

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	11-00001-00-CH	KANE	55	1
		ILLINOIS	CONTRACT NO. 63829	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

HIGHWAY CLASSIFICATION

OTHER PRINCIPAL ARTERIAL

ILLINOIS ROUTE 47 TRAFFIC DATA

2010 ADT = 11,640

2013 ADT = 11,940

POSTED SPEED = 55 MPH

DESIGN SPEED = 60 MPH

PROJECT LOCATED IN UNINCORPORATED SUGAR GROVE

STATE OF ILLINOIS 06-14-13 LETTING ITEM 223

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED PLANS

FOR FEDERAL AID HIGHWAY

FAP 326 (ILLINOIS ROUTE 47)

AT WAUBONSEE DRIVE

TRAFFIC SIGNAL INSTALLATION, LEFT TURN LANE ADDITIONS, REALIGNMENT

SECTION 11-00001-00-CH

PROJECT NO. HSIP-4003(011)

KANE COUNTY

C-91-372-12

R 7 E

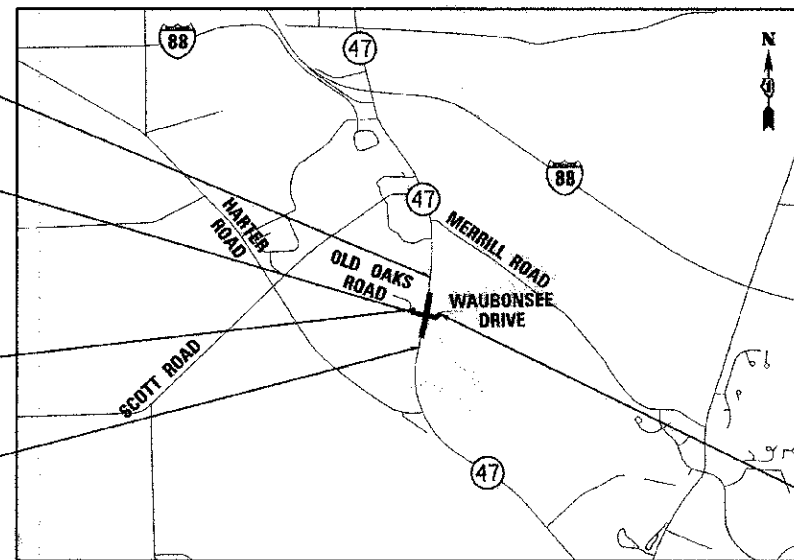
3RD PM

PROJECT ENDS
STA. 116 + 70

☐ INTERSECTION
STA. 110 + 22.43 IL RT 47 =
STA. 15 + 53.82 WAUBONSEE DR =
STA. 15 + 53.82 OLD OAKS RD

PROJECT BEGINS
STA. 11 + 17.65

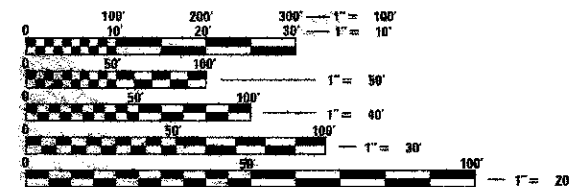
PROJECT BEGINS
STA. 104 + 30



SUGAR GROVE TOWNSHIP
LOCATION MAP

GROSS AND NET LENGTH = 1,240 FEET = 0.24 MILE

PROJECT ENDS
STA. 20 + 16.27

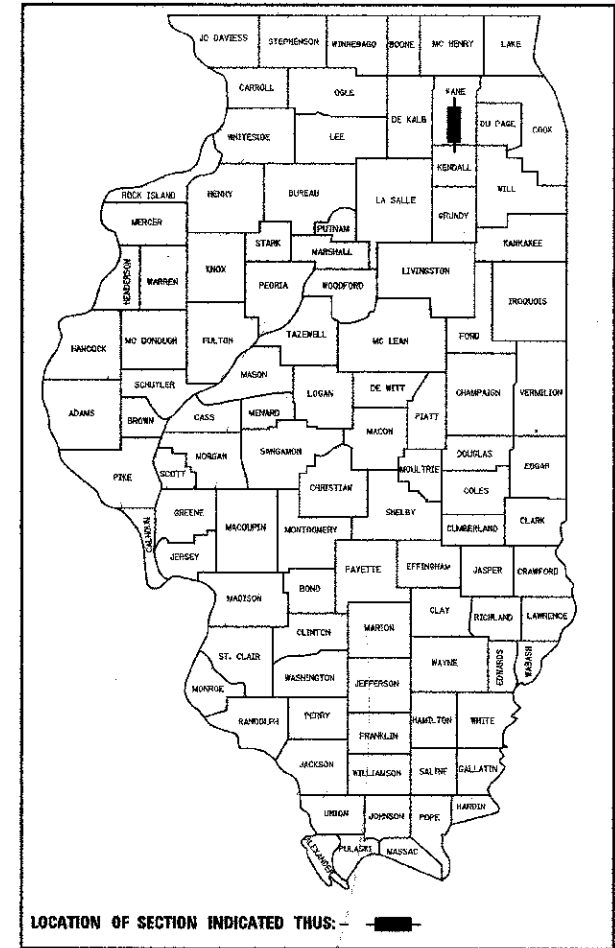


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PLANS PREPARED BY:
PATRICK ENGINEERING, INC.

CONTRACT NO. 63829



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED March 25, 2013 2013
David Quillen, Exec. V.P.
WAUBONSEE COMMUNITY COLLEGE

PASSED APRIL 15, 2013 2013
CHUCK C. HOLT
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW: April 15, 2013 2013
John F. ...
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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OF THE STATE OF ILLINOIS

<p>PATRICK ENGINEERING, INC.</p> <p>JOHN A. HEIM, P.E. NO. 062-058117 EXP. DATE: 11/30/13 APPLY TO DRAWINGS: 1-14; 17-22; 36-55</p>	<p>PATRICK ENGINEERING, INC.</p> <p>ERIC Y. CHOW, P.E. NO. 062-060334 EXP. DATE: 11/30/13 APPLY TO DRAWINGS: 15-16; 23-25</p>	<p>PATRICK ENGINEERING, INC.</p> <p>TIMOTHY W. REESMAN, P.E. NO. 062-061731 EXP. DATE: 11/30/13 APPLY TO DRAWINGS: 27-35</p>
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PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705-4406 SCHAUMBURG, IL

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IDOT HIGHWAY STANDARDS

STANDARD NO.	ITEM DESCRIPTION
00001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH HMA BINDER AND SURFACE COURSES
420001-07	PAVEMENT JOINTS
420101-04	24' (7.2 m) JOINTED PCC PAVEMENT
442201-03	CLASS C AND D PATCHES
482006-03	HMA SHOULDER ADJACENT TO RIGID PAVEMENT
542001-03	CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375 mm) THRU 84" (2100 mm) DIA.
542311-04	TRAVERSABLE PIPE GRATE
602001-02	CATCH BASIN TYPE A
602401-03	MANHOLE TYPE A
602411-03	MANHOLE TYPE A 7' (2.1m) DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604036-02	GRATE TYPE 8
604056-03	FRAME AND GRATE TYPE 11V
604091-02	FRAME AND GRATE TYPE 24
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701101-03	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701421-05	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH TO 55 MPH
701422-05	LANE CLOSURE, MULTILANE, FOR SPEEDS > 45 MPH TO 55 MPH
701426-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS > 45 MPH
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
720016-03	MAST ARM MOUNTED STREET NAME SIGNS
726001-01	TELESCOPING STEEL SIGN SUPPORT
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-05	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877002-02	STEEL MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
878001-09	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS


IDOT DISTRICT 1 DETAILS

BD07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
BD08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD32	BUTT JOINT AND HMA TAPER DETAILS
BD37	MANHOLE TYPE A 7 FOOT DIAMETER
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC22	ARTERIAL ROAD INFORMATION SIGN
TSD5	STANDARD TRAFFIC SIGNAL DESIGN DETAILS

	PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mpine@lisle.Rt PLOT CONFIG = PDFI@gray.Large.plt PLOT SCALE = 1:10 PLOT DATE = 5/7/2013 4:02:31 PM	DESIGNED - MJP DRAWN - MJP CHECKED - JAH DATE - 3/25/2013	REVISED - 4/5/2013 REVISED - 5/7/2013 REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE INDEX OF SHEETS AND STANDARDS	F.A.P. RTE. 326 SECTION 11-00001-00-CH COUNTY KANE TOTAL SHEETS 55 SHEET NO. 2 CONTRACT NO. 63829	SCALE: N/A SHEET STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
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GENERAL NOTES

1. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2012 BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 or 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48-HOUR NOTIFICATION).
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
4. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR WILL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES AND SEWERS WHICH ARE STILL IN SERVICE.
5. THE CONTRACTOR SHALL PROTECT EXISTING OR NEW UTILITIES WHEN CONSIDERED NECESSARY BY METHODS APPROVED BY THE ENGINEER, AND HE/SHE SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT, DISPLACEMENT, OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT THE COST THEREOF SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT.
6. ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR CLASS III SAFETY VESTS AT ALL TIMES THAT MEET THE ANSI 207 STANDARD WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
7. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS.
8. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC OR PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
9. ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON NAVD88. HORIZONTAL COORDINATES ARE BASED ON STATE PLANE (ILLINOIS EAST ZONE), NAD83 (2007). SITE ELEVATIONS ARE BASED ON NGS MONUMENT KAN47_2B USING ELLIPSOID HEIGHT 187.039 METERS AND GEOID09 RELATIVE TO NAD83(2007).
10. SAW CUTTING OF PAVEMENTS, SHOULDERS, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN, STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAWCUTTING SHALL BE CONSIDERED INCLUDED IN THE ITEM REMOVED.
11. THE CONTRACTOR SHALL SAW CUT CONTRACTION JOINTS AT 15' C-C SPACING IN THE PCC PAVEMENT OR AT THE SPECIFIED JOINTS. THIS SAW CUTTING WILL BE INCLUDED IN THE COST OF THE PAVEMENT.
12. NO PAYMENT SHALL BE MADE FOR OVERHAUL FROM ANY SOURCE, BUT SHALL BE CONSIDERED INCLUDED WITH EARTH EXCAVATION.
13. WHEREVER CONCRETE MASONRY WALLS, HEADWALLS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED THEY SHALL BE REMOVED TO AN ELEVATION OF 1 FOOT BELOW THE ESTABLISHED GRADE OR SUBGRADE AS SHOWN ON THE PLANS. SUCH WORK SHALL BE CONSIDERED INCLUDED IN EARTH EXCAVATION.
14. THE CONTRACTOR SHALL VERIFY THE INVERTS, SIZES, AND MATERIAL FOR ALL EXISTING STORM SEWERS THAT ARE BEING CONNECTED TO THE PROPOSED STORM SEWER SYSTEM.
15. THE COST TO CONNECT EXISTING PIPE CULVERTS OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM OR IN CONNECTING PROPOSED ELEMENTS SHALL BE CONSIDERED INCLUDED IN OTHER DRAINAGE ITEMS UNLESS NOTED OTHERWISE.
16. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE INSTALLED. ANY REMOVED GRATES DAMAGED OR BROKEN DURING HANDLING SHALL BE REPLACED BY THE CONTRACTOR. ALL OPEN LIDS SHALL HAVE "DUMP NO WASTE" & "DRAINS TO WATERWAYS" STAMPED ON THEM.
17. ALL DISTURBED AREAS INDICATED TO BE SEEDED OR SODDED, SHALL INCLUDE FERTILIZER NUTRIENTS. SUPPLEMENTAL WATERING IS TO BE USED AFTER THE INITIAL WATERING FOR SOD (AS SPECIFIED AND AS DIRECTED BY THE ENGINEER) AT THE RATE OF 3 GALLONS PER SQUARE YARD. SODDED SLOPES WHICH ARE 2.5:1 OR STEEPER SHALL BE STAKED. PROVIDE A 6" SODDED STRIP AROUND CATCH BASINS OR INLETS IN SEEDED AREAS, WHICH IS CONSIDERED INCLUDED IN THE UNIT PRICE FOR THE DRAINAGE STRUCTURE ITEM CONSTRUCTED.
18. IT IS NOTED THAT REMOVAL AND ANY REINSTALLATION OF DITCH CHECKS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY DITCH CHECKS.
19. BARRICADES: ON ALL TYPE I & II BARRICADES THE CONTRACTOR SHALL INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED, ONE WEIGHTED SAND BAG SHALL BE LAID ACROSS EACH BOTTOM RAIL.
20. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, AND CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN A PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
21. STORM SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07 (METHOD 1) OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER 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.
22. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYING OUT R.O.W. TO FACILITATE UTILITY LOCATION WORK BY OTHERS PRIOR TO CONSTRUCTION. THE COST IS INCLUDED IN CONSTRUCTION LAYOUT.
24. THE CONTRACTOR'S ATTENTION SHOULD BE DRAWN TO THE PRESENCE OF EXISTING DRAIN TILES ON THE FARM PROPERTY AT THE SOUTHWEST CORNER OF ILLINOIS ROUTE 47 AND OLD OAKS ROAD. WHILE IT IS EXPECTED THAT NO IMPACT TO THESE DRAIN TILES WILL RESULT FROM THIS PROJECT, THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE CAUSED TO THESE EXISTING DRAIN TILES AS A RESULT OF CONSTRUCTION ACTIVITIES NEAR THE SITE.
25. UTILITY CONTACT INFORMATION:
 AT&T - CARL DONAHUE - (847) 420-9115
 NICOR GAS - (630) 388-2362
 COMED - JOE STACHO - (630) 424-5704
 MEDIACOM - MATT FORGAS - (815) 597-5103
 WAUBONSEE COMMUNITY COLLEGE - DALE WILLERTH - (630) 466-7900 X2912
26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH WAUBONSEE COMMUNITY COLLEGE TO CONFIRM THAT ANY NECESSARY RELOCATIONS OF WAUBONSEE COMMUNITY COLLEGE LIGHT POLES HAVE BEEN COMPLETED IN ADVANCE OF CONSTRUCTION ACTIVITIES.
27. OTHER CONTACT INFORMATION:
 WAUBONSEE COMMUNITY COLLEGE - JOHN WU (630) 466-7900 X6629
 KANE COUNTY DIVISION OF TRANSPORTATION - PAUL HOLCOMB (630) 406-7333

 PATRICK ENGINEERING INC. 4870 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mpinel@lisle.fi PLOT CONFIG = PDFGreg_Largo.plt PLOT SCALE = 1:100 PLOT DATE = 4/17/2013 1:33:17 PM	DESIGNED - MJP DRAWN - MJP CHECKED - JAH DATE - 3/25/2013	REVISED - 4/16/2013 REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE GENERAL NOTES	F.A.P. RTE. 326 SECTION 11-00001-00-CH COUNTY KANE TOTAL SHEETS 55 SHEET NO. 3 CONTRACT NO. 63829	SCALE: N/A SHEET STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
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SUMMARY OF QUANTITIES							
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QTY.	RDWY 0004	TRAFFIC SIGNALS 0021	SUGAR GROVE FIRE PROTECTION DISTRICT 0021	TRAINEES 0042
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	78	78			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	17	17			
20101700	SUPPLEMENTAL WATERING	UNIT	31	31			
20200100	EARTH EXCAVATION	CU YD	2,075	2,075			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	680	680			
20800150	TRENCH BACKFILL	CU YD	742	742			
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	10,286	10,286			
* 25000210	SEEDING, CLASS 2A	ACRE	1.8	1.8			
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	192	192			
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	192	192			
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	192	192			
* 25100830	EROSION CONTROL BLANKET	SQ YD	9,770	9,770			
* 25200110	SODDING, SALT TOLERANT	SQ YD	2,057	2,057			
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	4,038	4,038			
* 28000305	TEMPORARY DITCH CHECKS	FOOT	240	240			
* 28000400	PERIMETER EROSION BARRIER	FOOT	4,004	4,004			
28000500	INLET AND PIPE PROTECTION	EACH	2	2			
28000510	INLET FILTERS	EACH	18	18			
28100107	STONE RIPRAP, CLASS A4	SQ YD	32	32			
28200200	FILTER FABRIC	SQ YD	32	32			
† 30300108	AGGREGATE SUBGRADE IMPROVEMENT 8"	SQ YD	1,660	1,660			
† 30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	4,806	4,806			
35501303	HOT-MIX ASPHALT BASE COURSE, 4 3/4"	SQ YD	1,549	1,549			
35501318	HOT-MIX ASPHALT BASE COURSE, 8 1/2"	SQ YD	2,647	2,647			
35600685	HOT-MIX ASPHALT BASE COURSE WIDENING, 4 3/4"	SQ YD	410	410			
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,599	1,599			
40600300	AGGREGATE (PRIME COAT)	TON	32	32			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	9	9			
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	423	423			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	84	84			
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	20	20			
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N80	TON	784	784			
42001300	PROTECTIVE COAT	SQ YD	314	314			
44000100	PAVEMENT REMOVAL	SQ YD	1,184	1,184			
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	3,491	3,491			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	198	198			
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	86	86			
44003100	MEDIAN REMOVAL	SQ FT	386	386			
44004250	PAVED SHOULDER REMOVAL	SQ YD	1,910	1,910			
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	12	12			
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	74	74			
48101500	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	529	529			
48203007	HOT-MIX ASPHALT SHOULDERS, 2 1/2"	SQ YD	186	186			
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1,347	1,347			
54213453	END SECTIONS 18"	EACH	2	2			
54213465	END SECTIONS 30"	EACH	1	1			
† 54260311	TRAVERSABLE PIPE GRATE	FOOT	26	26			
550A0050	STORM SEWERS, CLASS A, TYPE 1 1/2"	FOOT	162	162			

* DENOTES SPECIALTY ITEM
† DENOTES SPECIAL PROVISION

SUMMARY OF QUANTITIES

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QTY.	RDWY 0004	TRAFFIC SIGNALS 0021	SUGAR GROVE FIRE PROTECTION DISTRICT 0021	TRAINEES 0042
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	130	130			
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	144	144			
550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	57	57			
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	499	499			
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	174	174			
550A0430	STORM SEWERS, CLASS A, TYPE 2 30"	FOOT	156	156			
55100500	STORM SEWER REMOVAL 12"	FOOT	70	70			
55100900	STORM SEWER REMOVAL 18"	FOOT	58	58			
55101400	STORM SEWER REMOVAL 30"	FOOT	154	154			
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	5	5			
60201110	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	4	4			
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	5	5			
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	1	1			
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2			
60224005	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 8 GRATE	EACH	1	1			
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1			
60500040	REMOVING MANHOLES	EACH	1	1			
60500050	REMOVING CATCH BASINS	EACH	1	1			
60500060	REMOVING INLETS	EACH	1	1			
* † 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	2,050	2,050			
* † 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1			
* † 66900530	SOIL DISPOSAL ANALYSIS	EACH	4	4			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6			
67100100	MOBILIZATION	L SUM	1	1			
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1			
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	1			
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	92	92			
* 72000200	SIGN PANEL - TYPE 2	SQ FT	45		45		
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	9	9			
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	6.25	6.25			
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	164	164			
* 73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	11	11			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	344	344			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,345	5,345			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	579	579			
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1,245	1,245			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	927	927			
* 78000850	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	238	238			
* 80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		1		
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	815		815		
* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	35		35		
* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	90		90		
* 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	395		395		
* 81400100	HANDHOLE	EACH	3		3		
* 81400200	HEAVY-DUTY HANDHOLE	EACH	4		4		
* 81400300	DOUBLE HANDHOLE	EACH	2		2		
* 85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1		1		

* DENOTES SPECIALTY ITEM
† DENOTES SPECIAL PROVISION

SUMMARY OF QUANTITIES							
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QTY.	RDWY 0004	TRAFFIC SIGNALS 0021	SUGAR GROVE FIRE PROTECTION DISTRICT 0021	TRAINEES 0042
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,833		1,833		
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	934		934		
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2,100		2,100		
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2,488		2,488		
* 87301295	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 20 3C	FOOT	934		934		
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	68		68		
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	654		654		
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3		3		
* 87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1		1		
* 87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	2		2		
* 87700310	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH	1		1		
* 87700418	STEEL MAST ARM ASSEMBLY AND POLE, 68 FT.	EACH	1		1		
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12		12		
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4		
+* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	52		52		
+* 87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	25		25		
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	7		7		
* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	7		7		
* 88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	3		3		
* 88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	14		14		
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	8		8		
* 88600100	DETECTOR LOOP, TYPE I	FOOT	1,320		1,320		
* 88700200	LIGHT DETECTOR	EACH	4			4	
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1			1	
* A2002520	TREE, CARPINUS CAROLINIANA (AMERICAN HORNBEAM), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2	2			
* A2002924	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 3" CALIPER, BALLED AND BURLAPPED	EACH	3	3			
* A2006516	TREE, ULMUS PARVIFOLIA (LACEBARK ELM), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2			
* A2007120	TREE, QUERCUS RUBRA (RED OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	3	3			
+ X0322936	REMOVE EXSTING FLARED END SECTION	EACH	3	3			
+ X4023000	TEMPORARY ACCESS (ROAD)	EACH	2	2			
+ X060502	CONCRETE MEDIAN, TYPE SM-8.24 (SPECIAL)	SQ FT	2,818	2,818			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
+ Z0019800	DUST CONTROL WATERING	UNIT	50	50			
+ Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4			
+ Z0076600	TRAINEES	HOUR	500				500
+ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500				500

* DENOTES SPECIALTY ITEM
 † DENOTES SPECIAL PROVISION

PATRICK ENGINEERING
 PATRICK ENGINEERING INC.
 4870 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com

USER NAME = #USER#	DESIGNED - MJP	REVISED - 4/16/2013
PLOT CONFIG = #PLTDRVS#	DRAWN - MJP	REVISED - 5/7/2013
PLOT SCALE = #SCALESHORT#	CHECKED - JAH	REVISED -
PLOT DATE = #DATE#	DATE - 3/25/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE			
SUMMARY OF QUANTITIES			
SCALE: N/A	SHEET 500 3 OF 3	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	11-00001-00-CH	KANE	55	6
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 63829				

SIGN INFORMATION						SIGNING SCHEDULE			
STATION	LOCATION	OFFSET LT RT	SIGN NUMBER	WIDTH (FT)	HEIGHT (FT)	NEW SIGN PANELS	NEW SIGN PANELS	METAL POST	CAST IRON BASE
						(72000100) SIGN PANEL TYPE 1 (SQ. FT.)	(72000200) SIGN PANEL TYPE 2 (SQ. FT.)	(72800100) TELESCOPING STEEL SIGN SUPPORT (L.F.)	(73100100) BASE FOR TELESCOPING SIGN SUPPORT (EACH)
103+00.00	IL ROUTE 47	RT	8	7.00	2.50		17.50	29.0	2
105+79.92	IL ROUTE 47	RT	4	3.00	3.00	9.00		16.0	1
105+79.92	IL ROUTE 47	RT	9	2.00	1.00	2.00			
107+32.93	IL ROUTE 47	LT	3	2.50	3.00	7.50		15.0	1
109+54.06	IL ROUTE 47	LT	1	2.00	2.50	5.00		14.5	1
109+54.06	IL ROUTE 47	LT	3	2.00	2.50	5.00			
110+84.21	IL ROUTE 47	RT	1	2.00	2.50	5.00		14.5	1
110+84.21	IL ROUTE 47	RT	3	2.00	2.50	5.00			
113+08.45	IL ROUTE 47	RT	3	2.50	3.00	7.50		15.0	1
114+58.00	IL ROUTE 47	LT	4	3.00	3.00	9.00		16.0	1
114+58.00	IL ROUTE 47	LT	9	2.00	1.00	2.00			
118+02.06	IL ROUTE 47	LT	7	7.00	2.50		17.50	29.0	2
13+72.00	OLD OAKS RD	RT	5	2.50	2.50	6.25		14.5	1
17+72.99	WAUBONSEE DR	RT	2	2.50	3.00	7.50			
18+59.95	WAUBONSEE DR	LT	6	2.50	2.50	6.25			
	MAST ARM MOUNTED		IL RTE 47			6.75			
	MAST ARM MOUNTED		OLD OAKS RD			8.25			
	MAST ARM MOUNTED		WAUBONSEE DR				9.75		
TOTAL						92	45	164	11

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)			
TREE #	STATION	OFFSET	UNIT
1882	13+49.84	35.60	RT 6
1783	13+73.89	40.56	RT 9
1784	13+95.85	43.28	RT 9
1788	14+06.93	35.19	RT 7
1789	14+32.52	46.53	RT 8
1790	14+34.24	36.30	RT 11
1790A	14+34.24	36.30	RT 8
1890	14+03.30	13.34	RT 10
10	18+14.41	-22.01	LT 10
TOTAL			78

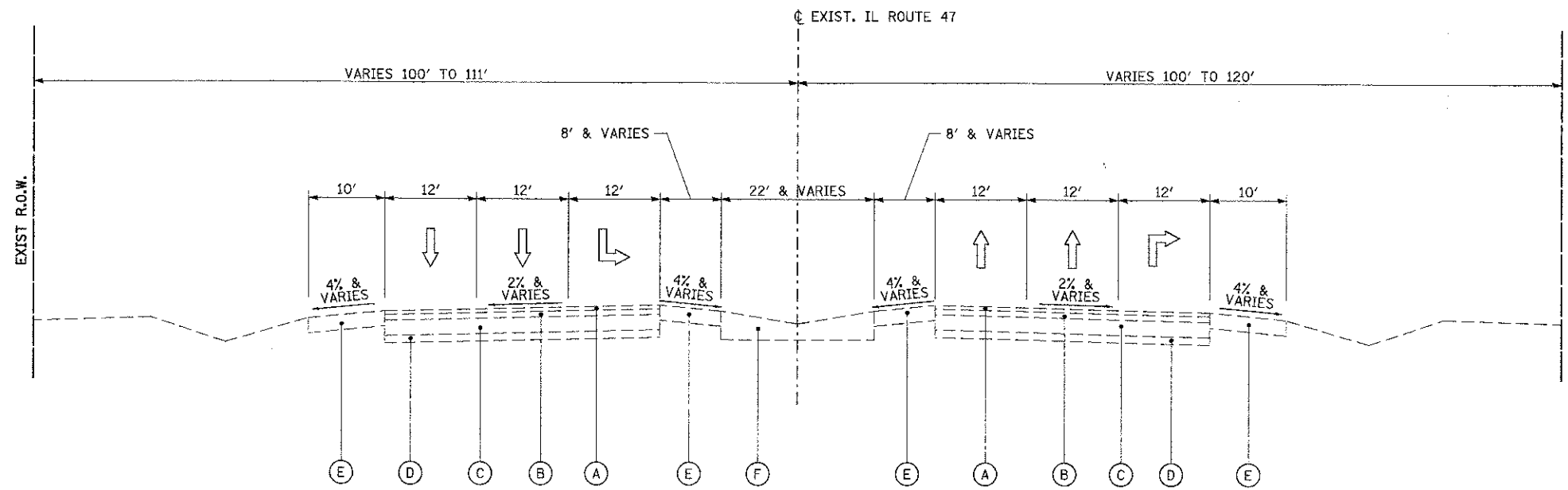
20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)			
TREE #	STATION	OFFSET	UNIT
1888	14+06.93	35.19	RT 17
TOTAL			17

IL ROUTE 47 EARTHWORK			REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	SUITABLE EARTH EXCAVATION (CUT)	SUITABLE EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STATION	TO	STATION	PRE-STAGE CU YD	PRE-STAGE CU YD	PRE-STAGE CU YD	PRE-STAGE CU YD	PRE-STAGE CU YD
104+30.00	TO	105+00.00	4	16	12	5	7
105+00.00	TO	106+00.00	11	48	36	28	8
106+00.00	TO	107+00.00	17	61	46	26	19
107+00.00	TO	108+00.00	21	80	60	9	51
108+00.00	TO	109+00.00	36	102	76	20	57
109+00.00	TO	109+09.00	5	10	8	3	5
109+09.00	TO	109+50.00	49	53	39	195	-155
109+50.00	TO	109+85.00	41	45	34	166	-132
INTERSECTION							
110+55.00	TO	111+00.00	47	55	41	32	9
111+00.00	TO	112+00.00	64	111	84	36	48
112+00.00	TO	113+00.00	23	100	75	0	75
113+00.00	TO	114+00.00	20	95	72	0	72
114+00.00	TO	115+00.00	18	103	78	0	78
115+00.00	TO	116+00.00	16	110	83	0	83
116+00.00	TO	116+70.00	5	37	28	0	28
TOTALS =			377	1,027	770	520	250

OLD OAKS ROAD EARTHWORK			REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	SUITABLE EARTH EXCAVATION (CUT)	SUITABLE EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STATION	TO	STATION	PRE-STAGE CU YD	PRE-STAGE CU YD	PRE-STAGE CU YD	PRE-STAGE CU YD	PRE-STAGE CU YD
11+17.65	TO	11+25.00	2	7	5	0	5
11+25.00	TO	11+50.00	7	21	16	0	16
11+50.00	TO	11+75.00	6	19	14	0	14
11+75.00	TO	12+00.00	6	19	14	0	14
12+00.00	TO	12+25.00	7	22	16	0	16
12+25.00	TO	12+50.00	8	26	20	0	20
12+50.00	TO	12+75.00	9	37	28	0	28
12+75.00	TO	13+00.00	10	53	39	0	39
13+00.00	TO	13+25.00	10	65	49	0	49
13+25.00	TO	13+50.00	10	70	53	0	53
13+50.00	TO	13+75.00	10	72	54	0	54
13+75.00	TO	14+00.00	11	70	53	2	51
14+00.00	TO	14+25.00	14	62	47	5	42
14+25.00	TO	14+50.00	13	54	41	7	34
14+50.00	TO	15+07.84	26	117	88	19	69
TOTALS =			151	715	536	33	504

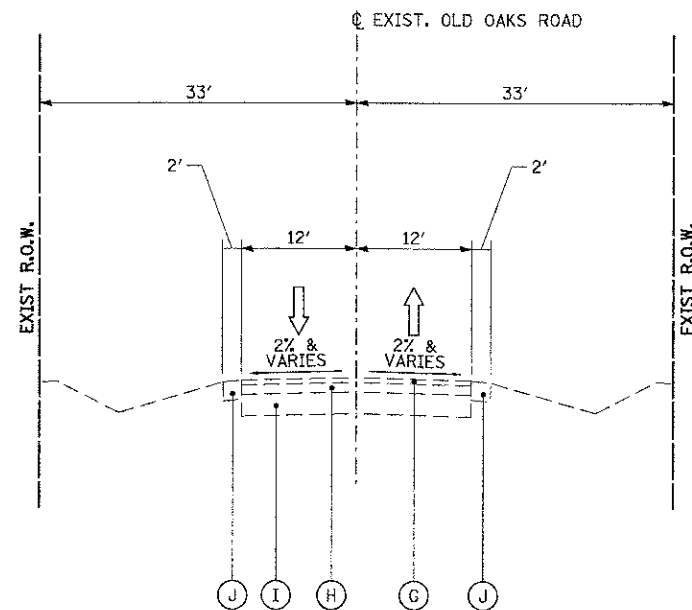
WAUBONSEE DRIVE EARTHWORK			REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	SUITABLE EARTH EXCAVATION (CUT)	SUITABLE EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STATION	TO	STATION	PRE-STAGE CU YD	PRE-STAGE CU YD	PRE-STAGE CU YD	PRE-STAGE CU YD	PRE-STAGE CU YD
16+46.03	TO	16+75.00	10	18	14	2	11
16+75.00	TO	17+00.00	8	13	10	2	8
17+00.00	TO	17+25.00	8	14	10	2	8
17+25.00	TO	17+50.00	7	11	8	2	7
17+50.00	TO	17+75.00	8	14	10	1	10
17+75.00	TO	18+00.00	10	17	13	0	13
18+00.00	TO	18+25.00	10	18	14	0	14
18+25.00	TO	18+50.00	12	22	17	0	17
18+50.00	TO	18+75.00	11	25	19	0	19
18+75.00	TO	19+00.00	12	34	25	0	25
19+00.00	TO	19+25.00	14	47	36	0	35
19+25.00	TO	19+50.00	13	46	34	1	33
19+50.00	TO	19+75.00	11	29	21	3	19
19+75.00	TO	20+00.00	9	15	11	2	9
20+00.00	TO	20+16.27	5	7	5	0	5
TOTALS =			150	330	248	16	232

EARTHWORK SUMMARY TABLE		
ITEM	UNIT	TOTAL
IL ROUTE 47 WIDENING		
EARTH EXCAVATION (20200100)	CU YD	1,027
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)	CU YD	377
FURNISHED EXCAVATION (20400800)	CU YD	0
OLD OAKS ROAD RECONSTRUCTION		
EARTH EXCAVATION (20200100)	CU YD	715
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)	CU YD	151
FURNISHED EXCAVATION (20400800)	CU YD	0
WAUBONSEE DRIVE WIDENING AND RESURFACING		
EARTH EXCAVATION (20200100)	CU YD	330
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)	CU YD	150
FURNISHED EXCAVATION (20400800)	CU YD	0
GRAND TOTALS		
EARTH EXCAVATION (20200100)	CU YD	2,075
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)	CU YD	680
FURNISHED EXCAVATION (20400800)	CU YD	0

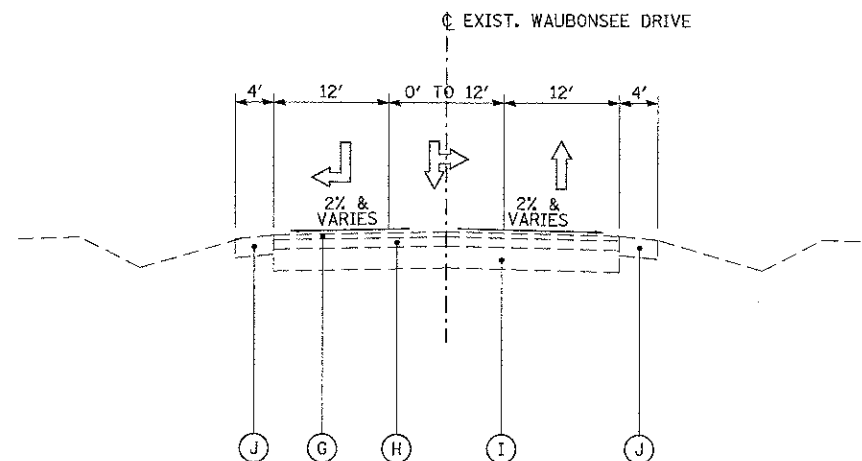


E-1 EXISTING TYPICAL SECTION
STA. 104+30.00 TO 116+70.00, ILLINOIS ROUTE 47

- EXISTING LEGEND**
- (A) HOT-MIX ASPHALT SURFACE COURSE, 1 3/4"
 - (B) HOT-MIX ASPHALT BINDER COURSE, 2 1/4"
 - (C) CRC PAVEMENT, 8"
 - (D) STABILIZED SUB BASE, 4"
 - (E) HOT-MIX ASPHALT SHOULDERS, 8"
 - (F) GRASS MEDIAN
 - (G) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
 - (H) HOT-MIX ASPHALT BINDER COURSE, 3"
 - (I) AGGREGATE BASE COURSE, TYPE B, 12"
 - (J) AGGREGATE SHOULDERS, TYPE B, 6"



E-2 EXISTING TYPICAL SECTION
STA. 11+17.65 TO 15+53.82, OLD OAKS ROAD

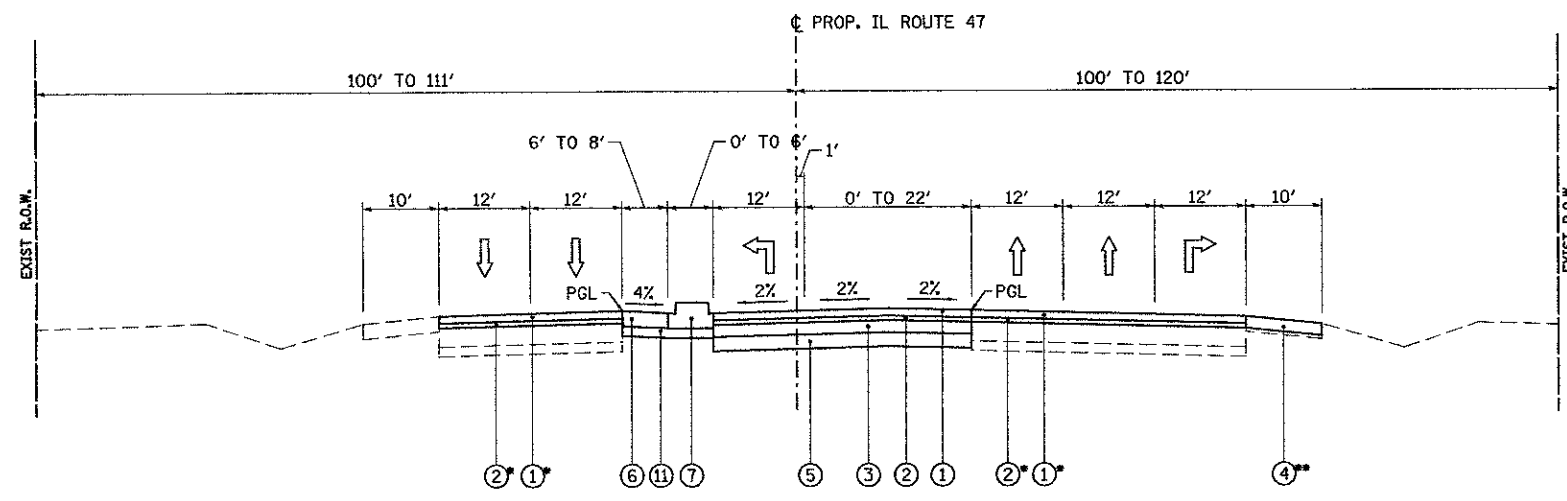


E-3 EXISTING TYPICAL SECTION
STA. 15+53.82 TO 20+16.27, WAUBONSEE DRIVE

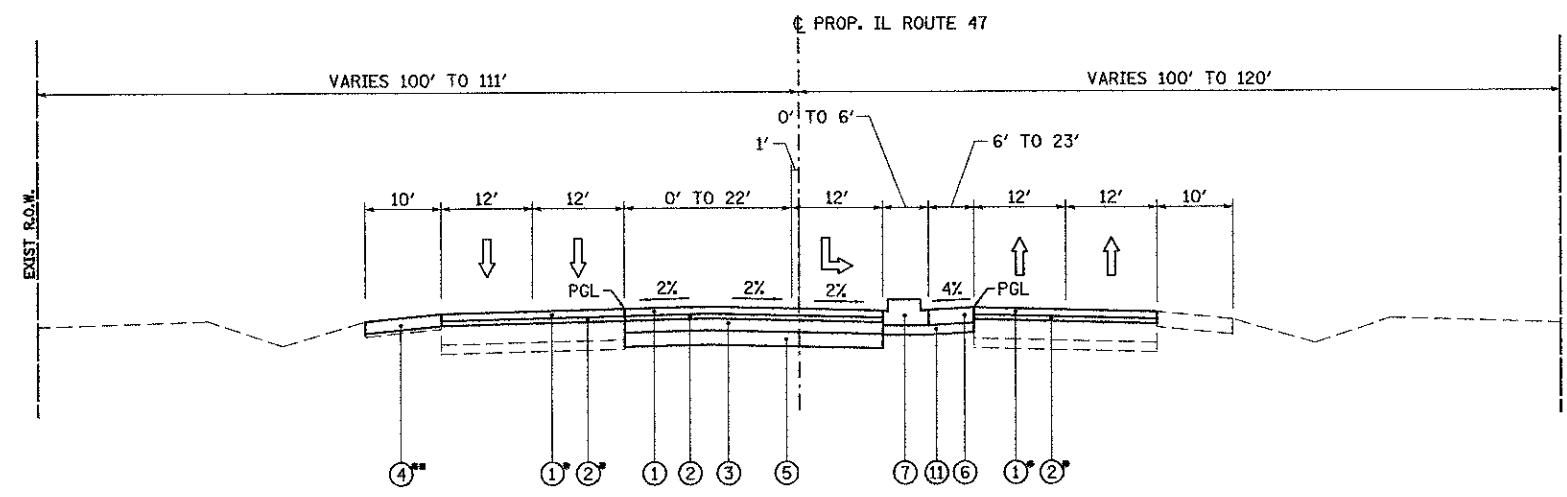
NOTES:

1. EXISTING DIMENSIONS AND THICKNESSES ARE SHOWN FROM RECORD PLANS AND FIELD SURVEY, ACTUAL DIMENSIONS AND THICKNESSES MAY VARY.
2. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR BECAUSE OF VARIATION FROM THE THICKNESS SHOWN ON THE PLANS. THIS REQUIREMENT SHALL NOT BE A CAUSE FOR CLAIMING DELAY.

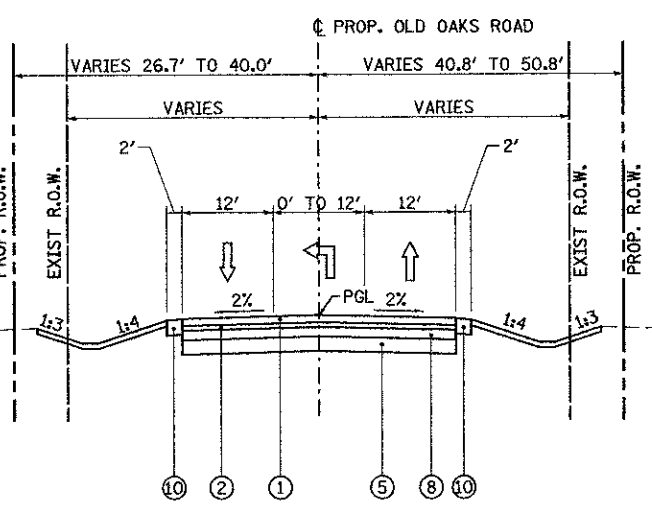
PATRICK ENGINEERING INC. 4870 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = #USER# PLOT CONFIG = #PLTDV#* PLOT SCALE = #SCALESHORT* PLOT DATE = #DATE# #TIME#	DESIGNED - MJP DRAWN - JAC CHECKED - JAH DATE - 3/25/2013	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE EXISTING TYPICAL SECTIONS			F.A.P. RTE. 326	SECTION 11-00001-00-CH	COUNTY KANE	TOTAL SHEETS 55	SHEET NO. 8
	SCALE: N/A SHEET TYP 1 OF 2 STA. TO STA.	CONTRACT NO. 63829			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



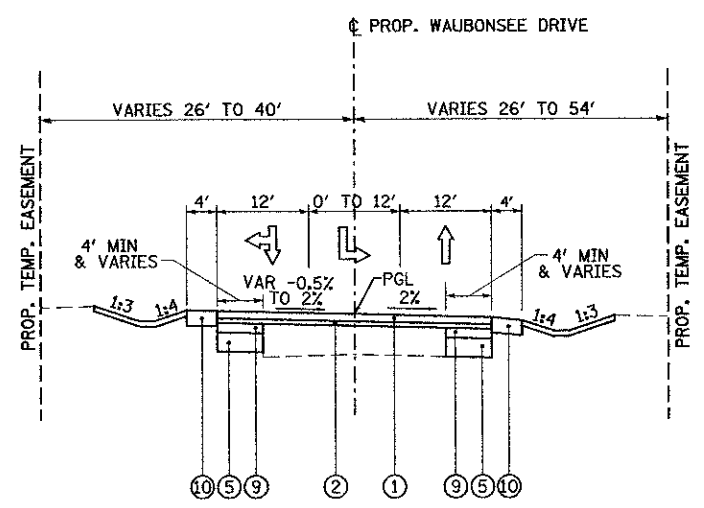
P-1 PROPOSED TYPICAL SECTION
 STA. 104+30.00 TO 110+22.43, ILLINOIS ROUTE 47
 *STA. 108+98.97 TO 110+22.43, ILLINOIS ROUTE 47
 **STA. 108+98.97 TO 109+81.77, ILLINOIS ROUTE 47



P-2 PROPOSED TYPICAL SECTION
 STA. 110+22.43 TO 116+70.00, ILLINOIS ROUTE 47
 *STA. 110+22.43 TO 111+30.43, ILLINOIS ROUTE 47
 **STA. 110+79.48 TO 111+30.43, ILLINOIS ROUTE 47



P-3 PROPOSED TYPICAL SECTION
 STA. 11+17.65 TO 15+07.84, OLD OAKS ROAD

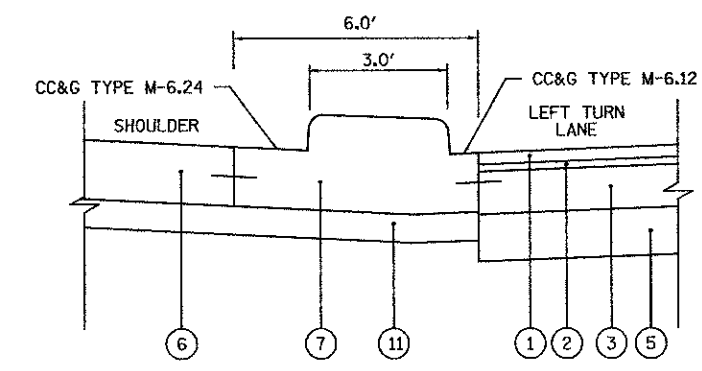


P-4 PROPOSED TYPICAL SECTION
 STA. 15+53.82 TO 20+16.27, WAUBONSEE DRIVE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES	THICKNESS
PAVEMENT WIDENING AND RESURFACING (ILLINOIS ROUTE 47)		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5mm)	4% @ 90 GYR.	1 3/4"
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	3/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm)	4% @ 90 GYR.	8 1/2" (3 LIFTS)
PAVEMENT RECONSTRUCTION (OLD OAKS ROAD)		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5mm)	4% @ 90 GYR.	1 3/4"
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	3/4"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm)	4% @ 90 GYR.	4 3/4" (2 LIFTS)
PAVEMENT WIDENING AND RESURFACING (WAUBONSEE DRIVE)		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5mm)	4% @ 90 GYR.	1 3/4"
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	3/4"
HOT-MIX ASPHALT BASE COURSE WIDENING (HMA BINDER IL-19mm)	4% @ 90 GYR.	4 3/4" (2 LIFTS)
PAVEMENT PATCHING		
CLASS D PATCH (HMA BINDER IL-19mm)	4% @ 70 GYR.	8" (3 LIFTS)
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	4% @ 70 GYR.	4"
SHOULDER RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5mm)	4% @ 90 GYR.	1 3/4"
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	3/4"

- NOTES:**
 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

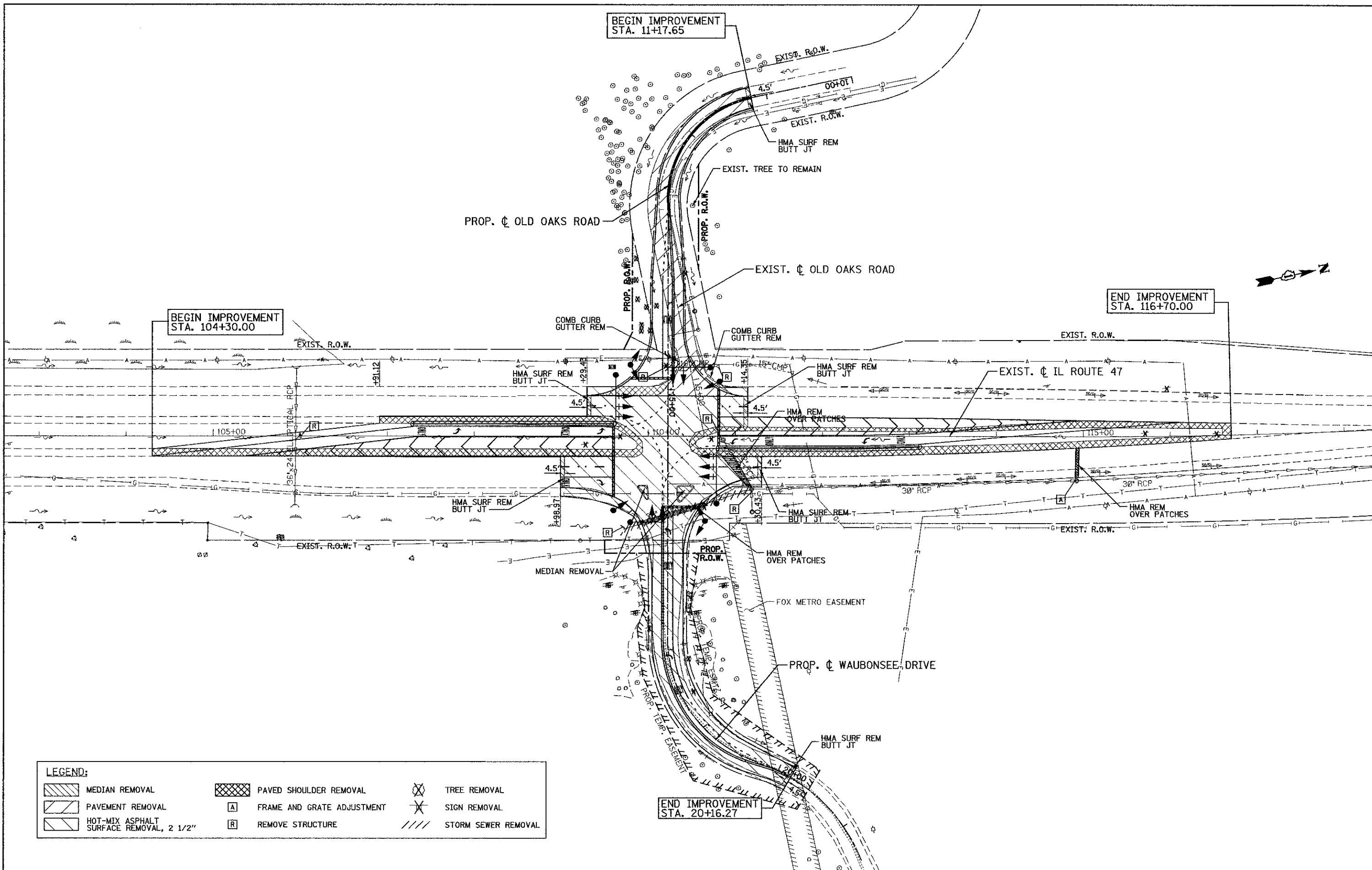


CONCRETE MEDIAN, TYPE SM-6.24 (SPECIAL) DETAIL










PROPOSED LEGEND


- ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ② POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ③ HOT-MIX ASPHALT BASE COURSE, 8 1/2"
- ④ HOT-MIX ASPHALT SHOULDERS, 2 1/2"
- ⑤ AGGREGATE SUBGRADE IMPROVEMENT 12"
- ⑥ HOT-MIX ASPHALT SHOULDERS, 8"
- ⑦ CONCRETE MEDIAN, TYPE SM-6.24 (SPECIAL)
- ⑧ HOT-MIX ASPHALT BASE COURSE, 4 3/4"
- ⑨ HOT-MIX ASPHALT BASE COURSE WIDENING, 4 3/4"
- ⑩ AGGREGATE SHOULDERS, TYPE B, 6"
- ⑪ AGGREGATE SUBGRADE IMPROVEMENT 8"

- NOTES:**
 1. EXISTING DIMENSIONS AND THICKNESSES ARE SHOWN FROM RECORD PLANS AND FIELD SURVEY, ACTUAL DIMENSIONS AND THICKNESSES MAY VARY.
 2. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR BECAUSE OF VARIATION FROM THE THICKNESS SHOWN ON THE PLANS. THIS REQUIREMENT SHALL NOT BE A CAUSE FOR CLAIMING DELAY.



LEGEND:

 MEDIAN REMOVAL	 PAVED SHOULDER REMOVAL	 TREE REMOVAL
 PAVEMENT REMOVAL	 FRAME AND GRATE ADJUSTMENT	 SIGN REMOVAL
 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	 REMOVE STRUCTURE	 STORM SEWER REMOVAL

 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mpanellisle_R1	DESIGNED - MJP	REVISED - 4/16/2013
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	PLOT SCALE = 1:50	CHECKED - JAH	REVISED -
	PLOT DATE = 4/17/2013 11:33:51 PM	DATE - 3/25/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE REMOVAL PLAN	
SCALE: 1"=50'	SHEET REM 1 OF 1
STA. TO STA.	

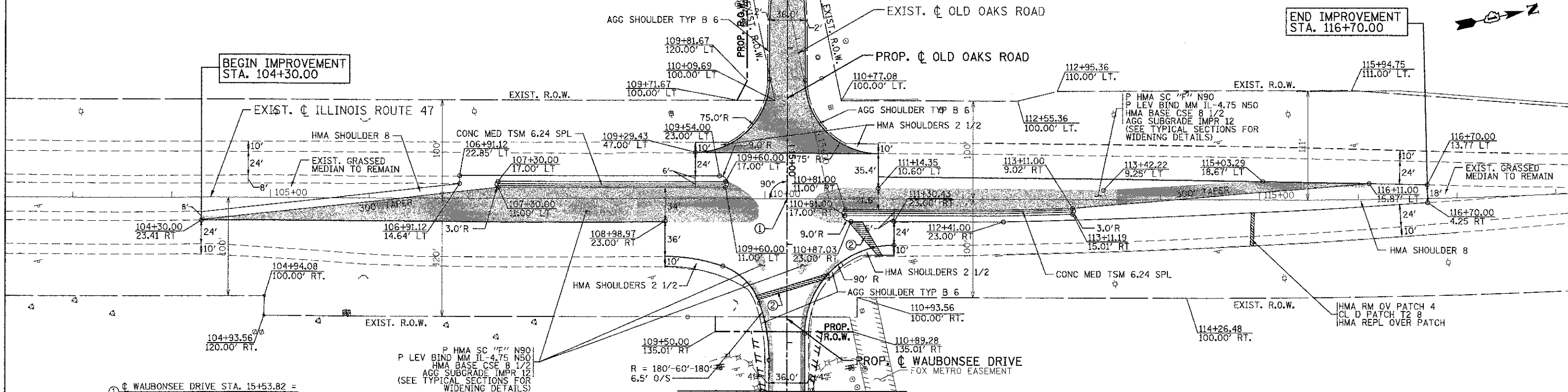
F.A.P. RTE. 326	SECTION 11-00001-00-CH	COUNTY KANE	TOTAL SHEETS 55	SHEET NO. 11
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 63829				

G:\WAUBONSEE\21258.dwg\Drawings\RDW\Y\Shets\Rem\5.Rem_01.dgn

SEE SHEET PP-2 FOR CONTINUATION

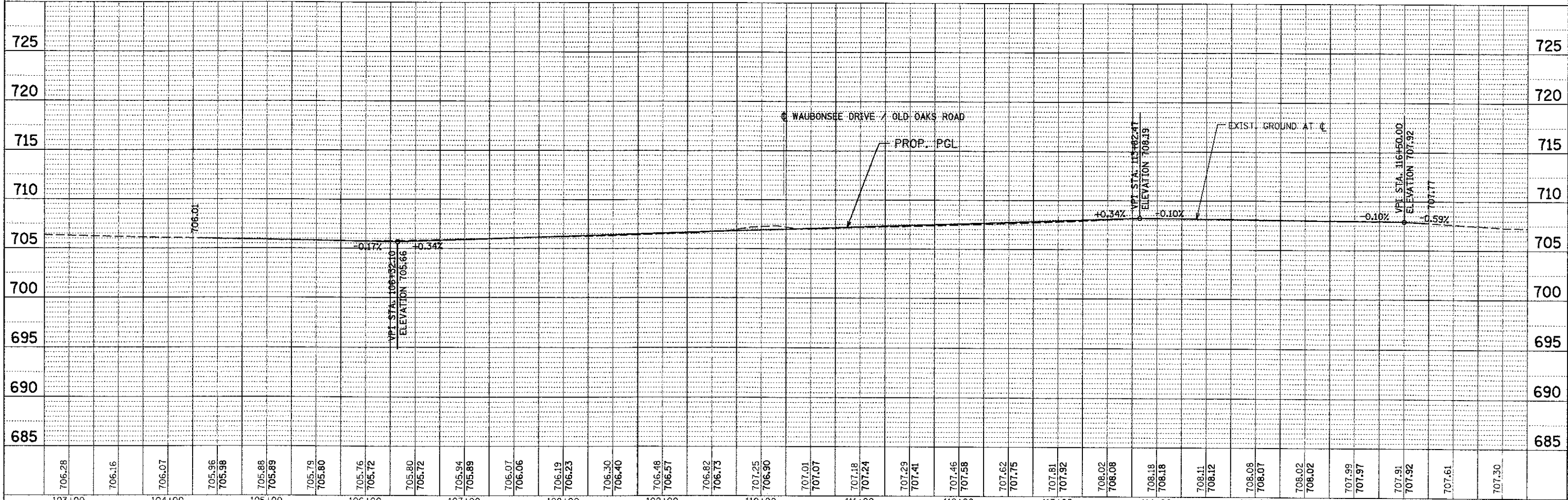
END IMPROVEMENT
STA. 116+70.00

BEGIN IMPROVEMENT
STA. 104+30.00



- ① WAUBONSEE DRIVE STA. 15+53.82 = ILLINOIS ROUTE 47 STA. 110+22.43
- ② HMA RM OV PATCH 4
CL D PATCH T 8
HMA REPL OVER PATCH

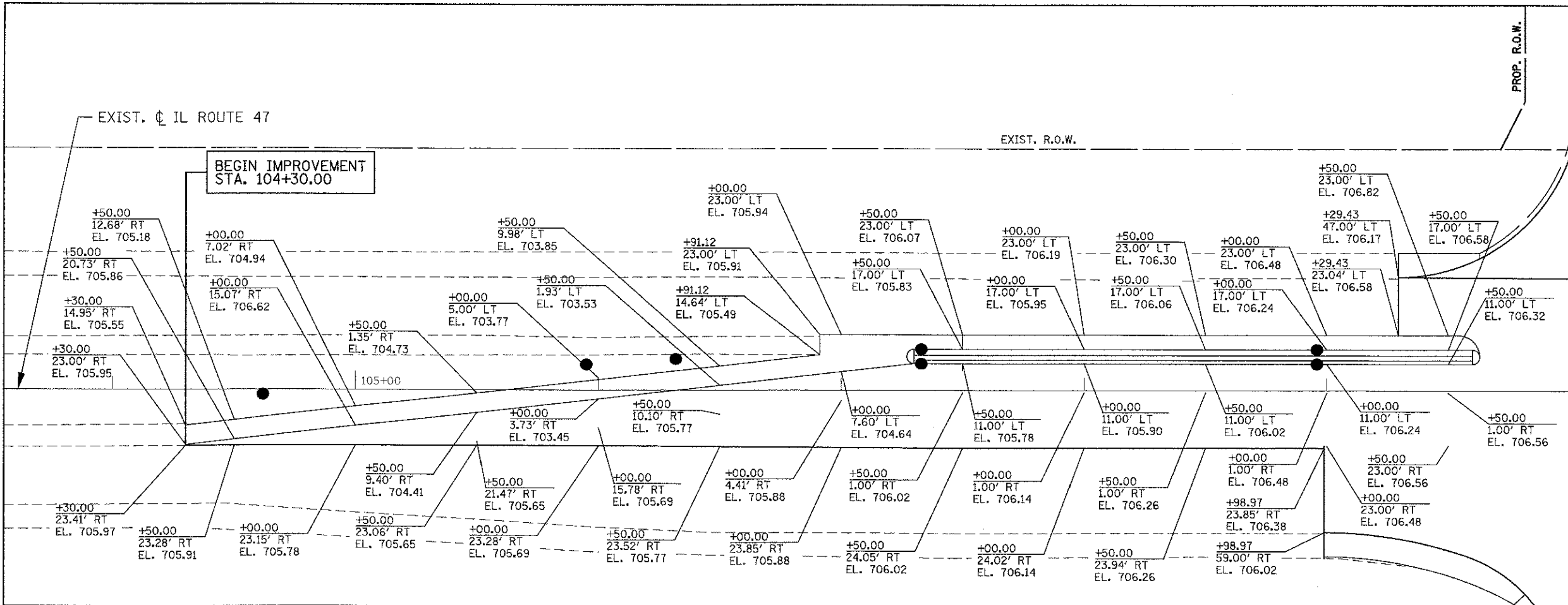
SEE SHEET PP-2 FOR CONTINUATION



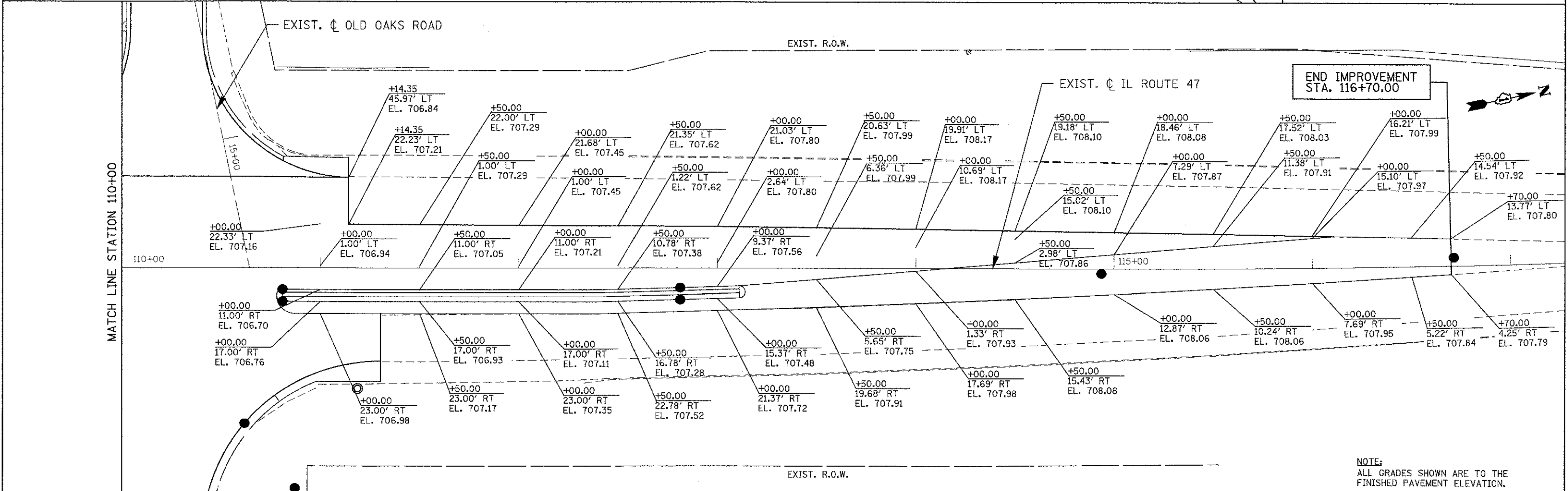
<p>PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com</p>	<p>USER NAME = #USER# PLGT CONFIG = #PLTDRVS# PLGT SCALE = #SCALESHORT# PLCT DATE = #DATE# *TIME#</p>	<p>DESIGNED - MJJ DRAWN - JAC CHECKED - JAH DATE - 3/25/2013</p>	<p>REVISED - REVISED - REVISED - REVISED -</p>	<p>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p>ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE ROADWAY PLAN AND PROFILE</p>	<p>F.A.P. RTE. 326 SECTION 11-00001-00-CH COUNTY KANE TOTAL SHEETS 55 SHEET NO. 12 CONTRACT NO. 63829</p>
<p>SCALE: 1"=50' SHEET NO. PP 1 OF 2 STA. TO STA.</p>				<p>FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT</p>		

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

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



MATCH LINE STATION 110+00



NOTE:
ALL GRADES SHOWN ARE TO THE FINISHED PAVEMENT ELEVATION.

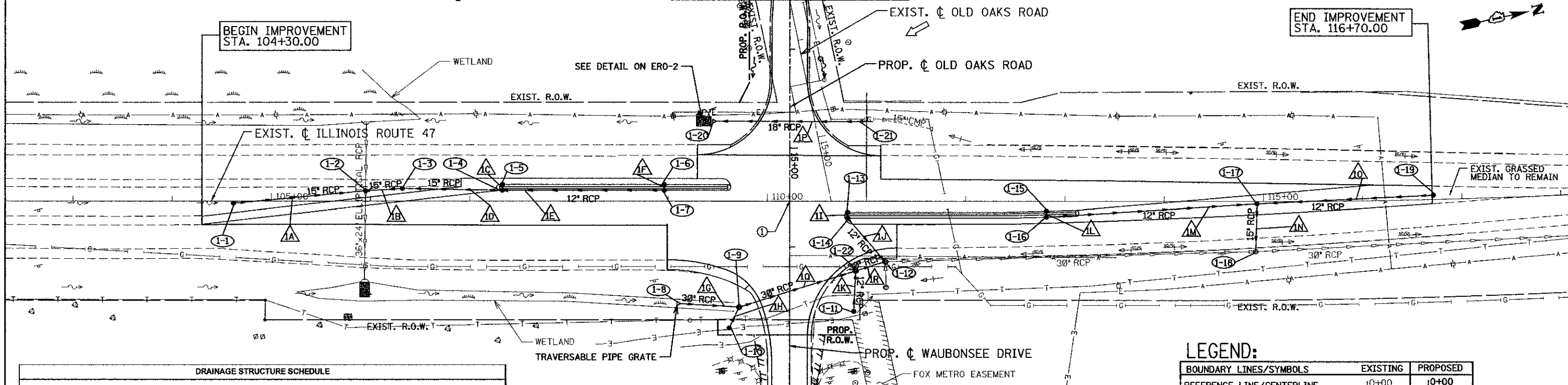
PATRICK ENGINEERING INC. 4870 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = #USER# PLOT CONFIG = #PLTDRVS# PLOT SCALE = #SCALESHT# PLOT DATE = #DATE# *TIME#	DESIGNED - MJP DRAWN - JAC CHECKED - JAH DATE - 3/25/2013	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE PAVEMENT ELEVATION PLAN		F.A.P. RTE. 326 SECTION 11-00001-00-CH COUNTY KANE TOTAL SHEETS 55 SHEET NO. 14 CONTRACT NO. 63829	SCALE: 1"=25' SHEET JT 1 OF 1 STA. TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT
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① WAUBONSEE DRIVE STA. 15+53.82 =
 ② ILLINOIS ROUTE 47 STA. 110+22.43

SEE SHEET DU-2 FOR CONTINUATION

END IMPROVEMENT
 STA. 116+70.00

BEGIN IMPROVEMENT
 STA. 104+30.00



DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NO.	STRUCTURE TYPE	STATION	OFFSET	RIM ELEV.	INVERT (N)	INVERT (S)	INVERT (W)	INVERT (E)
1-1	CB TA 4 DIA 18G	104+61.79	2.04	RT 703.53	700.80			
1-2	CB TA 5 DIA 18G	105+95.02	10.57	LT 704.86	700.17	700.17		
1-3	CB TA 4 DIA 18G	106+31.88	12.84	LT 705.14	701.02	700.29		
1-4	CB TA 4 DIA 111V F&G	107+33.00	11.00	LT 705.09	701.34	701.34	701.98	
1-5	CB TA 4 DIA 124F&G	107+33.00	17.00	LT 705.73				702.01
1-6	CB TA 4 DIA 124F&G	108+95.95	17.00	LT 706.24				702.92
1-7	CB TA 4 DIA 111V F&G	108+95.95	11.00	LT 706.00		702.06	702.89	
1-8	END SECTIONS 30"	109+12.46	103.41	RT 700.14	700.14			
1-9	MAN TA 5 DIA 11F CL	109+71.56	106.93	RT 702.86	698.11	698.11		698.38
1-10	CB TA 4 DIA 18G	109+61.60	128.11	RT 702.71			698.49	
1-11	CB TA 4 DIA 18G	110+77.24	111.23	RT 702.73			698.29	
1-12	MAN TA 5 DIA 18G	111+16.85	60.87	RT 706.01	697.91	697.91		699.67
1-13	CB TA 4 DIA 111V F&G	110+81.00	11.00	RT 706.42			699.93	699.96
1-14	CB TA 4 DIA 124F&G	110+81.00	17.00	RT 706.67				698.15
1-15	CB TA 4 DIA 111V F&G	112+81.30	9.93	RT 706.97				700.15
1-16	CB TA 4 DIA 124F&G	112+81.30	15.93	RT 707.38	700.12		700.12	
1-17	CB TA 4 DIA 124F&G	114+93.85	2.38	RT 707.28	699.20	699.20		698.95
1-18	EXISTING STRUCTURE	114+92.31	50.51	RT 708.41	697.54	697.54	698.79	
1-19	CB TA 4 DIA 18G	116+71.53	4.30	LT 707.75		700.14		
1-20	END SECTIONS 18"	109+48.47	80.98	LT 702.39	702.39		704.20	
1-21	END SECTIONS 18"	110+82.36	80.50	LT 704.20				
1-22	MAN TA 5 DIA 11F CL	110+89.09	70.22	RT 705.35	697.99	697.99		698.12

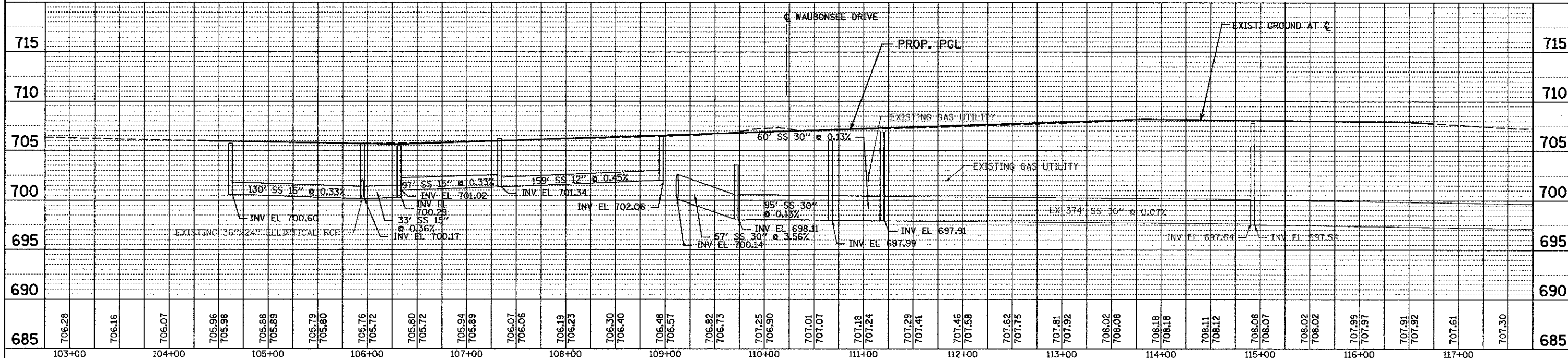
SEE SHEET DU-2 FOR CONTINUATION

STORM SEWER SCHEDULE

PIPE NO.	FROM	TO	LENGTH (FT)	DIA (IN)	TYPE	SLOPE (%)
1A	1-1	1-2	130	15	STORM SEW CL A 2 15	0.33
1B	1-3	1-2	33	15	STORM SEW CL A 1 15	0.36
1C	1-5	1-4	1	12	STORM SEW CL A 1 12	2.64
1D	1-4	1-3	97	15	STORM SEW CL A 1 15	0.33
1E	1-7	1-4	189	12	STORM SEW CL A 1 12	0.45
1F	1-8	1-7	2	12	STORM SEW CL A 1 12	1.32
1G	1-8	1-9	57	30	STORM SEW CL A 1 30	3.56
1H	1-10	1-9	20	12	STORM SEW CL A 2 12	0.55
1I	1-13	1-14	2	12	STORM SEW CL A 2 12	1.32
1J	1-14	1-12	54	12	STORM SEW CL A 2 12	0.44
1K	1-11	1-22	38	12	STORM SEW CL A 2 12	0.45
1L	1-15	1-18	2	12	STORM SEW CL A 2 12	1.32
1M	1-16	1-17	209	12	STORM SEW CL A 2 12	0.44
1N	1-17	1-18	44	15	STORM SEW CL A 2 15	0.36
1O	1-19	1-17	174	12	STORM SEW CL A 2 12	0.54
1P	1-21	1-20	144	18	STORM SEW CL A 1 18	1.26
1Q	1-9	1-22	124	30	STORM SEW CL A 2 30	0.10
1R	1-22	1-12	32	30	STORM SEW CL A 2 30	0.25

LEGEND:

BOUNDARY LINES/SYMBOLS	EXISTING	PROPOSED
REFERENCE LINE/CENTERLINE AND STATIONING	—+0+00—	—+0+00—
STORM SEWER	— — —	— — —
CATCH BASIN	○	●
MANHOLE	○	●
FLARED END SECTION	○	○
OPEN LID MANHOLE/INLET	○	○
SWALE	— — —	— — —
DITCH	— — —	— — —
WETLAND	— — —	— — —
RIPRAP	— — —	— — —
RIGHT OF WAY LINE	— — —	— — —
PERMANENT EASEMENT	— — —	— — —

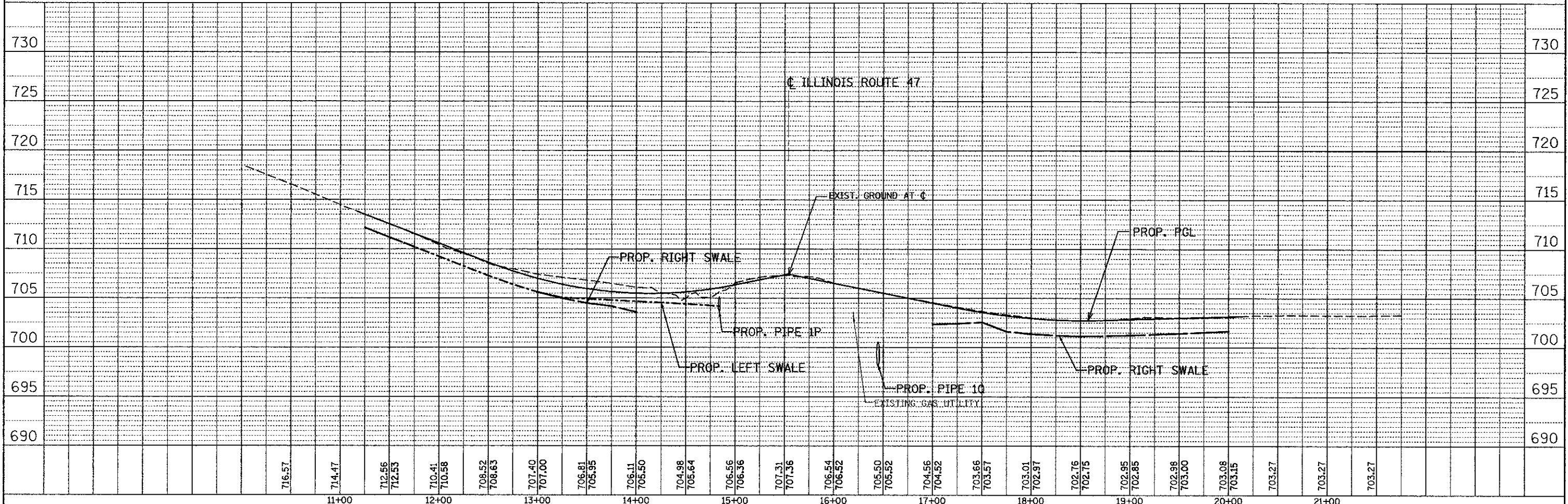
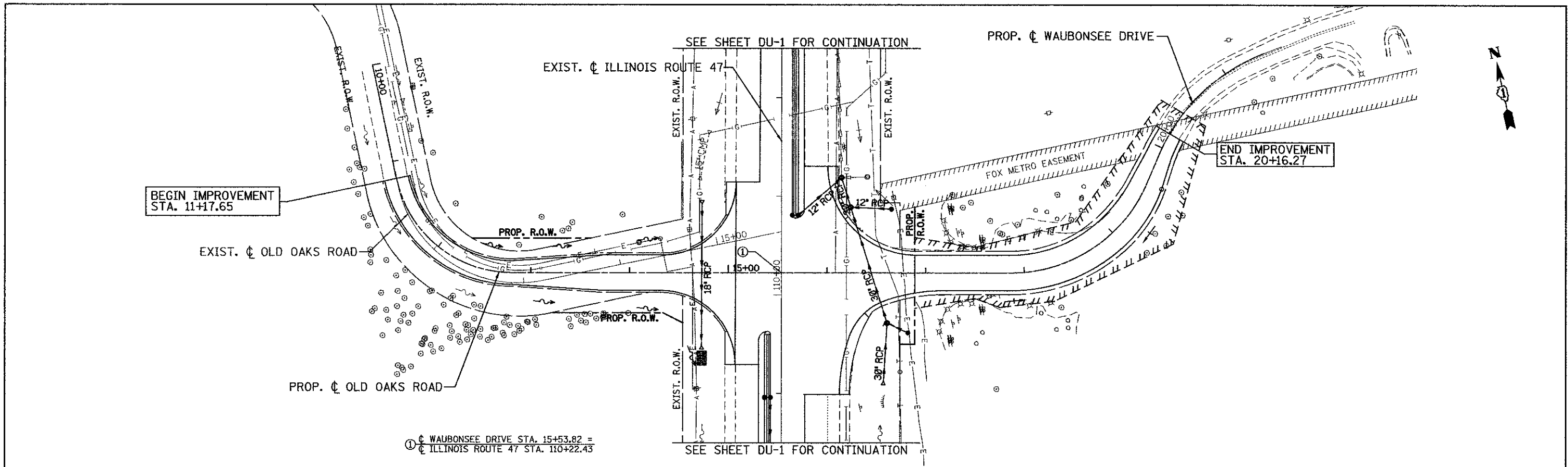


DATE: _____
 BY: _____
 SURVEYED: _____
 PLAN: _____
 NOTE BOOK: _____
 NO. _____

DATE: _____
 BY: _____
 PROFILE: _____
 NOTE BOOK: _____
 NO. _____

PLAN	DATE
BY	
REVISIONS	
NO.	
DATE	
BY	
DESCRIPTION	
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PROFILE	DATE
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REVISIONS	
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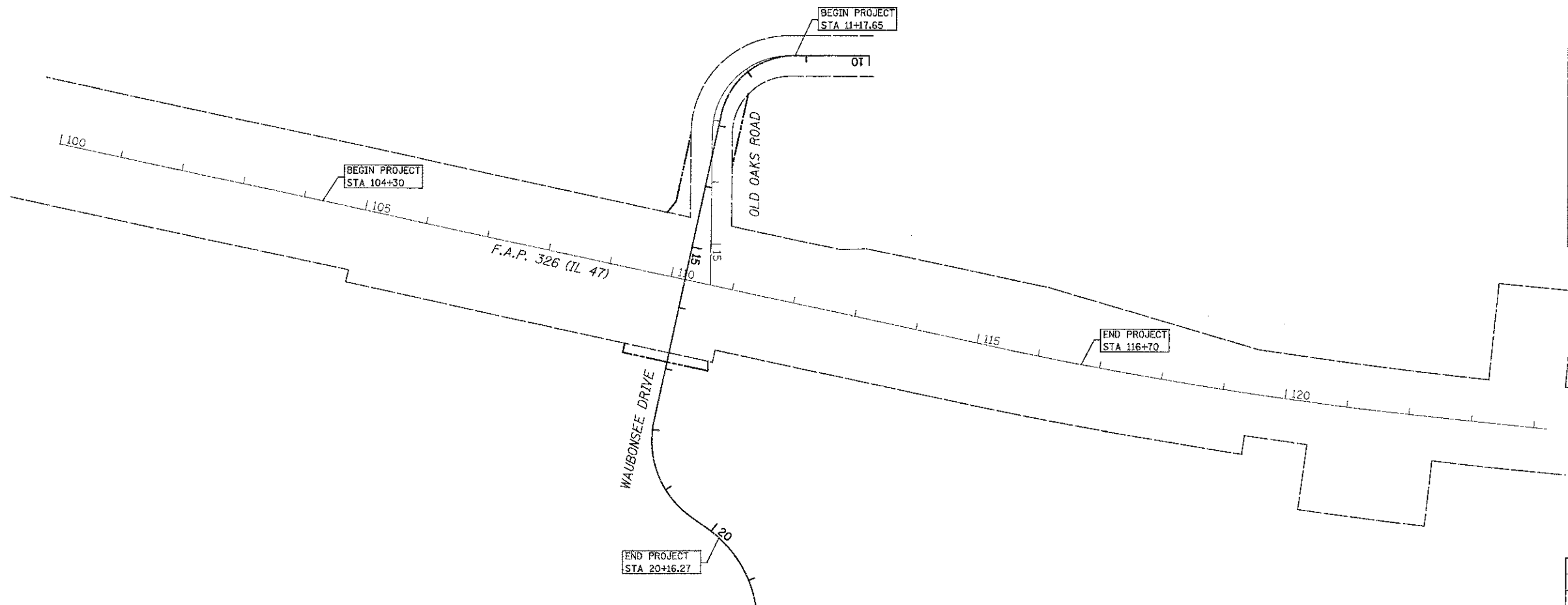
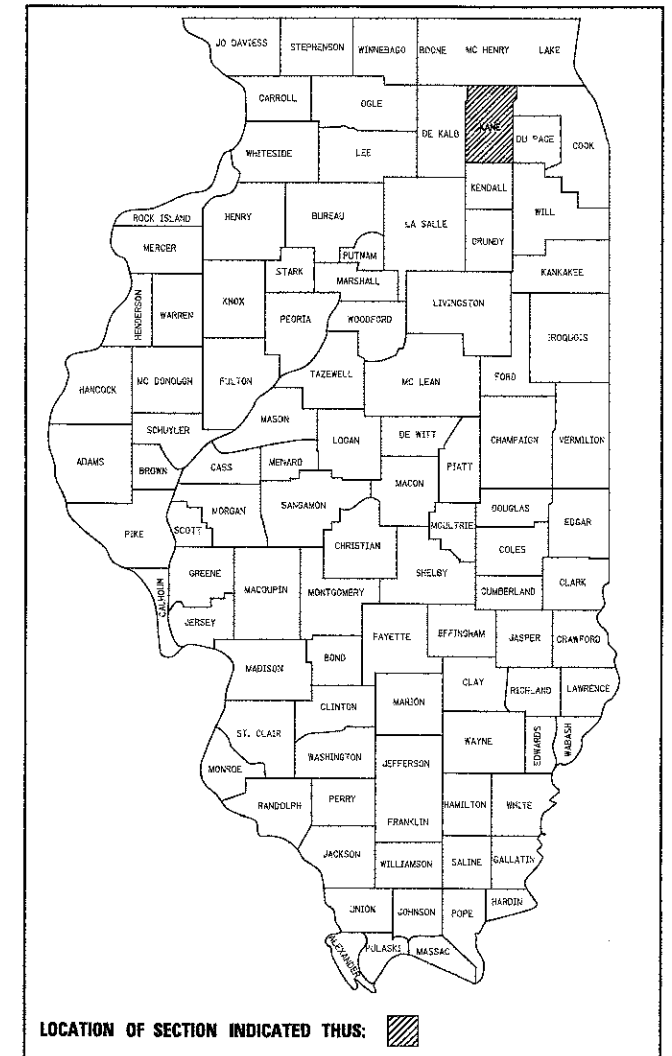
PATRICK ENGINEERING PATRICK ENGINEERING INC. 4870 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mpsnel@lisle_ri	DESIGNED - KLF	REVISED - 4/16/2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE DRAINAGE PLAN AND PROFILE		F.A.P. RTE. 326	SECTION 11-00001-00-CH	COUNTY KANE	TOTAL SHEETS 55	SHEET NO. 16	
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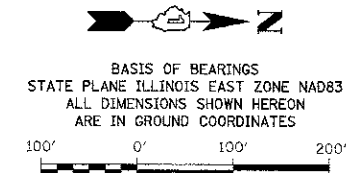
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

PLAT OF HIGHWAY

**ROUTE: F.A.P. 326 (IL 47) & OLD OAKS ROAD
SEC. 5 T38N, R7E OF THE 3RD P.M.
PROJECT: R-91-017-13
KANE COUNTY**



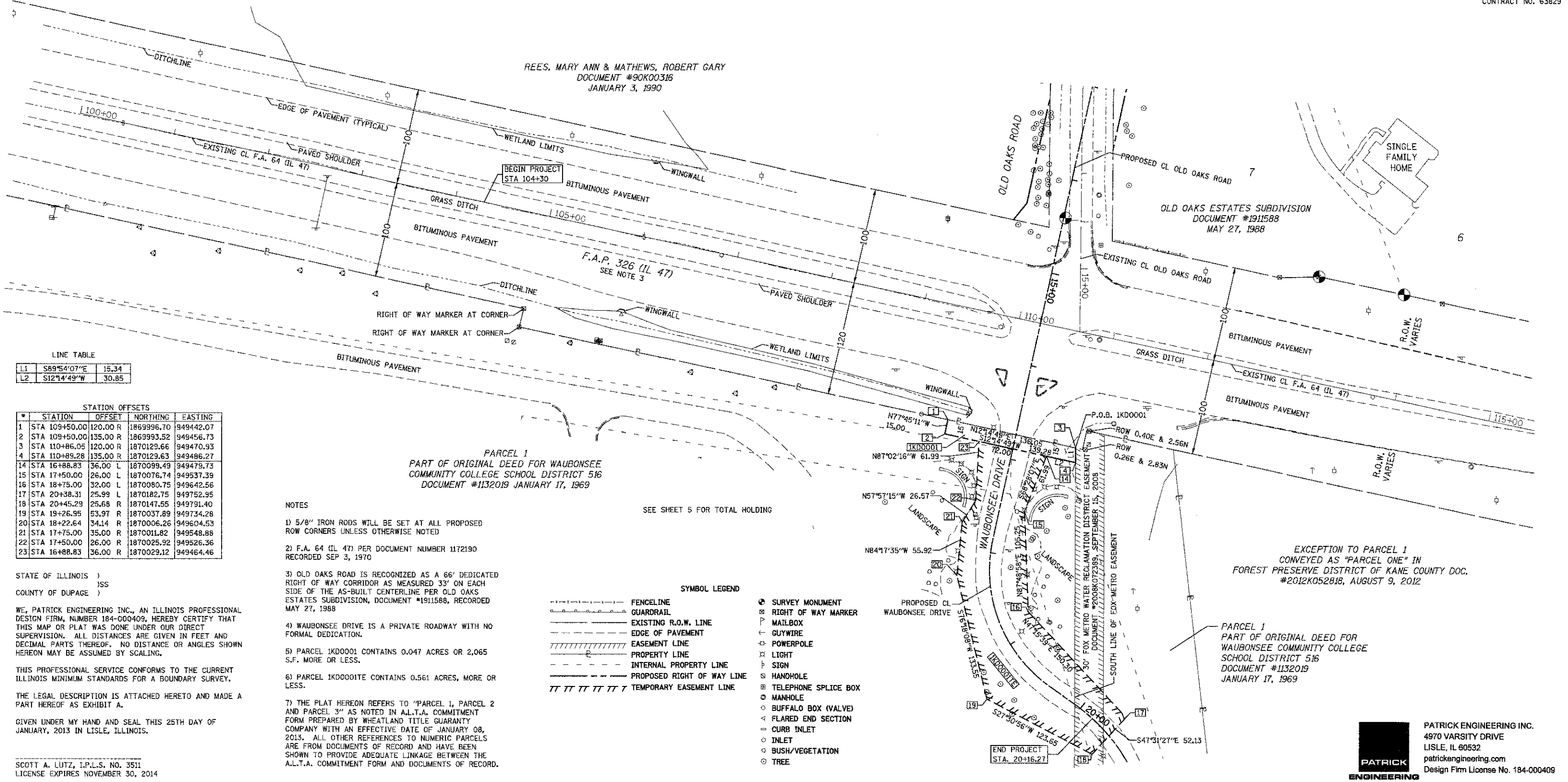
**J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123**



PATRICK ENGINEERING INC.
4970 VARSITY DRIVE
LISLE, IL 60532
patrickengineering.com
Design Firm License No. 184-000409

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
ROUTE F.A.P. 326 (IL 47)
SECTION 11-00001-00-CH
KANE COUNTY
JOB# 21250.013 PROJ# R-91-017-13
SEC 5 T 38N, R 7E OF 3RD P.M.
DRAWN RJP CHECKED CD/SL
SCALE: 1" = 100' SHEET NO. 17 of 55



LINE TABLE

L1	S89°54'07"E	15.34
L2	S12°14'49"W	30.85

STATION OFFSETS

#	STATION	OFFSET	NORTHING	EASTING
1	STA 109+50.00	120.00 R	1869996.70	949442.07
2	STA 109+50.00	135.00 R	1869993.52	949456.73
3	STA 110+86.05	120.00 R	1870129.66	949470.93
4	STA 110+89.28	135.00 R	1870129.63	949486.27
14	STA 16+88.83	36.00 L	1870099.49	949479.73
15	STA 17+50.00	26.00 L	1870076.74	949537.39
16	STA 18+75.00	32.00 L	1870080.75	949642.56
17	STA 20+38.31	25.99 L	1870182.75	949752.95
18	STA 20+45.29	25.68 R	1870147.55	949791.40
19	STA 19+26.95	53.97 R	1870037.89	949734.28
20	STA 18+22.64	34.14 R	1870006.26	949604.53
21	STA 17+75.00	35.00 R	1870011.82	949548.88
22	STA 17+50.00	26.00 R	1870025.92	949526.36
23	STA 16+88.83	36.00 R	1870029.12	949464.46

- NOTES
- 5/8" IRON RODS WILL BE SET AT ALL PROPOSED ROW CORNERS UNLESS OTHERWISE NOTED
 - F.A. 64 (IL 47) PER DOCUMENT NUMBER 1172190 RECORDED SEP 3, 1970
 - OLD OAKS ROAD IS RECOGNIZED AS A 66' DEDICATED RIGHT OF WAY CORRIDOR AS MEASURED 33' ON EACH SIDE OF THE AS-BUILT CENTERLINE PER OLD OAKS ESTATES SUBDIVISION, DOCUMENT #1911588, RECORDED MAY 27, 1988
 - WAUBONSEE DRIVE IS A PRIVATE ROADWAY WITH NO FORMAL DEDICATION.
 - PARCEL 1KD0001 CONTAINS 0.047 ACRES OR 2,065 S.F. MORE OR LESS.
 - PARCEL 1KD0001E CONTAINS 0.561 ACRES, MORE OR LESS.
 - THE PLAT HEREON REFERS TO "PARCEL 1, PARCEL 2 AND PARCEL 3" AS NOTED IN A.L.T.A. COMMITMENT FORM PREPARED BY WHEATLAND TITLE GUARANTY COMPANY WITH AN EFFECTIVE DATE OF JANUARY 08, 2013. ALL OTHER REFERENCES TO NUMERIC PARCELS ARE FROM DOCUMENTS OF RECORD AND HAVE BEEN SHOWN TO PROVIDE ADEQUATE LINKAGE BETWEEN THE A.L.T.A. COMMITMENT FORM AND DOCUMENTS OF RECORD.

- SYMBOL LEGEND
- FENCELINE
 - GUARDRAIL
 - EXISTING R.O.W. LINE
 - EDGE OF PAVEMENT
 - EASEMENT LINE
 - PROPERTY LINE
 - INTERNAL PROPERTY LINE
 - PROPOSED RIGHT OF WAY LINE
 - TEMPORARY EASEMENT LINE
 - SURVEY MONUMENT
 - RIGHT OF WAY MARKER
 - MAILBOX
 - GUYWIRE
 - POWERPOLE
 - LIGHT
 - SIGN
 - HANDHOLE
 - TELEPHONE SPLICE BOX
 - MANHOLE
 - BUFFALO BOX (VALVE)
 - FLARED END SECTION
 - CURB INLET
 - INLET
 - BUSH/VEGETATION
 - TREE

STATE OF ILLINOIS)
)SS
 COUNTY OF DUPAGE)

WE, PATRICK ENGINEERING INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-000409, HEREBY CERTIFY THAT THIS MAP OR PLAT WAS DONE UNDER OUR DIRECT SUPERVISION. ALL DISTANCES ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF. NO DISTANCE OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

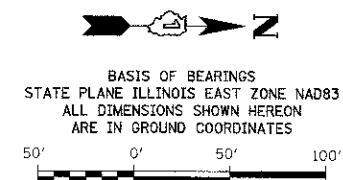
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

THE LEGAL DESCRIPTION IS ATTACHED HERETO AND MADE A PART HEREOF AS EXHIBIT A.

GIVEN UNDER MY HAND AND SEAL THIS 25TH DAY OF JANUARY, 2013 IN LISLE, ILLINOIS.

SCOTT A. LUTZ, I.P.L.S. NO. 3511
 LICENSE EXPIRES NOVEMBER 30, 2014

PARCEL NO.	OWNER	TOTAL HOLDING (ACRES)	PART TAKEN	AREA IN EXISTING ROW (ACRES)	REMAINDER (ACRES)	EASEMENT AREA (ACRES)	EASEMENT PURPOSE	P.I.N.	ACQUIRED BY
1KD0001 1KD0001E	WAUBONSEE COMMUNITY COLLEGE SCHOOL DISTRICT #516	200.430	0.047	N/A	200.383	0.561	CONSTRUCTION	14-05-400-030 (PT) 14-05-400-018 (PT) 14-05-400-025 14-05-400-010 14-08-200-014 14-08-200-015 (PT) 14-05-400-027 14-05-400-028 01-05-400-029 14-05-400-031 14-08-200-024 (PT) 14-09-100-017 (PT) 14-04-300-003 (PT)	



REVISION

DATE	DESCRIPTION

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAT OF HIGHWAYS

ROUTE F.A.P. 326 (IL 47)

SECTION 11-00001-00-CH

KANE COUNTY

JOB# 21250.013 PROJ# R-91-017-13

SEC 5 T 38N, R 7E OF 3RD P.M.

STA 109+50.00 TO STA 110+89.28

DRAWN RJP CHECKED CD/SL

SCALE: 1" = 50' SHEET NO. 18 OF 55

PATRICK ENGINEERING INC.
 4970 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com
 Design Firm License No. 184-000409

SECTION 5 T38N, R7E OF THE 3RD P.M., KANE COUNTY, ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	11-00001-00-CH	KANE	55	19

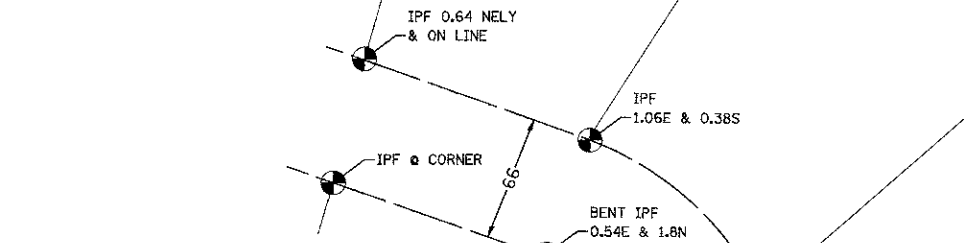
STA. 13+06.98 TO STA. 14+53.82

CONTRACT NO. 63829

* STATION	OFFSET	NORTHING	EASTING
7 STA 14+53.82	50.77 R	1870064.55	949231.66
8 STA 14+33.82	40.77 R	1870078.56	949214.24
9 STA 13+20.79	40.77 R	1870102.54	949103.78
10 STA 14+53.82	12.80 R	1870101.65	949239.71
11 STA 13+60.37	35.00 L	1870168.18	949158.54
12 STA 13+06.98	23.77 L	1870168.54	949103.98
13 STA 12+27.71	25.81 L	1870193.59	949041.47

CL	RADIUS	Ch BEARING	LENGTH	DELTA	Ch LENGTH
CL	92.00	N68°09'27"W	68.94	42°56'14"	67.34

L3	S12°14'49"W	37.97
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- NOTES
- 1) 5/8" IRON RODS WILL BE SET AT ALL PROPOSED ROW CORNERS UNLESS OTHERWISE NOTED
 - 2) F.A. 64 (IL 47) PER DOCUMENT NUMBER 1172190 RECORDED SEP 3, 1970
 - 3) OLD OAKS ROAD IS RECOGNIZED AS A 66' DEDICATED RIGHT OF WAY CORRIDOR AS MEASURED 33' ON EACH SIDE OF THE AS-BUILT CENTERLINE PER OLD OAKS ESTATES SUBDIVISION, DOCUMENT #1911588, RECORDED MAY 27, 1988
 - 4) PARCEL 1KD0002 CONTAINS 0.045 ACRES OR 1,960 S.F. MORE OR LESS.
 - 5) PARCEL 1KD0003 CONTAINS 0.022 ACRES OR 961 S.F. MORE OR LESS.
 - 6) THE PLAT HEREON REFERS TO "PARCEL 1, PARCEL 2 AND PARCEL 3" AS NOTED IN A.L.T.A. COMMITMENT FORM PREPARED BY WHEATLAND TITLE GUARANTY COMPANY WITH AN EFFECTIVE DATE OF JANUARY 08, 2013. ALL OTHER REFERENCES TO NUMERIC PARCELS ARE FROM DOCUMENTS OF RECORD AND HAVE BEEN SHOWN TO PROVIDE ADEQUATE LINKAGE BETWEEN THE A.L.T.A. COMMITMENT FORM AND DOCUMENTS OF RECORD.

STATE OF ILLINOIS)
) SS
 COUNTY OF DUPAGE)

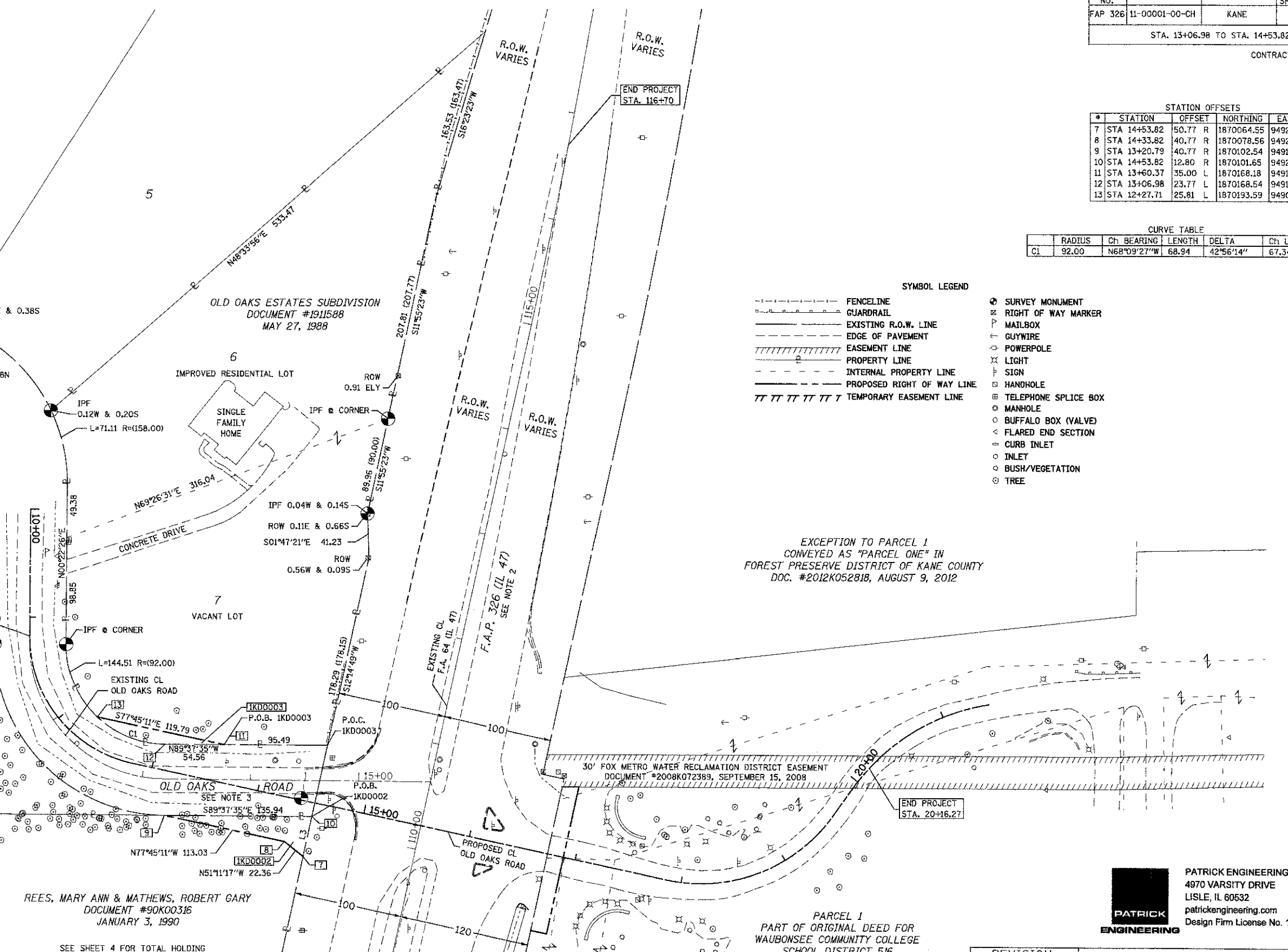
WE, PATRICK ENGINEERING INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-000409, HEREBY CERTIFY THAT THIS MAP OR PLAT WAS DONE UNDER OUR DIRECT SUPERVISION. ALL DISTANCES ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF. NO DISTANCE OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

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 LICENSE EXPIRES NOVEMBER 30, 2014



- SYMBOL LEGEND
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 - EXISTING R.O.W. LINE
 - EDGE OF PAVEMENT
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 - INTERNAL PROPERTY LINE
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 - SURVEY MONUMENT
 - RIGHT OF WAY MARKER
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 - GUYWIRE
 - POWERPOLE
 - LIGHT
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 - HANDHOLE
 - TELEPHONE SPLICE BOX
 - MANHOLE
 - BUFFALO BOX (VALVE)
 - FLARED END SECTION
 - CURB INLET
 - INLET
 - BUSH/VEGETATION
 - TREE

EXCEPTION TO PARCEL 1
 CONVEYED AS "PARCEL ONE" IN
 FOREST PRESERVE DISTRICT OF KANE COUNTY
 DOC. #2012K052818, AUGUST 9, 2012

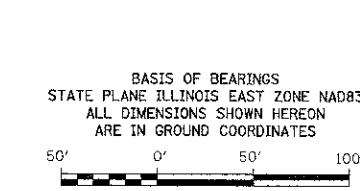
REES, MARY ANN & MATHEWS, ROBERT GARY
 DOCUMENT #90K00316
 JANUARY 3, 1990

PARCEL 1
 PART OF ORIGINAL DEED FOR
 WAUBONSEE COMMUNITY COLLEGE
 SCHOOL DISTRICT 516
 DOCUMENT #1132019
 JANUARY 17, 1969

PATRICK ENGINEERING
 PATRICK ENGINEERING INC.
 4970 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com
 Design Firm License No. 184-000409

DATE	DESCRIPTION

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
 PLAT OF HIGHWAYS
 ROUTE F.A.P. 326 (IL 47)
 SECTION 11-00001-00-CH
 KANE COUNTY
 JOB# 21250.013 PROJ# R-91-017-13
 SEC 5 T 38N, R 7E OF 3RD P.M.
 STA 13+06.98 TO STA 14+53.82
 DRAWN RJP CHECKED CD/SL
 SCALE: 1" = 50' SHEET NO. 19 OF 55

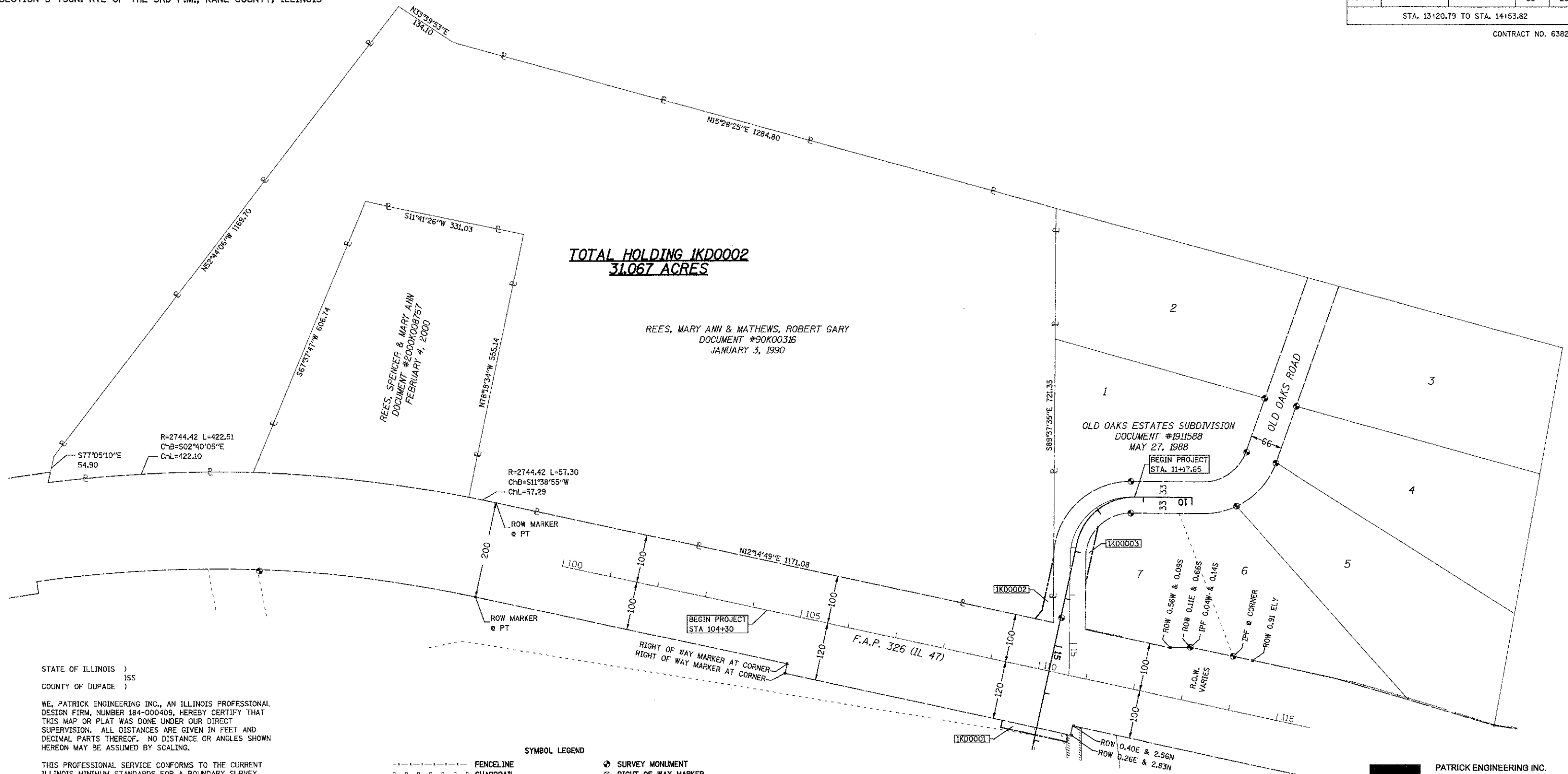


PARCEL NO.	OWNER	TOTAL HOLDING (ACRES)	PART TAKEN	AREA IN EXISTING ROW (ACRES)	REMAINDER (ACRES)	EASEMENT AREA (ACRES)	EASEMENT PURPOSE	P.I.N.	ACQUIRED BY
1KD0002	REES, MARY ANN & MATHEWS, ROBERT GARY	31.067	0.045	N/A	31.022	N/A	-	14-05-300-018 14-05-400-024	
1KD0003	DOYLE, BRYAN L. & CATHY W.	3.130	0.022	N/A	3.108	N/A	-	14-05-252-004 14-05-252-006	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	11-00001-00-CH	KANE	55	20

STA. 13+20.79 TO STA. 14+53.82

CONTRACT NO. 63829



STATE OF ILLINOIS)
) SS
 COUNTY OF DUPAGE)

WE, PATRICK ENGINEERING INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-000409, HEREBY CERTIFY THAT THIS MAP OR PLAT WAS DONE UNDER OUR DIRECT SUPERVISION. ALL DISTANCES ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF. NO DISTANCE OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

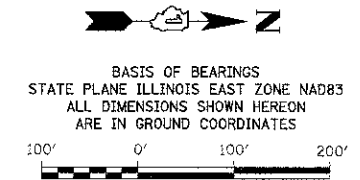
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

THE LEGAL DESCRIPTION IS ATTACHED HERETO AND MADE A PART HEREOF AS EXHIBIT A.

GIVEN UNDER MY HAND AND SEAL THIS 25TH DAY OF JANUARY, 2013 IN LISLE, ILLINOIS.

SCOTT A. LUTZ, I.P.L.S. NO. 3511
 LICENSE EXPIRES NOVEMBER 30, 2014

SYMBOL LEGEND			
	FENCELINE		SURVEY MONUMENT
	GUARDRAIL		RIGHT OF WAY MARKER
	EXISTING R.O.W. LINE		MAILBOX
	EDGE OF PAVEMENT		GUYWIRE
	EASEMENT LINE		POWERPOLE
	PROPERTY LINE		LIGHT
	INTERNAL PROPERTY LINE		SIGN
	PROPOSED RIGHT OF WAY LINE		HANDHOLE
	TEMPORARY EASEMENT LINE		TELEPHONE SPLICE BOX
			MANHOLE
			BUFFALO BOX (VALVE)
			FLARED END SECTION
			CURB INLET
			INLET
			BUSH/VEGETATION
			TREE



REVISION	
DATE	DESCRIPTION

PATRICK ENGINEERING
 PATRICK ENGINEERING INC.
 4970 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com
 Design Firm License No. 184-000409

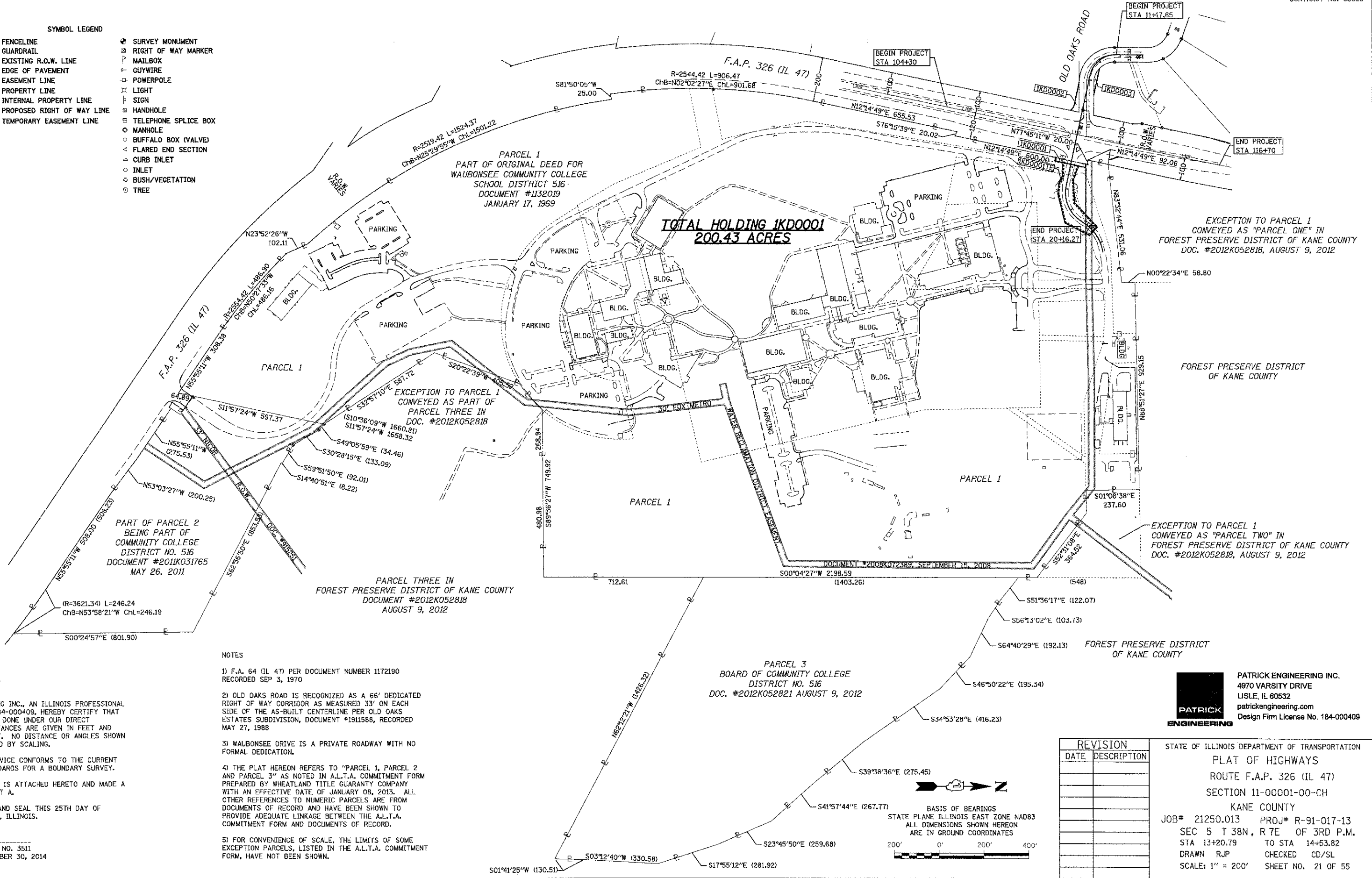
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
 PLAT OF HIGHWAYS
 ROUTE F.A.P. 326 (IL 47)
 SECTION 11-00001-00-CH
 KANE COUNTY
 JOB# 21250.013 PROJ# R-91-017-13
 SEC 5 T 38N, R 7E OF THE 3RD P.M.
 STA 13+20.79 TO STA 14+53.82
 DRAWN RJP CHECKED CD/SL
 SCALE: 1" = 100' SHEET NO. 20 OF 55

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 326	11-00001-00-CH	KANE	55	21
STA. 13+20.79 TO STA. 14+53.82				

CONTRACT NO. 63829

SYMBOL LEGEND

	FENCELINE		SURVEY MONUMENT
	GUARDRAIL		RIGHT OF WAY MARKER
	EXISTING R.O.W. LINE		MAILBOX
	EDGE OF PAVEMENT		GUYWIRE
	EASEMENT LINE		POWERPOLE
	PROPERTY LINE		LIGHT
	INTERNAL PROPERTY LINE		SIGN
	PROPOSED RIGHT OF WAY LINE		HANDHOLE
	TEMPORARY EASEMENT LINE		TELEPHONE SPLICE BOX
			MANHOLE
			BUFFALO BOX (VALVE)
			FLARED END SECTION
			CURB INLET
			INLET
			BUSH/VEGETATION
			TREE



EXCEPTION TO PARCEL 1
CONVEYED AS "PARCEL ONE" IN
FOREST PRESERVE DISTRICT OF KANE COUNTY
DOC. #2012K052818, AUGUST 9, 2012

FOREST PRESERVE DISTRICT
OF KANE COUNTY

EXCEPTION TO PARCEL 1
CONVEYED AS "PARCEL TWO" IN
FOREST PRESERVE DISTRICT OF KANE COUNTY
DOC. #2012K052818, AUGUST 9, 2012

FOREST PRESERVE DISTRICT
OF KANE COUNTY

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

WE, PATRICK ENGINEERING INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-000409, HEREBY CERTIFY THAT THIS MAP OR PLAT WAS DONE UNDER OUR DIRECT SUPERVISION. ALL DISTANCES ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF. NO DISTANCE OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

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

THE LEGAL DESCRIPTION IS ATTACHED HERETO AND MADE A PART HEREOF AS EXHIBIT A.

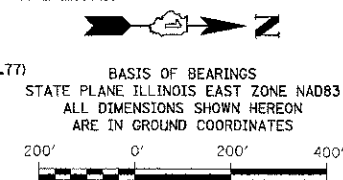
GIVEN UNDER MY HAND AND SEAL THIS 25TH DAY OF JANUARY, 2013 IN LISLE, ILLINOIS.

SCOTT A. LUTZ, I.P.L.S. NO. 3511
LICENSE EXPIRES NOVEMBER 30, 2014

- NOTES**
- 1) F.A. 64 (IL 47) PER DOCUMENT NUMBER 1172190 RECORDED SEP 3, 1970
 - 2) OLD OAKS ROAD IS RECOGNIZED AS A 66' DEDICATED RIGHT OF WAY CORRIDOR AS MEASURED 33' ON EACH SIDE OF THE AS-BUILT CENTERLINE PER OLD OAKS ESTATES SUBDIVISION, DOCUMENT #191588, RECORDED MAY 27, 1988
 - 3) WAUBONSEE DRIVE IS A PRIVATE ROADWAY WITH NO FORMAL DEDICATION.
 - 4) THE PLAT HEREON REFERS TO "PARCEL 1, PARCEL 2 AND PARCEL 3" AS NOTED IN A.L.T.A. COMMITMENT FORM PREPARED BY WHEATLAND TITLE GUARANTY COMPANY WITH AN EFFECTIVE DATE OF JANUARY 08, 2013. ALL OTHER REFERENCES TO NUMERIC PARCELS ARE FROM DOCUMENTS OF RECORD AND HAVE BEEN SHOWN TO PROVIDE ADEQUATE LINKAGE BETWEEN THE A.L.T.A. COMMITMENT FORM AND DOCUMENTS OF RECORD.
 - 5) FOR CONVENIENCE OF SCALE, THE LIMITS OF SOME EXCEPTION PARCELS, LISTED IN THE A.L.T.A. COMMITMENT FORM, HAVE NOT BEEN SHOWN.

PARCEL 3
BOARD OF COMMUNITY COLLEGE
DISTRICT NO. 516
DOC. #2012K052821 AUGUST 9, 2012

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LISLE, IL 60532
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REVISION	
DATE	DESCRIPTION

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
ROUTE F.A.P. 326 (IL 47)
SECTION 11-00001-00-CH
KANE COUNTY
JOB# 21250.013 PROJ# R-91-017-13
SEC 5 T 38N, R 7E OF 3RD P.M.
STA 13+20.79 TO STA 14+53.82
DRAWN RJP CHECKED CD/SL
SCALE: 1" = 200' SHEET NO. 21 OF 55

SIGN LEGEND:

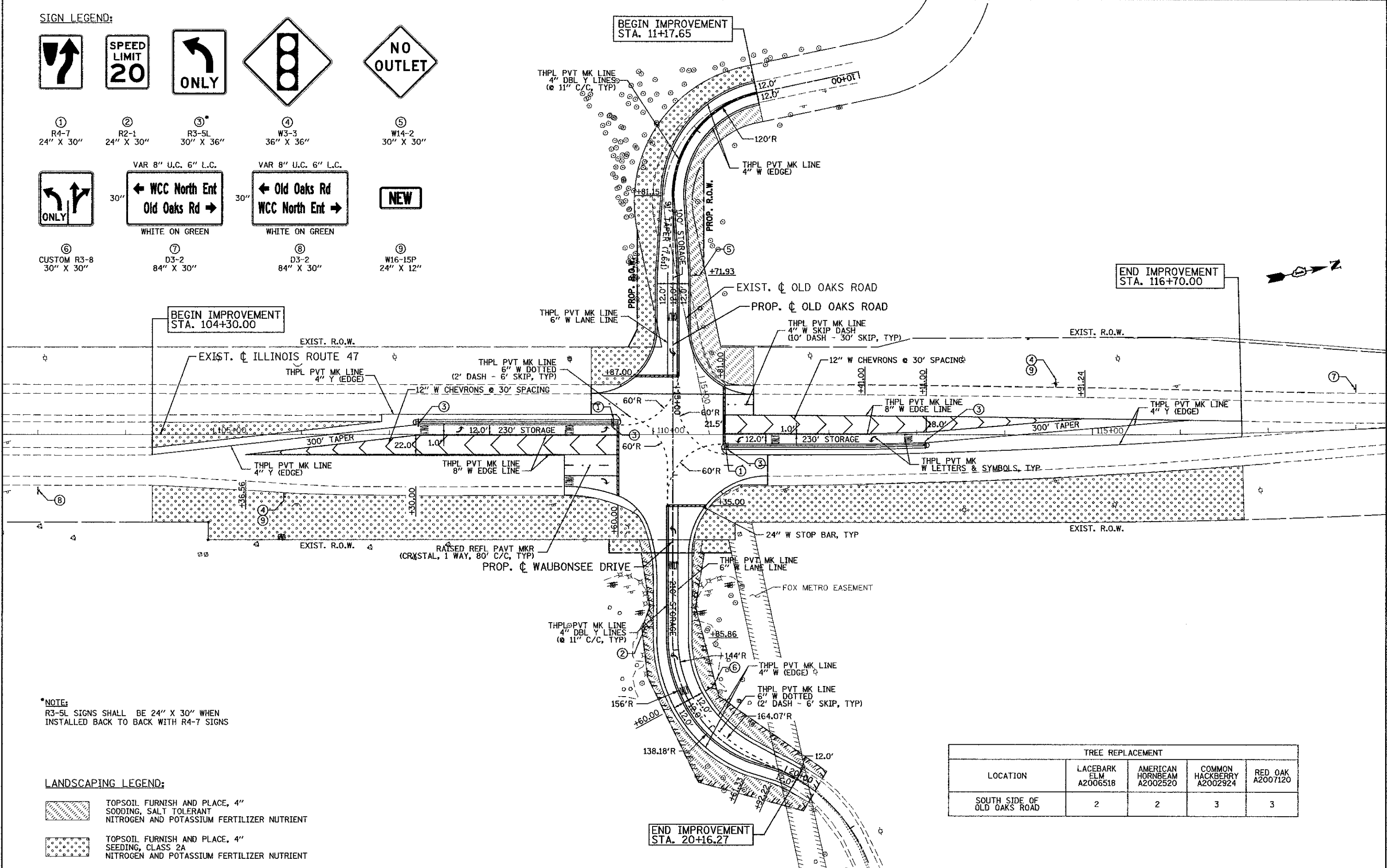
① R4-7 24" X 30"
 ② R2-1 24" X 30"
 ③ R3-5L 30" X 36"
 ④ W3-3 36" X 36"
 ⑤ W14-2 30" X 30"
 VAR 8" U.C. 6" L.C.
 ⑥ CUSTOM R3-8 30" X 30"
 ⑦ D3-2 84" X 30"
 ⑧ D3-2 84" X 30"
 ⑨ W16-15P 24" X 12"

BEGIN IMPROVEMENT STA. 11+17.65

END IMPROVEMENT STA. 116+70.00

BEGIN IMPROVEMENT STA. 104+30.00

END IMPROVEMENT STA. 20+16.27



***NOTE:**
 R3-5L SIGNS SHALL BE 24" X 30" WHEN INSTALLED BACK TO BACK WITH R4-7 SIGNS

LANDSCAPING LEGEND:

TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT NITROGEN AND POTASSIUM FERTILIZER NUTRIENT

TOPSOIL FURNISH AND PLACE, 4" SEEDING, CLASS 2A NITROGEN AND POTASSIUM FERTILIZER NUTRIENT

TREE REPLACEMENT				
LOCATION	LACEBARK ELM A2006518	AMERICAN HORNEBAM A2002520	COMMON HACKBERRY A2002924	RED OAK A2007120
SOUTH SIDE OF OLD OAKS ROAD	2	2	3	3

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mpsnell.1010_RJ	DESIGNED - MJP	REVISED - 3/7/2013
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



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

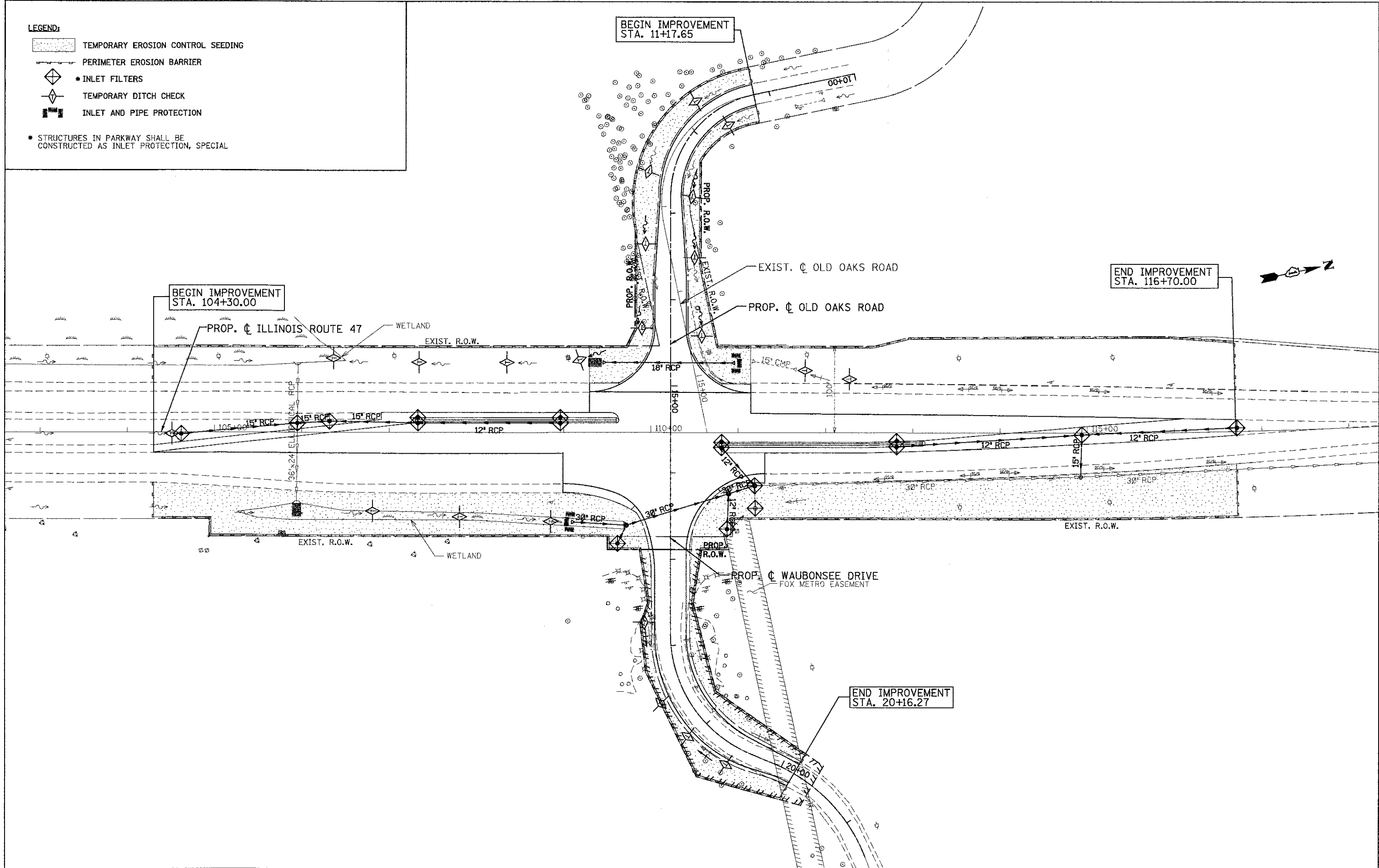
ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE
 PAVEMENT MARKING, SIGNING, AND LANDSCAPING PLAN

SCALE: 1"=50' SHEET PKM 1 OF 1 STA. TO STA.

F.A.P. RTE. 326	SECTION 11-00001-00-CH	COUNTY KANE	TOTAL SHEETS 55	SHEET NO. 22
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT CONTRACT NO. 63829		

LEGEND:

-  TEMPORARY EROSION CONTROL SEEDING
 -  PERIMETER EROSION BARRIER
 -  * INLET FILTERS
 -  TEMPORARY DITCH CHECK
 -  INLET AND PIPE PROTECTION
- * STRUCTURES IN PARKWAY SHALL BE CONSTRUCTED AS INLET PROTECTION, SPECIAL



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 4970 VARSITY DRIVE
 LISLE, IL 60532
 patrickengineering.com

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 PLOT CONFIG = #PLTDRVS#
 PLOT SCALE = #SCALESHORT#
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DESIGNED - KLF
 DRAWN - KLF
 CHECKED - EYC
 DATE - 3/25/2013

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE
 EROSION AND SEDIMENT CONTROL PLAN**

SCALE: 1"=50' SHEET ERO 1 OF 4 STA. TO STA.

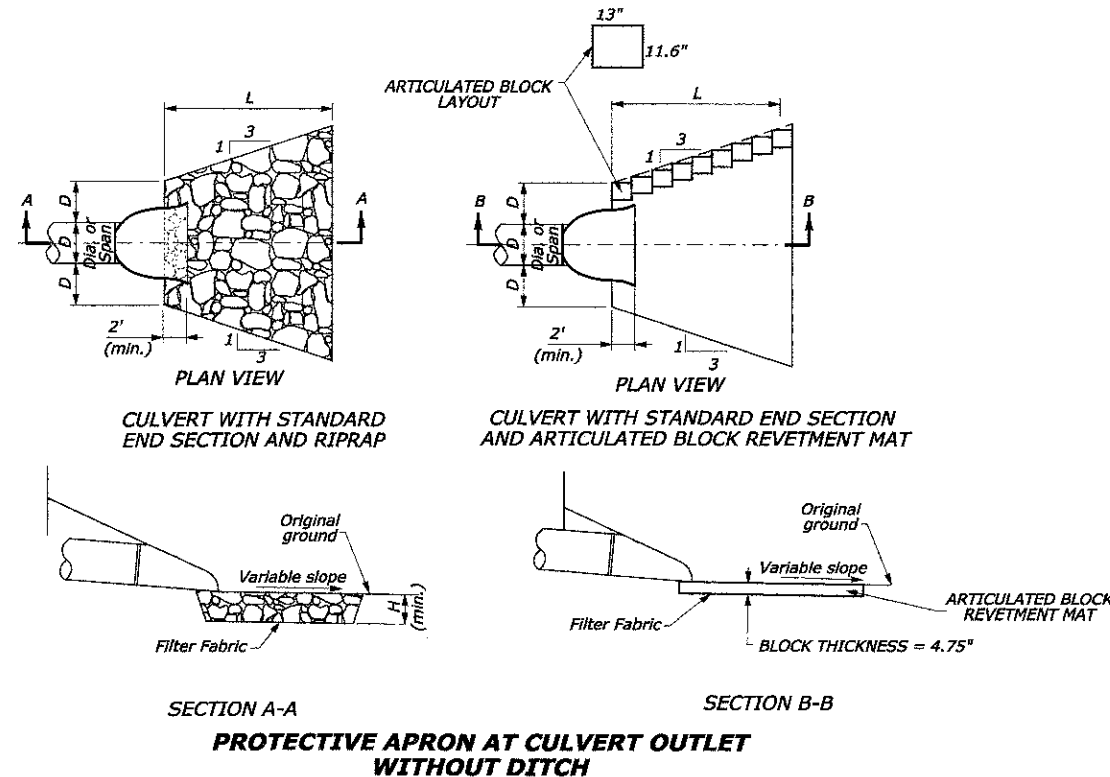
F.A.P. RTE. 326	SECTION 11-00001-00-CH	COUNTY KANE	TOTAL SHEETS 55	SHEET NO. 23
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63829	

EROSION CONTROL NOTES:

- ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE KANE COUNTY STORMWATER MANAGEMENT ORDINANCE. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMIT ILR40.
- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
- SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
- ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN 15 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION. TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.
- IF A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 3 DAYS, EROSION CONTROL MEASURES WILL BE PROVIDED. SOIL STOCKPILES MUST NOT BE LOCATED WITHIN ANY SPECIAL MANAGEMENT AREAS. SPECIAL MANAGEMENT AREAS INCLUDE WETLANDS, ADJACENT OFF-SITE WETLANDS, AND FLOODPLAINS.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN WETLANDS.
- WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
- WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.
- GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.
- CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL. CONCRETE WASH AREAS SHALL NOT BE LOCATED WITHIN ANY SPECIAL MANAGEMENT AREAS.
- ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.
- THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED WITHIN 72 HOURS. EROSION CONTROL SYSTEMS REPLACED DUE TO SEDIMENT LOADING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
- ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS, EXCEPT WHERE OTHERWISE NOTED IN THE CONTRACT SPECIAL PROVISIONS.
- THE COST OF REPAIRING OR REMOVING SEDIMENT FROM EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
- ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.
- STRAW OR HAY BALES SHALL NOT BE USED FOR INLET AND PIPE PROTECTION.

KANE COUNTY STANDARD EROSION CONTROL NOTES:

- UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED FEBRUARY 2002.
- THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES
- PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.
- DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
- IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTORS(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE EPA.

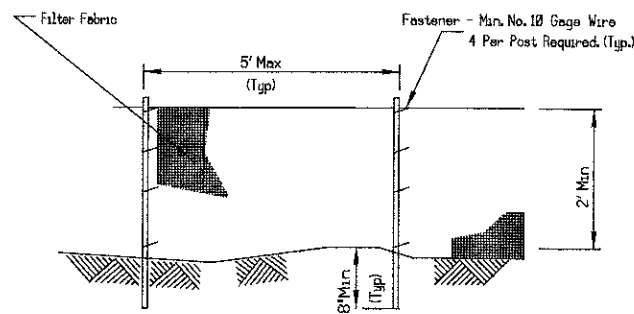


OUTLET WITHOUT DITCH						
PROTECTIVE APRON DIMENSIONS AND ESTIMATED QUANTITIES						
	CULVERT SIZE D (inches)	RIPRAP CLASS	LENGTH OF APRON L (feet)	DEPTH OF RIPRAP APRON H (feet)	ESTIMATED RIPRAP QUANTITY (SY)	ESTIMATED GEOTEXTILE QUANTITY (SY)
WITH END SECTION	18	RR4	7	1.33	6	6
	24	RR4	9	1.33	9	9
	30	RR5	13.5	1.83	18	18
	36	RR5	16	1.83	26	26
	42	RR6	22	2.17	44	44
	48	RR6	25	2.17	57	57

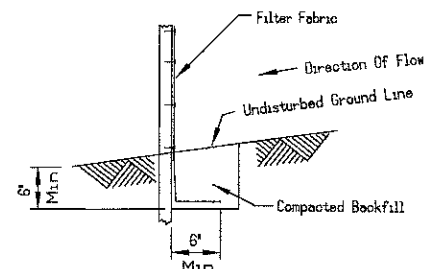
RIPRAP NOTES:

- Use for aprons serving culverts with slopes of less than 10%.
- Furnish Filter Fabric per section 282 of the standard specifications. 2' Turn downs not shown.
- Provide bedding stone (not shown) per section 281 of the standard specifications
- Excavation for placement of riprap will not be measured for payment.

PERIMETER EROSION BARRIER PLAN



ELEVATION



FABRIC ANCHOR DETAIL

NOTES:

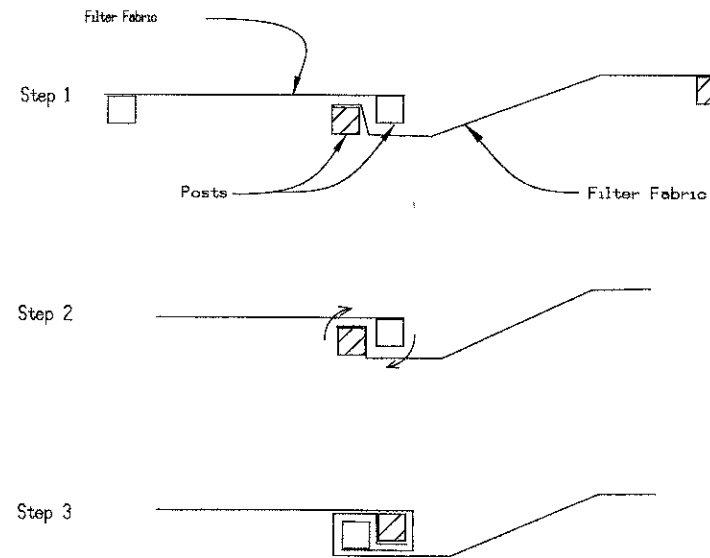
- Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
- Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class with equivalent opening size of at least 30 for nonwoven and 50 for woven.
- Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE
Project
Designed
Checked
Approved



STANDARD DWG. NO.
IL-620
SHEET 1 OF 2
DATE 11-28-01

PERIMETER EROSION BARRIER PLAN



ATTACHING TWO SILT FENCES

NOTES:

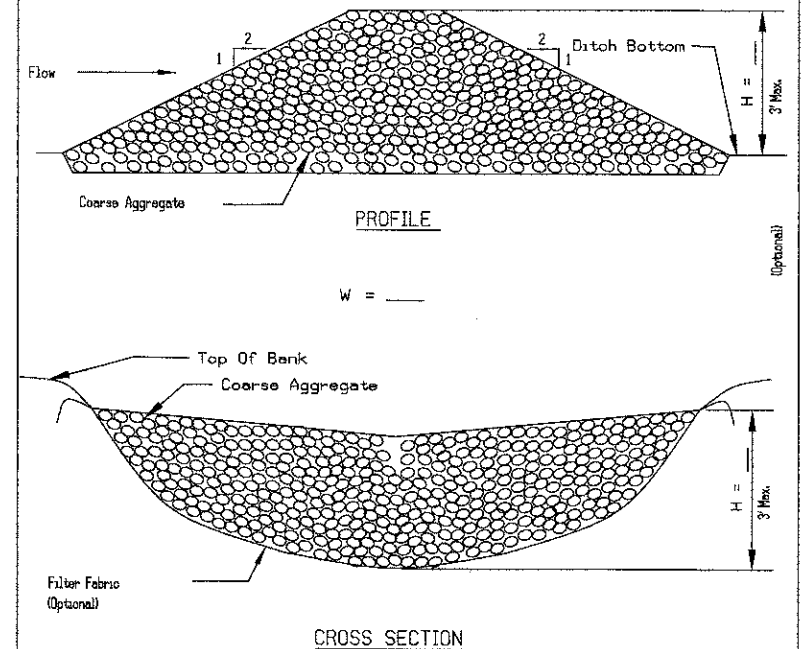
- Place the end post of the second fence inside the end post of the first fence.
- Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
- Drive both posts a minimum of 18 inches into the ground and bury the flap.

REFERENCE
Project
Designed
Checked
Approved



STANDARD DWG. NO.
IL-620
SHEET 2 OF 2
DATE 11-28-01

ROCK CHECK DAM - COARSE AGGREGATE



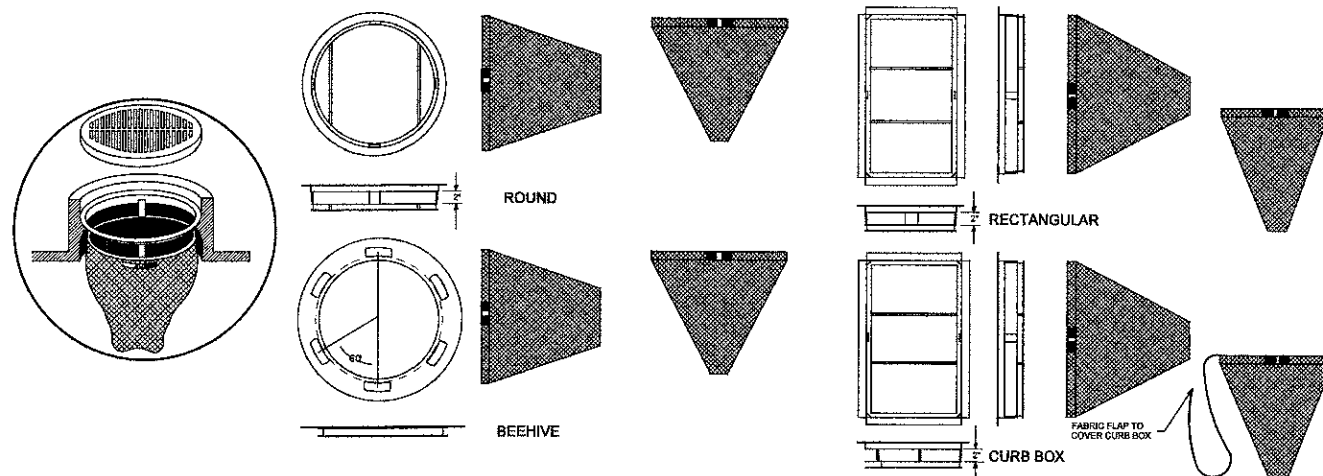
NOTES:

- Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I, II, or IV and shall be placed over the cleared area prior to the placing of rock.
- Coarse aggregate shall meet one of the following IDOT gradations, CA-1, CA-2, CA-3, or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
- For added stability, the base of the dam may be keyed 6 inches into the soil.
- See plans for spacing of dams and H dimensions.
- Drainage area to each dam shall be less than 2 acres. Use ROCK CHECK DAM-RIPRAP IL-605R for drainage areas of 2 to 10 acres.

REFERENCE
Project
Designed
Checked
Approved

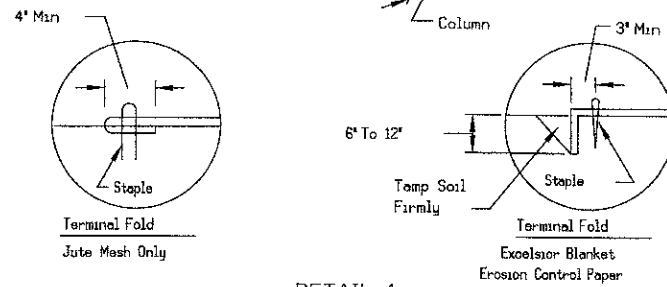
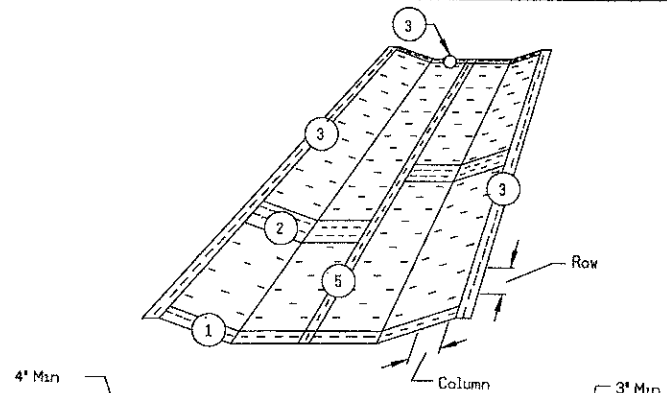


STANDARD DWG. NO.
IL-605CA
SHEET 1 OF 1
DATE 11-28-01

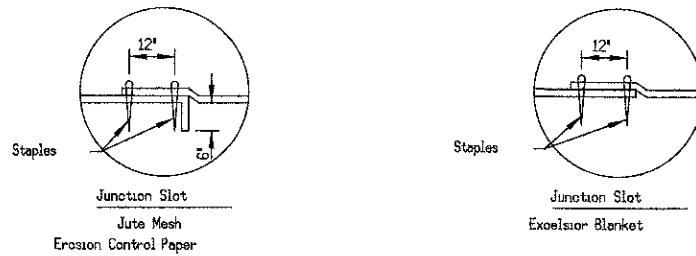


DRAINAGE STRUCTURE INLET FILTERS

EROSION BLANKET PLAN



DETAIL 1

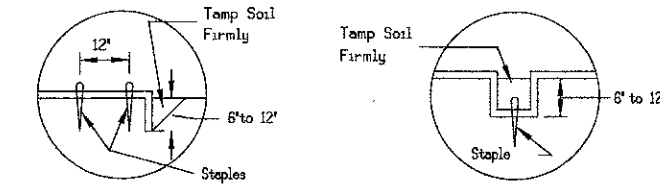


DETAIL 2

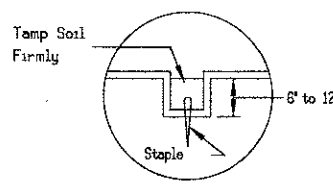
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Designed		Date	IL-530
Checked		Date	SHEET 1 OF 2
Approved		Date	DATE 5-24-94



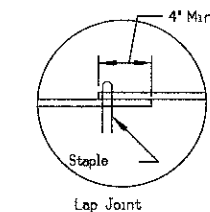
EROSION BLANKET PLAN



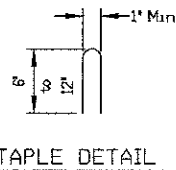
DETAIL 3



DETAIL 4



DETAIL 5



STAPLE DETAIL

- NOTES:
- On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
 - Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4' x 225' roll of material and 125 staples are required per 4' x 150' roll of material.
 - Erosion control material shall be placed loosely over ground surface. Do not stretch.
 - All terminal ends and transverse laps shall be stapled at approximately 12' intervals.

REFERENCE	Project	Date	STANDARD DWG. NO.
Designed		Date	IL-530
Checked		Date	SHEET 2 OF 2
Approved		Date	DATE 3-1-95

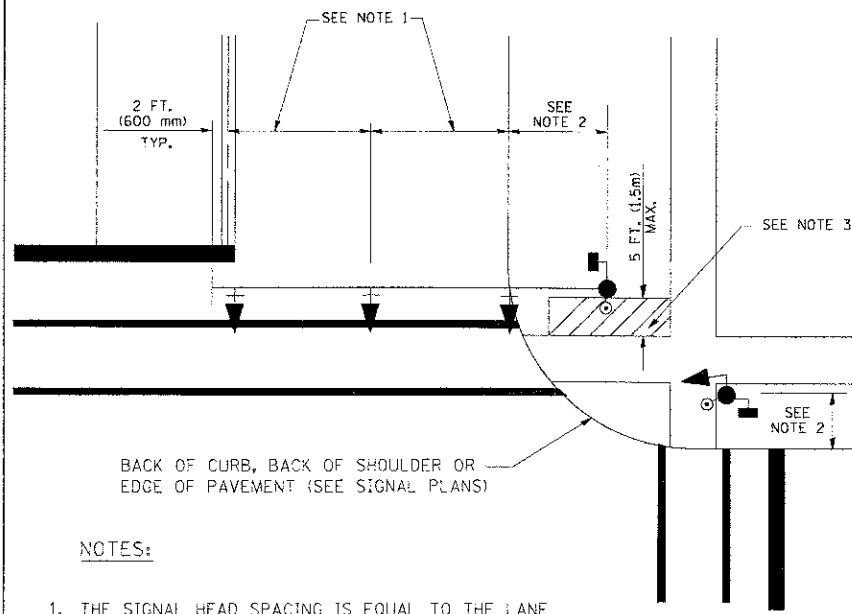


TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED																		
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE																					
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE																					
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA																					
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED																					
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F																					
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																					
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F																					
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F																					
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)																					
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE																					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED																					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED																					
SIGNAL POST				REMOVE ITEM				ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED																					
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM				STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED																					
GUY WIRE				ABANDON ITEM				SIGNAL POST AND FOUNDATION TO BE REMOVED																					
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				INTERSECTION & SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR																					
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				EXISTING PREFORMED INTERSECTION LOOP DETECTOR																					
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				PREFORMED SAMPLING (SYSTEM) DETECTOR																					
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 25%;">EXISTING</th> <th style="width: 25%;">PROPOSED</th> </tr> </thead> <tbody> <tr> <td>RAILROAD CONTROL CABINET</td> <td></td> <td></td> </tr> <tr> <td>RAILROAD CANTILEVER MAST ARM</td> <td></td> <td></td> </tr> <tr> <td>FLASHING SIGNAL</td> <td></td> <td></td> </tr> <tr> <td>CROSSING GATE</td> <td></td> <td></td> </tr> <tr> <td>CROSSBUCK</td> <td></td> <td></td> </tr> </tbody> </table>					EXISTING	PROPOSED	RAILROAD CONTROL CABINET			RAILROAD CANTILEVER MAST ARM			FLASHING SIGNAL			CROSSING GATE			CROSSBUCK		
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FLASHING SIGNAL																													
CROSSING GATE																													
CROSSBUCK																													
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER																									
DETECTOR LOOP, TYPE 1				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																									
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																									
MICROWAVE VEHICLE SENSOR																													
VIDEO DETECTION CAMERA																													
VIDEO DETECTION ZONE																													
PAN, TILT, ZOOM CAMERA																													
WIRELESS DETECTOR SENSOR																													
WIRELESS ACCESS POINT																													

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

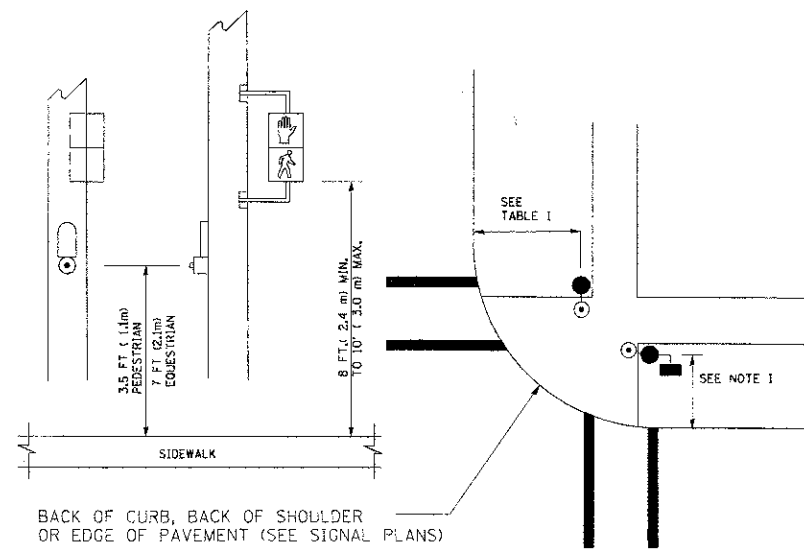
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

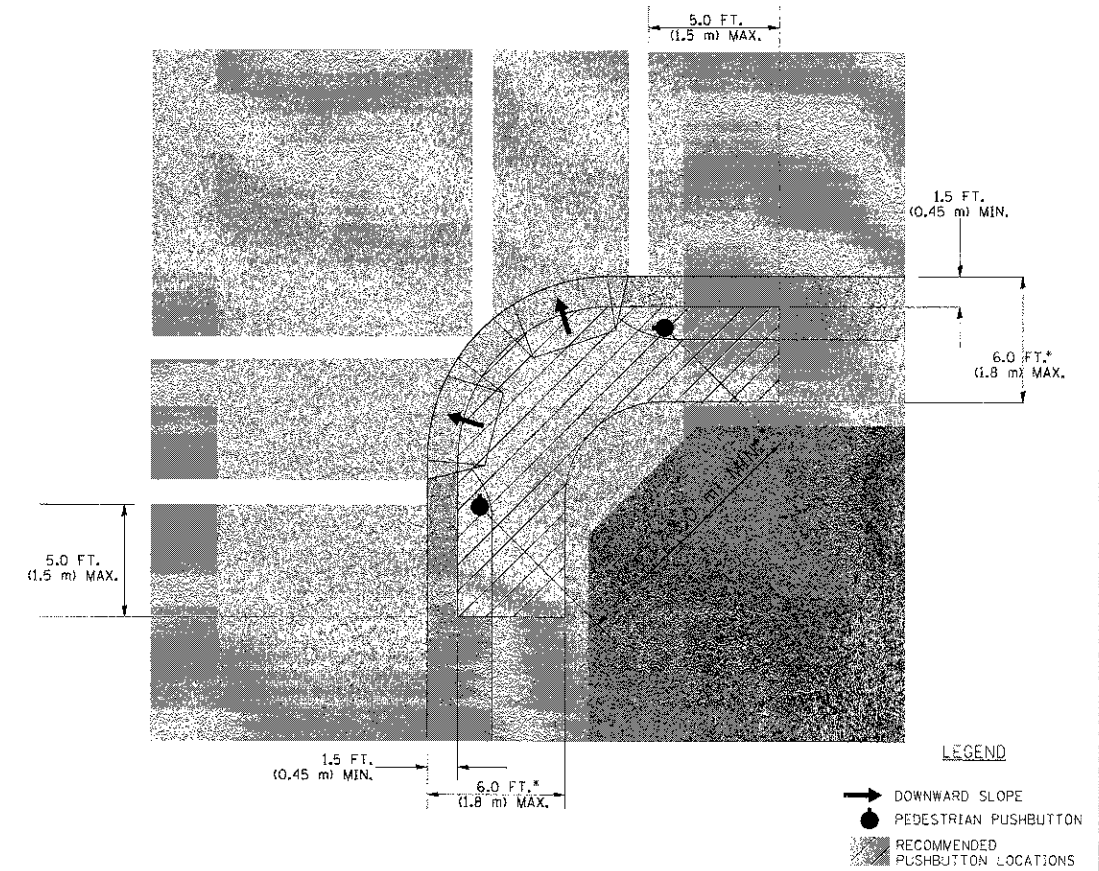
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

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

NOTES:

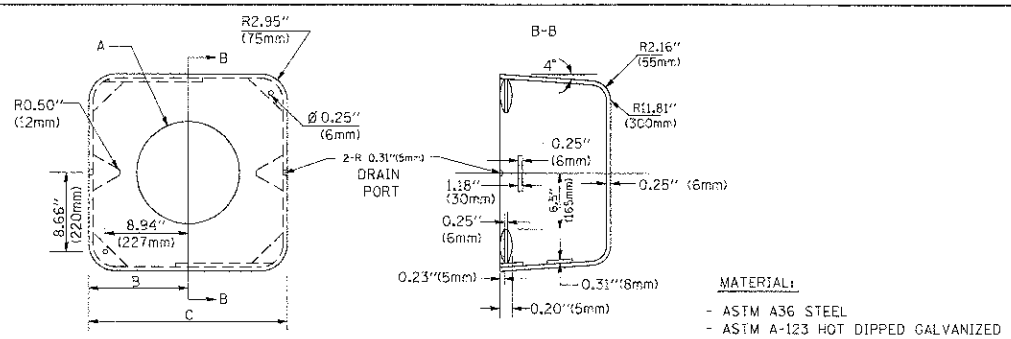
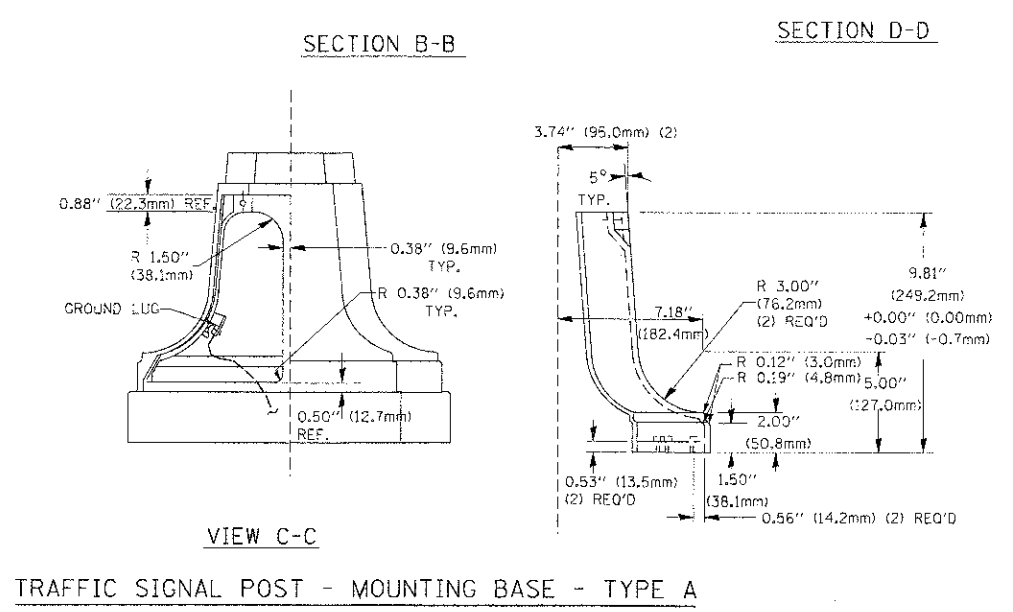
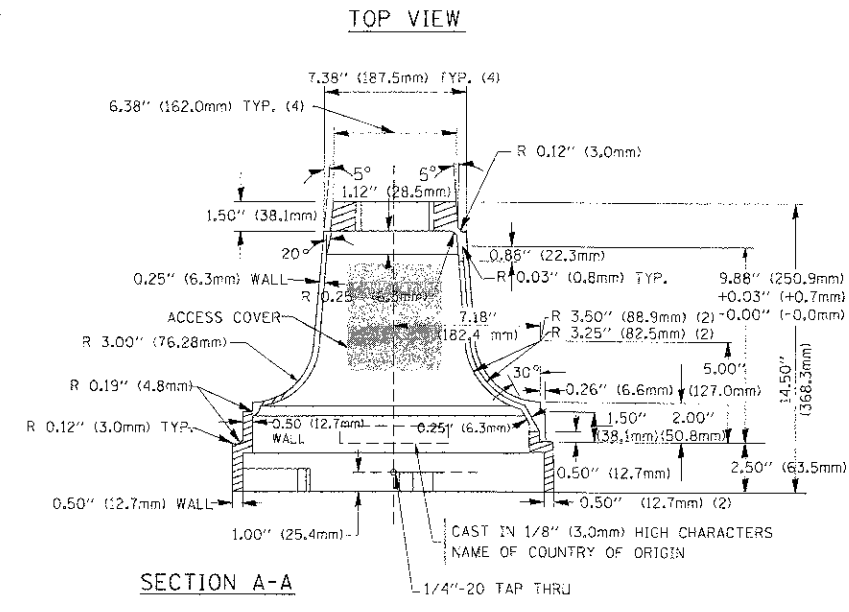
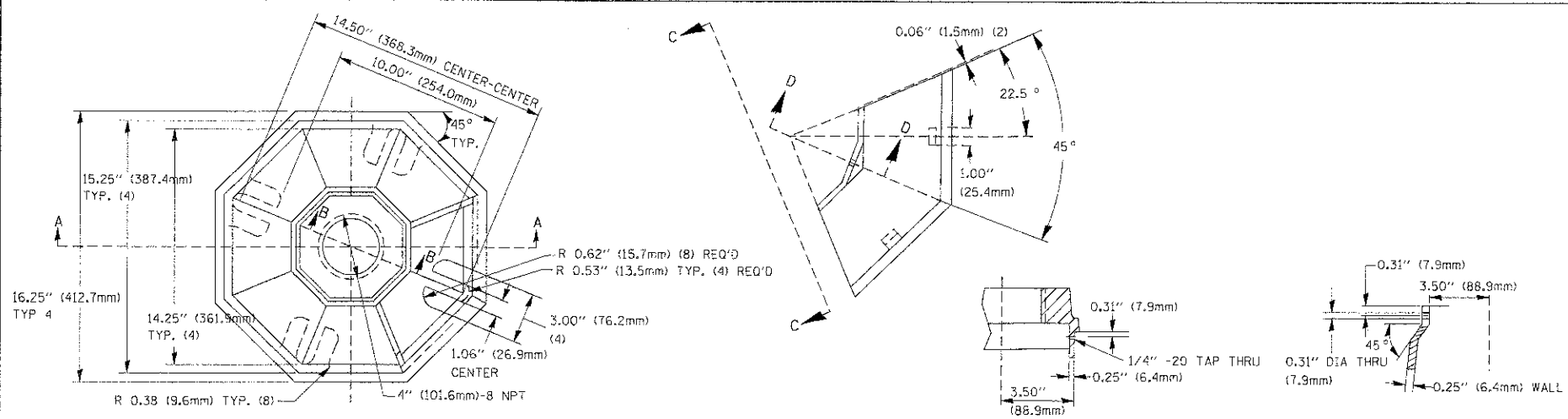
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD AFFECT 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.

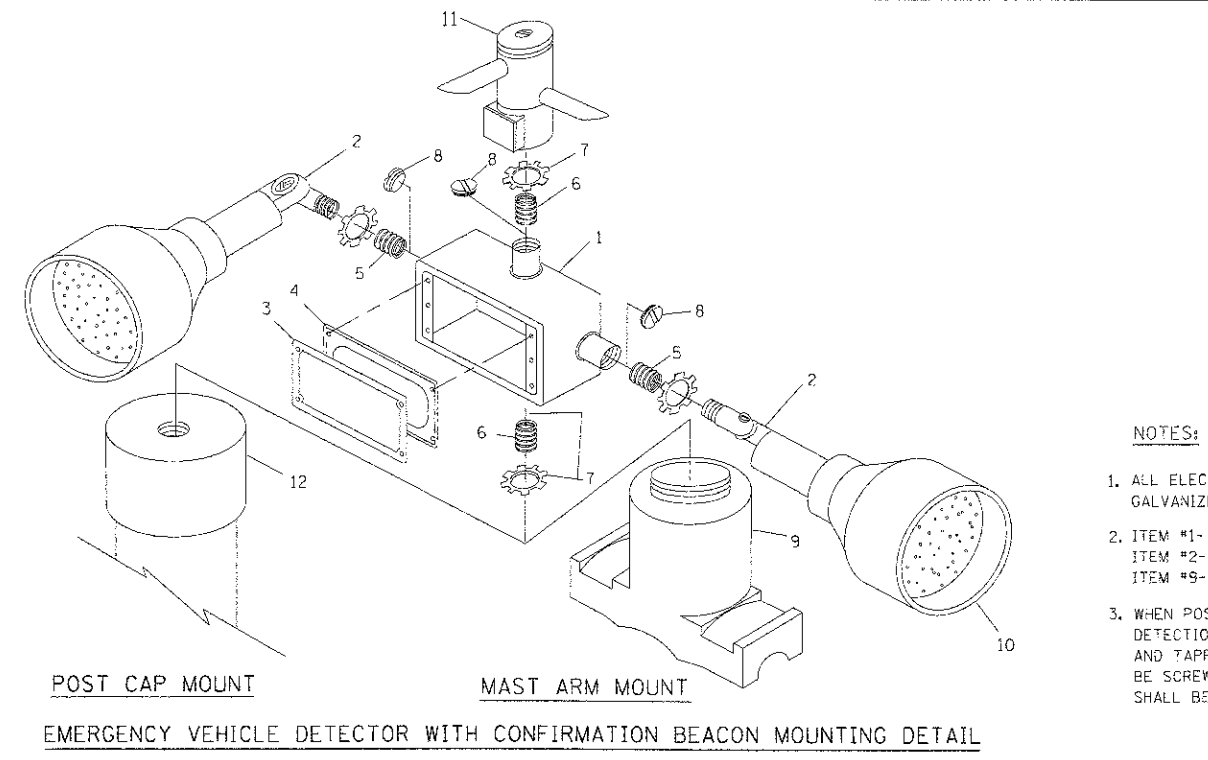
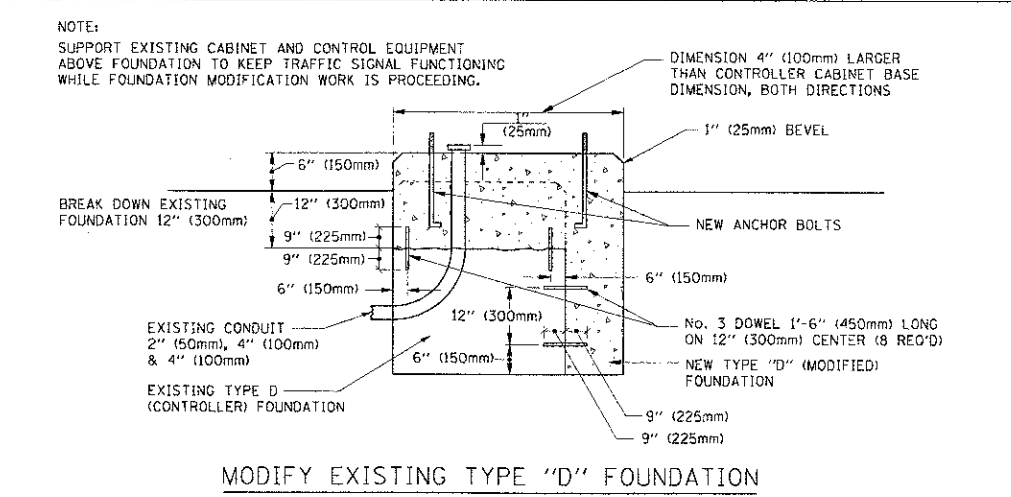


A	B	C	HEIGHT	WEIGHT
VARIES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
VARIES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
VARIES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
VARIES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)	126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

SHROUD

NOTES:

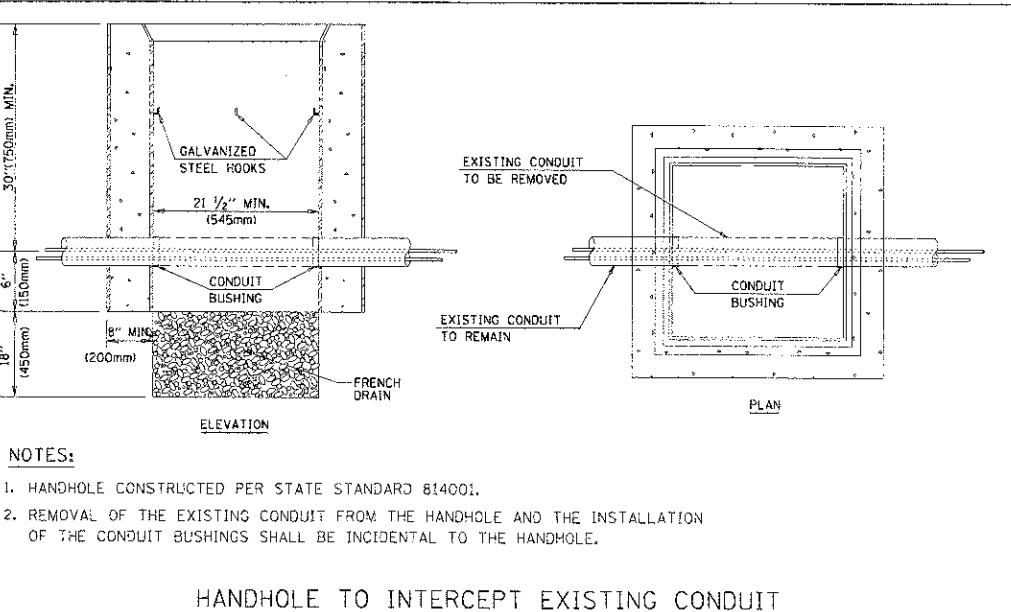
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
- THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



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 W/IN.)

NOTES:

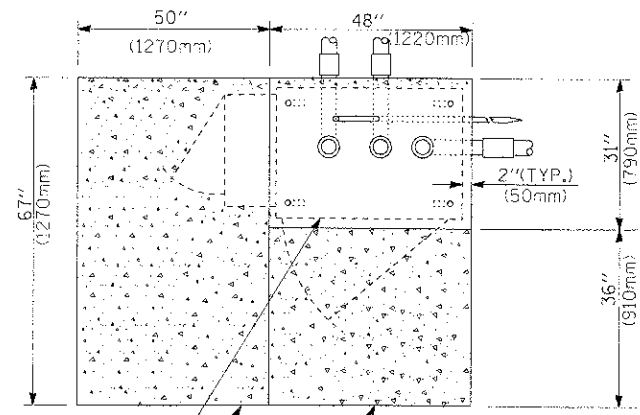
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEJMEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION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



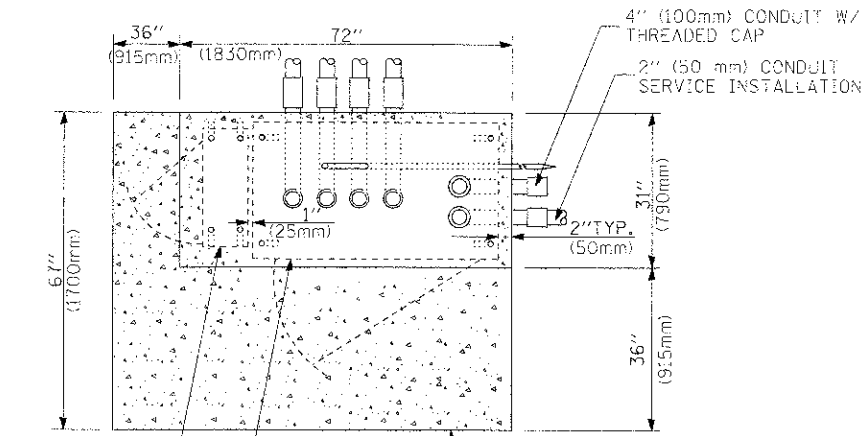
HANDHOLE TO INTERCEPT EXISTING CONDUIT

NOTES:

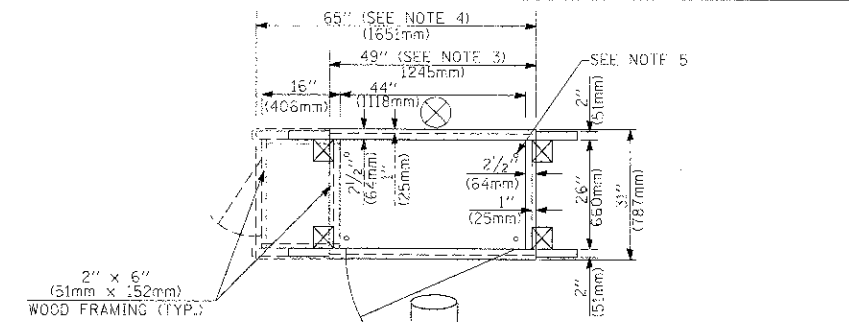
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
- REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.



CONTROLLER CABINET BASE
EXISTING APRON
PROPOSED APRON
TOP VIEW

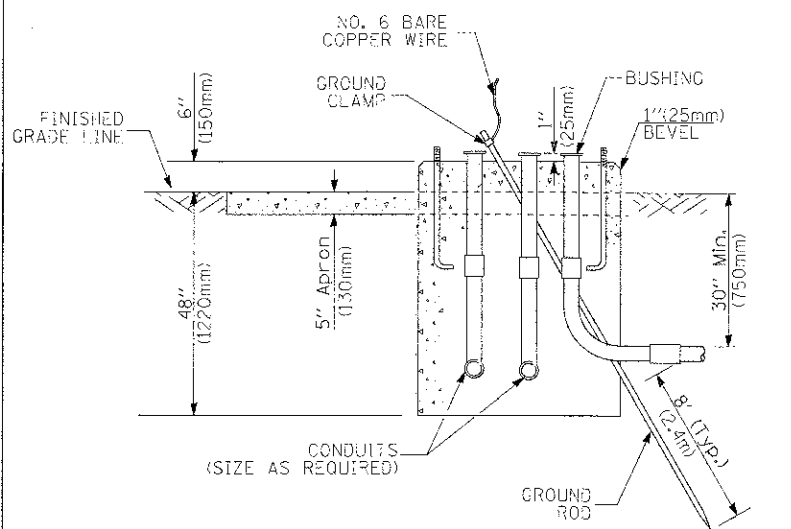


UPS
CONTROLLER CABINET BASE
APRON
TOP VIEW

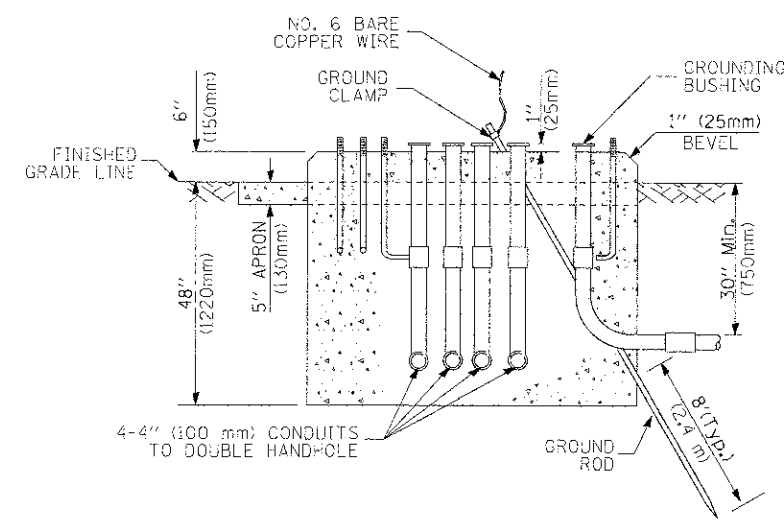


- NOTES:
1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
 2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET 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



TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET

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

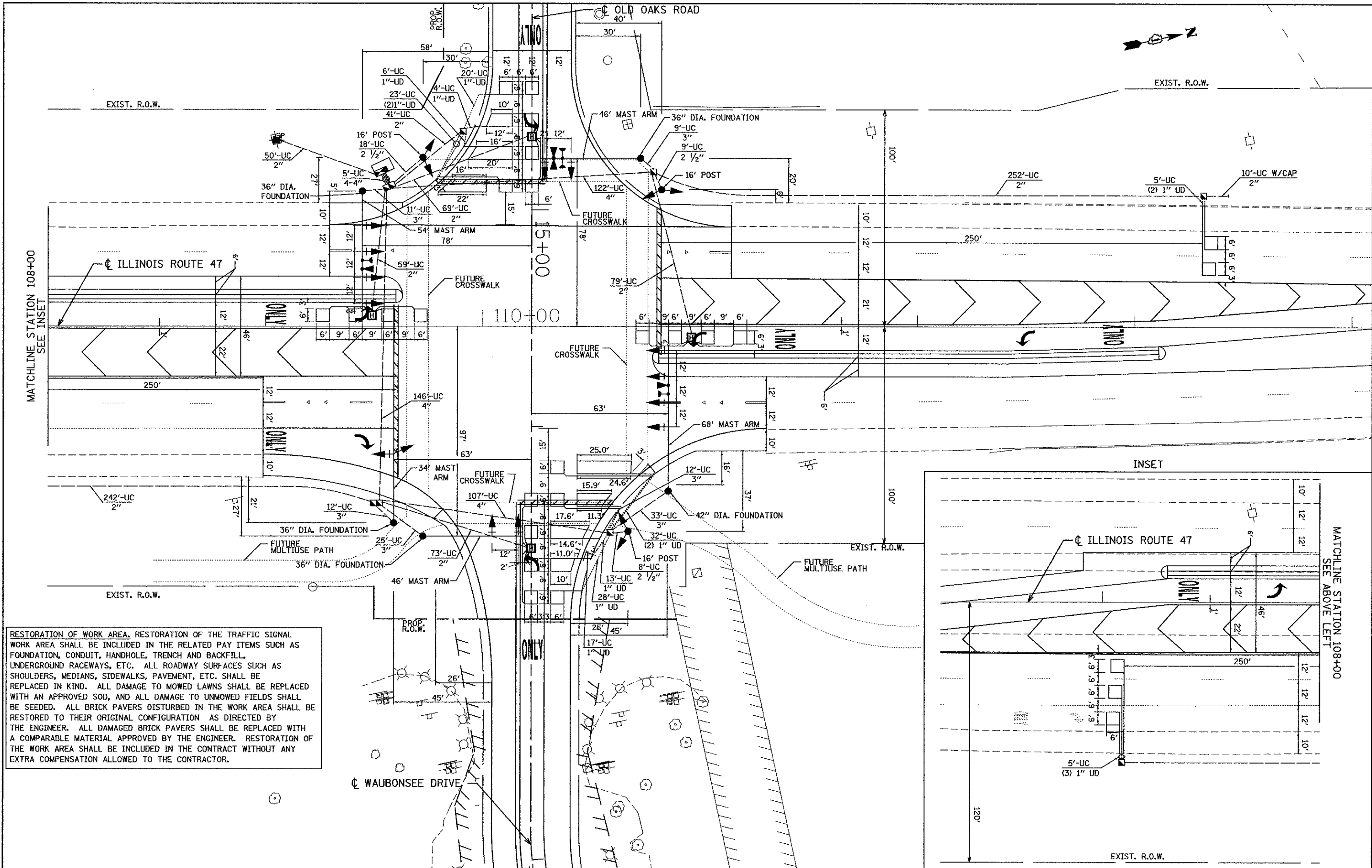
FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

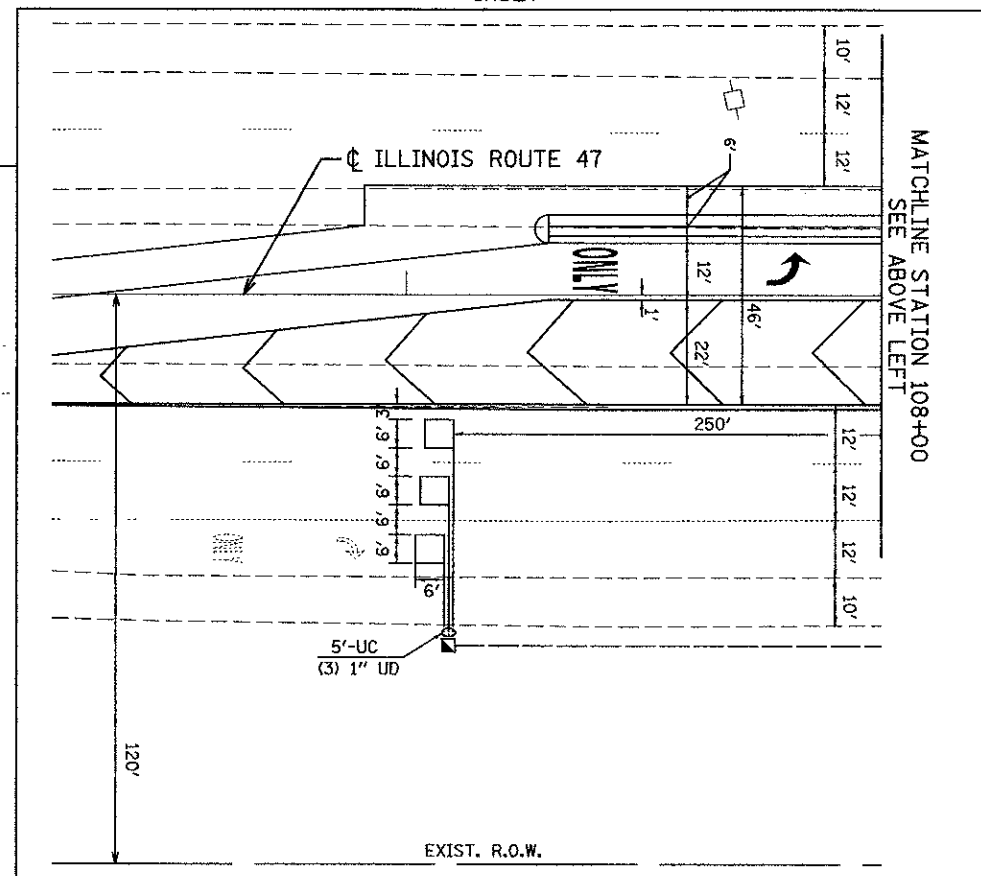
Mast Arm Length	Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

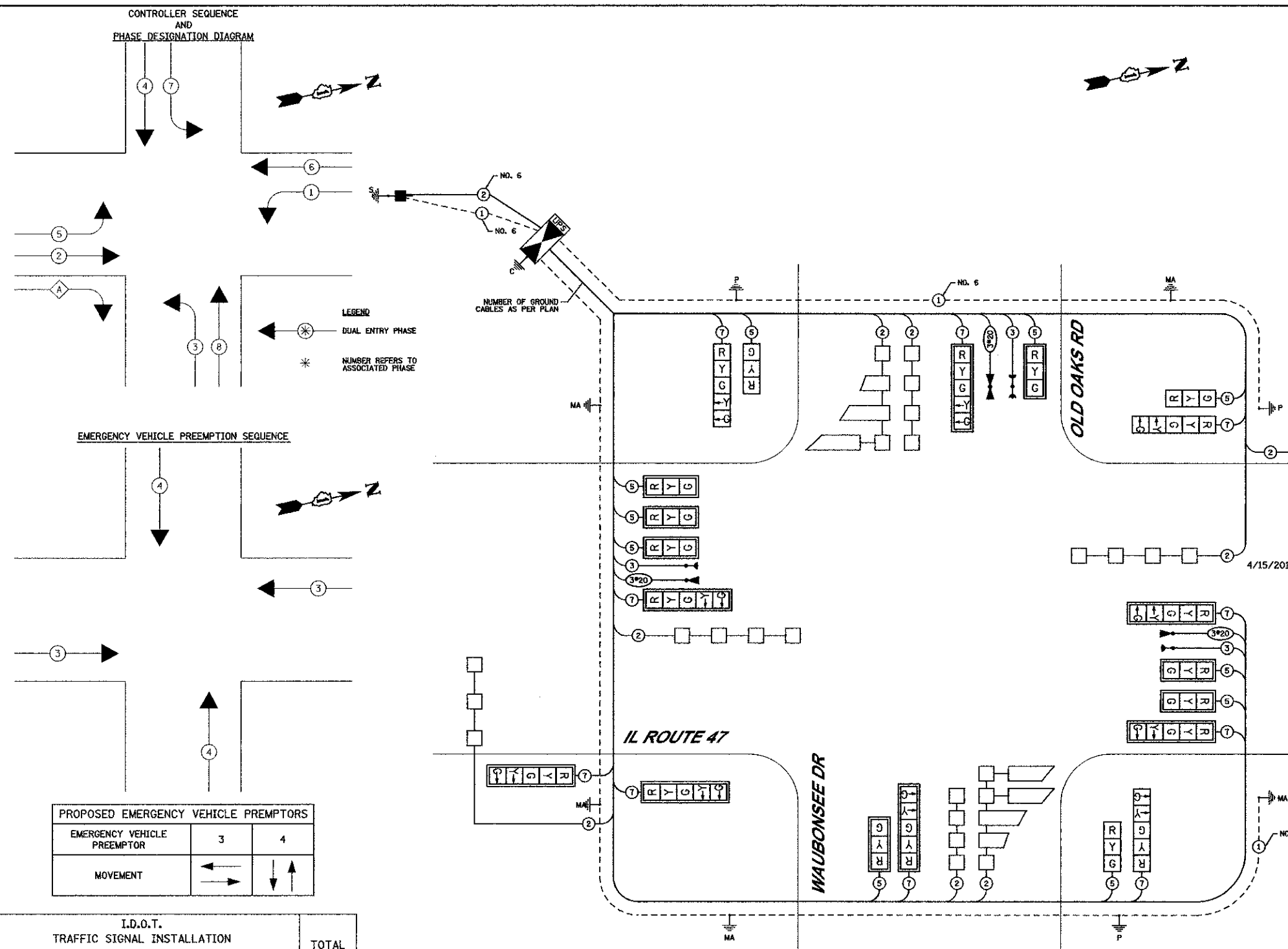


RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEMS SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, UNDERGROUND RACEWAYS, ETC. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED. ALL BRICK PAVERS DISTURBED IN THE WORK AREA SHALL BE RESTORED TO THEIR ORIGINAL CONFIGURATION AS DIRECTED BY THE ENGINEER. ALL DAMAGED BRICK PAVERS SHALL BE REPLACED WITH A COMPARABLE MATERIAL APPROVED BY THE ENGINEER. RESTORATION OF THE WORK AREA SHALL BE INCLUDED IN THE CONTRACT WITHOUT ANY EXTRA COMPENSATION ALLOWED TO THE CONTRACTOR.



PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = treesman@richy.lisle.il	DESIGNED - TWR	REVISED - 3/7/2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE TRAFFIC SIGNAL INSTALLATION PLAN		F.A.P. RTE. 326	SECTION 11-00001-00-CH	COUNTY KANE	TOTAL SHEETS 55	SHEET NO. 33
	PLOT CONFIG = PDF\Grey_Large.plt	DRAWN - TWR	REVISED - 4/15/2013		SCALE: 1"=20'	SHEET SGL 7 OF 9	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 63829	
	PLOT SCALE = 1:20	CHECKED - JAH	REVISED -								
	PLOT DATE = 4/14/2013 7:40:58 PM	DATE - 3/25/2013	REVISED -								

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SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
72000100	SIGN PANEL - TYPE 1	SQ FT 92
72000200	SIGN PANEL - TYPE 2	SQ FT 45
80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH 1
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT 815
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT 35
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT 90
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT 395
81400100	HANDHOLE	EACH 3
81400200	HEAVY-DUTY HANDHOLE	EACH 4
81400300	DOUBLE HANDHOLE	EACH 2
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH 1
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT 1,833
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT 934
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT 2,100
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT 2,488
87301295	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 20 3C	FOOT 934
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT 68
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 8 1C	FOOT 854
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH 3
87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH 1
87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH 2
87700310	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH 1
8770041R	STEEL MAST ARM ASSEMBLY AND POLE, 68 FT.	EACH 1
87800100	CONCRETE FOUNDATION, TYPE A	FOOT 12
87800150	CONCRETE FOUNDATION, TYPE C	FOOT 4
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT 52
87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT 25
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH 7
88030110	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH 7
88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH 3
88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH 14
88500100	INDUCTIVE LOOP DETECTOR	EACH 8
88600100	DETECTOR LOOP, TYPE I	FOOT 1,320
88700200	LIGHT DETECTOR	EACH 4
88700300	LIGHT DETECTOR AMPLIFIER	EACH 1

PROPOSED EMERGENCY VEHICLE PREEMPTORS

EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑ ↓

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

TYPE	NO. OF LAMPS	WATTAGE INCAND.	LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20		17	0.50	170.00
(YELLOW)	20		25	0.25	125.00
(GREEN)	20		15	0.25	75.00
ARROW	20		12	0.10	24.00
CONTROLLER			100	1.00	100.00

ENERGY COSTS TO: TOTAL = 494.00

WAUBONSEE COMMUNITY COLLEGE
 ILLINOIS ROUTE 47 @ WAUBONSEE DRIVE
 SUGAR GROVE, ILLINOIS 60554

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

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEMS SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, UNDERGROUND RACEWAYS, ETC. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED. ALL BRICK PAVERS DISTURBED IN THE WORK AREA SHALL BE RESTORED TO THEIR ORIGINAL CONFIGURATION AS DIRECTED BY THE ENGINEER. ALL DAMAGED BRICK PAVERS SHALL BE REPLACED WITH A COMPARABLE MATERIAL APPROVED BY THE ENGINEER. RESTORATION OF THE WORK AREA SHALL BE INCLUDED IN THE CONTRACT WITHOUT ANY EXTRA COMPENSATION ALLOWED TO THE CONTRACTOR.

CABLE PLAN

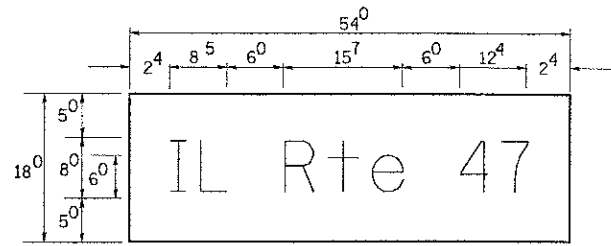
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE CABLE PLAN AND SEQUENCE OF OPERATION		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		326	11-00001-00-CH	KANE	55	34
		CONTRACT NO. 63829				
SCALE: N/A	SHEET	SGL 8 OF 9	STA.	TO STA.		
		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

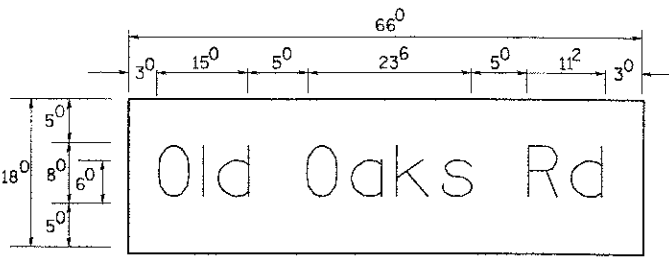
PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = treasman(fidwg_Liste)	DESIGNED - TWR	REVISED - 3/7/2013
	PLOT CONFIG = PDP(Grey_Large.plt)	DRAWN - TWR	REVISED - 4/15/2013
	PLOT SCALE = 1:20	CHECKED - JAH	REVISED -
	PLOT DATE = 4/14/2013 6:58:50 PM	DATE - 3/25/2013	REVISED -

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PANEL SIGN DESIGN TYPE 1



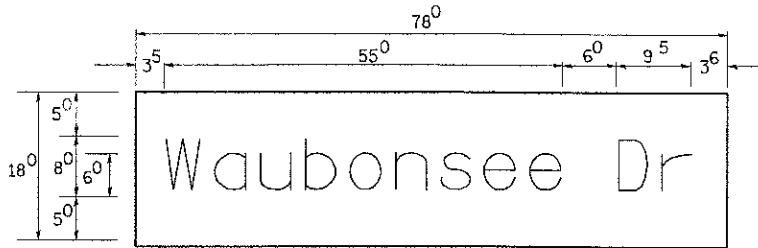
___ Sq. M. each
6.75 Sq. Ft. each
1 Required
Design Series D



___ Sq. M. each
8.25 Sq. Ft. each
1 Required
Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

PANEL SIGN DESIGN TYPE 2



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

GENERAL NOTES

- 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.
- ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
- THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
- ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
- SIGNIFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNIFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

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

* WESTERN REMAC INC.
WOODRIDGE, IL.

PARTS LISTING:
SIGN CHANNEL
SIGN SCREWS

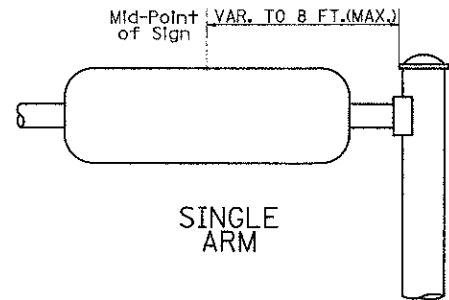
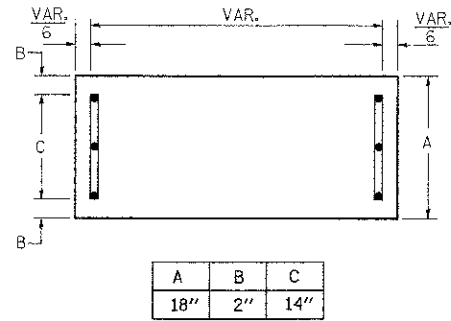
PART #HPN053 (MED. CHANNEL)
1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER

BRACKETS

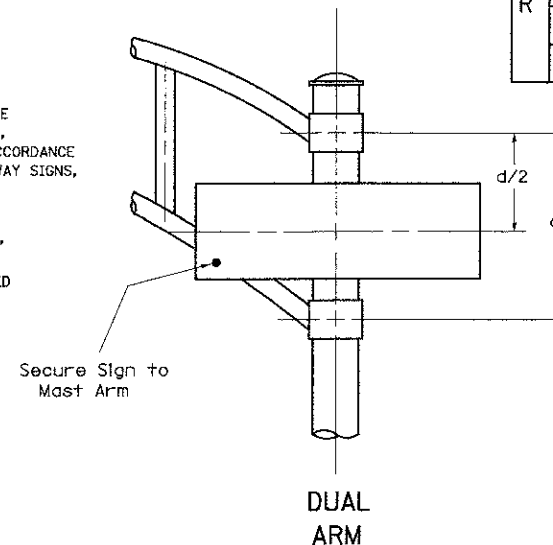
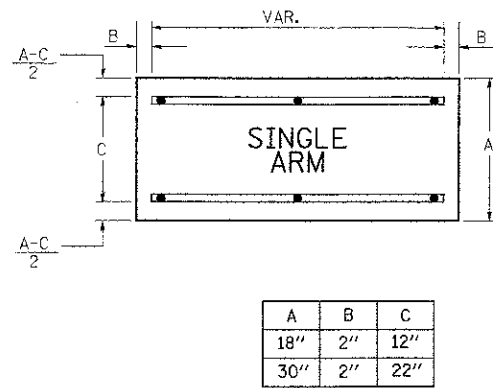
PART #HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

SUPPORTING CHANNELS



SUPPORTING CHANNELS



SIGNIFIX ALUMINUM CHANNEL FRAMING SYSTEM shall be used. See Note #5.

Upper Case To Lower Case
Spacing Chart 8-6 Inch Series "C & D"

SERIES	SECOND LETTER															
	acde		bhikl		fw		J		st		vy		x		z	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	12	14	14	15	12	14	06	10	11	14	06	10	11	12	12	14
B	14	15	20	21	14	15	11	12	14	15	12	14	12	14	16	17
C E G	14	15	20	21	12	14	06	10	12	14	12	14	14	15	14	15
D O Q R	14	15	20	21	14	15	06	10	12	14	12	14	14	15	14	15
F	05	06	14	15	06	10	05	06	06	10	06	10	06	10	11	12
H I M N	20	21	22	24	20	21	14	15	16	17	16	17	20	21	20	21
J U	20	21	20	21	16	17	14	15	16	17	16	17	16	17	20	21
K L	11	12	16	17	11	12	05	06	11	12	11	12	11	12	12	14
P	12	14	14	15	12	14	05	06	11	12	11	12	12	14	12	14
S	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14
T	11	12	16	17	06	10	06	10	11	12	11	12	11	12	12	14
V	06	10	14	15	11	12	06	10	12	14	12	14	12	14	12	14
Y	05	06	14	15	06	10	05	06	05	07	05	06	06	10	11	12
Z	16	17	22	24	16	17	12	14	16	17	16	17	16	17	20	21

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

SERIES	SECOND LETTER															
	acde		bhikl		fw		J		st		vy		x		z	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
adhglj	16	17	22	24	16	17	12	14	14	15	14	15	16	17	16	17
lmnqu	16	17	22	24	16	17	12	14	14	15	14	15	16	17	16	17
bfkops	12	14	16	17	11	12	05	06	11	12	11	12	12	14	12	14
ce	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14
r	06	10	12	14	06	10	03	03	05	06	05	06	06	10	06	10
tz	12	14	16	17	12	14	06	10	11	12	11	12	12	14	12	14
vy	11	12	14	15	11	12	05	06	06	10	06	10	11	12	11	12
w	11	12	14	15	11	12	05	06	11	12	11	12	11	12	12	14
x	12	14	16	17	11	12	05	06	11	12	11	12	11	12	12	14

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

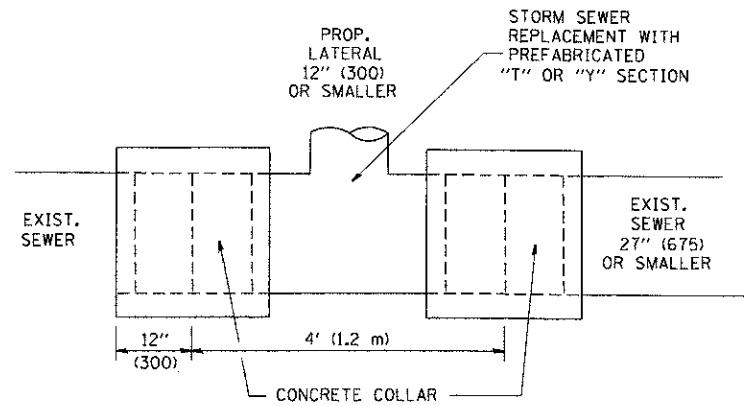
SERIES	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	16	17	16	17	14	15	12	14	14	15	14	15	16	17	12	14	16	17	16	17
1	20	21	20	21	20	21	16	17	14	15	20	21	20	21	14	15	20	21	20	21
2 3 4	14	15	14	15	14	15	12	14	12	14	14	15	14	15	11	12	16	17	14	15
5	14	15	14	15	14	15	11	12	11	12	14	15	14	15	11	12	14	15	14	15
6	16	17	14	15	14	15	12	14	14	15	14	15	11	12	14	15	14	15	14	15
7	12	14	12	14	14	15	12	15	05	06	12	14	14	15	11	12	14	15	12	14
8	16	17	16	17	14	15	12	15	12	14	14	15	16	17	12	14	16	17	14	15

EXAMPLE, 2⁽³⁾ DENOTES 3/8

UPPER AND LOWER CASE LETTER WIDTHS

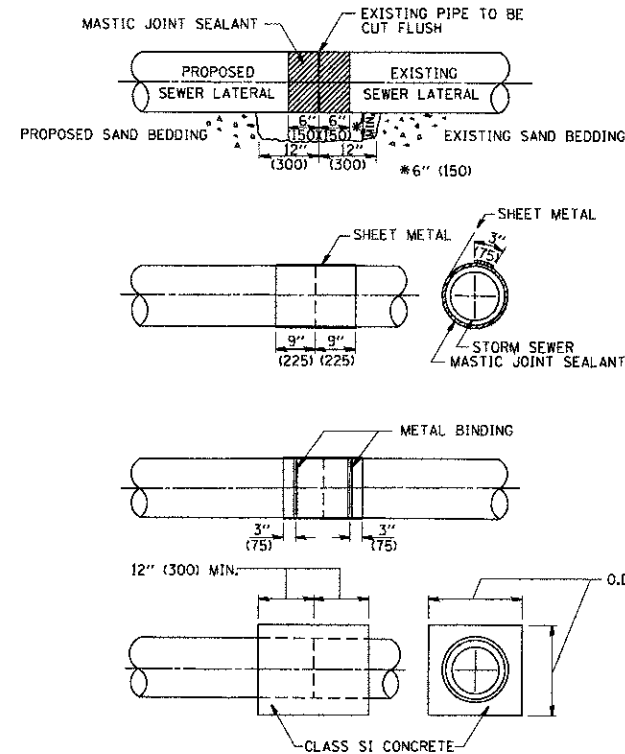
LETTERS	6 INCH UPPER CASE LETTERS				8 INCH UPPER CASE LETTERS				LETTERS	6 INCH LOWER CASE LETTERS	
	SERIES		SERIES		SERIES		SERIES			C	D
	C	D	C	D	C	D	C	D			
A	3 ⁶	5 ⁰	5 ⁰	6 ⁵	a	3 ⁵	4 ²				
B	3 ²	4 ⁰	4 ³	5 ³	b	3 ⁵	4 ²				
C	3 ²	4 ⁰	4 ³	5 ³	c	3 ⁵	4 ¹				
D	3 ²	4 ⁰	4 ³	5 ³	d	3 ⁵	4 ²				
E	3 ⁰	3 ⁵	4 ⁰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

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



DETAIL "A"

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

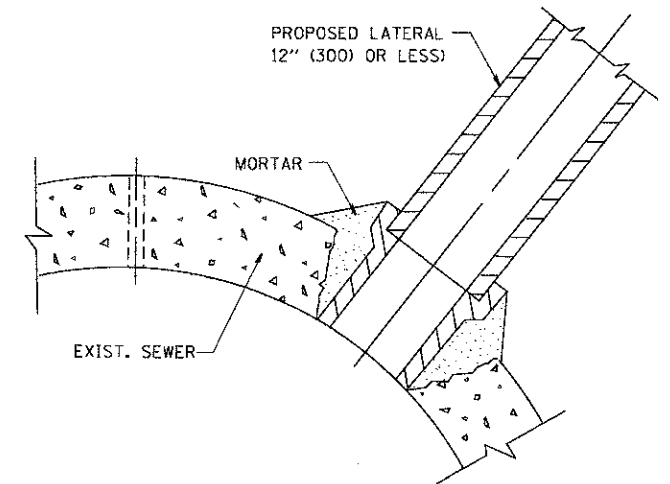


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

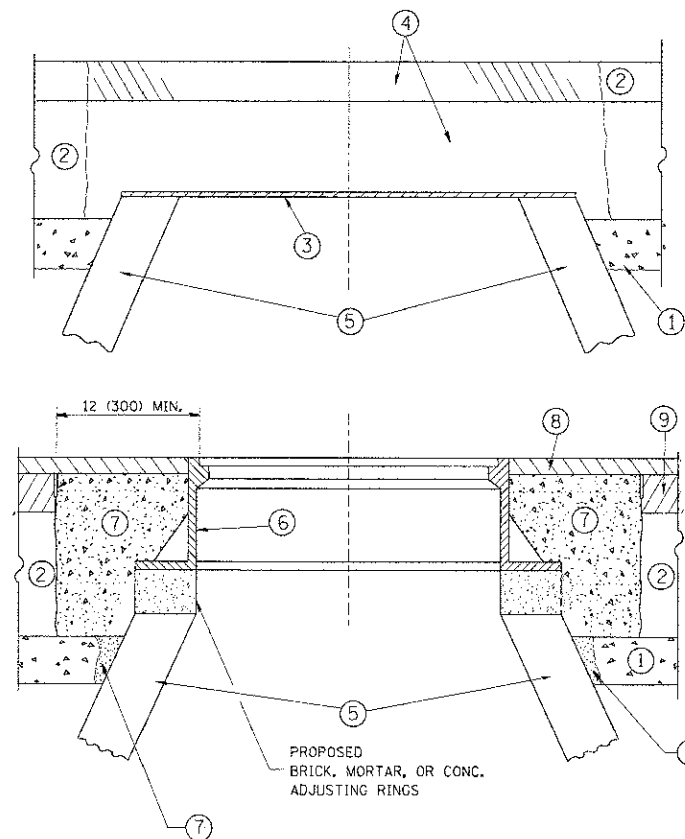
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		DRAWN -	REVISED - R. SHAH 09-09-94
	PLOT SCALE = 50:000 / 1" = 30'	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	11-00001-00-08	KANS.	55	36
BD500-01 (BD-7)			CONTRACT NO. 63829	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS PP-1* CONCRETE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

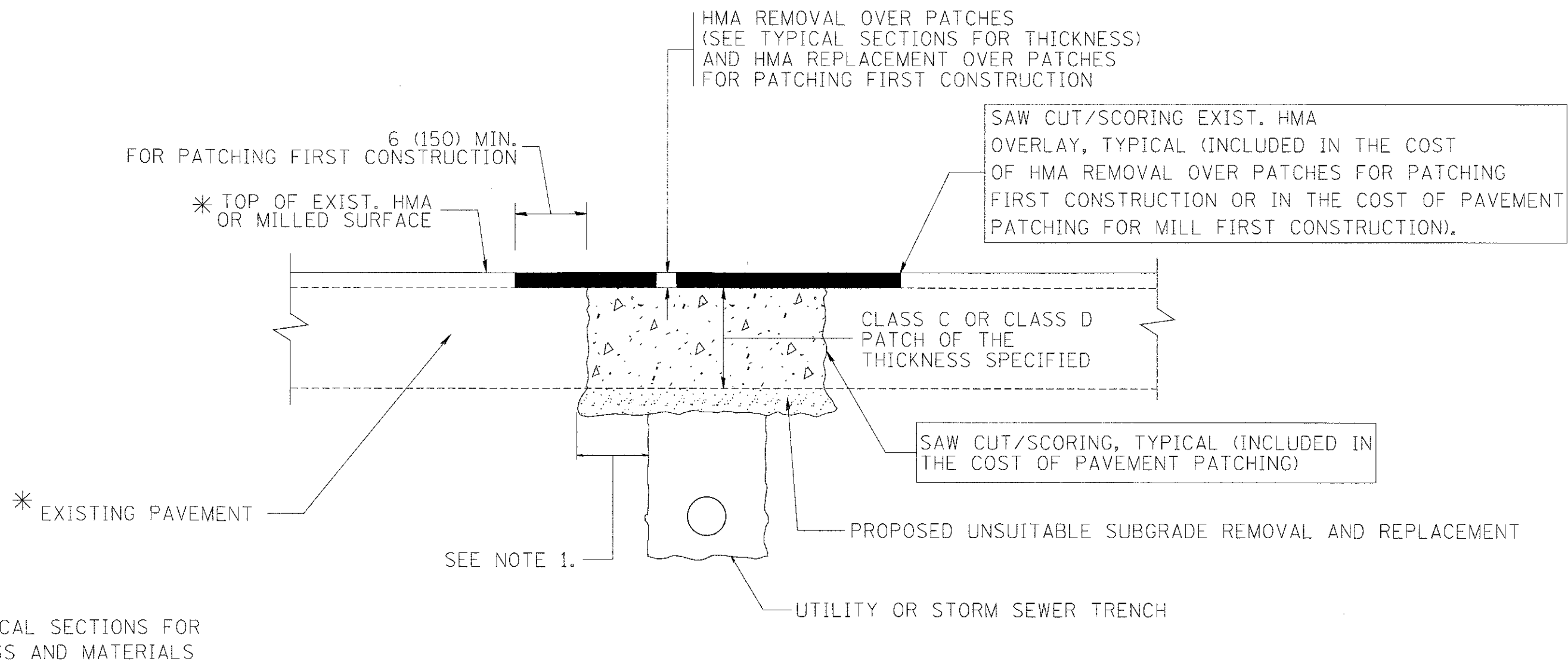
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		CHECKED -	REVISED - R. BORO 03-09-11
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PLOT DATE = 12/6/2011			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	11-00001-00-CH	KANE	55	27
BD600-03 (BD-8)			CONTRACT NO. 63829	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

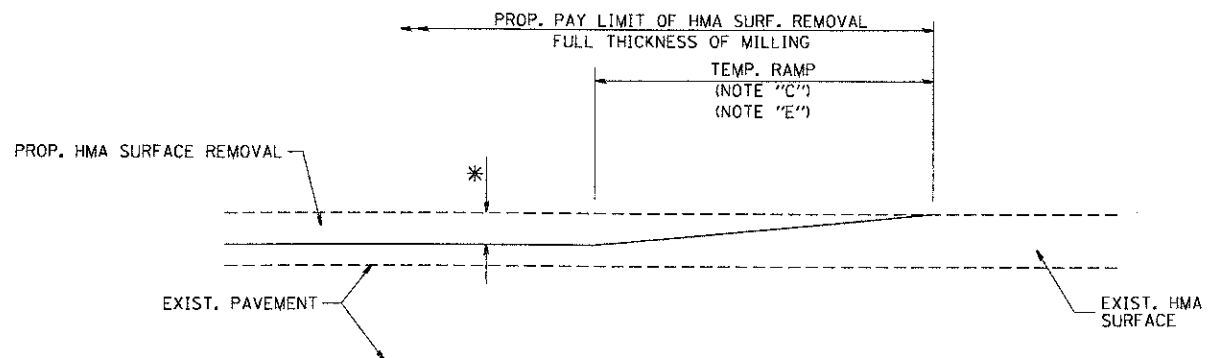
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		CHECKED -	REVISED - R. BORO 09-04-07
		DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT**

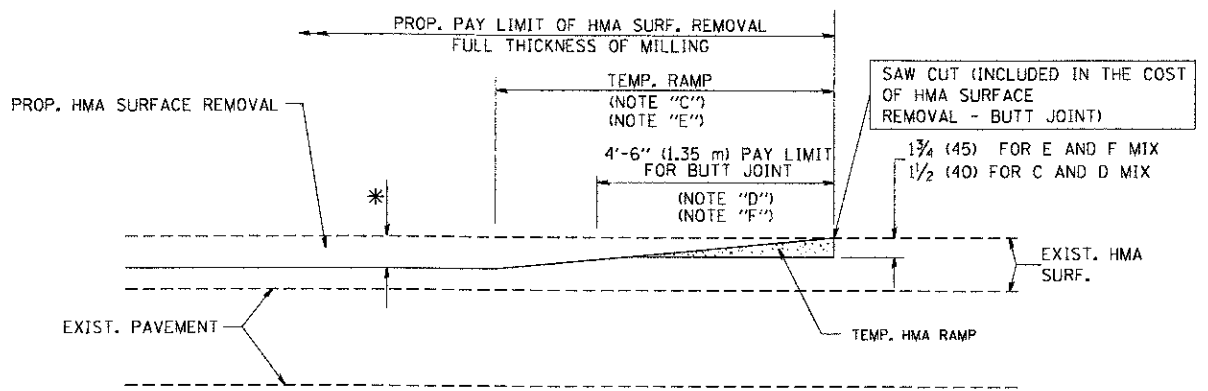
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	11-00001-00-CH	KANE	55	38
BD400-04 (BD-22)			CONTRACT NO. 63829	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



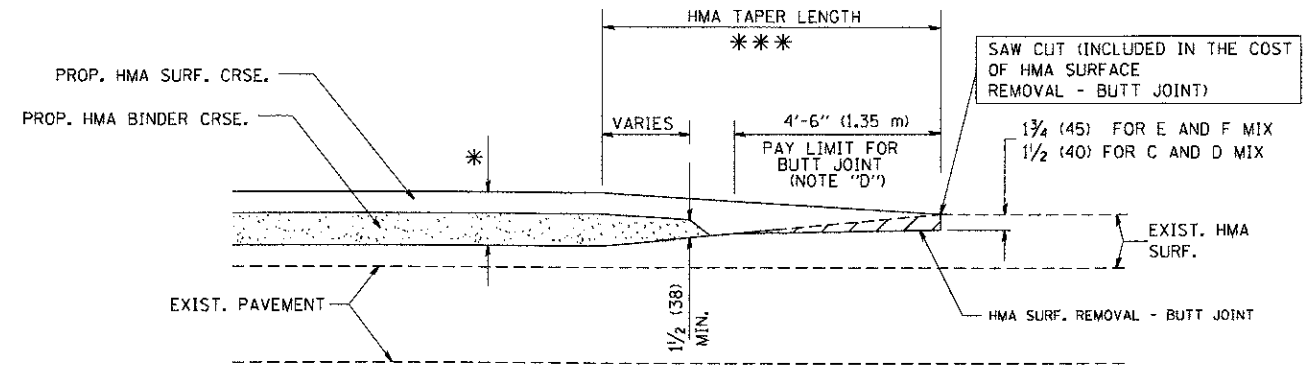
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

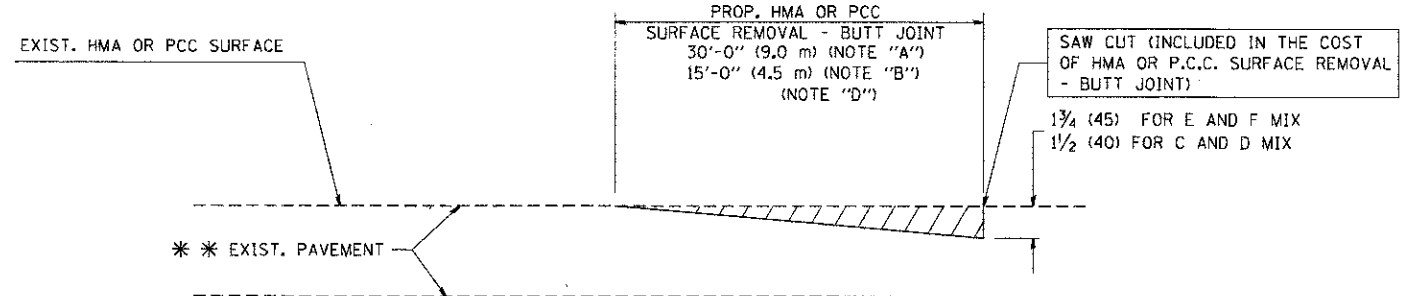


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

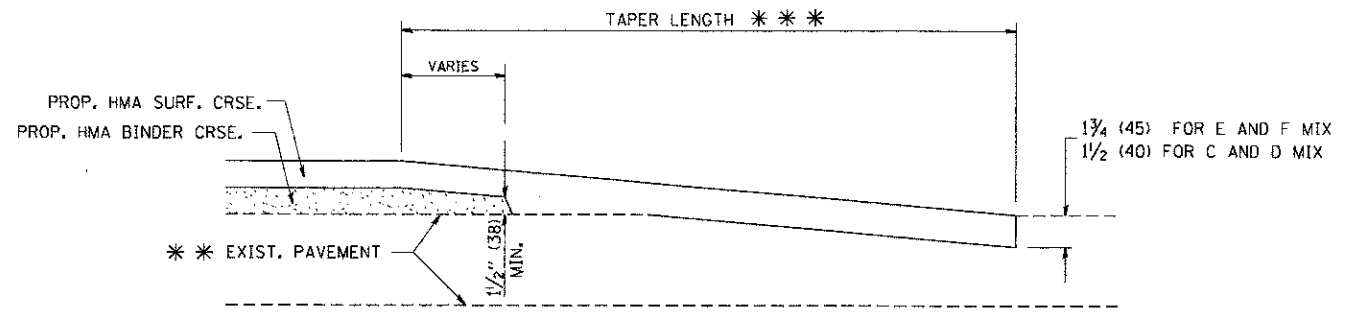
OPTION 2
TYPICAL TEMPORARY RAMP



BUTT JOINT AND HMA TAPER
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

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

BASIS OF PAYMENT:

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

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

FILE NAME =	USER NAME = geglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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	PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	11-00001-00-CH	KANE	85	39
BD400-05 BD32		CONTRACT NO. 63829		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

GENERAL NOTES

ALTERNATE MATERIAL FOR THE WALLS MAY BE CONCRETE MASONRY UNITS, PRECAST REINFORCED CONCRETE SECTIONS OR CAST-IN-PLACE CONCRETE. THE CAST IRON STEPS AS DETAILED HEREON ARE TYPICAL. STEPS OF OTHER DESIGN AND MATERIAL THAT CONFORM TO THE MINIMUM REQUIREMENTS OF THE STEPS SHOWN MAY BE USED WHEN APPROVED BY THE ENGINEER.

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.

STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE (3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STEPS SHALL BE OMITTED FOR WORK IN COOK COUNTY WHEN THE DEPTH OF THE MANHOLE IS TEN (10') OR LESS.

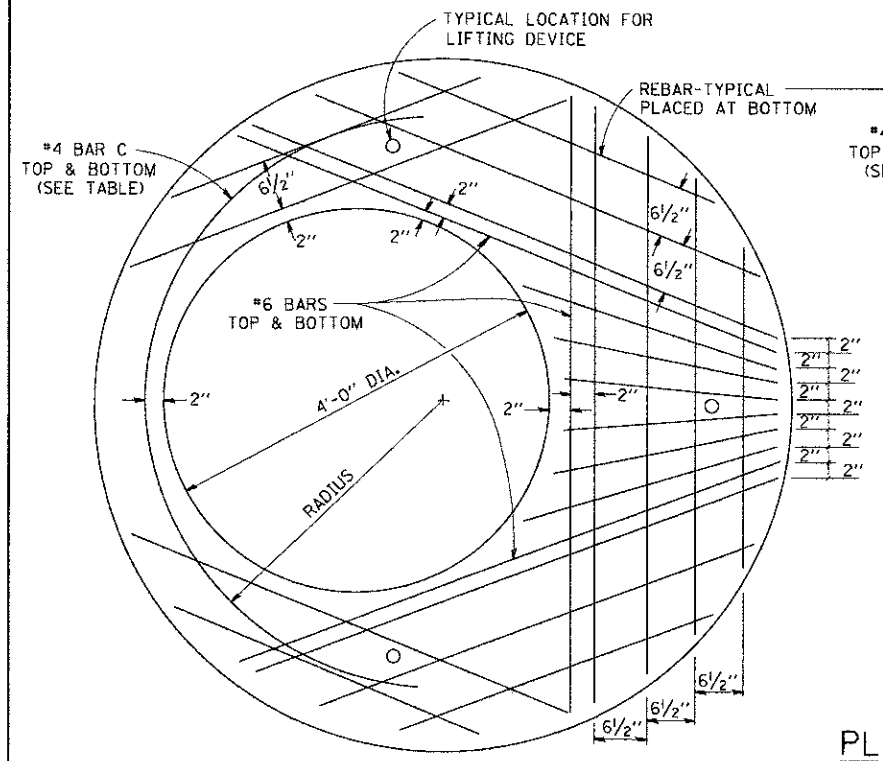
IN ADDITION TO THE REQUIREMENTS OF ARTICLE 612.13 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR MANHOLES, TYPE A, 7'-DIAMETER SHALL INCLUDE THE SAND CUSHION WHEN REQUIRED, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL, AND FURNISHING AND INSTALLING FLAT SLAB TOP.

PRECAST FLAT SLAB TOP SHALL CONFORM TO ARTICLES 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS. REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1006.10. ONLY GRADE 60 REINFORCEMENT BARS WILL BE PERMITTED.

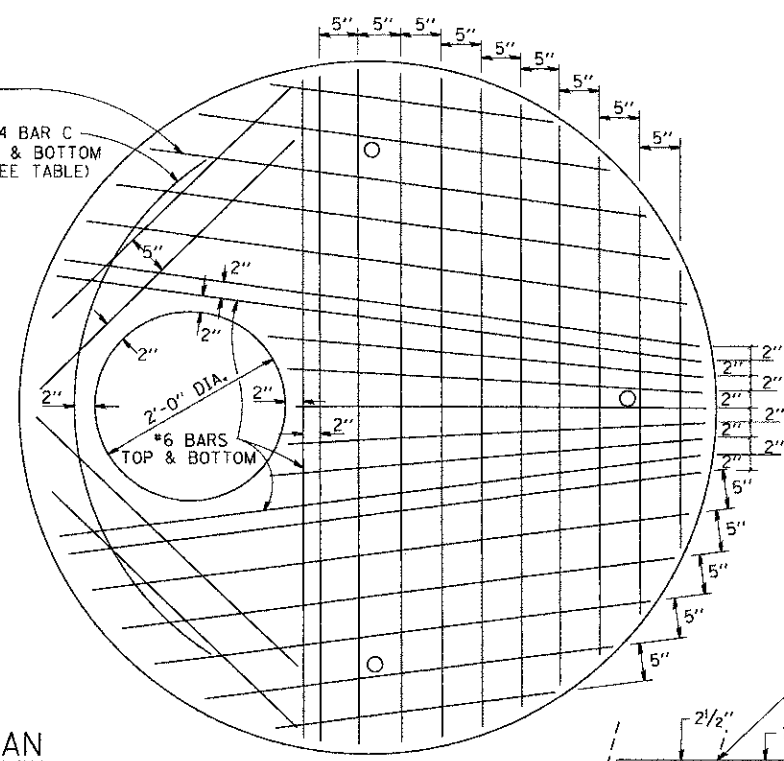
BOTTOM SLAB SHALL BE REINFORCED BY EITHER REINFORCEMENT BARS OR WELDED WIRE FABRIC. THE MINIMUM REINFORCEMENT SHALL BE 0.46 SQUARE INCH PER LINEAR FOOT IN BOTH DIRECTIONS.

JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.

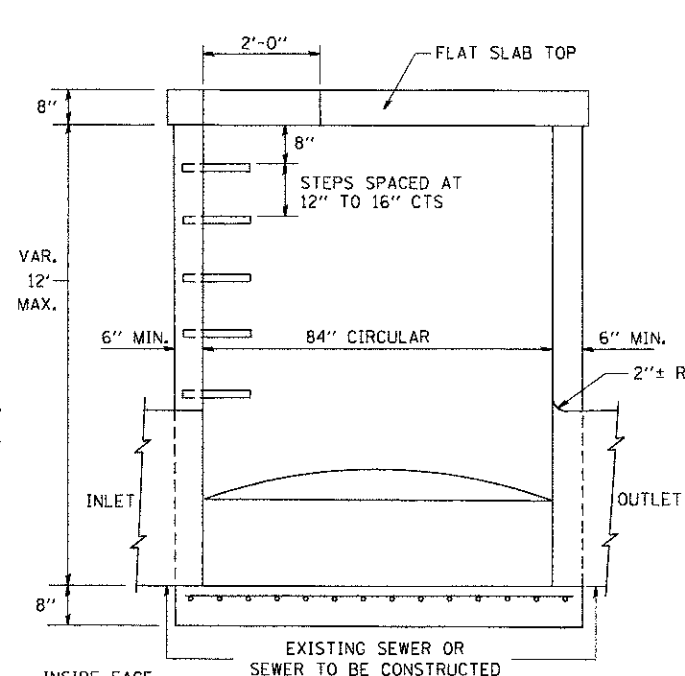
LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.



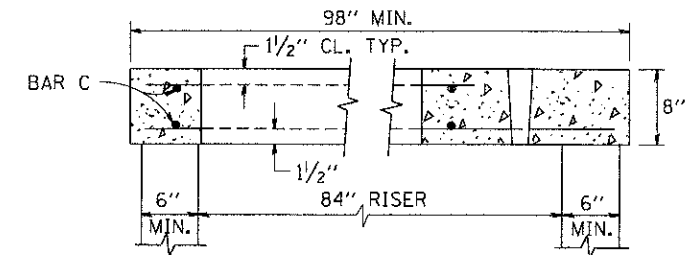
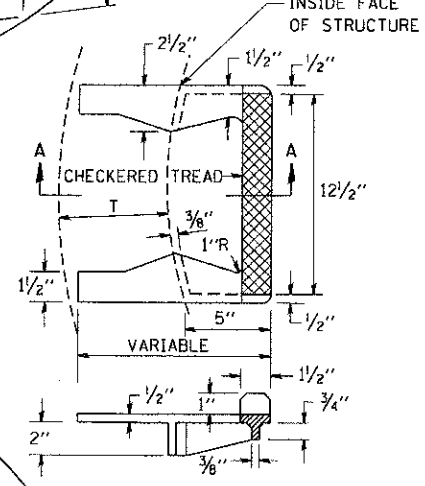
PLAN
SHOWING REBAR REINFORCEMENT



SEC. A-A
CAST IRON STEPS

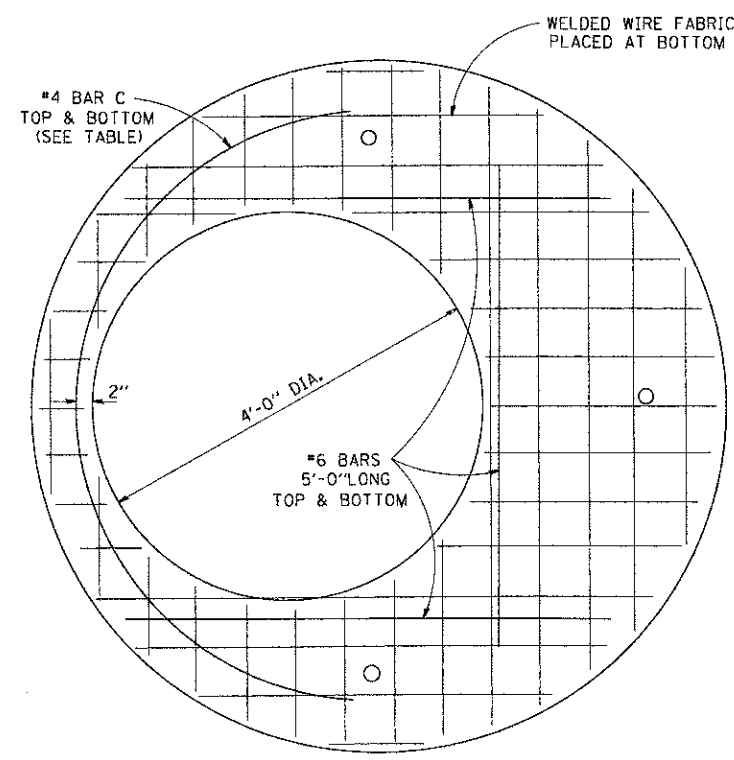


ELEVATION

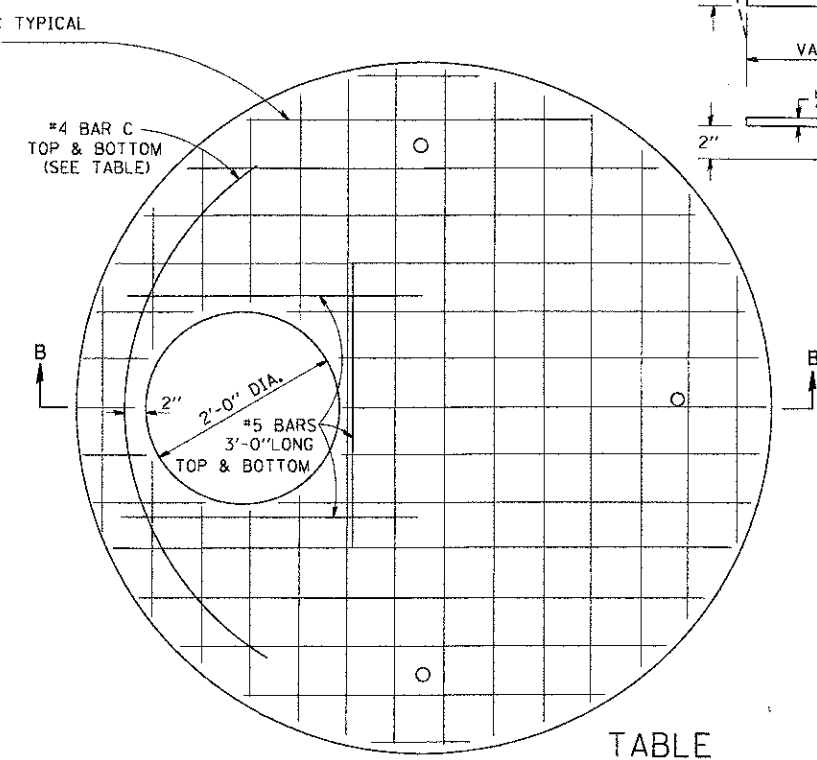


SECTION B-B

ALTERNATE MATERIALS FOR RISERS	(MIN.)
CONCRETE MASONRY UNITS	5"
PRECAST REINFORCED CONCRETE SECTIONS	4"
CAST-IN-PLACE CONCRETE	6"



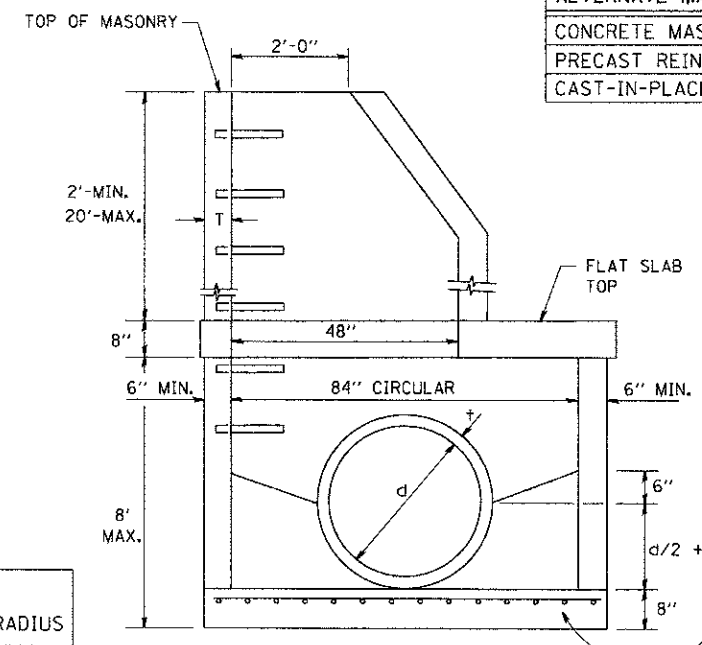
PLAN
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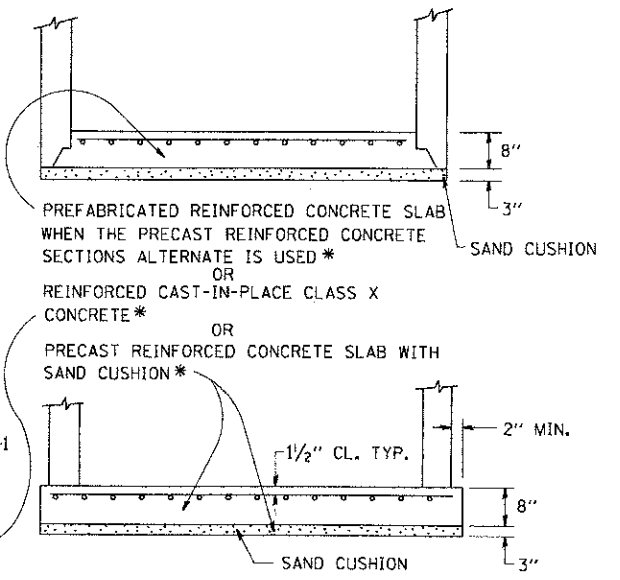
TABLE

DIAMETER OF OPENING	REINFORCEMENT "A _s " WWF OR BAR EACH DIRECTION	OR BAR SIZE	BAR C		
			SIZE	LENGTH	RADIUS
2'-0"	1.06 SQ.IN./LIN.FT.	#6	#4	6'-0"	38"
4'-0"	0.82 SQ.IN./LIN.FT.	#6	#4	9'-0"	38"

NOTE: THIS STRUCTURE SHOULD BE USED WITH PIPES SIZE 54" DIA. OR SMALLER.



ELEVATION



PREFABRICATED REINFORCED CONCRETE SLAB WHEN THE PRECAST REINFORCED CONCRETE SECTIONS ALTERNATE IS USED *

OR

REINFORCED CAST-IN-PLACE CLASS X CONCRETE *

OR

PRECAST REINFORCED CONCRETE SLAB WITH SAND CUSHION *

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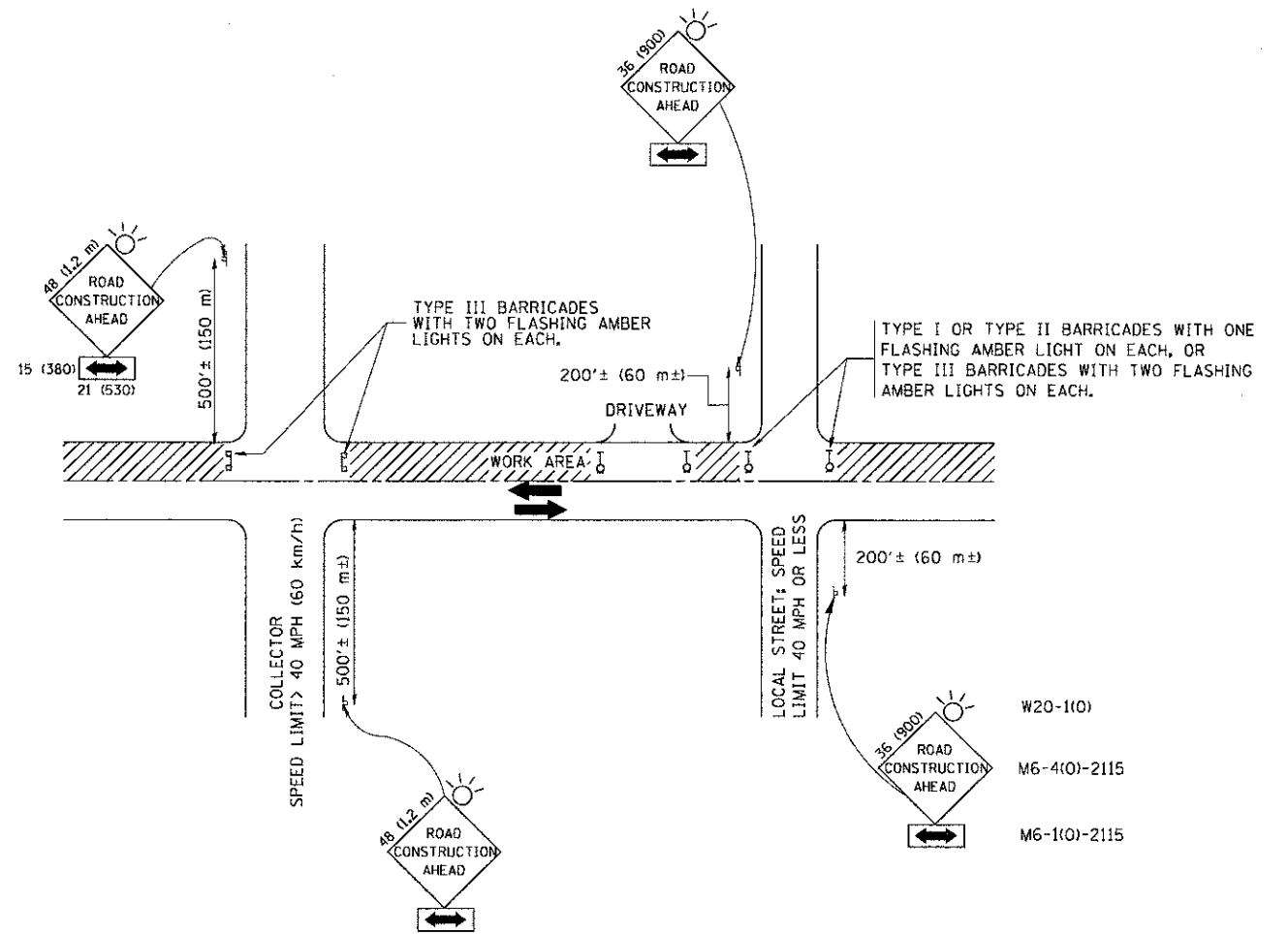
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DESIGNED -
DRAWN -
CHECKED -
DATE = 10-18-02

REVISOR -
REVISIONS -
REVISOR -
REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MANHOLE TYPE A
7 FOOT DIAMETER
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	11-00001-00-Ch	KANE	55	40
BD600-11 (BD-37)			CONTRACT NO. 63829	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

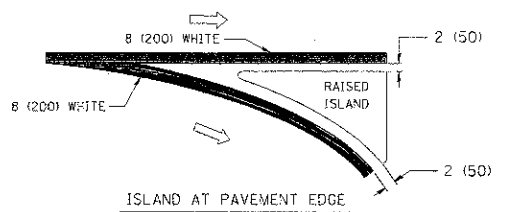
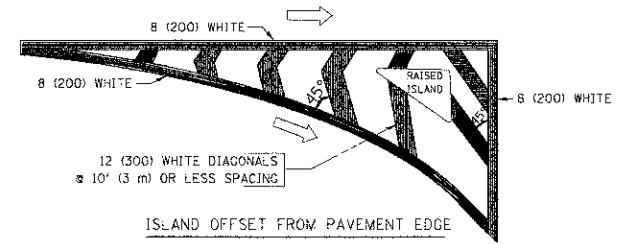
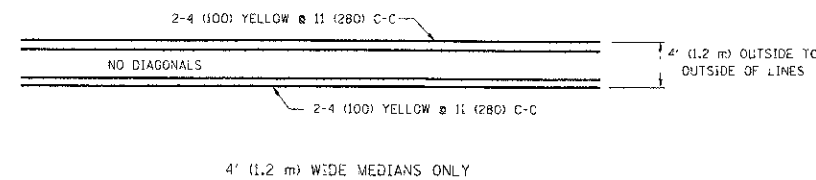
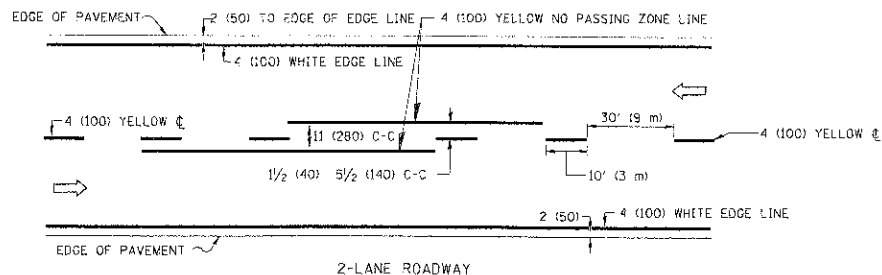
All dimensions are in millimeters (inches) unless otherwise shown.

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	PLOT SCALE = 60.800' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
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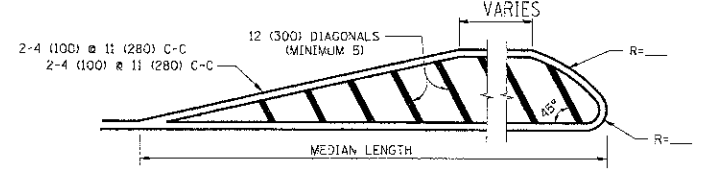
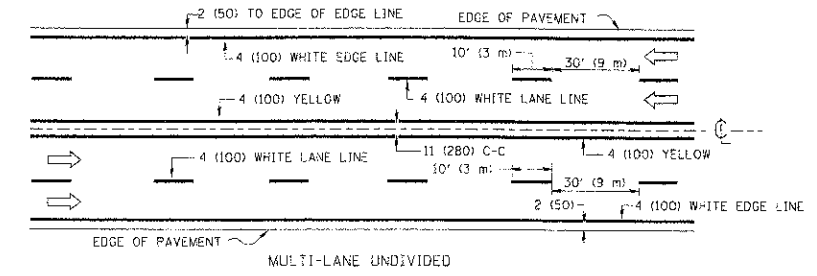
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	11-00001-00-CH	KANE	55	11
TC-10			CONTRACT NO. 63829	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



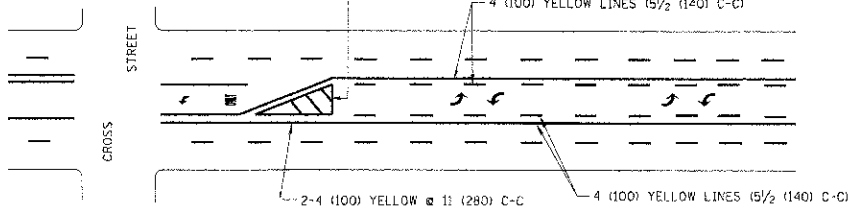
TYPICAL ISLAND MARKING



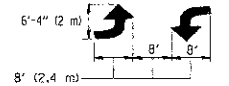
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

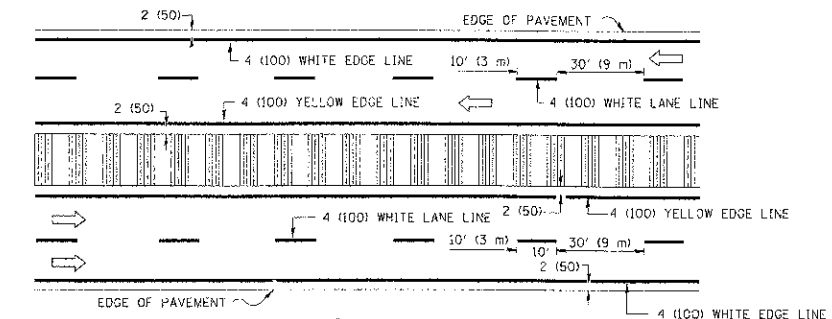


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



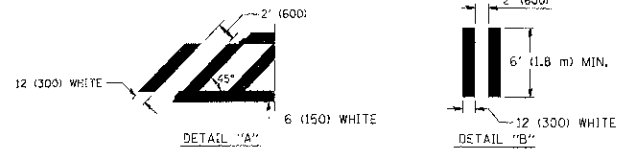
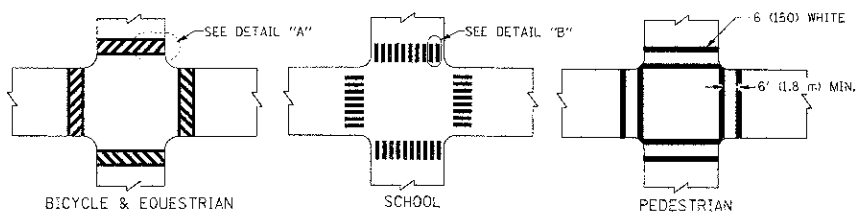
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

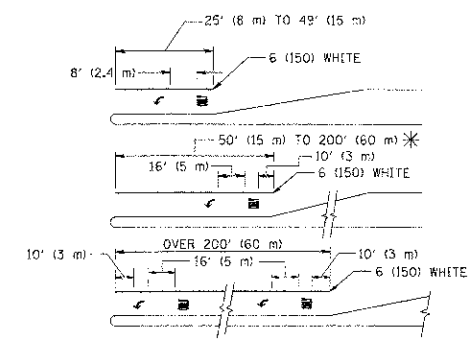


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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

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

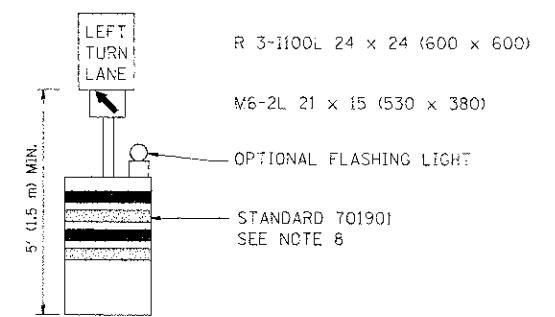
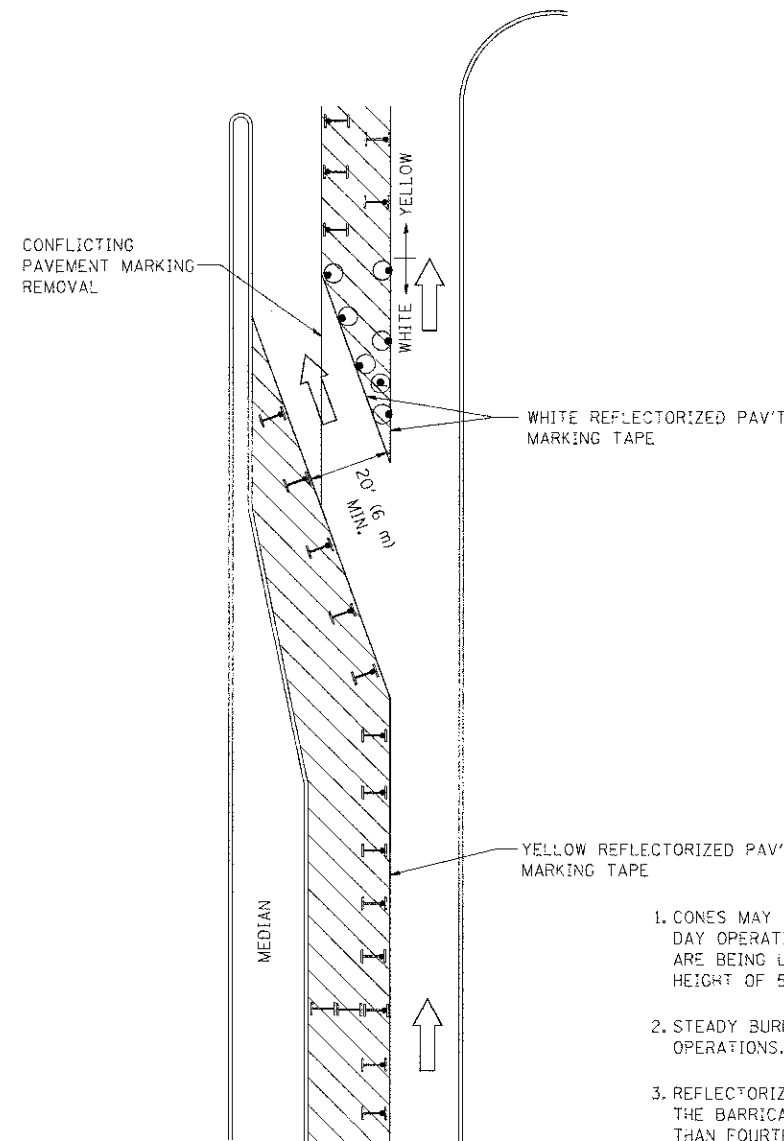
All dimensions are in inches (millimeters) unless otherwise shown.

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PL01 SCALE = 3/8" = 1" / IN.		CHECKED =	REVISED =
PL01 DATE = 9/9/2004		DATE = 03-19-90	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.P. RTE. 326	SECTION 11-00001-00-CH	COUNTY KANK	TOTAL SHEETS 55	SHEET NO. 42
TYPICAL PAVEMENT MARKINGS		TC-13		CONTRACT NO. 63829		
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			

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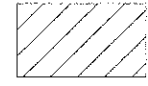







GENERAL NOTES

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

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

LEGEND

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

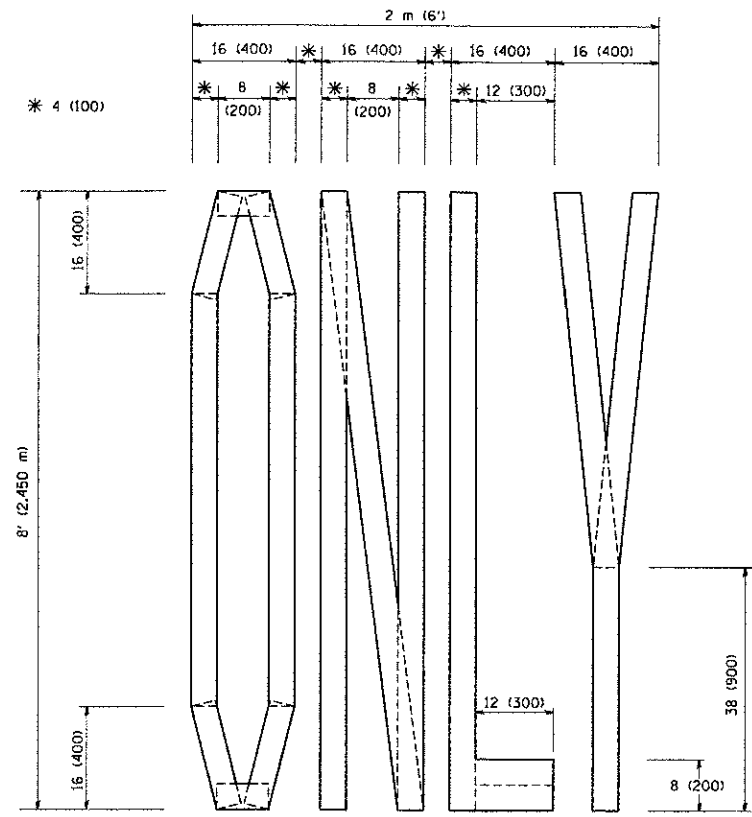
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Plot Scale = 1/8" = 1'-0"	Plot Date = 5/14/2009	REVISED - A. HOUSEH 11-07-95	REVISED - A. HOUSEH 10-12-96
		REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

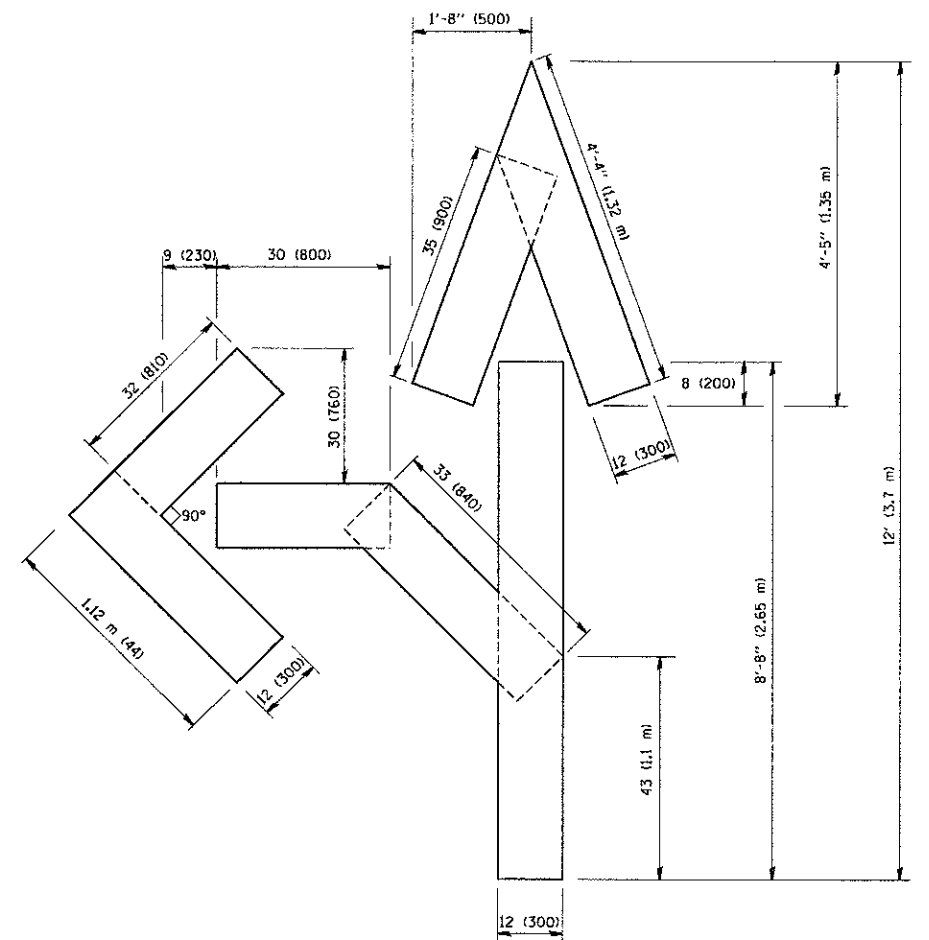
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

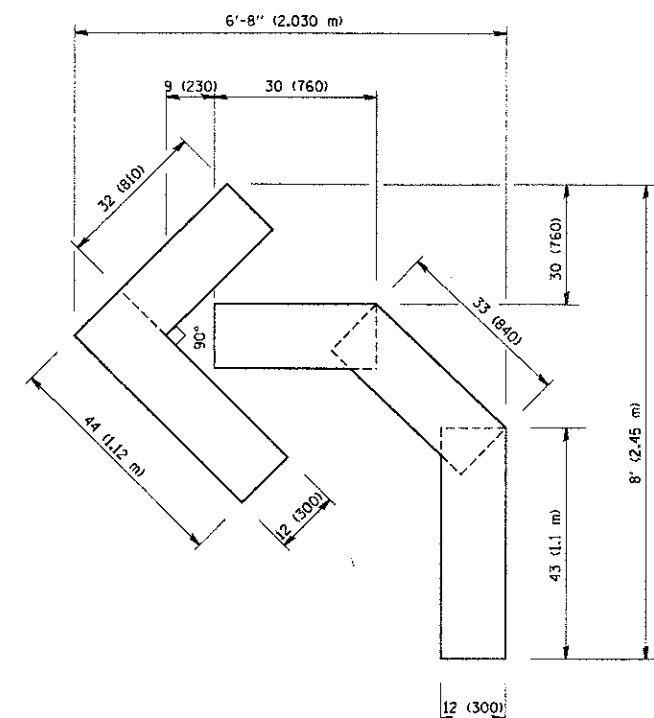
F.A.P. RTE. 326	SECTION 21-00002-00-CH	COUNTY NAME	TOTAL SHEETS 43
TC-14		CONTRACT NO. 63829	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



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



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



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

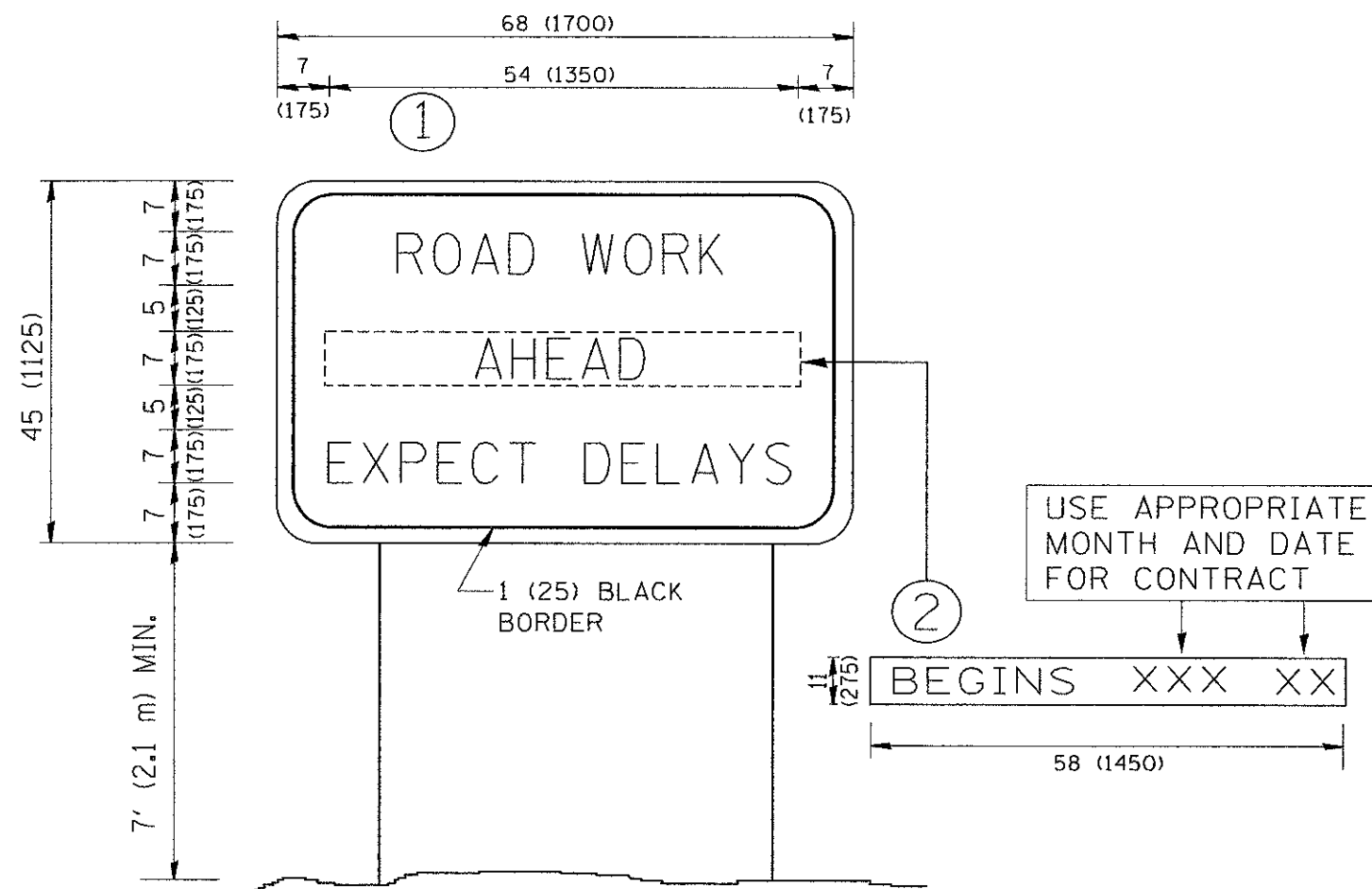
All dimensions are in inches (millimeters) unless otherwise shown.

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		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
325	11-00001-CC-CH	KANE	55	44
TC-16				CONTRACT NO. 63829
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



NOTES:

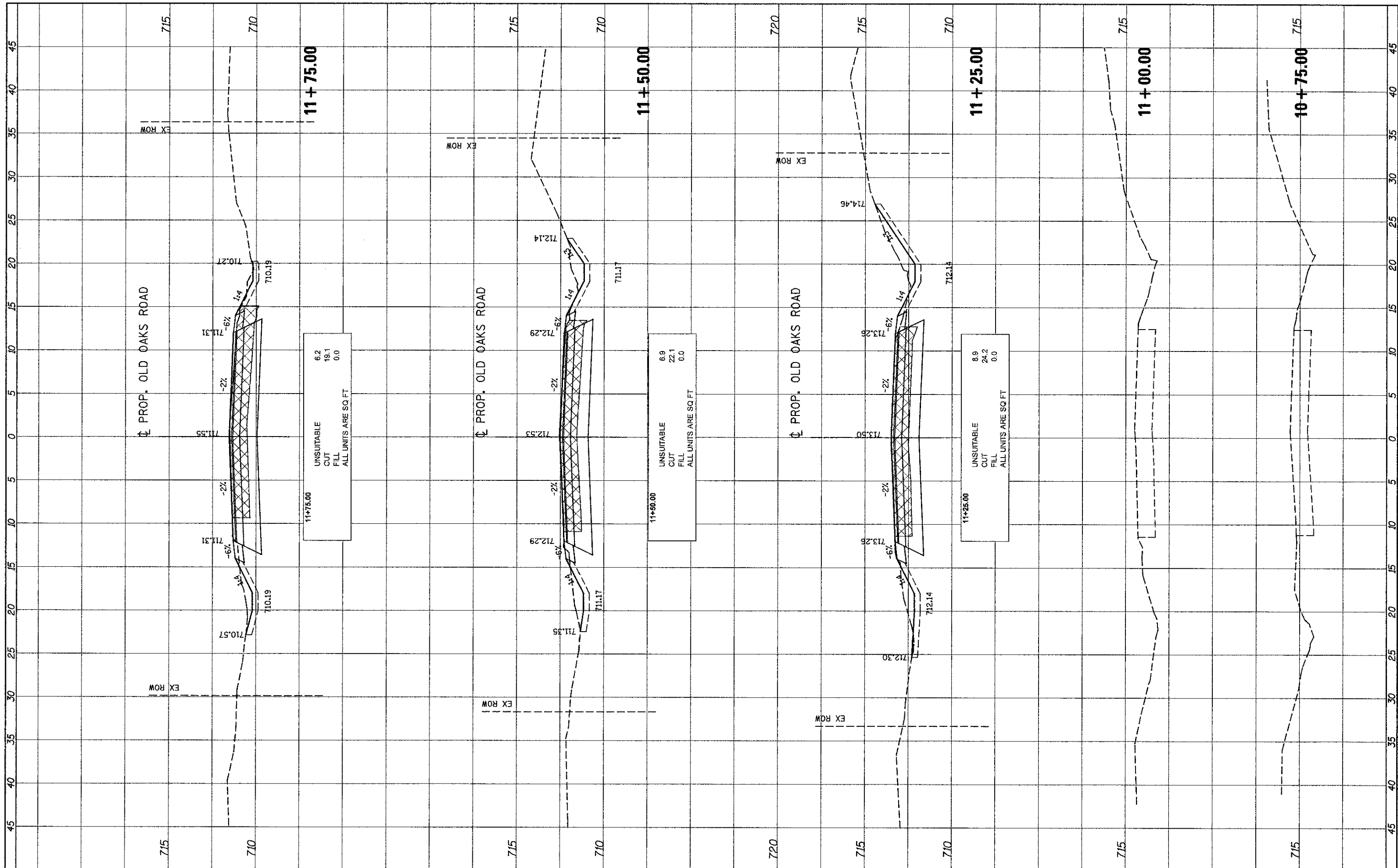
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

FILE NAME = W:\dist\22-34\to22.dgn	USER NAME = geglentobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97				326	11-00001-00-CH	KANE	55	44A
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99				TC-22		CONTRACT NO. 63829		
	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE				SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

FINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		



FILE NAME =
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USER NAME = #USER#
DESIGNED - MJP
DRAWN - MJP
CHECKED - JAH
DATE - 3/25/2013

REVISED -
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REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

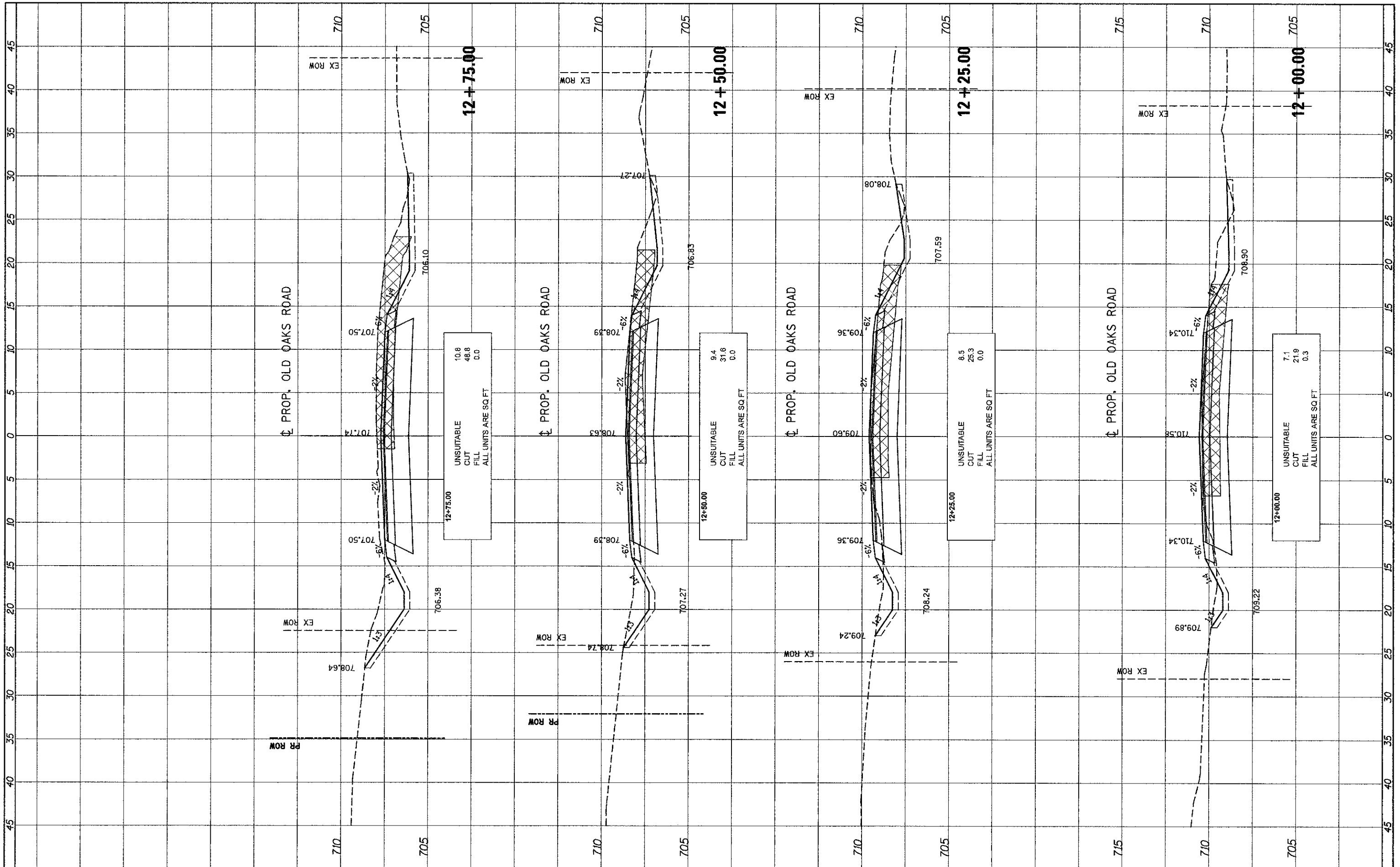
**ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE
WAUBONSEE DRIVE / OLD OAKS CROSS SECTIONS**

SCALE: SHEET OF SHEETS STA. 10+75.00 TO STA. 11+75.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	11-00001-00-CH	KANE	55	45
CONTRACT NO. 63829				
ILLINOIS FED. AID PROJECT				

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

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



12+75.00
UNSUITABLE 10.8
CUT 48.8
FILL 0.0
ALL UNITS ARE SQ FT

12+50.00
UNSUITABLE 9.4
CUT 31.6
FILL 0.0
ALL UNITS ARE SQ FT

12+25.00
UNSUITABLE 8.5
CUT 25.3
FILL 0.0
ALL UNITS ARE SQ FT

12+00.00
UNSUITABLE 7.1
CUT 21.9
FILL 0.3
ALL UNITS ARE SQ FT

FILE NAME =
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PLOT DATE = #DATE#

DESIGNED - MJP
DRAWN - MJP
CHECKED - JAH
DATE - 3/25/2013

REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

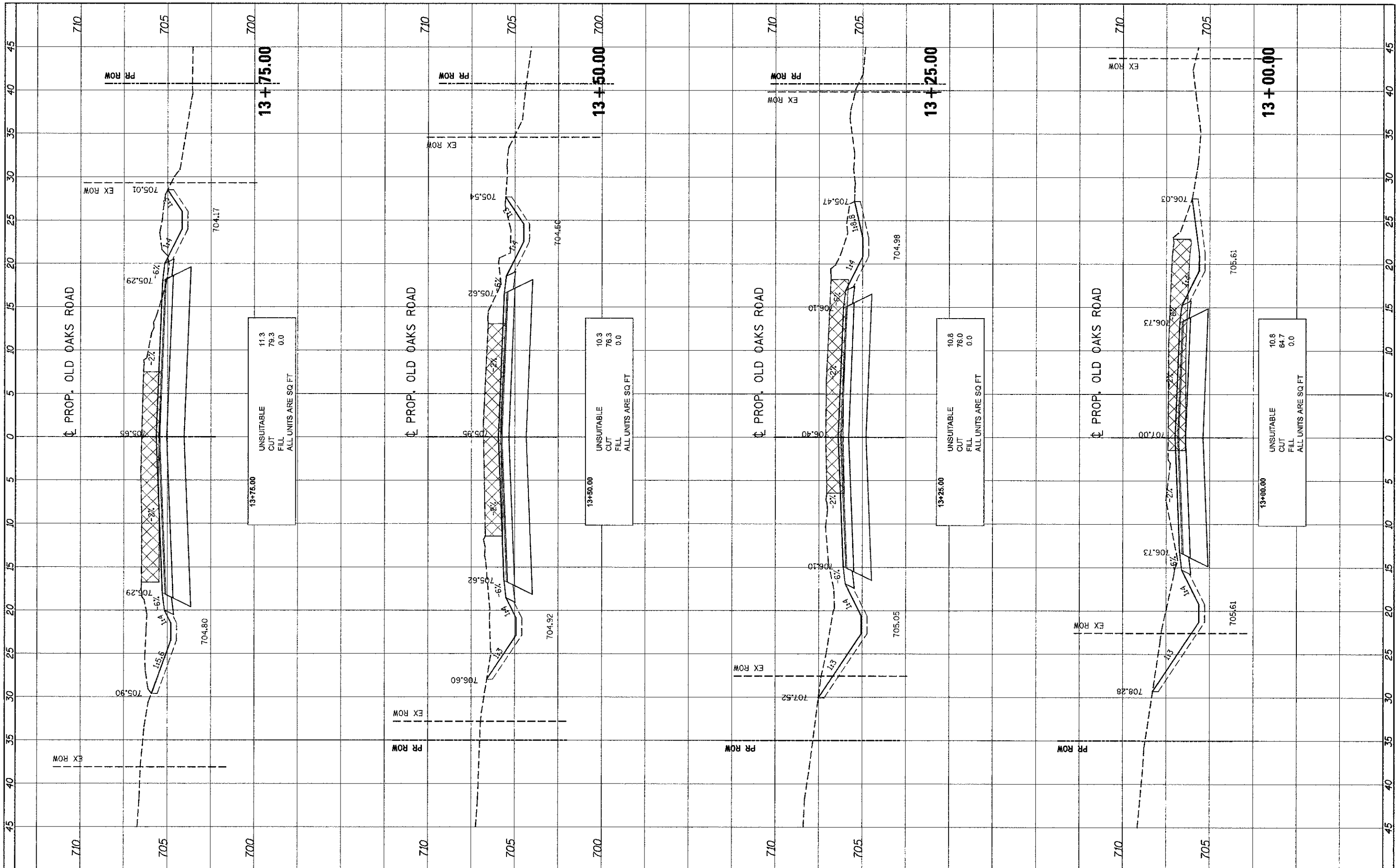
ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE
WAUBONSEE DRIVE /OLD OAKS CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 12+00.00 TO STA. 12+75.00

F.A.P. RTE. 326	SECTION 11-00001-00-CH	COUNTY KANE	TOTAL SHEETS 55	SHEET NO. 46
CONTRACT NO. 63829				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		



13+75.00
UNSUITABLE
CUT 11.3
FILL 79.3
ALL UNITS ARE SQ FT
0.0

13+50.00
UNSUITABLE
CUT 10.3
FILL 76.3
ALL UNITS ARE SQ FT
0.0

13+25.00
UNSUITABLE
CUT 10.8
FILL 76.0
ALL UNITS ARE SQ FT
0.0

13+00.00
UNSUITABLE
CUT 10.8
FILL 64.7
ALL UNITS ARE SQ FT
0.0

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KS_SHEET VERTICAL	PLOT SCALE = 5.0000' / 1"	CHECKED - JAH	REVISED -
	PLOT DATE = 5/7/2013	DATE - 3/25/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

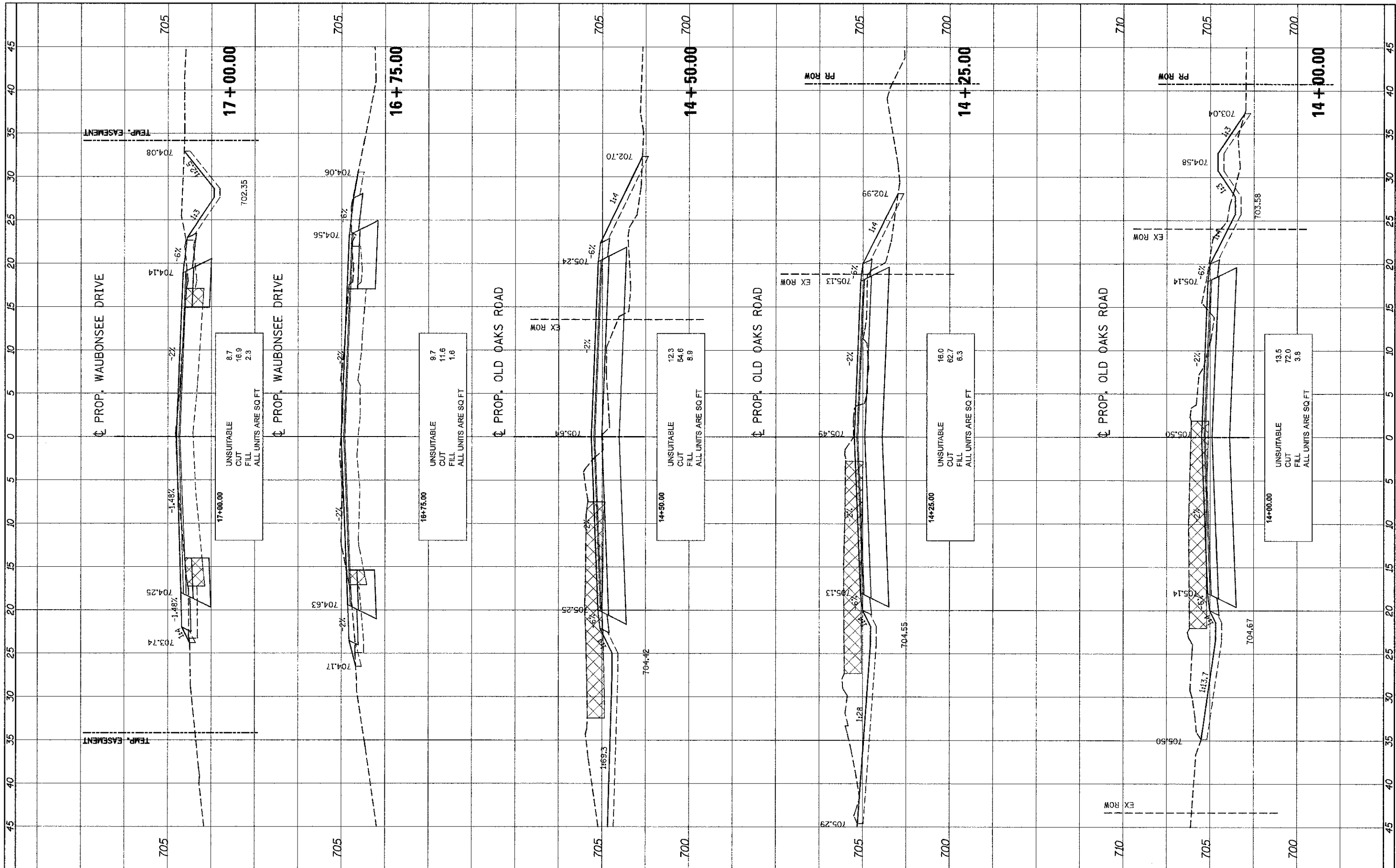
**ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE
WAUBONSEE DRIVE / OLD OAKS CROSS SECTIONS**

SCALE: SHEET OF SHEETS STA. 13+00.00 TO STA. 13+75.00

F.A.P. RTE. 326	SECTION 11-00001-00-CH	COUNTY KANE	TOTAL SHEETS 55	SHEET NO. 47
ILLINOIS FED. AID PROJECT				CONTRACT NO. 63829

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

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



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 DATE - 3/25/2013

REVISIONS:
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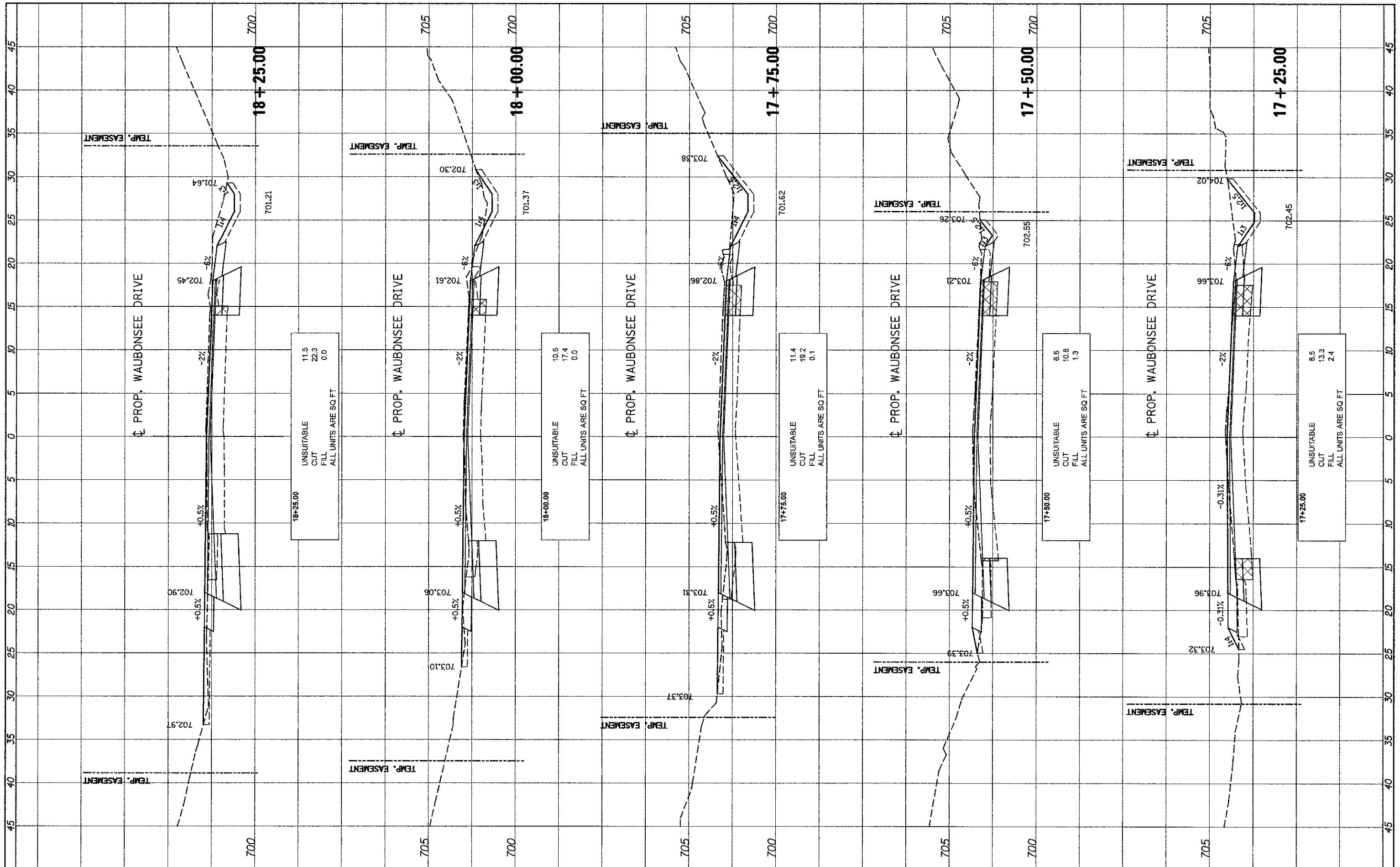
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 47 AT WAUBONSEE DRIVE
 WAUBONSEE DRIVE / OLD OAKS CROSS SECTIONS**
 SCALE: SHEET OF SHEETS STA. 14+00.00 TO STA. 17+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	11-00001-00-CH	KANE	55	48
CONTRACT NO. 63829				
ILLINOIS FED. AID PROJECT				

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

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



18+25.00

UNSUITABLE	11.5
CUT	22.3
FILL	0.0
ALL UNITS ARE SQ FT	

18+00.00

UNSUITABLE	10.5
CUT	17.4
FILL	0.0
ALL UNITS ARE SQ FT	

17+75.00

UNSUITABLE	11.4
CUT	19.2
FILL	0.1
ALL UNITS ARE SQ FT	

17+50.00

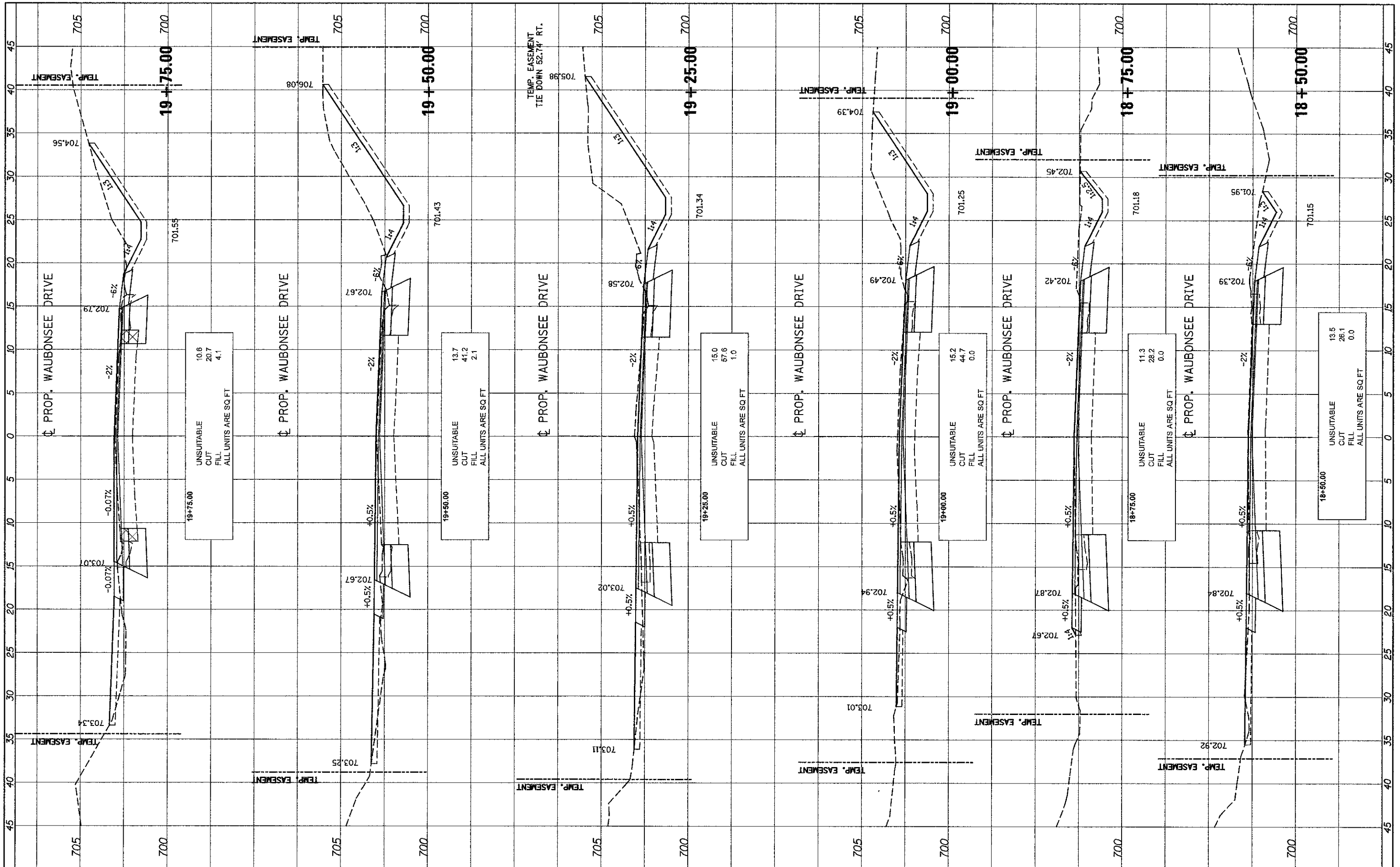
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CUT	10.8
FILL	1.3
ALL UNITS ARE SQ FT	

17+25.00

UNSUITABLE	8.5
CUT	13.3
FILL	2.4
ALL UNITS ARE SQ FT	

FINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
PLOTTED		
NOTE BOOK		
TEMPLATE		
AREAS CHECKED		



19+75.00

UNSUITABLE	10.6
CUT	20.7
FILL	4.1
ALL UNITS ARE SQ FT	

19+50.00

UNSUITABLE	13.7
CUT	41.2
FILL	2.1
ALL UNITS ARE SQ FT	

19+25.00

UNSUITABLE	15.0
CUT	57.6
FILL	1.0
ALL UNITS ARE SQ FT	

19+00.00

UNSUITABLE	15.2
CUT	44.7
FILL	0.0
ALL UNITS ARE SQ FT	

18+75.00

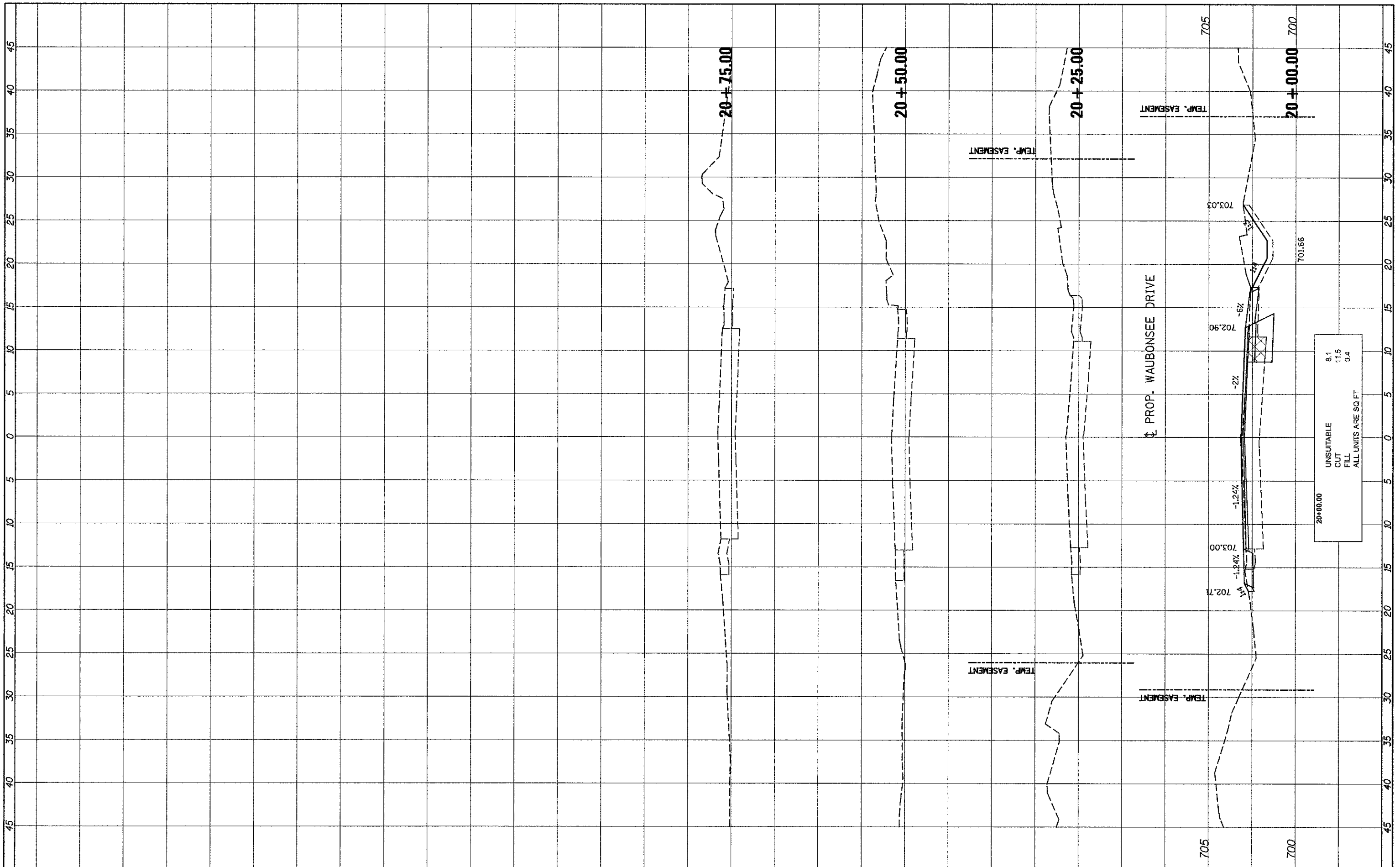
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CUT	28.2
FILL	0.0
ALL UNITS ARE SQ FT	

18+50.00

UNSUITABLE	13.5
CUT	26.1
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ALL UNITS ARE SQ FT	

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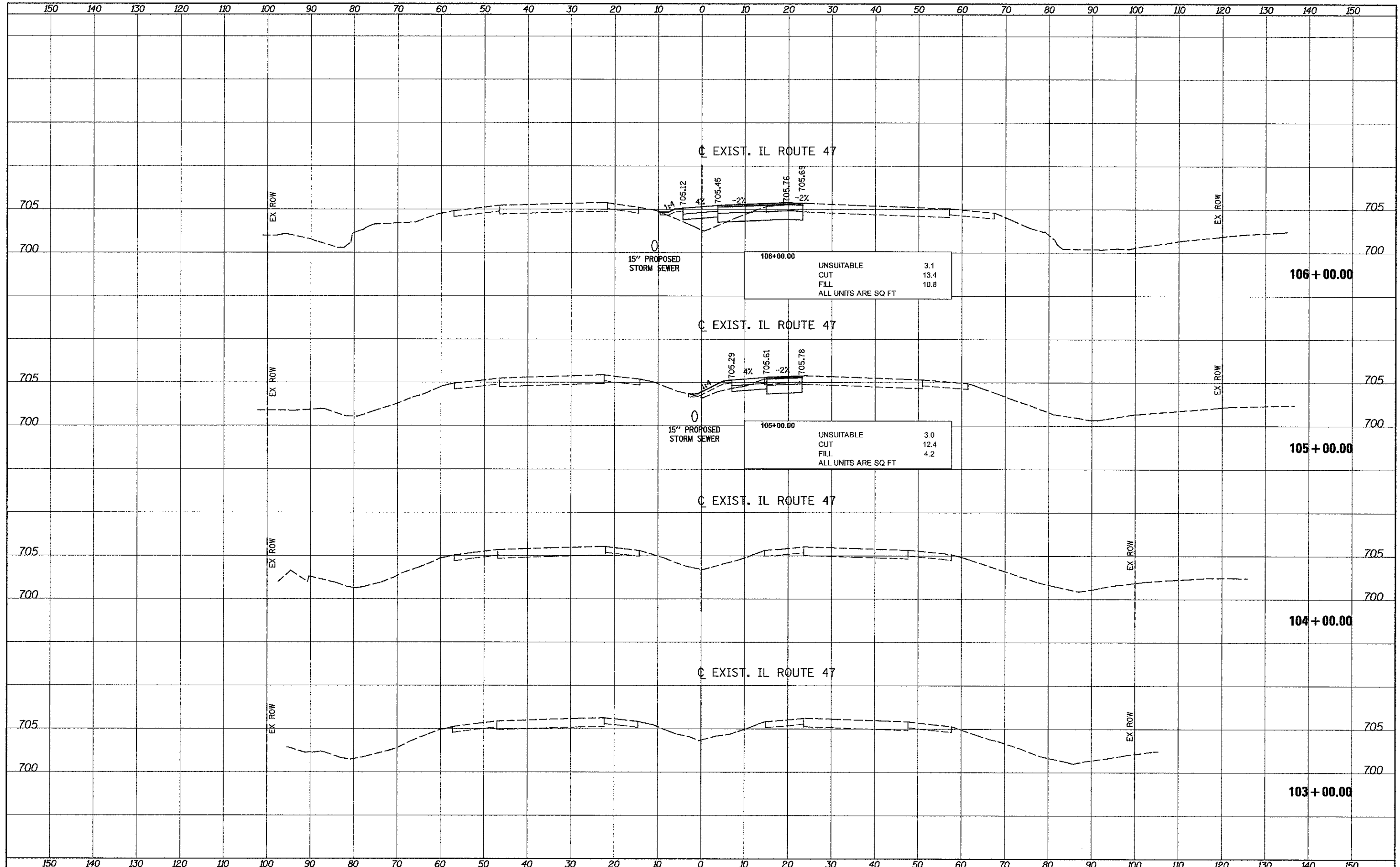
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NOTE BOOK	PLOTTED		
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	AREAS CHECKED		



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		CHECKED - JAH	REVISED -								ILLINOIS FED. AID PROJECT	
X5-SHEET VERTICAL		DATE - 3/25/2013	REVISED -									

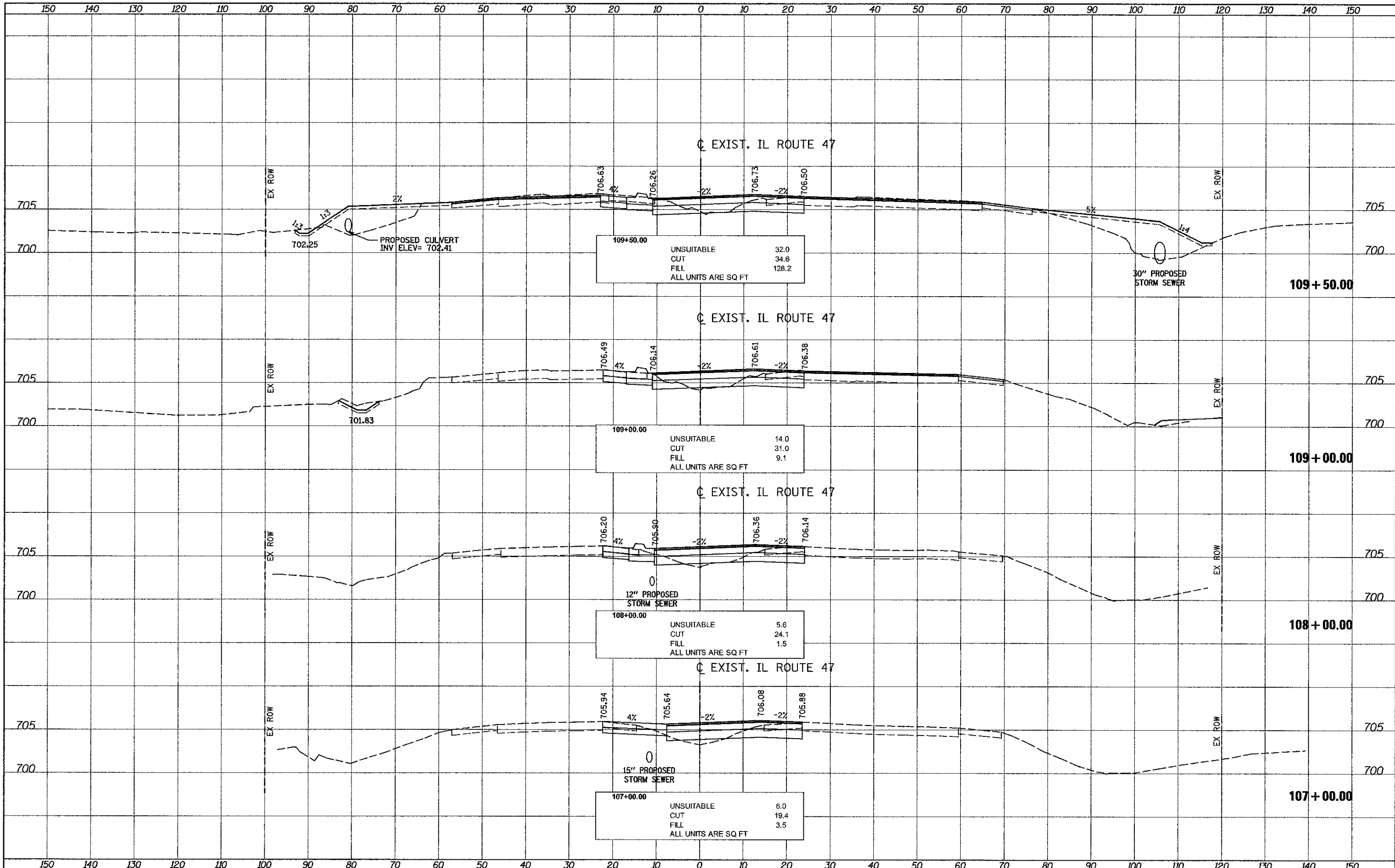
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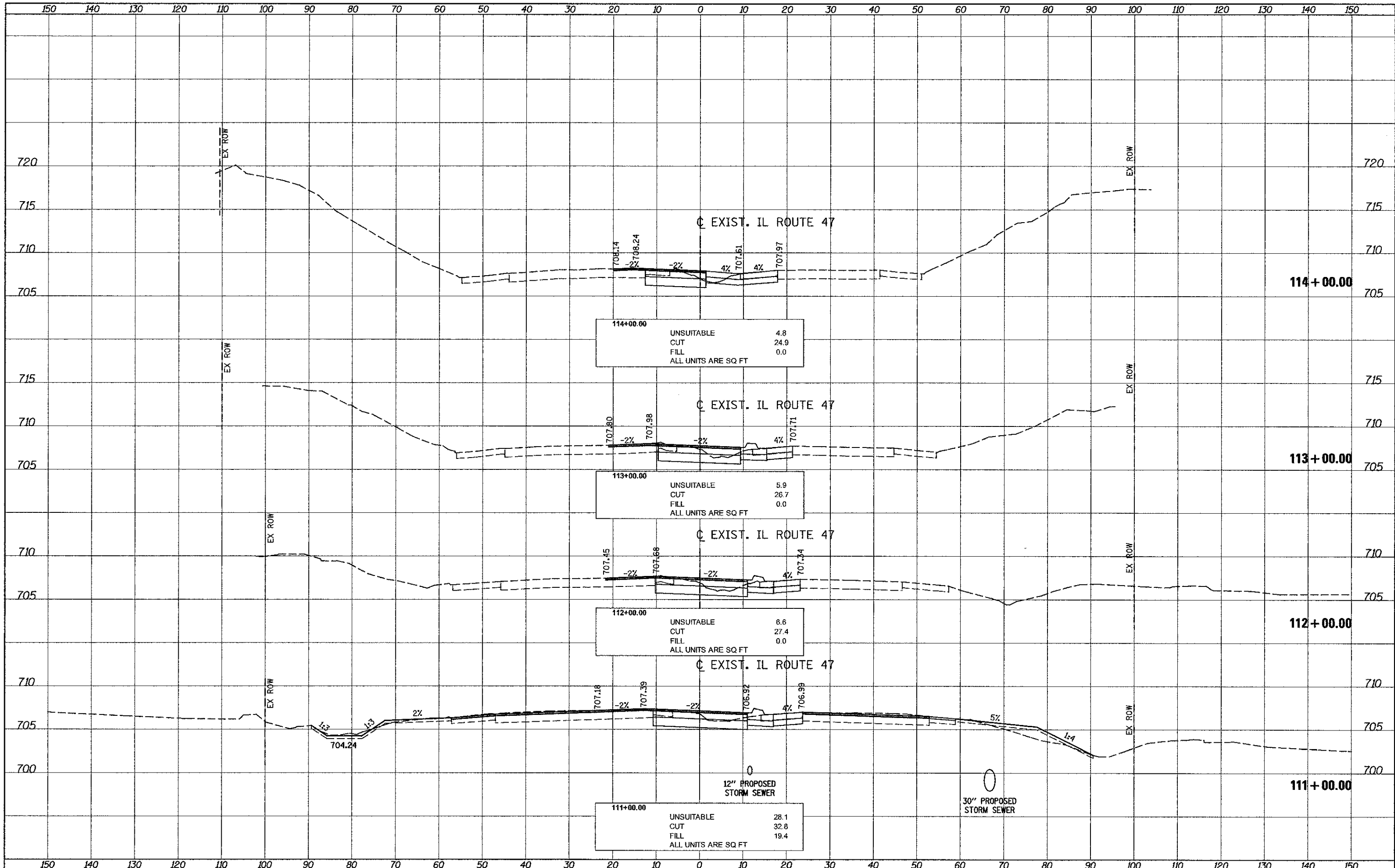
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ROUTE BOOK	
NO.	
AREAS CHECKED	



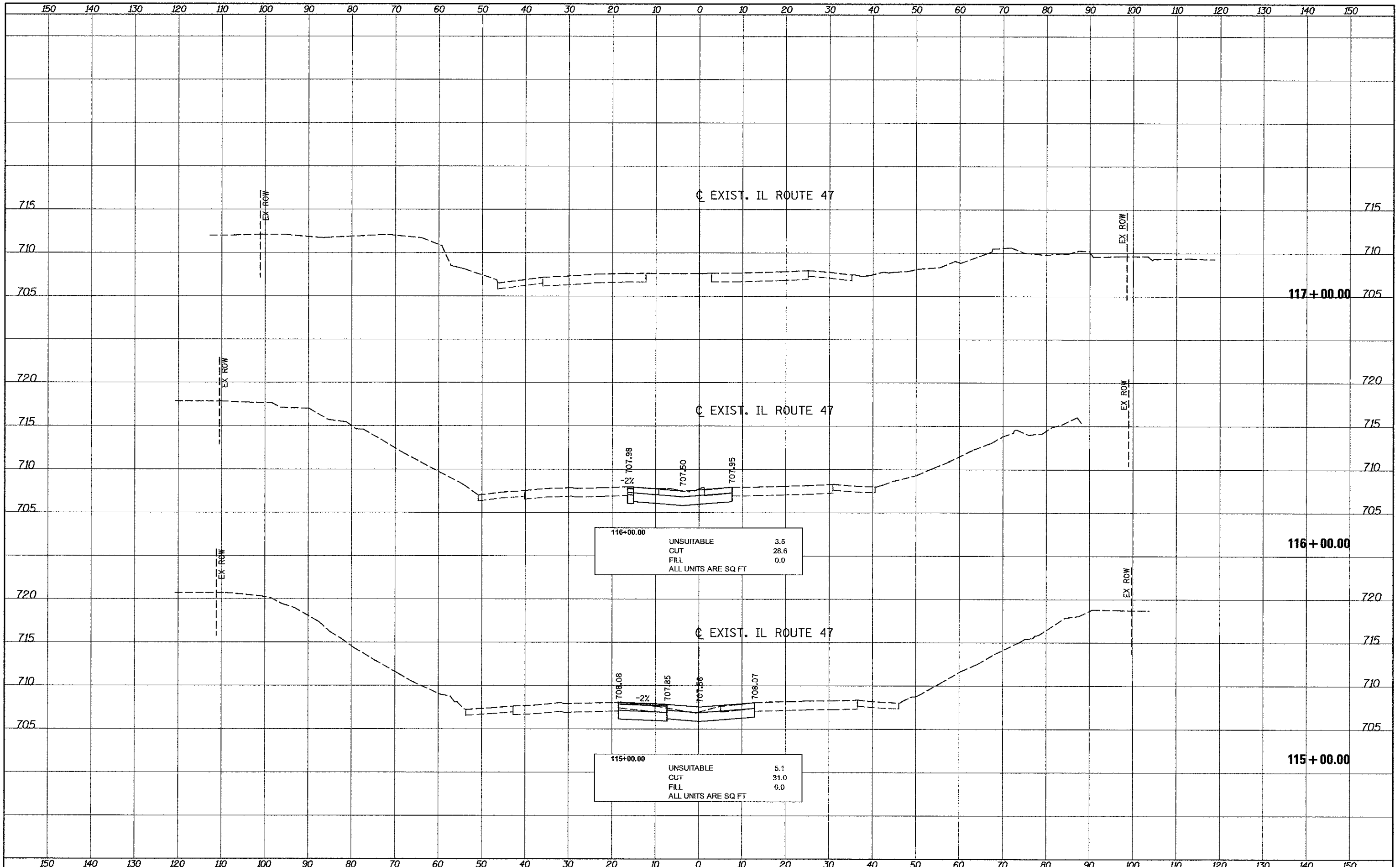
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DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	



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

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



116+00.00	UNSUITABLE	3.5
	CUT	28.6
	FILL	0.0
ALL UNITS ARE SQ FT		

115+00.00	UNSUITABLE	5.1
	CUT	31.0
	FILL	0.0
ALL UNITS ARE SQ FT		