

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-RS	DUPAGE	43	1
ILLINOIS		CONTRACT NO. 61E98		

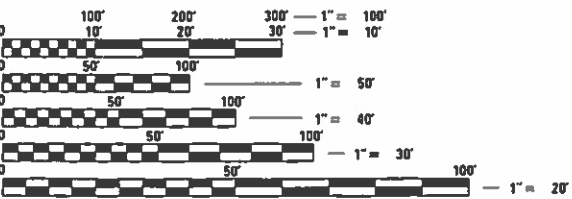
FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN THE
VILLAGE OF HANOVER PARK

FUNCTIONAL CLASSIFICATION
OTHER PRINCIPAL ARTERIAL (WEST OF ARLINGTON DR)
MAJOR COLLECTOR (EAST OF ARLINGTON DR)

TRAFFIC DATA
DESIGN SPEED: 40 MPH (30 MPH POSTED)
EXISTING ADT: 16,300 (WEST OF ARLINGTON DR)
18,800 (EAST OF ARLINGTON DR)



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. DESIGN STAGE REQUEST
DIG. No. A0370881

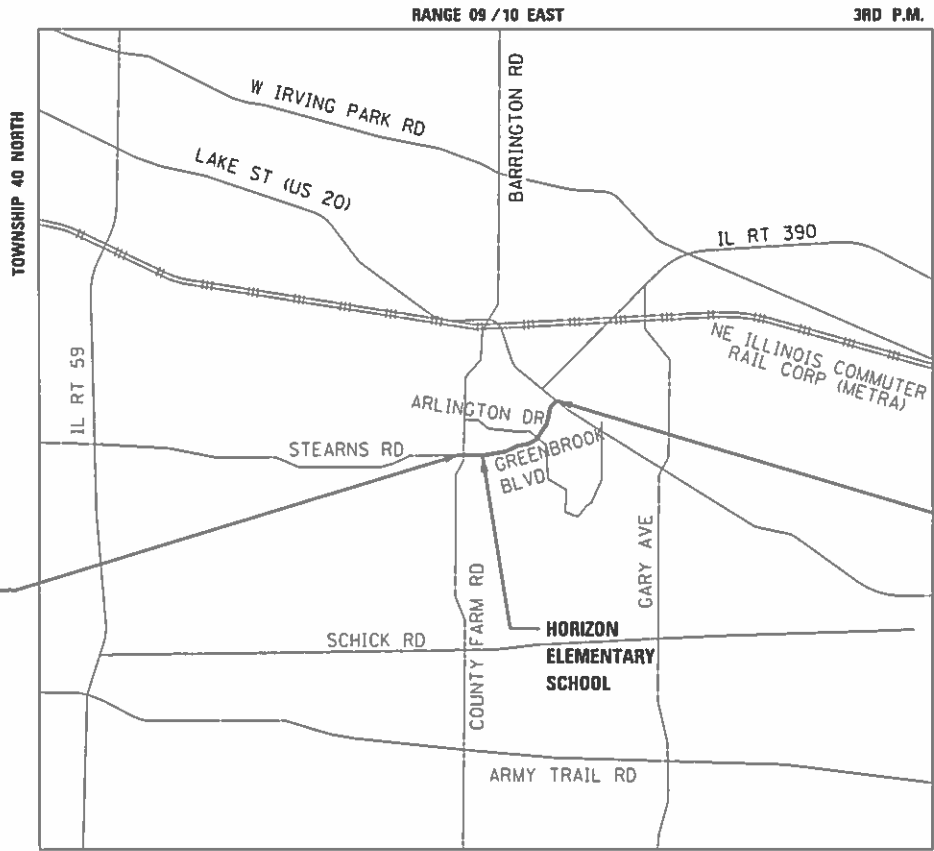


CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = DUPAGE
CITY-TOWNSHIP = HANOVER PARK- WAYNE/BLOOMINGDALE TOWNSHIP
SEC. NO. = S7 T40N R10E; S6 T40N R10E; S1 AND S2 T40N R9E
48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61E98

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

FAU 3810/FAP 361 (GREENBROOK BOULEVARD)
COUNTY FARM ROAD TO LAKE STREET
ROADWAY RESURFACING
SECTION 18-00285-02-RS
PROJECT: N859(116)
DUPAGE COUNTY
C-91-177-18

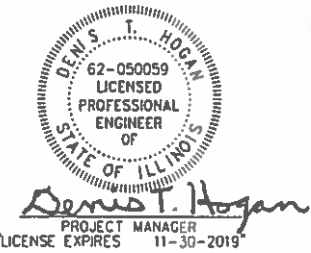


BEGIN PROJECT
STA 503+44.00

END PROJECT
STA 551+64.00

PROJECT LENGTH
GROSS LENGTH = 4,820 FT = 0.91 MILE
NET LENGTH = 4,820 FT = 0.91 MILE

BAXTER & WOODMAN
Consulting Engineers



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED *Christopher Snyder* DATE *6/4/18*
DUPAGE COUNTY DIVISION OF TRANSPORTATION, COUNTY ENGINEER

PASSED *June 11, 2018* DATE
Charles Christopher Holt
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

Releasing for Bid
Based on Limited
Review *June 12, 2018* DATE
Anthony J. Quigley REGIONAL ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS
B&W PROJECT NO.: 161262 DATE: 6-11-18

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DATE	-	6-11-18	FILE	- 161262-W02-index.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
INDEX, HIGHWAY STANDARDS AND DISTRICT ONE DETAILS

SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	2
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

INDEX OF SHEETS

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		3	GENERAL NOTES
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HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-10	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-03	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-04	DEPRESSED CORNER FOR SIDEWALKS
424026-02	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
602401-04	MANHOLE TYPE A
604086-03	FRAME AND GRATE TYPE 23
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-07	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

DISTRICT ONE DETAILS

BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACE PAVEMENT
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAY
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-07	DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

DUPAGE COUNTY DETAILS

PAVEMENT MARKINGS AND PAVEMENT MARKERS
PAVEMENT MARKING LOCATION
RECESSED PAVEMENT MARKER
BUTT JOINT DETAILS

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GENERAL NOTES

1.

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: “THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION” (REFERRED TO AS THE “STANDARD SPECIFICATIONS”), THE “SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS”, THE “MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS”, THE “MANUAL OF TEST PROCEDURES FOR MATERIALS” AND THE “STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS”.
2.

NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
3.

ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.

ELGIN AREA SCHOOL DISTRICT U46 (HORIZON ELEMENTARY SCHOOL) - 630 213 5570

COMMUNITY CONSOLIDATED SCHOOL DISTRICT 93 - 630 893 9393

DUPAGE COUNTY WATER COMMISSION- 630 834 0100

KEENEYVILLE SCHOOL DISTRICT 20 - 630 894 2250

HANOVER PARK POLICE DEPT - 630 823 5500

HANOVER PARK FIRE DEPT - 630 823 5800

VILLAGE OF HANOVER PARK- 630 823 5700

NWJAWA- 773 686 0077
4.

UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
5.

TOPSOIL SHALL BE PLACED TO A DEPTH OF SIX (6) INCHES AND BE MEASURED IN SQUARE YARDS.
6.

TOPSOIL SHALL NOT BE STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION; THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER.
7.

ALL EXISTING CULVERTS, STORM SEWERS, OR DRAINAGE STRUCTURES MARKED FOR REMOVAL ON THE PLANS OR DESIGNATED IN THE FIELD BY THE ENGINEER TO BE REMOVED SHALL BE REMOVED AND ANY EXCAVATION SHALL BE BACKFILLED WITH A GRANULAR MATERIAL MEETING THE SPECIFICATIONS FOR FA-1 OR FA-2.
8.

THE CONTRACTOR SHALL HAVE THE OPTION OF REMOVING EXISTING HOT-MIX ASPHALT PAVEMENT BY GRINDING OR EXCAVATING. IF THE HOT-MIX ASPHALT PAVEMENT IS REMOVED BY EXCAVATION, IT MAY NOT BE USED IN EMBANKMENT AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER. HOT-MIX ASPHALT PAVEMENT REMOVED BY GRINDING MAY BE USED AS EMBANKMENT MATERIAL. NO HOT-MIX ASPHALT PAVEMENT SHALL BE REMOVED IN AREAS TO BE USED FOR TEMPORARY ROADWAY.
9.

THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE OR EXISTING PAVEMENT, NOT SCHEDULED TO BE REMOVED, WITH TRACK EQUIPMENT OR LOADED SCRAPERS.
10.

ALL EMBANKMENTS AND SUB-GRADE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING AGGREGATE SUBGRADE OR SUB-BASE GRANULAR MATERIAL.
11.

THE STATION / OFFSET / ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR THE STRUCTURES TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE; ELEVATION INDICATES RIM GRADES.
12.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATERMAINS, AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION, OR EXTENSION OF THE UTILITY INVOLVED.
13.

THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNERS OF THE UTILITIES.
14.

EMBANKMENTS SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER PRIOR TO EXCAVATION FOR STORM SEWER.

15.

MANHOLES AND CATCH BASINS SHALL BE CONSTRUCTED WITH FLAT TOPS WHERE THE DIFFERENCE BETWEEN THE RIM ELEVATION AND INVERT ELEVATION IS LESS THAN SIX (6) FEET.
16.

ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE STRUCTURE INVOLVED.
17.

ALL MANHOLES AND INLETS SHALL HAVE POURED INVERTS.
18.

ALL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS, OR DITCHES, AS DIRECTED BY THE ENGINEER.
19.

HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, BASE COURSE, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
20.

SAWCUT CONSTRUCTION JOINTS SHALL BE PROVIDED AT PAVED COMMERCIAL OR PRIVATE ENTRANCES AND AT ALL SIDE ROADS.
21.

HOT-MIX ASPHALT BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
22.

TRAFFIC SIGNAL DETECTOR LOOPS MUST BE REPLACED BY AN IDOT PRE-QUALIFIED ELECTRICAL CONTRACTOR. CONTACT DUPAGE COUNTY DIVISION OF TRANSPORTATION AT (630) 407-6900 A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION TO COORDINATE INSPECTIONS OF TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT.

EROSION CONTROL NOTES

23.

ALL WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE VII OF THE DuPAGE COUNTY COUNTYWIDE STORMWATER AND FLOOD PLAIN ORDINANCE, EFFECTIVE APRIL 2013 AND ALL SUBSEQUENT REVISIONS. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMITS ILR10 AND ILR40.
24.

EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
25.

SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
26.

ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. IF A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES WILL BE PROVIDED.
27.

STOCKPILES AND MATERIAL STORAGE ARE PROHIBITED IN SPECIAL MANAGEMENT AREAS INCLUDING WETLANDS, FLOOD PLAINS, AND BUFFERS. LOCATIONS OF STOCKPILES MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES.
28.

RECEPTACLES FOR CONSTRUCTION DEBRIS, INCLUDING CONCRETE TRUCK WASHOUT WASTE, SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR. RECEPTACLES AND THEIR LOCATIONS MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES.
29.

HAY OR STRAW BALES WILL NOT BE ALLOWED AS PERIMETER EROSION BARRIER OR AS A DITCH CHECK.
30.

WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.
31.

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.

32.

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.
33.

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.
34.

SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF 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.
35.

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.
36.

ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED.
37.

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 BY THE CONTRACTOR WITHIN 24 HOURS.

COMMITMENTS

38.

CONTRACTOR MAY NOT BEGIN WORK UNTIL THE ADJACENT HORIZON ELEMENTARY SCHOOL IS OUT FOR SUMMER BREAK (2019) AND MUST BE COMPLETE THE PROJECT BEFORE SUMMER BREAK ENDS. CONTRACTOR SHALL DETERMINE THE LAST DAY OF SCHOOL FOR SPRING 2019 AND FIRST DAY OF SCHOOL FOR FALL 2019 BY CONTACTING THE SCHOOL AT 630.213.5570 OR VIEWING THE SCHOOL’S WEBSITE AT WWW.U-46.ORG/HORIZON

<div><div>BAXTER & WOODMAN</div><div>Consulting Engineers</div></div>	DESIGNED - AKS	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
GENERAL NOTES

SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	3
		CONTRACT NO. 61E98		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE
			LAFO
			0005
			70% FED 30% LOCAL
20101700	SUPPLEMENTAL WATERING	UNIT	5
20200100	EARTH EXCAVATION	CU YD	80
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	72
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	369
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	6
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6
25200110	SODDING, SALT TOLERANT	SQ YD	369
28000510	INLET FILTERS	EACH	74
31101180	SUBBASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	1,052
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	98
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	22,673
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,411
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	340
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	17

* INDICATES SPECIALTY ITEM

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE
			LAFO
			0005
			70% FED 30% LOCAL
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2,822
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3,774
42400800	DETECTABLE WARNINGS	SQ FT	427
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	33,589
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,151
44000600	SIDEWALK REMOVAL	SQ FT	2,915
44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	252
44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	420
44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SQ YD	1,008
56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	2
60219530	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1
60259330	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	3
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2
60500040	REMOVING MANHOLES	EACH	1
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,242
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	1,909

* INDICATES SPECIALTY ITEM

BAXTER & WOODMAN
Professional Design Firm

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GREENBROOK BOULEVARD IMPROVEMENTS
SUMMARY OF QUANTITIES

SCALE: STA. TO STA.

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			LAFO
			0005
			70% FED 30% LOCAL
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	8
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4
67100100	MOBILIZATION	LSUM	1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	LSUM	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	5,660
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	858
70300220	TEMPORARY PAVEMENT MARKING- LINE 4"	FOOT	7,381
70300280	TEMPORARY PAVEMENT MARKING- LINE 24"	FOOT	314
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	858
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,885
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2,460

* INDICATES SPECIALTY ITEM

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE
			LAFO
			0005
			70% FED 30% LOCAL
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	110
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,867
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	314
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	17
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1,061
X0326862	STRUCTURE TO BE ADJUSTED	EACH	5
X0327036	BIKE PATH REMOVAL	SQ YD	306
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	28
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	70
* X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	616
Z0013798	CONSTRUCTION LAYOUT	LSUM	1
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	15,541

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6/25/2018 TIME.

SIDEWALK AND BIKE PATH			20200100 EARTH EXCAVATION
STA.	TO STA.	OFFSET	CU YD
507+38	507+66	RT	0.87
507+83	508+03	RT	0.71
508+30	508+46	RT	0.52
508+41	508+46	RT	0.16
516+89	516+96	LT	0.66
516+97	517+03	LT	0.36
517+41	517+62	RT	0.87
517+47	517+55	LT	0.46
517+55	517+60	LT	0.27
517+60	517+85	LT	3.59
519+87	519+96	RT	0.78
520+46	520+60	RT	0.84
525+03	525+36	RT	1.23
525+84	525+96	RT	1.22
528+34	528+40	RT	0.47
528+61	528+77	RT	0.49
530+71	530+81	RT	0.31
531+05	531+15	RT	0.31
533+96	534+18	LT	1.36
534+17	534+22	LT	1.11
534+19	534+32	RT	0.50
534+96	535+08	RT	0.44
535+11	535+15	LT	0.98
535+26	535+34	LT	1.10
535+34	535+59	LT	2.13
538+27	538+42	LT	2.21
538+42	538+46	LT	0.68
538+42	538+47	LT	0.40
538+94	538+99	LT	0.47
538+95	538+99	LT	0.68
538+99	539+09	LT	1.53
543+13	543+27	RT	1.38
543+92	544+90	RT	3.02
545+40	545+62	RT	0.55
547+97	548+27	RT	0.89
548+95	549+19	RT	0.58
548+01	548+11	LT	1.70
548+17	548+22	LT	0.39
548+11	548+22	LT	0.42
548+68	548+73	RT	0.39
548+68	548+73	LT	0.55
548+79	549+05	LT	4.08
COMBINATION CONCRETE CURB AND GUTTER B-6.12 AND B-6.18			38
TOTALS			80

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)			
STA.	OFFSET	LT/RT	X6030310
			EACH
503+44	22	RT	1
512+99	21	RT	1
513+27	27	RT	1
516+73	1	LT	1
517+01	11	RT	1
517+47	8	RT	1
517+52	18	RT	1
517+65	29	LT	1
519+43	26	LT	1
521+46	28	LT	1
532+73	31	RT	1
533+18	25	LT	1
534+01	25	LT	1
534+33	38	LT	1
535+06	33	LT	1
535+54	30	RT	1
535+59	27	LT	1
536+82	25	LT	1
538+30	25	LT	1
538+62	42	LT	1
541+93	27	LT	1
543+62	28	LT	1
545+21	26	LT	1
545+94	26	LT	1
547+00	28	LT	1
548+60	37	LT	1
549+04	30	LT	1
550+61	29	LT	1
TOTALS			28

STRUCTURE TO BE ADJUSTED			
STA.	OFFSET	LT/RT	X0326862
			EACH
516+93	40	LT	1
520+06	52	RT	1
520+39	50	RT	1
534+35	50	LT	1
535+36	42	LT	1
TOTALS			5

DETECTOR LOOP REPLACEMENT						
STA.	OFFSET	LANE	LENGTH FOOT	WIDTH FOOT	TAIL FOOT	88600600 DETECTOR LOOP REPLACEMENT
						FOOT
503+42	C	LTL	6	6	3	27
503+57	C	LTL	6	6	4	28
503+72	C	LTL	6	6	18	42
505+94	9.1 LT	THRU	6	6	15	39
505+94	21.1 LT	THRU	6	6	3	27
531+94	11.3 RT	THRU	6	6	15	39
531+94	23.3 RT	THRU	6	6	3	27
533+76	C	LTL	6	6	8	32
533+91	C	LTL	6	6	3	27
534+06	C	LTL	6	6	7	31
534+50	44.0 LT	THRU	VAR	6	6	52
534+50	59.0 LT	THRU	VAR	6	3	33
534+50	74.0 LT	THRU	8	6	9	37
534+69	44.8 LT	LTL	6	6	23	47
534+69	59.8 LT	LTL	6	6	8	32
534+69	74.8 LT	LTL	6	6	3	27
534+87	41.2 RT		VAR	6	4	41
534+87	53.2 RT		11	6	6	40
534+87	71.2 RT		11	6	8	42
535+18	C	LTL	6	6	3	27
535+33	C	LTL	6	6	5	29
535+48	C	LTL	6	6	4	28
537+62	23.0 LT	THRU	6	6	3	27
537+62	11.0 LT	THRU	6	6	15	39
549+85	10.5 RT	THRU	6	6	3	27
549+85	22.4 RT	THRU	6	6	15	39
551+40	C	LTL	6	6	5	29
551+55	C	LTL	6	6	5	29
551+40	11.4' RT	LTL	6	6	7	31
551+55	11.4' RT	LTL	6	6	7	31
551+48	28.5 RT	RTL	6	6	3	27
551+63	29.7 RT	RTL	VAR	6	3	28
TOTALS			180	192	227	1,061

REMOVING MANHOLES			
STA.	OFFSET	LT/RT	60500040
			EACH
527+16	35	RT	1
TOTALS			1

MANHOLES, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE			
STA.	OFFSET	LT/RT	60219530
			EACH
527+16	35	RT	1
TOTALS			1

MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 23 FRAME AND GRATE			
STA.	OFFSET	LT/RT	60259330
			EACH
508+52	31	RT	1
525+05	7	LT	1
543+12	8	RT	1
TOTALS			3

COMBINATION CONCRETE CURB AND GUTTER SCHEDULE					
			44000500 COMBINATION CURB AND GUTTER REMOVAL FOOT	60603800 COMBINATION CURB AND GUTTER, TYPE B- 6.12 FOOT	60604400 COMBINATION CURB AND GUTTER, TYPE B- 6.18 FOOT
STA.	TO STA.	OFFSET			
507+66		RT	15	15	
507+83		RT	16	16	
508+03		RT	16	16	
508+30		RT	15	15	
517+40	517+47	RT	15		15
516+94	517+06	LT	20		20
517+47	517+56	LT	19		19
519+92	520+09	RT	16		16
520+40	520+49	RT	18		18
525+26	525+40	RT	24		24
525+80	525+92	RT	26		26
534+19	534+37	RT	30		30
534+94	535+09	RT	23		23
534+22	534+34	LT	22		22
535+03	535+30	LT	43		43
538+35	538+53	LT	27		27
538+87	538+94	LT	19		19
543+30	543+44	RT	16		16
543+91	544+00	RT	14		14
544+82	544+92	RT	17		17
545+39	545+47	RT	14		14
548+06	548+23	LT	30		30
548+65	548+94	LT	46		46
508+48	508+58	RT	10		10
525+01	525+11	C	10	10	
527+11	527+21	RT	10		10
543+07	543+17	C	10	10	
SPOT REPAIR			1,450		1,450
MEDIAN SPOT REPAIR			1,160	1,160	
TOTALS			3,151	1,242	1,909



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DRAWN - KAR	REVISED -
CHECKED - DTH	REVISED -
DATE - 6-11-18	FILE - 161262-W02-S00.dgn

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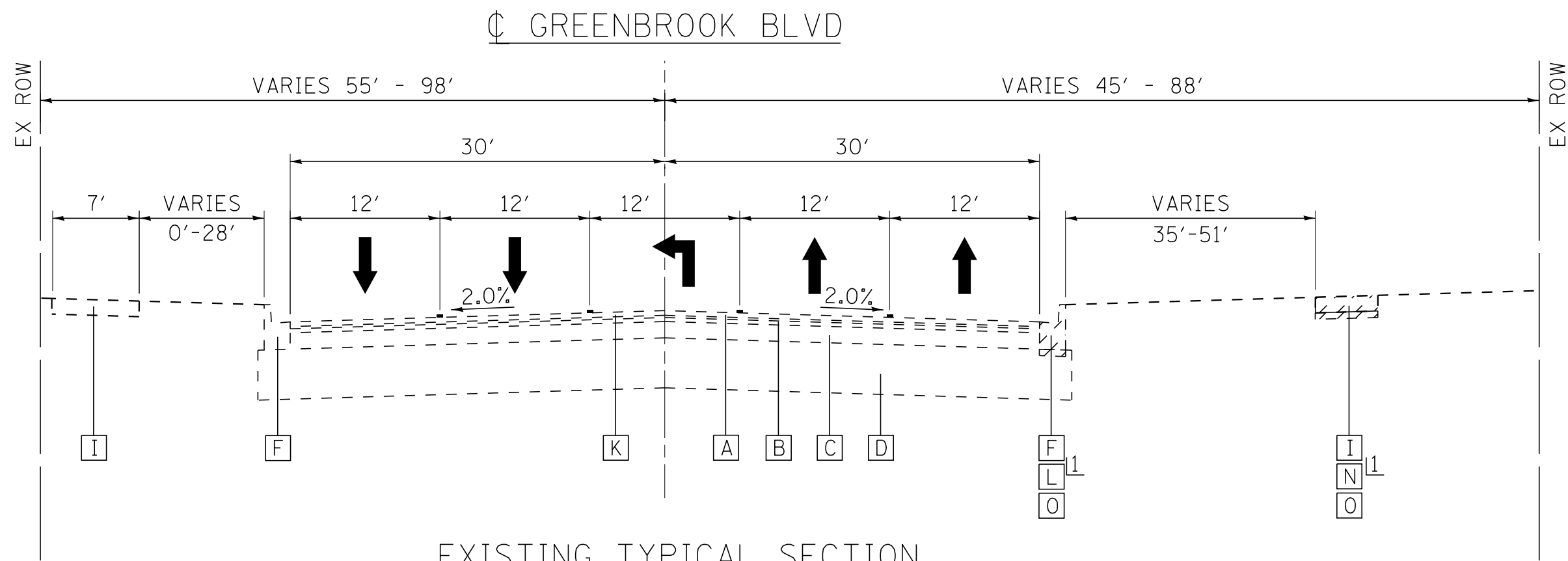
GREENBROOK BOULEVARD IMPROVEMENTS
SCHEDULE OF QUANTITIES

SCALE:

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	6
CONTRACT NO. 61E98				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

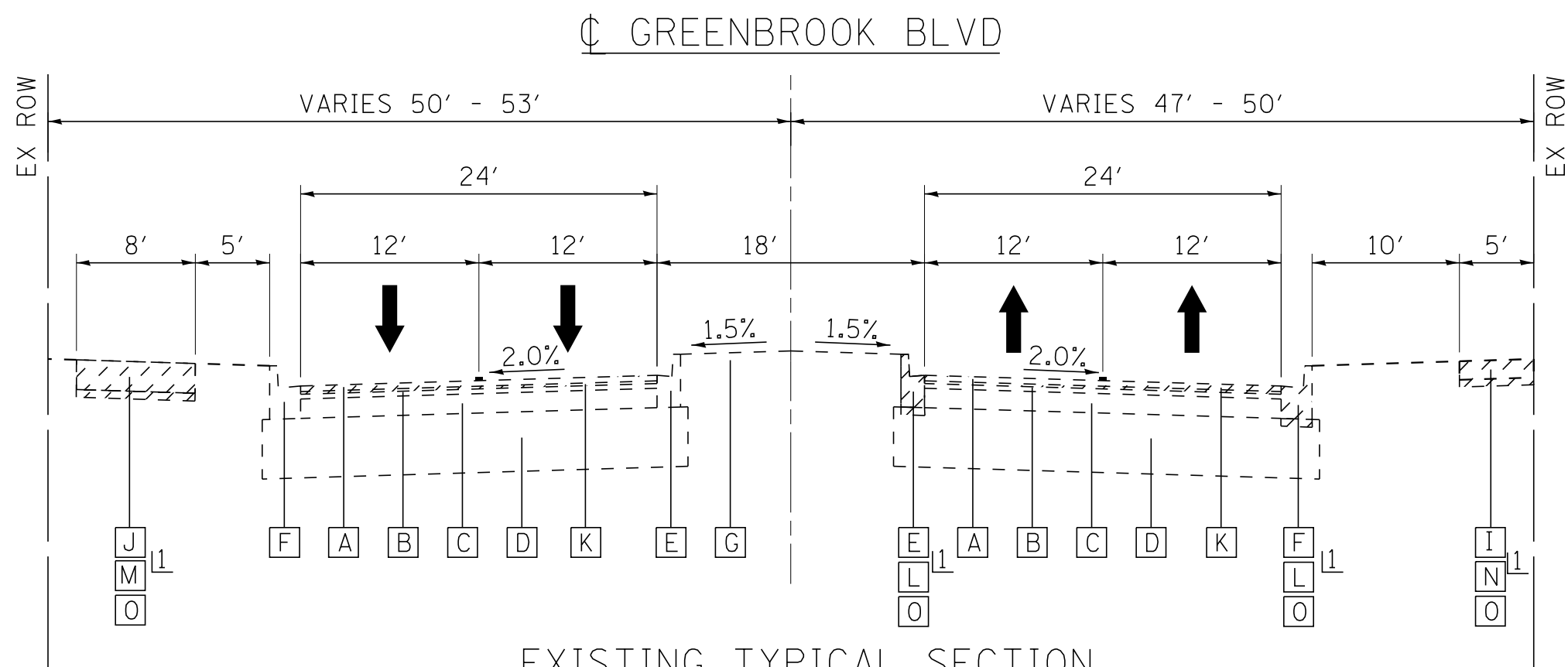
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LICENSE NO. - 1B4-00121 - EXPIRES 4/30/2019
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EXISTING TYPICAL SECTION

GREENBROOK BLVD
STA 503+44.00 TO STA 513+87.23

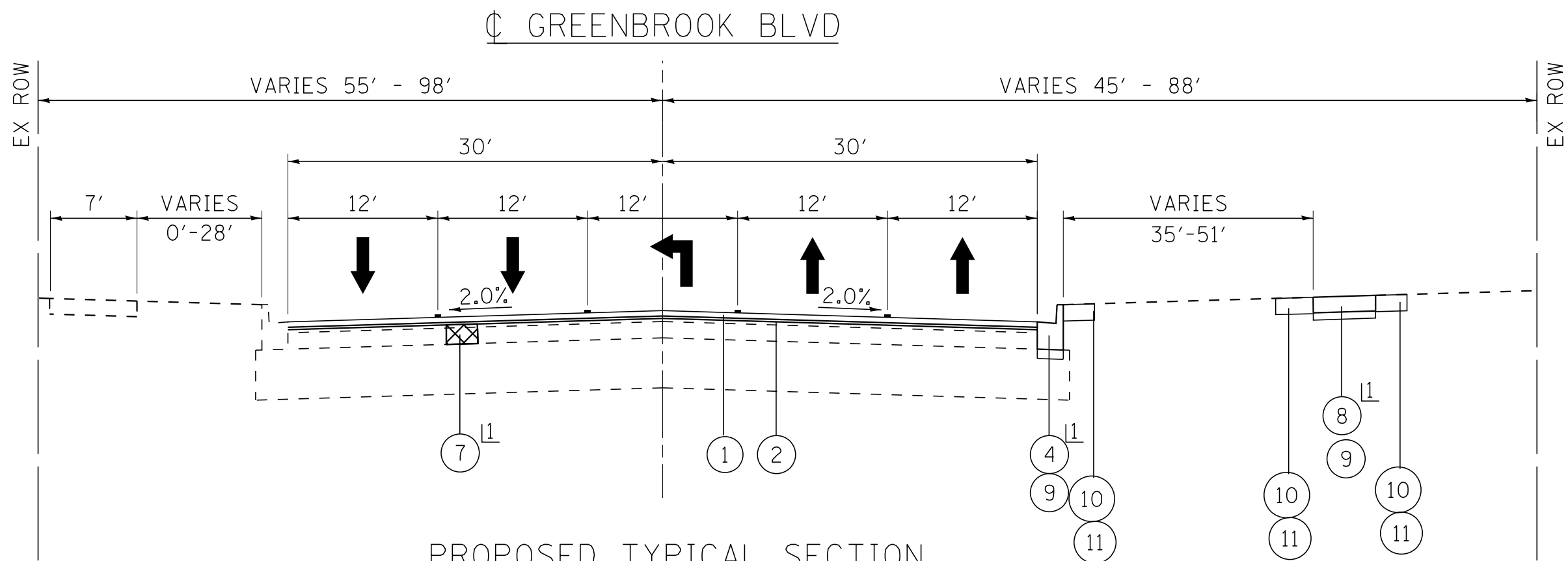
11 LOCATIONS DETERMINED BY ENGINEER



EXISTING TYPICAL SECTION

GREENBROOK BLVD
STA 517+63.77 TO STA 520+53.29
STA 523+20.00 TO STA 525+94.98
STA 528+73.92 TO STA 530+89.66
STA 539+19.04 TO STA 544+12.74

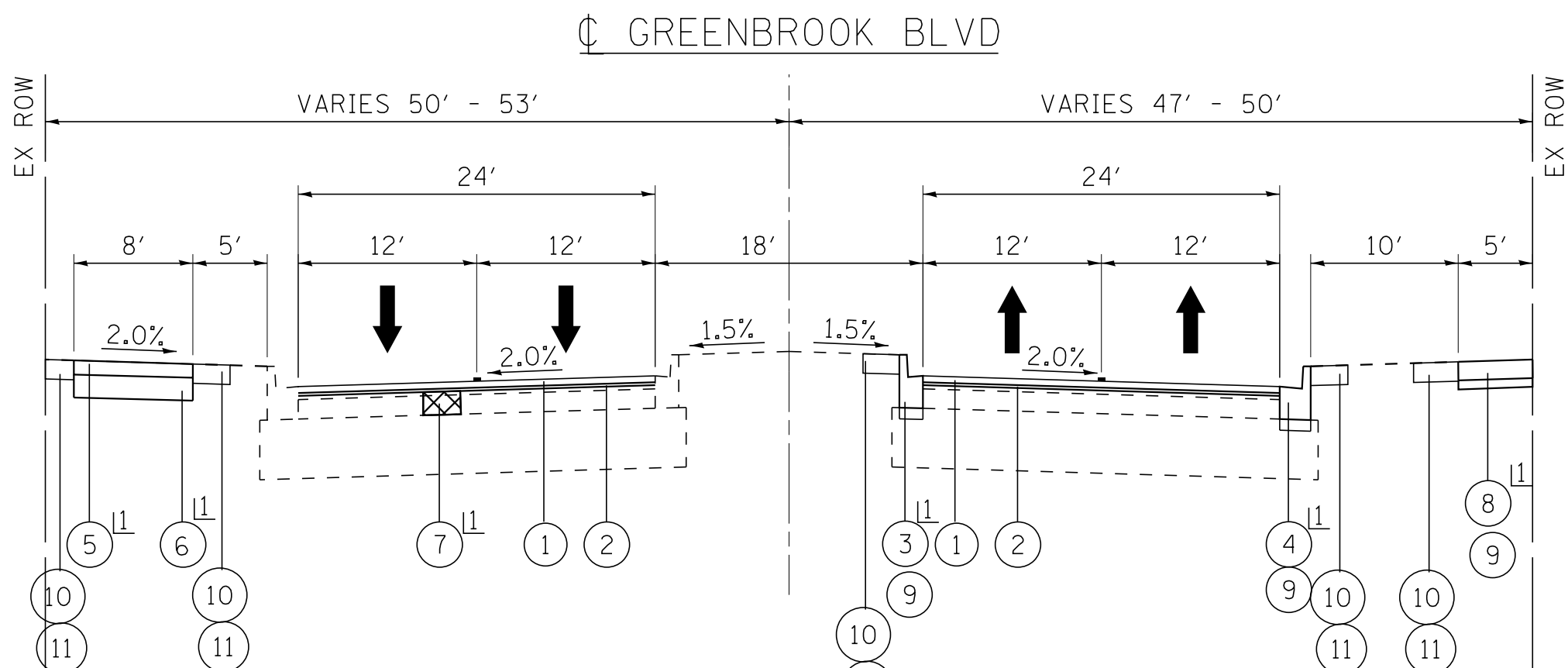
11 LOCATIONS DETERMINED BY ENGINEER



PROPOSED TYPICAL SECTION

GREENBROOK BLVD
STA 503+44.00 TO STA 513+87.23

11 LOCATIONS DETERMINED BY ENGINEER



PROPOSED TYPICAL SECTION

GREENBROOK BLVD
STA 517+63.77 TO STA 520+53.29
STA 523+20.00 TO STA 525+94.98
STA 528+73.92 TO STA 530+89.66
STA 539+19.04 TO STA 544+12.74

11 LOCATIONS DETERMINED BY ENGINEER

MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm)- 1 1/2"	4% @ 70 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50- 3/4"	3.5% @ 50 Gyr.
HMA BIKE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm)- 3"	4% @ 50 Gyr.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19.0mm)- 7"	4% @ 70 Gyr.

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 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. CONTRACTOR SHALL PATCH AFTER SURFACE MILLING IS COMPLETE.
5. THE LONGITUDINAL JOINT SEALANT SHALL BE APPLIED PRIOR TO THE HMA SURFACE COURSE LIFT.

LEGEND - EXISTING

- A HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- B HOT-MIX ASPHALT BINDER COURSE, 2"
- C HOT MIX ASPHALT BASE COURSE, 5 1/4"
- D AGGREGATE SUBGRADE, 16"
- E COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- F COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
- G TOPSOIL MEDIAN
- H ASPHALT MEDIAN
- I CONCRETE SIDEWALK
- J HOT-MIX ASPHALT BIKE PATH
- K HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- L COMBINATION CURB AND GUTTER REMOVAL
- M BIKE PATH REMOVAL
- N SIDEWALK REMOVAL
- O EARTH EXCAVATION

ITEM TO BE REMOVED

LEGEND - PROPOSED

- 1 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- 2 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- 3 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (AS DETERMINED BY THE ENGINEER)
- 4 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (AS DETERMINED BY THE ENGINEER)
- 5 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50. 3"
- 6 SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- 7 CLASS D PATCHES 7"
- (AS DETERMINED BY THE ENGINEER)
- 8 PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH (AS DETERMINED BY THE ENGINEER)
- 9 SUBBASE GRANULAR MATERIAL, TYPE B 2"
- 10 SODDING, SALT TOLERANT
- 11 TOPSOIL, FURNISH AND PLACE, 6"

BAXTER & WOODMAN
Consulting Engineers

DESIGNED - AKS	REVISED -
DRAWN - KAR	REVISED -
CHECKED - DTH	REVISED -
DATE - 6-11-18	FILE - 161262-W02-Typical01.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

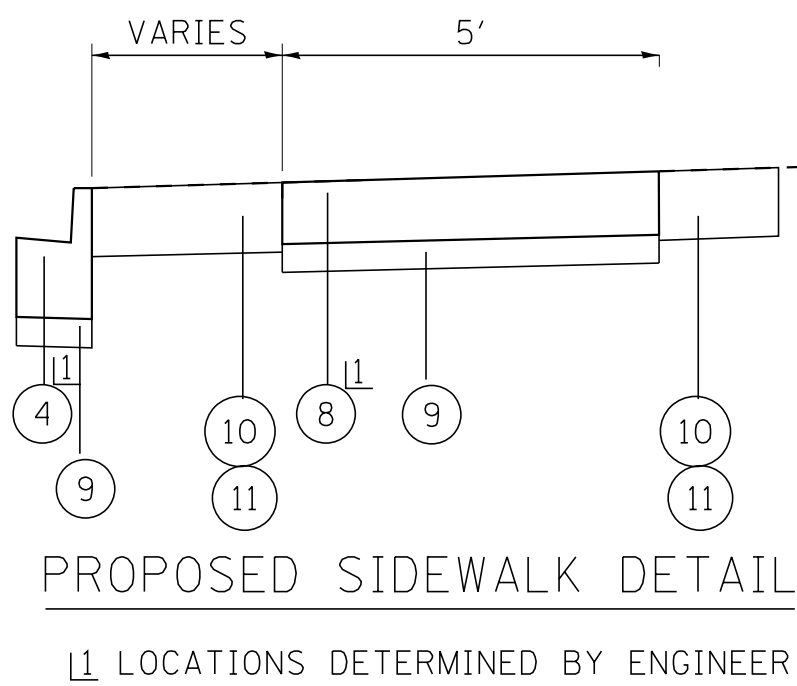
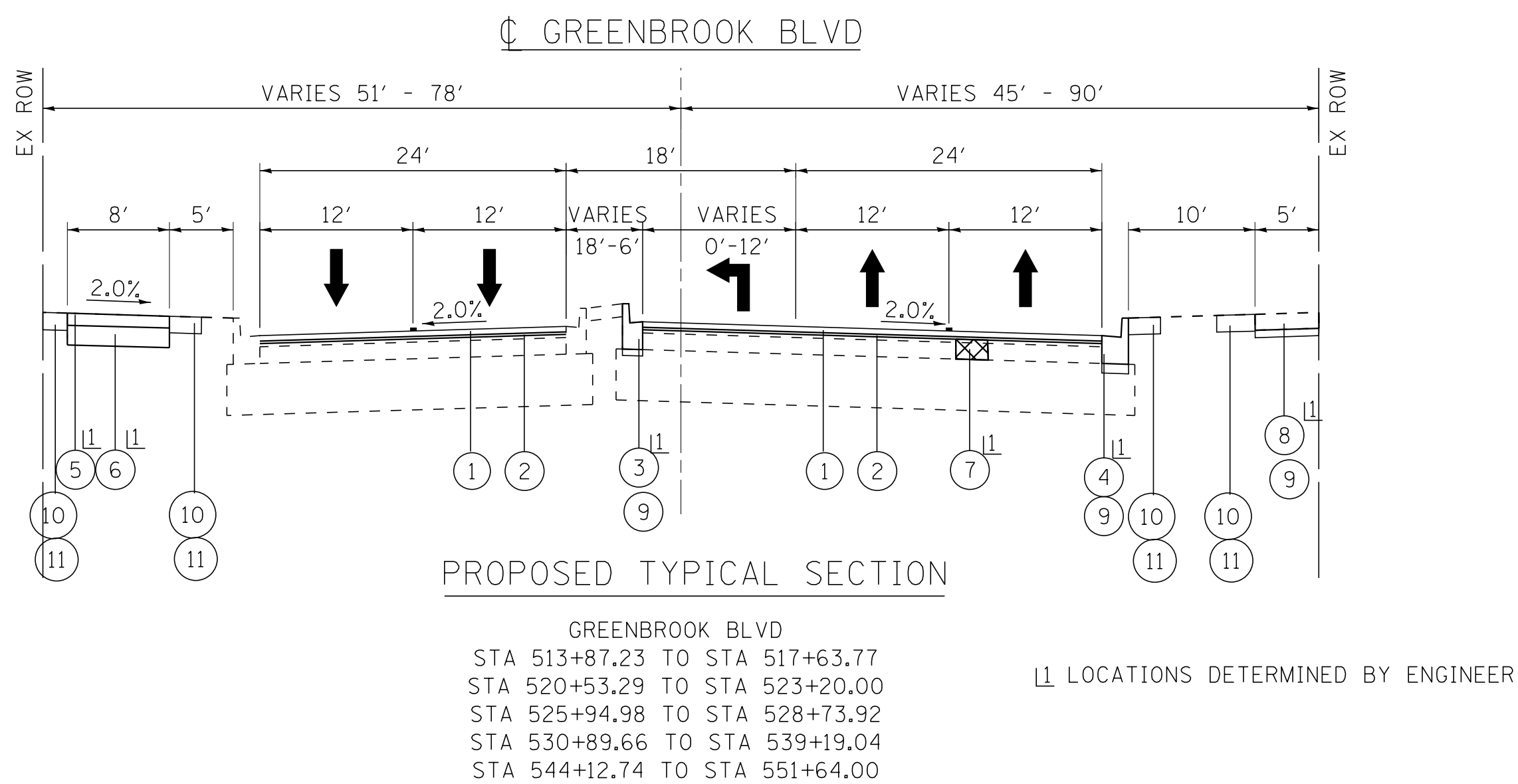
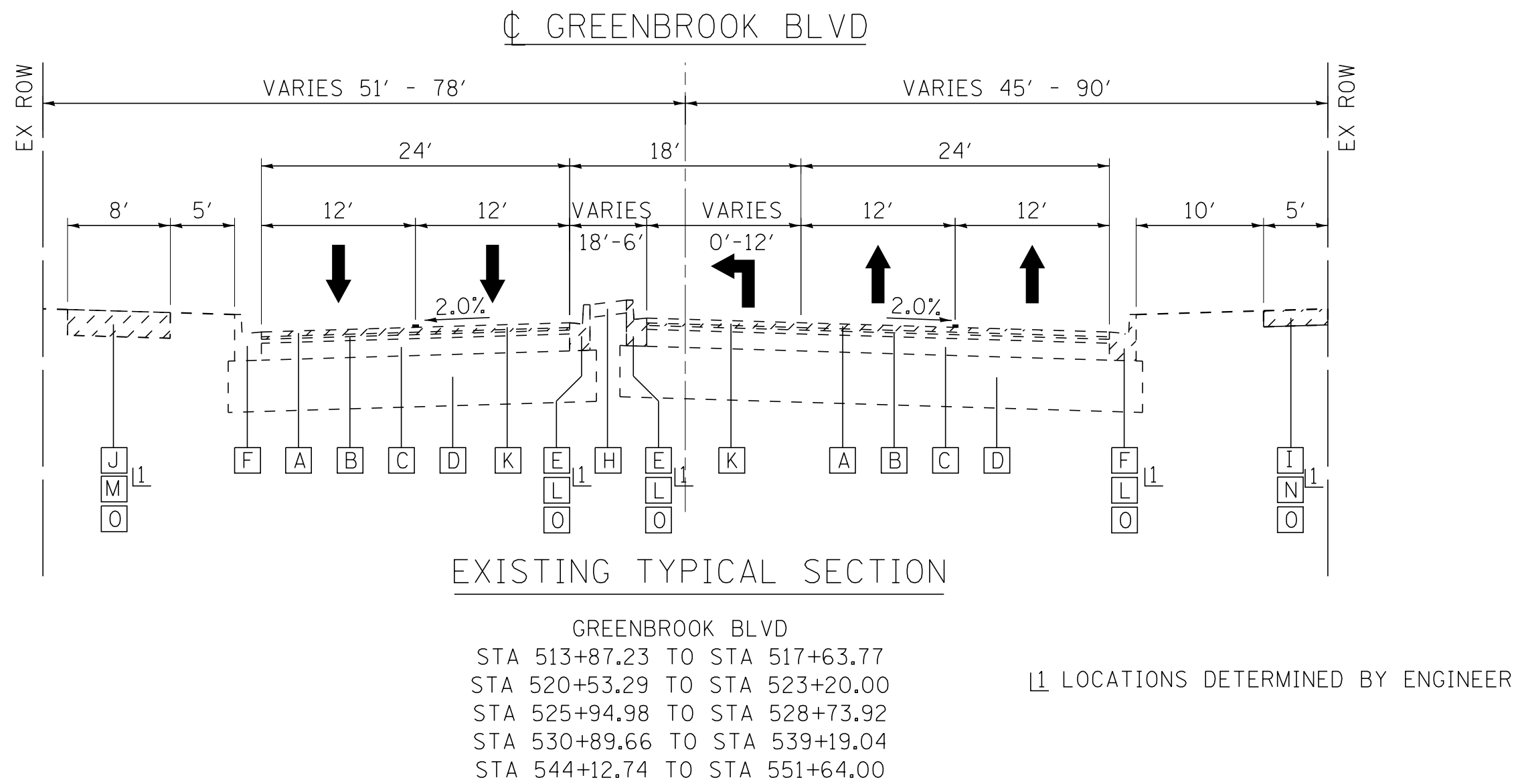
GREENBROOK BOULEVARD IMPROVEMENTS
TYPICAL SECTIONS

SCALE: TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	7
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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LICENSE NO. - 184-00121 - EXPIRES 4/30/2019
7650ks 6/25/2018



- LEGEND - EXISTING
- A HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
 - B HOT-MIX ASPHALT BINDER COURSE, 2"
 - C HOT MIX ASPHALT BASE COURSE, 5 1/4"
 - D AGGREGATE SUBGRADE, 16"
 - E COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - F COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - G TOPSOIL MEDIAN
 - H ASPHALT MEDIAN
 - I CONCRETE SIDEWALK
 - J HOT-MIX ASPHALT BIKE PATH
 - K HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
 - L COMBINATION CURB AND GUTTER REMOVAL
 - M BIKE PATH REMOVAL
 - N SIDEWALK REMOVAL
 - O EARTH EXCAVATION
- ITEM TO BE REMOVED

- LEGEND - PROPOSED
- 1 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
 - 2 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
 - 3 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (AS DETERMINED BY THE ENGINEER)
 - 4 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (AS DETERMINED BY THE ENGINEER)
 - 5 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 3"
 - 6 SUBBASE GRANULAR MATERIAL, TYPE B, 6"
 - 7 CLASS D PATCHES 7" (AS DETERMINED BY THE ENGINEER)
 - 8 PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH (AS DETERMINED BY THE ENGINEER)
 - 9 SUBBASE GRANULAR MATERIAL, TYPE B 2"
 - 10 SODDING, SALT TOLERANT
 - 11 TOPSOIL, FURNISH AND PLACE, 6"

BAXTER & WOODMAN
Consulting Engineers

DESIGNED - AKS	REVISED -
DRAWN - KAR	REVISED -
CHECKED - DTH	REVISED -
DATE - 6-11-18	FILE - 161262-W02-Typical01.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
TYPICAL SECTIONS

SCALE: NTS

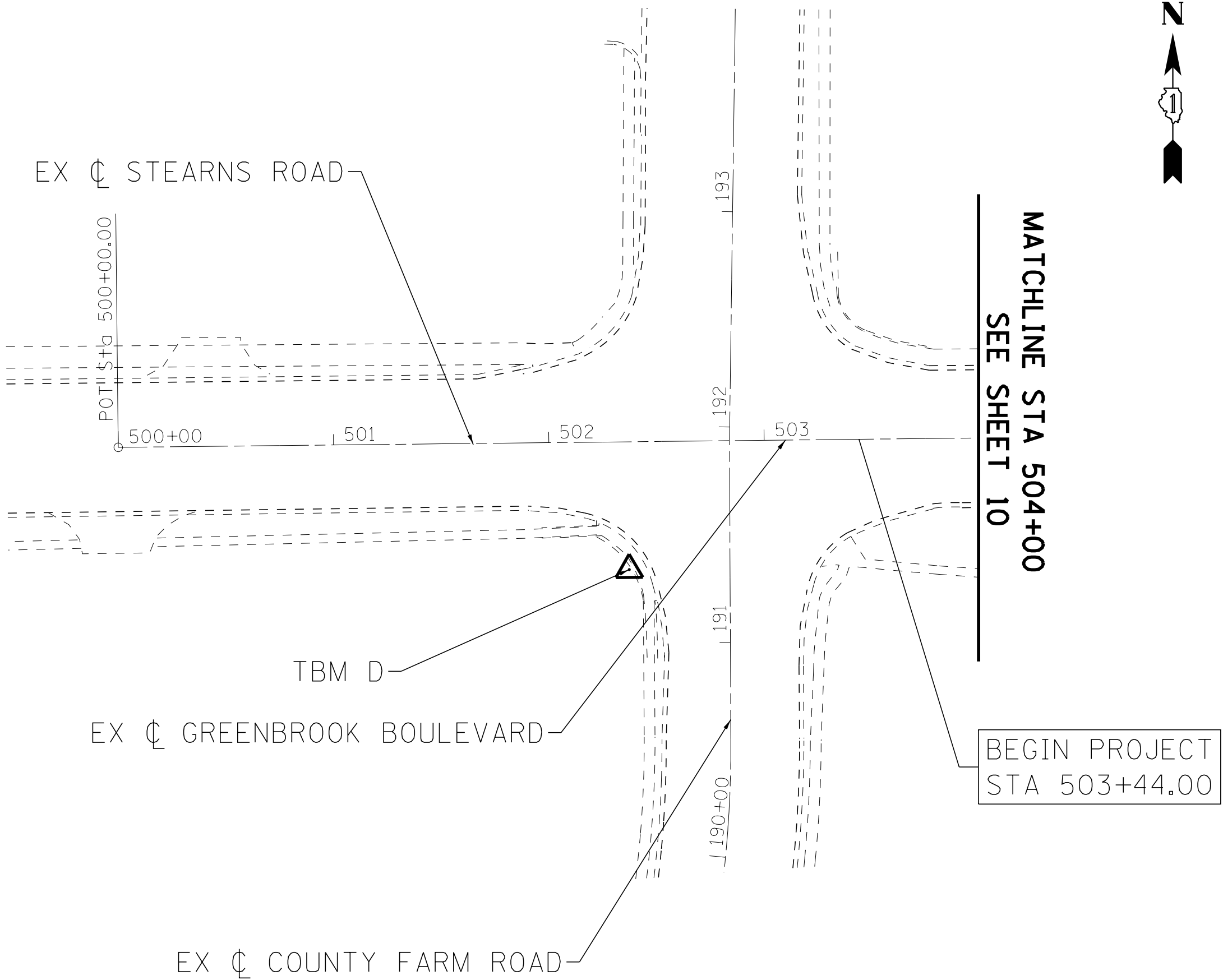
STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	8
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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BENCHMARK DESCRIPTIONS AND USES

BM	DESCRIPTION	ELEVATION	NOTES
TBM D	SE BOLT OF TRAFFIC SIGNAL MAST ARM AT THE SW CORNER OF GREENBROOK BLVD AND COUNTY FARM RD	807.87	NOT USED
TBM J	SOUTH MOST EASTERN BOLT OF FHYD AT SW CORNER OF RIDGE CROSSING AND GREENBROOK BLVD	809.29	TO BE USED FOR CONSTRUCTION OF ADA RAMPS AT RIDGE CROSSING AND GREENBROOK BLVD ONLY
TBM L	EAST MOST NORTHERN BOLT OF FHYD AT THE NW CORNER OF BARRINGTON RD AND GREENBROOK BLVD	800.40	TO BE USED FOR CONSTRUCTION OF ADA RAMPS AT BARRINGTON RD AND GREENBROOK BLVD ONLY
TBM M	NORTH MOST EASTERN BOLT OF FHYD AT THE SW CORNER OF HARDY DR AND GREENBROOK BLVD	799.75	TO BE USED FOR CONSTRUCTION OF ADA RAMPS AT HARDY DR AND GREENBROOK BLVD ONLY
TBM N	SQUARE CUT IN LIGHT POLE FOUNDATION AT THE SE CORNER OF STAR DR AND GREENBROOK BLVD	793.94	TO BE USED FOR CONSTRUCTION OF ADA RAMPS AT STAR DR AND GREENBROOK BLVD ONLY
TBM O	SQUARE CUT IN LIGHT POLE FOUNDATION IN THE MEDIAN OF GREENBROOK BLVD ACROSS FROM THE GRACE ORTHODOX PRESBYTERIAN CHURCH	792.61	NOT USED
TBM Q	SQUARE CUT IN LIGHT POLE FOUNDATION AT THE SW CORNER OF ARLINGTON DR AND GREENBROOK BLVD	776.31	TO BE USED FOR CONSTRUCTION OF ADA RAMPS AT ARLINGTON DR AND GREENBROOK BLVD ONLY
TBM R	SQUARE CUT IN LIGHT POLE FOUNDATION IN THE MEDIAN OF GREENBROOK BLVD NORTH OF AMARILLO ST	777.08	TO BE USED FOR CONSTRUCTION OF ADA RAMPS AT AMARILLO ST AND GREENBROOK BLVD ONLY
TBM S	EAST MOST SOUTHERN BOLT OF FHYD AT NE CORNER OF GREENBROOK CT AND GREENBROOK BLVD	778.38	TO BE USED FOR CONSTRUCTION OF ADA RAMPS AT GREENBROOK CT AND GREENBROOK BLVD ONLY
TBM T	WEST MOST NORTHERN BOLT OF FHYD AT NW CORNER OF MADERA ST AND GREENBROOK BLVD	780.16	TO BE USED FOR CONSTRUCTION OF ADA RAMPS AT MADERA ST AND GREENBROOK BLVD ONLY



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	CHECKED - DTH	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1" = 50' STA. 500+00 TO STA. 504+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	9
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 1B4-00121 - EXPIRES 4/30/2019
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EXIST. CURVE EXGREEN_3
PI STA. = 512+10.87
Δ = 10° 45' 39" (LT)
D = 5° 43' 46"
R = 1,000.00'
T = 94.18'
L = 187.81'
E = 4.43'
e = NC
P.C. STA. = 511+16.69
P.T. STA. = 513+04.50

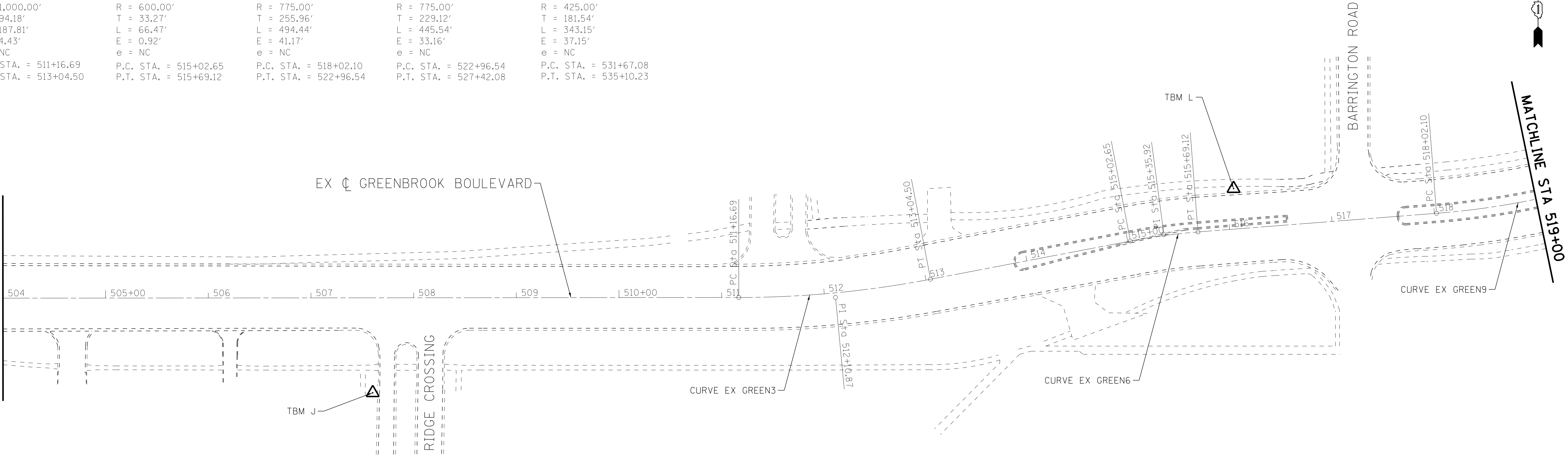
EXIST. CURVE EXGREEN_6
PI STA. = 515+35.92
Δ = 6° 20' 50" (RT)
D = 9° 32' 57"
R = 600.00'
T = 33.27'
L = 66.47'
E = 0.92'
e = NC
P.C. STA. = 515+02.65
P.T. STA. = 515+69.12

EXIST. CURVE EXGREEN_9
PI STA. = 520+58.06
Δ = 36° 33' 14" (LT)
D = 7° 23' 35"
R = 775.00'
T = 255.96'
L = 494.44'
E = 41.17'
e = NC
P.C. STA. = 518+02.10
P.T. STA. = 522+96.54

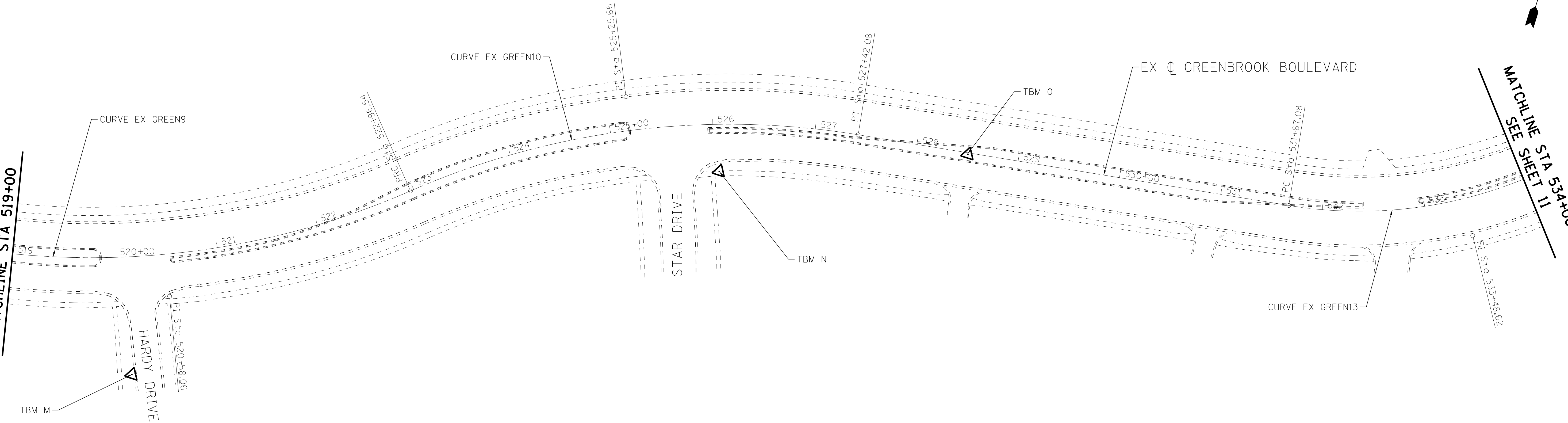
EXIST. CURVE EXGREEN_10
PI STA. = 525+25.66
Δ = 32° 56' 20" (RT)
D = 7° 23' 35"
R = 775.00'
T = 229.12'
L = 445.54'
E = 33.16'
e = NC
P.C. STA. = 522+96.54
P.T. STA. = 527+42.08

EXIST. CURVE EXGREEN_13
PI STA. = 533+48.62
Δ = 46° 15' 39" (LT)
D = 13° 28' 53"
R = 425.00'
T = 181.54'
L = 343.15'
E = 37.15'
e = NC
P.C. STA. = 531+67.08
P.T. STA. = 535+10.23

MATCHLINE STA 504+00
SEE SHEET 9



MATCHLINE STA 519+00
SEE SHEET 11



BAXTER & WOODMAN
Consulting Engineers

DESIGNED	- AKS	REVISED	-
DRAWN	- KAR	REVISED	-
CHECKED	- DTH	REVISED	-
DATE	- 6-11-18	FILE	- 161262-W02-align\ties02.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
ALIGNMENT, TIES AND BENCHMARKS

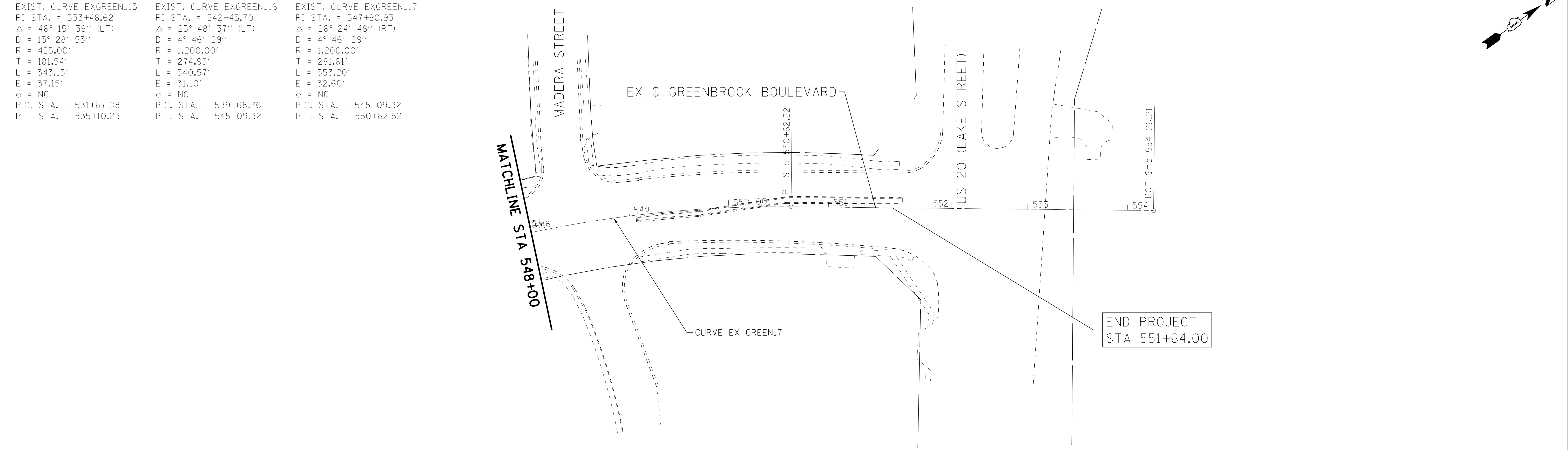
SCALE: 1" = 50'

STA. 504+00 TO STA. 534+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

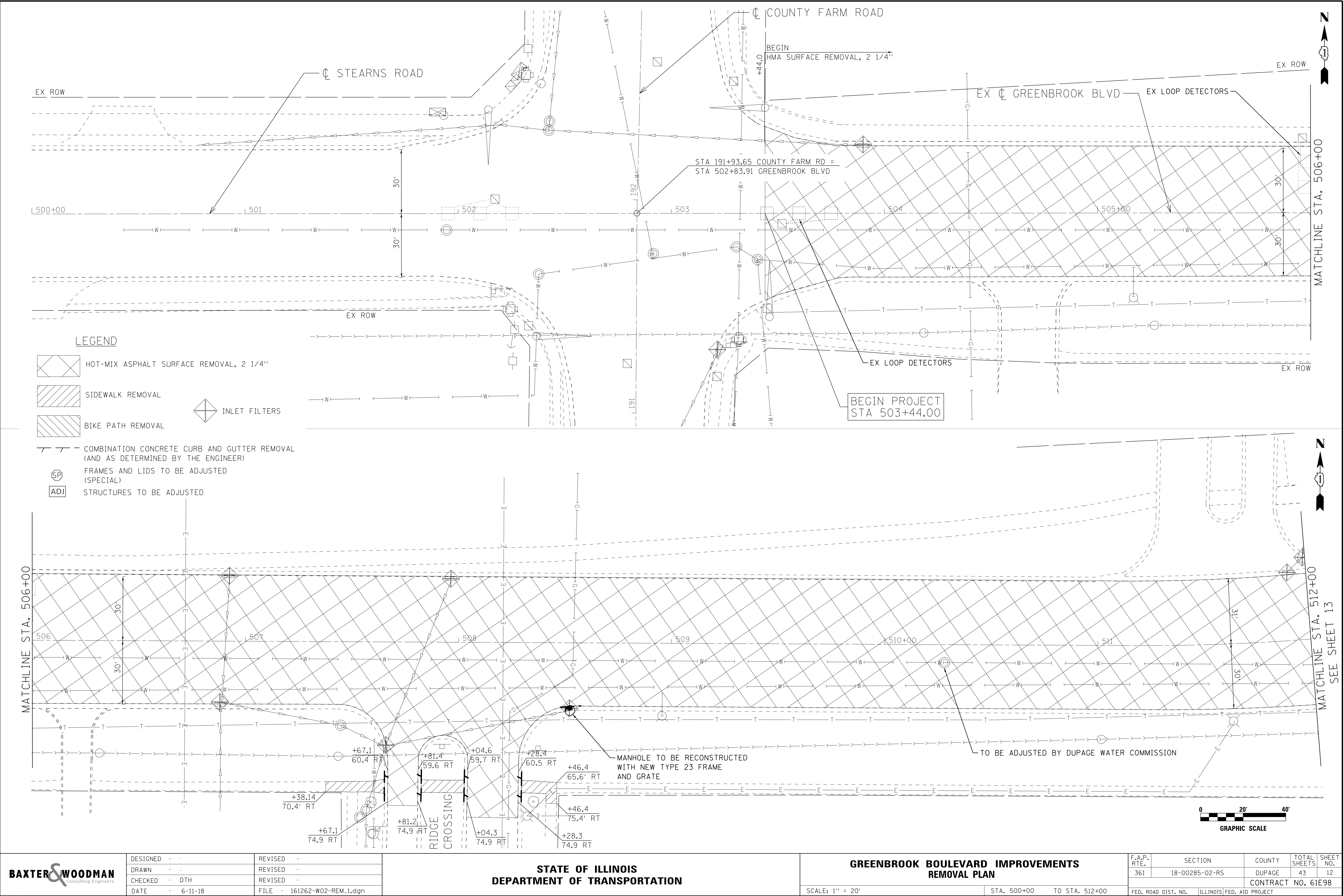
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EXIST. CURVE EXGREEN_13	EXIST. CURVE EXGREEN_16	EXIST. CURVE EXGREEN_17
PI STA. = 533+48.62	PI STA. = 542+43.70	PI STA. = 547+90.93
Δ = 46° 15' 39" (LT)	Δ = 25° 48' 37" (LT)	Δ = 26° 24' 48" (RT)
D = 13° 28' 53"	D = 4° 46' 29"	D = 4° 46' 29"
R = 425.00'	R = 1,200.00'	R = 1,200.00'
T = 181.54'	T = 274.95'	T = 281.61'
L = 343.15'	L = 540.57'	L = 553.20'
E = 37.15'	E = 31.10'	E = 32.60'
e = NC	e = NC	e = NC
P.C. STA. = 531+67.08	P.C. STA. = 539+68.76	P.C. STA. = 545+09.32
P.T. STA. = 535+10.23	P.T. STA. = 545+09.32	P.T. STA. = 550+62.52



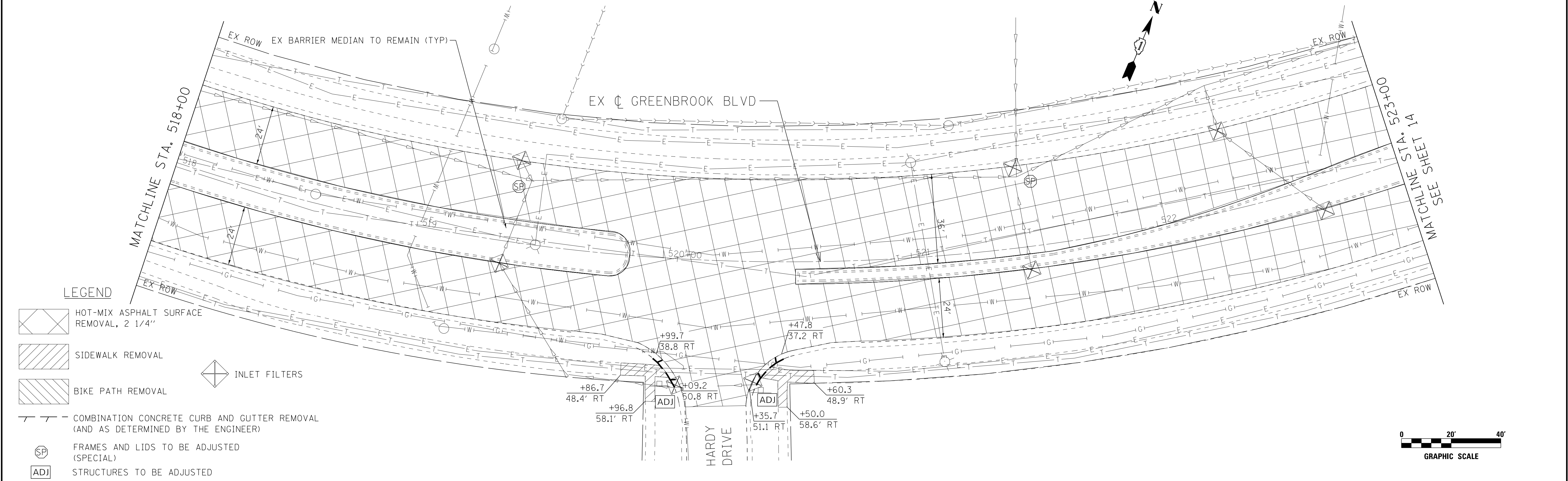
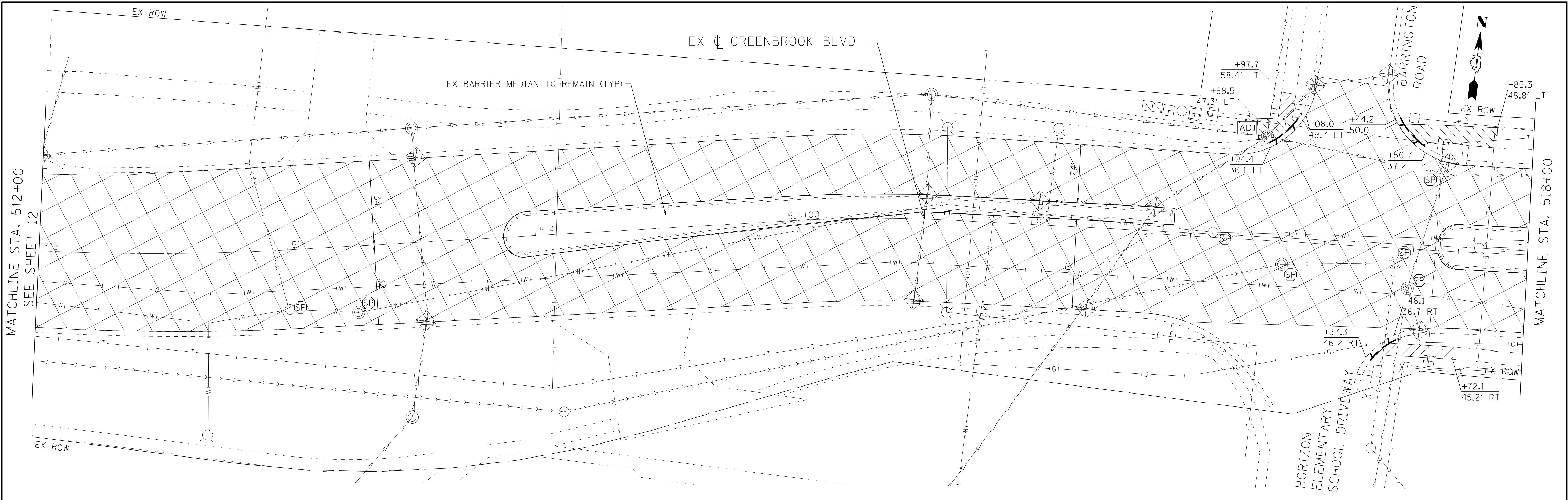
<div><div>BAXTER & WOODMAN</div><div>Consulting Engineers</div></div>	DESIGNED - AKS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GREENBROOK BOULEVARD IMPROVEMENTS ALIGNMENT, TIES AND BENCHMARKS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - KAR	REVISED -			361	18-00285-02-RS	DUPAGE	43	11
	CHECKED - DTH	REVISED -			CONTRACT NO. 61E98				
	DATE - 6-11-18	FILE - 161262-W02-allgnties03.dgn			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
	SCALE: 1" = 50'				STA. 534+00 TO STA. 552+00				

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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6/25/2018



BAXTER & WOODMAN
Consulting Engineers

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2019
7650ks 6/25/2018 TIME.



- LEGEND**
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
REMOVAL PLAN

SCALE: 1" = 20'

STA. 512+00

TO STA. 523+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	13
CONTRACT NO. 61E98				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2019
7650ks 6/25/2018

BAXTER & WOODMAN
Consulting Engineers

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED - DTH	REVISED -
DATE - 6-11-18	FILE - 161262-W02-REM_3.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

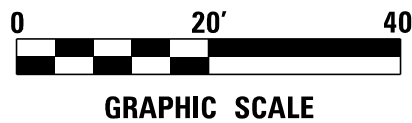
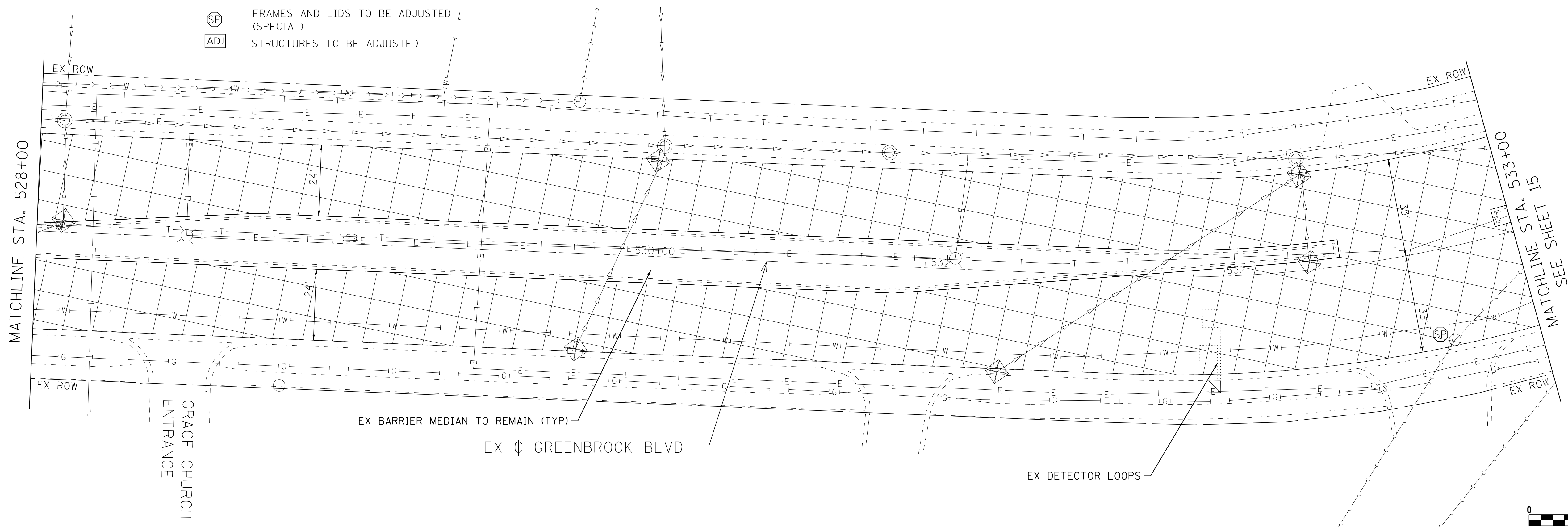
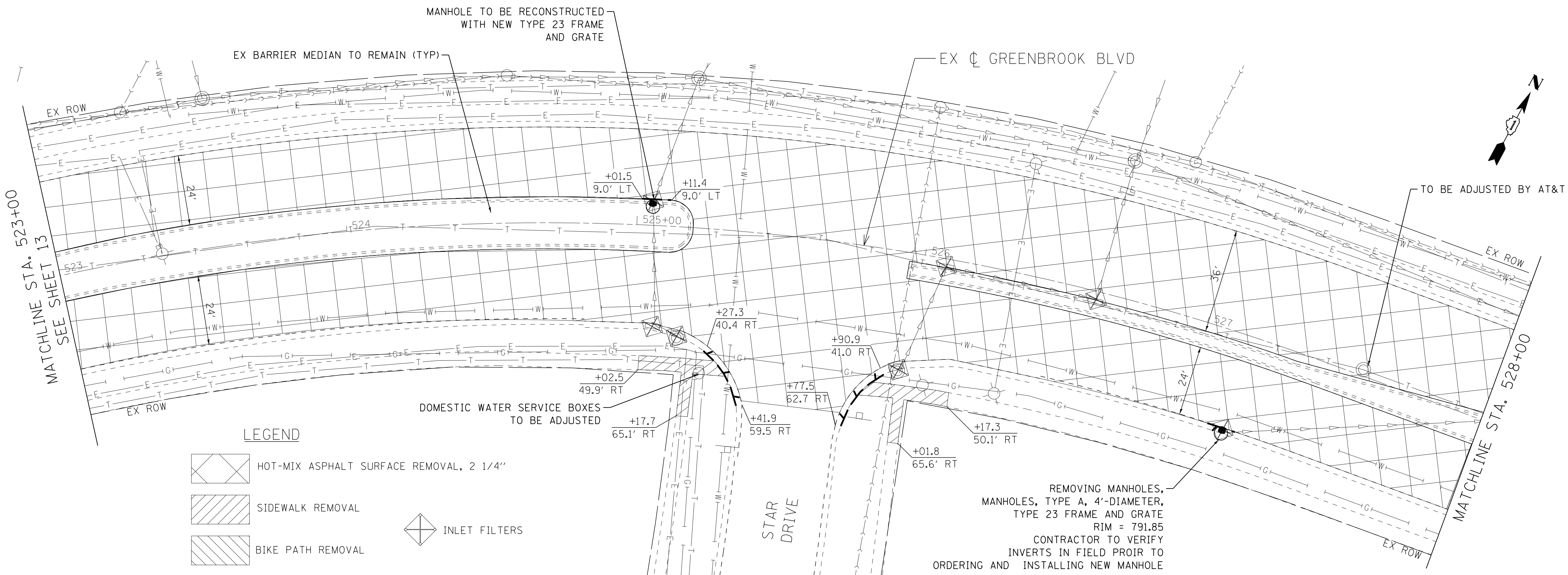
GREENBROOK BOULEVARD IMPROVEMENTS
REMOVAL PLAN

SCALE: 1" = 20'

STA. 523+00

TO STA. 533+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	14
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2019
765qks 6/25/2018



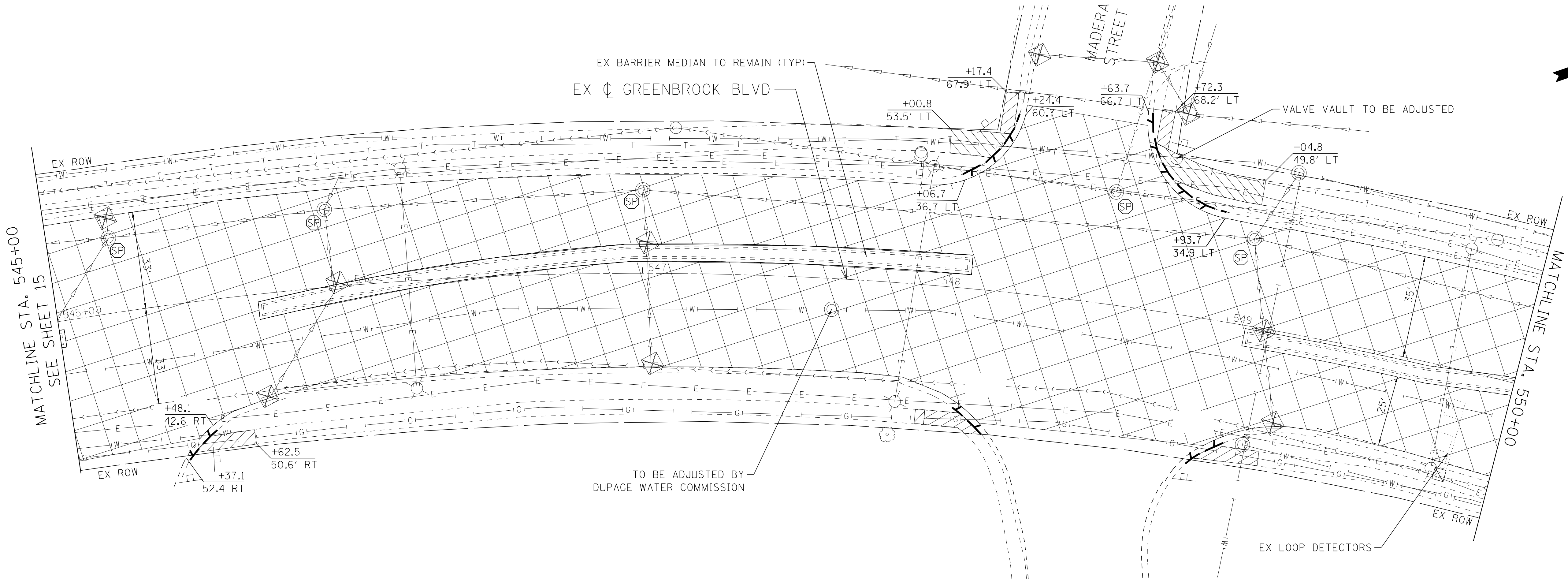
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DATE	6-11-18	FILE	161262-W02-REM_5.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
REMOVAL PLAN

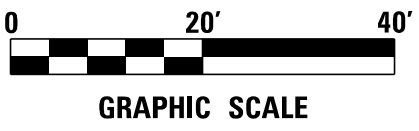
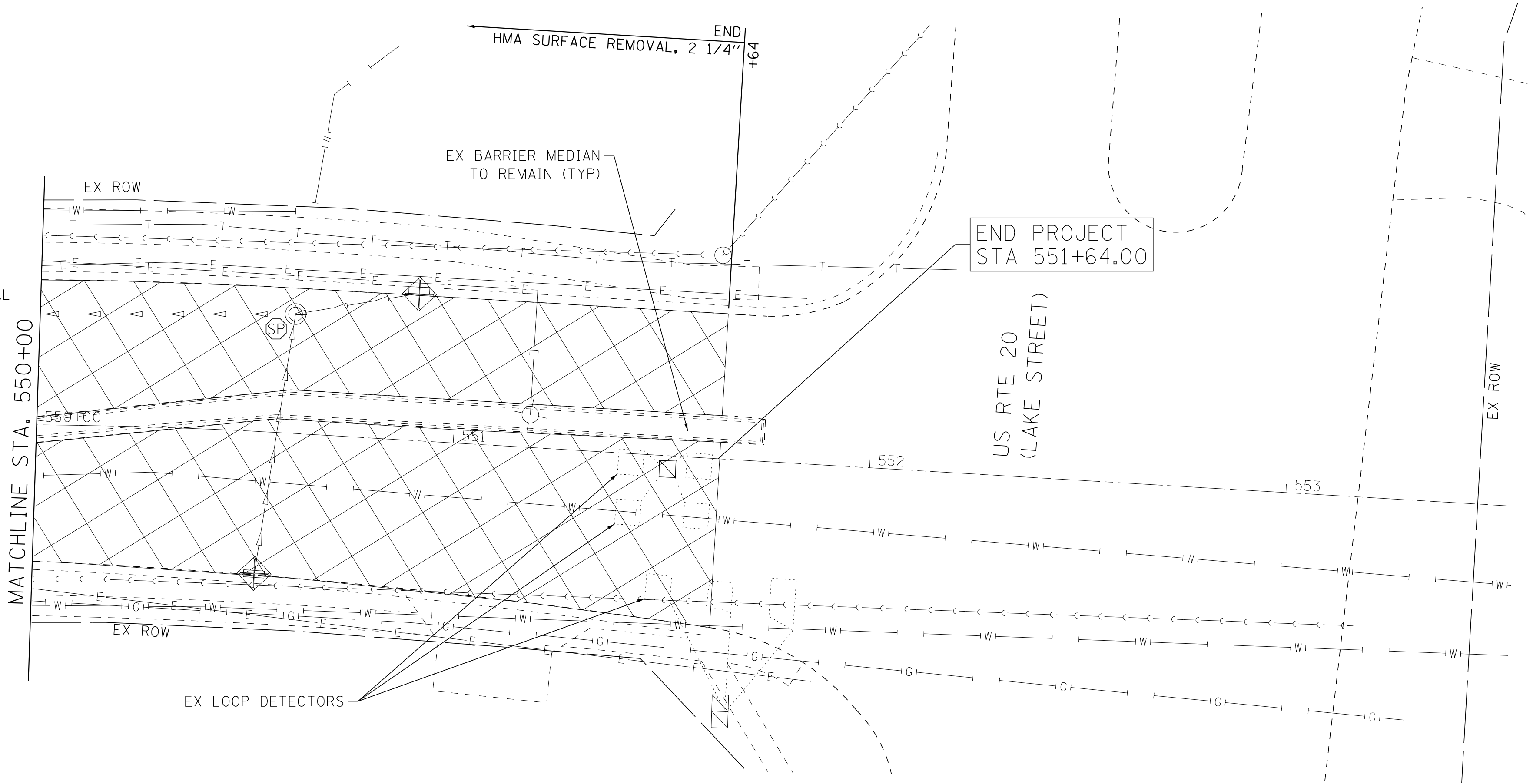
SCALE: 1" = 20' STA. 545+00 TO STA. 552+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	16
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- SIDEWALK REMOVAL
- BIKE PATH REMOVAL
- INLET FILTERS
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL (AND AS DETERMINED BY THE ENGINEER)
- FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- STRUCTURES TO BE ADJUSTED



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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2019
7650ks 6/25/2018 TIME.

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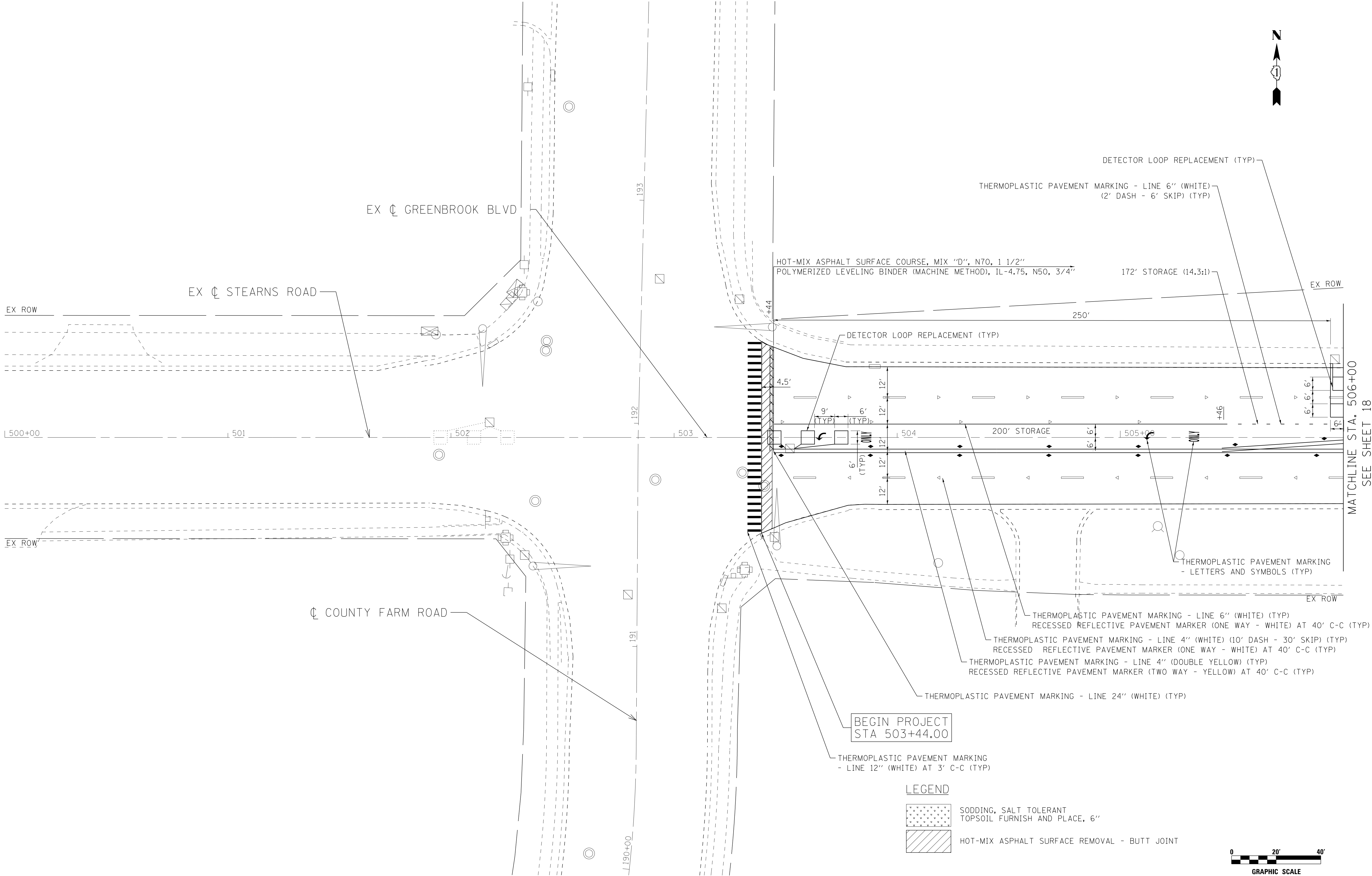
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
PROPOSED PLAN

SCALE: 1" = 20' STA. 503+90 TO STA. 506+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	17
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 61E98		

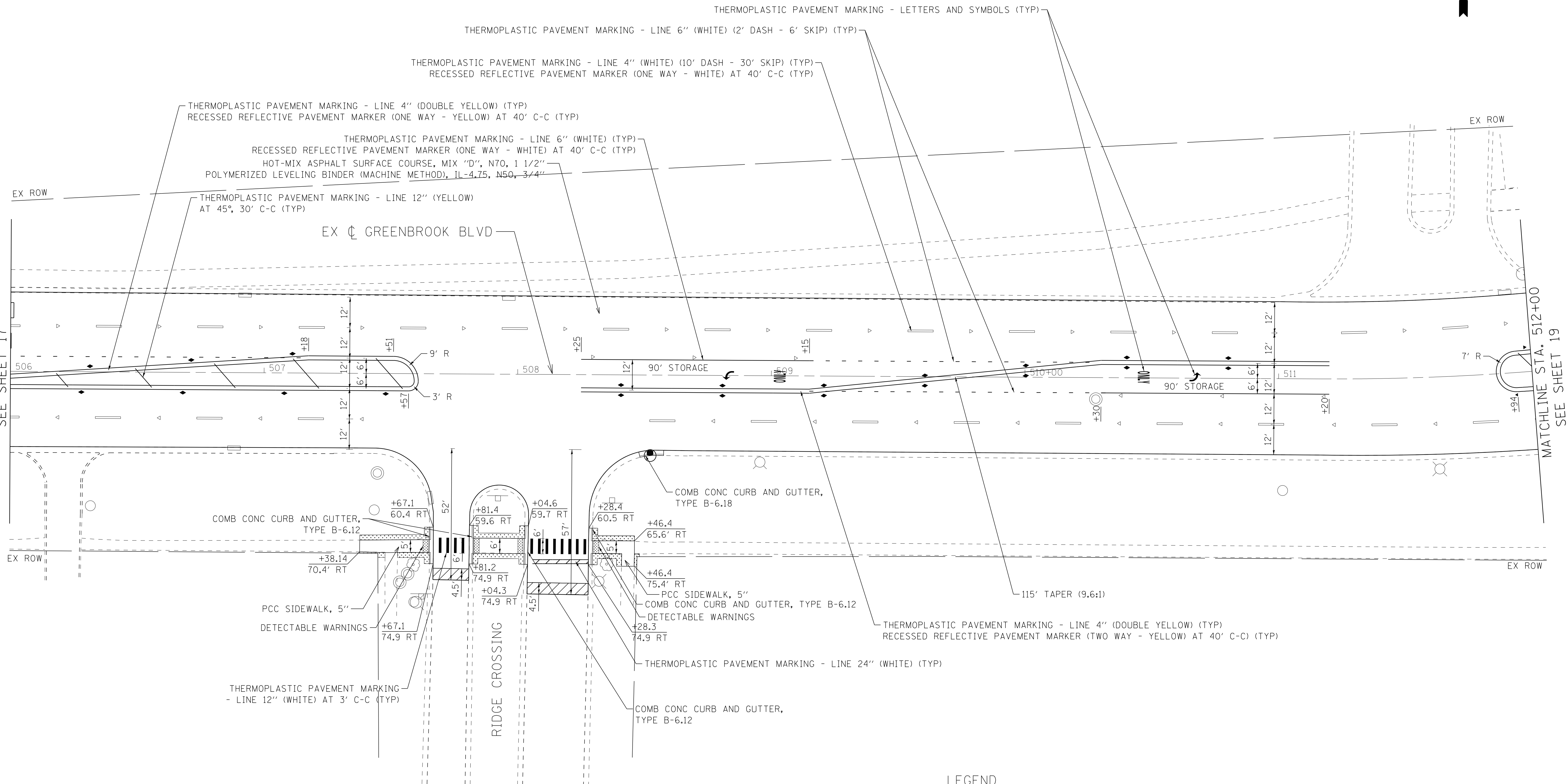


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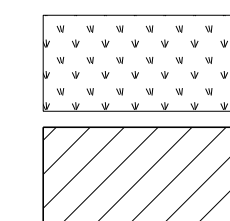
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2019
765aks 6/25/2018 TIME.

MATCHLINE STA. 506+00

CHLINE STA. 5



LEGEND



SODDING, SALT TOLERANT
TOPSOIL FURNISH AND PLACE, 6"

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



GRAPHIC SCALE

DESIGNED - AKS	REVISED -
DRAWN - KAR	REVISED -
CHECKED - DTH	REVISED -
DATE - 6-11-18	FILE - 161262-W02-PROP2.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GREENBROOK BOULEVARD IMPROVEMENTS PROPOSED PLAN

SCALE: 1" = 20'

STA. 506+00	TO STA. 512+00
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-RS	DUPAGE	43	18
		CONTRACT NO. 61E98		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2019
765aks 6/25/2018 TIME.

MATCHLINE STA. 512+00

SEE SHEET 18

MATCHLINE STA. 518+00

SEE SHEET 20

BAXTER & WOODMAN
Consulting Engineers

DESIGNED - AKS	REVISED -
DRAWN - KAR	REVISED -
CHECKED - DTH	REVISED -
DATE - 6-11-18	FILE - 161262-W02-PROP3.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GREENBROOK BOULEVARD IMPROVEMENTS PROPOSED PLAN

SCALE: 1" = 20'	STA. 512+00	TO STA. 518+00
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-RS	DUPAGE	43	19
		CONTRACT NO. 61E98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

0 20' 40'

GRAPHIC SCALE

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2019
765aks 6/25/2018 TIME.



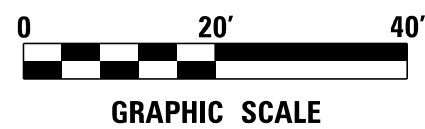
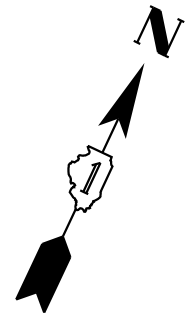
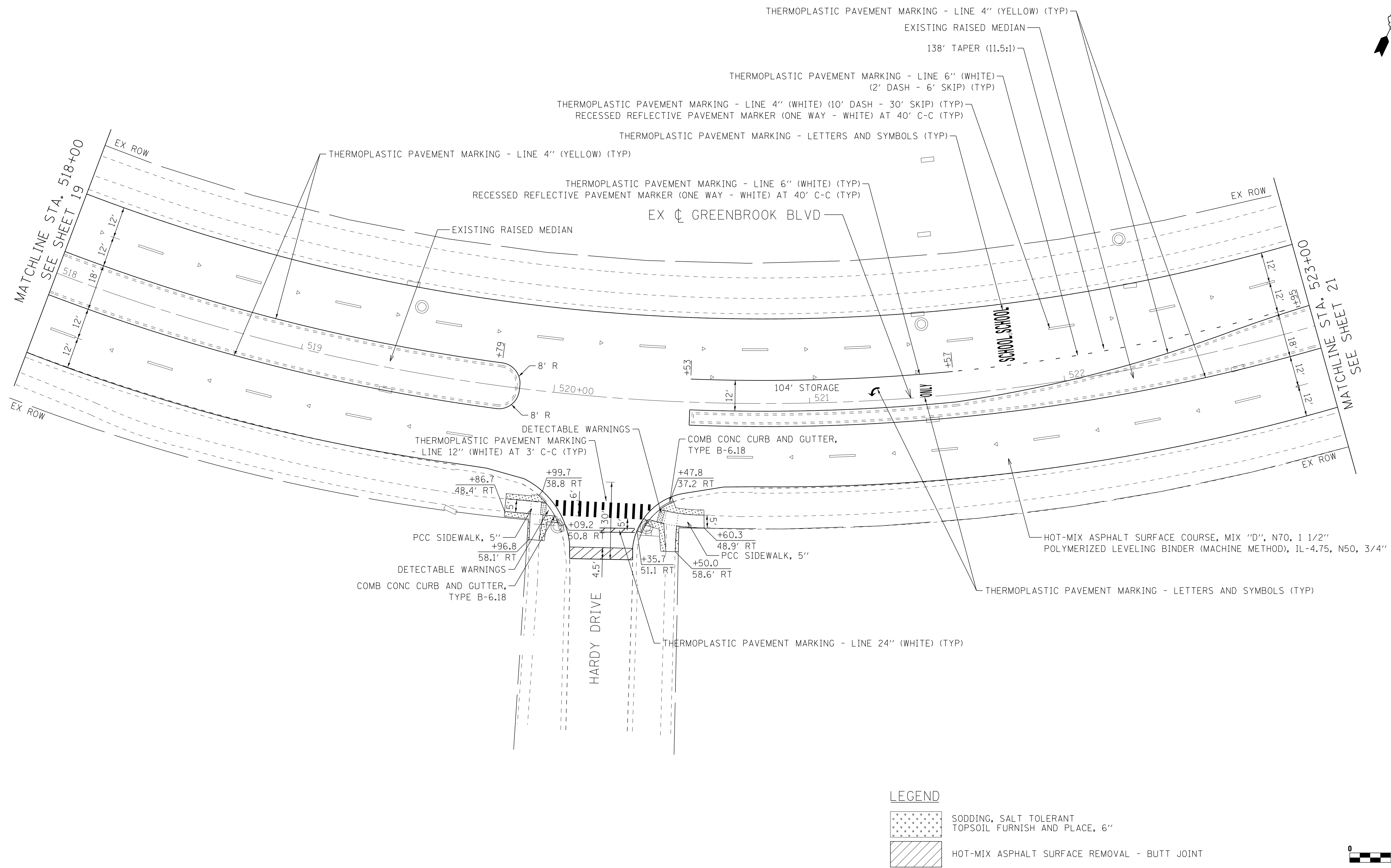
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DRAWN - KAR	REVISED -
CHECKED - DTH	REVISED -
DATE - 6-11-18	FILE - 161262-W02-PR0P4.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

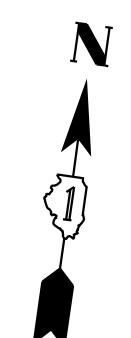
GREENBROOK BOULEVARD IMPROVEMENTS PROPOSED PLAN


SCALE: 1" = 20'	STA. 518+00	TO STA. 523+00
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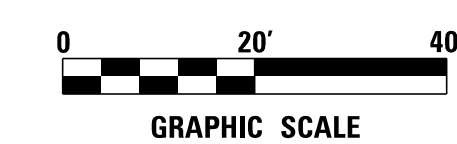
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FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2019
765aks 6/25/2018 TIME_



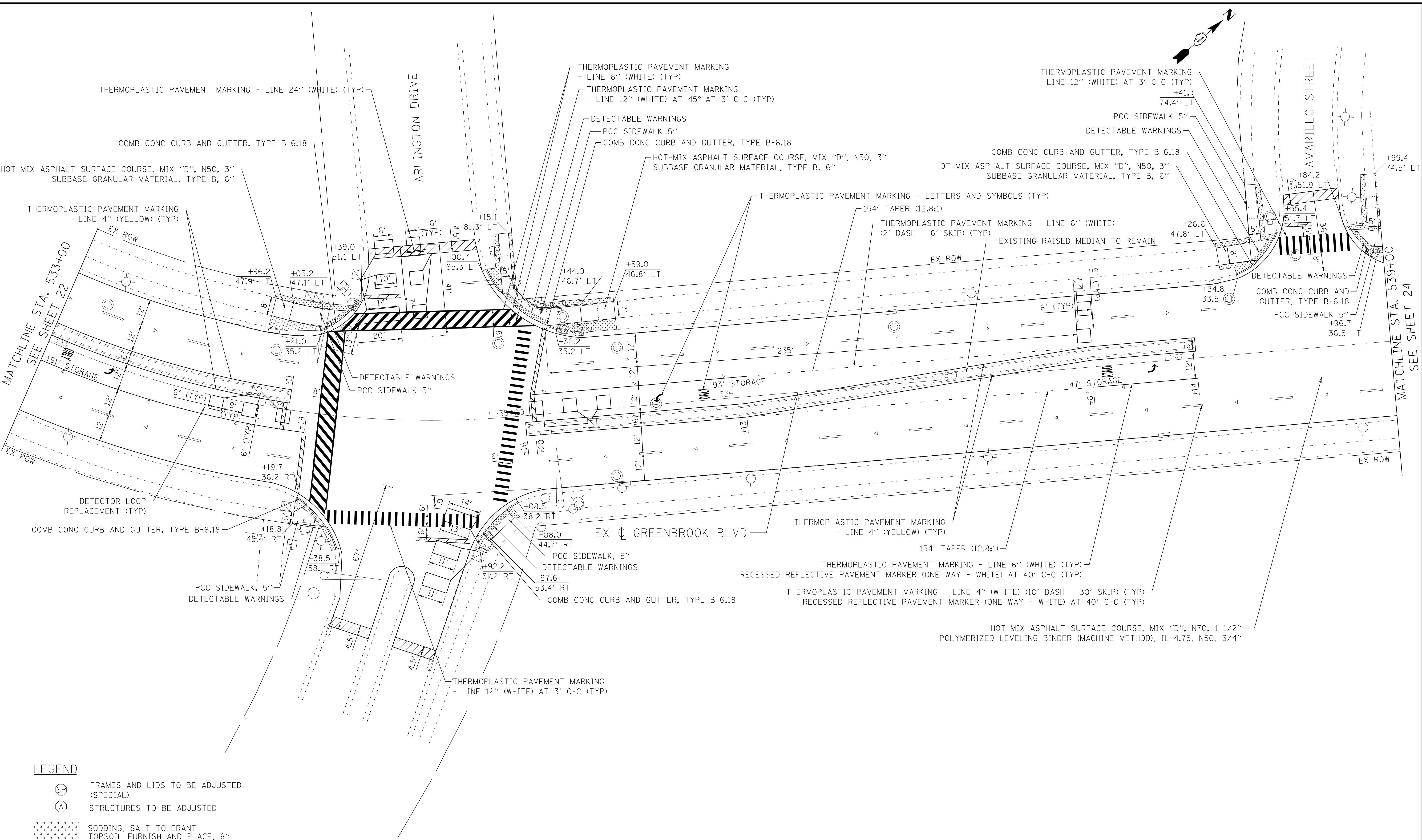
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<div><div>BAXTER & WOODMAN</div><div>Consulting Engineers</div></div>	DESIGNED - AKS	REVISED -	<div>STATE OF ILLINOIS</div> <div>DEPARTMENT OF TRANSPORTATION</div>	<div>GREENBROOK BOULEVARD IMPROVEMENTS</div> <div>PROPOSED PLAN</div>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - KAR	REVISED -			361	18-00285-02-RS	DUPAGE	43	22
	CHECKED - DTH	REVISED -							
	DATE - 6-11-18	FILE - 161262-W02-PRO-P6.dgn							
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					CONTRACT NO. 61E98				

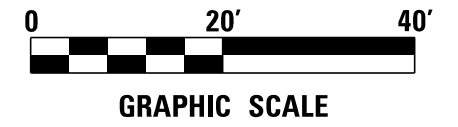
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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2019
765dks 6/25/2018 TIME.



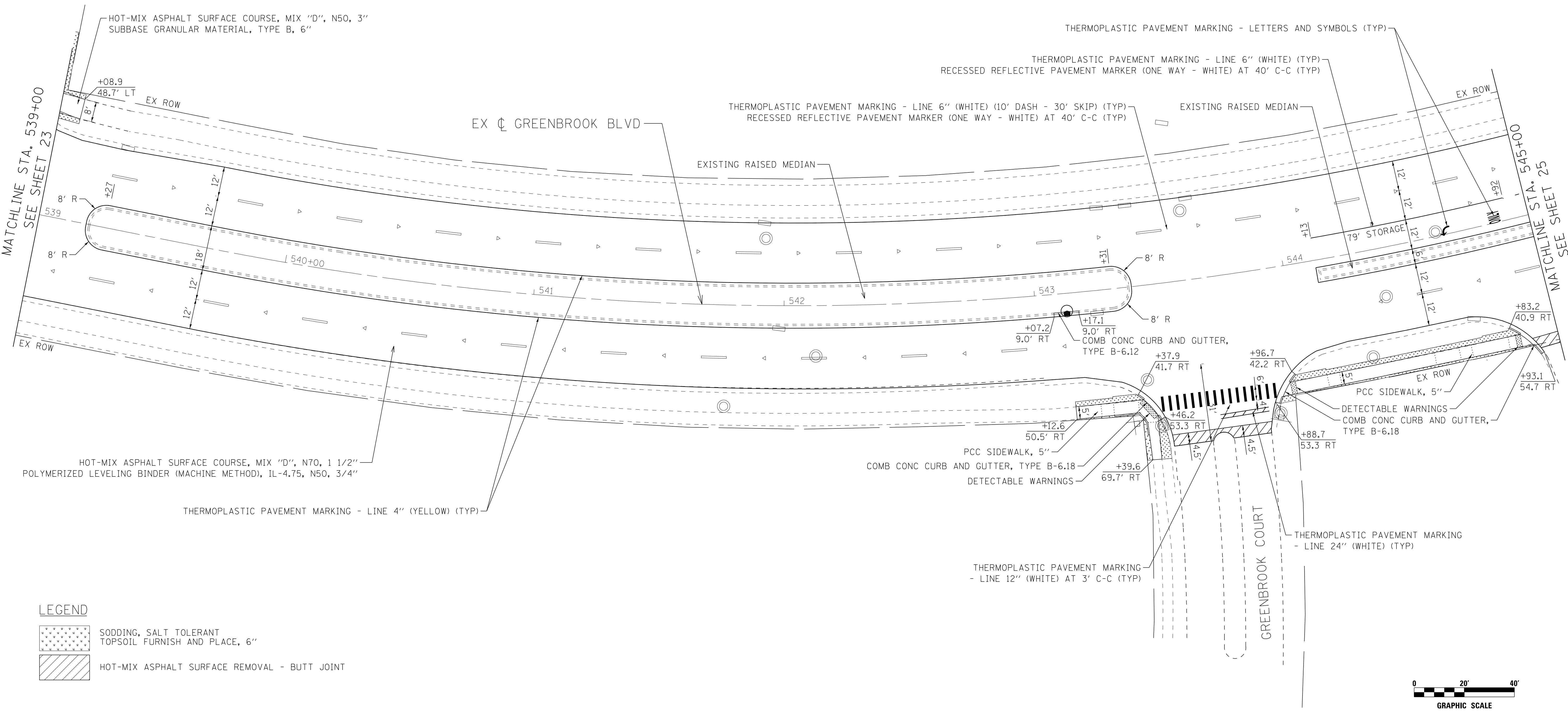
LEGEND

- FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- STRUCTURES TO BE ADJUSTED
- SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 6"
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



	DESIGNED - AKS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				GREENBROOK BOULEVARD IMPROVEMENTS PROPOSED PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
	DRAWN - KAR	REVISED -									361	18-00285-02-RS	DUPAGE	43	23				
	CHECKED - DTH	REVISED -									CONTRACT NO. 61E98								
	DATE - 6-11-18	FILE - 161262-W02-PROP7.dgn									SCALE: 1" = 20'		STA. 533+00 TO STA. 539+00		FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

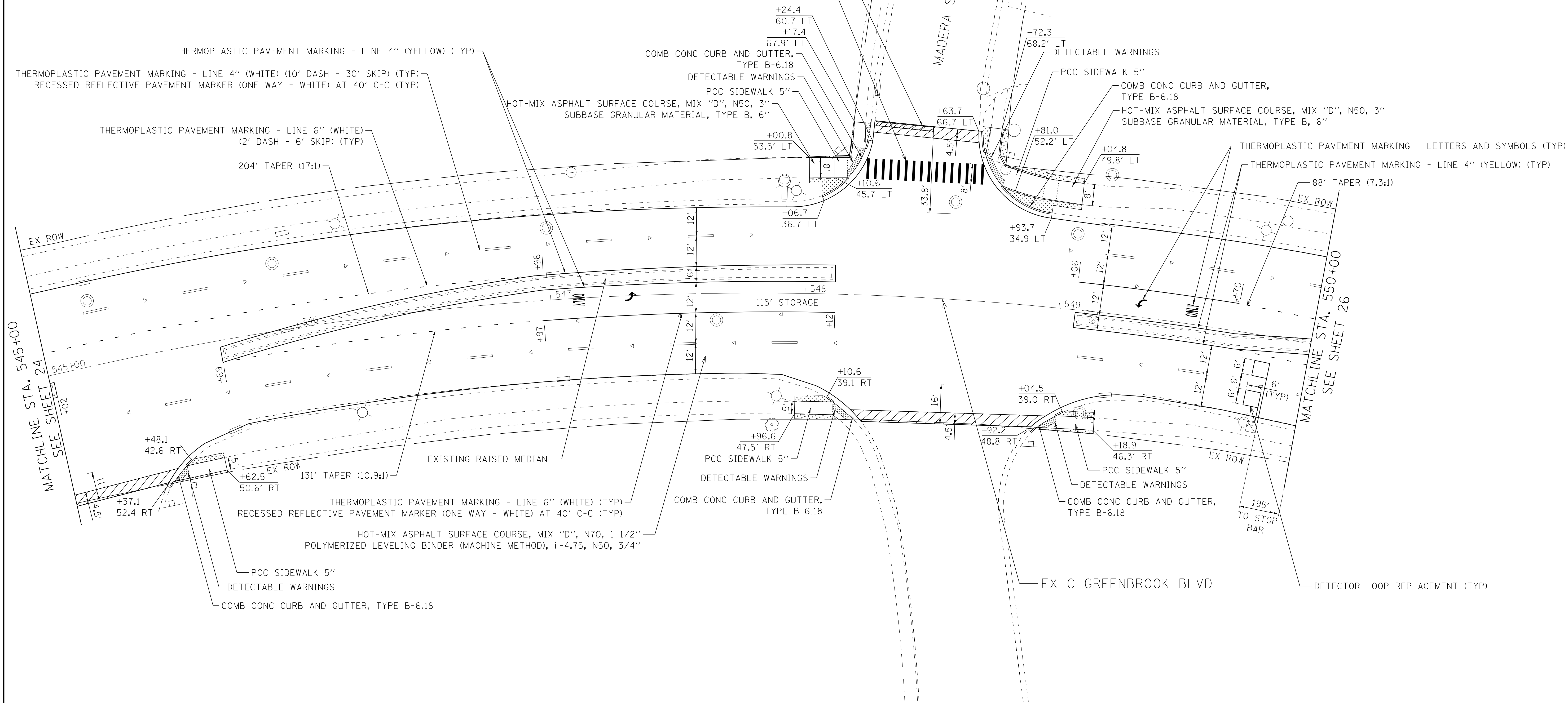
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LEGEND

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<div><div>BAXTERWOODMAN</div><div>Consulting Engineers</div></div>	DESIGNED - AKS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			GREENBROOK BOULEVARD IMPROVEMENTS PROPOSED PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - KAR	REVISED -							361	18-00285-02-RS	DUPAGE	43	24
	CHECKED - DTH	REVISED -							CONTRACT NO. 61E98				
	DATE - 6-11-18	FILE - 161262-W02-PROP8.dgn											
	SCALE: 1" = 20'			STA. 539+00 TO STA. 545+00			FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT		



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2019
 765aks 6/25/2018 TIME

A horizontal graphic scale bar. It is divided into two main sections. The first section, from 0 to 20 feet, is further divided into four equal segments, each 5 feet long. These segments alternate in color: white, black, white, and black. The second section, from 20 to 40 feet, is a single solid black segment. Above the bar, the numbers 0, 20', and 40 are printed at their respective positions. Below the bar, the words "GRAPHIC SCALE" are printed in bold, capital letters.

<div><div>BAXTER & WOODMAN</div><div>Consulting Engineers</div></div>	DESIGNED - AKS	REVISED -	<div>STATE OF ILLINOIS</div> <div>DEPARTMENT OF TRANSPORTATION</div>	<div>GREENBROOK BOULEVARD IMPROVEMENTS</div> <div>PROPOSED PLAN</div>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	CHECKED - DTH	REVISED -								
	DATE - 6-11-18	FILE - 161262-W02-PRO09.dgn								
			SCALE: 1" = 20'	STA. 545+00 TO STA. 550+00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 61E98					

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2019
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6/25/2018

LEGEND

SODDING, SALT TOLERANT
TOPSOIL FURNISH AND PLACE, 6"

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

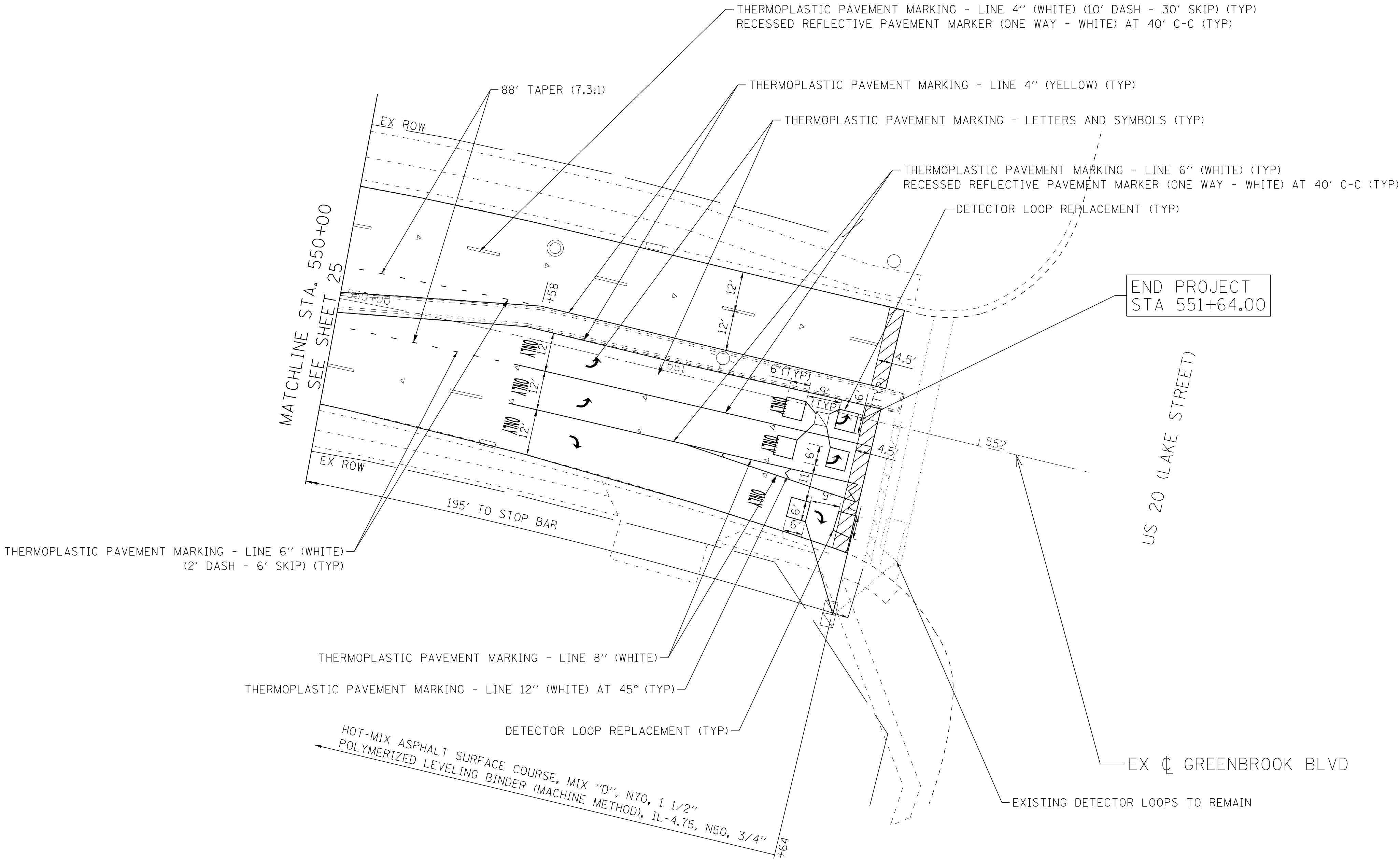
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DATE	-	6-11-18	FILE	- 161262-W02-PROPI0.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
PROPOSED PLAN

SCALE: 1" = 20'
STA. 550+00 TO STA. 552+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	26
CONTRACT NO. 61E98				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2019
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TRAFFIC CONTROL AND PROTECTION

1. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, TRAFFIC SIGNAL PLANS, THESE NOTES, APPLICABLE SPECIAL PROVISIONS, AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR WORK ZONE TRAFFIC CONTROL (CHECK SHEET LRS 3).
2. THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
3. TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.
4. ANY DROP OFF GREATER THAN THREE (3) INCHES BUT LESS THAN SIX (6) INCHES, WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS AT 100 FOOT CENTER TO CENTER SPACING. IF THE DROP OFF WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE EXCEEDS SIX (6) INCHES, THE BARRICADES, DRUMS OR VERTICAL PANELS MENTIONED ABOVE SHALL BE PLACED AT FIFTY (50) FOOT CENTER TO CENTER SPACING.
5. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.
6. TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DETERMINED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.
7. TYPE I, II AND/OR III BARRICADES WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.
8. WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.
9. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.
10. THE TRAFFIC CONTROL STANDARDS LISTED BELOW ARE THE MINIMUM REQUIREMENTS FOR THE TRAFFIC CONTROL FOR THIS PROJECT.

701006, 701101, 701427, 701601, 701606, 701701, 701801, 701901
11. TEMPORARY PAVEMENT MARKING - LINE 4" SHALL BE USED ON THE MILLED SURFACE IN THE ABBERIVATED PATTERN STATED IN ART. 703.04.
12. SHORT TERM PAVEMENT MARKINGS SHALL BE USED AFTER LEVELING BINDER IS PLACED AND PRIOR TO FINAL PAVEMENT MARKINGS.

CONSTRUCTION OPERATIONS

THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THIS PROJECT. THE PURPOSE OF THE STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST. THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER.

PRIOR TO START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.

1. SIDEWALK IMPROVEMENTS

ALL WORK SHALL BE DONE ACCORDING TO STANDARD 701006, 701101 AND 701801 FOR TRAFFIC CONTROL.
2. MILLING OPERATIONS


CLOSE THE LANE OR LANES THAT WILL BE MILLED USING APPLICABLE STANDARDS 701601 AND 701701 FOR TRAFFIC CONTROL. ONLY ONE LANE CAN BE CLOSED AT A TIME MAINTAINING THREE LANES OF TRAFFIC.
3. STRUCTURE ADJUSTMENTS AND CURB REPLACEMENT

CLOSE THE LANE OR LANES THAT WILL HAVE STRUCTURE ADJUSTMENTS OR CURB REPLACEMENT USING APPLICABLE STANDARDS 701601 AND 701701 FOR TRAFFIC CONTROL. ONLY TWO LANES CAN BE CLOSED AT A TIME MAINTAINING ONE LANE OF TRAFFIC IN EACH DIRECTION.
4. PAVEMENT PATCHING

CLOSE THE LANE THAT REQUIRES PAVEMENT PATCHING USING APPLICABLE STANDARDS 701601 AND 701701 FOR TRAFFIC CONTROL. ONLY ONE LANE CAN BE CLOSED AT A TIME MAINTAINING THREE LANES OF TRAFFIC. NO OPEN HOLES WILL BE ALLOWED AT THE END OF EACH WORK DAY.
5. RESURFACING OPERATIONS

CLOSE THE LANE OR LANES THAT WILL BE RESURFACED USING APPLICABLE STANDARDS 701601 AND 701701 FOR TRAFFIC CONTROL. ONLY ONE LANE CAN BE CLOSED AT A TIME MAINTAINING THREE LANES OF TRAFFIC.
6. PAVEMENT MARKING

ALL WORK SHALL BE DONE ACCORDING TO STANDARD 701427, 701701 AND 701801 FOR TRAFFIC CONTROL.

	DESIGNED - AKS	REVISED -
	DRAWN - KAR	REVISED -
	CHECKED - DTH	REVISED -
	DATE - 6-11-18	FILE - 161262-W02-motnotes.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
TRAFFIC STAGING AND NOTES

SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	27
		CONTRACT NO. 61E98		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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765aks 6/25/2018

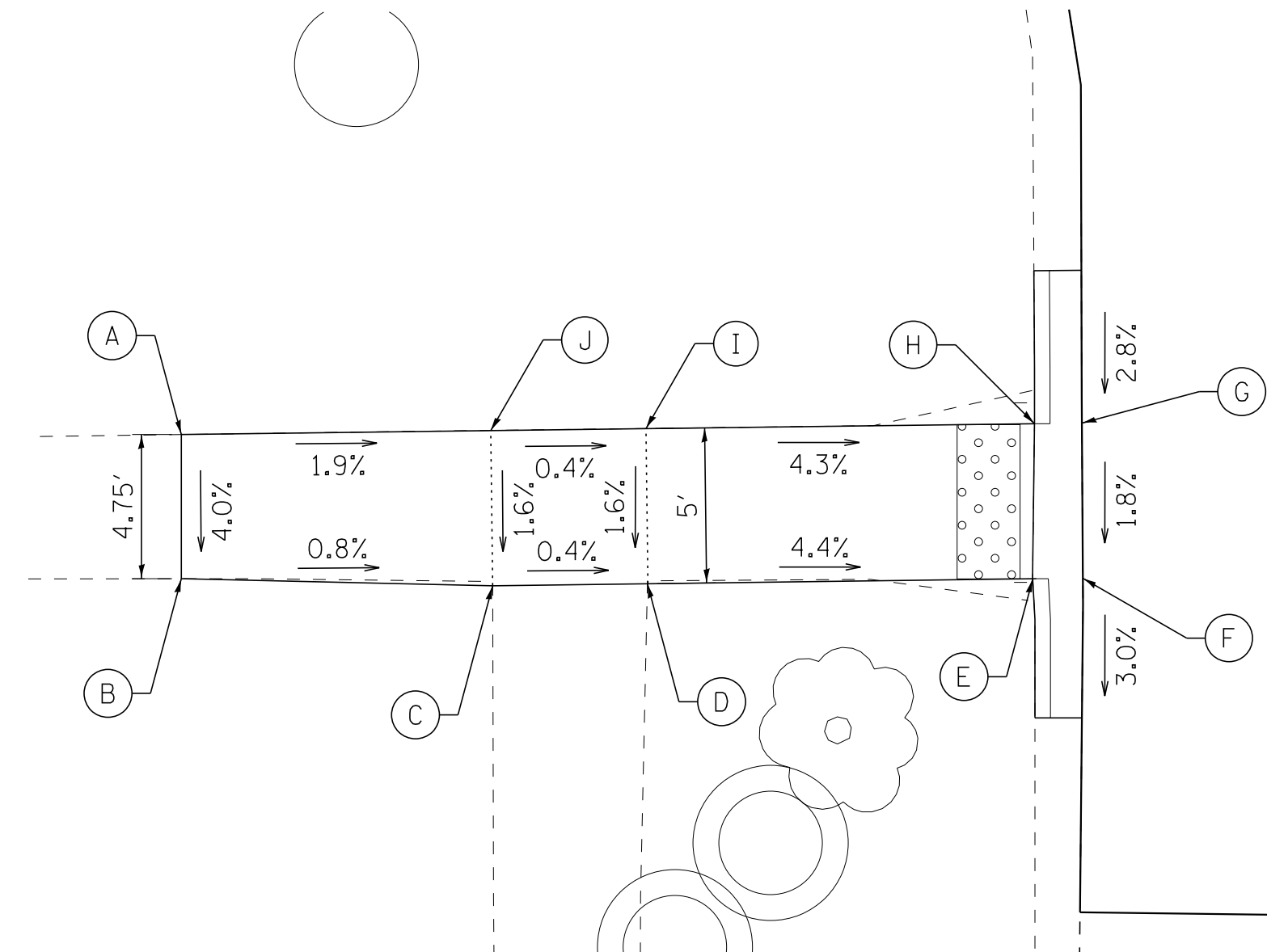
RIDGE CROSSING AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
A	507+38.1	65.7 RT	807.97
B	507+38.1	70.4 RT	807.78
C	507+48.1	70.6 RT	807.70
D	507+53.1	70.5 RT	807.68
E	507+65.5	70.4 RT	807.13
F	507+67.1	70.4 RT	807.14
G	507+67.1	65.4 RT	807.23
H	507+65.6	65.4 RT	807.22
I	507+53.0	65.5 RT	807.76
J	507+48.0	65.6 RT	807.78
K	507+81.3	64.7 RT	807.50
L	507+81.3	70.7 RT	807.39
M	507+82.8	70.7 RT	807.38
N	507+93.0	70.7 RT	807.53
O	508+02.9	70.7 RT	807.38
P	508+04.4	70.7 RT	807.39
Q	508.04.50	64.7 RT	807.50
R	508+03.0	64.7 RT	807.49
S	507+92.9	64.7 RT	807.64
T	507+82.8	64.7 RT	807.49
U	508+28.3	65.5 RT	807.39
V	508+28.3	70.5 RT	807.30
W	508+29.8	70.5 RT	807.29
X	508+41.4	70.4 RT	807.97
Y	508+41.3	75.4 RT	807.87

EXIST
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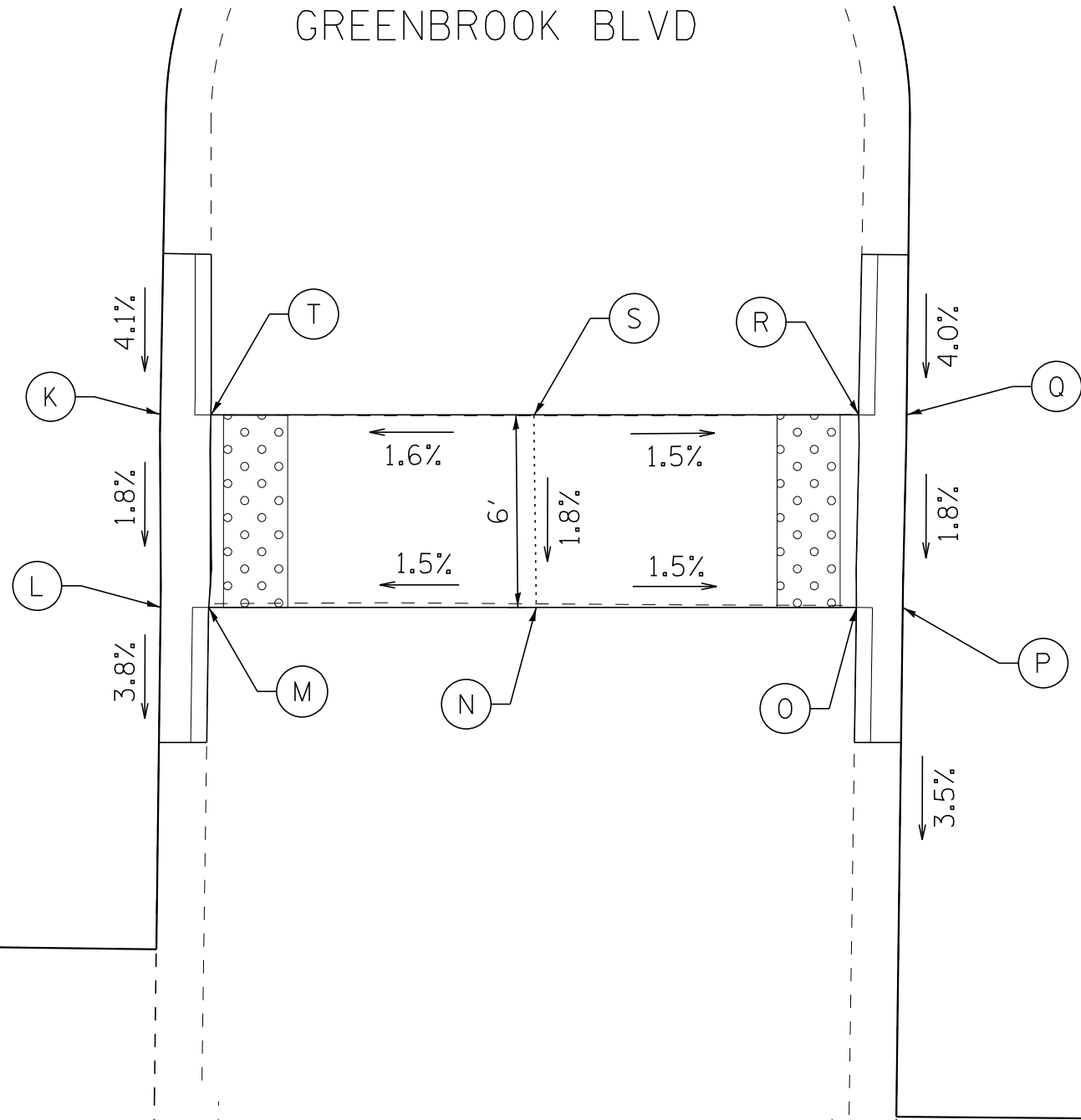
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RIDGE CROSSING AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
Z	508+46.3	75.4 RT	807.99
AA	508+46.4	70.4 RT	808.04
BB	508+46.4	65.4 RT	808.13
CC	508+41.4	65.4 RT	808.05
DD	508+29.9	65.5 RT	807.38

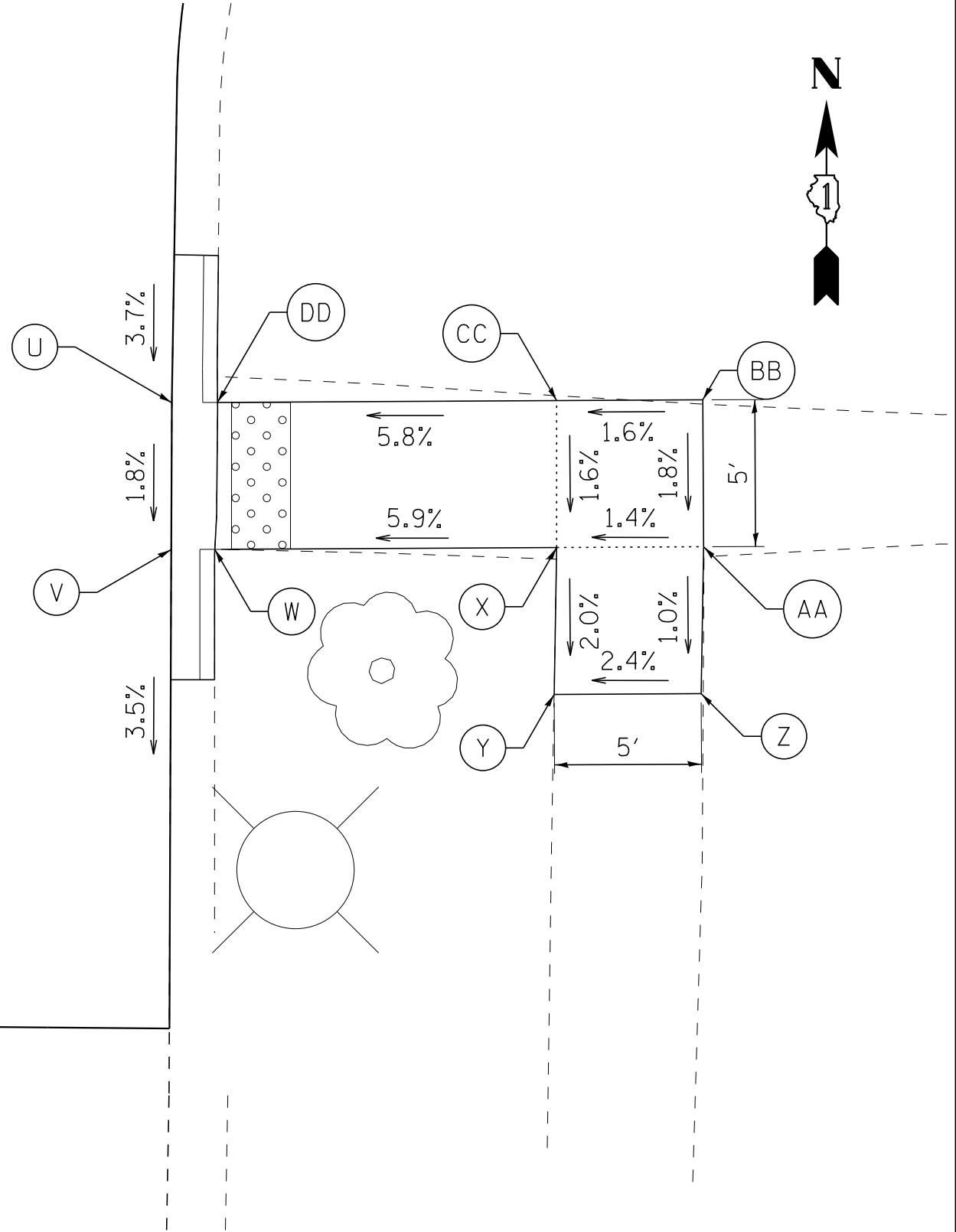
STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE



RIDGE CROSSING



NOTE:
CURB FLARE (TRANSITIONS) SHALL BE INSTALLED AT LOCATIONS
SHOWN ON THE PLANS OR AS DETERMINED BY THE ENGINEER. WORK
SHALL BE DONE PER THE APPLICABLE HIGHWAY STANDARDS.



<div><div>BAXTERWOODMAN</div><div>Consulting Engineers</div></div>	DESIGNED - -	REVISED -
	DRAWN - -	REVISED -
	CHECKED - DTH	REVISED -
	DATE - 6-11-18	FILE - 161262-W02-SW_details.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
SIDEWALK DETAILS

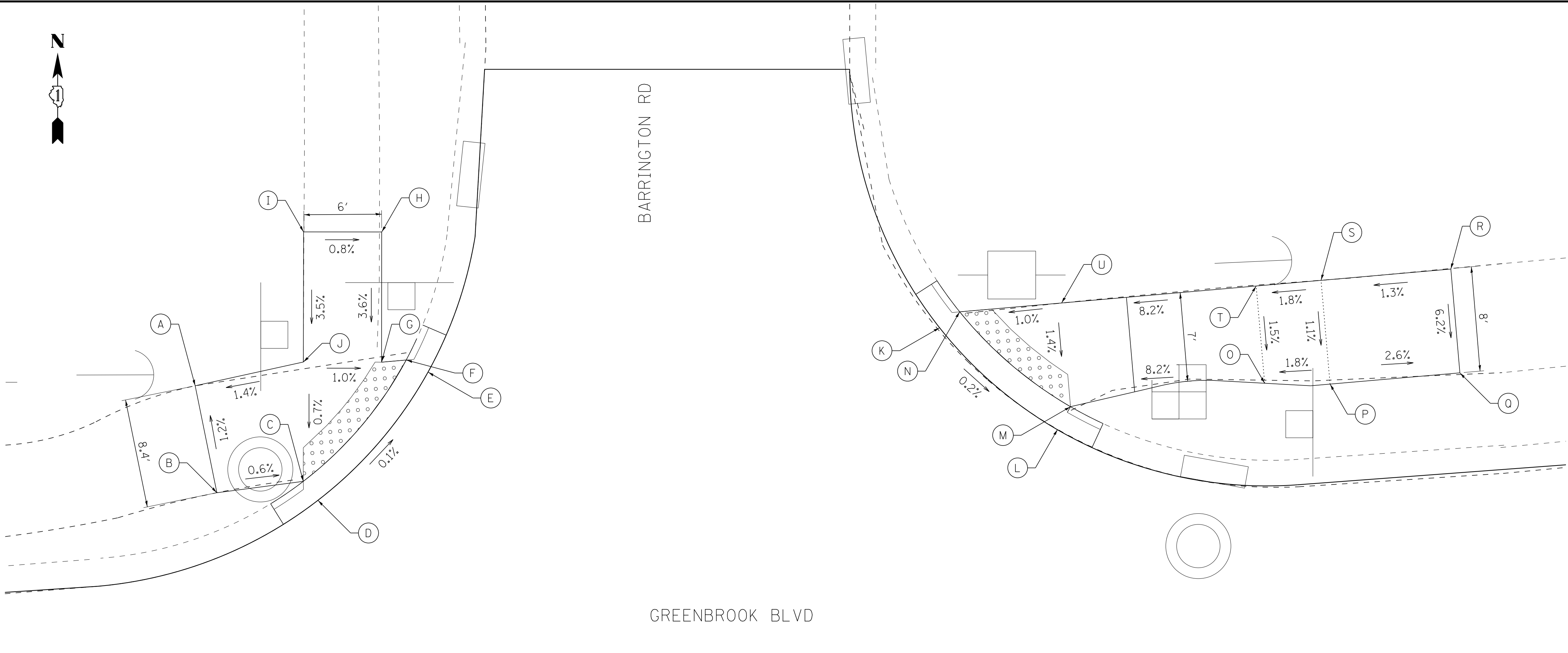
SCALE: 1" = 5'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	28
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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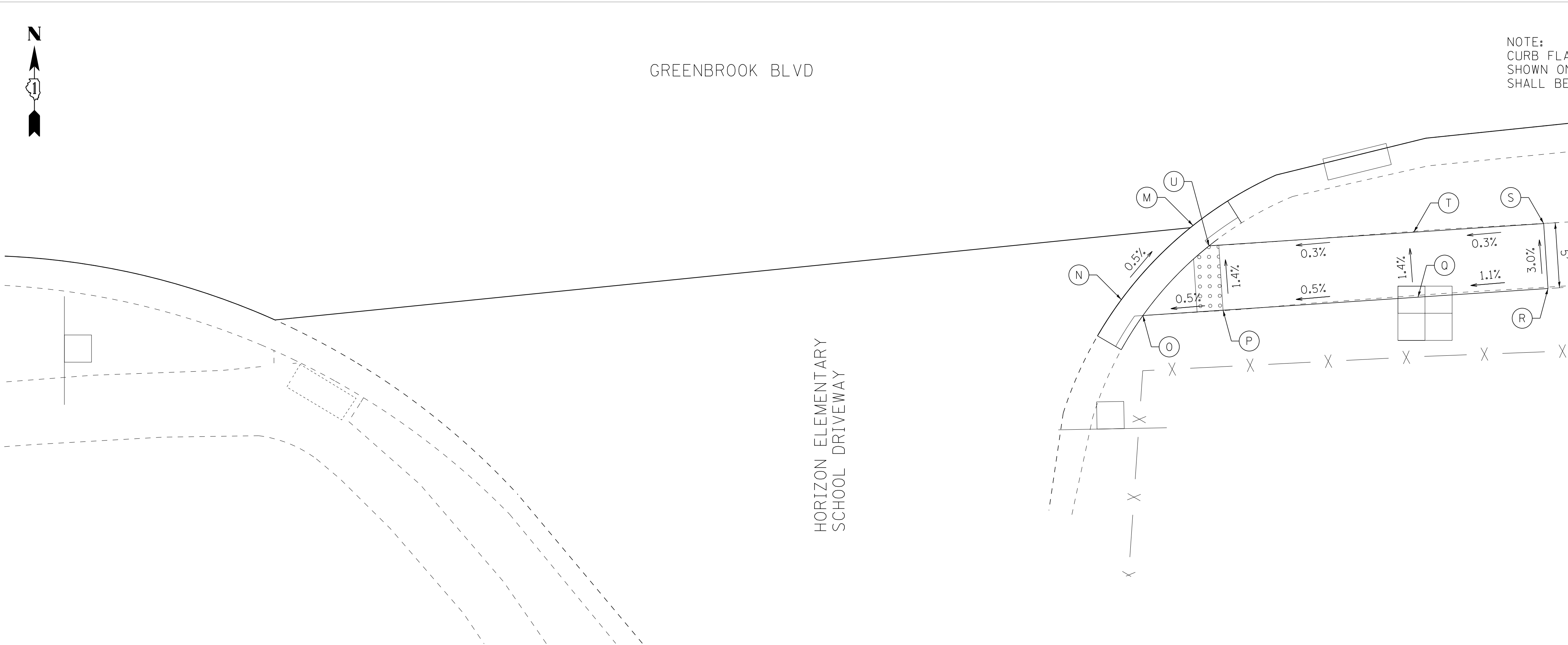
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NW CORNERS OF BARRINGTON RD AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
A	516+88.5	47.3 LT	797.67
B	516+89.5	39.0 LT	797.77
C	516+96.2	39.3 LT	797.73
D	516+97.2	37.8 LT	797.76
E	517+06.4	46.9 LT	797.74
F	517+04.8	48.0 LT	797.71
G	517+02.9	48.0 LT	797.73
H	517+03.7	58.0 LT	798.09
I	516+97.7	58.4 LT	798.14
J	516+96.9	48.4 LT	797.79
NE CORNERS OF BARRINGTON RD AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
K	517+45.8	47.3 LT	797.07
L	517+54.2	38.8 LT	797.04
M	517+55.3	40.5 LT	797.01
N	517+47.4	48.4 LT	797.04
O	517+70.3	41.1 LT	798.24
P	517+75.3	40.6 LT	798.33
Q	517+85.3	40.7 LT	798.07
R	517+85.3	48.7 LT	798.57
S	517+75.3	48.6 LT	798.44
T	517+70.3	48.6 LT	798.35
U	517+55.3	48.4 LT	797.04

STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE

NOTE:
CURB FLARE (TRANSITIONS) SHALL BE INSTALLED AT LOCATIONS
SHOWN ON THE PLANS OR AS DETERMINED BY THE ENGINEER. WORK
SHALL BE DONE PER THE APPLICABLE HIGHWAY STANDARDS.

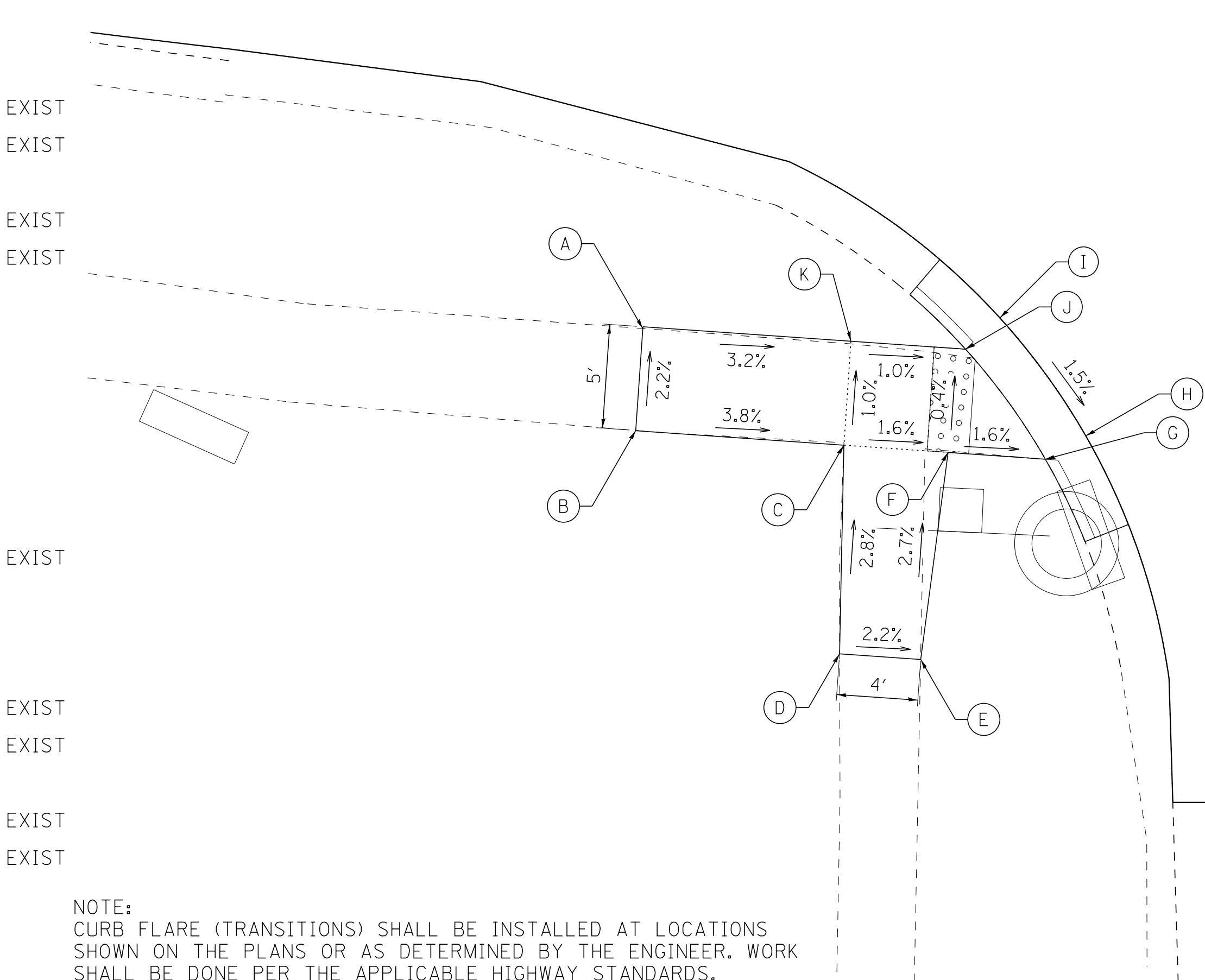


SE CORNERS OF BARRINGTON RD AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
M	517+45.3	38.4 RT	797.47
N	517+39.4	43.6 RT	797.51
O	517+40.9	45.0 RT	797.48
P	517+47.1	45.0 RT	797.51
Q	517+62.1	45.2 RT	797.56
R	517+72.1	45.3 RT	797.67
S	517+72.1	40.3 RT	797.52
T	517+62.1	40.2 RT	797.49
U	517+46.4	40.0 RT	797.44

STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE

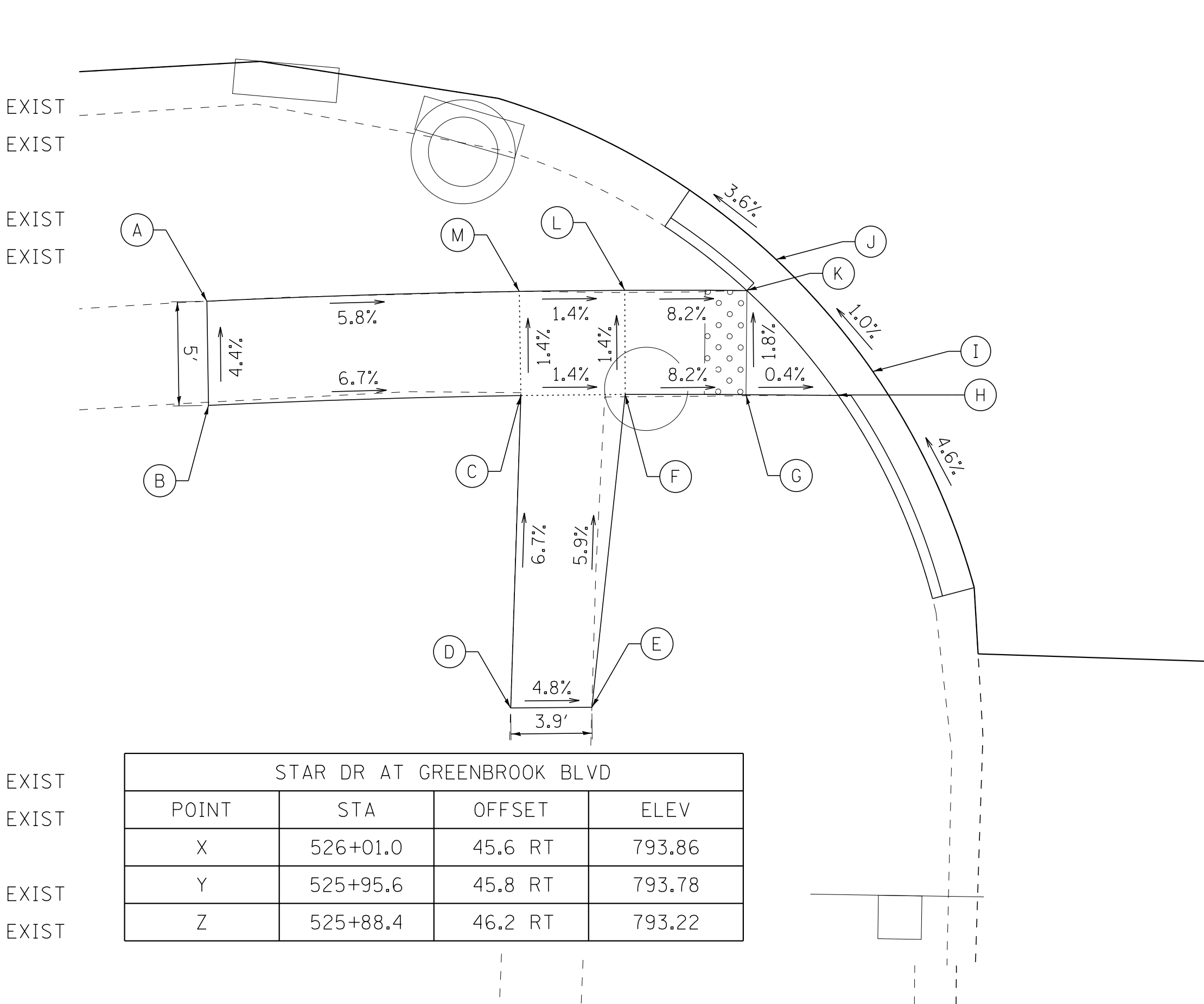
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HARDY DR AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
A	519+86.6	43.4 RT	796.97
B	519+86.7	48.4 RT	797.08
C	519+96.1	48.1 RT	796.70
D	519+96.8	58.1 RT	796.98
E	520+00.4	58.0 RT	796.89
F	520+00.9	48.0 RT	796.62
G	520+05.3	48.0 RT	796.54
H	520+07.0	46.7 RT	796.57
I	520+02.7	41.4 RT	796.63
J	520+01.2	43.0 RT	796.60
K	519+96.0	43.1 RT	796.65
L	520+42.5	40.7 RT	796.48
M	520+38.4	45.4 RT	796.36
N	520+40.1	46.6 RT	796.32
O	520+42.7	47.2 RT	796.37
P	520+45.4	47.8 RT	796.63
Q	520+46.6	58.6 RT	796.86
R	520+50.0	58.6 RT	796.91
S	520+50.1	48.5 RT	796.66
T	520+60.3	48.9 RT	797.10
U	520+60.5	43.9 RT	796.97
V	520+50.6	43.5 RT	796.69
W	520+46.2	42.9 RT	796.66
X	520+43.8	42.3 RT	796.45



NOTE:
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STAR DR AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
A	525+02.7	45.1 RT	794.74
B	525+02.5	50.1 RT	794.96
C	525+18.6	50.1 RT	793.95
D	525+17.7	65.1 RT	794.96
E	525+21.9	65.1 RT	794.77
F	525+23.9	50.2 RT	793.88
G	525+30.1	50.2 RT	793.42
H	525+34.8	50.3 RT	793.40
I	525+36.6	49.1 RT	793.43
J	525+31.7	43.7 RT	793.36
K	525+30.2	45.2 RT	793.33
L	525+24.0	45.2 RT	793.81
M	525+18.6	45.1 RT	793.88
N	525+86.6	44.6 RT	793.25
O	525+82.0	50.3 RT	793.33
P	525+84.0	51.4 RT	793.30
Q	525+88.7	51.2 RT	793.30
R	525+95.9	50.8 RT	793.85
S	525+97.8	65.8 RT	794.97
T	526+01.9	65.6 RT	795.03
U	526+01.2	50.6 RT	793.94
V	526+17.3	50.1 RT	794.50
W	526+16.9	45.1 RT	794.18



STAR DR AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
X	526+01.0	45.6 RT	793.86
Y	525+95.6	45.8 RT	793.78
Z	525+88.4	46.2 RT	793.22

STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE

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Consulting Engineers

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
SIDEWALK DETAILS

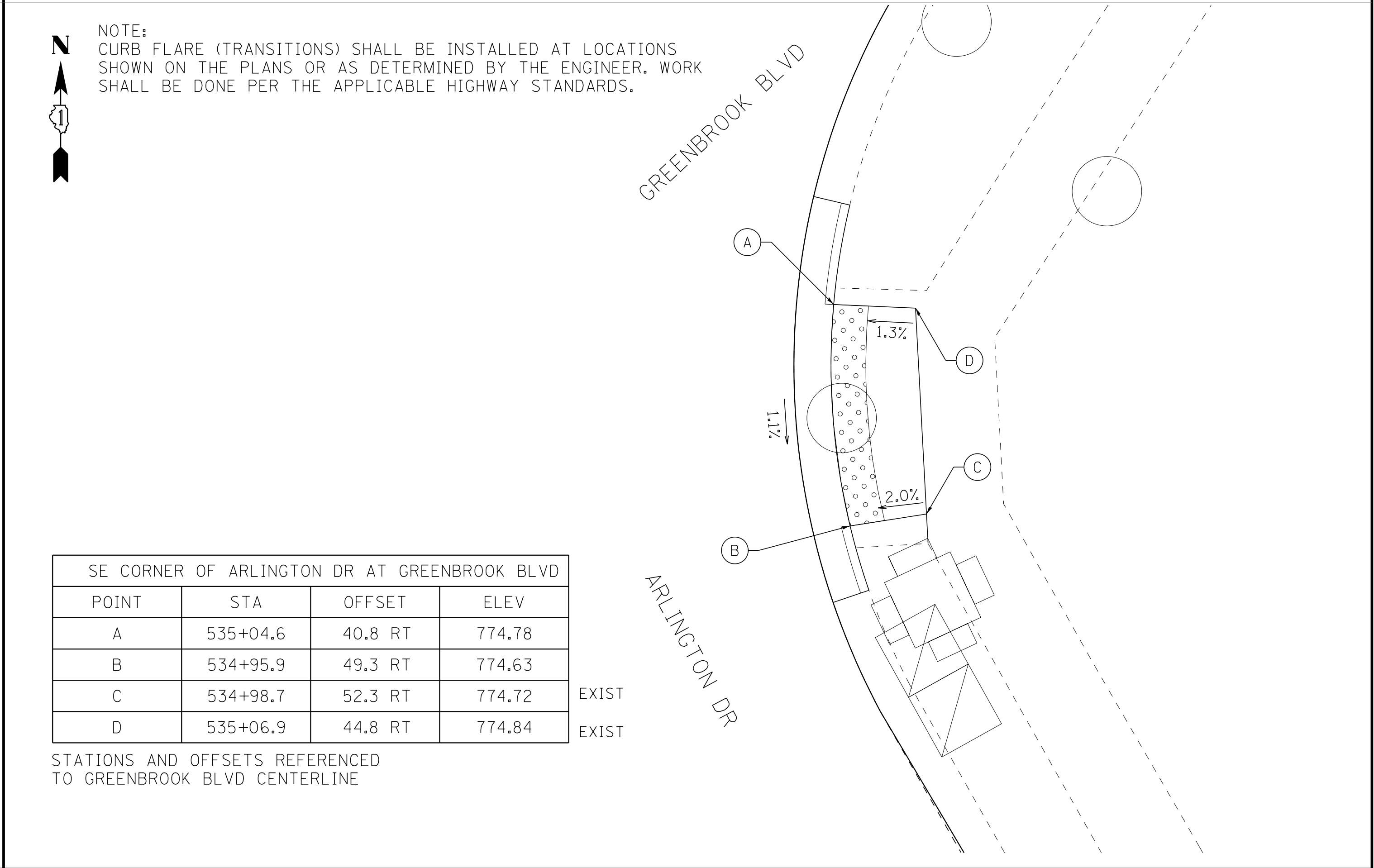
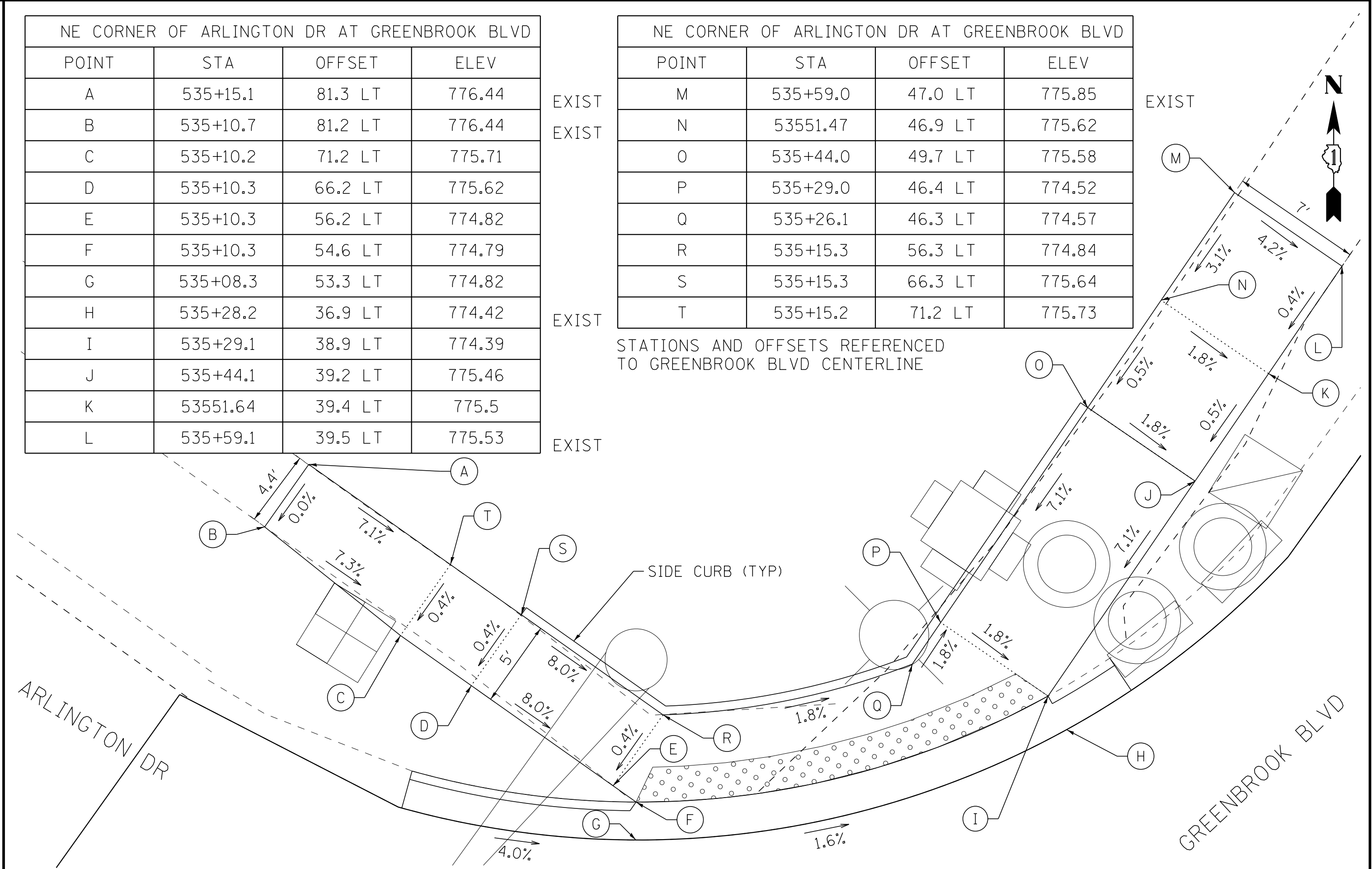
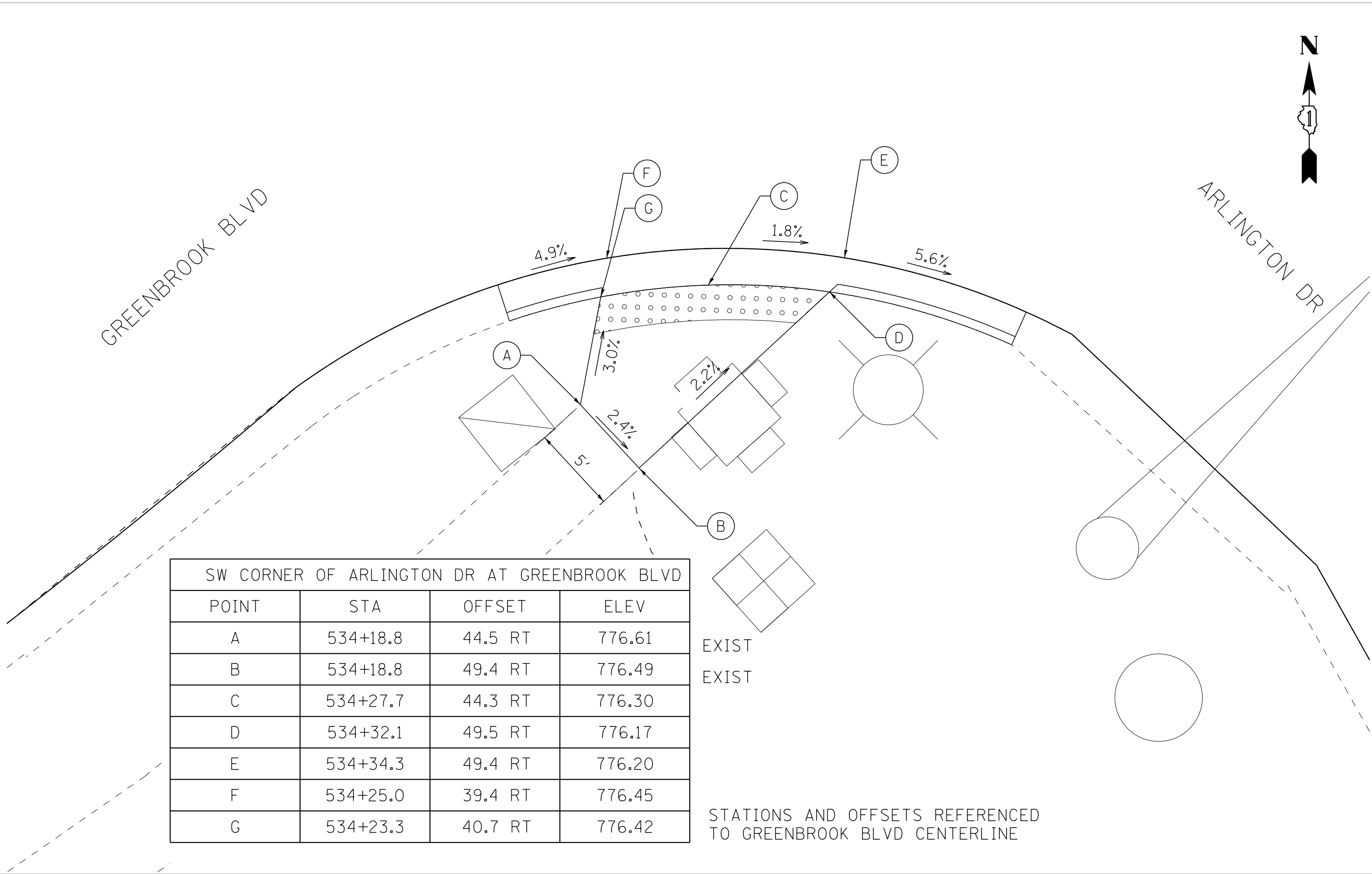
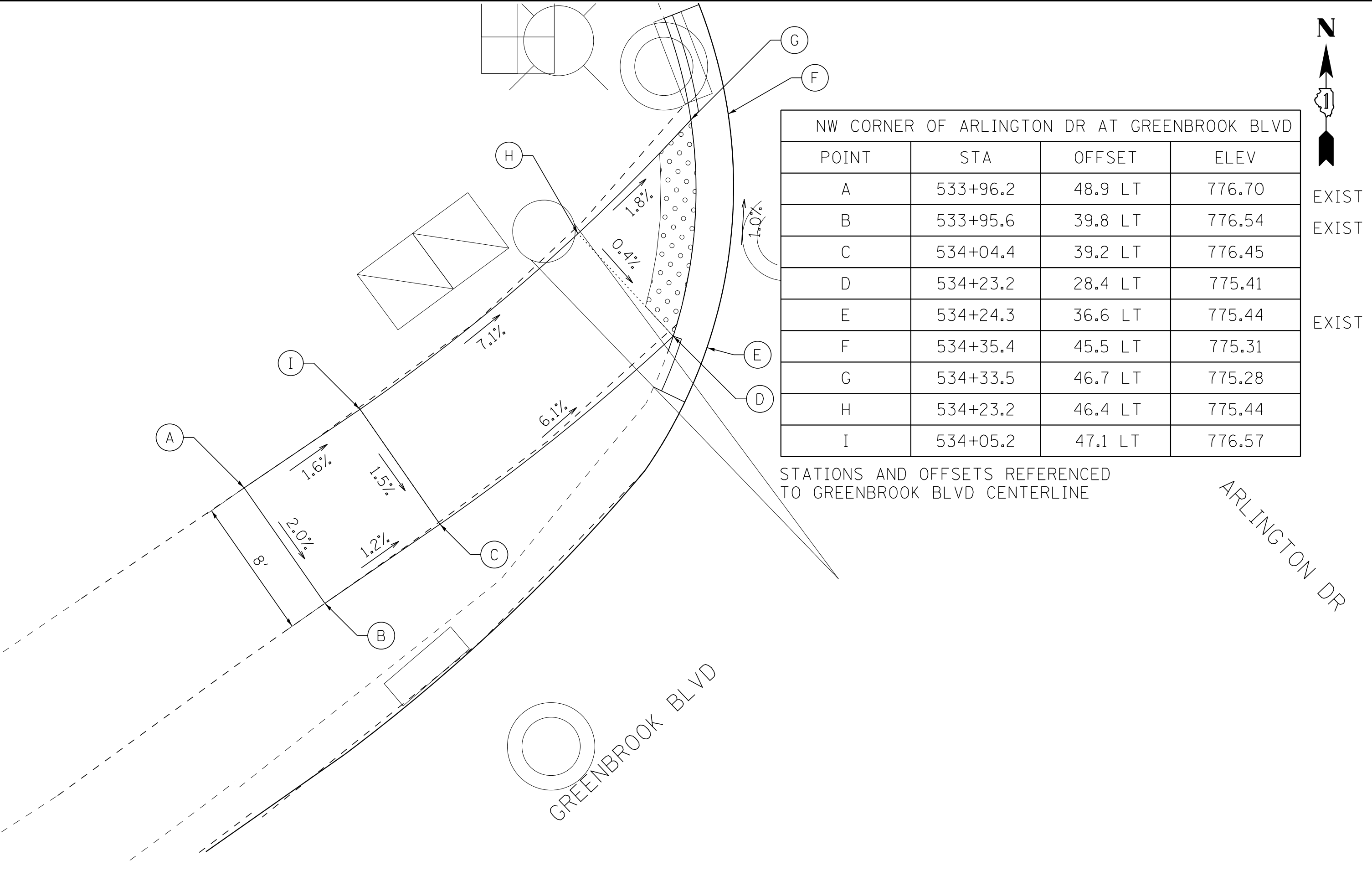
SCALE: 1" = 5'

STA. TO STA.

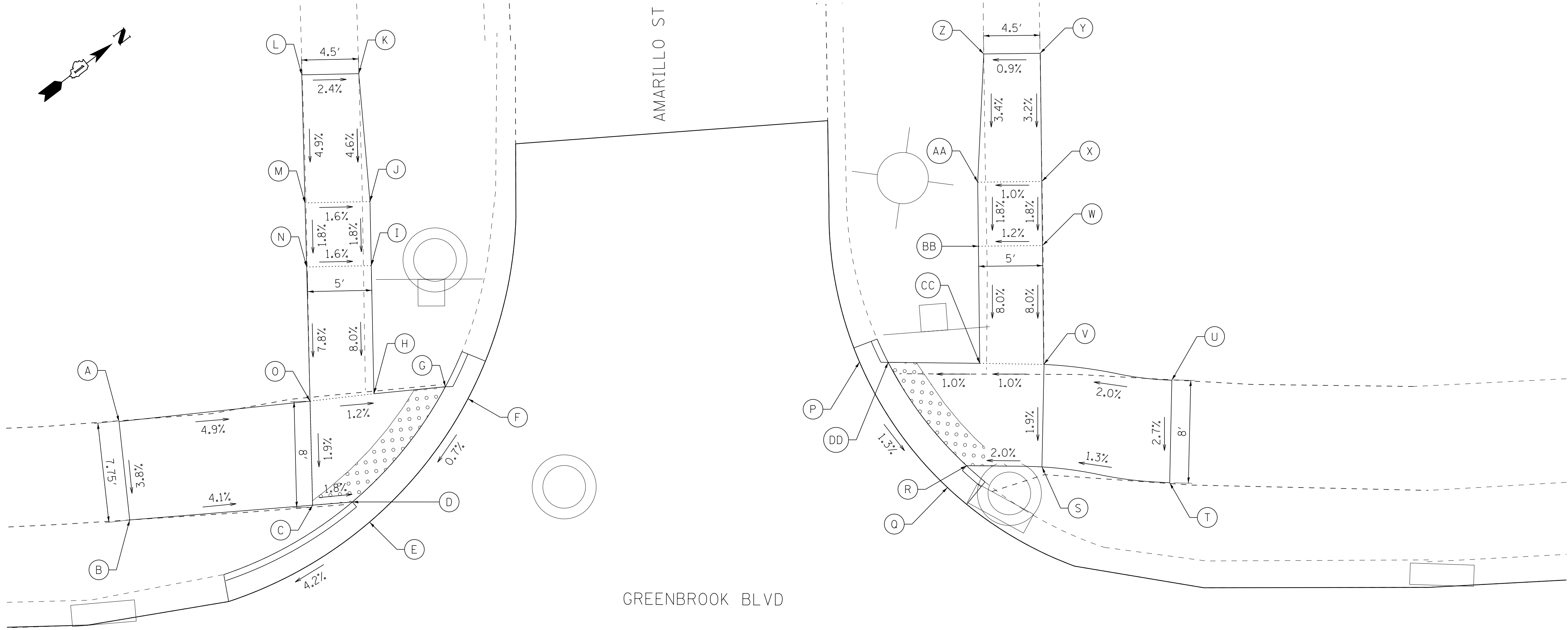
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	30
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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NOTE:
CURB FLARE (TRANSITIONS) SHALL BE INSTALLED AT LOCATIONS
SHOWN ON THE PLANS OR AS DETERMINED BY THE ENGINEER. WORK
SHALL BE DONE PER THE APPLICABLE HIGHWAY STANDARDS.

SW CORNER OF AMARILLO ST AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
A	538+26.6	47.8 LT	777.14
B	538+27.3	40.1 LT	776.85
C	538+41.6	40.8 LT	776.26
D	538+44.7	41.0 LT	776.20
E	538+46.0	39.4 LT	776.23
F	538+53.9	48.8 LT	776.31
G	538+52.2	49.8 LT	776.28
H	538+46.6	49.4 LT	776.35
I	538+46.7	59.4 LT	777.15
J	538+46.7	64.5 LT	777.24
K	538+46.1	74.4 LT	777.70
L	538+41.7	74.4 LT	777.81
M	538+41.6	64.4 LT	777.32
N	538+41.6	59.4 LT	777.23
O	538+41.6	48.9 LT	776.41

STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE

EXIST
EXIST

EXIST
EXIST

NW CORNER OF AMARILLO ST AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
P	538+84.6	50.8 LT	776.12
Q	538+91.2	40.8 LT	775.97
R	538+92.7	42.5 LT	775.94
S	538+98.6	41.5 LT	776.06
T	539+08.5	40.6 LT	776.19
U	539+08.9	48.7 LT	776.41
V	538+99.0	50.2 LT	776.21
W	538+99.1	59.5 LT	776.95
X	538+99.2	64.5 LT	777.04
Y	538+99.4	74.5 LT	777.36
Z	538+95.0	74.6 LT	777.32
AA	538+94.2	64.6 LT	776.98
BB	538+94.1	59.6 LT	776.89
CC	538+94.0	50.4 LT	776.16
DD	538+86.8	50.7 LT	776.09

STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE

EXIST
EXIST

EXIST
EXIST

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Consulting Engineers

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
SIDEWALK DETAILS

SCALE: 1" = 5'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	32
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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DRAWN	-	REVISED	-
CHECKED	- DTH	REVISED	-
DATE	- 6-11-18	FILE	- 161262-W02-SW_details7.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
SIDEWALK DETAILS

SCALE: 1" = 5'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	33
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GREENBROOK BLVD

SE CORNER OF GREENBROOK CT AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
A	543+12.5	45.5 RT	775.59
B	543+12.6	50.5 RT	775.80
C	543+22.2	50.4 RT	775.31
D	543+27.0	50.4 RT	775.22
E	543+36.6	50.4 RT	774.40
F	543+39.3	54.6 RT	774.38
G	543+39.6	69.7 RT	775.11
H	543+43.0	59.8 RT	775.04
I	543.43.48	54.8 RT	774.32
J	543+43.6	52.3 RT	774.30
K	543+45.3	51.4 RT	774.33
L	543+40.2	43.9 RT	774.38
M	543+38.7	45.4 RT	774.35
N	543+36.6	45.4 RT	774.37
O	543+27.0	45.4 RT	775.17
P	543+22.2	45.4 RT	775.26

EXIST
EXIST

EXIST
EXIST

EXIST
EXIST

NE CORNER OF GREENBROOK CT AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
Q	543+93.9	45.0 RT	774.50
R	543+90.1	50.5 RT	774.41
S	543+91.9	51.6 RT	774.44
T	543+95.7	51.4 RT	774.51
U	544+10.1	50.1 RT	775.74
V	544+14.8	50.8 RT	775.83
W	544+14.7	45.8 RT	775.78
X	544+09.9	45.9 RT	775.69
Y	543+95.5	46.4 RT	774.47

EXIST

STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE

GREENBROOK BLVD

SE CORNER OF GREENBROOK PLAZA AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
A	544+61.6	45.3 RT	776.99
B	544+61.6	50.3 RT	777.08
C	544+66.4	50.3 RT	776.99
D	544+80.7	50.6 RT	775.86
E	544+85.5	50.7 RT	775.77
F	544+89.6	50.8 RT	775.75
G	544+90.9	50.00 RT	775.78
H	544+87.0	44.4 RT	775.71
I	544+85.7	45.7 RT	775.68
J	544+80.9	45.6 RT	775.77
K	544+66.4	45.3 RT	776.90
L	544+52.0	45.2 RT	777.34
M	544+52.0	50.2 RT	777.38

NE CORNER OF GREENBROOK PLAZA AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
L	545+45.4	44.4 RT	776.20
M	545+39.2	50.0 RT	776.26
N	545+40.5	51.1 RT	776.23
O	545+46.8	51.0 RT	776.26
P	545+62.5	50.6 RT	776.91
Q	545+62.3	45.7 RT	776.82
R	545+46.7	46.0 RT	776.17

EXIST

EXIST

EXIST

STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE

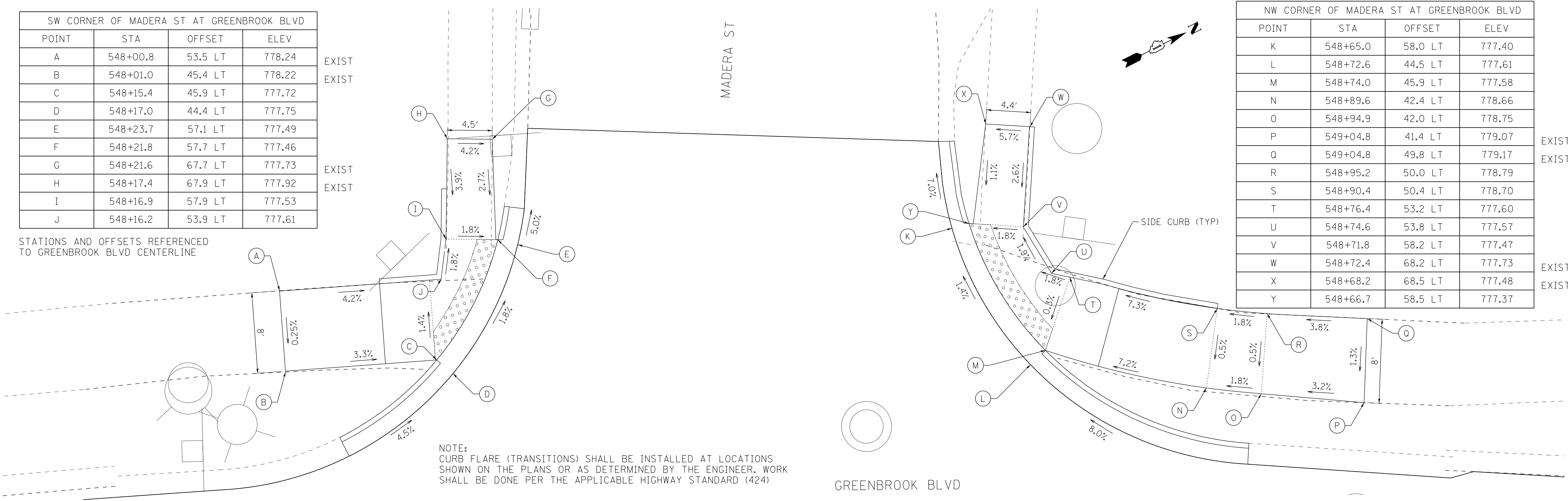
MATCHLINE SEE ABOVE

MATCHLINE SEE BELOW

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SW CORNER OF MADERA ST AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
A	548+00.8	53.5 LT	778.24
B	548+01.0	45.4 LT	778.22
C	548+15.4	45.9 LT	777.72
D	548+17.0	44.4 LT	777.75
E	548+23.7	57.1 LT	777.49
F	548+21.8	57.7 LT	777.46
G	548+21.6	67.7 LT	777.73
H	548+17.4	67.9 LT	777.92
I	548+16.9	57.9 LT	777.53
J	548+16.2	53.9 LT	777.61

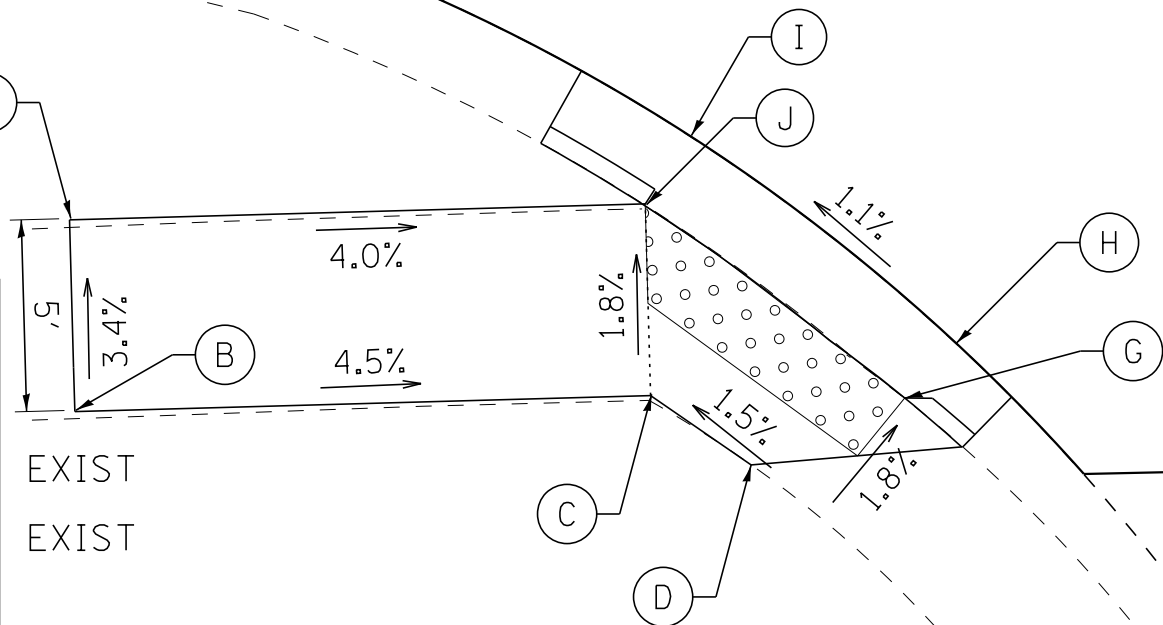
STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE



NW CORNER OF MADERA ST AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
K	548+65.0	58.0 LT	777.40
L	548+72.6	44.5 LT	777.61
M	548+74.0	45.9 LT	777.58
N	548+89.6	42.4 LT	778.66
O	548+94.9	42.0 LT	778.75
P	549+04.8	41.4 LT	779.07
Q	549+04.8	49.8 LT	779.17
R	548+95.2	50.0 LT	778.79
S	548+90.4	50.4 LT	778.70
T	548+76.4	53.2 LT	777.60
U	548+74.6	53.8 LT	777.57
V	548+71.8	58.2 LT	777.47
W	548+72.4	68.2 LT	777.73
X	548+68.2	68.5 LT	777.48
Y	548+66.7	58.5 LT	777.37

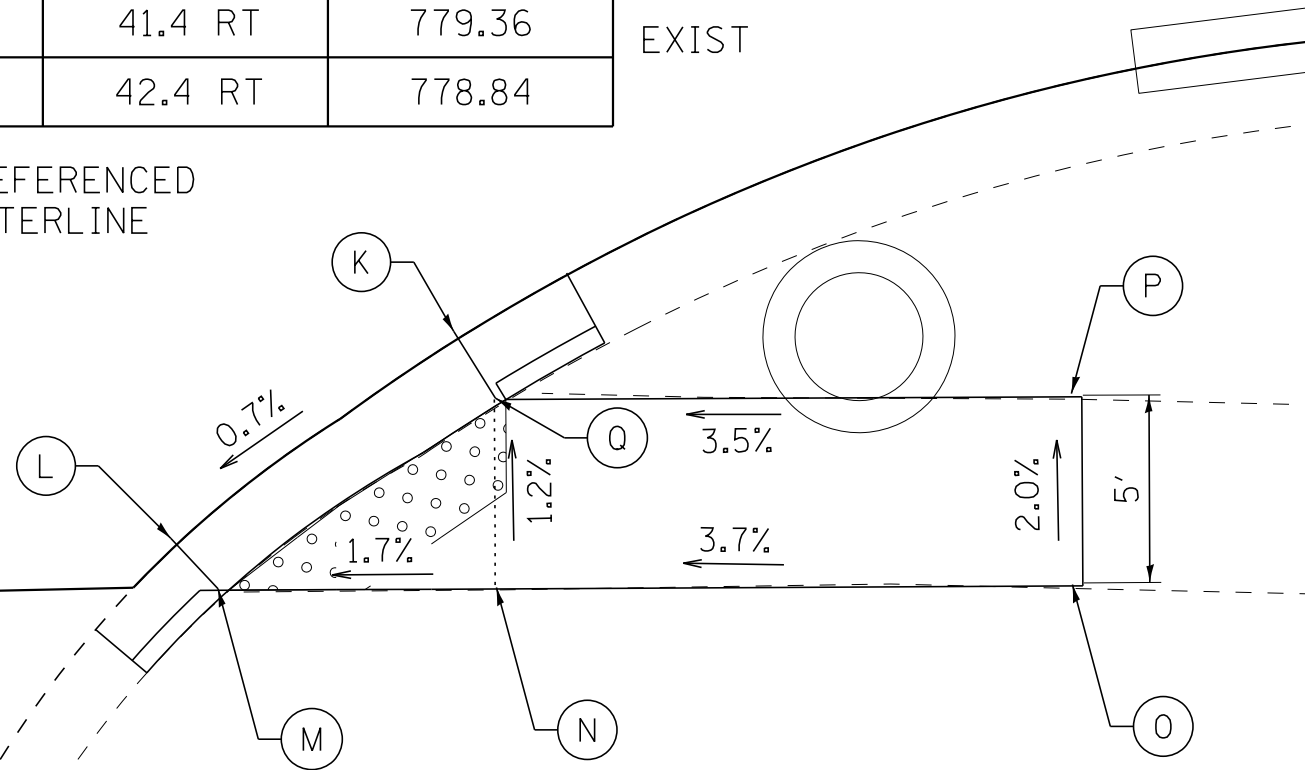
STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE

SE CORNER OF MADERA ST AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
A	547+96.7	42.5 RT	778.58
B	547+96.6	47.5 RT	778.75
C	548+12.3	47.6 RT	778.07
D	548+14.5	49.1 RT	778.12
E	-	-	-
F	-	-	-
G	548+19.1	47.8 RT	778.08
H	548+20.5	46.4 RT	778.11
I	548+13.5	40.8 RT	778.01
J	548+12.2	42.6 RT	777.98



NE CORNER OF MADERA ST AT GREENBROOK BLVD			
POINT	STA	OFFSET	ELEV
K	549+01.8	40.7 RT	778.87
L	548+94.4	43.4 RT	778.81
M	548+95.7	47.6 RT	778.78
N	549+03.3	47.3 RT	778.90
O	548+18.9	46.3 RT	779.46
P	549+18.6	41.4 RT	779.36
Q	549+03.0	42.4 RT	778.84

STATIONS AND OFFSETS REFERENCED
TO GREENBROOK BLVD CENTERLINE



BAXTER & WOODMAN
Consulting Engineers

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED - DTH	REVISED -
DATE - 6-11-18	FILE - 161262-W02-SW-details8.dgn

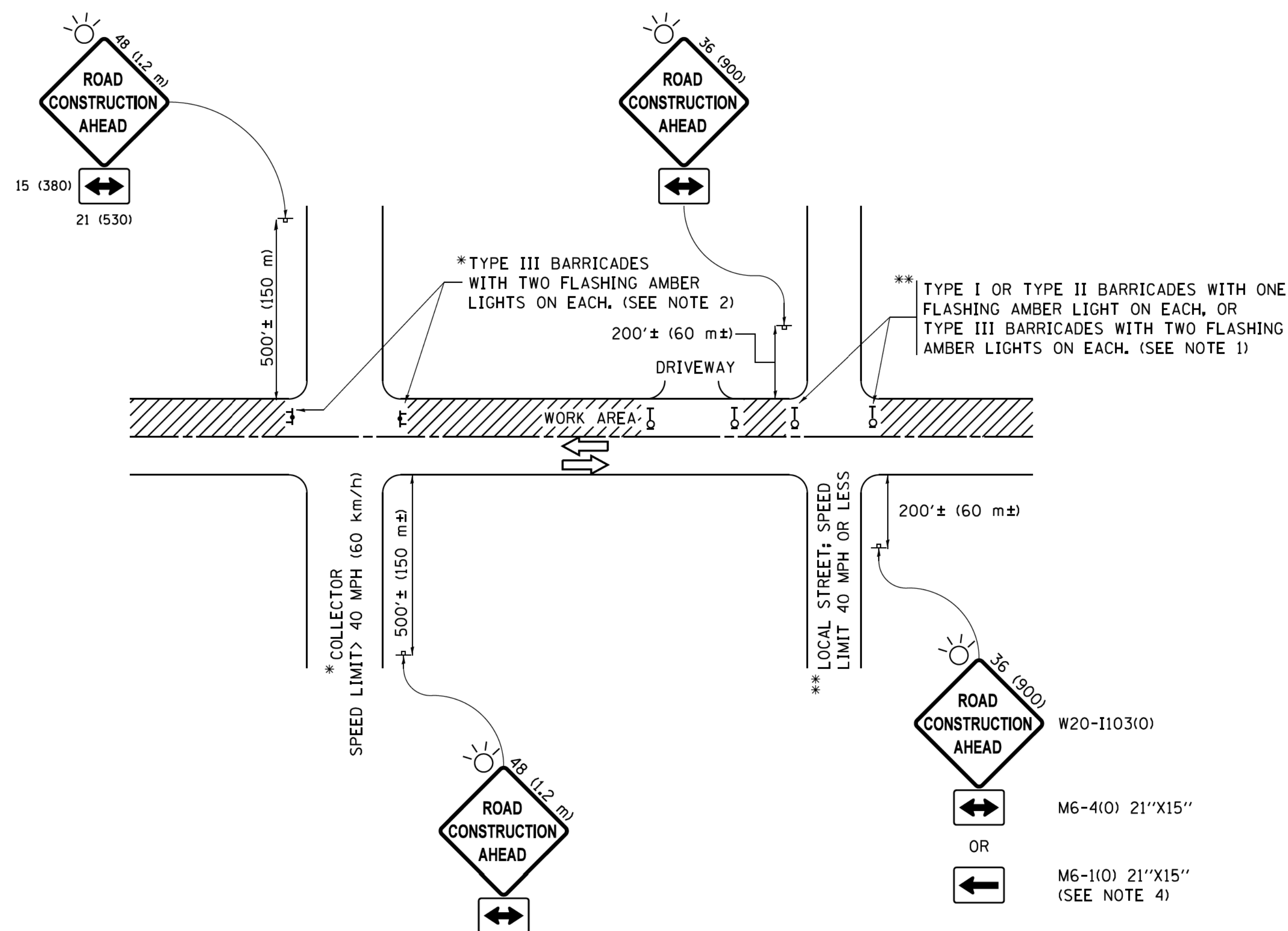
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
SIDEWALK DETAILS

SCALE: 1" = 5'

STA. TO STA.

F.A.P. RTE. 361	SECTION 18-00285-02-R5	COUNTY DUPAGE	TOTAL SHEETS 43	SHEET NO. 34
CONTRACT NO. 61E98				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

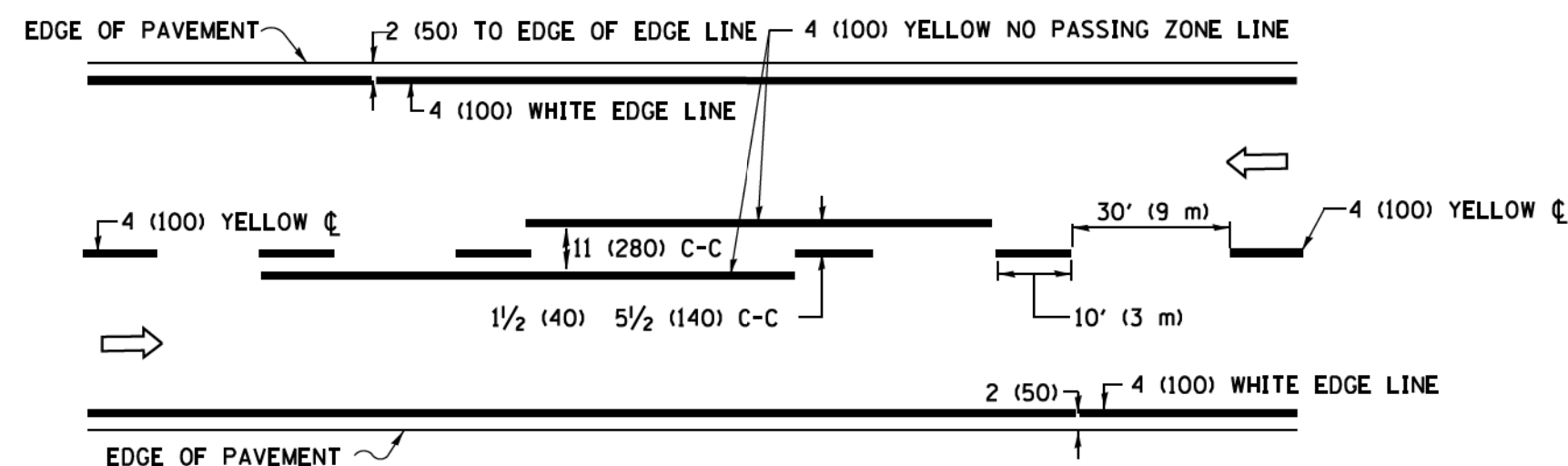


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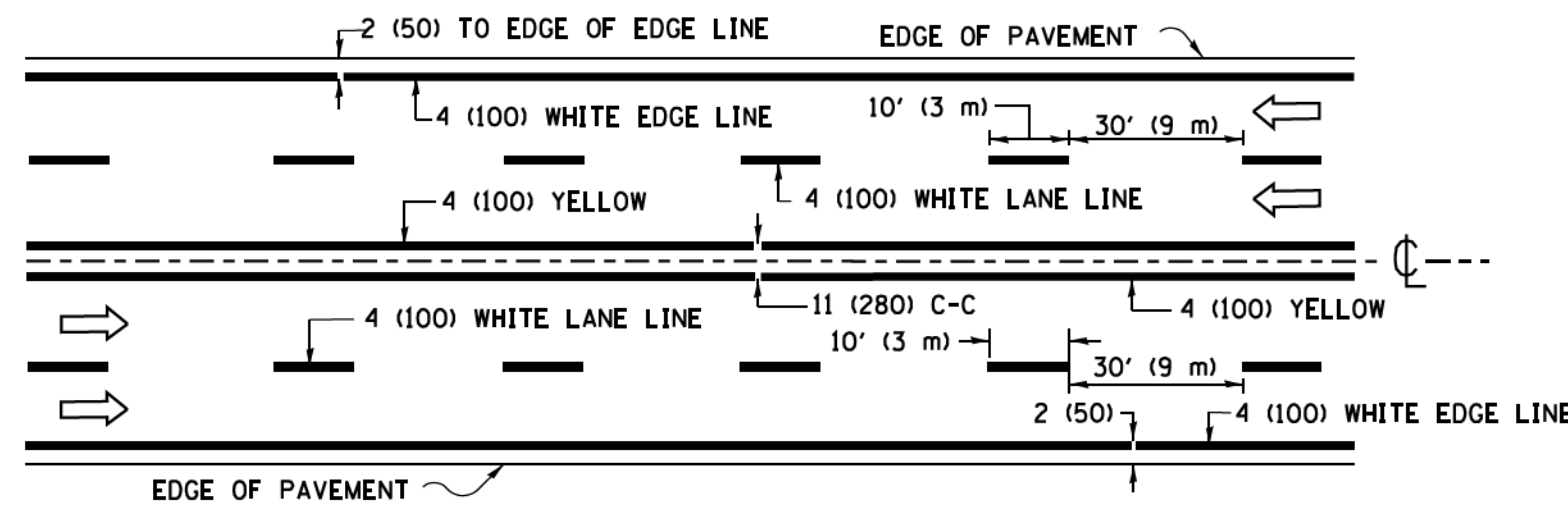
1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE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

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

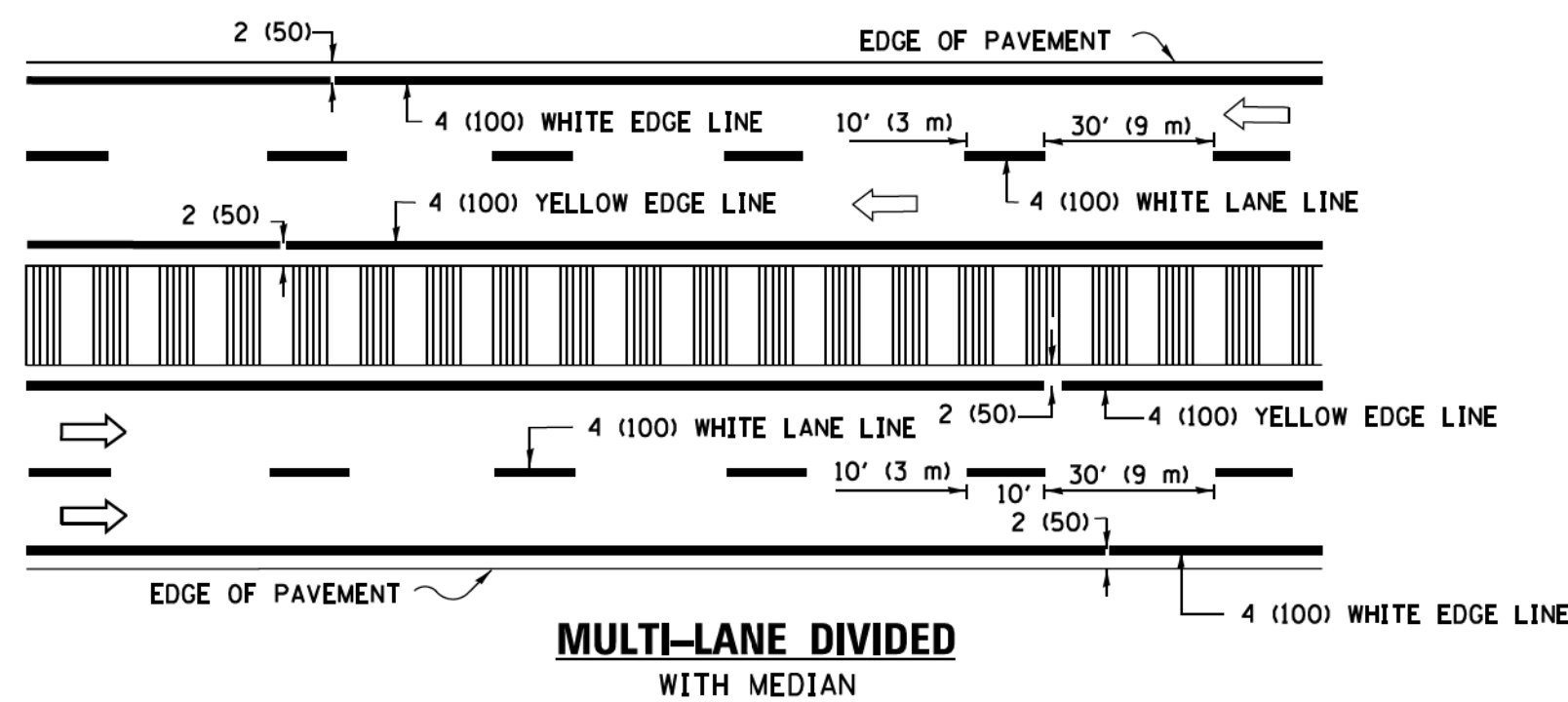
FILE NAME =	USER NAME = foote.mj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	<div>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</div>	<div>TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS</div>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pww\110846\INTEGRILLINOIS.GOV\PIWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\CADData\CADsheets\tc10.dgn	DRAWN	REVISED - T. RAMMACH 01-06-00	361			18-00285-02-RS	DUPAGE	43	37	
PLOT SCALE = 50.000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13	TC-10							
PLOT DATE = 9/15/2016	DATE = 06-89	REVISED - A. SCHUETZE 09-15-16	CONTRACT NO. 61E98							
Default			SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		



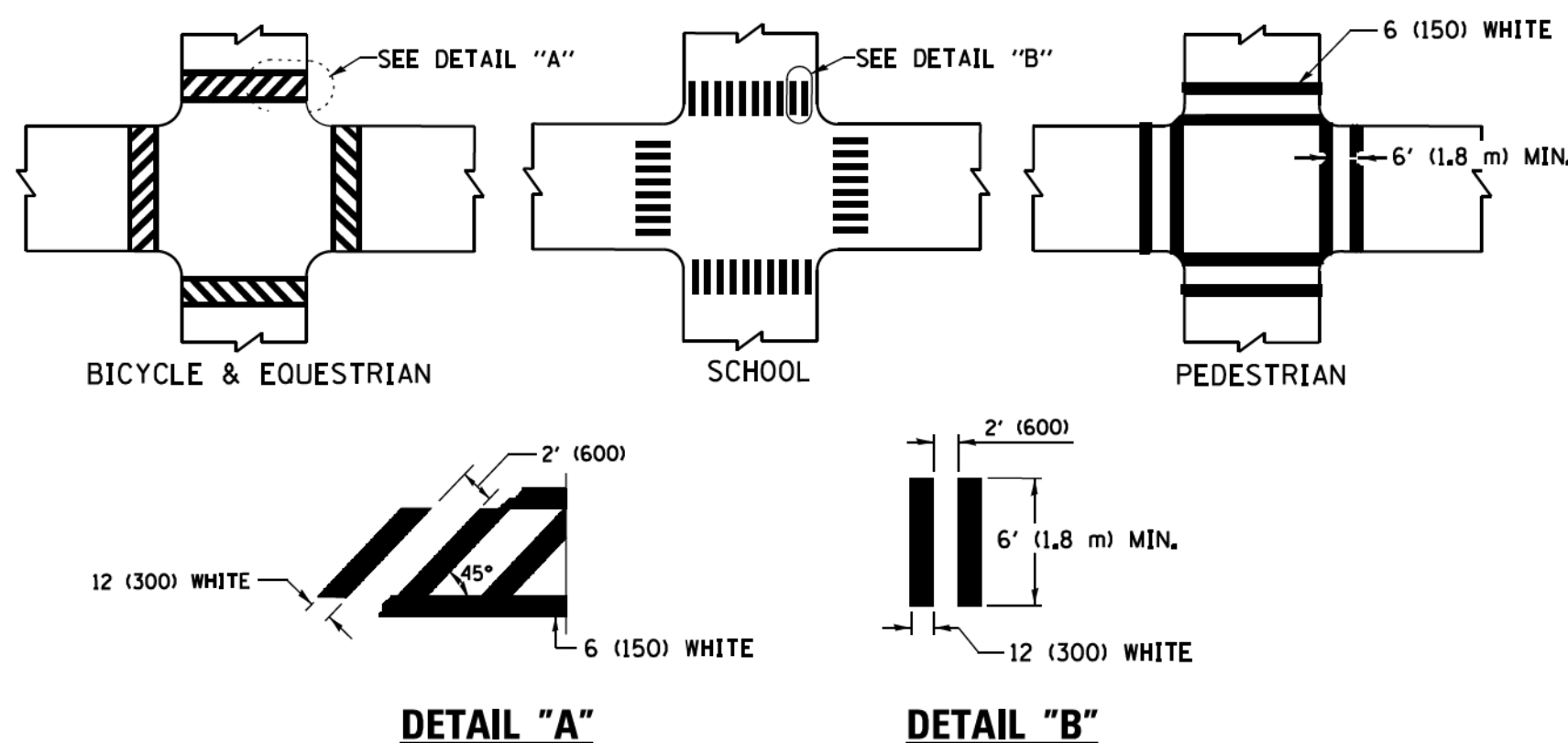
2-LANE ROADWAY



MULTI-LANE UNDIVIDED

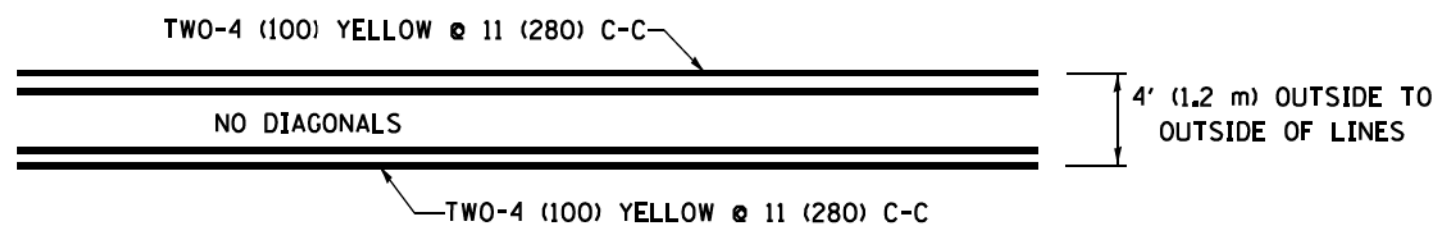


TYPICAL LANE AND EDGE LINE MARKING

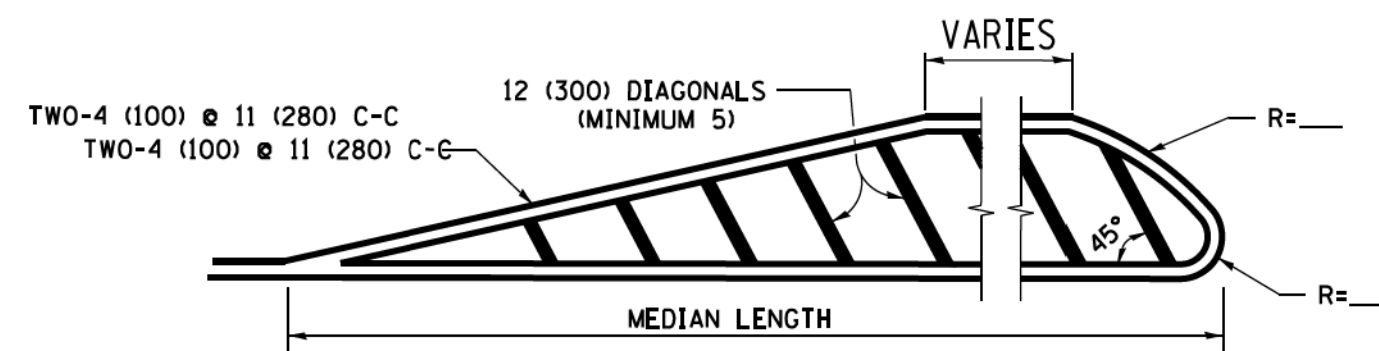


TYPICAL CROSSWALK MARKING

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

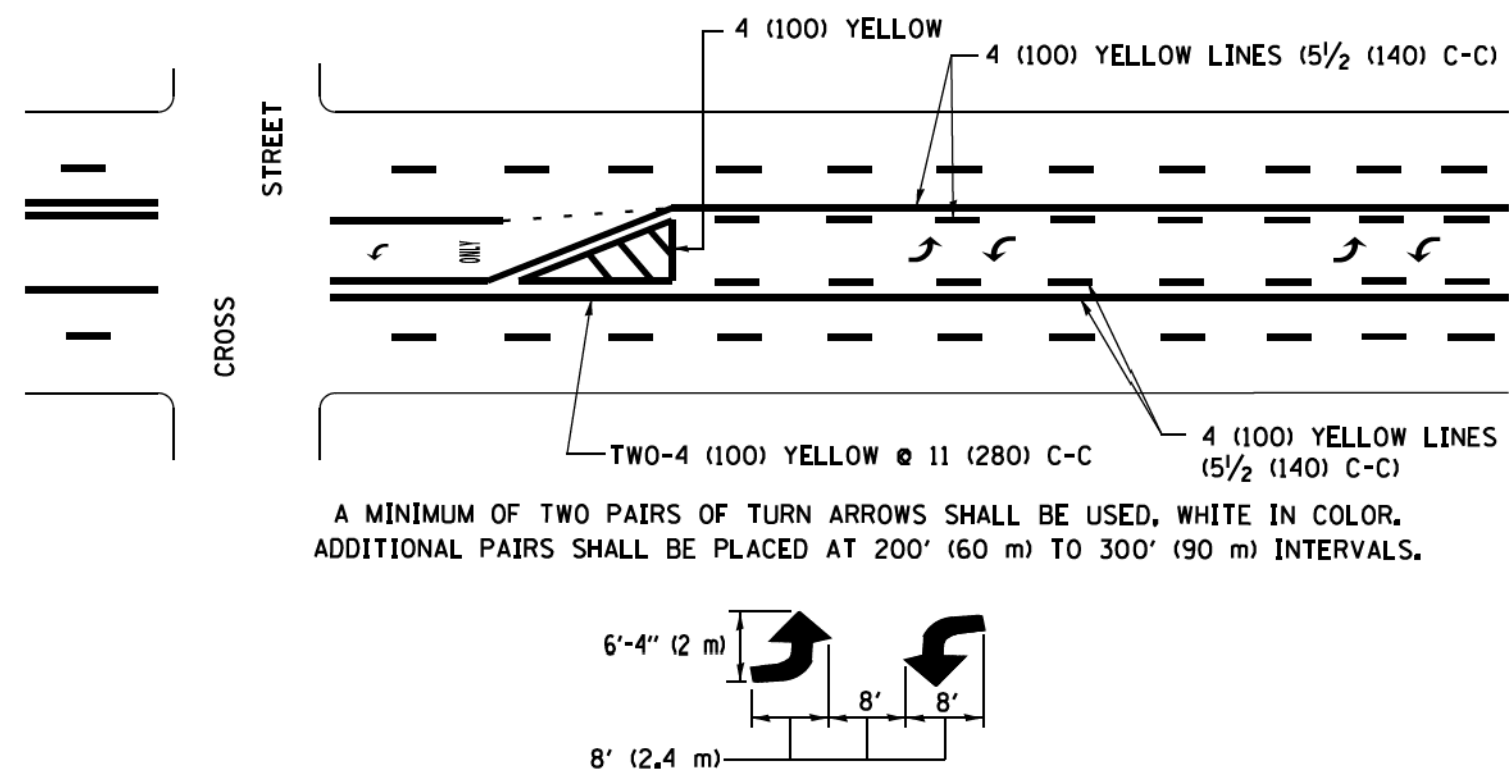


4' (1.2 m) WIDE MEDIANS ONLY



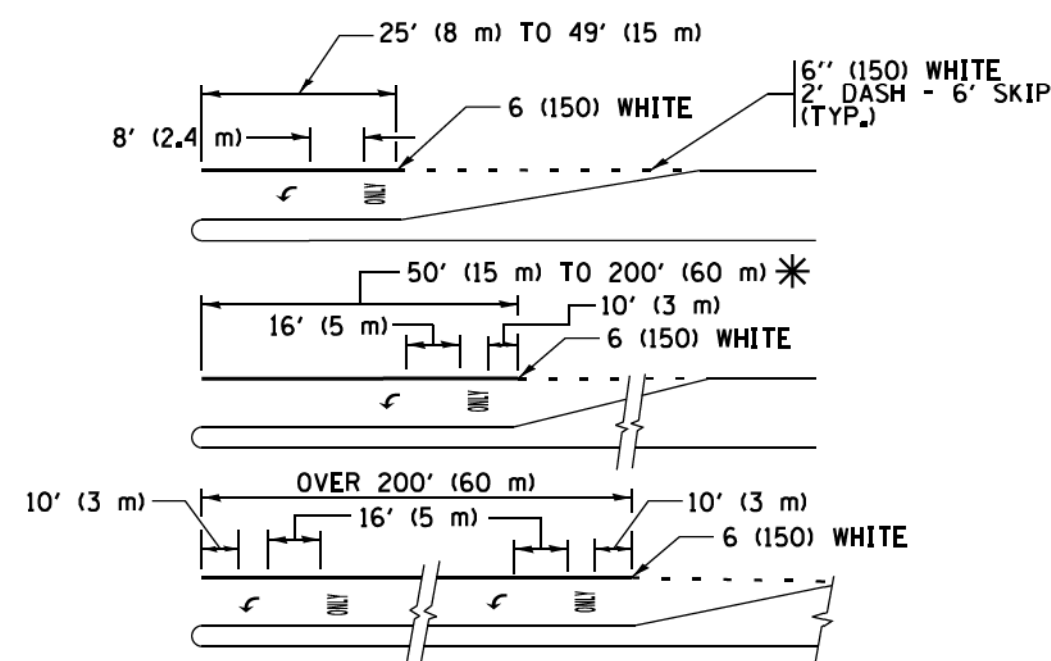
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

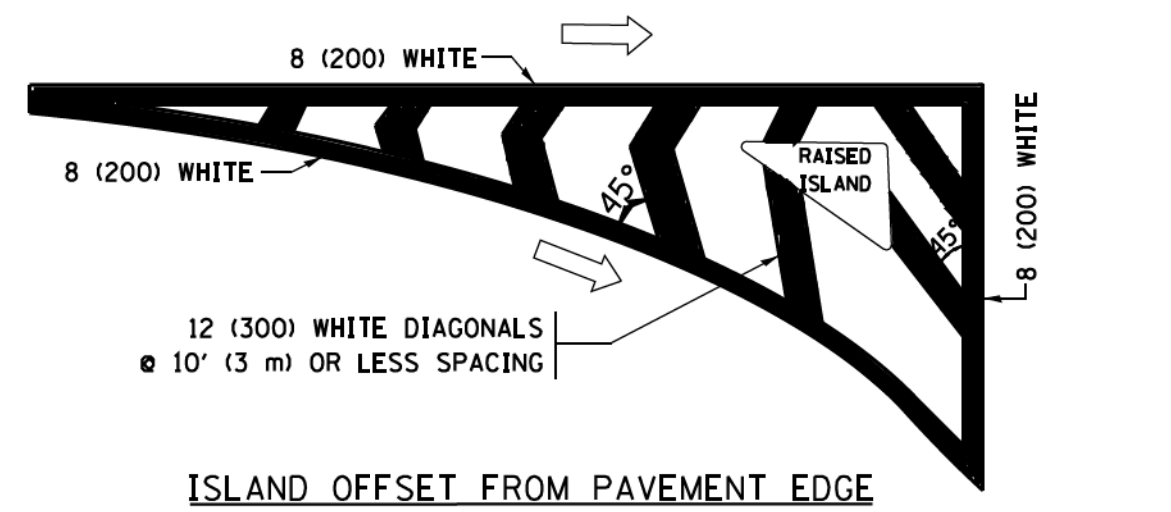
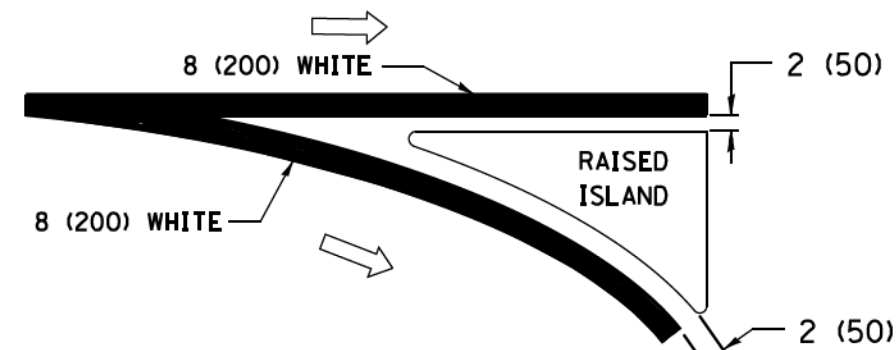


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 ↶ AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

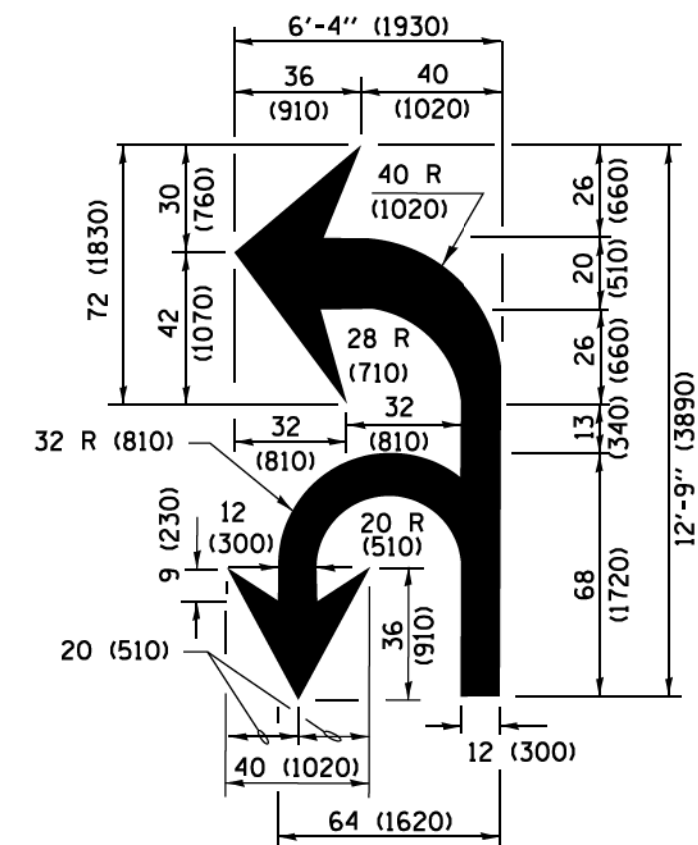
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

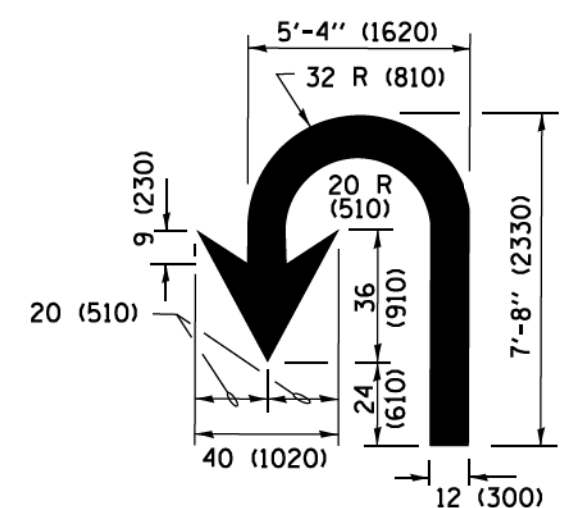
TYPICAL TURN LANE MARKING

ISLAND OFFSET FROM PAVEMENT EDGEISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS; 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

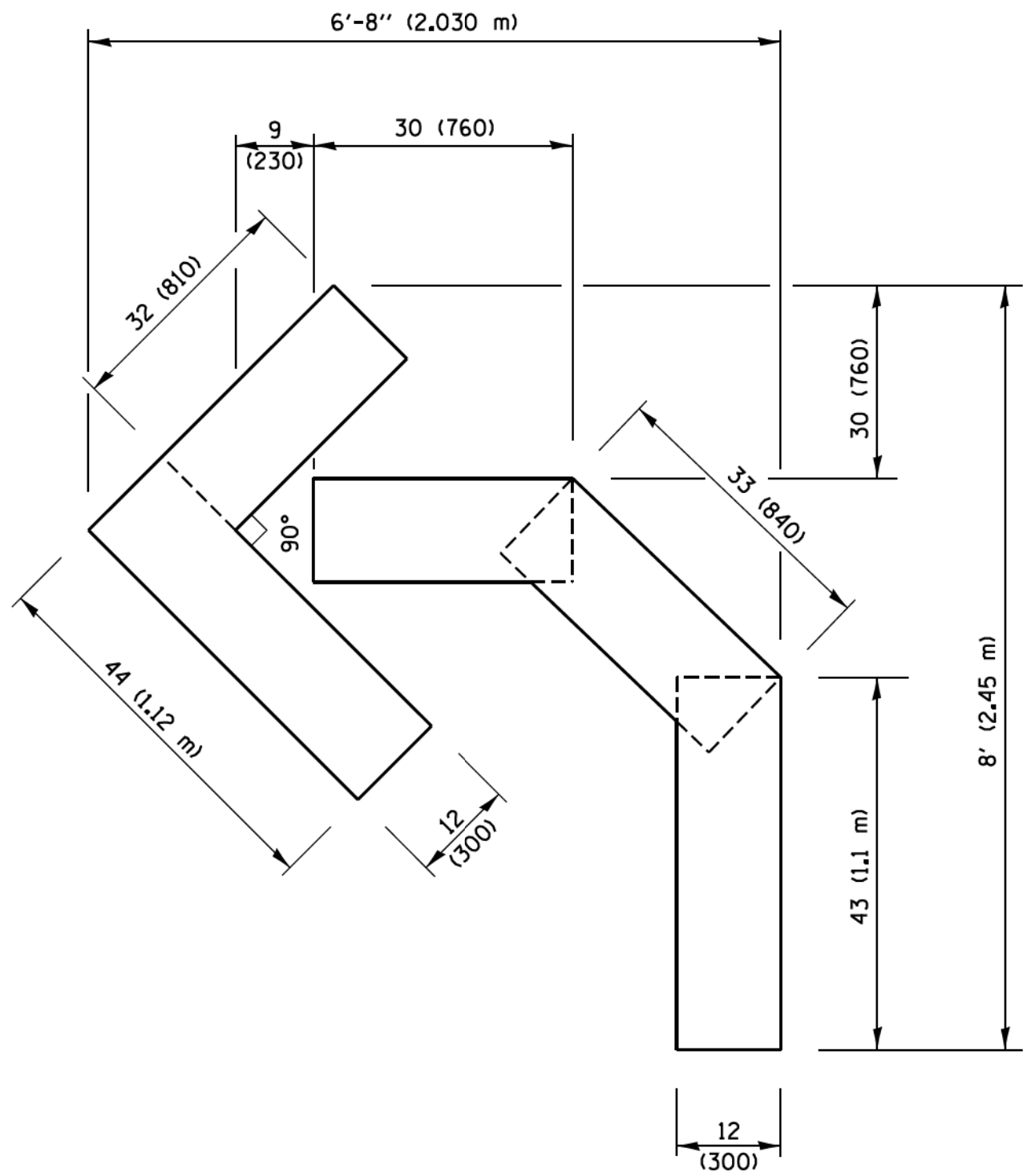
All dimensions are in inches (millimeters) unless otherwise shown.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

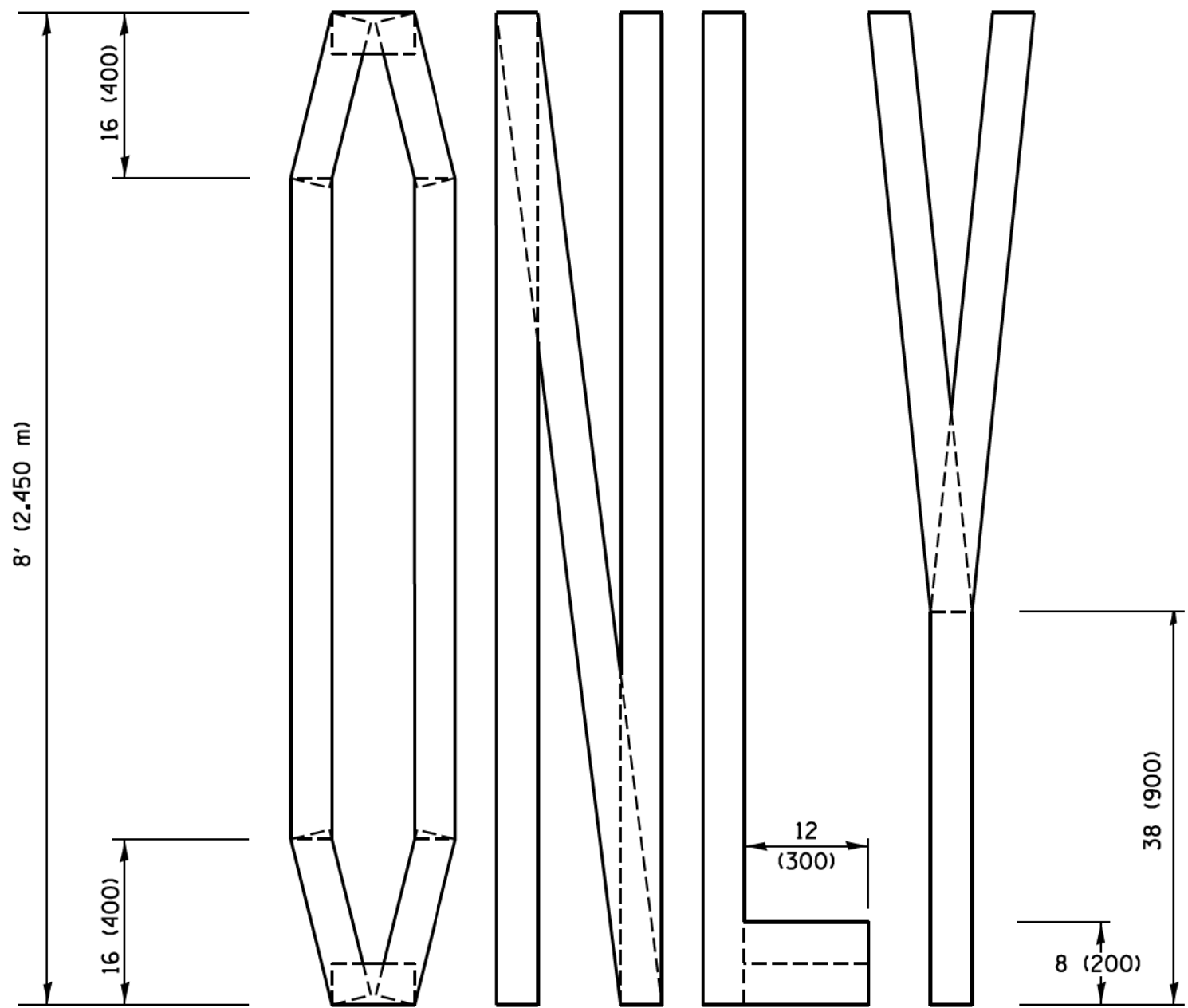
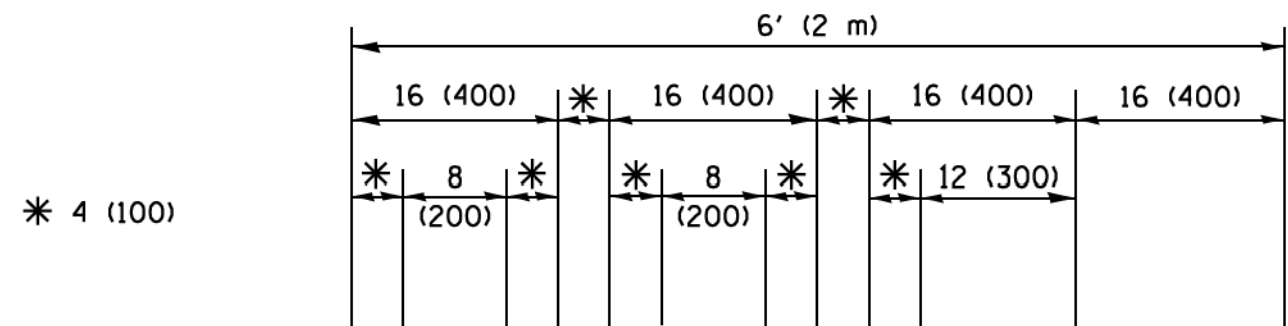
DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT
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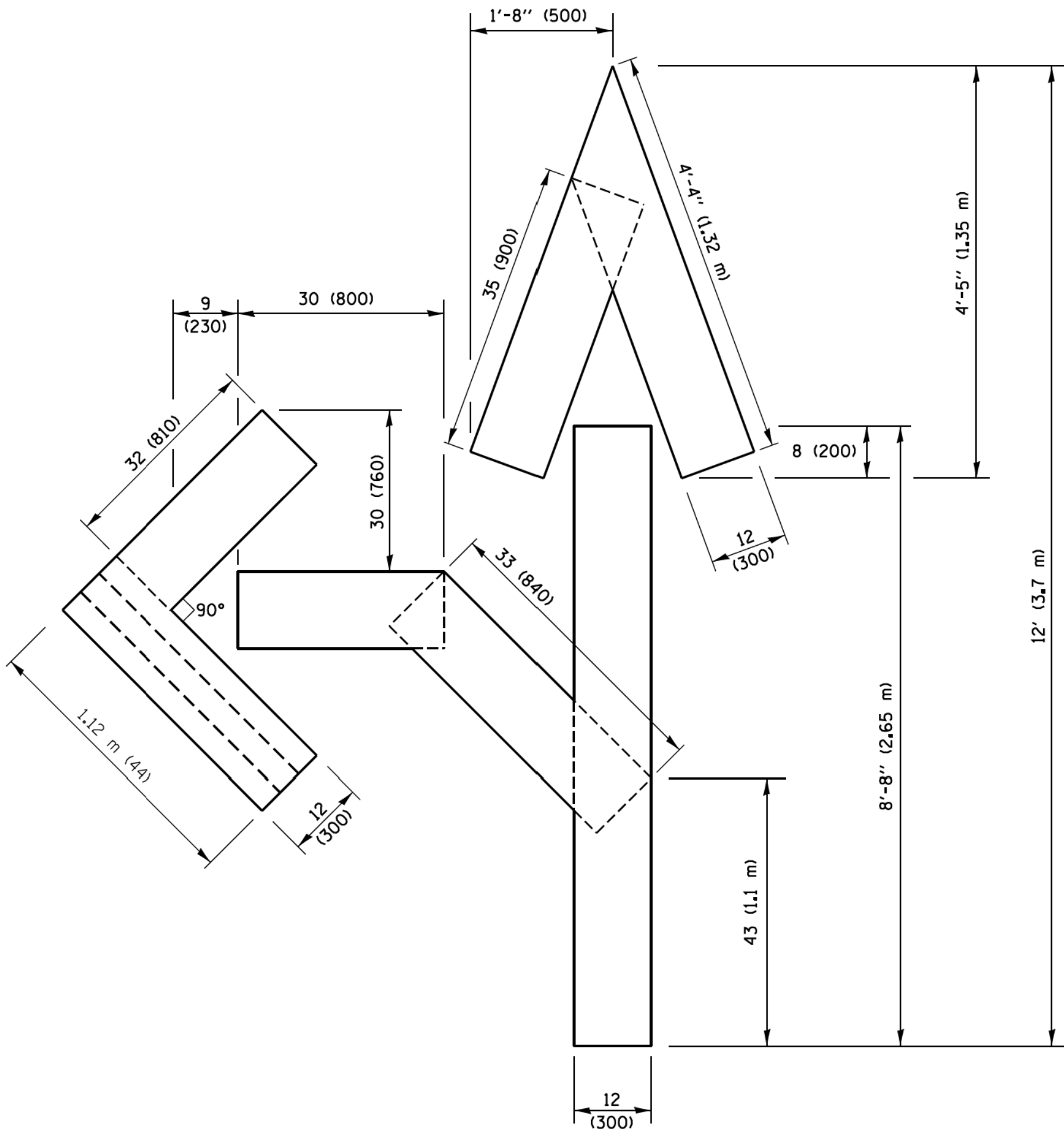
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

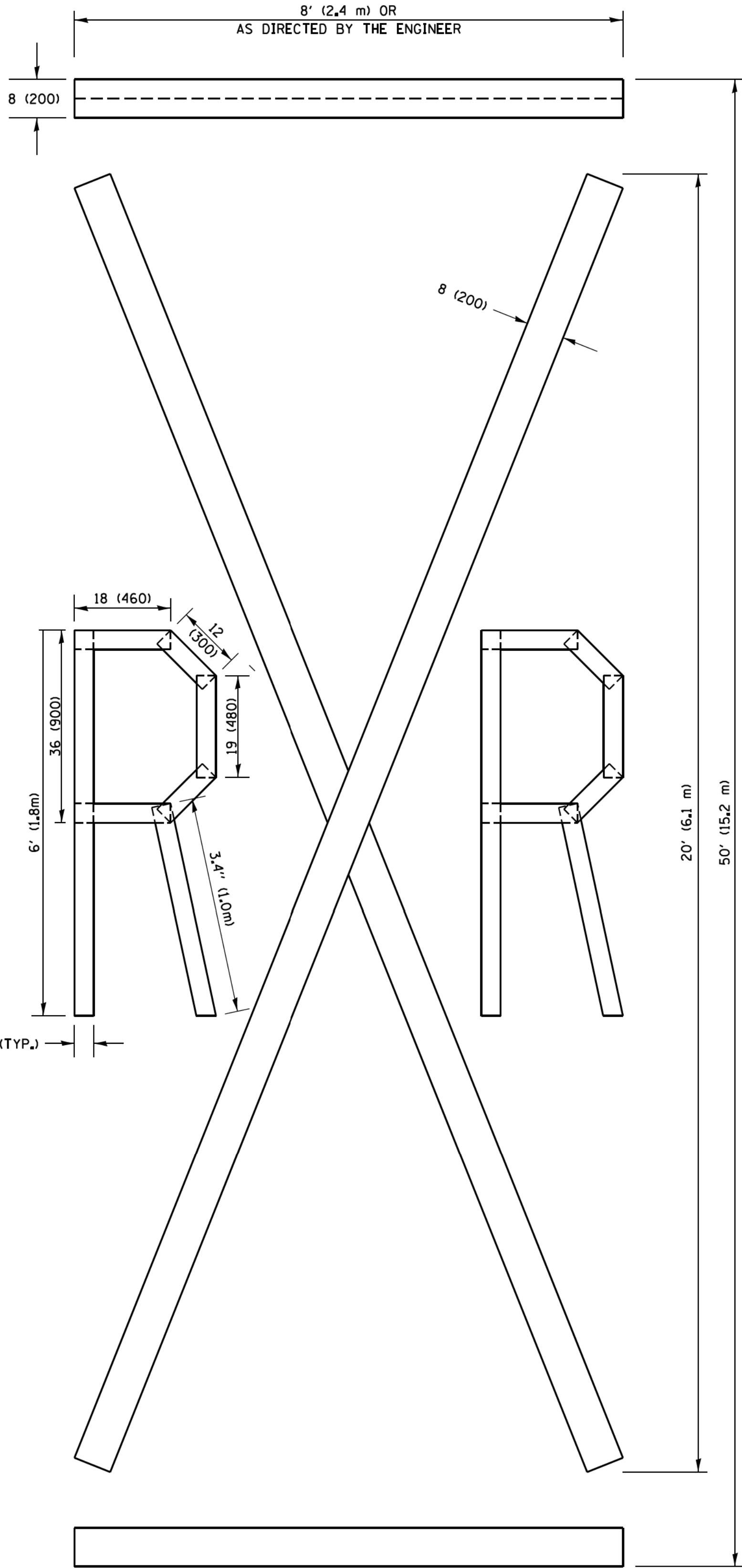


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
No. 18-0672/2016
PROJECT: 18-0672/2016
DRAWING: 18-0672/2016
SHEET: 18-0672/2016
DATE: 9/15/2016
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USER: footemj

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
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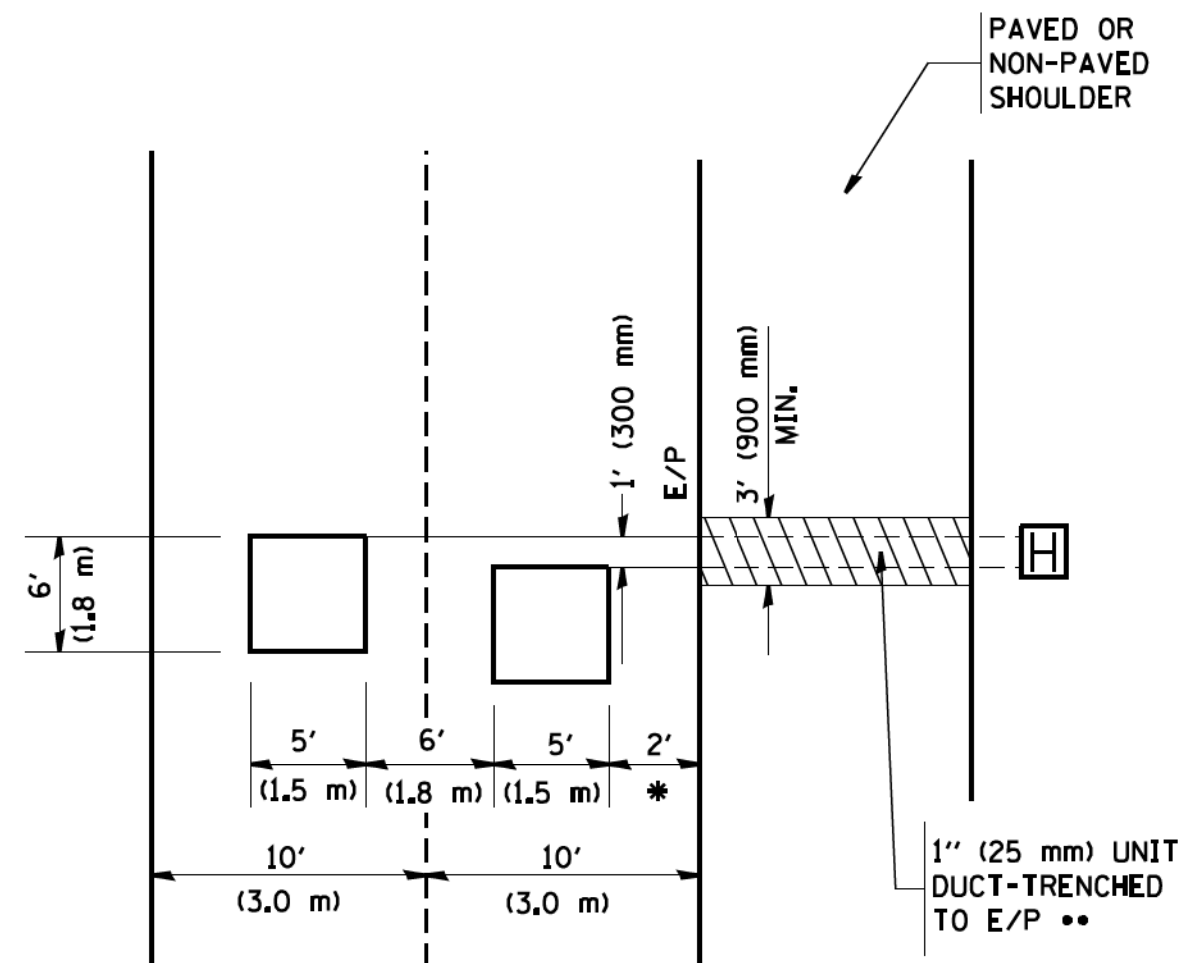
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-RS	DuPAGE	43	39
TC-16		CONTRACT NO. 61E98		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PROVIDE A PAVEMENT REPLACEMENT
NOTE WHICH SHOULD EQUAL
3' (900 mm) X WIDTH OF
PAVED SHOULDER.

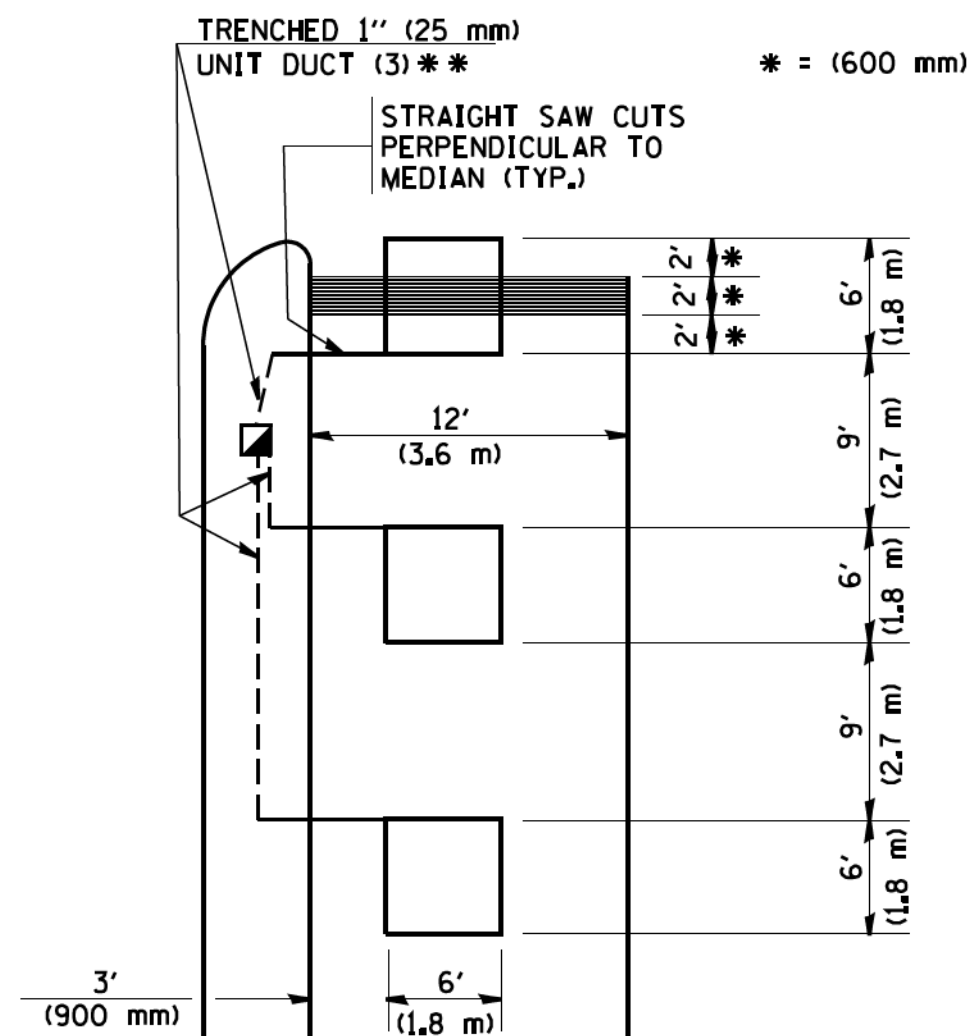


* = (600 mm)

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

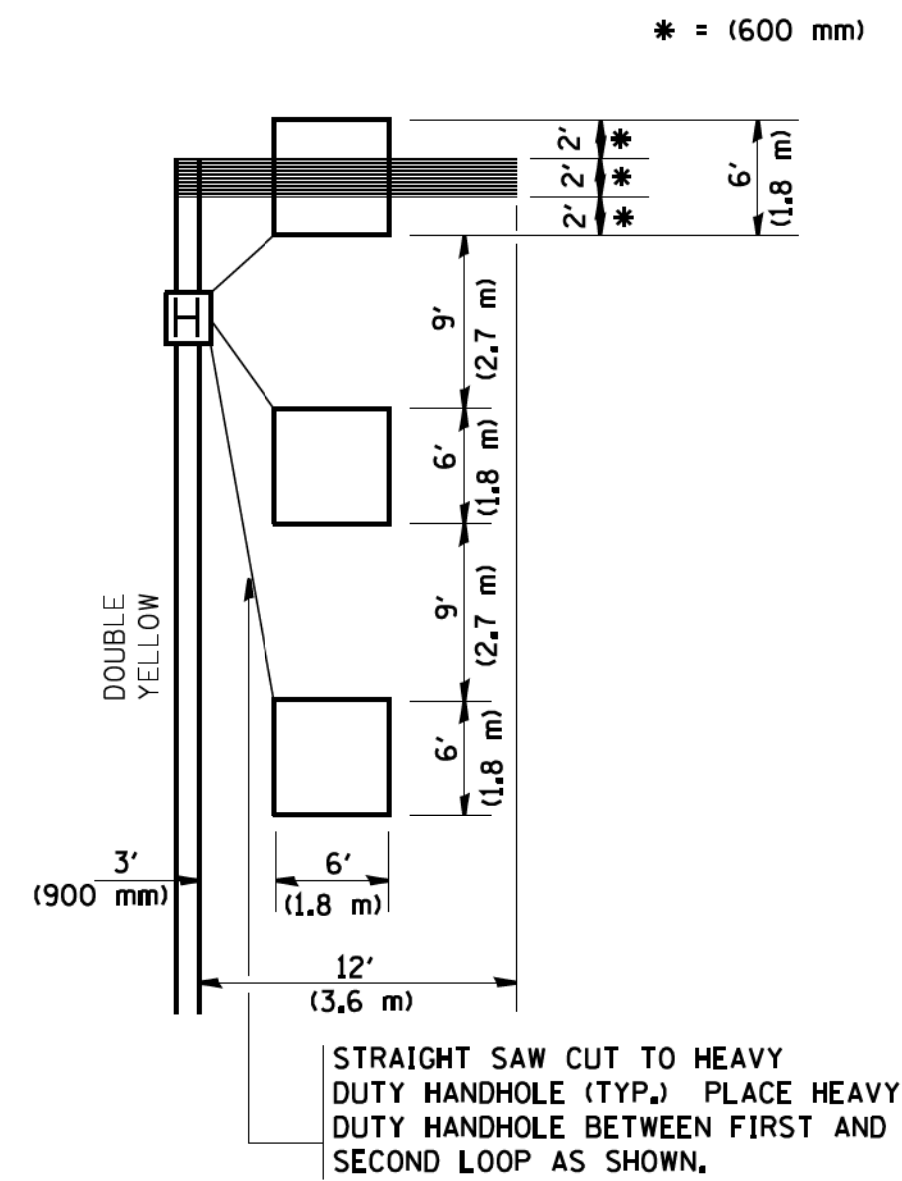
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



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

Figure 10: Typical Saw-Cut Handhole Locations. This diagram illustrates the placement of saw-cut handholes in various urban street configurations, including arterial roads, cross streets, and driveways. Key dimensions and specifications include:

- Arterial Road:** Shows a 10' (3.0m) or closer spacing for calling loops depending on the driveway location. A note states: "DO NOT INSTALL CALLING LOOP IN RIGHT TURN LANE."
- Cross Street:** Shows handhole locations at the intersection, with dimensions of 11' (3.3m) and 10' (3.0m) or closer.
- Driveway:** Shows handhole locations at the driveway curb, with a 250' (75m) spacing for all legs. A note states: "250' (75m) [TYP.-ALL LEGS-VOL DENSITY] 'FAR OUT' DETECT".
- Off-Set Loops:** Shows a 1' (300mm) offset for straight saw cuts. A note states: "OFF SET LOOPS 1' (300mm) FOR STRAIGHT SAW CUTS".
- Dimensions:** Various dimensions are specified, such as 12' (3.6m) for spacing, 6' (1.8m) for offset, and 3' (900mm) for offset.
- Notes:** A note states: "ARE SAW-CUT EDGE OF PAVEMENT. 1'' (25 mm) UNIT IS RUN BETWEEN OF PAVEMENT ANDHOLE. FOR LOOPS TERMINATE ANDHOLES (TYP.)".

DETAIL 1
N.T.S.

[illegible]

DETAIL 2
N.T.S.

VEHICLES LOOP DETECTORS

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

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

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

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

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

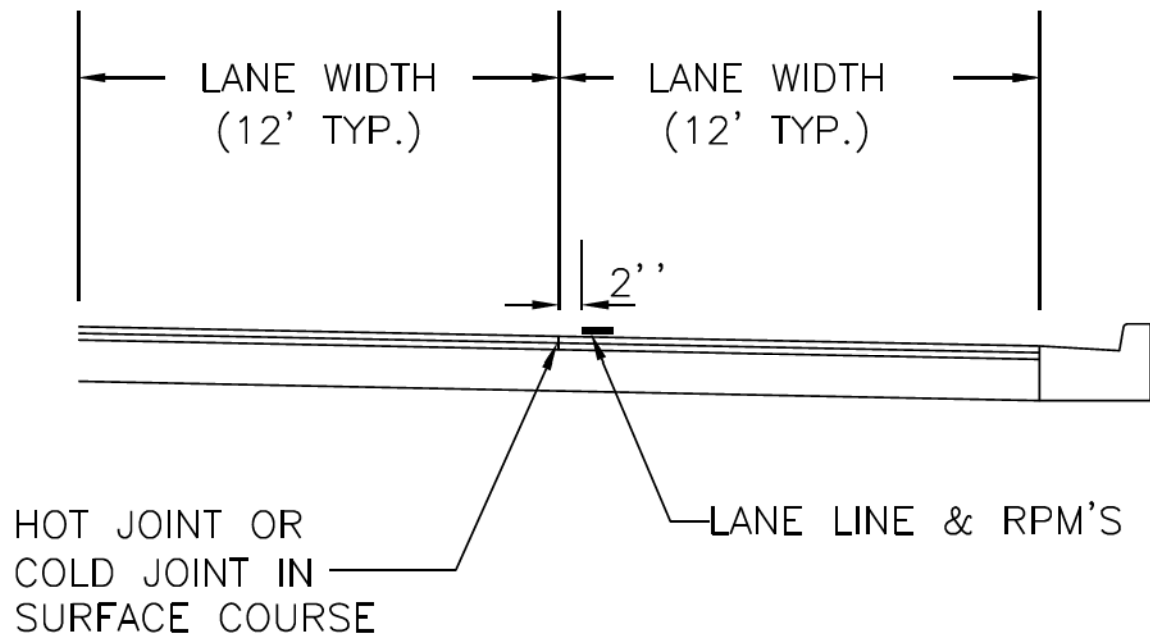
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER
FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE
DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS
FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME = W:\distata\22x34\ts07.dgn	USER NAME = gaglianob	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					361	18-00285-02-RS	DuPAGE	43	41
	PLOT SCALE = 50.0000' / IN.	CHECKED - R.K.F.	REVISED -		TS-07			CONTRACT NO. 61E98				
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

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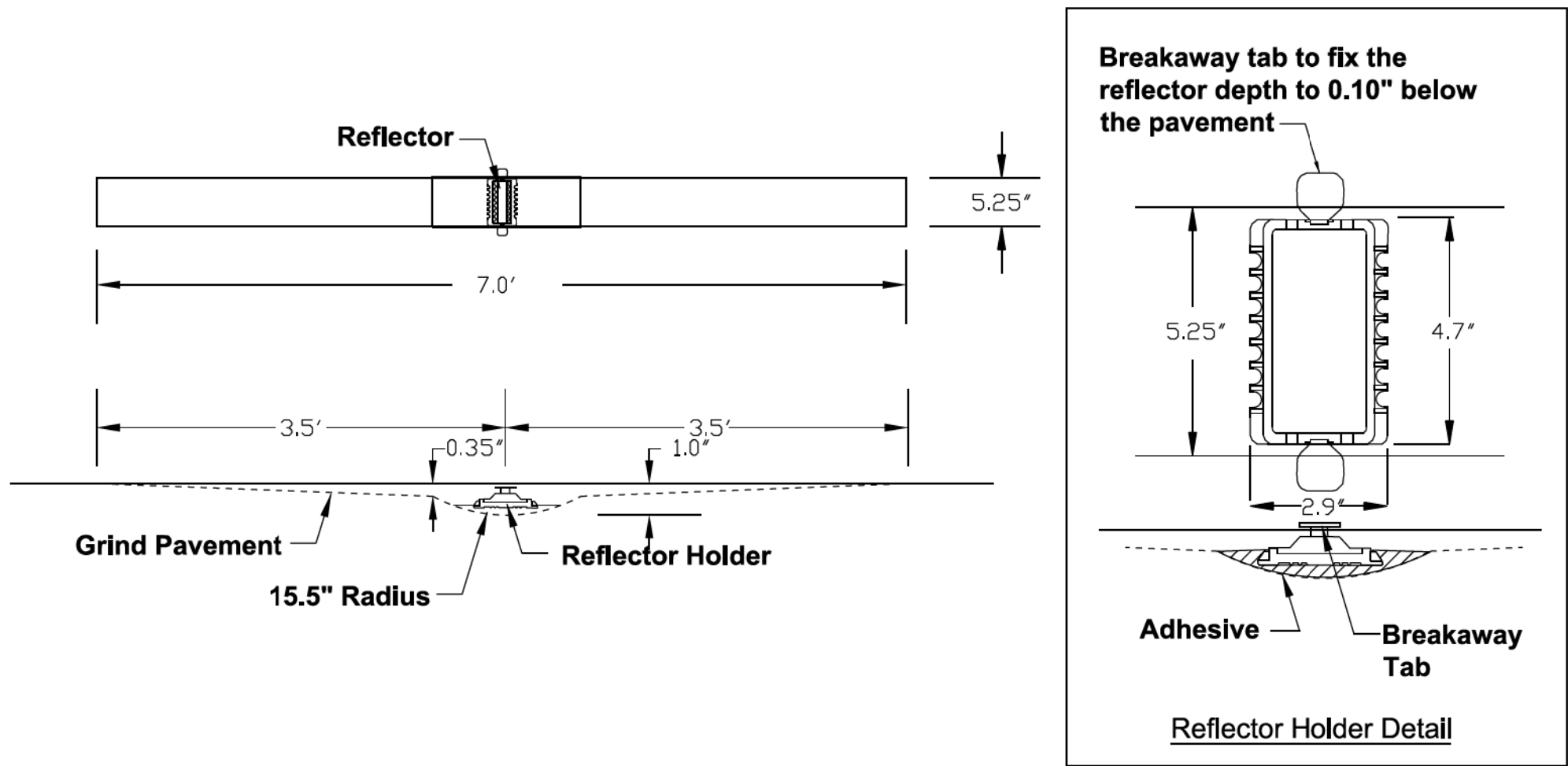
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2019
765aks 6/25/2018

PAVEMENT MARKING LOCATION



12-14-2017
DuPage County D.O.T.

RECESSED PAVEMENT MARKER



1/30/2018
DuPAGE COUNTY D.O.T.

PAVEMENT MARKINGS AND PAVEMENT MARKERS

MATERIALS FOR PAVEMENT MARKINGS:

LOCATION	MATERIAL
ALL MARKINGS ON BITUMINOUS PAVEMENT	THERMOPLASTIC PAVEMENT MARKINGS
ALL MARKINGS ON CONCRETE SURFACES	URETHANE PAVEMENT MARKINGS

INSTALLATION OF PAVEMENT MARKINGS:

LOCATION	TYPE OF MARKING
PAINTED MEDIANS	4" DOUBLE YELLOW; 11" c-c AND 12" YELLOW @ 45°; 30' c-c
BARRIER MEDIANS	4" YELLOW
TURN BAY TAPERS ALONG THRU LANES	6" WHITE, 2' LONG, 6' SPACE (DOTTED WHITE)
START OF TURN BAYS	ARROW AND "ONLY"
END OF TURN BAYS 150'-200' LONG	ADDITIONAL ARROW 10' FROM END
TURN BAYS > 200' LONG	ADDITIONAL "ONLY"
ALL OTHER MARKINGS PER MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES OF ILLINOIS.	

INSTALLATION OF RECESSED REFLECTIVE PAVEMENT MARKERS:

LOCATION	SPACING
DOUBLE YELLOW CENTERLINE, & SKIP-DASH WHITE LANE LINES APPROACH & DEPARTURE FROM INTERSECTIONS & CURVES* * EQUAL TO LENGTH OF TURN BAY, OR 200'	40'
ALONG CURVES OR TAPERS	40'
TANGENT SECTIONS	80'
SOLID LANE LINES (TURN BAYS)	40'
END OF PAINTED MEDIANS	3 @ 3' LATERAL
LOCATION	TYPE
DOUBLE YELLOW CENTERLINE	2-WAY YELLOW
PAINTED MEDIANS ≤ 4' WIDE	2-WAY YELLOW
PAINTED MEDIANS >4' WIDE	1-WAY YELLOW
YELLOW LINE ALONG BARRIER MEDIANS	NONE
SKIP-DASH WHITE LANE LINES, SOLID LANE LINES (TURN BAYS) 2-WAY, UNDIVIDED ROADWAY 1-WAY ROADWAY, OR DIVIDED WITH BARRIER MEDIAN	1-WAY WHITE 2-WAY WHITE / RED

BAXTER & WOODMAN
Consulting Engineers

DESIGNED - AKS	REVISED -
DRAWN - KAR	REVISED -
CHECKED - DTH	REVISED -
DATE - 6-11-18	FILE - 161262-W02-CDetails1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
DUPAGE COUNTY DETAILS

SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	42
CONTRACT NO. 61E98				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2019
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6/25/2018



DESIGNED	-	AKS	REVISED	-
DRAWN	-	KAR	REVISED	-
CHECKED	-	DTH	REVISED	-
DATE	-	6-11-18	FILE	- 161262-W02-CDetail2.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENBROOK BOULEVARD IMPROVEMENTS
DUPAGE COUNTY DETAILS

SCALE: STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
361	18-00285-02-R5	DUPAGE	43	43
CONTRACT NO. 61E98				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		