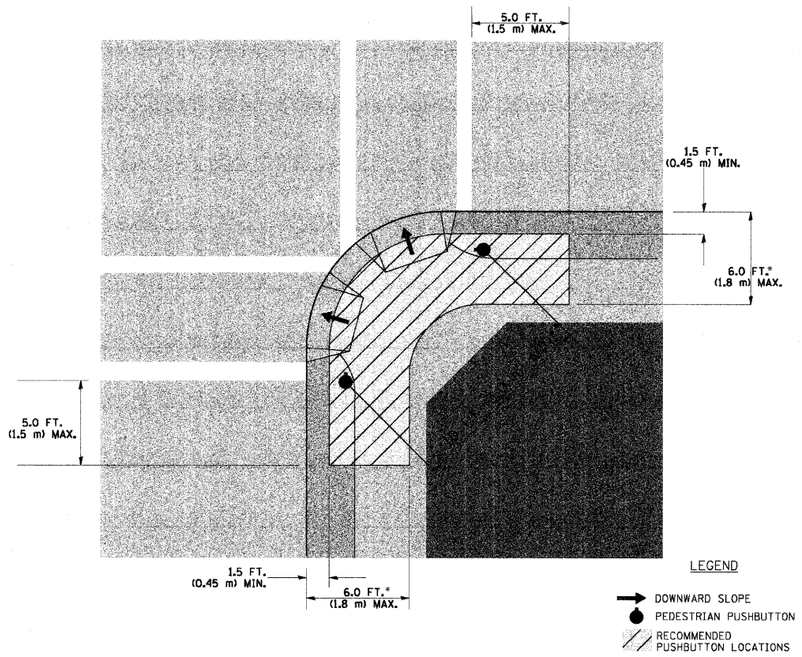
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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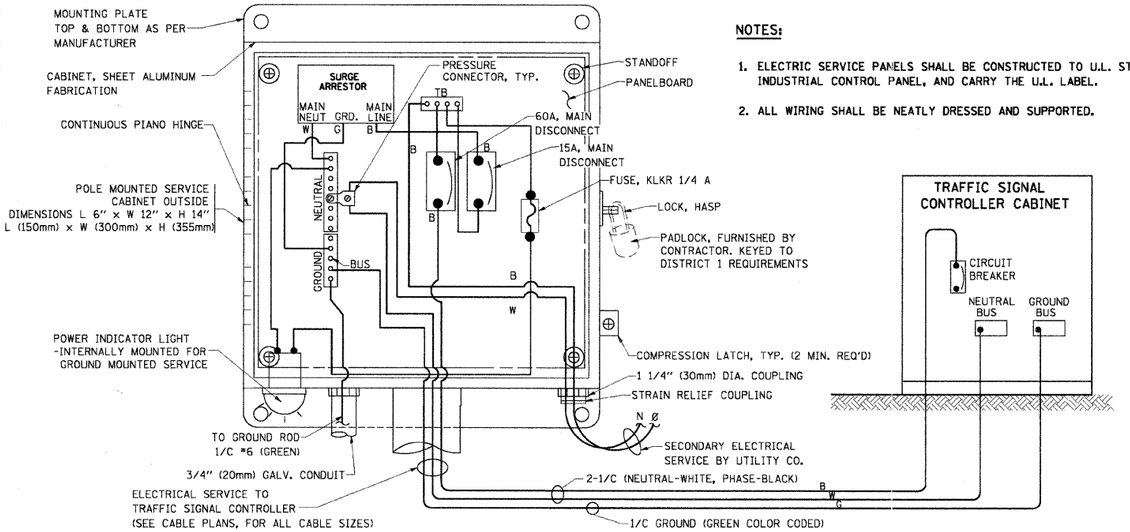
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	47
	TS-05	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



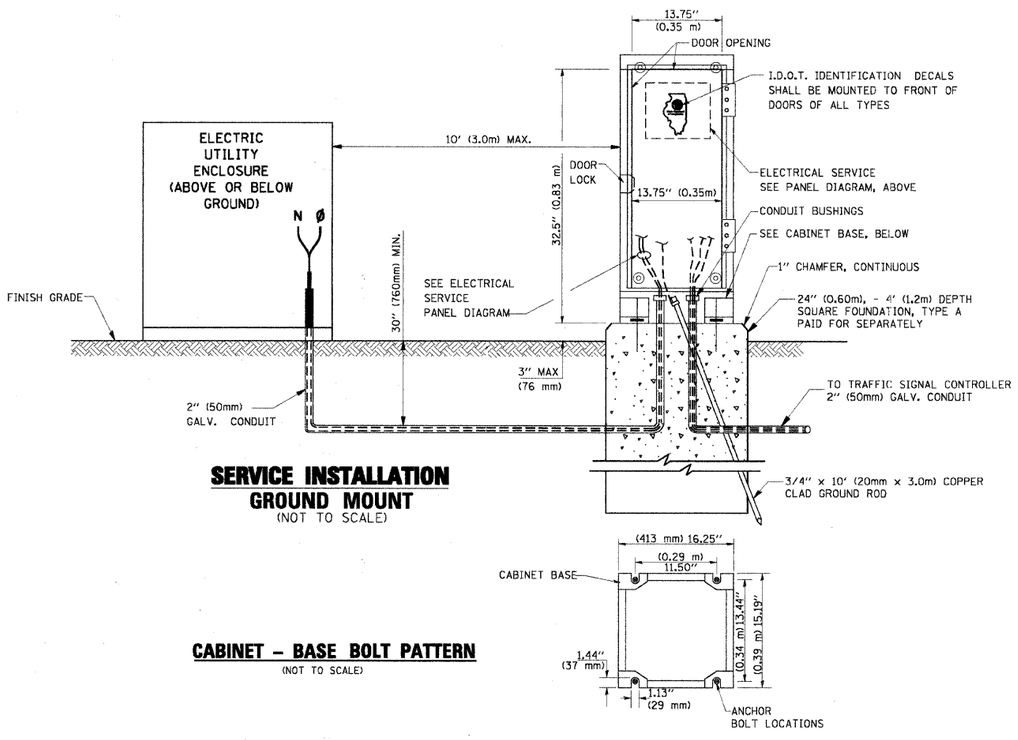
NOTES:

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

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

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

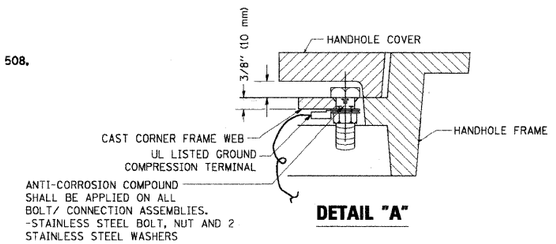


SERVICE INSTALLATION GROUND MOUNT

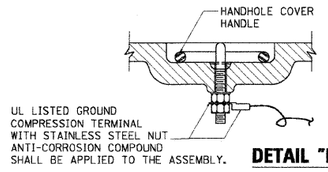
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



DETAIL "A"

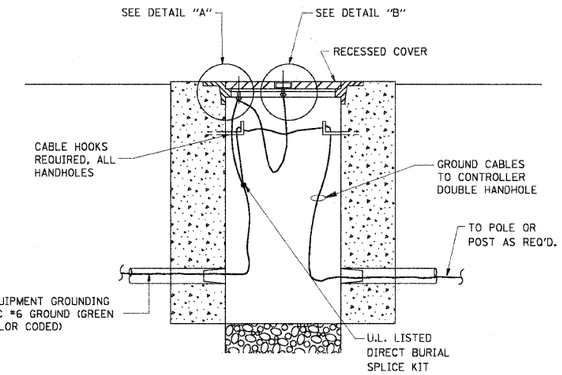


DETAIL "B"

NOTES:

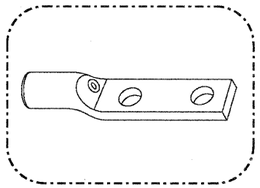
GROUNDING SYSTEM

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



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

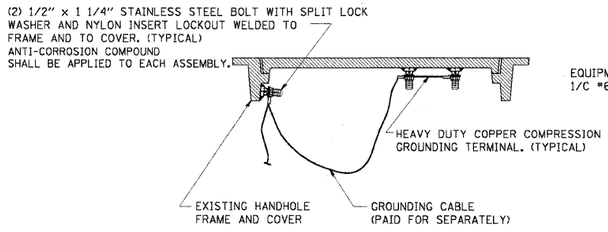


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

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

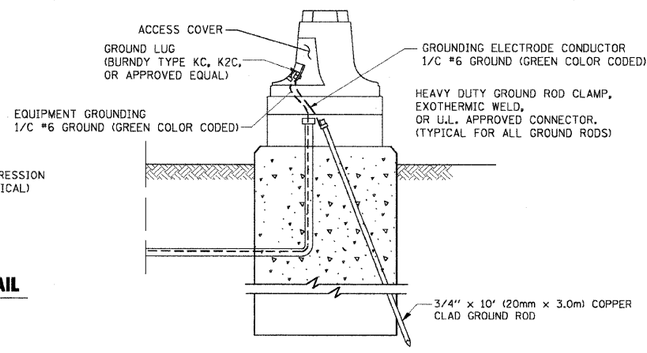
NOTES:

- 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.



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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		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. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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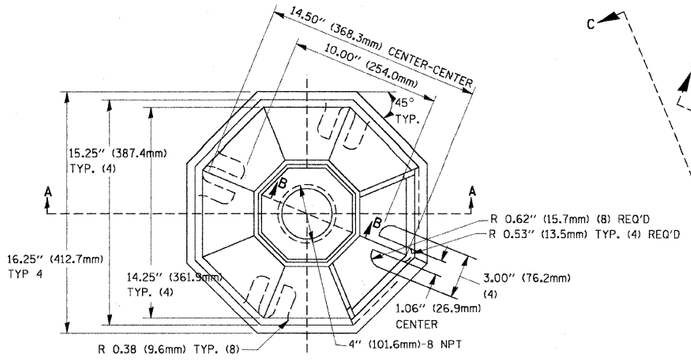
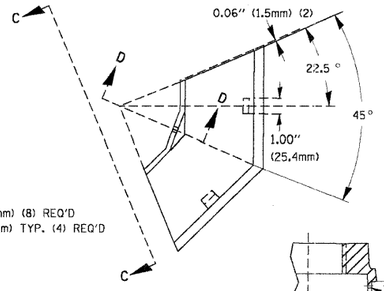
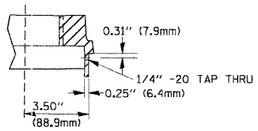
	TS-05	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

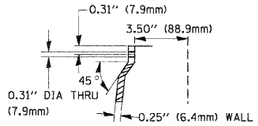


TOP VIEW

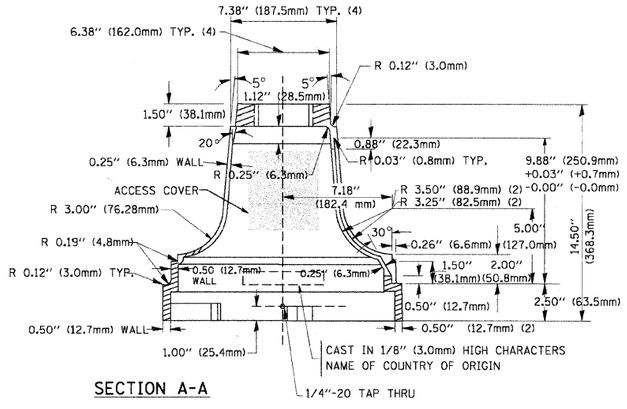




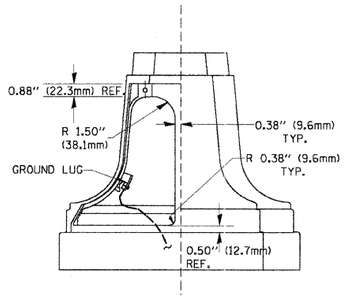
SECTION B-B



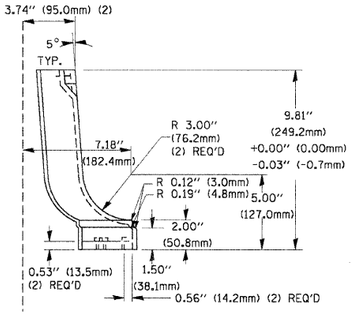
SECTION D-D



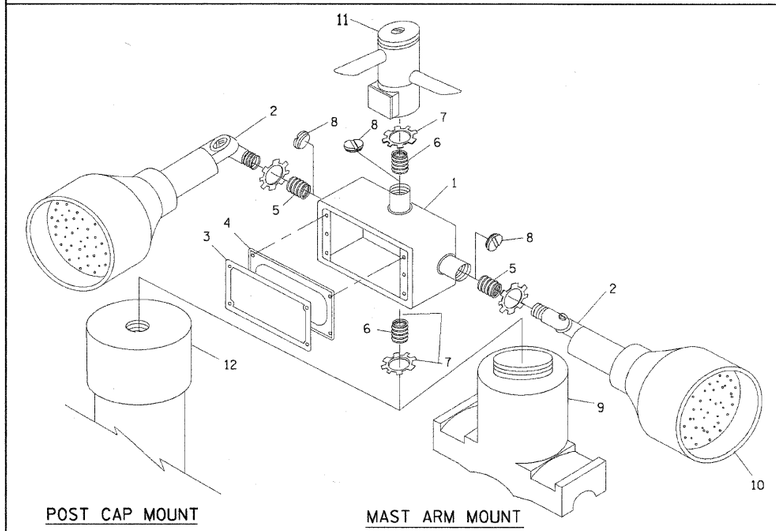
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



POST CAP MOUNT

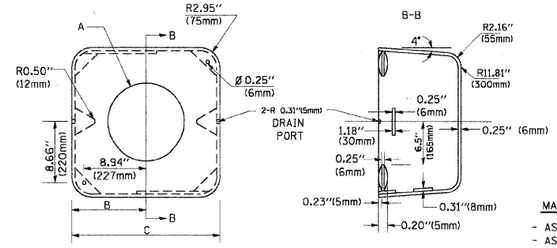
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

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



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

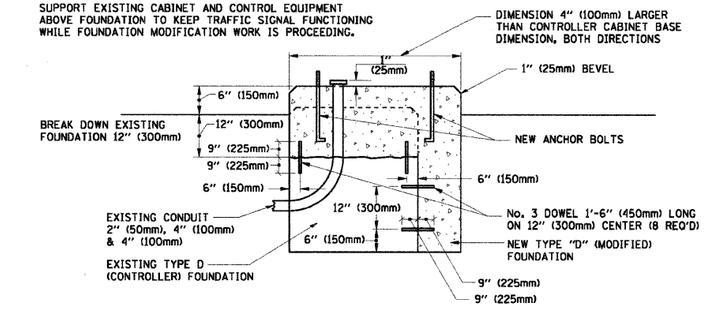
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

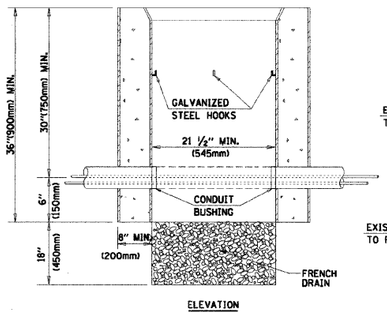
NOTES:

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

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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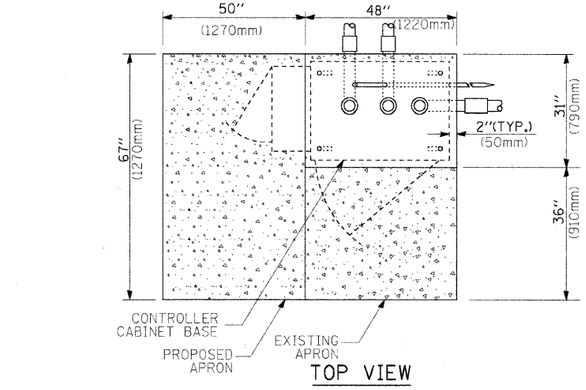
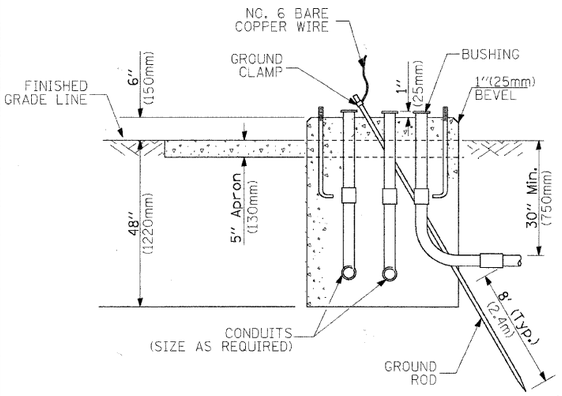
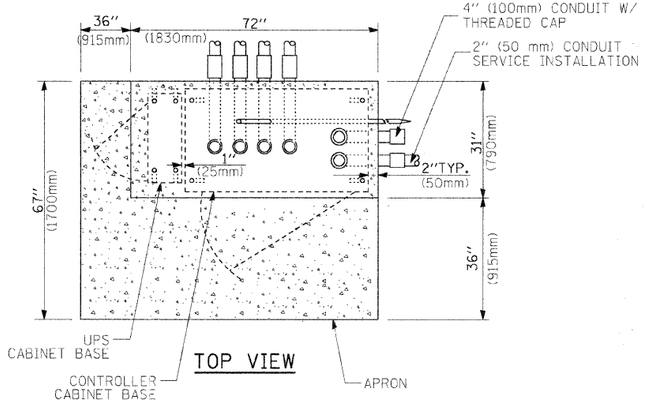
	TS-05	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



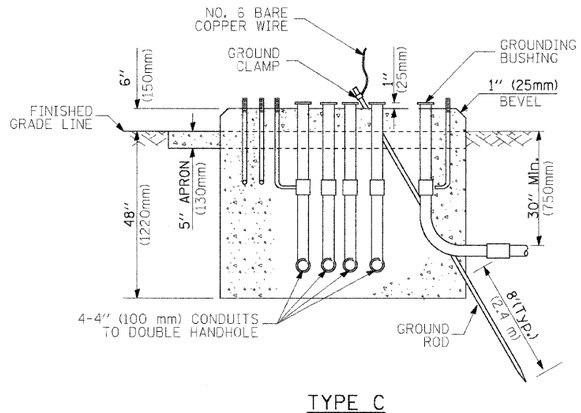
TOP VIEW



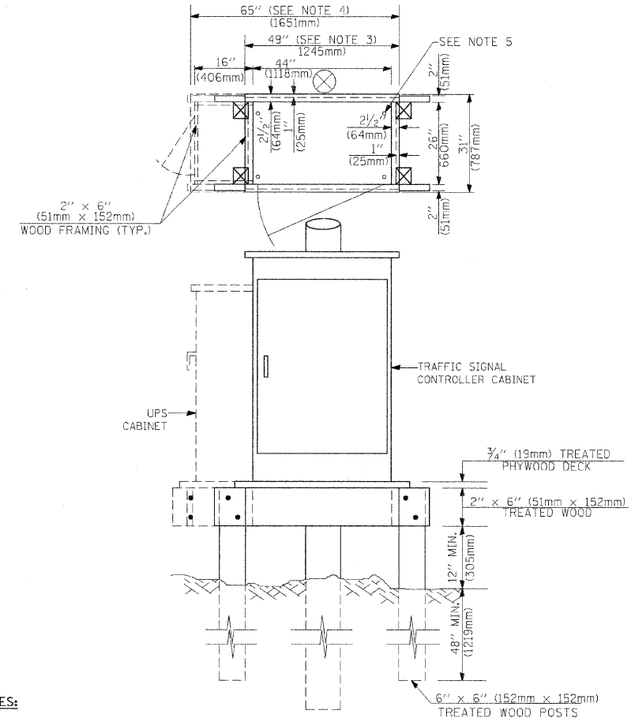
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



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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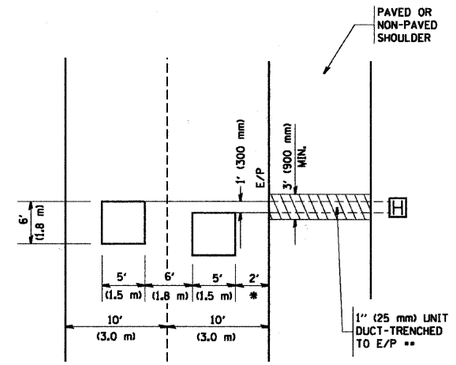
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	50
	TS-05	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

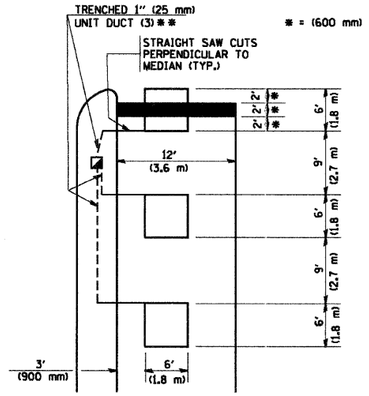


* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

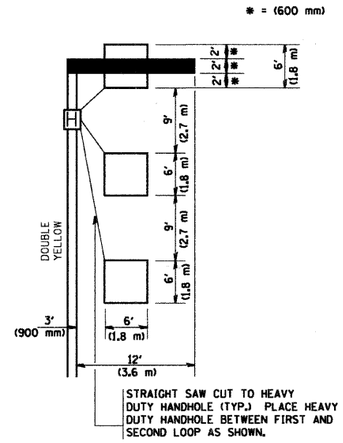


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

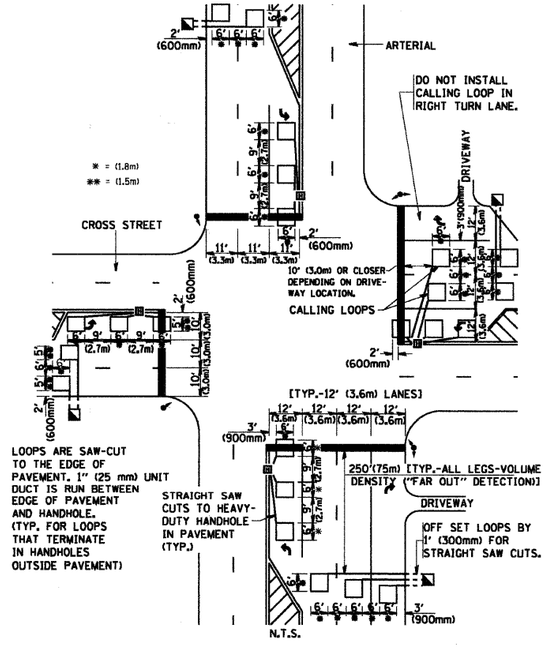
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



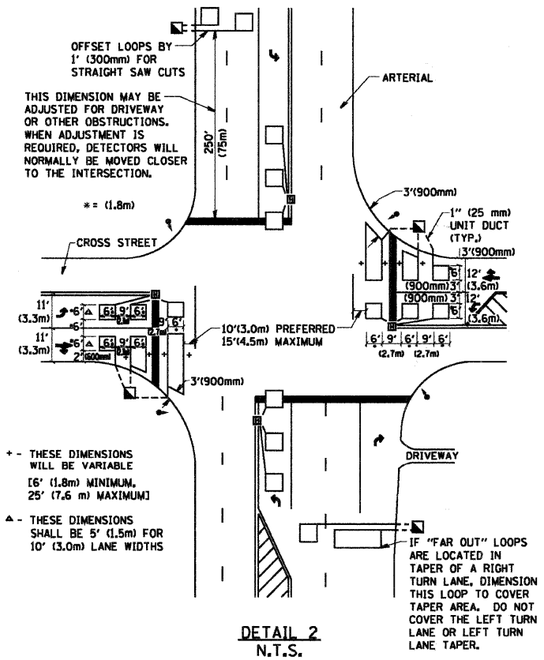
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	51
	TS-07	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LEGEND

- TEMPORARY WOOD POLE, 50 FT. CLASS 4, 15 FT MAST ARM WITH TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT
- TEMPORARY SIGNAL POLE WITH TEMPORARY MAST ARM 15' AND TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT
- —A— TEMPORARY AERIAL CABLE, 2-1/C NO. 4, WITH MESSENGER WIRE
- (E) EXISTING LIGHTING UNIT TO REMAIN
- (REL) EXISTING LIGHTING UNIT TO BE RELOCATED
- (REM) EXISTING LIGHTING UNIT TO BE REMOVED

PROFILE
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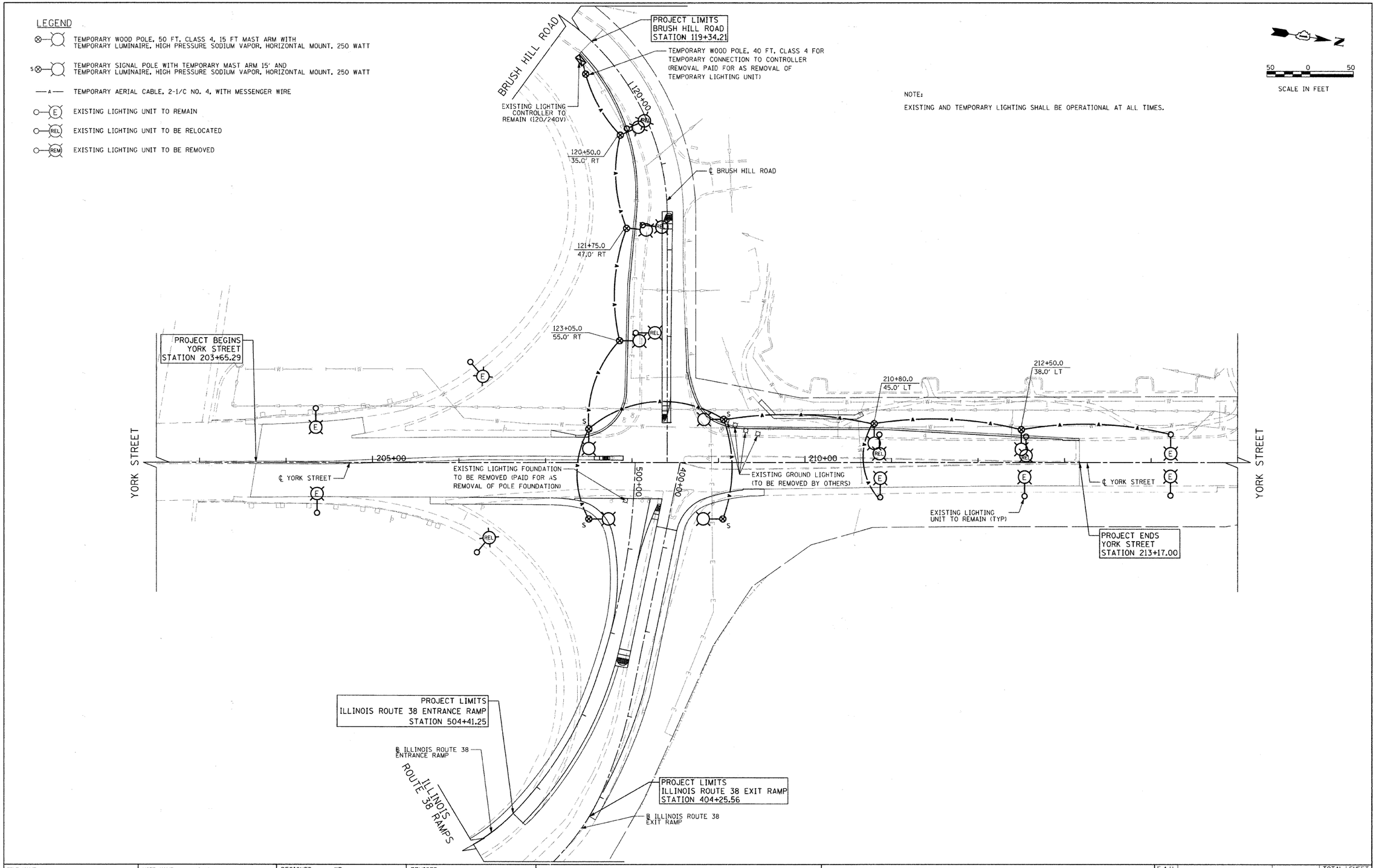

NOTE:

EXISTING AND TEMPORARY LIGHTING SHALL BE OPERATIONAL AT ALL TIMES.

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SCALE IN FEET

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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
TEMPORARY LIGHTING PLAN

SCALE: 1"=50' | SHEET NO. 52 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	52
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

LEGEND

- LIGHT POLE 40 FT MOUNTING HEIGHT, 8 FT MAST ARM, 250W HPS LUMINAIRE WITH BREAKAWAY DEVICE (UNLESS OTHERWISE NOTED)
- TRAFFIC SIGNAL AND STREET LIGHTING COMBINATION POLE 40 FT MOUNTING HEIGHT, 12 FT MAST ARM, 250W HPS LUMINAIRE
- RIGID STEEL CONDUIT OF THE DIAMETER AND LENGTH INDICATED ON THE DRAWINGS. PUSHED (P) OR IN TRENCH (T) AS INDICATED ON THE DRAWINGS.
- (E) EXISTING LIGHTING UNIT TO REMAIN
- UNIT DUCT WITH 2-1/C NO. 4 AND 1/C NO. 6 GROUND, 600V (EPR-TYPE RHW), 1" DIA. POLYETHYLENE

GENERAL NOTES:

1. THE EXISTING CONTROLLER VOLTAGE IS 120/240V.
2. THE EXISTING LUMINAIRE VOLTAGE IS 240V PHASE TO PHASE AND THE LUMINAIRE FUSE SIZE IS 4 AMPS.
3. INSTALLATION OF POLES FURNISHED BY ELMHURST SHALL BE PAID FOR AS METAL LIGHT POLE, INSTALL ONLY.
4. THE PROPOSED LIGHT POLE SETBACKS (FROM BACK OF CURB TO CENTER OF FOUNDATION) ARE AS FOLLOWS:
   - 7.0' ON BRUSH HILL ROAD
   - 3.0' ON YORK STREET (NORTH OF BRUSH HILL ROAD)
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES FOR EXAMINATION AND CONFIRMATION WITH THE RESIDENT ENGINEER. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO AUGURING FOR LIGHT POLE FOUNDATIONS. THE EXACT LOCATIONS OF ALL ITEMS SHALL BE CONFIRMED WITH THE RESIDENT ENGINEER PRIOR TO STARTING WORK.
6. A GROUND ROD SHALL BE PROVIDED FOR EACH CONCRETE FOUNDATION. GROUNDING CONNECTIONS MADE TO THE FOUNDATION SHALL BE EXOTHERMICALLY WELDED. GROUND ROD SHALL BE INCLUDED IN THE FOUNDATION PAY ITEM.
7. PARALLEL UNIT DUCT RUNS SHOWN ON THE PLANS SHALL BE PLACED IN A COMMON TRENCH.
8. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE SPECIFIED REQUIREMENTS FOR BURIED WARNING TAPE, SPECIFIED AS PART OF "TRENCH AND BACKFILL FOR ELECTRICAL WORK". THE INSTALLATION OF THE TAPE SHALL BE INSPECTED BY THE ENGINEER PRIOR TO BACKFILLING OR DURING PLOWING OPERATIONS, AS APPLICABLE.
9. ALL CONDUIT IS PUSHED UNLESS OTHERWISE NOTED. CONDUIT LENGTHS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE ACTUAL DISTANCE REQUIREMENTS IN THE FIELD.

N

50 0 50

SCALE IN FEET

PROJECT LIMITS BRUSH HILL ROAD STATION 119+34.21

BRUSH HILL ROAD

EXISTING LIGHTING CONTROLLER TO REMAIN (120/240V)

RELOCATED LIGHTING UNIT (NO BREAKAWAY DEVICE) STA. 120+40

RELOCATED LIGHTING UNIT (NO BREAKAWAY DEVICE) STA. 121+70

UNIT DUCT WITH 2-1/C NO. 4 AND 1/C NO. 6 GROUND, 600V (EPR-TYPE RHW), 1" DIA. POLYETHYLENE (TYP)

RELOCATED LIGHTING UNIT (NO BREAKAWAY DEVICE) STA. 123+00

PROPOSED LIGHT POLE & MAST ARM (FURNISHED BY ELMHURST) 250 W, 40' M.H., 8' M.A. (NO BREAKAWAY DEVICE) STA. 123+00

PROPOSED LIGHTING UNIT TO BE FURNISHED AND INSTALLED BY IDOT STA. 206+10

STA. 123+96

STA. 123+92

105'-3" P

49'-3" P

63'-3" P

74'-3" P

84'-3" P

80'-3" P

℄ BRUSH HILL ROAD

EX ROW

PROJECT BEGINS YORK STREET STATION 203+65.29

205+00

210+00

500+00

490+00

℄ YORK STREET

YORK STREET

UNIT DUCT WITH 3-1/C NO. 4 AND 1/C NO. 6 GROUND, 600V (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE

RELOCATED LIGHTING UNIT POLE SETBACK - 18' (EDGE OF PAVEMENT TO CENTER OF POLE) STA. 206+10

STA. 500+77

STA. 400+52

PROPOSED LIGHTING UNIT TO BE FURNISHED AND INSTALLED BY IDOT STA. 402+05

PROPOSED LIGHT POLE & MAST ARM (FURNISHED BY ELMHURST) 250 W, 40' M.H., 8' M.A. STA. 209+25

PROPOSED LIGHTING UNIT TO BE FURNISHED AND INSTALLED BY IDOT STA. 402+05

UNIT DUCT WITH 2-1/C NO. 4 AND 1/C NO. 6 GROUND, 600V (EPR-TYPE RHW), 1" DIA. POLYETHYLENE (TYP)

RELOCATED LIGHTING UNIT STA. 210+86

RELOCATED LIGHTING UNIT STA. 212+56

EXISTING LIGHTING UNIT TO REMAIN (TYP)

EXISTING UNIT DUCT (TYP)

PROJECT ENDS YORK STREET STATION 213+17.00

PROJECT LIMITS ILLINOIS ROUTE 38 ENTRANCE RAMP STATION 504+41.25

℄ ILLINOIS ROUTE 38 ENTRANCE RAMP

ILLINOIS ROUTE 38 RAMPS

PROJECT LIMITS ILLINOIS ROUTE 38 EXIT RAMP STATION 404+25.56

℄ ILLINOIS ROUTE 38 EXIT RAMP

MOD 43

PLAN — SURVEYED — DRAWN — ALIGNMENT CHECKED — DRAWN BY — CHECKED — NOTE BOOK — NO. — PLANS FILE NAME — BY — DATE

PROFILE — SURVEYED — DRAWN — GRADES CHECKED — BEAM NOTED — STRUCTURE NOTATIONS CHKD — NOTE BOOK — NO. — BY — DATE

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		DATE - 7/4/2011	REVISED -

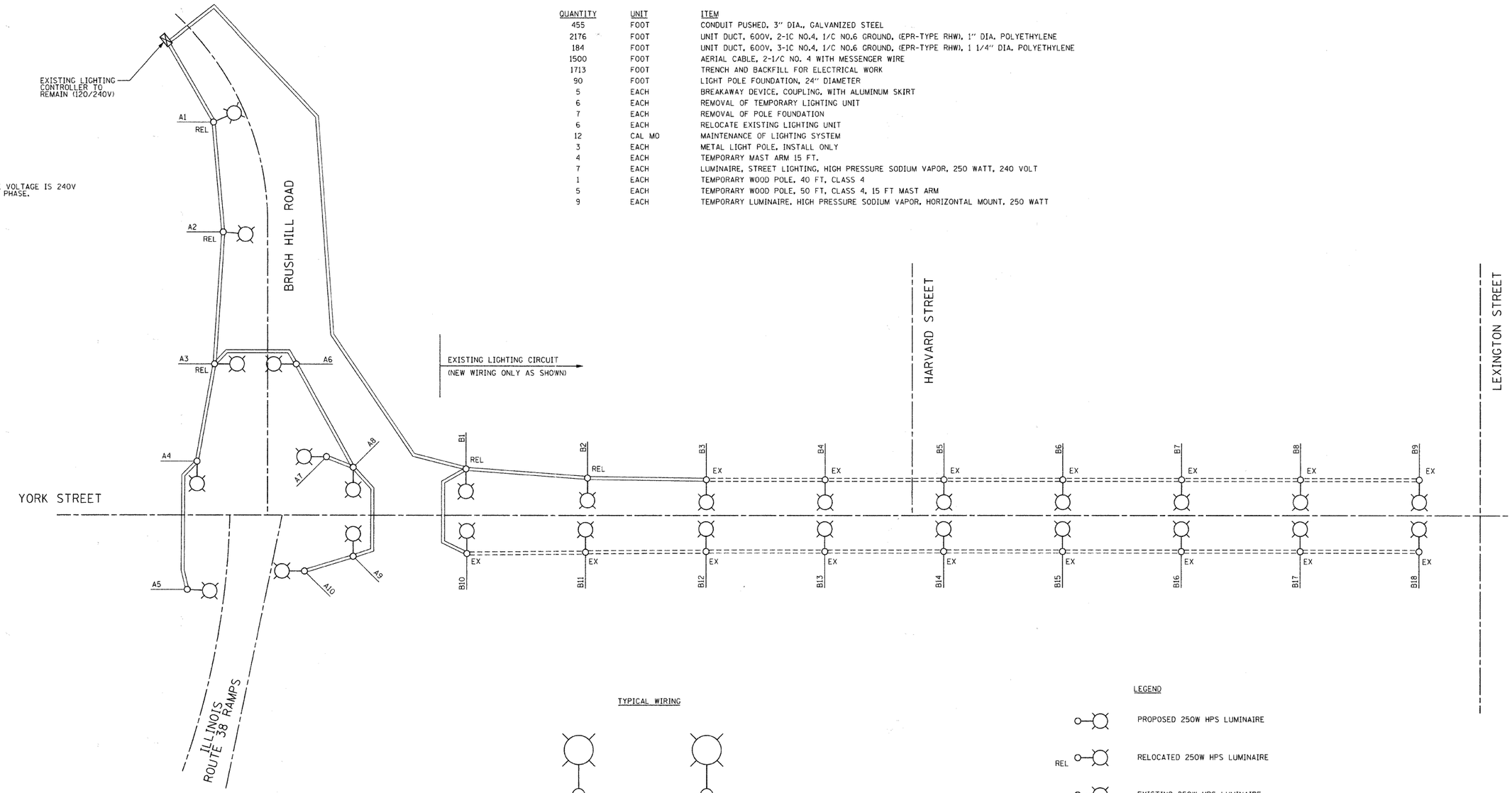
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
LIGHTING PLAN

SCALE: 1"=50' | SHEET NO. 53 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	53
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

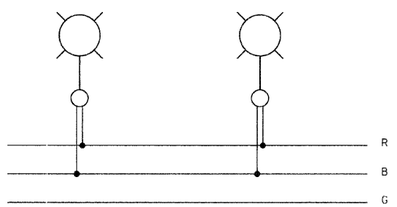
NOT TO SCALE



SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
455	FOOT	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL
2176	FOOT	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1" DIA. POLYETHYLENE
184	FOOT	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE
1500	FOOT	AERIAL CABLE, 2-1/C NO. 4 WITH MESSENGER WIRE
1713	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
90	FOOT	LIGHT POLE FOUNDATION, 24" DIAMETER
5	EACH	BREAKAWAY DEVICE, COUPLING, WITH ALUMINUM SKIRT
6	EACH	REMOVAL OF TEMPORARY LIGHTING UNIT
7	EACH	REMOVAL OF POLE FOUNDATION
6	EACH	RELOCATE EXISTING LIGHTING UNIT
12	CAL MO	MAINTENANCE OF LIGHTING SYSTEM
3	EACH	METAL LIGHT POLE, INSTALL ONLY
4	EACH	TEMPORARY MAST ARM 15 FT.
7	EACH	LUMINAIRE, STREET LIGHTING, HIGH PRESSURE SODIUM VAPOR, 250 WATT, 240 VOLT
1	EACH	TEMPORARY WOOD POLE, 40 FT, CLASS 4
5	EACH	TEMPORARY WOOD POLE, 50 FT, CLASS 4, 15 FT MAST ARM
9	EACH	TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT

TYPICAL WIRING



LEGEND

- PROPOSED 250W HPS LUMINAIRE
- REL — RELOCATED 250W HPS LUMINAIRE
- EX — EXISTING 250W HPS LUMINAIRE
- EXISTING CONTROLLER TO REMAIN
- PROPOSED CABLE
- EXISTING CABLE

PLAN | SURVEYED | DATE | BY | NOTE BOOK | ALIGNMENT CHECKED | RT. OF WAY CHECKED | NAME FILE NAME

PROFILE | SURVEYED | DATE | BY | NOTE BOOK | GRADES CHECKED | B.M. NOTED | STRUCTURE NOTATIONS CHKED

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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

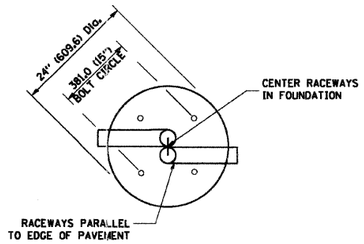
YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
ROADWAY LIGHTING WIRING DIAGRAM & SCHEDULE OF QUANTITIES

SCALE: 1"=50' | SHEET NO. 53 OF 85 SHEETS | STA. 202+50 TO STA. 214+50

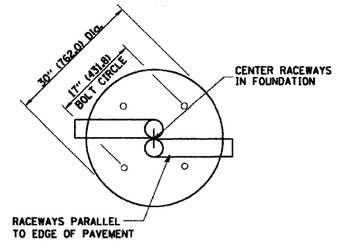
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	54
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

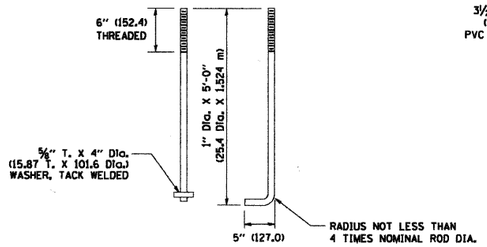
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.09 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND ϕ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND ϕ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND ϕ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)



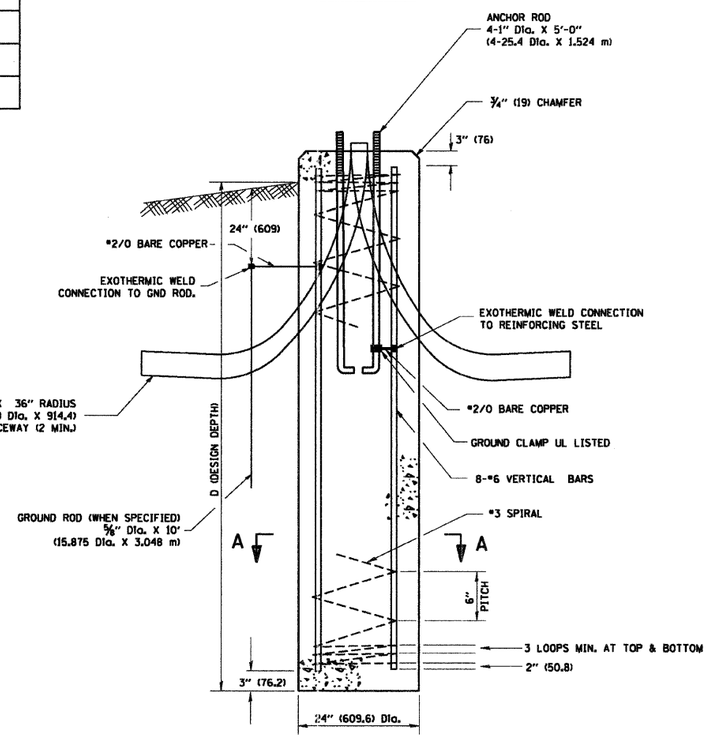
TOP VIEW



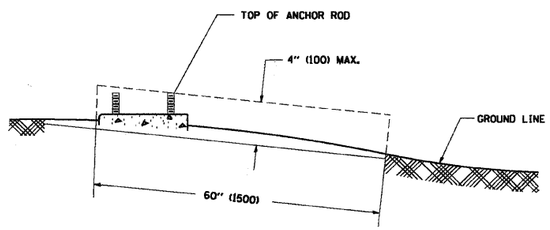
TOP VIEW



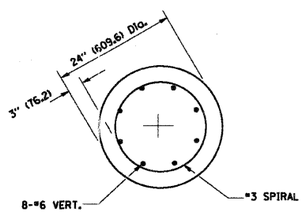
ANCHOR ROD DETAIL



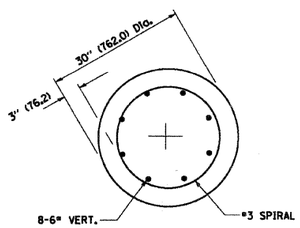
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 2¾" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14. THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

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		DRAWN -	REVISED -
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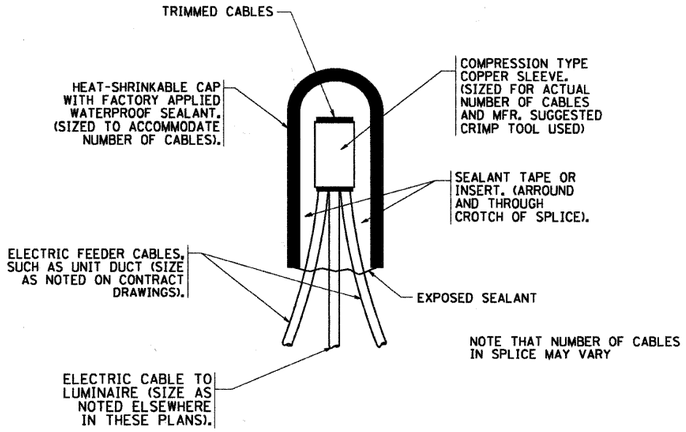
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION
40' (12.192 m) TO 47 1/2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	55
	BE-301	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TYPICAL SPLICE DETAIL

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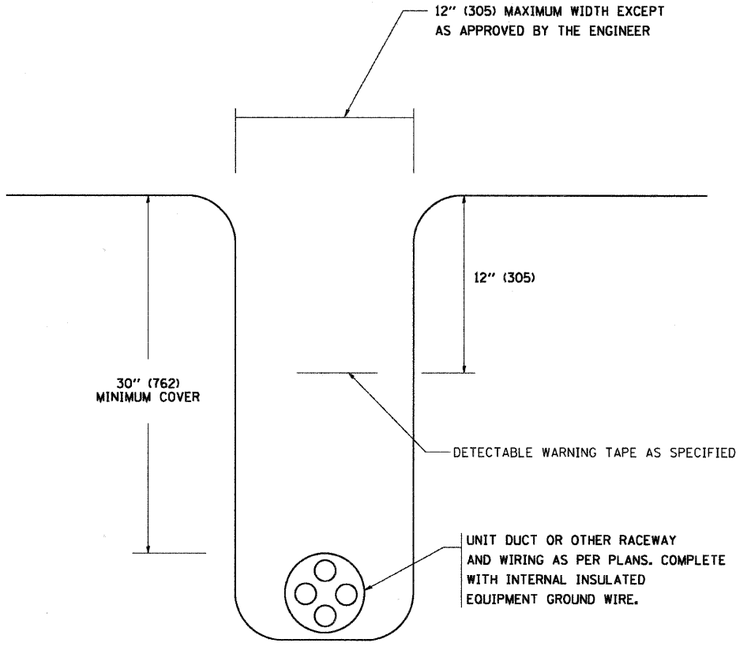

TYPICAL WIRING IN TRENCH DETAIL

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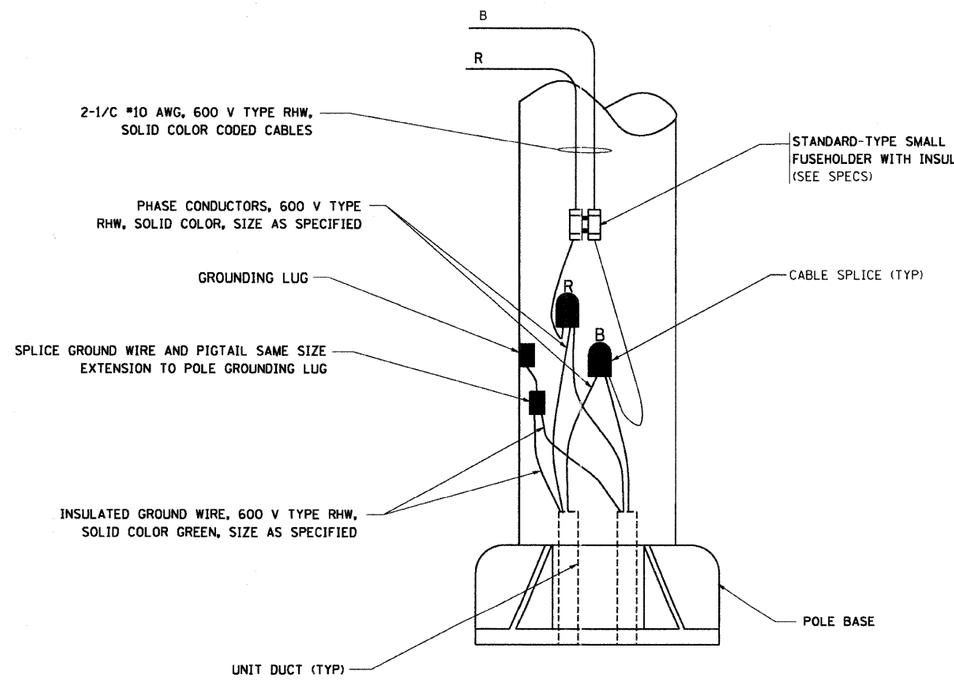

POLE WIRING DETAIL

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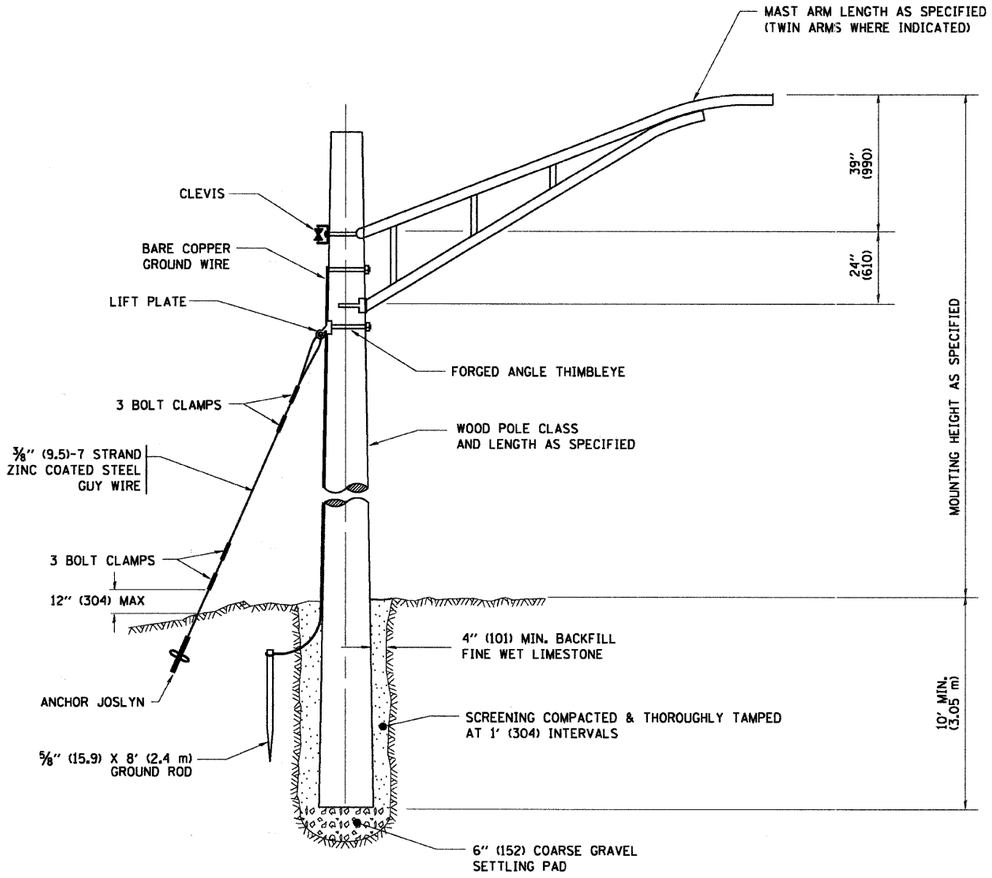
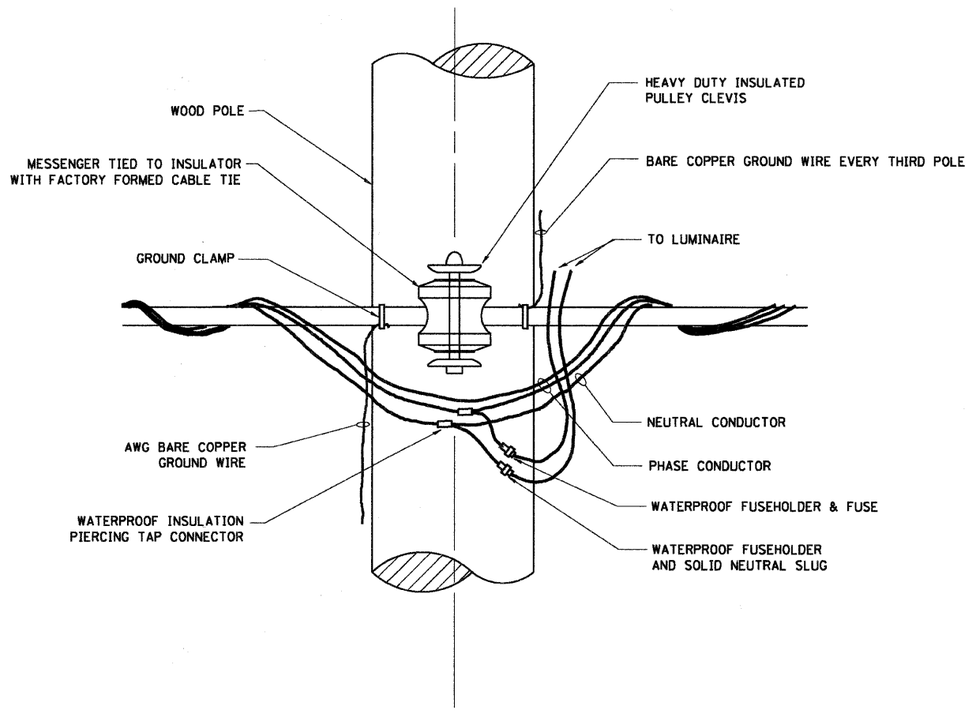
		DRAWN -	REVISED -			2678	09-00171-00-CH	DUPAGE	85	56
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -					CONTRACT NO. 63610		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

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

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		DRAWN -	REVISED -		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 1/4/2008	DATE -	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	57
	BE-800	CONTRACT NO. 63610		
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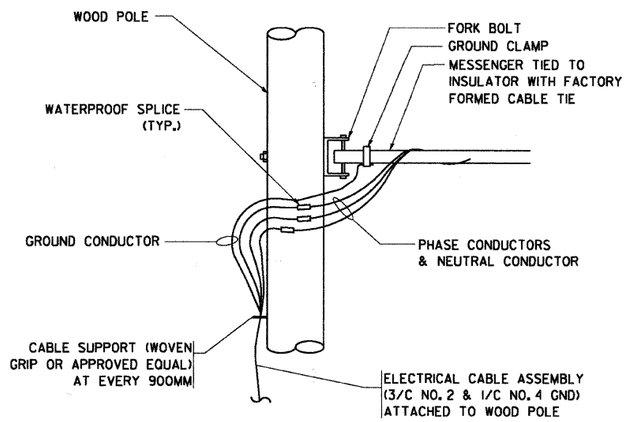

AERIAL CABLE CONNECTION DETAIL

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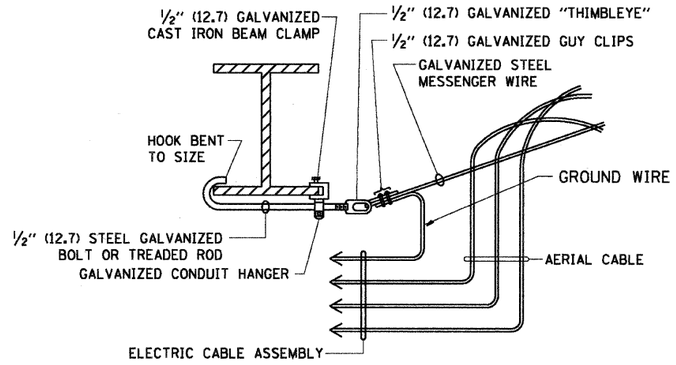
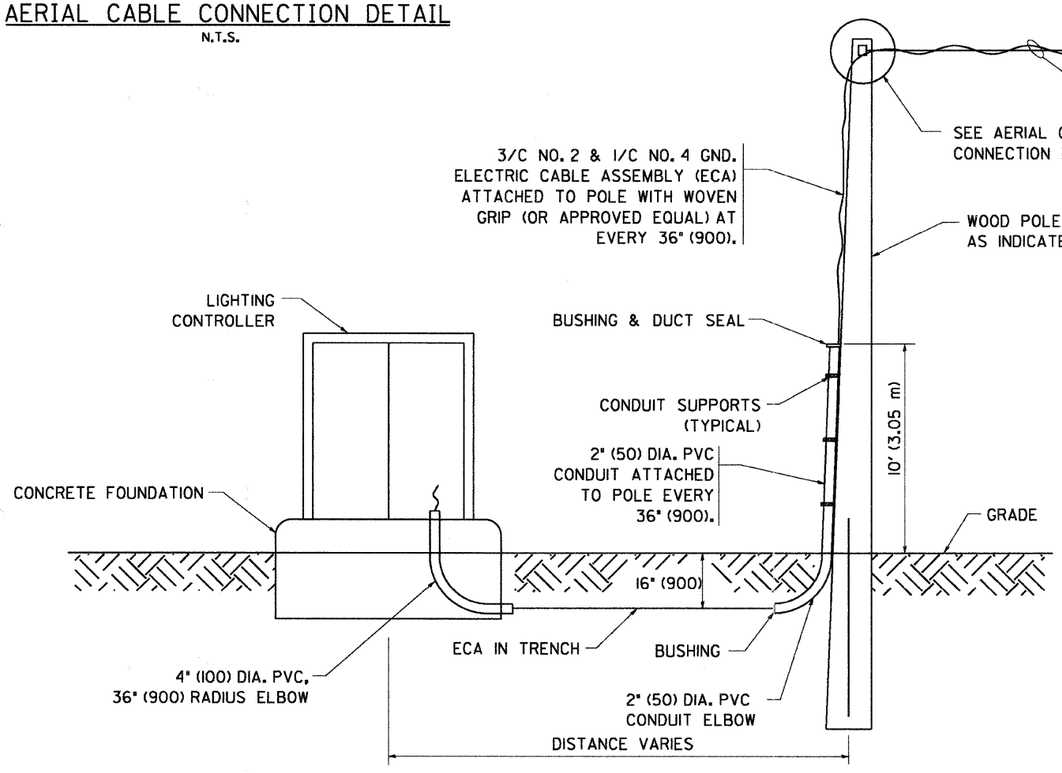


AERIAL CABLE ATTACHED TO STRUCTURE

NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL

N.T.S.

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

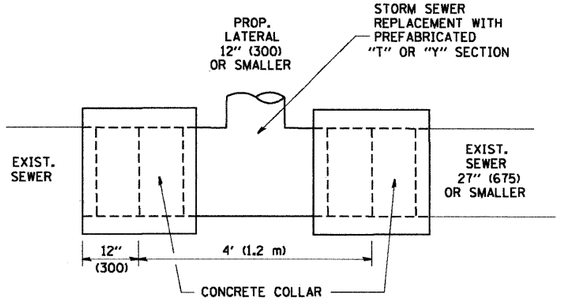
FILE NAME = W:\chststd\22x34\be801.dgn	USER NAME = gaglienobt	DESIGNED -	REVISED - 08-08-03
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY AERIAL CABLE INSTALLATION

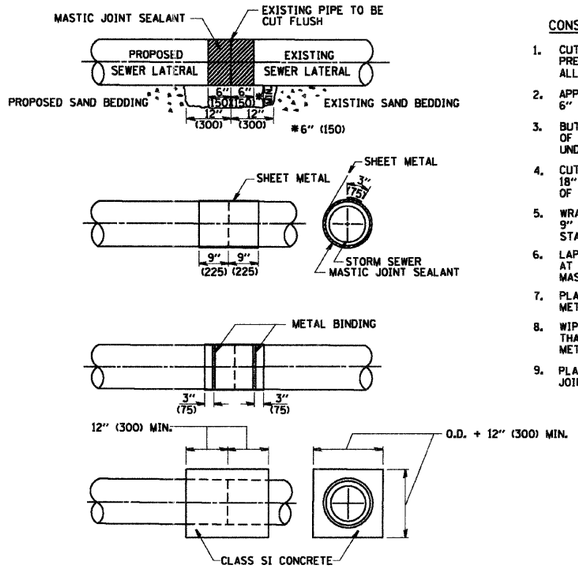
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	58
	BE-801	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



DETAIL "A"

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

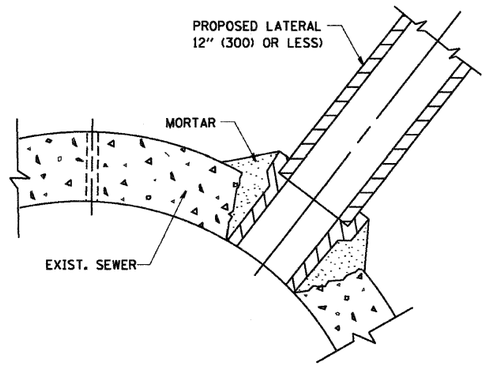


DETAIL "B"

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.

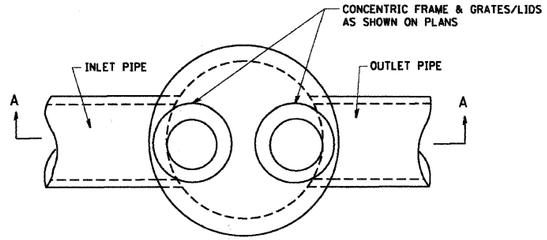
FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = geglenabt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
		DRAWN -	REVISED - R. SHAH 09-09-94
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

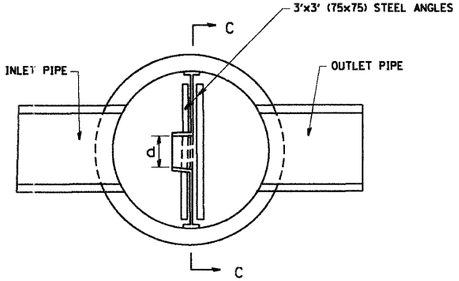
DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

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

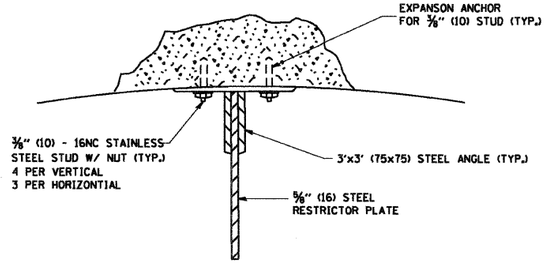
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	59
	BD500-01 (BD-7)	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



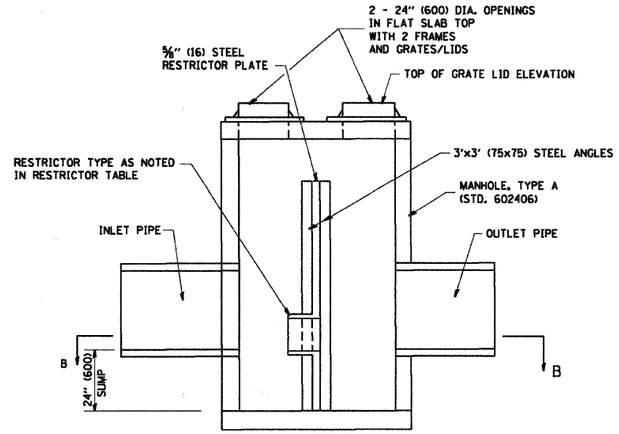
PLAN



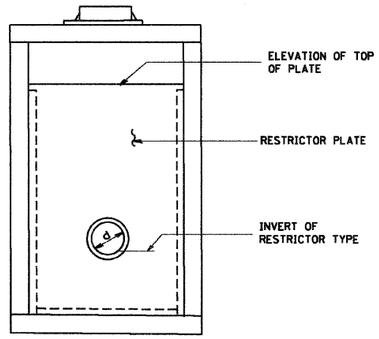
SECTION B-B



ANGLE FASTENER DETAIL



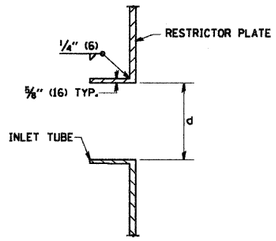
SECTION A-A



SECTION C-C

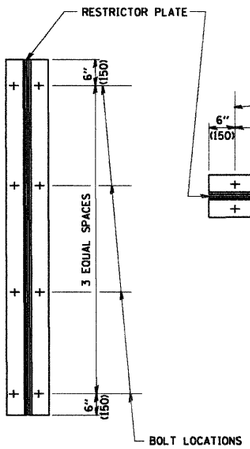
NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. BASIS OF PAYMENT: "MANHOLES ,TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH

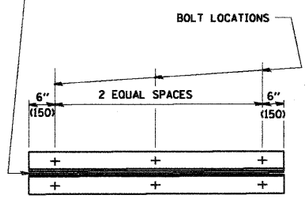


INLET TUBE DETAIL

STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
206+52.0	6'	2TIF CL	2	38.625	653.36	657.90



TYPICAL VERTICAL ANGLES LOOKING TOWARD MANHOLE WALL



TYPICAL HORIZONTIAL ANGLES LOOKING TOWARD BOTTOM OF MANHOLE

TOTAL BOLTS REQUIRED: 22

NOTE:

1. ANGLES SHOULD BE 3x3x3/8 (75x75x75)
2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTIAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

STEEL ANGLE BOLTING DETAILS

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

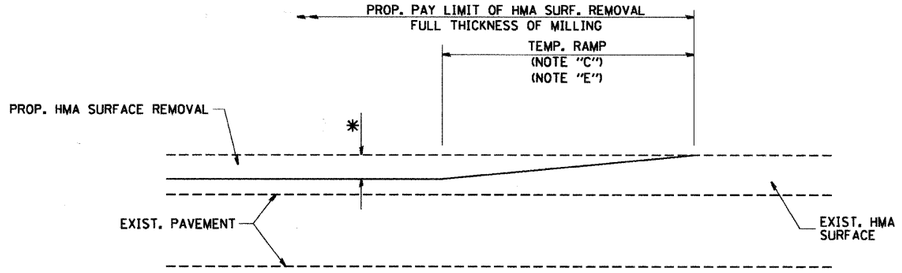
FILE NAME = W:\diststd\22x34\bdl2.dgn	USER NAME = gaglianabt	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - E. GOMEZ 08-28-00
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-08-01
	PLOT DATE = 1/4/2008	DATE - 09-09-94	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

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

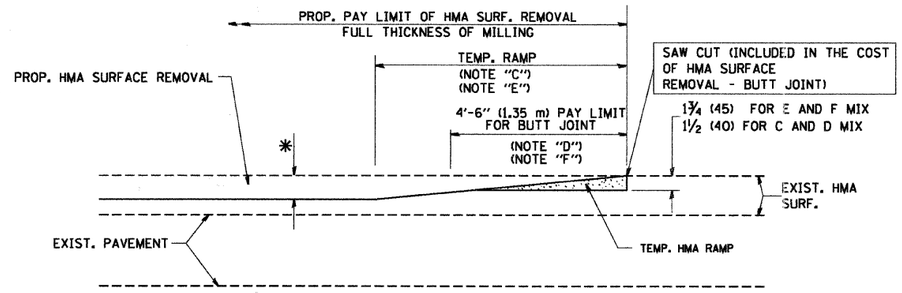
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	60
	BD600-04 (BD-12)	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

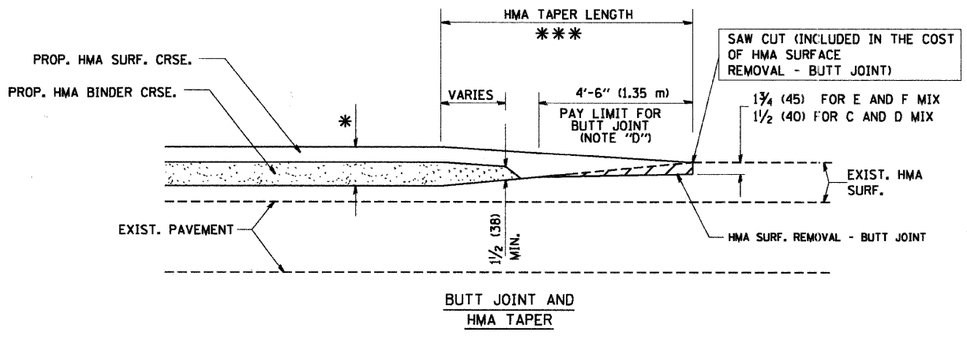


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

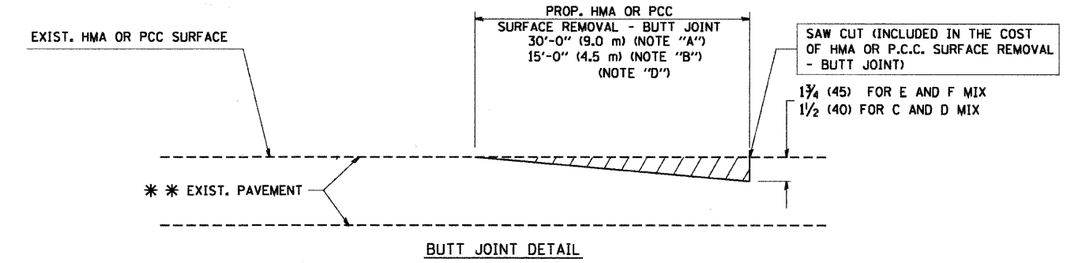
OPTION 2

TYPICAL TEMPORARY RAMP

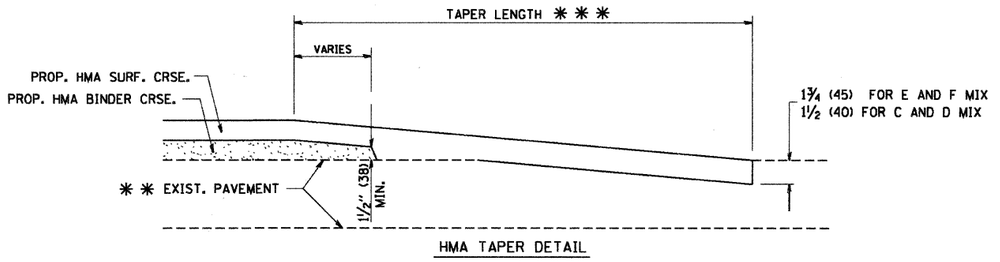


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

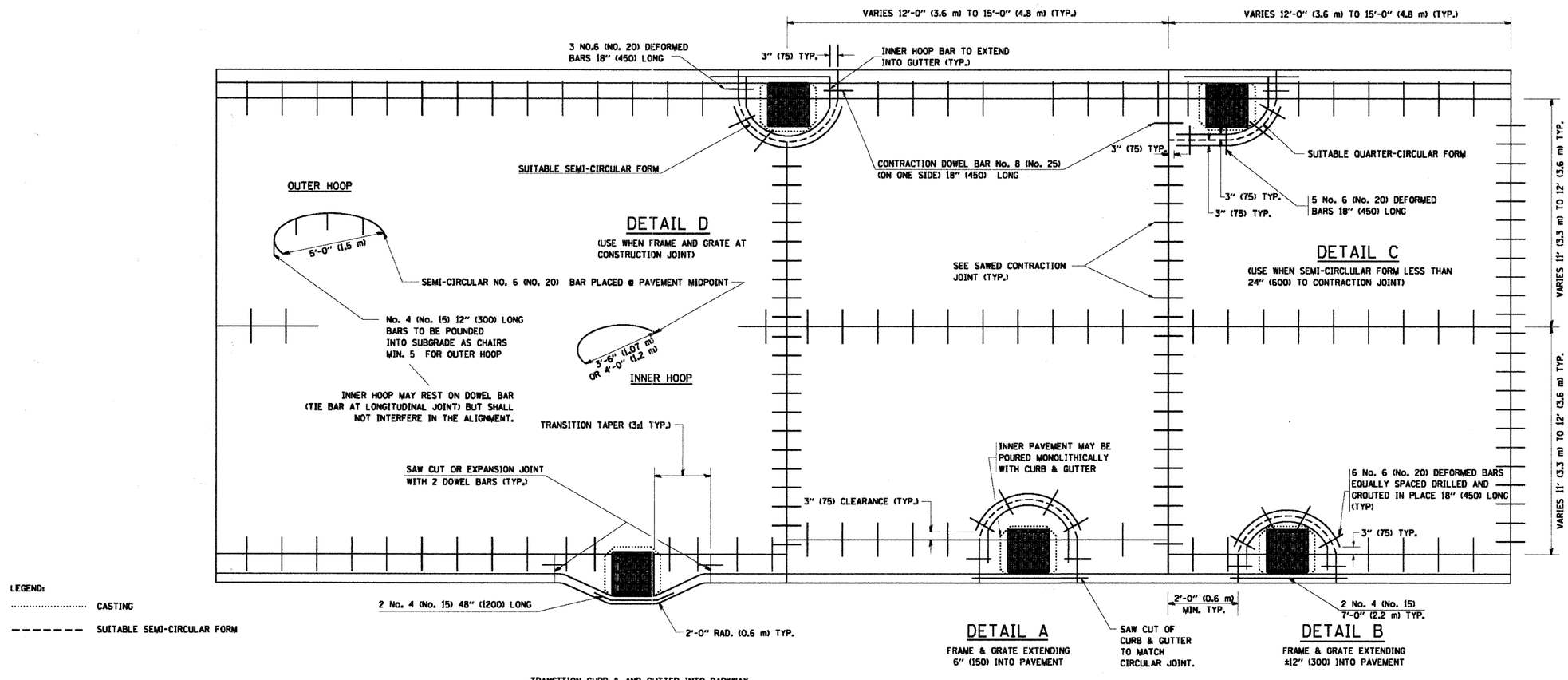
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	61
	BD400-05 BD32	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

DESIGNER NOTE:
THIS DETAIL IS TO BE USED WHEN THE GUTTER FLAG IS LESS THAN 24"

NOTES :

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



TRANSITION CURB & AND GUTTER INTO PARKWAY
(PREFERRED BECAUSE PAVING OF MAINLINE NOT AFFECTED.)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

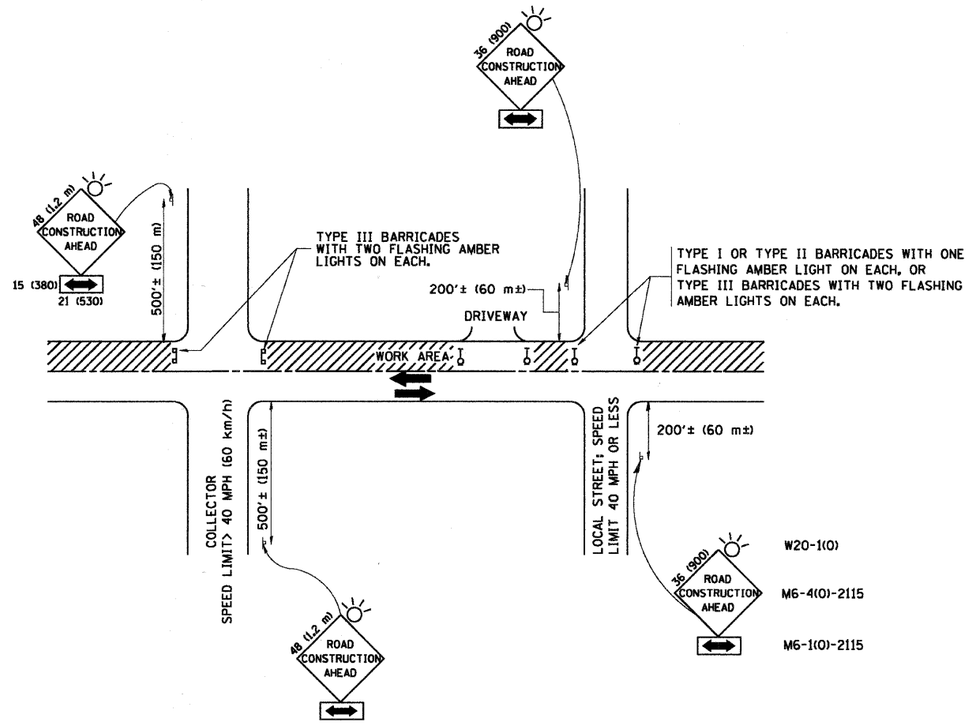
FILE NAME = W:\distatd\22x34\bd48.dgn	USER NAME = gaghanobt	DESIGNED - A. ABBAS	REVISED - T. MATOUSEK 08-28-00
		DRAWN - TOM MATOUSEK	REVISED - T. MATOUSEK 10-02-00
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02
	PLOT DATE = 1/4/2008	DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	62
	BD-48	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

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

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

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

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

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

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

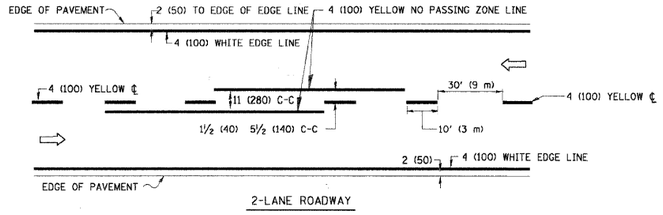
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglienobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2000	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

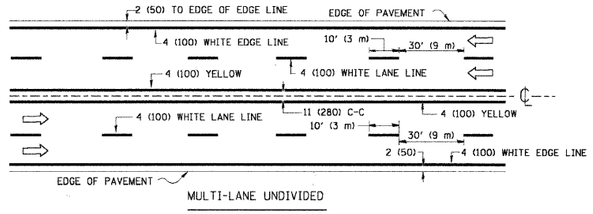
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

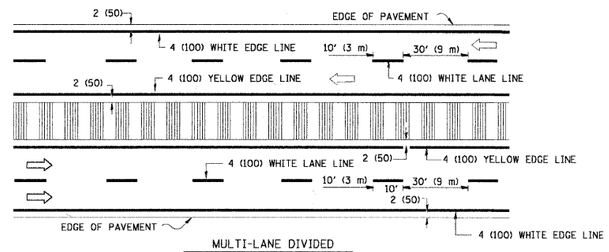
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	63
	TC-10	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



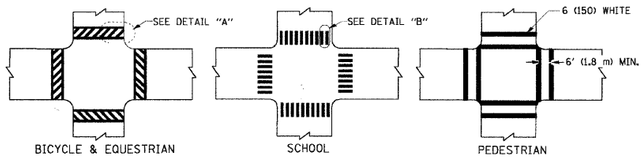
MULTI-LANE UNDIVIDED

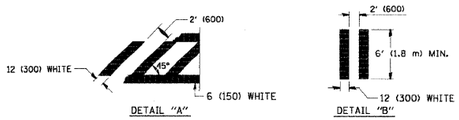


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

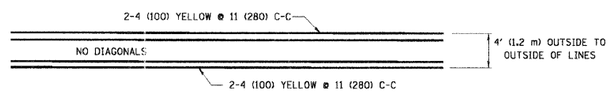
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

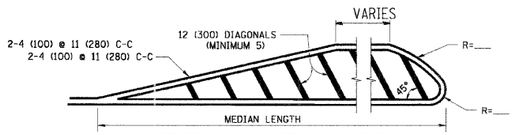




TYPICAL CROSSWALK MARKING



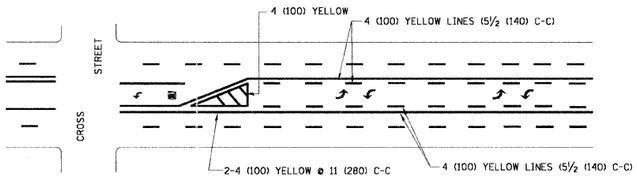
4' (1.2 m) WIDE MEDIANS ONLY



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

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

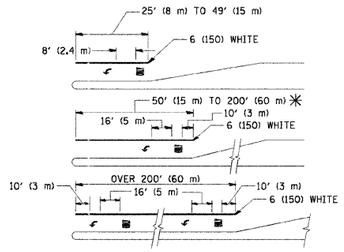
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

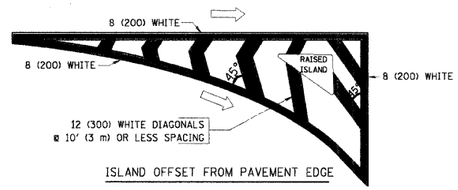


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

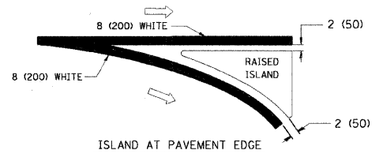
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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

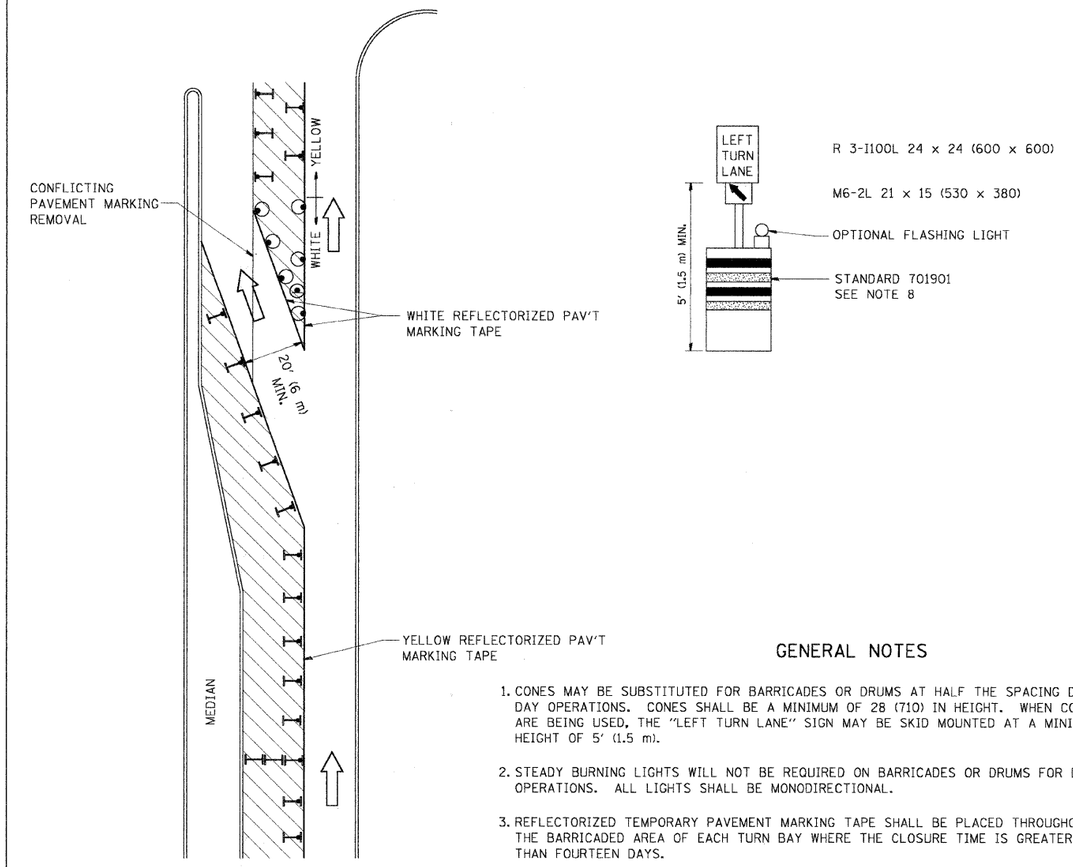
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0188315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	64
	TC-13	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES

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

LEGEND

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

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

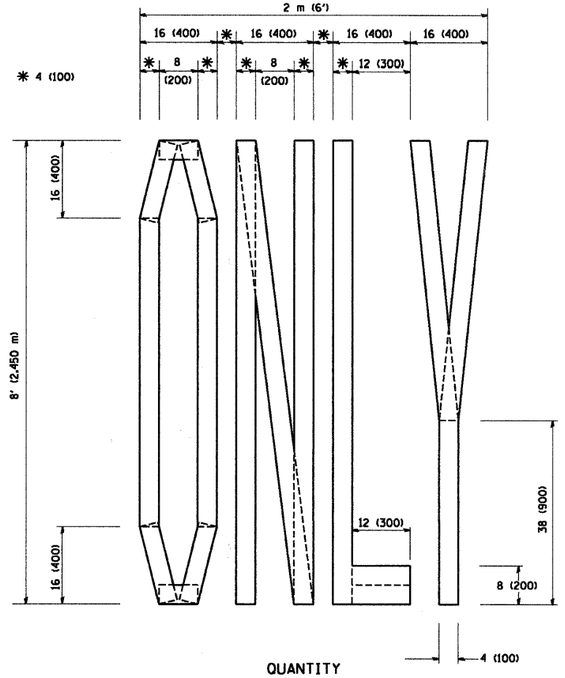
FILE NAME = c:\pw_work\PWIDOT\DR1VAK0SGN\d0108315\tc14.dgn	USER NAME = drivakosgn	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999 ' / IN.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 9/14/2009	REVISED - A. HOUSEH 10-12-96	REVISED -
		REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

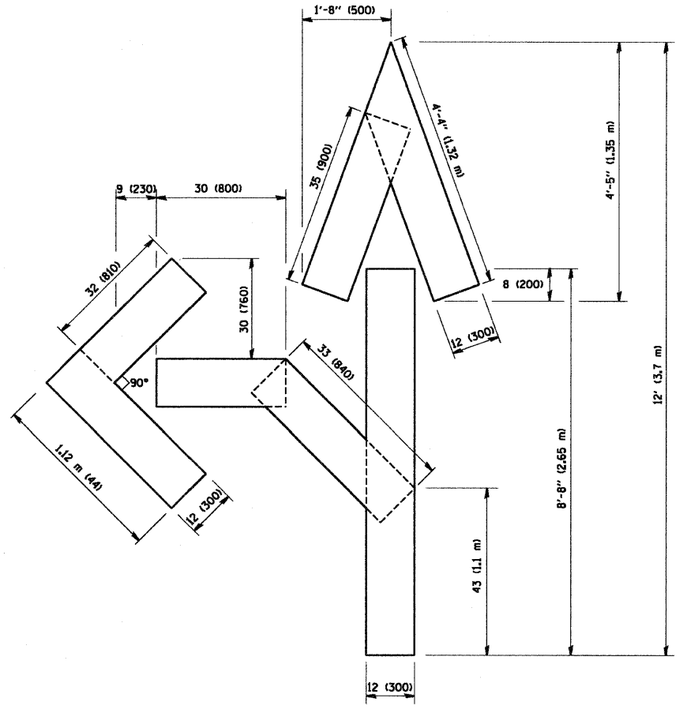
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

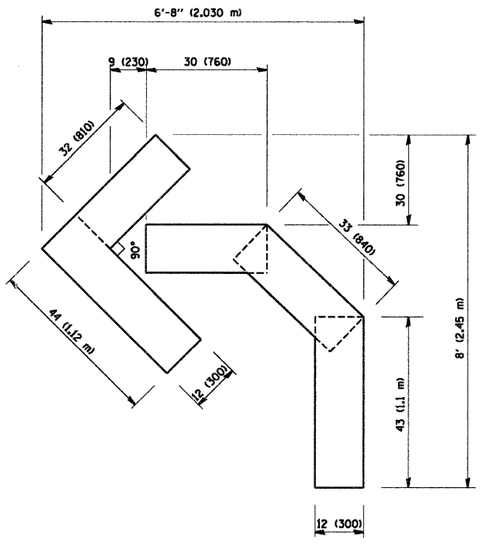
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	65
	TC-14	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



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



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

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

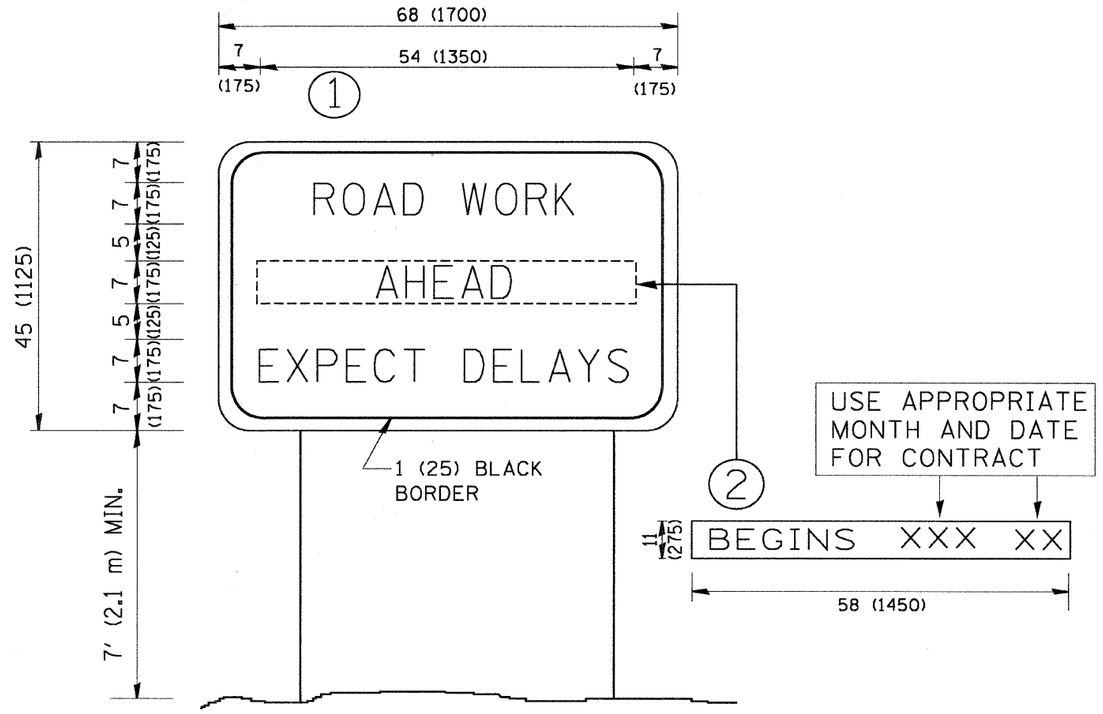
FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglienobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	66
	TC-16	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

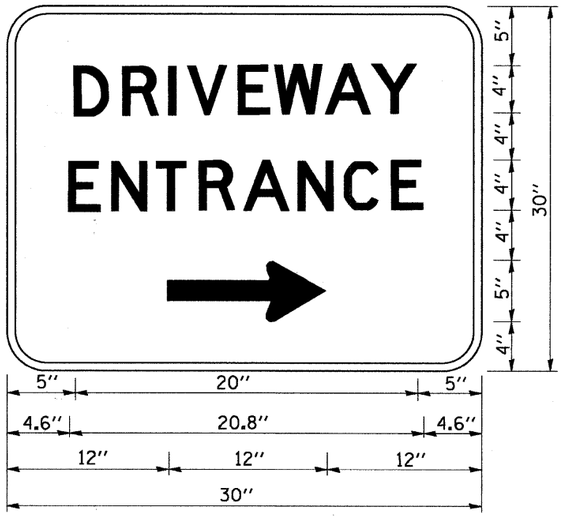
FILE NAME = W:\dist\std\22x34\ta22.dgn	USER NAME = gaglionobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	67
	TC-22	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

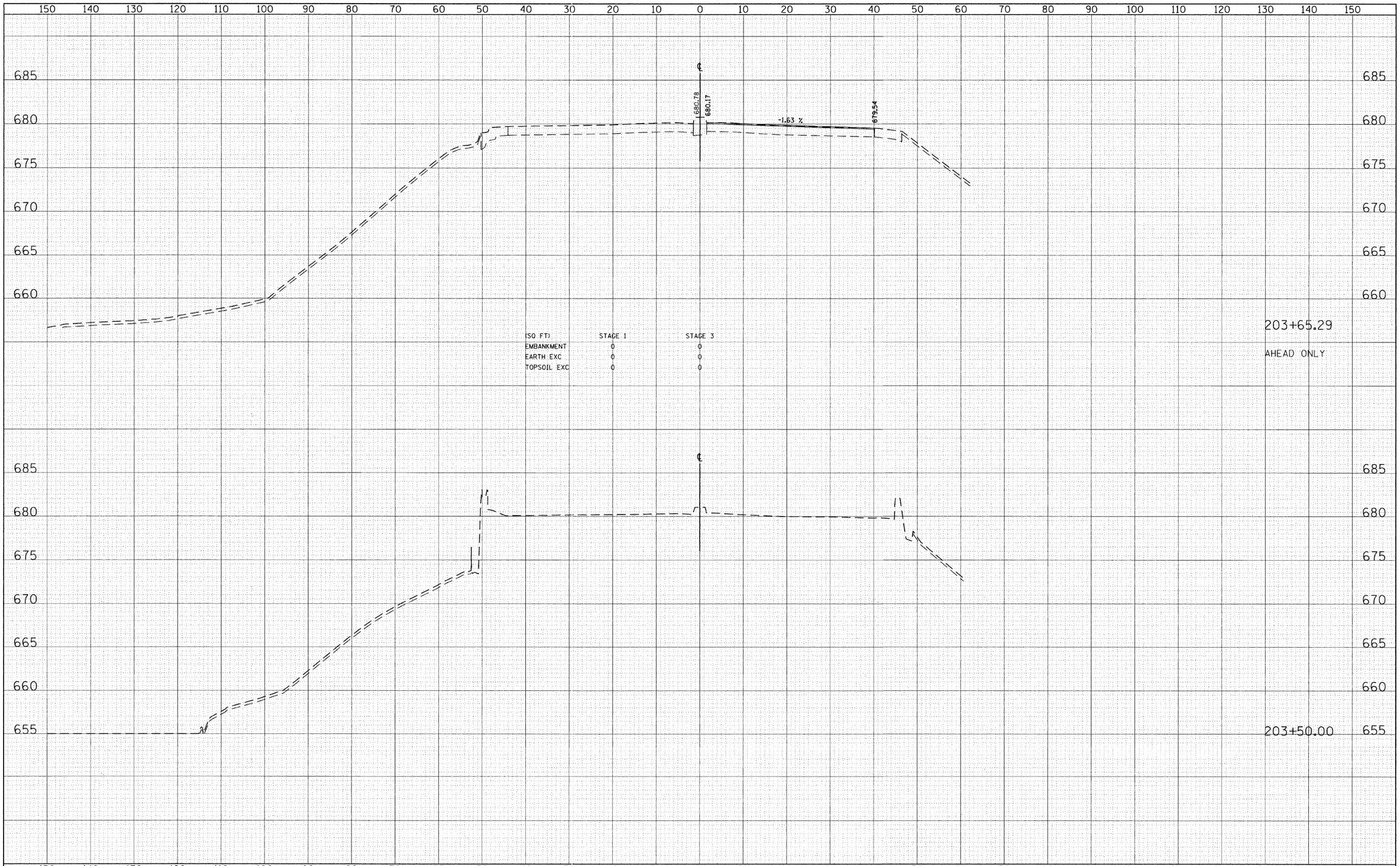
FILE NAME = W:\diststd\22x34\tc26.dgn	USER NAME = geglienobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	68
	TC-26	CONTRACT NO. 63610		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

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

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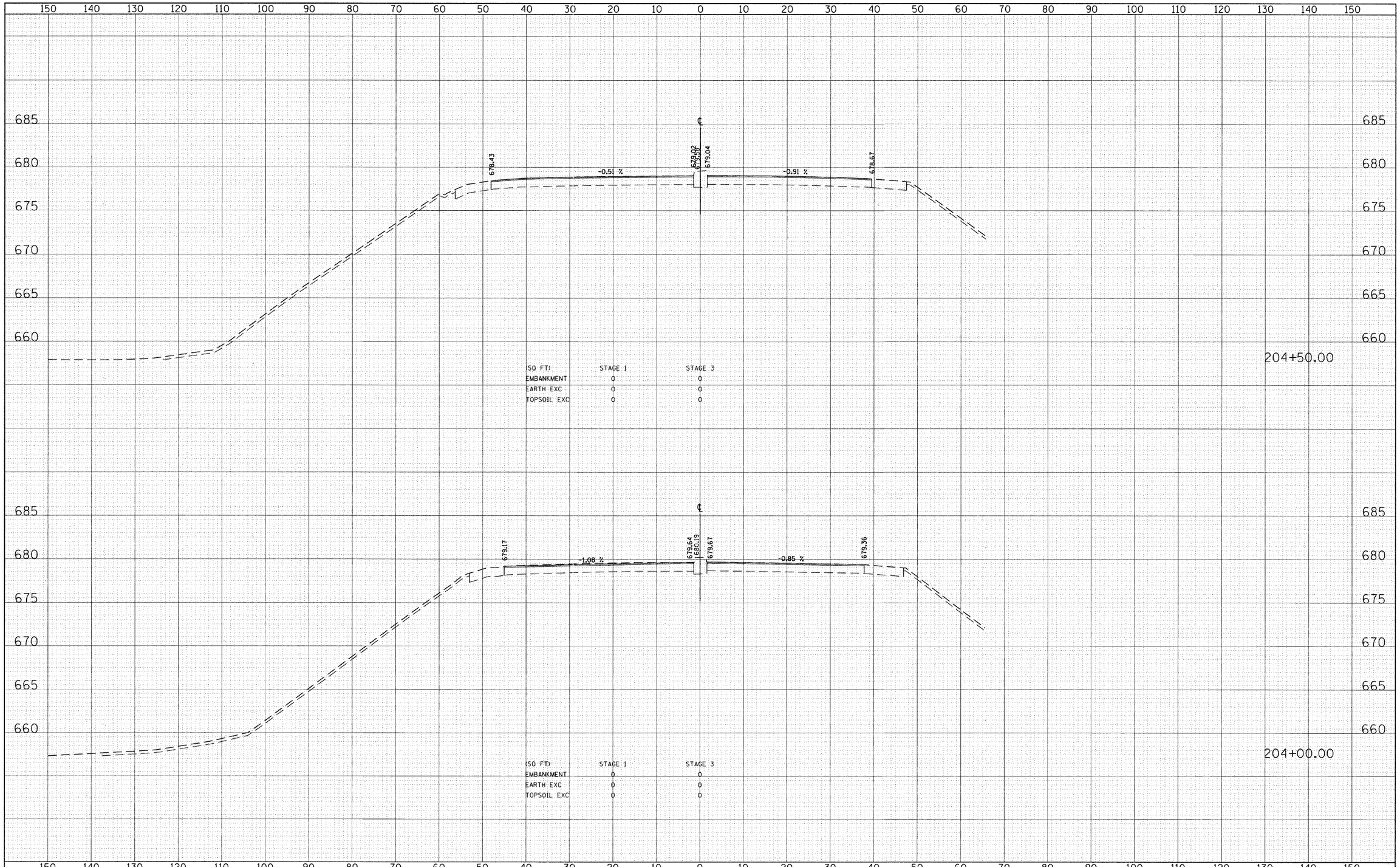
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/4/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
YORK STREET

SCALE: | SHEET NO. 69 OF 85 SHEETS | STA. 203+50.00 TO STA. 203+65.29

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	69
		CONTRACT NO. 63610		
	ILLINOIS FED. AID PROJECT			



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

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

FILE NAME = gi\ch08\0007\road\phase 2\sheets\DIX0007-XSSheet_York.dgn	USER NAME = jmgalemba	DESIGNED -	REVISED -
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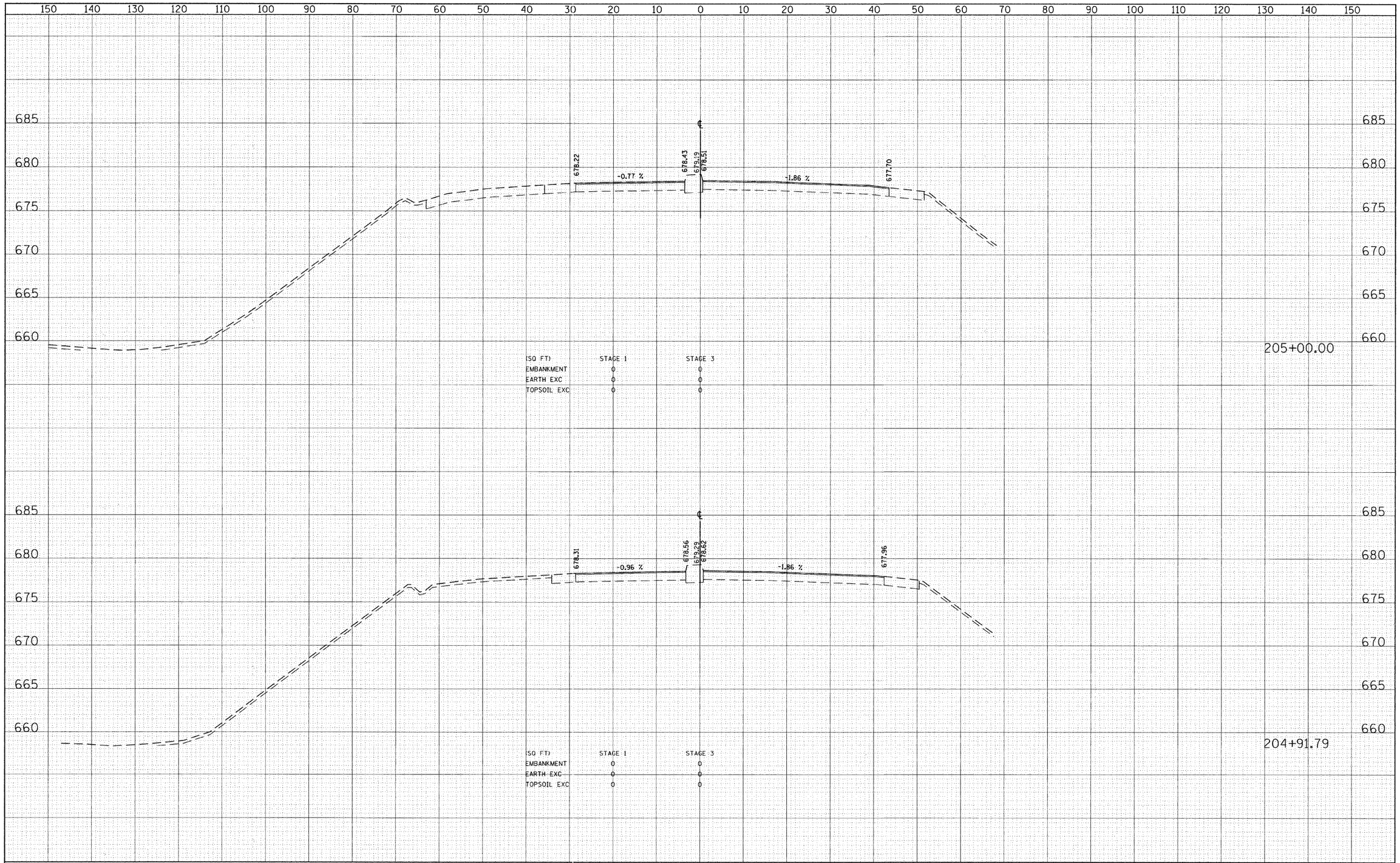
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/4/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
YORK STREET

SCALE: | SHEET NO. 70 OF 85 SHEETS | STA. 204+00.00 TO STA. 204+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	70
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		



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		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/4/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
YORK STREET

SCALE: | SHEET NO. 71 OF 85 SHEETS | STA. 204+91.79 TO STA. 205+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	71
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK	TEMPLATE	
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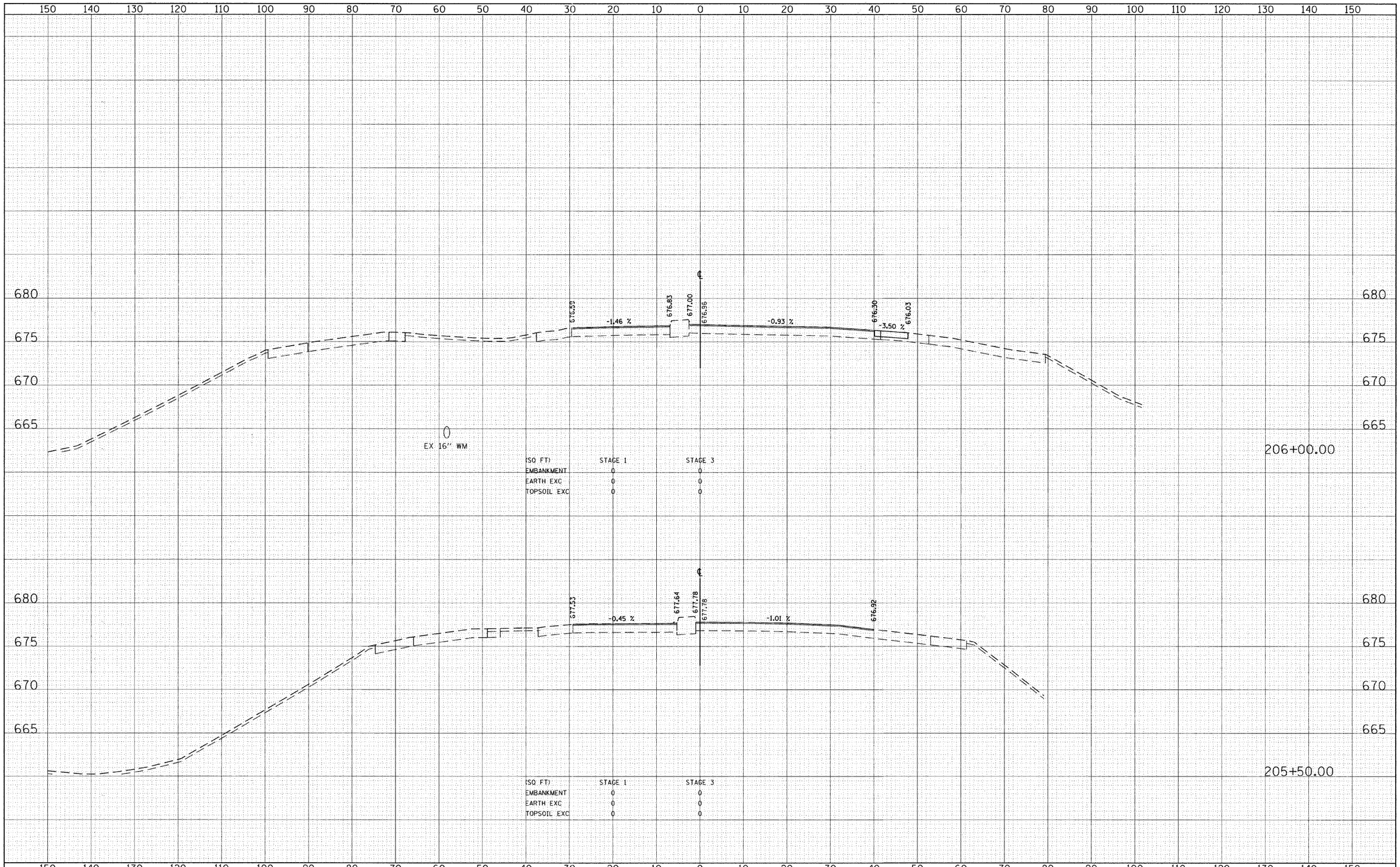
	AREAS CHECKED	



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

FILE NAME =	USER NAME = jmgolemba	DESIGNED -	REVISED -
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	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/4/2011	DATE -	REVISED -

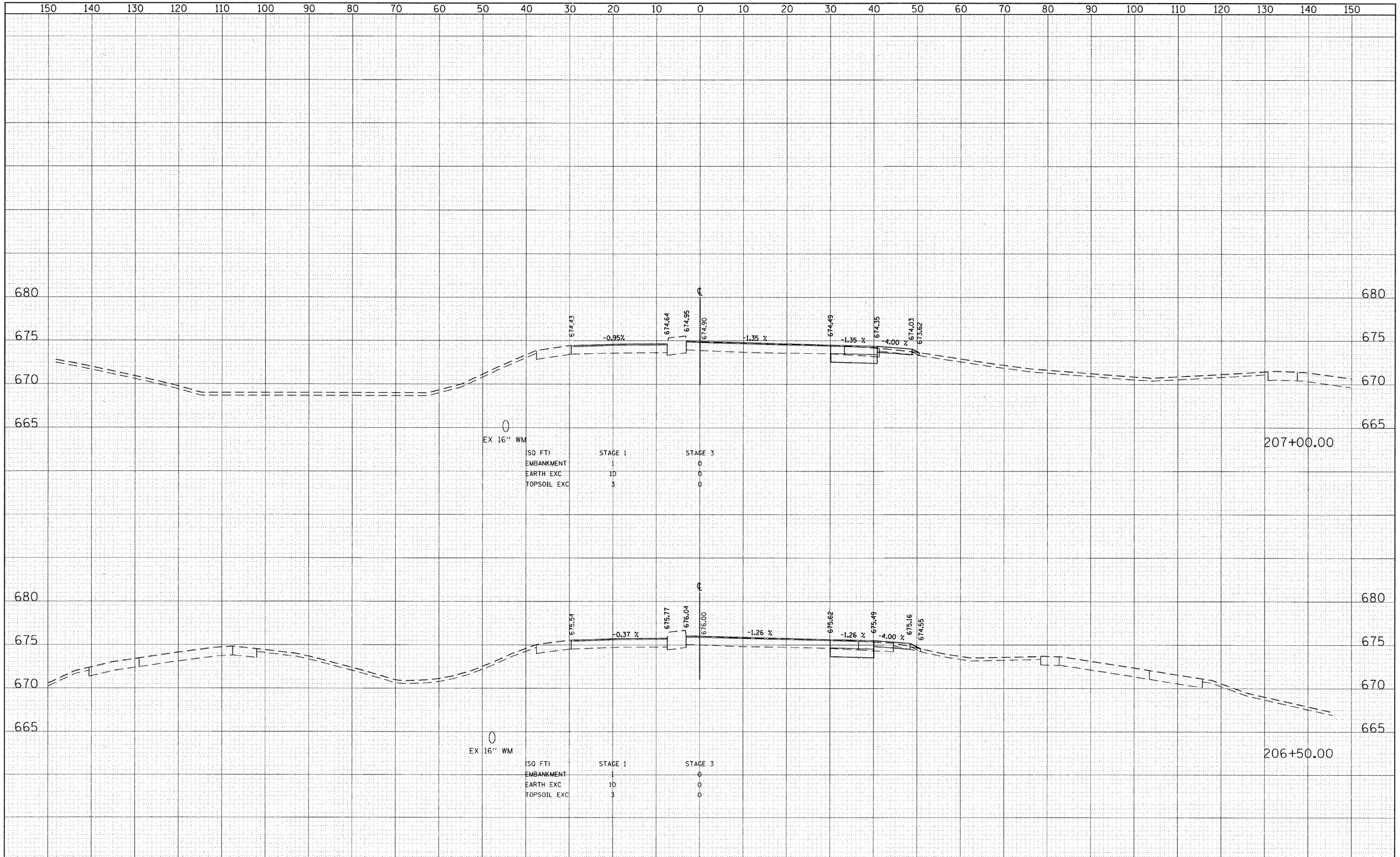
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
YORK STREET

SCALE: | SHEET NO. 72 OF 85 SHEETS | STA. 205+50.00 TO STA. 206+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	72
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		

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



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

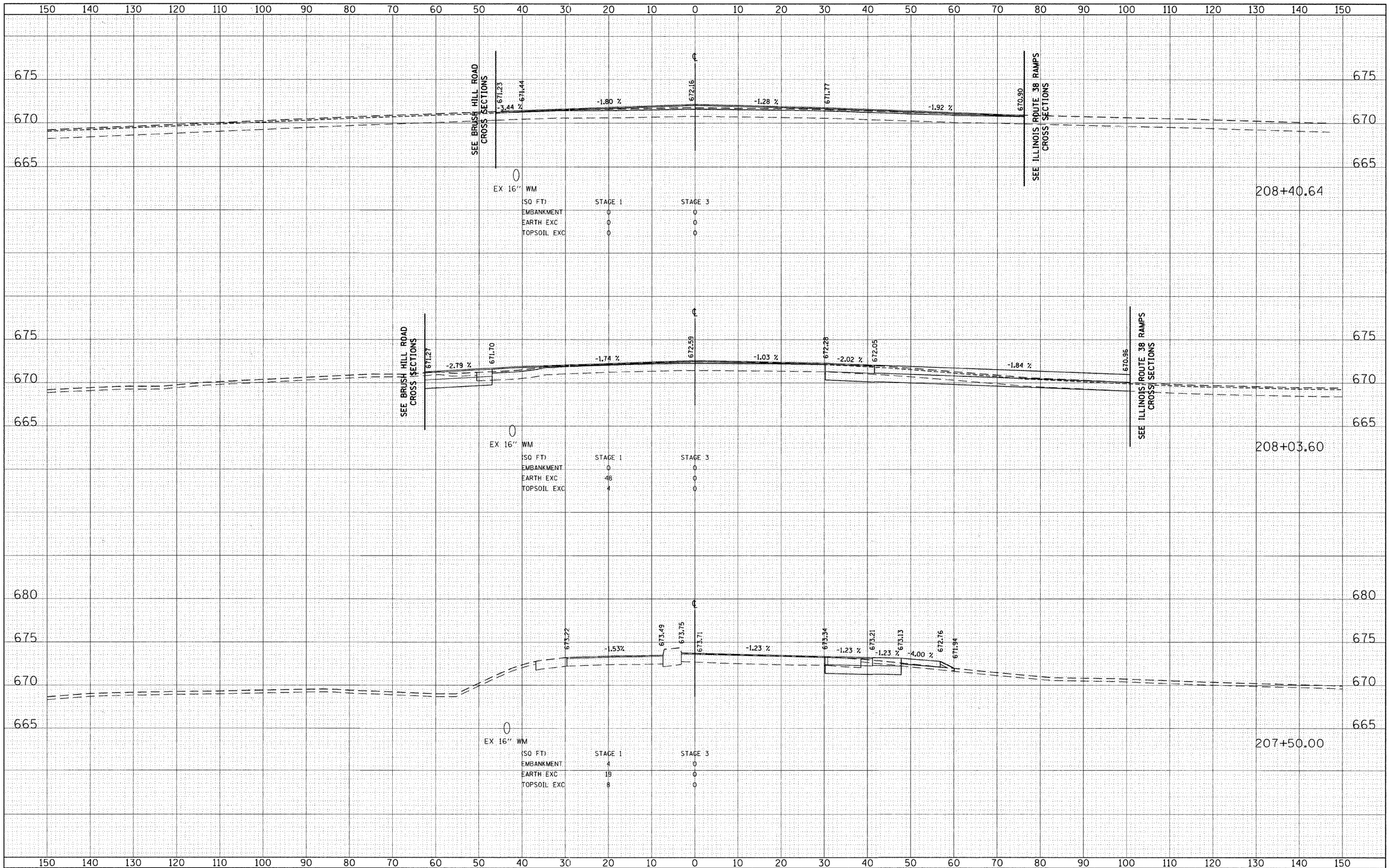
FILE NAME = g:\ch08\0007\road\phase 2\sheets\DIX0007-XSSheet_York.dgn	USER NAME = jmgolemba	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/4/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
YORK STREET

SCALE: | SHEET NO. 73 OF 85 SHEETS | STA. 206+50.00 TO STA. 207+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	73
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		



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

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

FILE NAME = g:\ch09\0007\road\phase 2\sheets\DIX0007-XSSheet_York.dgn	USER NAME = jmgolemba	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/4/2011	DATE -	REVISED -

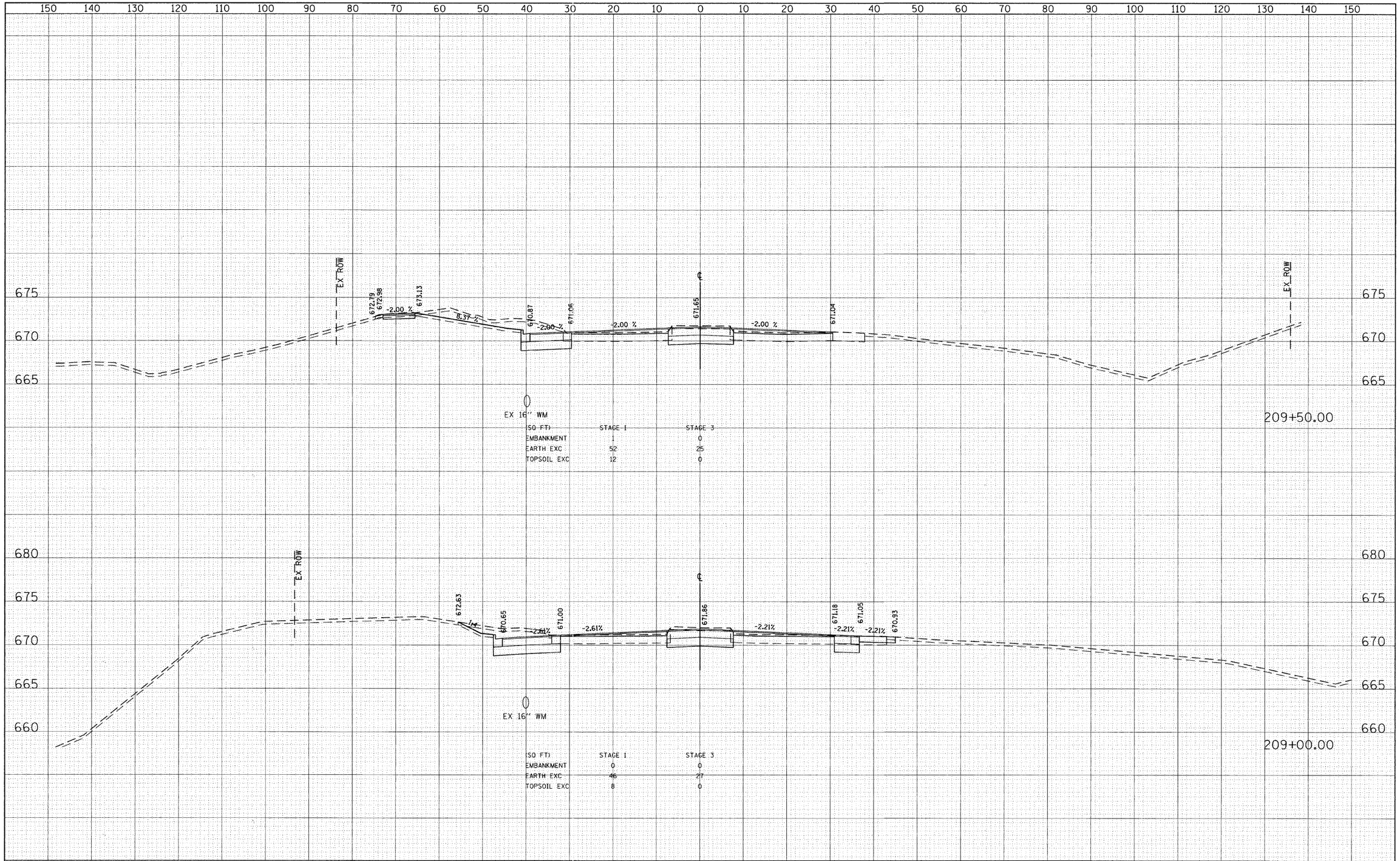
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
YORK STREET

SCALE: | SHEET NO. 74 OF 85 SHEETS | STA. 207+50.00 TO STA. 208+40.64

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	74
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		

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



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

FILE NAME = g:\ch08\0007\road\phase 2\sheets\DIX0007-XSSheet_York.dgn	USER NAME = jmgolemba	DESIGNED -	REVISED -
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	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/4/2011	DATE -	REVISED -

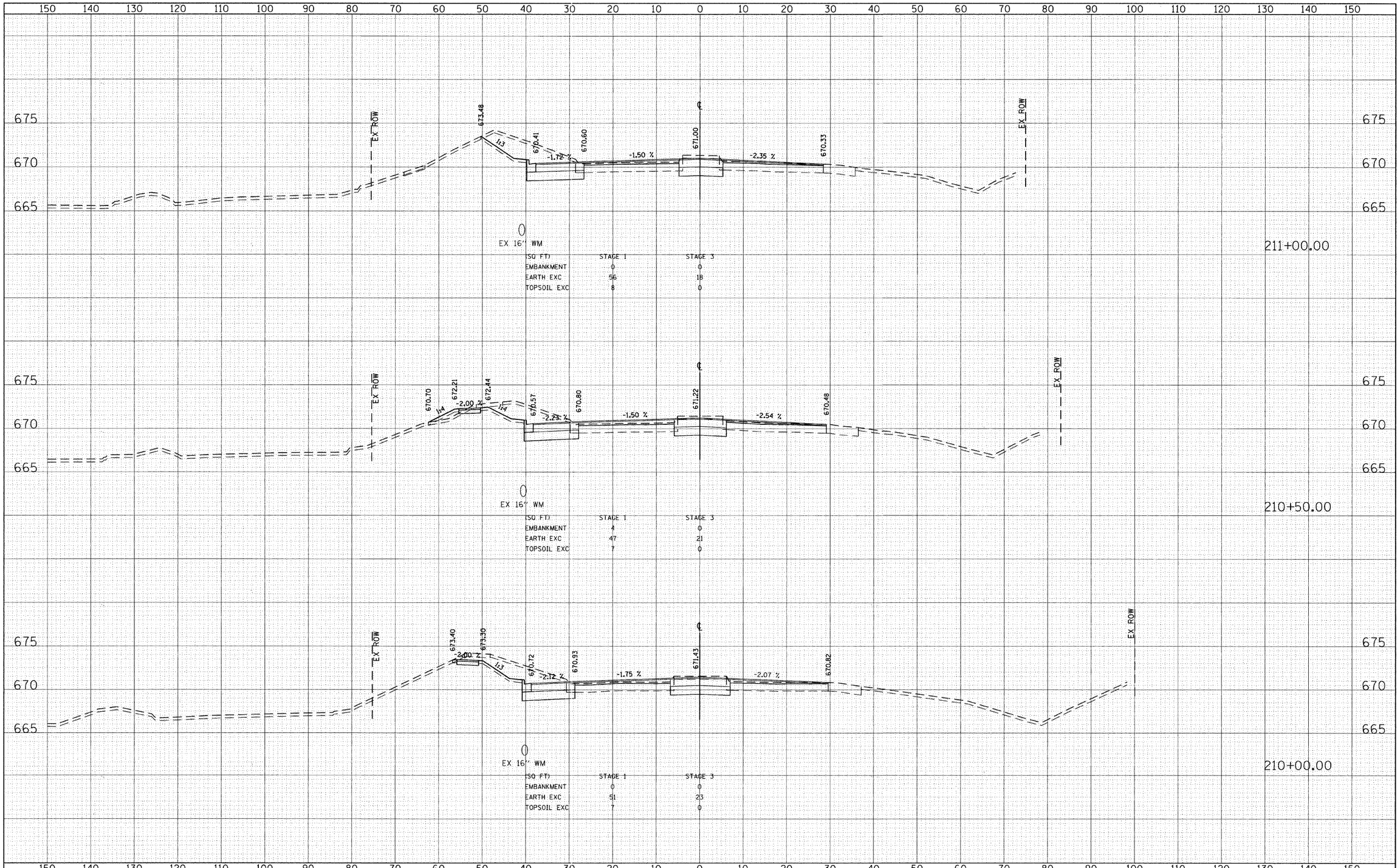
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
YORK STREET

SCALE: | SHEET NO. 75 OF 85 SHEETS | STA. 209+00.00 TO STA. 209+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	75
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		

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



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

FILE NAME = g:\ch08\0007\road\phase 2\sheets\DIX0007-XSSheet_York.dgn	USER NAME = jmgolemba	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/4/2011	DATE -	REVISED -

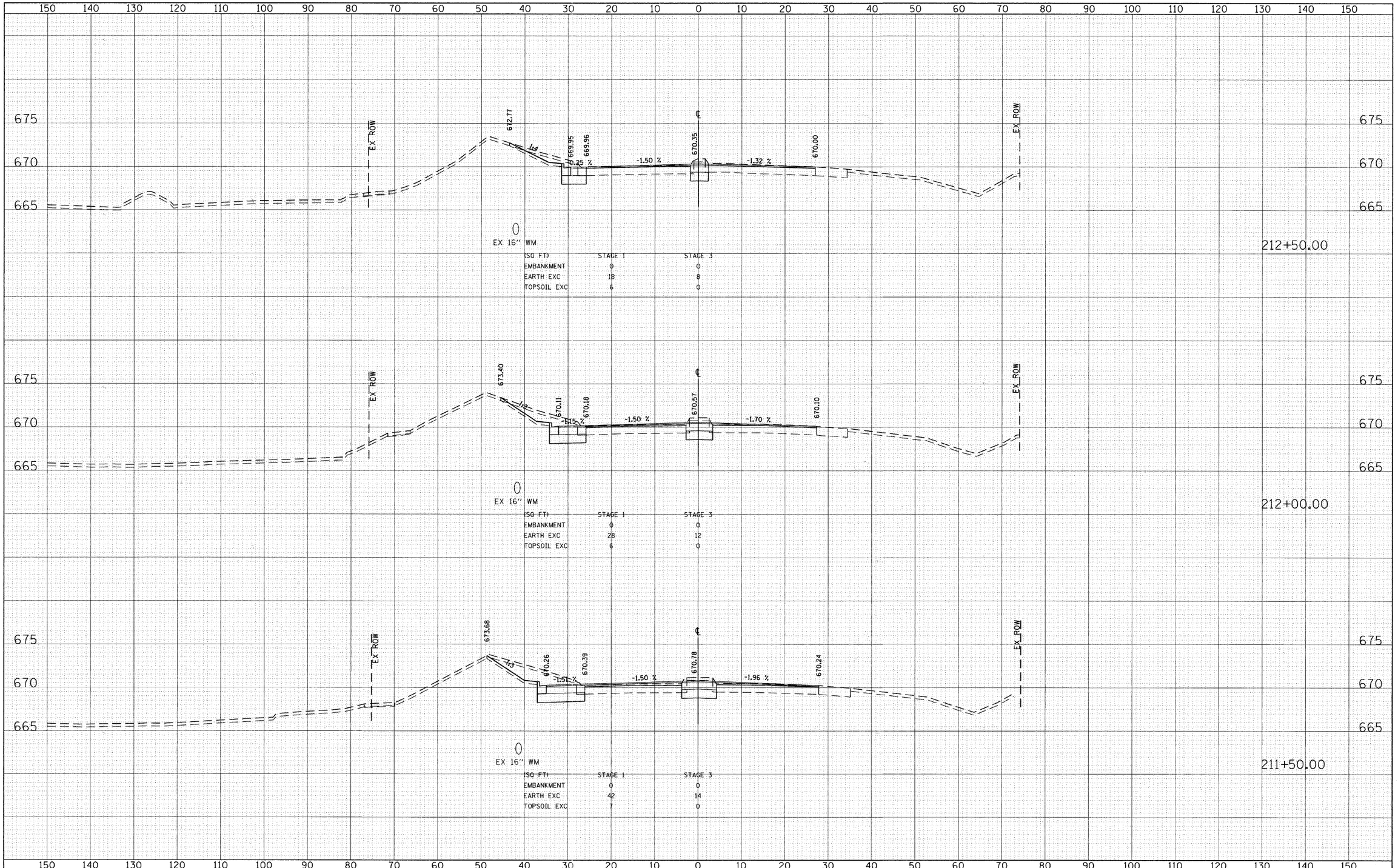
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
YORK STREET

SCALE: | SHEET NO. 76 OF 85 SHEETS | STA. 210+00.00 TO STA. 211+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	76
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		

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



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

FILE NAME = g:\ch08\0007\road\phase 2\sheets\D1X0007-XSSheet_York.dgn	USER NAME = jmgolemba	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/4/2011	DATE -	REVISED -

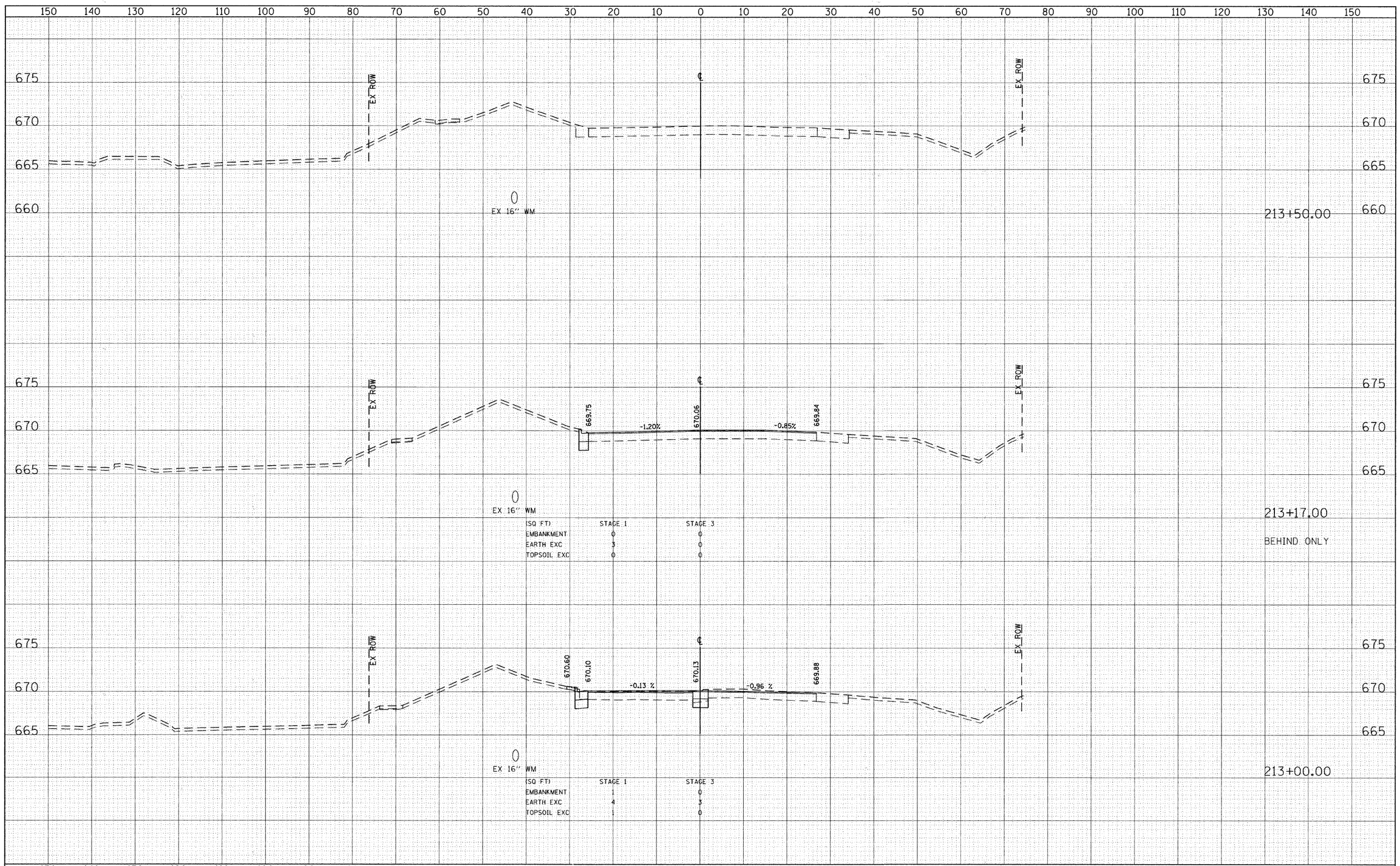
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
YORK STREET

SCALE: | SHEET NO. 77 OF 85 SHEETS | STA. 211+50.00 TO STA. 212+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	77
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		

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



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

FILE NAME = gr\ch88\2007\road\phase 2\sheets\01X2007-XSSheet_York.dgn	USER NAME = jmgolemba	DESIGNED -	REVISED -
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	PLOT SCALE = 12.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/4/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
YORK STREET

SCALE: | SHEET NO. 78 OF 85 SHEETS | STA. 213+00.00 TO STA. 213+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	78
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		

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

670
665
660

EX ROW

663.21 -3.55% 662.55 -3.15% 661.99 662.00

℄

(SQ FT)	STAGE 1	STAGE 2	STAGE 3
EMBANKMENT	0	0	0
EARTH EXC	0	2	0
TOPSOIL EXC	0	2	0

119+50.00

670
665
660

662.87 3.43 % 662.23 -4.48 % 661.47

℄

(SQ FT)	STAGE 1	STAGE 2	STAGE 3
EMBANKMENT	0	0	0
EARTH EXC	0	2	0
TOPSOIL EXC	0	0	0

119+34.21
AHEAD ONLY

670
665
660

EX ROW

℄

EX WETLAND

119+00.00

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

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

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

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	PLOT SCALE = 10.0000 ' / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

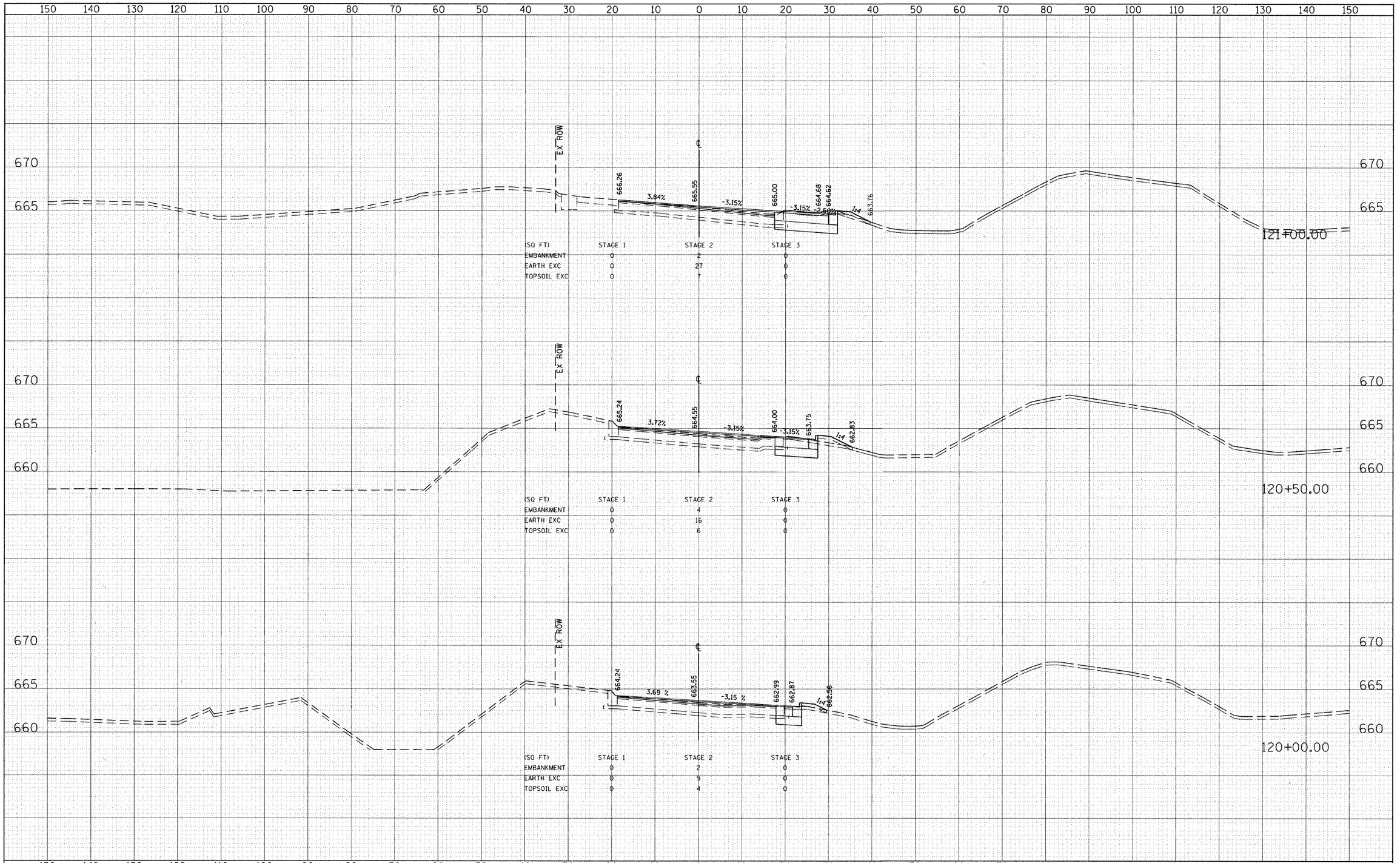
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
BRUSH HILL ROAD

SCALE: HORIZ: 1"=10' VERT: 1"=5' | SHEET NO. 79 OF 85 SHEETS | STA. 119+00.00 TO STA. 119+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	79
		CONTRACT NO. 63610		
	ILLINOIS FED. AID PROJECT			

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



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

FILE NAME = g:\ch08\0007\road\phase 2\sheets\D1X0007-XSSheet_Brush.dgn	USER NAME = jmgolomba	DESIGNED - TKH	REVISED -
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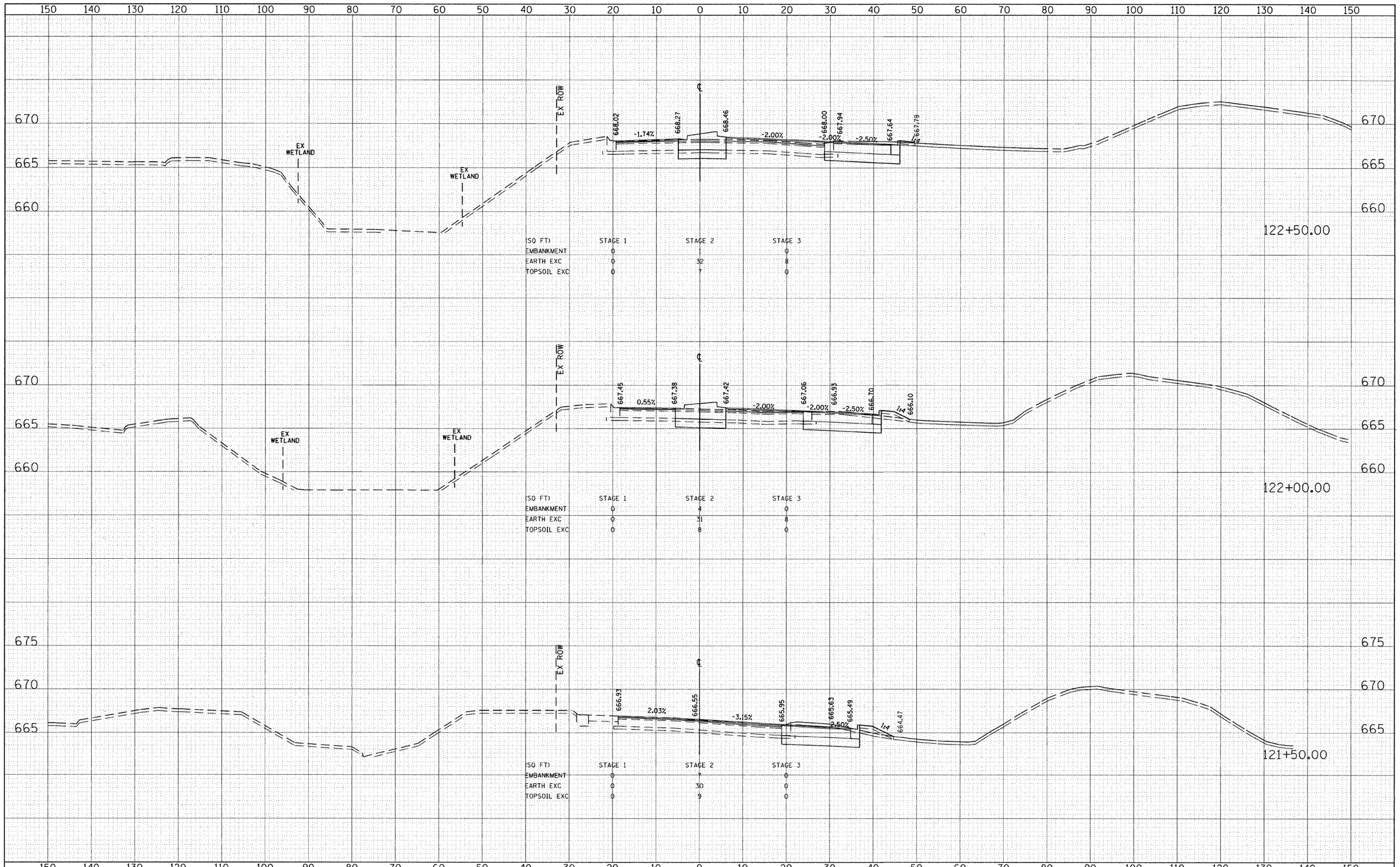
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
BRUSH HILL ROAD

SCALE: HORIZ: 1"=10' VERT: 1"=5' | SHEET NO. 80 OF 85 SHEETS | STA. 120+00.00 TO STA. 121+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	80
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		



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

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

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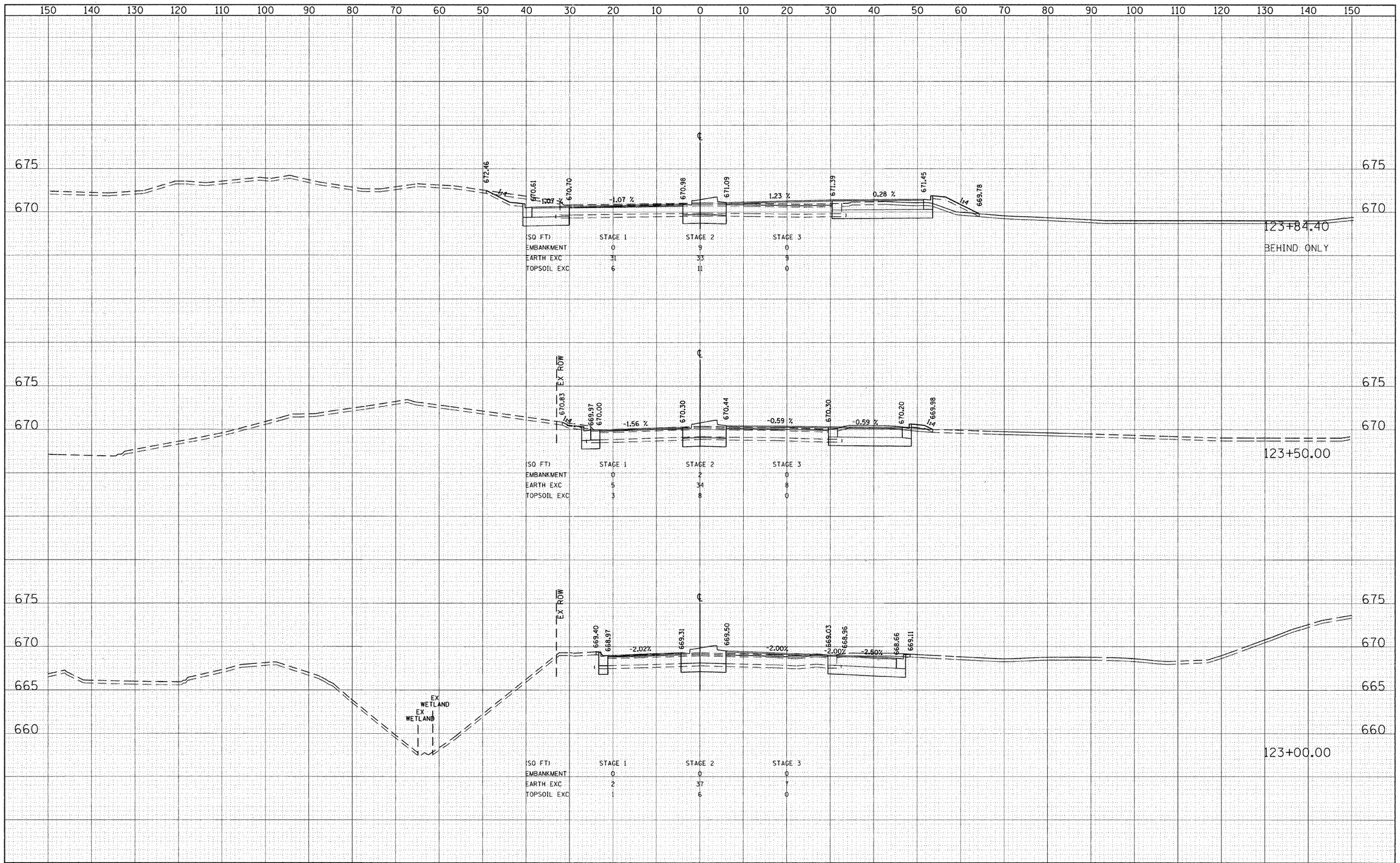
	PLOT SCALE = 10.0000 ' / IN.	DRAWN - TKH	REVISED -
	PLOT DATE = 8/4/2011	CHECKED - JMG	REVISED -
		DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
BRUSH HILL ROAD

SCALE: HORIZ: 1"=10' VERT: 1"=5' | SHEET NO. 81 OF 85 SHEETS | STA. 121+50.00 TO STA. 122+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	81
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		



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

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

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	PLOT SCALE = 10.0000 ' / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

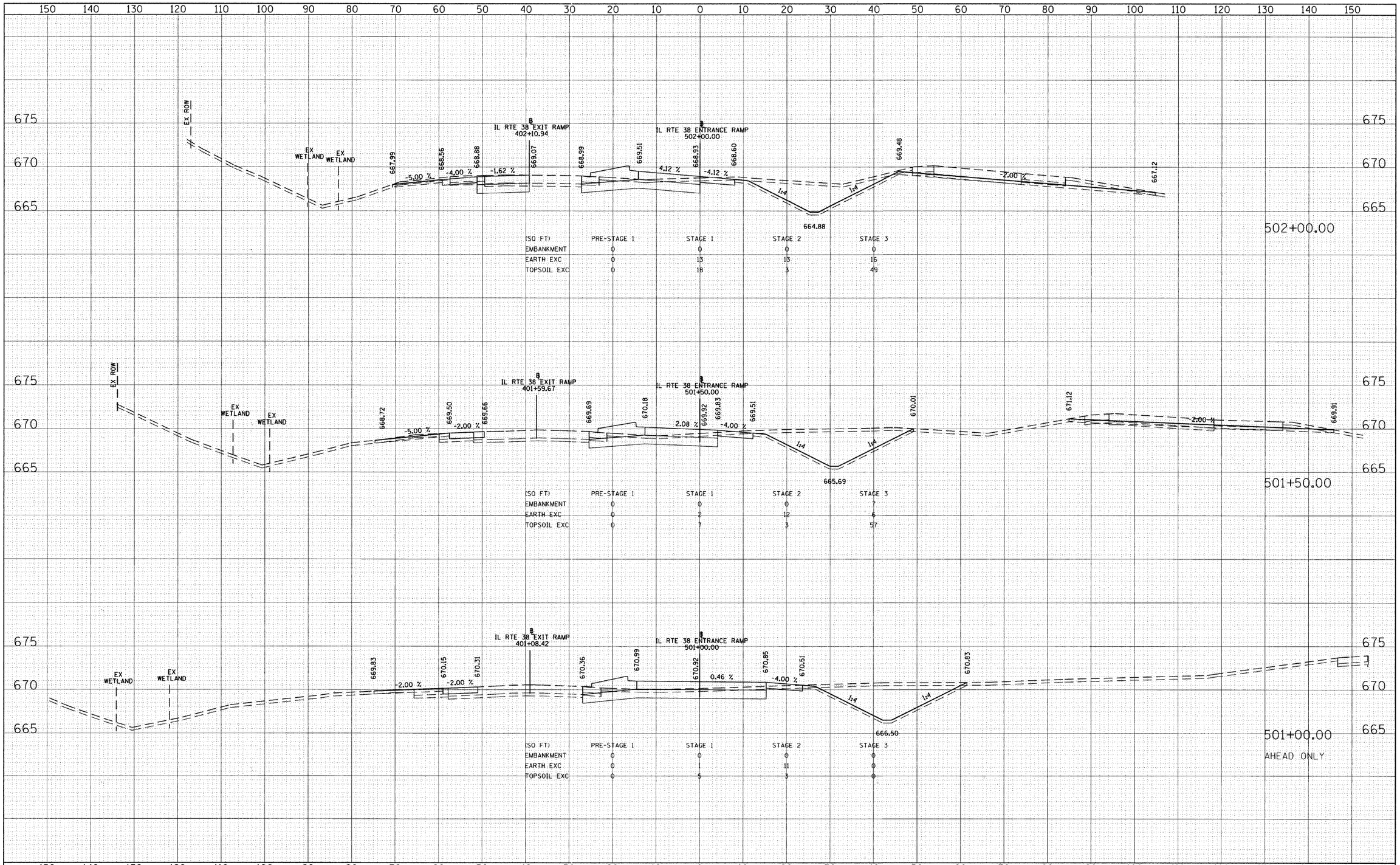
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
BRUSH HILL ROAD

SCALE: HORIZ. 1"=10' VERT. 1"=5' | SHEET NO. 82 OF 85 SHEETS | STA. 123+00.00 TO STA. 123+84.40

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	82
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		

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



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

FILE NAME = gs\ch08\0007\road\phase 2\sheets\D1X0007-XSSheet_Ramps.dgn	USER NAME = jmgolemba	DESIGNED - TKH	REVISED -
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	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

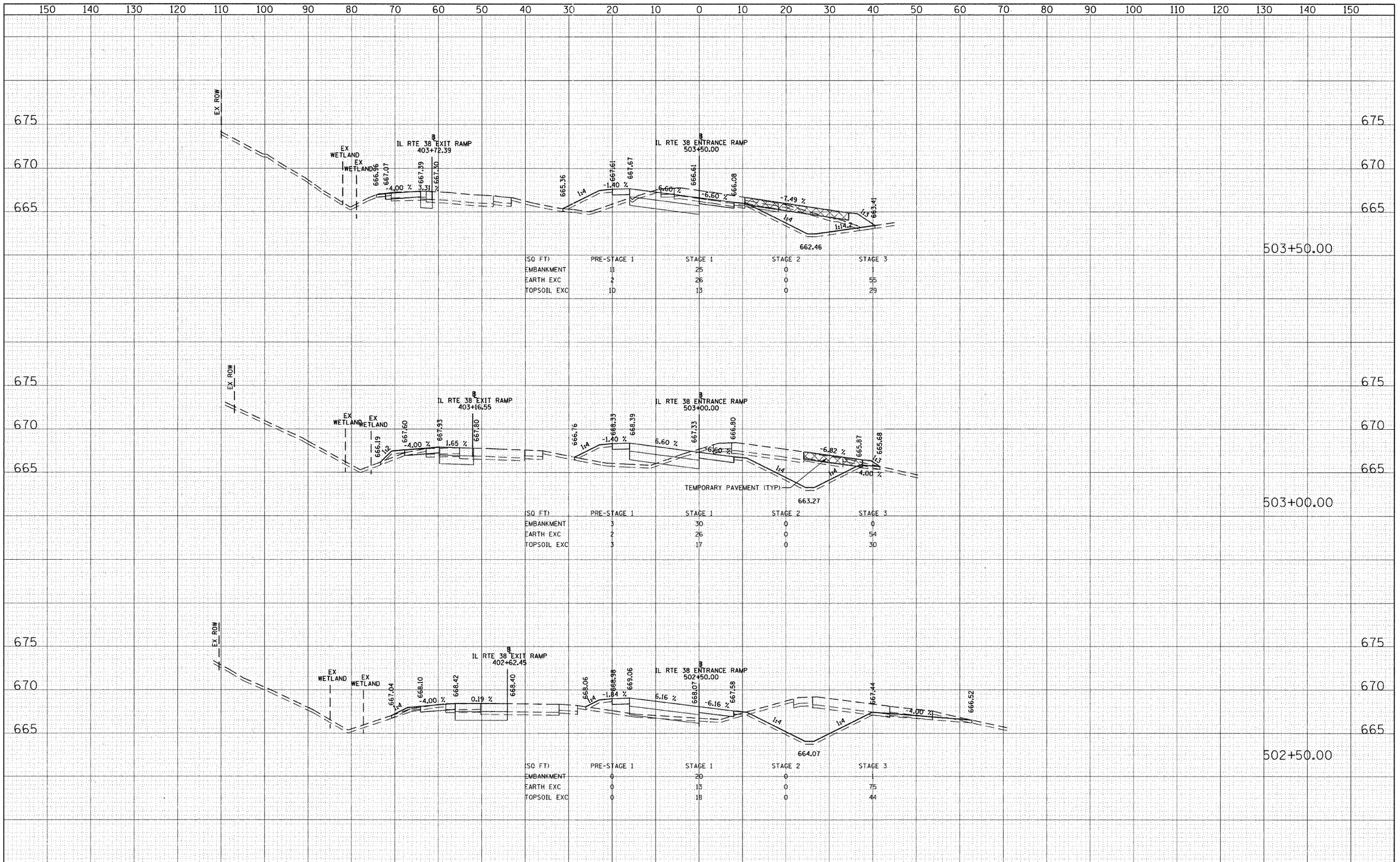
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
ILLINOIS ROUTE 38 RAMPS

SCALE: HORIZ: 1"=10' VERT: 1"=5' | SHEET NO. 83 OF 85 SHEETS | STA. 501+00.00 TO STA. 502+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	83
		CONTRACT NO. 63610		
		ILLINOIS FED. AID PROJECT		

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



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

FILE NAME = gt\ch08\0007\road\phase 2\sheets\DIX0007-XSSheet_Ramps.dgn	USER NAME = jmgolamba	DESIGNED - TKH	REVISED -
		DRAWN - TKH	REVISED -
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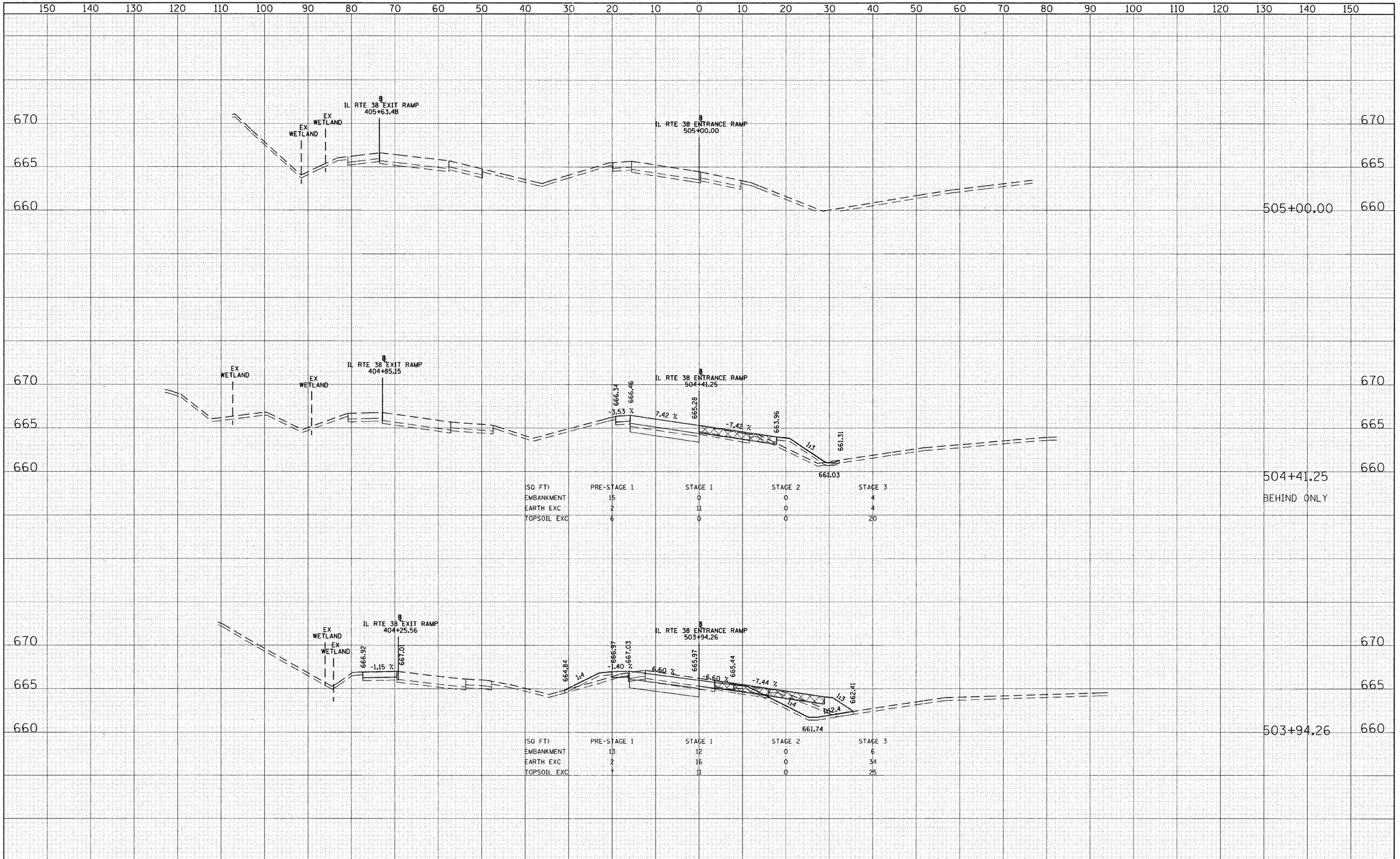
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
ILLINOIS ROUTE 38 RAMPS

SCALE: HORIZ: 1"=10' VERT: 1"=5' | SHEET NO. 84 OF 85 SHEETS | STA. 502+50.00 TO STA. 503+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	84
		CONTRACT NO. 63610		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

NO.	NOTE BOOK	BY	DATE
	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY

NO.	NOTE BOOK	BY	DATE
	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FILE NAME = g:\ch00\0007\road\phase 2\sheets\DIX0007-XSSheet_Ramps.dgn	USER NAME = jmgolemba	DESIGNED - TKH	REVISED -
		DRAWN - TKH	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - JMG	REVISED -
	PLOT DATE = 8/4/2011	DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSS SECTIONS
ILLINOIS ROUTE 38 RAMPS

SCALE: HORIZ: 1"=10' VERT: 1"=5' | SHEET NO. 85 OF 85 SHEETS | STA. 503+94.26 TO STA. 505+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	85
		CONTRACT NO. 63610		
	ILLINOIS FED. AID PROJECT			