

06-12-2020 LETTING ITEM 212

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FAU 2330 (ANDERSON ROAD) EXTENSION

INTERSECTION IMPROVEMENTS AND
TRAFFIC SIGNAL MODERNIZATION

AT FAP 110 (KESLINGER ROAD)

SECTION 18-00019-00-PV

PROJECT NO. WH29(907)

VILLAGE OF ELBURN

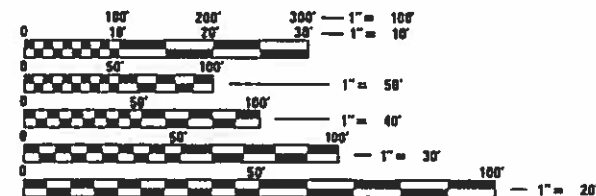
KANE COUNTY

C-91-230-19

FOR INDEX OF SHEETS, HIGHWAY
STANDARDS AND LEGEND
SEE SHEET NO. 02

FAU 2330 ANDERSON ROAD
MAJOR COLLECTOR
ADT: 1,600 (2014)
ADT: 4,300 (2030)
DESIGN SPEED: 45 MPH
NORTH OF INTERSECTION
POSTED SPEED: 35 MPH
SOUTH OF INTERSECTION
POSTED SPEED: 25 MPH

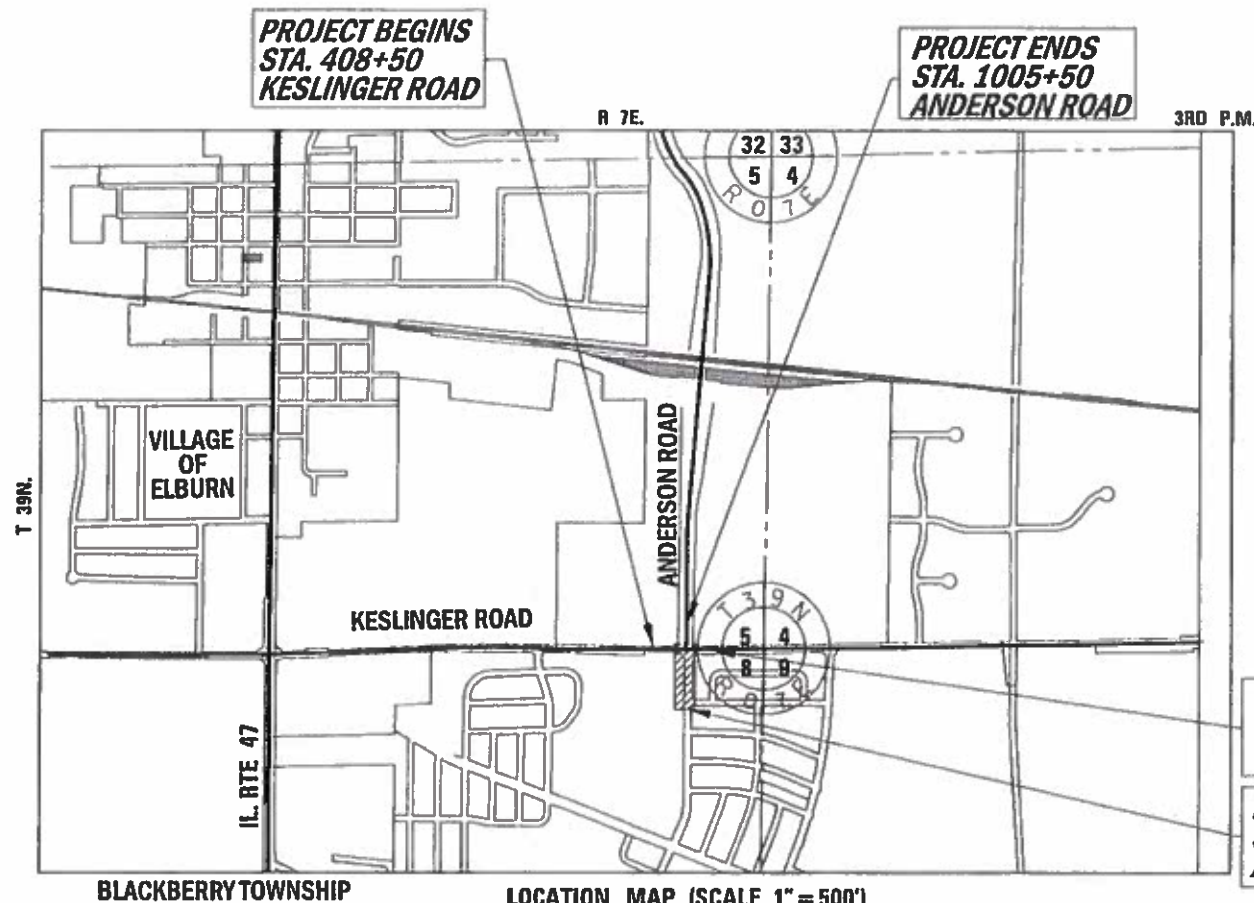
FAP 110 KESLINGER ROAD
MAJOR COLLECTOR
ADT: 4,620 (2014)
ADT: 13,000 (2030)
POSTED SPEED: 50 MPH
DESIGN SPEED: 55 MPH



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.



CONTRACT NO. 61F82



LOCATION MAP (SCALE 1" = 500')
GROSS AND NET LENGTH = 2,528 FT. = 0.479 MILE

PROJECT ENDS
STA. 420+10
KESLINGER ROAD

PROJECT BEGINS
STA. 991+82
ANDERSON ROAD

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	1

ILLINOIS CONTRACT NO. 61F82



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED *Phil VanGogh* 2020
PHIL VANGOGH
VILLAGE OF ELBURN, DIRECTOR OF PUBLIC WORKS

PASSED *April 15* 2020
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW *April 15* 2020
REGIONAL ENGINEER

DATE: *9-Apr-2020*
Colleen C. Jaltuch
COLLEEN C. JALTUCH

LICENSE
EXPIRES: NOVEMBER 30, 2021



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

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FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL

USER NAME = E50m08
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IDOT HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALK
424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
601001-05	PIPE UNDERDRAINS
602301-04	INLET - TYPE A
602306-03	INLET - TYPE B
602401-06	PRECAST MANHOLE TYPE A, 4' DIAMETER
604091-03	FRAME AND GRATE TYPE 24
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5M) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
701501-06	URBAN LANE CLOSURE 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
814001-03	HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
876001-04	PEDESTRIAN PUSH BUTTON POST
877001-08	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877011-10	STEEL COMBO MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877012-07	STEEL COMBO MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
878001-10	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS

PAVEMENT DESIGN INFORMATION

ANDERSON ROAD
HOT-MIX ASPHALT PAVEMENT
CLASS II
80,000 LB
TWO LANE URBAN
2030 ADT 4,300
PV 4,090 (97.2%)
SU 114 (2.7%)
MU 4 (0.1%)
TF = 0.15 (ACTUAL)
TF = 0.15 (USED)
SSR POOR
AC MIX TEMP 77.5°
PG 64-22
MODULUS 615 KSI
THICKNESS REQUIRED = 8.75"
THICKNESS PROVIDED = 8.75"

SUPPLEMENTAL LEGEND

SEE IDOT HIGHWAY STANDARD 000001-07 FOR ADDITIONAL INFORMATION		
	HMA SURFACE REMOVAL, 2 1/4"	
	HMA SURFACE REMOVAL, BUTT JOINT	
	HMA PATCH	
	SIDEWALK REMOVAL	
	BIKE PATH REMOVAL	
	DRIVEWAY REMOVAL	
	CURB AND GUTTER REMOVAL	
	PAVEMENT WIDENING	
	RESURFACING	
	HMA BIKE PATH	
	PCC SIDEWALK	
	NEW PAVEMENT	

REMOVAL NOTATION

	DENOTES STRUCTURE TO BE REMOVED
	TREE REMOVAL

STORM SEWER STRUCTURE AND PIPE NOTATION

STRUCTURE TYPE	CB TY C, 2' DIA.	DIAMETER
FRAME & GRATE/LID TYPE	W/ TY IIV FR & GR	
	113+50, 25.58' LT	STATION & OFFSET
TOP OF CURB (TC) ELEVATION	TC 724.64	
OR RIM	INV N.S 720.53, 12"	INVERT DIRECTION, ELEVATION & SIZE
PIPE DIAMETER	12" SS TY 1	SEWER TYPE
MATERIAL	RCCP CL IV	MATERIAL CLASS
LENGTH	8' @ 1.00%	SLOPE
TRENCH BACKFILL QUANTITY	TB 1.3 CY 2'	TRENCH BACKFILL LENGTH

	Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illnols 60554 630.466.6700 / www.eeiweb.com	VILLAGE OF ELBURN 301 E. NORTH STREET ELBURN, IL. 60119	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANDERSON ROAD AT KESLINGER ROAD INDEX OF SHEETS, HIGHWAY STANDARDS AND LEGEND			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN -	REVISED -					2330	18-00019-00-PV	KANE	69	2
			CHECKED -	REVISED -					CONTRACT NO. 61F82				
			DATE -	REVISED -		SCALE: N.T.S.	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

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GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS), THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", SEVENTH EDITION, THE CODES AND ORDINANCES OF THE VILLAGE OF ELBURN, ILLINOIS, THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

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

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

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

UTILITIES

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

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

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

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

STAKING

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

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

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

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

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

ALL ELEVATIONS ARE NGVD 29 DATUM, ESTABLISHED FROM THE KANE COUNTY GEODETIC SURVEY BENCHMARK NETWORK.

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

SEWERS AND WATER MAINS

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

BACKFILL

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

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

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

SIGNS

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

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

- SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT
- THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SIGNS THAT INTERFERE WITH THEIR WORK DURING CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING. THE SIGNS MUST BE RE-ERECTED AT A TEMPORARY LOCATION AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED.
- ALL SIGNS SHALL BE INSTALLED OR RELOCATED IN PERMANENT LOCATIONS AS SHOWN ON THE PLANS ONCE THE ROADWAY IS COMPLETED.
- ALL REMOVED SIGNS WILL BE RETURNED TO THE VILLAGE (301 E. NORTH ST. ELBURN, IL) OR COUNTY, AS APPLICABLE.
- LONGER POSTS MAY BE REQUIRED AT TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN HEIGHT.

MISCELLANEOUS

WHEN REMOVING CURB AND GUTTER, OR ANY OTHER STRUCTURES, THE USE OF ANY CONCRETE BREAKERS WHICH MIGHT DAMAGE THE UNDERGROUND PUBLIC OR PRIVATE UTILITIES, OR CAUSE DAMAGE TO PUBLIC OR PRIVATE STRUCTURES, WILL NOT BE PERMITTED.

TO PROTECT EXISTING TREES AND UTILITY POLES, THE CONTRACTOR SHALL HAND FORM CURB AND GUTTER AT LOCATIONS DIRECTED BY THE ENGINEER.

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

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

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

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

THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER.

PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED MINIMUM 6" BELOW THE AGGREGATE SUBGRADE IMPROVEMENT LAYER.

BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ARTICLE 550.07(B, C) OF THE SSRBC WILL NOT BE ALLOWED.

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

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

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

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			DRAWN -	REVISED -						2330	18-00019-00-PV	KANE	69	3
			CHECKED -	REVISED -		CONTRACT NO. 61F82								
			DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
						SCALE: N.T.S.		SHEET 1 OF 1 SHEETS		STA. TO STA.				

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SUMMARY OF QUANTITIES

		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITIY	ROADWAY	TRAFFIC SIGNALS	TRAINEES
						75% FEDERAL 25% LOCAL	75% FEDERAL 25% LOCAL	75% FEDERAL 25% LOCAL
						0004	0021	0042
	*	20200100	EARTH EXCAVATION	CU YD	1,820	1,820		
	*	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,250	2,250		
		20800150	TRENCH BACKFILL	CU YD	16.2	16.2		
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	3,000	3,000		
	*	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	499	499		
	Δ	25000210	SEEDING, CLASS 2A	ACRE	1.0	1.0		
	Δ	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	90	90		
	Δ	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	90	90		
	Δ	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	90	90		
	Δ	25100630	EROSION CONTROL BLANKET	SQ YD	4,490	4,490		
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100	100		
		28000305	TEMPORARY DITCH CHECKS	FOOT	50	50		
		28000400	PERIMETER EROSION BARRIER	FOOT	650	650		
		28000510	INLET FILTERS	EACH	6	6		
	*	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1,000	1,000		
	*	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	5,990	5,990		

Δ INDICATES SPECIALTY ITEM
* SEE SPECIAL PROVISIONS

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

VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

DESIGNED -	REVISED -
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DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 1 OF 8 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	4
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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SUMMARY OF QUANTITIES

		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITIY	ROADWAY	TRAFFIC SIGNALS	TRAINEES
						75% FEDERAL 25% LOCAL	75% FEDERAL 25% LOCAL	75% FEDERAL 25% LOCAL
						0004	0021	0042
		31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	994	994		
		31101600	SUBBASE GRANULAR MATERIAL, TYPE B 8"	SQ YD	206	206		
		35501304	HOT-MIX ASPHALT BASE COURSE, 5"	SQ YD	3,590	3,590		
		35501325	HOT-MIX ASPHALT BASE COURSE, 10 1/4"	SQ YD	800	800		
		40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	12,200	12,200		
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	8,790	8,790		
		40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 1L-4.75, N50	TON	450	450		
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	90	90		
		40603080	HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N50	TON	680	680		
		40604060	HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N50	TON	782	782		
		40604062	HOT-MIX ASPHALT SURFACE COURSE, 1L-9.5, MIX "D", N70	TON	540	540		
		42001300	PROTECTIVE COAT	SQ YD	1,284	1,284		
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6,980	6,980		
		42400800	DETECTABLE WARNINGS	SQ FT	140	140		
		44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	9,810	9,810		
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	180	180		

Δ INDICATES SPECIALTY ITEM
* SEE SPECIAL PROVISIONS

USER NAME = jschmidt PLOT SCALE = 1"=40' SCALES
PLOT DATE = 4/10/2020 8:14:53 AM
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VILLAGE OF ELBURN
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ELBURN, IL. 60119

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 2 OF 8 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	5
CONTRACT NO. 61F82				

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SUMMARY OF QUANTITIES

		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITIY	ROADWAY	TRAFFIC SIGNALS	TRAINEES
						75% FEDERAL 25% LOCAL	75% FEDERAL 25% LOCAL	75% FEDERAL 25% LOCAL
						0004	0021	0042
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	954	954		
		44000600	SIDEWALK REMOVAL	SQ FT	270	270		
		44201798	CLASS D PATCHES, TYPE I, 13 INCH	SQ YD	6	6		
	*	550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	449	449		
		55100500	STORM SEWER REMOVAL 12"	FOOT	14	14		
Δ		56400100	FIRE HYDRANTS TO BE MOVED	EACH	1	1		
Δ	*	56400200	FIRE HYDRANTS TO BE MOVED (SPECIAL)	EACH	1	1		
	*	60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	400	400		
		60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
	*	60238800	INLETS, TYPE A	EACH	2	2		
		60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	1	1		
		60240328	INLETS, TYPE B, TYPE 24 FRAME AND GRATE	EACH	1	1		
		60255500	MANHOLES TO BE ADJUSTED	EACH	1	1		
		60260100	INLETS TO BE ADJUSTED	EACH	1	1		
		60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1	1		
		60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	3	3		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	6
CONTRACT NO. 61F82				

SCALE: N.T.S.	SHEET 3 OF 8 SHEETS	STA.	TO STA.
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SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITIY	ROADWAY	TRAFFIC SIGNALS	TRAINEES
					75% FEDERAL 25% LOCAL 0004	75% FEDERAL 25% LOCAL 0021	75% FEDERAL 25% LOCAL 0042
	60500060	REMOVING INLETS	EACH	2	2		
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	685	685		
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1.068	1.068		
	67100100	MOBILIZATION	L SUM	1	1		
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30		
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	500	500		
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	84	84		
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	73	73		
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5.600	5.600		
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	628	628		
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	40	40		
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	80	80		
	* 70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	450	450		
Δ	72000100	SIGN PANEL - TYPE 1	SQ FT	68	23	45	
Δ	72000200	SIGN PANEL - TYPE 2	SQ FT	30		30	
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
SUMMARY OF QUANTITIES

SCALE: N.T.S.	SHEET 4	OF 8	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	7
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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SUMMARY OF QUANTITIES

		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITIY	ROADWAY	TRAFFIC SIGNALS	TRAINEES
						75% FEDERAL 25% LOCAL 0004	75% FEDERAL 25% LOCAL 0021	75% FEDERAL 25% LOCAL 0042
		72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	10		10	
Δ		72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	5	5		
Δ		72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	7	7		
Δ		72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	45	45		
Δ		78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	620	620		
Δ		78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	6,380	6,380		
Δ		78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	2,373	2,373		
Δ		78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	668	668		
Δ		78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	1,326	1,326		
Δ		78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	209	209		
Δ *		78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	78	78		
Δ *		81028190	UNDERGROUND CONDUIT, GALVANIZED STEEL, 1 1/2" DIA.	FOOT	275	275		
Δ *		81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	20		20	
Δ *		81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	132		132	
Δ *		81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	201		201	
Δ *		81400100	HANDHOLE	EACH	1		1	

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DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 5 OF 8 SHEETS STA. TO STA.

F.A.U. RTE. 2330	SECTION 18-00019-00-PV	COUNTY KANE	TOTAL SHEETS 69	SHEET NO. 8
CONTRACT NO. 61F82				
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SUMMARY OF QUANTITIES

						ROADWAY	TRAFFIC SIGNALS	TRAINEES
		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITIY	75% FEDERAL 25% LOCAL 0004	75% FEDERAL 25% LOCAL 0021	75% FEDERAL 25% LOCAL 0042
Δ *		81702450	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	901	901		
Δ *		85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1	
Δ *		87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	890		890	
Δ *		87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,461		1,461	
Δ *		87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	555		555	
Δ *		87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	3,549		3,549	
Δ *		87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	392		392	
Δ *		87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	2		2	
Δ *		87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2		2	
Δ *		87700300	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1		1	
Δ *		87702950	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 44 FT.	EACH	1		1	
Δ *		87703030	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 60 FT.	EACH	1		1	
Δ *		87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12		12	
Δ *		87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	28		28	
Δ *		87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21		21	
Δ *		88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5		5	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
SUMMARY OF QUANTITIES
SCALE: N.T.S. SHEET 6 OF 8 SHEETS STA. TO STA.

F.A.U.
RTE.
2330

SECTION
18-00019-00-PV

COUNTY
KANE

TOTAL
SHEETS
69

SHEET
NO.
9

CONTRACT NO. 61F82

ILLINOIS FED. AID PROJECT

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SUMMARY OF QUANTITIES

		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITIY	ROADWAY	TRAFFIC SIGNALS	TRAINEES
						75% FEDERAL 25% LOCAL 0004	75% FEDERAL 25% LOCAL 0021	75% FEDERAL 25% LOCAL 0042
Δ *		88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	9		9	
Δ *		88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4		4	
Δ *		88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14		14	
Δ *		88700200	LIGHT DETECTOR	EACH	1		1	
Δ *		88700300	LIGHT DETECTOR AMPLIFIER	EACH	1		1	
Δ *		88800100	PEDESTRIAN PUSH-BUTTON	EACH	4		4	
Δ *		89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1	
Δ *		89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	2		2	
Δ *		89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	1		1	
Δ		89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,450		1,450	
Δ *		89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1	
Δ		89502380	REMOVE EXISTING HANDHOLE	EACH	2		2	
Δ *		89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	3		3	
Δ *		X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	555		555	
Δ *		X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	379		379	
Δ *		X0326885	VIDEO DETECTION SYSTEM	EACH	1		1	

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	Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eetweb.com	VILLAGE OF ELBURN 301 E. NORTH STREET ELBURN, IL. 60119	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANDERSON ROAD AT KESLINGER ROAD SUMMARY OF QUANTITIES		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
			DRAWN -	REVISED -				2330	18-00019-00-PV	KANE	69	10	
			CHECKED -	REVISED -				CONTRACT NO. 61F82					
			DATE -	REVISED -		SCALE: N.T.S.	SHEET 7	OF 8	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

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SUMMARY OF QUANTITIES

		CODE NUMBER	ITEM	UNIT	TOTAL QUANTITIY	ROADWAY	TRAFFIC SIGNALS	TRAINEES
						75% FEDERAL 25% LOCAL	75% FEDERAL 25% LOCAL	75% FEDERAL 25% LOCAL
						0004	0021	0042
	*	X0327036	BIKE PATH REMOVAL	SQ YD	52	52		
	*	X0327301	RELOCATE EXISTING MAILBOX	EACH	1	1		
		X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,050	1,050		
Δ	*	X1400278	REMOVE EXISTING LUMINAIRE	EACH	2	2		
	*	X4023000	TEMPORARY ACCESS (ROAD)	EACH	1	1		
	*	X6026051	SANITARY MANHOLES TO BE RECONSTRUCTED	EACH	2	2		
	*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
Δ	*	X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	139	139		
Δ	*	XX008477	STREET LIGHT ASSEMBLY, COMPLETE	EACH	1	1		
Δ	*	XX009297	LUMINAIRE, LED, HORIZONTAL MOUNT, SPECIAL	EACH	4	4		
	*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	236	236		
Δ	*	Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1		1	
Δ	*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1	
	*	Z0076600	TRAINEES	HOOR	500			500
	*	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOOR	500			500

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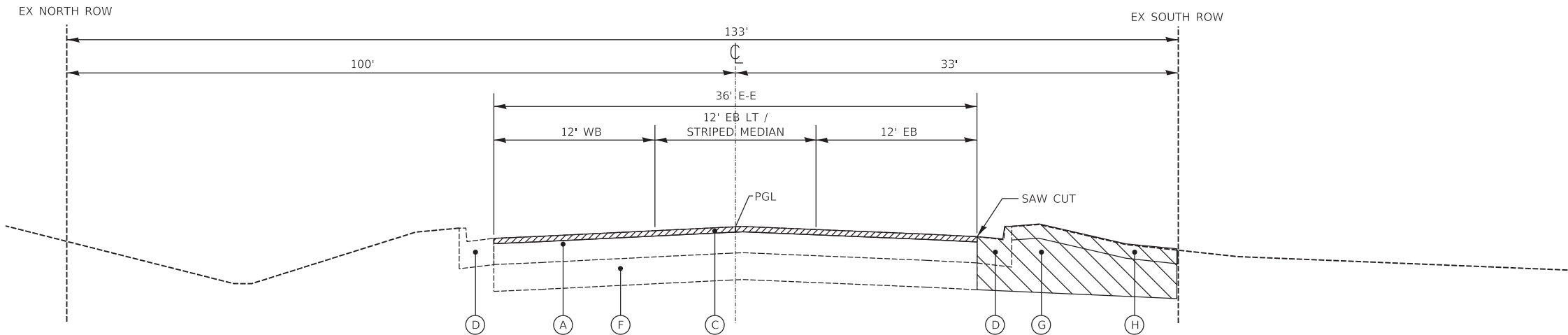
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 8 OF 8 SHEETS STA. TO STA.

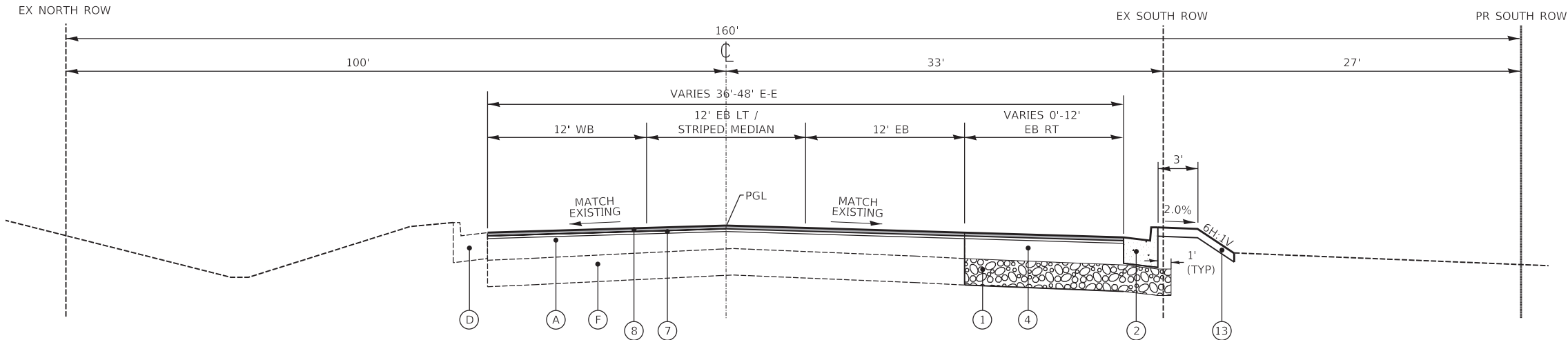
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2330	18-00019-00-PV	KANE	69	11
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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EXISTING TYPICAL SECTION
STATION 408+50 TO 414+28, KESLINGER ROAD

- EXISTING LEGEND
- (A) EXISTING ASPHALT PAVEMENT
 - (B) EXISTING PAVED SHOULDER
 - (C) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 - (D) EXISTING CURB & GUTTER
 - (E) EXISTING SIDEWALK
 - (F) EXISTING AGGREGATE BASE
 - (G) EARTH EXCAVATION
 - (H) TOPSOIL EXCAVATION, 6"
 - (I) EXISTING BIKE PATH
 - [Hatched Box] REMOVAL ITEMS



PROPOSED TYPICAL SECTION
STATION 408+50 TO 414+28, KESLINGER ROAD

- PROPOSED LEGEND
- (1) AGGREGATE SUBGRADE IMPROVEMENT, 12"
 - (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12/B-6.24
 - (3) HOT-MIX ASPHALT BASE COURSE, 5"
 - (4) HOT-MIX ASPHALT BASE COURSE, 10 1/4"
 - (5) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"
 - (6) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4 1/2"
 - (7) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
 - (8) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
 - (9) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1 1/2"
 - (10) PAVEMENT MARKING LINE (SEE PLANS FOR WIDTH)
 - (11) SUBBASE GRANULAR MATERIAL, TYPE B, 4"
 - (12) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
 - (13) TOPSOIL PLACEMENT, 4", SEEDING, FERTILIZER AND EROSION CONTROL BLANKET

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

THE CONTRACTOR SHALL MILL BEFORE PATCHING

OPERATION	MIXTURE TYPE	AIR VOIDS @ N_{des}
KESLINGER ROAD PAVEMENT WIDENING	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"	4% @ 70 Gyr.
	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"	3.5% @ 50 Gyr.
	HOT-MIX ASPHALT BASE COURSE, 10 1/4"	
	HMA BINDER COURSE, IL-19.0, N70	4% @ 70 Gyr.
KESLINGER ROAD RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"	4% @ 70 Gyr.
	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"	3.5% @ 50 Gyr.
	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1 1/2"	4% @ 50 Gyr.
ANDERSON ROAD NEW PAVEMENT	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"	4% @ 50 Gyr.
	HOT-MIX ASPHALT BASE COURSE, 5"	
	HMA BINDER COURSE, IL-19.0, N50	4% @ 50 Gyr.
ANDERSON ROAD AND FREEDOM ROAD RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1 1/2"	4% @ 50 Gyr.
	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"	3.5% @ 50 Gyr.
	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1 1/2"	4% @ 50 Gyr.
ACCESS ROAD NEW PAVEMENT	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4 1/2"	4% @ 50 Gyr.
PATCHING	CLASS D PATCHES, 13"	
	HMA BINDER COURSE, IL-19.0, N70	4% @ 70 Gyr.
HMA BIKE PATH	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2"	4% @ 50 Gyr.

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 34-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

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PLOT DATE = 4/10/2020 10:37:11 AM
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
TYPICAL SECTIONS

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.

2330 18-00019-00-PV KANE 69 12

CONTRACT NO. 61F82

ILLINOIS FED. AID PROJECT

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VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

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DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

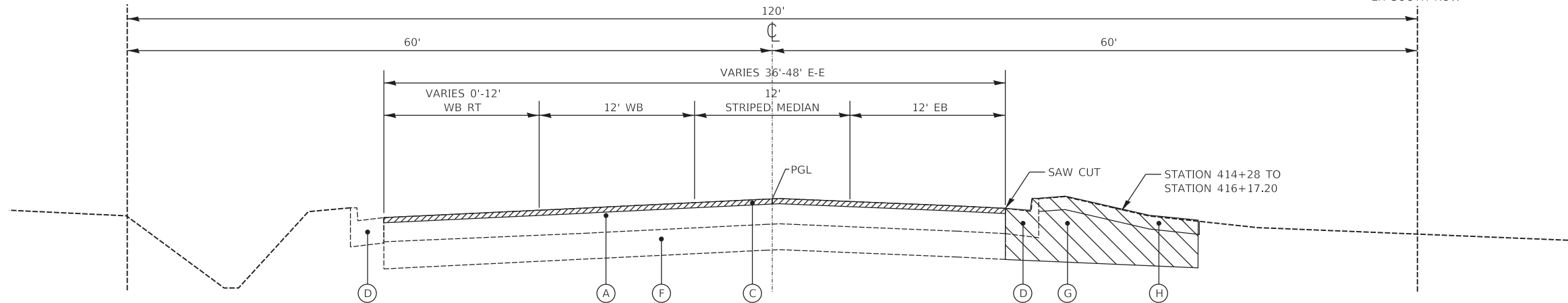
ANDERSON ROAD AT KESLINGER ROAD
TYPICAL SECTIONS

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	13
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

EX NORTH ROW

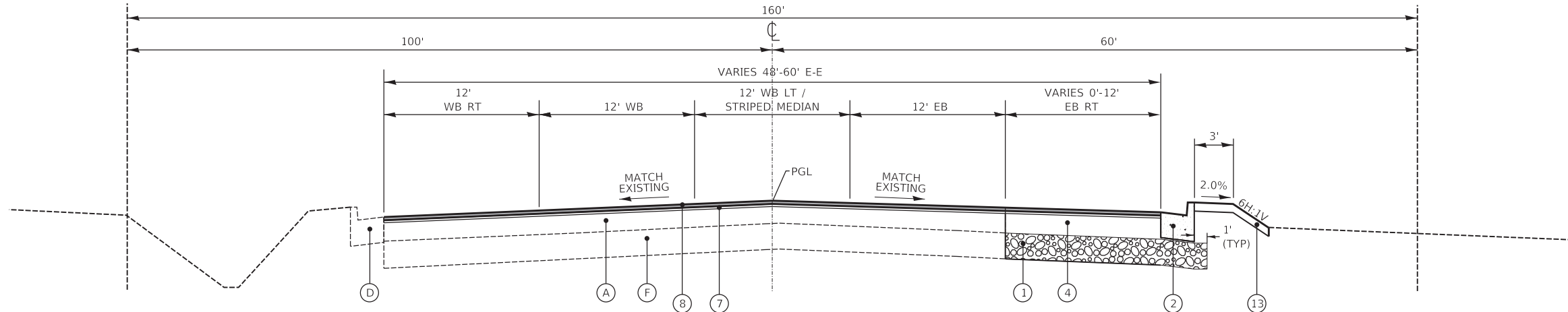
EX SOUTH ROW



EXISTING TYPICAL SECTION
STATION 414+28 TO 420+10, KESLINGER ROAD

EX NORTH ROW

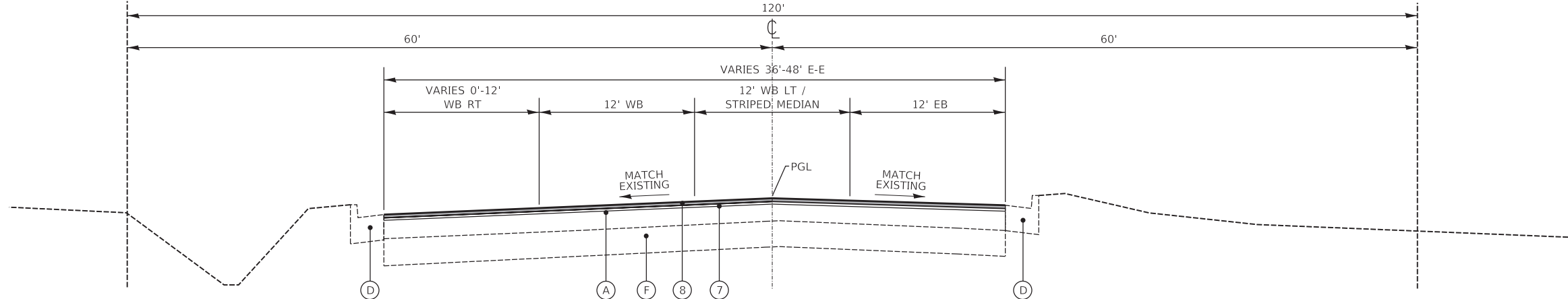
EX SOUTH ROW



PROPOSED TYPICAL SECTION
STATION 414+28 TO 416+17.20, KESLINGER ROAD

EX NORTH ROW

EX SOUTH ROW



PROPOSED TYPICAL SECTION
STATION 416+17.20 TO 420+10, KESLINGER ROAD

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING PAVED SHOULDER
- (C) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- (D) EXISTING CURB & GUTTER
- (E) EXISTING SIDEWALK
- (F) EXISTING AGGREGATE BASE
- (G) EARTH EXCAVATION
- (H) TOPSOIL EXCAVATION, 6"
- (I) EXISTING BIKE PATH
- REMOVAL ITEMS

PROPOSED LEGEND

- (1) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12/B-6.24
- (3) HOT-MIX ASPHALT BASE COURSE, 5"
- (4) HOT-MIX ASPHALT BASE COURSE, 10 1/4"
- (5) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"
- (6) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4 1/2"
- (7) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
- (8) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
- (9) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1 1/2"
- (10) PAVEMENT MARKING LINE (SEE PLANS FOR WIDTH)
- (11) SUBBASE GRANULAR MATERIAL, TYPE B, 4"
- (12) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (13) TOPSOIL PLACEMENT, 4", SEEDING, FERTILIZER AND EROSION CONTROL BLANKET

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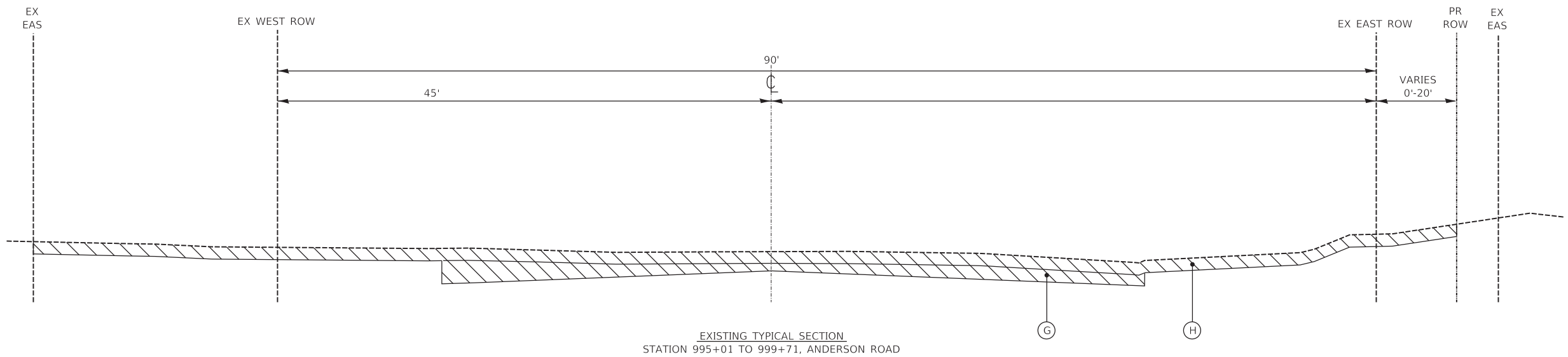
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STATE OF ILLINOIS
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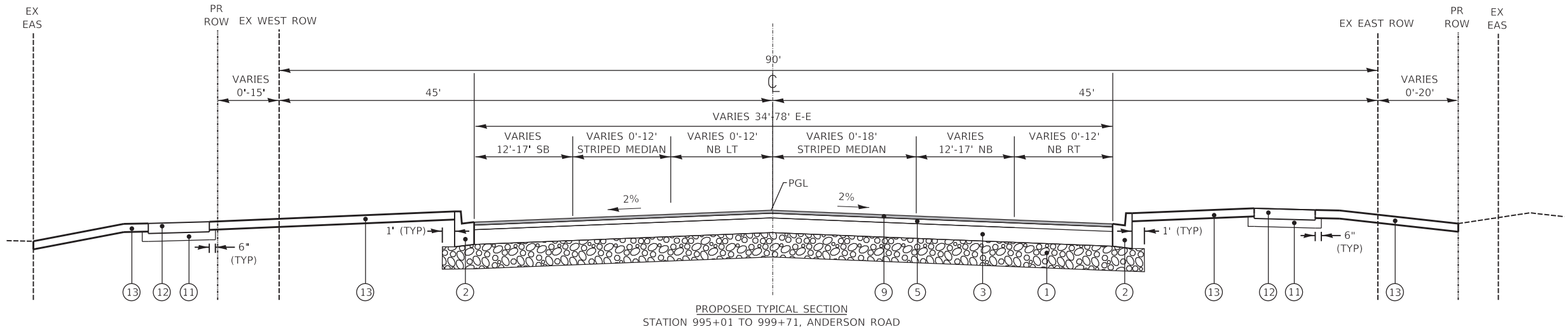
ANDERSON ROAD AT KESLINGER ROAD
TYPICAL SECTIONS

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

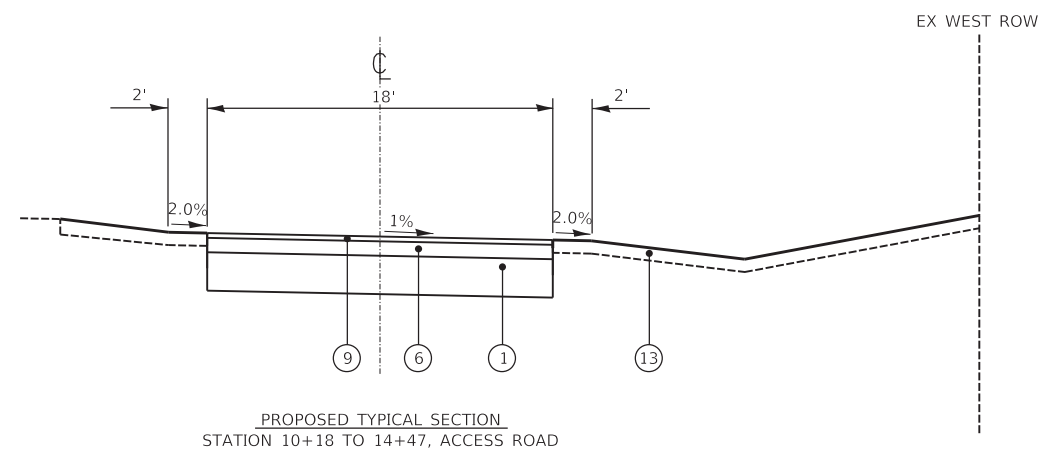
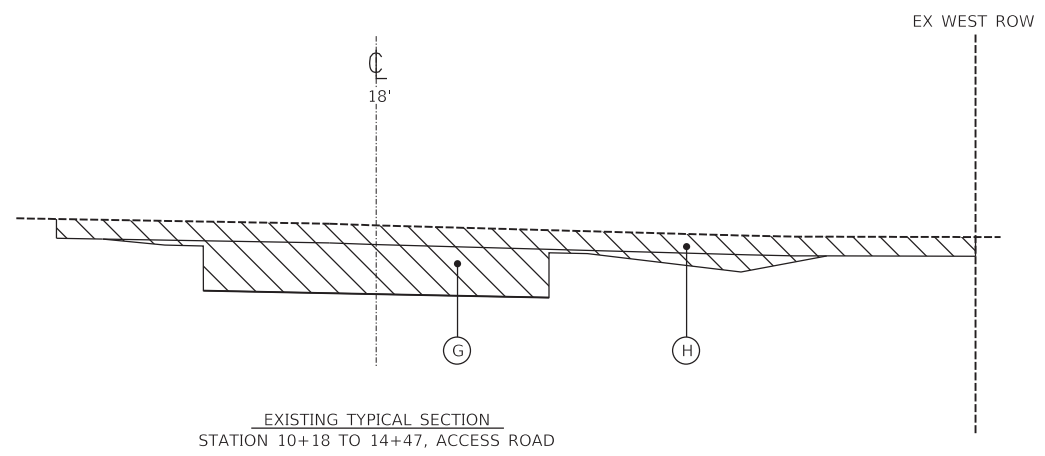
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	14
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



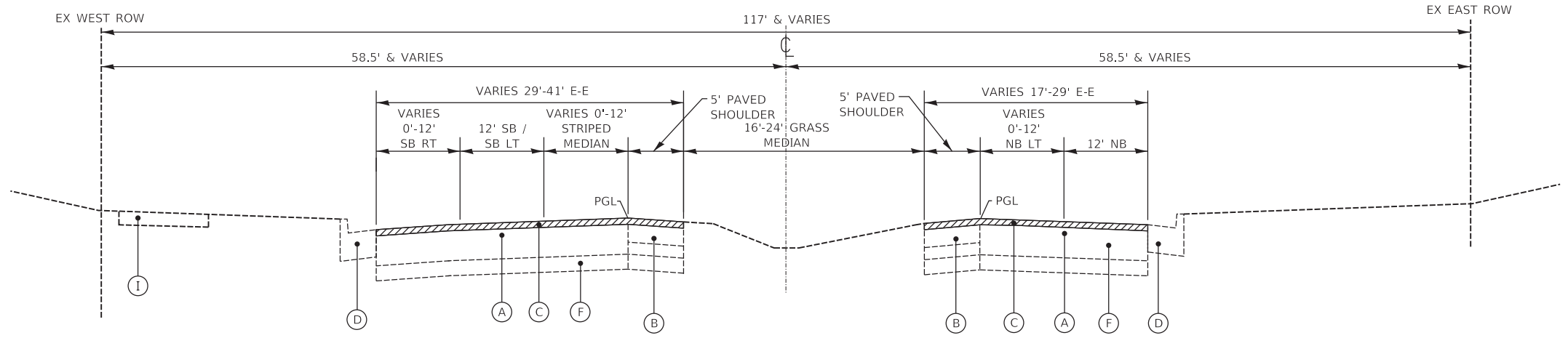
- EXISTING LEGEND**
- (A) EXISTING ASPHALT PAVEMENT
 - (B) EXISTING PAVED SHOULDER
 - (C) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 - (D) EXISTING CURB & GUTTER
 - (E) EXISTING SIDEWALK
 - (F) EXISTING AGGREGATE BASE
 - (G) EARTH EXCAVATION
 - (H) TOPSOIL EXCAVATION, 6"
 - (I) EXISTING BIKE PATH
 - [Hatched Box] REMOVAL ITEMS



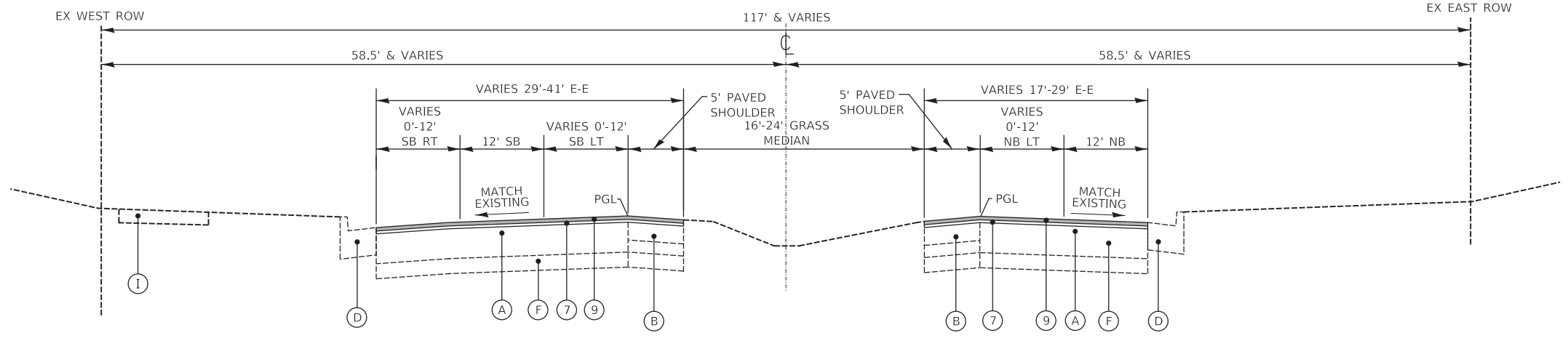
- PROPOSED LEGEND**
- (1) AGGREGATE SUBGRADE IMPROVEMENT, 12"
 - (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12/B-6.24
 - (3) HOT-MIX ASPHALT BASE COURSE, 5"
 - (4) HOT-MIX ASPHALT BASE COURSE, 10 1/4"
 - (5) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"
 - (6) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4 1/2"
 - (7) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
 - (8) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
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 - (10) PAVEMENT MARKING LINE (SEE PLANS FOR WIDTH)
 - (11) SUBBASE GRANULAR MATERIAL, TYPE B, 4"
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EXISTING TYPICAL SECTION
STATION 1000+31 TO 1005+50, ANDERSON ROAD



PROPOSED TYPICAL SECTION
STATION 1000+31 TO 1005+50, ANDERSON ROAD

- EXISTING LEGEND
- (A) EXISTING ASPHALT PAVEMENT
 - (B) EXISTING PAVED SHOULDER
 - (C) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 - (D) EXISTING CURB & GUTTER
 - (E) EXISTING SIDEWALK
 - (F) EXISTING AGGREGATE BASE
 - (G) EARTH EXCAVATION
 - (H) TOPSOIL EXCAVATION, 6"
 - (I) EXISTING BIKE PATH
 - [Hatched Box] REMOVAL ITEMS

- PROPOSED LEGEND
- ① AGGREGATE SUBGRADE IMPROVEMENT, 12"
 - ② COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12/B-6.24
 - ③ HOT-MIX ASPHALT BASE COURSE, 5"
 - ④ HOT-MIX ASPHALT BASE COURSE, 10 1/4"
 - ⑤ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"
 - ⑥ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4 1/2"
 - ⑦ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
 - ⑧ HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
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 - ⑩ PAVEMENT MARKING LINE (SEE PLANS FOR WIDTH)
 - ⑪ SUBBASE GRANULAR MATERIAL, TYPE B, 4"
 - ⑫ PORTLAND CEMENT CONCRETE SIDEWALK, 5"
 - ⑬ TOPSOIL PLACEMENT, 4", SEEDING, FERTILIZER AND EROSION CONTROL BLANKET

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 Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	VILLAGE OF ELBURN 301 E. NORTH STREET ELBURN, IL 60119	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANDERSON ROAD AT KESLINGER ROAD TYPICAL SECTIONS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						2330	18-00019-00-PV	KANE	69	15
		CHECKED -	REVISED -						CONTRACT NO. 61F82				
		DATE -	REVISED -						ILLINOIS FED. AID PROJECT				
									SCALE:		SHEET 4 OF 4 SHEETS		STA. TO STA.

Path: \\HERCULES\\EET\\Storage\\CAD\\SDSKPro\\JEL_Elburn\\2018\\EL1805.Dgn Final Eng\\EL1805 Cover.dgn

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REMOVAL QUANTITIES								
		HMA SURF REM BUTT JT	HMA SURF REM 2 1/4	DRIVE PAVEMENT REM	COMB CURB GUTTER REM	SIDEWALK REM	STORM SEWER REM 12	BIKE PATH REM
STATION	STATION	SQ YD	SQ YD	SQ YD	FOOT	SQ FT	FOOT	SQ YD
KESLINGER ROAD								
408+50	412+00	18	1410		353		14	
412+00	416+50		2280		419			
416+50	420+10	18	1760					
ANDERSON ROAD								
991+82	993+80							
993+80	998+80	30	590	180	158	270		
998+80	1001+20		1000		24			52
1001+20	1005+50	24	2770					
TOTAL		90	9810	180	954	270	14	52

ACCESS ROAD QUANTITIES						
		AGG SUBGRADE IMPR 12	BIT MATLS PR CT	BIT MATLS TACK CT	HMA BC 1L-19.0 N50 (4 1/2")	HMA SC 1L-9.5 D N50 (1 1/2")
STATION	STATION	SQ YD	POUND	POUND	TON	TON
ACCESS ROAD						
10+18	14+47	970	1950	200	220	75

PLAN ALLOWANCE QUANTITIES		
ITEM	UNITS	QUANTITY
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1020
GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	3020
AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1020
TEMPORARY EROSION CONTROL SEEDING	POUND	100
TEMPORARY DITCH CHECKS	FOOT	50
PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	400
ROD AND CLEAN EXISTING CONDUIT	FOOT	379

SIDEWALK AND BIKE PATH QUANTITIES							
		SUB GRAN MAT B 4	SUB GRAN MAT B 8	PC CONC SIDEWALK 5	BIT MATLS PR CT	HMA SC 1L-9.5 D N50 (2 1/2")	DETECTABLE WARNINGS
STATION	STATION	SQ YD	SQ YD	SQ FT	POUND	TON	SQ FT
KESLINGER ROAD							
408+50	412+00						
412+00	416+50						
416+50	420+10						
ANDERSON ROAD							
991+82	993+80	132		985			
993+80	998+80	706		4900			40
998+80	1001+20	156	206	1095	430	27	100
1001+20	1005+50						
TOTAL		994	206	6980	430	27	140

SIGNAGE QUANTITIES						
STATION	O/S	SIGN DIMENSIONS	SIGN PANEL T1 SQ FT	TELES STL SIN SUPPORT FOOT	MUTCD DESIGNATION	SIGN DESCRIPTION
413+43	44' RT	30" x 30"	6.25	-	R1-1	Tri-fold Stop Sign
988+70	22' LT	30" x 30"	6.25	15	R1-1	Stop Sign
998+20	38' LT	24" x 30"	5	15	R2-1	25 Speed Limit
1006+00	39' LT	24" x 30"	5	15	R2-1	35 Speed Limit
TOTAL		-	23	45	-	-

PAVEMENT MARKING QUANTITIES							
		MOD URETH PM LTR-SYM SQ FT	MOD URETH PM LINE 4 FOOT	MOD URETH PM LINE 6 FOOT	MOD URETH PM LINE 8 FOOT	MOD URETH PM LINE 12 FOOT	MOD URETH PM LINE 24 FOOT
KESLINGER ROAD							
407+50	414+28	145	2022	615		311	43
414+28	420+10	145	1490	625		20	43
ANDERSON ROAD							
988+70	1000+00	145	1864	313	668	995	81
1000+00	1005+50	182	1004	820			42
TOTAL		620	6380	2373	668	1326	209

ROADWAY QUANTITIES												
		COMB CC&G TB6.12	COMB CC&G TB6.24	AGG SUBGRADE IMPR 12	BIT MATLS PR CT	BIT MATLS TACK CT	HMA BASE CSE 5	HMA BASE CSE 10 1/4	HMA BC 1L-19.0 N50 (2 1/4")	P HMA BC 1L-4.75 N50 (3/4")	HMA SC 1L-9.5 D N50 (1 1/2")	HMA SC 1L-9.5 D N70 (1 1/2")
STATION	STATION	FOOT	FOOT	SQ YD	POUND	POUND	SQ YD	SQ YD	TON	TON	TON	FOOT
KESLINGER ROAD												
408+50	412+00		353	450	660	1080		300		70		150
412+00	416+50		213	590	1110	1760		500		120		240
416+50	420+10					1190				75		150
ANDERSON ROAD												
991+82	993+80											
993+80	998+80	685	238	2780	5610	1520	2500		320	25	260	
998+80	1001+20		264	1200	2440	1170	1090		140	45	180	
1001+20	1005+50					1870				115	240	
TOTAL		685	1068	5020	9820	8590	3590	800	460	450	680	540

STORM SEWER QUANTITIES								
		STRUCTU RE NO.	MAN TA 4 DIA T1F CL	INLETS TA	INLETS TA T24F&G	INLETS TB T24F&G	SS RG CL A 2 12	TRENCH BACKFILL
STATION	STATION		EACH	EACH	EACH		FOOT	CU YD
KESLINGER ROAD								
411+62	31' RT	5		1			19	2.3
410+00	26' RT	4		1			14	1.1
ANDERSON ROAD								
998+13	46' RT	3			1		78	12.3
998+13	34' LT	2				1	3	0.5
998+13	40' LT	1	1				335	0.80%
TOTAL			1	2	1	1	449	16.2

STORM SEWER IS SHOWN FOR THE UPSTREAM STRUCTURE

EARTHWORK QUANTITIES							
STATION	TOPSOIL EXCAVATION 6" (UNSUITABLE)	EARTH EXCAVATION	AVAILABLE FILL (15% SHRINKAGE FACTOR)	REQUIRED FILL	EARTHWORK BALANCE WASTE (+) SHORTAGE (-)	TOPSOIL PLACEMENT 4"	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
	A	E	C = 0.85 B	D	E = C - D	F	G = A - F
STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
991+82 TO 1000+76 (ANDERSON ROAD)	1536	1344	1142	980	+162	439	1097
408+50 TO 416+17 (KESLINGER ROAD)	214	476	405	119	+286	60	154
TOTAL		1750	1820	1547	+448	499	1251

SIGN RELOCATION AND SIGN REMOVAL QUANTITIES							
EXISTING STATION	EXISTING O/S	PROPOSED STATION	PROPOSED O/S	RELOC SIN PAN ASSY TA EACH	RELOC SIGN PANEL T1 EACH	REMOV SIN PAN ASSY TA EACH	SIGN DESCRIPTION
994+32	21' LT	993+70	21' LT	1			No Parking
995+05	20' LT	994+30	26' LT	1			Official Vehicles Only
995+05	20' RT	994+56	26' LT	1			Official Vehicles Only
999+02	77' LT	-	-			1	No Unauthorized Vehicles
1000+81	55' LT	1000+81	55' LT		6.25		Tri-Fold Stop Sign
410+99	28' RT	-	-			1	LT Only/Thru
412+12	28' RT	412+12	40' RT	1			Metra
413+45	29' RT	999+28	58' RT	1			Tri-fold Stop Sign
TOTAL				5	7	2	

LANDSCAPING QUANTITIES						
		SEEDING CL 2A ACRE	NITROGEN FERT NUTR POUND	PHOSPHORUS FERT NUTR POUND	POTASSIUM FERT NUTR POUND	EROSION CONTR BLANKET SQ YD
KESLINGER ROAD						
408+50	412+00	0.11	10	10	10	440
412+00	416+50	0.03	3	3	3	100
416+50	420+10					
ANDERSON ROAD						
991+82	994+00	0.03	3	3	3	100
994+00	998+90	0.72	64	64	64	3410
998+90	1001+20	0.11	10	10	10	440
1001+20	1005+50					
TOTAL		1.0	90	90	90	4490

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

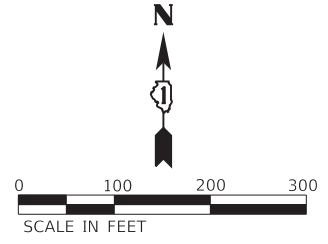
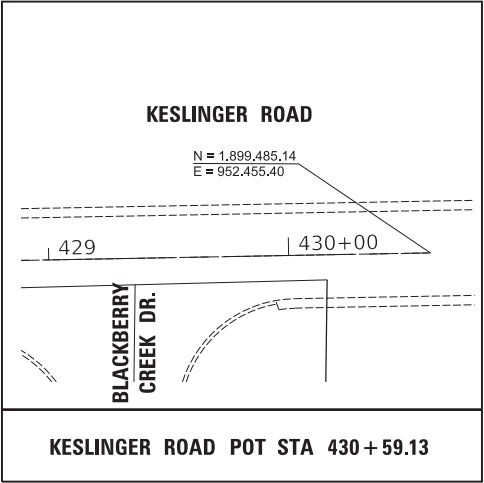
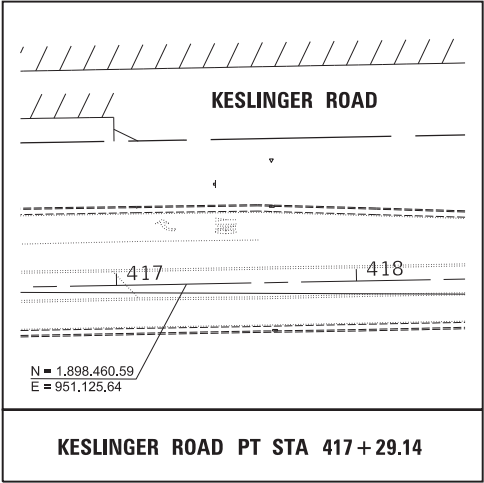
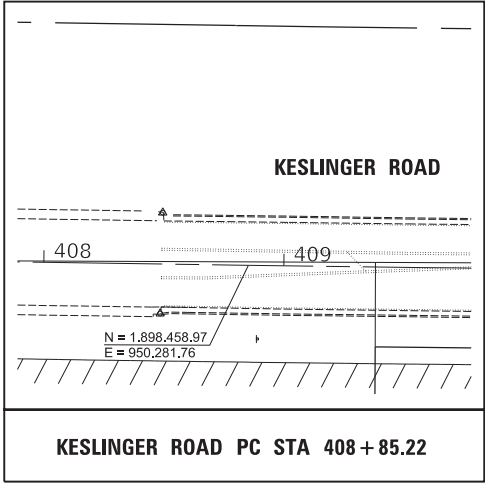
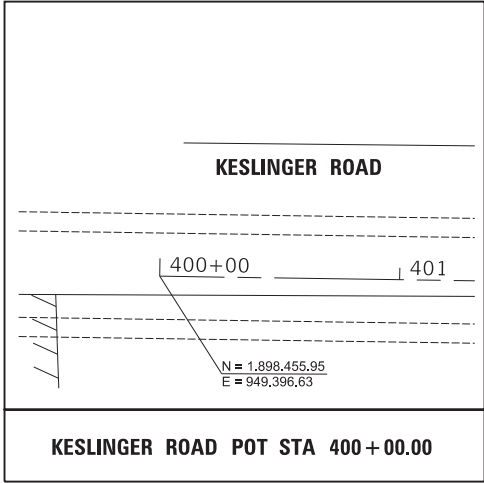
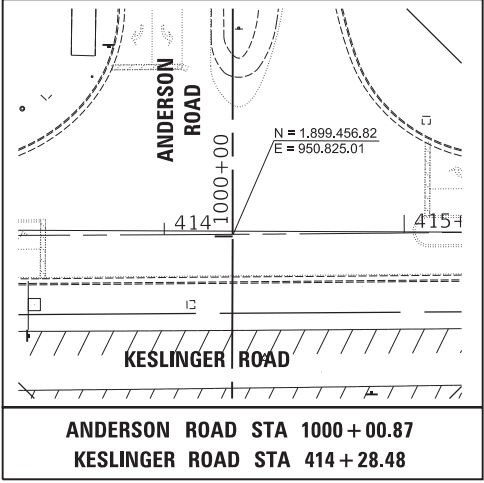
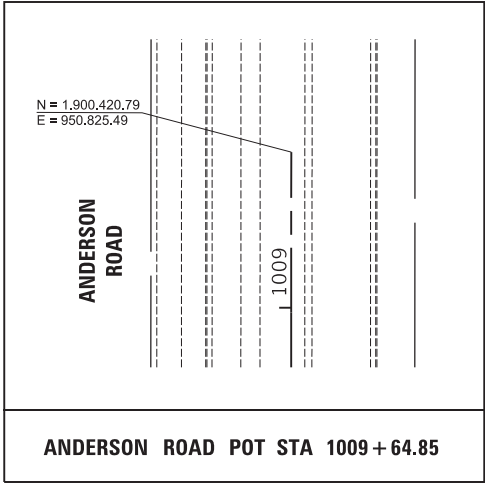
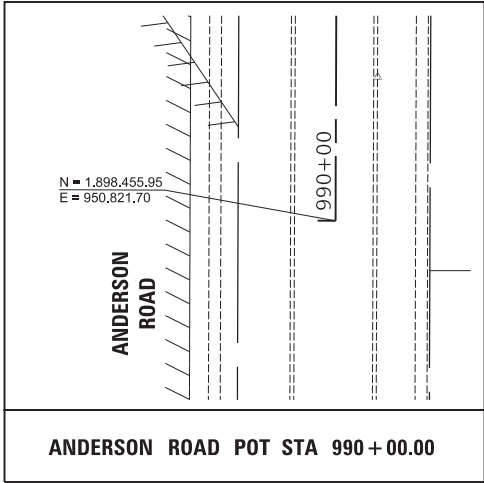
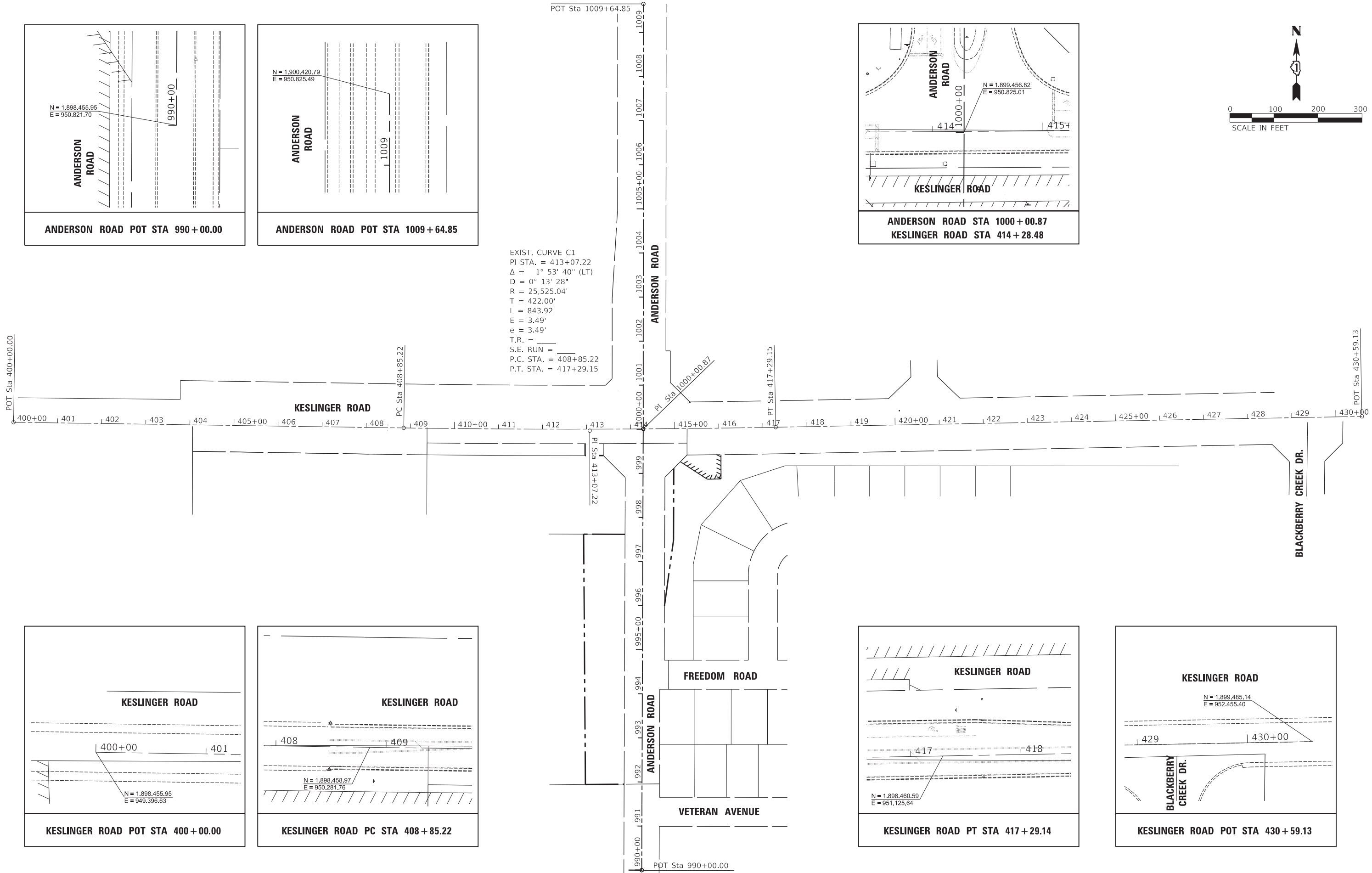
ANDERSON ROAD AT KESLINGER ROAD
ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=100'

SHEET 1 OF 1 SHEETS

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	17
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



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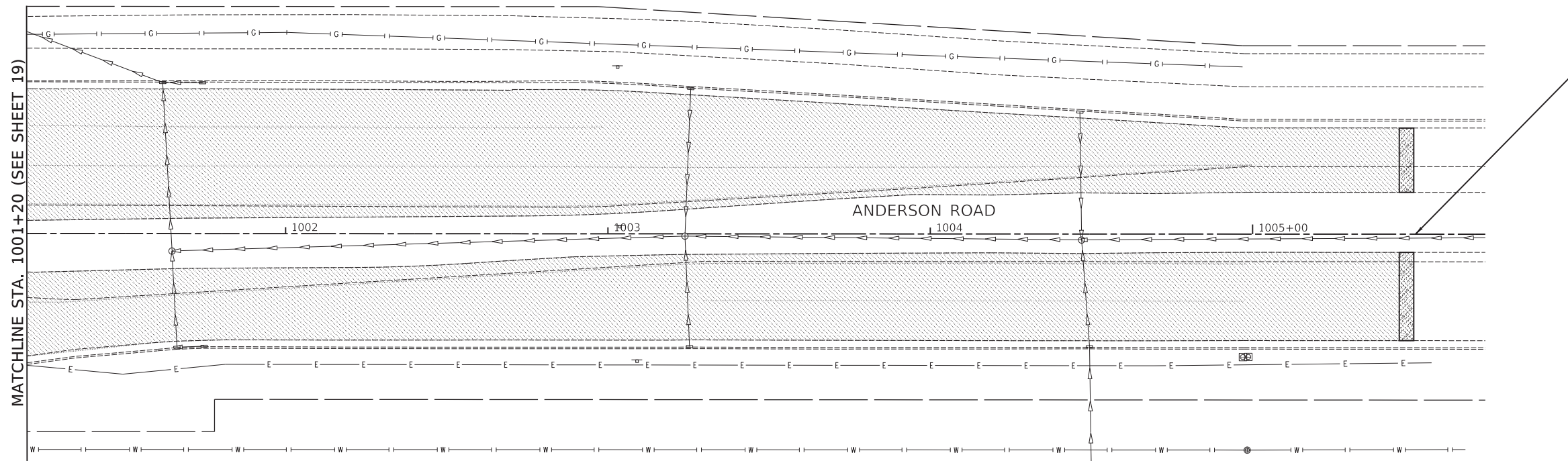
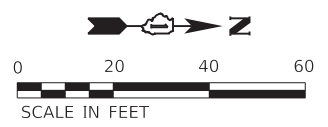
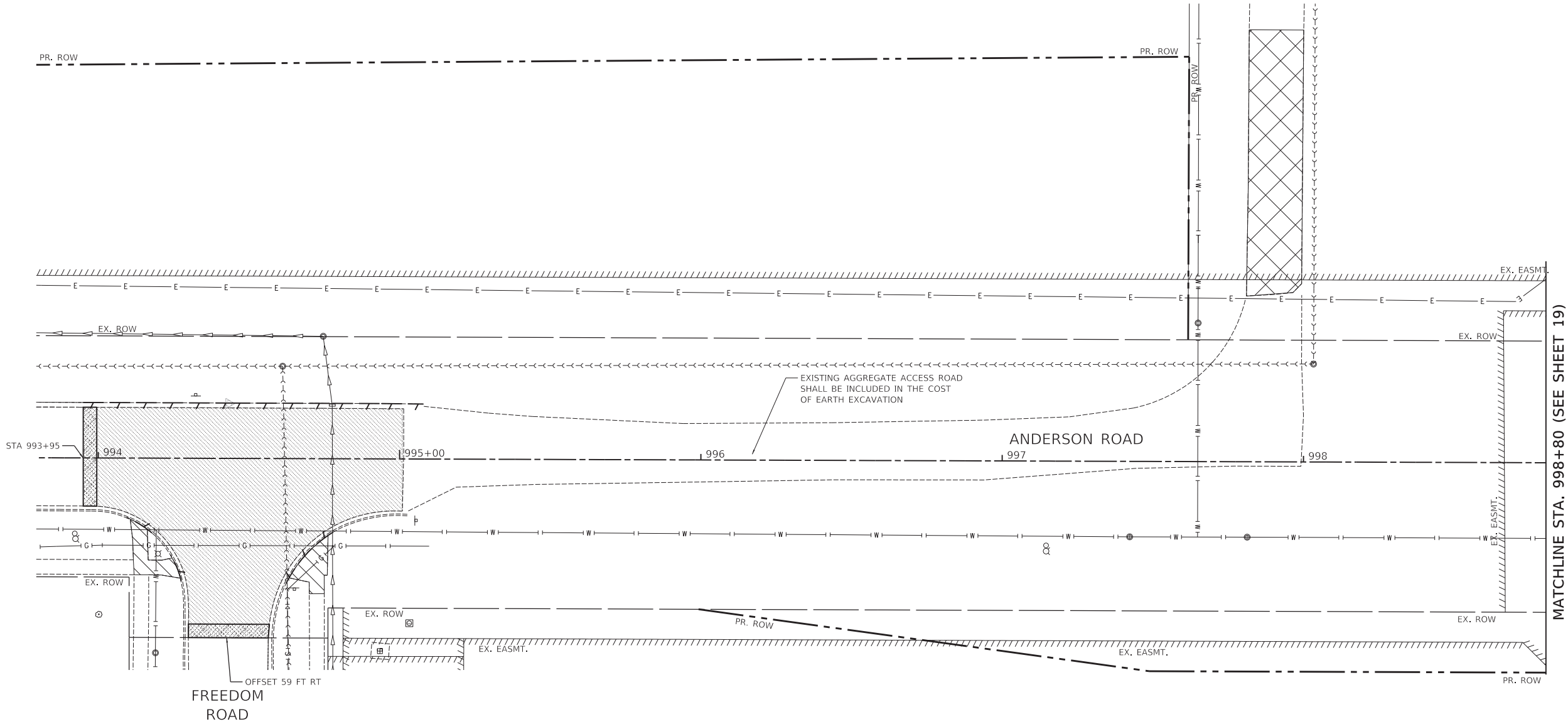
ANDERSON ROAD AT KESLINGER ROAD
REMOVAL PLAN
STA 993+95 - STA 1998+80 & STA 1001+20 - 1005+50

SCALE: 1"=20'

SHEET 1 OF 3 SHEETS

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	18
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



PROJECT ENDS
1005+50

LEGEND

HMA SURFACE REMOVAL, 2 1/4"

HMA SURFACE REMOVAL, BUTT JOINT

HMA PATCH

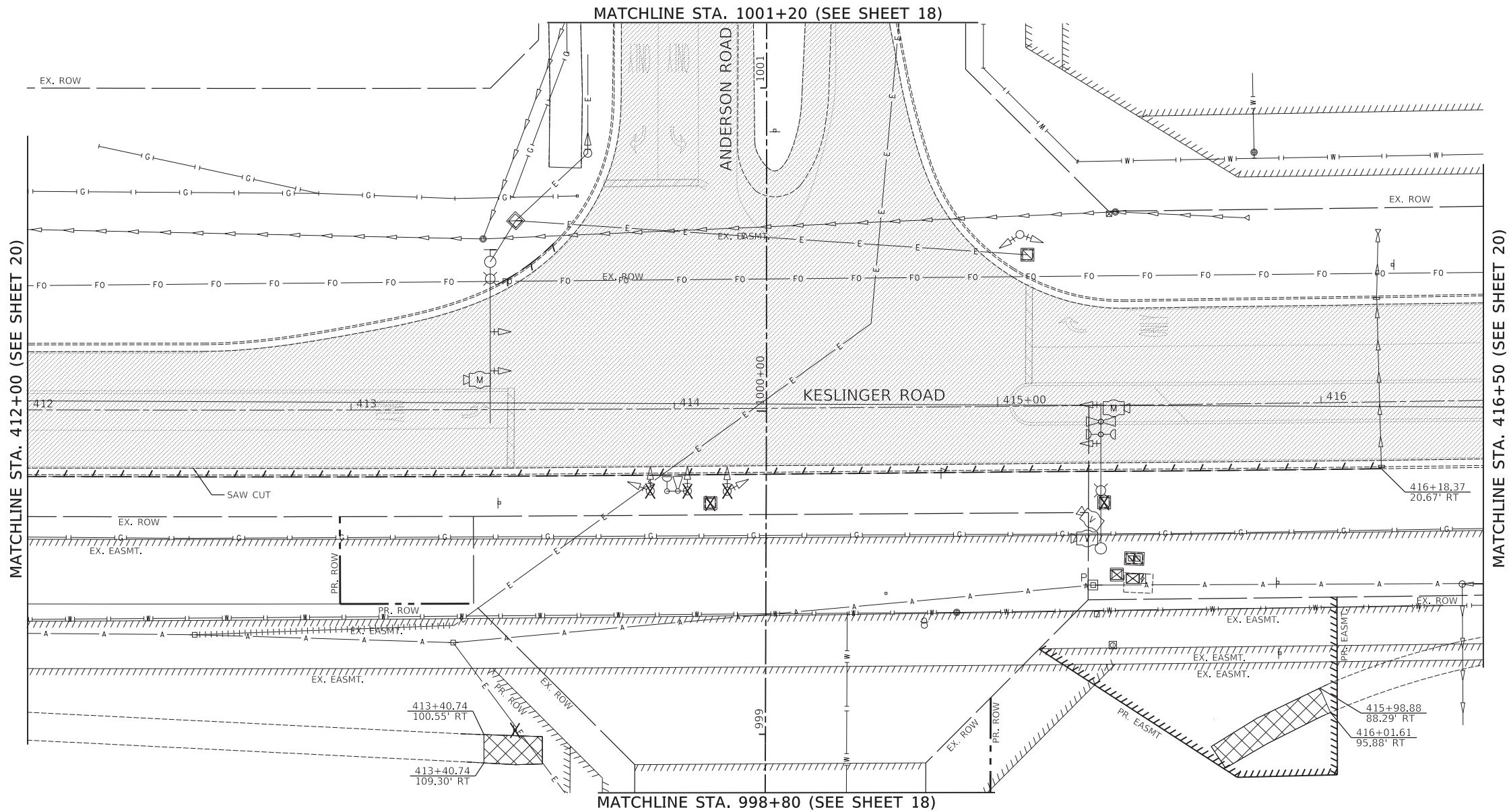
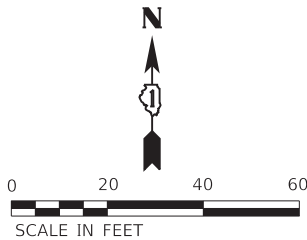
SIDEWALK REMOVAL

BIKE PATH REMOVAL

DRIVEWAY REMOVAL

CURB AND GUTTER REMOVAL

TREE REMOVAL, STRUCTURE REMOVAL
STRUCTURE ABANDONMENT



LEGEND	
	HMA SURFACE REMOVAL, 2 1/4"
	HMA SURFACE REMOVAL, BUTT JOINT
	HMA PATCH
	SIDEWALK REMOVAL
	BIKE PATH REMOVAL
	DRIVEWAY REMOVAL
	CURB AND GUTTER REMOVAL
	TREE REMOVAL, STRUCTURE REMOVAL STRUCTURE ABANDONMENT

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PLOT DATE = 4/10/2020 11:03:07 AM
MODEL \$MODELNAME\$
FILE NAME: \\HERCULES\\EEL\\Storage\\CAD\\SDSKPro\\EL_Elburn\\2018\\EL1805.Dgn Final Eng\\EL1805 PLAN 205C.dgn



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VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
REMOVAL PLAN
STA 408+50 – STA 416+50

SCALE: 1"=20' SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	19
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

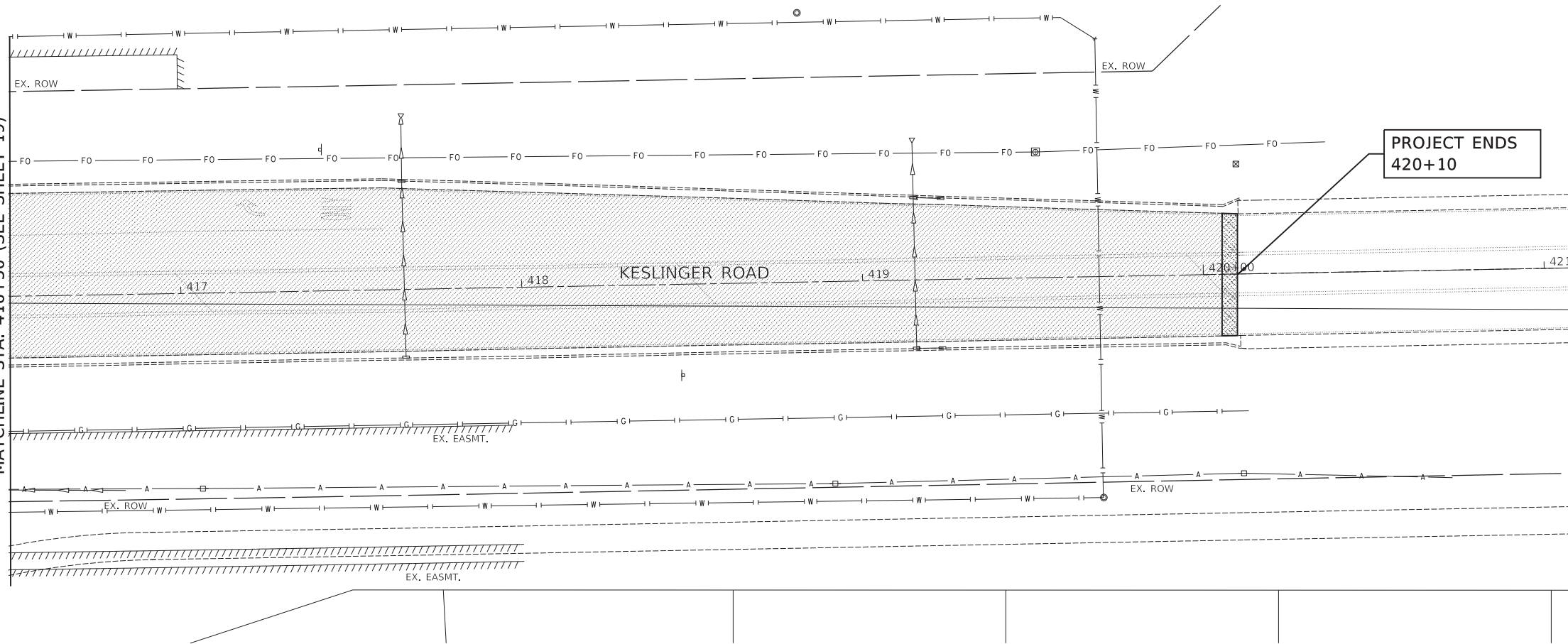
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
REMOVAL PLAN
STA 416 + 50 - STA 420 + 10

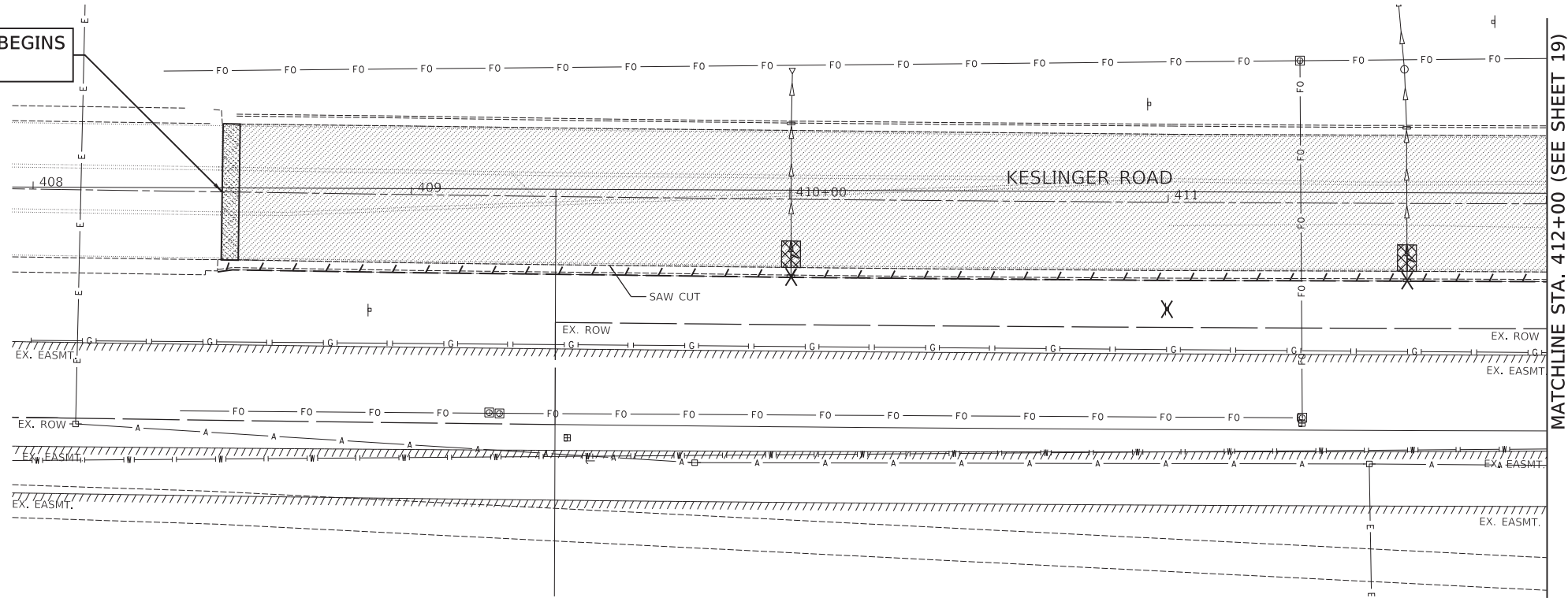
SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	20
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

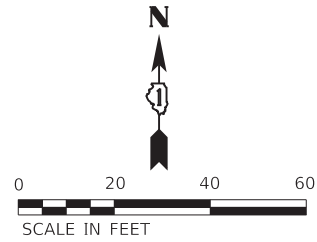
MATCHLINE STA. 416+50 (SEE SHEET 19)



PROJECT BEGINS
408+50



MATCHLINE STA. 412+00 (SEE SHEET 19)



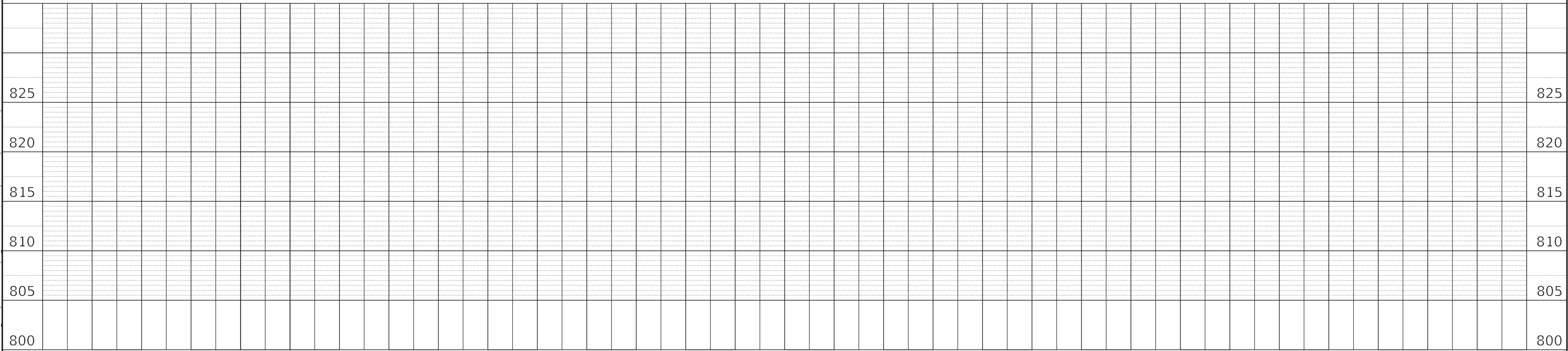
LEGEND	
	HMA SURFACE REMOVAL, 2 1/4"
	HMA SURFACE REMOVAL, BUTT JOINT
	HMA PATCH
	SIDEWALK REMOVAL
	BIKE PATH REMOVAL
	DRIVEWAY REMOVAL
	CURB AND GUTTER REMOVAL
	TREE REMOVAL, STRUCTURE REMOVAL
	STRUCTURE ABANDONMENT

PLAN	SURVEYED PLOTTED ALIGNED CHECKED NO.	BY	DATE

PROFILE	SURVEYED PLOTTED GRADES CHECKED NO.	BY	DATE

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VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

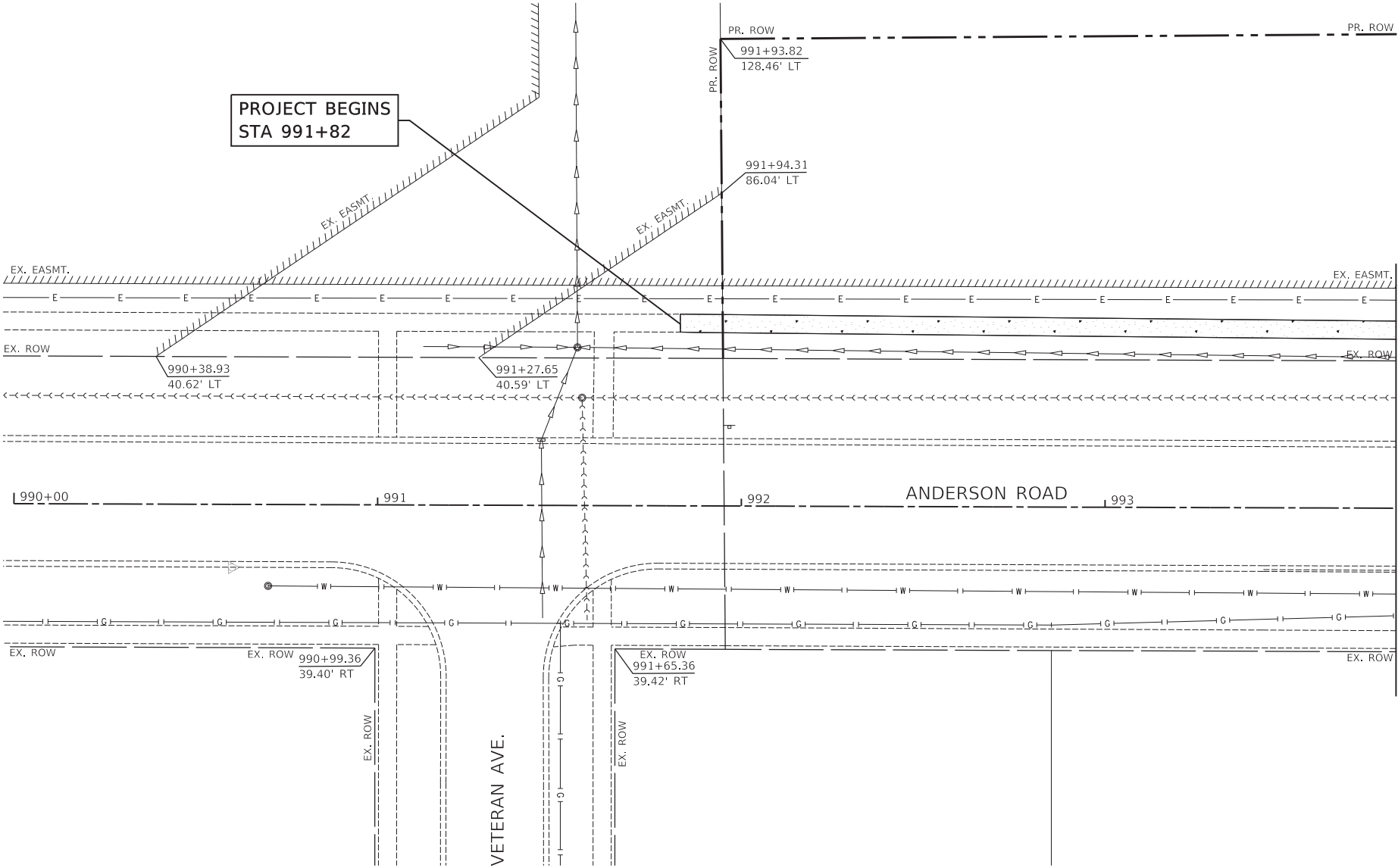
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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

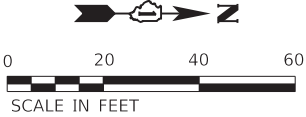
ANDERSON ROAD AT KESLINGER ROAD
PLAN AND PROFILE
STA 991+82 – STA 993+80

SCALE: 1"=20' SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	21
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



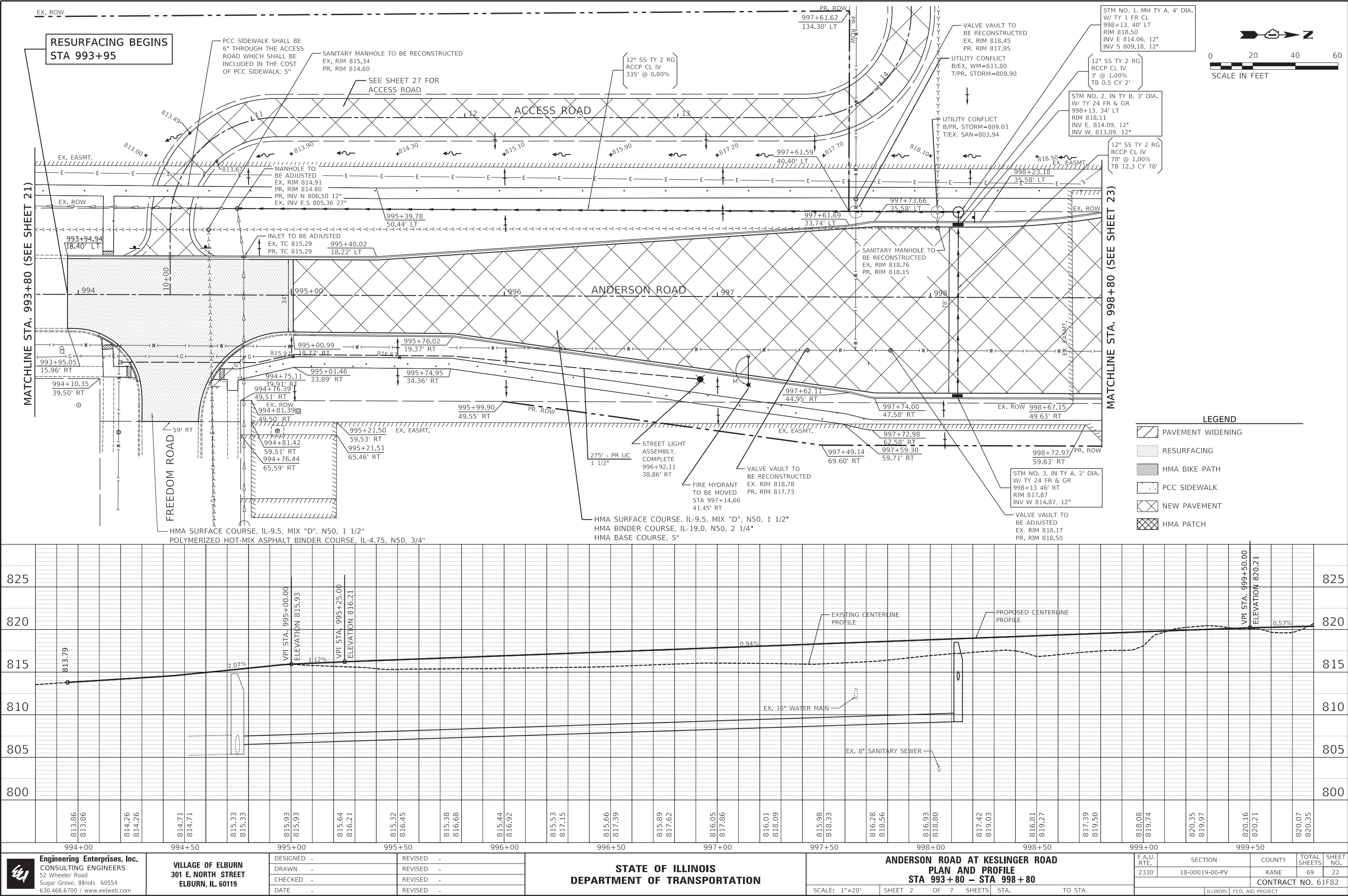
LEGEND	
	PAVEMENT WIDENING
	RESURFACING
	HMA BIKE PATH
	PCC SIDEWALK
	NEW PAVEMENT
	HMA PATCH



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

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

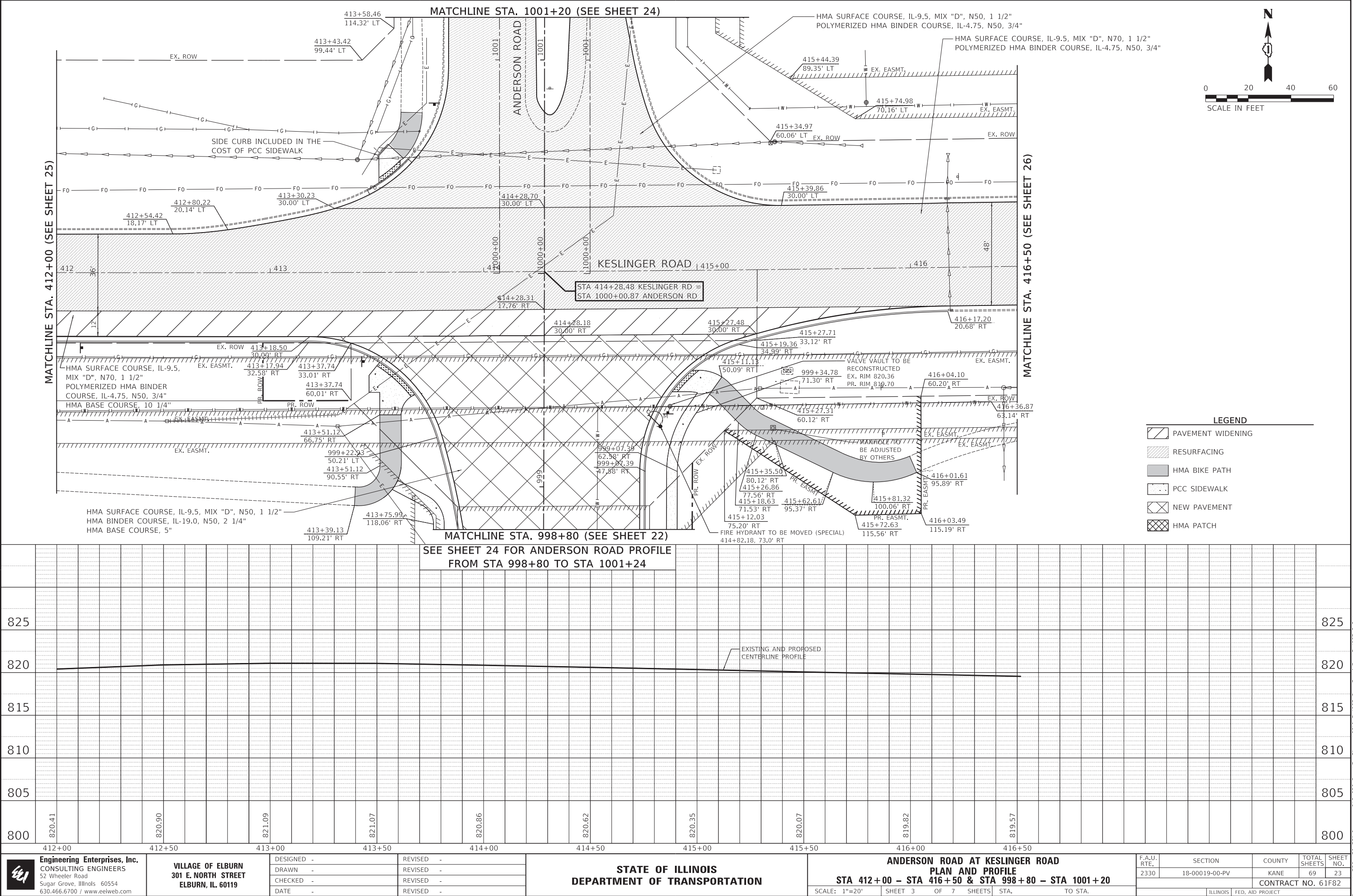
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PLAN	SURVEYED	DATE
NOTE BOOK	BY	
NO.		

PROFILE	SURVEYED	DATE
NOTE BOOK	BY	
NO.		

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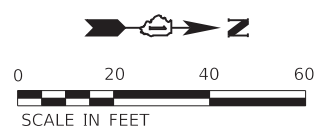
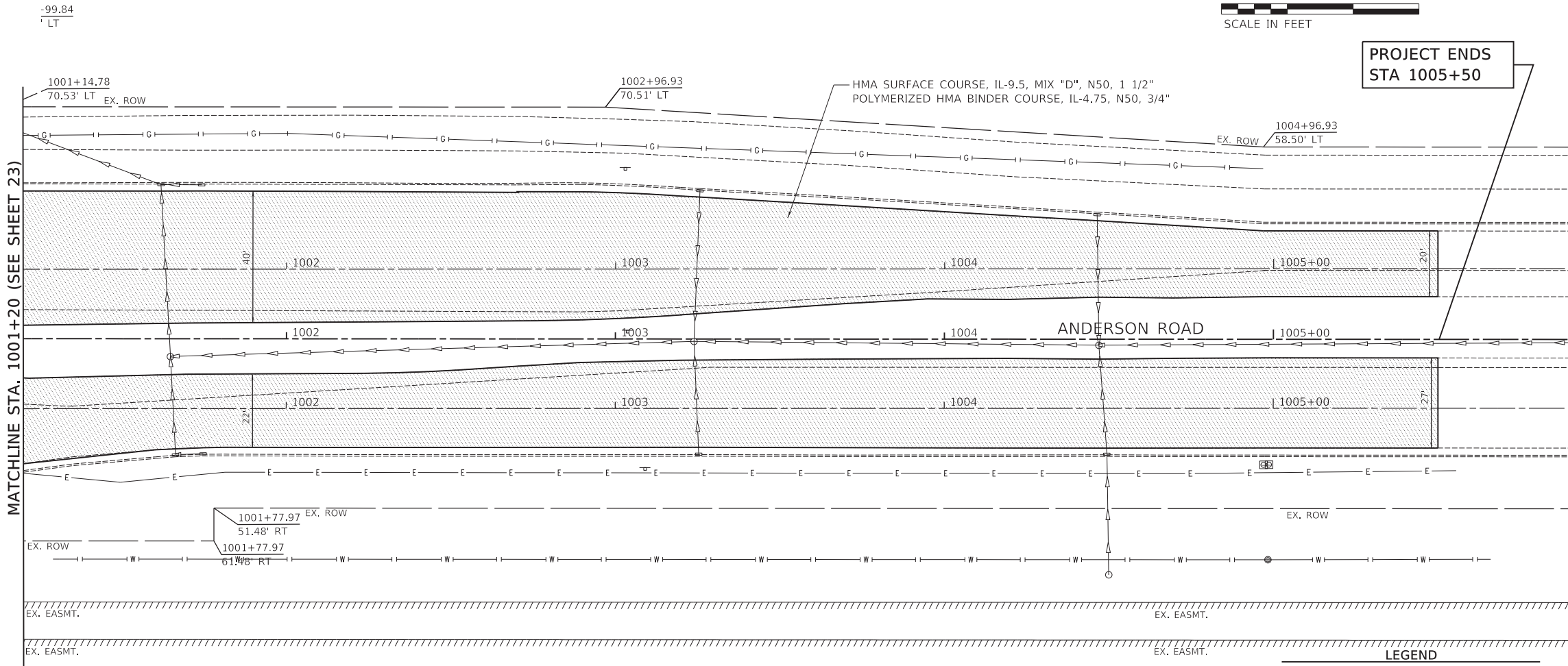
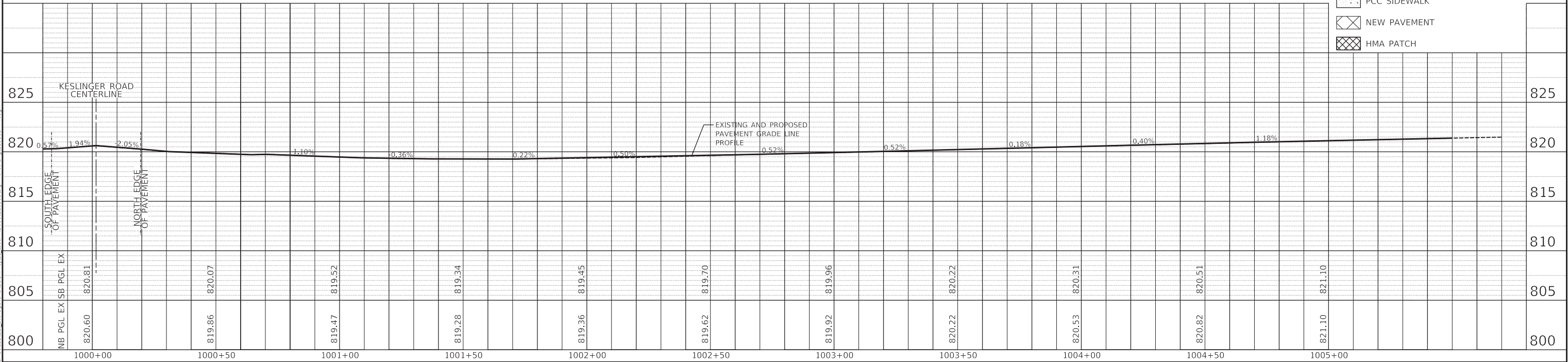
VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

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

PROFILE	NO.	NOTE BOOK	SURVEYED PLOTTED GRADES CHECKED STRUCTURE NOTATIONS CHNG	BY	DATE

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PROJECT ENDS
STA 1005+50

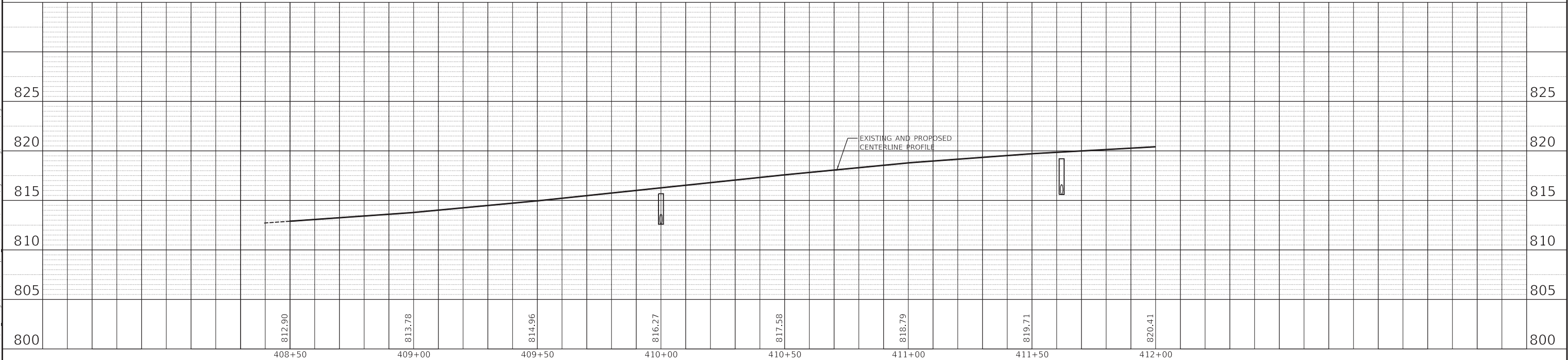
- LEGEND**
- PAVEMENT WIDENING
 - RESURFACING
 - HMA BIKE PATH
 - PCC SIDEWALK
 - NEW PAVEMENT
 - HMA PATCH

	Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	VILLAGE OF ELBURN 301 E. NORTH STREET ELBURN, IL 60119	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANDERSON ROAD AT KESLINGER ROAD PLAN AND PROFILE STA 1001+20 – STA 1005+50				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN -	REVISED -						2330	18-00019-00-PV	KANE	69	24
			CHECKED -	REVISED -		SCALE: 1"=20'			CONTRACT NO. 61F82					
			DATE -	REVISED -		SHEET 4 OF 7 SHEETS			ILLINOIS FED. AID PROJECT					

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

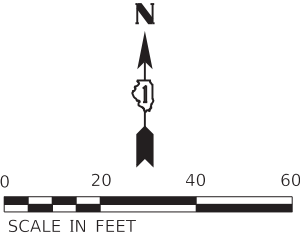
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NOTE BOOK NO.	BY	PLOTTED	CHECKED	DATE	BY

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FILE NAME: \\HERCULES\\EEL\\Storage\\CAD\\SOSKPro\\EL_Elburn\\2018\\EL1805.Dgn Final Eng\\EL1805 P-P.dgn



PROJECT LIMITS
STA 408+50

MATCHLINE STA. 412+00 (SEE SHEET 23)



LEGEND	
	PAVEMENT WIDENING
	RESURFACING
	HMA BIKE PATH
	PCC SIDEWALK
	NEW PAVEMENT
	HMA PATCH

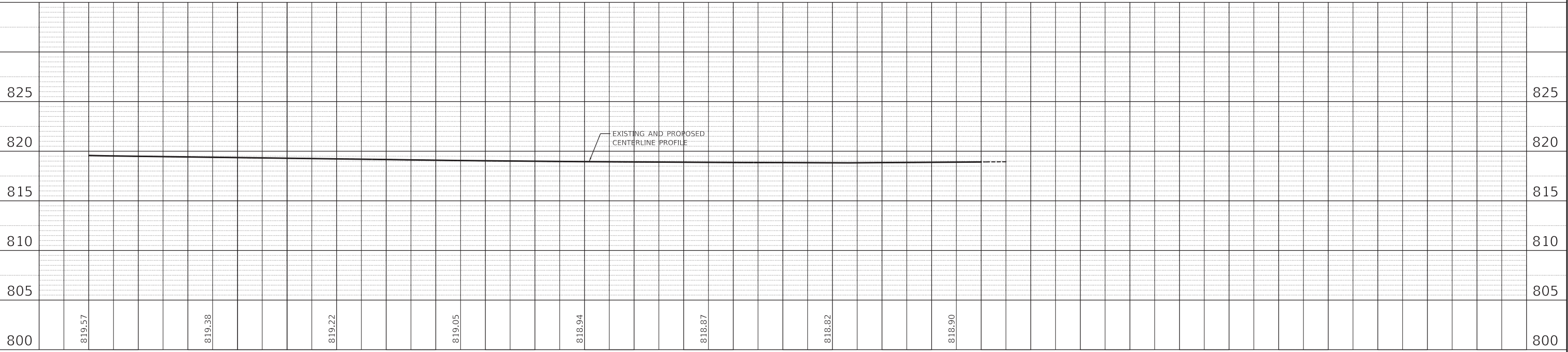
NOTES:
FRAME AND GRATE TO BE SALVAGED
AND REUSED AT PROPOSED LOCATIONS

	Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	VILLAGE OF ELBURN 301 E. NORTH STREET ELBURN, IL. 60119	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANDERSON ROAD AT KESLINGER ROAD PLAN AND PROFILE STA 408 + 50 – STA 412 + 00				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN -	REVISED -						2330	18-00019-00-PV	KANE	69	25
			CHECKED -	REVISED -		CONTRACT NO. 61F82								
			DATE -	REVISED -		SCALE: 1"=20'			SHEET 5	OF 7 SHEETS	STA.	TO STA.		

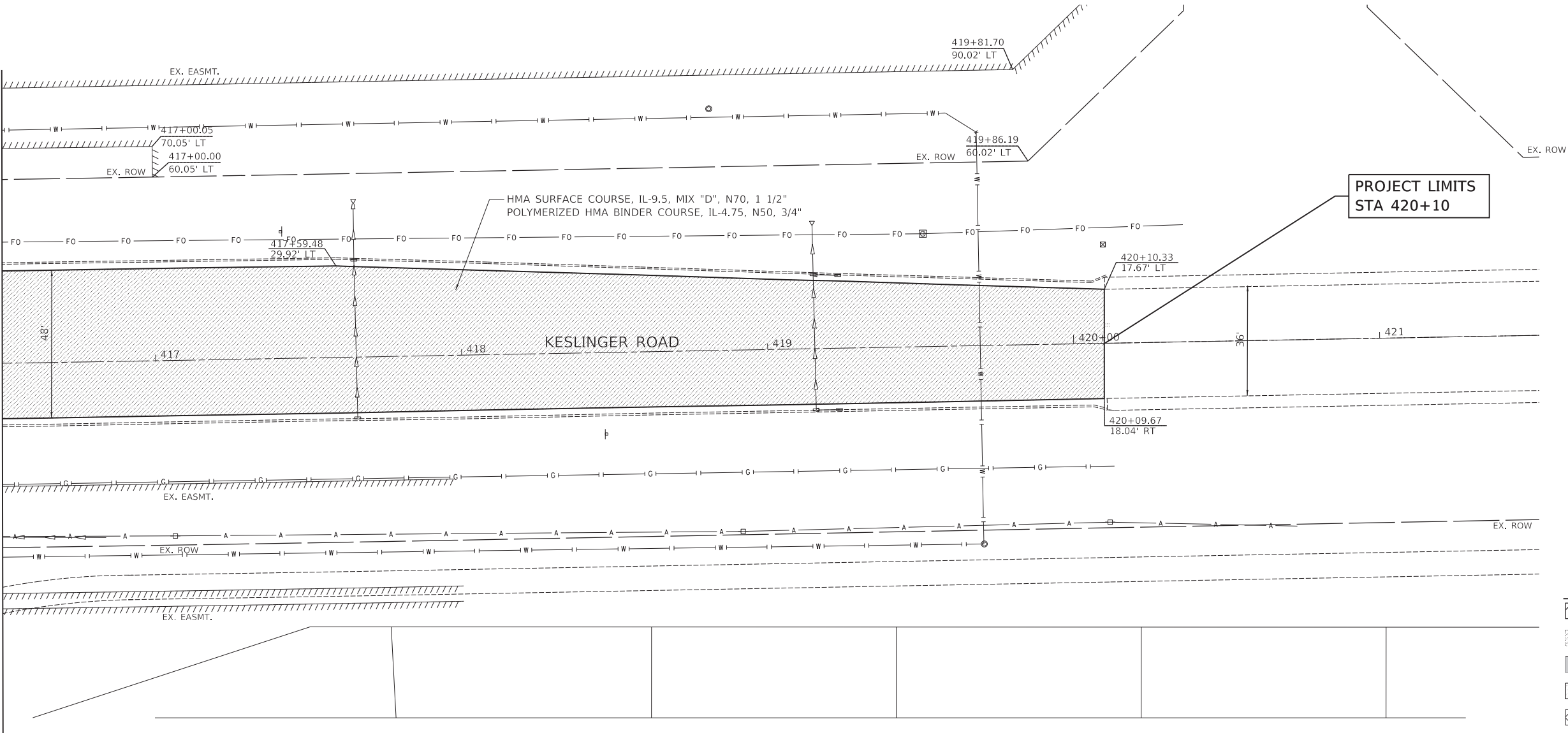
PLAN	SURVEYED	DATE
NOTE BOOK	BY	
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PROFILE	SURVEYED	DATE
NOTE BOOK	BY	
NO.		

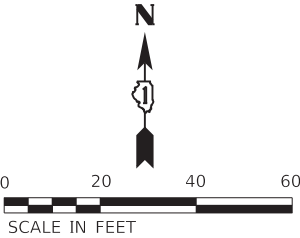
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MATCHLINE STA. 416+50 (SEE SHEET 23)



- LEGEND**
- PAVEMENT WIDENING
 - RESURFACING
 - HMA BIKE PATH
 - PCC SIDEWALK
 - NEW PAVEMENT
 - HMA PATCH



PROJECT LIMITS
STA 420+10

	Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	VILLAGE OF ELBURN 301 E. NORTH STREET ELBURN, IL 60119	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANDERSON ROAD AT KESLINGER ROAD PLAN AND PROFILE STA 416 + 50 – STA 420 + 10			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN -	REVISED -					2330	18-00019-00-PV	KANE	69	26
			CHECKED -	REVISED -					CONTRACT NO. 61F82				
			DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
			SCALE: 1"=20'	SHEET 6 OF 7 SHEETS	STA.	TO STA.							

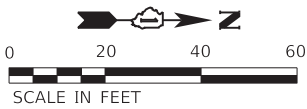
PLAN	SURVEYED	DATE
NO.	BY	
NOTE BOOK	PLOTTED	
NO.	GRADES CHECKED	
NO.	STRUCTURE NOTATIONS CHKD	

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

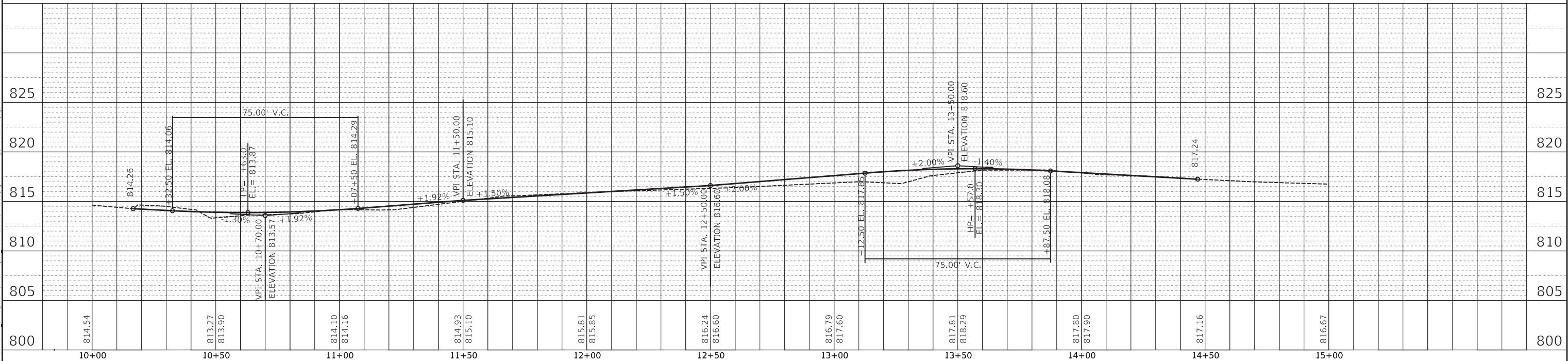
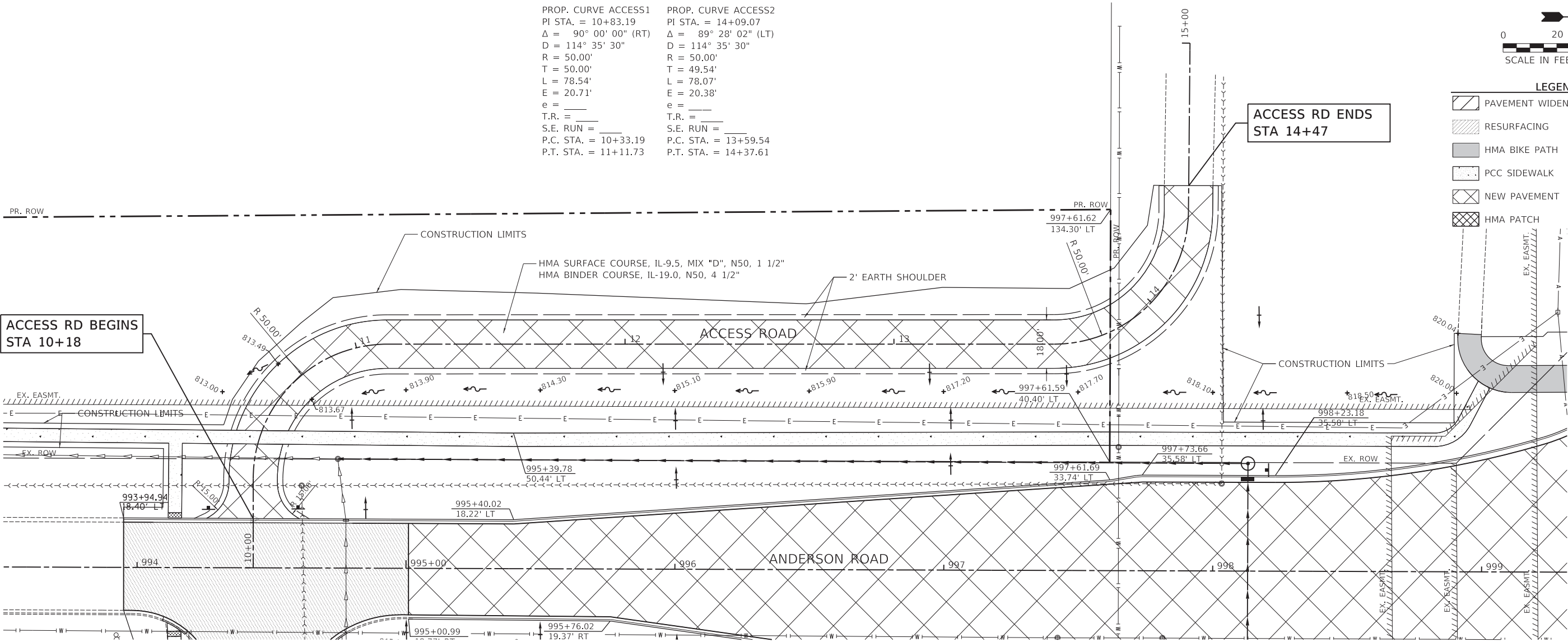
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PROP. CURVE ACCESS1
PI STA. = 10+83.19
 $\Delta = 90^\circ 00' 00''$ (RT)
D = 114° 35' 30"
R = 50.00'
T = 50.00'
L = 78.54'
E = 20.71'
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 10+33.19
P.T. STA. = 11+11.73

PROP. CURVE ACCESS2
PI STA. = 14+09.07
 $\Delta = 89^\circ 28' 02''$ (LT)
D = 114° 35' 30"
R = 50.00'
T = 49.54'
L = 78.07'
E = 20.38'
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 13+59.54
P.T. STA. = 14+37.61



- LEGEND
- PAVEMENT WIDENING
 - RESURFACING
 - HMA BIKE PATH
 - PCC SIDEWALK
 - NEW PAVEMENT
 - HMA PATCH



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ELBURN, IL 60119

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DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
PLAN AND PROFILE
WATER TOWER ACCESS ROAD STA 10+18 STA 14+47

SCALE: 1"=20' SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	27
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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ELBURN, IL 60119

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

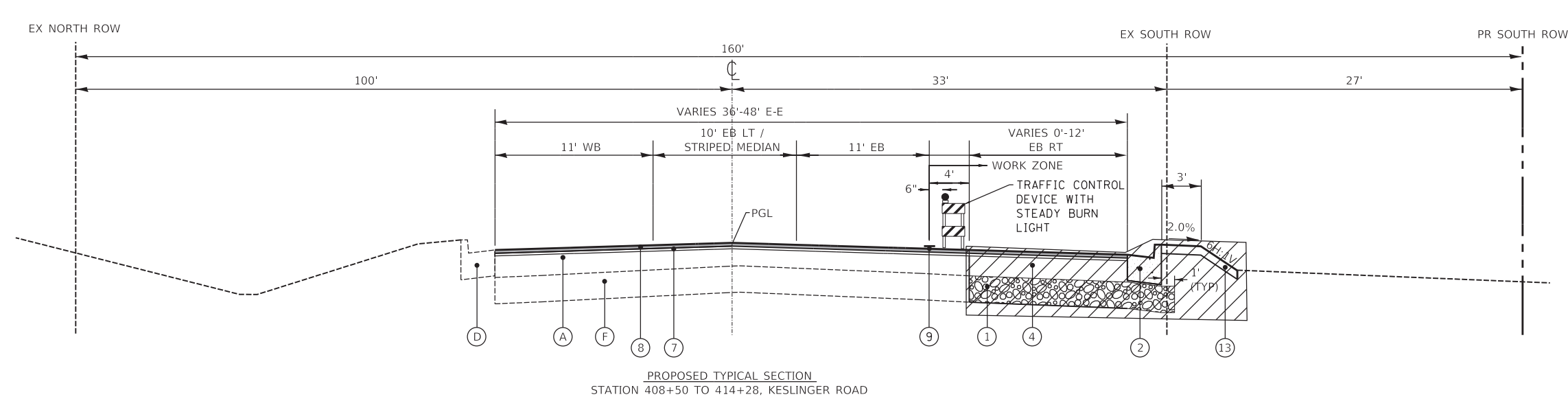
ANDERSON ROAD AT KESLINGER ROAD
SUGGESTED CONSTRUCTION STAGING PLAN

SCALE:

SHEET 1 OF 2 SHEETS

STA. TO STA.

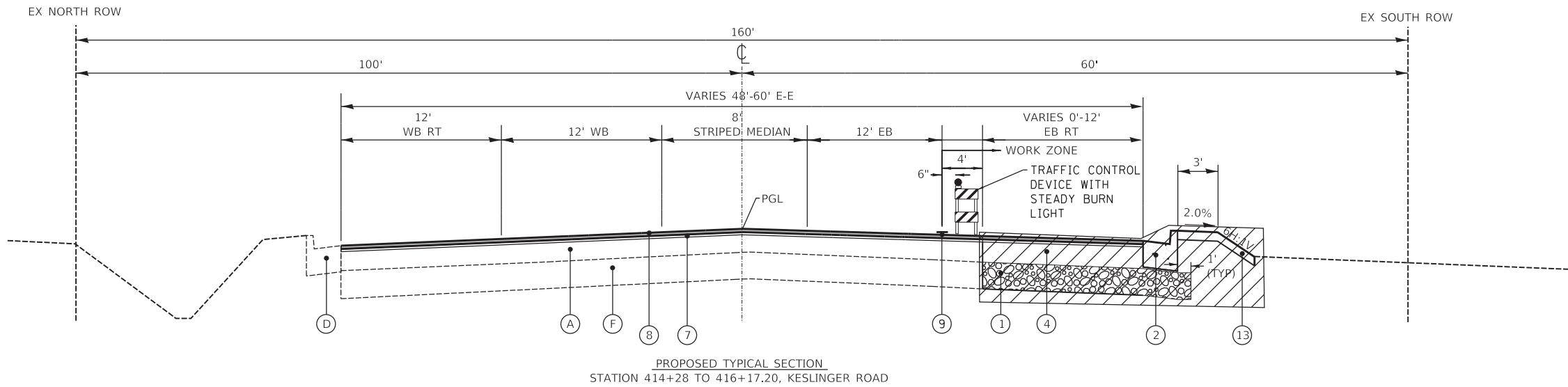
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2330	18-00019-00-PV	KANE	69	28
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



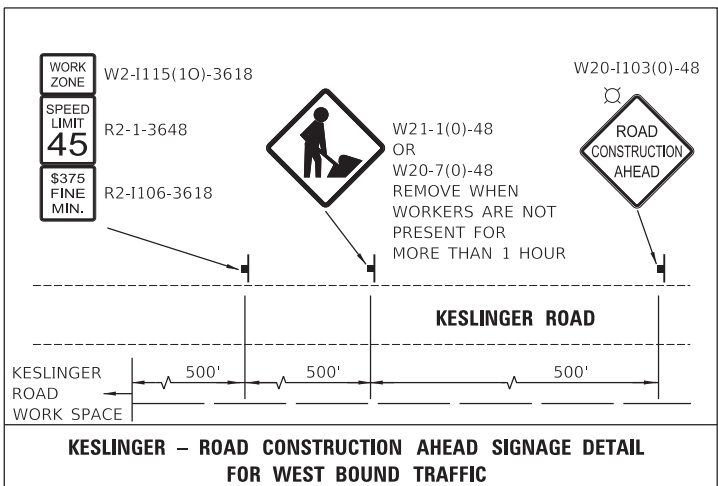
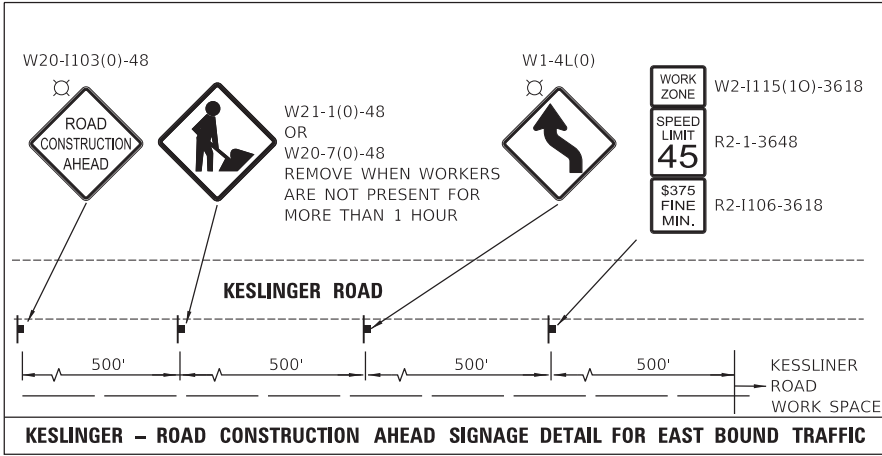
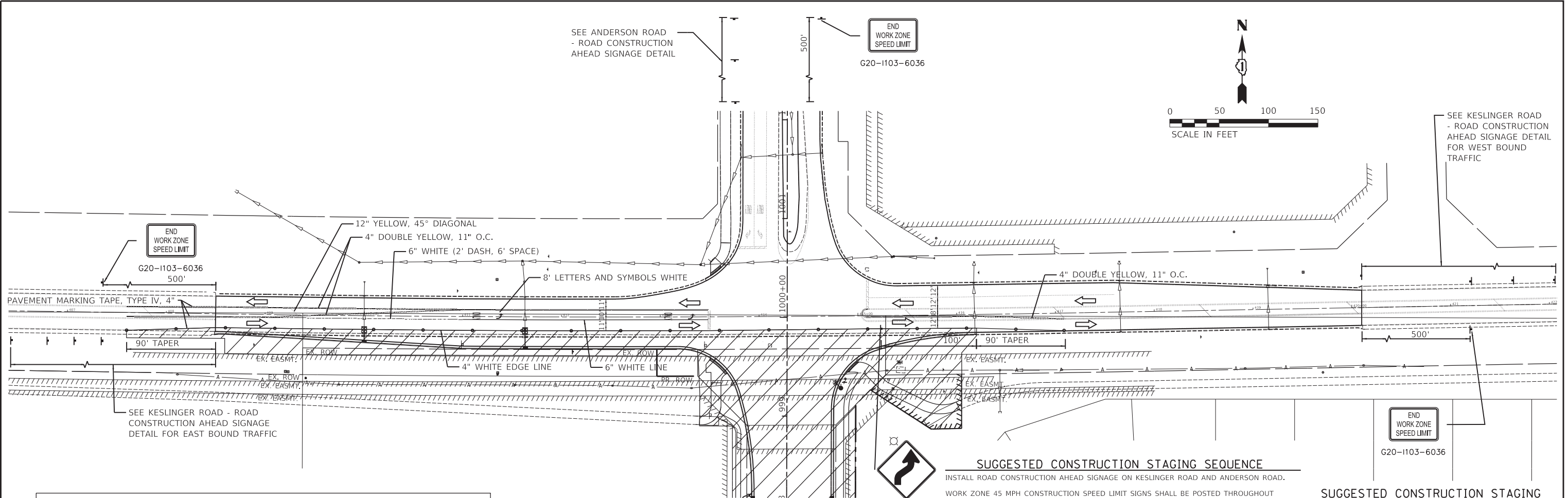
- EXISTING LEGEND

 - (A) EXISTING ASPHALT PAVEMENT
 - (B) EXISTING PAVED SHOULDER
 - (C) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 - (D) EXISTING CURB & GUTTER
 - (E) EXISTING SIDEWALK
 - (F) EXISTING AGGREGATE BASE
 - (G) EARTH EXCAVATION
 - (H) TOPSOIL EXCAVATION, 6"
 - (I) EXISTING BIKE PATH
 - (X) REMOVAL ITEMS
- PROPOSED LEGEND

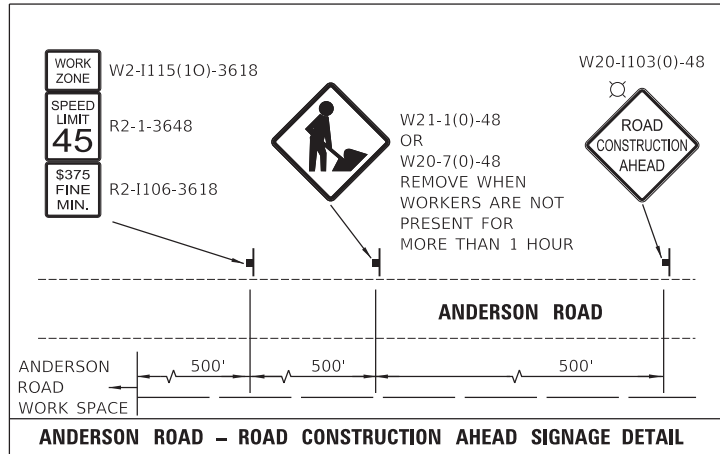
 - (1) AGGREGATE SUBGRADE IMPROVEMENT, 12"
 - (2) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12/B-6.24
 - (3) HOT-MIX ASPHALT BASE COURSE, 5"
 - (4) HOT-MIX ASPHALT BASE COURSE, 10 1/4"
 - (5) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4"
 - (6) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4 1/2"
 - (7) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
 - (8) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
 - (9) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1 1/2"
 - (10) PAVEMENT MARKING LINE (SEE PLANS FOR WIDTH)
 - (11) SUBBASE GRANULAR MATERIAL, TYPE B, 4"
 - (12) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
 - (13) TOPSOIL PLACEMENT, 4", SEEDING, FERTILIZER AND EROSION CONTROL BLANKET



USER NAME = jSchmidt PLOT SCALE = 5SCALES
PLOT DATE = 4/10/2020 11:07:22 AM
MODEL: \$MODELNAME\$
FILE NAME: \\HERCULES\\NET\\Storage\\CAD\\SOSKPro\\EL_Elburn\\2018\\EL1805.Dgn Final Eng\\EL1805.MOT PLAN 505C.dgn



THE CONTRACTOR SHALL CONTACT RAY JOHNSON AT (630) 406-7356 AND THE ENGINEER PRIOR TO THE REMOVAL AND REPLACEMENT OF EXISTING SIGNING OR TO COORDINATE THE NEW PERMANENT SIGNAGE LOCATIONS OR DELIVERY OF REMOVED EXISTING SIGNAGE TO COUNTY FACILITIES. SIMILARLY THE CONTRACTOR SHOULD CONTACT RAY AND THE ENGINEER TO APPROVE THE CONSTRUCTION LAYOUT OF PROPOSED PERMANENT PAVEMENT MARKINGS WITHIN THE COUNTY ROW. ALL NOTIFICATION SHALL BE PROVIDED AT NO LESS THAN 48 HOURS PRIOR TO THE START OF THE ABOVE ACTIVITIES.



SUGGESTED CONSTRUCTION STAGING SEQUENCE

- INSTALL ROAD CONSTRUCTION AHEAD SIGNAGE ON KESLINGER ROAD AND ANDERSON ROAD.
- WORK ZONE 45 MPH CONSTRUCTION SPEED LIMIT SIGNS SHALL BE POSTED THROUGHOUT CONSTRUCTION.
- INSTALL TEMPORARY TRAFFIC SIGNALS. REMOVE EXISTING TRAFFIC SIGNALS AT THE INTERSECTION OF KESLINGER ROAD AND ANDERSON ROAD.
- ESTABLISH TRAFFIC CONTROL AND PAVEMENT MARKING PER PLAN AND APPLICABLE IDOT STANDARDS.
- INSTALL TEMPORARY EROSION CONTROL DEVICES PER PLAN AND APPLICABLE DETAILS.
- CONSTRUCT STORM SEWER. ALL TRENCHES SHALL BE BACKFILLED TO MAINTAIN A MAXIMUM 12 INCH DROP-OFF AT END OF EACH WORK DAY.
- SAW CUT AND REMOVE EXISTING CURB, SIDEWALK, BIKE PATH, AND DRIVEWAY PAVEMENT AT INDICATED AREAS
- COMMENCE EARTH WORK AND CONSTRUCT AGGREGATE SUBGRADE OF ACCESS ROAD
- COMPLETE EARTH WORK AND CONSTRUCT AGGREGATE SUBGRADE OF ROADWAY
- CONSTRUCT CURB AND GUTTER.
- COMMENCE CONSTRUCTION OF PROPOSED TRAFFIC SIGNALS.
- CONSTRUCT HMA BASE COURSE AND HMA BINDER COURSE, IL-19.0.
- CONSTRUCT SIDEWALK AND MULTI-USE PATH.
- INSTALL TEMPORARY SEEDING AS REQUIRED.
- REMOVE EXISTING SURFACE AT INDICATED AREAS.
- CONSTRUCT POLYMERIZED HMA BINDER COURSE, IL-4.75.
- COMPLETE FINAL HMA SURFACE COURSE, IL-9.5, PAVEMENT MARKING AND SIGNING.
- COMPLETE CONSTRUCTION OF PROPOSED TRAFFIC SIGNALS.
- COMPLETE LANDSCAPE RESTORATION.

CONSTRUCTION STAGING LEGEND

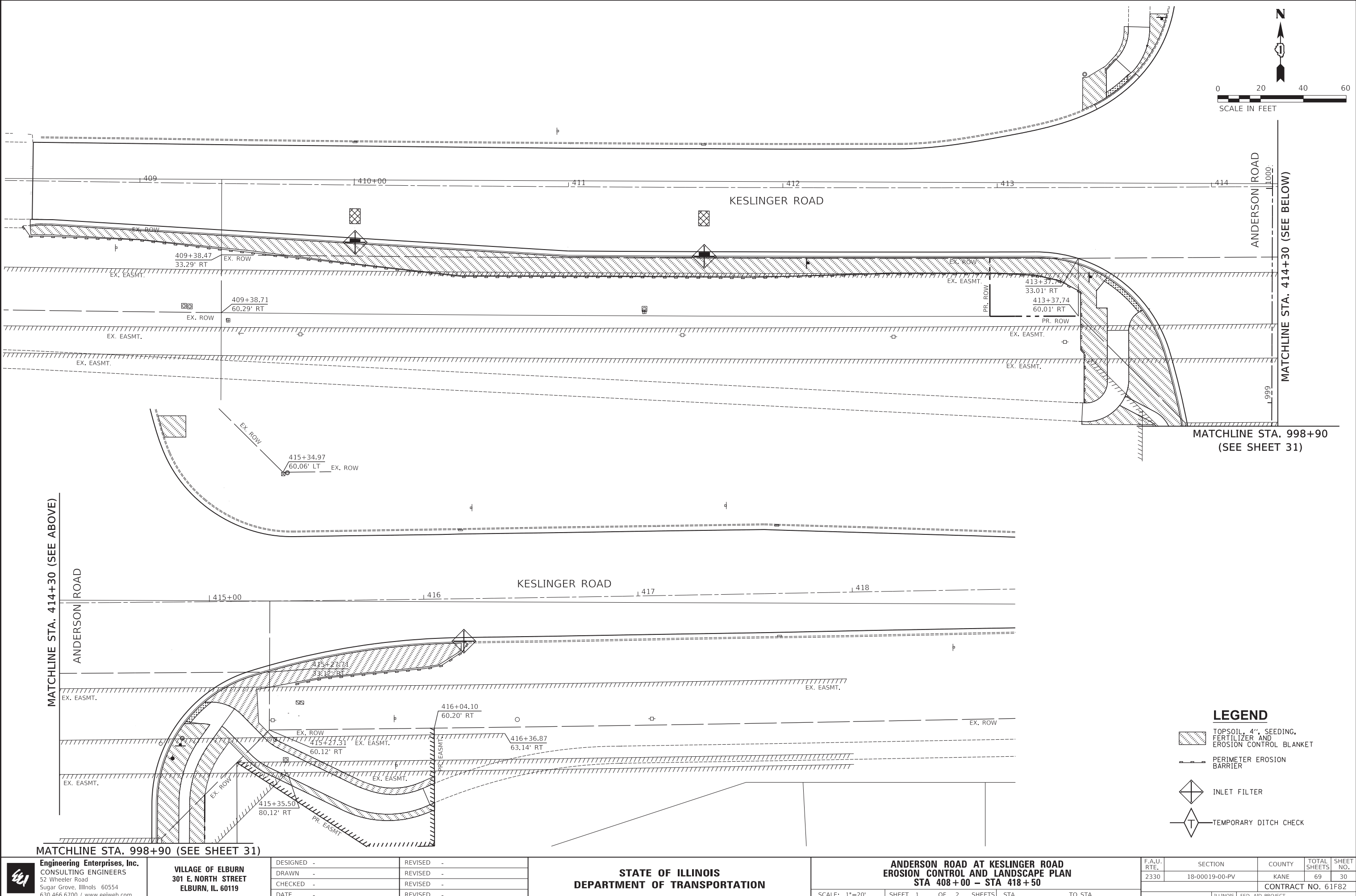
- TRAFFIC CONTROL DEVICE (DRUM, TY II BARRICADE) WITH STEADY BURN MONODIRECTIONAL LIGHTS ON MULTI LANE SECTIONS AND BIDIRECTIONAL LIGHTS ON TLTW SECTIONS AT 50' C/C (TYP.); 20' C/C ON TAPERS; 10' C/C AT INTERSECTION RETURNS, CENTERS IN RADII/CURVES AND DRIVEWAYS
- WORK ZONE
- DIRECTION OF TRAFFIC MOVEMENT
- TYPE III BARRICADE WITH 2 2-WAY FLASHING LIGHTS WITH ROAD CLOSED SIGN
- TEMPORARY INFORMATION SIGN/TRAFFIC CONTROL SIGN

SUGGESTED CONSTRUCTION STAGING TRAFFIC CONTROL AND PROTECTION GENERAL NOTES

- TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS, CONSTRUCTION STAGING PLANS, THE LATEST EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL SHOWN IN THE CONSTRUCTION STAGING PLAN REPRESENTS A GUIDE FOR THE SAFE MANAGEMENT OF TRAFFIC DURING THE EXECUTION OF THE WORK. MODIFICATIONS MAY BE NECESSARY DUE TO LOCAL CONDITIONS AT THE TIME OF CONSTRUCTION. ANY PROPOSED CHANGES BY THE CONTRACTOR TO THESE TRAFFIC CONTROL PLANS SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING IMPLEMENTED.
- ANY EXISTING OR TEMPORARY MARKINGS WHICH CONFLICT WITH MARKINGS REQUIRED FOR CONSTRUCTION STAGING SHALL BE REMOVED ACCORDING TO SECTION 783 OF THE STANDARD SPECIFICATIONS. WATER BLASTING SHALL BE USED TO REMOVE EXISTING PAVEMENT MARKINGS. THE USE OF FLAT PAINT TO COVER THE CONTRASTING PAVEMENT TEXTURE AFTER THE PAVEMENT MARKINGS ARE REMOVED SHOULD NOT BE IMPLEMENTED ON THIS PROJECT.
- THE REMOVAL OF THE EXISTING RECESSED REFLECTIVE PAVEMENT MARKERS SHALL CONSIST OF REMOVING ONLY THE REFLECTORS ACCORDING TO SECTION 783 OF THE STANDARD SPECIFICATIONS.
- THERE WILL BE AT LEAST ONE LANE OF TRAFFIC OPEN ON KESLINGER ROAD AND ANDERSON ROAD IN BOTH DIRECTIONS AT ALL TIMES. THE OUTSIDE LANES MAY BE CLOSED TO PROVIDE A SAFETY WORK ZONE FOR CONSTRUCTION OPERATIONS ON WEEKDAYS FROM 9:00AM TO 3:00PM. THE DROPOFF CANNOT BE MORE THAN 12" WHEN THE DROP OFF IS WITHIN 8' OF THE TRAVELED WAY. ANY TRAFFIC CONTROL DEVICES (CONES, BARRELS, BARRICADES) SHOULD REMAIN OFF THE COUNTY ROW PRIOR TO 9:00AM AND AFTER 3:00PM, UNLESS SPECIFICALLY ALLOWED BY COUNTY OFFICIALS IN WRITING.
- ACCESS TO ADJACENT PROPERTIES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED HEREIN OR AS APPROVED BY THE ENGINEER.
- PERMANENT TRAFFIC SIGNAL WORK MAY PROCEED AT ANY TIME DURING CONSTRUCTION AFTER THE TEMPORARY SIGNALS ARE INSTALLED AS LONG AS THAT WORK DOES NOT INTERFERE WITH SUBSEQUENT WORK REQUIRED IN THAT AREA.
- PLATING AND/OR TEMPORARY STRUCTURE ADJUSTMENTS MAY BE REQUIRED DUE TO THE STAGING OF CONSTRUCTION.

	Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	VILLAGE OF ELBURN 301 E. NORTH STREET ELBURN, IL 60119	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANDERSON ROAD AT KESLINGER ROAD SUGGESTED CONSTRUCTION STAGING PLAN					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN -	REVISED -							2330	18-00019-00-PV	KANE	69	29
			CHECKED -	REVISED -		CONTRACT NO. 61F82									
			DATE -	REVISED -		SCALE: 1"=20'	SHEET 2	OF 2	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

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FILE NAME: \\HERCULES\\EEL\\Storage\\CAD\\SOSKPro\\EL_Elburn\\2018\\EL1805.Dgn Final Eng\\EL1805 PLAN 205C.dgn



LEGEND

- TOPSOIL, 4", SEEDING, FERTILIZER AND EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- INLET FILTER
- TEMPORARY DITCH CHECK

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ELBURN, IL 60119

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CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
EROSION CONTROL AND LANDSCAPE PLAN
STA 408+00 – STA 418+50

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	30
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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CHECKED -	REVISED -
DATE -	REVISED -

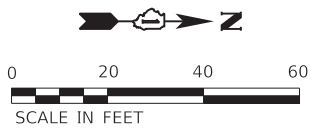
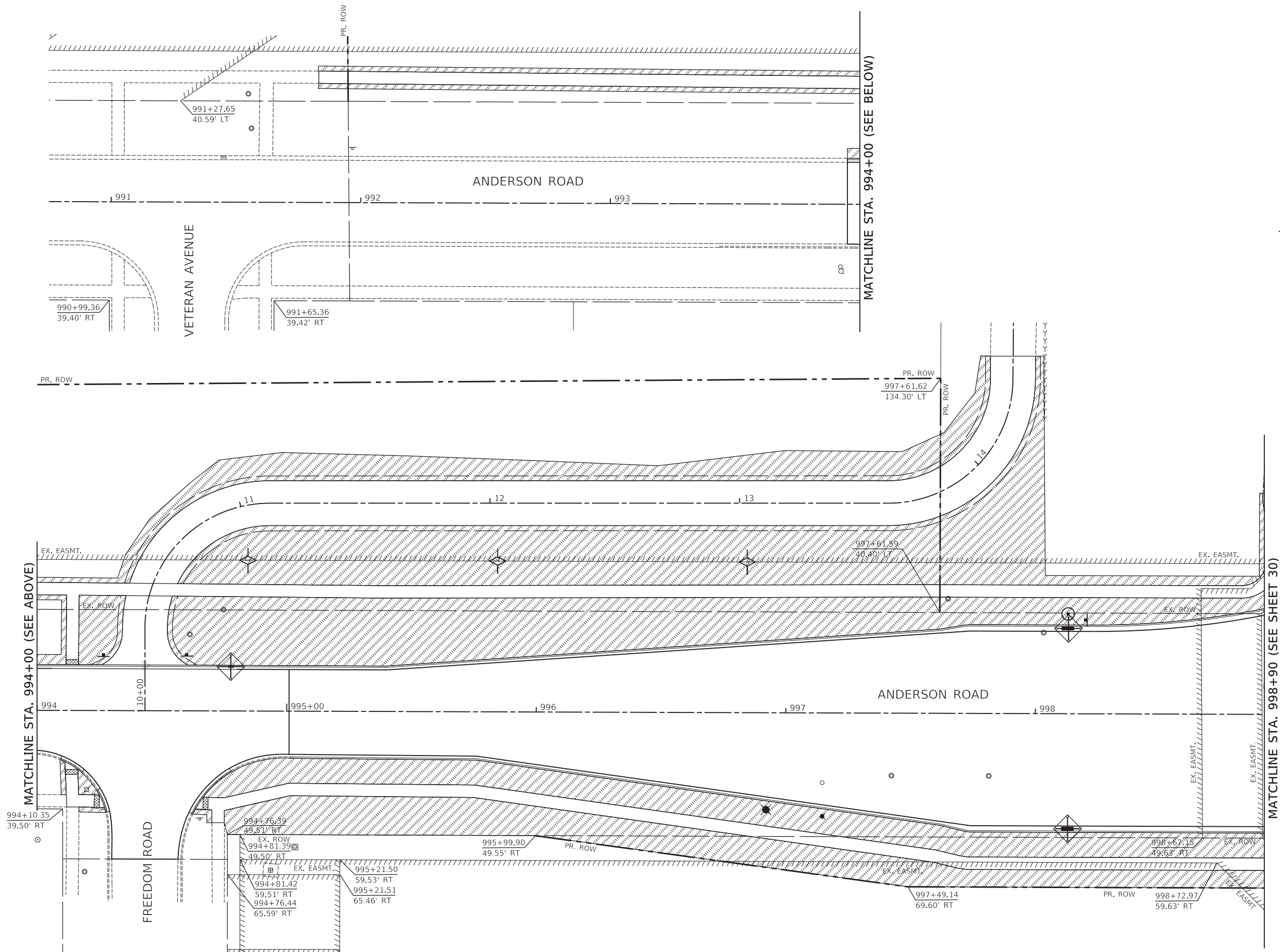
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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
EROSION CONTROL AND LANDSCAPE PLAN
STA 994 + 50 - STA 1000 + 00

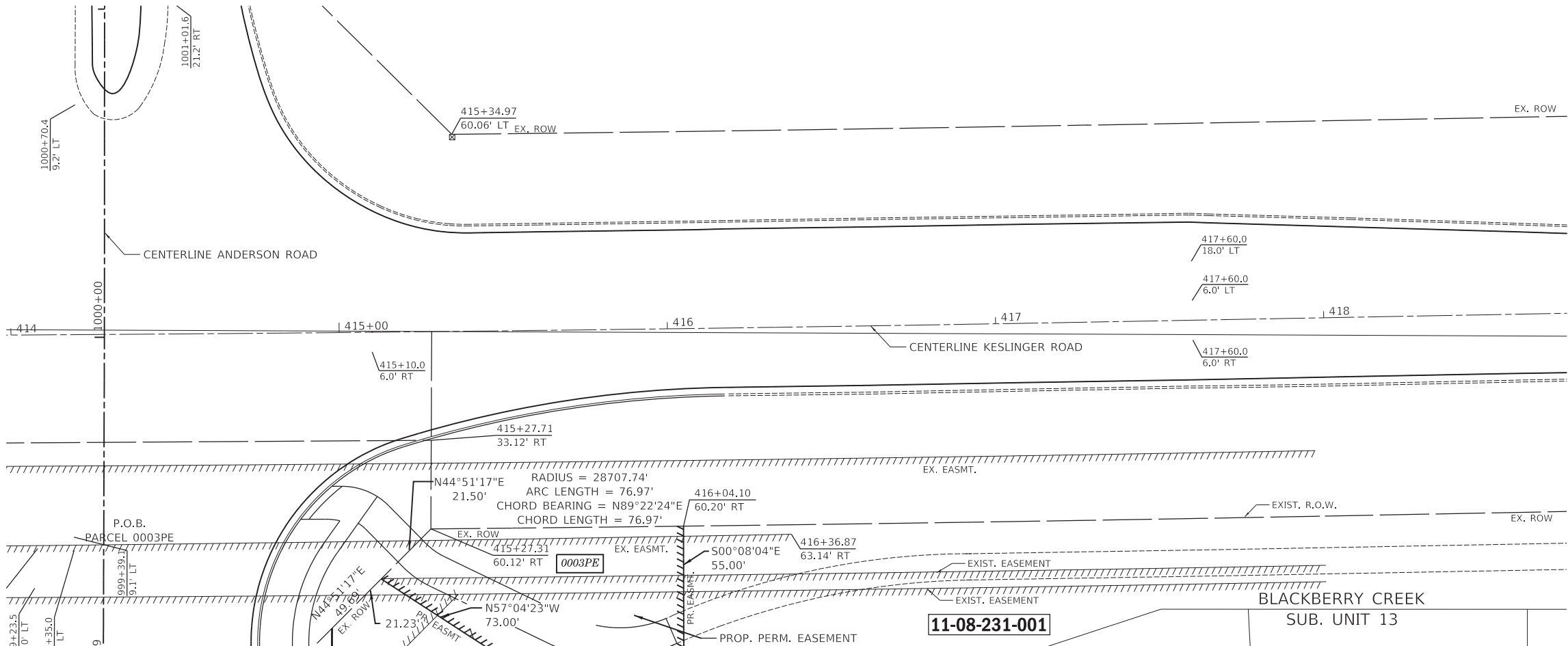
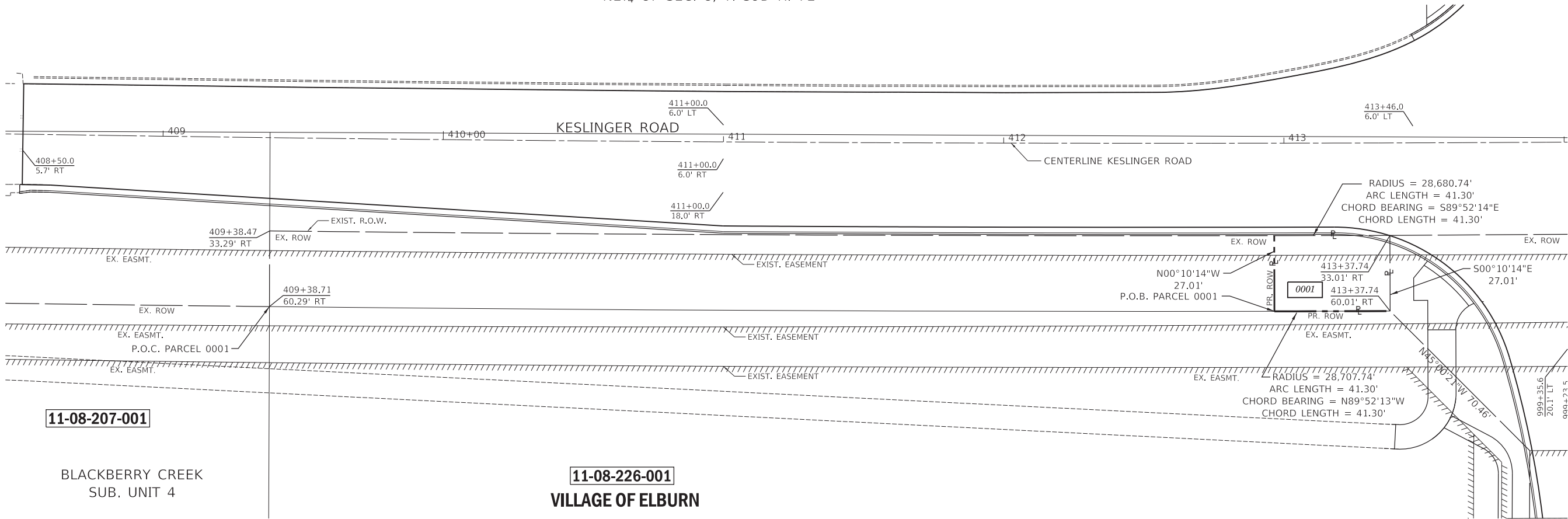
SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	31
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- TOPSOIL, 4" SEEDING, FERTILIZER AND EROSION CONTROL BLANKET
 - PERIMETER EROSION BARRIER
 - INLET FILTER
 - TEMPORARY DITCH CHECK

NE¼ OF SEC. 8, T. 39D R. 7E

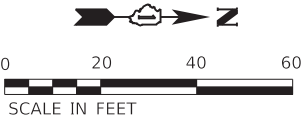


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 Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	VILLAGE OF ELBURN 301 E. NORTH STREET ELBURN, IL 60119	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANDERSON ROAD AT KESLINGER ROAD RIGHT-OF-WAY PLAN STA 408+00 – STA 418+50				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						2330	18-00019-00-PV	KANE	69	32
		CHECKED -	REVISED -		CONTRACT NO. 61F82								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
		SCALE: 1"=20'			SHEET 1	OF 2 SHEETS	STA.	TO STA.					

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NE¼ OF SEC. 8, T. 39D R. 7E



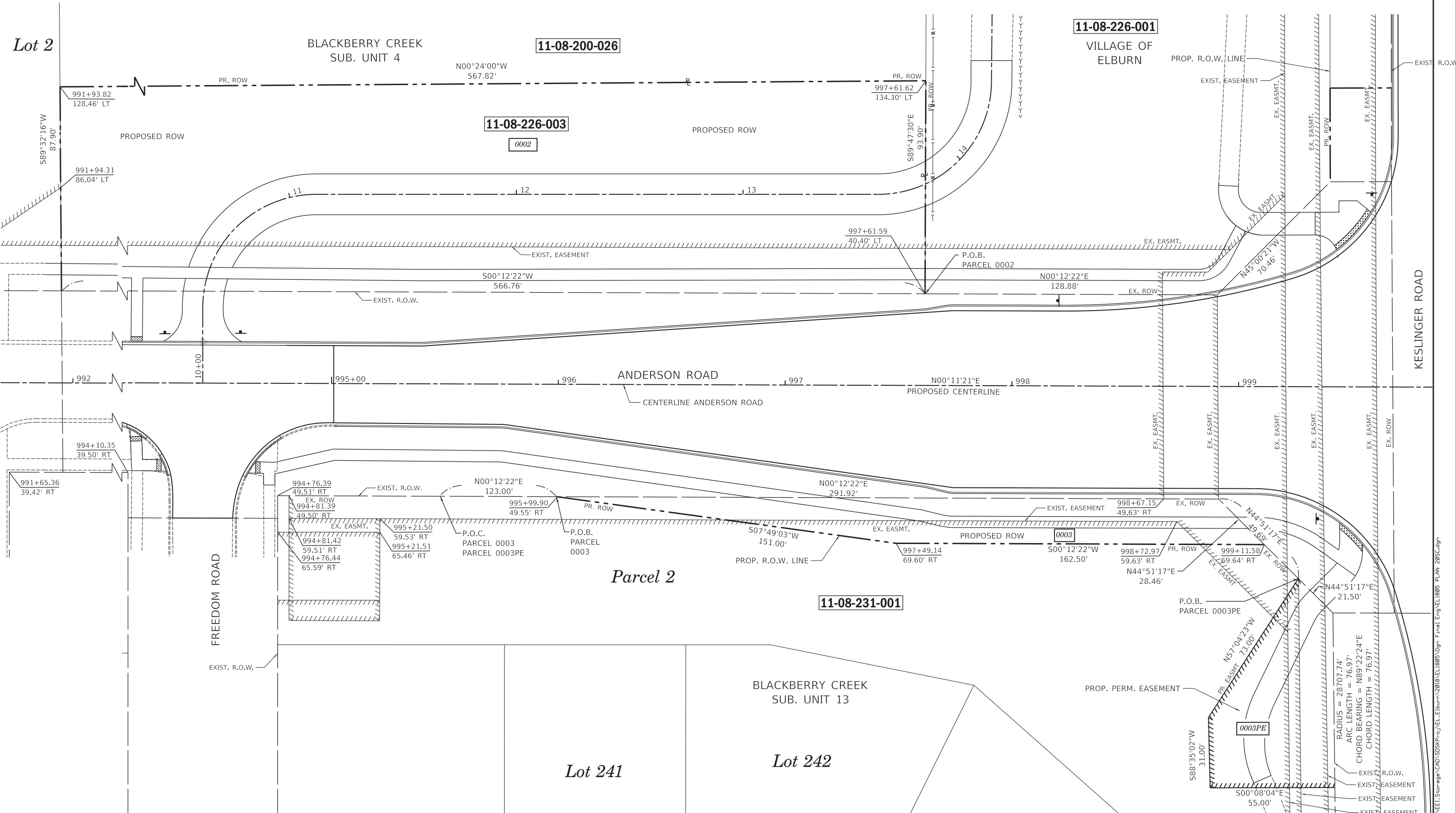
Lot 2

BLACKBERRY CREEK
SUB. UNIT 4

11-08-200-026

11-08-226-001

VILLAGE OF
ELBURN



Parcel 2

11-08-231-001

BLACKBERRY CREEK
SUB. UNIT 13

Lot 241

Lot 242

RADIUS = 28707.74'
ARC LENGTH = 76.97'
CHORD BEARING = N89°22'24"E
CHORD LENGTH = 76.97'

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VILLAGE OF ELBURN
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ELBURN, IL 60119

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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD RIGHT-OF-WAY PLAN STA 994 + 50 - STA 1000 + 00			
SCALE: 1"=20'	SHEET 2	OF 2 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	33
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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ELBURN, IL. 60119

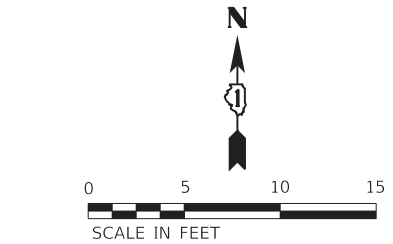
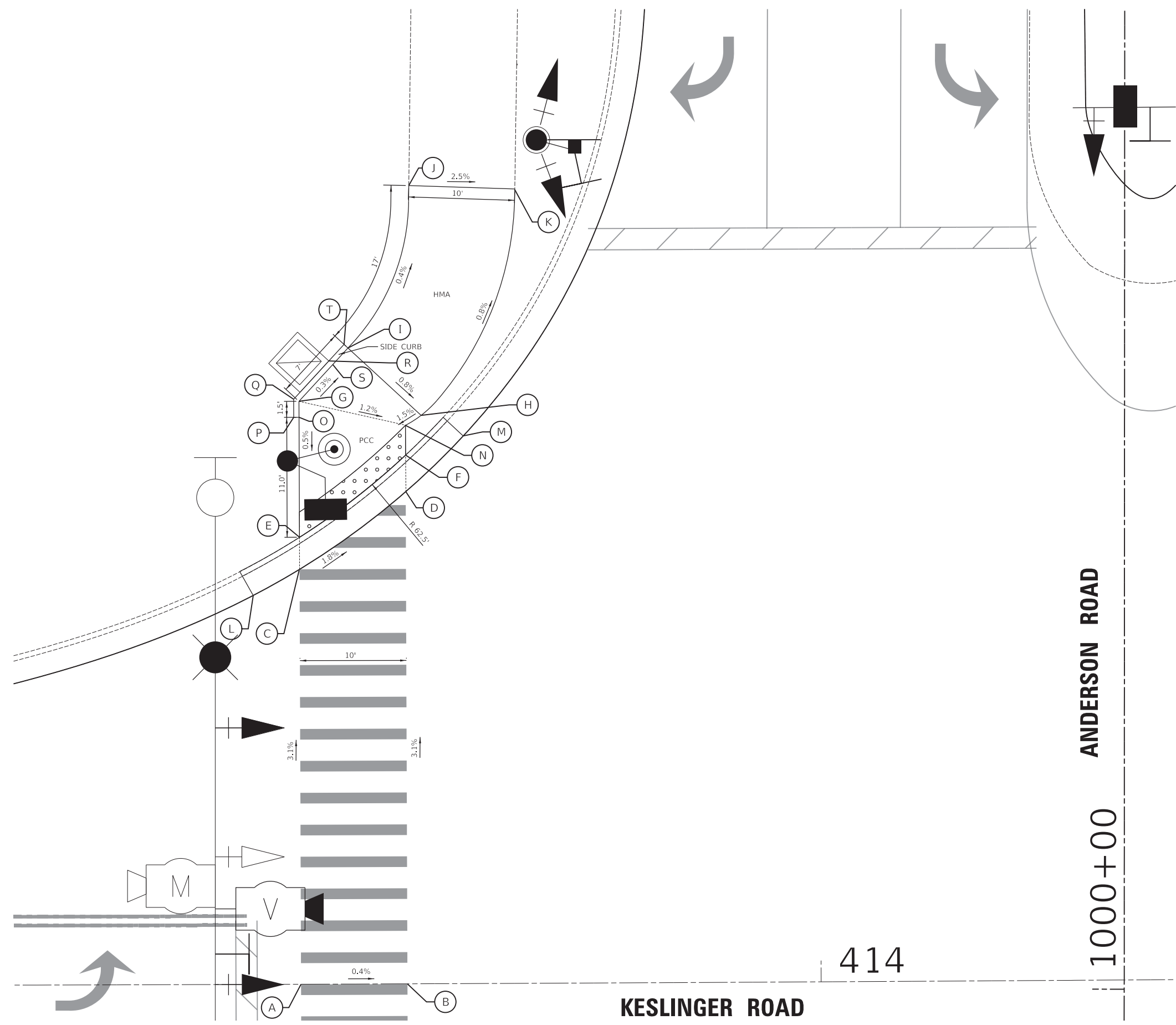
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DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
ADA DETAIL

SCALE: 1"=10' SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	34
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

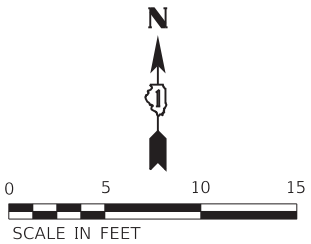
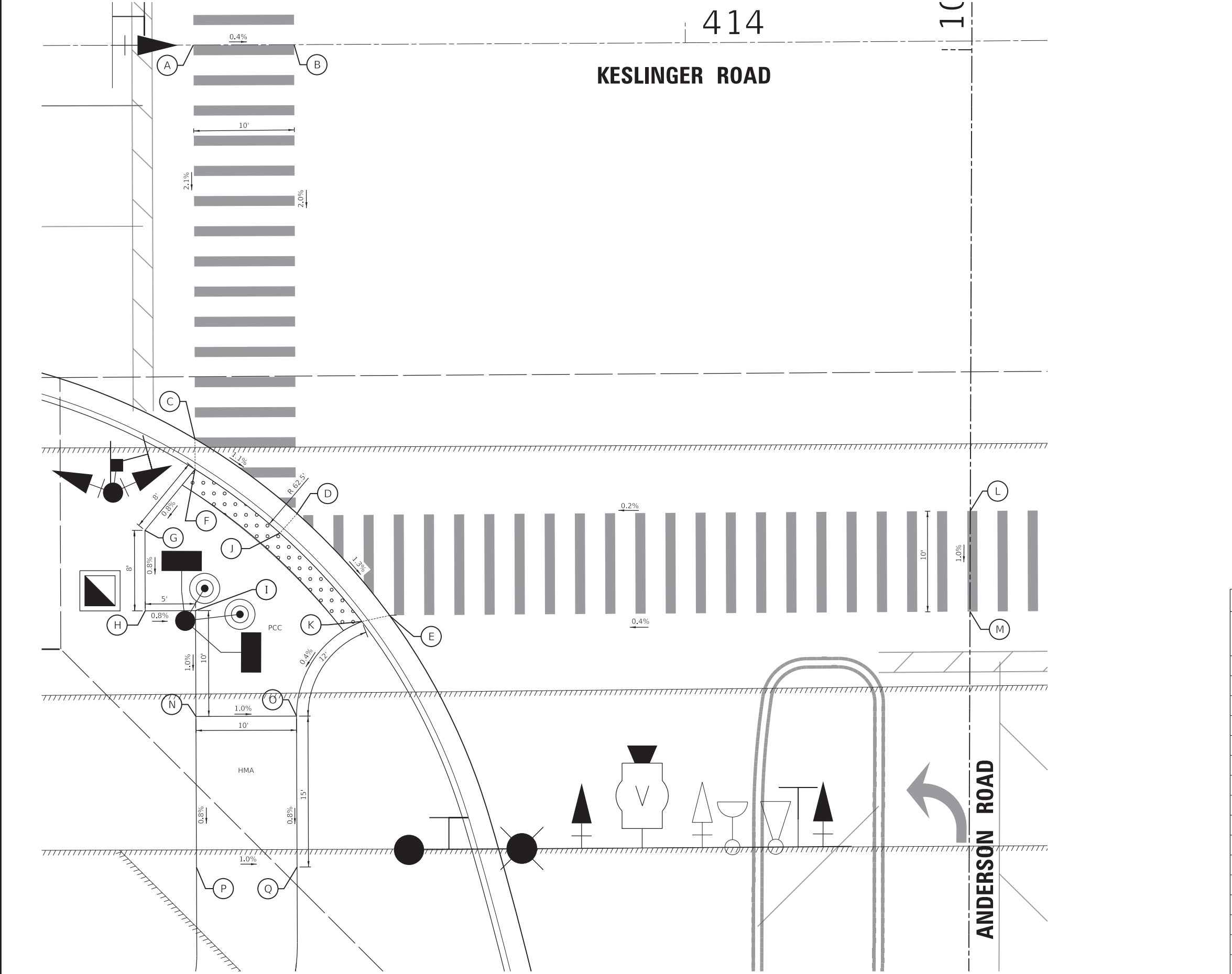


LEGEND	
(A)	POINT
.....	DETECTABLE WARNING
□	SIDEWALK OR SHARED USE PATH (AS CALLED OUT ON PLANS)
=====	PROPOSED CURB AND GUTTER

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	413+51.12	0.0' LT	821.07
B	413+61.12	0.0' LT	821.03
C	413+51.12	38.98' LT	819.85
D	413+61.14	46.24' LT	819.62
E	413+51.12	41.99' LT	819.79
F	413+61.14	49.68' LT	819.56
G	413+51.12	54.77' LT	819.85
H	413+62.62	53.41' LT	819.76
I	413+56.76	59.76' LT	819.83
J	413+61.55	75.00' LT	819.83
K	413+71.54	74.64' LT	819.58
L	413+46.75	36.54' LT	820.01
M	413+66.58	51.45' LT	819.40
N	413+61.14	52.47' LT	819.73
O	413+51.15	53.26' LT	819.85
P	413+50.62	53.27' LT	819.85
Q	413+50.62	54.96' LT	820.12
R	413+53.95	58.55' LT	820.04
S	413+54.32	58.21' LT	819.84
T	413+55.39	60.10' LT	819.84

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LEGEND	
(A)	POINT
□	DETECTABLE WARNING
□	SIDEWALK OR SHARED USE PATH (AS CALLED OUT ON PLANS)
▬	PROPOSED CURB AND GUTTER

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	413+51.12	0.0' RT	821.07
B	413+61.12	0.0' RT	821.03
C	413+51.12	39.16' RT	820.24
D	413+61.24	46.62' RT	820.10
E	413+70.37	56.78' RT	819.92
F	413+51.11	42.18' RT	820.18
G	413+46.13	48.23' RT	820.12
H	413+46.13	56.23' RT	820.06
I	413+51.12	56.23' RT	820.02
J	413+59.52	48.54' RT	820.05
K	413+67.60	57.38' RT	819.87
L	414+28.02	46.72' RT	820.25
M	414+27.92	56.72' RT	820.15
N	413+51.12	66.75' RT	819.92
O	413+61.09	66.75' RT	819.82
P	413+51.12	81.75' RT	819.80
Q	413+61.08	81.75' RT	819.70



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ELBURN, IL 60119

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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
ADA DETAIL

SCALE: 1"=10'	SHEET 2	OF 3 SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	35
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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ELBURN, IL 60119

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

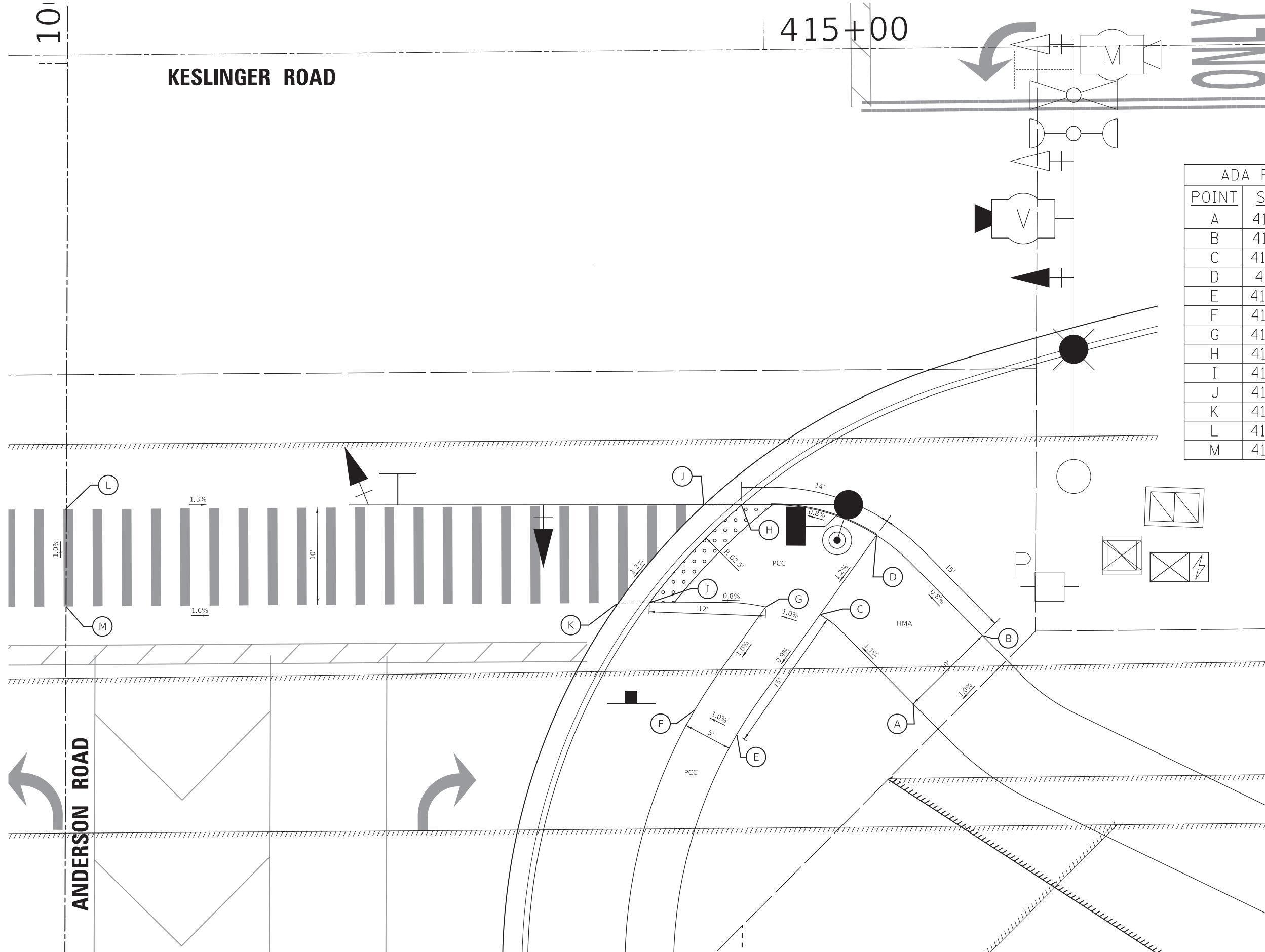
ANDERSON ROAD AT KESLINGER ROAD
ADA DETAIL

SCALE: 1"=10'

SHEET 3 OF 3 SHEETS

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	36
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

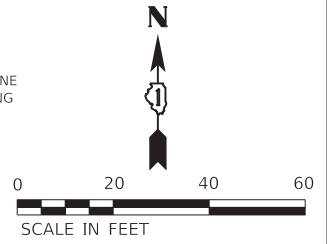
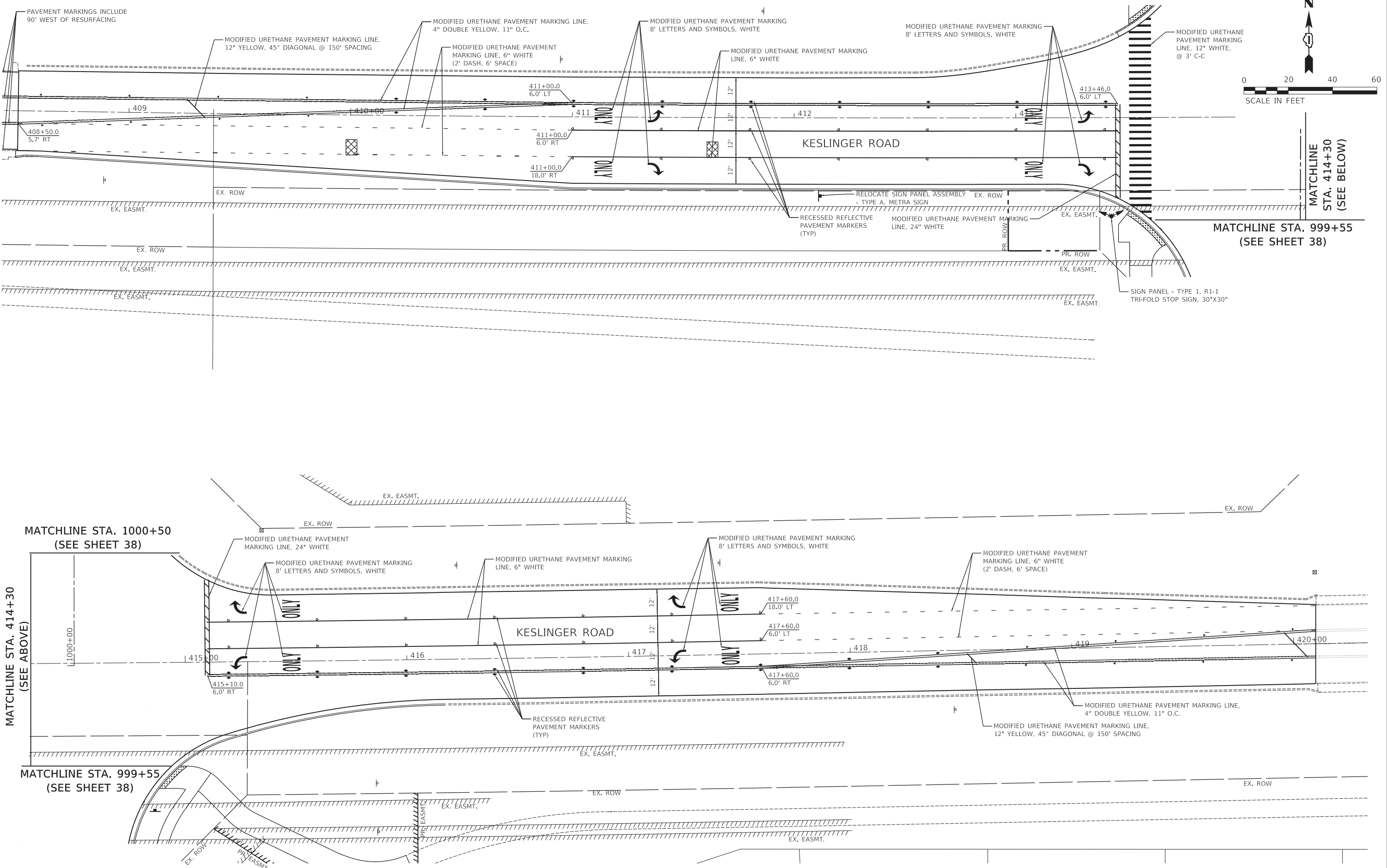


ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	415+14.72	67.47' RT	819.50
B	415+21.89	60.51' RT	819.60
C	415+05.24	58.19' RT	819.36
D	415+11.13	50.09' RT	819.48
E	414+96.60	70.44' RT	819.23
F	414+92.32	67.87' RT	819.18
G	414+99.69	57.35' RT	819.31
H	414+97.32	46.84' RT	819.37
I	414+87.77	56.81' RT	819.21
J	414+93.42	46.82' RT	819.42
K	414+84.57	56.80' RT	819.26
L	414+28.02	46.72' RT	820.25
M	414+27.92	56.72' RT	820.15

LEGEND

- (A) POINT
- [Pattern] DETECTABLE WARNING
- [Line] SIDEWALK OR SHARED USE PATH (AS CALLED OUT ON PLANS)
- [Line] PROPOSED CURB AND GUTTER

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DATE -	REVISED -

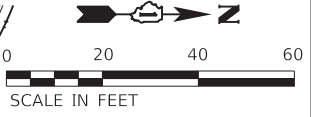
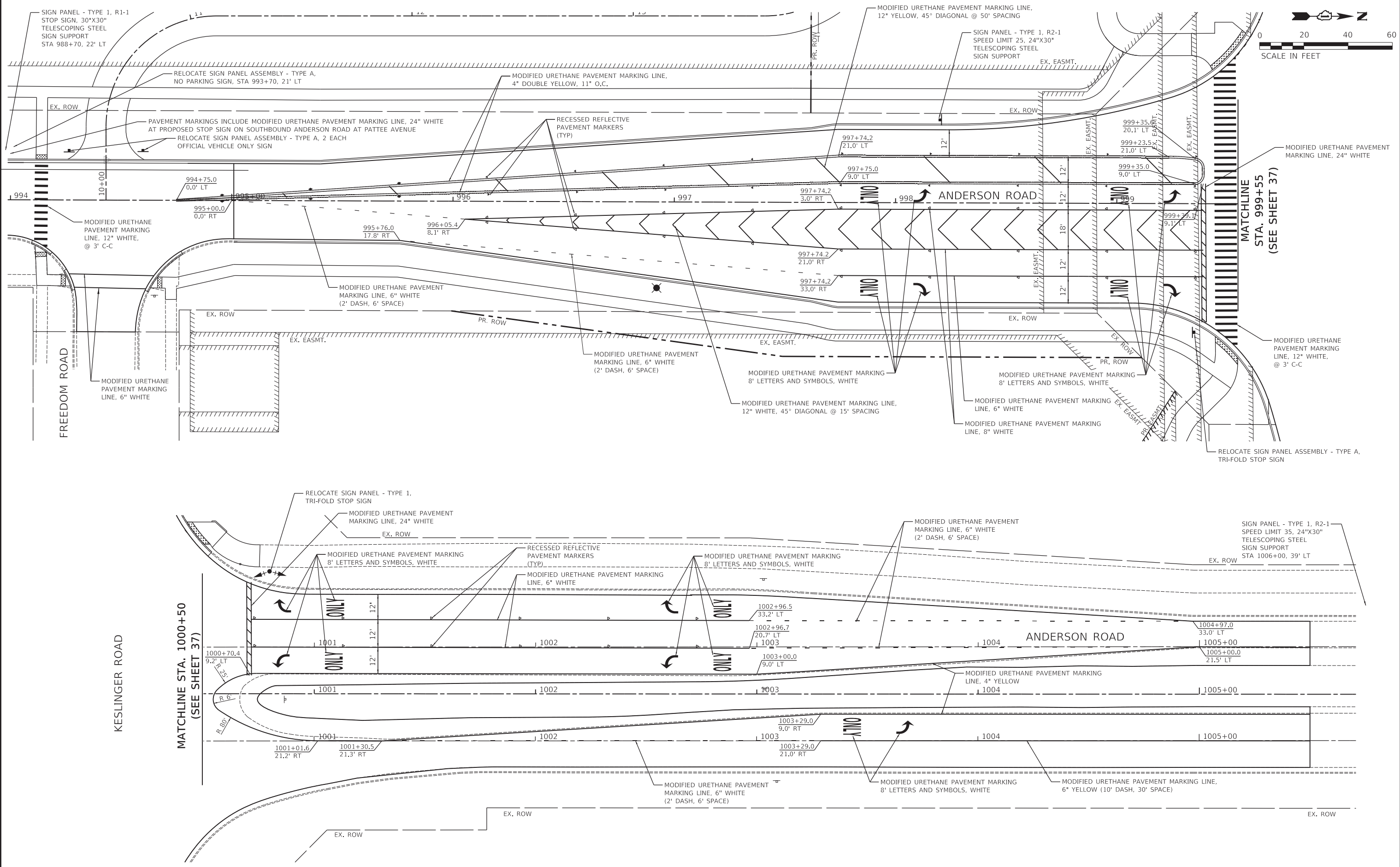
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
PAVEMENT MARKING AND SIGNING PLAN

SCALE: 1"=20'	SHEET 1	OF 2 1 SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	37
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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ELBURN, IL 60119

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
PAVEMENT MARKING AND SIGNING PLAN

SCALE: 1"=20' SHEET 2 OF 2 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	38
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE
EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN - STAGE 1

SCALE: 1"=10' SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	39
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

REMOVAL NOTES:

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.

- 5 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 3 EACH TRAFFIC SIGNAL POST
- 5 EACH TRAFFIC SIGNAL BACK PLATE

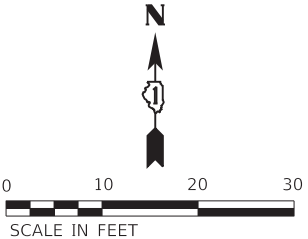
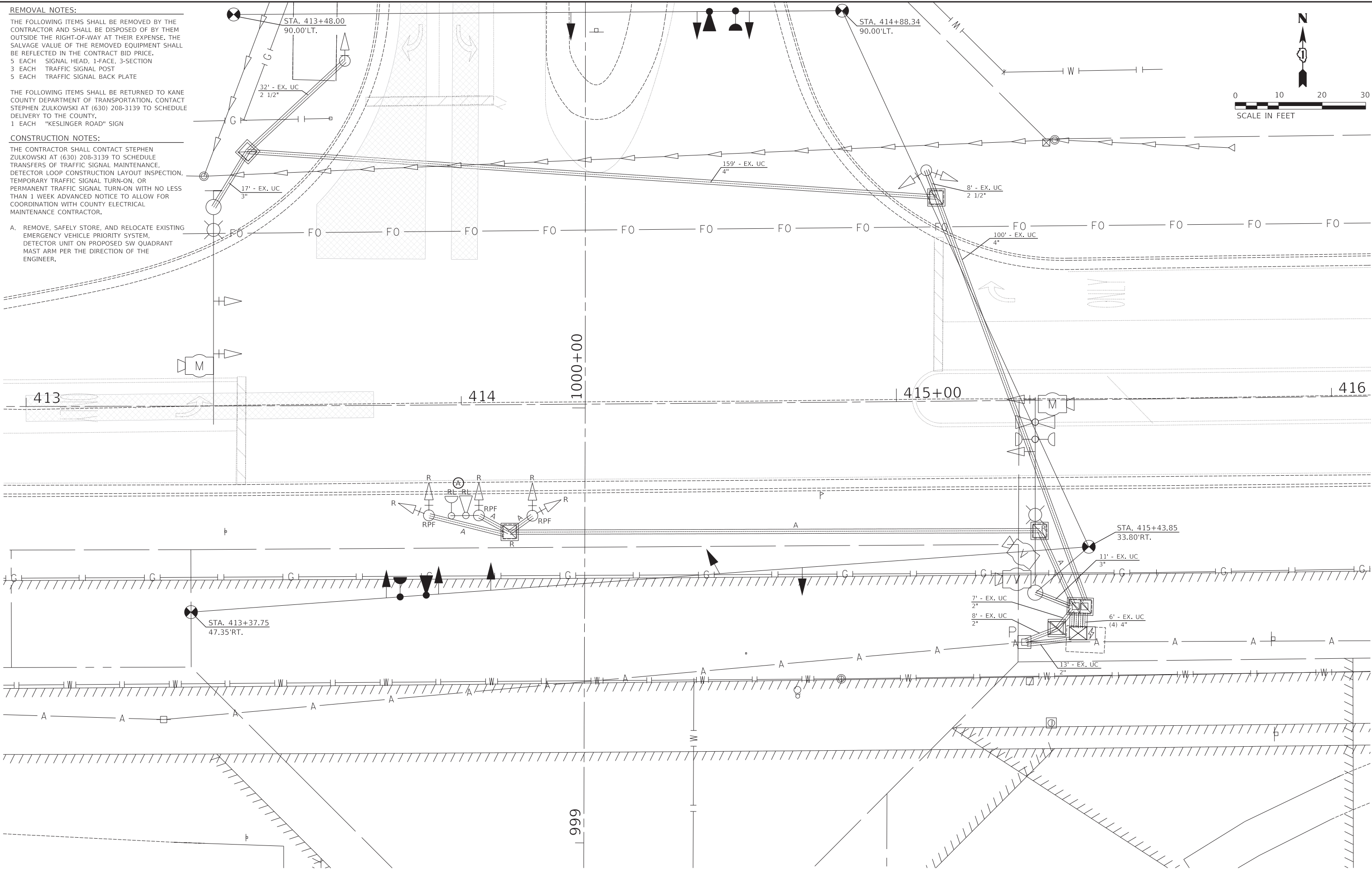
THE FOLLOWING ITEMS SHALL BE RETURNED TO KANE COUNTY DEPARTMENT OF TRANSPORTATION. CONTACT STEPHEN ZULKOWSKI AT (630) 208-3139 TO SCHEDULE DELIVERY TO THE COUNTY.

- 1 EACH "KESLINGER ROAD" SIGN

CONSTRUCTION NOTES:

THE CONTRACTOR SHALL CONTACT STEPHEN ZULKOWSKI AT (630) 208-3139 TO SCHEDULE TRANSFERS OF TRAFFIC SIGNAL MAINTENANCE, DETECTOR LOOP CONSTRUCTION LAYOUT INSPECTION, TEMPORARY TRAFFIC SIGNAL TURN-ON, OR PERMANENT TRAFFIC SIGNAL TURN-ON WITH NO LESS THAN 1 WEEK ADVANCED NOTICE TO ALLOW FOR COORDINATION WITH COUNTY ELECTRICAL MAINTENANCE CONTRACTOR.

A. REMOVE, SAFELY STORE, AND RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT ON PROPOSED SW QUADRANT MAST ARM PER THE DIRECTION OF THE ENGINEER.



Engineering Enterprises, Inc.

CONSULTING ENGINEERS

52 Wheeler Road

Sugar Grove, Illinois 60554

630.466.6700 / www.eeiweb.com

VILLAGE OF ELBURN

301 E. NORTH STREET

ELBURN, IL 60119

DESIGNED -

DRAWN -

CHECKED -

DATE -

REVISED -

REVISED -

REVISED -

REVISED -

ENERGY COSTS TO:

VILLAGE OF ELBURN

301 E. NORTH STREET

ELBURN, IL 60119

ENERGY SUPPLY: CONTACT: TOM PERKINS

PHONE: 630-723-2127

COMPANY: COMMONWEALTH EDISON

ACCOUNT NUMBER:

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	10	10	50	50.0
(YELLOW)	6	13	25	19.5
(GREEN)	4	10	25	10.0
ARROW	12	10	10	12.0
PED. SIGNAL	0	20	100	0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
SMART SENSOR	2	10	100	20.0
FLASHER	-	-	-	-
STREET NAME SIGN	-	-	-	-
LUMINAIRE	-	-	-	-
TOTAL =				386.5

PROPOSED EMERGENCY VEHICLE PREEMTORS

PROPOSED EMERGENCY VEHICLE PREEMTORS	3	4
MOVEMENT		

CONTROLLER SEQUENCE

LEGEND:

PROTECTED PHASE

PROTECTED/PERMITTED PHASE

PEDESTRIAN PHASE

OVERLAP

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER

=

PERMISSION PHASE

+

PROTECTED PHASE

B

=

4

+

5

EMERGENCY VEHICLE PREEMPTION SEQUENCE

ANDERSON ROAD

ANDERSON ROAD

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE – STAGE 1

ANDERSON ROAD AT KESLINGER ROAD

SCALE: N.T.S.

SHEET 2 OF 7 SHEETS

STA. TO STA.

F.A.U. RTE.

2330

SECTION

18-00019-00-PV

COUNTY

KANE

TOTAL SHEETS

69

SHEET NO.

40

ILLINOIS

FED. AID PROJECT

CONTRACT NO. 61F82

Path: \\HERCULES\\NET\\Storage\\CAD\\SOSKPro\\JEL\\Elburn\\2018\\EL1805.Dgn Final Eng\\EL1805 TS PLAN 105C.dgn

CONSTRUCTION NOTES:

THE CONTRACTOR SHALL CONTACT STEPHEN ZULKOWSKI AT (630) 208-3139 TO SCHEDULE TRANSFERS OF TRAFFIC SIGNAL MAINTENANCE, DETECTOR LOOP CONSTRUCTION LAYOUT INSPECTION, TEMPORARY TRAFFIC SIGNAL TURN-ON, OR PERMANENT TRAFFIC SIGNAL TURN-ON WITH NO LESS THAN 1 WEEK ADVANCED NOTICE TO ALLOW FOR COORDINATION WITH COUNTY ELECTRICAL MAINTENANCE CONTRACTOR.

1. EXISTING SIGNAL HEAD AND POST TO BE REMOVED SHALL BE REMOVED AND REPLACED WITH PROPOSED SIGNAL HEAD AND POST DURING THIS STAGE PER THE DIRECTION OF THE ENGINEER.
2. PROPOSED SIGNAL HEADS SHALL BE INSTALLED DURING THIS STAGE PER THE DIRECTION OF THE ENGINEER.
- B. EXISTING SIGNAL HEAD TO BE RELOCATED SHALL BE REMOVED AND REPLACED WITH PROPOSED SIGNAL HEAD DURING THIS STAGE PER THE DIRECTION OF THE ENGINEER. EXISTING SIGNAL HEAD SHALL BE SAFELY STORED AND RELOCATED ON THE PROPOSED SW QUADRANT MAST ARM PER THE DIRECTION OF THE ENGINEER.
- C. EXISTING SIGNAL HEAD TO BE RELOCATED SHALL BE REMOVED AND REPLACED WITH PROPOSED SIGNAL HEAD DURING THIS STAGE PER THE DIRECTION OF THE ENGINEER. EXISTING SIGNAL HEAD SHALL BE SAFELY STORED AND RELOCATED ON THE PROPOSED NE QUADRANT MAST ARM PER THE DIRECTION OF THE ENGINEER.

REMOVAL NOTES:

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 TRAFFIC SIGNAL POST
- 1 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 1 EACH TRAFFIC SIGNAL BACK PLATE

THE FOLLOWING ITEMS SHALL BE RETURNED TO KANE COUNTY DEPARTMENT OF TRANSPORTATION. CONTACT STEPHEN ZULKOWSKI AT (630) 208-3139 TO SCHEDULE DELIVERY TO THE COUNTY.

- 1 EACH VIDEO DETECTION SYSTEM (CAMERAS, BRACKETS, AND ALL CABINET COMPONENTS AND MANUALS)



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VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

DESIGNED -
DRAWN -
CHECKED -
DATE -

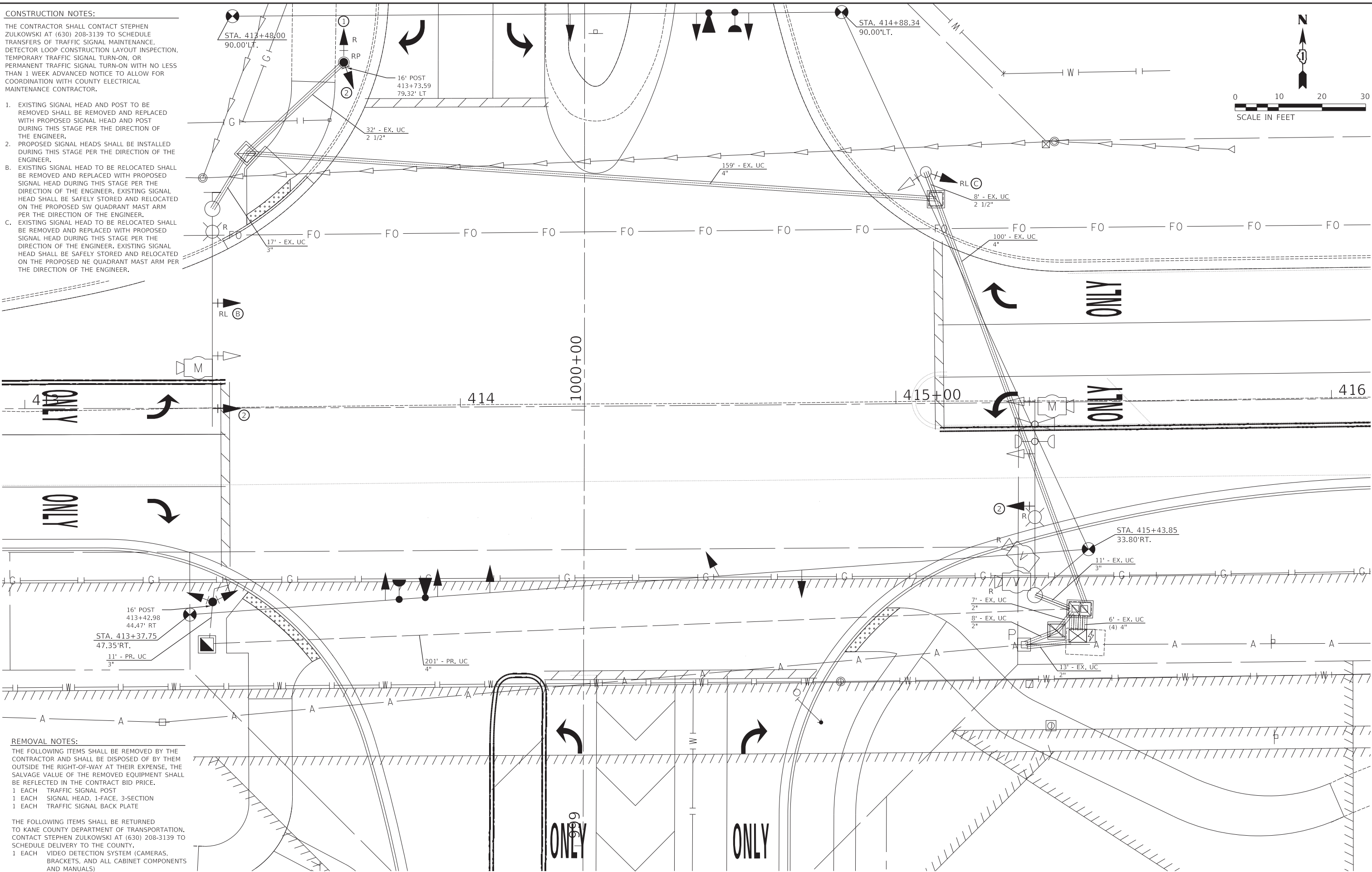
REVISED -
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REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

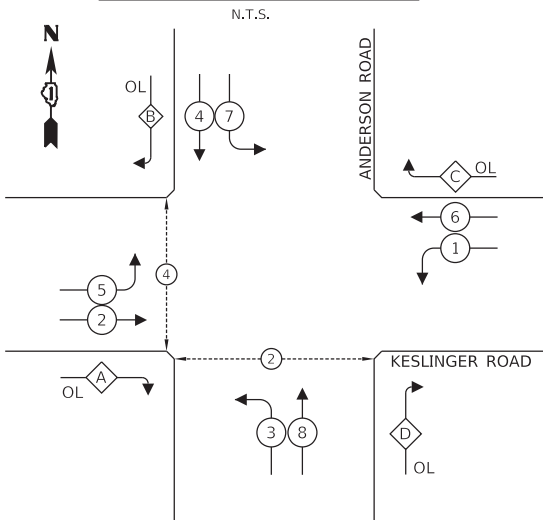
ANDERSON ROAD AT KESLINGER ROAD
TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE
EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN - STAGE 2

SCALE: 1"=10' SHEET 3 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	41
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



CONTROLLER SEQUENCE



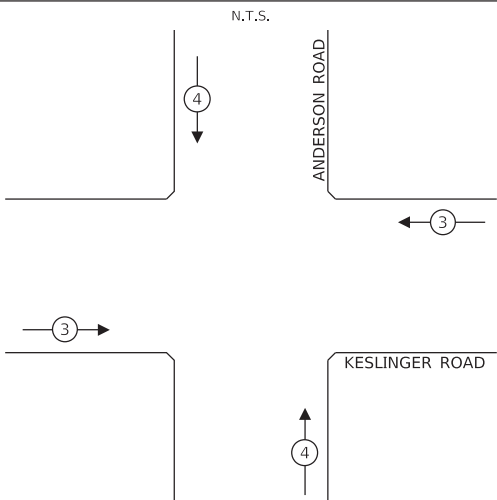
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

RIGHT TURN OVERLAP
PHASE DESIGNATION:

OVERLAP LETTER	=	PERMISSION PHASE	+	PROTECTED PHASE
A	=	2	+	3
B	=	4	+	5
C	=	6	+	7
D	=	8	+	1

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMTORS		
PROPOSED EMERGENCY VEHICLE PREEMTORS	3	4
MOVEMENT	↔	↕

TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	10	50	100.0
(YELLOW)	20	13	25	65.0
(GREEN)	20	10	25	50.0
ARROW	32	10	10	32.0
PED. SIGNAL	0	20	100	0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
SMART SENSOR	2	10	100	20.0
FLASHER	-	-	-	-
STREET NAME SIGN	-	-	-	-
LUMINAIRE	-	-	-	-
TOTAL =				542.0

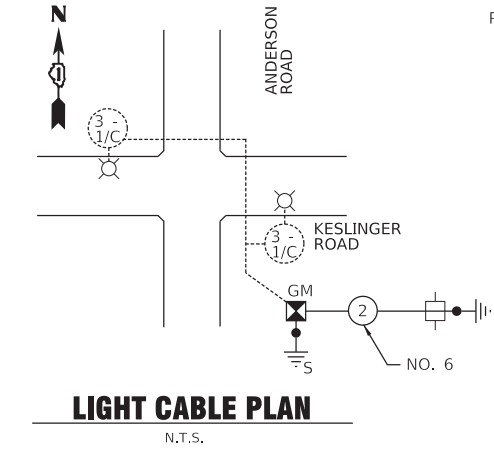
ENERGY COSTS TO:

VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

ENERGY SUPPLY: CONTACT: TOM PERKINS
PHONE: 630-723-2127
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER:

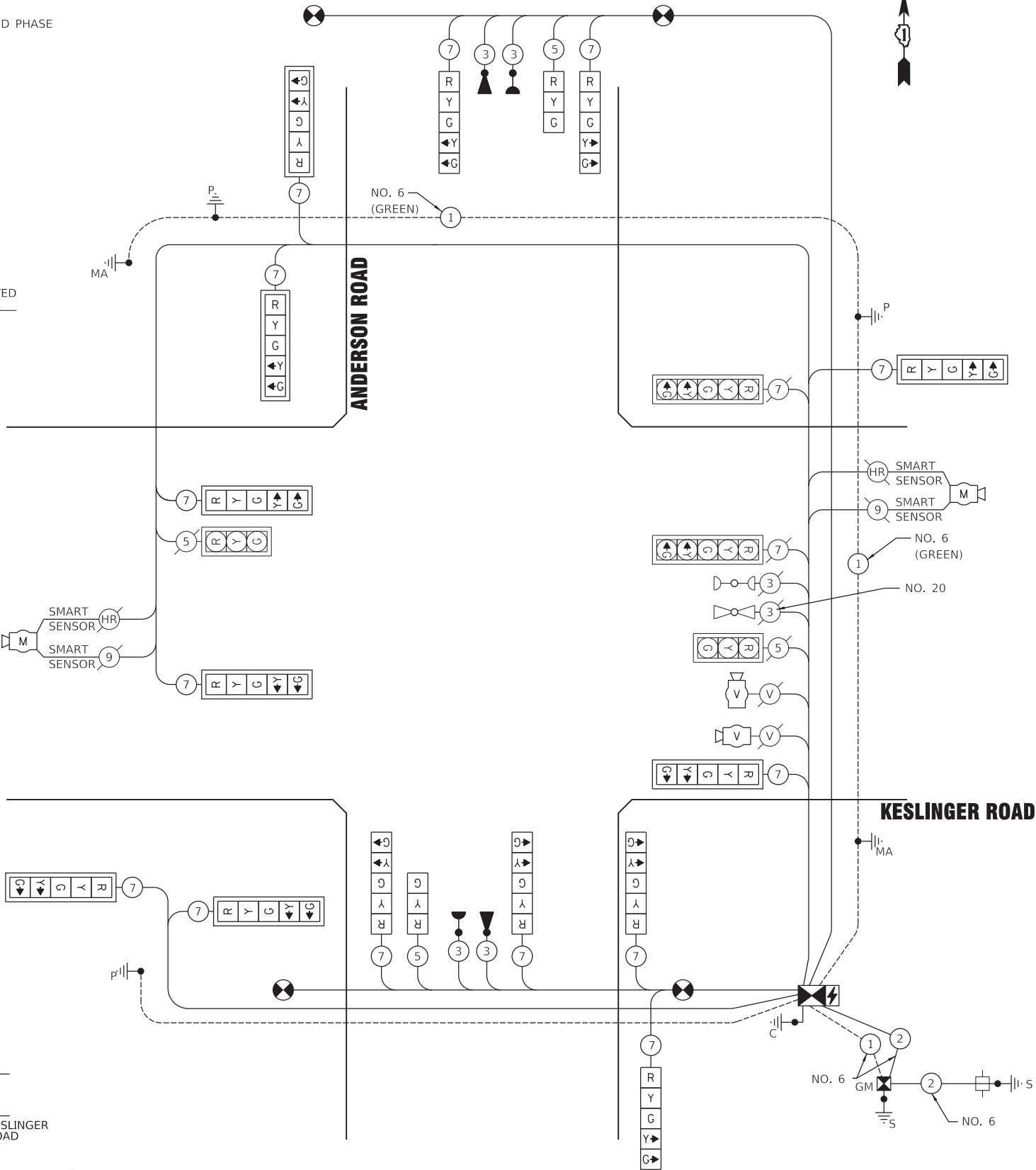
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VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119



LIGHT CABLE PLAN

N.T.S.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

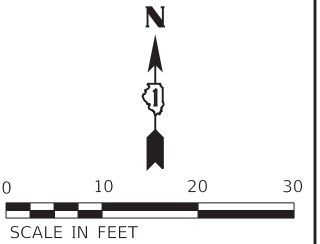
TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND
TEMPORARY EMERGENCY VEHICLE PREEMTION SEQUENCE – STAGE 2
ANDERSON ROAD AT KESLINGER ROAD

SCALE: N.T.S. SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	42
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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PLOT DATE = 4/10/2020    10:14:29 AM
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FILE NAME: \HERCULES\EEI Storage\CAD\ISDKProj\
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5. VIDEO DETECTION CAMERAS SHALL BE MOUNTED TO A RISER BRACKET POSITIONED ON THE TRAFFIC SIGNAL MAST ARM. THE RISER BRACKET SHALL BE 120 INCHES LONG.



SIGN ①

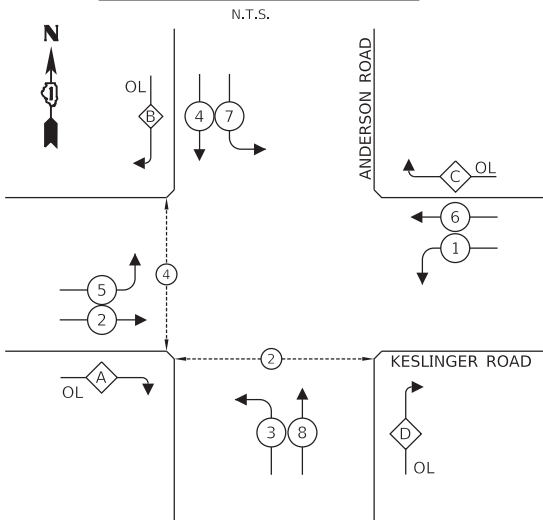


R10-12
30"X36"
6 REQUIRED
2 EXISTING

TYPICAL SIGN PANEL TYPE 1

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	43
CONTRACT NO. 61F82				
ILLINOIS		FED. AID PROJECT		

CONTROLLER SEQUENCE



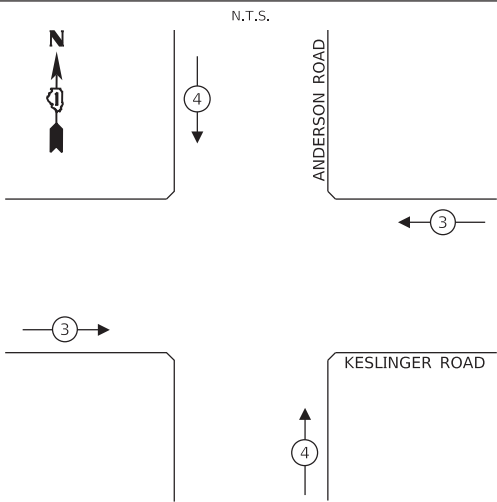
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

RIGHT TURN OVERLAP
PHASE DESIGNATION:

OVERLAP LETTER	=	PERMISSION PHASE	+	PROTECTED PHASE
A	=	2	+	3
B	=	4	+	5
C	=	6	+	7
D	=	8	+	1

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMTORS		
PROPOSED EMERGENCY VEHICLE PREEMTORS	3	4
MOVEMENT	↔	↕

TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	10	50	100.0
(YELLOW)	20	13	25	65.0
(GREEN)	20	10	25	50.0
ARROW	32	10	10	32.0
PED. SIGNAL	4	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
SMART SENSOR	2	10	100	20.0
FLASHER	-	-	-	-
STREET NAME SIGN	-	-	-	-
LUMINAIRE	-	-	-	-
TOTAL =				622.0

ENERGY COSTS TO:

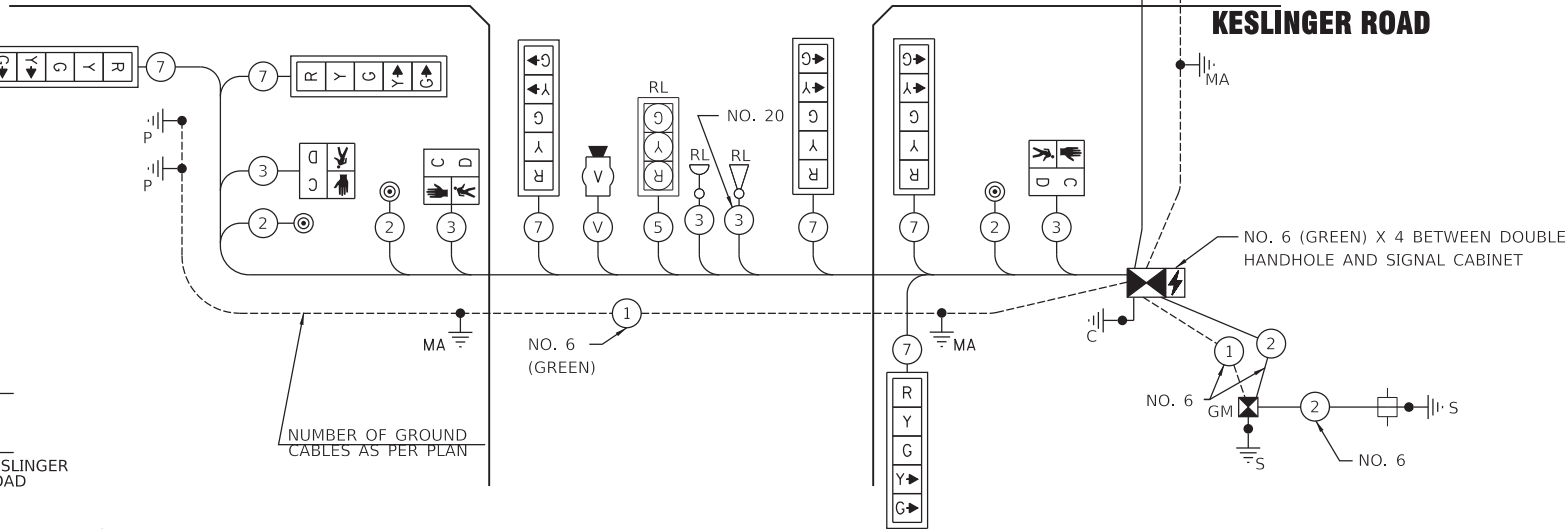
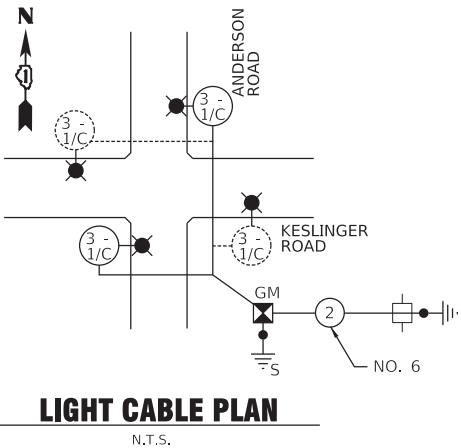
VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

ENERGY SUPPLY: CONTACT: TOM PERKINS
PHONE: 630-723-2127
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER:

Engineering Enterprises, Inc.
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VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

LIGHT CABLE PLAN



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
ANDERSON ROAD AT KESLINGER ROAD

SCALE: N.T.S. SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	44
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



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VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL. 60119

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
SCHEDULE OF QUANTITIES AND SIGN DETAIL

SCALE: **N.T.S.** SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	45
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



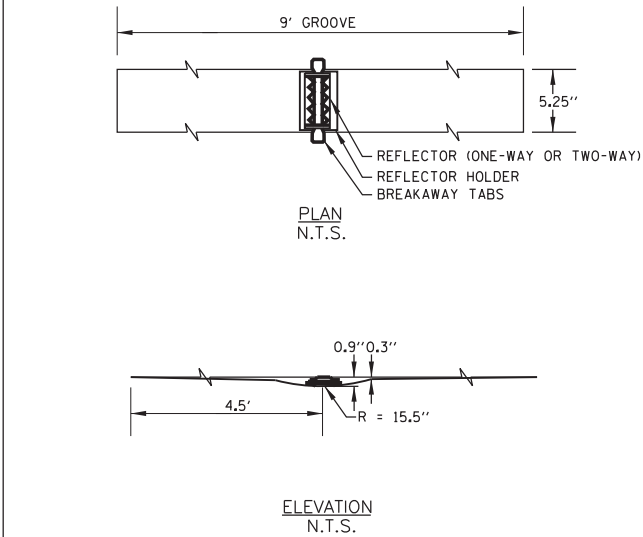
LETTER SIZING	DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
12" UPPERCASE 9" LOWERCASE	D	14.67	2	ZZ	2

MAST ARM MOUNTED STREET NAME SIGNS

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
SIGN PANEL - TYPE 1	SQ FT	45
SIGN PANEL - TYPE 2	SQ FT	30
REMOVE SIGN PANEL - TYPE 2	SQ FT	10
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	20
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	132
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	201
HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	890
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1461
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	555
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	3549
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	392
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	2
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 44 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 60 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	28
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	9
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14
LIGHT DETECTOR	EACH	1
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	4
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
RELOCATE EXISTING SIGNAL HEAD	EACH	2
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1450
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE EXISTING CONCRETE FOUNDATION	EACH	3
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	555
ROD AND CLEAN EXISTING CONDUIT	FOOT	379
VIDEO DETECTION SYSTEM	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

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PLOT DATE = 4/10/2020 11:13:50 AM
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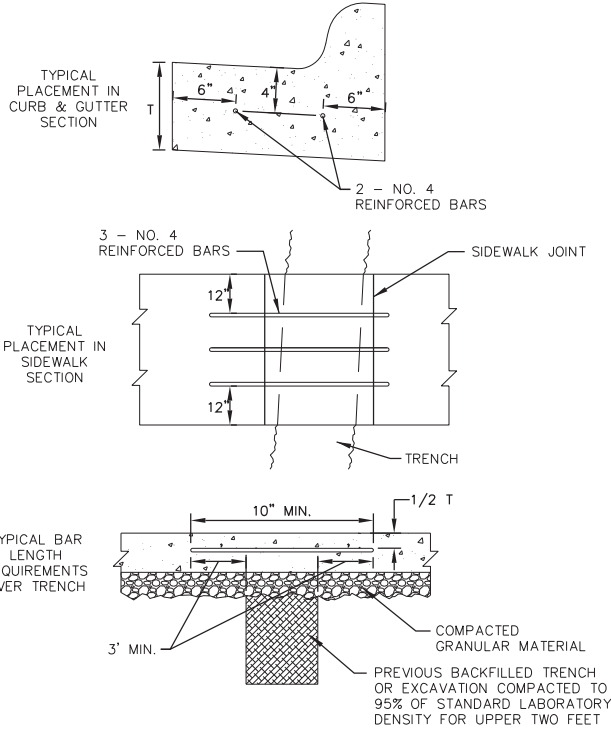
INSTALLATION NOTES:

1. SAW CUT TO DIMENSIONS SHOWN.
2. SAW CUT AREAS TO BE DRY AND FREE OF MATERIAL THAT ADVERSELY AFFECTS THE ADHESIVE BOND.
3. INSTALL THE REFLECTOR WITH AN APPROVED TWO-COMPONENT EPOXY ADHESIVE. EPOXY SHOULD NOT OBSCURE OR BLOCK THE LENS.
4. REFLECTOR SHALL BE 3M SERIES 190.
5. THE REFLECTOR HOLDER SHALL BE MARKERONE SERIES R100 REFLECTOR HOLDER.
6. FOR 1-WAY MARKERS HEADING UPHILL, UPHILL GRIND TAPER MAY BE OMITTED.

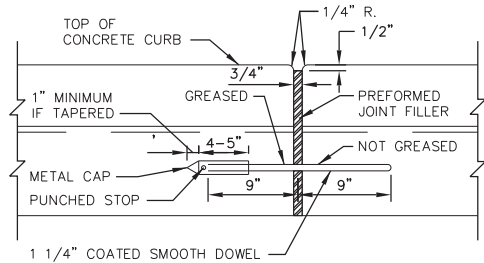
GENERAL NOTE:

1. MARKER PLACEMENT AND COLOR SHALL CONFORM TO IDOT DISTRICT 1 HIGHWAY STANDARD TC-11.

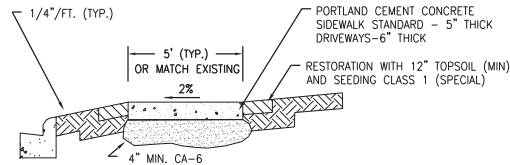
RECESSED REFLECTIVE PAVEMENT MARKERS



REINFORCING CURB & GUTTER OR SIDEWALK INSTALLED OVER TRENCH



CURB EXPANSION JOINT DETAIL



TYPICAL CROSS-SECTION

NOTES:

1. THE CONSTRUCTION OF CURB & GUTTER, SIDEWALK, AND DRIVE APPROACHES SHALL BEGIN NO SOONER THAN THE FIRST MONDAY IN APRIL AND BE COMPLETED NO LATER THAN THE THIRD FRIDAY OF OCTOBER. ACTUAL DATE WILL BE DETERMINED EACH YEAR BY THE VILLAGE ENGINEER, UNLESS AUTHORIZED IN WRITING BY THE VILLAGE ENGINEER. CONCRETE OPERATIONS SHALL BE DISCONTINUED WHEN THE AIR TEMPERATURE IN THE SHADE IS BELOW 45°F.
2. ALL PUBLIC SIDEWALKS SHALL BE CONSTRUCTED OF CONCRETE WITH THE FOLLOWING SPECIFICATIONS:
 - A. MEMBRANE CURING SHALL BE APPLIED AS SPECIFIED IN SECTION 1101.09(B) OF THE STATE OF ILLINOIS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION; W. R. MEADOWS OCOMP-20 CURE & SEAL, OR APPROVED EQUAL, SHALL BE USED PER MANUFACTURER'S SPECIFICATIONS.
 - B. THE BASE SHALL BE 4 INCHES OF COMPACTED, CRUSHED STONE BASE ON A DRY NATURAL OR COMPACTED SUBGRADE. IN NO CASE SHALL THE BASE BE PLACED ON A SUBGRADE OF TOPSOIL OR OTHER UNSUITABLE MATERIAL.
 - C. THE SURFACE FINISH SHALL BE A LIGHT BROOM FINISH.
 - D. SIDEWALK CURB RAMPS WITH A DETECTABLE WARNING SURFACE SHALL BE CONSTRUCTED AT ALL CROSSWALKS ACCORDING TO THE CURRENT IDOT STANDARD.
3. THE SIDEWALK SHALL BE CONSTRUCTED WITH CONTRACTION JOINTS AT 5 FOOT INTERVALS AND SHALL BE SAW CUT TO A MINIMUM DEPTH OF 1 INCH FULL WIDTH WITHIN 24 HOURS OF CONCRETE PLACEMENT, OR TOOLED AT THE TIME OF PLACEMENT TO THE SAME DEPTH.
4. EXPANSION JOINTS OF 3/4 INCHES FULL DEPTH BITUMINOUS FIBER MATERIAL, OR APPROVED EQUAL, ARE REQUIRED WHERE THE NEW SIDEWALK ABUTS ALL CURB, BUILDINGS, POLES, OTHER STRUCTURES, THROUGH ALL DRIVES ON EACH SIDE AND AT MAXIMUM 75 FOOT INTERVALS.

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PORTLAND CEMENT CONCRETE SIDEWALK

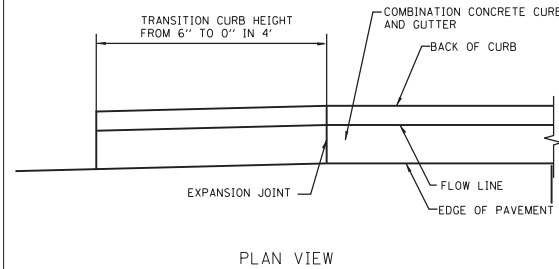
Village of Elburn
Kane County, Illinois

SCALE:
N.T.S.
DATE: 05-15-17

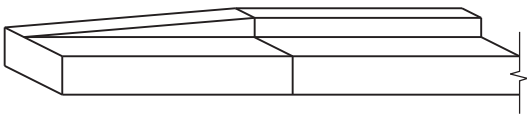
FOLDER:
EL-RD

DRAWING NUMBER:
06

DRAWN BY:
MJT
REVISED:



PLAN VIEW



ISOMETRIC VIEW

END OF CURB AND GUTTER TREATMENT (4' GUTTER OUTLET)

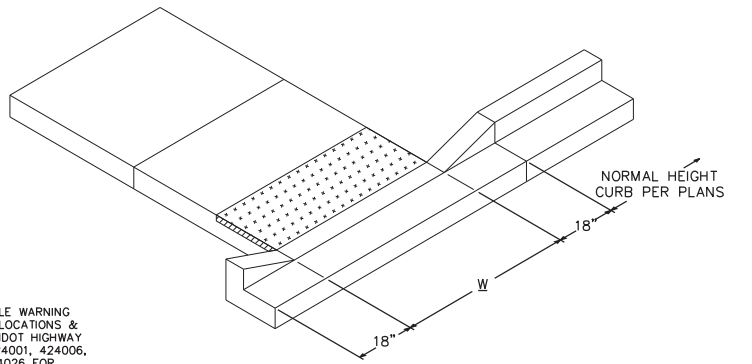
Engineering Enterprises, Inc.
52 Wheeler Road
Sugar Grove, Illinois 60554
Phone: (830) 466-9350

SCALE:
DATE:

FOLDER:

DRAWING NUMBER:

DRAWN BY:
REVISED:



CURB HEAD TAPER AT PEDESTRIAN RAMP

Village of Elburn
Kane County, Illinois

SCALE:
N.T.S.
DATE: 05-16-17

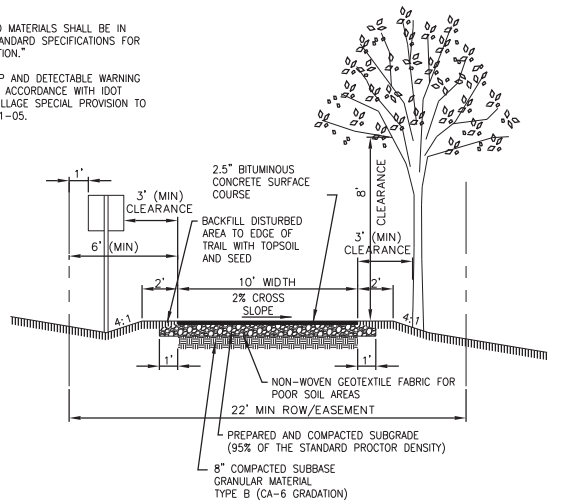
FOLDER:
EL-RD

DRAWING NUMBER:
08

DRAWN BY:
KKP
REVISED:
03-02-18

NOTE:

1. THE TRAIL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH IDOT'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION."
2. PROVIDE ADA COMPLIANT RAMP AND DETECTABLE WARNING AT ALL STREET CROSSINGS IN ACCORDANCE WITH IDOT STANDARD 424001-05 AND VILLAGE SPECIAL PROVISION TO IDOT STANDARD DETAIL 424001-05.



BICYCLE PATH DETAIL

Village of Elburn
Kane County, Illinois

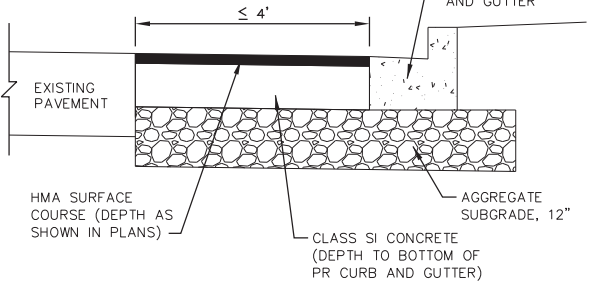
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N.T.S.
DATE: 05-15-17

FOLDER:
EL-RD

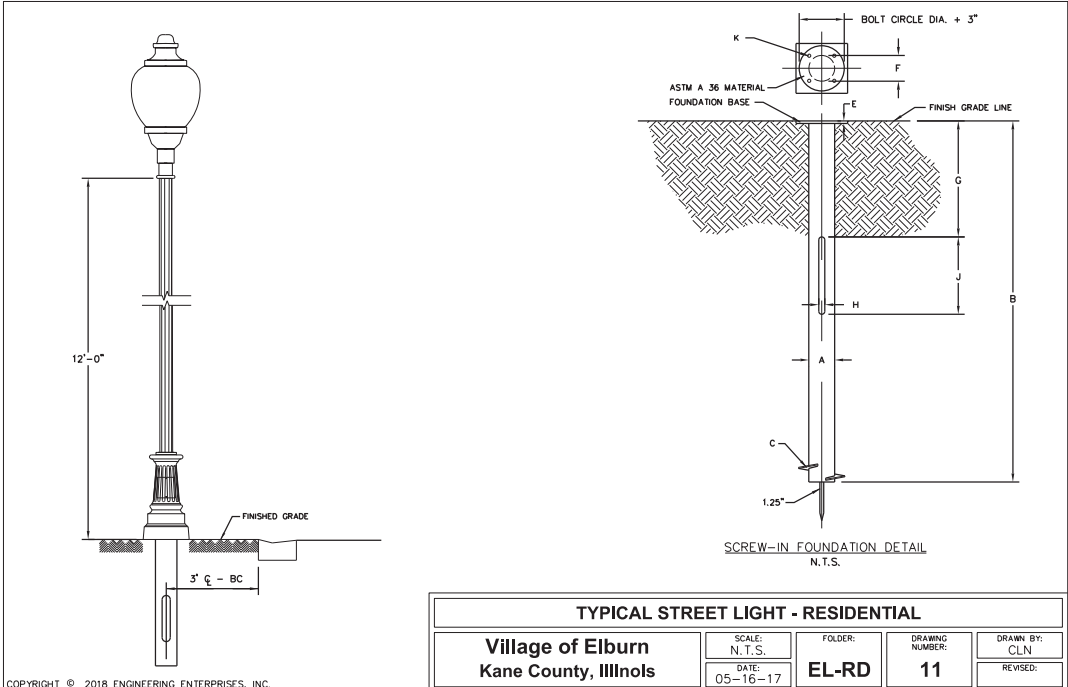
DRAWING NUMBER:
05

DRAWN BY:
MJT
REVISED:

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CONCRETE BACKFILL ADJACENT TO PROPOSED CURB AND GUTTER



TYPICAL STREET LIGHT - RESIDENTIAL

Village of Elburn
Kane County, Illinois

SCALE:
N.T.S.
DATE: 05-16-17

FOLDER:
EL-RD

DRAWING NUMBER:
11

DRAWN BY:
CLN
REVISED:

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

VILLAGE OF ELBURN
301 E. NORTH STREET
ELBURN, IL 60119

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
SPECIAL DETAILS

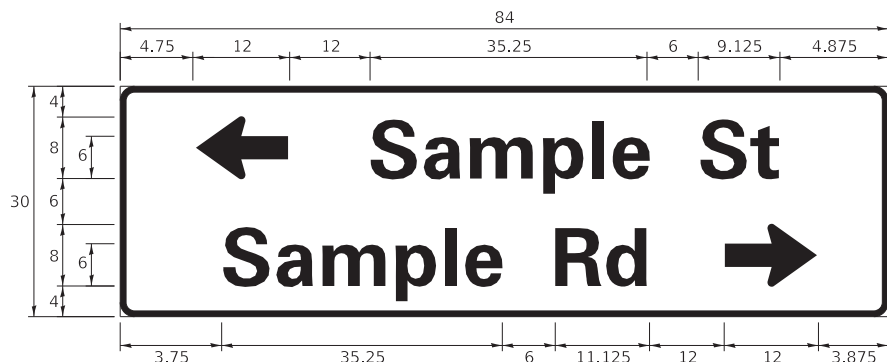
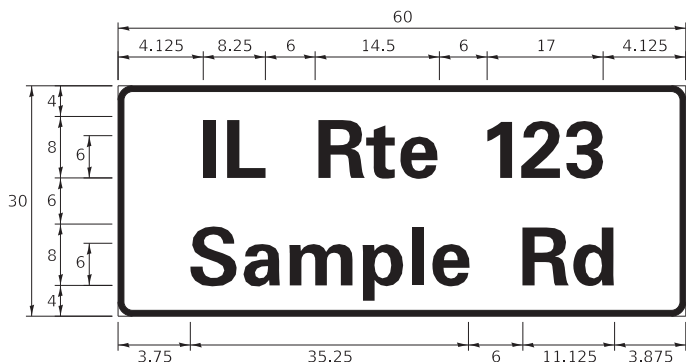
SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 2330 SECTION 18-00019-00-PV COUNTY KANE TOTAL SHEETS 69 SHEET NO. 46 CONTRACT NO. 61F82 ILLINOIS FED. AID PROJECT

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Technical drawing of a rectangular label. The overall width is 60. The overall height is 12. The label has a black border. The text "Sample Rd" is centered in a large, bold, black font. The dimensions are as follows:

- Overall width: 60
- Overall height: 12
- Left margin: 3.75
- Text width: 35.25
- Right margin: 6
- Bottom margin: 11.125
- Label height: 3.875



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

NAME	ABBREVIATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
3. THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
4. A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
5. LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.



ARM OR POLE MOUNTED

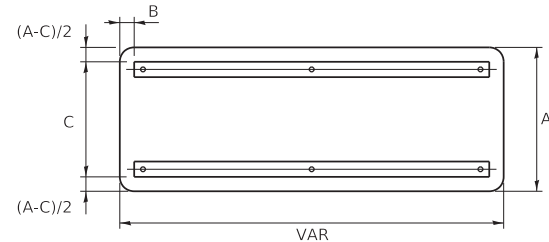
MID-POINT OF SIGN

VAR TO 8 FT (MAX)

Sample Rd

Sample Rd

A	B	C
18"	2"	14"
30"	2"	24"



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

(8 ") UPPER CASE AND (6 ") LOWER CASE

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

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					
CONFIMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

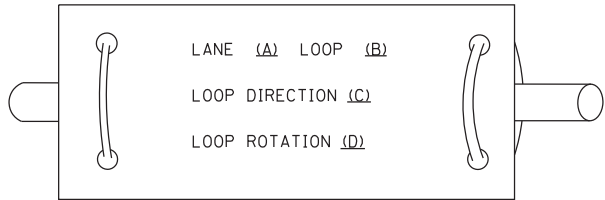
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		DRAWN - IP	REVISED -			2330	18-00019-00-PV	KANE	69	48
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	PLOT DATE = 3/4/2019	DATE - 9/29/2016	REVISED -			ILLINOIS FED. AID PROJECT				
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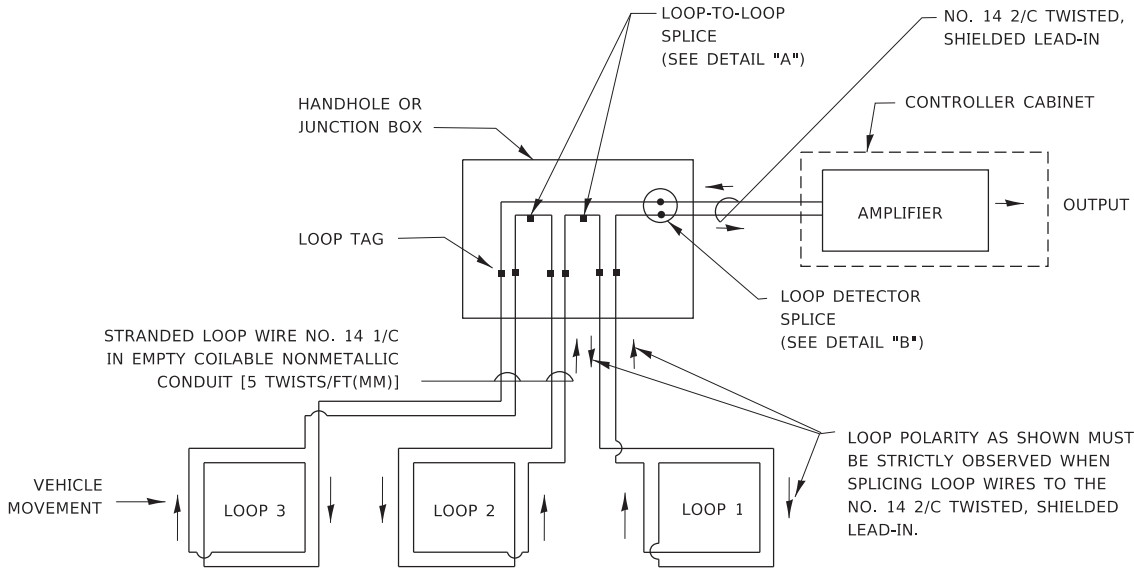
LOOP DETECTOR NOTES

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

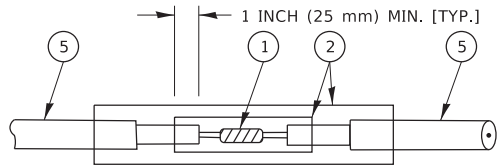


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

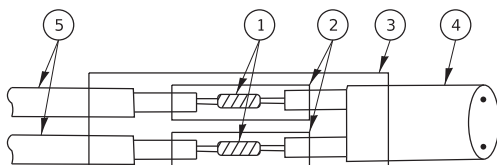


DETECTOR LOOP WIRING SCHEMATIC

- 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.

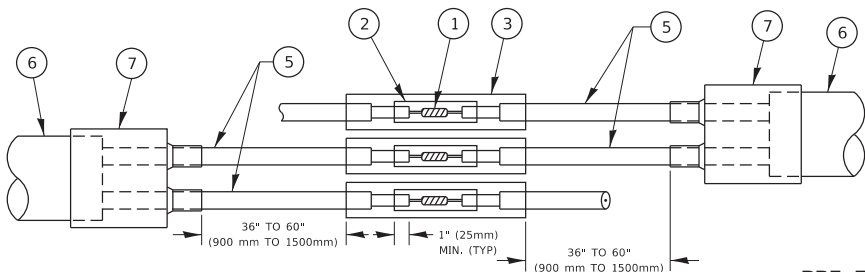


DETAIL "A"
LOOP-TO-LOOP SPLICE

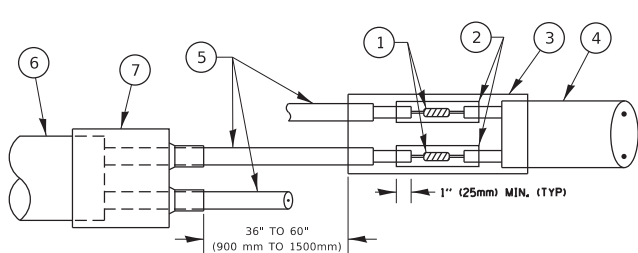


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED 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 LENGHT 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- 6 XL POLYOLEFIN 2 CONDUCTOR
- 7 BREAKOUT SEALS. XXXXXXXXXXXXXXXXXXXX

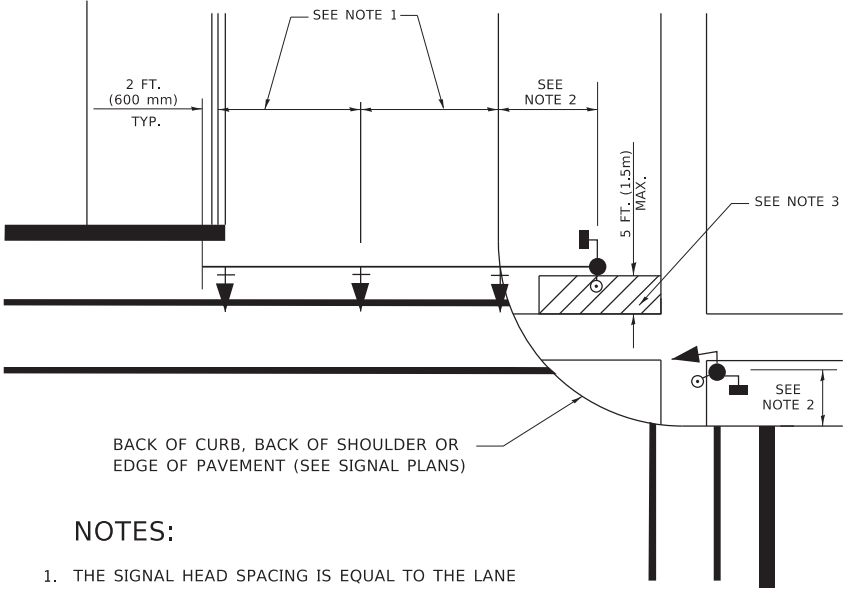
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		DRAWN -	REVISED -					2330	18-00019-00-PV	KANE	69	49
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	PLOT DATE = 3/4/2019	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
	SCALE: NONE		SHEET 2 OF 7 SHEETS					STA.		TO STA.		

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TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

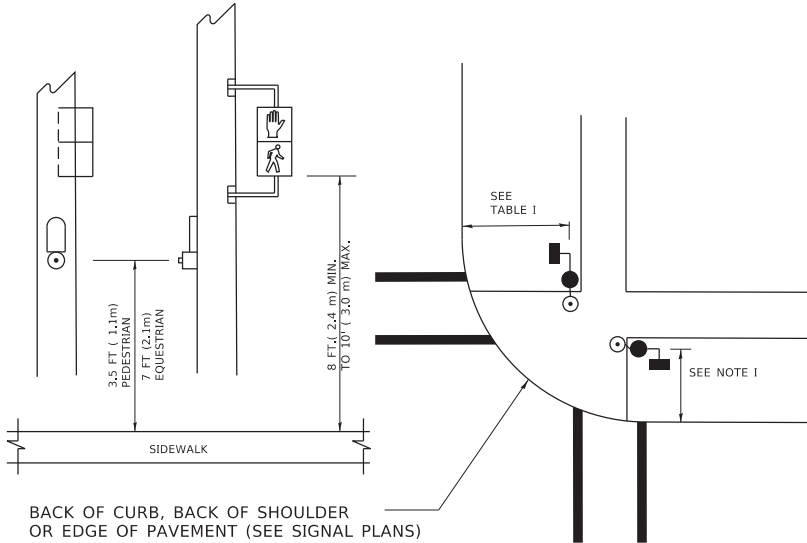
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

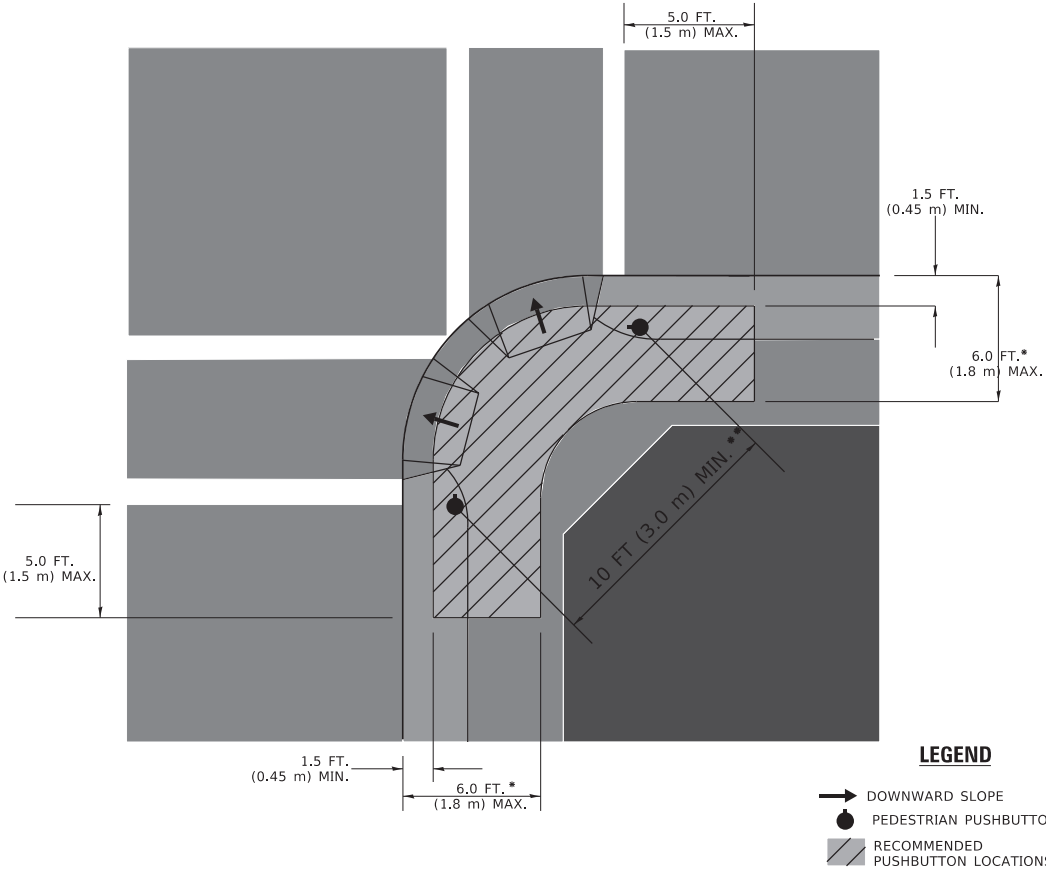
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

NOTES:

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

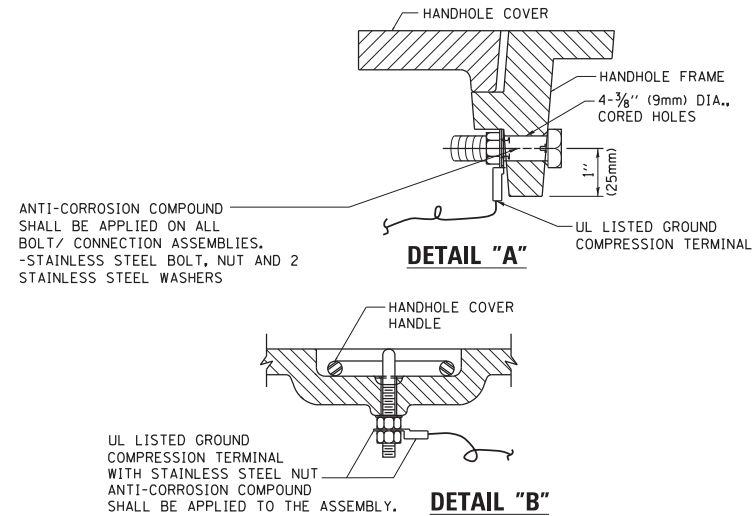
TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE 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.

	USER NAME = footemj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						2330	18-00019-00-PV	KANE	69	50
	PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED -		TS-05		CONTRACT NO.61F82						
	PLOT DATE = 3/4/2019	DATE -	REVISED -		SCALE: NONE	SHEET 3	OF 7	SHEETS	STA.	TO STA.			
									ILLINOIS	FED. AID PROJECT			



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- Diagram illustrating the internal wiring and grounding connections for a cable vault. The diagram shows a cross-section of the vault structure with various components labeled:
- SEE DETAIL "A"
 - SEE DETAIL "B"
 - RECESSED COVER
 - CABLE HOOKS REQUIRED, ALL HANDHOLES
 - GROUND CABLES TO CONTROLLER DOUBLE HANDHOLE
 - TO POLE OR POST AS REQ'D.
 - EQUIPMENT GROUNDING #6 GROUND (GREEN COLOR CODED)
 - U.L. LISTED DIRECT BURIAL SPLICE KIT

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.

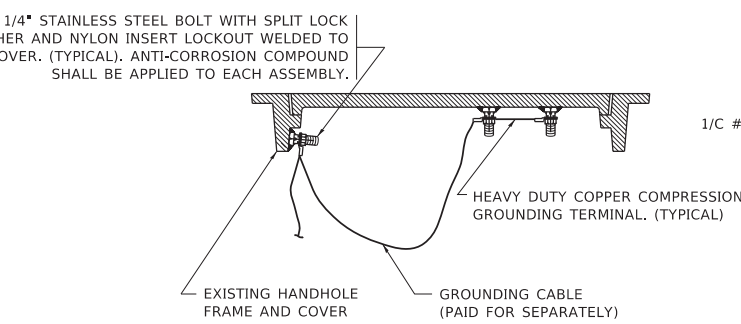


Diagram illustrating the Mast Arm Pole / Post-Grounding Detail. The diagram shows a cross-section of the mast arm assembly, including the mast arm, the grounding electrode conductor, and the ground rod. The mast arm is shown with a ground lug and a grounding electrode conductor. The ground rod is shown with a heavy duty ground rod clamp, exothermic weld, or U.L. approved connector. The diagram also shows the ground rod being driven into the ground, with a 3/4" x 10' (20mm x 3.0m) copper clad ground rod.

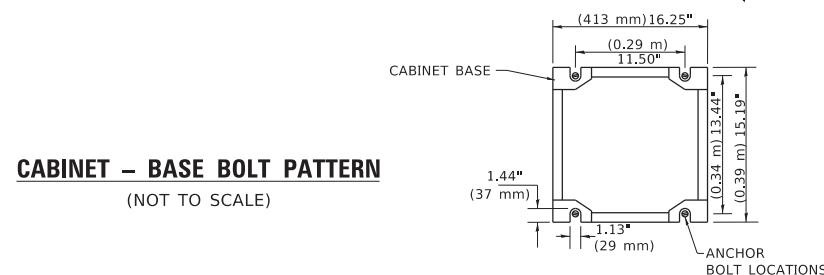
Labels in the diagram include:

- GROUND LUG
- EQUIPMENT GROUNDING (GREEN COLOR CODED)
- GROUNDING ELECTRODE CONDUCTOR 1/C #6 GROUND (GREEN COLOR CODED)
- HEAVY DUTY GROUND ROD CLAMP, EXOTHERMIC WELD, OR U.L. APPROVED CONNECTOR. (TYPICAL FOR ALL GROUND RODS)
- 3/4" x 10' (20mm x 3.0m) COPPER CLAD GROUND ROD

MAST ARM POLE / POST-GROUNDING DETAIL

(NOT TO SCALE)

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



CABINET – BASE BOLT PATTERN
(NOT TO SCALE)

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PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

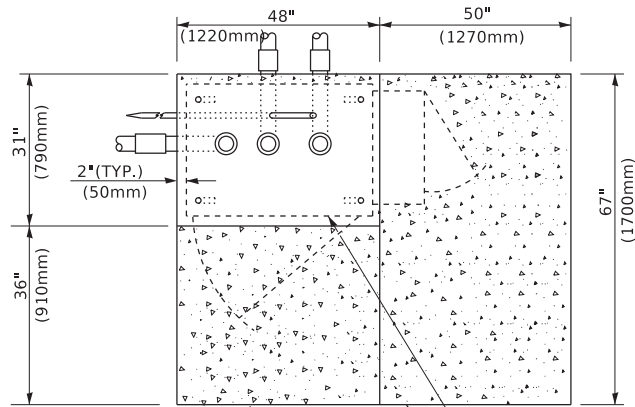
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE

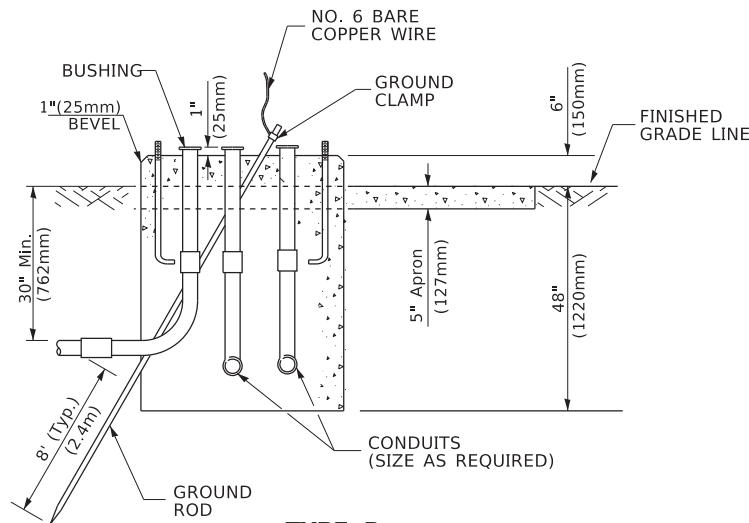
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE	SHEET 4 OF 7 SHEETS	STA. TO STA.
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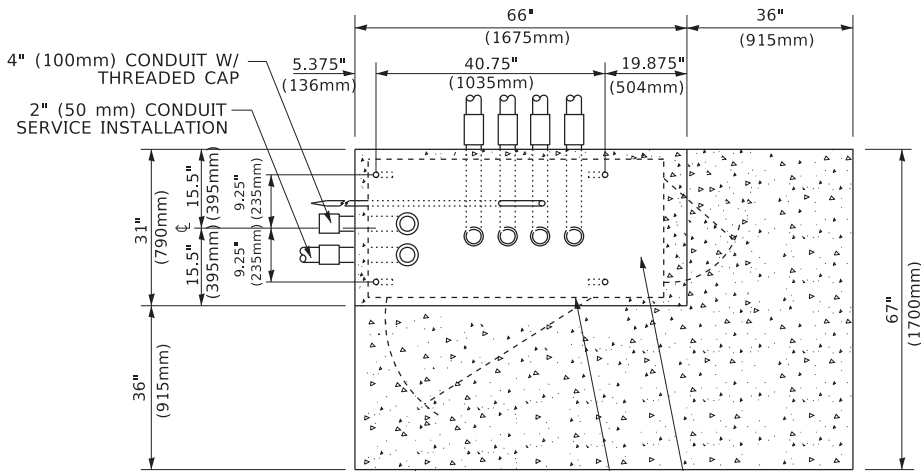
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2330	18-00019-00-PV	KANE	69	51
TS-05		CONTRACT NO. 61F82		
		ILLINOIS	FED. AID PROJECT	



TOP VIEW



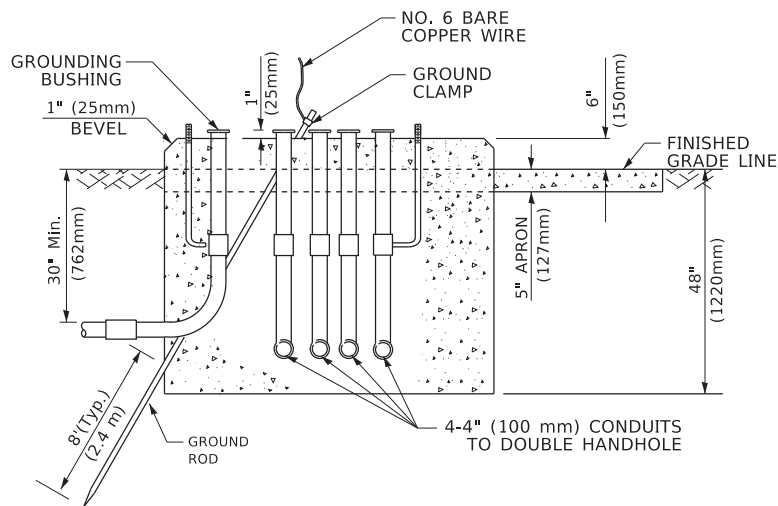
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



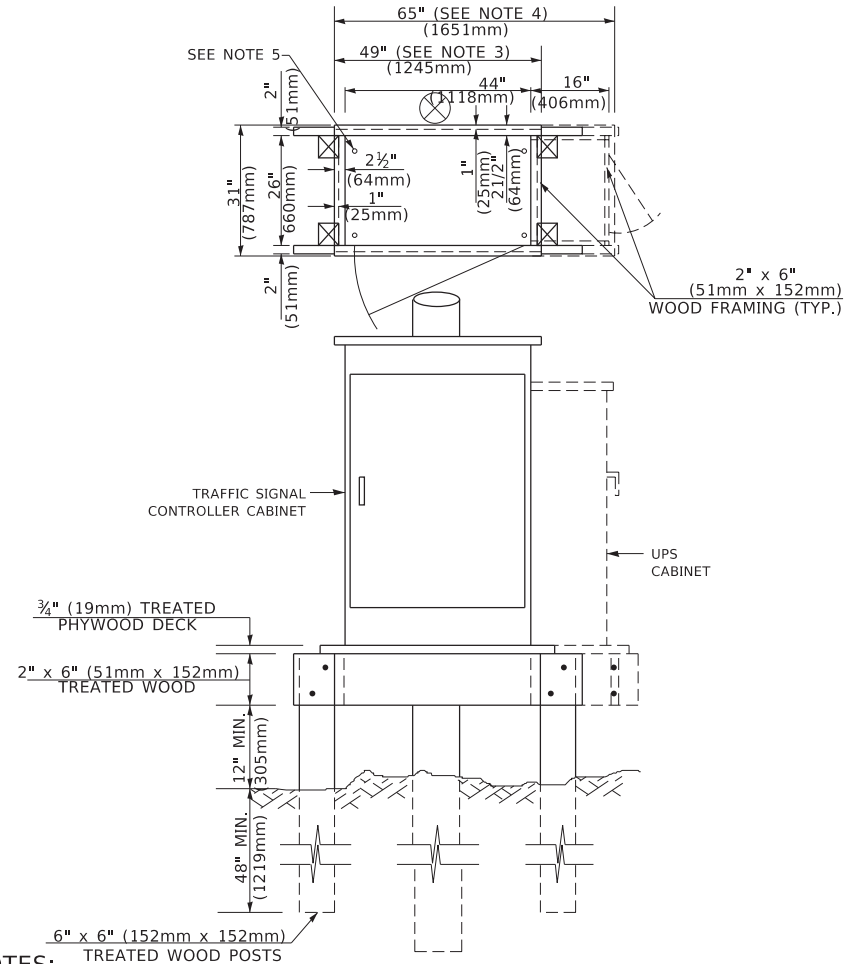
TOP VIEW

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:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

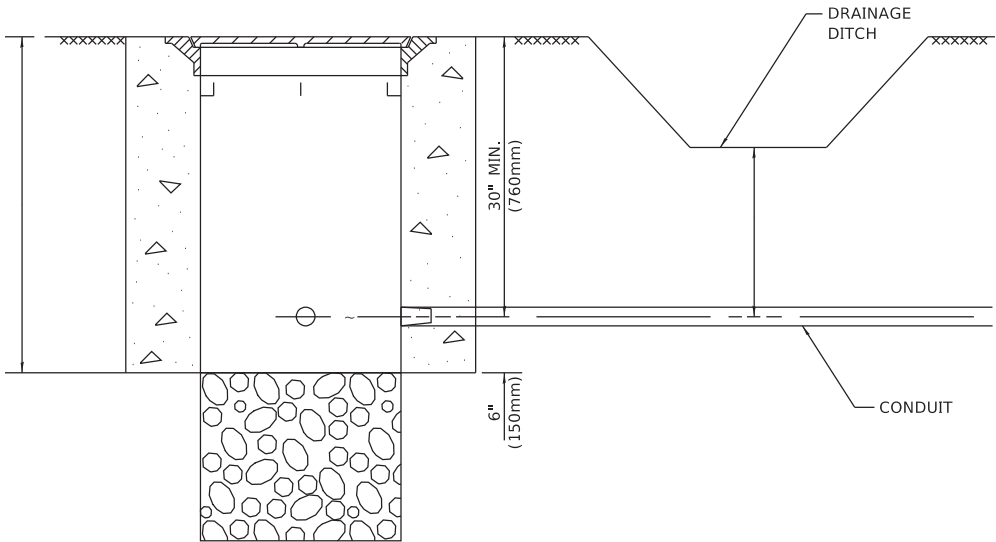
MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)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

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (0u) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

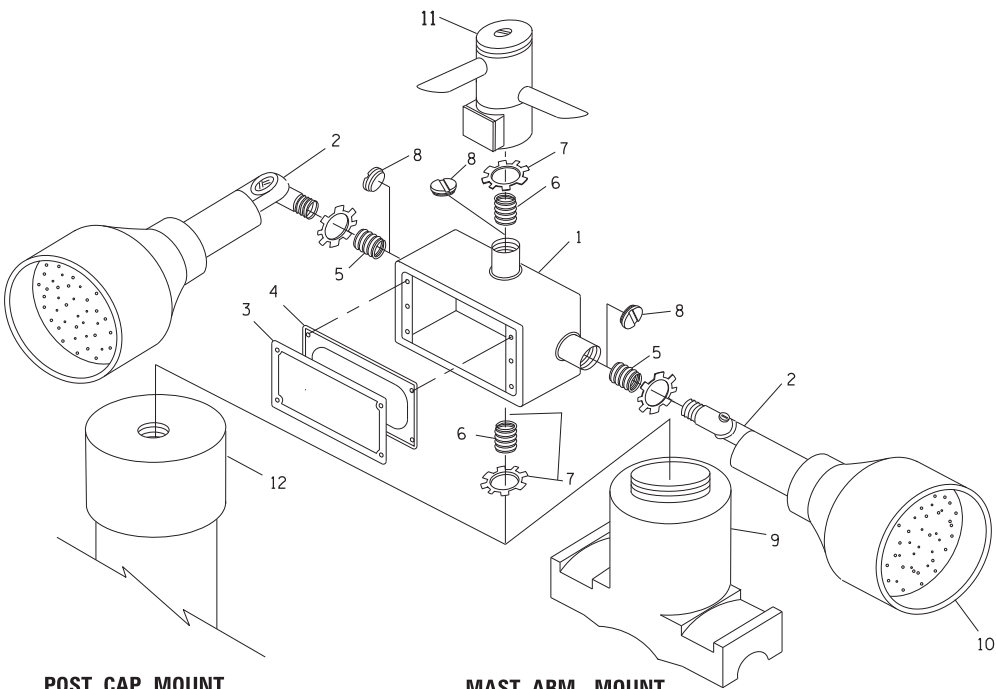
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	DRAWN -		REVIS	ED -		STANDARD TRAFFIC SIGNAL DESIGN DETAILS		2330	18-00019-00-PV	KANE	69	52
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	PLOT DATE = 3/4/2019		DATE -	REVISED -		TO STA.		ILLINOIS		FED. AID PROJECT		



NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

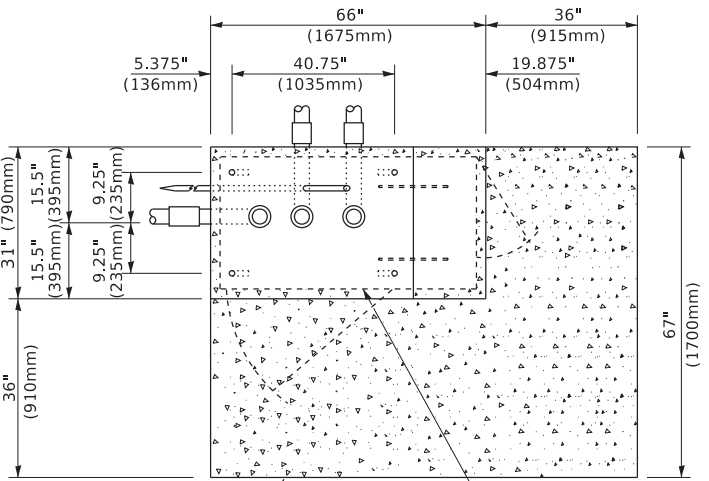
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



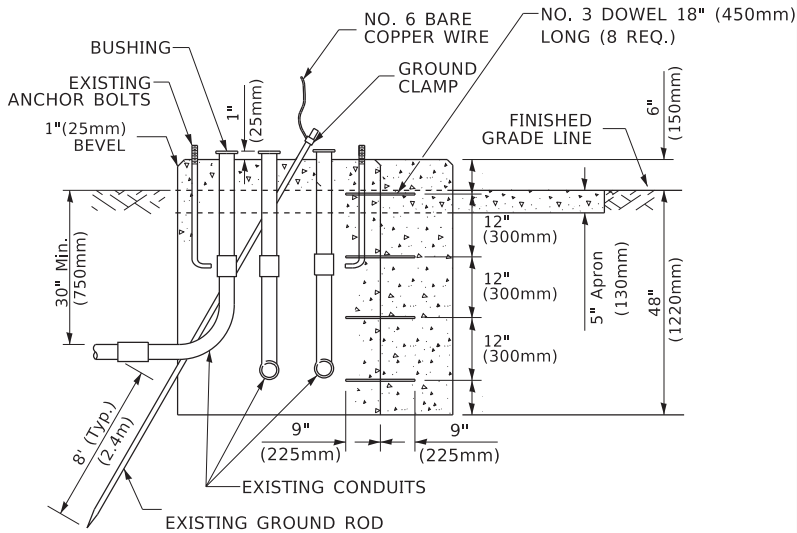
POST CAP MOUNT

MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION
BEACON MOUNTING DETAIL



PROPOSED APRON
TOP VIEW
(NOT TO SCALE)
CONTROLLER CABINET BASE

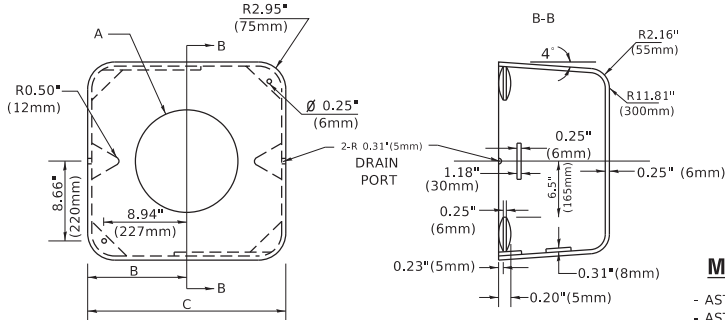


MODIFY EXISTING TYPE "D" FOUNDATION
TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4 " (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



MATERIAL

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

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

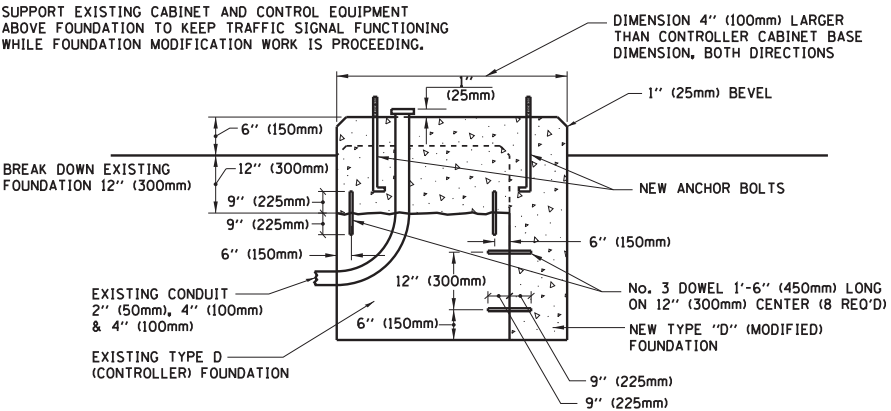
SHROUD

NOTES:

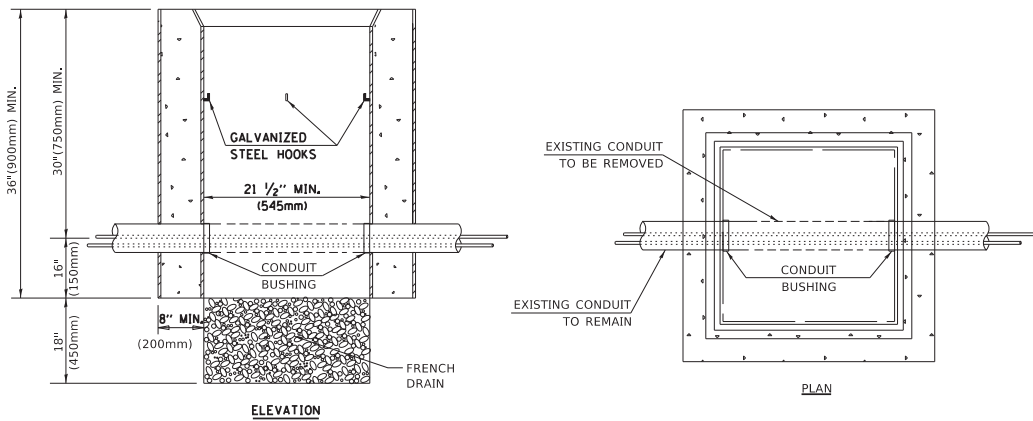
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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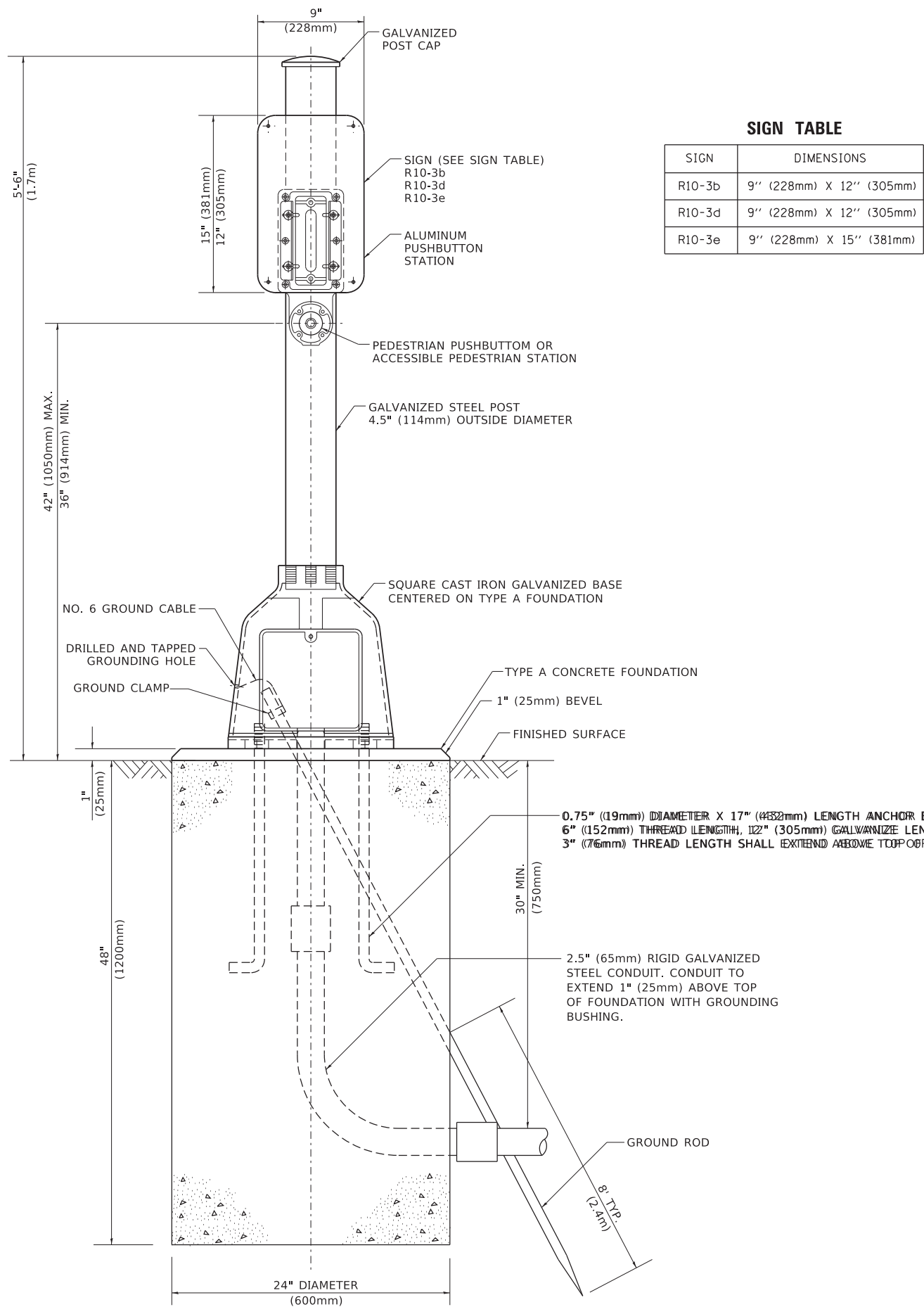
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 6 OF 7 SHEETS STA. TO STA.

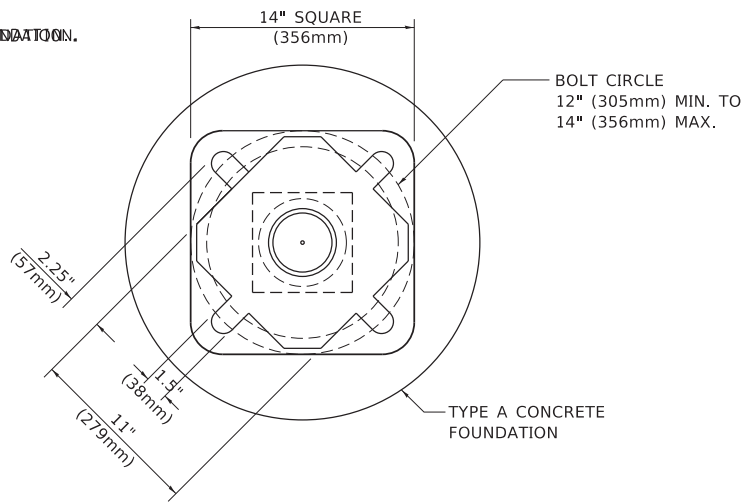
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2330	18-00019-00-PV	KANE	69	53
TS-05		CONTRACT NO. 61F82		
		ILLINOIS	FED. AID PROJECT	

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SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

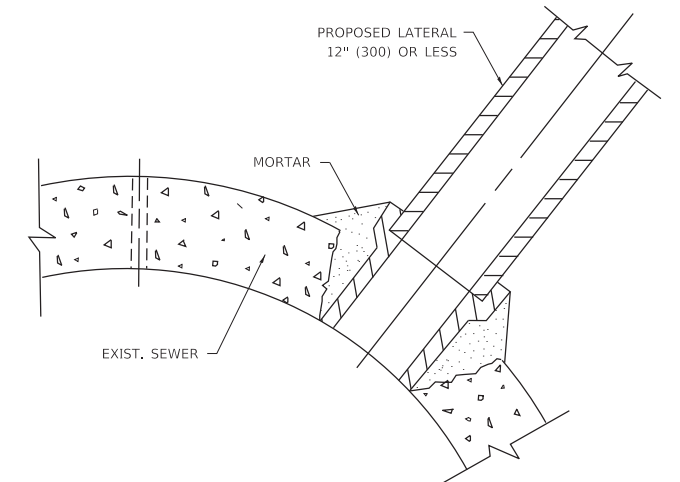
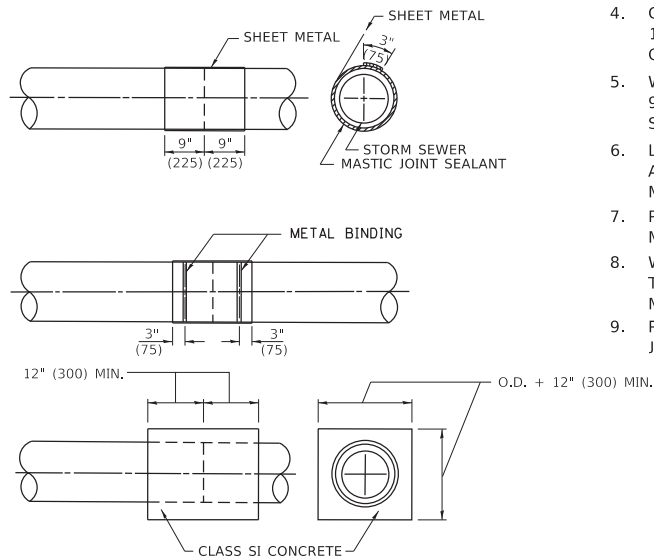
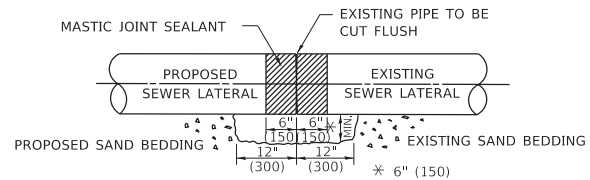
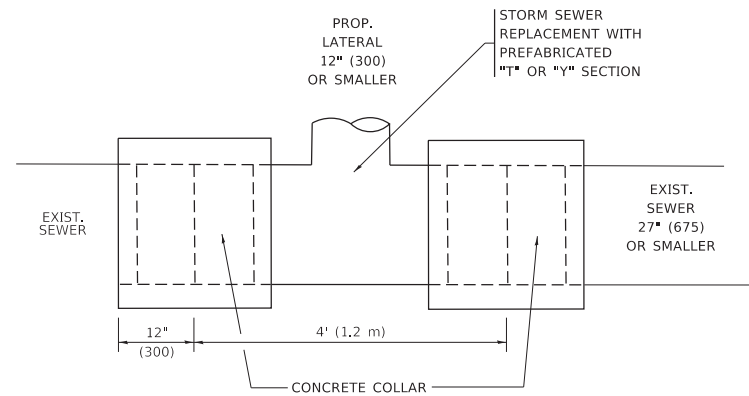
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	54
TS-05		CONTRACT NO. 61F82		
		ILLINOIS FED. AID PROJECT		



NOTES:

MATERIAL

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

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
- A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
- B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

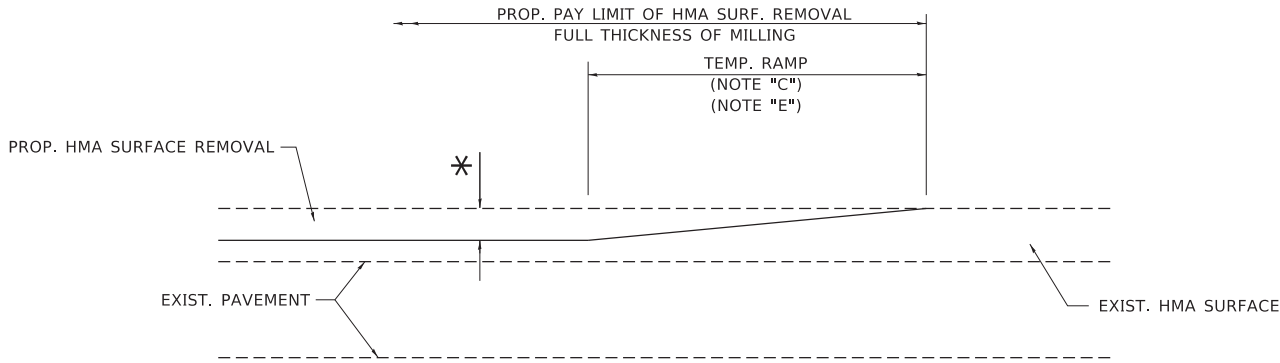
CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

BASIS OF PAYMENT

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

FILE NAME: D:\PROJECTS\2019\2019-0019-00-PV\2019-0019-00-PV.dwg	USER NAME = footemj	DESIGNED - M. DE YONG	REVISED - M. DE YONG 5-8-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 09-09-94						2330	18-00019-00-PV	KANE	69	55
	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. SHAH 10-25-94		BD5000-01 (BD-7)					CONTRACT NO. 61F82			
	PLOT DATE = 3/27/2019	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT			

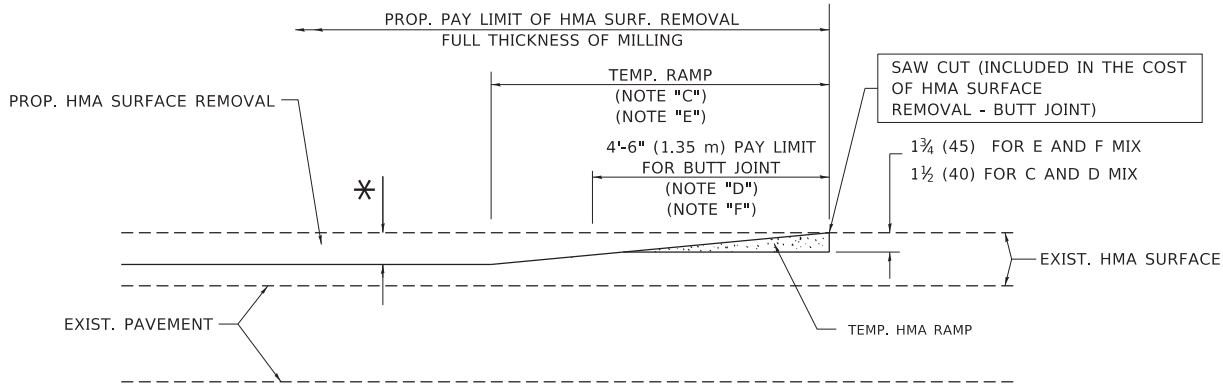
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MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

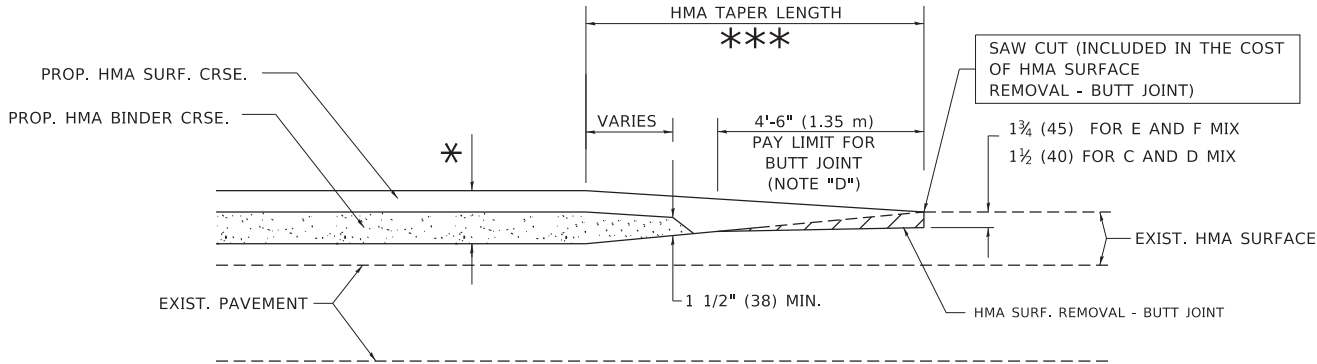


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

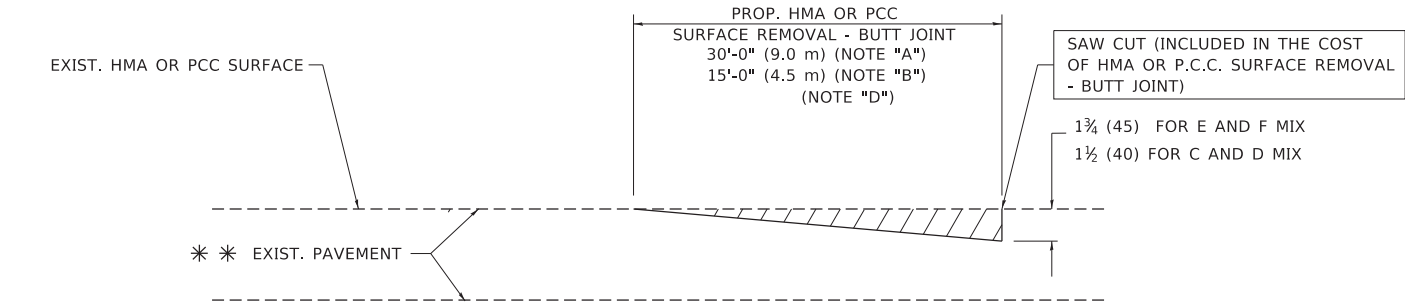
OPTION 2

TYPICAL TEMPORARY RAMP

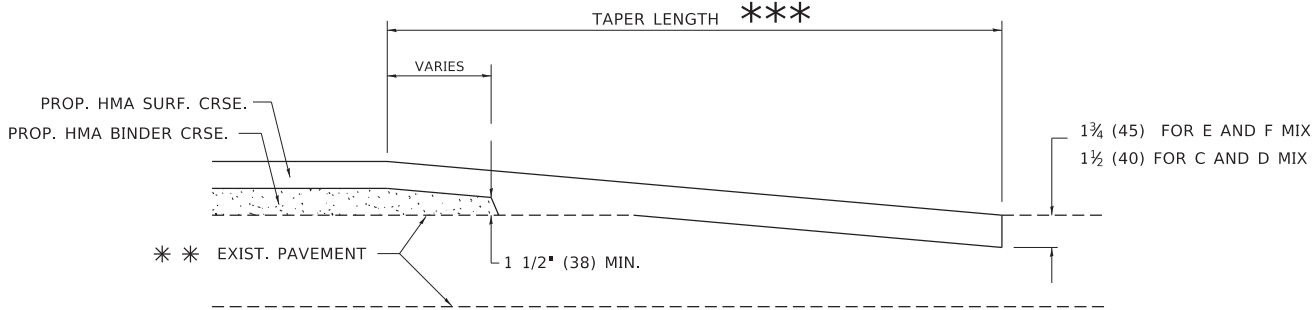


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

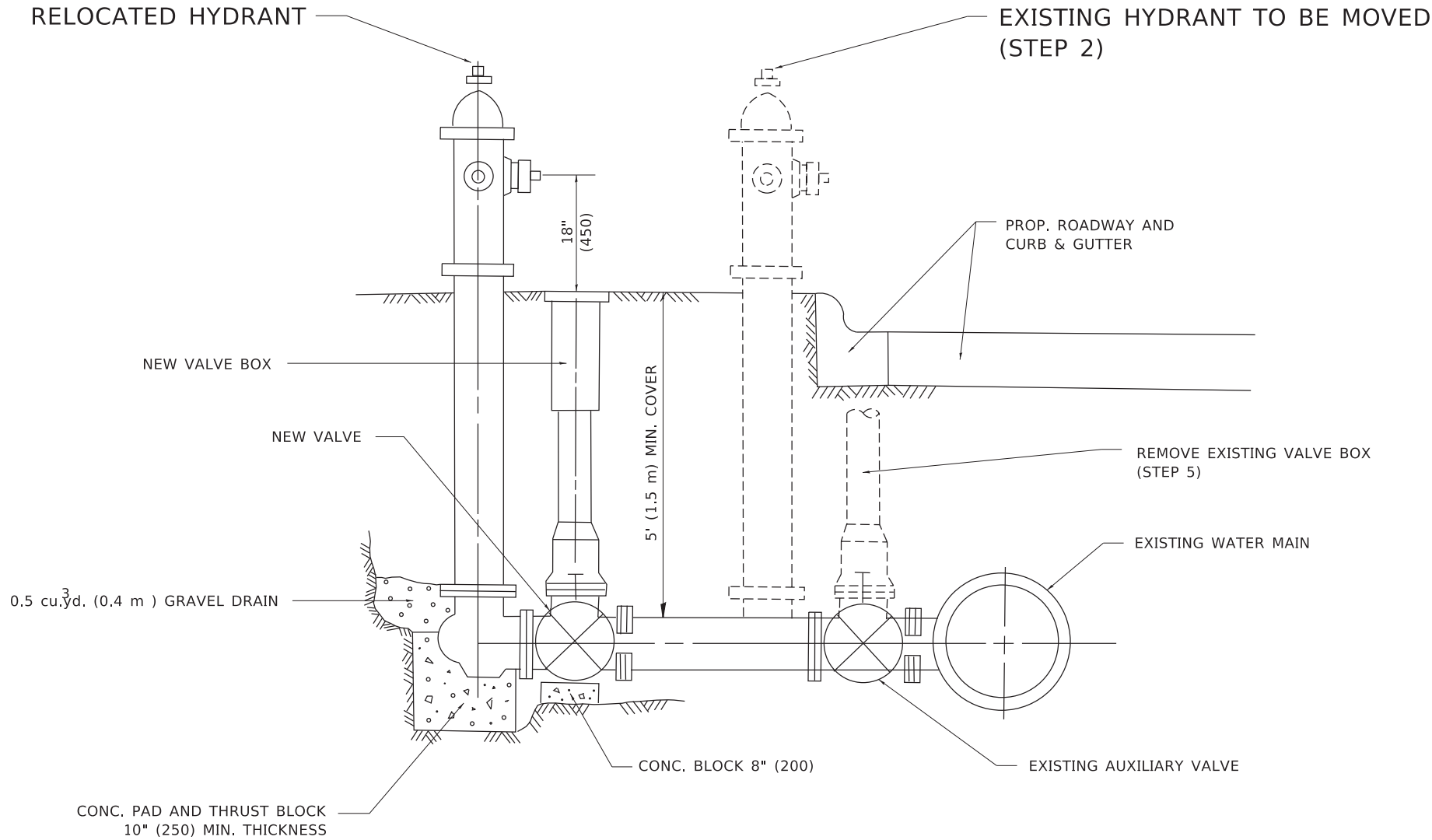
- A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

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

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

	USER NAME = footemj	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN -	REVISED - A. ABBAS 03-21-97							2330	18-00019-00-PV	KANE	69	56			
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01							BD400-05 BD32					CONTRACT NO. 61F82		
	PLOT DATE = 3/27/2019	DATE - 06-13-90	REVISED - R.BORO 01-01-07							SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT



SEQUENCE OF CONSTRUCTION:

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

NOTE:

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

FIRE HYDRANT TO BE MOVED

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

MODEL: Default
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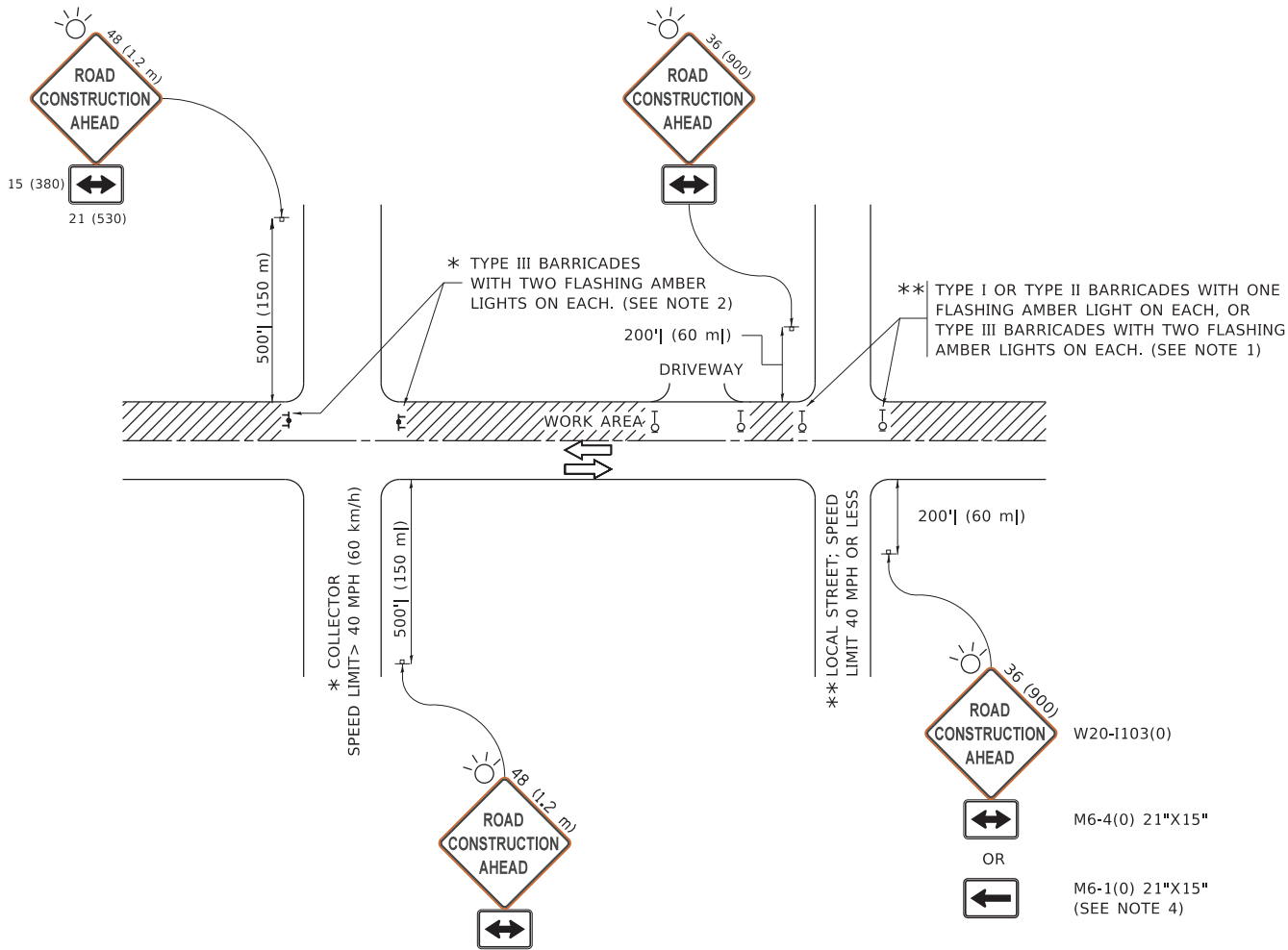
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	DRAWN -	REVISED - R. SHAH 10-25-94
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/27/2019	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

FIRE HYDRANT TO BE MOVED			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.U. RTE. 2330	SECTION 18-00019-00-PV	COUNTY KANE	TOTAL SHEETS 69	SHEET NO. 57
BD-36		CONTRACT NO. 61F82		
		ILLINOIS	FED. AID PROJECT	

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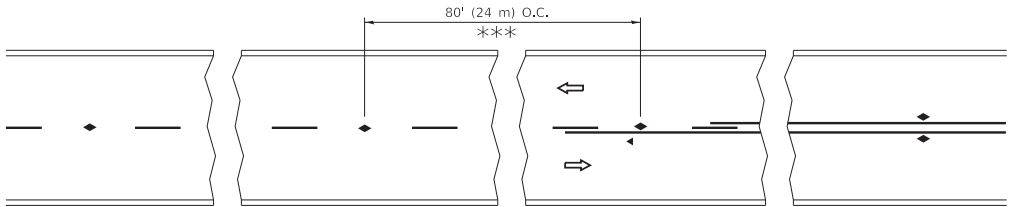


NOTES:

- 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:
 - 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.
 - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - 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.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- WHEN 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).
- 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.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

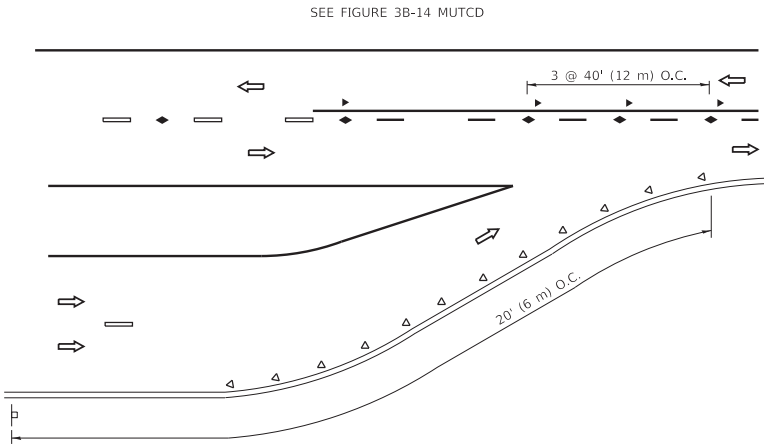
All dimensions are in inches (millimeters)
unless otherwise shown.

	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	F.A.U. RTE.		SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 01-06-00			2330	18-00019-00-PV		KANE	69	58	
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13			TC-10		CONTRACT NO. 61F82				
	PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16			SCALE: NONE		SHEET 1 OF 1 SHEETS	STA.	TO STA.		
									ILLINOIS	FED. AID PROJECT		

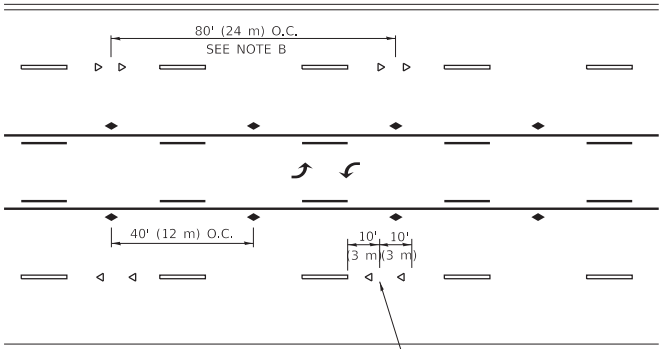


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

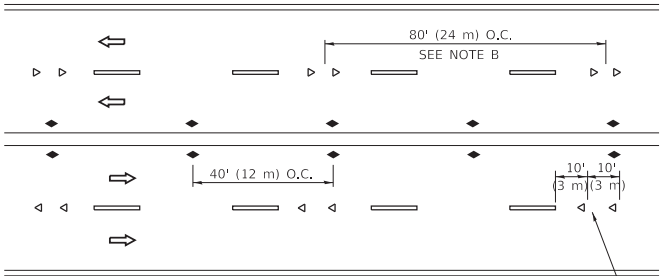
TWO-LANE/TWO-WAY



LANE REDUCTION TRANSITION

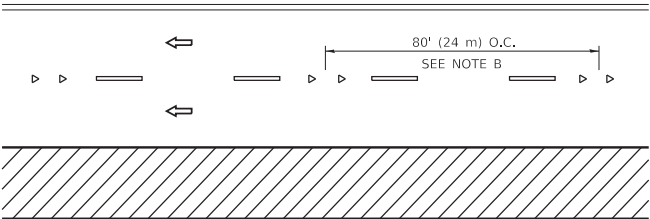


TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

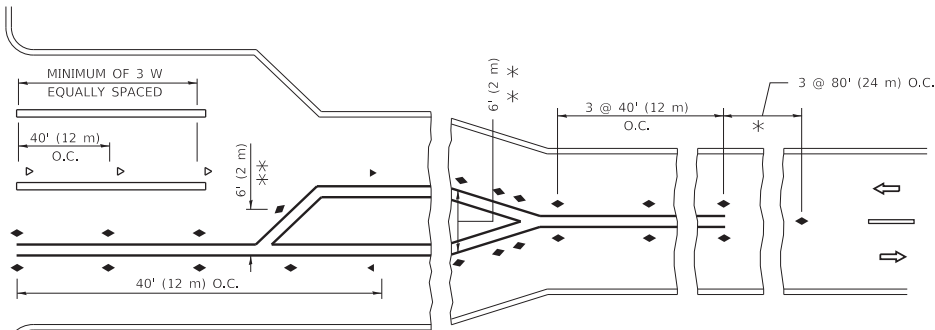
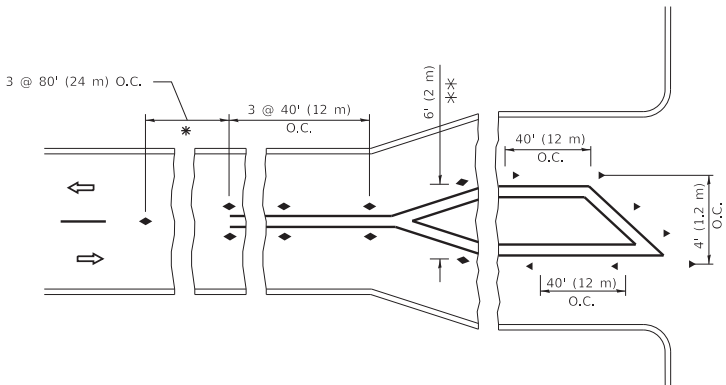
- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

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



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

TURN LANES

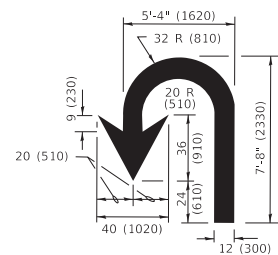
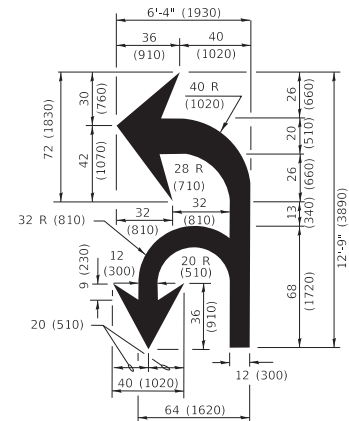
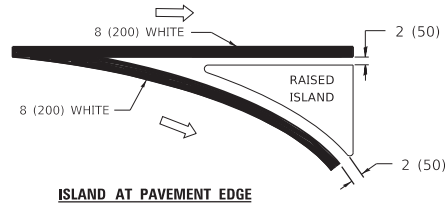
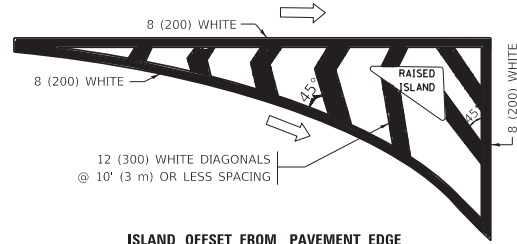
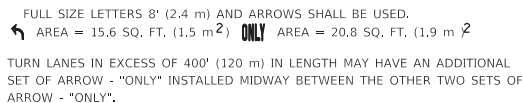
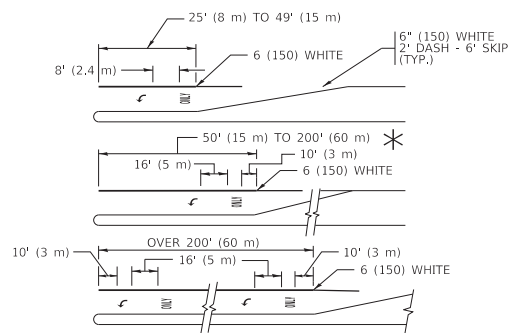
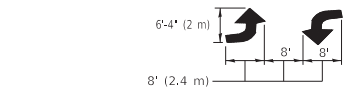
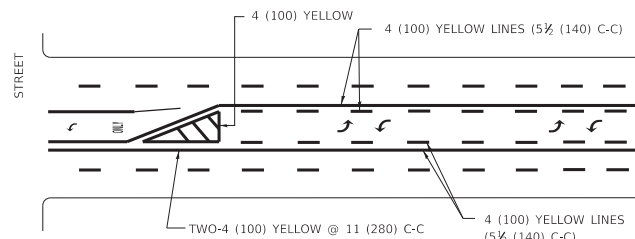
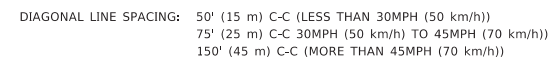
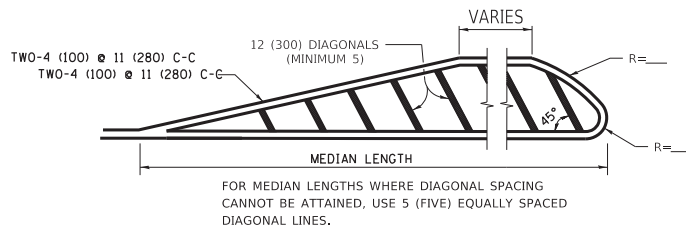
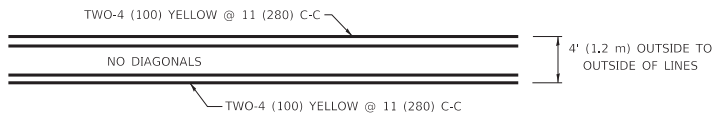
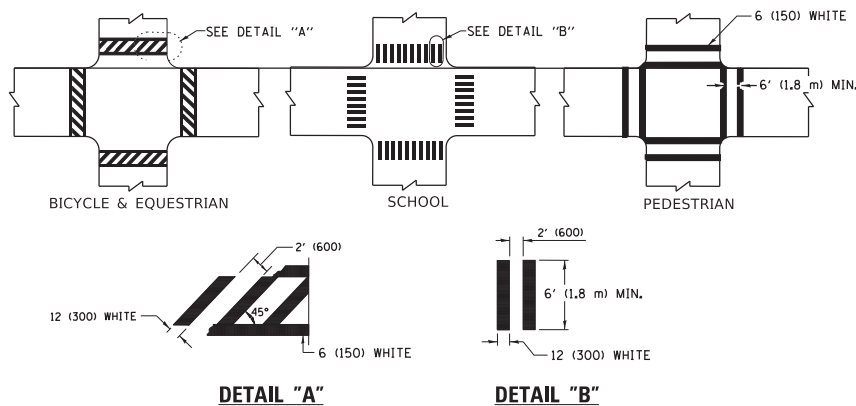
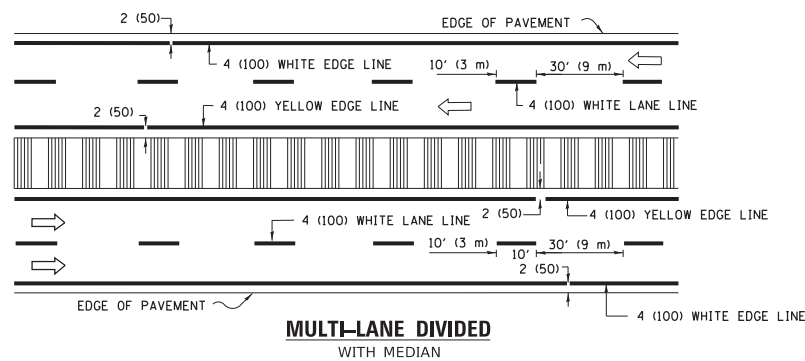
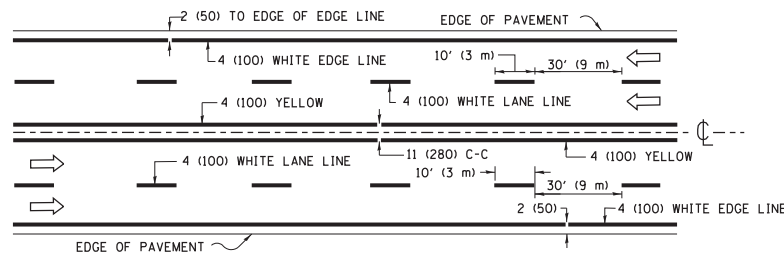
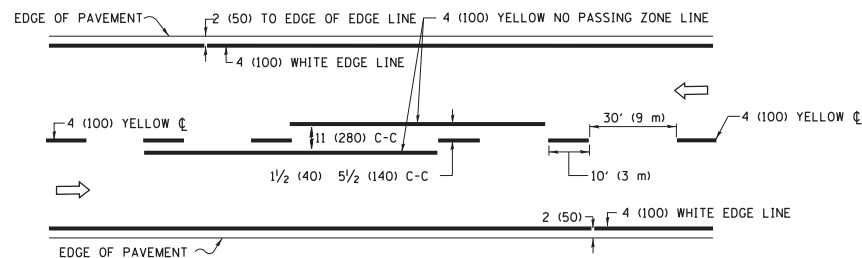
All dimensions are in inches (millimeters) unless otherwise shown.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	59
TC-11		CONTRACT NO. 61F82		
		ILLINOIS	FED. AID PROJECT	



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

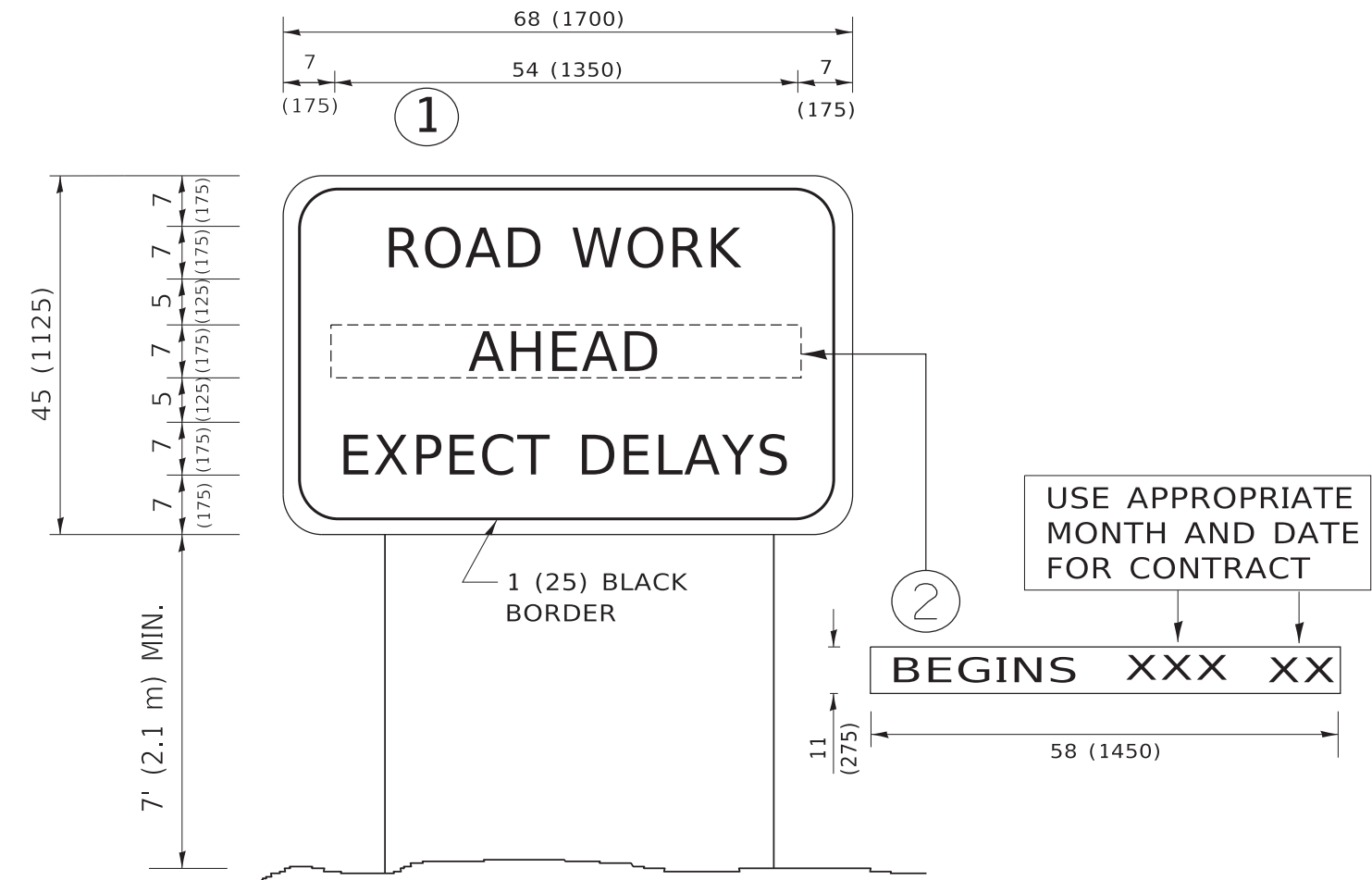
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION AND STATE STANDARD 780001.

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

USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50,000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

DISTRICT ONE TYPICAL PAVEMENT MARKINGS					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					2330	18-00019-00-PV	KANE	69	60
					TC-13		CONTRACT NO. 61F82		
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.							
					ILLINOIS		FED. AID PROJECT		

MODEL Default
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NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN①WITH INSTALLED PANEL②ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL②SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

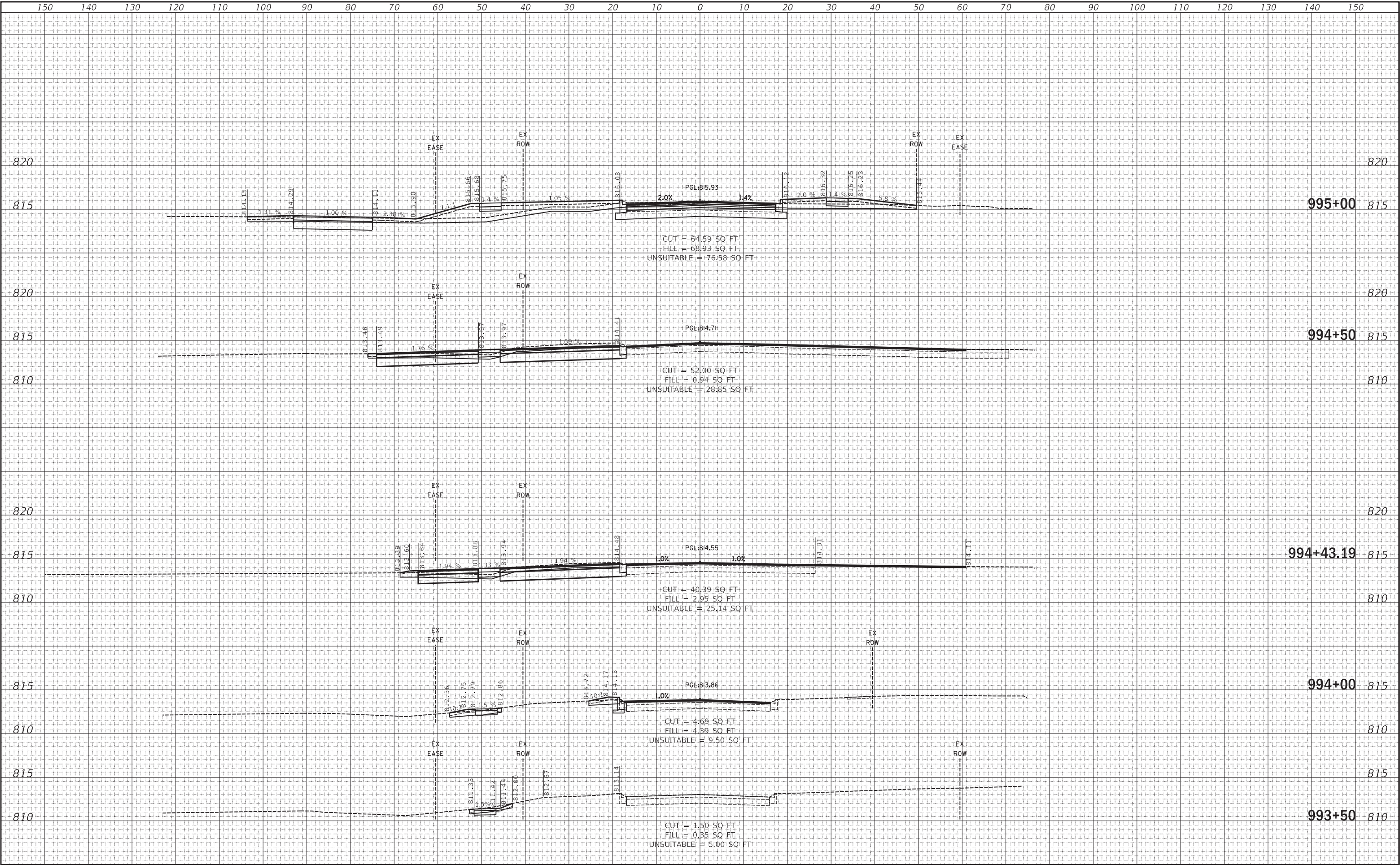
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

	USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN -	REVISED - R. MIRS 12-11-97						2330	18-00019-00-PV	KANE	69	62			
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99						TC-22					CONTRACT NO. 61F82		
	PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07						ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.							

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

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

USER NAME = jschmidt PLOT SCALE = \$SCALES
PLOT DATE = 4/10/2020 10:44:20 AM
MODEL \$MODELNAME\$
FILE NAME: WHEELER\STEL Storage\CAD\SDS\Project\



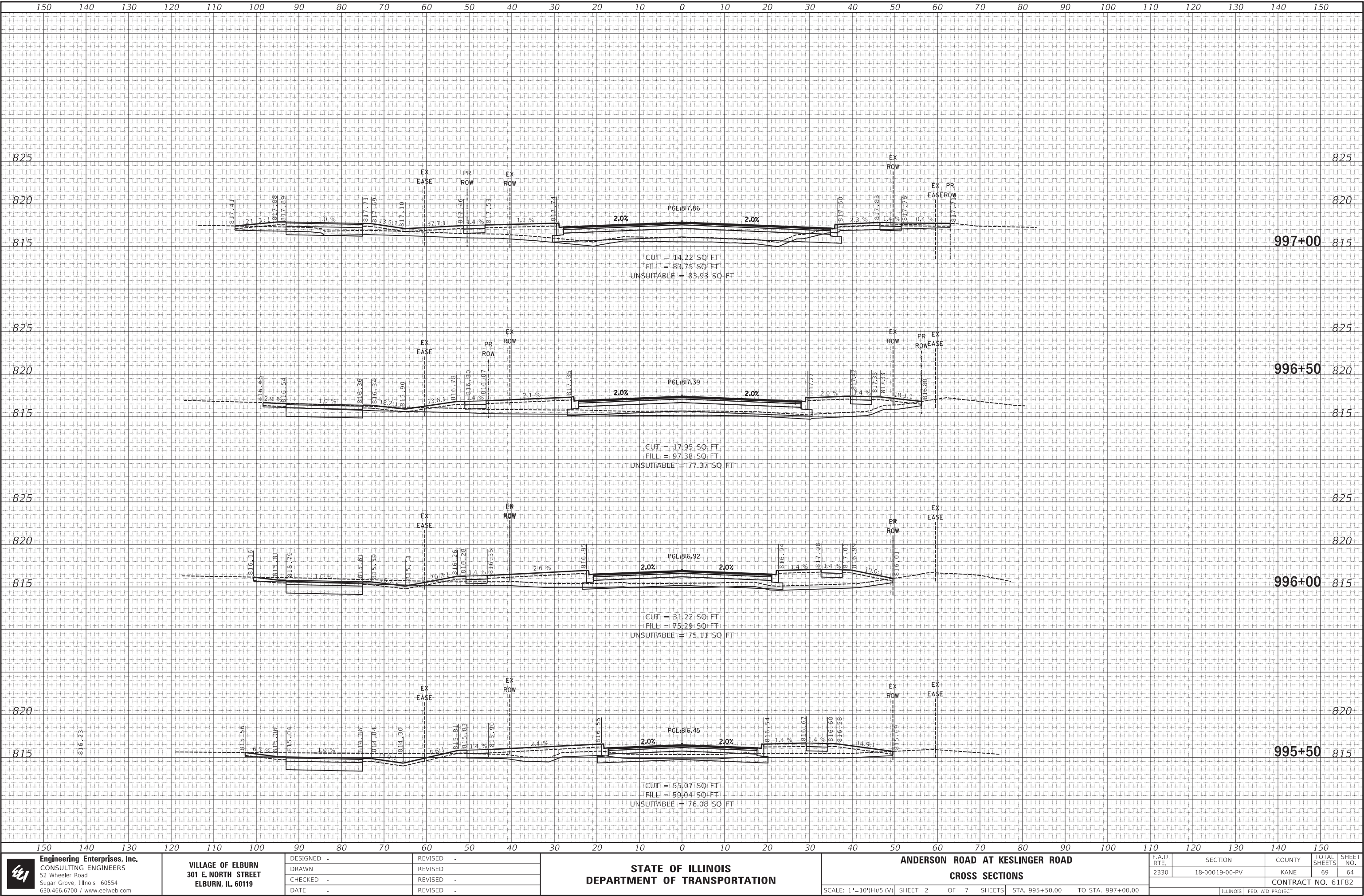
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	Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illnols 60554 630.466.6700 / www.eeiweb.com	VILLAGE OF ELBURN 301 E. NORTH STREET ELBURN, IL 60119	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ANDERSON ROAD AT KESLINGER ROAD CROSS SECTIONS SCALE: 1"=10'(H)/5'(V) SHEET 1 OF 7 SHEETS STA. 993+50.00 TO STA. 995+00.00																F.A.U. RTE. 2330	SECTION 18-00019-00-PV		COUNTY KANE	TOTAL SHEETS 69	SHEET NO. 63			
			DRAWN -	REVISED -																										
			CHECKED -	REVISED -																										
			DATE -	REVISED -																										
			CONTRACT NO. 61F82																											
ILLINOIS FED. AID PROJECT																														

P:\04\WHEELER\STEL Storage\CAD\SDS\Project\Elburn\2018\EL Elburn\2018\EL 1805\09r Final Eng\EL1805 XS Prop.dgn

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

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

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PLOT DATE = 4/10/2020 10:44:22 AM
MODEL \$MODELNAME\$
FILE NAME: \\HERCULES\\EEL Storage\\CAD\\SDS\\Project\\



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ELBURN, IL 60119

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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
CROSS SECTIONS

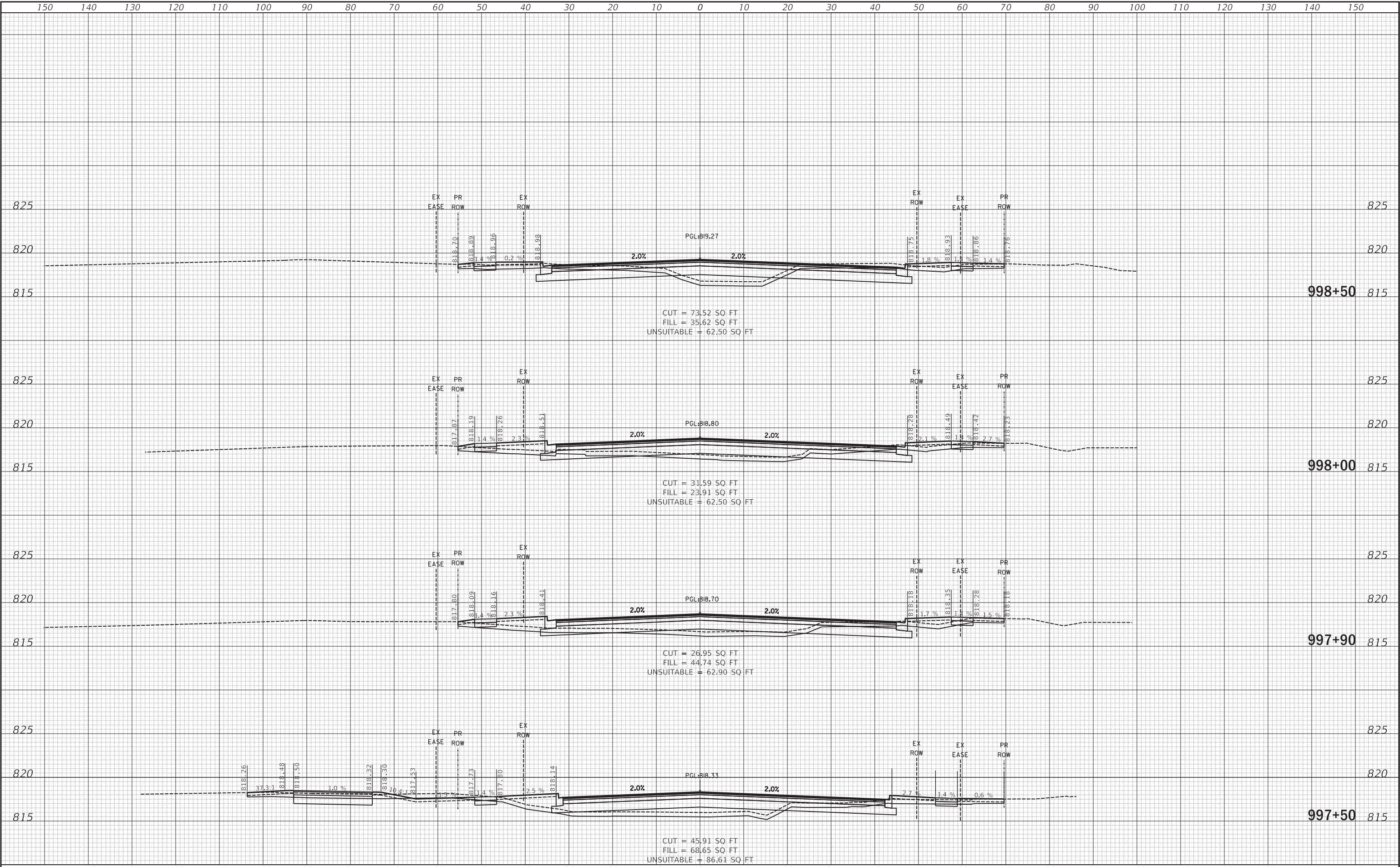
SCALE: 1"=10'(H)/5'(V) SHEET 2 OF 7 SHEETS STA. 995+50.00 TO STA. 997+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	64
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

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

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

USER NAME = jschmidt PLOT SCALE = 5S CALES
PLOT DATE = 4/10/2020 10:44:24 AM
MODEL: SMOULNAME
FILE NAME: VERMILION\Steel Storage\CAD\SSK\Project



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			DRAWN -	REVISED -		CROSS SECTIONS		2330	18-00019-00-PV	KANE	69	65
			CHECKED -	REVISED -		SCALE: 1"=10'(H)/5'(V)		CONTRACT NO. 61F82				
			DATE -	REVISED -		SHEET 3 OF 7 SHEETS		ILLINOIS FED. AID PROJECT				

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

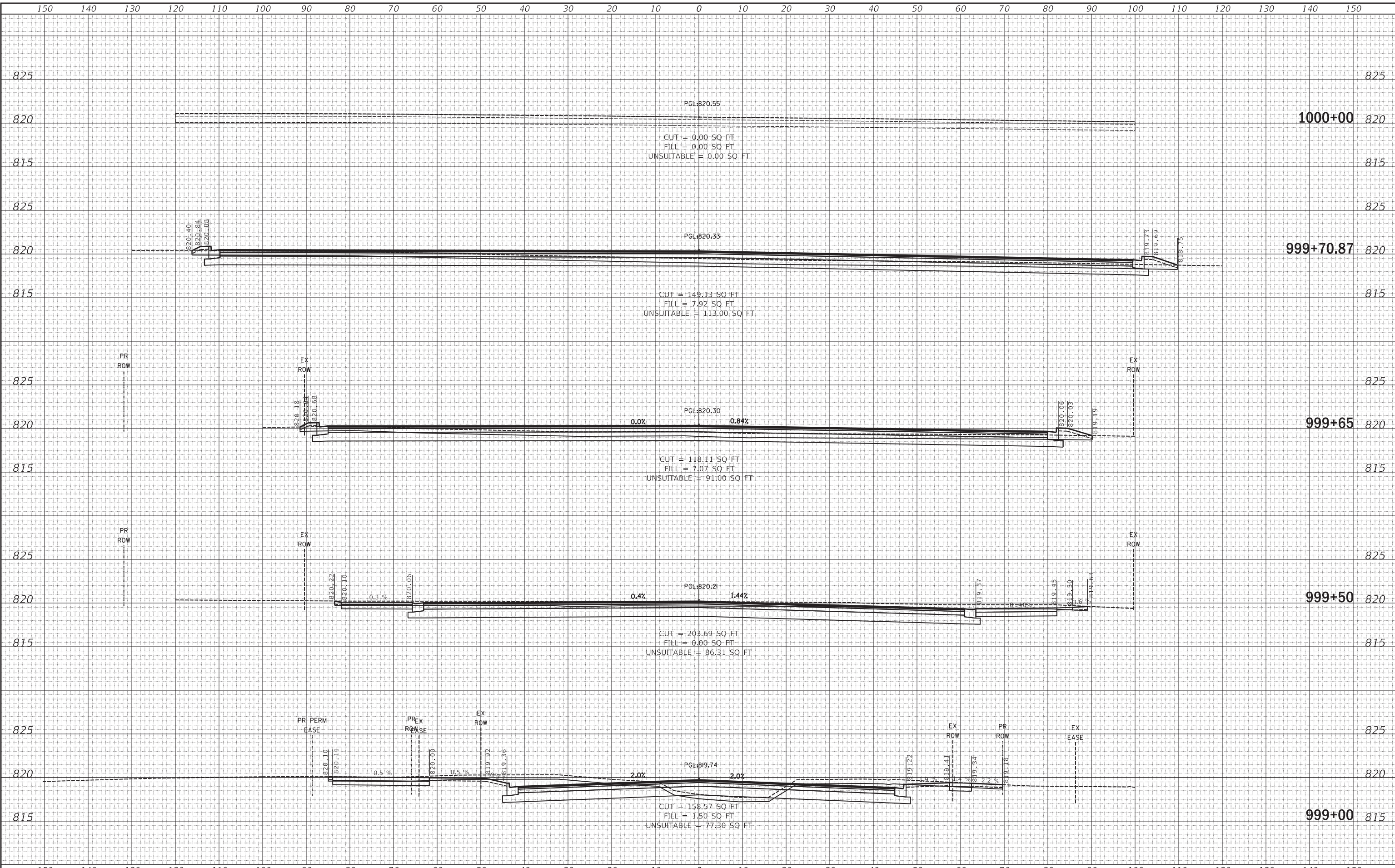
521

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=10'(H)/5'(V)	SHEET 4	OF 7	SHEETS	STA. 999+00.00	TO STA. 1000+00.00
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ILLINOIS	FED. AID PROJECT
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FINAL SURVEY NO.	SURVEYED PLOTTED NOTE BOOK AREAS CHECKED	BY	DATE

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

USER NAME = jschmidt PLOT SCALE = \$Scales
PLOT DATE = 4/10/2020 10:44:29 AM
MODEL \$MODELNAME\$
FILE NAME: VERQUELES\Steel Storage\CAD\SSK\PROJECT



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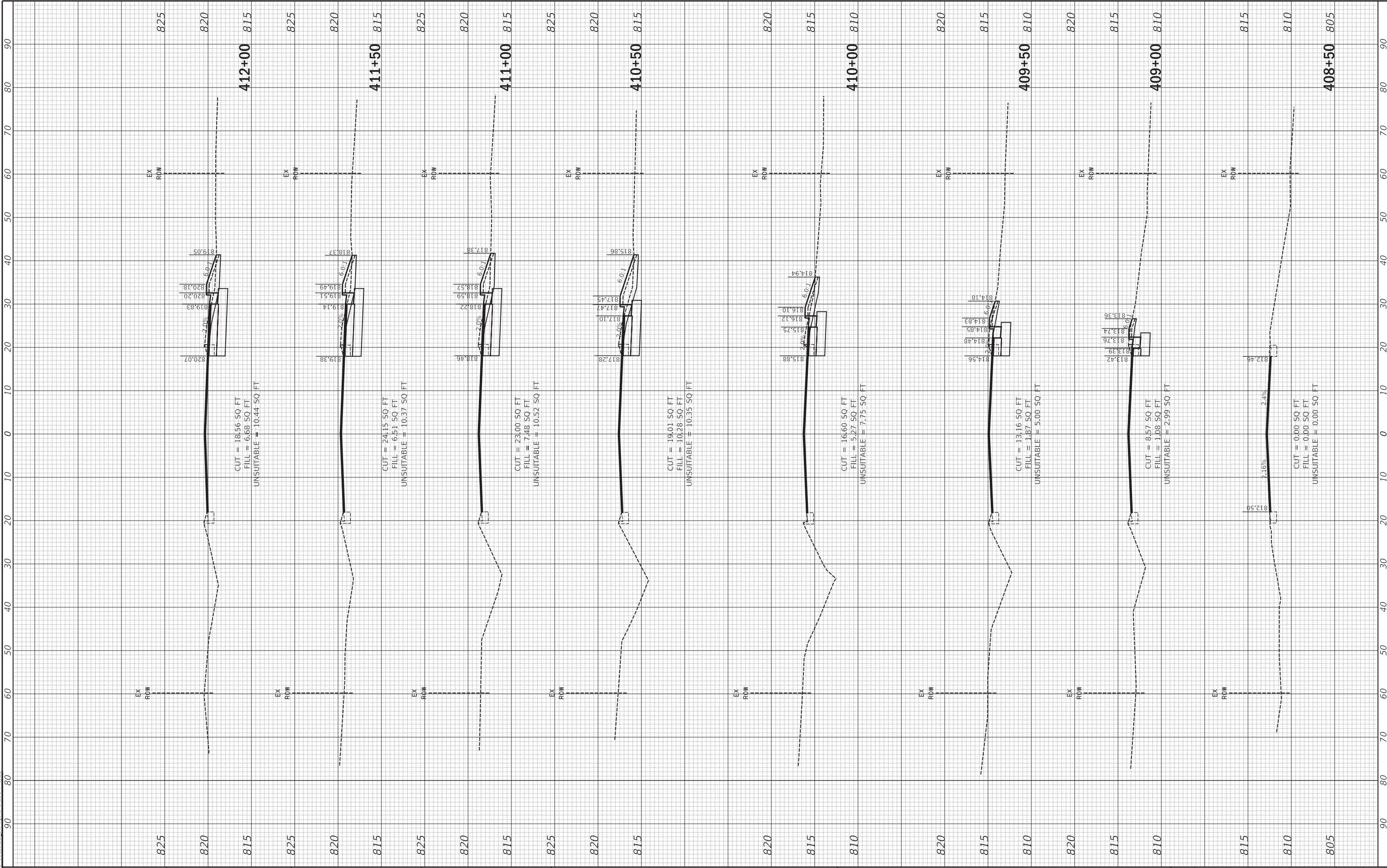
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
CROSS SECTIONS

SCALE: 1"=10'(H)/5'(V) SHEET 5 OF 7 SHEETS STA. 408+50.00 TO STA. 412+00.00

F.A.U. RTE. 2330	SECTION 18-00019-00-PV	COUNTY KANE	TOTAL SHEETS 69	SHEET NO. 67
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	SURVEYED PLOTTED NOTE BOOK NO.	BY	DATE

ORIGINAL SURVEY	SURVEYED PLOTTED NOTE BOOK NO.	BY	DATE

USER NAME = jschmidt PLOT SCALE = 5S CALES
PLOT DATE = 4/10/2020 10:44:31 AM
MODEL SHODENAMES
FILE NAME: WERQULES\STEL Storage\CAD\SDSK\PROJECT



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DESIGNED -
DRAWN -
CHECKED -
DATE -

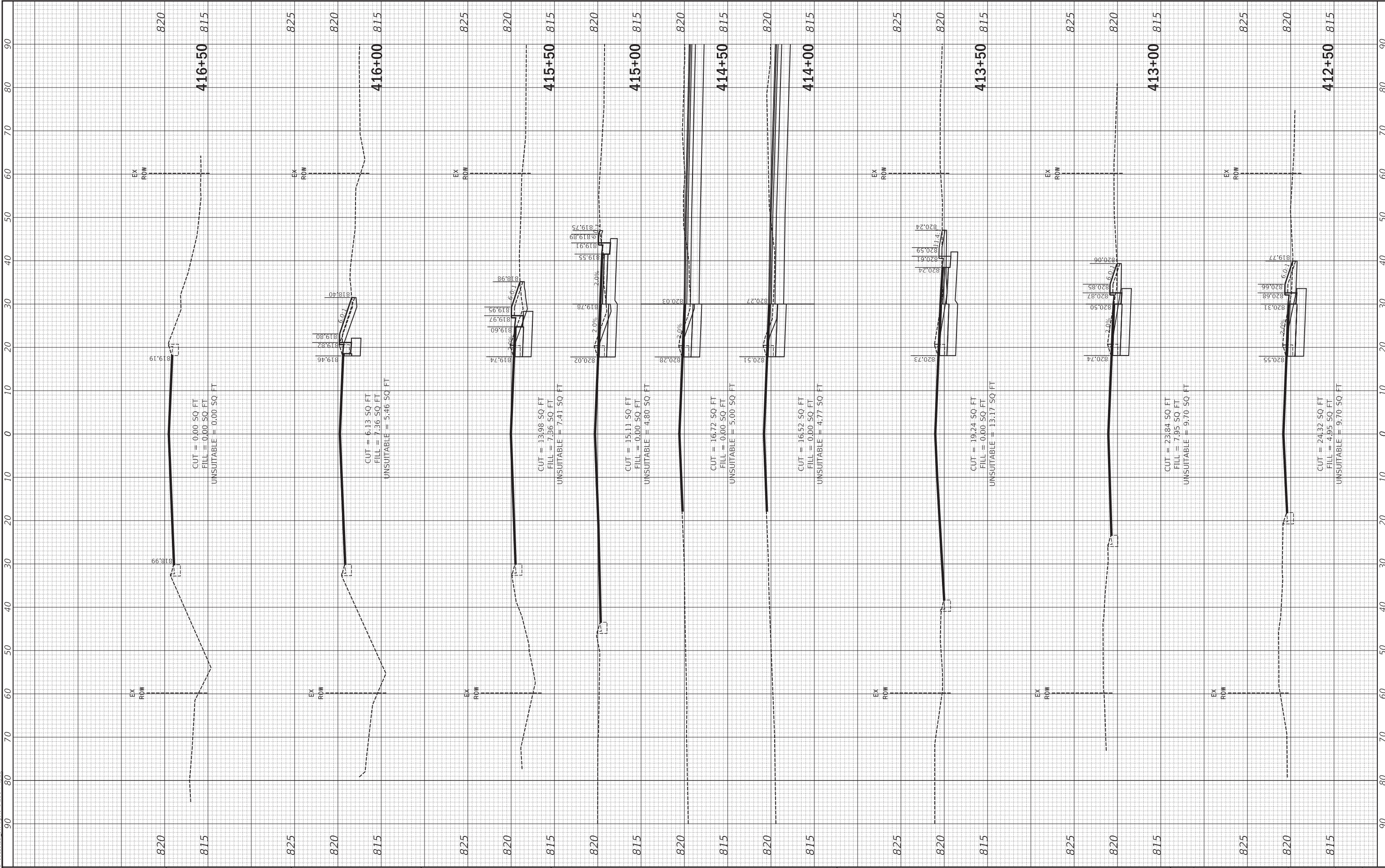
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
CROSS SECTIONS

SCALE: 1"=10'(H)/5'(V) SHEET 6 OF 7 SHEETS STA. 412+50.00 TO STA. 416+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2330	18-00019-00-PV	KANE	69	68
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				



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

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

USER NAME = jschmidt PLOT SCALE = \$Scales
PLOT DATE = 4/10/2020 10:44:34 AM
MODEL \$MODELNAME\$
FILE NAME: VERQUELES\Steel Storage\CAD\SSK\PROJECT



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ELBURN, IL 60119

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ANDERSON ROAD AT KESLINGER ROAD
CROSS SECTIONS

SCALE: 1"=10'(H)/5'(V) SHEET 7 OF 7 SHEETS STA. 417+00.00 TO STA. 420+00.00

F.A.U. RTE. 2330	SECTION 18-00019-00-PV	COUNTY KANE	TOTAL SHEETS 69	SHEET NO. 69
CONTRACT NO. 61F82				
ILLINOIS FED. AID PROJECT				

