

MATCH LINE STA 25+00
SEE DRAWING WTR-1

KAUTZ RD

ROUETTE DRIVEWAY

LANEEST DRIVE

INSTALL TEMPORARY 12\"/>

12\"/>

12\"/>

12\"/>

12\"/>

CONNECTION TO EXISTING 12\"/>

HYDRANT WITH AUXILIARY VALVE AND BOX
SEE DETAIL SHT WTR-5
N 1900929.88
E 1003507.75

WATER MAIN INSTALLATION NOTES:

1. THE CONTRACTOR SHALL MAINTAIN WATER SERVICE TO THE ROUETTE DEVELOPMENT AT ALL TIMES DURING CONSTRUCTION OF THE NEW WATER MAIN. THE ROUETTE DEVELOPMENT IS SERVICED BY THE 10\"/>
2. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE NEW WATER MAIN AND THE ABANDONMENT OF THE EXISTING WATER MAIN WITH THE CITY OF GENEVA AND THE ROUETTE DEVELOPMENT. A MINIMUM OF TWO (2) WEEKS NOTICE SHALL BE PROVIDED TO THE CITY OF GENEVA AND THE ROUETTE DEVELOPMENT PRIOR TO THE OPERATION OF VALVES, WATER MAIN SHUT-DOWNS, PLACING WATER MAINS INTO SERVICE, PRESSURE TESTING, FLUSHING, AND CHLORINATION ACTIVITIES.
3. THE CONTRACTOR SHALL INSTALL INTO THE EXISTING MAIN, WITHOUT A SHUTDOWN OR LOSS OF SERVICE PRESSURE, A PRESSURE INSERT VALVE TO ALLOW FOR THE SEGMENTED PHASING OF THE NEW WATER MAIN INTO SERVICE WITHOUT ANY SERVICE DISRUPTIONS. THE PRESSURE INSERT VALVE SHALL BE ABANDONED IN PLACE OR REMOVED UPON INSTALLATION AND ACCEPTANCE OF THE NEW WATER MAIN.
4. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A PLAN FOR PHASING THE NEW WATER MAIN INTO SERVICE, INCLUDING BUT NOT LIMITED TO: A SUMMARY OF SHUT-DOWNS, PRESSURE TESTING PROCEDURES, METHODS OF CHLORINATION, SEQUENCE OF CONNECTIONS AND ABANDONMENTS OF THE EXISTING WATER MAIN.
5. PRESSURE INSERT VALVES SHALL MEET THE FOLLOWING CRITERIA:
 - a. SHALL BE SUITABLE FOR INSTALLATION ON THE SIZE AND MATERIAL OF THE EXISTING WATER MAIN.
 - b. SHALL ALLOW NO LEAKS UNDER THE MAXIMUM SYSTEM PRESSURE AND BE RATED FOR A 150 PSI MAXIMUM WORKING PRESSURE (MINIMUM).
 - c. SHALL BE SUITABLE FOR USE IN POTABLE WATER SYSTEMS AND NOT ALLOW CONTAMINATES INTO THE WATER MAIN OF ANY KIND.
 - d. SHALL BE MANUFACTURED BY HYDRA-STOP, OR APPROVED EQUAL.
6. ALL COSTS ASSOCIATED WITH THE IMPLEMENTATION OF THE ABOVE LISTED REQUIREMENTS SHALL BE CONSIDERED INCLUDED WITH THE UNIT PRICE FOR DUCTILE IRON WATER MAIN, WITH NO ADDITIONAL COMPENSATION PROVIDED.

McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

FILE NAME =	USER NAME = EricG
DI60122-SHT-WTR02.dgn	
PLOT SCALE = 1/50	
PLOT DATE = 3/6/2012	

DESIGNED - DF	REVISED -
DRAWN - DF	REVISED -
CHECKED - EJJ	REVISED -
DATE - 03/07/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WATER MAIN PLAN

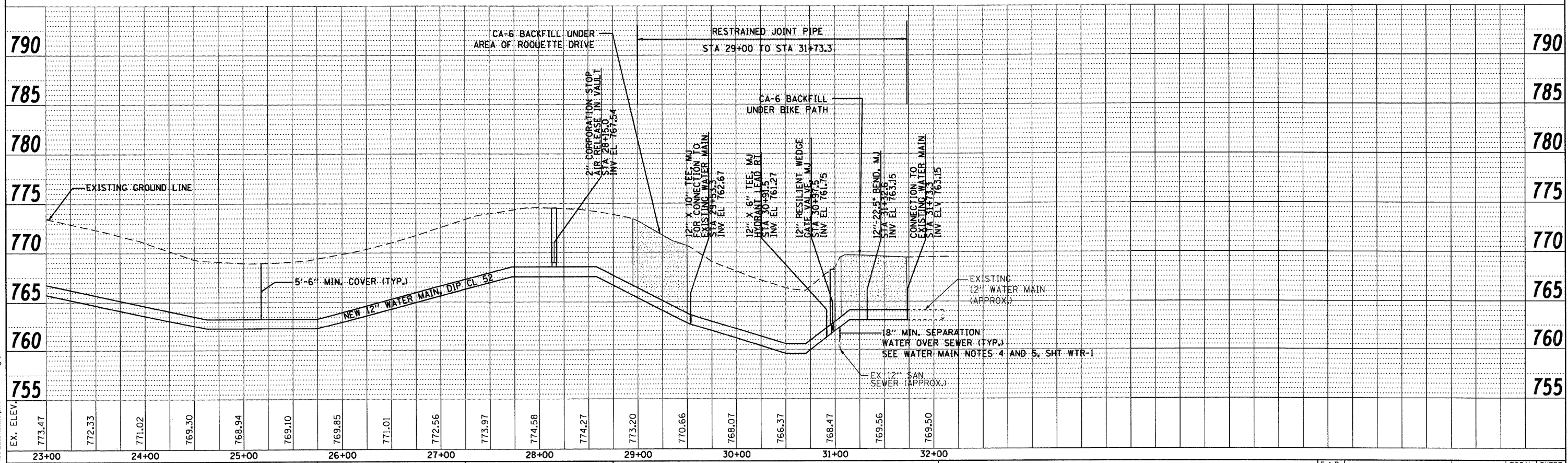
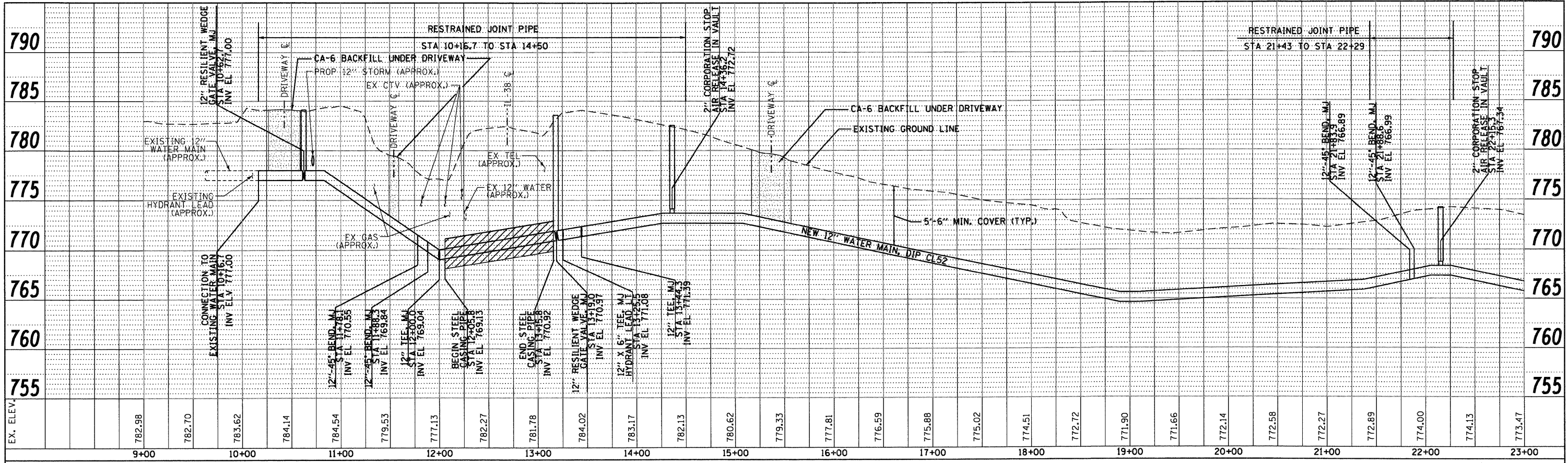
SCALE: 1"=50' SHEET NO. 2 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	101
WTR-2			CONTRACT NO. 60122	
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				

PLAN	SURVEYED	BY	DATE
	ALIGNED		
	RT. OF WAY		
	CHECKED		
	NO.		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	BAL. NOTED		
	STRUCTURE		
	NOTATION		
	CHKD		

McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601



FILE NAME = D:\160122-SHT-WTR03.dgn
 USER NAME = E:\rioG

DESIGNED	-	DF	REVISED	-
DRAWN	-	DF	REVISED	-
CHECKED	-	AF	REVISED	-
DATE	-	10/14/11	REVISED	-

PLLOT SCALE	=	1:50
PLLOT DATE	=	10/17/2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

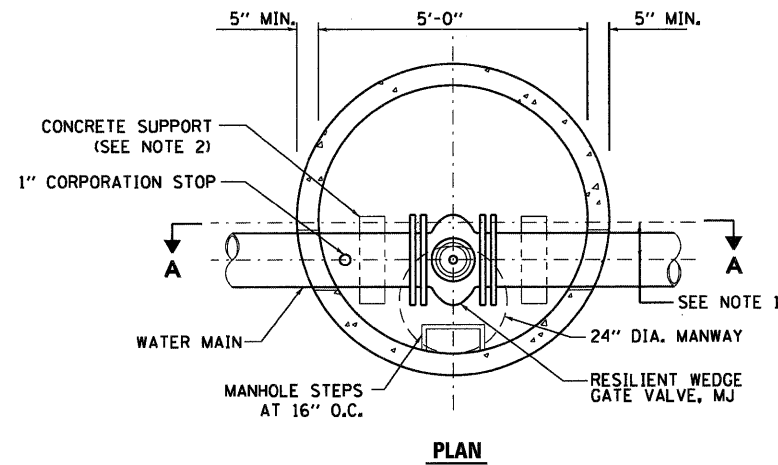
WATER MAIN PROFILE

SCALE: 1"=50' SHEET NO. 3 OF 5 SHEETS STA. TO STA.

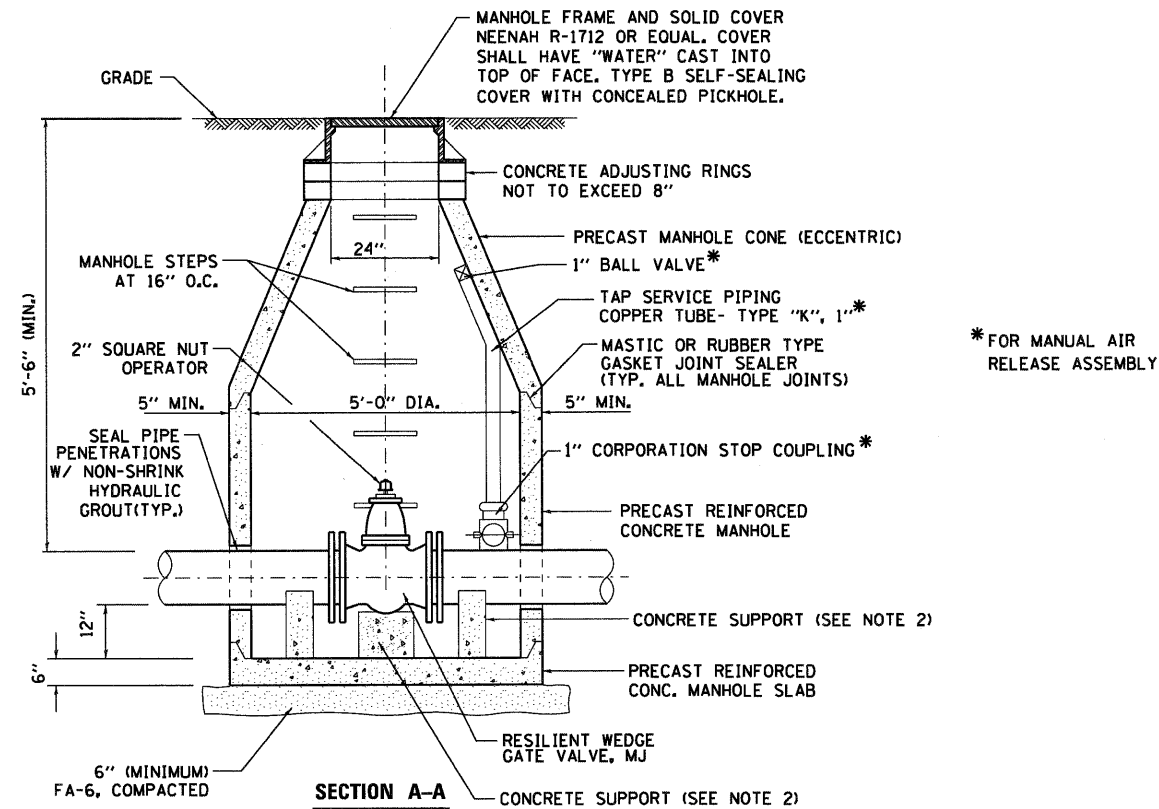
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	102
WTR-3		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

WATER MAIN SCHEDULE

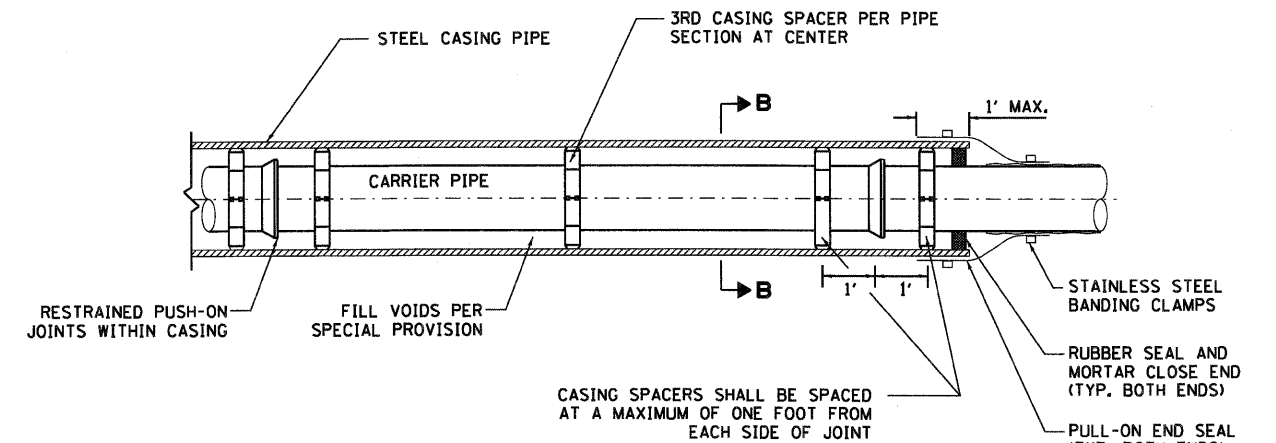
SHEET	STATION	DESCRIPTION
WTR-01	10+16.7	CONNECTION TO EXISTING WATER MAIN WITH 12" SLEEVE (MJ)
WTR-01	10+62.7	12" GATE VALVE IN VAULT
WTR-01	11+78.1	12"-45° BEND (MJ)
WTR-01	11+88.3	12"-45° BEND (MJ)
WTR-01	12+00.0	12" TEE (MJ) AND PLUG (MJ)
WTR-01	13+19.0	12" GATE VALVE IN VAULT
WTR-01	13+25.5	12" X 6" TEE (MJ), 32' OF 6" DIP, 12"-45° BEND (MJ), AND HYDRANT
WTR-01	13+44.3	12" TEE (MJ) AND PLUG (MJ)
WTR-01	14+36.2	2" CORPORATION STOP IN VAULT
WTR-01	21+83.9	12"-45° BEND
WTR-01	21+88.6	12"-45° BEND
WTR-01	22+15.3	2" CORPORATION STOP IN VAULT
WTR-02	28+15.0	2" CORPORATION STOP IN VAULT
WTR-02	29+53.3	12" X 10" TEE (MJ), 10" GATE VALVE IN VAULT, 39' OF 10" DIP, AND CONNECTION TO EXISTING WATER MAIN WITH 10" SLEEVE (MJ)
WTR-02	30+88.0	12" X 6" TEE (MJ), 26' OF 6" DIP, AND HYDRANT
WTR-02	30+94.0	12" GATE VALVE IN VAULT
WTR-02	31+32.6	12"-22.5° BEND (MJ)
WTR-02	31+73.3	CONNECTION TO EXISTING WATER MAIN WITH 12" SLEEVE (MJ)



- NOTES:**
1. INSTALL VALVE SO THAT VALVE OPERATING NUT CAN BE OPERATED FROM GRADE USING A VALVE KEY OR T-WRENCH THROUGH MANWAY.
 2. INSTALL 1/2" P.J.F MATERIAL BETWEEN CONCRETE SUPPORT, PIPE, AND APPURTENANCES AT ALL LOCATIONS.
 3. VALVES SHALL HAVE MECHANICAL JOINTS AND 2-INCH SQUARE NUT OPERATORS. GATE VALVES SHALL BE RESILIENT WEDGE TYPE, MODEL 2639, MANUFACTURED BY CLOW VALVE; OR APPROVED EQUAL.



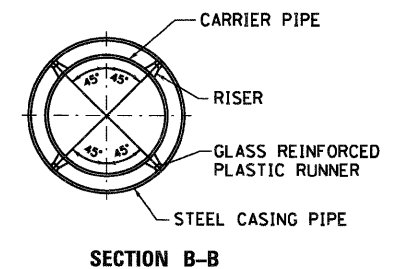
**GATE VALVE IN VAULT DETAIL
NOT TO SCALE**



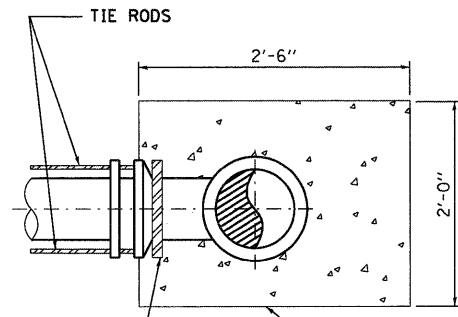
**CASING PIPE DETAIL
NOT TO SCALE**

BORING AND JACKING NOTES:

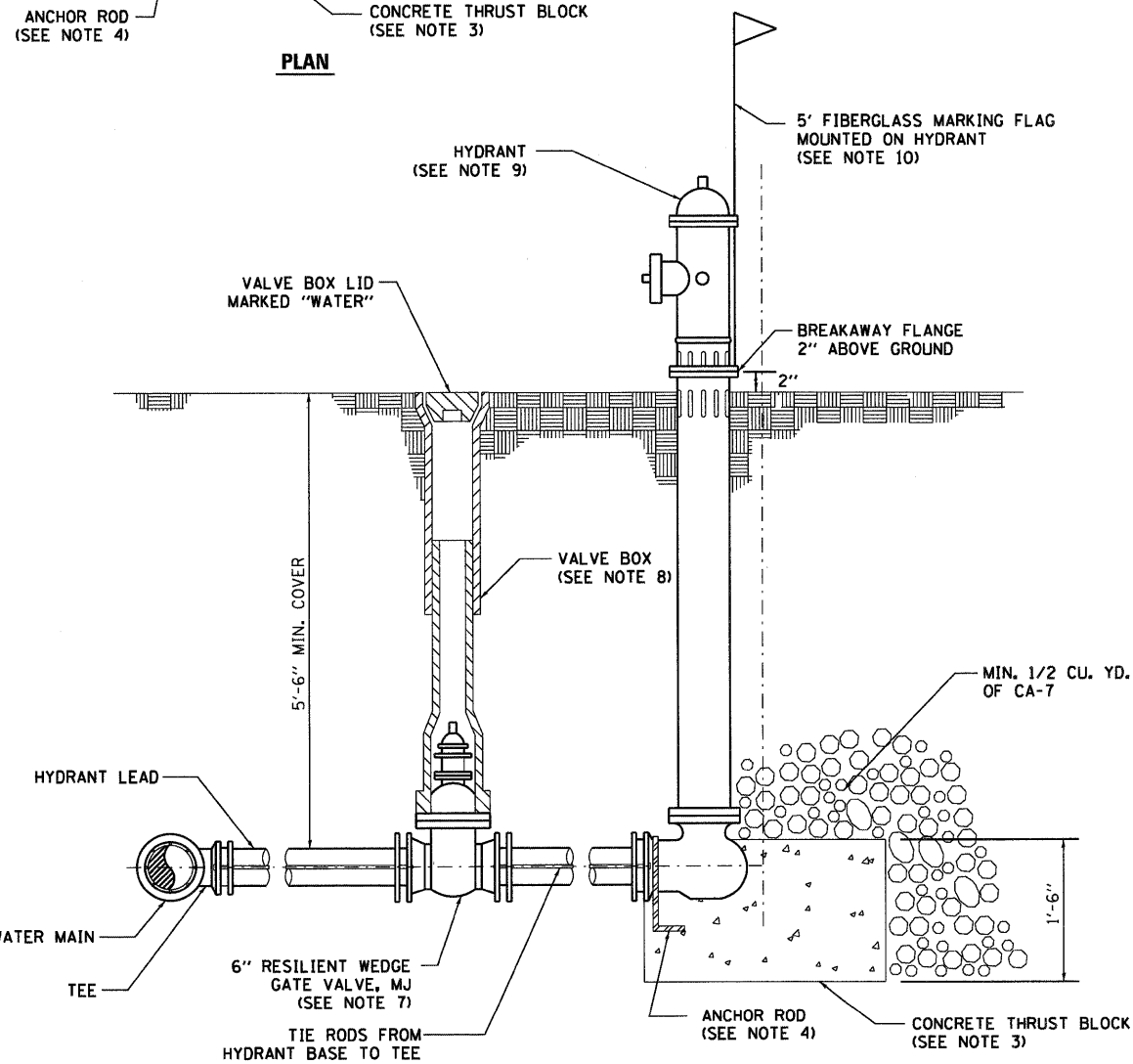
1. JACKING AND BORING OPERATIONS AND CASING PIPE SHALL MEET THE REQUIREMENTS OF THE PROJECT SPECIAL PROVISIONS.
2. ACCESS PITS SHALL BE LOCATED A MINIMUM 10 FEET FROM THE ROADWAY EDGE OF PAVEMENT AND BE LOCATED OUTSIDE OF THE I.D.O.T. HIGHWAY RIGHT-OF-WAY.
3. SHORING SHALL BE INSTALLED IMMEDIATELY DURING THE EXCAVATION OF ACCESS PITS AND SHALL CONFORM TO OSHA STANDARDS FOR TRENCH PROTECTION.
4. SHORING SHALL BE DESIGNED, ERECTED, SUPPORTED, BRACED, AND MAINTAINED SUCH THAT IT WILL SAFELY SUPPORT ALL VERTICAL AND HORIZONTAL LOADS DURING CONSTRUCTION OPERATIONS.
7. OPEN ACCESS PITS SHALL BE CLEARLY MARKED AND REMAIN PROTECTED WITH TEMPORARY CONCRETE BARRIERS AT ALL TIMES.
8. BACKFILL ACCESS PITS WITH CA-6 AND COMPACT.



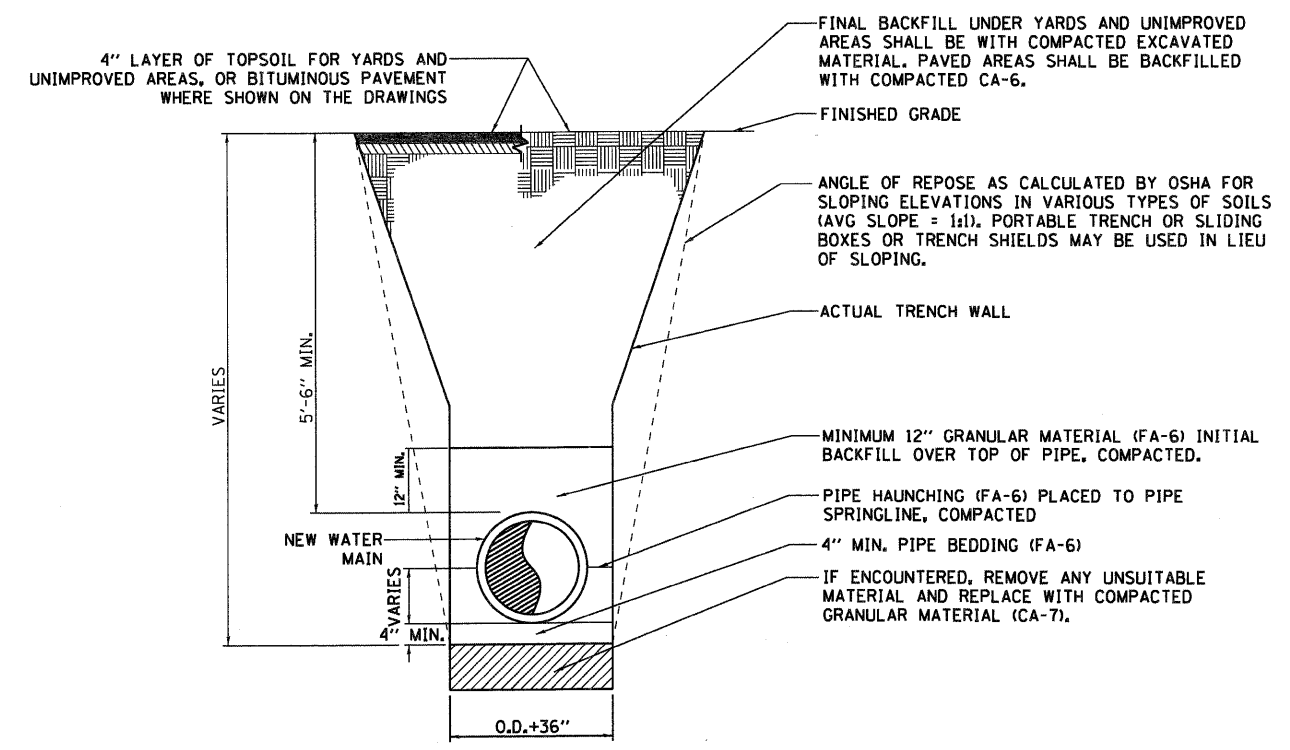
SECTION B-B



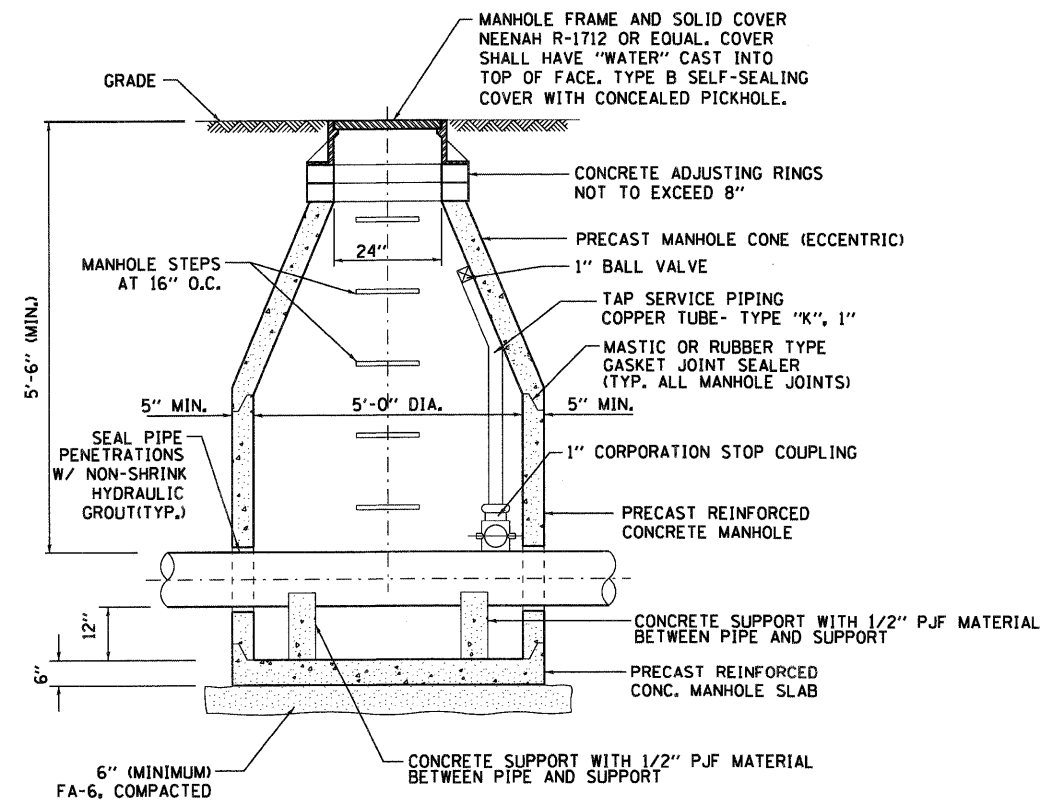
- HYDRANT NOTES:**
1. HYDRANT SHALL BE PLUMB IN ALL DIRECTIONS.
 2. USE TWO STAINLESS STEEL TIE RODS AS SHOWN, SAME DIAMETER AS FITTING BOLT, AT OR NEAR THE HORIZONTAL PLANE THROUGH THE CENTERLINE.
 3. POUR CONCRETE THRUST BLOCK AFTER BASE HAS BEEN SET.
 4. ALL TIE RODS AND ANCHOR RODS SHALL BE STAINLESS STEEL.
 5. HYDRANTS SHALL BE LOCATED A MINIMUM 3' BACK FROM THE CURB LINE.
 6. ALL JOINTS SHALL BE RESTRAINED, MECHANICAL JOINT TYPE.
 7. RESILIENT WEDGE GATE VALVES SHALL BE MODEL 2639 MANUFACTURED BY CLOW VALVE; OR APPROVED EQUAL.
 8. VALVE BOXES SHALL BE CAST IRON ADJUSTABLE TYPE, MANUFACTURED BY TYLER UNION; OR APPROVED EQUAL.
 9. HYDRANT SHALL BE 5-1/4" WATEROUS PACER MANUFACTURED BY AMERICAN FLOW CONTROL; OR APPROVED EQUAL.
 10. HYDRANT MARKING SHALL BE HYDRA-FINDER WITH FLAG MANUFACTURED BY RODON; OR APPROVED EQUAL.



FIRE HYDRANT SETTING
NOT TO SCALE



WATER MAIN TRENCH DETAIL
NOT TO SCALE



CORPORATION STOP IN VAULT DETAIL
NOT TO SCALE

McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street, Chicago, Illinois 60601

FILE NAME =	USER NAME = YKlm	DESIGNED - DF	REVISED -
D168122-SHT-WTR05.dgn		DRAWN - DF	REVISED -
	PLOT SCALE = 1:50	CHECKED - EUG	REVISED -
	PLOT DATE = 10/14/2011	DATE - 10/14/11	REVISED -

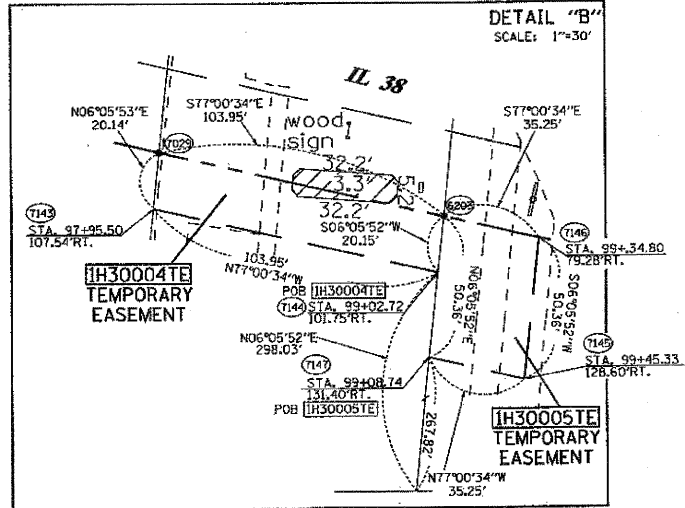
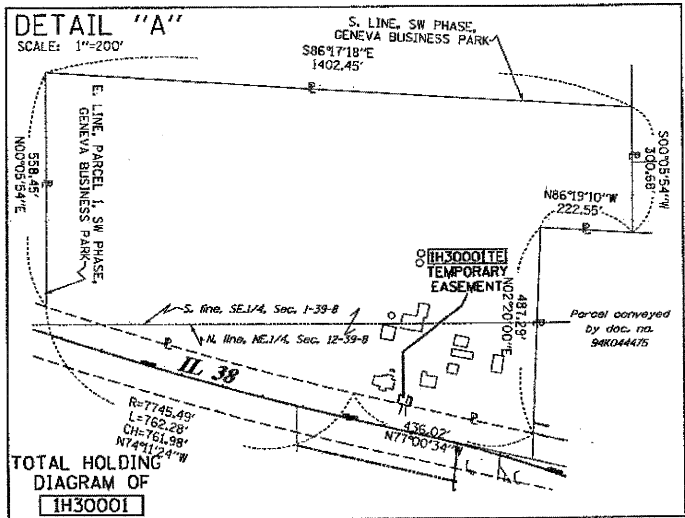
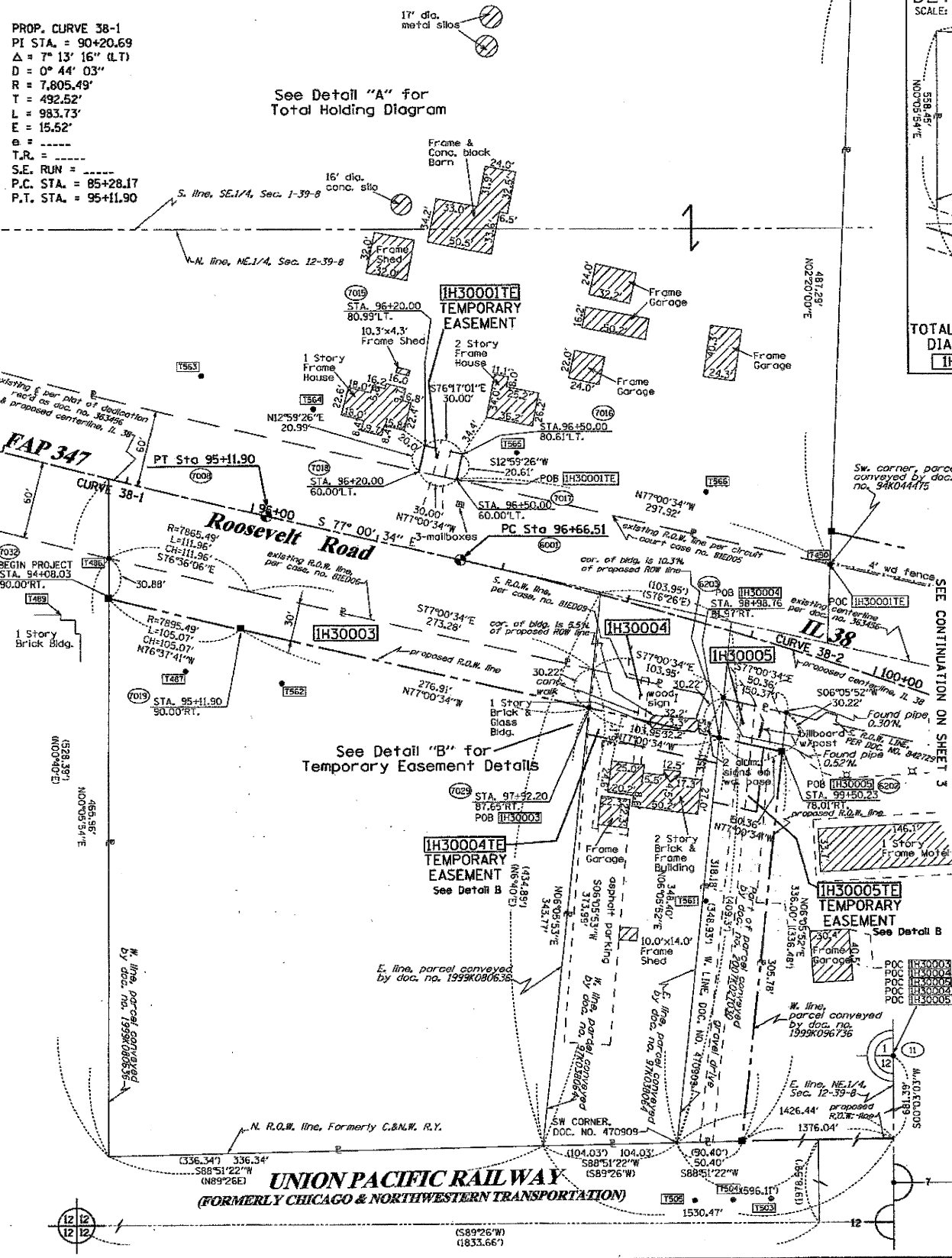
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WATER MAIN DETAILS	
SCALE: NO SCALE	SHEET NO. 5 OF 5 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	104
WTR-5		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PART OF THE NE 14 OF SECTION 12, AND THE SE 14 OF SECTION 1, TWP. 39 N., R. 8 E. OF THE 3RD-P.M., IN KANE COUNTY, ILLINOIS.

PROP. CURVE 38-1
 PI STA. = 90+20.69
 $\Delta = 7^\circ 13' 16''$ (L.T.)
 $D = 0^\circ 44' 03''$
 $R = 7,805.49'$
 $T = 492.52'$
 $L = 983.73'$
 $E = 15.52'$
 $e = \dots$
 $T.R. = \dots$
 S.E. RUN = \dots
 P.C. STA. = 85+28.17
 P.T. STA. = 95+11.90



LEGEND

- SECTION CORNER
- QUARTER CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (FIELD) LINE
- APL
- APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED BASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

GRAPHIC SCALE
 FEET
 0 50.00
 100.00
 150.00
 200.00
 250.00
 300.00
 SCALE: 1" = 50'

IRON PIPE OR ROD FOUND
 CUT CROSS FOUND OR SET
 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 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.
 STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 PERMANENT SURVEY MARKER, I.D.D.T. STANDARD 2135 (TO BE SET BY OTHERS)
 RIGHT OF WAY STAKING PROPOSED TO BE SET

FROM BEARING	DISTANCE	TO DESCRIPTION
6901 SW 64.10°W	168.51	1752 5/8" REBAR WITH YELLOW CAP
6901 NE 28.01°E	94.39	1753 5/8" REBAR WITH YELLOW CAP
6901 NE 74.99°W	199.10	1754 5/8" REBAR WITH YELLOW CAP
6282 NE 14.49°E	150.88	1490 FIND REBAR AT ROW CORNER
6282 SW 27.95°E	130.30	1751 5/8" REBAR WITH YELLOW CAP
6282 NW 16.04°W	210.34	1750 5/8" REBAR WITH YELLOW CAP
7028 SE 06.02°E	132.33	1752 5/8" REBAR WITH YELLOW CAP
7028 SW 24.43°E	120.39	1753 5/8" REBAR WITH YELLOW CAP
7028 NE 23.46°W	90.96	1754 5/8" REBAR WITH YELLOW CAP
7019 SW 83.83°W	60.83	1487 5/8" REBAR WITH YELLOW CAP
7019 SE 37.08°E	82.67	1752 5/8" REBAR WITH YELLOW CAP
7019 NW 08.41°W	195.34	1753 5/8" REBAR WITH YELLOW CAP
7029 NE 00.26°E	30.86	1486 FIND REBAR AT ROW CORNER
7029 SE 46.72°E	81.84	1487 5/8" REBAR WITH YELLOW CAP
7029 SW 71.34°E	38.18	1489 NE CORNER OF 1 STORY BRICK BLDG

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
IH30001	SUSAN JANE PETERSON, MARY ANN MURRAY, & JAMES EDWARD KAUTZ	19.986	N/A	N/A	19.986	0.014	624	CONST.	12-01-426-019 12-12-200-021	
IH30003	CATHERINE MARY CUSHING, JANET L. SMUDGE, AND MARGARET R. MILNAMOW	3.437	0.264	N/A	3.173	N/A	N/A	N/A	12-12-200-023	
IH30004	ROBERT L. STARE AND PATRICIA L. STARE	0.856	0.072	N/A	0.784	0.048	N/A	CONST.	12-12-200-016	
IH30005	FRANK A. HASSELL, TRUSTEE FRANK A. HASSELL, TRUST	0.393	0.035	N/A	0.358	0.040	N/A	CONST.	12-12-200-008	

STATE OF ILLINOIS)
 COUNTY OF)
 THIS IS TO CERTIFY THAT I, RONALD F. HODGEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (ME. RUETTIGER, TONELLI & ASSOCIATES, AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 893) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 1 AND 12, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 _____, ILLINOIS THIS _____ DAY OF _____, 20____ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2630
 LICENSE EXPIRATION DATE: 11-30-2010

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

REVISION DATES: 4-20-2010
 REVISION DATE: 03-10-2010
 REVISION DATE: 07-06-2009

REVISION: ADD 0004E & 0005E
 REVISION: 0005TH, DELETE DETAIL B
 REVISION: MISC. REVISIONS

PROP. CURVE 38-2
 PI STA. = 101+18.84
 $\Delta = 15^\circ 43' 55''$ (RT)
 $D = 1^\circ 45' 00''$
 $R = 3,274.05'$
 $T = 452.33'$
 $L = 898.97'$
 $E = 31.10'$
 $e = \dots$
 $T.R. = \dots$
 S.E. RUN = \dots
 P.C. STA. = 96+66.51
 P.T. STA. = 105+65.48

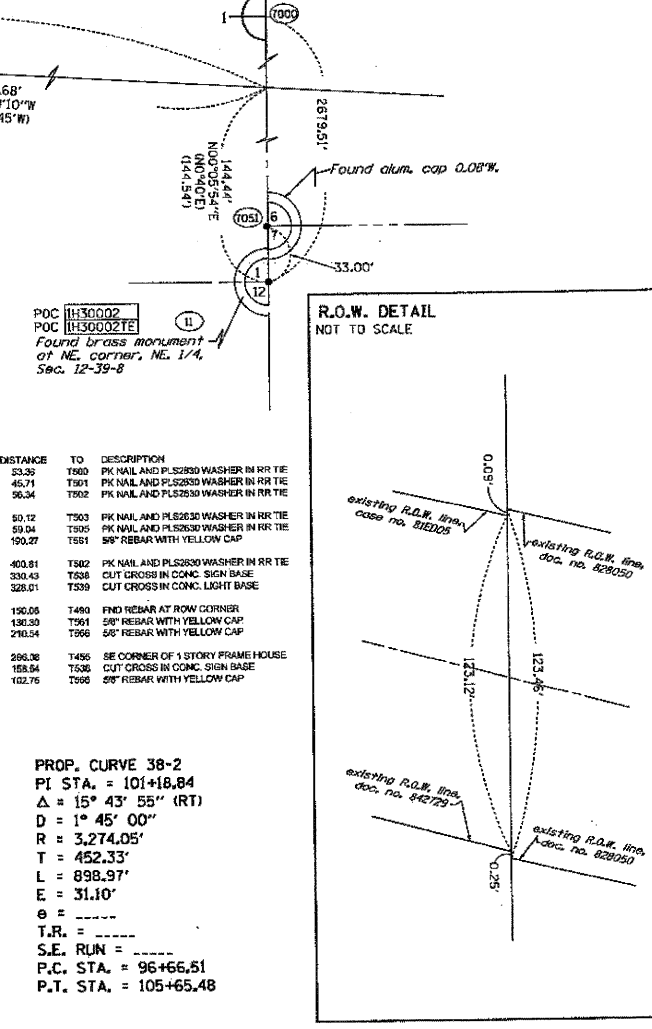
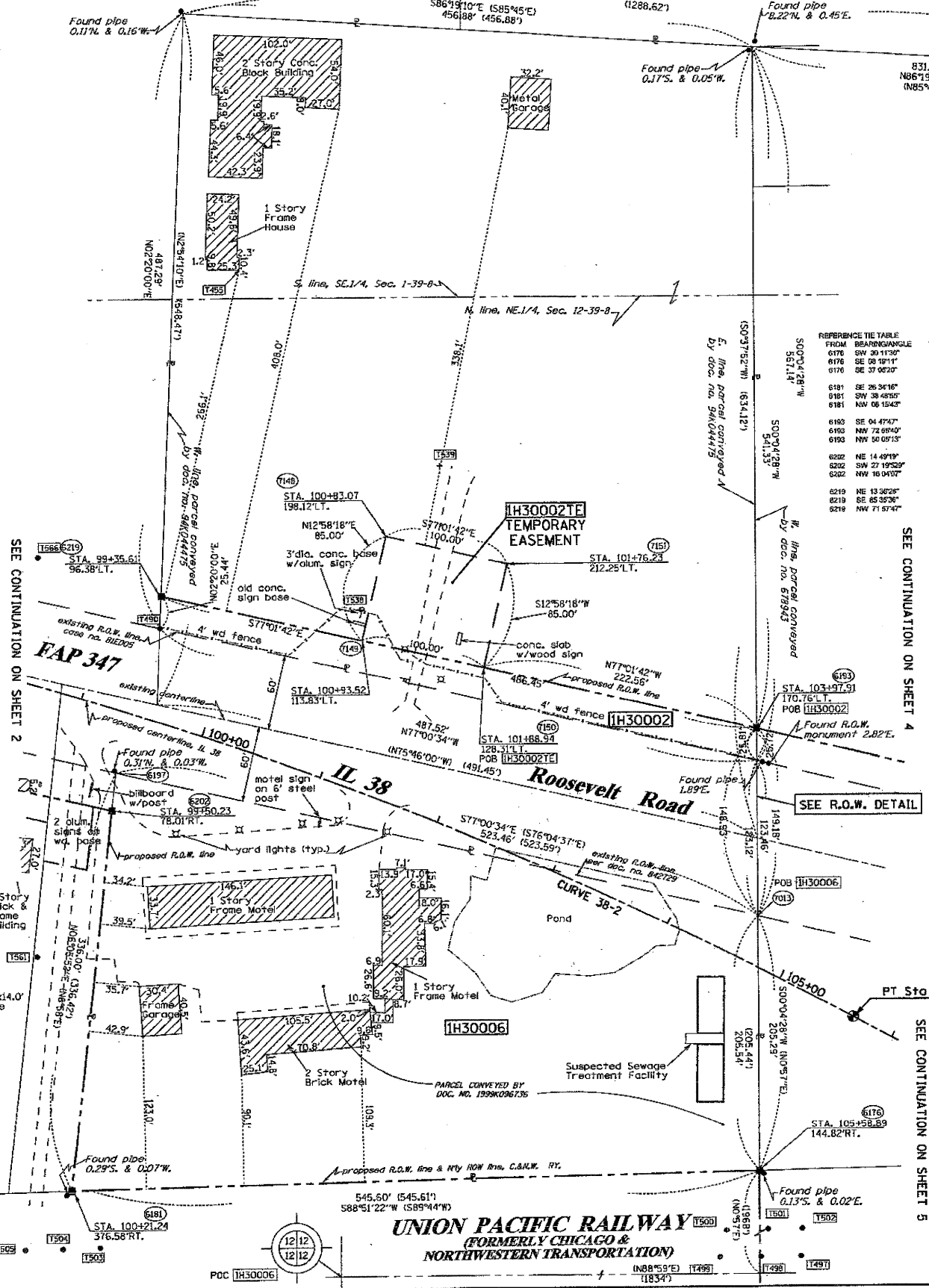
RUETTIGER, TONELLI & ASSOCIATES, INC.
 Land Surveyors/Engineers/Planners/Surveyors/Architects/G.I.S. Consultants
 2174 GENEVA STREET
 JOLIET, ILLINOIS 60438
 PH. (815) 745-5200 FAX (815) 744-0161

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP 347 (IL RTE. 38)

SECTION: LAC COUNTY: DUPAGE&KANE
 PROJECT JOB NO.: R91-030-09
 STATION 94+00 TO STATION 99+50
 SCALE: 1"=50' SHEET 2 OF

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

PART OF THE NE 14 OF SECTION 12 AND THE SE 14 OF SECTION 1, TWP. 39 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.



REFERENCE TABLE

FROM BEARING/ANGLE	TO DESCRIPTION	DISTANCE
6176 SW 20 11 30"	T500 PK NAIL AND PLS2530 WASHER IN RR TIE	53.33
6176 SE 06 19 11"	T501 PK NAIL AND PLS2530 WASHER IN RR TIE	45.71
6176 SE 37 02 20"	T502 PK NAIL AND PLS2530 WASHER IN RR TIE	56.34
6181 SE 26 34 16"	T503 PK NAIL AND PLS2530 WASHER IN RR TIE	50.12
6181 SW 38 48 50"	T505 PK NAIL AND PLS2530 WASHER IN RR TIE	59.84
6181 NW 06 15 47"	T551 8" REBAR WITH YELLOW CAP	100.27
6183 SE 04 47 47"	T562 PK NAIL AND PLS2530 WASHER IN RR TIE	400.81
6183 NW 72 59 40"	T538 CUT CROSS IN CONC. SIGN BASE	330.43
6183 NW 50 05 13"	T539 CUT CROSS IN CONC. LIGHT BASE	328.01
6222 NE 14 49 17"	T480 8" REBAR AT ROW CORNER	150.05
6222 SW 27 19 52 9"	T561 8" REBAR WITH YELLOW CAP	130.50
6222 NW 16 04 07"	T566 8" REBAR WITH YELLOW CAP	210.54
6219 NE 13 32 28"	T456 SE CORNER OF 1 STORY FRAME HOUSE	296.38
6219 SE 65 35 39"	T536 CUT CROSS IN CONC. SIGN BASE	188.84
6219 NW 71 57 47"	T566 8" REBAR WITH YELLOW CAP	102.76

PROP. CURVE 38-2
 PI STA. = 101+18.84
 $\Delta = 15^\circ 43' 55''$ (RT)
 $D = 1^\circ 45' 00''$
 $R = 3,274.05'$
 $L = 452.33'$
 $T = 898.97'$
 $E = 31.10'$
 $\theta =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 96+66.51$
 $P.T. STA. = 105+65.48$

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPEARANT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- "MAG" NAIL SET
- 5/8" REBAR SET

THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

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.

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

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

RIGHT OF WAY STAKING PROPOSED TO BE SET

PARCEL NUMBER	OWNER	TOTAL HOLDINGS, ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1H30002	WILLIAM R. KAUTZ	5.648	0.280	N/A	5.368	0.195	N/A	CONST.	12-12-200-022	
1H30006	VRAJDHAM CORPORATION	3.291	3.291	N/A	0.000	N/A	N/A	N/A	12-12-200-006	

STATE OF ILLINOIS)
 COUNTY OF)
 THIS IS TO CERTIFY THAT I, RONALD F. HODGEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (ME, RUETTIGER, TONELLI & ASSOCIATES, AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 85.) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 1 AND 12, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 _____, ILLINOIS THIS _____ DAY OF _____, 20____ A.D.
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2630
 LICENSE EXPIRATION DATE: 11-30-2010
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED
 MAY 13 2010
 PLATS & LEGALS

RUETTIGER, TONELLI & ASSOCIATES, INC.
 Land Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
 2174 WEDDA STREET
 NILES, ILLINOIS 60456
 PH: 815-744-6600 FAX: 815-744-0101

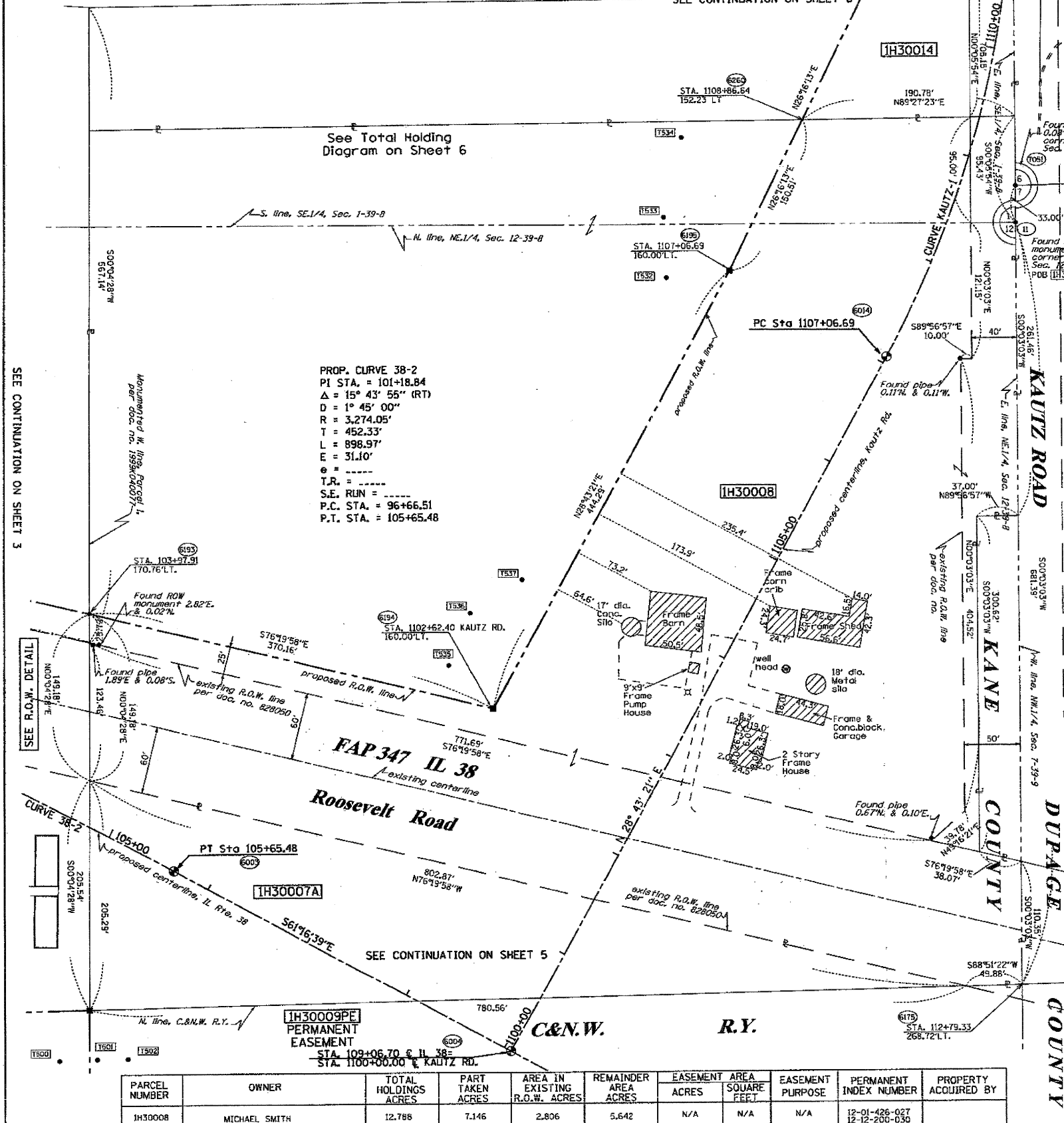
PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP 347 (IL RTE. 38)

SECTION: LAC COUNTY: KANE & DUPAGE
 PROJECT JOB NO.: R91-030-09
 STATION 99+50 TO STATION 105+50
 SCALE: 1"=50' SHEET 3 OF

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

106 of 421

PART OF THE NE 1/4 OF SECTION 12 AND THE SE 1/4 OF SECTION 1, TWP. 39 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.



PROPOSED CURVE KAUTZ-1
 PI STA. = 1109+50.32
 $\Delta = 28^\circ 37' 27''$ (LT)
 $D = 6^\circ 00' 00''$
 $R = 954.93'$
 $T = 243.62'$
 $L = 477.07'$
 $E = 30.59'$
 $T.R. =$
 $S.E. RUN =$
 P.C. STA. = 1107+06.69
 P.T. STA. = 1111+83.76

PROP. CURVE 38-2
 PI STA. = 101+18.84
 $\Delta = 15^\circ 43' 55''$ (RT)
 $D = 1^\circ 45' 00''$
 $R = 3,274.05'$
 $T = 452.33'$
 $L = 898.97'$
 $E = 31.10'$
 $T.R. =$
 $S.E. RUN =$
 P.C. STA. = 96+66.51
 P.T. STA. = 105+65.48

LEGEND

- SECTION CORNER
- QUARTER CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL
- APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

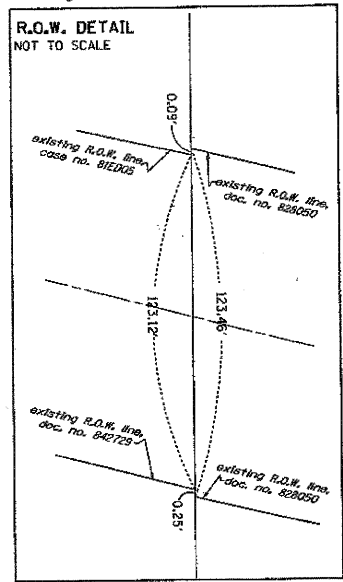
Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

GRAPHIC SCALE
 FEET
 0 50.00
 20.00
 30.00
 SCALE: 1" = 50'

- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- TI
- T2
- T3
- BT1
- BT2
- BT3
- STARTING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

REFERENCE TABLE

FROM BEARING/ANGLE	DISTANCE	TO DESCRIPTION
6003 SW 20 58'12"	193.32	T990 PK NAIL AND PLS2830 WASHER IN RR RTE
6002 SW 13 41'40"	173.86	T082 PK NAIL AND PLS2830 WASHER IN RR RTE
6000 NE 03 24'44"	305.21	T335 5/8" REBAR WITH YELLOW CAP
6104 NW 42 53'41"	288.47	T534 5/8" REBAR WITH YELLOW CAP
6104 SW 58 59'10"	282.07	T537 5/8" REBAR WITH YELLOW CAP
6104 NE 88 42'39"	209.88	T573 5/8" REBAR WITH YELLOW CAP
6184 SW 46 16'36"	451.32	T902 PK NAIL AND PLS2830 WASHER IN RR RTE
6104 NW 46 43'58"	56.76	T335 5/8" REBAR WITH YELLOW CAP
6184 NW 13 20'00"	88.10	T336 5/8" REBAR WITH YELLOW CAP
6184 NE 12 46'22"	118.84	T337 5/8" REBAR WITH YELLOW CAP
6185 SW 84 20'38"	56.65	T332 5/8" REBAR WITH YELLOW CAP
6185 NW 80 47'01"	76.91	T333 5/8" REBAR WITH YELLOW CAP
6185 NW 19 30'05"	127.06	T334 5/8" REBAR WITH YELLOW CAP
6185 SE 78 21'12"	357.30	T573 5/8" REBAR WITH YELLOW CAP



STATE OF ILLINOIS)
 COUNTY OF)

THIS IS TO CERTIFY THAT I, RONALD F. HODGEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (ME, RUETTIGER, TONELLI & ASSOCIATES, AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 893) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 1 AND 12, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 _____, ILLINOIS THIS _____ DAY OF _____ 20__ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2630
 LICENSE EXPIRATION DATE: 11-30-2010

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.
 REVISION DATE: 07-06-2009 REVISION: MISC. REVISIONS MADE BY: NJ

RECEIVED
 MAY 14 2010
 PLATS & LEGALS

RUETTIGER, TONELLI & ASSOCIATES, INC.
 Land Surveyors/Engineers/Planners/Landscapers Architects/G.L.S. Consultants
 274 OWEN STREET
 JOLIET, ILLINOIS 60435
 PH. 815 744-6600 FAX 815 744-0101

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP 347 (IL RTE. 38)

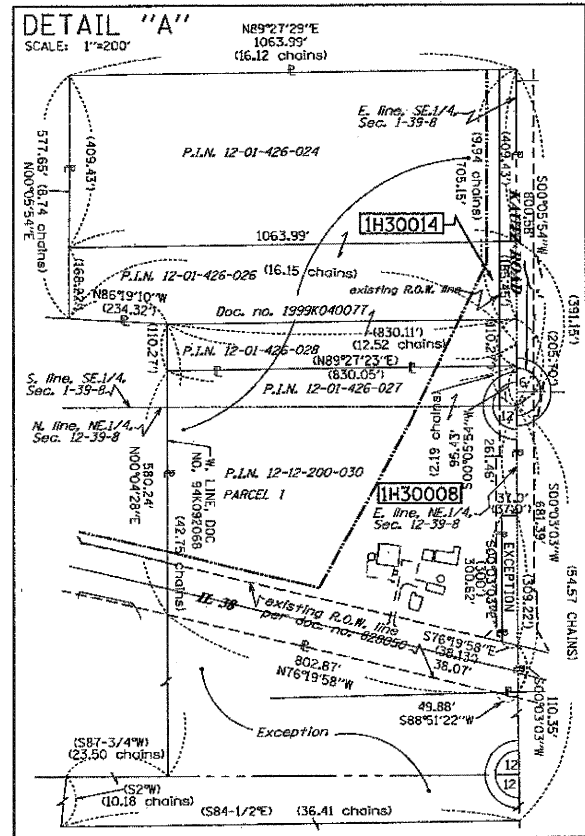
SECTION: LAC COUNTY: DUPAGE&KANE
 PROJECT: JOB NO.: R91-030-09
 STATION 104+00 TO STATION 109+00
 SCALE: 1"=50' SHEET 4 OF

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

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
IH30008	MICHAEL SMITH	12.788	7.146	2.806	5.642	N/A	N/A	N/A	12-01-426-027 12-12-200-030	

107 of 421

PART OF THE SE 1/4 OF SECTION 1, TWP. 39 N., R. 8 E. OF THE 3RD P.M., IN KANE COUNTY AND THE SW 1/4 OF SECTION 6, TWP. 39 N., R. 9 E. OF THE 3RD P.M., IN DUPAGE COUNTY, ILLINOIS.



See Detail "A" for Total Holding Diagram

PROP. CURVE KAUTZ-1
 PI STA. = 1109+50.32
 $\Delta = 28^\circ 37' 27''$ (LT)
 $D = 6^\circ 00' 00''$
 $R = 954.93'$
 $T = 243.62'$
 $L = 477.07'$
 $E = 30.59'$
 $\theta = \dots$
 $T.R. = \dots$
 S.E. RUN = \dots
 P.C. STA. = 1107+06.69
 P.T. STA. = 1111+83.76

REFERENCE TIE TABLE	FROM BEARING/ANGLE	DISTANCE	TO DESCRIPTION
8016	NE 54 57'45"	173.53	T570 PK NAIL AND PLS2630 WASHER IN RR TIE
8016	NW 78 02'00"	80.09	T571 5/8" REBAR WITH YELLOW CAP
8016	SW 67 41'15"	103.64	T572 5/8" REBAR WITH YELLOW CAP
8017	SW 75 04'47"	113.07	T567 5/8" REBAR WITH YELLOW CAP
8017	SE 59 23'06"	139.68	T569 PK NAIL AND PLS2630 WASHER IN RR TIE
8017	NE 72 42'26"	128.07	T574 PK NAIL AND PLS2630 WASHER IN RR TIE
8190	NE 64 51'53"	234.27	T670 PK NAIL AND PLS2630 WASHER IN RR TIE
8190	NW 50 48'54"	31.02	T571 5/8" REBAR WITH YELLOW CAP
8190	SW 31 02'04"	44.76	T572 5/8" REBAR WITH YELLOW CAP
8191	NE 89 27'29"	30.00	T524 FND PIPE 0.135" & 0.03W @ ROW CORNER
8191	NW 56 10'30"	47.15	T567 5/8" REBAR WITH YELLOW CAP
8191	SW 85 37'16"	43.85	T568 5/8" REBAR WITH YELLOW CAP
8191	SE 85 18'04"	191.24	T589 PK NAIL AND PLS2630 WASHER IN RR TIE
8195	SW 84 26'08"	56.86	T532 5/8" REBAR WITH YELLOW CAP
8195	NW 50 47'01"	76.01	T533 5/8" REBAR WITH YELLOW CAP
8195	NW 19 30'05"	127.08	T534 5/8" REBAR WITH YELLOW CAP

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED BASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

IRON PIPE OR ROD FOUND
 CUT CROSS FOUND OR SET
 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 THESE STAKES IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
 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.
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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)
 COUNTY OF)

THIS IS TO CERTIFY THAT I, RONALD F. HODGEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (ME, RUETTIGER, TONELLI & ASSOCIATES, AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 89,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 1, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY AND SECTION 6, TOWNSHIP 39 NORTH, RANGE 9 EAST IN 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 _____, ILLINOIS THIS _____ DAY OF _____, 20____ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2630
 LICENSE EXPIRATION DATE: 11-30-2010

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

RECEIVED
 MAY 14 2010
 PLATS & LEGALS
 RUETTIGER, TONELLI & ASSOCIATES, INC.
 Lead Surveyors/Engineers/Planners/Landscape Architects/G.L.S. Consultants
 2141 W. 121ST STREET
 JOLIET, ILLINOIS 60435
 PH: (815) 744-6000 FAX: (815) 744-0001

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
IH30008	MICHAEL SMITH	12.788	7.146	2.806	5.642	N/A	N/A	12-01-426-027 12-12-200-030	
IH30013	DUPAGE AIRPORT AUTHORITY	**1636.282	0.000	0.000	**1636.282	0.867	N/A	04-06-300-015 & 04-07-100-004 MULTIPLE CONTIGUOUS HOLDINGS	
IH30014	ROQUETTE PROPERTIES, INC.	16.585	1.472	0.648	15.113	N/A	N/A		

SEE CONTINUATION ON SHEET A

* 12-01-426-024
 * 12-01-426-026
 * 12-01-426-027

** AREA OF DUPAGE AIRPORT/PRAIRIE LANDING GOLF COURSE SCALED FROM DIGITAL AERIAL PHOTOGRAPHY

REVISION DATE: 04-21-2010
 REVISION DATE: 07-15-2009
 REVISION DATE: 07-06-2009

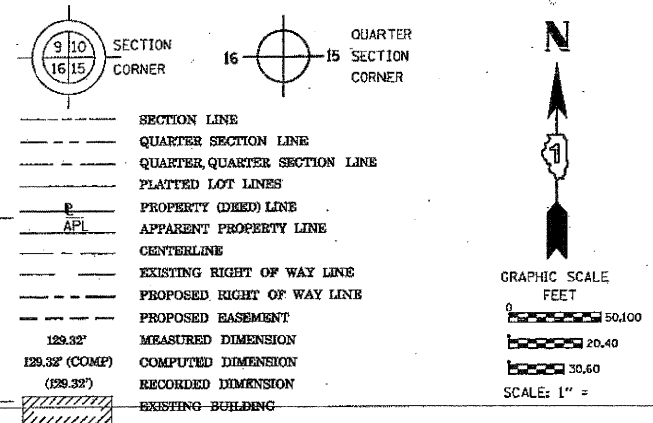
REVISION: ENLARGE 0013E
 REVISION: REMOVED HOLDING DIAGRAM "B" TEXT
 REVISION: MISC. REVISIONS

MADE BY: TLW
 MADE BY: TLW
 MADE BY: MJJ

PART OF THE NW 1/4 OF SECTION 7, TWP. 39 N., R. 9 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.

FROM	BEARING	ANGLE	DISTANCE	TO	DESCRIPTION
6005	NW 12 31'32"		282.85	T494	PK NAIL AND PLS2630 WASHER IN RR TIE
6005	NE 70 21'18"		491.02	T506	5/8" REBAR WITH YELLOW CAP
6005	SW 29 25'08"		308.79	T584	5/8" REBAR WITH YELLOW CAP
6007	NW 54 42'43"		685.02	T494	PK NAIL AND PLS2630 WASHER IN RR TIE
6007	NE 26 10'48"		252.96	T508	5/8" REBAR WITH YELLOW CAP
6007	SW 36 12'44"		234.91	T549	5/8" REBAR WITH YELLOW CAP
7108	NE 02 09'41"		186.81	T508	5/8" REBAR WITH YELLOW CAP
7108	NE 32 43'13"		181.71	T507	5/8" REBAR WITH YELLOW CAP
7108	NE 56 22'12"		243.81	T508	5/8" REBAR WITH YELLOW CAP
7108	NE 37 37'16"		42.09	T494	PK NAIL AND PLS2630 WASHER IN RR TIE
7108	NW 03 13'01"		32.77	T495	PK NAIL AND PLS2630 WASHER IN RR TIE
7108	NW 48 28'49"		43.46	T490	PK NAIL AND PLS2630 WASHER IN RR TIE
7177	NW 23 40'50"		406.01	T506	5/8" REBAR WITH YELLOW CAP
7177	NE 05 51'57"		321.85	T508	5/8" REBAR WITH YELLOW CAP
7177	SW 66 06'02"		237.89	T549	5/8" REBAR WITH YELLOW CAP
7178	NE 24 22'28"		371.64	T508	5/8" REBAR WITH YELLOW CAP
7178	SW 78 09'10"		226.92	T549	5/8" REBAR WITH YELLOW CAP
7178	SW 70 25'23"		283.37	T550	5/8" REBAR WITH YELLOW CAP
7179	SE 63 35'13"		52.34	T562	5/8" REBAR WITH YELLOW CAP
7179	SW 00 55'41"		31.00	T553	5/8" REBAR WITH YELLOW CAP
7179	SW 67 21'35"		80.11	T584	5/8" REBAR WITH YELLOW CAP
7180	NE 17 26'37"		471.86	T506	5/8" REBAR WITH YELLOW CAP
7180	SE 78 17'31"		88.87	T549	5/8" REBAR WITH YELLOW CAP
7180	SW 18 36'10"		84.03	T581	5/8" REBAR WITH YELLOW CAP

LEGEND



Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- TI
- T2
- T3
- BT1
- BT2
- BT3
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

STATE OF ILLINOIS)
 COUNTY OF)
 THIS IS TO CERTIFY THAT I, RONALD F. HODGEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, RUETTIGER, TONELLI & ASSOCIATES, AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 89,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 7, TOWNSHIP 39 NORTH, RANGE 9 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 _____, ILLINOIS THIS _____ DAY OF _____ 20____ A.D.
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2630
 LICENSE EXPIRATION DATE: 11-30-2010
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RUETTIGER, TONELLI & ASSOCIATES, INC.
 Land Surveyors/Engineers/Planners/Landscape Architects/D.L.S. Consultants
 2174 ONEIDA STREET
 JOLIET, ILLINOIS 60438
 PH. (815) 744-6600 FAX (815) 744-0101

RECEIVED
 OCT 29 2010
 PLATS & LEGALS

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP 347 (IL RTE. 38)
 SECTION: @ KAUTZ ROAD COUNTY: KANE&DUPAGE
 PROJECT JOB NO.: R91-030-09
 STATION 113+50 TO STATION 125+00
 SCALE: 1"=50' SHEET 7 OF
 BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT SQUARE FEET	EASEMENT PURPOSE	P.I.N.	PROPERTY ACQUIRED BY
1H30010	DUPAGE AIRPORT AUTHORITY	146.496 TM	10.320	0.713	***	N/A	N/A	N/A	04-07-102-015	
1H30011	DUPAGE AIRPORT AUTHORITY	5.667	0.125	0.000	5.542	N/A	N/A	N/A	04-07-102-014	
1H30012	DUPAGE AIRPORT AUTHORITY	261.837 SC	1.464	0.000	260.373 SC	N/A	N/A	N/A	04-07-103-001 04-07-203-014**	

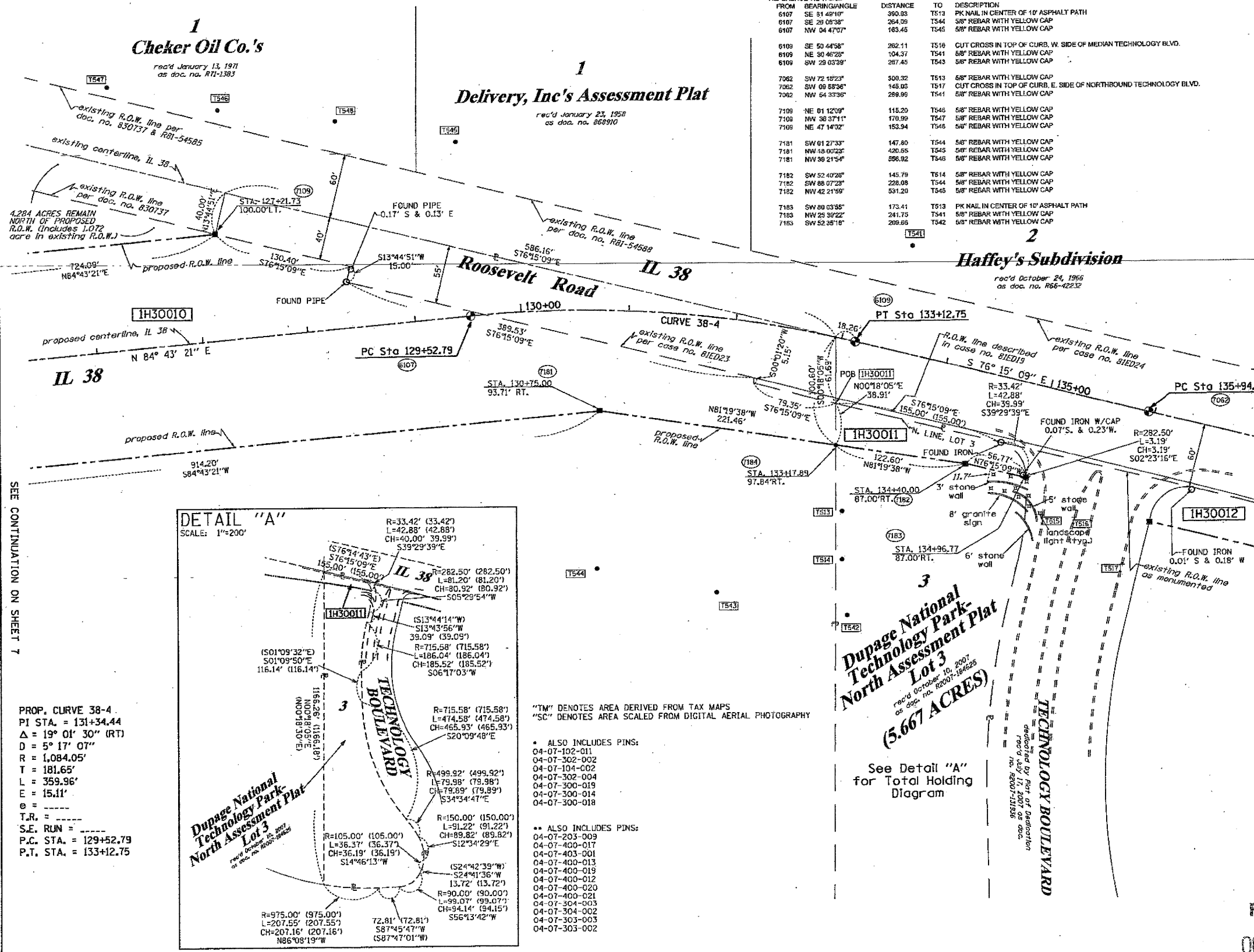
"TM" DENOTES AREA DERIVED FROM TAX MAPS
 "SC" DENOTES AREA SCALED FROM DIGITAL AERIAL PHOTOGRAPHY
 * ALSO INCLUDES PINS:
 04-07-102-011
 04-07-302-002
 04-07-104-002
 04-07-302-004
 04-07-300-019
 04-07-300-014
 04-07-300-018
 ** ALSO INCLUDES PINS:
 04-07-203-009
 04-07-400-017
 04-07-403-001
 04-07-400-013
 04-07-400-019
 04-07-400-012
 04-07-400-020
 04-07-400-021
 04-07-304-003
 04-07-304-002 10-28-10 ADD NOTE TO PARCEL 0010
 04-07-303-003 7-6-10 SHRINK PARCELS 10 & 11 PER IDOT
 04-07-303-002 ENLARGE PARCEL 10 PER IDOT
 REVISION: MISC. REVISIONS

PROP. CURVE 38-3
 PI STA. = 118+05.47
 Δ = 34° 00' 01" (LT)
 D = 6° 00' 00"
 R = 954.93'
 T = 291.95'
 L = 566.67'
 E = 43.63'
 e = _____
 T.R. = _____
 S.E. RUN = _____
 P.C. STA. = 115+13.52
 P.T. STA. = 120+80.19

136.176 TM
 North-4.284 acres
 South-131.892 acres (TM)

REVISION DATE: 07-06-2009

MADE BY: MJ



REFERENCE TABLE

FROM	BEARING/ANGLE	DISTANCE	TO	DESCRIPTION
6107	SE 81 49'10"	390.83	T513	PK NAIL IN CENTER OF 10' ASPHALT PATH
6107	SE 29 05'38"	264.09	T544	5/8" REBAR WITH YELLOW CAP
6107	NW 04 47'07"	163.45	T545	5/8" REBAR WITH YELLOW CAP
6109	SE 50 44'58"	262.11	T516	CUT CROSS IN TOP OF CURB, W. SIDE OF MEDIAN TECHNOLOGY BLVD.
6109	SE 30 46'28"	104.37	T541	5/8" REBAR WITH YELLOW CAP
6109	SW 29 03'39"	267.45	T543	5/8" REBAR WITH YELLOW CAP
7062	SW 72 18'23"	300.32	T513	5/8" REBAR WITH YELLOW CAP
7062	SW 09 58'56"	145.03	T517	CUT CROSS IN TOP OF CURB, E. SIDE OF NORTHBOUND TECHNOLOGY BLVD.
7062	NW 54 33'35"	289.99	T541	5/8" REBAR WITH YELLOW CAP
7109	NE 01 12'09"	115.20	T546	5/8" REBAR WITH YELLOW CAP
7109	NW 38 37'11"	170.99	T547	5/8" REBAR WITH YELLOW CAP
7109	NE 47 14'02"	153.94	T548	5/8" REBAR WITH YELLOW CAP
7181	SW 01 27'33"	147.80	T544	5/8" REBAR WITH YELLOW CAP
7181	NW 18 00'23"	420.55	T545	5/8" REBAR WITH YELLOW CAP
7181	NW 39 21'54"	556.92	T546	5/8" REBAR WITH YELLOW CAP
7182	SW 52 40'26"	145.79	T514	5/8" REBAR WITH YELLOW CAP
7182	SW 88 07'23"	228.08	T544	5/8" REBAR WITH YELLOW CAP
7182	NW 42 21'59"	531.20	T545	5/8" REBAR WITH YELLOW CAP
7183	SW 80 03'35"	173.41	T513	PK NAIL IN CENTER OF 10' ASPHALT PATH
7183	NW 25 39'22"	241.75	T541	5/8" REBAR WITH YELLOW CAP
7183	SW 52 35'18"	289.68	T542	5/8" REBAR WITH YELLOW CAP

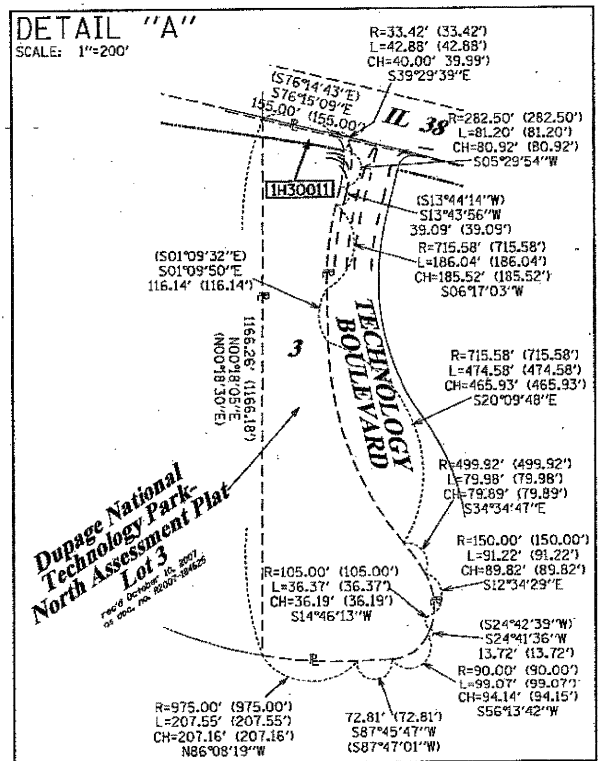
LEGEND

- SECTION CORNER
- QUARTER CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

GRAPHIC SCALE
 FEET
 0 50.00
 0 20.00
 0 30.60
 SCALE: 1" = 50'

SEE CONTINUATION ON SHEET 7

SEE CONTINUATION ON SHEET 9



PROP. CURVE 38-4
 PI STA. = 131+34.44
 $\Delta = 19^\circ 01' 30''$ (RT)
 D = 5' 17' 07"
 R = 1,084.05'
 T = 181.65'
 L = 359.96'
 E = 15.11'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 129+52.79
 P.T. STA. = 133+12.75

"TM" DENOTES AREA DERIVED FROM TAX MAPS
 "SC" DENOTES AREA SCALED FROM DIGITAL AERIAL PHOTOGRAPHY

• ALSO INCLUDES PINS:
 04-07-102-011
 04-07-302-002
 04-07-104-002
 04-07-302-004
 04-07-300-019
 04-07-300-014
 04-07-300-018

•• ALSO INCLUDES PINS:
 04-07-203-009
 04-07-400-017
 04-07-400-013
 04-07-400-019
 04-07-400-012
 04-07-400-020
 04-07-400-021
 04-07-304-003
 04-07-304-002
 04-07-303-003
 04-07-303-002

Dupage National Technology Park- North Assessment Plat Lot 3
 (5.667 ACRES)
 rec'd October 10, 2007
 as doc. no. R2007-18625

See Detail "A" for Total Holding Diagram

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT SQUARE FEET	EASEMENT PURPOSE	P.I.N.	PROPERTY ACQUIRED BY
1H30010	DUPAGE AIRPORT AUTHORITY	146.496 TM	10.320	0.713	***	N/A	N/A	N/A	04-07-102-015	
1H30011	DUPAGE AIRPORT AUTHORITY	5.667	0.125	0.000	5.542	N/A	N/A	N/A	04-07-102-014	
1H30012	DUPAGE AIRPORT AUTHORITY	261.837 SC	1.464	0.000	260.373 SC	N/A	N/A	N/A	04-07-103-001 04-07-203-014**	

***136.176 TM
 (North-11.284 acres
 South-131.892 acres (TM))

RECEIVED
 OCT 29 2010
PLATS & LEGALS

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2630
 LICENSE EXPIRATION DATE: 11-30-2010

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

RUETTIGER, TONELLI & ASSOCIATES, INC.
 Land Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
 2174 ONEIDA STREET
 DELEET, ILLINOIS 60435
 PH 630 744-6600 FAX 630 744-0101

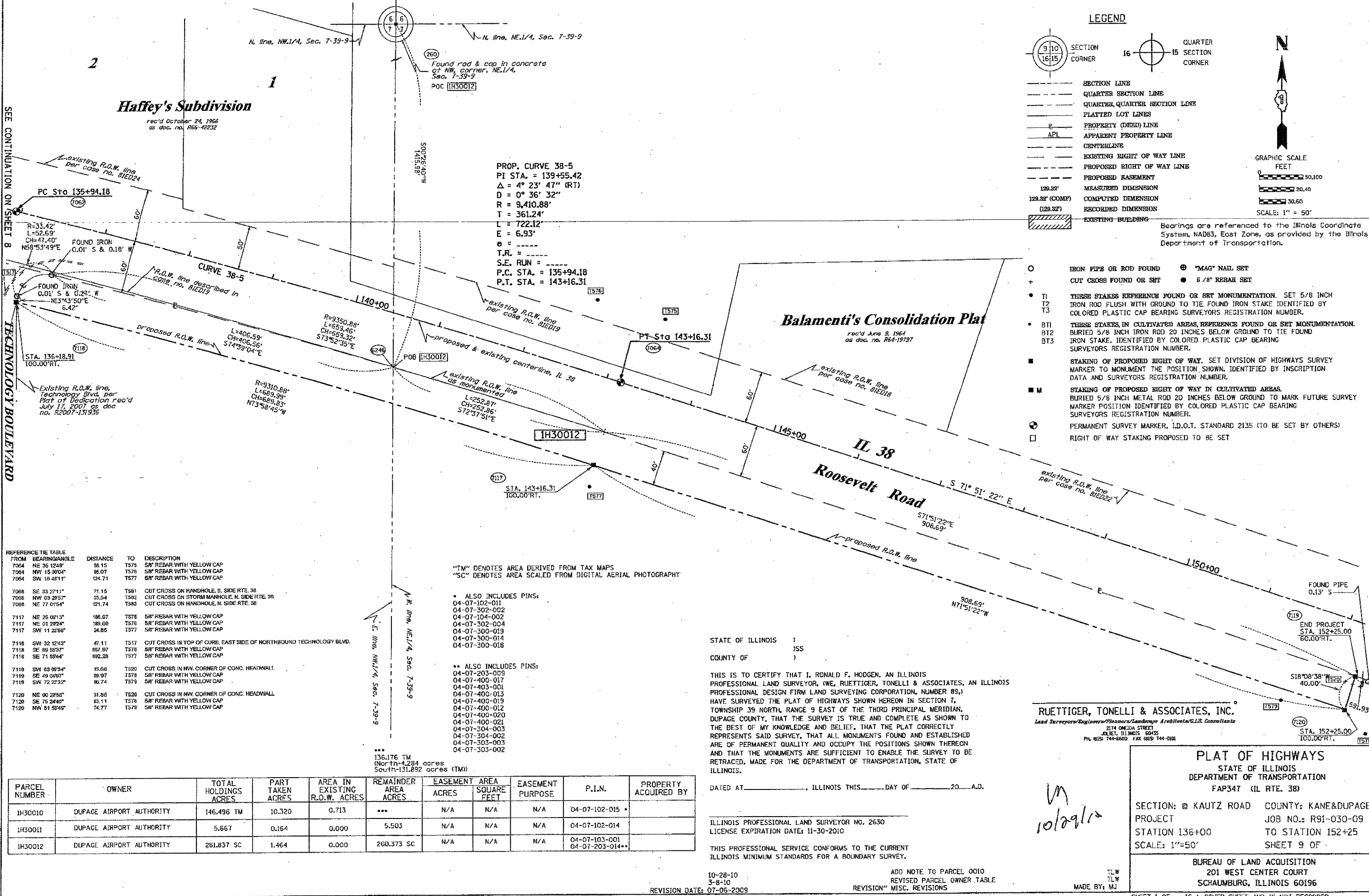
PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP 347 (IL RTE. 38)

SECTION: LAC COUNTY: KANE & DUPAGE
 PROJECT: STATION 125+00 JOB NO.: R91-030-09
 SCALE: 1"=50' TO STATION 136+00
 SHEET 8 OF

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

111 of 421

PART OF THE NW 1/4 AND PART OF THE NE 1/4 OF SECTION 7, TWP. 39 N., R. 9 E. OF THE 3RD. P.M., IN DUPAGE COUNTY, ILLINOIS.



LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APL APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

GRAPHIC SCALE
0 20,100
20,40
30,60
SCALE: 1" = 50'

Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

REFERENCE TIE TABLE

FROM	BEARING	ANGLE	DISTANCE	TO	DESCRIPTION
7064	NE 35 12'48"		38.15	T576	5/8" REBAR WITH YELLOW CAP
7064	NW 15 30'04"		98.07	T576	5/8" REBAR WITH YELLOW CAP
7064	SW 10 48'11"		124.71	T577	5/8" REBAR WITH YELLOW CAP
7068	SE 33 27'11"		71.15	T581	CUT CROSS ON HANDHOLE, S. SIDE RTE. 38
7068	NW 03 29'57"		55.54	T582	CUT CROSS ON STORM MANHOLE, N. SIDE RTE. 38
7068	NE 77 01'54"		121.74	T583	CUT CROSS ON HANDHOLE, N. SIDE RTE. 38
7117	NE 25 08'13"		186.07	T576	5/8" REBAR WITH YELLOW CAP
7117	NE 01 29'24"		189.60	T576	5/8" REBAR WITH YELLOW CAP
7117	SW 11 23'58"		24.85	T577	5/8" REBAR WITH YELLOW CAP
7118	SW 32 12'43"		47.11	T577	CUT CROSS IN TOP OF CURB, EAST SIDE OF NORTHBOUND TECHNOLOGY BLVD.
7118	SE 89 55'37"		667.97	T576	5/8" REBAR WITH YELLOW CAP
7118	SE 71 59'44"		692.28	T577	5/8" REBAR WITH YELLOW CAP
7119	SW 63 09'34"		15.66	T520	CUT CROSS IN NW CORNER OF CONC. HEADWALL
7119	SE 49 30'07"		39.97	T576	5/8" REBAR WITH YELLOW CAP
7119	SW 72 22'32"		91.74	T579	5/8" REBAR WITH YELLOW CAP
7120	NE 00 28'58"		31.85	T520	CUT CROSS IN NW CORNER OF CONC. HEADWALL
7120	SE 75 24'40"		83.11	T576	5/8" REBAR WITH YELLOW CAP
7120	NW 81 39'49"		74.77	T579	5/8" REBAR WITH YELLOW CAP

"TM" DENOTES AREA DERIVED FROM TAX MAPS
"SC" DENOTES AREA SCALED FROM DIGITAL AERIAL PHOTOGRAPHY

- ALSO INCLUDES PINS:
04-07-102-011
04-07-302-002
04-07-104-002
04-07-302-004
04-07-300-019
04-07-300-014
04-07-300-018
- ALSO INCLUDES PINS:
04-07-203-009
04-07-400-017
04-07-403-001
04-07-400-013
04-07-400-019
04-07-400-012
04-07-400-020
04-07-400-021
04-07-304-003
04-07-304-002
04-07-303-003
04-07-303-002

STATE OF ILLINOIS)
COUNTY OF)

THIS IS TO CERTIFY THAT I, RONALD F. HODGEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, RUETTIGER, TONELLI & ASSOCIATES, AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 89,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 7, TOWNSHIP 39 NORTH, RANGE 9 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 _____, ILLINOIS THIS _____ DAY OF _____, 20____ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2630
LICENSE EXPIRATION DATE: 11-30-2010

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

RUETTIGER, TONELLI & ASSOCIATES, INC.
Land Surveyors/Engineers/Planners/Landscape Architects/C.L.S. Consultants
2174 ONEIDA STREET
COLETT, ILLINOIS 60435
PH: (630) 744-8600 FAX: (630) 744-0181

RM
10/29/12

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	P.I.N.	PROPERTY ACQUIRED BY
IH30010	DUPAGE AIRPORT AUTHORITY	146.496 TM	10.320	0.713	***	N/A	N/A	N/A	04-07-102-015	
IH30011	DUPAGE AIRPORT AUTHORITY	5.667	0.164	0.000	5.503	N/A	N/A	N/A	04-07-102-014	
IH30012	DUPAGE AIRPORT AUTHORITY	261.837 SC	1.464	0.000	260.373 SC	N/A	N/A	N/A	04-07-103-001 04-07-203-014	

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP347 (IL RTE. 38)

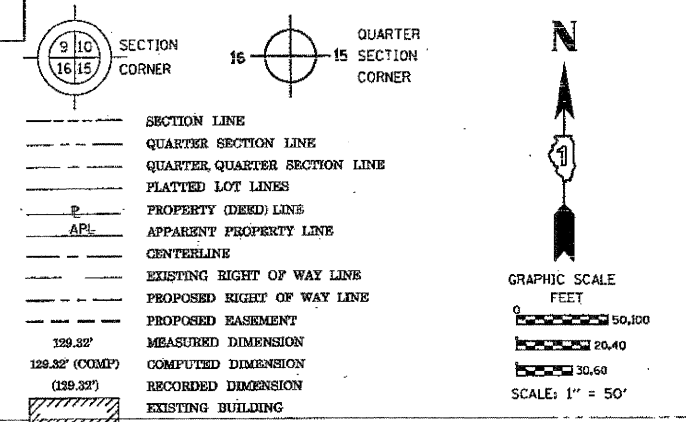
SECTION: @ KAUTZ ROAD COUNTY: KANE & DUPAGE
PROJECT JOB NO.: R91-030-09
STATION 136+00 TO STATION 152+25
SCALE: 1"=50' SHEET 9 OF

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

PART OF THE NE 1/4 OF SECTION 12 AND THE SE 1/4 OF SECTION 1, TWP. 39 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

PARCEL NUMBER	OWNER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	EASEMENT PURPOSE	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
1H30016	FRANK A. HASSELL, AS TRUSTEE UNDER TRUST AGREEMENT DATED 3-8-2007 KNOWN AS THE "FRANK A. HASSELL TRUST"	55.411	N/A	N/A	55.411	0.392	N/A	CONST.	PT. 12-12-200-008	

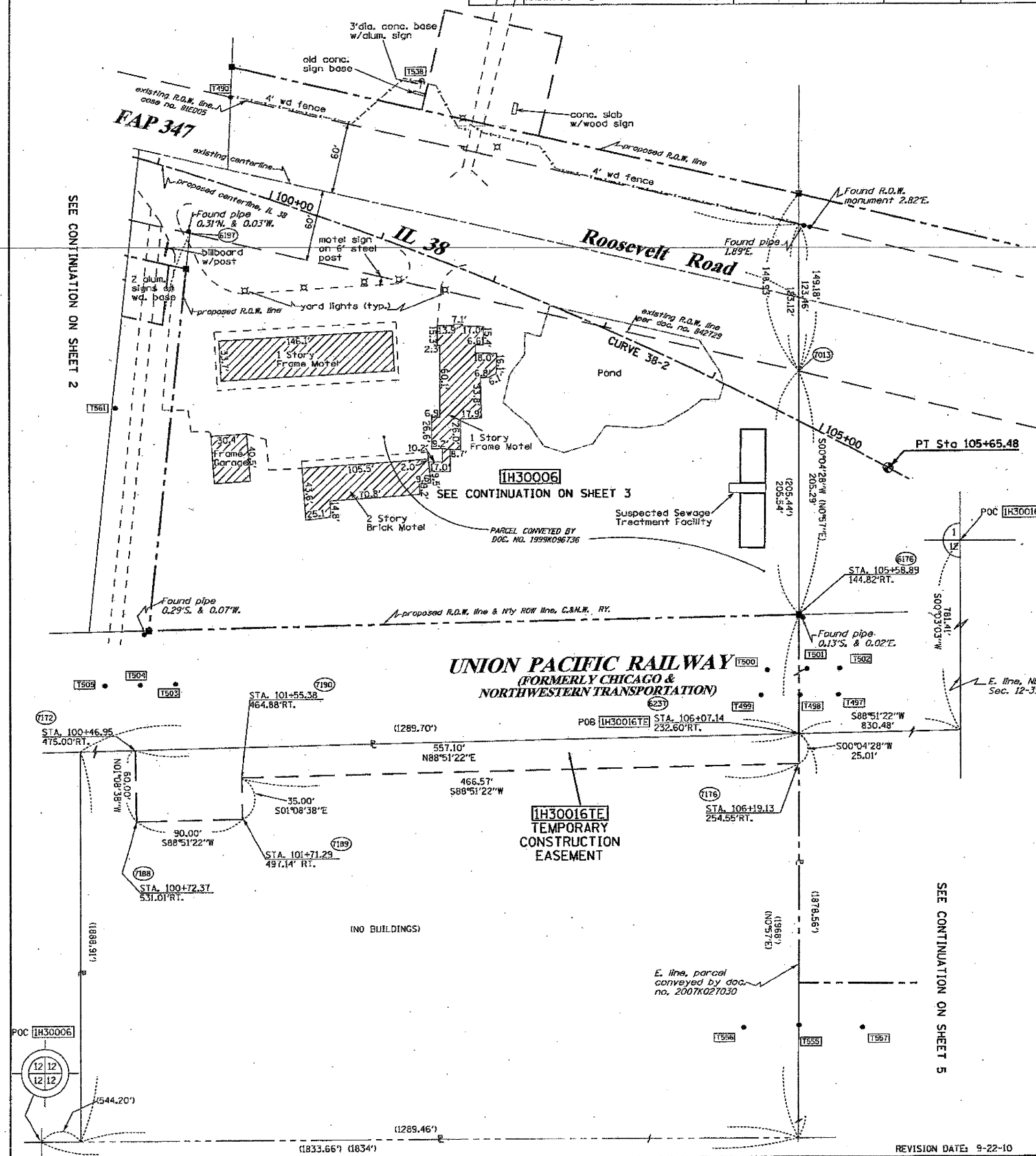
LEGEND



Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.

- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- 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.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

PROP. CURVE 38-2
 PI STA. = 101+18.84
 $\Delta = 15^\circ 43' 55''$ (RT)
 $D = 1^\circ 45' 00''$
 $R = 3,274.05'$
 $T = 452.33'$
 $L = 898.97'$
 $E = 31.10'$
 $\theta =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 96+66.51$
 $P.T. STA. = 105+65.48$



SEE CONTINUATION ON SHEET 4

SEE CONTINUATION ON SHEET 5

STATE OF ILLINOIS)
 COUNTY OF WILL)

THIS IS TO CERTIFY THAT I, RONALD F. HODGEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, RUETTIGER, TONELLI & ASSOCIATES, AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 89.) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 1 AND 12, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE 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 _____, ILLINOIS THIS _____ DAY OF _____, 20____ A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2630
 LICENSE EXPIRATION DATE: 11-30-2010

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

REVISION: ENLARGE 0016E PER IDOT

MADE BY: TLW

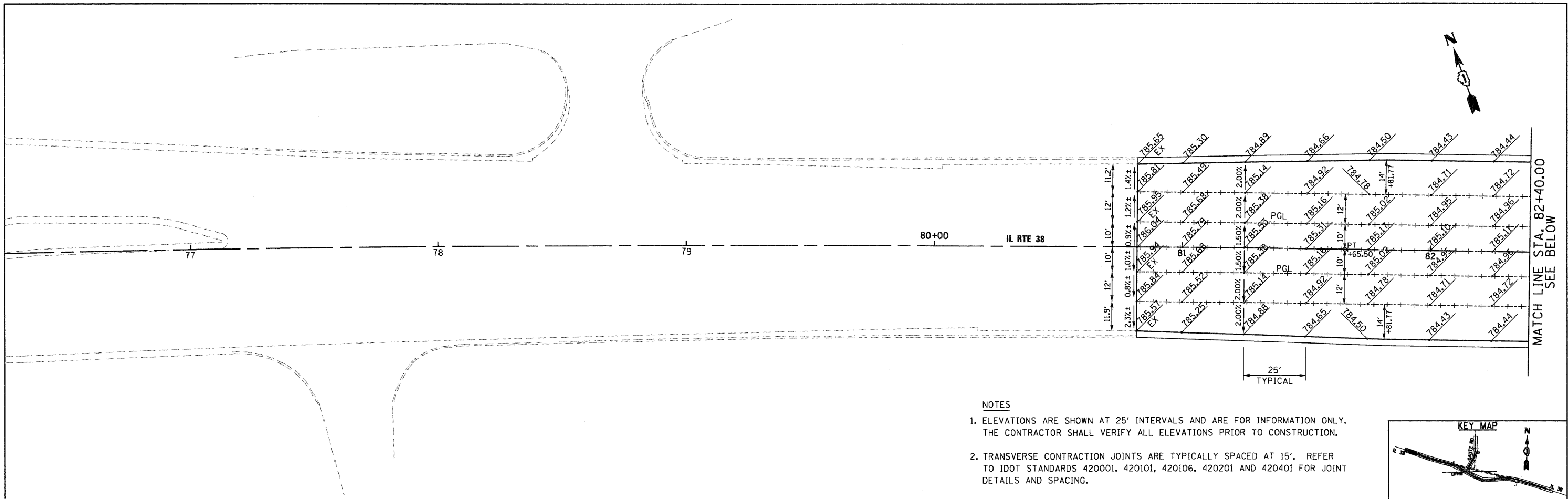
RECEIVED
 SEP 27 2010
 PLATS & LEGALS

RUETTIGER, TONELLI & ASSOCIATES, INC.
 Lead Surveyors/Engineers/Planners/Landscape Architects/C.L.S. Consultants
 2174 OMEGA STREET
 JOLIET, ILLINOIS 60438
 PH: 815 744-5000 FAX: 815 744-0201

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP 347 (IL RTE. 38)

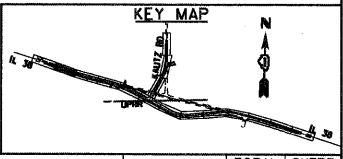
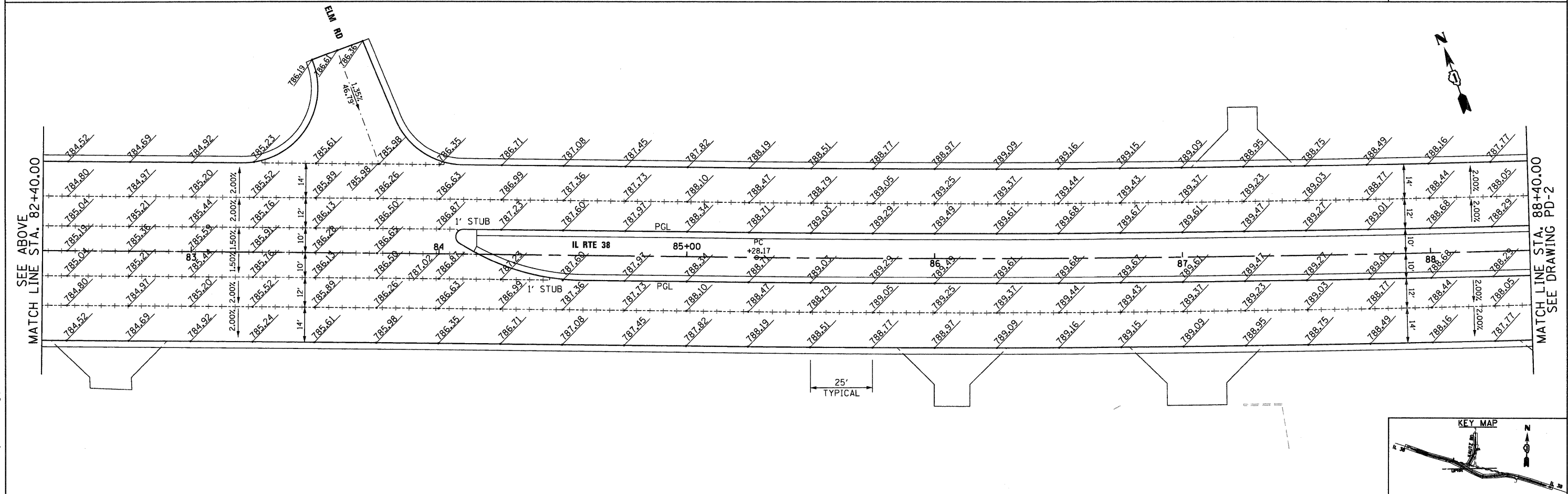
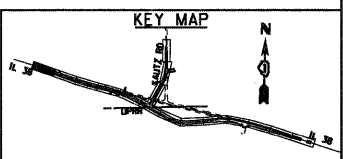
SECTION: LAC COUNTY: KANE & DUPAGE
 PROJECT JOB NO.: R91-030-09
 STATION 99+50 TO STATION 105+50
 SCALE: 1"=50' SHEET 11 OF

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



NOTES

1. ELEVATIONS ARE SHOWN AT 25' INTERVALS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION.
2. TRANSVERSE CONTRACTION JOINTS ARE TYPICALLY SPACED AT 15'. REFER TO IDOT STANDARDS 420001, 420101, 420106, 420201 AND 420401 FOR JOINT DETAILS AND SPACING.



McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street Chicago, Illinois 60601

FILE NAME =	USER NAME = EricG
D:\60122-SHT-PAVEMENT-DETAILS\01.dgn	
PLOT SCALE = 1/2"=20'	
PLOT DATE = 12/9/2011	

DESIGNED - JTF	REVISED -
DRAWN - JTF	REVISED -
CHECKED - EJJ	REVISED -
DATE - 12/09/11	REVISED -

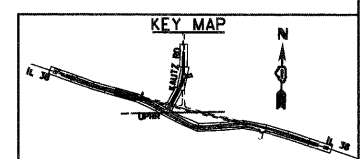
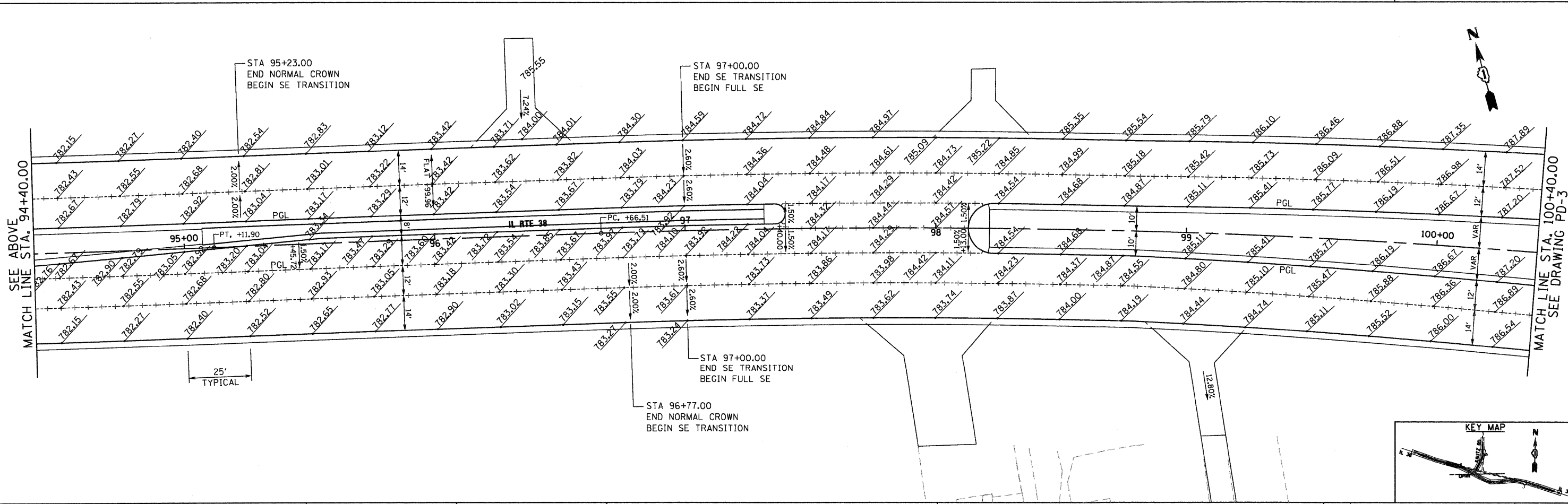
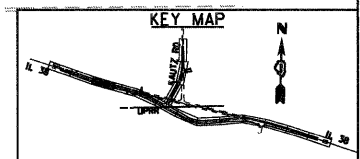
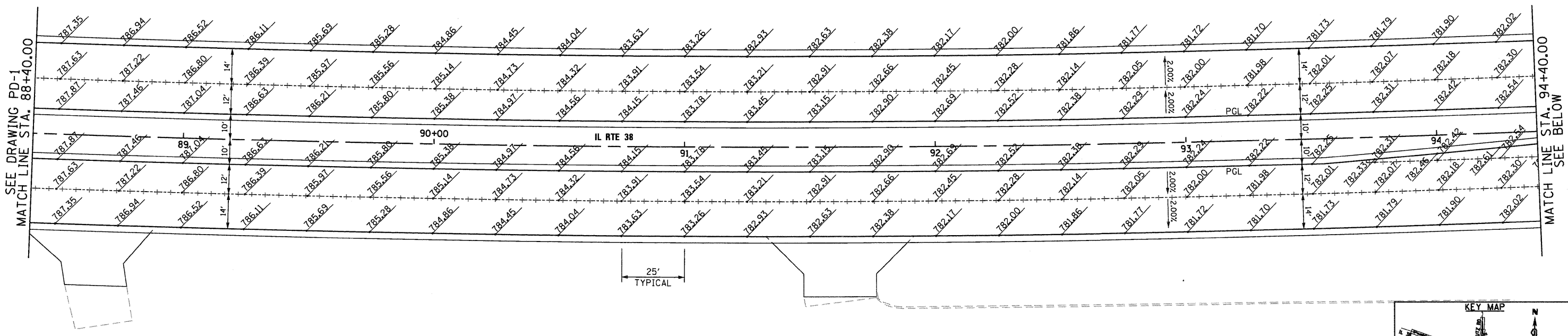
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 38 PAVEMENT DETAILS

SCALE: 1"=20' SHEET NO. 1 OF 7 SHEETS STA. BEGIN TO STA. 88+40

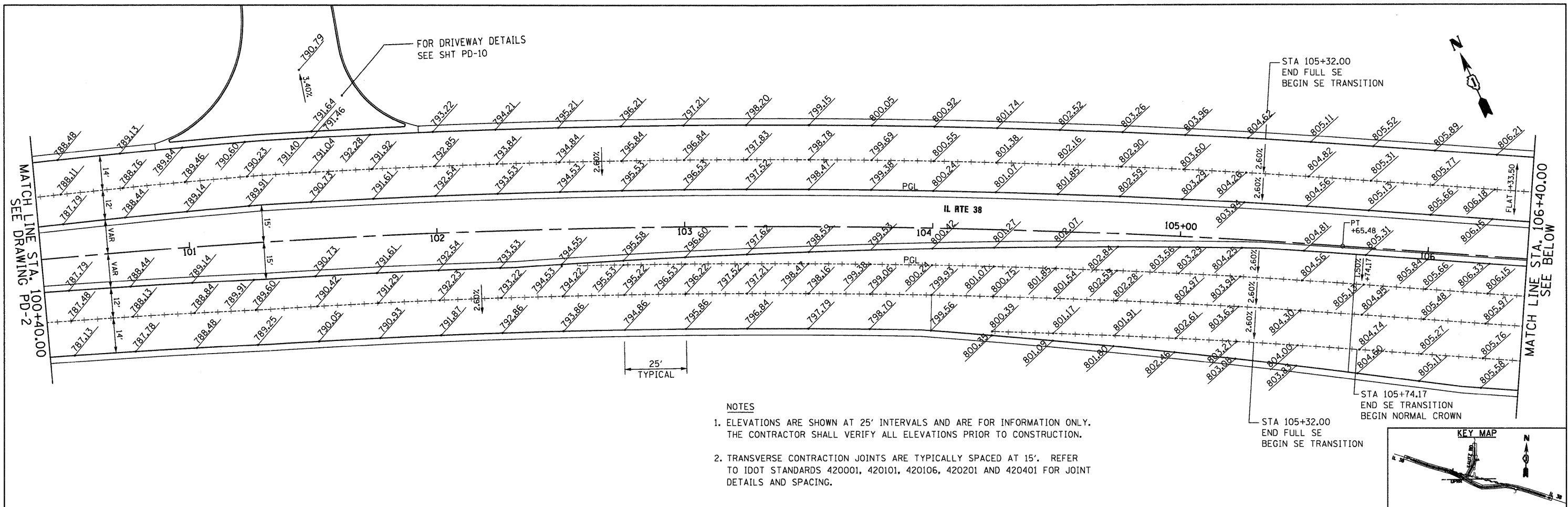
F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 115
PD-1		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

- NOTES
- ELEVATIONS ARE SHOWN AT 25' INTERVALS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION.
 - TRANSVERSE CONTRACTION JOINTS ARE TYPICALLY SPACED AT 15'. REFER TO IDOT STANDARDS 420001, 420101, 420106, 420201 AND 420401 FOR JOINT DETAILS AND SPACING.

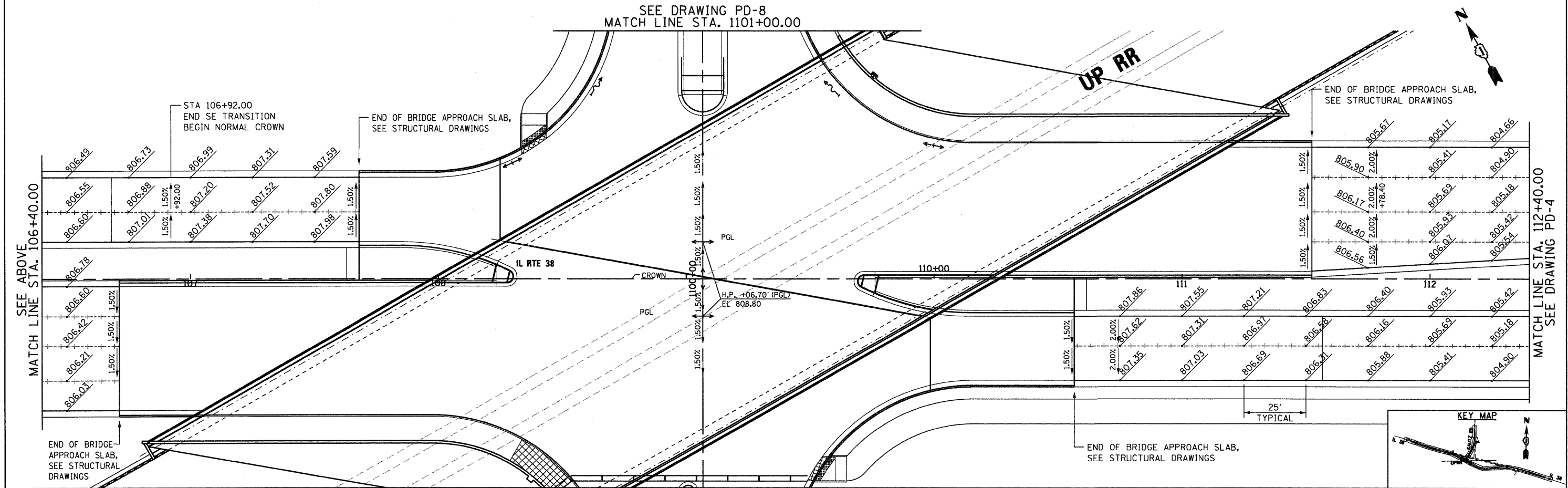


McDonough Associates Inc.
Engineers/Architects
130 East Randolph Street Chicago, Illinois 60601

FILE NAME = D:\60122-SHT-PAVEMENT-DETAILS02.dgn	USER NAME = EricG	DESIGNED - JTF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 38 PAVEMENT DETAILS	F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 116	
PLOT SCALE = 1:20	CHECKED - EJJ	DATE - 12/09/11	REVISED -			SCALE: 1"=20'	SHEET NO. 2 OF 7 SHEETS	STA. 88+40 TO STA. 100+40	PD-2		CONTRACT NO. 60122
PLOT DATE = 12/9/2011	DATE - 12/09/11	REVISED -	REVISED -			FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT			



- NOTES**
- ELEVATIONS ARE SHOWN AT 25' INTERVALS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION.
 - TRANSVERSE CONTRACTION JOINTS ARE TYPICALLY SPACED AT 15'. REFER TO IDOT STANDARDS 420001, 420101, 420106, 420201 AND 420401 FOR JOINT DETAILS AND SPACING.



McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

FILE NAME =
 0168122-SHT-PAVEMENT-DETAILS03.dgn

USER NAME = EricG
 PLOT SCALE = 1:20
 PLOT DATE = 12/9/2011

DESIGNED - JTF
 DRAWN - JTF
 CHECKED - EUG
 DATE - 12/09/11

REVISED -
 REVISED -
 REVISED -
 REVISED -

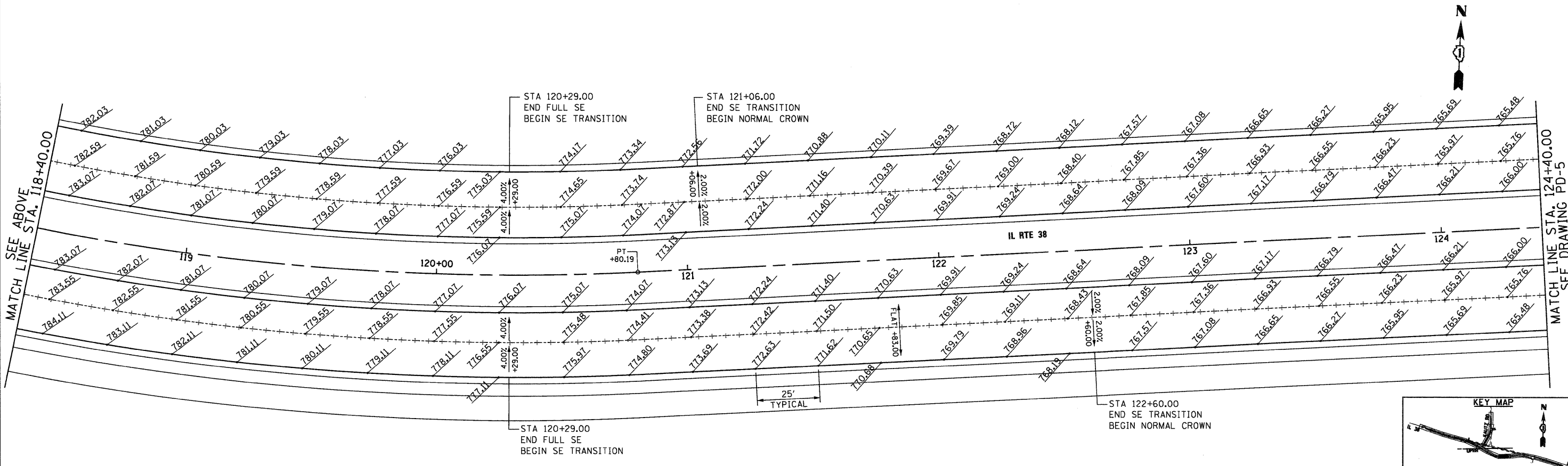
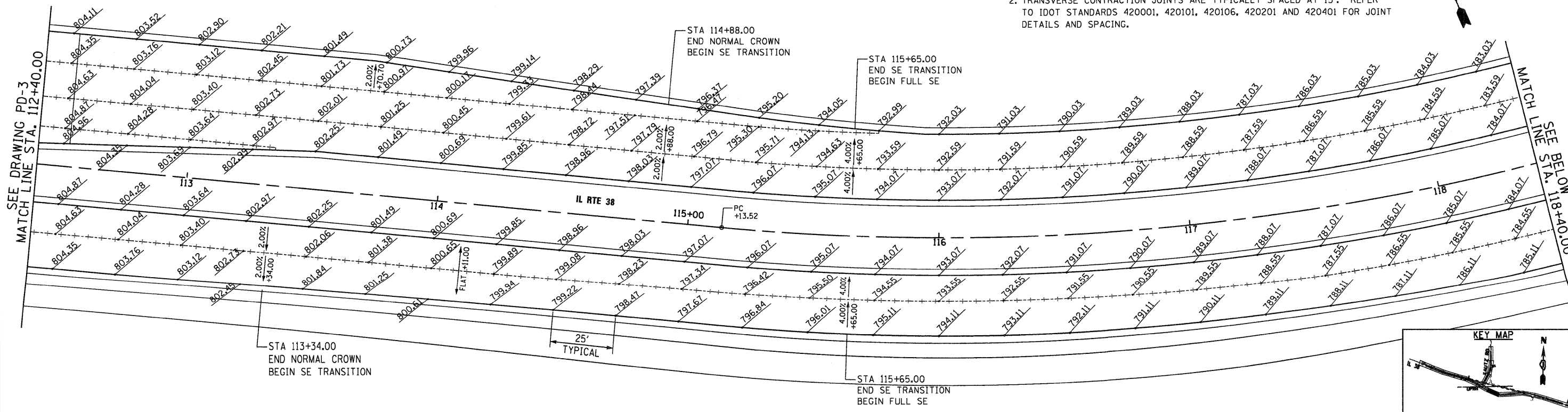
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 38 PAVEMENT DETAILS
 SCALE: 1"=20' SHEET NO. 3 OF 7 SHEETS STA. 100+40 TO STA. 112+40

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	117
PD-3		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NOTES

- ELEVATIONS ARE SHOWN AT 25' INTERVALS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION.
- TRANSVERSE CONTRACTION JOINTS ARE TYPICALLY SPACED AT 15'. REFER TO IDOT STANDARDS 420001, 420101, 420106, 420201 AND 420401 FOR JOINT DETAILS AND SPACING.



McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street, Chicago, Illinois 60601

FILE NAME =
 D168122-SHT-PAVEMENT-DETAILS04.dgn

USER NAME = EricG
 PLOT SCALE = 1:20
 PLOT DATE = 12/9/2011

DESIGNED - JTF
 DRAWN - JTF
 CHECKED - EJC
 DATE - 12/09/11

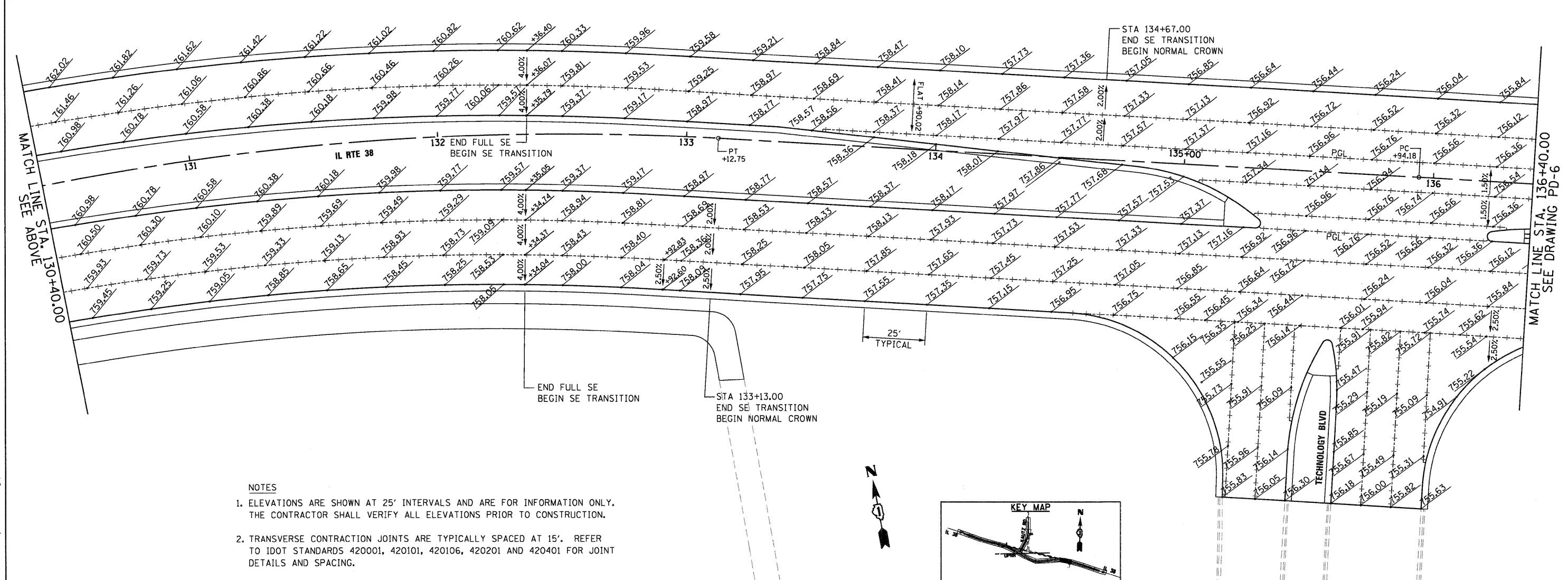
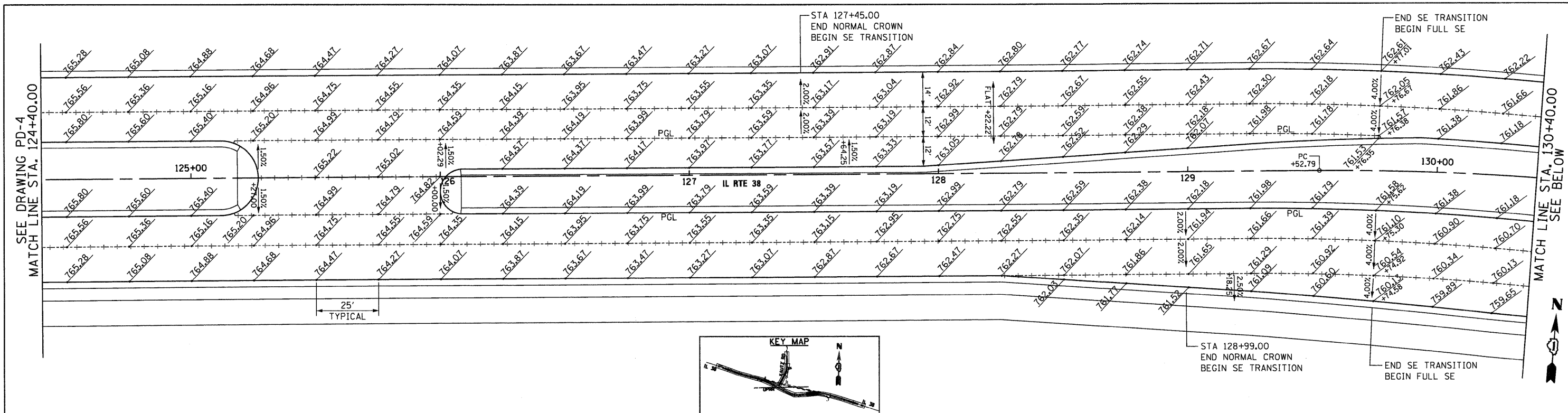
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 38 PAVEMENT DETAILS

SCALE: 1"=20' SHEET NO. 4 OF 7 SHEETS STA. 112+40 TO STA. 124+40

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	118
PD-4		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- NOTES
- ELEVATIONS ARE SHOWN AT 25' INTERVALS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION.
 - TRANSVERSE CONTRACTION JOINTS ARE TYPICALLY SPACED AT 15'. REFER TO IDOT STANDARDS 420001, 420101, 420106, 420201 AND 420401 FOR JOINT DETAILS AND SPACING.

McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

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PLOT DATE = 12/9/2011	

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DRAWN - JTF	REVISED -
CHECKED - EJC	REVISED -
DATE - 12/09/11	REVISED -

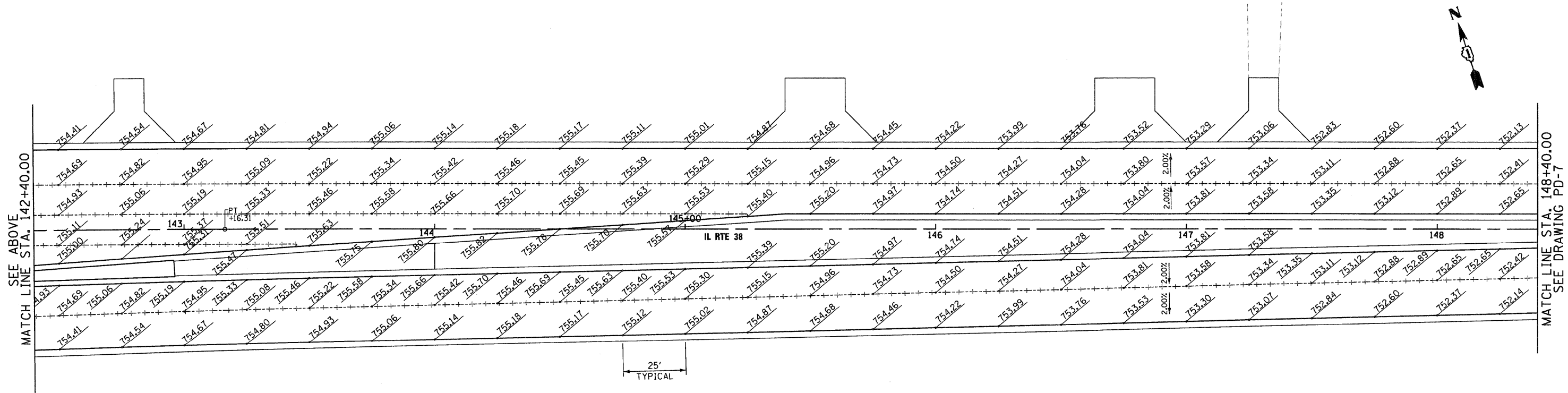
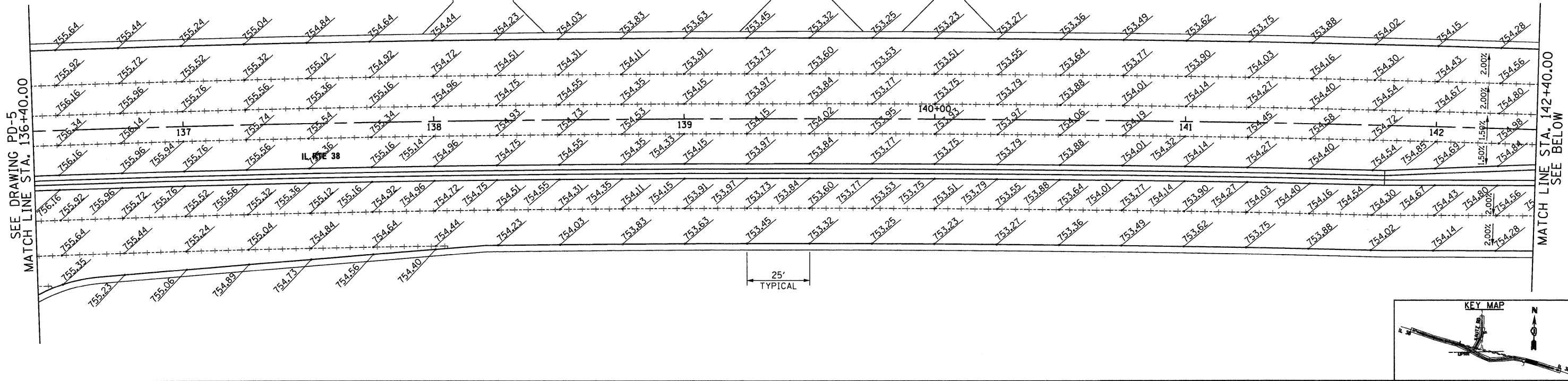
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL 38 PAVEMENT DETAILS	
SCALE: 1"=20'	SHEET NO. 5 OF 7 SHEETS STA. 124+40 TO STA. 136+40

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	119
PD-5		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NOTES

- ELEVATIONS ARE SHOWN AT 25' INTERVALS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION.
- TRANSVERSE CONTRACTION JOINTS ARE TYPICALLY SPACED AT 15'. REFER TO IDOT STANDARDS 420001, 420101, 420106, 420201 AND 420401 FOR JOINT DETAILS AND SPACING.



McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street Chicago, Illinois 60601

FILE NAME = 0160122-SHT-PAVEMENT-DETAILS06.dgn
USER NAME = EricG

PLOT SCALE = 1:20
CHECKED - EJC
PLOT DATE = 12/9/2011

DESIGNED - JTF
DRAWN - JTF
DATE - 12/09/11

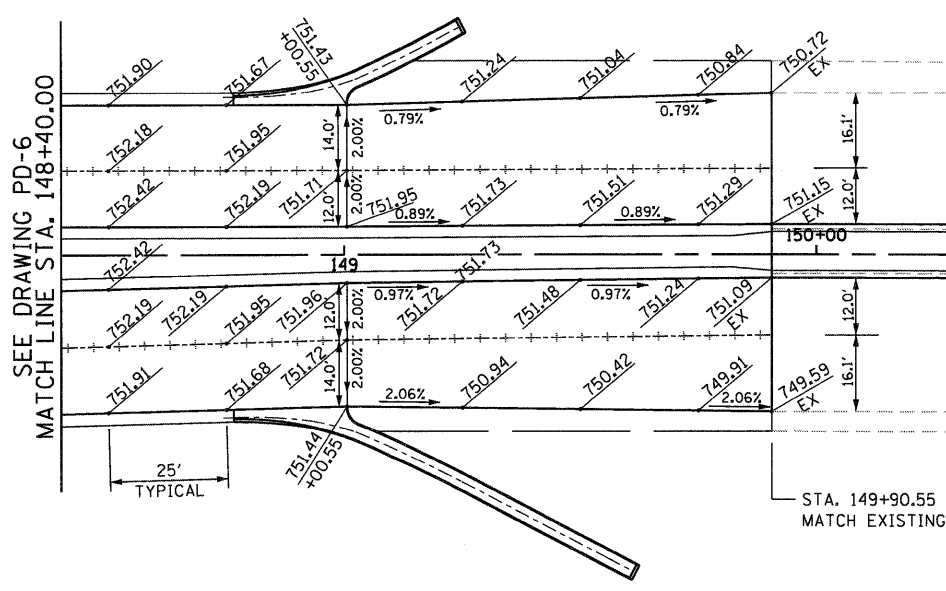
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

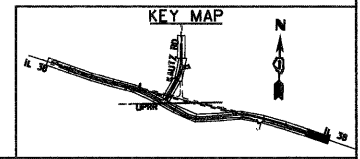
IL 38 PAVEMENT DETAILS

SCALE: 1"=20' SHEET NO. 6 OF 7 SHEETS STA. 136+40 TO STA. 148+40

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	120
PD-6		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- NOTES**
1. ELEVATIONS ARE SHOWN AT 25' INTERVALS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION.
 2. TRANSVERSE CONTRACTION JOINTS ARE TYPICALLY SPACED AT 15'. REFER TO IDOT STANDARDS 420001, 420101, 420106, 420201 AND 420401 FOR JOINT DETAILS AND SPACING.



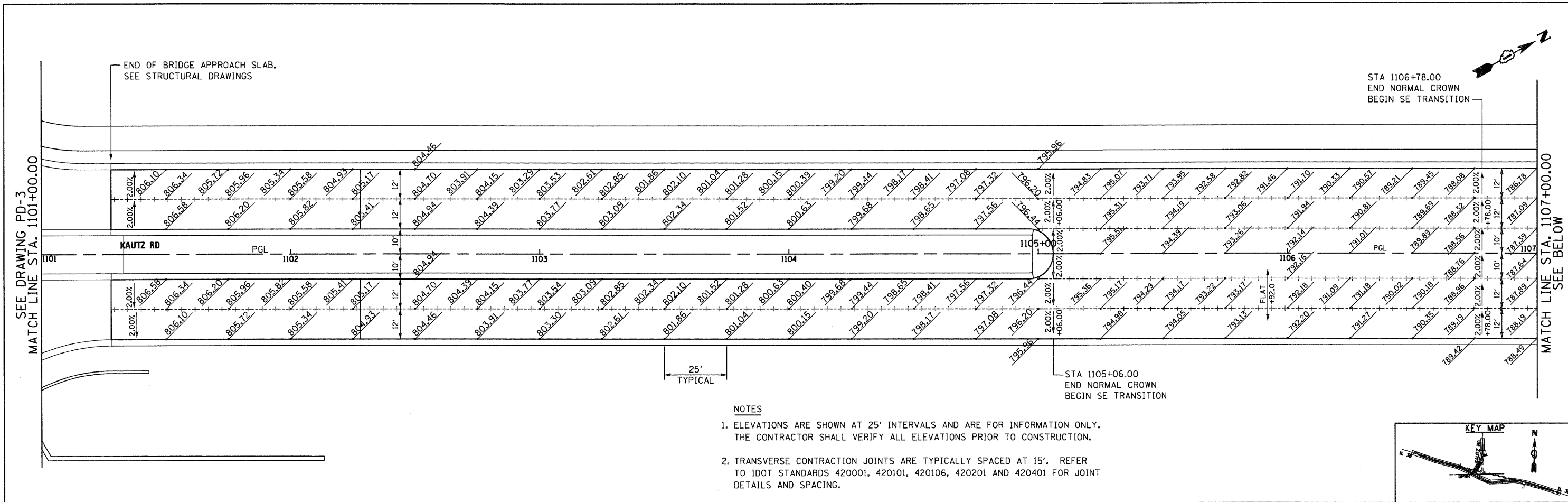
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 Engineers / Architects
 730 East Randolph Street Chicago, Illinois 60601

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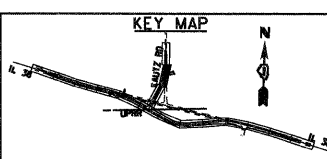
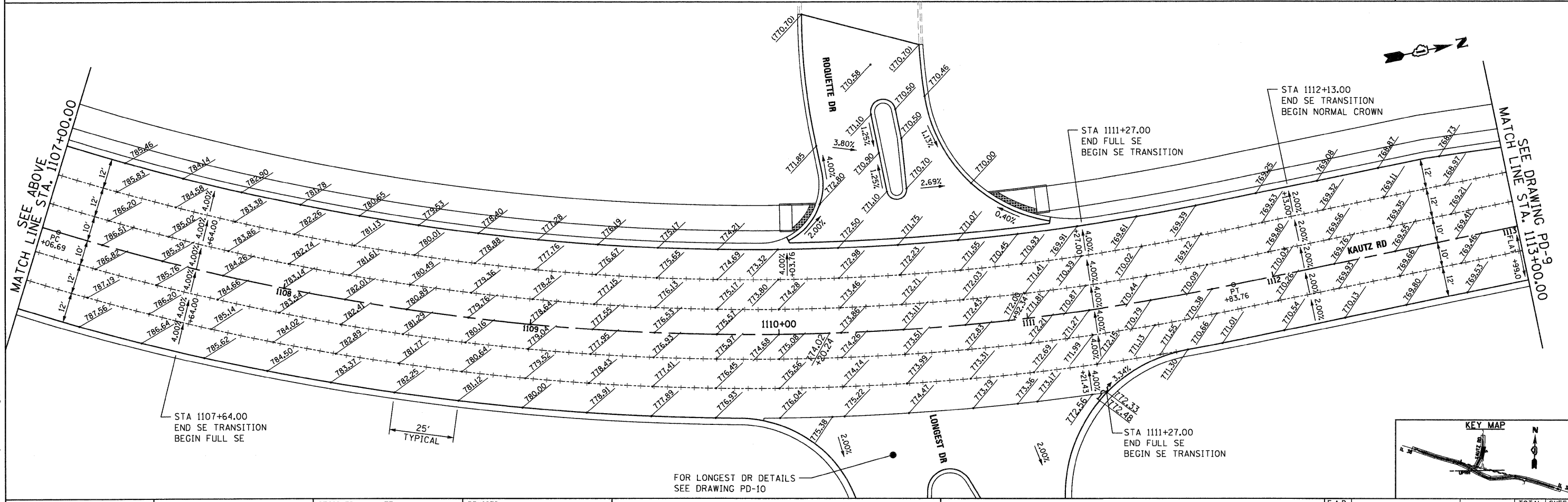
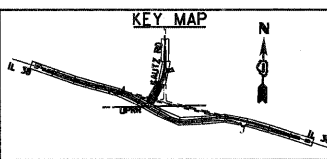
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 38 PAVEMENT DETAILS			
SCALE: 1"=20'	SHEET NO. 7 OF 7 SHEETS	STA. 148+40 TO STA. END	

F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 121
PD-7			CONTRACT NO. 60122	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- NOTES**
- ELEVATIONS ARE SHOWN AT 25' INTERVALS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION.
 - TRANSVERSE CONTRACTION JOINTS ARE TYPICALLY SPACED AT 15'. REFER TO IDOT STANDARDS 420001, 420101, 420106, 420201 AND 420401 FOR JOINT DETAILS AND SPACING.



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 130 East Randolph Street Chicago, Illinois 60601

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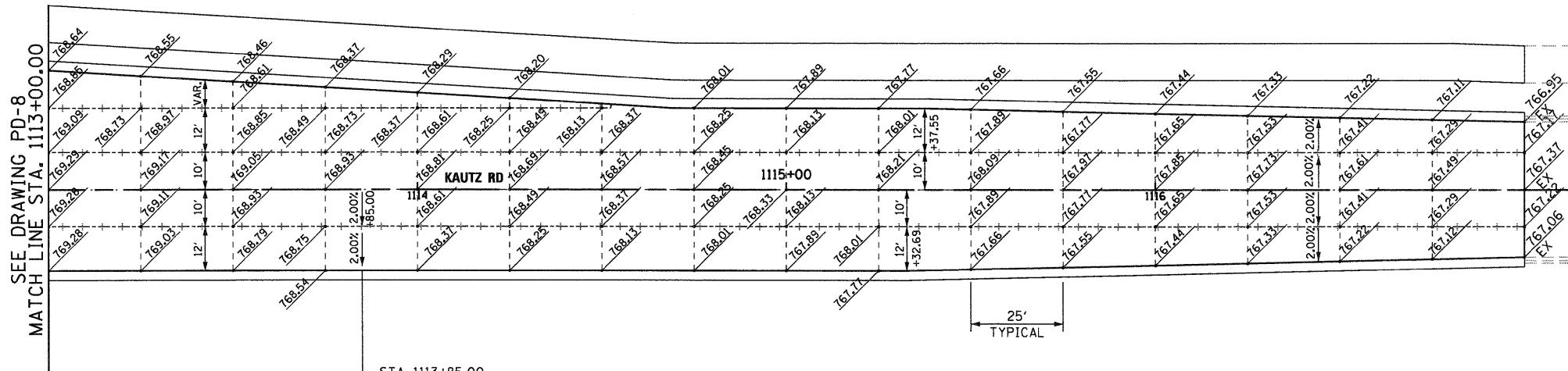
DESIGNED - JTF
 DRAWN - JTF
 CHECKED - E.JG
 DATE - 12/09/11

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

KAUTZ ROAD PAVEMENT DETAILS
 SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. 1101+00 TO STA. 1113+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	122
PD-8		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

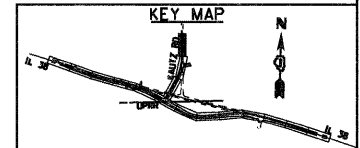


SEE DRAWING PD-8
MATCH LINE STA. 1113+00.00

STA 1113+85.00
END SE TRANSITION
BEGIN NORMAL CROWN

NOTES

- ELEVATIONS ARE SHOWN AT 25' INTERVALS AND ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL ELEVATIONS PRIOR TO CONSTRUCTION.
- TRANSVERSE CONTRACTION JOINTS ARE TYPICALLY SPACED AT 15'. REFER TO IDOT STANDARDS 420001, 420101, 420106, 420201 AND 420401 FOR JOINT DETAILS AND SPACING.



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130 East Randolph Street, Chicago, Illinois 60601

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

KAUTZ ROAD PAVEMENT DETAILS

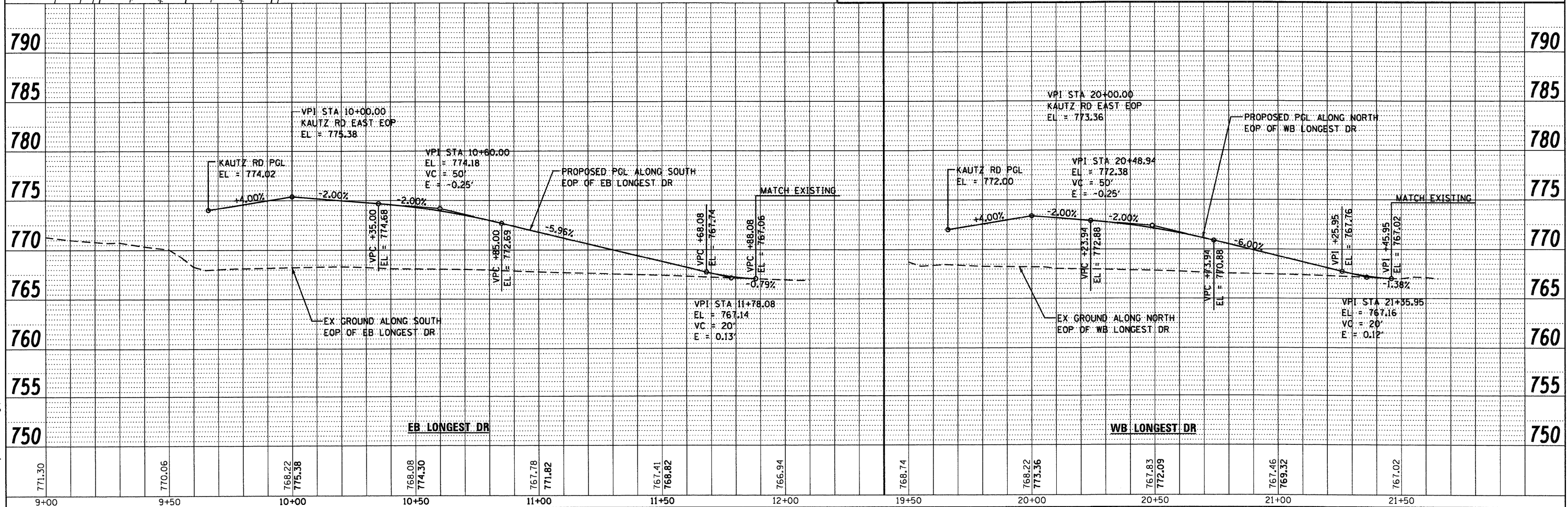
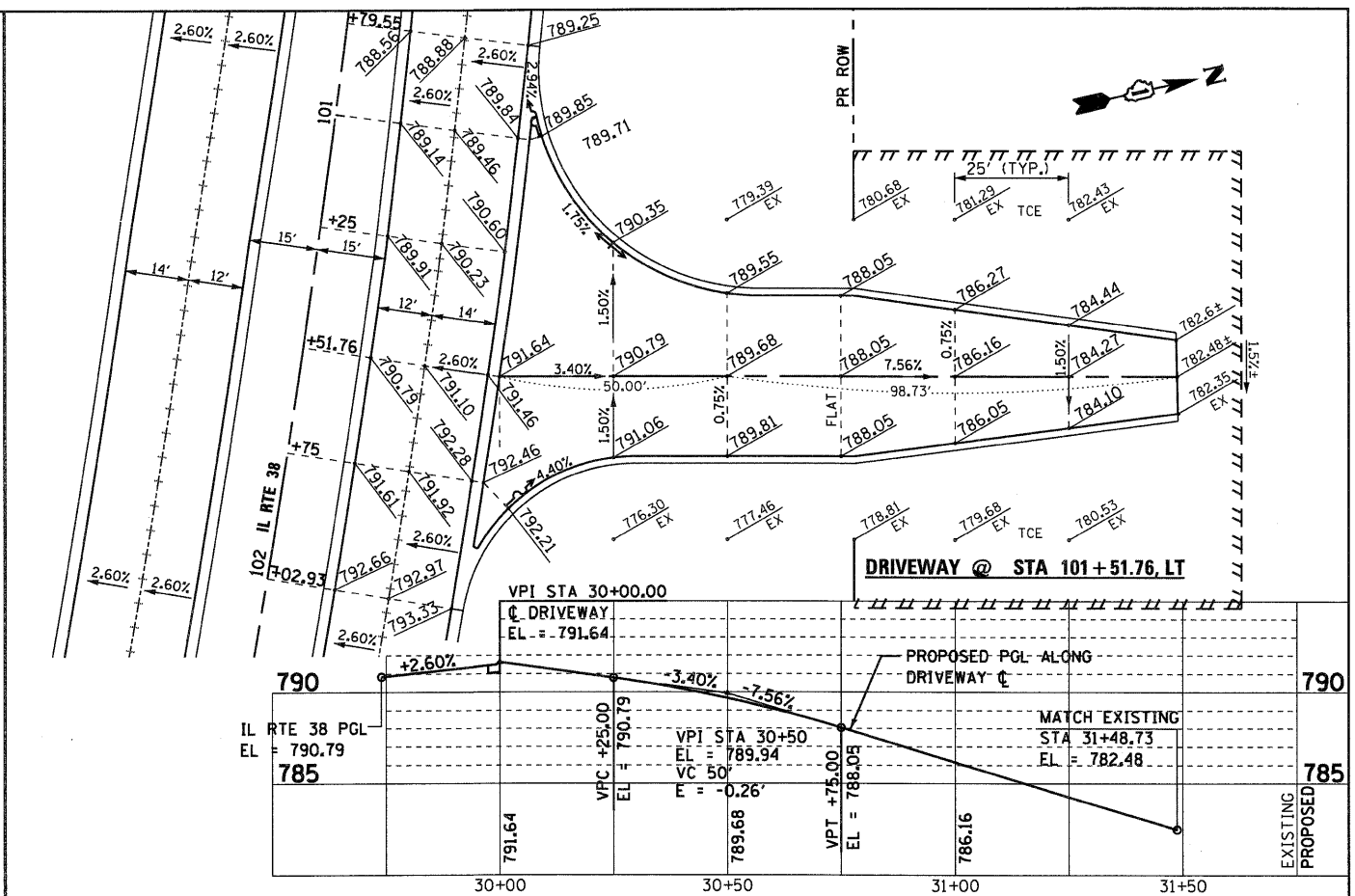
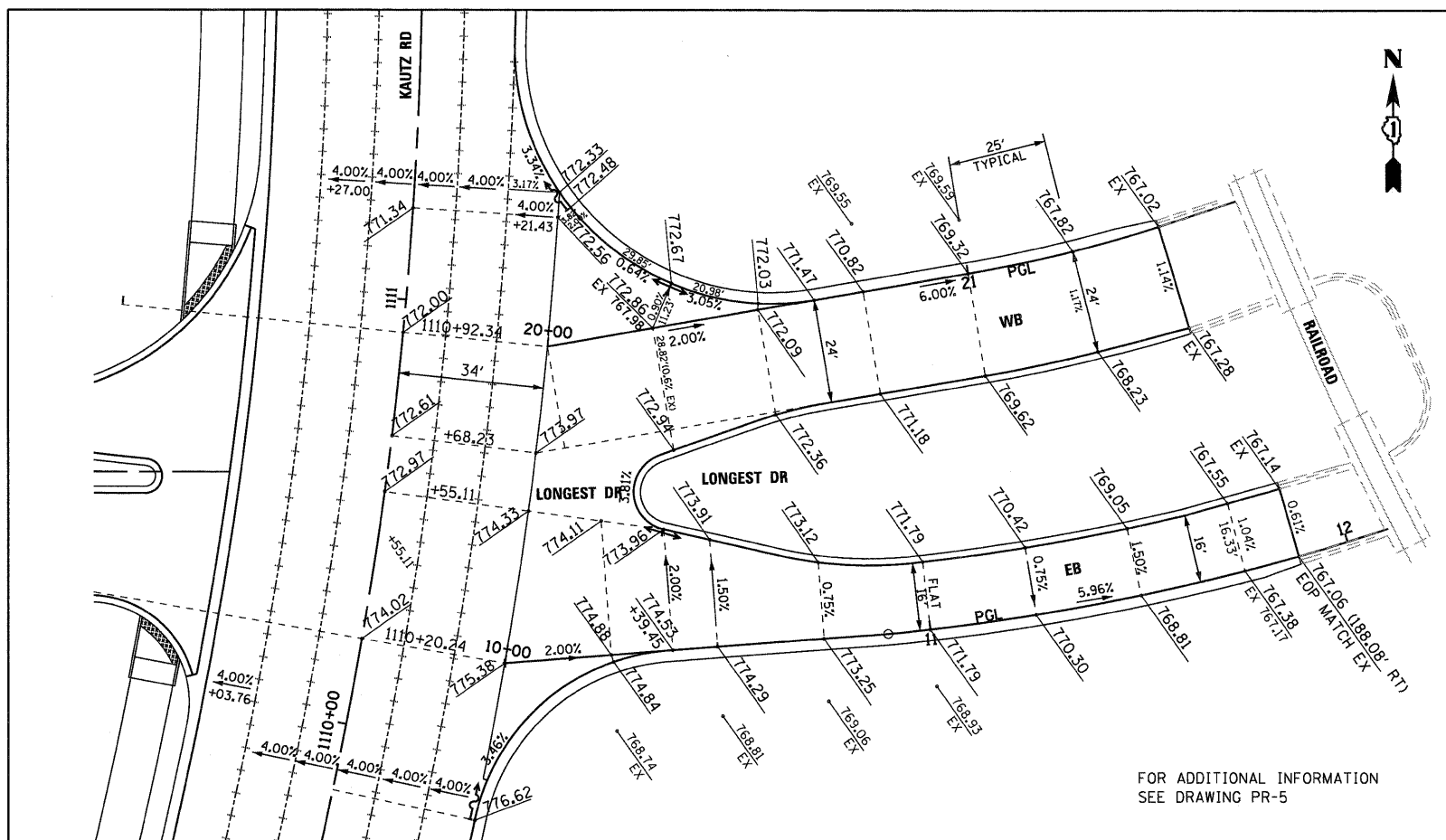
SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. 1113+00 TO STA. END

F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 123
PD-9		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	BY	DATE
SURVEYED		
ALIGNED		
CHECKED		
RT. OF WAY		
CADD FILE NAME		
NO.		

PROF FILE	BY	DATE
SURVEYED		
PROPOSED		
CHECKED		
S.M. NOTED		
STRUCTURE		
NOTATIONS		
CHFD		
NO.		

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Engineers / Architects
130 East Randolph Street, Chicago, Illinois 60601



FILE NAME = D:\160122-SHT-PAVEMENT-DETAILS10.dgn
USER NAME = YKim

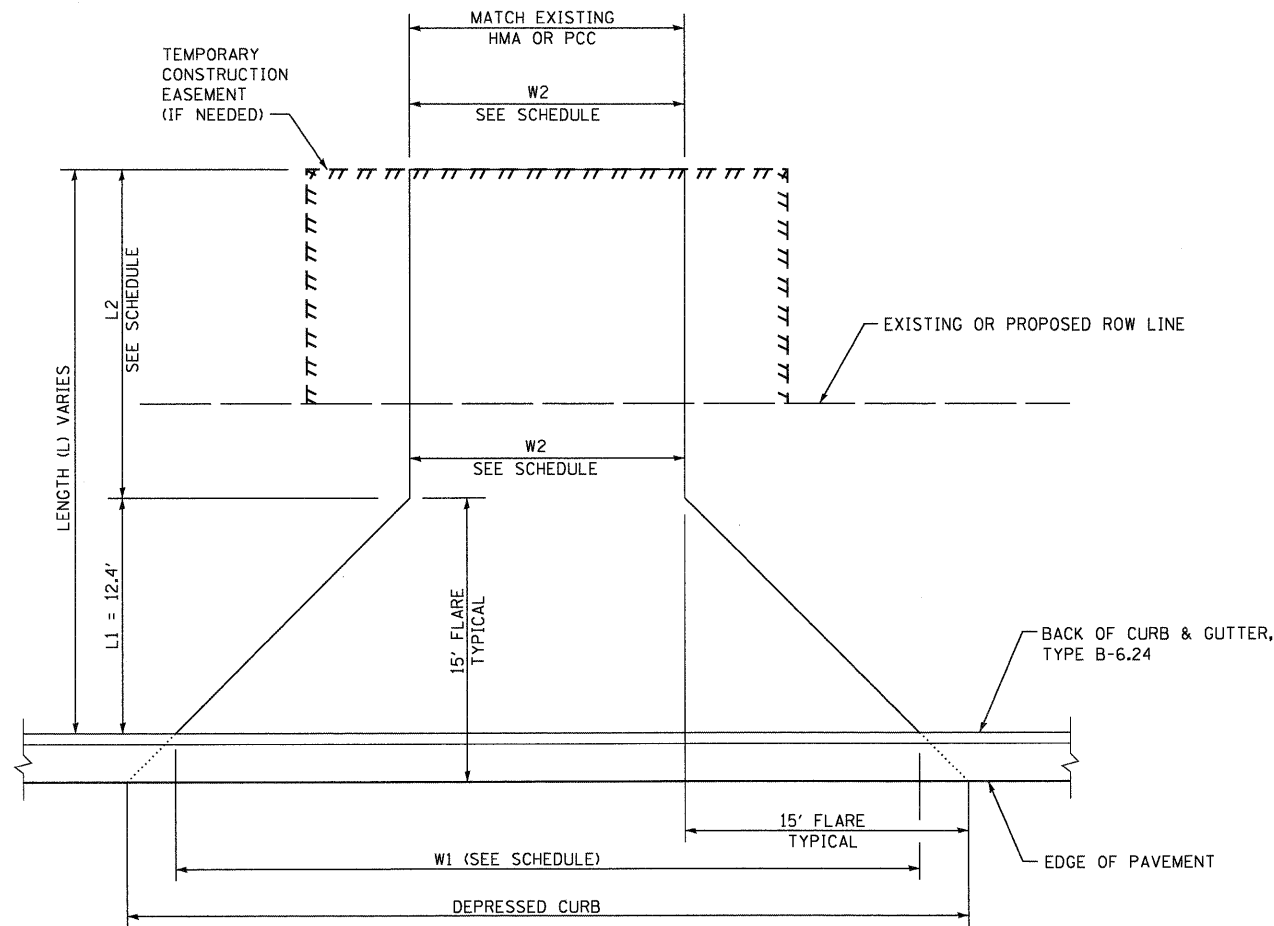
DESIGNED - JTF	REVISÉD -
DRAWN - JTF	REVISÉD -
CHECKED - EUG	REVISÉD -
DATE - 10/14/11	REVISÉD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LONGEST DR PLAN AND PROFILE
AND PAVEMENT DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	124
PD-10		CONTRACT NO.	60122	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DRIVEWAY DETAIL

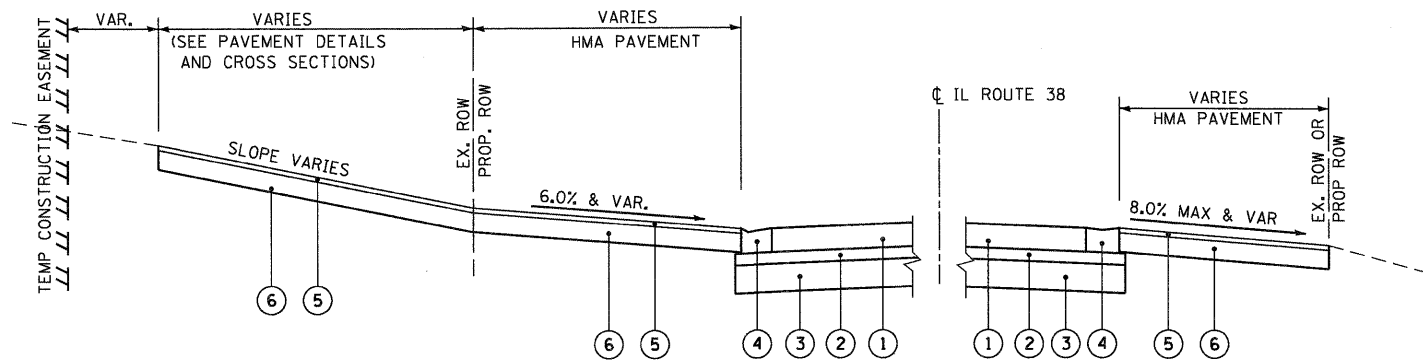
EXISTING DRIVEWAY	PROPOSED DRIVEWAY	
	WITHIN R.O.W.	OUTSIDE R.O.W. (IF NEEDED)
GRAVEL	BITUMINOUS	BITUMINOUS
BITUMINOUS	BITUMINOUS	BITUMINOUS
CONCRETE	CONCRETE	CONCRETE

LEGEND

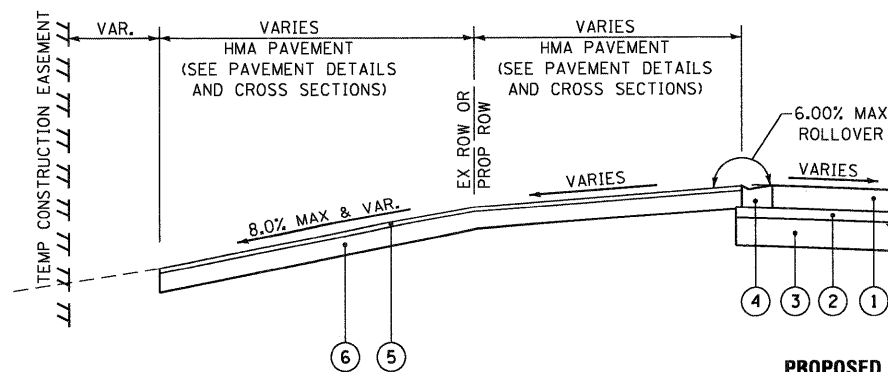
- ① PORTLAND CEMENT CONCRETE PAVEMENT 9.5" (JOINTED)
- ② STABILIZED SUBBASE - HOT-MIX ASPHALT, 4 1/2"
- ③ AGGREGATE SUBGRADE 12"
- ④ DEPRESSED CURB FOR TYPE B-6.24
- ⑤ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- ⑥ HOT-MIX ASPHALT BASE COURSE, 8" (COMMERCIAL DRIVEWAYS)
HOT-MIX ASPHALT BASE COURSE, 6" (PRIVATE DRIVEWAYS)
AGGREGATE BASE COURSE, TYPE B, 8" (FIELD ENTRANCE)

NO.	STATION	LT/RT	TYPE	DIMENSIONS				HMA SURF. CRS. MIX "D" N50, 2"	HMA BASE COURSE, 8"	HMA BASE COURSE, 6"	AGG. BASE CRS. TYPE B, 8"
				W1	L1	W1	W2				
				FT	FT	FT	FT	TONS	SQ YD	SQ YD	SQ YD
1	82+68.09	RT	FE	36.8	12.4	12.0	9.2	5.2			46
2	86+06.99	RT	CE	39.2	12.4	14.3	9.0	5.8	52		
3	87+05.18	RT	CE	48.8	12.4	24.0	9.0	8.4	75		
4	87+24.98	LT	FE	36.8	12.4	12.0	9.0	5.2			46
5	88+66.96	RT	CE	50.1	12.4	24.9	9.2	8.7	78		
6	91+61.84	RT	CE	53.8	12.4	29.0	9.0	9.7	87		
7	96+36.41	LT	PE	36.2	12.4	11.4	27.8	7.6		68	
8	97+99.90	RT	CE	48.5	12.4	23.2	36.6	16.1	144		
9	98+18.48	LT	PE	34.6	12.4	9.8	12.6	5.0		45	
10	99+08.89	RT	FE	35.3	12.4	9.9	74.9	12.8			114
*11	101+51.76	LT	CE	96.0	N/A	N/A	70.9	66.9	597		
12	138+20.44	LT	CE	48.8	12.4	24.0	3.0	6.6	59		
13	139+46.33	LT	CE	49.2	12.4	24.4	3.1	6.7	60		
14	140+04.56	LT	PE	37.3	12.4	12.5	3.1	4.4		39	
15	142+78.32	LT	FE	36.8	12.4	12.0	13.0	5.8			52
16	145+51.90	LT	FE	48.8	12.4	24.0	13.1	9.6			86
17	146+75.43	LT	FE	48.8	12.4	24.0	13.1	9.6			86
18	147+30.83	LT	FE	36.9	12.4	12.1	13.1	5.8			52
**19	1110+59.79	LT	CE	129.2	N/A	N/A	VAR.	54.1	483		
TOTALS =								255	1635	152	482

- FOR GEOMETRY, SEE SHEET PR-2.
- FOR GEOMETRY, SEE SHEET PR-5.



PROPOSED DRIVEWAY IL RTE 38 CUT SECTION



PROPOSED DRIVEWAY IL RTE 38 FILL SECTION

FILE NAME = DI68122-SHT-DETAIL1.dgn	USER NAME = YK:im	DESIGNED - JTF	REVISED -
		DRAWN - JTF	REVISED -
		CHECKED - EUG	REVISED -
		DATE - 10/14/11	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	125
DE-1		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

- LEGEND**
- ONE-WAY CRYSTAL MARKER
 - ONE-WAY AMBER MARKER
 - TWO-WAY AMBER MARKER
- RRPM = RAISED REFLECTIVE PAVEMENT MARKER

- NOTES:**
1. FOR PCC PAVEMENT: POLYUREA PAVEMENT MARKING TYPE I SHALL BE USED FOR FINAL PAVEMENT MARKINGS OF THE SIZE AND COLOR SPECIFIED.
 2. FOR HOT-MIX ASPHALT PAVEMENT: THERMOPLASTIC PAVEMENT MARKING SHALL BE USED FOR FINAL PAVEMENT MARKINGS OF THE SIZE AND COLOR SPECIFIED
 3. REFER TO DISTRICT 1 STANDARD TC-13 FOR TYPICAL PAVEMENT MARKINGS NOT SHOWN IN PLANS.
 4. FOR PLACEMENT OF RAISED REFLECTIVE PAVEMENT MARKERS, SPACING AND COLOR, SEE DISTRICT 1 STANDARD TC-11.



30" X 30"
METAL POST TYPE-B
R1-1



24" X 30"
METAL POST TYPE-B
R4-7

PORTLAND CEMENT CONCRETE PAVEMENT

12" YELLOW 45° DIAGONALS
@ 75' C-C (TYP)

4" WHITE SKIP DASH LANE LINE (10' DASH, 30' SKIP)

ELM RD

MATCH LINE STA. 85+00.00
SEE BELOW

75+00

IL RT 38

80+00

+22.6

10.0' LT

2' R

60' R

+01.4

2.0' LT

6" WHITE TURN LANE

CRYSTAL/OPAQUE RRPM

SPACED @ 40' C-C (TYP)

LETTERS AND SYMBOLS SPACED AS SHOWN IN

DISTRICT 1 STANDARD TC-13 (TYP)

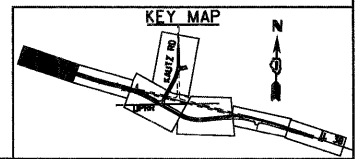
4" DOUBLE YELLOW @ 11" C-C (TYP)

4" WHITE SKIP DASH LANE LINE (10' DASH, 30' SKIP)

REPLACE EXISTING PAVEMENT MARKING AND REFLECTORS IN KIND THAT WERE REMOVED FOR MOT STAGING. SEE "MOT" DRAWINGS FOR STATION LIMITS.

BEGIN PAVEMENT MARKINGS
STA 78+80.00
MATCH EXISTING

156' TAPER
115' STORAGE
AMBER RRPM SPACED @ 40' C-C (TYP)



PORTLAND CEMENT CONCRETE PAVEMENT



24" X 24"
METAL POST TYPE-B
R3-4

SEE ABOVE
MATCH LINE STA. 85+00.00

4" WHITE SKIP DASH LANE LINE
10' DASH, 30' SKIP

EX ROW

90+00

IL RT 38

95+00

+36.0

+23.0

PR ROW

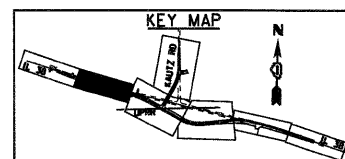
MATCH LINE STA. 100+00.00
SEE DRAWING PM-2

EX ROW

2 CRYSTAL/OPAQUE RRPM
SPACED @ 80' C-C (TYP)

12" YELLOW 45° DIAGONALS
@ 75' C-C (TYP)

4" DOUBLE YELLOW
@ 11" C-C (TYP)



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130 East Randolph Street, Chicago, Illinois 60601

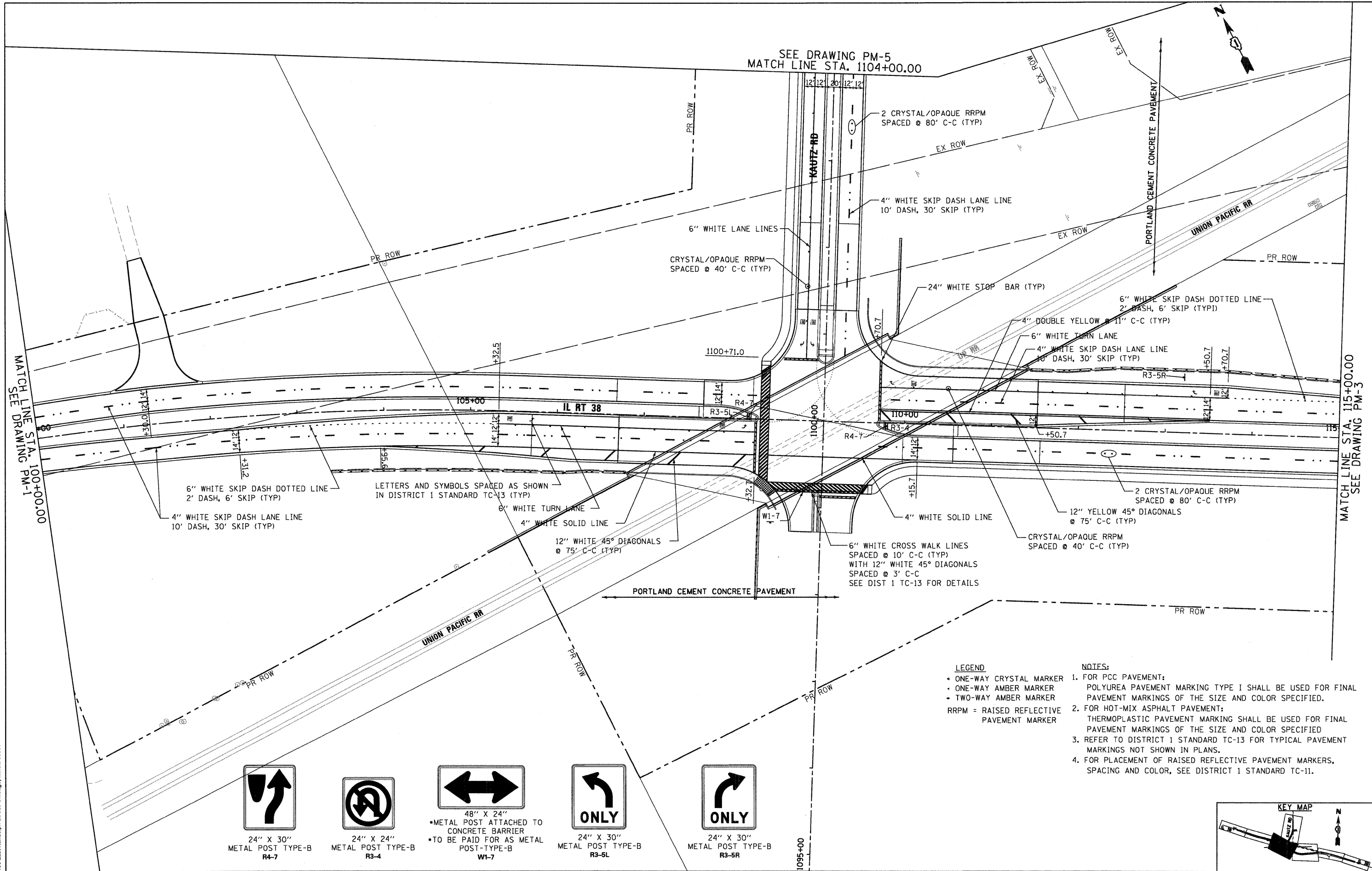
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	PLOT DATE = 10/14/2011	DATE - 10/14/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 38 PAVEMENT MARKING AND SIGNAGE PLAN

SCALE: 1"=50' SHEET NO. 1 OF 4 SHEETS STA. BEGIN TO STA. 100+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	126
PM-1		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 100+00.00
SEE DRAWING PM-1

MATCH LINE STA. 115+00.00
SEE DRAWING PM-3

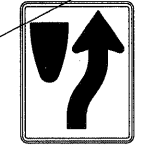
SEE DRAWING PM-5
MATCH LINE STA. 1104+00.00

LEGEND

- ONE-WAY CRYSTAL MARKER
- ONE-WAY AMBER MARKER
- TWO-WAY AMBER MARKER
- RRPM = RAISED REFLECTIVE PAVEMENT MARKER

NOTES:

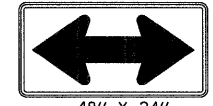
1. FOR PCC PAVEMENT: POLYUREA PAVEMENT MARKING TYPE I SHALL BE USED FOR FINAL PAVEMENT MARKINGS OF THE SIZE AND COLOR SPECIFIED.
2. FOR HOT-MIX ASPHALT PAVEMENT: THERMOPLASTIC PAVEMENT MARKING SHALL BE USED FOR FINAL PAVEMENT MARKINGS OF THE SIZE AND COLOR SPECIFIED
3. REFER TO DISTRICT 1 STANDARD TC-13 FOR TYPICAL PAVEMENT MARKINGS NOT SHOWN IN PLANS.
4. FOR PLACEMENT OF RAISED REFLECTIVE PAVEMENT MARKERS, SPACING AND COLOR, SEE DISTRICT 1 STANDARD TC-11.



24" X 30"
METAL POST TYPE-B
R4-7



24" X 24"
METAL POST TYPE-B
R3-4



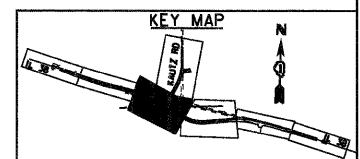
48" X 24"
•METAL POST ATTACHED TO CONCRETE BARRIER
•TO BE PAID FOR AS METAL POST-TYPE-B
W1-7



24" X 30"
METAL POST TYPE-B
R3-5L



24" X 30"
METAL POST TYPE-B
R3-5R



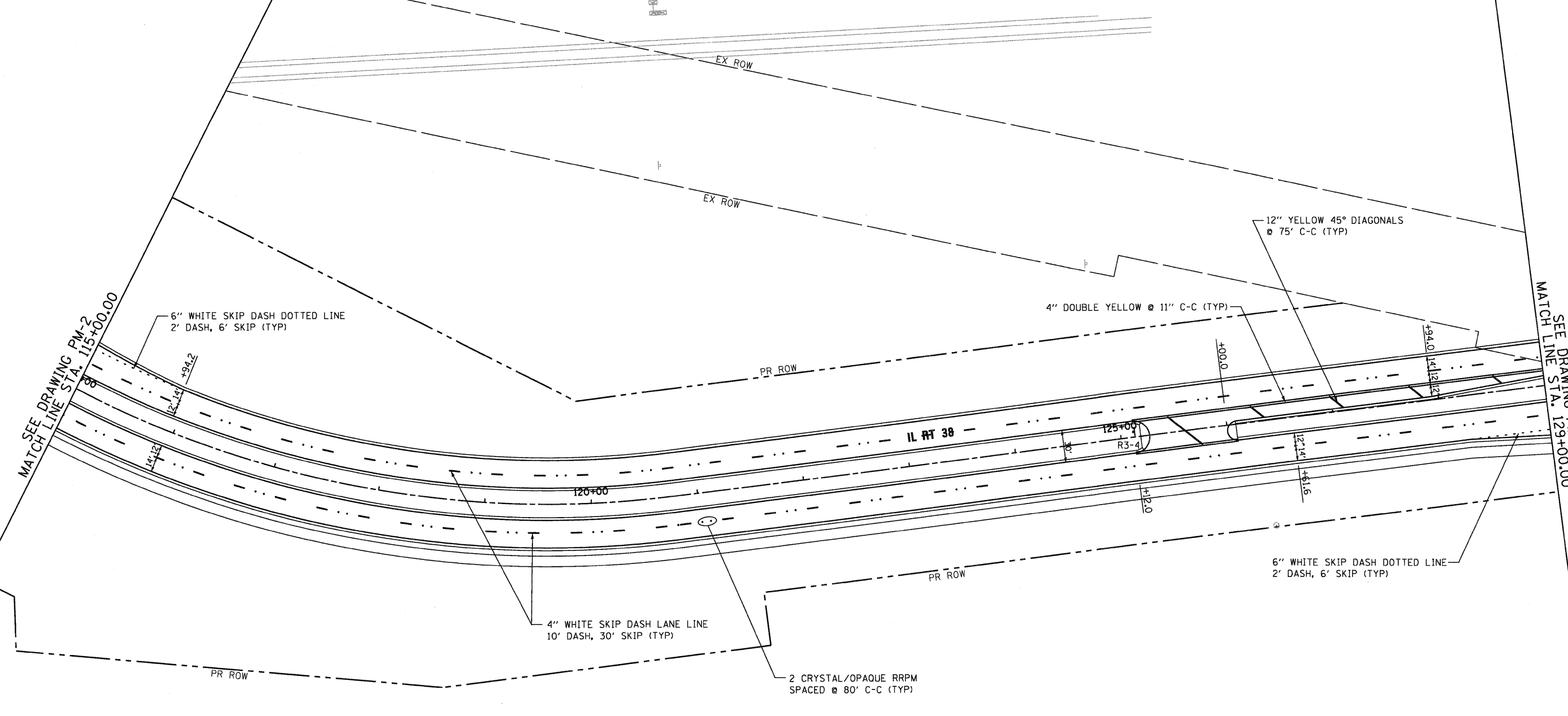
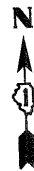
McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street, Chicago, Illinois 60601

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PLOT DATE = 12/9/2011	DATE - 12/09/11		REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 38 PAVEMENT MARKING AND SIGNAGE PLAN	F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 127
SCALE: 1"=50'	SHEET NO. 2 OF 4 SHEETS	STA. 100+00	TO STA. 115+00	CONTRACT NO. 60122		
				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



24" X 24"
METAL POST TYPE-B
R3-4



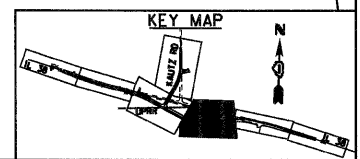
← PORTLAND CEMENT CONCRETE PAVEMENT →

LEGEND

- ONE-WAY CRYSTAL MARKER
- ONE-WAY AMBER MARKER
- TWO-WAY AMBER MARKER
- RRPM = RAISED REFLECTIVE PAVEMENT MARKER

NOTES:

1. FOR PCC PAVEMENT:
POLYUREA PAVEMENT MARKING TYPE I SHALL BE USED FOR FINAL PAVEMENT MARKINGS OF THE SIZE AND COLOR SPECIFIED.
2. FOR HOT-MIX ASPHALT PAVEMENT:
THERMOPLASTIC PAVEMENT MARKING SHALL BE USED FOR FINAL PAVEMENT MARKINGS OF THE SIZE AND COLOR SPECIFIED
3. REFER TO DISTRICT 1 STANDARD TC-13 FOR TYPICAL PAVEMENT MARKINGS NOT SHOWN IN PLANS.
4. FOR PLACEMENT OF RAISED REFLECTIVE PAVEMENT MARKERS, SPACING AND COLOR, SEE DISTRICT 1 STANDARD TC-11.



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DRAWN - JTF	REVISD -
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DATE - 10/14/11	REVISD -

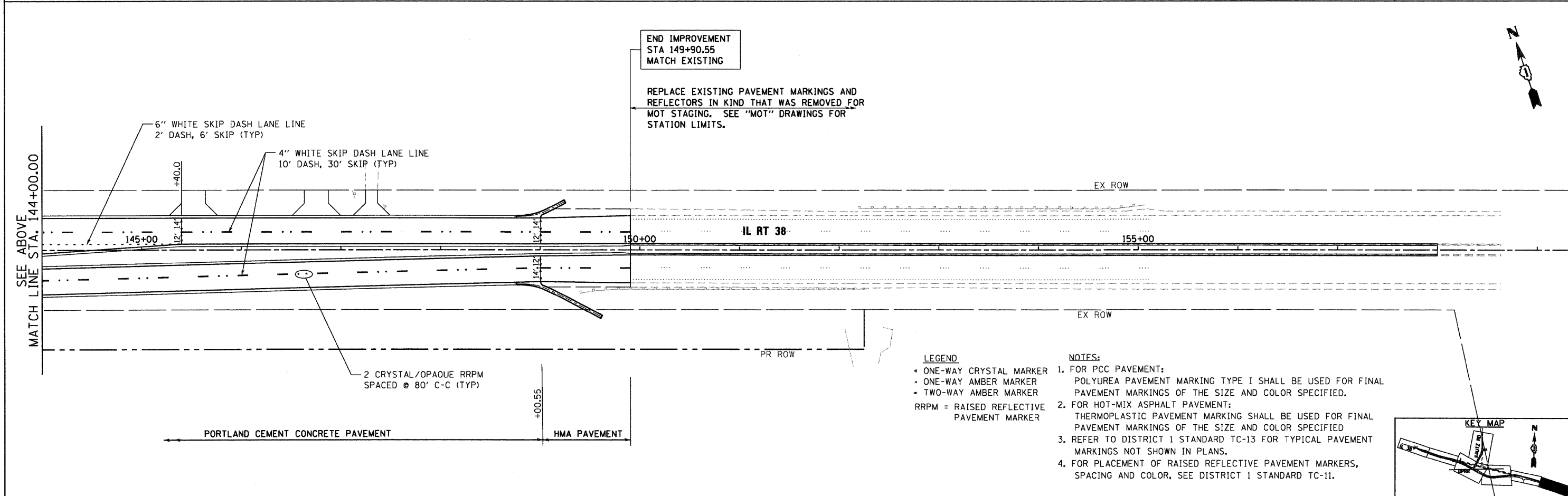
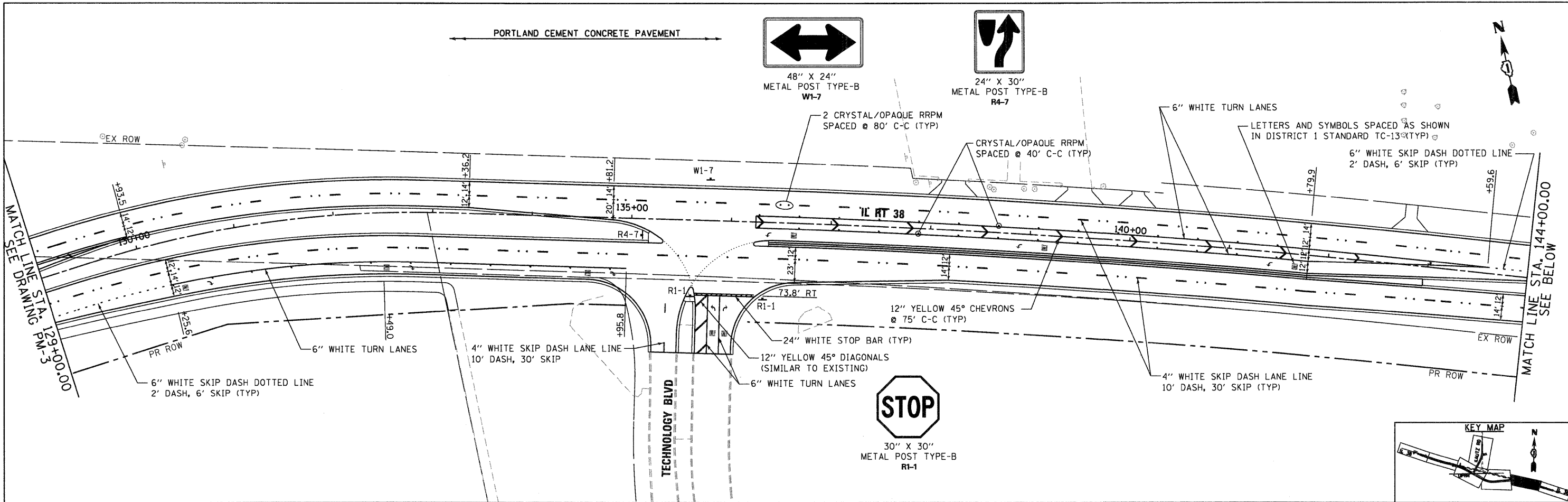
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DATE - 10/14/11	REVISD -

DESIGNED - JTF	REVISD -
DRAWN - JTF	REVISD -
CHECKED - EJC	REVISD -
DATE - 10/14/11	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 38 PAVEMENT MARKING AND SIGNAGE PLAN
SCALE: 1"=50' SHEET NO. 3 OF 4 SHEETS STA. 115+00 TO STA. 129+00

F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 128
PM-3			CONTRACT NO. 60122	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

FILE NAME = D168122-SHT-PMK04.dgn	USER NAME = E-rvcg	DESIGNED - JTF	REVISED -
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PLOT DATE = 12/14/2011	DATE - 12/09/11	CHECKED - EUG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 38 PAVEMENT MARKING AND SIGNAGE PLAN
 SCALE: 1"=50' SHEET NO. 4 OF 4 SHEETS STA. 129+00 TO STA. END

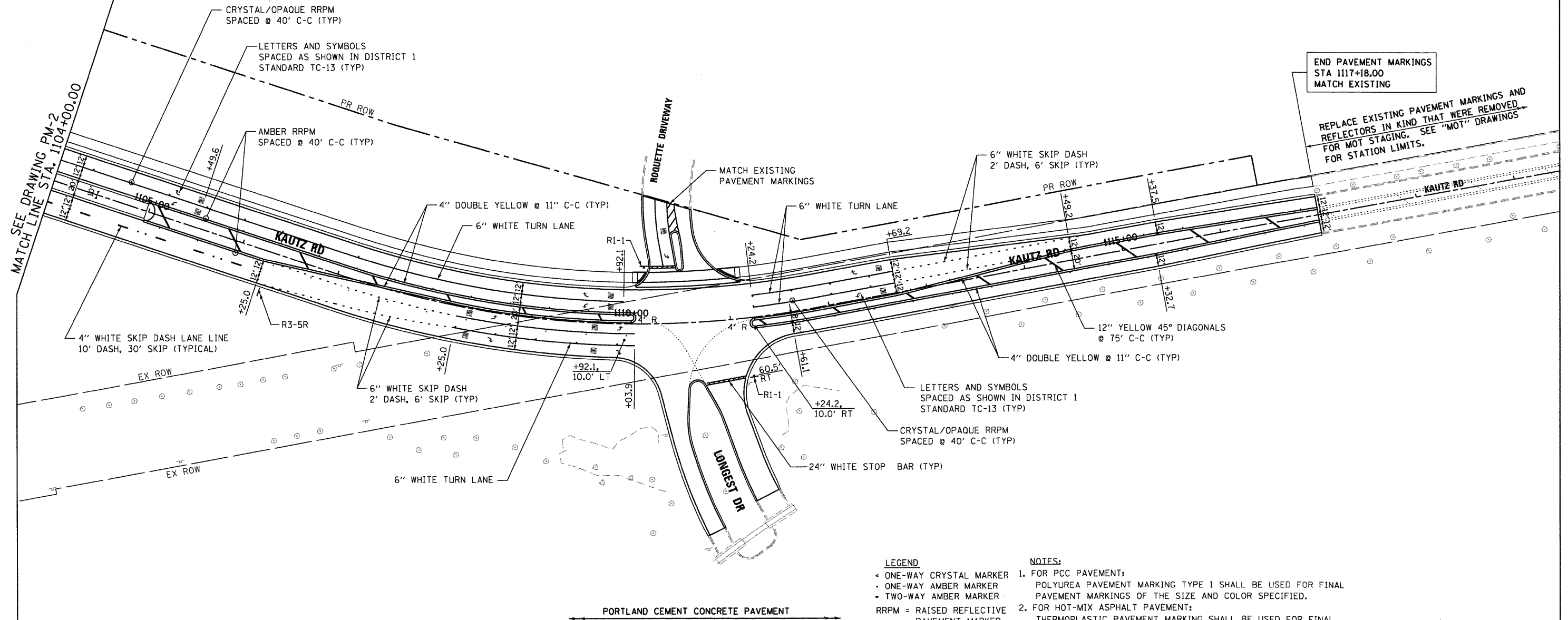
F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 129
PM-4		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



24" X 30"
METAL POST TYPE-B
R3-5R



30" X 30"
METAL POST TYPE-B
R1-1



END PAVEMENT MARKINGS
STA 1117+18.00
MATCH EXISTING

REPLACE EXISTING PAVEMENT MARKINGS AND
REFLECTORS IN KIND THAT WERE REMOVED
FOR MOT STAGING. SEE "MOT" DRAWINGS
FOR STATION LIMITS.

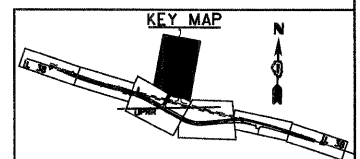
LEGEND

- ONE-WAY CRYSTAL MARKER
- ONE-WAY AMBER MARKER
- TWO-WAY AMBER MARKER
- RRPM = RAISED REFLECTIVE PAVEMENT MARKER

NOTES:

1. FOR PCC PAVEMENT:
POLYUREA PAVEMENT MARKING TYPE I SHALL BE USED FOR FINAL PAVEMENT MARKINGS OF THE SIZE AND COLOR SPECIFIED.
2. FOR HOT-MIX ASPHALT PAVEMENT:
THERMOPLASTIC PAVEMENT MARKING SHALL BE USED FOR FINAL PAVEMENT MARKINGS OF THE SIZE AND COLOR SPECIFIED
3. REFER TO DISTRICT 1 STANDARD TC-13 FOR TYPICAL PAVEMENT MARKINGS NOT SHOWN IN PLANS.
4. FOR PLACEMENT OF RAISED REFLECTIVE PAVEMENT MARKERS, SPACING AND COLOR, SEE DISTRICT 1 STANDARD TC-11.

PORTLAND CEMENT CONCRETE PAVEMENT



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Engineers / Architects
730 East Randolph Street, Chicago, Illinois 60601

FILE NAME = D160122-SHT-PMK05.dgn	USER NAME = YKim	DESIGNED - JTF	REVISED -
		DRAWN - JTF	REVISED -
		CHECKED - E.JG	REVISED -
		DATE - 10/14/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KAUTZ ROAD PAVEMENT MARKING AND SIGNAGE PLAN

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 1104+00 TO STA. END

F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 130
PM-5			CONTRACT NO. 60122	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LANDSCAPING SCHEDULE

PAY ITEM NUMBER	21101615	21101665	21101685	25000210	X2502014	X2502024	25100115	25100630	25200110	X0324097
PAY ITEM	TOPSOIL FURNISH AND PLACE, 4"	TOPSOIL FURNISH AND PLACE, 18"	TOPSOIL FURNISH AND PLACE, 24"	SEEDING, CLASS 2A	SEEDING, CLASS 4A (MODIFIED)	SEEDING, CLASS 4B (MODIFIED)	MULCH, METHOD 2	EROSION CONTROL BLANKET	SODDING, SALT TOLERANT	COARSE SAND PLACEMENT, 2"
Unit	SOYD	SOYD	SOYD	ACRE	ACRE	ACRE	ACRE	SOYD	SOYD	SOYD
SHEET										
LA-2 (top)	1935	0	127	0.5	0.0	0.0	0.0	1963	128	127
LA-2 (bottom)	9516	0	1953	1.4	0.6	0.0	0.6	7279	1529	1848
LA-3	30741	30595	3013	1.6	10.2	1.0	6.2	32214	2252	52635
LA-4	23583	8083	3312	1.0	5.8	0.0	3.6	15330	2585	13112
LA-5 (top)	10834	0	1677	1.4	0.9	0.0	0.7	7820	1317	1668
LA-5(bottom)	6610	0	813	0.7	0.8	0.0	0.4	5337	745	743
LA-6	13404	7357	774	0.8	3.6	0.0	3.2	5915	1047	16170
SUB-TOTAL	96623	46035	11669	7.3	22.1	1.1	14.7	75858	9603	86303
AT THE ENGINEER'S DISCRETION	4900	2400	600	0.7	2.2	0.1	1.5	7586	960	8630
GRAND TOTAL	101530	48440	12270	8.1	24.4	1.2	16.2	83450	10570	94940

SEE TOPSOIL NOTE BELOW

LANDSCAPING SCHEDULE

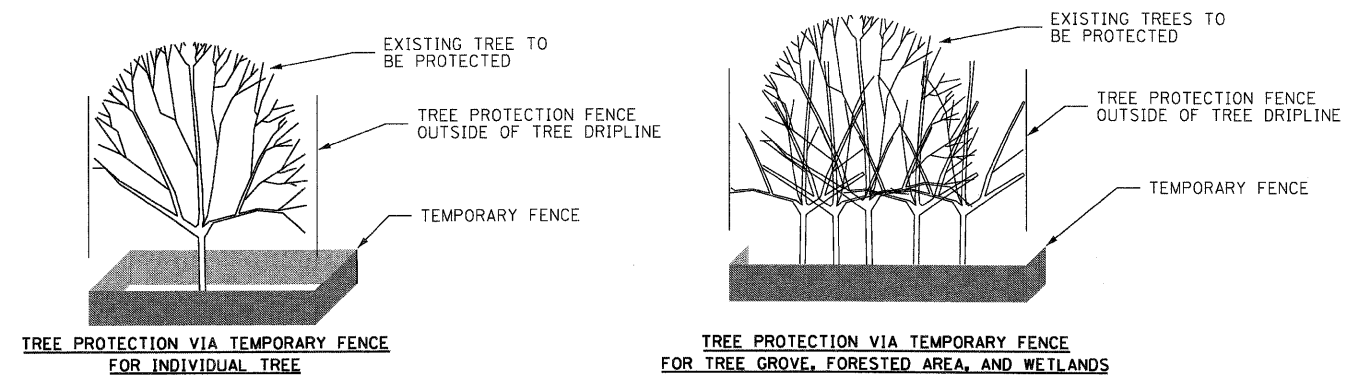
PAY ITEM NUMBER	A2002916	A2005016	A2006516	A2006616	A2006716	K0013060	K0012990
PAY ITEM	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFFEETREE), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS IMBRICARIA (SHINGLE OAK), 2" CALIPER, BALLED AND BURLAPPED	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	PERENNIAL PLANTS, SEDGE MEADOW TYPE, 2" DIAMETER BY 4" DEEP PLUG	PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT
Unit	EACH	EACH	EACH	EACH	EACH	UNIT	UNIT
SHEET							
LA-2 (top)	0	0	0	0	0	0.00	0.00
LA-2 (bottom)	0	0	0	0	0	0.00	6.55
LA-3	0	7	3	0	5	0.00	10.86
LA-4	0	0	0	0	0	0.00	9.43
LA-5 (top)	0	0	0	0	0	0.00	4.87
LA-5(bottom)	0	0	0	0	0	0.64	0.69
LA-6	14	4	10	10	10	0.00	0.00
SUB-TOTAL	14	11	13	10	15	0.64	32.40
AT THE ENGINEER'S DISCRETION	0	0	0	0	0	0	0
GRAND TOTAL	14	11	13	10	15	0.64	32.40

LANDSCAPING NOTES

1. THE SEEDING DATES FOR BARE EARTH SEEDING OF MIXTURE CLASS 4A, 4B, 5A (MODIFIED), AND WETLAND MIX SHALL BE FROM NOVEMBER 15 TO MARCH 15. ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATE SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER. FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT HIS/HER EXPENSE.
2. THE ENGINEER WILL CONTACT FABIOLA QUIROZ OF THE ROADSIDE DEVELOPMENT UNIT AT (847)705-4596, AT LEAST 7 DAYS PRIOR TO PLANTING FOR LAYOUT APPROVAL OF THE SEEDING, TREES, SHRUBS, VINES, PERENNIALS, AND PLUGS.

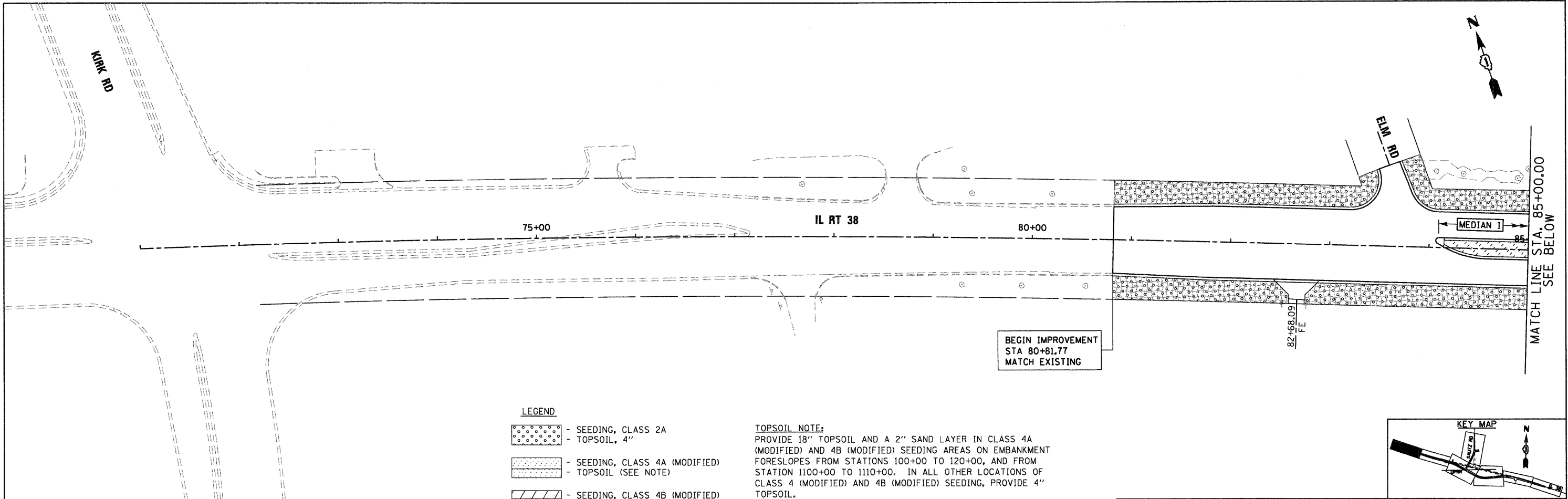
TOPSOIL NOTE

THE CONTRACTOR IS ADVISED THAT THE QUANTITY PROVIDED FOR THE VARIOUS "TOPSOIL FURNISH AND PLACE" ITEMS REPRESENTS THE TOTAL AMOUNT OF TOPSOIL REQUIRED FOR THE ENTIRE PROJECT. HOWEVER, THE CONTRACTOR SHALL RE-USE EXISTING TOPSOIL OBTAINED FROM STRIPPING OPERATIONS AS QUANTIFIED IN THE EARTHWORK SCHEDULE AS "TOPSOIL EXCAVATION AND PLACEMENT." THE QUANTITIES FOR THE VARIOUS "TOPSOIL FURNISH AND PLACE" ITEMS SHALL BE REDUCED BASED ON THE ACTUAL UTILIZATION OF THIS EXISTING TOPSOIL. NO ADJUSTMENT TO UNIT PRICES SHALL BE ALLOWED BASED ON THE REVISED QUANTITIES.



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Engineers/Architects
130 East Randolph Street, Chicago, Illinois 60601

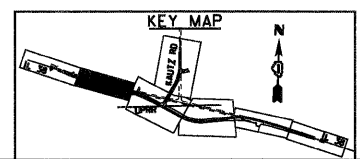
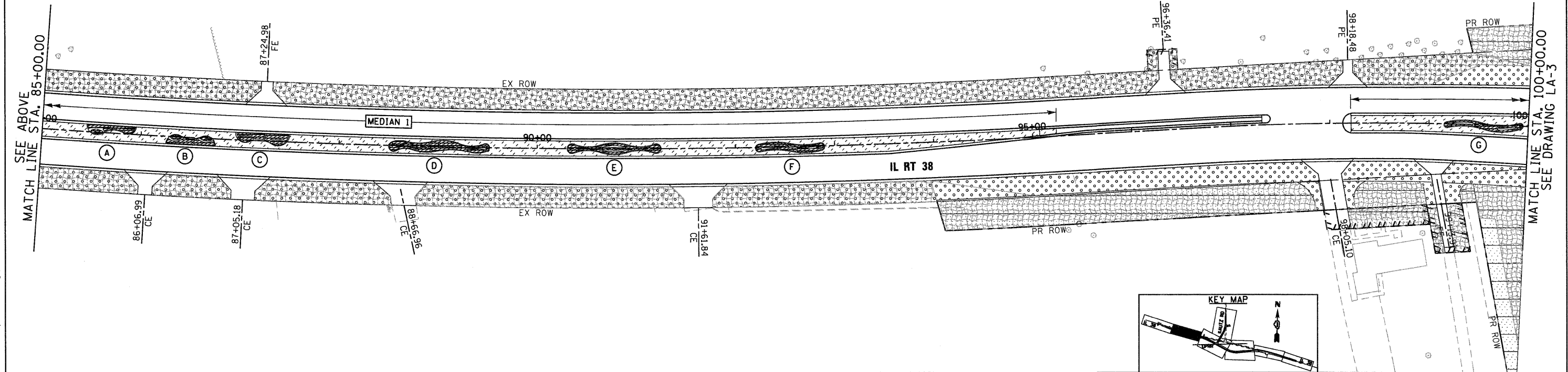
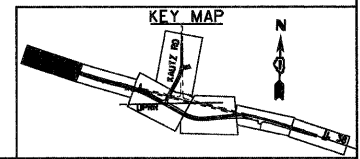
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PLOT SCALE = 1:50	CHECKED - EJC	REVISED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	LA-1		CONTRACT NO. 60122		
PLOT DATE = 10/14/2011	DATE = 10/14/11	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								



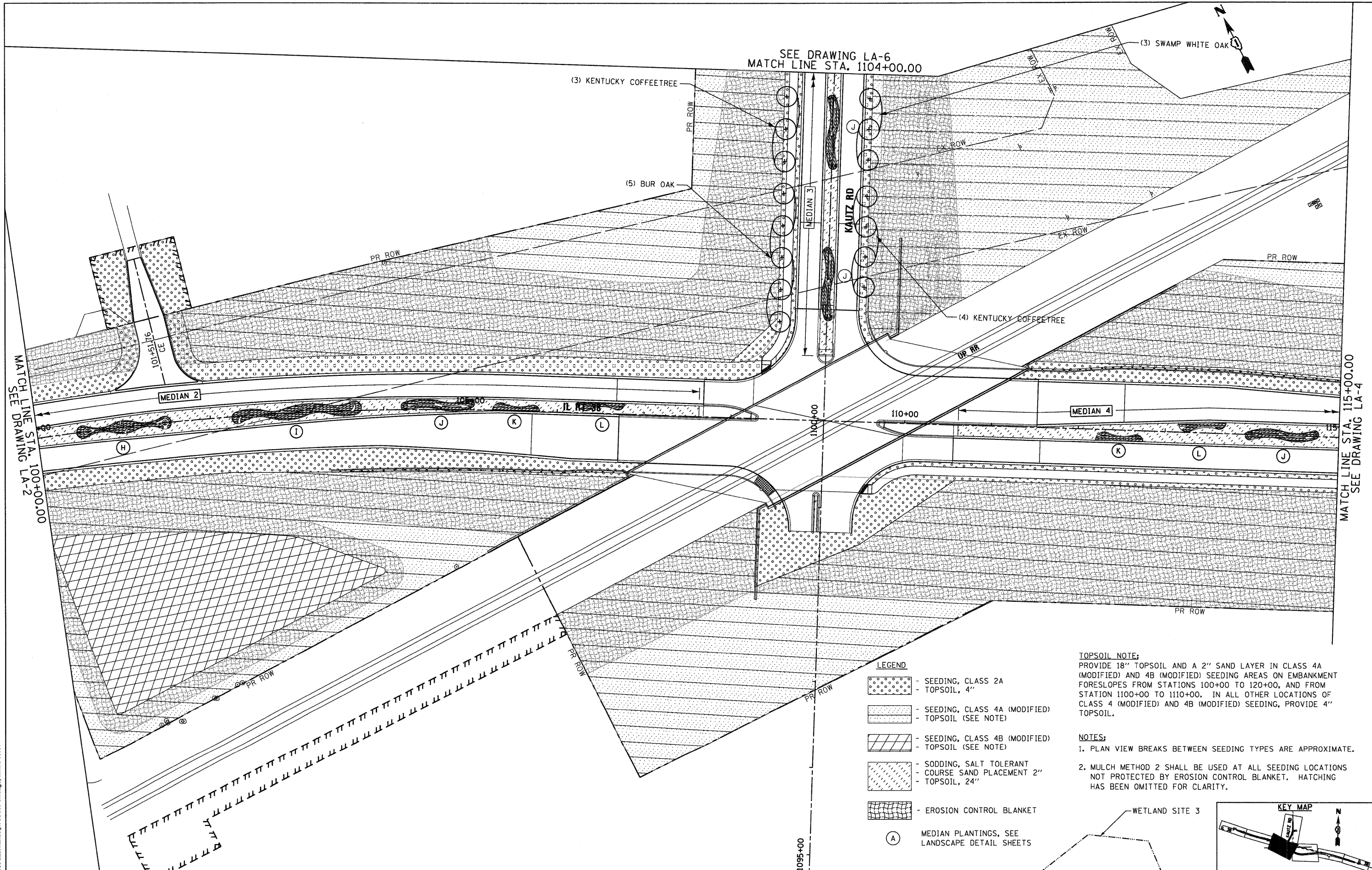
- LEGEND**
- SEEDING, CLASS 2A
- TOPSOIL, 4"
 - SEEDING, CLASS 4A (MODIFIED)
- TOPSOIL (SEE NOTE)
 - SEEDING, CLASS 4B (MODIFIED)
- TOPSOIL (SEE NOTE)
 - SODDING, SALT TOLERANT
- COURSE SAND PLACEMENT 2"
- TOPSOIL, 24"
 - EROSION CONTROL BLANKET
 - (A) MEDIAN PLANTINGS, SEE
LANDSCAPE DETAIL SHEETS

TOPSOIL NOTE:
 PROVIDE 18" TOPSOIL AND A 2" SAND LAYER IN CLASS 4A (MODIFIED) AND 4B (MODIFIED) SEEDING AREAS ON EMBANKMENT FORESLOPES FROM STATIONS 100+00 TO 120+00, AND FROM STATION 1100+00 TO 1110+00. IN ALL OTHER LOCATIONS OF CLASS 4 (MODIFIED) AND 4B (MODIFIED) SEEDING, PROVIDE 4" TOPSOIL.

- NOTES:**
1. PLAN VIEW BREAKS BETWEEN SEEDING TYPES ARE APPROXIMATE.
 2. MULCH METHOD 2 SHALL BE USED AT ALL SEEDING LOCATIONS NOT PROTECTED BY EROSION CONTROL BLANKET. HATCHING HAS BEEN OMITTED FOR CLARITY.



FILE NAME = 0168122-SHT-LN0SCP02.dgn	USER NAME = E-rvcG	DESIGNED - JTF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANDSCAPE PLAN			F.A.P RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 132
PLOT SCALE = 1:50	CHECKED - E.JG	DATE - 12/09/11	REVISED -		SCALE: 1"=50'	SHEET NO. 1 OF 5 SHEETS	STA. BEGIN TO STA. 100+00	LA-2		CONTRACT NO. 60122		
PLOT DATE = 12/9/2011	DATE - 12/09/11	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



MATCH LINE STA. 100+00.00
SEE DRAWING LA-2

MATCH LINE STA. 115+00.00
SEE DRAWING LA-4

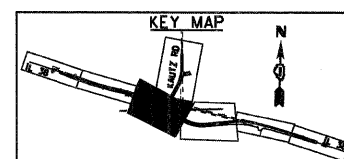
SEE DRAWING LA-6
MATCH LINE STA. 1104+00.00

LEGEND

- SEEDING, CLASS 2A
- TOPSOIL, 4"
- SEEDING, CLASS 4A (MODIFIED)
- TOPSOIL (SEE NOTE)
- SEEDING, CLASS 4B (MODIFIED)
- TOPSOIL (SEE NOTE)
- SODDING, SALT TOLERANT
- COURSE SAND PLACEMENT 2"
- TOPSOIL, 24"
- EROSION CONTROL BLANKET
- (A) MEDIAN PLANTINGS, SEE
LANDSCAPE DETAIL SHEETS

TOPSOIL NOTE:
PROVIDE 18" TOPSOIL AND A 2" SAND LAYER IN CLASS 4A (MODIFIED) AND 4B (MODIFIED) SEEDING AREAS ON EMBANKMENT FORESLOPES FROM STATIONS 100+00 TO 120+00, AND FROM STATION 1100+00 TO 1110+00. IN ALL OTHER LOCATIONS OF CLASS 4 (MODIFIED) AND 4B (MODIFIED) SEEDING, PROVIDE 4" TOPSOIL.

NOTES:
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2. MULCH METHOD 2 SHALL BE USED AT ALL SEEDING LOCATIONS NOT PROTECTED BY EROSION CONTROL BLANKET. HATCHING HAS BEEN OMITTED FOR CLARITY.



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130 East Randolph Street Chicago, Illinois 60601

FILE NAME = 0160122-SHT-LNDCP03.dgn	USER NAME = ErtcG	DESIGNED - JTF	REVISED -
	PLOT SCALE = 1:50	DRAWN - JTF	REVISED -
	PLOT DATE = 12/9/2011	CHECKED - E.JG	REVISED -
		DATE - 12/09/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LANDSCAPE PLAN

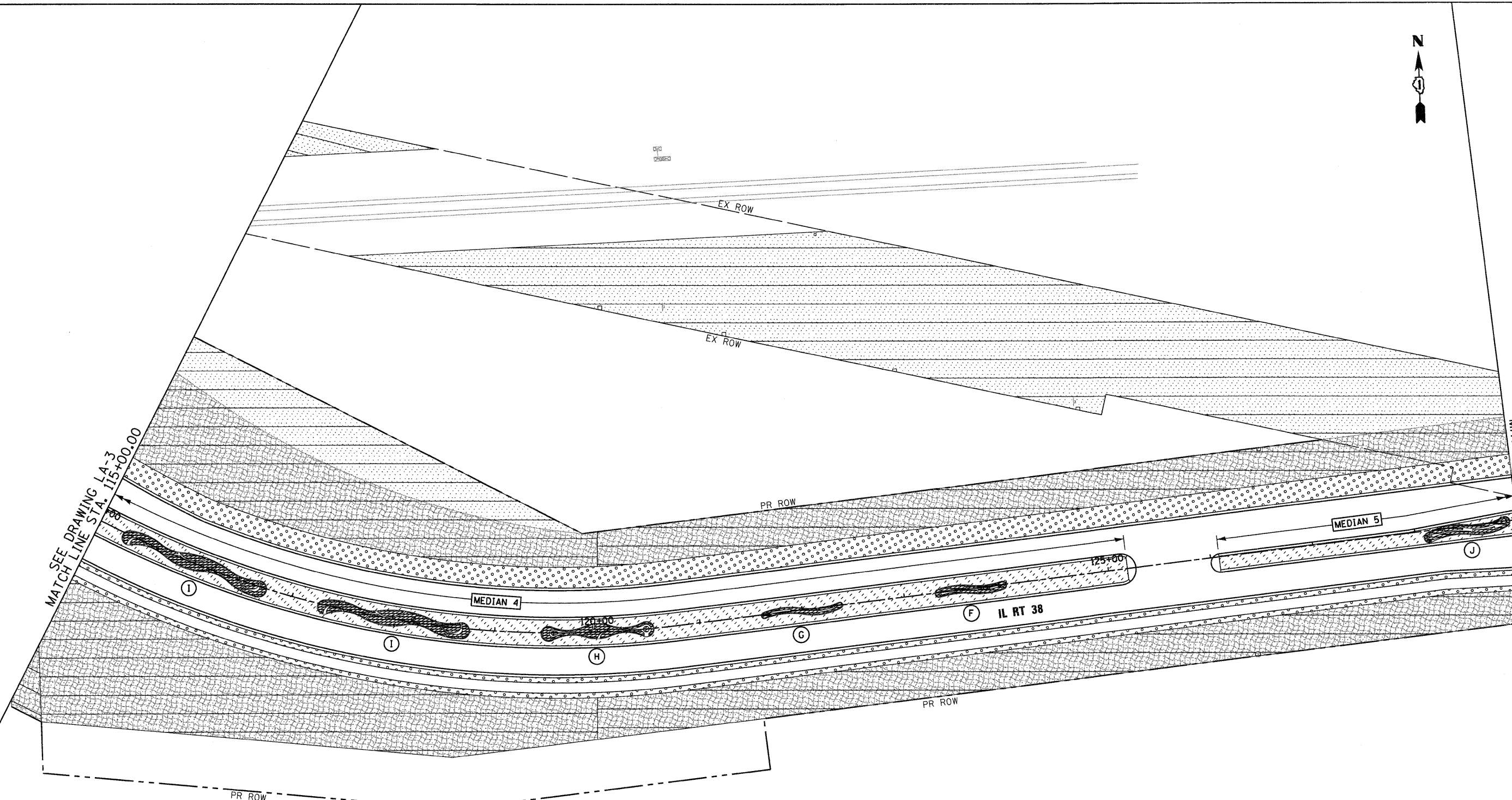
SCALE: 1"=50' SHEET NO. 2 OF 5 SHEETS STA. 100+00 TO STA. 115+00

F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 133
LA-3		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MATCH SEE DRAWING LA-3
MATCH LINE STA. 115+00.00

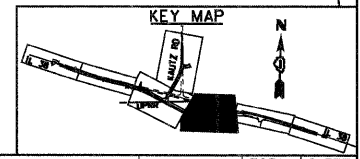
SEE DRAWING LA-5
MATCH LINE STA. 129+00.00



- LEGEND**
- SEEDING, CLASS 2A
- TOPSOIL, 4"
 - SEEDING, CLASS 4A (MODIFIED)
- TOPSOIL (SEE NOTE)
 - SEEDING, CLASS 4B (MODIFIED)
- TOPSOIL (SEE NOTE)
 - SODDING, SALT TOLERANT
- COURSE SAND PLACEMENT 2"
- TOPSOIL, 24"
 - EROSION CONTROL BLANKET
 - MEDIAN PLANTINGS, SEE LANDSCAPE DETAIL SHEETS

TOPSOIL NOTE:
PROVIDE 18" TOPSOIL AND A 2" SAND LAYER IN CLASS 4A (MODIFIED) AND 4B (MODIFIED) SEEDING AREAS ON EMBANKMENT FORESLOPES FROM STATIONS 100+00 TO 120+00, AND FROM STATION 1100+00 TO 1110+00. IN ALL OTHER LOCATIONS OF CLASS 4 (MODIFIED) AND 4B (MODIFIED) SEEDING, PROVIDE 4" TOPSOIL.

NOTES:
1. PLAN VIEW BREAKS BETWEEN SEEDING TYPES ARE APPROXIMATE.
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 130 East Randolph Street, Chicago, Illinois 60601

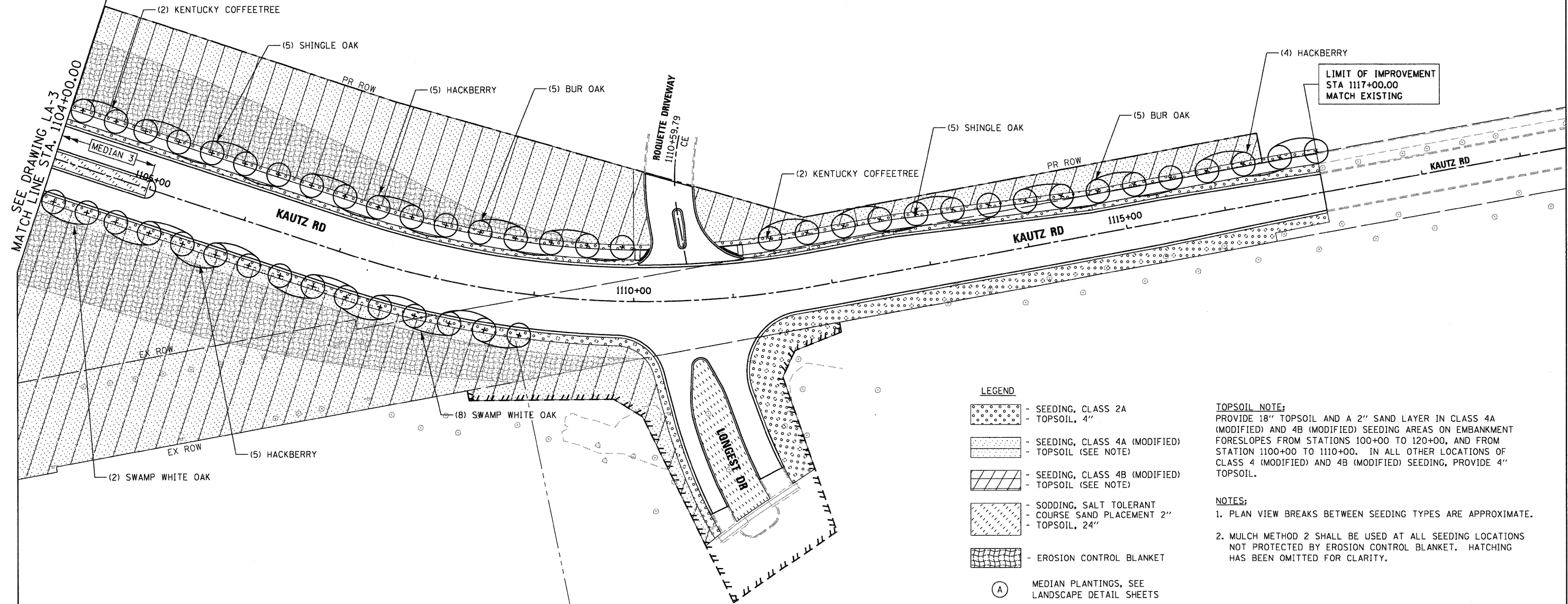
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PLOT DATE = 12/9/2011	DATE - 12/09/11		REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LANDSCAPE PLAN

SCALE: 1"=50' SHEET NO. 3 OF 5 SHEETS STA. 115+00 TO STA. 129+00

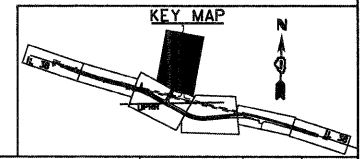
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LA-4		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- LEGEND**
- SEEDING, CLASS 2A
- TOPSOIL, 4"
 - SEEDING, CLASS 4A (MODIFIED)
- TOPSOIL (SEE NOTE)
 - SEEDING, CLASS 4B (MODIFIED)
- TOPSOIL (SEE NOTE)
 - SODDING, SALT TOLERANT
- COURSE SAND PLACEMENT 2"
- TOPSOIL, 24"
 - EROSION CONTROL BLANKET
 - MEDIAN PLANTINGS, SEE
LANDSCAPE DETAIL SHEETS

TOPSOIL NOTE:
 PROVIDE 18" TOPSOIL AND A 2" SAND LAYER IN CLASS 4A (MODIFIED) AND 4B (MODIFIED) SEEDING AREAS ON EMBANKMENT FORESLOPES FROM STATIONS 100+00 TO 120+00, AND FROM STATION 1100+00 TO 1110+00. IN ALL OTHER LOCATIONS OF CLASS 4 (MODIFIED) AND 4B (MODIFIED) SEEDING, PROVIDE 4" TOPSOIL.

- NOTES:**
1. PLAN VIEW BREAKS BETWEEN SEEDING TYPES ARE APPROXIMATE.
 2. MULCH METHOD 2 SHALL BE USED AT ALL SEEDING LOCATIONS NOT PROTECTED BY EROSION CONTROL BLANKET. HATCHING HAS BEEN OMITTED FOR CLARITY.



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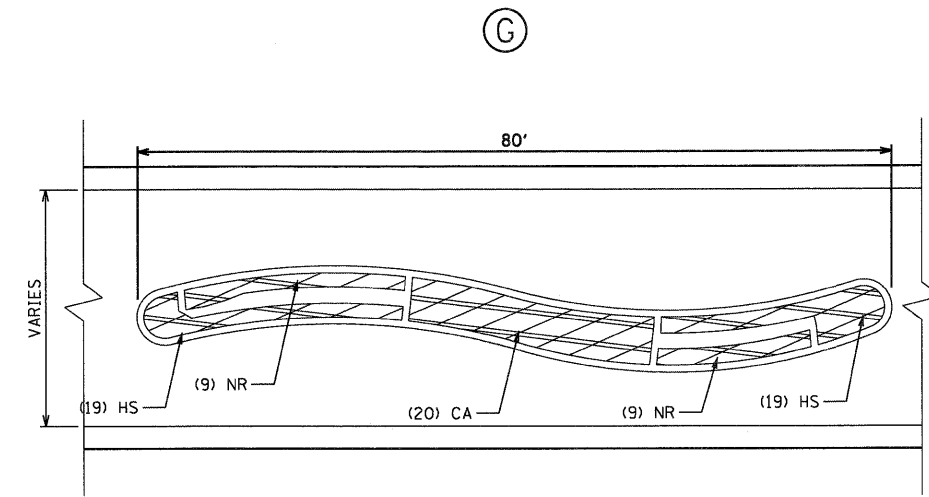
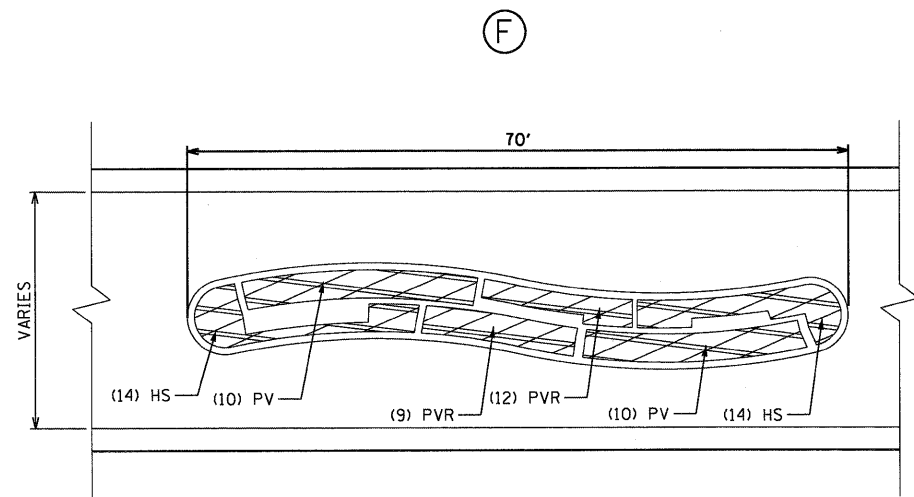
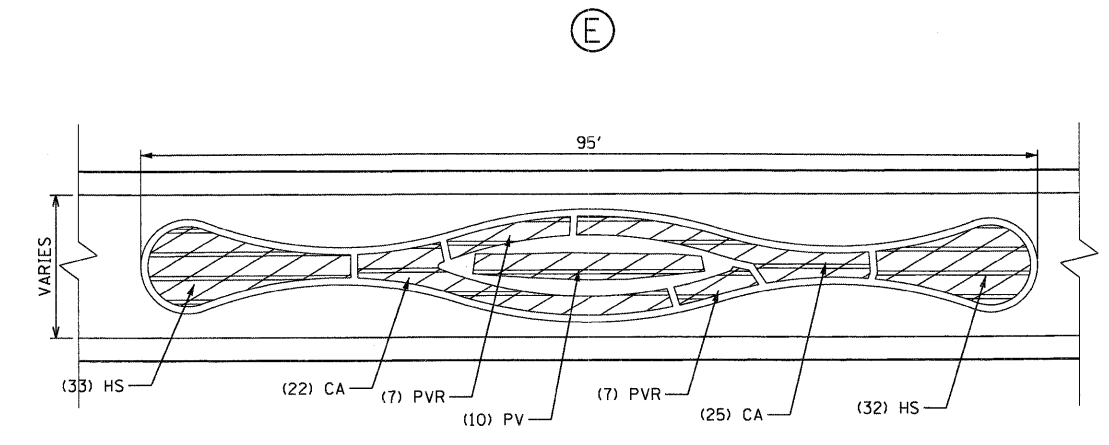
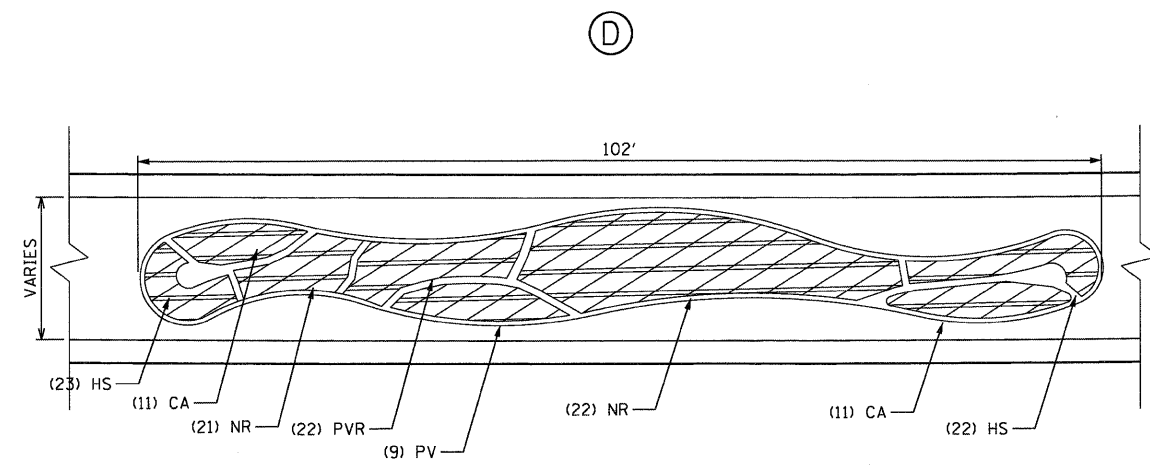
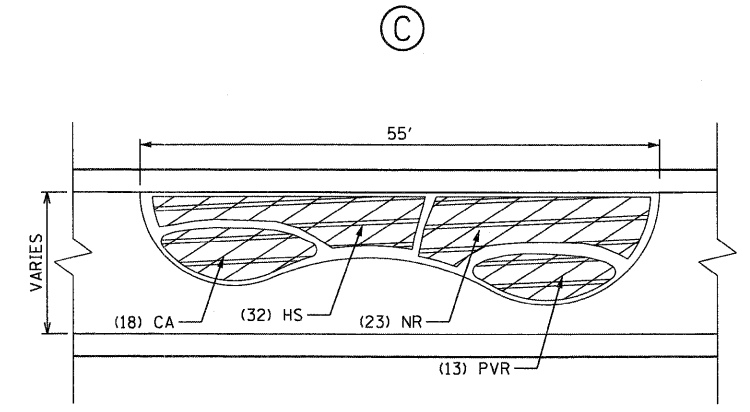
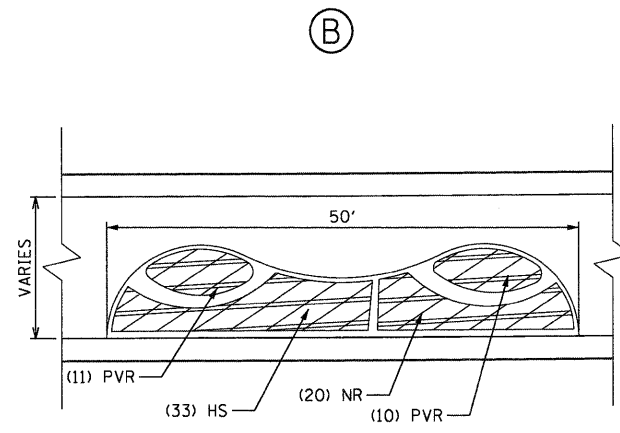
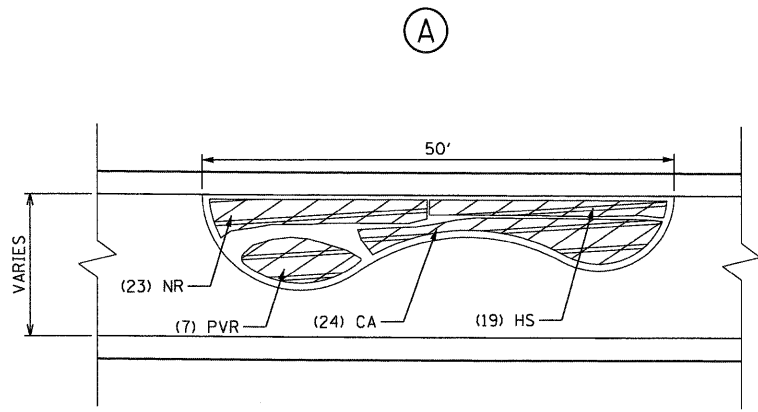
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PLOT DATE = 12/9/2011	DATE - 12/09/11		REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

LANDSCAPE PLAN

SCALE: 1"=50' SHEET NO. 5 OF 5 SHEETS STA. 1104+00 TO STA. END

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	136
LA-6		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT		
ABBREVIATION	BOTANICAL NAME	COMMON NAME
CA	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERESTER'	KARL FOERESTER FEATHER REED GRASS
PV	PANICUM VIRGATUM 'NORTHWIND'	NORTHWIND SWITCH GRASS
PVR	PANICUM VIRGATUM ROTSTRAHLBUSCH'	RED FOUNTAINBUSH SWITCH GRASS
HS	HEMEROCALLIS STELLA DE ORO'	STELLA DE ORO DAYLILY
NR	NEPETA RACEMOSA WALKER'S LOW'	WALKER'S LOW CATMINT

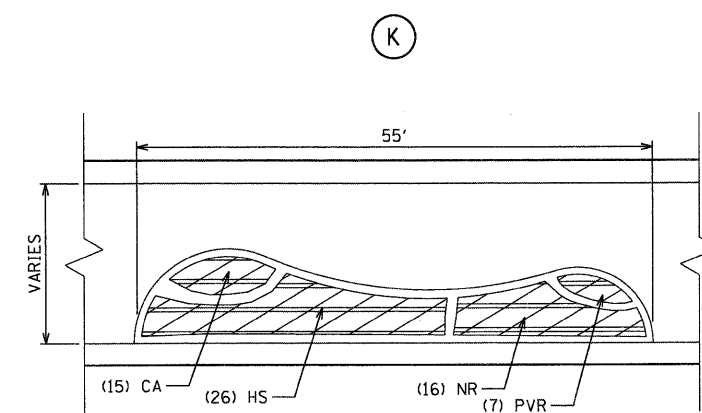
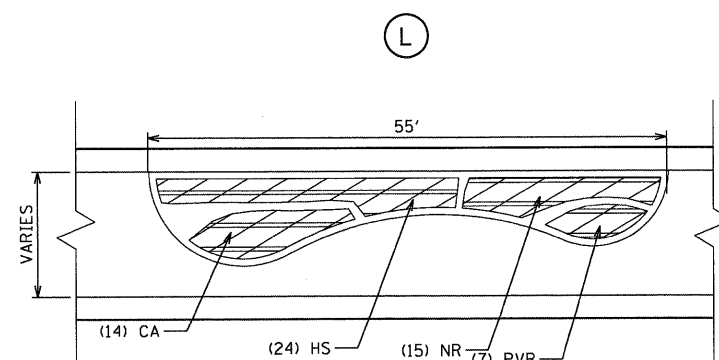
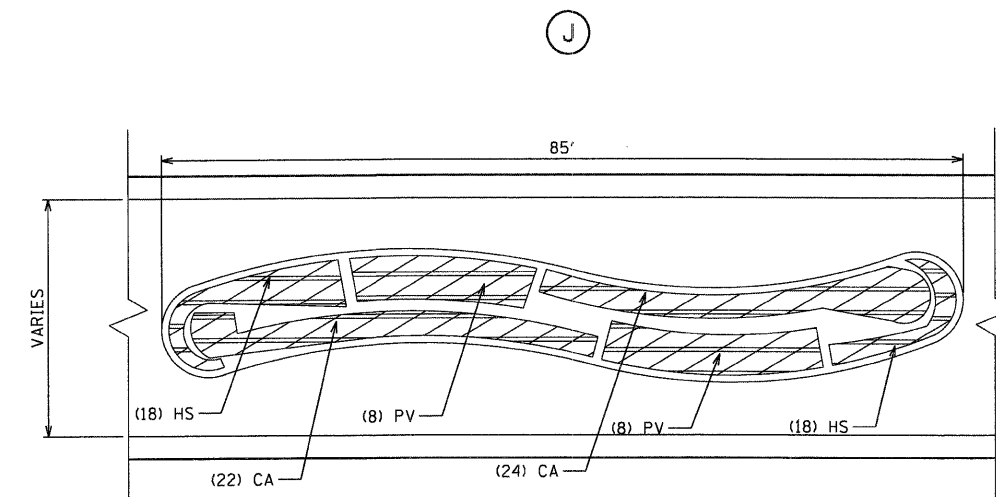
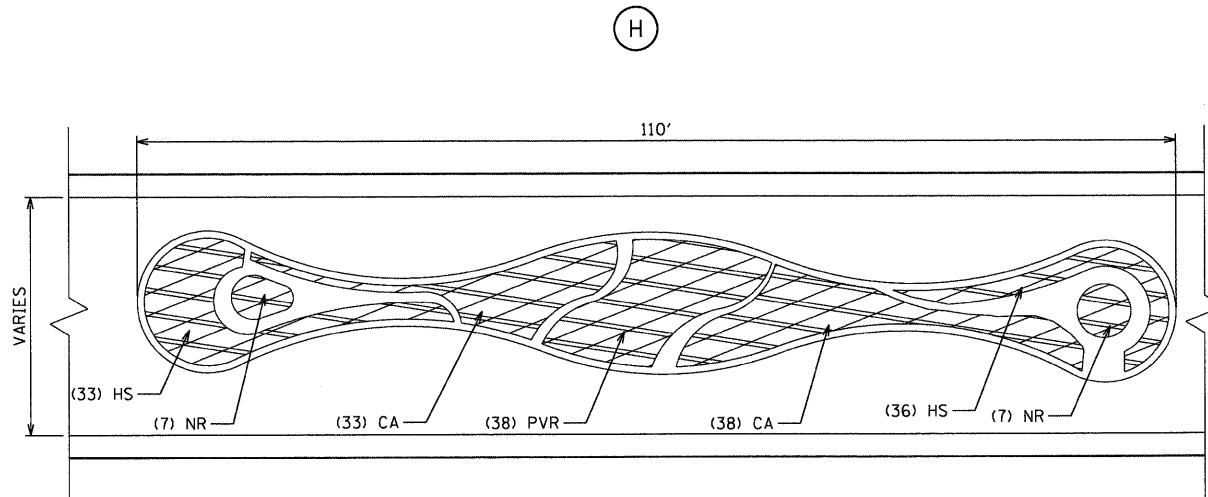
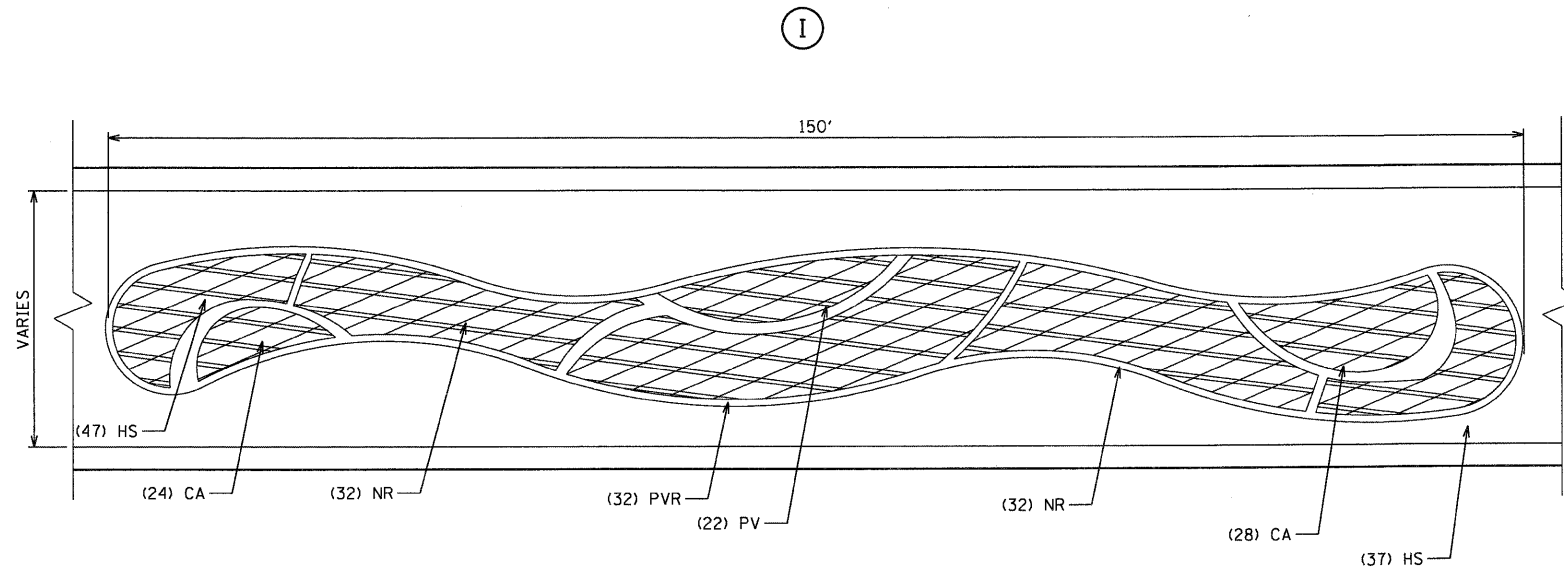
McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

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		DRAWN - HG	REVISED -
		CHECKED - EJJ	REVISED -
		DATE - 10/14/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPE MEDIAN DETAILS
 SCALE: 1"=10' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	137
LD-1			CONTRACT NO. 60122	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT		
ABBREVIATION	BOTANICAL NAME	COMMON NAME
CA	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERESTER'	KARL FOERESTER FEATHER REED GRASS
PV	PANICUM VIRGATUM 'NORTHWIND'	NORTHWIND SWITCH GRASS
PVR	PANICUM VIRGATUM ROTSTRAHLBUSCH'	RED FOUNTAINBUSH SWITCH GRASS
HS	HEMEROCALLIS STELLA DE ORO'	STELLA DE ORO DAYLILY
NR	NEPETA RACEMOSA WALKER'S LOW'	WALKER'S LOW CATMINT

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 130 East Randolph Street, Chicago, Illinois 60601

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		DRAWN - HG	REVISED -
		CHECKED - E.JG	REVISED -
		DATE - 10/14/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPE MEDIAN DETAILS
 SCALE: 1"=10' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

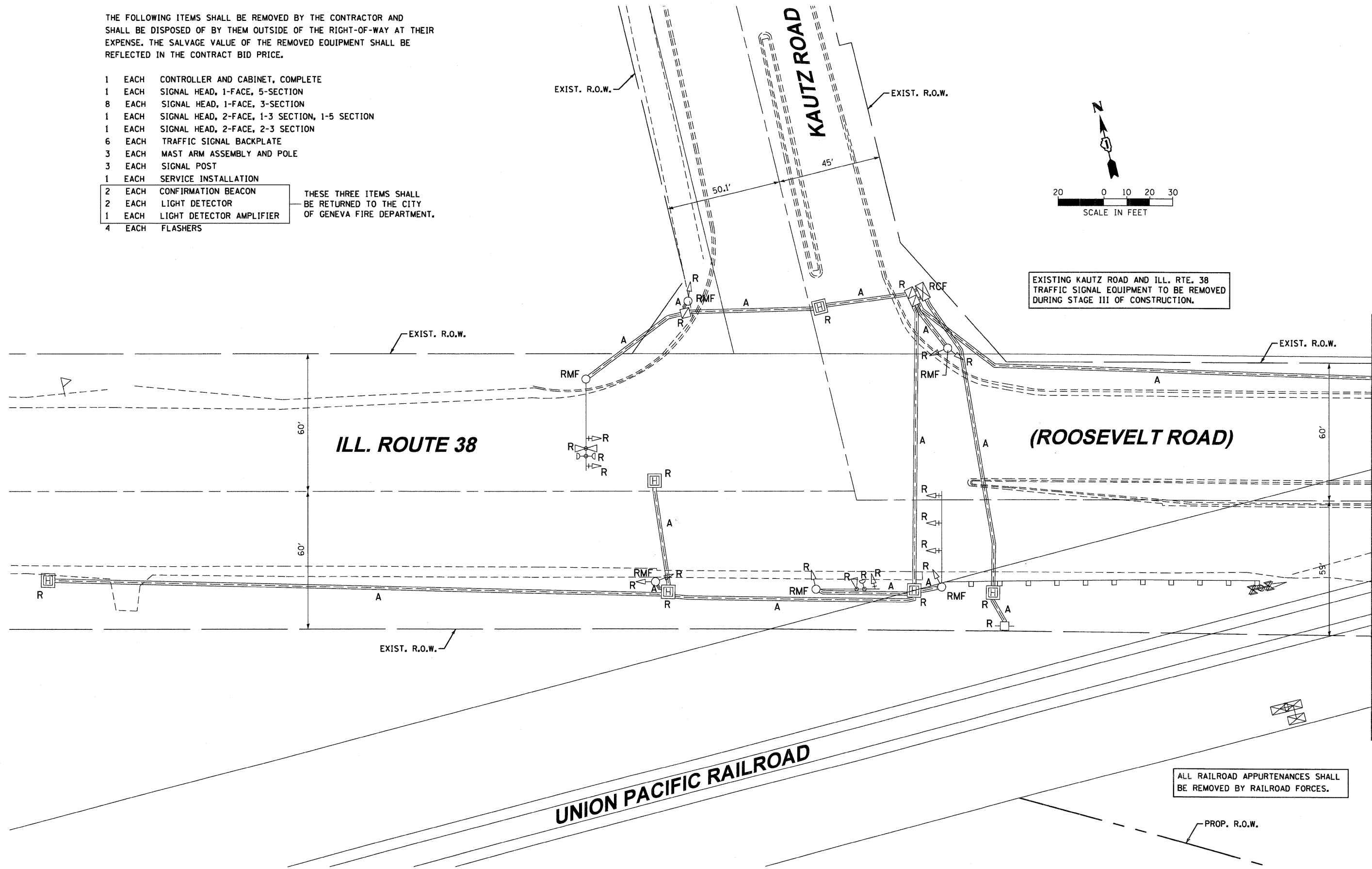
F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 138
LD-2		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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																					
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																					
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																					
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)																					
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		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED																					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED																					
SIGNAL POST				REMOVE ITEM	R			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	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED																					
GUY WIRE				ABANDON ITEM	A			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				EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																					
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED SAMPLING (SYSTEM) DETECTOR																					
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 25%;">EXISTING</th> <th style="width: 25%;">PROPOSED</th> </tr> </thead> <tbody> <tr> <td>RAILROAD CONTROL CABINET</td> <td></td> <td></td> </tr> <tr> <td>RAILROAD CANTILEVER MAST ARM</td> <td></td> <td></td> </tr> <tr> <td>FLASHING SIGNAL</td> <td></td> <td></td> </tr> <tr> <td>CROSSING GATE</td> <td></td> <td></td> </tr> <tr> <td>CROSSBUCK</td> <td></td> <td></td> </tr> </tbody> </table>					EXISTING	PROPOSED	RAILROAD CONTROL CABINET			RAILROAD CANTILEVER MAST ARM			FLASHING SIGNAL			CROSSING GATE			CROSSBUCK		
	EXISTING	PROPOSED																											
RAILROAD CONTROL CABINET																													
RAILROAD CANTILEVER MAST ARM																													
FLASHING SIGNAL																													
CROSSING GATE																													
CROSSBUCK																													
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID																									
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER																									
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT																									
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER																									
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																									
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																									
MICROWAVE VEHICLE SENSOR																													
VIDEO DETECTION CAMERA																													
VIDEO DETECTION ZONE																													
PAN, TILT, ZOOM CAMERA																													
WIRELESS DETECTOR SENSOR																													
WIRELESS ACCESS POINT																													

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

- 1 EACH CONTROLLER AND CABINET, COMPLETE
 - 1 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
 - 8 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
 - 1 EACH SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
 - 1 EACH SIGNAL HEAD, 2-FACE, 2-3 SECTION
 - 6 EACH TRAFFIC SIGNAL BACKPLATE
 - 3 EACH MAST ARM ASSEMBLY AND POLE
 - 3 EACH SIGNAL POST
 - 1 EACH SERVICE INSTALLATION
 - 2 EACH CONFIRMATION BEACON
 - 2 EACH LIGHT DETECTOR
 - 1 EACH LIGHT DETECTOR AMPLIFIER
 - 4 EACH FLASHERS
- THESE THREE ITEMS SHALL BE RETURNED TO THE CITY OF GENEVA FIRE DEPARTMENT.



EXISTING KAUTZ ROAD AND ILL. RTE. 38 TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED DURING STAGE III OF CONSTRUCTION.

ALL RAILROAD APPURTENANCES SHALL BE REMOVED BY RAILROAD FORCES.

MATCH LINE
SEE DRAWING TS-3

McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street, Chicago, Illinois 60601

FILE NAME =	USER NAME = YK1m
D160122-SHT-TS02.dgn	

DESIGNED - DMB	REVISED -
DRAWN - DMB	REVISED -
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DATE - 10/14/11	REVISED -

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DATE - 10/14/11	REVISED -

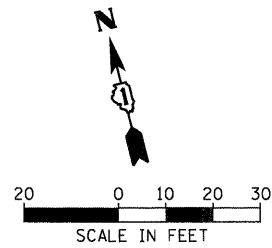
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN
ILL. ROUTE 38 AND KAUTZ ROAD

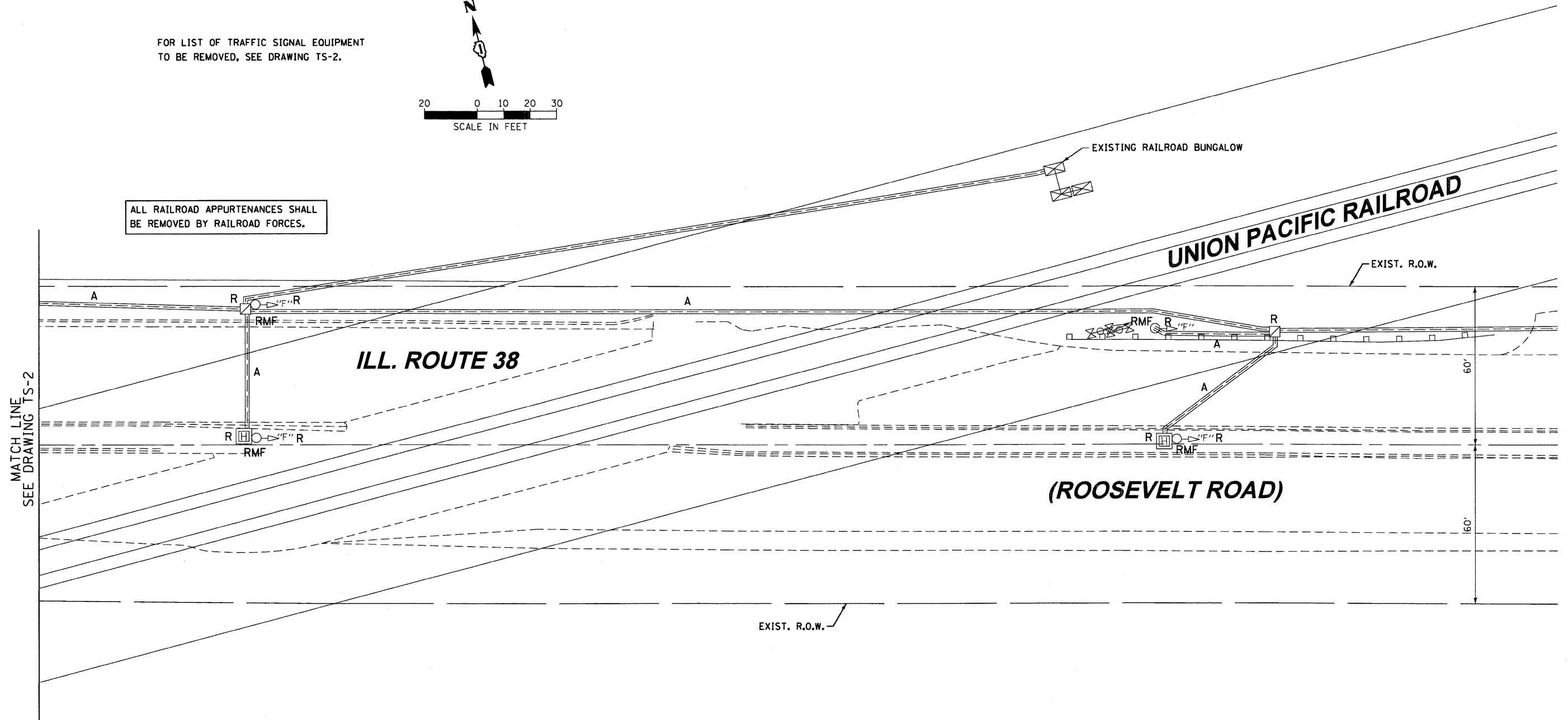
SCALE: 1"=20' SHEET NO. 2 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	140
TS-2		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FOR LIST OF TRAFFIC SIGNAL EQUIPMENT
TO BE REMOVED, SEE DRAWING TS-2.



ALL RAILROAD APPURTENANCES SHALL
BE REMOVED BY RAILROAD FORCES.



McDonough Associates Inc.
Engineers/Architects
130 East Randolph Street, Chicago, Illinois 60601

FILE NAME =
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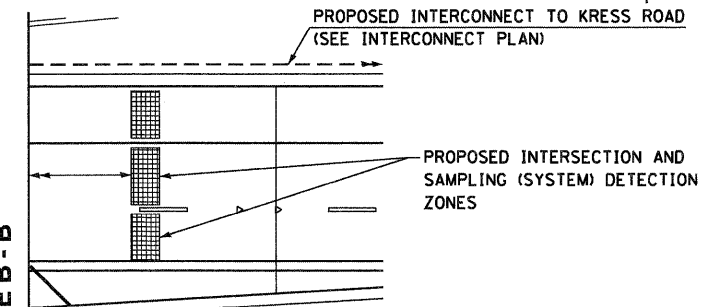
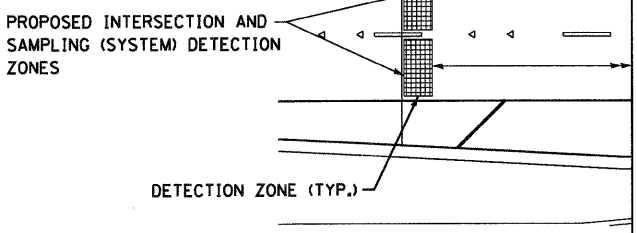
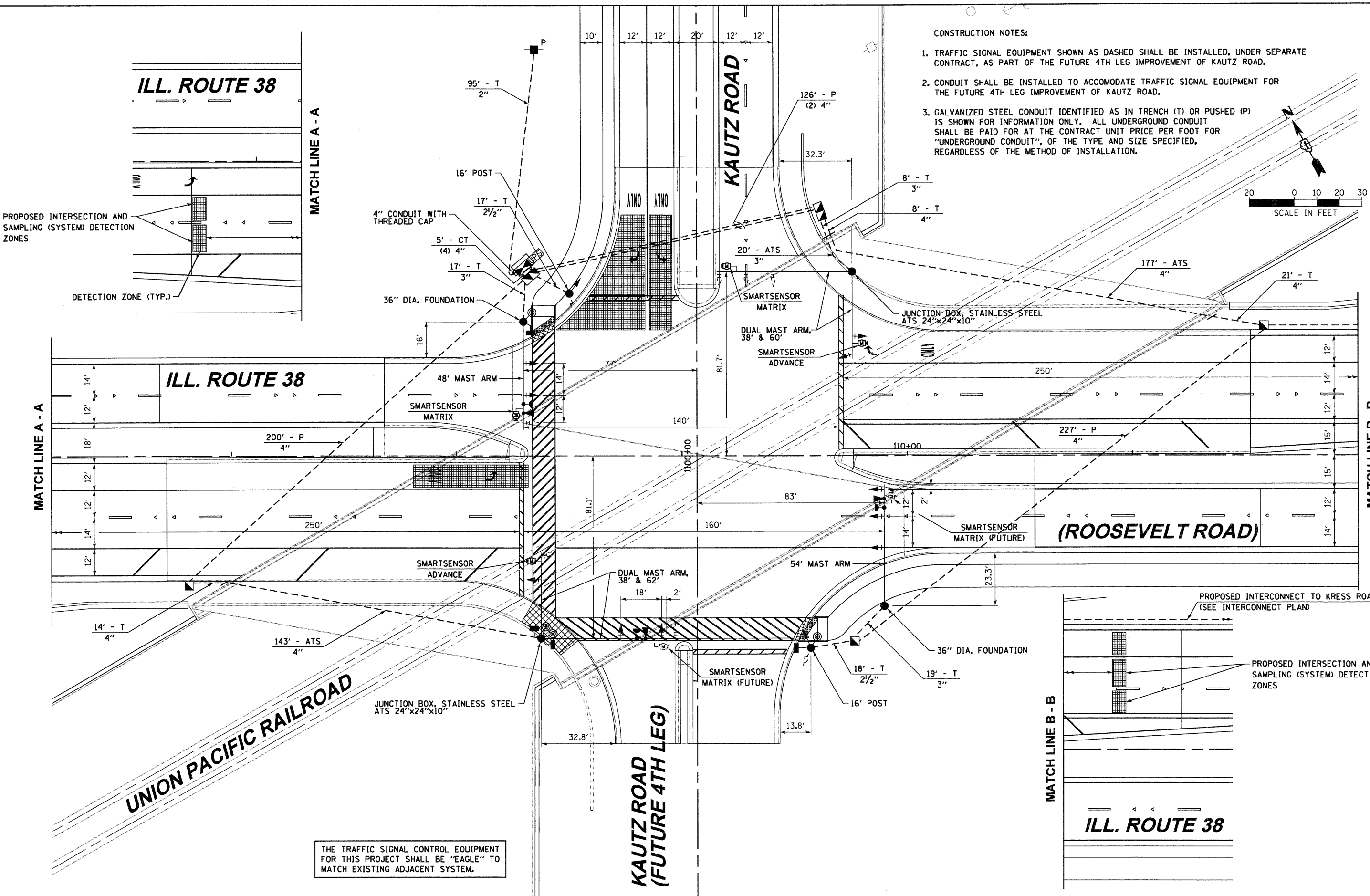
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN
ILL. ROUTE 38 AND KAUTZ ROAD

SCALE: 1"=20' SHEET NO. 3 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	141
TS-3		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- CONSTRUCTION NOTES:**
1. TRAFFIC SIGNAL EQUIPMENT SHOWN AS DASHED SHALL BE INSTALLED, UNDER SEPARATE CONTRACT, AS PART OF THE FUTURE 4TH LEG IMPROVEMENT OF KAUTZ ROAD.
 2. CONDUIT SHALL BE INSTALLED TO ACCOMODATE TRAFFIC SIGNAL EQUIPMENT FOR THE FUTURE 4TH LEG IMPROVEMENT OF KAUTZ ROAD.
 3. GALVANIZED STEEL CONDUIT IDENTIFIED AS IN TRENCH (T) OR PUSHED (P) IS SHOWN FOR INFORMATION ONLY. ALL UNDERGROUND CONDUIT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR "UNDERGROUND CONDUIT", OF THE TYPE AND SIZE SPECIFIED, REGARDLESS OF THE METHOD OF INSTALLATION.

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

McDonough Associates Inc.
 Engineers/Architects
 130 East Randolph Street Chicago, Illinois 60601

FILE NAME =	USER NAME = EricG
D160122-SHT-1S04.dgn	

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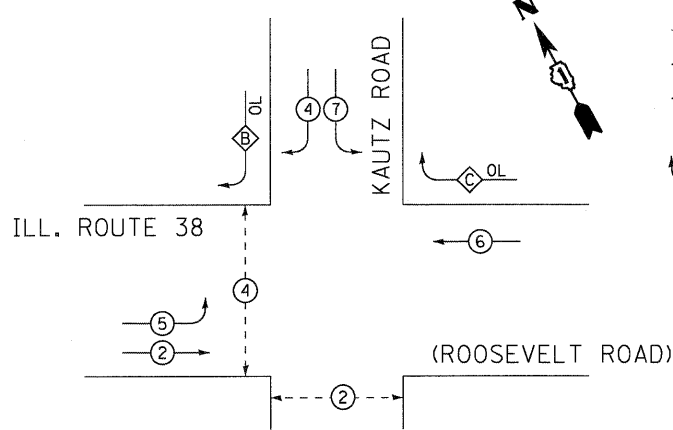
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
ILL. ROUTE 38 AND KAUTZ ROAD

SCALE: 1"=20' SHEET NO. 4 OF 17 SHEETS STA. TO STA.

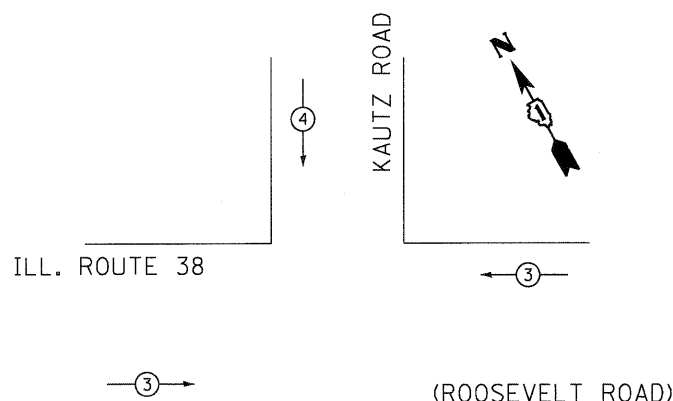
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	142
TS-4		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTROLLER SEQUENCE

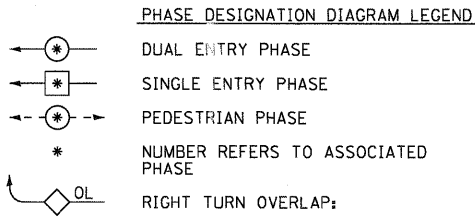


PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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



OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5
C	= 6	+ 7

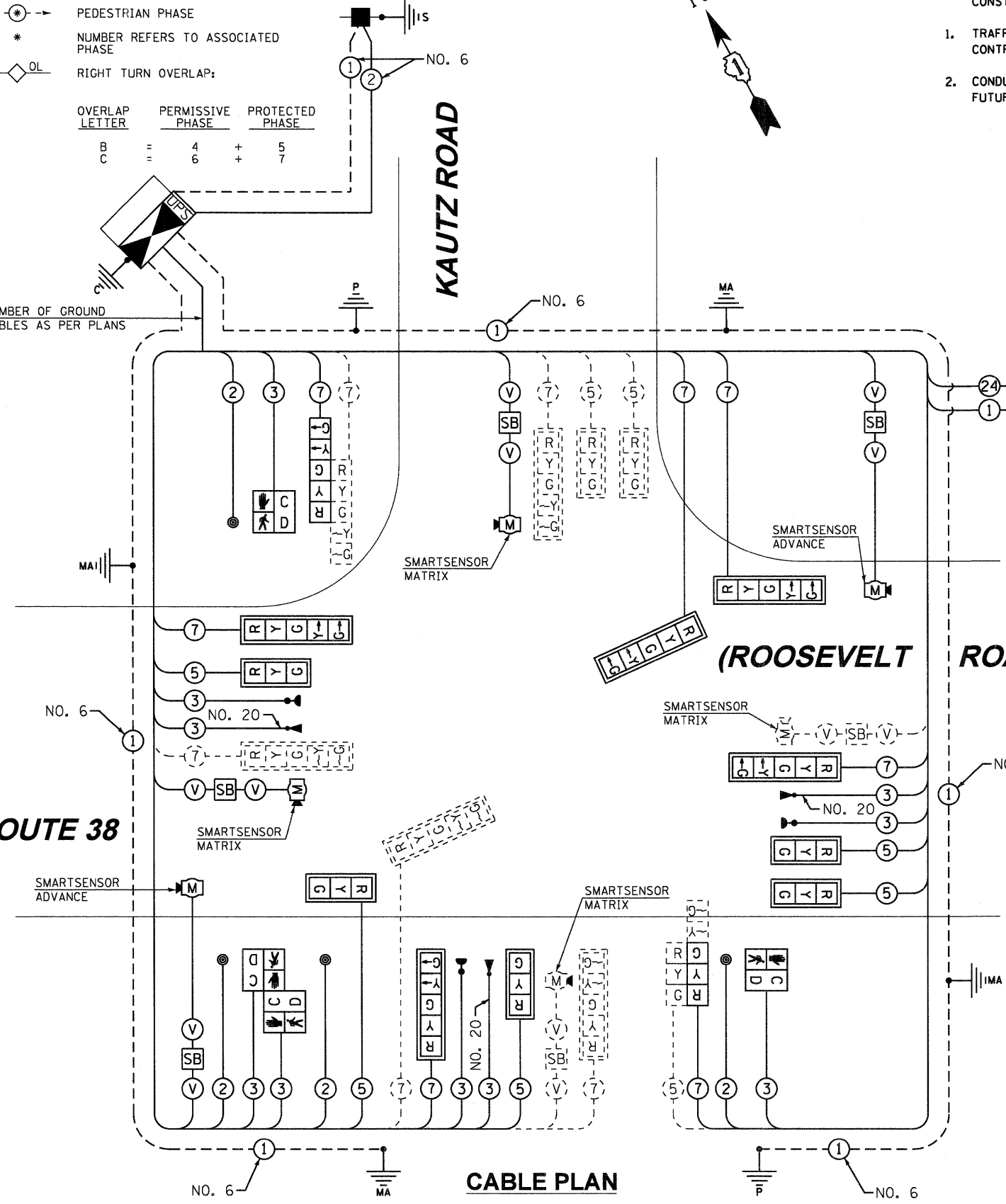
NUMBER OF GROUND CABLES AS PER PLANS

ILL. ROUTE 38

KAUTZ ROAD

(ROOSEVELT ROAD)

CABLE PLAN



CONSTRUCTION NOTES:

- TRAFFIC SIGNAL EQUIPMENT SHOWN AS DASHED SHALL BE INSTALLED, UNDER SEPERATE CONTRACT, AS PART OF THE FUTURE 4TH LEG IMPROVEMENT OF KAUTZ ROAD.
- CONDUIT SHALL BE INSTALLED TO ACCOMODATE TRAFFIC SIGNAL EQUIPMENT FOR THE FUTURE 4TH LEG IMPROVEMENT OF KAUTZ ROAD.

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

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

PROP. INTERCONNECT TO KRESS ROAD

TRACER CABLE

SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
SIGN PANEL - TYPE 1	SO FT	13.5
SIGN PANEL - TYPE 2	SO FT	35
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	95
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	35
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	44
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	742
CONDUIT ATTACHED TO STRUCTURE, 3" DIA., GALVANIZED STEEL	FOOT	20
CONDUIT ATTACHED TO STRUCTURE, 4" DIA., GALVANIZED STEEL	FOOT	320
JUNCT. BOX, STAIN. STL, ATTACHED TO STRUCT., 24"x24"x10"	EACH	2
HANDHOLE	EACH	3
DOUBLE HANDHOLE	EACH	2
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1481
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2757
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2380
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2426
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	118
ELECTRIC CABLE IN CONDUIT, EQUIP. GRND. CONDCTR., NO. 6 1C	FOOT	1230
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	28
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5
PED. SIGNAL HEAD, LED, 1F, BM WITH COUNTDOWN TIMER	EACH	2
PED. SIGNAL HEAD, LED, 2F, BM WITH COUNTDOWN TIMER	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	10
LIGHT DETECTOR	EACH	3
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	4
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	12
REMOVE EXISTING CONCRETE FOUNDATION	EACH	11
MICROWAVE VEHICLE SENSOR (SMARTSENSOR ADVANCE)	EACH	2
MICROWAVE VEHICLE SENSOR (SMARTSENSOR MATRIX)	EACH	2
FULL-ACTUATED CONTROLLER AND CABINET, TYPE IV, SPECIAL	EACH	1
UNINTERRUPTABLE POWER SUPPLY SPECIAL	EACH	1
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	1259
STEEL MA ASSEMBLY AND POLE WITH DUAL MA, 38' AND 60'	EACH	1
STEEL MA ASSEMBLY AND POLE WITH DUAL MA, 38' AND 62'	EACH	1

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

TYPE	NO. OF LAMPS	WATTAGE	INCAND.	LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	135	17		0.50	102.0
(YELLOW)	12	135	25		0.25	75.0
(GREEN)	12	135	15		0.25	45.0
ARROW	12	135	12		0.10	14.4
PED. SIGNAL	4	90	25		1.00	100.0
CONTROLLER	1	100	100		1.00	100.0
UPS	1	25	25		1.00	25.0
ILLUM. SIGN		252			0.05	
FLASHER			25		0.50	
ENERGY COST TO:						TOTAL = 461.4

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY: CONTACT: MARK GLOECKLE
PHONE: (630) 691-4529
COMPANY: COMED

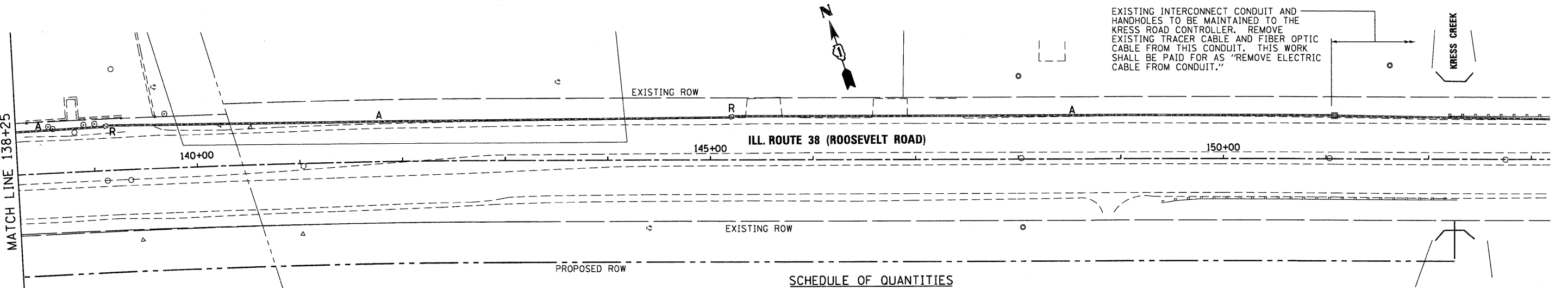
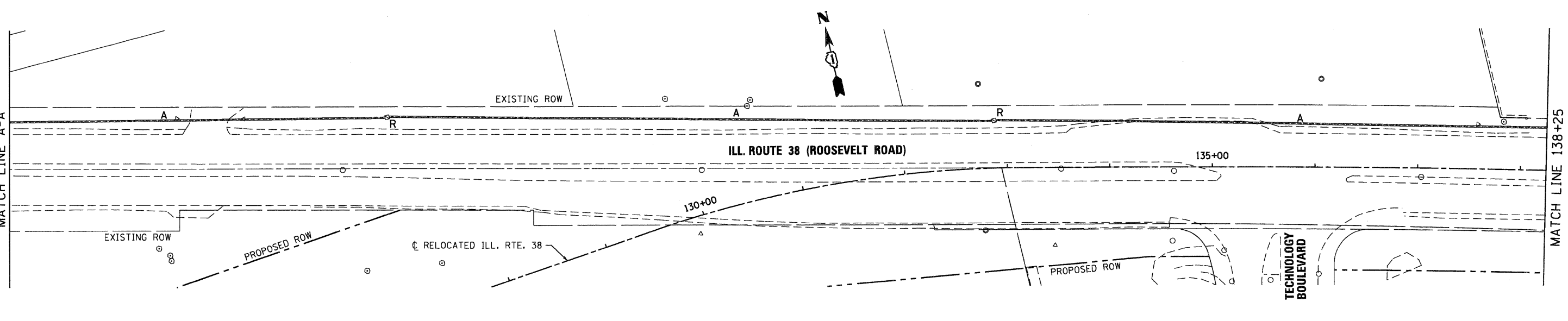
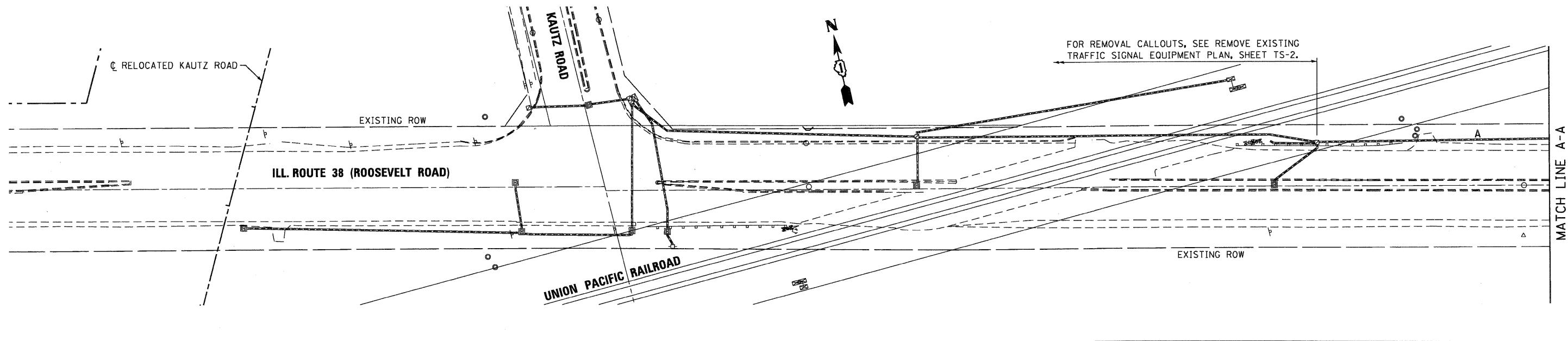
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Engineers / Architects
130 East Randolph Street Chicago, Illinois 60601

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
ILL. ROUTE 38 AND KAUTZ ROAD

F.A.P RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 143
SCALE: N.T.S.		SHEET NO. 5 OF 17 SHEETS		STA. TO STA.
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT	



SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,502
REMOVE EXISTING HANDHOLE	EACH	4

McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street, Chicago, Illinois 60601

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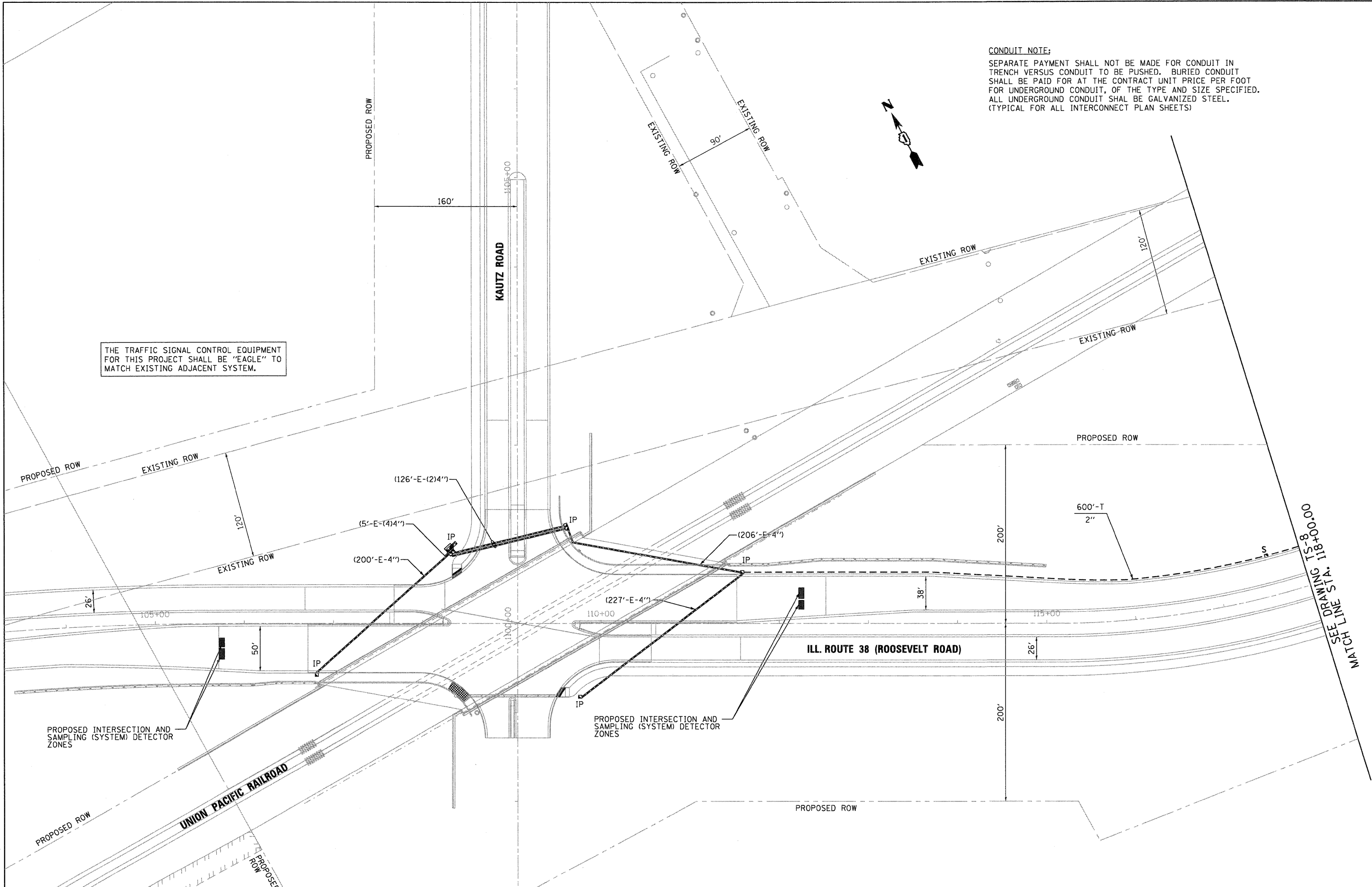
STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

EXISTING INTERCONNECT PLAN	
ILL. ROUTE 38	
FROM KAUTZ ROAD TO EAST OF TECHNOLOGY BLVD.	
SCALE: 1"=50'	SHEET NO. 6 OF 17 SHEETS
STA.	TO STA.

F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 144
TS-6		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONDUIT NOTE:
 SEPARATE PAYMENT SHALL NOT BE MADE FOR CONDUIT IN TRENCH VERSUS CONDUIT TO BE PUSHED. BURIED CONDUIT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR UNDERGROUND CONDUIT, OF THE TYPE AND SIZE SPECIFIED. ALL UNDERGROUND CONDUIT SHALL BE GALVANIZED STEEL. (TYPICAL FOR ALL INTERCONNECT PLAN SHEETS)

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



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 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

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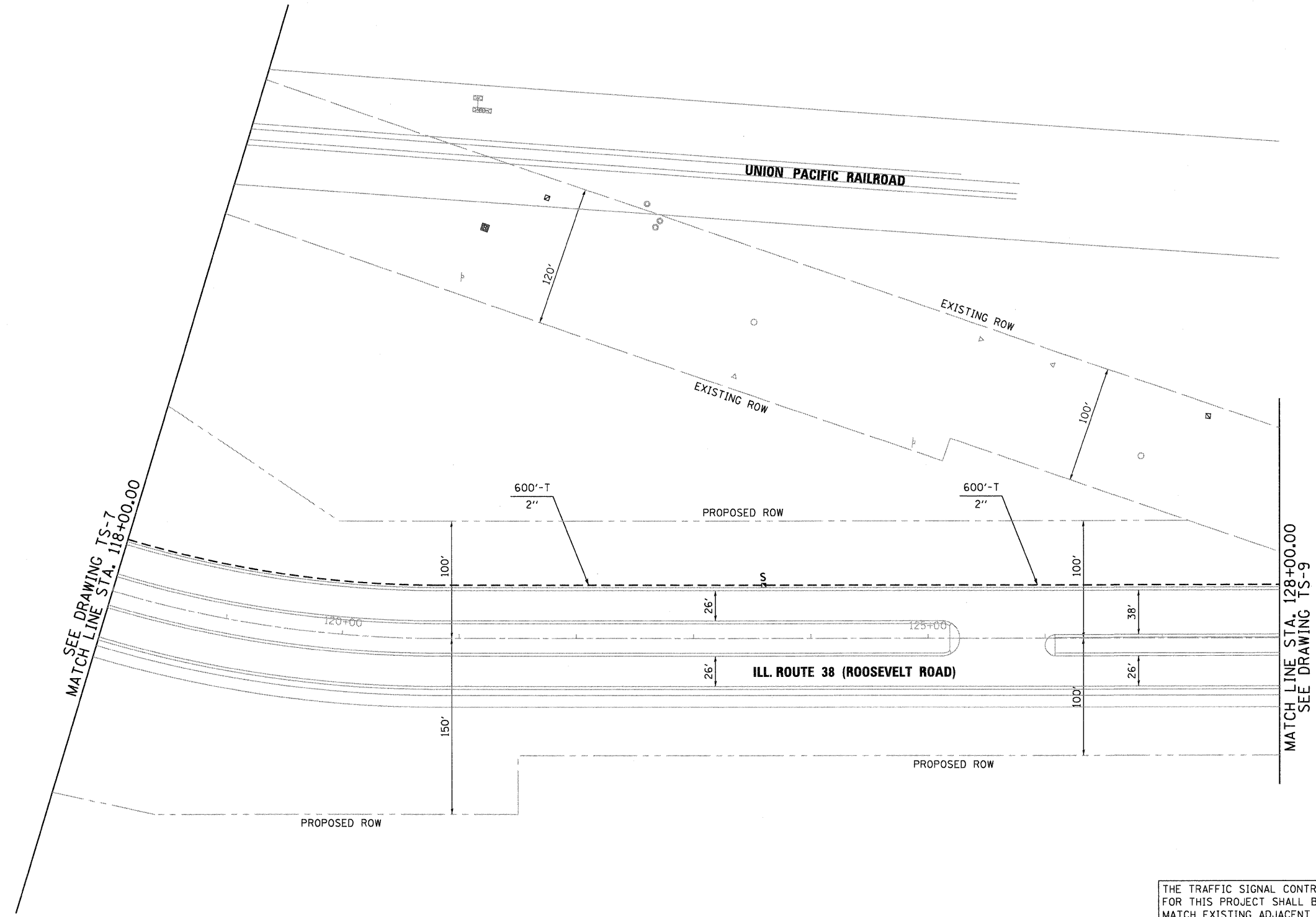
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**INTERCONNECT PLAN
 ILL. ROUTE 38
 FROM KAUTZ ROAD TO FABYAN PARKWAY / WASHINGTON STREET**

SCALE: 1"=50' SHEET NO. 7 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	145
TS-7				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

MATCH LINE SEE DRAWING TS-8 00+00 TO 111+00



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

McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street, Chicago, Illinois 60601

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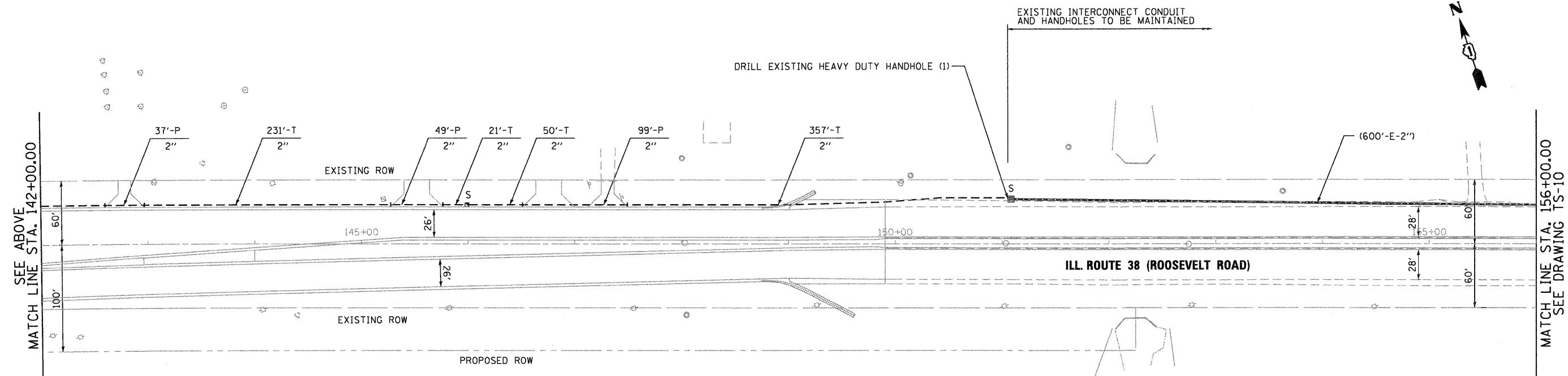
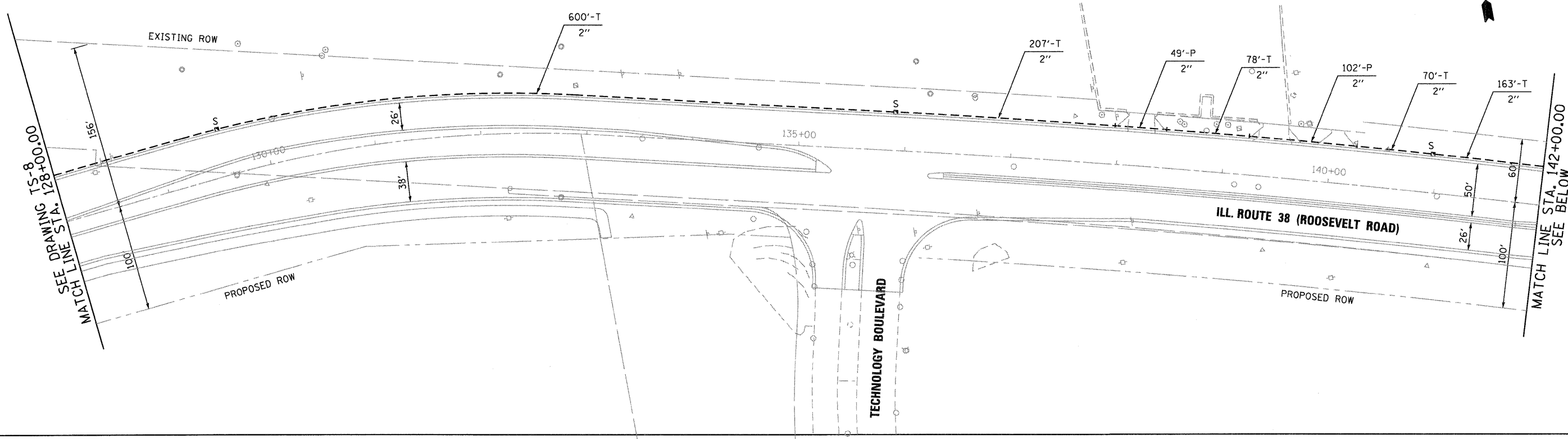
STATE OF ILLINOIS	INTERCONNECT PLAN
DEPARTMENT OF TRANSPORTATION	ILL. ROUTE 38
	FROM KAUTZ ROAD TO FABYAN PARKWAY / WASHINGTON STREET
	SCALE: 1"=50' SHEET NO. 8 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	146
TS-8		CONTRACT NO.	60122	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: 1"=50'	SHEET NO. 8 OF 17 SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	146
TS-8		CONTRACT NO.	60122	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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



McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

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 DATE - 12/09/11

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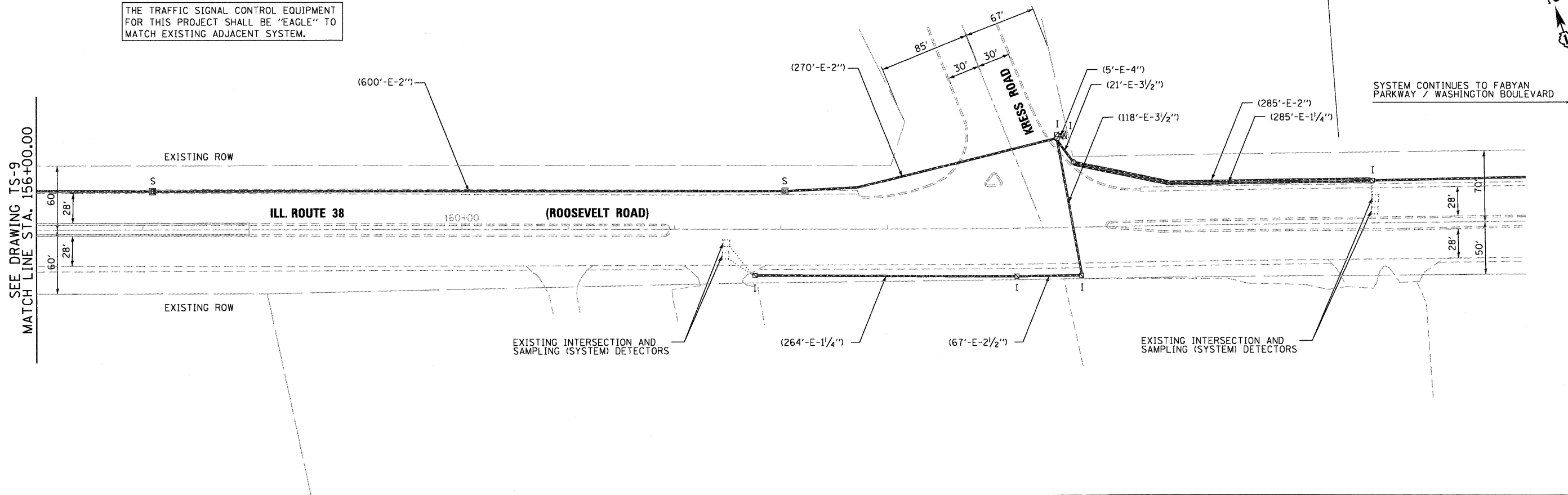
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERCONNECT PLAN
ILL. ROUTE 38
FROM KAUTZ ROAD TO FABYAN PARKWAY / WASHINGTON STREET
 SCALE: 1"=50' SHEET NO. 9 OF 17 SHEETS STA. TO STA.

F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 147
TS-9			CONTRACT NO. 60122	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

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

SEE DRAWING TS-9
MATCH LINE STA. 156+00.00



SYSTEM CONTINUES TO FABYAN PARKWAY / WASHINGTON BOULEVARD

McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street Chicago, Illinois 60601

FILE NAME = DI60122-SHT-TS10.dgn	USER NAME = YKim	DESIGNED - JCC	REVISED -
		DRAWN - JCC	REVISED -
		CHECKED -	REVISED -
		DATE - 10/14/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

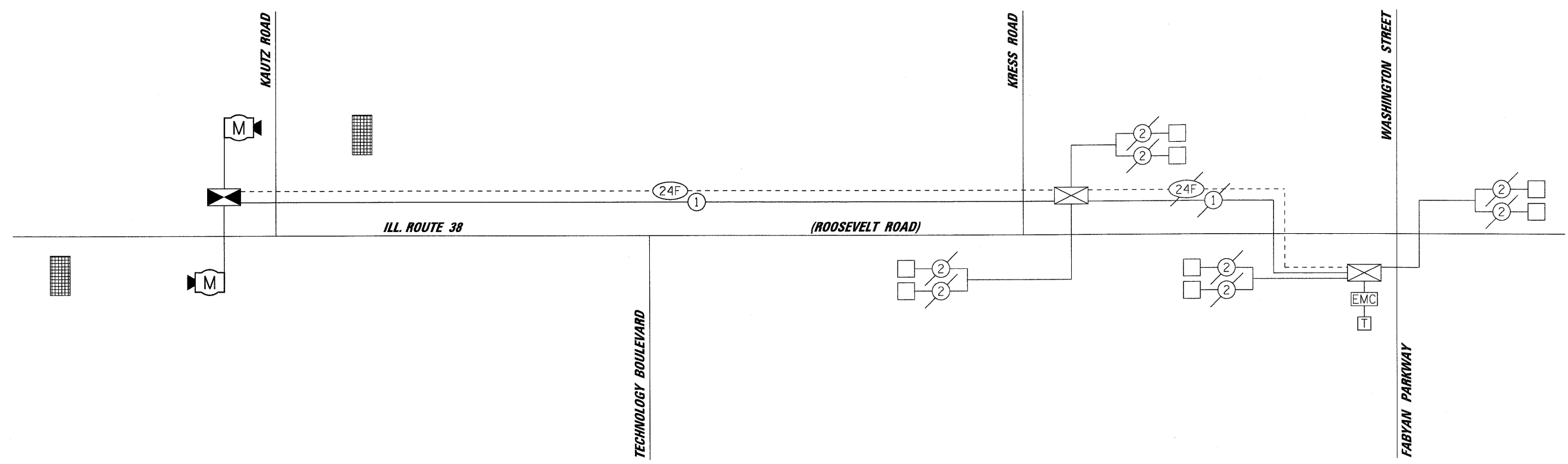
INTERCONNECT PLAN
ILL. ROUTE 38
FROM KAUTZ ROAD TO FABYAN PARKWAY / WASHINGTON STREET

SCALE: 1"=50' SHEET NO. 10 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	148
TS-10		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



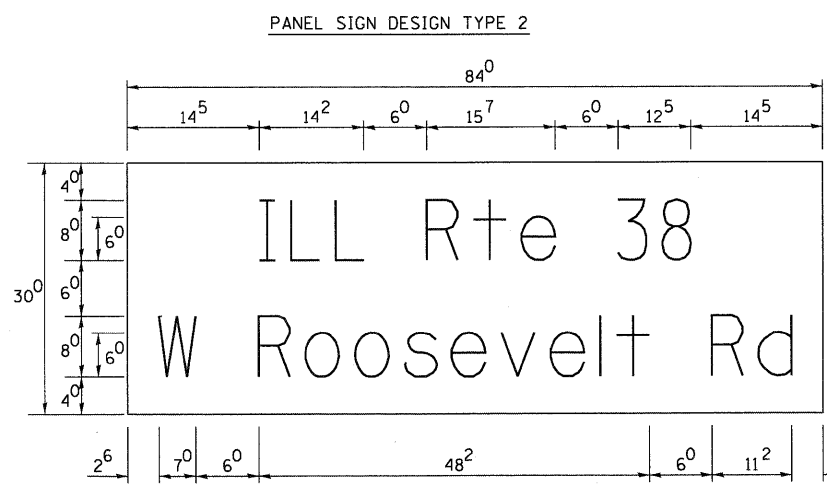
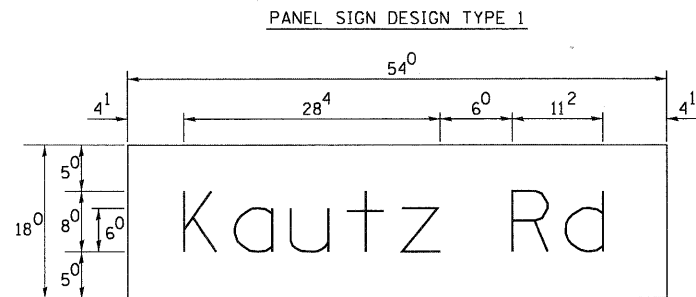
SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	3913
HANDHOLE	EACH	6
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	5864
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	5864
DRILL EXISTING HEAVY DUTY HANDHOLE	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1

(KRESS ROAD)

McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

FILE NAME = D160122-SHT-TS11.dgn	USER NAME = YKlm	DESIGNED - JCC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCONNECT PLAN ILL. ROUTE 38 FROM KAUTZ ROAD TO FABYAN PARKWAY / WASHINGTON STREET		F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 149
	PLOT SCALE = 1"=50'	CHECKED -	REVISED -		SCALE: 1"=50'	SHEET NO. 11 OF 17 SHEETS	STA.	TO STA.	TS-11 CONTRACT NO. 60122		
	PLOT DATE = 10/14/2011	DATE - 10/14/11	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS.

GENERAL NOTES

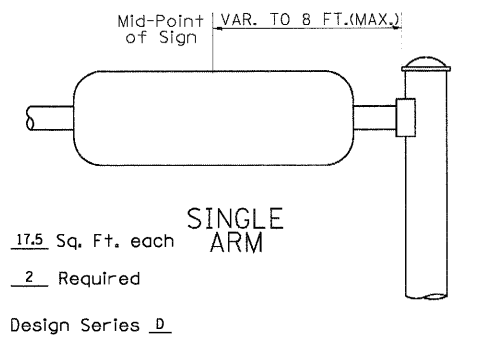
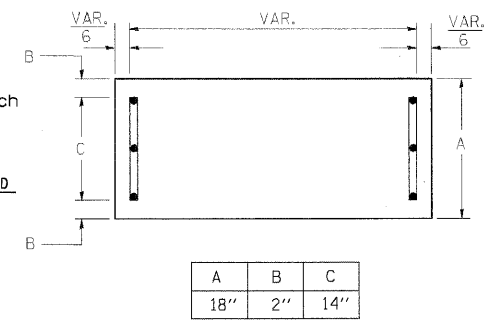
- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
- THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
- ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

* J.O. HERBERT CO. MIDLOTHIAN, VA. * WESTERN REMAC INC. WOODRIDGE, IL.

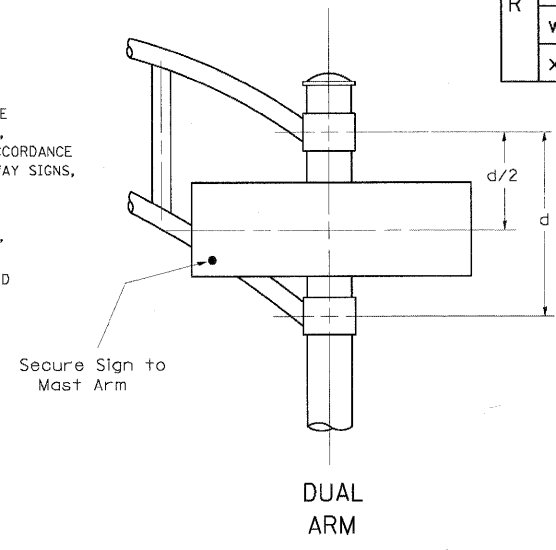
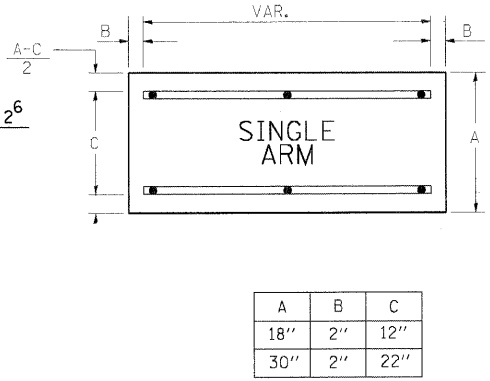
PARTS LISTING:
SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
BRACKETS SELF TAPPING WITH NEOPRENE WASHER
PART #HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

SUPPORTING CHANNELS



SUPPORTING CHANNELS



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

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

SERIES	SECOND LETTER																	
	a c d e		g o q		b h k l		m n p r u		f w		j		s t		v y		x z	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	12	14	14	15	12	14	06	10	11	14	06	10	11	12	12	12	14	
B	14	15	20	21	14	15	11	12	14	15	12	14	12	14	16	17		
C E G	14	15	20	21	12	14	06	10	12	14	12	14	14	15	14	15		
D O Q R	14	15	20	21	14	15	06	10	12	14	12	14	14	15	14	15		
F	05	06	14	15	06	10	05	06	06	10	06	10	06	10	11	12		
H I M N	20	21	22	24	20	21	14	15	16	17	16	17	20	21	20	21		
J U	20	21	20	21	16	17	14	15	16	17	16	17	16	17	20	21		
K L	11	12	16	17	11	12	05	06	11	12	11	12	11	12	12	14		
P	12	14	14	15	12	14	05	06	11	12	11	12	12	14	12	14		
S	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14		
T	11	12	16	17	06	10	06	10	11	12	11	12	11	12	12	14		
V	06	10	14	15	11	12	06	10	12	14	12	14	12	14	12	14		
Y	05	06	14	15	06	10	05	06	05	07	05	06	06	10	11	12		
Z	16	17	22	24	16	17	12	14	16	17	16	17	16	17	20	21		

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

SERIES	SECOND LETTER																	
	a c d e		g o q		b h k l		m n p r u		f w		j		s t		v y		x z	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
ad h g i j	16	17	22	24	16	17	12	14	14	15	14	15	16	17	16	17		
l m n q u																		
b f k o p s	12	14	16	17	11	12	05	06	11	12	11	12	12	14	12	14		
c e	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14		
r	06	10	12	14	06	10	03	03	05	06	05	06	06	10	06	10		
t z	12	14	16	17	12	14	06	10	11	12	11	12	12	14	12	14		
v y	11	12	14	15	11	12	05	06	06	10	06	10	11	12	11	12		
w	11	12	14	15	11	12	05	06	11	12	11	12	11	12	12	14		
x	12	14	16	17	11	12	05	06	11	12	11	12	11	12	12	14		

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

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

EXAMPLE, 2³ DENOTES 3/8"

UPPER AND LOWER CASE LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS				8 INCH UPPER CASE LETTERS				LETTERS	6 INCH LOWER CASE LETTERS	
	SERIES		SERIES		SERIES		SERIES			C	D
	C	D	C	D	C	D	C	D			
A	36	50	50	65	a	35	42				
B	32	40	43	53	b	35	42				
C	32	40	43	53	c	35	41				
D	32	40	43	53	d	35	42				
E	30	35	40	47	e	35	42				
F	30	35	40	47	f	23	26				
G	32	40	43	53	g	35	42				
H	32	40	43	53	h	35	42				
I	07	07	11	12	i	11	11				
J	30	36	40	50	j	20	22				
K	32	41	43	54	k	35	42				
L	30	35	40	47	l	11	11				
M	37	45	51	61	m	60	70				
N	32	40	43	53	n	35	42				
O	34	42	45	55	o	36	43				
P	32	40	43	53	p	35	42				
Q	34	42	45	55	q	35	42				
R	32	40	43	53	r	26	32				
S	32	40	43	53	s	36	42				
T	30	35	40	47	t	27	32				
U	32	40	43	53	u	35	42				
V	35	44	47	60	v	42	47				
W	44	52	60	70	w	55	64				
X	34	40	45	53	x	44	51				
Y	36	50	50	66	y	46	53				
Z	32	40	43	53	z	36	43				

NUMBER	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	12	14	15	20
2	32	40	43	53
3	32	40	43	53
4	35	43	47	57
5	32	40	43	53
6	32	40	43	53
7	32	40	43	53
8	32	40	43	53
9	32	40	43	53
0	34	42	45	55

FILE NAME =	USER NAME = kenthaphixaygo	DESIGNED - DAG./BCK.	REVISED - DAG-10/28/09
et\p\work\PWIDOT\KANTHAPHIXAYBC\d011264\trnof\fo_legend.v7.dgn		DRAWN - BCK.	REVISED -
		CHECKED - DAG/DAD	REVISED -
		DATE - 03/15/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
MAST ARM MOUNTED STREET NAME SIGNS

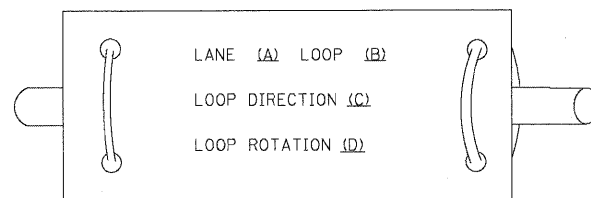
F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 150
TS-12			CONTRACT NO. 60122	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

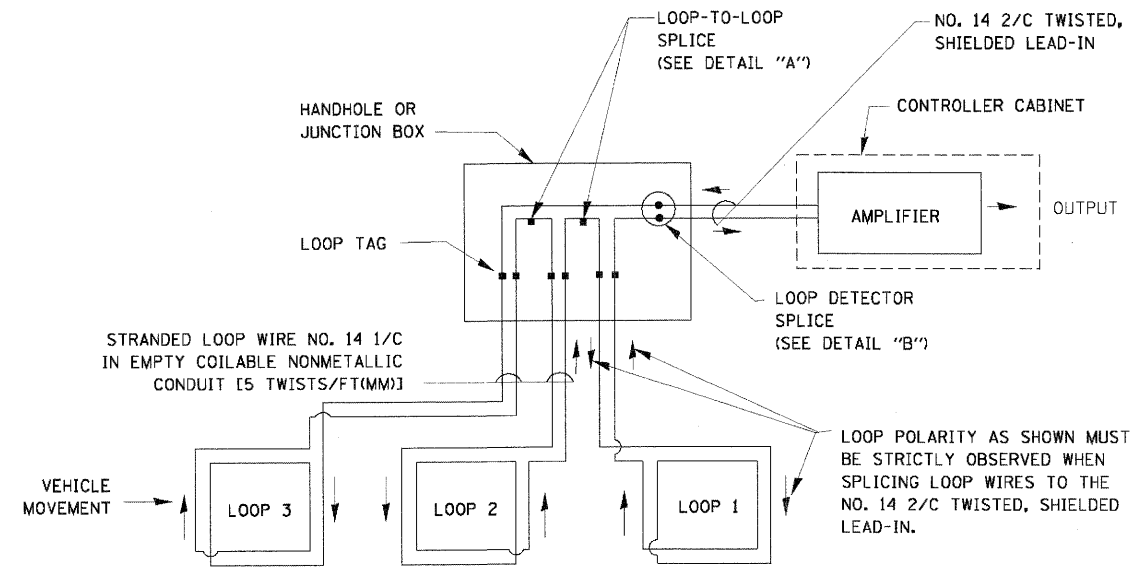
LOOP DETECTOR NOTES

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

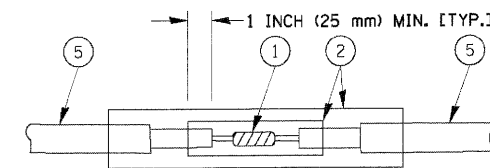


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

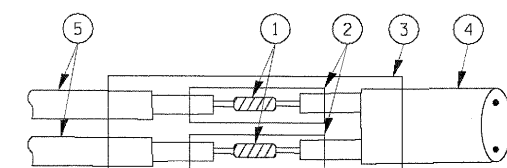


DETECTOR LOOP WIRING SCHEMATIC

- 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.

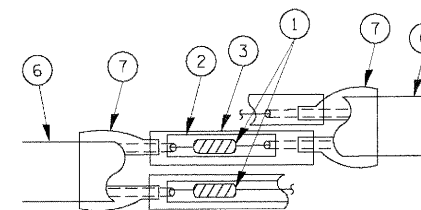


DETAIL "A" LOOP-TO-LOOP SPLICE



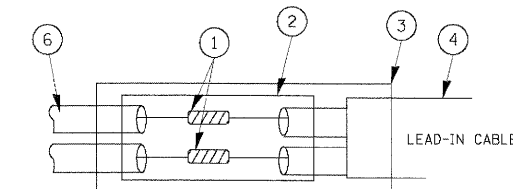
DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE

PREFORMED LOOP



DETAIL "B" LOOP-TO-CONTROLLER SPLICE

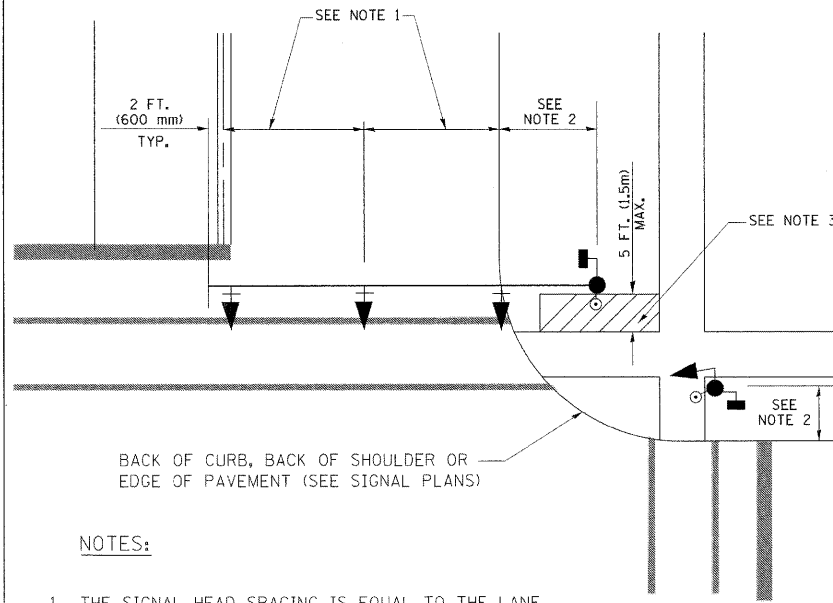
LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = kanthapixaybc	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 151	
c:\pwork\FW\DOT\KANTHAPIXAYBC\d01126	4\traffic\legend.v7.dgn	DRAWN - BCK	REVISED -		SCALE:	SHEET NO. 1 OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 60122				
	PLDT SCALE = 20,0000' / IN.	CHECKED - DAD	REVISED -					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
	PLDT DATE = 10/6/2009	DATE 10/28/09	REVISED -									

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

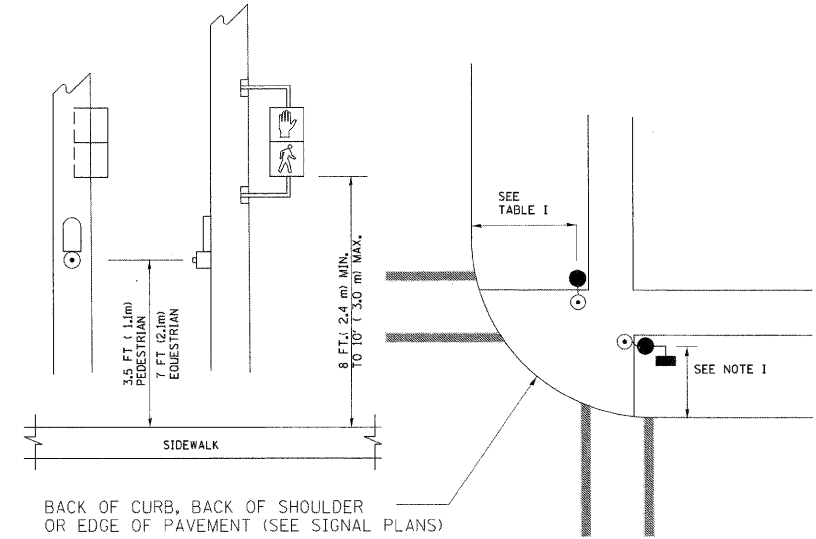
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

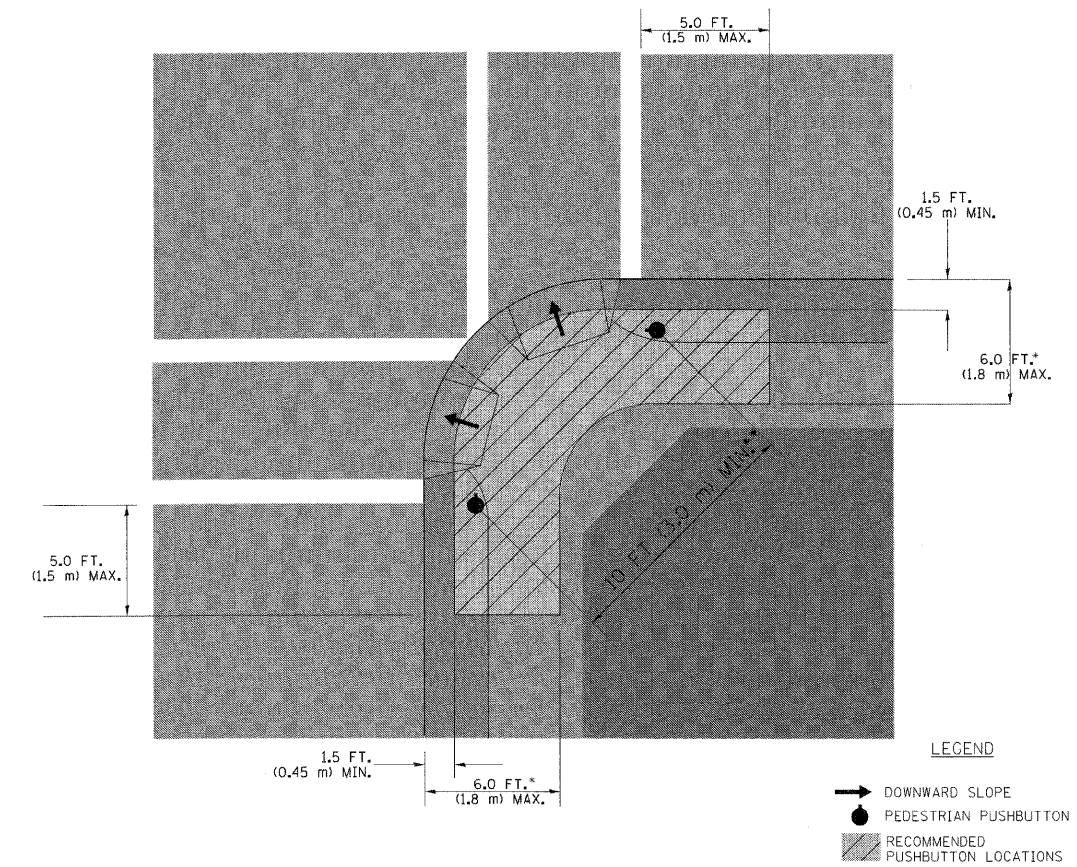
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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

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

NOTES:

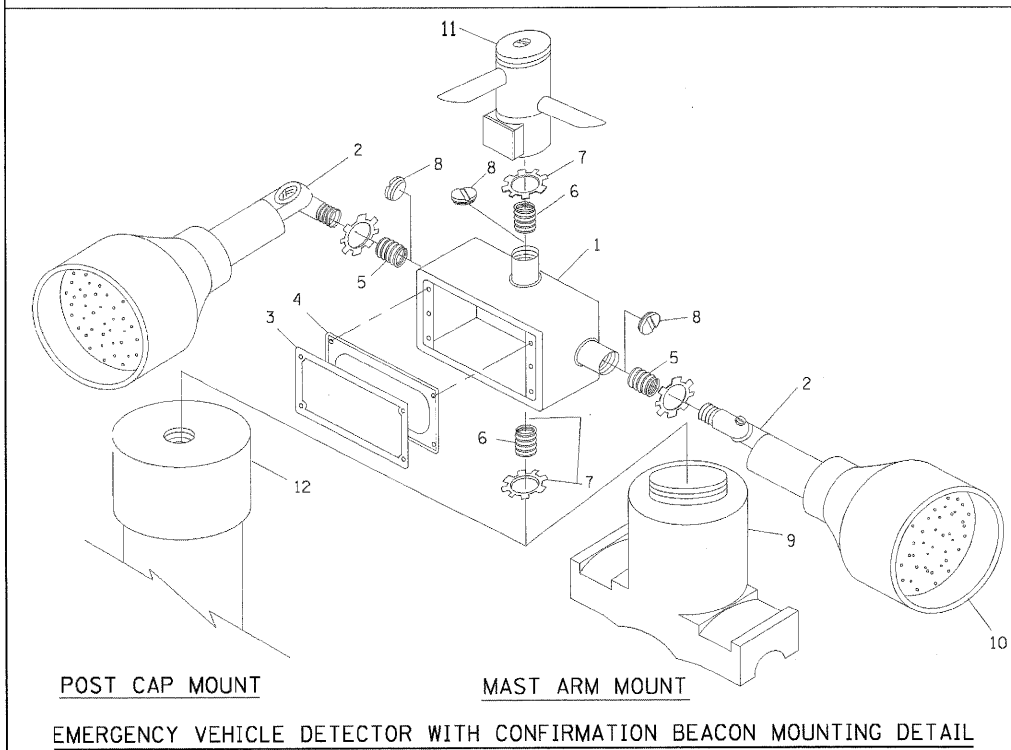
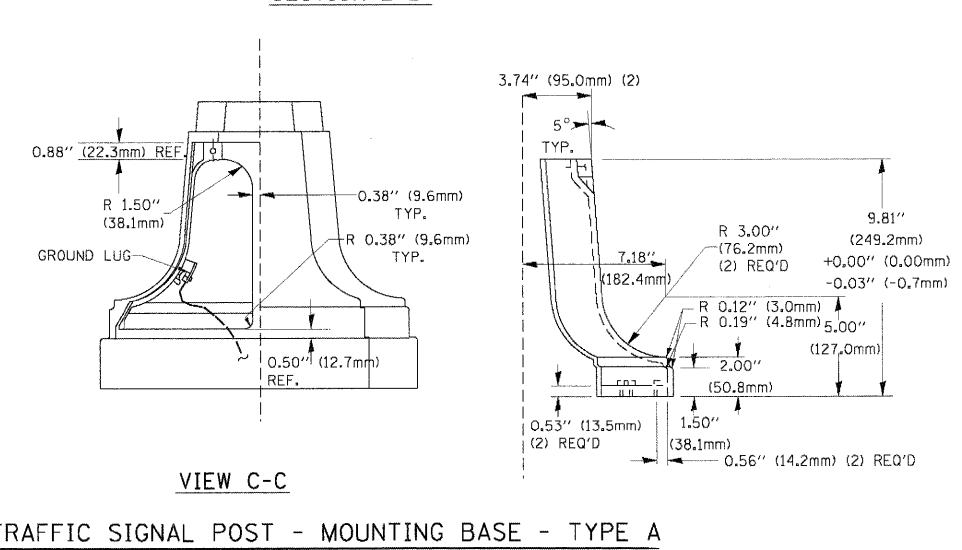
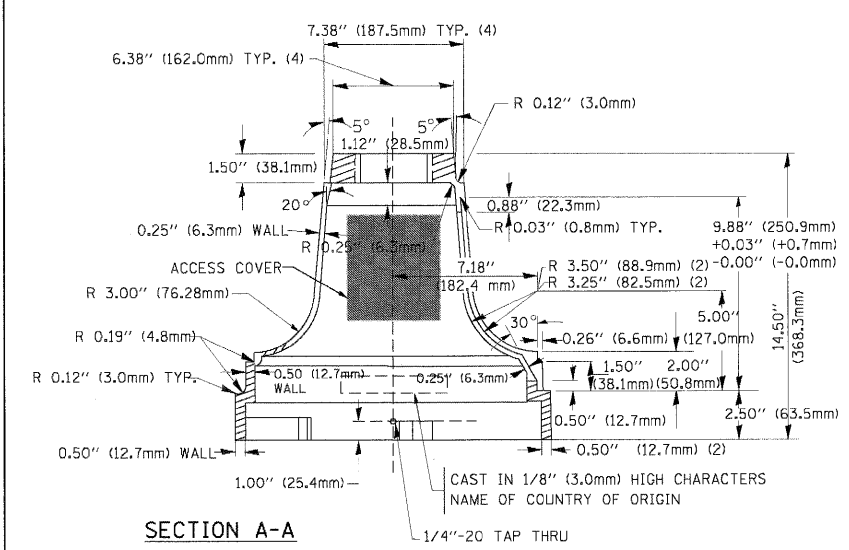
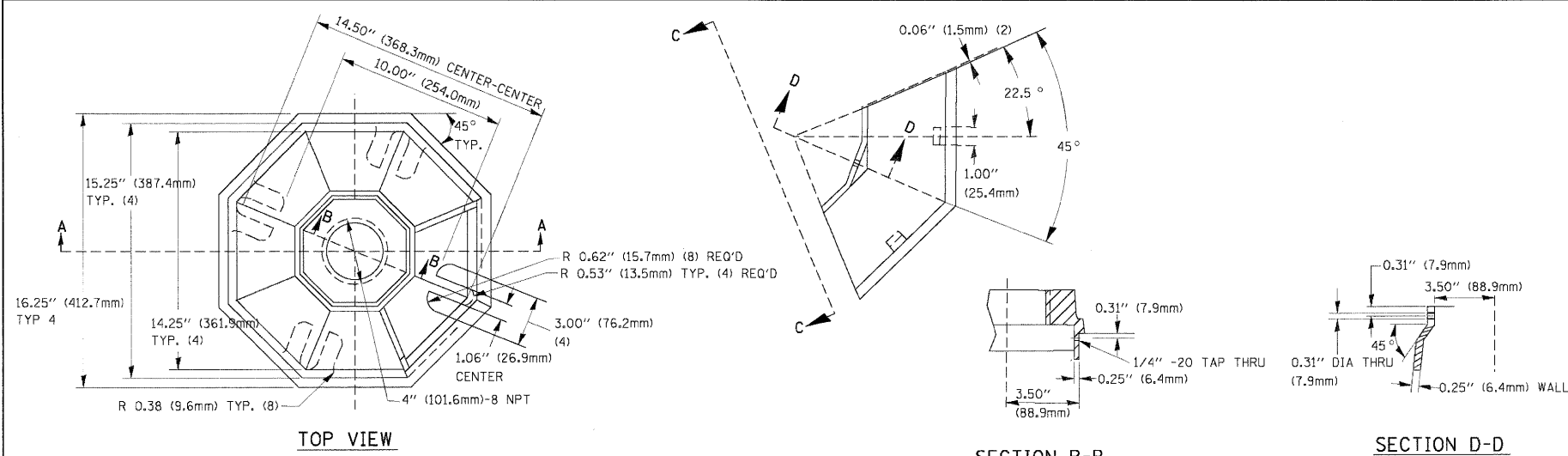
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

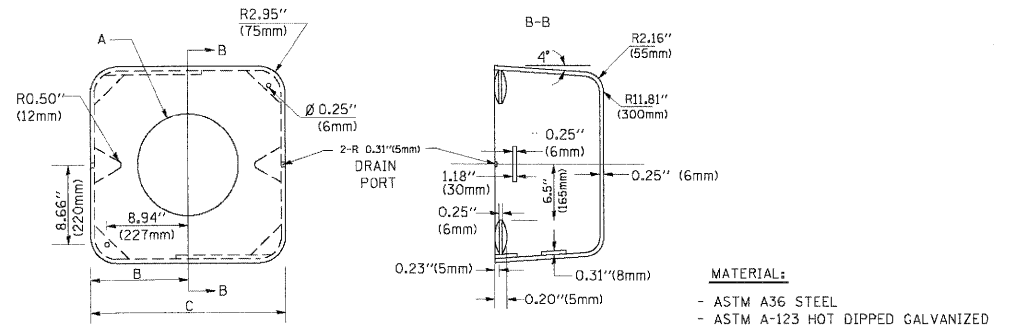
NOTES:

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



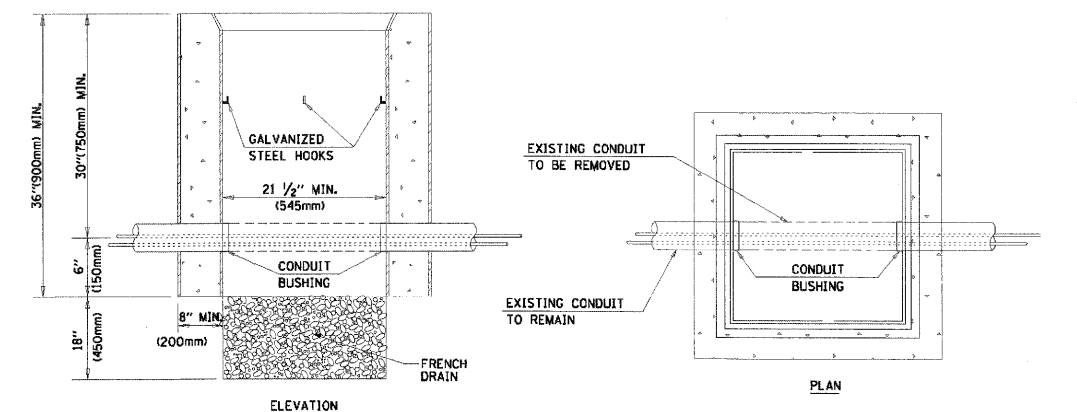
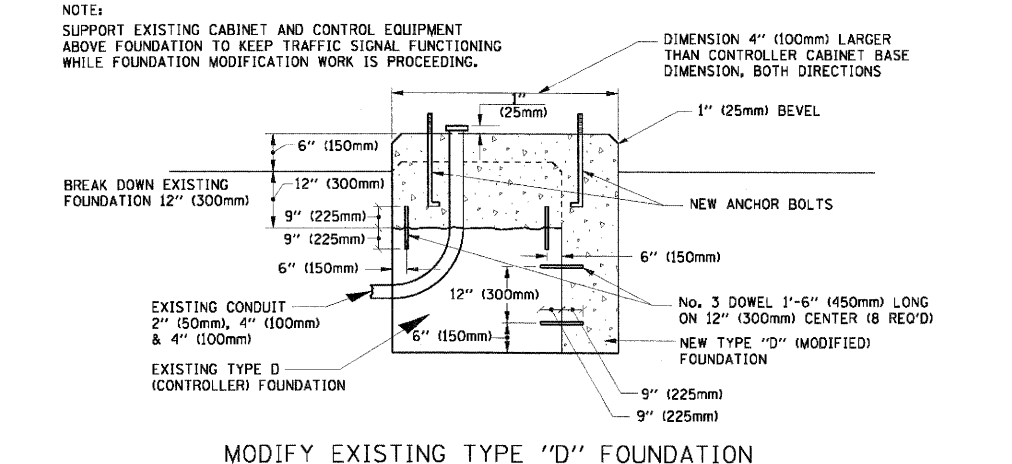
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT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

- NOTES:**
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 - 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
 - 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.

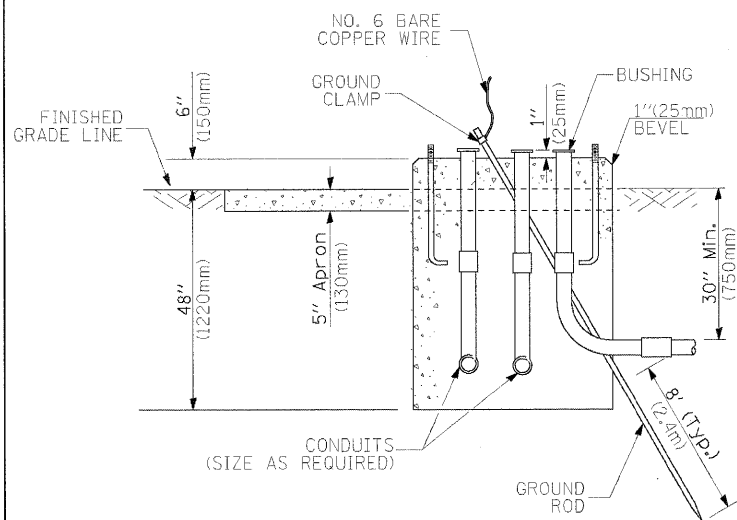
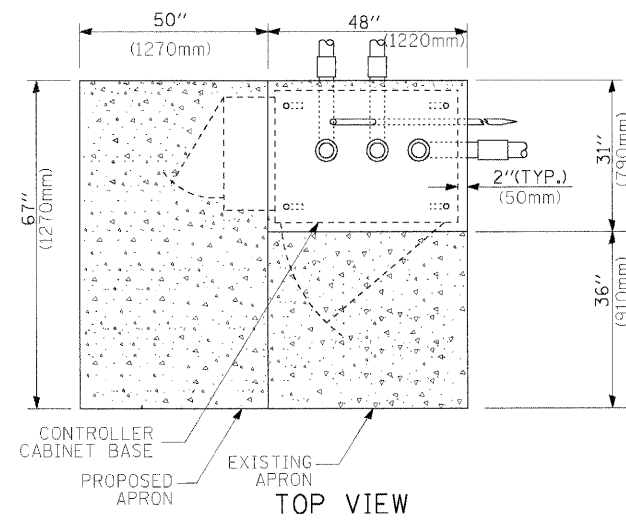


A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
VARIABLES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
VARIABLES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
VARIABLES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)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

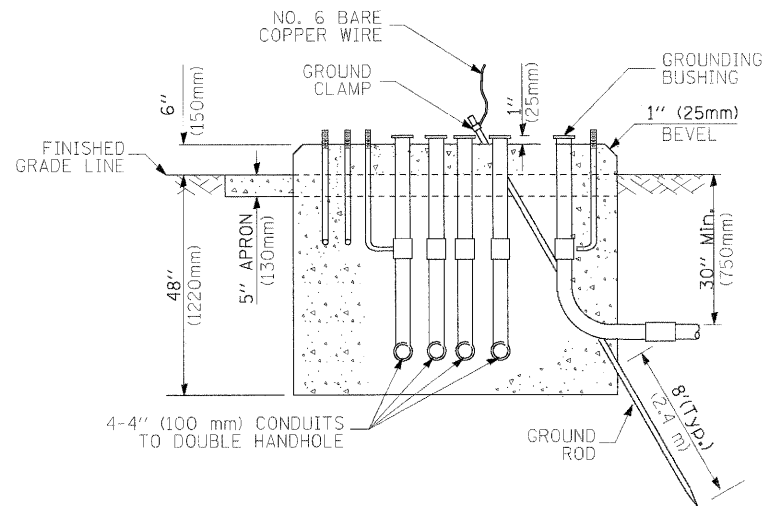
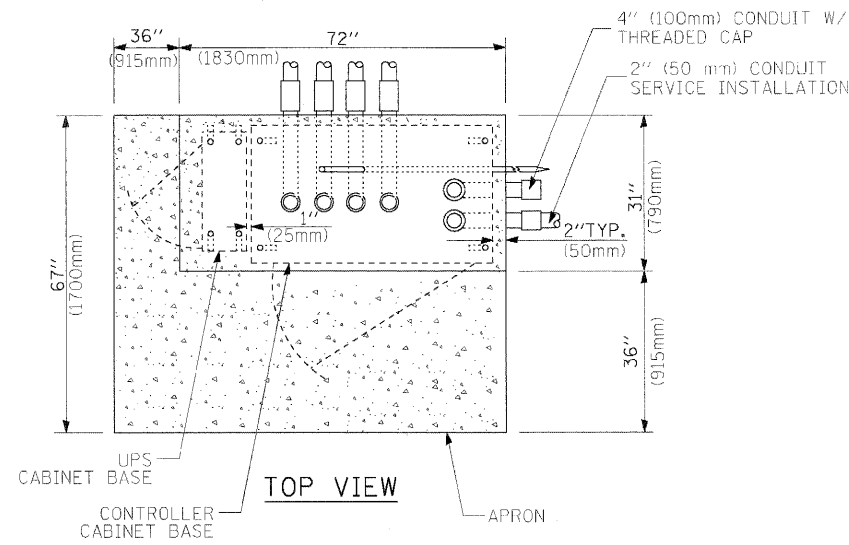
- NOTES:**
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
 - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
 - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST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



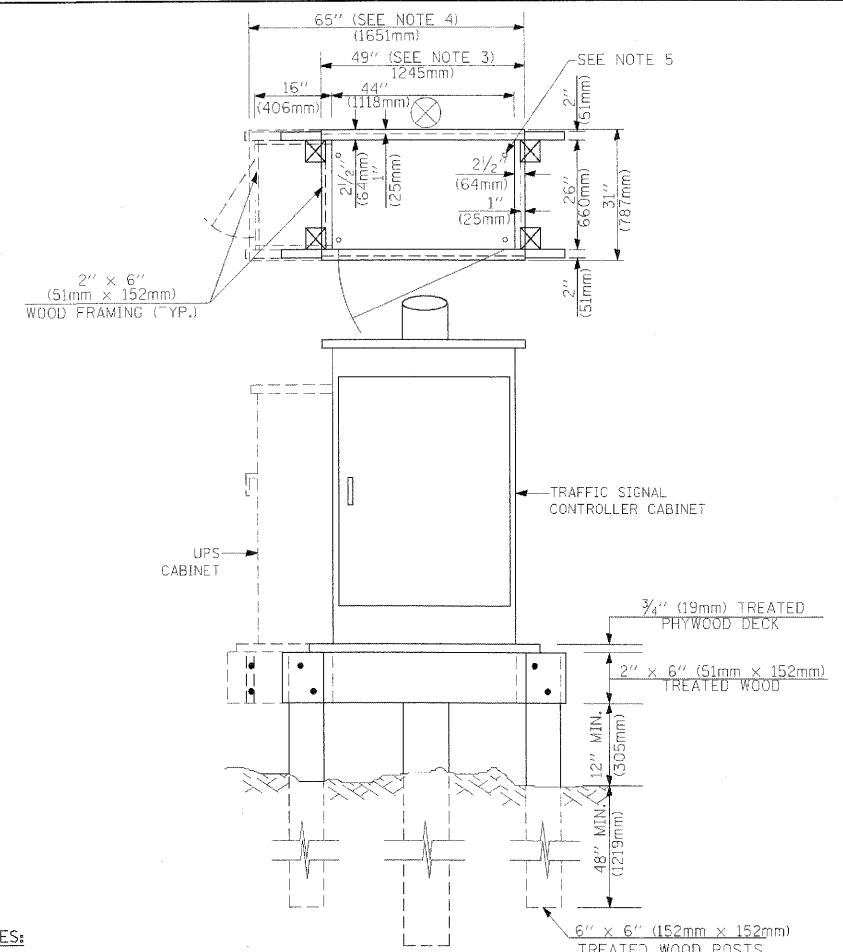
- NOTES:**
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
 - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.



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



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



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) and up to	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

ROADWAY ELECTRICAL SYMBOL	
SYMBOL	DESCRIPTION
	PROPOSED LIGHTING UNIT: 250W, 240V, HPS LUMINAIRE WITH TYPE III DISTRIBUTION, 37'-8" ALUMINUM POLE SHAFT ON 24" DIAMETER CONCRETE FOUNDATION, 40'-0" MOUNTING HEIGHT, 12'-0" MAST ARM, WITH 5A FUSES AND TRANSFORMER BASE
	EXISTING CITY OF WEST CHICAGO STREET LIGHTING UNIT: 35'-0" MOUNTING HEIGHT, 10'-0" MAST ARM, 250W HPS LUMINAIRE
	EXISTING GOLF COURSE LIGHTING UNIT TO REMAIN
	EXISTING STREET LIGHTING UNIT TO BE REMOVED
	EXISTING GOLF COURSE LIGHTING UNIT TO BE REMOVED AND RELOCATED
	TEMPORARY LIGHTING UNIT: 250W, 240V, HPS LUMINAIRE WITH TYPE III DISTRIBUTION, 50'-0" CLASS 4 WOOD POLE, 40'-0" MOUNTING HEIGHT, 12'-0" MAST ARM, WITH 5A FUSES
	EXPOSED CONDUIT
	DIRECT BURIED CABLE, UNIT DUCT, OR RACEWAY
	EXISTING DIRECT BURIED CABLE, UNIT DUCT, OR RACEWAY TO REMAIN
	EXISTING CONDUIT EXPOSED
	EXISTING DIRECT BURIED CABLE, UNIT DUCT, OR RACEWAY TO BE REMOVED
	AERIAL ELECTRIC CABLE
	EXISTING AERIAL ELECTRIC CABLE
	EXISTING AERIAL ELECTRIC CABLE TO BE REMOVED
	CONCEALED CONDUIT IN STRUCTURE
	UNDERGROUND CONDUIT
	CONDUIT TURNED UP
	CONDUIT TURNED DOWN
	ELECTRIC JUNCTION BOX, TYPE AND SIZE AS INDICATED
	ELECTRIC HANDHOLE
	EXISTING LIGHTING CONTROLLER
	EXISTING UTILITY SERVICE CONNECTION, POLE MOUNTED
	EXISTING UTILITY SERVICE CONNECTION, PAD MOUNTED
	PROPOSED LIGHTING CONTROLLER
	PROPOSED UTILITY SERVICE CONNECTION, POLE MOUNTED
	PROPOSED UTILITY SERVICE CONNECTION, PAD MOUNTED
	WOOD POLE
	ELECTRIC UTILITY POLE
	ELECTRIC GROUND ROD
	MAIN SERVICE DISCONNECT SWITCH (RATING AS INDICATED)

CALL-OUT SAMPLES	
DEFINITION	EXAMPLE
<p>CONDUIT QUANTITY, SIZE, TYPE, LENGTH</p> <p>4' (100mm) DIA, RGC, 40'</p>	<p>CONDUIT QUANTITY, SIZE, TYPE, LENGTH</p> <p>A&B: 3*4 & 1*6 GND 1/2" DIA. UD</p>
<p>CKT. CONDUCTORS RACEWAY</p> <p>CKT. CONDUCTORS RACEWAY</p>	<p>A&B: 3*4 & 1*6 GND 1/2" DIA. UD</p> <p>A&B: 3*4 & 1*6 GND 1/2" DIA. UD</p>
<p>CONTROLLER DESIGNATION LOCATION & DESCRIPTION</p> <p>GND ROD TYPE</p>	<p>LIGHTING CONTROLLER "T1"</p> <p>LIGHTING CONTROLLER "T1" STA. 1652+29, 86 LT 240/480V, 1Ø, 3 WIRE</p>
<p>GND CABLE SIZE, TYPE (2/0 BARE COPPER FOR CONTROLLERS & 4/0 BARE COPPER FOR BUILDINGS)</p> <p>2/0 BARE COPPER</p>	<p>COPPER CLAD STEEL GND ROD</p> <p>COPPER CLAD STEEL GND ROD</p>
<p>WOOD POLE DESIGNATION LOCATION</p> <p>WP60 - 60FT POLE HEIGHT</p>	<p>WP60</p> <p>WP60 STA. 1721+30, 65 RT</p>
<p>CKT. NO. LOCATION</p> <p>CA1</p>	<p>CA1</p> <p>CA1 STA. 600+29, 64 LT</p>
<p>LIGHTING CONTROL CABINET</p> <p>LIGHTING CONTROL CABINET</p>	<p>LIGHTING CONTROL CABINET</p> <p>LIGHTING CONTROL CABINET</p>
<p>DISCONNECT TYPE, FUSE SIZE, ENCLOSURE TYPE MOUNTING TYPE</p> <p>DISCONNECT TYPE, FUSE SIZE, ENCLOSURE TYPE MOUNTING TYPE</p>	<p>2-POLE MAIN SERVICE DISCONNECT, 200A FUSE, NEMA 4X ENCLOSURE POLE MOUNTED.</p> <p>2-POLE MAIN SERVICE DISCONNECT, 200A FUSE, NEMA 4X ENCLOSURE POLE MOUNTED.</p>

ABBREVIATIONS	
ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
A/R	AERIAL CABLE TO BE REMOVED
ATS	ATTACHED TO STRUCTURE
B	BASELINE
BOC	BACK OF CURB
CB	CIRCUIT BREAKER
CKT	CIRCUIT
C	CENTERLINE
CM	CENTIMETER
CP	CONTROL PANEL
CT	CURRENT TRANSFORMER
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
EM	EXISTING UNIT TO BE MODIFIED (e.g. NEW LUMINAIRE, BALLAST OR MAST ARM)
EOP	EDGE OF PAVEMENT
ER	EXISTING RELOCATED UNIT
ET	EXISTING TEMPORARY UNIT TO REMAIN
ETR	EXISTING TEMPORARY RELOCATED UNIT
FT	FEET OR FOOT
FND BW	FOUNDATION BARRIER WALL
FND BW OS	FOUNDATION BARRIER WALL OFFSET
FND CON	FOUNDATION CONCRETE
FND CON OS	FOUNDATION CONCRETE OFFSET
FND MET	FOUNDATION METAL
FND PW	FOUNDATION PARAPET WALL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
HPS	HIGH PRESSURE SODIUM
IDOT	ILLINOIS DEPARTMENT OF TRANSPORTATION
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
MM	MILLIMETER
MTG HT	MOUNTING HEIGHT
MW	MESSENGER WIRE
NO. #	NUMBER
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PRO.	PROPOSED
PVC	POLYVINYL CHLORIDE
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND RELOCATED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
SEL SW	SELECTOR SWITCH
SS	STAINLESS STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TMP	TEMPORARY
TR	TEMPORARY UNIT TO BE REMOVED, SALVAGE EQUIPMENT AS SPECIFIED
TRR	TEMPORARY UNIT TO BE REMOVED AND RELOCATED
TUR	TEMPORARY UNIT ON UTILITY POLE TO BE REMOVED
TYP.	TYPICAL
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
WP	WOOD POLE
XFMR	TRANSFORMER

- GENERAL NOTES:**
- THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
 - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
 - ALL NEW CONDUIT, JUNCTION BOXES AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
 - THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL CONDITIONS AND THE NATIONAL ELECTRIC CODE.
 - THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
 - THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
 - THE CONTRACTOR SHALL FURNISH AND INSTALL POLE WIRING AT EACH POLE. THIS WORK SHALL BE INCLUDED IN THE LIGHT POLE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
 - ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THE LUMINAIRES MAY REQUIRE NIGHT-TIME OPTICAL ADJUSTMENT UPON INSPECTION BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
 - FOR THE EXISTING LIGHT POLE AND FOUNDATIONS THAT ARE TO BE REMOVED, THE ASSOCIATED UNDERGROUND CONDUITS AND CABLES SHALL BE SEPARATED FROM RESPECTIVE FOUNDATIONS AT 2.5 FEET (760 mm) BELOW GRADE AND SHALL BE REMOVED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF "REMOVAL OF POLE FOUNDATION" PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
 - EXISTING UNDERGROUND WIRING SHOWN ON PLANS IS DIAGRAMMATIC. CONTRACTOR SHALL MAINTAIN CONTINUITY TO ALL EXISTING WIRING TO EXISTING LIGHTING TO REMAIN. THIS WORK SHALL BE INCLUDED IN THE COST OF THE PAY ITEMS FOR LIGHT POLE. SEPARATE PAYMENT WILL NOT BE MADE.
 - ALL LIGHTING EQUIPMENT REMOVED AS PART OF THIS CONTRACT SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL BE DELIVERED TO THE OWNER'S ELECTRICAL MAINTENANCE FACILITY IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
 - CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30 INCH DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
 - WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.
 - SETBACK FOR THIS PROJECT IS THE DISTANCE FROM THE BACK OF CURB TO THE FACE OF THE POLE BASE.
 - EXISTING KAUTZ ROAD LIGHTING IS OWNED AND MAINTAINED BY THE CITY OF WEST CHICAGO. THE PROPOSED LIGHTING FOR KAUTZ ROAD WILL BE OWNED AND MAINTAINED BY THE CITY OF WEST CHICAGO.
 - THE CONTRACTOR SHALL MAINTAIN ALL TEMPORARY LIGHTING DURING CONSTRUCTION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF "MAINTENANCE OF LIGHTING SYSTEM" PAY ITEM.

LIGHTING STAGING (SEQUENCE OF CONSTRUCTION) NOTES:

STAGE 1 (SEE DWGS. MOT-1, MOT-2, AND MOT-5)

A. ALL EXISTING LIGHTING UNITS AND LIGHTING CONTROLLER FOR KAUTZ ROAD SHALL REMAIN IN SERVICE AND SHALL BE OPERATIONAL DURING NIGHT TIME HOURS.

STAGE 2 (SEE DWGS. MOT-1, MOT-3, AND MOT-6 THRU MOT-10)

A. ALL EXISTING LIGHTING UNITS AND LIGHTING CONTROLLER FOR KAUTZ ROAD SHALL REMAIN IN SERVICE AND SHALL BE OPERATIONAL DURING NIGHT TIME HOURS.

B. FURNISH AND INSTALL TEMPORARY LIGHTING CONTROLLER "T1" AND ASSOCIATED SERVICE. COORDINATE THE WORK WITH COMED.

C. FURNISH AND INSTALL TEMPORARY LIGHTING UNITS ON THE EAST SIDE OF EXISTING KAUTZ ROAD AND NORTH OF THE PRAIRIE LANDING GOLF COURSE ENTRANCE (LONGEST DRIVE). DO NOT ENERGIZE TEMPORARY LIGHTING UNITS UNTIL THE EXISTING LIGHTING UNITS ARE DE-ENERGIZED IN SUB-STAGE 3A.

STAGE 3 (SEE DWGS. MOT-1, MOT-4, AND MOT-11 THRU MOT-15)

SUB-STAGE 3A (WEST SIDE & SOUTHEAST CORNER OF KAUTZ ROAD & LONGEST DRIVE):

A. COORDINATE WITH COMED TO DISCONNECT SERVICE TO THE EXISTING WOOD LIGHT POLE AT IL RTE 38 AND KAUTZ ROAD. REMOVE THE LIGHT POLE AND ASSOCIATED AERIAL CABLES.

B. ENERGIZE ALL TEMPORARY LIGHTING UNITS INSTALLED IN STAGE 2 FOR KAUTZ ROAD.

C. PERFORM BALLAST REPLACEMENT ON EXISTING LIGHTING UNITS LOCATED BETWEEN AVERILL ROAD AND THE CONSTRUCTION ZONE ALONG THE WEST SIDE OF KAUTZ ROAD. CONNECT EXISTING LIGHTING UNITS TO THE TEMPORARY LIGHTING CONTROLLER "T1".

D. COORDINATE WITH COMED TO DISCONNECT SERVICE TO THE EXISTING LIGHTING CONTROLLER. REMOVE THE INDICATED EXISTING STREET LIGHTING UNITS FROM FOUNDATIONS AND SALVAGE. REMOVE EXISTING LIGHTING CONTROLLER, CONTROLLER FOUNDATION, AND LIGHTING UNIT FOUNDATIONS AFFECTED BY THE CONSTRUCTION.

E. FURNISH AND INSTALL NEW LIGHTING UNITS FOR THE PROPOSED KAUTZ ROAD ALIGNMENT. INSTALL, BUT DO NOT CONNECT, PERMANENT UNIT DUCT FEED TO EXISTING LIGHTING UNITS NORTH OF THE CONSTRUCTION ZONE.

F. REMOVE AND RE-INSTALL THREE EXISTING PRIVATE LIGHTING UNITS LOCATED ON THE SOUTH SIDE OF LONGEST DRIVE. COORDINATE THE WORK WITH PRAIRIE LANDING GOLF COURSE.

SUB-STAGE 3B (NORTHEAST CORNER OF KAUTZ ROAD & LONGEST DRIVE):

A. FURNISH, INSTALL, AND ENERGIZE NEW LIGHTING CONTROLLER "G" AND THE ASSOCIATED SERVICE. COORDINATE THE WORK WITH COMED.

B. COMPLETE AND ENERGIZE ALL PERMANENT UNIT DUCT FEEDS FROM LIGHTING CONTROLLER "G" TO NEW AND EXISTING LIGHTING UNITS.

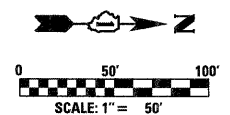
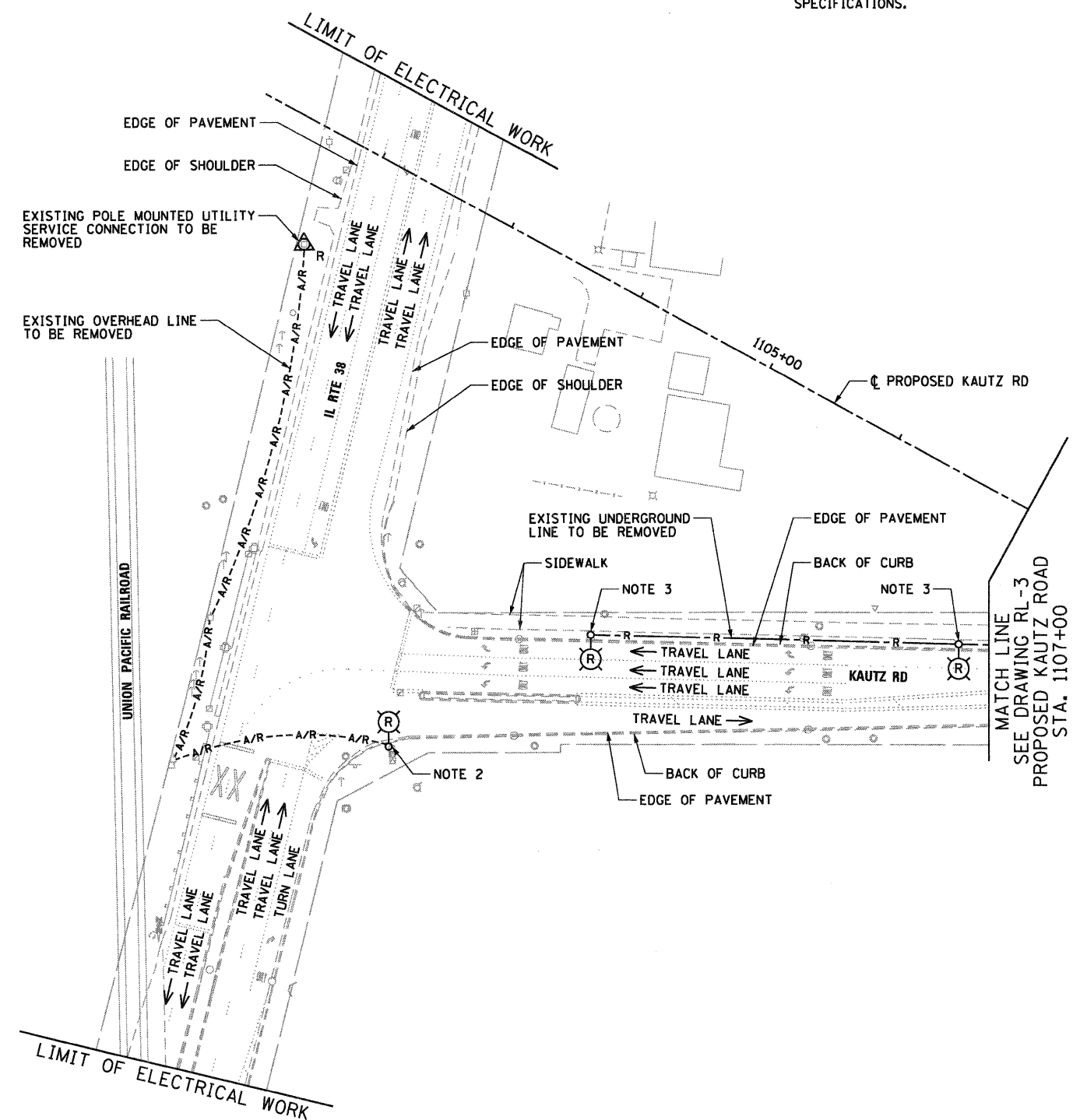
C. DISCONNECT EXISTING KAUTZ ROAD LIGHTING UNITS FROM TEMPORARY LIGHTING CIRCUIT. CONNECT AND ENERGIZE PERMANENT UNIT DUCT FEED TO EXISTING LIGHTING UNITS NORTH OF THE CONSTRUCTION ZONE. APPLY NEW LIGHTING UNIT IDENTIFICATION LABELS TO IDENTIFY NEW POLE ASSIGNMENT.

D. DISCONNECT AND REMOVE TEMPORARY LIGHTING UNITS AND TEMPORARY LIGHTING CONTROLLER "T1" AND ASSOCIATED SERVICE. COORDINATE THE WORK WITH COMED.

E. REMOVE AND RE-INSTALL THREE EXISTING PRIVATE LIGHTING UNITS LOCATED ON THE NORTH SIDE OF LONGEST DRIVE. COORDINATE THE WORK WITH PRAIRIE LANDING GOLF COURSE.

NOTES:

- SEE DRAWING RL-1 FOR ELECTRICAL SYMBOL LIST, ABBREVIATIONS, AND GENERAL NOTES.
- EXISTING WOOD LIGHT POLE AND ASSOCIATED AERIAL CABLE SHALL BE REMOVED. COORDINATE REMOVAL WORK WITH COMED. SEE SUB-STAGE 3A, NOTE A.
- EXISTING LIGHTING UNIT SHALL BE REMOVED FROM FOUNDATION AND SALVAGED. FOUNDATION SHALL BE REMOVED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.



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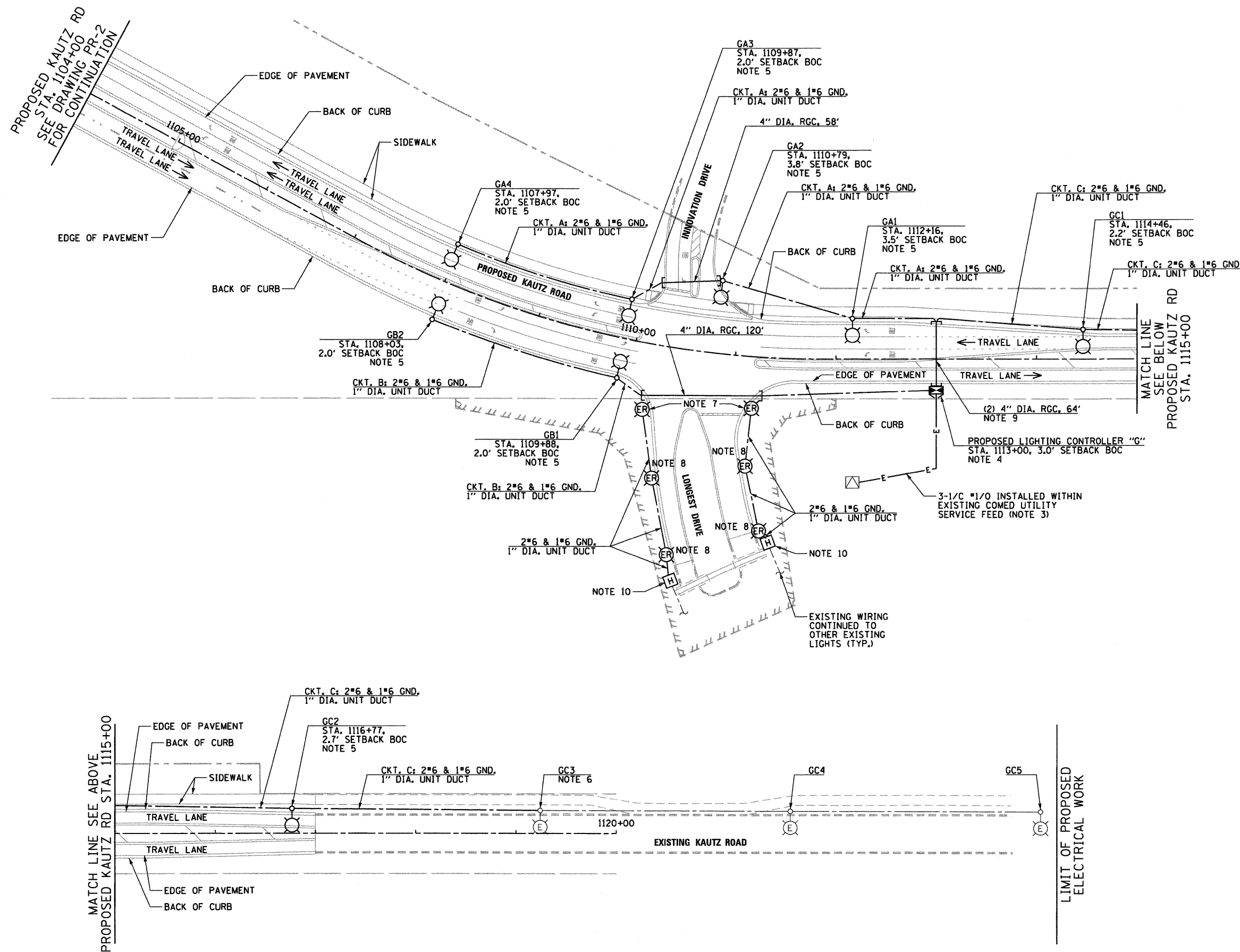
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		DATE - 12/09/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 38 AND KAUTZ ROAD		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ELECTRICAL REMOVAL PLAN		347	LY (HB & VB)	DUPAGE/KANE	421	157
SCALE: 1" = 50'		SHEET NO. 1 OF 2 SHEETS		STA. 103+00 TO STA. 115+00/1107+00		CONTRACT NO. 60122
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

NOTES:

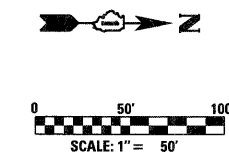
- SEE DRAWING RL-1 FOR ELECTRICAL SYMBOL LIST, ABBREVIATIONS, AND GENERAL NOTES.
- SEE DRAWING RL-2 FOR LIGHTING STAGING (SEQUENCE OF CONSTRUCTION) NOTES.
- EXTEND SERVICE CONDUIT TO THE PROPOSED LIGHTING CONTROLLER LOCATION WITH 4" RGC, AND TERMINATE IN ACCORDANCE WITH COMED STANDARDS AND REQUIREMENTS. INSTALL NEW SERVICE CONDUCTORS THAT SHALL BE LONG ENOUGH TO REACH THE UTILITY TRANSFORMER AND SHALL HAVE 10' SLACK FOR TERMINATION AT THE TRANSFORMER. COORDINATE ALL WORK WITH COMED.
- SEE DRAWING RL-6 FOR LIGHTING CONTROLLER "G" WIRING DIAGRAM, AND DRAWING RL-7 FOR THE CONTROLLER CABINET AND ASSOCIATED SERVICE METER INSTALLATION DETAILS.
- PROPOSED LIGHTING UNIT: 40'-0" M.H., 12' MAST ARM WITH 250W HPS LUMINAIRE. CONTRACTOR TO INSTALL ON NEW FOUNDATION, SEE DRAWING RL-8 FOR LIGHTING UNIT DETAILS, SEE DRAWING RL-9 FOR LIGHTING UNIT FOUNDATION DETAILS.
- DISCONNECT AND ABANDON EXISTING CONDUIT 3'-0" BELOW GRADE AND CONNECT NEW UNIT DUCT TO EXISTING CIRCUIT. CONTRACTOR SHALL EXCAVATE AT EXISTING LIGHT POLE FOUNDATION, PULL EXISTING WIRING FROM EXISTING ELBOW, AND INSTALL NEW WIRING IN EXISTING ELBOW AND SPLICE TO EXISTING CIRCUIT IN LIGHT POLE HANDHOLE. CHANGE OVER SHALL BE DONE DURING DAYLIGHT HOURS AFTER ALL OTHER WORK IS DONE. MAINTAIN EXISTING LIGHTING DURING HOURS OF DARKNESS. ALL MATERIAL AND LABOR FOR CONNECTING UNIT DUCT TO EXISTING LIGHT POLE SHALL BE INCLUDED IN THE "UNIT DUCT" PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
- THE CONTRACTOR SHALL DISCONNECT AND REMOVE, AND THEN REINSTALL, EXISTING BURIED CONCRETE LIGHT POLE OWNED BY THE GOLF COURSE. REMOVED LIGHTING UNIT SHALL BE STORED IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS UNTIL THE GRADING WORK IS COMPLETED. NEW SETBACK SHALL MATCH EXISTING SETBACK. ALL WORK SHALL BE COORDINATED WITH PRAIRIE LANDING GOLF COURSE. SEE DRAWING RL-10 FOR EXISTING DIRECT BURIED CONCRETE LIGHT POLE REINSTALLATION DETAIL. THE COST OF THIS WORK SHALL BE INCLUDED IN "REMOVE AND REINSTALL LIGHT POLES" PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
- THE CONTRACTOR SHALL DISCONNECT AND REMOVE EXISTING PRIVATE LIGHTING UNIT OWNED BY THE GOLF COURSE. REMOVED LIGHTING UNIT SHALL BE STORED IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS UNTIL THE GRADING WORK IS COMPLETED. THE CONTRACTOR SHALL REINSTALL EXISTING LIGHTING UNIT ON A NEW FOUNDATION. NEW SETBACK SHALL MATCH EXISTING SETBACK. ALL WORK SHALL BE COORDINATED WITH PRAIRIE LANDING GOLF COURSE. THE COST OF THIS WORK SHALL BE INCLUDED IN "RELOCATE EXISTING LIGHTING UNIT" PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
- CONDUIT SHALL BE ROUTED BELOW THE PROPOSED DITCH LINE ON BOTH SIDES OF KAUTZ ROAD. COORDINATE THE WORK WITH CIVIL DRAWINGS. SEE DRAWING TYP-2 FOR TYPICAL SECTIONS OF KAUTZ ROAD.
- EXCAVATE GROUND TO INTERCEPT EXISTING CONDUIT AND WIRING TO GOLF COURSE ENTRANCE LIGHTS. FURNISH AND INSTALL ELECTRIC HANDHOLE AND SPLICE NEW UNIT DUCT TO EXISTING WIRING AND EXTEND UNIT DUCT TO THE BASE OF RELOCATED LIGHTING UNITS. THE COST OF EXPLORATORY WORK AND SPLICING NEW UNIT DUCT TO THE EXISTING WIRING SHALL BE INCLUDED IN HANDHOLE PAY ITEM.



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0168122-SHT-RL-4.dgn	omar.tin	JLW	-
PLOT SCALE =	CHECKED -	DRAWN -	REVISED -
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PLOT DATE =	DATE -	CHECKED -	REVISED -
12/14/2011	12/09/11	-	-

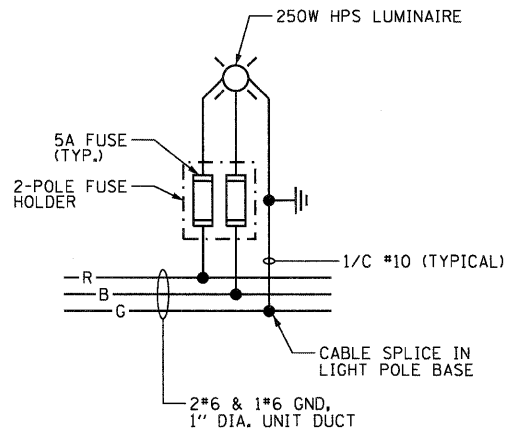
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		ILLINOIS ROUTE 38 AND KAUTZ ROAD PROPOSED ROADWAY LIGHTING PLAN	
		SCALE: 1" = 50'	SHEET NO. 1 OF 1 SHEET
STA. 1107+00 TO STA. 1120+00		F.A.P. RTE. 347	SECTION LY (HB & VB)
CONTRACT NO. 60122		COUNTY DUPAGE/KANE	TOTAL SHEETS 421
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT



LOAD TABULATION LIGHTING CONTROLLER "G"		
CIRCUIT	AMPS	WATTS
A	5.2	1248
B	2.6	624
C	6.5	1560
D	--	--
E	--	--
F	--	--
G	--	--
H	--	--
I	--	--
TOTAL	14.3	3432

LOAD TABULATION IS BASED ON THE FOLLOWING:

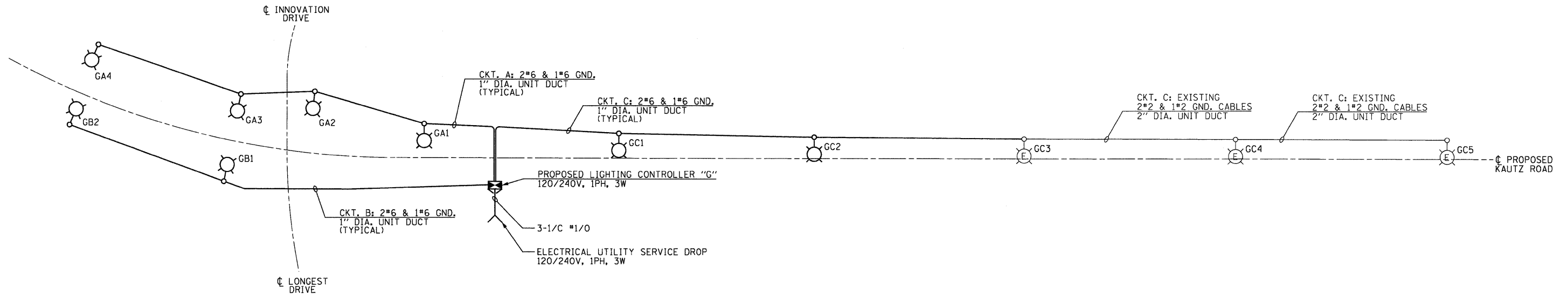
FIXTURE: 312W AT 240V = 1.3A



TYPICAL LIGHTING UNIT WIRING DIAGRAM
N.T.S.

LEGEND:

- PROPOSED STREET LIGHTING UNIT WITH 250W, 240V HPS LUMINAIRE
- LIGHTING UNIT DESIGNATION
- EXISTING 250W STREET LIGHTING UNIT WITH PROPOSED 240V BALLAST
- NEW IDENTIFICATION NUMBER FOR EXISTING STREET LIGHTING UNIT
- LIGHTING CONTROLLER
- GROUND FIELD
- ELECTRIC UTILITY SERVICE DROP

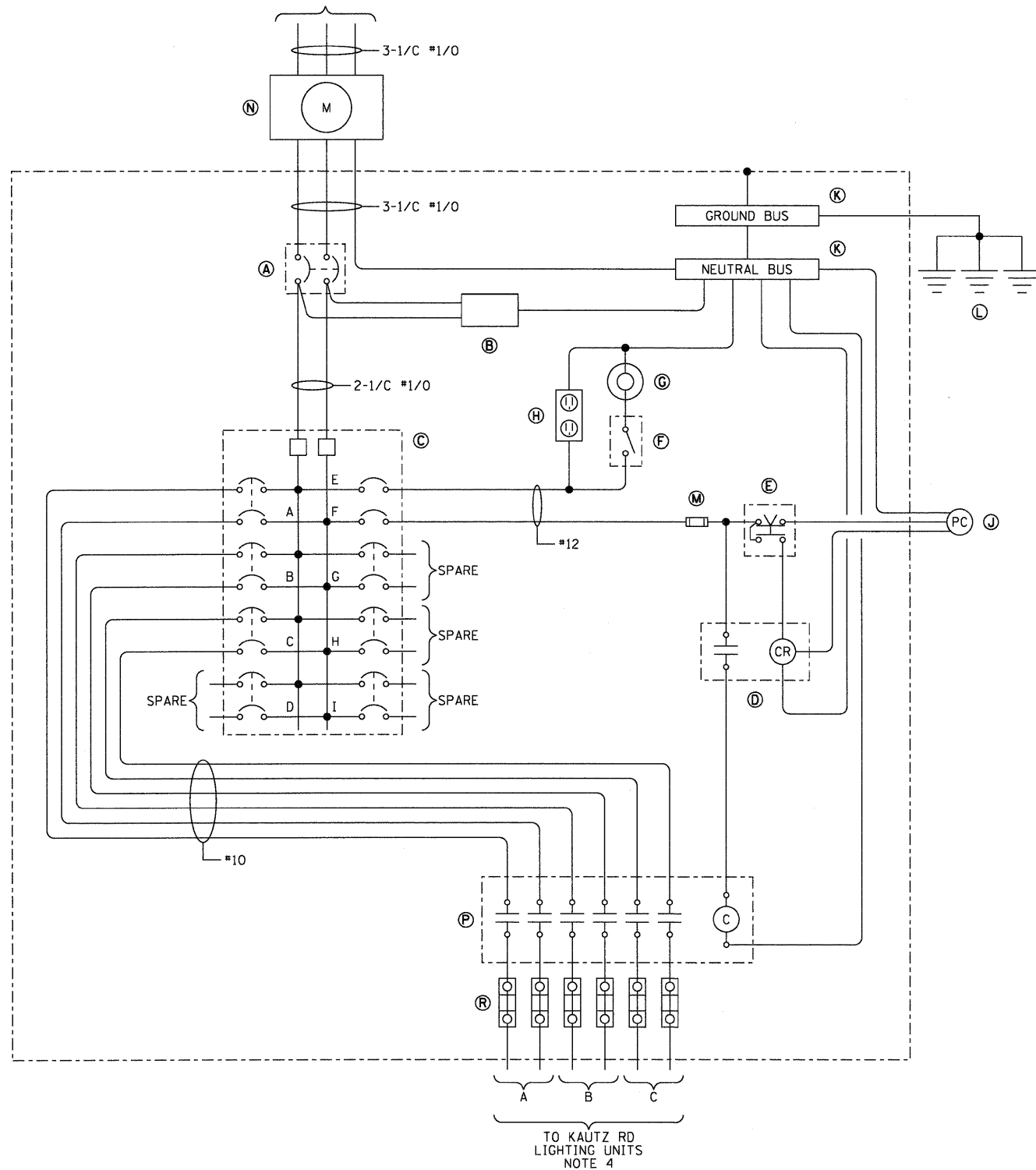


NOTE:

SEE DRAWING RL-1 FOR ELECTRICAL SYMBOL LIST, ABBREVIATIONS, AND GENERAL NOTES.



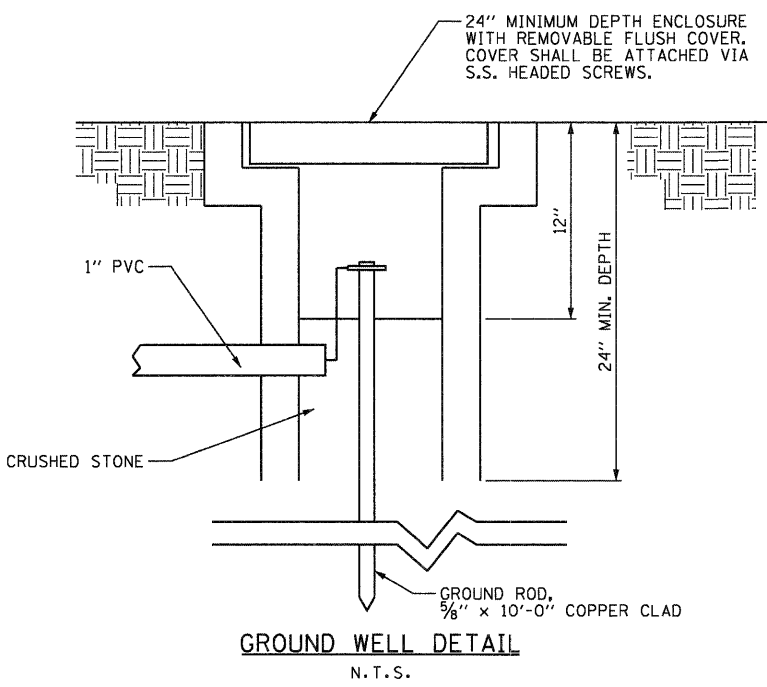
ELECTRICAL SERVICE FROM EXISTING COMED PAD MOUNT TRANSFORMER 100A, 120/240V, 1 PH, 3W



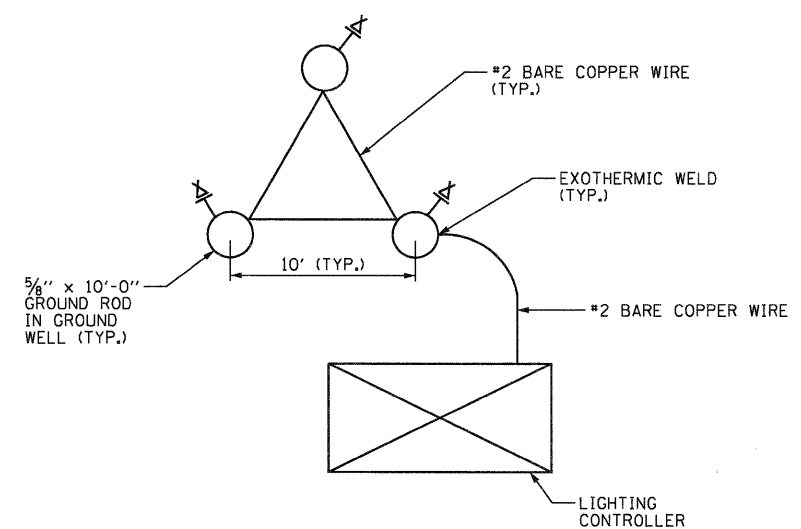
BILL OF MATERIALS		
ITEM	QTY.	DESCRIPTION
(A)	1	CUTLER HAMMER, *CHB2060, MAIN CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 100 AMPERE FRAME, 60 AMPERE TRIP, 240 VOLT, 2-POLE, NON-INTERCHANGEABLE TRIP, INTERRUPTING RATING OF NOT LESS THAN 65,000 RMS SYMMETRICAL AMPERES AT 240 VOLTS
(B)	1	BRACKET MOUNTED SURGE ARRESTOR FOR 120/240 VOLT, 3 WIRE SERVICE
(C)	1	CUTLER HAMMER, POW-R-LINE PANELBOARD INTERIOR *PRL1R, 120/240 VOLT, SINGLE-PHASE, 3-WIRE, WITH 100 AMPERE COPPER BUS, (2) 1 POLE-20 AMPERE, 120 VOLT, BOLT-ON BRANCH CIRCUIT BREAKERS, CATALOG NUMBER OBHW1020, INTERRUPTING RATING 22,000 AMPERES AT 120 VOLTS, AND (7) 2 POLE-30 AMPERE, 240 VOLT, BOLT-ON BRANCH CIRCUIT BREAKERS, CATALOG NUMBER OBHW2030, INTERRUPTING RATING 22,000 AMPERES AT 240 VOLTS
(D)	1	CONTROL RELAY WITH CONTACTS RATED FOR CONTACTOR IN RUSH CURRENT
(E)	1	TWO-POSITION TEST SWITCH
(F)	1	OMRON, *A-20G0-B7-K, DOOR SWITCH (MOUNT WITH ACTUATOR TO SWITCH WHEN DOOR OPENED)
(G)	1	GENERAL ELECTRIC, *H7-120V-15F-3W-DD, 60 WATT ENCLOSED AND GASKETED INCANDESCENT FIXTURE, VAPORTIGHT, WITH GLOBE, GUARD, AND MOUNTING BOX
(H)	1	LEVITON, *7899, GROUND FAULT CIRCUIT INTERRUPTOR RECEPTACLE, PREMIUM SPECIFICATION GRADE, 20 AMPERE, 125 VOLT, NEMA 5-20R IN WEATHERPROOF BOX WITH FLAP TYPE COVER
(J)	1	NITELIGHTER, *FA105M, PHOTOCCELL, MOUNTED ON TOP OF LIGHTING CONTROL CABINET, FACING NORTH-EAST SKY AND SHIELDED FROM ADJACENT LIGHTS
(K)	2	COPPER GROUND AND NEUTRAL BUS, MINIMUM 1/4"x1"x12", WITH LUGS AND SPARE LUGS
(L)	3	COPPER-CLAD GROUND ROD, 5/8"x10'
(M)	1	COOPER-BUSSMANN, *FNO-R-5, FUSE, WITH FUSE BLOCK
(N)	1	MILBANK, *U8949-RL-TG-KK, METER FITTING, 100 AMPERE, 600 VOLT, SINGLE-PHASE, 4-TERMINAL, RINGLESS
(P)	1	SQUARE D, *8903L060V02, MULTIPOLE LIGHTING CONTACTOR, 30 AMPERE FIELD-CONVERTIBLE CONTACTS, WITH 6 NORMALLY OPEN CONTACTS AND 120 VOLT COIL
(R)	6	SQUARE D, *9080LBA262101, POWER DISTRIBUTION BLOCK, 2 POLE, (1) #14-2/0 AWG WIRE FOR MAIN AND BRANCH TERMINALS, TIN PLATED HIGH CONDUCTIVE ALUMINUM BLOCK TO ACCEPT EITHER ALUMINUM OR COPPER CONDUCTORS

NOTES:

- SEE DRAWING RL-7 FOR CONTROLLER CABINET DETAILS AND NOTES.
- THE CONTROLLER SHALL BE SUITABLE FOR USE AS SERVICE EQUIPMENT PER NEC 230.66.
- ALL CIRCUIT BREAKERS SHALL HAVE COPPER LUGS.
- EQUIPMENT GROUNDING CONDUCTOR IS NOT SHOWN BUT IS REQUIRED FOR EACH CIRCUIT. SEE LIGHTING PLANS FOR WIRE SIZES AND QUANTITIES FOR EACH CIRCUIT.



GROUND WELL DETAIL
N.T.S.



GROUND FIELD DETAIL
N.T.S.

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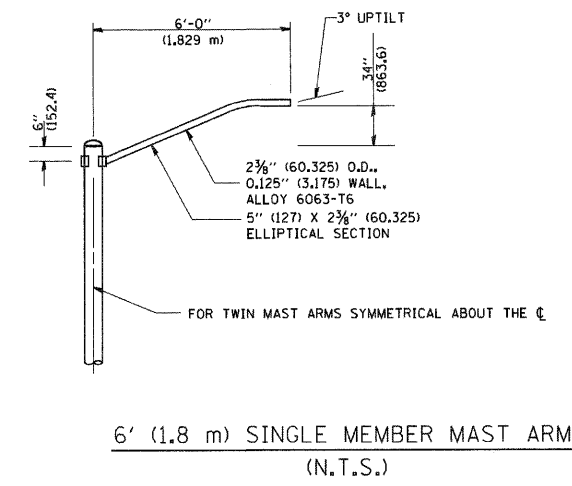
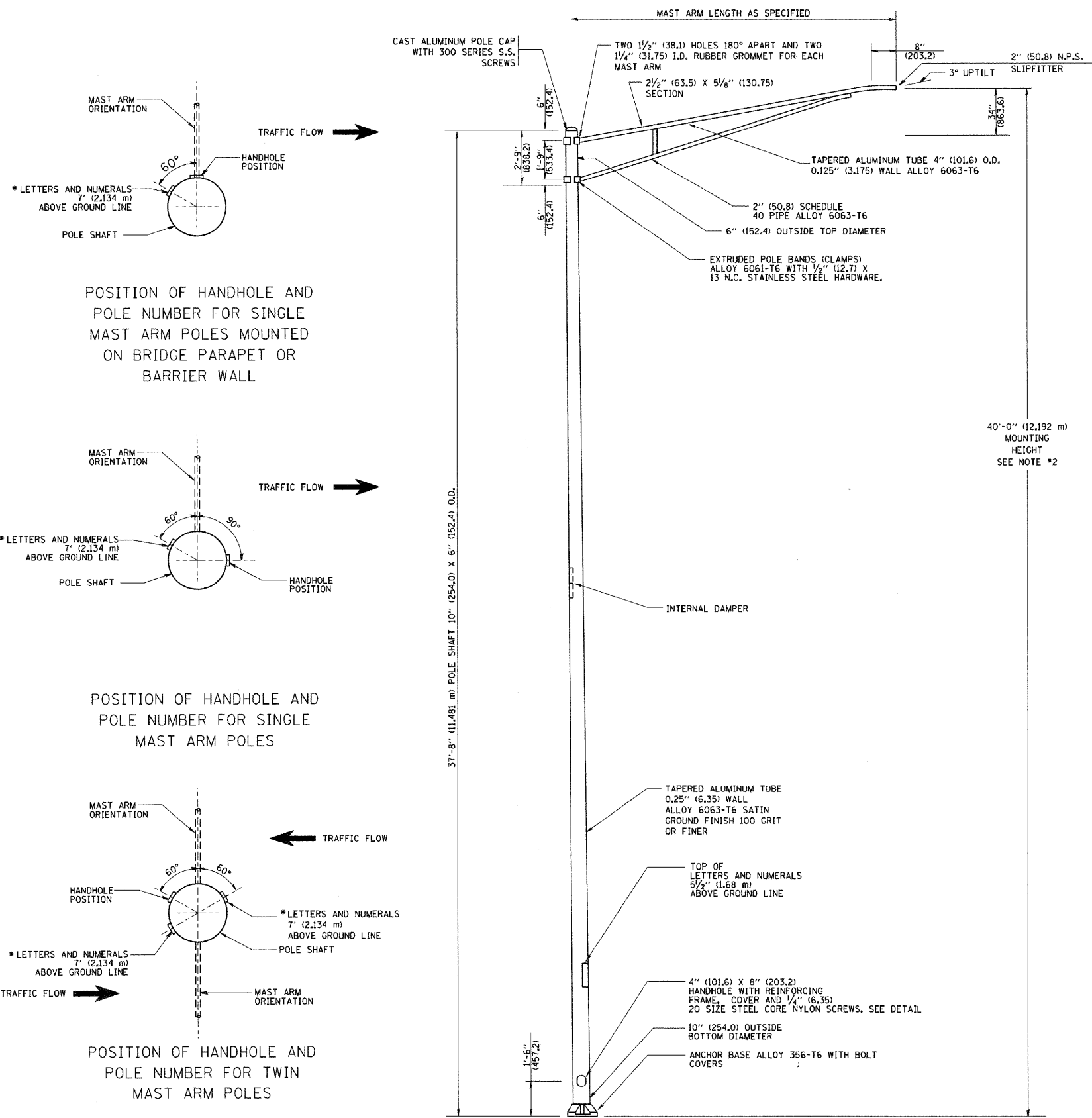
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

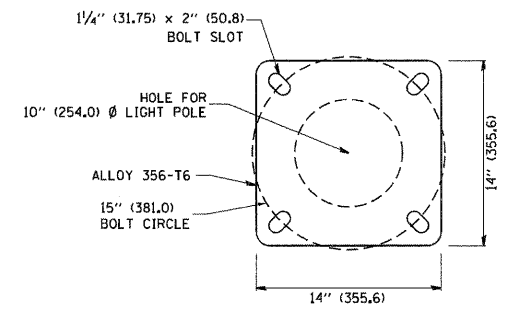
**ILLINOIS ROUTE 38 AND KAUTZ ROAD
LIGHTING CONTROLLER "G" WIRING DIAGRAM
AND CONTROLLER GROUNDING DETAILS**

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

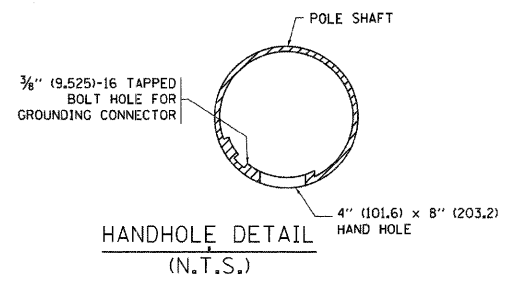
F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 161
CONTRACT NO. 60122			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



- NOTES:**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
 3. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
 4. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
 5. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
 6. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
 7. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



LIGHT POLE BASE PLATE DETAIL
 15 INCH (381.0) BOLT CIRCLE



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

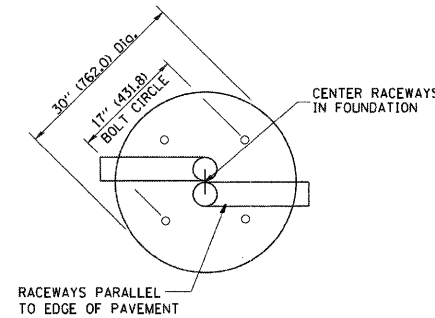
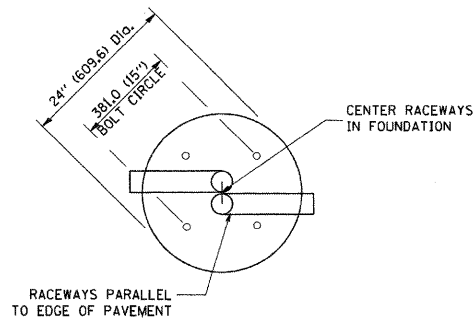
**ILLINOIS ROUTE 38 AND KAUTZ ROAD
 ALUMINUM LIGHT POLE 40'-0" (12.192 m) MOUNTING HEIGHT**

SCALE: SHEET NO. 1 OF 1 SHEET STA. TO STA.

F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 163
RL-8		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY O _u = 0.375 TON/SO. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY O _u = 0.75 TON/SO. FT.	9'-6" (2.93 m)	10'-9" (3.23 m)
STIFF CLAY O _u = 1.50 TON/SO. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND φ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND φ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND φ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)

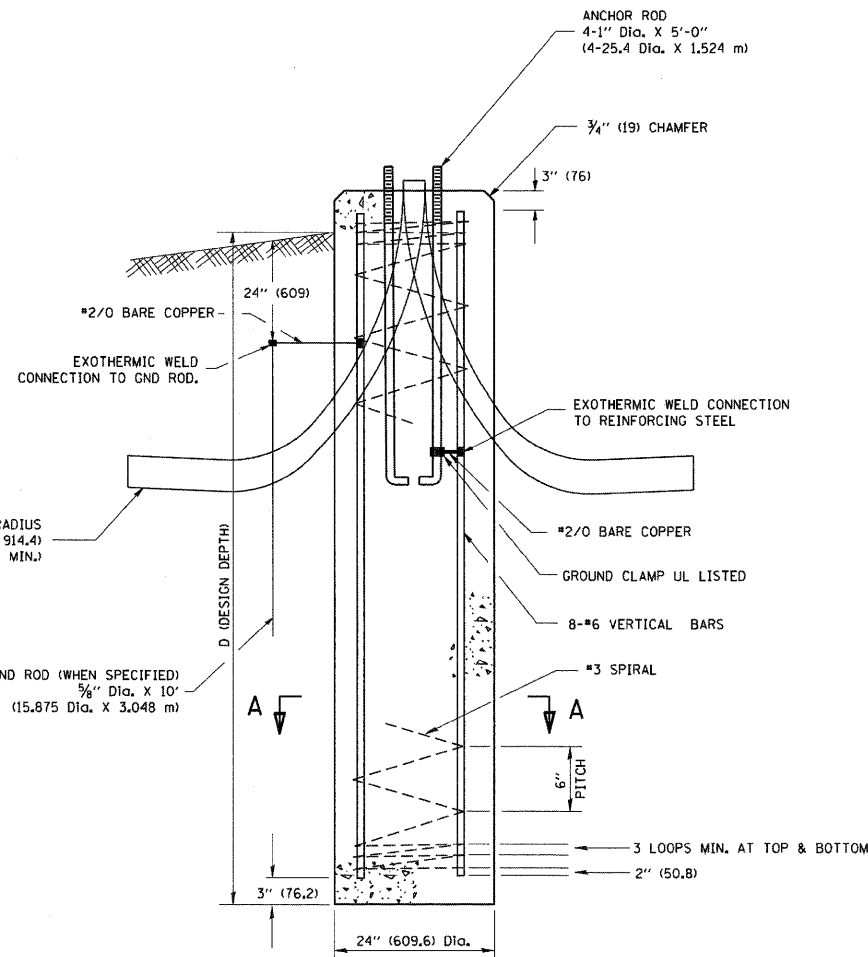


TOP VIEW

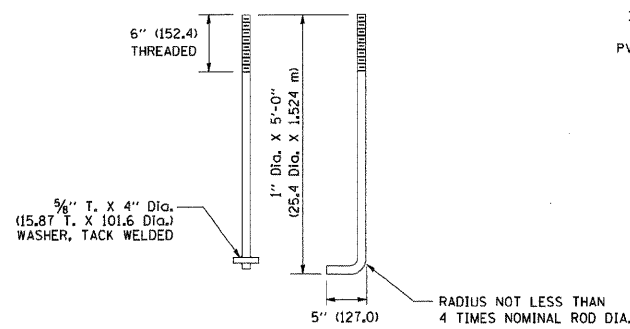
TOP VIEW

NOTES

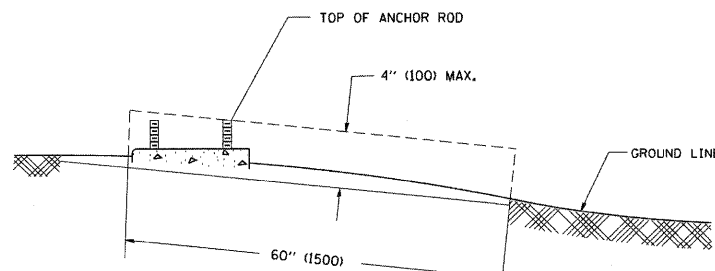
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



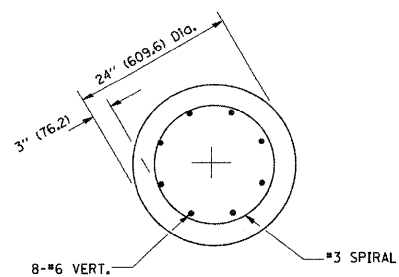
FOUNDATION DETAIL



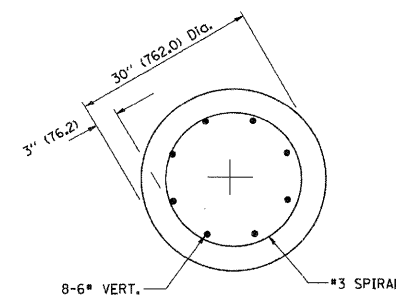
ANCHOR ROD DETAIL



FOUNDATION EXTENSION DETAIL



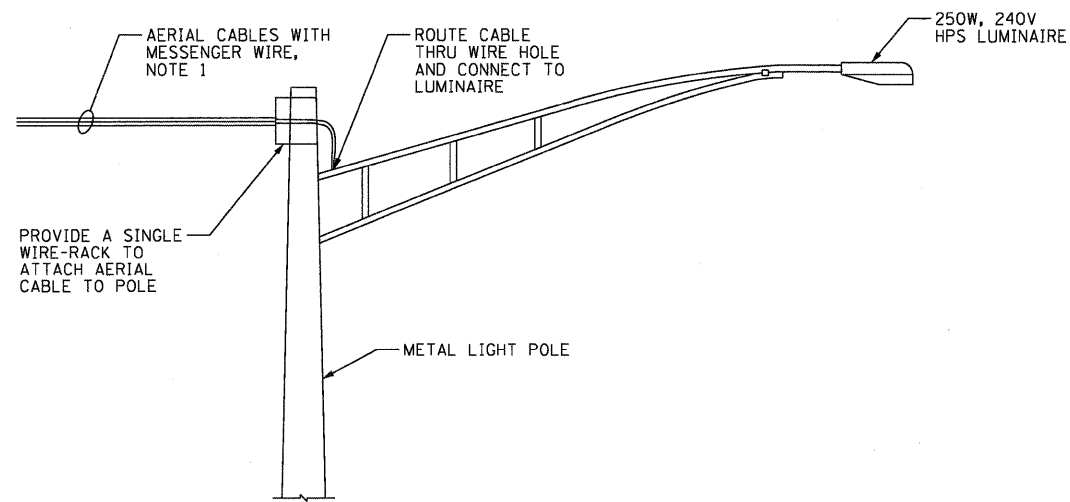
SECTION A-A



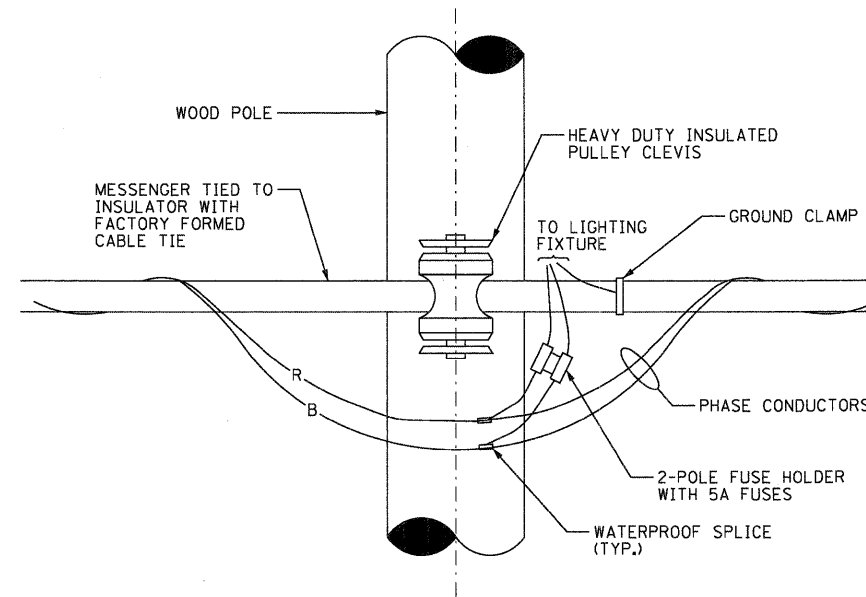
SECTION A-A

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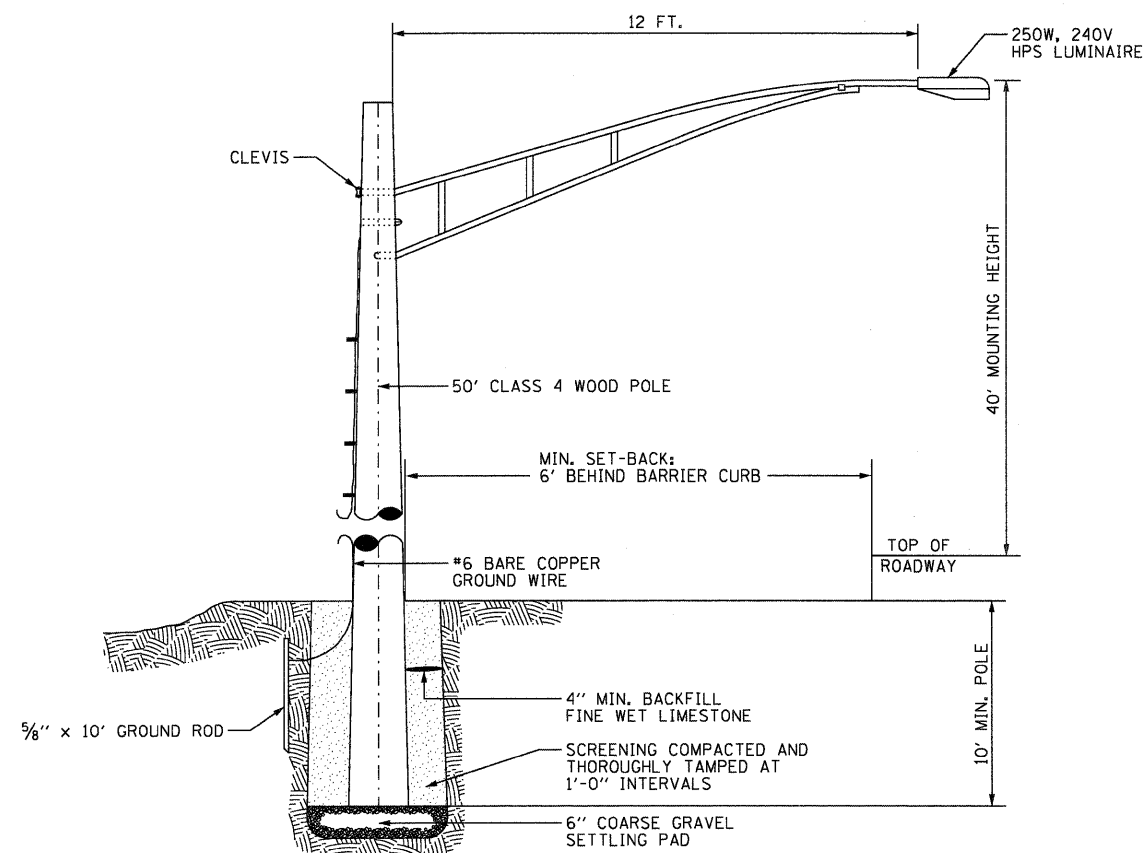
1. THE COST OF CONNECTING AERIAL CABLES TO EXISTING LIGHTING UNIT SHALL BE INCLUDED IN THE COST OF THE AERIAL CABLE PAY ITEM. NO SEPARATE PAYMENT WILL BE MADE.



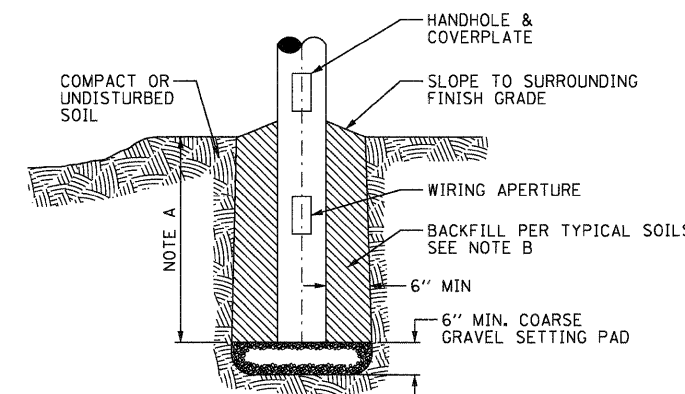
TEMPORARY POWER FEED TO EXISTING POLE DETAIL
N.T.S.



TEMPORARY LIGHT POLE CABLE ATTACHMENT DETAIL
N.T.S.



TEMPORARY LIGHT POLE INSTALLATION DETAIL
N.T.S.



NOTES:

A. THE DEPTH OF THE EMBEDMENT SHALL BE MINIMUM OF 20% POLE LENGTH PLUS 2 FEET. PROVIDE WIDER SETTING PAD IF THE SOIL STRENGTH IS DETERMINED TO BE POOR.

B. BACKFILL REQUIREMENTS:

GOOD SOIL

COMPACT WELL GRADED SAND AND GRAVEL, HARD CLAY OR WELL GRADED FINE AND COARSE SAND (NO STANDING WATER).

- USE AS IS FOR BACKFILL

MEDIUM SOIL

COMPACT FINE SAND AND CLAY, COMPACT SANDY LOAM, LOOSE COARSE SAND AND GRAVEL (NO STANDING WATER).

- REQUIRES SELECT BACKFILL CLEAN WASHED SAND OR 1/2" MINUS WELL GRADED GRAVEL.

POOR SOIL

SOFT CLAY, CLAY LOAM, POORLY COMPACTED SAND OR CLAYS CONTAINING LARGE AMOUNTS OF SILTS (STANDING WATER DURING WET SEASON)

- USE CEMENTITIOUS EARTH BACKFILL - CONCRETE - LIMESTONE SCREENINGS OR URETHANE FOAM

EXISTING DIRECT BURIED CONCRETE LIGHT POLE REINSTALLATION DETAIL

N.T.S.

FILE NAME =	USER NAME = amartin
D168122-SHT-RL-10.dgn	
PLOT SCALE = 1:1	
PLOT DATE = 12/14/2011	

DESIGNED - JLW	REVISED -
DRAWN - CJM	REVISED -
CHECKED - KMY	REVISED -
DATE - 12/09/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

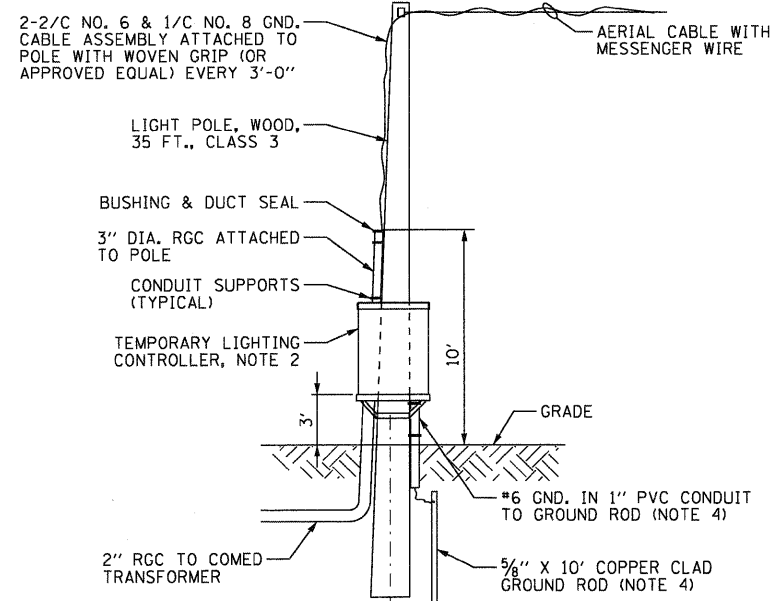
ILLINOIS ROUTE 38 AND KAUTZ ROAD
MISCELLANEOUS ELECTRICAL DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	165
RL-10		CONTRACT NO. 60122		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

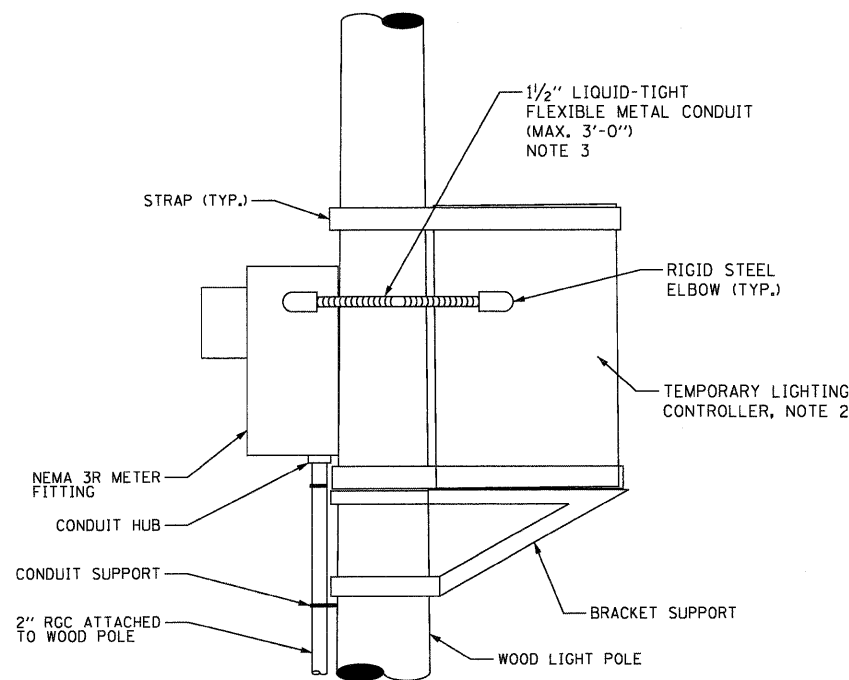
NOTES:

1. THE COST OF CONTROLLER MOUNTING HARDWARE AND RELATED APPURTENANCES SHALL BE INCLUDED IN "TEMPORARY LIGHTING CONTROLLER" PAY ITEM.
2. THE CONTROLLER SHALL BE SUITABLE FOR USE AS SERVICE EQUIPMENT PER NEC 230.66.
3. THE COST OF ALL CONDUITS ATTACHED TO WOOD POLE AND ELECTRIC CABLE ASSEMBLY TO THE POLE TOP SHALL BE INCLUDED IN THE COST OF "ELECTRIC SERVICE INSTALLATION" PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
4. THE COST OF GROUND ROD AND ASSOCIATED GROUND WIRE AND PVC CONDUIT SHALL BE INCLUDED IN ELECTRIC SERVICE INSTALLATION PAY ITEM.
5. POWER WIRING RHH/RHW. CONTROL WIRING #12 HTW.
6. GROUND BUS CONNECTOR SCREWS ARE PAINTED GREEN. NEUTRAL BUS CONNECTOR SCREWS ARE PAINTED WHITE.
7. TIME CLOCK IS PROGRAMMED FOR "OFF-CYCLE" OF LIGHTS.



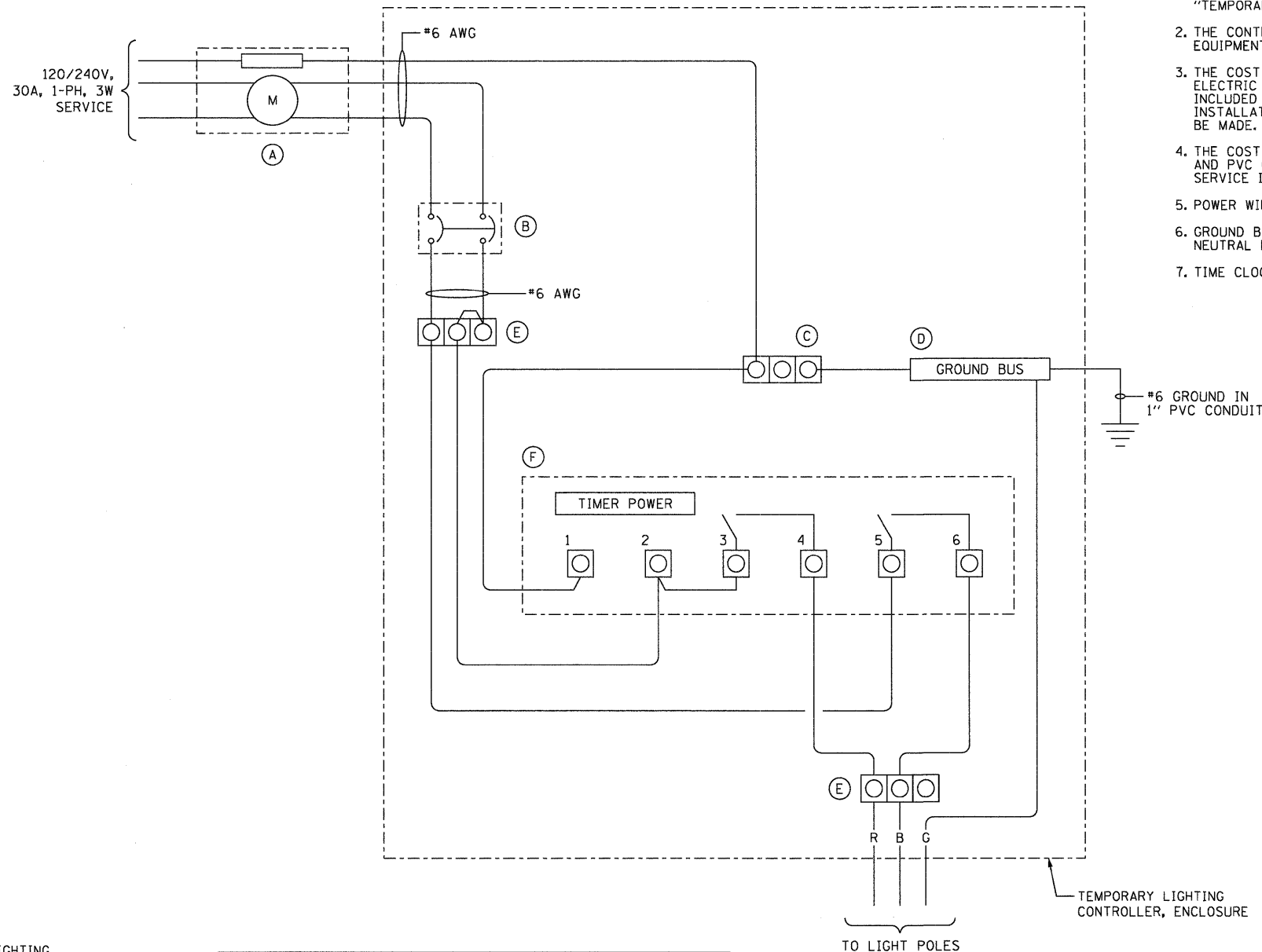
**TEMPORARY LIGHTING CONTROLLER "T1"
WIRING AND SERVICE INSTALLATION DETAIL**

N.T.S.



**TEMPORARY LIGHTING CONTROLLER "T1"
INSTALLATION DETAIL**

N.T.S.



BILL OF MATERIALS		
ITEM	QTY.	DESCRIPTION
(A)	1	MILBANK, #U8949-RL-TG-KK, METER FITTING, 100 AMPERE, 600 VOLT, SINGLE-PHASE, 4-TERMINAL, RINGLESS
(B)	1	CUTLER HAMMER, #GHC2030, MAIN CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 30 AMPERE, 480Y/277 VOLT, 2-POLE, NON-INTERCHANGEABLE TRIP, INTERRUPTING RATING OF 14,000 AMPERES AT 277 VOLTS
(C)	1	CINCH, 3 POINT TERMINAL BLOCK
(D)	1	COPPER GROUND BUS, MINIMUM 1/4"x1"x12"
(E)	2	MARATHON, #1452586, 760A, 2-POLE, 600 VOLT POWER DISTRIBUTION BLOCK
(F)	1	INTERMATIC, #ET8215, 7-DAY ELECTRONIC ASTRONOMIC TIME SWITCH

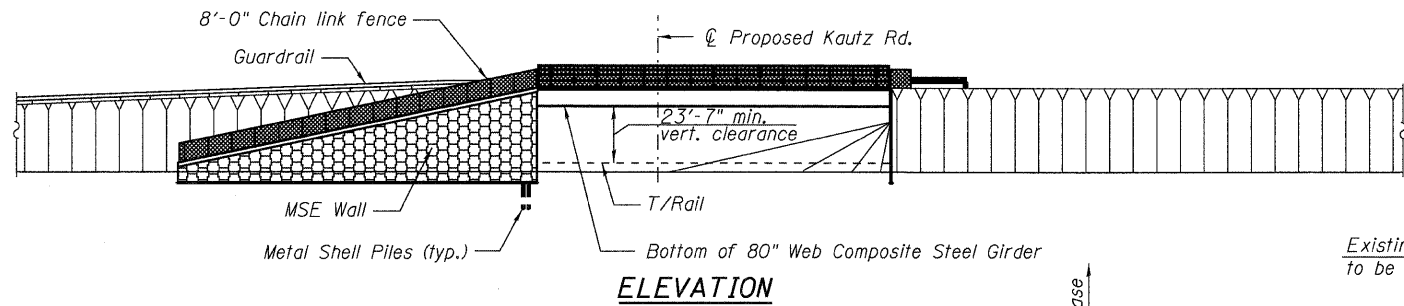
TEMPORARY LIGHTING CONTROLLER "T1" WIRING DIAGRAM

N.T.S.

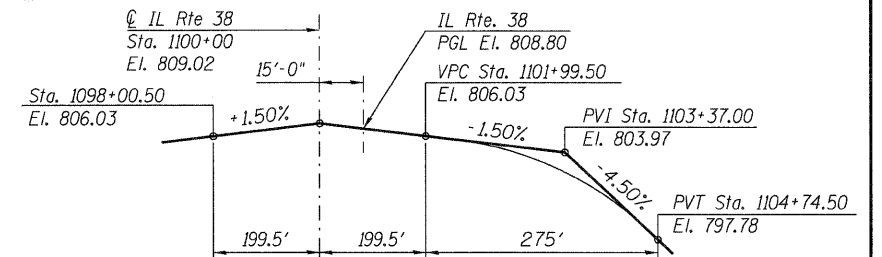
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		DRAWN - CJM	REVISED -
		CHECKED - KMY	REVISED -
		DATE - 12/09/11	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	166
RL-11			CONTRACT NO. 60122	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

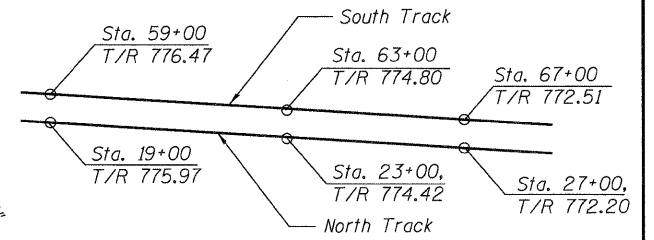
Bench Mark: No. 204 cut "a" on B/C along westerly side of Kautz Rd. opposite 2nd L.P. = Elev. 767.58
 Existing Structure: None



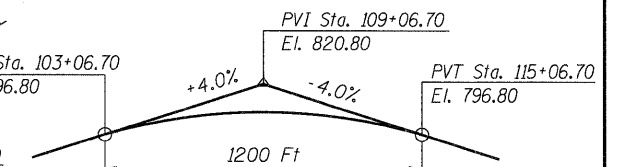
ELEVATION



PROFILE GRADE-PROPOSED KAUTZ RD.



SURVEY TOP OF RAIL ELEVATIONS



PROFILE GRADE-PROPOSED RTE 38

BRIDGE DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications, 2007 (4th Edition) with 2008 and 2009 Interim.

MSE WALL

2002 AASHTO Standard Specifications for Highway Bridges

LOADING HL-93

Allow 50 lbs/sq. ft. for Future Wearing Surface

DESIGN STRESSES

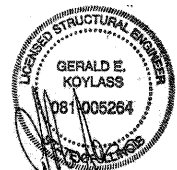
Field Units
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50W Structural Steel)
 $f'_c = 4,500$ psi (Precast Units)
 Allowable Soil Pressure = 5.7 ksf (MSE Walls and Geotextile Walls)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_M) = 0.159g
 Design Spectral Acceleration at 0.2 sec. ($S_{0.2}$) = 0.088g
 Soil Site class = D

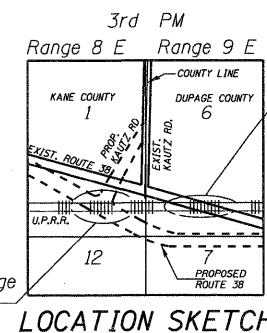
APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

Gerald E. Koynass
 ENGINEER OF BRIDGES AND STRUCTURES



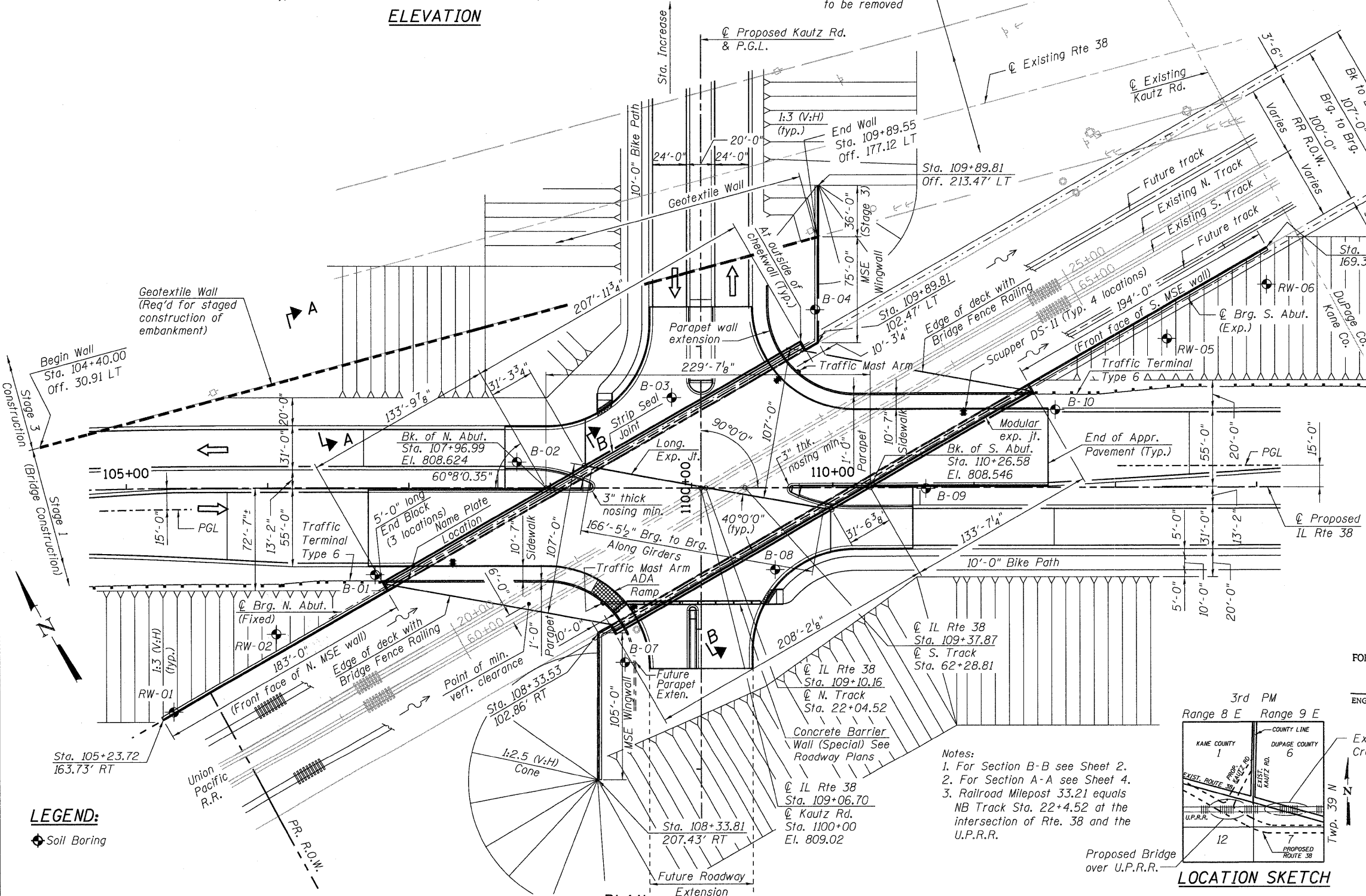
Exp: 11/30/2012

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 38 OVER U.P.R.R.
F.A.P. RTE. 347 - SECTION LY (HB & VB)
KANE/DuPAGE COUNTY
STATION 109+06.70
STRUCTURE NO. 045-0079



LOCATION SKETCH

- Notes:
 1. For Section B-B see Sheet 2.
 2. For Section A-A see Sheet 4.
 3. Railroad Milepost 33.21 equals NB Track Sta. 22+4.52 at the intersection of Rte. 38 and the U.P.R.R.



PLAN

LEGEND:

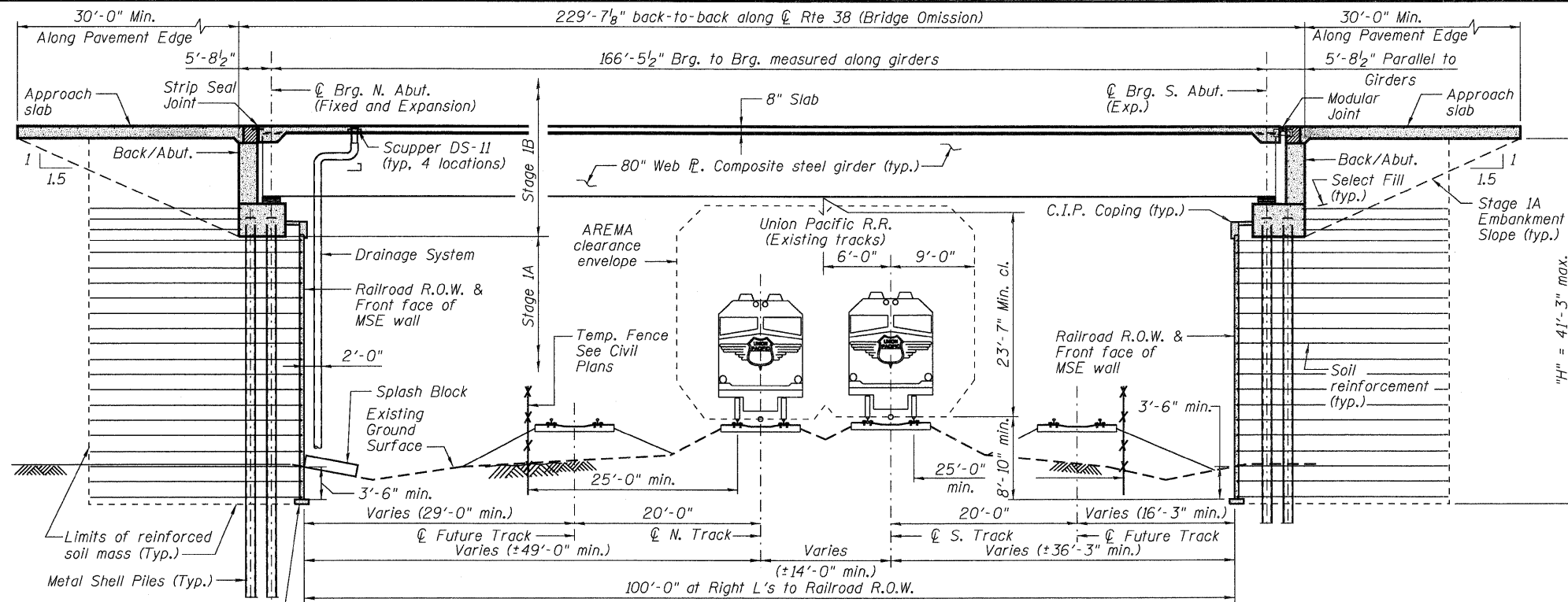
Soil Boring

McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

FILE NAME = 0450079-60122-001-GPE.dgn	USER NAME = jehrbert	DESIGNED - KJH	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 167
PLOT SCALE = 1:48	PLOT DATE = 3/28/2012	CHECKED - GEK	REVISOR -		CONTRACT NO. 60122				
		DRAWN - RJ	REVISOR -		ILLINOIS FED. AID PROJECT				
		CHECKED - GEK	REVISOR -		SHEET NO. 1 OF 67 SHEETS				

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Detectable Warnings	Sq Ft	53		53
Structure Excavation	Cu Yd		7,076	7,076
Removal And Disposal Of Unsuitable Material For Structures	Cu Yd		4,917	4,917
Floor Drains	Each	4		4
Concrete Structures	Cu Yd		995.0	995.0
Concrete Superstructure	Cu Yd	2,534.7		2,534.7
Bridge Deck Grooving	Sq Yd	5,557		5,557
Form Liner Textured Surface	Sq Ft	1,261		1,261
Protective Coat	Sq Yd	6,564		6,564
Furnishing And Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	12,824		12,824
Reinforcement Bars, Epoxy Coated	Pound	670,380	133,250	803,630
Bar Splicers	Each		690	690
Aluminum Railing, Type L	Foot	360		360
Bridge Fence Railing (Sidewalk)	Foot	335		335
Furnishing Metal Shell Piles 14" X 0.250"	Foot		17,646	17,646
Driving Piles	Foot		17,646	17,646
Test Pile Metal Shells	Each		6	6
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	514		514
Elastomeric Bearing Assembly, Type I	Each	31		31
Elastomeric Bearing Assembly, Type II	Each	13		13
Anchor Bolts, 1 1/2"	Each	120		120
Concrete Sealer	Sq Ft		9,580	9,580
Chain Link Fence, 8'	Foot	610		610
Drainage Scuppers, DS-II	Each	4		4
Drainage System	L Sum	1		1
Geotextile Retaining Wall	Sq Ft		59,250	59,250
Mechanically Stabilized Earth Retaining Wall	Sq Ft		36,711	36,711
Modular Expansion Joint 6"	Foot	343		343
Porous Granular Embankment, Subgrade	Cu Yd		4,917	4,917



SECTION B-B

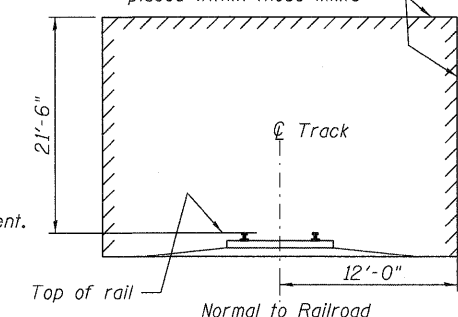
SECTION THRU BRIDGE
(Looking East)

GENERAL NOTES

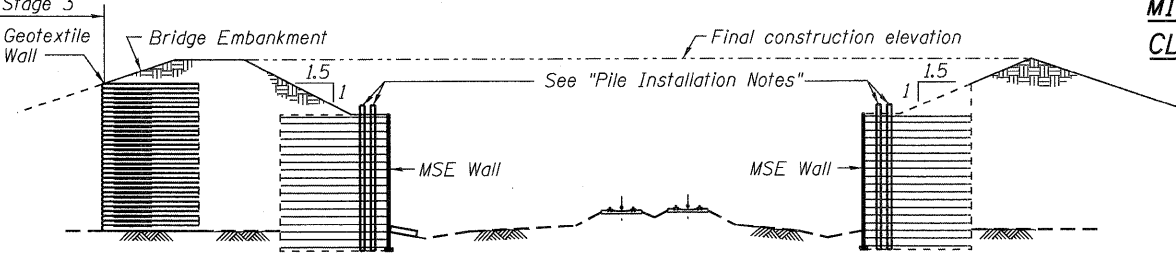
- Fasteners shall be AASHTO M164 Type 3, mechanically galvanized bolts. Bolts 7/8 in. dia., holes 15/16 in. dia., unless otherwise noted.
- Calculated weight of Structural Steel:
AASHTO M270 Gr50W = 1,640,980 lbs
ASTM A847 = 1,200 lbs.
- All structural steel shall be AASHTO M270 Gr50W (except expansion joints which shall be AASHTO M270 Gr50 and the HSS used in the traffic masts shall be ASTM A847). All structural steel shall be cleaned as specified in the Section 506 of the Standard Specifications.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Concrete sealer shall be applied to the exposed surfaces of the backwalls, bridge seats, and front faces of pile caps of the North and South Abutments.
- All structural steel and exposed surfaces of bearings within a distance of 10 ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- The proposed grade separation project shall not increase the quantity and/or characteristics of the flow in the Railroad's ditches and/or drainage structures.
- The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
- The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad.
- Slipforming of parapets is not allowed.

- All shoring systems that impact the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Railroad Guidelines for Temporary Shoring.
- All demolitions within the Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall be in compliance with the Railroad's Demolition Guidelines.
- Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.
- Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.
- False-work clearances shall comply with minimum construction clearances.
- All permanent clearances shall be verified before project closing.

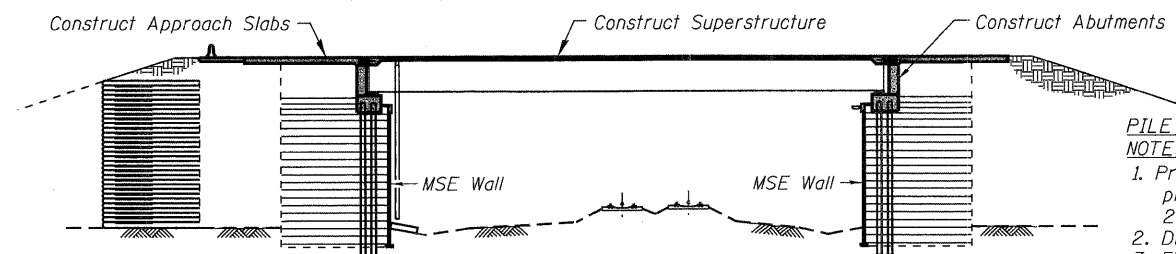
No construction activities or other obstructions shall be placed within these limits



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE



STAGE IA - CONSTRUCT MSE WALLS & BRIDGE EMBANKMENT
Note: After Stage IA embankment is constructed, a minimum wait period of 50 days shall occur before proceeding to Stage IB.



STAGE IB - CONSTRUCT REMAINDER OF BRIDGE AFTER 50 DAY WAITING PERIOD
Note: The waiting period is defined from the completion of Stage IA to the start of Stage IB construction.

STATION 109+06.70
BUILT 201_ BY
STATE OF ILLINOIS
F.A.P. RT. 347
SEC. 98-00-338-00-GS
LOADING HL-93
STRUCTURE NO. 045-0079

NAME PLATE
See Std. 515001-01

PILE INSTALLATION NOTES:

- Prior to installing MSE walls, precure 2'-0" min. diameter holes 20 feet deep in native soil.
- Drive piles thru pre-cored holes.
- Fill pre-cored holes with loose sand.
- Coat piles with tar.

INDEX OF SHEETS

- General Plan and Elevation
- General Notes and Bill of Material
- Substructure Layout
- Staged Construction - Geotextile Wall
- Top of Slab Elevations
- Top of North Approach Slab Elevations - 1
- Top of North Approach Slab Elevations - 2
- Top of South Approach Slab Elevations - 1
- Top of South Approach Slab Elevations - 2
- Westbound Deck Plan and Cross Section
- Westbound Parapet - Plan and Elevation
- Westbound Superstructure Details
- Eastbound Deck Plan and Cross Section
- Eastbound Parapet - Plan and Elevation
- Eastbound Superstructure Details
- North Approach Slab - 1
- North Approach Slab - 2
- Bridge North Approach Slab Details
- South Approach Slab - 1
- South Approach Slab - 2
- Bridge South Approach Slab Details
- Bridge Rail Details
- Bridge Fence Railing, Deck Mounted
- Chain Link Fence Details, Notes, Bill of Material
- Preformed Joint Strip Seal
- Preformed Joint Strip Seal Details
- Modular Expansion Joint Details
- Modular Expansion Joint Details
- Drainage Scuppers
- Drainage Details
- Framing Plan
- Girder Details
- Framing Details
- Framing, Girder and Moment Details
- Traffic Pole Support Details
- Type I Elastomeric Bearing Detail
- Type II Elastomeric Bearing Detail
- Low Profile Fixed Bearings
- MSE Wall at North Abutment
- MSE Wall at South Abutment
- North & South Abutments - MSE Wall Details
- North Abutment
- South Abutment
- Curb Ramp for Sidewalk
- Pile Details
- Bar Splicer Assembly Details
- Soil Boring Logs

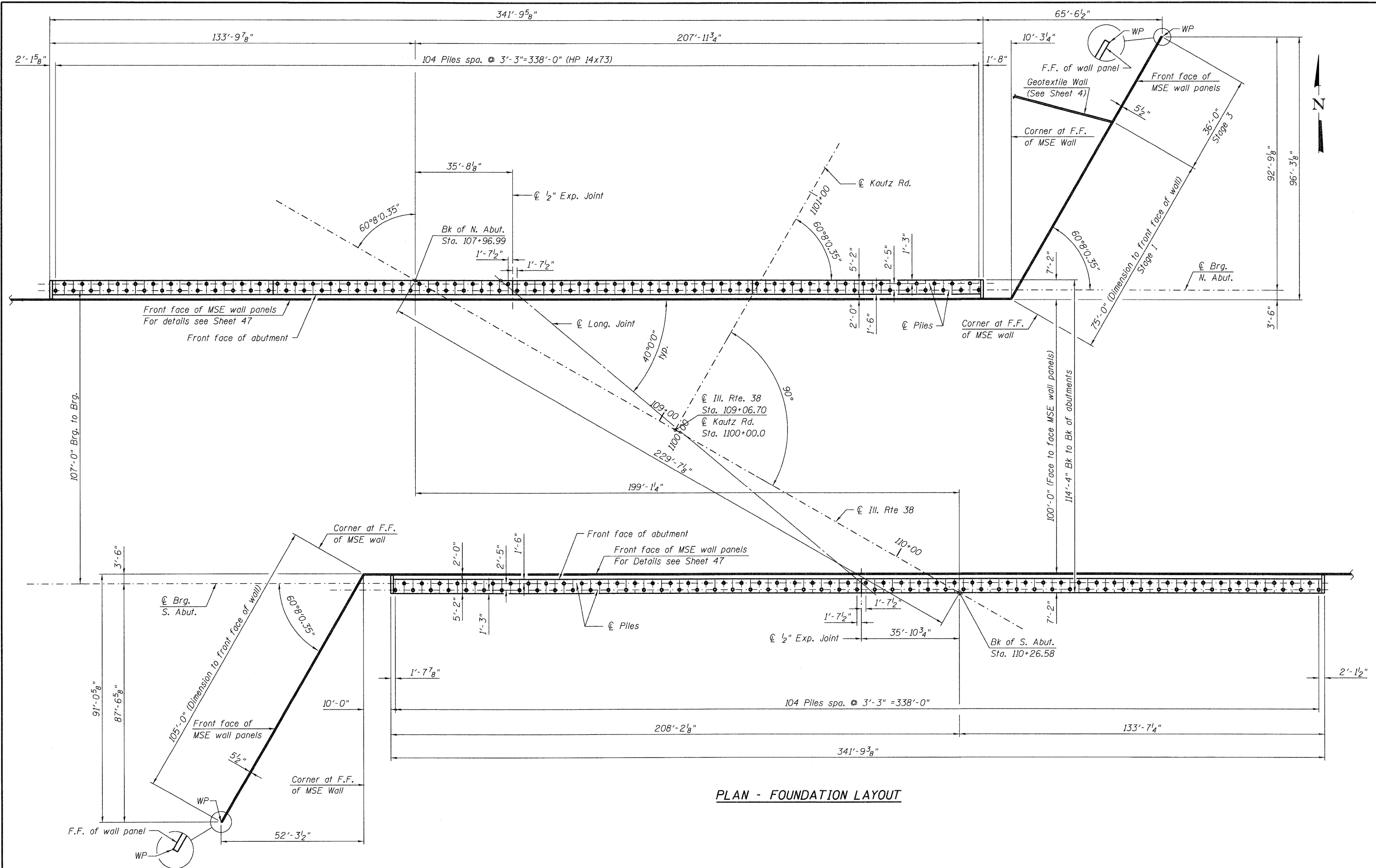
McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street, Chicago, Illinois 60601

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		CHECKED - PMH	REVISED -
		DRAWN - AMV	REVISED -
		CHECKED - PMH	REVISED -
			REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & BILL OF MATERIAL
STRUCTURE NO. 045-0079
SHEET NO. 2 OF 67 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	168
CONTRACT NO. 60122				
ILLINOIS FED. AID PROJECT				



PLAN - FOUNDATION LAYOUT

McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street, Chicago, Illinois 60601

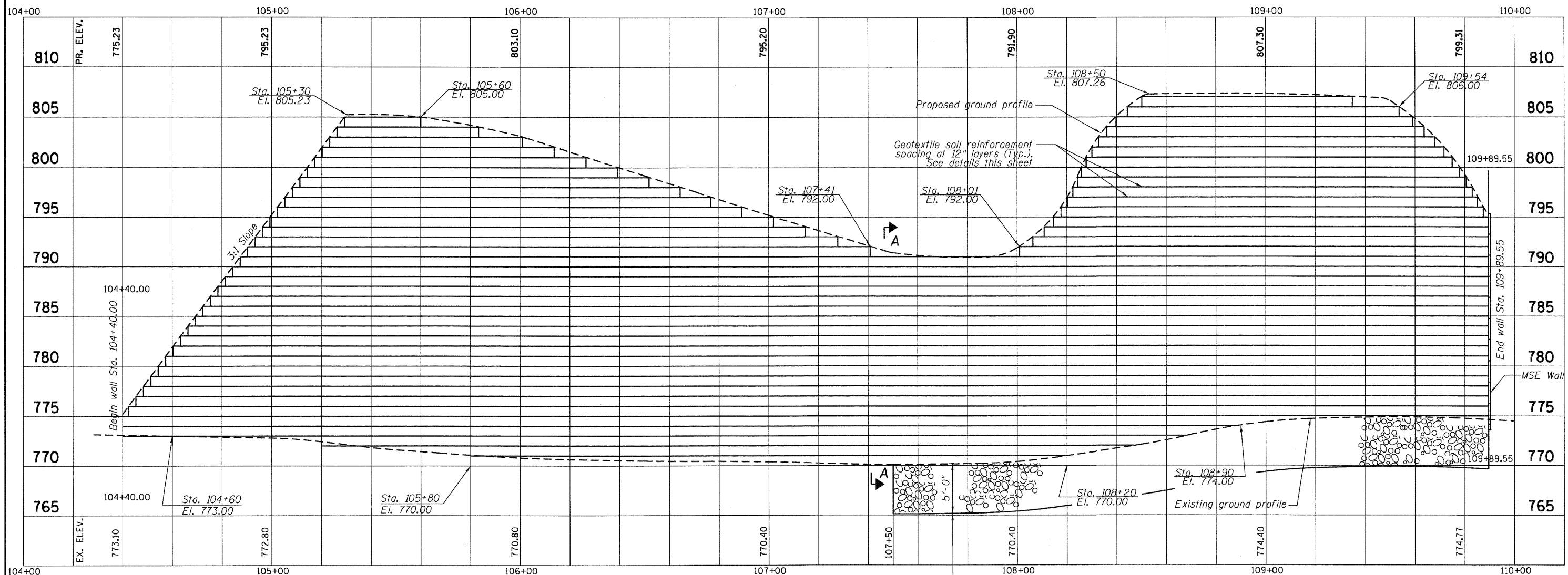
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USER NAME =	jahrhart
PLOT SCALE =	1:16
PLOT DATE =	3/20/2012

DESIGNED -	KJH	REVISED -	
CHECKED -	KJH	REVISED -	
DRAWN -	RJ	REVISED -	
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

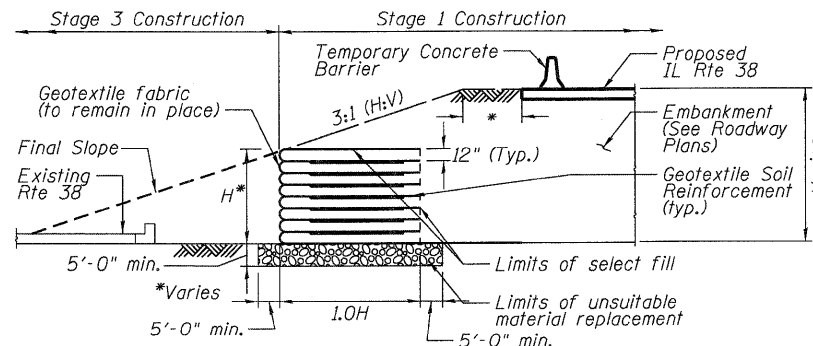
SUBSTRUCTURE LAYOUT
 STRUCTURE NO. 045-0079
 SHEET NO. 3 OF 67 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	169
CONTRACT NO. 60122				
ILLINOIS FED. AID PROJECT				



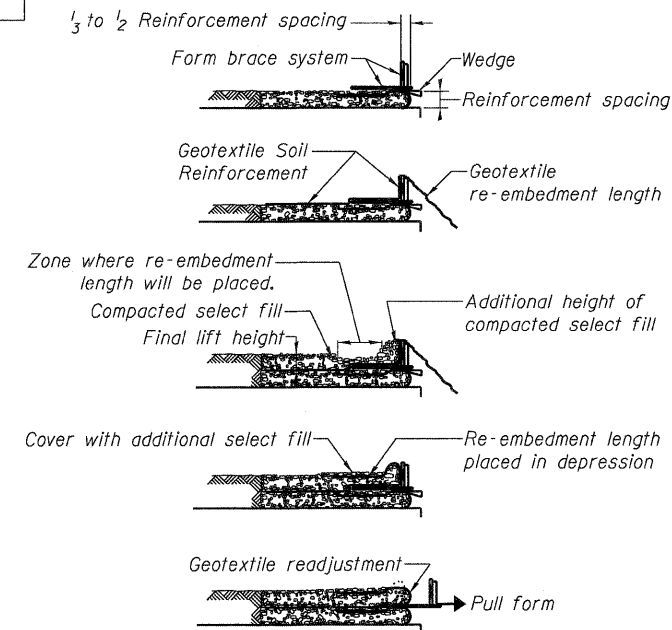
Remove and Disposal of unsuitable material. Replacement material shall be Porous Granular Embankment, Subgrade.

GEOTEXTILE WALL - ELEVATION
(1"=20' H : 1"=5' V)



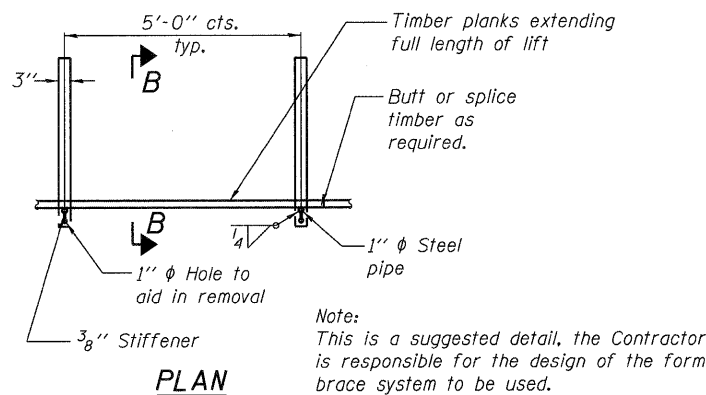
GEOTEXTILE WALL - SECTION A-A

Note:
The geotextile soil reinforcement shall have a minimum allowable tensile strength (T min.) of 130 lb./in. as determined by the procedure described in the Special Provision. The computations supporting the determination of (T min.) shall be submitted to the Engineer for approval.

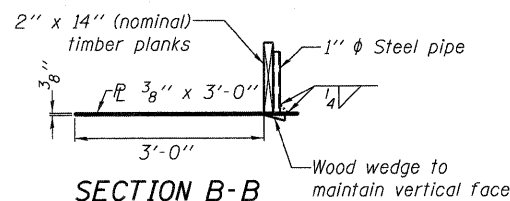


1. Place form brace system on completed reinforcement level; back from the finished fabric face a distance of $\frac{1}{3}$ to $\frac{1}{2}$ the geotextile reinforcement spacing.
2. Position fabric so that the required geotextile re-embedment length extends over the top of the form brace and the design reinforcement width is placed with no slack against the previous level.
3. Compact select fill material in lifts to final lift height, create ($\pm 3'$) depression in zone where re-embedment length will be located and place additional height of compacted select fill against form brace.
4. Fold geotextile re-embedment length back over form brace into zone where depression was made in select fill and place additional select fill ($\pm 3'$) to embed geotextile and bring to final lift height.
5. Pull form brace outward allowing geotextile face to slightly readjust to form tight round face level with plan reinforcement spacing.

GEOTEXTILE WALL CONSTRUCTION SEQUENCE



PLAN



SECTION B-B

TEMPORARY GEOTEXTILE FORM BRACE DETAIL

McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street, Chicago, Illinois 60601

FILE NAME = 0450079-60122-004-Stg.const.dgn

USER NAME = jehhart

DESIGNED - GEK
CHECKED - PMH

REVISED -
REVISED -

PLOT SCALE = 1:80,000
PLOT DATE = 3/20/2012

DRAWN - DF
CHECKED - PMH

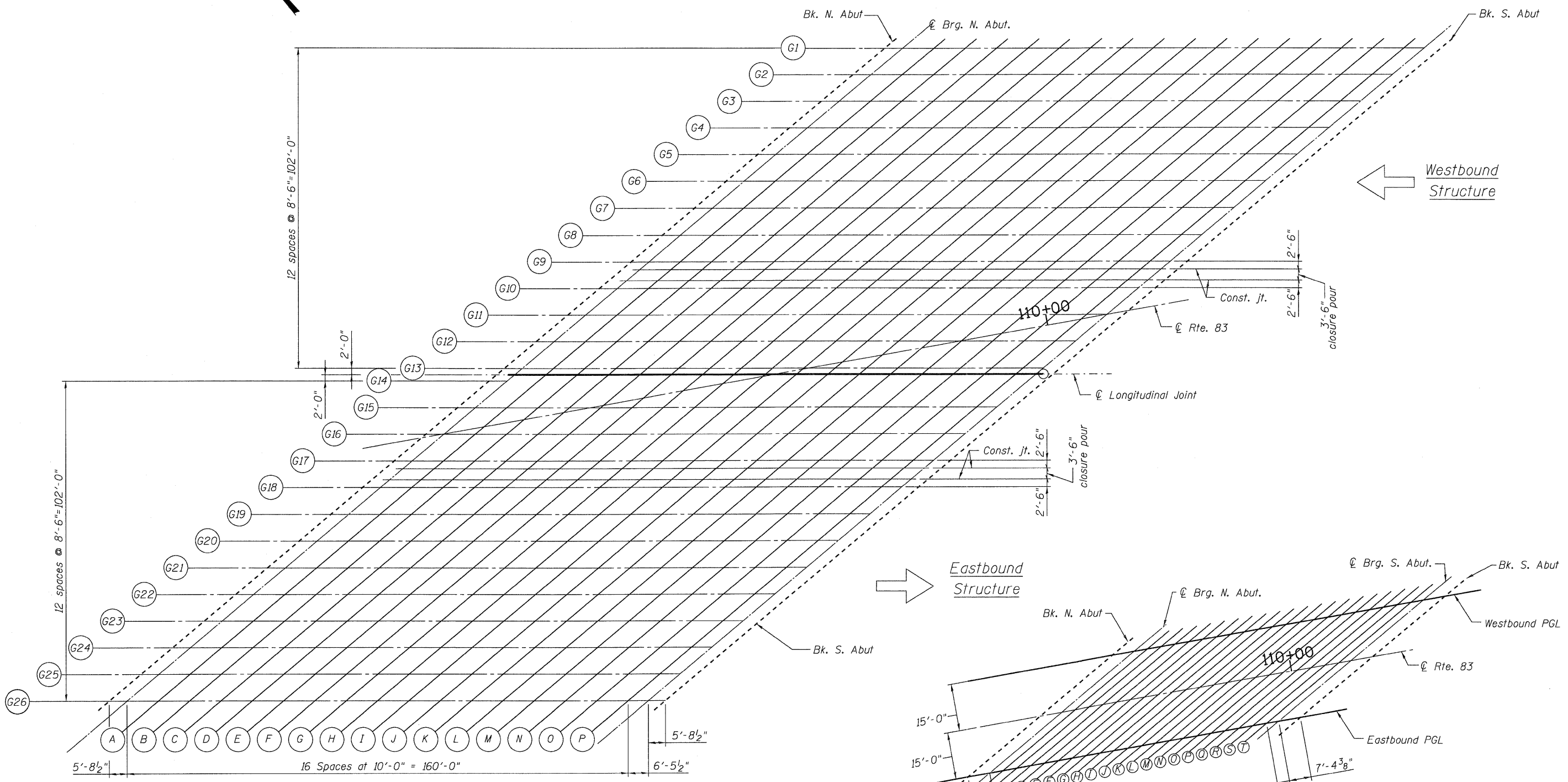
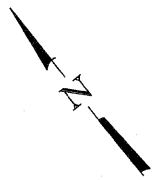
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGED CONSTRUCTION - GEOTEXTILE WALL
STRUCTURE NO. 045-0079

SHEET NO. 4 OF 67 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	170
CONTRACT NO. 60122				
ILLINOIS FED. AID PROJECT				



PLAN

(For Girders 1-26, Longitudinal Joint and Construction Joints)

PLAN

(For Eastbound PGL and Westbound PGL)

McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street, Chicago, Illinois 60601

FILE NAME =	0450279-60122-005-T05.Elevs.01.dgn
USER NAME =	jeh-hert
PLOT SCALE =	1:16,667
PLOT DATE =	3/28/2012

DESIGNED -	KJH
CHECKED -	MJL
DRAWN -	AMV
CHECKED -	MJL

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 045-0079**

SHEET NO. 5 OF 67 SHEETS

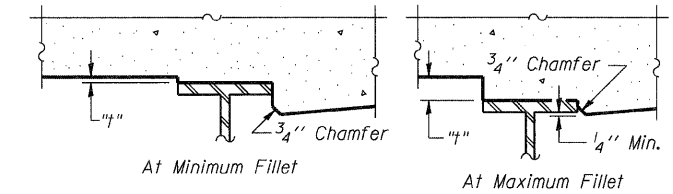
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	171
CONTRACT NO. 60122				
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10964.45	-96.17	807.47	807.47
☉ Brg. N. Abut.	10970.07	-95.16	807.46	807.46
A	10979.91	-93.40	807.45	807.53
B	10989.76	-91.64	807.42	807.60
C	10999.60	-89.88	807.39	807.65
D	11009.45	-88.12	807.35	807.69
E	11019.29	-86.36	807.31	807.70
F	11029.13	-84.60	807.26	807.70
G	11038.98	-82.85	807.20	807.67
H	11048.82	-81.09	807.14	807.62
I	11058.67	-79.33	807.07	807.55
J	11068.51	-77.57	806.99	807.45
K	11078.35	-75.81	806.91	807.33
L	11088.20	-74.05	806.82	807.19
M	11098.04	-72.29	806.72	807.03
N	11107.89	-70.53	806.62	806.85
O	11117.73	-68.77	806.51	806.66
P	11127.57	-67.01	806.39	806.45
☉ Brg. S. Abut.	11133.93	-65.87	806.32	806.32
Bk. S. Abut.	11139.54	-64.87	806.24	806.24

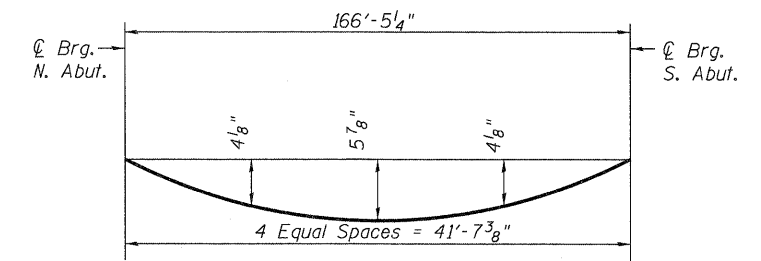
GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10952.99	-89.58	807.61	807.61
☉ Brg. N. Abut.	10958.60	-88.58	807.61	807.61
A	10968.45	-86.82	807.60	807.68
B	10978.29	-85.06	807.58	807.76
C	10988.13	-83.30	807.55	807.81
D	10997.98	-81.54	807.52	807.86
E	11007.82	-79.78	807.49	807.88
F	11017.67	-78.02	807.44	807.89
G	11027.51	-76.26	807.39	807.87
H	11037.35	-74.50	807.34	807.83
I	11047.20	-72.74	807.28	807.76
J	11057.04	-70.98	807.21	807.67
K	11066.89	-69.22	807.13	807.56
L	11076.73	-67.46	807.05	807.42
M	11086.57	-65.70	806.96	807.27
N	11096.42	-63.94	806.87	807.10
O	11106.26	-62.18	806.76	806.91
P	11116.11	-60.42	806.66	806.71
☉ Brg. S. Abut.	11122.47	-59.29	806.58	806.58
Bk. S. Abut.	11128.08	-58.28	806.52	806.52



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10941.52	-83.00	807.74	807.74
☉ Brg. N. Abut.	10947.13	-81.99	807.74	807.74
A	10956.98	-80.23	807.74	807.83
B	10966.82	-78.47	807.73	807.90
C	10976.67	-76.71	807.71	807.97
D	10986.51	-74.95	807.69	808.02
E	10996.35	-73.19	807.66	808.05
F	11006.20	-71.43	807.62	808.07
G	11016.04	-69.68	807.58	808.06
H	11025.89	-67.92	807.53	808.02
I	11035.73	-66.16	807.48	807.96
J	11045.57	-64.40	807.42	807.88
K	11055.42	-62.64	807.35	807.78
L	11065.26	-60.88	807.27	807.65
M	11075.11	-59.12	807.19	807.50
N	11084.95	-57.36	807.11	807.34
O	11094.79	-55.60	807.01	807.16
P	11104.64	-53.84	806.91	806.97
☉ Brg. S. Abut.	11111.00	-52.70	806.84	806.84
Bk. S. Abut.	11116.61	-51.70	806.78	806.78

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10930.05	-76.41	807.86	807.86
☉ Brg. N. Abut.	10935.67	-75.41	807.87	807.87
A	10945.51	-73.65	807.87	807.96
B	10955.36	-71.89	807.87	808.05
C	10965.20	-70.13	807.86	808.12
D	10975.04	-68.37	807.84	808.18
E	10984.89	-66.61	807.82	808.22
F	10994.73	-64.85	807.79	808.24
G	11004.58	-63.09	807.76	808.23
H	11014.42	-61.33	807.72	808.21
I	11024.26	-59.57	807.67	808.16
J	11034.11	-57.81	807.62	808.08
K	11043.95	-56.05	807.56	807.98
L	11053.80	-54.29	807.49	807.86
M	11063.64	-52.53	807.42	807.73
N	11073.48	-50.77	807.34	807.57
O	11083.33	-49.01	807.25	807.40
P	11093.17	-47.25	807.16	807.21
☉ Brg. S. Abut.	11099.53	-46.12	807.09	807.09
Bk. S. Abut.	11105.14	-45.11	807.04	807.04

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10918.59	-69.83	807.97	807.97
⊕ Brg. N. Abut.	10924.20	-68.82	807.98	807.98
A	10934.04	-67.06	807.99	808.08
B	10943.89	-65.30	808.00	808.18
C	10953.73	-63.54	808.00	808.26
D	10963.58	-61.78	807.99	808.32
E	10973.42	-60.02	807.98	808.37
F	10983.26	-58.26	807.96	808.40
G	10993.11	-56.51	807.93	808.40
H	11002.95	-54.75	807.89	808.38
I	11012.80	-52.99	807.86	808.34
J	11022.64	-51.23	807.81	808.27
K	11032.48	-49.47	807.76	808.18
L	11042.33	-47.71	807.70	808.07
M	11052.17	-45.95	807.63	807.94
N	11062.02	-44.19	807.56	807.79
O	11071.86	-42.43	807.48	807.63
P	11081.70	-40.67	807.39	807.45
⊕ Brg. S. Abut.	11088.06	-39.53	807.34	807.34
Bk. S. Abut.	11093.67	-38.53	807.28	807.28

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10907.12	-63.24	808.08	808.08
⊕ Brg. N. Abut.	10912.73	-62.24	808.09	808.09
A	10922.58	-60.48	808.11	808.20
B	10932.42	-58.72	808.12	808.30
C	10942.26	-56.96	808.13	808.39
D	10952.11	-55.20	808.13	808.46
E	10961.95	-53.44	808.12	808.52
F	10971.80	-51.68	808.11	808.55
G	10981.64	-49.92	808.09	808.56
H	10991.48	-48.16	808.06	808.55
I	11001.33	-46.40	808.03	808.52
J	11011.17	-44.64	807.99	808.46
K	11021.02	-42.88	807.95	808.37
L	11030.86	-41.12	807.89	808.27
M	11040.70	-39.36	807.84	808.15
N	11050.55	-37.60	807.77	808.00
O	11060.39	-35.84	807.70	807.85
P	11070.24	-34.08	807.62	807.68
⊕ Brg. S. Abut.	11076.60	-32.95	807.57	807.57
Bk. S. Abut.	11082.21	-31.94	807.52	807.52

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10895.65	-56.66	808.17	808.17
⊕ Brg. N. Abut.	10901.26	-55.65	808.19	808.19
A	10911.11	-53.89	808.22	808.31
B	10920.95	-52.13	808.24	808.41
C	10930.80	-50.37	808.25	808.51
D	10940.64	-48.61	808.26	808.59
E	10950.48	-46.85	808.26	808.65
F	10960.33	-45.09	808.25	808.70
G	10970.17	-43.34	808.24	808.72
H	10980.02	-41.58	808.22	808.71
I	10989.86	-39.82	808.20	808.68
J	10999.70	-38.06	808.17	808.63
K	11009.55	-36.30	808.13	808.56
L	11019.39	-34.54	808.08	808.46
M	11029.24	-32.78	808.03	808.34
N	11039.08	-31.02	807.98	808.21
O	11048.92	-29.26	807.91	808.06
P	11058.77	-27.50	807.84	807.90
⊕ Brg. S. Abut.	11065.13	-26.36	807.79	807.79
Bk. S. Abut.	11070.74	-25.36	807.75	807.75

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10884.18	-50.07	808.26	808.26
⊕ Brg. N. Abut.	10889.80	-49.07	808.28	808.28
A	10899.64	-47.31	808.31	808.40
B	10909.49	-45.55	808.34	808.52
C	10919.33	-43.79	808.36	808.62
D	10929.17	-42.03	808.38	808.71
E	10939.02	-40.27	808.39	808.78
F	10948.86	-38.51	808.39	808.83
G	10958.71	-36.75	808.38	808.86
H	10968.55	-34.99	808.37	808.86
I	10978.39	-33.23	808.36	808.84
J	10988.24	-31.47	808.33	808.80
K	10998.08	-29.71	808.30	808.73
L	11007.93	-27.95	808.26	808.64
M	11017.77	-26.19	808.22	808.53
N	11027.61	-24.43	808.17	808.40
O	11037.46	-22.67	808.11	808.26
P	11047.30	-20.91	808.05	808.11
⊕ Brg. S. Abut.	11053.66	-19.78	808.01	808.01
Bk. S. Abut.	11059.27	-18.77	807.97	807.97

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10872.72	-43.49	808.33	808.33
⊕ Brg. N. Abut.	10878.33	-42.48	808.36	808.36
A	10888.17	-40.72	808.40	808.49
B	10898.02	-38.96	808.44	808.62
C	10907.86	-37.20	808.47	808.73
D	10917.71	-35.44	808.49	808.82
E	10927.55	-33.68	808.51	808.90
F	10937.39	-31.92	808.51	808.96
G	10947.24	-30.17	808.52	808.99
H	10957.08	-28.41	808.51	809.00
I	10966.93	-26.65	808.50	808.99
J	10976.77	-24.89	808.49	808.95
K	10986.61	-23.13	808.47	808.89
L	10996.46	-21.37	808.44	808.81
M	11006.30	-19.61	808.40	808.71
N	11016.15	-17.85	808.36	808.59
O	11025.99	-16.09	808.31	808.46
P	11035.83	-14.33	808.25	808.31
⊕ Brg. S. Abut.	11042.19	-13.19	808.22	808.22
Bk. S. Abut.	11047.81	-12.19	808.18	808.18

CONST. JT. - NORTH EDGE OF WESTBOUND CLOSURE POUR

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10869.34	-41.55	808.36	808.36
⊕ Brg. N. Abut.	10874.96	-40.55	808.38	808.38
A	10884.80	-38.79	808.43	808.52
B	10894.65	-37.03	808.46	808.64
C	10904.49	-35.27	808.50	808.76
D	10914.33	-33.51	808.52	808.85
E	10924.18	-31.75	808.54	808.93
F	10934.02	-29.99	808.55	808.99
G	10943.87	-28.23	808.56	809.03
H	10953.71	-26.47	808.55	809.04
I	10963.55	-24.71	808.55	809.03
J	10973.40	-22.95	808.53	809.00
K	10983.24	-21.19	808.51	808.94
L	10993.08	-19.43	808.48	808.86
M	11002.93	-17.67	808.45	808.76
N	11012.77	-15.91	808.41	808.64
O	11022.62	-14.15	808.36	808.51
P	11032.46	-12.39	808.31	808.37
⊕ Brg. S. Abut.	11038.82	-11.26	808.27	808.27
Bk. S. Abut.	11044.43	-10.25	808.24	808.24

CONST. JT. - SOUTH EDGE OF WESTBOUND CLOSURE POUR

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10864.62	-38.84	808.38	808.38
⊕ Brg. N. Abut.	10870.24	-37.83	808.41	808.41
A	10880.08	-36.07	808.46	808.55
B	10889.92	-34.32	808.50	808.68
C	10899.77	-32.56	808.54	808.80
D	10909.61	-30.80	808.56	808.90
E	10919.46	-29.04	808.58	808.98
F	10929.30	-27.28	808.60	809.04
G	10939.14	-25.52	808.61	809.08
H	10948.99	-23.76	808.61	809.10
I	10958.83	-22.00	808.60	809.09
J	10968.68	-20.24	808.59	809.06
K	10978.52	-18.48	808.58	809.00
L	10988.36	-16.72	808.55	808.93
M	10998.21	-14.96	808.52	808.83
N	11008.05	-13.20	808.48	808.72
O	11017.90	-11.44	808.44	808.59
P	11027.74	-9.68	808.39	808.45
⊕ Brg. S. Abut.	11034.10	-8.54	808.36	808.36
Bk. S. Abut.	11039.71	-7.54	808.32	808.32

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10861.25	-36.90	808.40	808.40
⊕ Brg. N. Abut.	10866.86	-35.90	808.43	808.43
A	10876.71	-34.14	808.48	808.57
B	10886.55	-32.38	808.53	808.70
C	10896.39	-30.62	808.56	808.82
D	10906.24	-28.86	808.59	808.93
E	10916.08	-27.10	808.62	809.01
F	10925.93	-25.34	808.63	809.08
G	10935.77	-23.58	808.64	809.12
H	10945.61	-21.82	808.65	809.14
I	10955.46	-20.06	808.64	809.13
J	10965.30	-18.30	808.64	809.10
K	10975.15	-16.54	808.62	809.05
L	10984.99	-14.78	808.60	808.97
M	10994.83	-13.02	808.57	808.88
N	11004.68	-11.26	808.54	808.77
O	11014.52	-9.50	808.49	808.64
P	11024.37	-7.74	808.45	808.50
⊕ Brg. S. Abut.	11030.73	-6.61	808.41	808.41
Bk. S. Abut.	11036.34	-5.60	808.38	808.38

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10849.78	-30.32	808.46	808.46
⊕ Brg. N. Abut.	10855.40	-29.31	808.50	808.50
A	10865.24	-27.55	808.55	808.64
B	10875.08	-25.79	808.60	808.78
C	10884.93	-24.03	808.65	808.91
D	10894.77	-22.27	808.69	809.02
E	10904.62	-20.51	808.72	809.11
F	10914.46	-18.76	808.74	809.18
G	10924.30	-17.00	808.76	809.23
H	10934.15	-15.24	808.77	809.26
I	10943.99	-13.48	808.78	809.26
J	10953.83	-11.72	808.78	809.24
K	10963.68	-9.96	808.77	809.20
L	10973.52	-8.20	808.75	809.13
M	10983.37	-6.44	808.73	809.04
N	10993.21	-4.68	808.71	808.94
O	11003.05	-2.92	808.67	808.82
P	11012.90	-1.16	808.63	808.69
⊕ Brg. S. Abut.	11019.26	-0.02	808.60	808.60
Bk. S. Abut.	11024.87	0.98	808.54	808.54

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10838.32	-23.73	808.51	808.51
⊕ Brg. N. Abut.	10843.93	-22.73	808.55	808.55
A	10853.77	-20.97	808.62	808.71
B	10863.62	-19.21	808.67	808.85
C	10873.46	-17.45	808.73	808.99
D	10883.30	-15.69	808.77	809.11
E	10893.15	-13.93	808.81	809.21
F	10902.99	-12.17	808.84	809.29
G	10912.84	-10.41	808.87	809.34
H	10922.68	-8.65	808.89	809.38
I	10932.52	-6.89	808.90	809.39
J	10942.37	-5.13	808.91	809.37
K	10952.21	-3.37	808.91	809.33
L	10962.06	-1.61	808.90	809.27
M	10971.90	0.15	808.88	809.19
N	10981.74	1.91	808.81	809.04
O	10991.59	3.67	808.73	808.88
P	11001.43	5.43	808.64	808.70
⊕ Brg. S. Abut.	11007.79	6.56	808.59	808.59
Bk. S. Abut.	11013.40	7.57	808.53	808.53

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10826.85	-17.15	808.56	808.56
⊕ Brg. N. Abut.	10832.46	-16.14	808.60	808.60
A	10842.30	-14.38	808.67	808.76
B	10852.15	-12.62	808.74	808.91
C	10861.99	-10.86	808.80	809.06
D	10871.84	-9.10	808.85	809.18
E	10881.68	-7.34	808.89	809.29
F	10891.52	-5.59	808.93	809.38
G	10901.37	-3.83	808.97	809.44
H	10911.21	-2.07	808.99	809.48
I	10921.06	-0.31	809.01	809.50
J	10930.90	1.45	808.98	809.45
K	10940.74	3.21	808.94	809.37
L	10950.59	4.97	808.89	809.26
M	10960.43	6.73	808.83	809.14
N	10970.28	8.49	808.76	808.99
O	10980.12	10.25	808.69	808.84
P	10989.96	12.01	808.61	808.67
⊕ Brg. S. Abut.	10996.32	13.15	808.56	808.56
Bk. S. Abut.	11001.94	14.15	808.51	808.51

⊕ LONGITUDINAL JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10824.15	-15.60	808.56	808.56
⊕ Brg. N. Abut.	10829.76	-14.59	808.61	808.61
A	10839.61	-12.83	808.68	808.77
B	10849.45	-11.07	808.75	808.93
C	10859.29	-9.31	808.81	809.07
D	10869.14	-7.55	808.86	809.20
E	10878.98	-5.80	808.91	809.31
F	10888.83	-4.04	808.95	809.40
G	10898.67	-2.28	808.99	809.46
H	10908.51	-0.52	809.02	809.51
I	10918.36	1.24	809.00	809.49
J	10928.20	3.00	808.96	809.43
K	10938.05	4.76	808.92	809.35
L	10947.89	6.52	808.87	809.25
M	10957.73	8.28	808.81	809.12
N	10967.58	10.04	808.75	808.98
O	10977.42	11.80	808.68	808.83
P	10987.27	13.56	808.61	808.66
⊕ Brg. S. Abut.	10993.63	14.70	808.55	808.55
Bk. S. Abut.	10999.24	15.70	808.50	808.50

WESTBOUND PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10823.11	-15.00	808.57	808.57
⊕ Brg. N. Abut.	10830.47	-15.00	808.61	808.61
A	10840.47	-15.00	808.65	808.72
B	10850.47	-15.00	808.69	808.83
C	10860.47	-15.00	808.73	808.93
D	10870.47	-15.00	808.76	809.02
E	10880.47	-15.00	808.78	809.10
F	10890.47	-15.00	808.79	809.17
G	10900.47	-15.00	808.80	809.22
H	10910.47	-15.00	808.80	809.25
I	10920.47	-15.00	808.79	809.27
J	10930.47	-15.00	808.78	809.27
K	10940.47	-15.00	808.76	809.25
L	10950.47	-15.00	808.74	809.22
M	10960.47	-15.00	808.70	809.17
N	10970.47	-15.00	808.66	809.10
O	10980.47	-15.00	808.62	809.02
P	10990.47	-15.00	808.57	808.92
Q	11000.47	-15.00	808.51	808.80
R	11010.47	-15.00	808.44	808.68
S	11020.47	-15.00	808.37	808.54
T	11030.47	-15.00	808.29	808.39
⊕ Brg. S. Abut.	11045.34	-15.00	808.16	808.16
Bk. S. Abut.	11052.70	-15.00	808.09	808.09

EASTBOUND PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10770.87	15.00	808.18	808.18
⊕ Brg. N. Abut.	10778.23	15.00	808.25	808.25
A	10788.23	15.00	808.33	808.40
B	10798.23	15.00	808.41	808.55
C	10808.23	15.00	808.48	808.68
D	10818.23	15.00	808.54	808.81
E	10828.23	15.00	808.59	808.92
F	10838.23	15.00	808.64	809.02
G	10848.23	15.00	808.69	809.10
H	10858.23	15.00	808.72	809.17
I	10868.23	15.00	808.75	809.22
J	10878.23	15.00	808.77	809.26
K	10888.23	15.00	808.79	809.28
L	10898.23	15.00	808.80	809.28
M	10908.23	15.00	808.80	809.26
N	10918.23	15.00	808.80	809.23
O	10928.23	15.00	808.78	809.18
P	10938.23	15.00	808.77	809.12
Q	10948.23	15.00	808.74	809.04
R	10958.23	15.00	808.71	808.95
S	10968.23	15.00	808.67	808.84
T	10978.23	15.00	808.63	808.73
⊕ Brg. S. Abut.	10993.10	15.00	808.55	808.55
Bk. S. Abut.	11000.46	15.00	808.51	808.51

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10821.45	-14.05	808.57	808.57
⊕ Brg. N. Abut.	10827.06	-13.04	808.62	808.62
A	10836.91	-11.28	808.69	808.78
B	10846.75	-9.52	808.76	808.94
C	10856.60	-7.77	808.82	809.08
D	10866.44	-6.01	808.88	809.21
E	10876.28	-4.25	808.93	809.33
F	10886.13	-2.49	808.97	809.42
G	10895.97	-0.73	809.01	809.49
H	10905.82	1.03	809.01	809.50
I	10915.66	2.79	808.98	809.47
J	10925.50	4.55	808.94	809.41
K	10935.35	6.31	808.90	809.33
L	10945.19	8.07	808.85	809.23
M	10955.04	9.83	808.80	809.11
N	10964.88	11.59	808.74	808.97
O	10974.72	13.35	808.67	808.82
P	10984.57	15.11	808.60	808.65
⊕ Brg. S. Abut.	10990.93	16.25	808.54	808.54
Bk. S. Abut.	10996.54	17.25	808.50	808.50

GIRDER 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10809.98	-7.46	808.60	808.60
⊕ Brg. N. Abut.	10815.60	-6.46	808.65	808.65
A	10825.44	-4.70	808.73	808.82
B	10835.28	-2.94	808.81	808.99
C	10845.13	-1.18	808.88	809.14
D	10854.97	0.58	808.93	809.26
E	10864.82	2.34	808.93	809.33
F	10874.66	4.10	808.93	809.37
G	10884.50	5.86	808.92	809.40
H	10894.35	7.62	808.91	809.39
I	10904.19	9.38	808.88	809.37
J	10914.04	11.14	808.86	809.32
K	10923.88	12.90	808.82	809.25
L	10933.72	14.66	808.78	809.16
M	10943.57	16.42	808.73	809.04
N	10953.41	18.18	808.68	808.91
O	10963.26	19.93	808.62	808.77
P	10973.10	21.69	808.55	808.61
⊕ Brg. S. Abut.	10979.46	22.83	808.51	808.51
Bk. S. Abut.	10985.07	23.83	808.46	808.46

GIRDER 16

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10798.52	-0.88	808.62	808.62
⊕ Brg. N. Abut.	10804.13	0.13	808.67	808.67
A	10813.97	1.89	808.71	808.80
B	10823.82	3.65	808.74	808.92
C	10833.66	5.40	808.77	809.03
D	10843.50	7.16	808.78	809.12
E	10853.35	8.92	808.80	809.19
F	10863.19	10.68	808.80	809.24
G	10873.04	12.44	808.80	809.28
H	10882.88	14.20	808.79	809.28
I	10892.72	15.96	808.78	809.27
J	10902.57	17.72	808.76	809.22
K	10912.41	19.48	808.73	809.16
L	10922.26	21.24	808.70	809.07
M	10932.10	23.00	808.66	808.97
N	10941.94	24.76	808.61	808.84
O	10951.79	26.52	808.56	808.71
P	10961.63	28.28	808.50	808.56
⊕ Brg. S. Abut.	10967.99	29.42	808.46	808.46
Bk. S. Abut.	10973.61	30.42	808.42	808.42

GIRDER 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10787.05	5.71	808.46	808.46
⊕ Brg. N. Abut.	10792.66	6.71	808.49	808.49
A	10802.51	8.47	808.54	808.63
B	10812.35	10.23	808.57	808.75
C	10822.19	11.99	808.61	808.87
D	10832.04	13.75	808.63	808.97
E	10841.88	15.51	808.65	809.05
F	10851.73	17.27	808.67	809.11
G	10861.57	19.03	808.67	809.15
H	10871.41	20.79	808.67	809.16
I	10881.26	22.55	808.67	809.15
J	10891.10	24.31	808.65	809.12
K	10900.95	26.07	808.63	809.06
L	10910.79	27.83	808.61	808.98
M	10920.63	29.59	808.57	808.88
N	10930.48	31.35	808.54	808.77
O	10940.32	33.10	808.49	808.64
P	10950.16	34.86	808.44	808.50
⊕ Brg. S. Abut.	10956.53	36.00	808.40	808.40
Bk. S. Abut.	10962.14	37.00	808.37	808.37

Note:
Slab elevation locations A through T for the Westbound PGL and Eastbound PGL do not correspond to the locations as shown on the Plan on Sheet 5. These elevations are spaced every 10' along the Westbound PGL and Eastbound PGL starting 10' from the ⊕ of bearing on the North Abutment.

McDonough Associates Inc.
Engineers/Architects
130 East Randolph Street Chicago, Illinois 60601

FILE NAME = 0450079-60122-009-T05.Elevs.05.dgn	USER NAME = jehrhert	DESIGNED - KJH	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 045-0079	F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 175	
PLOT SCALE = 1:0.0033333	DRAWN - AMV	CHECKED - M.J.L	REVISD -			CONTRACT NO. 60122					
PLOT DATE = 3/28/2012	CHECKED - M.J.L	REVISD -	REVISD -			ILLINOIS FED. AID PROJECT					
SHEET NO. 9 OF 67 SHEETS											

CONST. JT. - NORTH END OF EASTBOUND CLOSURE POUR

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10783.68	7.64	808.41	808.41
⊕ Brg. N. Abut.	10789.29	8.65	808.44	808.44
A	10799.13	10.41	808.48	808.57
B	10808.98	12.17	808.52	808.70
C	10818.82	13.93	808.56	808.82
D	10828.66	15.69	808.59	808.92
E	10838.51	17.45	808.61	809.00
F	10848.35	19.21	808.62	809.07
G	10858.20	20.96	808.63	809.11
H	10868.04	22.72	808.63	809.12
I	10877.88	24.48	808.63	809.12
J	10887.73	26.24	808.62	809.08
K	10897.57	28.00	808.60	809.03
L	10907.42	29.76	808.58	808.95
M	10917.26	31.52	808.55	808.86
N	10927.10	33.28	808.51	808.74
O	10936.95	35.04	808.47	808.62
P	10946.79	36.80	808.42	808.48
⊕ Brg. S. Abut.	10953.15	37.94	808.38	808.38
Bk. S. Abut.	10958.77	38.94	808.35	808.35

CONST. JT. - SOUTH END OF EASTBOUND CLOSURE POUR

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10778.96	10.36	808.33	808.33
⊕ Brg. N. Abut.	10784.57	11.36	808.36	808.36
A	10794.41	13.12	808.41	808.50
B	10804.25	14.88	808.45	808.63
C	10814.10	16.64	808.49	808.75
D	10823.94	18.40	808.52	808.85
E	10833.79	20.16	808.55	808.94
F	10843.63	21.92	808.56	809.01
G	10853.47	23.68	808.58	809.05
H	10863.32	25.44	808.58	809.07
I	10873.16	27.20	808.58	809.07
J	10883.01	28.95	808.57	809.04
K	10892.85	30.71	808.56	808.99
L	10902.69	32.47	808.54	808.91
M	10912.54	34.23	808.51	808.82
N	10922.38	35.99	808.48	808.71
O	10932.23	37.75	808.44	808.58
P	10942.07	39.51	808.39	808.45
⊕ Brg. S. Abut.	10948.43	40.65	808.36	808.36
Bk. S. Abut.	10954.05	41.65	808.33	808.33

GIRDER 18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10775.58	12.29	808.27	808.27
⊕ Brg. N. Abut.	10781.19	13.30	808.30	808.30
A	10791.04	15.06	808.35	808.44
B	10800.88	16.82	808.40	808.58
C	10810.73	18.57	808.44	808.70
D	10820.57	20.33	808.47	808.81
E	10830.41	22.09	808.50	808.90
F	10840.26	23.85	808.52	808.96
G	10850.10	25.61	808.53	809.01
H	10859.95	27.37	808.54	809.03
I	10869.79	29.13	808.54	809.03
J	10879.63	30.89	808.54	809.00
K	10889.48	32.65	808.53	808.95
L	10899.32	34.41	808.51	808.88
M	10909.17	36.17	808.48	808.79
N	10919.01	37.93	808.45	808.68
O	10928.85	39.69	808.41	808.56
P	10938.70	41.45	808.37	808.43
⊕ Brg. S. Abut.	10945.06	42.59	808.34	808.34
Bk. S. Abut.	10950.67	43.59	808.31	808.31

GIRDER 19

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10764.12	18.88	808.06	808.06
⊕ Brg. N. Abut.	10769.73	19.88	808.10	808.10
A	10779.57	21.64	808.16	808.25
B	10789.41	23.40	808.22	808.39
C	10799.26	25.16	808.26	808.52
D	10809.10	26.92	808.30	808.64
E	10818.95	28.68	808.34	808.73
F	10828.79	30.44	808.37	808.81
G	10838.63	32.20	808.39	808.86
H	10848.48	33.96	808.40	808.89
I	10858.32	35.72	808.41	808.90
J	10868.17	37.48	808.41	808.88
K	10878.01	39.24	808.41	808.84
L	10887.85	41.00	808.40	808.77
M	10897.70	42.76	808.38	808.69
N	10907.54	44.51	808.36	808.59
O	10917.39	46.27	808.33	808.47
P	10927.23	48.03	808.29	808.35
⊕ Brg. S. Abut.	10933.59	49.17	808.26	808.26
Bk. S. Abut.	10939.21	50.17	808.24	808.24

GIRDER 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10752.65	25.46	807.85	807.85
⊕ Brg. N. Abut.	10758.26	26.47	807.89	807.89
A	10768.10	28.23	807.96	808.05
B	10777.95	29.98	808.02	808.20
C	10787.79	31.74	808.08	808.34
D	10797.63	33.50	808.13	808.46
E	10807.48	35.26	808.17	808.56
F	10817.32	37.02	808.20	808.65
G	10827.17	38.78	808.23	808.71
H	10837.01	40.54	808.26	808.74
I	10846.85	42.30	808.27	808.76
J	10856.70	44.06	808.28	808.75
K	10866.54	45.82	808.28	808.71
L	10876.39	47.58	808.28	808.66
M	10886.23	49.34	808.27	808.58
N	10896.07	51.10	808.25	808.49
O	10905.92	52.86	808.23	808.38
P	10915.76	54.62	808.20	808.26
⊕ Brg. S. Abut.	10922.12	55.76	808.18	808.18
Bk. S. Abut.	10927.74	56.76	808.16	808.16

GIRDER 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10741.18	32.05	807.63	807.63
⊕ Brg. N. Abut.	10746.79	33.05	807.68	807.68
A	10756.64	34.81	807.75	807.84
B	10766.48	36.57	807.82	808.00
C	10776.32	38.33	807.88	808.14
D	10786.17	40.09	807.94	808.27
E	10796.01	41.85	807.99	808.38
F	10805.86	43.61	808.03	808.48
G	10815.70	45.37	808.07	808.54
H	10825.54	47.13	808.10	808.59
I	10835.39	48.89	808.12	808.61
J	10845.23	50.65	808.14	808.60
K	10855.08	52.41	808.15	808.58
L	10864.92	54.17	808.15	808.53
M	10874.76	55.93	808.15	808.46
N	10884.61	57.68	808.14	808.38
O	10894.45	59.44	808.13	808.27
P	10904.30	61.20	808.11	808.16
⊕ Brg. S. Abut.	10910.66	62.34	808.09	808.09
Bk. S. Abut.	10916.27	63.34	808.07	808.07

GIRDER 22

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10729.71	38.63	807.40	807.40
⊕ Brg. N. Abut.	10735.32	39.64	807.45	807.45
A	10745.17	41.40	807.53	807.62
B	10755.01	43.15	807.61	807.79
C	10764.86	44.91	807.68	807.94
D	10774.70	46.67	807.74	808.08
E	10784.54	48.43	807.80	808.20
F	10794.39	50.19	807.85	808.29
G	10804.23	51.95	807.90	808.37
H	10814.08	53.71	807.93	808.42
I	10823.92	55.47	807.96	808.45
J	10833.76	57.23	807.99	808.45
K	10843.61	58.99	808.01	808.44
L	10853.45	60.75	808.02	808.39
M	10863.30	62.51	808.02	808.33
N	10873.14	64.27	808.02	808.26
O	10882.98	66.03	808.02	808.16
P	10892.83	67.79	808.00	808.06
⊕ Brg. S. Abut.	10899.19	68.93	807.99	807.99
Bk. S. Abut.	10904.80	69.93	807.98	807.98

GIRDER 23

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10718.25	45.22	807.16	807.16
⊕ Brg. N. Abut.	10723.86	46.22	807.22	807.22
A	10733.70	47.98	807.31	807.40
B	10743.54	49.74	807.39	807.57
C	10753.39	51.50	807.47	807.73
D	10763.23	53.26	807.54	807.87
E	10773.08	55.02	807.60	808.00
F	10782.92	56.78	807.66	808.11
G	10792.76	58.54	807.71	808.19
H	10802.61	60.30	807.76	808.25
I	10812.45	62.06	807.80	808.28
J	10822.30	63.82	807.83	808.30
K	10832.14	65.58	807.86	808.28
L	10841.98	67.34	807.88	808.25
M	10851.83	69.10	807.89	808.20
N	10861.67	70.85	807.89	808.13
O	10871.52	72.61	807.89	808.04
P	10881.36	74.37	807.89	807.95
⊕ Brg. S. Abut.	10887.72	75.51	807.88	807.88
Bk. S. Abut.	10893.34	76.51	807.87	807.87

GIRDER 24

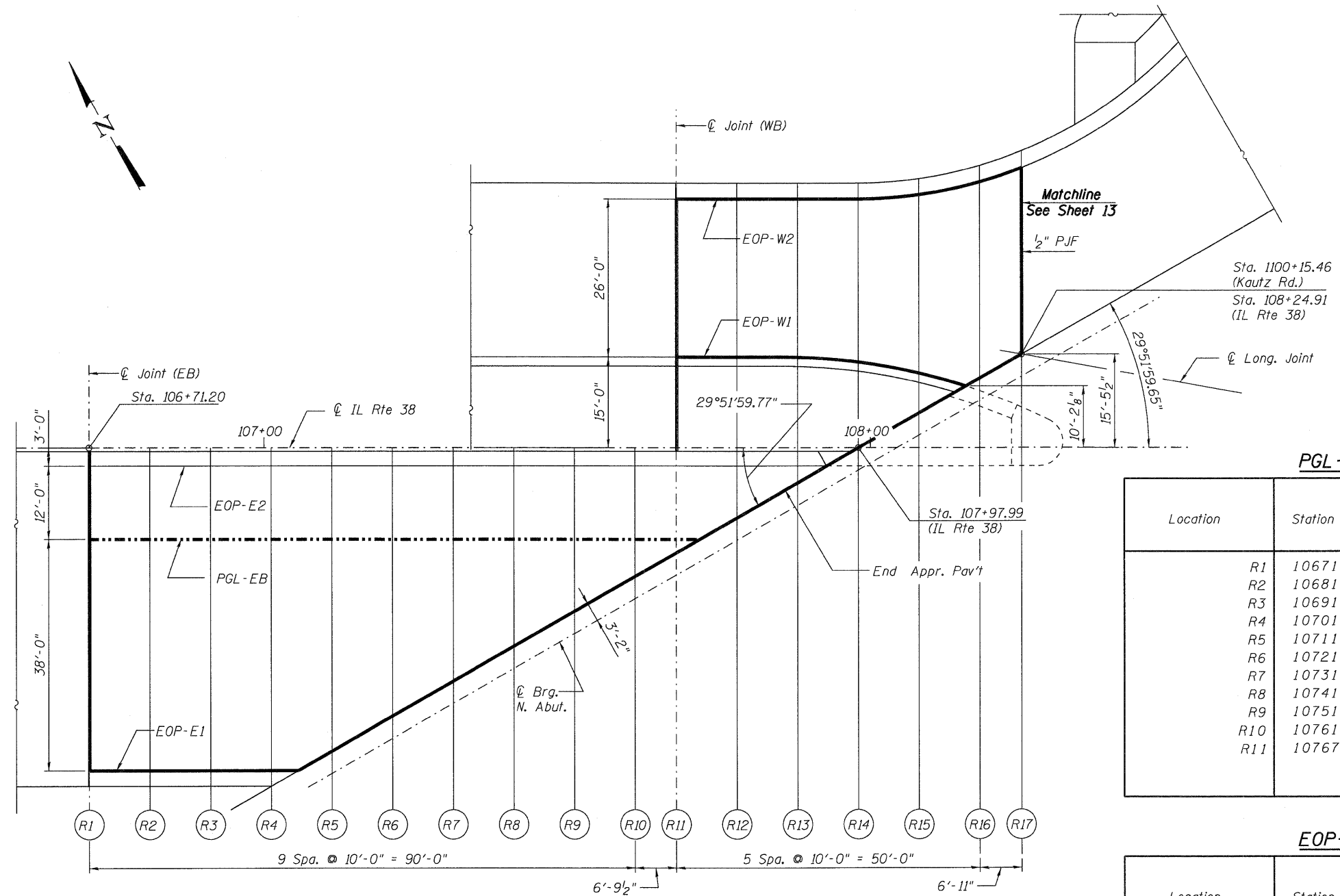
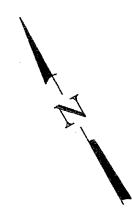
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10706.78	51.80	806.92	806.92
⊕ Brg. N. Abut.	10712.39	52.81	806.97	806.97
A	10722.23	54.57	807.07	807.16
B	10732.08	56.32	807.16	807.34
C	10741.92	58.08	807.25	807.51
D	10751.76	59.84	807.33	807.66
E	10761.61	61.60	807.40	807.79
F	10771.45	63.36	807.46	807.91
G	10781.30	65.12	807.52	808.00
H	10791.14	66.88	807.58	808.07
I	10800.98	68.64	807.62	808.11
J	10810.83	70.40	807.66	808.13
K	10820.67	72.16	807.70	808.12
L	10830.52	73.92	807.72	808.10
M	10840.36	75.68	807.74	808.05
N	10850.20	77.44	807.76	807.99
O	10860.05	79.20	807.76	807.91
P	10869.89	80.96	807.77	807.82
⊕ Brg. S. Abut.	10876.25	82.10	807.76	807.76
Bk. S. Abut.	10881.87	83.10	807.76	807.76

GIRDER 25

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10695.31	58.39	806.66	806.66
⊕ Brg. N. Abut.	10700.92	59.39	806.72	806.72
A	10710.77	61.15	806.83	806.92
B	10720.61	62.91	806.93	807.10
C	10730.45	64.67	807.02	807.28
D	10740.30	66.43	807.11	807.44
E	10750.14	68.19	807.19	807.58
F	10759.99	69.95	807.26	807.70
G	10769.83	71.71	807.32	807.80
H	10779.67	73.47	807.39	807.87
I	10789.52	75.23	807.44	807.93
J	10799.36	76.99	807.49	807.95
K	10809.21	78.75	807.53	807.96
L	10819.05	80.51	807.56	807.94
M	10828.89	82.27	807.59	807.90
N	10838.74	84.02	807.61	807.84
O	10848.58	85.78	807.63	807.77
P	10858.43	87.54	807.63	807.69
⊕ Brg. S. Abut.	10864.79	88.68	807.64	807.64
Bk. S. Abut.	10870.40	89.68	807.64	807.64

GIRDER 26

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	10683.85	64.97	806.39	806.39
⊕ Brg. N. Abut.	10689.45	65.98	806.46	806.46
A	10699.30	67.74	806.58	806.66
B	10709.14	69.49	806.68	806.86
C	10718.99	71.25	806.78	807.04
D	10728.83	73.01	806.88	807.21
E	10738.67	74.77	806.96	807.36
F	10748.52	76.53	807.04	807.49
G	10758.36	78.29	807.12	807.59
H	10768.21	80.05	807.18	807.67
I	10778.05	81.81	807.25	807.73
J	10787.89	83.57	807.30	807.77
K	10797.74	85.33	807.35	807.78
L	10807.58	87.09	807.39	807.77
M	10817.43	88.85	807.43	807.74
N	10827.27	90.61	807.46	807.69
O	10837.11	92.37	807.48	807.62
P	10846.96	94.13	807.49	807.55
⊕ Brg. S. Abut.	10853.32	95.27	807.50	807.50
Bk. S. Abut.	10858.94	96.27	807.50	807.50



PLAN - NORTH ABUTMENT APPROACH SLAB-NW
(Offsets are relative to \bar{C} IL Rte. 38)

End Appr. Pav't

Location	Station	Offset	Theoretical Grade Elevations
R5	10711.20	49.84	807.00
R6	10721.20	44.10	807.22
R7	10731.20	38.36	807.42
R8	10741.20	32.61	807.62
R9	10751.20	26.87	807.82
R10	10761.20	21.13	808.00
R11	10767.99	17.32	808.13
R12	10777.99	11.49	808.30
R13	10787.99	5.74	808.47
R14	10797.99	0.00	808.64
R15	10807.99	-5.74	808.62
R16	10817.99	-11.49	808.49
R17	10824.91	-15.46	808.57

EOP-E1

Location	Station	Offset	Theoretical Grade Elevations
R1	10671.20	53.00	806.38
R2	10681.20	53.00	806.53
R3	10691.20	53.00	806.68
R4	10701.20	53.00	806.82

PGL-EB

Location	Station	Offset	Theoretical Grade Elevations
R1	10671.20	15.00	806.95
R2	10681.20	15.00	807.10
R3	10691.20	15.00	807.25
R4	10701.20	15.00	807.39
R5	10711.20	15.00	807.53
R6	10721.20	15.00	807.65
R7	10731.20	15.00	807.77
R8	10741.20	15.00	807.89
R9	10751.20	15.00	807.99
R10	10761.20	15.00	808.09
R11	10767.99	15.00	808.16

EOP-E2

Location	Station	Offset	Theoretical Grade Elevations
R1	10671.20	3.00	807.13
R2	10681.20	3.00	807.28
R3	10691.20	3.00	807.43
R4	10701.20	3.00	807.57
R5	10711.20	3.00	807.71
R6	10721.20	3.00	807.83
R7	10731.20	3.00	807.95
R8	10741.20	3.00	808.07
R9	10751.20	3.00	808.17
R10	10761.20	3.00	808.27
R11	10767.99	3.00	808.34
R12	10777.99	3.00	808.43
R13	10787.99	3.00	808.51

\bar{C} IL RTE 38

Location	Station	Offset	Theoretical Grade Elevations
R1	10671.20	0.00	807.18
R2	10681.20	0.00	807.33
R3	10691.20	0.00	807.48
R4	10701.20	0.00	807.62
R5	10711.20	0.00	807.75
R6	10721.20	0.00	807.88
R7	10731.20	0.00	808.00
R8	10741.20	0.00	808.11
R9	10751.20	0.00	808.22
R10	10761.20	0.00	808.32
R11	10767.99	0.00	808.38
R12	10777.99	0.00	808.47
R13	10787.99	0.00	808.56

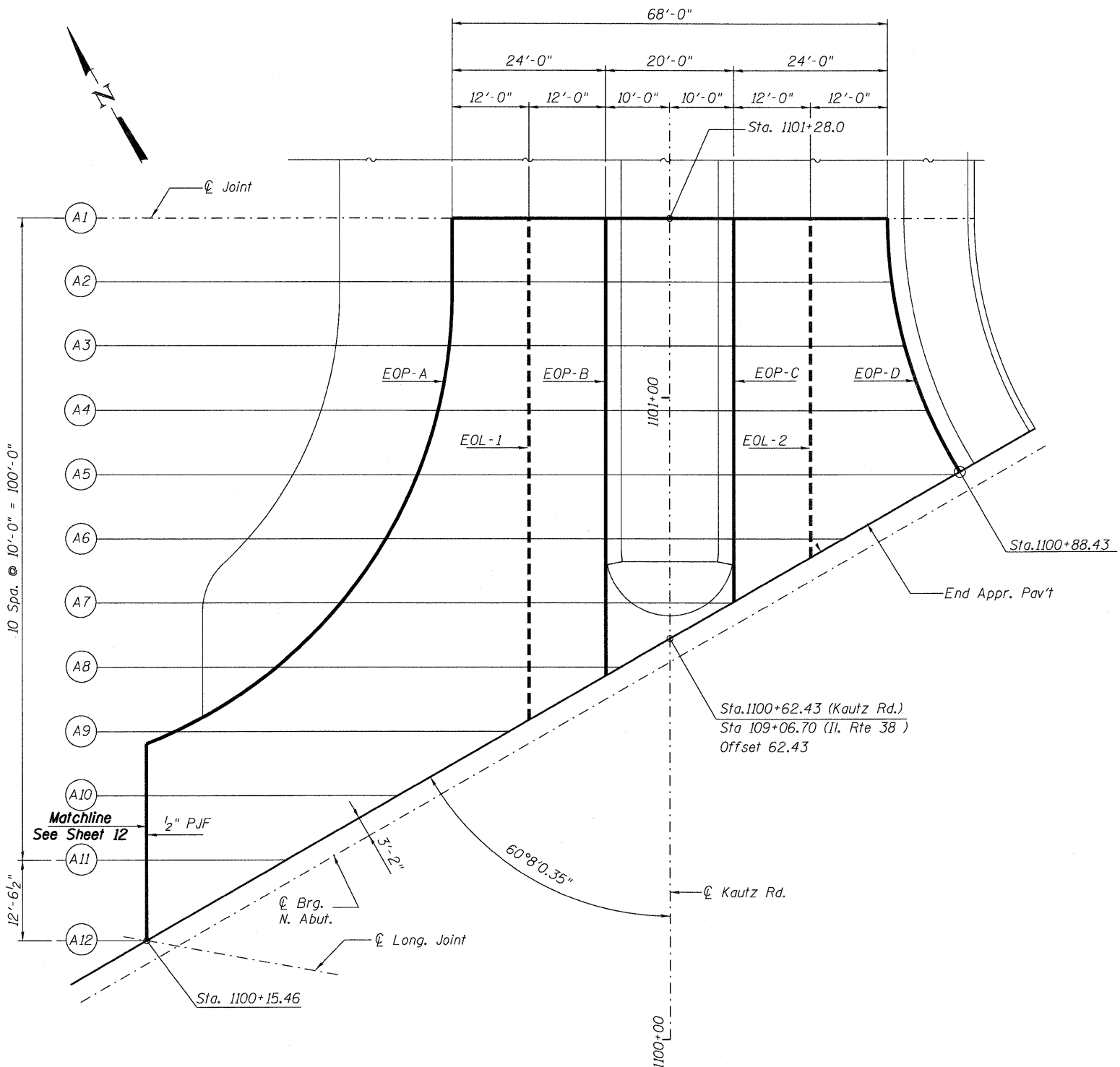
EOP-W1

Location	Station	Offset	Theoretical Grade Elevations
R11	10767.99	-15.00	808.16
R12	10777.99	-15.00	808.25
R13	10787.99	-15.00	808.33
R14	10797.99	-14.16	808.42
R15	10807.99	-12.33	808.52

EOP-W2

Location	Station	Offset	Theoretical Grade Elevations
R11	10767.99	-41.00	807.77
R12	10777.99	-41.00	807.86
R13	10787.99	-41.00	807.94
R14	10797.99	-41.00	808.02
R15	10807.99	-41.72	808.07
R16	10817.99	-43.80	808.11
R17	10824.91	-46.05	808.11

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 Engineers / Architects
 130 East Randolph Street, Chicago, Illinois 60601



PLAN - NORTH ABUTMENT APPROACH SLAB-NE

Note:
Offsets are relative to C Kautz Rd.

EOP-A

Location	Station	Offset	Theoretical Grade Elevations
A1	110128	-34.00	806.43
A2	110118	-34.00	806.75
A3	110108	-34.43	807.08
A4	110098	-36.19	807.40
A5	110088	-39.43	807.66
A6	110078	-44.34	807.19
A7	110068	-51.38	807.92
A8	110058	-61.45	808.03
A9	110048	-77.36	808.15
A10	110038	-81.79	808.23
A11	110028	-81.79	808.36
A12	110015.46	-81.79	808.57

EOP-C

Location	Station	Offset	Theoretical Grade Elevations
A1	110128	10.00	806.91
A2	110118	10.00	807.11
A3	110108	10.00	807.31
A4	110098	10.00	807.52
A5	110088	10.00	807.70
A6	110078	10.00	807.85

EOL-1

Location	Station	Offset	Theoretical Grade Elevations
A1	110128	-22.00	806.67
A2	110118	-22.00	806.93
A3	110108	-22.00	807.20
A4	110098	-22.00	807.47
A5	110088	-22.00	807.69
A6	110078	-22.00	807.84
A7	110068	-22.00	807.99
A8	110058	-22.00	808.14

EOL-2

Location	Station	Offset	Theoretical Grade Elevations
A1	110128	22.00	806.67
A2	110118	22.00	806.93
A3	110108	22.00	807.20
A4	110098	22.00	807.47
A5	110088	22.00	807.69
A6	110078	22.00	807.84

EOP-B

Location	Station	Offset	Theoretical Grade Elevations
A1	110128	-10.00	806.91
A2	110118	-10.00	807.11
A3	110108	-10.00	807.31
A4	110098	-10.00	807.52
A5	110088	-10.00	807.70
A6	110078	-10.00	807.85
A7	110068	-10.00	808.00

EOP-D

Location	Station	Offset	Theoretical Grade Elevations
A1	110128	34.05	806.43
A2	110118	35.10	806.74
A3	110108	37.55	807.05
A4	110098	41.55	807.38

C KAUTZ RD.

Location	Station	Offset	Theoretical Grade Elevations
A1	110128	0.00	807.10
A2	110118	0.00	807.25
A3	110108	0.00	807.40
A4	110098	0.00	807.55
A5	110088	0.00	807.70
A6	110078	0.00	807.85
A7	110068	0.00	808.00
End Appr. Pav't	110061.43	0.00	808.10

End Appr. Pav't

Location	Station	Offset	Theoretical Grade Elevations
A5	110088	44.54	807.64
A6	110078	27.13	807.88
A7	110068	10.00	808.00
A8	110058	-7.70	808.15
A9	110048	-25.12	808.25
A10	110038	-42.53	808.39
A11	110028	-59.94	808.49
A12	110015.46	-81.79	808.57

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130 East Randolph Street Chicago, Illinois 60601

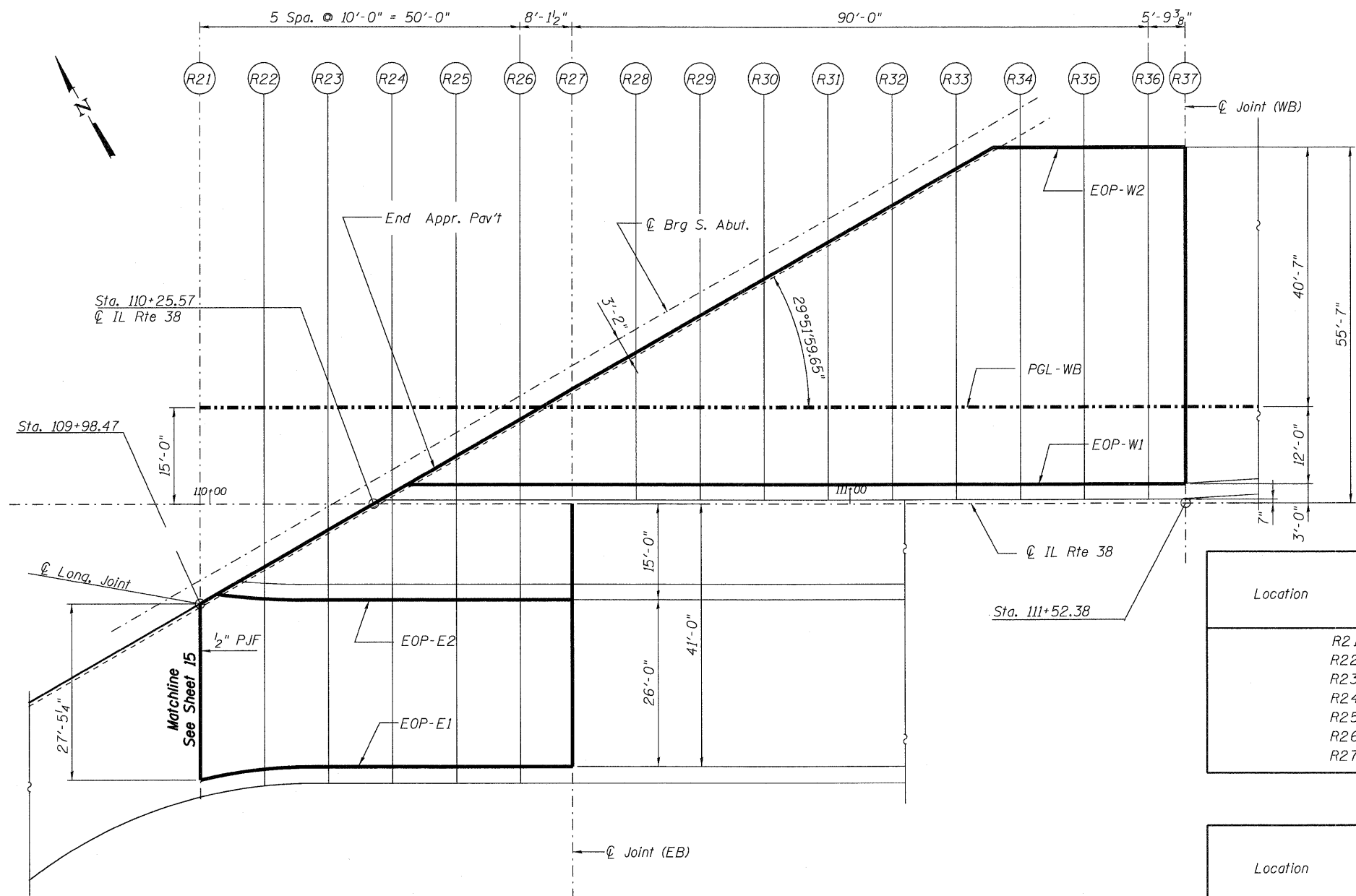
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS - 2
STRUCTURE NO. 045-0079

SHEET NO. 13 OF 67 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	179
CONTRACT NO. 60122				
ILLINOIS FED. AID PROJECT				



PLAN - SOUTH ABUTMENT APPROACH SLAB-SE
(Offsets are relative to \varnothing IL Rte. 38)

End Appr. Pav't

Location	Station	Offset	Theoretical Grade Elevations
R21	10998.47	15.56	808.51
R22	11008.47	9.82	808.53
R23	11018.47	4.08	808.55
R24	11028.47	-1.66	808.51
R25	11038.47	-7.41	808.34
R26	11048.47	-13.15	808.16
R27	11056.60	-17.81	808.01

End Appr. Pav't

Location	Station	Offset	Theoretical Grade Elevations
R28	11066.60	-23.55	807.82
R29	11076.60	-29.30	807.62
R30	11086.60	-35.04	807.42
R31	11096.60	-40.78	807.21
R32	11106.60	-46.52	807.00
R33	11116.60	-52.27	806.77

EOP-E1

Location	Station	Offset	Theoretical Grade Elevations
R21	10998.47	43.00	808.10
R22	11008.47	41.00	808.06
R23	11018.47	41.00	807.99
R24	11028.47	41.00	807.92
R25	11038.47	41.00	807.83
R26	11048.47	41.00	807.74
R27	11058.47	41.00	807.64

EOP-E2

Location	Station	Offset	Theoretical Grade Elevations
R22	11008.47	15.00	808.45
R23	11018.47	15.00	808.38
R24	11028.47	15.00	808.31
R25	11038.47	15.00	808.22
R26	11048.47	15.00	808.13
R27	11056.60	15.00	808.05

\varnothing IL RTE 38

Location	Station	Offset	Theoretical Grade Elevations
R24	11028.47	0.00	808.53
R25	11038.47	0.00	808.45
R26	11048.47	0.00	808.36
R27	11056.60	0.00	808.28

EOP-W1

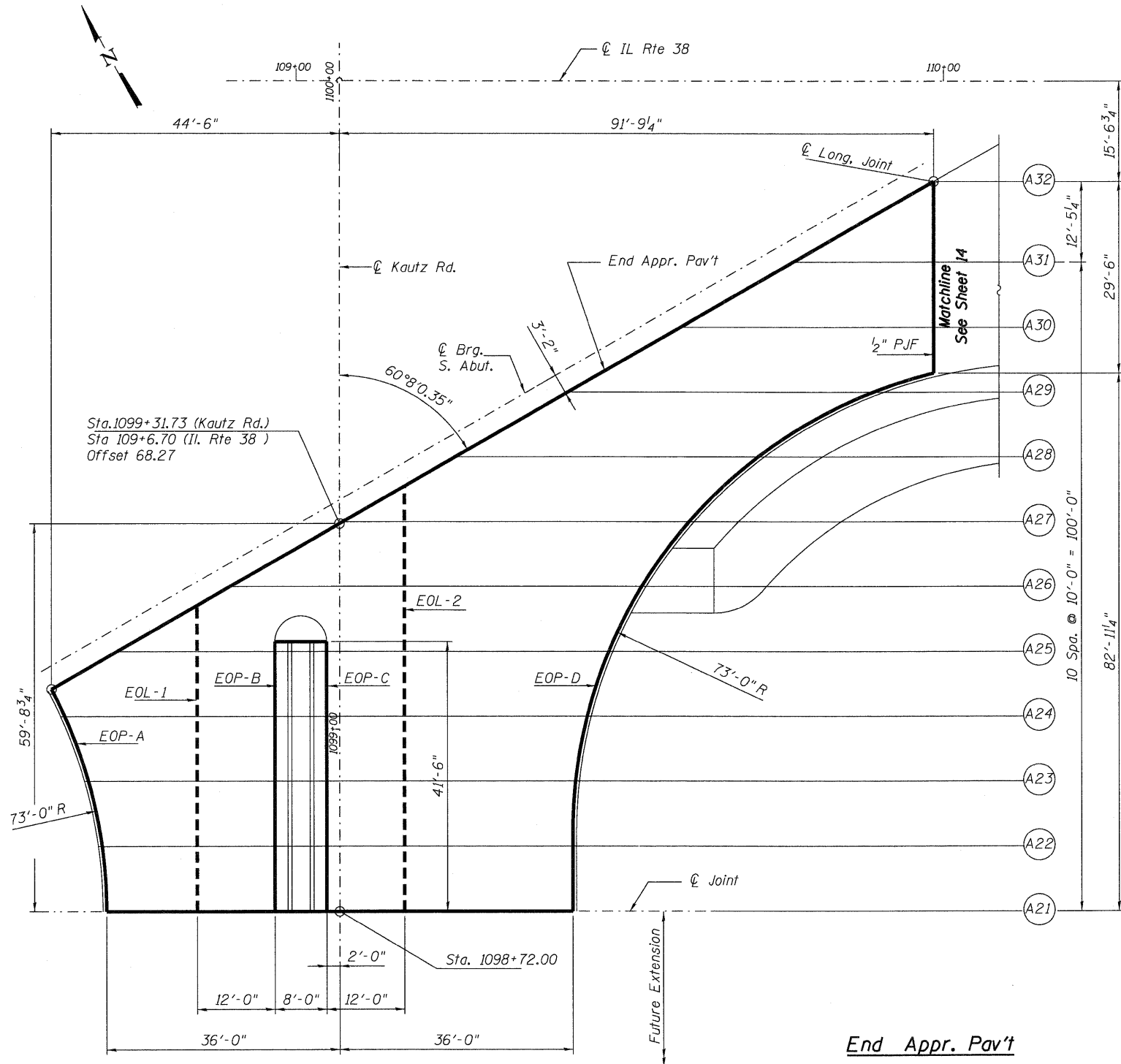
Location	Station	Offset	Theoretical Grade Elevations
R25	11038.47	-3.00	808.40
R26	11048.47	-3.00	808.31
R27	11056.60	-3.00	808.23
R28	11066.60	-3.00	808.13
R29	11076.60	-3.00	808.02
R30	11086.60	-3.00	807.90
R31	11096.60	-3.00	807.78
R32	11106.60	-3.00	807.65
R33	11116.60	-3.00	807.51
R34	11126.60	-3.00	807.37
R35	11136.60	-3.00	807.22
R36	11146.60	-3.00	807.06
R37	11152.38	-3.00	806.97

PGL-WB

Location	Station	Offset	Theoretical Grade Elevations
R27	11056.60	-15.00	808.05
R28	11066.60	-15.00	807.95
R29	11076.60	-15.00	807.84
R30	11086.60	-15.00	807.72
R31	11096.60	-15.00	807.60
R32	11106.60	-15.00	807.47
R33	11116.60	-15.00	807.33
R34	11126.60	-15.00	807.19
R35	11136.60	-15.00	807.04
R36	11146.60	-15.00	806.88
R37	11152.38	-15.00	806.79

EOP-W2

Location	Station	Offset	Theoretical Grade Elevations
R34	11126.60	-55.58	806.58
R35	11136.60	-55.58	806.43
R36	11146.60	-55.58	806.27
R37	11152.38	-55.58	806.18



PLAN - SOUTH ABUTMENT APPROACH SLAB-SW

Note:
Offsets are relative to CL Kautz Rd.

Location	Station	Offset	Theoretical Grade Elevations
A25	109912	-34.36	807.67
A26	109922	-16.95	807.84
A27	109932	0.48	808.00
A28	109942	17.88	808.14
A29	109952	35.29	808.26
A30	109962	52.71	808.36
A31	109972	72.12	808.44

EOP-A

Location	Station	Offset	Theoretical Grade Elevations
A21	109872	-36.00	806.58
A22	109882	-36.69	806.86
A23	109892	-38.79	807.17
A24	109902	-42.45	807.44

CL KAUTZ RD.

Location	Station	Offset	Theoretical Grade Elevations
A21	109872	0.00	807.28
A22	109882	0.00	807.43
A23	109892	0.00	807.58
A24	109902	0.00	807.73
A25	109912	0.00	807.88
A26	109922	0.00	808.03

EOL-1

Location	Station	Offset	Theoretical Grade Elevations
A21	109872	-22.00	806.86
A22	109882	-22.00	807.08
A23	109892	-22.00	807.29
A24	109902	-22.00	807.51
A25	109912	-22.00	807.69

EOL-2

Location	Station	Offset	Theoretical Grade Elevations
A21	109872	10.00	807.10
A22	109882	10.00	807.25
A23	109892	10.00	807.40
A24	109902	10.00	807.55
A25	109912	10.00	807.70
A26	109922	10.00	807.85
A27	109932	10.00	808.00

EOP-B

Location	Station	Offset	Theoretical Grade Elevations
A21	109872	-10.00	807.10
A22	109882	-10.00	807.25
A23	109892	-10.00	807.40
A24	109902	-10.00	807.55
A25	109912	-10.00	807.70

EOP-D

Location	Station	Offset	Theoretical Grade Elevations
A21	109872	36.00	806.58
A22	109882	36.00	806.87
A23	109892	36.44	807.16
A24	109902	38.25	807.44
A25	109912	41.58	807.66
A26	109922	46.67	807.78
A27	109932	54.00	807.91
A28	109942	64.67	808.02
A29	109952	82.45	808.08
A30	109962	91.78	808.17
A31	109972	91.78	808.32

EOP-C

Location	Station	Offset	Theoretical Grade Elevations
A21	109872	-2.00	807.24
A22	109882	-2.00	807.39
A23	109892	-2.00	807.54
A24	109902	-2.00	807.69
A25	109912	-2.00	807.84

McDonough Associates Inc.
Engineers / Architects
130 East Randolph Street Chicago, Illinois 60601

FILE NAME = 0450079-60122-015-TOS.Appr.Elevs.S2.dgn
USER NAME = jehrhert
PLOT SCALE = 1:10.6667
PLOT DATE = 3/20/2012

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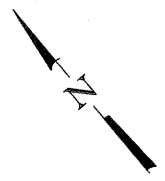
REVISED -
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS - 2
STRUCTURE NO. 045-0079

SHEET NO. 15 OF 67 SHEETS

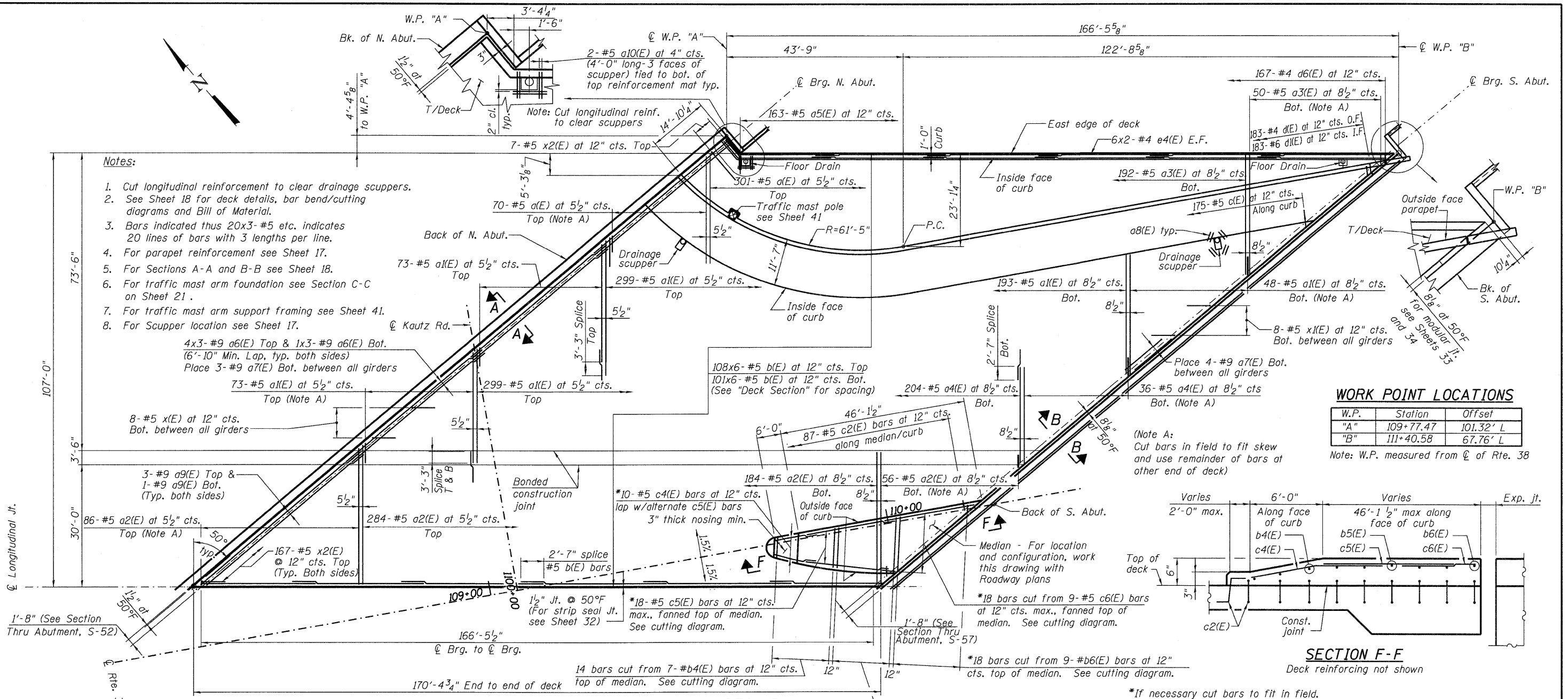
F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 181
CONTRACT NO. 60122				ILLINOIS FED. AID PROJECT



Notes:

1. Cut longitudinal reinforcement to clear drainage scuppers.
2. See Sheet 18 for deck details, bar bend/cutting diagrams and Bill of Material.
3. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
4. For parapet reinforcement see Sheet 17.
5. For Sections A-A and B-B see Sheet 18.
6. For traffic mast arm foundation see Section C-C on Sheet 21.
7. For traffic mast arm support framing see Sheet 41.
8. For Scupper location see Sheet 17.

4x3-#9 a6(E) Top & 1x3-#9 a6(E) Bot.
(6'-10" Min. Lap, typ. both sides)
Place 3-#9 a7(E) Bot. between all girders



DECK PLAN

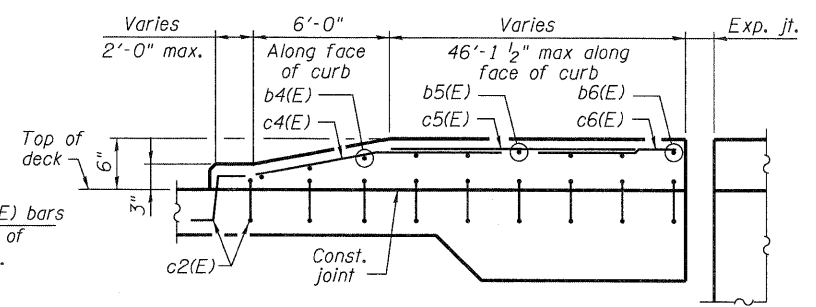
107'-0" measured perp. to Long. Jt.

WORK POINT LOCATIONS

W.P.	Station	Offset
"A"	109+77.47	101.32' L
"B"	111+40.58	67.76' L

Note: W.P. measured from ϕ of Rte. 38

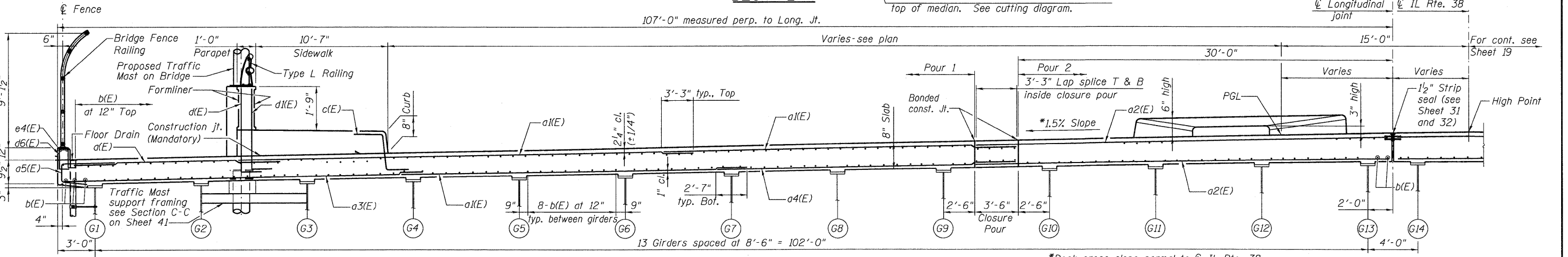
(Note A: Cut bars in field to fit skew and use remainder of bars at other end of deck)



SECTION F-F

Deck reinforcing not shown

*If necessary cut bars to fit in field.

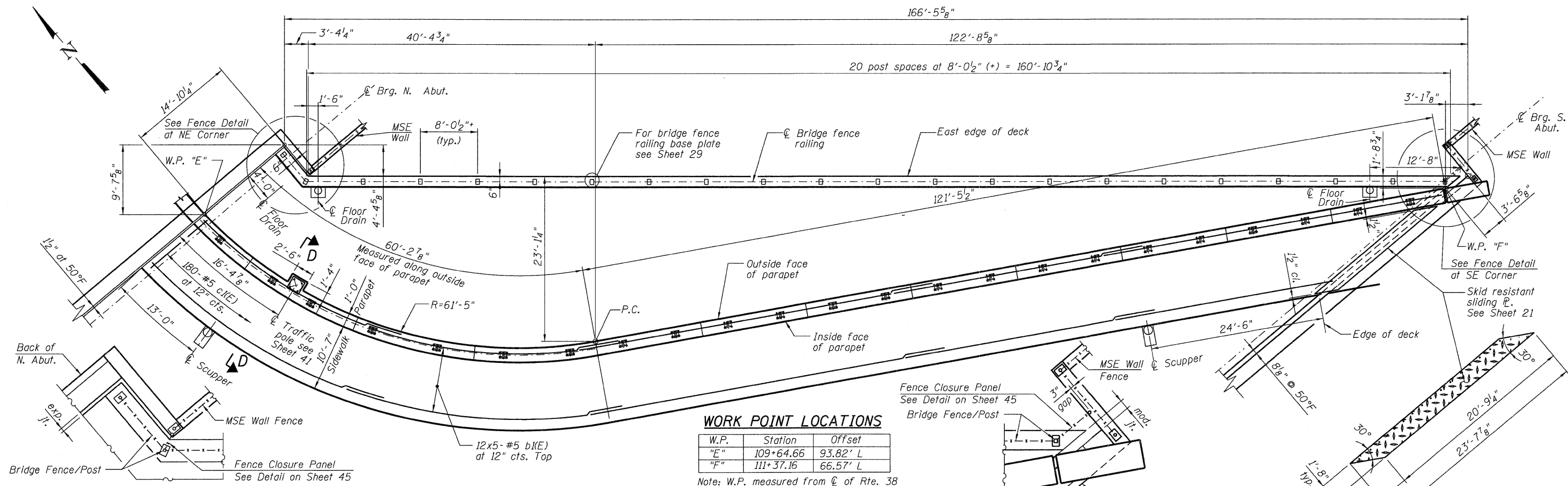


DECK CROSS SECTION

(Looking Upstation - at Right Ls to ϕ Long. Jt.)

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Engineers / Architects
130 East Randolph Street, Chicago, Illinois 60601

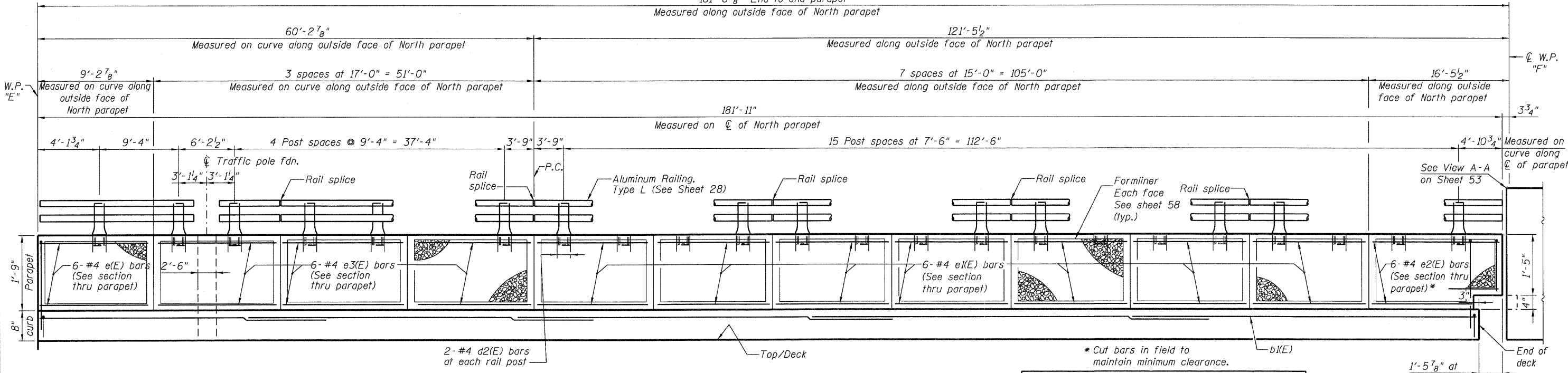
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PLOT SCALE = 1:12.5	DRAWN - JDK	CHECKED - PMH	REVISD -			SHEET NO. 16 OF 67 SHEETS					
PLOT DATE = 3/28/2012	CHECKED - PMH	REVISD -	REVISD -			CONTRACT NO. 60122					
ILLINOIS FED. AID PROJECT											



FENCE DETAIL AT NE CORNER

PLAN-SIDEWALK

FENCE DETAIL AT SE CORNER



MINIMUM BAR LAP
(parapet)
#5 bar = 2'-7"

INSIDE ELEVATION
(Looking East)

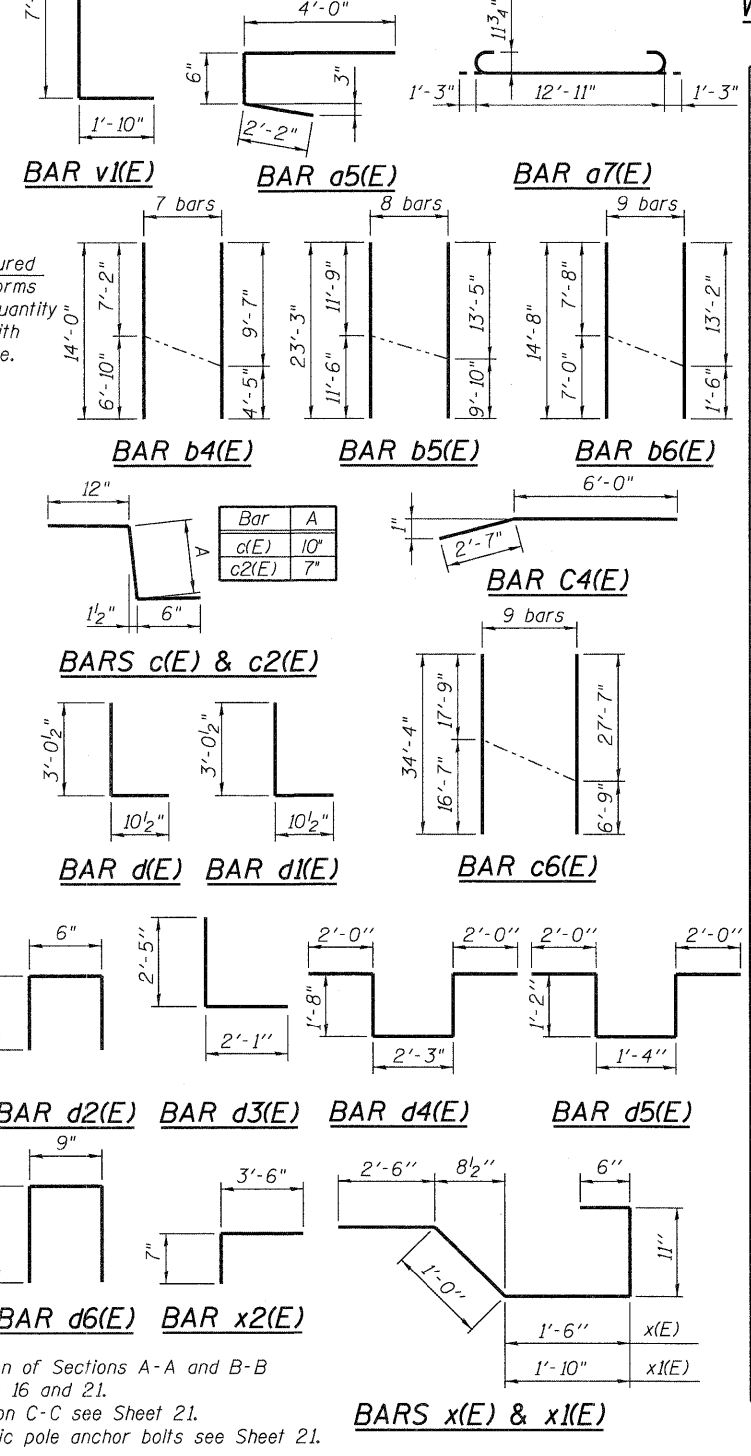
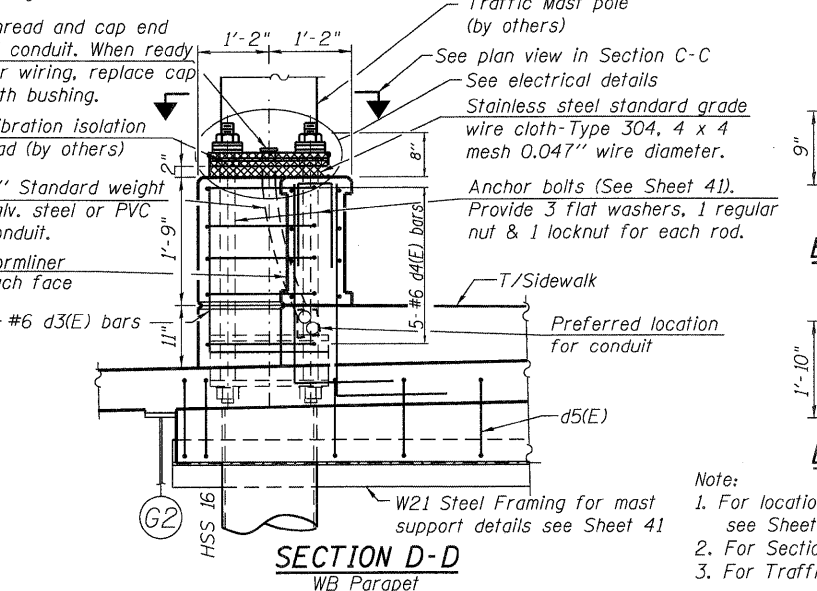
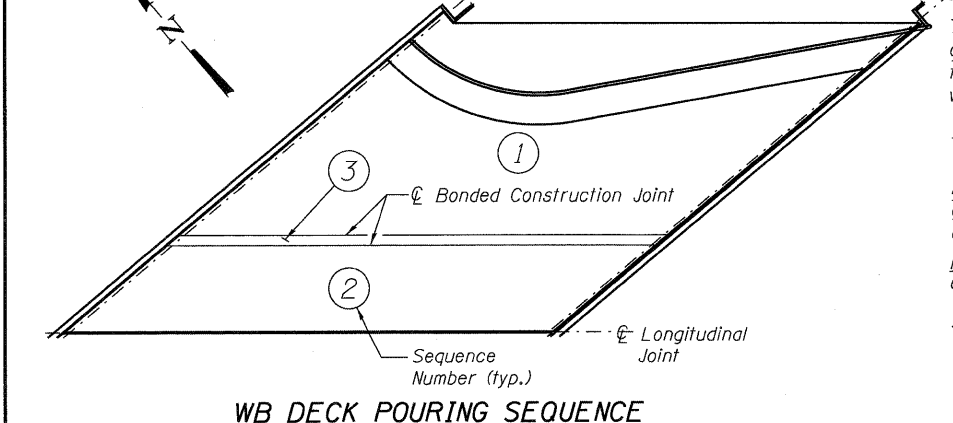
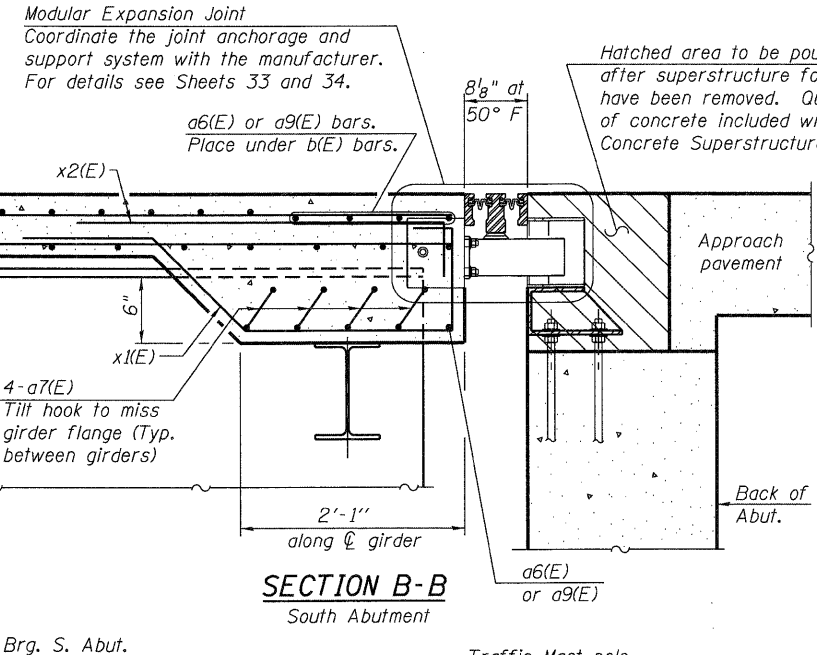
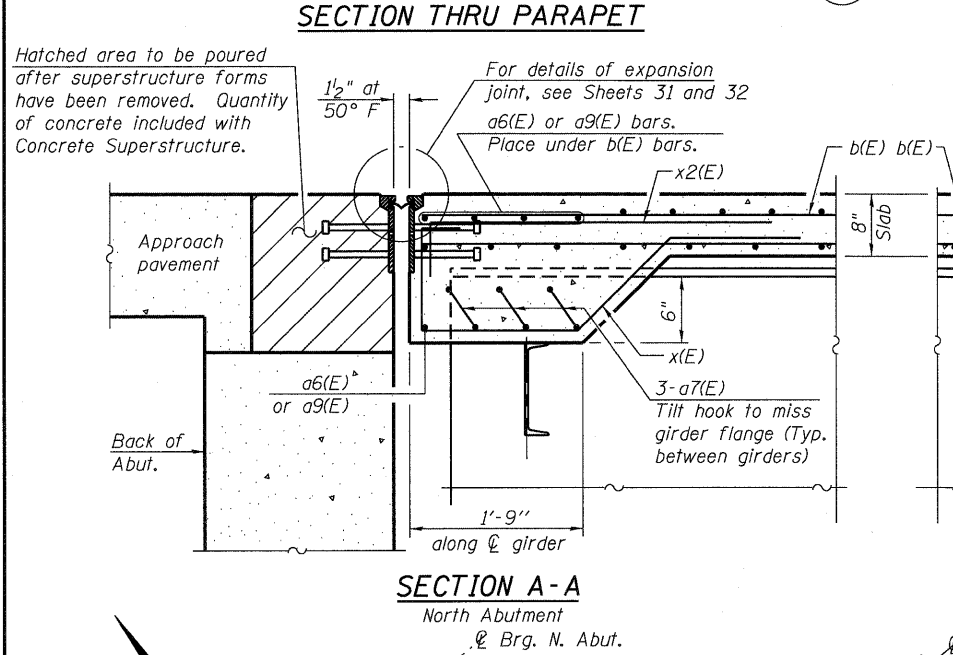
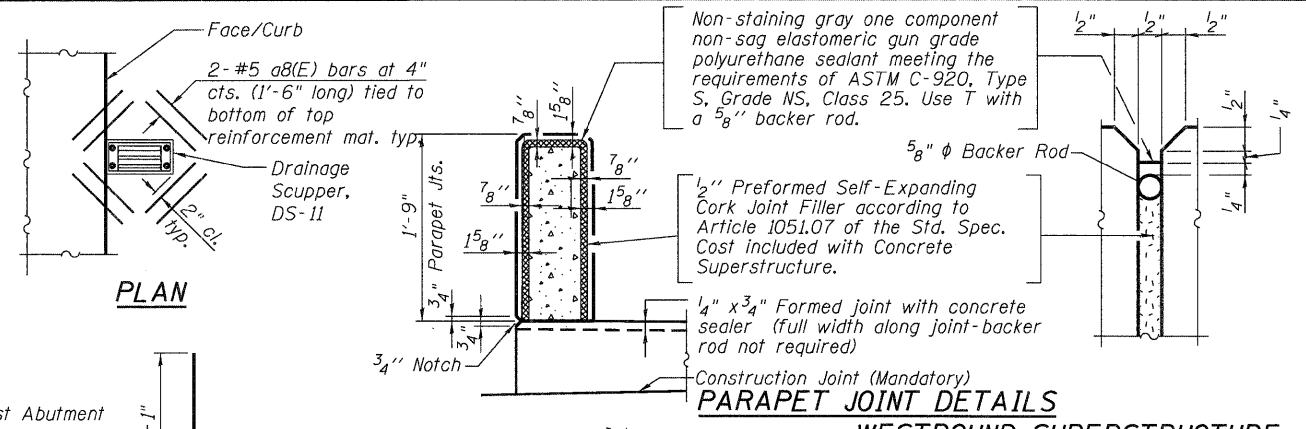
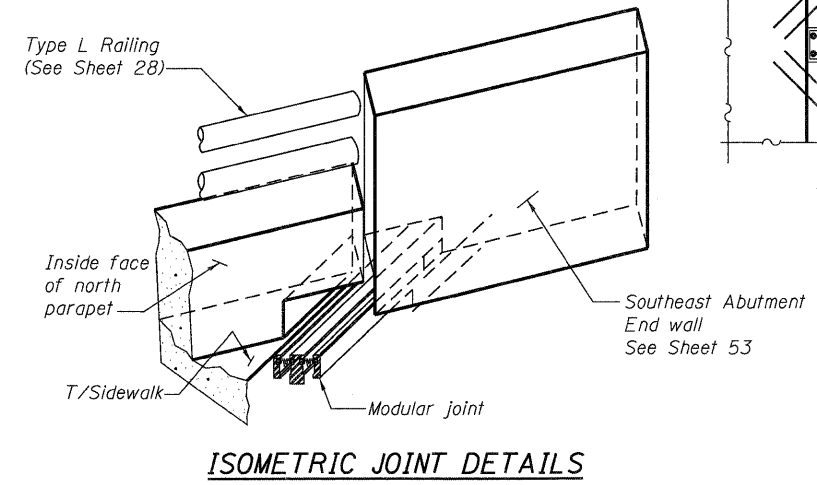
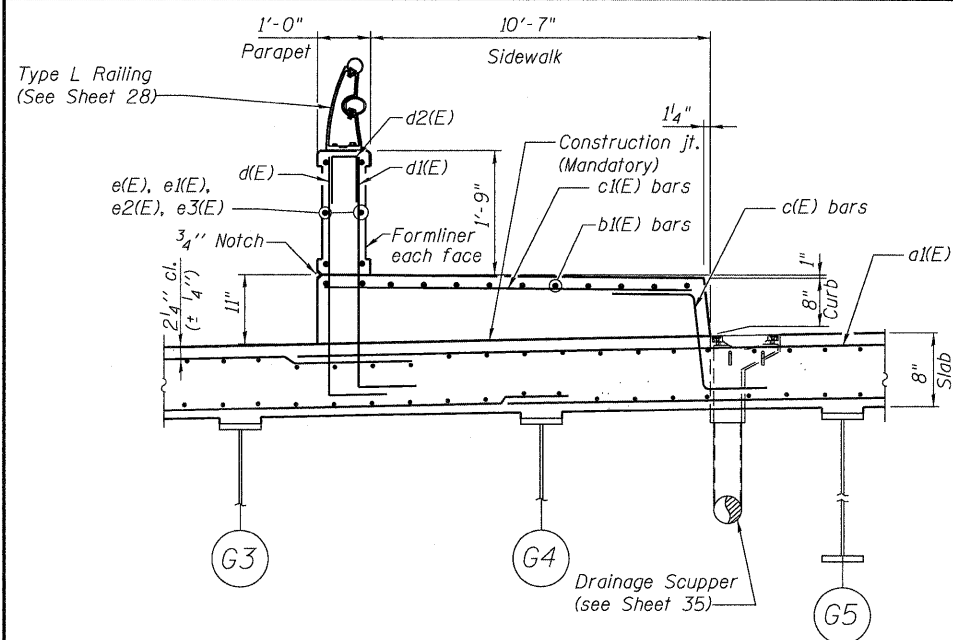
Dimensions given along outside face of parapet, u.n.o.

* Cut bars in field to maintain minimum clearance.

- Notes:
1. For section thru parapet see Sheet 18.
2. For Section D-D see Sheet 18.

McDonough Associates Inc.
 Engineers/Architects
 130 East Randolph Street, Chicago, Illinois 60601

FILE NAME = 0450079-60122-017-WB_Parapet_Plan_Elev.dgn	USER NAME = jehhert	DESIGNED - KJH	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WESTBOUND PARAPET - PLAN AND ELEVATION STRUCTURE NO. 045-0079	F.A.P. RTE. = 347	SECTION = LY (HB & VB)	COUNTY = DUPAGE/KANE	TOTAL SHEETS = 421	SHEET NO. = 183
PLOT SCALE = 1:7,08333	DRAWN - JDK	REVISD -	SHEET NO. 17 OF 67 SHEETS			CONTRACT NO. 60122				
PLOT DATE = 3/28/2012	CHECKED - PMH	REVISD -				ILLINOIS FED. AID PROJECT				



WESTBOUND SUPERSTRUCTURE

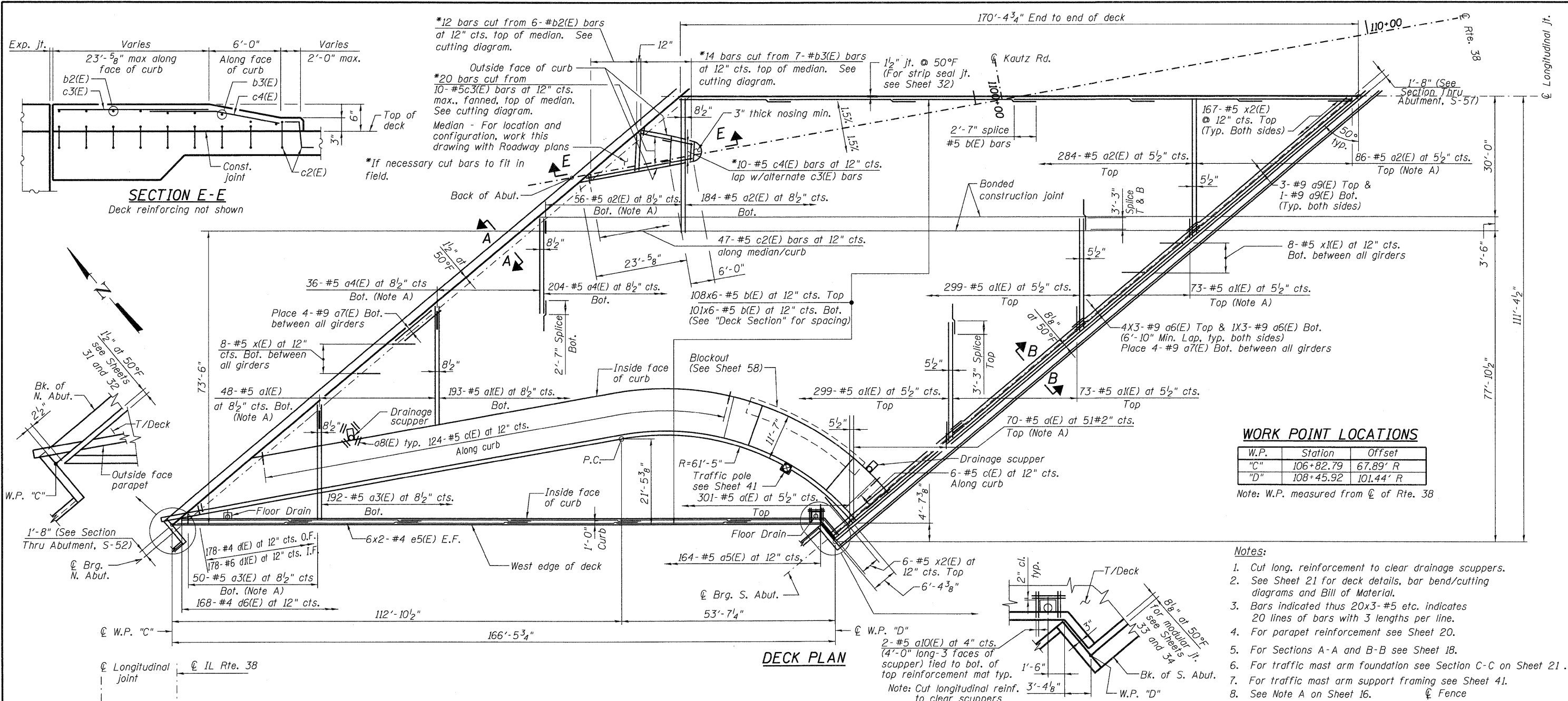
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	371	#5	27'-3"	—
a1(K)	985	#5	28'-5"	—
a2(E)	610	#5	33'-2"	—
a3(E)	242	#5	29'-8"	—
a4(E)	240	#5	24'-6"	—
a5(E)	163	#5	6'-8"	—
a6(E)	30	#9	49'-0"	—
a7(E)	84	#9	15'-5"	—
a8(E)	32	#5	1'-6"	—
a9(E)	10	#9	51'-8"	—
a10(E)	16	#5	4'-0"	—
b(E)	1,254	#5	31'-2"	—
b1(E)	60	#5	38'-6"	—
b4(E)	7	#5	14'-0"	—
b5(E)	8	#5	23'-3"	—
b6(E)	9	#5	14'-8"	—
c(E)	175	#5	2'-4"	—
c1(E)	180	#5	11'-2"	—
c2(E)	90	#5	2'-1"	—
c4(E)	10	#5	8'-7"	—
c5(E)	18	#5	20'-0"	—
c6(E)	9	#5	34'-4"	—
d(E)	183	#4	3'-11"	—
d1(E)	183	#6	3'-11"	—
d2(E)	46	#4	2'-0"	—
d3(E)	3	#6	4'-6"	—
d4(E)	5	#6	9'-7"	—
d5(E)	7	#5	7'-8"	—
d6(E)	167	#4	4'-5"	—
e(E)	6	#4	14'-10"	—
e1(E)	42	#4	14'-8"	—
e2(E)	6	#4	16'-0"	—
e3(E)	18	#4	16'-8"	—
e4(E)	12	#4	30'-0"	—
h1(E)	6	#5	30'-9"	—
h2(E)	6	#5	18'-3"	—
i1(E)	47	#5	8'-2"	—
v1(E)	47	#5	8'-11"	—
w1(E)	18	#5	24'-9"	—
x(E)	96	#5	6'-5"	—
x1(E)	96	#5	6'-9"	—
x2(E)	341	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	141,590	
Concrete Superstructure		Cu. Yd.	625.6	

Note:
 1. For location of Sections A-A and B-B see Sheet 16 and 21.
 2. For Section C-C see Sheet 21.
 3. For Traffic pole anchor bolts see Sheet 21.

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 130 East Randolph Street Chicago, Illinois 60601

FILE NAME = 0450079-60122-018-WB_Parapet_Sdwk_Elev.dgn	USER NAME = jehhart	DESIGNED - KJH	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WESTBOUND SUPERSTRUCTURE DETAILS STRUCTURE NO. 045-0079	F.A.P. R.T.E. = 347	SECTION = LY (HB & VB)	COUNTY = DUPAGE/KANE	TOTAL SHEETS = 421	SHEET NO. = 184	
PLOT SCALE = 1:8.0833333	DRAWN - JDK	CHECKED - PMH	REVISIONS -			CONTRACT NO. 60122					
PLOT DATE = 3/20/2012	CHECKED - PMH	REVISIONS -	REVISIONS -			ILLINOIS FED. AID PROJECT					
SHEET NO. 18 OF 67 SHEETS											

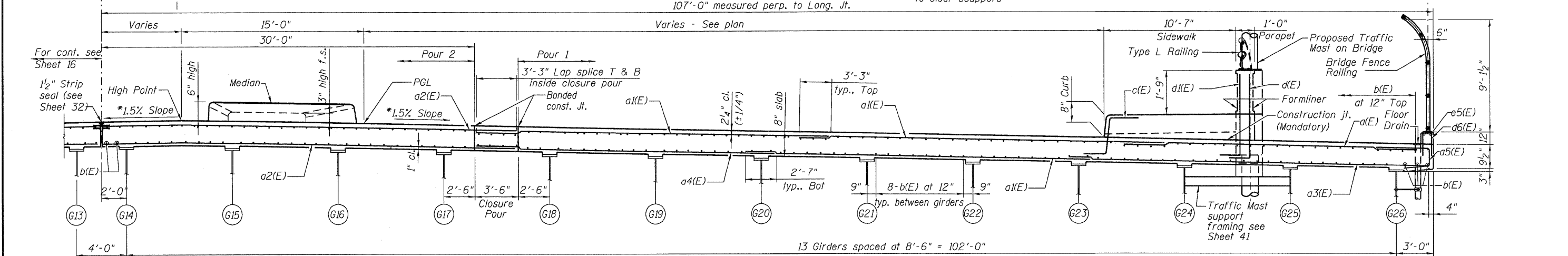


WORK POINT LOCATIONS

W.P.	Station	Offset
"C"	106+82.79	67.89' R
"D"	108+45.92	101.44' R

Note: W.P. measured from C of Rte. 38

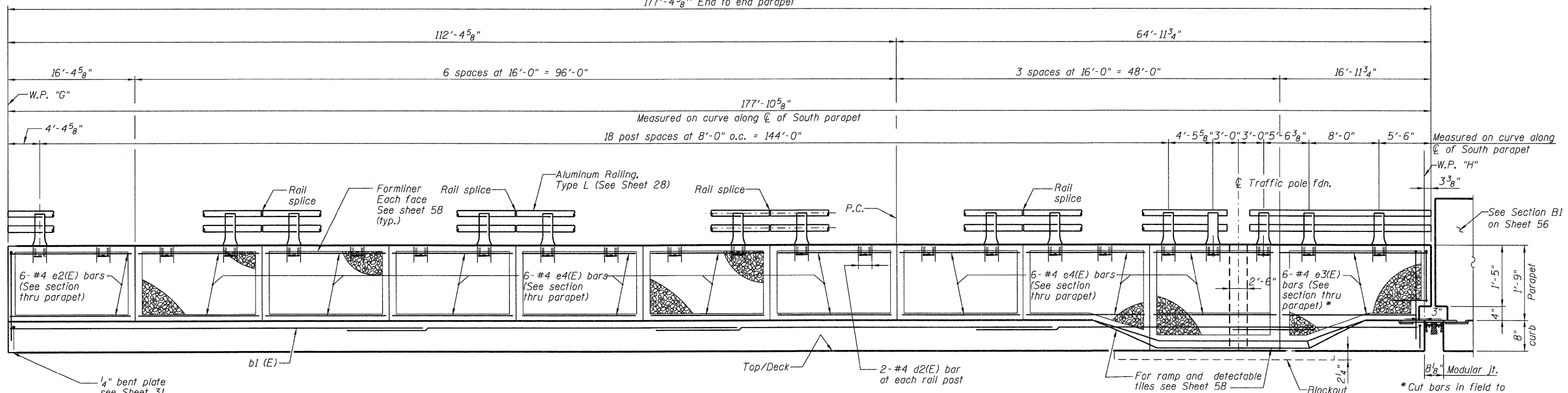
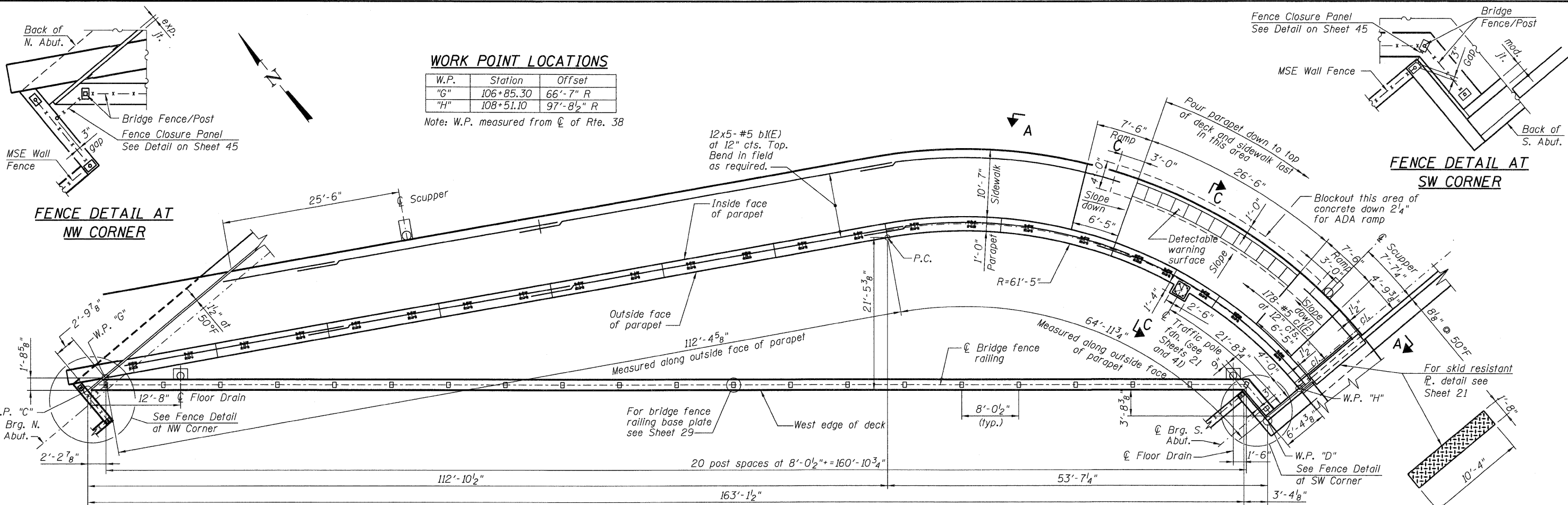
- Notes:**
1. Cut long. reinforcement to clear drainage scuppers.
 2. See Sheet 21 for deck details, bar bend/cutting diagrams and Bill of Material.
 3. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 4. For parapet reinforcement see Sheet 20.
 5. For Sections A-A and B-B see Sheet 18.
 6. For traffic mast arm foundation see Section C-C on Sheet 21.
 7. For traffic mast arm support framing see Sheet 41.
 8. See Note A on Sheet 16.



DECK CROSS SECTION
(Looking Upstation - at Right Ls to C Long. Jt.)

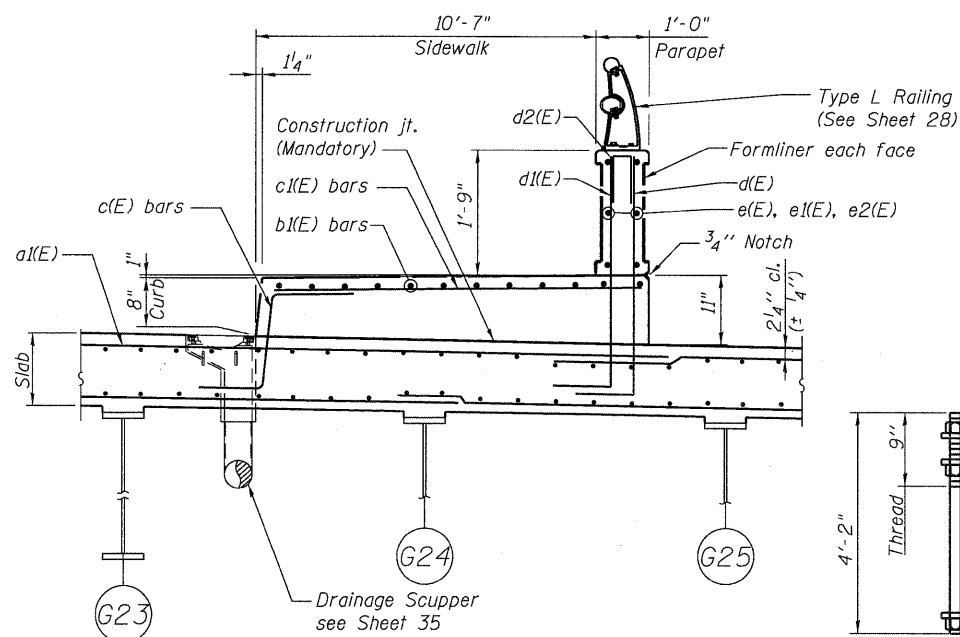
McDonough Associates Inc.
 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

FILE NAME = 0450079-60122-019-EB_Deck_Det.dgn	USER NAME = jehhart	DESIGNED - KJH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EASTBOUND DECK PLAN AND CROSS SECTION STRUCTURE NO. 045-0079	F.A.P. R.T.E. = 347	SECTION = LY (HB & VB)	COUNTY = DUPAGE/KANE	TOTAL SHEETS = 421	SHEET NO. = 185	
PLOT SCALE = 1:12.5	DRAWN - JDK	CHECKED - PMH	REVISED -			CONTRACT NO. 60122					
PLOT DATE = 3/28/2012	CHECKED - PMH	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					
SHEET NO. 19 OF 67 SHEETS											

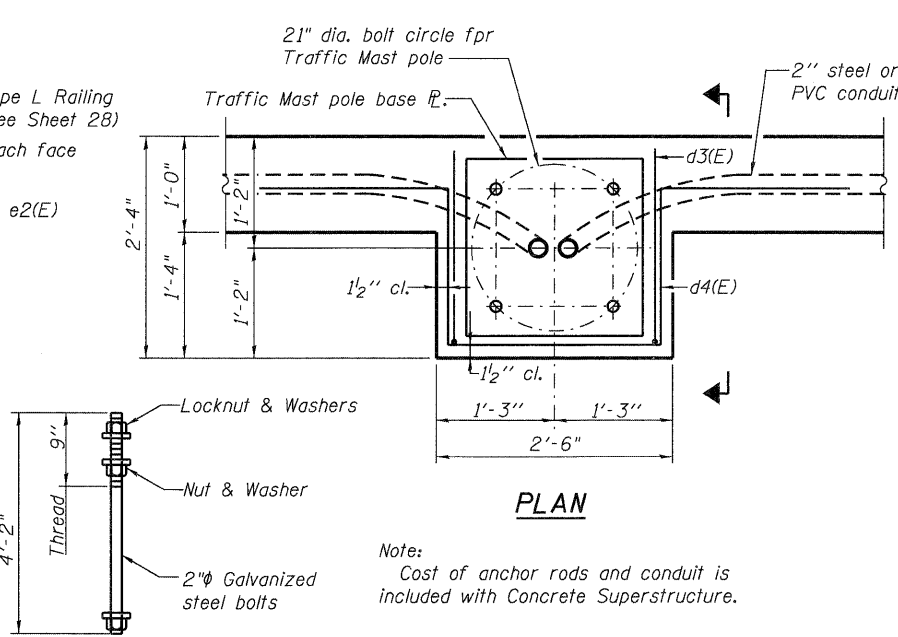


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FILE NAME = 0450079-60122-020-E8-Parapet Plan-Elevation	USER NAME = jehrhart	DESIGNED - KJH	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EASTBOUND PARAPET - PLAN AND ELEVATION STRUCTURE NO. 045-0079	F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 186
PLOT SCALE = 1:7,08333	DRAWN - JDK	REVISD -	SHEET NO. 20 OF 67 SHEETS			CONTRACT NO. 60122				
PLOT DATE = 3/20/2012	CHECKED - PMH	REVISD -	ILLINOIS FED. AID PROJECT							

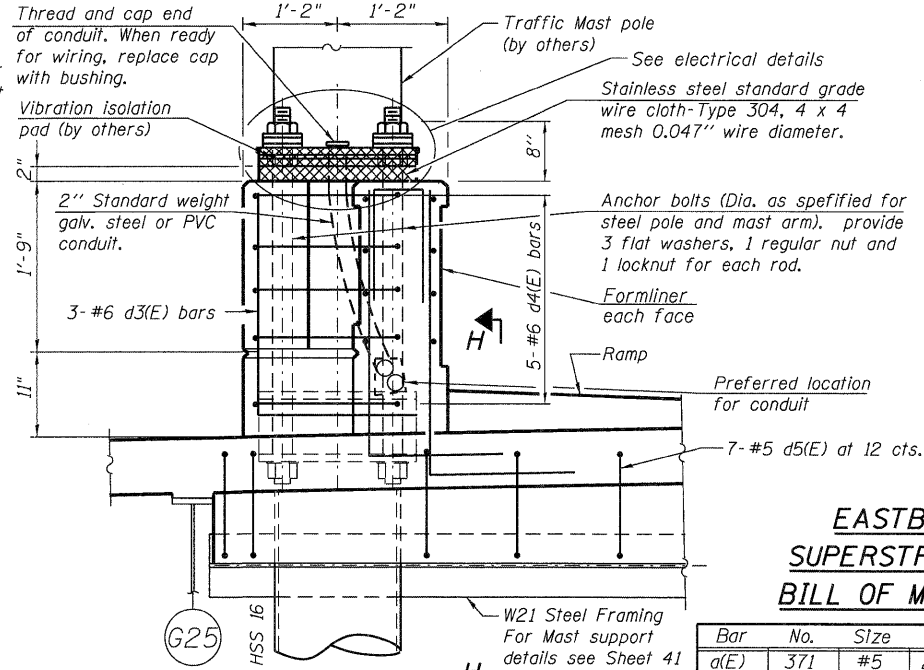


SECTION THRU PARAPET



ANCHOR BOLT

Note:
Cost of anchor rods and conduit is included with Concrete Superstructure.

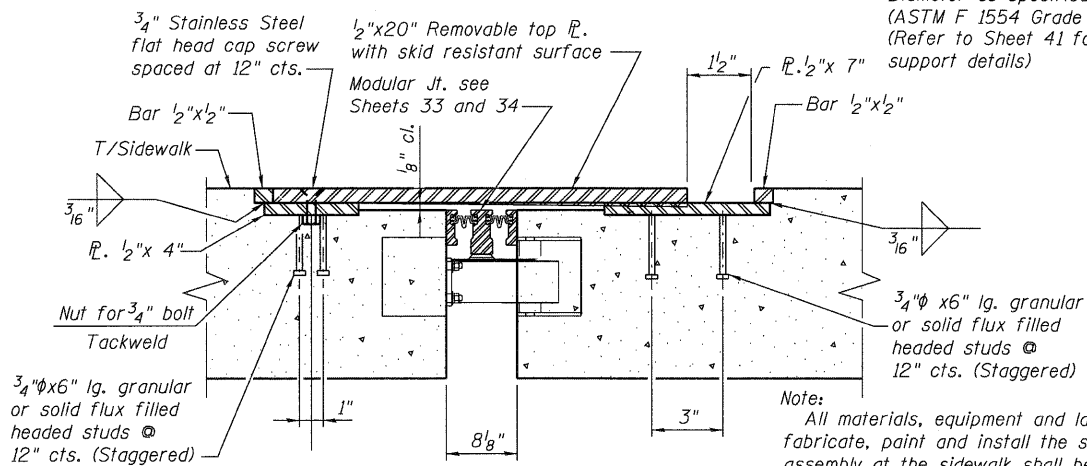


SECTION C-C

EASTBOUND SUPERSTRUCTURE BILL OF MATERIAL

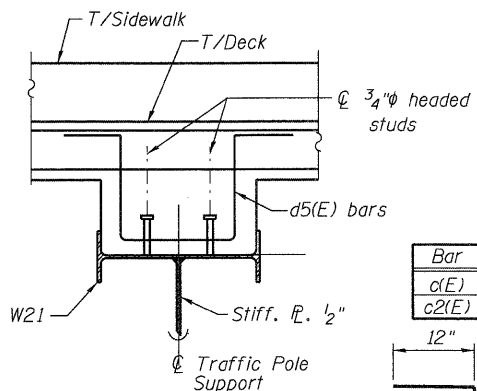
Bar	No.	Size	Length	Shape
a(E)	371	#5	27'-3"	—
a1(E)	985	#5	28'-5"	—
a2(E)	610	#5	33'-2"	—
a3(E)	242	#5	29'-8"	—
a4(E)	240	#5	24'-6"	—
a5(E)	164	#5	6'-8"	—
a6(E)	30	#9	49'-0"	—
a7(E)	84	#9	15'-5"	—
a8(E)	32	#5	1'-6"	—
a9(E)	10	#9	51'-8"	—
a10(E)	16	#5	4'-0"	—
b(E)	1,254	#5	31'-2"	—
b1(E)	60	#5	38'-6"	—
b2(E)	6	#5	10'-4"	—
b3(E)	7	#5	14'-7"	—
c(E)	130	#5	2'-4"	—
c1(E)	178	#5	11'-2"	—
c2(E)	47	#5	2'-1"	—
c3(E)	10	#5	29'-6"	—
c4(E)	10	#5	8'-7"	—
d(E)	178	#4	3'-11"	—
d1(E)	178	#6	3'-11"	—
d2(E)	46	#4	2'-0"	—
d3(E)	3	#6	4'-6"	—
d4(E)	5	#6	9'-7"	—
d5(E)	7	#5	7'-8"	—
d6(E)	168	#4	4'-5"	—
e2(E)	6	#4	16'-0"	—
e3(E)	6	#4	16'-8"	—
e4(E)	54	#4	15'-8"	—
e5(E)	12	#4	30'-0"	—
x(E)	96	#5	6'-5"	—
x1(E)	96	#5	6'-9"	—
x2(E)	340	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	139,030	
Concrete Superstructure		Cu. Yds.	587.9	

Bars indicated thus 1 x 2 - #8 etc. indicates 1 line of bars with 2 lengths per line.



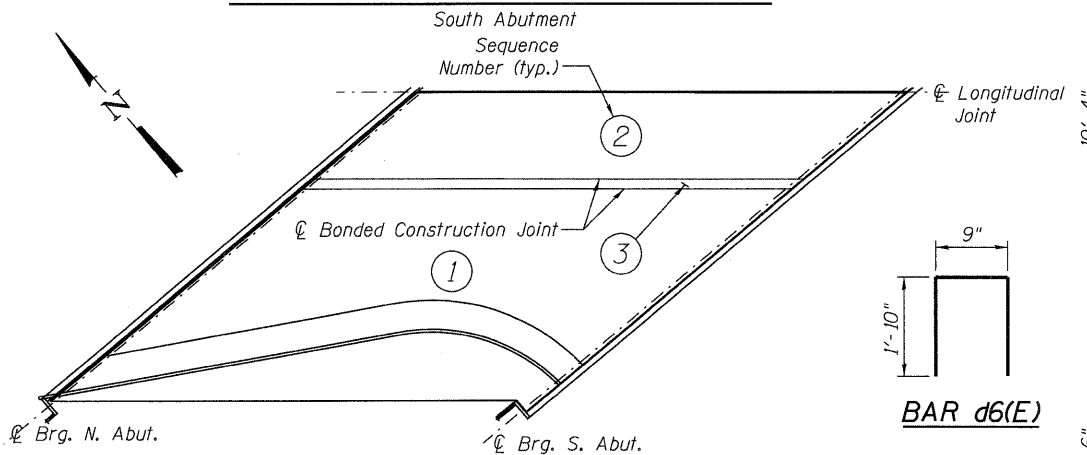
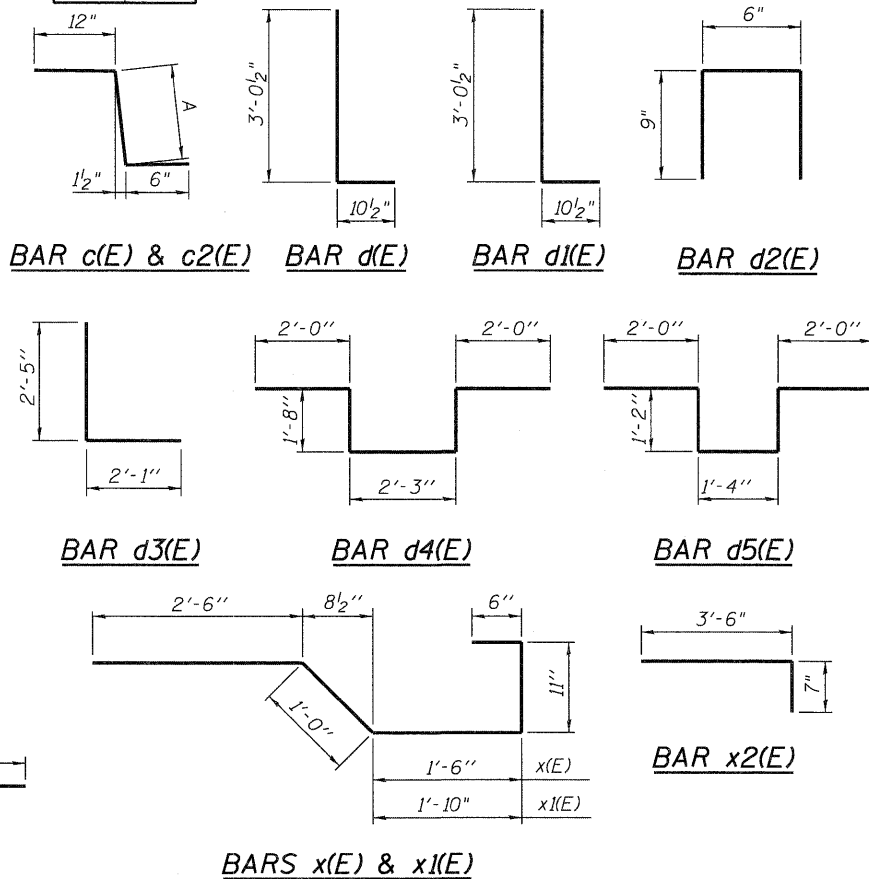
SLIDING PLATE DETAIL AT SIDEWALK

Note:
All materials, equipment and labor required to fabricate, paint and install the sliding plate assembly at the sidewalk shall be included in the pay item, Modular Expansion Joint 6"



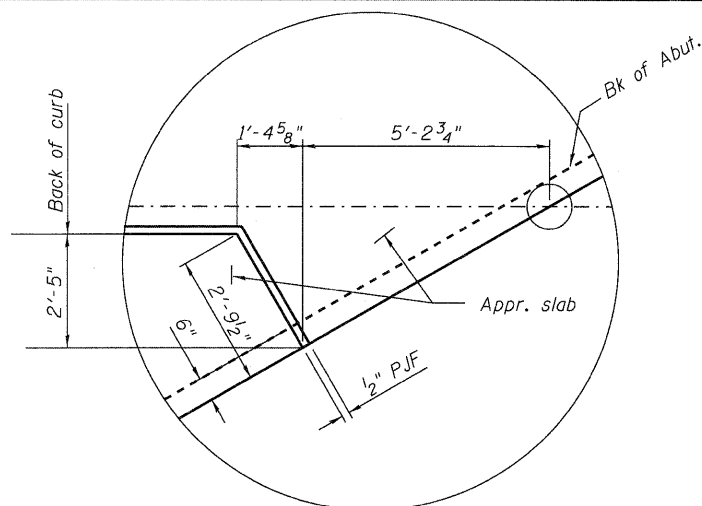
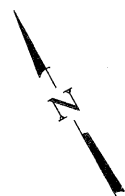
SECTION H-H

Bar	A
a(E)	10"
c2(E)	7"

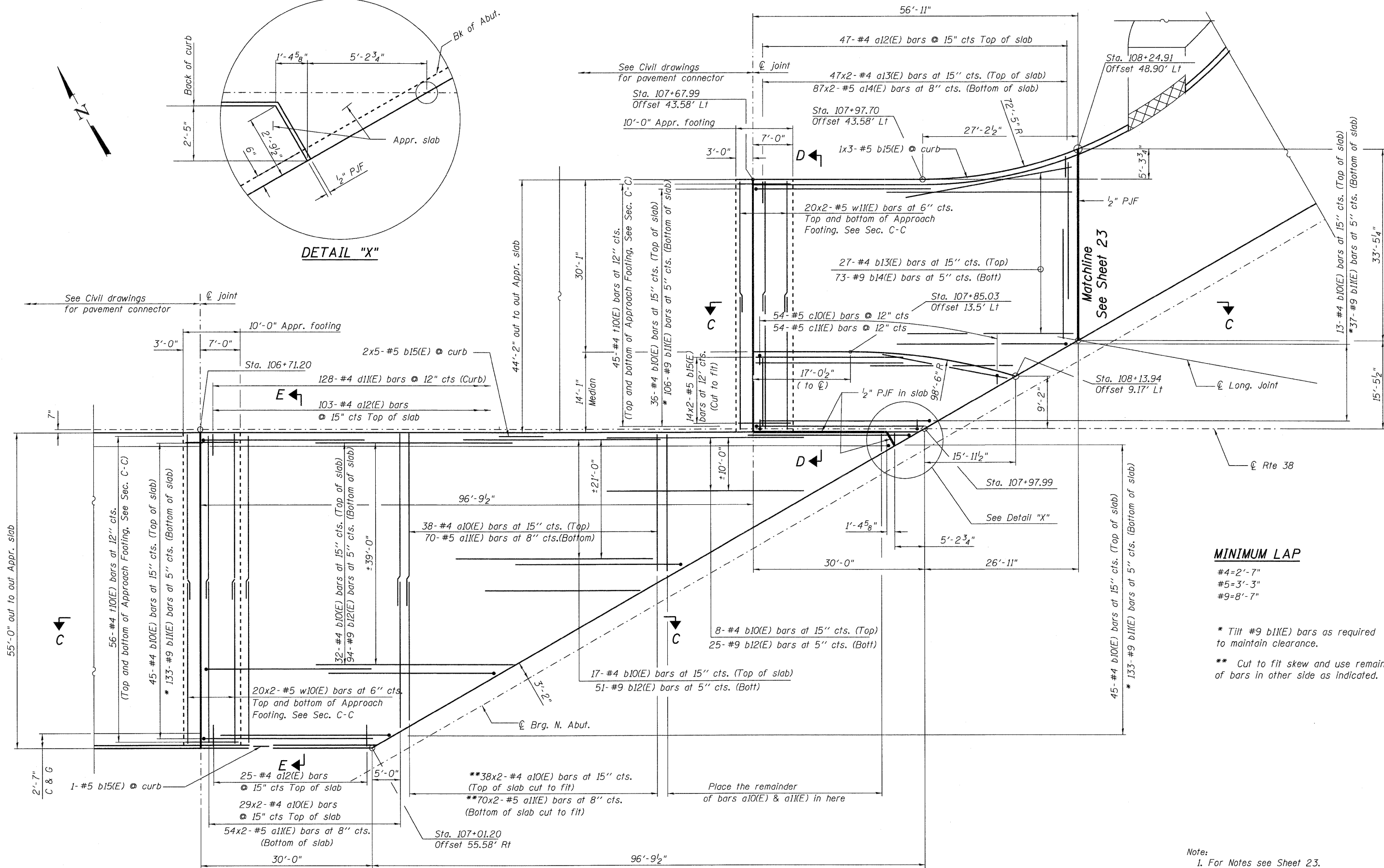


EB DECK POURING SEQUENCE

When the deck pour is stopped for the day at one or more of the bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.



DETAIL "X"



MINIMUM LAP

- #4=2'-7"
- #5=3'-3"
- #9=8'-7"

* Tilt #9 b11(E) bars as required to maintain clearance.

** Cut to fit skew and use remainder of bars in other side as indicated.

- Note:
1. For Notes see Sheet 23.
 2. For Sections C-C, D-D E-E see Sheet 24.

PLAN - NORTH APPROACH SLAB-NW

FILE NAME =	04502079-60122-022-Appr_Slab_Nl.dgn
USER NAME =	jehrhert
PLOT SCALE =	1:8
PLOT DATE =	3/28/2012

DESIGNED -	RJ
CHECKED -	GEK
DRAWN -	RJ
CHECKED -	GEK

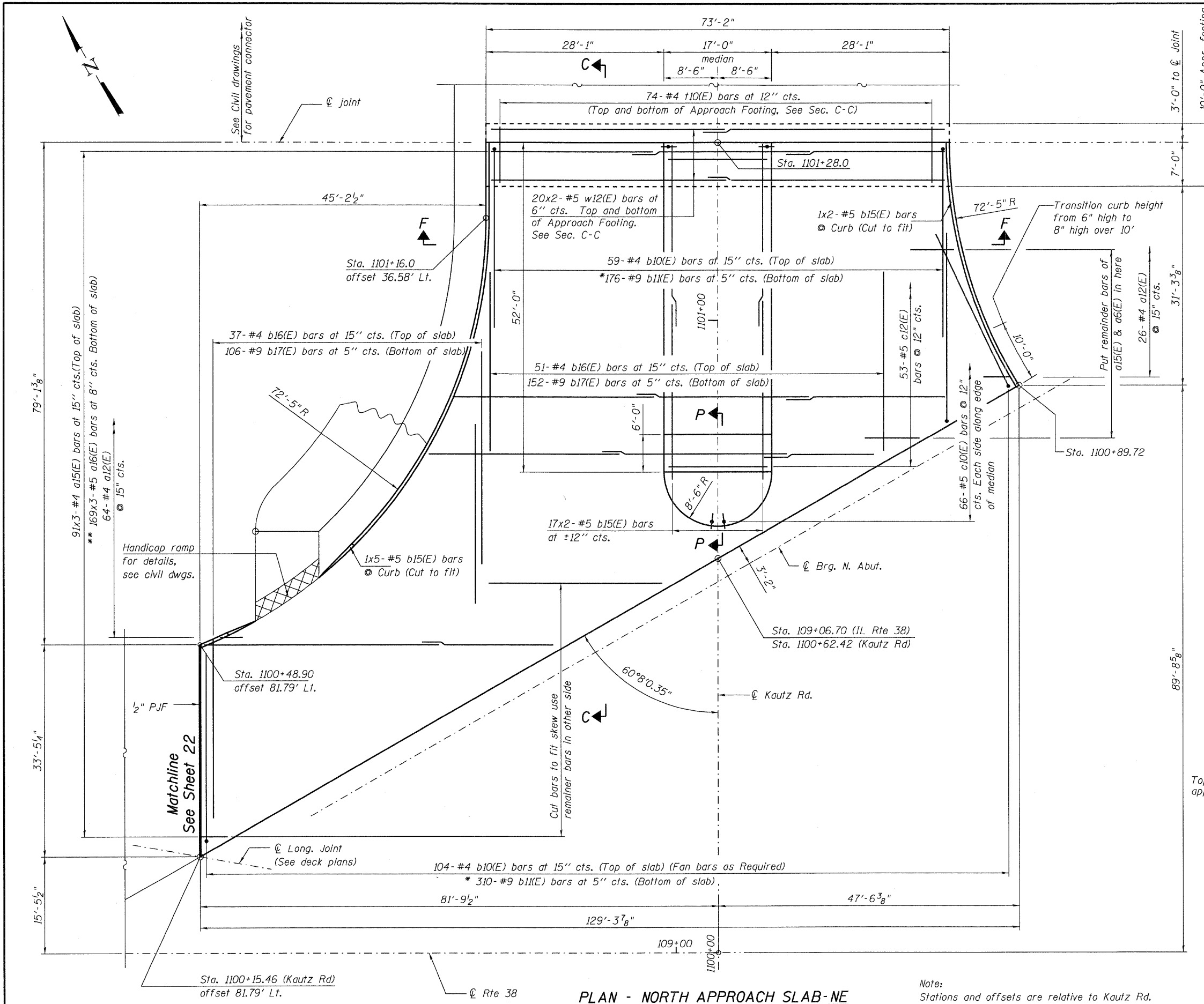
REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH APPROACH SLAB - 1
STRUCTURE NO. 045-0079**

SHEET NO. 22 OF 67 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	188
CONTRACT NO. 60122				
ILLINOIS FED. AID PROJECT				



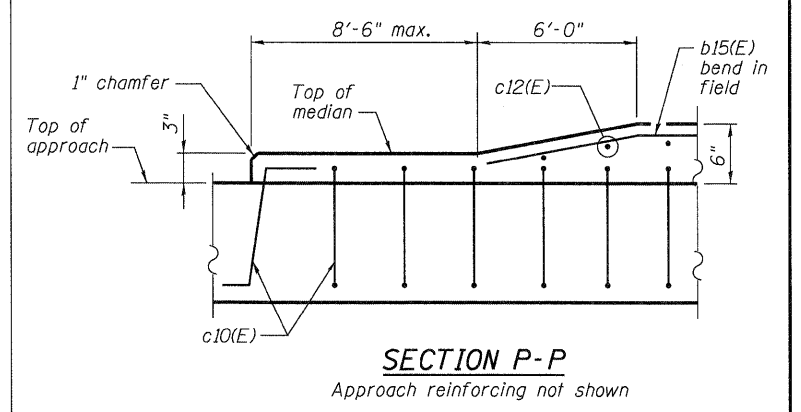
PLAN - NORTH APPROACH SLAB - NE

Note:
 Stations and offsets are relative to Kautz Rd.

Notes:
 See Detail A on Sheet 24 of 67.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 60 of 67.
 Cost of excavation for approach footing included with Concrete Structures.
 For Select Fill see MSE Wall Details on Sheet 47 of 67.
 See Sheet 24 of 67 for sections and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MINIMUM LAP

- #4 = 2'-7"
 - #5 = 3'-3"
 - #9 = 8'-7"
- * Tilt #9 b11(E) bars as required to maintain clearance.
 ** Cut to fit skew and use remainder of bars in other side as indicated.



SECTION P-P
 Approach reinforcing not shown

FILE NAME =	USER NAME = jehrhert	DESIGNED - RJ	REVISED -
0450079-60122-023-Appr.Slab.N2.dgn		CHECKED - GEK	REVISED -
		DRAWN - RJ	REVISED -
		CHECKED - GEK	REVISED -

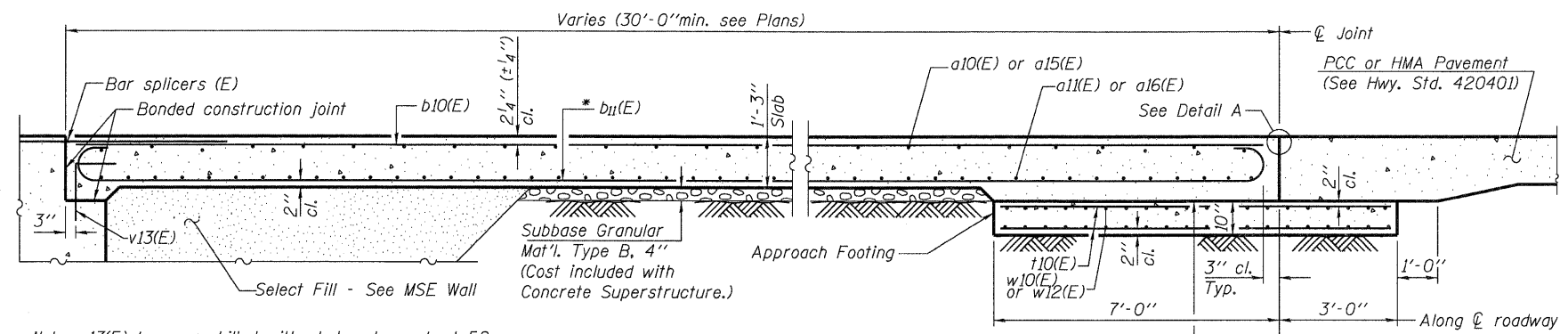
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PLOT DATE = 3/28/2012	CHECKED - GEK	REVISED -

DESIGNED - RJ	REVISED -
CHECKED - GEK	REVISED -
DRAWN - RJ	REVISED -
CHECKED - GEK	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

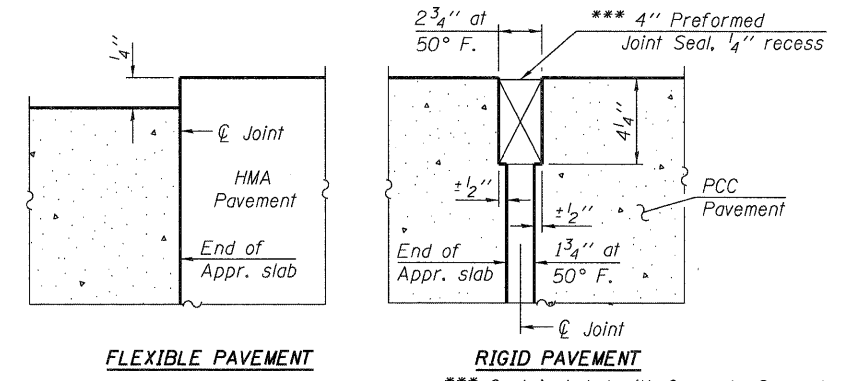
NORTH APPROACH SLAB - 2
 STRUCTURE NO. 045-0079
 SHEET NO. 23 OF 67 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	189
CONTRACT NO. 60122				
ILLINOIS FED. AID PROJECT				



Note: v13(E) bars are billed with abutment on sheet 52.
 * Tilt #9 b11(E) bars as required to maintain clearance.

SECTION C-C

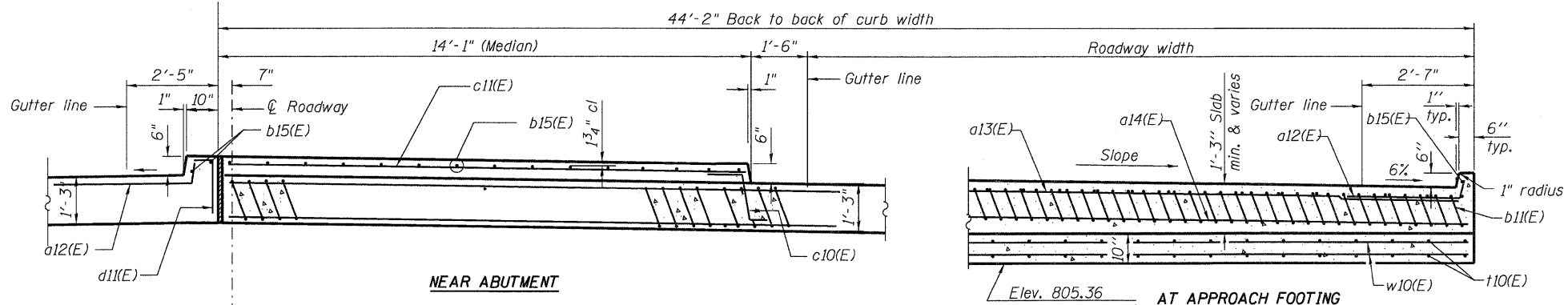


DETAIL A

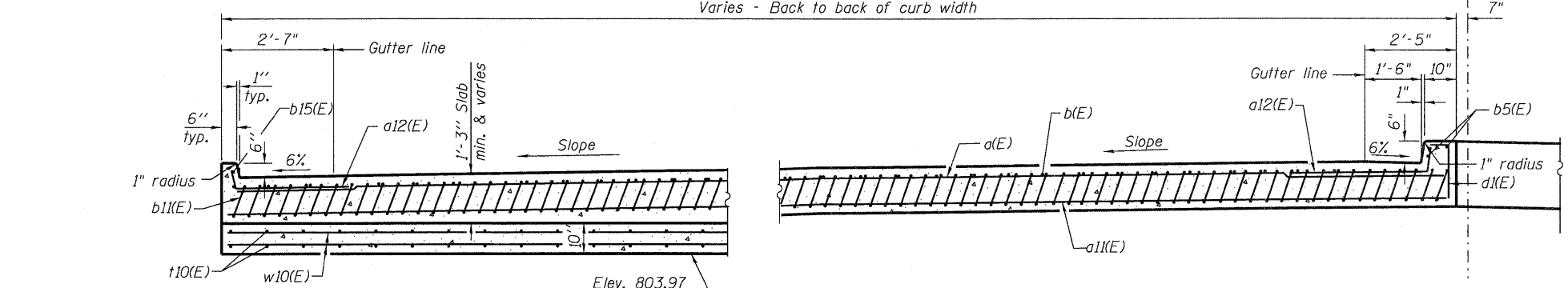
**NORTH APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	134	#4	28'-9"	—
a11(E)	248	#5	29'-1"	—
a12(E)	265	#4	3'-5"	—
a13(E)	94	#4	23'-6"	—
a14(E)	174	#5	23'-9"	—
a15(E)	273	#4	28'-3"	—
a16(E)	507	#5	29'-3"	—
b10(E)	359	#4	27'-0"	—
b11(E)	895	#9	29'-9"	—
b12(E)	170	#9	34'-6"	—
b13(E)	27	#4	32'-4"	—
b14(E)	73	#9	35'-7"	—
b15(E)	83	#5	29'-8"	—
b16(E)	88	#4	28'-6"	—
b17(E)	258	#9	28'-6"	—
c10(E)	186	#5	2'-10"	—
c11(E)	54	#5	13'-10"	—
c12(E)	53	#5	16'-8"	—
d11(E)	128	#5	1'-10"	—
t10(E)	350	#4	9'-10"	—
w10(E)	80	#5	29'-0"	—
w11(E)	80	#5	23'-7"	—
w12(E)	80	#5	38'-1"	—
Concrete Superstructure	Cu. Yd.		677.3	
Concrete Structures	Cu. Yd.		53.0	
Reinforcement Bars, Epoxy Coated	Pound		205,070	

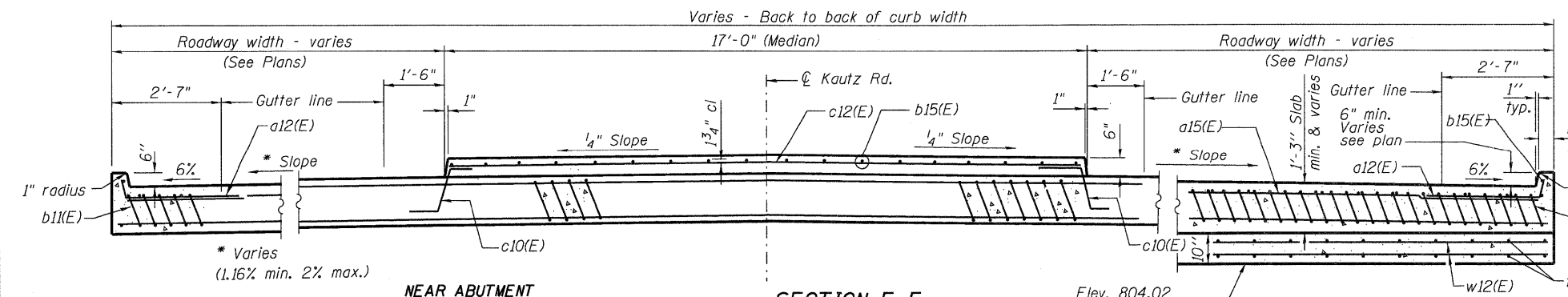
Note: See Sheet 23 of 66 for Notes.



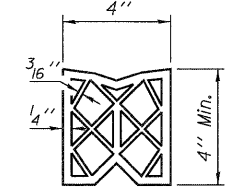
SECTION D-D
 (See Plan for dimensions not shown)



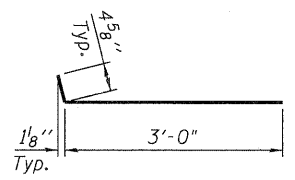
SECTION E-E
 (See Plan for dimensions not shown)



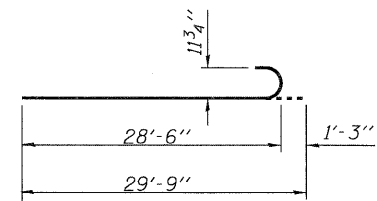
SECTION F-F
 (See Plan for dimensions not shown)



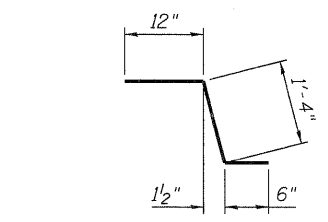
PREFORMED JOINT SEAL



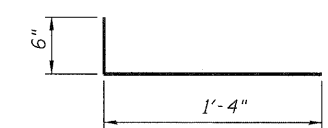
BAR a12(E)



BAR b11(E)



BAR c10(E)



BAR d11(E)

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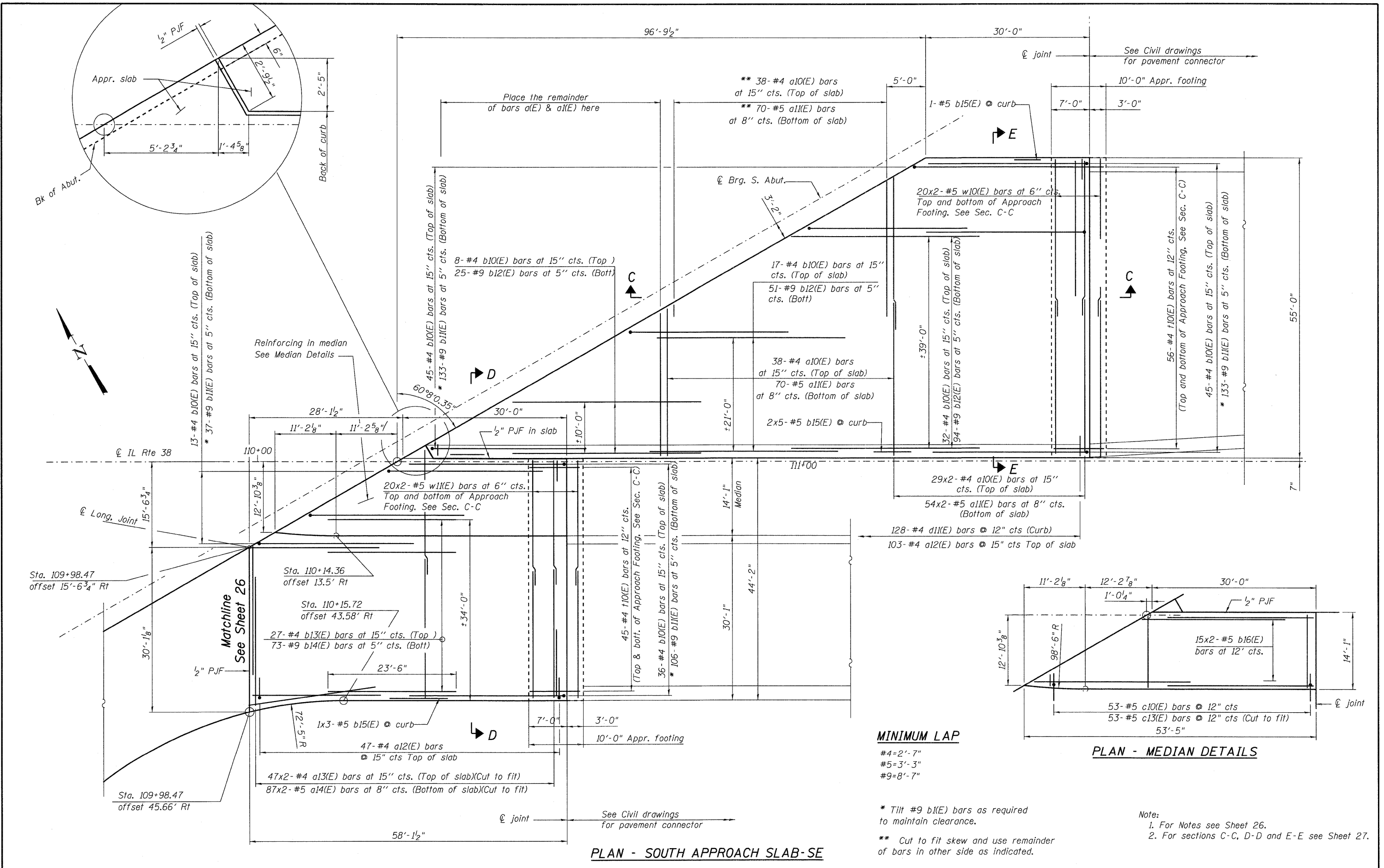
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PLOT SCALE = 1:8	DRAWN - RJ	CHECKED - GEK	REVISIONS -			CONTRACT NO. 60122					
PLOT DATE = 3/28/2012	CHECKED - GEK	REVISIONS -	REVISIONS -			ILLINOIS FED. AID PROJECT					
SHEET NO. 24 OF 67 SHEETS											

FILE NAME =	USER NAME = jehrhert	DESIGNED - RJ	REVISED -
0450079-60122-025-Appr. Slab. Sl.dgn		CHECKED - GEK	REVISED -
	PLOT SCALE = 1:8	DRAWN - RJ	REVISED -
	PLOT DATE = 3/28/2012	CHECKED - GEK	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOUTH APPROACH SLAB - 1
 STRUCTURE NO. 045-0079**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	KANE	421	191
CONTRACT NO. 60122				
ILLINOIS FED. AID PROJECT				



PLAN - SOUTH APPROACH SLAB-SE

PLAN - MEDIAN DETAILS

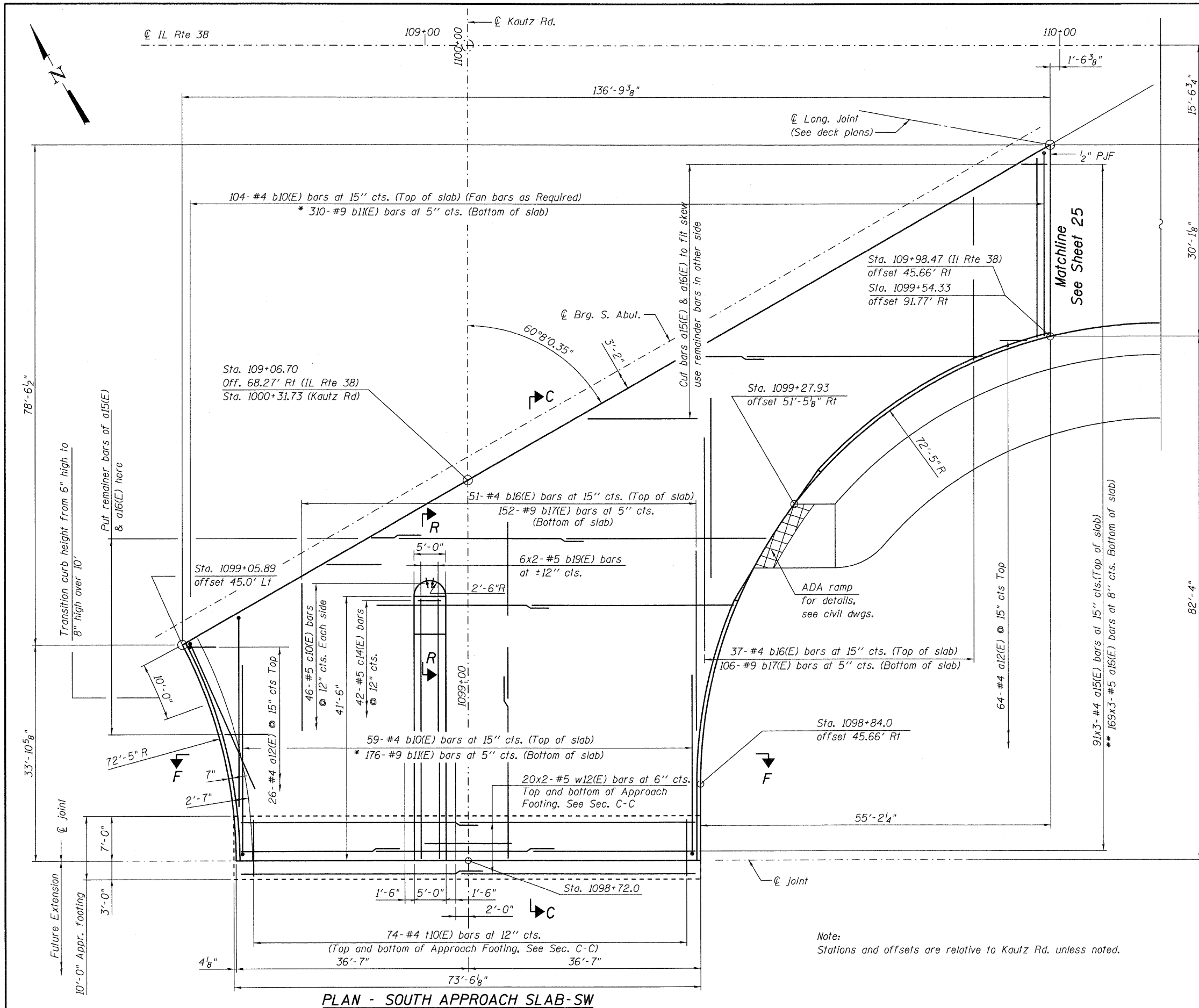
MINIMUM LAP

- #4=2'-7"
- #5=3'-3"
- #9=8'-7"

* Tilt #9 b1(E) bars as required to maintain clearance.

** Cut to fit skew and use remainder of bars in other side as indicated.

- Note:
1. For Notes see Sheet 26.
 2. For sections C-C, D-D and E-E see Sheet 27.

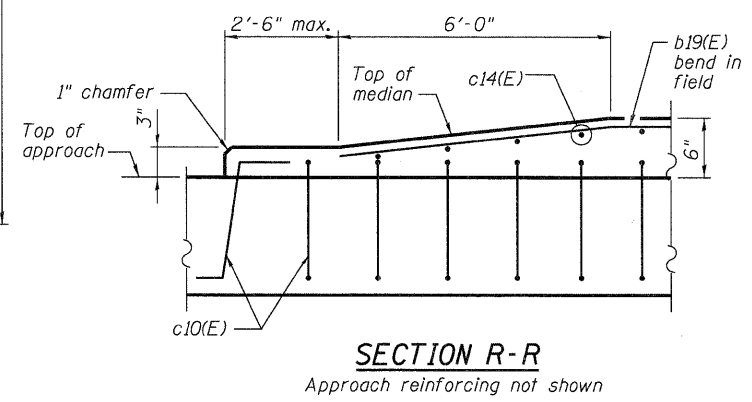


PLAN - SOUTH APPROACH SLAB-SW

Notes:
 See Detail A on Sheet 27 of 67.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 60 of 67.
 Cost of excavation for approach footing included with Concrete Structures.
 For Select Fill see MSE Wall Details Sheet 47.
 See Sheet 27 of 67 for sections and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

MINIMUM LAP

- #4=2'-7"
 - #5=3'-3"
 - #9=8'-7"
- * Tilt #9 b11(E) bars as required to maintain clearance.
 ** Cut to fit skew and use remainder of bars in other side as indicated.



SECTION R-R
 Approach reinforcing not shown

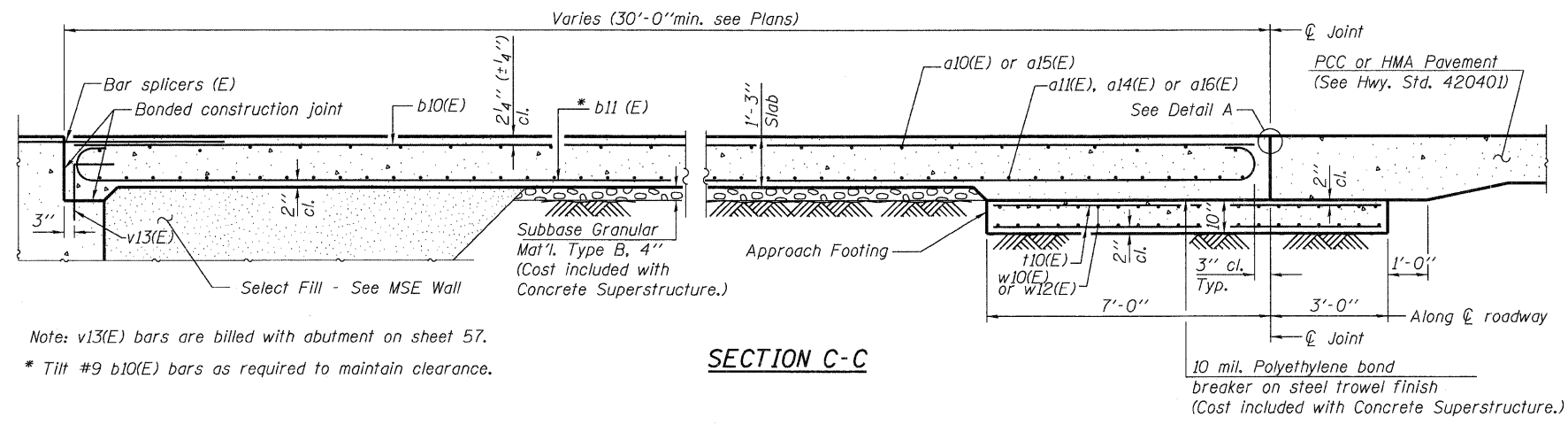
Note:
 Stations and offsets are relative to Kautz Rd. unless noted.

FILE NAME =	USER NAME =	DESIGNED =	REVISOR =
0450079-60122-026-Appr. Slab.S2.dgn	lehrt	RJ	
PLOT SCALE =	DRAWN =	CHECKED =	REVISOR =
1/8	RJ	GEK	
PLOT DATE =	CHECKED =	REVISOR =	
3/20/2012	GEK		

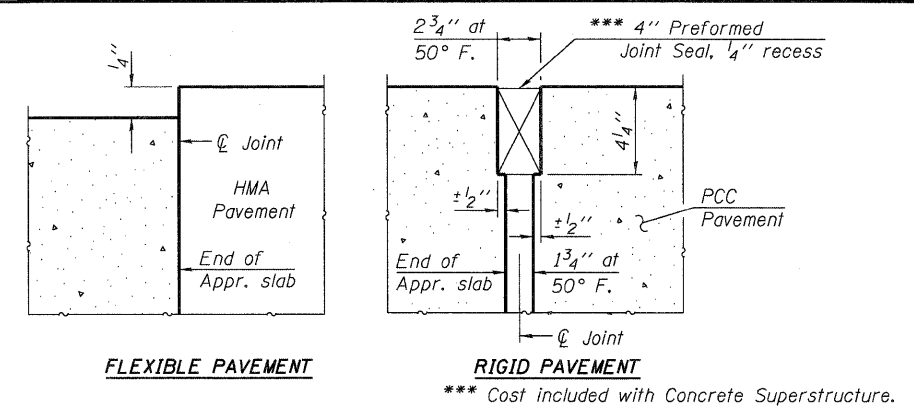
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOUTH APPROACH SLAB - 2
 STRUCTURE NO. 045-0079
 SHEET NO. 26 OF 67 SHEETS

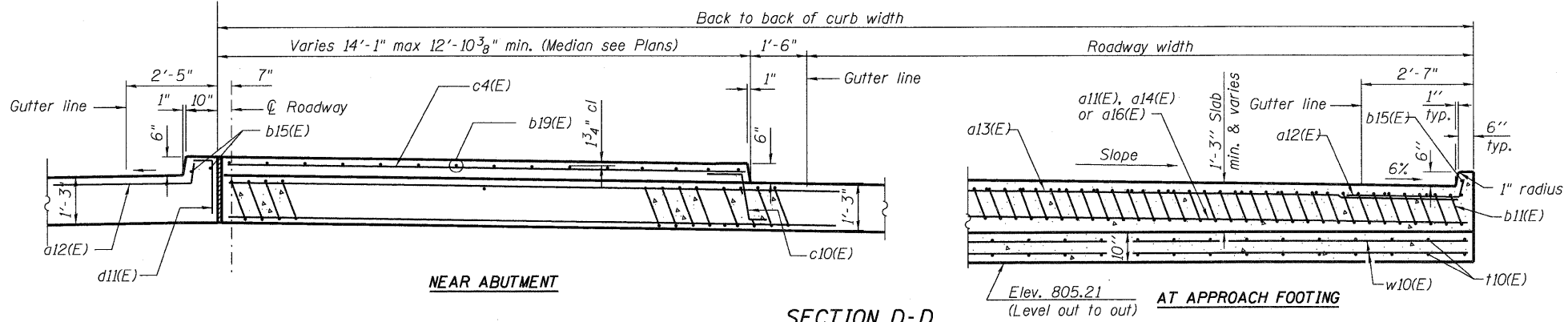
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	192
CONTRACT NO. 60122			ILLINOIS FED. AID PROJECT	



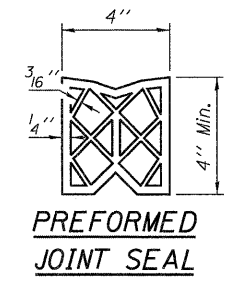
SECTION C-C



DETAIL A

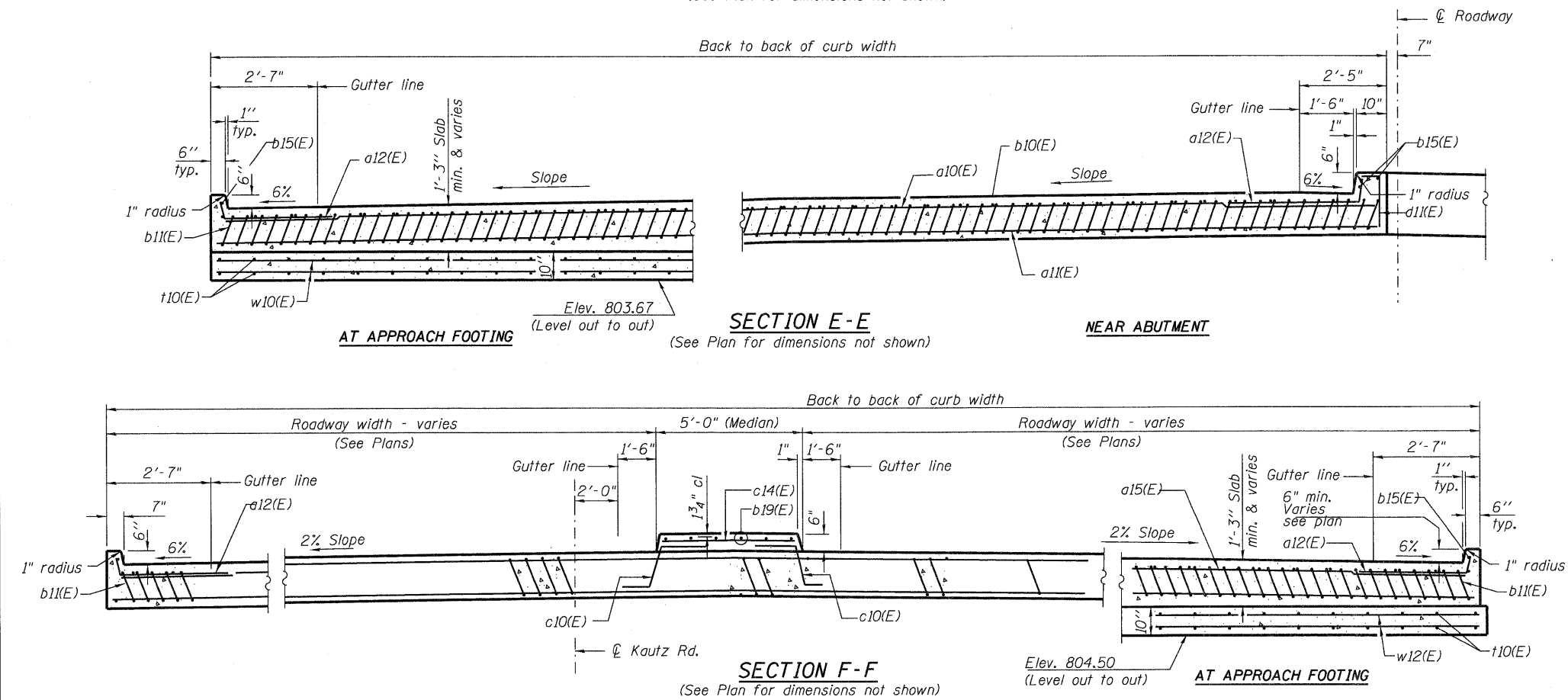
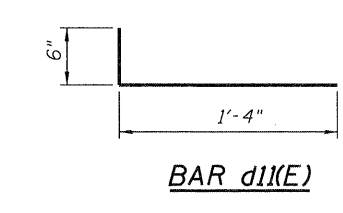
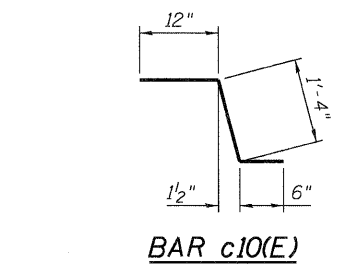
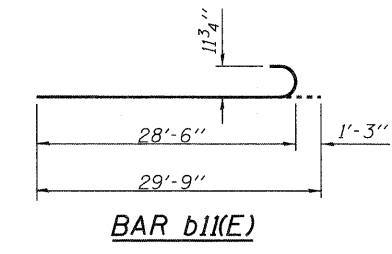
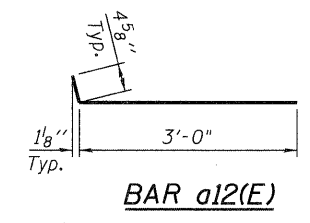


SECTION D-D



**SOUTH APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	134	#4	28'-9"	—
a11(E)	248	#5	29'-1"	—
a12(E)	265	#4	3'-5"	—
a13(E)	94	#4	23'-6"	—
a14(E)	174	#5	23'-9"	—
a15(E)	273	#4	28'-3"	—
a16(E)	507	#5	29'-3"	—
b10(E)	359	#4	27'-0"	—
b11(E)	895	#9	29'-9"	—
b12(E)	170	#9	34'-6"	—
b13(E)	27	#4	32'-4"	—
b14(E)	73	#9	35'-7"	—
b15(E)	79	#5	29'-8"	—
b16(E)	90	#4	28'-6"	—
b17(E)	258	#9	28'-6"	—
b19(E)	12	#5	22'-6"	—
c10(E)	145	#5	2'-10"	—
c13(E)	53	#5	13'-9"	—
c14(E)	42	#5	4'-8"	—
d11(E)	128	#5	1'-10"	—
t10(E)	350	#4	9'-10"	—
w10(E)	80	#5	29'-0"	—
w11(E)	80	#5	23'-7"	—
w12(E)	80	#5	38'-1"	—
Concrete Superstructure	Cu. Yd.		643.9	
Concrete Structures	Cu. Yd.		53.1	
Reinforcement Bars, Epoxy Coated	Pound		204,410	



SECTION F-F

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FILE NAME = 0450079-60122-827-Appr.-Slab.S3.dgn
USER NAME = jehrhart
PLOT SCALE = 1:8
PLOT DATE = 3/20/2012

DESIGNED - RJ
CHECKED - GEK
DRAWN - RJ
CHECKED - GEK

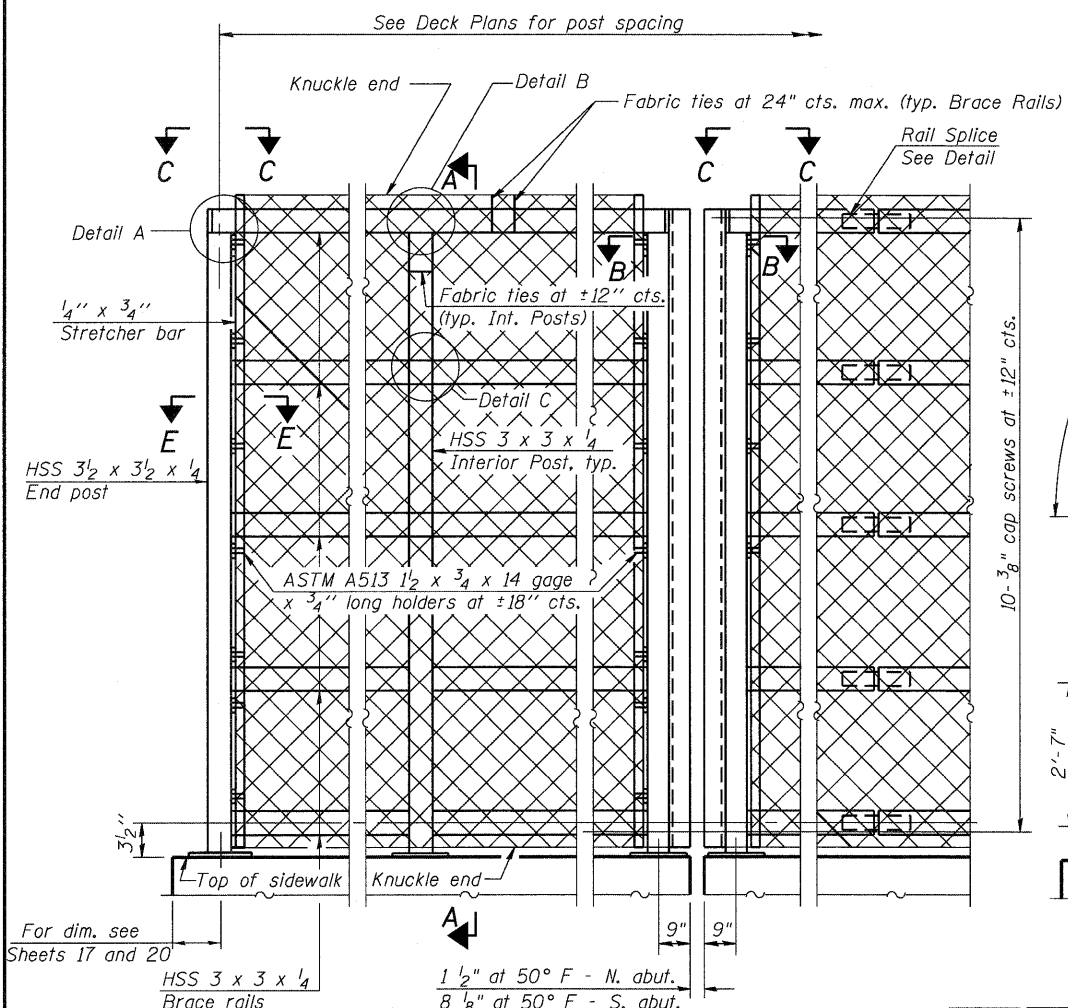
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

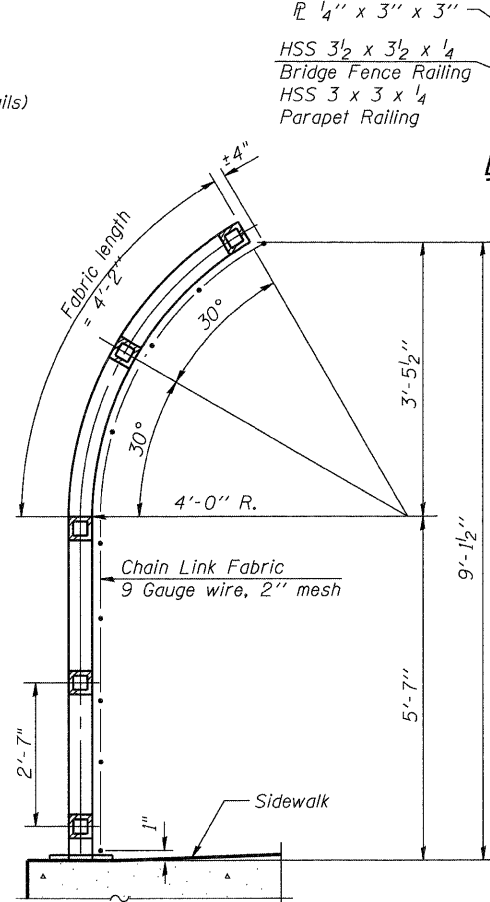
BRIDGE SOUTH APPROACH SLAB DETAILS
STRUCTURE NO. 045-0079
SHEET NO. 27 OF 67 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	193
			CONTRACT NO. 60122	
ILLINOIS FED. AID PROJECT				

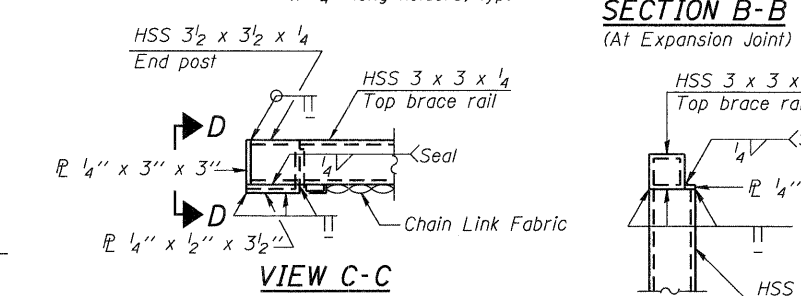
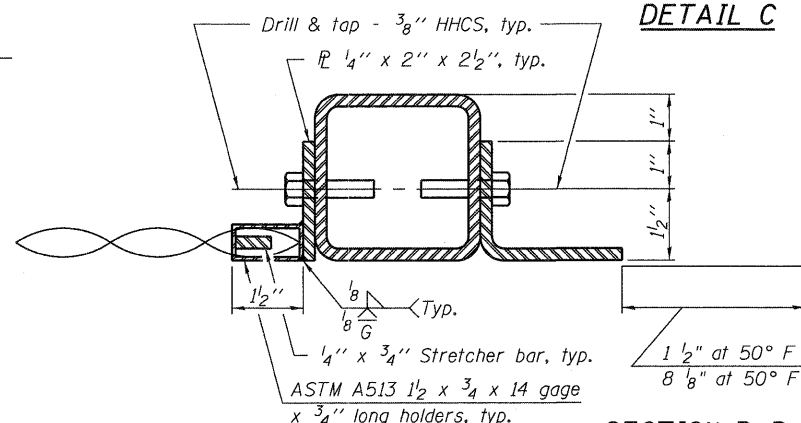
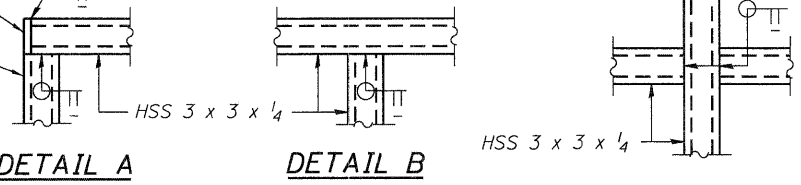
Note:
1. For Notes see Sheet 26.



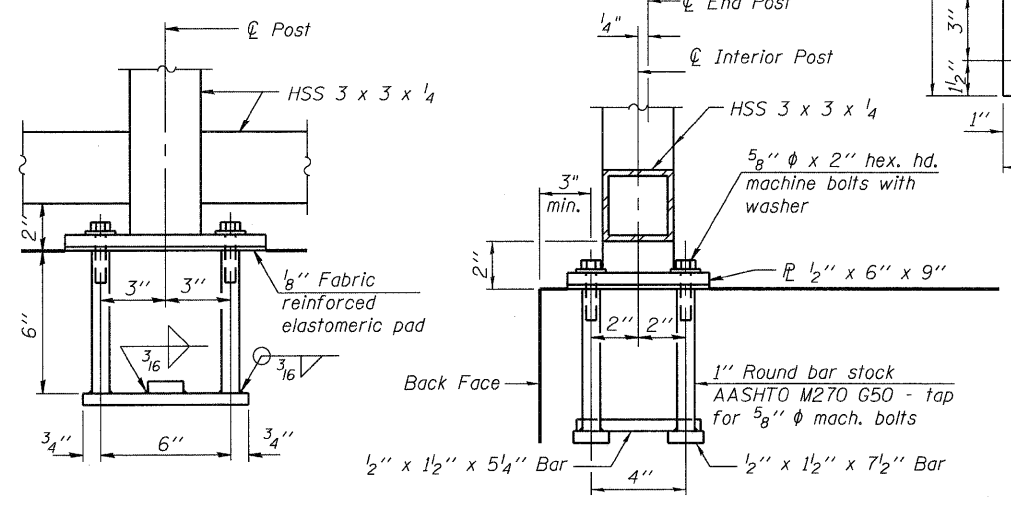
ELEVATION
(Inside Face)



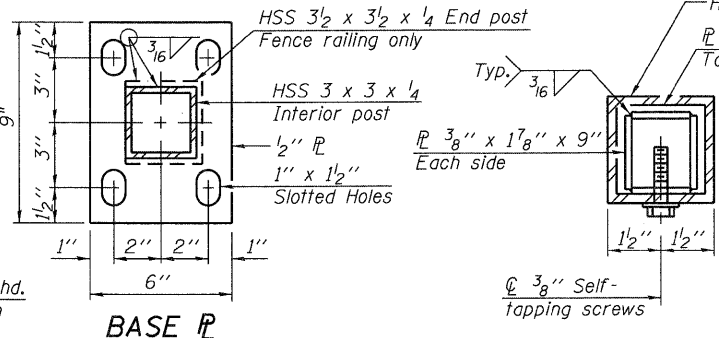
SECTION A-A



Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

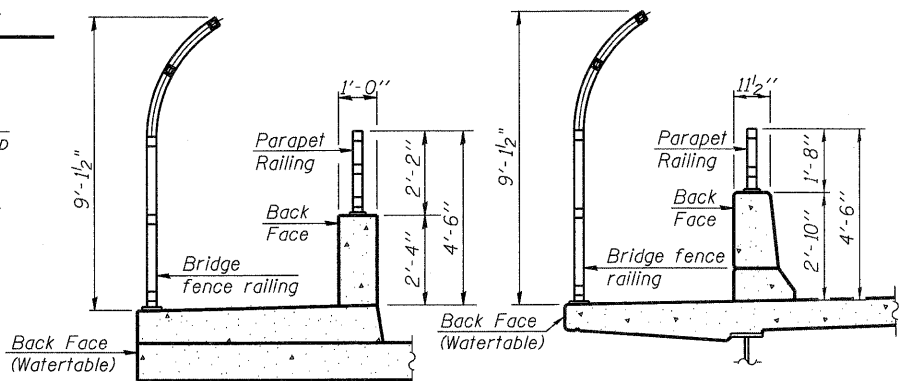


ANCHOR BOLT DETAILS



BASE P

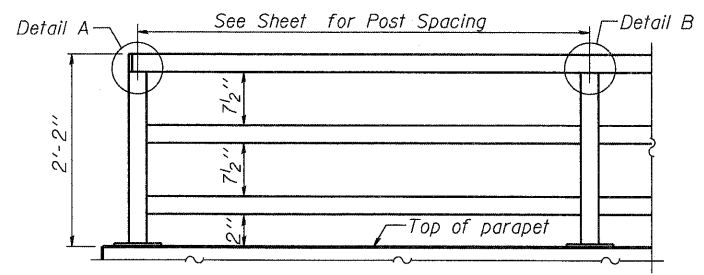
RAIL SPLICE



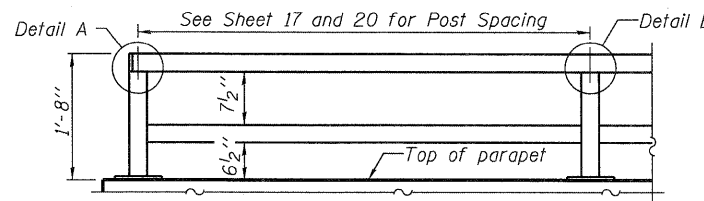
SECTION THRU SIDEWALK

SECTION THRU DECK

PARAPET RAILING ELEVATION AT EXPANSION JOINT
(Two element rail shown - Three element rail similar)



PARAPET RAILING ELEVATION
(Inside face of two element rail)



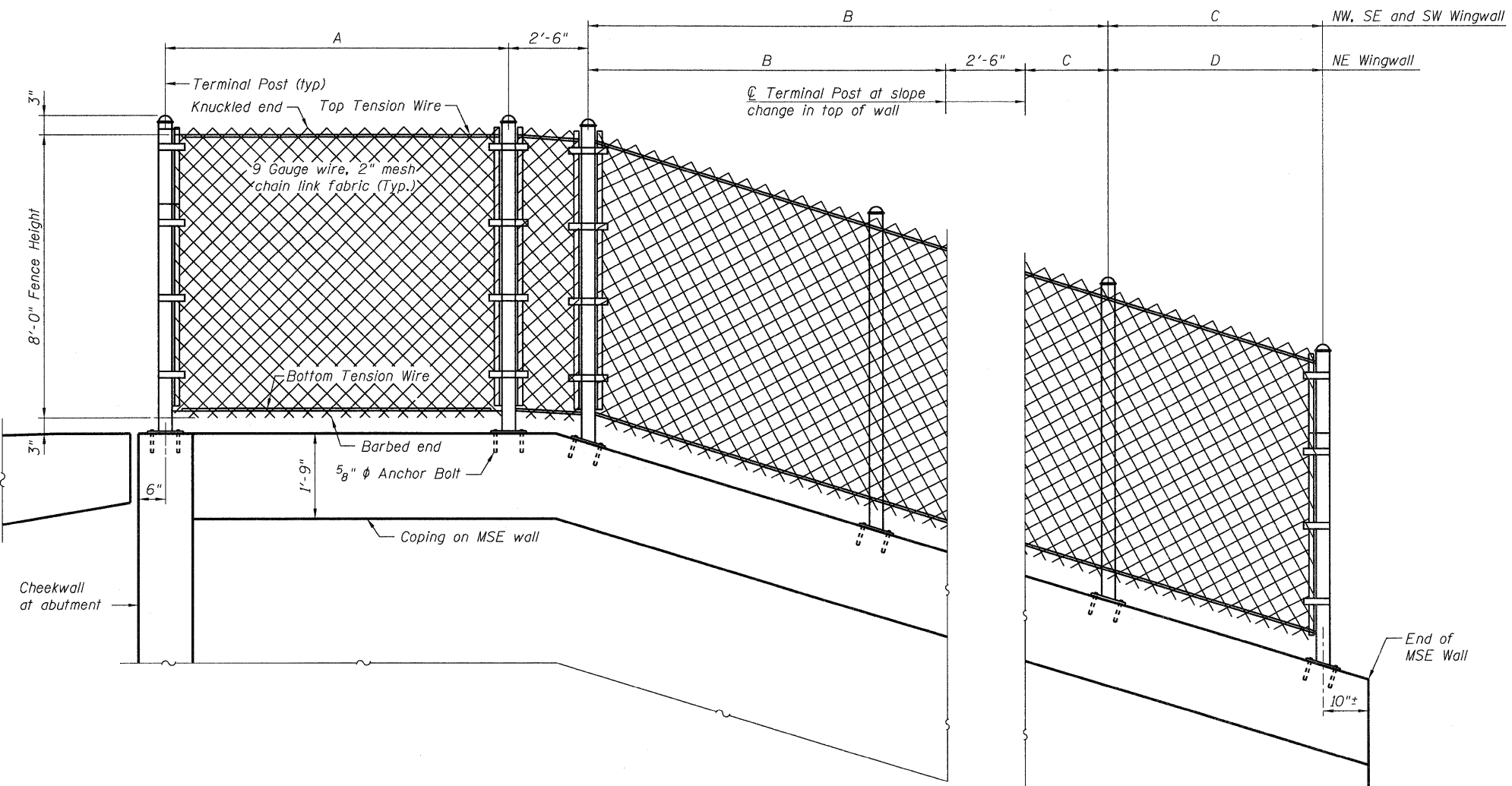
BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing (Sidewalk)	Foot	335

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R-33 7-1-10 (10'-0" Maximum Post Spacing)

FILE NAME = 0450079-60122-029-Fence_Details_1.dgn	USER NAME = jehart	DESIGNED - JDK	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE FENCE RAILING, DECK MOUNTED STRUCTURE NO. 045-0079	F.A.P. RTE. = 347	SECTION = LY (HB & VB)	COUNTY = DUPAGE/KANE	TOTAL SHEETS = 421	SHEET NO. = 195
PLOT SCALE = 1:0.0833333	DRAWN - JDK	CHECKED - GEK	REVISD -			CONTRACT NO. 60122				
PLOT DATE = 3/28/2012	CHECKED - GEK	REVISD -	REVISD -			ILLINOIS FED. AID PROJECT				
SHEET NO. 29 OF 67 SHEETS										



ELEVATION

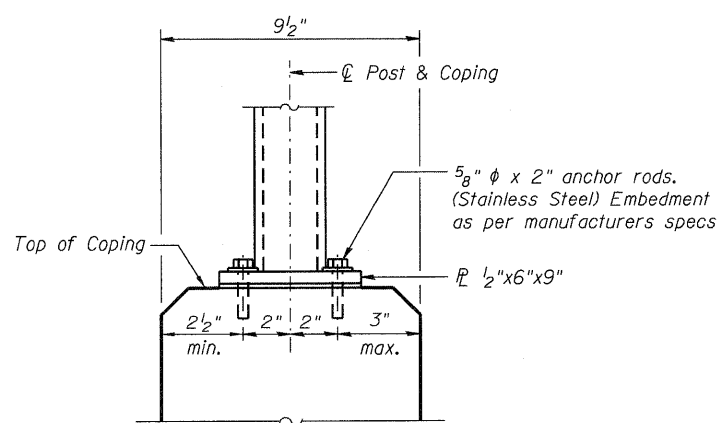
TERMINAL POST	
Section	lb/ft
Pipe Type A 2 3/8" O.D.	3.65

HORIZONTAL BRACES	
Section	lb/ft
Pipe Type A 1 5/8" O.D.	2.27
Pipe Type B 1 5/8" O.D.	1.81

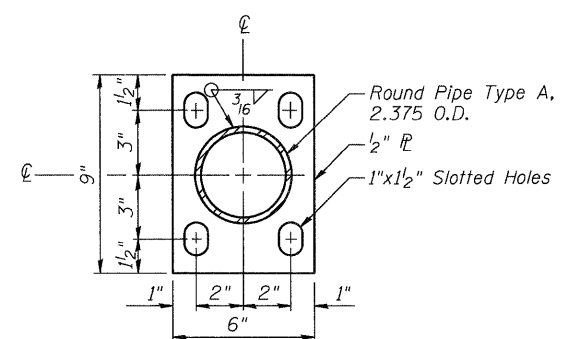
- Notes:**
1. Posts, chain link fence, and attaching hardware shall be according to Section 1006 of the Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for chain link fence.
 2. The 9 gauge fabric ties shall be according to Article 1006.27(d) of the Standard Specifications.
 3. Installation of the chain link fabric shall be according to Section 664 of the Standard Specifications.
 4. All other steel shapes and plates shall conform to the requirements of AASHTO M270 Grade 36.
 5. Stretcher bars shall be used at all end posts.
 6. Space reinforcement to miss anchor rods.
 7. All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
 8. Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.
 9. The chain link fabric shall conform to the requirements of Article 1006.27(a)(1)a, of the Standard Specifications.

FENCE POST SPACING

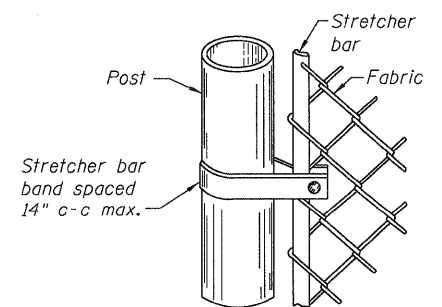
Location	A	B	C	D
NE Wingwall	10'-0"	8 spa. at 9'-0" = 72'-0"	3 spa. at 9'-0" = 27'-0"	6'-7"
NW Wingwall	9'-6"	17 spa. at 9'-6" = 161'-5"	9'-2"	-
SE Wingwall	2 spa. at 6'-3" = 12'-6"	17 spa. at 10'-0" = 170'-0"	8'-8"	-
SW Wingwall	10'-0"	10 spa. at 9'-6" = 95'-0"	6'-11"	-



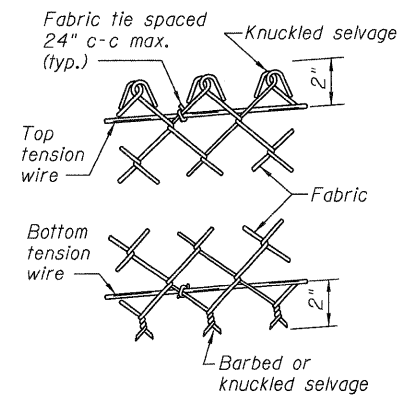
CONNECTION DETAILS



BASE PLATE



METHOD OF FASTENING STRETCHER BAR TO POST

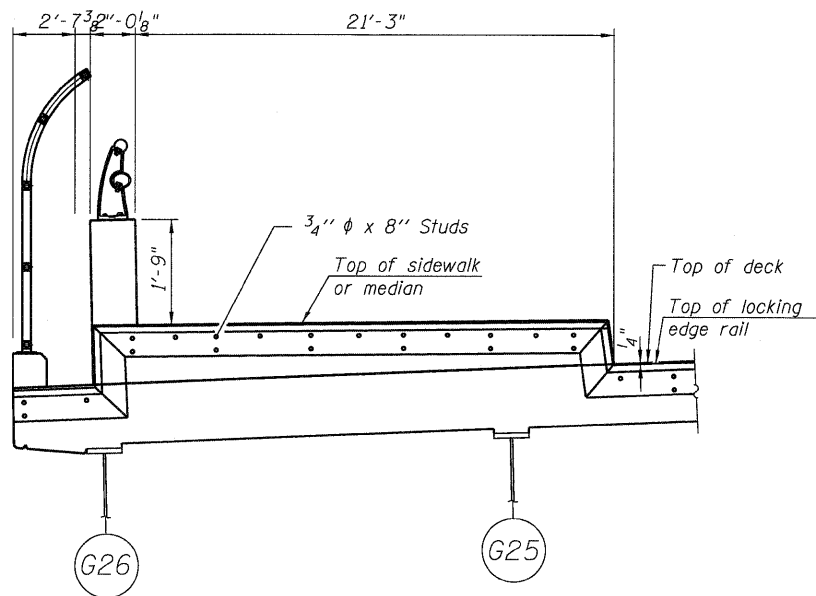


METHOD OF TYING FABRIC TO TENSION WIRES

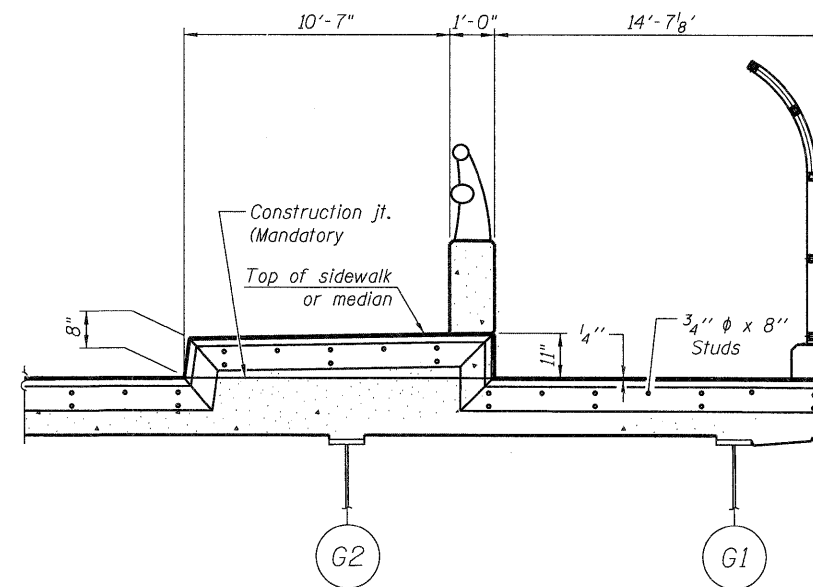
BILL OF MATERIAL

Item	Unit	Quantity
Chain Link Fence, 8'	Foot	610

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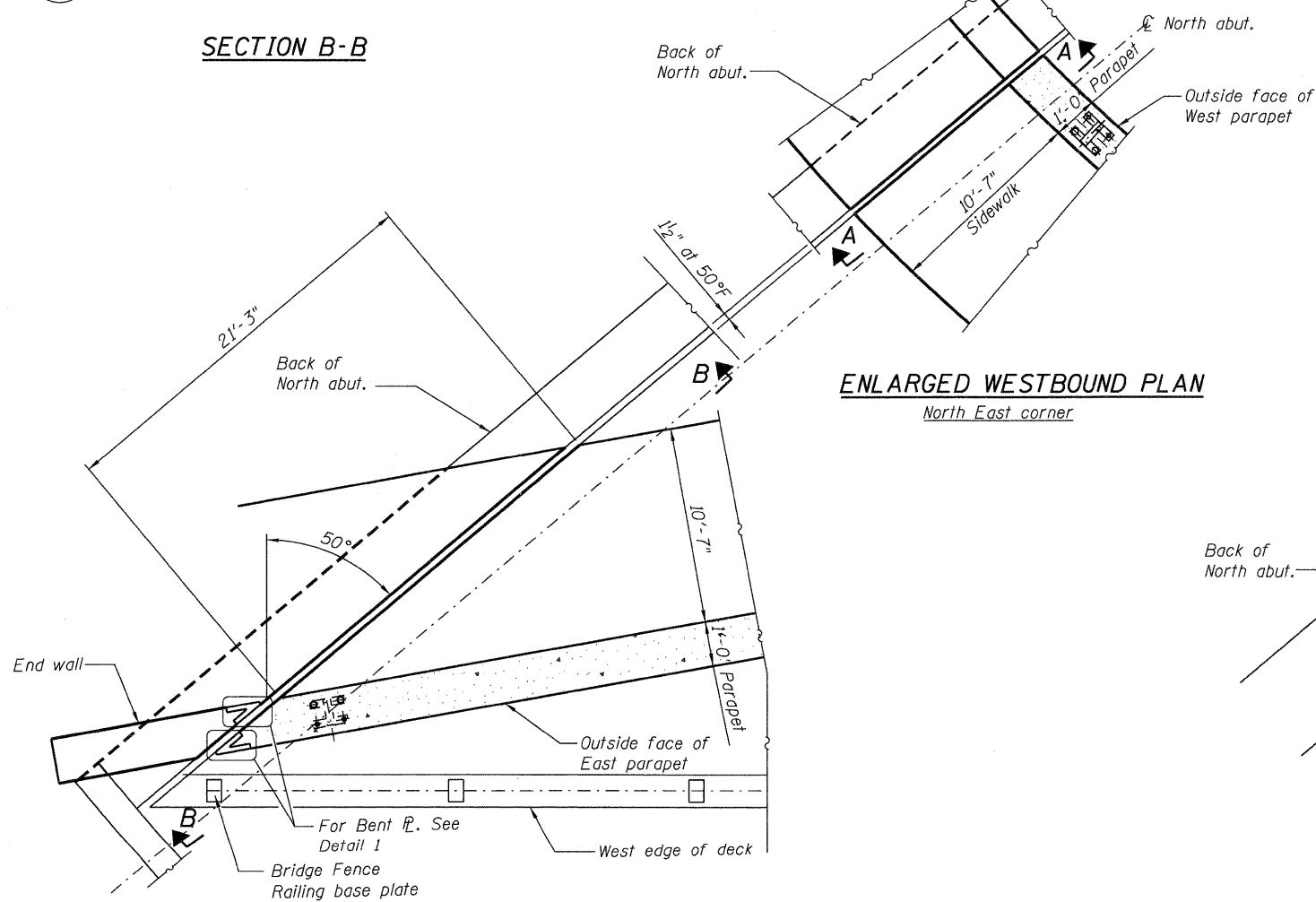


SECTION B-B



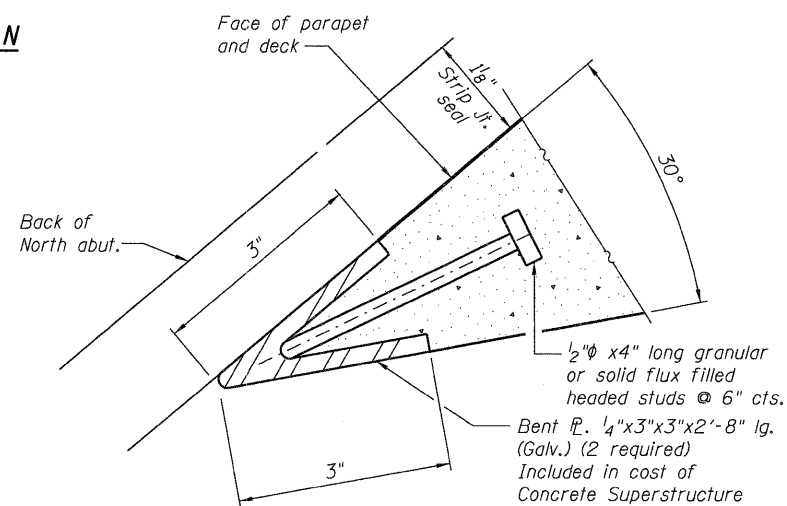
TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



ENLARGED WESTBOUND PLAN
North East corner

ENLARGED EASTBOUND PLAN
North West corner



DETAIL 1

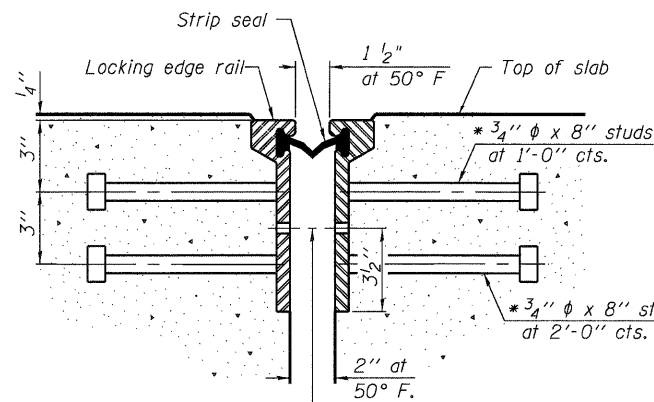
Location	Total Movement
N. Abutment	0" (Fixed)

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	514

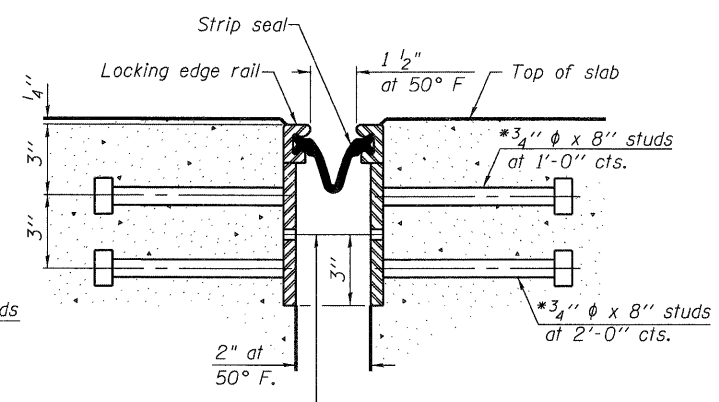
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		CHECKED - GEK	REVISED -
		DRAWN - JDK	REVISED -
		CHECKED - GEK	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
347	LY (HB & VB)	DUPAGE/KANE	421	197
				CONTRACT NO. 60122
ILLINOIS FED. AID PROJECT				



7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

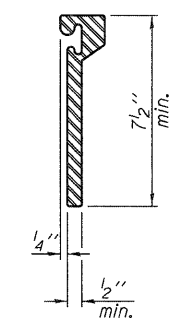
**SECTION THRU
ROLLED RAIL JOINT**



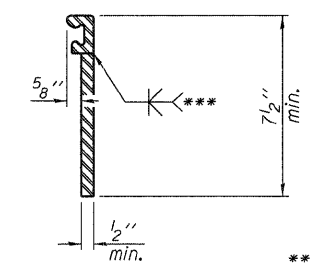
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

**SECTION THRU
WELDED RAIL JOINT**

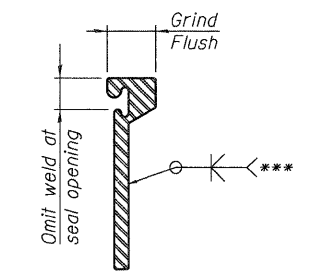
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



**ROLLED
EXTRUDED RAIL**



WELDED RAIL



*** Back gouge not required if complete joint penetration is verified by mock-up.

**LOCKING EDGE
RAIL SPLICE**

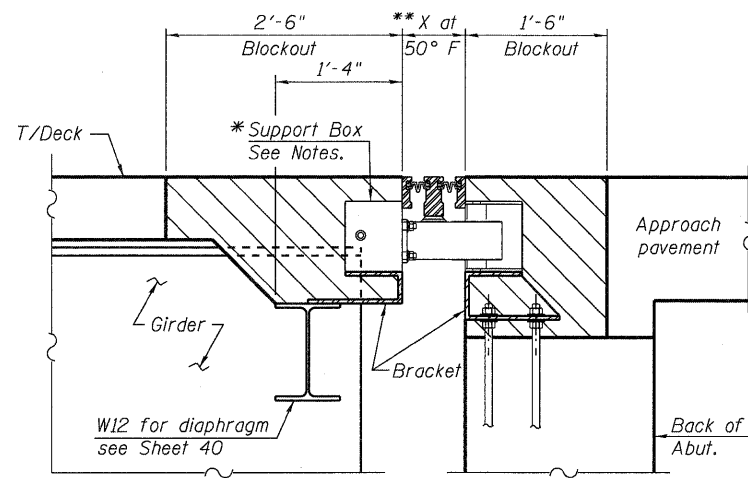
The inside of the locking edge rail groove shall be free of weld residue.
Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

**JOINT REQ'D. AT NORTH ABUTMENT
AND ϕ LONGITUDINAL JOINT**

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.
Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

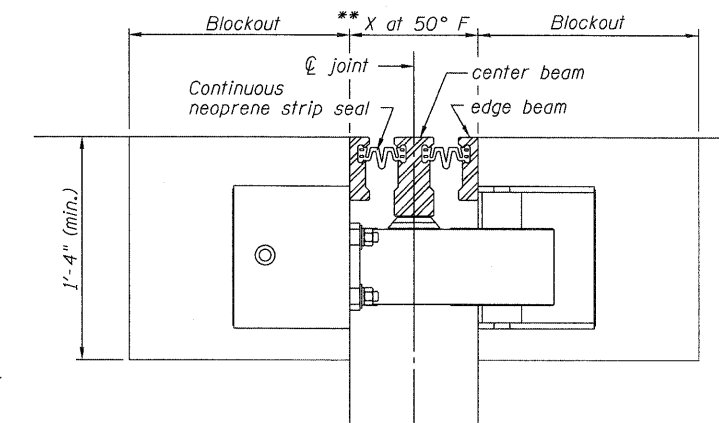
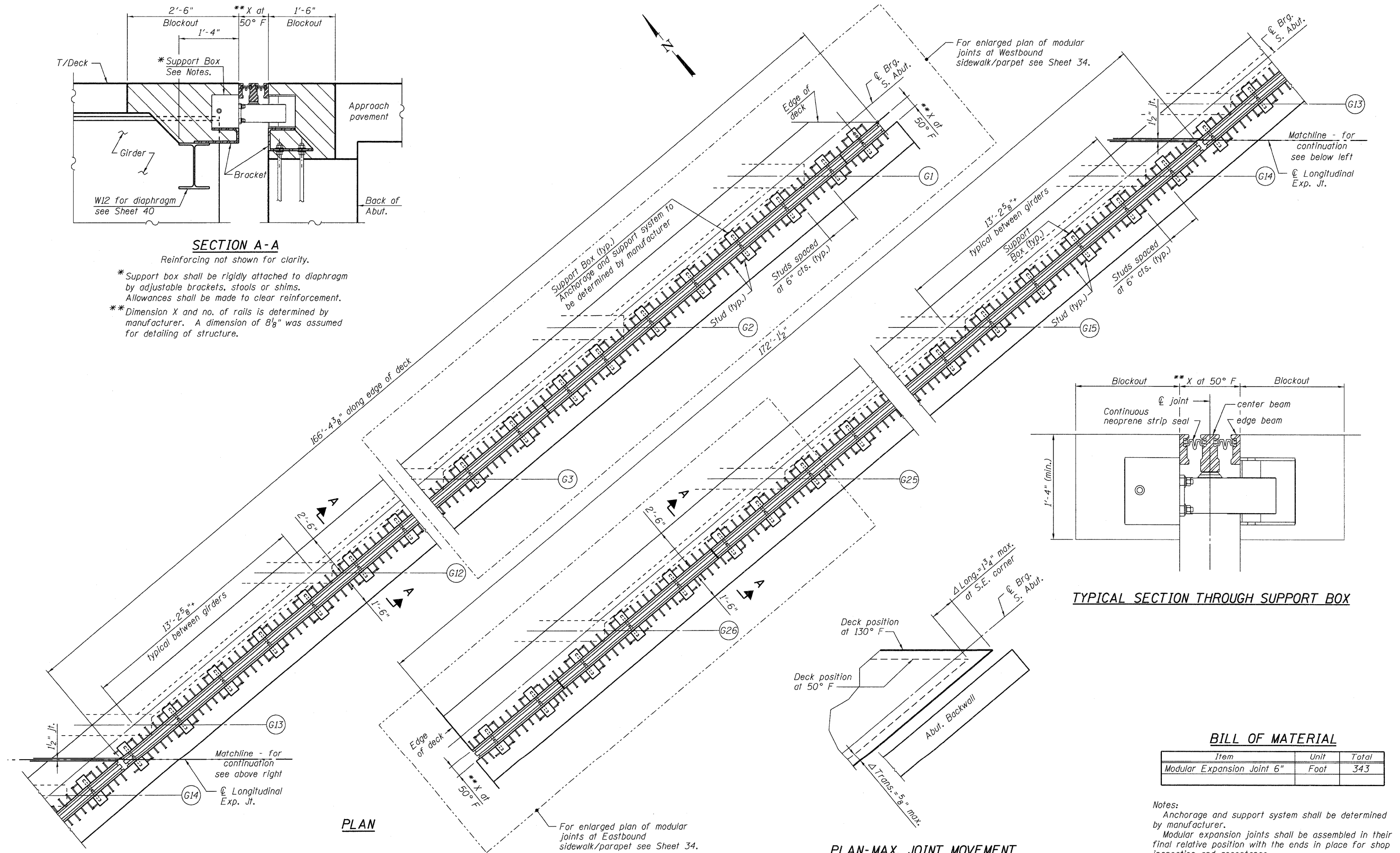
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PLOT DATE = 3/20/2012	CHECKED - GEK	REVISIONS -	ILLINOIS FED. AID PROJECT							



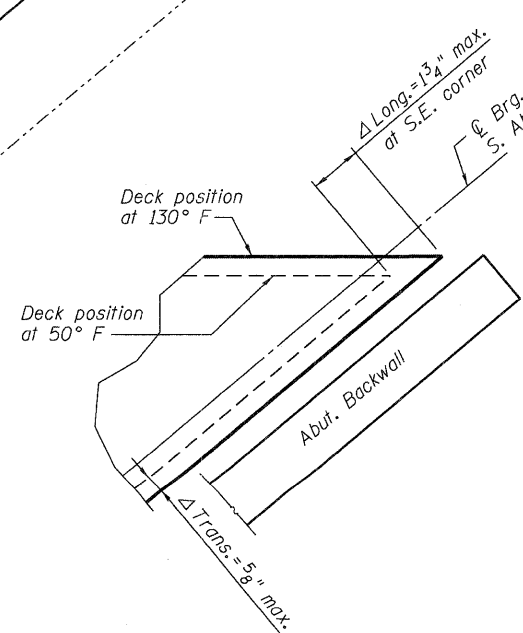
SECTION A-A

Reinforcing not shown for clarity.

- * Support box shall be rigidly attached to diaphragm by adjustable brackets, stools or shims. Allowances shall be made to clear reinforcement.
- ** Dimension X and no. of rails is determined by manufacturer. A dimension of 8 1/8" was assumed for detailing of structure.



TYPICAL SECTION THROUGH SUPPORT BOX



PLAN-MAX. JOINT MOVEMENT

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint 6"	Foot	343

Notes:
 Anchorage and support system shall be determined by manufacturer.
 Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
 For deck reinforcing see Sheets 16 through 21.

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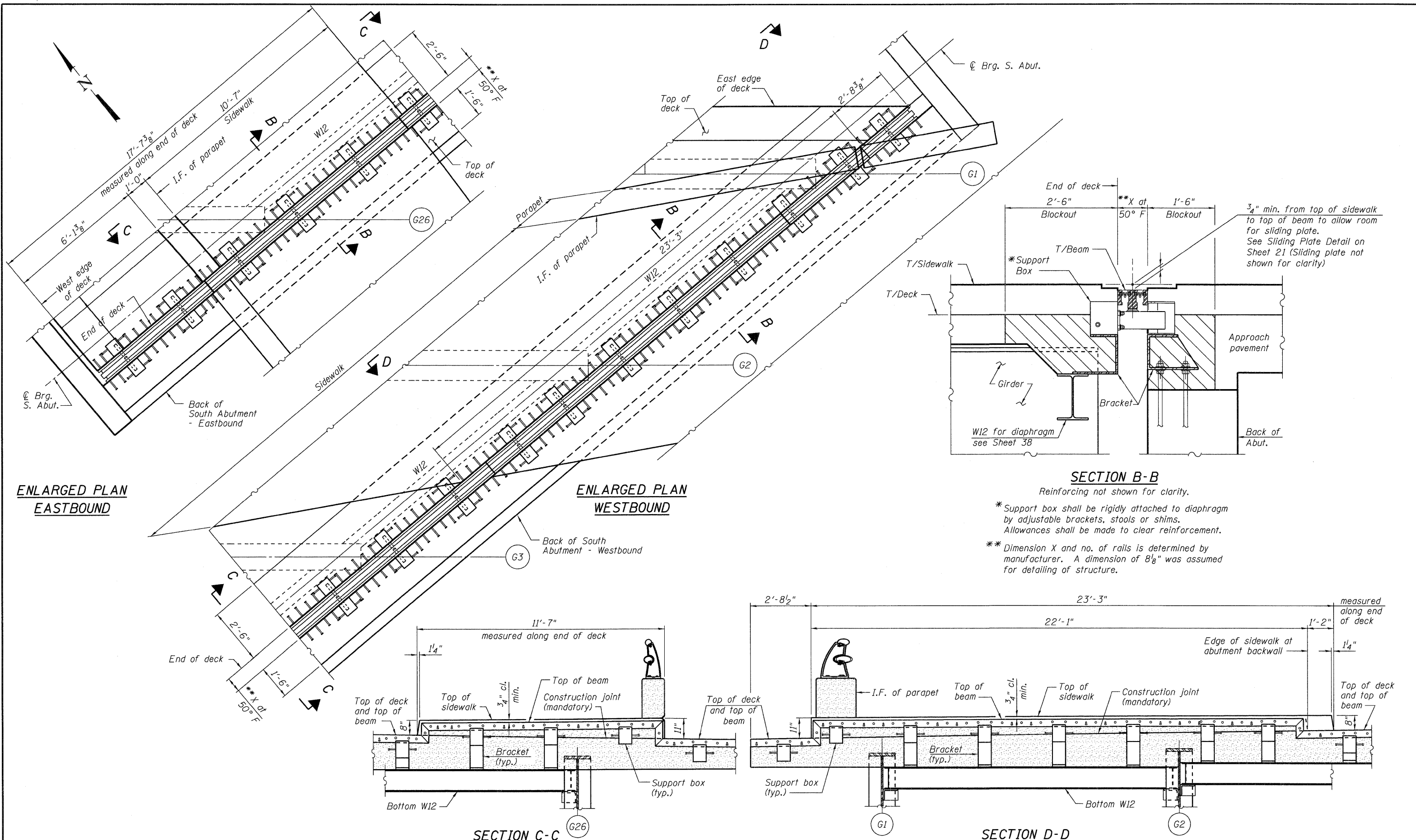
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PLOT DATE = 3/20/2012	CHECKED - JCE	DRAWN - AMV	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT DETAILS
STRUCTURE NO. 045-0079

SHEET NO. 33 OF 67 SHEETS

F.A.P. RTE. = 347	SECTION = LY (HB & VB)	COUNTY = DUPAGE/KANE	TOTAL SHEETS = 421	SHEET NO. = 199
CONTRACT NO. 60122				ILLINOIS FED. AID PROJECT



ENLARGED PLAN EASTBOUND

ENLARGED PLAN WESTBOUND

SECTION B-B

Reinforcing not shown for clarity.

* Support box shall be rigidly attached to diaphragm by adjustable brackets, stools or shims. Allowances shall be made to clear reinforcement.

** Dimension X and no. of rails is determined by manufacturer. A dimension of 8 1/8" was assumed for detailing of structure.

SECTION C-C

SECTION D-D

Note:
For parapet details at modular joint see deck plans and parapet details on Sheets 15 through 20.

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 Engineers / Architects
 130 East Randolph Street Chicago, Illinois 60601

FILE NAME = 0450079-60122-034-Mod..Jt.Plen..2.dgn	USER NAME = jeh-hart	DESIGNED - AMV	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MODULAR EXPANSION JOINT DETAILS STRUCTURE NO. 045-0079	F.A.P. RTE. 347	SECTION LY (HB & VB)	COUNTY DUPAGE/KANE	TOTAL SHEETS 421	SHEET NO. 200
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PLOT DATE = 3/28/2012	CHECKED - JCE	REVISD -	ILLINOIS FED. AID PROJECT							
SHEET NO. 34 OF 67 SHEETS										