

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	1	1
		ILLINOIS	CONTRACT NO. 60V00	

D-91-507-12



# PROPOSED HIGHWAY PLANS

**FAP ROUTE 347: IL 38 (ROOSEVELT RD)  
AT ARDMORE AVENUE  
SECTION CY-N-1  
PROJECT  
WIDENING (RIGHT TURN LANES)  
DUPAGE COUNTY**

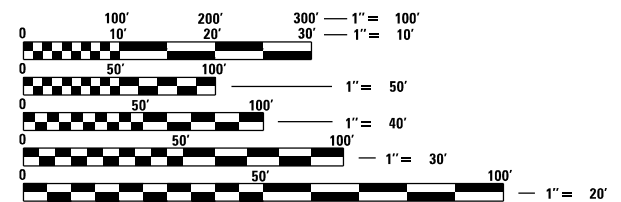
C-91-507-12

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**THIS IMPROVEMENT IS LOCATED IN  
THE VILLAGE OF VILLA PARK &  
THE CITY OF OAKBROOK TERRACE.**

**TRAFFIC DATA**

**2013 ADT=52300  
SPEED LIMIT=35 MPH**



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

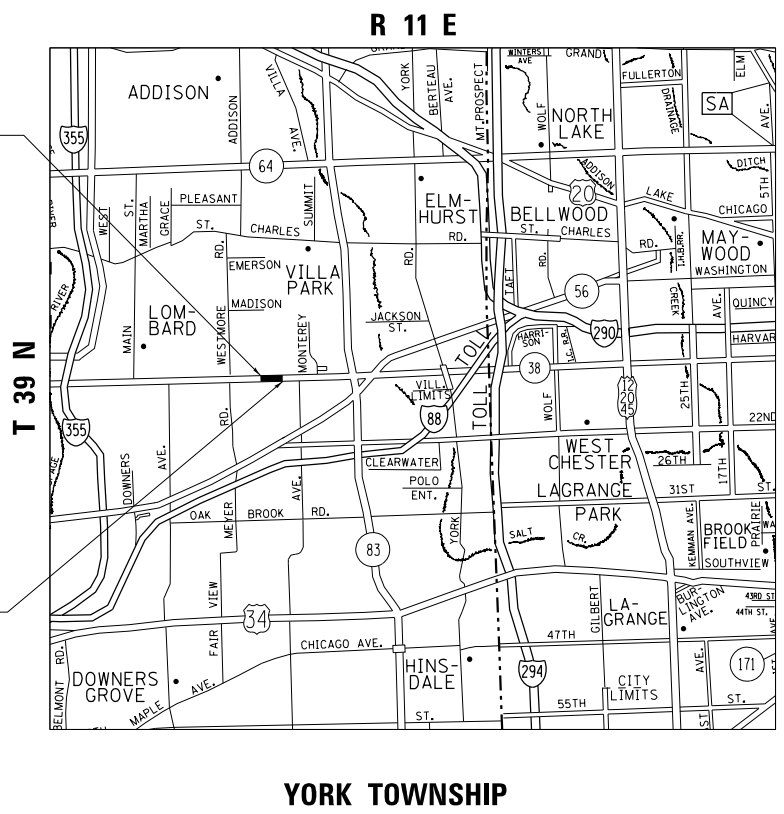
**J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811**

**PROJECT ENGINEER: J. ALAIN MIDY (847) 221-3056  
PROJECT MANAGER: ISSAM RAYYAN (847) 705-4178**

**CONTRACT NO. 60V00**

**IMPROVEMENT BEGINS  
STA 81+00**

**IMPROVEMENT ENDS  
STA 93+00**



GROSS LENGTH = 1200 FT. = 0.227 MILE  
NET LENGTH = 1200 FT. = 0.227 MILE

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SUBMITTED \_\_\_\_\_ 20 \_\_\_\_\_

REGIONAL ENGINEER

\_\_\_\_\_ 20 \_\_\_\_\_

ENGINEER OF DESIGN AND ENVIRONMENT

\_\_\_\_\_ 20 \_\_\_\_\_

DIRECTOR OF PROGRAM DEVELOPMENT

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

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**LIST OF STATE STANDARDS**

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 280001-07 TEMPORARY EROSION CONTROL SYSTEM
- 424001-09 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 442201-03 CLASS C AND D PATCHES
- 601001-05 PIPE UNDERDRAINS
- 602001-02 CATCH BASIN TYPE A
- 602011-02 CATCH BASIN TYPE C
- 602401-03 MANHOLE TYPE A
- 604001-04 FRAME AND LIDS TYPE 1
- 604091-03 FRAME AND GRATE TYPE 24
- 606001-06 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 606301-04 PC CONCRETE ISLANDS AND MEDIANS
- 701006-05 OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
- 701101-05 OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
- 701427-05 LANE CLOSURE, MULTI LANE, INTERMITTENT OR MOVING OPER, FOR SPEEDS < 40 MPH
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701606-10 URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIUM
- 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-06 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-04 SIGN PANEL ERECTION DETAILS
- 720011-01 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
- 729001-01 APPLICATIONS OF TYPES A&B METAL POSTS (FOR SIGNS AND MARKERS)
- 805001-01 ELECTRICAL SERVICE INSTALLATION DETAILS
- 814001-03 HANDHOLES
- 814006-02 DOUBLE HANDHOLES
- 857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
- 862001-01 UNINTERRUPTABLE POWER SUPPLY
- 873001-02 TRAFFIC SIGNAL GROUNDING & BONDING
- 877001-06 STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
- 878001-10 CONCRETE FOUNDATION DETAILS
- 880001-01 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
- 880006-01 TRAFFIC SIGNAL MOUNTING DETAILS
- 886001-01 DETECTOR LOOP INSTALLATIONS
- 886006-01 TYPICAL LAYOUT FOR DETECTION LOOPS

FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE. INDEX OF SHEETS &amp; LIST STATE STANDARDS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
						347	CY-N-1		71	2	
						CONTRACT NO. 60V00					
Default	PLOT DATE = 12/14/2016	DATE -	REVISED -			SCALE: N/A	SHEET 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

**GENERAL NOTES**

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
2. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGE OF VILLA PARK.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
6. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
7. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
8. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
9. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
10. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
12. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
13. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
14. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
15. THE ENGINEER SHALL CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER, AT DON.CHIARUGI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
16. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.
17. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
18. FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.

19. THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
20. 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.
21. 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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
22. FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
23. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
24. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
25. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.
26. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
27. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
28. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
29. UNDERBRUSH OR DEBRIS AT PLANTING LOCATIONS SHALL BE REMOVED AND DISPOSED OF ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COSTS SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES FOR THE CONSTRUCTION ITEMS INVOLVED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
30. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
31. SIDEWALKS MAY ONLY BE CLOSED ON ONE SIDE OF THE ROAD AT ANY TIME WHILE THE SIDEWALK ON THE OTHER SIDE MUST BE MAINTAINED OPEN AND ACCESSIBLE.
32. TRENCH BACKFILL COMPACTION USING ARTICLE 550.07(C) METHOD 3 WILL BE PROHIBITED.

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p:\11\084EBIDINTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\P124212\Drawings\Design\P124212-shr-genote.dgn		CHECKED -	REVISED -			347	CY-N-1	DUPAGE	71	3
Default	PLOT SCALE = 100.0000' / 1in.	DATE -	REVISED -			CONTRACT NO. 60V00				
	PLOT DATE = 12/12/2016					SCALE: N/A	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		ROADWAY 0004 FED 80% STATE 20%	TRAFFIC 0021 FED 80% STATE 10% VILLA-PARK 10%	INTER CONNECT 0021 FED 80% STATE 20%	TRAFFIC 0021 E.V.P. VILLA-PARK 100%	SIDEWALK 0021 FED 80% VILLA-PARK 20%	VILLAGE WATER 0043 VILLA-PARK 100%
20200100	EARTH EXCAVATION	CU YD	1089.4	1027.3				62.1	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	178.92	176.51				2.41	
20800150	TRENCH BACKFILL	CU YD	181	181					
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SO YD	401	401					
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	149.5	92.65				56.85	
25200110	SODDING, SALT TOLERANT	SO YD	1021.3	731.31				290	
28000400	PERIMETER EROSION BARRIER	FOOT	568	568					
28000510	INLET FILTERS	EACH	20	20					
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	128	128					
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SO YD	924.7	924.7					
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SO YD	846.4	701.4				145	
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	208	208					
35501334	HOT-MIX ASPHALT BASE COURSE, 12 1/2"	SO YD	657	657					
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1478	1478					

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40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	8931	8931						
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	546	546						
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	125	125						
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	23.3	23.3						
40800029	BITUMINOUS MATERIALS (TACK COAT)	POUND	47	47						
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	77	77						
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	4286	2980				1306		
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SO FT	765	765						
42400800	DETECTABLE WARNINGS	SO FT	282	282						
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	12574	12574						
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	464.1	464.1						
44000300	CURB REMOVAL	FOOT	82	82						

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44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1110	1110					
44000600	SIDEWALK REMOVAL	SO FT	3045	3045					
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SO YD	21.34	21.34					
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SO YD	128	128					
55100500	STORM SEWER REMOVAL 12"	FOOT	33.5	33.5					
55100700	STORM SEWER REMOVAL 15"	FOOT	61	61					
56109210	WATER VALVES TO BE ADJUSTED	EACH	1					1	
56400100	FIRE HYDRANTS TO BE MOVED	EACH	2					2	
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	535	535					
60201340	CATCH BASINS, TYPE A, 4' -DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1					
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	2	2					
60218400	MANHOLES, TYPE A, 4' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1					
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	1	1					
60255410	CATCH BASINS TO BE CLEANED	EACH	6	6					
	△ NON PARTICIPATING ITEM				* SPECIALTY	ITEMS			

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60255500	MANHOLES TO BE ADJUSTED	EACH	11	9					2	
60260100	INLETS TO BE ADJUSTED	EACH	15	15						
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	5						5	
60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	2						2	
60266600	VALVE BOXES TO BE ADJUSTED	EACH	3						3	
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	7	7						
60500040	REMOVING MANHOLES	EACH	2	2						
60500060	REMOVING INLETS	EACH	4	4						
60600605	CONCRETE CURB, TYPE B	FOOT	120	120						
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	241	241						
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	762	762						
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	822	822						
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1						
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5						
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9						

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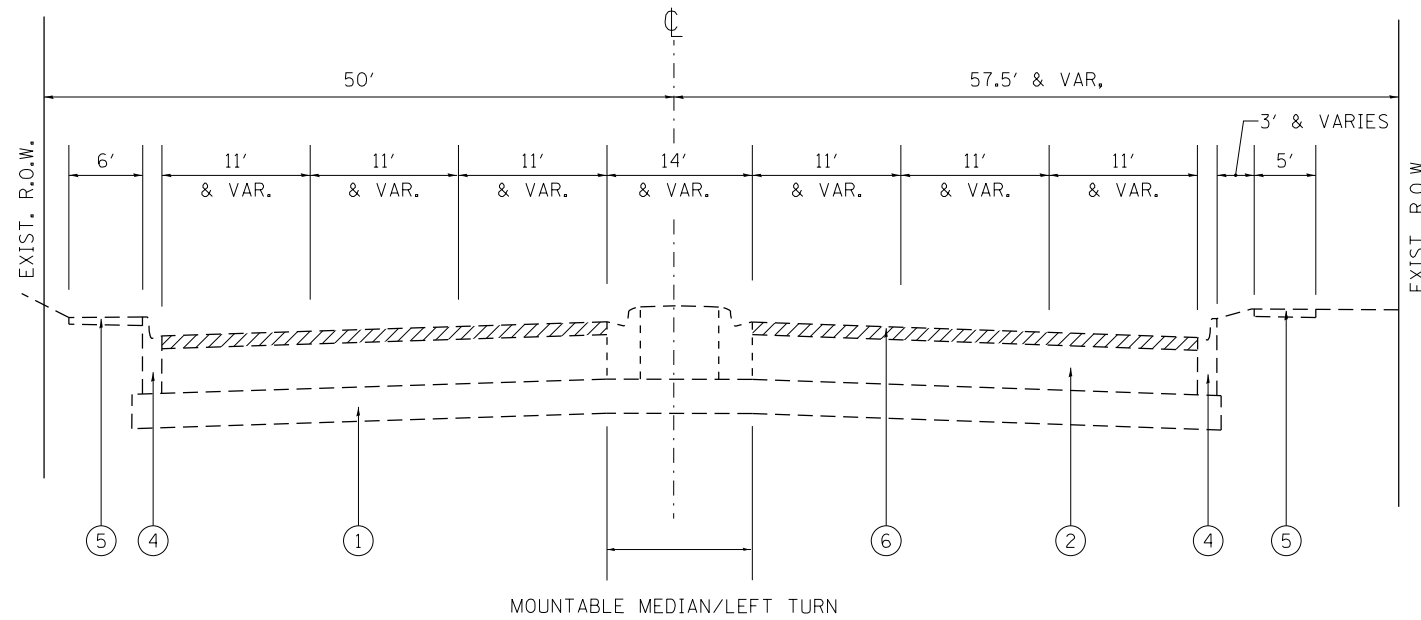
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67100100	MOBILIZATION	LSUM	1	1					* 72000100	SIGN PANEL - TYPE 1	SO FT	63	15	48				
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1					* 72000200	SIGN PANEL - TYPE 2	SO FT	30		30				
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1	1					* 72900100	METAL POST - TYPE A	FOOT	54	54					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1					* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	400.4	400.4					
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1					* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4323	4323					
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2					* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1596	1596					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	3225	3225					* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	876	876					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	359	359					* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	231	231					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	400.4	400.4					* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	106	106					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	4323	4323					78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	106	106					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1596	1596					* 80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1	1					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	876	876					* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1312	972	340				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	231	231						* SPECIALTY ITEMS								

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		ROADWAY 0004 FED 80% STATE 20%	TRAFFIC 0021 FED 80% STATE 10% VILLA-PARK 10%	INTER CONNECT 0021 FED 80% STATE 20%	TRAFFIC 0021 E.V.P. VILLA-PARK 100%	SIDEWALK 0021 FED 80% VILLA-PARK 20%	VILLAGE WATER 0043 VILLA-PARK 100%	CODE NO	ITEM	UNIT		ROADWAY 0004 FED 80% STATE 20%	TRAFFIC 0021 FED 80% STATE 10% VILLA-PARK 10%	INTER CONNECT 0021 FED 80% STATE 20%	TRAFFIC 0021 E.V.P. VILLA-PARK 100%	SIDEWALK 0021 FED 80% VILLA-PARK 20%	VILLAGE WATER 0043 VILLA-PARK 100%
* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	63	63					* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2448	2448						
* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	64	64					* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2125	2125						
* 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	514	514					* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	268	268						
* 81400100	HANDHOLE	EACH	4	4					* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	838	838						
* 81400200	HEAVY-DUTY HANDHOLE	EACH	4	4					* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4	4						
* 81400300	DOUBLE HANDHOLE	EACH	2	2					* 87602000	PEDESTRIAN PUSH-BUTTON POST	EACH	3	3						
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2		2				* 87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1	1						
* 86400100	TRANSCEIVER - FIBER OPTIC	EACH	1	1					* 87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1	1						
* 87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2178		2178				* 87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1	1						
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1430	1430					* 87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1	1						
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2121	2121					* 87800100	CONCRETE FOUNDATION, TYPE A * SPECIALTY ITEMS	FOOT	24	24						
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2254	2254															

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 0004 FED 80% STATE 20%	TRAFFIC 0021 FED 80% STATE 10% VILLA-PARK 10%	INTER CONNECT 0021 FED 80% STATE 20%	TRAFFIC 0021 E.V.P. VILLA-PARK 100%	SIDEWALK 0021 FED 80% VILLA-PARK 20%	VILLAGE WATER 0043 VILLA-PARK 100%	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 0004 FED 80% STATE 20%	TRAFFIC 0021 FED 80% STATE 10% VILLA-PARK 10%	INTER CONNECT 0021 FED 80% STATE 20%	TRAFFIC 0021 E.V.P. VILLA-PARK 100%	SIDEWALK 0021 FED 80% VILLA-PARK 20%	VILLAGE WATER 0043 VILLA-PARK 100%
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4					* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1				1		
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	37		37					* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	8		8				
* 87900200	DRILL EXISTING HANDHOLE	EACH	5		3	2				* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1				
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8		8					* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1038			1038			
* 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2		2					* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1				
* 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	6		6					* 89502380	REMOVE EXISTING HANDHOLE	EACH	9		9				
* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	6		6					* 89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	3		3				
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8		8					* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	8		8				
* 88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14		14					* X0323160	VIDEO INSPECTION OF STORM SEWER	FOOT	1679	1679					
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	10		10					* X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	618				618		
* 88600100	DETECTOR LOOP, TYPE I	FOOT	1209		1209					* X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	947			947			
* 88700200	LIGHT DETECTOR	EACH	3				3			* X1400081	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1		1				
	* SPECIALTY ITEMS									X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	6	6					
										X4060004	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80	TON	1297	1297					



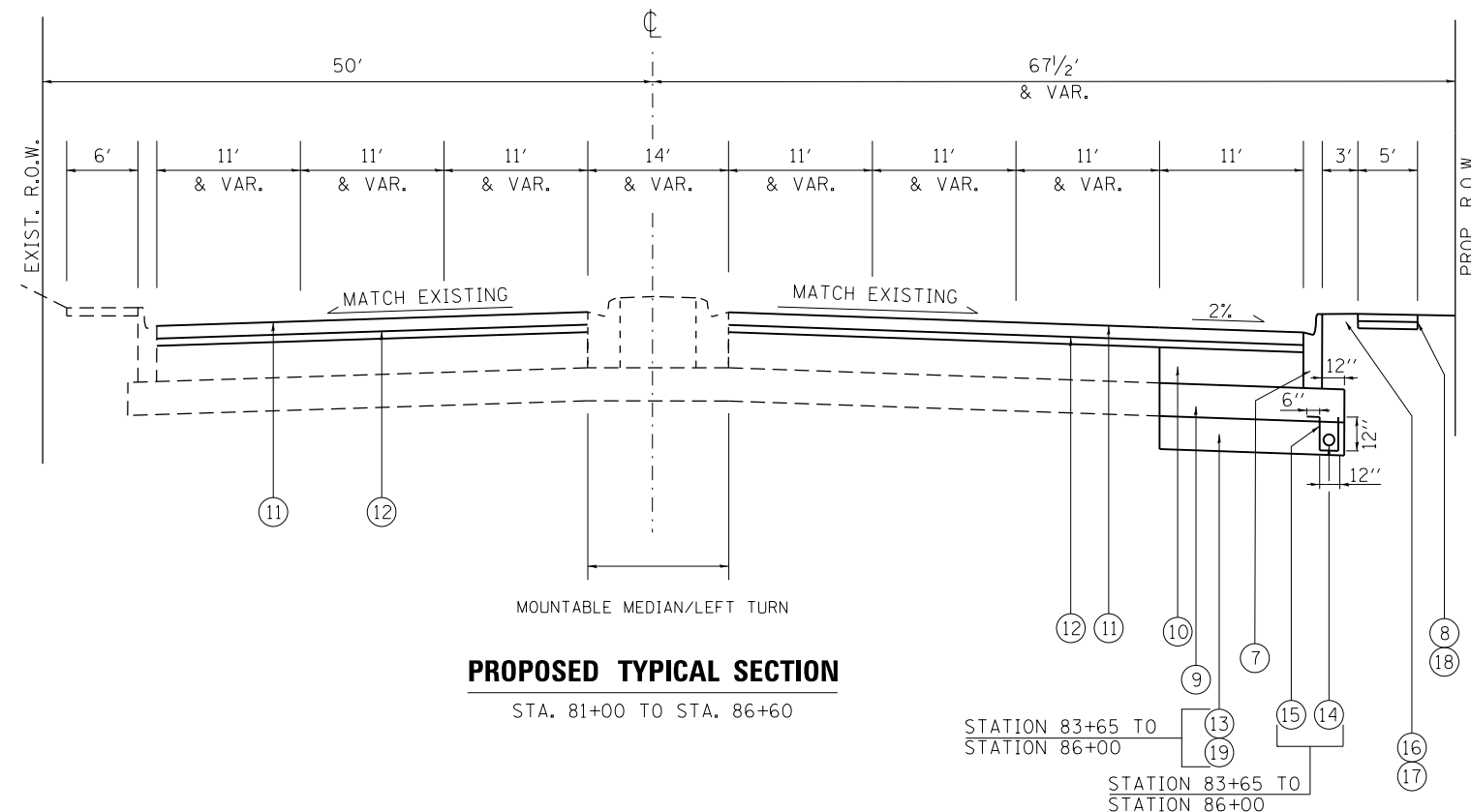
ILLINOIS ROUTE 38 (ROOSEVELT ROAD)



**EXISTING TYPICAL SECTION**

STA. 81+00 TO STA. 86+60

ILLINOIS ROUTE 38 (ROOSEVELT ROAD)



**PROPOSED TYPICAL SECTION**

STA. 81+00 TO STA. 86+60

STATION 83+65 TO  
STATION 86+00

STATION 83+65 TO  
STATION 86+00

**LEGEND**

- ① EXIST. AGGREGATE SUBGRADE, 12"
- ② EXIST. HMA PAVEMENT AFTER MILLING, 14"±
- ③ EXIST. HMA PAVEMENT AFTER MILLING, 11"±
- ④ EXIST. COMBINATION CONCRETE CURB & GUTTER, TYPE B 6.24
- ⑤ EXIST. SIDEWALK
- ⑥ PROP. HMA SURFACE REMOVAL, 2 1/2"
- ⑦ PROP. COMBINATION CONCRETE CURB & GUTTER, TYPE B 6.24
- ⑧ PROP. PCC SIDEWALK, 5"
- ⑨ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑩ PROP. HMA BASE COURSE, 12 1/2"
- ⑪ PROP. POLYMERIZED HMA SURFACE COURSE, SMA, N80, 1 3/4 "
- ⑫ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 "
- ⑬ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- ⑭ PIPE UNDERDRAINS, TYPE 2, 4"
- ⑮ FILTER FABRIC IS INCLUDED IN THE UNIT COST OF PIPE UNDERDRAINS 4"
- ⑯ SODDING, SALT TOLERANT
- ⑰ TOP SOIL FURNISH AND PLACE, 6"
- ⑱ PROP. AGGREGATE BASE COURSE, TYPE B 4"
- ⑲ PROP. AGGREGATE SUBGRADE IMPROVEMENT WITH GEOTECHNICAL FABRIC FOR GROUND STABILIZATION.

**NOTES:**

PIPE UNDERDRAINS TYPE 2 SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED 6" BELOW THE SUBGRADE OR UNDERCUT. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.

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

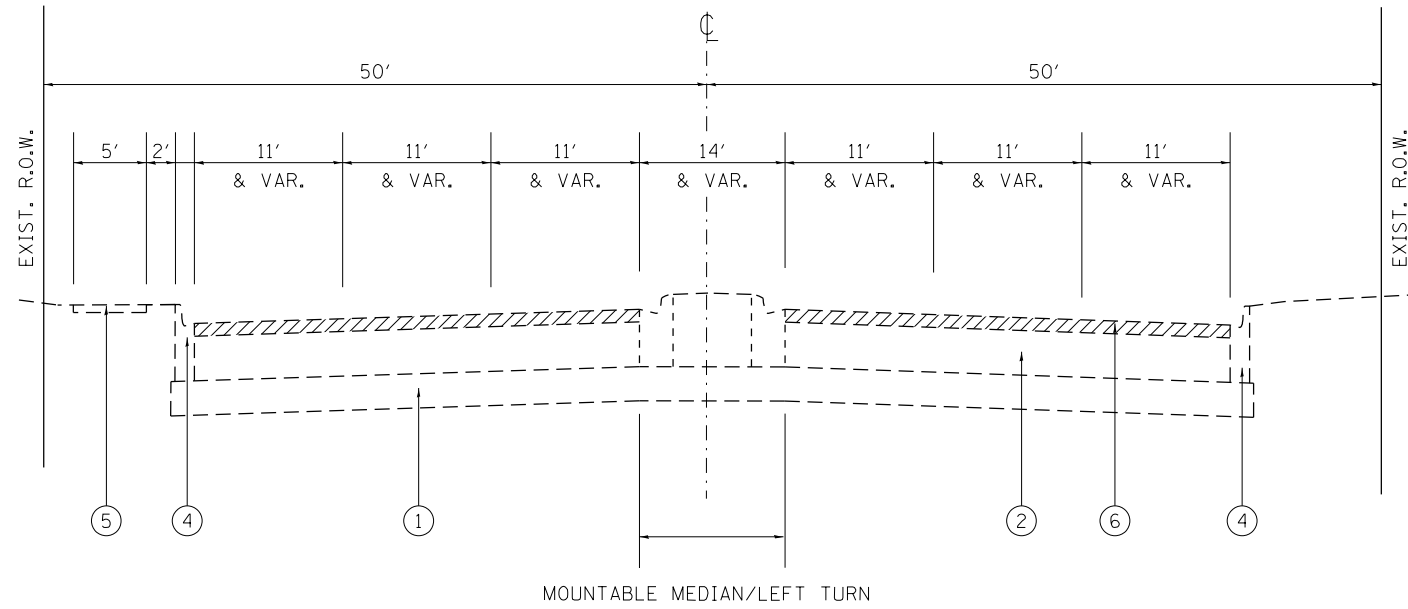
HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS Ndes	
<b>PAVEMENT WIDENING</b>		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80 (IL 9.5 mm)	3.5% @ 80 GYR	<b>QCP</b>
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR	<b>QC /QA</b>
HOT-MIX ASPHALT BASE COURSE (HMA BINDER-IL 19 mm); 12 1/2"	4.0% @ 70 GYR	<b>QC /QA</b>
<b>PAVEMENT RESURFACING</b>		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80 (IL 9.5 mm)	3.5% @ 80 GYR	<b>QCP</b>
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR	<b>QC /QA</b>
<b>PAVEMENT PATCHING</b>		
CLASS D PATCHES, (HMA BINDER IL-19 mm)	4.0% @ 70 GYR	<b>QC /QA</b>
<b>DRIVEWAY</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", (IL 9.5 mm), N50; 2"	4.0% @ 50 GYR	<b>QC /QA</b>
HOT-MIX ASPHALT BASE COURSE (HMA BINDER-IL 19 mm); 8 "	4.0% @ 50 GYR	<b>QC /QA</b>

**QMP DESIGNATION: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP)**

**NOTES**

- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LB/SY/IN.
- 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. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.
- THE CONTRACTOR SHALL MILL FIRST, BEFORE PATCHING.

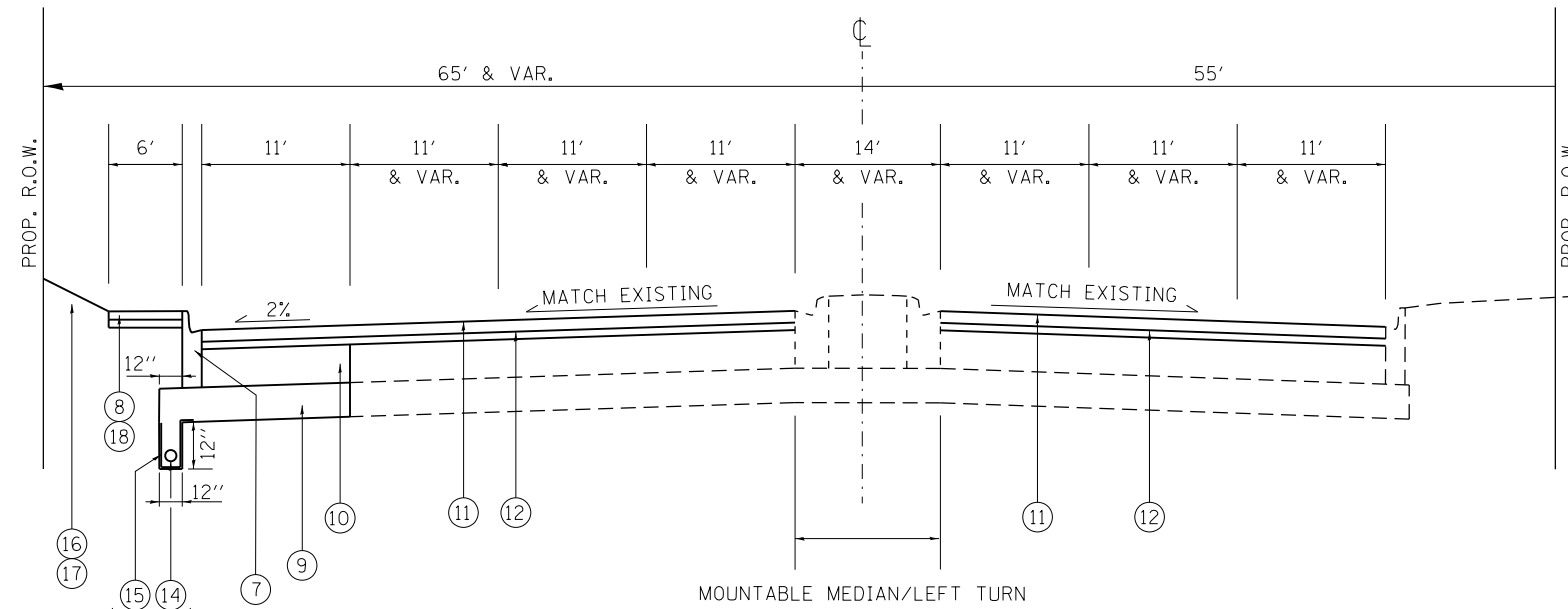
ILLINOIS ROUTE 38 (ROOSEVELT ROAD)



**EXISTING TYPICAL SECTION**

STA. 86+60 TO STA. 93+00

ILLINOIS ROUTE 38 (ROSEVELT ROAD)



**PROPOSED TYPICAL SECTION**

STA. 86+60 TO STA. 93+00

**LEGEND**

- ① EXIST. AGGREGATE SUBGRADE, 12"
- ② EXIST. HMA PAVEMENT AFTER MILLING, 14"±
- ③ EXIST. HMA PAVEMENT AFTER MILLING, 11"±
- ④ EXIST. COMBINATION CONCRETE CURB & GUTTER, TYPE B 6.24
- ⑤ EXIST. SIDEWALK
- ⑥ PROP. HMA SURFACE REMOVAL, 2½"
- ⑦ PROP. COMBINATION CONCRETE CURB & GUTTER, TYPE B 6.24
- ⑧ PROP. PCC SIDEWALK, 5"
- ⑨ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑩ PROP. HMA BASE COURSE, 12½"
- ⑪ PROP. POLYMERIZED HMA SURFACE COURSE, SMA, N80, 1 3/4 "
- ⑫ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 "
- ⑬ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- ⑭ PIPE UNDERDRAINS, TYPE 2, 4"
- ⑮ FILTER FABRIC IS INCLUDED IN THE UNIT COST OF PIPE UNDERDRAINS 4"
- ⑯ SODDING, SALT TOLERANT
- ⑰ TOP SOIL FURNISH AND PLACE, 6"
- ⑱ PROP. AGGREGATE BASE COURSE, TYPE B 4"
- ⑲ PROP. AGGREGATE SUBGRADE IMPROVEMENT WITH GEOTECHNICAL FABRIC FOR GROUND STABILIZATION.

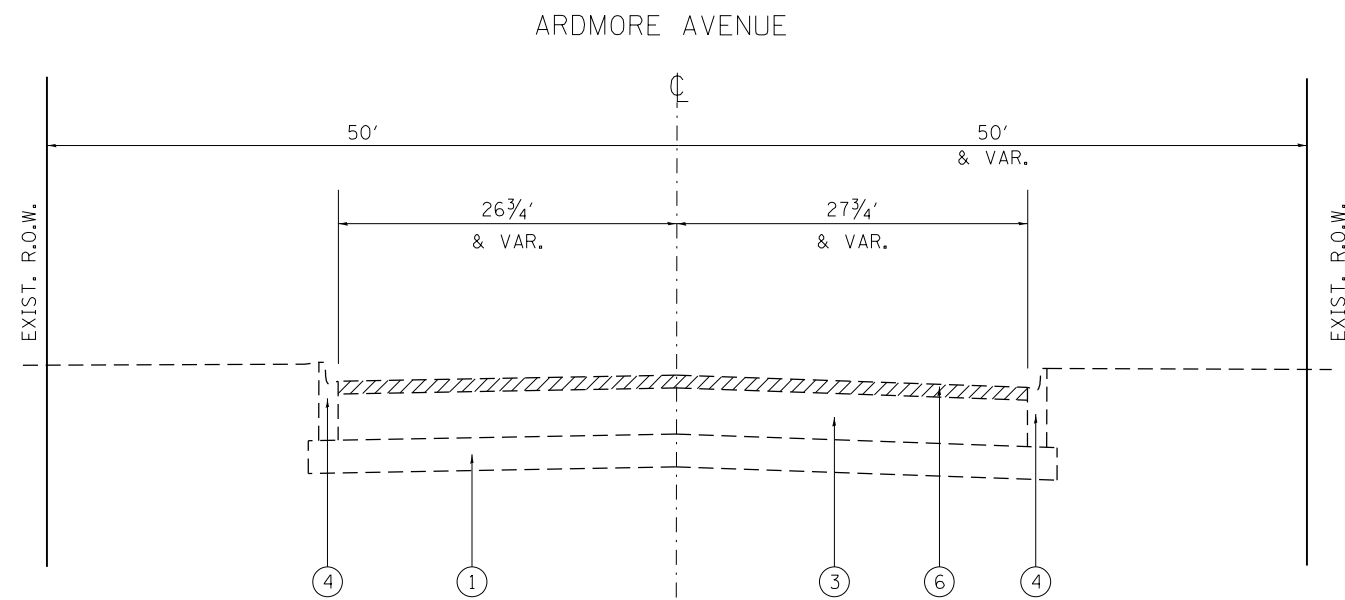
FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -
pw\IL084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\P124212\Drawings\Design\P124212-sh-typical.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 12/14/2016	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS  
IL 38 (ROOSEVELT ROAD)

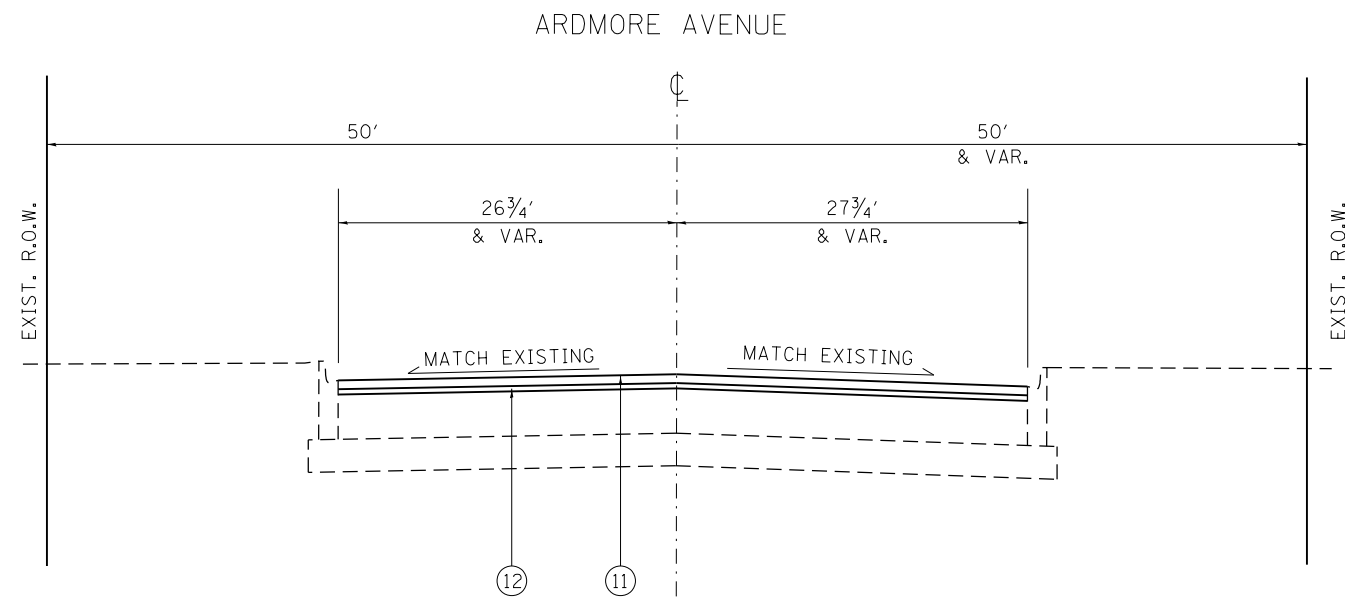
SCALE: NTS SHEET 2 OF 3 SHEETS STA. 86+60 TO STA. 93+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1		71	11
			CONTRACT NO. 60V00	
ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL SECTION**

STA. 497+60 TO STA. 502+80



**PROPOSED TYPICAL SECTION**

STA. 497+60 TO STA. 502+80

**LEGEND**

- ① EXIST. AGGREGATE SUBGRADE, 12"
- ② EXIST. HMA PAVEMENT AFTER MILLING, 14"±
- ③ EXIST. HMA PAVEMENT AFTER MILLING, 11"±
- ④ EXIST. COMBINATION CONCRETE CURB & GUTTER, TYPE B 6.24
- ⑤ EXIST. SIDEWALK
- ⑥ PROP. HMA SURFACE REMOVAL, 2 1/2"
- ⑦ PROP. COMBINATION CONCRETE CURB & GUTTER, TYPE B 6.24
- ⑧ PROP. PCC SIDEWALK, 5"
- ⑨ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑩ PROP. HMA BASE COURSE, 12 1/2"
- ⑪ PROP. POLYMERIZED HMA SURFACE COURSE, SMA, N80, 1 3/4 "
- ⑫ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 "
- ⑬ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- ⑭ PIPE UNDERDRAINS, TYPE 2, 4"
- ⑮ FILTER FABRIC IS INCLUDED IN THE UNIT COST OF PIPE UNDERDRAINS 4"
- ⑯ SODDING, SALT TOLERANT
- ⑰ TOP SOIL FURNISH AND PLACE, 6"
- ⑱ PROP. AGGREGATE BASE COURSE, TYPE B 4"
- ⑲ PROP. AGGREGATE SUBGRADE IMPROVEMENT WITH GEOTECHNICAL FABRIC FOR GROUND STABILIZATION.

FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS ARDMORE AVENUE</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default								347	CY-N-1	DUPAGE	71	12
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -		SCALE: NTS			SHEET 3 OF 3 SHEETS			STA. 497+60 TO STA. 502+80	
	PLOT DATE = 12/14/2016	DATE -	REVISED -		ILLINOIS FED. AID PROJECT CONTRACT NO. 60V00							

PIPE TABLE			
No.	PIPE TYPE	DIA. (IN)	LENGTH (FT)
1	PROPOSED STORM SEWER, CLASS A, TYPE 2, WATERMAIN QUALITY PIPE	12	1.2
2	PROPOSED STORM SEWER, CLASS A, TYPE 2, WATERMAIN QUALITY PIPE	18	39.58
3	PROPOSED STORM SEWER, CLASS A, TYPE 2, WATERMAIN QUALITY PIPE	18	160.75
4	PROPOSED STORM SEWER, CLASS A, TYPE 2, WATERMAIN QUALITY PIPE	12	7

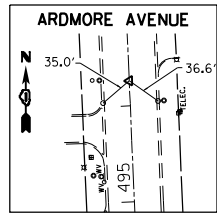
STRUCTURES									
No.	STRUCTURE TYPE	F & G TYPE	STA.	OFFSET	T.O.G. / E.O.P.	N. PIPE INV.	E. PIPE INV.	S. PIPE INV.	W. PIPE INV.
1	CATCH BASIN, TYPE C	TYPE 24 F&G	83+70.43	41.52 RT	712.70			708.27	
EXISTING	EXISTING MANHOLE		83+70.08	45.69 RT	±713.24	708.25	708.00		
2	CATCH BASIN, TYPE A, 4' DIAMETER WITH PRECAST REINFORCED CONCRETE FLAT TOP	TYPE 24 F&G	84+13.6	45.46 RT	713.26		709.85		708.44
3	INLETS, TYPE A	TYPE 24 F&G	85+77.02	52.15 RT	714.95				712.00
4	CATCH BASIN, TYPE C	TYPE 24 F&G	88+97.59	49.93 LT	715.55			712.82	
5	MANHOLE, TYPE A, 4' DIAMETER WITH PRECAST REINFORCED CONCRETE FLAT TOP	TYPE 1 FRAME, CLOSED LID	88+97.59	40.11 LT	715.77	712.69	±712.61 EXISTING PIPE		

EARTHWORK SCHEDULE					
EARTHWORK LOCATION	EARTH EXCAVATION (CY)	TOPSOIL EXCAVATION (CY)	TOPSOIL REQUIRED (CY)	TOPSOIL BALANCE *WASTE (+) OR SHORTAGE (-) (CY)	UNSUITABLE MATERIAL (CY)
IL 38 (ROOSEVELT RD)					
STA. 81+00 TO STA. 93+00	1089.4	202.1	149.5	52.6	126.3

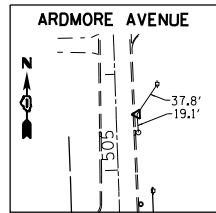
\* TOPSOIL WASTE REMOVAL SHALL BE PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

**NOTE:**

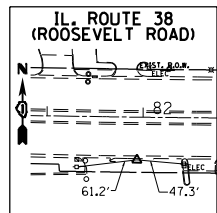
A THICKNESS OF 6 INCHES OF TOPSOIL STRIPPING SHALL BE REUSED WITHIN THE PROJECT LIMITS.



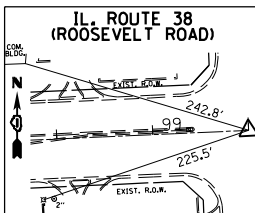
**CONTROL POINT 1**  
 SET MAG NAIL IN MEDIAN  
 ±400' SOUTH OF IL 38  
 N=1891547.6900  
 E=1081081.8342  
 ELEV.=714.717



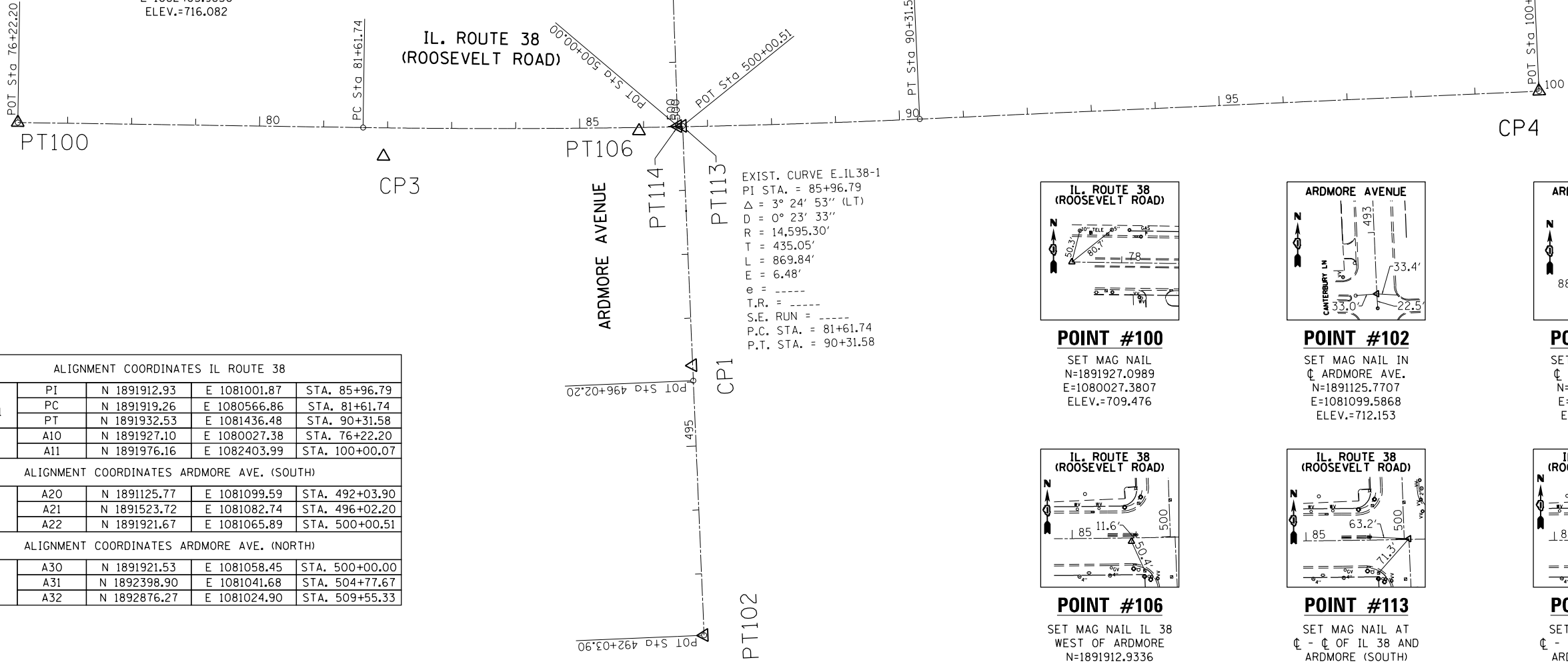
**CONTROL POINT 2**  
 SET IR W/CAP EAST SIDE  
 ±550' NORTH OF IL 38  
 N=1892479.3924  
 E=1081060.6147  
 ELEV.=712.063



**CONTROL POINT 3**  
 SET IR W/CAP SOUTH SIDE  
 IL 38 ±400' W. OF ARDMORE  
 N=1891874.2531  
 E=1080598.6817  
 ELEV.=709.832



**CONTROL POINT 4**  
 SET MAG NAIL AT  
 C - C OF IL 38  
 AND SUMMIT AVE.  
 N=1891976.1590  
 E=1082403.9850  
 ELEV.=716.082

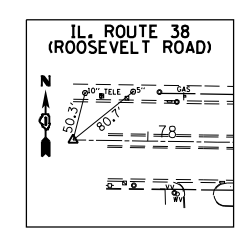


**BENCHMARK #1**  
 ELEV. = 715.031  
 SPIKE W/ YELLOW SLEEVE IN  
 POWER POLE SOUTH SIDE IL38  
 ± 500' WEST OF ARDMORE AVE.

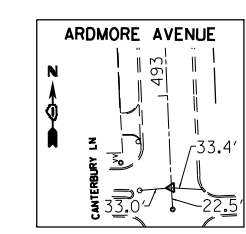
**BENCHMARK #2**  
 ELEV. = 716.947  
 SPIKE W/ YELLOW SLEEVE IN  
 POWER POLE SOUTH SIDE IL38  
 ± 300' EAST OF ARDMORE AVE.

EXIST. CURVE E.IL38-1  
 P.I. STA. = 85+96.79  
 $\Delta = 3^\circ 24' 53''$  (LT)  
 $D = 0^\circ 23' 33''$   
 $R = 14,595.30'$   
 $T = 435.05'$   
 $L = 869.84'$   
 $E = 6.48'$   
 $e =$  -----  
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 81+61.74  
 P.T. STA. = 90+31.58

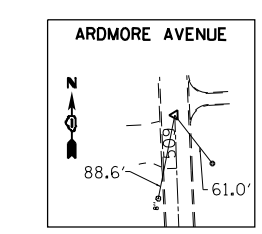
ALIGNMENT COORDINATES IL ROUTE 38				
CURVE E.IL38-1	PI	N 1891912.93	E 1081001.87	STA. 85+96.79
	PC	N 1891919.26	E 1080566.86	STA. 81+61.74
	PT	N 1891932.53	E 1081436.48	STA. 90+31.58
POINTS	A10	N 1891927.10	E 1080027.38	STA. 76+22.20
	A11	N 1891976.16	E 1082403.99	STA. 100+00.07
ALIGNMENT COORDINATES ARDMORE AVE. (SOUTH)				
POINTS	A20	N 1891125.77	E 1081099.59	STA. 492+03.90
	A21	N 1891523.72	E 1081082.74	STA. 496+02.20
	A22	N 1891921.67	E 1081065.89	STA. 500+00.51
ALIGNMENT COORDINATES ARDMORE AVE. (NORTH)				
POINTS	A30	N 1891921.53	E 1081058.45	STA. 500+00.00
	A31	N 1892398.90	E 1081041.68	STA. 504+77.67
	A32	N 1892876.27	E 1081024.90	STA. 509+55.33



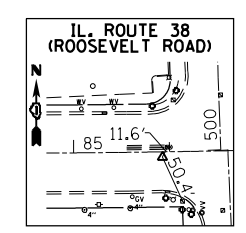
**POINT #100**  
 SET MAG NAIL  
 N=1891927.0989  
 E=1080027.3807  
 ELEV.=709.476



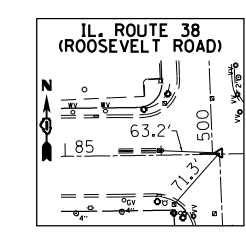
**POINT #102**  
 SET MAG NAIL IN  
 C ARDMORE AVE.  
 N=1891125.7707  
 E=1081099.5868  
 ELEV.=712.153



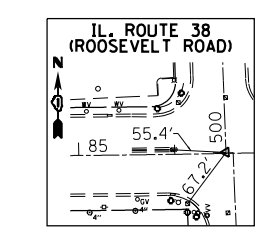
**POINT #104**  
 SET MAG NAIL IN  
 C ARDMORE AVE.  
 N=1892876.2703  
 E=1081024.9016  
 ELEV.=702.745



**POINT #106**  
 SET MAG NAIL IL 38  
 WEST OF ARDMORE  
 N=1891912.9336  
 E=1081001.8687  
 ELEV.=0.000



**POINT #113**  
 SET MAG NAIL AT  
 C - C OF IL 38 AND  
 ARDMORE (SOUTH)  
 N=1891921.6670  
 E=1081065.8870  
 ELEV.=0.000



**POINT #114**  
 SET MAG NAIL AT  
 C - C OF IL 38 AND  
 ARDMORE (NORTH)  
 N=1891921.5270  
 E=1081058.4490  
 ELEV.=0.000

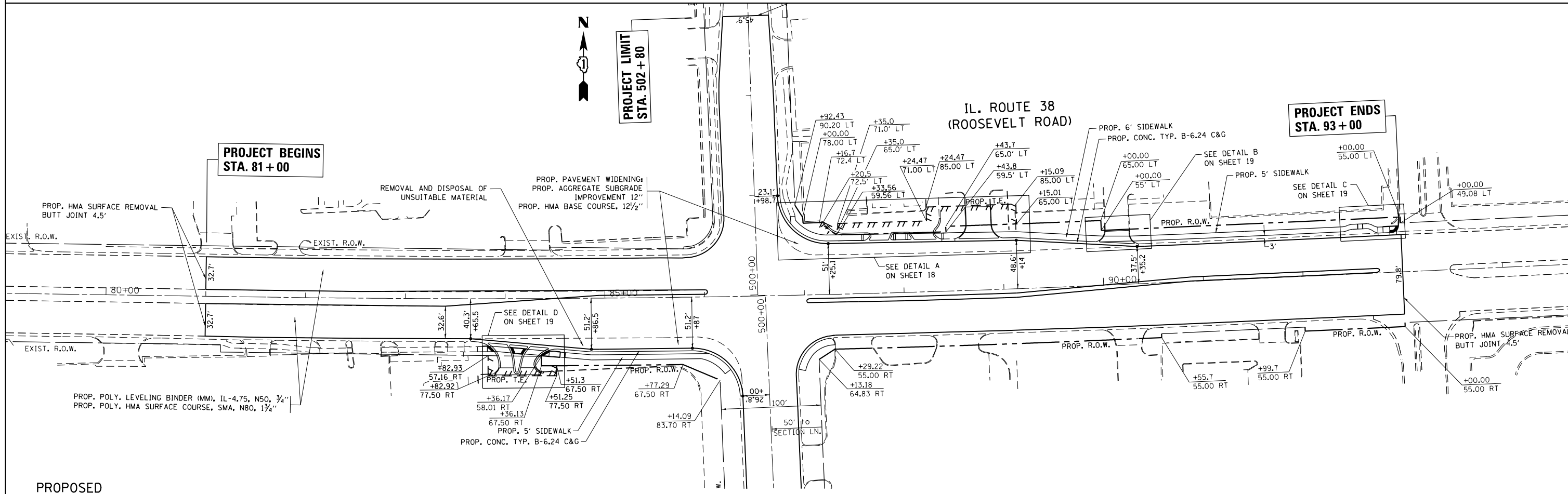
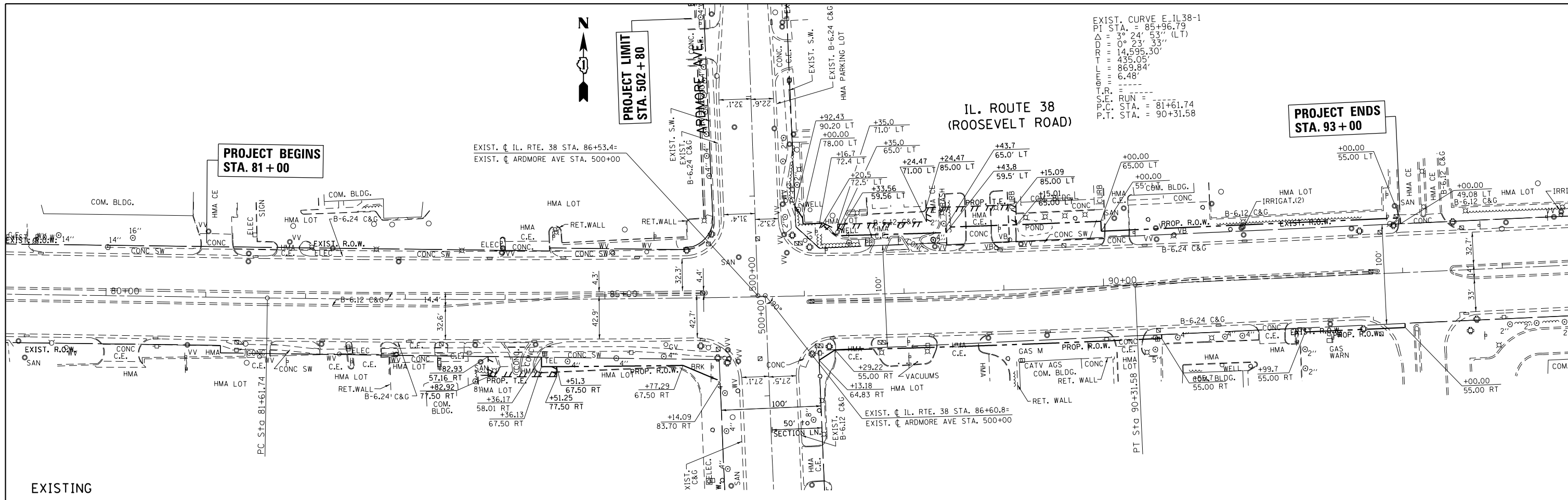
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		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

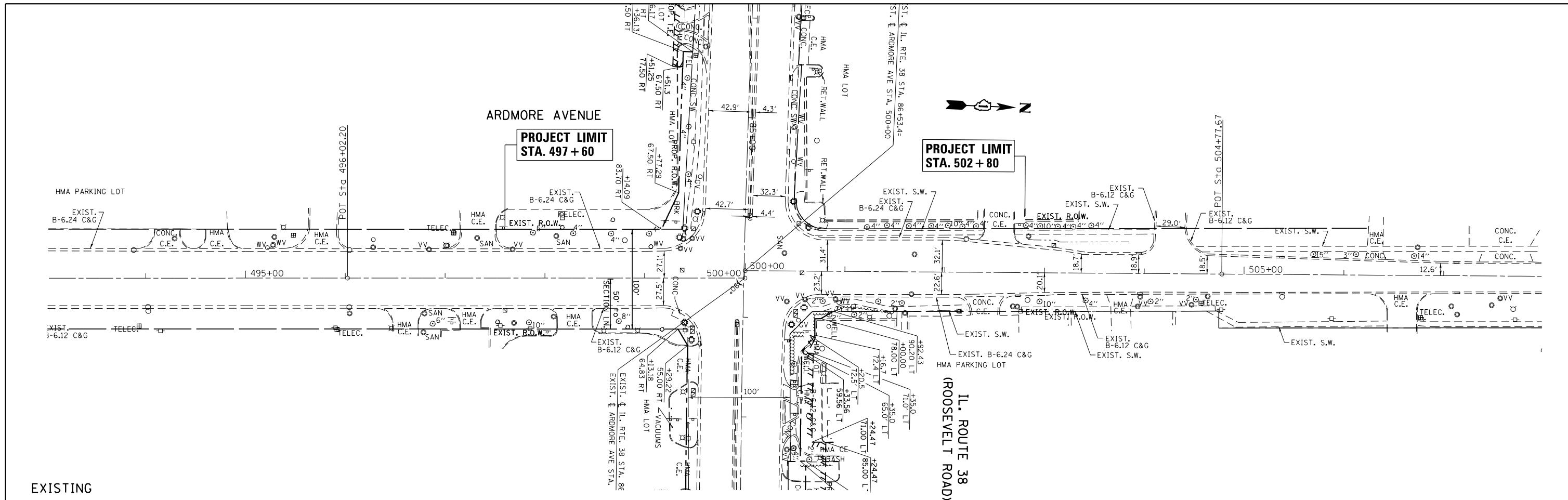
**ALIGNMENTS, TIES AND BENCHMARKS  
 IL ROUTE 38 (ARDMORE AVENUE INTERSECTION)**

SCALE: 1"=100' SHEET OF SHEETS STA. TO STA.

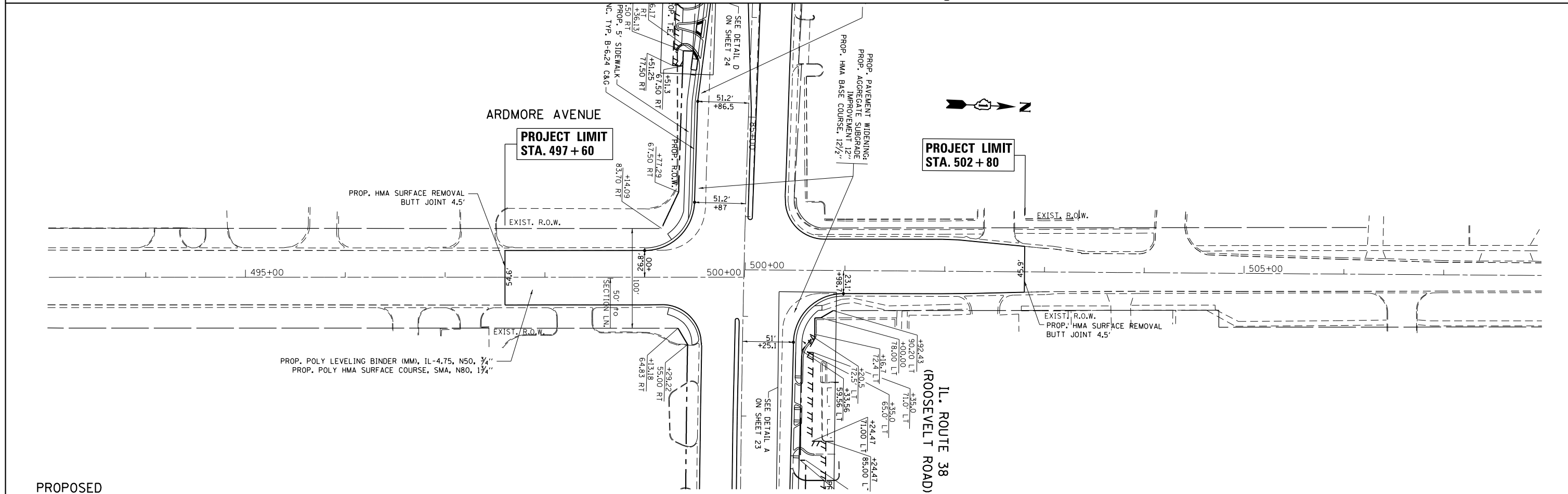
F.A.P. RFE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	14
CONTRACT NO. 60V00				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING &amp; PROPOSED ROADWAY PLAN IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw\1\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI24212\Drawings\CAD\Sheets\PI24212-sht-plnprf.dwg	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			347	CY-N-1	DUPAGE	71	15	
Default	PLOT DATE = 12/16/2016	DATE -	REVISED -			CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT		
						SCALE: 1"=50'	SHEET	OF	SHEETS	STA.	TO



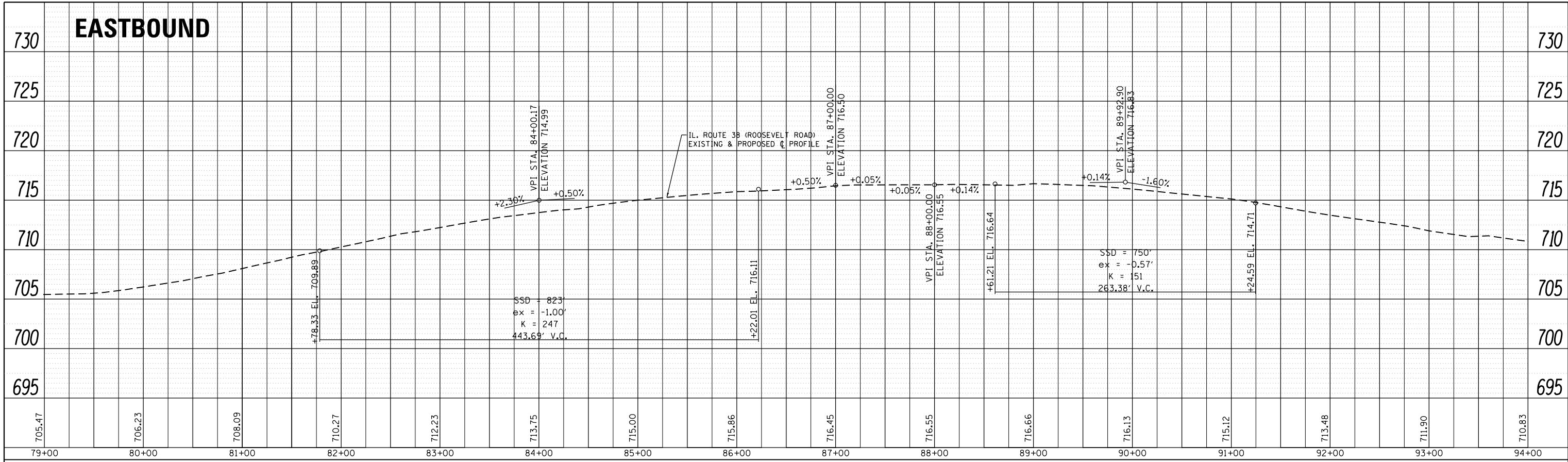
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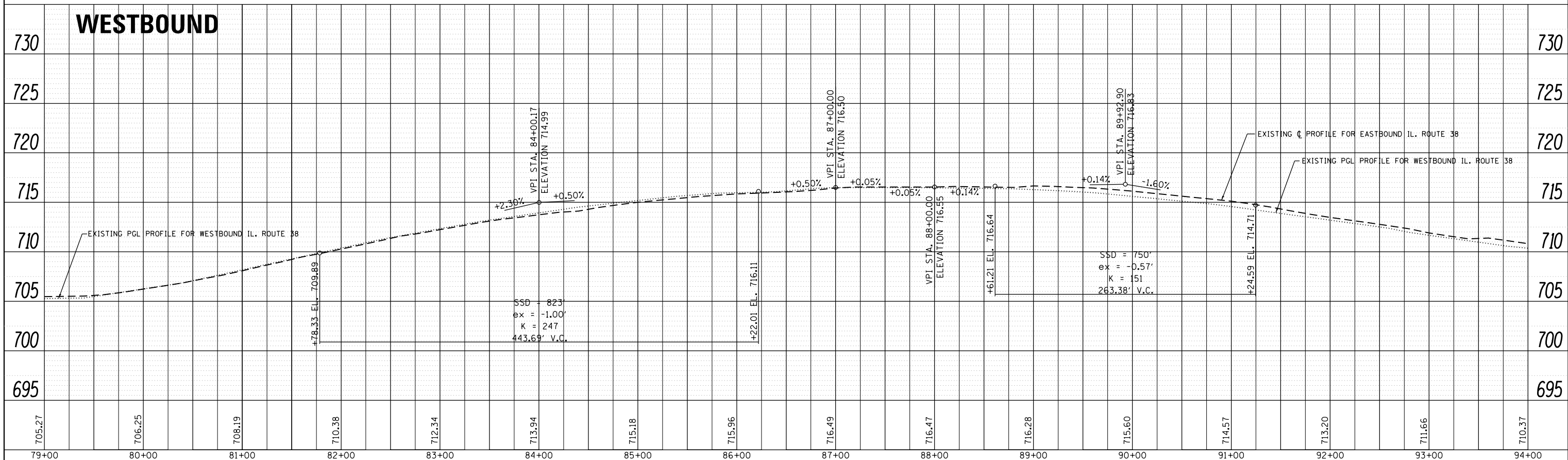
PROPOSED

FILE NAME = p:\11\084EBIDINTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI2422\Drawings\CA0\Sheets\PI24212-shr-plnpr.fg	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING &amp; PROPOSED ROADWAY PLAN IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			347	CY-N-1	DUPAGE	71	16
Default	PLOT DATE = 12/12/2016	DATE -	REVISED -	SCALE: 1"=50'		SHEET OF SHEETS		STA. TO STA.		ILLINOIS FED. AID PROJECT CONTRACT NO. 60V00

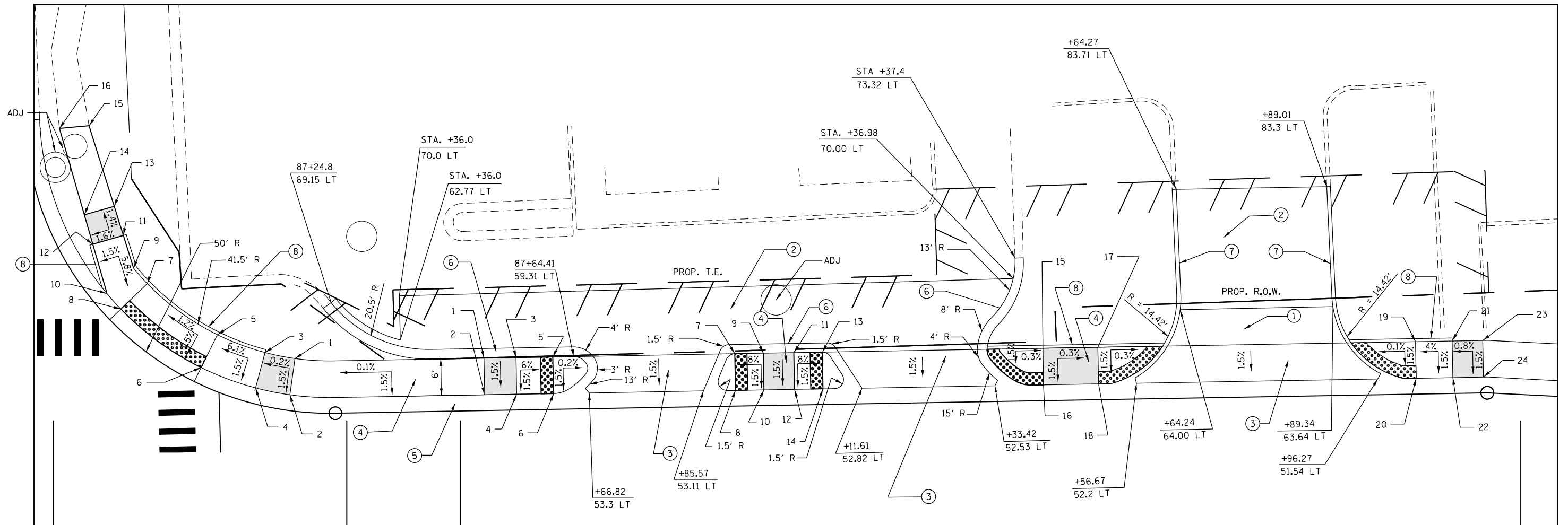
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	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		



PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO.		



FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY PROFILE</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -		SCALE: 1"=50'			SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 60V00		
Default		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



ADA RAMP ELEVATION TABLE			
	STATION	OFFSET	ELEVATION
1	87+18.65	60.15 LT	716.21
2	87+17.68	54.23 LT	716.12
3	87+13.75	61.25 LT	716.2
4	87+12.08	55.48 LT	716.11
5	87+05.42	64.65 LT	715.69
6	87+02.55	59.37 LT	715.60
7	86+94.63	73.00 LT	715.52
8	86+90.20	68.93 LT	715.43
9	86+92.47	75.53 LT	715.71
10	86+88.00	71.48 LT	715.62
11	86+90.90	80.94 LT	716.04
12	86+85.84	79.61 LT	715.96
13	86+89.50	85.74 LT	715.97
14	86+84.56	84.44 LT	715.9
15	86+85.64	99.01 LT	MATCH EX.
16	86+80.76	98.66 LT	MATCH EX.

ADA RAMP ELEVATION TABLE			
	STATION	OFFSET	ELEVATION
1	87+49.93	59.44 LT	716.24
2	87+49.93	53.44 LT	716.15
3	87+54.93	59.4 LT	716.24
4	87+54.93	53.4 LT	716.15
5	87+60.93	59.3 LT	715.88
6	87+60.93	53.3 LT	715.79
7	87+90.82	59.05 LT	715.89
8	87+90.82	53.05 LT	715.80
9	87+95.51	59.00 LT	716.27
10	87+95.51	53.00 LT	716.18
11	88+00.52	58.95 LT	716.27
12	88+00.52	52.95 LT	716.18

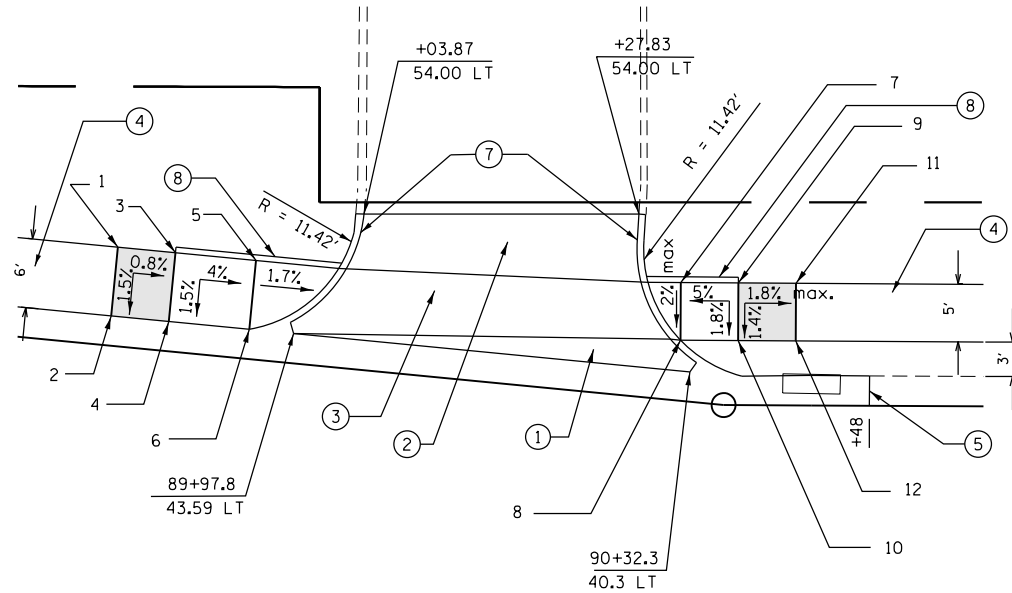
ADA RAMP ELEVATION TABLE			
	STATION	OFFSET	ELEVATION
13	88+05.20	58.89 LT	715.90
14	88+05.20	52.89 LT	715.81
15	88+41.40	58.45 LT	715.80
16	88+41.40	52.45 LT	715.71
17	88+50.45	58.26 LT	715.78
18	88+50.45	52.26 LT	715.67
19	89+02.53	57.42 LT	715.63
20	89+02.53	51.42 LT	715.54
21	89+08.53	57.31 LT	715.87
22	89+08.53	51.31 LT	715.78
23	89+13.53	57.22 LT	715.91
24	89+13.53	51.22 LT	715.82

**LEGEND**

- ① PROPOSED CONCRETE DRIVEWAY
- ② PROPOSED HMA DRIVEWAY
- ③ PROPOSED CONCRETE SIDEWALK, 8" (TYP.)
- ④ PROPOSED CONCRETE SIDEWALK, 5" (TYP.)
- ⑤ PROPOSED CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑥ PROPOSED CONCRETE CURB AND GUTTER, TYPE B-6.12
- ⑦ PROPOSED CONCRETE CURB, TYPE B
- ⑧ PROPOSED SIDE CURB



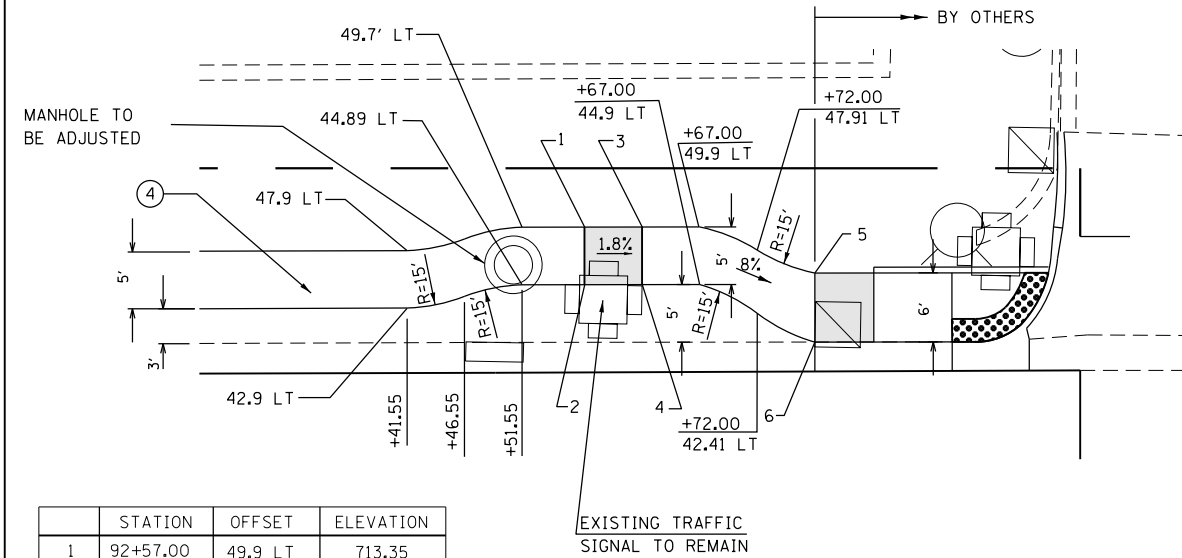
**DETAIL A  
(NOT TO SCALE)**



ADA RAMP ELEVATION TABLE			
STATION	OFFSET	ELEVATION	
1	89+82.43	51.05 LT	715.59
2	89+81.91	45.08 LT	715.50
3	89+87.43	50.58 LT	715.55
4	89+86.91	44.61 LT	715.46
5	89+94.43	49.93 LT	715.27
6	89+93.91	43.95 LT	715.18

ADA RAMP ELEVATION TABLE			
STATION	OFFSET	ELEVATION	
7	90+31.19	48.06 LT	715.15
8	90+31.19	43.06 LT	715.05
9	90+36.19	48.06 LT	715.4
10	90+36.19	43.06 LT	715.31
11	90+41.19	48.06 LT	715.31
12	90+41.19	43.06 LT	715.24

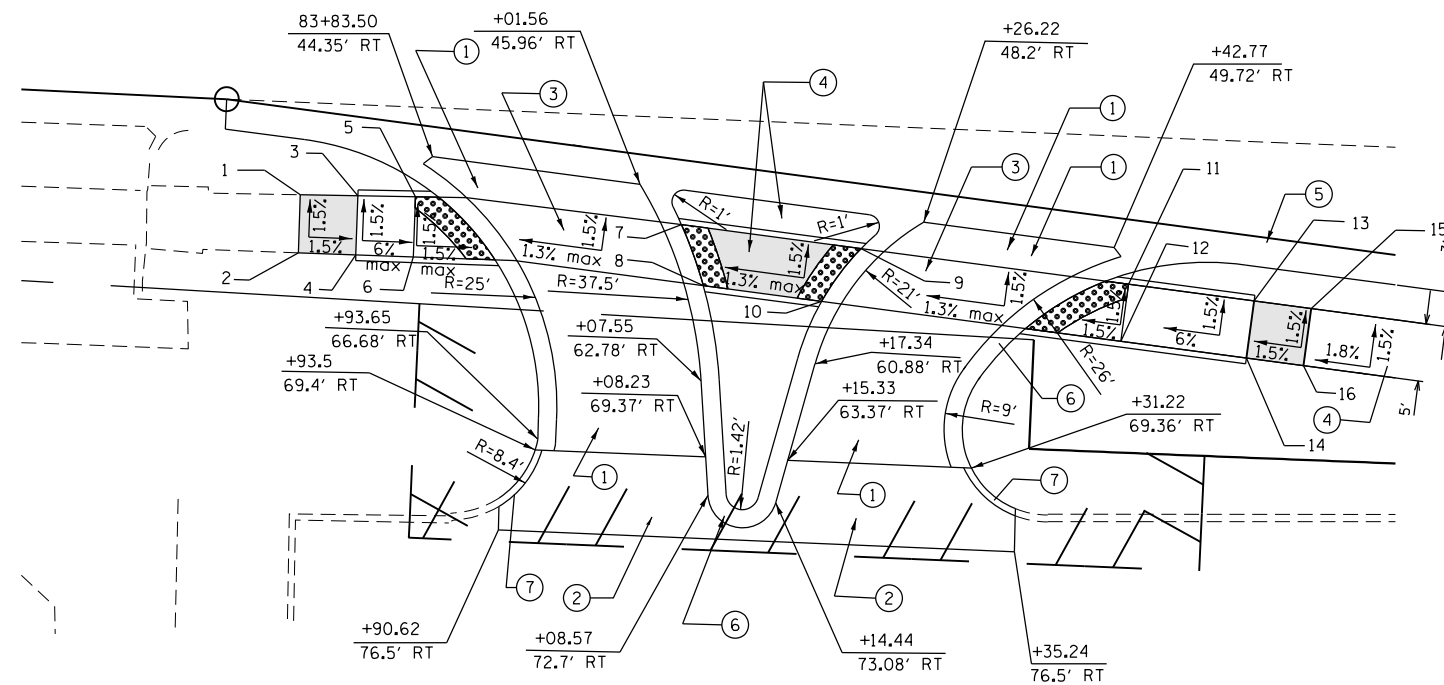
**DETAIL B**  
**(NOT TO SCALE)**



	STATION	OFFSET	ELEVATION
1	92+57.00	49.9 LT	713.35
2	92+57.00	44.9 LT	713.27
3	92+62.00	49.9 LT	713.26
4	92+62.00	44.9 LT	713.18
5*	92+77.00	45.91 LT	712.09
6*	92+77.00	39.91 LT	711.98

\* COORDINATE WITH CONTRACT 60X87 FOR SIDEWALK INFORMATION

**DETAIL C**  
**(NOT TO SCALE)**



	STATION	OFFSET	ELEVATION
1	83+72.22	48.18 R	MATCH EX.
2	83+72.22	53.18 R	MATCH EX.
3	83+77.22	48.04 R	713.37
4	83+77.22	53.04 R	713.44
5	83+82.22	47.90 R	713.10
6	83+82.22	52.90 R	713.18
7	84+05.29	49.31 R	713.34
8	84+07.40	54.52 R	713.41
9	84+20.90	50.72 R	713.54
10	84+17.67	55.45 R	713.54
11	84+44.15	52.86 R	713.77
12	84+43.69	57.84 R	713.85
13	84+55.06	53.88 R	713.43
14	84+54.60	58.86 R	714.51
15	84+60.02	54.34 R	714.51
16	84+59.56	59.32 R	714.59

**LEGEND**

- ① PROPOSED CONCRETE DRIVEWAY
- ② PROPOSED HMA DRIVEWAY
- ③ PROPOSED CONCRETE SIDEWALK, 8" (TYP.)
- ④ PROPOSED CONCRETE SIDEWALK, 5" (TYP.)
- ⑤ PROPOSED CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑥ PROPOSED CONCRETE CURB AND GUTTER, TYPE B-6.12
- ⑦ PROPOSED CONCRETE CURB, TYPE B
- ⑧ PROPOSED SIDE CURB

**DETAIL D**  
**(NOT TO SCALE)**

FILE NAME =  
 USER NAME = dahhr  
 DESIGNED -  
 REVISIONS -  
 PLOT SCALE = 100.0000' / in.  
 CHECKED -  
 REVISIONS -  
 PLOT DATE = 12/12/2016  
 DATE -

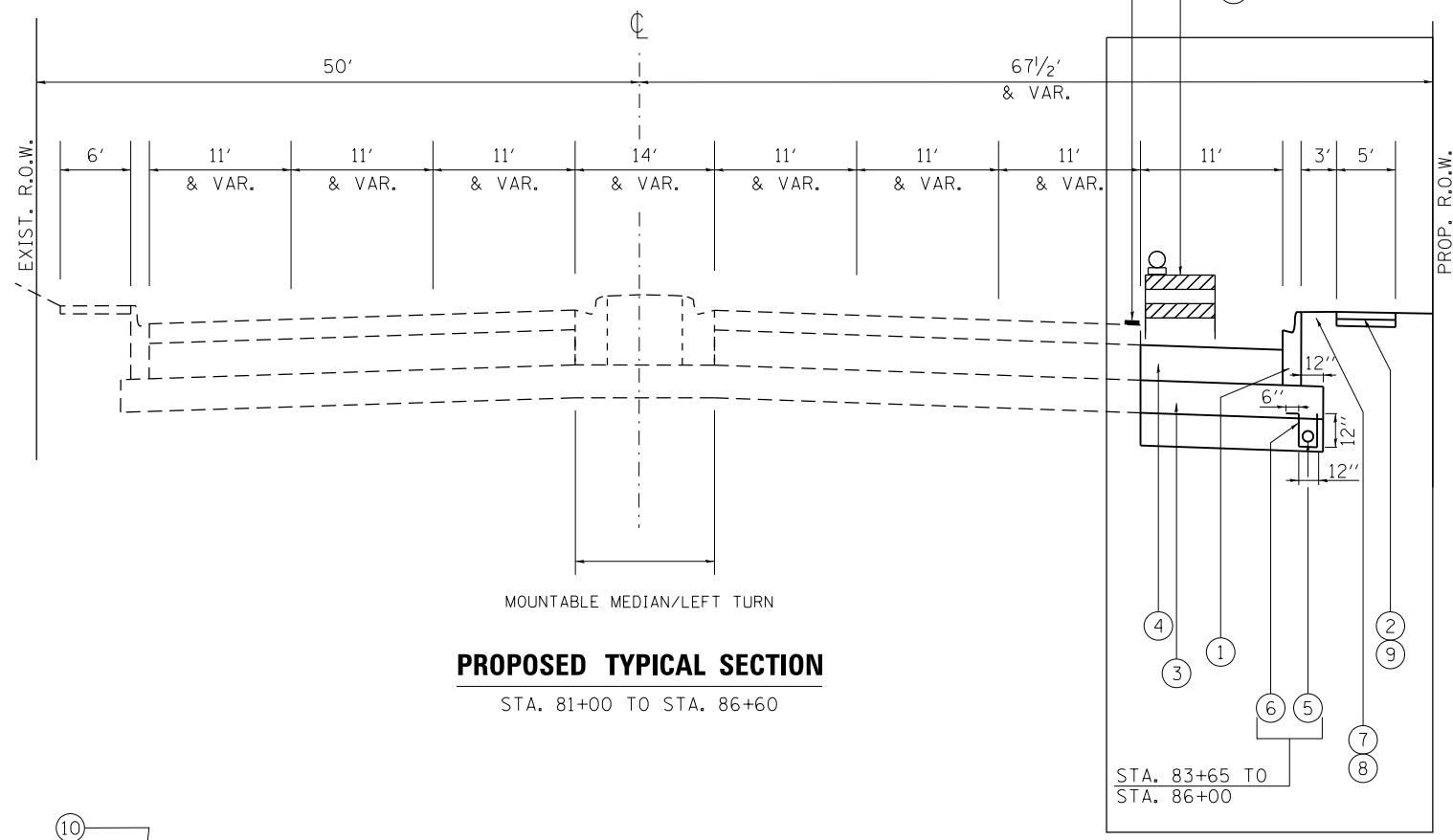
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.**  
**SIDEWALK DETAILS**

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	19
			CONTRACT NO. 60V00	
ILLINOIS FED. AID PROJECT				

ILLINOIS ROUTE 38 (ROOSEVELT ROAD)

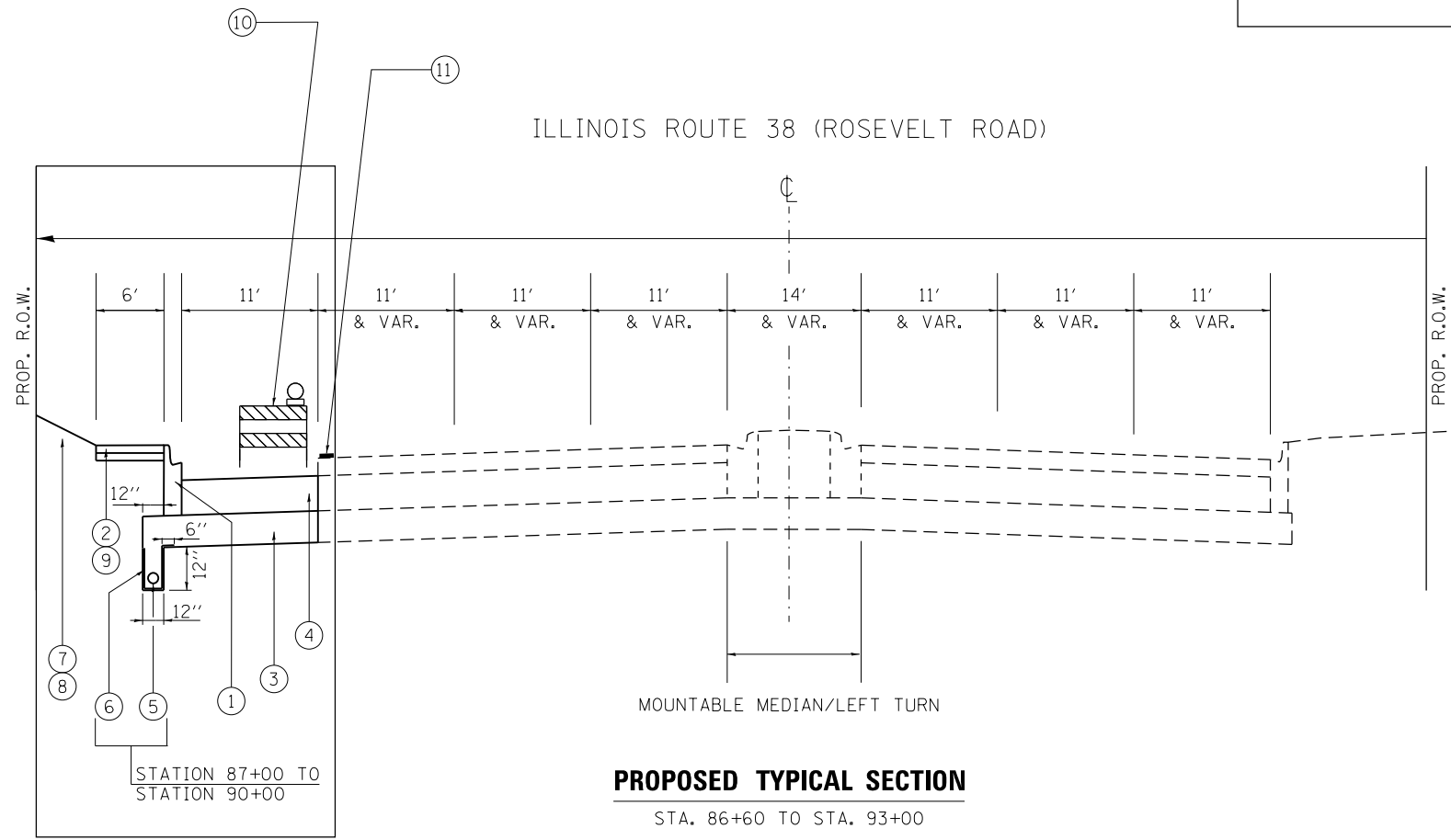


**PROPOSED TYPICAL SECTION**  
STA. 81+00 TO STA. 86+60

**LEGEND**

- ① PROP. COMBINATION CONCRETE CURB & GUTTER, TYPE B 6.24
- ② PROP. PCC SIDEWALK, 5"
- ③ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ④ PROP. HMA BASE COURSE, 12 1/2"
- ⑤ PIPE UNDERDRAINS 4"
- ⑥ FILTER FABRIC IS INCLUDED IN THE UNIT COST OF PIPE UNDERDRAINS 4"
- ⑦ SODDING, SALT TOLERANT
- ⑧ TOP SOIL FURNISH AND PLACE, 6"
- ⑨ PROP. AGGREGATE BASE COURSE, TYPE B 4"
- ⑩ DRUM OR TYPE II BARRICADE WITH EXTENDED LEGS
- ⑪ TEMPORARY PAVEMENT MARKING - LINE 4", WHITE.

ILLINOIS ROUTE 38 (ROSEVELT ROAD)



**PROPOSED TYPICAL SECTION**  
STA. 86+60 TO STA. 93+00

**NOTE:**

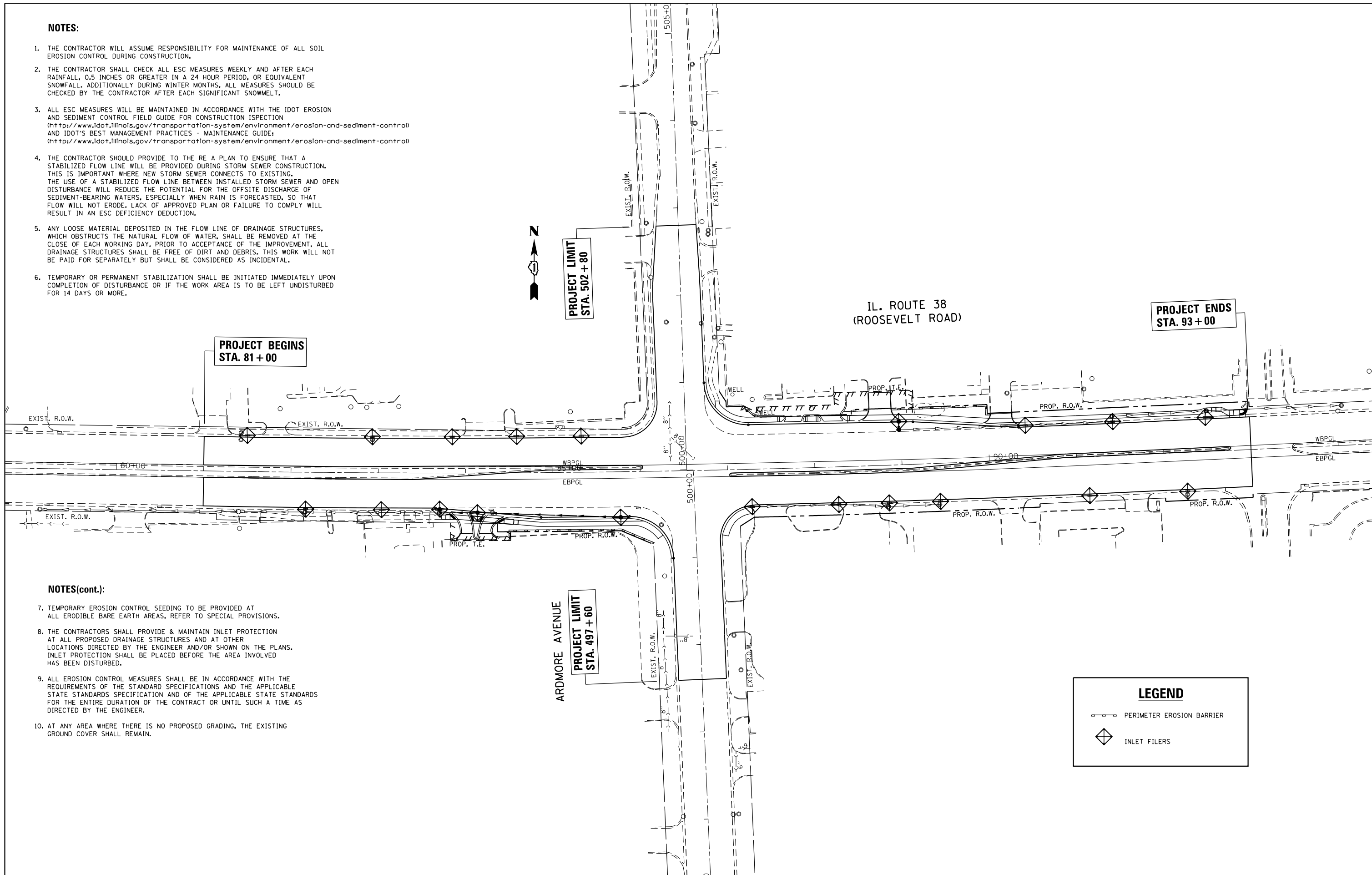
EXCAVATED DEPTH MORE THAN 12" NEAR TRAVELED LANE SHALL NOT EXCEED 48 HOURS

PROVIDE CHANGEABLE MESSAGE SIGNS, 3 TOTAL. PLACE SIGNS ONE IN EACH DIRECTION - WESTBOUND, EASTBOUND AND NORTHBOUND.

FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL TYPICAL SECTIONS IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBID\INTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI24212\Design\PI24212-shr-Traffic Control	DESIGNED -	REVISED -	347			CY-N-1	DUPAGE	71	20	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60V00				
	PLOT DATE = 12/14/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

**NOTES:**

1. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
2. THE CONTRACTOR SHALL CHECK ALL ESC MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
3. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION ISPECTION (<http://www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control>) AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: (<http://www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control>)
4. THE CONTRACTOR SHOULD PROVIDE TO THE RE A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THIS IS IMPORTANT WHERE NEW STORM SEWER CONNECTS TO EXISTING. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
5. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
6. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.



**NOTES(cont.):**

7. TEMPORARY EROSION CONTROL SEEDING TO BE PROVIDED AT ALL ERODIBLE BARE EARTH AREAS, REFER TO SPECIAL PROVISIONS.
8. THE CONTRACTORS SHALL PROVIDE & MAINTAIN INLET PROTECTION AT ALL PROPOSED DRAINAGE STRUCTURES AND AT OTHER LOCATIONS DIRECTED BY THE ENGINEER AND/OR SHOWN ON THE PLANS. INLET PROTECTION SHALL BE PLACED BEFORE THE AREA INVOLVED HAS BEEN DISTURBED.
9. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE STATE STANDARDS SPECIFICATION AND OF THE APPLICABLE STATE STANDARDS FOR THE ENTIRE DURATION OF THE CONTRACT OR UNTIL SUCH A TIME AS DIRECTED BY THE ENGINEER.
10. AT ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.

**LEGEND**

— PERIMETER EROSION BARRIER

◊ INLET FILERS

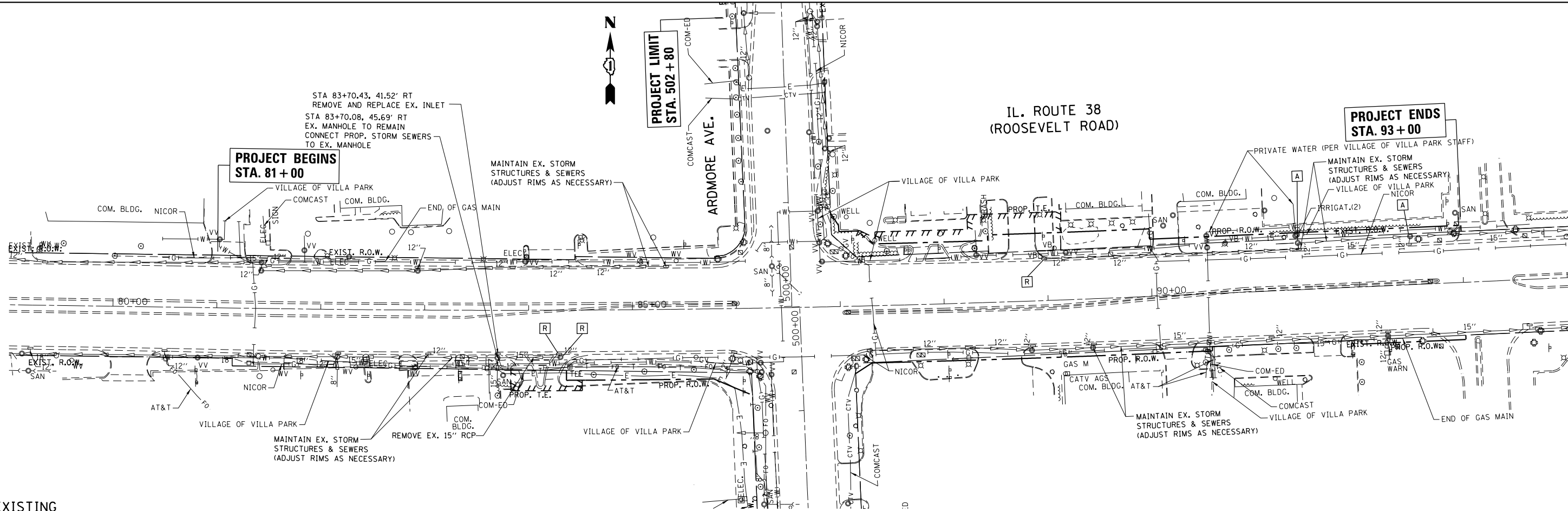
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/12/2016	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

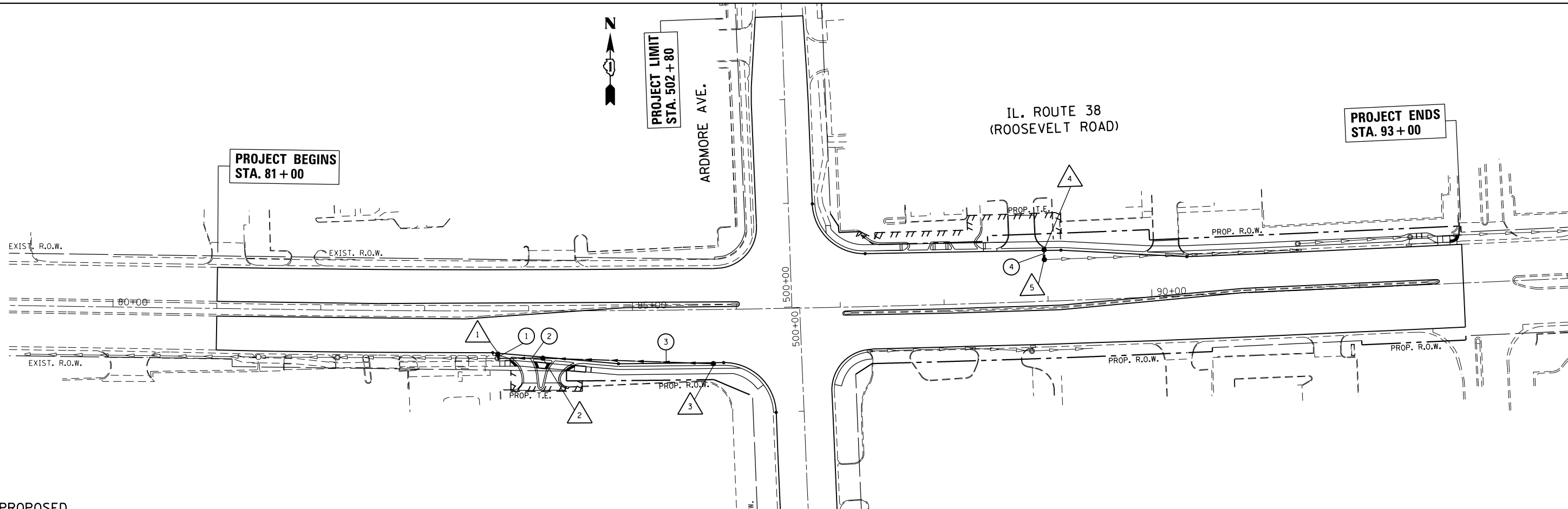
**EROSION AND SEDIMENT CONTROL PLAN  
IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	21
			CONTRACT NO. 60V00	
ILLINOIS FED. AID PROJECT				



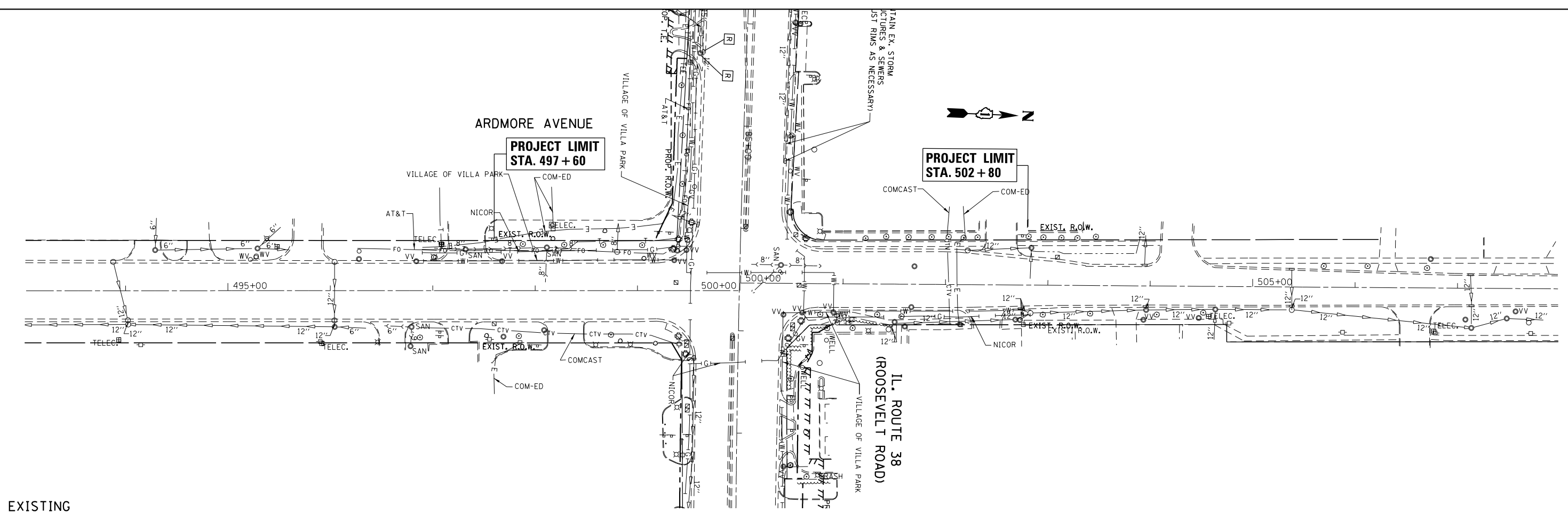
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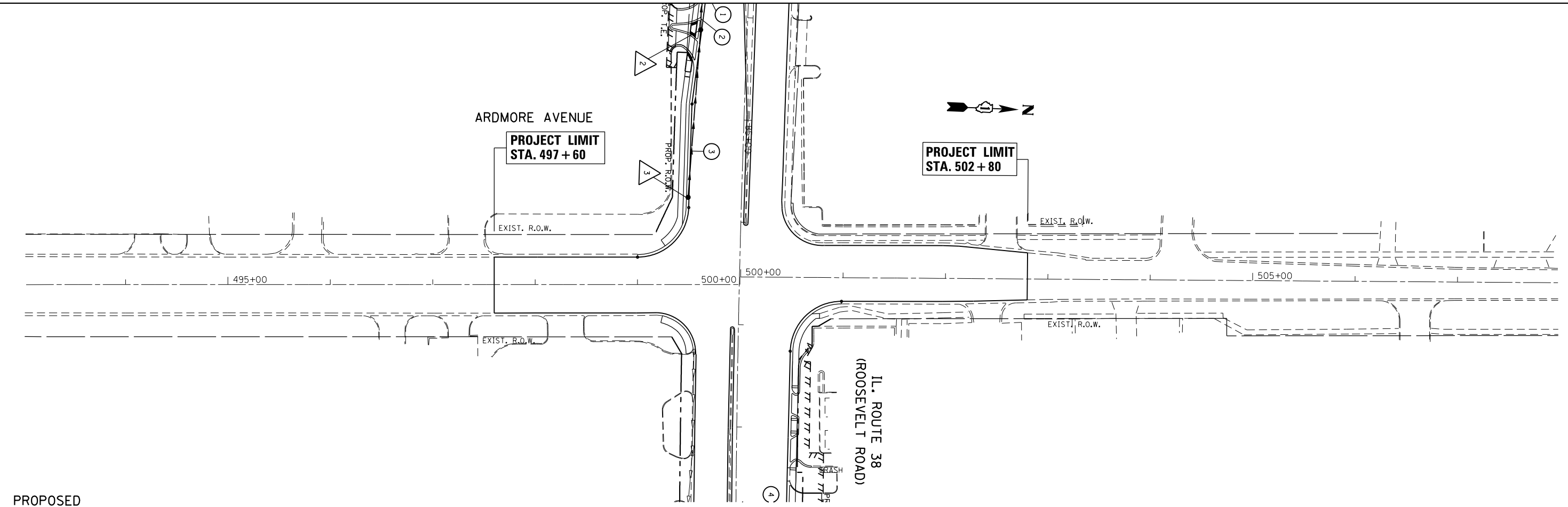
PROPOSED

FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING &amp; PROPOSED DRAINAGE PLAN IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\IL\084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI24212\Drawings\CAD\Sheets\PI24212-shd-drain.dwg		CHECKED -	REVISED -			347	CY-N-1	DUPAGE	71	22
Default		PLOT SCALE = 100.0000' / in.	REVISED -			CONTRACT NO. 60V00				
		PLOT DATE = 12/12/2016	REVISED -			ILLINOIS FED. AID PROJECT				

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



EXISTING



PROPOSED

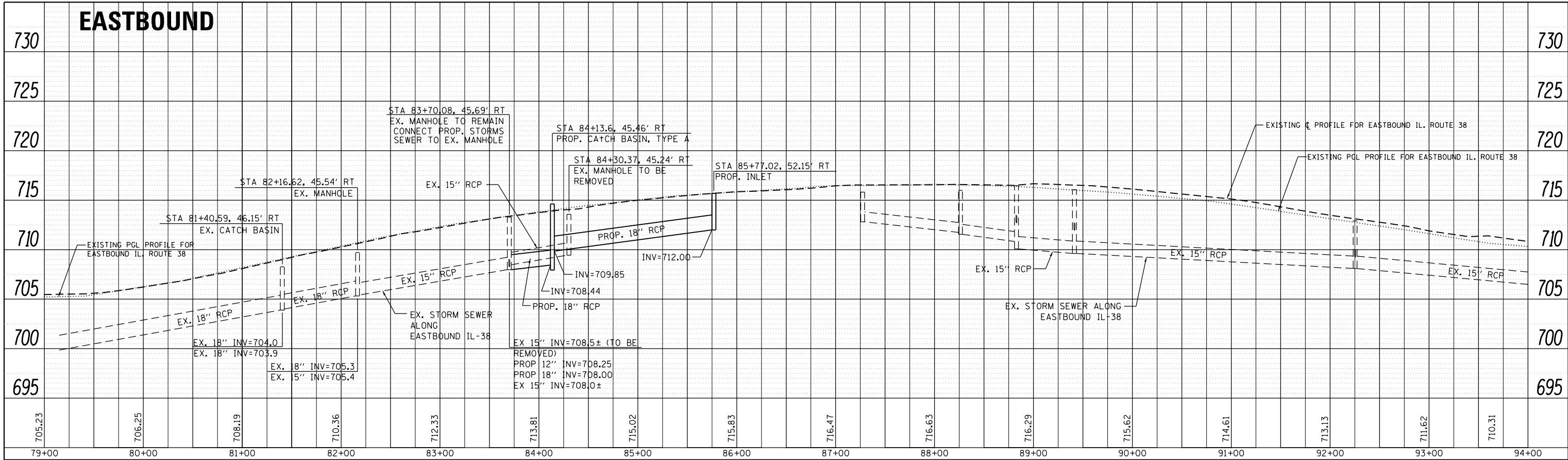
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/12/2016	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

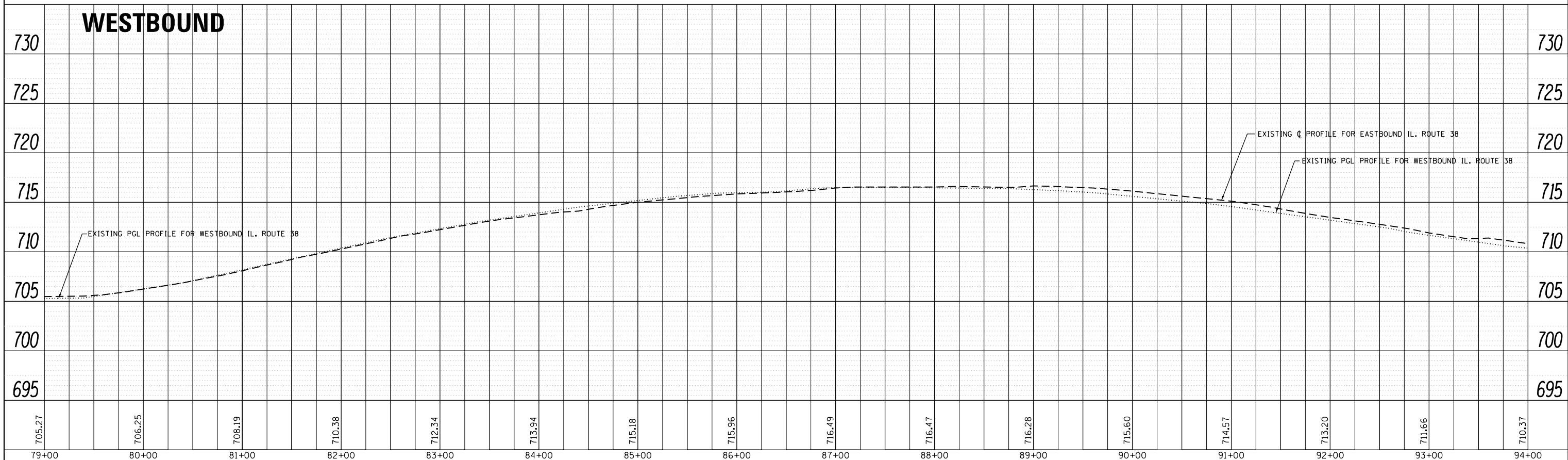
<b>EXISTING &amp; PROPOSED DRAINAGE PLAN</b>			
<b>IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.</b>			
SCALE: 1"=50'	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	23
CONTRACT NO. 60V00				
ILLINOIS FED. AID PROJECT				

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



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



FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE PROFILE - EASTBOUND &amp; WESTBOUND IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
						347	CY-N-1	DUPAGE	71	24	
						CONTRACT NO. 60V00					
						ILLINOIS FED. AID PROJECT					
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -	SCALE: 1"=50'		SHEET OF SHEETS		STA. TO STA.			
PLOT DATE = 12/12/2016		DATE -	REVISED -								



PART OF THE SOUTHWEST QUARTER OF SECTION 15, AND NORTHWEST QUARTER OF SECTION 22, TWP. 39 N., R. 11 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

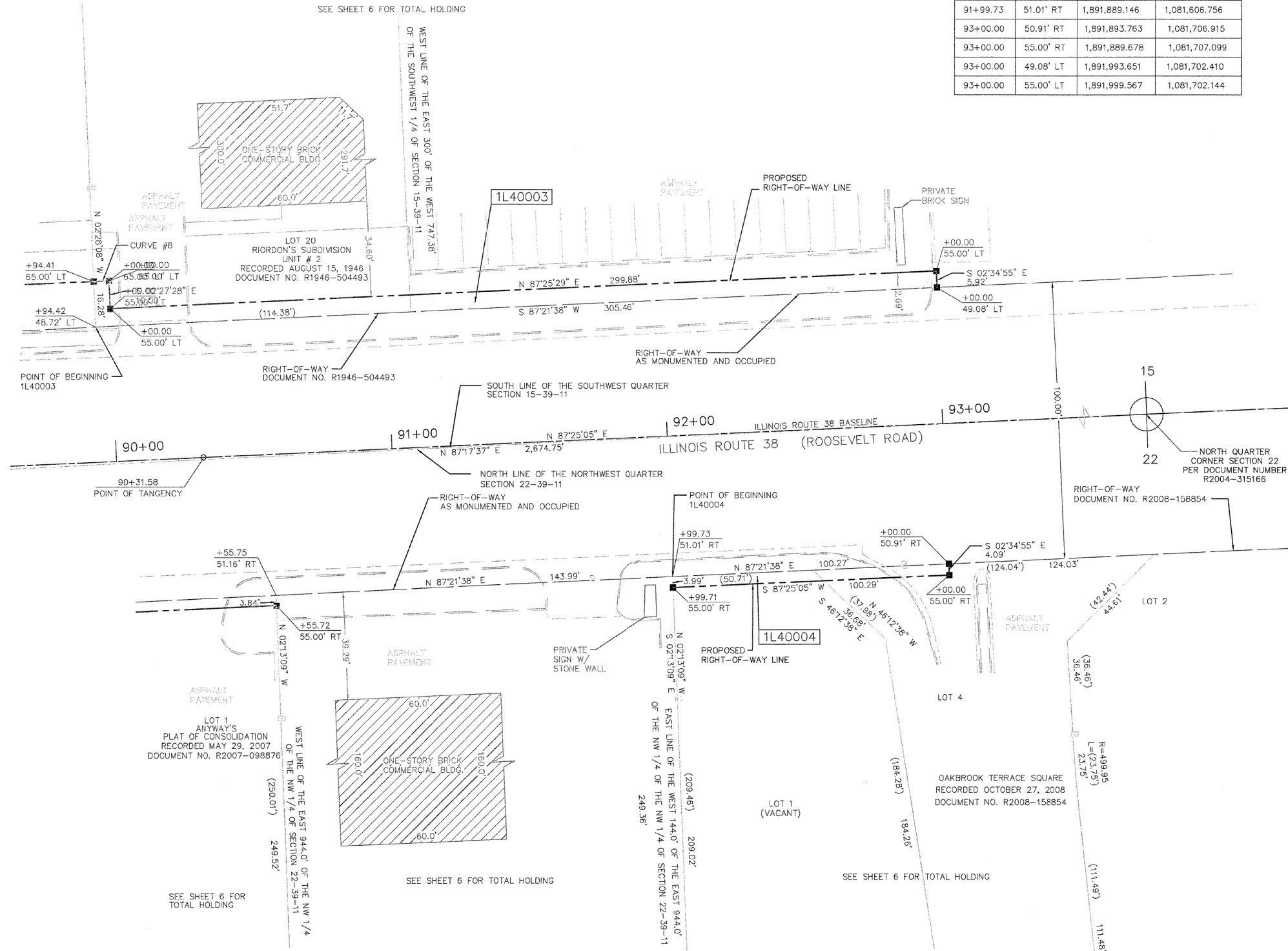
PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W.	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PARCEL NUMBER
1L40003	6.108	0.044		6.064		06-15-304-039
1L40004	7.224	0.009 (405 SQ FT)		7.215		06-22-100-050 06-22-100-044

COORDINATE TABLE ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTH	EAST
90+00.00	55.00' LT	1,891,986.092	1,081,402.566
90+00.00	65.00' LT	1,891,996.083	1,081,402.137
90+55.72	55.00' RT	1,891,878.674	1,081,463.069
90+55.75	51.16' RT	1,891,882.515	1,081,462.920
91+99.71	55.00' RT	1,891,885.161	1,081,606.910
91+99.73	51.01' RT	1,891,889.146	1,081,606.756
93+00.00	50.91' RT	1,891,893.763	1,081,706.915
93+00.00	55.00' RT	1,891,889.678	1,081,707.099
93+00.00	49.08' LT	1,891,993.651	1,081,702.410
93+00.00	55.00' LT	1,891,999.567	1,081,702.144

**LEGEND**

SECTION / QUARTER SECTION LINE  
 PLATTED LOT LINES  
 EXISTING CENTERLINE  
 EXISTING RIGHT OF WAY LINE  
 PROPOSED RIGHT OF WAY LINE  
 PROPOSED EASEMENT  
 CURB & GUTTER  
 EDGE OF PAVEMENT  
 SIDEWALK  
 MEASURED DIMENSION (129.32')  
 RECORDED DIMENSION  
 EXISTING BUILDING  
 LIGHT POLE

GRAPHIC SCALE  
 0 20  
 FEET  
 SCALE: 1" = 20'



ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST GRID, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID". ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9998952584.

- AREAS SHOWN ON PLAT ARE GROUND.
- IRON PIPE OR ROD FOUND
  - ⊕ "MAG" NAIL SET
  - ⊕ CUT CROSS FOUND OR SET
  - 5/8" REBAR SET
  - STAKING OF PROPOSED RIGHT-OF-WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
  - M STAKING OF PROPOSED RIGHT-OF-WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC BEARING SURVEYORS REGISTRATION NUMBER.
  - ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
  - RIGHT-OF-WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
 )SS  
 COUNTY OF COOK )

THIS IS TO CERTIFY THAT I, DONALD RERICKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, FLUIDCLARITY LTD. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184.003912), HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 16, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT OAK PARK, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003465  
 LICENSE EXPIRATION DATE: \_\_\_\_\_

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

**FLUIDCLARITY LTD.**  
 1144 W. LAKE ST., STE 303  
 OAK PARK, IL 60301

**PLAT OF HIGHWAYS**

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 ILLINOIS ROUTE 38 (ROOSEVELT ROAD)

LIMITS: AT ARDMORE AVENUE COUNTY: DUPAGE  
 SECTION: JOB NO.: R-91-045-13  
 STA. 89+94.41 TO STA. 93+00.00  
 SCALE: 1"=20' SHEET 3 OF 5 SHEETS

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

RECEIVED  
 DEC 02 2016  
 PLATS & LEGALS

REVISION DATE: \_\_\_/\_\_\_/\_\_\_ REVISION MADE BY: \_\_\_\_\_

FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAT OF HIGHWAYS IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\1\084EBIDINTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI24212\Design\PI24212-shd-details.dgn		CHECKED -	REVISED -			347	CY-N-1	DUPAGE	71	26
Default		DATE -	REVISED -			SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		
		PLOT DATE = 12/12/2016				CONTRACT NO. 60V00				

PART OF THE NORTHEAST QUARTER OF SECTION 21, TWP. 39 N., R. 11 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

COORDINATE TABLE ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTH	EAST
83+82.92	77.50' RT	1,891,840.218	1,080,788.083
83+82.93	57.16' RT	1,891,860.553	1,060,788.083
84+36.13	67.50' RT	1,891,850.348	1,080,841.537
84+36.17	58.01' RT	1,891,859.836	1,080,841.537
84+51.25	77.50' RT	1,891,840.421	1,080,856.779
84+51.30	67.50' RT	1,891,850.421	1,080,856.779
85+77.29	67.50' RT	1,891,851.639	1,080,983.340
86+13.54	62.24' RT	1,891,857.447	1,081,019.669
86+14.09	83.70' RT	1,891,835.999	1,081,020.569
86+53.39	CL	1,891,920.391	1,081,058.489
86+60.84	CL	1,891,920.536	1,081,065.935
86+62.10	6.24' RT	1,891,914.325	1,081,067.322

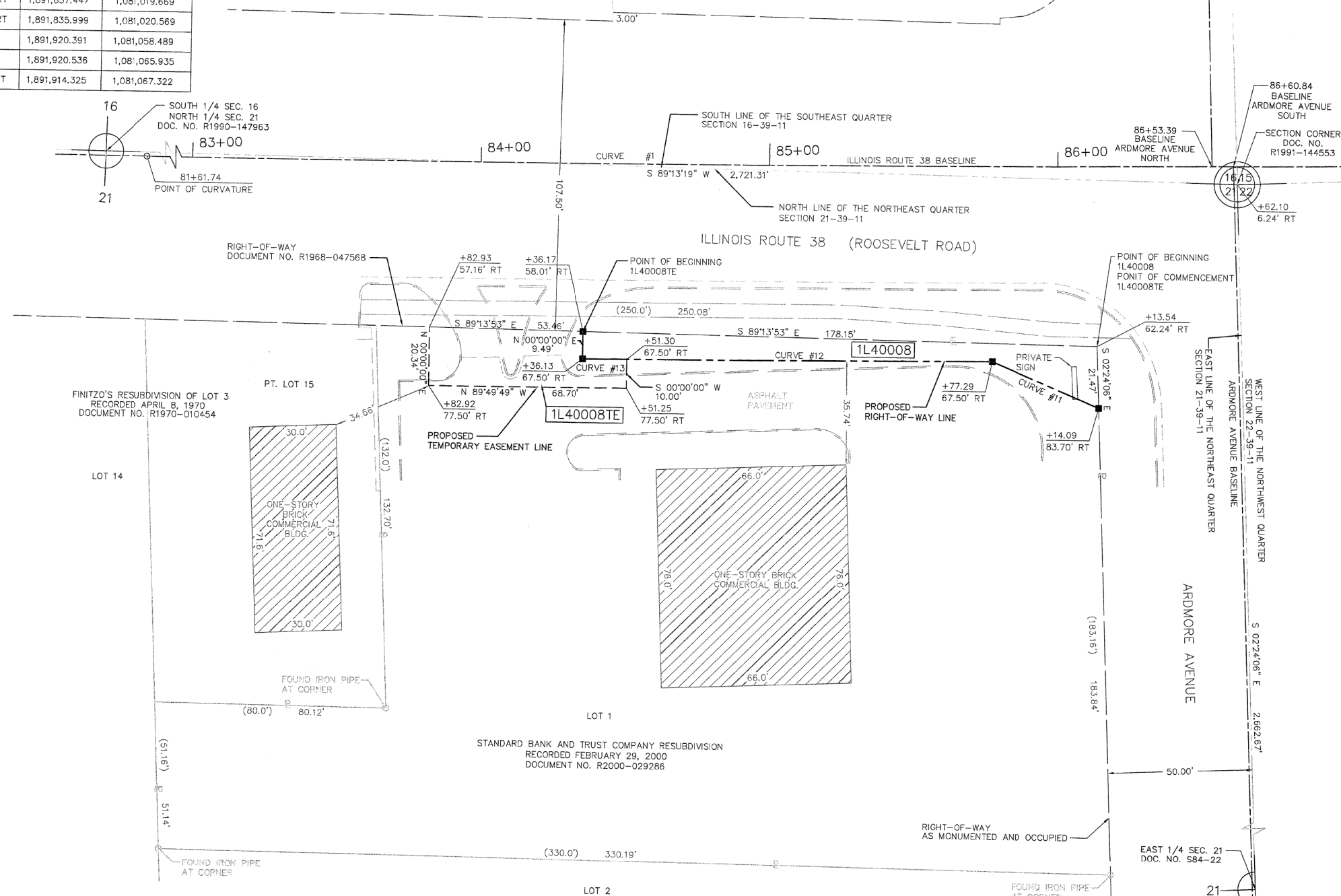
CURVE NUMBER	RADIUS	LENGTH	CHORD LENGTH	CHORD BEARING
CURVE #11	14,672.80'	40.38'	40.38'	N67°12'47"W
CURVE #12	14,662.80'	141.81'	141.81'	S89°28'43"W
CURVE #13	14,662.80'	15.24'	15.24'	N89°43'33"E

**LEGEND**

SECTION / QUARTER SECTION LINE  
 PLATTED LOT LINES  
 EXISTING CENTERLINE  
 EXISTING RIGHT OF WAY LINE  
 PROPOSED RIGHT OF WAY LINE  
 PROPOSED EASEMENT  
 CURB & GUTTER  
 EDGE OF PAVEMENT  
 SIDEWALK  
 MEASURED DIMENSION  
 RECORDED DIMENSION  
 EXISTING BUILDING  
 LIGHT POLE

129.32'  
(129.32')

GRAPHIC SCALE  
 FEET  
 0 20  
 SCALE: 1" = 20'



ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST GRID, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID". ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9998952584.

AREAS SHOWN ON PLAT ARE GROUND.

○ IRON PIPE OR ROD FOUND      ⊕ "MAG" NAIL SET  
 + CUT CROSS FOUND OR SET      ● 5 / 8" REBAR SET

■ STAKING OF PROPOSED RIGHT-OF-WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT-OF-WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC BEARING SURVEYORS REGISTRATION NUMBER.

⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)

□ RIGHT-OF-WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
 )SS  
 COUNTY OF COCK )

THIS IS TO CERTIFY THAT I, DONALD RERICKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, FLUIDCLARITY LTD., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184.003912), HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 16, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT OAK PARK, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003465  
 LICENSE EXPIRATION DATE: \_\_\_\_\_

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

**FLUIDCLARITY LTD.**  
 1144 W. LAKE ST., STE 303  
 OAK PARK, IL 60301

**PLAT OF HIGHWAYS**

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 ILLINOIS ROUTE 38 (ROOSEVELT ROAD)

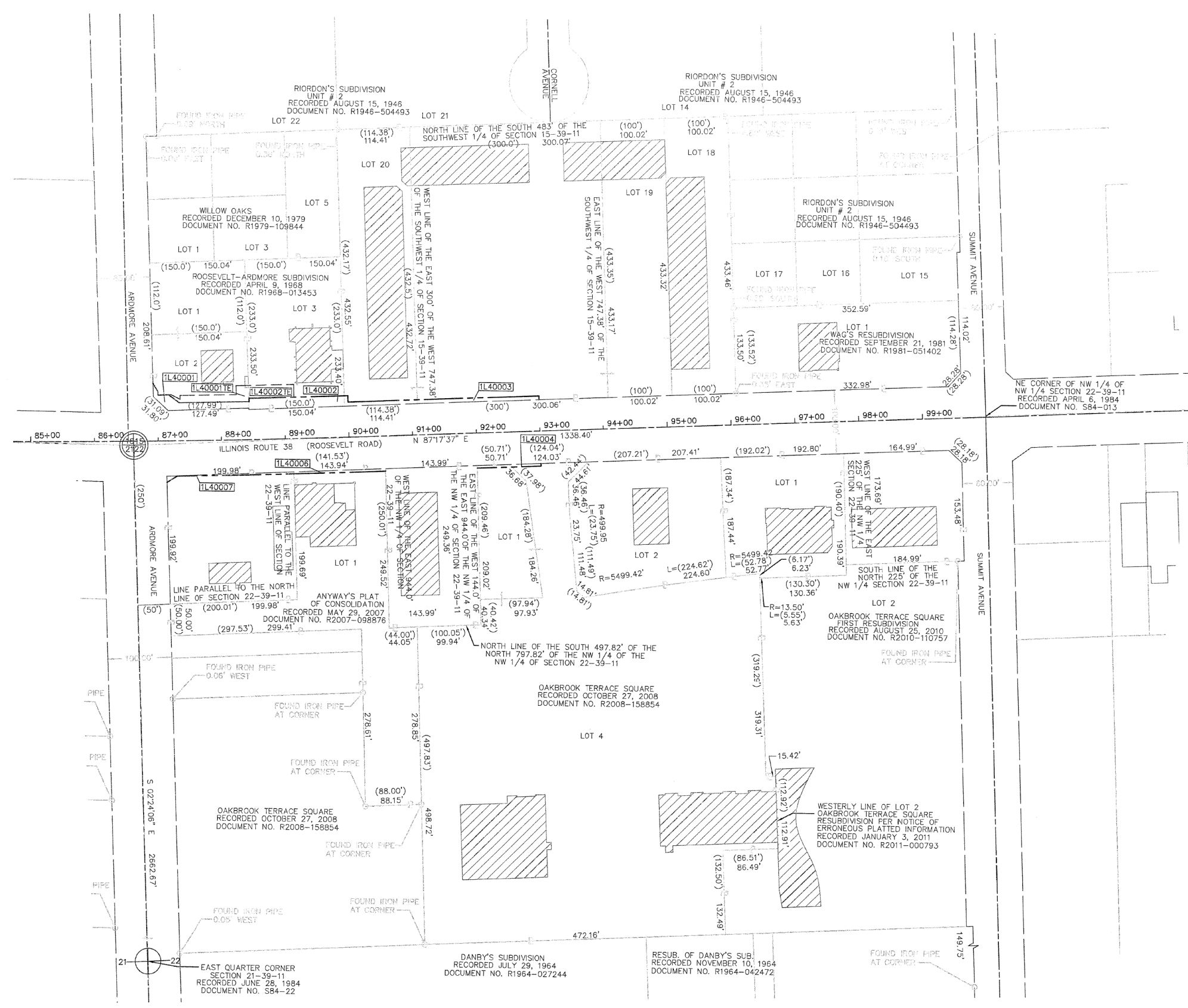
LIMITS: AT ARDMORE AVENUE      COUNTY: DUPAGE  
 SECTION:      JOB NO.: R-91-045-13  
 STA. 83+82.92 TO STA. 86+14.09  
 SCALE: 1"=20'      SHEET 4 OF 5 SHEETS

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

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W.	REMAINDER AREA ACRES	EASEMENT AREA ACRES	PARCEL NUMBER
1L40008	1.148	0.037		1.111		
1L40008TE					0.028	06-21-207-073

REVISION DATE: \_\_\_/\_\_\_/\_\_\_ REVISION MADE BY: \_\_\_\_\_

PART OF THE SOUTHWEST QUARTER OF SECTION 15, AND NORTHWEST QUARTER OF SECTION 22, TWP. 39 N., R. 11 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.



**LEGEND**

SECTION CORNER: 9 10 16 15

QUARTER SECTION CORNER: 16 15

SECTION / QUARTER SECTION LINE

PLATTED LOT LINES

EXISTING CENTERLINE

EXISTING RIGHT OF WAY LINE

PROPOSED RIGHT OF WAY LINE

PROPOSED EASEMENT

CURB & GUTTER

EDGE OF PAVEMENT

SIDEWALK

MEASURED DIMENSION (129.32')

RECORDED DIMENSION (129.32')

EXISTING BUILDING

LIGHT POLE

GRAPHIC SCALE: 1" = 80'

- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
- BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST GRID, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID". ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9998952584.
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  - ⊕ "MAG" NAIL SET
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  - ⊕ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
  - RIGHT-OF-WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS )  
 ) JSS  
 COUNTY OF COOK )

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DATED AT OAK PARK, ILLINOIS THIS \_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003465  
 LICENSE EXPIRATION DATE: \_\_\_\_\_

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

**FLUIDCLARITY LTD.**  
 1144 W. LAKE ST., STE 303  
 OAK PARK, IL 60301

**PLAT OF HIGHWAYS**

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 ILLINOIS ROUTE 38 (ROOSEVELT ROAD)

LIMITS: AT ARDMORE AVENUE COUNTY: DUPAGE  
 SECTION: TO STA. JOB NO.: R-91-045-13  
 STA. TO STA.  
 SCALE: 1"=80' SHEET 5 OF 5 SHEETS

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

DOT USE ONLY

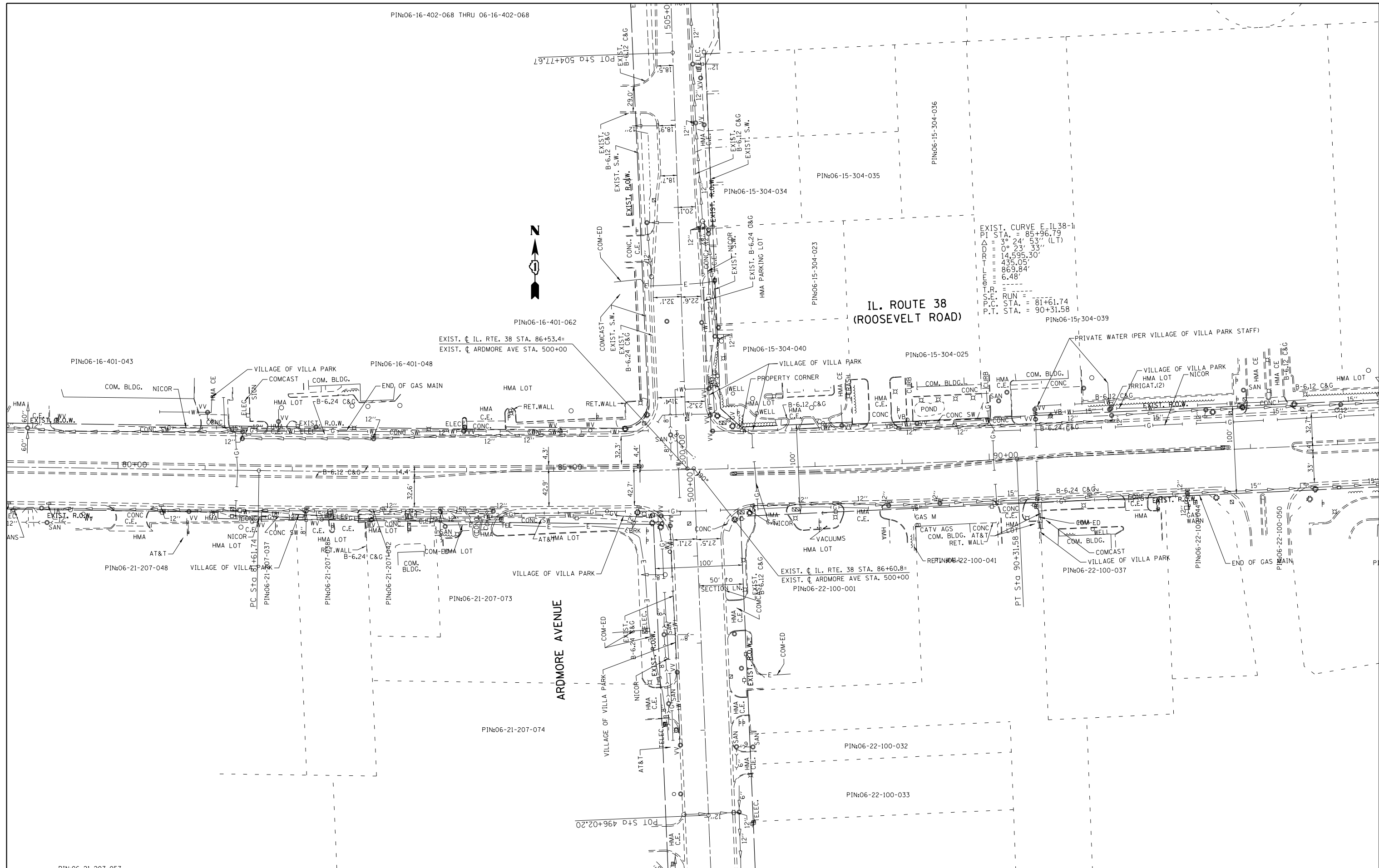
RECEIVED

DEC 02 2016

PLATS & LEGALS

REVISION DATE: \_\_\_/\_\_\_/\_\_\_ REVISION MADE BY: \_\_\_\_\_

FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAT OF HIGHWAYS IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw\IL084EBIDINTEG\illinois.gov\PIWIDOTDocuments\DOT Offices\District 1\Projects\PI24212\Drawings\Design\PI24212-shd-details.dgn	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			347	CY-N-1	DUPAGE	71	28	
Default	PLOT DATE = 12/12/2016	DATE -	REVISED -			CONTRACT NO. 60V00					
						ILLINOIS FED. AID PROJECT					



EXIST. CURVE E. IL 38-1  
 PI STA. = 85+96.79  
 P.D. = 3° 24' 53" (LT)  
 TD = 0° 23' 53"  
 TXD = 14,595.33'  
 T = 435.05'  
 M = 869.84'  
 T.R. = 6.48'  
 S.E. RUN = 77+61.74  
 P.C. STA. = 81+61.74  
 P.T. STA. = 90+31.58

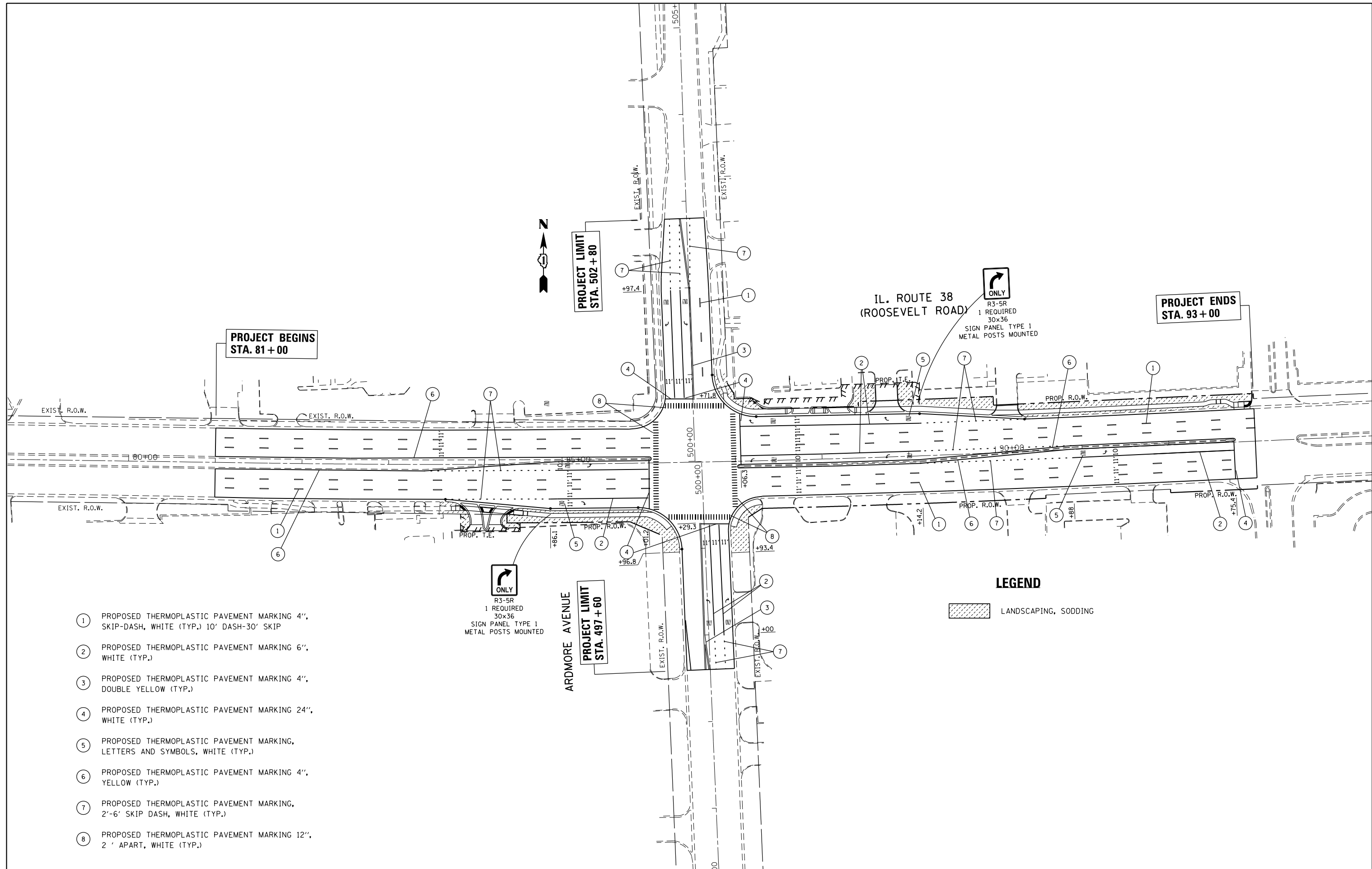
FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -
pw:\IL084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI24212\Drawings\CAD\Sheets\PI24212-sht-SUE.dgn		CHECKED -	REVISED -
Default	PLOT DATE = 12/12/2016	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**


**EXISTING UTILITY PLAN  
 IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	29
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60V00	



- ① PROPOSED THERMOPLASTIC PAVEMENT MARKING 4", SKIP-DASH, WHITE (TYP.) 10' DASH-30' SKIP
- ② PROPOSED THERMOPLASTIC PAVEMENT MARKING 6", WHITE (TYP.)
- ③ PROPOSED THERMOPLASTIC PAVEMENT MARKING 4", DOUBLE YELLOW (TYP.)
- ④ PROPOSED THERMOPLASTIC PAVEMENT MARKING 24", WHITE (TYP.)
- ⑤ PROPOSED THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, WHITE (TYP.)
- ⑥ PROPOSED THERMOPLASTIC PAVEMENT MARKING 4", YELLOW (TYP.)
- ⑦ PROPOSED THERMOPLASTIC PAVEMENT MARKING, 2'-6' SKIP DASH, WHITE (TYP.)
- ⑧ PROPOSED THERMOPLASTIC PAVEMENT MARKING 12", 2' APART, WHITE (TYP.)

  
 ONLY  
 R3-5R  
 1 REQUIRED  
 30x36  
 SIGN PANEL TYPE 1  
 METAL POSTS MOUNTED

**LEGEND**  
 LANDSCAPING, SODDING

FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN</b> <b>IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw\IL\084EBIDINTEG\illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\PI24212\Drawings\CAD\Sheets\PI24212-sh-pmk.dgn	PLotted SCALE = 100.0000' / in.	CHECKED -	REVISED -			347	CY-N-1	DUPAGE	71	30	
Default	PLOT DATE = 12/12/2016	DATE -	REVISED -			CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT		
						SCALE: 1"=50'	SHEET OF SHEETS	STA. TO STA.			

**SUMMARY OF QUANTITIES**

				IL 38 (ROOSEVELT RD) @ ARDMORE AVE	INTERCONNECT
LOCATION OF WORK				CONSTRUCTION CODE	0021
SUMMARY OF QUANTITIES				GRAND	0021
CODE NO.	ITEM	UNIT	TOTAL		
72000100	SIGN PANEL - TYPE 1	SQ FT	48	48	
72000200	SIGN PANEL - TYPE 2	SQ FT	30	30	
80500020	SERVICE INSTALLATION- POLE MOUNTED	EACH	1	1	
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1,312	972	340
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	63	63	
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	64	64	
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	514	514	
81400100	HANDHOLE	EACH	4	4	
81400200	HEAVY-DUTY HANDHOLE	EACH	4	4	
81400300	DOUBLE HANDHOLE	EACH	2	2	
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2		2
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1	1	
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2,178		2178
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,430	1430	
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2,121	2121	
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2,254	2254	
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2,448	2448	
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2,125	2125	
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	268	268	
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	838	838	
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4	4	
87602000	PEDESTRIAN PUSH-BUTTON POST	EACH	3	3	
87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1	1	
87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1	1	
87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1	1	
87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1	1	
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	24	24	
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4	4	
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	37	37.0	
87900200	DRILL EXISTING HANDHOLE	EACH	5	3	2
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8	8	
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2	2	
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	6	6	
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	6	6	
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8	8	
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14	14	
88500100	INDUCTIVE LOOP DETECTOR	EACH	10	10	
88600100	DETECTOR LOOP, TYPE I	FOOT	1,209	1209	
88700200	LIGHT DETECTOR	EACH	3	3	
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1	1	
88800100	PEDESTRIAN PUSH-BUTTON	EACH	8	8	
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,038		1038
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1	
89502380	REMOVE EXISTING HANDHOLE	EACH	9	9	
89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	3	3	
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	8	8	
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	618	618	
X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	947		947
X14000081	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET SPECIAL	EACH	1	1	
X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1	1	
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	2,224		2224
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1		1
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1	

**GENERAL NOTES:**

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470, 72 HOURS IN ADVANCE OF BEGINNING WORK.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.
- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811, IN THE CITY OF CHICAGO CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
- IF THIS CONTRACT REQUIRES THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE AT HIS/HER OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK. IF THIS CONTRACT DOES NOT REQUIRE THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR MAY REQUEST ONE FREE LOCATE FOR EXISTING IDOT ELECTRICAL FACILITIES FROM THE DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR PRIOR TO THE START OF ANY WORK. ADDITIONAL REQUESTS MAY BE AT THE EXPENSE OF THE CONTRACTOR. THE LOCATION OF UNDERGROUND TRAFFIC FACILITIES DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO REPAIR ANY FACILITIES DAMAGED DURING CONSTRUCTION AT THEIR EXPENSE.
- CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.
- RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, 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 SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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	DRAWN - CDC	REVISED -
PLOT SCALE = 1:8000' / 1"	CHECKED - KMM	REVISED -
PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES & GENERAL NOTES**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1		71	31
			CONTRACT NO. 60V00	
ILLINOIS FED. AID PROJECT				

# 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																					
UNINTERRUPTABLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																					
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F																					
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F																					
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE																					
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED																					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED																					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM				ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED																					
SIGNAL POST				REMOVE ITEM				STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED																					
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM				SIGNAL POST AND FOUNDATION TO BE REMOVED																					
GUY WIRE				ABANDON ITEM				INTERSECTION & SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				QUEUE DETECTOR																					
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PERFORMED QUEUE DETECTOR																					
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PERFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				"RB" INDICATES REFLECTIVE BACKPLATE				PERFORMED SAMPLING (SYSTEM) DETECTOR																					
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				<h2>RAILROAD SYMBOLS</h2> <table border="1"> <thead> <tr> <th></th> <th>EXISTING</th> <th>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		
	EXISTING	PROPOSED																											
RAILROAD CONTROL CABINET																													
RAILROAD CANTILEVER MAST ARM																													
FLASHING SIGNAL																													
CROSSING GATE																													
CROSSBUCK																													
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED																									
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID																									
ILLUMINATED SIGN "NO LEFT TURN"				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER																									
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO INTERCONNECT																									
DETECTOR LOOP, TYPE I				RADIO REPEATER																									
PERFORMED DETECTOR LOOP				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																									
MICROWAVE VEHICLE SENSOR				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																									
VIDEO DETECTION CAMERA																													
VIDEO DETECTION ZONE																													
PAN, TILT, ZOOM CAMERA																													
WIRELESS DETECTOR SENSOR																													
WIRELESS ACCESS POINT																													

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PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

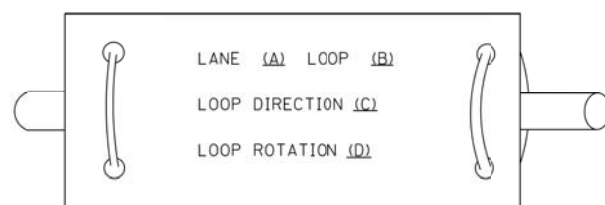
F.A.P. RTE. 347	SECTION CY-N-1	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 32
CONTRACT NO. 60V00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET NO. 1 OF 7 SHEETS STA. TO STA.

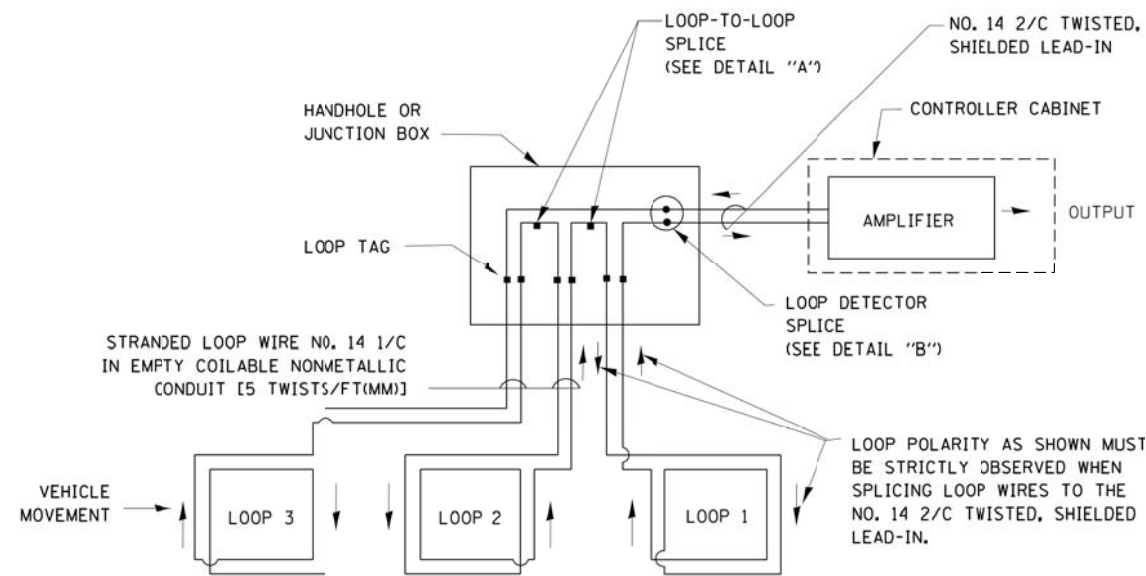
**LOOP DETECTOR NOTES**

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

**LOOP LEAD-IN CABLE TAG**

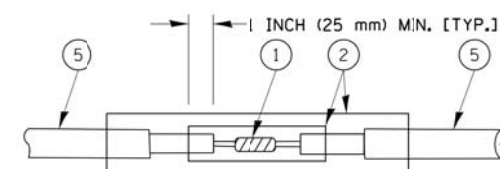


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

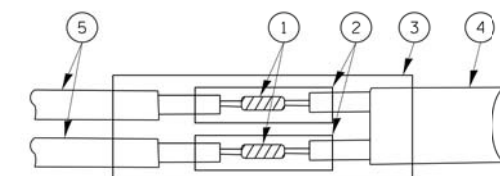


**DETECTOR LOOP WIRING SCHEMATIC**

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

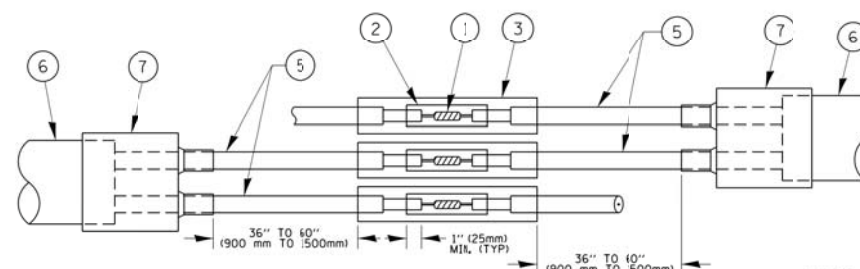


DETAIL "A"  
LOOP-TO-LOOP SPLICE

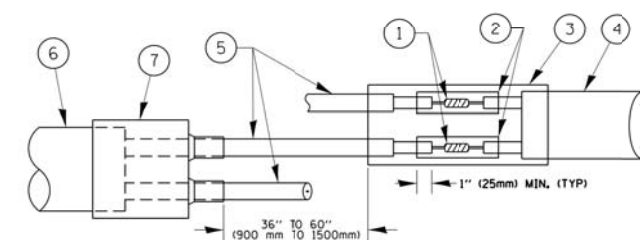


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



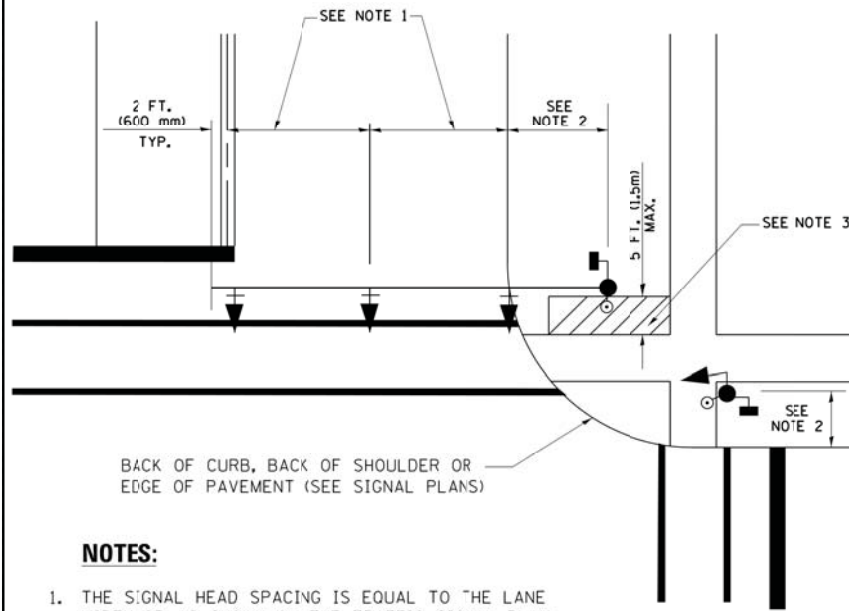
DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**PREFORMED LOOP**

**LOOP DETECTOR SPLICE**

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

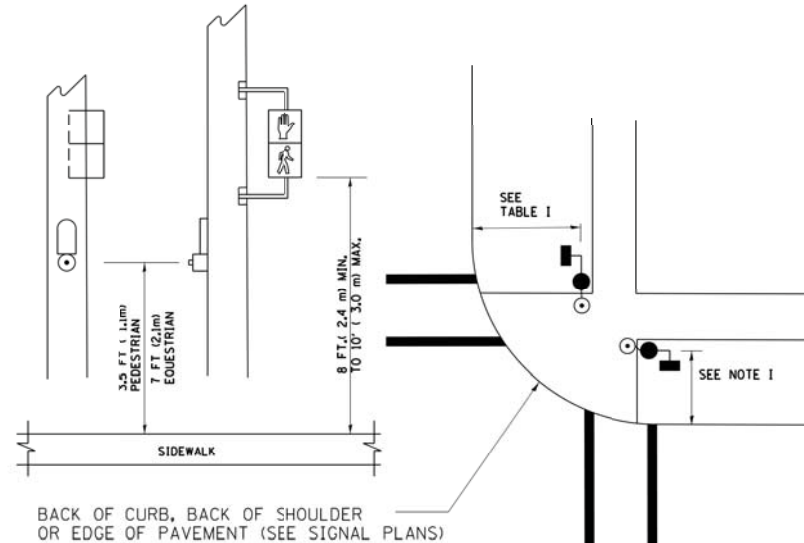
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST  
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR  
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN  
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



**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."

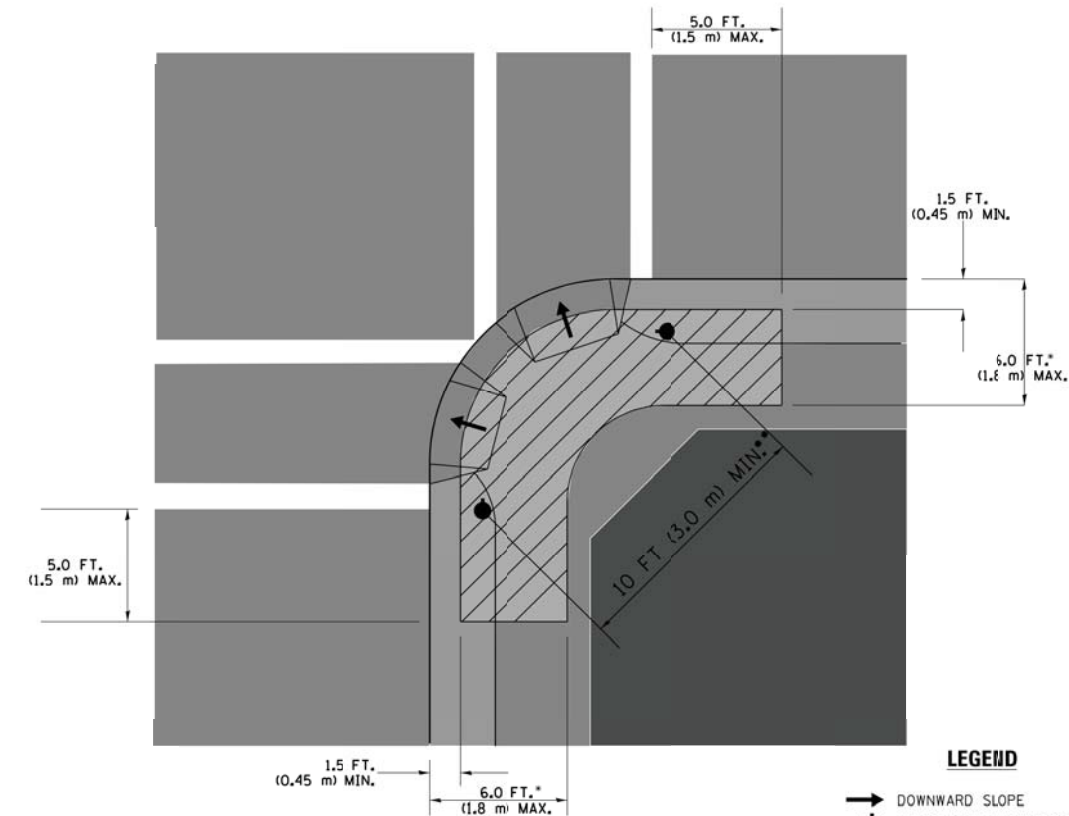
**PEDESTRIAN SIGNAL POST  
AND  
PEDESTRIAN PUSH BUTTON POST**



**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) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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

**NOTES:**

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

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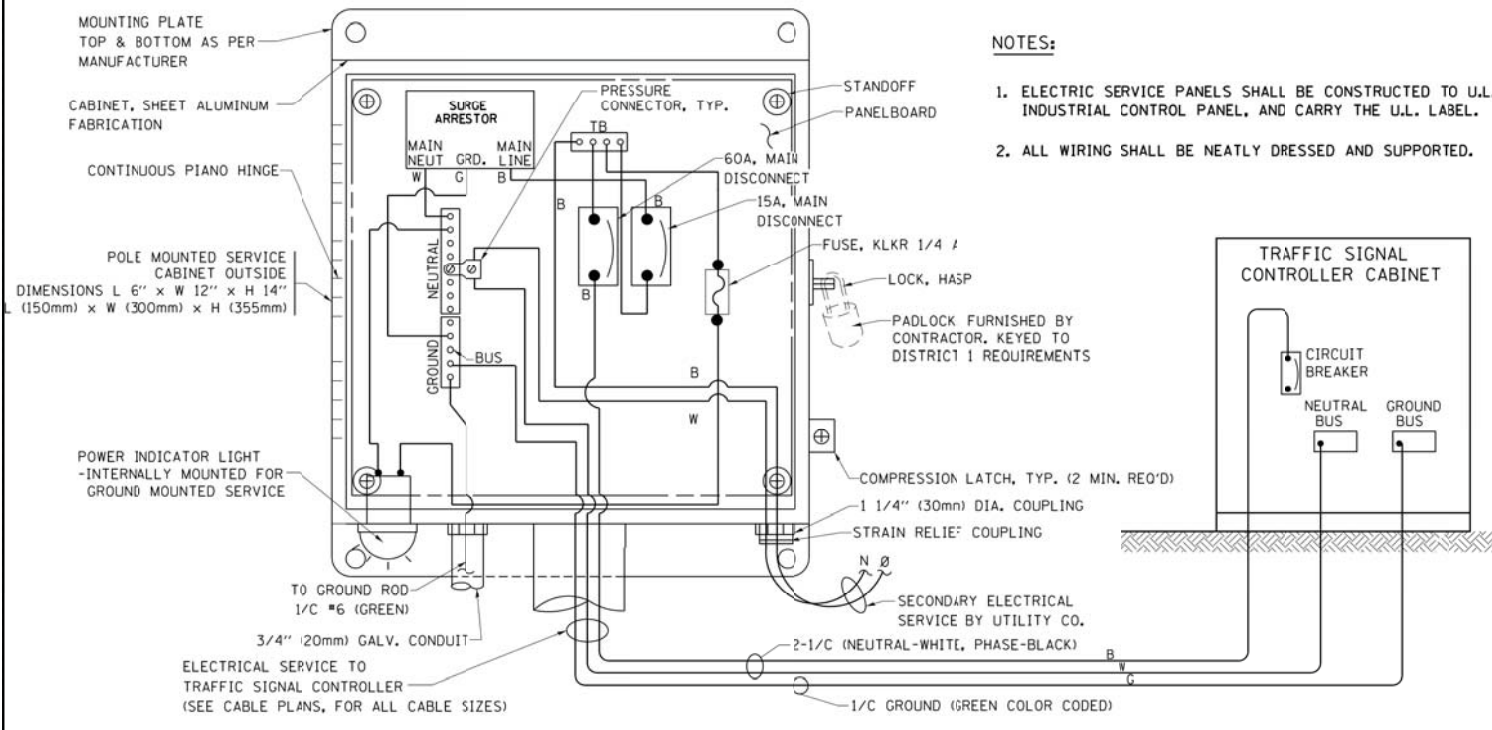
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

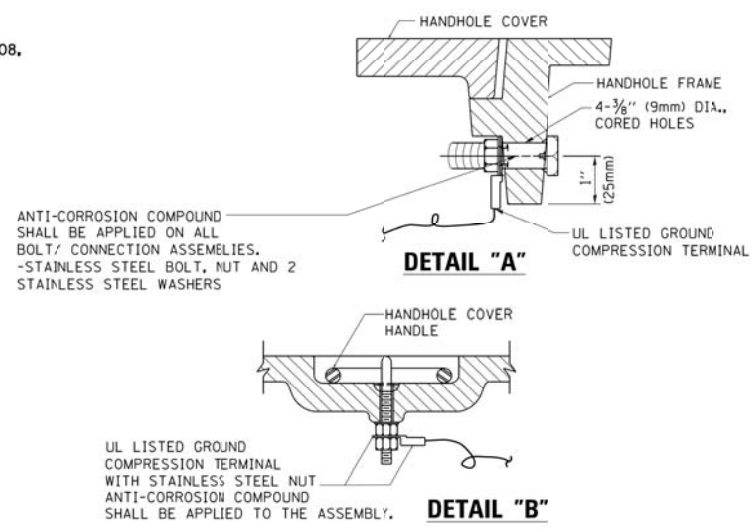
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	34
CONTRACT NO. 60V00			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

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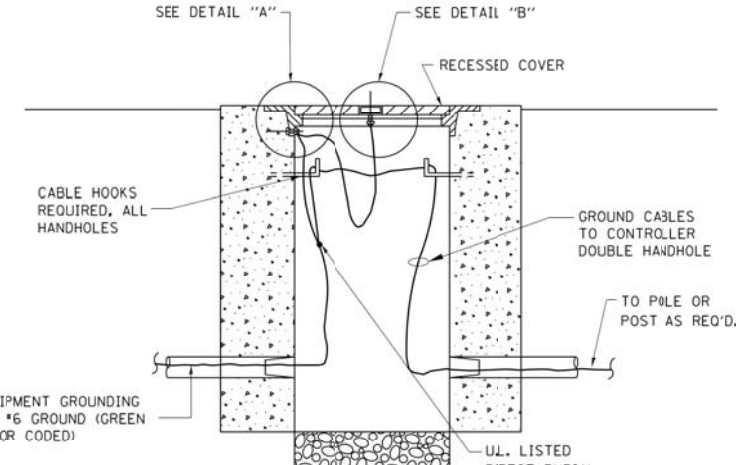


- NOTES:**
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
  2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

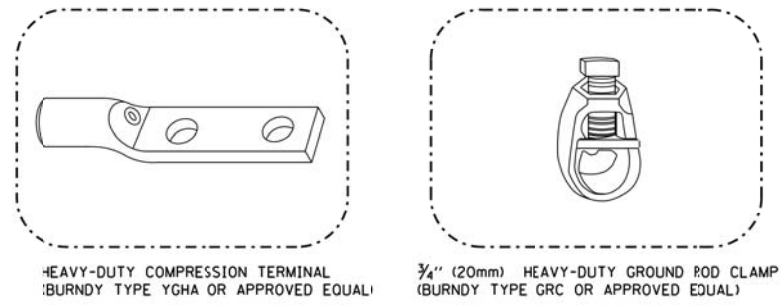


- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED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

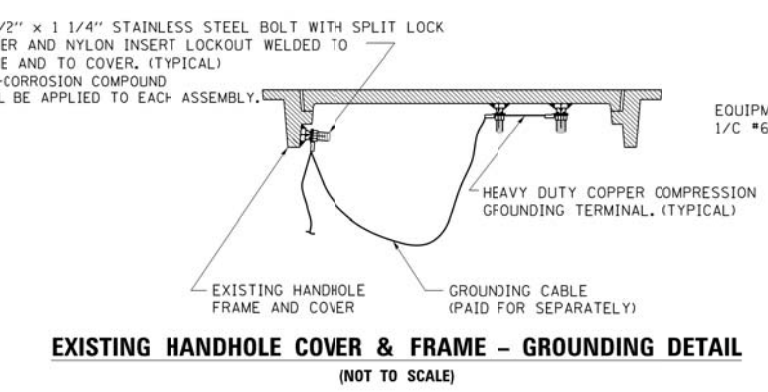
**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)**



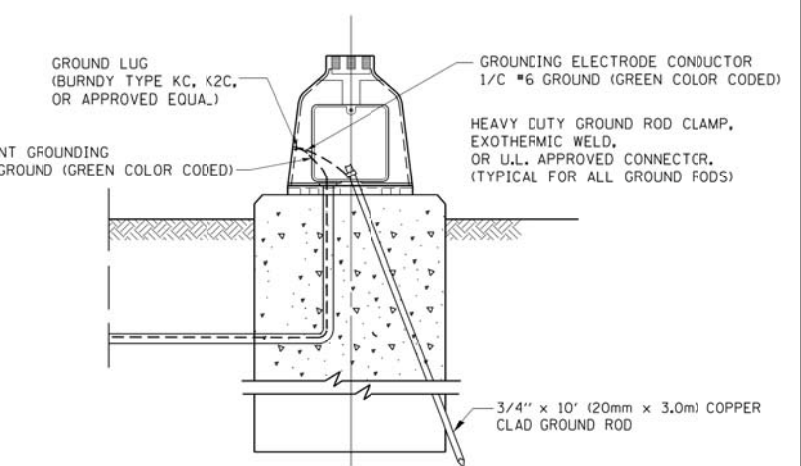
**HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)**



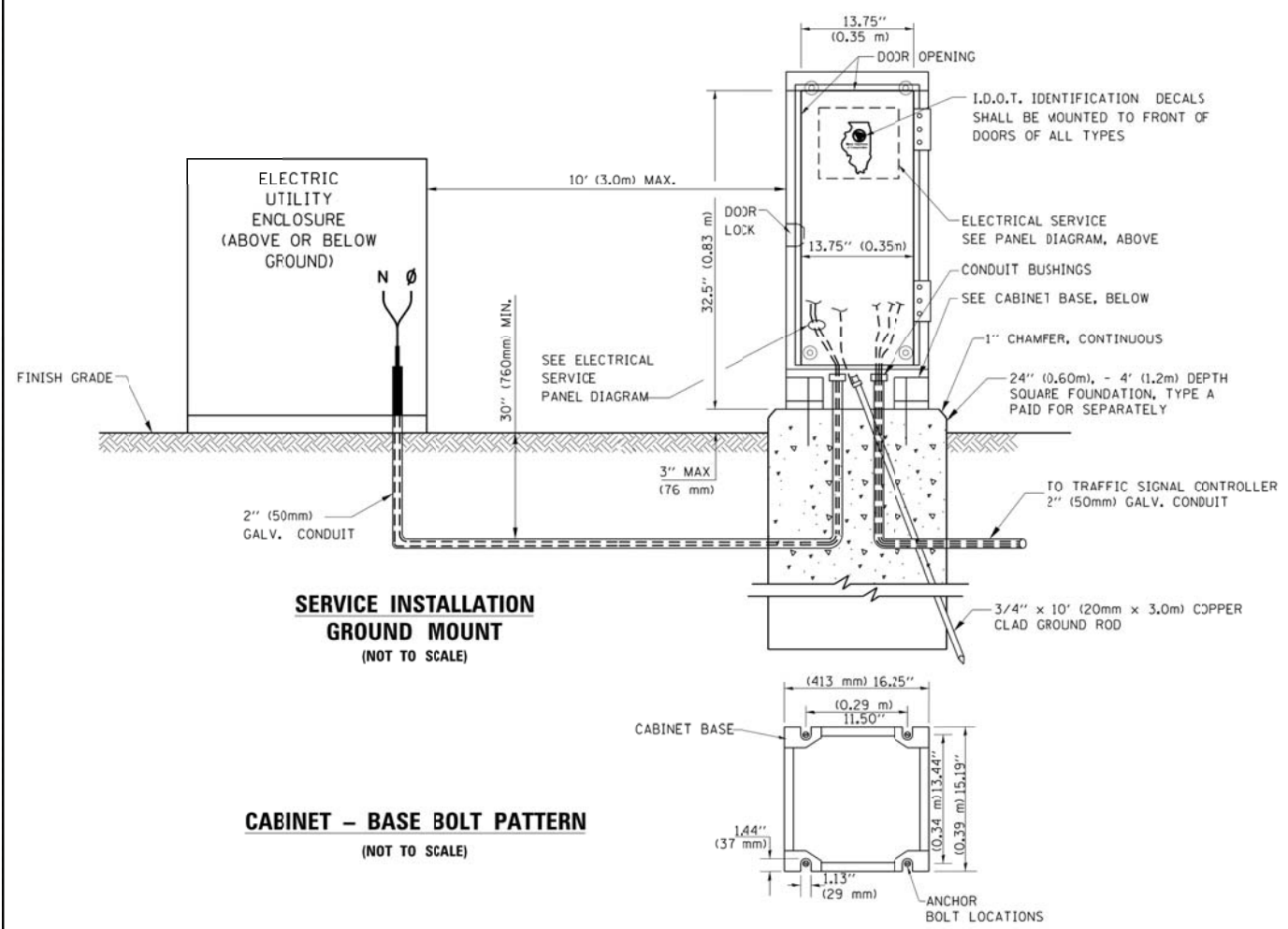
- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, U.L. APPROVED.
  - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



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



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



**SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)**

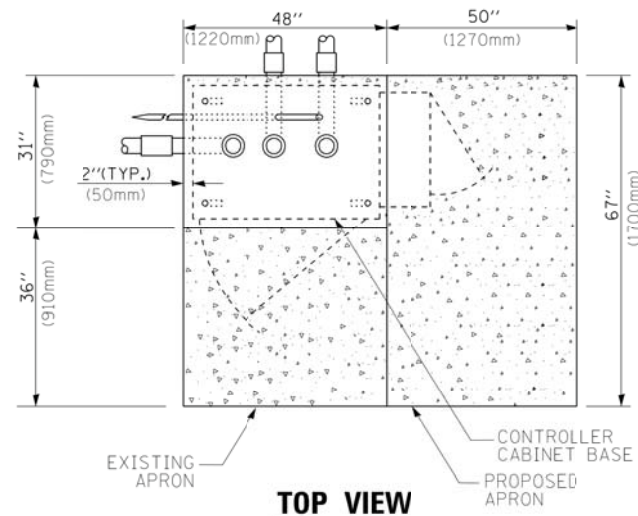
**CABINET - BASE BOLT PATTERN (NOT TO SCALE)**

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	DRAWN - CDC	REVISED -
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PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISED -

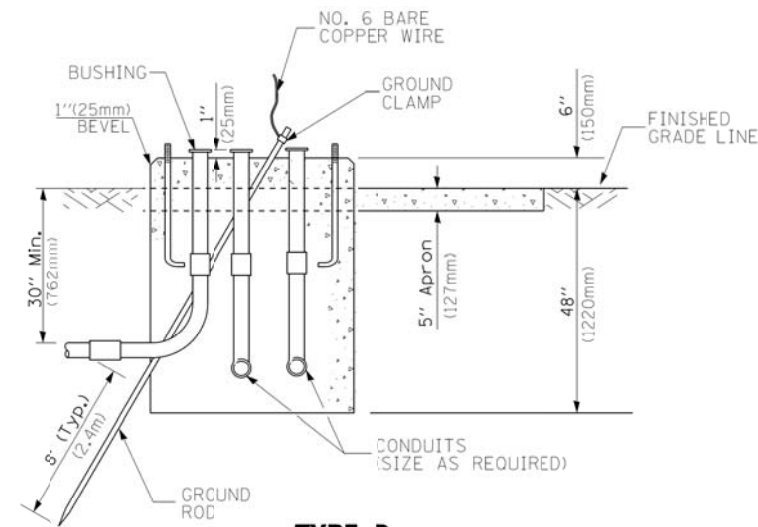
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS**  
SCALE: NONE SHEET NO. 4 OF 7 SHEETS STA. TO STA.

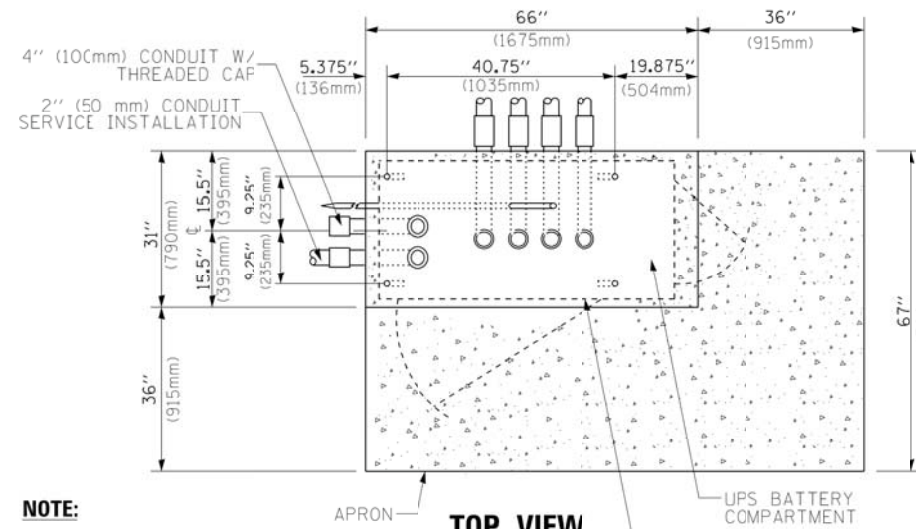
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	35
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60V00	



**TOP VIEW**



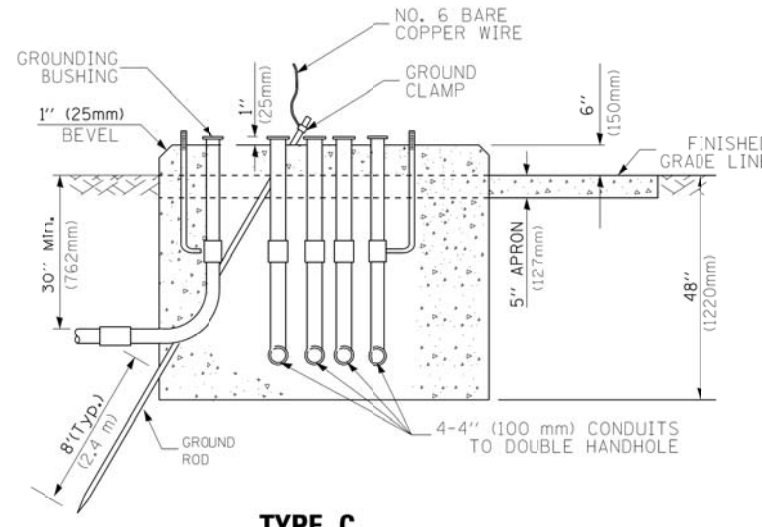
**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**



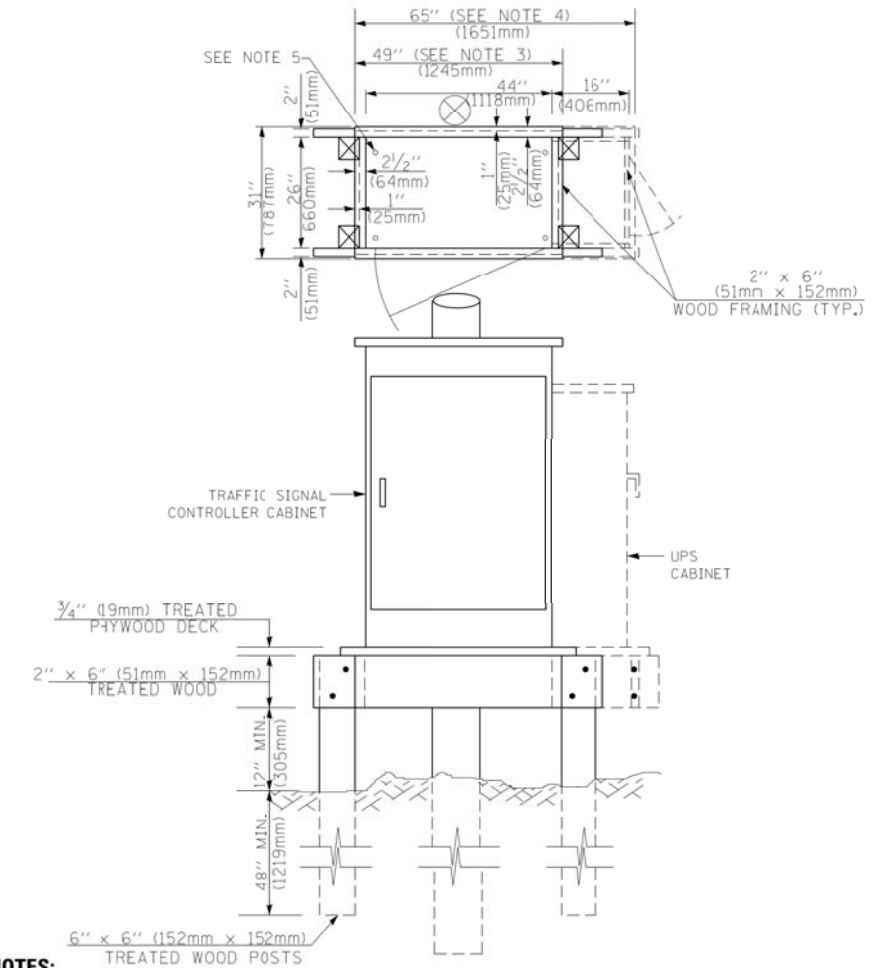
**TOP VIEW**

**NOTE:**

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



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



**NOTES:**

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

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

**DEPTH OF FOUNDATION**

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
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 less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

**NOTES:**

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**

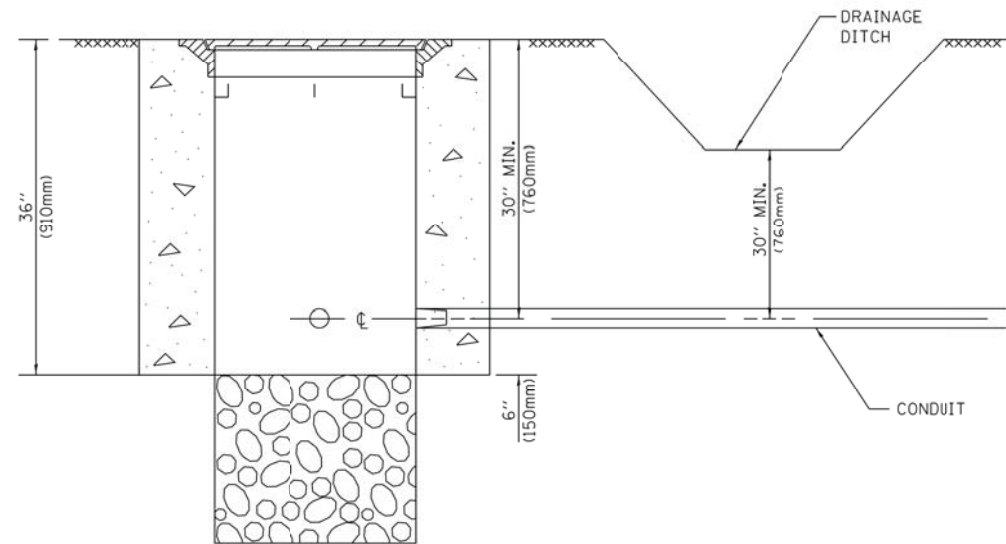
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PLOT DATE = 12/12/2016	CHECKED - KMM	REVISED -
	DATE - 4/1/15	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 5 OF 7 SHEETS STA. TO STA.

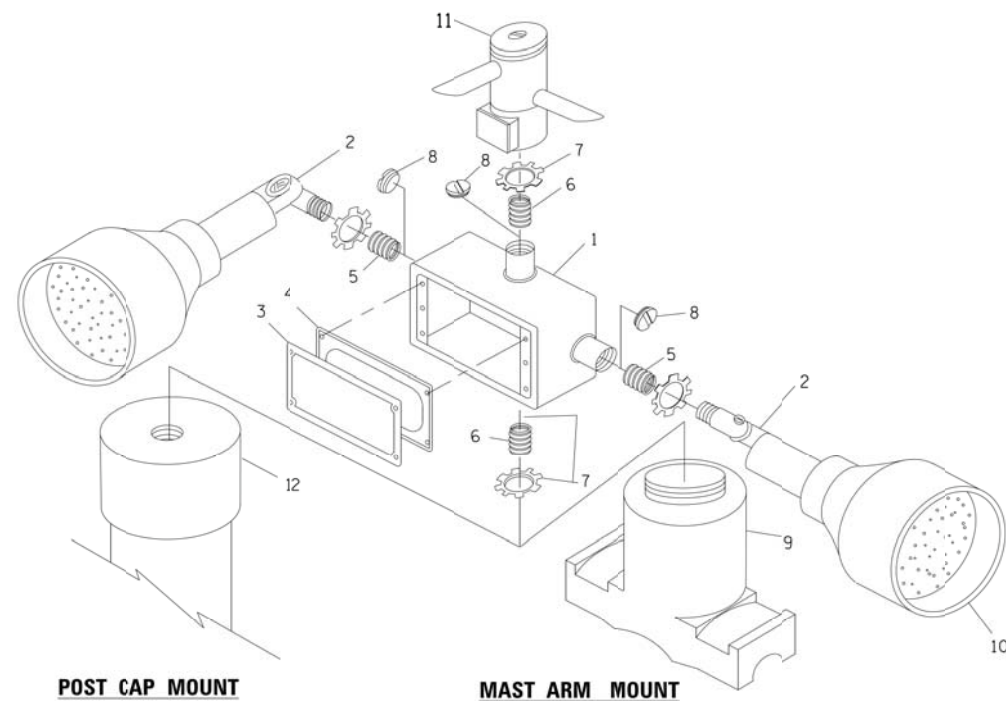
F.A.P. RTE. 347	SECTION CY-N-1	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 36
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60V00	



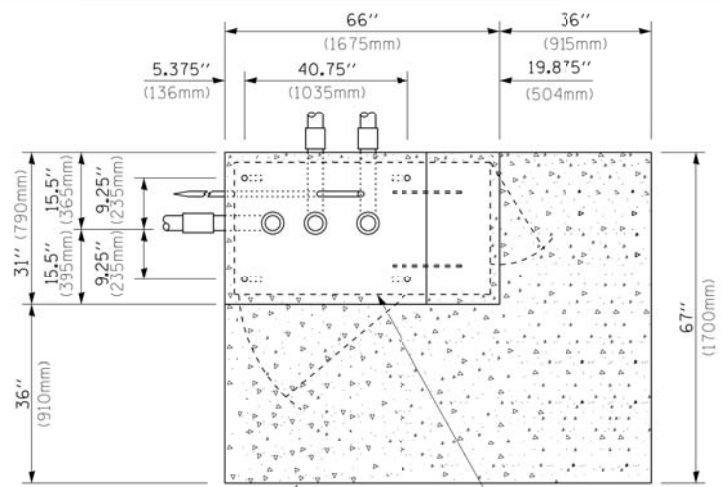
**NOTES:**

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

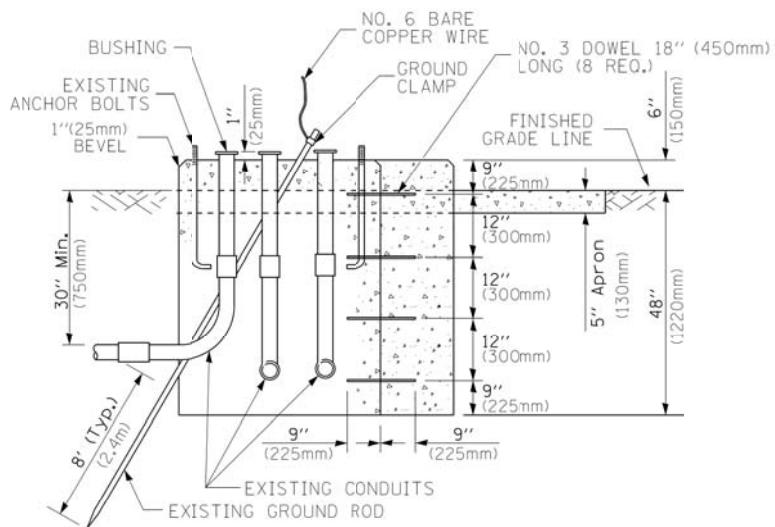
**HANDHOLE WITH MINIMUM CONDUIT DEPTH**  
(NOT TO SCALE)



**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL**



**TOP VIEW**  
(NOT TO SCALE)

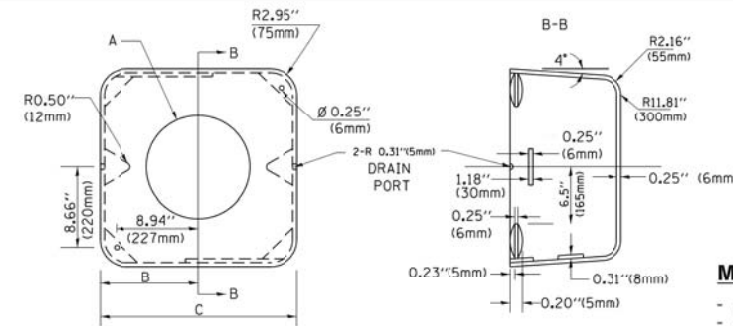


**MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION**  
(NOT TO SCALE)

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0,000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

**NOTES:**

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 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.



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

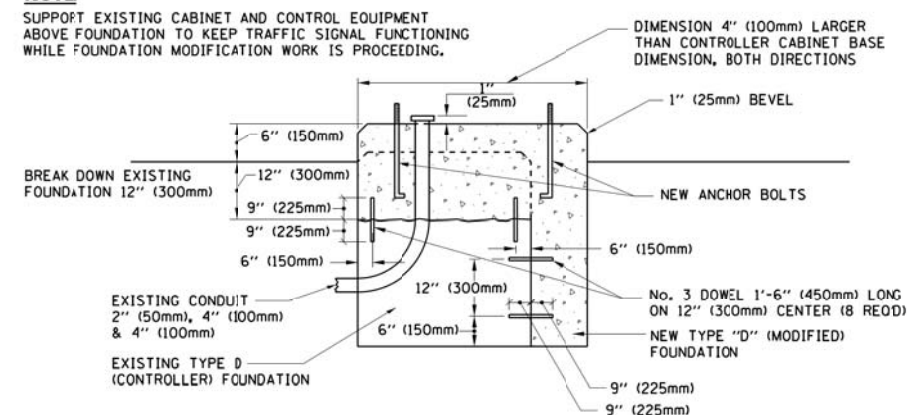
**SHROUD**

**NOTES:**

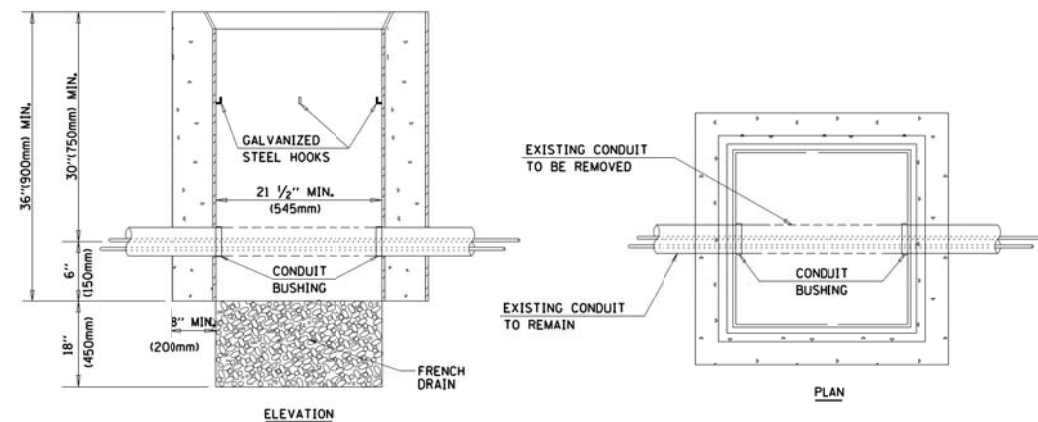
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

**NOTE:**

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



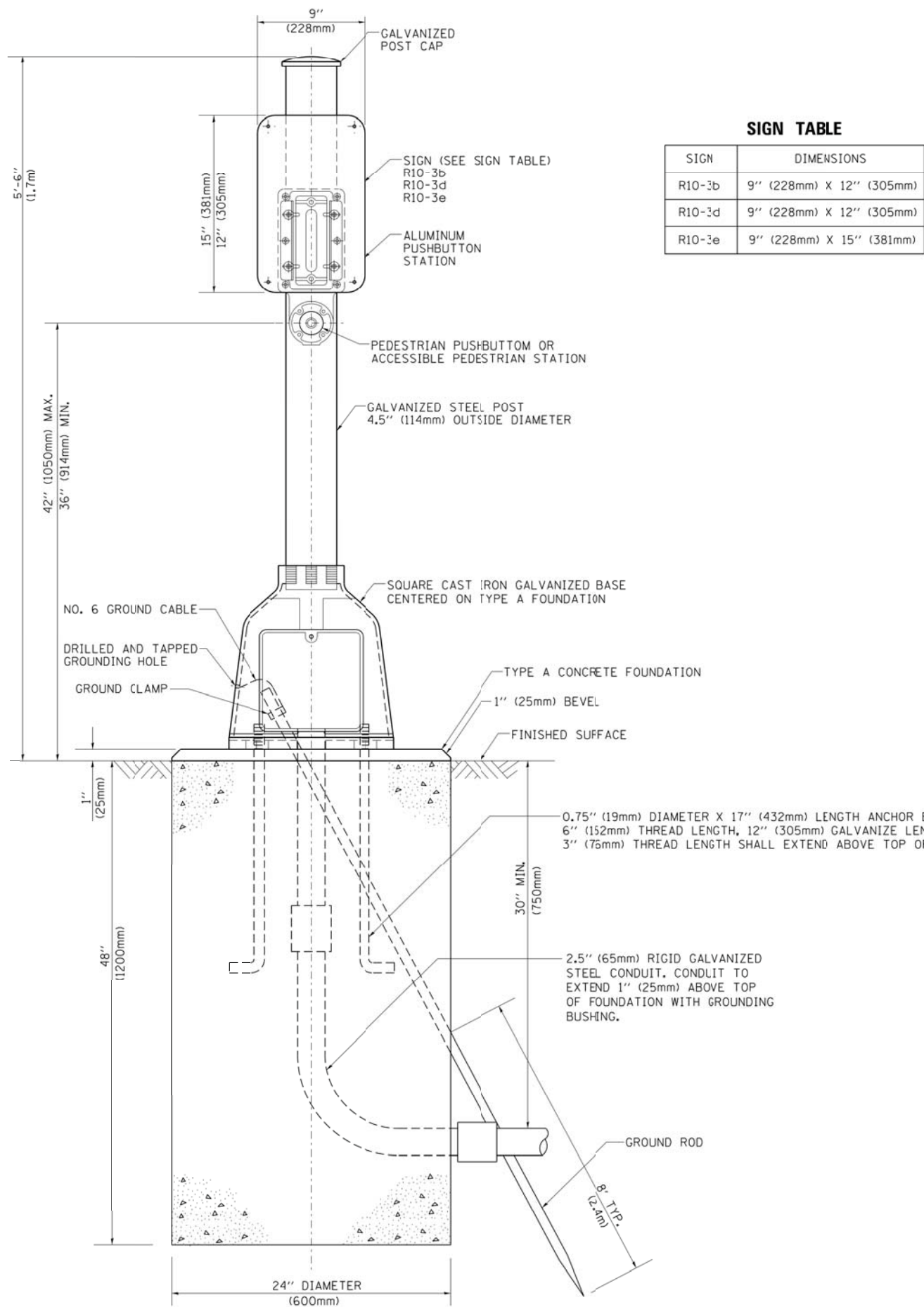
**MODIFY EXISTING TYPE "D" FOUNDATION**



**NOTES:**

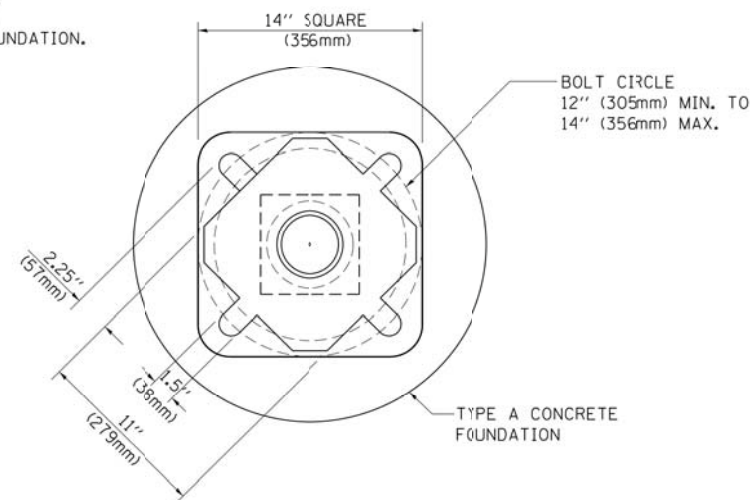
1. HANDHOLE CONSTRUCTED PER STATE STANDARD 8:4001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**



**SIGN TABLE**

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



**BOLT PATTERN**

**PEDESTRIAN PUSH BUTTON POST, TYPE A**

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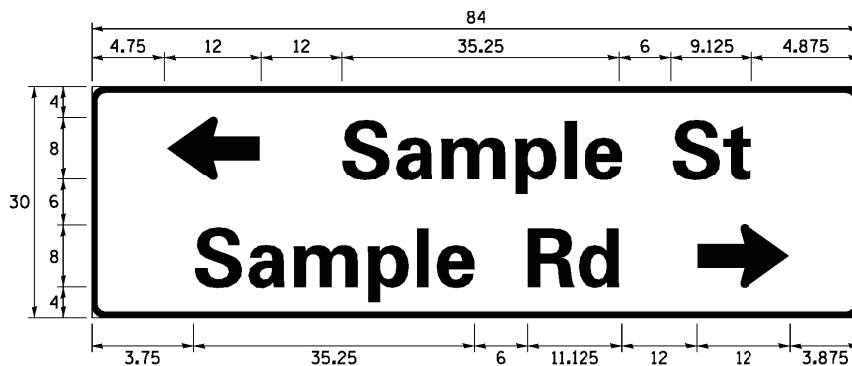
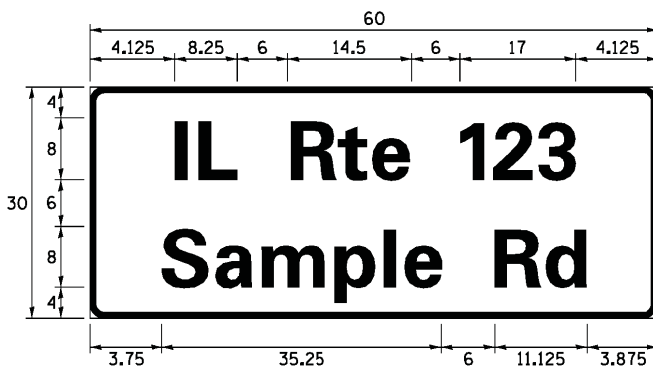
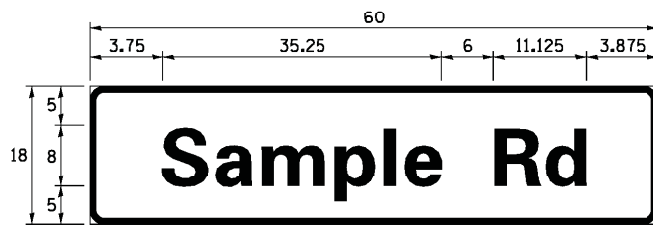
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	38
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60V00	

**SIGN PANEL – TYPE 1 OR TYPE 2**



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

**COMMON STREET NAME ABBREVIATIONS AND WIDTHS**

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

**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 CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THERE IS SPACE AVAILABLE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

**LOCAL SUPPLIERS:**

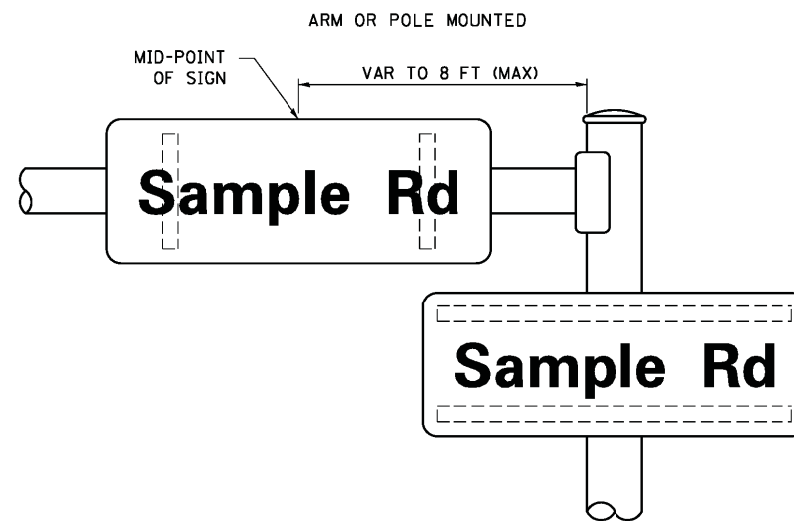
- J.O. HERBERT COMPANY, INC  
MIDLOTHIAN, VA
- WESTERN REMAC, INC.  
WOODRIDGE, IL

**PARTS LISTING:**

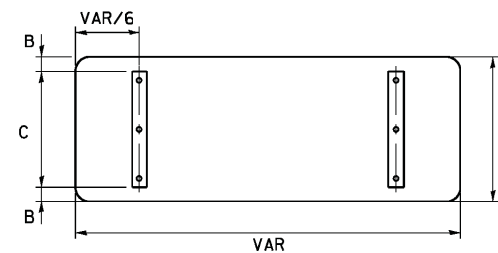
- SIGN CHANNEL PART \*HPN053 (MED. CHANNEL)  
1/4" x 14 x 1" H.W.H. #3  
SELF TAPPING WITH NEOPRENE WASHER
- SIGN SCREWS PART \*HPN034 (UNIVERSAL)  
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING
- BRACKETS

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

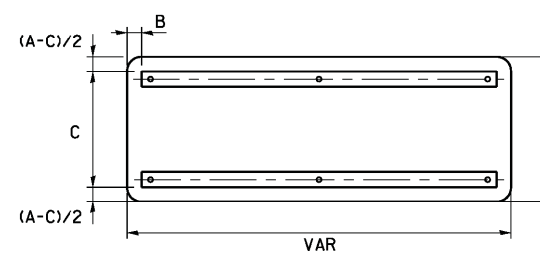
**MOUNTING LOCATION**



**SUPPORTING CHANNELS**



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



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

**STANDARD ALPHABETS SPACING CHART**

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

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

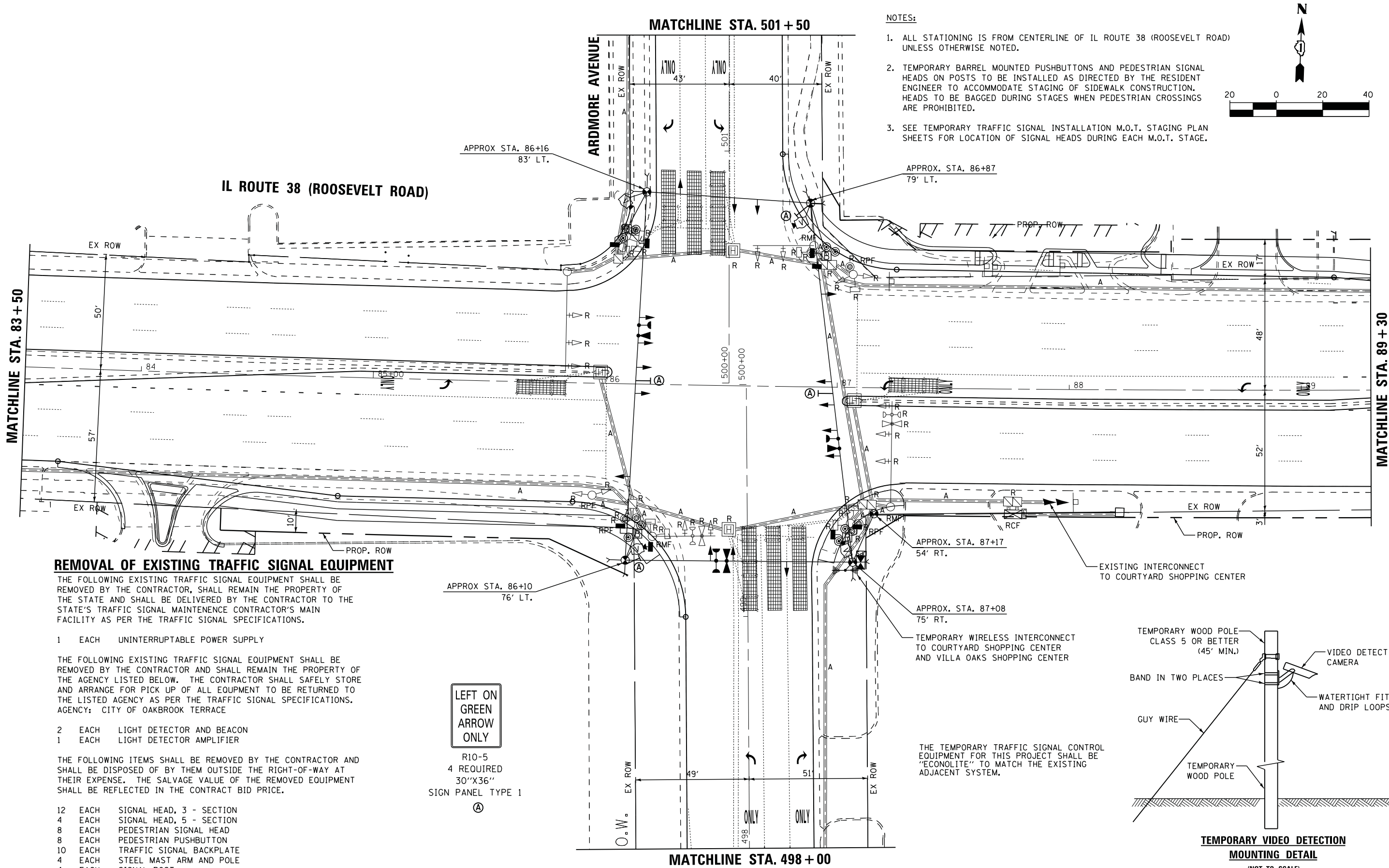
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	DRAWN - CDC	REVISED -
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PLOT DATE = 1/15/2016	DATE - 4/1/15	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

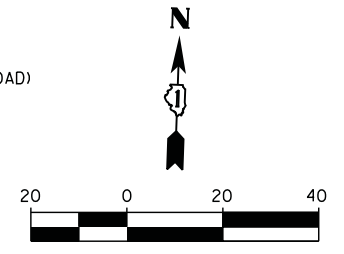
**DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	39
CONTRACT NO. 60V00			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



- NOTES:
1. ALL STATIONING IS FROM CENTERLINE OF IL ROUTE 38 (ROOSEVELT ROAD) UNLESS OTHERWISE NOTED.
  2. TEMPORARY BARREL MOUNTED PUSHBUTTONS AND PEDESTRIAN SIGNAL HEADS ON POSTS TO BE INSTALLED AS DIRECTED BY THE RESIDENT ENGINEER TO ACCOMMODATE STAGING OF SIDEWALK CONSTRUCTION. HEADS TO BE BAGGED DURING STAGES WHEN PEDESTRIAN CROSSINGS ARE PROHIBITED.
  3. SEE TEMPORARY TRAFFIC SIGNAL INSTALLATION M.O.T. STAGING PLAN SHEETS FOR LOCATION OF SIGNAL HEADS DURING EACH M.O.T. STAGE.



**REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT**

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

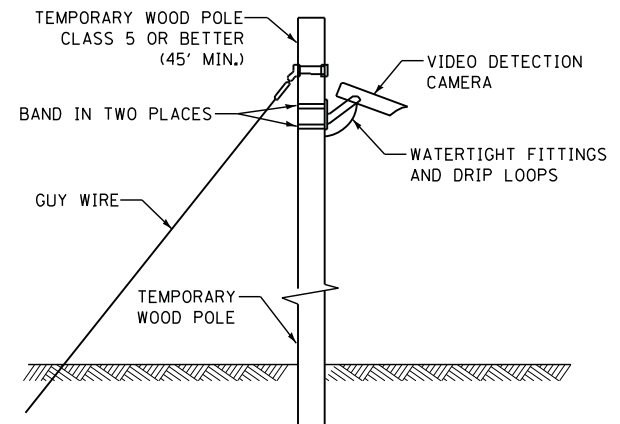
- 1 EACH UNINTERRUPTABLE POWER SUPPLY
- THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS. AGENCY: CITY OF OAKBROOK TERRACE
- 2 EACH LIGHT DETECTOR AND BEACON
  - 1 EACH LIGHT DETECTOR AMPLIFIER

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

- 12 EACH SIGNAL HEAD, 3 - SECTION
- 4 EACH SIGNAL HEAD, 5 - SECTION
- 8 EACH PEDESTRIAN SIGNAL HEAD
- 8 EACH PEDESTRIAN PUSHBUTTON
- 10 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH STEEL MAST ARM AND POLE
- 4 EACH SIGNAL POST
- 2 EACH PUSHBUTTON POST
- 1 EACH SERVICE INSTALLATION
- 1 EACH CONTROLLER AND CABINET COMPLETE

**LEFT ON GREEN ARROW ONLY**

R10-5  
4 REQUIRED  
30"X36"  
SIGN PANEL TYPE 1  
Ⓐ



THE TEMPORARY TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

USER NAME = dwiktorzak	DESIGNED - DW	REVISED -
	DRAWN - CDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - KMM	REVISED -
PLOT DATE = 12/13/2016	DATE - 4/1/15	REVISED -

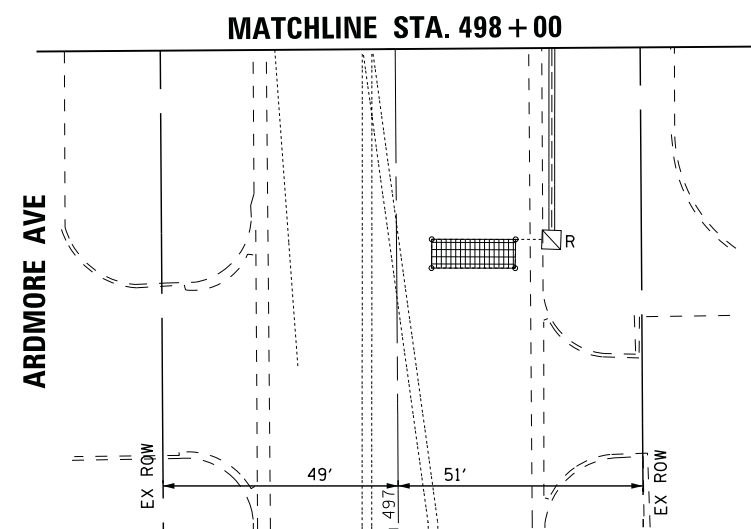
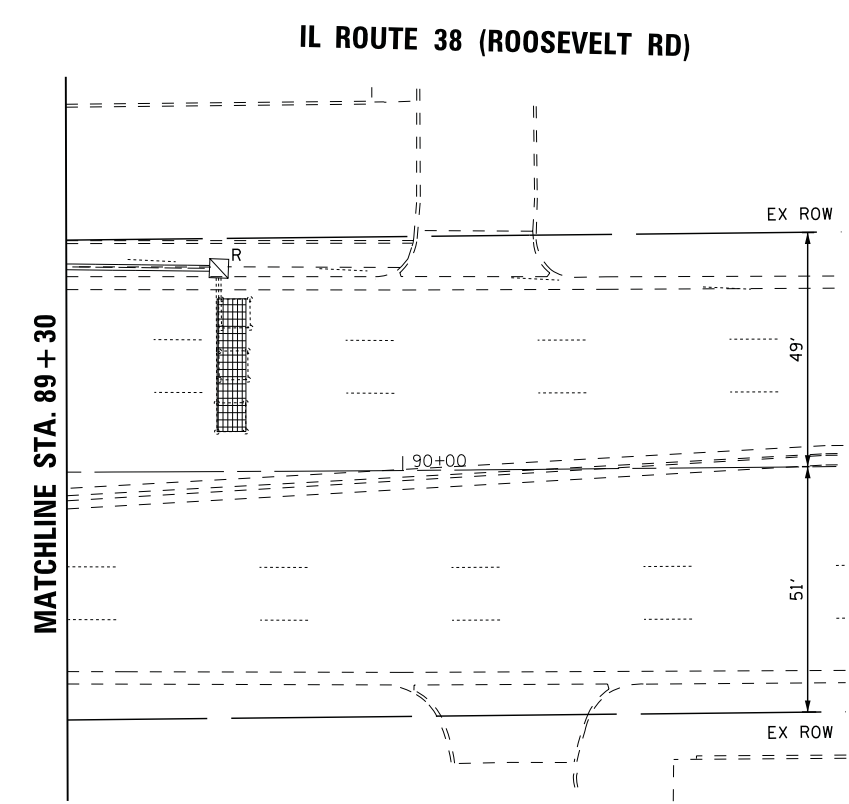
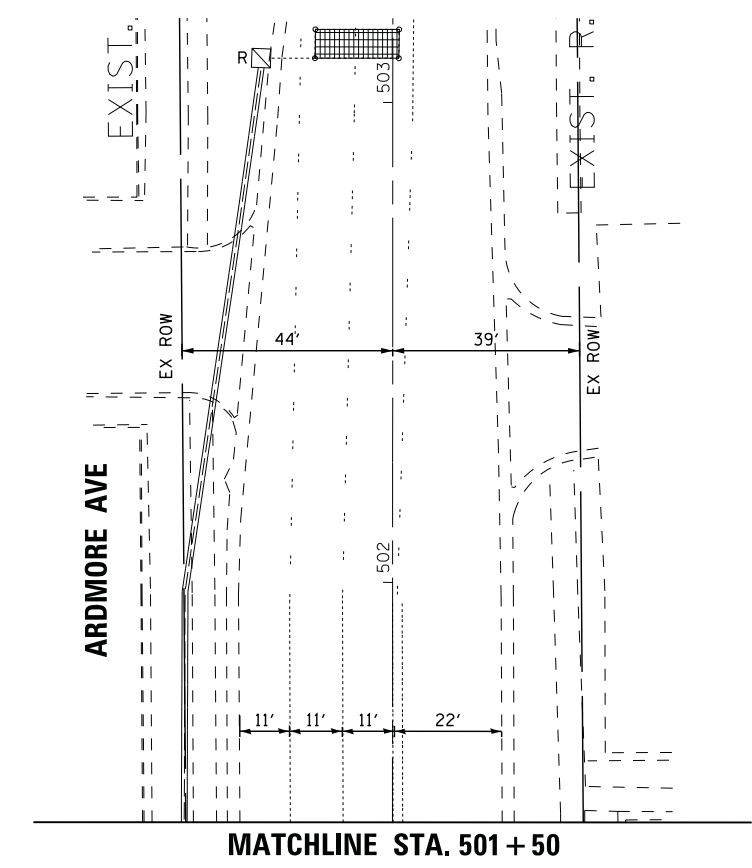
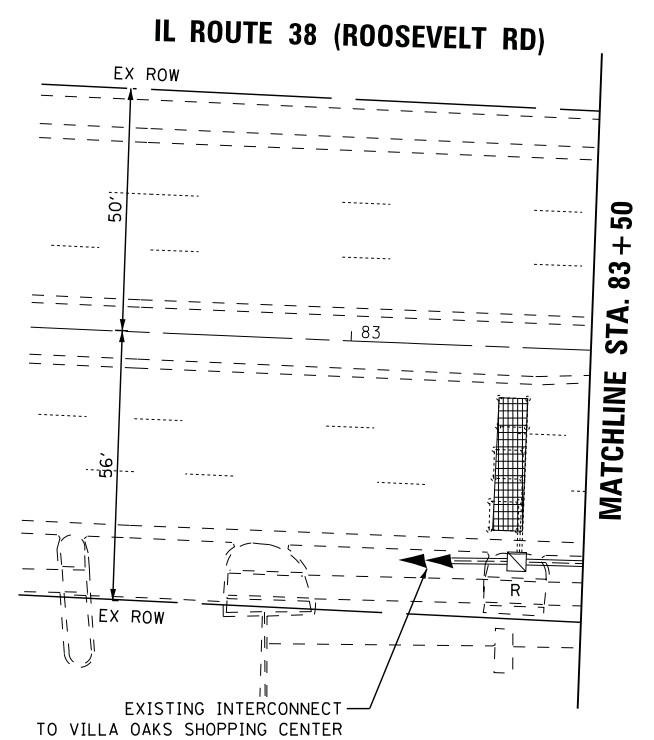
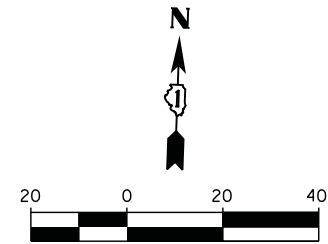
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION & REMOVAL PLAN  
IL ROUTE 38 (ROOSEVELT ROAD) AT ARDMORE AVE

SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 347	SECTION CY-N-1	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 40
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60V00	

ECON 44  
TS#15310



THE TEMPORARY TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

USER NAME = dwiktorzak	DESIGNED - DW	REVISED -
DRAWN - CDC	REVISOR -	REVISOR -
PLOT SCALE = 20.0000' / in.	CHECKED - KMM	REVISOR -
PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISOR -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

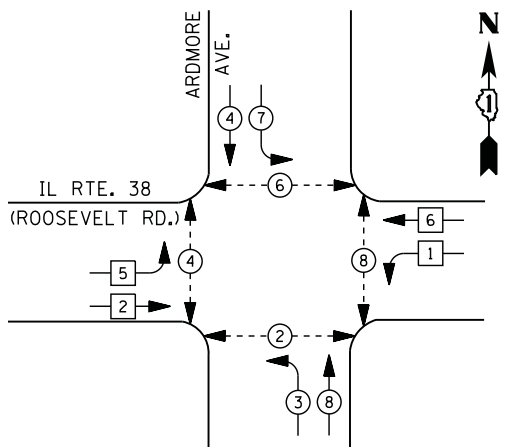
**TEMPORARY TRAFFIC SIGNAL INSTALLATION & REMOVAL PLAN  
IL ROUTE 38 (ROOSEVELT ROAD) AT ARDMORE AVE**

SCALE: 1" = 20'    SHEET NO. 2 OF 2    SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	41
CONTRACT NO. 60V00			ECON 44 TS#15310	
ILLINOIS FED. AID PROJECT				



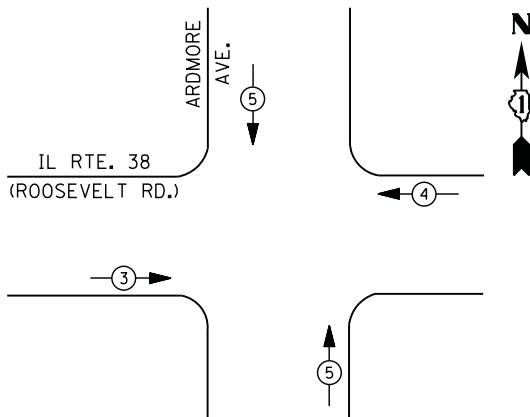
**TEMPORARY CONTROLLER SEQUENCE**



**LEGEND**

- DUAL ENTRY PHASE
- PEDESTRIAN PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- \* NUMBER REFERS TO ASSOCIATED PHASE

**TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE**



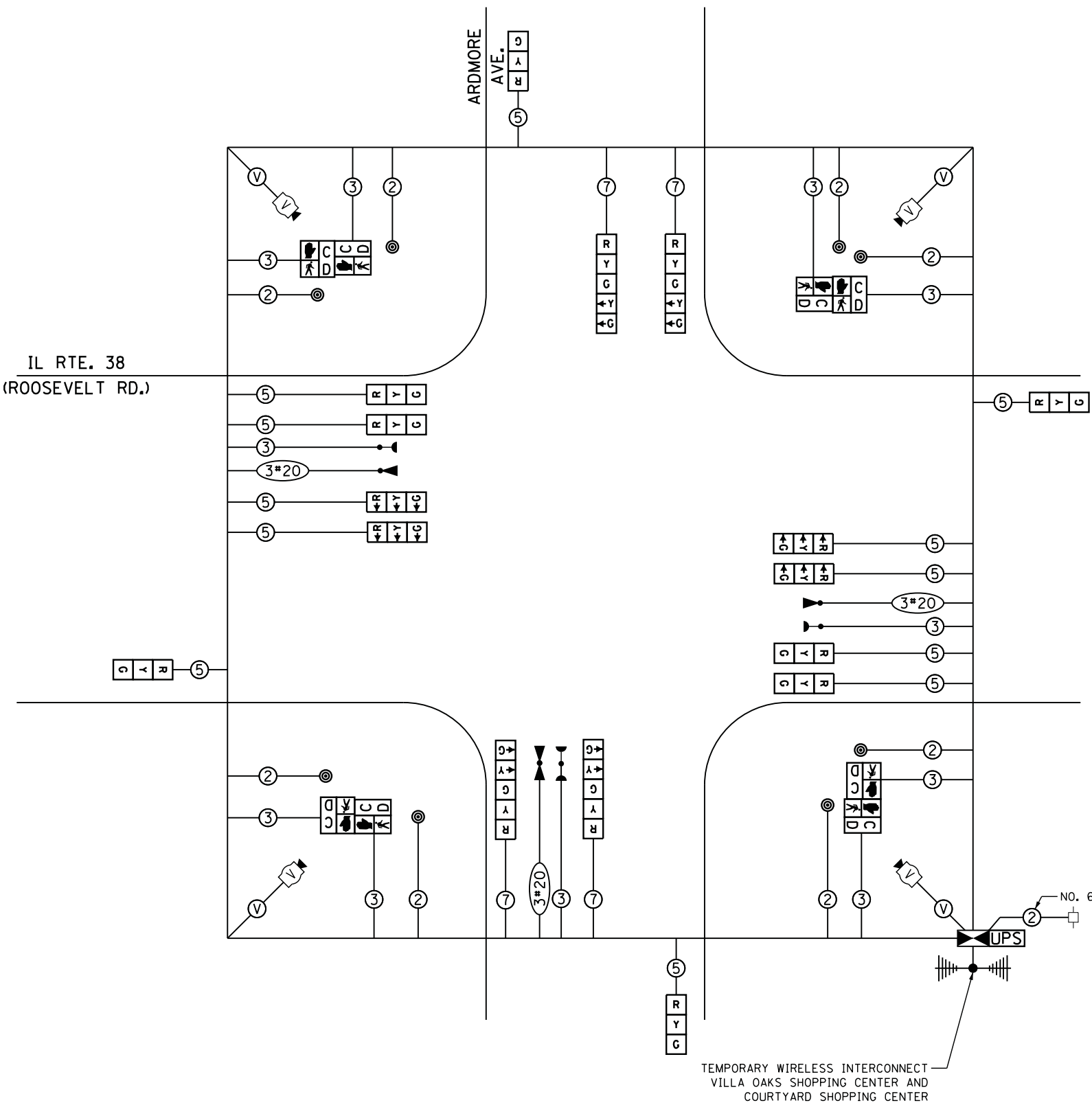
**TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16	11	50	88
(YELLOW)	16	20	5	16
(GREEN)	16	12	45	87
PERMISSIVE ARROW	8	10	10	8
PED. SIGNAL	8	20	100	160
CONTROLLER	1	100	100	100
UPS	1	25	100	25
VIDEO SYSTEM	1	150	100	150
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				634

ENERGY COSTS TO: VILLAGE OF VILLA PARK  
20 S. ARDMORE AVE.  
VILLA PARK, IL 60181

ENERGY SUPPLY - CONTACT JOE STACHO  
PHONE 630-424-5704  
COMPANY COMMONWEALTH EDISON  
ACCOUNT NUMBER \_\_\_\_\_

IL RTE. 38  
(ROOSEVELT RD.)



**TEMPORARY CABLE PLAN**

TEMPORARY WIRELESS INTERCONNECT  
VILLA OAKS SHOPPING CENTER AND  
COURTYARD SHOPPING CENTER

THE TEMPORARY TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM

ECON 44  
TS#15310

FILE NAME = p:\p\m\dlz\corp\com\dlz\Documents\Projects\2014\1481\15-002\_IL38 at Ardmore Ave\CADD\_Sheets\124212-sht-ts\Cable.dgn

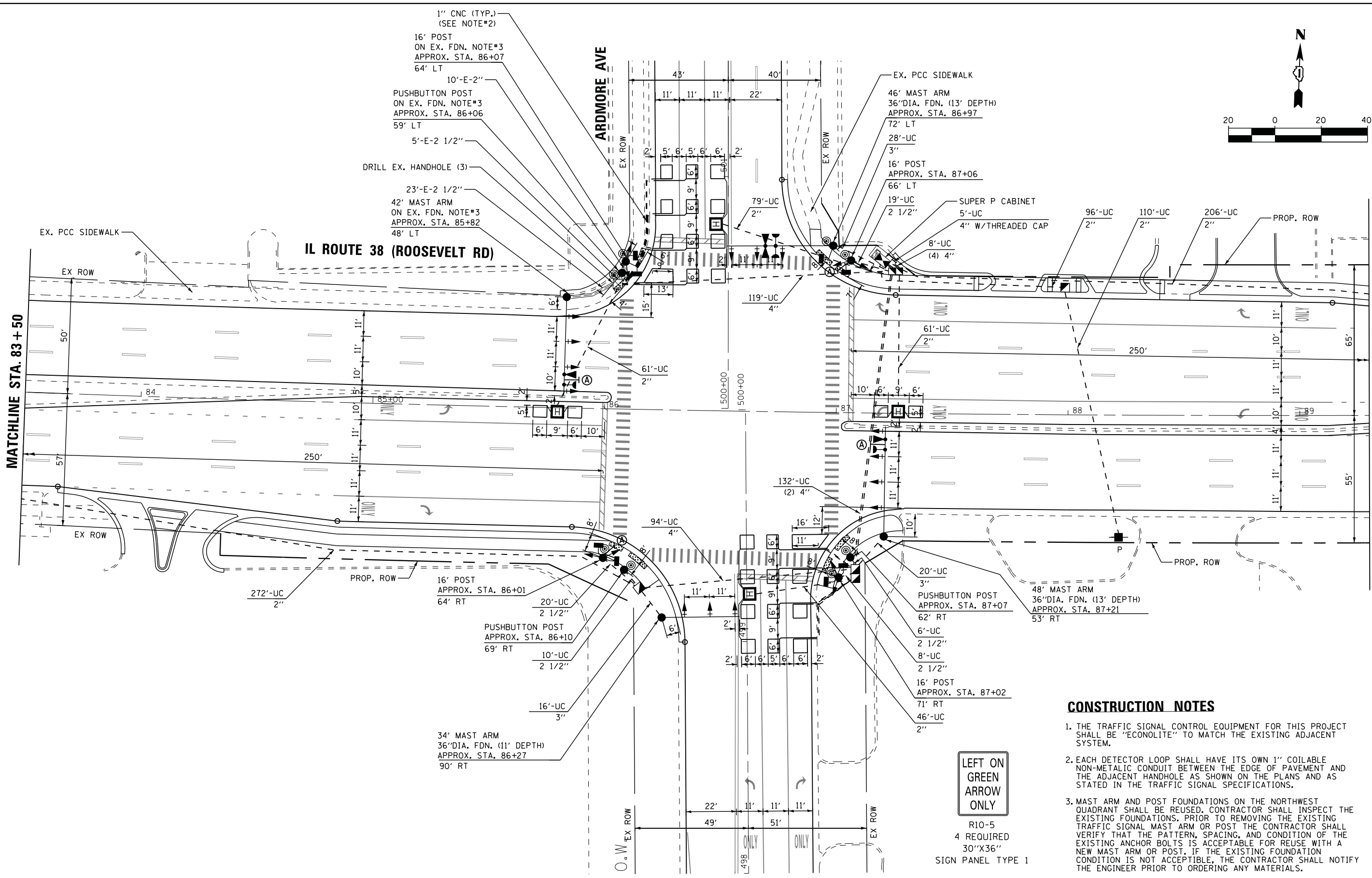
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DRAWN - CDC	REVISIONS -	
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PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISIONS -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM  
& TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE  
IL ROUTE 38 (ROOSEVELT ROAD) AT ARDMORE AVENUE**

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

F.A.P. RTE. 347	SECTION CY-N-1	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 42
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60V00	



**CONSTRUCTION NOTES**

1. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.
2. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
3. MAST ARM AND POST FOUNDATIONS ON THE NORTHWEST QUADRANT SHALL BE REUSED. CONTRACTOR SHALL INSPECT THE EXISTING FOUNDATIONS, PRIOR TO REMOVING THE EXISTING TRAFFIC SIGNAL MAST ARM OR POST THE CONTRACTOR SHALL VERIFY THAT THE PATTERN, SPACING, AND CONDITION OF THE EXISTING ANCHOR BOLTS IS ACCEPTABLE FOR REUSE WITH A NEW MAST ARM OR POST. IF THE EXISTING FOUNDATION CONDITION IS NOT ACCEPTABLE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO ORDERING ANY MATERIALS.

**LEFT ON GREEN ARROW ONLY**

R10-5  
4 REQUIRED  
30"X36"  
SIGN PANEL TYPE 1

USER NAME = dwiktorzak	DESIGNED - DW	REVISED -
	DRAWN - CDC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - KMM	REVISED -
PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISED -

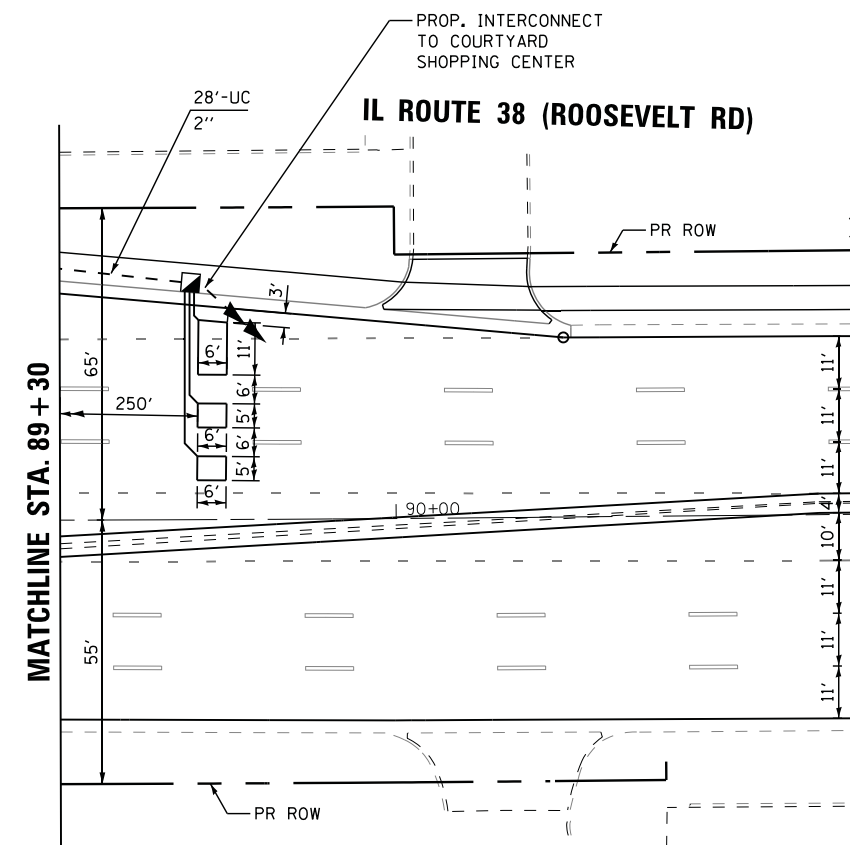
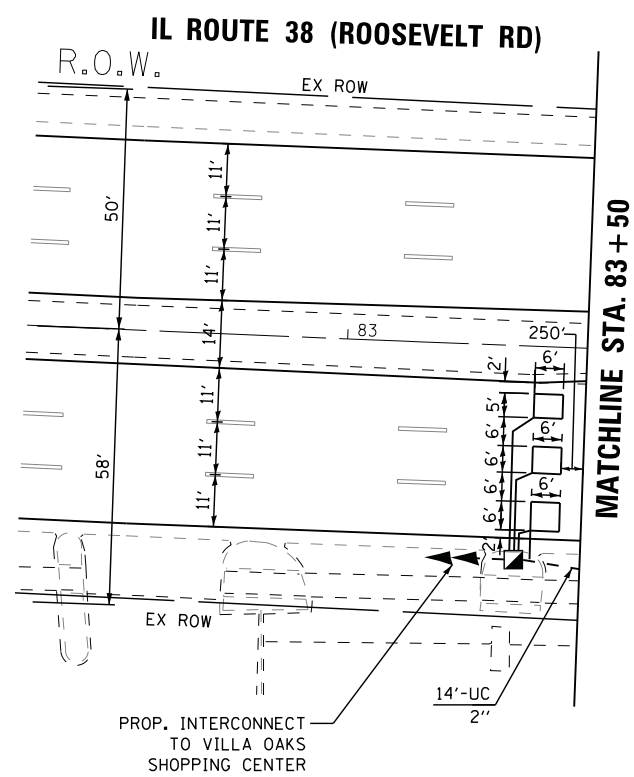
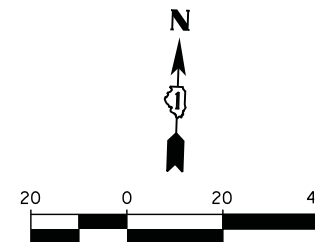
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN  
IL ROUTE 38 (ROOSEVELT ROAD) AT ARDMORE AVE**

SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	43
			CONTRACT NO. 60V00	
ILLINOIS FED. AID PROJECT				

**ECON 44  
TS#15310**



NOTE: EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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USER NAME = dwiktorzak	DESIGNED - DW	REVISED -
DRAWN - CDC	REVISIONS -	
PLOT SCALE = 20.0000' / in.	CHECKED - KMM	REVISED -
PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN  
IL ROUTE 38 (ROOSEVELT ROAD) AT ARDMORE AVE**

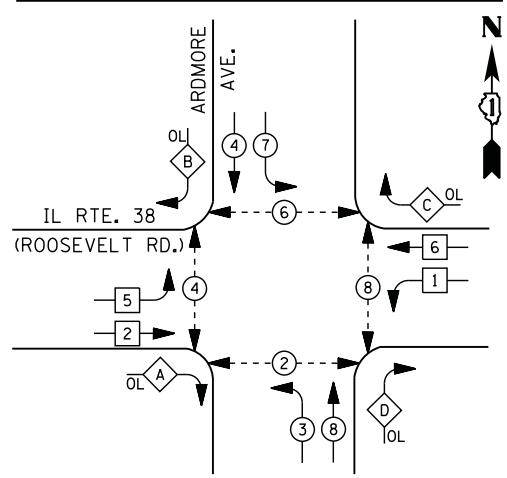
SCALE: 1" = 20'    SHEET NO. 2 OF 2    SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	44
CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT	

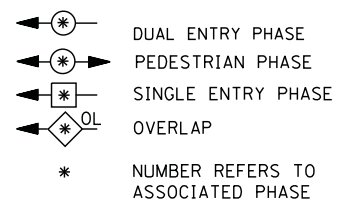
**ECON 44  
TS#15310**



**PROPOSED CONTROLLER SEQUENCE**



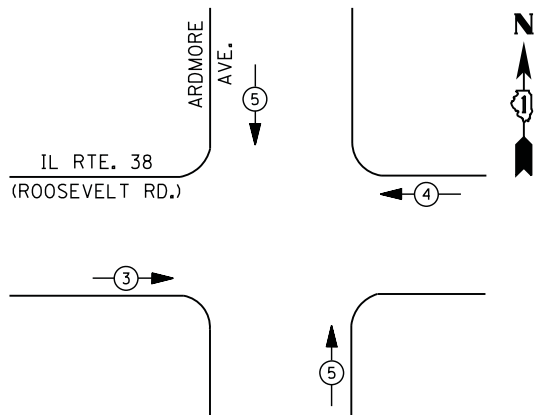
**LEGEND**



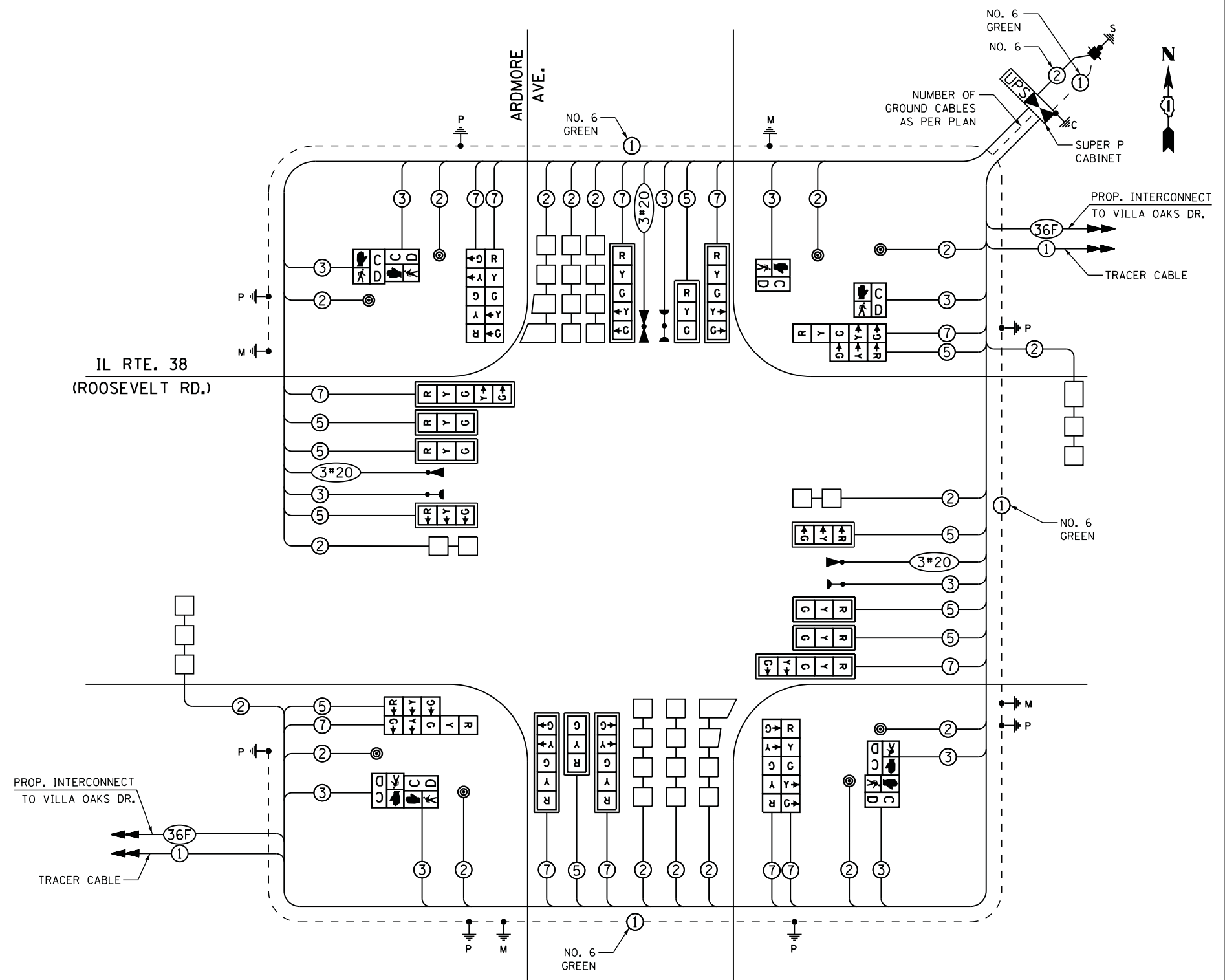
**RIGHT TURN OVERLAP PHASE DESIGNATION**

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

**PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**IL RTE. 38 (ROOSEVELT RD.)**



**CABLE PLAN**

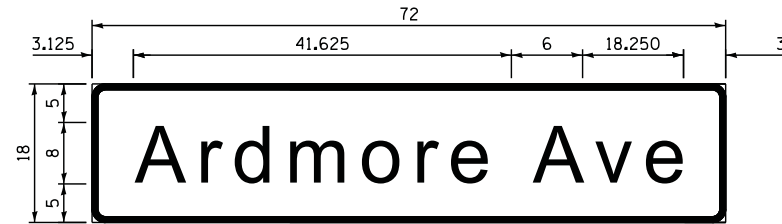
TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	22	11	50	121
(YELLOW)	22	20	5	22
(GREEN)	22	12	45	119
PERMISSIVE ARROW	24	10	10	24
PED. SIGNAL	8	20	100	160
CONTROLLER	1	100	100	100
UPS	1	25	100	25
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				571

ENERGY COSTS TO: VILLAGE OF VILLA PARK  
20 S. ARDMORE AVE.  
VILLA PARK, IL 60181

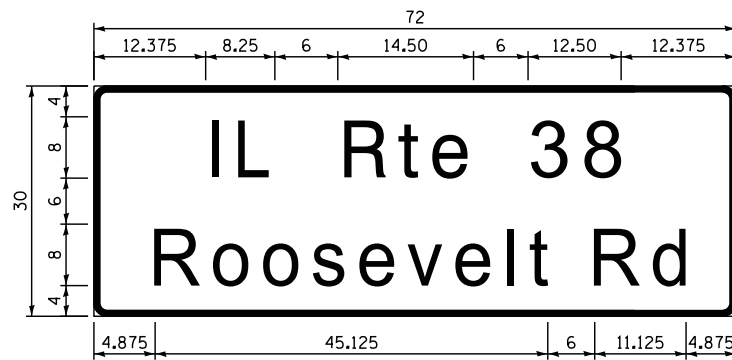
ENERGY SUPPLY - CONTACT JOE STACHO  
 PHONE 630-424-5704  
 COMPANY COMMONWEALTH EDISON  
 ACCOUNT NUMBER \_\_\_\_\_

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

**SIGN PANEL – TYPE 1 OR TYPE 2**



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	9.0	1	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	15.0	2	ZZ	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL

**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY.
SIGN PANEL - TYPE 1	SQ FT	48
SIGN PANEL - TYPE 2	SQ FT	30
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	972
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	63
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	64
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	514
HANDHOLE	EACH	4
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	2
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRICAL CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1430
ELECTRICAL CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2121
ELECTRICAL CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2254
ELECTRICAL CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2448
ELECTRICAL CABLE IN CONDUIT, LEAD-IN NO. 14 1 PAIR	FOOT	2125
ELECTRICAL CABLE IN CONDUIT, SERVICE NO. 6 2 C	FOOT	268
ELECTRICAL CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	838
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
PEDESTRIAN PUSH-BUTTON POST	EACH	3
STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	24
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	37.0
DRILL EXISTING HANDHOLE	EACH	3
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	6
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	6
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14
INDUCTIVE LOOP DETECTOR	EACH	10
DETECTOR LOOP, TYPE I	FOOT	1209
* LIGHT DETECTOR	EACH	3
* LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	9
REMOVE EXISTING DOUBLE HANDHOLE	EACH	3
REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	618
FULL ACTUATED CONTROLLER AND TYPE SUPER P CABINET, SPECIAL	EACH	1
UNITERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

\* 100% COST TO THE VILLAGE OF VILLA PARK

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	DRAWN - CDC	REVISED -
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PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES IL ROUTE 38 (ROOSEVELT ROAD) AT ARDMORE AVENUE			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

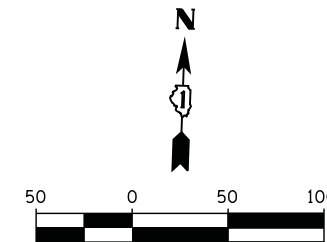
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1		71	46
			CONTRACT NO. 60V00	
ILLINOIS FED. AID PROJECT				

ECON 44  
TS#15310

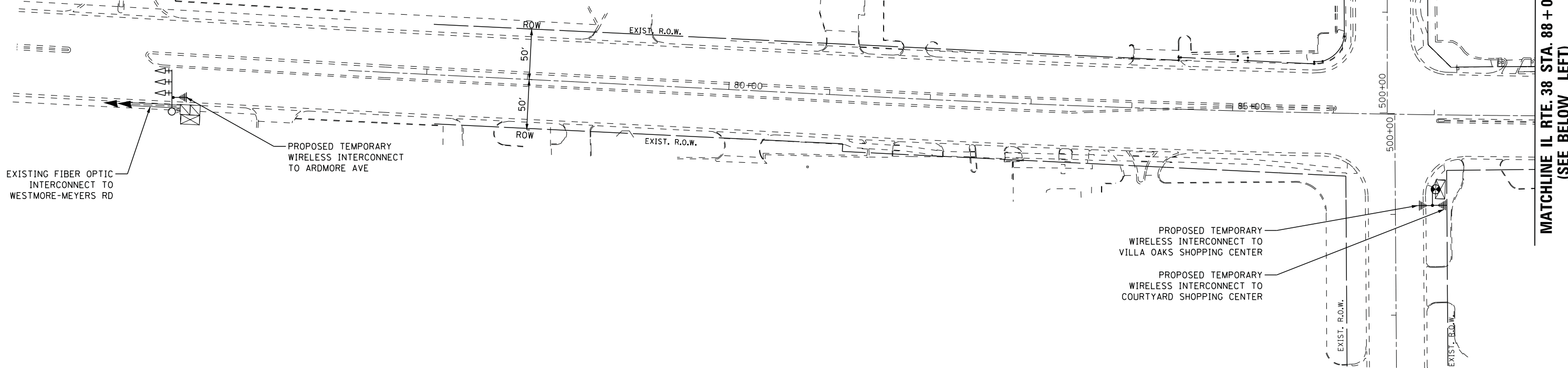


VILLA OAKS SHOPPING CENTER

ARDMORE AVENUE



IL ROUTE 38 (ROOSEVELT ROAD)



IL.

MATCHLINE IL RTE. 38 STA. 88 + 00 (SEE BELOW LEFT)

EXISTING FIBER OPTIC INTERCONNECT TO WESTMORE-MEYERS RD

PROPOSED TEMPORARY WIRELESS INTERCONNECT TO ARDMORE AVE

PROPOSED TEMPORARY WIRELESS INTERCONNECT TO VILLA OAKS SHOPPING CENTER

PROPOSED TEMPORARY WIRELESS INTERCONNECT TO COURTYARD SHOPPING CENTER

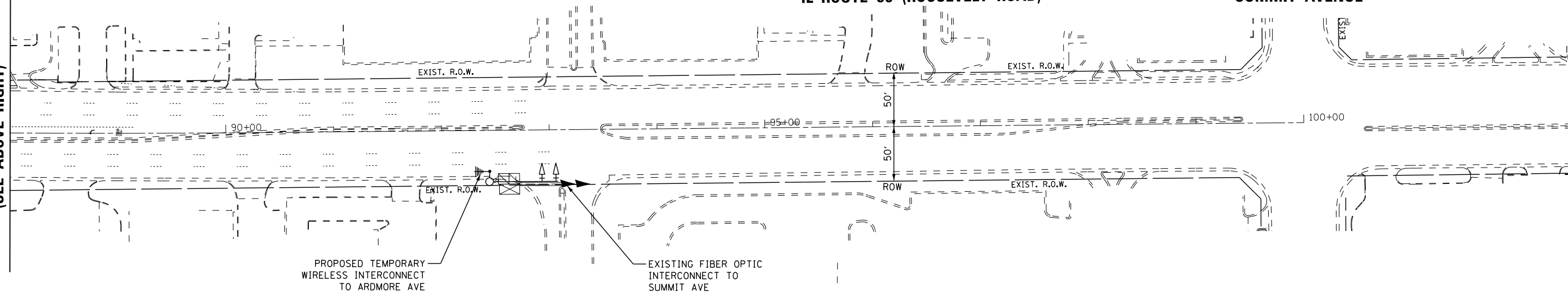
ROUTE 38

COURTYARD SHOPPING CENTER

IL ROUTE 38 (ROOSEVELT ROAD)

SUMMIT AVENUE

MATCHLINE IL RTE. 38 STA. 88 + 00 (SEE ABOVE RIGHT)



PROPOSED TEMPORARY WIRELESS INTERCONNECT TO ARDMORE AVE

EXISTING FIBER OPTIC INTERCONNECT TO SUMMIT AVE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

ECON 44

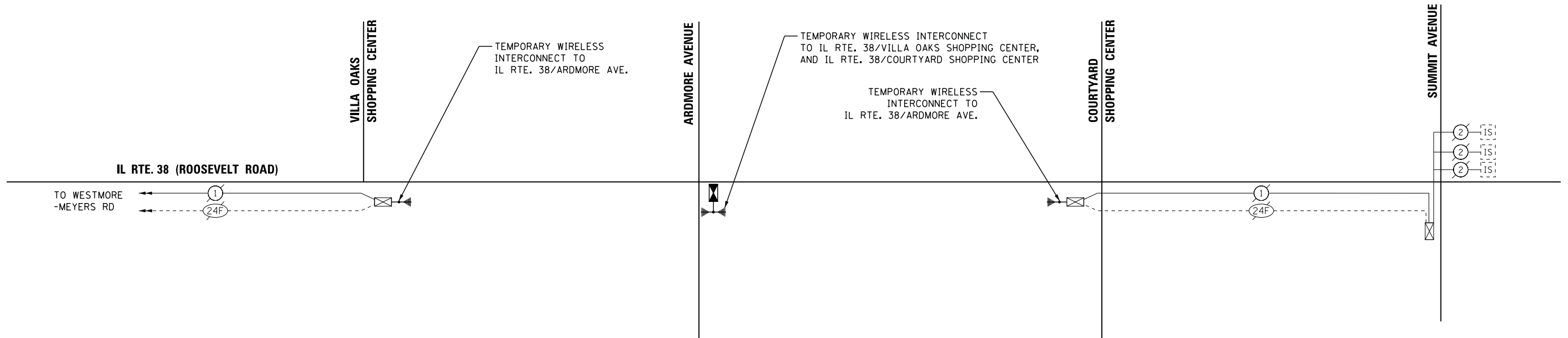
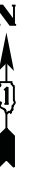
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PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISOR -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN	
IL ROUTE 38 (ROOSEVELT ROAD)	
VILLA OAKS SHOPPING CENTER TO COURTYARD SHOPPING CENTER	
SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 347	SECTION CY-N-1	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 47
			CONTRACT NO. 60V00	
ILLINOIS FED. AID PROJECT				



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

ECON 44

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PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISED -

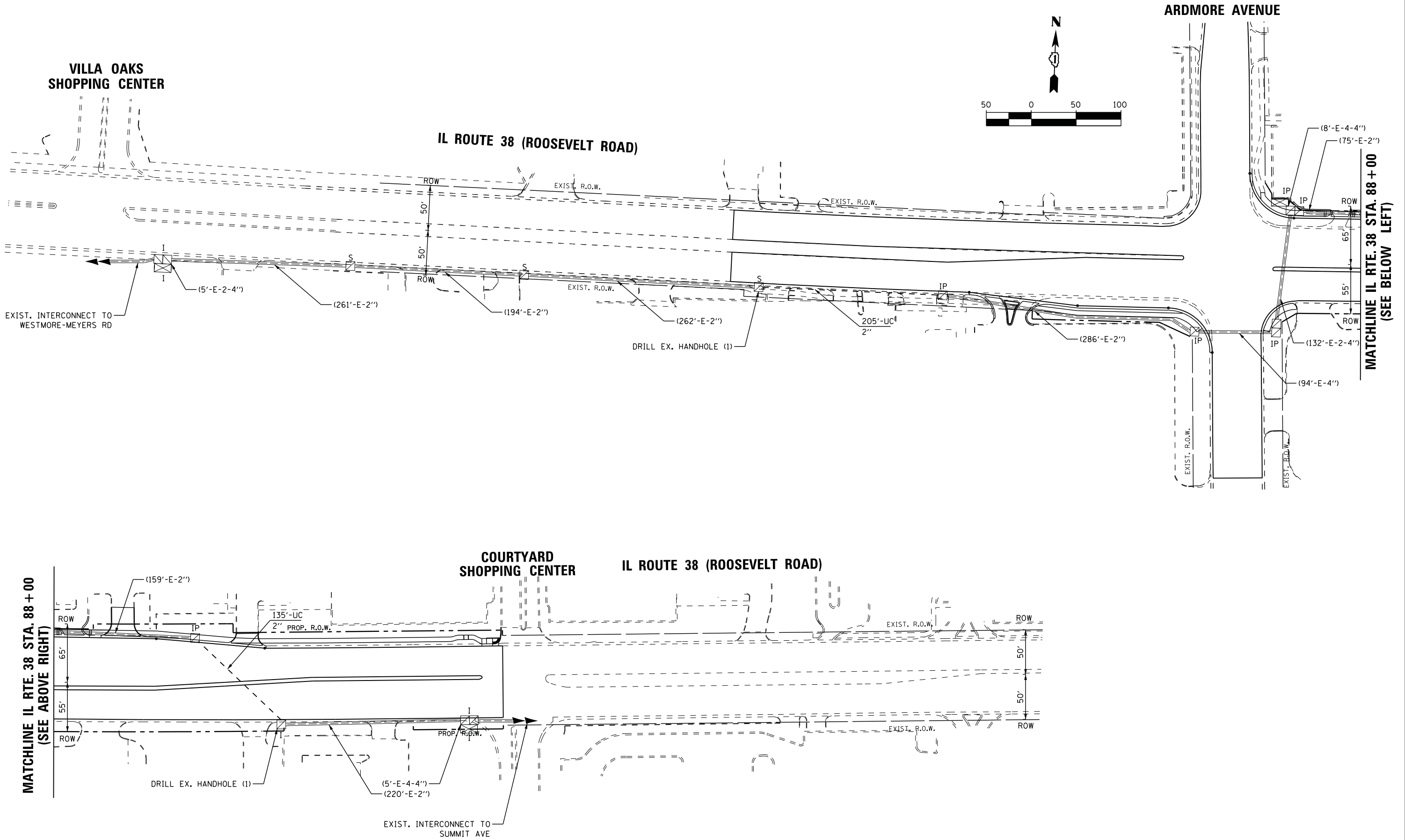
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT SCHEMATIC - IDOT SYSTEM 44  
SUMMIT AVE TO VILLA OAKS SHOPPING CENTER

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1		71	48
CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT	

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THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

**ECON 44**

USER NAME = dwiktorzak	DESIGNED - DW	REVISED -
DRAWN - CDC	REVISED -	
PLOT SCALE = 50.0000' / in.	CHECKED - KMM	REVISED -
PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

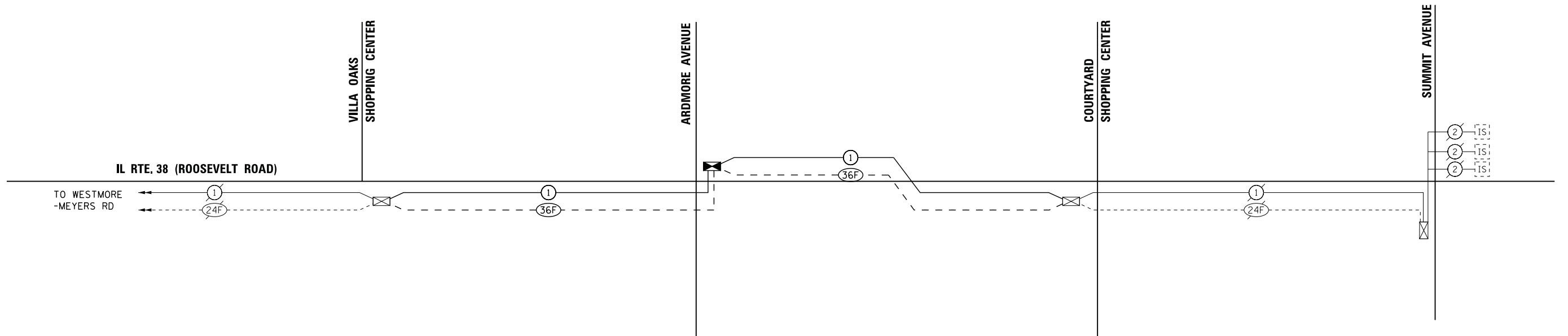
**INTERCONNECT PLAN  
IL ROUTE 38 (ROOSEVELT ROAD)  
VILLA OAKS SHOPPING CENTER TO COURTYARD SHOPPING CENTER**

SCALE: 1"=50'    SHEET NO. 1 OF 1 SHEETS    STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	49
			CONTRACT NO. 60V00	
ILLINOIS FED. AID PROJECT				

**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	340
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 IC	FOOT	2178
DRILL EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1038
ROD AND CLEAN EXISTING CONDUIT	FOOT	947
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	2224
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

**ECON 44**

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PLOT DATE = 12/12/2016	DATE - 4/1/15	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT SCHEMATIC - IDOT SYSTEM 44  
SUMMIT AVE TO VILLA OAKS SHOPPING CENTER**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	50
			CONTRACT NO. 60V00	
ILLINOIS FED. AID PROJECT				



# SOIL BORING LOG

Date 7/22/14

ROUTE FAP ROUTE 347 DESCRIPTION Illinois Route 38 LOGGED BY: Esposito Jr.  
 SECTION CY-N-1 LOCATION SW 1/4, SEC. 15, TWP. 39, RNG. 11, 3<sup>rd</sup> PM  
 COUNTY Du Page DRILLING METHOD B-80 Mobile Drill Rig HAMMER TYPE N/A

STRUCT. NO.	DEPTH	LOCATIONS	U	M	Surface Water Elev.	Stream Bed Elev.
BORING NO.	STATION	Offset	Qu	T	Groundwater Elev.:	
		Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)
Hot-Mix Asphalt Pavement	716.21					
Aggregate Subgrade	714.71			7		
Coarse Gray Sand (possible trench backfill)	712.21			9		
Coarse Brown Sand	707.21			9		
End of Boring				11		
				11		

S:\SS\GDOT\CHRG\TECH\PROGRAMS\GINT\PROJECTS\RD\PA\ILLINOIS ROUTE 38 @ ARDMORE AVENUE.GPJ 7/23/14

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
 BBS, from 137 (Rev. 8-99)



# SOIL BORING LOG

Date 7/22/14

ROUTE FAP ROUTE 347 DESCRIPTION Illinois Route 38 LOGGED BY: Esposito Jr.  
 SECTION CY-N-1 LOCATION SW 1/4, SEC. 15, TWP. 39, RNG. 11, 3<sup>rd</sup> PM  
 COUNTY Du Page DRILLING METHOD B-80 Mobile Drill Rig HAMMER TYPE N/A

STRUCT. NO.	DEPTH	LOCATIONS	U	M	Surface Water Elev.	Stream Bed Elev.
BORING NO.	STATION	Offset	Qu	T	Groundwater Elev.:	
		Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)
Hot-Mix Asphalt Pavement	714.73					
Aggregate Subgrade	714.23					
Very Stiff Brown Silty Clay				1.0	14	
				4.0	18	
				3.0	21	
				2.5	19	
				3.5	19	
				4.5	17	
Hard Gray Silty Clay	708.23			4.5	17	
				4.5	16	
				4.5	16	
				4.5	15	
Note: Strength values obtained by pocket penetrometer	705.73					
End of Boring						

S:\SS\GDOT\CHRG\TECH\PROGRAMS\GINT\PROJECTS\RD\PA\ILLINOIS ROUTE 38 @ ARDMORE AVENUE.GPJ 7/23/14

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
 BBS, from 137 (Rev. 8-99)

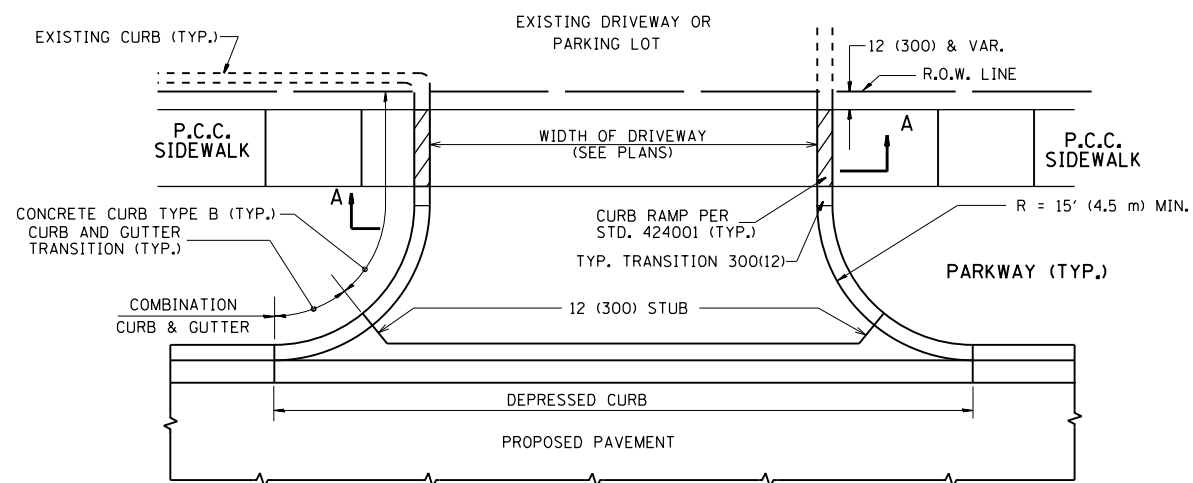
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

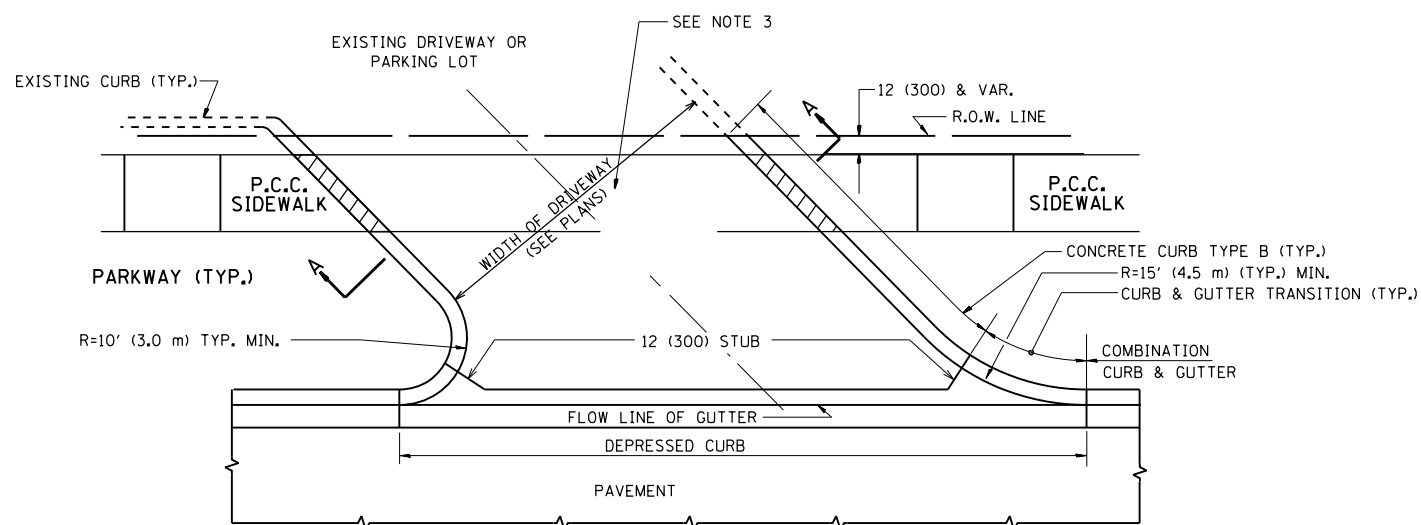
SOIL BORING LOG  
 IL. ROUTE 38 (ROOSEVELT RD.) AT ARDMORE AVE.

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

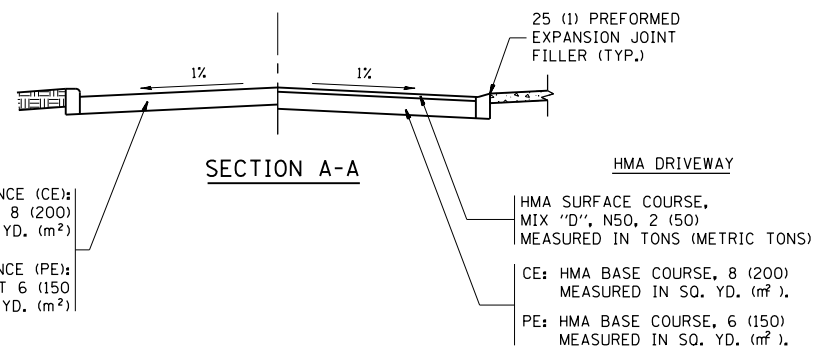
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	51
CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT	



WITH CONCRETE CURB, TYPE B

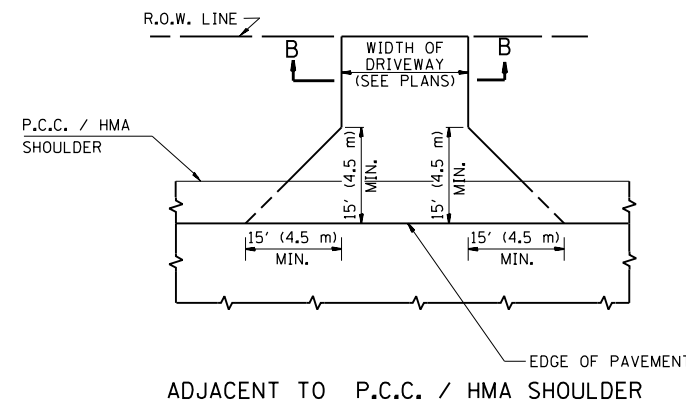


WITH CONCRETE CURB, TYPE B

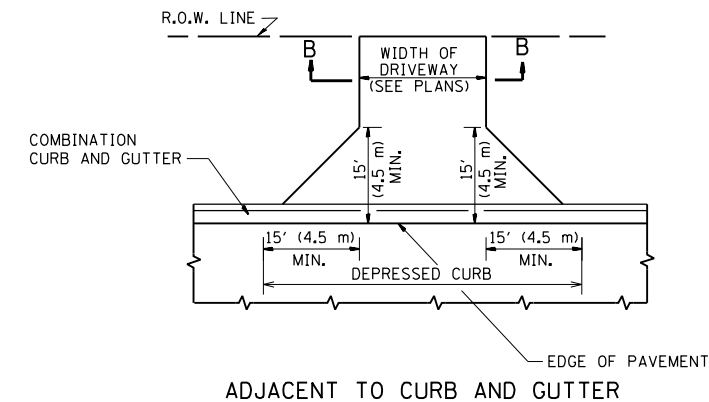


**RIGID DRIVEWAY**  
 COMMERCIAL ENTRANCE (CE):  
 P.C.C. DRIVEWAY PAVEMENT 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)  
 NON-COMMERCIAL ENTRANCE (PE):  
 P.C.C. DRIVEWAY PAVEMENT 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)

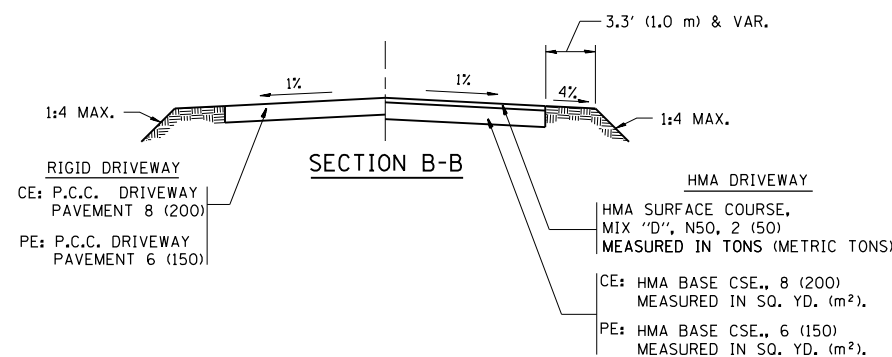
**HMA DRIVEWAY**  
 HMA SURFACE COURSE,  
 MIX "D", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 CE: HMA BASE COURSE, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>),  
 PE: HMA BASE COURSE, 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

**RURAL FIELD ENTRANCE (FE)**  
 HMA SURFACE COURSE,  
 MIX "D", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).

**GENERAL NOTES:**

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

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

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

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

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

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

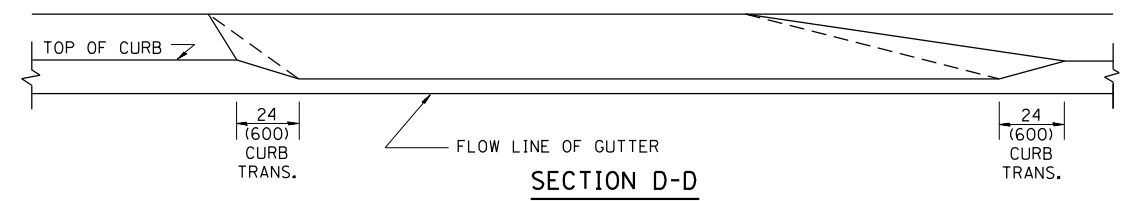
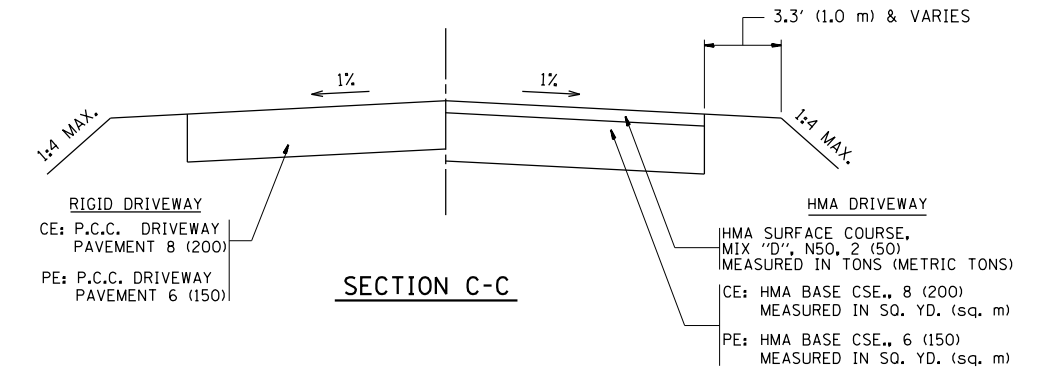
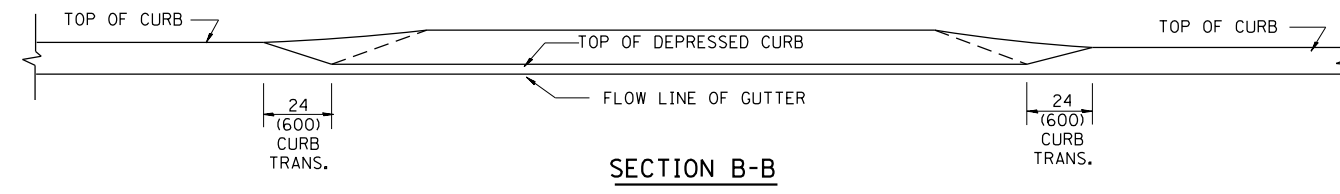
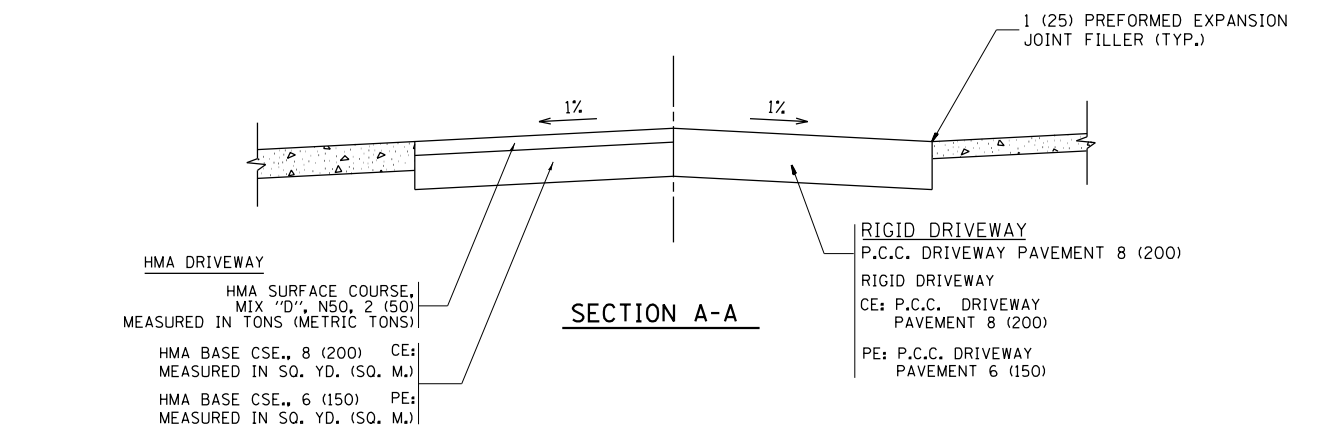
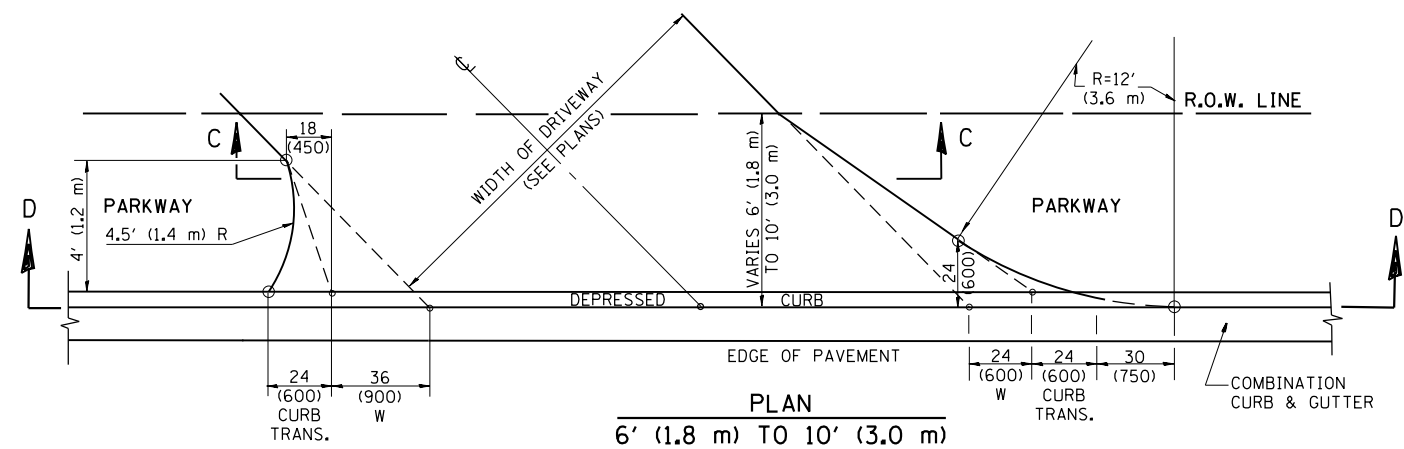
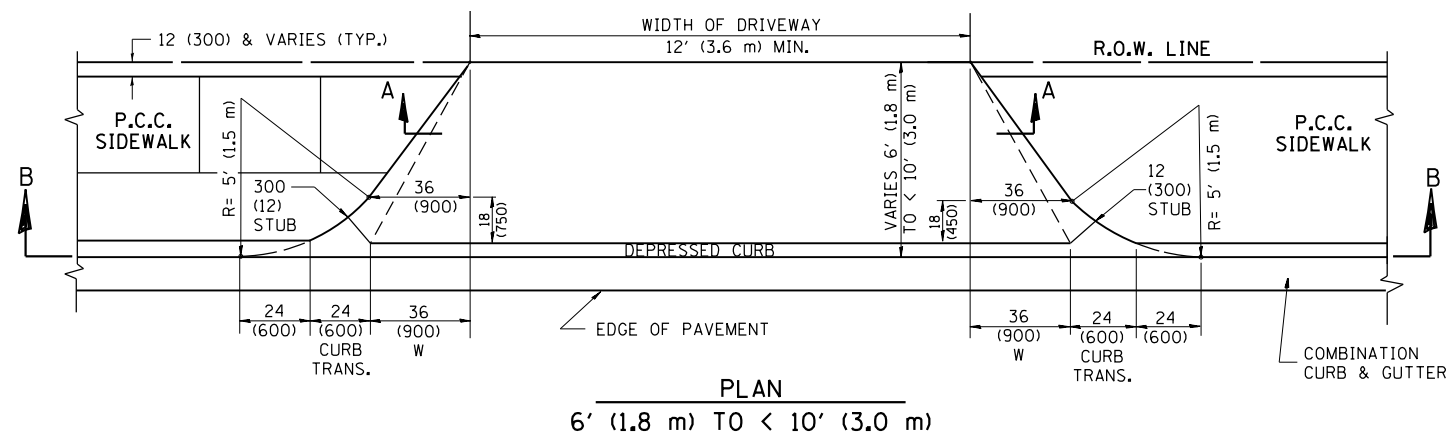
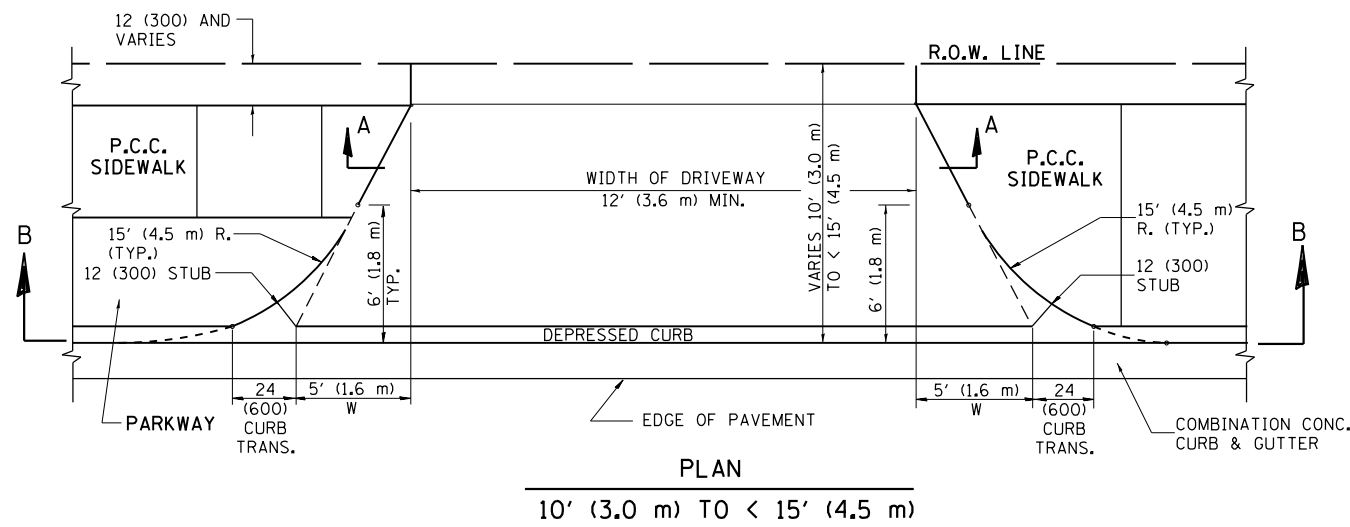
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		DATE - 11-04-95	REVISED - R. BORO 06-11-08
			REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	52
BD0156-07 (BD-01)			CONTRACT NO. 60V00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

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

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

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

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

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

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

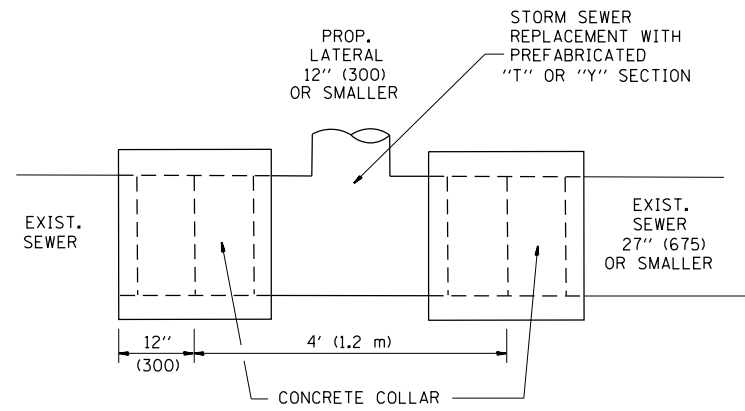
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		DATE - 11-06-95	REVISED - R. BORO 01-01-07
			REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

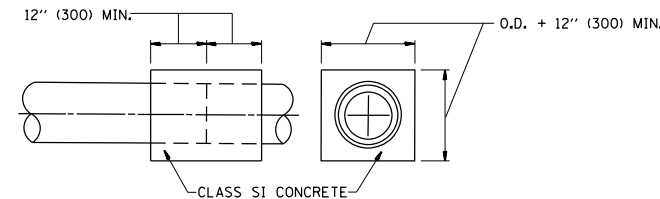
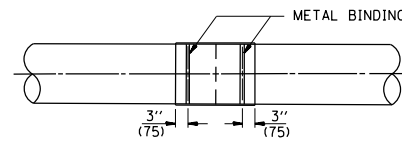
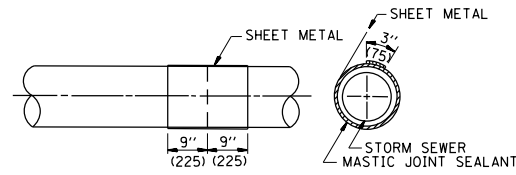
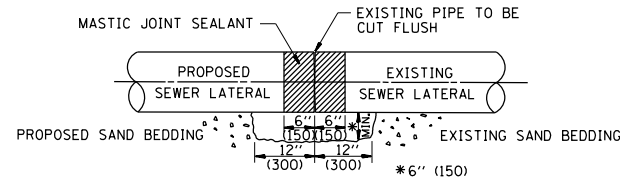
DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	53
BD400-02 (BD-02)			CONTRACT NO. 60V00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**DETAIL "A"**

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



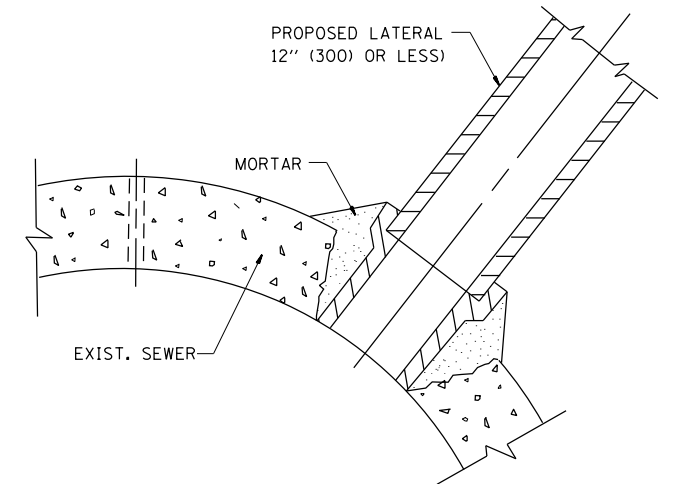
**DETAIL "B"**

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 OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

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



**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.

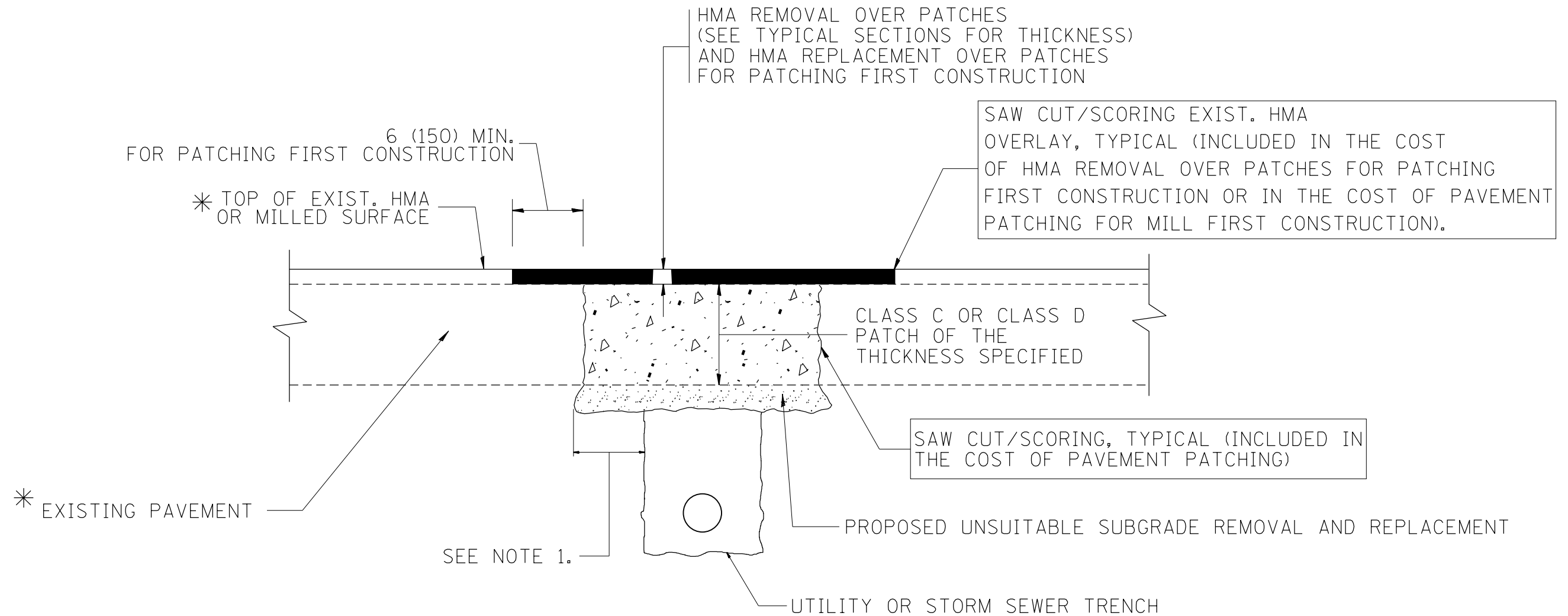
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p:\11\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI242\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - R. SHAH 09-09-94
		PLOT SCALE = 100.0000' / 1"	REVISED - R. SHAH 10-25-94
		PLOT DATE = 12/14/2016	REVISED - R. 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.
347	CY-N-1	DUPAGE	71	54
BD500-01 (BD-7)			CONTRACT NO. 60V00	
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.

FILE NAME =	USER NAME = dahhr	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI2420\Drawings\Design\DistStd.dgn	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 01-01-07					347	CY-N-1	DUPAGE	71	55
PLOT DATE = 12/14/2016	DATE - 10-25-94	REVISED - R. BORO 09-04-07	REVISED - K. ENG 10-27-08		BD400-04 (BD-22)			CONTRACT NO. 60V00				
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

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

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

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

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

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

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

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

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

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

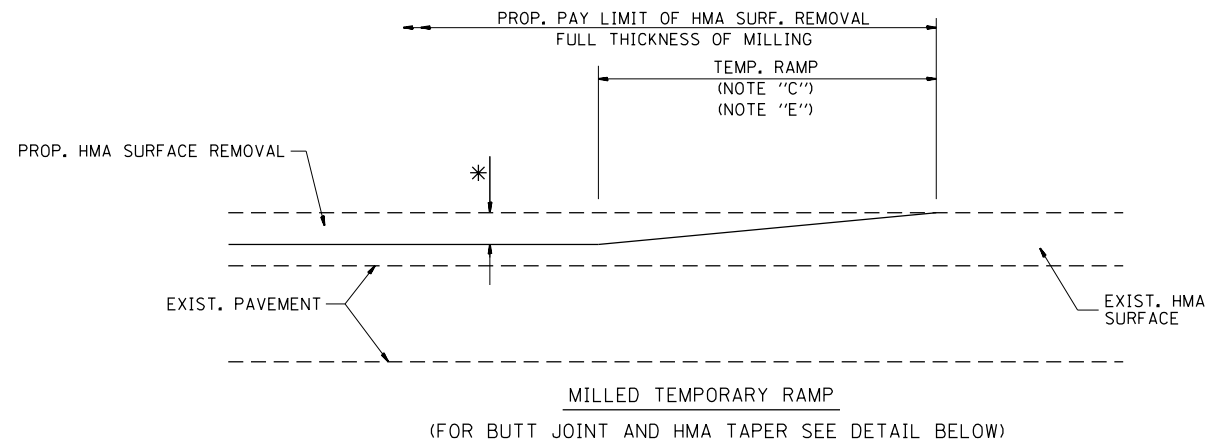
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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

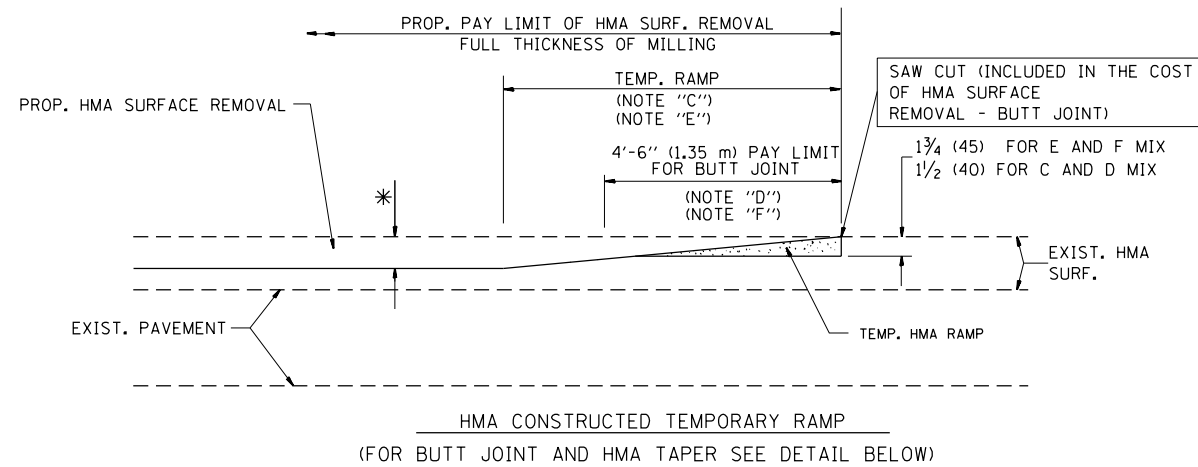
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

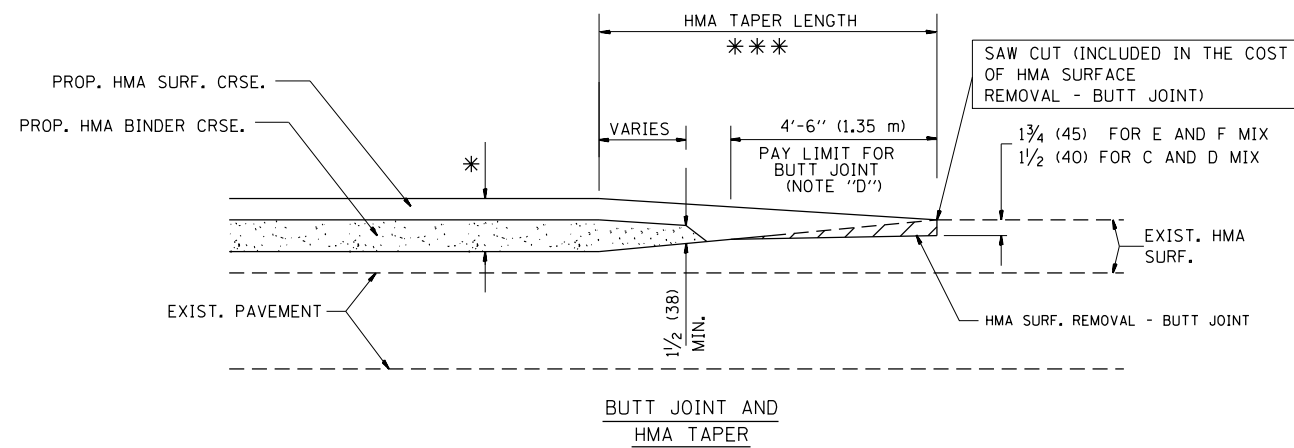
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pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI242\Drawings\Design\DistStd.dgn		REVISED - A. ABBAS 03-21-97				347	CY-N-1	DUPAGE	71	56
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 01-22-01				<b>BD600-06 (BD-24)</b>		<b>CONTRACT NO. 60V00</b>		
PLOT DATE = 12/14/2016	DATE - 03-11-94	REVISED - R. BORO 12-15-09				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT



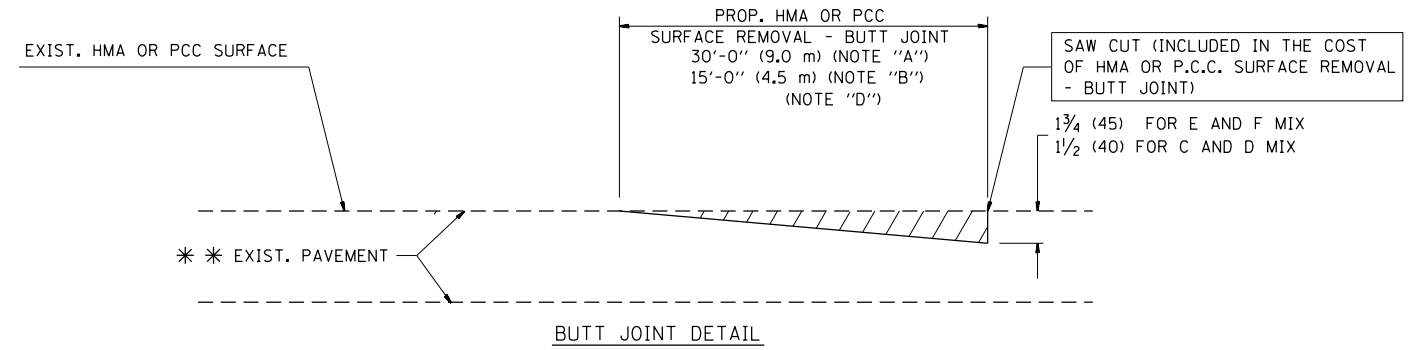
**OPTION 1**



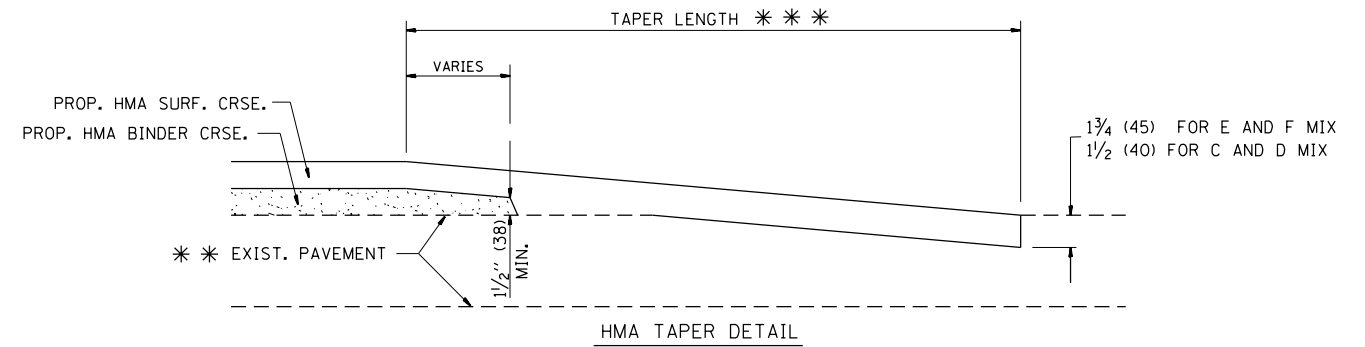
**OPTION 2  
TYPICAL TEMPORARY RAMP**



**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".

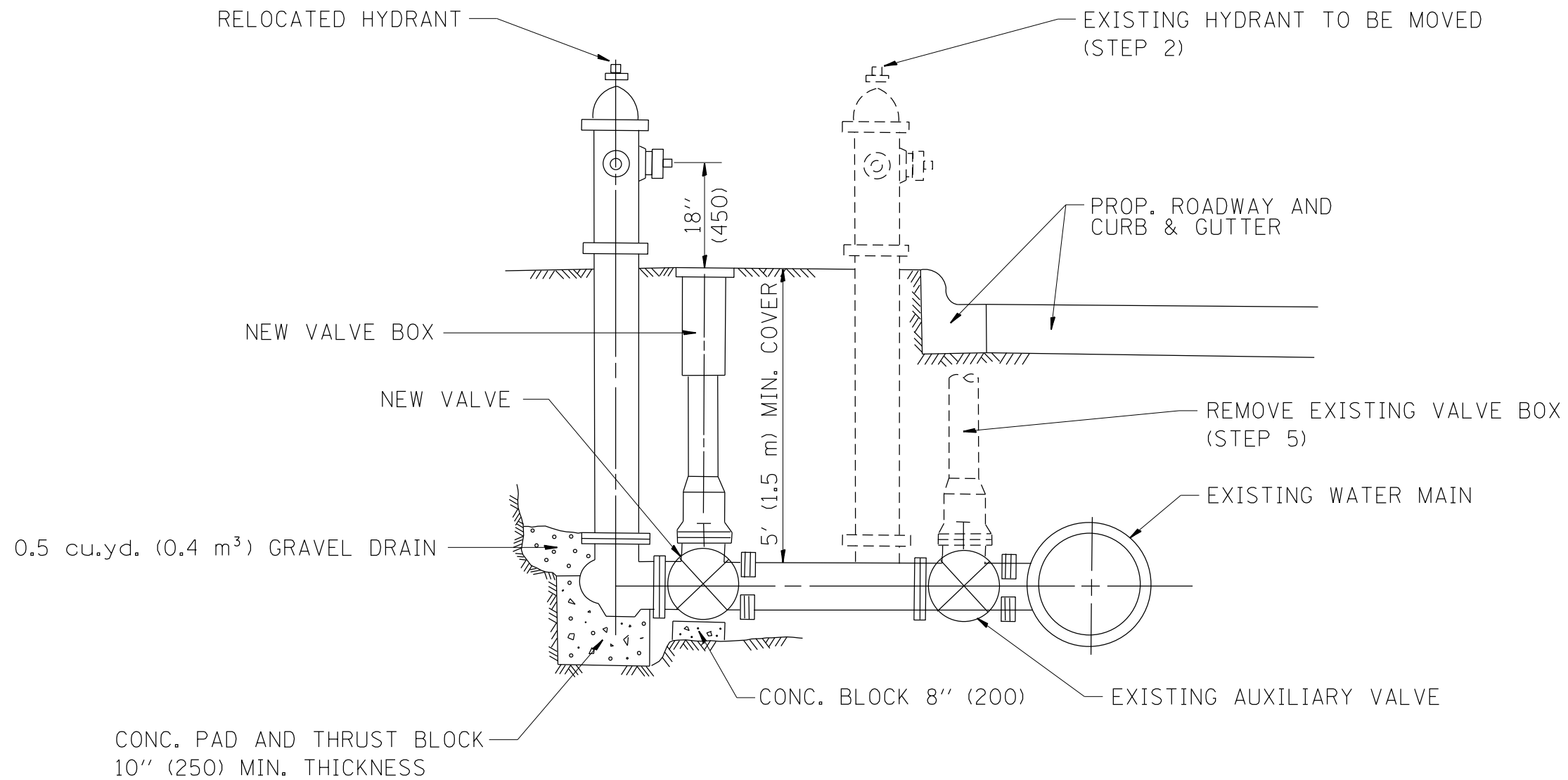
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 12/14/2016	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BUTT JOINT AND HMA TAPER DETAILS</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	57
BD400-05		BD32	CONTRACT NO. 60V00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SEQUENCE OF CONSTRUCTION:

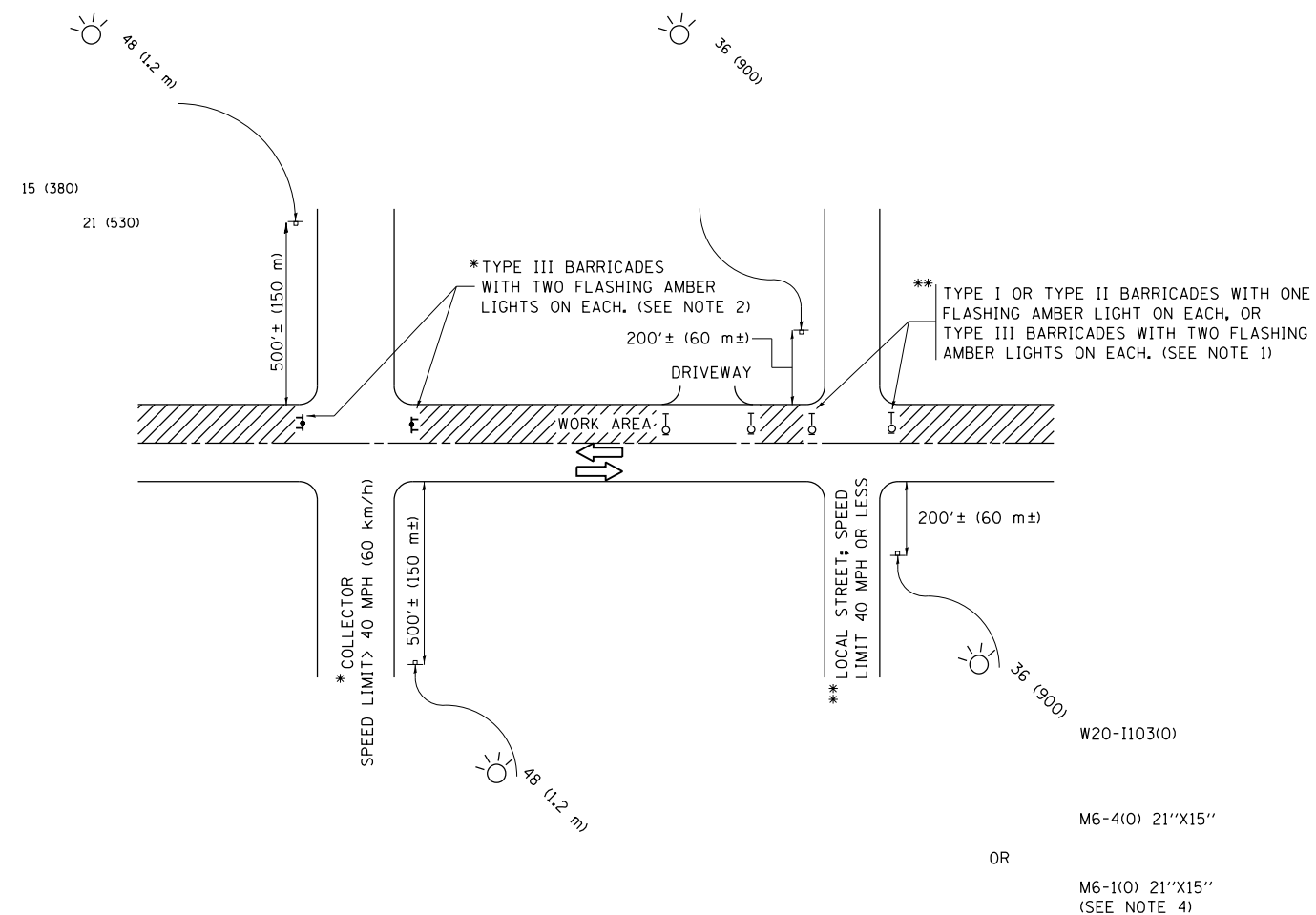
1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

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

FIRE HYDRANT TO BE MOVED

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

FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED - R. SHAH 09-09-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FIRE HYDRANT TO BE MOVED</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -			<b>BD-36</b>		<b>CONTRACT NO. 60V00</b>					
PLOT DATE = 12/14/2016	DATE -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT			



**NOTES:**

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

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

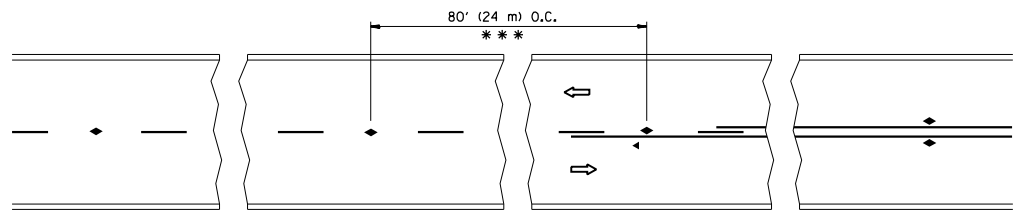
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	PLOT DATE = 12/14/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

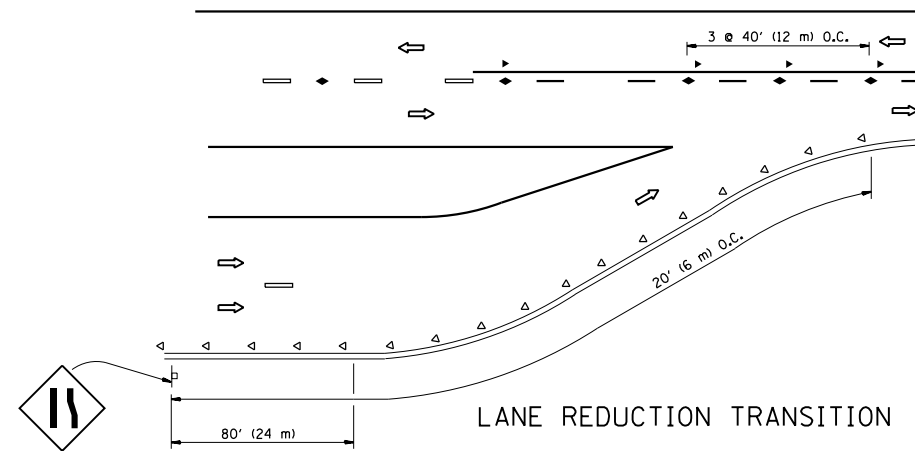
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1		71	59
<b>TC-10</b>			<b>CONTRACT NO. 60V00</b>	
ILLINOIS FED. AID PROJECT				

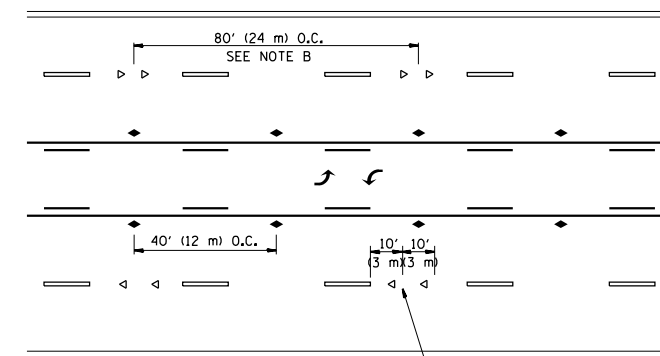


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

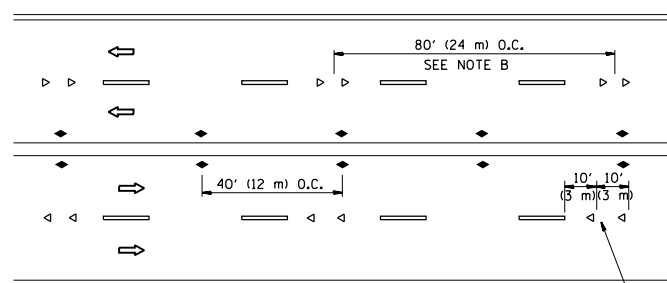
TWO-LANE/TWO-WAY



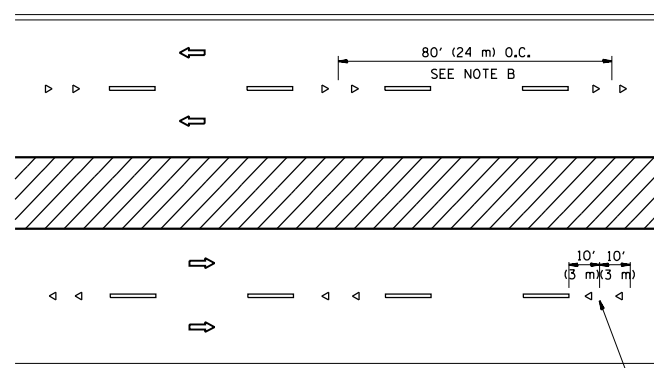
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

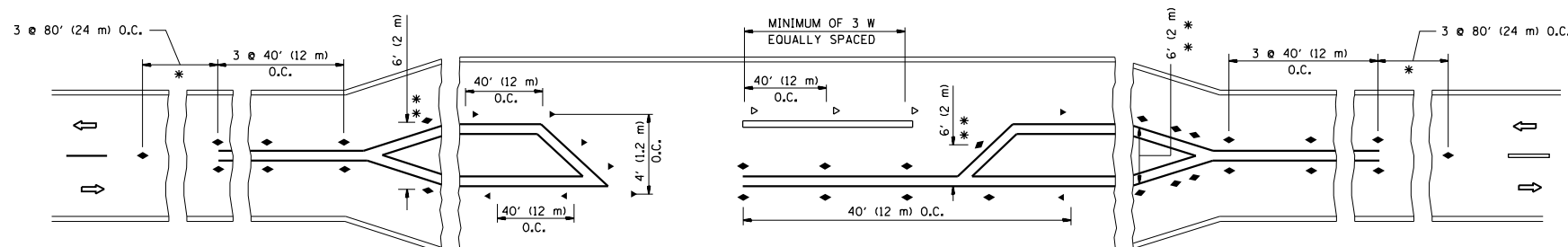
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

LEFT TURN

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

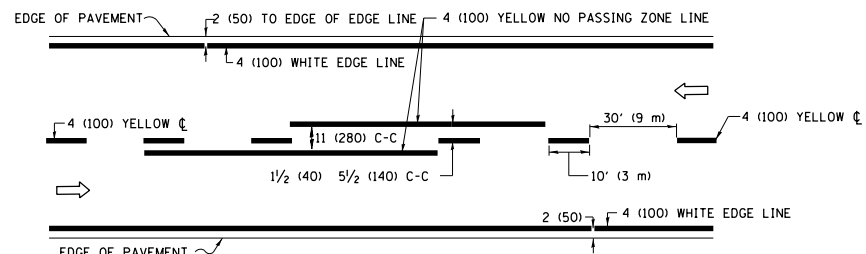
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			REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

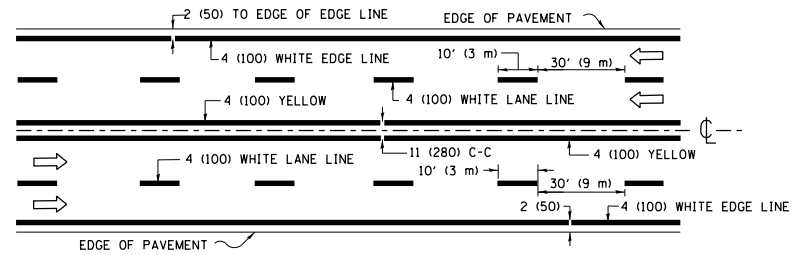
TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

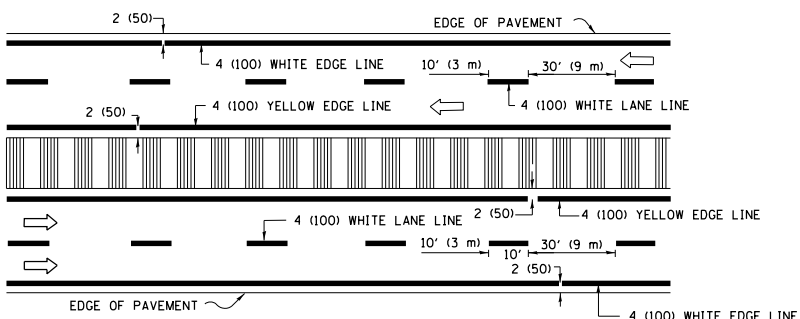
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	60
TC-11			CONTRACT NO. 60V00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**2-LANE ROADWAY**

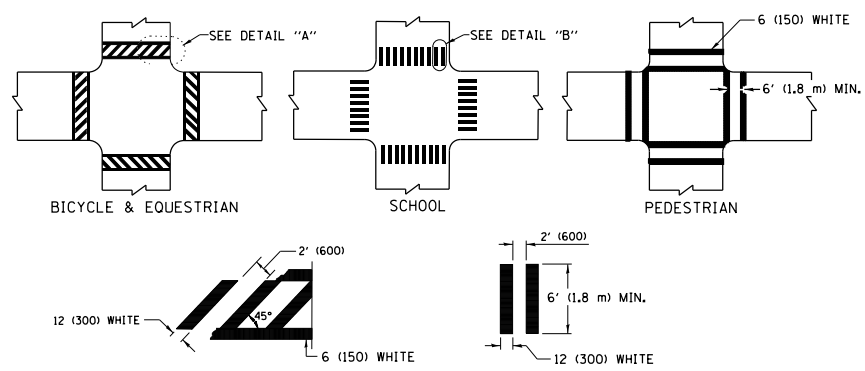


**MULTI-LANE UNDIVIDED**



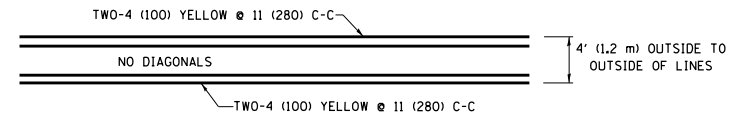
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

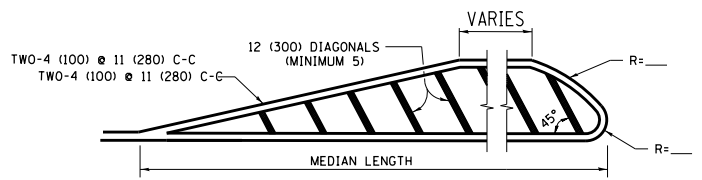


**TYPICAL CROSSWALK MARKING**

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

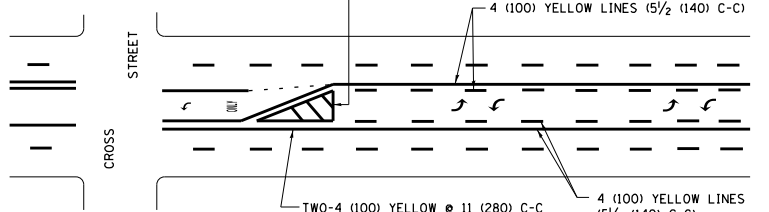


**4' (1.2 m) WIDE MEDIANS ONLY**



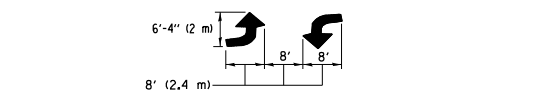
**MEDIANS OVER 4' (1.2 m) WIDE**

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))



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

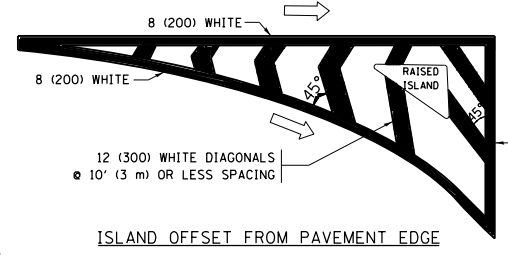
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



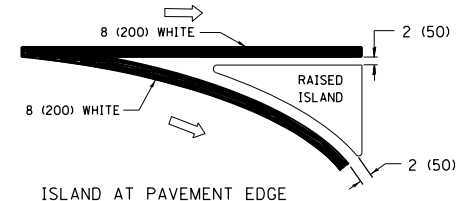
**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**

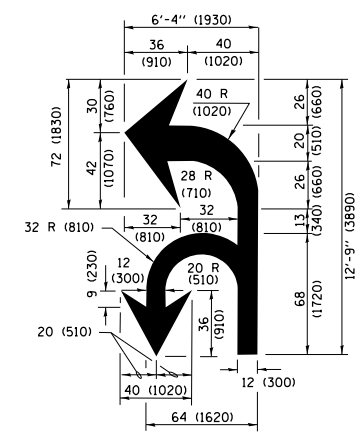
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



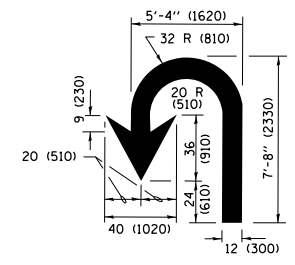
**ISLAND OFFSET FROM PAVEMENT EDGE**



**ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (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 SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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.

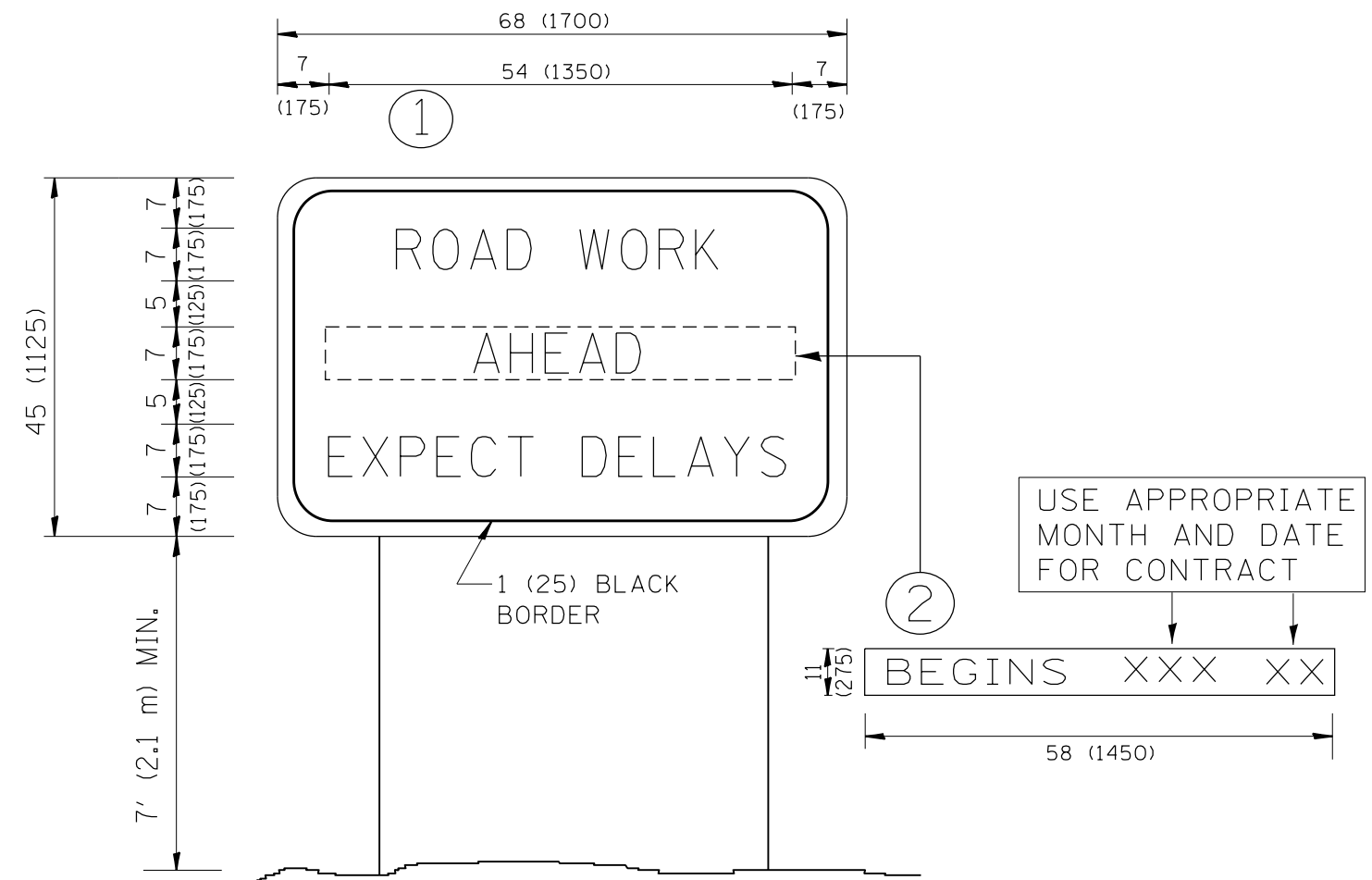
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Default	PLOT SCALE = 100.0000' / in.	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 12/14/2016		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE TYPICAL PAVEMENT MARKINGS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1	DUPAGE	71	61
TC-13			CONTRACT NO. 60V00	
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.

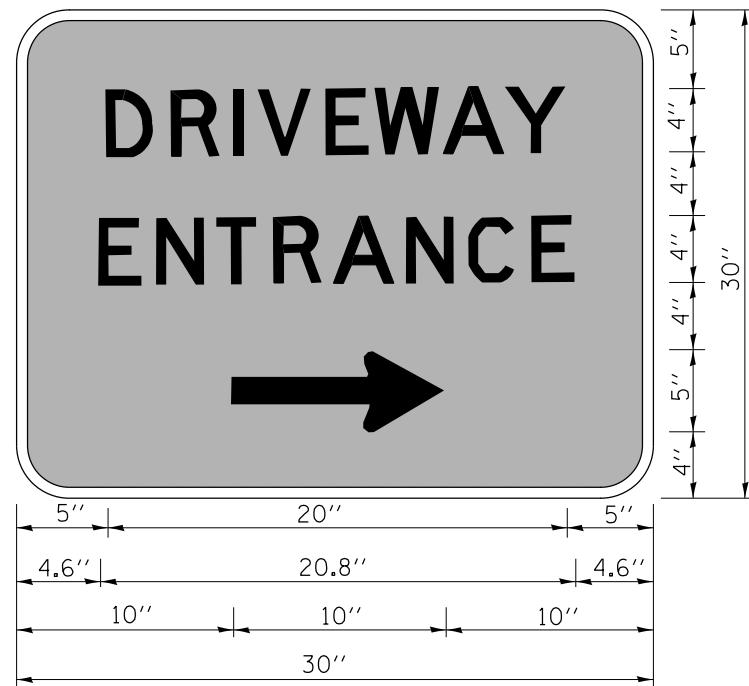
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		CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT SCALE = 100.0000' / 1in.		DATE -	REVISED - C. JUCIUS 01-31-07
PLOT DATE = 12/14/2016			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	CY-N-1		71	62
TC-22			CONTRACT NO. 60V00	
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED  
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

**NOTES:**

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE  
 PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN)  
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY  
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE  
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

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		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING**

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

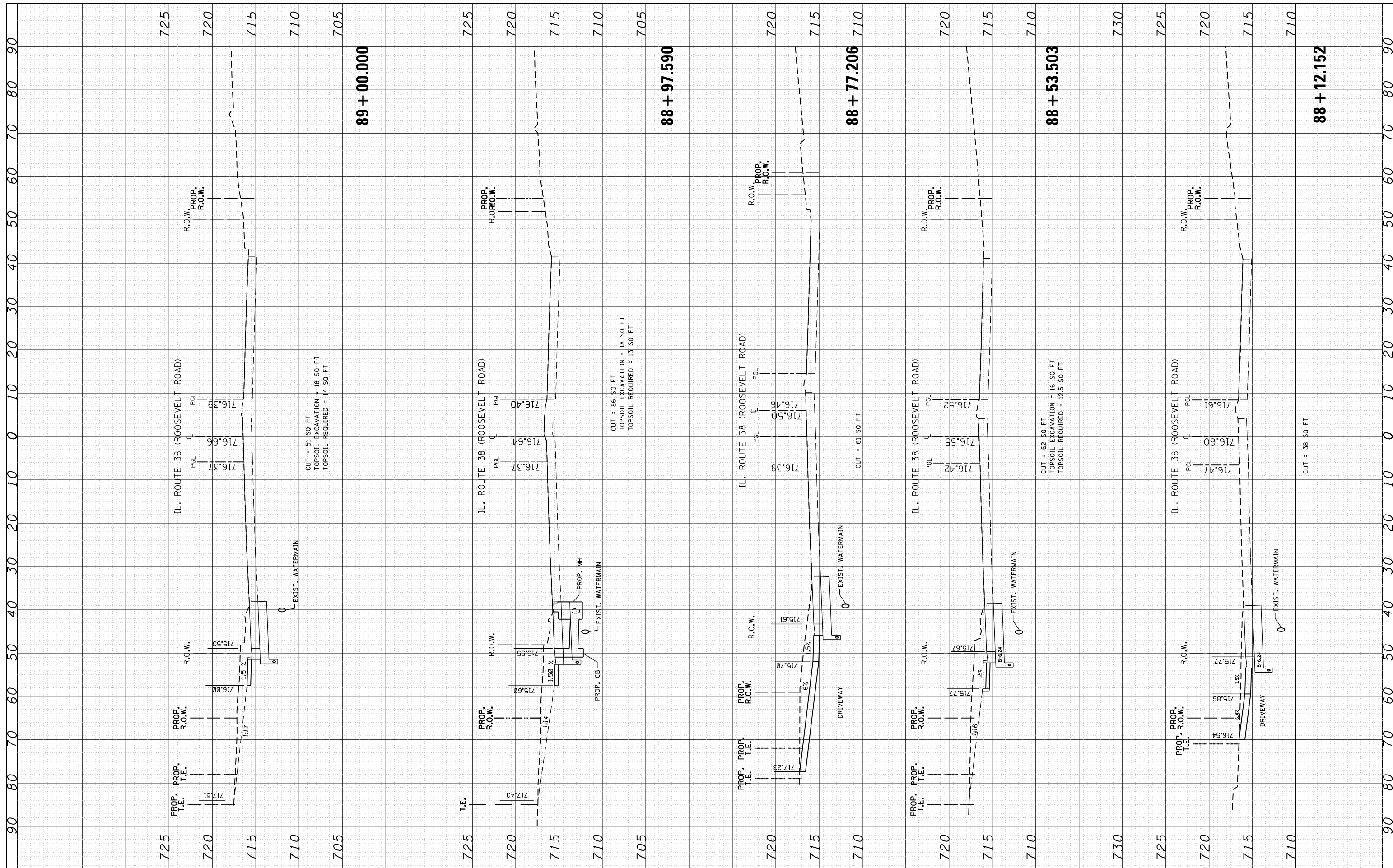
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347	CY-N-1	DUPAGE	71	63
TC-26			CONTRACT NO. 60V00	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





BY	DATE

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

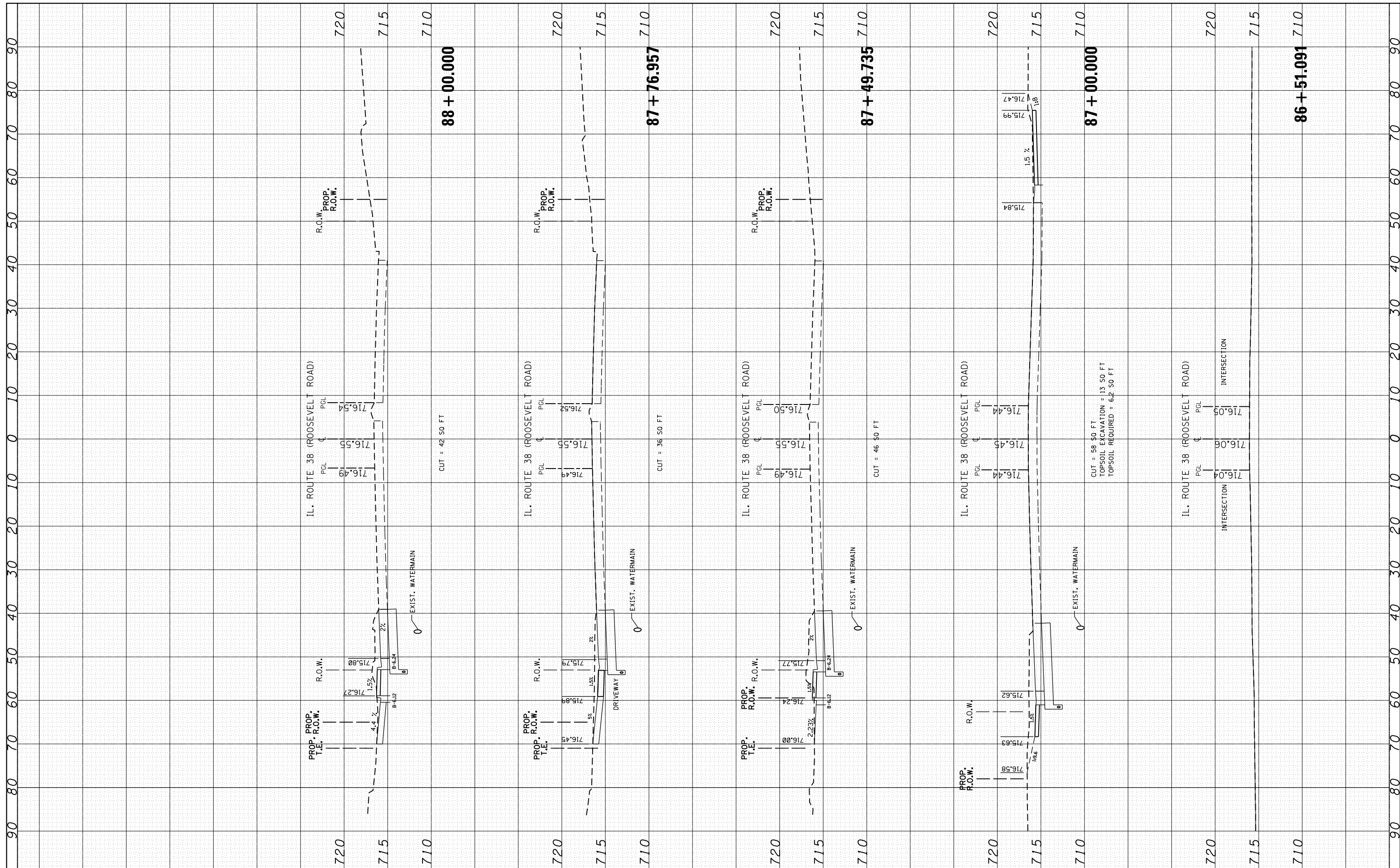
**CROSS SECTIONS  
IL. ROUTE 38 (ROOSEVELT ROAD) AT ARDMORE AVE.**

SCALE: SHEET 4 OF 6 SHEETS STA. 88+12.152 TO STA. 89+00.000

F.A.P. RTE. 347	SECTION C-Y-N-1	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 66
CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED BY	DATE

ORIGINAL SURVEY NO.	SURVEYED BY	DATE



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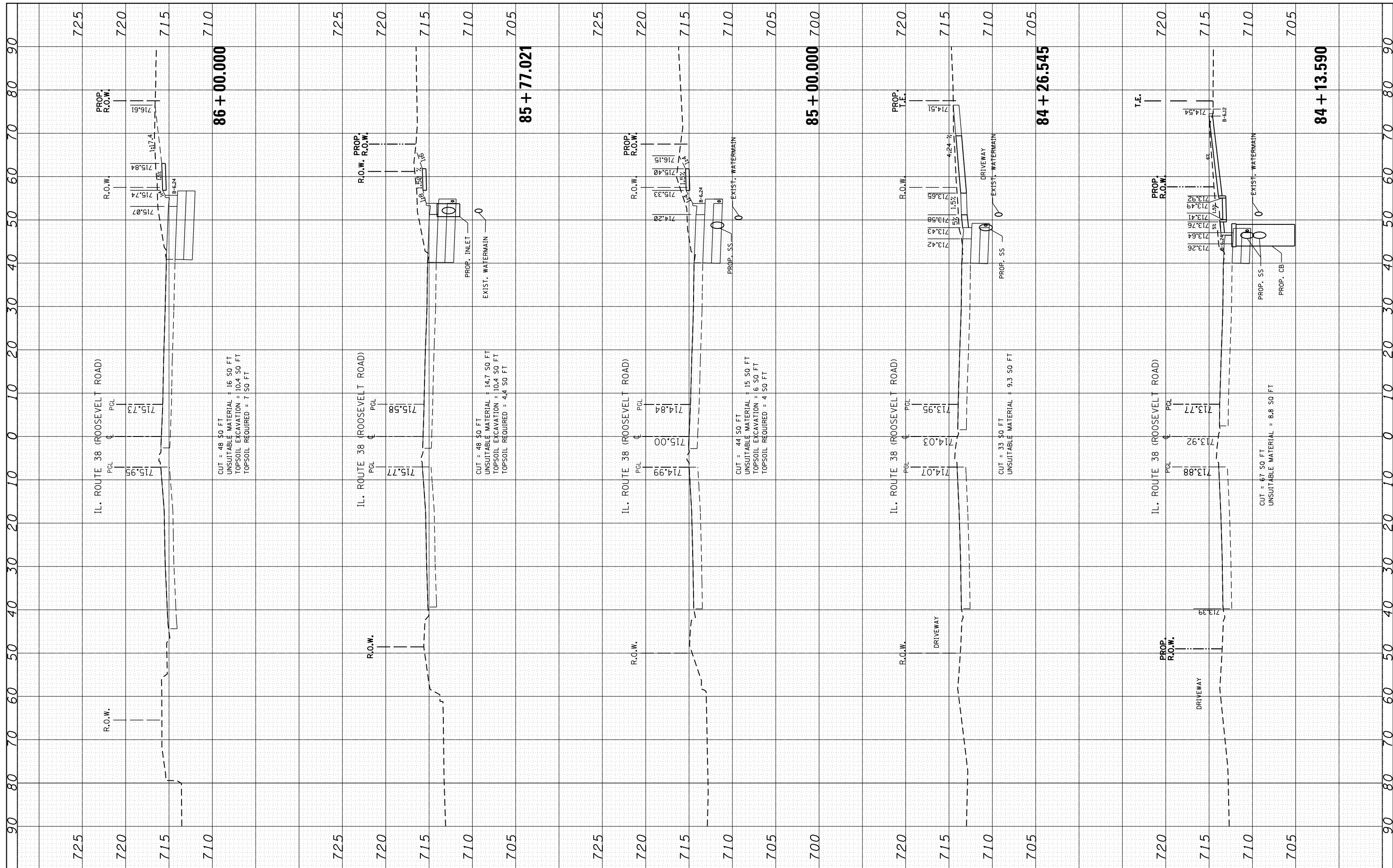
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS**  
**IL. ROUTE 38 (ROOSEVELT ROAD) AT ARDMORE AVE.**  
 SCALE: SHEET 3 OF 6 SHEETS STA. 86+51.091 TO STA. 88+00.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	C-Y-N-1	DUPAGE	71	67
CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT	

NO.	AREAS CHECKED
NO.	AREAS CHECKED
NO.	AREAS CHECKED
NO.	AREAS CHECKED

BY	DATE
BY	DATE
BY	DATE
BY	DATE



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PLOT DATE = 12/14/2016	DATE -	REVISED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

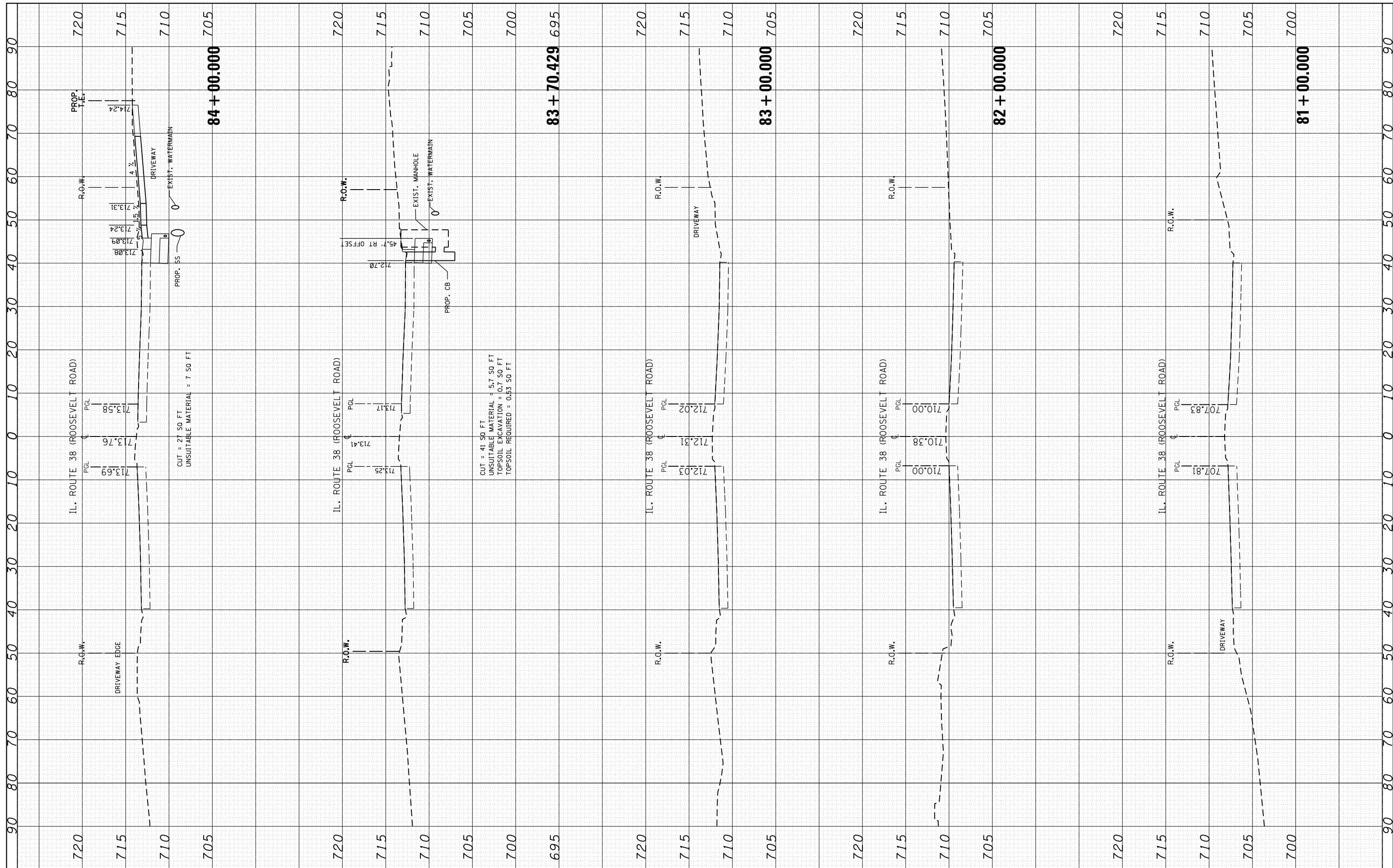
**CROSS SECTIONS  
IL. ROUTE 38 (ROOSEVELT ROAD) AT ARDMORE AVE.**

SCALE: SHEET 2 OF 6 SHEETS STA. 84+13.590 TO STA. 86+00.000

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	C-Y-N-1	DUPAGE	71	68
CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT	

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TEMPLATE	TEMPLATE
PLOTTED	PLOTTED
SURVEYED	SURVEYED
BY	BY
DATE	DATE

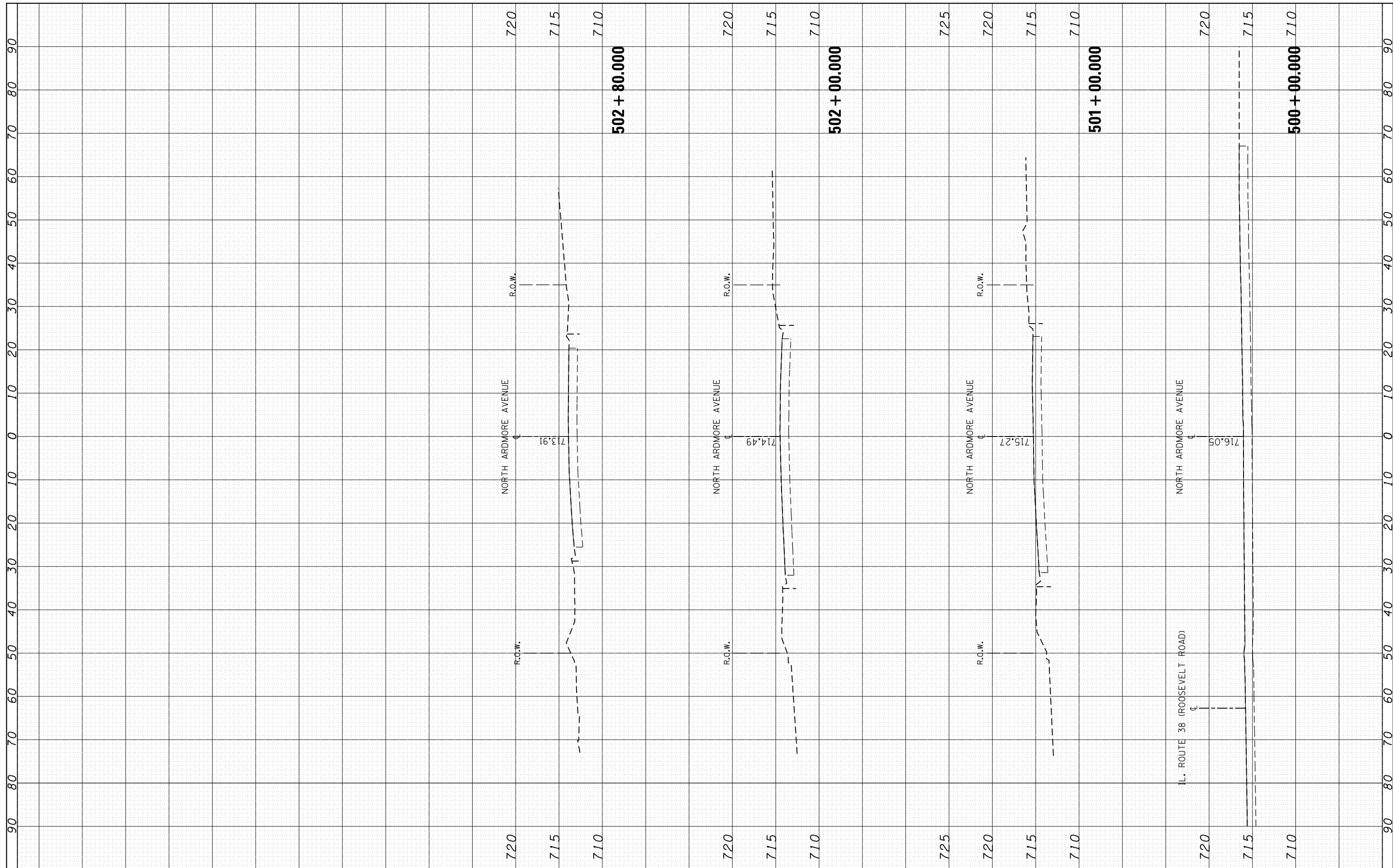
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TEMPLATE	TEMPLATE
PLOTTED	PLOTTED
SURVEYED	SURVEYED
BY	BY
DATE	DATE



FILE NAME =	USER NAME = dahhr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS</b> <b>IL. ROUTE 38 (ROOSEVELT ROAD) AT ARDMORE AVE.</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE = 12/14/2016	DATE -	REVISED -					CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT	
								SCALE:	SHEET 1	OF 6 SHEETS	STA. 81+00.000	TO STA. 84+00.000

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



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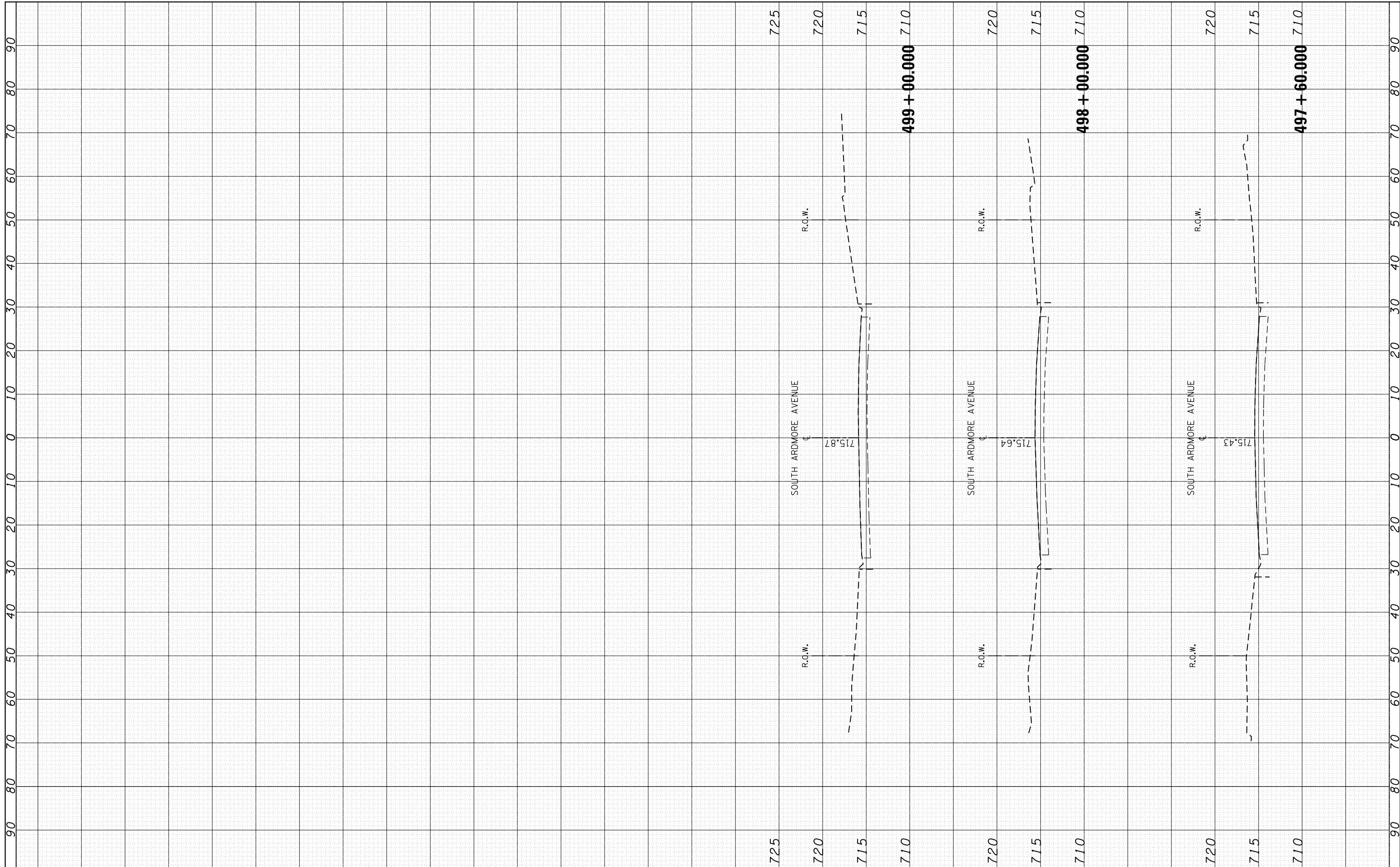
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>CROSS SECTIONS N. ARDMORE AVENUE</b>	
SCALE:	SHEET 1 OF 1 SHEETS STA. 500+00.000 TO STA. 502+80.000

F.A.P. RTE. 347	SECTION CY-N-1	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 70
CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT	

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

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



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 PLOT DATE = 12/12/2016

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 S. ARDMORE AVENUE**  
 SCALE: SHEET 1 OF 1 SHEETS STA. 492+71.344 TO STA. 499+00.000

F.A.P. RTE. 347	SECTION CY-N-1	COUNTY DUPAGE	TOTAL SHEETS 71	SHEET NO. 71
CONTRACT NO. 60V00			ILLINOIS FED. AID PROJECT	