F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	372	301
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62295

BLOOM CONSULTANTS, LLC. SCHAUMBURG, ILLINOIS

BORING LOG

JOB NO: BM3-1102 CLIENT: CH2M HILL
PROJECT: New Box Culverts and Retaining Walls - U.S. Route 20
LOCATION: Rohlwing Road to Addison Road - Du Page County, Illinois
BORING RIG & METHOD: Diedrich D-120 w/Hollow Stem Augers

BORING NO: B-14
STATION: 132+63
OFFSET: 22.7' Lt
SURF ELEV: 717.8

DEPTH	SAMPLE FROM - TO	ELEV.	SOIL DESCRIPTION	REC. In.	BLOWS/6"	q_u tsf	STRAIN %	WATER CONTENT %
	0.0-1.0	716.8	12" Bituminous Concrete		Auger			
	1.0-2.5			10	7 5-10			5
			FILL: Br Sand A-1-a		3			
	3.5-5.0			4	4-3			7
		711.9			2			
	6.0-7.5			10	2-4	(1.6)		27
					1			
10	8.5-10.0		Stiff to Medium Stiff Br to Gr Clay A-7-6	8	2-1	1.4	15	27
					2			
	11.0-12.5		- Organic matter noted @ 11-12'	18	2-2	0.8	15	47
		704.4			2			
	13.5-15.0			14	3-4	1.6	15	23
					3			
	16.0-17.5		Stiff to Very Stiff Gr Clay A-6	13	4-7	2.9	15	21
					4			
20	18.5-20.0			14	5-8	2.8	15	24
		695.9			4			
	21.0-22.5			18	4-4			17
		694.5	Loose Gr Sand A-1-b		3			
	23.5-25.0			14	4-6	2.5	15	20
			Very Stiff to Stiff Gr Clay A-6		3			
	26.0-27.5			16	3-5	1.9	15	21
		689.4			3			
30	28.5-30.0			14	4-6	2.1	15	15
			Very Stiff Gr Clay Loam A-6					
	33.5-35.0			18	4-7	2.1	15	13
		681.8						
					4			
40	38.5-40.0		Very Stiff Gr Clay A-6	14	6-10	2.8	15	22
					4			
	43.5-45.0	672.8		18	6-10	3.0	15	22

Boring terminated at 45'

REMARKS Automatic Hammer Used. () Denotes Calibrated Penetrometer Estimate

WATER	16.3 FT. ELEV.	701.5	DURING DRILLING	▼ CORE SIZE	IN.	DATE:	Apr 21, 03
WATER	FT. ELEV.		AT COMPLETION	▼ CASING LENGTH	FT.	DRILLER:	Lubben
WATER	Caved@16 FT. ELEV.	701.8	AFTER 1/4 HRS.	▼ CASING DIAMETER	IN.	INSPECTOR:	Allemana

BLOOM CONSULTANTS, LLC. SCHAUMBURG, ILLINOIS

BORING LOG

JOB NO: BM3-1102 CLIENT: CH2M HILL
PROJECT: New Box Culverts and Retaining Walls - U.S. Route 20
LOCATION: Rohlwing Road to Addison Road - Du Page County, Illinois
BORING RIG & METHOD: Diedrich D-120 w/Hollow Stem Augers

BORING NO: B-15
STATION: 143+03
OFFSET: 37.3' Rt
SURF ELEV: 710.8

DEPTH	SAMPLE FROM - TO	ELEV.	SOIL DESCRIPTION	REC. In.	BLOWS/6"	q_u tsf	STRAIN %	WATER CONTENT %
	0.0-1.0	710.0	2" Bituminous Concrete		Auger			4
	1.0-2.5		8" P.C. Concrete	5	10 9-9			4
		707.4	FILL: Br Sand A-1-a		3			
	3.5-5.0			11	2-4	1.7	15	28
			Stiff Gr to Br Clay A-7-6		2			
	6.0-7.5			18	3-4	1.8	15	27
		702.5			5			
10	8.5-10.0			16	6-8	4.3	15	17
					4			
	11.0-12.5			14	4-8	3.1	15	17
					3			
	13.5-15.0		Hard to Very Stiff Gr Clay A-6	14	5-6	2.8	15	18
					3			
	16.0-17.5			18	4-7	2.6	15	19
					3			
20	18.5-20.0			15	4-6	2.1	15	16
		689.9			3			
	21.0-22.5			18	5-6	1.8	15	15
					3			
	23.5-25.0		Stiff to Very Stiff Gr Clay Loam A-6	18	5-8	2.1	15	21
					4			
	26.0-27.5			18	5-10	3.4	15	20
		683.4			3			
30	28.5-30.0			14	11-22			11
			Dense Gr Sand A-1-b					
		677.4			12			
	33.5-35.0	675.8	Hard Gr Clay Loam A-6	16	11-14	5.7	15	11

Boring terminated at 35'

REMARKS Automatic Hammer Used. () Denotes Calibrated Penetrometer Estimate

WATER	Dry FT. ELEV.		DURING DRILLING	▼ CORE SIZE	IN.	DATE:	Apr 22, 03
WATER	Dry FT. ELEV.		AT COMPLETION	▼ CASING LENGTH	FT.	DRILLER:	Lubben
WATER	Dry FT. ELEV.		AFTER 1/4 HRS.	▼ CASING DIAMETER	IN.	INSPECTOR:	Allemana

BLOOM CONSULTANTS, LLC. SCHAUMBURG, ILLINOIS

BORING LOG

JOB NO: BM3-1102 CLIENT: CH2M HILL
PROJECT: New Box Culverts and Retaining Walls - U.S. Route 20
LOCATION: Rohlwing Road to Addison Road - Du Page County, Illinois
BORING RIG & METHOD: Diedrich D-120 w/Hollow Stem Augers

BORING NO: B-16
STATION: 143+07
OFFSET: 66.0' Lt
SURF ELEV: 713.0

DEPTH	SAMPLE FROM - TO	ELEV.	SOIL DESCRIPTION	REC. In.	BLOWS/6"	q_u tsf	STRAIN %	WATER CONTENT %
	0.0-1.0	711.9	6" Bituminous Concrete		Auger			6
	1.0-2.5		1" P.C. Concrete	8	3 3-5	1.8	15	20
	3.5-5.0			11	2 3-4	1.4	15	21
			Stiff to Very Stiff Dark Gr to Br Clay A-6		3			
	6.0-7.5			13	2-4	2.4	15	22
					2			
10	8.5-10.0			16	3-5	3.1	15	22
		702.1			4			
	11.0-12.5			18	8-10	5.0	15	19
			Hard to Very Stiff Br Clay A-6		3			
	13.5-15.0			15	5-8	2.2	15	20
		697.2			3			
	16.0-17.5			18	5-6	1.9	15	19
					3			
20	18.5-20.0			18	3-5	1.7	15	19
					3			
	21.0-22.5		Stiff to Very Stiff Gr Clay A-6	18	3-5	1.8	15	17
					3			
	23.5-25.0			18	3-6	1.7	15	16
					3			
	26.0-27.5	685.0		18	4-7	2.7	15	20
					4			
30	28.5-30.0			18	4-7	2.8	15	14
			Very Stiff Gr Clay Loam A-6					
		679.6			7			
	33.5-35.0			16	10-12			11
			Medium Dense Gr Sand A-1-b					
		674.7			4			
40	38.5-40.0	673.0	Stiff Gr Clay Loam A-6	18	6-8	1.8	15	15

Boring terminated at 40'

REMARKS Automatic Hammer Used. () Denotes Calibrated Penetrometer Estimate

WATER	33.5 FT. ELEV.	679.5	DURING DRILLING	▼ CORE SIZE	IN.	DATE:	Apr 23, 03
WATER	FT. ELEV.		AT COMPLETION	▼ CASING LENGTH	FT.	DRILLER:	Lubben
WATER	Caved@19.5 FT. ELEV.	693.5	AFTER 1/4 HRS.	▼ CASING DIAMETER	IN.	INSPECTOR:	Allemana

SHEET 5 OF 5

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS

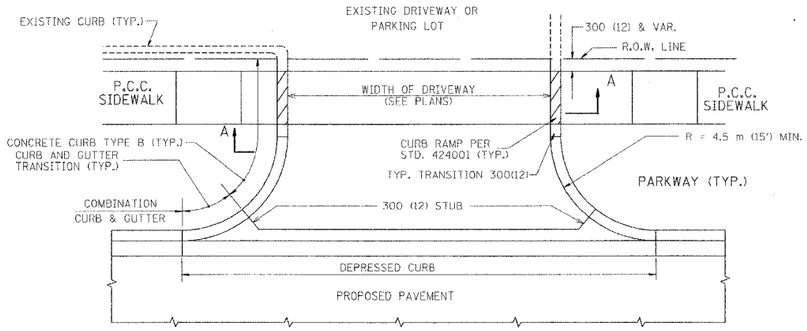
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DRAWN BY: BLOOM
CHECKED BY:
DATE: 03/01/05

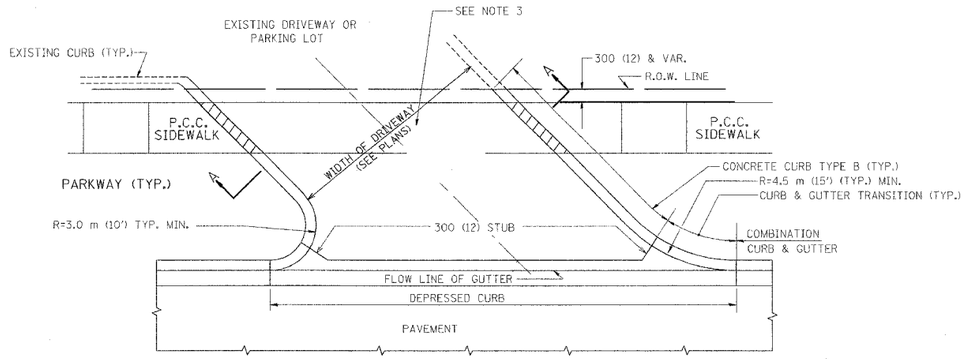
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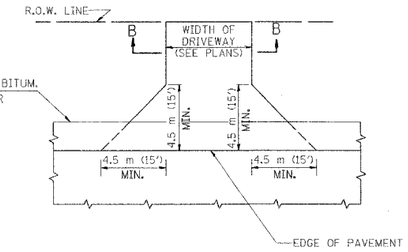
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			397	307
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



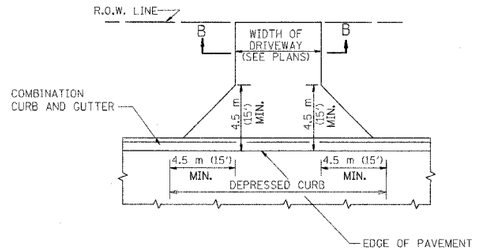
WITH CONCRETE CURB, TYPE B



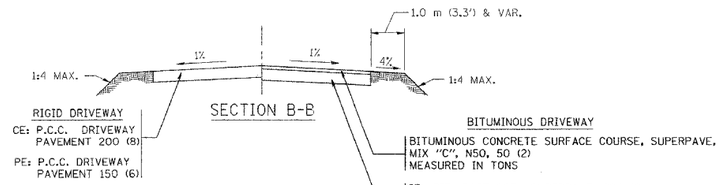
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / BITUMINOUS SHOULDER



ADJACENT TO CURB AND GUTTER



RIGID DRIVEWAY

CE: P.C.C. DRIVEWAY PAVEMENT 200 (8)

PE: P.C.C. DRIVEWAY PAVEMENT 150 (6)

BITUMINOUS DRIVEWAY

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2)
MEASURED IN TONS

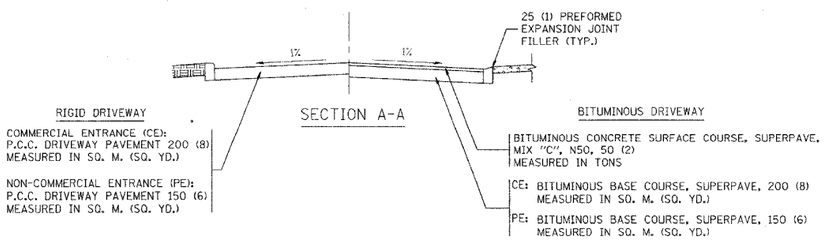
CE: BIT. BASE CSE., SUPERPAVE, 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

PE: BIT. BASE CSE., SUPERPAVE, 150 (6)
MEASURED IN SQ. M. (SQ. YD.)

RURAL FIELD ENTRANCE (FE)

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE
MIX "C", N50, 50 (2)
MEASURED IN TONS

AGGREGATE BASE CSE., TYPE A 200 (8)
MEASURED IN SQ. M. (SQ. YD.)



RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE):
P.C.C. DRIVEWAY PAVEMENT 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

NON-COMMERCIAL ENTRANCE (PE):
P.C.C. DRIVEWAY PAVEMENT 150 (6)
MEASURED IN SQ. M. (SQ. YD.)

BITUMINOUS DRIVEWAY

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2)
MEASURED IN TONS

CE: BITUMINOUS BASE COURSE, SUPERPAVE, 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

PE: BITUMINOUS BASE COURSE, SUPERPAVE, 150 (6)
MEASURED IN SQ. M. (SQ. YD.)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

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

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

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

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

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

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

REVISIONS	
NAME	DATE
P. LaFLEUR	04-15-03
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

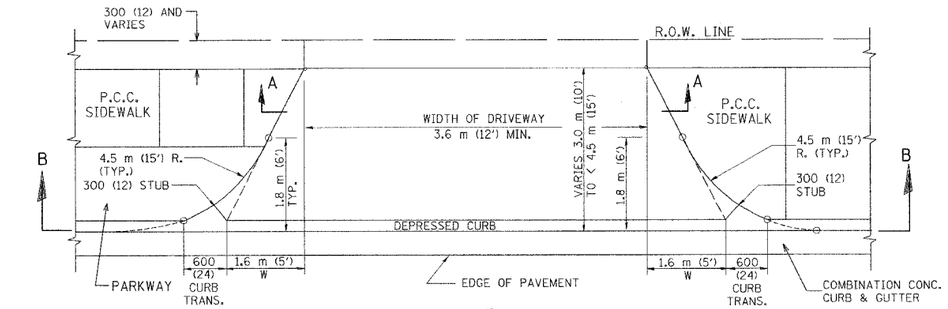
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DATE PLOTTED: 04/17/2003 — CHECKED BY: JFP

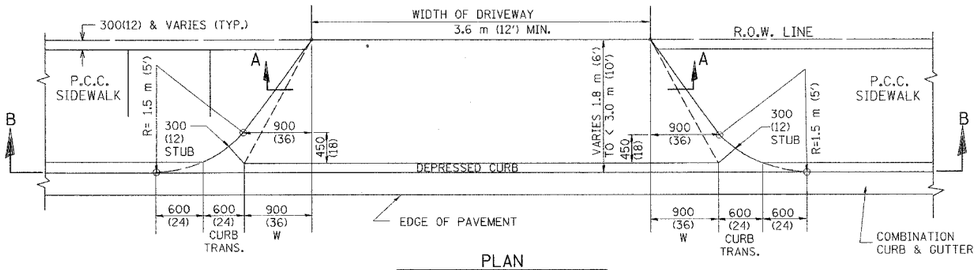
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BD400-01 (BD-01)
REVISION DATE: 04/15/03

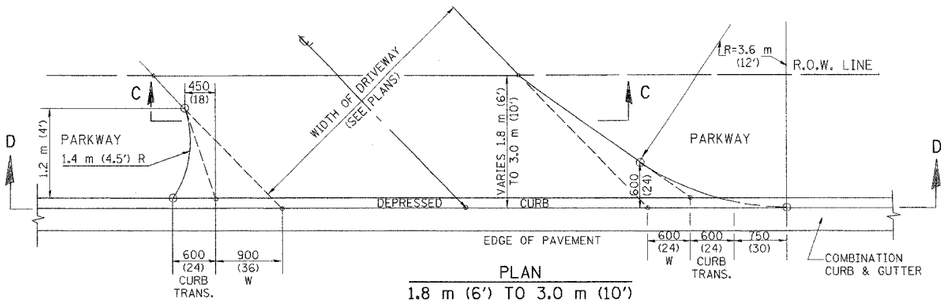
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			393	303
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



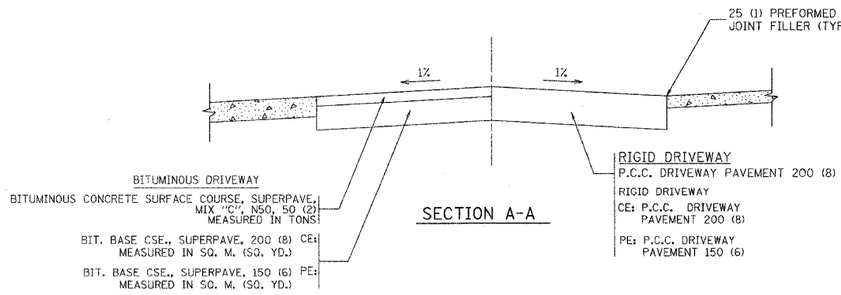
PLAN
3.0 m (10') TO < 4.5 m (15')



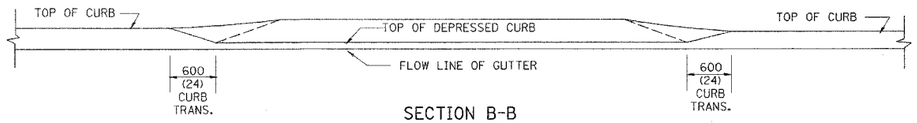
PLAN
1.8 m (6') < 3.0 m (10')



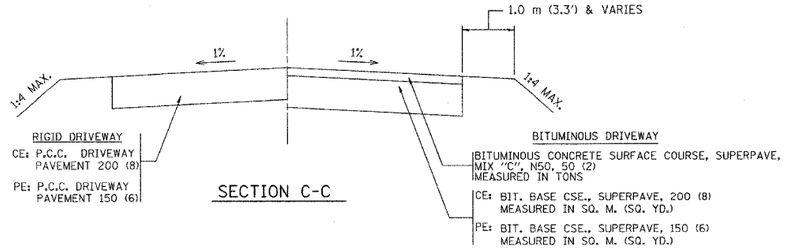
PLAN
1.8 m (6') TO 3.0 m (10')



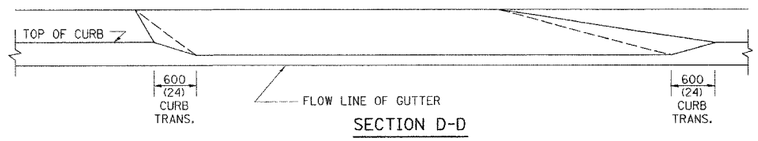
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

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

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

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

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

REVISIONS	
NAME	DATE
P. LaFLEUR	04/15/03
M. GOMEZ	04/06/01
R. SHAH	11/06/95
J. POLLASTRINI	08/12/96
J. POLLASTRINI	12/14/96
A. ABBAS	03/21/97
T. HOLTZ	04/08/97

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS

DISTANCE BETWEEN ROW AND FACE OF CURB < 4.5 m (15')

SCALE: NONE | DRAWN BY: SG

DATE PLOTTED: 04/17/2003 | CHECKED BY: JFP

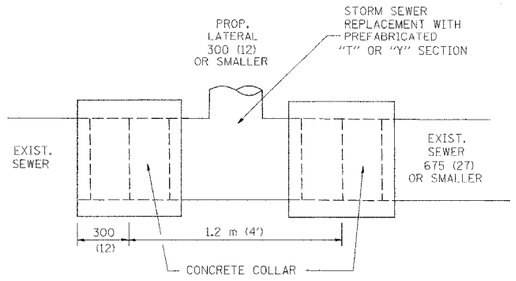
BD400-02 (BD-02)

REVISION DATE: 04/15/03

04/17/2003
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V7-BD02

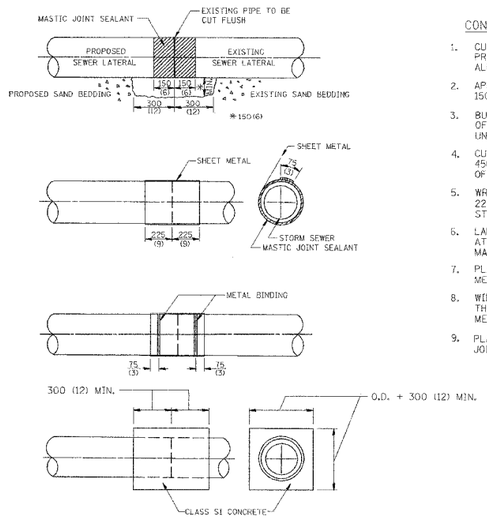
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F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			305	305
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DETAIL "A"

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

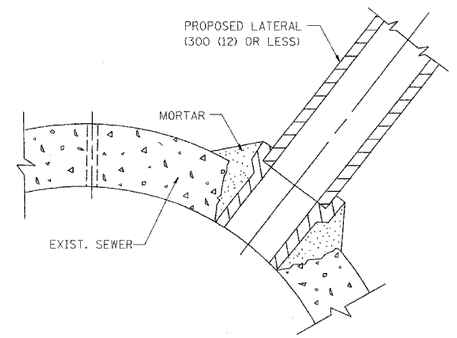


DETAIL "B"

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 150 (6) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 300 x 150 (12 x 6) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 450 (18) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 75 (3) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 225 (9) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 75 (3) 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 750 (30) 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 675 (27) OR SMALLER SEE DETAIL "A" AND "B".

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 750 (30) 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 MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

SCALE: NONE

DRAWN BY CADD

DATE 10/18/2002

CHECKED BY

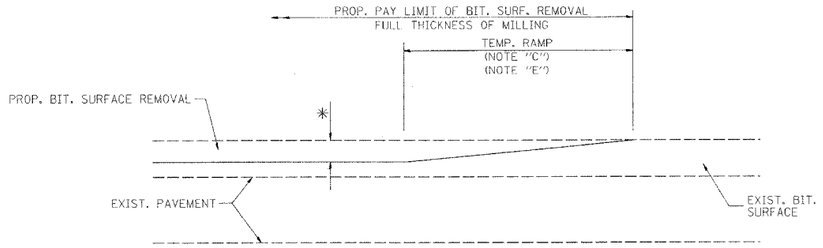
BD500-01 (BD-7)

REVISION DATE: 06/12/96

10/18/2002
c:\projects\d1sts1\bd07.dgn
VH-BD7

Pages 306 and 307 are DELETED

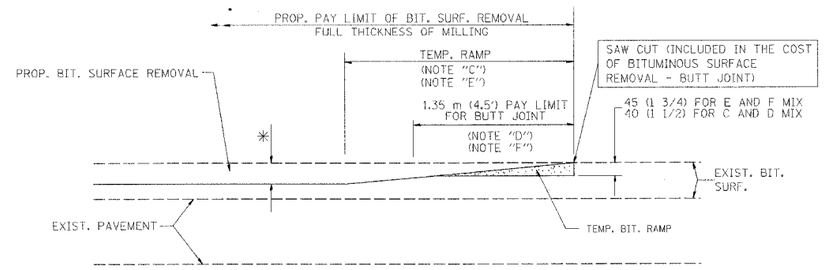
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			307	308
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

OPTION 1

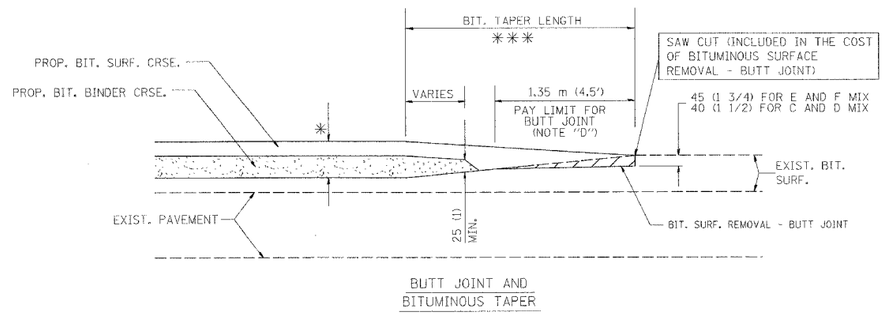


BITUMINOUS CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

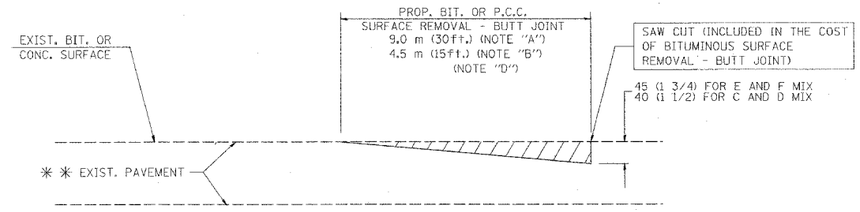
OPTION 2

TYPICAL TEMPORARY RAMP

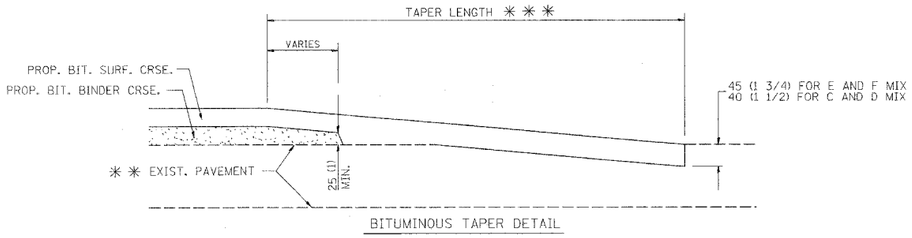


BUTT JOINT AND BITUMINOUS TAPER

TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



BITUMINOUS TAPER DETAIL

TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR RESURFACING ONLY

* * PC CONCRETE, BITUMINOUS OR BITUMINOUS 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 BITUMINOUS SURFACE.

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

E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".

G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER DETAILS

SCALE: NONE

DRAWN BY

DATE PLOTTED:10/18/2002

CHECKED BY

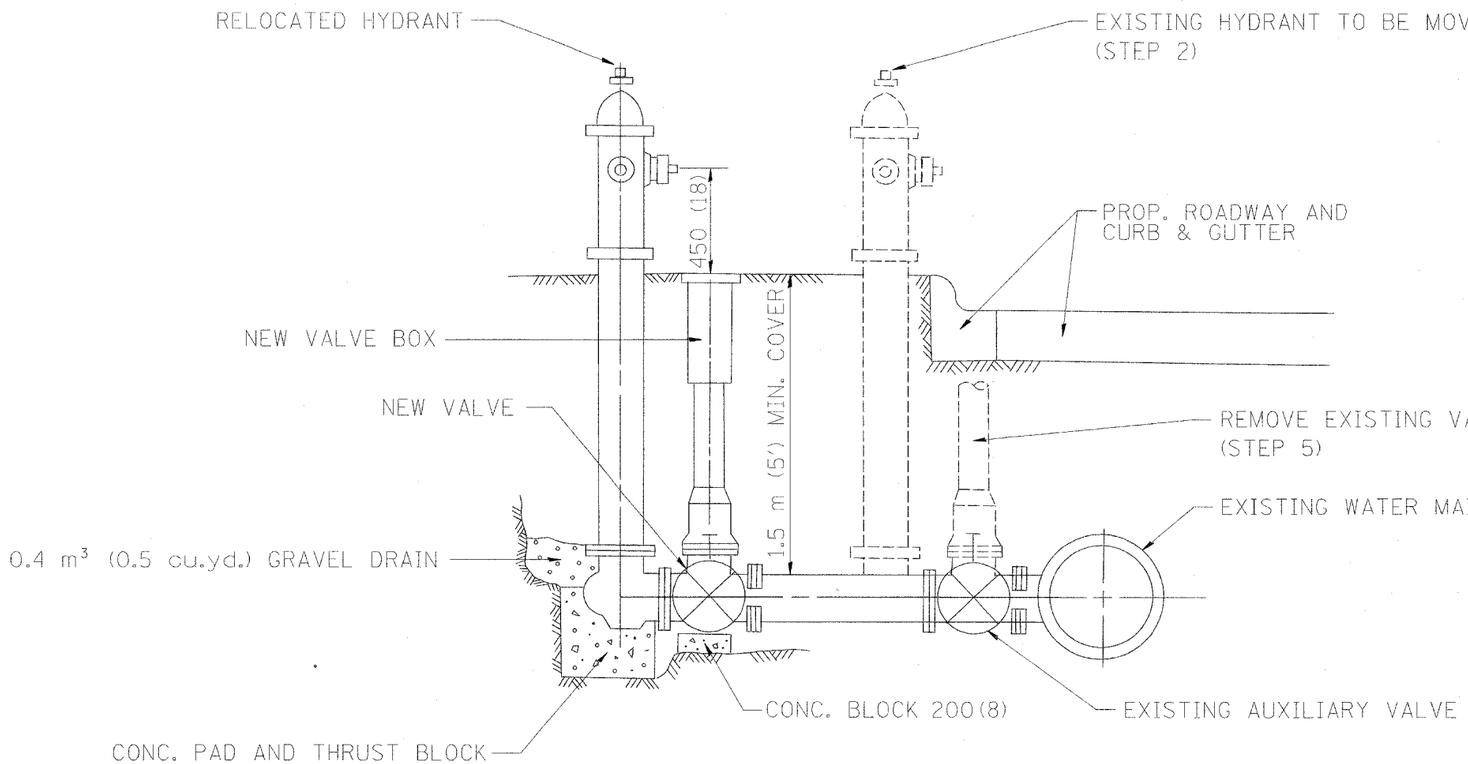
BD400-05 (VI=BD32)

REVISION DATE:04/06/01

DATE-TIME
DGN-SPEC
VI-BD32

* Page 309 is DELETED

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			317	316
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SEQUENCE OF CONSTRUCTION:

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

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

FIRE HYDRANT TO BE MOVED

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

REVISIONS	
NAME	DATE
R. SHAH	09/09/94
R. SHAH	10/25/94

ILLINOIS DEPARTMENT OF TRANSPORTATION

FIRE HYDRANT TO BE MOVED

SCALE: NONE — DRAWN BY

DATE 10/18/2002 — CHECKED BY

BD500-03 (BD-36)

REVISION DATE: 10/25/94

DATE-TIME
DGN-SPEC
VI-BD36

RECD FROM DL 1/2/83--CEL CREATED 7/18/83

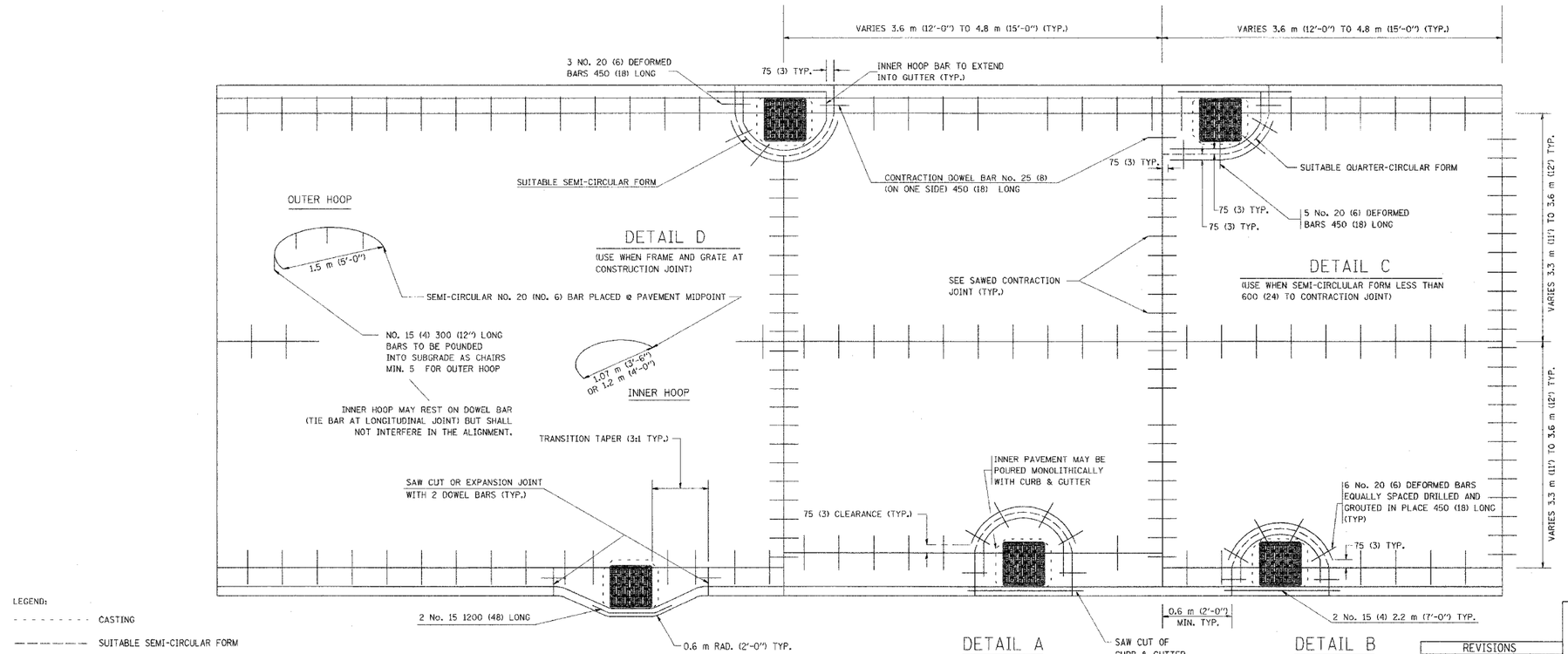
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			399	361
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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

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 300 (12) 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 50 (2) 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.

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



DETAIL A
FRAME & GRATE EXTENDING 150 (6) INTO PAVEMENT

SAW CUT OF CURB & GUTTER TO MATCH CIRCULAR JOINT.

DETAIL B
FRAME & GRATE EXTENDING ±300 (12) INTO PAVEMENT

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

REVISIONS	
NAME	DATE
ART ABBAS	01-04-99
T. MATOUSEK	08-28-00
T. MATOUSEK	10-02-00
T. MATOUSEK	04-25-02
P. LAFLEUR	08-27-02

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

ILLINOIS DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER

SCALE: NONE

DATE 10/18/2002

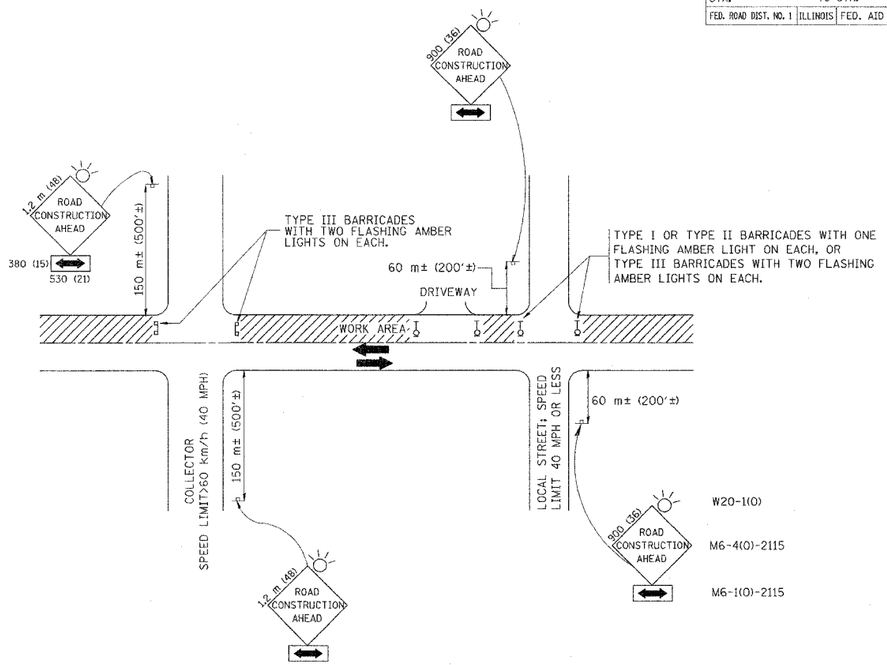
DRAWN BY: TOM MATOUSEK
CHECKED BY: A. ABBAS

BD-48

REVISION DATE: 10/02/00

DATE-TIME
DGN-SPEC
VI-BD48

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			339	317
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

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

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') 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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') 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.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

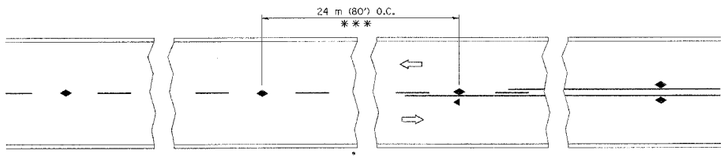
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: VERT.
HORIZ.
DATE 10/18/2002

DRAWN BY
CHECKED BY
TC-10
REVISION DATE: 01/06/00

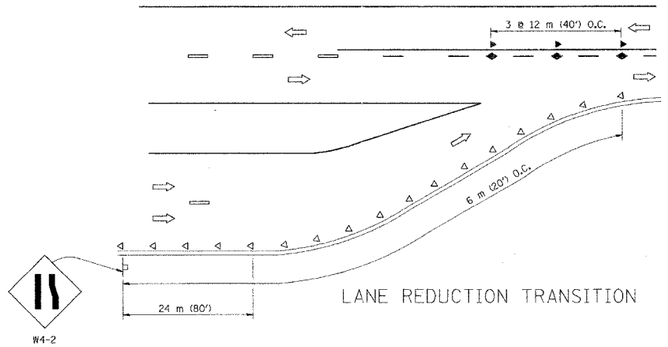
Friday October 18, 2002 @ 10:20:23 AM
c:\projects\diststd\tc10.dgn LV=35,63
USER

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			319	313
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

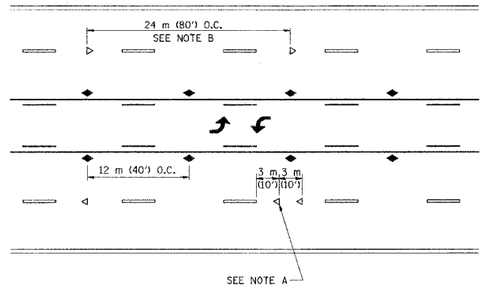


* * * REDUCE TO 12 m (40') O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 70 km/h (45 M.P.H.) OR LESS.

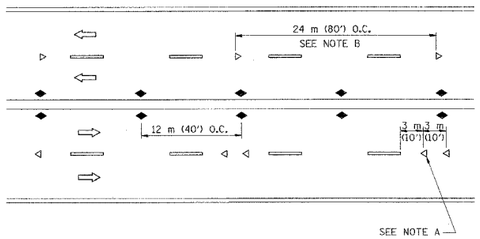
TWO-LANE/TWO-WAY



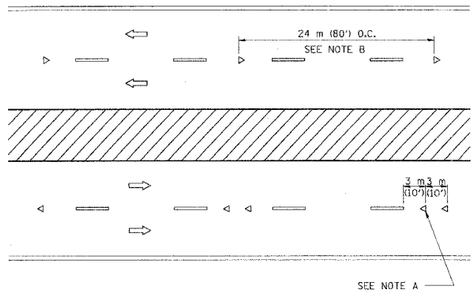
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

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

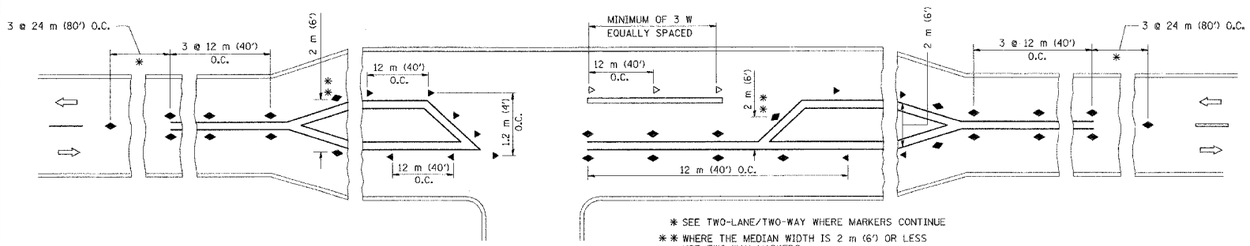
A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

SYMBOLS

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

DESIGN NOTES

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



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

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

LEFT TURN

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE — DRAWN BY CADD

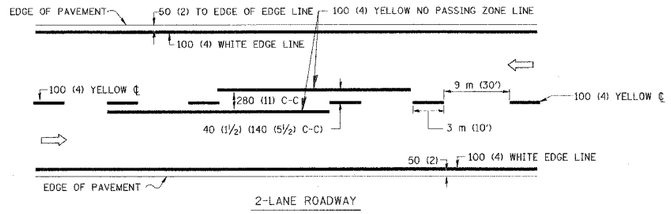
DATE: 10/18/2002 — CHECKED BY

TC-11

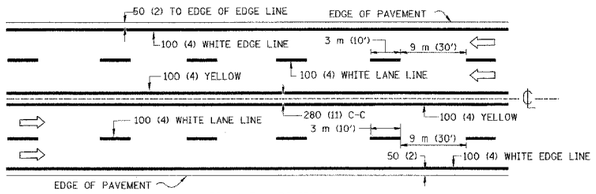
REVISION DATE: 01/06/00

DATE-TIME
DGN-SPEC
V-PTCH

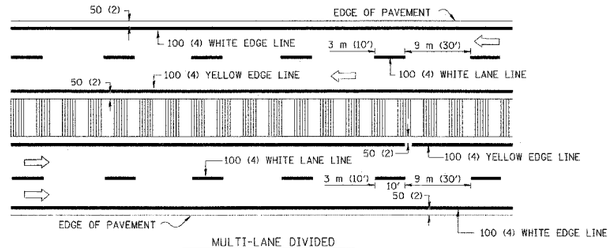
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			340	314
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



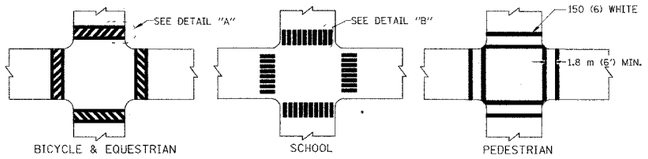
MULTI-LANE UNDIVIDED

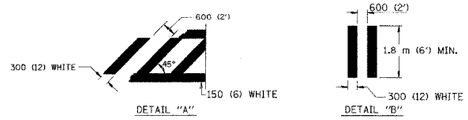


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

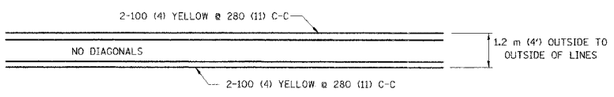
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

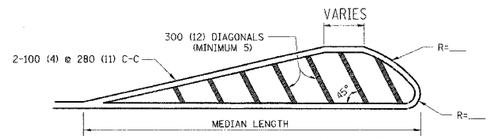




TYPICAL CROSSWALK MARKING



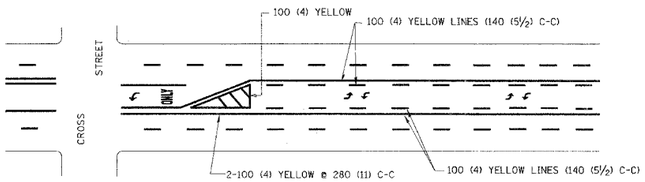
1.2 m (4') WIDE MEDIANS ONLY



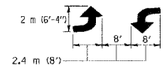
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 1.2 m (4') WIDE

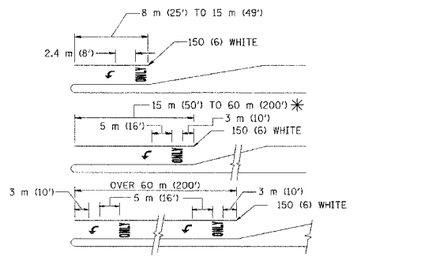


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

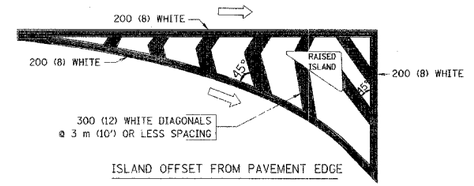


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

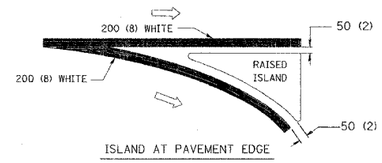
✳ TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 ⌀ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 ⌀ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5½) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⌀ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5½) 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 ⌀ 150 (6) 300 (12) ⌀ 45° 300 (12) ⌀ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⌀ 100 (4) WITH 300 (12) DIAGONALS ⌀ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS ⌀ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m² (3.6 SQ. FT.) EACH "X"=5.0 m² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) ⌀ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE — DRAWN BY CADD

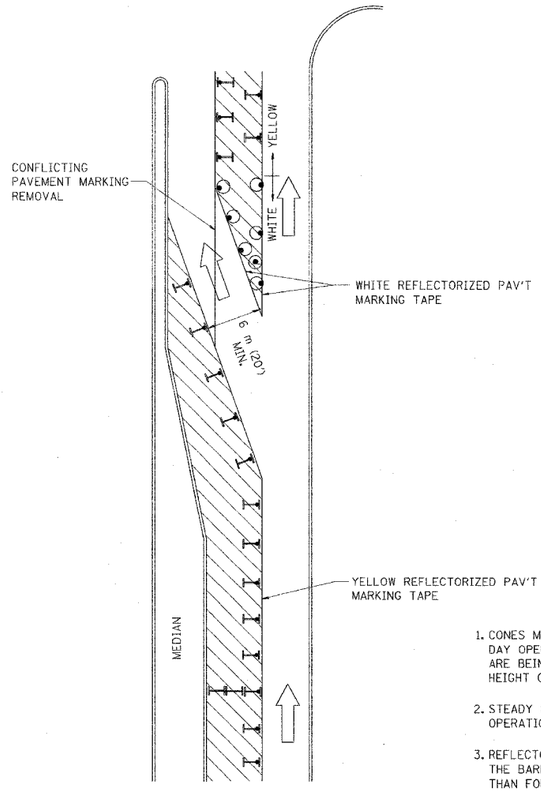
DATE 10/18/2002 — CHECKED BY

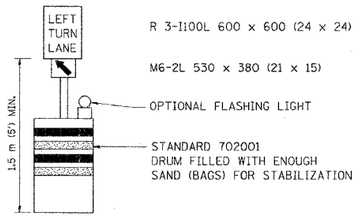
TC-13

REVISION DATE: 01/06/00

DATE-TIME
DGN-SPEC
VI-TC13

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			399	315
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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

GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').
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" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) 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 BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE — DRAWN BY

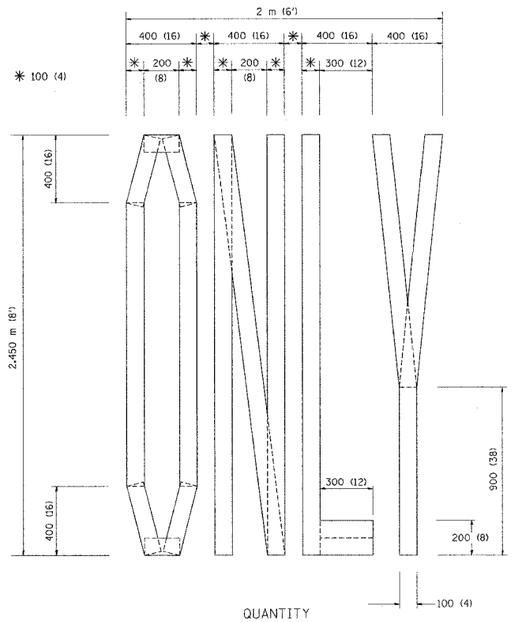
DATE: 10/18/2002 — CHECKED BY LHA

TC-14

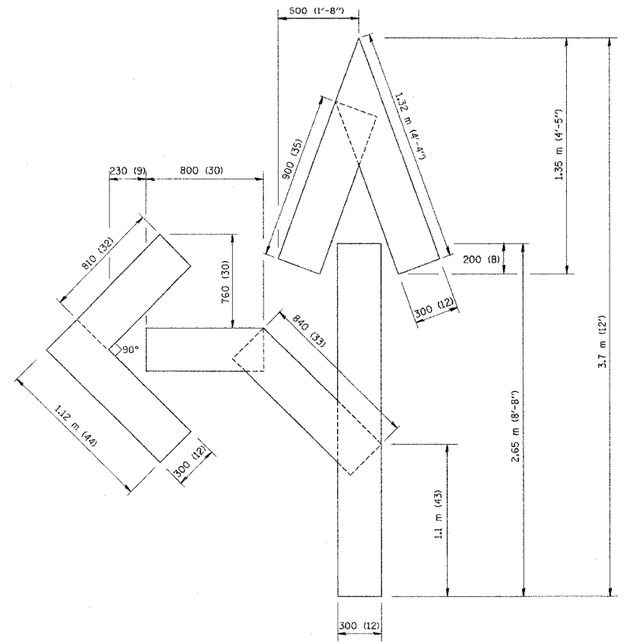
REVISION DATE: 01/06/00

DATE-TIME
DGN-SPEC
VI-TC14

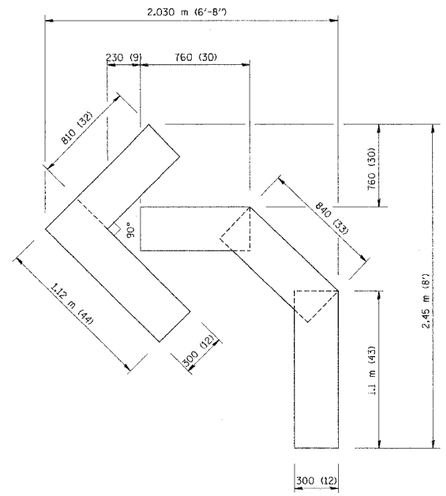
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			399	316
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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



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



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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

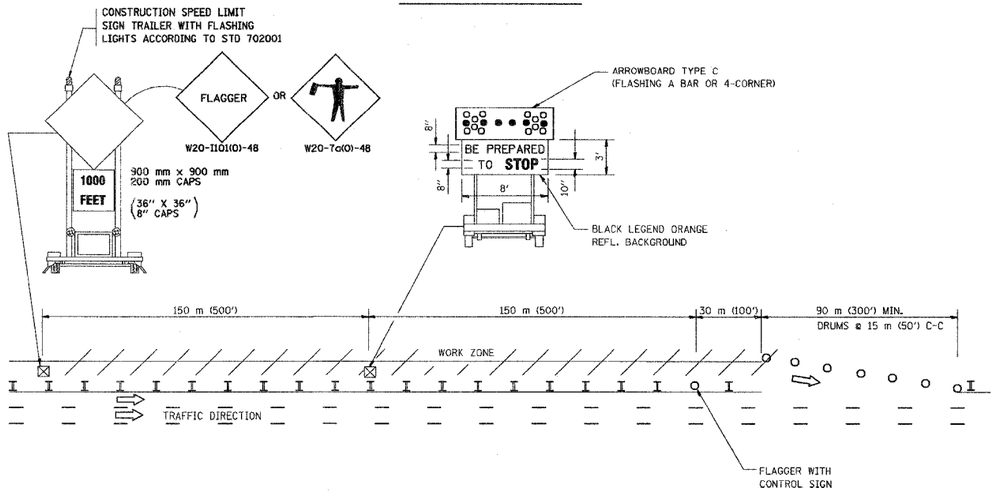
SCALE: NONE
DRAWN BY CADD
DATE 10/18/2002
CHECKED BY
TC-16
REVISION DATE: 08/28/00

Friday October 18,2002 @ 10:23:21 AM
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VM/CJG

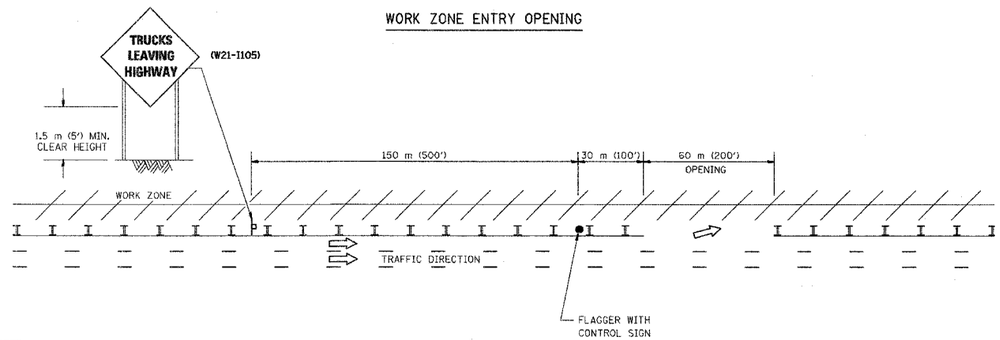
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			317	317
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03

ILLINOIS DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

SCALE: NONE — DRAWN BY CADD

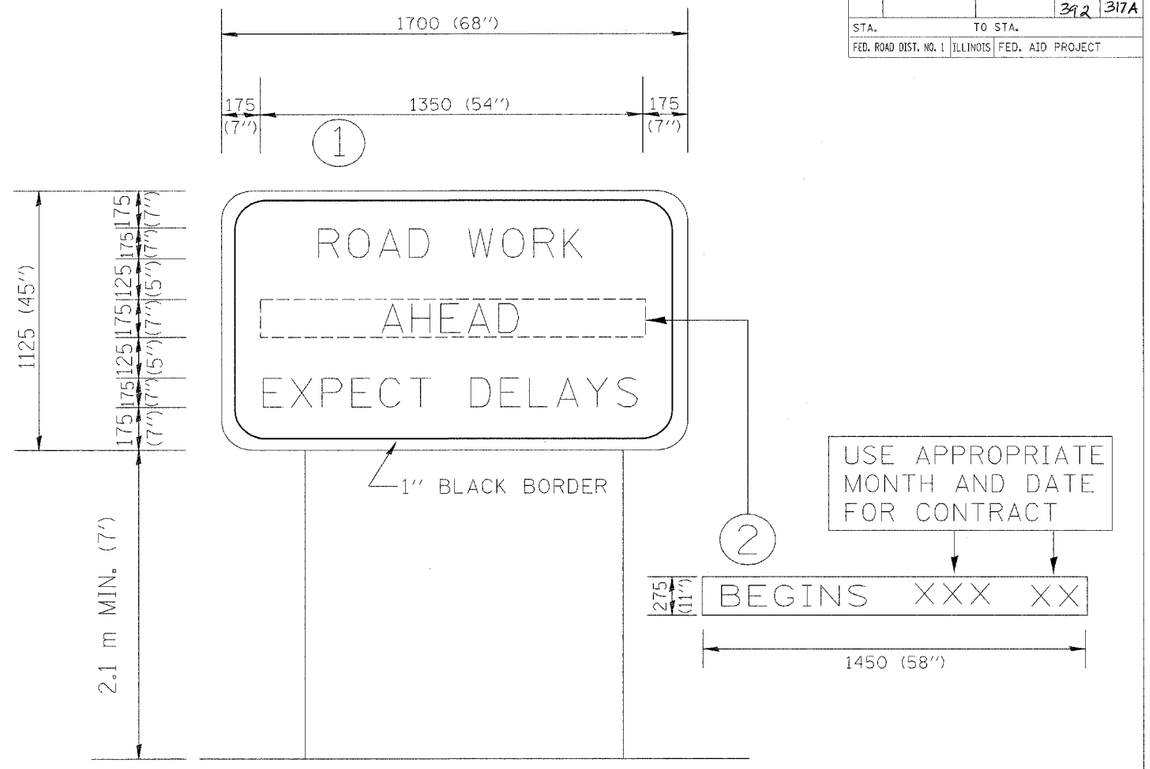
DATE 05/06/2003 — CHECKED BY

TC-18

REVISION DATE: 04/24/03

05/06/2003
c:\projects\dist1\tc18.dgn
VI-TC18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			392	317A
STA.		TO STA.		
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 2.3 SQ. M. (25.70 SQ. FT.)

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY INFORMATION SIGNING

SCALE:

DRAWN BY: BUR. OF DESIGN

DATE 10/18/2002

CHECKED BY

TC22

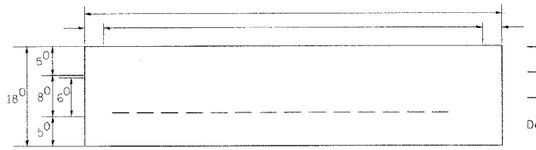
REVISION DATE: 02/02/99

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VI=TC22

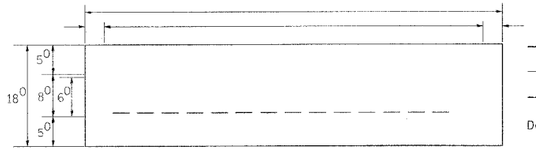
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F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
			397	318
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PANEL SIGN DESIGN TYPE 1



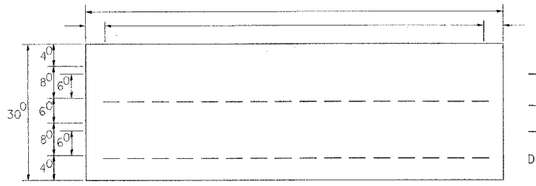
____ Sq. M. each
____ Sq. Ft. each
____Required
Design Series __



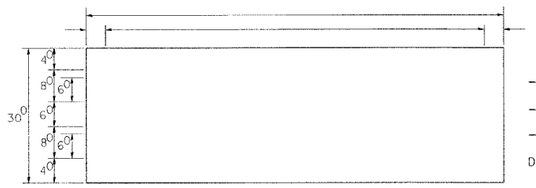
____ Sq. M. each
____ Sq. Ft. each
____Required
Design Series __

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

PANEL SIGN DESIGN TYPE 2

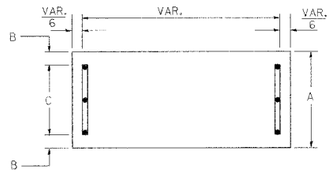


____ Sq. M. each
____ Sq. Ft. each
____Required
Design Series __

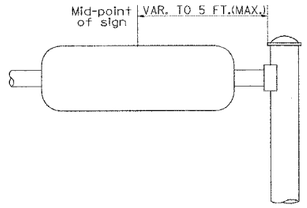


____ Sq. M. each
____ Sq. Ft. each
____Required
Design Series __

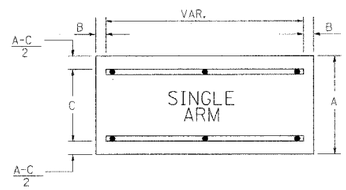
SUPPORTING CHANNELS



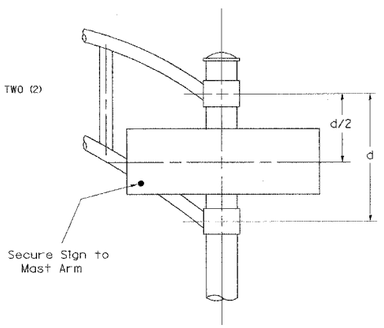
A	B	C
18"	2"	14"



SUPPORTING CHANNELS



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



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 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 6'-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 6'-0".
4. ALL BORDERS SHALL BE ¾" WIDE AND CORNER RADIUS SHALL BE 2-¼".
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:
   - * A.K.T. CORPORATION, SCHAUMBURG, IL
   - * AMERICAN FABRICATION CO., CHICAGO HEIGHTS, IL
   - * TUCKER COMPANY, INC., WAUWATOSA, WI
   - * WESTERN TRAFFIC CONTROL INC., CICERO, 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"

EXAMPLE, $2^{\textcircled{3}}$ DENOTES $\frac{3}{8}$"

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

Lower Case to Lower Case
Spacing Chart 6 Inch Series "C & D"

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

Number to Number
Spacing Chart 8 Inch Series "C & D"

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

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

REVISIONS	
NAME	DATE
CREATED	2/79
D.A.Z./ D.A.G.	11/90
	6/98
CADD	10/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1

MAST ARM MOUNTED STREET NAME SIGNS

SCALE: NONE
DATE 12/19/2002
DRAWN BY TJR
CHECKED BY RFK
TS 2
REVISION DATE: 10/01/00

12/19/2002
K:\dist\std\ds02.dgn
VHTS02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			397	319
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT 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.

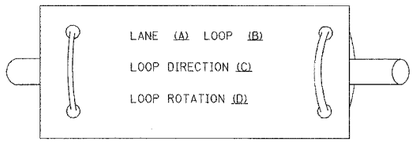
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

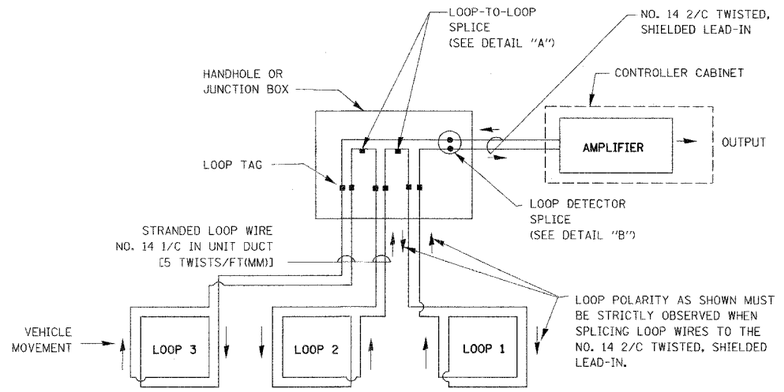


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

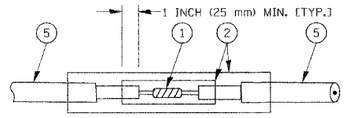
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

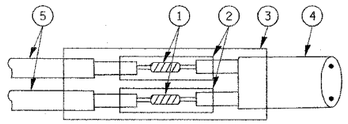


DETECTOR LOOP WIRING SCHEMATIC

- 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

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.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.
DATE 10/18/2002

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

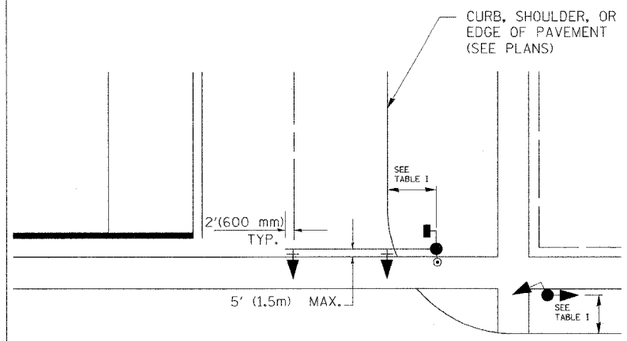
10/18/2002
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V1-TS05

REVISION DATE:01/01/02

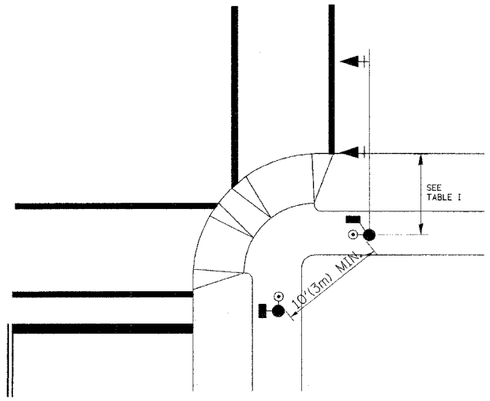
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			332	320
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

1. AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

   AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

   PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:

   A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.

   B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.

   C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

   D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).

   E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK

2. PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.

3. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.

4. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

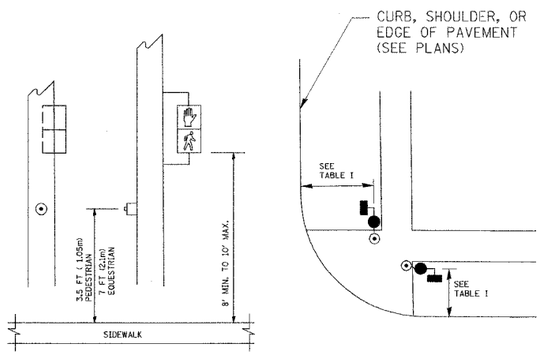


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.
DATE 10/18/2002

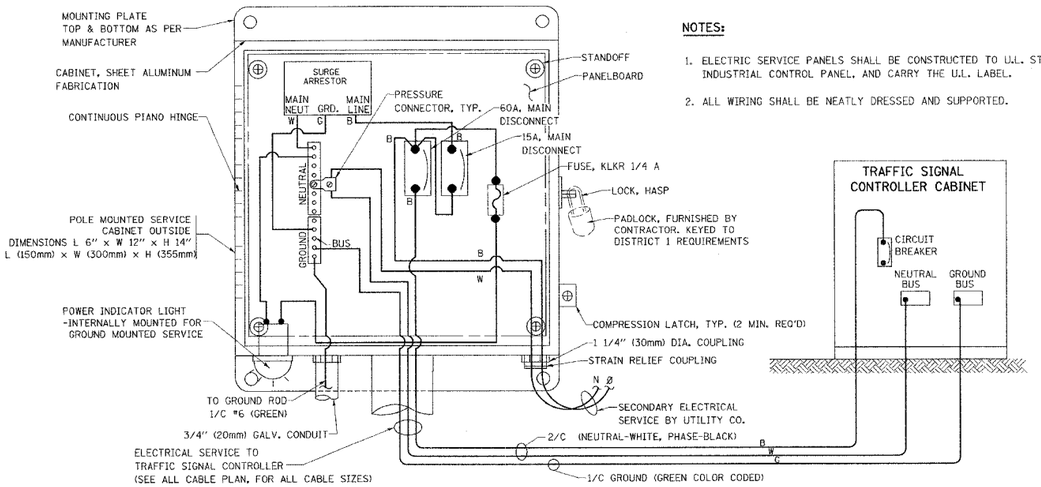
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

TS05

REVISION DATE: 01/01/02

10/18/2002
c:\projects\dist1\ts\ts05.dgn
V:\TS05

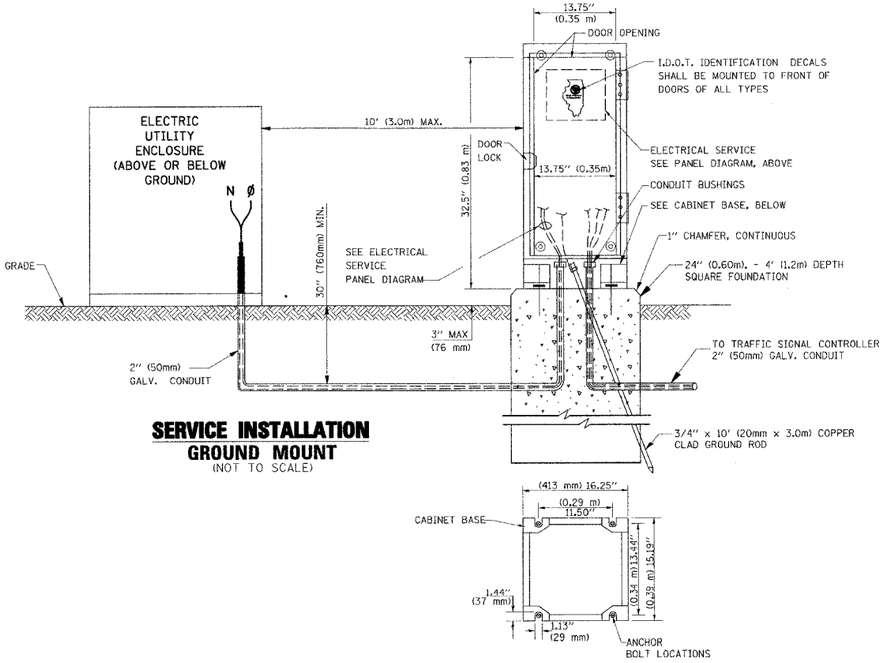
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			330	321
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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

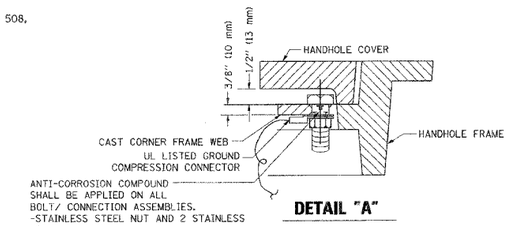
NOTES:

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

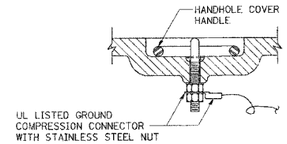


SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)

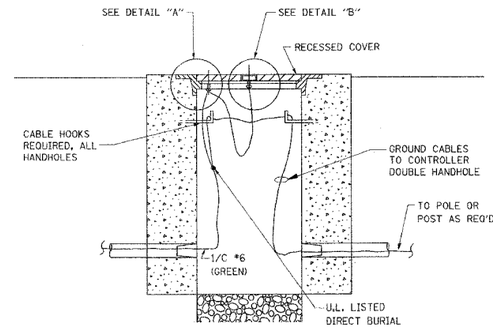
CABINET – BASE BOLT PATTERN
(NOT TO SCALE)



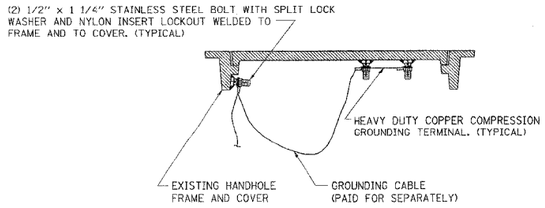
DETAIL "A"



DETAIL "B"



HANDHOLE COVER & FRAME – GROUNDING DETAIL
(NOT TO SCALE)

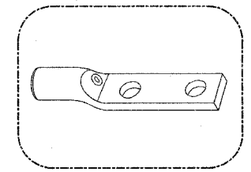


EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL
(NOT TO SCALE)

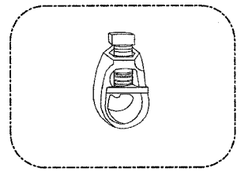
NOTES:

GROUNDING SYSTEM

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



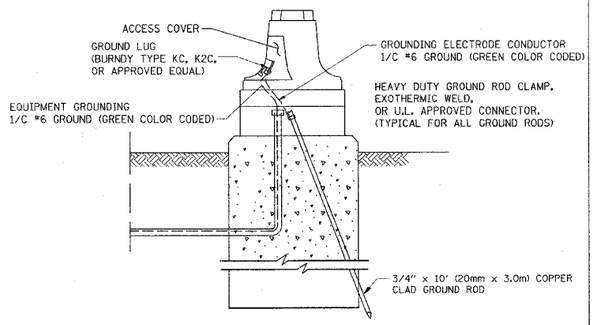
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YCHA OR APPROVED EQUAL)



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

NOTES:

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



MAST ARM POLE / POST–GROUNDING DETAIL
(NOT TO SCALE)

REVISIONS	
NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.

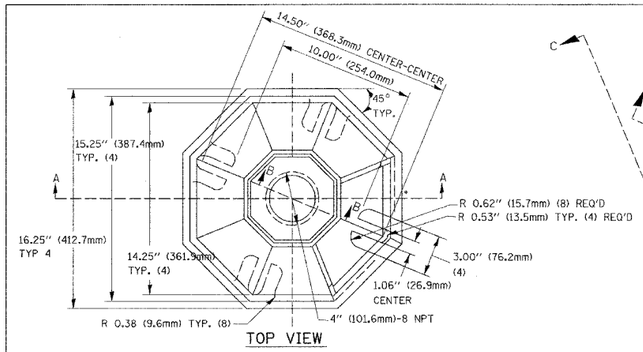
DATE 10/18/2002

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 3 OF 4

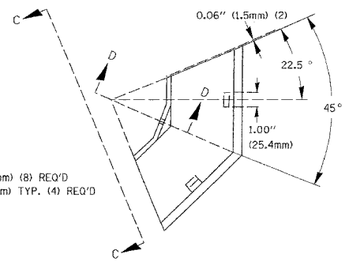
TS05

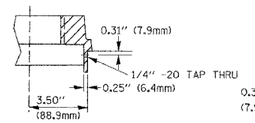
REVISION DATE: 01/01/02

10/18/2002
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VI-7.505

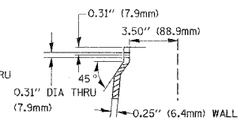


TOP VIEW

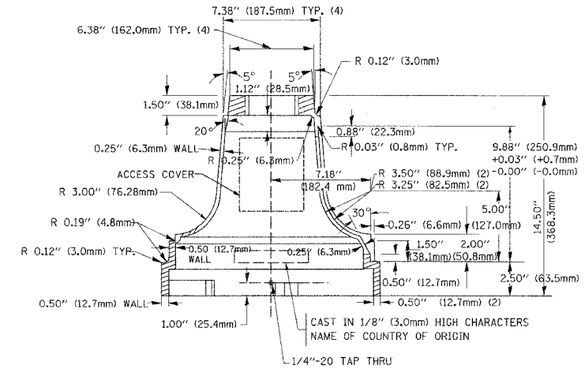




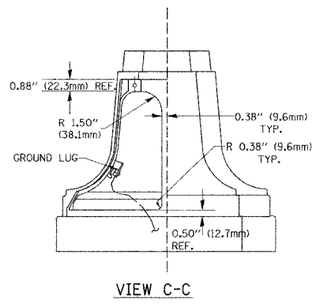
SECTION B-B



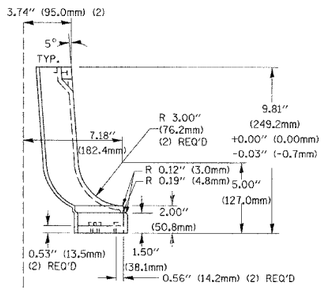
SECTION D-D



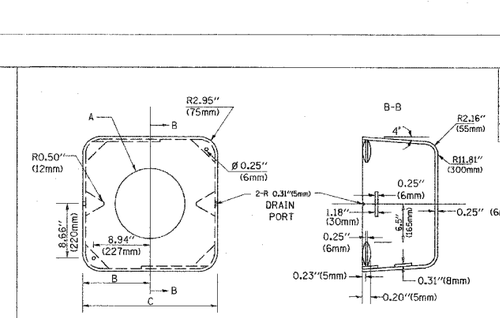
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



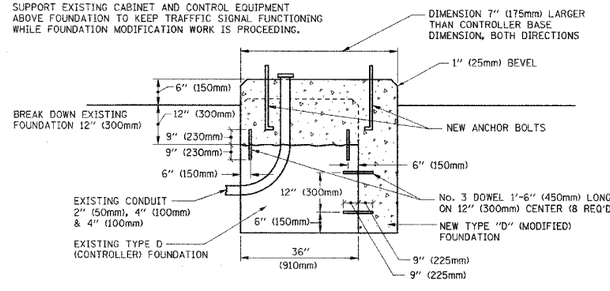
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			399	322
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MATERIAL:
- ASTM A48 CLASS 30 GREY IRON
- ASTM A123 HOT DIPPED GALVANIZED

TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125"(257mm)	9.5"(241mm)	19"(483mm)	12" (300mm)	24Kg
II	Ø 11.125"(283mm)	10.75"(273mm)	21.5"(546mm)	12" (300mm)	26Kg

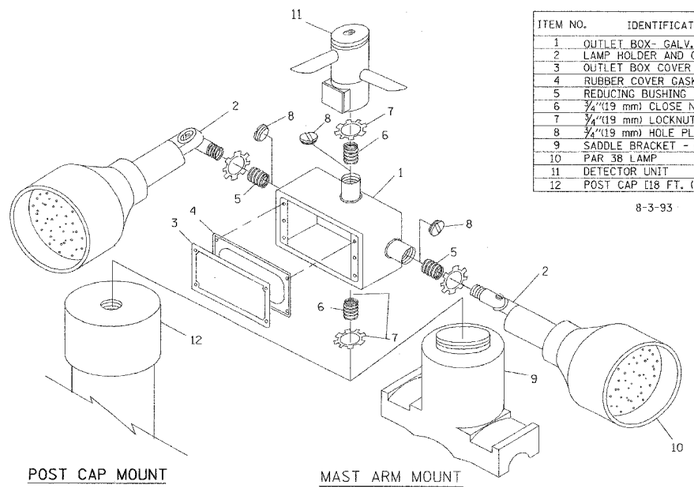
SHROUD DETAIL

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



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



POST CAP MOUNT

MAST ARM MOUNT

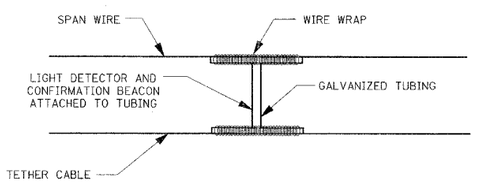
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

8-3-93

NOTES:

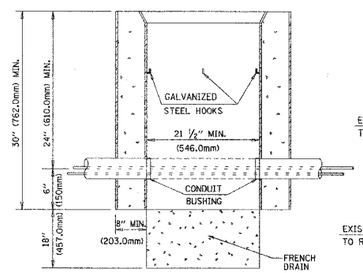
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. 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.



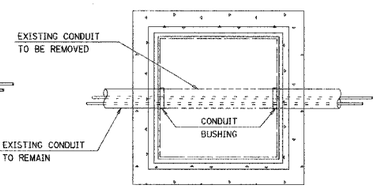
LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)

NOTES:
1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.



ELEVATION



PLAN

DETAIL
HANDHOLE TO INTERCEPT EXISTING CONDUIT
N.T.S.

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE, HORIZ.
DATE 10/18/2002

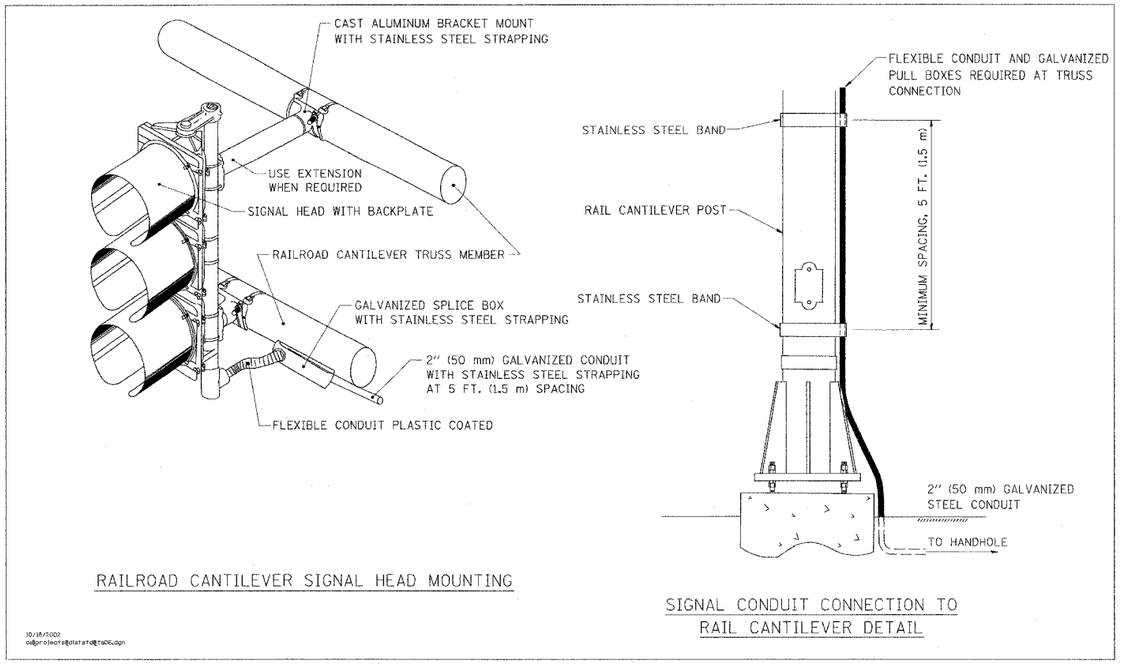
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 4 OF 4

TS05

10/18/2002
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V1-TS05

REVISION DATE:01/01/02

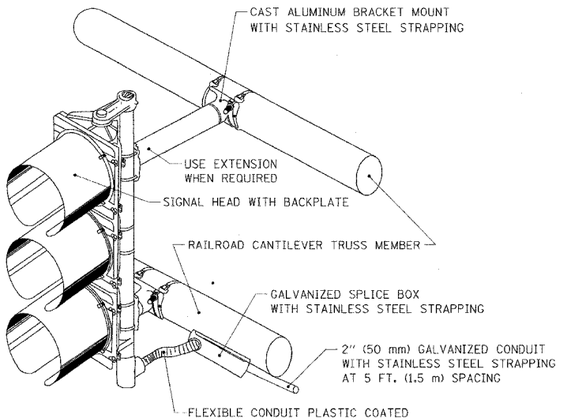
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			377	323
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

SIGNAL CONDUIT CONNECTION TO
RAIL CANTILEVER DETAIL

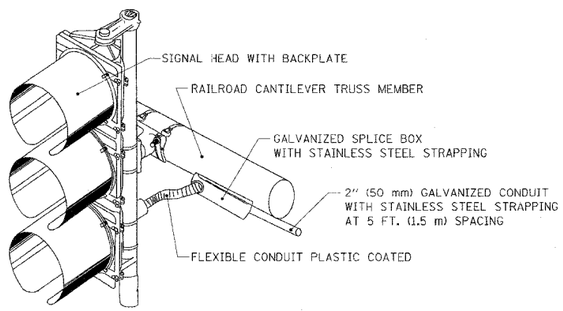
10/18/2002
c:\projects\standard\ta06.dgn



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPTMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

10/18/2002
c:\projects\standard\ta06.dgn



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPTMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

10/18/2002
c:\projects\standard\ta06.dgn

NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPTMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

SIGNAL CONDUIT CONNECTION TO
RAIL CANTILEVER DETAIL

10/18/2002
c:\projects\standard\ta06.dgn

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING DETAIL

SCALE: VERT. NONE
HORIZ.

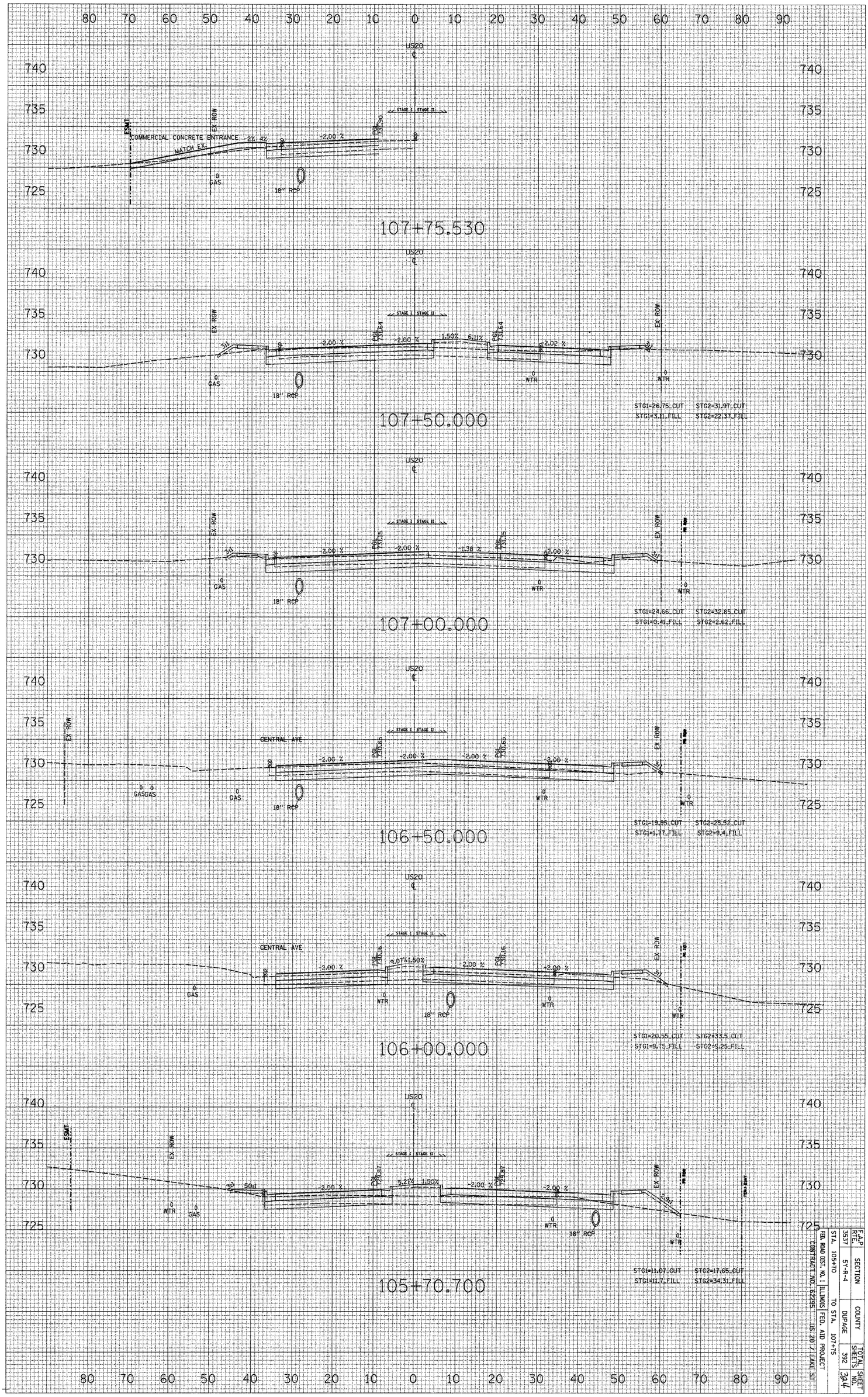
DRAWN BY

DATE

CHECKED BY

10/18/2002
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VHFS06

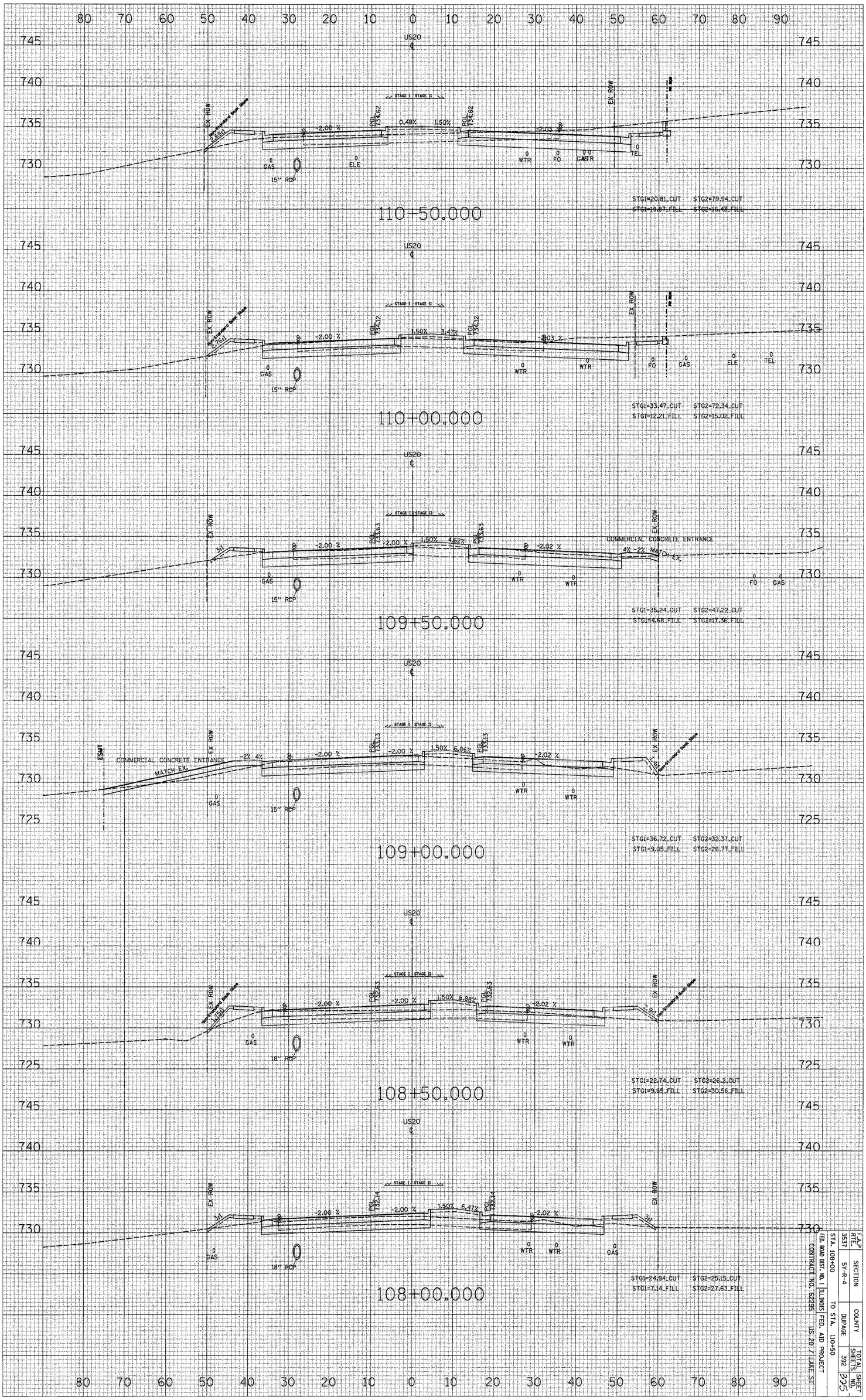
REVISION DATE:



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	334

STA. 105+70 TO STA. 107+75
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62285 US 20 / LAKE ST

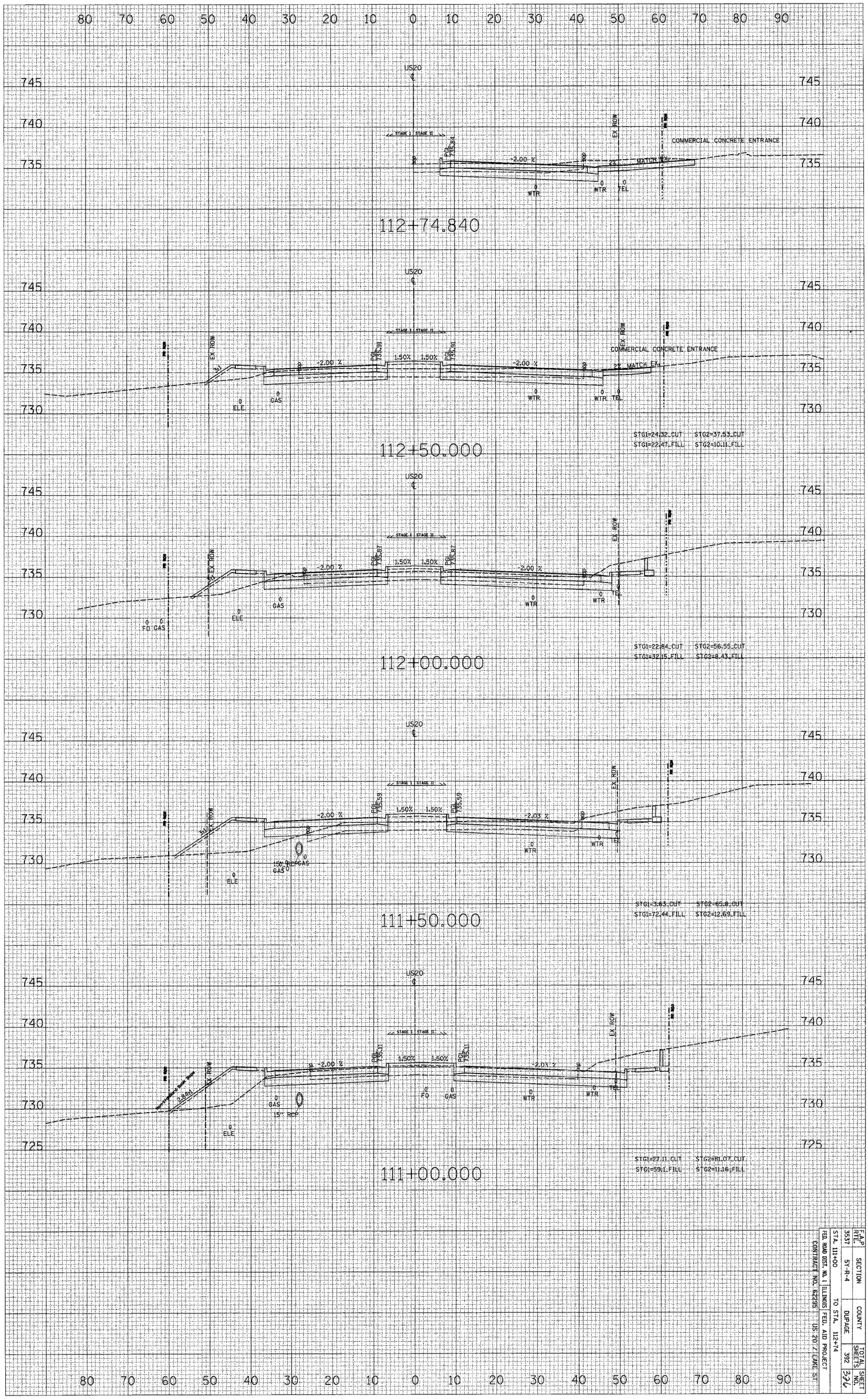
SHEET 1 OF 69



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	SY-R-4	DUPAGE	392	335

STA. 108+00 TO STA. 110+50
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295 US 20 / LAKE ST.

SHEET 2 OF 60



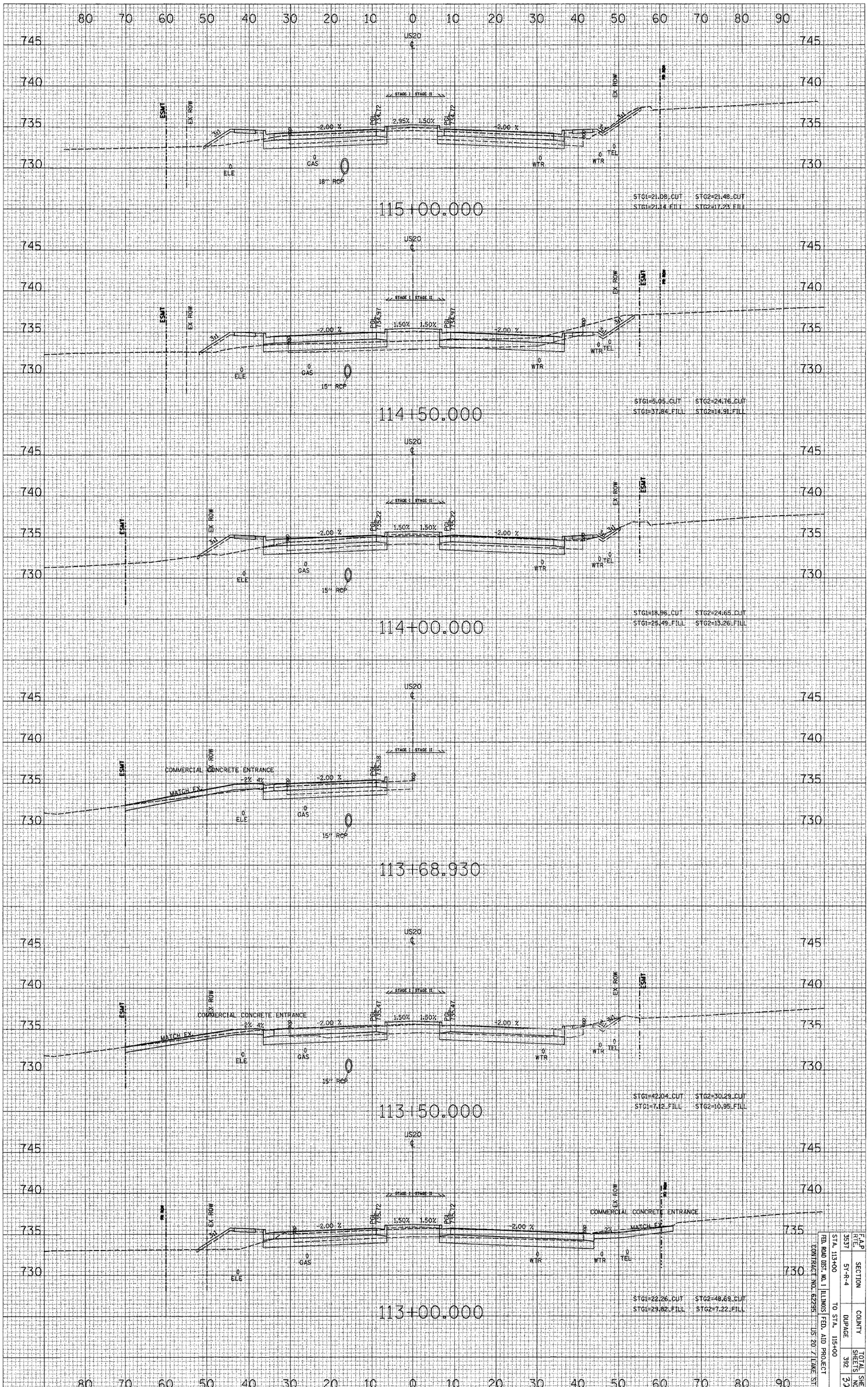
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353I	5Y-R-4	DUPAGE	392	326

STA. 111+00 TO STA. 112+74

RD. RGN DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

CONTRACT NO. 62295 US 20 / LAKE ST

SHEET 3 OF 60

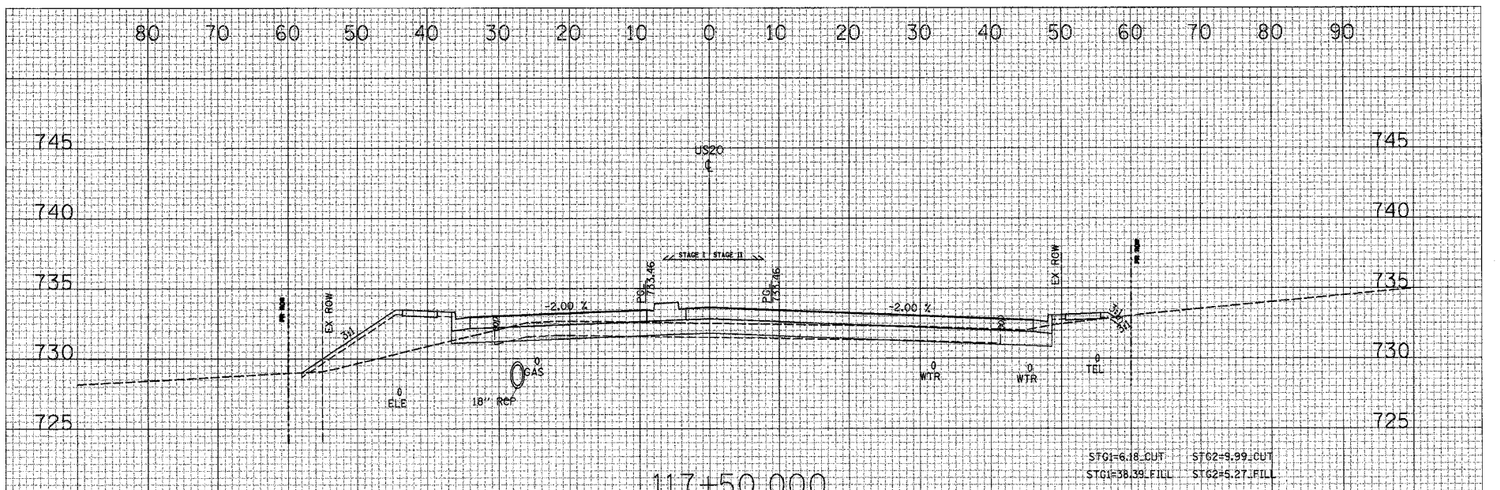


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	382	327
STA. 113+00		TO STA. 115+00		

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

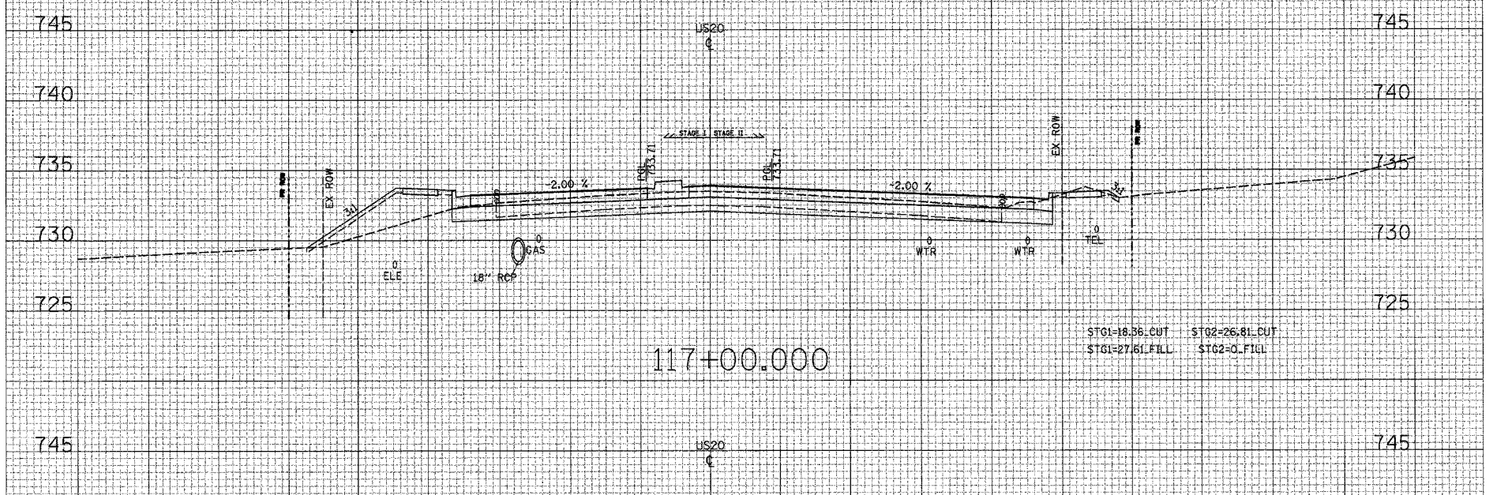
CONTRACT NO. 62295 US 20 / LAKE ST.

SHEET 4 OF 60



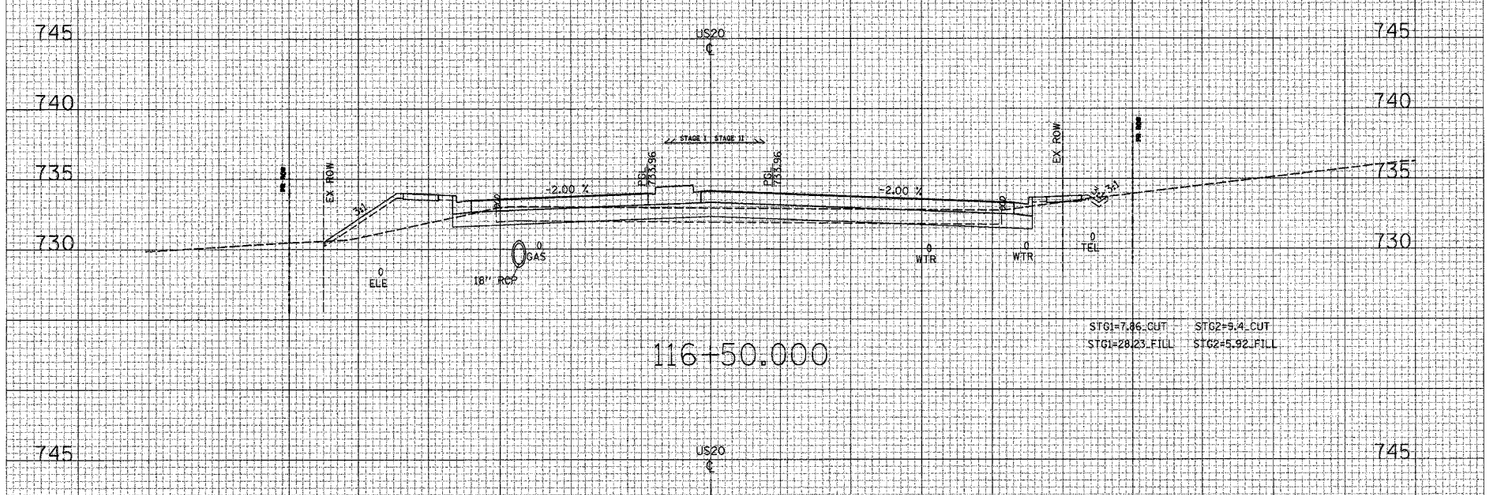
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117+50.000



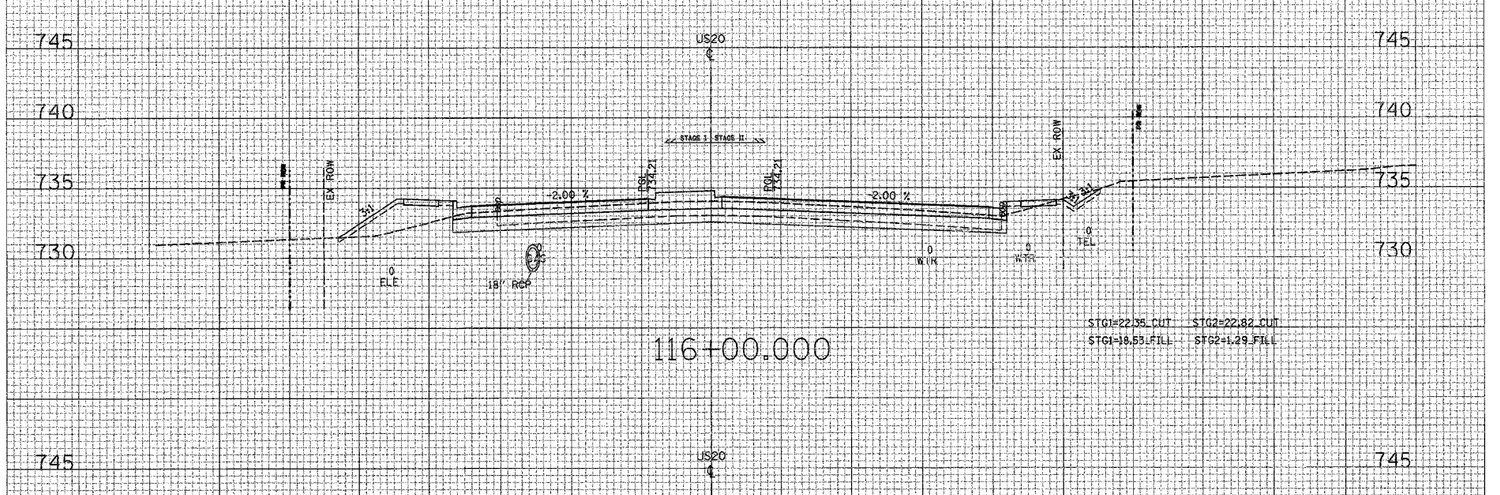
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117+00.000



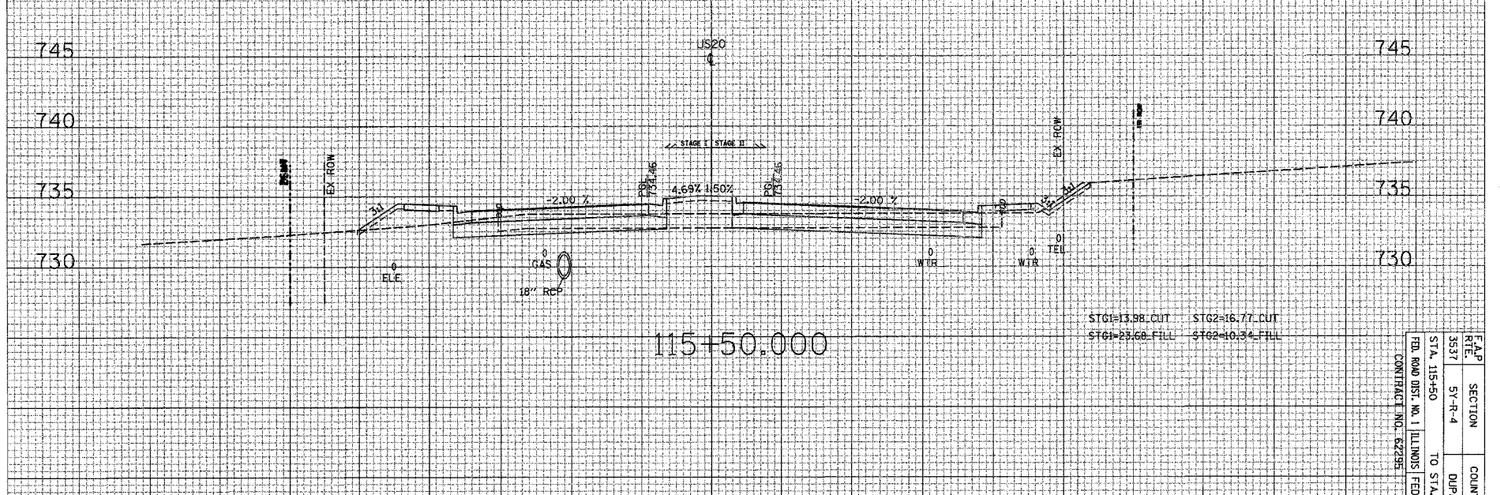
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STG1=28.23_FILL STG2=5.92_FILL

116+50.000



STG1=22.35_CUT STG2=22.82_CUT
STG1=18.53_FILL STG2=1.29_FILL

116+00.000



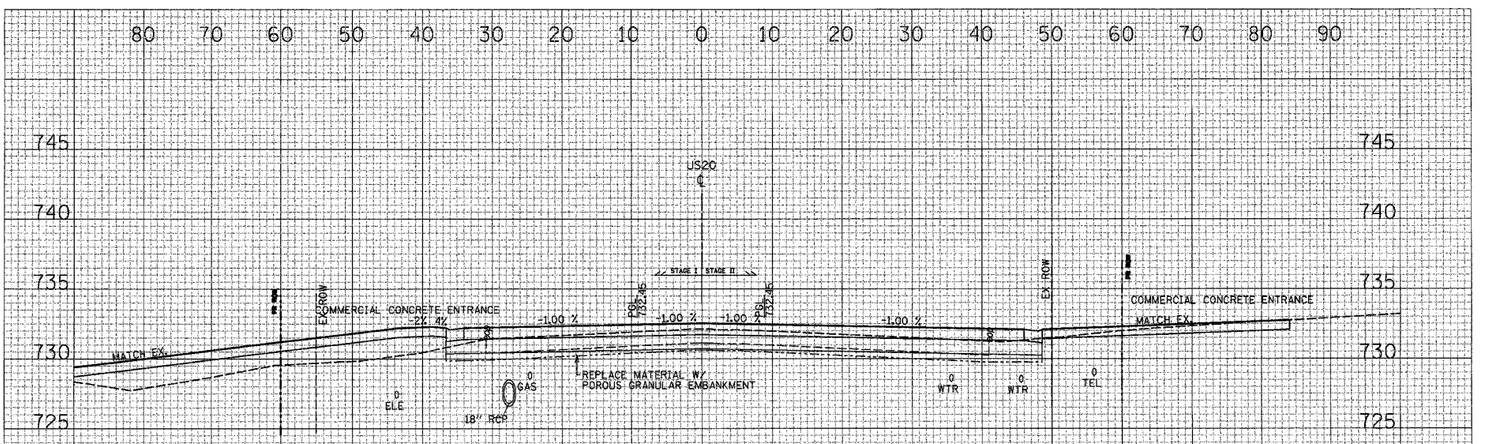
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STG1=23.68_FILL STG2=10.34_FILL

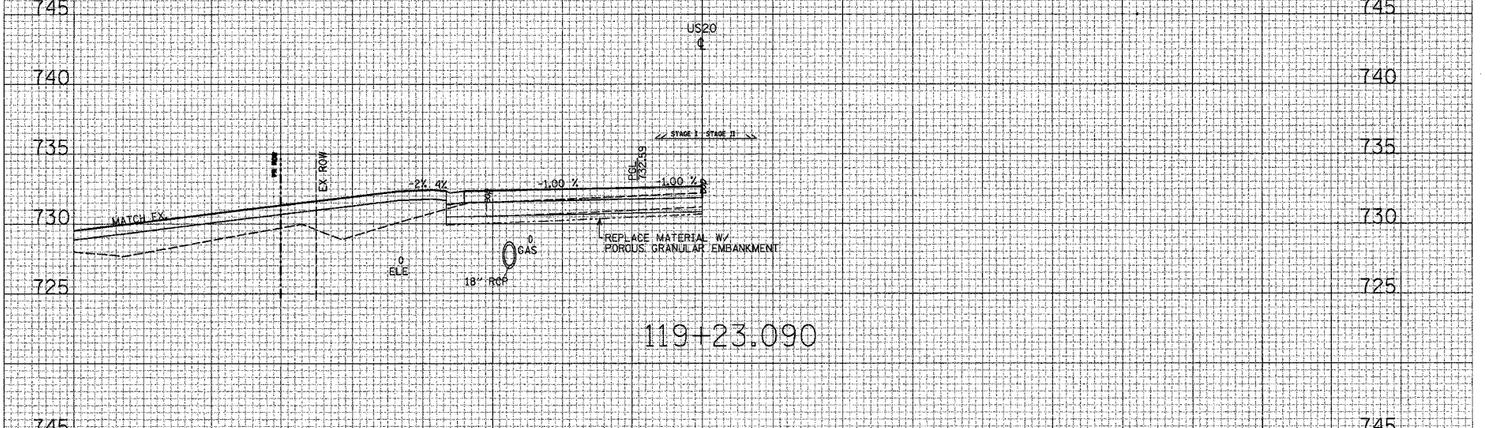
115+50.000

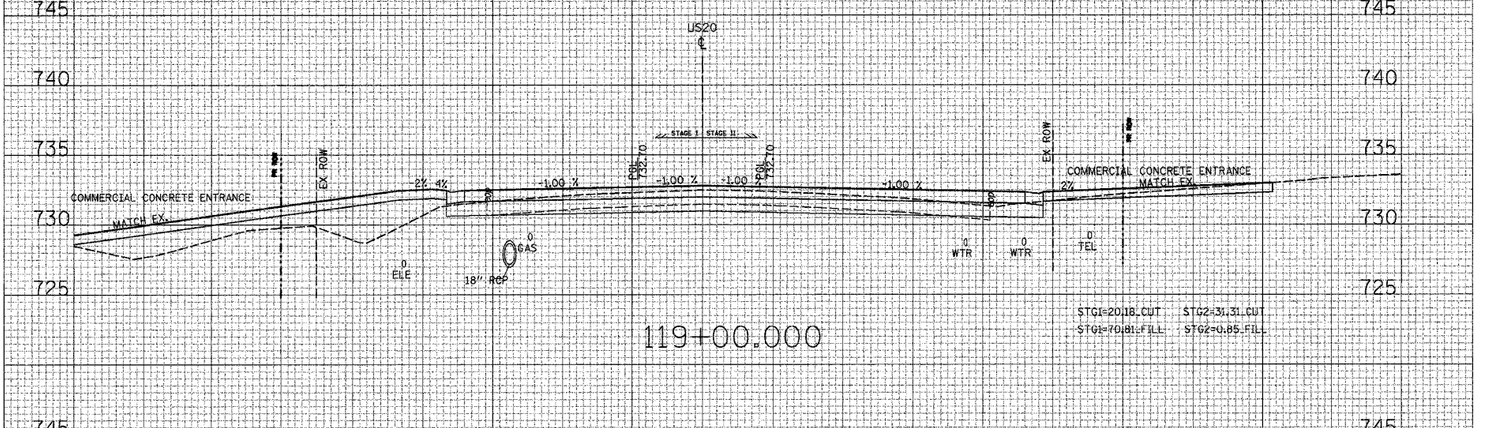
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	328

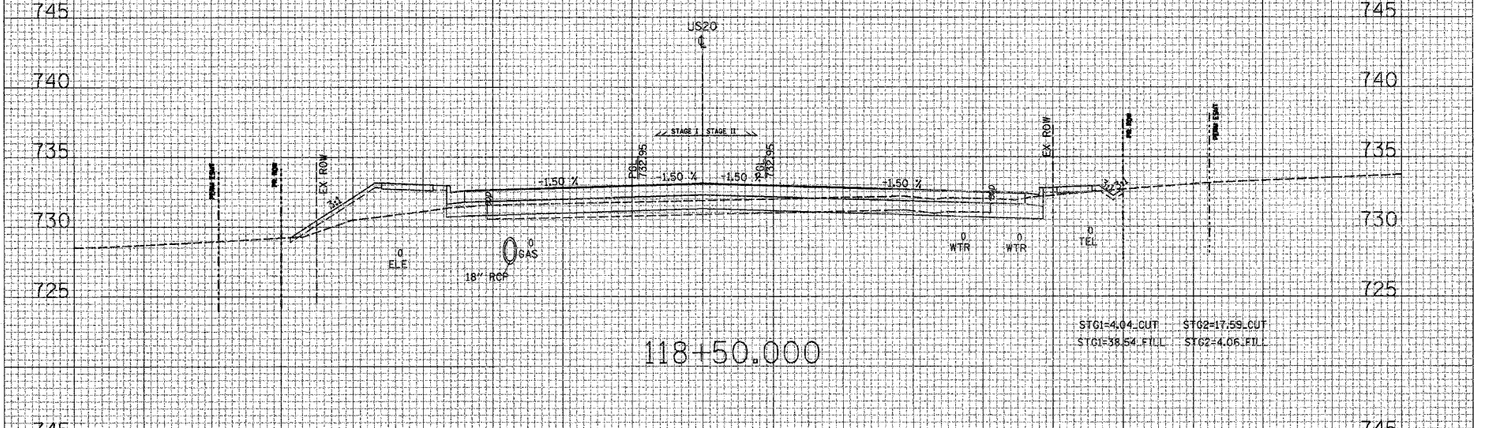
FDL ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295
STA. 115+50 TO STA. 117+50
US 20 / LAKE ST.

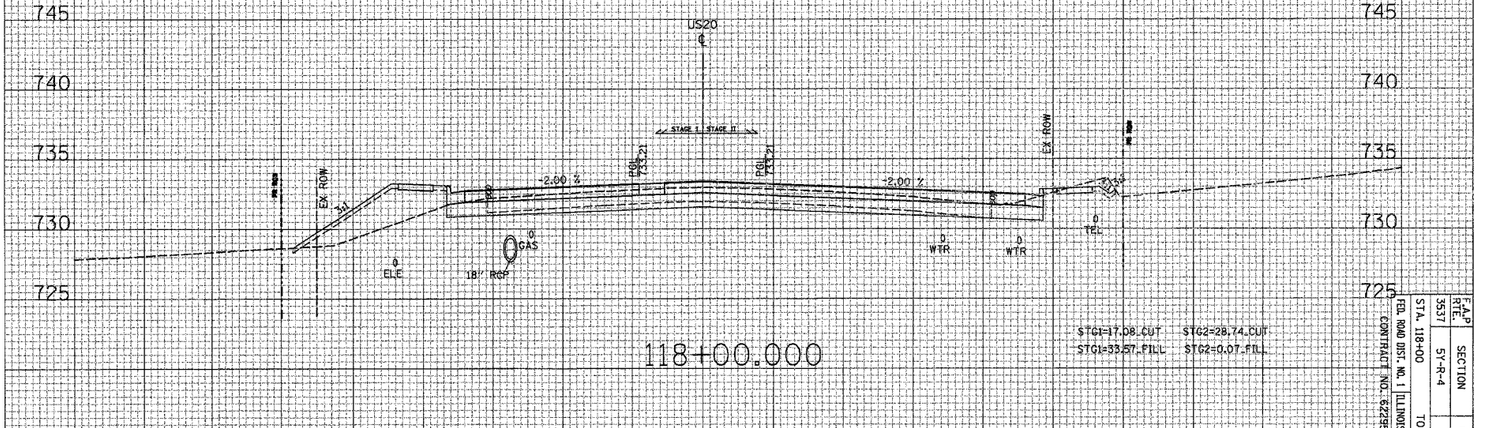
SHEET 5 OF 60











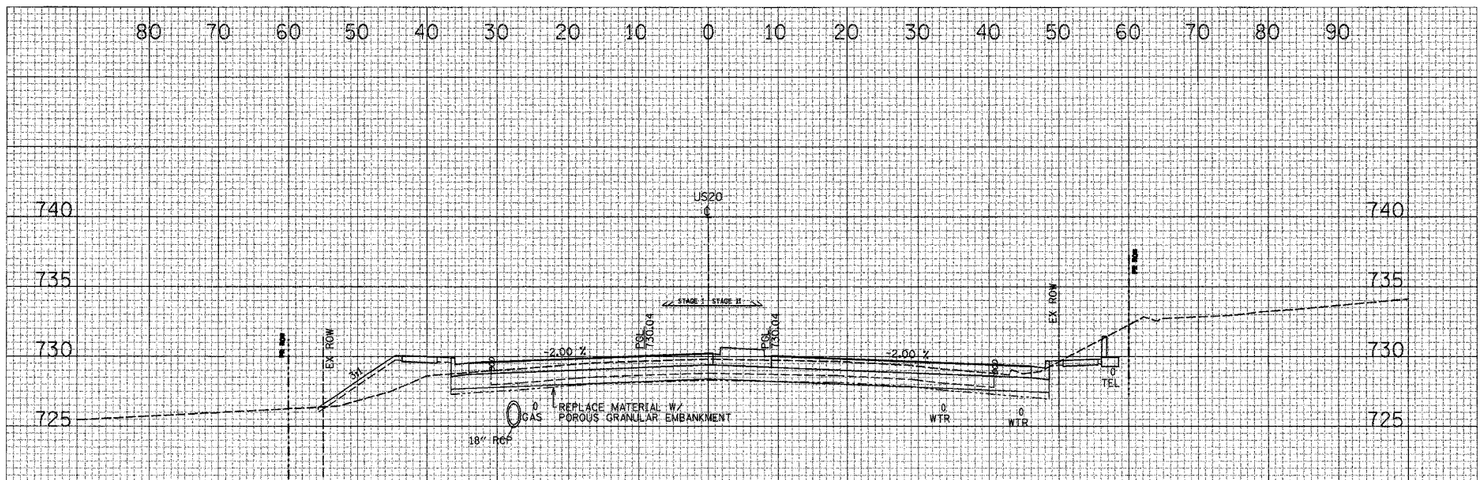
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	329

STA. 118+00 TO STA. 119+50

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

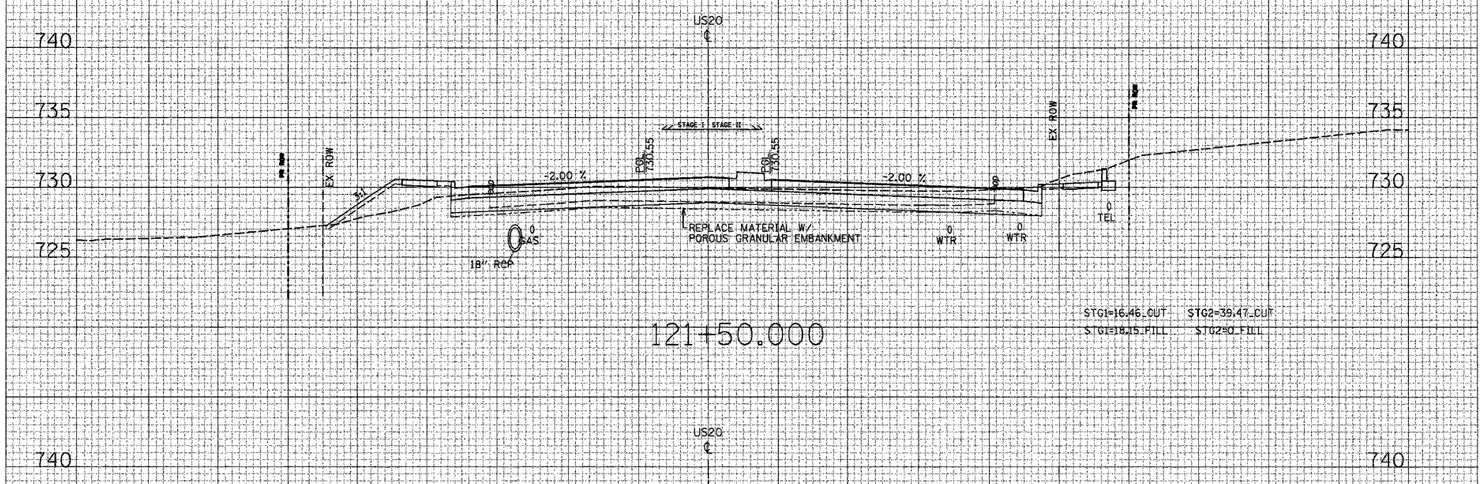
CONTRACT NO. 62295

IL RTE. 20 / LAKE ST.



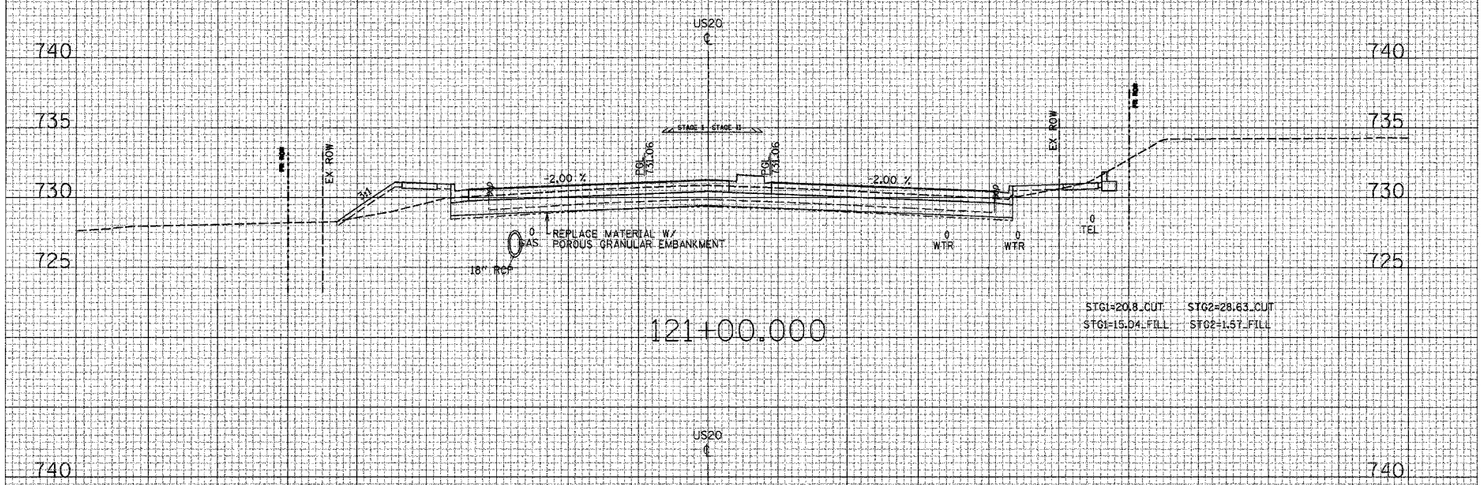
122+00.000

STG1=18.76_CUT STG2=46.15_CUT
STG1=21.65_FILL STG2=0.01_FILL



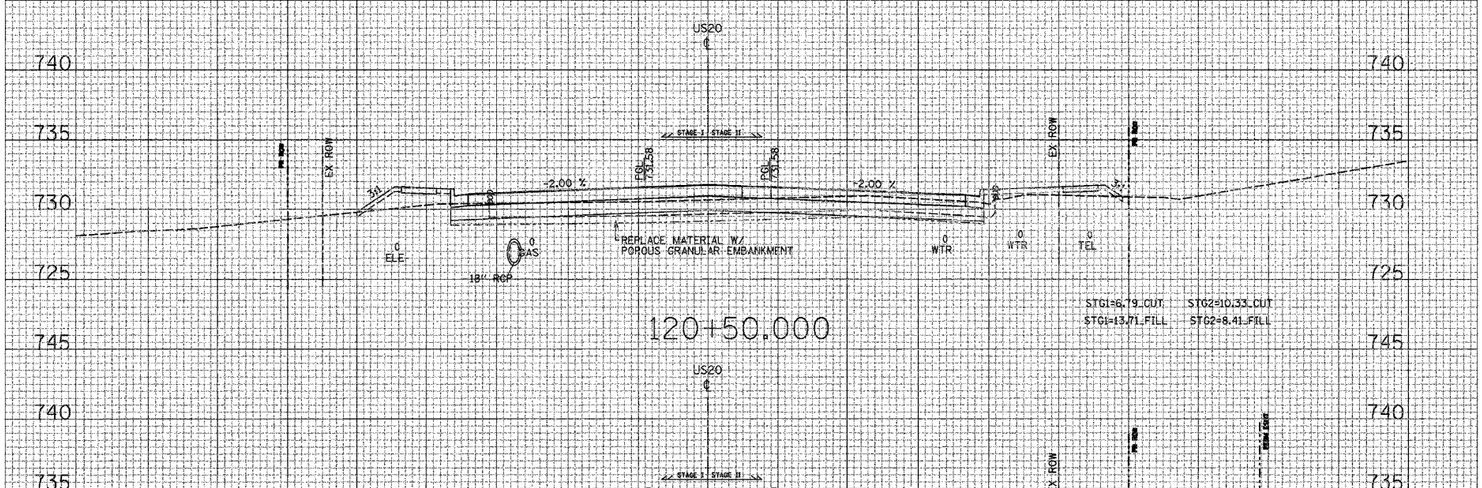
121+50.000

STG1=16.46_CUT STG2=39.47_CUT
STG1=18.15_FILL STG2=0_FILL



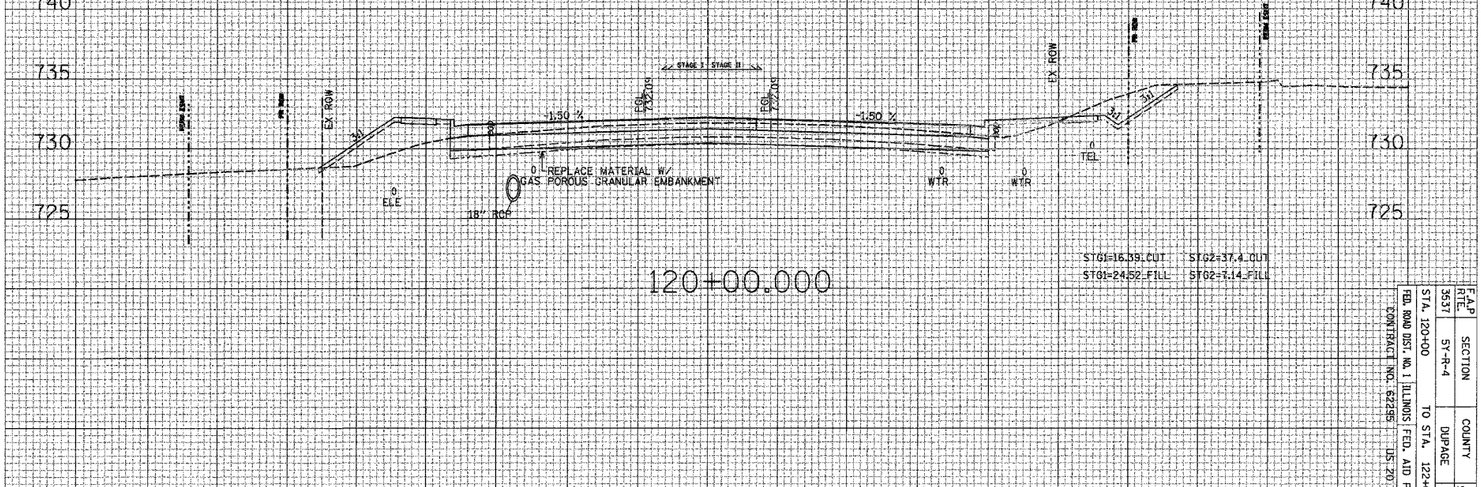
121+00.000

STG1=20.8_CUT STG2=28.63_CUT
STG1=15.04_FILL STG2=1.57_FILL



120+50.000

STG1=6.79_CUT STG2=10.33_CUT
STG1=13.71_FILL STG2=8.41_FILL



120+00.000

STG1=16.39_CUT STG2=37.4_CUT
STG1=24.52_FILL STG2=7.14_FILL

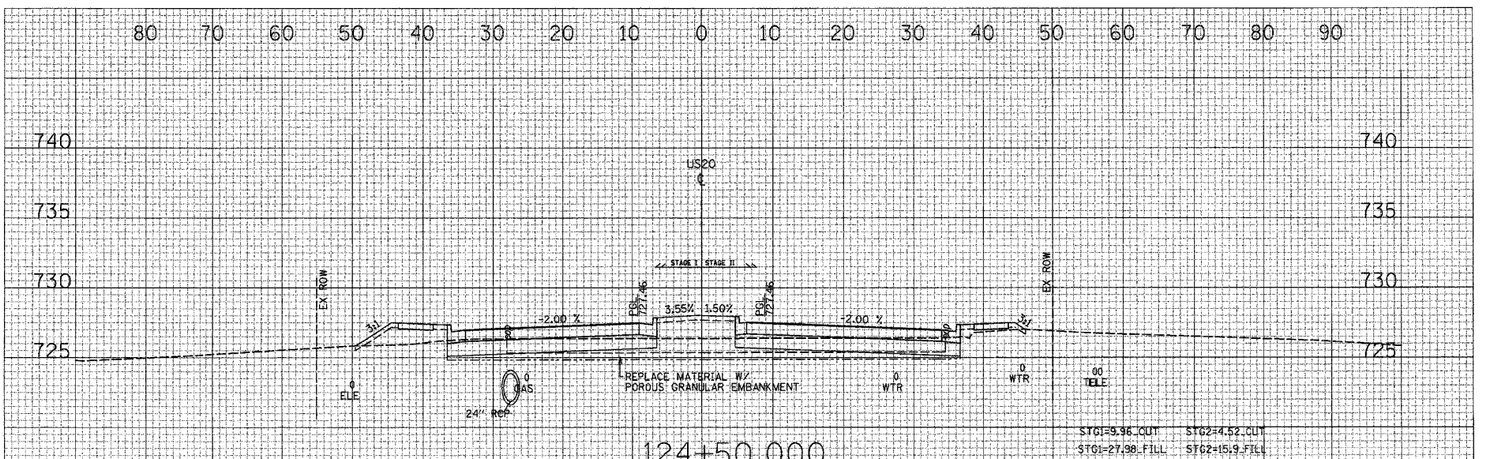
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	336

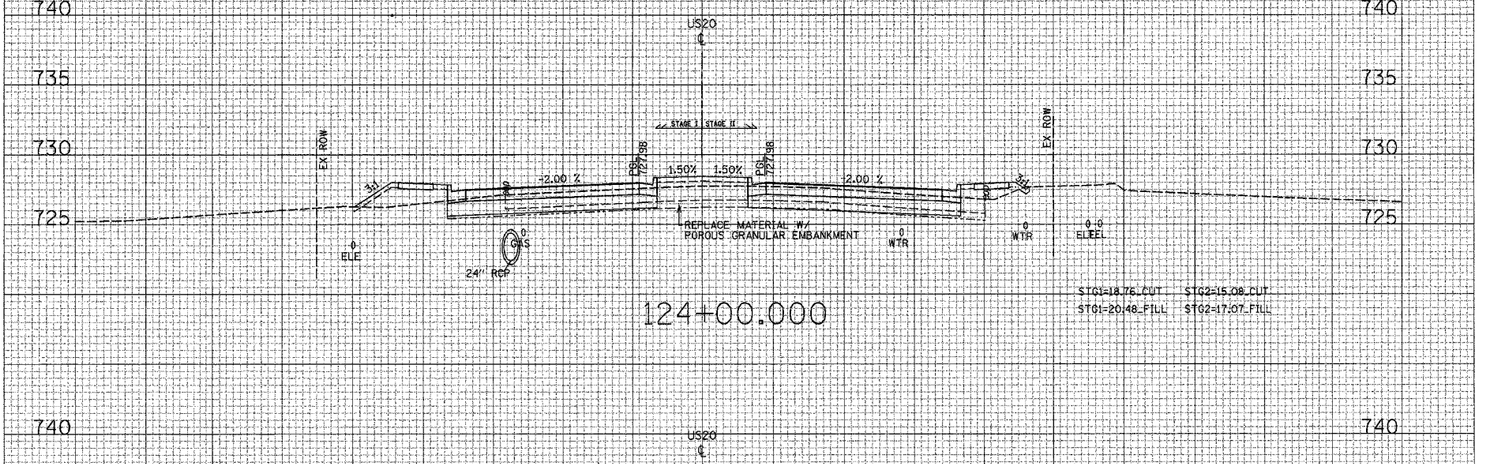
STA. 120+00 TO STA. 122+00

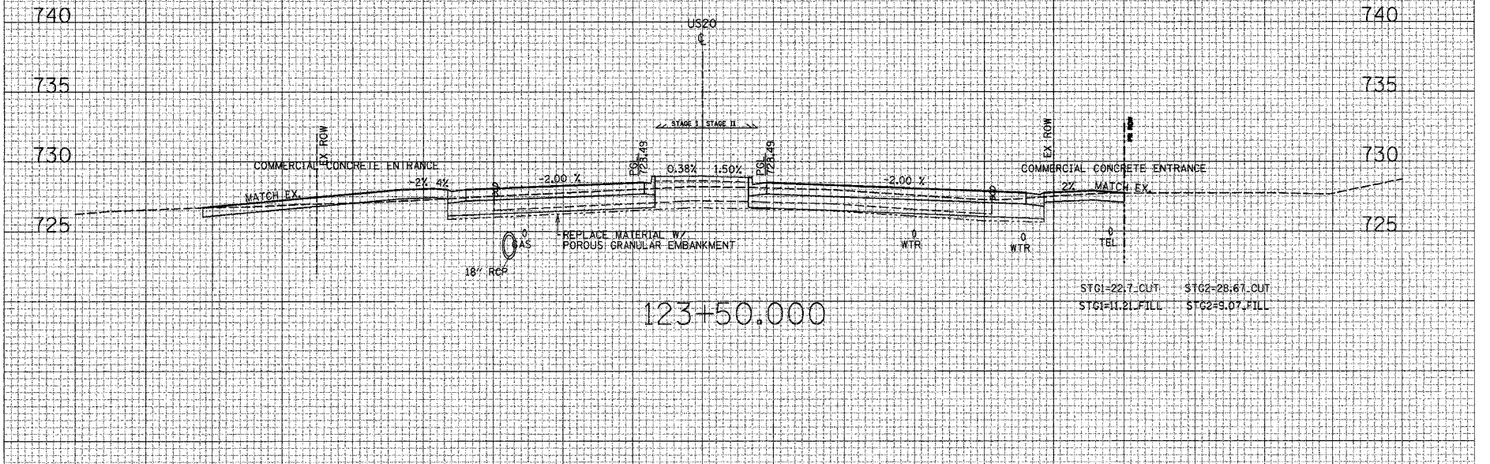
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

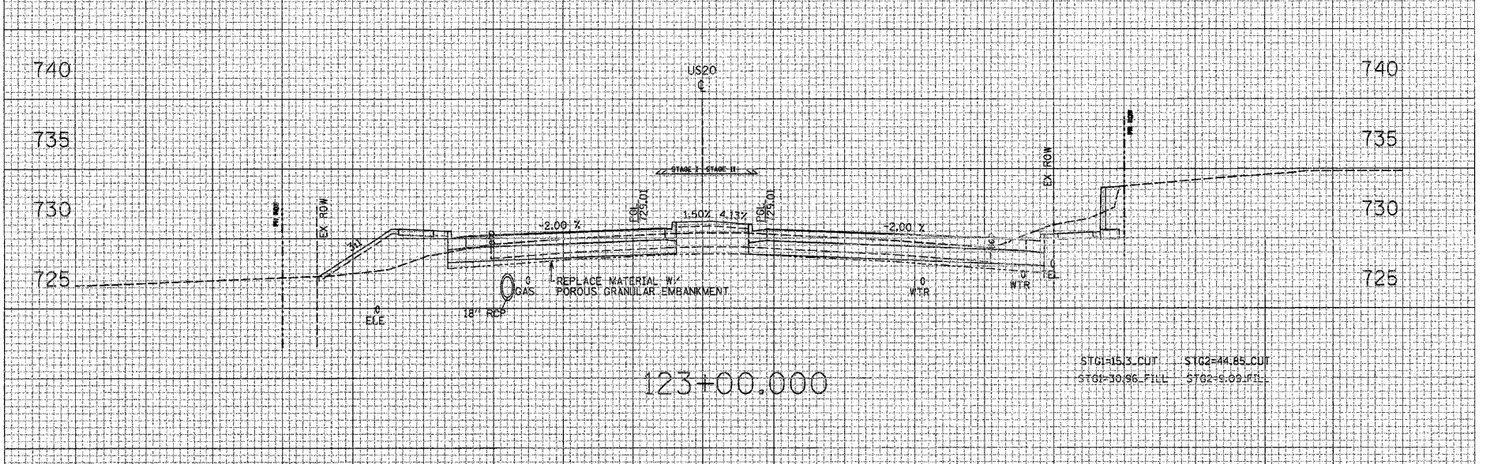
CONTRACT NO. 62295 IL 20 / LAKE ST.

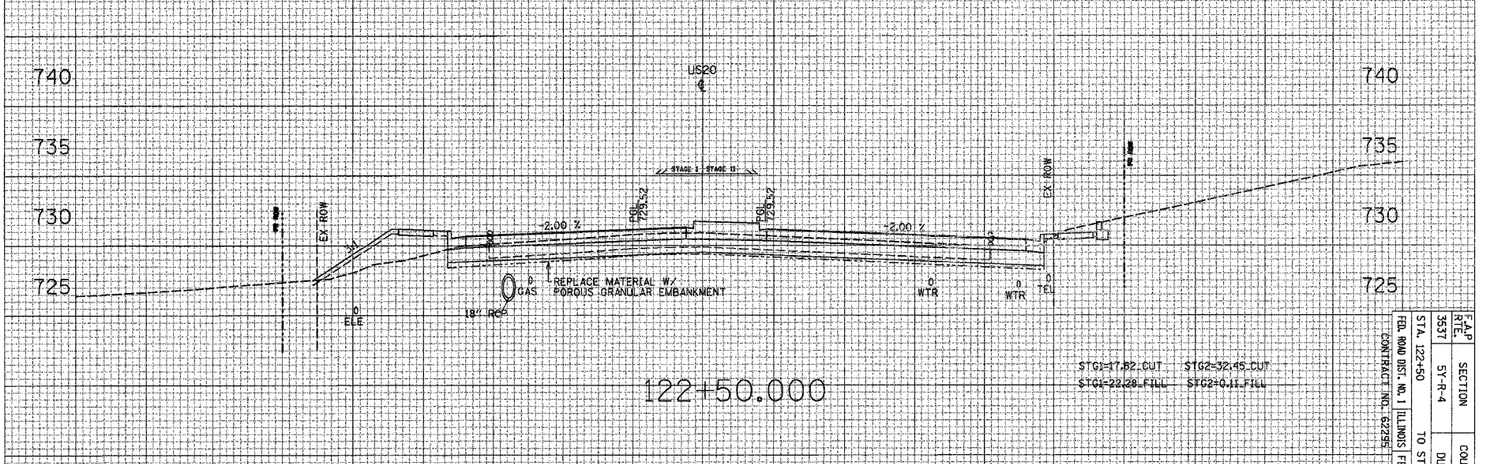
SHEET 7 OF 60











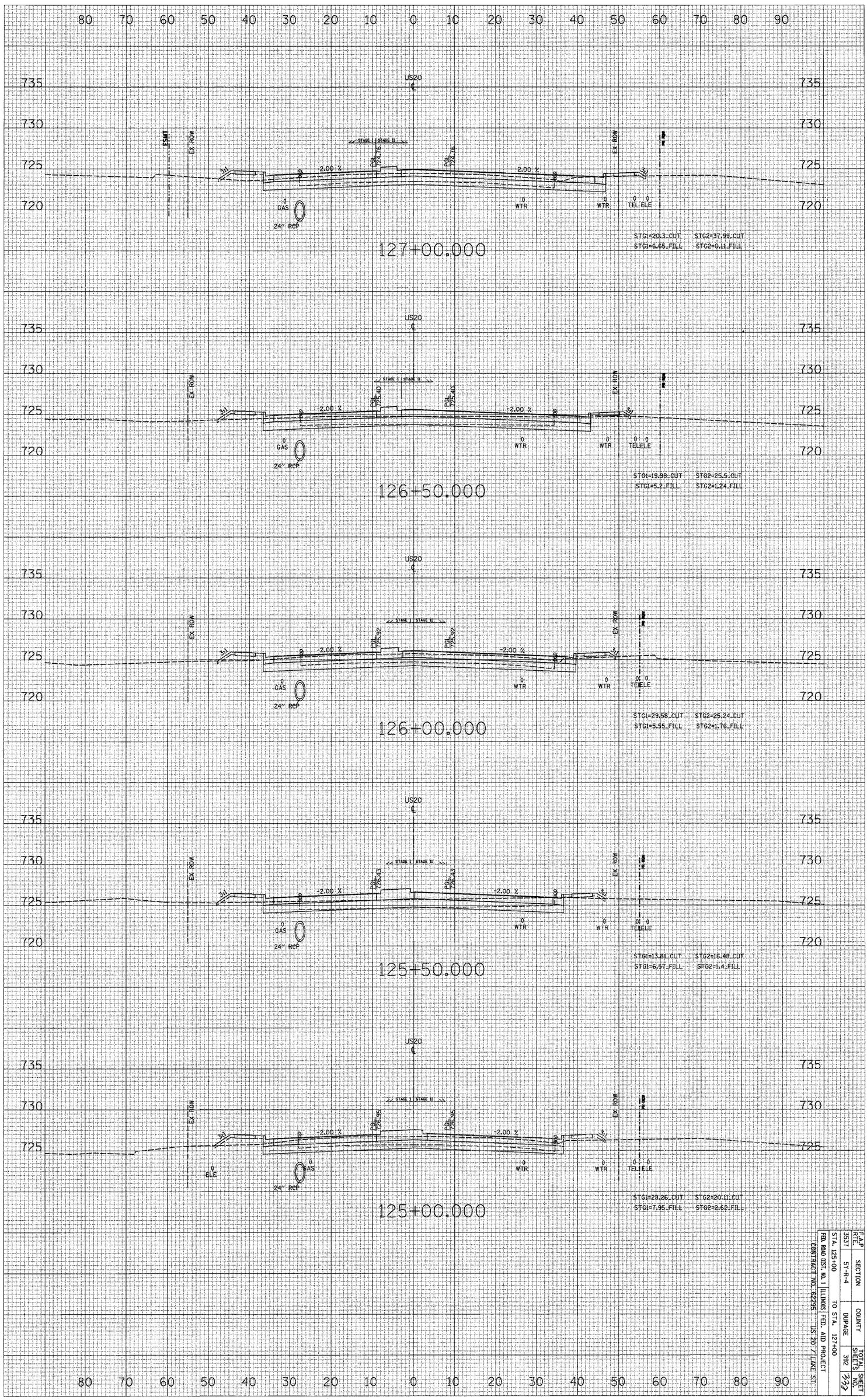
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	SY-R-4	DUPAGE	392	231

STA. 122+50 TO STA. 124+50

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

CONTRACT NO. 62295 | IL 20 / LAKE ST

SHEET 8 OF 60



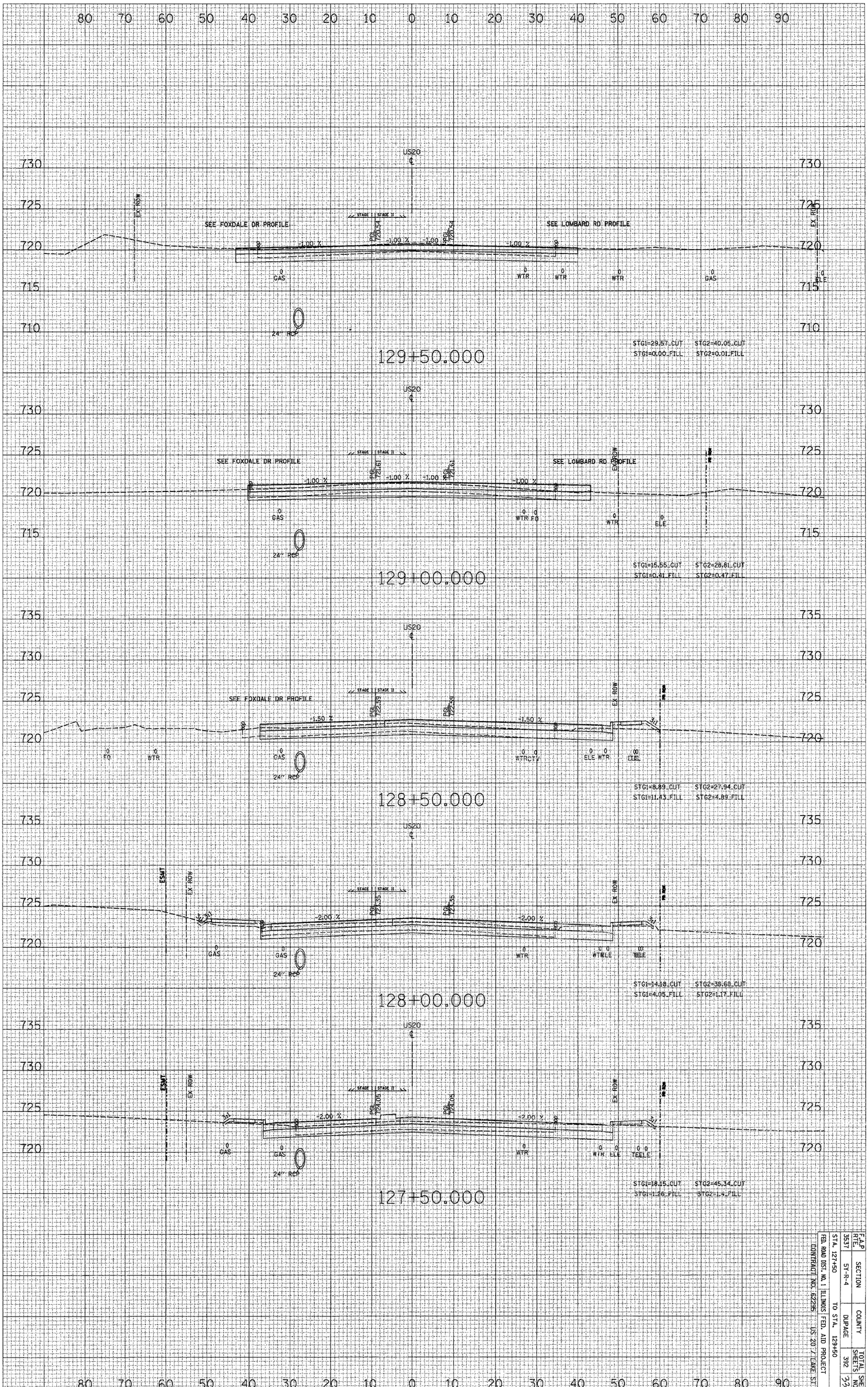
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	57-R-4	DUPAGE	392	333

STA. 125+00 TO STA. 127+00

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

CONTRACT NO. 62295 US 20 / LAKE ST

SHEET 9 OF 60



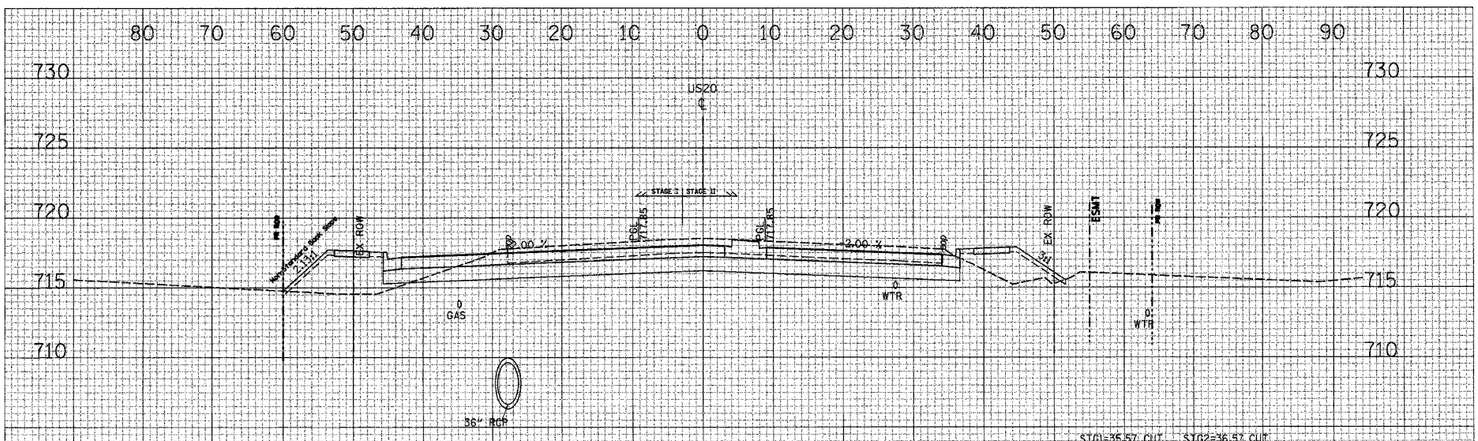
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	382	323

STA. 127+50 TO STA. 129+50

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

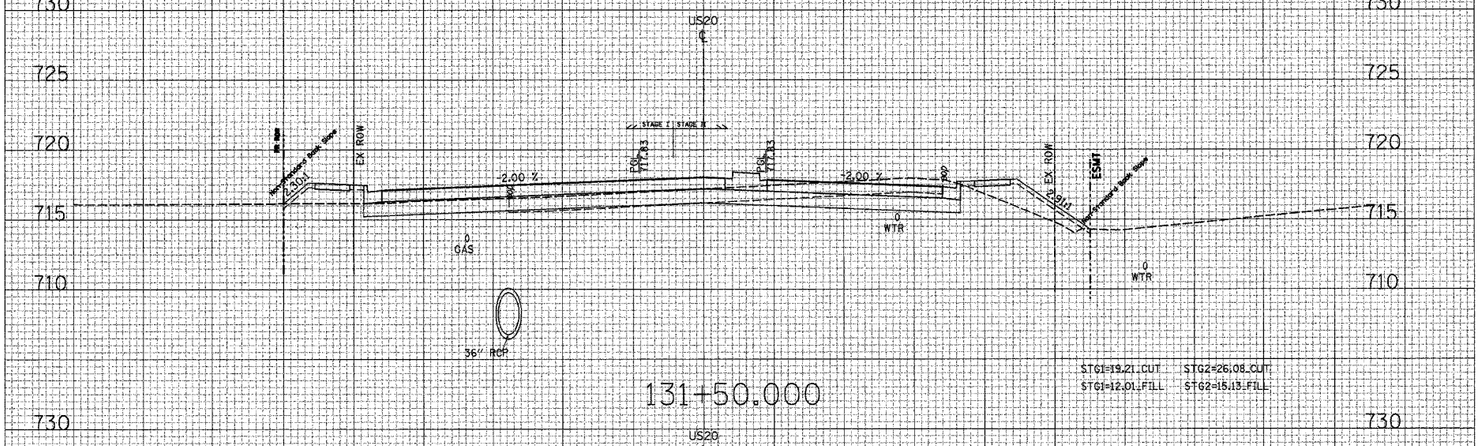
CONTRACT NO. 62295 US 20 / LAKE ST.

SHEET 10 OF 60



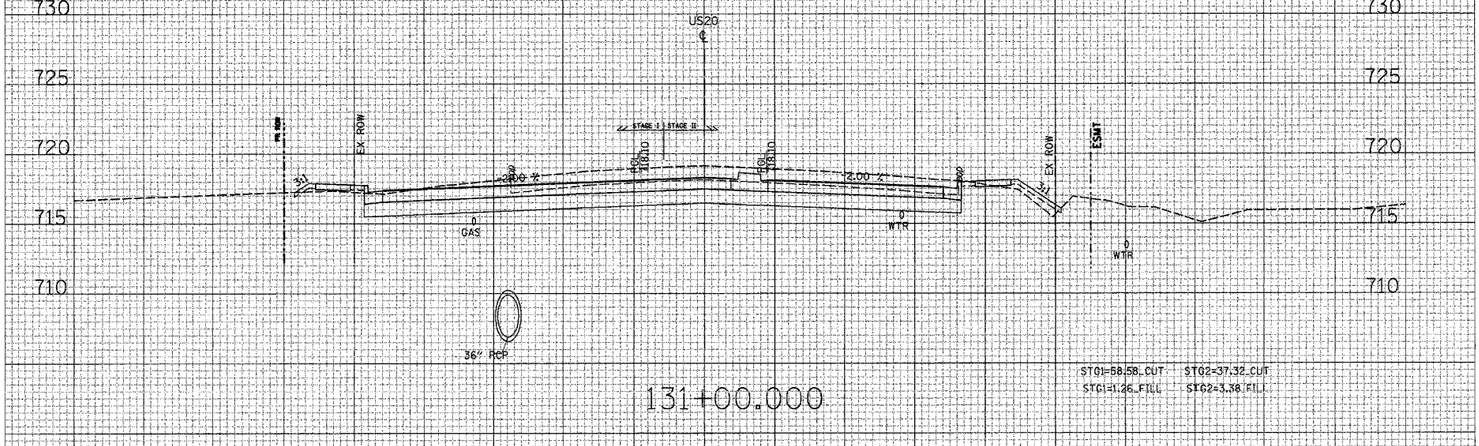
132+00.000

STG1=36.57_CUT STG2=36.57_CUT
STG1=30.3_FILL STG2=17.18_FILL



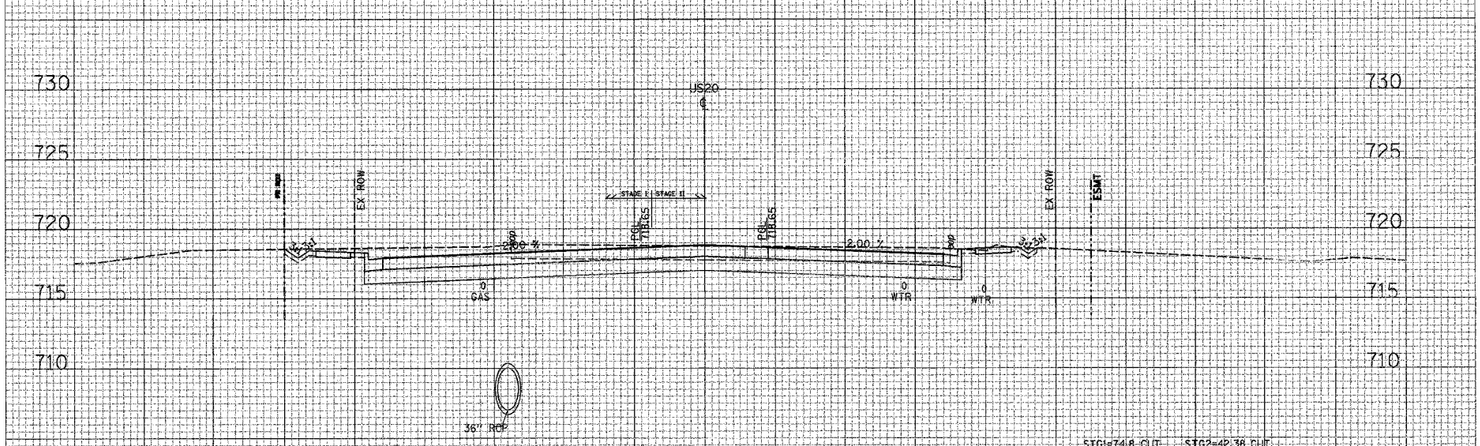
131+50.000

STG1=19.21_CUT STG2=26.08_CUT
STG1=12.01_FILL STG2=15.13_FILL



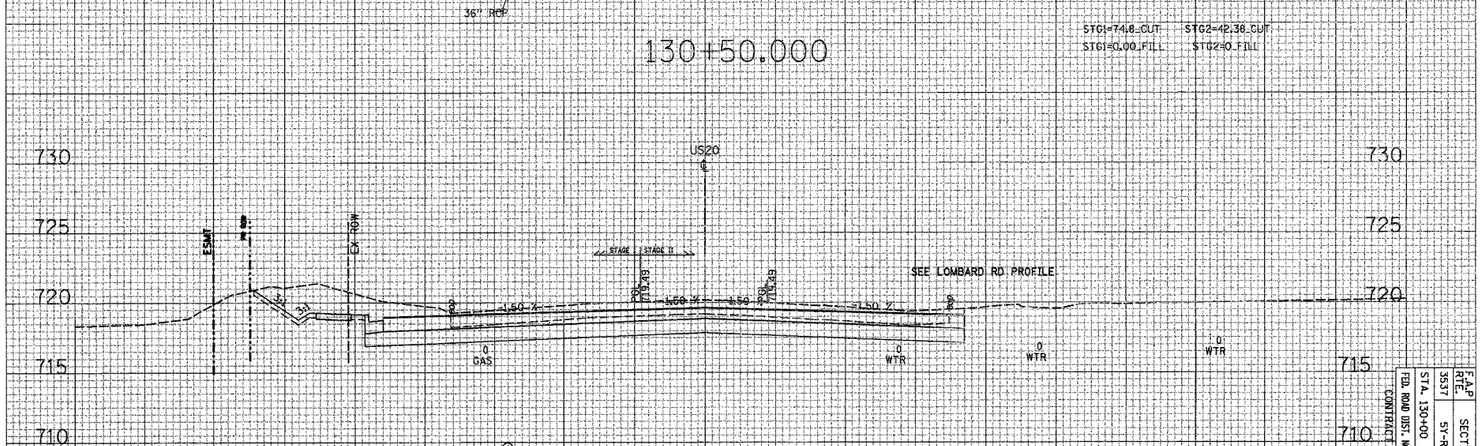
131+00.000

STG1=58.58_CUT STG2=37.32_CUT
STG1=1.26_FILL STG2=3.38_FILL



130+50.000

STG1=74.6_CUT STG2=42.38_CUT
STG1=0.00_FILL STG2=0_FILL



130+00.000

STG1=87.6_CUT STG2=42.26_CUT
STG1=0.00_FILL STG2=0_FILL

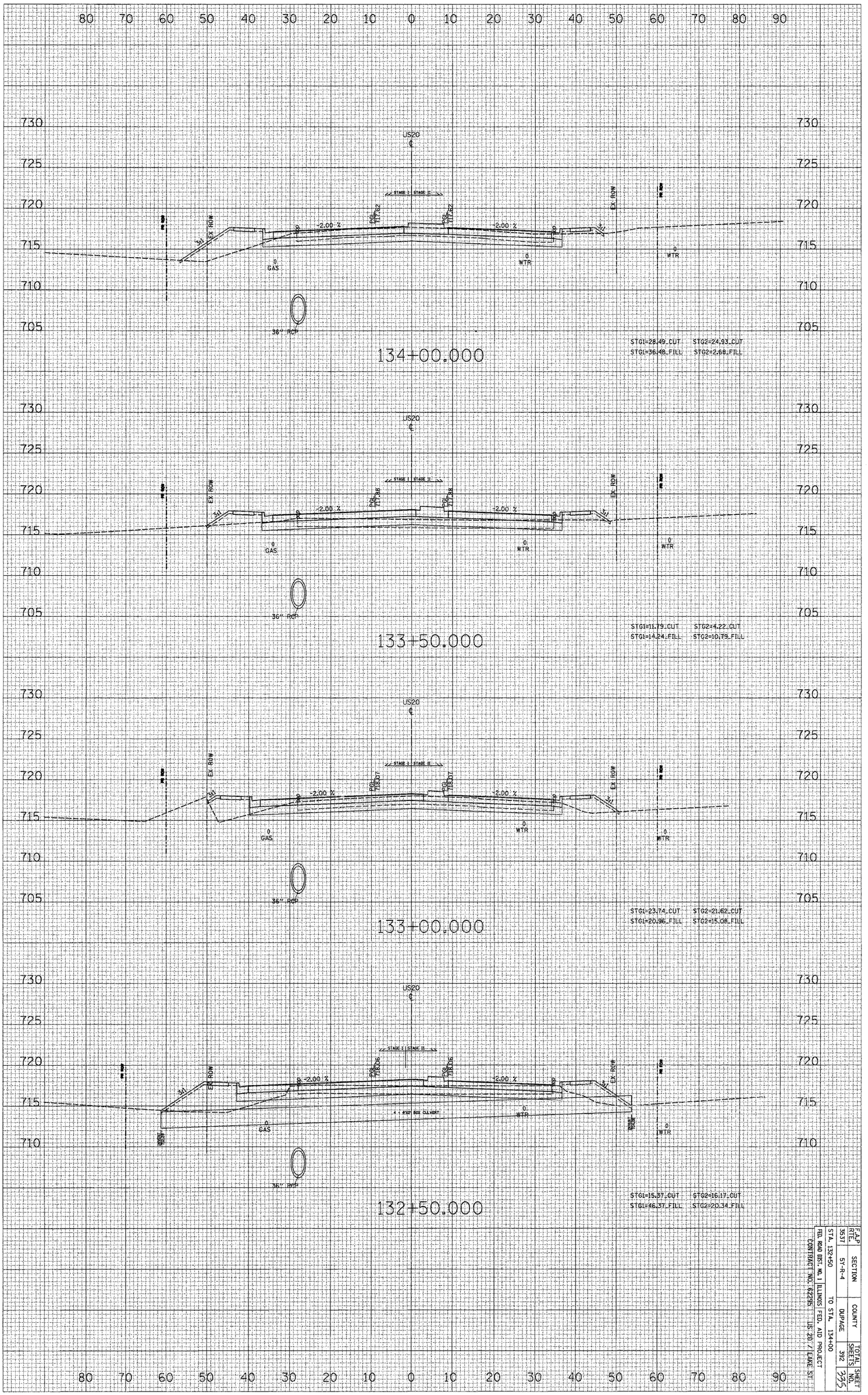
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	334

STA. 130+00 TO STA. 132+00

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

CONTRACT NO. 62295 IDS 20/71 LAKE ST

SHEET 11 OF 60

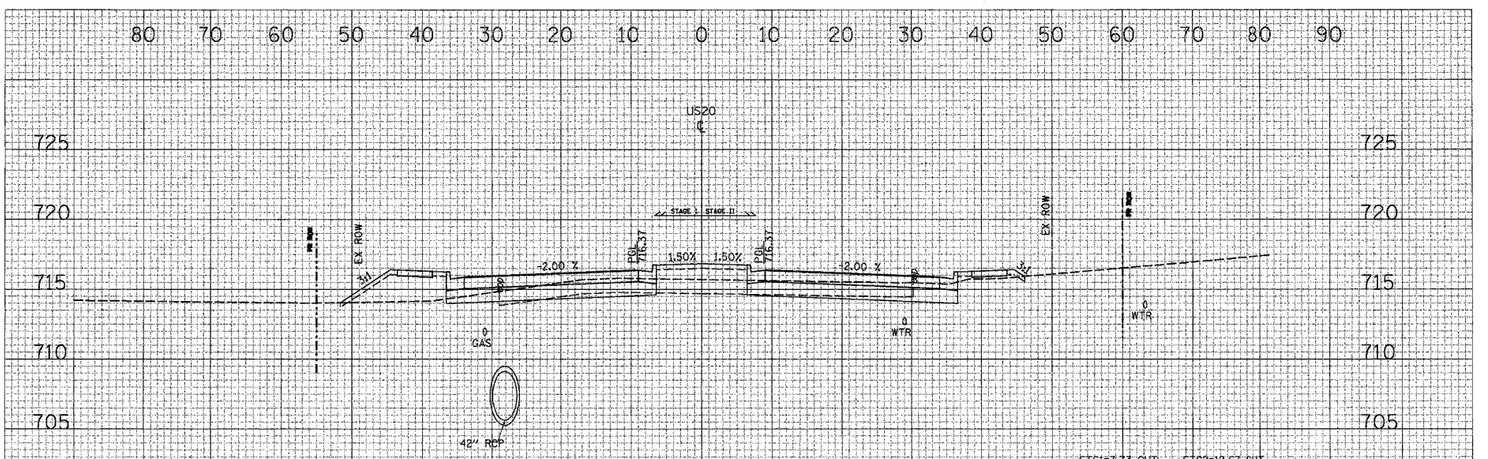


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	335

STA. 132+50 TO STA. 134+00

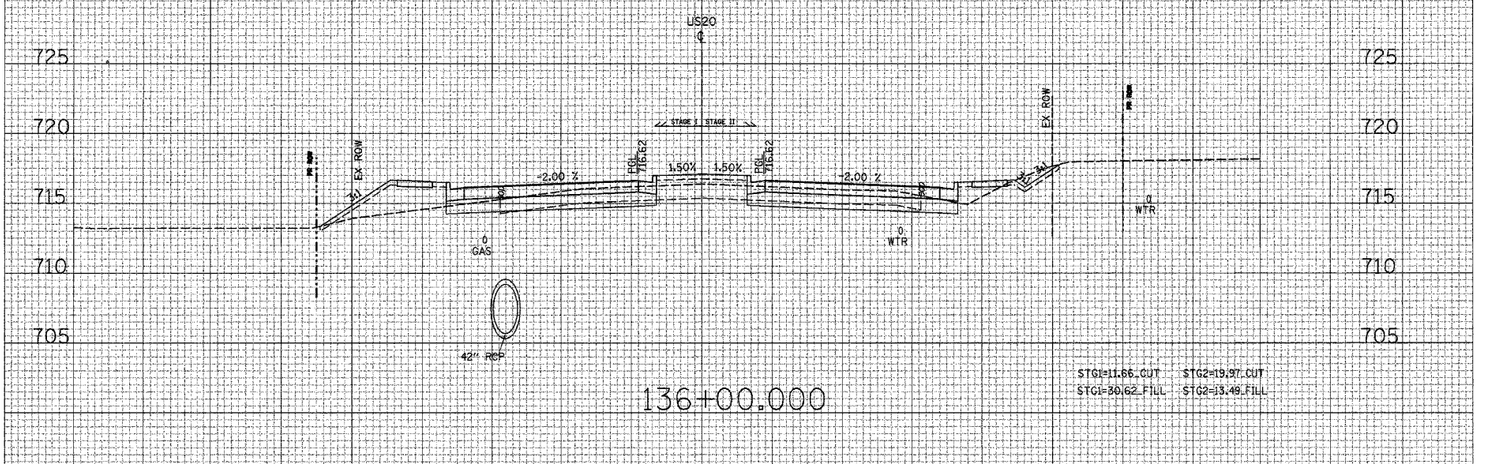
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

CONTRACT NO. 62295 US 20 / LAKE ST.



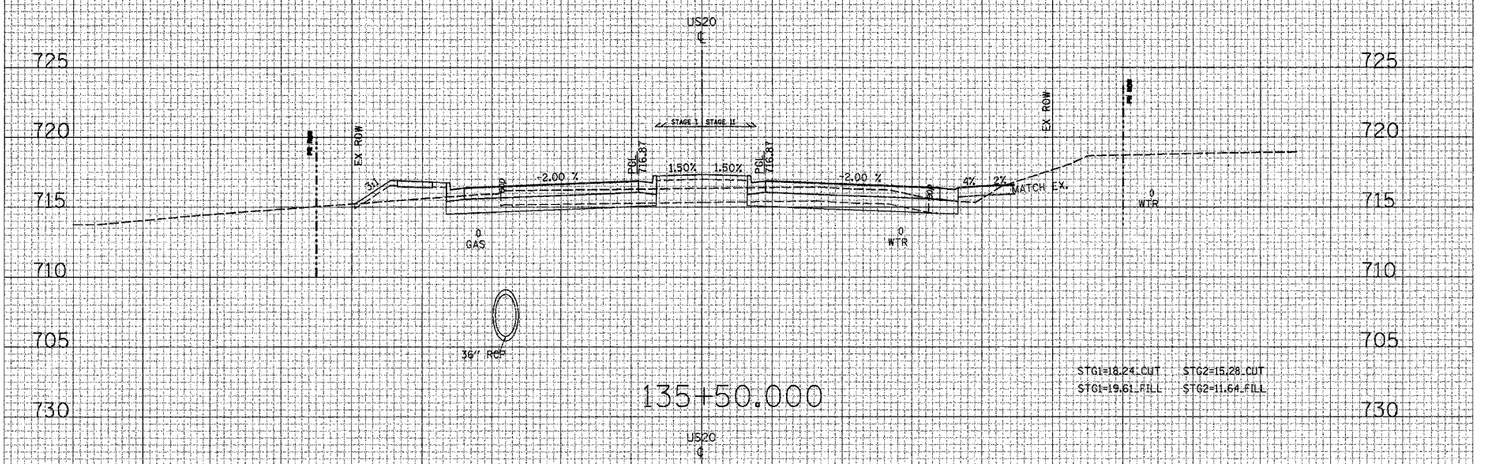
STG1=7.73_CUT STG2=12.67_CUT
STG1=32.15_FILL STG2=15.28_FILL

136+50.000



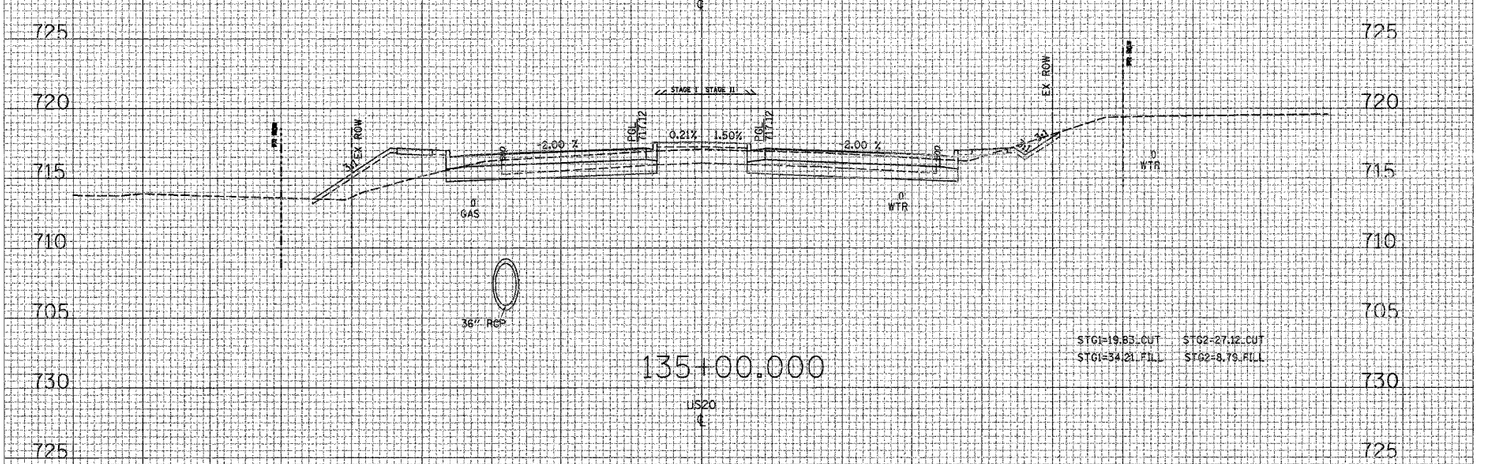
STG1=11.66_CUT STG2=19.97_CUT
STG1=30.62_FILL STG2=13.49_FILL

136+00.000



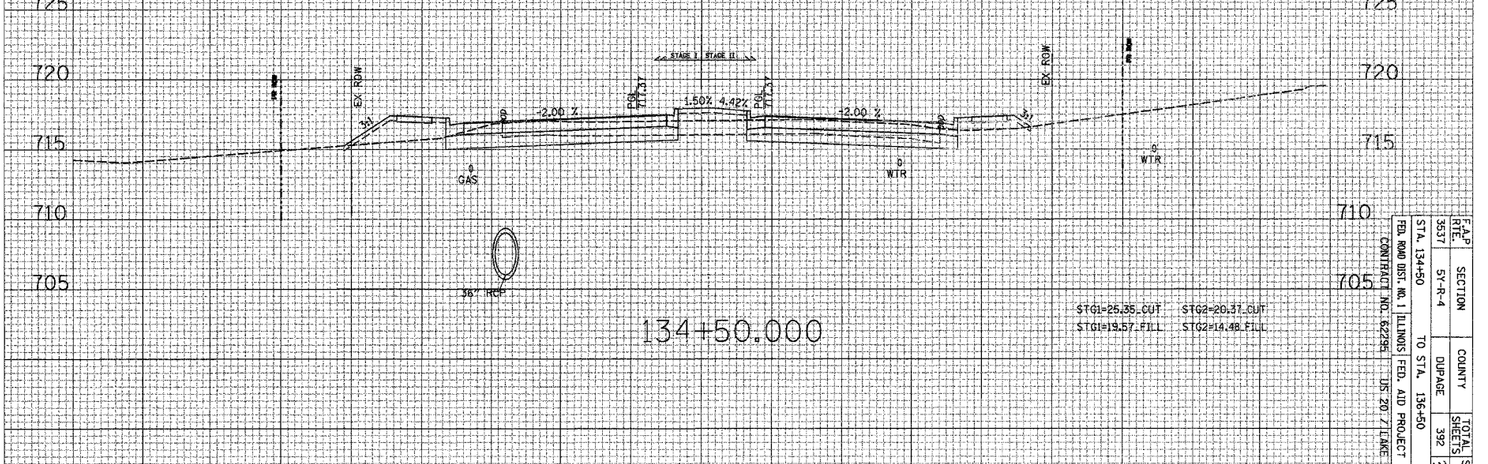
STG1=18.24_CUT STG2=15.28_CUT
STG1=19.61_FILL STG2=11.64_FILL

135+50.000



STG1=19.83_CUT STG2=27.12_CUT
STG1=34.21_FILL STG2=8.79_FILL

135+00.000



STG1=25.35_CUT STG2=20.37_CUT
STG1=19.57_FILL STG2=14.48_FILL

134+50.000

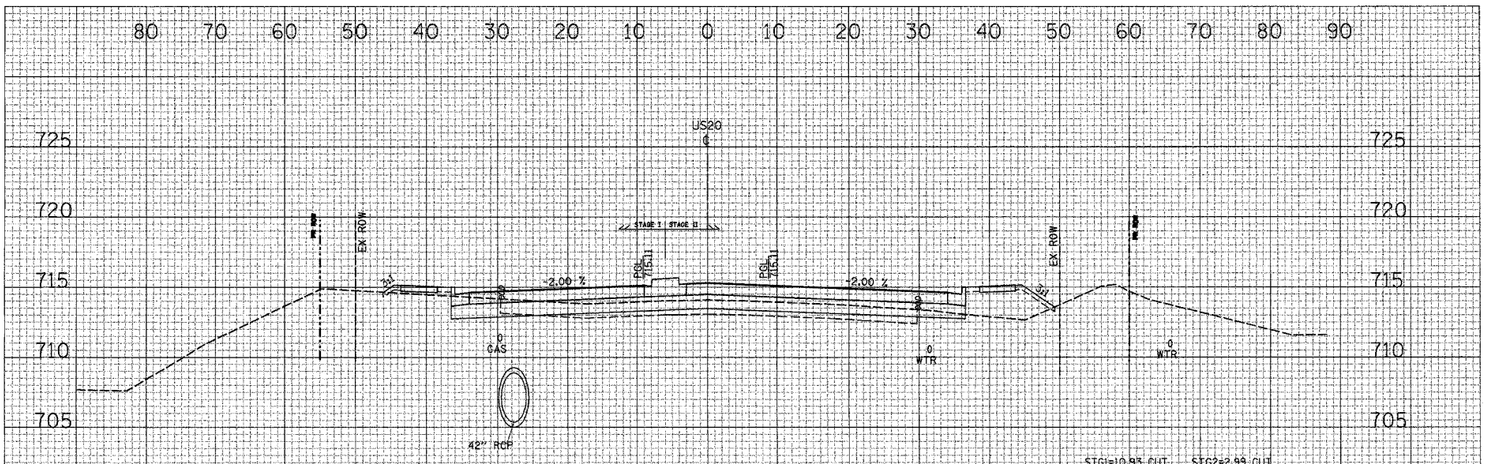
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	326

STA. 134+50 TO STA. 136+50

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

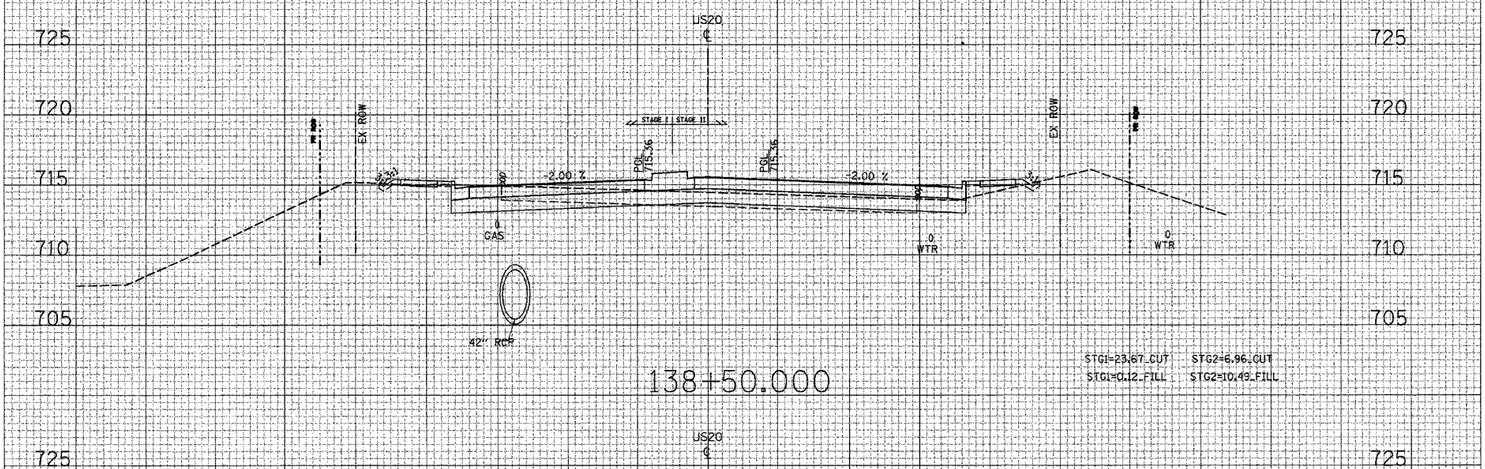
CONTRACT NO. 62795 IL RTE. 71/LAKE ST.

SHEET 13 OF 60



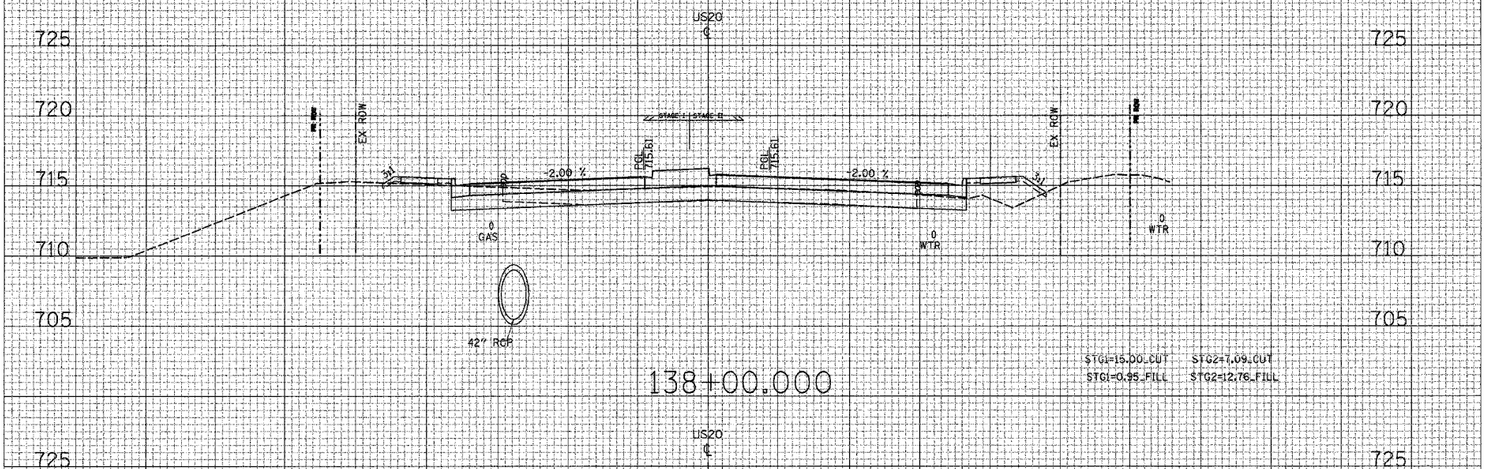
139+00.000

STG1=10.93_CUT STG2=2.99_CUT
STG1=6.69_FILL STG2=32.78_FILL



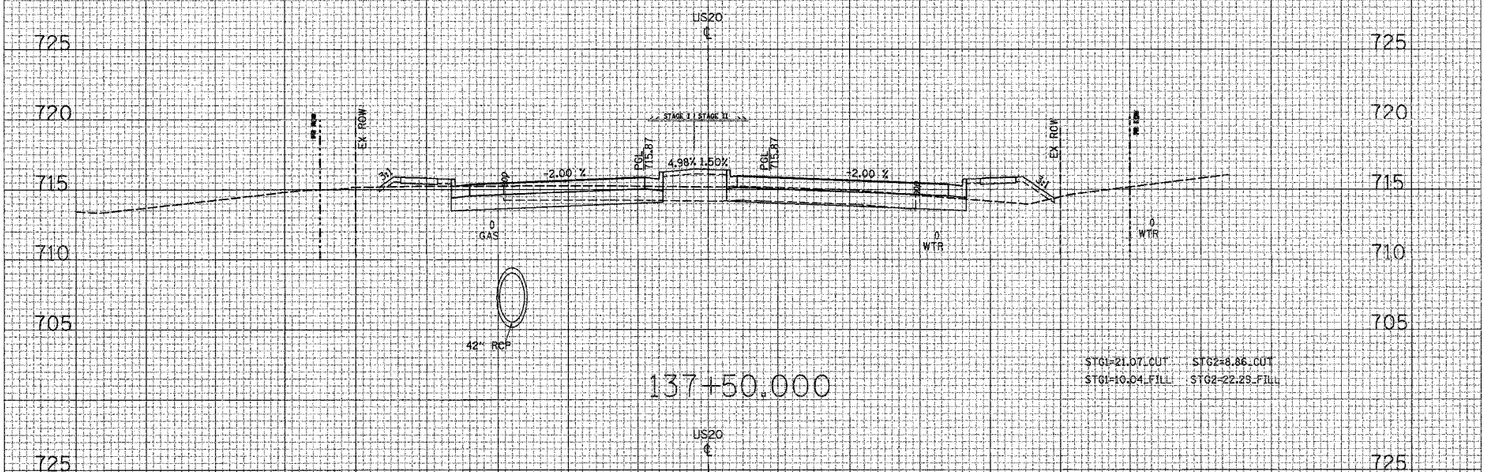
138+50.000

STG1=23.67_CUT STG2=6.96_CUT
STG1=0.12_FILL STG2=10.49_FILL



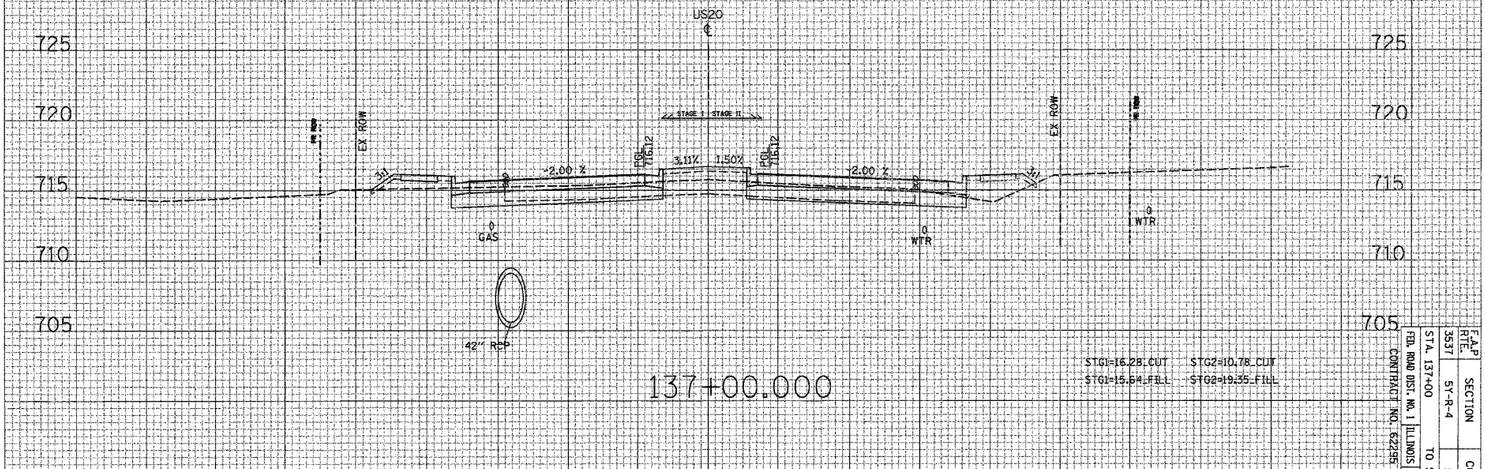
138+00.000

STG1=15.00_CUT STG2=7.09_CUT
STG1=0.35_FILL STG2=12.76_FILL



137+50.000

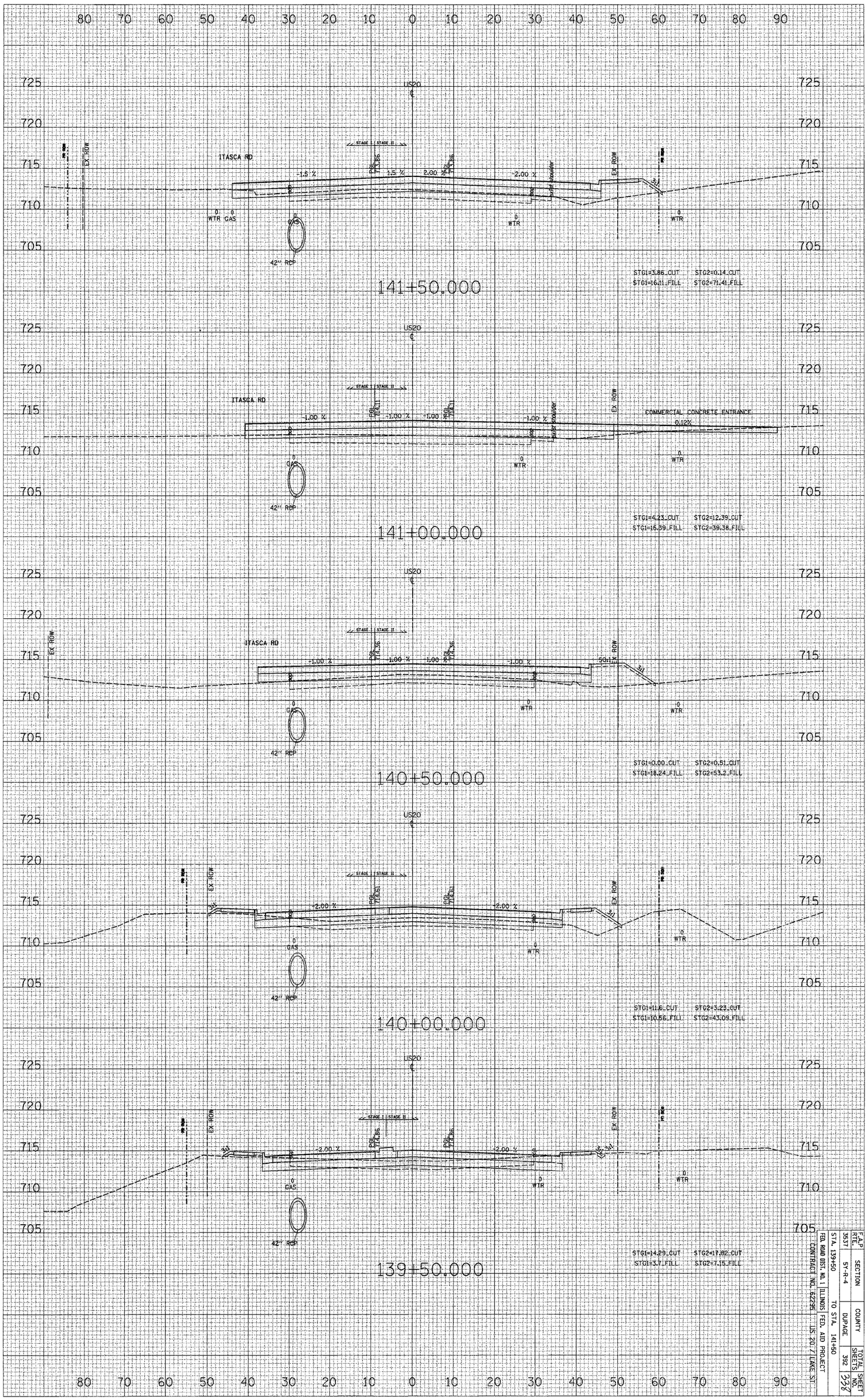
STG1=21.07_CUT STG2=8.86_CUT
STG1=10.04_FILL STG2=22.23_FILL



137+00.000

STG1=16.28_CUT STG2=10.78_CUT
STG1=15.64_FILL STG2=19.35_FILL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	237
STA. 137+00	TO STA. 139+00	ILLINOIS FED. AID PROJECT		
FOX RIVER DIST. NO. 1 CONTRACT NO. 62295		US 20 / LAKE ST		



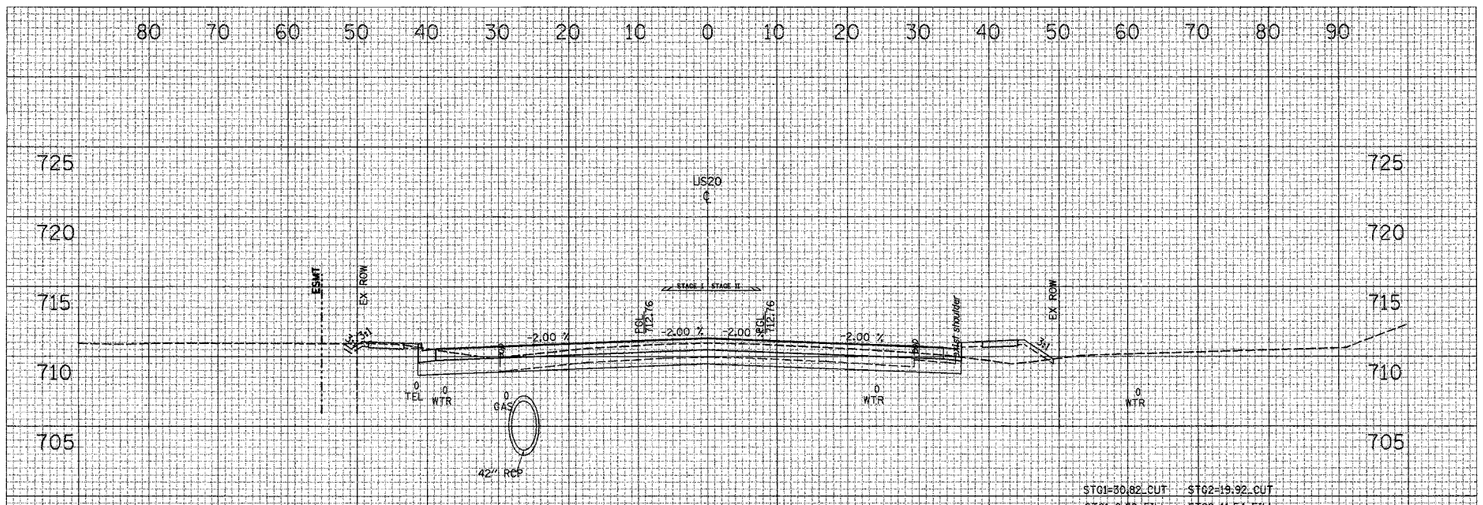
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	328

STA. 139+50 TO STA. 141+50

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

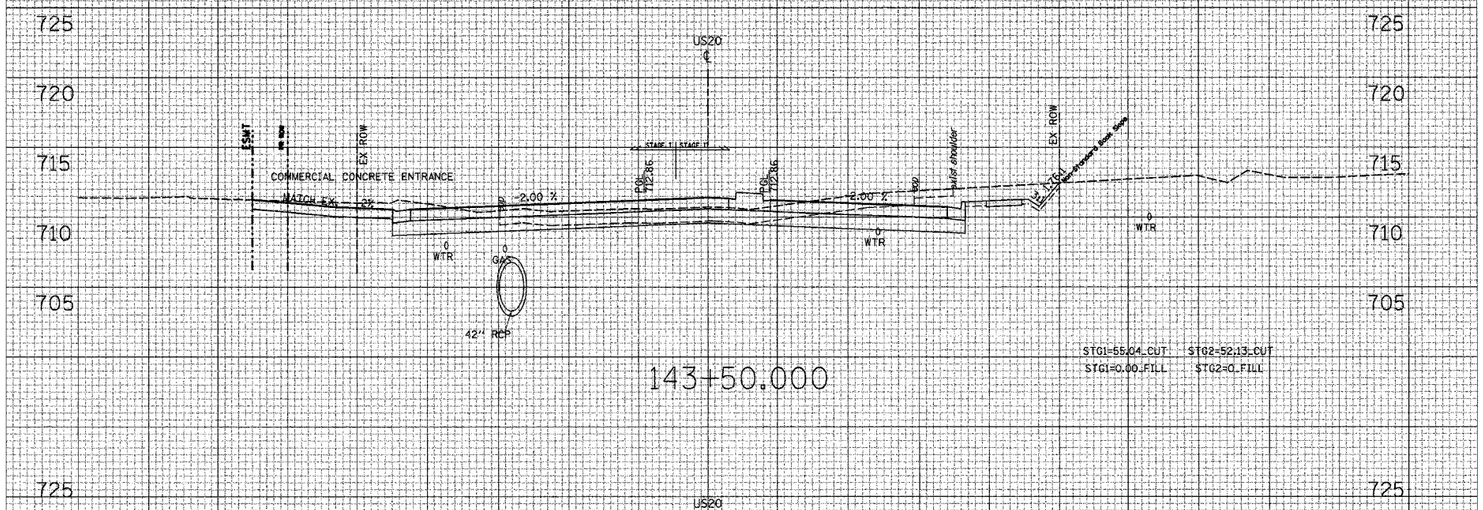
CONTRACT NO. 62296 IL RTE. 20 / LAKE ST.

SHEET 15 OF 60



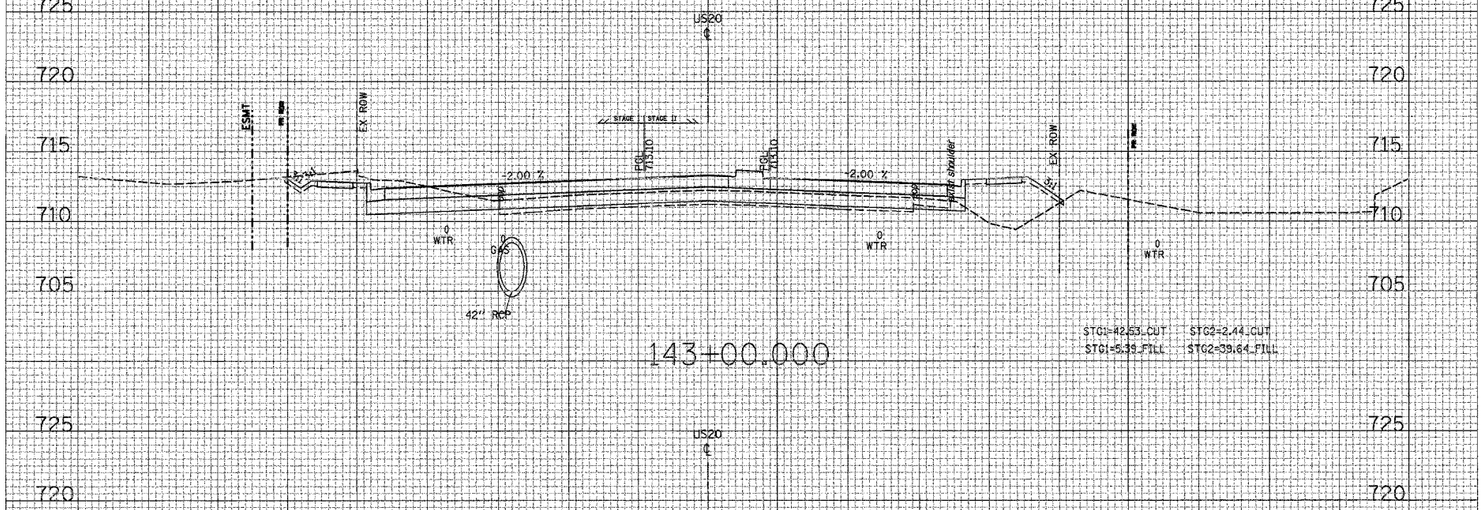
144+00.000

STG1=30.82_CUT STG2=19.92_CUT
STG1=0.00_FILL STG2=11.54_FILL



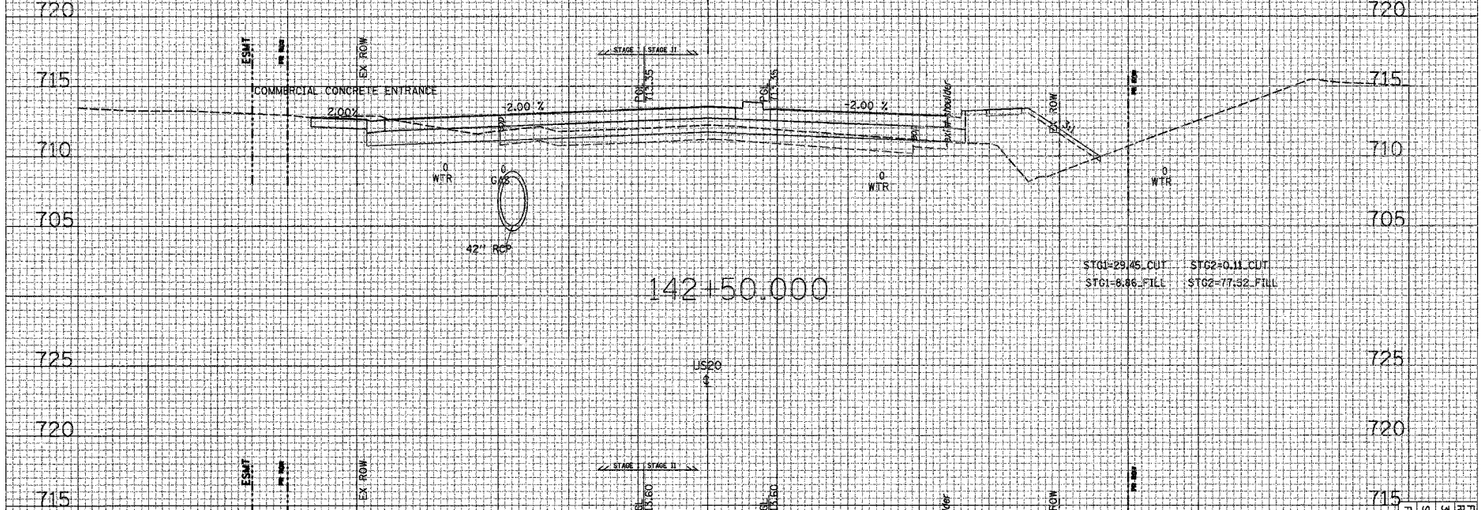
143+50.000

STG1=55.04_CUT STG2=52.13_CUT
STG1=0.00_FILL STG2=0_FILL



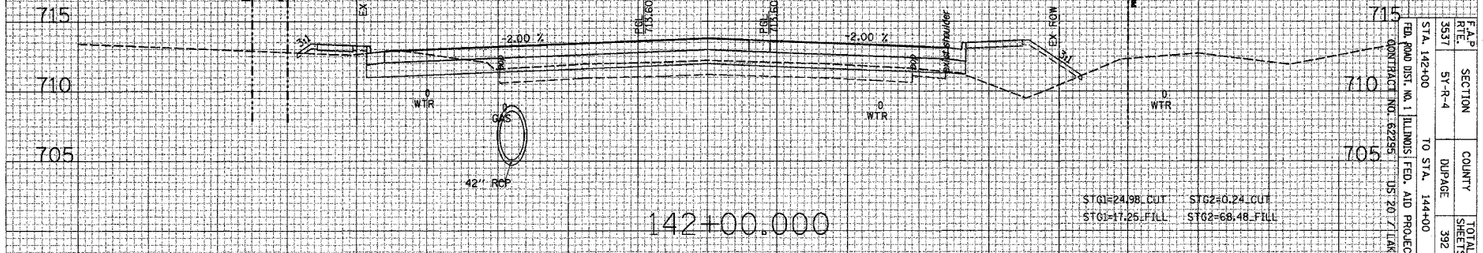
143+00.000

STG1=42.53_CUT STG2=2.44_CUT
STG1=5.38_FILL STG2=39.64_FILL



142+50.000

STG1=29.45_CUT STG2=0.11_CUT
STG1=6.86_FILL STG2=77.52_FILL

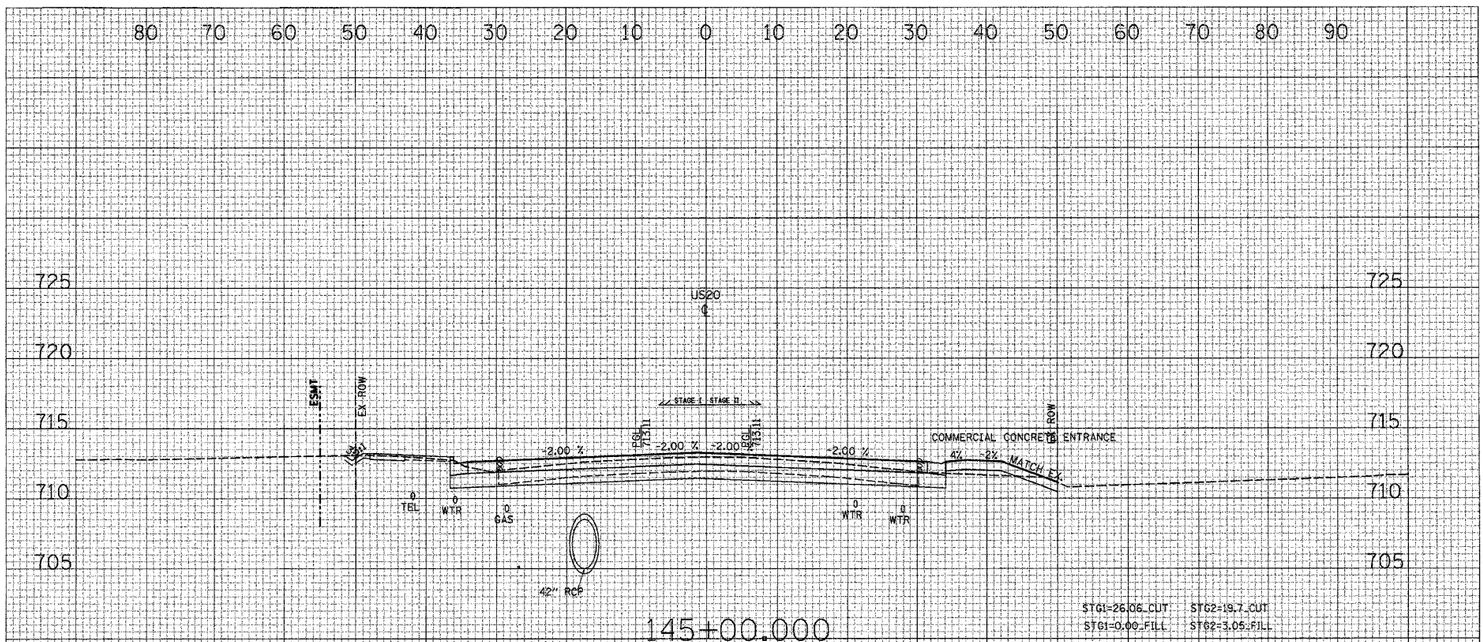


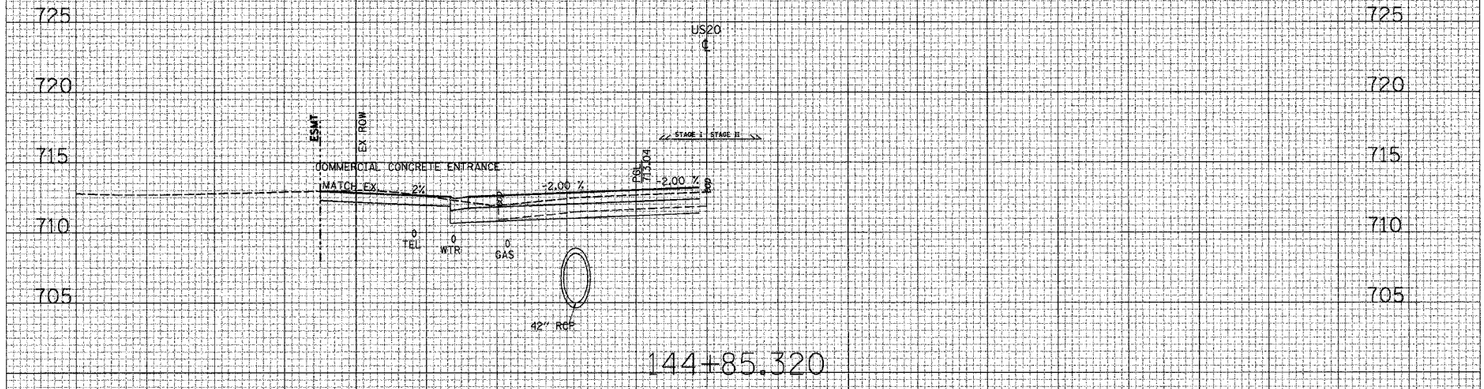
142+00.000

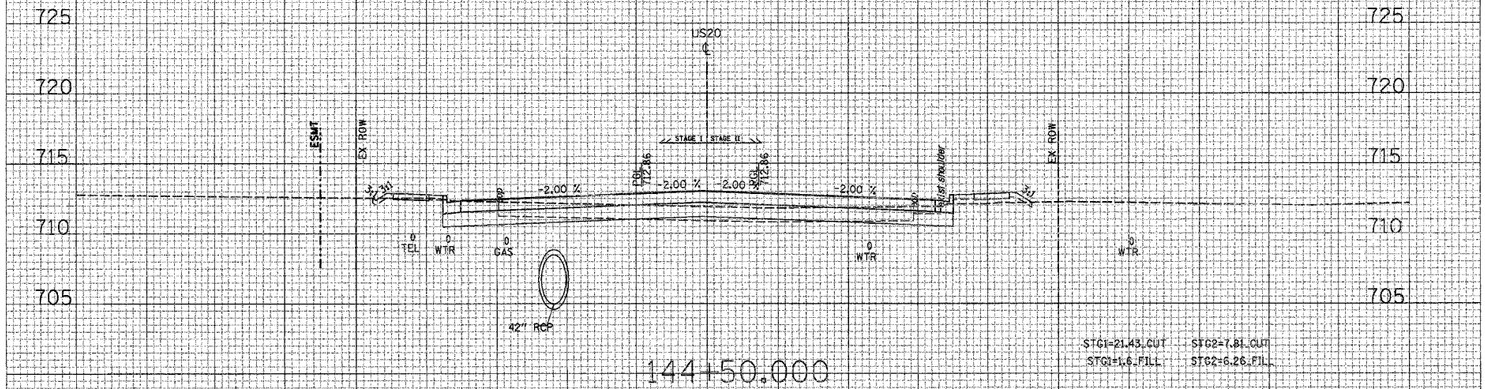
STG1=24.98_CUT STG2=0.24_CUT
STG1=17.25_FILL STG2=68.48_FILL

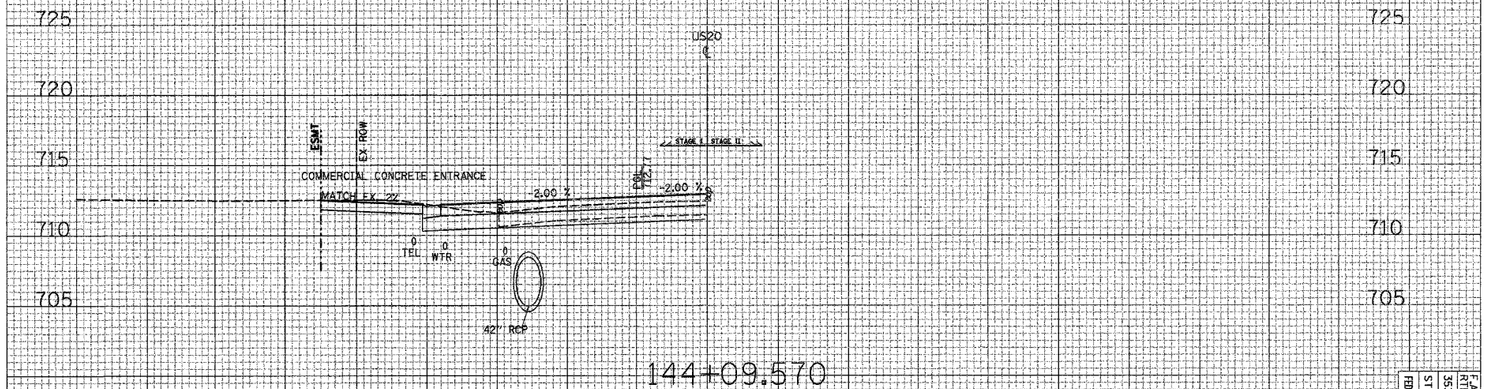
F.A.P. RTE. 353	SECTION 5Y-R-4	COUNTY DUPAGE	TOTAL SHEETS 392	SHEET NO. 3391

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
STA. 142+00 TO STA. 144+00
CONTRACT NO. 62295
US 20 / LAKE ST.

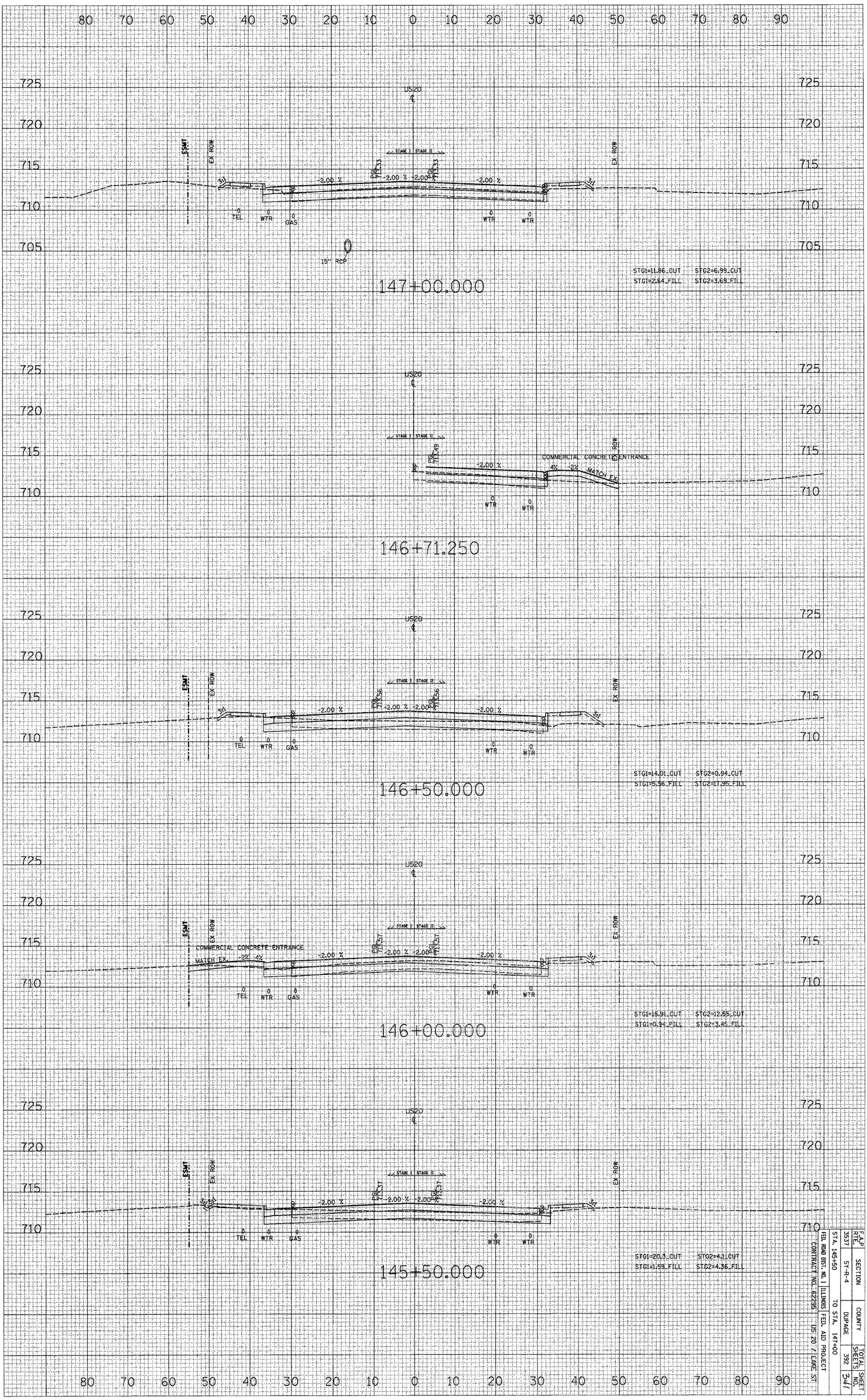








F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	346
STA. 144+09	TO STA. 145+00			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62295		US 20 / LAKE ST		



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	341

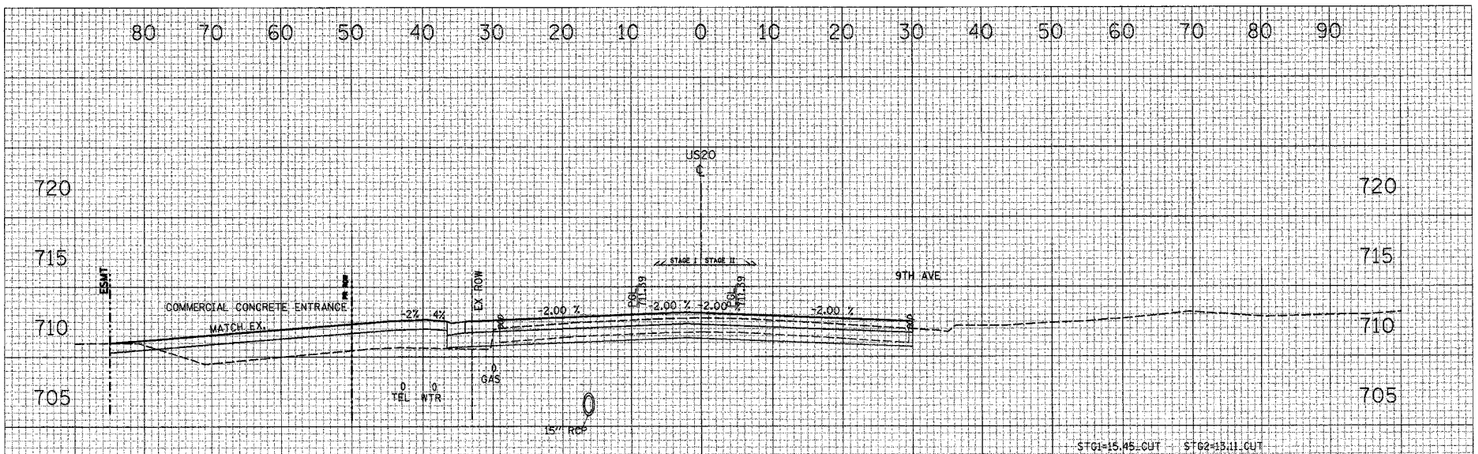
STA. 145+50 TO STA. 147+00

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

CONTRACT NO. 62735

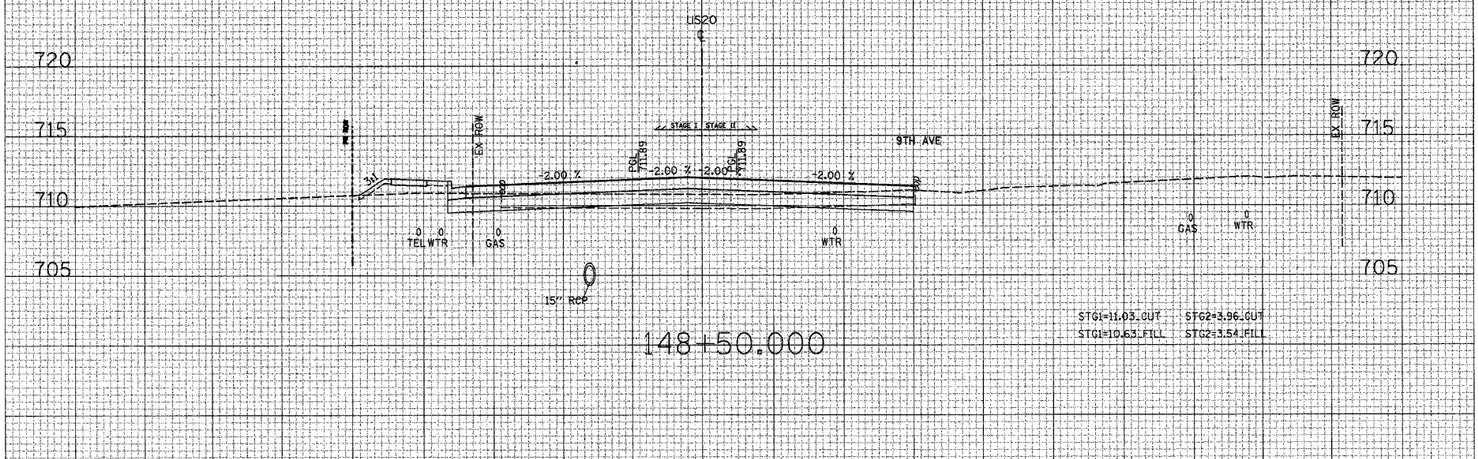
US 20 / LAKE ST

SHEET 18 OF 60



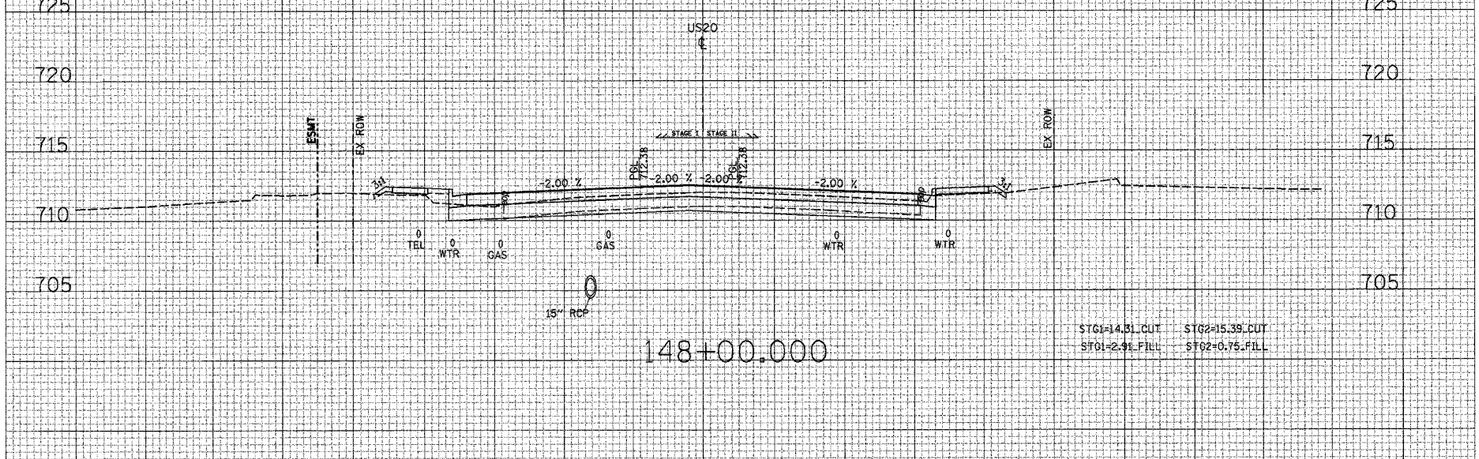
STG1=15.45 CUT STG2=13.11 CUT
STG1=50.35 FILL STG2=0.12 FILL

149+00.000



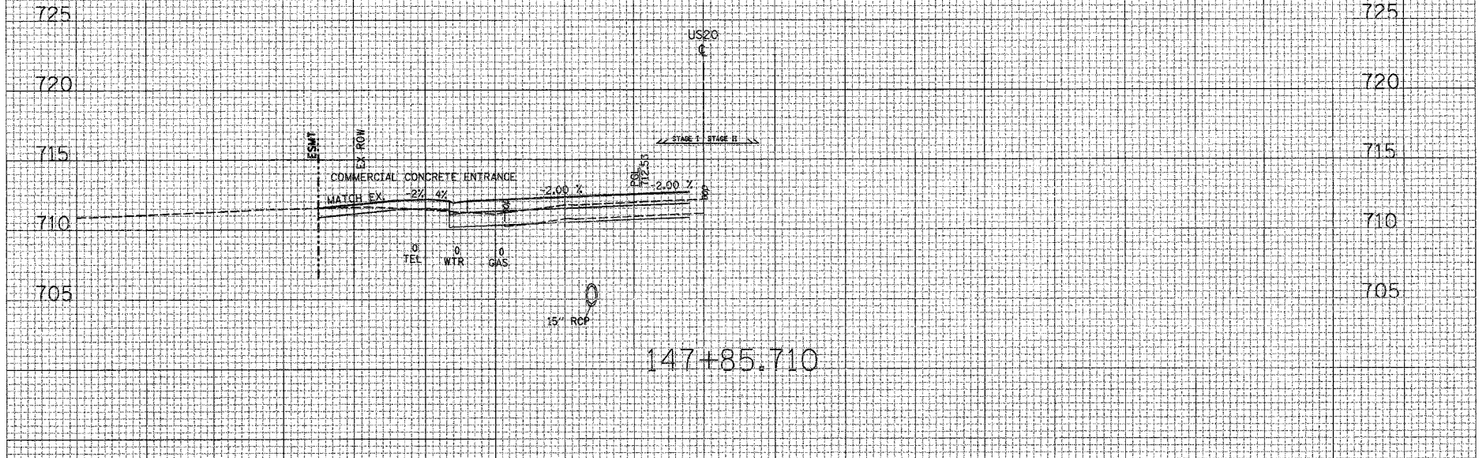
STG1=11.03 CUT STG2=3.96 CUT
STG1=10.63 FILL STG2=3.54 FILL

148+50.000

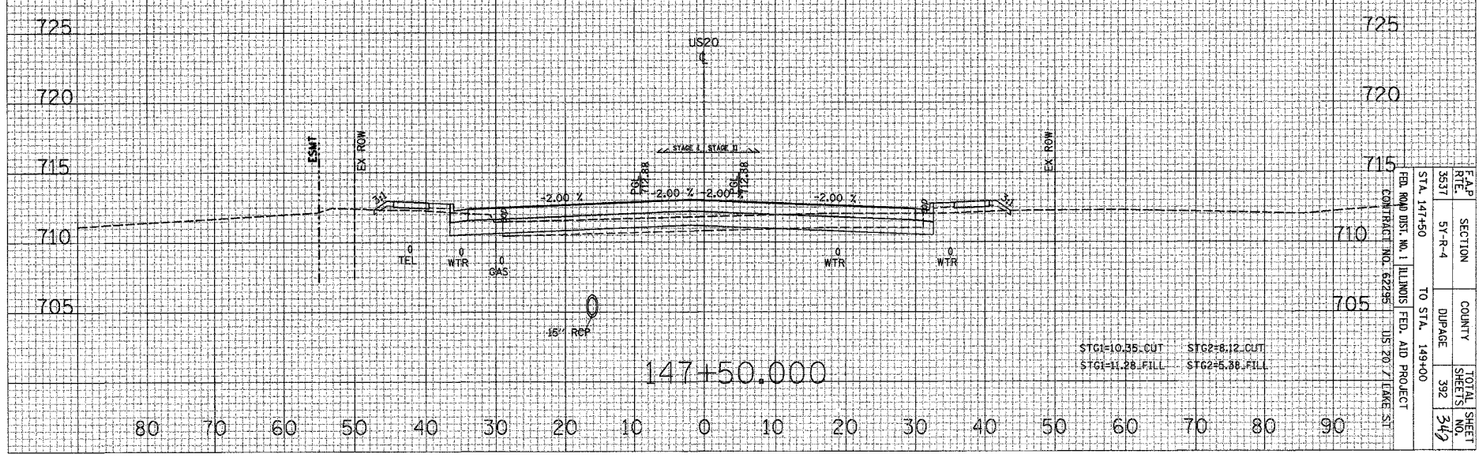


STG1=14.81 CUT STG2=15.39 CUT
STG1=2.91 FILL STG2=0.75 FILL

148+00.000



147+85.710



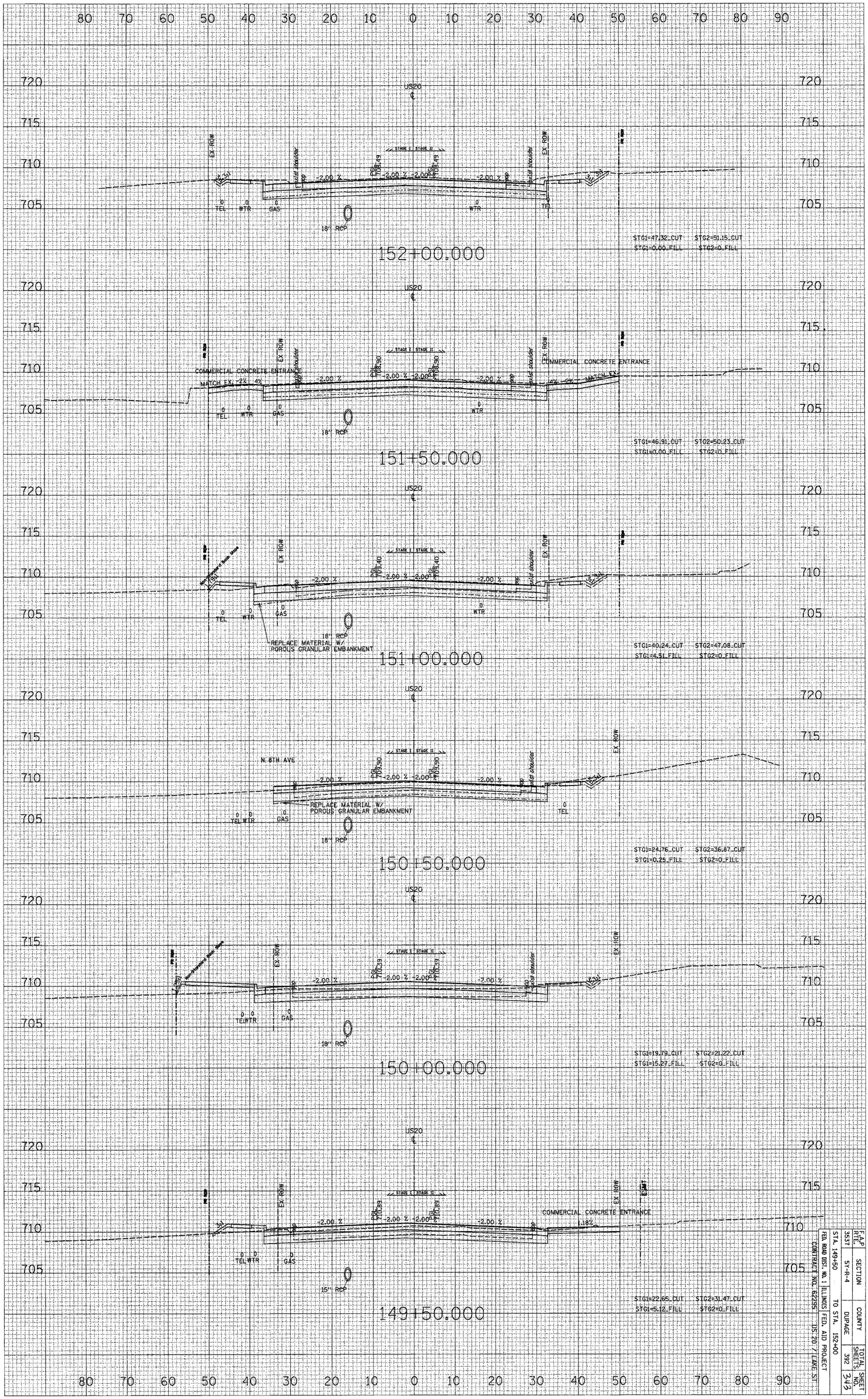
STG1=10.35 CUT STG2=8.12 CUT
STG1=11.28 FILL STG2=5.38 FILL

147+50.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	349

STA. 147+50 TO STA. 149+00
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295
IL 20 / ILLINOIS ST

SHEET 19 OF 60



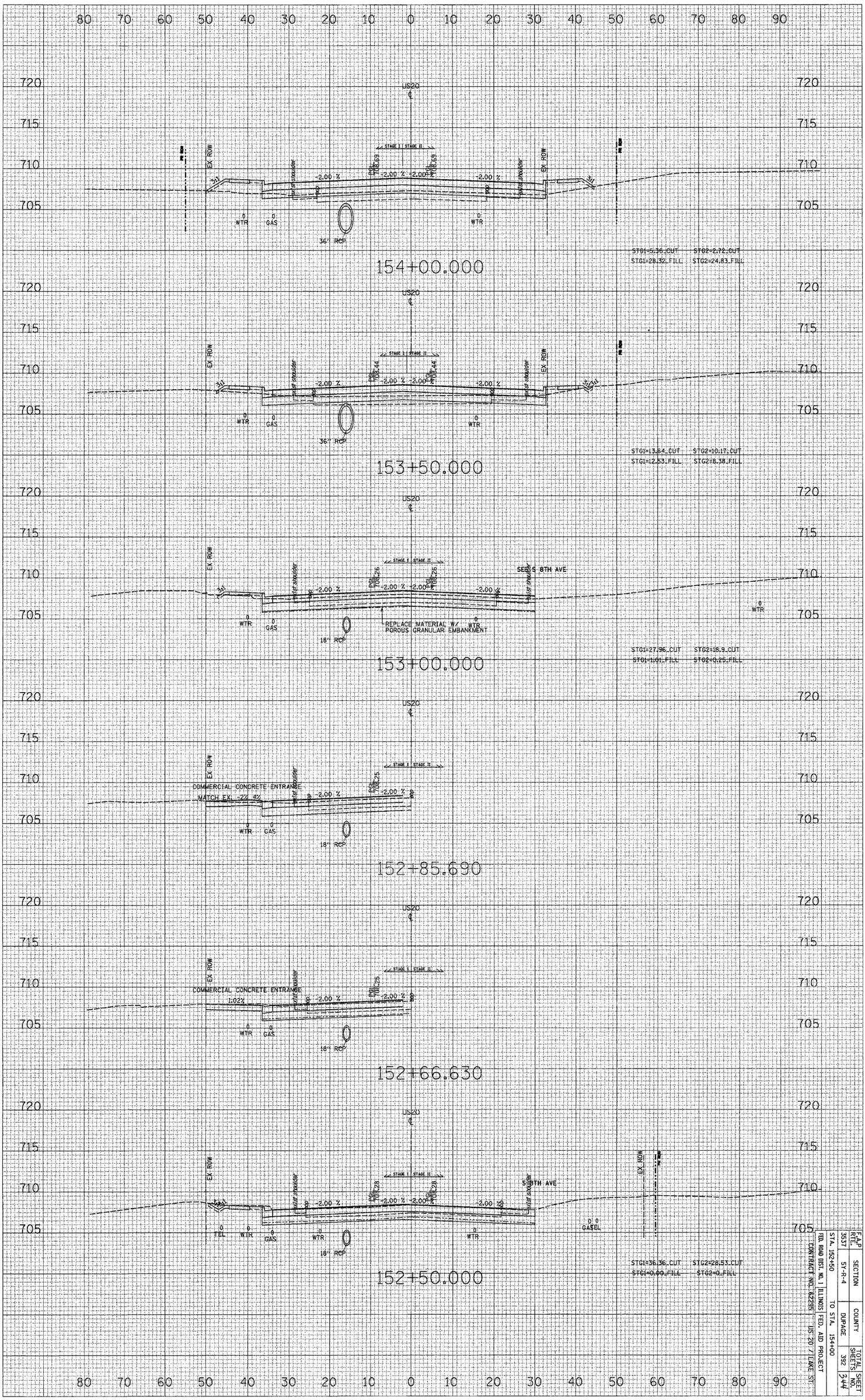
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353T	5Y-R-4	DUPAGE	392	34

STA. 149+50 TO STA. 152+00

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

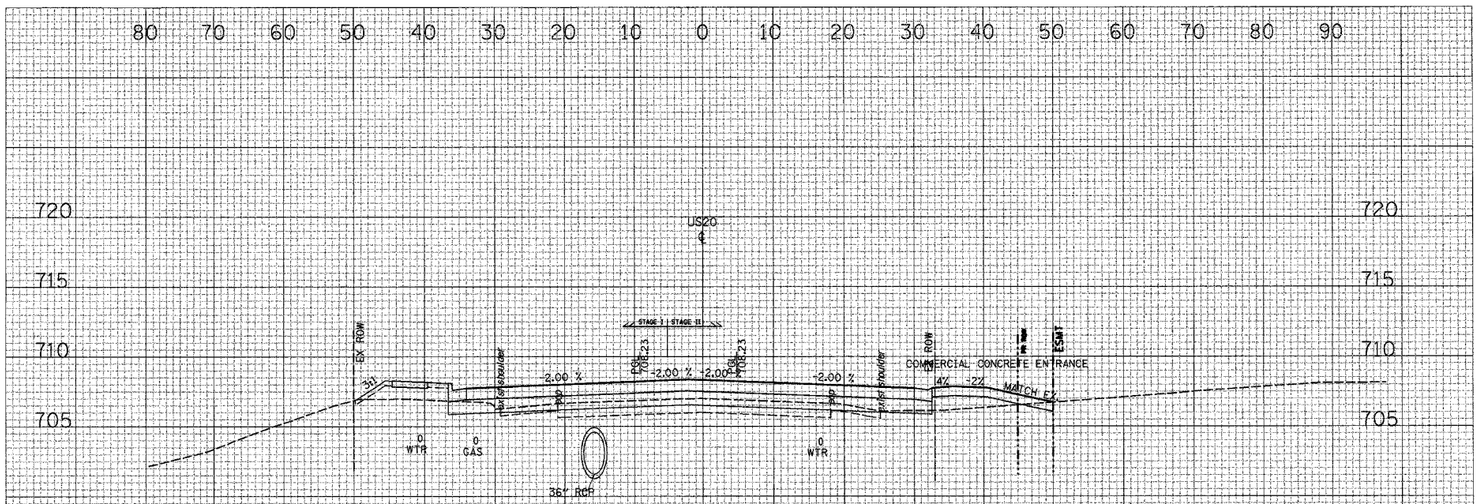
CONTRACT NO. 62735 IDS 20 / LAKE ST.

SHEET 20 OF 60



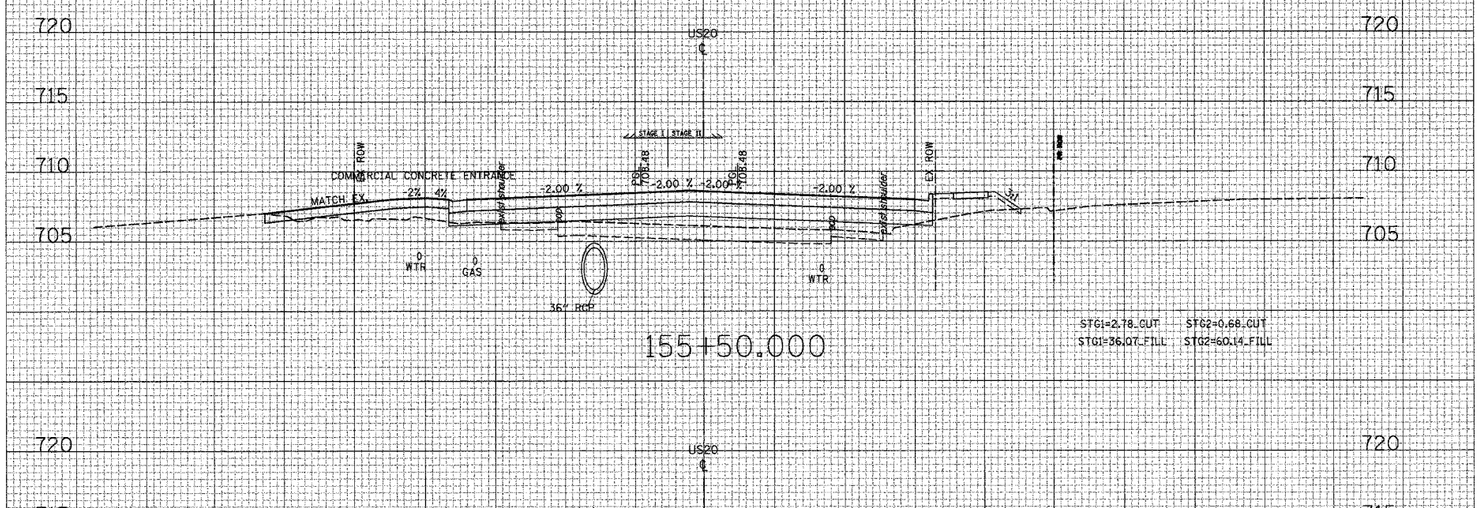
F.A.P. RTE.	SECTION		TOTAL SHEETS	SHEET NO.
3537	51-6-4		392	244
STA. 152+50		COUNTY		
TO STA. 154+00		DUPAGE		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62295		US-20 / LAKE ST.		

SHEET 21 OF 60



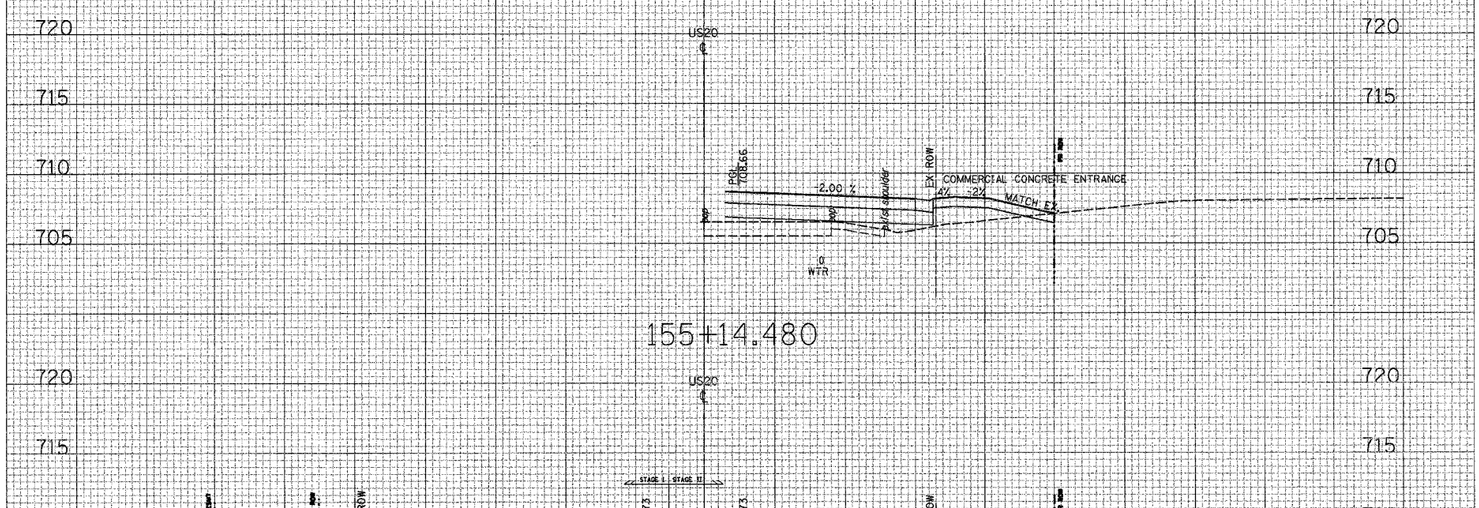
156+00.000

STG1=5.76 CUT STG2=2.76 CUT
STG1=19.19 FILL STG2=22.38 FILL

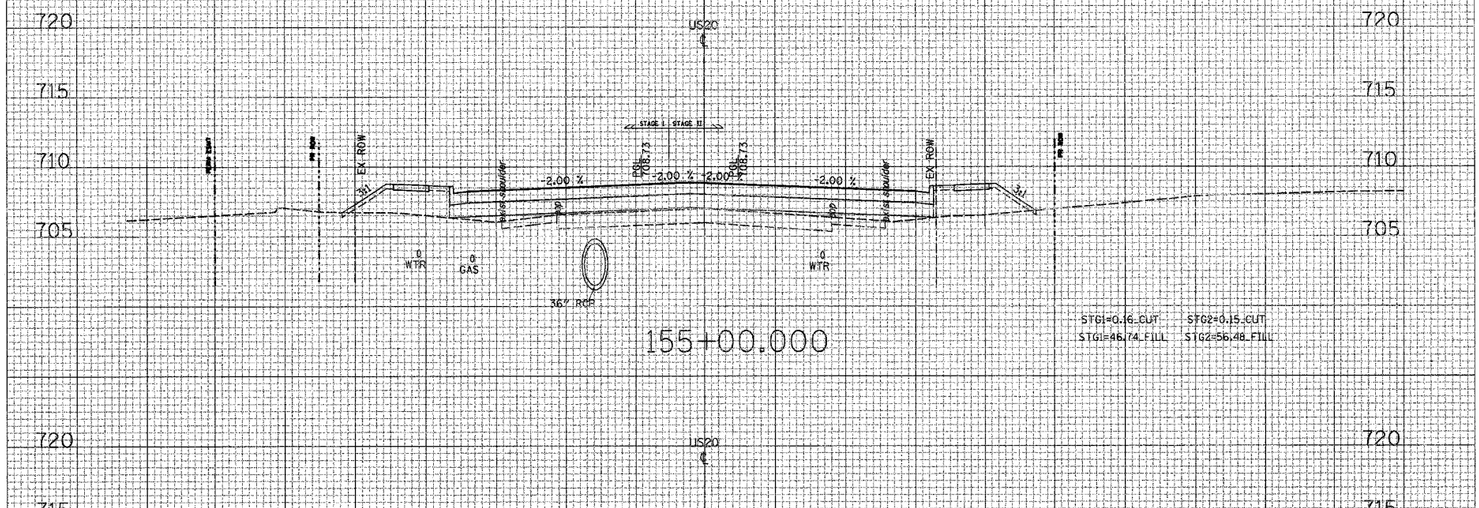


155+50.000

STG1=2.78 CUT STG2=0.68 CUT
STG1=36.07 FILL STG2=60.14 FILL

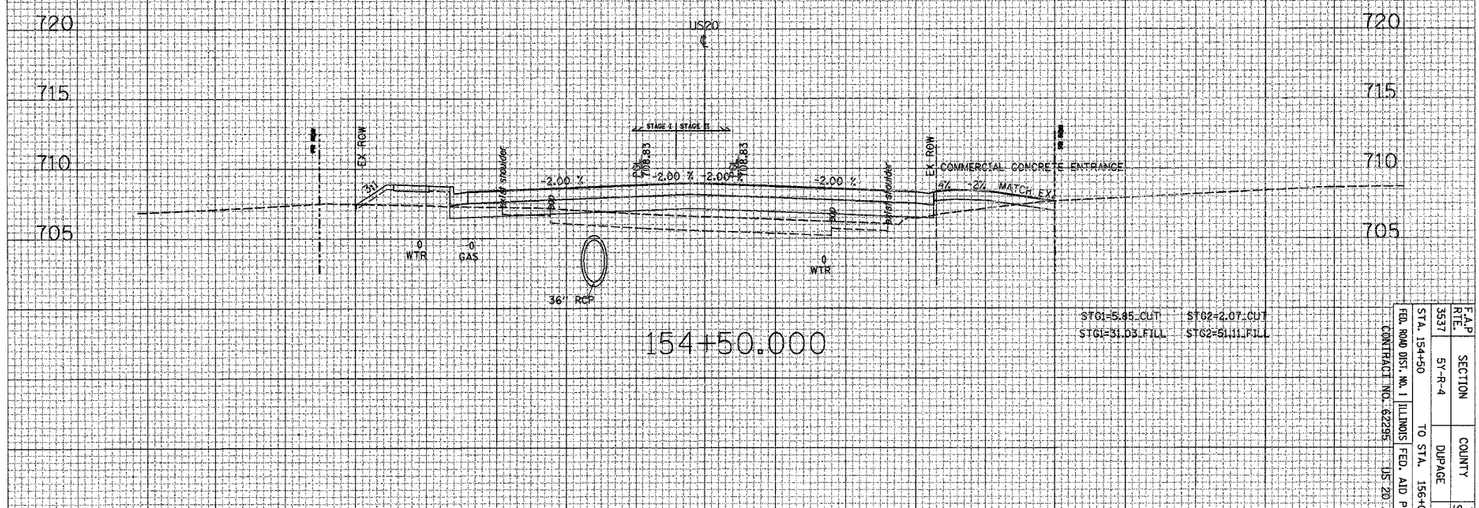


155+14.480



155+00.000

STG1=0.16 CUT STG2=0.15 CUT
STG1=46.74 FILL STG2=56.48 FILL



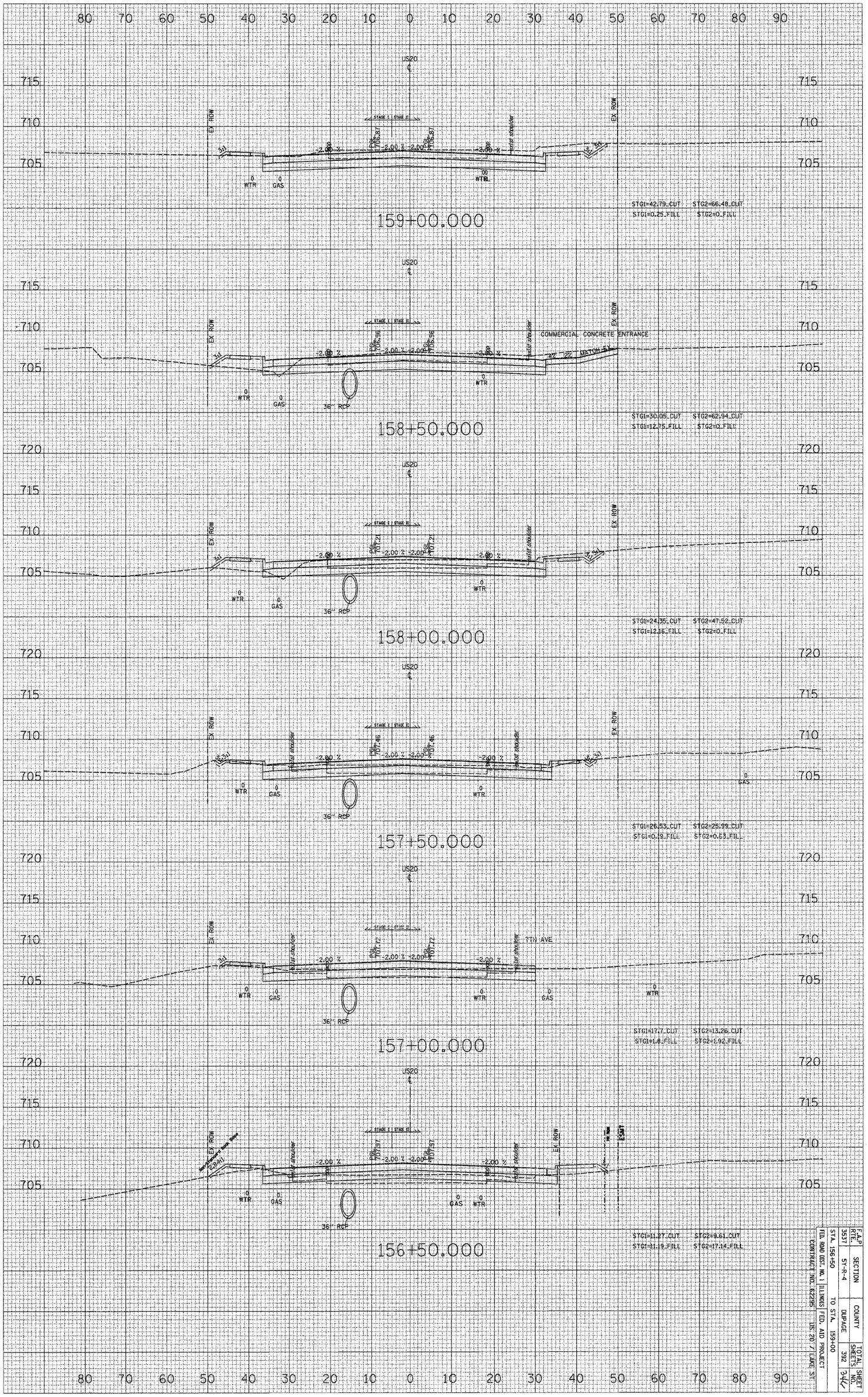
154+50.000

STG1=5.85 CUT STG2=2.07 CUT
STG1=31.03 FILL STG2=51.11 FILL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	345

STA. 154+50 TO STA. 156+00
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295 US 20 / LAKE ST.

SHEET 22 OF 60

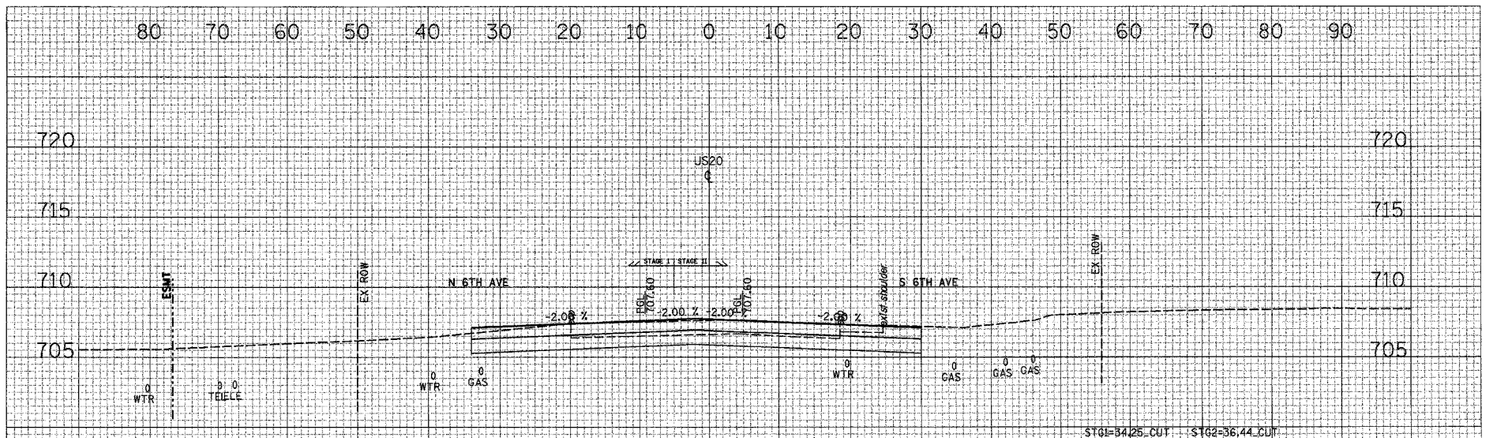


F.A.P. RTE. 353	SECTION	COUNTY	TOTAL SHEETS
STA. 156+50	5Y-R-4	DUPAGE	382
TO STA. 159+00	ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO. 1	CONTRACT NO. 62295		

US 20 / LAKE ST.

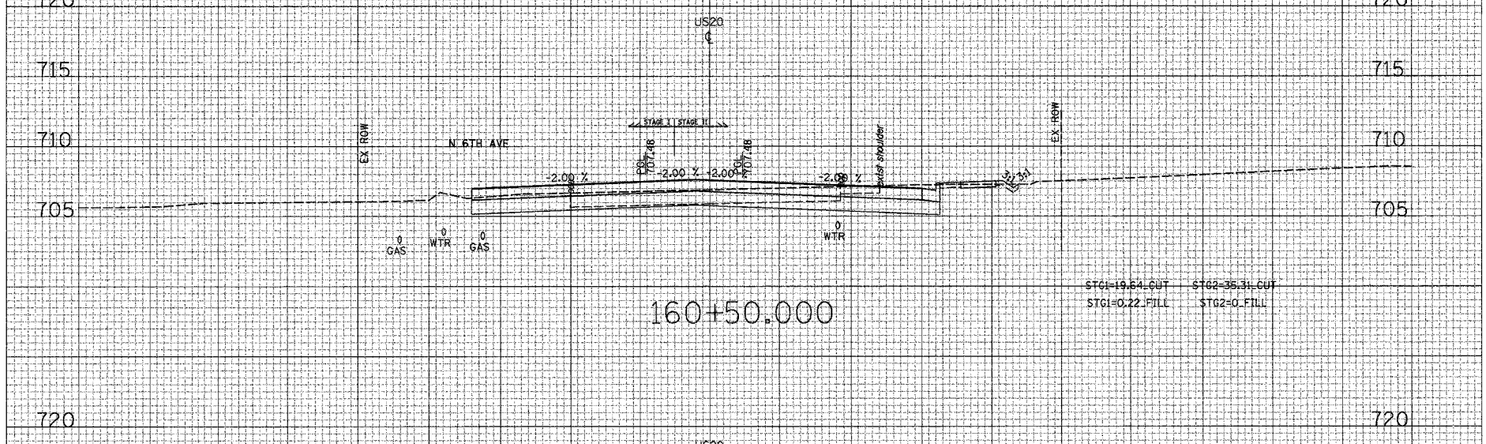
SHEET NO. 34 OF SHEETS

SHEET 23 OF 60



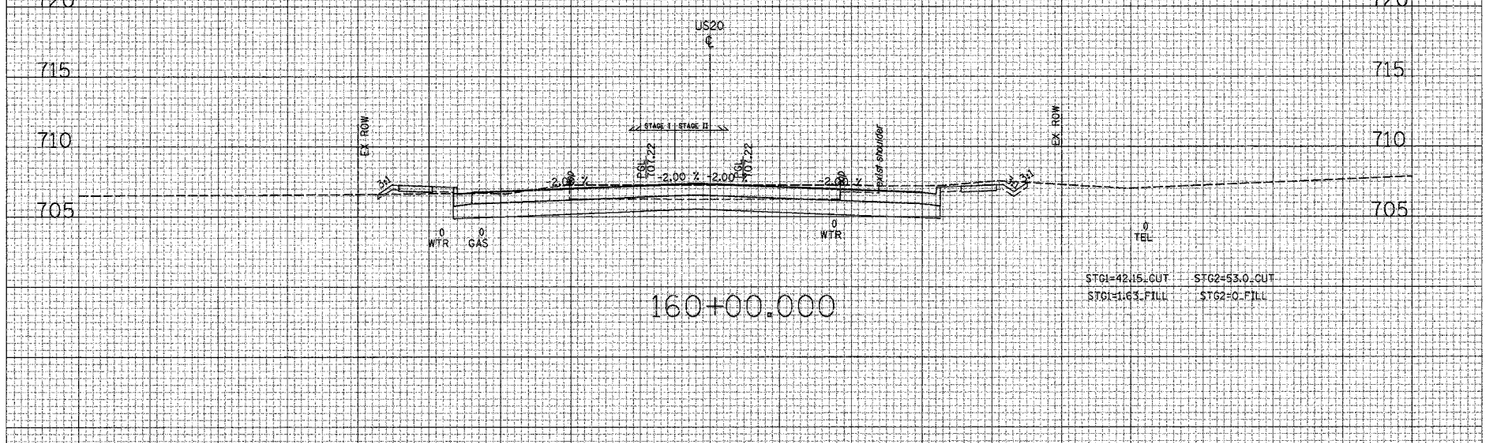
STG1=34.25_CUT STG2=36.44_CUT
STG1=0.08_FILL STG2=0_FILL

161+00.000



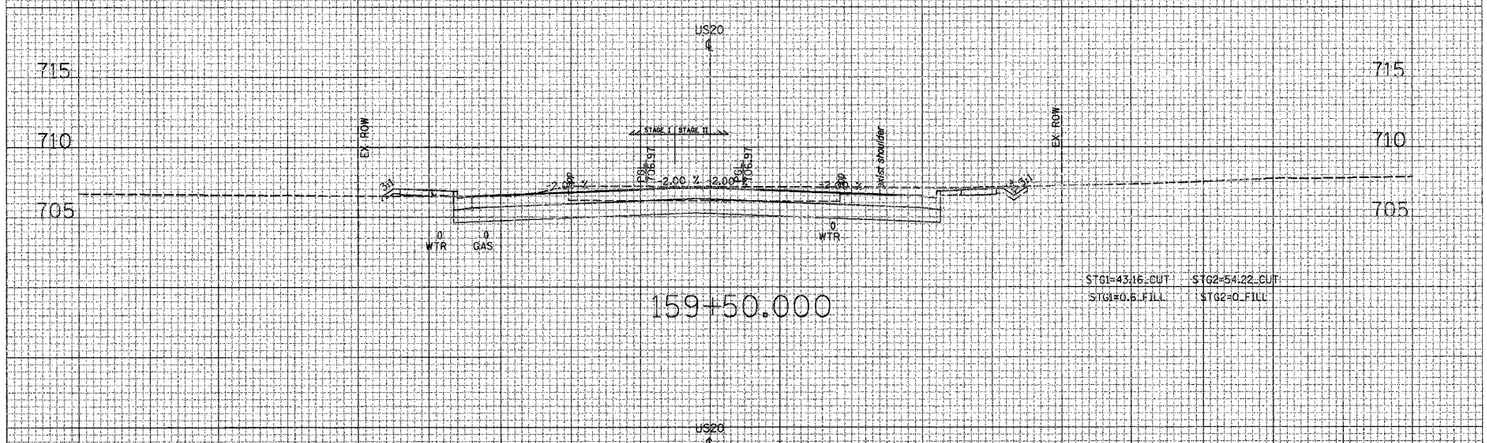
STG1=19.64_CUT STG2=35.31_CUT
STG1=0.22_FILL STG2=0_FILL

160+50.000



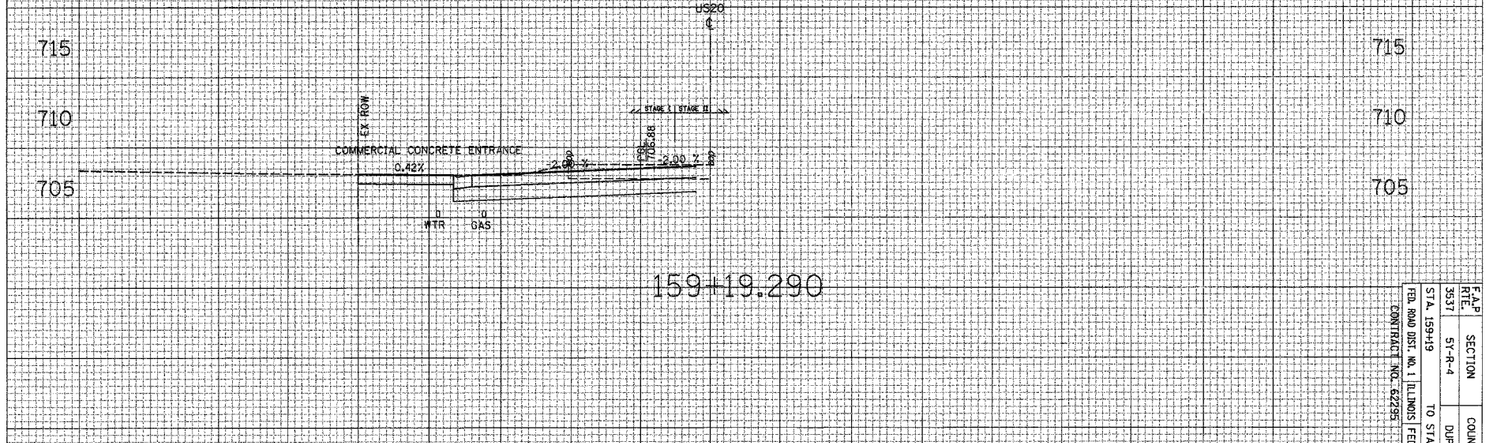
STG1=42.15_CUT STG2=53.0_CUT
STG1=1.63_FILL STG2=0_FILL

160+00.000



STG1=43.16_CUT STG2=54.22_CUT
STG1=0.5_FILL STG2=0_FILL

159+50.000

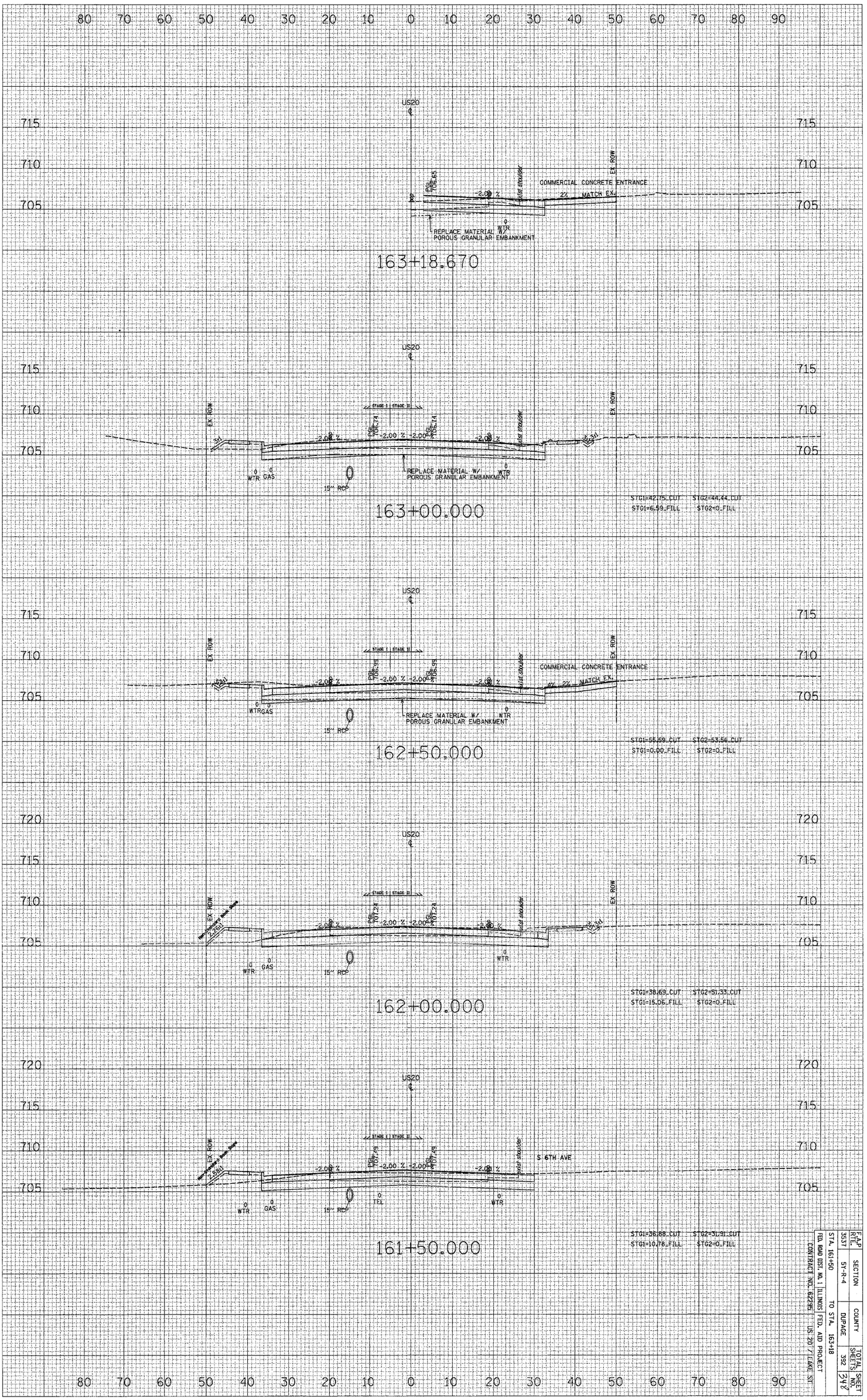


159+19.290

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	24

STA. 159+19 TO STA. 161+00
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT
CONTRACT NO. 62295 | US 20 7 LAKE ST.

SHEET 24 OF 60



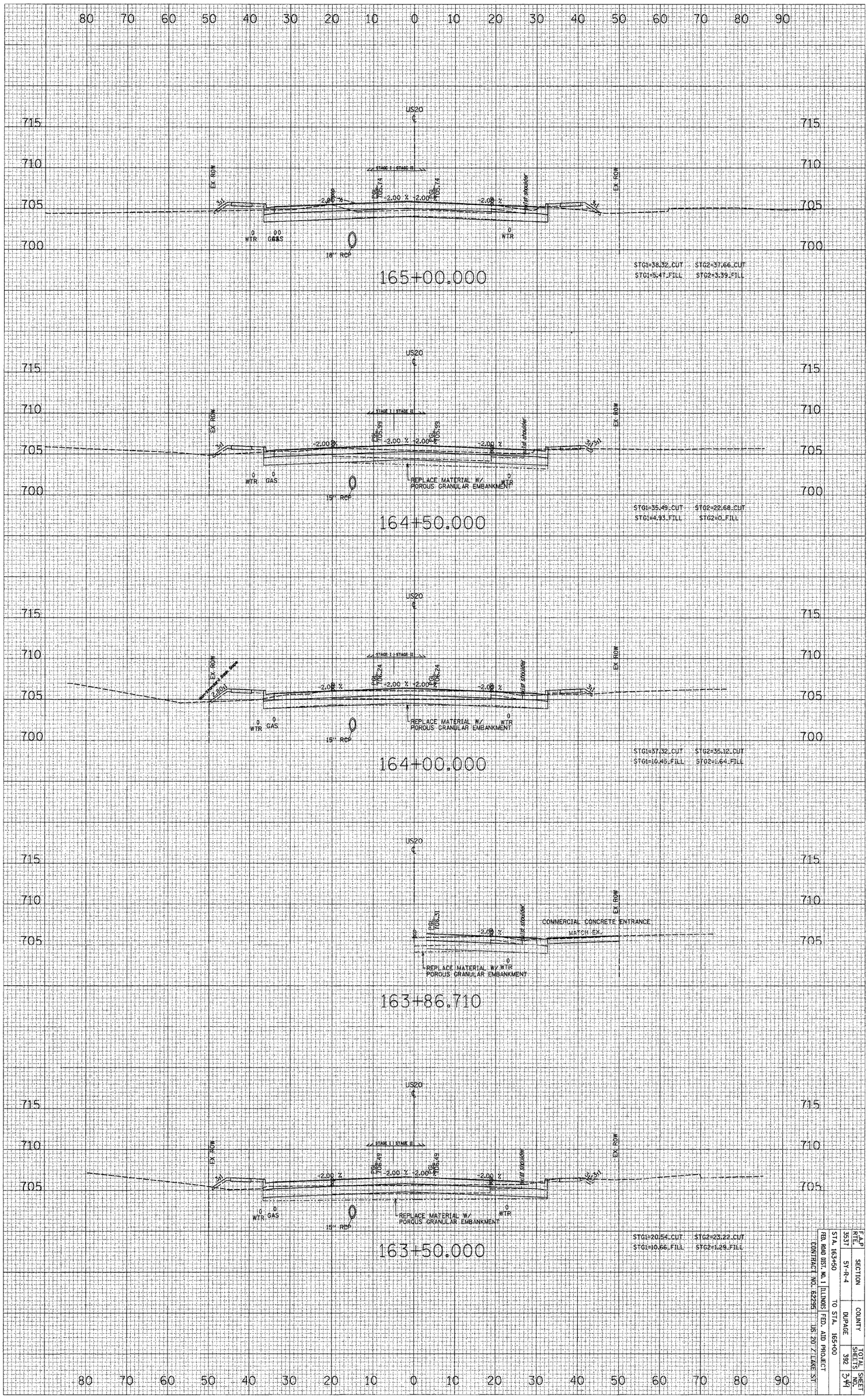
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	347

STA. 161+50 TO STA. 163+18

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

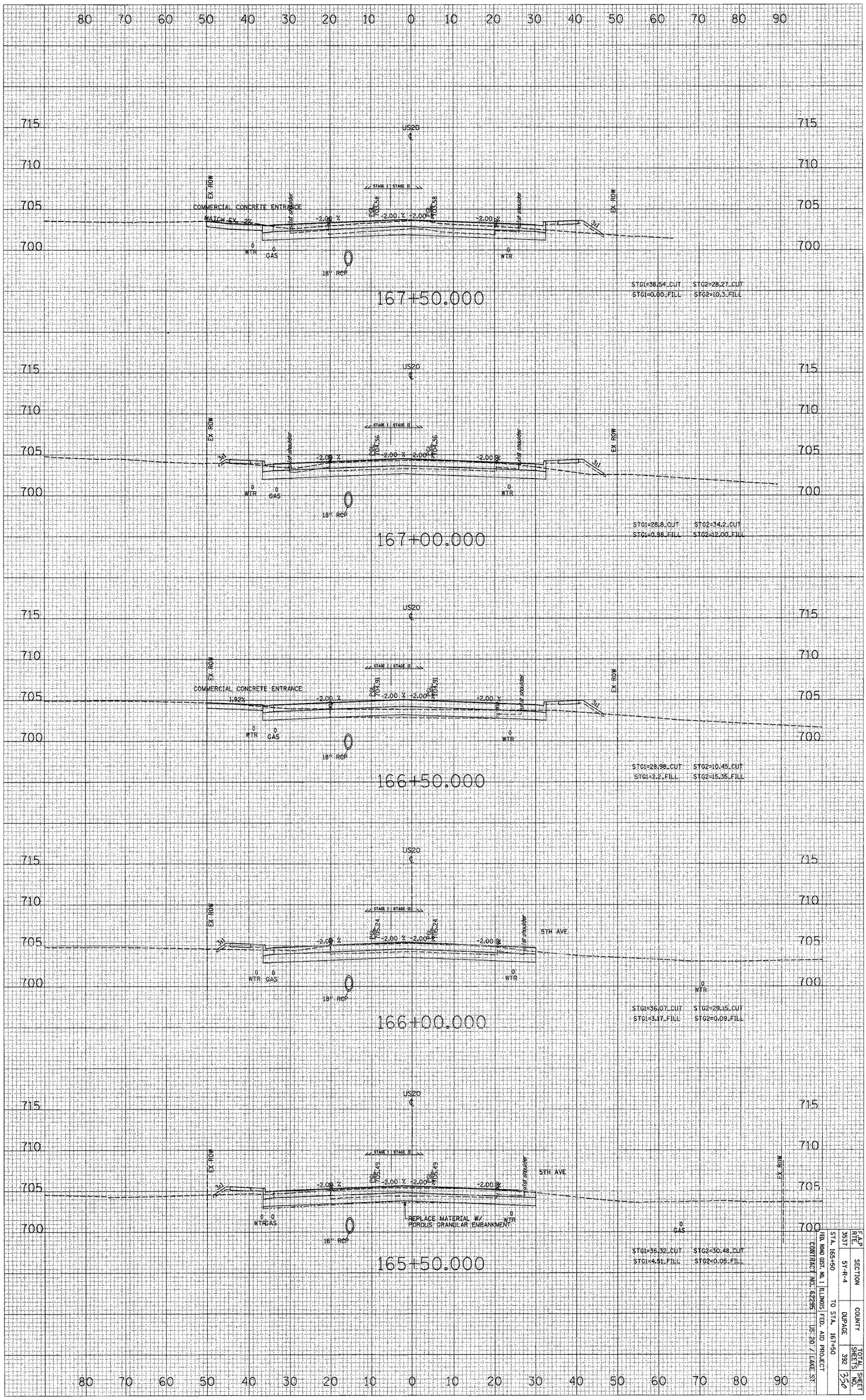
CONTRACT NO. 62295 US 20 / LAKE ST.

SHEET 25 OF 60



FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			
STA. 163+50	TO STA. 165+00	DUPAGE	392	344	
CONTRACT NO. 62295		SY-R-4			
IDS 20 / LAKE ST		3537			

SHEET 26 OF 60



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	350

STA. 165+50 TO STA. 167+50

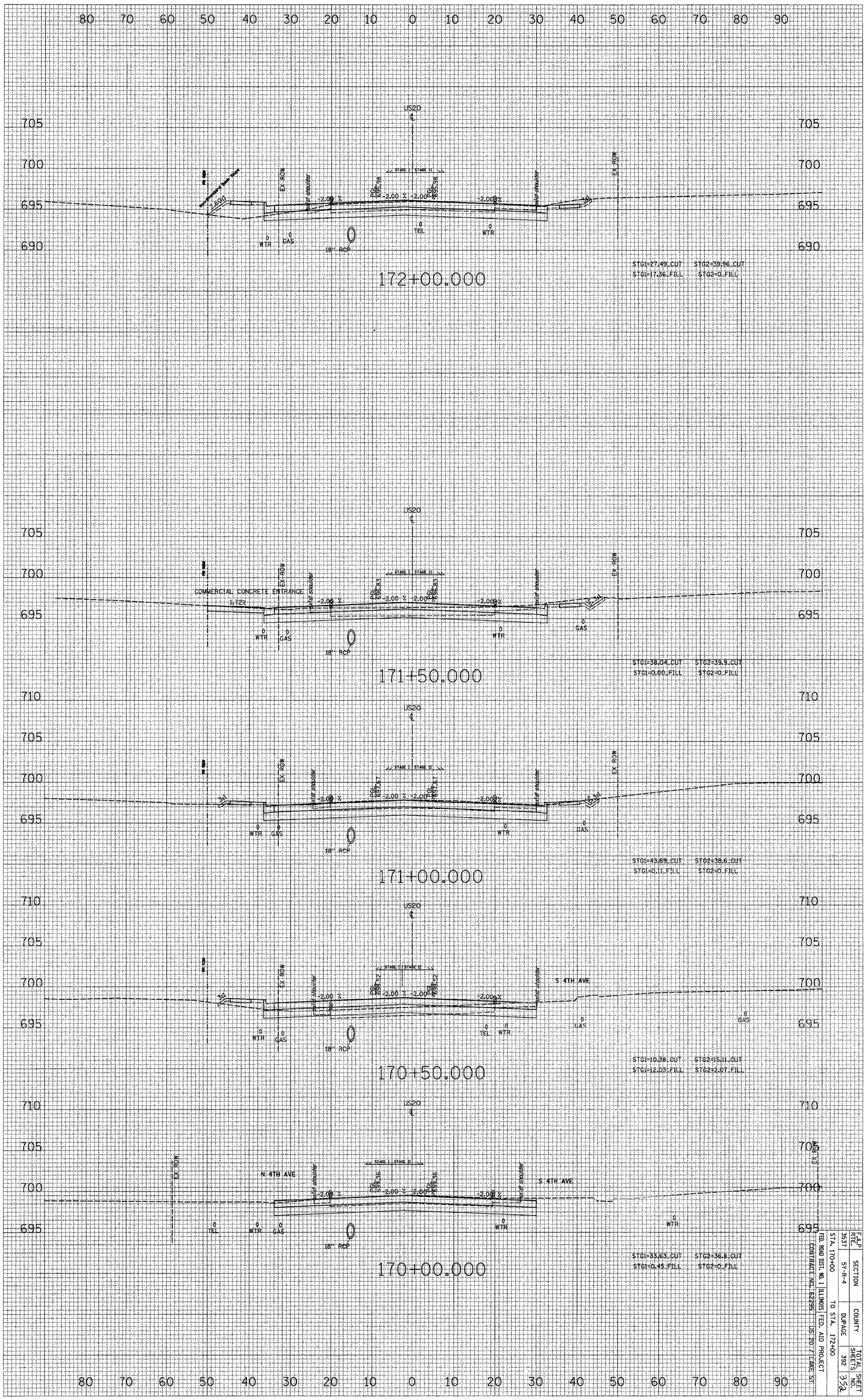
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

CONTRACT NO. 62285

US 20 / LAKE ST.

SHEET 27 OF 60

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	351
STA. 168+00	TO STA. 169+50			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62295	US 20 / LAKE ST			



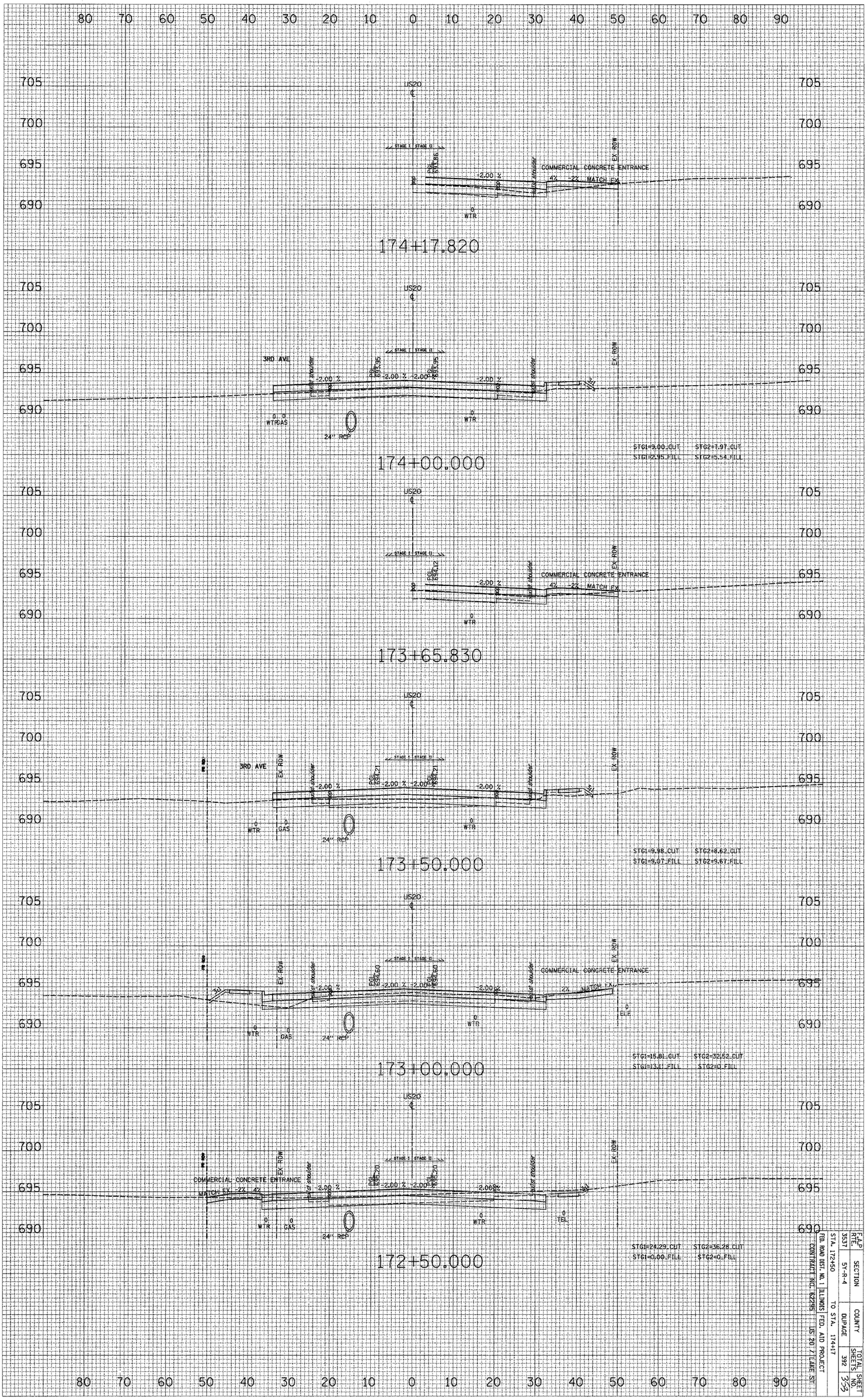
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	358

STA. 170+00 TO STA. 172+00

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

CONTRACT NO. 82295 US 20 / LAKE ST

SHEET 23 OF 60



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353T	5H-8-4	DUPAGE	392	35

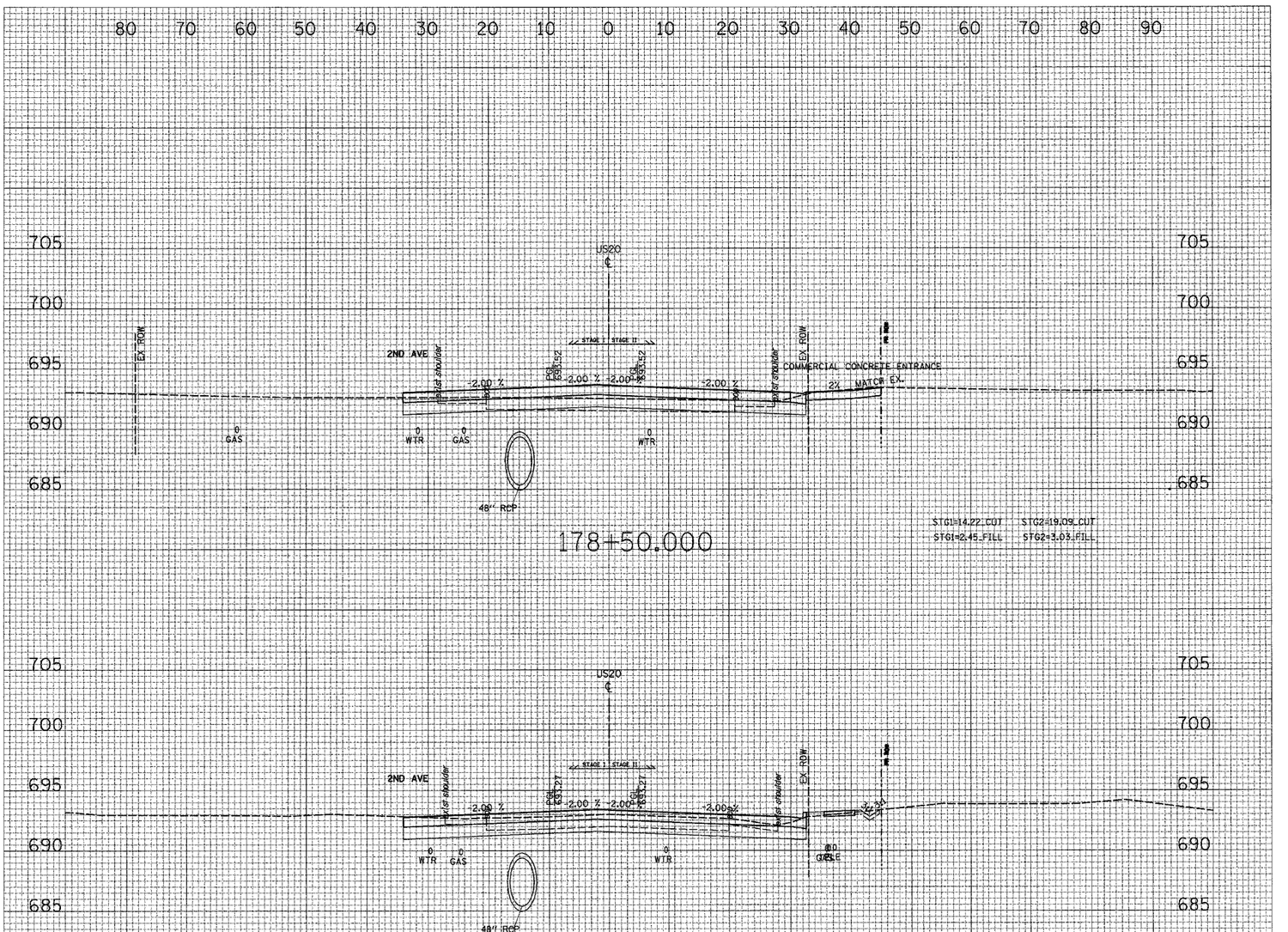
STA. 172+50 TO STA. 174+17

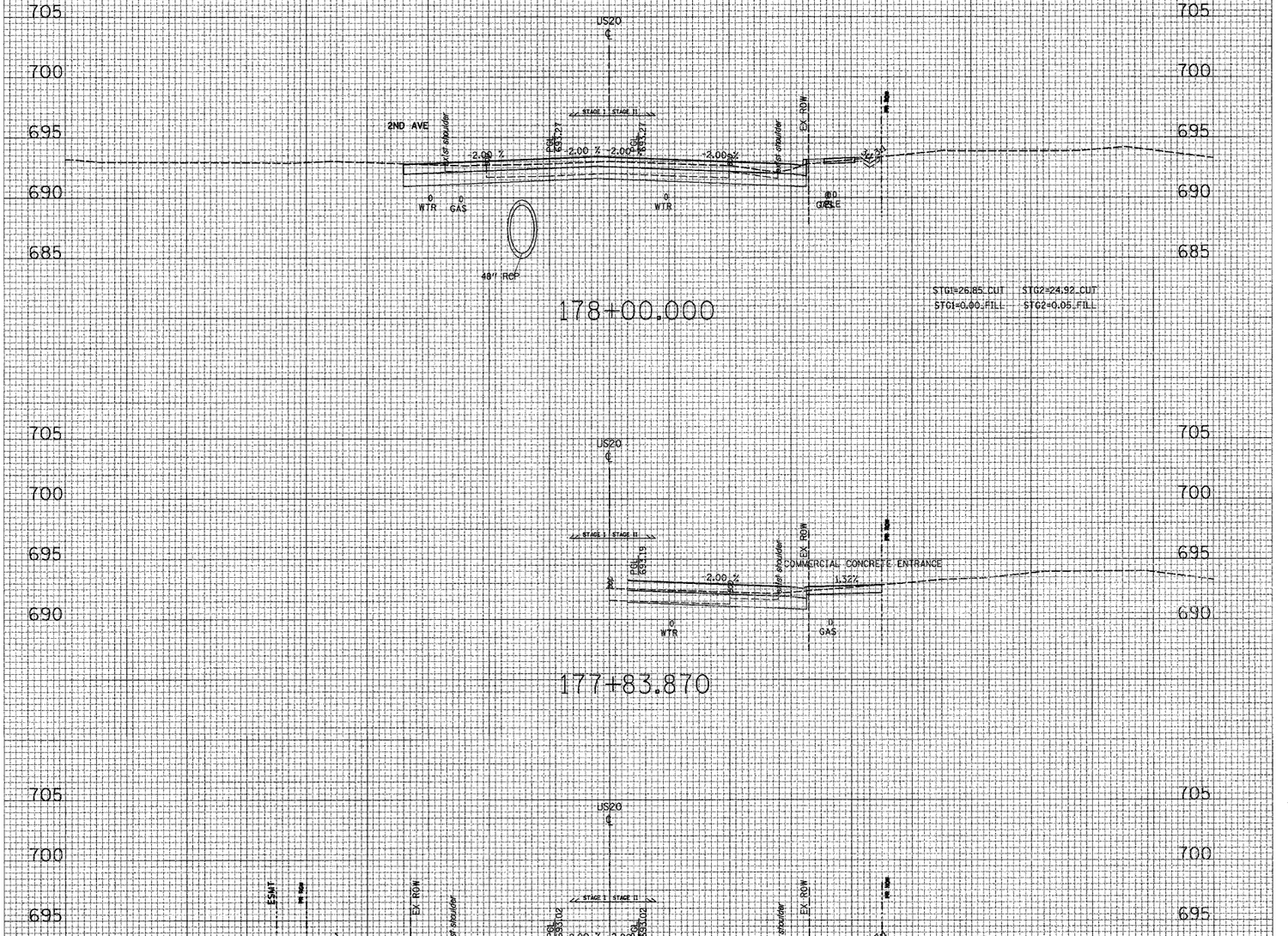
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

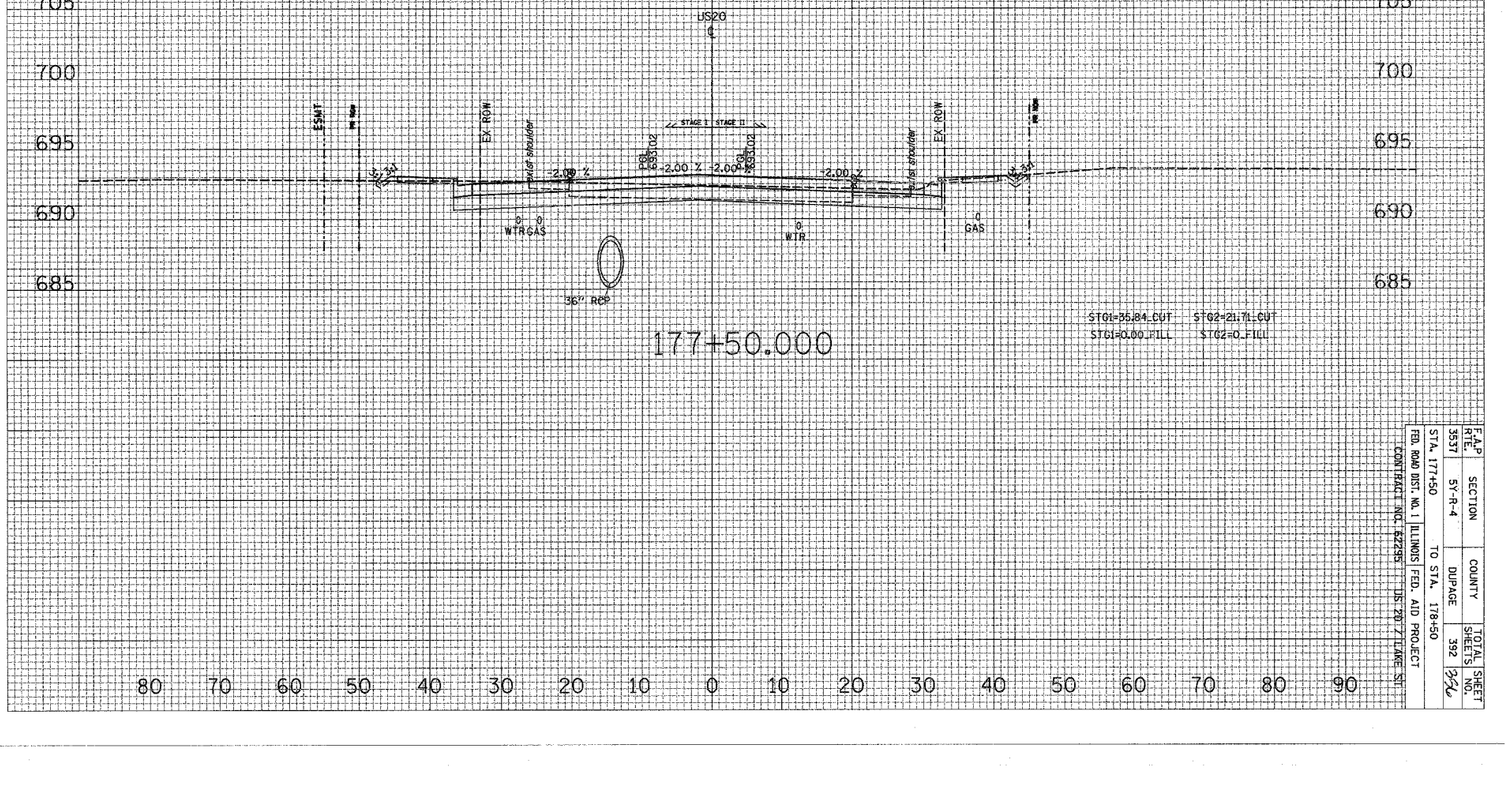
CONTRACT NO. 82295 US 20 / LAKE ST.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	354
STA. 174+50		TO STA. 175+70		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62295		US 20 / LAKE ST.		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	355
STA. 176+00	TO STA. 177+00			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62295	US 20 / LAKE ST			





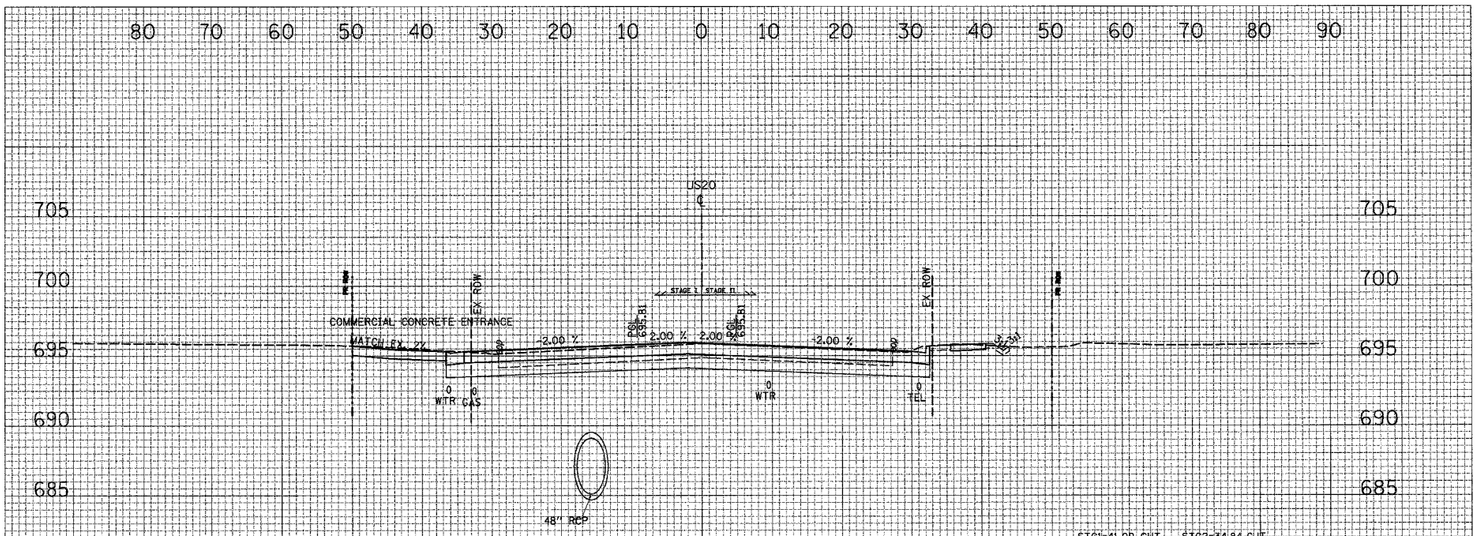


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
355T	51-R-4	DUPAGE	392	332

STA. 177+50 TO STA. 178+50
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT INCL. E2295 IDS 007 LAKE ST.

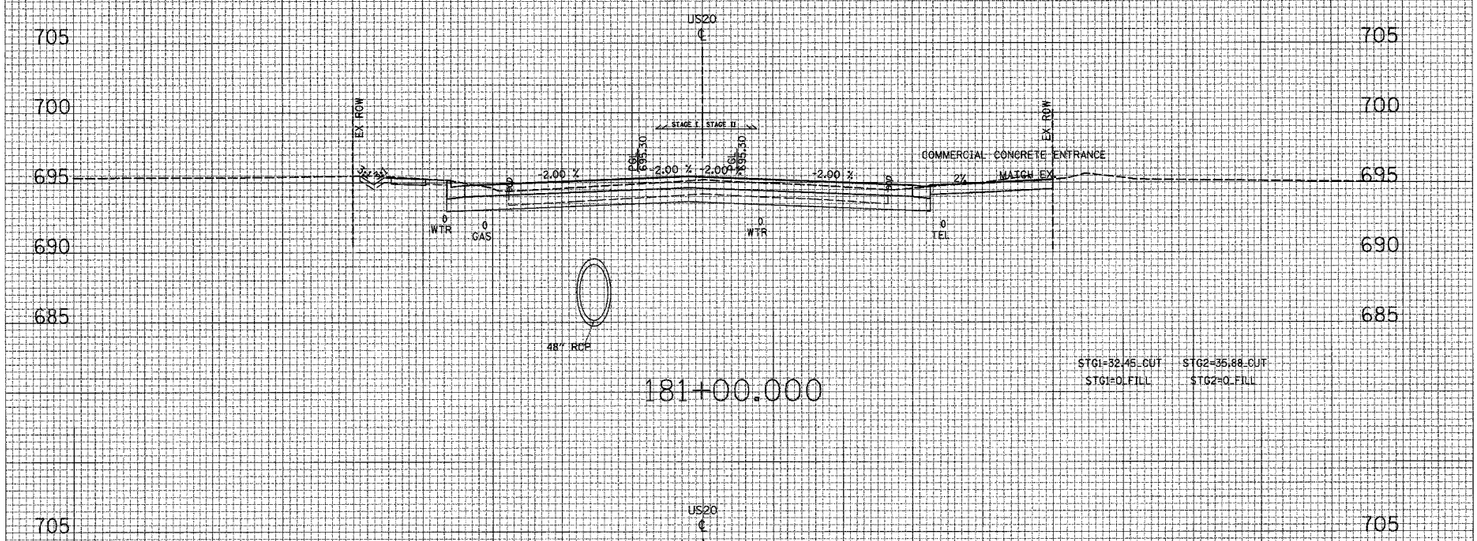
SHEET 33 OF 60

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	357
STA. 179+00	TO STA. 180+26			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62295	US 20 / LAKE ST			



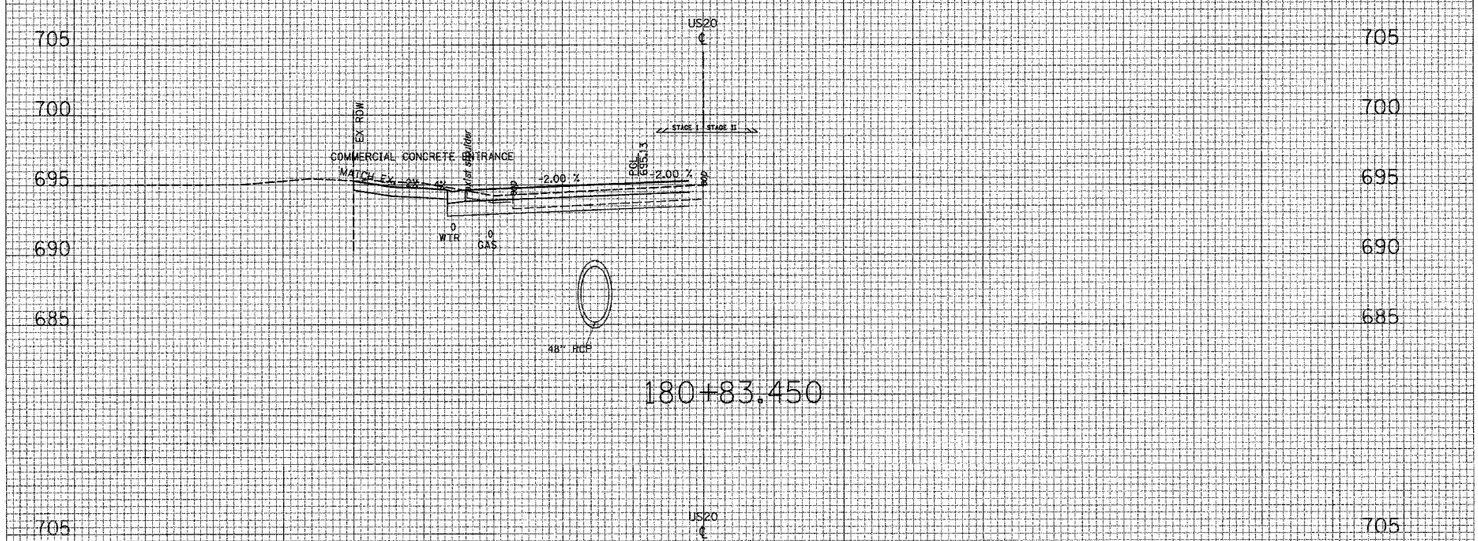
181+50.000

STG1=41.09_CUT STG2=34.84_CUT
STG1=0_FILL STG2=0_FILL

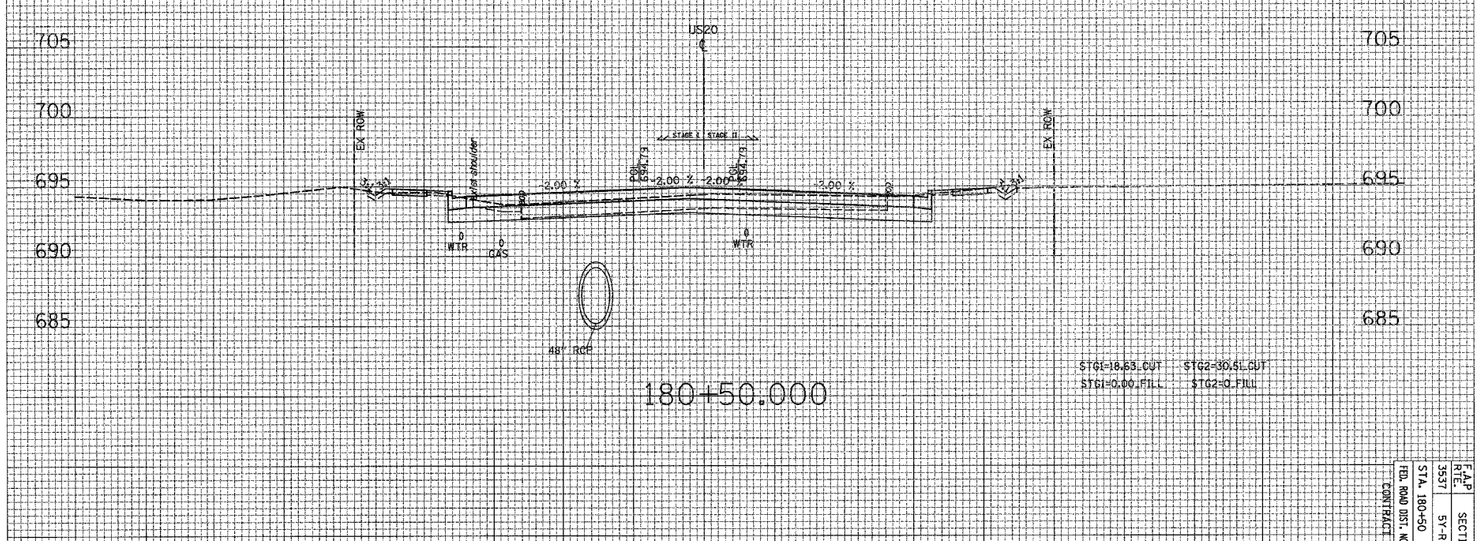


181+00.000

STG1=32.45_CUT STG2=35.88_CUT
STG1=0_FILL STG2=0_FILL



180+83.450



180+50.000

STG1=16.63_CUT STG2=30.51_CUT
STG1=0.00_FILL STG2=0_FILL

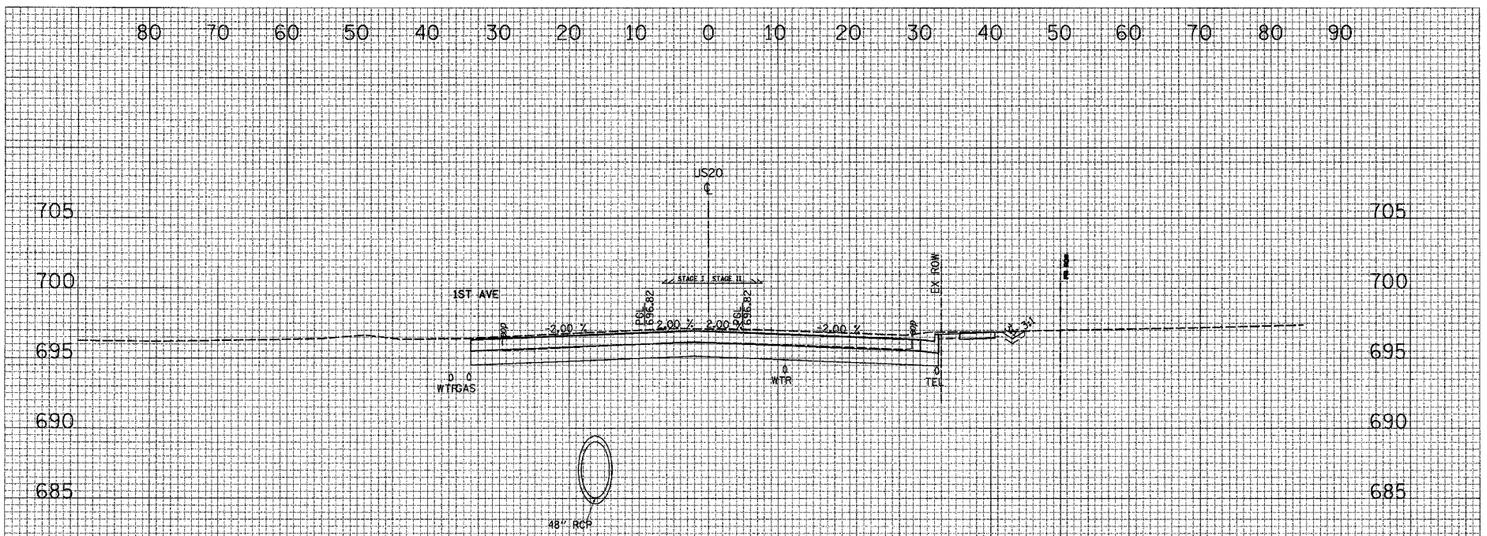
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	352

STA. 180+50 TO STA. 181+50

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

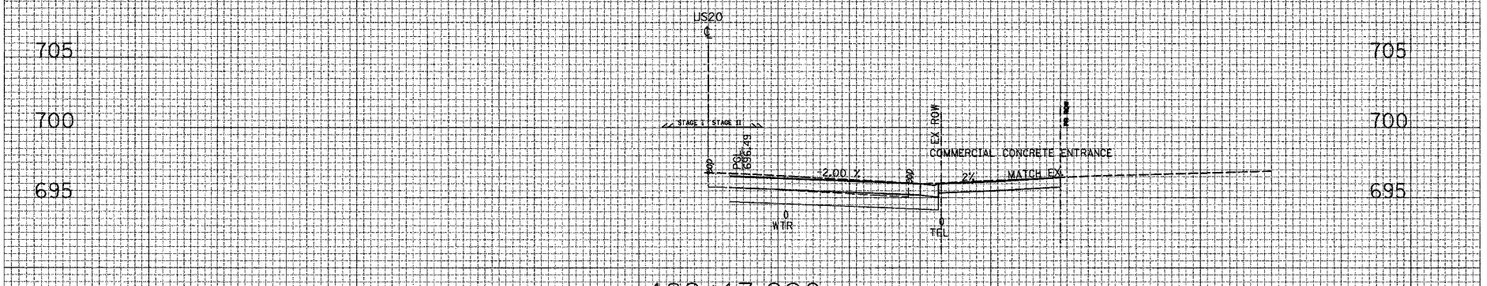
CONTRACT NO. 62295 US 20 / LAKE ST.

SHEET 35 OF 60

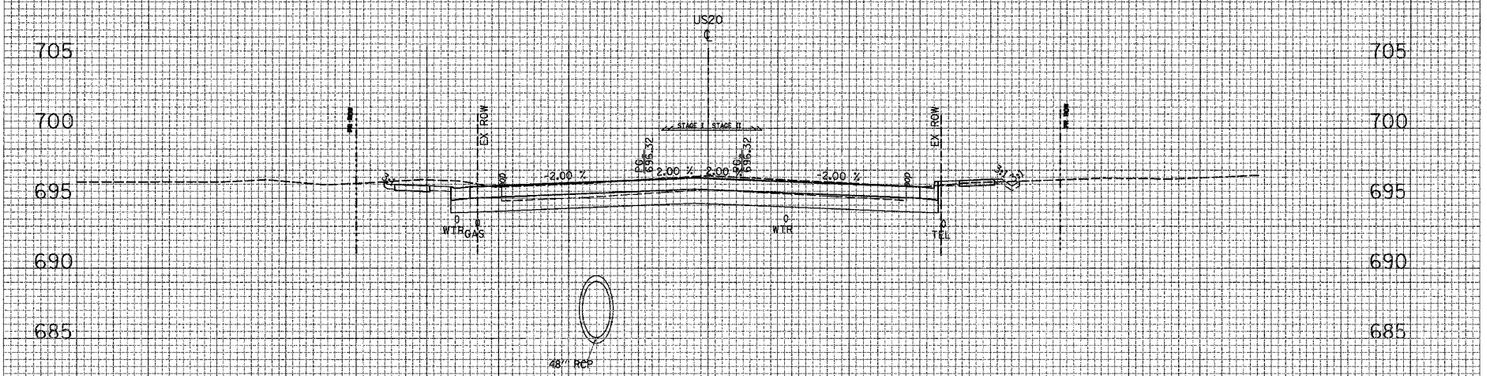


182+50.000

STG1=32.54 CUT STG2=38.08 CUT
STG1=0 FILL STG2=0 FILL

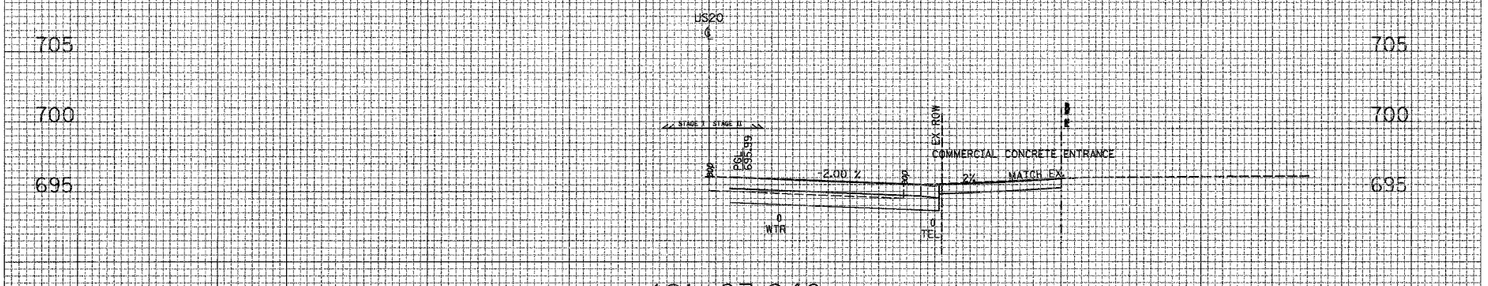


182+17.290



182+00.000

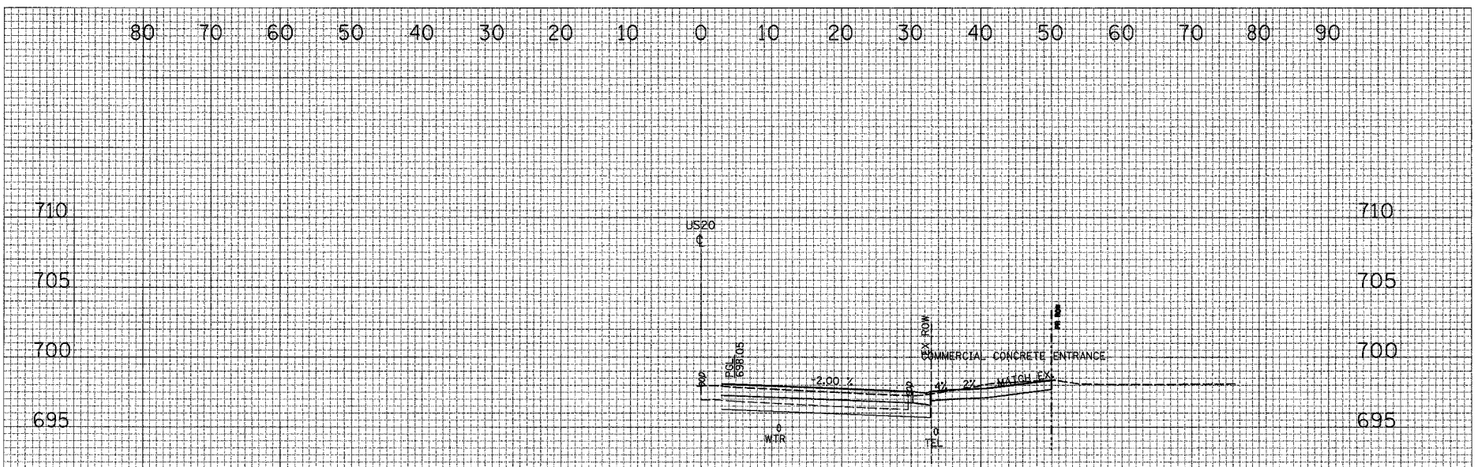
STG1=43.57 CUT STG2=33.63 CUT
STG1=0 FILL STG2=0 FILL



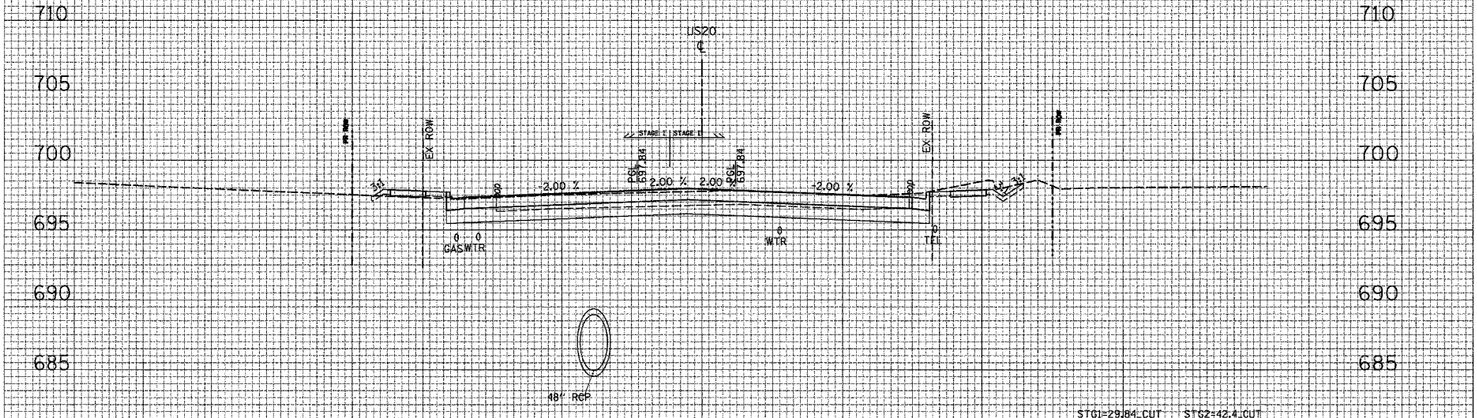
181+67.940

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
355T	51-4-4	DUPAGE	392	354

STA. 181+67 TO STA. 182+50
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295 US 20 / LAKE ST.



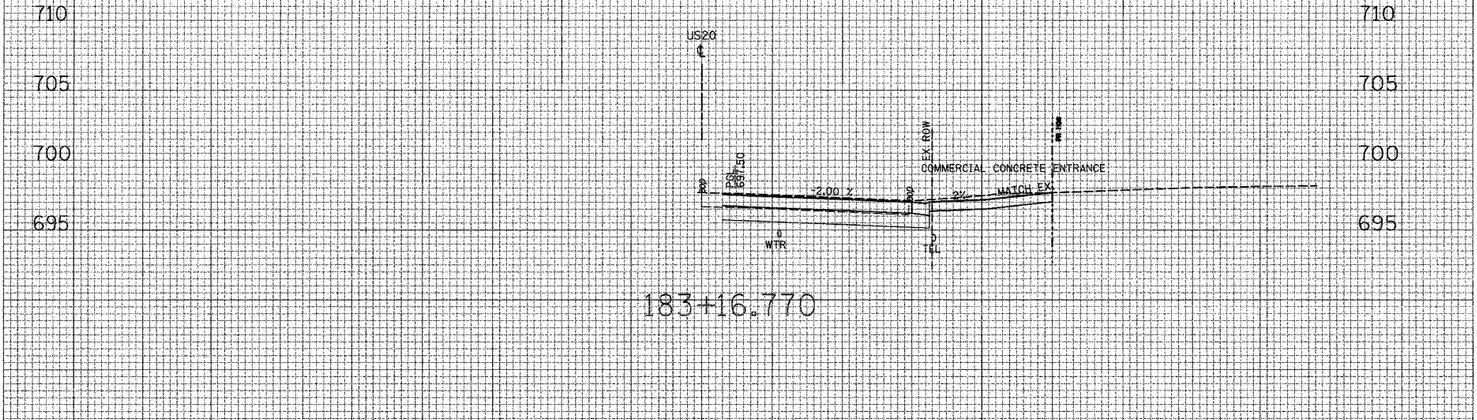
183+71.870



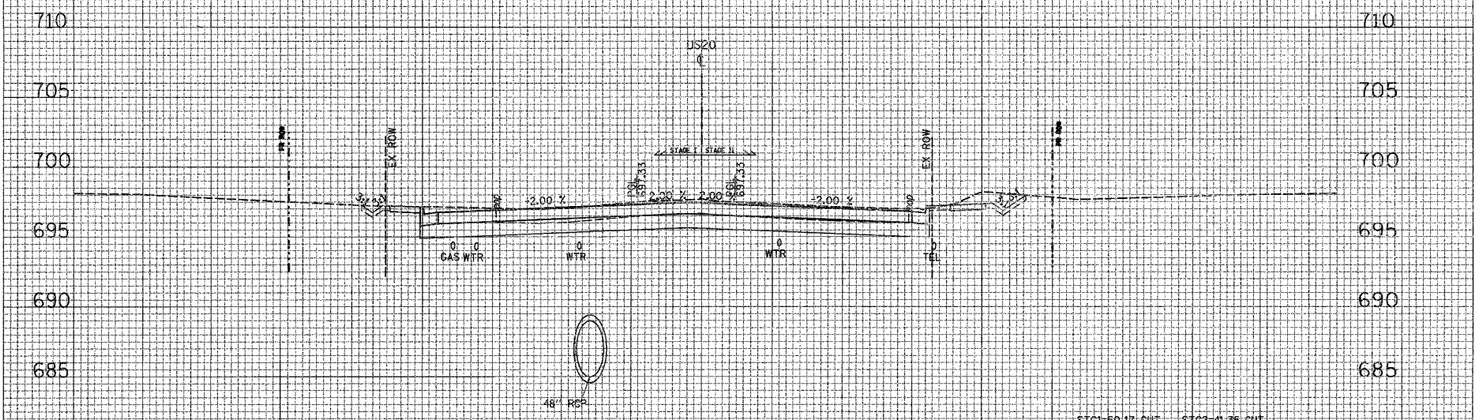
48" RCP

STG1=29.84 CUT STG2=42.4 CUT
STG1=0.81 FILL STG2=0 FILL

183+50.000



183+16.770



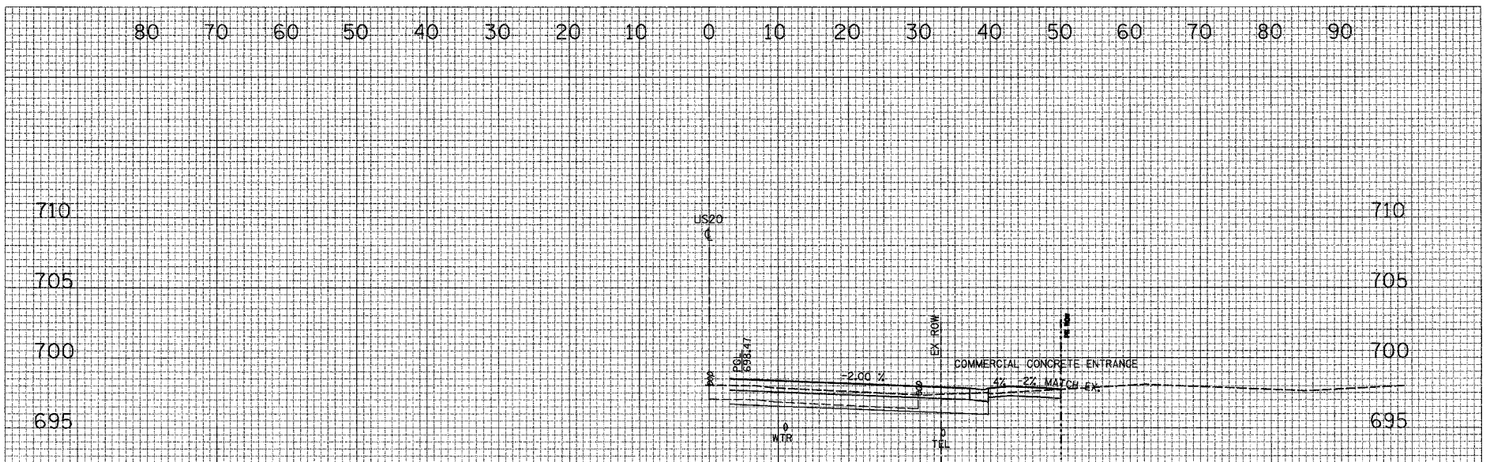
48" RCP

STG1=50.17 CUT STG2=41.35 CUT
STG1=0 FILL STG2=0 FILL

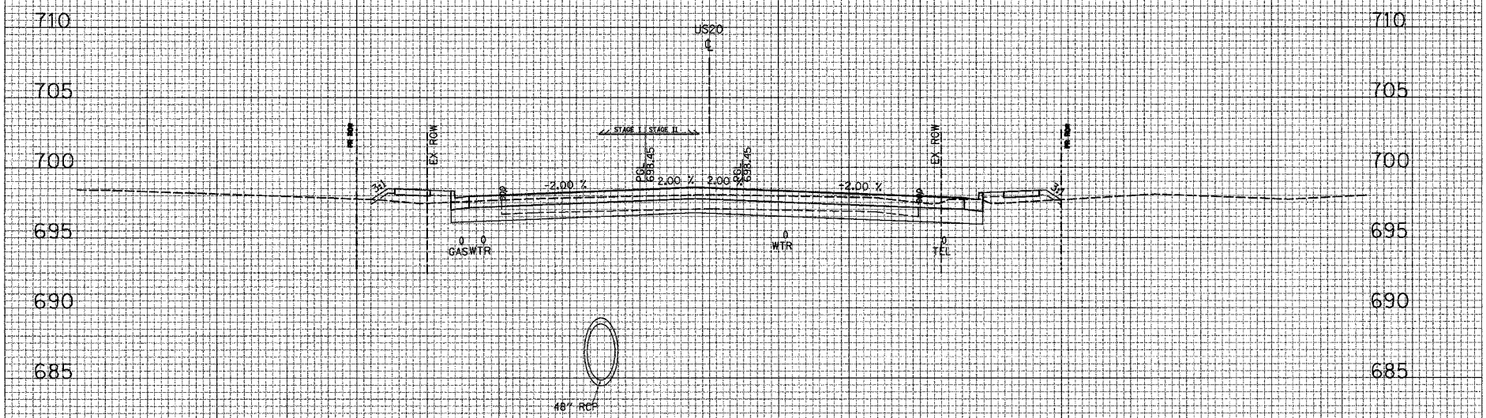
183+00.000

FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT
CONTRACT NO. 62259		US 20 / LAKE ST.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
3537	5Y-R-4	DUPAGE	392
STA. 183+00	TO STA. 183+71		360

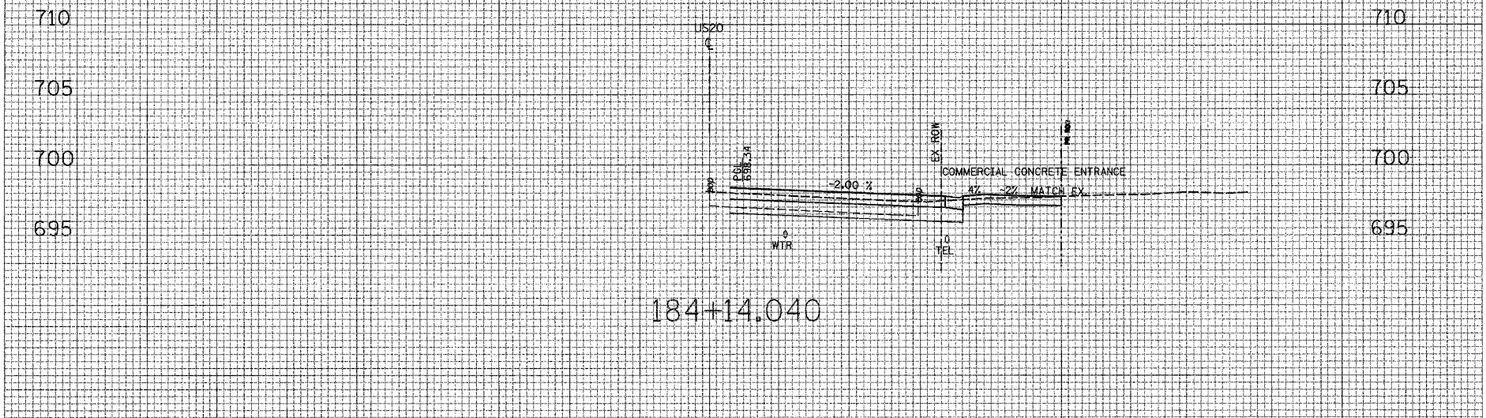


184+60.920

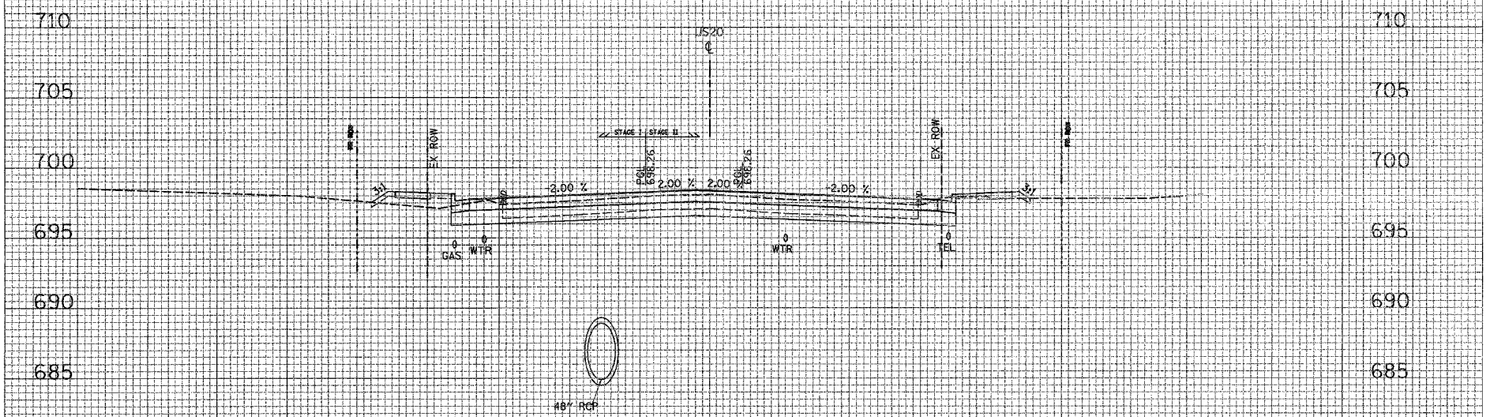


184+50.000

STG1=18.66_CUT STG2=30.65_CUT
STG1=5.18_FILL STG2=3.82_FILL



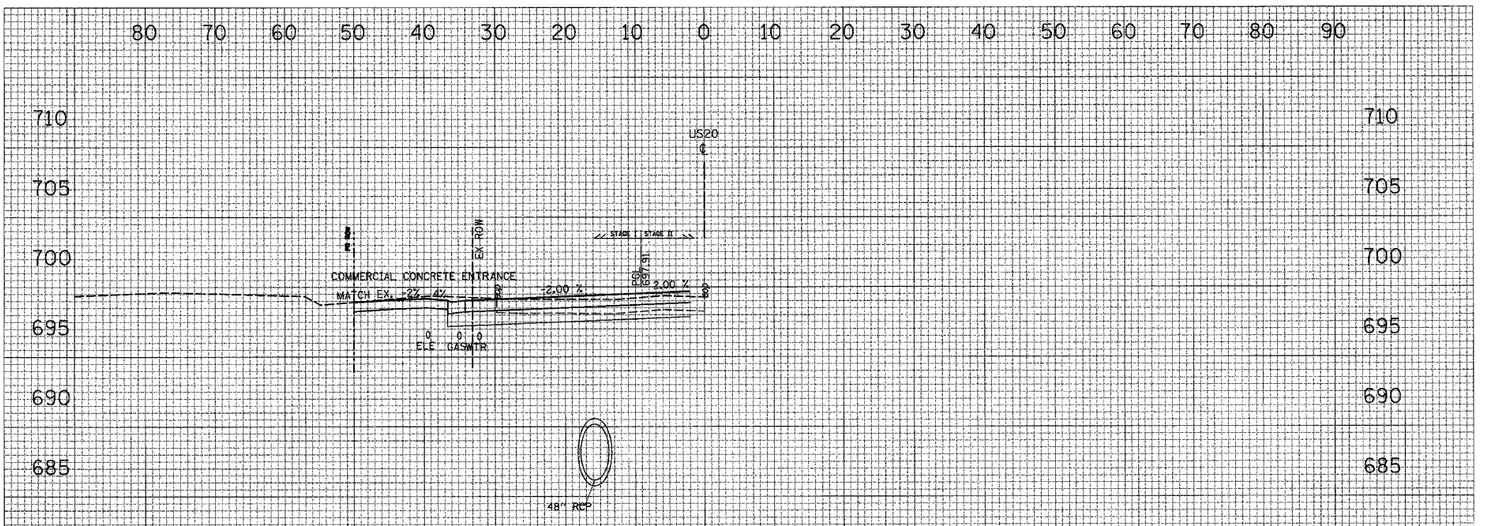
184+14.040



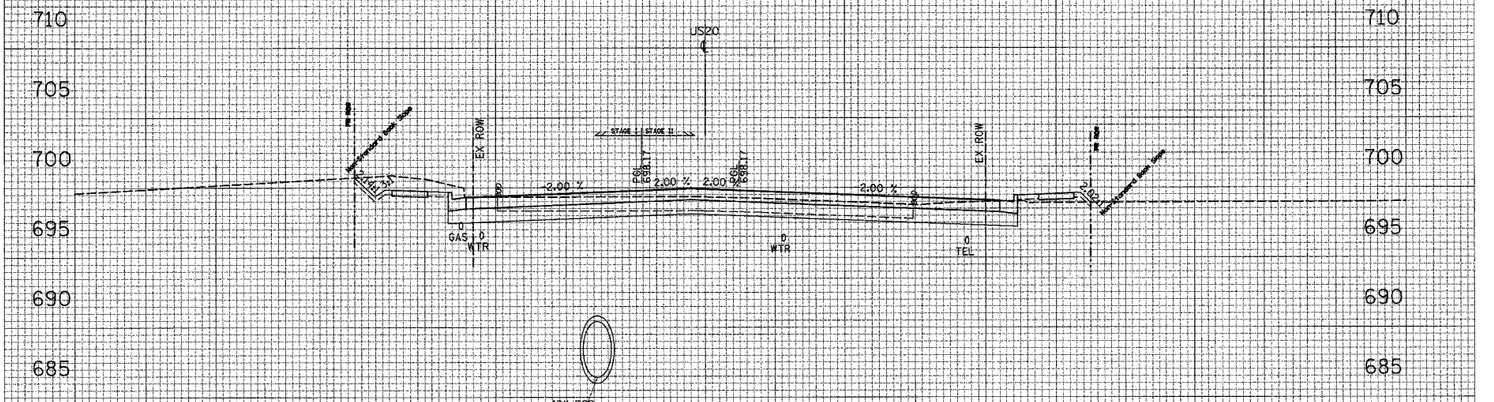
184+00.000

STG1=19.48_CUT STG2=28.27_CUT
STG1=5.14_FILL STG2=0.19_FILL

F.A.P. RTE. 353T	SECTION 5Y-2R-4	COUNTY DUPAGE	TOTAL SHEETS 392	SHEET NO. 241
FED. ROAD DIST. NO. 1 STA. 184+00	ILLINOIS FED. AID PROJECT TO STA. 184+60			
CONTRACT NO. 62295		US 20 / LAKE ST.		

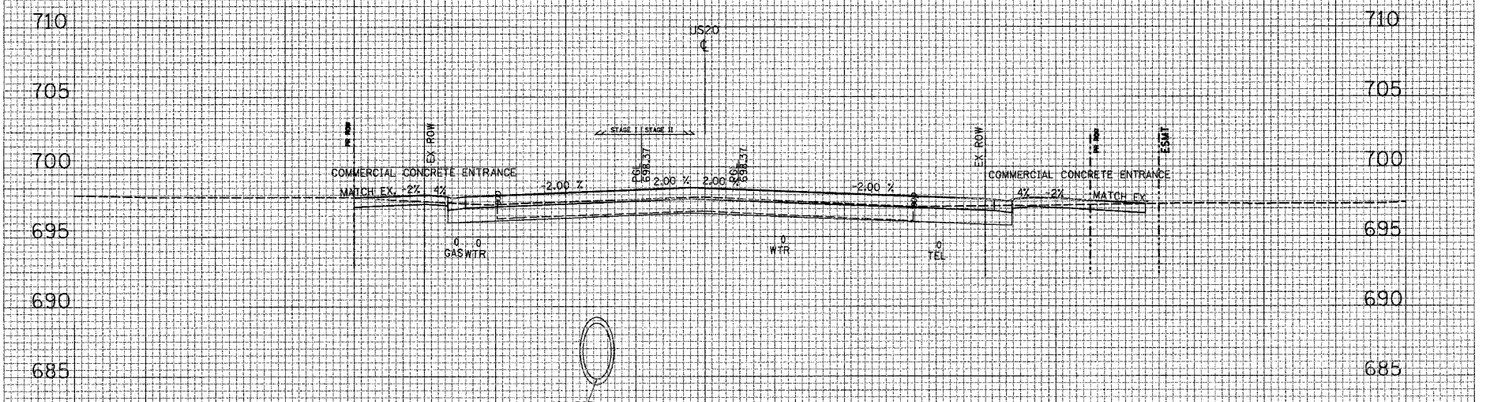


185+87.620



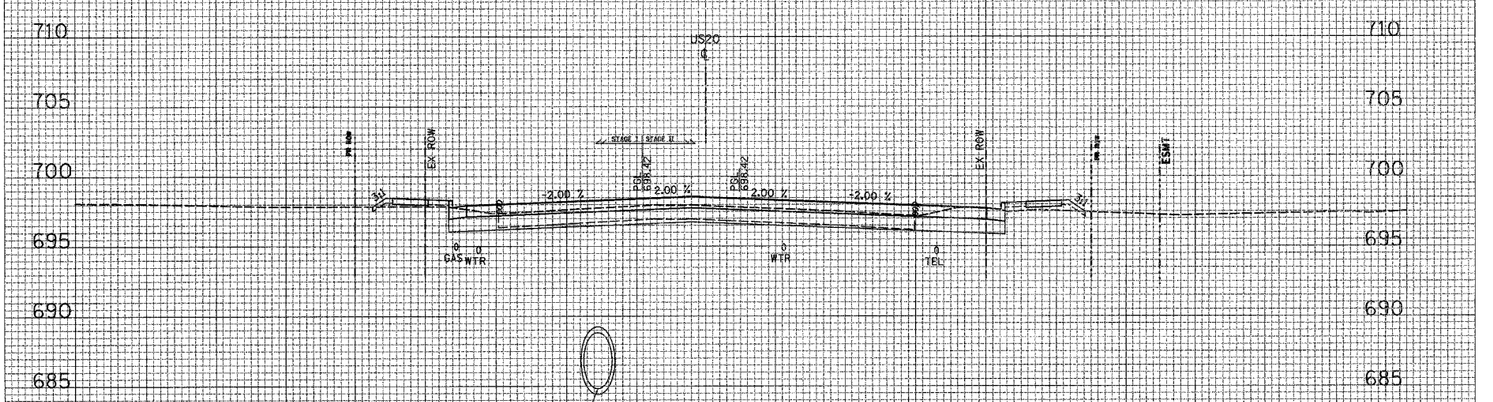
185+50.000

STG1=42.59_CUT STG2=34.57_CUT
STG1=0_FILL STG2=2.21_FILL



185+15.000

STG1=17.07_CUT STG2=28.36_CUT
STG1=0_FILL STG2=0_FILL

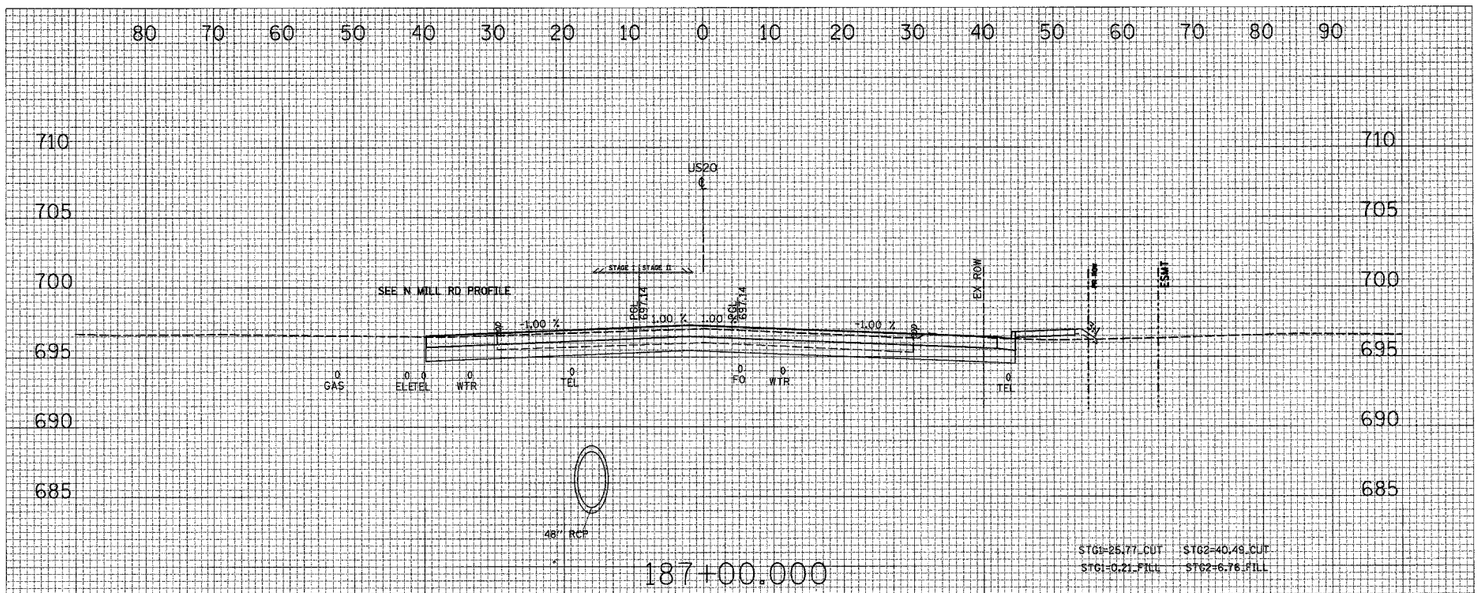


185+00.000

STG1=14.95_CUT STG2=27.74_CUT
STG1=1164_FILL STG2=2.89_FILL

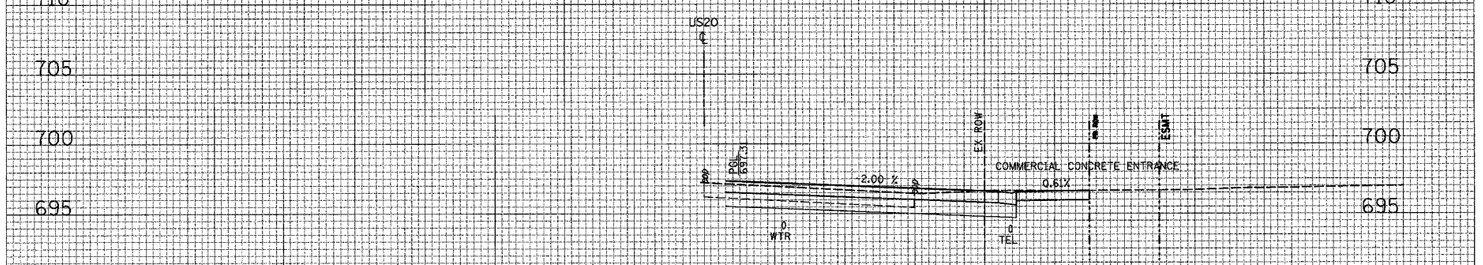
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	269

STA. 185+00 TO STA. 185+87
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT
CONTRACT NO. 62295 | US 20 / LAKE ST.

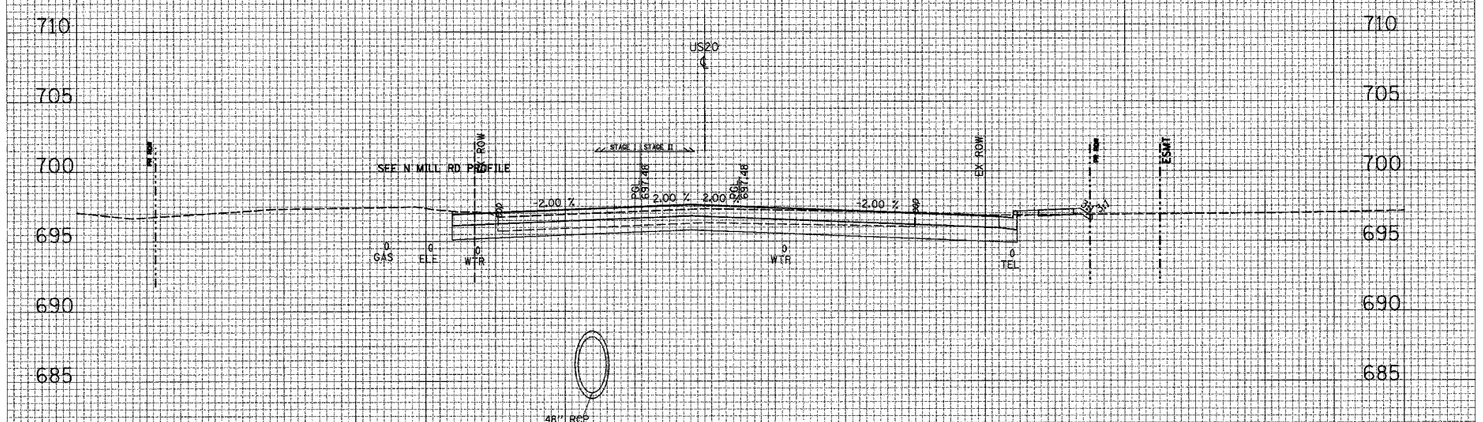


187+00.000

STG1=25.77 CUT STG2=40.49 CUT
STG1=0.21 FILL STG2=6.76 FILL

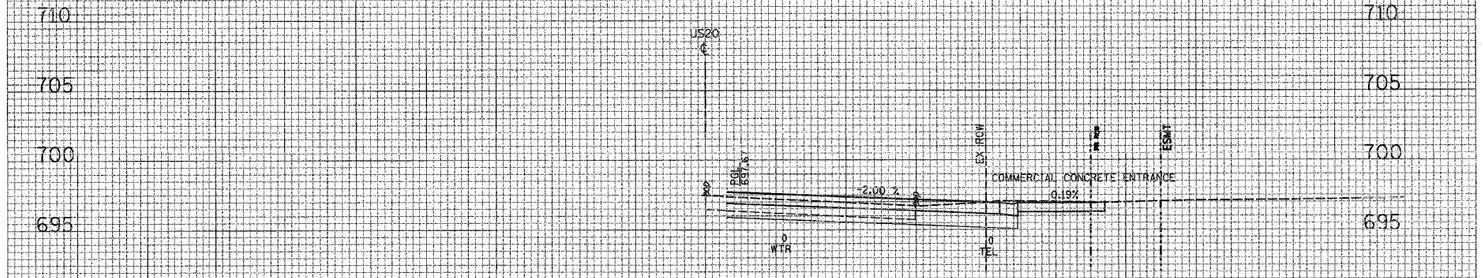


186+75.500

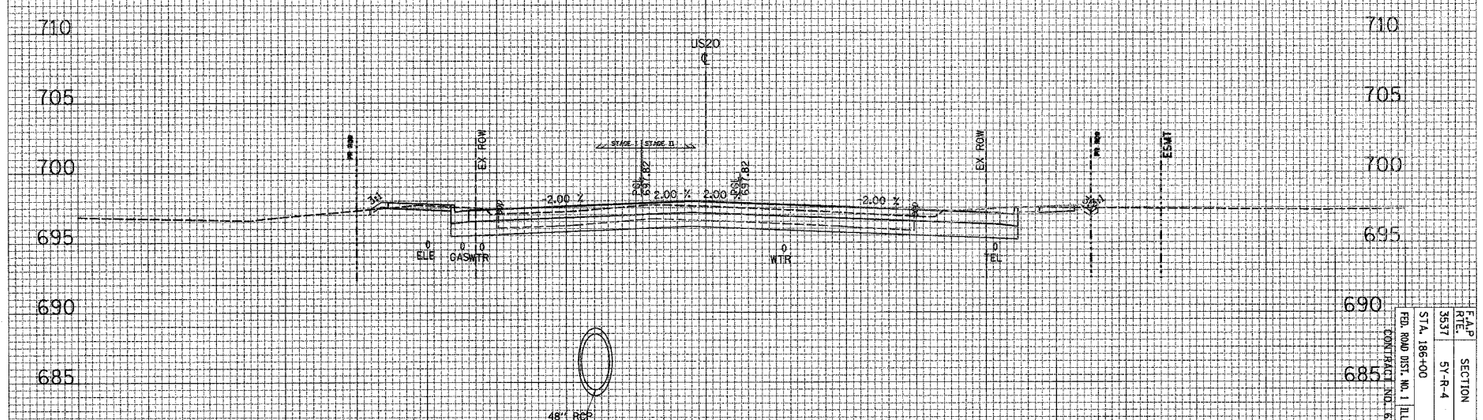


186+50.000

STG1=22.14 CUT STG2=53.84 CUT
STG1=0 FILL STG2=0.1 FILL



186+22.860



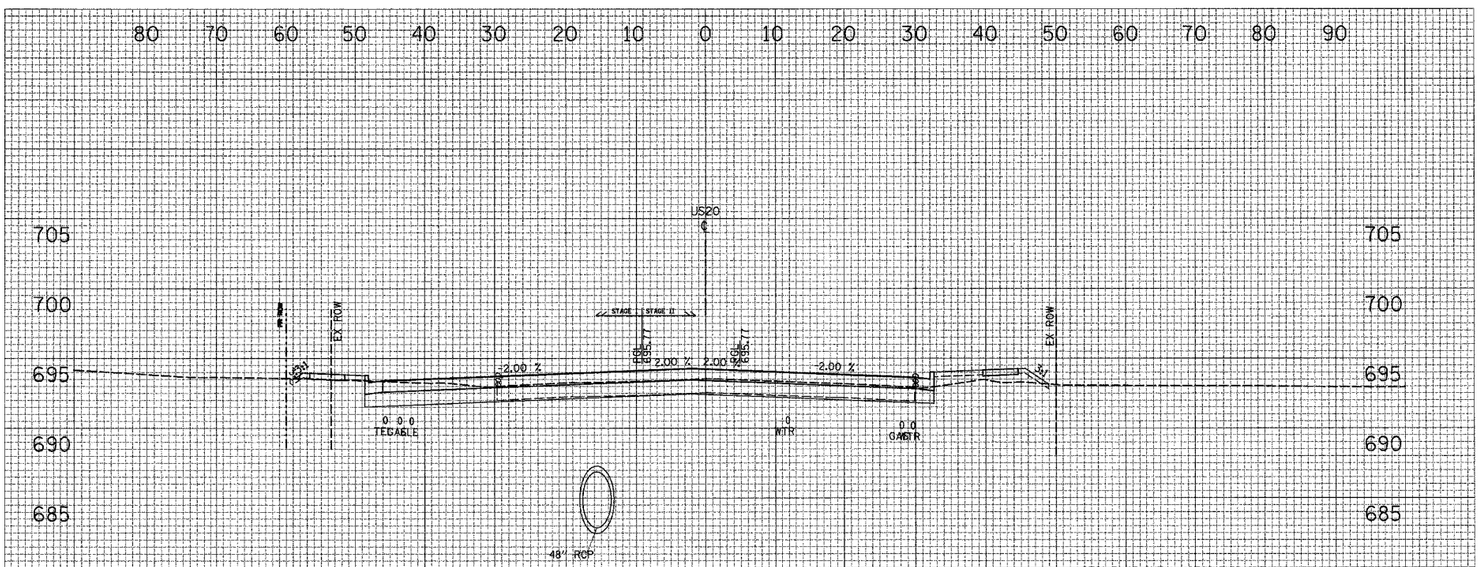
186+00.000

STG1=25.23 CUT STG2=49.13 CUT
STG1=0.13 FILL STG2=0 FILL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353T	5Y-R-4	DUPAGE	392	363

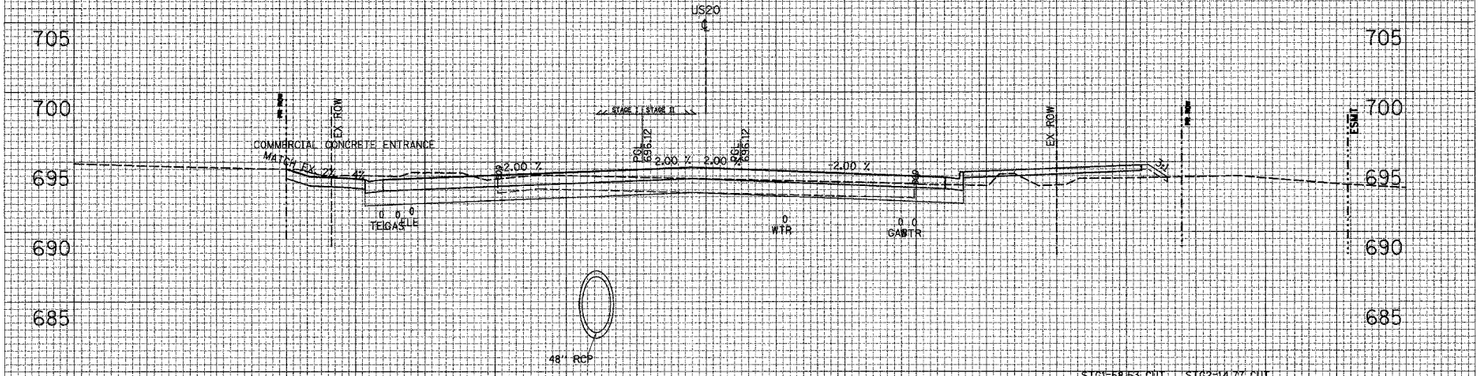
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295 US 20 / LAKE ST.
STA. 186+00 TO STA. 187+00

SHEET 40 OF 60



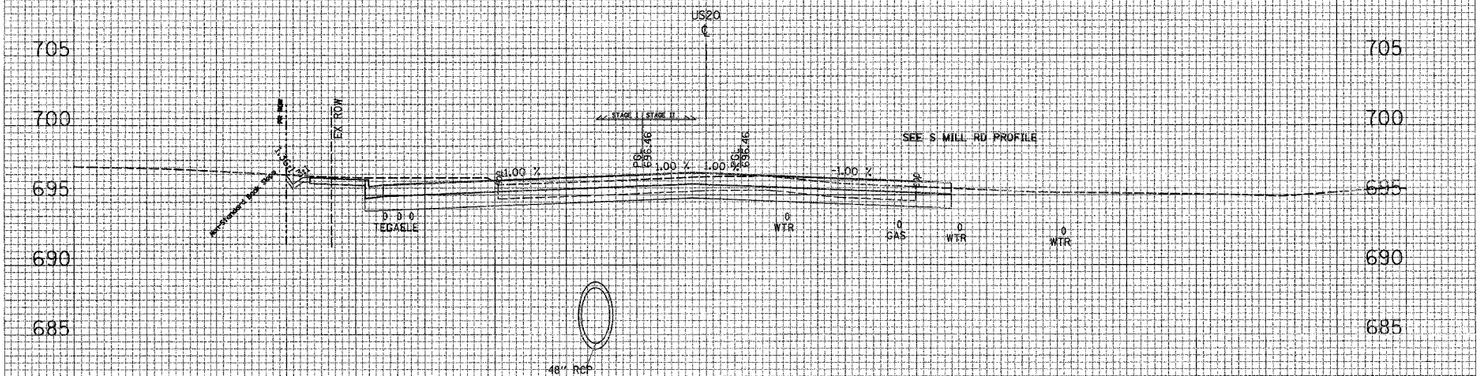
189+00.000

STG1=31.47_CUT STG2=7.58_CUT
STG1=0.04_FILL STG2=7.46_FILL



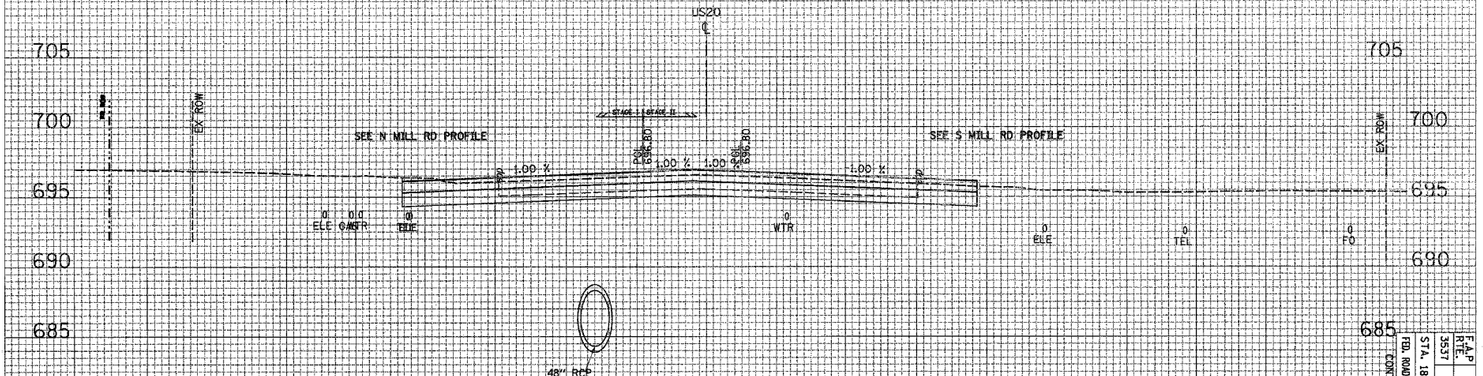
188+50.000

STG1=58.53_CUT STG2=14.77_CUT
STG1=0_FILL STG2=12.79_FILL



188+00.000

STG1=57.65_CUT STG2=28.7_CUT
STG1=0_FILL STG2=0.32_FILL

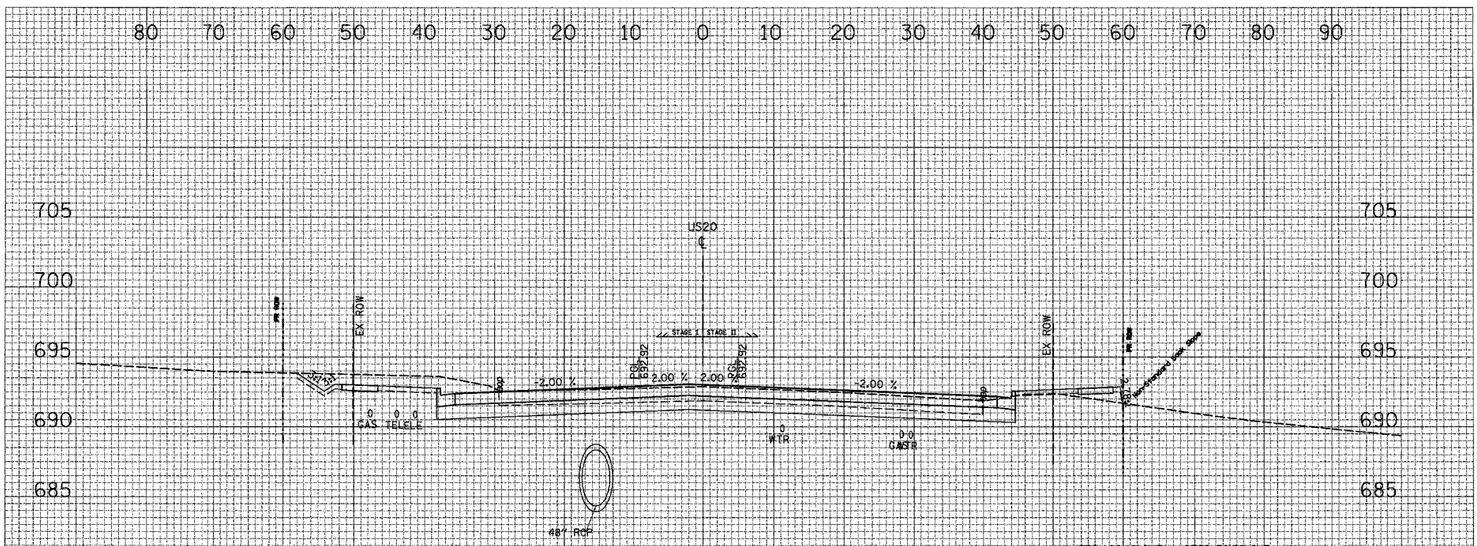


187+50.000

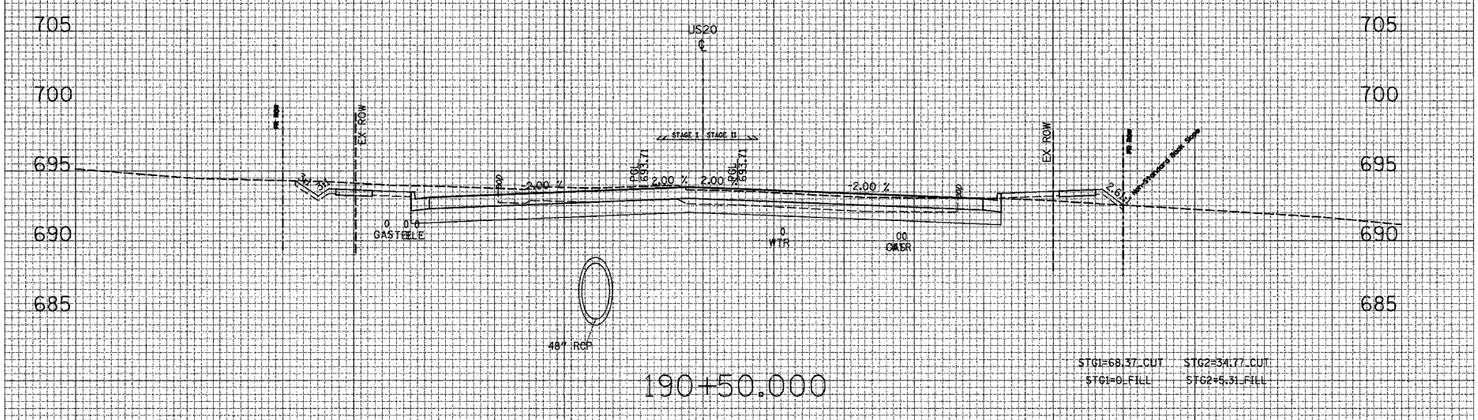
STG1=25.47_CUT STG2=21.95_CUT
STG1=0.02_FILL STG2=0.37_FILL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	364

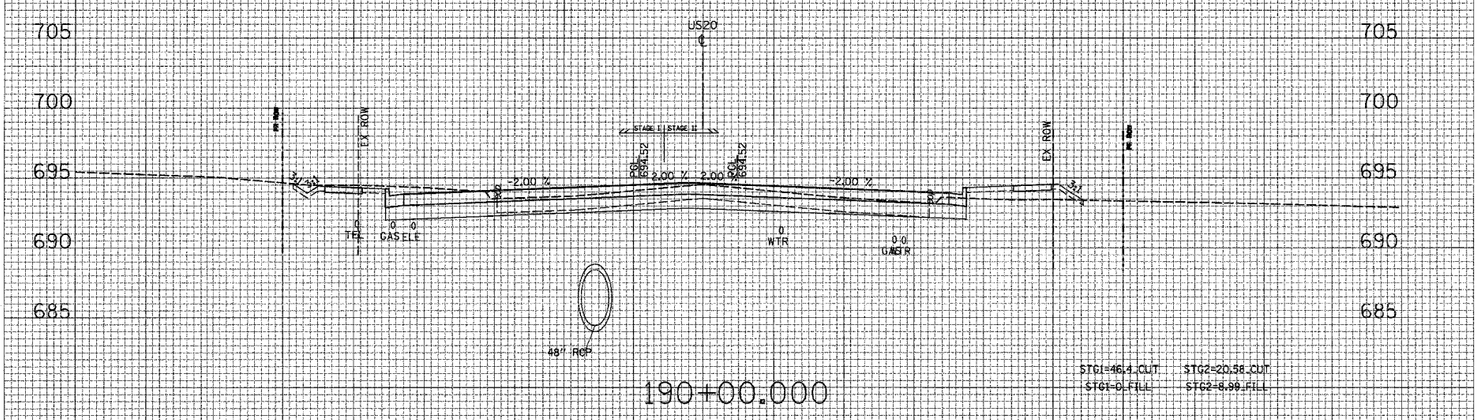
STA. 187+50 TO STA. 189+00
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT
CONTRACT NO: 62P85 | US 20 / LAKE ST



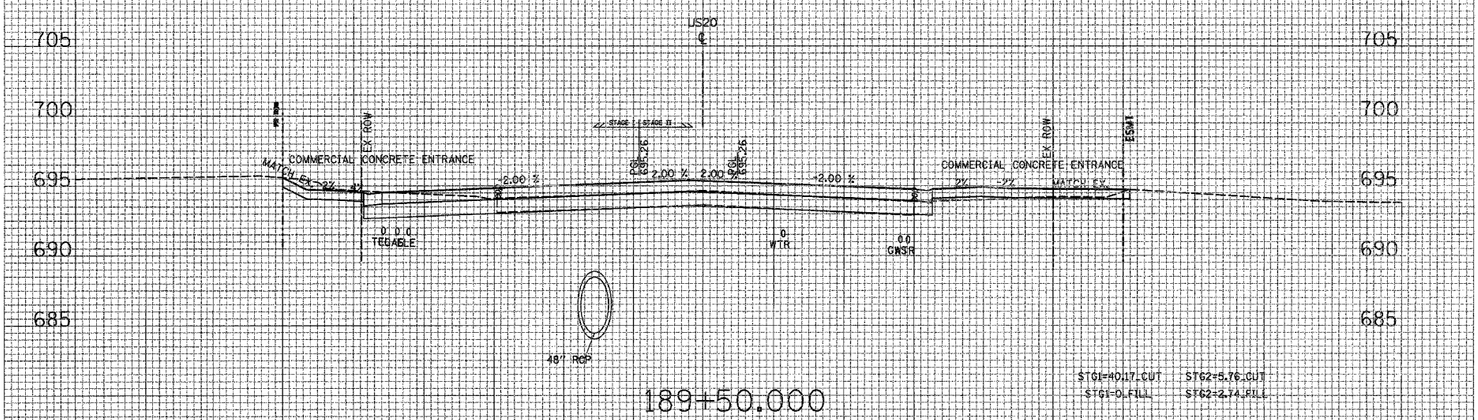
STG1=86.16 CUT STG2=32.76 CUT
STG1=0 FILL STG2=3.16 FILL



STG1=68.37 CUT STG2=34.77 CUT
STG1=0 FILL STG2=5.31 FILL



STG1=46.4 CUT STG2=20.58 CUT
STG1=0 FILL STG2=8.99 FILL

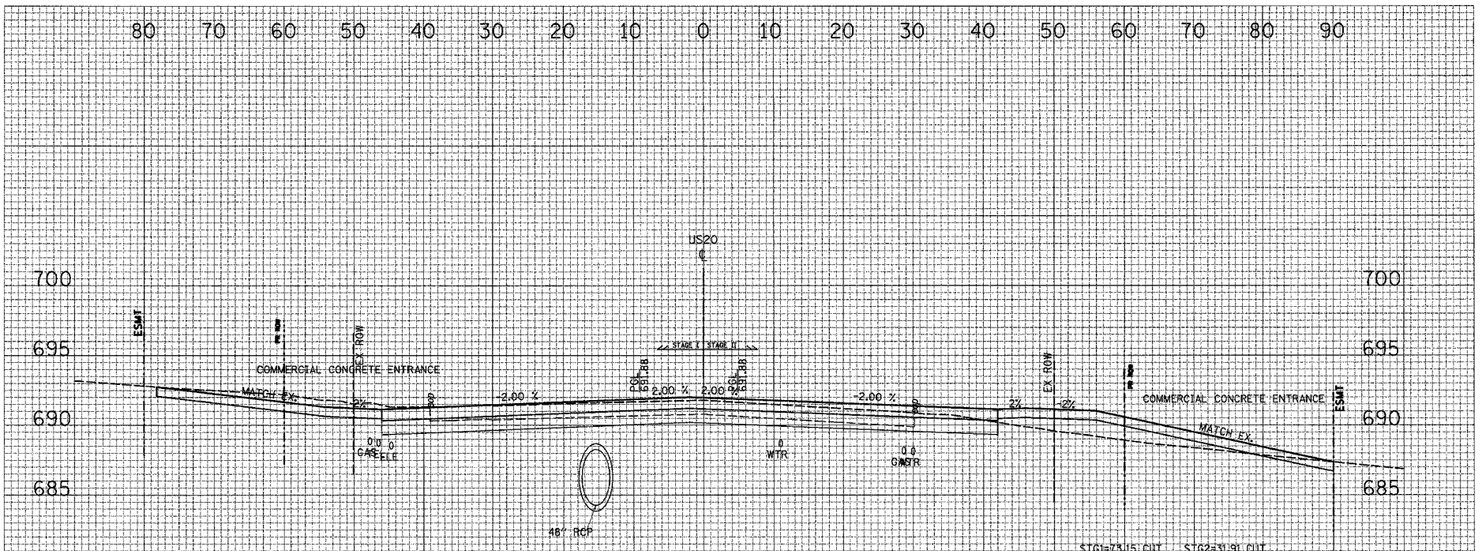


STG1=40.17 CUT STG2=5.76 CUT
STG1=0 FILL STG2=2.74 FILL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	345

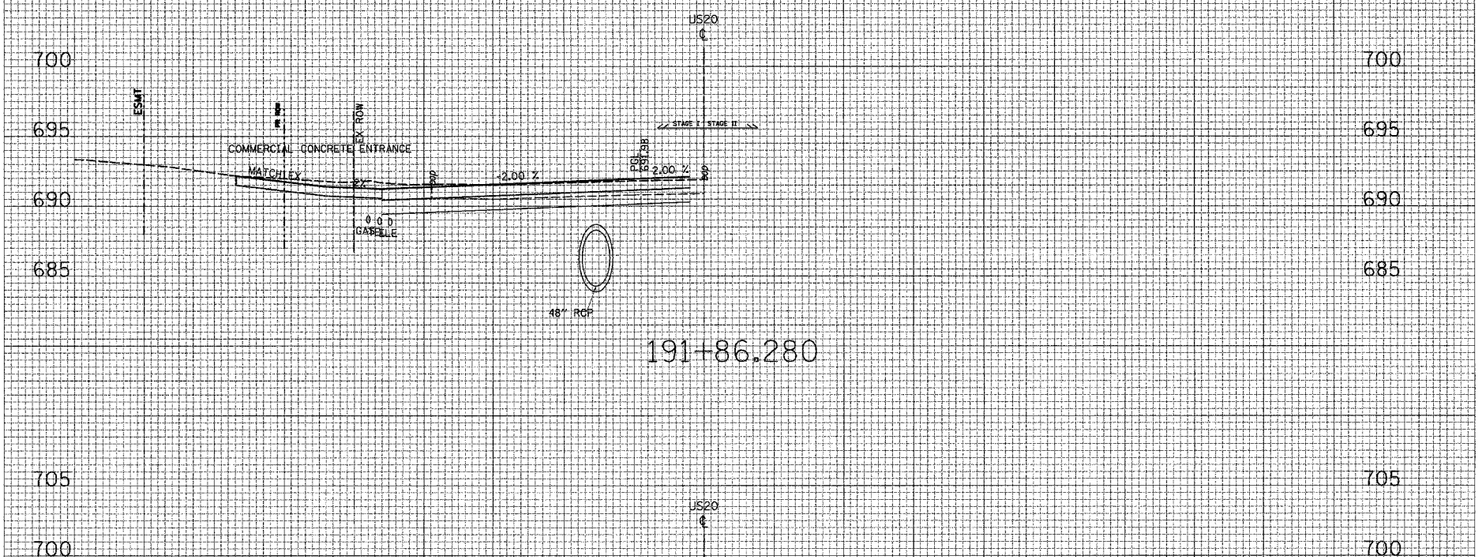
STA. 189+50 TO STA. 191+00 | ILLINOIS | FED. AID PROJECT

FED. ROAD DIST. NO. | CONTRACT NO. 62225 | US 20 / LAKE ST

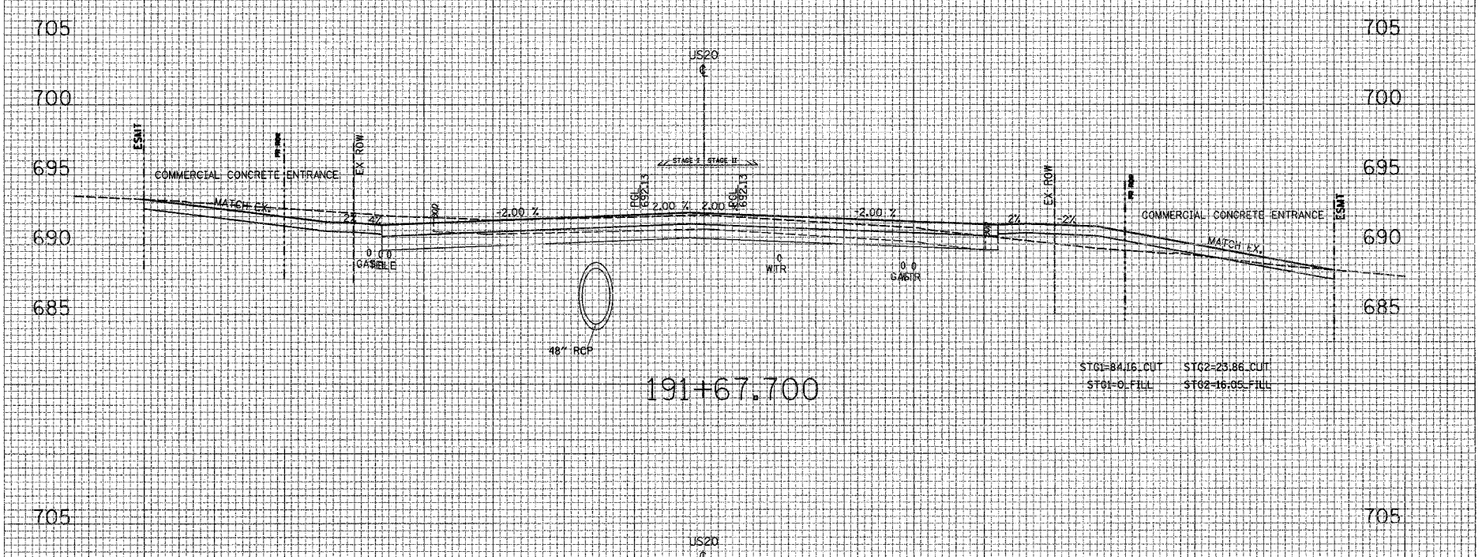


192+00.000

STG1=73.15 CUT STG2=31.91 CUT
STG1=0 FILL STG2=24.92 FILL

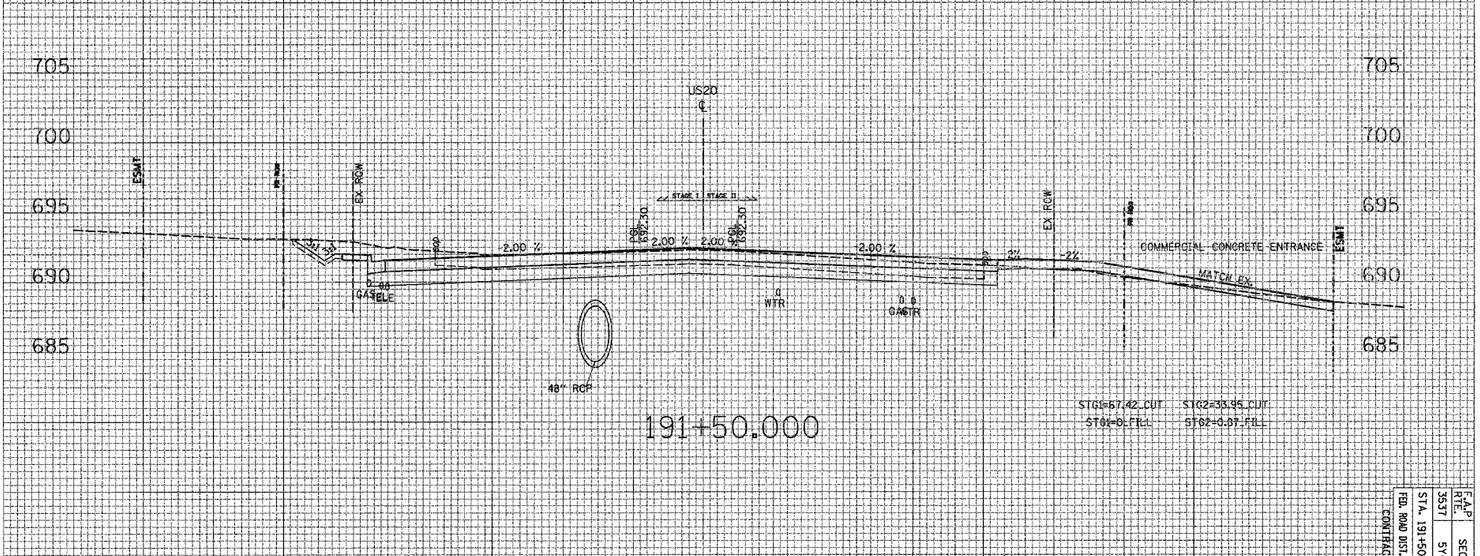


191+86.280



191+67.700

STG1=84.16 CUT STG2=23.86 CUT
STG1=0 FILL STG2=16.05 FILL

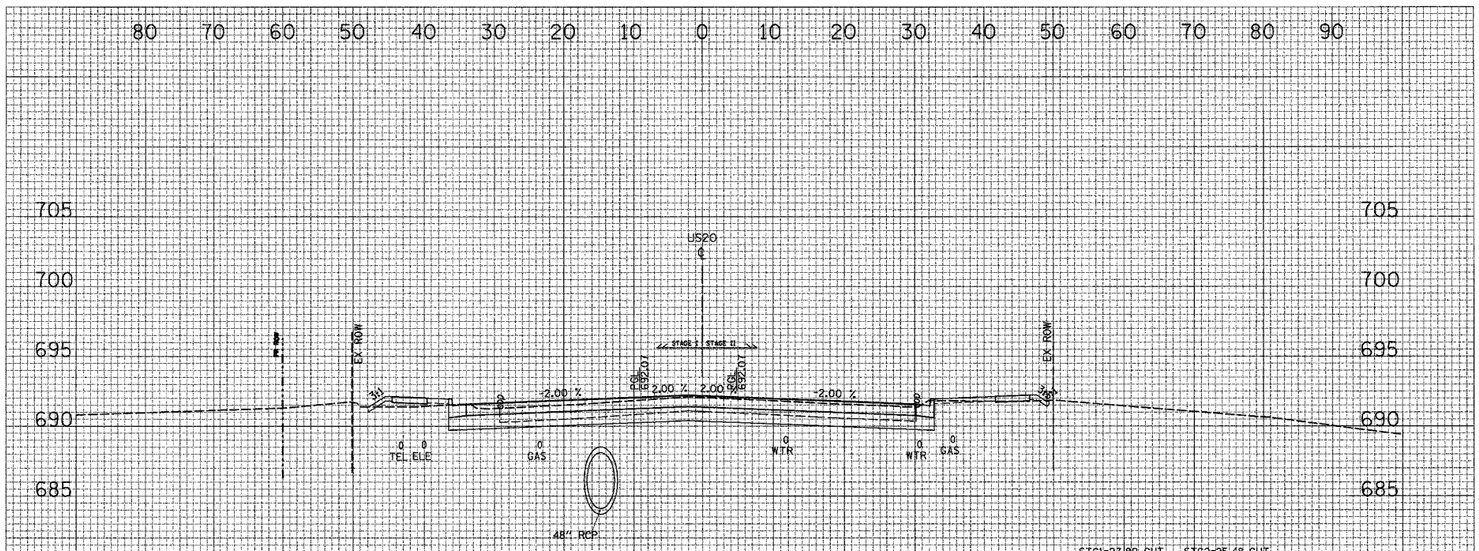


191+50.000

STG1=57.42 CUT STG2=33.95 CUT
STG1=0 FILL STG2=0.07 FILL

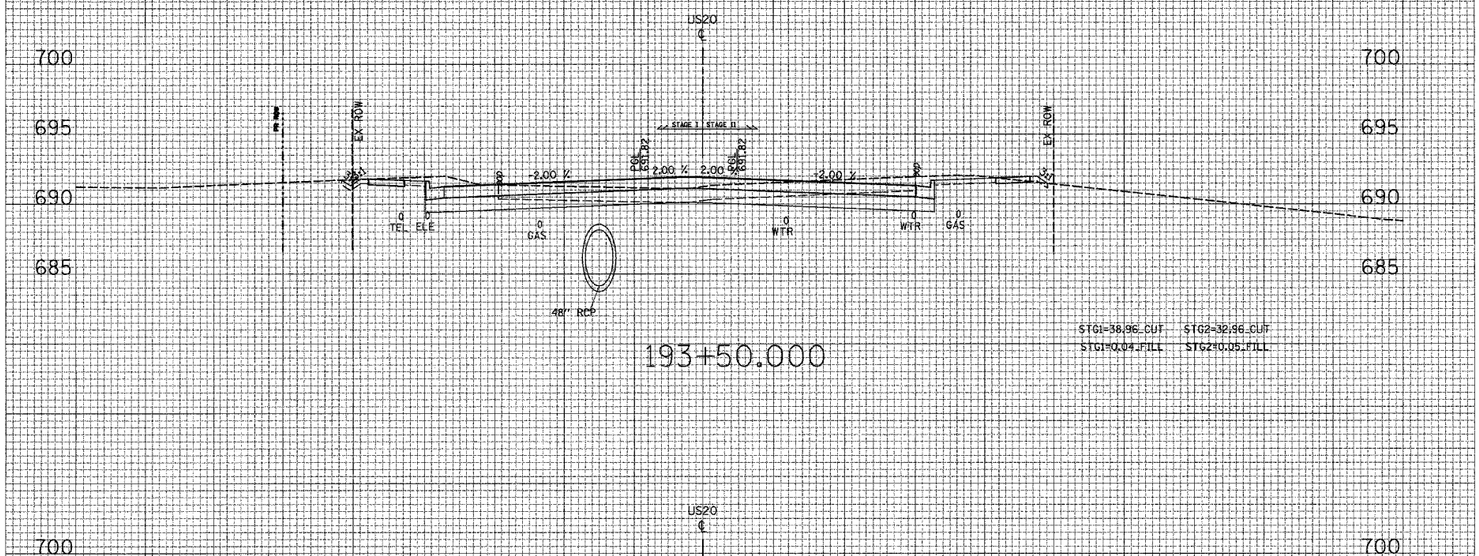
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353T	51-R-4	DUPAGE	392	346

STA. 191+50 TO STA. 192+00
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295 US 20 / LAKE ST



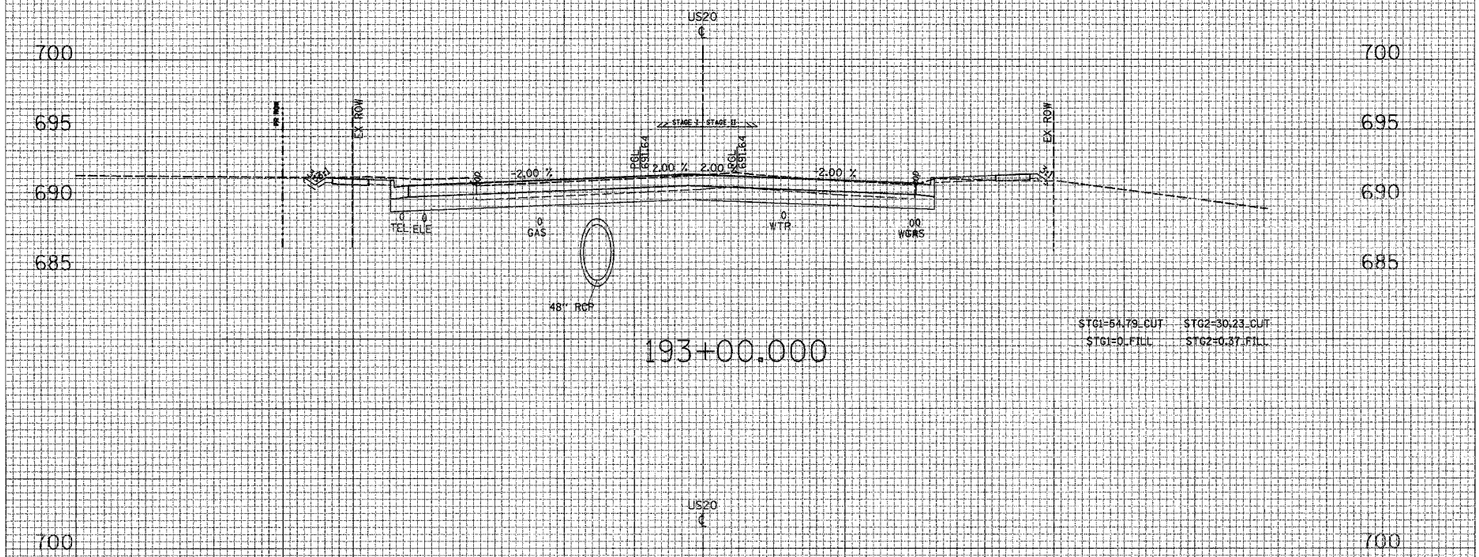
194+00.000

STG1=27.09_CUT STG2=25.48_CUT
STG1=2.49_FILL STG2=0.11_FILL



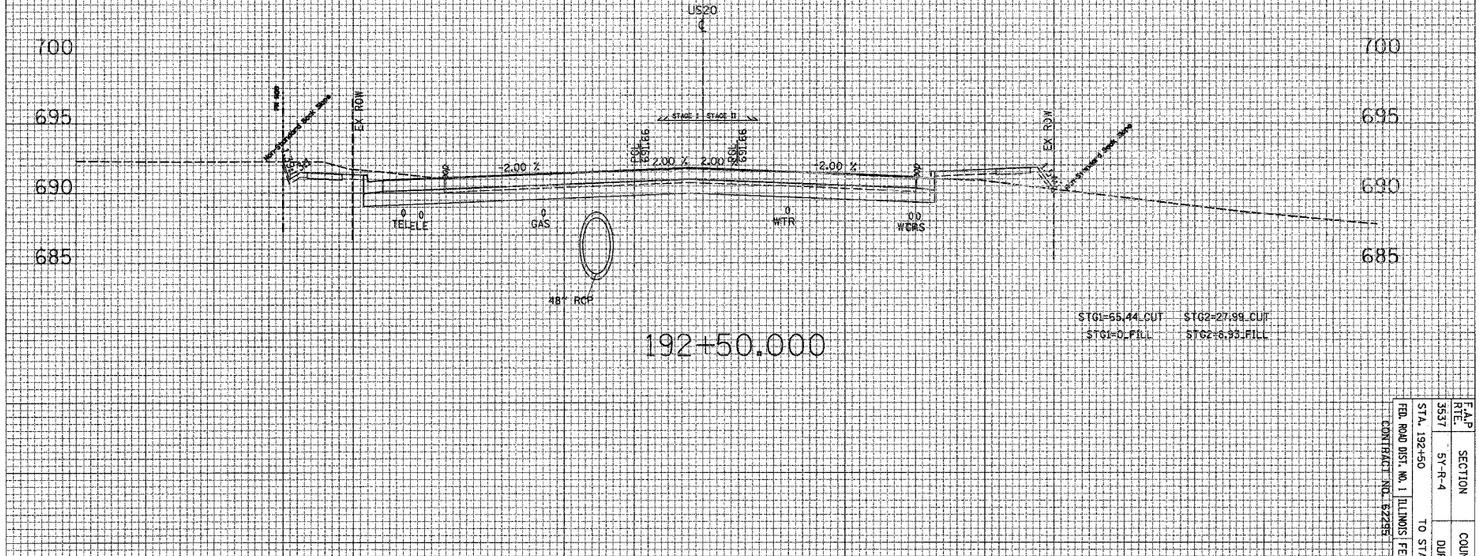
193+50.000

STG1=38.96_CUT STG2=32.96_CUT
STG1=0.04_FILL STG2=0.05_FILL



193+00.000

STG1=54.79_CUT STG2=30.23_CUT
STG1=0_FILL STG2=0.37_FILL

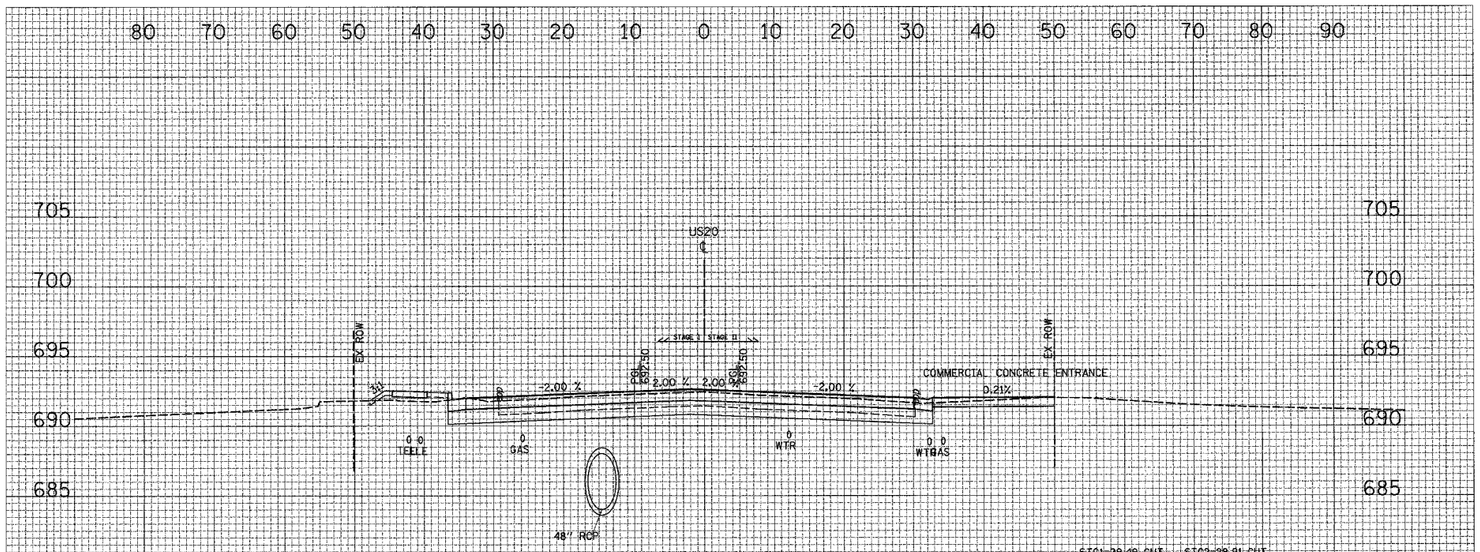


192+50.000

STG1=65.44_CUT STG2=27.59_CUT
STG1=0_FILL STG2=6.93_FILL

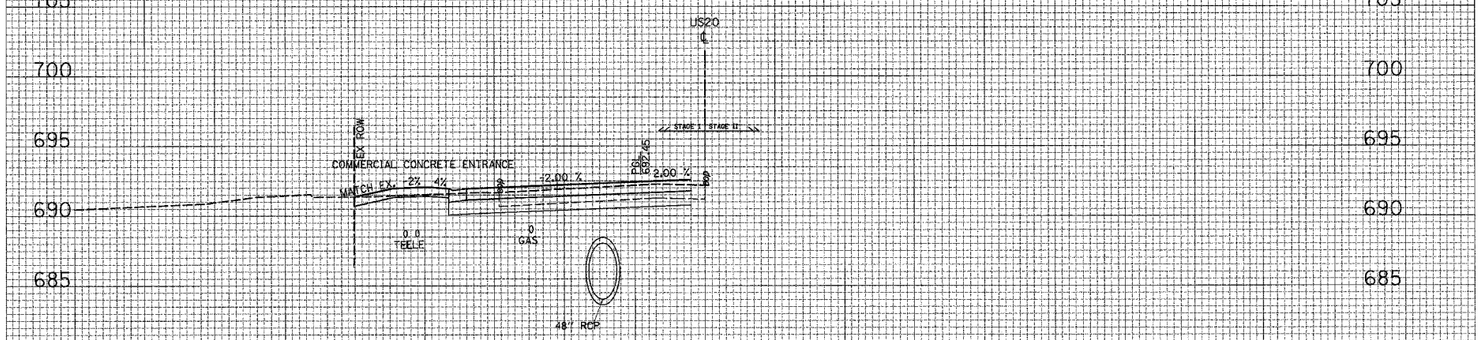
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	34

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT
CONTRACT NO. 92755 | US 20 / LAKE ST.
STA. 192+50 TO STA. 194+00

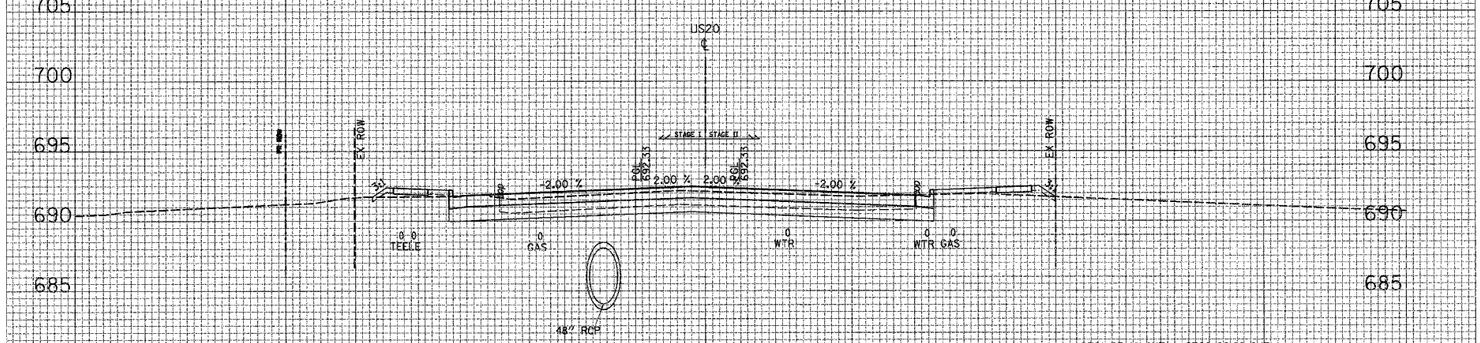


195+00.000

STG1=29.49 CUT STG2=28.91 CUT
STG1=2.82 FILL STG2=0 FILL

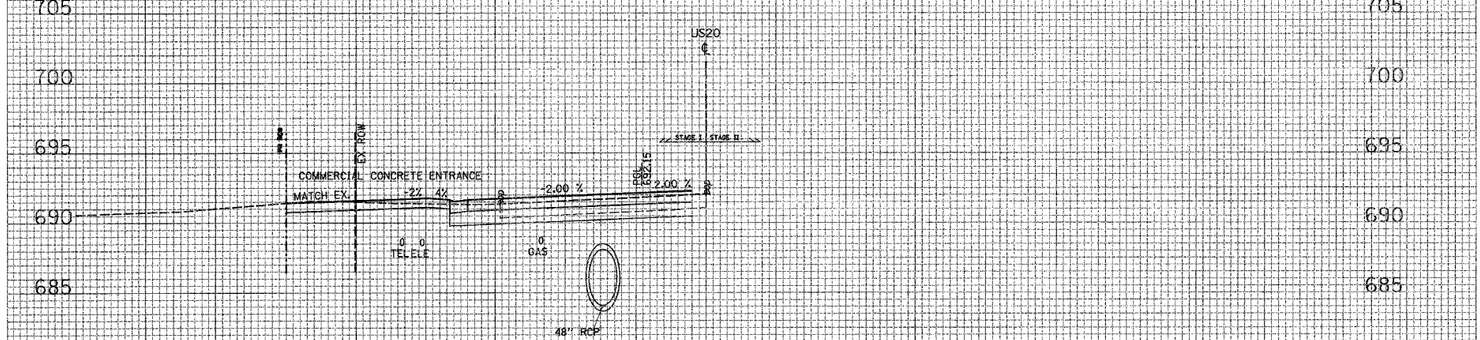


194+75.680



194+50.000

STG1=27.46 CUT STG2=22.22 CUT
STG1=1.17 FILL STG2=1.96 FILL



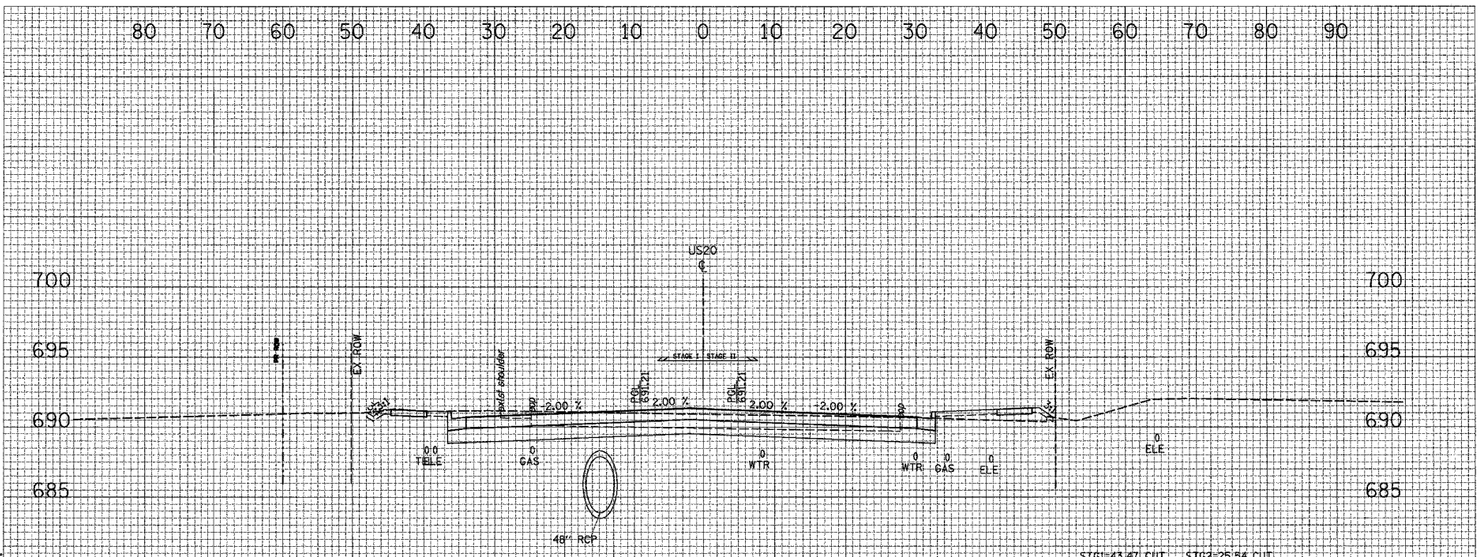
194+14.910

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET
353T	SY-R-4	DUPAGE	392	45

STA. 194+14 TO STA. 195+00 | FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

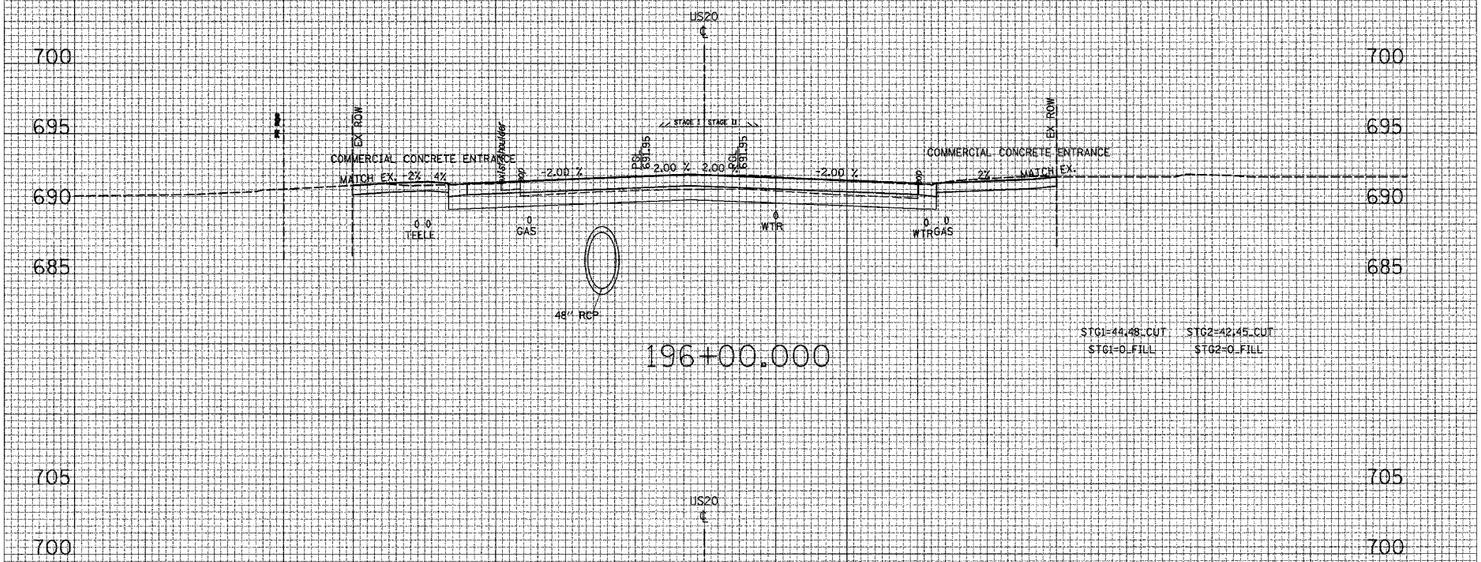
CONTRACT NO. 62295 | US 20 / LEMOYNE ST

SHEET 45 OF 60



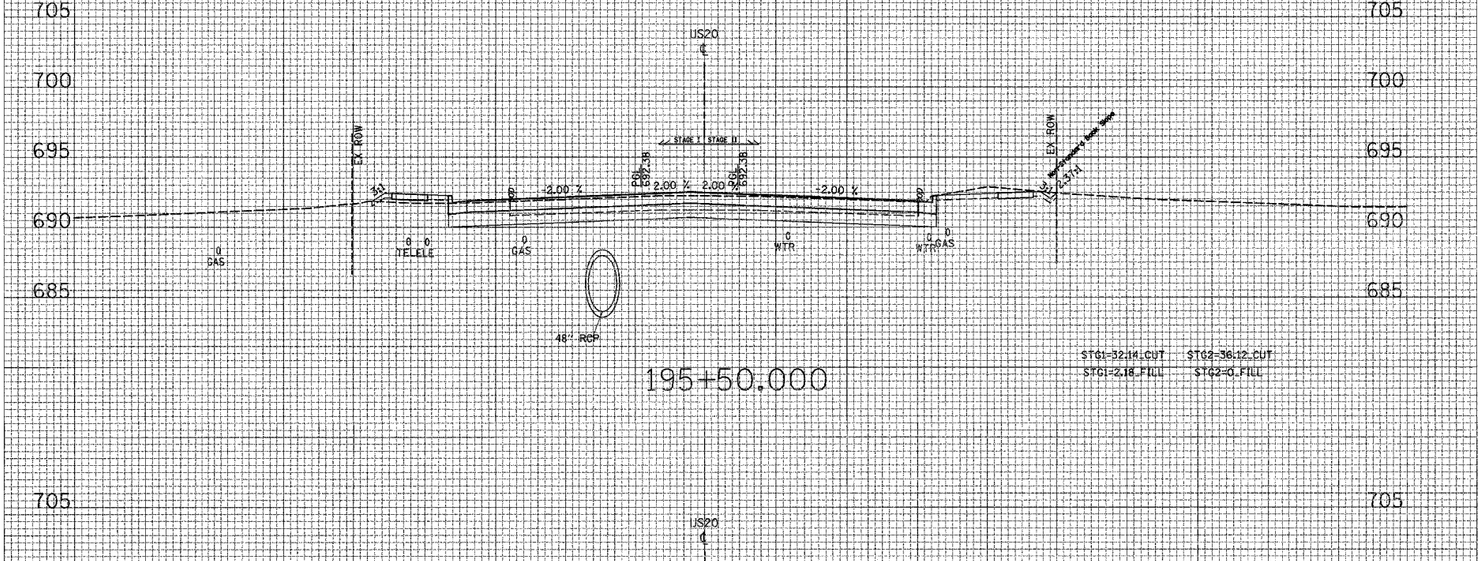
196+50.000

STG1=43.47 CUT STG2=25.54 CUT
STG1=0 FILL STG2=6.06 FILL



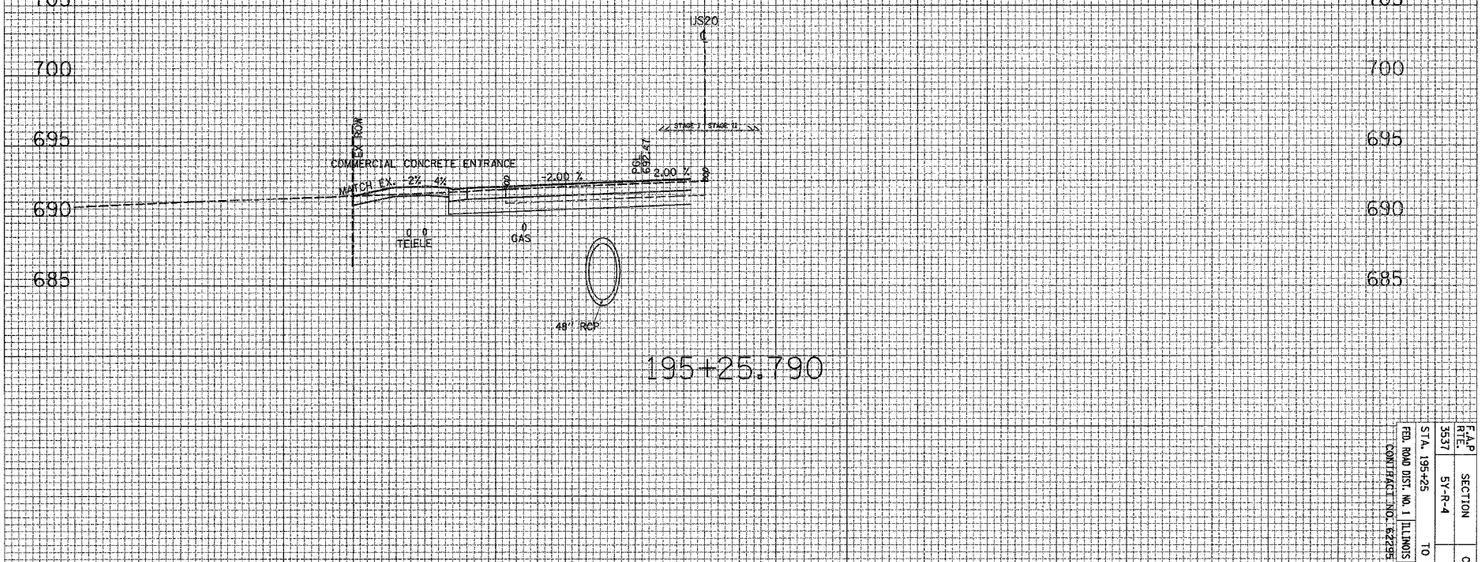
196+00.000

STG1=44.48 CUT STG2=42.45 CUT
STG1=0 FILL STG2=0 FILL



195+50.000

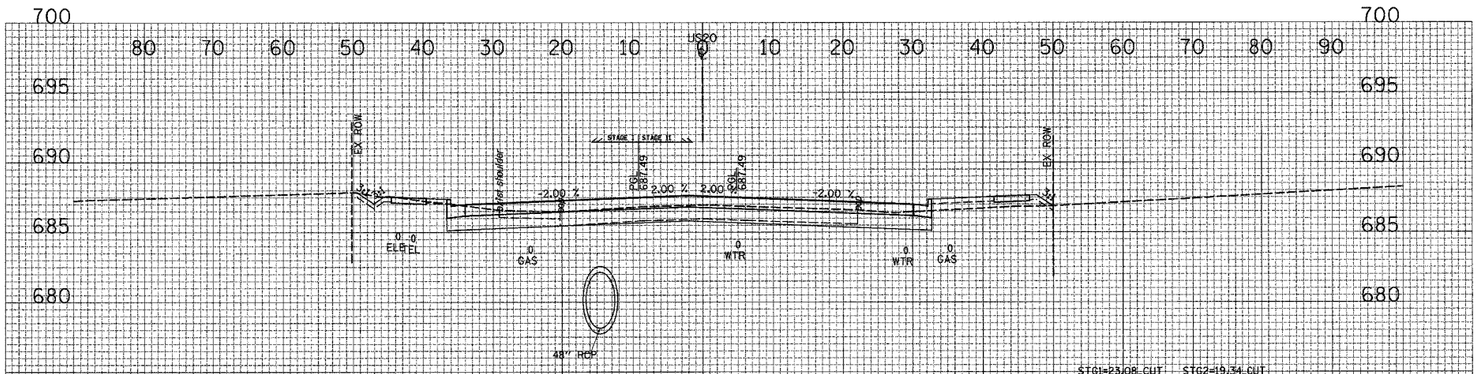
STG1=32.14 CUT STG2=36.12 CUT
STG1=2.18 FILL STG2=0 FILL



195+25.790

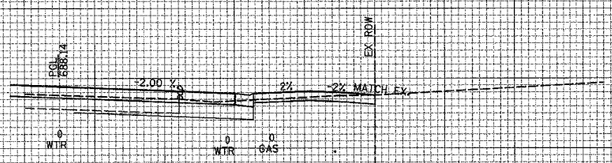
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1537	5Y-R-4	DUPAGE	392	241

STA. 195+25 TO STA. 196+50
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295
IL 20 / LAKE ST

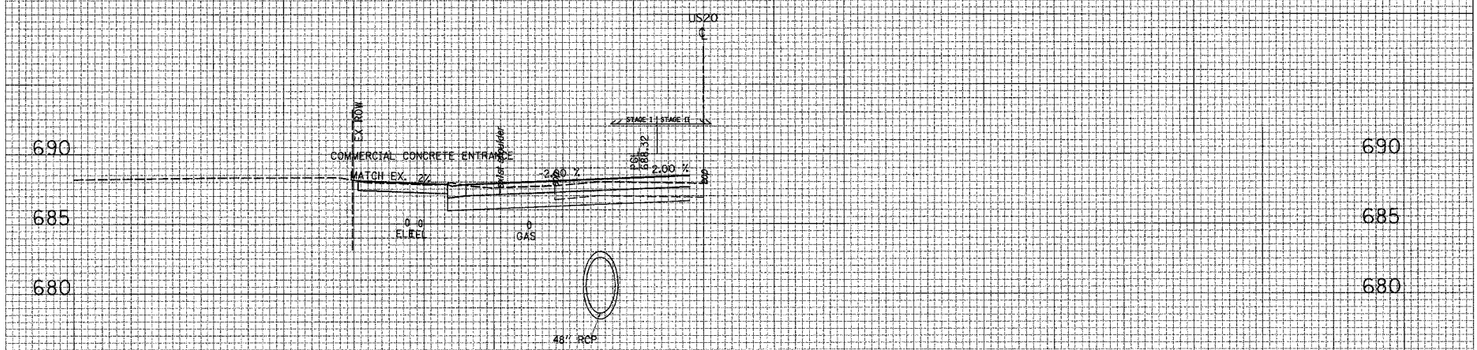


198+00.000

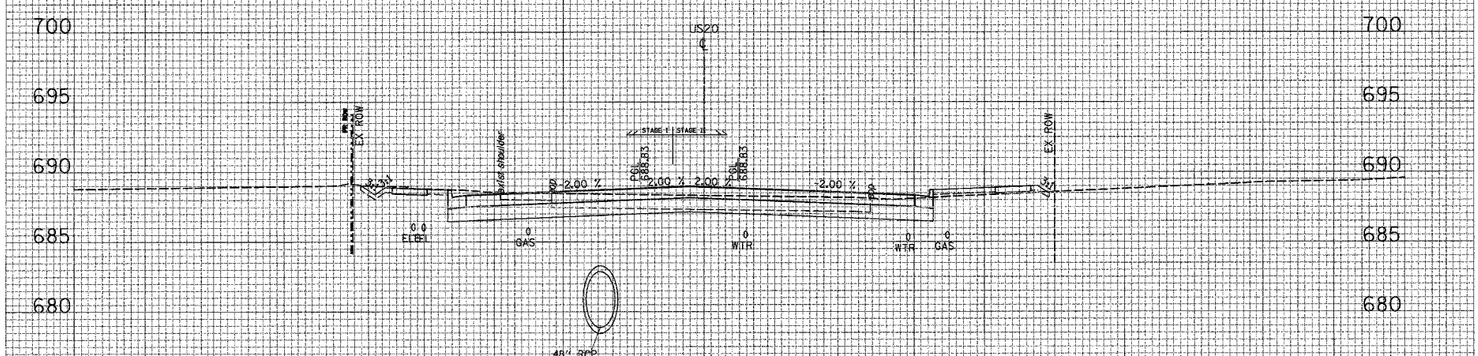
STG1=23.08_CUT STG2=19.34_CUT
STG1=0_FILL STG2=6.88_FILL



197+79.00

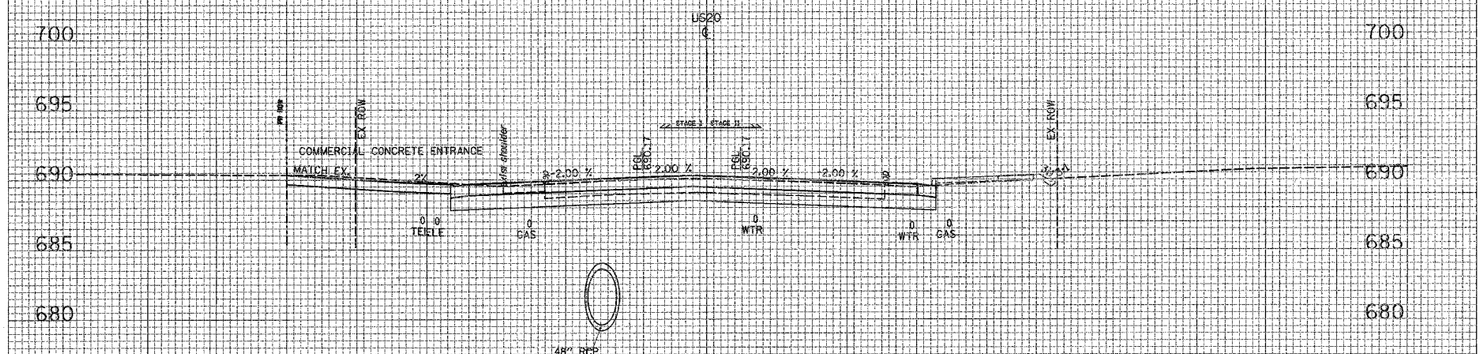


197+68.310



197+50.000

STG1=39.63_CUT STG2=25.18_CUT
STG1=0_FILL STG2=2.19_FILL

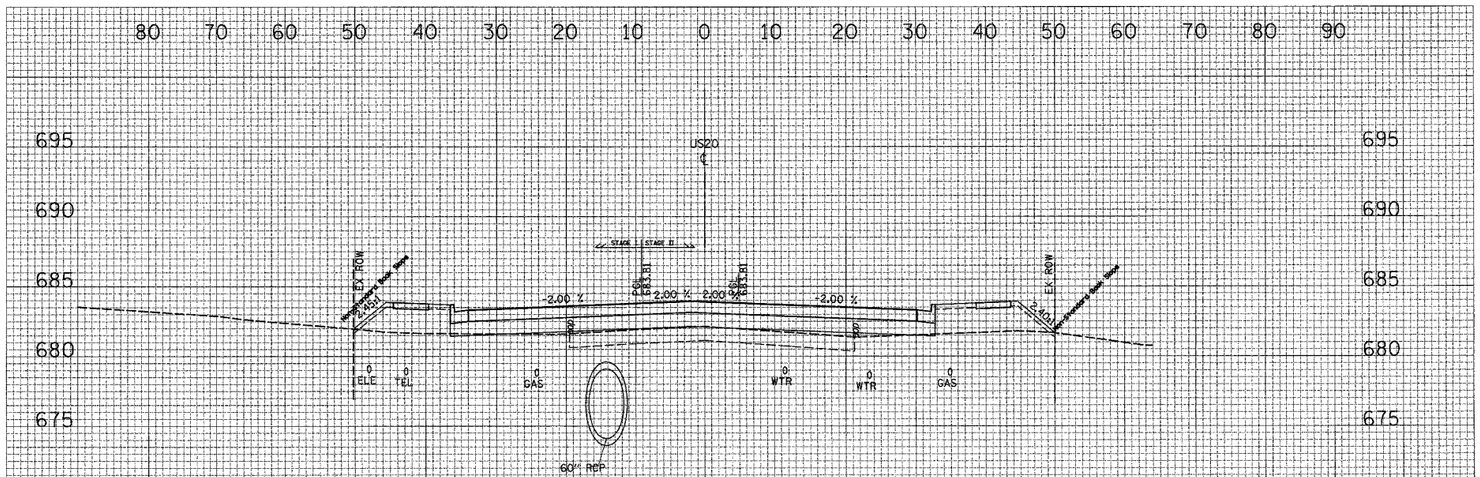


197+00.000

STG1=52.7_CUT STG2=28.88_CUT
STG1=0_FILL STG2=0.91_FILL

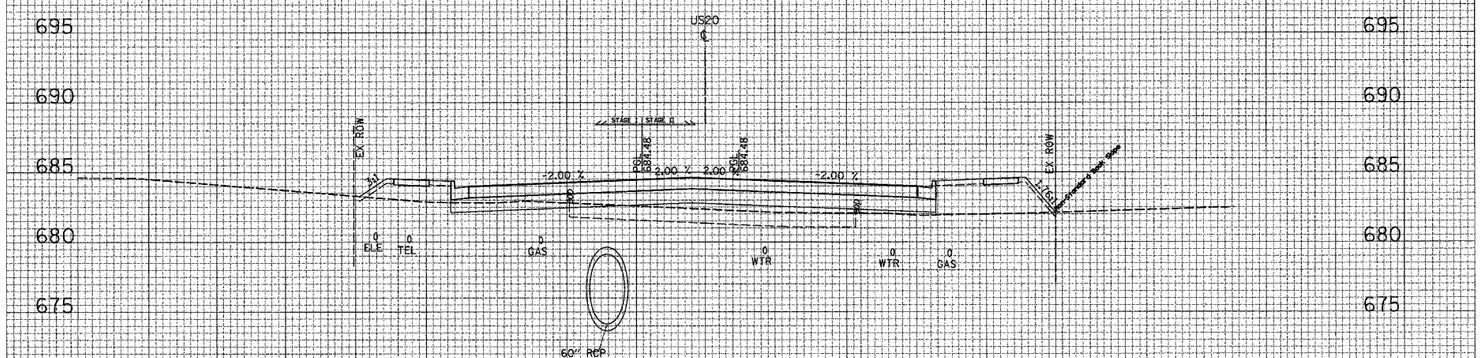
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	51-R-4	DUPAGE	392	376

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
STA. 197+00 TO STA. 198+00
CONTRACT NO. 62235 US 20 / LAKE ST.



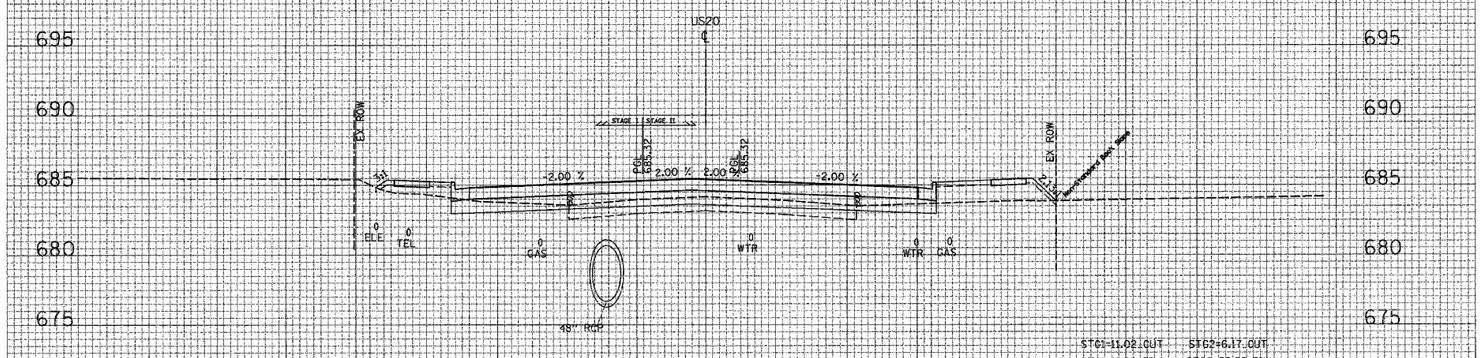
200+00.000

STG1=0.82 CUT STG2=0.39 CUT
STG1=31.73 FILL STG2=59.46 FILL



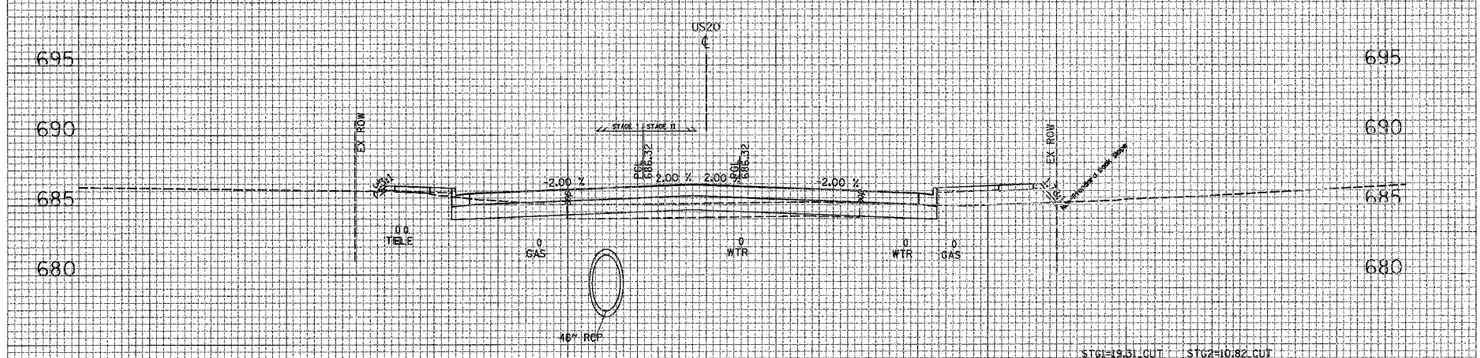
199+50.000

STG1=9.75 CUT STG2=0.1 CUT
STG1=21.12 FILL STG2=76.03 FILL



199+00.000

STG1=11.02 CUT STG2=6.17 CUT
STG1=11.89 FILL STG2=33.55 FILL

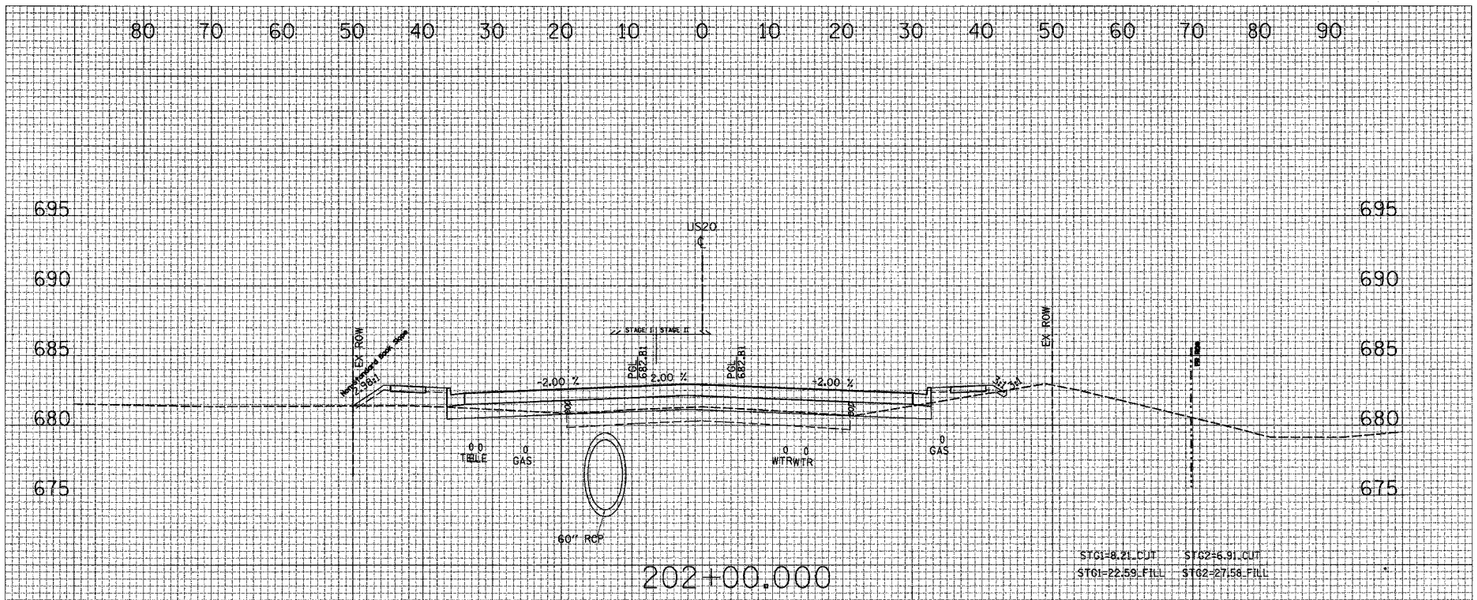


198+50.000

STG1=13.31 CUT STG2=10.82 CUT
STG1=4.69 FILL STG2=25.84 FILL

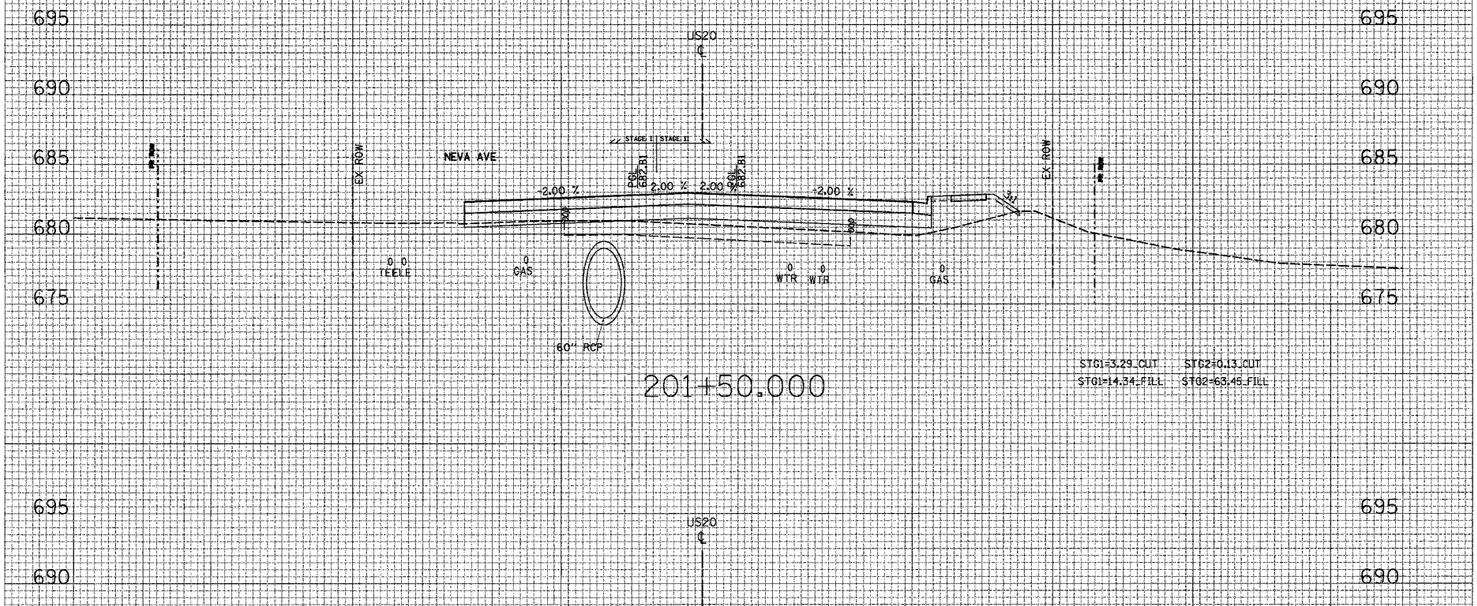
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3557	5Y-R-4	DUPAGE	392	271

STA. 198+50 TO STA. 200+00
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT
CONTRACT NO. 62235 US 20 / LAKE ST.



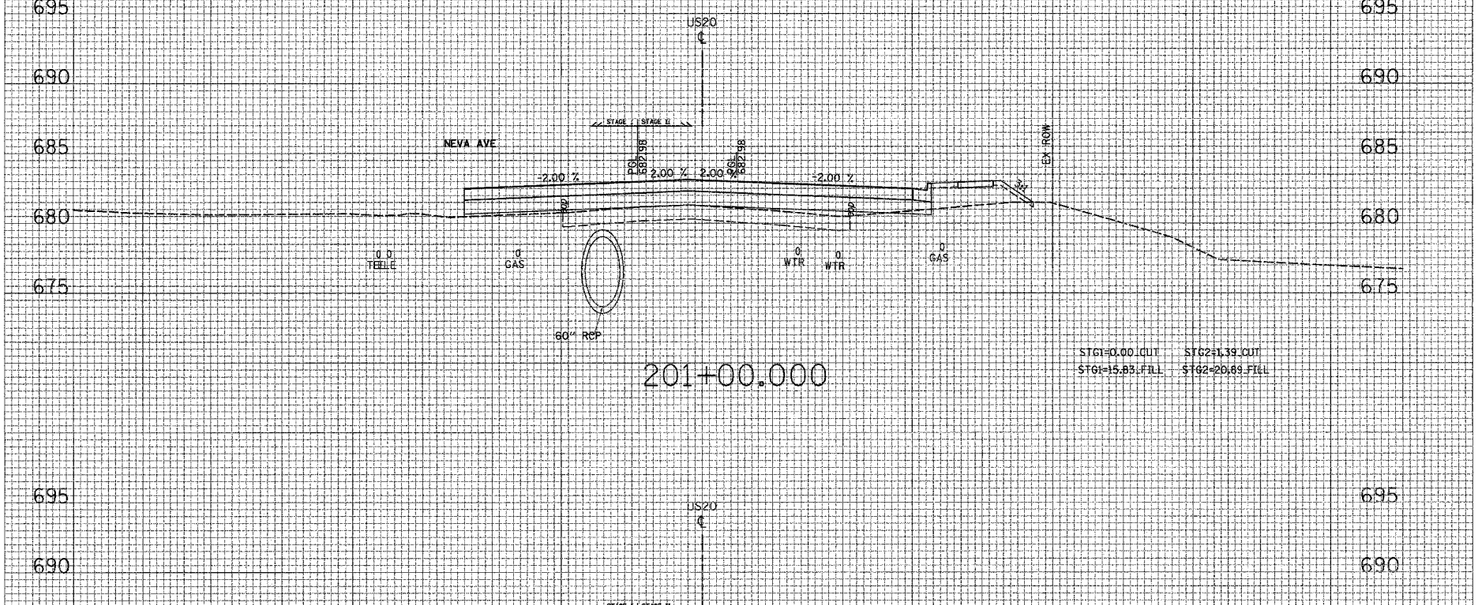
202+00.000

STG1=8.21 CUT STG2=6.91 CUT
STG1=22.59 FILL STG2=27.58 FILL



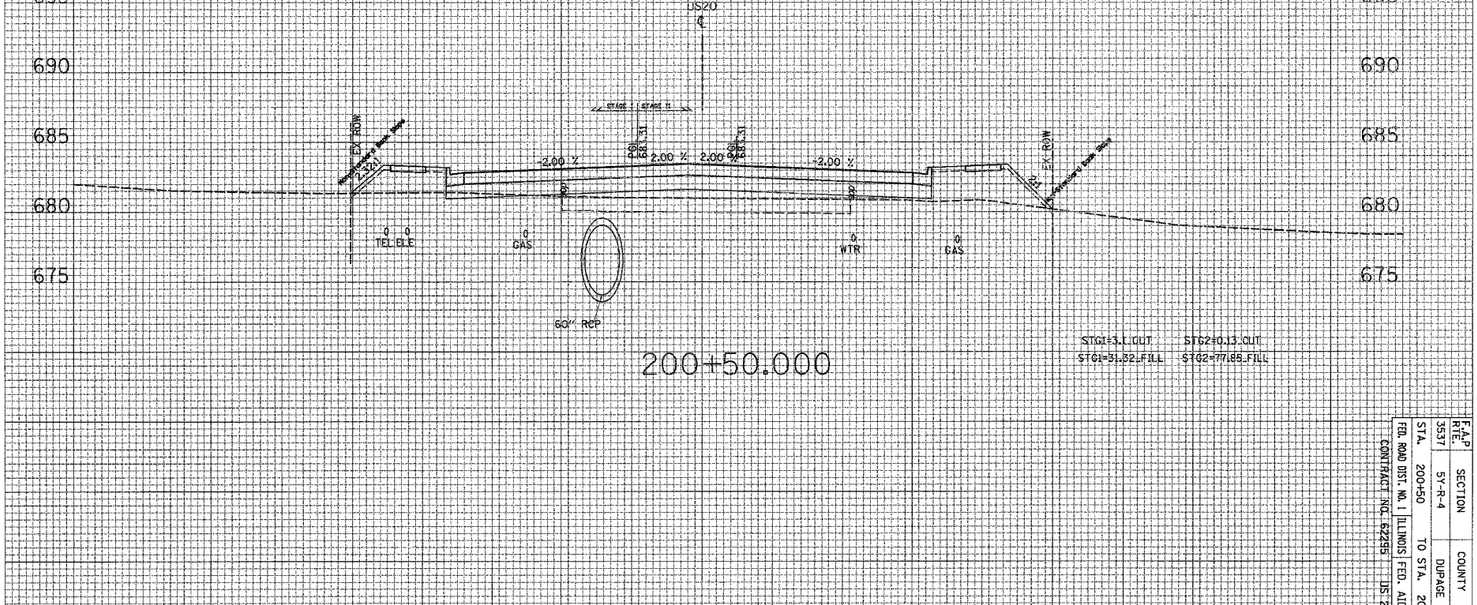
201+50.000

STG1=3.29 CUT STG2=0.13 CUT
STG1=14.34 FILL STG2=63.46 FILL



201+00.000

STG1=0.00 CUT STG2=1.39 CUT
STG1=15.83 FILL STG2=20.69 FILL

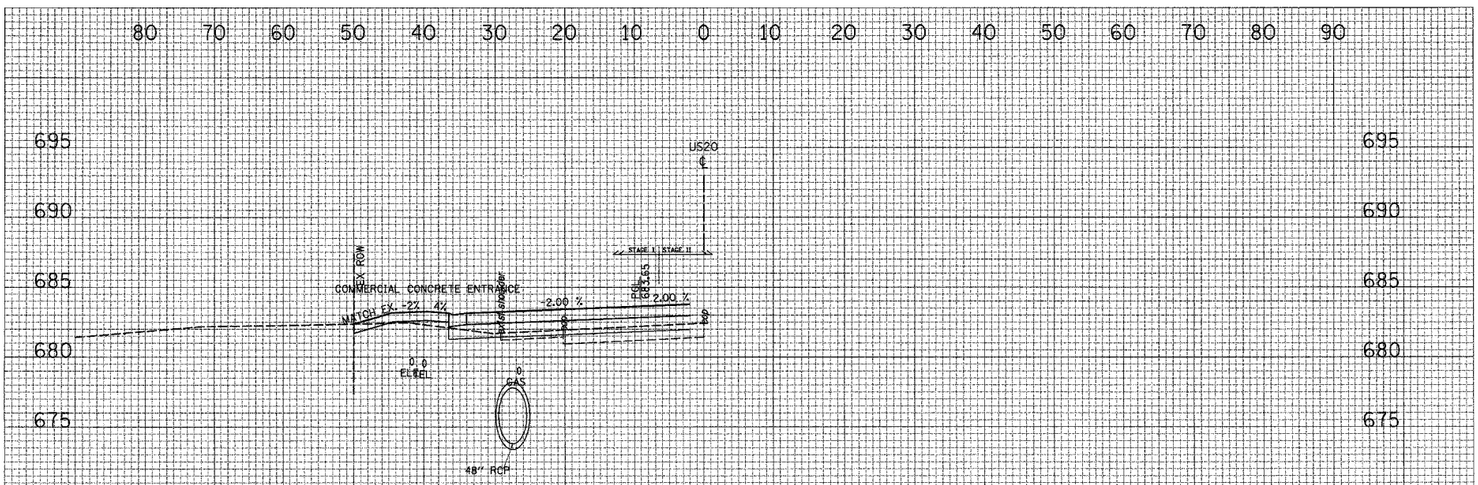


200+50.000

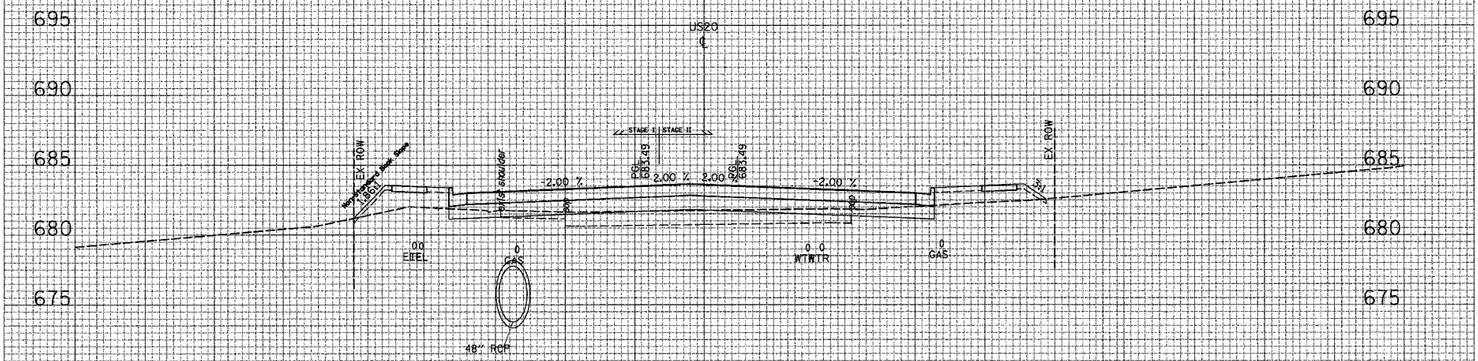
STG1=3.1 CUT STG2=0.13 CUT
STG1=31.52 FILL STG2=77.65 FILL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3557	5Y-R-4	DUPAGE	392	372

STA. 200+50 TO STA. 202+00
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62235 US 20 / LAKE ST

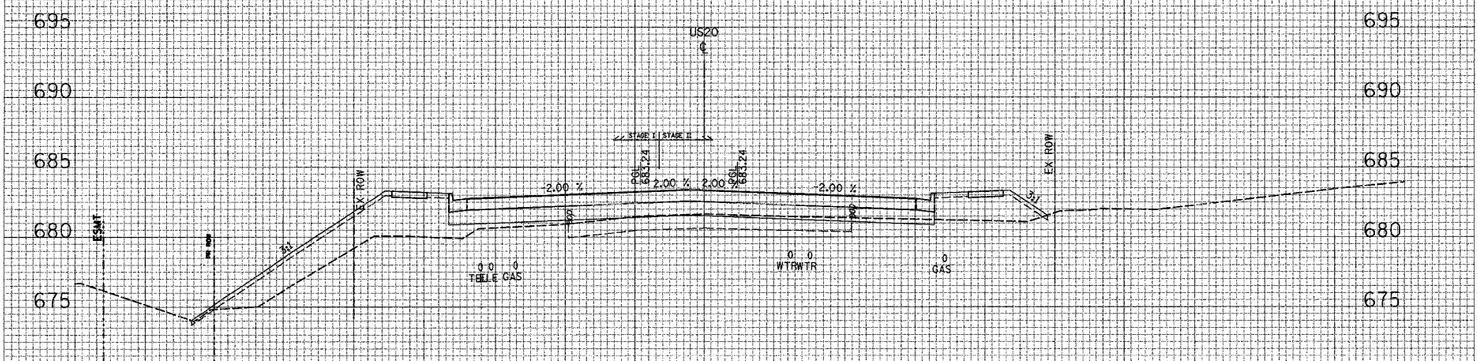


203+80.170



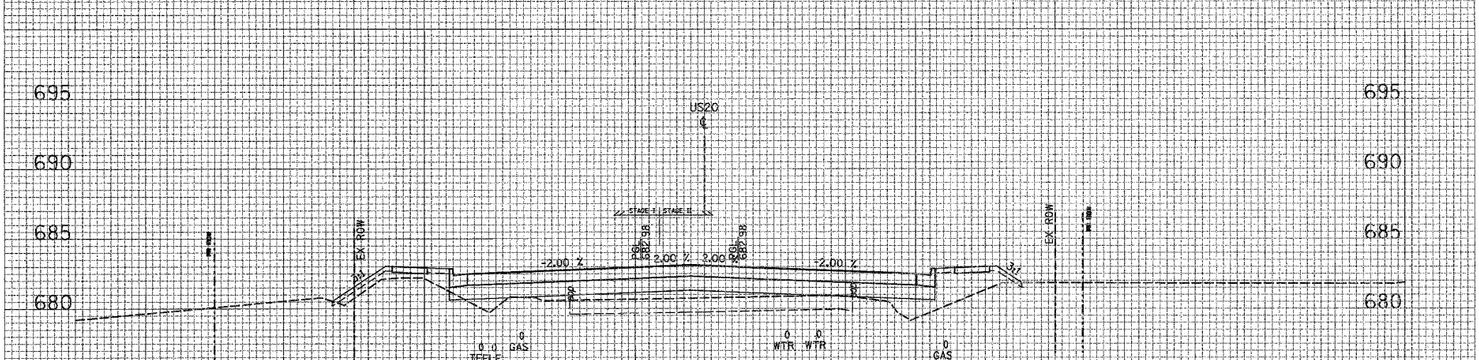
STG1=4.41_CUT STG2=8.35_CUT
STG1=27.51_FILL STG2=34.5_FILL

203+50.000



STG1=0.51_CUT STG2=3.86_CUT
STG1=92.71_FILL STG2=46.23_FILL

203+00.000



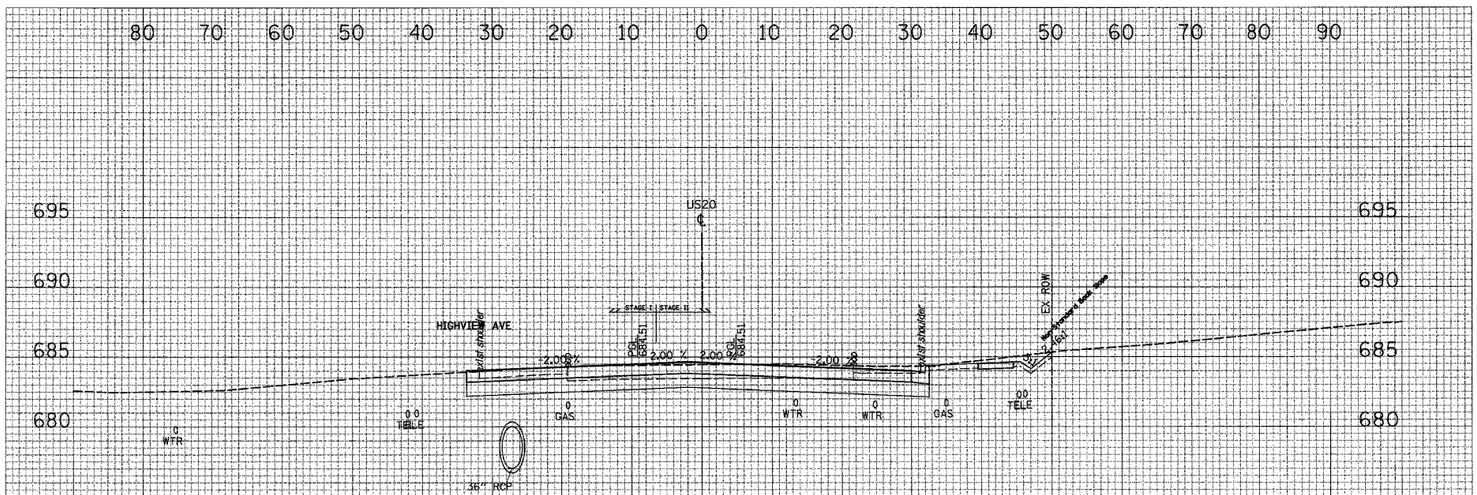
STG1=0.83_CUT STG2=0.17_CUT
STG1=31.61_FILL STG2=60.22_FILL

202+50.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	373

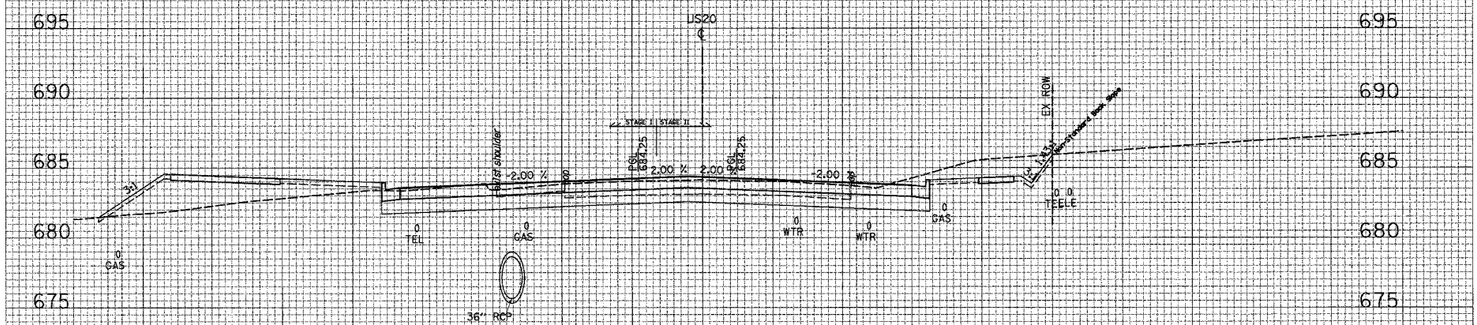
STA. 202+50 TO STA. 203+80
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT
CONTRACT NO. 62295 | US 20 / LAKE ST.

SHEET 50 OF 60



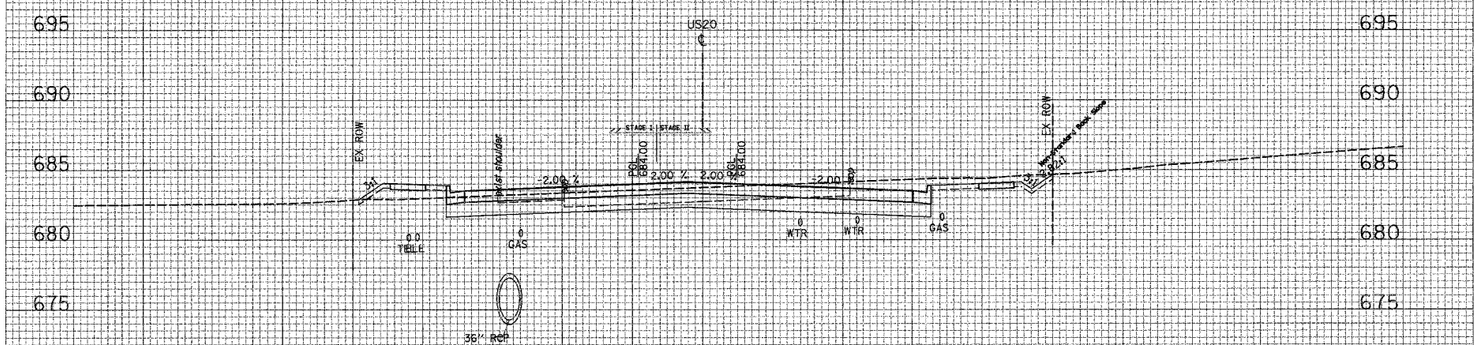
205+50.000

STG1=29.11_CUT STG2=47.74_CUT
STG1=0.04_FILL STG2=0_FILL



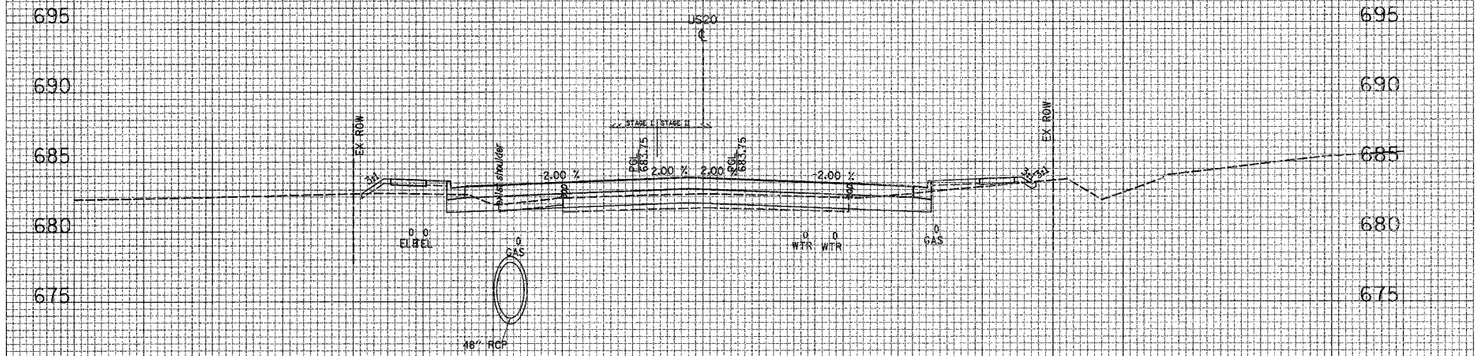
205+00.000

STG1=46.03_CUT STG2=65.52_CUT
STG1=46.77_FILL STG2=0_FILL



204+50.000

STG1=23.85_CUT STG2=61.54_CUT
STG1=6.83_FILL STG2=0_FILL



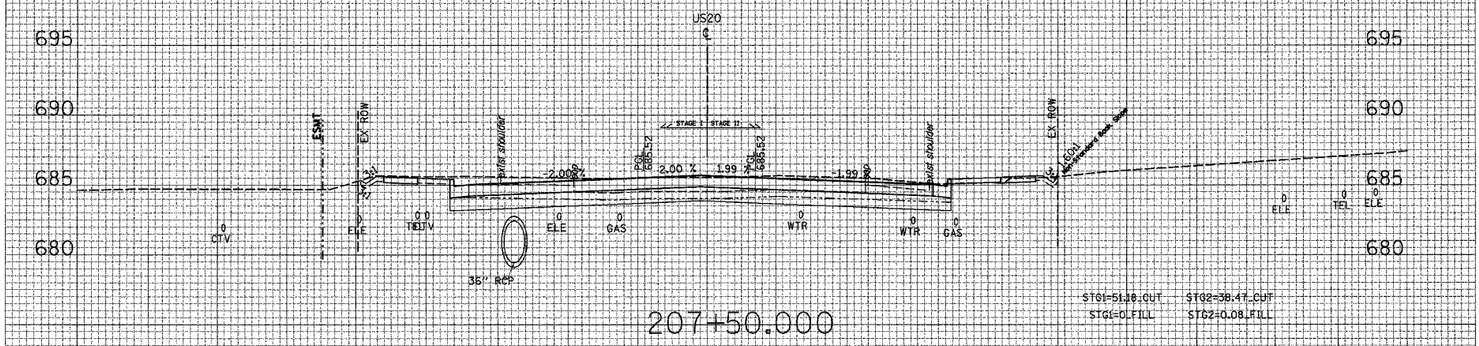
204+00.000

STG1=7.89_CUT STG2=13.47_CUT
STG1=10.94_FILL STG2=10.42_FILL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	SY-R-4	DUPAGE	392	51

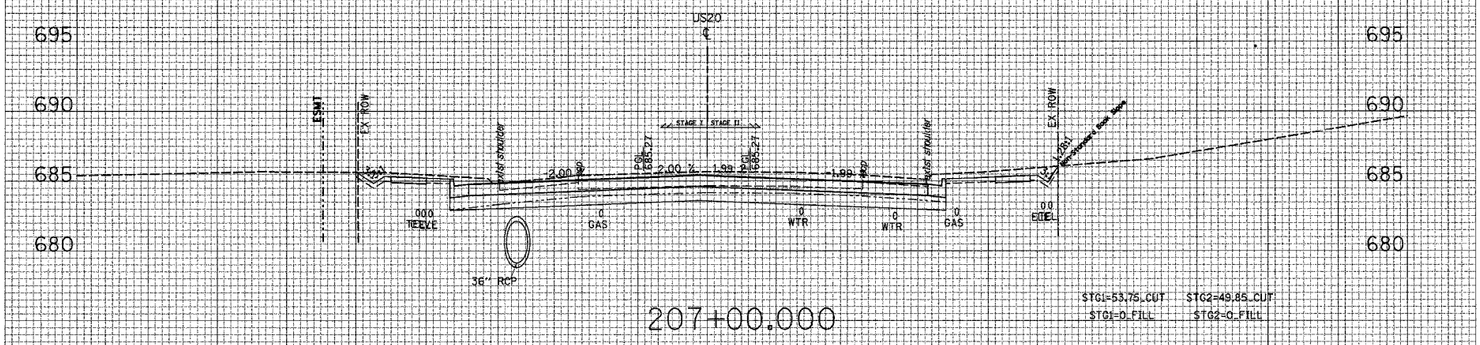
RTE. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62795 US 20 / LAKE ST.
STA. 204+00 TO STA. 205+50

SHEET 51 OF 60



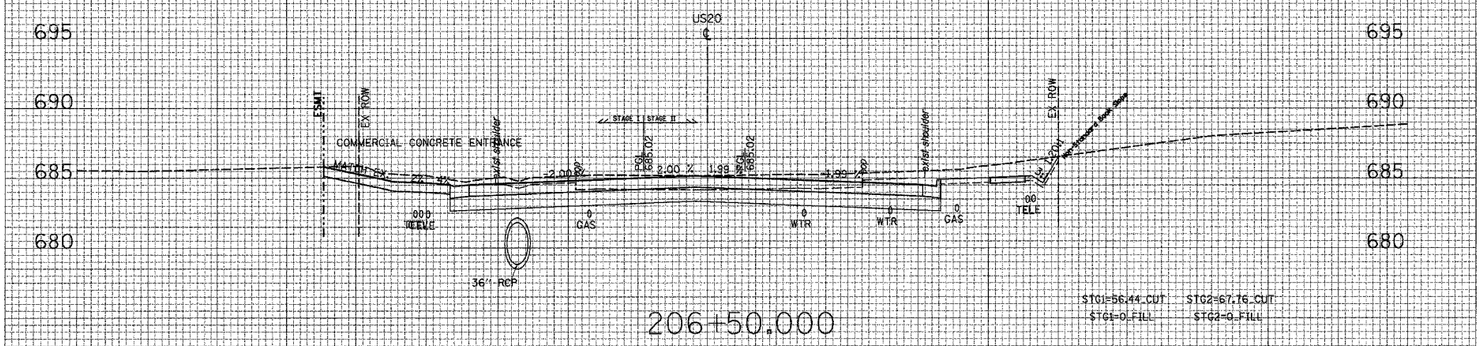
207+50.000

STG1=51.18 CUT STG2=38.47 CUT
STG1=0 FILL STG2=0.08 FILL



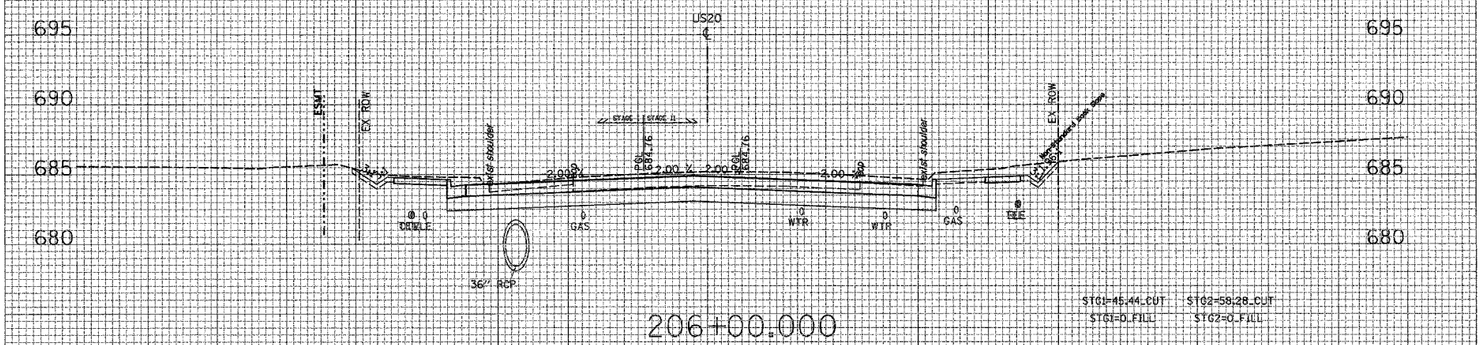
207+00.000

STG1=53.75 CUT STG2=49.85 CUT
STG1=0 FILL STG2=0 FILL



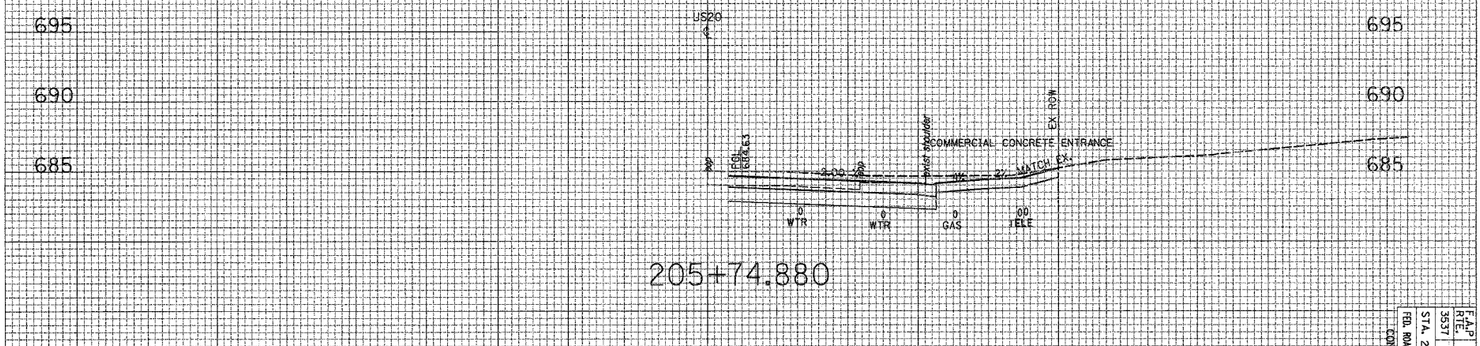
206+50.000

STG1=56.44 CUT STG2=67.76 CUT
STG1=0 FILL STG2=0 FILL



206+00.000

STG1=45.44 CUT STG2=58.28 CUT
STG1=0 FILL STG2=0 FILL



205+74.880

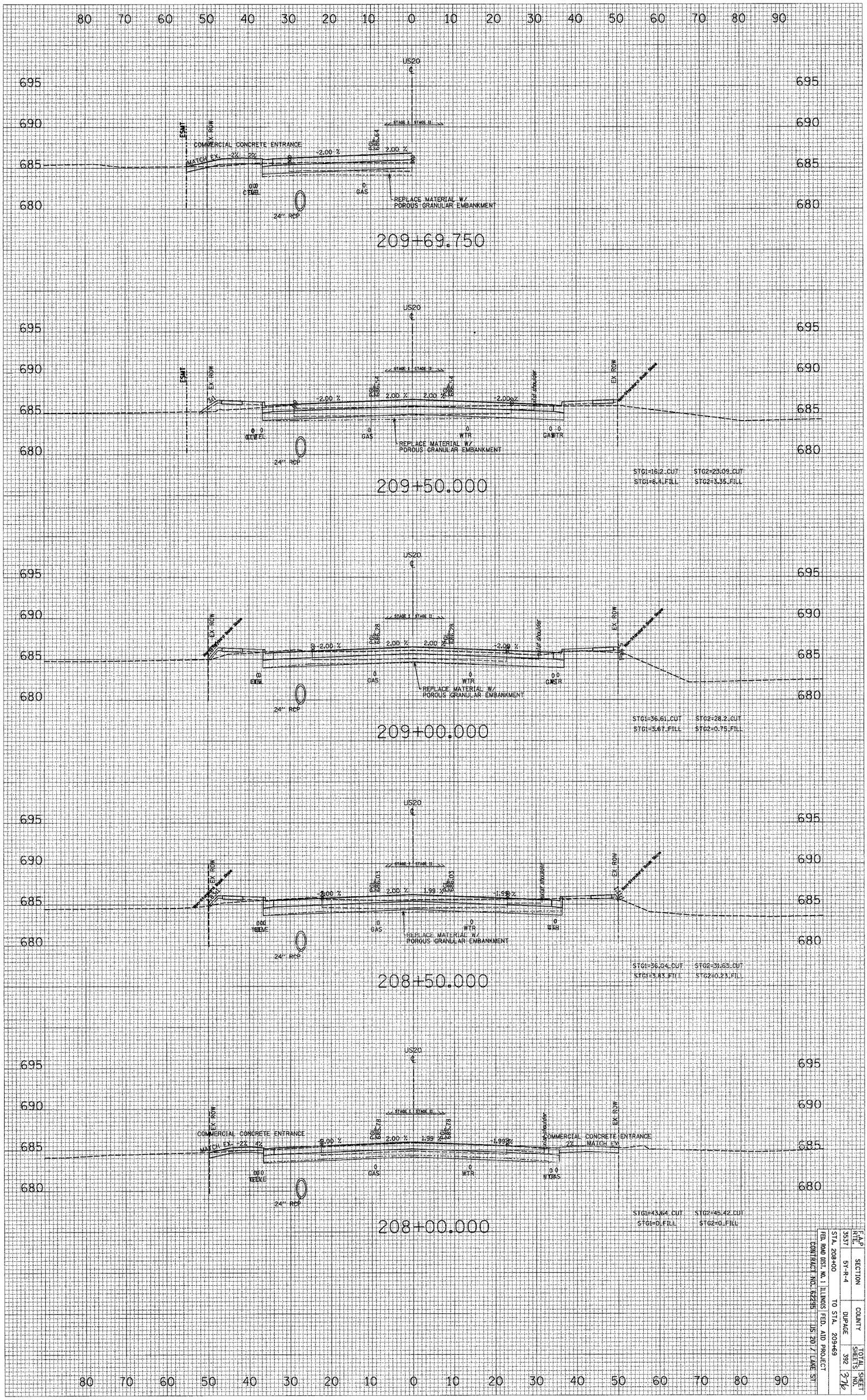
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	51-R-4	DUPAGE	392	215

STA. 205+74 TO STA. 207+50

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

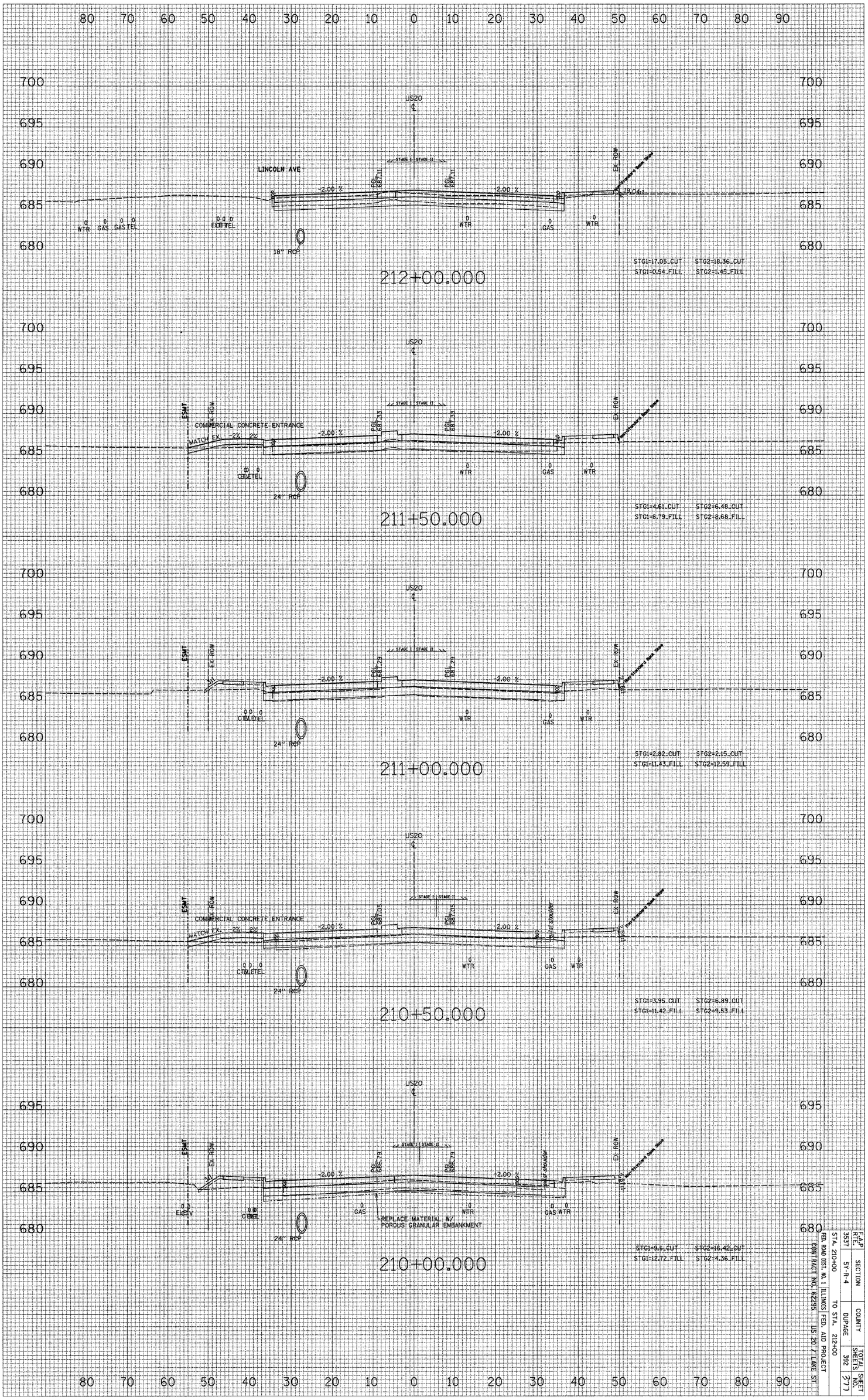
CONTRACT NO. 62258 US 20 / LAKE ST.

SHEET 52 OF 60



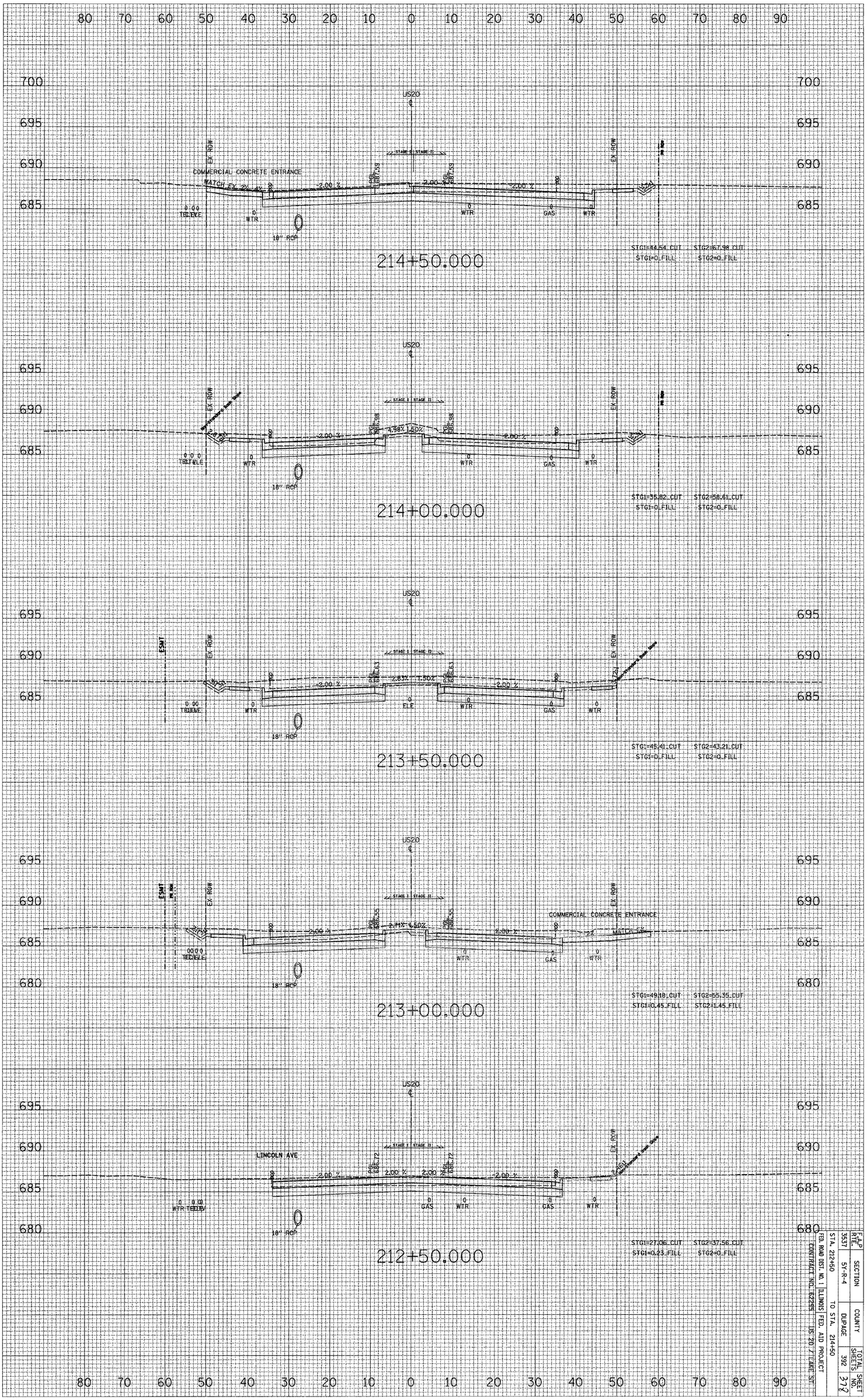
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
355T	5Y-R-4	DUPAGE	392	276

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
STA. 208+00 TO STA. 209+69
CONTRACT NO. 62235 US 20 / LAKE ST



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	217

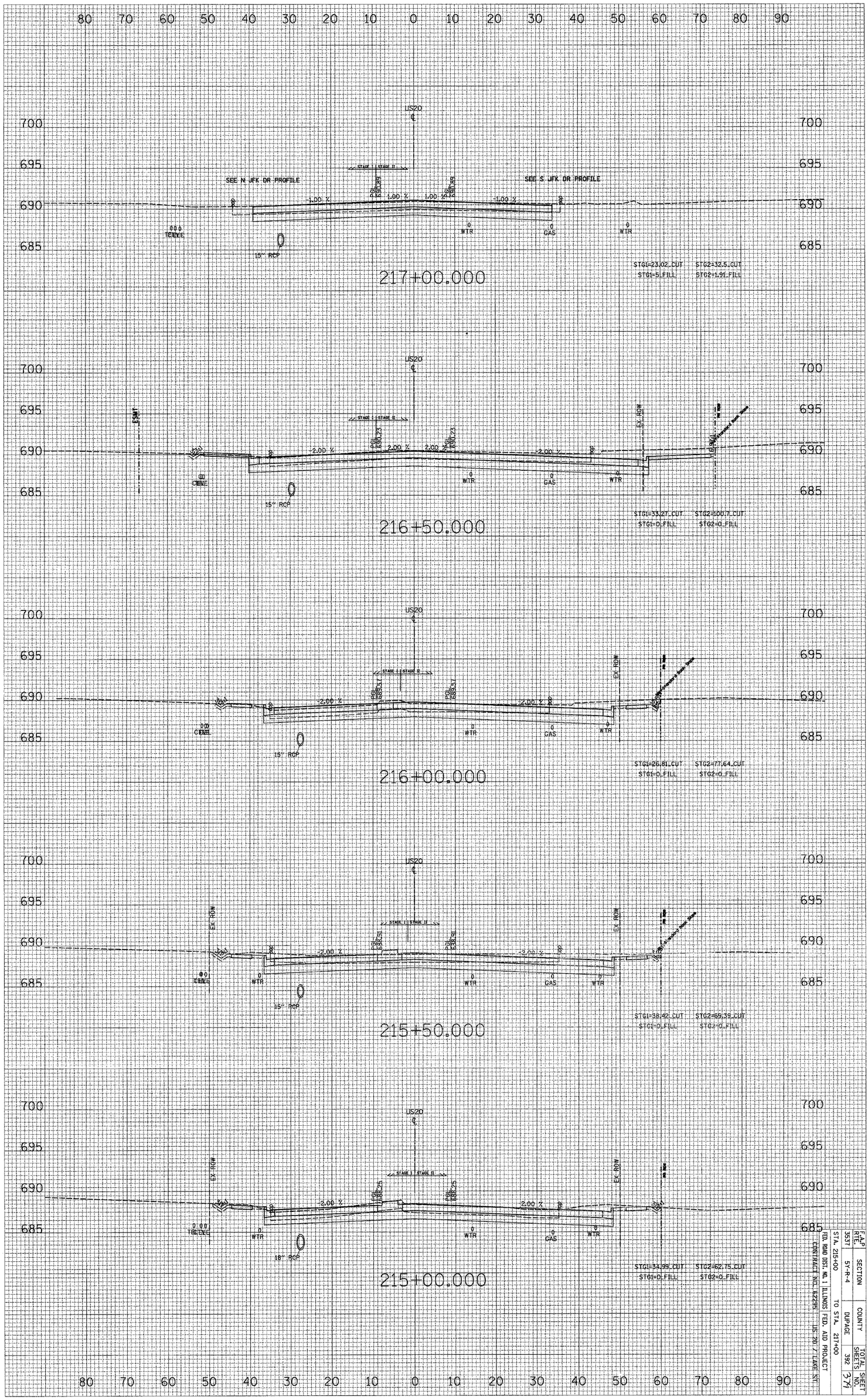
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295
US 20 / LAKE ST
STA. 210+00 TO STA. 212+00



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
3537	5Y-R-4	DUPAGE	392	212	

STA. 212+50 TO STA. 214+50
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT
CONTRACT NO. 62H56 | US 20 / LAKE ST

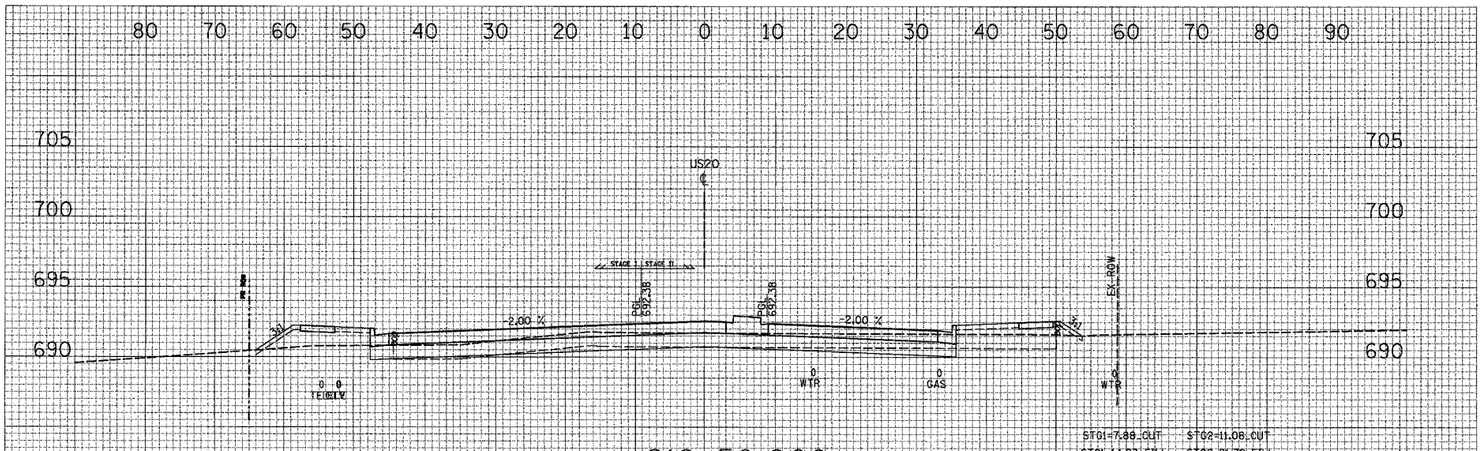
SHEET 55 OF 60



F.A.P. RTE. 353?	SECTION 5Y-R-4	COUNTY DUPAGE	TOTAL SHEET NO. 392
STA. 215+00		TO STA. 217+00	

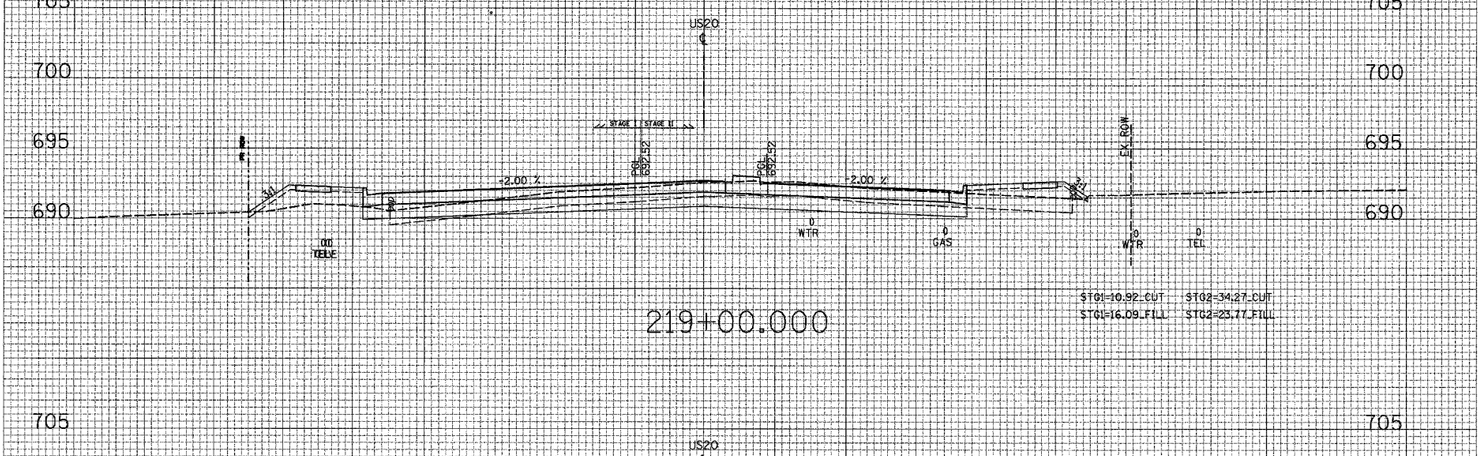
RD. RMD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295 US 20 / LAKE ST.

SHEET 56 OF 60



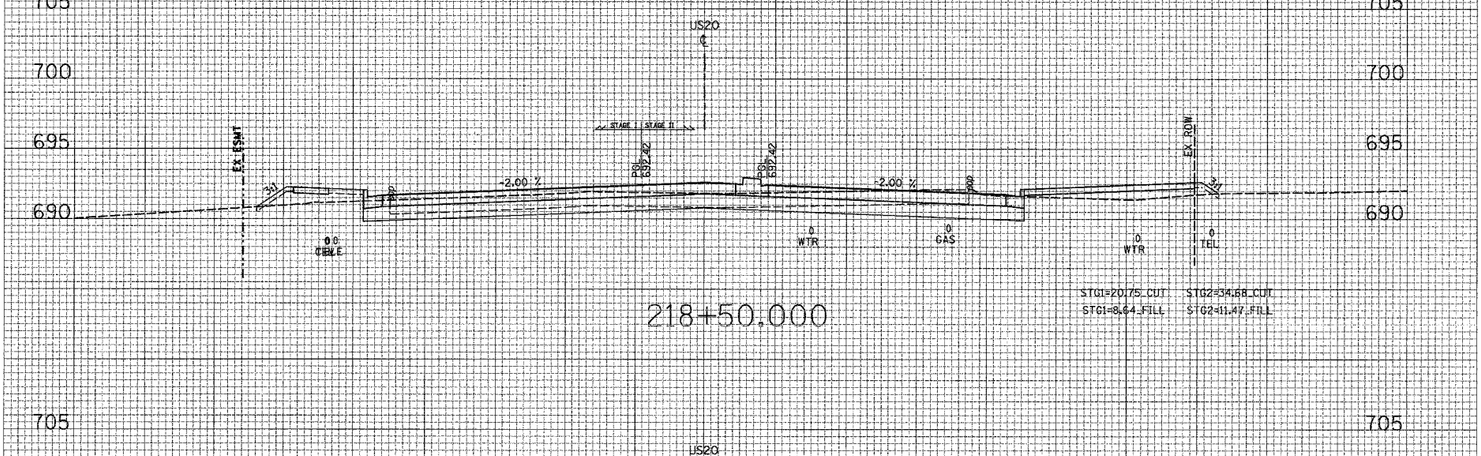
STG1=7.88_CUT STG2=11.08_CUT
STG1=14.93_FILL STG2=21.79_FILL

219+50.000



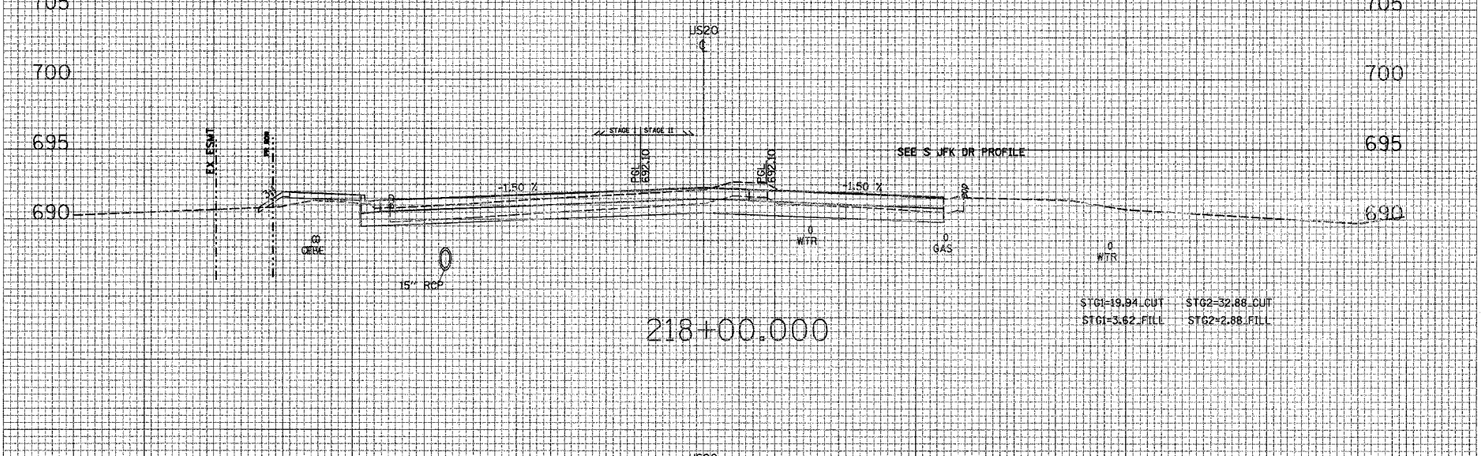
STG1=10.92_CUT STG2=34.27_CUT
STG1=16.09_FILL STG2=23.77_FILL

219+00.000



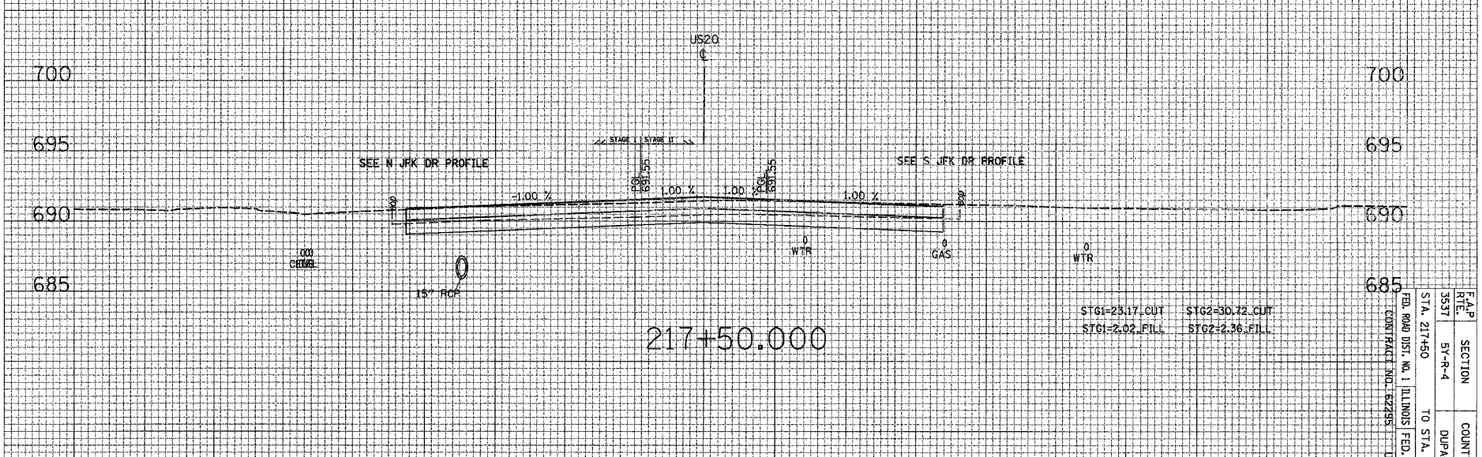
STG1=20.75_CUT STG2=34.68_CUT
STG1=8.64_FILL STG2=11.47_FILL

218+50.000



STG1=19.94_CUT STG2=32.88_CUT
STG1=3.62_FILL STG2=2.88_FILL

218+00.000



STG1=23.17_CUT STG2=30.72_CUT
STG1=2.02_FILL STG2=2.36_FILL

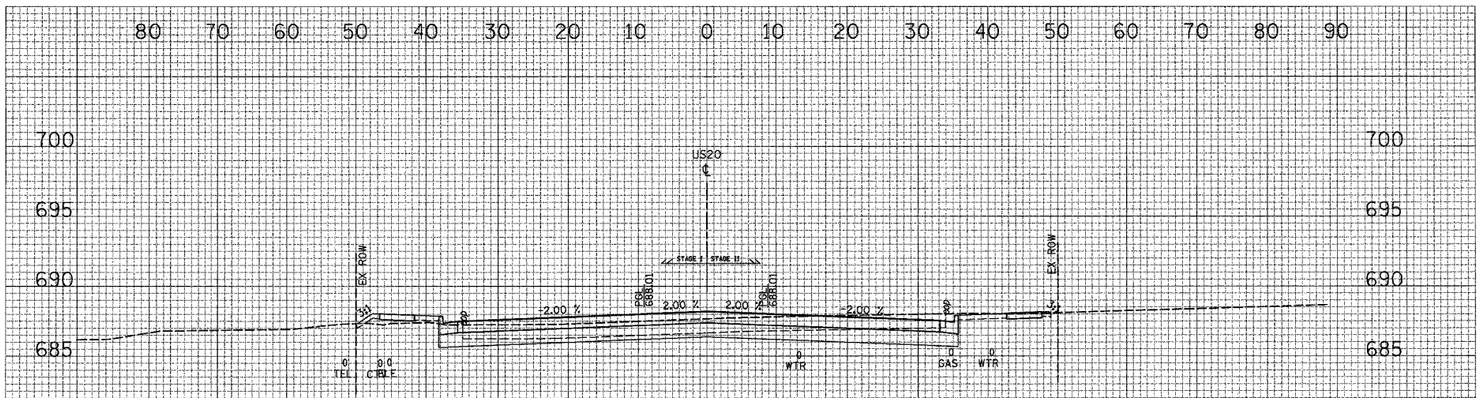
217+50.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	SY-R-4	DUPAGE	392	210

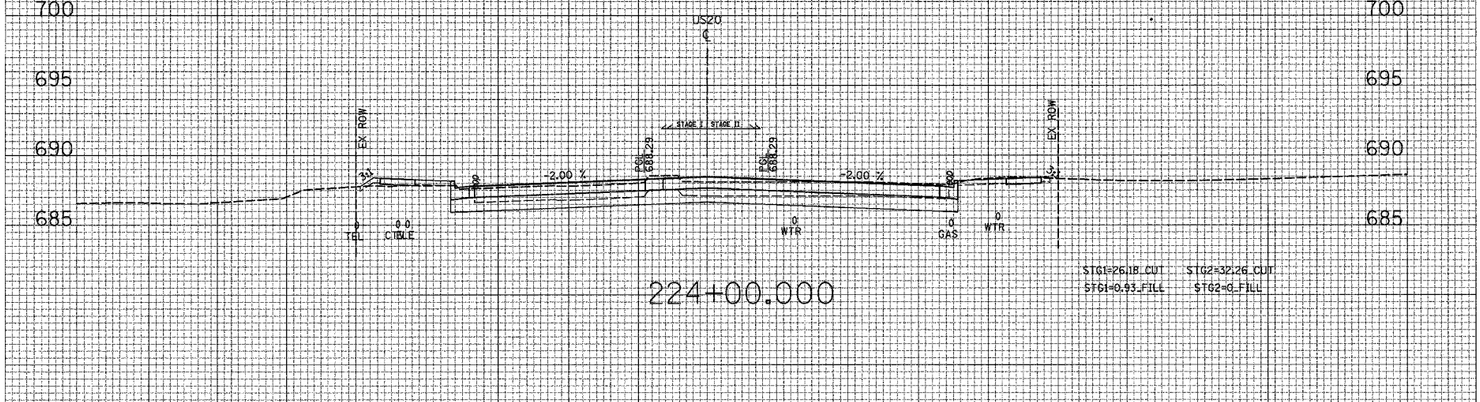
STA. 217+50 TO STA. 219+50
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
CONTRACT NO. 62295 US 20 / LAKE ST.

SHEET 57 OF 60

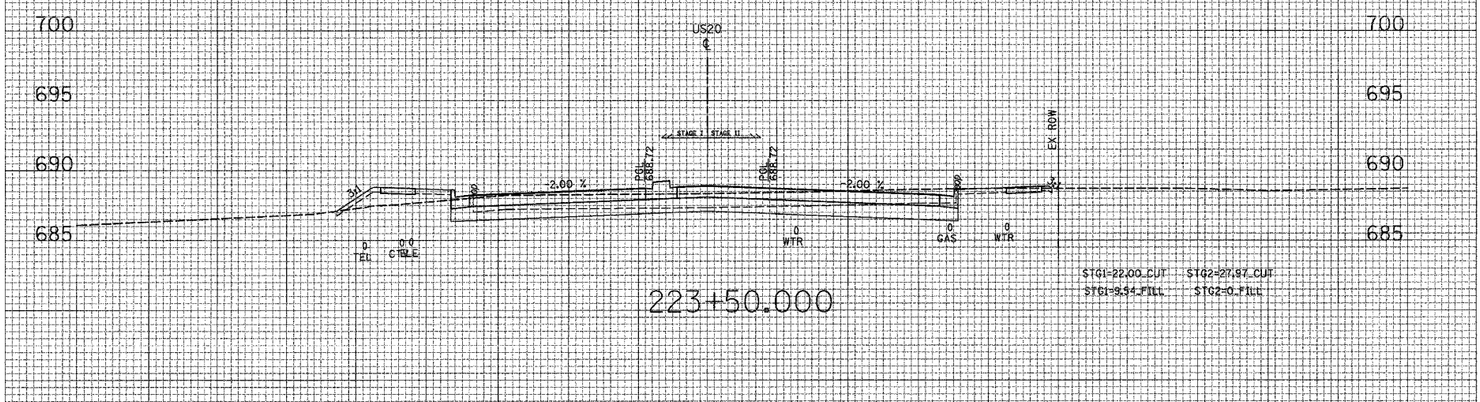
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	387
STA. 220+00		TO STA. 222+00		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62295		US 20 / LAKE ST.		



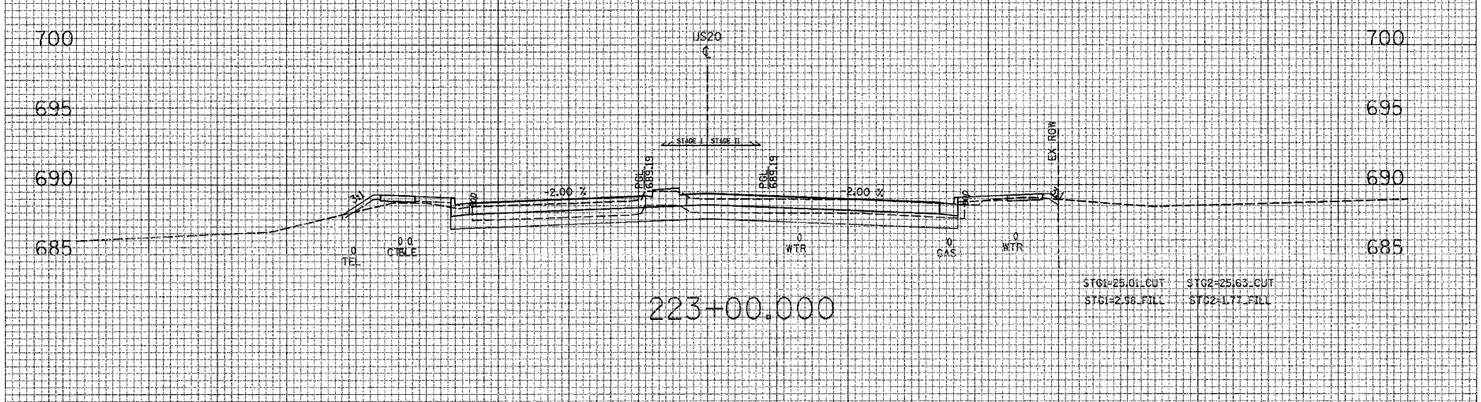
224+50.000



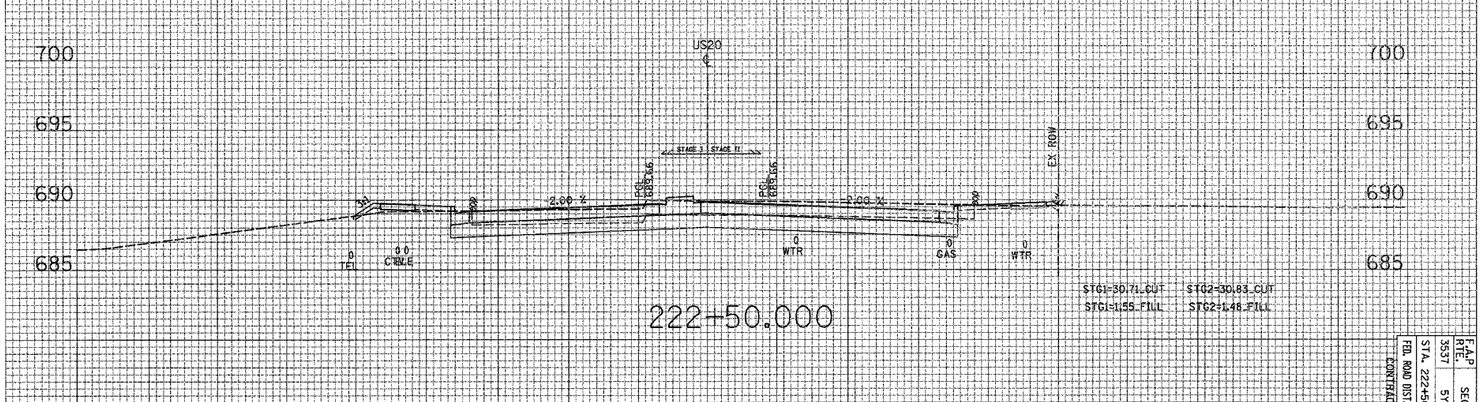
224+00.000



223+50.000



223+00.000



222+50.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	51-R-4	DUPAGE	392	392

STA. 222+50 TO STA. 224+50

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

CONTRACT NO. 62235 US 20 / LAKE ST.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	383
STA. 225+00		TO STA. 225+50		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62295		US 20 / LAKE ST.		

225+00.000
225+50.000
EX ROW
EX 30"W
EX 8"S
EX 8"W
EX 6"G
EX 6"W
EX 12"W
EX 12"S
EX 12"G
EX 8"G
EX 8"S
EX 6"S

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	384
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	385
STA. 14+00	TO STA. 17+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LOMBARD RD.

17+00.00
16+50.00
16+00.00
15+50.00
15+00.00
14+50.00
14+00.00

Foxdale/Lombard Ave.

R.O.W.
PROP. R.O.W.

720.37
721.22
720.31
720.46
720.47
720.74
720.84

SEE PROFILE OF U. S. 20

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	386
STA. 17+50	TO STA. 21+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LOMBARD RD

730 725 720

17+50.00

18+00.00

R.O.W.

720.68

720.91

Foxdale/Lombard Ave.

730 725 720

R.O.W.

730 725 720

10 0 10 20 30 40 50 60 70 80 90

10 20 30 40 50 60 70 80 90

"DGN:SPEC"

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	387
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

15+00.00

14+00.00

13+00.00

12+00.00

11+00.00

10+00.00

Mill Rd.

R.O.W.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	388
STA. 16+00	TO STA. 19+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	389
STA. 20+00	TO STA. 23+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Mill Rd.

23+00.00 T.E. R.O.W. Mill Rd. 99.85' LT

22+53.41 T.E. R.O.W. Mill Rd. 99.85' LT

22+00.00 T.E. R.O.W. Mill Rd. 99.85' LT

21+69.93 T.E. R.O.W. Mill Rd. 99.85' LT

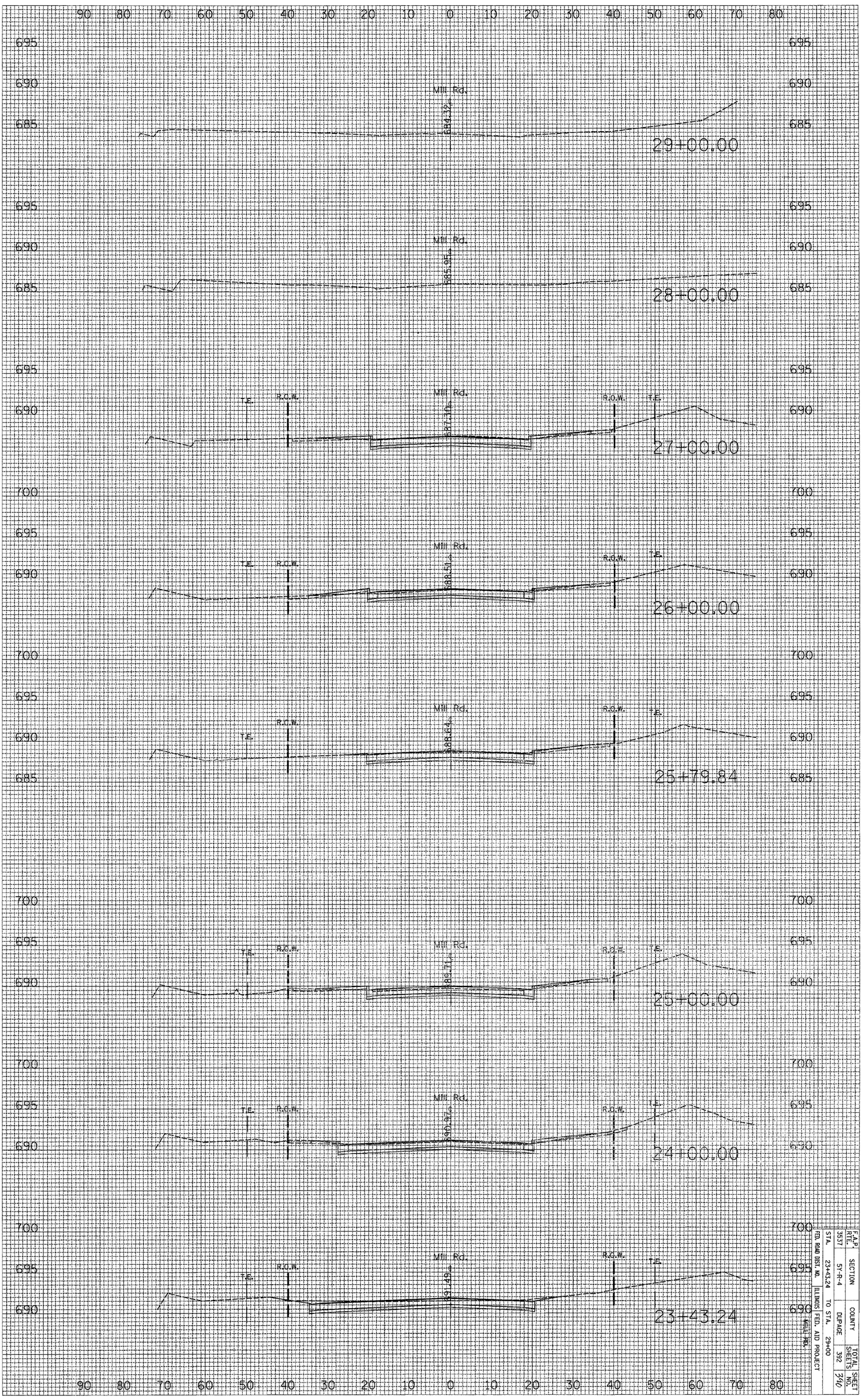
21+46.75 T.E. R.O.W. Mill Rd. 99.85' LT

21+00.00 R.O.W. Mill Rd. 99.85' LT

SEE PROFILE OF LAKE STREET

20+00.00 R.O.W. Mill Rd. 99.85' LT

SEE PROFILE OF LAKE STREET



F.A.P. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4		DUPAGE	392	360
RD. RAM DIST. NO.	STA.				
ILLINOIS	23+43.24	TO STA.	29+00		
FED. AID PROJECT					

MILL RD.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	391
STA. 9+00	TO STA.12+50			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

JFK DRIVE

12+50.00 · 12+00.00 · 11+50.00 · 11+00.00 · 10+50.00 · 10+00.00 · 9+50.00 · 9+00.00

R.O.W. · P.E.

J.F. Kennedy

SEE PROFILE OF US 20

"TGN.SPEC"
"R"

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3537	5Y-R-4	DUPAGE	392	393
STA. 12+76.65		TO STA.15+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

JFK DRIVE