

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	1
		ILLINOIS	CONTRACT NO. 61E40	

59 + 1=60 Sheets

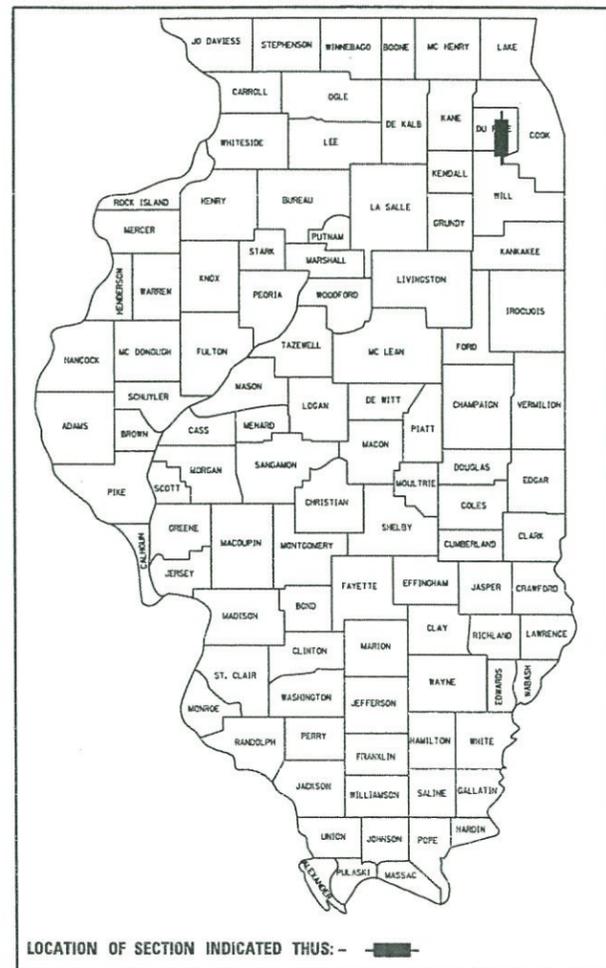
04-27-2018 LETTING ITEM 194

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

# PLANS FOR PROPOSED FEDERAL-AID HIGHWAY

MUN 2030 (TAYLOR AVENUE)  
AT UNION PACIFIC RAILROAD  
BIKE PATH TUNNEL  
SECTION: 15-00079-00-BT  
PROJECT RXHX(086)  
VILLAGE OF GLEN ELLYN  
DUPAGE COUNTY

C-91-362-15



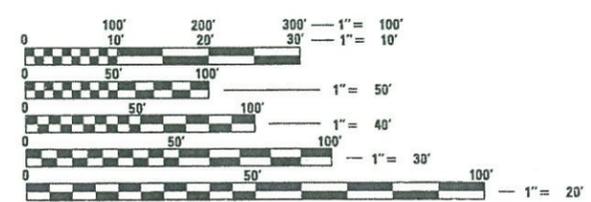
FOR INDEX OF SHEETS, GENERAL NOTES,  
AND HIGHWAY STANDARDS, SEE SHEET NO. 2

**TRAFFIC DATA:**

TAYLOR AVENUE  
CURRENT ADT = 3,500 (2012)  
FUNCTIONAL CLASSIFICATION: LOCAL ROAD  
POSTED SPEED = 30 MPH

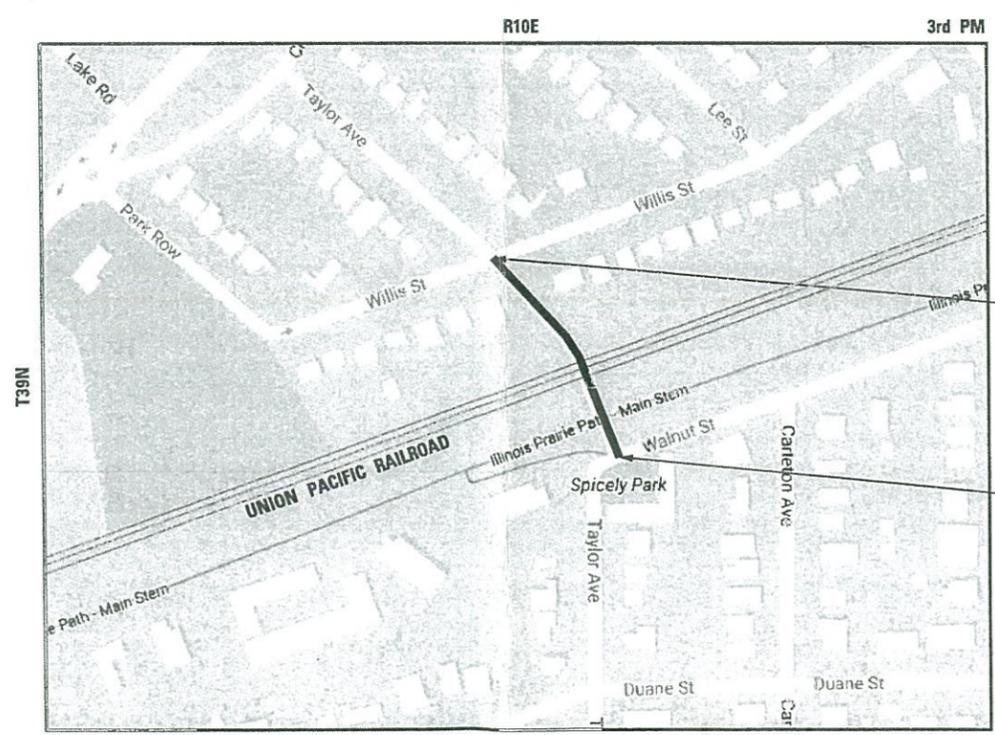


EXPIRATION DATE 11-30-17  
DATE 11-27-2017



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

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



PROJECT ENDS  
STA 104 + 38.11

PROJECT BEGINS  
STA 99 + 40.00

MILTON TOWNSHIP

LOCATION MAP  
N.T.S.

E 1/2 SE 1/4 SEC. 11T.39N.2.10E  
GROSS LENGTH = 448 FT. = 0.085 MILE  
NET LENGTH = 448 FT. = 0.085 MILE



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Approved November 27, 2017  
*Al DeB...*  
Village of Glen Ellyn, Professional Engineer

Passed DECEMBER 12, 2017  
*Christopher Holt*  
District 1 Engineer of Local Roads & Streets

Releasing for Bid  
Based on Limited  
Review DECEMBER 12, 2017  
*Anthony J. Quinlan*  
Deputy Director of Highways, Region 1 Engineer

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

CONTRACT NO. 61E40

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

**INDEX OF SHEETS**

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 424001-10 PERPENDICULAR CURB RAMPS FOR SIDEWALKS  
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 606001-07 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER  
 664001-02 CHAIN LINK FENCE  
 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' TO 24"  
 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS  
 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY  
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 701901-07 TRAFFIC CONTROL DEVICES  
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 TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS  
 TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS  
 TS-05 STANDARD TRAFFIC SIGNAL DESIGN DETAILS (7 SHEETS)

**GENERAL NOTES**

- ALL ELEVATIONS REFER TO NAVD88.
- ALL DAMAGE TO TOWNSHIP, CITY, COUNTY OR STATE OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRICAL CABLE SHALL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.
- EXCEPT WHERE MODIFIED BY THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS OR THE DETAILS IN THE PLANS, ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2018; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2009 SIXTH EDITION; THE "DETAILS" IN THE PLANS; AND THE "SPECIAL PROVISIONS" IN THE CONTRACT DOCUMENTS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO UNDERSTAND THE SOIL AND GROUNDWATER CONDITIONS AT THE SITE. THE STRUCTURE GEOTECHNICAL REPORT IS AVAILABLE FOR REVIEW AND INFORMATION. SEE AVAILABLE REPORTS SPECIAL PROVISION.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES (48 HOUR NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, DUPAGE COUNTY, THE VILLAGE OF GLEN ELLYN AND UPRR.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL PLACE TREE TRUNK PROTECTION AROUND TREES WITHIN THE RIGHT OF WAY. ADDITIONALLY, TREE ROOT PRUNING SHALL BE CONDUCTED AT THE DIRECTION OF THE ENGINEER.
- DRAINAGE STRUCTURE STATIONS AND OFFSETS ARE SHOWN TO THE CENTER OF THE FRAME. DRAINAGE STRUCTURE RIM ELEVATIONS ARE SHOWN TO THE TOP OF THE FRAME.
- THE CONTRACTOR SHALL PLACE AND MAINTAIN PERIMETER EROSION BARRIER AROUND THE EXISTING AND PROPOSED OPEN GRATES AT THE DIRECTION OF THE ENGINEER.
- THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE ITS ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATIONS OF SUCH FACILITIES SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 105.07 OF THE STANDARD SPECIFICATIONS. THEIR FACILITIES MAY BE REQUIRED TO BE ADJUSTED OR RELOCATED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE PROPERTY, AND SHALL RESTORE SUCH PROPERTY AT HIS/HER OWN EXPENSE.
- THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER MATERIAL EXCAVATED OR REMOVED DUE TO CONSTRUCTION OPERATIONS AT HIS/HER EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM SITE ON THE DAY IT IS EXCAVATED. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING MATERIAL TO LOCATIONS, PROVIDED BY THE CONTRACTOR, OUTSIDE THE LIMITS OF THE IMPROVEMENT.
- DURING CONSTRUCTION OPERATIONS, WHENEVER ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED BY THE CONTRACTOR AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM ALL DIRT AND DEBRIS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER.
- IN ACCORDANCE WITH LOCAL ORDINANCE, WORKING HOURS SHALL BE LIMITED BETWEEN THE HOURS OF 7:00 AM AND 7:00 PM ON WEEKDAYS ONLY UNLESS APPROVED BY THE VILLAGE PROFESSIONAL ENGINEER. THE VILLAGE IS AWARE THAT WORK OUTSIDE OF THESE HOURS WILL BE REQUIRED PER UPRR RESTRICTIONS.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN FENCING, BARRICADES, TRAFFIC CONTROL SIGNS, AND OTHER SAFEGUARDING MEASURES DURING THE COURSE OF ALL WORK TO PROTECT THE PUBLIC FROM THE CONSTRUCTION OPERATIONS.
- MAINTAIN ACCESS TO ADJACENT STREETS DURING CONSTRUCTION. NO CLOSING OF STREETS UNLESS APPROVAL FIRST OBTAINED FROM THE AGENCY WITH JURISDICTION (CITY ENGINEERING DIVISION).
- CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF CONTAMINATED SOILS ENCOUNTERED DURING CONSTRUCTION OF THIS PROJECT.
- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL INSTALL VARIABLE MESSAGE BOARDS TO ALERT THE PUBLIC OF THE UPCOMING TAYLOR AVENUE CLOSURE. LOCATIONS, MESSAGE, AND TIMING OF SIGNING SHALL BE COORDINATED WITH RICH DAUBERT, PROFESSIONAL ENGINEER OF GLEN ELLYN.
- IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE UNION PACIFIC RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE UNION PACIFIC RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED.
- THE CONTRACTOR MUST SIGN THE RAILROAD RIGHT-OF-ENTRY AGREEMENT FOR WORK WITHIN THE RAILROAD RIGHT-OF-WAY. THE CONTACT PERSON FOR THE RAILROAD IS SEAN COLLIER AT 312-496-4726. A MINIMUM OF FOUR TO SIX WEEKS ADVANCE NOTIFICATION IS REQUIRED TO OBTAIN THE RIGHT-OF-ENTRY PERMIT. THE COST TO OBTAIN THIS RIGHT-OF-ENTRY AGREEMENT SHALL BE INCLUDED FOR PAYEMENT FOR THE VARIOUS ITEMS OF WORK INVOLVED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- WORKING HOURS FOR WORK ON OR ABOVE THE UPRR RIGHT-OF-WAY MAY BE LIMITED TO 9:00 AM TO 3:30 PM AND/OR OVERNIGHT, AND/OR WEEKENDS. THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE UPRR FOR THE ALLOWABLE WORKING HOURS. NO ADDITIONAL COMPENSATION OR TIME EXTENSION WILL BE ALLOWED FOR COMPLIANCE WITH THE WORKING HOUR REQUIREMENTS AS DICTATED BY THE RAILROAD. DELAYS, POSTPONEMENTS, AND CANCELLATIONS OF SCHEDULED WORK SHOULD BE EXPECTED.
- THE CONTRACTOR SHALL SAWCUT CONSTRUCTION JOINTS INTO THE PCC PATH.



DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	12/21/2017	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, GENERAL NOTES AND HIGHWAY STANDARDS

SCALE: NTS SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	2
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL				
				ROADWAY	SAFETY	NEW TUNNEL				
				0028	0028	0028				
				URBAN	URBAN	URBAN				
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	14		14					
* 20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	26		26					
* 20101100	TREE TRUNK PROTECTION	EACH	7		7					
* 20101200	TREE ROOT PRUNING	EACH	7		7					
* 20101400	NITROGEN FERTILIZER NUTRIENT	POUND	1		1					
* 20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1		1					
* 20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	1		1					
* 20101700	SUPPLEMENTAL WATERING	UNIT	0.1		0.1					
20200100	EARTH EXCAVATION	CU YD	190		190					
20800150	TRENCH BACKFILL	CU YD	32		32					
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	90		90					
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	575		575					
* 25200100	SODDING	SQ YD	1,116		1,116					
28000400	PERIMETER EROSION BARRIER	FOOT	296		296					

\* SPECIALITY ITEM



DESIGNED - D. LEVIN  
 DRAWN - D. LEVIN  
 CHECKED - R. PARKS  
 DATE - 12/21/2017

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 1 OF 8 SHEETS STA. N/A TO STA. N/A

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	3
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E40	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				80% FED 20% LOCAL ROADWAY	80% FED 20% LOCAL SAFETY	80% FED 20% LOCAL NEW TUNNEL				
				0028	0028	0028				
				URBAN	URBAN	URBAN				
28000510	INLET FILTERS	EACH	4		4					
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SO YD	825	825						
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SO YD	437		437					
42000301	PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)	SO YD	825	825						
42001300	PROTECTIVE COAT	SO YD	1,387	693.5	693.5					
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SO YD	30	30						
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	781.0		781.0					
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SO FT	2,469.0		2,469.0					
42400800	DETECTABLE WARNINGS	SO FT	89		89					
44000100	PAVEMENT REMOVAL	SO YD	811	811						
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	48		48					
44000600	SIDEWALK REMOVAL	SO FT	2,664		2,664					
50200100	STRUCTURE EXCAVATION	CU YD	987			987				
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	201			201				

• SPECIALITY ITEM



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 2 OF 8 SHEETS STA. N/A TO STA. N/A

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	4
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E40	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL				
				ROADWAY	SAFETY	NEW TUNNEL				
				0028 URBAN	0028 URBAN	0028 URBAN				
50300225	CONCRETE STRUCTURES	CU YD	108.1			108.1				
50300285	FORM LINER TEXTURED SURFACE	SO FT	1,172			1,172				
50500505	STUD SHEAR CONNECTORS	EACH	78			78				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	14,680			14,680				
52200700	PRECAST MODULAR RETAINING WALL	SO FT	914			914				
550A0050	STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	11		11					
55100100	STORM SEWER REMOVAL 4"	FOOT	114		114					
55100500	STORM SEWER REMOVAL 12"	FOOT	33		33					
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	67			67				
60107600	PIPE UNDERDRAINS 4"	FOOT	114		114					
60202405	CATCH BASINS, TYPE A, 4' -DIAMETER	EACH	2		2					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	9		9					
60500050	REMOVING CATCH BASINS	EACH	2	1	1					
60603800	COMBINATION CURB AND GUTTER, TYPE B-6.12	FOOT	130.5	130.5						

• SPECIALITY ITEM



Allred Benesch & Company  
285 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 10507.01



DESIGNED - D. LEVIN	REVISED -
DRAWN - D. LEVIN	REVISED -
CHECKED - R. PARKS	REVISED -
DATE - 12/21/2017	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 3 OF 8 SHEETS STA. N/A TO STA. N/A

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E40	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL				
				ROADWAY	SAFETY	NEW TUNNEL				
				0028 URBAN	0028 URBAN	0028 URBAN				
* 66400305	CHAIN LINK FENCE, 6'	FOOT	44	44						
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	55		55					
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1		1					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2		2					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5		5					
67100100	MOBILIZATION	L SUM	1	1						
* 72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2						
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	33		33					
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	313	313						
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	278	278						
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	155	155						
* 78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	20	20						
* 80500100	SERVICE INSTALLATION, TYPE A	EACH	1		1					
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	94		94					

\* SPECIALITY ITEM



DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
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DATE -	12/21/2017	REVISED -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 4 OF 8 SHEETS STA. N/A TO STA. N/A

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E40	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL				
				ROADWAY	SAFETY	NEW TUNNEL				
				0028 URBAN	0028 URBAN	0028 URBAN				
* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	11		11					
* 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	57		57					
* 81028320	UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	512		512					
* 81100320	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., PVC COATED GALVANIZED STEEL	FOOT	57		57					
* 81200210	CONDUIT EMBEDDED IN STRUCTURE, 1" DIA., PVC	FOOT	114		114					
* 81400100	HANDHOLE	EACH	5		5					
* 81400300	DOUBLE HANDHOLE	EACH	1		1					
* 81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1,671		1,671					
* 84200804	REMOVAL OF POLE FOUNDATION	EACH	1		1					
* 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	1		1					
* 85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1		1					
* 87300305	ELECTRIC CABLE IN TRENCH, LEAD-IN, NO. 14 1 PAIR	FOOT	168		168					
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	480		480					
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	681		681					

\* SPECIALITY ITEM



Allied Benesch & Company  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 10507.01



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 5 OF 8 SHEETS STA. N/A TO STA. N/A

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	7
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E40	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL					
				ROADWAY	SAFETY	NEW TUNNEL					
				0028 URBAN	0028 URBAN	0028 URBAN					
* 87301295	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 20 3C	FOOT	480		480						
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	110		110						
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	395		395						
* 87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	3		3						
* 87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	2		2						
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16		16						
* 87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4		4						
* 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4		4						
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	2		2						
* 88600700	PREFORMED DETECTOR LOOP	FOOT	165		165						
* 89500120	REMOVE EXISTING SERVICE INSTALLATION	EACH	1		1						
* 89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2		2						
* 89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1		1						
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2,273		2,273						

\* SPECIALITY ITEM



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Chicago, Illinois 60601  
312-565-0450 Job No. 10507.01



DESIGNED - D. LEVIN  
DRAWN - D. LEVIN  
CHECKED - R. PARKS  
DATE - 12/21/2017

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 6 OF 8 SHEETS STA. N/A TO STA. N/A

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E40	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				80% FED 20% LOCAL ROADWAY	80% FED 20% LOCAL SAFETY	80% FED 20% LOCAL NEW TUNNEL			
				0028	0028	0028			
				URBAN	URBAN	URBAN			
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1				
* 89502380	REMOVE EXISTING HANDHOLE	EACH	1		1				
* 89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1		1				
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1		1				
• B2006316	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	each	2		2				
• B2000770	TREE, AMELANCHIER X GRANDIFLORA AUTUMN BRILLIANCE (AUTUMN BRILLIANCE SERVICE BERRY), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	each	1		1				
X0321865	ANTI-GRAFFITI PROTECTION SYSTEM	SO FT	1,113			1,113			
X0322917	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	EACH	1		1				
* X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	480		480				
* X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	292		292				
* X0326998	FURNISH AND INSTALL HANDRAIL	FOOT	102			102			
X0327645	TEMPORARY SOIL RETENTION SYSTEM (SPECIAL)	SO FT	2,836			2,836			
* X0327976	TRACK MONITORING	CAL DAY	80			80			

\* SPECIALITY ITEM



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				80% FED 20% LOCAL	80% FED 20% LOCAL	80% FED 20% LOCAL					
				ROADWAY	SAFETY	NEW TUNNEL					
				0028 URBAN	0028 URBAN	0028 URBAN					
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	326			326					
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	25	25							
X4400500	COMBINATION CURB AND GUTTER REMOVAL (SPECIAL)	FOOT	246	246							
X5030290	STAINING CONCRETE STRUCTURES	SO FT	1,217			1,217					
* X5620122	WATER SERVICE REMOVAL	EACH	1	1							
X6040205	FRAMES AND LIDS, SPECIAL	EACH	2	1	1						
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		1						
* X1400014	CIRCUIT BREAKER IN STREET LIGHT CONTROLLER	EACH	1		1						
* X1400202	LUMINAIRE (SPECIAL)	EACH	4		4						
* X8211150	LUMINAIRE, LED, CEILING MOUNT, 50 WATT	EACH	22		22						
* X8360110	LIGHT POLE FOUNDATION, SPECIAL	FOOT	10		10						
* X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1						
XX003668	PRECONSTRUCTION VIDEO TAPING	L SUM	1	1							
* XX007943	STEEL CASING PIPE, SPECIAL, TUNNELED COMPLETE	FOOT	91.5			91.5					

\* SPECIALITY ITEM



Allred Benesch & Company  
205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 10507.01



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 8 OF 8 SHEETS STA. N/A TO STA. N/A

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E40	



TREE REMOVAL

LOCATION				20100110 REMOVAL (6-15 UNITS DIAMETER)	LOCATION				20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)
ROAD	STATION	OFFSET	SIDE	(UNIT)	ROAD	STATION	OFFSET	SIDE	(UNIT)
Taylor	103+02.0	1.5	RT	14	Taylor	102+05.9	11.5'	RT	26
TOTAL				14	TOTAL				26

EROSION CONTROL

LOCATION				20101100 TREE TRUNK PROTECTION	20101200 TREE ROOT PRUNING	20101400 NITROGEN FERTILIZER NUTRIENT	20101500 PHOSPHOROUS FERTILIZER NUTRIENT	20101600 POTASSIUM FERTILIZER NUTRIENT
ROAD	STATION	OFFSET	SIDE	(EACH)	(EACH)	(POUND)	(POUND)	(POUND)
Taylor	102+32.10	42.9	LT	1	1	0.11	0.11	0.11
Taylor	102+35.70	50.2	LT	1	1	0.12	0.12	0.12
Taylor	102+69.40	43.4	LT	1	1	0.09	0.09	0.09
Taylor	102+96.00	16.9	RT	1	1	0.14	0.14	0.14
Taylor	103+41.00	20.9	RT	1	1	0.12	0.12	0.12
Taylor	103+57.90	27	RT	1	1	0.11	0.11	0.11
Taylor	103+76.50	23.5	RT	1	1	0.11	0.11	0.11
TOTAL				7	7	1	1	1

EROSION CONTROL

LOCATION			28000400 PERIMETER EROSION BARRIER	28000510 INLET FILTERS
ROAD	START STA	END STA	(FOOT)	(EACH)
Taylor	099+95.8	100+44.0	52	
Taylor	100+75.0	101+19.3	46	
Taylor	101+68.2	101+98.5	43	
Taylor	101+98.9	102+63.0	93	
Taylor	102+33.7	102+85.2	62	
Taylor	100+05.0	-	-	1
Taylor	100+83.2	-	-	1
Taylor	100+79.4	-	-	1
Taylor	103+90.0	-	-	1
TOTAL			296	4

REMOVAL SCHEDULE

LOCATION			44000100 PAVEMENT REMOVAL	44000200 DRIVEWAY PAVEMENT REMOVAL	44000600 SIDEWALK REMOVAL
ROAD	START STA	END STA	(SQ YD)	(SQ YD)	(SQ FT)
Taylor	99+51.2	99+63.0			160
Taylor	99+77.2	103+47.8	748		
Taylor	99+90.0	100+00.0			366
Taylor	99+93.2	102+64.8			1148
Taylor	100+42.8	100+57.4			107
Taylor	102+66.0	102+95.9		48	
Taylor	102+83.2	103+94.0			773
Taylor	103+73.2	104+20.6	54		
Taylor	103+74.5	103+90.4	9		
Taylor	103+94	104+03.4			53
Taylor	104+26.2	104+38.2			57
TOTAL			811	48	2664

LANDSCAPING

LOCATION			25200100 SODDING
ROAD	START STA	END STA	(SQ YD)
Taylor	099+49.2	099+51.6	6
Taylor	099+56.2	99.62.7	7
Taylor	099+56.4	099+62.7	12
Taylor	099+90.5	100+06.6	41
Taylor	099+93.2	100+08.3	3
Taylor	100+04.0	100+19.0	26
Taylor	099+93.2	100+44.0	49
Taylor	100+05.0	101+00.0	94
Taylor	100+57.7	101+19.2	237
Taylor	101+68.0	102+64.8	304
Taylor	101+92.7	102+64.8	63
Taylor	102+33.5	102+87.6	84
Taylor	102+96.1	103+82.3	67
Taylor	102+82.6	103+73.7	97
Taylor	103+67.9	103+94.2	10
Taylor	103+85.1	103+92.4	4
Taylor	103+89.5	103+99.0	4
Taylor	104+00.6	104+02.9	2
Taylor	104+25.1	000+06.7	4
Taylor	104+29.3	104+37.8	2
TOTAL			1116

PAVEMENT SCHEDULE

LOCATION			30300112 AGGREGATE SUBGRADE IMPROVEMENT 12"	31101200 SUBBASE GRANULAR MATERIAL, TYPE B 4"	42000301 PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)	42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	42400200 PORTLAND CEMENT CONCRETE SIDEWALKS 5" INCH	42400300 PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH
ROAD	START STA	END STA	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ FT)	(SQ FT)
Taylor	99+51.2	99+62.9		21			157	
Taylor	99+77.2	103+49.2	762		762.3			
Taylor	99+90.5	100+04.0		45			349	
Taylor	99+94.3	100+97.6		101				809
Taylor	100+75.0	102+42.0						
Taylor	100+00.0	100+98.0						
Taylor	101+88.9	103+94.2		208				1660
Taylor	103+38.0	103+81.0						
Taylor	102+64.8	102+96.1		13		14.06		
Taylor	102+64.8	102+86.4		14		15.02		
Taylor	101+89.0	102+65.0						
Taylor	102+88.9	103+92.0						
Taylor	103+37.8	103+81.1						
Taylor	103+66.8	103+77.7		21			168	
Taylor	103+73.3	104+20.6	54		53.6			
Taylor	103+74.4	103+90.4	9		9.0			
Taylor	103+95.2	104+00.6		7			52	
Taylor	104+26.4	104+38.3		7			54	
TOTAL			825	437	825	30	781.0	2469.0

PAVEMENT MARKING SCHEDULE

LOCATION			78008210 POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	78008230 POLYUREA PAVEMENT MARKING TYPE 1 - LINE 6"	78008250 POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12"	78008270 POLYUREA PAVEMENT MARKING TYPE 1 - LINE 24"
ROAD	START STA	END STA	(FOOT)	(FOOT)	(FOOT)	(FOOT)
Taylor	100+11.0	100+59.0	221			
Taylor	100+06.0	103+75.5		92		
Taylor	099+64.9	000+99.9		28		
Taylor	099+64.9	099+64.9		31		
Taylor	099+95.9	099+95.9		54		
Taylor	100+03.9	100+03.7		39		
Taylor	103+95.8	104+24.0		29		
Taylor	103+94.0	104+26.6		33		
Taylor	103+83.1	103+94.0		30		
Taylor	103+88.2	104+00.0		34		
Taylor	100+00.0	100+00.0				114
Taylor	100+14.0	100+58.0			40.7	
Taylor	100+56.0	100+56.0				9
Taylor	102+65.5	102+65.5				11
TOTAL			221	92	278	41



EARTH WORK SCHEDULE

LOCATION			20200100	21101505	66900200
			EARTH EXCAVATION	TOPSOIL EXCAVATION AND PLACEMENT	NON-SPECIAL WASTE DISPOSAL
ROAD	START STA	END STA	(CU YD)	(CU YD)	(CU YD)
Taylor	100+00	100+50	9	5	0
Taylor	100+50	100+97	112	31	0
Taylor	100+97	101+21	0	0	2
Taylor	101+66	101+89	0	0	3
Taylor	101+89	102+12	0	0	49
Taylor	102+12	102+50	63	17	0
Taylor	102+50	103+00	3	6	0
Taylor	103+00	103+50	0	15	0
Taylor	103+50	103+88	1	15	0
TOTAL			190	90	55

CURB AND GUTTER SCHEDULE

LOCATION			60603800	X4400500
			COMBINATION CURB AND GUTTER, TYPE B-6.12	COMBINATION CURB AND GUTTER (SPECIAL)
ROAD	START STA	END STA	(FOOT)	(FOOT)
Taylor	99+63.5	099+64.2		28
Taylor	99+93.0	100+11.6		27
Taylor	99+91.1	100+89.7		114
Taylor	100+72.9	100+89.7		17
Taylor	102+28.9	102+42.0		13
Taylor	103+81.6	103+94.9		24
Taylor	103+89.7	104+01.6		12
Taylor	104+24.2	104+28.2		11
Taylor	100+89.7	102+28.9	130.5	
TOTAL			130.5	246

DRAINAGE SCHEDULE

LOCATION					20800150	550A0050	60202405	X6040205	60300305	X0322917	60107600
					TRENCH BACKFILL	STORM SEWERS, CLASS A, TYPE 1, 12"	CATCH BASINS, TYPE A, 4'-DIAMETER	FRAMES AND LIDS, SPECIAL	FRAMES AND LIDS TO BE ADJUSTED	PROPOSED STORM SEWER CONNECTION TO EXISTING MANHOLE	PIPE UNDERDRAINS, 4"
ROAD	START STA	END STA	OFFSET	SIDE	(CU YD)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)
Taylor	99+95.6	-	29.0	LT					1		
Taylor	100+02.5	-	34.7	LT					1		
Taylor	100+10.7	-	8.6	LT			1	1			
Taylor	100+79.5	-	25.8	LT					1		
Taylor	100+80.1	102+07.1	-	LT	24						114
Taylor	100+81.9	100+74.6	-	LT	78	11					
Taylor	100+81.9	-	11.2	LT			1	1			
Taylor	101+83.6	-	35.0	LT					1		
Taylor	102+15.0	-	23.5	LT					1		
Taylor	102+07.0	-	35.9	LT					1		
Taylor	102+30.0	-	13.2	LT					1		
Taylor	102+06.12	-	25.0	LT						1	
Taylor	103+90.7	-	2.0	LT					1		
Taylor	104+00.0	-	36.5	LT					1		
TOTAL					32	11	2	2	9	1	114

FENCE SCHEDULE

LOCATION			66400305
			CHAIN LINK FENCE, 6'
ROAD	START STA	END STA	(FOOT)
Taylor	100+76.3	100+97.3	22
Taylor	101+87.2	102+04.2	22
TOTAL			44

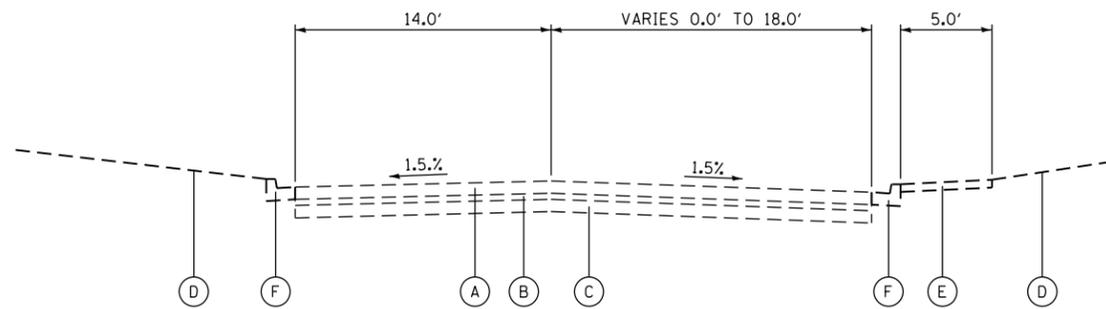
DRAINAGE REMOVAL SCHEDULE

LOCATION					55100500	60500050	55100100
					STORM SEWER REMOVAL 12"	REMOVING CATCH BASINS	STORM SEWER REMOVAL 4"
ROAD	START STA	END STA	OFFSET	SIDE	(FOOT)	(EACH)	(FOOT)
Taylor	100+88.2	100+74.6	-	LT	25		
Taylor	100+75	102+08	-	LT			114
Taylor	100+11.6	100+10.6	-	LT	8		
Taylor	100+85.3	-	2.5	LT		1	
Taylor	100+11.6		7.4	LT		1	
TOTAL					33	2	114

EXISTING AND PROPOSED SIGNING SCHEDULE

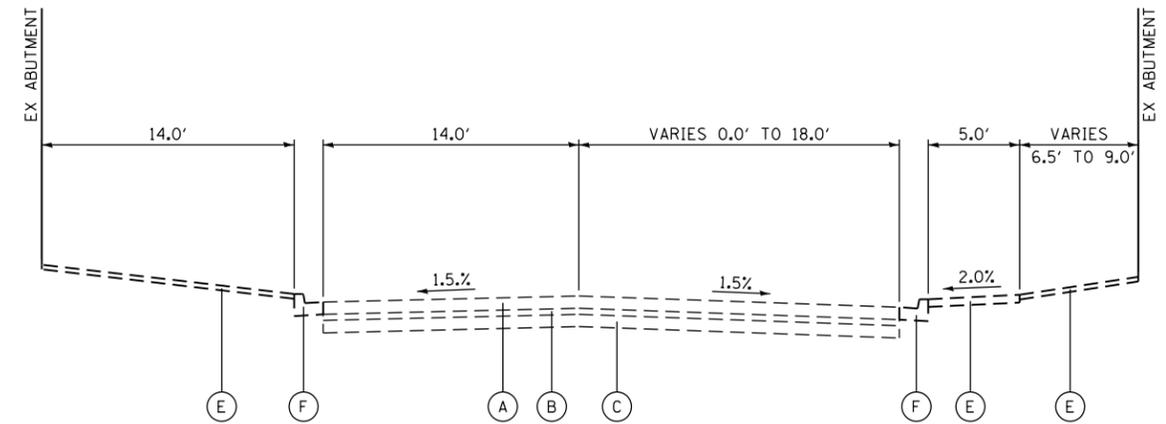
LOCATION				72400500	72800100
				RELOCATE SIGN PANEL ASSEMBLY - TYPE A	TELESCOPING STEEL SIGN SUPPORT
ROAD	START STA	END STA	SIDE	(EACH)	(FOOT)
Taylor	100+58.0	100+64.0	LT	1	16.5
Taylor	102+66.1	103+10.0	LT	1	16.5
TOTAL				2	33





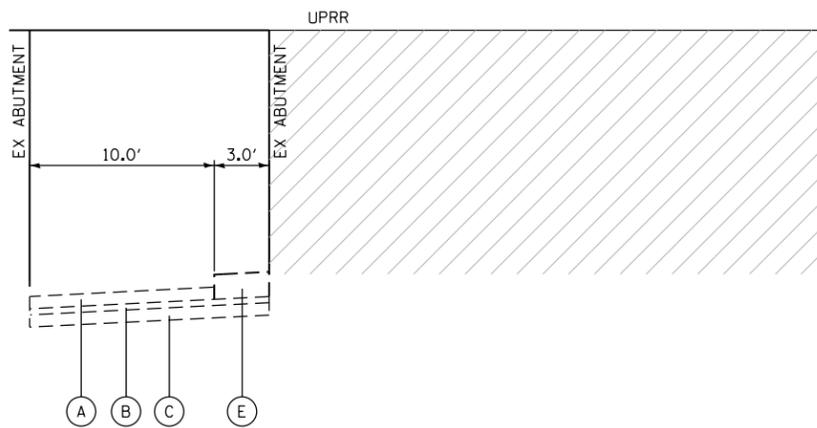
**EXISTING TYPICAL SECTION**

(LOOKING NORTH)  
 STA 100+00 TO STA 100+42, TAYLOR AVE  
 STA 100+55 TO STA 100+98, TAYLOR AVE



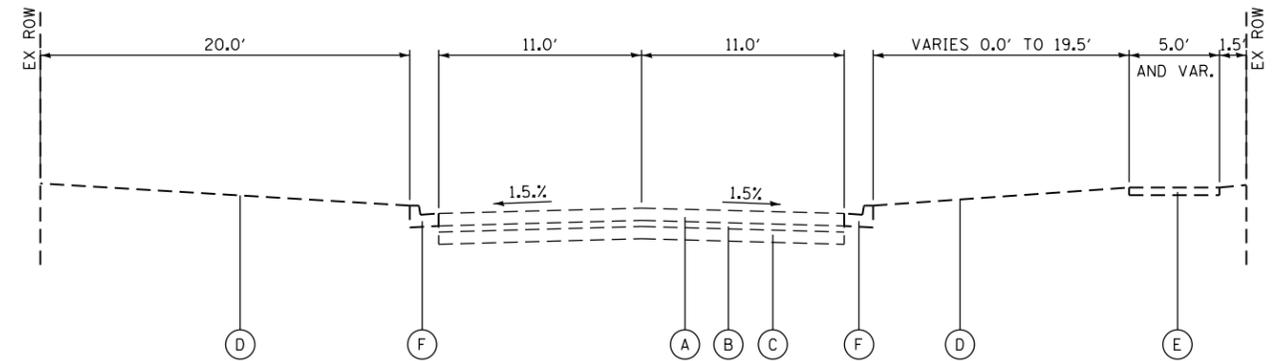
**EXISTING TYPICAL SECTION**

(LOOKING NORTH)  
 STA 100+42 TO STA 100+55, TAYLOR AVE



**EXISTING TYPICAL SECTION**

(LOOKING NORTH)  
 STA 100+98 TO STA 102+09, TAYLOR AVE



**EXISTING TYPICAL SECTION**

(LOOKING NORTH)  
 STA 102+09 TO STA 103+88, TAYLOR AVE

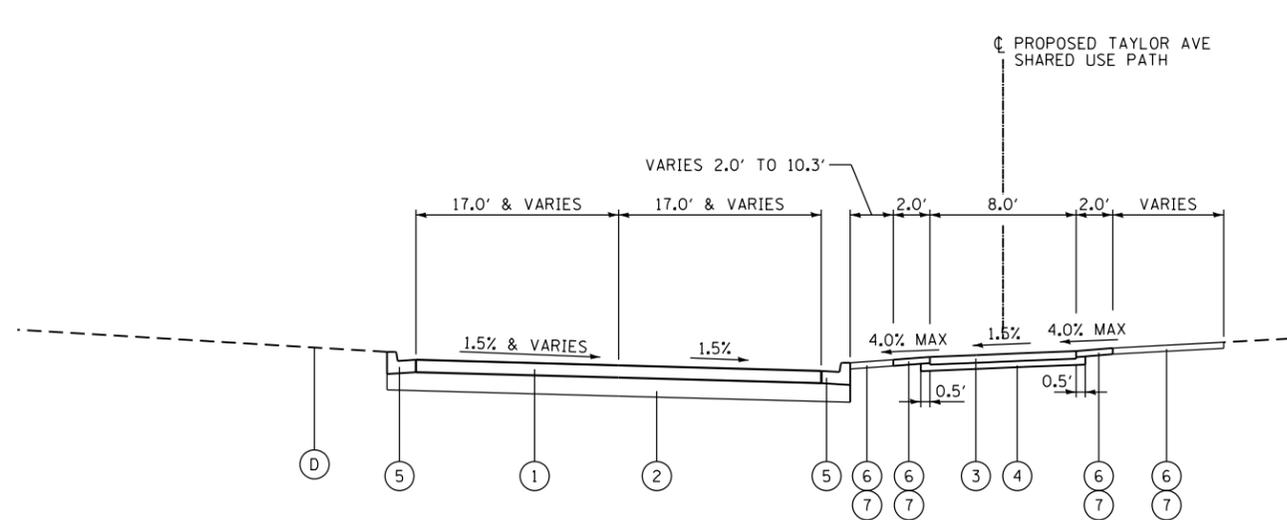
**EXISTING LEGEND**

- (A) PCC PAVEMENT, 8"
- (B) GRANULAR SUBBASE, 4"
- (C) POROUS GRANULAR EMBANKMENT
- (D) EXISTING GROUND LINE
- (E) PCC SIDEWALK
- (F) CONCRETE CURB & GUTTER



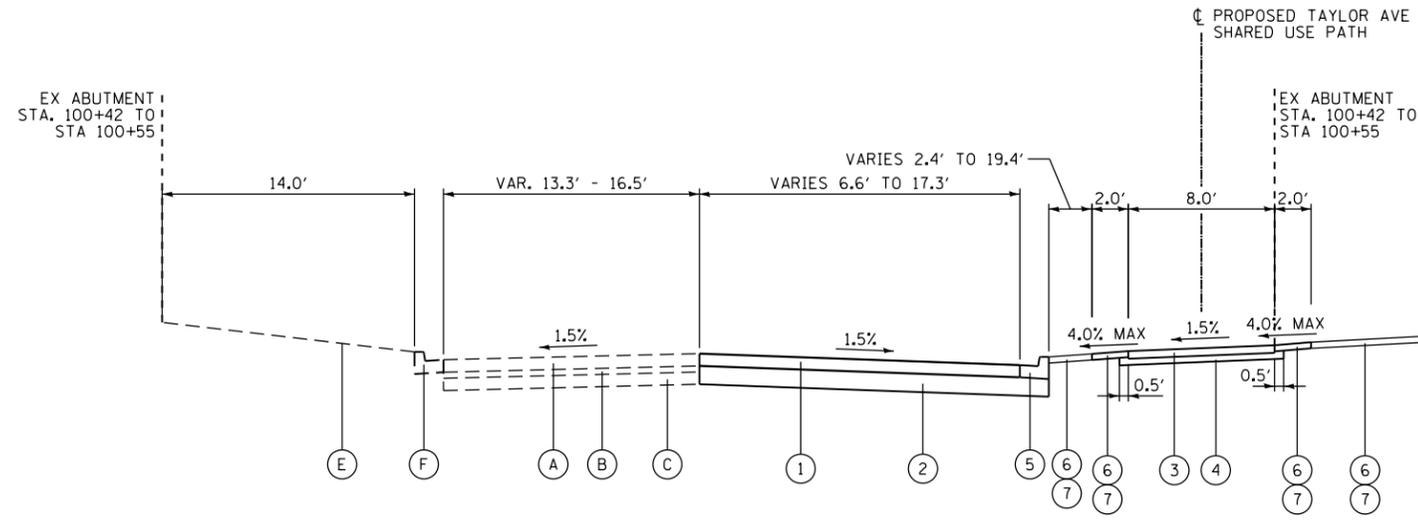
DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	11/27/2017	REVISED -	

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	13
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				



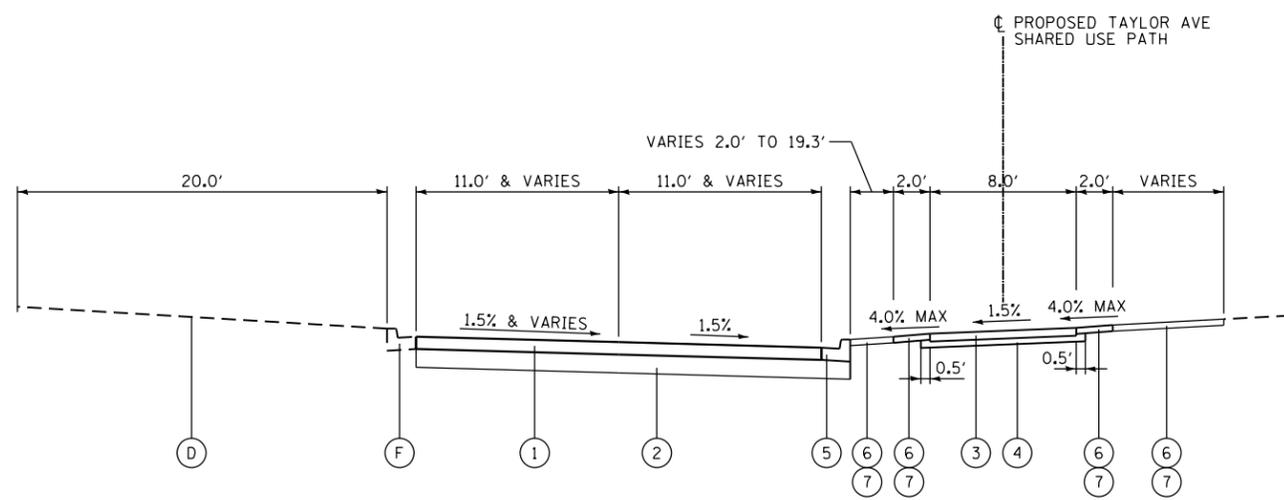
**PROPOSED TYPICAL SECTION**

(LOOKING NORTH)  
STA 99+90 TO 100+11, TAYLOR AVE



**PROPOSED TYPICAL SECTION**

(LOOKING NORTH)  
STA 100+11 TO STA 100+73, TAYLOR AVE



**PROPOSED TYPICAL SECTION**

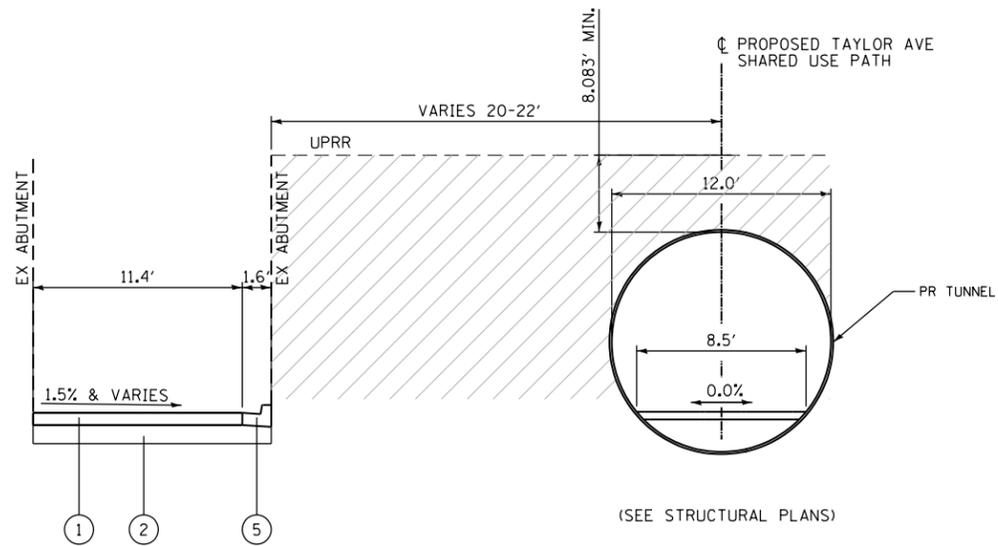
(LOOKING NORTH)  
STA 100+73 TO STA 100+98, TAYLOR AVE  
STA 101+89 TO STA 102+42, TAYLOR AVE

**EXISTING LEGEND**

- (A) PCC PAVEMENT, 8"
- (B) GRANULAR SUBBASE, 4"
- (C) POROUS GRANULAR EMBANKMENT
- (D) EXISTING GROUND LINE
- (E) PCC SIDEWALK
- (F) CONCRETE CURB & GUTTER

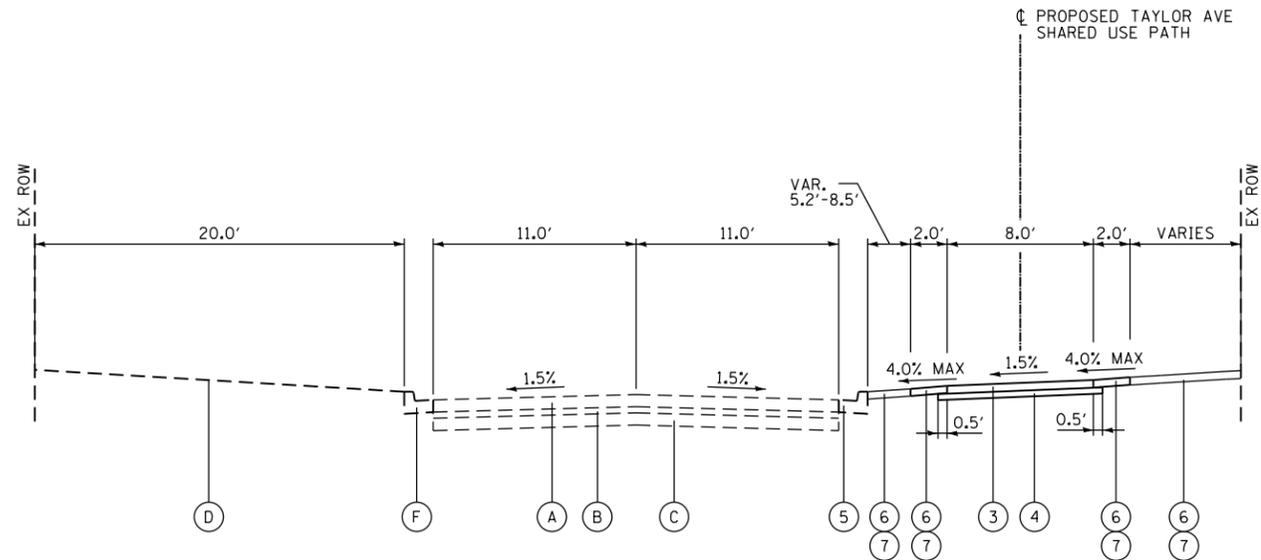
**PROPOSED LEGEND**

- (1) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED) (42000301)
- (2) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
- (3) PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH (42400300)
- (4) SUBBASE GRANULAR MATERIAL, TYPE B 4" (31101200)
- (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800) OR CURB AND GUTTER REMOVAL (SPECIAL) (X4400500)
- (6) SODDING (25200100)
- (7) TOPSOIL EXCAVATION AND PLACEMENT (21101505) AND TOPSOIL FURNISH AND PLACE, 6" (21101625)



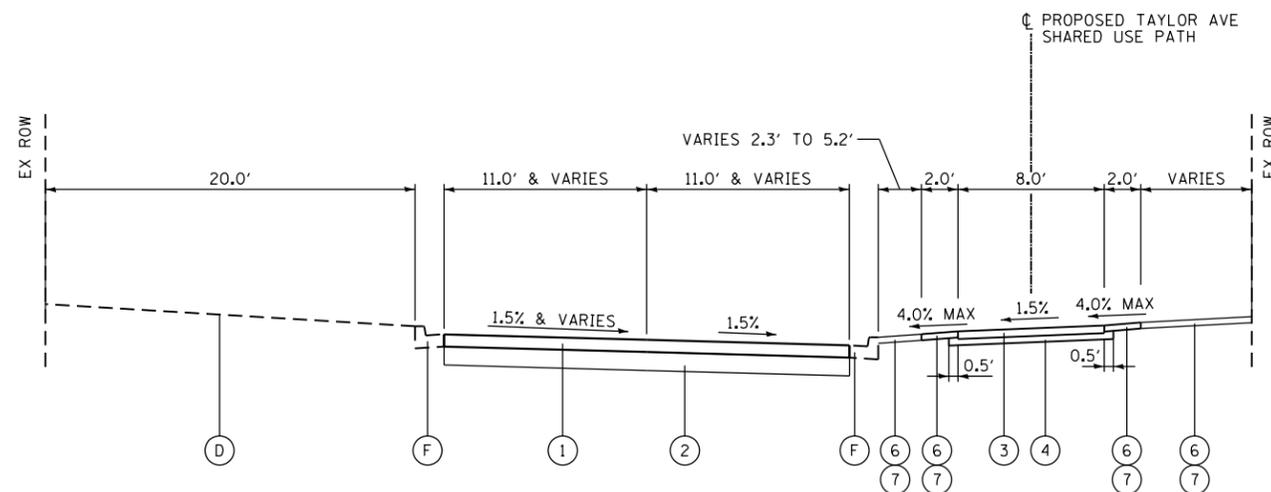
**PROPOSED TYPICAL SECTION**

(LOOKING NORTH)  
STA 100+98 TO STA 101+89, TAYLOR AVE



**PROPOSED TYPICAL SECTION**

(LOOKING NORTH)  
STA 103+50 TO STA 103+88, TAYLOR AVE



**PROPOSED TYPICAL SECTION**

(LOOKING NORTH)  
STA 102+42 TO STA 103+50, TAYLOR AVE

**EXISTING LEGEND**

- (A) PCC PAVEMENT, 8"
- (B) GRANULAR SUBBASE, 4"
- (C) POROUS GRANULAR EMBANKMENT
- (D) EXISTING GROUND LINE
- (E) PCC SIDEWALK
- (F) CONCRETE CURB & GUTTER

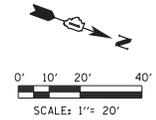
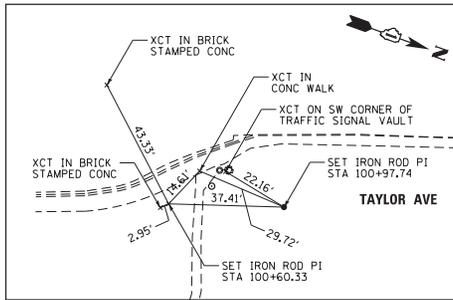
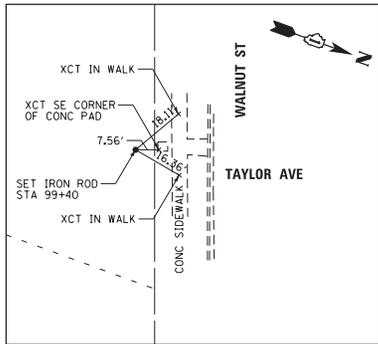
**PROPOSED LEGEND**

- (1) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED) (42000301)
- (2) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
- (3) PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH (42400300)
- (4) SUBBASE GRANULAR MATERIAL, TYPE B 4" (31101200)
- (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800) OR CURB AND GUTTER REMOVAL (SPECIAL) (X4400500)
- (6) SODDING (25200100)
- (7) TOPSOIL EXCAVATION AND PLACEMENT (21101505) AND TOPSOIL FURNISH AND PLACE, 6" (21101625)



DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	11/27/2017	REVISED -	

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT		59	15
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				



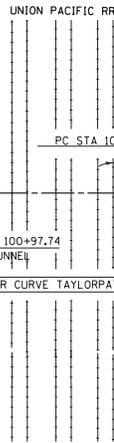
PROJECT ENDS  
POT STA 104+38.11

PROJECT BEGINS  
POT STA 99+40.00

PI Sta 100+60.33

176°25'25.2"

177°34'44.02"



PR CURVE TAYLORPATH-1

PROP CURVE TAYLORPATH-1

PI STA = 101+95.81  
 $\Delta = 26^\circ 13' 19''$  (LT)  
 $D = 114^\circ 35' 30''$   
 $R = 50.00'$   
 $T = 11.65'$   
 $L = 22.88'$   
 $E = 1.34'$   
 PC STA = 101+84.16  
 PT STA = 102+07.04

PI STA 101+95.81  
 Sta 101+89.25  
 BEGIN TUNNEL

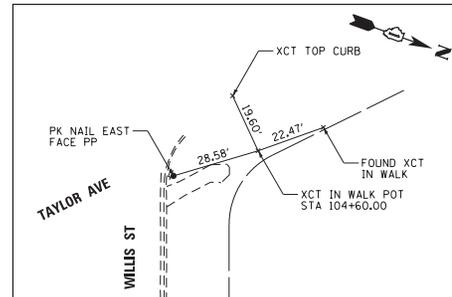
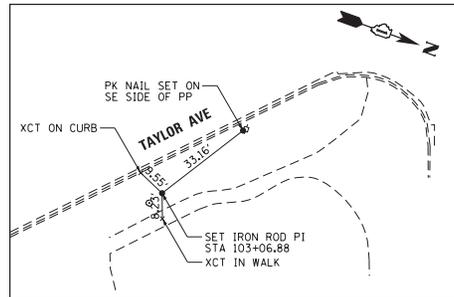
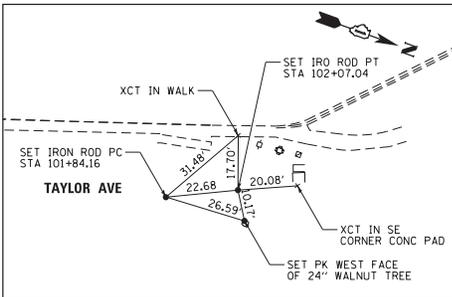
PT STA 102+07.04

PI Sta 103+06.88

103

176°11'9.33"

PR & TAYLOR AVENUE SHARED USE PATH



**BENCHMARKS**

BENCHMARK: SPK NAIL IN BITUMINOUS SURFACE OF PRAIRIE PATH BRIDGE OVER TAYLOR AVENUE, EAST END, 1.8" SOUTH OF PARAPET AND 5.5' WEST OF CONCRETE APPROACH. ELEV. 730.67.  
 VERTICAL DATUM: NAVD88



Alfred Benesch & Company  
 205 North Michigan Avenue, Suite 2400  
 Chicago, Illinois 60601  
 312.265.4000 Job No. 10507.01



DESIGNED - D. LEVIN  
 DRAWN - D. LEVIN  
 CHECKED - R. PARKS  
 DATE - 11/27/2017

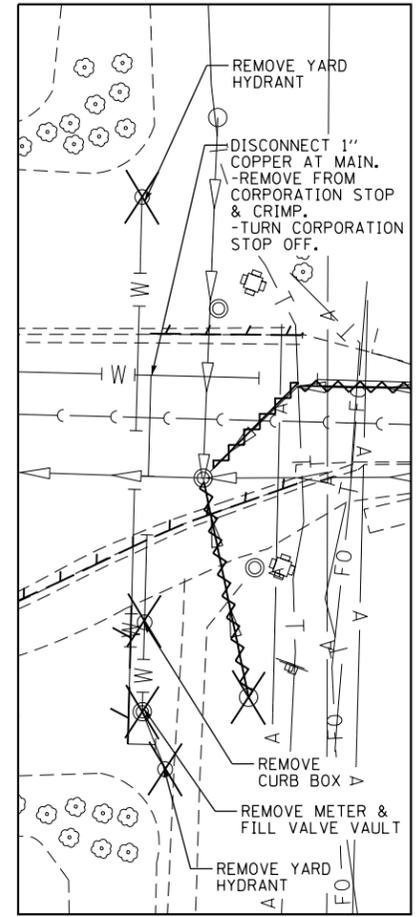
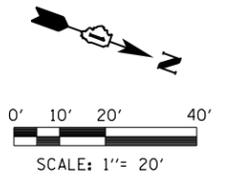
REVISED -  
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

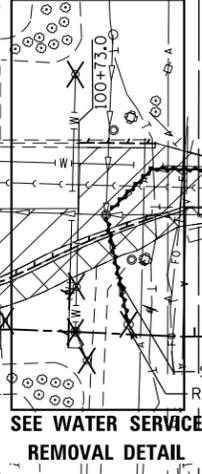
ALIGNMENT, TIES AND BENCHMARKS

SCALE: NTS SHEET 1 OF 1 SHEETS STA. 99+40.00 TO STA. 104+38.11

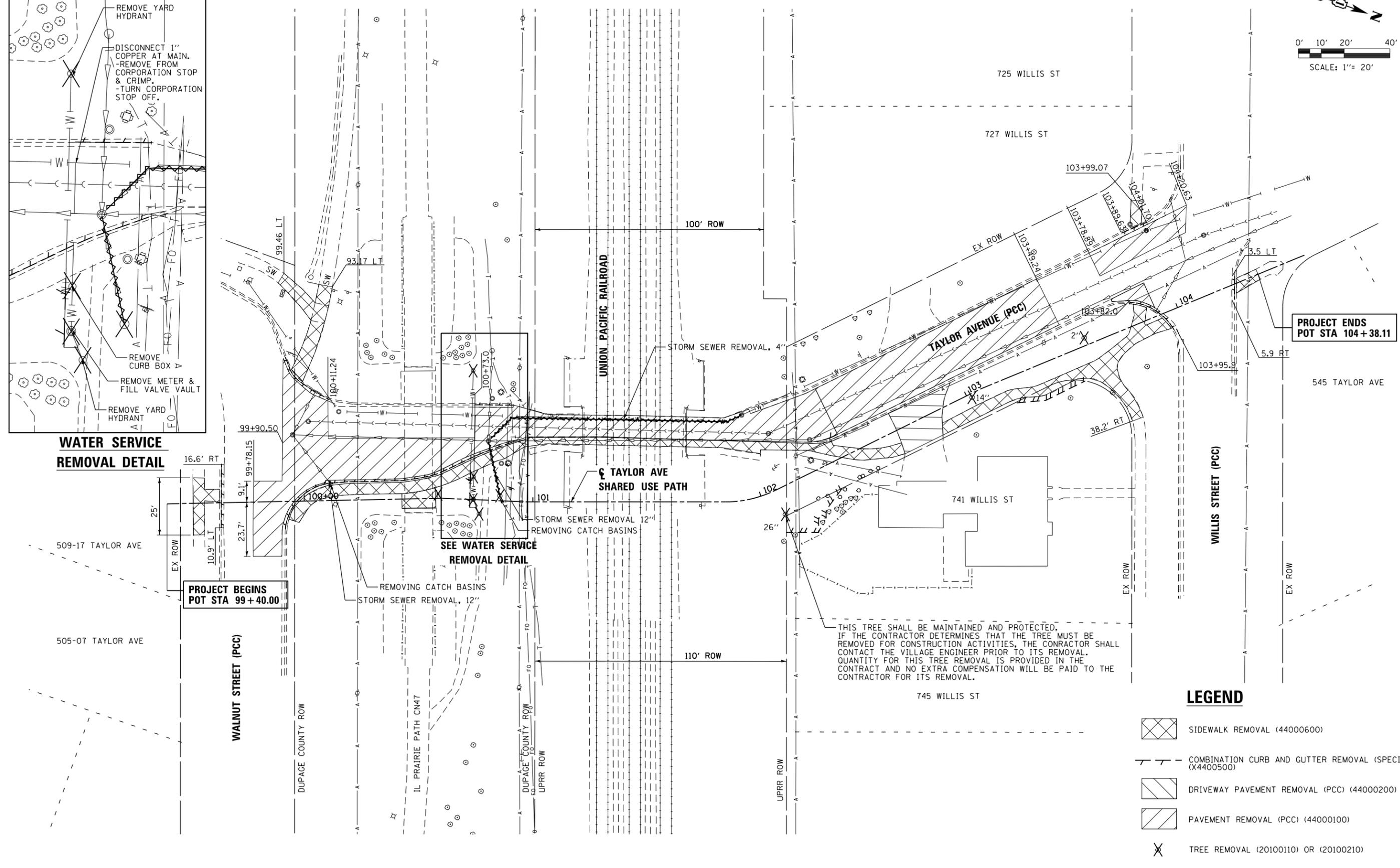
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	16
			CONTRACT NO. 61E40	
ILLINOIS FED. AID PROJECT				



**WATER SERVICE  
REMOVAL DETAIL**



**SEE WATER SERVICE  
REMOVAL DETAIL**



**PROJECT ENDS  
POT STA 104 + 38.11**

**PROJECT BEGINS  
POT STA 99 + 40.00**

THIS TREE SHALL BE MAINTAINED AND PROTECTED. IF THE CONTRACTOR DETERMINES THAT THE TREE MUST BE REMOVED FOR CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CONTACT THE VILLAGE ENGINEER PRIOR TO ITS REMOVAL. QUANTITY FOR THIS TREE REMOVAL IS PROVIDED IN THE CONTRACT AND NO EXTRA COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR ITS REMOVAL.

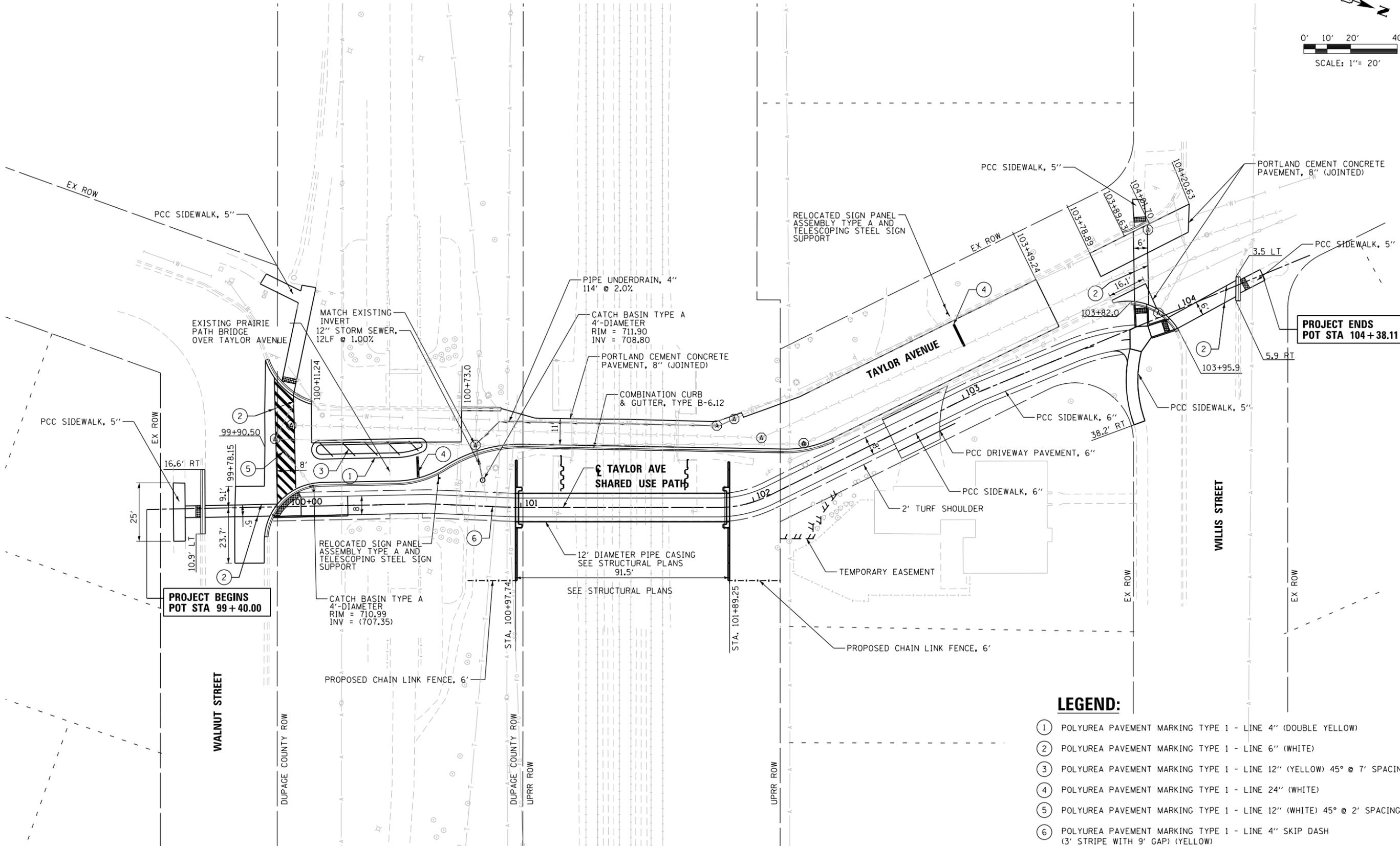
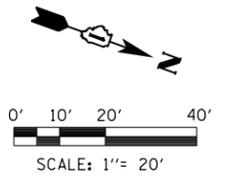
**LEGEND**

-  SIDEWALK REMOVAL (44000600)
-  COMBINATION CURB AND GUTTER REMOVAL (SPECIAL) (X4400500)
-  DRIVEWAY PAVEMENT REMOVAL (PCC) (44000200)
-  PAVEMENT REMOVAL (PCC) (44000100)
-  TREE REMOVAL (20100110) OR (20100210)



DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	11/27/2017	REVISED -	

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	17
CONTRACT NO. 61E40				



**PROJECT BEGINS  
POT STA 99+40.00**

**PROJECT ENDS  
POT STA 104+38.11**

**LEGEND:**

- ① POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4" (DOUBLE YELLOW)
- ② POLYUREA PAVEMENT MARKING TYPE 1 - LINE 6" (WHITE)
- ③ POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12" (YELLOW) 45° @ 7' SPACING
- ④ POLYUREA PAVEMENT MARKING TYPE 1 - LINE 24" (WHITE)
- ⑤ POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12" (WHITE) 45° @ 2' SPACING
- ⑥ POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4" SKIP DASH (3' STRIPE WITH 9' GAP) (YELLOW)
- Ⓐ FRAMES AND LIDS TO BE ADJUSTED (60300305)

**benesch**  
 Alfred Benesch & Company  
 205 North Michigan Avenue, Suite 2400  
 Chicago, Illinois 60601  
 312-565-0450 Job No. 10507.01



DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	11/27/2017	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

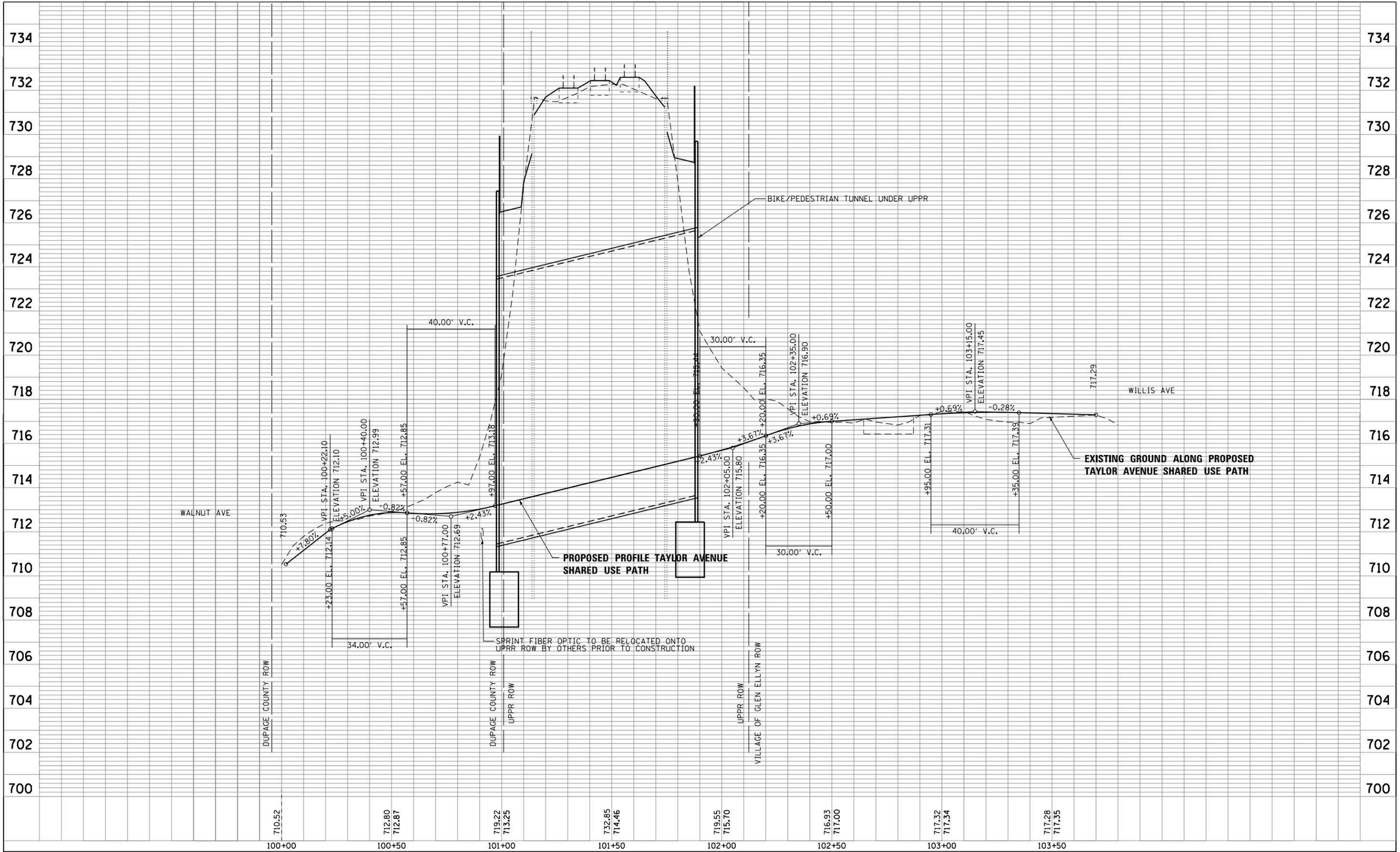
**ROADWAY PLAN  
TAYLOR AVENUE**

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 99+40.00 TO STA. 104+38.11

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	18
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				

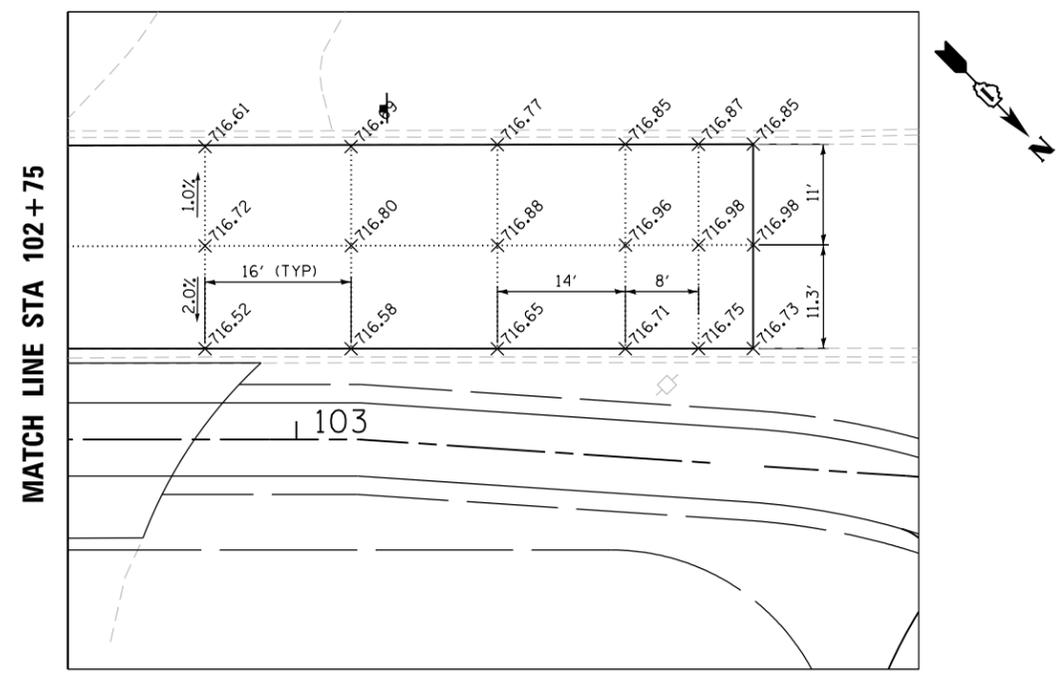
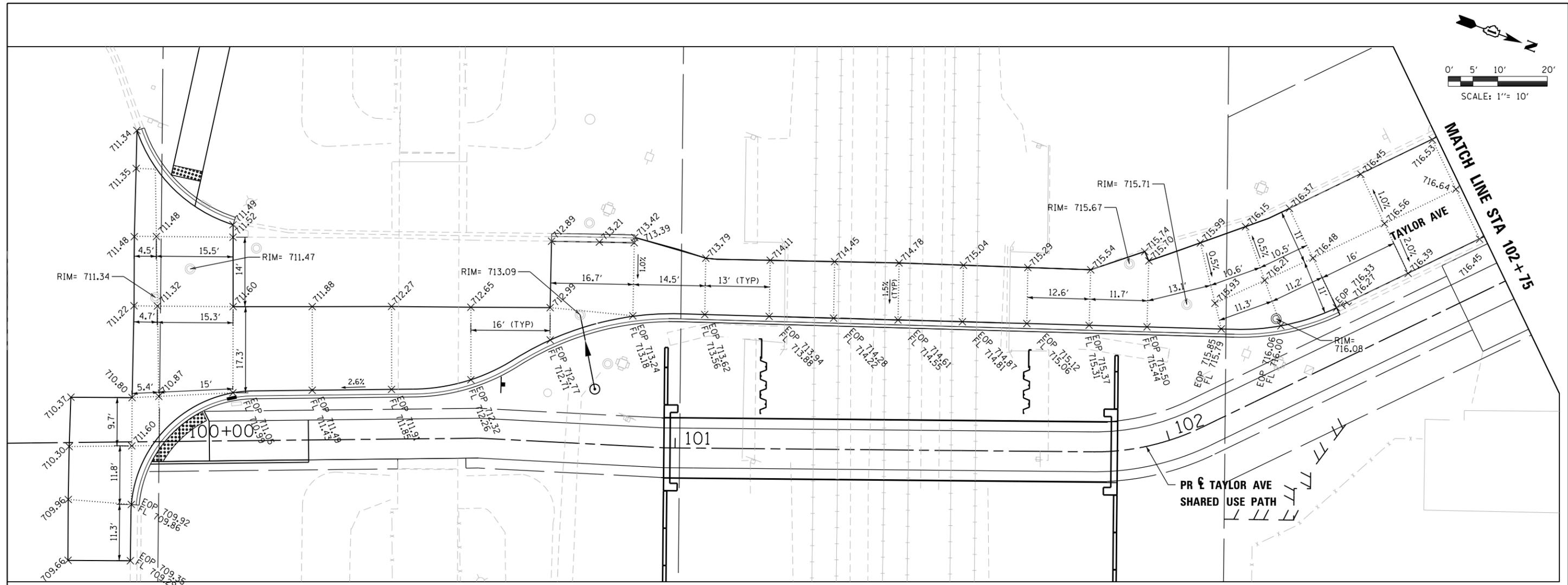
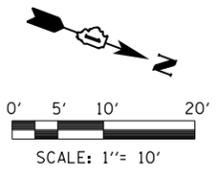
PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		



DESIGNED -	REVISED -
DRAWN - T. BLANK	REVISED -
CHECKED - D. LEVIN	REVISED -
DATE - 12/21/2017	REVISED -

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	19
CONTRACT NO. 61E40			ILLINOIS FED. AID PROJECT	



**benesch**  
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 Chicago, Illinois 60601  
 312-565-0450 Job No. 10507.01

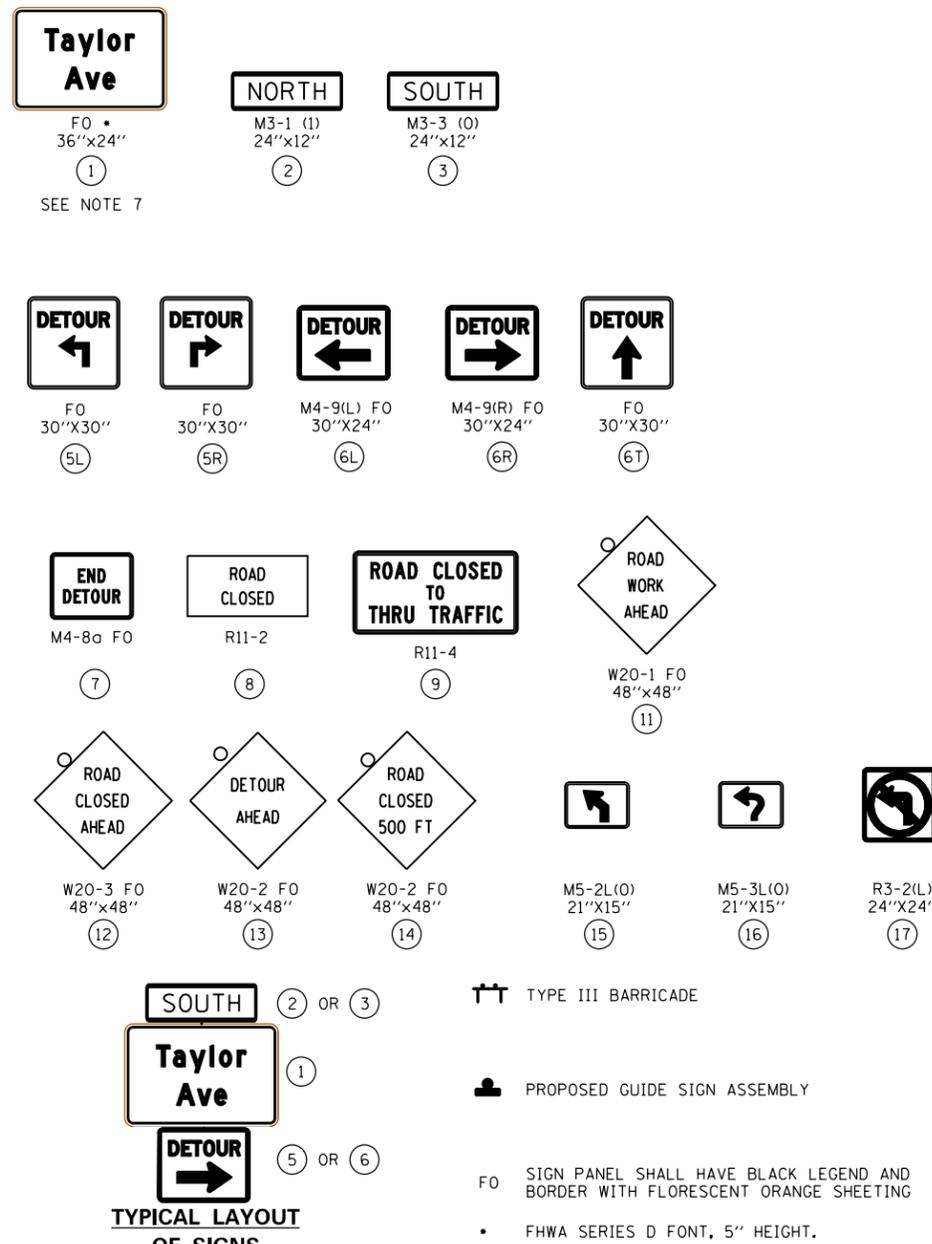


DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	11/27/2017	REVISED -	

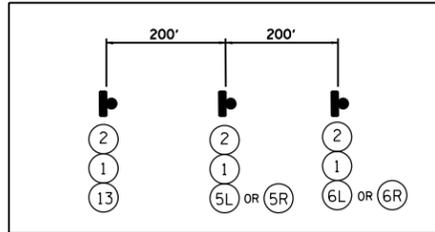
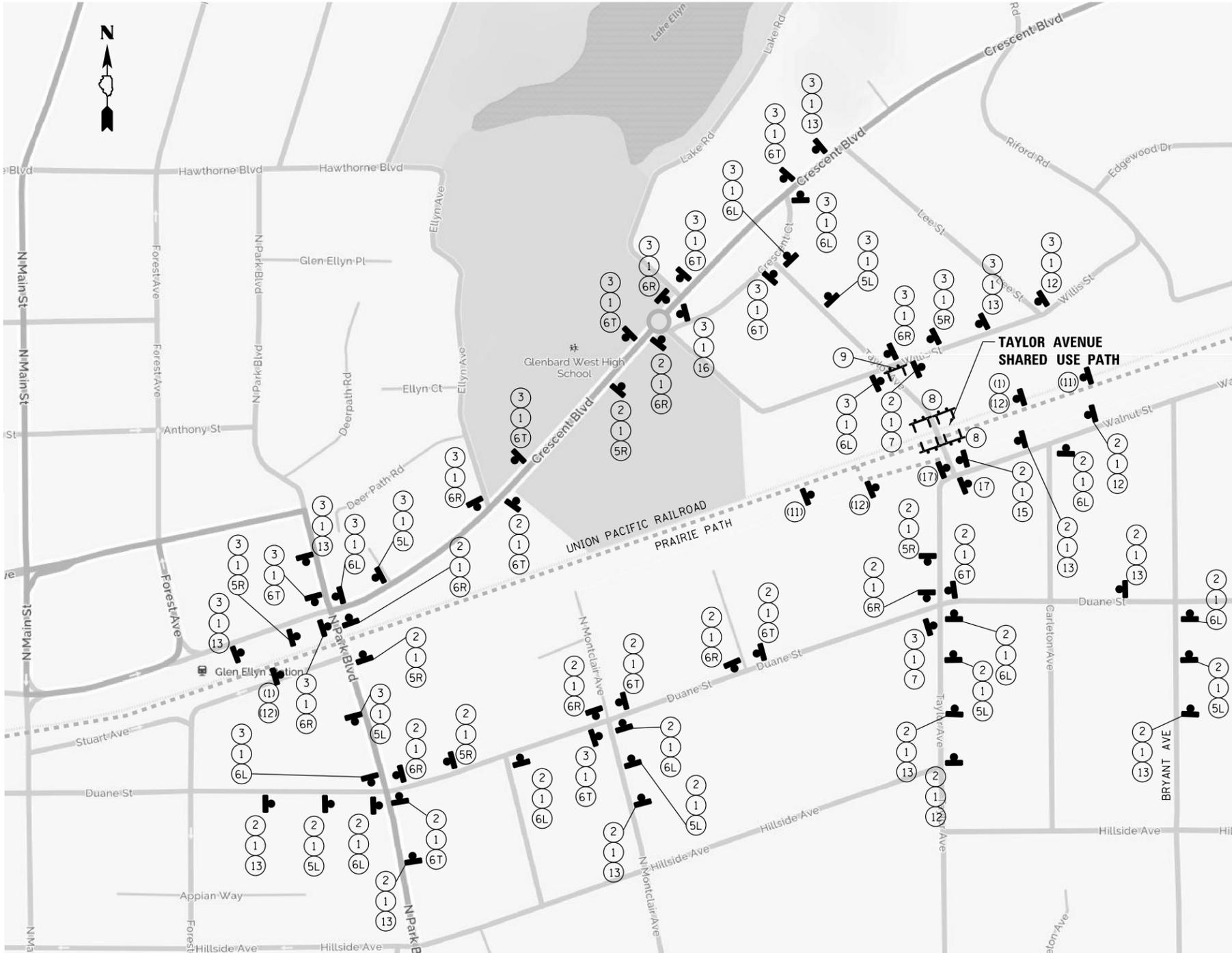
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT JOINTING PLAN**  
 SCALE: 1"=10' SHEET 1 OF 1 SHEETS STA. 99+40.00 TO STA. 104+38.11

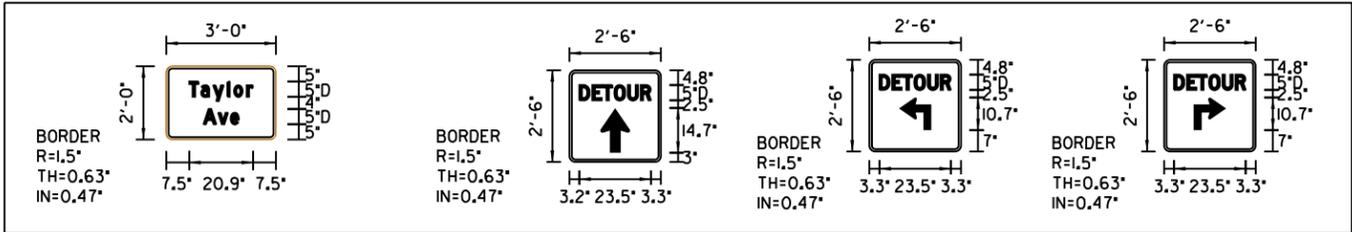
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	20
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				



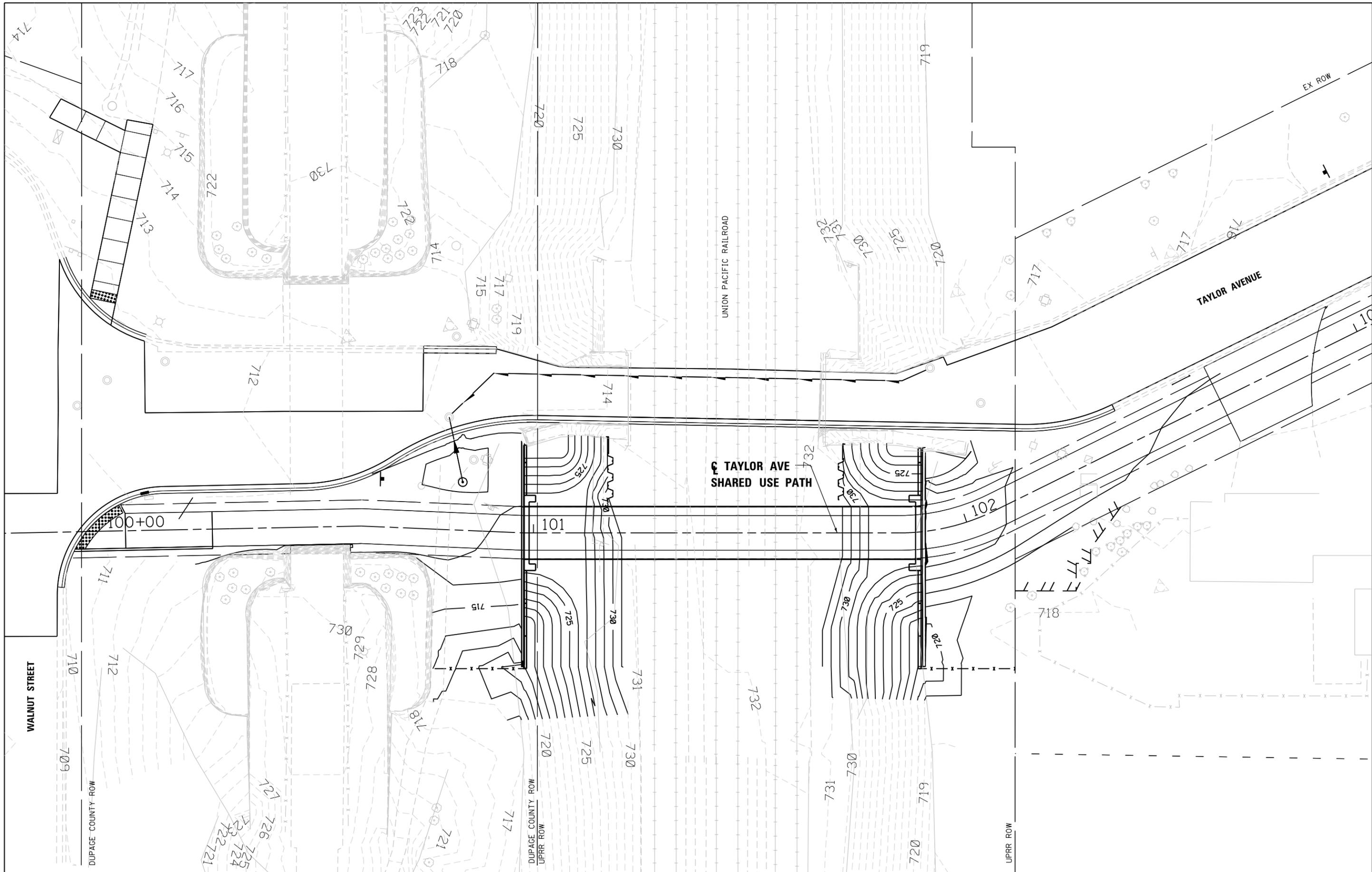
- NOTES:**
- PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
  - ANY SIGN THAT IS COVERED OR CHANGED SHALL BE DONE IN A MANNER WHICH DOES NOT DAMAGE ANY SIGNS OR POSTS. ANY SIGN OR POST WHICH THE ENGINEER DETERMINES HAS BEEN DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S OWN EXPENSE.
  - THE DETOUR IS REQUIRED TO REMAIN IN PLACE UNTIL THE WORK NECESSARY TO REPAIR THE ROADWAY HAS BEEN COMPLETED.
  - SEE STANDARD 701901 FOR ADDITIONAL INFORMATION.
  - ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR COVERING OR REMOVING ANY CONFLICTING DESTINATION SIGNS. NO DRILLING OR TAPE WILL BE ALLOWED ON THE SIGN FACE.
  - SIGN (1) SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING. ALL OTHER DETOUR SIGNS SHALL BE INCLUDED AS PART OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
  - ( ) INDICATE THAT THE SIGN IS INTENDED FOR PLACEMENT ADJACENT TO THE PRAIRIE PATH OR THE PATH CONNECTION.



**TYPICAL SIGN SPACING**



**SIGN DETAILS**



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 Chicago, Illinois 60601  
 312-565-0450 Job No. 10507.01



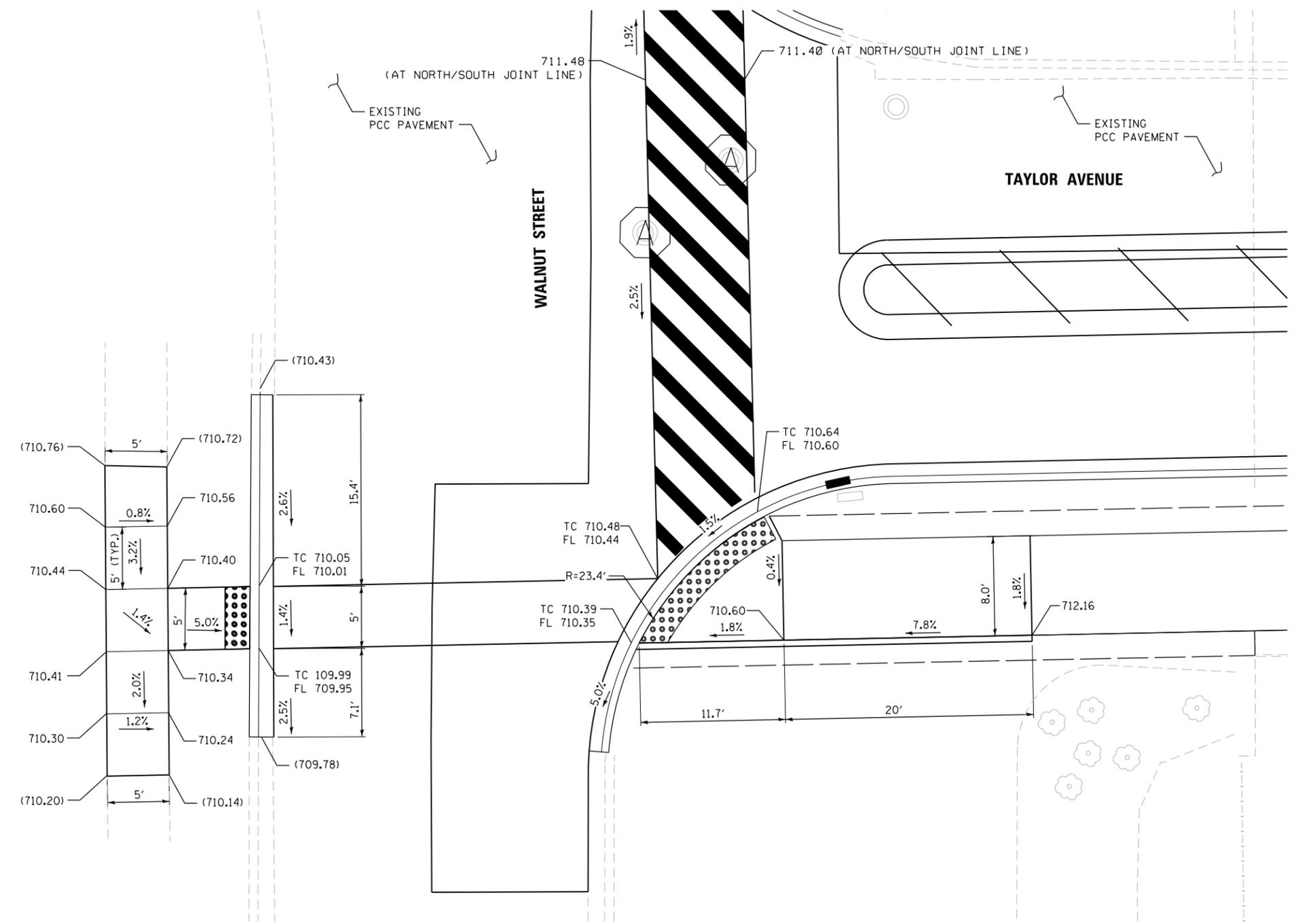
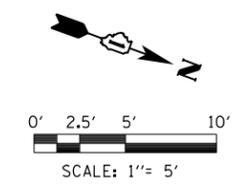
DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	11/27/2017	REVISED -	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**GRADING PLAN  
 TAYLOR AVENUE**

SCALE: 1"=10'    SHEET 1 OF 1 SHEETS    STA. 99+40.00 TO STA. 104+38.11

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	22
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				



DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	11/27/2017	REVISED -	

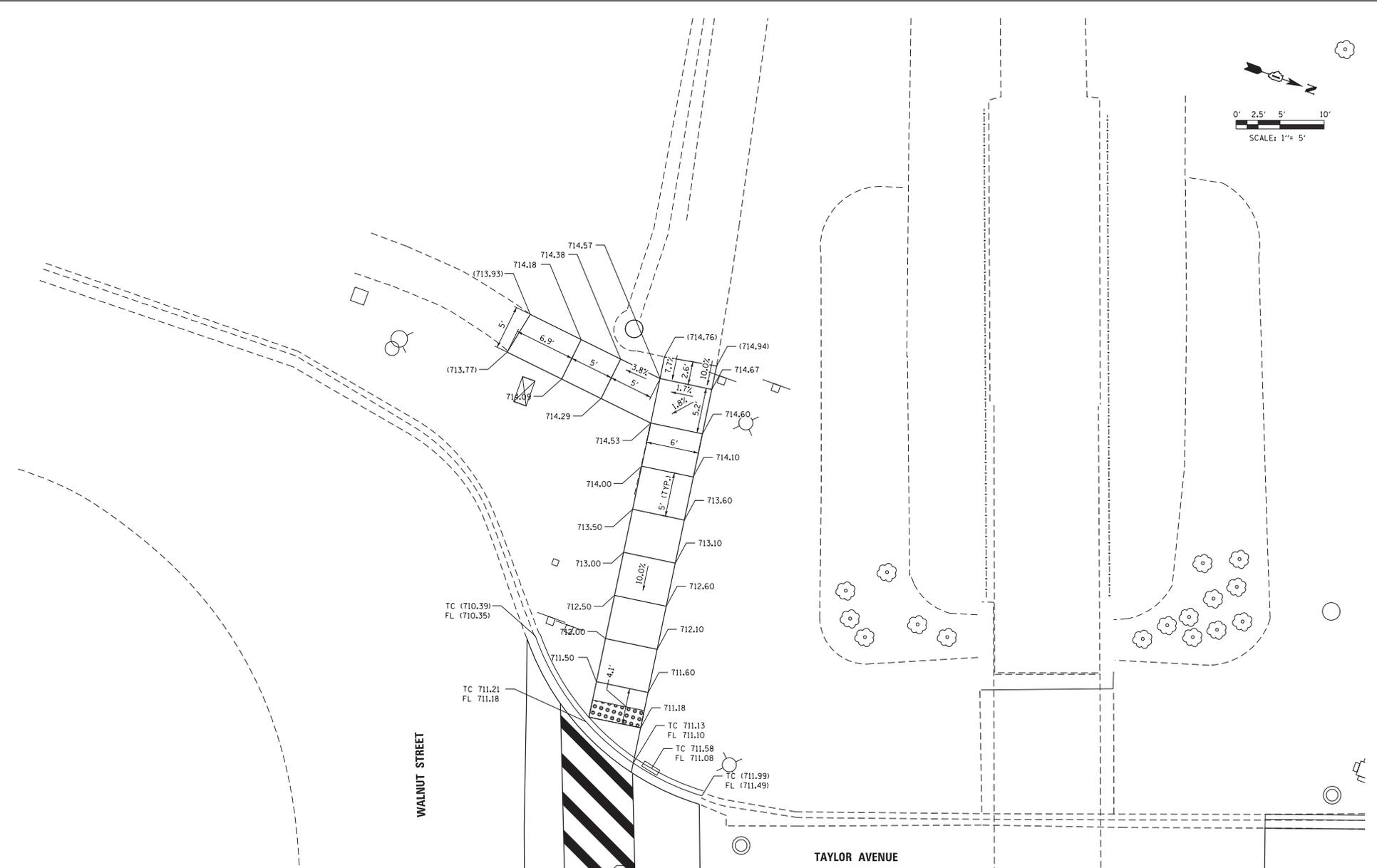
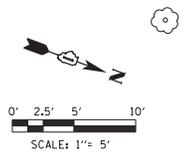
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ADA PLAN  
 TAYLOR AVENUE**

SCALE: 1"=5'    SHEET 1 OF 3 SHEETS    STA. N/A TO STA. N/A

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	23
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				





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 Alfred Benesch & Company  
 205 North Michigan Avenue, Suite 2400  
 Chicago, Illinois 60601  
 312.255-4000 Job No. 10507.01

DESIGNED	- D. LEVIN	REVISED	-
DRAWN	- D. LEVIN	REVISED	-
CHECKED	- R. PARKS	REVISED	-
DATE	- 11/27/2017	REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

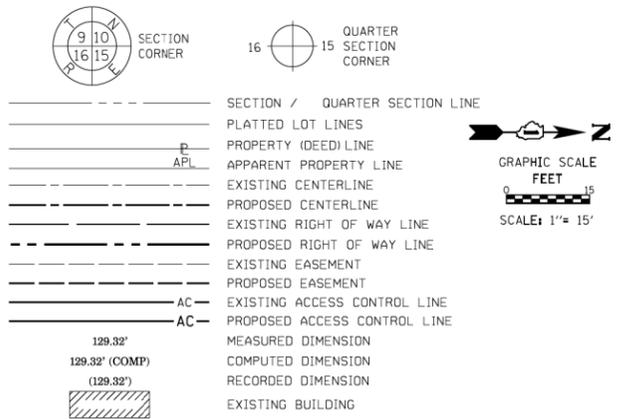
**ADA PLAN  
 TAYLOR AVENUE**

SCALE: SHEET OF SHEETS STA. TO STA.

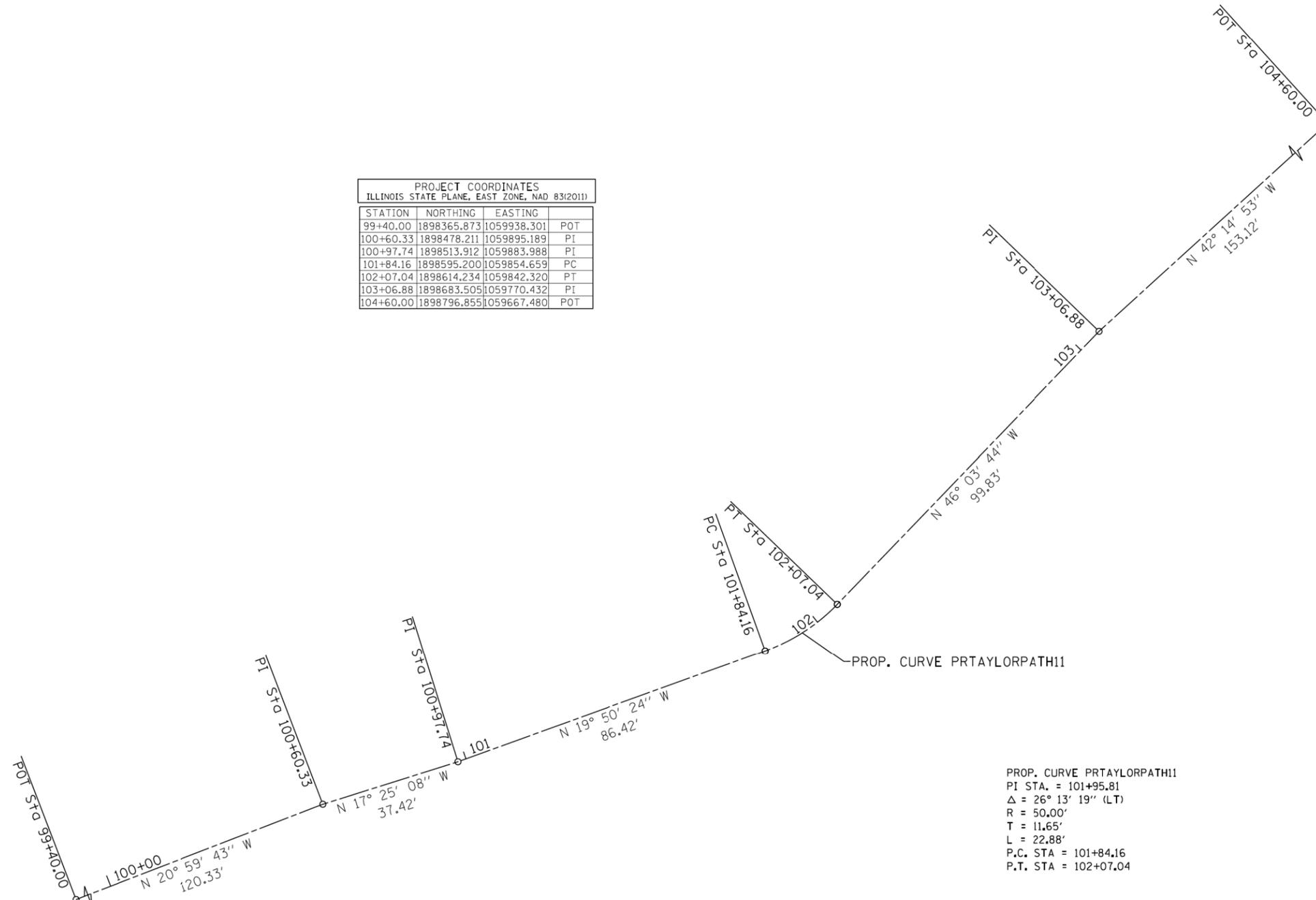
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT		59	25
			CONTRACT NO. 61E40	
ILLINOIS FED. AID PROJECT				

PART OF THE SE 1/4 OF SECTION 11, TWP. 39 N., R. 10 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

**LEGEND**



PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD 83(2011)			
STATION	NORTHING	EASTING	
99+40.00	1898365.873	1059938.301	POT
100+60.33	1898478.211	1059895.189	PI
100+97.74	1898513.912	1059883.988	PI
101+84.16	1898595.200	1059854.659	PC
102+07.04	1898614.234	1059842.320	PT
103+06.88	1898683.505	1059770.432	PI
104+60.00	1898796.855	1059667.480	POT



PROP. CURVE PRTAYLORPATH11  
PI STA. = 101+95.81  
Δ = 26° 13' 19" (LT)  
R = 50.00'  
T = 11.65'  
L = 22.88'  
P.C. STA = 101+84.16  
P.T. STA = 102+07.04

- BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2011 ADJUSTMENT), EAST ZONE.
- IRON PIPE OR ROD FOUND
  - ⊕ "MAG" NAIL SET
  - + CUT CROSS FOUND OR SET
  - 5 / 8" REBAR SET
  - T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - T2
  - T3
  - BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - BT2
  - BT3
  - STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
  - M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
  - RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
JSS  
COUNTY OF DUPAGE )

THIS IS TO CERTIFY THAT I, DOUGLAS G. MASSEY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT NAPERVILLE, ILLINOIS THIS 11TH DAY OF OCTOBER, 2017 A.D.

*Douglas G. Massey*  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3685  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2018  
FIELD WORK COMPLETED: JULY 19, 2017

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



**benesch**  
engineers · scientists · planners

Alfred Benesch & Company  
35 West Wacker Drive, Suite 3300  
Chicago, Illinois 60601  
312-565-0450  
Design Firm License # 184.000882

**IDOT USE ONLY**

**PLAT OF HIGHWAYS**  
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**TAYLOR AVENUE PATH**

LIMITS: COUNTY: DUPAGE  
SECTION: 15-00079-00-BT JOB NO.:  
STA. TO STA.  
SCALE: 1"=15' SHEET 2 OF 3 SHEETS

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

REVISION DATE: 01/09/18 REVISION MADE BY: DGM



DESIGNED - D. LEVIN	REVISED -
DRAWN - D. LEVIN	REVISED -
CHECKED - R. PARKS	REVISED -
DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

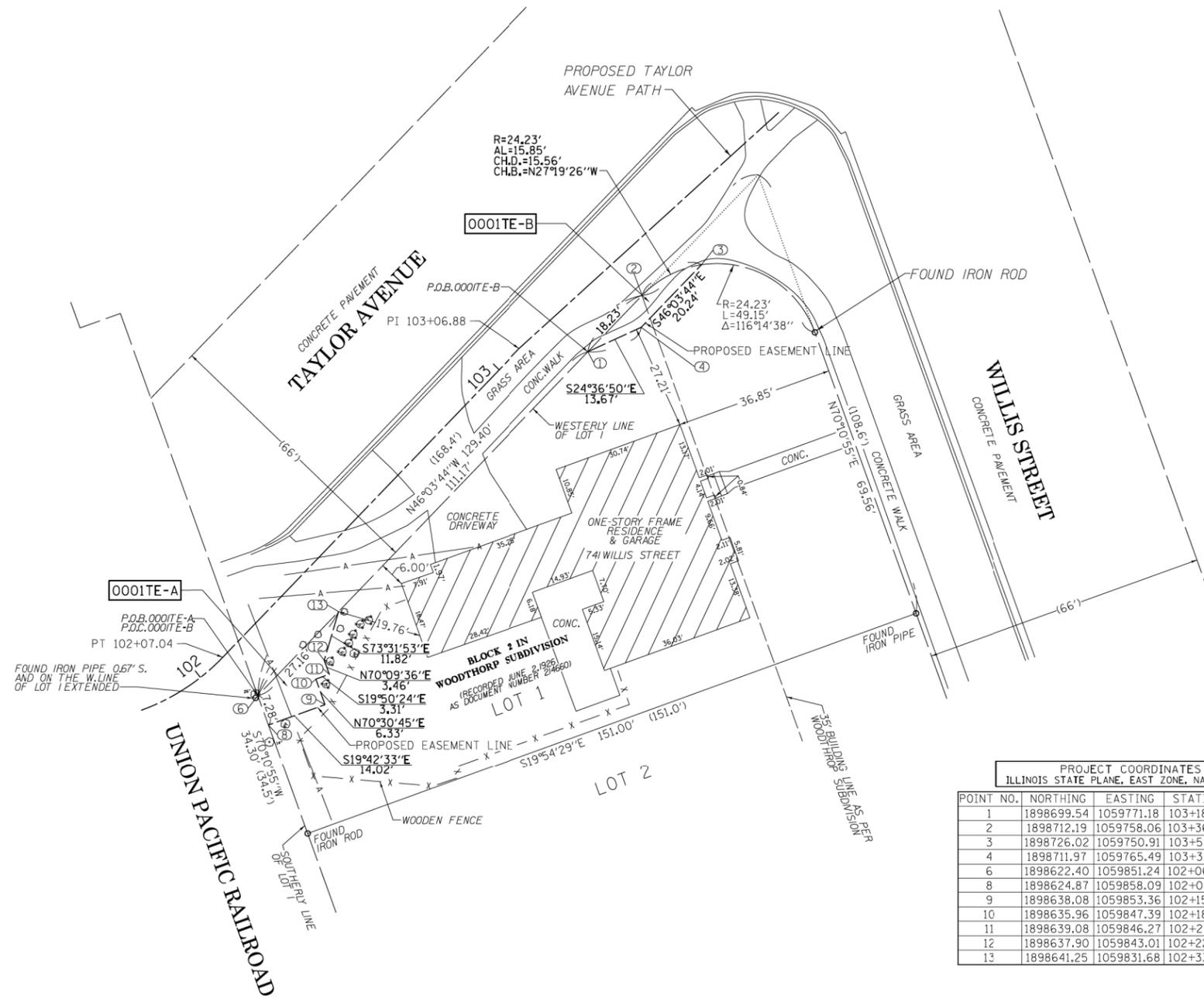
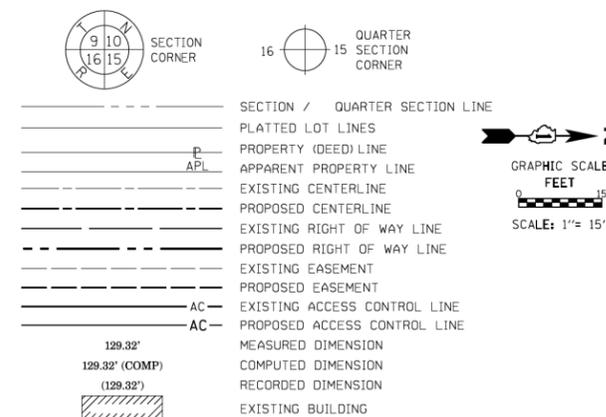
**PLAT OF HIGHWAYS**  
**TAYLOR AVENUE**

SCALE: NTS SHEET 1 OF 2 SHEETS STA. 100+00.00 TO STA. 103+88.23

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	26
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				

PART OF THE SE 1/4 OF SECTION 11, TWP. 39 N., R. 10 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

**LEGEND**



- BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2011 ADJUSTMENT), EAST ZONE.
- IRON PIPE OR ROD FOUND      ⊕ 'MAG' NAIL SET
  - + CUT CROSS FOUND OR SET      ● 5 / 8" REBAR SET
  - T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - T2
  - T3
  - BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - BT2
  - BT3
  - STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
  - M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
  - ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
  - RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
 ) SS  
 COUNTY OF DUPAGE )

THIS IS TO CERTIFY THAT I, DOUGLAS G. MASSEY, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 11, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT NAPERVILLE, ILLINOIS THIS 11TH DAY OF OCTOBER, 2017, A.D.

*Douglas G. Massey*  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 0685  
 LICENSE EXPIRATION DATE, NOVEMBER 30, 2018  
 FIELD WORK COMPLETED, JULY 19, 2017



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

**benesch**  
 engineers • scientists • planners  
 Alfred Benesch & Company  
 35 West Wacker Drive, Suite 3300  
 Chicago, Illinois 60601  
 312-565-0450  
 Design Firm License # 184.000882

PROJECT COORDINATES  
 ILLINOIS STATE PLANE, EAST ZONE, NAD 83(2011)

POINT NO.	NORTHING	EASTING	STATION	OFFSET
1	1898699.54	1059771.18	103+18.24	11.34'
2	1898712.19	1059758.06	103+36.43	10.13'
3	1898726.02	1059750.91	103+51.47	14.14'
4	1898711.97	1059765.49	103+31.27	15.48'
6	1898622.40	1059851.24	102+06.44	12.07'
8	1898624.87	1059858.09	102+04.15	18.72'
9	1898638.08	1059853.36	102+15.64	24.83'
10	1898635.96	1059847.39	102+18.47	19.17'
11	1898639.08	1059846.27	102+21.44	20.63'
12	1898637.90	1059843.01	102+22.97	17.52'
13	1898641.25	1059831.68	102+33.45	12.07'

- NOTES:  
 1) ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF. NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.  
 2) BEARINGS AND DISTANCES SHOWN HEREON ARE ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) GRID.  
 3) ALL MEASURED AND CALCULATED DISTANCES ARE "GRID NOT GROUND." TO OBTAIN GROUND DISTANCES, DIVIDE GRID BY THE COMBINATION FACTOR OF 0.9999515.  
 4) AREAS SHOWN ON THIS PLAT ARE "GROUND."  
 5) TREES AND SHRUBS ARE ONLY SHOWN ON THE PARCEL WITHIN 5 FEET OF THE PROPOSED EASEMENT 0001E-A.  
 6) THE PHYSICAL FEATURES SHOWN HEREON ARE STRICTLY LIMITED TO ONLY THOSE FEATURES VISIBLE IN THE AREA OF INTEREST AT THE EFFECTIVE DATE OF THIS SURVEY. IT IS NOT WITHIN THE SCOPE OF THIS EASEMENT PLAT TO DEPICT ANY SUBSURFACE FEATURES, WHICH MAY EXIST WITHIN THIS AREA.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	SQUARE FEET	PARCEL INDEX NUMBER
0001E-A	0.240	N/A	N/A	0.240	0.005	201	05-11-411-001
0001E-B					0.003	110	

**IDOT USE ONLY**

LIMITS: COUNTY: DUPAGE  
 SECTION: 15-00079-00-BT JOB NO.:  
 STA. 102+07.04 TO STA. 103+51.47  
 SCALE: 1"=15' SHEET 3 OF 3 SHEETS

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

REVISION DATE: 01/09/18 REVISION MADE BY: DGM



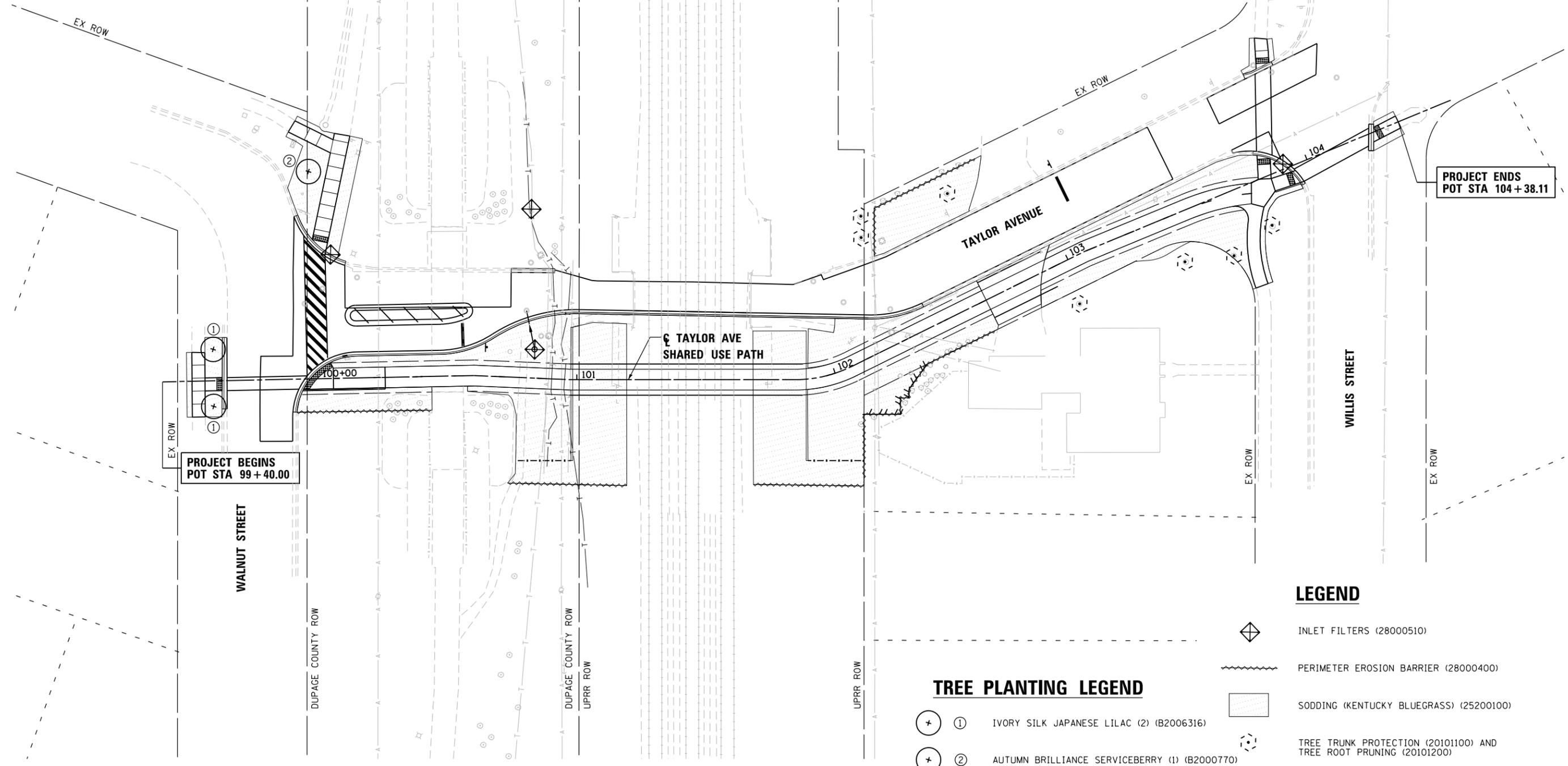
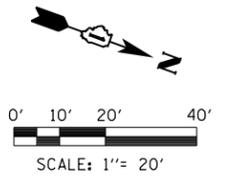
DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	11/27/2017	REVISED -	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**PLAT OF HIGHWAYS**  
**TAYLOR AVENUE**

SCALE: NTS SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A

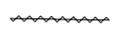
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	27
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				



**PROJECT BEGINS  
POT STA 99 + 40.00**

**PROJECT ENDS  
POT STA 104 + 38.11**

**LEGEND**

-  INLET FILTERS (28000510)
-  PERIMETER EROSION BARRIER (28000400)
-  SODDING (KENTUCKY BLUEGRASS) (25200100)
-  TREE TRUNK PROTECTION (20101100) AND TREE ROOT PRUNING (20101200)

**TREE PLANTING LEGEND**

-  ① IVORY SILK JAPANESE LILAC (2) (B2006316)
-  ② AUTUMN BRILLIANCE SERVICEBERRY (1) (B2000770)



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205 North Michigan Avenue, Suite 2400  
Chicago, Illinois 60601  
312-565-0450 Job No. 10507.01



DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	11/27/2017	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL AND LANDSCAPING PLAN  
TAYLOR AVENUE**

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. 99+40.00 TO STA. 104+38.11

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	28
CONTRACT NO. 61E40				

ILLINOIS FED. AID PROJECT

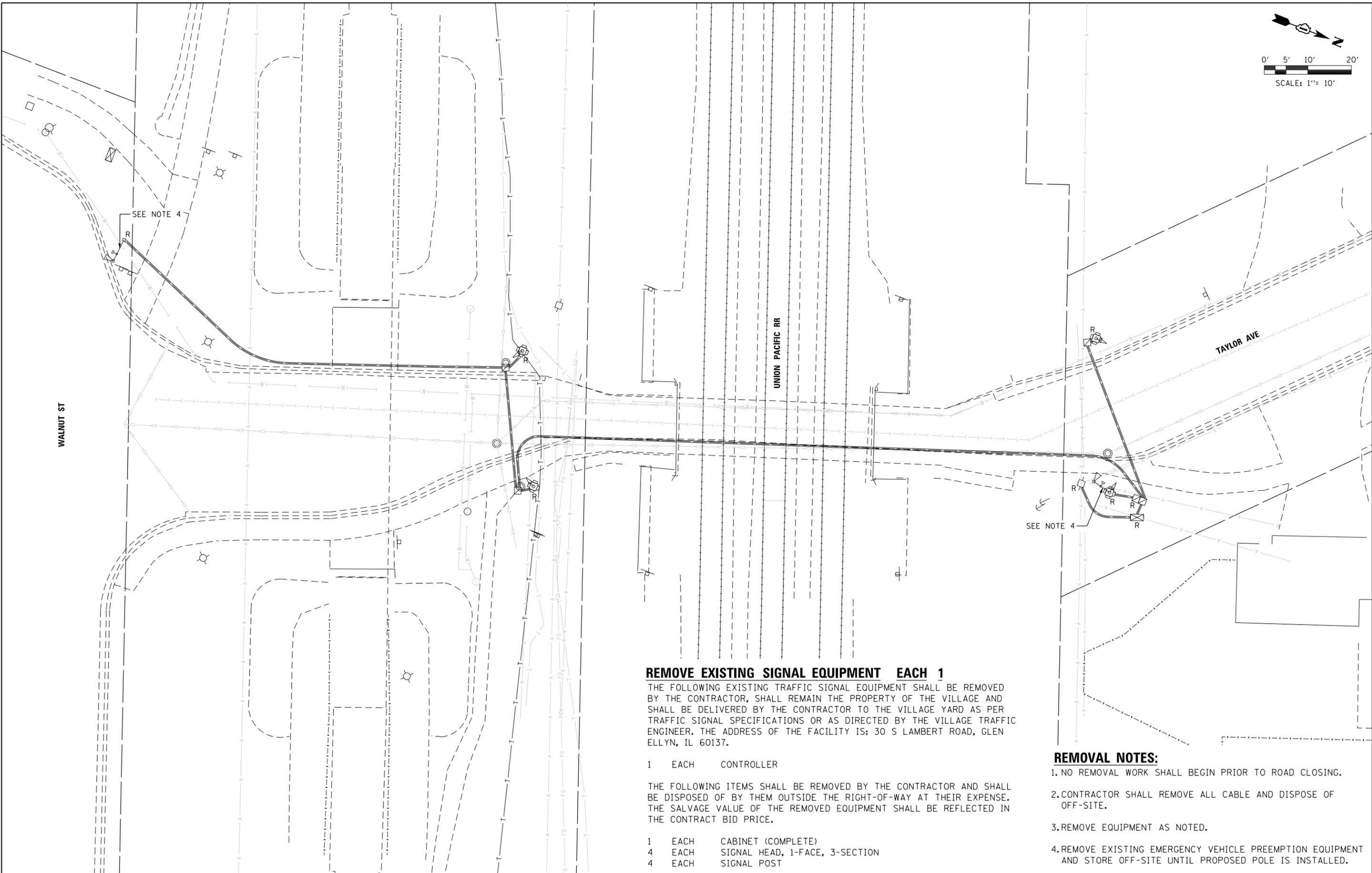
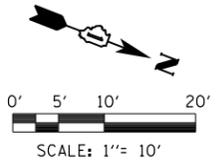
**SCHEDULE OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
80500100	SERVICE INSTALLATION, TYPE A	EACH	1
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	94
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	11
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	57
81400100	HANDHOLE	EACH	5
81400300	DOUBLE HANDHOLE	EACH	1
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
87300305	ELECTRIC CABLE IN TRENCH, LEAD-IN, NO. 14 1 PAIR	FOOT	168
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	480
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	681
87301295	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 20 3C	FOOT	480
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	110
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	395
87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	3
87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	2
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16

**SCHEDULE OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
88500100	INDUCTIVE LOOP DETECTOR	EACH	2
88600700	PREFORMED DETECTOR LOOP	FOOT	165
89500120	REMOVE EXISTING SERVICE INSTALLATION	EACH	1
89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2
89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2,273
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
89502380	REMOVE EXISTING HANDHOLE	EACH	1
89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	480
X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	292
X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1





**REMOVE EXISTING SIGNAL EQUIPMENT EACH 1**

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE VILLAGE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE VILLAGE YARD AS PER TRAFFIC SIGNAL SPECIFICATIONS OR AS DIRECTED BY THE VILLAGE TRAFFIC ENGINEER. THE ADDRESS OF THE FACILITY IS: 30 S LAMBERT ROAD, GLEN ELLYN, IL 60137.

- 1 EACH CONTROLLER

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

- 1 EACH CABINET (COMPLETE)
- 4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 4 EACH SIGNAL POST

**REMOVAL NOTES:**

1. NO REMOVAL WORK SHALL BEGIN PRIOR TO ROAD CLOSING.
2. CONTRACTOR SHALL REMOVE ALL CABLE AND DISPOSE OF OFF-SITE.
3. REMOVE EQUIPMENT AS NOTED.
4. REMOVE EXISTING EMERGENCY VEHICLE PREEMPTION EQUIPMENT AND STORE OFF-SITE UNTIL PROPOSED POLE IS INSTALLED.

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Chicago, Illinois 60601  
312-565-0450 Job No. 10507.01



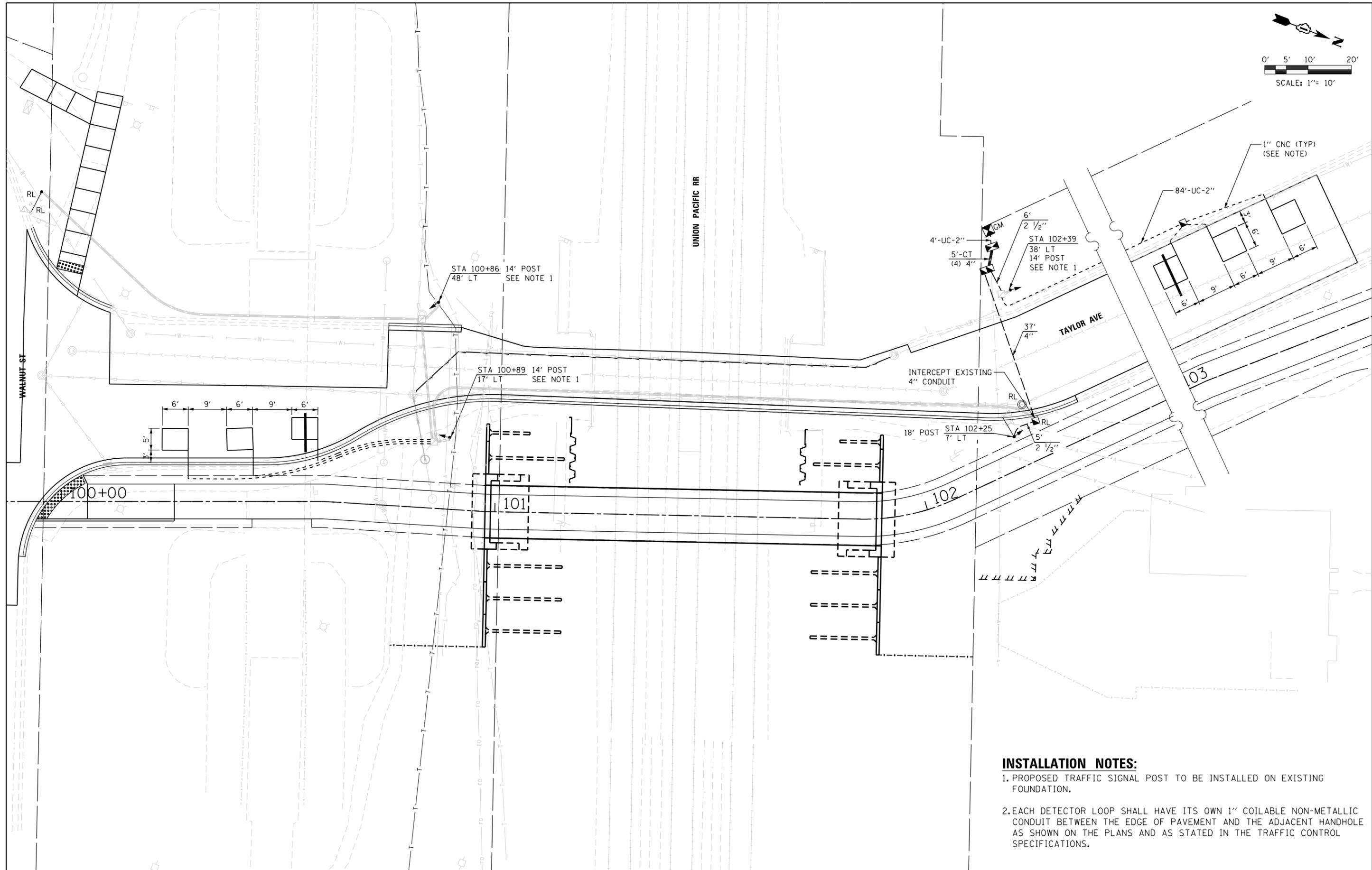
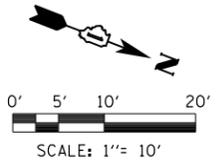
DESIGNED - GHT	REVISED -
DRAWN - JLW	REVISED -
CHECKED - GRR	REVISED -
DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING TRAFFIC SIGNAL PLAN  
TAYLOR AVE**

SCALE: 1" = 10'    SHEET    OF    SHEETS    STA.    TO    STA.

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	30
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				



- INSTALLATION NOTES:**
1. PROPOSED TRAFFIC SIGNAL POST TO BE INSTALLED ON EXISTING FOUNDATION.
  2. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC CONTROL SPECIFICATIONS.

**benesch**  
 Alfred Benesch & Company  
 205 North Michigan Avenue, Suite 2400  
 Chicago, Illinois 60601  
 312-565-0450 Job No. 10507.01



DESIGNED - GHT	REVISED -
DRAWN - JLW	REVISED -
CHECKED - GRR	REVISED -
DATE - 11/27/2017	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED TRAFFIC SIGNAL PLAN  
 TAYLOR AVE**

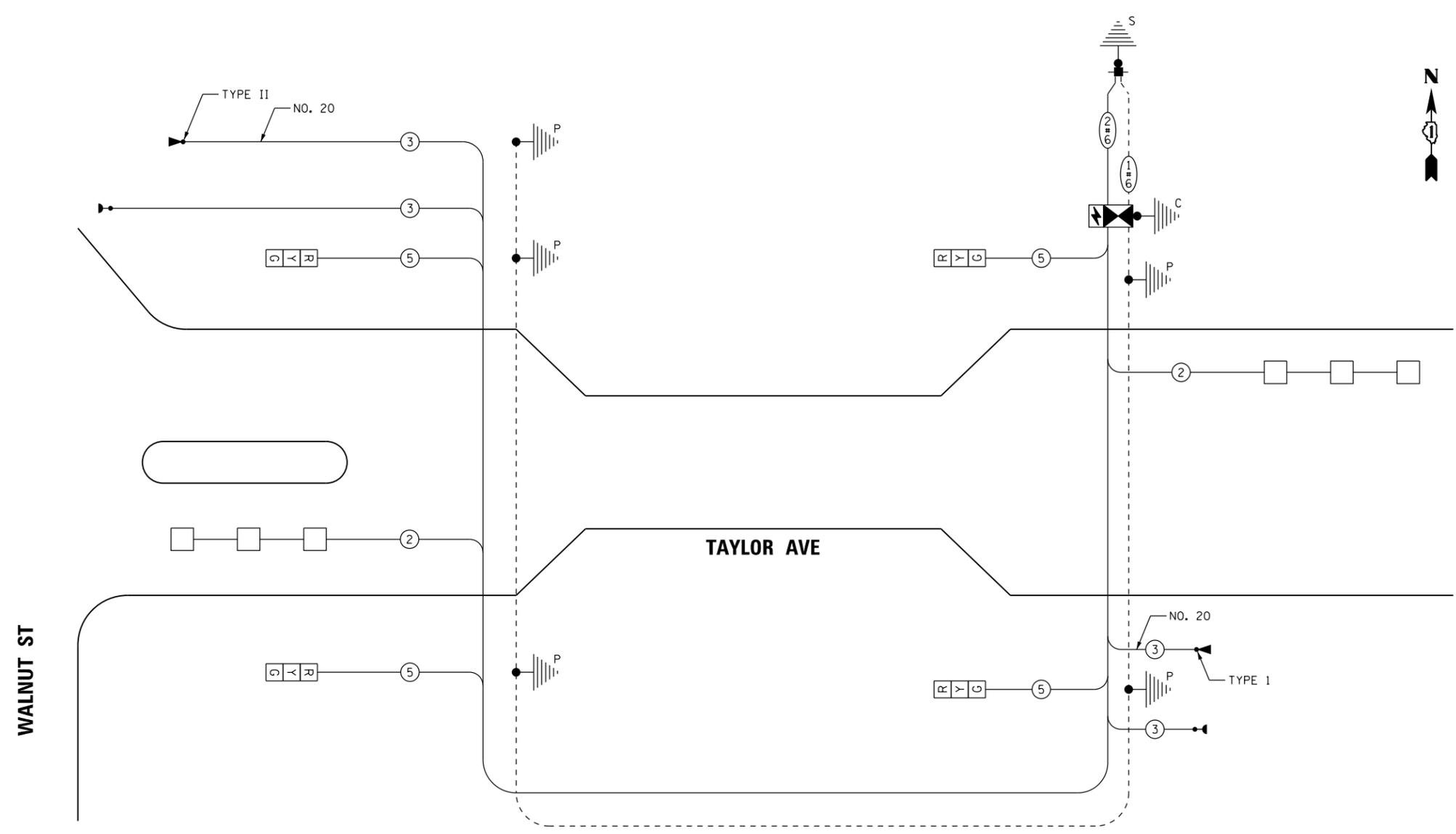
SCALE: 1" = 10' SHEET OF SHEETS STA. TO STA.

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	31
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	4	11	50	22.0
(YELLOW)	4	20	5	4.0
(GREEN)	4	12	45	21.6
PERMISSIVE ARROW	-	-	-	-
PED. SIGNAL	-	-	-	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	-	-	-
BLANK-PUT SIGN	-	-	-	-
FLASHER	-	-	-	-
STREET NAME SIGN	-	-	-	-
LUMINAIRE	-	-	-	-
TOTAL =				438.9

ENERGY COSTS TO:  
 VILLAGE OF GLEN ELLYN  
 30 S LAMBERT RD  
 GLEN ELLYN, IL 60137

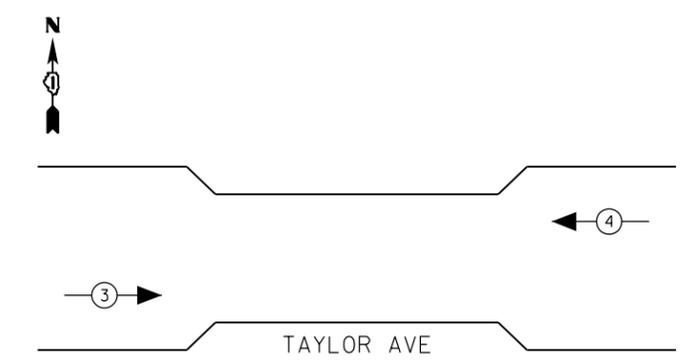
ENERGY SUPPLY: CONTACT: \_\_\_\_\_  
 PHONE: \_\_\_\_\_  
 COMPANY: \_\_\_\_\_  
 ACCOUNT NUMBER: \_\_\_\_\_



**CABLE PLAN**  
NOT TO SCALE

**LEGEND**

← (X) → DUAL ENTRY PHASE  
 X NUMBER REFERS TO ASSOCIATED PHASE



**PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**

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

TRAFFIC SIGNAL SEQUENCE						
PHASE	A			B		
INTERVAL	1	2	3	4	5	6
NORTHBOUND OR EASTBOUND	G	Y	R	R	R	R
SOUTHBOUND OR WESTBOUND	R	R	R	G	Y	R



# TRAFFIC SIGNAL LEGEND

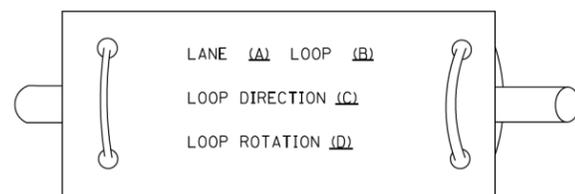
(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND			SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED			RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM			FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM			GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM					
SIGNAL HEAD			RELOCATE ITEM					
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM					
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED					
FLASHER INSTALLATION -(FS) SOLAR POWERED			MAST ARM POLE AND FOUNDATION TO BE REMOVED					
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED					
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

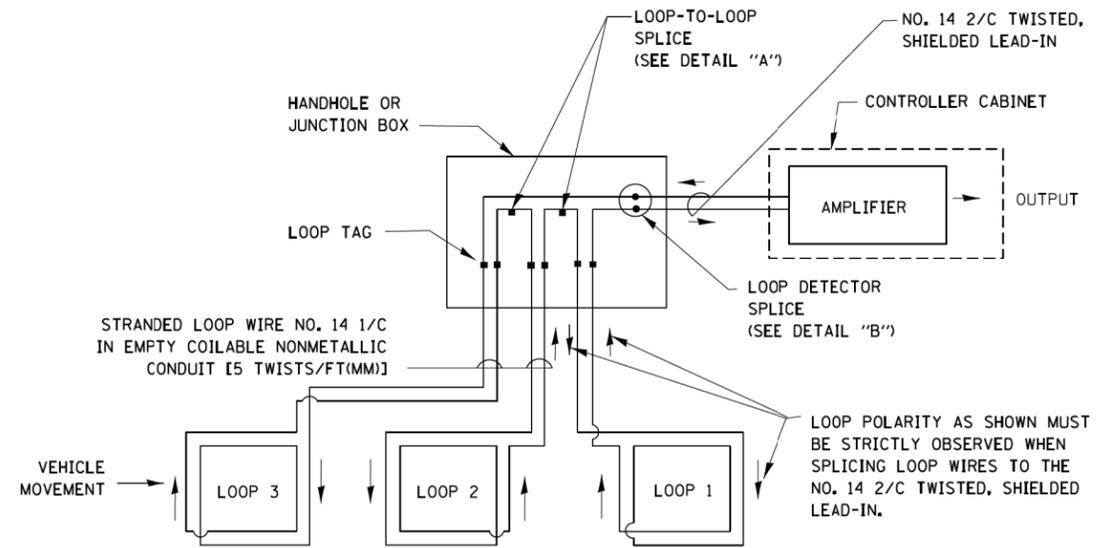
**LOOP DETECTOR NOTES**

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

**LOOP LEAD-IN CABLE TAG**

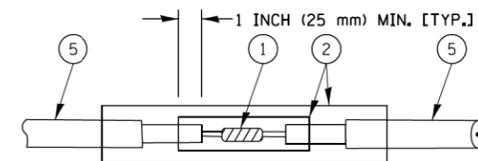


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

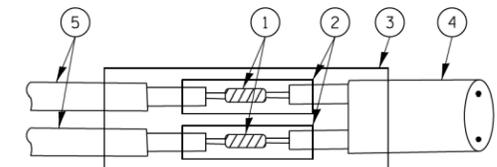


**DETECTOR LOOP WIRING SCHEMATIC**

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

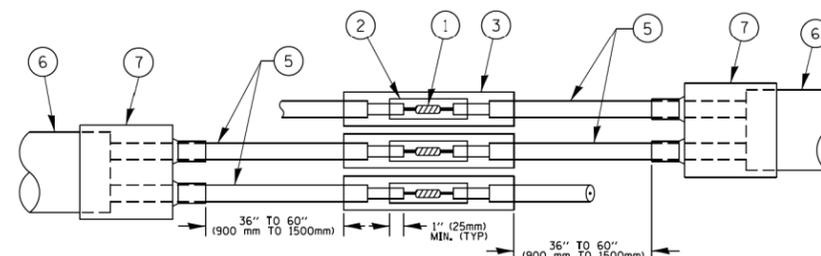


DETAIL "A"  
LOOP-TO-LOOP SPLICE

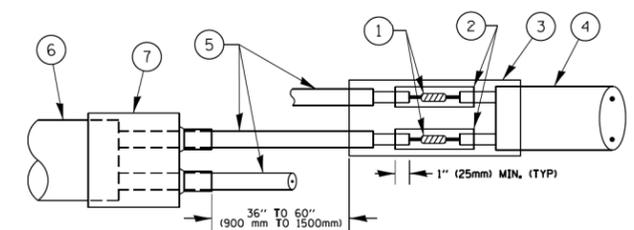


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

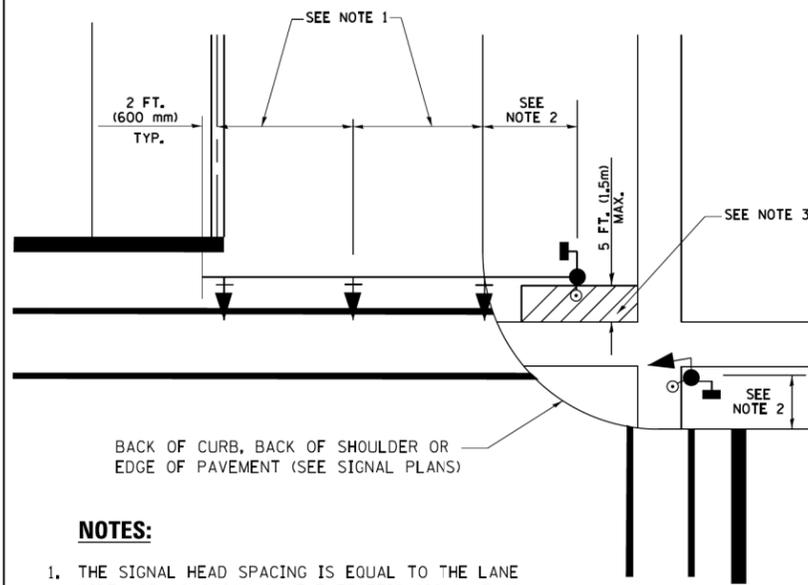
**PREFORMED LOOP**

**LOOP DETECTOR SPLICE**

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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -		2030	15-00079-00-BT	DUPAGE	59	34			
PLOT SCALE = 50.0000' / in.		CHECKED - DAD	REVISED -		<b>TS-05</b>			CONTRACT NO. 61E40				
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

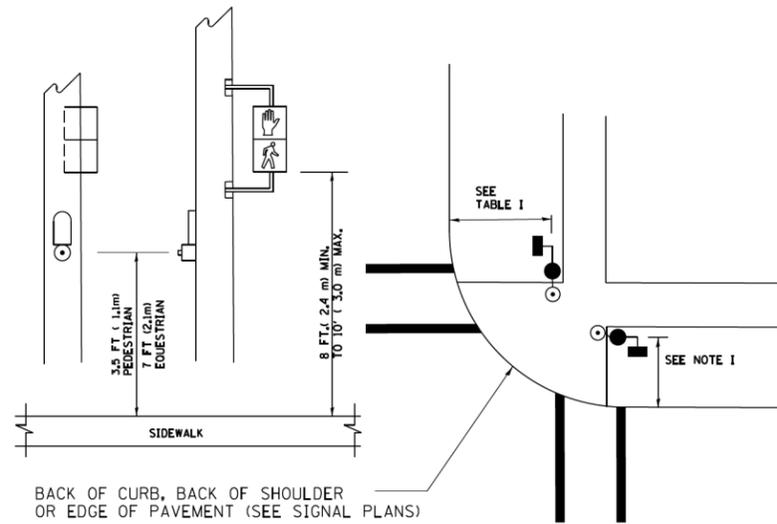
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST  
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR  
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN  
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



**NOTES:**

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

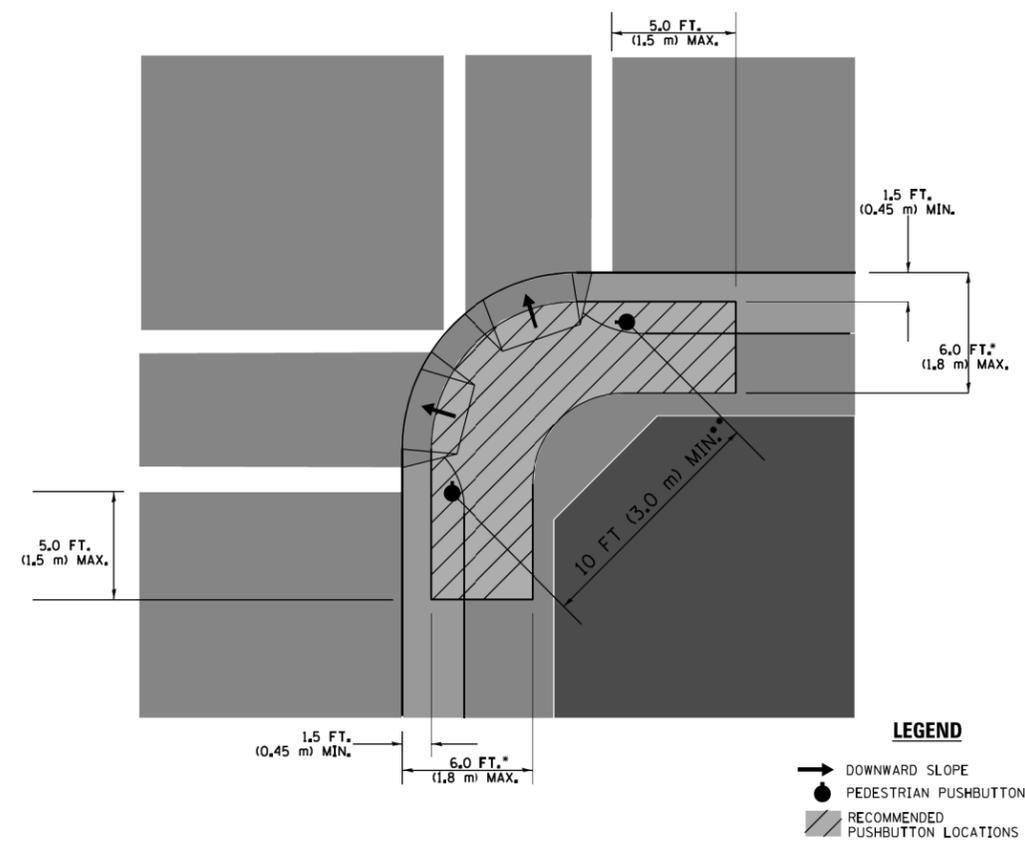
**PEDESTRIAN SIGNAL POST  
AND  
PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

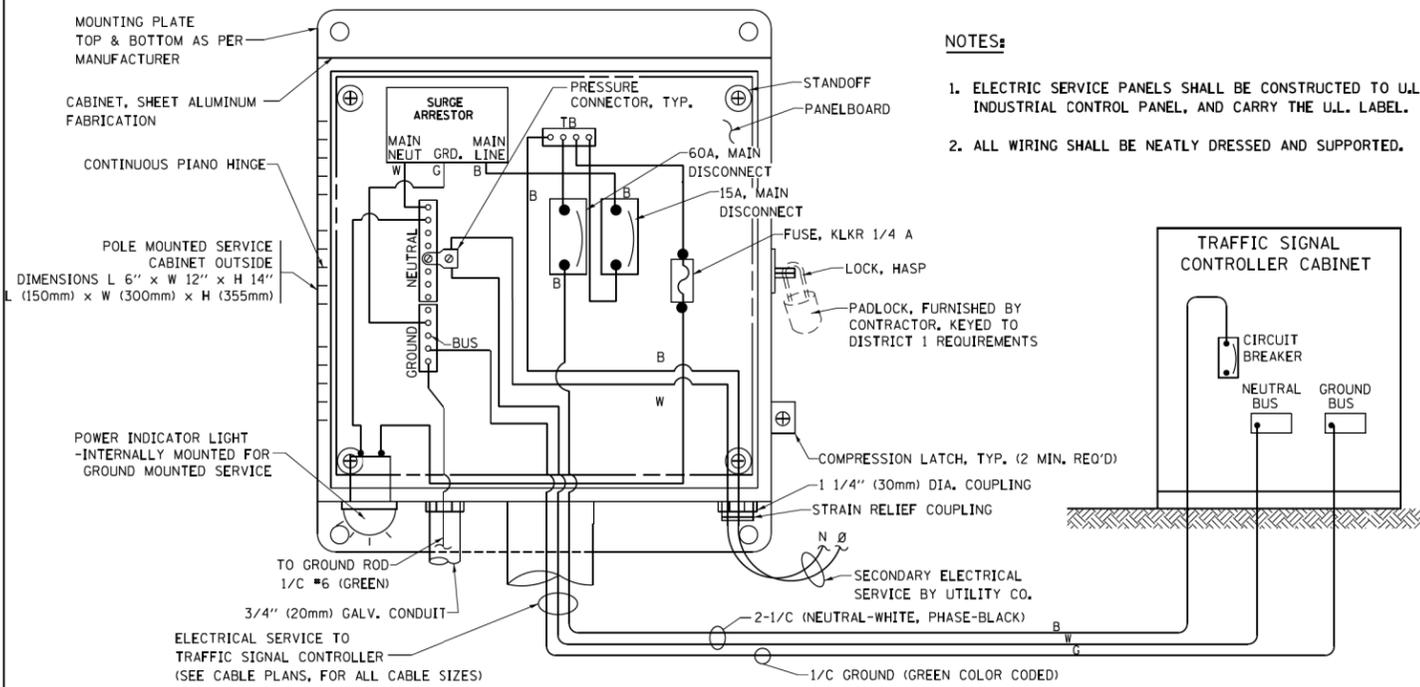
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

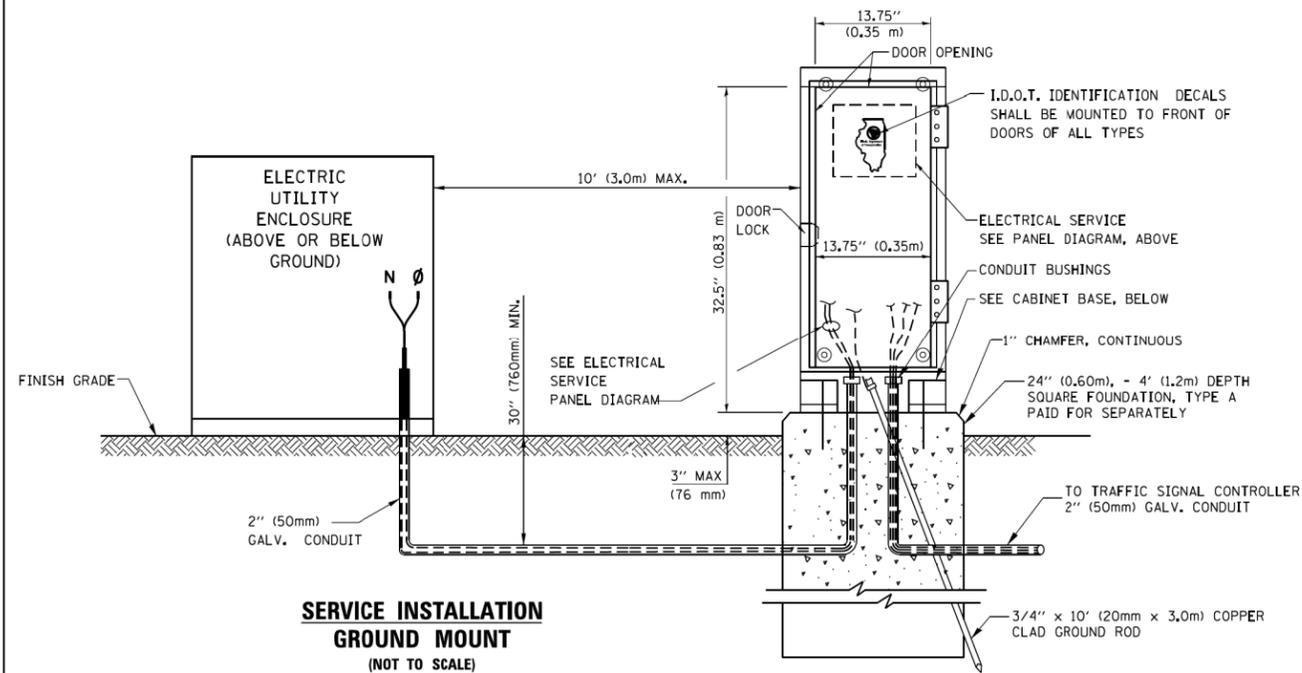
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

**NOTES:**

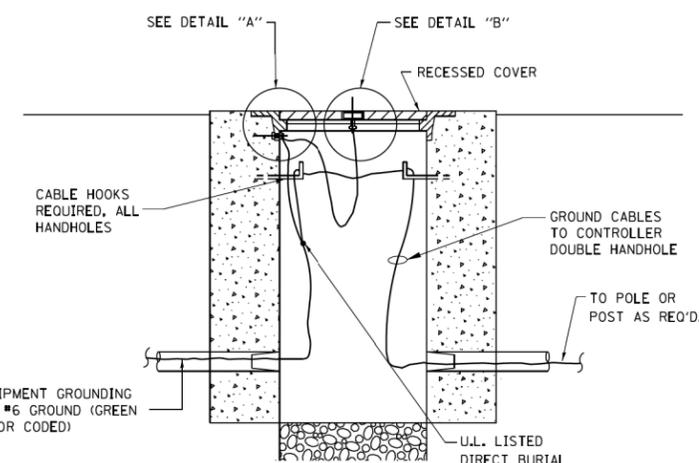
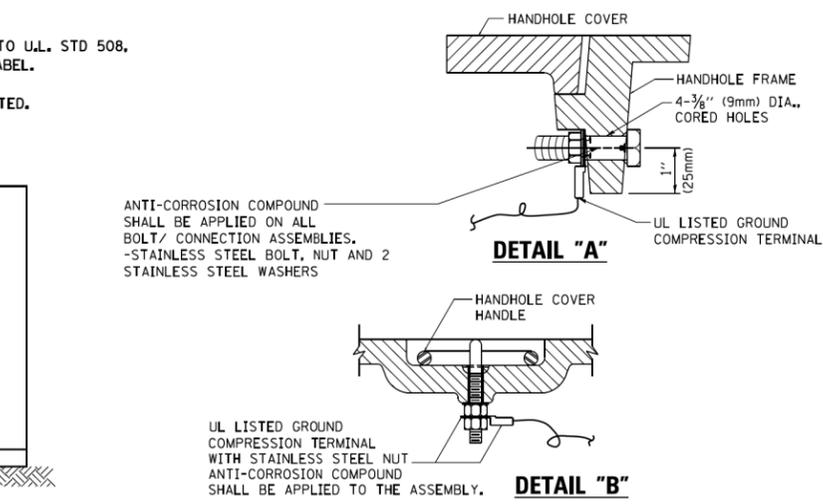
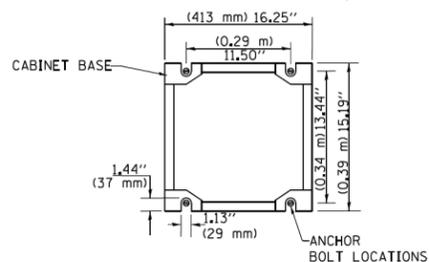
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM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



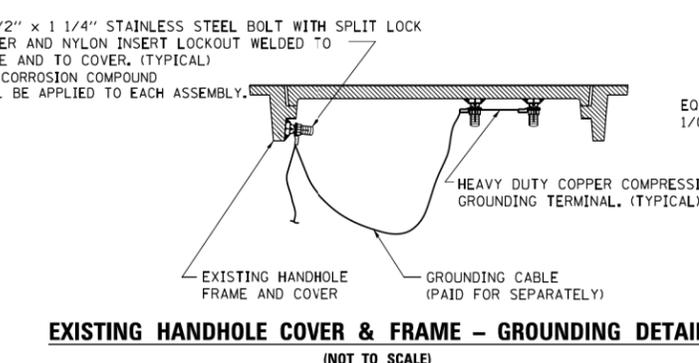
**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)  
SERVICE INSTALLATION POLE MOUNT (SHOWN)  
(NOT TO SCALE)**



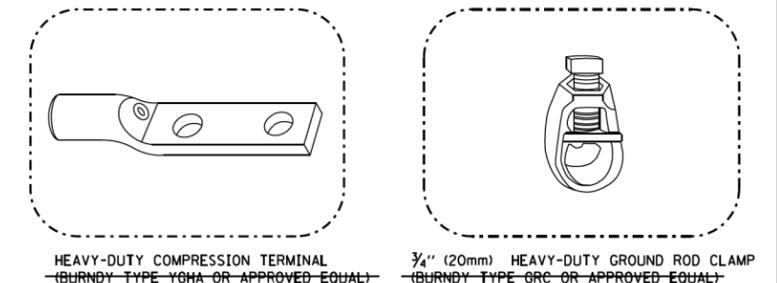
**CABINET - BASE BOLT PATTERN (NOT TO SCALE)**



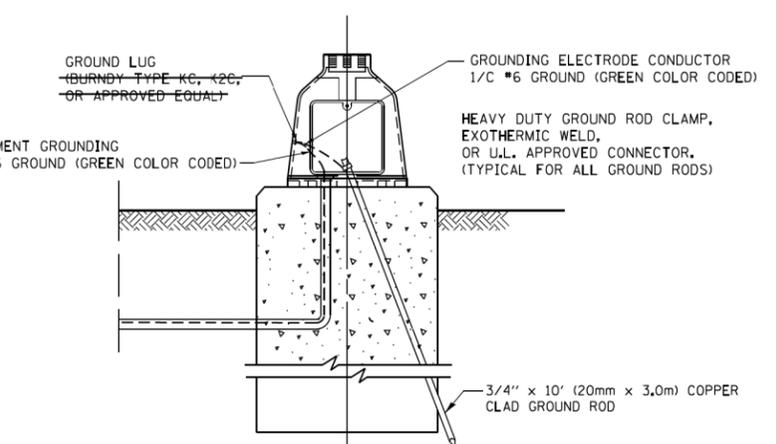
**HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)**



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



- 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)**

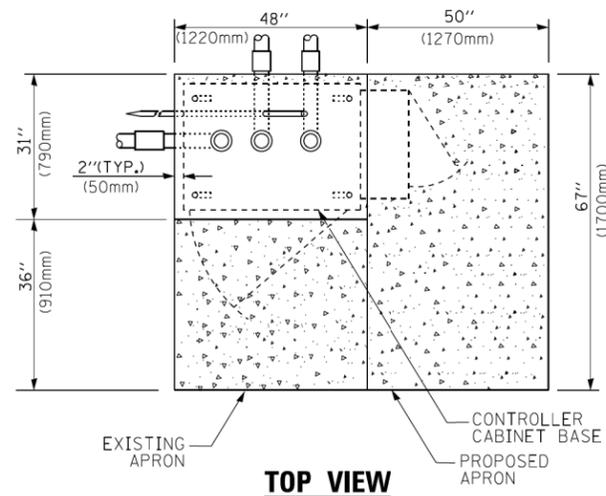
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ca:\pwork\pwork\footemj\00108315\ts05.dgn		DRAWN - BCK	REVISED -
		CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

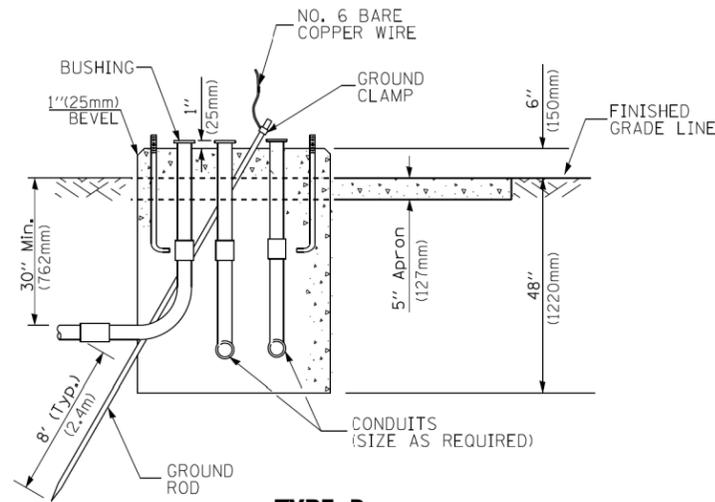
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 4 OF 7 SHEETS STA. TO STA.

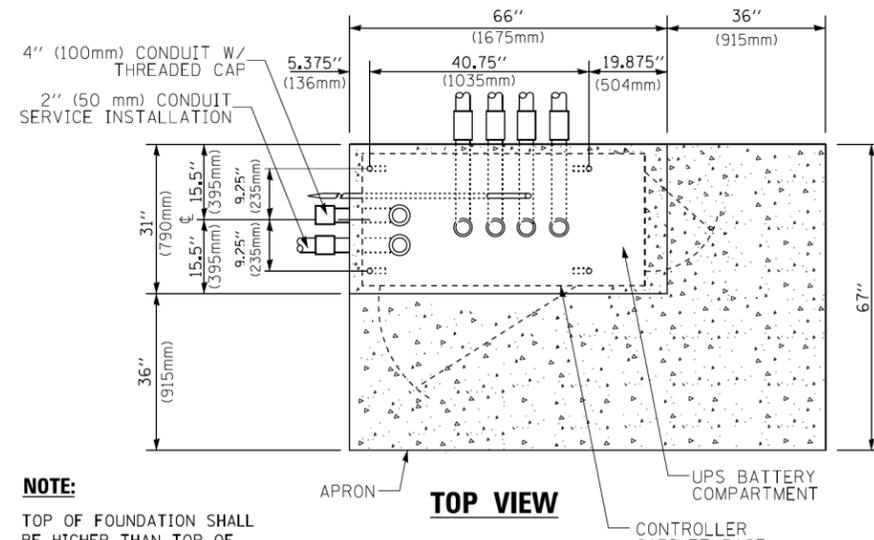
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	36
<b>TS-05</b>		CONTRACT NO. 61E40		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**TOP VIEW**

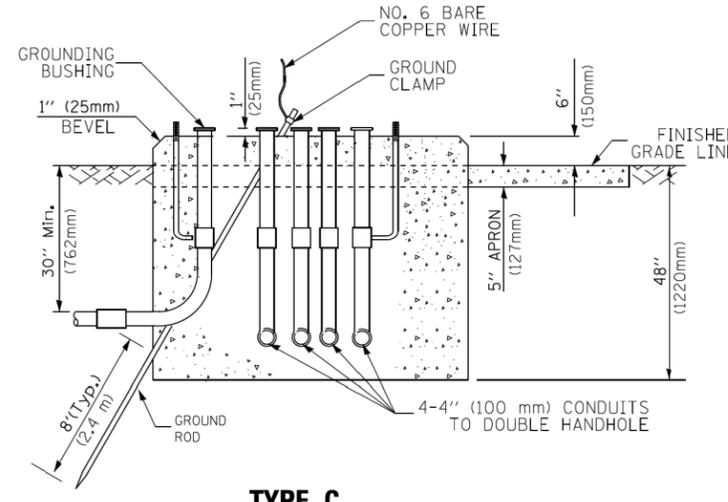


**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**

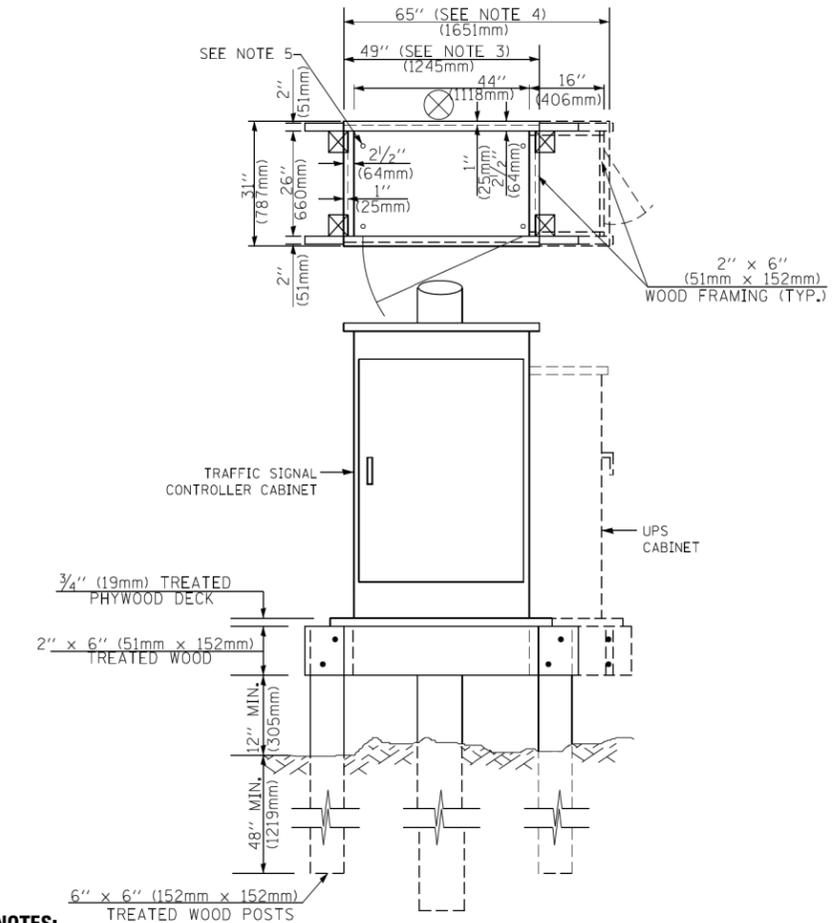


**TOP VIEW**

**NOTE:**  
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C  
FOR GROUND MOUNTED  
SUPER P (TYPE IV) AND SUPER R (TYPE V)  
CONTROLLER CABINETS**



**NOTES:**

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

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

**DEPTH OF FOUNDATION**

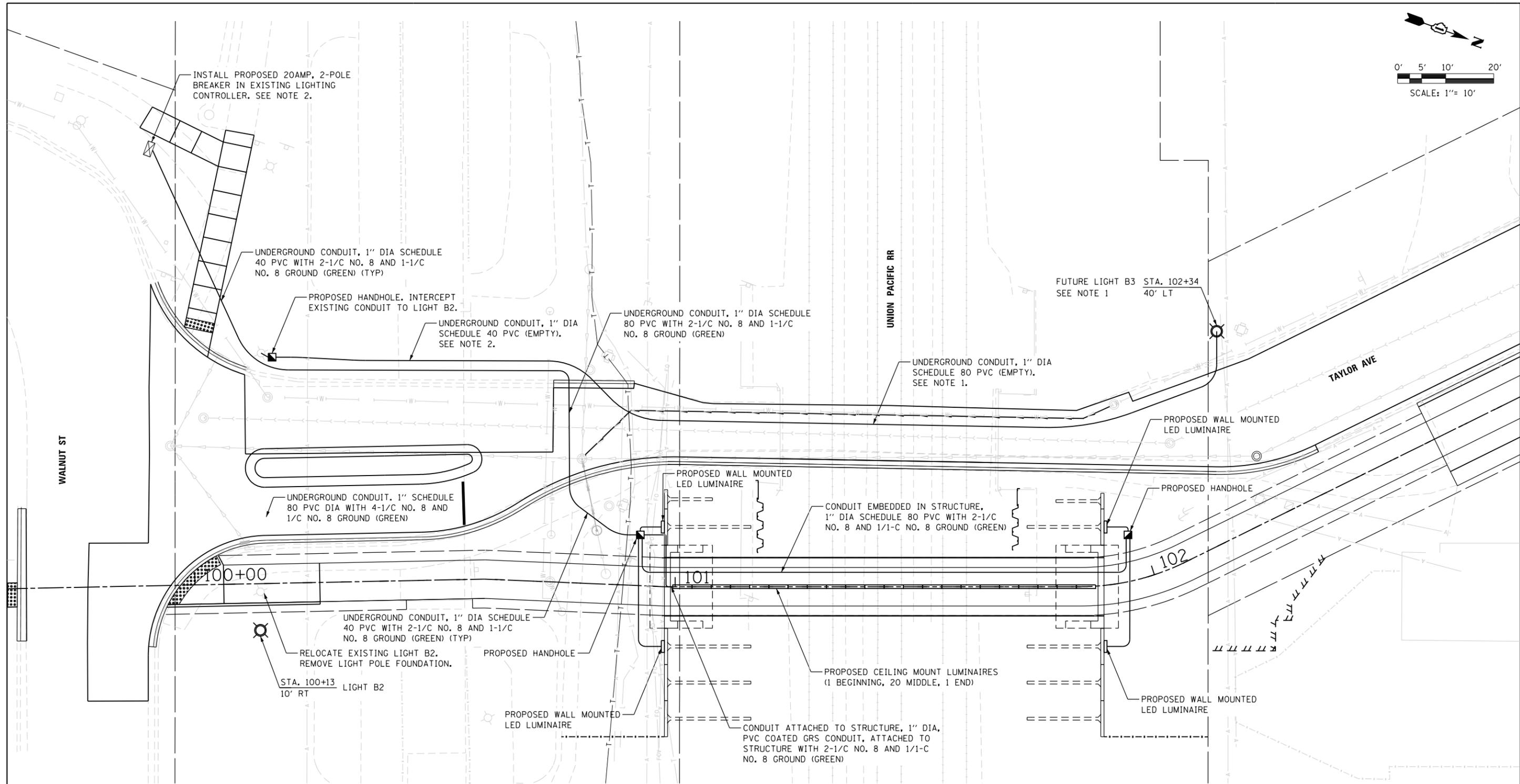
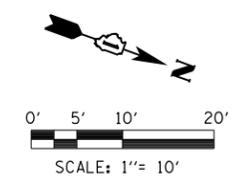
MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

**NOTES:**

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

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





- NOTES:**
1. CONTRACTOR SHALL INSTALL FOUNDATION AND CONDUIT ONLY. CONDUIT SHALL HAVE A 3/8" NYLON ROPE. CONDUIT THROUGH FOUNDATION SHALL BE CAPPED FOR FUTURE USE.
  2. PROPOSED CIRCUIT BREAKER SHALL BE ADDED TO BYPASS EXISTING PHOTOCELL AND ASTRONOMICAL CLOCK FOR CONSTANT ON POWER.

**benesch**  
 Alfred Benesch & Company  
 205 North Michigan Avenue, Suite 2400  
 Chicago, Illinois 60601  
 312-565-0450 Job No. 10507.01

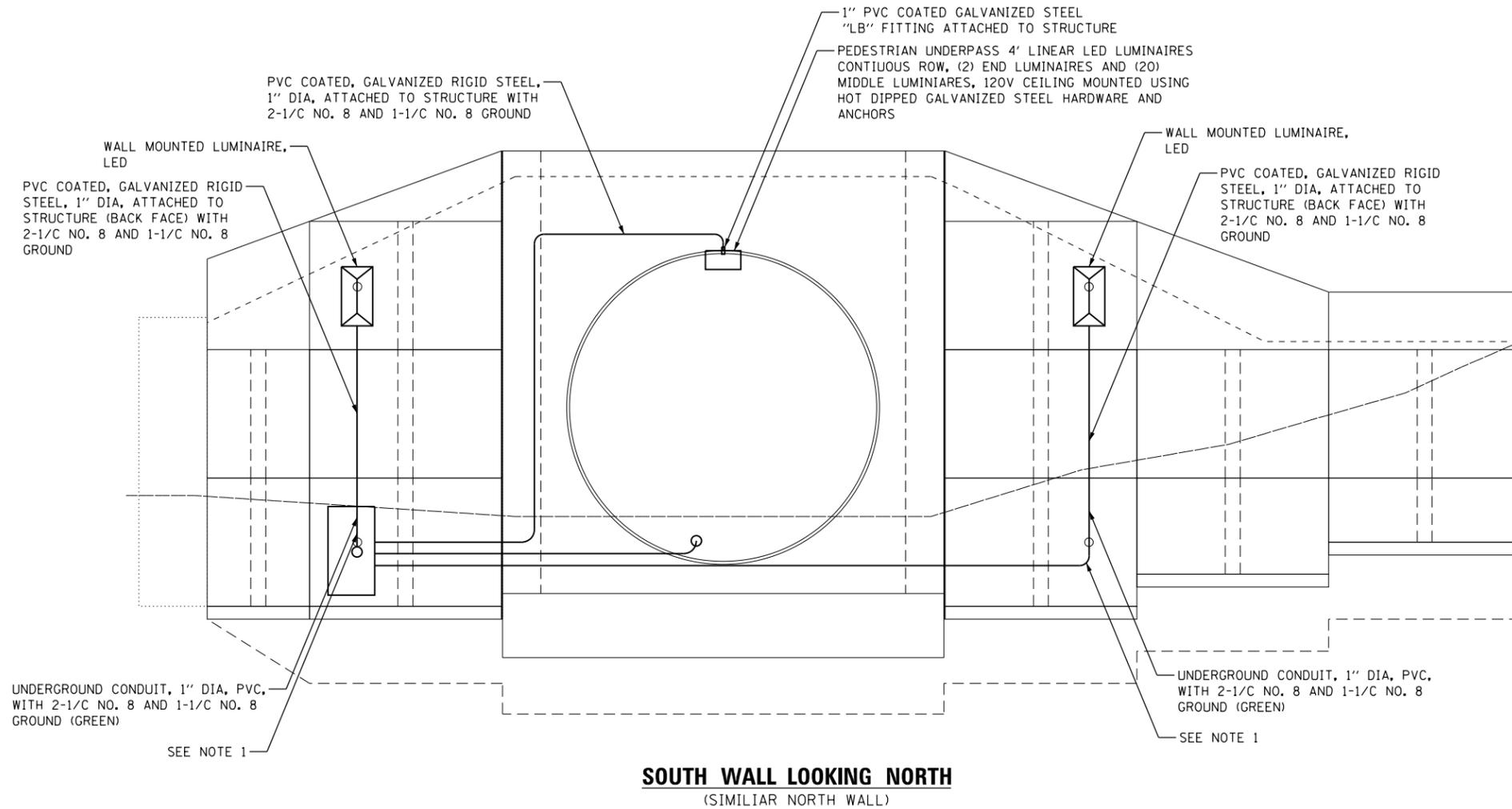


DESIGNED - GHT	REVISED -
DRAWN - JLW	REVISED -
CHECKED - GRR	REVISED -
DATE - 12/21/2017	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>PROPOSED LIGHTING PLAN</b>			
SCALE: 1" = 10'	SHEET	OF SHEETS	STA. TO STA.

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	39
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				



**SOUTH WALL LOOKING NORTH**  
(SIMILAR NORTH WALL)

LOCATION	MANUFACTURER	MODEL NUMBER	NOTES:
CEILING MOUNT	KENALL	MLHA55-B48-20/M48-E48-SP-LG-PP-1-45L35K-DCC-1-DV-CDF-MFAD10	WITH MANUAL FIELD-ADJUSTABLE DEVICE IN FIXTURES DIMMED TO 10%
WALL MOUNT	KENALL	FS1224T-2TB-P1A-MB-45L35K-1-DV-PC-SCA	

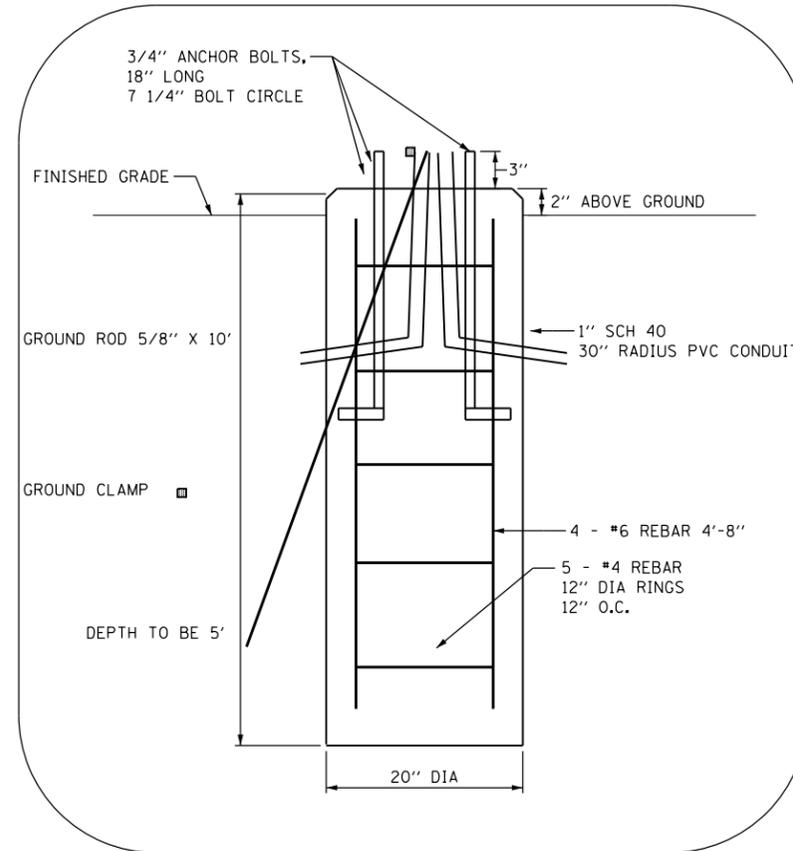
**NOTE:**

1. UNDERGROUND CONDUIT SHALL PENETRATE THROUGH THE RETAINING WALL AND RUN BEHIND THE RETAINING WALL.



DESIGNED -	GHT	REVISED -	
DRAWN -	JLW	REVISED -	
CHECKED -	GRR	REVISED -	
DATE -	11/27/2017	REVISED -	

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT		59	40
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				



**CONCRETE BASE DETAIL**

**CONCRETE BASE NOTES:**

1. REMOVE ALL CONCRETE FORMS FROM POLE BASES. FORM TOP 12" OF CONCRETE BASE.
2. ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A449 OR A687 (GRADE 105) ANCHOR BOLTS SHALL HAVE A MINIMUM YIELD STRENGTH OF 55,000 PSI AND A MINIMUM ELONGATION OF 12% IN 4". HOT DIP ENTIRE ANCHOR LENGTH OF ANCHOR BOLTS, AND NUTS AND WASHERS CONFORMING TO AASHTO M232.
3. REBAR SHALL CONFORM WITH AASHTO M31, GRADE 60 AND BE EPOXY COATED.



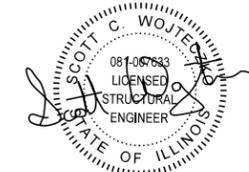
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DRAWN - JLW	REVISED -
CHECKED - GRR	REVISED -
DATE - 12/21/2017	REVISED -

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	41
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				

Benchmark: SPK nail in bituminous surface of Prairie Path Bridge over Taylor Avenue, east end, 1.8' south of parapet and 5.5' west of concrete approach. Elev. 730.67.

Taylor Avenue traffic will be detoured during construction. UPRR train traffic to be maintained during construction.

Existing Structure: None



EXPIRATION DATE 11-30-2018  
DATE: 12-21-2017

I certify that to the best of knowledge, information and belief, this bridge/box culvert design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO Standard Specifications for Highway Bridges.

**DESIGN SPECIFICATIONS**

2015 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2016 Interim Revisions  
AREMA 2016 Manual for Railway Engineering  
Union Pacific Railroad Standards and Guidelines

**DESIGN STRESSES**

**FIELD UNITS**

f'c = 3,500 psi (Class SI)  
fy = 60,000 psi (Reinforcement)  
fy = 60,000 psi - ASTM A515 or  
= 42,000 psi - ASTM A572  
(Steel Casing Pipe)

**COOPER E80 RAILROAD LIVE LOAD**

**SEISMIC DATA**

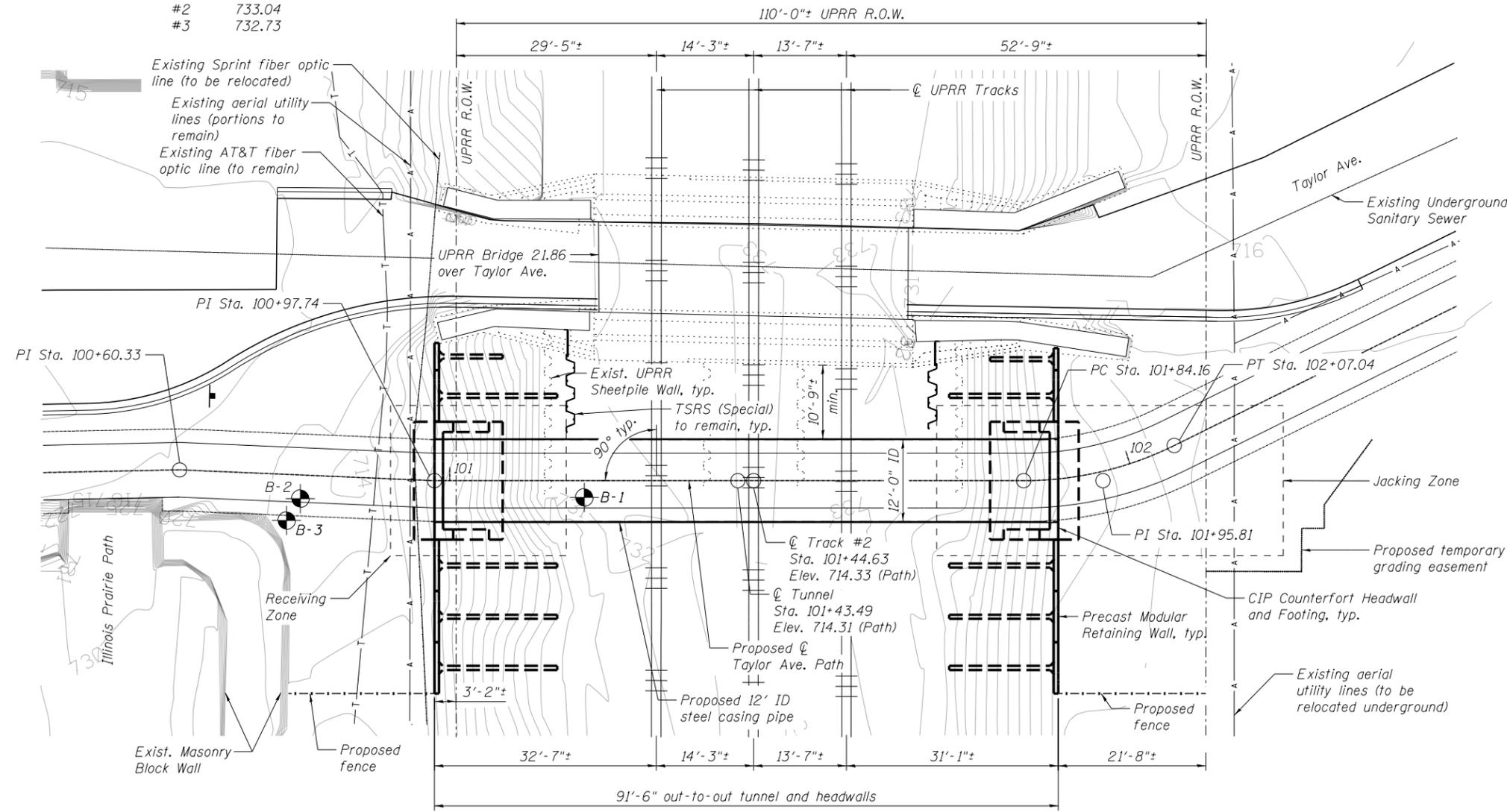
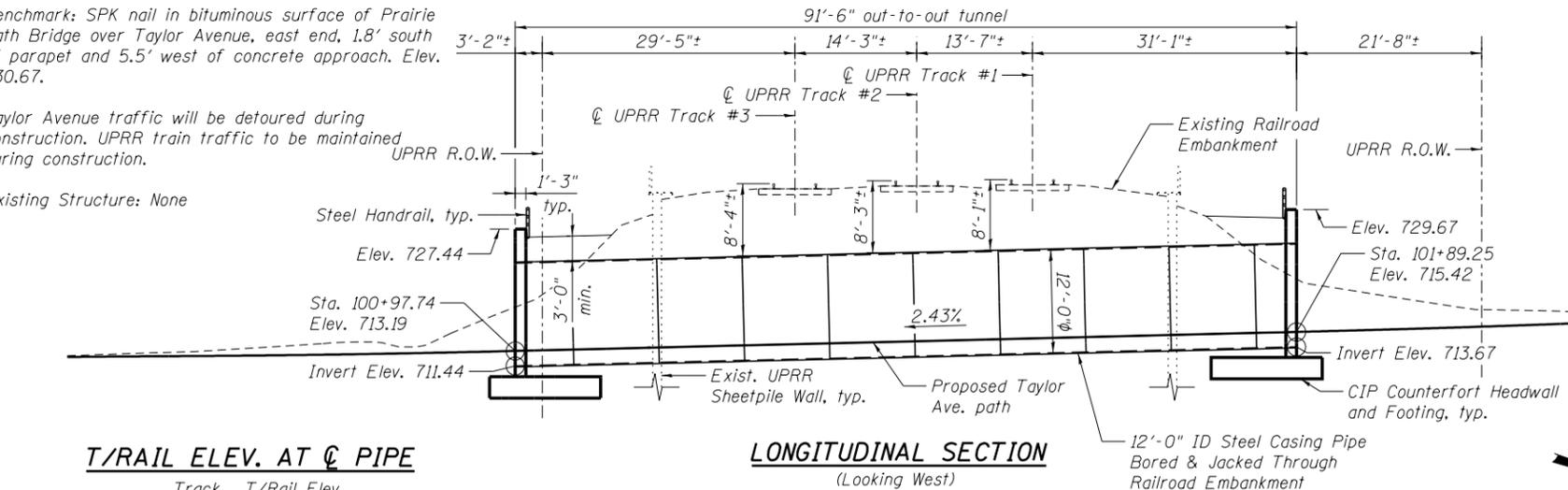
Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.087g  
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.156g  
Soil Site Class = D

**T/RAIL ELEV. AT C PIPE**

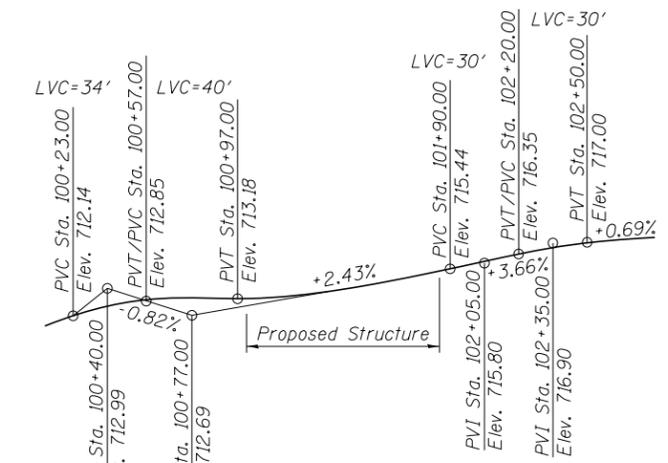
Track	T/Rail Elev.
#1	733.21
#2	733.04
#3	732.73

**LONGITUDINAL SECTION**

(Looking West)

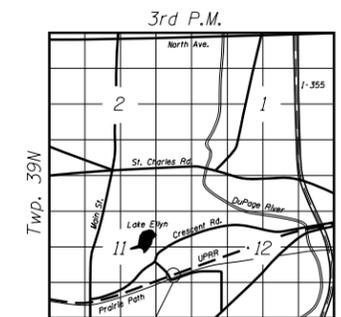


**PLAN**



**PROFILE GRADE**

(Along C Taylor Ave Path)



**LOCATION SKETCH**

**GENERAL PLAN**  
**BICYCLE/PEDESTRIAN TUNNEL**  
**UNDER UNION PACIFIC RAILROAD TRACKS**  
**TAYLOR AVE PATH - SEC. 15-00079-00-BT**  
**DUPAGE COUNTY**  
**STA. 101+42.24**

**benesch**  
Alfred Benesch & Company  
35 West Wacker Drive, Suite 3300  
Chicago, Illinois 60601  
312-565-0450 Job No. 10507.01



DESIGNED - MRC	REVISED -
DRAWN - MRC	REVISED -
CHECKED - SCW	REVISED -
DATE - 12/21/2017	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TAYLOR AVENUE BIKE / PEDESTRIAN TUNNEL UNDER UPRR**  
**GENERAL PLAN AND ELEVATION**

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	42
CONTRACT NO. 61E40				

SHEET NO. S01 OF S14 SHEETS

ILLINOIS FED. AID PROJECT

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**GENERAL NOTES**

- All work requirements shown on these drawings and not otherwise detailed shall be accomplished as specified in the Detailed Specifications and the American Railway Engineering and Maintenance-of-Way Association (AREMA) Manual for Railway Engineering. In the event of conflicts between specifications, the more restrictive shall apply.
- All information shown on these drawings regarding location of the existing tracks, existing bridge and existing ground elevations is based on information provided by the Railroad including drawings of the existing bridge and survey performed by Alfred Benesch & Co. and others.
- Contractor shall perform excavation as required for construction of the new structure and replace areas removed and disturbed in the course of construction to a condition equal to or better than existing.
- Subsurface exploration was performed by GSG Consultants, Inc. A copy of the Geotechnical Engineering Report has been included in the Contract Documents.
- Contact the Union Pacific "Call Before You Dig" number 90 days (not less than 60 days) prior to proposed construction start date. Prior to construction, confirm that all necessary relocations have been completed. The CBYD number is: 1-800-336-9193.

**TEMPORARY GUARDRAIL SYSTEM REQUIREMENTS**

Guardrails on shoring shall include but not be limited to the following:

- The top edge height of the top rail shall be 42" +/- 3" above the walking/working surface.
- At least one midrail shall be provided, evenly spaced between walking/working surface and top rail.
- Metal or timber posts or uprights shall be spaced at maximum intervals of 10'-0".
- Entire guardrail system, including anchorages, shall be capable of withstanding without failure, a force of 200 lbs. applied in any outward or downward direction at any point.
- Guardrail system shall be surfaced to prevent injuries from punctures and lacerations and prevent snagging of clothing. The ends of top rails and midrails shall not extend past the posts or uprights.

If conditions warrant, i.e. pedestrian traffic/weather, additional protection shall be provided such as screens or mesh to prevent slipping between the midrail and walking/working surface.

**DIVISION OF RESPONSIBILITY**

Railroad (UPRR)

- Coordinate track outages with the Contractor. Intermittent track outages are anticipated during installation and removal of steel sheet piling.

Contractor

- It is the Contractor's sole responsibility to coordinate with the UPRR whenever construction activity is within 25 feet of the UPRR ROW. The Contractor shall retain flagmen employed and designated by the UPRR to monitor on-coming train traffic, and advise Contractor personnel when activity on or near the railroad right-of-way may proceed. This item will be paid for according to Article 107.12 and will be reimbursed according to Article 109.05.
- Coordinate all construction activities with the Village of Glen Ellyn.
- Before ordering any material, the Contractor shall make a detailed field inspection of the site verifying all pertinent dimensions and elevations. Any variations in dimensions or elevations from those shown on the drawings shall be reported immediately to the Engineer.
- Any modifications to this design shall be approved by the UPRR prior to construction.
- Verify the location, relocation, abandonment, and/or temporary support of all utilities affected by the construction of the structure and embankment and coordinate these activities with the appropriate utility companies, agencies and/or authorities.
- ComEd aerial lines may be reconfigured through the project site before work begins. These lines may be in conflict with activities required during construction of temporary and permanent structures. Contractor shall be responsible for coordinating construction equipment clearance limitations and any ComEd outage requests (if required) directly with ComEd prior to commencing work. Any revisions to the project plan or schedule shall be at no expense to the Village.
- Apply for and obtain all construction permits necessary to perform the work.
- Perform all work not performed by the UPRR.
- Provide the Engineer and UPRR with a detailed construction plan defining the activity, schedule and procedure for each aspect of the work. Construction shall not begin until the construction plan has been approved by the Engineer and UPRR.
- The temporary structures (shoring, bracing and/or falsework) shown herein are a suggested minimum for bidding purposes. The Contractor shall provide all temporary structures required to support and protect the existing embankments and structures affected by the work. Provide the Engineer and UPRR with details, design and procedure for all temporary structures. The provisions of UPRR Standard Drawing 106613 shall be met. All temporary structures shall be designed, signed and sealed by a Structural Engineer licensed in the State of Illinois. All temporary structures shall be approved by the Engineer and UPRR prior to beginning construction.
- Provide temporary guardrail system as directed by the UPRR.
- Coordinate with Village of Glen Ellyn for roadway closures and the UPRR for construction windows and/or track outages as required.
- Provide all fill material per the UPRR Grading Specifications. Perform grading as required to drain and match the existing embankments and as shown on the plans.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	987
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	201
Concrete Structures	Cu. Yd.	108.1
Form Liner Textured Surface	Sq. Ft.	1,172
Stud Shear Connectors	Each	78
Reinforcement Bars, Epoxy Coated	Pound	14,680
Precast Modular Retaining Wall	Sq. Ft.	914
Geocomposite Wall Drain	Sq. Yd.	67
Steel Railing (Special)	Foot	28
Pressure Grouting	L. Sum	1
Pipe Underdrains for Structures 4"	Foot	66
Anti-Graffiti Protection System	Sq. Ft.	1,113
Furnish and Install Handrail	Foot	102
Temporary Soil Retention System (Special)	Sq. Ft.	2,836
Track Monitoring	Cal. Day	80
Porous Granular Embankment, Special	Cu. Yd.	326
Staining Concrete Structures	Sq. Ft.	1,217
Steel Casing Pipe, Special, Tunneled Complete	Foot	91.5

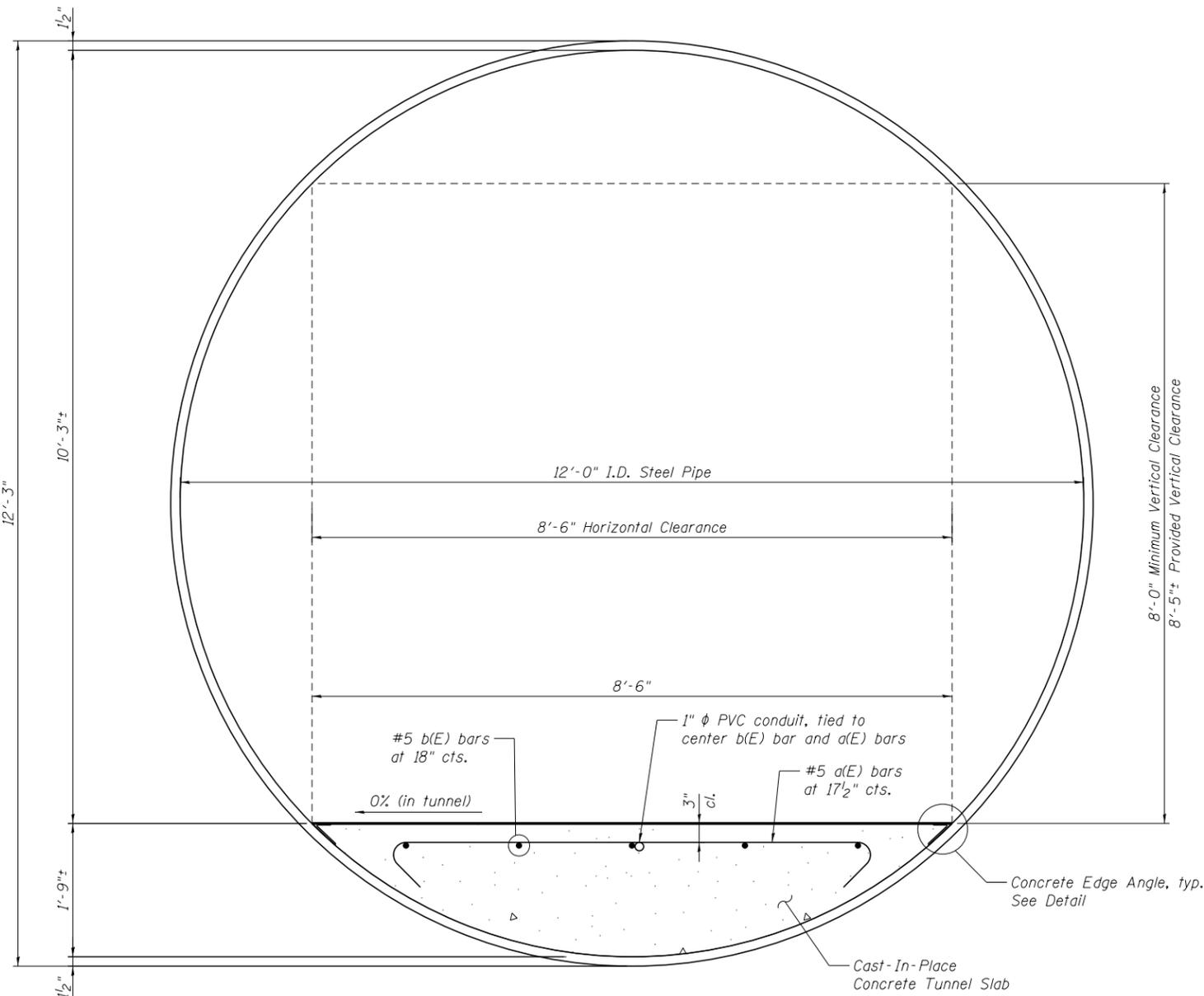
**INDEX OF SHEETS**

- S01 General Plan and Elevation
- S02 General Data
- S03 Tunnel Section and Details
- S04 Tunnel Slab Details
- S05 Earth Retention System I
- S06 Earth Retention System II
- S07 Tunnel Construction Schematics I
- S08 Tunnel Construction Schematics II
- S09 Precast Modular Retaining Wall
- S10 Tunnel Headwall Details I
- S11 Tunnel Headwall Details II
- S12 Handrail and Aesthetic Details
- S13 Soil Boring Logs I
- S14 Soil Boring Logs II

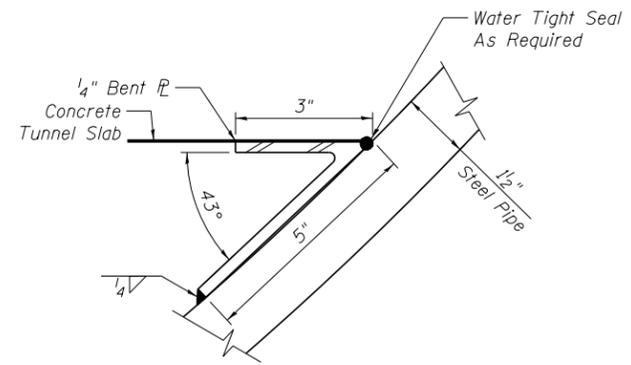


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DRAWN - MRC	REVISED -
CHECKED - SCW	REVISED -
DATE - 12/21/2017	REVISED -

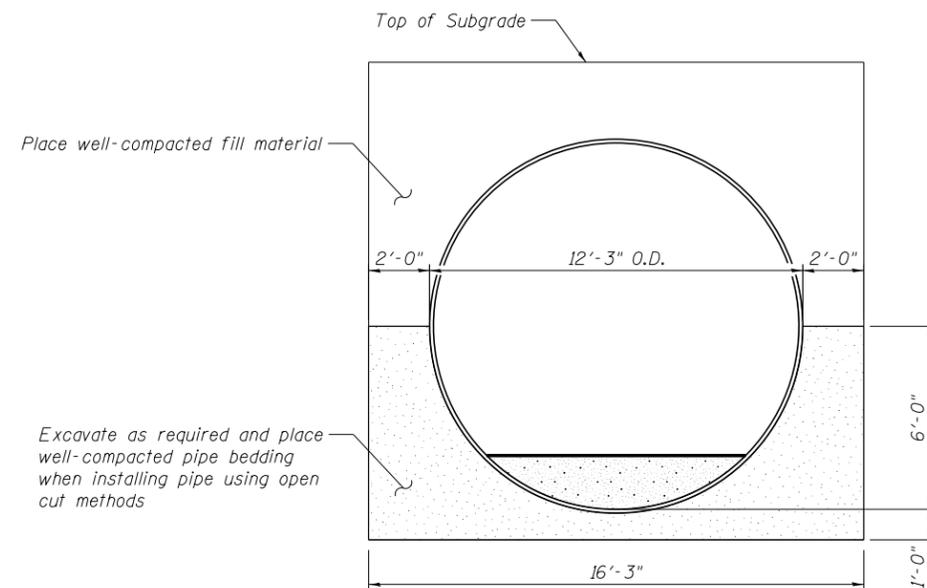
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	43
			CONTRACT NO. 61E40	



**SECTION THROUGH TUNNEL**



**CONCRETE EDGE ANGLE DETAIL**



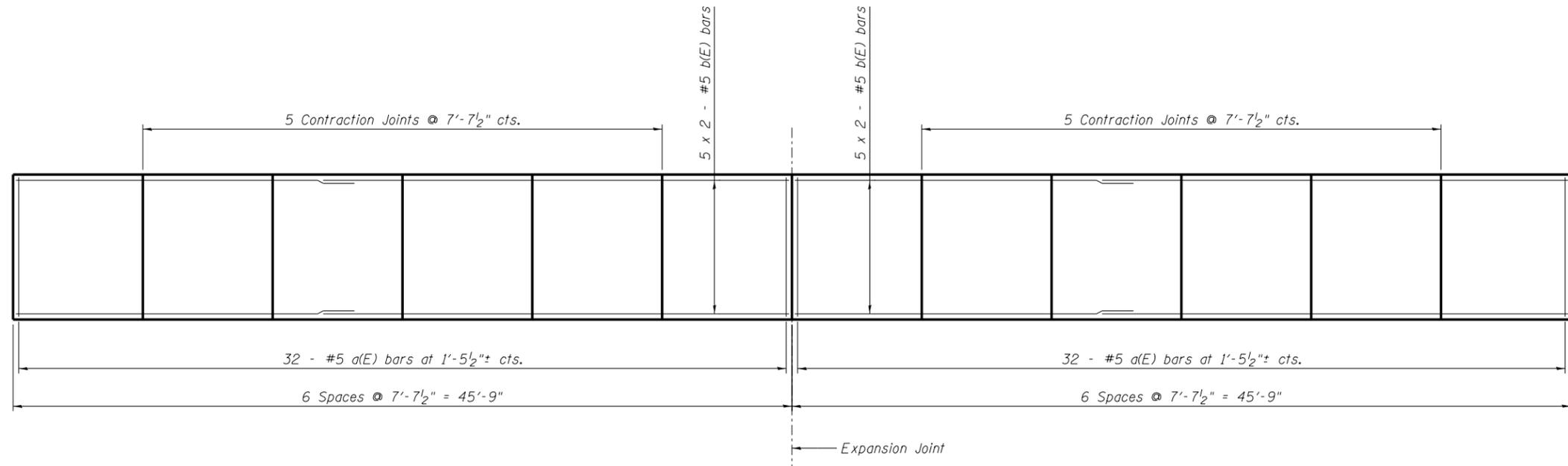
**PIPE BEDDING DETAIL**  
(For Open-Cut Installation Method near Ends)

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Steel Casing Pipe, Special, Tunneled Complete	Foot	91.5

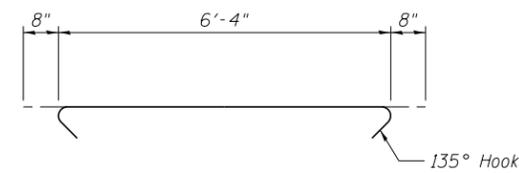
**NOTES:**

- Concrete edge angle shall be AASHTO M270 Grade 36, galvanized. Cost of concrete edge angle shall be included in contract unit price for Concrete Structures.
- Pipe bedding material shall be as required by the special provision for Porous Granular Embankment, Special.
- See Sheet S04 for tunnel concrete slab details.



**PLAN  
TUNNEL SLAB**

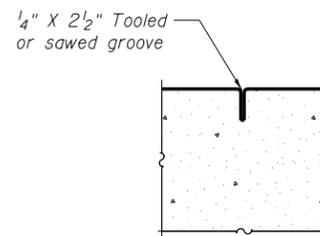
**MIN. BAR LAP**  
#5 bar = 3'-0"



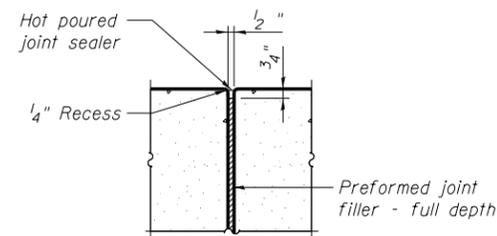
**BAR a(E)**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	64	#5	7'-8"	↔
b(E)	20	#5	24'-3"	—
Concrete Structures			Cu. Yd.	35.0
Reinforcement Bars, Epoxy Coated			Pound	1,020



**DETAIL  
CONTRACTION JOINT**



**DETAIL  
EXPANSION JOINT**

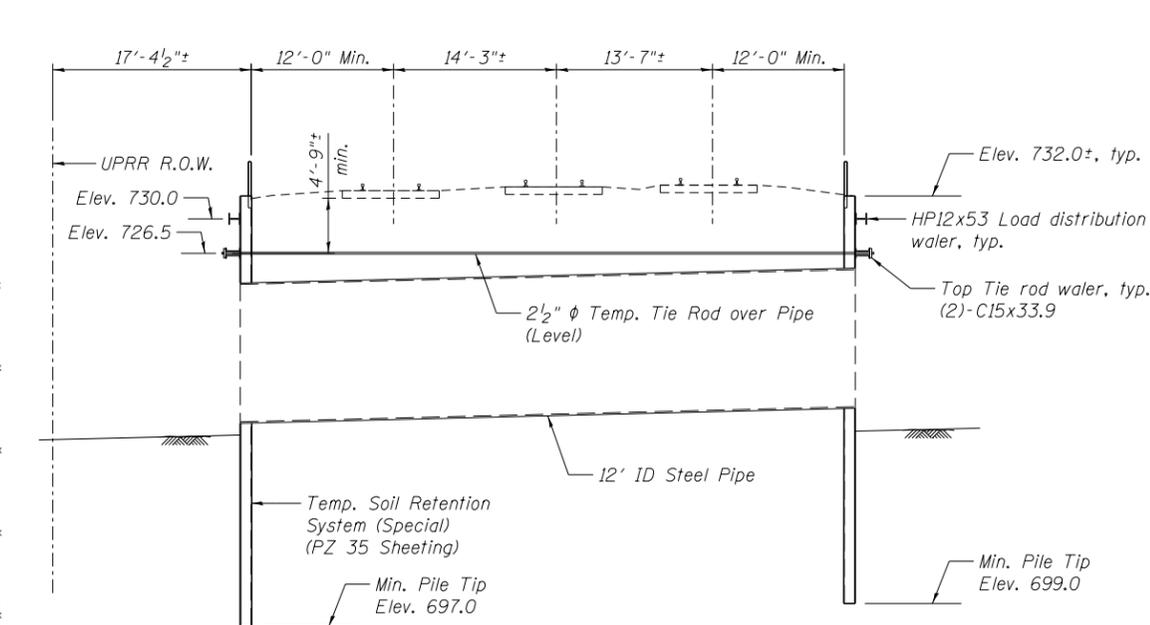
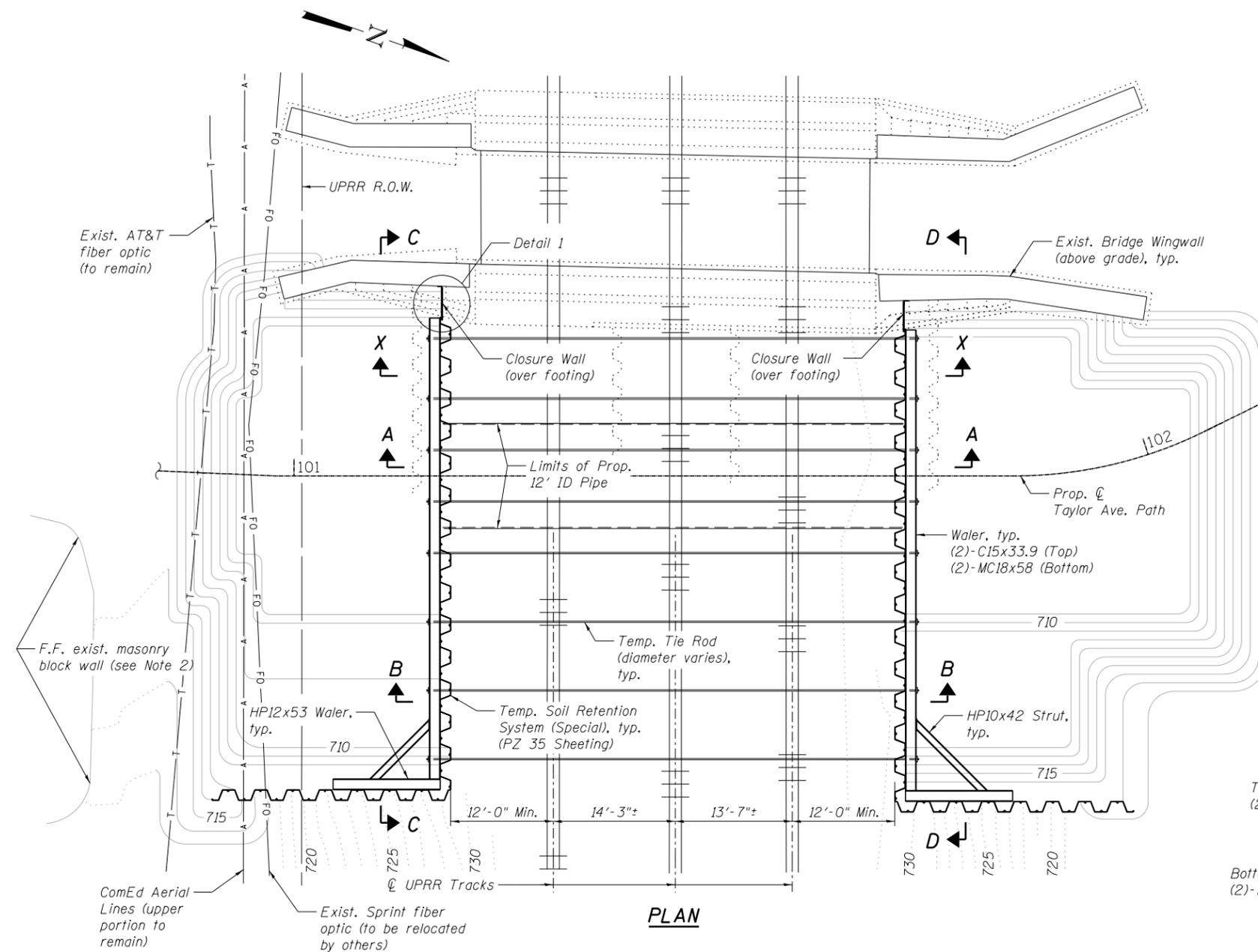
**NOTES:**

1. Bars called out as 5 x 2 - #5 bars indicates 5 lines of bars with 2 lengths per line. Longitudinal bars shall not pass through the expansion joints.
2. Expansion joints and contraction joints will not be paid for separately, but shall be included in the Contract unit price for Concrete Structures.

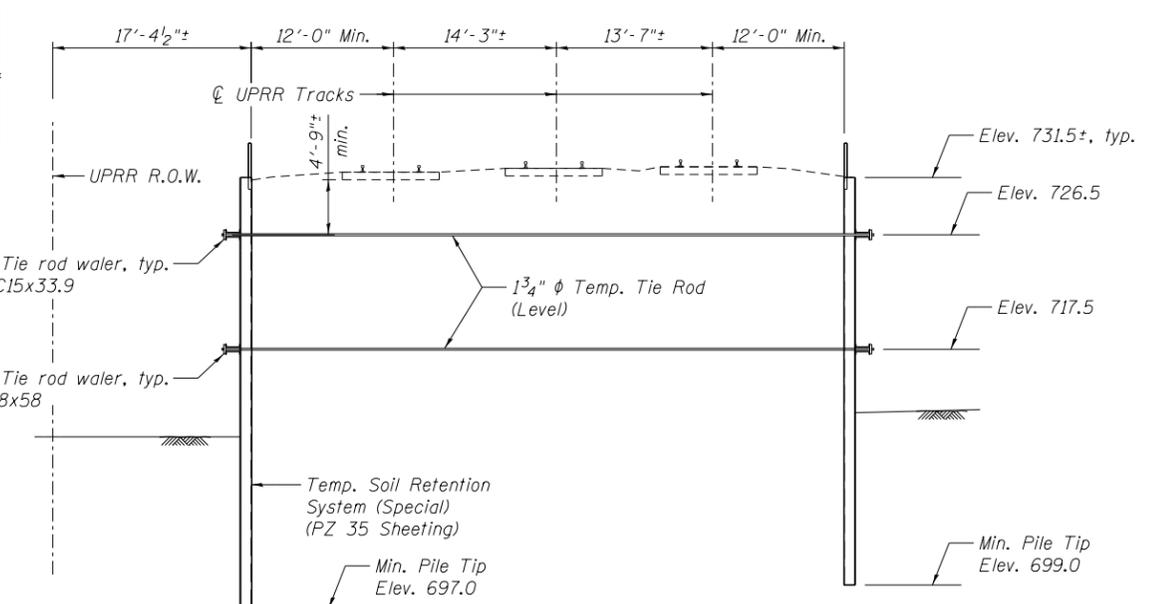


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MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	45
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E40	

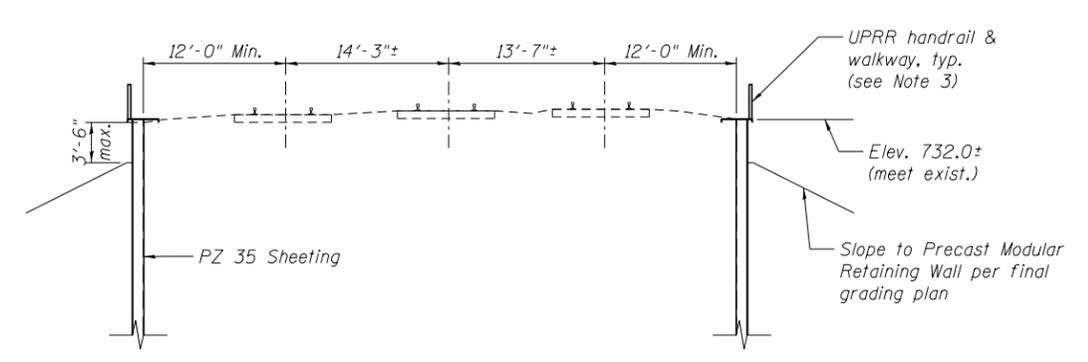


**SECTION A-A**  
(at CL proposed tunnel)

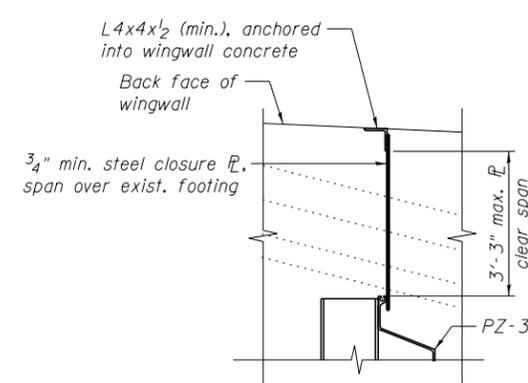


**SECTION B-B**

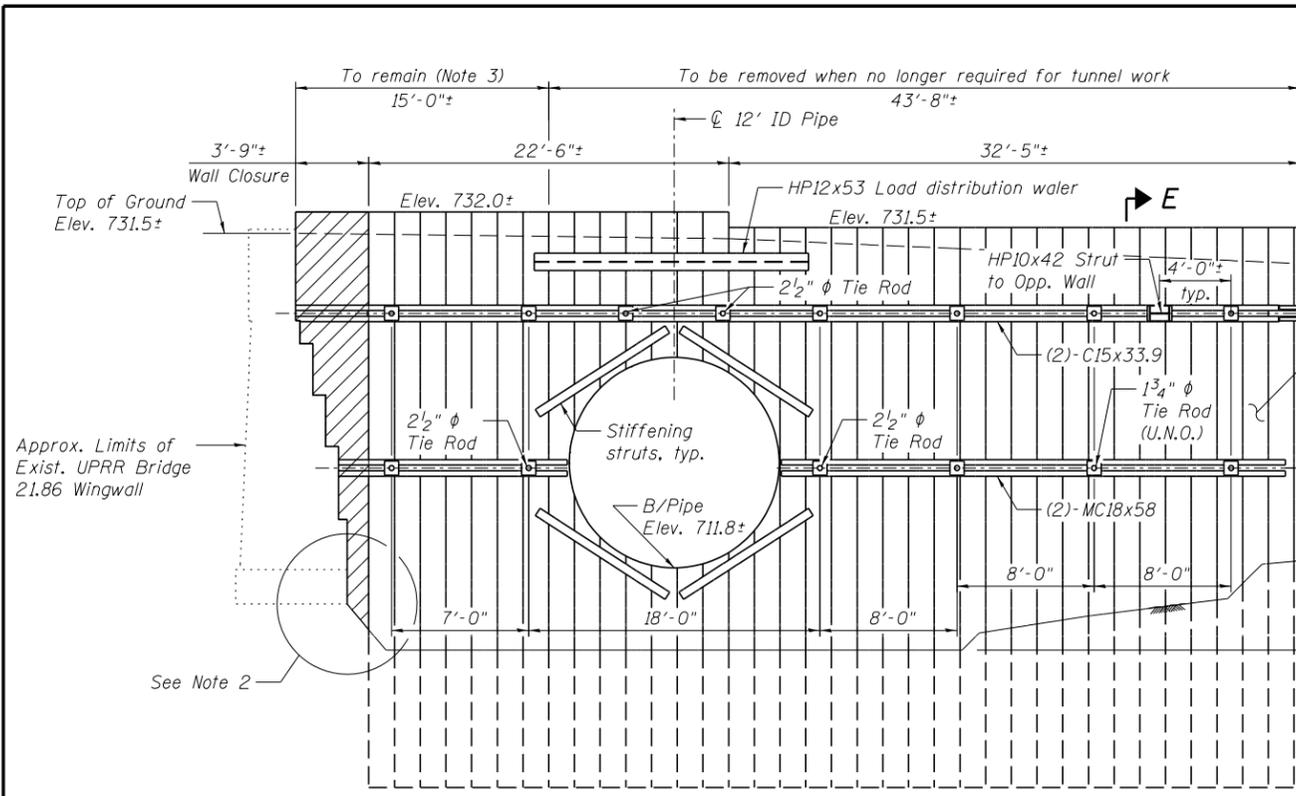
- NOTE:**
1. Details shown herein are for information only. Contractor shall be responsible for design and detailing of all components of Temporary Soil Retention System (Special) as required by the Special Provision.
  2. Excavation immediately adjacent to the existing masonry block wall shall not be permitted. Any work associated with protection of the existing block wall during construction activities shall be included in the cost of Steel Casing Pipe, Special, Tunneled Complete. See Special Provision for details.
  3. Replace existing UPRR sheetpile-mounted handrail and walkway in kind on section of wall to remain behind bridge abutments.



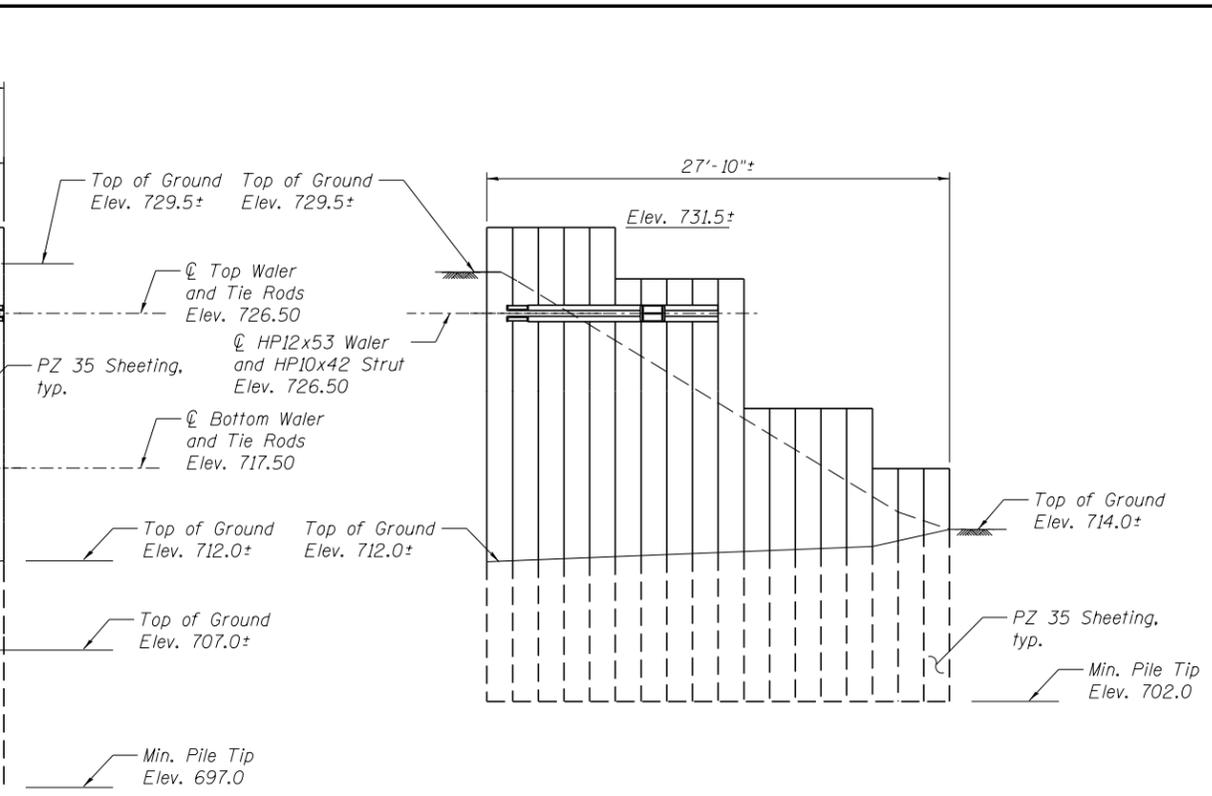
**SECTION X-X**  
(Conditions shown for Final Grading at end of contract)



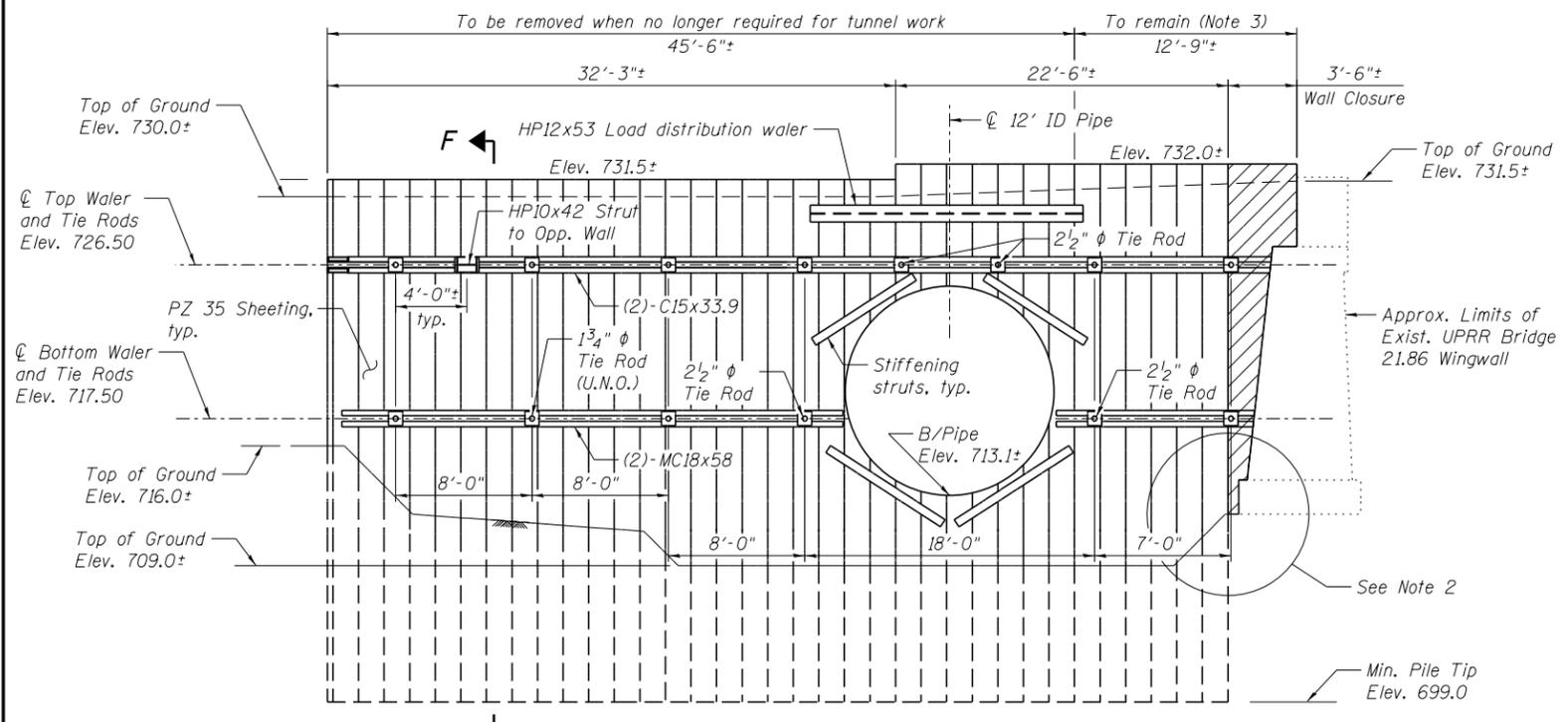
**DETAIL 1**



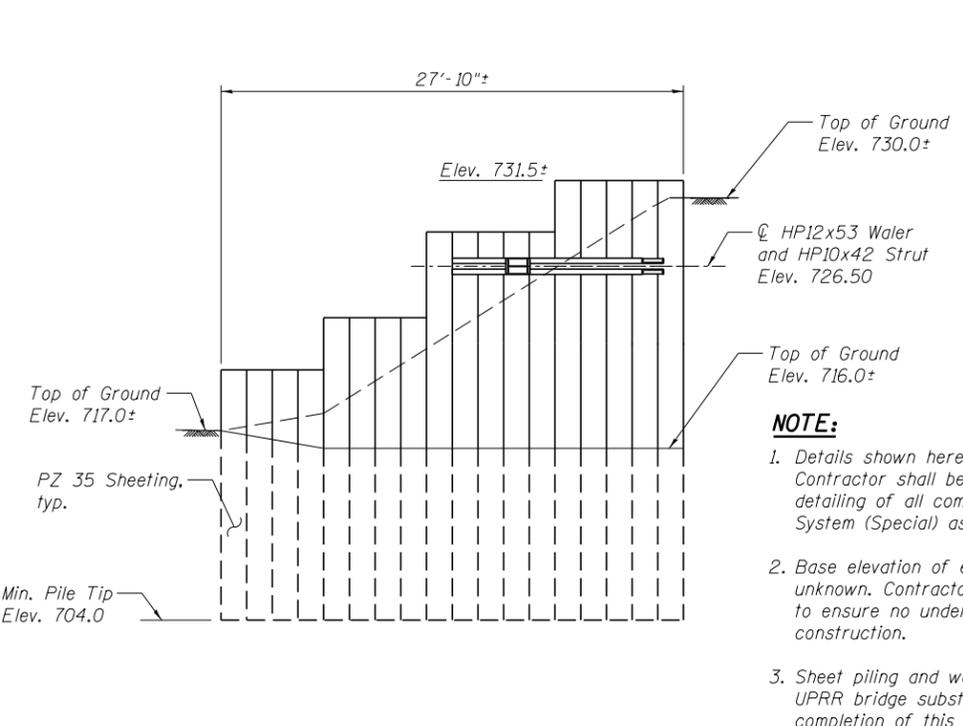
**TSRS (SPECIAL) - ELEVATION C-C**  
(Looking North)



**TSRS (SPECIAL) ELEVATION E-E**  
(Looking East)



**TSRS (SPECIAL) ELEVATION D-D**  
(Looking South)



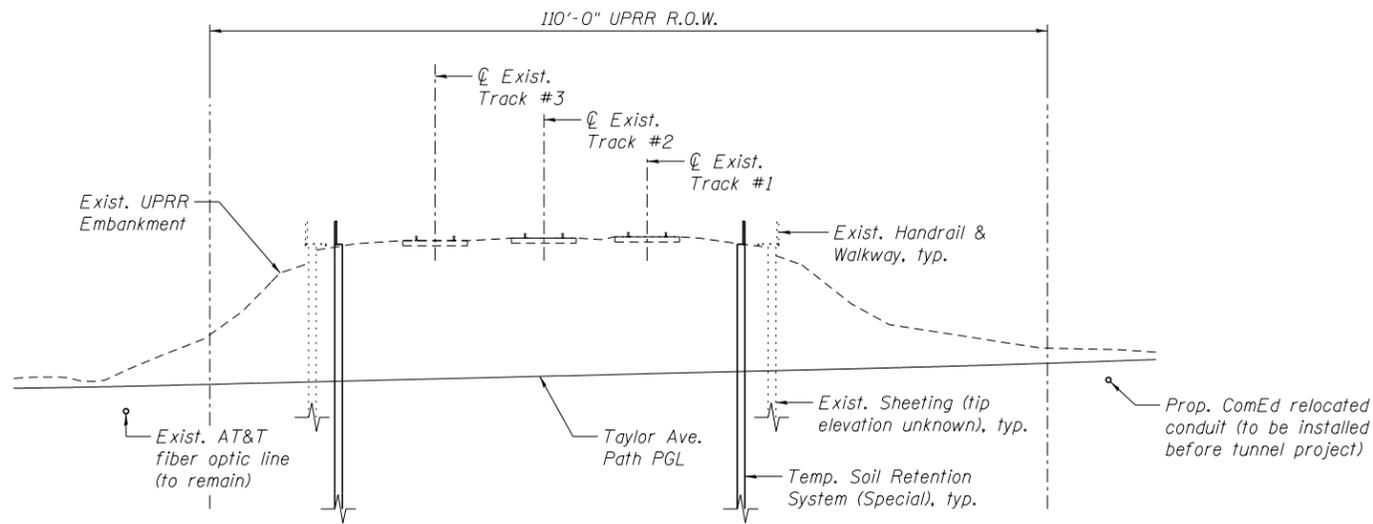
**TSRS (SPECIAL) ELEVATION F-F**  
(Looking West)

- NOTE:**
1. Details shown herein are for information only. Contractor shall be responsible for design and detailing of all components of Temporary Soil Retention System (Special) as required by the Special Provision.
  2. Base elevation of existing bridge wingwall footings is unknown. Contractor shall take appropriate measures to ensure no undermining of footings during construction.
  3. Sheet piling and wall closure adjacent to existing UPRR bridge substructure shall remain in place at the completion of this project and support the UPRR handrail and walkway coming off UPRR Bridge 21.86. See Temporary Soil Retention System (Special) Provision for additional details and design criteria.
  4. Wall lengths shown are approximate, measured along back face of walls.



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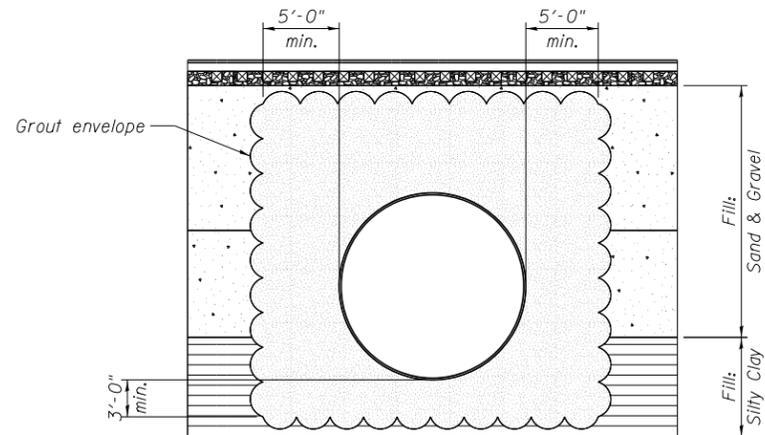
MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	47
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**STAGE 1**  
(Looking West)

**STAGE 1 NOTES:**

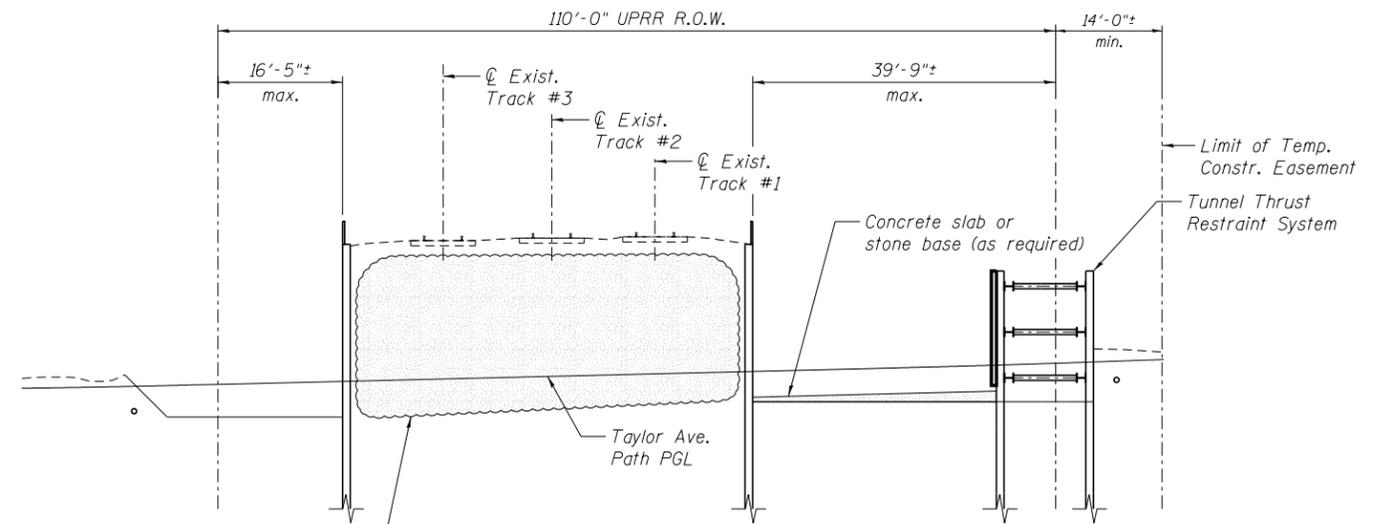
1. Work includes, but is not limited to: mobilization, installation of remote track monitoring system, completion of exploratory boring program, installation of vertical elements for temporary soil retention systems and removal of existing sheet piling that is conflict with the proposed tunneling work.
2. Existing steel handrail and walkway extension off UPRR Bridge 21.86 is supported on the existing sheet piling. Handrail and walkway elements shall be replaced at the completion of this project, as approved by Engineer and UPRR. See Steel Railing (Special) Special Provision for additional details.
3. Contractor shall meet all pre-construction requirements noted within the General Notes and project specifications or as specifically requested by the UPRR prior to commencing construction activities.



**PRESSURE GROUTING**  
(Looking North)

**PRESSURE GROUTING NOTES:**

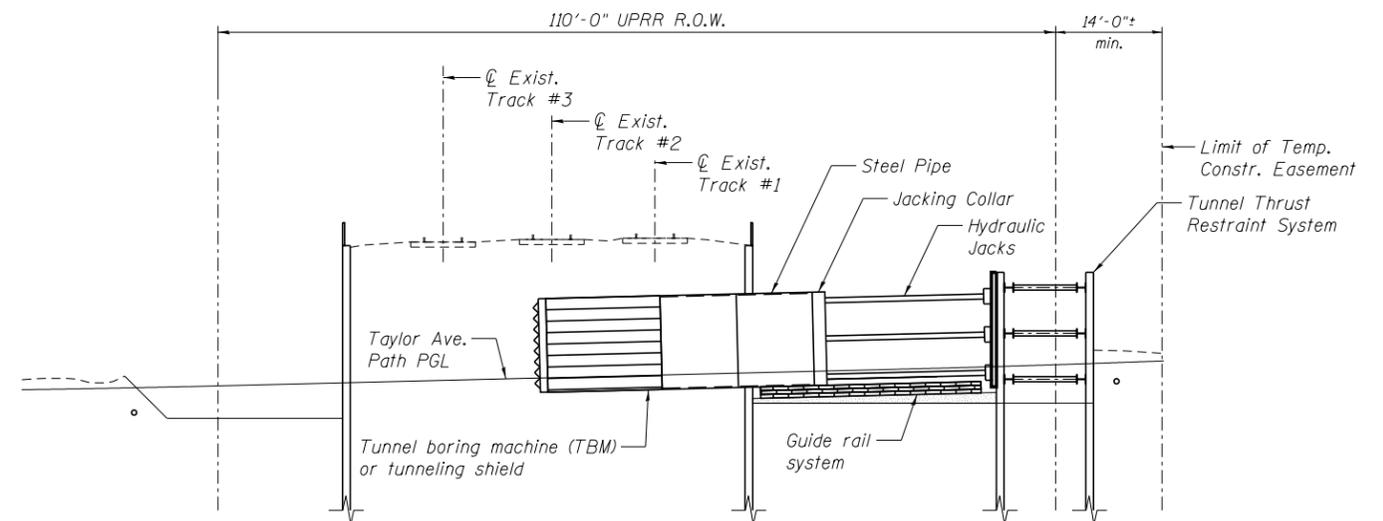
1. Based on the sand and gravel soils at the top of the embankment, grout stabilization of the existing embankment will be necessary prior to tunnel jacking activities to prevent excessive ground movement.
2. A consolidation grouting program is expected per the soils report, with the minimum grout envelope as shown on the sections herein.
3. Grouting program must be executed without fouling the tracks.
4. Contractor shall install horizontal tube-a-manchette (TAM) pipes from face to face of the temporary soil retention systems around the perimeter of the 12' pipe as required to achieve the necessary grout envelope. The grout sequence shall follow a primary to secondary injection pattern to ensure uniformity in the consolidation of granular soils.
5. Contact grouting of the annulus between the soils and the steel casing pipe is required. Replacement grouting using the previously installed TAM pipes may be required as part of a contingency plan to fill any voids that may develop during the tunneling operations.
6. The grouting sub-Contractor shall be responsible for the development of the final grouting program as detailed within the Pressure Grouting Special Provision.



**STAGE 2**  
(Looking West)

**STAGE 2 NOTES:**

1. Work includes, but is not limited to: excavation of UPRR embankment for completion of temporary soil retention systems, site preparation of pipe jacking and receiving zone (including tunnel thrust restraint system) and UPRR track embankment stabilization using pressure grouting (see Pressure Grouting details this sheet).
2. Contractor shall coordinate with ComEd to confirm location of proposed ComEd relocated underground conduit, and minimum clear distance for thrust restraint installation, before installation of tunnel thrust restraint system.



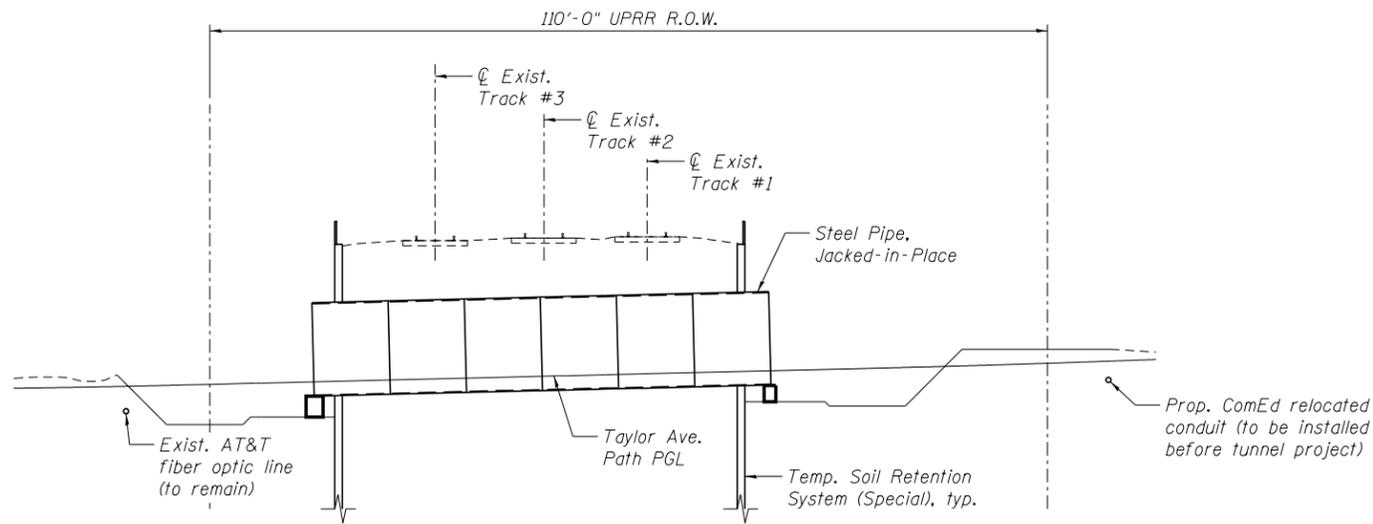
**STAGE 3**  
(Looking West)

**STAGE 3 NOTES:**

1. Work includes, but is not limited to: installation of the tunnel jacking system and its components, initiation of the north to south tunnel boring and jacking using a tunnel boring machine (TBM) or a tunneling shield attached to the front steel casing pipe section.

**NOTES:**

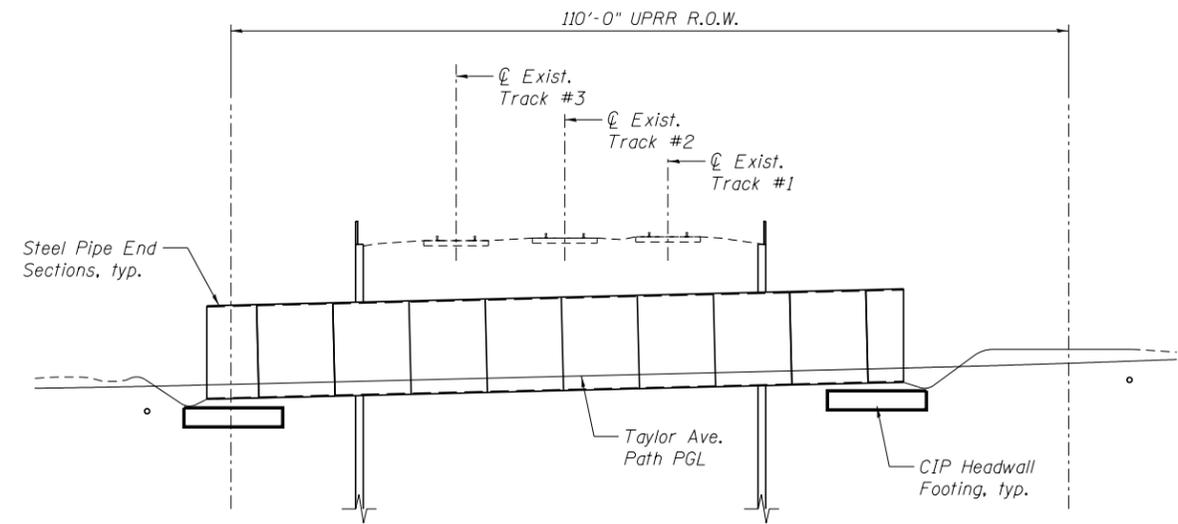
1. Staging concepts shown herein are for reference only as one potential work plan and may not depict or discuss all detailed steps within a construction stage. The Contractor shall be responsible for the development of and adherence to a detailed tunneling work plan throughout all stages of construction. See Steel Casing Pipe, Special, Tunneler Complete Special Provision for additional information.
2. Utilities shown within staging concepts are for reference only and not intended to be indicative of all utilities that may remain during construction.



**STAGE 4**  
(Looking West)

**STAGE 4 NOTES:**

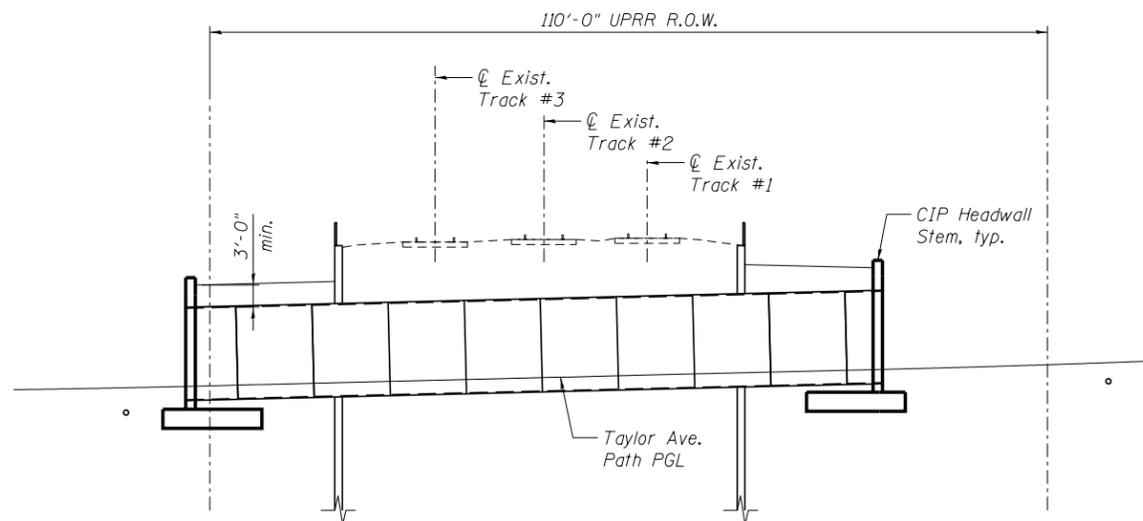
1. Work includes, but is not limited to: completion of the tunnel boring and jacking, temporary support of any steel casing sections that extend beyond the front face of the temporary soil retention systems, removal of all tunnel jacking equipment as required by the Engineer.



**STAGE 5**  
(Looking West)

**STAGE 5 NOTES:**

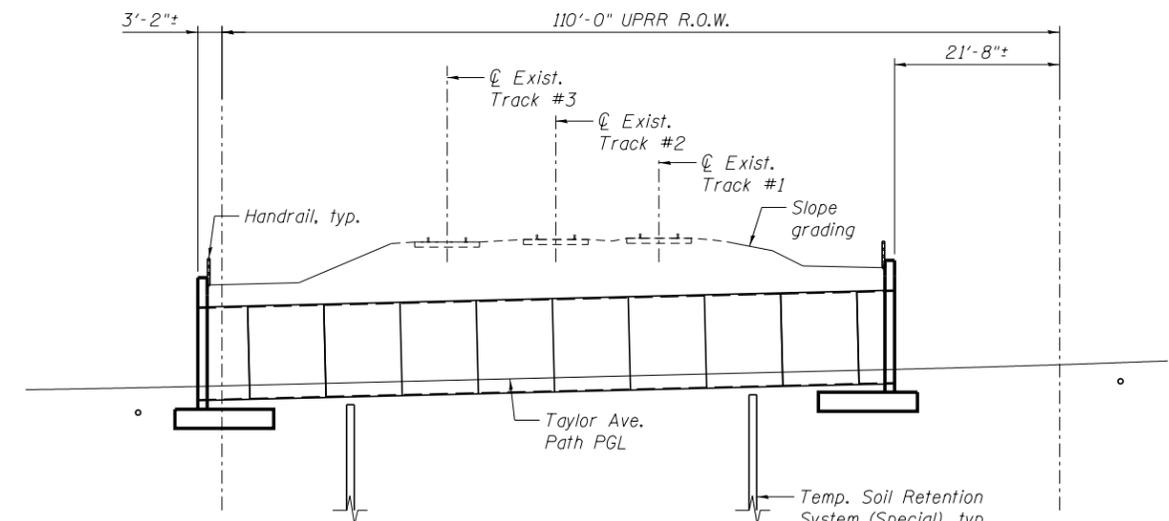
1. Work includes, but is not limited to: construction of the cast-in-place concrete counterfort headwall footings, placement of pipe bedding material, erection of steel casing pipe end sections.



**STAGE 6**  
(Looking West)

**STAGE 6 NOTES:**

1. Work includes, but is not limited to: construction of the cast-in-place concrete counterfort headwall stems, erection of precast modular retaining wall units, construction of the cast-in-place concrete tunnel slab and backfilling in front of walls and behind walls to the minimum 3'-0" fill requirement over the steel pipe casing.



**FINAL CONDITION**  
(Looking West)

**FINAL CONDITION NOTES:**

1. Work includes, but is not limited to: installation of handrail on top and/or behind walls, removal of temporary soil retention systems that are not required for final build out, UPRR embankment restoration as required, replacement of UPRR steel handrail and walkway on approach to UPRR Bridge 21.86.
2. Temporary soil retention systems shall be removed to the limits required by the Engineer. System components beneath the steel casing pipe may remain in place to prevent differential settlements.
3. All work shall be approved by the Village of Glen Ellyn and UPRR prior to demobilization from site.

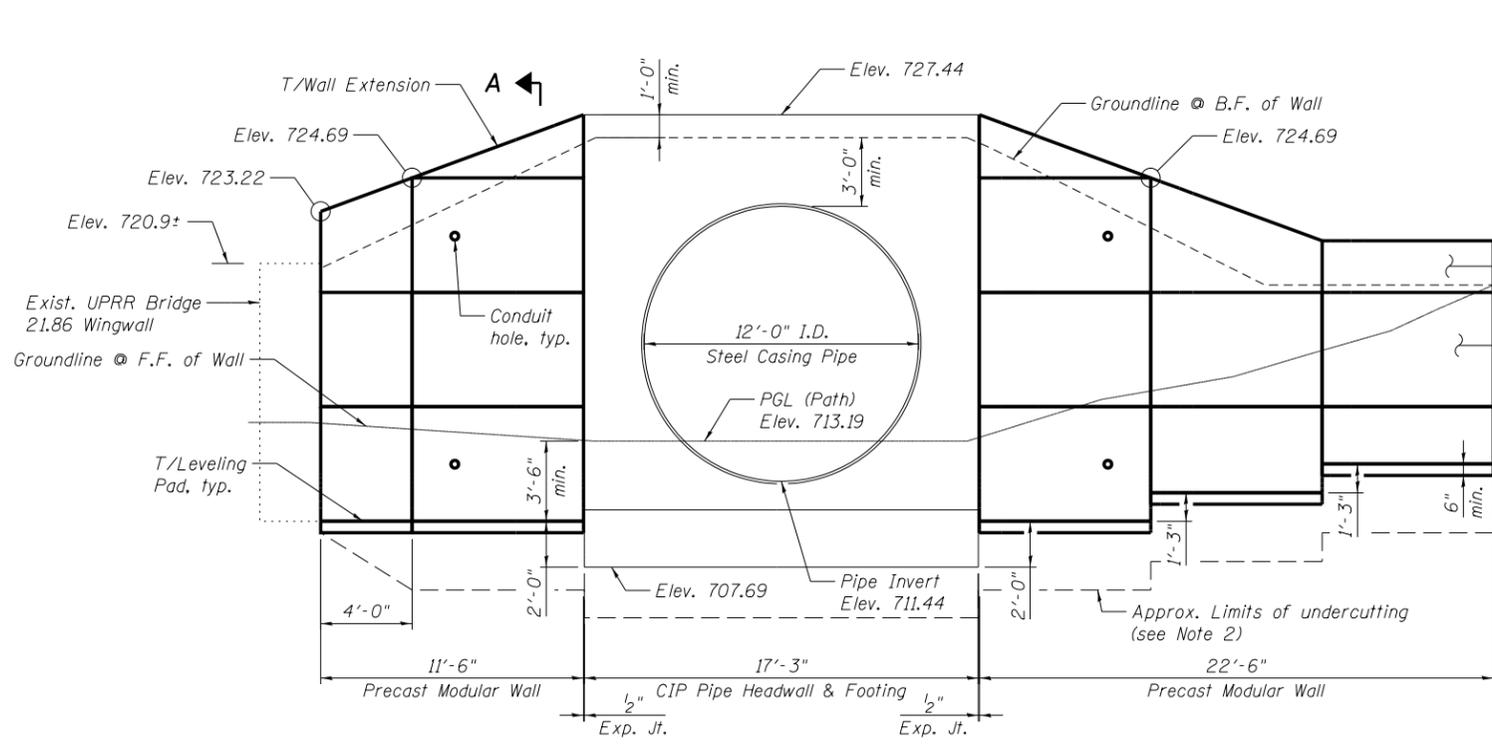
**NOTES:**

1. Staging concepts shown herein are for reference only as one potential work plan and may not depict or discuss all detailed steps within a construction stage. The Contractor shall be responsible for the development of and adherence to a detailed tunneling work plan throughout all stages of construction. See Steel Casing Pipe, Special, Tunneled Complete Special Provision for additional information.
2. Utilities shown within staging concepts are for reference only and not intended to be indicative of all utilities that may remain during construction.

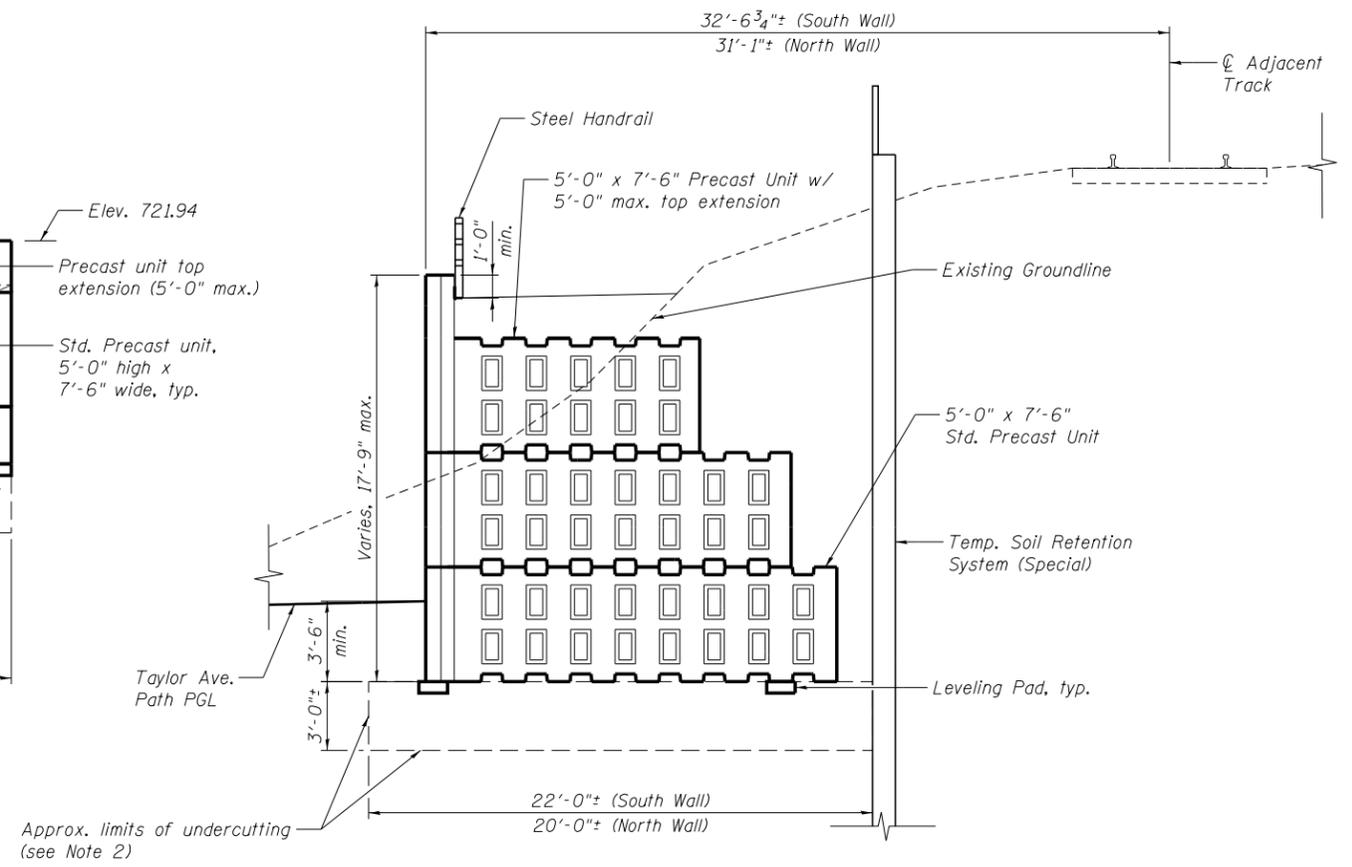


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**SOUTH PRECAST MODULAR WALL ELEVATION**  
(Looking North)



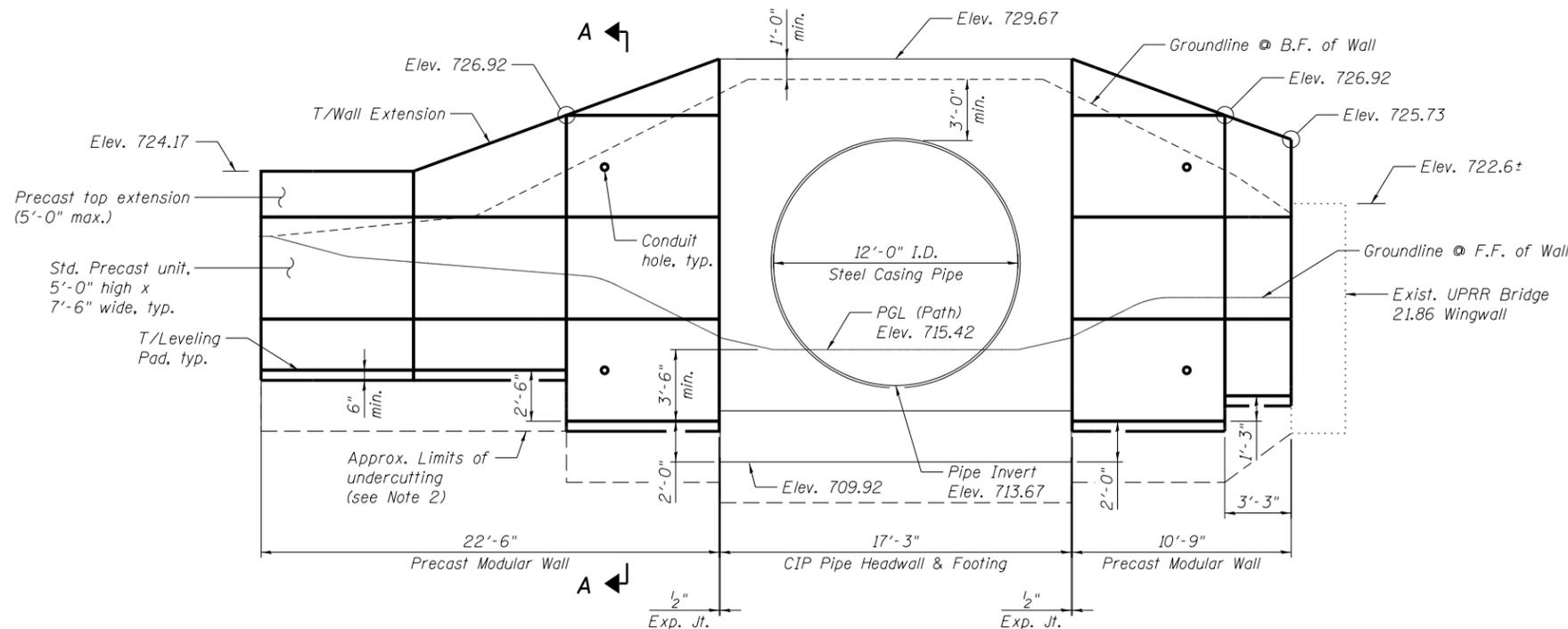
**SECTION A-A**  
(South Wall shown, North similar)

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Precast Modular Retaining Wall	Sq. Ft.	914
Removal and Disposal of Unsuitable Materials for Structures	Cu. Yd.	201
Porous Granular Embankment, Special	Cu. Yd.	326

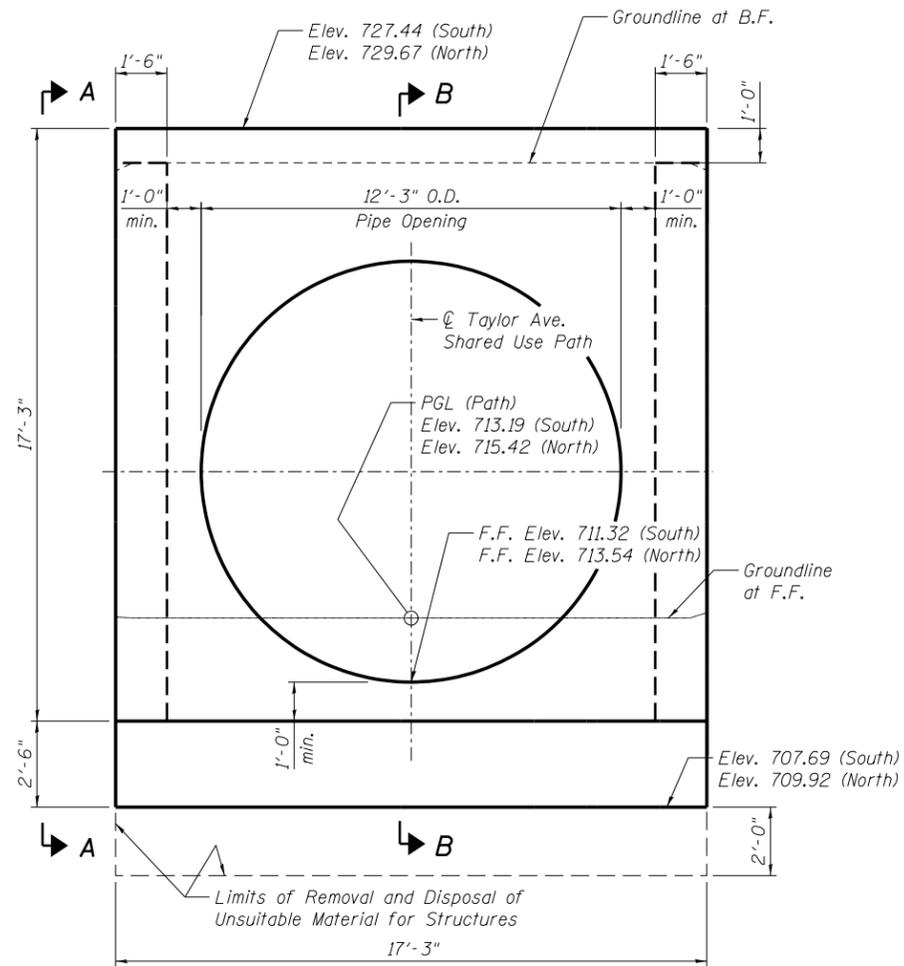
**NOTE:**

- Maximum service bearing pressure at base of Precast Modular Retaining Wall = 4,500 psf.
- Undercutting and subsequent backfilling is anticipated beneath the proposed retaining walls. Excavation shall be paid for as Structure Excavation down to the top of leveling pad elevation and Removal and Disposal of Unsuitable Materials for Structures below. Quantities have been estimated based on the dimensions shown herein.
- Backfill undercuts with select fill used for Precast Modular Retaining Wall. Fill material shall be paid for as Porous Granular Embankment, Special.
- The site geotechnical engineer shall monitor the preparation of compacted subgrades, construction of structural fills, determine adequacy of foundation bearing capacity, monitor backfilling and installation of footings. All work shall be performed in compliance with the site geotechnical engineer.
- Form Liner Textured Surface, Staining Concrete Structures and Anti-Graffiti Protection System shall be applied to the front face of all walls above the top of leveling pad, or as specified in the contract specifications.
- Exact location of 1"  $\phi$  PVC lighting conduit wall penetrations shall be coordinated with Precast Modular Retaining Wall manufacturer. Holes may be cast-in or post-drilled, with appropriate measures taken to avoid interference with panel reinforcement.
- Handrail not shown in elevation views for clarity.

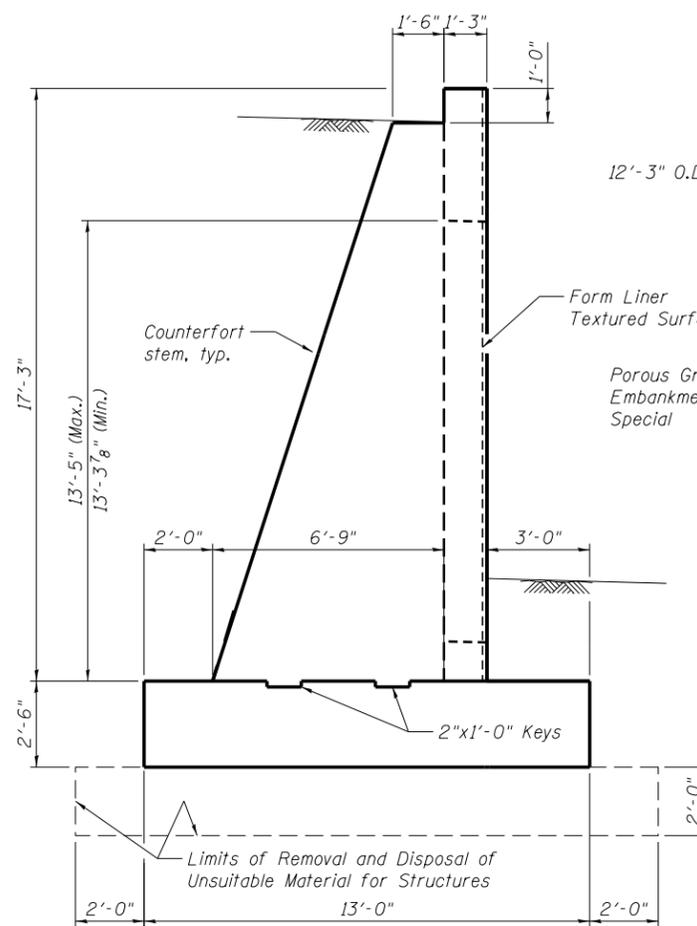


**NORTH PRECAST MODULAR WALL ELEVATION**  
(Looking South)

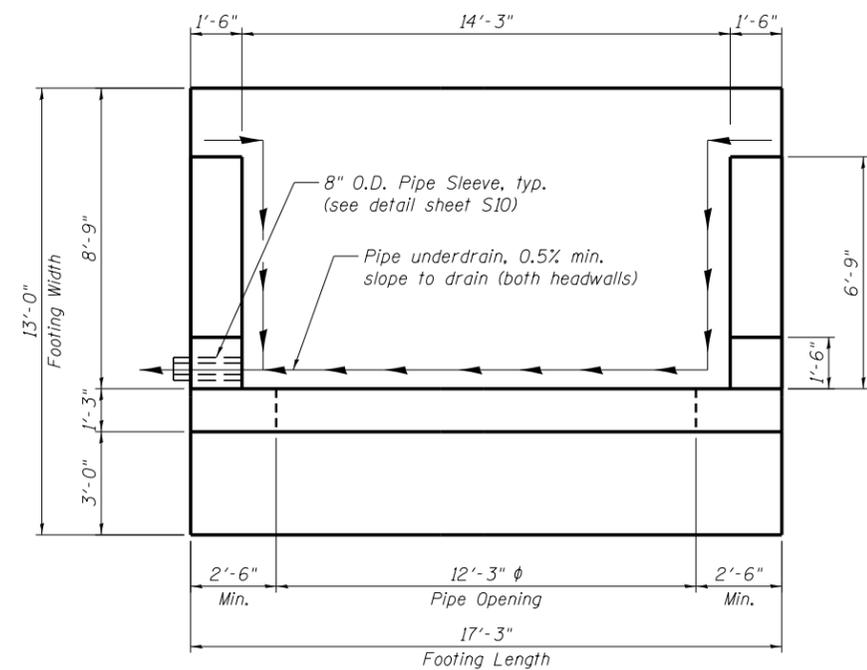




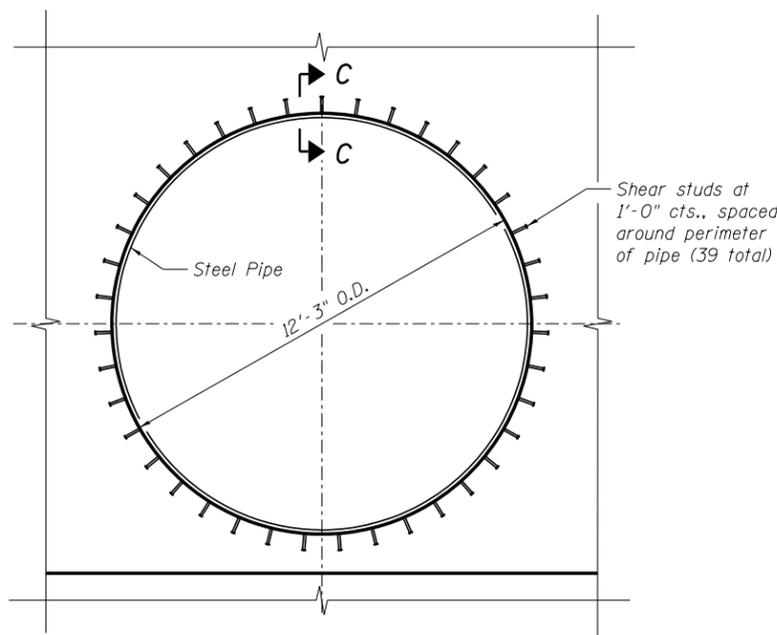
**FRONT ELEVATION**



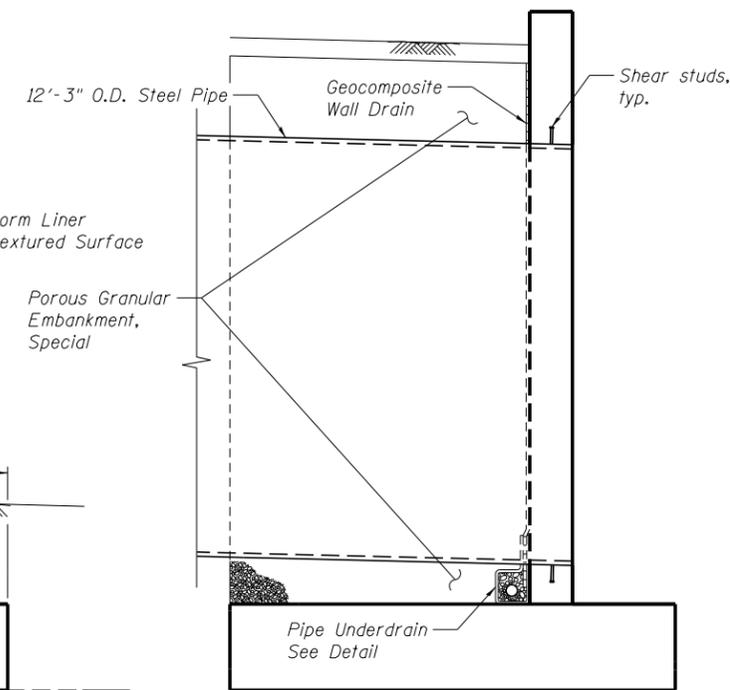
**END VIEW A-A**



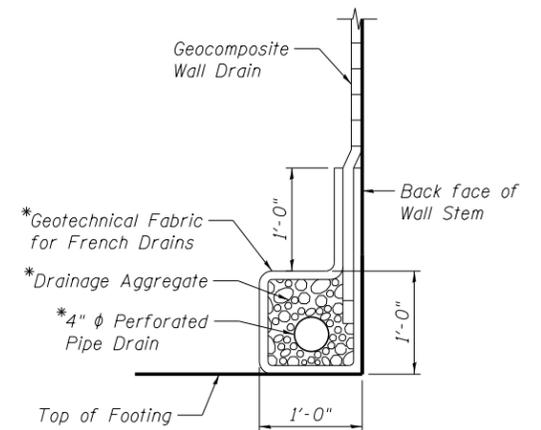
**PLAN**



**CASING PIPE END DETAIL**

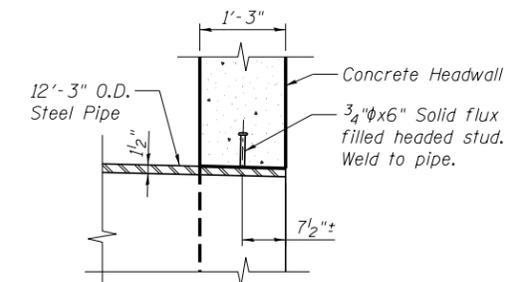


**SECTION B-B**



**PIPE UNDERDRAIN DETAIL**

\*Include in the Cost of "Pipe Underdrains for Structures"



**SECTION C-C**

**NOTES:**

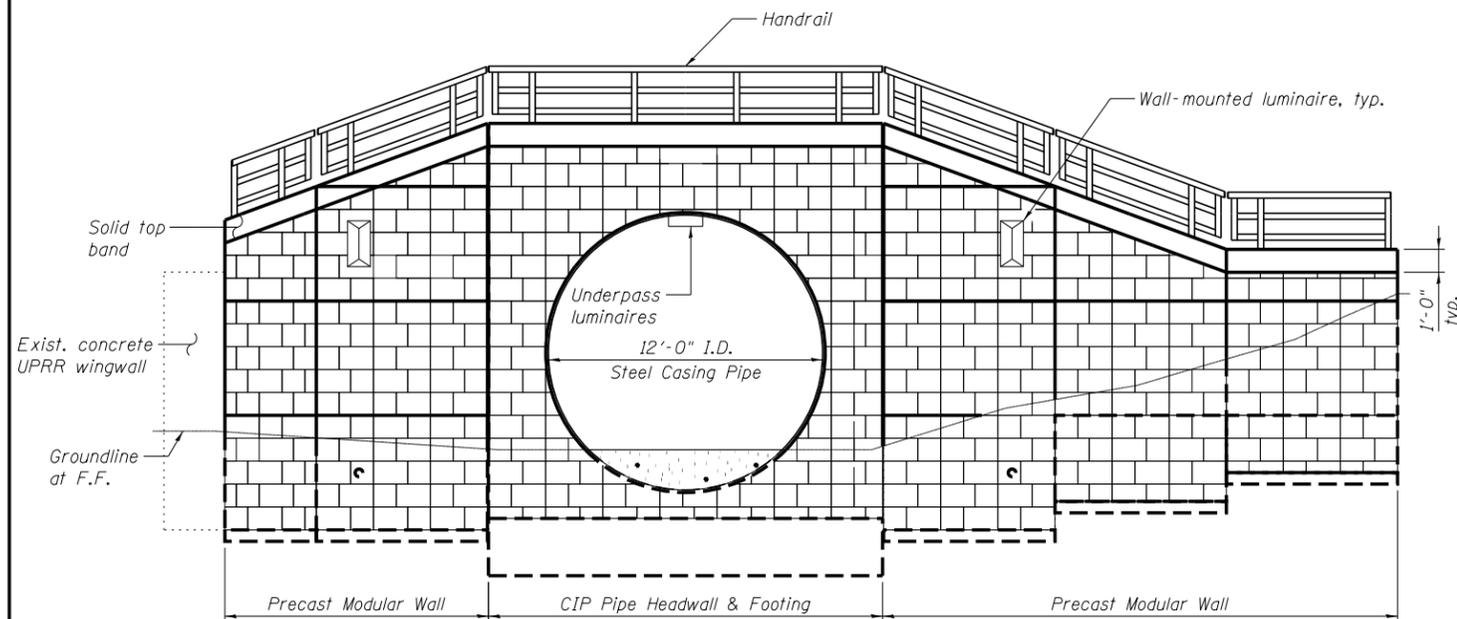
- Maximum service bearing pressure at base of headwall footing = 4,350 psf.
- Undercutting and subsequent backfilling is anticipated beneath the proposed headwalls. Excavation shall be paid for as Structure Excavation down to the top of leveling pad elevation and Removal and Disposal of Unsuitable Materials for Structures below. Quantities have been estimated based on the dimensions shown herein.
- Backfill undercuts with select fill used for Precast Modular Retaining Wall. Fill material shall be paid for as Porous Granular Embankment, Special.
- The site geotechnical engineer shall monitor the preparation of compacted subgrades, construction of structural fills, determine adequacy of foundation bearing capacity, monitor backfilling and installation of footings. All work shall be performed in compliance with the site geotechnical engineer.
- Form Liner Textured Surface, Staining Concrete Structures and Anti-Graffiti Protection System shall be applied to the front face of all walls above the top of leveling pad, or as specified in the contract specifications.



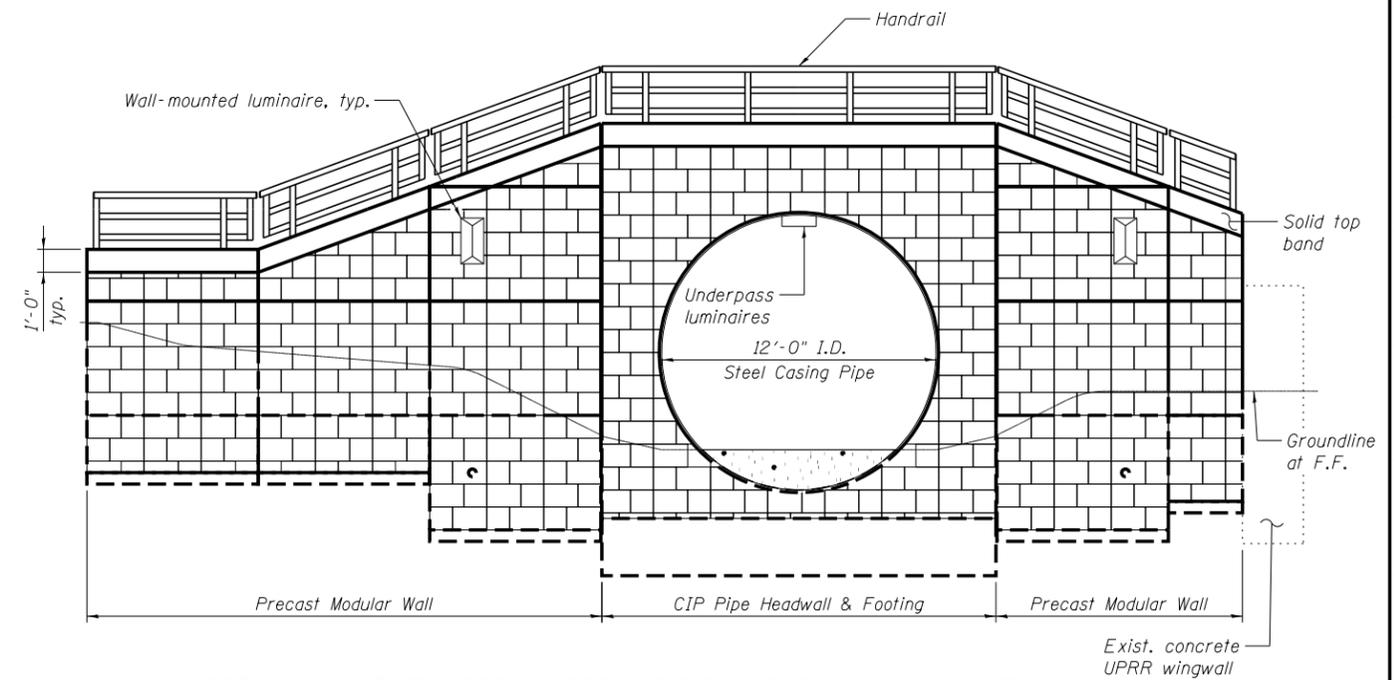
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DRAWN - RMG	REVISED -
CHECKED - SCW	REVISED -
DATE - 12/21/2017	REVISED -

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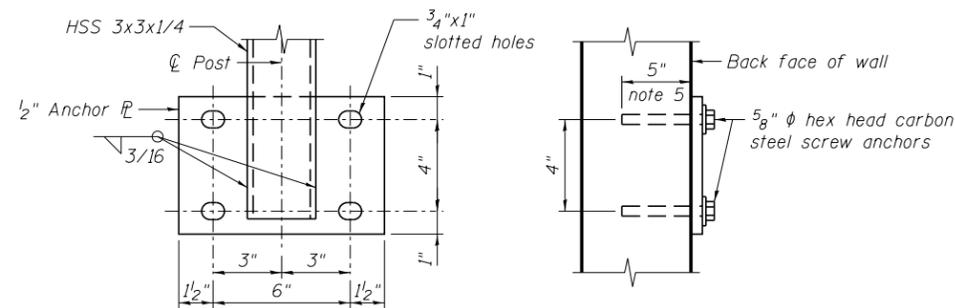
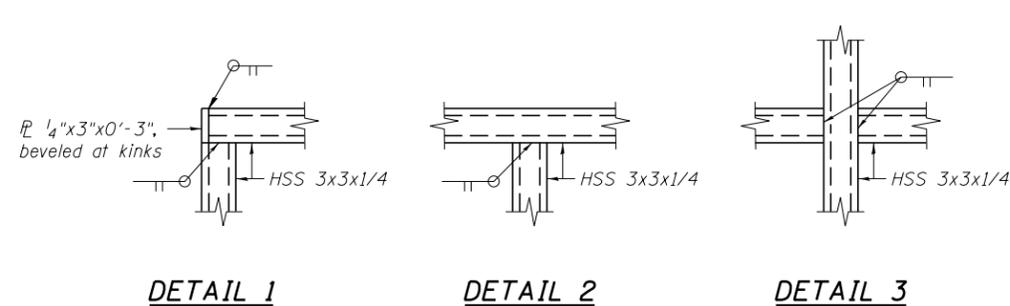




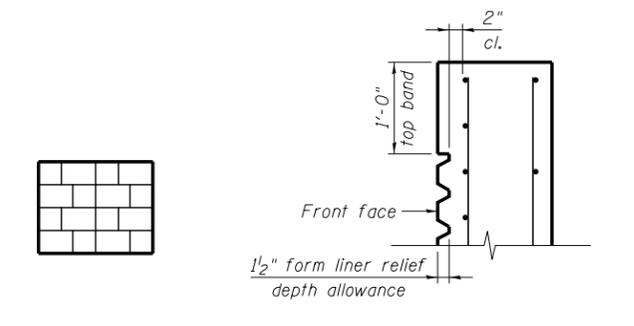
**SOUTH WALL ELEVATION - FORMLINER AND RAILING LAYOUT**



**NORTH WALL ELEVATION - FORMLINER AND RAILING LAYOUT**



**HANDRAIL POST-TO-WALL ANCHORAGE DETAILS**



**STACKED STONE SECTION THRU T/ HEADWALL**

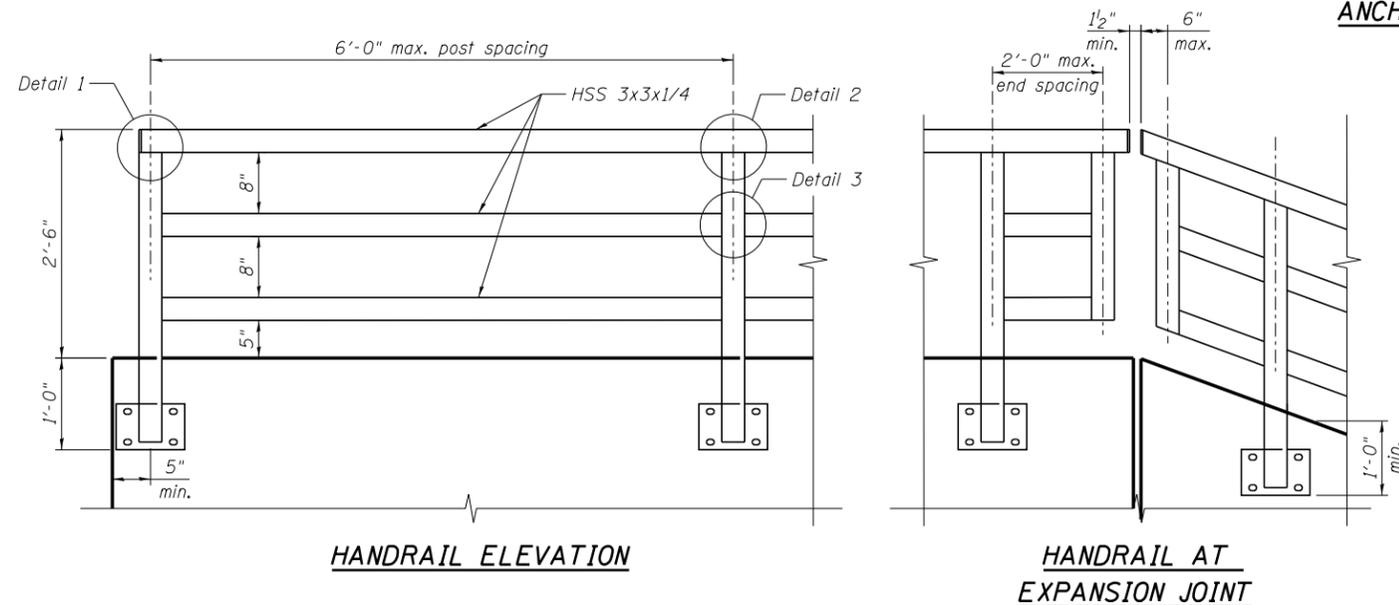
**FORMLINER DETAILS**

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Furnish and Install Handrail	Foot	102
Form Liner Textured Surface	Sq. Ft.	1,172

**NOTES:**

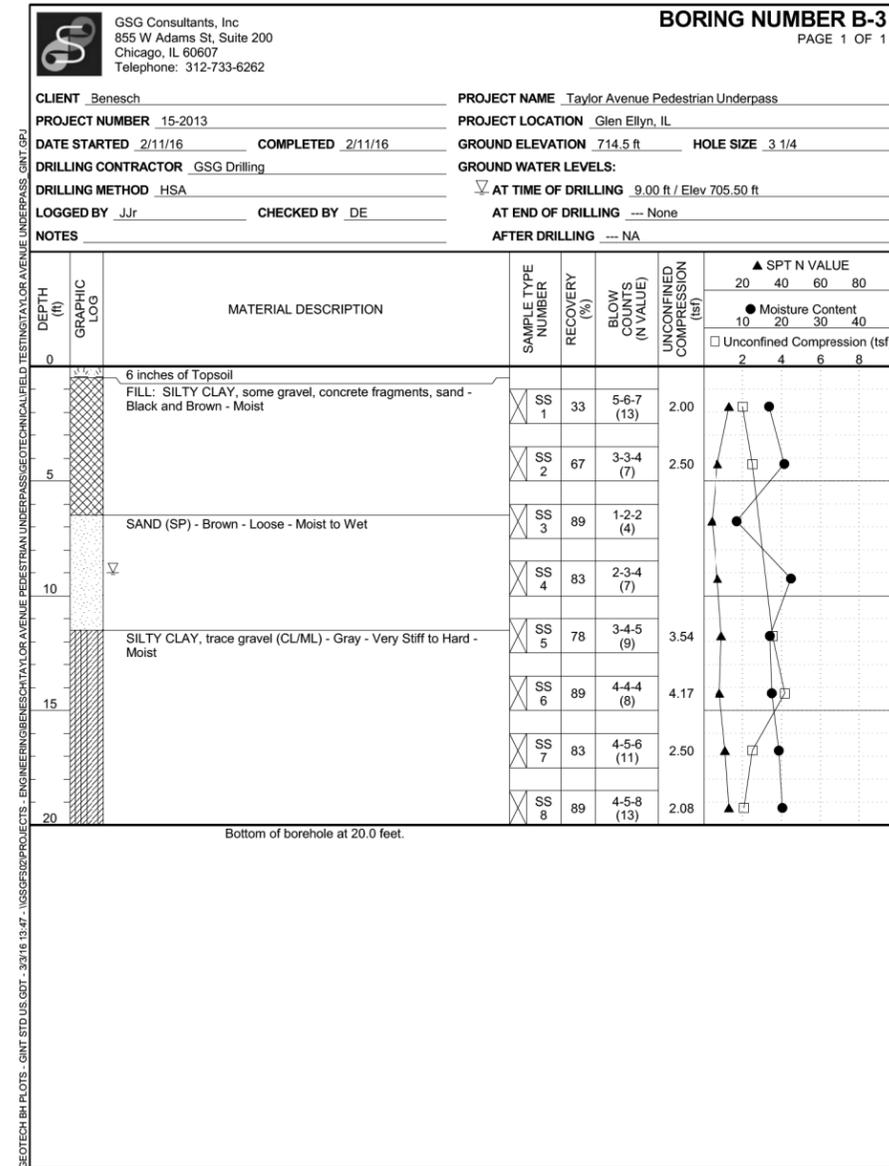
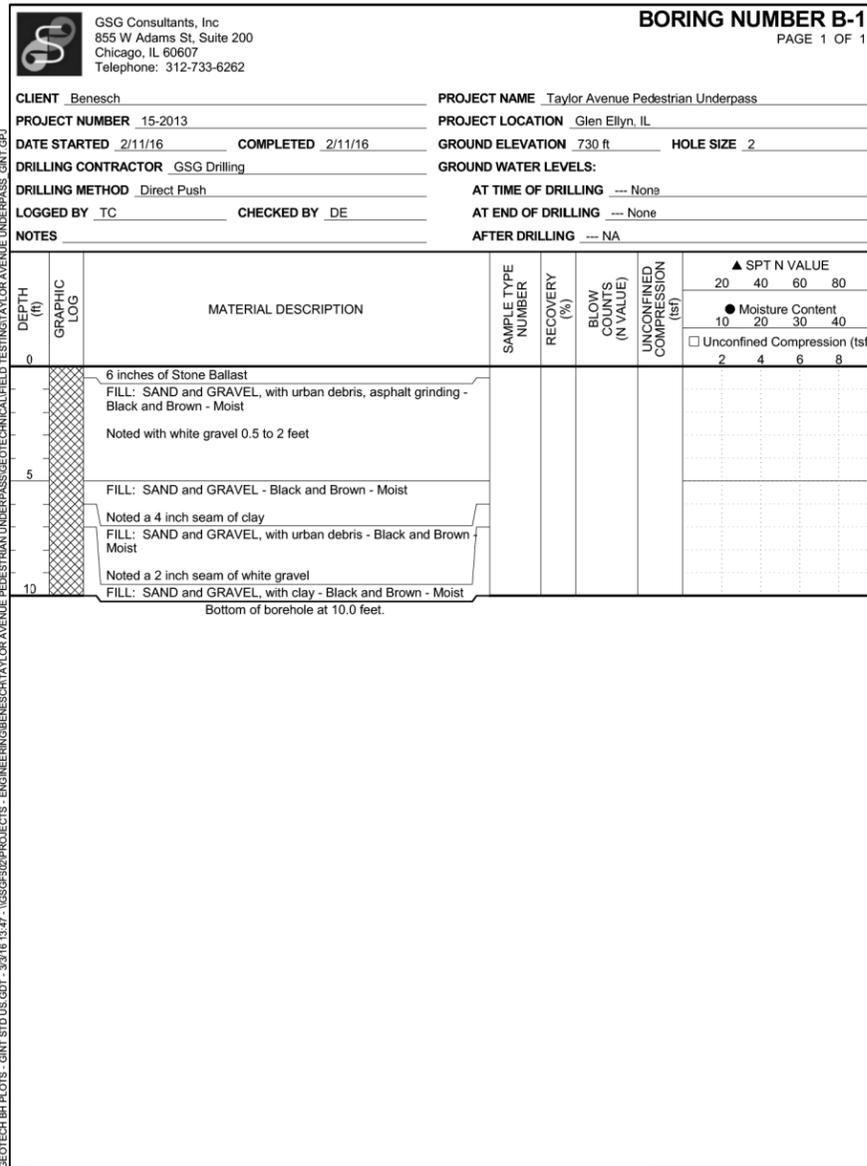
- Coordinate location and type of structure-mounted luminaires with Lighting sheets.
- Solid top band across the walls, which includes the top, front and side faces, shall be stained a solid color. See Special Provisions.
- Steel anchor plates shall be ASTM A36. Steel HSS members shall be ASTM A500 Grade C. All steel handrail and anchorage elements shall be galvanized.
- Contractor to coordinate placement of steel rail anchorages with individual wall details to avoid interferences.
- Anchor embedment shall be as shown or according to the manufacturer's specifications. In lieu of the post-drilled anchorage shown, Contractor may cast in 5/8"  $\phi$  anchors in accordance with the Standard Specifications.



**HANDRAIL ELEVATION**

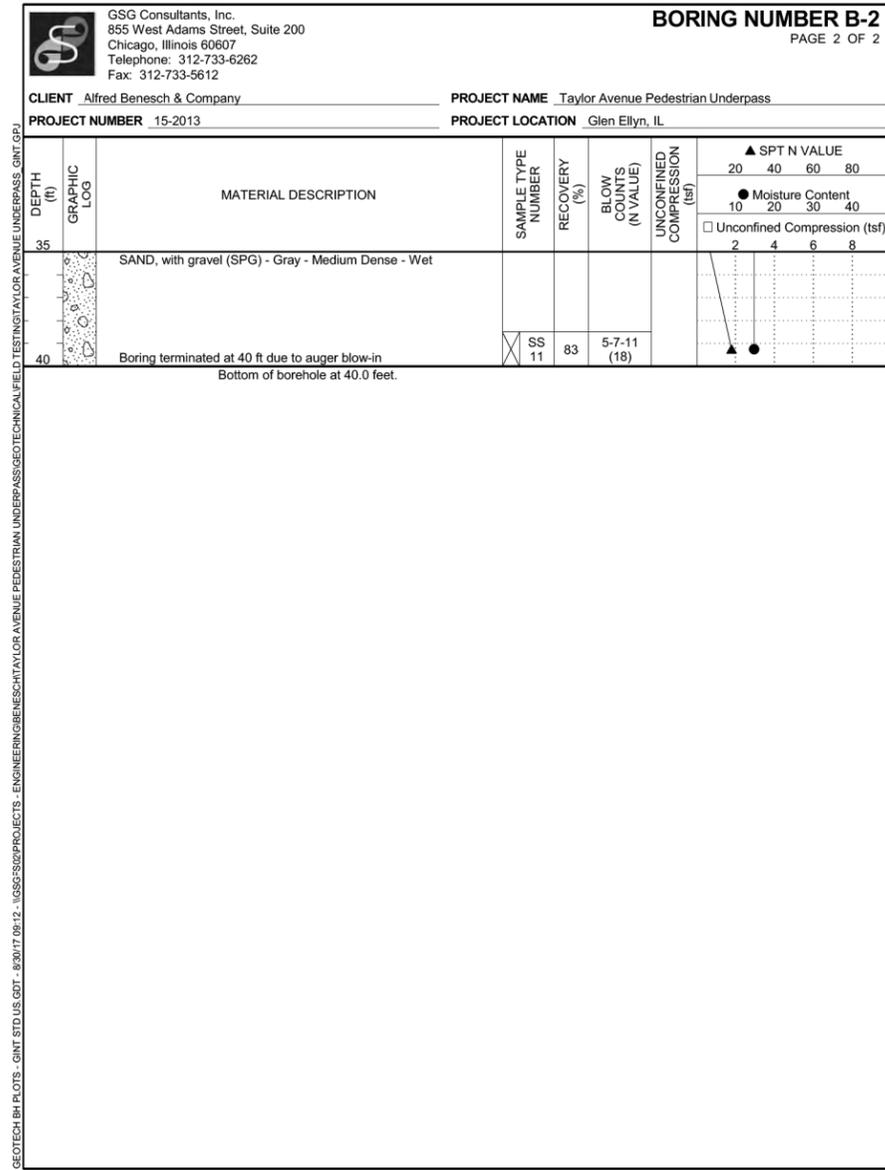
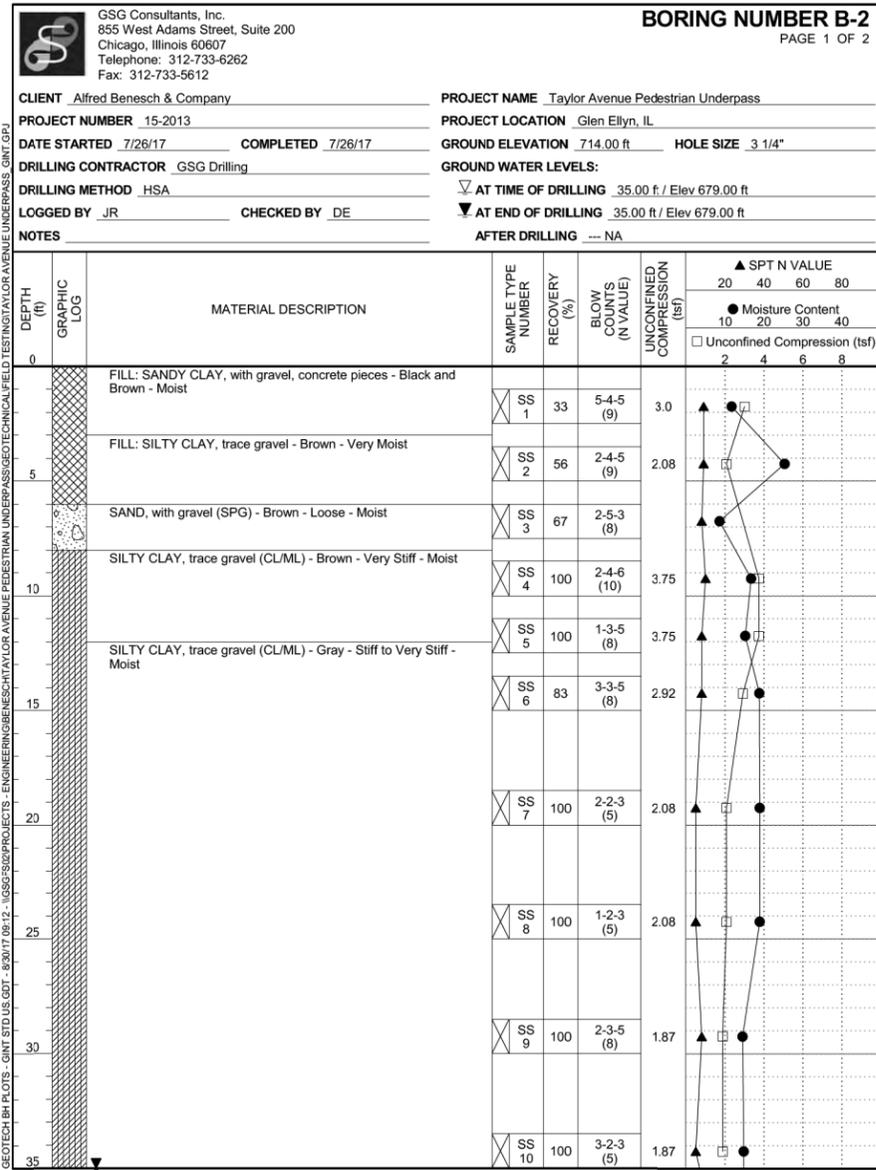
**HANDRAIL AT EXPANSION JOINT**

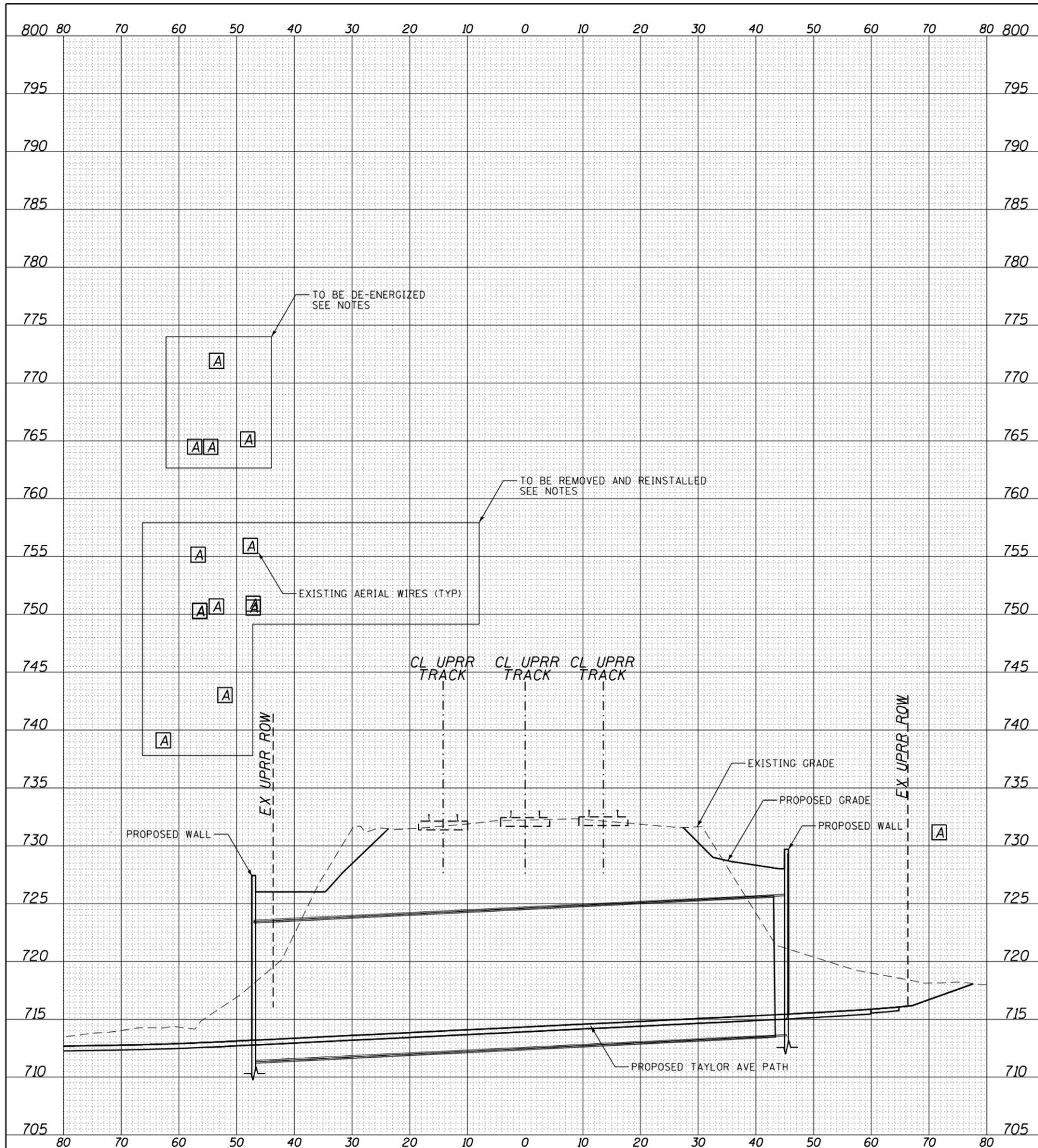




DESIGNED - MRC	REVISED -
DRAWN - MRC	REVISED -
CHECKED - SCW	REVISED -
DATE - 12/21/2017	REVISED -

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT		59	54
CONTRACT NO. 61E40			ILLINOIS FED. AID PROJECT	





### COMED OVERHEAD TRANSMISSION LINE COORDINATION

ComEd overhead transmission lines may be in conflict with activities required during construction of the temporary and permanent structures. The following sections summarize project assumptions and general requirements related to construction beneath and adjacent to the ComEd transmission lines:

### CONTRACT ASSUMPTIONS AND REQUIREMENTS:

1. The ComEd transmission line coordination was not finalized at the time Contract documents were produced. Below is a summary of the assumptions upon which Items including, but not limited to, the Construction Schedule and Scope of Work, are based.
2. The highest lines will be de-energized. The lower lines will be removed and reinstalled.
3. If the ComEd transmission line configuration in-place at the onset of the Contract work requires a modification in the plan or schedule, the Contractor shall submit revisions to the Engineer for approval. Any change in plan will be at no additional expense to the Village of Glen Ellyn.

### EQUIPMENT CLEARANCE LIMITATIONS:

1. No construction equipment can be within 20' of an energized transmission line. Reduced clearance of 15' is acceptable with a qualified and trained spotter on-site.
2. No construction equipment can be within 5' of a de-energized transmission line. If construction equipment must enter within this 5' zone, ComEd specialty equipment will be required on-site.

### OUTAGE PLANNING REQUIREMENTS:

1. Outages may not be allowed during the summer construction months.
2. The Contractor will be responsible for requesting and coordinating all required outages with ComEd and the TSO prior to commencing work.



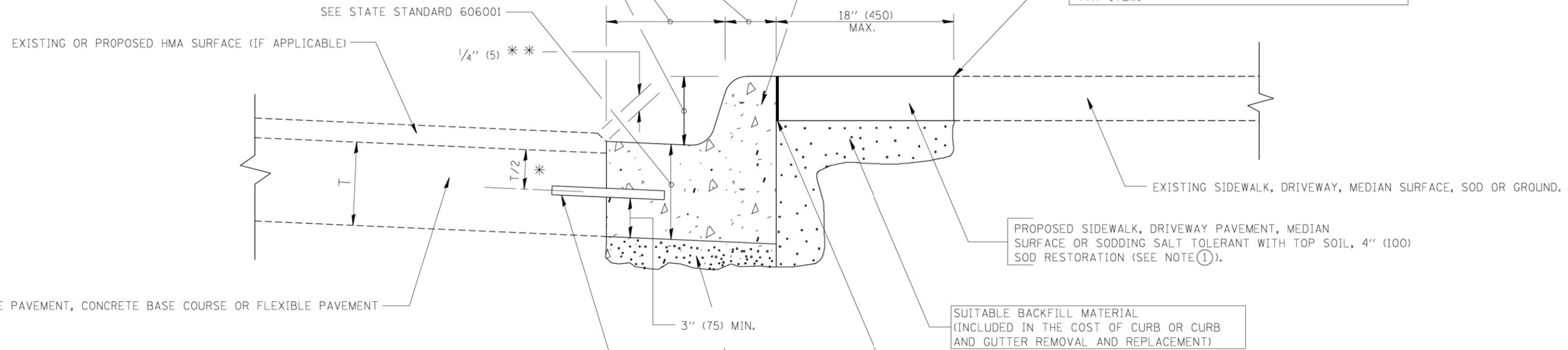
DESIGNED -	D. LEVIN	REVISED -	
DRAWN -	D. LEVIN	REVISED -	
CHECKED -	R. PARKS	REVISED -	
DATE -	11/27/2017	REVISED -	

MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2030	15-00079-00-BT	DUPAGE	59	56
CONTRACT NO. 61E40				
ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.



\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY. SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

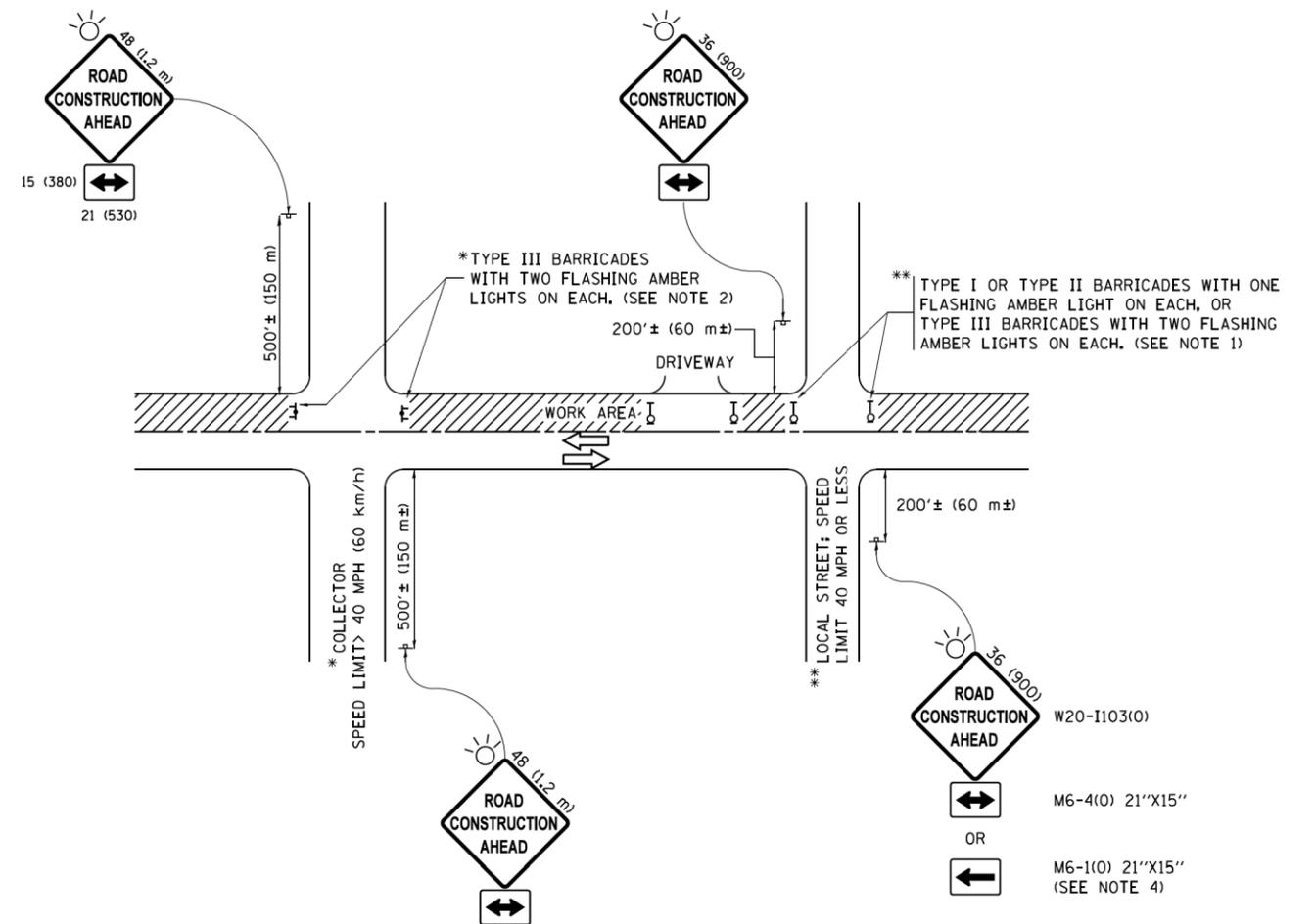
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:  
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\p\dot\drivakosgn\d0108315\bc24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	2030			15-00079-00-BT	DUPAGE	59	57	
PLOT SCALE = 50.000' / 1"	CHECKED -	REVISED - M. GOMEZ 01-22-01	<b>BD600-06 (BD-24)</b>			CONTRACT NO.		61E40		
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

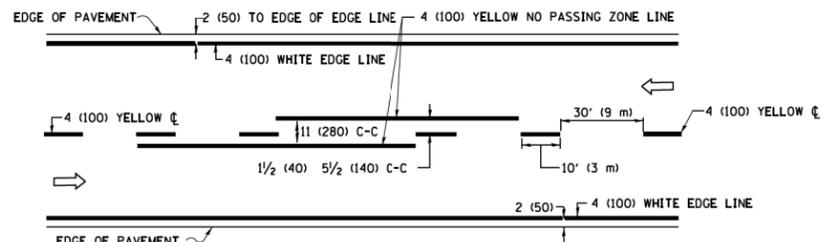


**NOTES:**

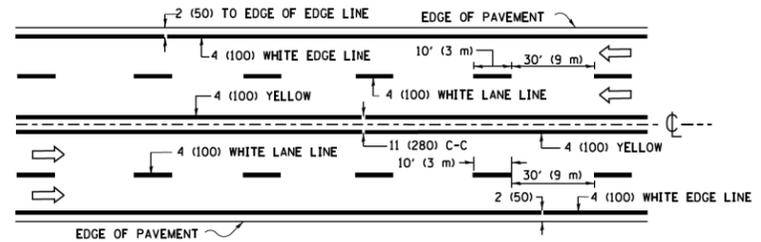
1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

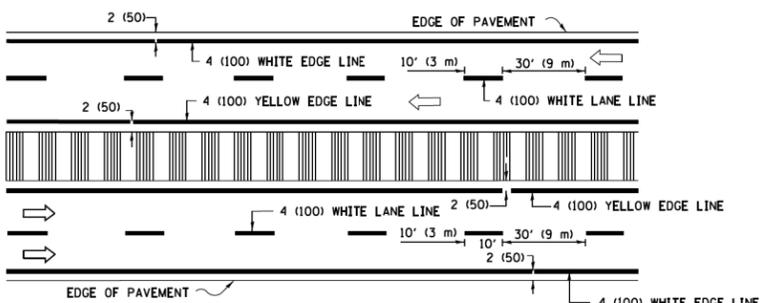
FILE NAME =	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS</b>			MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pwt\11084EBID\INTEG\illinois.gov\FWIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\1084EBID\CADD\sets\CAD\sheets\tc10.dgn	DRAWN	REVISION	REVISION					2030	15-00079-00-BT	DUPAGE	59	58
Default	PLOT SCALE = 50,000' / 1" =	CHECKED -	REVISION		<b>TC-10</b>			CONTRACT NO.	61E40			
	PLOT DATE = 9/15/2016	DATE - 06-89	REVISION		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



**2-LANE ROADWAY**

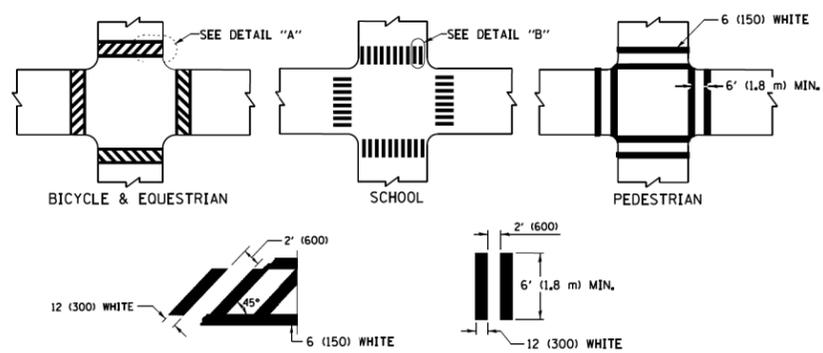


**MULTI-LANE UNDIVIDED**



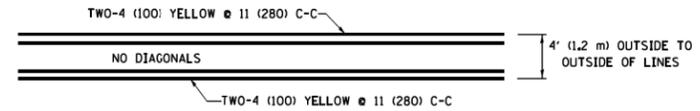
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

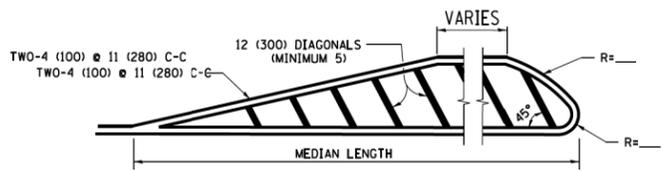


**TYPICAL CROSSWALK MARKING**

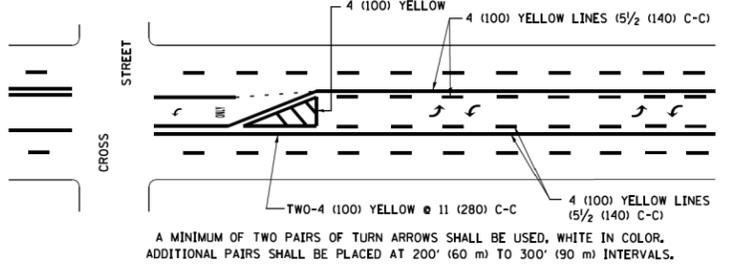
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



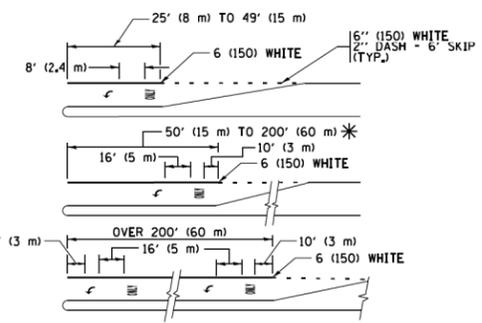
**4' (1.2 m) WIDE MEDIANS ONLY**



**MEDIANS OVER 4' (1.2 m) WIDE**



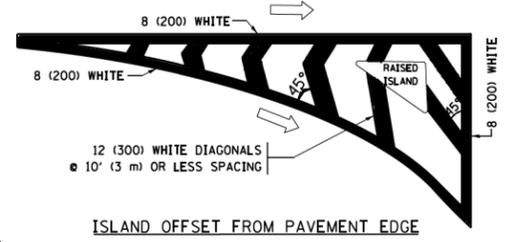
**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**



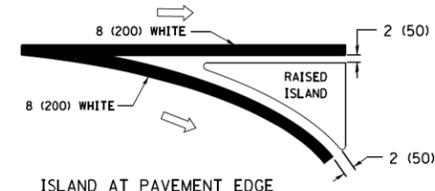
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

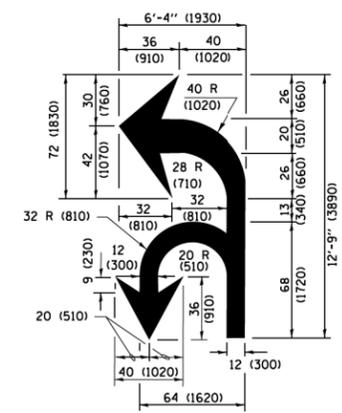
**TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING**



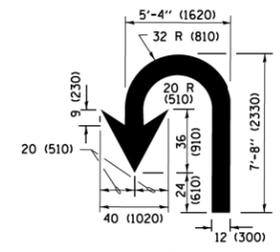
**ISLAND OFFSET FROM PAVEMENT EDGE**



**ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**

\* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS; 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

FILE NAME =	USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\1\084EBID\INTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\CADData\CADsheets\tc13.dgn		DRAWN -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 50,000' / in	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 4/13/2016	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE TYPICAL PAVEMENT MARKINGS</b>			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

MUN 2030	SECTION 15-00079-00-BT	COUNTY DUPAGE	TOTAL SHEETS 59	SHEET NO. 59
<b>TC-13</b>			CONTRACT NO. 61E40	ILLINOIS FED. AID PROJECT