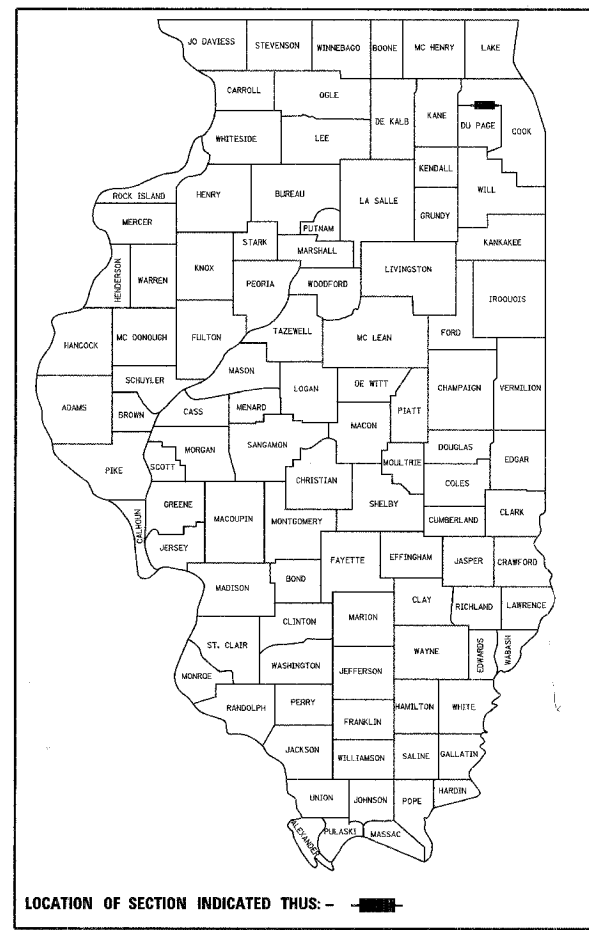


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	1
COVER SHEET				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)				

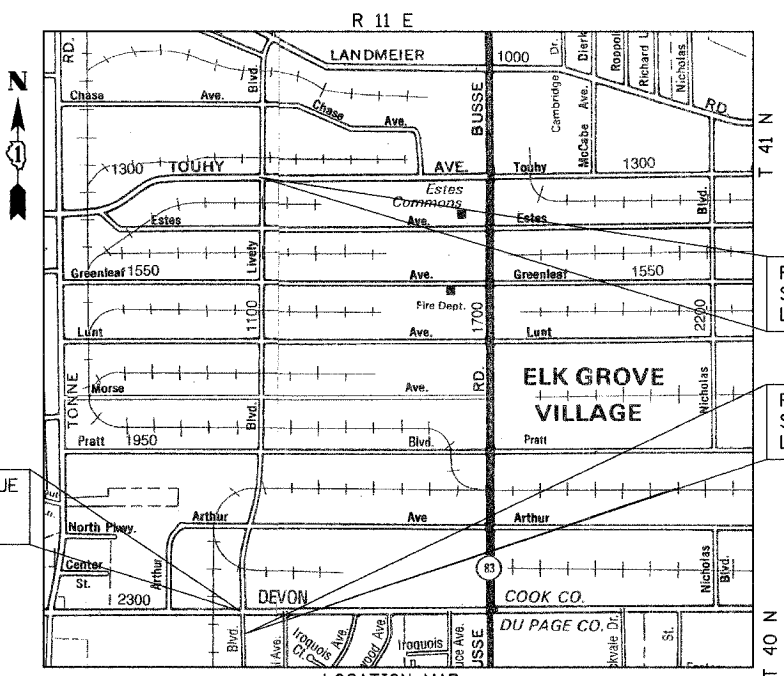
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

**PLANS FOR PROPOSED FEDERAL AID PROJECT  
F.A.U. ROUTE 1700 (LIVELY BOULEVARD)  
F.A.U. ROUTE 1346 (DEVON AVENUE) TO TOUHY AVENUE  
SECTION 05-00045-02-PV  
PROJECT NO. M-8003(544)  
ROADWAY RECONSTRUCTION,  
TRAFFIC SIGNAL MODERNIZATION AND LIGHTING  
COOK AND DUPAGE COUNTIES  
C-91-073-06**



**INDEX OF SHEETS**

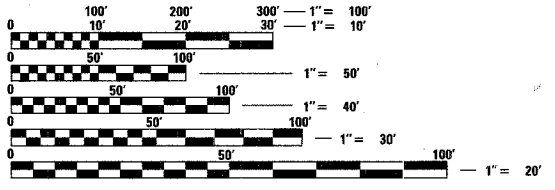
SHEET NO.	DESCRIPTION
1	COVER SHEET
2-3	GENERAL NOTES AND STATE STANDARDS
4-5	SUMMARY OF QUANTITIES
6	TYPICAL SECTIONS
7-8	SCHEDULE OF QUANTITIES
9	ALIGNMENT, TIES AND BENCHMARKS
10-15	PLAN AND PROFILE
16-17	DETOUR PLAN
18	MAINTENANCE OF TRAFFIC GENERAL NOTES AND TYPICAL SECTIONS
19-28	MAINTENANCE OF TRAFFIC AND EROSION CONTROL
29-34	DRAINAGE AND UTILITIES
35-38	INTERSECTION GRADING DETAILS
39-41	PAVEMENT MARKING AND SIGNING
42-45	LANDSCAPING PLANS AND DETAILS
46	TEMPORARY TRAFFIC SIGNAL PLAN
47	TEMPORARY TRAFFIC SIGNAL CABLE PLAN
48	TRAFFIC SIGNAL INSTALLATION PLAN
49	TRAFFIC SIGNAL CABLE PLAN
50	TRAFFIC SIGNAL SEQUENCE & SCHEDULE OF QUANTITIES
51	MAST ARM MOUNTED STREET NAME SIGNS
52-55	TRAFFIC SIGNAL DETAILS
56	STREET LIGHTING GENERAL NOTES, LEGEND & BILL OF MATERIAL
57-59	STREET LIGHTING
60	STREET LIGHTING WIRING PLAN
61	STREET LIGHTING DETAILS
62-70	CONSTRUCTION DETAILS
71-103	CROSS SECTIONS



PROJECT OMISSION AT DEVON AVENUE  
STA. 9+67.84 TO STA. 10+32.28  
LIVELY BOULEVARD

PROJECT ENDS  
STA. 63+58.0  
LIVELY BOULEVARD

PROJECT BEGINS  
STA. 7+86.95  
LIVELY BOULEVARD



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

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

LOCATION MAP  
NOT TO SCALE

**PROJECT LENGTH:**  
LIVELY BOULEVARD - 5,571 FT. (1.055 MILE) (GROSS)  
5,507 FT (1.043 MILE) (NET)

**DESIGN DESIGNATIONS:**  
LIVELY BOULEVARD - 7000(2030) • COLLECTOR TS-2 • 3.32(FD-20)

**DESIGN SPEEDS:** LIVELY BOULEVARD - 35 MPH  
**POSTED SPEEDS:** LIVELY BOULEVARD - 30 MPH

THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007 BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, SHALL GOVERN THIS WORK.

**CONTRACT NO. 83883**

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

APPROVED October 12, 2006 20 06  
ELK GROVE VILLAGE, DIRECTOR OF ENGINEERING AND COMMUNITY DEVELOPMENT

PASSED October 31, 2006 20 06  
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW November 1, 2006 20 06  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER



REGISTERED P.E., STATE OF ILLINOIS  
PLANS PREPARED BY: J.R.V. 11-30-07 EXPIRES



450 E. Devon Ave., Suite 300 - Itasca, Illinois 60143  
Tel: 630.773.3900 - Fax: 630.773.3975  
www.civiltechinc.com

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

FEDERAL AID ENGINEER: ABIGAIL WILGREEN 847-705-4233 SCHAUMBURG, IL  
CONSULTANT ENGINEER: JONATHAN VANA, P.E. CIVILTECH ENGINEERING, INC.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	2
DETAILS				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80035441				

## SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

- ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2007 AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2007.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2007; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (MUTCD); THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", (SSTCI). "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY 1996 FIFTH EDITION, THE DETAILS IN THE PLANS, AND THE SPECIAL PROVISIONS AND IDOT STANDARD DRAWINGS INCLUDED IN THE CONTRACT DOCUMENTS.
- ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION."
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED AS THE RESIDENT ENGINEER.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET AND APPROPRIATE PERMITS HAVE BEEN OBTAINED FROM THE VILLAGE OF ELK GROVE AND THE COOK COUNTY HIGHWAY DEPARTMENT.
- ALL UTILITY COMPANIES, SCHOOL DISTRICTS, AND LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

## STAKING

- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.
- PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE INDICATED.
- ESTIMATED LOCATIONS OF SIDEWALK REMOVAL AND REPLACEMENT HAVE BEEN SHOWN ON THE PLANS. THE ENGINEER WILL DETERMINE THE EXACT LIMITS IN THE FIELD DURING CONSTRUCTION.
- ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON U.S.G.S. DATUM.
- THE CONSTRUCTION BASELINE HAS BEEN ESTABLISHED FOR STAKING PURPOSES ONLY AND IS NOT INTENDED TO BE A CENTERLINE OF RIGHT-OF-WAY.

## PAVING AND CURB &amp; GUTTER

- THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB & GUTTER, AND SIDEWALK AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE ITEM BEING REMOVED.
- BINDER COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACE OR BASE UPON WHICH THE HOT-MIX ASPHALT MATERIALS ARE PLACED.
- ADDITIONAL QUANTITIES OF "PCC DRIVEWAY PAVEMENT, 8 INCH, SPECIAL" HAVE BEEN INCLUDED IN THE PLANS FOR USE BY THE ENGINEER TO BE USED AT LOCATIONS WHERE DRIVEWAYS MAY BE WIDENED ACCORDING TO THE VILLAGE'S ICRC LOADING DOCK DETAIL (SEE SHEET NO. 62). THE VILLAGE WILL PROVIDE DRIVEWAY LOCATIONS FOR THIS WORK DURING CONSTRUCTION.
- THE ENGINEER SHALL APPROVE ALL DRIVEWAYS TO BE REMOVED AND THE CONFIGURATION OF ANY DRIVEWAY TO BE RECONSTRUCTED.
- DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE FROM TOP OF DRIVEWAY TO BOTTOM OF PROPOSED AGGREGATE BASE COURSE.

## TREE REMOVAL, CLEARING AND HEDGE REMOVAL

- THE CONTRACTOR SHALL NOTE THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF ELK GROVE. THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. TEMPORARY FENCE SHALL BE INSTALLED AROUND TREES AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
- ALL CLEARING AND REMOVAL OF TREES UNDER 6" IN DIAMETER SHALL BE INCIDENTAL TO THE COST OF EARTH EXCAVATION.
- ALL CLEARING AND THE REMOVAL AND/OR RELOCATION OF BUSHES, AS DIRECTED BY THE ENGINEER, SHALL BE INCIDENTAL TO THE COST OF "EARTH EXCAVATION".
- ALL LIMBS, BRANCHES AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

## UTILITIES

- THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE VILLAGE MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE "STANDARD SPECIFICATIONS." THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE VILLAGE. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS OF HIS CONSTRUCTION SCHEDULE AND SHALL COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY OWNERS SO THAT RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER. NOTIFICATION SHALL BE IN WRITING, WITH COPIES TRANSMITTED TO THE ENGINEER.
- COORDINATION OF ANY UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, WATER, SEWER AND CABLE TELEVISION FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)
- WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT.
- ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE VILLAGE.
- ALL AUXILIARY VALVES, FRAMES, GRATES, LIDS AND BOXES REMOVED FROM EXISTING WATER SERVICE OR SEWER STRUCTURES WHICH ARE TO BE ABANDONED OR ADJUSTED WITH A NEW OR DIFFERENT FRAME AND LID SHALL BECOME THE PROPERTY OF THE CONTRACTOR. ALL HYDRANTS TO BE REMOVED SHALL BE REMOVED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND THE CONTRACTOR SHALL CONTACT THE VILLAGE TO DETERMINE IF THE VILLAGE WANTS THEM RETURNED TO PUBLIC WORKS OR DISPOSED OF BY THE CONTRACTOR.
- THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.
- THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY FOR DEWATERING TRENCH EXCAVATIONS AS WELL AS SHORING TRENCH WALLS DURING UTILITY OPERATIONS. COMPLIANCE WITH THE ABOVE WILL BE INCIDENTAL TO THE UTILITY INSTALLATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS AND WATER MAINS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT OR RELOCATION OF THEIR FACILITIES, IF NECESSARY.
- WHERE TRENCH BACKFILL IS REQUIRED, THE MATERIAL USED SHALL BE COMPACTED AS SPECIFIED IN ARTICLE 550.07 OF THE "STANDARD SPECIFICATIONS" USING METHOD ONE.
- PROPOSED FIRE HYDRANTS SHALL BE LOCATED A MINIMUM OF THREE FEET BEHIND THE PROPOSED BACK OF CURB OR TWO FEET BEHIND THE BACK OF PROPOSED SIDEWALK (MEASURED TO THE CENTER OF THE HYDRANT).
- WATER MAIN SHUT-OFFS SHALL ONLY BE PERFORMED ON WEEKEND DAYS, AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL NOTIFY THE VILLAGE 48 HOURS PRIOR TO COMMENCING THE WORK.

## ROADWAY EXCAVATION

- ALL EMBANKMENTS AND SUB-GRADE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO THE PLACEMENT OF GRANULAR SUB-BASE OR EMBANKMENT.
- ALL EXCESS MATERIAL (BROKEN CONCRETE, SEWER PIPE, WASTE ROADWAY EXCAVATION AND SURPLUS MATERIAL FROM SEWER TRENCHES) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN "EARTH EXCAVATION."
- POROUS GRANULAR EMBANKMENT, SUBGRADE HAS BEEN PROVIDED TO REPLACE SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. IF UNSUITABLE SOILS ARE ENCOUNTERED THE SOILS SHALL BE REMOVED AND REPLACED WITH PGES. THE REMOVAL AND REPLACEMENT AREA SHALL EXTEND TO 12 INCHES BEYOND THE CURB AND GUTTER AND COME UP AT A 1:1 SLOPE TO EXISTING GROUND SURFACE. THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL."

## STORM &amp; SANITARY SEWER

- THE COST OF MAKING SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER OR DRAINAGE STRUCTURES SHALL BE INCIDENTAL TO THE COST OF THE SEWER OR STRUCTURE BEING CONSTRUCTED.
- UNLESS OTHERWISE NOTED ON THE PLANS, THE EXISTING DRAINAGE FACILITIES SHALL REMAIN IN USE DURING THE PERIOD OF CONSTRUCTION. LOCATIONS OF EXISTING DRAINAGE STRUCTURES AND SEWERS AS SHOWN ON THE PLANS ARE APPROXIMATE. PRIOR TO COMMENCING WORK THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL DETERMINE THE EXACT LOCATIONS OF EXISTING STRUCTURES WHICH ARE WITHIN THE PROPOSED CONSTRUCTION LIMITS.  
  
DURING CONSTRUCTION, IF THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWERS, UNDERDRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL SO INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF THE NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE. SHOULD THE ENGINEER HAVE DIRECTED THE REPLACEMENT OF A FACILITY, THE NECESSARY WORK AND PAYMENT SHALL BE IN ACCORDANCE WITH SECTIONS 550 AND 601, AND ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS.
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWER ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT.
- ALL ABANDONED PIPE AND STRUCTURE INVERTS SHALL BE PLUGGED WITH BRICK AND MORTAR TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO THE STORM OR SANITARY SEWER ITEMS BEING REMOVED.
- THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON MANHOLES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE USE OF FLAT SLAB TOPS.
- TOP OF FRAME ("RIM") ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF EACH STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREAS IN WHICH THEY ARE LOCATED, AS PART OF THE STRUCTURE COST.
- DRAINAGE STRUCTURE FLAT-TOPS AND CONES SHALL BE TURNED SO THAT THE FRAMES ARE CLOSEST TO THE CENTERLINE OF THE ROAD. ALL FLAT-TOPS AND CONES ARE ASSUMED TO BE ECCENTRIC.
- ALL SEWER AND WATER SERVICES CROSSED BY NEW STORM SEWERS SHALL BE PROPERLY LOCATED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO SAID SERVICES NOT CONSIDERED TO BE IN CONFLICT WITH THE PROPOSED STORM SEWER SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- AT SEVERAL LOCATIONS, THE ELEVATION OF THE EXISTING STORM SEWER WILL CAUSE THE PIPE TO BE WITHIN THE LIMITS OF THE AGGREGATE BASE COURSE. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO THE PIPES WHEN EXCAVATING TO THE SUBGRADE ELEVATION AND WHEN PLACING AND COMPACTING THE AGGREGATE BASE COURSE. ANY DAMAGE TO THE PIPES SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER, AT THE CONTRACTOR'S COST.

ILLINOIS DEPARTMENT OF TRANSPORTATION

## GENERAL NOTES

DATE: 10/18/06  
DESIGNED BY: DJK  
CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	3
DETAILS				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)				

**SIGNING, STRIPING & LANDSCAPING**

- WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER AND IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS" AND SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ADDITIONAL WATERING OF THE PROPOSED TREES IS REQUIRED DURING THE PERIOD OF ESTABLISHMENT, AS DEFINED IN THE SPECIAL PROVISIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TREE BEING PLANTED.
- ALL EXISTING TRAFFIC SIGNS WHICH INTERFERE WITH THE CONTRACTOR'S WORK SHALL BE REMOVED, A RECORD MADE OF THEIR CONDITION, AND SAFELY STORED AND SAFEGUARDED BY THE CONTRACTOR UNTIL THE ENGINEER DETERMINES THAT THEY BE REINSTALLED IN THE PERMANENT LOCATIONS.
- IMMEDIATELY AFTER EACH SIGN IS REMOVED, A TEMPORARY SIGN OF THE SAME TYPE SHALL BE INSTALLED ON A SIGN SUPPORT APPROVED BY, AND AT A LOCATION DETERMINED BY, THE ENGINEER. THESE SIGNS SHALL BE MAINTAINED STRAIGHT AND CLEAN UNTIL THE PERMANENT SIGNS ARE REINSTALLED.
- ANY SIGN WHICH IS DAMAGED DURING THE TIME IT IS STORED SHALL BE REPAIRED OR REPLACED IN KIND BY THE CONTRACTOR AT HIS OWN EXPENSE PRIOR TO PERMANENT REINSTALLATION.
- ALL UNUSED SIGNS AND POSTS SHALL BE RETURNED TO THE VILLAGE OF ELK GROVE'S PUBLIC WORKS FACILITY.
- THE COST OF STORING AND SAFEGUARDING THE PERMANENT SIGNS AND POSTS, AND REINSTALLING THE PERMANENT SIGNS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "RELOCATE SIGN PANEL ASSEMBLY" OF THE TYPE SPECIFIED. NEW SIGN SUPPORTS SHALL BE USED FOR REINSTALLED SIGNS. FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE TEMPORARY SIGNS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR "TRAFFIC CONTROL AND PROTECTION." THE NEW SUPPORTS SHALL BE PAID FOR AS "TELESCOPING STEEL SIGN SUPPORT."

**EROSION CONTROL**

- ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL" AND THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY.
- THE MAINTENANCE AND REPAIR OR REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE ENGINEER, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEMS.
- ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
- ALL SLOPES SHALL BE COVERED WITH SOD AS SOON AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED. THE LIMITS OF THE SODDING SHALL BE THE LIMITS OF GRADING.
- INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
- SEE STANDARD 280001 FOR ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL DETAILS AND REQUIREMENTS.
- FOR EACH TREE IN THE PROJECT LIMITS WITHIN THE RIGHT-OF-WAY, QUANTITY HAS BEEN INCLUDED FOR : 30 FT TEMPORARY FENCE, 1 EACH TREE TRUNK PROTECTION, AND 1 EACH TREE ROOT PRUNING. USE OF THESE ITEMS WILL BE AS DETERMINED BY THE ENGINEER.

**MISCELLANEOUS**

- DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- SITE OBJECTS: REMOVAL OF MISCELLANEOUS PARKWAY IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO, BLOCK RETAINING WALLS, CONCRETE RETAINING WALLS, LANDSCAPE TIMBERS, LANDSCAPE ROCKS, FENCES, FENCE POSTS, PLANTERS, VEGETATION, BRICK OR BRICK PAVER WALKWAYS (EXCLUDING PAVERS AT THE BUS SHELTERS) WITHIN R.O.W. LIMITS SHALL BE INCIDENTAL TO THE PAY ITEM FOR "EARTH EXCAVATION."
- THE CONTRACTOR SHALL ADHERE TO IDOT STANDARD DRAWING NO. 701801-03 WHEN CLOSING ANY SIDEWALK TO PERMIT CONSTRUCTION OF THE IMPROVEMENTS.
- UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOT CROSS COMPLETED BINDER COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH CONSTRUCTION EQUIPMENT WHICH MAY DAMAGE THE PAVEMENT.
- THE CONTRACTOR SHALL BE AWARE THAT THERE ARE EXISTING LAWN SPRINKLER SYSTEMS LOCATED ALONG LIVELY BOULEVARD. IF A SPRINKLER SYSTEM IS LOCATED BETWEEN THE PROPOSED SIDEWALK AND THE BACK OF CURB, RELOCATION SHALL BE PAID FOR AS "REMOVE AND RELOCATE LAWN SPRINKLER SYSTEM."  
  
IF A LAWN SPRINKLER SYSTEM IS LOCATED BEYOND THE PROPOSED SIDEWALK AND IS DAMAGED DURING CONSTRUCTION, IT SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. REPLACEMENT SYSTEMS SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT.  
  
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK INVOLVING THE SPRINKLER SYSTEMS WITH THE BUSINESS OWNERS. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF ANY RELOCATIONS OR REPAIRS FROM THE BUSINESS OWNERS PRIOR TO FINAL PAYMENT.

**STATE STANDARDS**

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-03	TEMPORARY EROSION CONTROL SYSTEMS
424001-04	SIDEWALK RAMPS ACCESSIBLE TO THE DISABLED
442201-02	CLASS C AND D PATCHES
542606	REINFORCED CONCRETE PIPE TEE
602001	CATCH BASIN TYPE A
602011	CATCH BASIN TYPE C
602301-01	INLET TYPE A
602401-01	MANHOLE TYPE A
602601-01	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-01	CAST IRON STEPS
604001-02	FRAME AND LIDS TYPE 1
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-03	LANE CLOSURE 2L, 2W, UNIDIRECTIONAL
701502-01	URBAN LANE CLOSURE 2L, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701601-04	URBAN LANE CLOSURE, MULTILANELANE, 1W OR 2W, WITH NON TRAVERSABLE MEDIAN, FOR SPEEDS < 45 MPH
701701-04	URBAN LANE CLOSURE, MULTILANE, INTERSECTION
701801-03	LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-06	TRAFFIC CONTROL DEVICES
720001	SIGN PANEL MOUNTING DETAILS
720006-01	SIGN PANEL ERECTION DETAILS
720016-01	MAST ARM MOUNTED STREET NAME SIGNS
728001	TELESCOPING STEEL SIGN SUPPORT
780001-01	TYPICAL PAVEMENT MARKINGS
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-01	CONCRETE HANDHOLES
814006-01	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-01	TRAFFIC SIGNAL GROUNDING & BONDING
877001-02	STEEL MAST ARM ASSEMBLY AND POLE
878001-05	CONCRETE FOUNDATION DETAILS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006	TRAFFIC SIGNAL MOUNTING DETAILS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

ILLINOIS DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

DATE: 10/18/06  
DESIGNED BY: DJK  
CHECKED BY: JRV



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	5
SUMMARY OF QUANTITIES				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-800315441				

CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				I000-1A	Y030-1E	Y031-1F
• 81400300	DOUBLE HANDHOLE	EACH	2			2
• 81603090	UNIT DUCT, 600V 3-1/C NO. 4 1/2" NO. 6 GROUND, (XLP-TYPE USE), 1-1/4" POLYETHYLENE	FOOT	7250		7250	
• 81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1050		1050	
• 81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	3150		3150	
• 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1454		591	863
• 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	4		4	
• 85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1			1
• 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1014			1014
• 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1818			1818
• 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1301			1301
• 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2004			2004
• 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2752			2752
• 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	50			50
• 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4			4
• 87700160	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	1			1
• 87700230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1			1
• 87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1			1
• 87700290	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1			1
• 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12			12
• 87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4			4
• 87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30			30
• 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30			30
• 88030020	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	3			3
• 88030110	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	5			5
• 88030220	SIGNAL HEAD, L.E.D., 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1			1
• 88030240	SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	3			3
• 88102710	PEDESTRAIN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	2			2
• 88102740	PEDESTRAIN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED	EACH	3			3
• 88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8			8
• 88500100	INDUCTIVE LOOP DETECTOR	EACH	11			11
• 88600100	DETECTOR LOOP, TYPE I	FOOT	1188			1188
• 88700200	LIGHT DETECTOR	EACH	2			2
• 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1			1
• 88800100	PEDESTRIAN PUSH-BUTTON	EACH	5			5
• 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1			1
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1
• 89502380	REMOVE EXISTING HANDHOLE	EACH	7			7
• 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9			9
• Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	35604	35604		
• Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		
• Z0050900	REMOVE CONCRETE FOUNDATION	EACH	1	1		
△ Z0076600	TRAINEES	HOURS	1500	1500		
• XX000613	MODULAR BLOCK RETAINING WALL	SQ FT	600	600		
• XX002895	SANITARY MANHOLES TO BE RECONSTRUCTED WITH NEW FRAME AND LID	EACH	3	3		
• XX003313	REMOVE AND REINSTALL BRICK PAVER	SQ FT	375	375		
• XX004911	SIGN PANEL - TYPE AZ REFLECTORIZED SHEETING	SQ FT	42.5			42.5
• XX006348	ELECTRIC SERVICE	L SUM	1			1
• X0321020	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH	SQ YD	202	202		
• X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	78	78		
• X0323381	STORM SEWER, (WATER MAIN REQUIREMENTS) TYPE 1, 12 INCH	FOOT	377	377		
• X0323574	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	21		21	
• X0323863	STORM SEWER, (WATER MAIN REQUIREMENTS) TYPE 2, 12 INCH	FOOT	13	13		
• X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	178	178		
• X0323706	TRASH RECEPTACLE RELOCATION	EACH	7	7		
• X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	104	104		
• X4023000	TEMPORARY ACCESS (ROAD)	EACH	14	14		
• X7030104	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	4343	4343		
• X7030106	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	67	67		
• X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1			1
• X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	606			606
• X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	307			307
• Y0325379	DIRECTIONAL BORDERS	FOOT	5560		5560	
* YX006824	LIGHTING UNIT (25' MOUNTING HEIGHT), 150 WATT LUMINAIRE	EACH	7		7	
* YX006825	LIGHTING UNIT (30' MOUNTING HEIGHT), 250 WATT LUMINAIRE	EACH	35		35	
• YX006826	REMOVE AND RELOCATE LAWN SPRINKLER SYSTEM	FOOT	850	850		
• YX006827	SIDEWALK RAILROAD CROSSING	EACH	12	12		
• YX006828	TREE, ACER RUBRUM (RED MAPLE), 4" CALIPER, BALLED AND BURLAPPED	EACH	23	23		
• YX006829	TREE, PYRUS CALLERYANA ARISTOCRAT (ARISTOCRAT CALLERY PEAR), 4" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	11	11		
• YX006830	TREE, PYRUS CALLERYANA "GLEN'S FORM" (CHANTICLEER PEAR), 4" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	17	17		
• YX006831	TREE, TILIA AMERICANA REDMOND (REDMOND AMERICAN LINDEN), 4" CALIPER, BALLED AND BURLAPPED	EACH	21	21		
• YX006832	TREE, TILIA CORDATA GREENSPIRE (GREENSPIRE LINDEN), 4" CALIPER, BALLED AND BURLAPPED	EACH	15	15		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

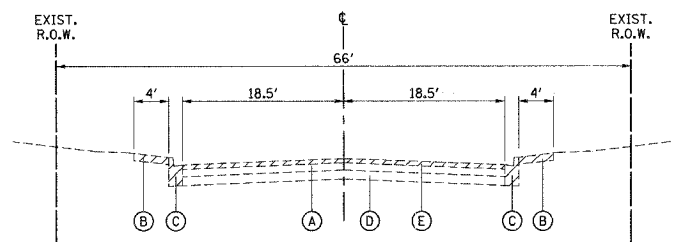
SUMMARY OF QUANTITIES

DRAWN BY DJK  
CHECKED BY JRV

DATE 12/22/06

\* \* NON-PARTICIPATING, 100% EIK Grove Usage  
• INDICATES SPECIALTY ITEMS  
△ Y080

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	6
TYPICAL SECTIONS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-8003544)		

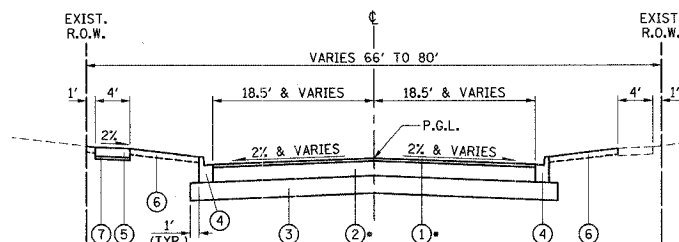


**EXISTING TYPICAL SECTION**

LIVELY BOULEVARD  
STATION 7+86.95 TO STATION 9+67.84

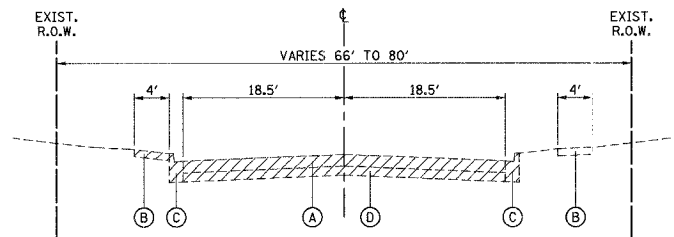


REMOVAL ITEMS



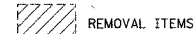
**PROPOSED TYPICAL SECTION**

LIVELY BOULEVARD  
STATION 12+47.14 TO STATION 29+40.58  
STATION 30+44.66 TO STATION 63+58.0

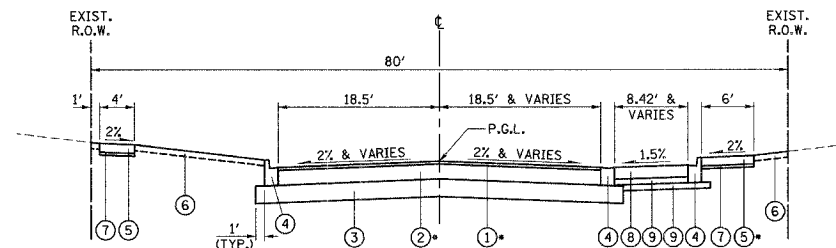


**EXISTING TYPICAL SECTION**

LIVELY BOULEVARD  
STATION 10+32.28 TO STATION 63+58.0  
ALL CROSS STREETS

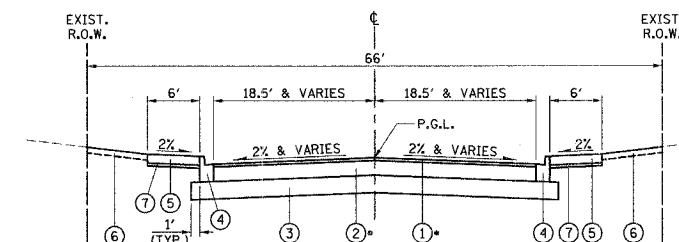


REMOVAL ITEMS



**PROPOSED TYPICAL SECTION**

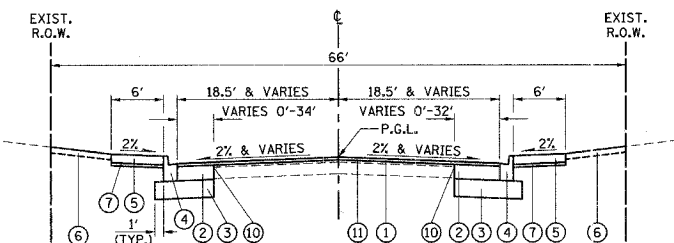
LIVELY BOULEVARD  
STATION 29+40.58 TO STATION 30+44.66



**PROPOSED TYPICAL SECTION**

ALL CROSS STREETS

• PAID FOR AS "HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12"



**PROPOSED TYPICAL SECTION**

LIVELY BOULEVARD  
STATION 7+86.95 TO STATION 9+67.84

**PAVEMENT DESIGN**

ITEM	LIVELY BOULEVARD
STRUCTURAL DESIGN TRAFFIC (2030)	7,000
ROAD CLASSIFICATION	II
PASSENGER CARS	5,644
SINGLE UNITS	748
MULTIPLE UNITS	408
TRAFFIC FACTOR	3.32
DESIGN THICKNESS	2+10+12

THICKNESS = (HMA SURF + HMA BIND + AGG SUB-GRADE) INCHES

**MIXTURE REQUIREMENT**

PAY ITEM	AC TYPE	VOIDS
HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH)		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	PG 64-22	4.30 @ 50 Gyr
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	PG 64-22 / 58-22	4.30 @ 50 Gyr
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	PG 64-22	4.30 @ 50 Gyr
LEVELING BINDER (MACHINE METHOD), N50	PG 64-22 / 58-22	4.30 @ 50 Gyr

NOTE: THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SY-IN.

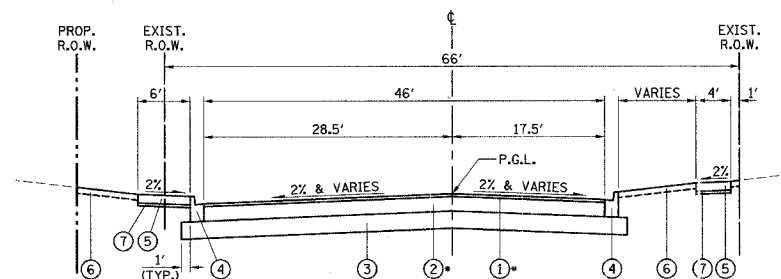
**EXISTING LEGEND**

- (A) BITUMINOUS CONCRETE PAVEMENT - 4" TO 7"
- (B) PORTLAND CEMENT CONCRETE SIDEWALK
- (C) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (D) CAM (CEMENT AGGREGATE MIXTURE) BASE COURSE - 7" TO 10"
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL (2" MIN. AND VARIES)

**PROPOSED LEGEND**

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (2 IN)
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (10 IN)
- (3) AGGREGATE SUBGRADE, 12"
- (4) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (SPECIAL)
- (5) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL OR PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH, SPECIAL (AS NOTED ON PLAN AND PROFILE SHEETS)
- (6) TOPSOIL FURNISH AND PLACE, 4" SODDING
- (7) SUBBASE GRANULAR MATERIAL, TYPE B 2" (INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL OR 8 INCH, SPECIAL)
- (8) PORTLAND CEMENT CONCRETE PAVEMENT, 8"
- (9) SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- (10) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (11) LEVELING BINDER (MACHINE METHOD), N50 (3/4" MIN. AND VARIES)

COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (SPECIAL) SHALL BE "HIGH EARLY" CONCRETE.



**PROPOSED TYPICAL SECTION**

LIVELY BOULEVARD  
STATION 10+32.28 TO STATION 12+47.14

When RAP exceeds 2030, the new asphalt binder in the mix shall be PG 58-22

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS**

DATE: 10/18/06  
DESIGNED BY: DJK  
CHECKED BY: JRV  
NOT TO SCALE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	7
SCHEDULE OF QUANTITIES				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-800315441				

SCHEDULE OF DRIVEWAYS		
STATION	DRIVEWAY REMOVAL (SQ YD)	PCC DRIVEWAY, 8 INCH, SPECIAL (SQ YD)
LIVELY		
8+29, RT	80.9	87.0
8+84, LT	61.1	35.4
11+10, LT	147.7	77.0
12+75, RT	55.3	65.6
13+69, LT	99.2	84.9
14+25, LT	38.7	39.6
14+89, RT	47.0	49.8
15+13, LT	43.9	48.3
15+88, RT	42.2	46.6
16+20, LT	80.2	87.2
16+84, RT	39.3	42.9
17+30, RT	35.1	37.0
17+40, LT	80.7	86.8
21+17, LT	82.4	85.7
22+80, RT	64.3	65.0
23+07, LT	36.9	38.6
24+57, LT	35.6	36.9
25+89, RT	60.0	56.0
27+56, RT	39.3	43.2
27+60, LT	38.4	20.2
30+06, LT	58.0	66.0
31+37, RT	55.7	73.0
33+50, LT	233.3	254.1
36+33, RT	53.8	31.1
37+77, LT	49.4	57.0
38+37, LT	49.2	56.4
38+74, RT	124.7	126.3
39+95, LT	52.0	57.7
40+00, RT	160.4	170.8
41+38, LT	109.7	42.3
43+56, RT	63.8	51.3
45+22, RT	64.2	68.9
46+57, LT	90.9	100.3
46+79, RT	65.3	58.8
51+09, RT	64.1	64.3
52+36, LT	140.7	153.1
52+55, RT	64.7	67.6
54+10, LT	88.7	107.3
54+50, RT	177.3	184.4
57+89, LT	101.4	114.7
59+37, LT	53.1	59.0
60+50, LT	84.7	101.1
60+82, RT	77.7	86.8
ARTHUR		
111+04, LT	27.2	28.3
PRATT		
210+90, LT	24.6	27.0
MORSE		
311+20, RT	37.0	43.0
LUNT		
408+86, LT	43.6	43.1
GREENLEAF		
509+00, LT	25.3	28.7
TOUHY		
709+05, RT	71.0	81.4
711+25, RT	114.6	118.0

SCHEDULE OF REMOVE SIGN PANEL ASSEMBLY TYPE A
11+24, RT
13+33, RT
15+31, RT
15+83, LT
17+90, LT
18+35, RT
20+04, RT
21+56, LT
21+76, RT
24+17, RT
25+94, LT
26+67, LT
29+40, RT
30+73, LT
34+21, RT
34+24, LT
36+82, RT
38+05, LT
41+12, LT
41+17, RT
44+25, RT
44+80, LT
47+66, RT
50+88, RT
51+32, RT
51+52, LT
55+32, LT
57+70, RT
58+37, LT
61+60, LT

SCHEDULE OF RELOCATE SIGN PANEL ASSEMBLY - TYPE A	
PROPOSED LOCATION	TELESCOPING STEEL SIGN SUPPORT (FT)
11+40, RT	15.5
12+00, RT	14
18+69, LT	16
19+46, RT	16
22+00, RT	16.5
23+55, RT	13.5
23+55, RT	14
23+65, LT	14
23+85, RT	13.5
25+65, LT	16.5
26+75, LT	14
28+00, RT	15
28+11, LT	15
28+86, RT	15
28+97, LT	15
31+55, RT	14
31+80, LT	14
31+80, RT	13.5
35+09, LT	16
35+85, RT	16
37+50, RT	16.5
39+25, RT	14
39+25, RT	13.5
39+50, RT	13.5
41+15, LT	16.5
42+05, LT	16
42+83, RT	16
44+20, RT	16.5
45+95, RT	13.5
45+95, RT	14
46+20, LT	14
46+20, RT	13.5
48+40, LT	16.5
48+75, LT	14
49+20, RT	15
49+34, LT	15
50+07, RT	15
50+22, LT	15
50+84, RT	15.5
52+90, RT	13.5
53+15, LT	14
53+15, RT	13.5
55+10, LT	16.5
56+09, LT	16
56+91, RT	16
58+00, RT	16.5
59+63, RT	13.5
59+73, RT	14
59+93, LT	14
59+93, RT	13.5
62+78, RT	15
62+90, LT	15
108+80, LT	17
211+17, RT	15.5
411+25, RT	16
611+10, RT	13.5
STREET NAME SIGNS	
LIVELY	7 EACH
ARTHUR	1 EACH
PRATT	1 EACH
MORSE	1 EACH
LUNT	1 EACH
GREENLEAF	1 EACH
ESTES	1 EACH
TOUHY	1 EACH
BLOCK NUMBER SIGNS	12 EACH

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

DRAWN BY DJK  
CHECKED BY JRV

DATE 12/22/06

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	8
SCHEDULE OF QUANTITIES				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT M-8003(544)	

SCHEDULE OF SIGN PANEL - TYPE 1			
PROPOSED LOCATION	DIMENSIONS	AREA (SQ FT)	TELESCOPING STEEL SIGN SUPPORT (FT)
11+40, RT	12"x18"	1.5	0
15+30, RT	12"x18"	1.5	13.5
15+85, LT	12"x18"	1.5	13.5
17+90, LT	12"x18"	1.5	13.5
21+50, RT	12"x18"	1.5	13.5
22+00, LT	12"x18"	1.5	13.5
23+45, LT	18" DIA.	1.8	13.5
23+60, LT	18" DIA.	1.8	13.5
25+00, RT	12"x18"	1.5	13.5
25+65, LT	12"x18"	1.5	13.5
29+40, RT	12"x18"	1.5	0
30+80, LT	12"x18"	1.5	13.5
31+60, LT	18" DIA.	1.8	13.5
31+60, RT	18" DIA.	1.8	13.5
31+80, LT	18" DIA.	1.8	13.5
33+35, RT	12"x18"	1.5	13.5
33+70, LT	36" DIA.	7.1	0
33+70, LT	12"x18"	1.5	16.5
37+50, RT	12"x18"	1.5	0
37+50, LT	12"x18"	1.5	13.5
39+25, LT	18" DIA.	1.8	13.5
39+50, LT	48"x9"	6	14
39+50, LT	18" DIA.	1.8	13.5
40+95, RT	12"x18"	1.5	13.5
41+15, LT	12"x18"	1.5	0
44+20, RT	12"x18"	1.5	0
44+85, LT	12"x18"	1.5	13.5
45+95, LT	18" DIA.	1.8	13.5
46+20, LT	18" DIA.	1.8	13.5
47+75, RT	12"x18"	1.5	13.5
48+40, LT	12"x18"	1.5	0
50+84, RT	12"x18"	1.5	0
51+35, LT	12"x18"	1.5	13.5
51+80, RT	36" DIA.	7.1	15
52+90, LT	18" DIA.	1.8	13.5
52+90, RT	48"x9"	6	14
53+15, LT	18" DIA.	1.8	13.5
53+85, RT	12"x18"	1.5	13.5
55+10, LT	12"x18"	1.5	0
58+00, RT	12"x18"	1.5	0
58+80, LT	12"x18"	1.5	13.5
59+75, LT	18" DIA.	1.8	13.5
59+95, LT	18" DIA.	1.8	13.5
61+05, LT	36" DIA.	7.1	15
61+60, RT	12"x18"	1.5	13.5
61+85, LT	12"x18"	1.5	0
61+85, LT	18"x24"	3	15.5
608+25, RT	36"x36"	9	16
611+75, LT	36"x36"	9	16

SEE TRAFFIC SIGNAL SHEETS FOR ADDITIONAL QUANTITIES

SCHEDULE OF PAVEMENT MARKING - THERMOPLASTIC						
		LETTERS & SYMBOLS (SQFT)	LINE 4" (FT)	LINE 6" (FT)	LINE 12" (FT)	LINE 24" (FT)
FROM	TO					
LIVELY BOULEVARD						
7+87	DEVON	36.4	924	183	199	31
DEVON						
DEVON	ARTHUR	135.2	2103	438	225	42
ARTHUR						
ARTHUR	PRATT	130	2221	320	46	37
PRATT						
PRATT	MORSE	98.8	1589	299	51	36
MORSE						
MORSE	LUNT	124.8	1403	0	0	0
LUNT						
LUNT	GREENLEAF	98.8	1658	289	51	31
GREENLEAF						
GREENLEAF	ESTES	98.8	1588	312	51	36
ESTES						
ESTES	TOUHY	98.8	1560	310	51	35
ARTHUR						
ARTHUR		0	254	277	0	61
PRATT						
PRATT		0	226	264	0	57
MORSE						
MORSE		0	282	272	0	59
LUNT						
LUNT		0	308	288	0	63
GREENLEAF						
GREENLEAF		0	232	253	0	56
ESTES						
ESTES		0	248	299	0	64
TOUHY						
TOUHY		0	328	278	0	61

SCHEDULE OF P.C.C. SIDEWALK 8 INCH, SPECIAL	
PROPOSED LOCATION	AREA (SQ FT)
STA. 7+87 TO 8+68, LT	487
STA. 10+70 TO 11+31, RT	370
STA. 11+44 TO 13+35, LT	1,118
STA. 17+40 TO 17+87, RT	274
STA. 27+06 TO 27+97, RT	282

SCHEDULE OF PIPE UNDERDRAIN, 4", FABRIC LINED TRENCH	
PROPOSED LOCATION	LENGTH (FT)
STA. 14+66.5, LT	50
STA. 14+66.5, RT	50
STA. 22+71, LT	50
STA. 23+42.7, RT	50
STA. 30+98, LT	50
STA. 31+34.4, RT	50
STA. 35+13.8, RT	50
STA. 38+10.3, LT	50
STA. 38+10.3, RT	50
STA. 41+95.6, LT	50
STA. 42+05.5, RT	50
STA. 42+90, LT	50
STA. 42+75.0, RT	50
STA. 46+57, RT	50
STA. 46+72, LT	50
STA. 50+06.1, LT	50
STA. 53+61, RT	50
STA. 53+77, LT	50
STA. 56+93.7, LT	50
STA. 60+44, RT	50
STA. 60+61, LT	50

EARTHWORK SCHEDULE						
ITEM	UNIT	STAGE 1A	STAGE 1B	STAGE 2A	STAGE 2B	TOTALS
EARTH EXCAVATION	C.Y.	4946	4638	3025	3009	15618
EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	C.Y.	4204	3942	2571	2558	13275
EMBANKMENT REQUIRED	C.Y.	428	472	204	223	1327
EARTHWORK BALANCE						
WASTE (+) OR SHORTAGE (-)	C.Y.	+3776	+3470	+2367	+2335	+11948

SHRINKAGE CALCULATED USING 15% SHRINKAGE FACTOR

A PAY ITEM FOR "FURNISHED EXCAVATION" HAS BEEN INCLUDED ON THE ASSUMPTION THAT, DUE TO LIMITED WORKING SPACE, ALL EMBANKMENT MAY HAVE TO BE BROUGHT IN FROM OUTSIDE THE PROJECT LIMITS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

DATE 10/18/06  
DRAWN BY DJK  
CHECKED BY JRV



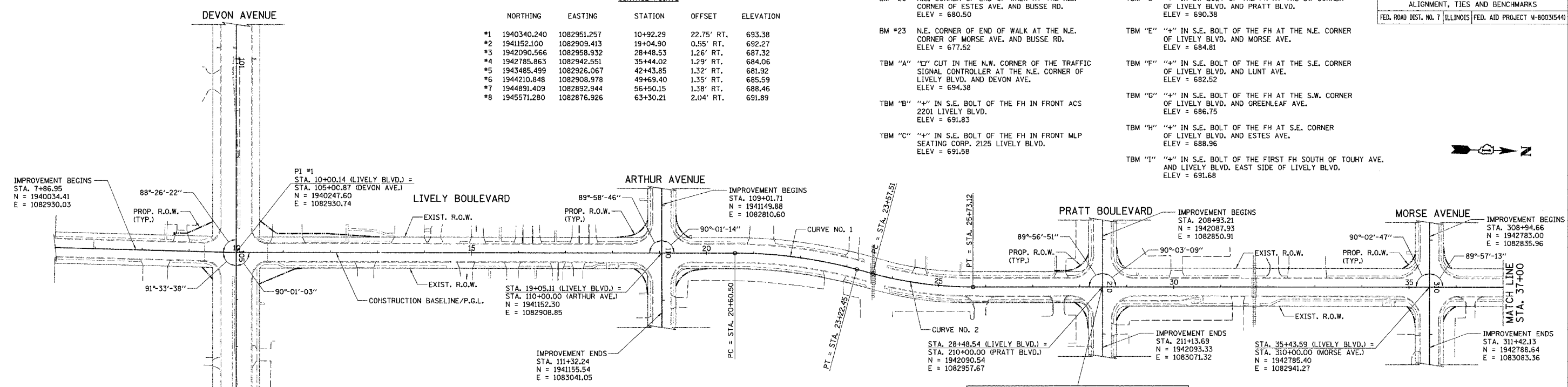
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	9
ALIGNMENT, TIES AND BENCHMARKS				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80035441				

**BENCHMARKS**

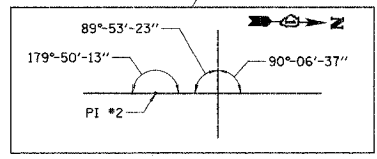
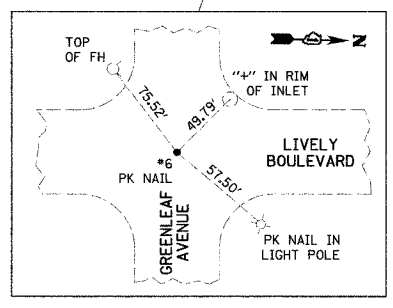
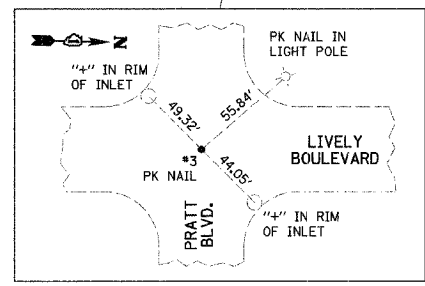
- BM #20 N.E. CORNER OF END OF WALK AT THE N.E. CORNER OF ESTES AVE. AND BUSSE RD. ELEV = 680.50
- BM #23 N.E. CORNER OF END OF WALK AT THE N.E. CORNER OF MORSE AVE. AND BUSSE RD. ELEV = 677.52
- TBM "A" "C" CUT IN THE N.W. CORNER OF THE TRAFFIC SIGNAL CONTROLLER AT THE N.E. CORNER OF LIVELY BLVD. AND DEVON AVE. ELEV = 694.38
- TBM "B" "4" IN S.E. BOLT OF THE FH IN FRONT ACS 2201 LIVELY BLVD. ELEV = 691.83
- TBM "C" "4" IN S.E. BOLT OF THE FH IN FRONT MLP SEATING CORP. 2125 LIVELY BLVD. ELEV = 691.58
- TBM "D" "4" IN SW BOLT OF THE FH AT THE SW CORNER OF LIVELY BLVD. AND PRATT BLVD. ELEV = 690.38
- TBM "E" "4" IN S.E. BOLT OF THE FH AT THE N.E. CORNER OF LIVELY BLVD. AND MORSE AVE. ELEV = 684.81
- TBM "F" "4" IN S.E. BOLT OF THE FH AT THE S.E. CORNER OF LIVELY BLVD. AND LUNT AVE. ELEV = 682.52
- TBM "G" "4" IN S.E. BOLT OF THE FH AT THE S.W. CORNER OF LIVELY BLVD. AND GREENLEAF AVE. ELEV = 686.75
- TBM "H" "4" IN S.E. BOLT OF THE FH AT S.E. CORNER OF LIVELY BLVD. AND ESTES AVE. ELEV = 688.96
- TBM "I" "4" IN S.E. BOLT OF THE FIRST FH SOUTH OF TOUHY AVE. AND LIVELY BLVD. EAST SIDE OF LIVELY BLVD. ELEV = 691.68

**CONTROL POINTS**

	NORTHING	EASTING	STATION	OFFSET	ELEVATION
#1	1940340.240	1082951.257	10+92.29	22.75' RT.	693.38
#2	1941152.100	1082909.413	19+04.90	0.55' RT.	692.27
#3	1942090.566	1082958.932	28+48.53	1.26' RT.	687.32
#4	1942785.863	1082942.551	35+44.02	1.29' RT.	684.06
#5	1943485.499	1082926.067	42+43.85	1.32' RT.	681.92
#6	1944210.848	1082908.978	49+69.40	1.35' RT.	685.59
#7	1944891.409	1082892.344	56+50.15	1.38' RT.	688.46
#8	1945571.280	1082876.926	63+30.21	2.04' RT.	691.89



- PROP. CURVE CURVE 1**
- PI STA. = 21+92.23
  - N=1941439.33
  - E=1082901.91
  - Δ = 15°-00'-30" (RT)
  - D = 5'-43'-46"
  - R = 1,000.00'
  - T = 131.73'
  - L = 261.94'
  - E = 8.64'
  - P.C. STA. = 20+60.50
  - N=1941307.65
  - E=1082905.09
  - P.T. STA. = 23+22.45
  - N=1941567.36
  - E=1082932.93
- PROP. CURVE CURVE 2**
- PI STA. = 24+65.93
  - N=1941706.80
  - E=1082966.73
  - Δ = 14°-58'-28" (LT)
  - D = 6°-56'-42"
  - R = 825.00'
  - T = 108.43'
  - L = 215.61'
  - E = 7.09'
  - P.C. STA. = 23+57.51
  - N=1941601.43
  - E=1082941.19
  - P.T. STA. = 25+73.12
  - N=1941815.20
  - E=1082964.17



ILLINOIS DEPARTMENT OF TRANSPORTATION

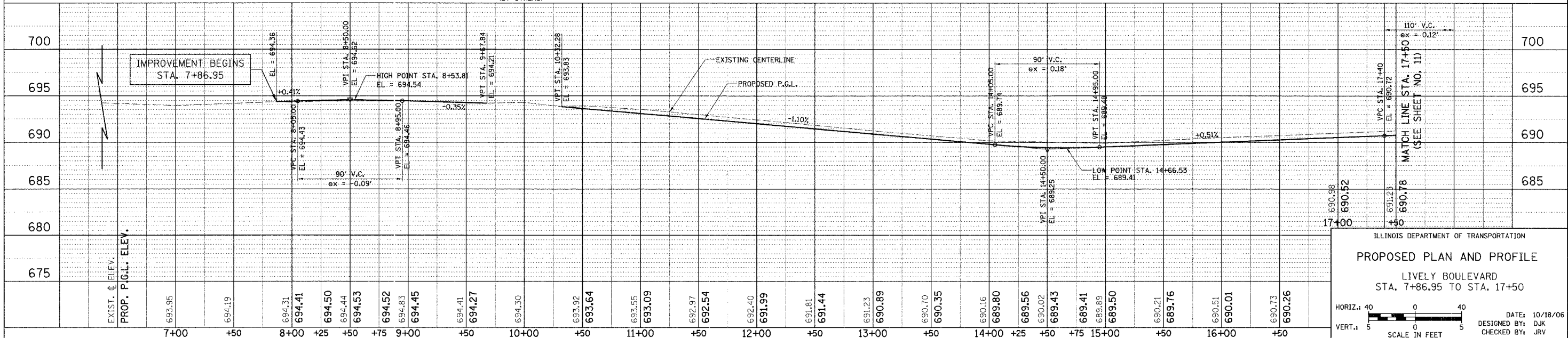
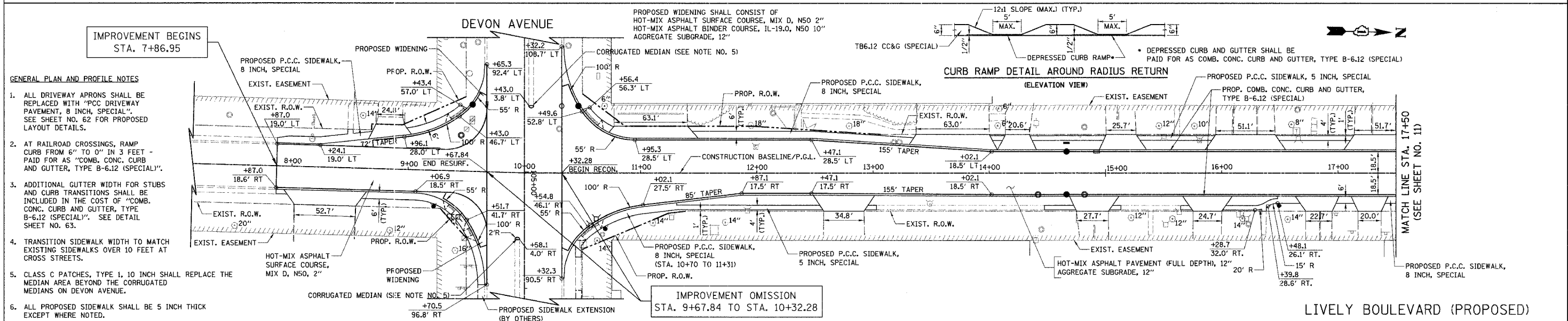
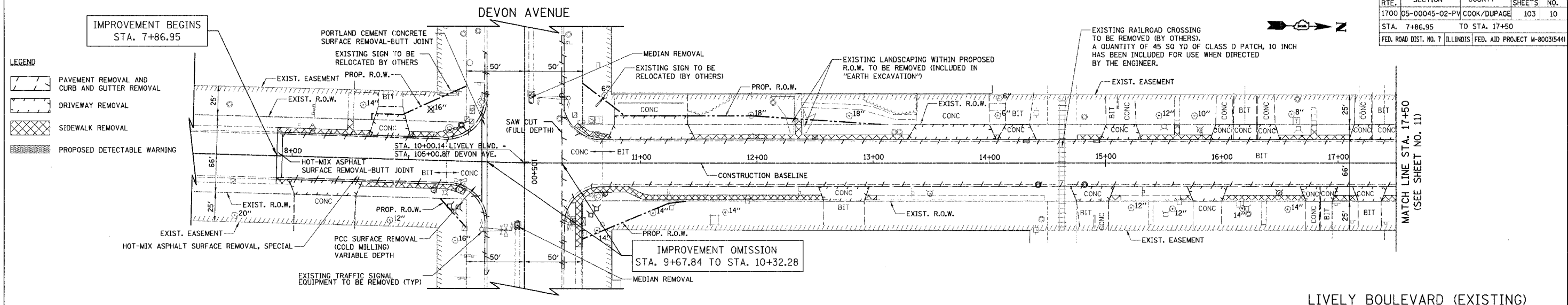
**ALIGNMENT, TIES AND BENCHMARKS**

LIVELY BOULEVARD  
STA. 7+86.95 TO STA. 63+58.0

100 0 100  
SCALE IN FEET

DATE: 10/18/06  
DESIGNED BY: DJK  
CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	10
STA. 7+86.95 TO STA. 17+50				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT #-8003(544)				



ILLINOIS DEPARTMENT OF TRANSPORTATION

**PROPOSED PLAN AND PROFILE**

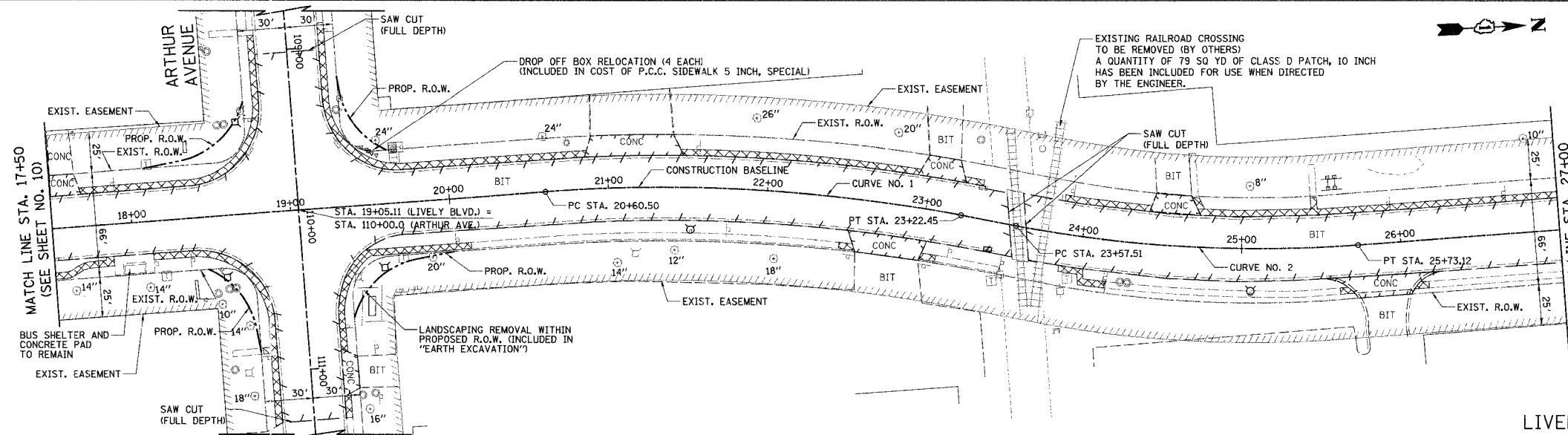
LIVELY BOULEVARD  
STA. 7+86.95 TO STA. 17+50

HORIZ.: 40  
VERT.: 5

SCALE IN FEET

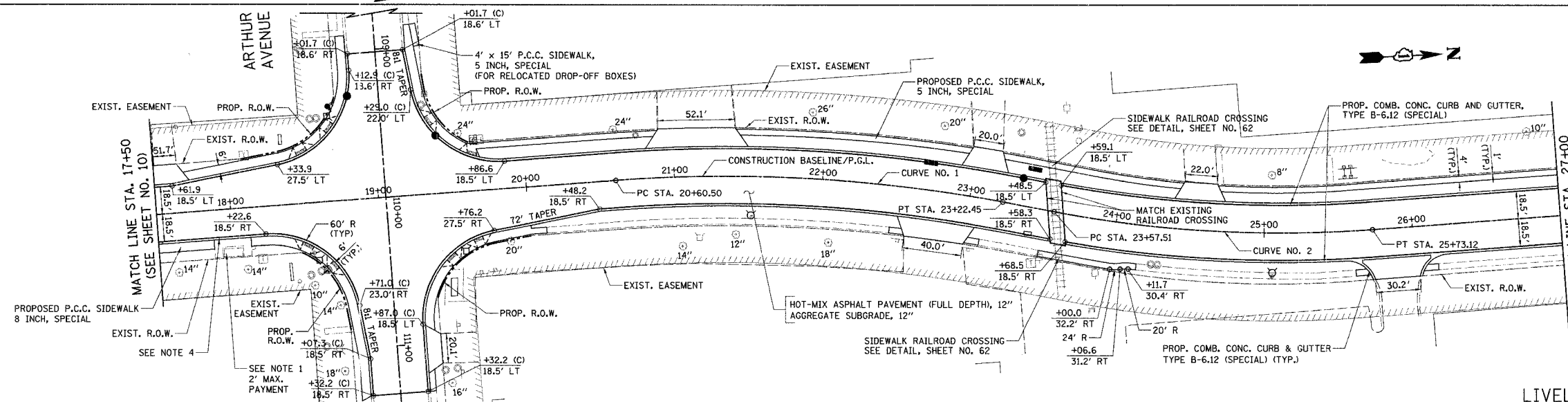
DATE: 10/18/06  
DESIGNED BY: DJK  
CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103
STA. 17+50 TO STA. 27+00			11
FED. ROAD DIST. NO. 7 ILLINOIS			FED. AID PROJECT W-80035440



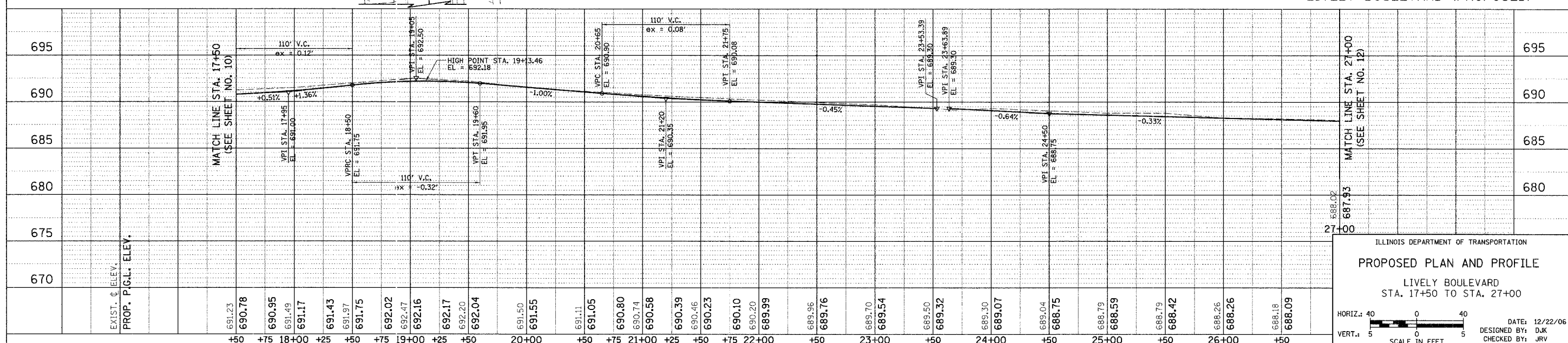
PROP. CURVE CURVE 1	PROP. CURVE CURVE 2
PI STA. = 21+92.23	PI STA. = 24+65.93
Δ = 15°-00'-30" (RT)	Δ = 14°-58'-28" (LT)
D = 5°-43'-46"	D = 6°-56'-42"
R = 1,000.00'	R = 825.00'
T = 131.73'	T = 108.43'
L = 261.94'	L = 215.61'
E = 8.64'	E = 7.09'
P.C. STA. = 20+60.50	P.C. STA. = 23+57.51
P.T. STA. = 23+22.45	P.T. STA. = 25+73.12

LIVELY BOULEVARD (EXISTING)



- NOTES
- REMOVE EXISTING BRICK PAVERS AND PLACE TEMPORARY AGGREGATE TO STABILIZE REMAINING BRICK PAVERS. REPLACE PAVERS UPON COMPLETION OF CURB AND GUTTER. THIS WORK SHALL BE PAID FOR AS "REMOVE AND REINSTALL BRICK PAVEMENT". THE MAXIMUM PAYMENT SHALL BE TO THE DIMENSIONS SHOWN ON THE PLANS.
  - TRANSITION CROSS SLOPES FROM 2% TO MATCH RAILROAD CROSSING, STARTING AT THE FOLLOWING LOCATIONS:  
SOUTH OF TRACKS: STA. 22+71, LT STA. 23+42, RT  
NORTH OF TRACKS: STA. 24+59, LT STA. 23+65, RT
  - STATION OFFSET CALL-OFFS NOTED WITH (C) ARE DEFINED BY THE CROSS STREET ALIGNMENT.
  - VARY CURB HEIGHT FROM 4" TO 9", AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMB. CONC. CURB AND GUTTER, TYPE B-6.12 (SPECIAL)".
  - ALL PROPOSED SIDEWALK SHALL BE 5 INCH THICK EXCEPT WHERE NOTED.

LIVELY BOULEVARD (PROPOSED)



ILLINOIS DEPARTMENT OF TRANSPORTATION

**PROPOSED PLAN AND PROFILE**

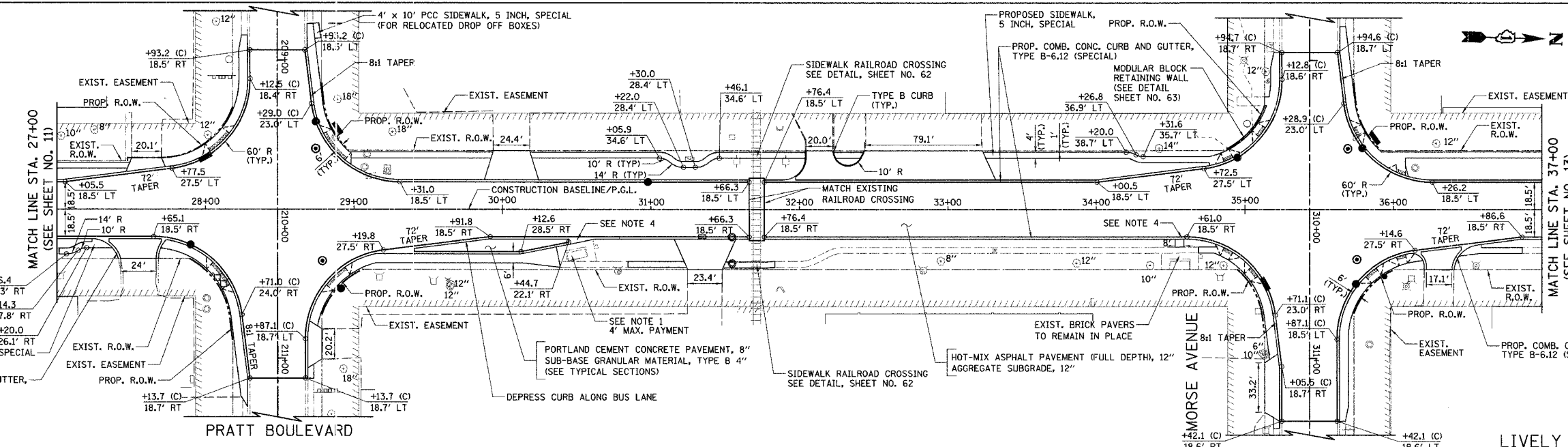
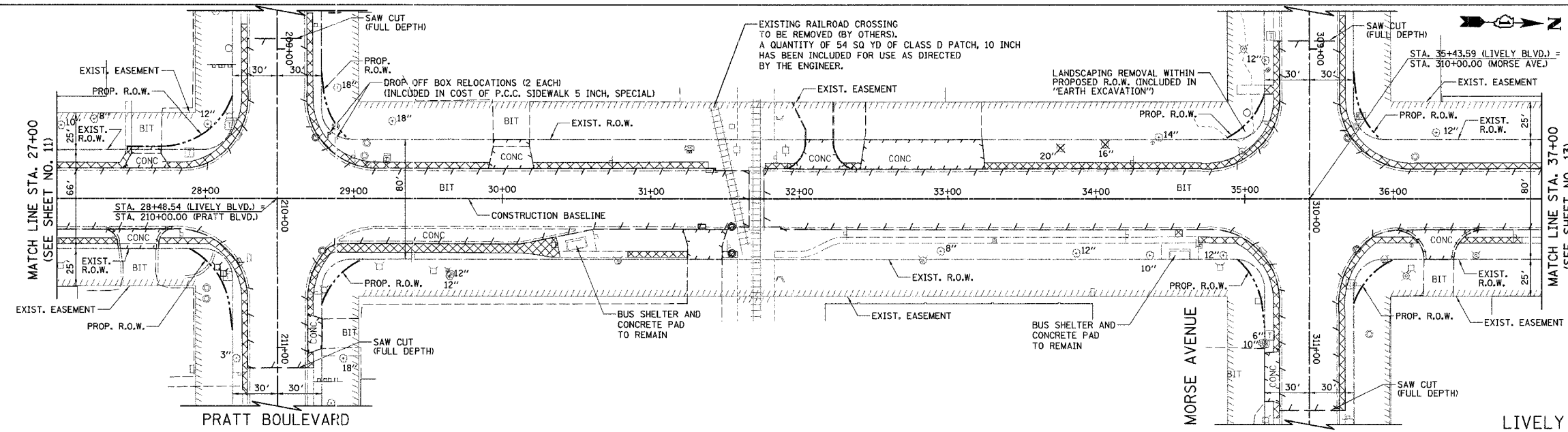
LIVELY BOULEVARD  
STA. 17+50 TO STA. 27+00

HORIZ.: 40  
VERT.: 5

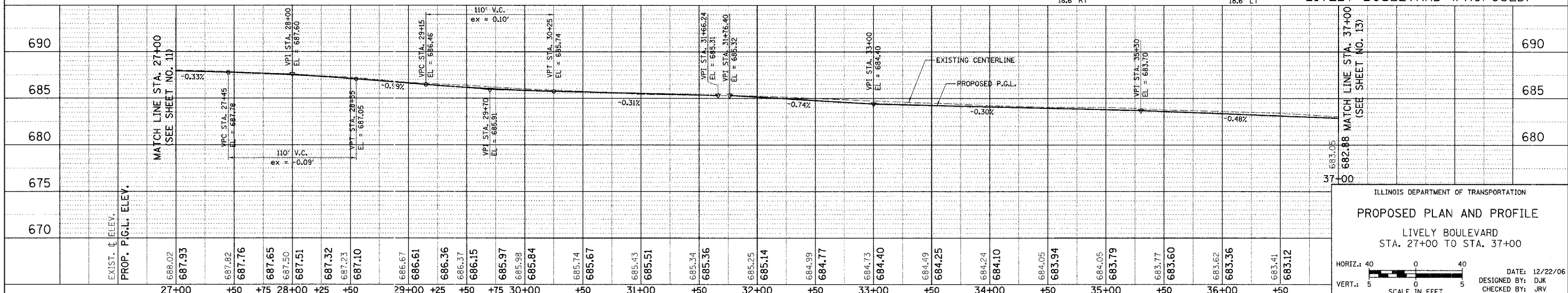
SCALE IN FEET

DATE: 12/22/06  
DESIGNED BY: DJK  
CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	12
STA. 27+00 TO STA. 37+00				
FED. ROAD DIST. NO. 7   ILLINOIS   FED. AID PROJECT #-80036441				



- NOTES**
1. REMOVE EXISTING BRICK PAVERS AND PLACE TEMPORARY AGGREGATE TO STABILIZE REMAINING BRICK PAVERS. REPLACE PAVERS UPON COMPLETION OF CURB AND GUTTER. THIS WORK SHALL BE PAID FOR AS "REMOVE AND REINSTALL BRICK PAVEMENT". THE MAXIMUM PAYMENT SHALL BE TO THE DIMENSIONS SHOWN ON THE PLANS.
  2. TRANSITION CROSS SLOPES FROM 2% TO MATCH RAILROAD CROSSING, STARTING AT THE FOLLOWING LOCATIONS:  
SOUTH OF TRACKS: STA. 30+99, LT  
NORTH OF TRACKS: STA. 32+52, LT  
STA. 31+29, RT  
STA. 32+19, RT
  3. STATION OFFSET CALL-OFFS NOTED WITH (C) ARE DEFINED BY THE CROSS STREET ALIGNMENT.
  4. VARY CURB HEIGHT FROM 4" TO 9", AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMB. CONC. CURB AND GUTTER, TYPE B-6.12 (SPECIAL)".
  5. ALL PROPOSED SIDEWALK SHALL BE 5 INCH THICK EXCEPT WHERE NOTED.



ILLINOIS DEPARTMENT OF TRANSPORTATION

**PROPOSED PLAN AND PROFILE**

LIVELY BOULEVARD  
STA. 27+00 TO STA. 37+00

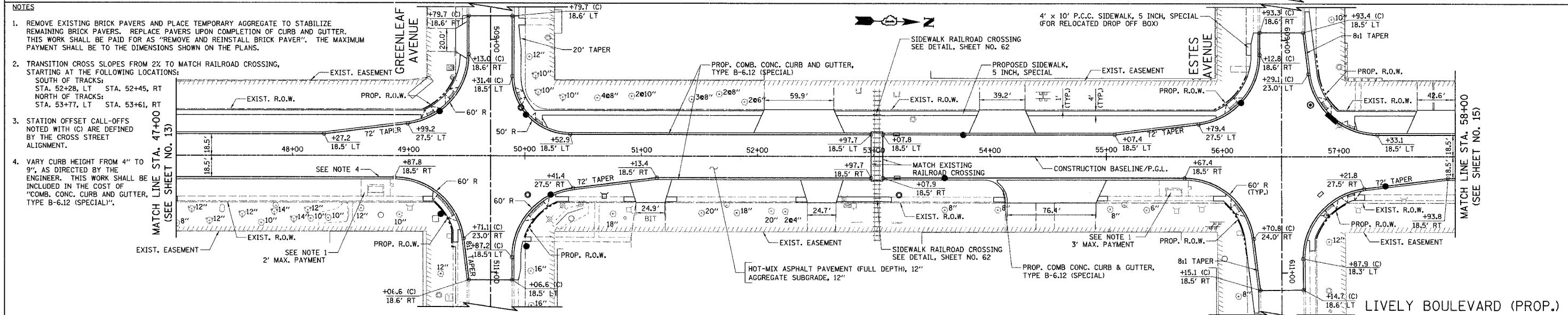
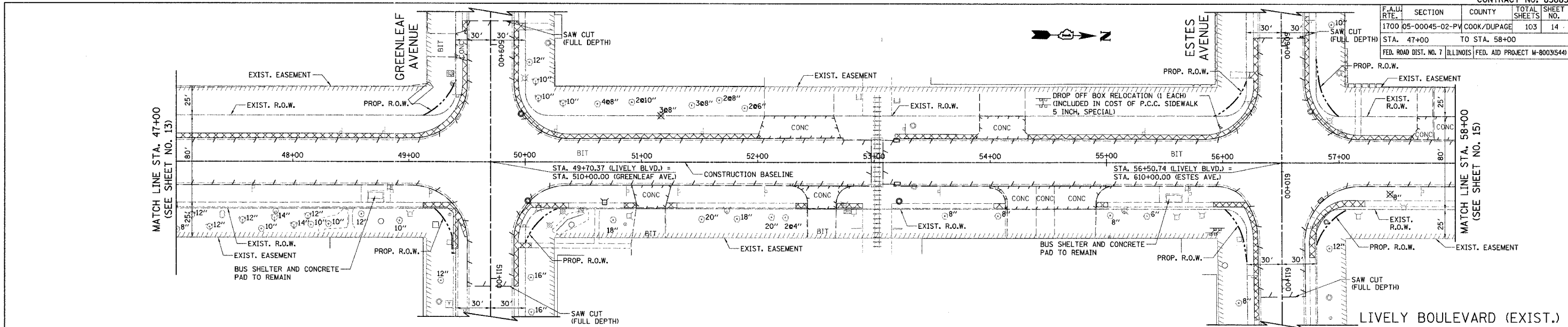
HORIZ.: 40  
VERT.: 5

SCALE IN FEET

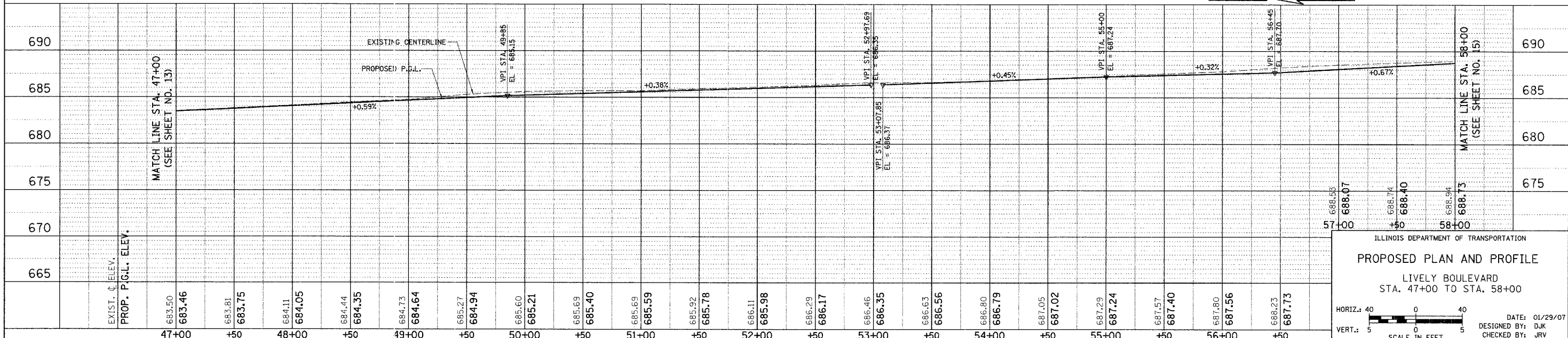
DATE: 12/22/06  
DESIGNED BY: DJK  
CHECKED BY: JRV



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	14
STA. 47+00		TO STA. 58+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT M-80031544		



- NOTES**
- REMOVE EXISTING BRICK PAVERS AND PLACE TEMPORARY AGGREGATE TO STABILIZE REMAINING BRICK PAVERS. REPLACE PAVERS UPON COMPLETION OF CURB AND GUTTER. THIS WORK SHALL BE PAID FOR AS "REMOVE AND REINSTALL BRICK PAVEMENT". THE MAXIMUM PAYMENT SHALL BE TO THE DIMENSIONS SHOWN ON THE PLANS.
  - TRANSITION CROSS SLOPES FROM 2% TO MATCH RAILROAD CROSSING, STARTING AT THE FOLLOWING LOCATIONS:  
SOUTH OF TRACKS:  
STA. 52+28, LT STA. 52+45, RT  
NORTH OF TRACKS:  
STA. 53+77, LT STA. 53+61, RT
  - STATION OFFSET CALL-OFFS NOTED WITH (C) ARE DEFINED BY THE CROSS STREET ALIGNMENT.
  - VARY CURB HEIGHT FROM 4" TO 9", AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMB. CONC. CURB AND GUTTER, TYPE B-6.12 (SPECIAL)".

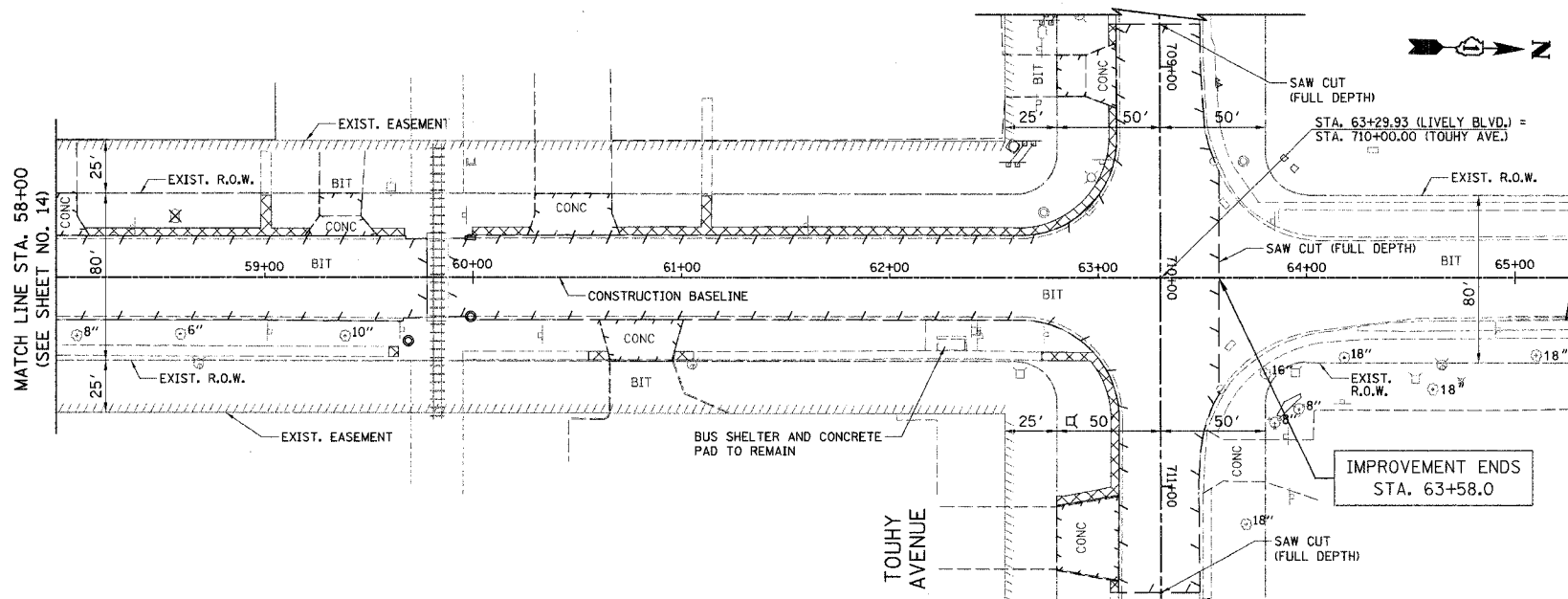


ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PROPOSED PLAN AND PROFILE**  
 LIVELY BOULEVARD  
 STA. 47+00 TO STA. 58+00

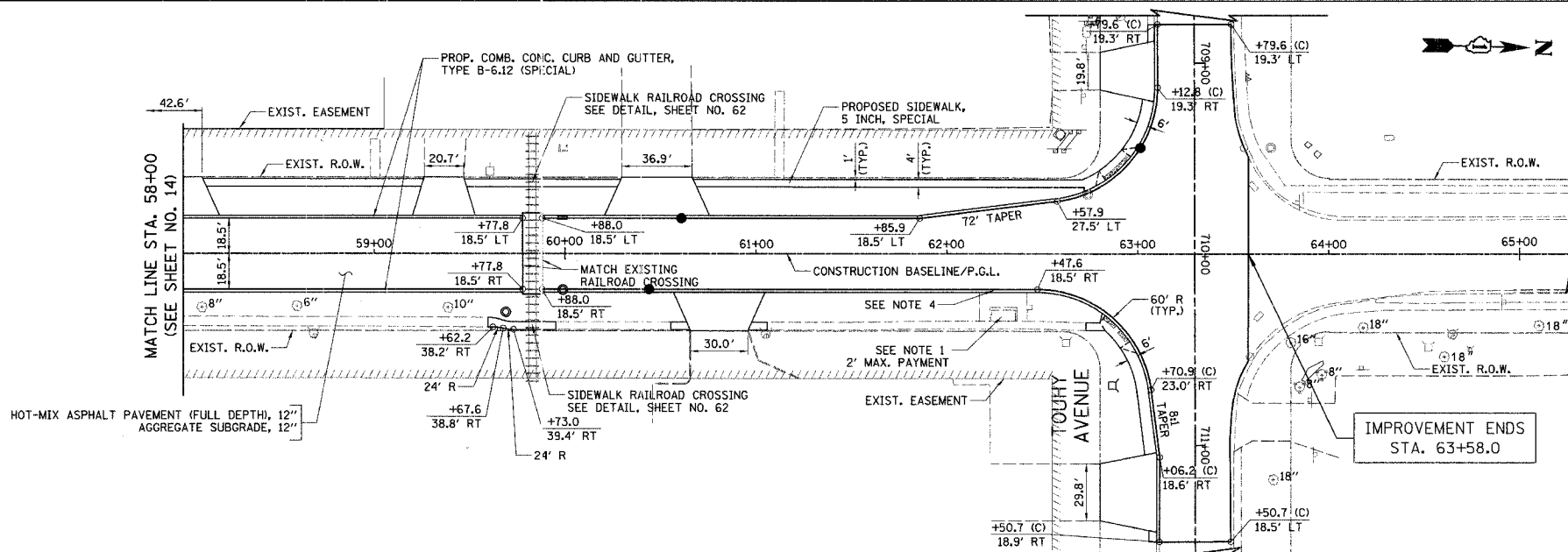
HORIZ.: 40  
 VERT.: 5  
 SCALE IN FEET

DATE: 01/29/07  
 DESIGNED BY: DJK  
 CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	15
STA. 58+00		TO STA. 63+58.0		
FED. ROAD DIST. NO. 7		ILLINOIS		
		FED. AID PROJECT M-80036440		

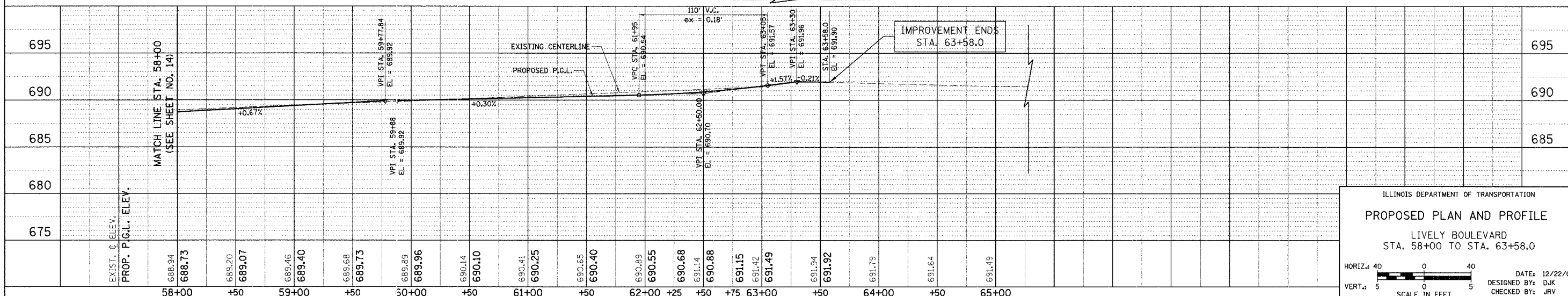


LIVELY BOULEVARD (EXISTING)



LIVELY BOULEVARD (PROPOSED)

- NOTES**
1. REMOVE EXISTING BRICK PAVERS AND PLACE TEMPORARY AGGREGATE TO STABILIZE REMAINING BRICK PAVERS. REPLACE PAVERS UPON COMPLETION OF CURB AND GUTTER. THIS WORK SHALL BE PAID FOR AS "REMOVE AND REINSTALL BRICK PAVEMENT". THE MAXIMUM PAYMENT SHALL BE TO THE DIMENSIONS SHOWN ON THE PLANS.
  2. TRANSITION CROSS SLOPES FROM 2% TO MATCH RAILROAD CROSSING, STARTING AT THE FOLLOWING LOCATIONS:  
SOUTH OF TRACKS: STA. 59+07, LT STA. 59+26, RT  
NORTH OF TRACKS: STA. 60+61, LT STA. 60+44, RT
  3. STATION OFFSET CALL-OFFS NOTED WITH (C) ARE DEFINED BY THE CROSS STREET ALIGNMENT.
  4. VARY CURB HEIGHT FROM 4" TO 9", AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF "COMB. CONC. CURB AND GUTTER, TYPE B-6.12 (SPECIAL)".



ILLINOIS DEPARTMENT OF TRANSPORTATION

**PROPOSED PLAN AND PROFILE**

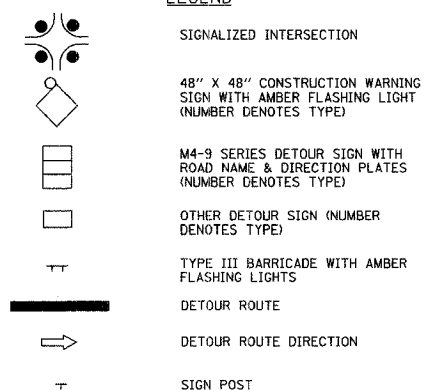
LIVELY BOULEVARD  
STA. 58+00 TO STA. 63+58.0

HORIZ. SCALE: 1" = 40'  
VERT. SCALE: 1" = 5'

DATE: 12/22/06  
DESIGNED BY: DJK  
CHECKED BY: JRJ

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	D5-00045-02-PV	COOK/DUPAGE	103	16
DETOUR PLAN AND ADVANCE CONSTRUCTING SIGNING				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT M-8003(544)	

LEGEND

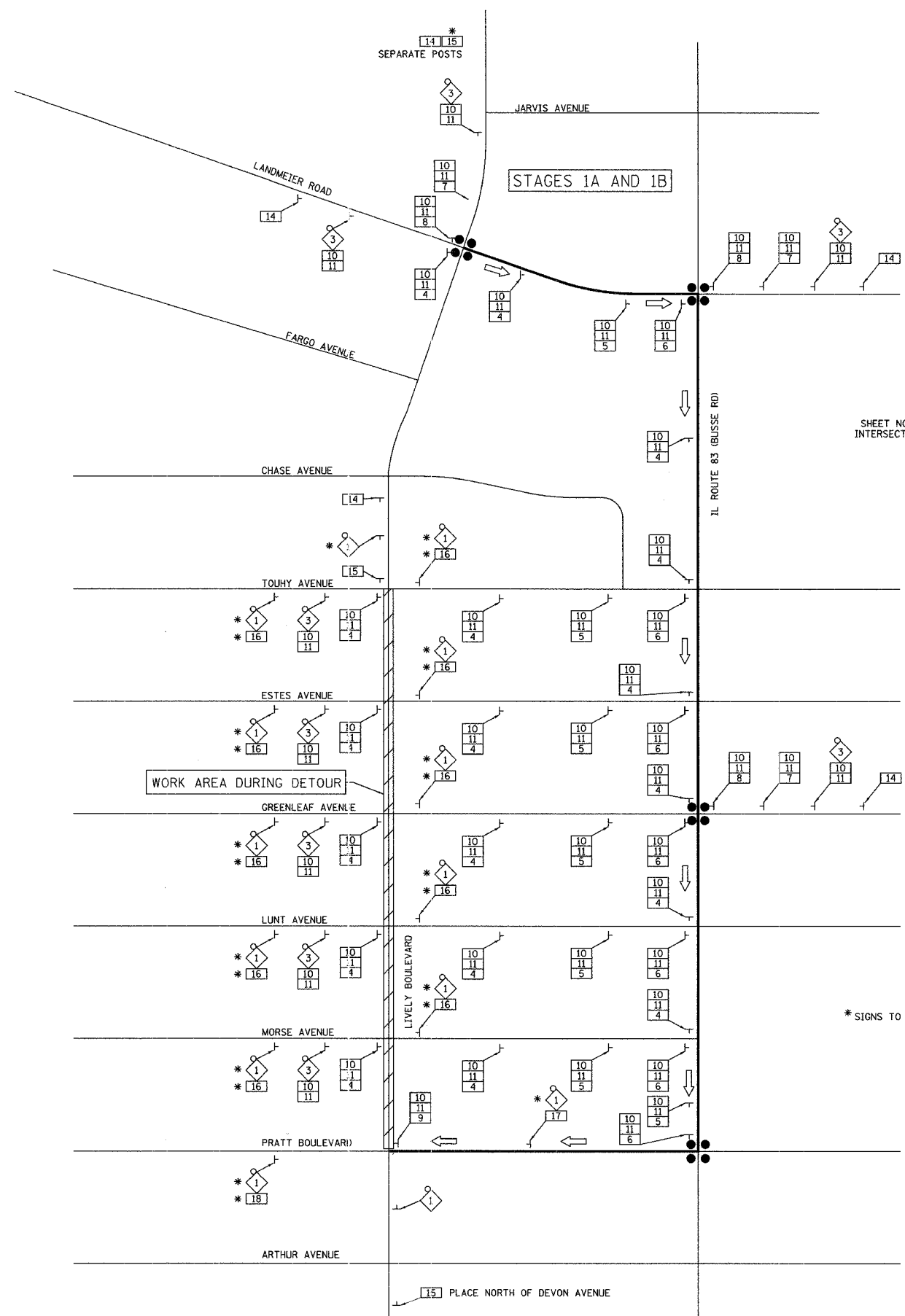


DETOUR GENERAL NOTES

1. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
2. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STANDARD SPECIFICATIONS, THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," AND AS DIRECTED BY THE ENGINEER.
3. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
4. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
5. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE, AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING, PRIOR TO THE START OF WORK.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR AND CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
7. ACTUAL LOCATIONS FOR SIGNING SHOWN ON THE DETOUR PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
8. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
9. ALL DETOUR SIGNING SHALL BE POST MOUNTED.
10. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1106.01 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE-NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
11. THE ROAD NAME SIGN SHALL BE A BLACK LEGEND ON ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6".
12. AT A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THE DETOUR SIGNING SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS.
14. THE "ROAD CLOSED" (R11-2 & R11-4) SIGNS SHALL BE MOUNTED ON THE TYPE III BARRICADES. ALL TYPE III BARRICADES SHALL HAVE 2 AMBER TYPE A-LOW INTENSITY FLASHING LIGHTS SPACED NEAR THE CENTERLINES OF THE SUPPORTS.
15. THE TYPE III BARRICADES USED AT POINTS OF CLOSURE TO THRU TRAFFIC ONLY SHALL NOT EXCEED 8 FEET IN WIDTH EACH FOR A SINGLE APPROACH LANE. ALL BARRICADES AT THESE LOCATIONS SHALL HAVE REFLECTORIZED STRIPING ON THE BACK SIDES OF THE BARRICADES.
16. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT, ARTICLE 701.11 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
17. DURING NON-WORKING HOURS THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE TYPE III BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
19. THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE THE ROAD IS TO BE REOPENED TO TRAFFIC. THE ENGINEER WILL CONTRACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
20. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION."

SCHEDULE OF SIGNS

SIGN NO.	SIGN TYPE
1	ROAD CONSTRUCTION AHEAD
2	ROAD CLOSED AHEAD
3	DETOUR AHEAD
4	DETOUR
5	DETOUR
6	DETOUR
7	DETOUR
8	DETOUR
9	END DETOUR
10	SOUTH
11	Lively Blvd
12	DETOUR
13	ROAD CLOSED
14	SOUTHBOUND LIVELY BLVD CLOSED TOWRY AVE TO PRATT BLVD
15	TEMPORARY INFORMATION SIGN (SEE SHEET NO. 70 FOR DETAILS)
16	ROAD CLOSED
17	ROAD CLOSED
18	ROAD CLOSED



SHEET NO. 17 FOR TYPICAL INTERSECTION LAYOUT OF SIGNS

\* SIGNS TO REMAIN DURING STAGES 2A AND 2B

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETOUR PLAN AND  
 ADVANCE CONSTRUCTION SIGNING**  
 STAGE 1A AND 1B  
 DATE: 12/22/06  
 DESIGNED BY: DJK  
 CHECKED BY: JRV  
 NOT TO SCALE



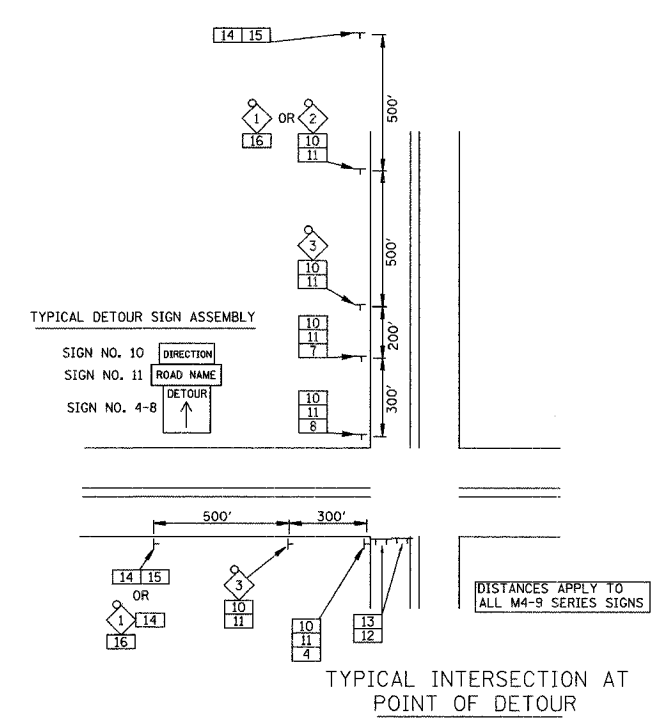
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	17
DETOUR PLAN AND ADVANCE CONSTRUCTING SIGNING				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-80031544		

LEGEND

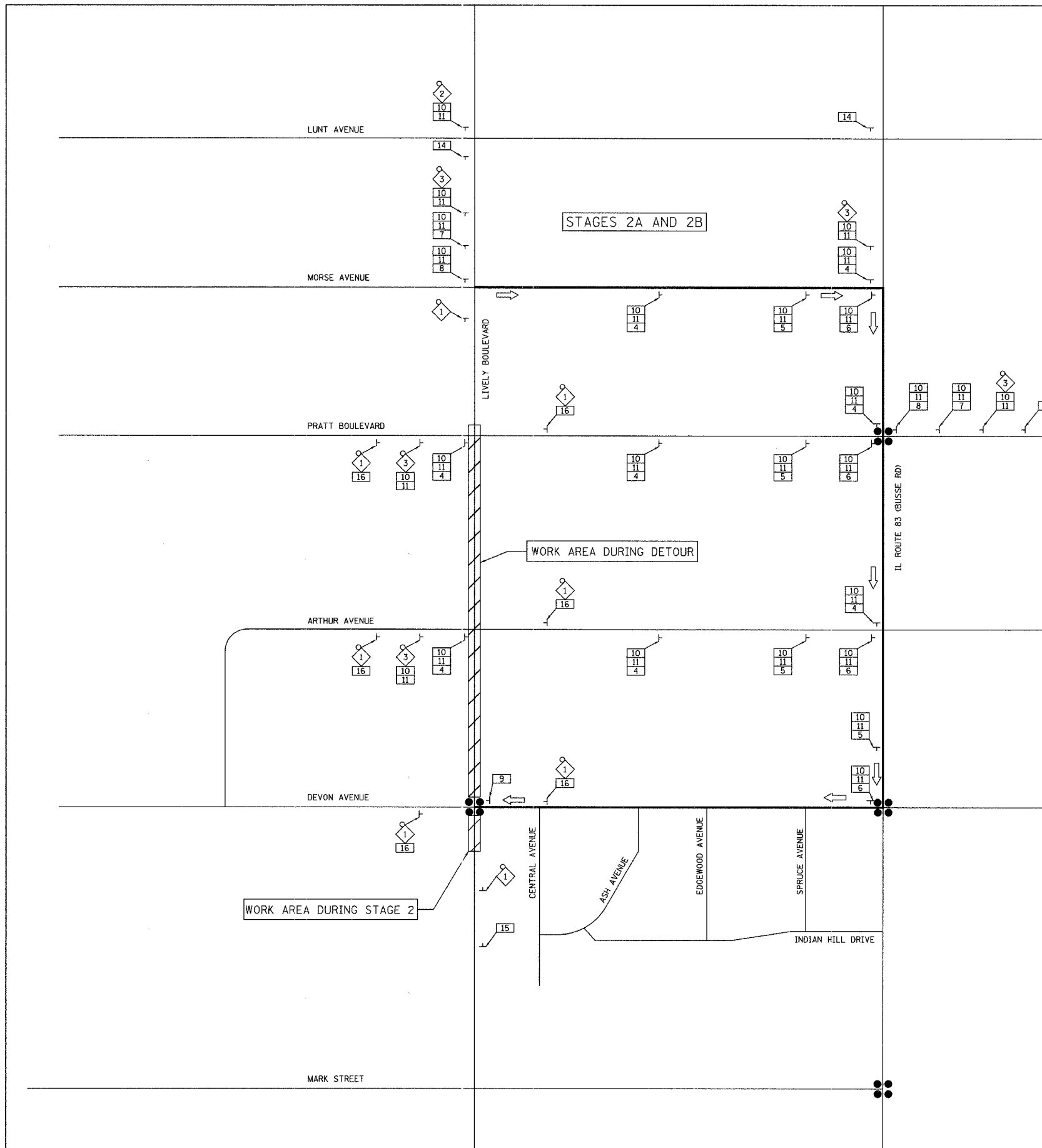
- SIGNALIZED INTERSECTION
- 48" X 48" CONSTRUCTION WARNING SIGN WITH AMBER FLASHING LIGHT (NUMBER DENOTES TYPE)
- M4-9 SERIES DETOUR SIGN WITH ROAD NAME & DIRECTION PLATES (NUMBER DENOTES TYPE)
- TYPE III BARRICADE WITH AMBER FLASHING LIGHTS
- DETOUR ROUTE
- DETOUR ROUTE DIRECTION
- SIGN POST

SCHEDULE OF SIGNS

SIGN NO.	SIGN TYPE
1	W20-1-4848
2	W20-2(0)-48
3	W20-2(0)-48
4	M4-9(0)-3030
5	M4-9R(0)-3030
6	M4-9R(0)-3024
7	M4-9L(0)-3030
8	M4-9L(0)-3024
9	M4-8a(0)-2418
10	M3-2(0)-2412
11	W17-1100-2412
12	M4-10L(0)-4818
13	R11-2-4830
14	SPECIAL(0)-3642
15	(SEE SHEET NO. 70 FOR DETAILS)
16	M6-1(0)-2115
17	M6-1(0)-2115



GENERAL NOTES  
SEE SHEET NO. 16 FOR DETOUR NOTES



ILLINOIS DEPARTMENT OF TRANSPORTATION

DETOUR PLAN AND ADVANCE CONSTRUCTING SIGNING

STAGE 2A AND 2B

DATE: 12/22/06  
DESIGNED BY: DJK  
CHECKED BY: JRV

NOT TO SCALE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	18
M.O.T. GENERAL NOTES AND TYPICAL SECTIONS				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	M-8003544

**PRE-STAGE I (NOT ILLUSTRATED)**

- THE STORM SEWERS CROSSING LIVELY BOULEVARD HAVE BEEN SHOWN TO BE STAGE CONSTRUCTED. IF THE CONTRACTOR CHOOSES TO CONSTRUCT THE LATERALS ACROSS THE ENTIRE PAVEMENT IN ONE OPERATION THIS WORK SHALL BE PERFORMED PRIOR TO THE START OF THE SOUTHBOUND LIVELY DETOUR. DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701501 SHALL BE ALLOWED BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM. TRENCHES SHALL NOT BE LEFT IN STONE OVERNIGHT. THE CONTRACTOR SHALL REPAIR AND MAINTAIN THE TRENCHES WITH CLASS D PATCHES, 10 INCH. HOWEVER THIS PATCHING WILL NOT BE PAID FOR.

**STAGE 1A (EAST SIDE OF LIVELY BOULEVARD - NORTH OF PRATT BOULEVARD)**

- IMPLEMENT DETOUR ROUTE FOR SOUTHBOUND TRAFFIC AS SHOWN ON SHEET NO. 16. INSTALL TRAFFIC CONTROL TO ESTABLISH ONE-WAY TRAFFIC FLOW (NORTHBOUND) ALONG THE WEST SIDE OF LIVELY BOULEVARD. A MINIMUM OF ONE 12' THRU LANE SHALL BE MAINTAINED THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT.
- REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES AS SHOWN ON SHEET NO. 19 THROUGH 21. SHIFT TRAFFIC AS INDICATED.
- CLOSE EXISTING SIDEWALKS ON EAST SIDE OF LIVELY BOULEVARD IN ACCORDANCE WITH IDOT STANDARD 701801-03.
- REMOVE EXISTING PAVEMENT, CURB AND GUTTER, AND DRIVEWAYS.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES ALONG THE EAST SIDE OF LIVELY BOULEVARD.
- CONSTRUCT ALL CURB AND GUTTER, PAVEMENT (EXCEPT SURFACE COURSE), SIDEWALKS, AND ENTRANCES. PLACE TOPSOIL.

**STAGE 1B (WEST SIDE OF LIVELY BOULEVARD - NORTH OF PRATT BOULEVARD)**

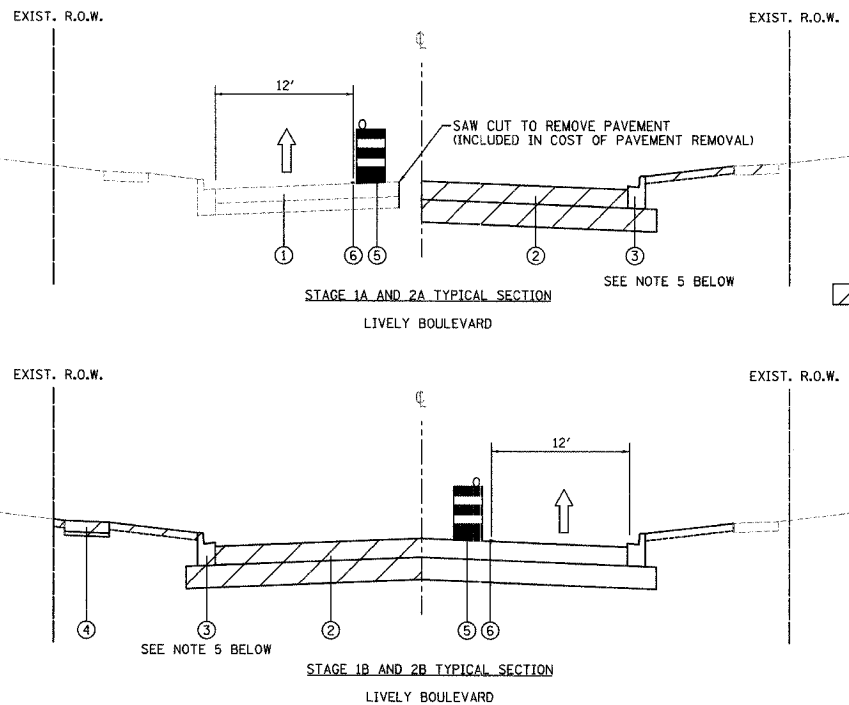
- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES AS SHOWN ON SHEET NO. 22 THROUGH 24. SHIFT TRAFFIC AS INDICATED.
- CLOSE EXISTING SIDEWALKS ON WEST SIDE OF LIVELY BOULEVARD IN ACCORDANCE WITH IDOT STANDARD 701801-03.
- REMOVE EXISTING PAVEMENT, CURB AND GUTTER, AND DRIVEWAYS.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES ALONG THE WEST SIDE OF LIVELY BOULEVARD.
- CONSTRUCT ALL CURB AND GUTTER, PAVEMENT (EXCEPT SURFACE COURSE), SIDEWALKS, AND ENTRANCES.
- PLACE TOPSOIL, LANDSCAPING, AND SOD.
- PLACE TEMPORARY PAINT PAVEMENT MARKINGS MATCHING THE PERMANENT MARKINGS. (SEE SHEET NO. 39 THROUGH 41.)

**STAGE 2A (EAST SIDE OF LIVELY BOULEVARD - SOUTH OF PRATT BOULEVARD)**

- INSTALL AND ACTIVATE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF DEVON AVENUE AND LIVELY BOULEVARD. (NOTE: THE EXISTING SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE TEMPORARY SIGNALS ARE ACTIVATED. SEE SHEET NO. 46 THROUGH 47 FOR SIGNAL DETAILS).
- REMOVE EXISTING SIGNAL POLES AND EQUIPMENT.
- IMPLEMENT DETOUR ROUTE FOR SOUTHBOUND TRAFFIC AS SHOWN ON SHEET NO. 17. INSTALL TRAFFIC CONTROL TO ESTABLISH ONE-WAY TRAFFIC FLOW (NORTHBOUND) ALONG THE WEST SIDE OF LIVELY BOULEVARD. A MINIMUM OF ONE 12' THRU LANE SHALL BE MAINTAINED THROUGHOUT THE ENTIRE LENGTH OF THE PROJECT.
- REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES AS SHOWN ON SHEET NO. 25 THROUGH 26. SHIFT TRAFFIC AS INDICATED.
- CLOSE EXISTING SIDEWALKS ON EAST SIDE OF LIVELY BOULEVARD IN ACCORDANCE WITH IDOT STANDARD 701801-03.
- REMOVE EXISTING PAVEMENT, CURB AND GUTTER, AND DRIVEWAYS.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES ALONG THE EAST SIDE OF LIVELY BOULEVARD.
- CONSTRUCT ALL CURB AND GUTTER, PAVEMENT (EXCEPT SURFACE COURSE), SIDEWALKS, AND DRIVEWAYS. PLACE TOPSOIL AND SOD.

**STAGE 2B (WEST SIDE OF LIVELY BOULEVARD - SOUTH OF PRATT BOULEVARD)**

- PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES AS SHOWN ON SHEET NO. 27 THROUGH 28. SHIFT TRAFFIC AS INDICATED.
- CLOSE EXISTING SIDEWALKS ON WEST SIDE OF LIVELY BOULEVARD IN ACCORDANCE WITH IDOT STANDARD 701801-03.
- REMOVE EXISTING PAVEMENT, CURB AND GUTTER, AND DRIVEWAYS.
- CONSTRUCT STORM SEWERS AND DRAINAGE STRUCTURES ALONG THE WEST SIDE OF LIVELY BOULEVARD.
- CONSTRUCT ALL CURB AND GUTTER, PAVEMENT (EXCEPT SURFACE COURSE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER), SIDEWALKS, AND ENTRANCES.
- REMOVE AND REPLACE MEDIAN NOSE ON DEVON AVENUE BY USING DAILY LANE CLOSURES.
- PLACE TOPSOIL, LANDSCAPING, AND SOD.
- PLACE SURFACE COURSE ALONG ENTIRE LENGTH OF PROJECT USING DAILY LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARD 701501-03.
- END USE OF SOUTHBOUND DETOUR.
- INSTALL AND ACTIVATE PERMANENT TRAFFIC SIGNAL. (NOTE: THE TEMPORARY SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE PERMANENT SIGNALS ARE ACTIVATED.)



- LEGEND**
- EXISTING PAVEMENT
  - PROPOSED PAVEMENT
  - PROPOSED COMB. CONCRETE CURB & GUTTER
  - PROPOSED SIDEWALK
  - DRUM WITH MONO DIRECTIONAL STEADY BURN LIGHT (TYPE I OR II BARRICADES WILL NOT BE ACCEPTED)
  - TEMPORARY PAINT PAVEMENT MARKING - LINE 4"
- CONSTRUCTION WORK ZONE
- TRAFFIC FLOW

THE CONTRACTOR SHALL NOT REMOVE ROADWAY AND APPURTENANCES ALONG LIVELY BOULEVARD ALL AT ONE TIME. CONSTRUCTION SHALL BE STAGED SO THAT CONSTRUCTION NORTH OF PRATT BOULEVARD IS PERFORMED FIRST, CONSTRUCTION SOUTH OF PRATT BOULEVARD SHALL NOT BE INITIATED UNTIL ALL PROPOSED COMBINATION CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAYS, HOT-MIX ASPHALT BINDER COURSE, AND TOPSOIL PLACEMENT NORTH OF PRATT BOULEVARD HAS BEEN COMPLETED. CONTRACTOR MUST FINE GRADE (INCLUDING BACKFILLING BEHIND CURB AND GUTTER) ALL AREAS WITHIN ONE SUB-STAGE PRIOR TO BEGINNING THE NEXT STAGE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUB-STAGING INTERSECTION CONSTRUCTION.

**DRIVEWAY ACCESS NOTES**

MAINTAINING ACCESS TO DRIVEWAYS ALONG LIVELY BOULEVARD AND THE CROSS STREETS IS OF THE UTMOST IMPORTANCE TO THE VILLAGE. THE CONTRACTOR SHALL FOLLOW THESE PROCEDURES TO ENSURE PROPER DRIVEWAY ACCESS:

- THE CONTRACTOR SHALL WORK WITH ADJACENT BUSINESS OWNERS TO DETERMINE DRIVEWAY RECONSTRUCTION SCHEDULING. ALL DRIVEWAY CLOSURES SHALL BE APPROVED BY THE ENGINEER.
- TEMPORARY DRIVES SHALL BE CONSTRUCTED USING 100% RECYCLED ASPHALT PAVEMENT. THE WIDTH OF THE DRIVE SHALL BE DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL NOTE THAT THE TEMPORARY DRIVEWAY WIDTH MAY EXCEED THE WIDTH OF THE EXISTING DRIVEWAY IN ORDER TO ALLOW FOR SEMI-TRAILERS TO BACK INTO THE LOADING DOCKS.  
THE COST OF PLACING, MAINTAINING AND REMOVING TEMPORARY DRIVES SHALL BE INCLUDED IN THE COST OF "AGGREGATE FOR TEMPORARY ACCESS - COMMERCIAL ENTRANCE".  
IT MAY BE NECESSARY TO CONSTRUCT TEMPORARY PADS IN THE CONSTRUCTION ZONE FOR DRIVEWAYS ON THE OPPOSITE SIDE OF THE ROAD. THESE PADS MAY BE NECESSARY FOR SEMI-TRAILERS TO BACK INTO THE LOADING DOCKS. THE ENGINEER SHALL DIRECT THE CONTRACTOR AS TO THE LOCATIONS AND SIZES OF THESE PADS. THE COST OF PLACING THESE TEMPORARY PADS SHALL BE PAID FOR AS "AGGREGATE FOR TEMPORARY ACCESS - COMMERCIAL ENTRANCE".
- THE TEMPORARY DRIVEWAYS SHALL NOT BE REMOVED FOR THE PLACEMENT OF THE AGGREGATE BASE COURSE OR HOT-MIX ASPHALT BINDER COURSE UNTIL THE EVENING PRIOR TO THEIR PLACEMENT. WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL NOT REMOVE THE TEMPORARY AGGREGATE UNTIL THE MORNING OF THE PAVING OPERATIONS. REPLACEMENT OF THE TEMPORARY AGGREGATE UPON COMPLETION OF THE PLACEMENT OF THE AGGREGATE BASE OR PAVING OPERATION SHALL BE INCLUDED IN THE COST OF "AGGREGATE FOR TEMPORARY ACCESS - COMMERCIAL ENTRANCE".
- THE CONTRACTOR SHALL, WHERE WIDTH ALLOWS, STAGE CONSTRUCT DRIVEWAYS, AS DIRECTED BY THE ENGINEER.
- SEE THE SPECIAL PROVISION "WORK RESTRICTION DEFICIENCY DEDUCTION" FOR REQUIREMENTS AND DAMAGES FOR NOT MAINTAINING DRIVEWAY ACCESS THROUGHOUT CONSTRUCTION.
- A 4" PVC DRAIN SHALL BE PLACED UNDER TEMPORARY DRIVES TO PROVIDE POSITIVE DRAINAGE WHEN THE ROADWAY IS EXCAVATED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF "DRIVEWAY PAVEMENT REMOVAL".

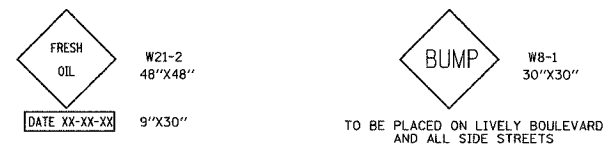
**CROSS STREET RECONSTRUCTION**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUB-STAGING INTERSECTION CONSTRUCTION.

- THE CROSS STREETS MAY BE CLOSED TO ONE-WAY TRAFFIC DURING THE WORK DAY FROM 9:00 A.M. TO 3:00 P.M. THE CLOSURE SHALL CONFORM TO IDOT STANDARD 701501. AT ALL OTHER TIMES, THE CROSS STREETS MUST REMAIN OPEN TO TWO-WAY TRAFFIC. A MINIMUM 12' LANE SHALL BE PROVIDED IN EACH DIRECTION. THREE FLAGGERS WILL BE REQUIRED FOR THE CLOSURES (ONE FOR NORTHBOUND LIVELY AND ONE FOR EACH DIRECTION OF TRAFFIC ON THE CROSS STREET). THE COST OF THE FLAGGERS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION".
- TRAFFIC ON AND ACCESS TO THE CROSS STREETS SHALL BE MAINTAINED THROUGH THE USE OF THE PAY ITEM "AGGREGATE FOR TEMPORARY ACCESS - ROAD". A QUANTITY OF 2 EACH HAS BEEN INCLUDED FOR EACH INTERSECTION (ONE FOR EACH STAGE THE INTERSECTION IS UNDER CONSTRUCTION). THE CONTRACTOR SHALL MAINTAIN THE TEMPORARY AGGREGATE SUCH THAT THE MAXIMUM ELEVATION DIFFERENCE BETWEEN THE TEMPORARY AGGREGATE AND THE EXISTING OR PROPOSED PAVEMENT IN THE EAST-WEST DIRECTION IS LESS THAN ONE INCH. THE WORK INCLUDED IN THIS PAY ITEM SHALL ALSO CONSIST OF PLACING ADDITIONAL TEMPORARY AGGREGATE AT THE CORNERS OF EACH INTERSECTION IN ORDER TO ENLARGE THE CORNER RADII TO ALLOW FOR TRUCK TURNING MOVEMENTS.

**MAINTENANCE OF TRAFFIC GENERAL NOTES**

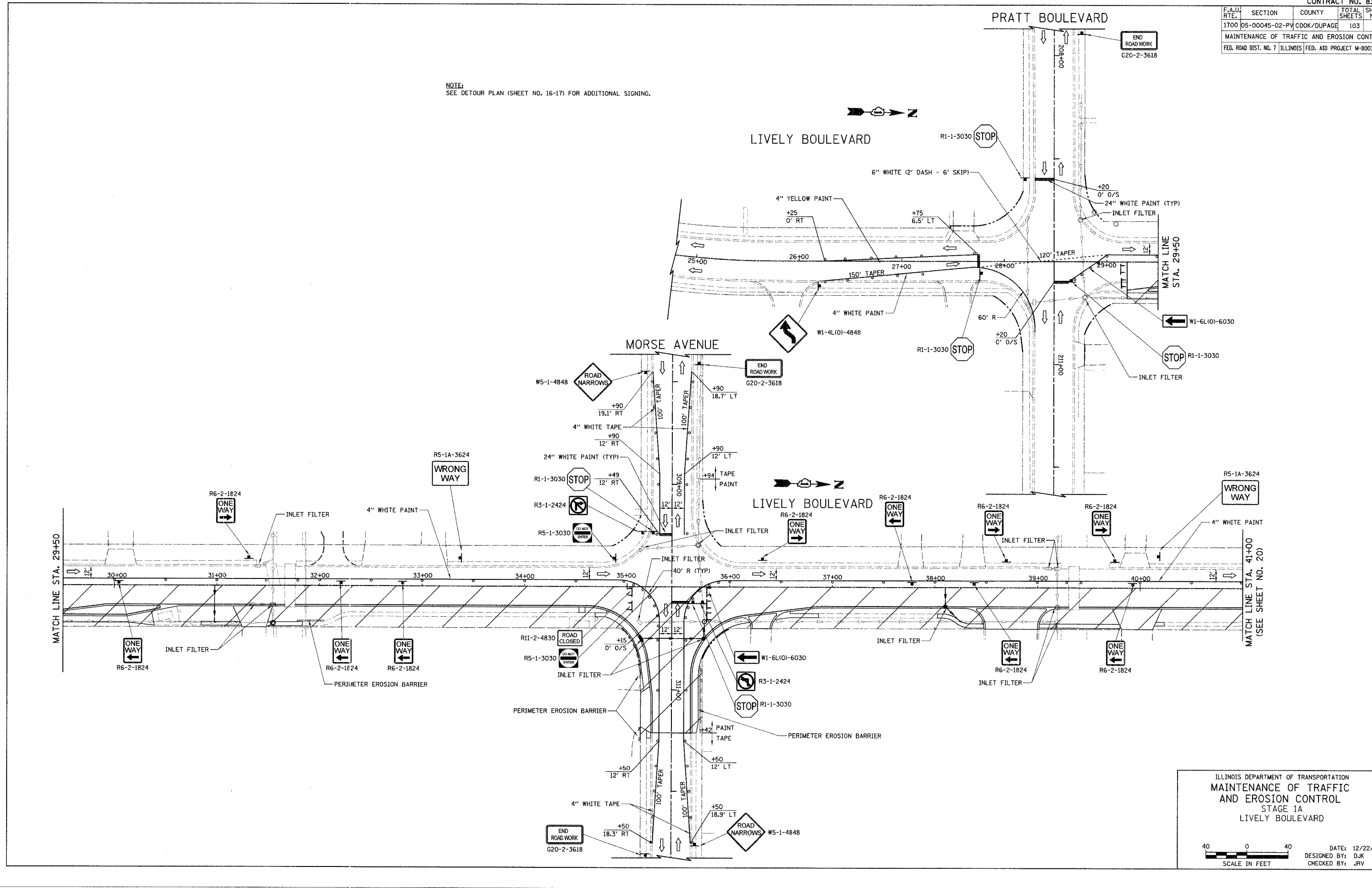
- TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE IDOT DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- ALL CONSTRUCTION SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
- ALL SIGNS SHALL BE MOUNTED ON METAL POSTS, 7 FEET ABOVE THE EXISTING GROUND AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND. A JUL.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
- BARRICADES WILL BE REQUIRED ADJACENT TO PAVEMENT EDGES WHERE WIDENING, CURB AND GUTTER OR OVERLAYING WORK IS BEING DONE, AS SPECIFIED IN SECTION 701 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE BARRICADES SHALL BE DRUMS, NON-METALLIC WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS. SPACING SHALL BE AS SHOWN ON THE CONSTRUCTION STAGING PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOPS OF THE BARRICADES ARE IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 702001.
- ALL DRUMS AT LANE DIVERSIONS WITHIN TAPER SECTIONS SHALL HAVE DIRECTION INDICATOR PANELS.
- DRUMS EQUIPPED WITH ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 25' ALONG TAPERS AND 10' AROUND RADII.
- DRUMS SHALL HAVE ALTERNATING REFLECTORIZED TYPE AA OR TYPE AP FLUORESCENT ORANGE AND REFLECTORIZED WHITE HORIZONTAL, CIRCUMFERENTIAL STRIPES.
- DRUMS AND BARRICADES SHALL MEET THE REQUIREMENTS OF THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 AND THE SPECIAL PROVISION "WORK ZONE TRAFFIC CONTROL DEVICES".
- TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 702001-06 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
- THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY STAGE CHANGE AT LEAST TWO WEEKS IN ADVANCE OF THE CHANGE.
- EXISTING TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER. ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE AND MAINTAINED.
- THE FIRST WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE EQUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS. FLAGS ARE OPTIONAL.
- EXISTING TRAFFIC CONTROL DEVICES ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. ANY DAMAGE CAUSED BY HIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- TEMPORARY LANE CLOSURES WILL BE ALLOWED ONLY BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M., WITH TRAFFIC MAINTAINED IN ACCORDANCE WITH STANDARD 701501-03 OR 701601-04 UNLESS OTHERWISE DIRECTED BY THE ENGINEER. FULL CLOSURE OF LIVELY BOULEVARD WILL NOT BE ALLOWED.
- "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. SIGN MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
- "FRESH OIL" SIGNS (W21-2-4848) WITH DATE SIGNS SHALL BE ERECTED 48 HOURS PRIOR TO PRIMING ALONG LIVELY BOULEVARD AND ALL CROSS STREETS. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".
- THE CONTRACTOR SHALL ERECT TEMPORARY STREET NAME SIGNS ON METAL POSTS THROUGHOUT CONSTRUCTION TO THE SATISFACTION OF THE ENGINEER. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".
- TEMPORARY PAVEMENT MARKING TAPE SHALL BE USED ON ALL SURFACES OUTSIDE OF THE RECONSTRUCTION LIMITS. THIS WORK SHALL BE PAID FOR AS "WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III" OF THE SIZE SPECIFIED.
- ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".
- THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION". QUANTITIES FOR SHORT-TERM PAVEMENT MARKINGS, TEMPORARY PAVEMENT MARKINGS, AND WORK ZONE PAVEMENT MARKING REMOVAL ARE NOT INCLUDED IN THE ITEM "TRAFFIC CONTROL AND PROTECTION" AND SHALL BE MEASURED SEPARATELY FOR PAYMENT.



ILLINOIS DEPARTMENT OF TRANSPORTATION  
**M.O.T. GENERAL NOTES  
 AND TYPICAL SECTIONS**  
 DATE: 12/22/06  
 DESIGNED BY: DJK  
 CHECKED BY: JRV  
 NOT TO SCALE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	19
MAINTENANCE OF TRAFFIC AND EROSION CONTROL				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT M-800315441	

NOTE:  
SEE DETOUR PLAN (SHEET NO. 16-17) FOR ADDITIONAL SIGNING.

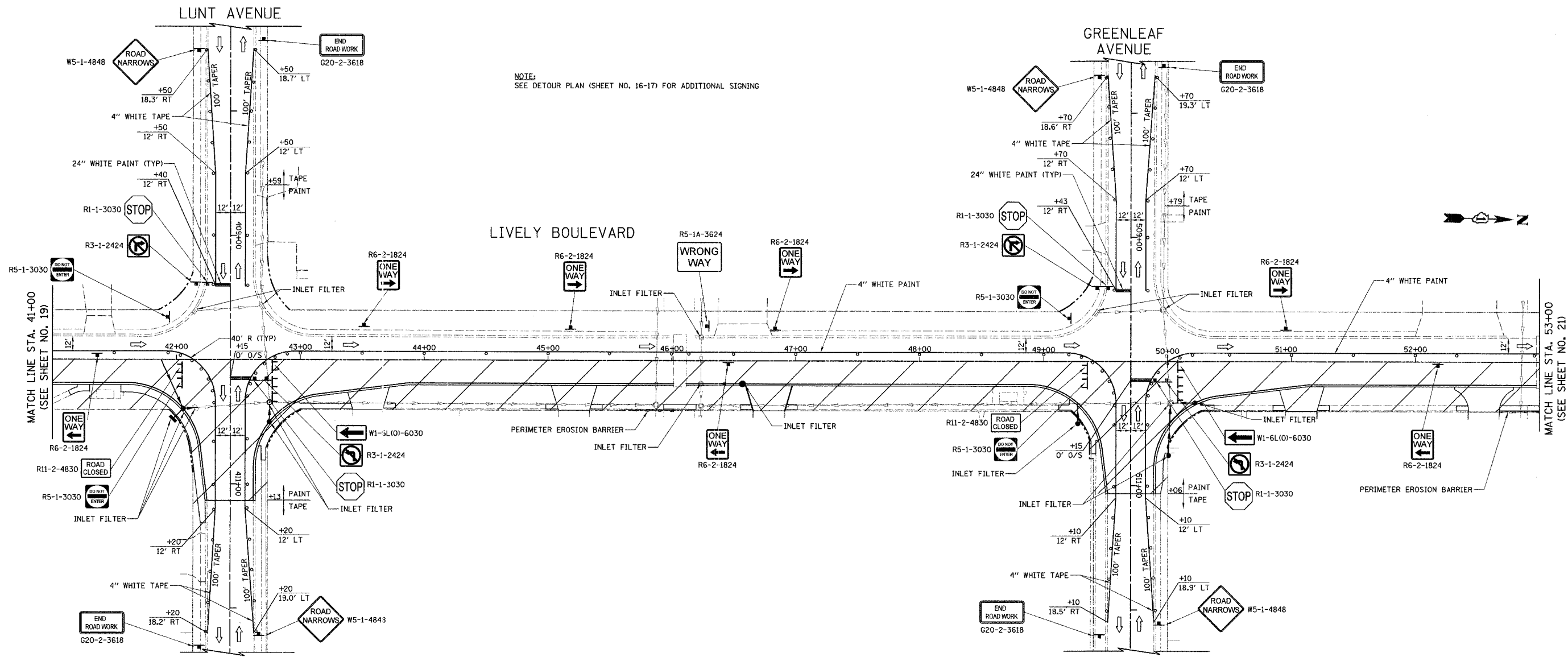


ILLINOIS DEPARTMENT OF TRANSPORTATION  
 MAINTENANCE OF TRAFFIC  
 AND EROSION CONTROL  
 STAGE 1A  
 LIVELY BOULEVARD

SCALE IN FEET: 0 40

DATE: 12/22/06  
 DESIGNED BY: DJK  
 CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	20
MAINTENANCE OF TRAFFIC AND EROSION CONTROL				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003544				



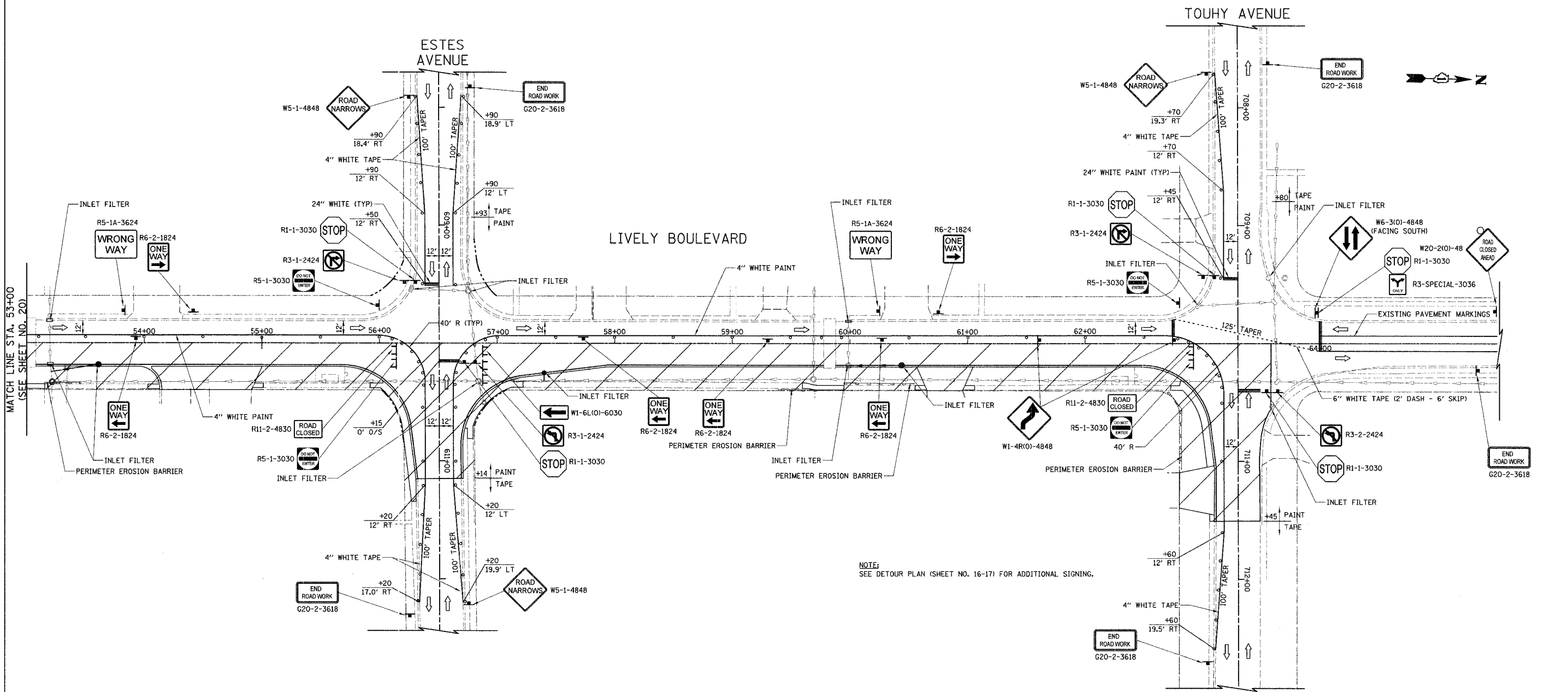
NOTE:  
SEE DETOUR PLAN (SHEET NO. 16-17) FOR ADDITIONAL SIGNING

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 MAINTENANCE OF TRAFFIC  
 AND EROSION CONTROL  
 STAGE 1A  
 LIVELY BOULEVARD

40 0 40  
 SCALE IN FEET

DATE: 01/29/07  
 DESIGNED BY: DJK  
 CHECKED BY: JRV

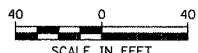
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	21
MAINTENANCE OF TRAFFIC AND EROSION CONTROL				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80035441				



NOTE:  
SEE DETOUR PLAN (SHEET NO. 16-17) FOR ADDITIONAL SIGNING.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
MAINTENANCE OF TRAFFIC  
AND EROSION CONTROL  
STAGE 1A  
LIVELY BOULEVARD

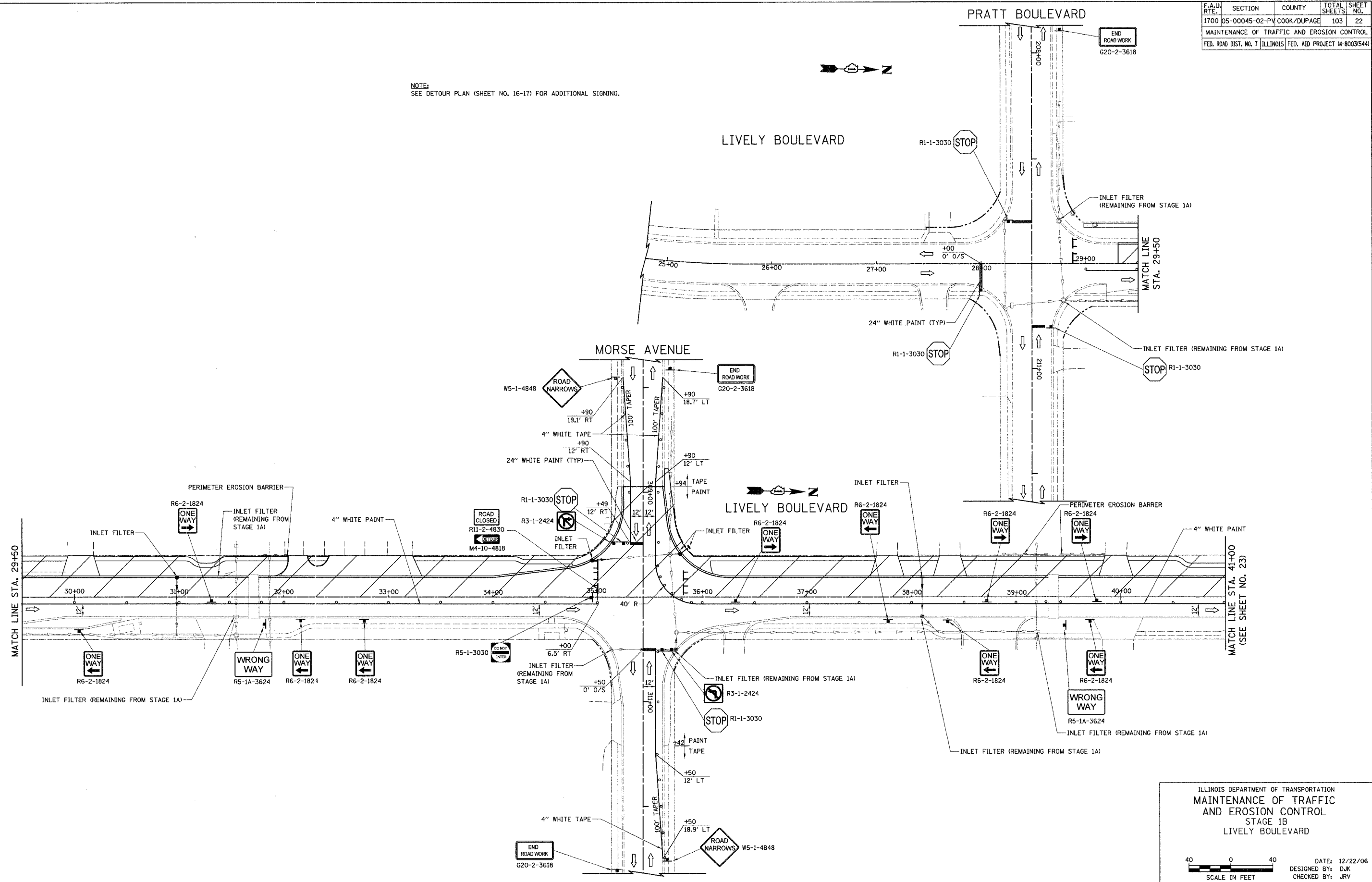
DATE: 12/22/06  
DESIGNED BY: DJK  
CHECKED BY: JRV



MATCH LINE STA. 53+00  
(SEE SHEET NO. 20)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	22
MAINTENANCE OF TRAFFIC AND EROSION CONTROL				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT H-80035441				

NOTE:  
SEE DETOUR PLAN (SHEET NO. 16-17) FOR ADDITIONAL SIGNING.

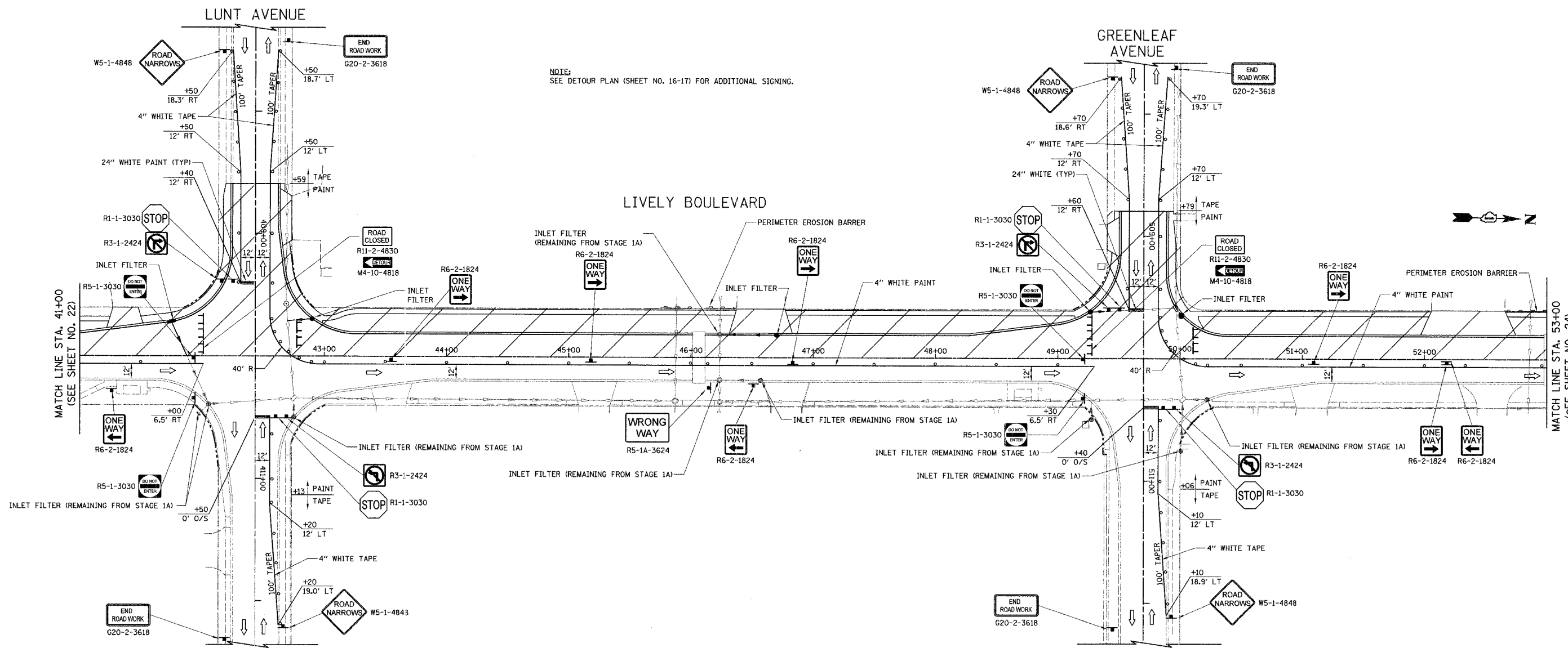


ILLINOIS DEPARTMENT OF TRANSPORTATION  
 MAINTENANCE OF TRAFFIC  
 AND EROSION CONTROL  
 STAGE 1B  
 LIVELY BOULEVARD

40 0 40  
 SCALE IN FEET

DATE: 12/22/06  
 DESIGNED BY: DJK  
 CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	23
MAINTENANCE OF TRAFFIC AND EROSION CONTROL				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80035441				



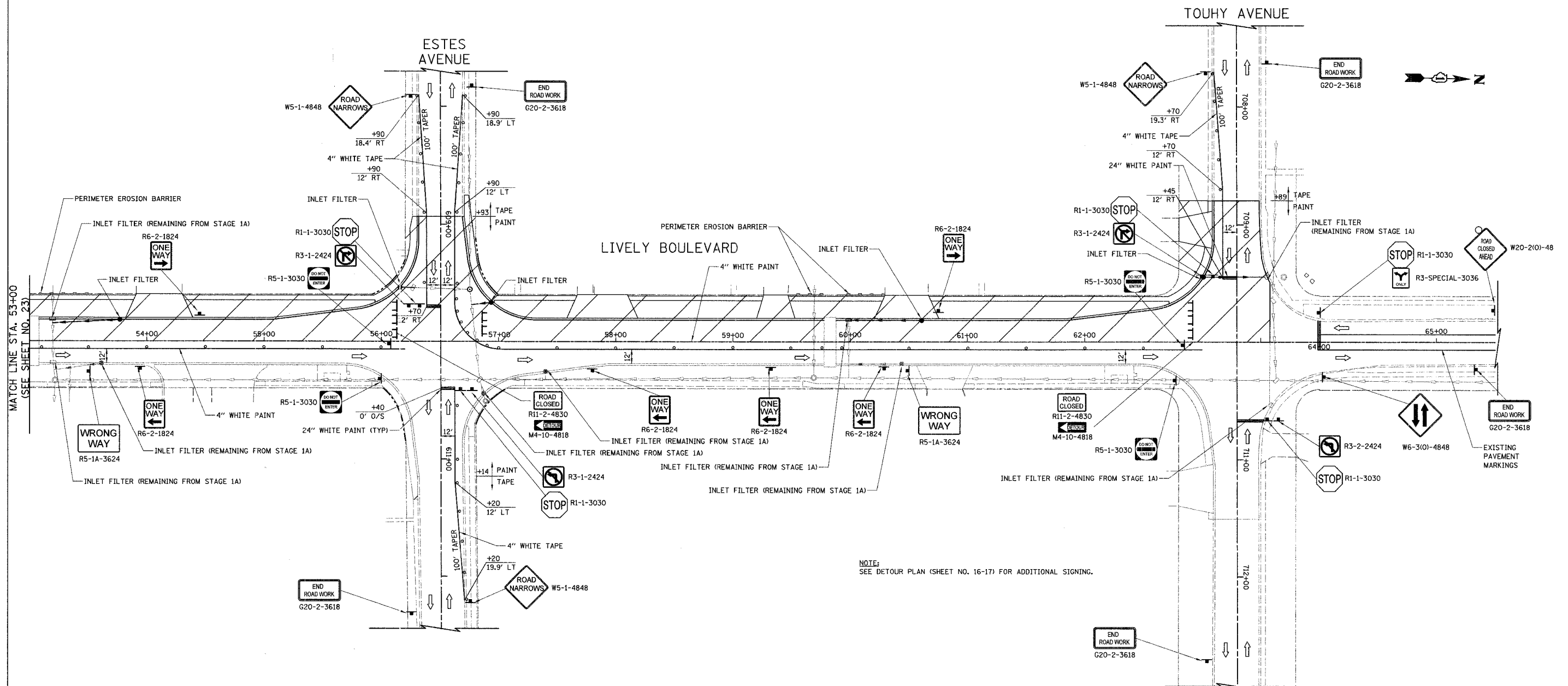
NOTE:  
SEE DETOUR PLAN (SHEET NO. 16-17) FOR ADDITIONAL SIGNING.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 MAINTENANCE OF TRAFFIC  
 AND EROSION CONTROL  
 STAGE 1B  
 LIVELY BOULEVARD

SCALE IN FEET: 0 40 40

DATE: 01/29/07  
 DESIGNED BY: DJK  
 CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
1700	D5-00045-02-PV	COOK/DUPAGE	103 24
MAINTENANCE OF TRAFFIC AND EROSION CONTROL			
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003544			



NOTE:  
SEE DETOUR PLAN (SHEET NO. 16-17) FOR ADDITIONAL SIGNING.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 MAINTENANCE OF TRAFFIC  
 AND EROSION CONTROL  
 STAGE 1B  
 LIVELY BOULEVARD

40 0 40  
 SCALE IN FEET

DATE: 12/22/06  
 DESIGNED BY: DJK  
 CHECKED BY: JRV



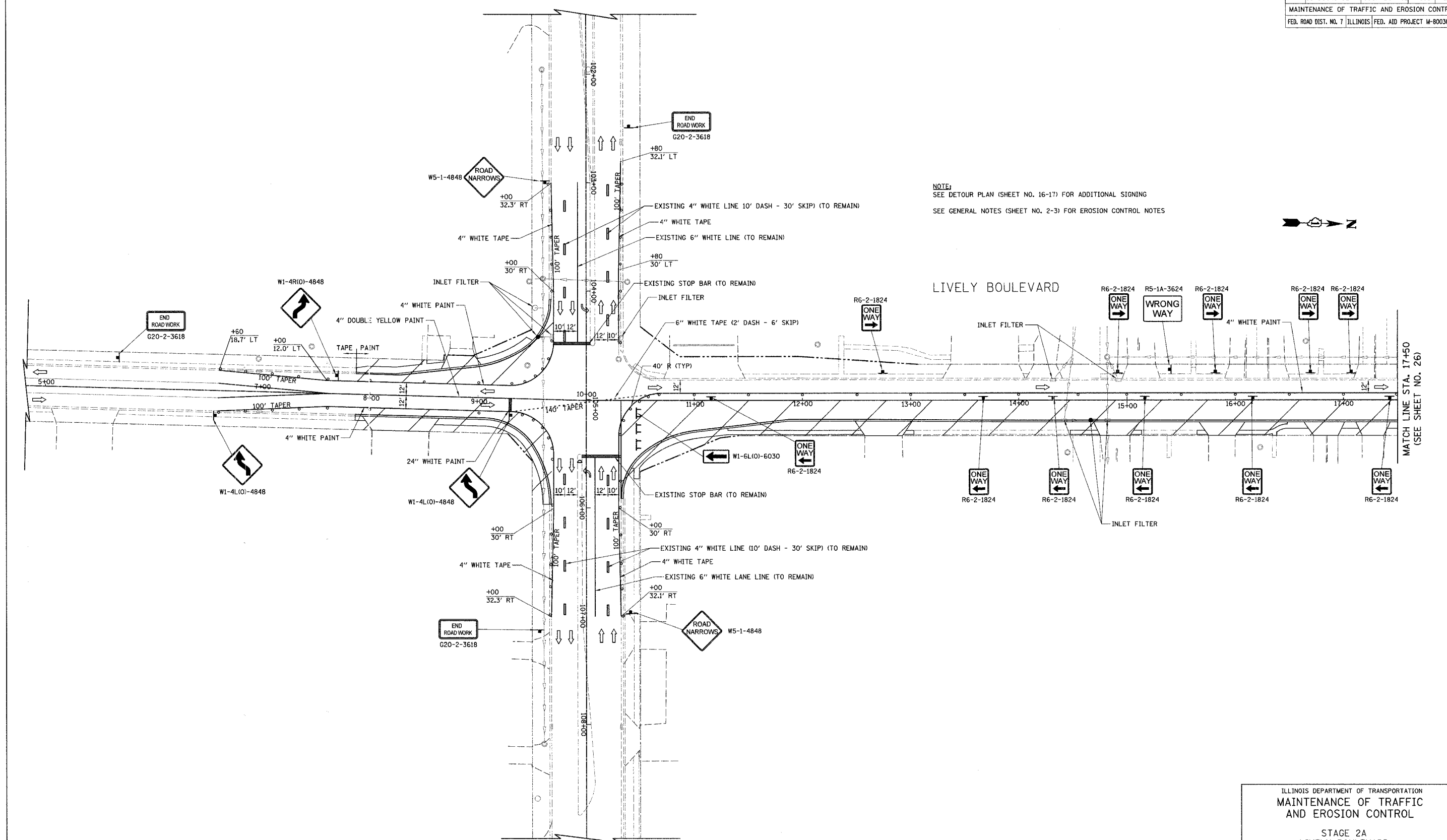
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	25
MAINTENANCE OF TRAFFIC AND EROSION CONTROL				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)				

DEVON AVENUE

LIVELY BOULEVARD

DEVON AVENUE

NOTE:  
SEE DETOUR PLAN (SHEET NO. 16-17) FOR ADDITIONAL SIGNING  
SEE GENERAL NOTES (SHEET NO. 2-3) FOR EROSION CONTROL NOTES



MATCH LINE STA. 17+50  
(SEE SHEET NO. 26)

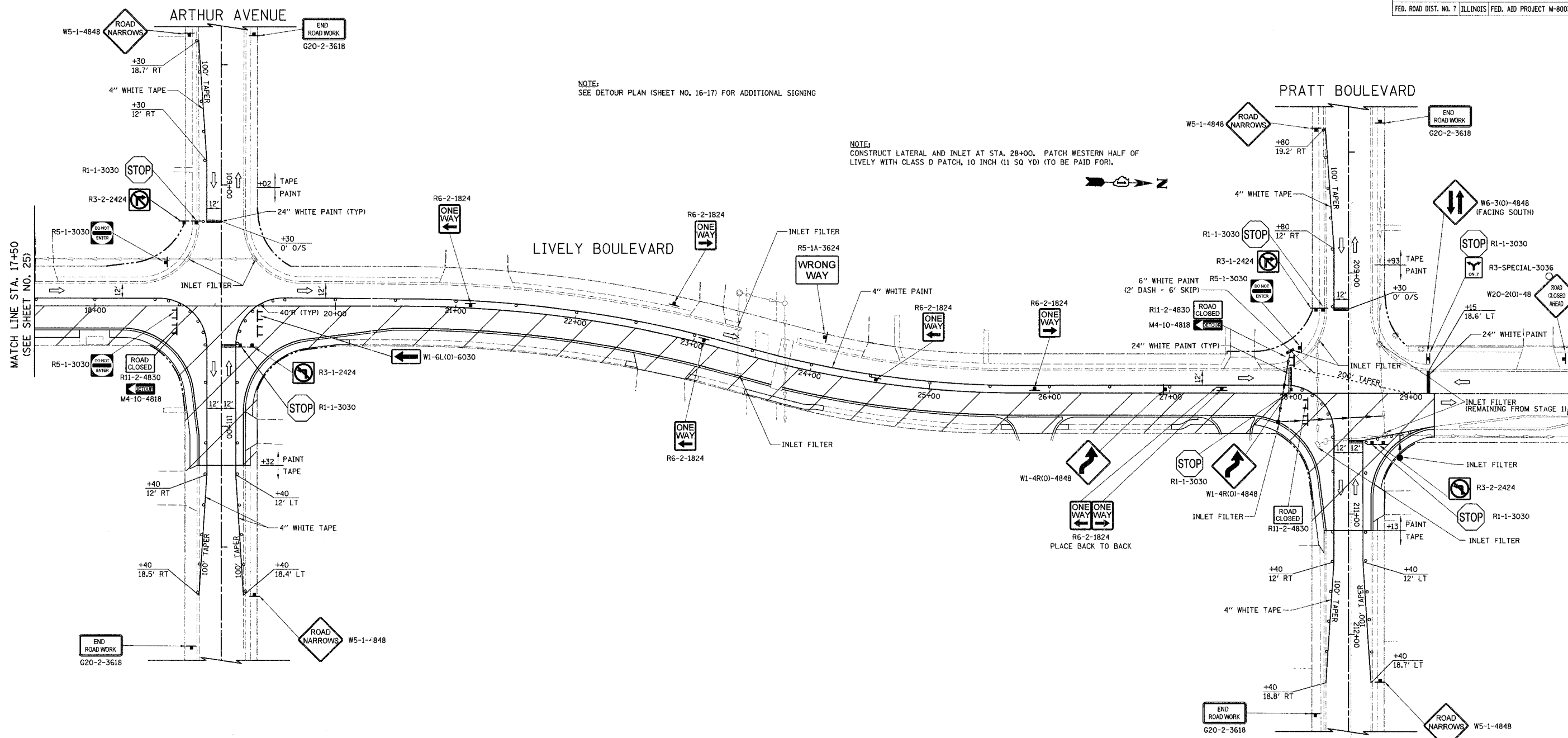
ILLINOIS DEPARTMENT OF TRANSPORTATION  
MAINTENANCE OF TRAFFIC  
AND EROSION CONTROL

STAGE 2A  
LIVELY BOULEVARD

SCALE IN FEET: 0, 40, 40

DATE: 12/22/06  
DESIGNED BY: DJK  
CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700 05-00045-02-PV	COOK/DUPAGE		103	26
MAINTENANCE OF TRAFFIC AND EROSION CONTROL				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)				



NOTE:  
SEE DETOUR PLAN (SHEET NO. 16-17) FOR ADDITIONAL SIGNING

NOTE:  
CONSTRUCT LATERAL AND INLET AT STA. 28+00. PATCH WESTERN HALF OF LIVELY WITH CLASS D PATCH, 10 INCH (11 SQ YD) (TO BE PAID FOR).

MATCH LINE STA. 17+50  
(SEE SHEET NO. 25)

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 MAINTENANCE OF TRAFFIC  
 AND EROSION CONTROL  
 STAGE 2A  
 LIVELY BOULEVARD

DATE: 12/22/06  
 DESIGNED BY: DJK  
 CHECKED BY: JRV

SCALE IN FEET

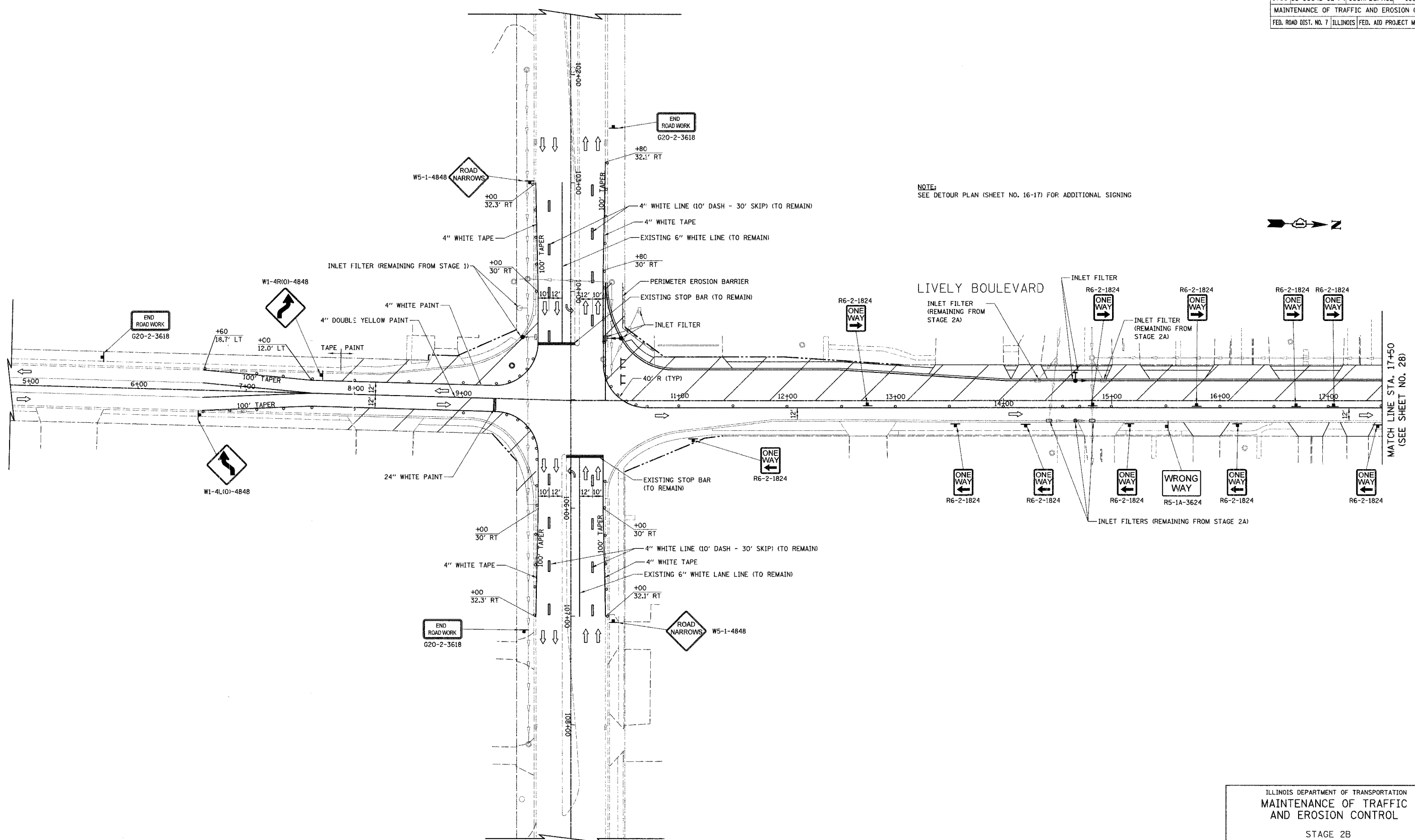
F.A.U. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700 05-00045-02-PV COOK/DUPAGE		103	27
MAINTENANCE OF TRAFFIC AND EROSION CONTROL			
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80035441			

DEVON AVENUE

LIVELY BOULEVARD

DEVON AVENUE

NOTE:  
SEE DETOUR PLAN (SHEET NO. 16-17) FOR ADDITIONAL SIGNING



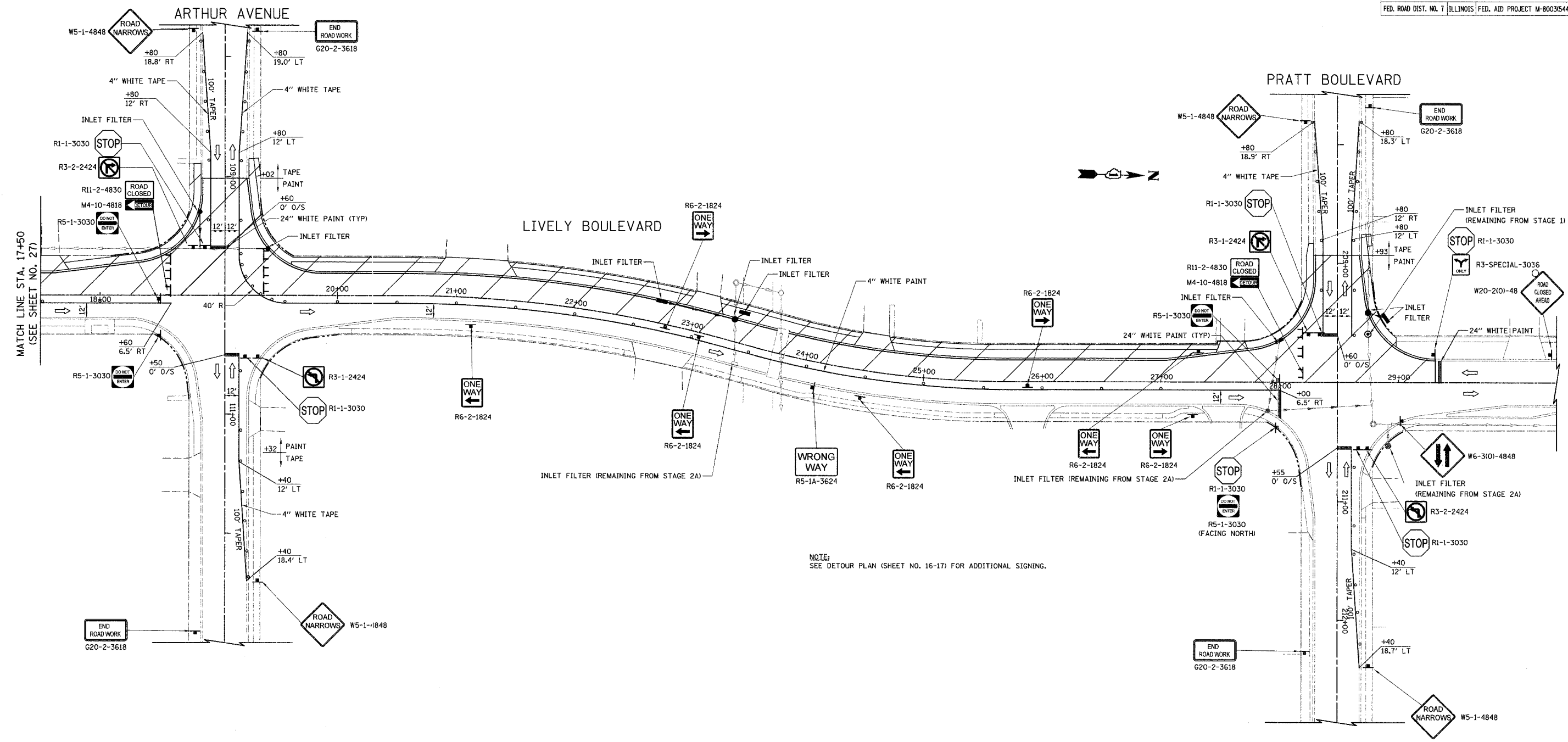
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 MAINTENANCE OF TRAFFIC  
 AND EROSION CONTROL

STAGE 2B  
 LIVELY BOULEVARD

SCALE IN FEET: 0, 40

DATE: 12/22/06  
 DESIGNED BY: DJK  
 CHECKED BY: JRV

CONTRACT NO. 83883			
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
1700	05-00045-02-PV	COOK/DUPAGE	103
MAINTENANCE OF TRAFFIC AND EROSION CONTROL			
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003644			



NOTE:  
SEE DETOUR PLAN (SHEET NO. 16-17) FOR ADDITIONAL SIGNING.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 MAINTENANCE OF TRAFFIC  
 AND EROSION CONTROL  
 STAGE 2B  
 LIVELY BOULEVARD

40 0 40  
 SCALE IN FEET

DATE: 12/22/06  
 DESIGNED BY: DJK  
 CHECKED BY: JRV

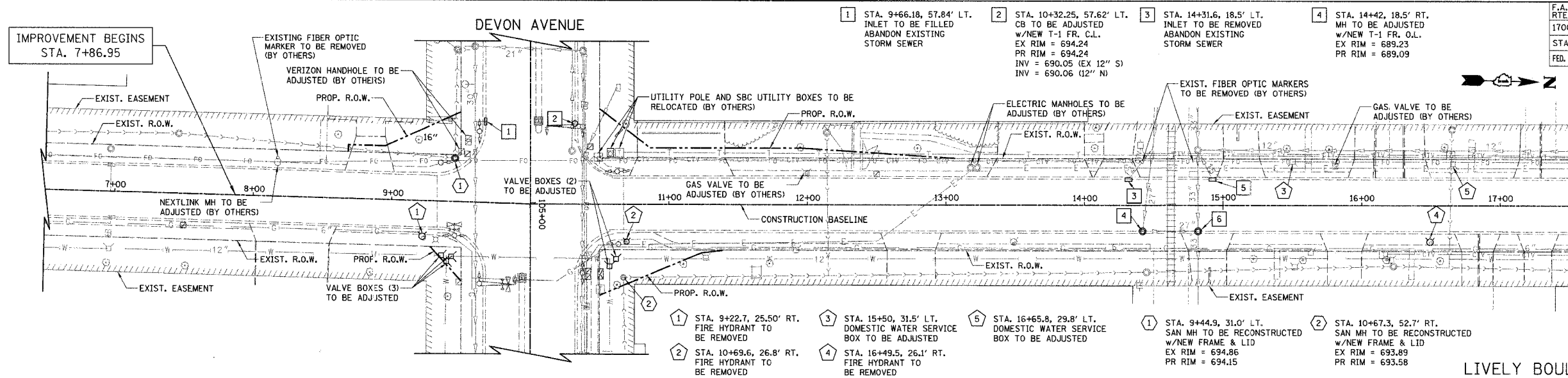
MATCH LINE STA. 17+50  
(SEE SHEET NO. 27)

END ROAD WORK  
G20-2-3618

END ROAD WORK  
G20-2-3618

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	29
STA. 7+86.95		TO STA. 17+50		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	M-8003544

IMPROVEMENT BEGINS STA. 7+86.95

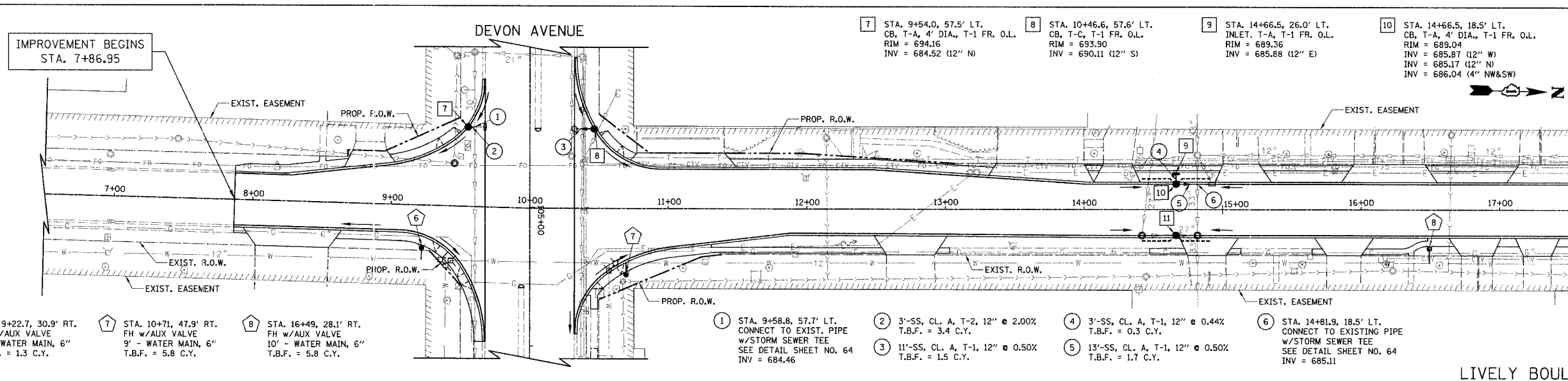


MATCH LINE STA. 17+50 (SEE SHEET NO. 30)

- 1 STA. 9+466.18, 57.84' LT. INLET TO BE FILLED ABANDON EXISTING STORM SEWER
- 2 STA. 10+32.25, 57.62' LT. CB TO BE ADJUSTED w/NEW T-1 FR. C.L. EX RIM = 694.24 PR RIM = 694.24 INV = 690.05 (EX 12" S) INV = 690.06 (12" N)
- 3 STA. 14+31.6, 18.5' LT. INLET TO BE REMOVED ABANDON EXISTING STORM SEWER
- 4 STA. 14+42, 18.5' RT. MH TO BE ADJUSTED w/NEW T-1 FR. O.L. EX RIM = 689.23 PR RIM = 689.09
- 5 STA. 14+92.40, 18.58' LT. INLET TO BE ADJUSTED w/NEW T-1 FR. O.L. EX RIM = 689.21 PR RIM = 689.10
- 6 STA. 14+82.0, 18.5' RT. MH TO BE ADJUSTED w/NEW T-1 FR. O.L. EX RIM = 689.20 PR RIM = 689.06

LIVELY BOULEVARD (EXISTING)

IMPROVEMENT BEGINS STA. 7+86.95

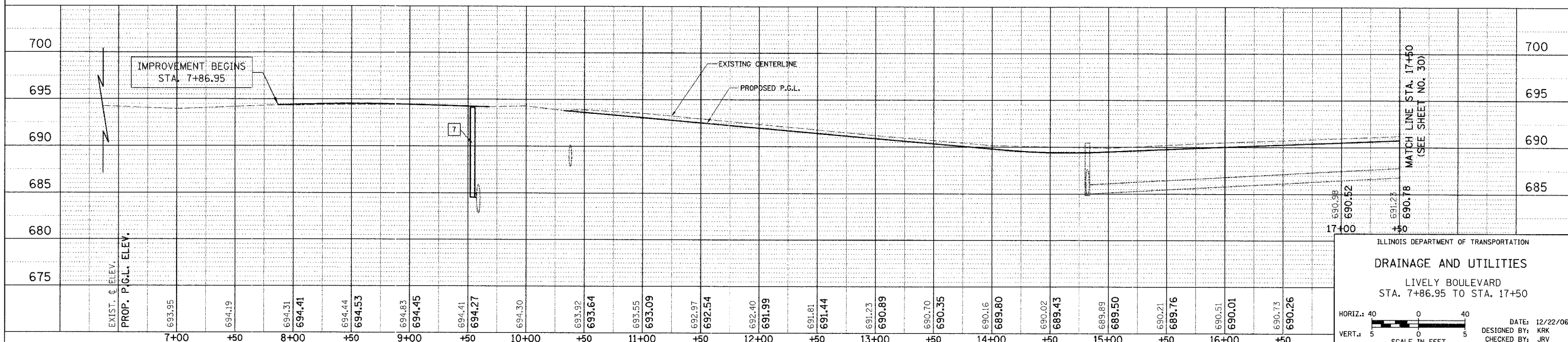


MATCH LINE STA. 17+50 (SEE SHEET NO. 30)

- LEGEND**
- PIPE UNDERDRAIN, 4", FABRIC LINED TRENCH (25' AT EACH LOCATION)

LIVELY BOULEVARD (PROPOSED)

- 1 STA. 9+22.7, 25.50' RT. FIRE HYDRANT TO BE REMOVED
- 2 STA. 10+69.6, 26.8' RT. FIRE HYDRANT TO BE REMOVED
- 3 STA. 15+50, 31.5' LT. DOMESTIC WATER SERVICE BOX TO BE ADJUSTED
- 4 STA. 16+49.5, 26.1' RT. FIRE HYDRANT TO BE REMOVED
- 5 STA. 16+65.8, 29.8' LT. DOMESTIC WATER SERVICE BOX TO BE ADJUSTED
- 6 STA. 14+44.9, 31.0' LT. SAN MH TO BE RECONSTRUCTED w/NEW FRAME & LID EX RIM = 694.86 PR RIM = 694.15
- 7 STA. 14+67.3, 52.7' RT. SAN MH TO BE RECONSTRUCTED w/NEW FRAME & LID EX RIM = 693.89 PR RIM = 693.58
- 7 STA. 9+54.0, 57.5' LT. CB, T-A, 4' DIA., T-1 FR. O.L. RIM = 694.16 INV = 684.52 (12" N)
- 8 STA. 10+46.6, 57.6' LT. CB, T-C, T-1 FR. O.L. RIM = 693.90 INV = 690.11 (12" S)
- 9 STA. 14+66.5, 26.0' LT. INLET, T-A, T-1 FR. O.L. RIM = 689.36 INV = 685.88 (12" E)
- 10 STA. 14+66.5, 18.5' LT. CB, T-A, 4' DIA., T-1 FR. O.L. RIM = 689.04 INV = 685.87 (12" W) INV = 685.17 (12" N) INV = 686.04 (4" NW&SW)
- 11 STA. 14+66.5, 18.5' RT. CB, T-A, 5' DIA., T-1 FR. O.L. RIM = 689.04 INV = 684.53 (27" S) INV = 684.51 (27" N) INV = 686.04 (4" NE&E)
- 6 STA. 9+22.7, 30.9' RT. FH w/AUX VALVE 8" - WATER MAIN, 6" T.B.F. = 1.3 C.Y.
- 7 STA. 10+71, 47.9' RT. FH w/AUX VALVE 9" - WATER MAIN, 6" T.B.F. = 5.8 C.Y.
- 8 STA. 16+49, 28.1' RT. FH w/AUX VALVE 10" - WATER MAIN, 6" T.B.F. = 5.8 C.Y.
- 1 STA. 9+58.8, 57.7' LT. CONNECT TO EXIST. PIPE w/STORM SEWER TEE SEE DETAIL SHEET NO. 64 INV = 684.46
- 2 3"-SS, CL. A, T-2, 12" @ 2.00% T.B.F. = 3.4 C.Y.
- 3 11"-SS, CL. A, T-1, 12" @ 0.50% T.B.F. = 1.5 C.Y.
- 4 3"-SS, CL. A, T-1, 12" @ 0.44% T.B.F. = 0.3 C.Y.
- 5 13"-SS, CL. A, T-1, 12" @ 0.50% T.B.F. = 1.7 C.Y.
- 6 STA. 14+81.9, 18.5' LT. CONNECT TO EXISTING PIPE w/STORM SEWER TEE SEE DETAIL SHEET NO. 64 INV = 685.11



ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DRAINAGE AND UTILITIES**  
 LIVELY BOULEVARD  
 STA. 7+86.95 TO STA. 17+50

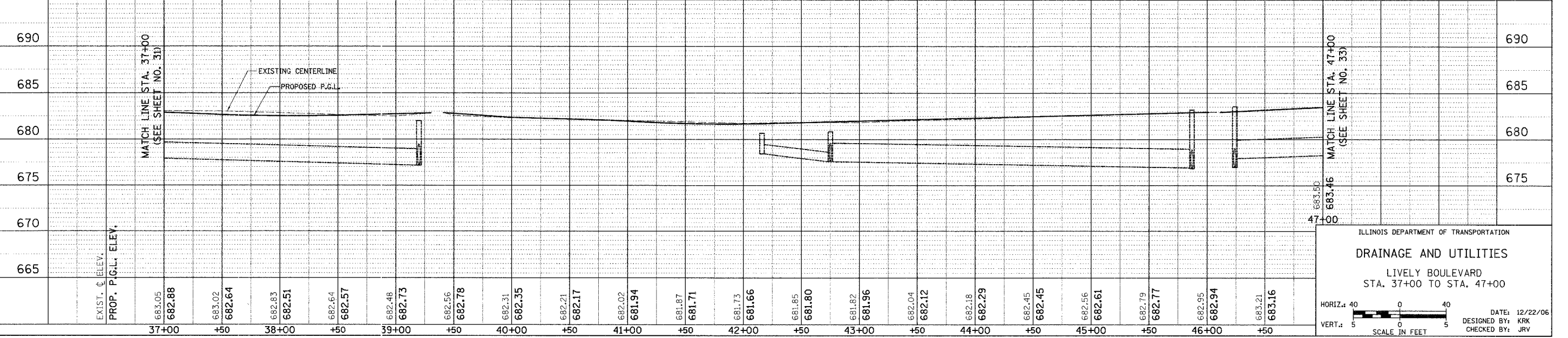
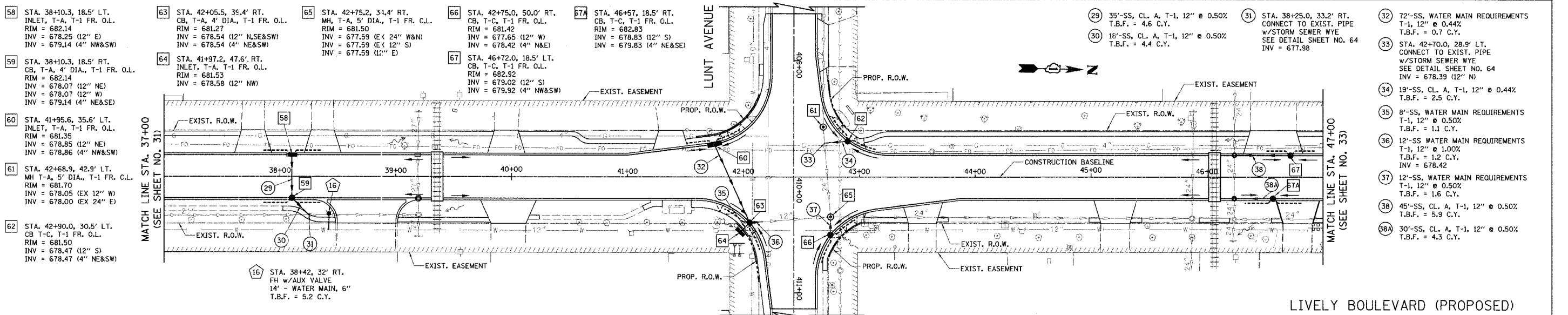
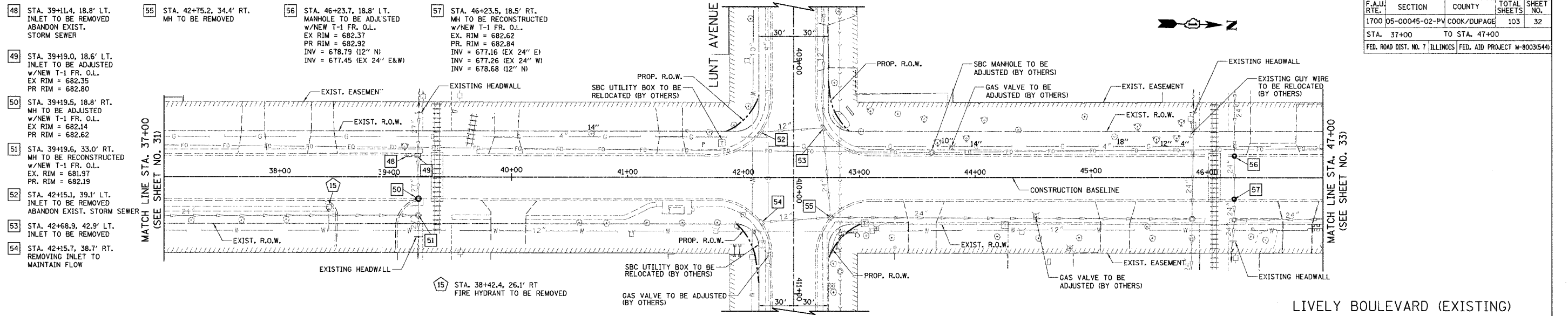
HORIZ.: 40  
 VERT.: 5  
 SCALE IN FEET

DATE: 12/22/06  
 DESIGNED BY: KRK  
 CHECKED BY: JRV





F.A.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	32
STA. 37+00 TO STA. 47+00				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT W-800315440				



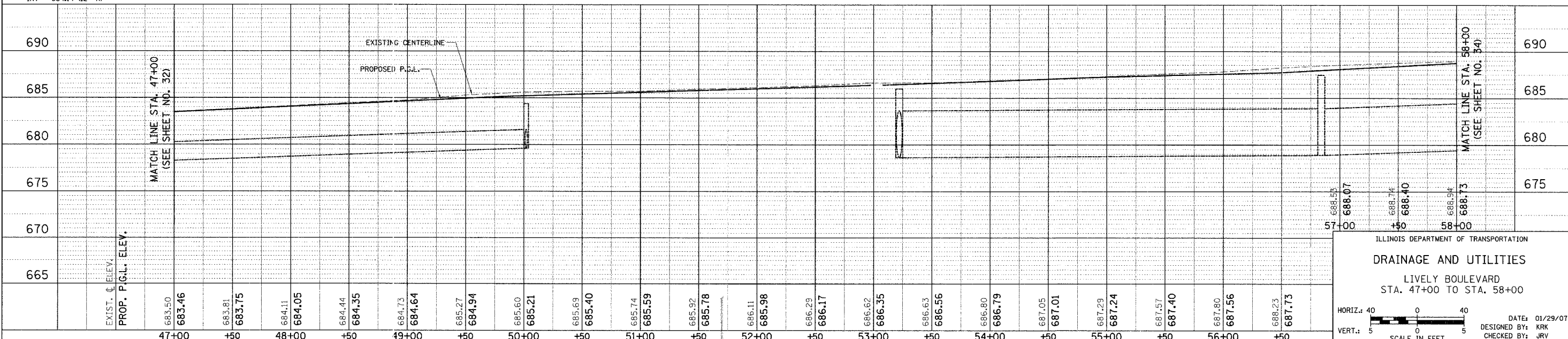
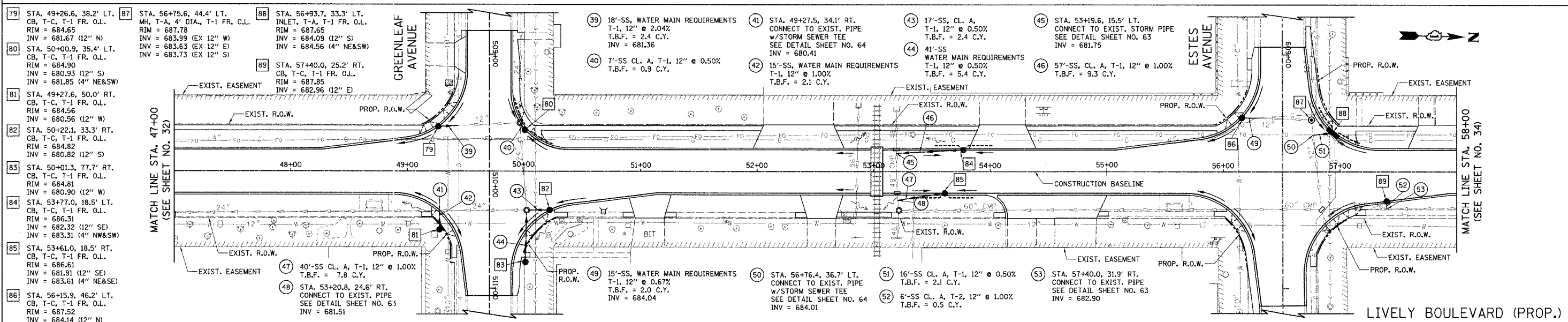
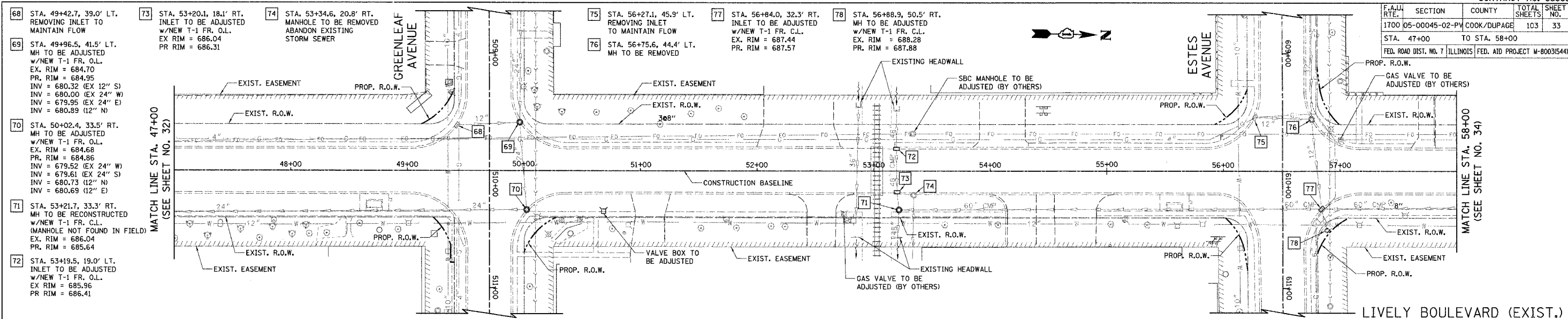
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DRAINAGE AND UTILITIES**  
 LIVELY BOULEVARD  
 STA. 37+00 TO STA. 47+00

HORIZ. SCALE: 1" = 40'  
 VERT. SCALE: 1" = 5'

DATE: 12/22/06  
 DESIGNED BY: KRK  
 CHECKED BY: JRV



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PM	COOK/DUPAGE	103	33
STA. 47+00		TO STA. 58+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT M-80035(44)		



ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DRAINAGE AND UTILITIES**  
 LIVELY BOULEVARD  
 STA. 47+00 TO STA. 58+00

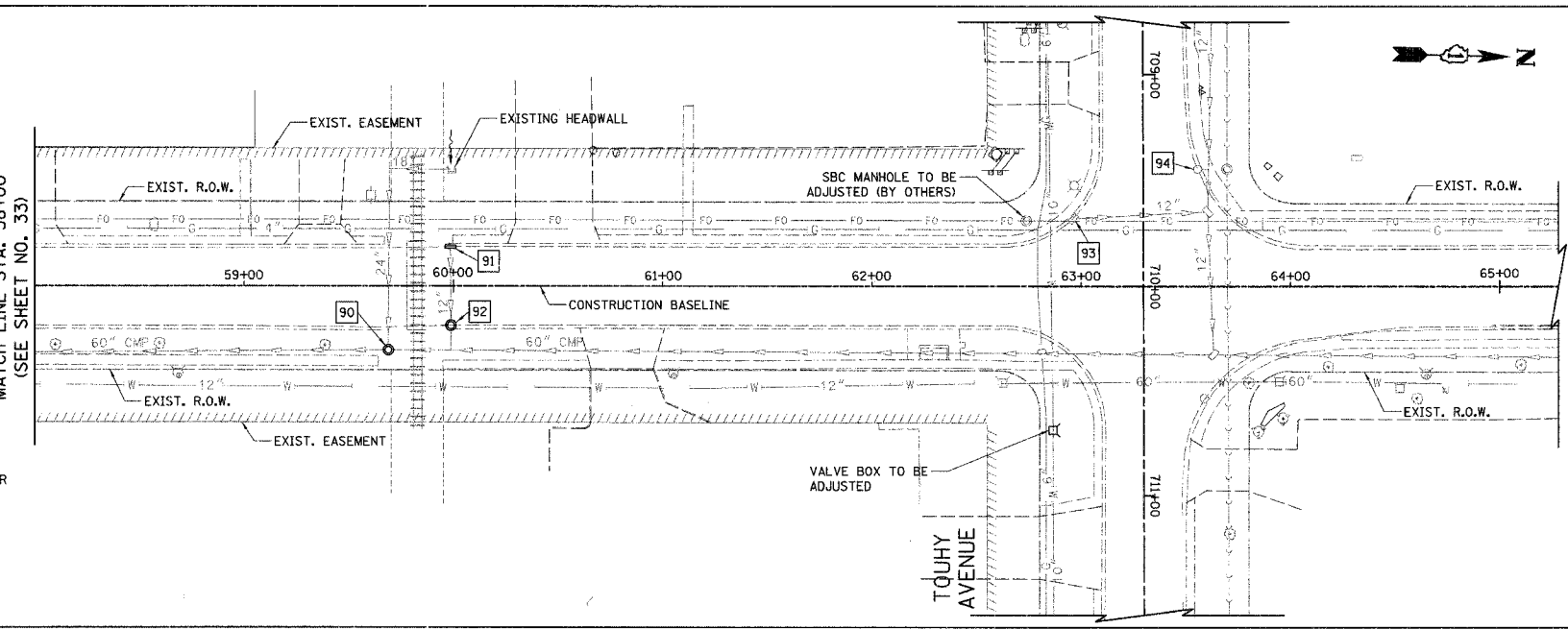
HORIZ.: 40  
 VERT.: 5

SCALE IN FEET

DATE: 01/29/07  
 DESIGNED BY: KRK  
 CHECKED BY: JRV

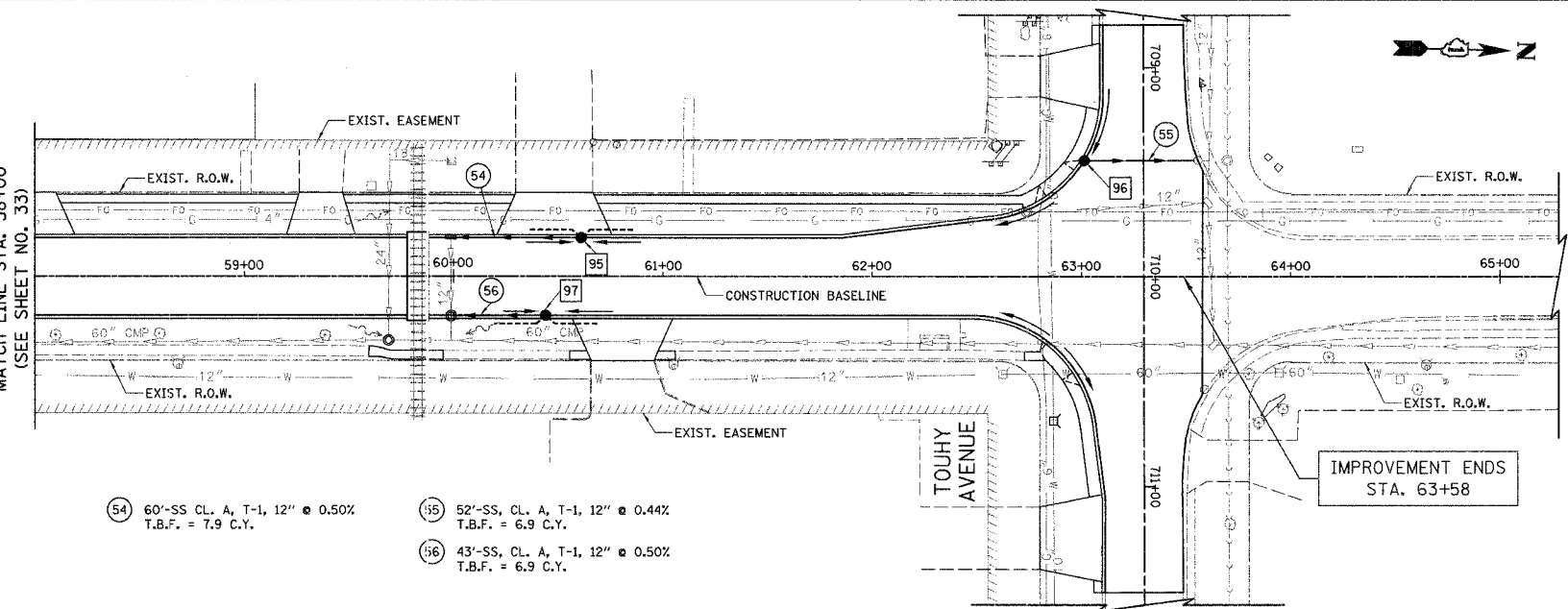
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	34
STA. 58+00		TO STA. 63+58		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT M-800315441		

- 90 STA. 59+68.9, 30.4' RT. MH TO BE RECONSTRUCTED w/ NEW T-1 FR. O.L. EX. RIM = 689.39 PR. RIM = 689.29
- 91 STA. 59+98.7, 18.7' LT. INLET TO BE ADJUSTED w/NEW T-1 FR. O.L. EX RIM = 689.40 PR RIM = 689.96 INV = 685.75 (EX 12" E) INV = 685.96 (12" N)
- 92 STA. 59+98.9, 18.7' RT. MH TO BE ADJUSTED w/NEW T-1 FR. O.L. EX RIM = 689.24 PR RIM = 689.85 INV = 685.33 (EX 12" E&W) INV = 685.51 (12" N)
- 93 STA. 62+96.4, 32.1' LT. INLET TO BE REMOVED ABANDON EXISTING STORM SEWER
- 94 STA. 63+55.8, 55.6' LT. EXIST. CB RIM = 690.78 INV = 687.53 (EX 12" N) INV = 687.53 (12" S)

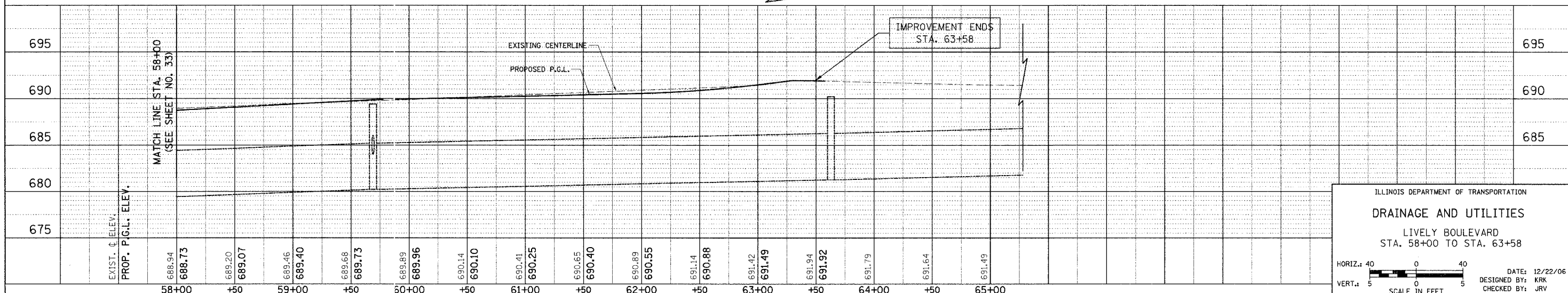


LIVELY BOULEVARD (EXISTING)

- 95 STA. 60+61.0, 18.5' LT. CB, T-C, T-1 FR. O.L. RIM = 689.77 INV = 686.26 (12" S) INV = 686.77 (4" NW&SW)
- 96 STA. 63+01.45, 55.5' LT. CB, T-C, T-1 FR. O.L. RIM = 691.15 INV = 687.79 (12" NE)
- 97 STA. 60+44, 18.5' RT. CB, T-C, T-1 FR. O.L. RIM = 689.72 INV = 685.72 (12" S) INV = 676.72 (4" NE&SE)



LIVELY BOULEVARD (PROPOSED)

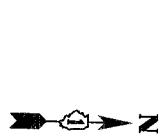
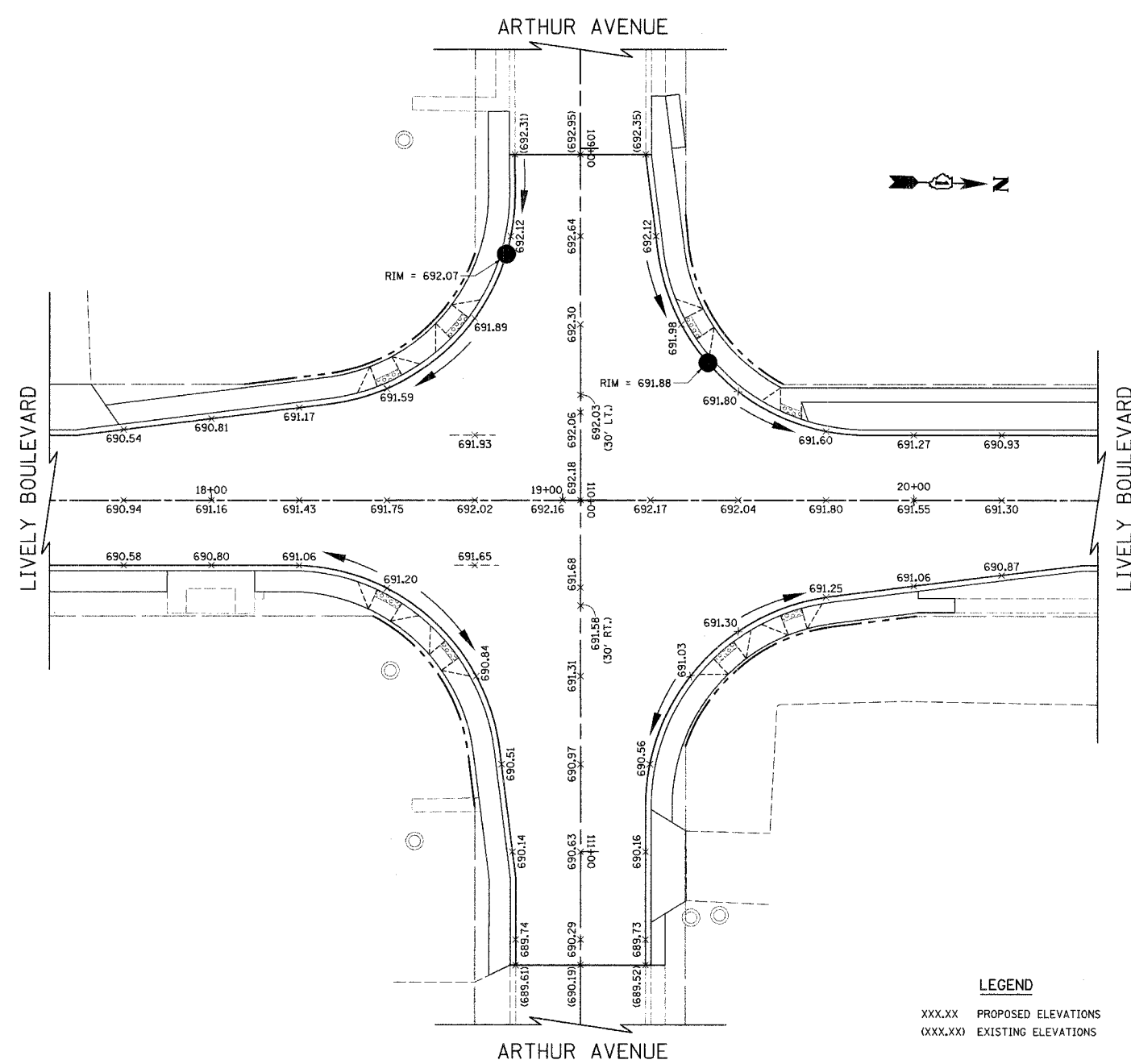
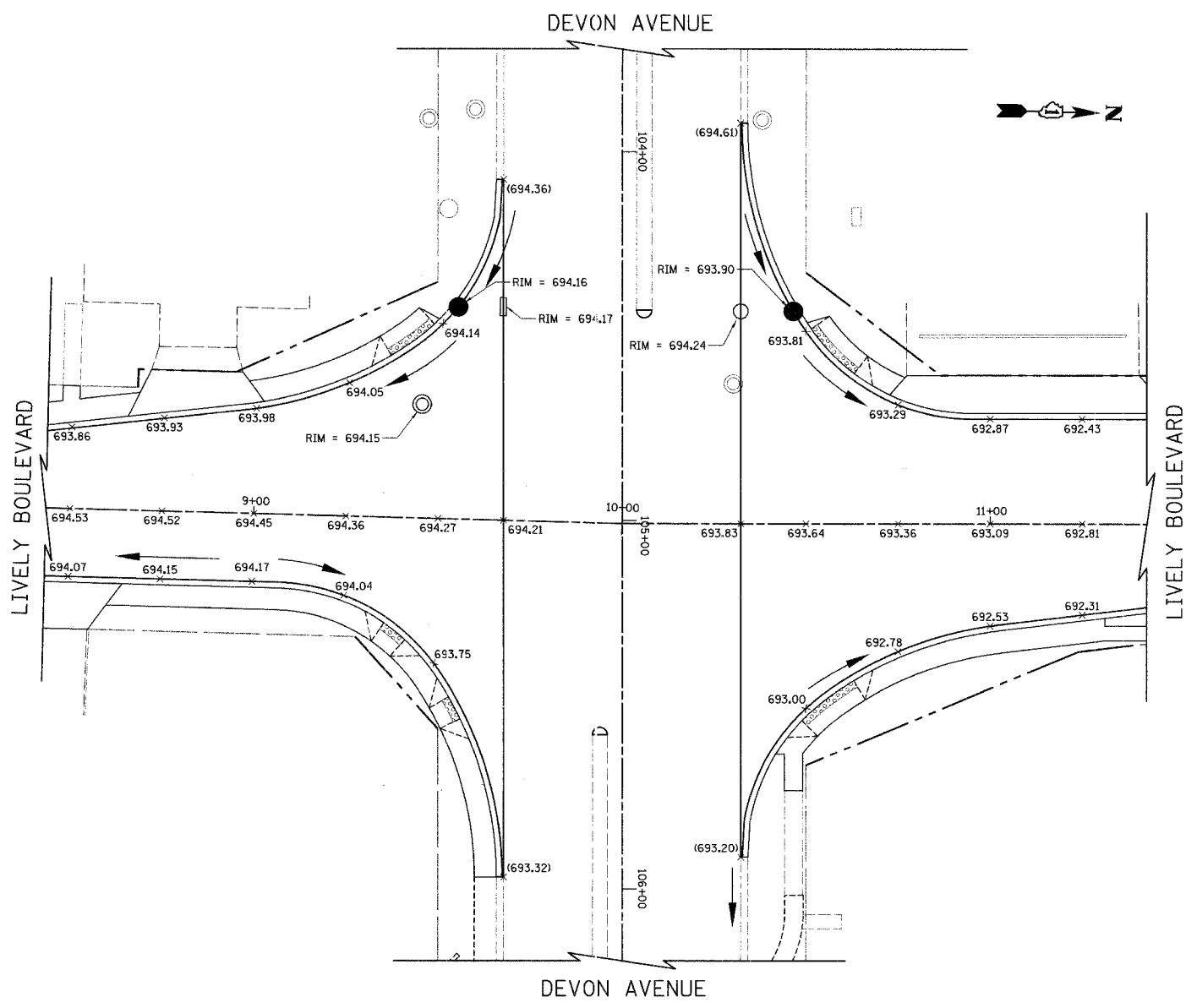


ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DRAINAGE AND UTILITIES**  
 LIVELY BOULEVARD  
 STA. 58+00 TO STA. 63+58

HORIZ.: 40' / 0' / 40'  
 VERT.: 5' / 0' / 5'  
 SCALE IN FEET

DATE: 12/22/06  
 DESIGNED BY: KRK  
 CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	35
INTERSECTION GRADING PLAN				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT M-800315441	



**LEGEND**  
 XXX.XX PROPOSED ELEVATIONS  
 (XXX.XX) EXISTING ELEVATIONS

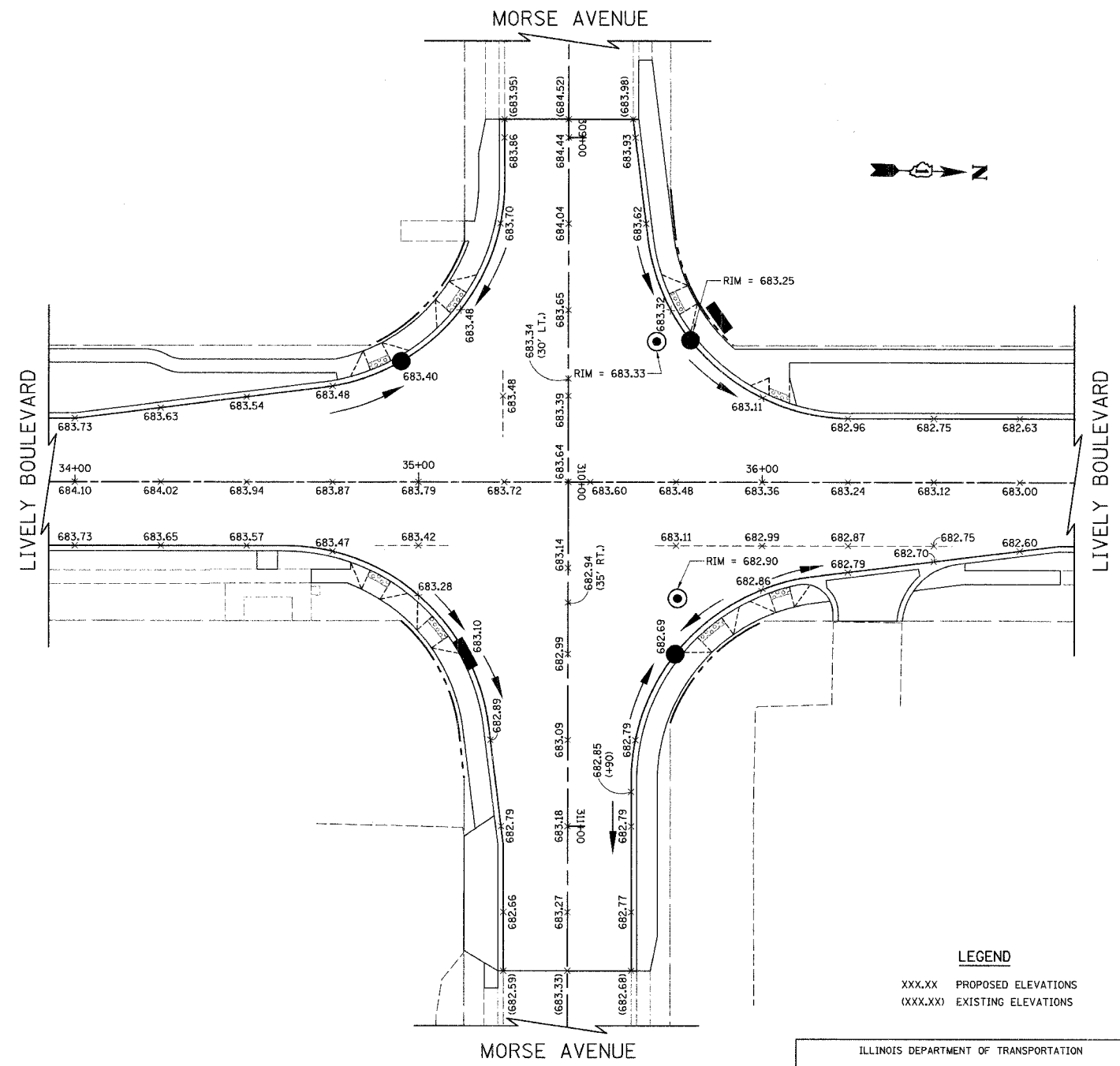
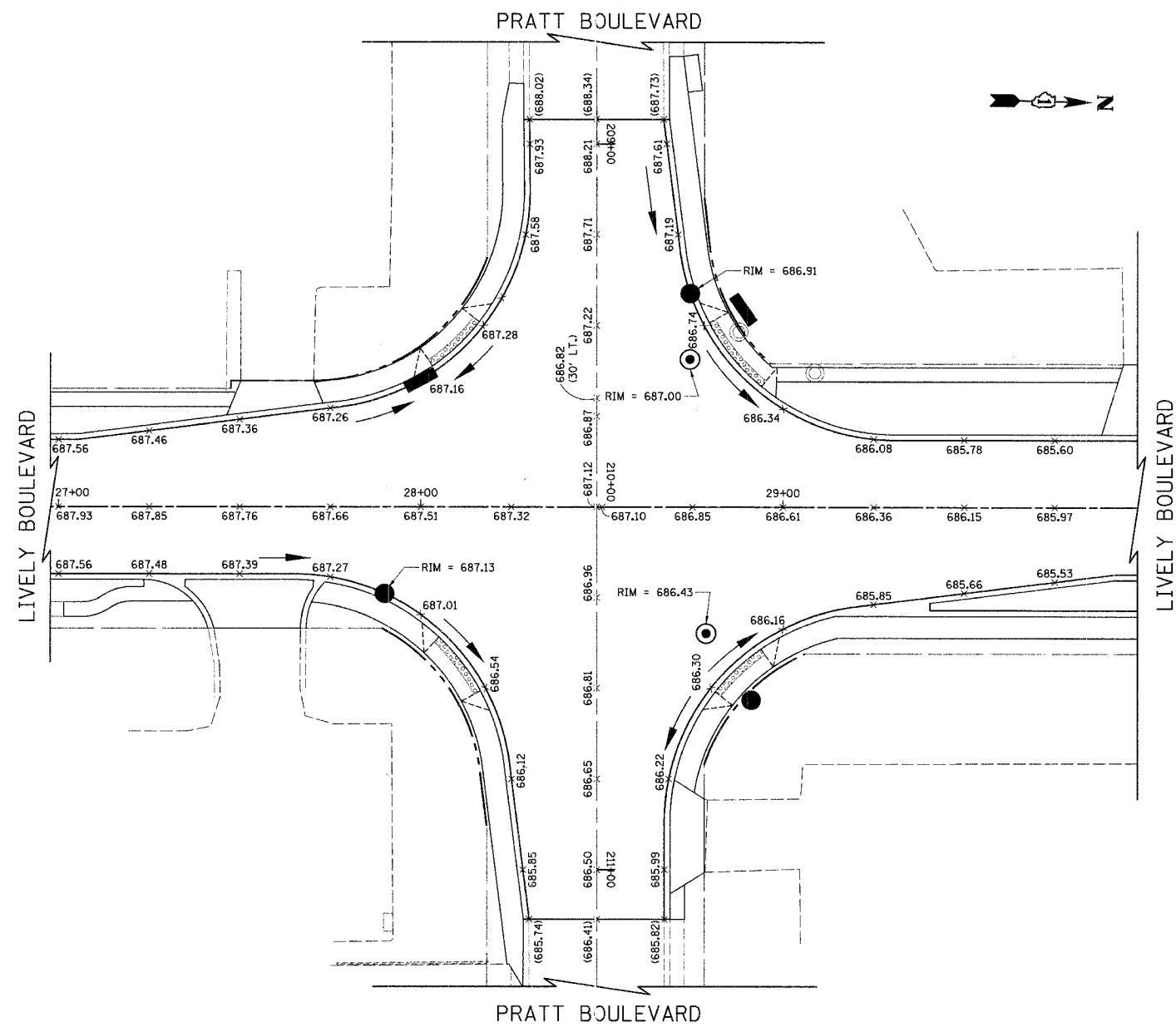
ILLINOIS DEPARTMENT OF TRANSPORTATION

**INTERSECTION GRADING PLAN**  
 LIVELY BOULEVARD/DEVON AVENUE  
 AND  
 LIVELY BOULEVARD/ARTHUR AVENUE

DATE: 10/18/06  
 DESIGNED BY: KRK  
 CHECKED BY: DJK

SCALE IN FEET

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	36
INTERSECTION GRADING PLAN				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-800315441		



**LEGEND**

- XXX.XX PROPOSED ELEVATIONS
- (XXX.XX) EXISTING ELEVATIONS

ILLINOIS DEPARTMENT OF TRANSPORTATION

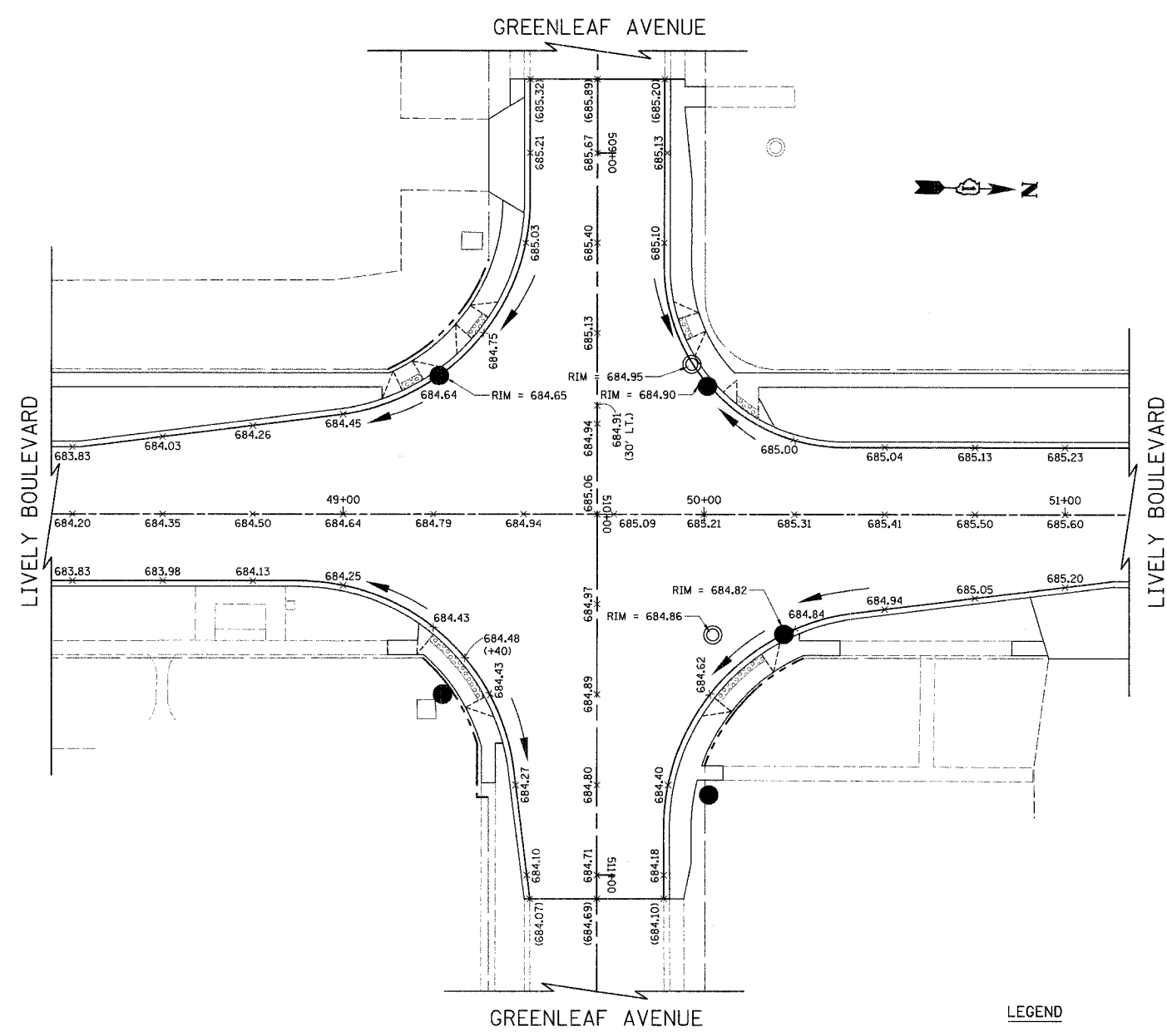
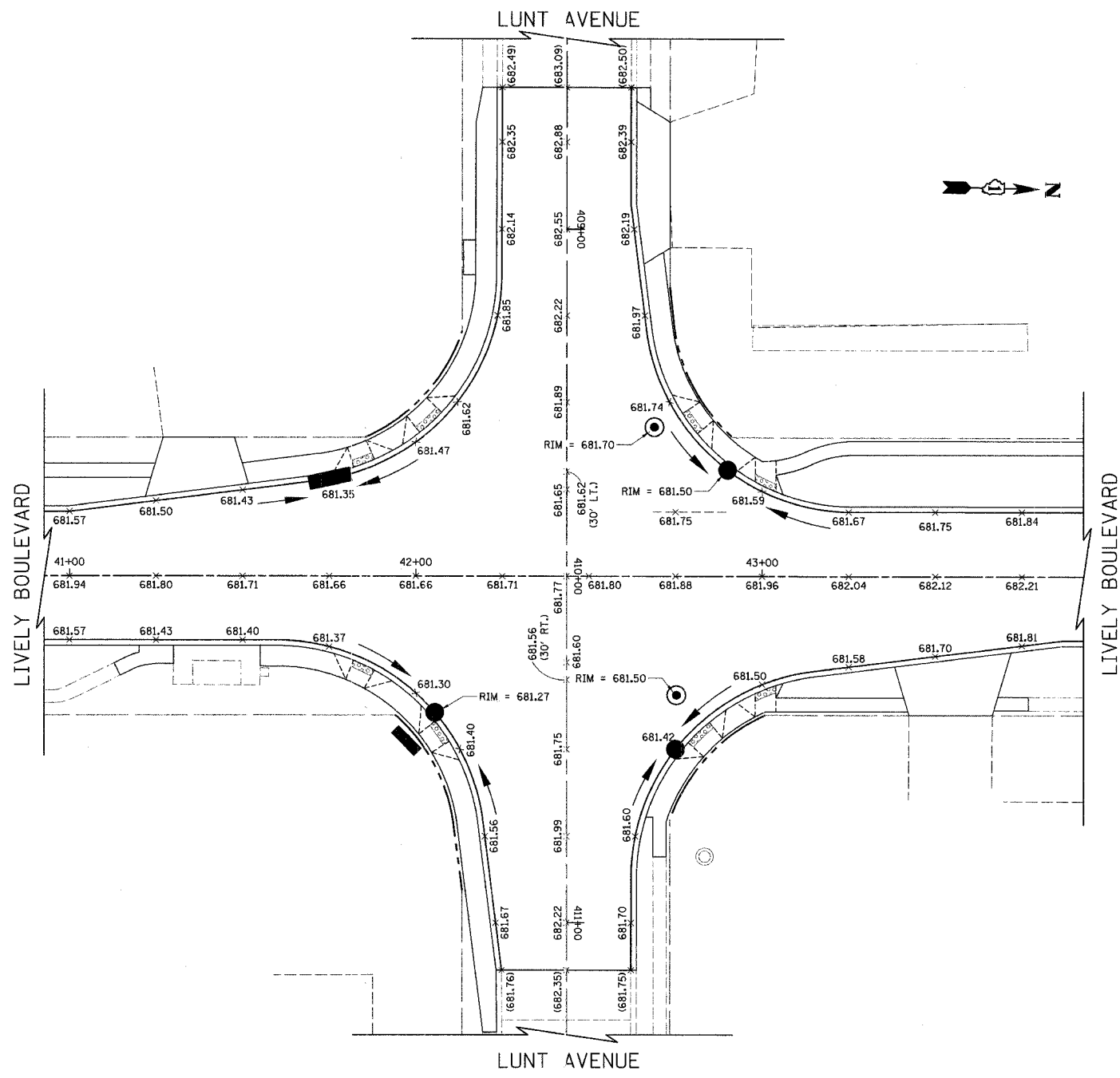
**INTERSECTION GRADING PLAN**

LIVELY BOULEVARD/PRATT BOULEVARD  
AND  
LIVELY BOULEVARD/MORSE AVENUE

SCALE IN FEET

DATE: 10/18/06  
DESIGNED BY: KRK  
CHECKED BY: DJK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PW	COOK/DUPAGE	103	37
INTERSECTION GRADING PLAN				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-80031544)		

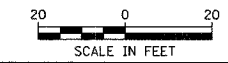


**LEGEND**

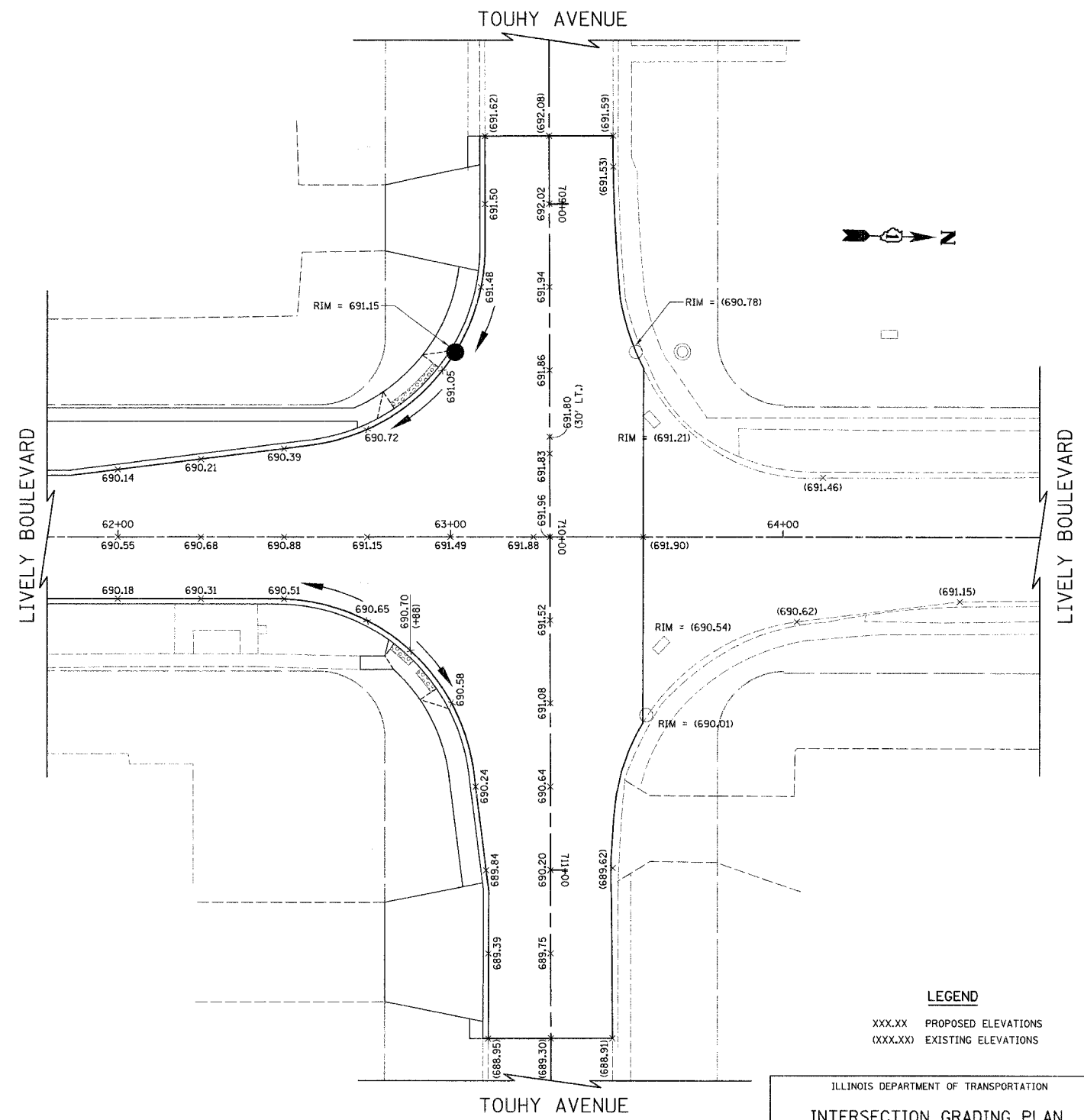
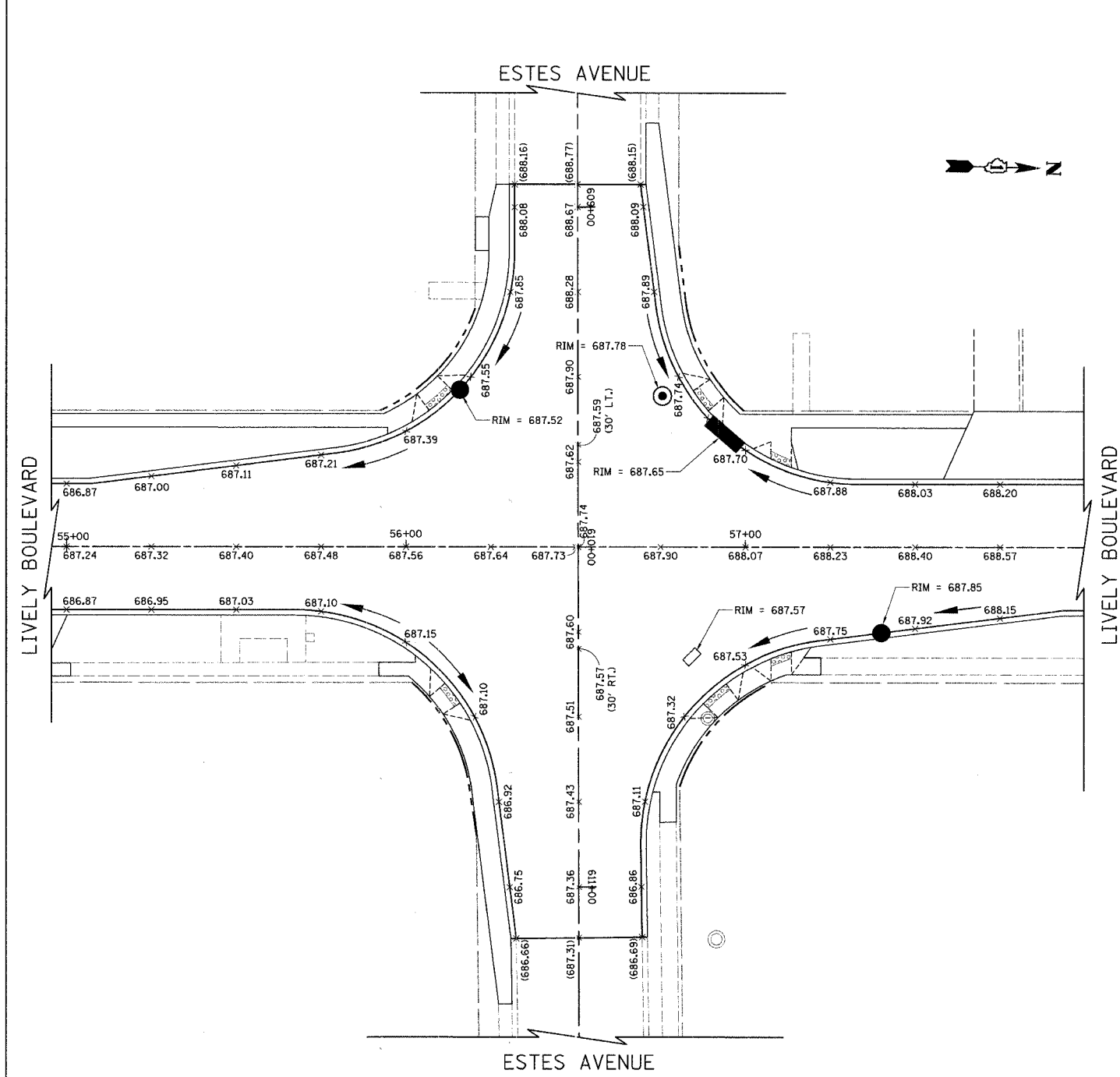
XXX.XX PROPOSED ELEVATIONS  
 (XXX.XX) EXISTING ELEVATIONS

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**INTERSECTION GRADING PLAN**  
 LIVELY BOULEVARD/LUNT AVENUE  
 AND  
 LIVELY BOULEVARD/GREENLEAF AVENUE

DATE: 01/29/07  
 DESIGNED BY: KRK  
 CHECKED BY: DJK



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV COOK/DUPAGE		103	38
INTERSECTION GRADING PLAN				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT M-800315441	



**LEGEND**

- XXX.XX PROPOSED ELEVATIONS
- (XXX.XX) EXISTING ELEVATIONS

ILLINOIS DEPARTMENT OF TRANSPORTATION

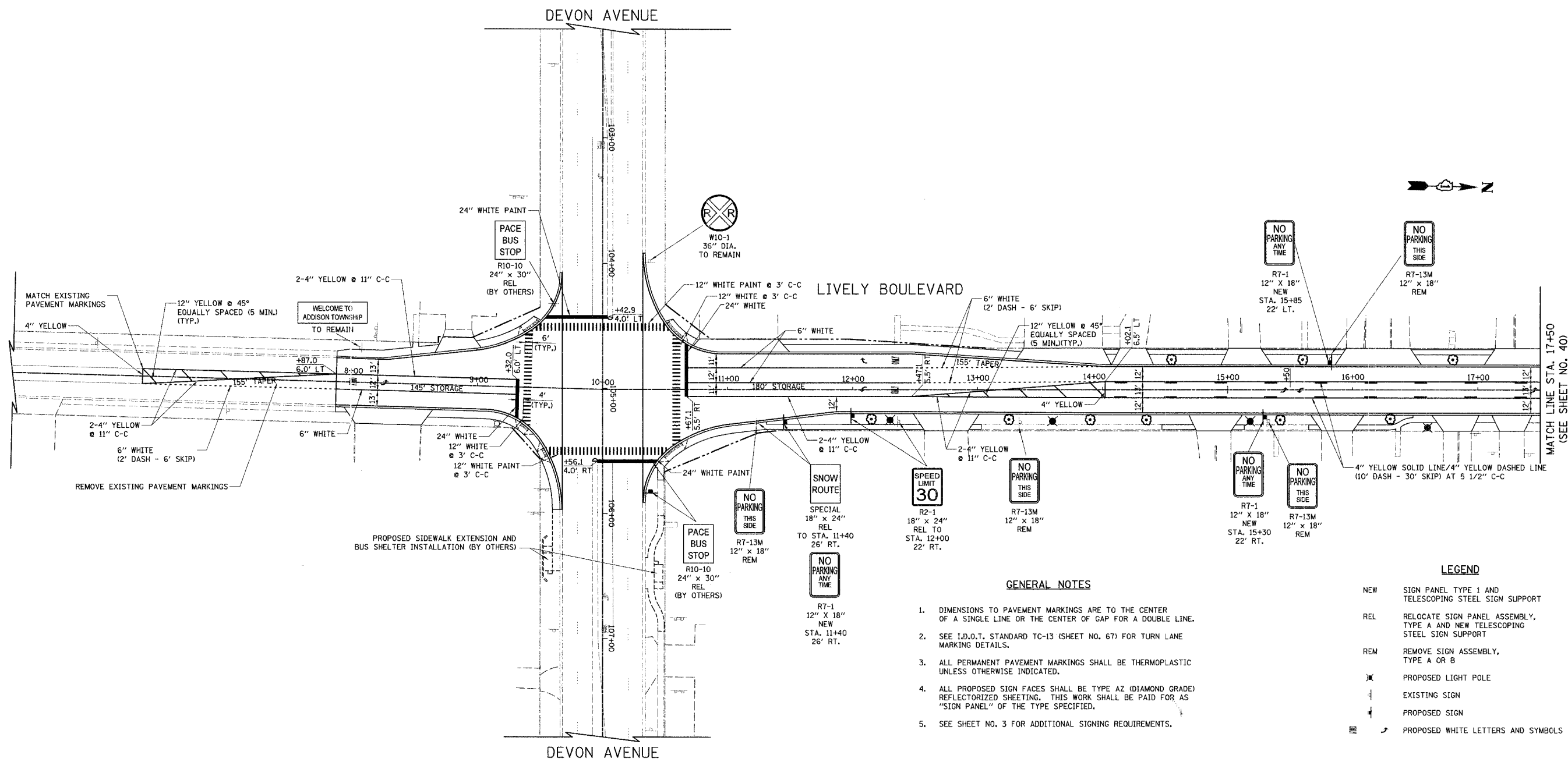
**INTERSECTION GRADING PLAN**

LIVELY BOULEVARD/ESTES AVENUE  
AND  
LIVELY BOULEVARD/TOUHY AVENUE

SCALE IN FEET

DATE: 10/18/06  
DESIGNED BY: KRK  
CHECKED BY: DJK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	39
PAVEMENT MARKING AND SIGNING PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003544				



- GENERAL NOTES**
1. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
  2. SEE I.D.O.T. STANDARD TC-13 (SHEET NO. 67) FOR TURN LANE MARKING DETAILS.
  3. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE INDICATED.
  4. ALL PROPOSED SIGN FACES SHALL BE TYPE A2 (DIAMOND GRADE) REFLECTORIZED SHEETING. THIS WORK SHALL BE PAID FOR AS "SIGN PANEL" OF THE TYPE SPECIFIED.
  5. SEE SHEET NO. 3 FOR ADDITIONAL SIGNING REQUIREMENTS.

**LEGEND**

NEW	SIGN PANEL TYPE 1 AND TELESCOPING STEEL SIGN SUPPORT
REL	RELOCATE SIGN PANEL ASSEMBLY, TYPE A AND NEW TELESCOPING STEEL SIGN SUPPORT
REM	REMOVE SIGN ASSEMBLY, TYPE A OR B
⊗	PROPOSED LIGHT POLE
+	EXISTING SIGN
⊕	PROPOSED SIGN
≡	PROPOSED WHITE LETTERS AND SYMBOLS

ILLINOIS DEPARTMENT OF TRANSPORTATION

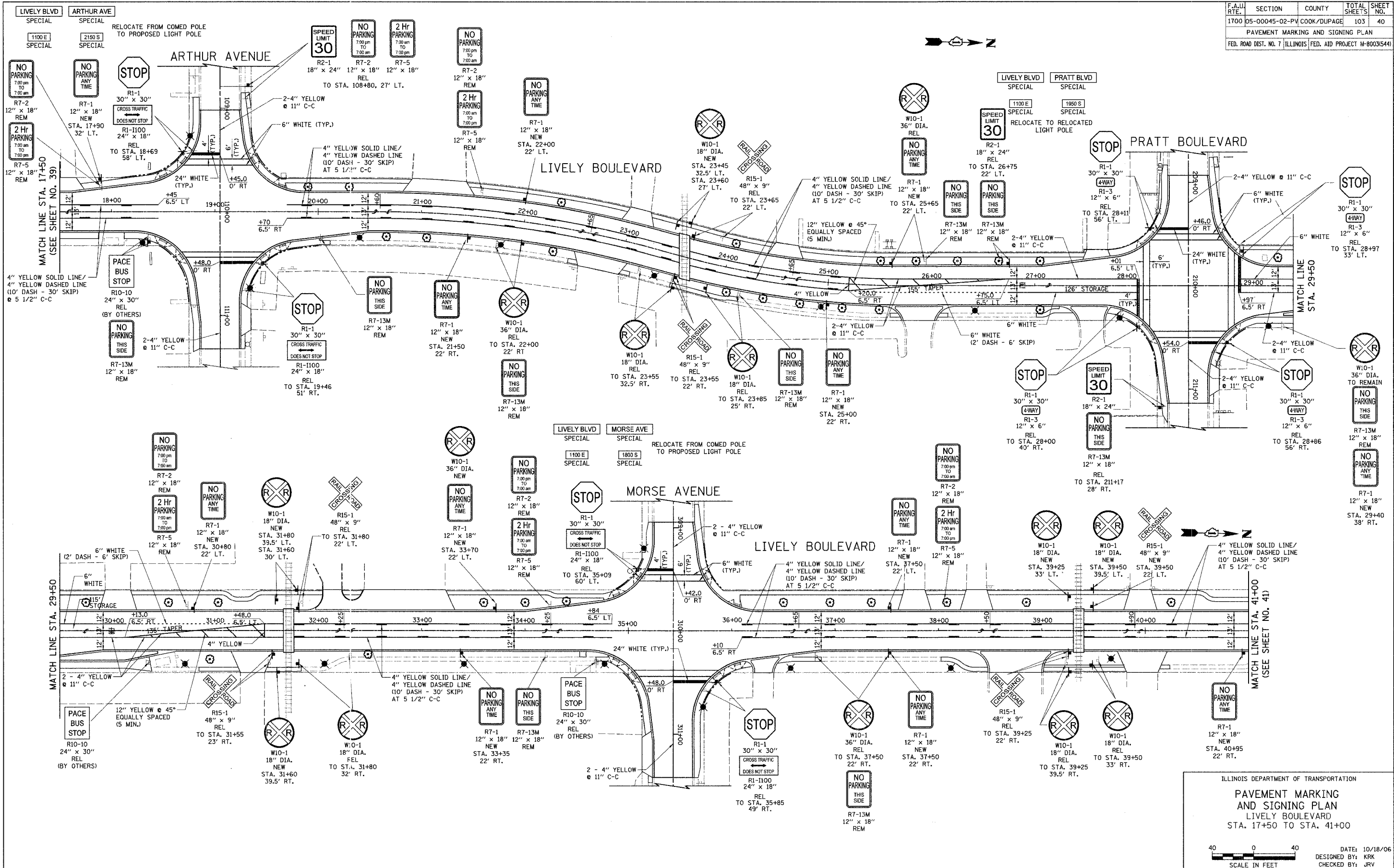
**PAVEMENT MARKING AND SIGNING PLAN**

LIVELY BOULEVARD  
STA. 7+87 TO STA. 17+50

SCALE IN FEET: 0 40

DATE: 12/22/06  
DESIGNED BY: KRK  
CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	D5-00045-02-PV	COOK/DUPAGE	103	40
PAVEMENT MARKING AND SIGNING PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 10-8003(544)				



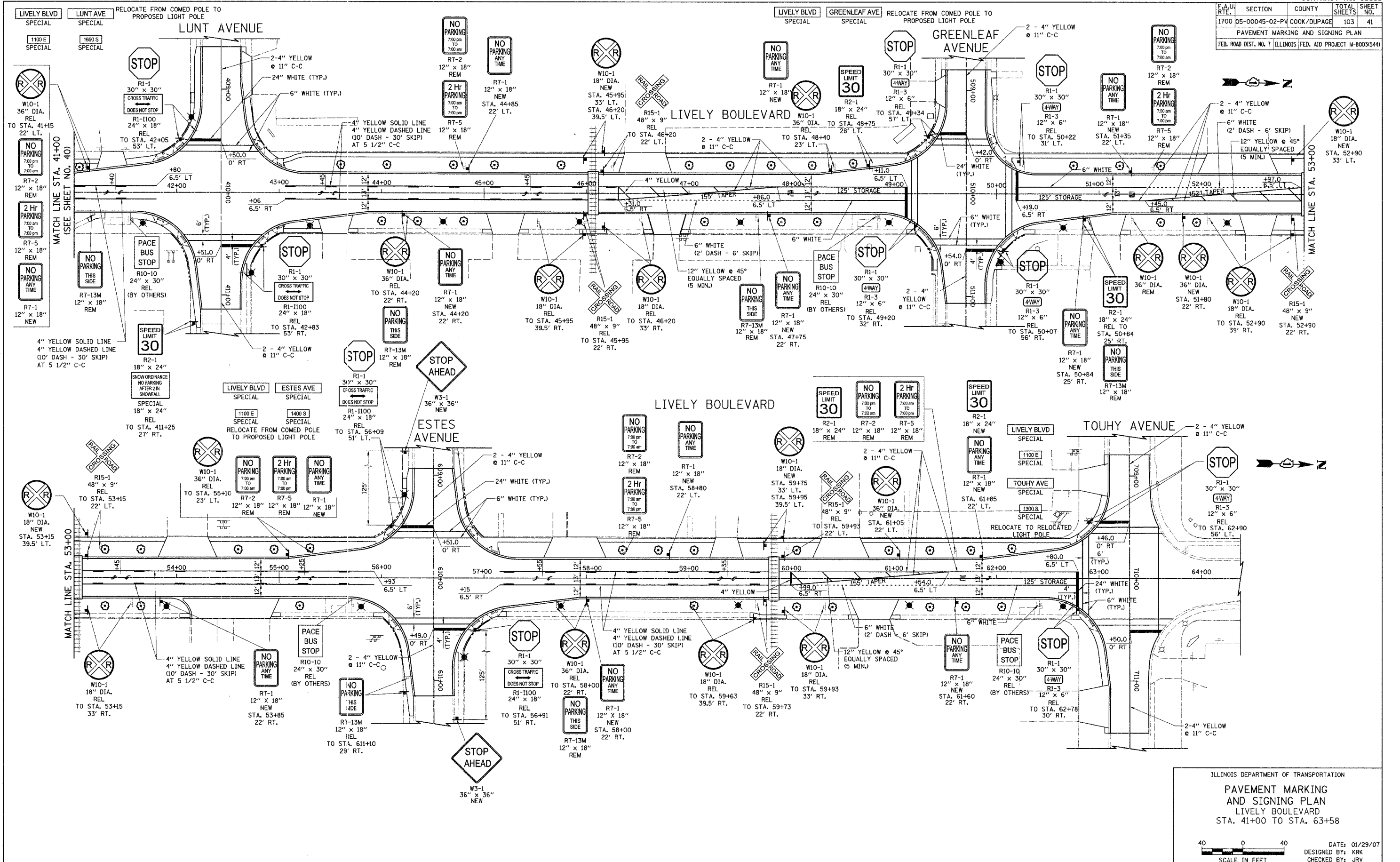
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PAVEMENT MARKING AND SIGNING PLAN**  
 LIVELY BOULEVARD  
 STA. 17+50 TO STA. 41+00

DATE: 10/18/06  
 DESIGNED BY: KRK  
 CHECKED BY: JRV

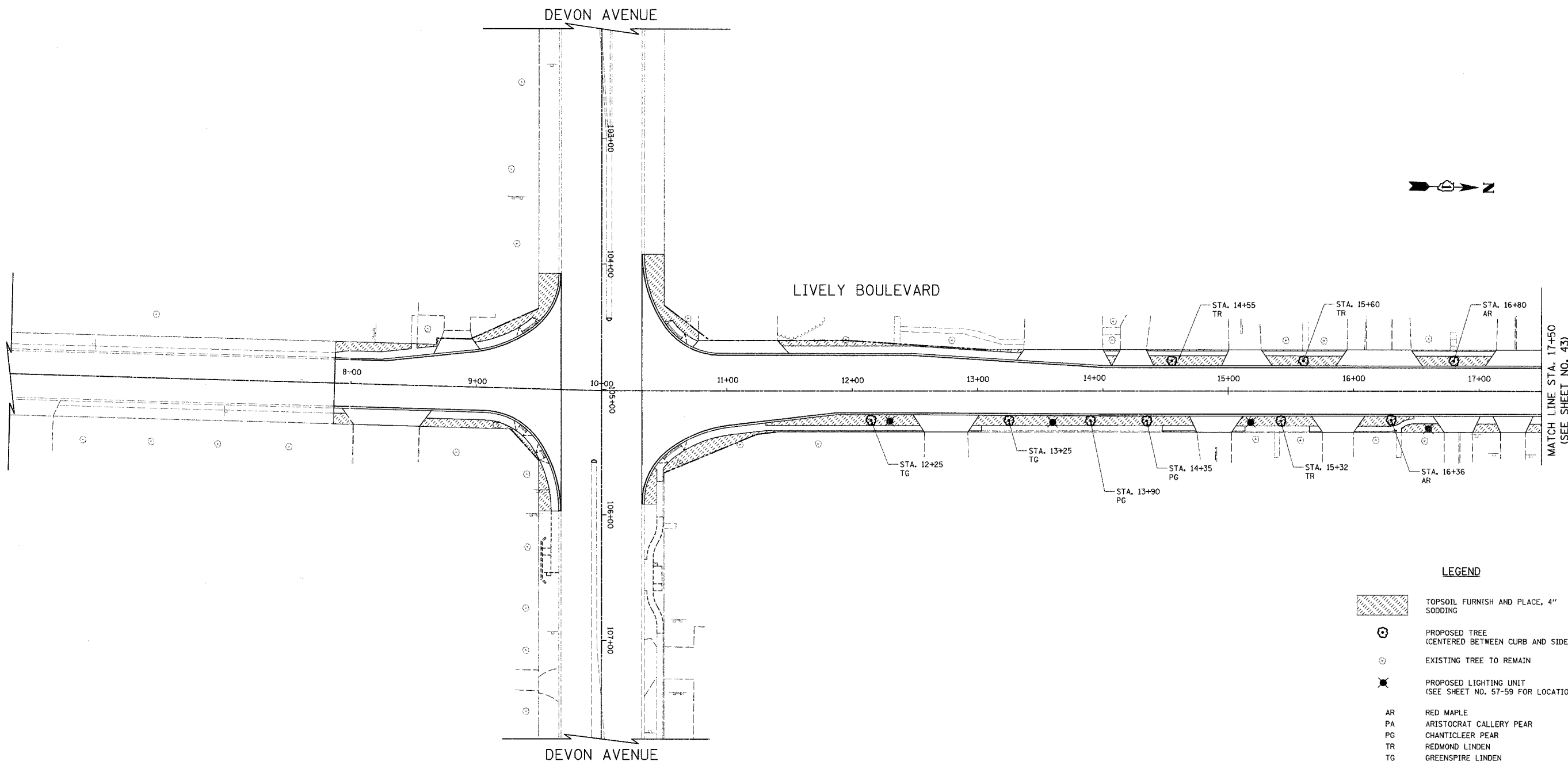
SCALE IN FEET







F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV COOK/DUPAGE		103	41
PAVEMENT MARKING AND SIGNING PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80035(44)				



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	42
LANDSCAPING PLAN				
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT M-8003(544)	



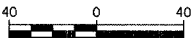
**LEGEND**

-  TOPSOIL FURNISH AND PLACE, 4" SODDING
-  PROPOSED TREE (CENTERED BETWEEN CURB AND SIDEWALK)
-  EXISTING TREE TO REMAIN
-  PROPOSED LIGHTING UNIT (SEE SHEET NO. 57-59 FOR LOCATIONS)
- AR RED MAPLE
- PA ARISTOCRAT CALLERY PEAR
- PG CHANTICLEER PEAR
- TR REDMOND LINDEN
- TG GREENSPIRE LINDEN

ILLINOIS DEPARTMENT OF TRANSPORTATION

**LANDSCAPING PLAN**

LIVELY BOULEVARD  
STA. 7+87 TO STA. 17+50

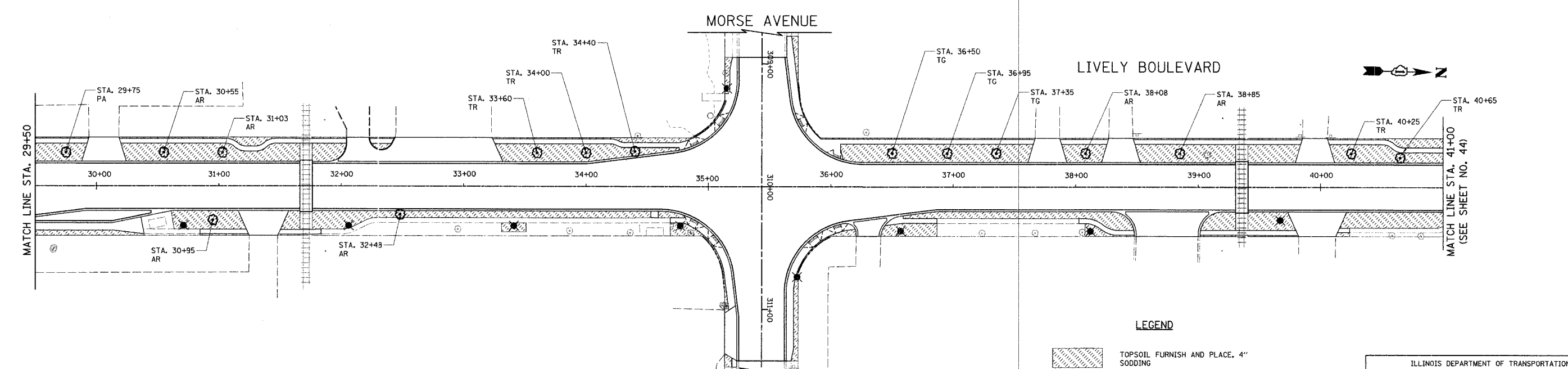
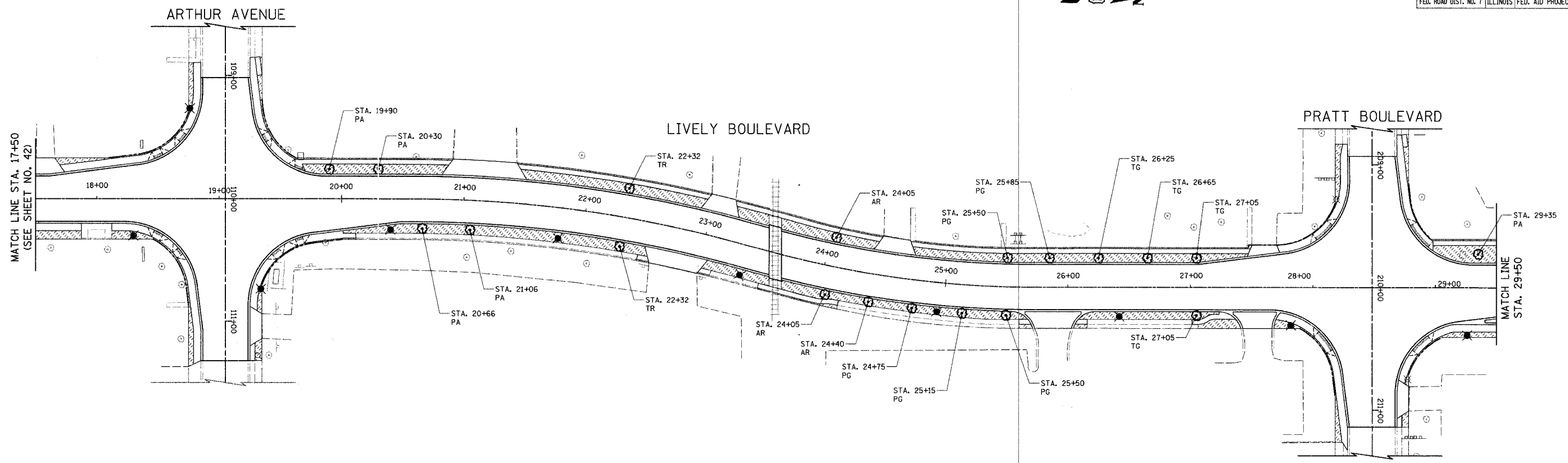


SCALE IN FEET

DATE: 10/18/06  
DESIGNED BY: KRK  
CHECKED BY: JRV

MATCH LINE STA. 17+50  
(SEE SHEET NO. 43)

CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	43
LANDSCAPING PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80031544				



- AR RED MAPLE
- PA ARISTOCRAT CALLERY PEAR
- PG CHANTICLEER PEAR
- TR REDMOND LINDEN
- TG GREENSPIRE LINDEN

- LEGEND**
- TOPSOIL FURNISH AND PLACE, 4" SODDING
  - PROPOSED TREE (CENTERED BETWEEN CURB AND SIDEWALK)
  - EXISTING TREE TO REMAIN
  - PROPOSED LIGHTING UNIT (SEE SHEET NO. 57-59 FOR LOCATIONS)

ILLINOIS DEPARTMENT OF TRANSPORTATION

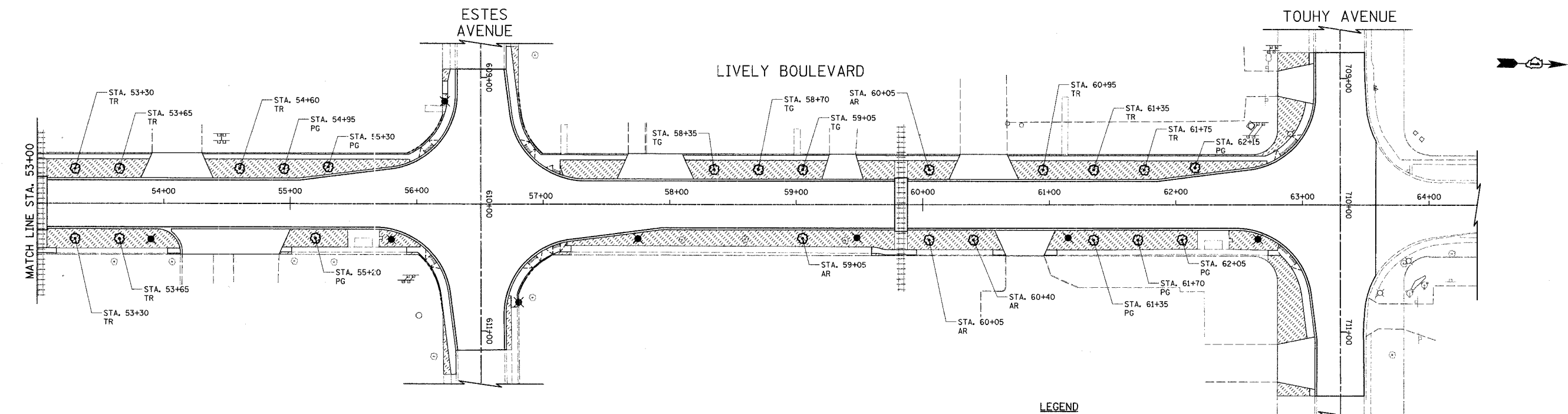
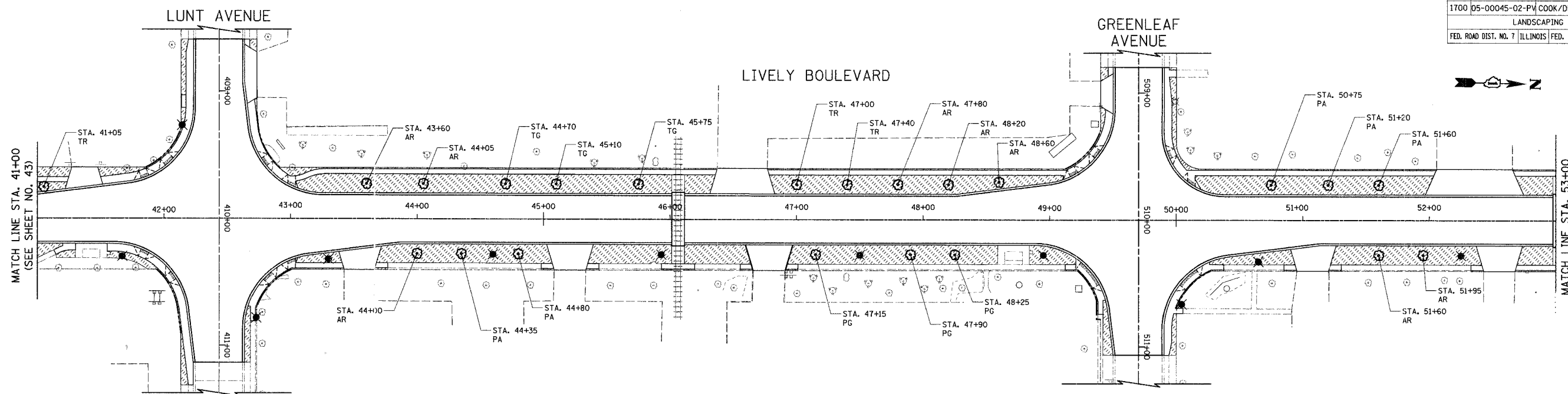
**LANDSCAPING PLAN**

LIVELY BOULEVARD  
STA. 17+50 TO STA. 41+00





DATE: 12/22/06  
DESIGNED BY: KRK  
CHECKED BY: JRV

SCALE IN FEET

F.A.U. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	D5-00045-02-PV	COOK/DUPAGE	103	44
LANDSCAPING PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT W-80031544				



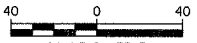
**LEGEND**

-  TOPSOIL FURNISH AND PLACE, 4" SODDING
-  PROPOSED TREE (CENTERED BETWEEN CURB AND SIDEWALK)
-  EXISTING TREE TO REMAIN
-  PROPOSED LIGHTING UNIT (SEE SHEET NO. 57-59 FOR LOCATIONS)
- AR RED MAPLE
- PA ARISTOCRAT CALLERY PEAR
- PG CHANTICLEER PEAR
- TR REDMOND LINDEN
- TG GREENSPIRE LINDEN

ILLINOIS DEPARTMENT OF TRANSPORTATION

**LANDSCAPING PLAN**

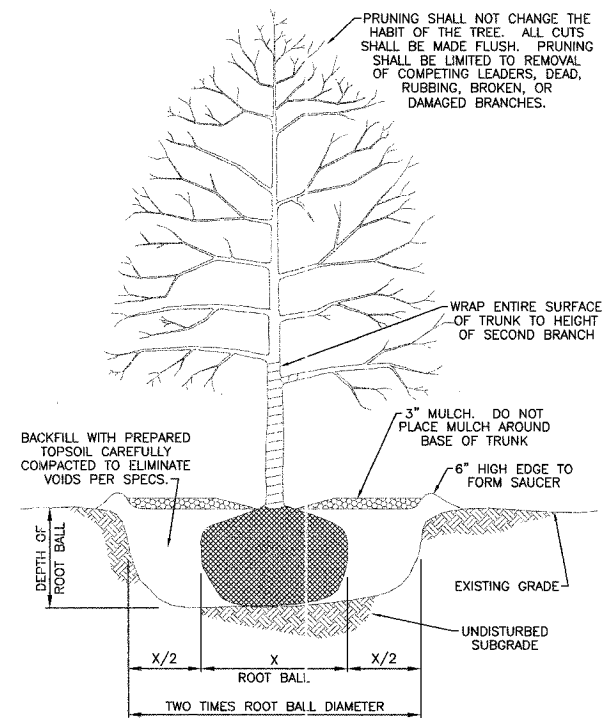
LIVELY BOULEVARD  
STA. 41+00 TO STA. 63+58



SCALE IN FEET

DATE: 01/29/07  
DESIGNED BY: KRK  
CHECKED BY: JRV

F.A.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	45
LANDSCAPING DETAIL				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)				



TREE PLANTING  
NOT TO SCALE

PLANT LIST							SHEET LOCATION		
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY	TYPE	REMARKS	42	43	44
SHADE AND ORNAMENTAL TREES									
AR	ACER RUBRUM	RED MAPLE	4" CAL.	23	B & B		2	9	12
PA	PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT CALLERY PEAR	4" CAL.	11	B & B		0	6	5
PG	PYRUS CALLERYANA 'GLEN'S FORM'	CHANTICLEER PEAR	4" CAL.	17	B & B		2	5	10
TR	TILIA AMERICANA 'REDMOND'	REDMOND LINDEN	4" CAL.	21	B & B		3	7	11
TC	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LINDEN	4" CAL.	15	B & B		2	7	6

ILLINOIS DEPARTMENT OF TRANSPORTATION  
LANDSCAPING DETAIL PLAN

DATE: 12/22/06  
DESIGNED BY: KRK  
CHECKED BY: JRV

NOT TO SCALE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	D5-00045-02-PV	COOK/DUPAGE	103	46
TEMPORARY TRAFFIC SIGNAL PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)				



**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY CCHD OR IDOT DISTRICT 1, INSTALLED IN A NEMA T51 OR T52 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS, INCLUDING FOLDING STOP SIGNS, SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE, WOOD POLE, OR TEMPORARY POST AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON. IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. ALL VIDEO DETECTION ZONES ARE TO BE REDEFINED DURING EACH STAGE OF CONSTRUCTION AND ARE INCIDENTAL TO THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
8. THE TEMPORARY WOOD POLES ON THE NORTH SIDE OF DEVON AVENUE SHALL BE CUT OFF AT THE TOP TO ACHIEVE A 4.5-FOOT VERTICAL CLEARANCE FROM THE COM ED OVERHEAD LINES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION."
9. ALL TEMPORARY TRAFFIC SIGNAL SECTIONS NOT IN USE DURING A STAGE OF CONSTRUCTION SHALL BE BAGGED AND DEACTIVATED. ALL PERMANENT TRAFFIC SIGNAL SECTIONS SHALL BE BAGGED OR REMOVED WHILE THE TEMPORARY TRAFFIC SIGNAL IS IN OPERATION.

**EXISTING EQUIPMENT TO BE REMOVED LEGEND**

- EXISTING SIGNAL HEAD TO BE REMOVED
- EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING CONTROLLER TO BE REMOVED
- EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING PEDESTRIAN PUSH BUTTON TO BE REMOVED
- EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- CONFIRMATION BEACON TO BE REMOVED
- EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING ILLUMINATED SIGN TO BE RELOCATED

**TEMPORARY TRAFFIC SIGNAL LEGEND**

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR
- VIDEO VEHICLE DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- COMMON TRENCH
- UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- HEAVY-DUTY HANDHOLE

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE COOK COUNTY HIGHWAY DEPARTMENT. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE COUNTY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

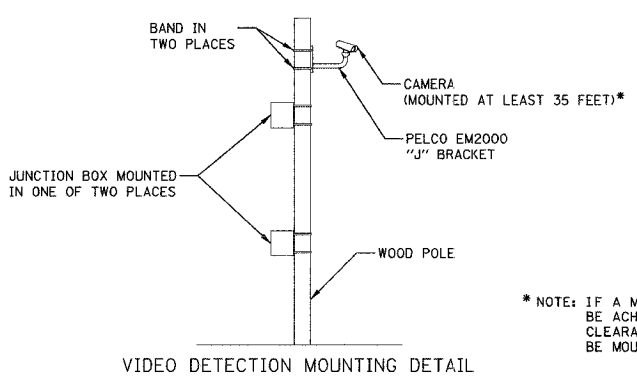
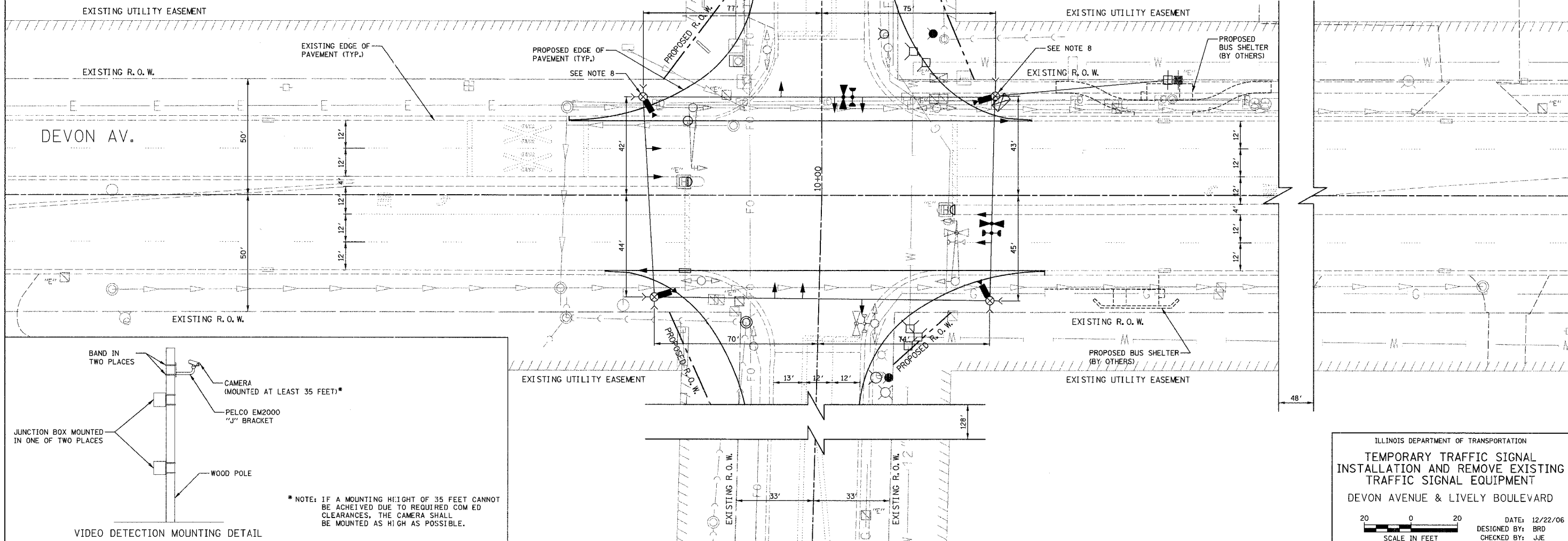
1 EACH CONTROLLER AND CABINET, COMPLETE

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE VILLAGE OF ELK GROVE. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE VILLAGE AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

1 EACH LIGHT DETECTOR AMPLIFIER  
2 EACH LIGHT DETECTOR

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

4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION  
2 EACH SIGNAL HEAD, 1-FACE, 5-SECTION  
2 EACH SIGNAL HEAD, 2-FACE, 3-SECTION  
2 EACH SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION  
2 EACH TRAFFIC SIGNAL BACKPLATE  
2 EACH ALUMINUM MAST ARM AND POLE  
6 EACH SIGNAL POST  
1 EACH SERVICE INSTALLATION



ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TEMPORARY TRAFFIC SIGNAL  
 INSTALLATION AND REMOVE EXISTING  
 TRAFFIC SIGNAL EQUIPMENT**  
 DEVON AVENUE & LIVELY BOULEVARD

SCALE IN FEET

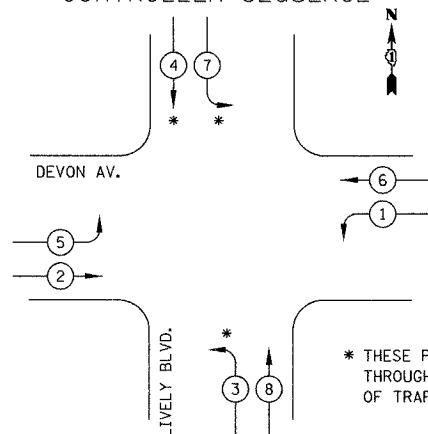
DATE: 12/22/06  
 DESIGNED BY: BRD  
 CHECKED BY: JUE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	47
TEMPORARY CABLE PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-800315447				

TEMPORARY CABLE DIAGRAM LEGEND

- R TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300 mm)
- X TEMPORARY CONTROLLER CABINET
- TEMPORARY SERVICE INSTALLATION
- ⑤ INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- PEDESTRIAN PUSHBUTTON DETECTOR
- VEHICLE DETECTOR, INDUCTION LOOP
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- VIDEO VEHICLE DETECTOR

TEMPORARY CONTROLLER SEQUENCE



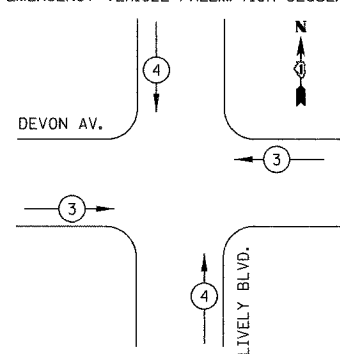
\* THESE PHASES SHALL BE DISCONNECTED THROUGHOUT THE DURATION OF MAINTENANCE OF TRAFFIC STAGES 2A AND 2B.

LEGEND

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

PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS

EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		

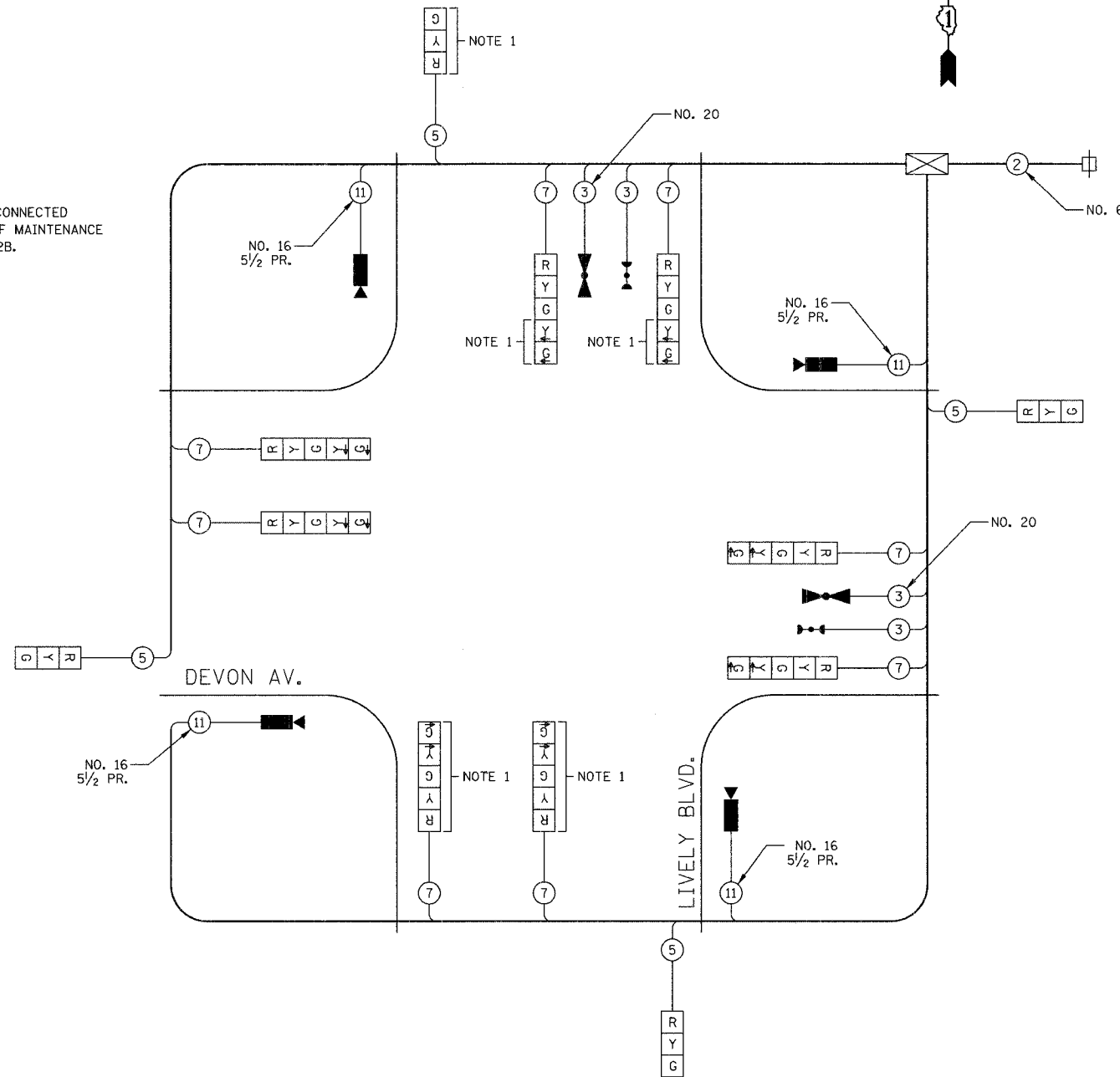
ESTIMATED BILL OF MATERIALS

PAY ITEM	UNIT	QUANTITY
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM	EACH	4
FULL-ACTUATED CONTROLLER AND TEMPORARY CABINET	EACH	1
SPAN WIRE	FOOT	591
TETHER WIRE	FOOT	502
ELECTRIC CABLE AERIAL SUSPENDED, SIGNAL, NO. 14 3C	FOOT	208
ELECTRIC CABLE AERIAL SUSPENDED, SIGNAL, NO. 14 5C	FOOT	646
ELECTRIC CABLE AERIAL SUSPENDED, SIGNAL, NO. 14 7C	FOOT	1273
ELECTRIC CABLE AERIAL SUSPENDED, COMMUNICATION, NO. 16 5 1/2 PAIR	FOOT	707
ELECTRIC CABLE AERIAL SUSPENDED, SERVICE, NO. 6 2C	FOOT	120
ELECTRIC CABLE AERIAL SUSPENDED NO. 20 3/C, TWISTED, SHIELDED	FOOT	208
SIGNAL HEAD, 1-FACE, 3-SECTION, SPAN WIRE MOUNTED	EACH	4
SIGNAL HEAD, 1-FACE, 5-SECTION, SPAN WIRE MOUNTED	EACH	8
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
VIDEO DETECTION SYSTEM (COMPLETE INTERSECTION)	EACH	1
SERVICE INSTALLATION - POLE MOUNTED	EACH	1

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

TYPE	NO. LAMPS	WATTAGE		% OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	12	135		0.50	810
(YELLOW)	12	135		0.25	405
(GREEN)	12	135		0.25	405
ARROW	16	135		0.10	216
CONTROLLER	1	100		1.00	100
VIDEO SYSTEMS	1	150		1.00	150
FLASHER				0.50	
TOTAL =					2086

ENERGY COSTS TO: VILLAGE OF ELK GROVE  
901 WELLINGTON AVENUE  
ELK GROVE VILLAGE, IL 60007  
ENERGY SUPPLY: CONTACT: JUDITH SCHOMER  
PHONE: (630) 691-4407  
COMPANY: COM ED



TEMPORARY CABLE PLAN  
NOT TO SCALE

NOTE 1: THESE SECTIONS SHALL BE BAGGED AND THE ASSOCIATED PHASES DISCONNECTED THROUGHOUT THE DURATION OF MAINTENANCE OF TRAFFIC STAGES 2A AND 2B.

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TEMPORARY CABLE PLAN**

DEVON AVENUE & LIVELY BOULEVARD

DATE: 12/22/06  
DESIGNED BY: BRD  
CHECKED BY: JJE

NOT TO SCALE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	48
TRAFFIC SIGNAL INSTALLATION PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80036544				

**TRAFFIC SIGNAL LEGEND**

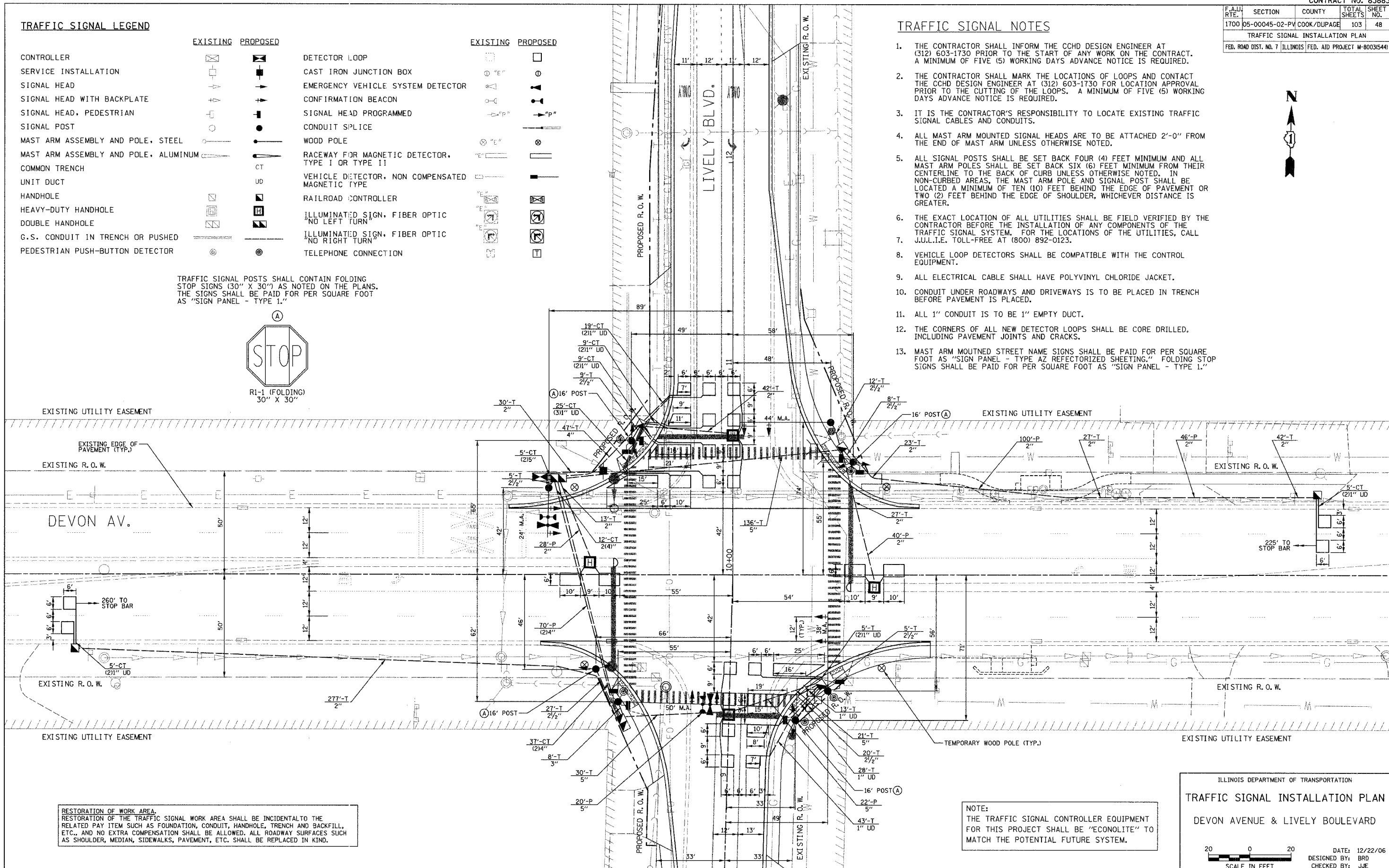
EXISTING		PROPOSED		EXISTING		PROPOSED	
CONTROLLER			DETECTOR LOOP				
SERVICE INSTALLATION			CAST IRON JUNCTION BOX				
SIGNAL HEAD			EMERGENCY VEHICLE SYSTEM DETECTOR				
SIGNAL HEAD WITH BACKPLATE			CONFIRMATION BEACON				
SIGNAL HEAD, PEDESTRIAN			SIGNAL HEAD PROGRAMMED				
SIGNAL POST			CONDUIT SPLICE				
MAST ARM ASSEMBLY AND POLE, STEEL			WOOD POLE				
MAST ARM ASSEMBLY AND POLE, ALUMINUM			RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II				
COMMON TRENCH			VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE				
UNIT DUCT			RAILROAD CONTROLLER				
HANDHOLE			ILLUMINATED SIGN, FIBER OPTIC NO LEFT TURN				
HEAVY-DUTY HANDHOLE			ILLUMINATED SIGN, FIBER OPTIC NO RIGHT TURN				
DOUBLE HANDHOLE			TELEPHONE CONNECTION				
G.S. CONDUIT IN TRENCH OR PUSHED							
PEDESTRIAN PUSH-BUTTON DETECTOR							

TRAFFIC SIGNAL POSTS SHALL CONTAIN FOLDING STOP SIGNS (30" X 30") AS NOTED ON THE PLANS. THE SIGNS SHALL BE PAID FOR PER SQUARE FOOT AS "SIGN PANEL - TYPE 1."



**TRAFFIC SIGNAL NOTES**

1. THE CONTRACTOR SHALL INFORM THE CCHD DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
2. THE CONTRACTOR SHALL MARK THE LOCATIONS OF LOOPS AND CONTACT THE CCHD DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL CABLES AND CONDUITS.
4. ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED 2'-0" FROM THE END OF MAST ARM UNLESS OTHERWISE NOTED.
5. ALL SIGNAL POSTS SHALL BE SET BACK FOUR (4) FEET MINIMUM AND ALL MAST ARM POLES SHALL BE SET BACK SIX (6) FEET MINIMUM FROM THEIR CENTERLINE TO THE BACK OF CURB UNLESS OTHERWISE NOTED. IN NON-CURBED AREAS, THE MAST ARM POLE AND SIGNAL POST SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER.
6. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL J.U.L.I.E. TOLL-FREE AT (800) 892-0123.
7. VEHICLE LOOP DETECTORS SHALL BE COMPATIBLE WITH THE CONTROL EQUIPMENT.
8. ALL ELECTRICAL CABLE SHALL HAVE POLYVINYL CHLORIDE JACKET.
9. CONDUIT UNDER ROADWAYS AND DRIVEWAYS IS TO BE PLACED IN TRENCH BEFORE PAVEMENT IS PLACED.
10. ALL 1" CONDUIT IS TO BE 1" EMPTY DUCT.
11. THE CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED, INCLUDING PAVEMENT JOINTS AND CRACKS.
12. MAST ARM MOUNTED STREET NAME SIGNS SHALL BE PAID FOR PER SQUARE FOOT AS "SIGN PANEL - TYPE A2 REFLECTORIZED SHEETING." FOLDING STOP SIGNS SHALL BE PAID FOR PER SQUARE FOOT AS "SIGN PANEL - TYPE 1."



RESTORATION OF WORK AREA.  
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND.

NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE POTENTIAL FUTURE SYSTEM.

ILLINOIS DEPARTMENT OF TRANSPORTATION

**TRAFFIC SIGNAL INSTALLATION PLAN**

DEVON AVENUE & LIVELY BOULEVARD

DATE: 12/22/06  
DESIGNED BY: BRD  
CHECKED BY: JJE

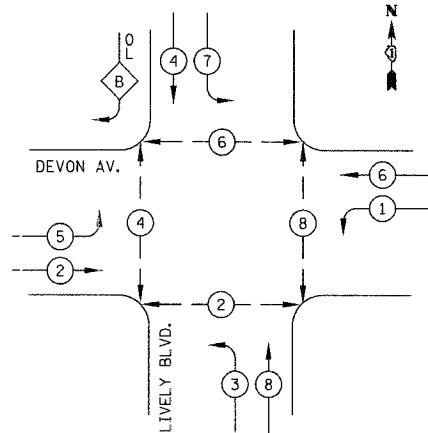


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	49
CABLE PLAN AND SEQUENCES				
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT M-80035441

CABLE PLAN LEGEND

- |  |  |   |
|--|--|---|
|  |  |   |
|  |  | 8" (200mm) TRAFFIC SIGNAL SECTION   |
|  |  | 12" (300mm) TRAFFIC SIGNAL SECTION  |
|  |  | 12" (300mm) PEDESTRIAN SIGNAL SECTION   |
|  |  | 12" (300mm) PEDESTRIAN SIGNAL SECTION   |
|  |  | CONTROLLER CABINET  |
|  |  | SERVICE INSTALLATION  |
|  |  | TELEPHONE CONNECTION  |
|  |  | MAGNETIC DETECTOR   |
|  |  | EMERGENCY VEHICLE LIGHT DETECTOR  |
|  |  | CONFIRMATION BEACON   |
|  |  | PUSHBUTTON DETECTOR   |
|  |  | VEHICLE DETECTOR, INDUCTION LOOP  |
|  |  | DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
|  |  | MICROWAVE VEHICLE SENSOR  |
|  |  | SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD   |
|  |  | RAILROAD CONTROL CABINET  |
|  |  | ILLUMINATED SIGN "NO LEFT TURN"   |
|  |  | ILLUMINATED SIGN "NO RIGHT TURN"  |
|  |  | GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C).   |
|  |  | GROUND ROD AT POST (P), OR MAST ARM POLE (MA).  |
|  |  | GROUND ROD AT ELECTRIC SERVICE INSTALLATION   |
|  |  | GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)  |
|  |  | FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F   |

PROPOSED CONTROLLER SEQUENCE



LEGEND

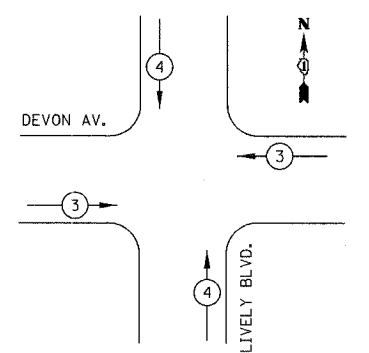
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

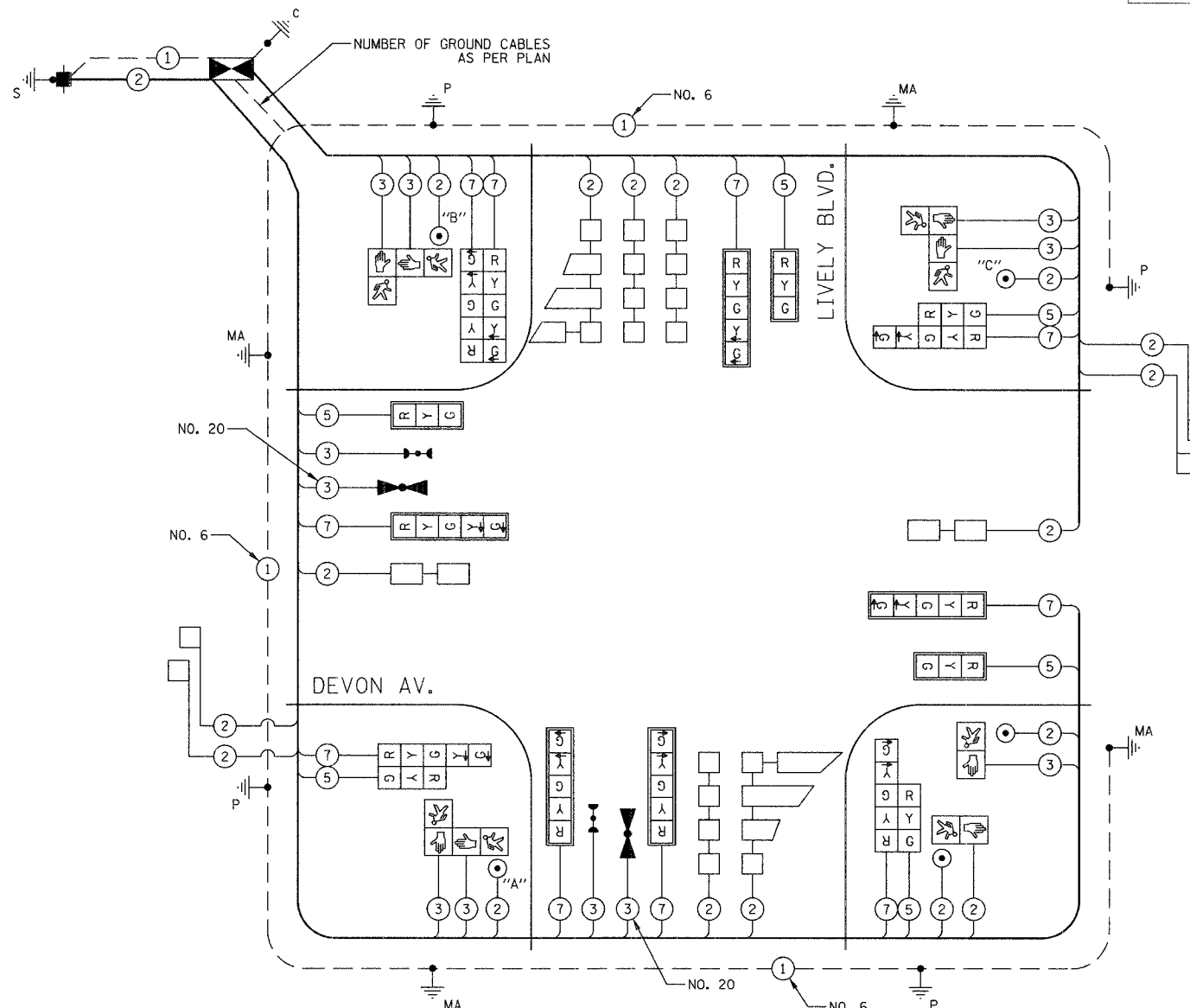
RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		



CABLE PLAN NOT TO SCALE

NOTE:  
 PUSHBUTTON A SHALL PLACE A CALL TO PHASES 2 & 4  
 PUSHBUTTON B SHALL PLACE A CALL TO PHASES 4 & 6  
 PUSHBUTTON C SHALL PLACE A CALL TO PHASES 6 & 8

NOTE:  
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE POTENTIAL FUTURE SYSTEM.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	16		17	0.50	136
(YELLOW)	16		25	0.25	100
(GREEN)	16		15	0.25	60
ARROW	20		12	0.10	24
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
FLASHER				0.50	
TOTAL =					620

ENERGY COSTS TO: VILLAGE OF ELK GROVE  
 901 WELLINGTON AVENUE  
 ELK GROVE VILLAGE, IL 60007

ENERGY SUPPLY: CONTACT: JUDITH SCHOMER  
 PHONE: (630) 691-4407  
 COMPANY: COM ED

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (2.0)
D- CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2'
F- M. ARM POLE		SIGNAL POST	2 (1.0)		6m+L-0.6m
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
36" (900mm)	15 (4.6)	ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

ILLINOIS DEPARTMENT OF TRANSPORTATION

CABLE PLAN AND TRAFFIC SIGNAL SEQUENCES  
 DEVON AVENUE & LIVELY BOULEVARD

DATE: 12/22/06  
 DESIGNED BY: BRD  
 CHECKED BY: JUE

NOT TO SCALE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	50
SCHEDULE OF QUANTITIES				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)				

SCHEDULE OF QUANTITIES		
PAY ITEM	UNIT	QUANTITY
SIGN PANEL - TYPE 1	SQ FT	25
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	481
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	86
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	8
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	145
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	197
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	214
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	140
CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	FOOT	42
HANDHOLE	EACH	5
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	863
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1014
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1818
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1301
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2004
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2752
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	50
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	606
ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	307
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE D	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	3
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	5
SIGNAL HEAD, L.E.D., 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	3
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED	EACH	3
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8
INDUCTIVE LOOP DETECTOR	EACH	11
DETECTOR LOOP, TYPE I	FOOT	1188
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	5
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	7
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
SIGN PANEL - TYPE AZ REFLECTORIZED SHEETING	SQ FT	42.5
ELECTRIC SERVICE	L SUM	1

NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE POTENTIAL FUTURE SYSTEM.

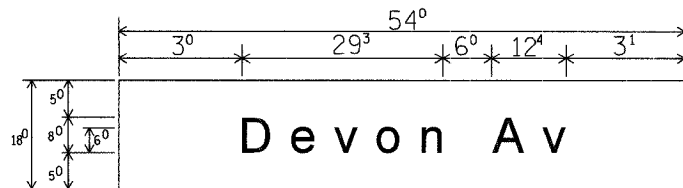
ILLINOIS DEPARTMENT OF TRANSPORTATION  
SCHEDULE OF QUANTITIES  
DEVON AVENUE & LIVELY BOULEVARD

DATE: 12/22/06  
DESIGNED BY: BRD  
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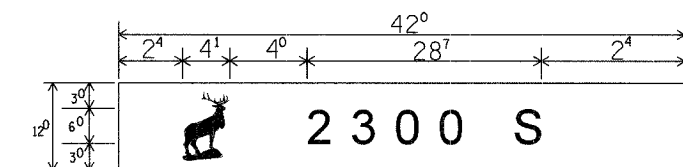
NOT TO SCALE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	51
MAST ARM MOUNTED STREET NAME SIGNS				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-800315441				

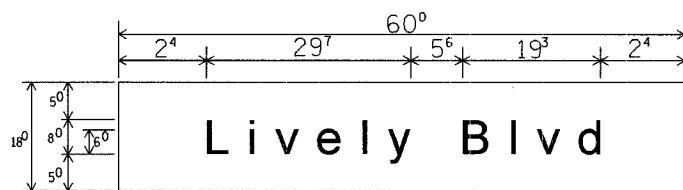
PANEL SIGN DESIGN TYPE 1



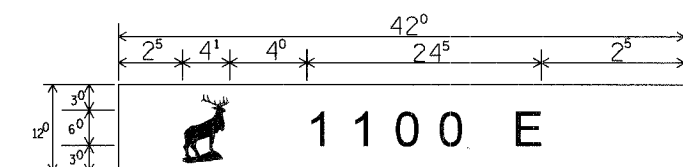
— Sq. M Each  
6.75 Sq. Ft. Each  
2 Required  
Design Series D



— Sq. M Each  
3.5 Sq. Ft. Each  
2 Required  
Design Series D



— Sq. M Each  
7.5 Sq. Ft. Each  
2 Required  
Design Series D



— Sq. M Each  
3.5 Sq. Ft. Each  
2 Required  
Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS.

GENERAL NOTES

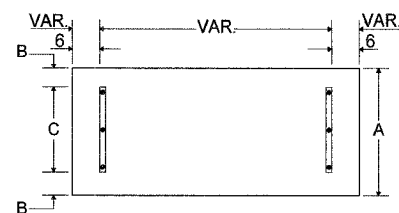
- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" X 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS 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 AZ REFLECTORIZED SHEETING.
- THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-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:

- \*A.K.T. CORPORATION SCHALMBURG, IL
- \*TUCKER COMPANY, INC. WAUWATOSA, WI
- \*AMERICAN FABRICATION CO. CHICAGO HEIGHTS, IL
- \*WESTERN TRAFFIC CONTROL, INC. CICERO, IL

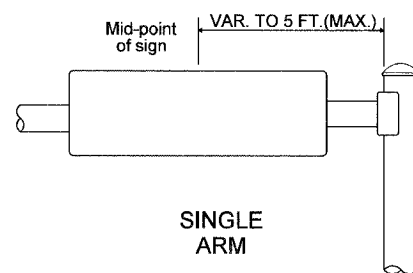
- PARTS LISTING:
- SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
  - SIGN SCREWS 1/4" x 14 x 1" H.W.H #3
  - BRACKETS PART #HPN034 (UNIVERSAL)
  - SELF TAPPING WITH NEOPRENE WASHER
  - CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

SUPPORTING CHANNELS



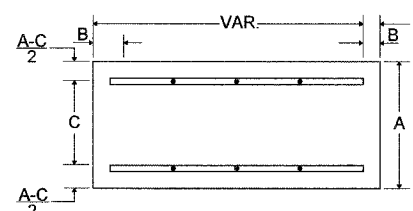
A	B	C
18"	2"	14"



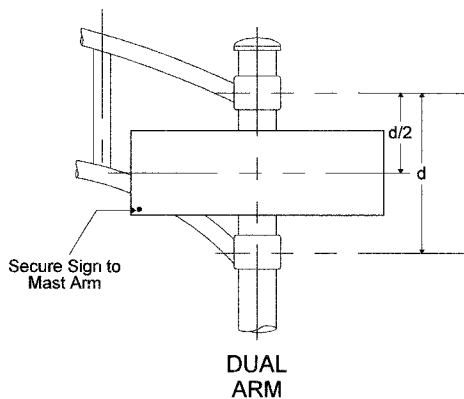
SINGLE ARM

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

SUPPORTING CHANNELS



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



DUAL ARM

UPPER TO LOWER CASE SPACING CHART 8-6 INCH SERIES "C & D"

EXAMPLE, 2<sup>3</sup> DENOTES 3/8"

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

LOWER CASE TO LOWER CASE SPACING CHART 6 INCH SERIES "C" & "D"

SERIES	SECOND LETTER															
	a c d e		b h i k		f w		j		s t		v y		x		z	
	g	o	q	l	m	n	p	r	u							
I	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>2</sup>	2 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>
R	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>
S	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
L	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>3</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>
E	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>
T	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>
V	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>
W	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
X	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>

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
O 9	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>
1	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>
2 3 4	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>
5	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
6	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
7	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>5</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>
8	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>

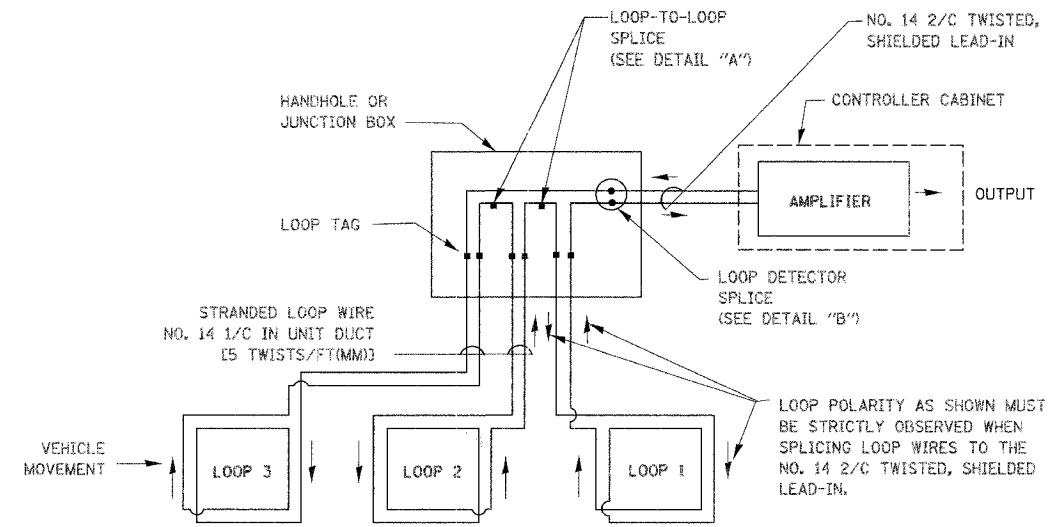
UPPER AND LOWER CASE LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS				8 INCH UPPER CASE LETTERS				LETTERS	6 INCH LOWER CASE LETTERS			
	SERIES		SERIES		SERIES		SERIES			SERIES		SERIES	
	C	D	C	D	C	D	C	D		C	D	C	D
A	3 <sup>6</sup>	5 <sup>0</sup>	5 <sup>0</sup>	6 <sup>5</sup>	o	3 <sup>5</sup>	4 <sup>2</sup>						
B	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	b	3 <sup>5</sup>	4 <sup>2</sup>						
C	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	c	3 <sup>5</sup>	4 <sup>1</sup>						
D	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	d	3 <sup>5</sup>	4 <sup>2</sup>						
E	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	e	3 <sup>5</sup>	4 <sup>2</sup>						
F	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	f	2 <sup>3</sup>	2 <sup>6</sup>						
G	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	g	3 <sup>5</sup>	4 <sup>2</sup>						
H	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	h	3 <sup>5</sup>	4 <sup>2</sup>						
I	0 <sup>7</sup>	0 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	i	1 <sup>1</sup>	1 <sup>1</sup>						
J	3 <sup>0</sup>	3 <sup>6</sup>	4 <sup>0</sup>	5 <sup>0</sup>	j	2 <sup>0</sup>	2 <sup>2</sup>						
K	3 <sup>2</sup>	4 <sup>1</sup>	4 <sup>3</sup>	5 <sup>4</sup>	k	3 <sup>5</sup>	4 <sup>2</sup>						
L	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	l	1 <sup>1</sup>	1 <sup>1</sup>						
M	3 <sup>7</sup>	4 <sup>5</sup>	5 <sup>1</sup>	6 <sup>1</sup>	m	6 <sup>0</sup>	7 <sup>0</sup>						
N	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	n	3 <sup>5</sup>	4 <sup>2</sup>						
O	3 <sup>4</sup>	4 <sup>2</sup>	4 <sup>5</sup>	5 <sup>5</sup>	o	3 <sup>6</sup>	4 <sup>3</sup>						
P	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	p	3 <sup>5</sup>	4 <sup>2</sup>						
Q	3 <sup>4</sup>	4 <sup>2</sup>	4 <sup>5</sup>	5 <sup>5</sup>	q	3 <sup>5</sup>	4 <sup>2</sup>						
R	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	r	2 <sup>6</sup>	3 <sup>2</sup>						
S	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	s	3 <sup>6</sup>	4 <sup>2</sup>						
T	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	t	2 <sup>7</sup>	3 <sup>2</sup>						
U	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>									

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	52
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

**LOOP DETECTOR NOTES**

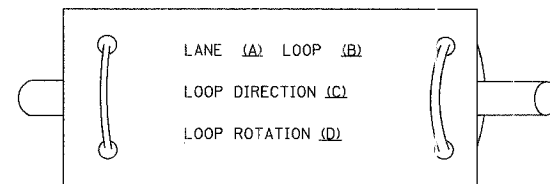
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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 DIVESHOLES 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.



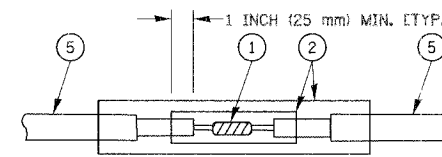
**DETECTOR LOOP WIRING SCHEMATIC**

- 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.

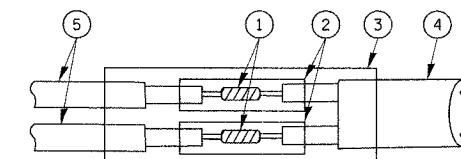
**LOOP LEAD-IN CABLE TAG**



- 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.



**DETAIL "A"  
LOOP-TO-LOOP SPLICE**



**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.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DISTRICT ONE  
 STANDARD TRAFFIC SIGNAL  
 DESIGN DETAILS

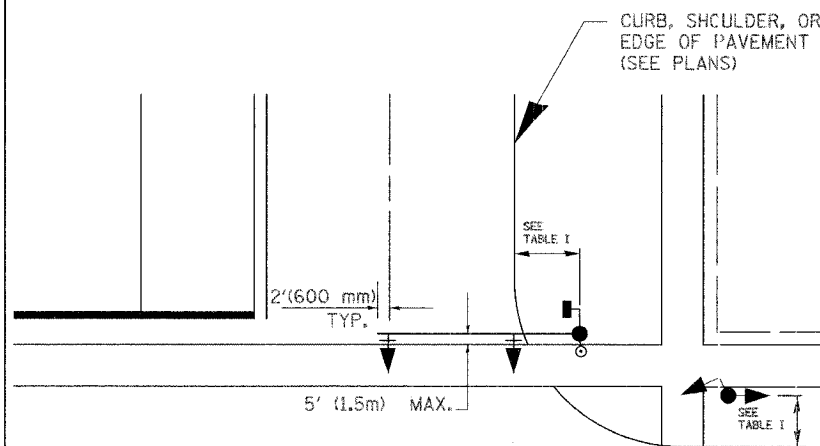
SCALE: VERT. NONE  
 HORIZ. NONE  
 DATE 1-01-02

DRAWN BY: RWP  
 DESIGNED BY: DAD  
 CHECKED BY: DAZ  
 SHEET 1 OF 4

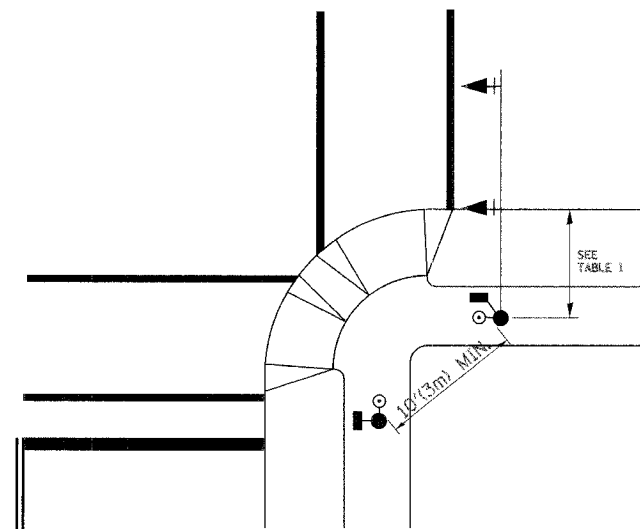
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	53
STA.		TO STA.		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

**TRAFFIC SIGNAL MAST ARM AND POST**

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



**PEDESTRIAN SIGNAL PUSHBUTTON**



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

**NOTES:**

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.  
  
AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.  
  
PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:  
  - A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
  - B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
  - C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
  - D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
  - E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

**PEDESTRIAN SIGNAL POST**

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

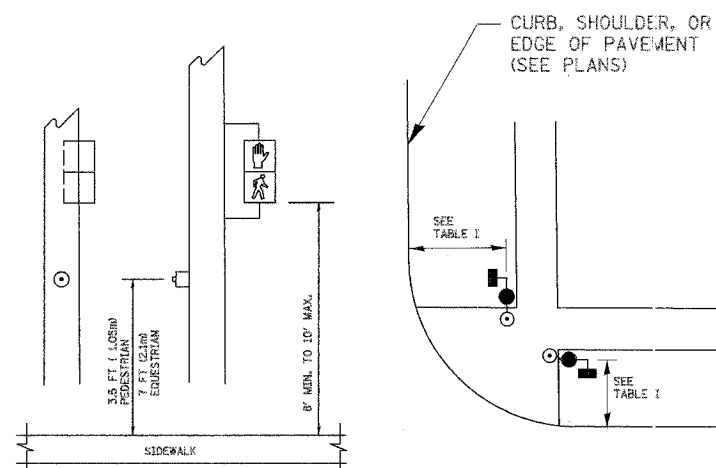


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

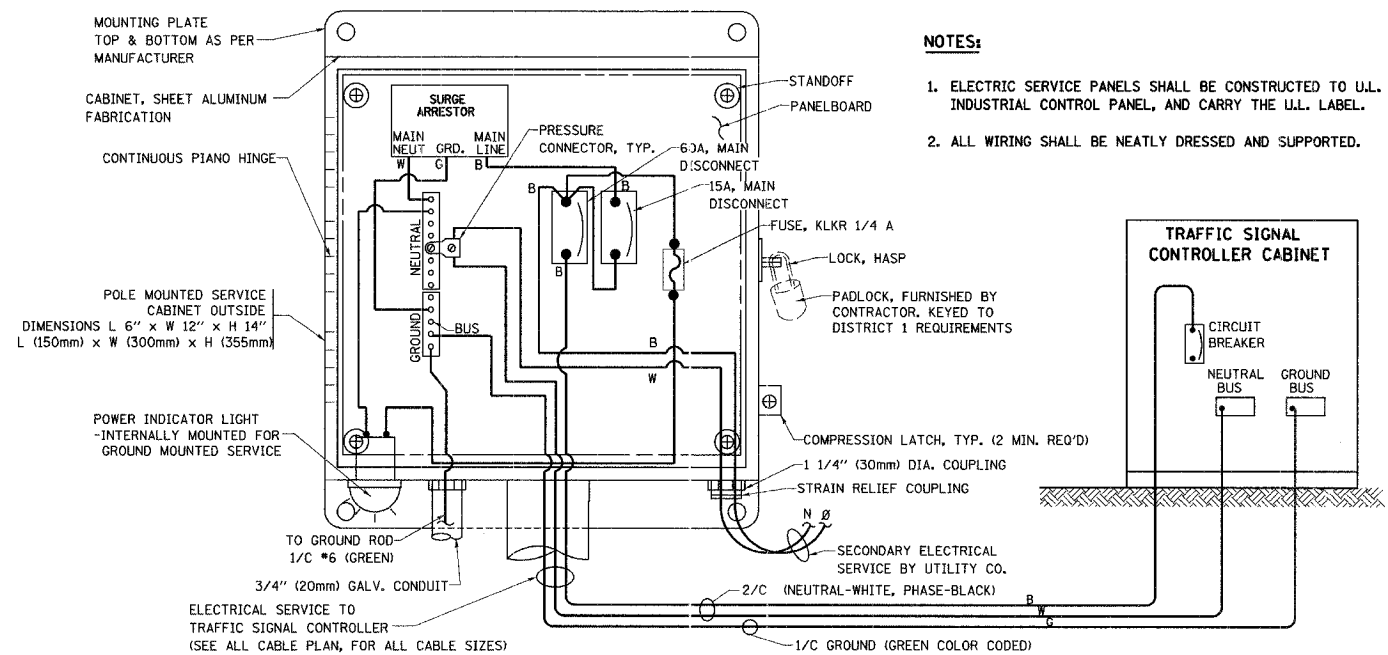
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
  
DISTRICT 1  
STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS

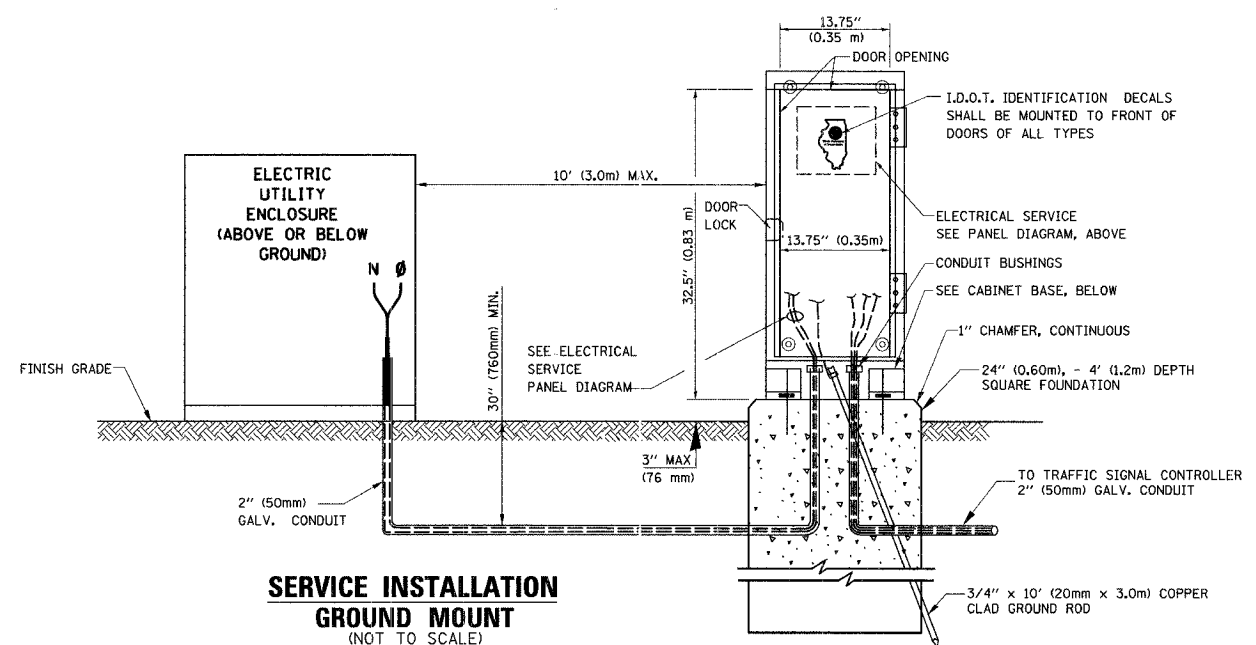
SCALE: VERT. NONE  
HORIZ. NONE  
DATE 1-01-02

DRAWN BY: RWP  
DESIGNED BY: DAD  
CHECKED BY: DAZ  
SHEET 2 OF 4

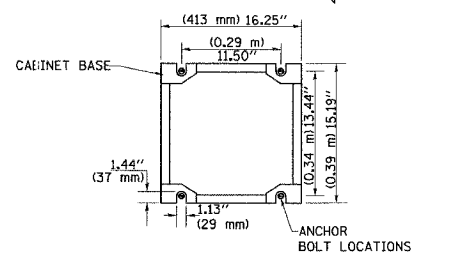
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	54
STA.	TO STA.			
FED. ROAD DIST. NO. 7 (ILLINOIS) FED. AID PROJECT				



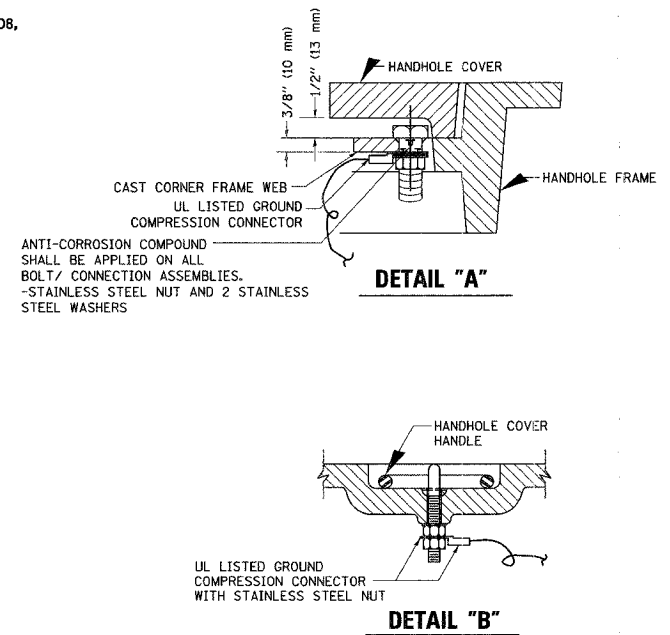
**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)



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



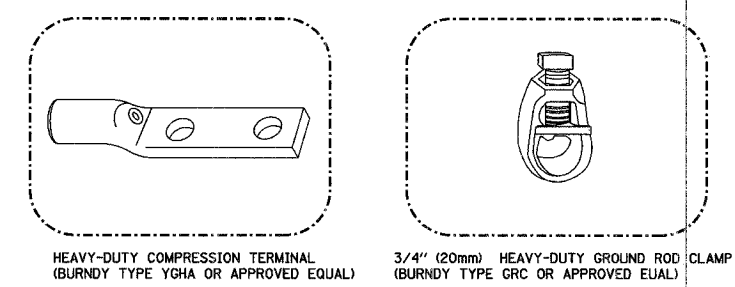
**CABINET - BASE BOLT PATTERN**  
 (NOT TO SCALE)



**NOTES:**

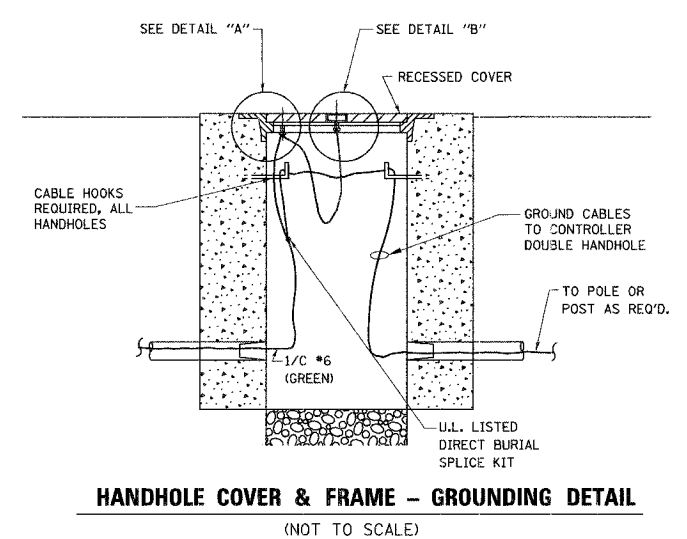
**GROUNDING SYSTEM**

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



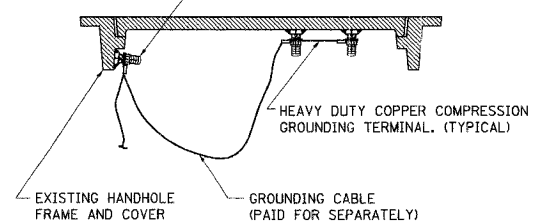
**NOTES:**

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

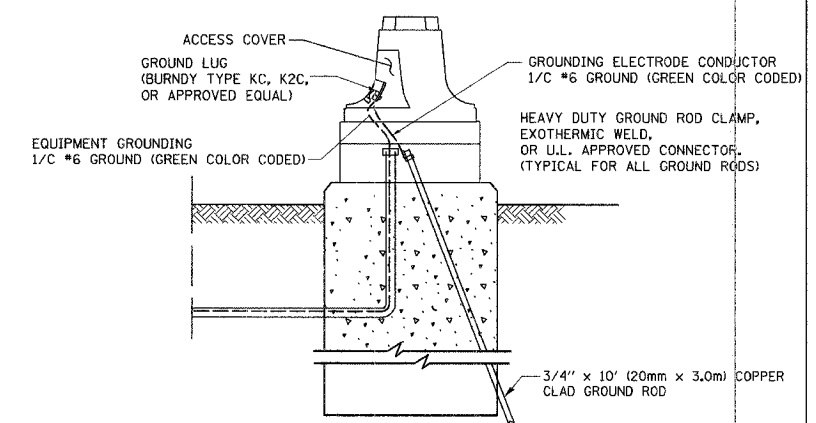


**HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

(2) 1/2" x 1 1/4" STAINLESS STEEL BOLT WITH SPLIT LOCK WASHER AND NYLON INSERT LOCKOUT WELDED TO FRAME AND TO COVER. (TYPICAL)



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



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

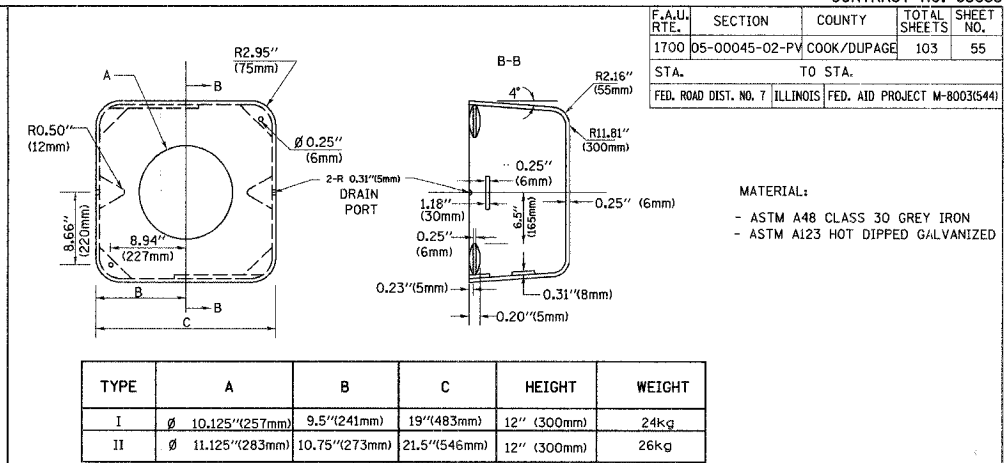
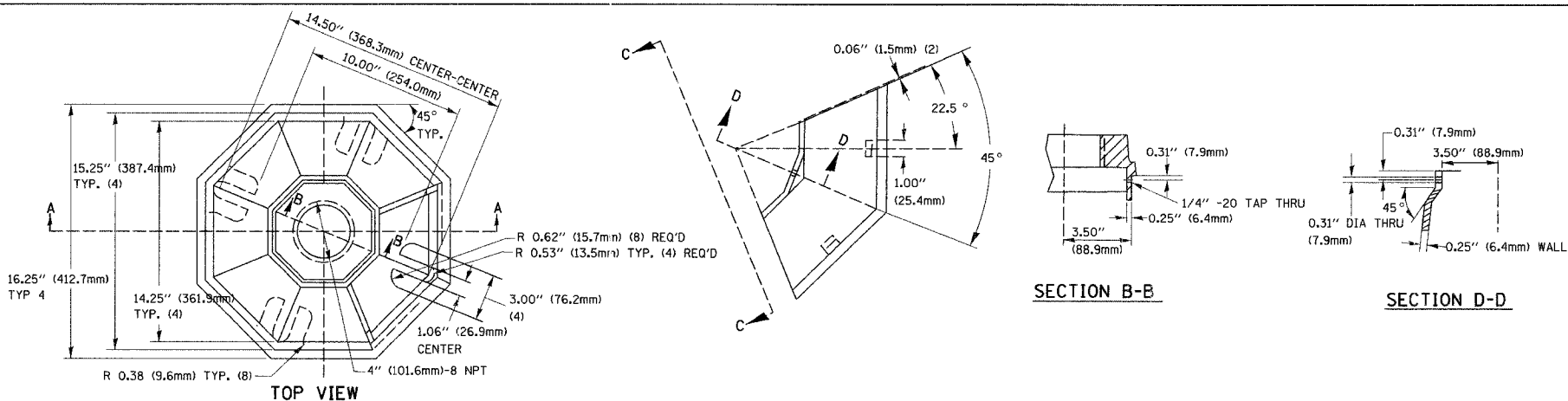
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DISTRICT 1**  
**STANDARD TRAFFIC SIGNAL**  
**DESIGN DETAILS**

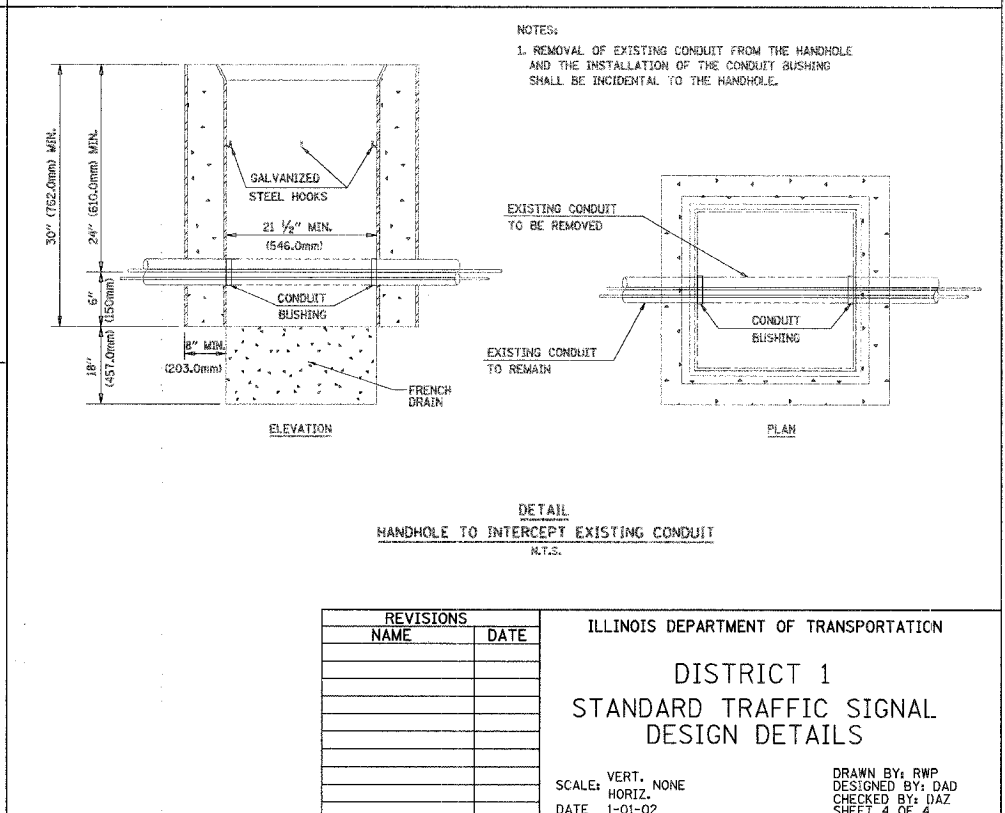
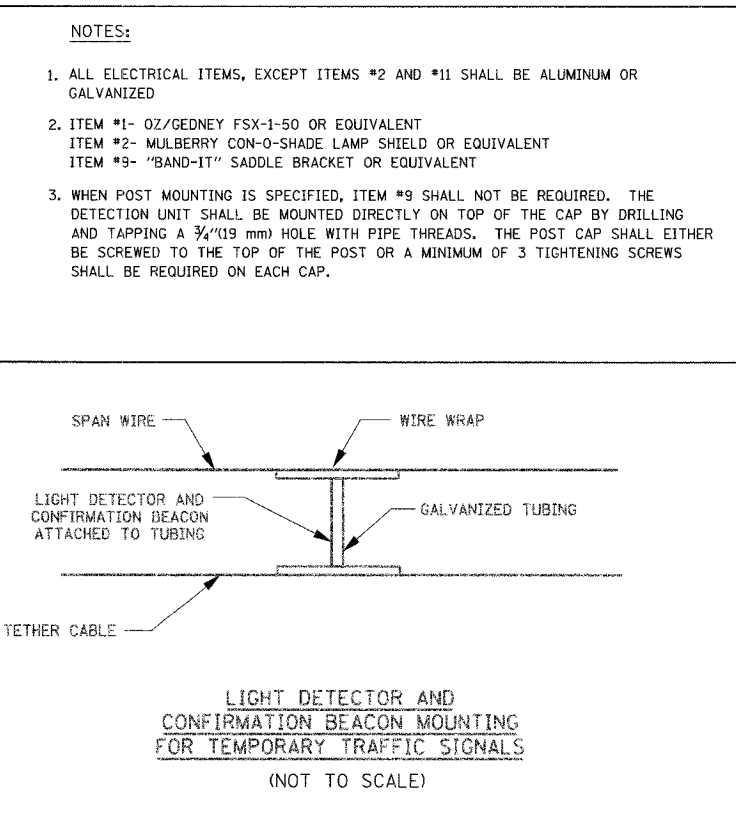
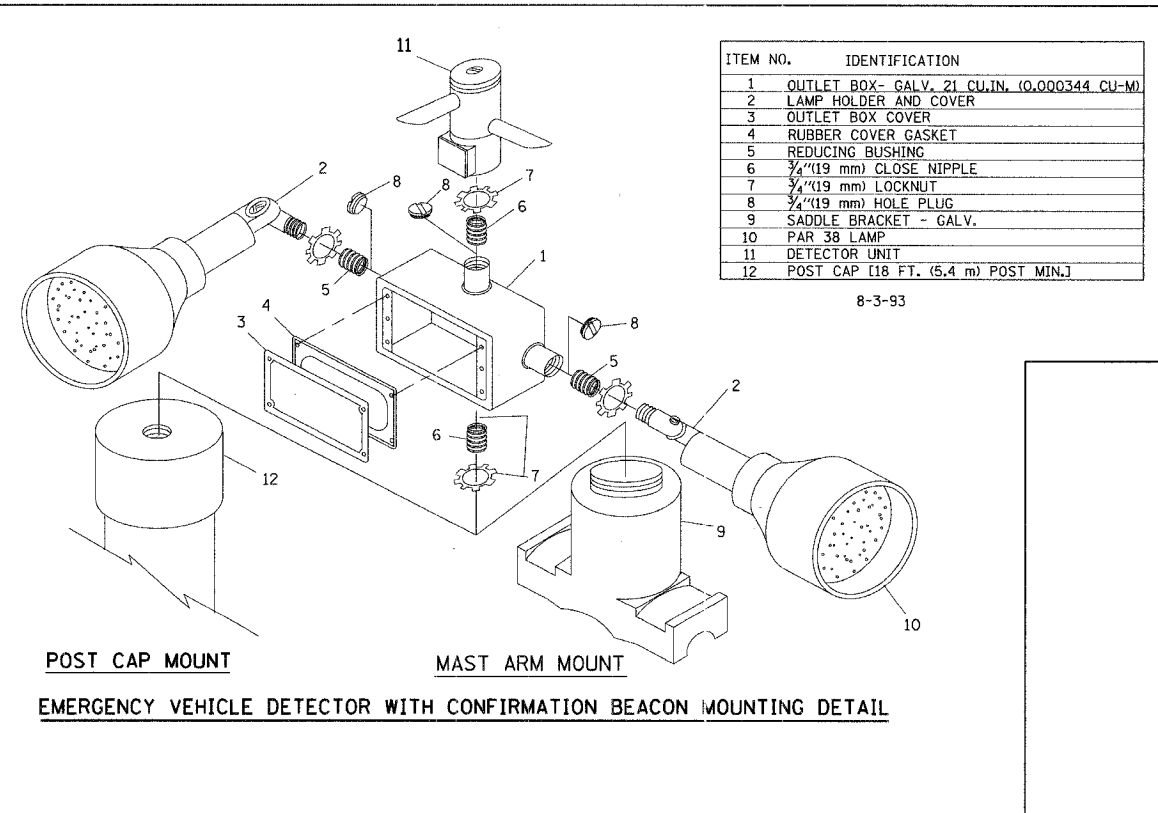
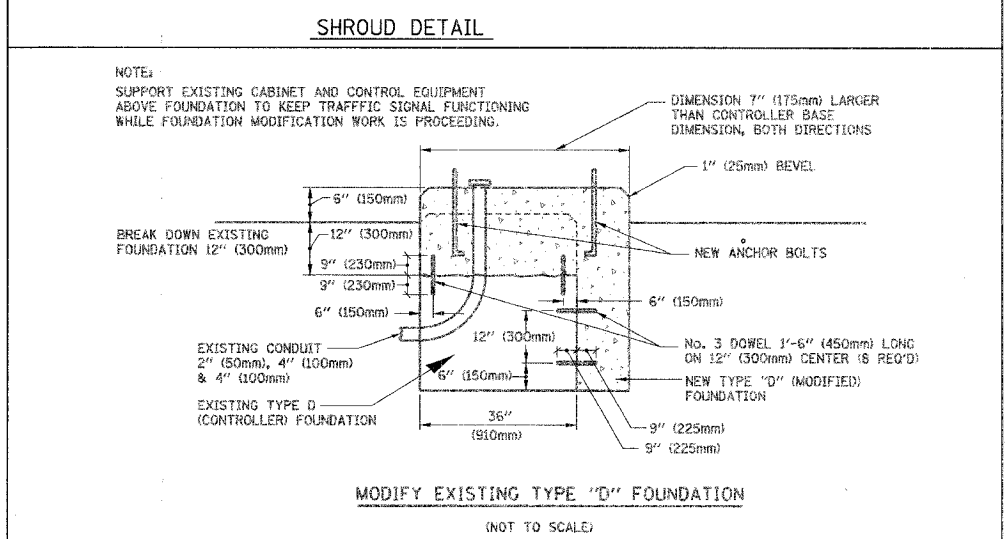
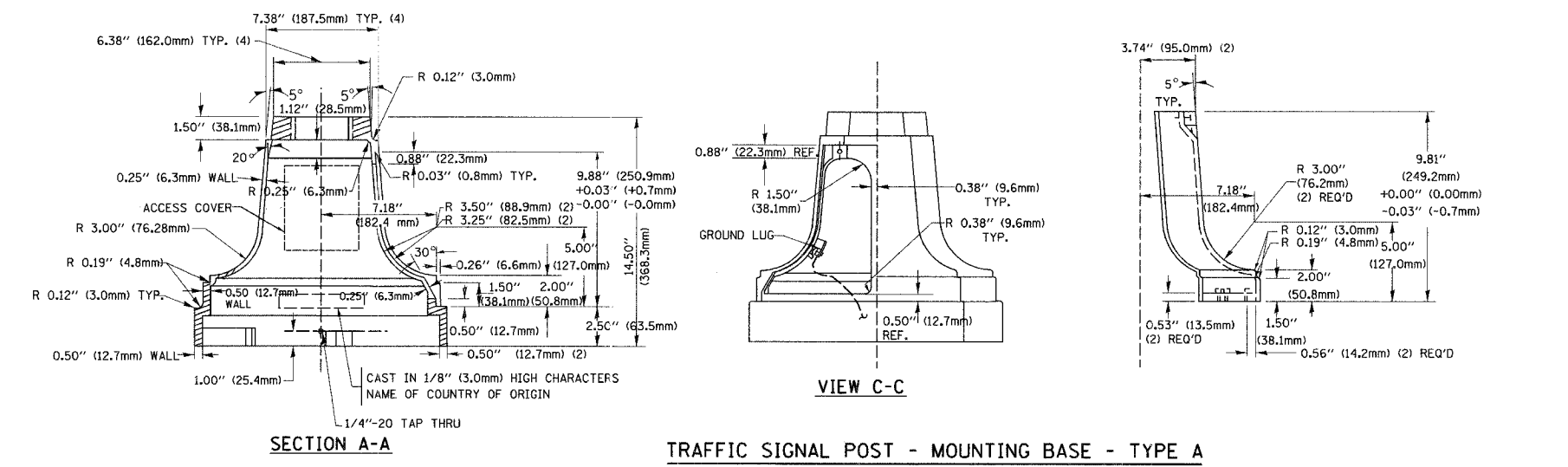
SCALE: VERT. NONE  
 HORIZ. DATE 1-01-02

DRAWN BY: RWP  
 DESIGNED BY: DAD  
 CHECKED BY: DAZ  
 SHEET 3 OF 4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	55
STA.		TO STA.		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003544				



TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125\"(257mm)	9.5\"(241mm)	19\"(483mm)	12\"(300mm)	24kg
II	Ø 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\"(300mm)	26kg



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE  
HORIZ. DATE 1-01-02

DRAWN BY: RWP  
DESIGNED BY: DAD  
CHECKED BY: DAZ  
SHEET 4 OF 4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	56
DETAILS				
FED. ROAD DIST. NO. 7   ILLINOIS   FED. AID PROJECT #-8003644				











**SCHEDULE OF QUANTITIES**

ITEM	UNIT	QUANTITY
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	96
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	936
CONDUIT, BORED AND PULLED, COLLAPSE NON-METALLIC CONDUIT, 1 1/2"	FOOT	1050
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	591
UNIT DUCT, 600V, 3-1/C NO. 4 AND 1/C NO. 6 GROUND, (XLP-TYPE USE), 1/4" DIA., POLYETHYLENE	FOOT	7250
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1050
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	3150
RELOCATE EXISTING LIGHTING UNIT	EACH	4
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	21
DIRECTIONAL BORING	FOOT	5560
LIGHTING UNIT (25 FOOT MOUNTING HEIGHT), 150 WATT LUMINAIRE	EACH	7
LIGHTING UNIT (30 FOOT MOUNTING HEIGHT), 250 WATT LUMINAIRE	EACH	35

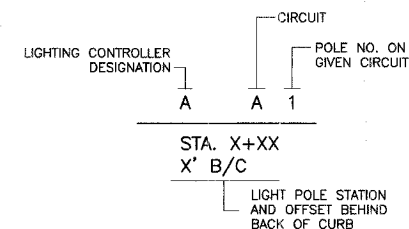
**GENERAL LIGHTING NOTES**

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES FOR EXAMINATION AND CONFIRMATION WITH THE ENGINEER PRIOR TO INSTALLATION OF LIGHTING FOUNDATIONS.
- FOR POLE FOUNDATION INSTALLATIONS NEAR PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS, THE CONTRACTOR SHALL CONFORM TO THE REQUIREMENTS OF THE GENERAL NOTES UNDER "UTILITIES", NOTES 2 THROUGH 5 AND NOTE 9 ON SHEET 2. IN ADDITION, ANY WORK REQUIRED BY THE CONTRACTOR TO EXPOSE UNDERGROUND UTILITIES NEAR PROPOSED POLE FOUNDATIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF LIGHTING UNIT (25 OR 30 FOOT MOUNTING HEIGHT), 150 OR 250 WATT LUMINAIRE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF THE FOUNDATION HEIGHTS SHALL REMAIN WITH THE CONTRACTOR.
- UNLESS OTHERWISE NOTED, ALL CIRCUIT CONNECTIONS TO THE EXISTING LIGHTING CONTROLLERS SHALL BE 1/4" UNIT DUCT WITH 3 NO. 4 AND 1 NO. 6 (BLACK, RED, WHITE, AND GREEN COLOR CODED) CONDUCTORS.
- ALL ABANDONED UNIT DUCT SHALL BE REMOVED FROM THE EXISTING CONDUIT SLEEVE THAT WILL REMAIN IN USE. THIS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED AS PART OF THE PROPOSED UNIT DUCT INSTALLATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING THE EXISTING CONDUITS THAT THE PROPOSED UNIT DUCT OR POLYETHYLENE DUCT WILL BE PULLED THROUGH. ALL WORK, EQUIPMENT AND MATERIAL NEEDED TO LOCATE THE EXISTING CONDUIT AND TO PULL THE PROPOSED UNIT DUCT OR POLYETHYLENE DUCT THROUGH SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED AS PART OF THE PROPOSED UNIT DUCT OR POLYETHYLENE DUCT INSTALLATION.
- ALL WORK, EQUIPMENT AND MATERIAL NEEDED TO EXTEND EXISTING CONDUIT SLEEVES WILL BE PAID FOR AS "CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL".
- EXISTING ROADWAY LUMINAIRES AND ARMS ON WOOD POLES WITHIN PROJECT LIMITS SHALL BE REMOVED BY OTHERS AS SHOWN ON THE PLANS.
- THE CONTRACTOR IS ADVISED THAT DIRECTIONAL BORING SHALL BE THE METHOD USED FOR UNIT DUCT INSTALLATION. WHERE PARALLEL UNIT DUCT RUNS ARE SHOWN ON THE PLANS AS A COMMON BORE, ONLY ONE DIRECTIONAL BORE LENGTH WILL BE MEASURED FOR PAYMENT.
- ALL CIRCUITS AFFECTED BY THE RELOCATION OF EXISTING LIGHTING SHALL BE MAINTAINED AND IN CONTINUING OPERATION THE SAME EVENING OF THE RELOCATION. ALL WORK, EQUIPMENT AND MATERIAL NEEDED TO MAINTAIN CONTINUING OPERATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED AS PART OF "RELOCATE EXISTING LIGHTING UNIT".

**LEGEND**

-  PROPOSED LIGHTING UNIT, 30' MOUNTING HEIGHT  
 LUMINAIRE: KIM LIGHTING - AR3 MODEL  
 250 WATT, H.P.S., M-C-III, 120V, 30 FT. M.H. 8 IN. SUPPORT ARM,  
 DARK BRONZE-POWDER COAT FINISH (NO SUBSTITUTIONS)  
 POLE: ROUND TAPERED ALUMINUM, KIM-LIGHTING-LTRA30-8188  
 DARK BRONZE-POWDER COAT FINISH, OR APPROVED EQUAL
-  PROPOSED LIGHTING UNIT, 25' MOUNTING HEIGHT  
 LUMINAIRE: KIM LIGHTING - SAR3 MODEL  
 150 WATT, H.P.S., M-C-III, 120V, 25 FT. M.H., 8 IN. SUPPORT ARM,  
 DARK BRONZE-POWDER COAT FINISH (NO SUBSTITUTIONS)  
 POLE: ROUND TAPERED ALUMINUM, KIM-LIGHTING-LTRA25-6188  
 DARK BRONZE-POWDER COAT FINISH, OR APPROVED EQUAL
-  EXISTING LIGHTING UNIT
-  UNIT DUCT, WITH 3-1/C NO. 4 AND 1-1/C NO. 6 GROUND, 600V (XLP-TYPE USE) 1/4" DIA. POLYETHYLENE, UNLESS OTHERWISE INDICATED
-  EXISTING UNIT DUCT
-  PROPOSED RIGID GALVANIZED STEEL CONDUIT OF THE LENGTH AND DIAMETER INDICATED ON THE PLANS
-  EXISTING GALVANIZED STEEL CONDUIT
-  EXISTING GROUND MOUNTED STREET LIGHTING CONTROLLER
-  PUSHED
-  POLYETHYLENE DUCT, BORED OR PULLED 1/4" WITH ELECTRIC CABLES IN CONDUIT 600V (XLP-TYPE USE) 3-1/C NO. 4 AND 1-1/C NO. 6.

**CIRCUIT DESIGNATION SCHEME (TYPICAL)**



ILLINOIS DEPARTMENT OF TRANSPORTATION

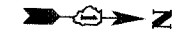
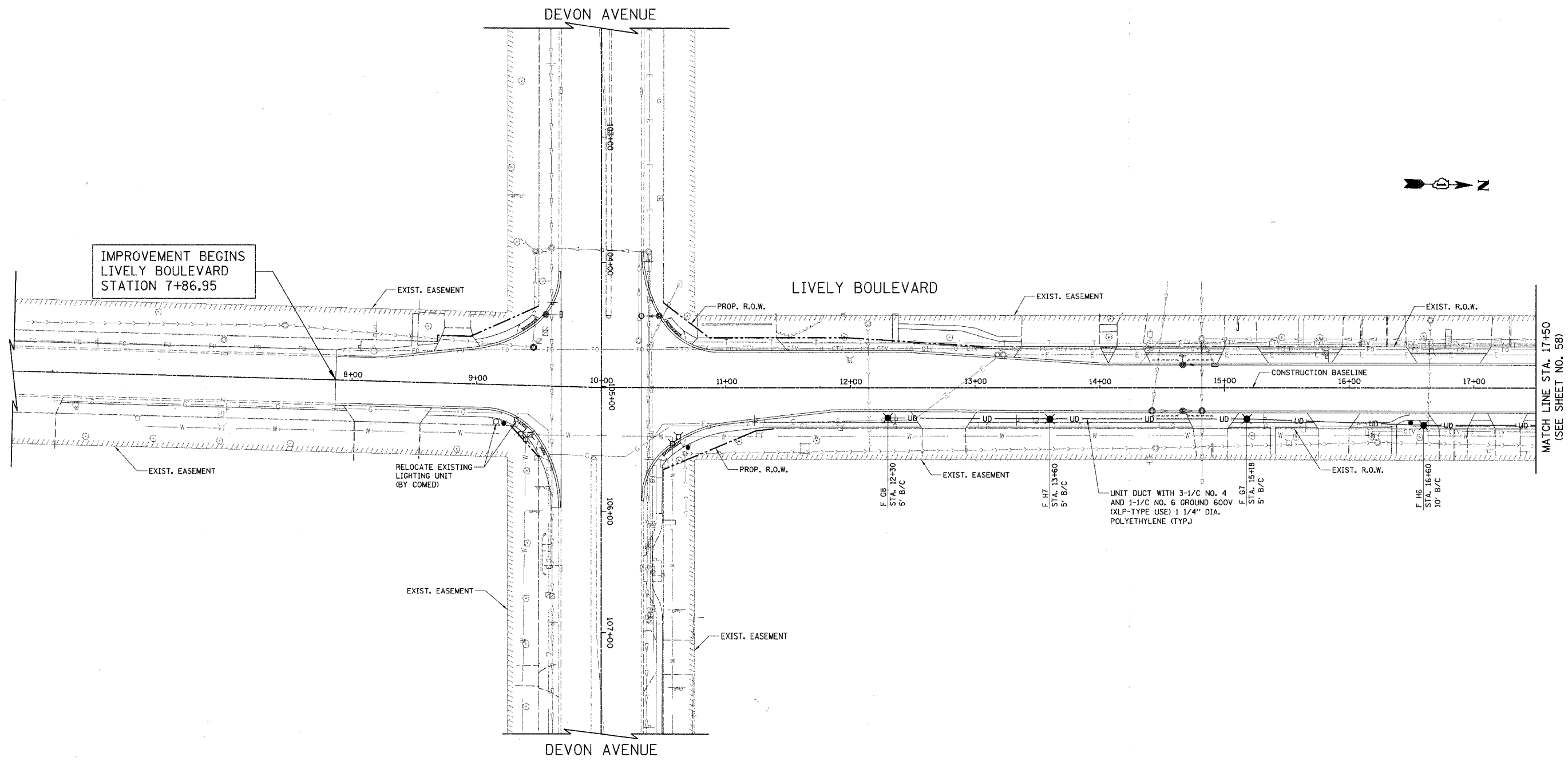
**ROADWAY LIGHTING  
GENERAL NOTES, LEGEND  
AND SCHEDULE OF QUANTITIES**

DATE: 12/22/06  
 DESIGNED BY: 5JC  
 CHECKED BY: JRV

NOT TO SCALE



CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	57
STREET LIGHTING PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003644				



ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STREET LIGHTING PLAN**  
 LIVELY BOULEVARD  
 STA. 7+87 TO STA. 17+50

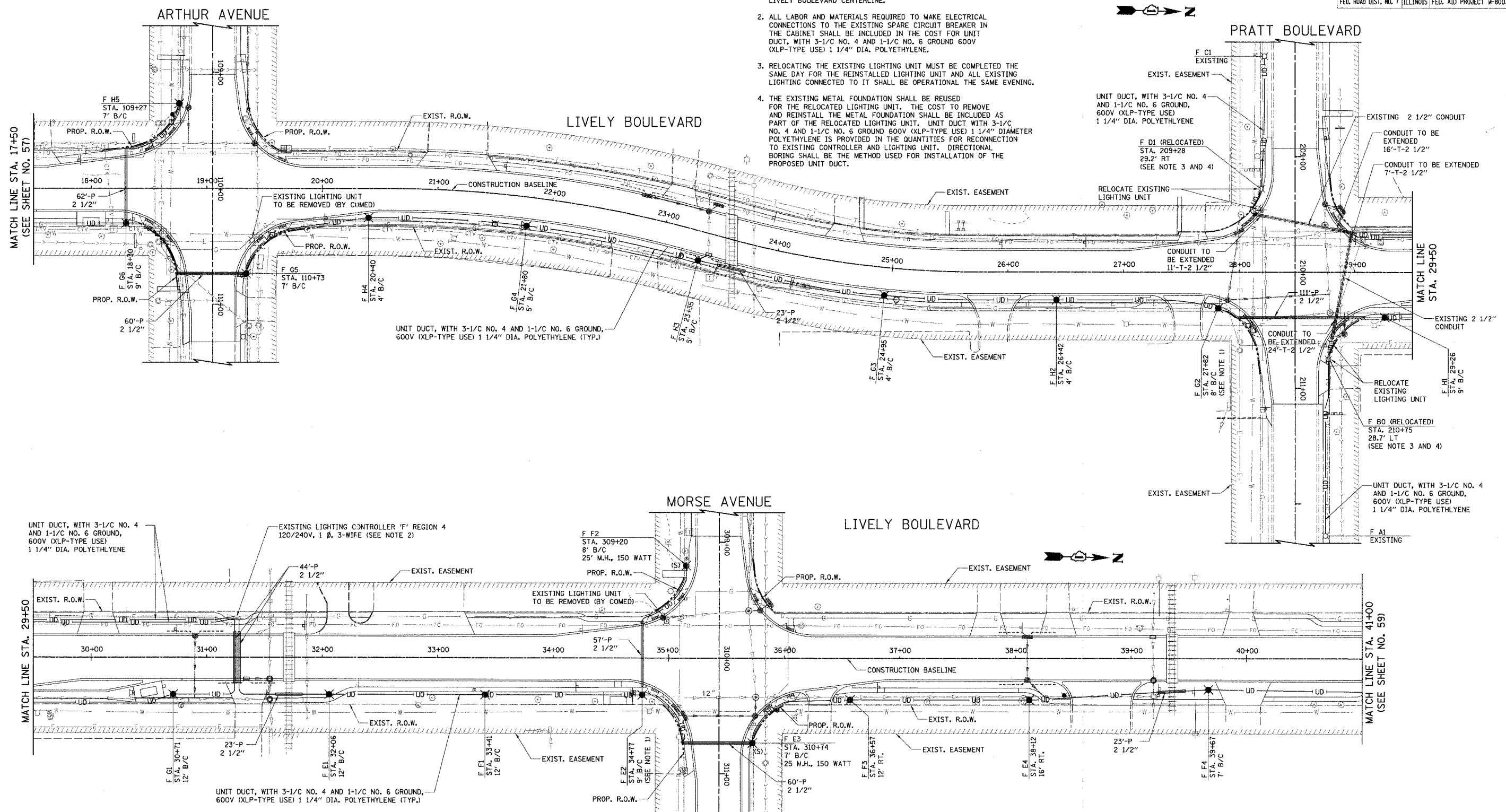
DATE: 10/18/06  
 DESIGNED BY: SJC  
 CHECKED BY: JRV

SCALE IN FEET

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	58
STREET LIGHTING PLAN				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT W-80035440				

NOTES:

1. THE LIGHTING UNIT SHALL BE INSTALLED SUCH THAT THE MAST ARM AND LUMINAIRE IS ORIENTATED PERPENDICULAR TO THE LIVELY BOULEVARD CENTERLINE.
2. ALL LABOR AND MATERIALS REQUIRED TO MAKE ELECTRICAL CONNECTIONS TO THE EXISTING SPARE CIRCUIT BREAKER IN THE CABINET SHALL BE INCLUDED IN THE COST FOR UNIT DUCT, WITH 3-1/2" NO. 4 AND 1-1/2" NO. 6 GROUND 600V (XLP-TYPE USE) 1 1/4" DIA. POLYETHYLENE.
3. RELOCATING THE EXISTING LIGHTING UNIT MUST BE COMPLETED THE SAME DAY FOR THE REINSTALLED LIGHTING UNIT AND ALL EXISTING LIGHTING CONNECTED TO IT SHALL BE OPERATIONAL THE SAME EVENING.
4. THE EXISTING METAL FOUNDATION SHALL BE REUSED FOR THE RELOCATED LIGHTING UNIT. THE COST TO REMOVE AND REINSTALL THE METAL FOUNDATION SHALL BE INCLUDED AS PART OF THE RELOCATED LIGHTING UNIT. UNIT DUCT WITH 3-1/2" NO. 4 AND 1-1/2" NO. 6 GROUND 600V (XLP-TYPE USE) 1 1/4" DIA. POLYETHYLENE IS PROVIDED IN THE QUANTITIES FOR RECONNECTION TO EXISTING CONTROLLER AND LIGHTING UNIT. DIRECTIONAL BORING SHALL BE THE METHOD USED FOR INSTALLATION OF THE PROPOSED UNIT DUCT.



ILLINOIS DEPARTMENT OF TRANSPORTATION

**STREET LIGHTING PLAN**

LIVELY BOULEVARD  
STA. 17+50 TO STA. 41+00

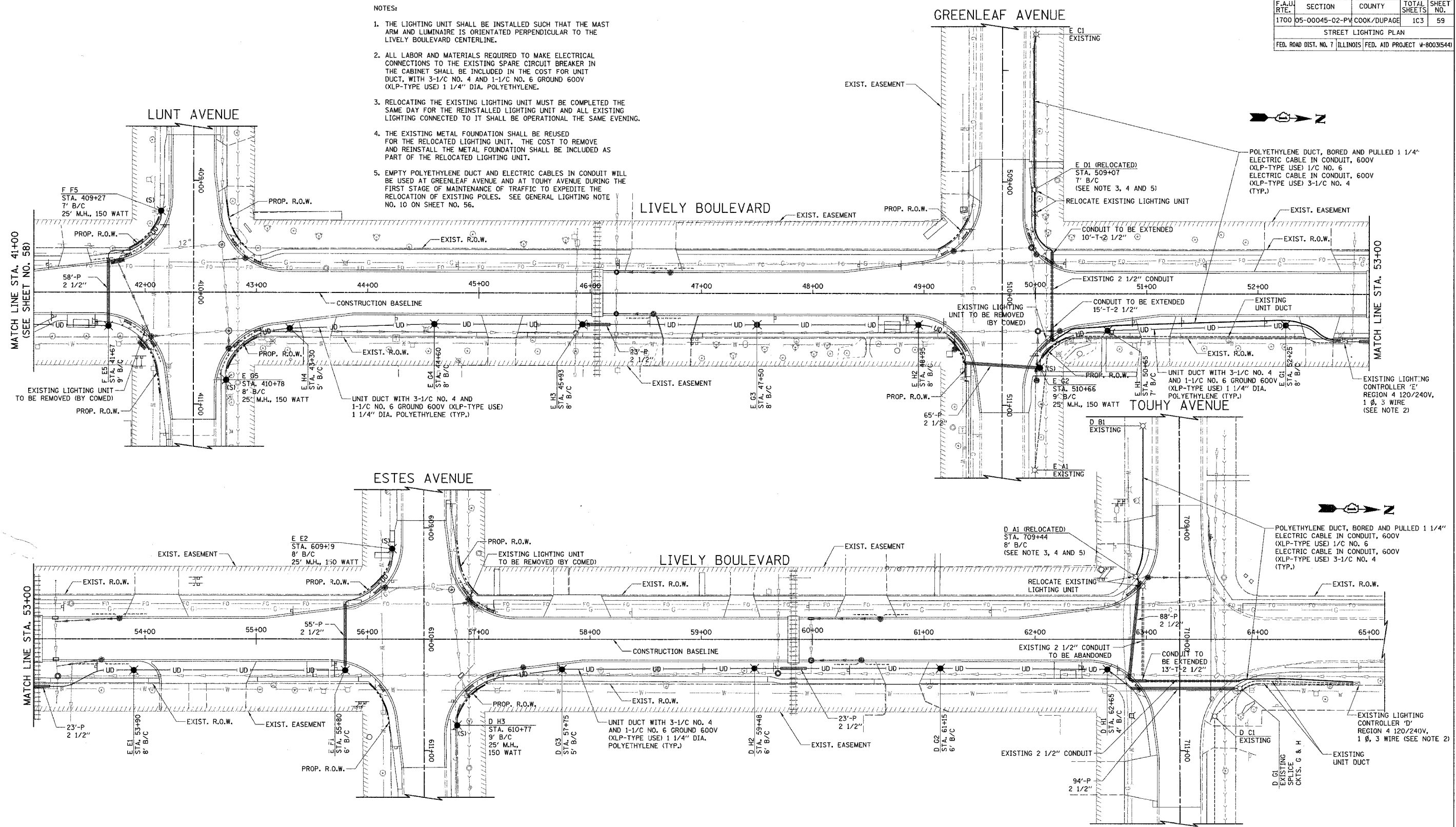
SCALE IN FEET

DATE: 12/22/06  
DESIGNED BY: SJC  
CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103
STREET LIGHTING PLAN			59
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT #-80035441			

NOTES:

1. THE LIGHTING UNIT SHALL BE INSTALLED SUCH THAT THE MAST ARM AND LUMINAIRE IS ORIENTATED PERPENDICULAR TO THE LIVELY BOULEVARD CENTERLINE.
2. ALL LABOR AND MATERIALS REQUIRED TO MAKE ELECTRICAL CONNECTIONS TO THE EXISTING SPARE CIRCUIT BREAKER IN THE CABINET SHALL BE INCLUDED IN THE COST FOR UNIT DUCT, WITH 3-1/2" NO. 4 AND 1-1/2" NO. 6 GROUND 600V (XLP-TYPE USE) 1 1/4" DIA. POLYETHYLENE.
3. RELOCATING THE EXISTING LIGHTING UNIT MUST BE COMPLETED THE SAME DAY FOR THE REINSTALLED LIGHTING UNIT AND ALL EXISTING LIGHTING CONNECTED TO IT SHALL BE OPERATIONAL THE SAME EVENING.
4. THE EXISTING METAL FOUNDATION SHALL BE REUSED FOR THE RELOCATED LIGHTING UNIT. THE COST TO REMOVE AND REINSTALL THE METAL FOUNDATION SHALL BE INCLUDED AS PART OF THE RELOCATED LIGHTING UNIT.
5. EMPTY POLYETHYLENE DUCT AND ELECTRIC CABLES IN CONDUIT WILL BE USED AT GREENLEAF AVENUE AND AT TOUHY AVENUE DURING THE FIRST STAGE OF MAINTENANCE OF TRAFFIC TO EXPEDITE THE RELOCATION OF EXISTING POLES. SEE GENERAL LIGHTING NOTE NO. 10 ON SHEET NO. 56.



ILLINOIS DEPARTMENT OF TRANSPORTATION

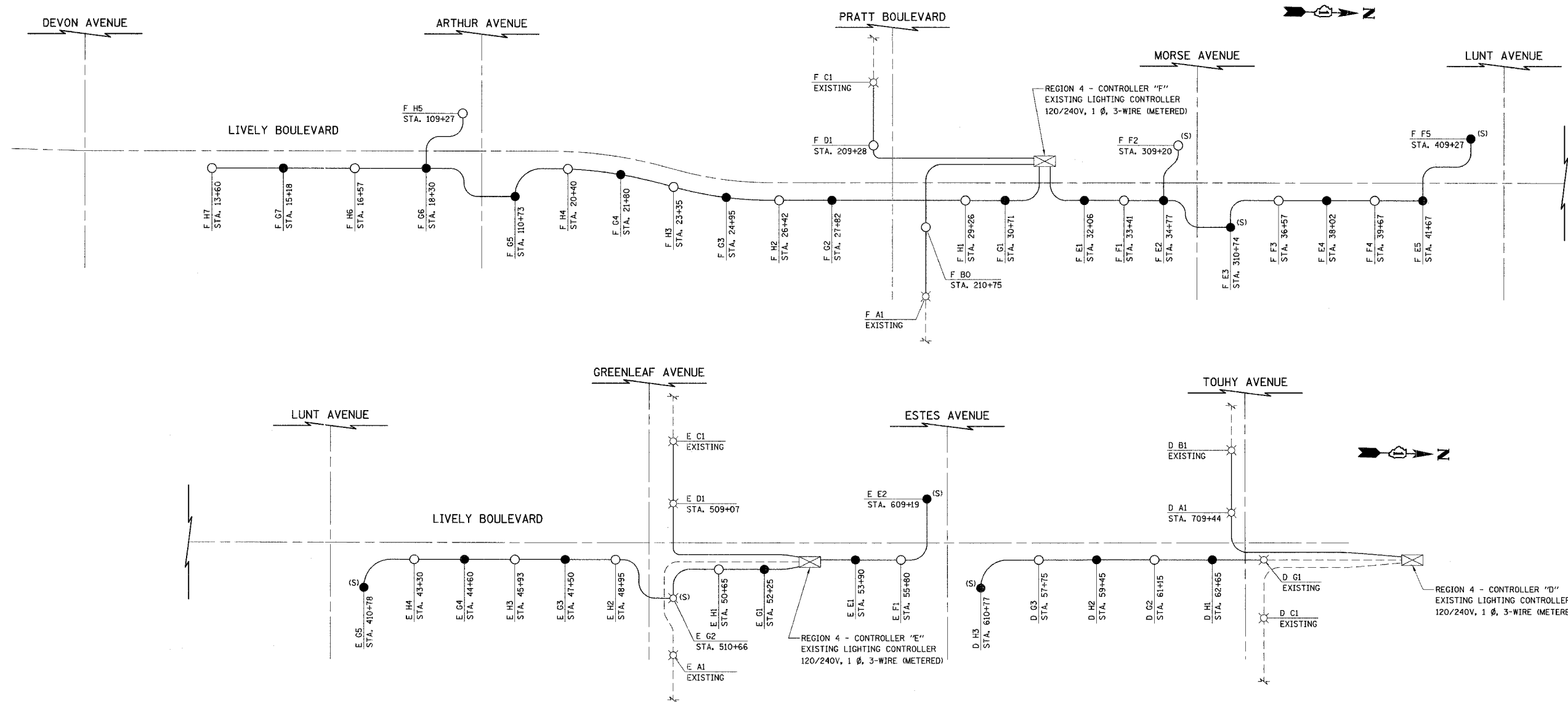
**STREET LIGHTING PLAN**

LIVELY BOULEVARD  
STA. 41+00 TO STA. 63+49

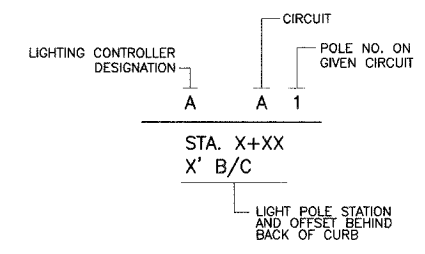
SCALE IN FEET

DATE: 01/29/07  
DESIGNED BY: SJC  
CHECKED BY: JRJ

CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	60
DETAILS				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)				



**CIRCUIT DESIGNATION SCHEME**  
(TYPICAL)



**LEGEND**

- LUMINAIRE, SODIUM VAPOR 250W, 120V ON RED WIRE
- LUMINAIRE, SODIUM VAPOR 250W, 120V ON BLACK WIRE
- (S) ○ LUMINAIRE, SODIUM VAPOR 150W, 120V
- (S) ● LUMINAIRE, SODIUM VAPOR 150W, 120V
- ⊗ EXISTING LUMINAIRE, SODIUM VAPOR 150W, 120V
- ⊠ EXISTING LIGHTING CONTROLLER 120/240V, 1 Ø, 3-WIRE
- UNIT DUCT, WITH 3-1/2" NO. 6 AND 1-1/2" NO. 8 GROUND, 600V (XLP-TYPE USE) 1/4" DIA. POLYETHYLENE (UNLESS OTHERWISE NOTED)

ILLINOIS DEPARTMENT OF TRANSPORTATION

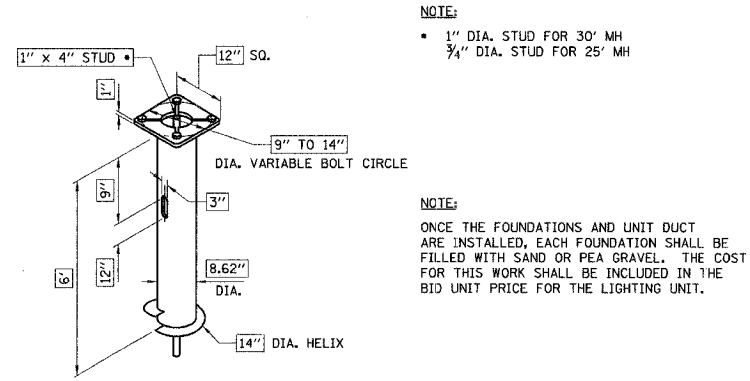
**WIRING DIAGRAM**

REGION 4 - CONTROLLER 'D'  
REGION 4 - CONTROLLER 'E'  
REGION 4 - CONTROLLER 'F'

DATE: 10/18/06  
DESIGNED BY: SJC  
CHECKED BY: JRJ

NOT TO SCALE

CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	61
DETAILS				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003544				

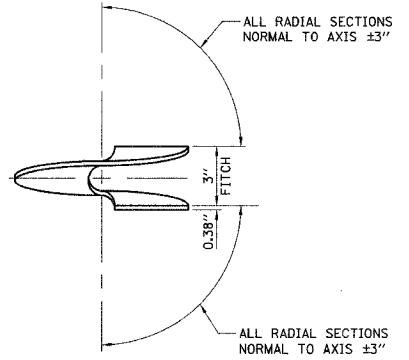


**NOTE:**

- 1" DIA. STUD FOR 30' MH
- 3/4" DIA. STUD FOR 25' MH

**NOTE:**

ONCE THE FOUNDATIONS AND UNIT DUCT ARE INSTALLED, EACH FOUNDATION SHALL BE FILLED WITH SAND OR PEA GRAVEL. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE BID UNIT PRICE FOR THE LIGHTING UNIT.



**STREETLIGHT HELIX FOUNDATION**

HELIX MUST BE FORMED BY MATCHING METAL DIE (SIDE VIEW OF TRUE HELICAL FORM) (A.B. CHANCE OR APPROVED EQUAL)

**FOUNDATION NOTES**

- FINISH: HOT DIP GALVANIZED PER ASTM-A123 (LATEST REVISION).
- BASE PLATE TO BE PERPENDICULAR TO SHAFT AXIS AND HOLE CENTERLINE CONCENTRIC TO SHAFT AXIS.
- STENCIL MIN. 1/2" LETTERS MANUFACTURER'S NUMBER AFTER GALVANIZING.
- PILOT POINT AND SHAFT AXES TO BE CONCENTRIC AND IN LINE.
- FLAME CUT SLOT PERPENDICULAR TO THE BASE PLATE.
- PREHEAT, TUMBLEBLAST, HAND GRIND AND CLEAN BASE PLATE, HELIX, AND PILOT POINT ON ALL WELDED AREAS.
- FLAME CUT IRREGULARITIES PERMISSIBLE:
  - VALLEYS NOT TO EXCEED 1/32" BELOW NOMINAL SURFACE LEVEL.
  - PEAKS OR POSITIVE IRREGULARITIES NOT TO EXCEED 1/32" ABOVE NOMINAL SURFACE LEVEL OR INTERSECTIONS OF NOMINAL SURFACES.
- MANUFACTURER TO HAVE IN EFFECT INDUSTRY RECOGNIZED WRITTEN QUALITY CONTROL FOR ALL MATERIALS AND MANUFACTURING PROCESS.
- ALL MATERIAL IS TO BE NEW, UNUSED AND MILL TRACEABLE MEETING THE FOLLOWING SPECIFICATIONS:
 

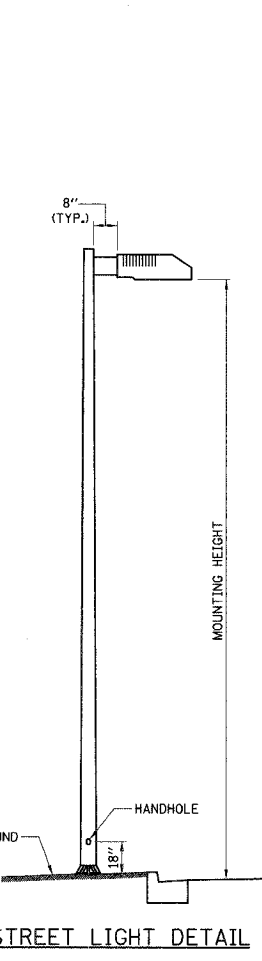
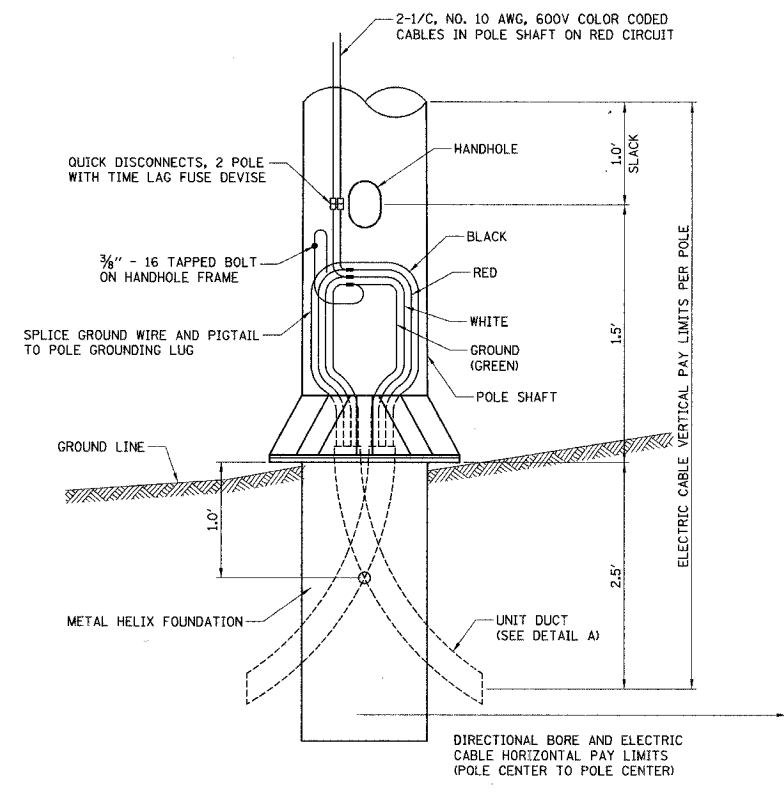
BASE PLATE: ASTM A 36-(LATEST REVISION) HOT ROLLED STEEL PLATE. (CONFORM TO AASHTO TECH. BUL. #270)

SHAFT: STEEL PIPE PILES, SEAMLESS OR STRAIGHT WELDED, GRADE-2 PER ASTM A252

HELIX: ASTM A29-(LATEST REVISION)

PILOT POINT: HOT ROLLED STEEL ASTM A575 (LATEST REVISION) STEEL BAR

**NOTE:** CONTRACTOR SHALL VERIFY BOLT CIRCLE REQUIRED FOR EACH POLE TYPE PRIOR TO ORDERING POLES AND FOUNDATIONS.



**STREET LIGHT DETAIL**

**30 FT. LIGHT STANDARD**

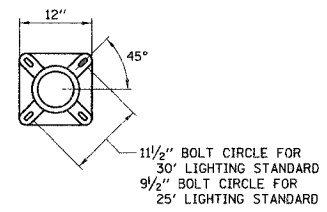
LUMINAIRE: KIM LIGHTING - AR3 MODEL (NO SUBSTITUTIONS) 250 WATT, H.P.S., M-C-III, 120V, 30 FT. M.H., 8 IN. SUPPORT ARM, DARK BRONZE-POWDER COAT FINISH

POLE: ROUND TAPERED ALUMINUM, KIM-LIGHTING-LTRA30-8188 DARK BRONZE-POWDER COAT FINISH, 11-1/2" BOLT CIRCLE, OR APPROVED EQUAL

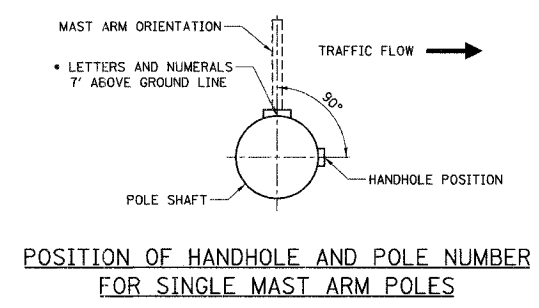
**25 FT. LIGHT STANDARD**

LUMINAIRE: KIM LIGHTING - SAR3 MODEL (NO SUBSTITUTIONS) 150 WATT, H.P.S., M-C-III, 120V, 25 FT. M.H., 8 IN. SUPPORT ARM, DARK BRONZE-POWDER COAT FINISH

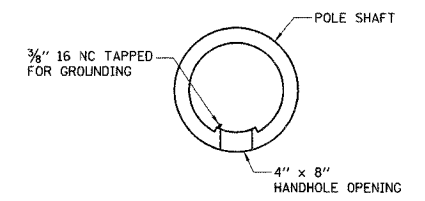
POLE: ROUND TAPERED ALUMINUM, KIM-LIGHTING-LTRA25-6188 DARK BRONZE-POWDER COAT FINISH, 9-1/2" BOLT CIRCLE, OR APPROVED EQUAL



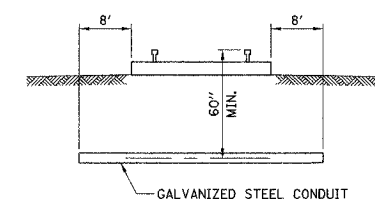
**ANCHOR BASE DETAIL**



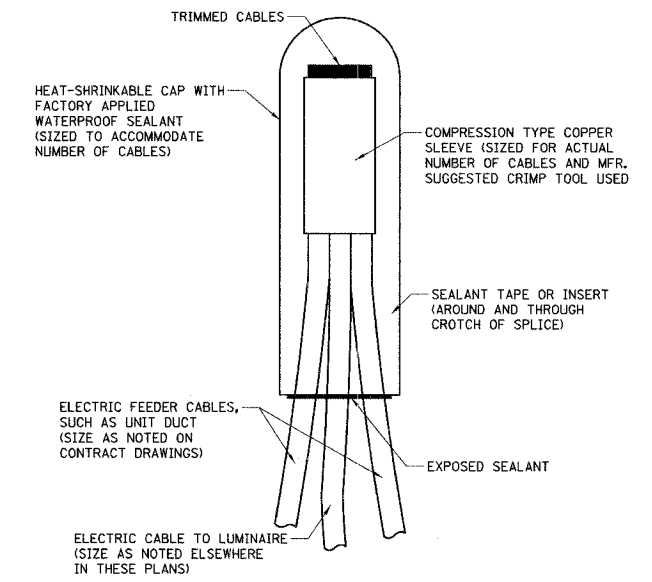
**POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES**



**HANDHOLE DETAIL**

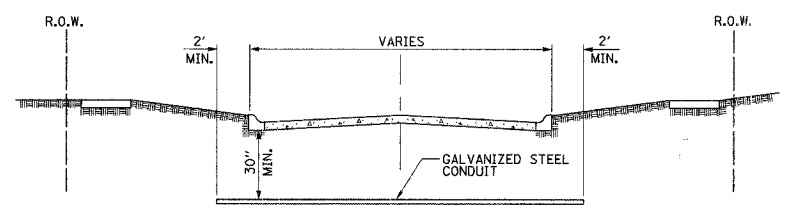


**CONDUIT INSTALLATION UNDER RAILROAD TRACKS**



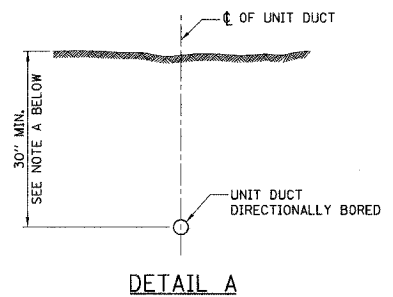
NOTE: NUMBER OF CABLES IN SPLICE MAY VARY

**SPLICING ELECTRIC CABLES BASIC MATERIALS AND METHODS**



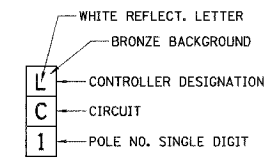
- NOTES:**
- CONDUIT SHALL BE HEAVY WALL RIGID G.S. CONDUIT.
  - CONDUIT SHALL EXTEND A MINIMUM OF 2 FT. BEYOND BACK OF CURB.
  - CONDUIT SHALL BE A MINIMUM OF 2 FT. BELOW CURB BOTTOM.

**ELECTRICAL CONDUIT UNDER PAVEMENT**



**DETAIL A**

NOTE A DEPTH MAY VARY DUE TO UTILITY AND TRAFFIC SIGNAL CONDUIT CONFLICTS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ADDITIONAL DEPTH.



**POLE NUMBER DETAIL**

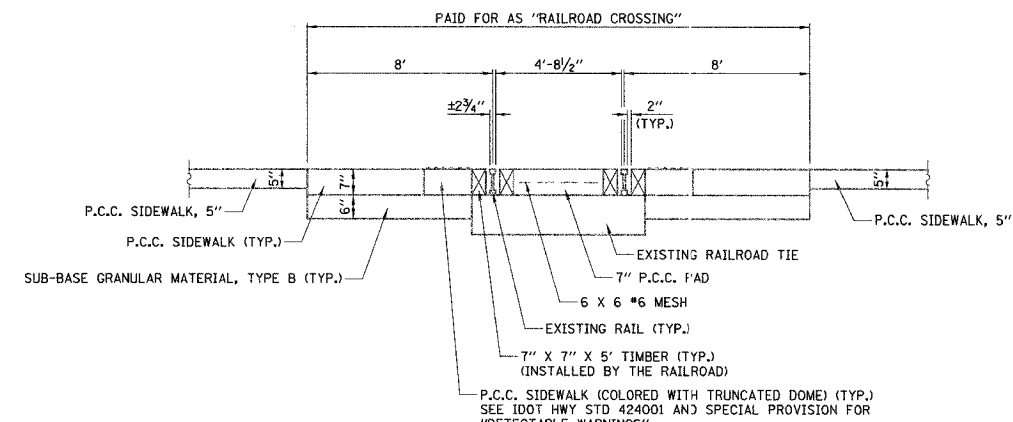
ILLINOIS DEPARTMENT OF TRANSPORTATION

**LIGHTING DETAILS**

DATE: 10/18/06  
DESIGNED BY: DJK  
CHECKED BY: JRV

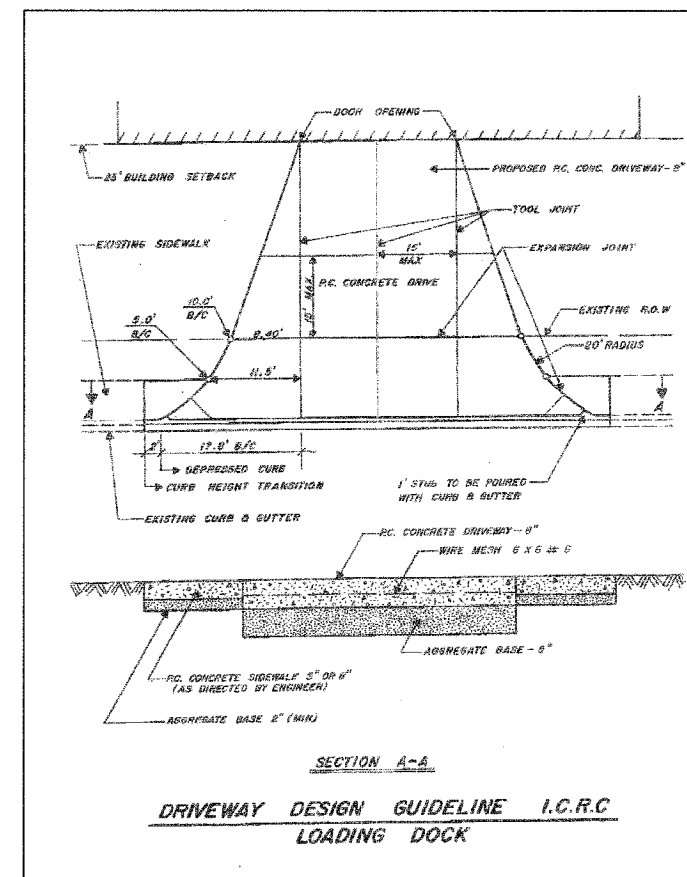
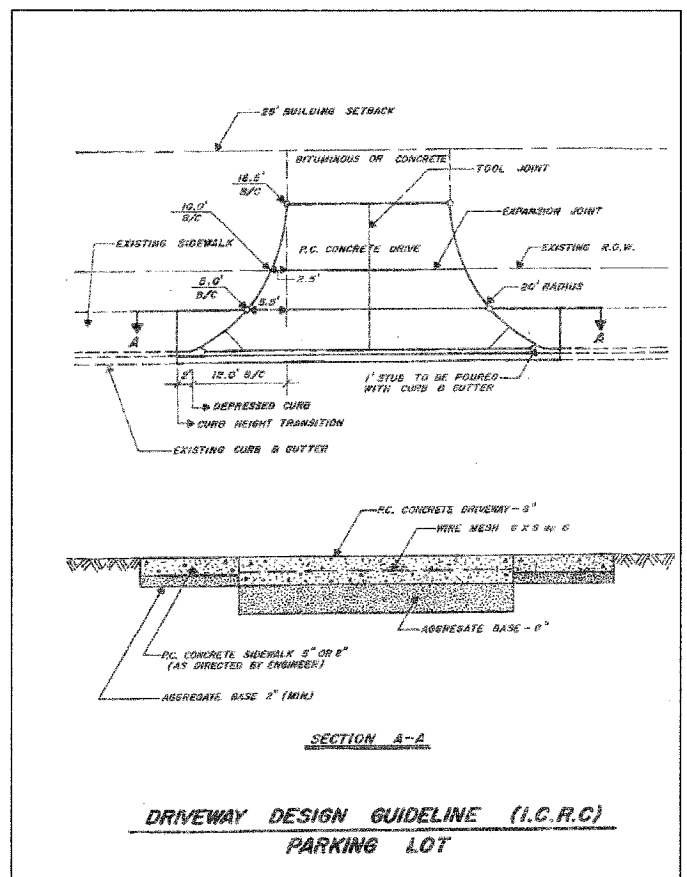
NOT TO SCALE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	62
DETAILS				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT I-80035441				

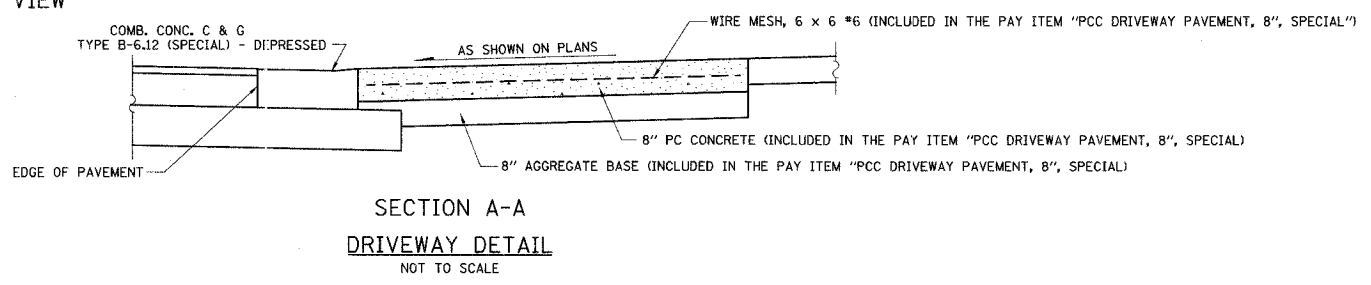
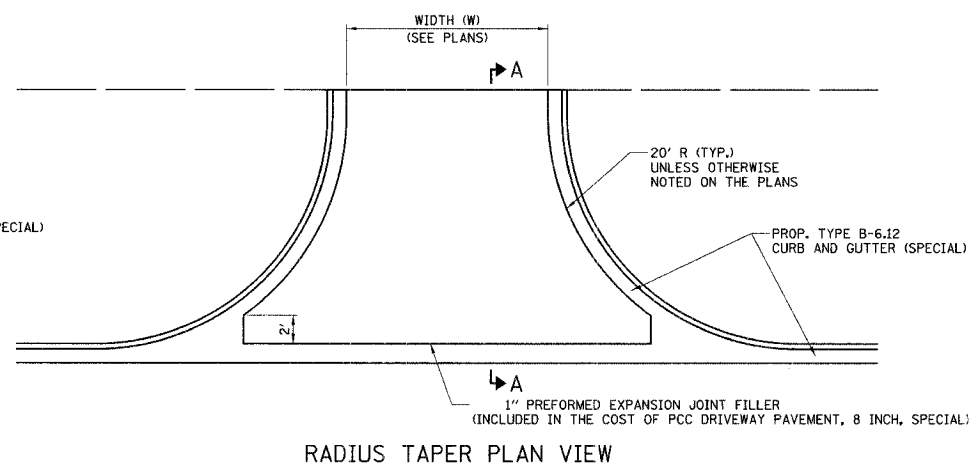
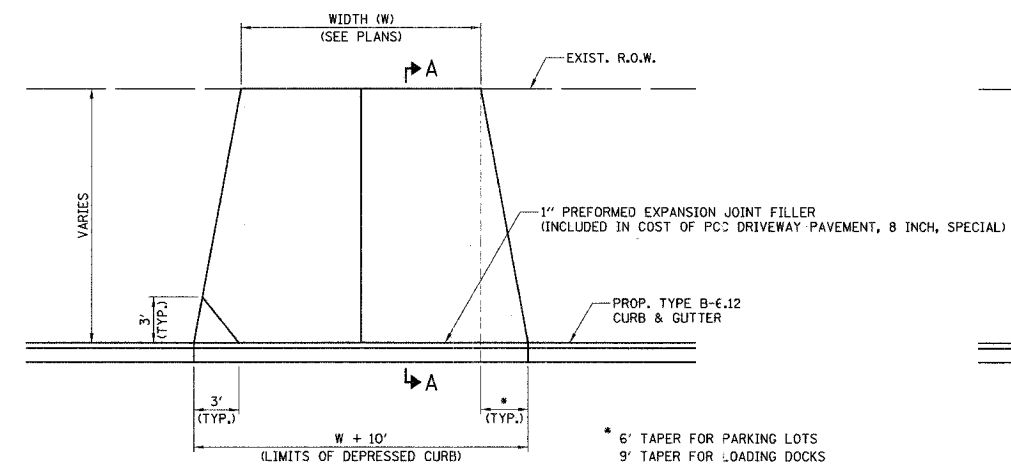


- NOTES:**
1. ALL SURFACES SHALL BE FLUSH WITH EXISTING RAILS.
  2. THE PAY ITEM "SIDEWALK RAILROAD CROSSING" SHALL INCLUDE THE CONSTRUCTION OF THE 7" P.C.C. PAD BETWEEN THE RAILS AND THE CONSTRUCTION OF THE 7" P.C.C. SIDEWALK, DETECTABLE WARNINGS, AND 6" SUB-BASE GRANULAR MATERIAL AS SHOWN ABOVE.
  3. ANY BALLAST REMOVAL REQUIRED TO CONSTRUCT THE RAILROAD CROSSING SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "SIDEWALK RAILROAD CROSSING".
  4. ALL MATERIAL SHALL BE APPROVED BY THE ENGINEER PRIOR TO THEIR INSTALLATION.
  5. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES RELATED TO THE CONSTRUCTION OF THE RAILROAD CROSSING WITH THE CENTRAL ILLINOIS RAILROAD COMPANY.

**SIDEWALK RAILROAD CROSSING DETAIL**



**ICRC DRIVEWAY DETAILS**

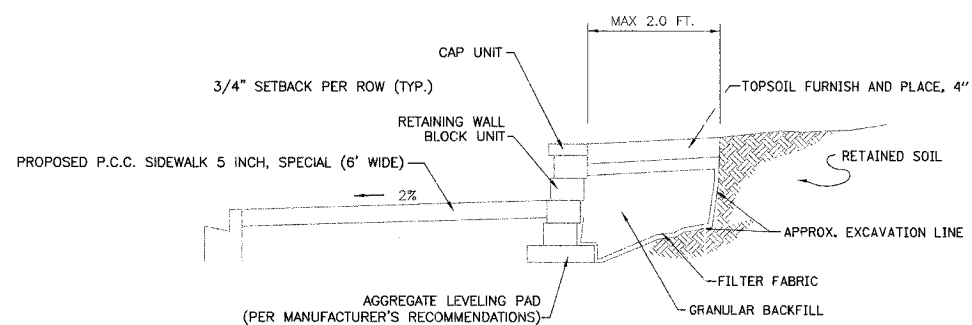


ILLINOIS DEPARTMENT OF TRANSPORTATION

**DETAILS**

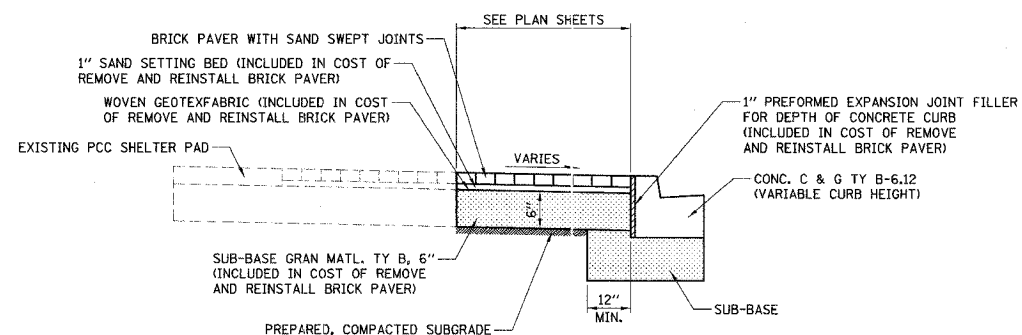
DATE: 10/18/06  
DESIGNED BY: DJK  
CHECKED BY: JRV

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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DETAILS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-8003644		

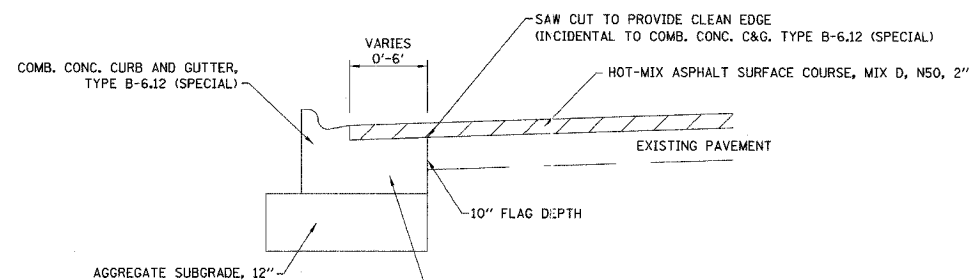


**MODULAR BLOCK RETAINING WALL**  
NOT TO SCALE

1. PRIOR TO CONSTRUCTION OF THE RETAINING WALL, THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS.
2. ALL ITEMS SHOWN ABOVE ASSOCIATED WITH THE RETAINING WALL EXCEPT PROPOSED TOPSOIL SHALL BE INCLUDED IN THE PAY ITEM "MODULAR BLOCK RETAINING WALL".

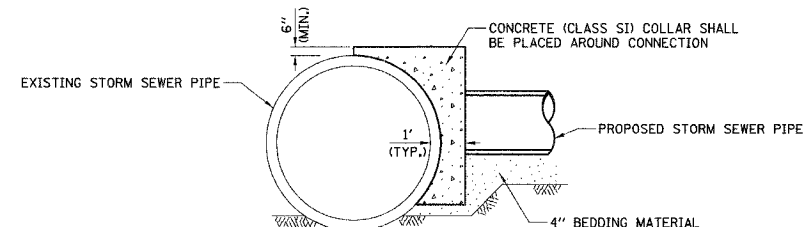
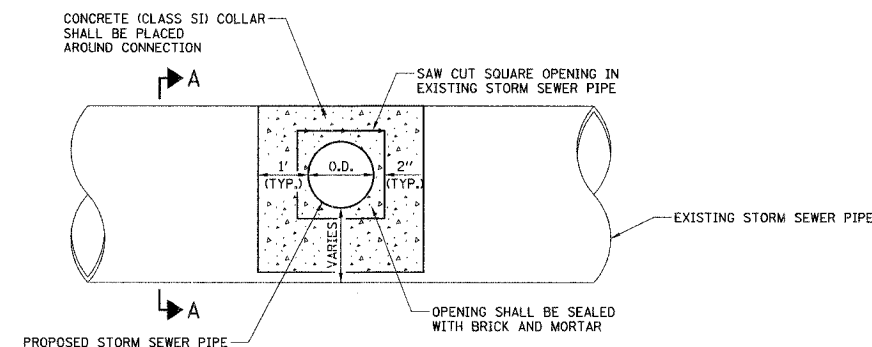


**REMOVE AND REINSTALL BRICK PAVES**



**COMBINATION CONCRETE CURB AND GUTTER, TYPE B-12 (SPECIAL)**  
AT NARROW WIDENING LOCATIONS

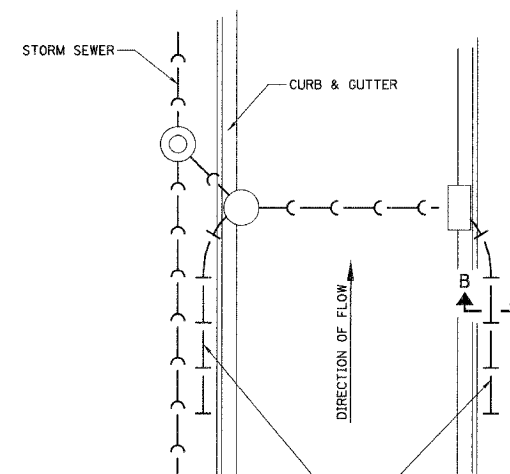
NOTE: THE CURB AND GUTTER SHALL BE POURED MONOLITHICALLY WITH THE PAVEMENT WIDENING AREA. ADDITIONAL GUTTER WIDTH SHALL BE INCLUDED IN THE COST OF "COMB. CONC. CURB AND GUTTER, TYPE B-6.12 (SPECIAL)".



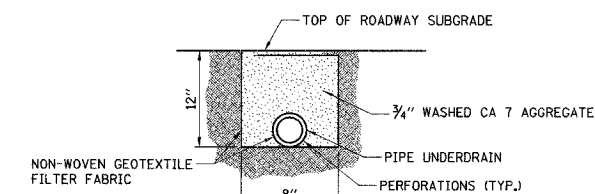
**SECTION A-A - CONNECTION TO EXISTING C.M.P. STORM SEWER**  
NOT TO SCALE

NOTES:

1. PROPOSED STORM SEWER PIPE SHALL NOT EXTEND MORE THAN 4 INCHES BEYOND THE INSIDE FACE OF THE EXISTING STORM SEWER.
2. THIS DETAIL SHALL ONLY APPLY TO CONNECTIONS TO EXISTING C.M.P. PIPE, OR AS DIRECTED BY THE ENGINEER.
3. THE COST OF THE WORK SHOWN SHALL BE INCLUDED IN THE COST OF THE STORM SEWER BEING INSTALLED.



**TYPICAL PLAN**



**SECTION B-B**

GENERAL NOTES:

1. BOTH THE TRENCH AND DRAIN TILE SHALL BE WRAPPED WITH NON-WOVEN GEOTEXTILE FILTER FABRIC.
2. WASHED AGGREGATE SHALL BE PLACED AROUND THE DRAIN TILE.
3. HOLE SHALL BE DRILLED INTO STRUCTURE.
4. HYDRAULIC CEMENT SHALL BE PLACED AROUND THE PIPE TO SEAL THE OPENING, BOTH INSIDE AND OUTSIDE THE STRUCTURE.

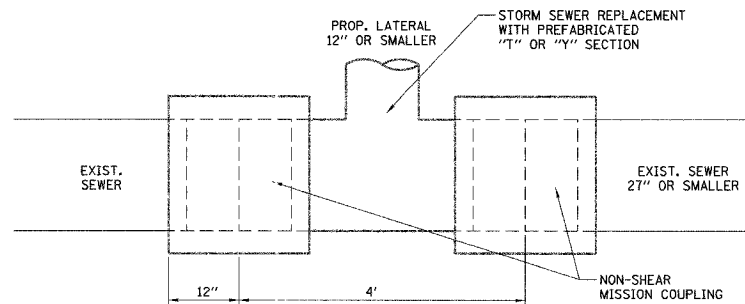
**PIPE UNDERDRAIN, FABRIC LINED TRENCH, 4"**

ILLINOIS DEPARTMENT OF TRANSPORTATION

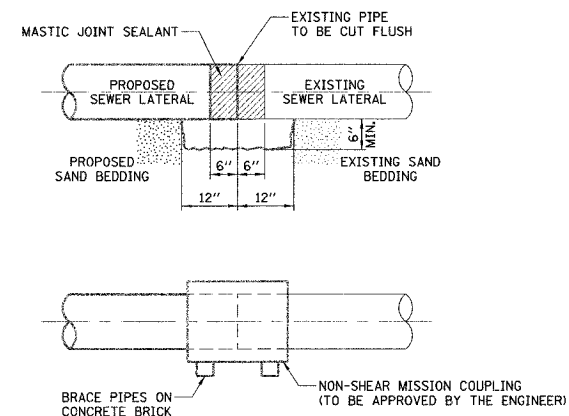
DETAILS

DATE: 10/18/06  
DESIGNED BY: DJK  
CHECKED BY: JRV

F.A.U. RTEL.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	64
DETAILS				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)				



**DETAIL A**  
LATERAL CONNECTION TO EXISTING SEWER OF 27" OR SMALLER



**DETAIL B**  
NON-SHEAR MISSION COUPLING  
NOT TO SCALE

**CONSTRUCTION SEQUENCE**

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. INSTALL MISSION COUPLING.
5. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
6. SUPPORT EACH PIPE END WITH CONCRETE BRICK.

**NOTES**

**MATERIAL**

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

**CONSTRUCTION METHODS**

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

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

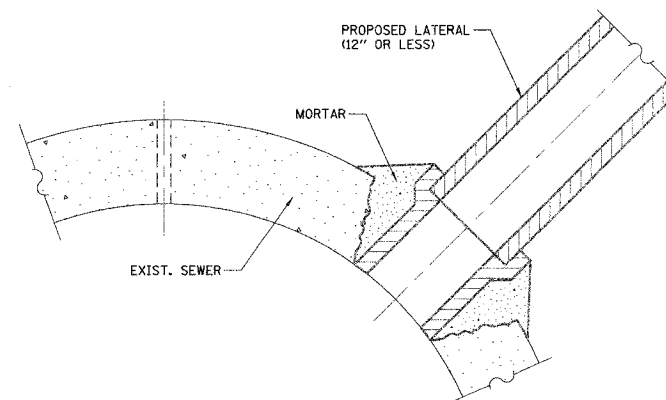
**GENERAL**

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

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

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE STORM SEWER BEING CONSTRUCTED.

THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWERS BEING CONSTRUCTED.



**DETAIL C**  
PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" OR LARGER

ILLINOIS DEPARTMENT OF TRANSPORTATION

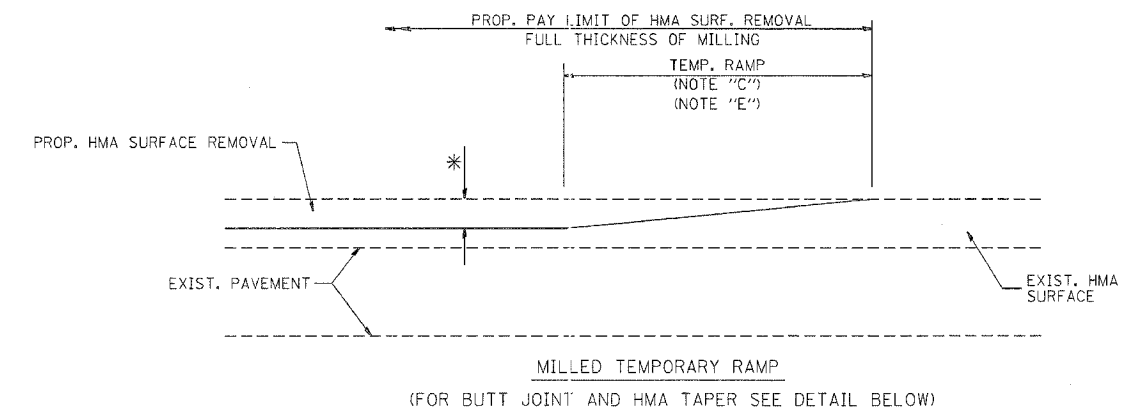
**DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER**

DATE: 10/18/06  
DESIGNED BY: DJK  
CHECKED BY: JRV

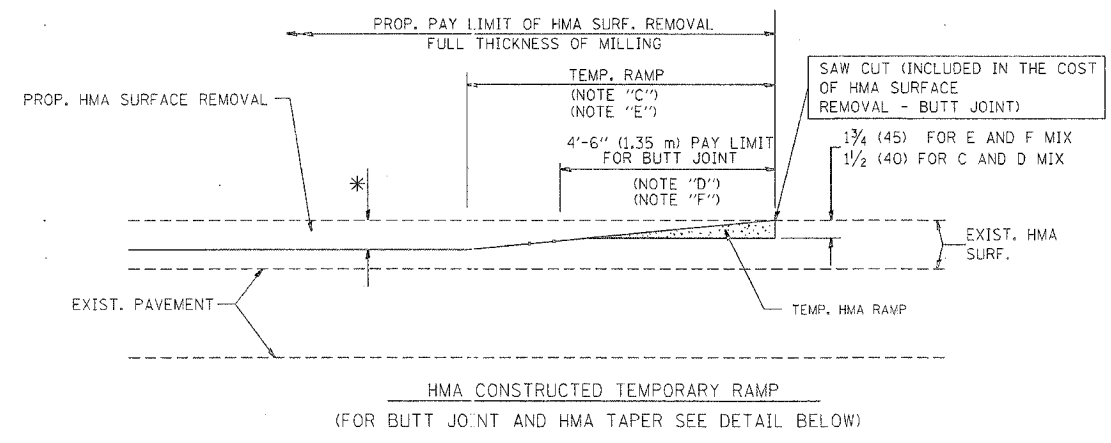
NOT TO SCALE



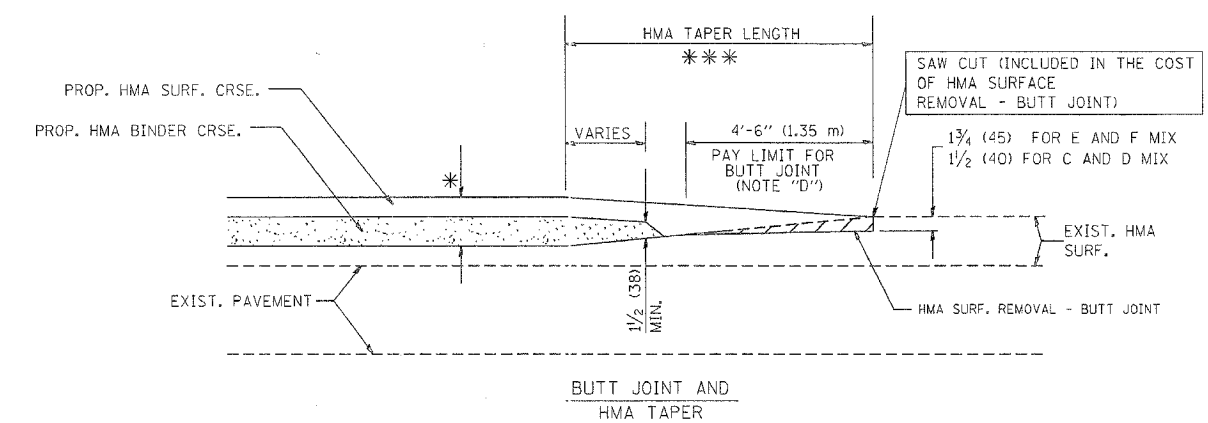
F.A.W. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-000A6-02-11	COOK	103	65
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			



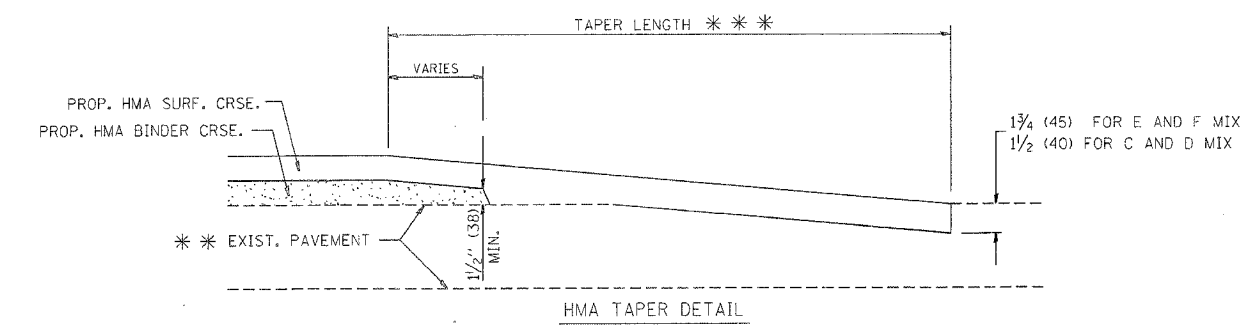
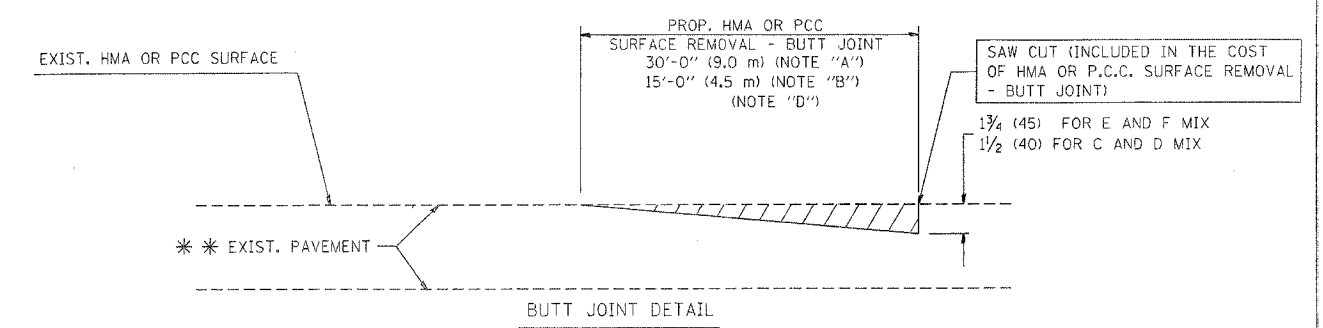
OPTION 1



OPTION 2  
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

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

\*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

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

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. COMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

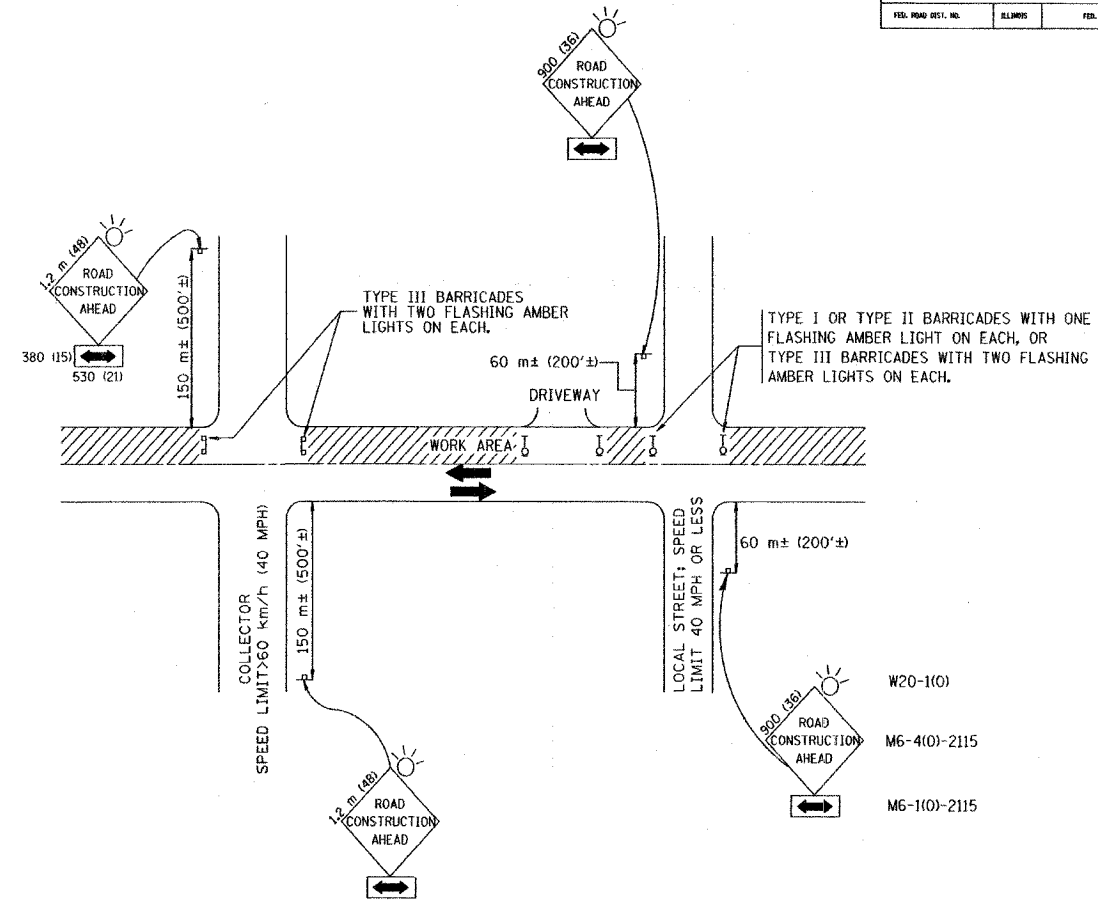
SCALE: VERT. NONE  
HORIZ. 1" = 10'

DRAWN BY  
CHECKED BY

BD400-05 (VI-BD32)  
REVISION DATE: 01/01/07

PLT DATE = 10/31/2006  
PLT SCALE = 500000 / 1 IN.  
USER NAME = lrygpa

F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00050-45-PV	COOK/DUPAGE	103	66
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-8003(544)		



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
    - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
    - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

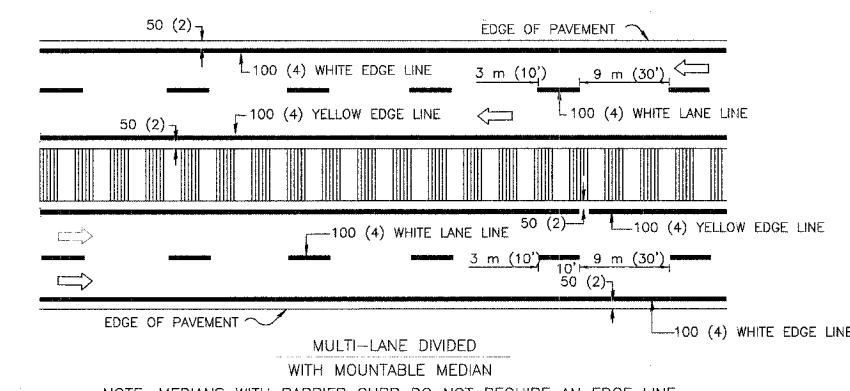
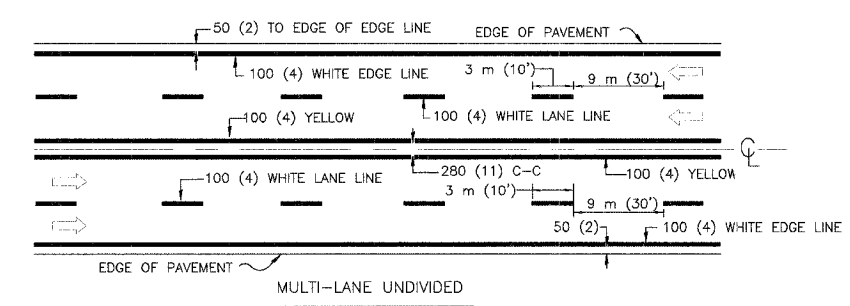
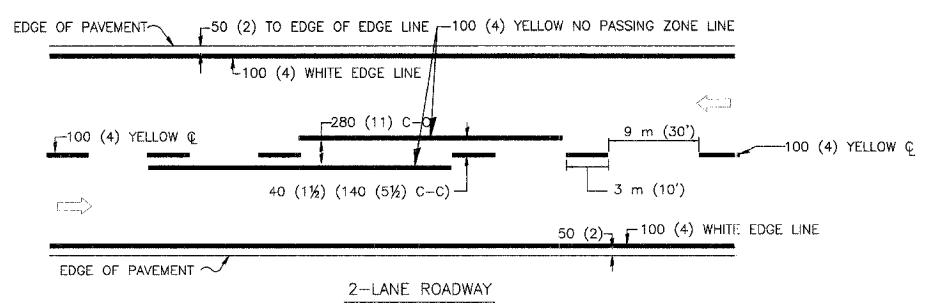
All dimensions are in millimeters (inches) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TRAFFIC CONTROL AND PROTECTION  
 FOR  
 SIDE ROADS, INTERSECTIONS, AND  
 DRIVEWAYS

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

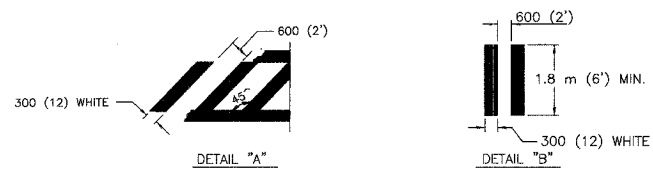
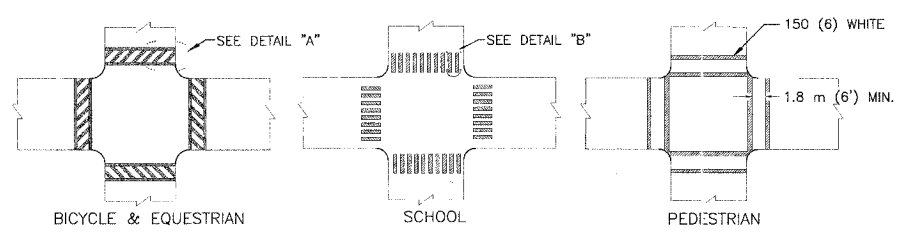
SCALE: NONE  
 DATE: 03/13/00  
 DRAWN BY  
 CHECKED BY

FULL SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	67
IDOT PAVEMENT MARKING DETAILS				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(94)		

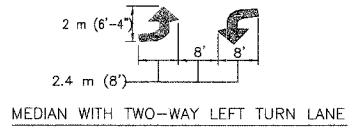
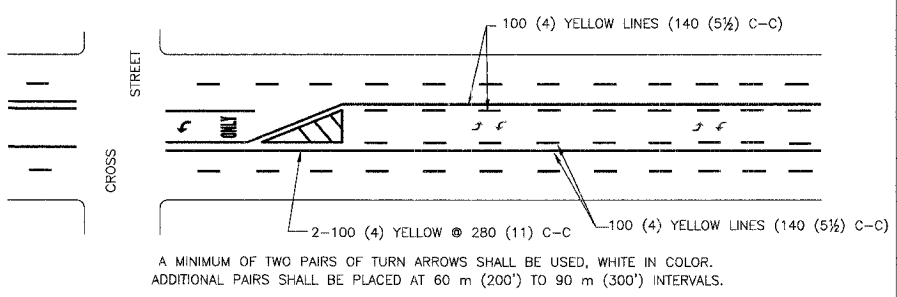
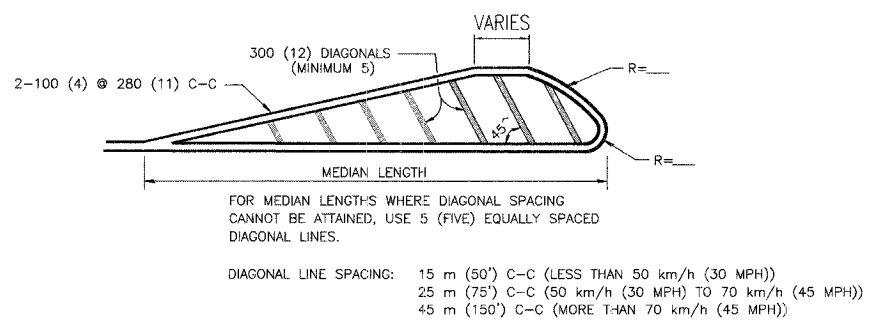
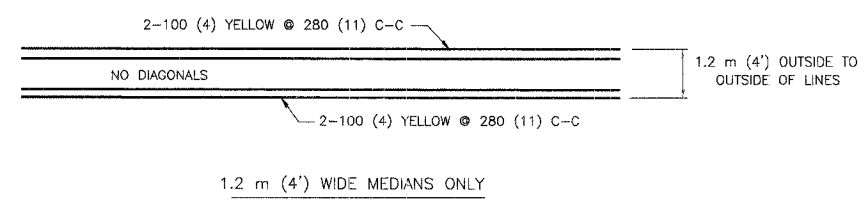


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

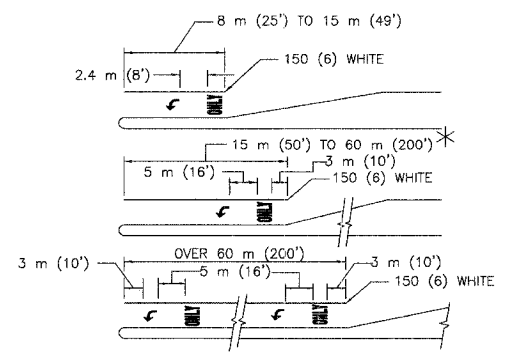
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



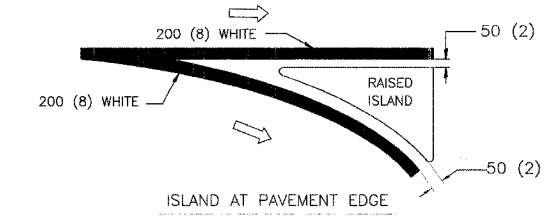
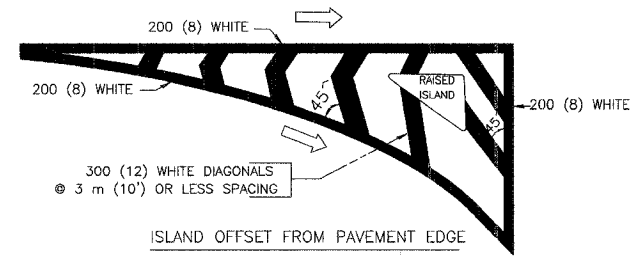
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (50) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT.
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.40 m <sup>2</sup> (4.3 SQ. FT.) EACH "X"=5.0 m <sup>2</sup> (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 1997 AND STATE STANDARD 780001.

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

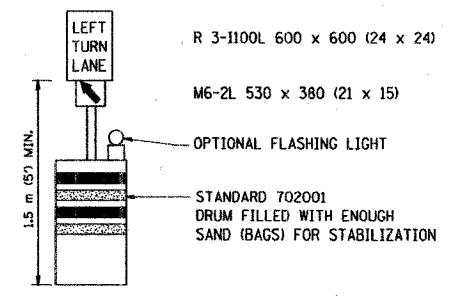
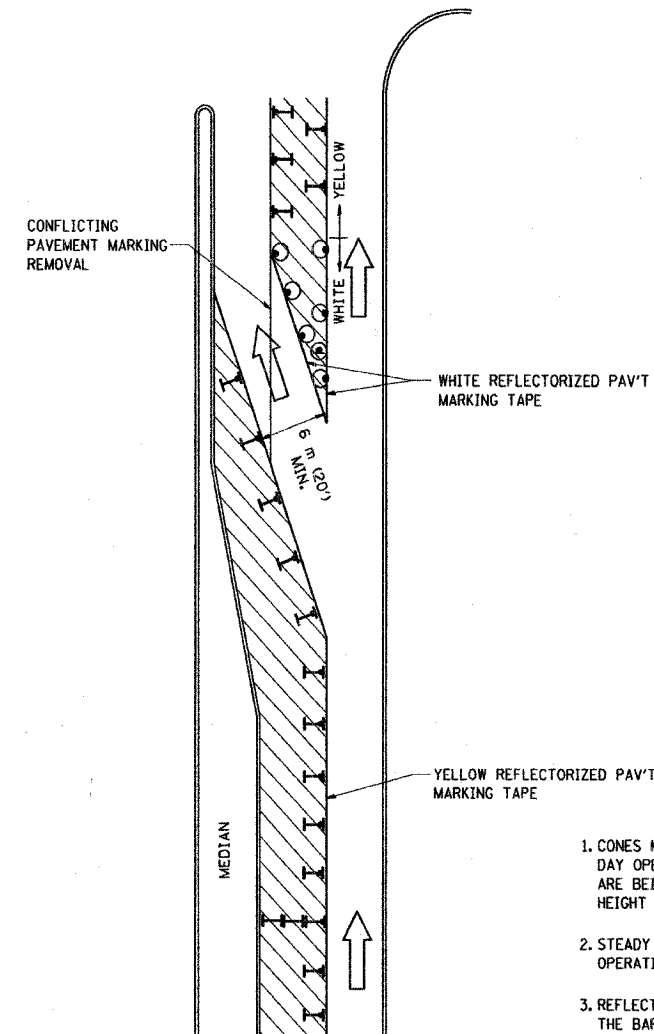
ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96

SCALE: NONE  
DATE  
DRAWN BY CADD  
CHECKED BY

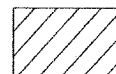
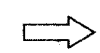




F. & U. SHEET	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	68
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT NO.-8003(5-14)		



**GENERAL NOTES**

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

**LEGEND**

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

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

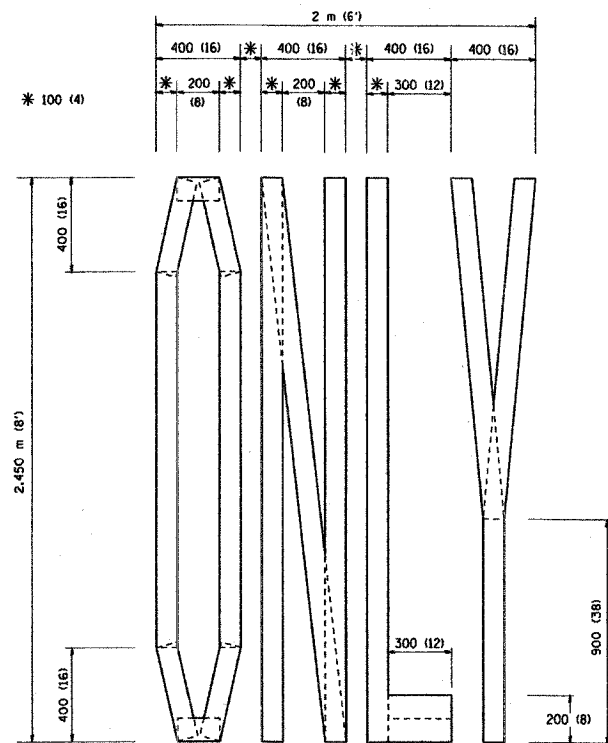
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TRAFFIC CONTROL AND PROTECTION  
 AT TURN BAYS  
 (TO REMAIN OPEN TO TRAFFIC)

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

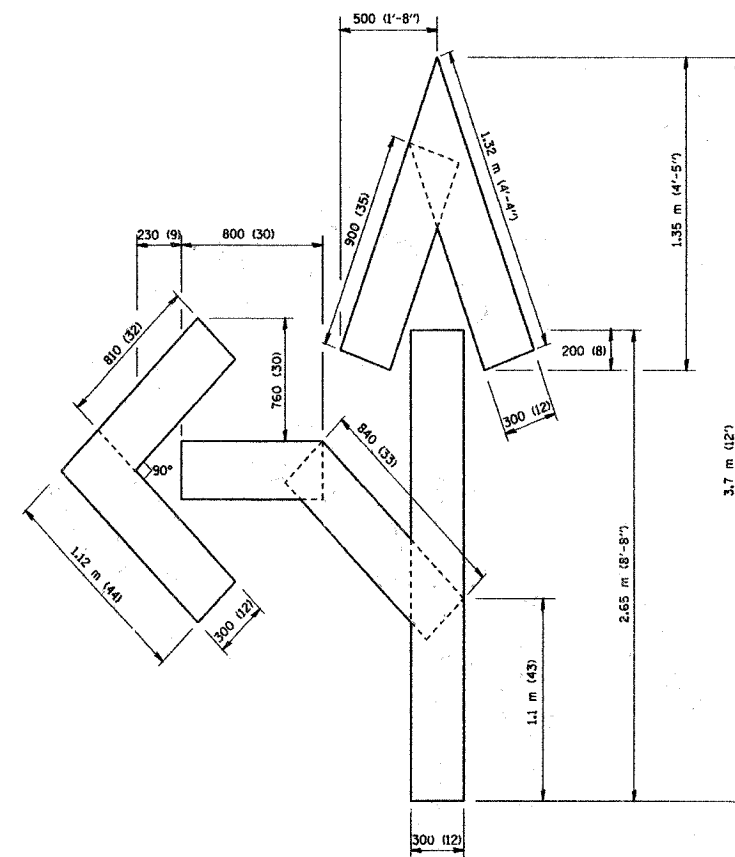
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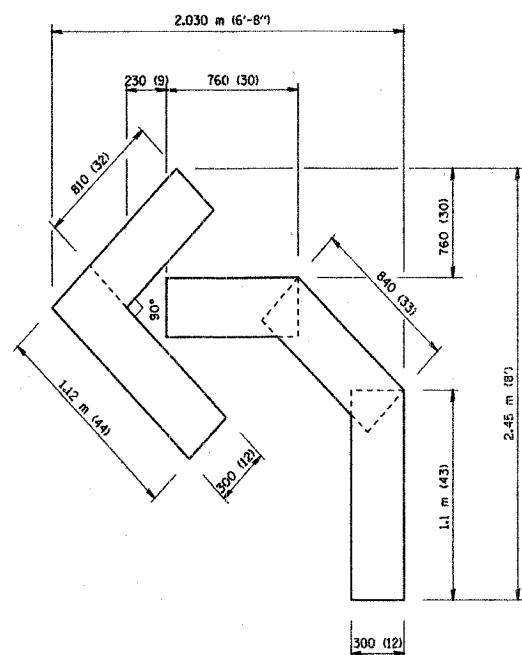
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STA.		TO STA.		
FED. ROAD DIST. NO.		CLASS.	FED. AID PROJECT NO. 8003(544)	



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS

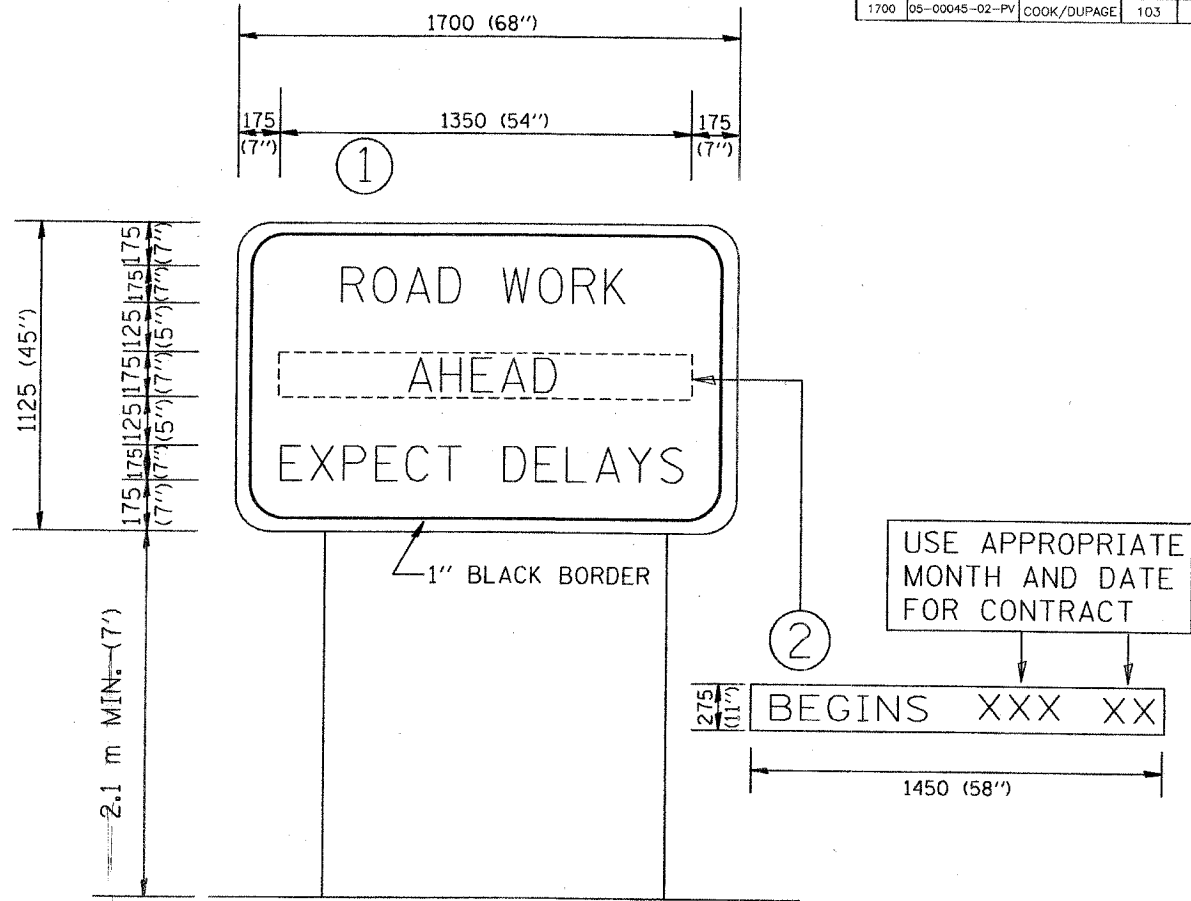
REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98

SCALE: NONE  
 DATE 03/13/00

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 CHECKED BY

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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	70



**NOTES:**

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

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY INFORMATION SIGNING
NAME	DATE	
R. MIRS	9-15-97	
R. MIRS	12-11-97	
T. RAMMACHER	2-2-99	

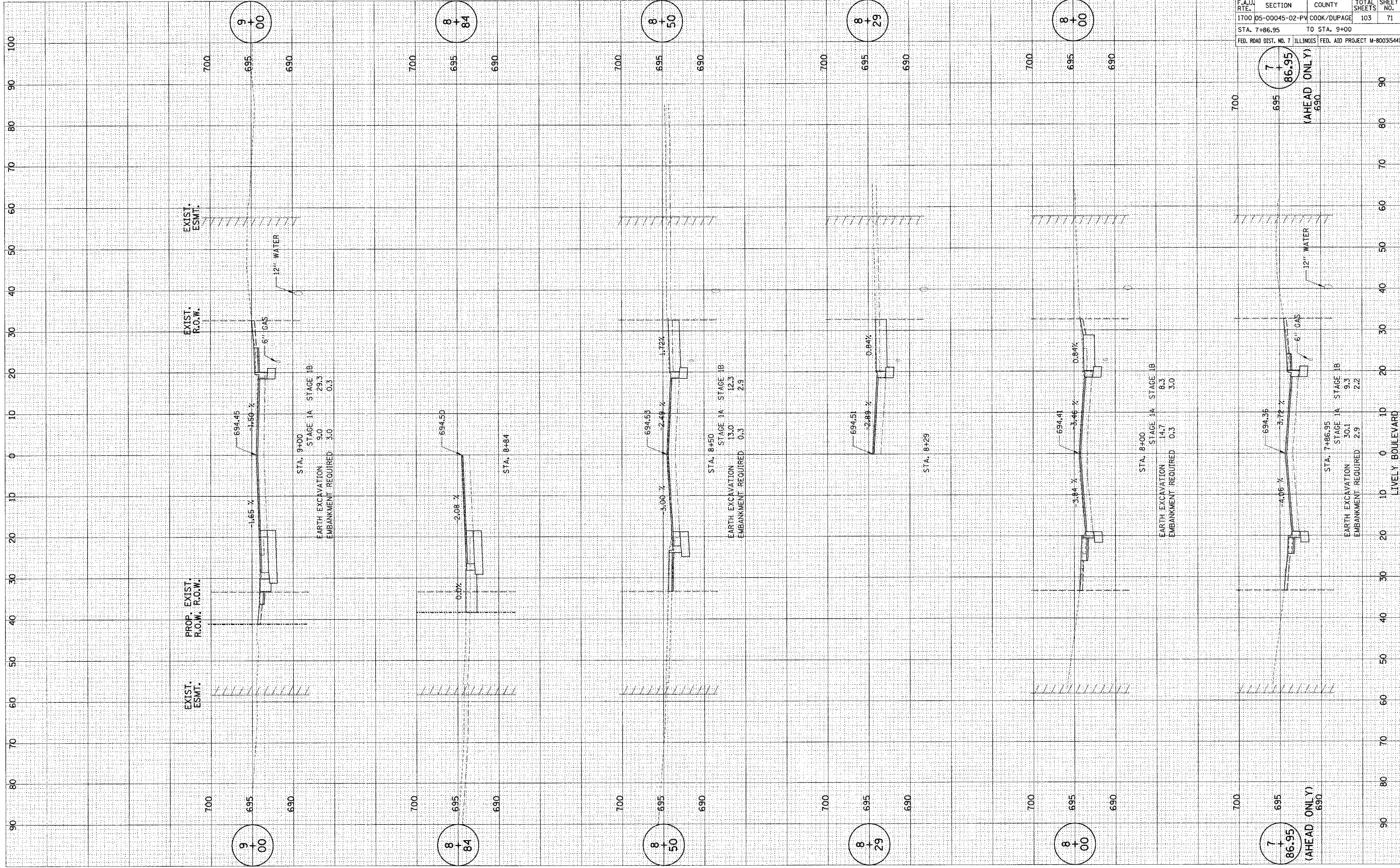
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CHECKED BY:

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 REFERENCE: # REF#\*

SURVEY PLOTTED  
 NOTE BOOK  
 NO.

SURVEY PLOTTED  
 NOTE BOOK  
 NO.



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	71
STA. 7+86.95		TO STA. 9+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)				

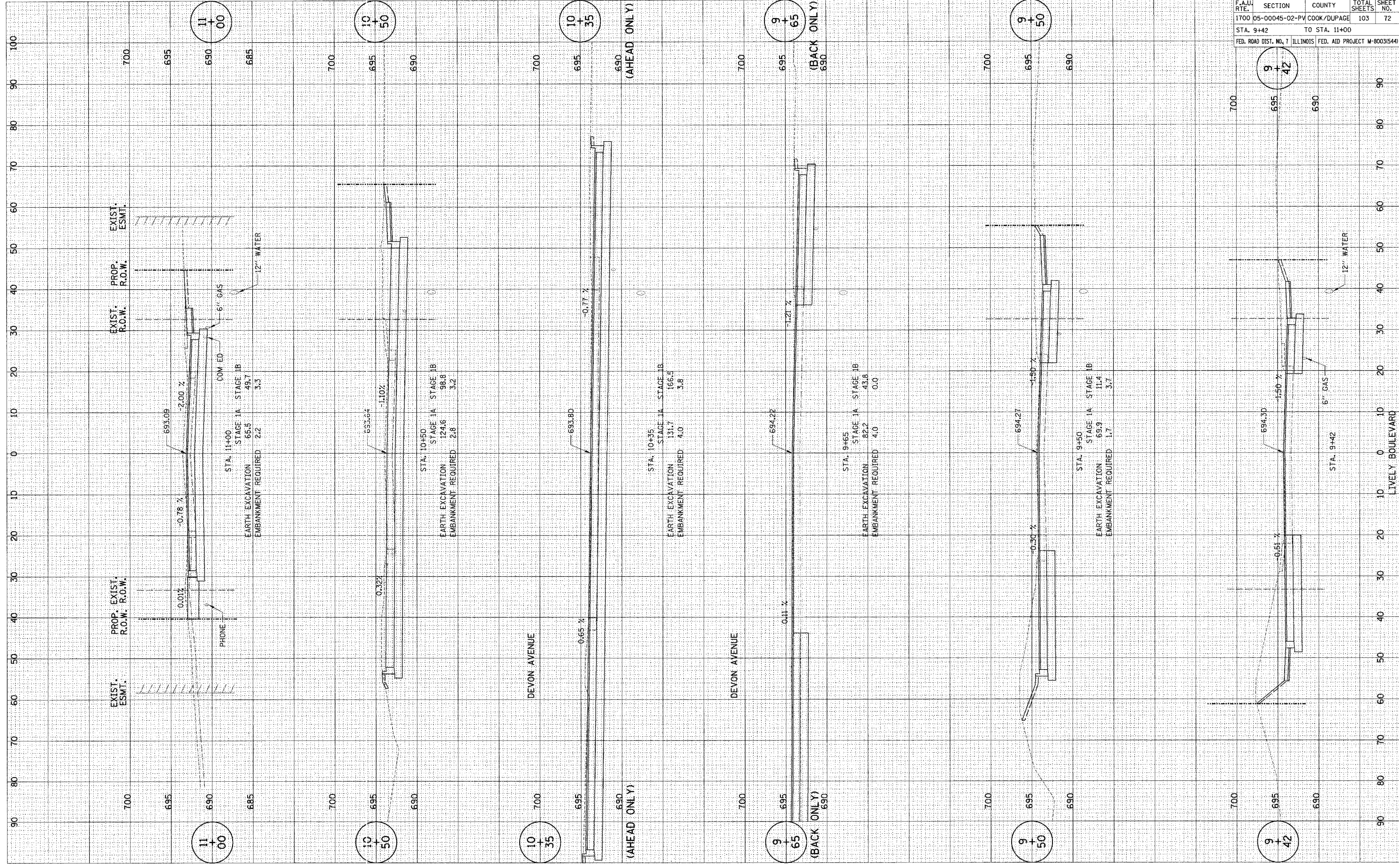
7+86.95  
 (AHEAD ONLY)  
 690

NOTE: ELEVATIONS OF UTILITIES TO BE VERIFIED BY FACILITY OWNER

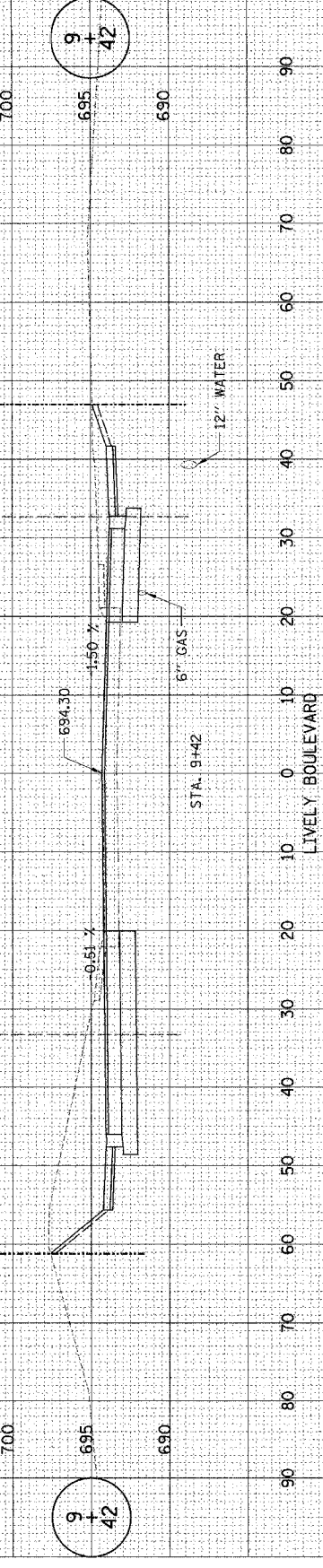
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 NOTE BOOK NO.  
 AREAS CHECKED



F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	72
STA. 9+42		TO STA. 11+00		
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT M-80031544



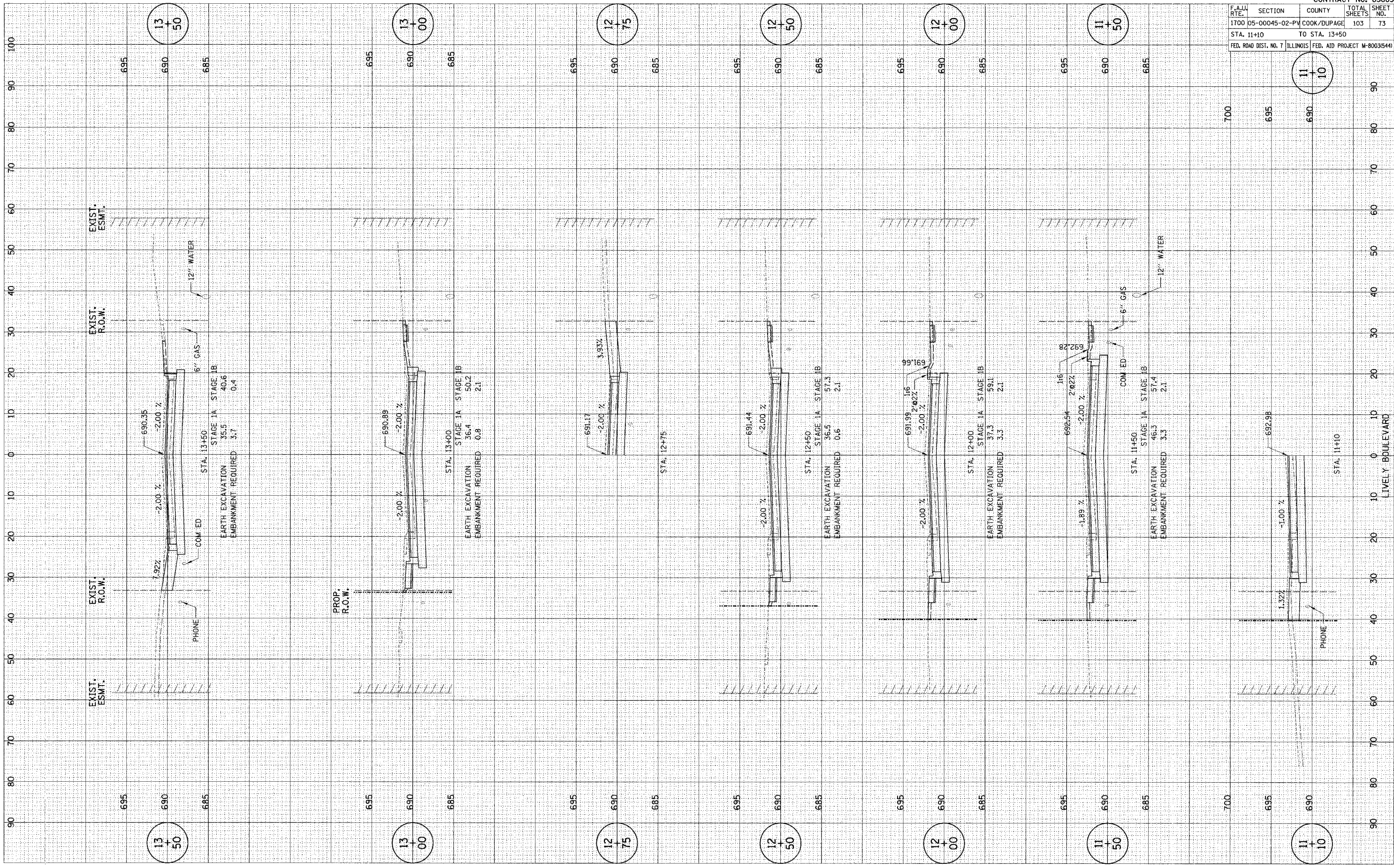
LIVELY BOULEVARD



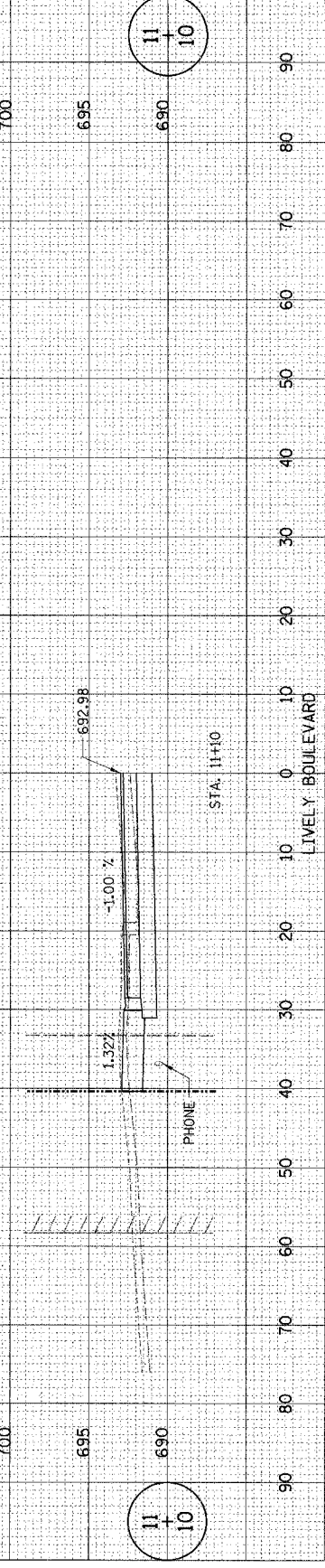
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SURVEY: # SURVEY #  
 PLOTTED: # PLOTTED #  
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 AREAS CHECKED: # AREAS CHECKED #



CONTRACT NO. 83883			
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
1700	05-00045-02-PV	COOK/DUPAGE	103
STA. 11+10	TO STA. 13+50		SHEET NO. 73
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-8003(544)	



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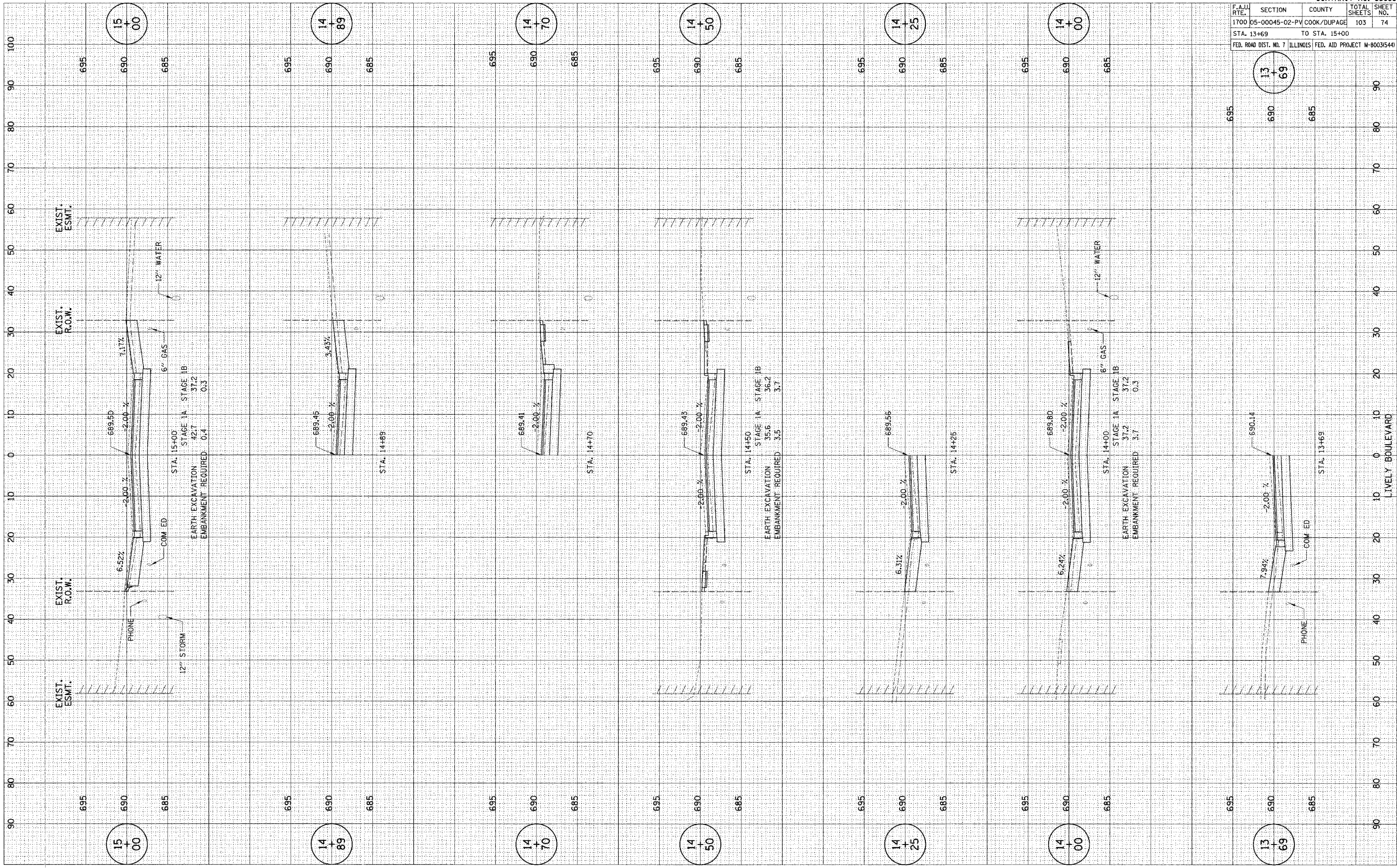
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SURVEY: \* SURVEY \*  
 NOTE BOOK: \* NOTE BOOK \*  
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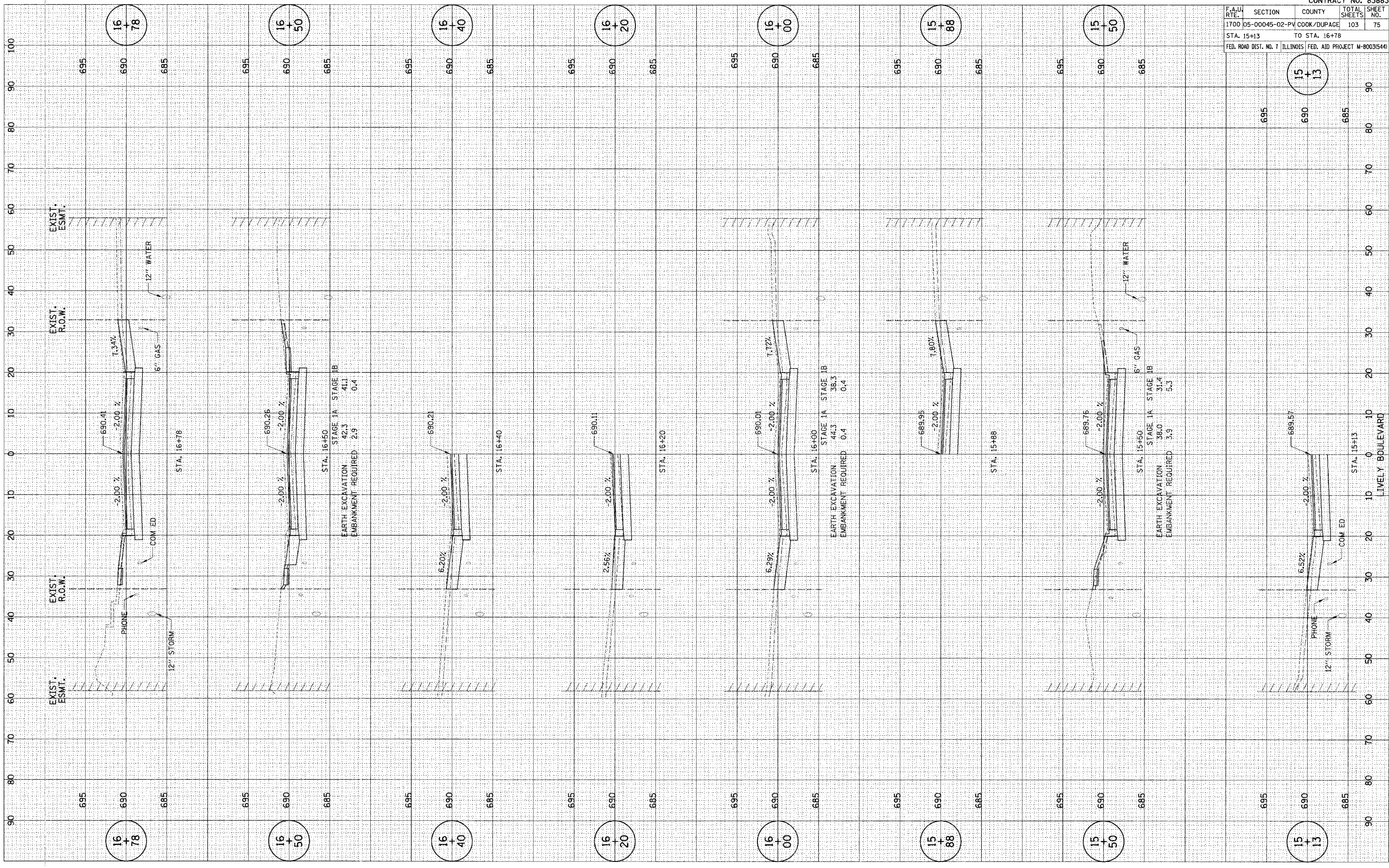
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STA. 13+69		TO STA. 15+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80035444				

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SURVEY PLOTTED  
 NOTE BOOK  
 NO.



CONTRACT NO. 83883	
F.A.U. SECTION	COUNTY TOTAL SHEETS
1700 05-00045-02-PV COOK/DUPAGE	103 75
STA. 15+13	TO STA. 16+78
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-800315441	

15  
+  
13

16  
+  
78

16  
+  
50

16  
+  
40

16  
+  
20

16  
+  
00

15  
+  
88

15  
+  
50

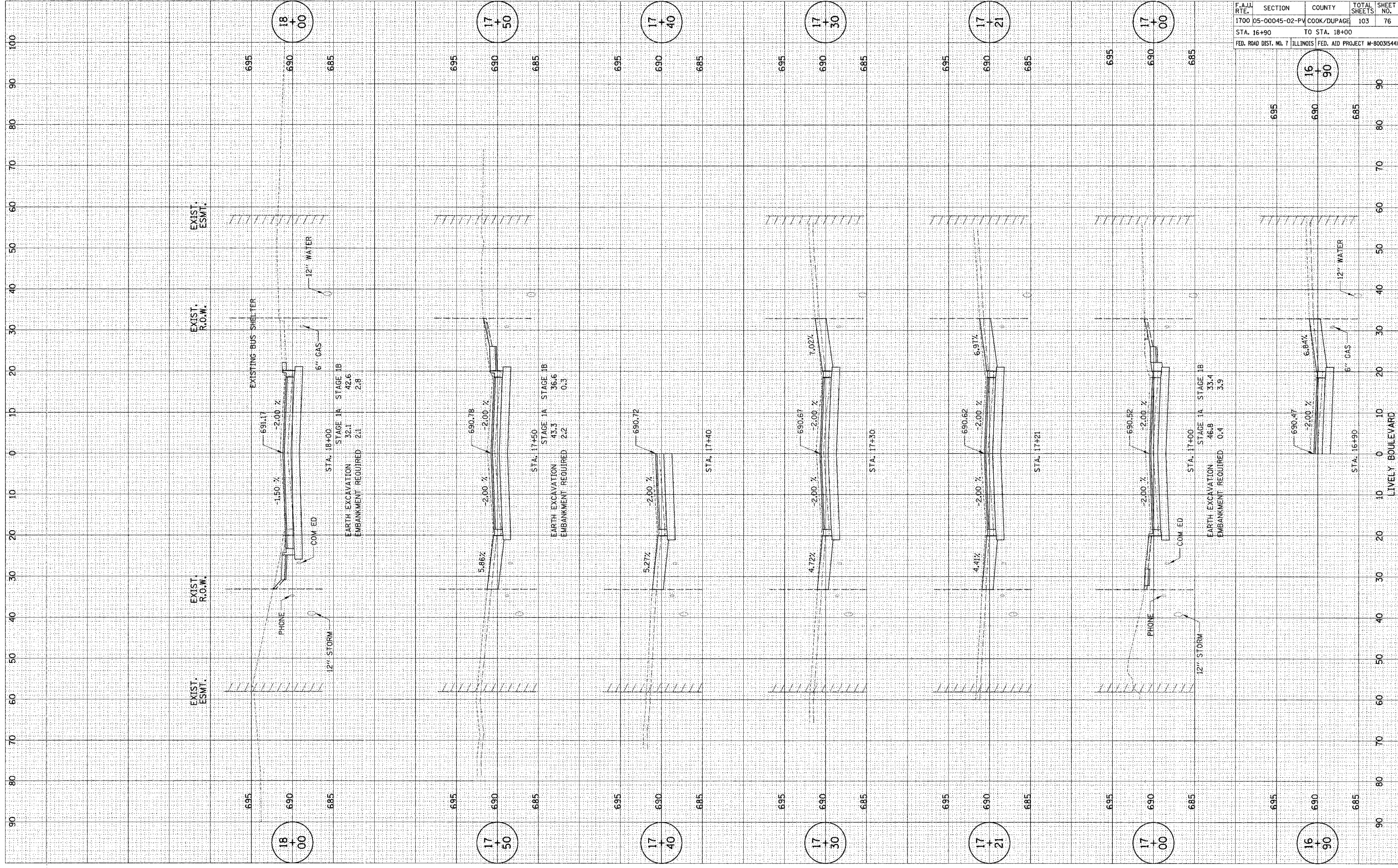
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LIVELY BOULEVARD

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 NOTE BOOK NO.  
 TEMPLATE AREAS CHECKED

SURVEY PLOTTED BY  
 NOTE BOOK NO.  
 TEMPLATE AREAS CHECKED



CONTRACT NO. 83883	
F.A.U. SECTION	COUNTY TOTAL SHEETS SHEET NO.
1700 05-00045-02-PV	COOK/DUPAGE 103 76
STA. 16+90 TO STA. 18+00	
FED. ROAD DIST. NO. 7 ILLINOIS	FED. AID PROJECT M-80035(44)

16  
+  
90

17  
+  
00

17  
+  
21

17  
+  
30

17  
+  
40

17  
+  
50

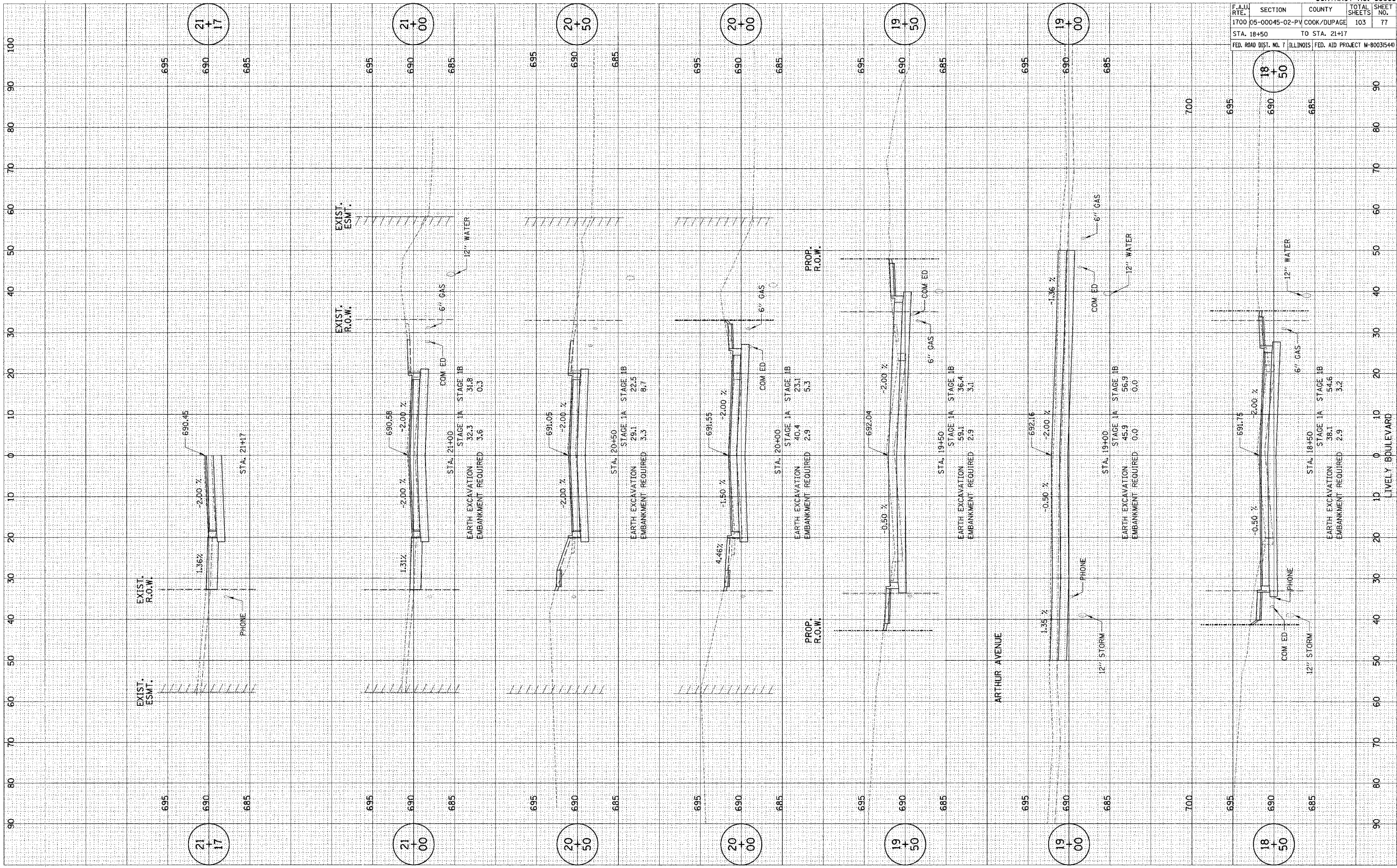
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LIVELY BOULEVARD

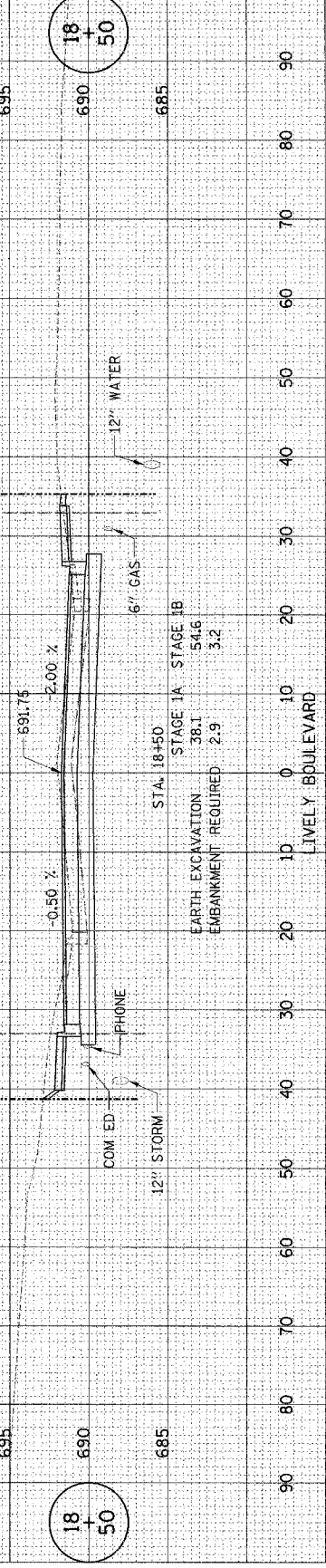
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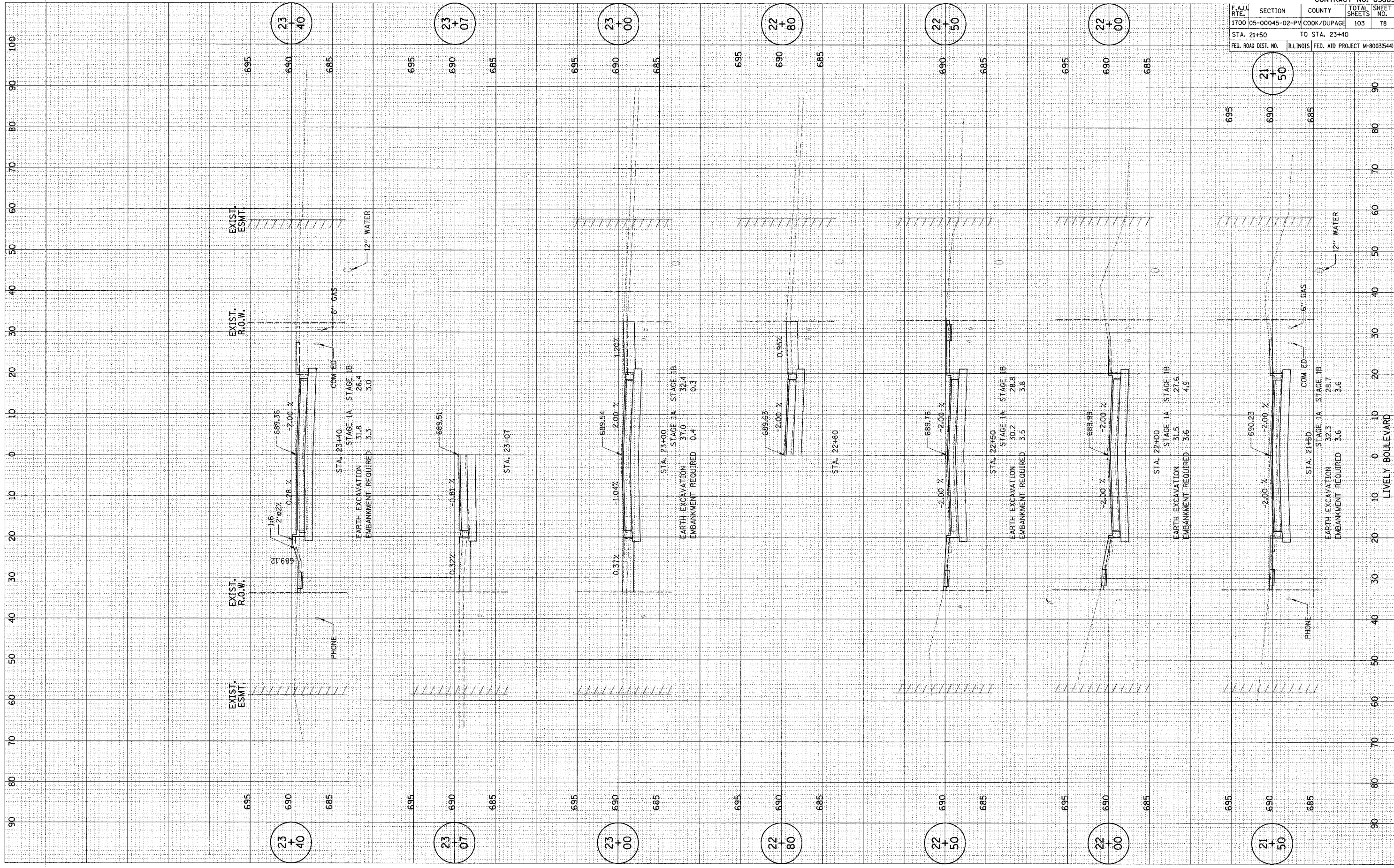
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STA. 18+50 TO STA. 21+17				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80035440				



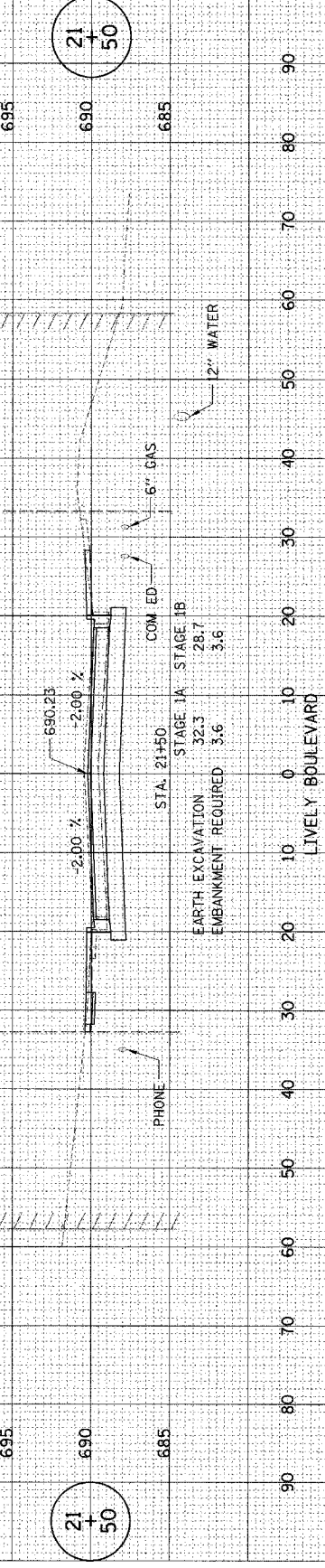
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 AREAS CHECKED \* AREAS CHECKED \*

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CONTRACT NO. 83883	
F.A.U. RTE.	SECTION
1700	05-00045-02-PV
COUNTY	COOK/DUPAGE
TOTAL SHEETS	103
SHEET NO.	78
STA. 21+50 TO STA. 23+40	
FED. ROAD DIST. NO.	ILLINOIS
FED. AID PROJECT	M-8003(544)



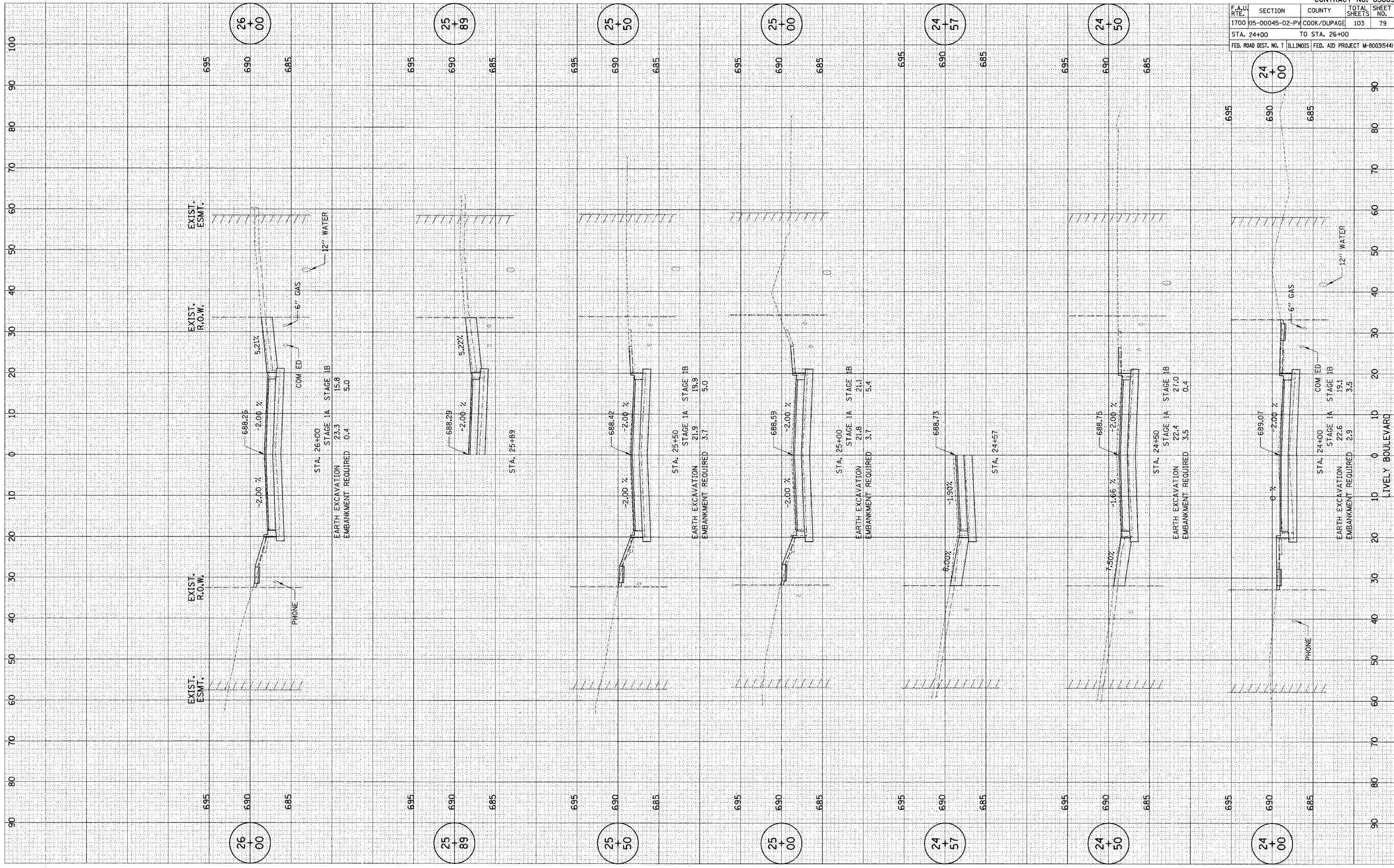
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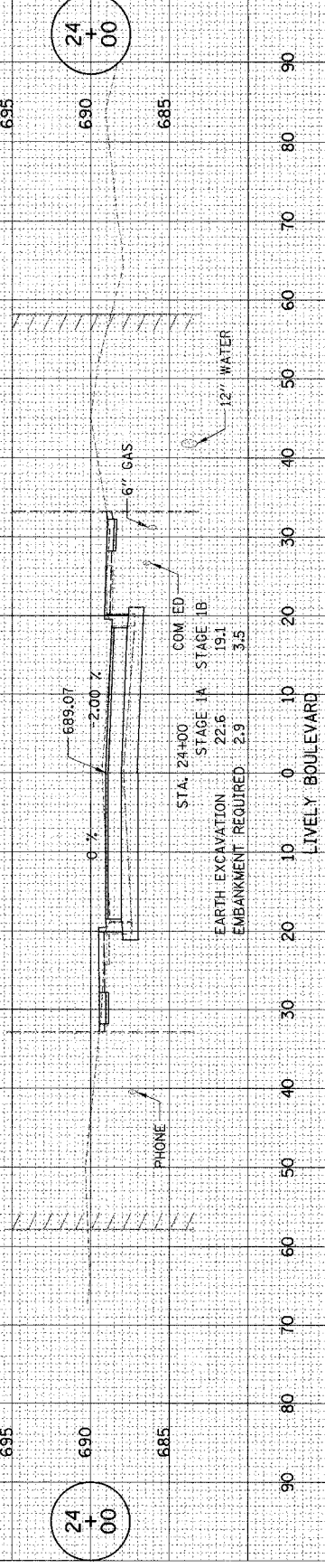
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CONTRACT NO. 83883			
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
1700	05-00045-02-PV	COOK/DUPAGE	103
STA. 24+00		TO STA. 26+00	
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT M-8003(544)	

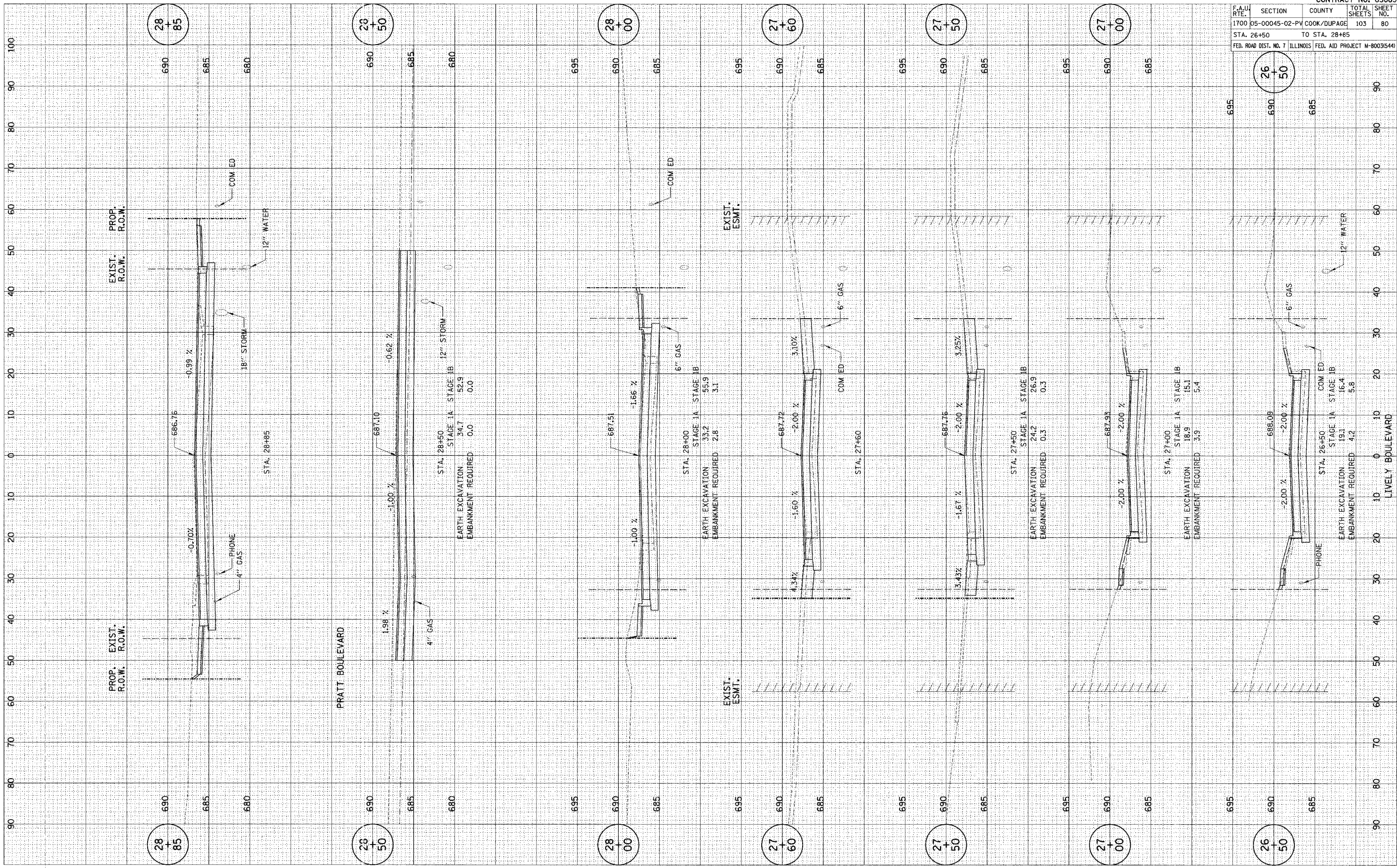


LIVELY BOULEVARD

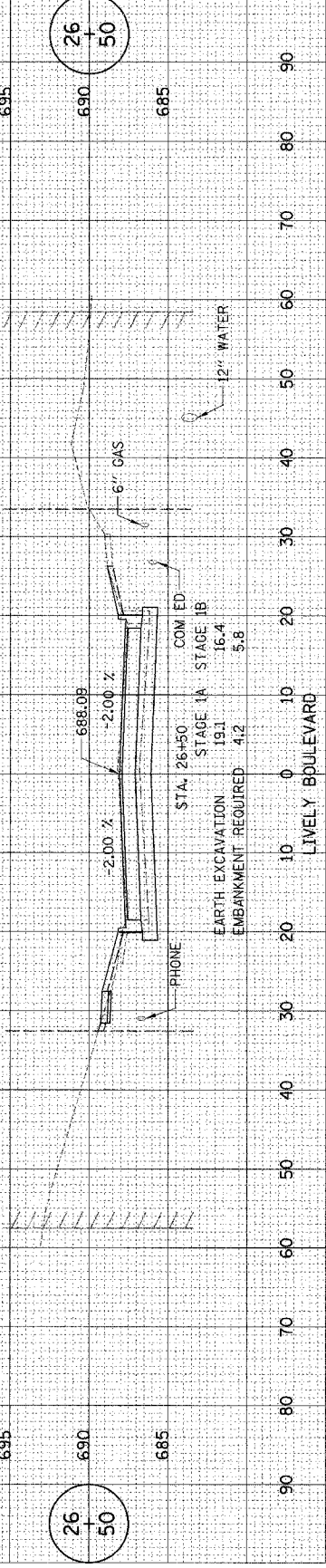
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 PLOTTED: \* \* \* \* \*  
 TEMPLATE: \* \* \* \* \*  
 AREAS CHECKED: \* \* \* \* \*

SURVEY: \* \* \* \* \*  
 PLOTTED: \* \* \* \* \*  
 TEMPLATE: \* \* \* \* \*  
 AREAS CHECKED: \* \* \* \* \*



CONTRACT NO. 83883			
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
1700	05-00045-02-PV COOK/DUPAGE	103	80
STA. 26+50 TO STA. 28+85			
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-800315441			

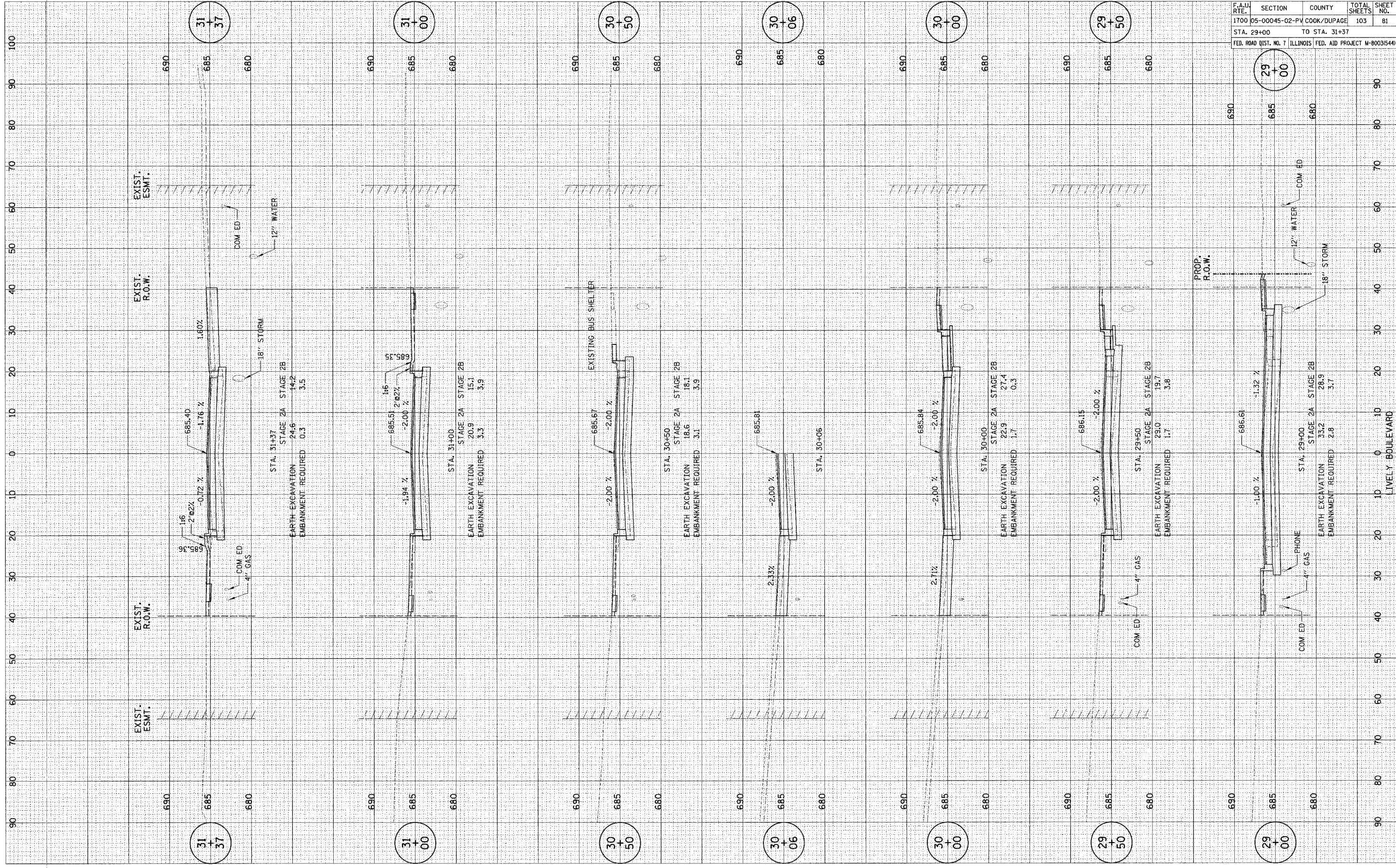




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 NOTE BOOK TEMPLATE  
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SURVEY PLOTTED  
 NOTE BOOK TEMPLATE  
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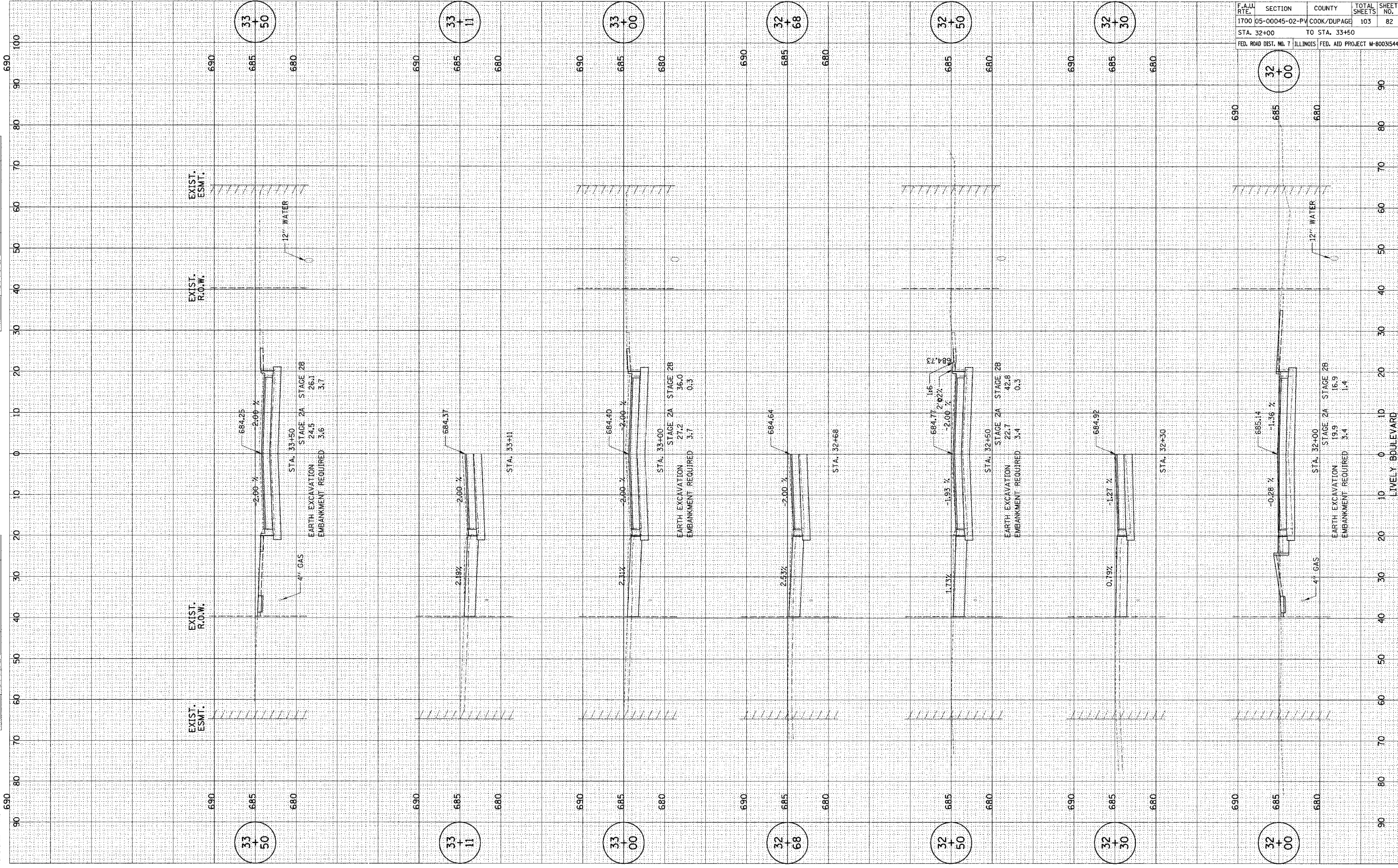
CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	81
STA. 29+00		TO STA. 31+37		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80031544				

LIVELY BOULEVARD

PLOT DATE: 4/20/05  
 PLOT SCALE: 1"=40'  
 REFERENCE: 11/05/04

SURVEY: SURVEYED  
 NOTE BOOK: PLOTTED  
 NO.: TEMPLATE

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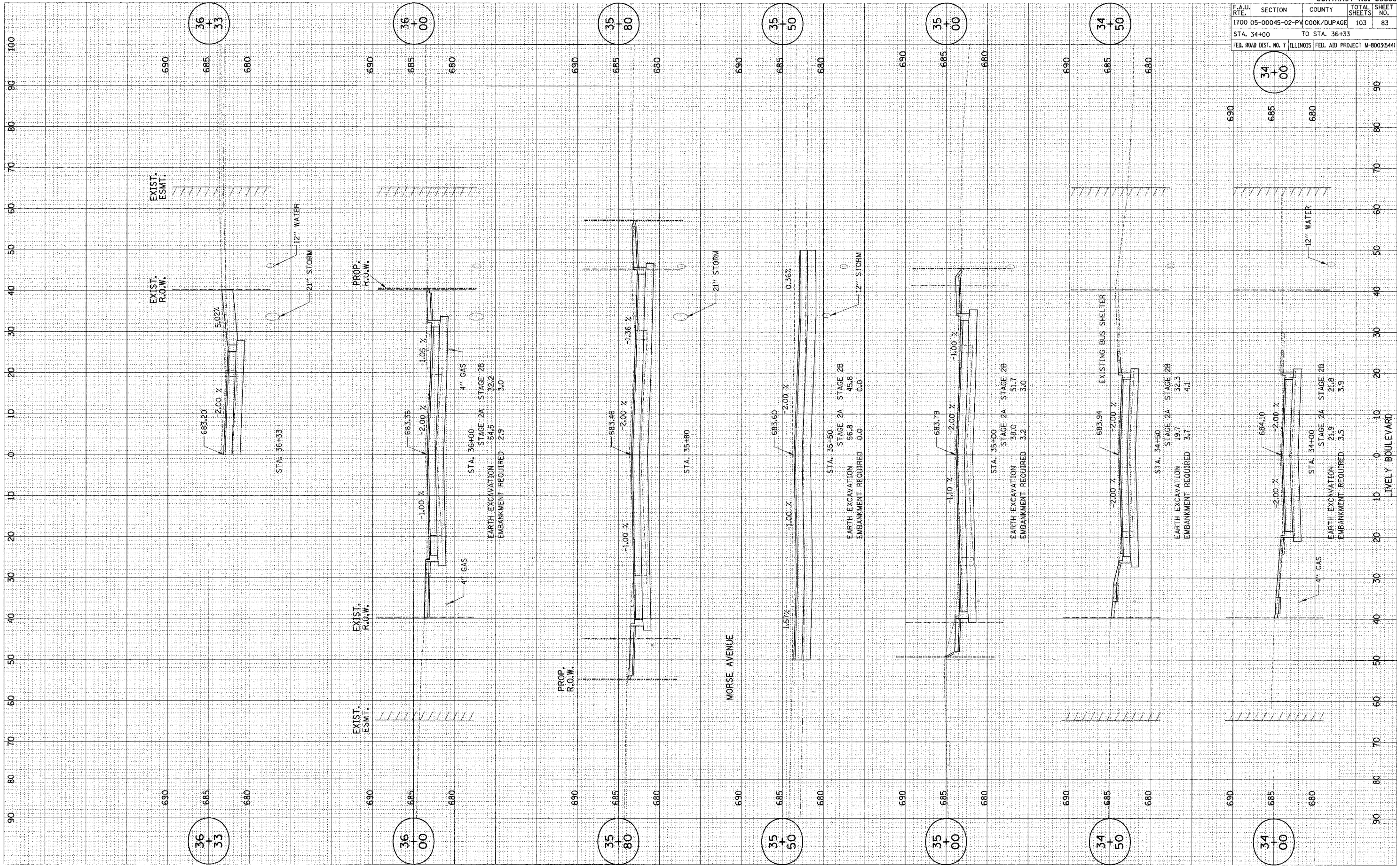
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
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STA. 32+00		TO STA. 33+50	
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT M-8003(544)	

LIVELY BOULEVARD

PLOT DATE = 8/20/14  
 PLOT SCALE = 1"=40'  
 REFERENCE = 01/15/14

SURVEY NO. 1700-05-00045-02-PV  
 DATE PLOTTED 8/20/14  
 TEMPLATE NO. 103  
 AREAS CHECKED

SURVEY NO. 1700-05-00045-02-PV  
 DATE PLOTTED 8/20/14  
 TEMPLATE NO. 103  
 AREAS CHECKED



CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700-05-00045-02-PV	COOK/DUPAGE		103	83
STA. 34+00		TO STA. 36+33		
FED. ROAD DIST. NO. 7 ILLINOIS		FED. AID PROJECT M-800315441		

36  
+  
33

36  
+  
00

35  
+  
80

35  
+  
50

35  
+  
00

34  
+  
50

34  
+  
00

34  
+  
00

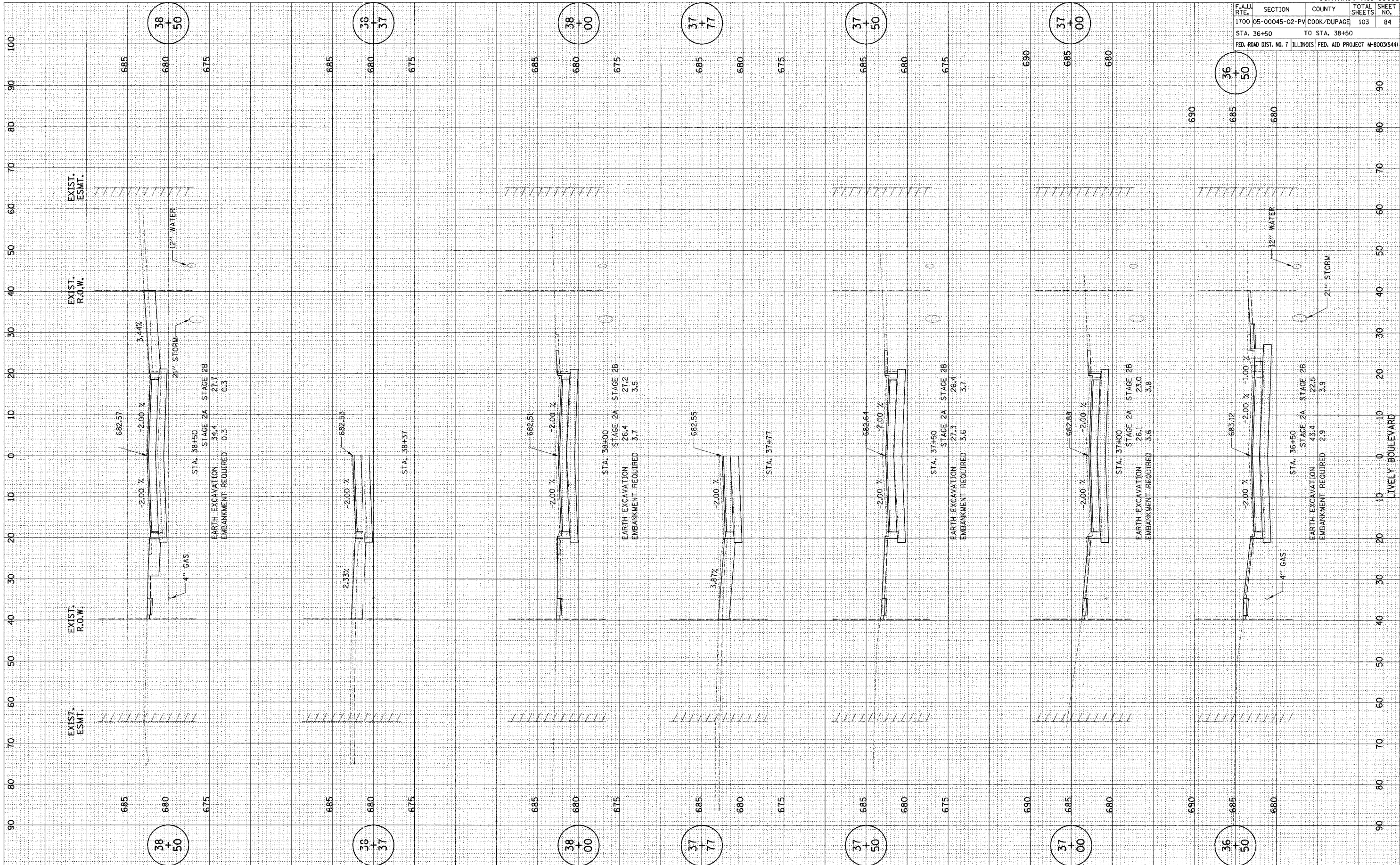
PLOT DATE: 8/24/05  
 PLOT SCALE: 1"=40'  
 REFERENCE: SEE SHEET 36+50

SURVEY: PLOTTED  
 NOTE BOOK: 1700-05-00045-02-PV  
 TEMPLATE: COOK/DUPAGE  
 AREAS CHECKED: 103

SURVEY: PLOTTED  
 NOTE BOOK: 1700-05-00045-02-PV  
 TEMPLATE: COOK/DUPAGE  
 AREAS CHECKED: 103

SURVEY: PLOTTED  
 NOTE BOOK: 1700-05-00045-02-PV  
 TEMPLATE: COOK/DUPAGE  
 AREAS CHECKED: 103

CONTRACT NO. 83883	
F.A.U. RTE.	SECTION
1700-05-00045-02-PV	COOK/DUPAGE
STA. 36+50	TO STA. 38+50
FED. ROAD DIST. NO. 7 ILLINOIS	FED. AID PROJECT M-8003(544)



38  
+  
50

38  
+  
37

38  
+  
00

37  
+  
77

37  
+  
50

37  
+  
00

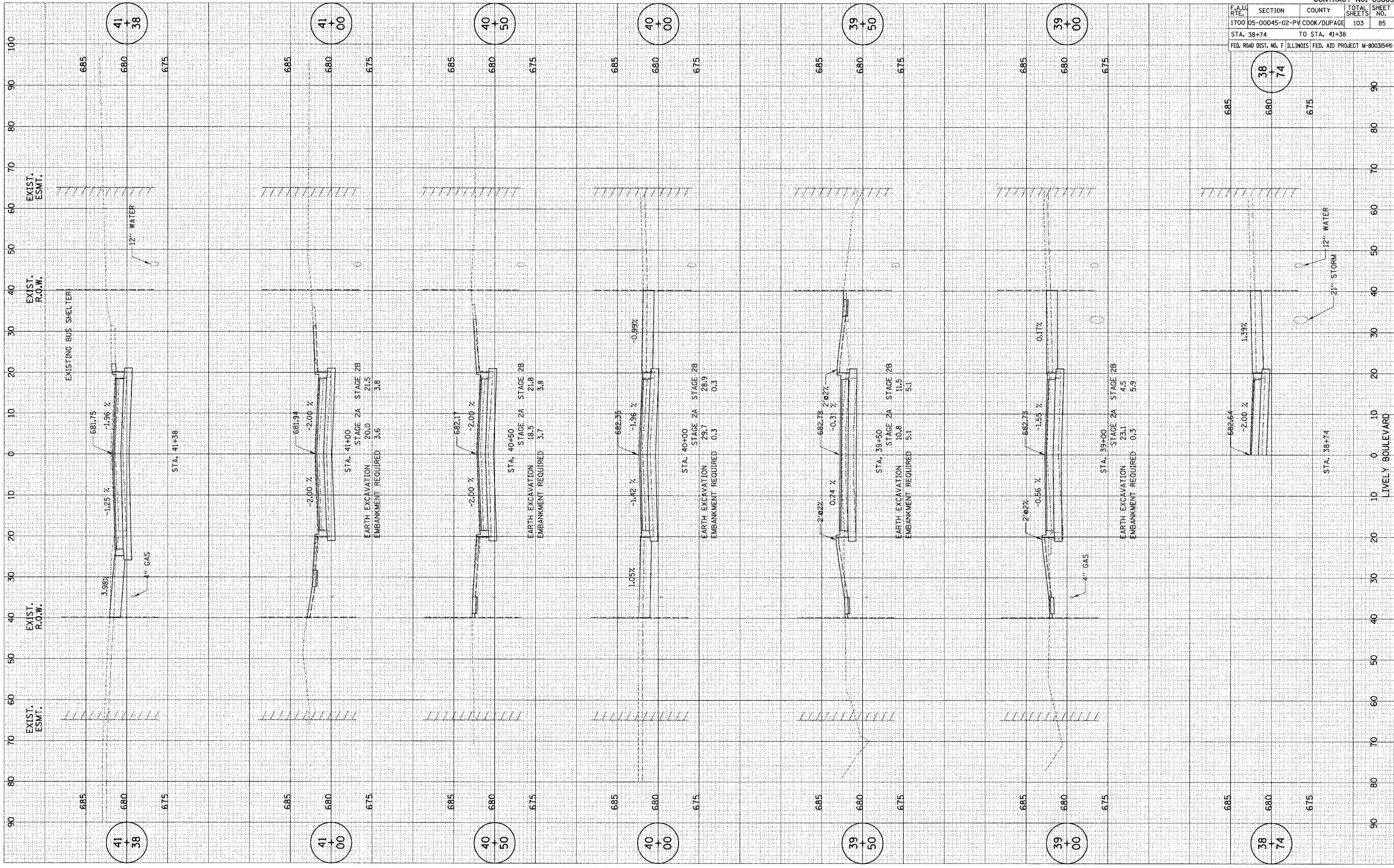
36  
+  
50

LIVELY BOULEVARD

PLOT DATE: \* \* \* \* \*  
 PLOT SCALE: \* \* \* \* \*  
 REFERENCE: \* \* \* \* \*

SURVEY: \* \* \* \* \*  
 NOTE BOOK: \* \* \* \* \*  
 NO.: \* \* \* \* \*

SURVEY: \* \* \* \* \*  
 NOTE BOOK: \* \* \* \* \*  
 NO.: \* \* \* \* \*



CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	85
STA. 38+74		TO STA. 41+38		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003644				

41  
+  
38

41  
+  
00

40  
+  
50

40  
+  
00

39  
+  
50

39  
+  
00

38  
+  
74

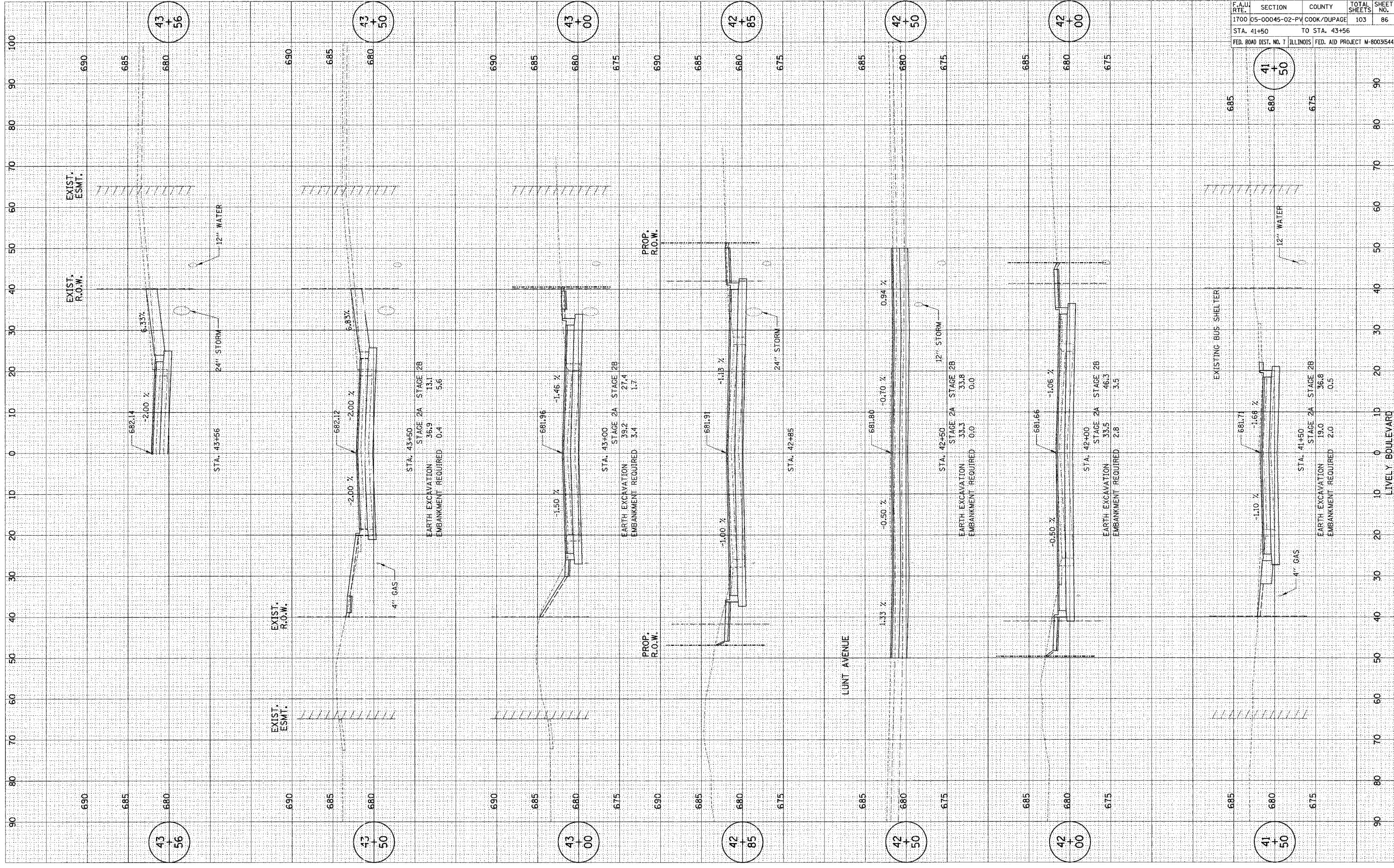
38  
+  
74

LIVELY BOULEVARD

PLOT DATE: 11/15/05  
 PLOT SCALE: 1" = 40'  
 REFERENCE: 11/15/05

SURVEY: 11/15/05  
 PLOTTED: [ ]  
 TEMPLATE: [ ]  
 AREAS CHECKED: [ ]

SURVEY: 11/15/05  
 PLOTTED: [ ]  
 TEMPLATE: [ ]  
 AREAS CHECKED: [ ]



CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PY	COOK/DUPAGE	103	86
STA. 41+50		TO STA. 43+56		
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT M-8003544

43  
+  
56

43  
+  
50

43  
+  
00

42  
+  
85

42  
+  
50

42  
+  
00

41  
+  
50

41  
+  
50

42  
+  
00

42  
+  
85

43  
+  
00

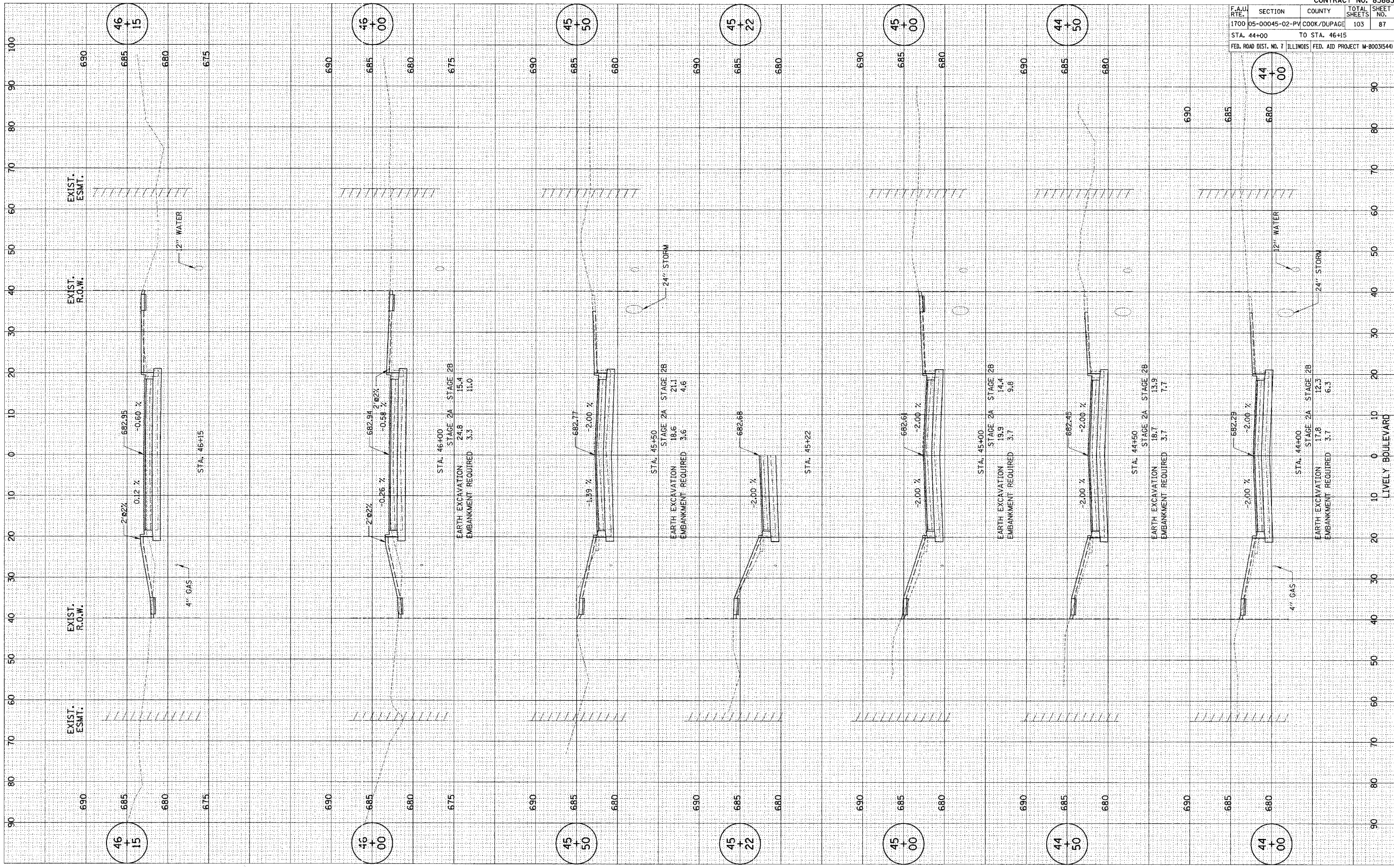
43  
+  
50

43  
+  
56

PLOT DATE: # DATES  
 PLOT SCALE: # FEET  
 REFERENCE: # REF#

SURVEY: # SURVEY  
 NOTE BOOK: #  
 NO.:

SURVEY: # SURVEY  
 NOTE BOOK: #  
 NO.:



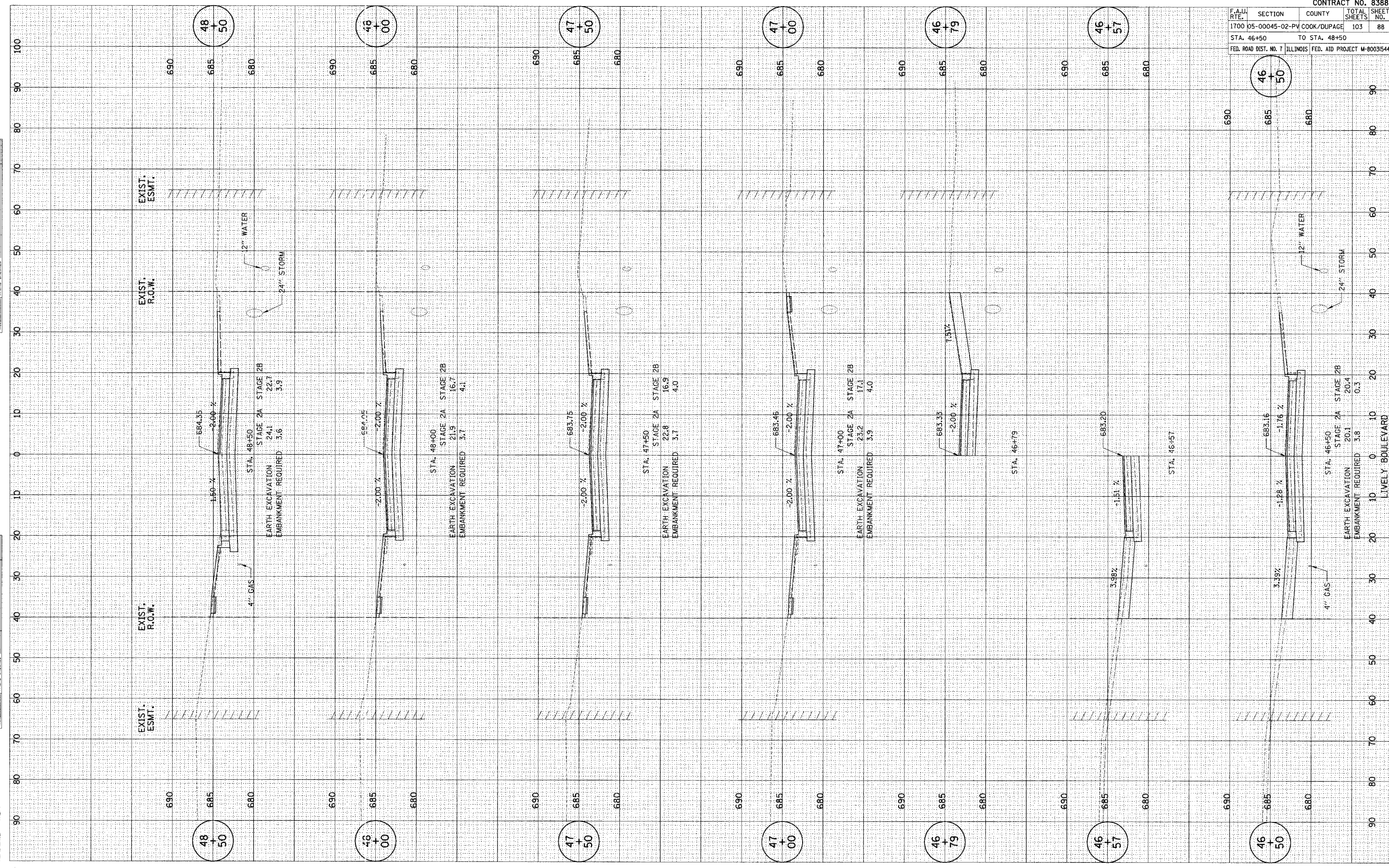
CONTRACT NO. 83883	
F.A.U. SECTION	COUNTY
1700 05-00045-02-PV COOK/DUPAGE	103
STA. 44+00	TO STA. 46+15
FED. ROAD DIST. NO. 7 ILLINOIS	FED. AID PROJECT M-80035440

STATION	ELEVATION	STAGE 2A	STAGE 2B	EXCAVATION	EMBANKMENT	REQUIREMENT
46+15	688.95	-0.60%	15.4	11.0		
46+00	682.94	-0.58%	24.8	3.3		
45+50	682.77	-2.00%	18.6	21.1	4.6	
45+00	682.61	-2.00%	14.4	9.8		
44+50	682.45	-2.00%	18.7	13.9	7.7	
44+00	682.29	-2.00%	17.8	12.3	6.3	

PLOT DATE = \*DATE\*  
 PLOT NAME = \*TITLE\*  
 PLOT SCALE = \*SCALE\*  
 REFERENCE = \*REF\*

SURVEY PLOTTED  
 NOTE BOOK NO. \_\_\_\_\_  
 AREAS CHECKED

SURVEY PLOTTED  
 NOTE BOOK NO. \_\_\_\_\_  
 AREAS CHECKED



CONTRACT NO. 83883	
F.A.U. RTE.	SECTION
1700 05-00045-02-PV COOK/DUPAGE	COUNTY
TOTAL SHEETS	SHEET NO.
103	88
STA. 46+50 TO STA. 48+50	
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80031544	

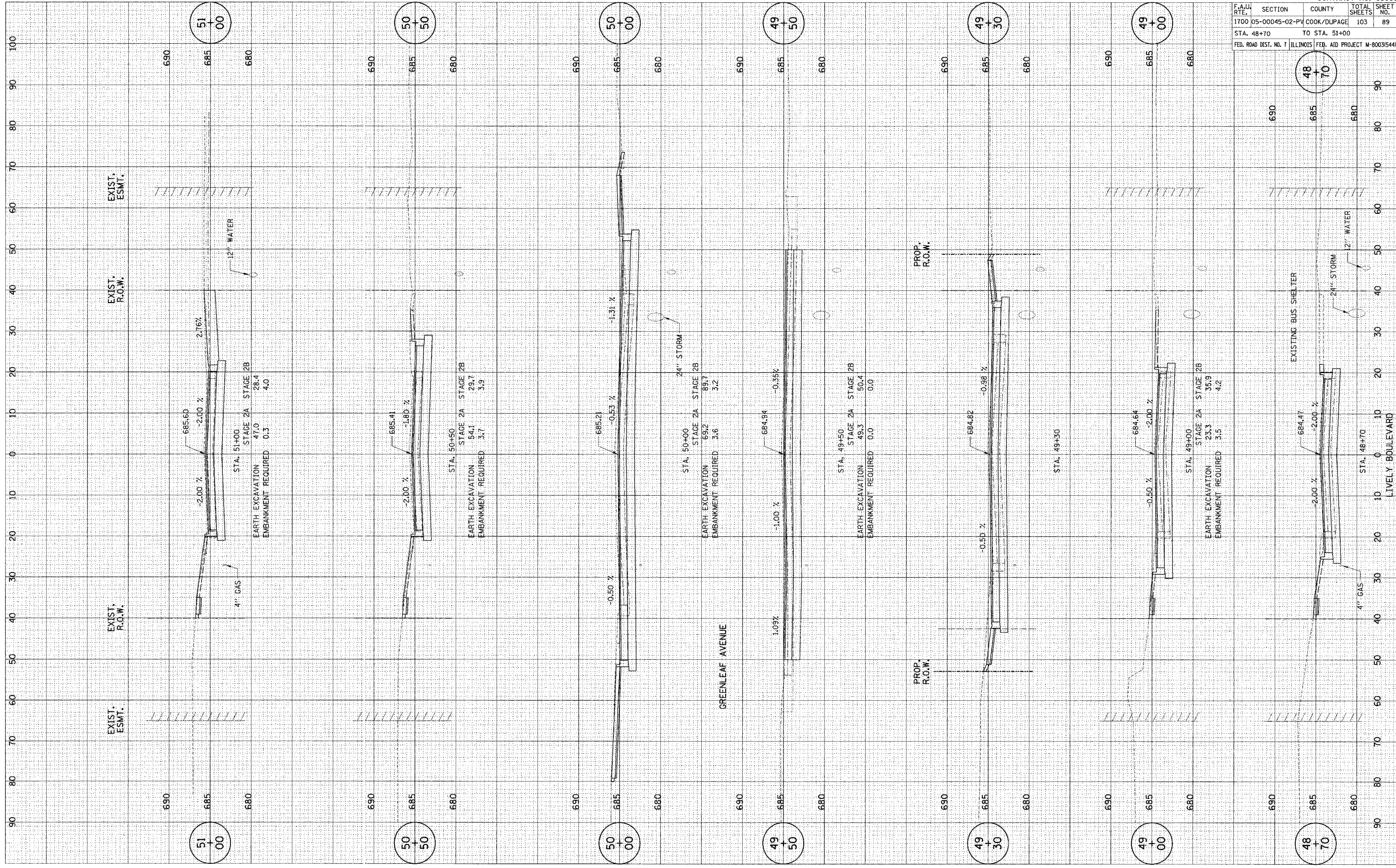
LIVELY BOULEVARD



PLOT DATE: # DATES  
 PLOT SCALE: # SCALES  
 PLOT REFERENCE: # REF.

SURVEY: # SURVEY  
 NOTE BOOK: # NOTE BOOK  
 PLOTTED: # PLOTTED  
 TEMPLATE: # TEMPLATE  
 AREAS CHECKED: # AREAS CHECKED

SURVEY: # SURVEY  
 NOTE BOOK: # NOTE BOOK  
 PLOTTED: # PLOTTED  
 TEMPLATE: # TEMPLATE  
 AREAS CHECKED: # AREAS CHECKED

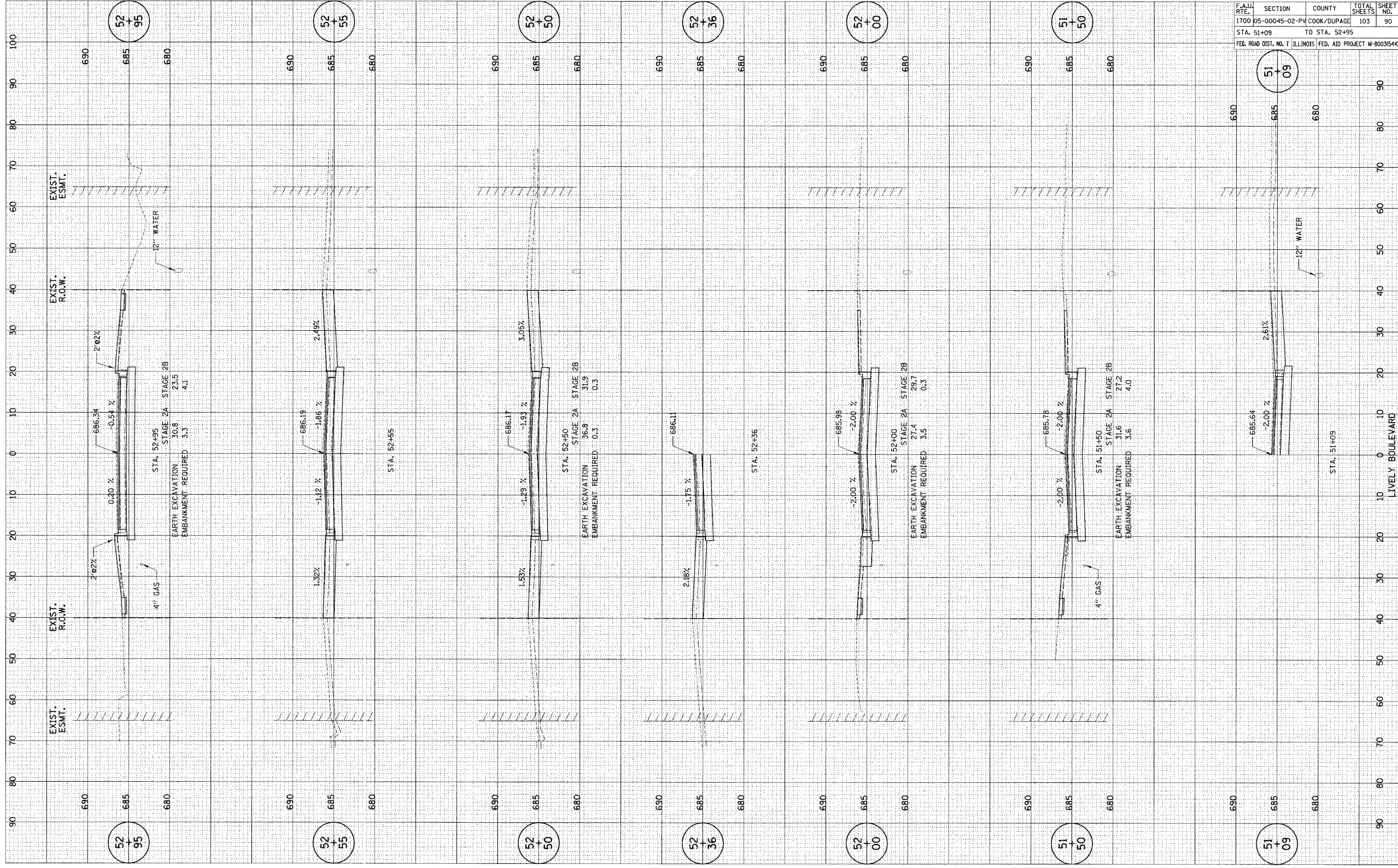


CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	89
STA. 48+70		TO STA. 51+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-800315441				

PLOT DATE = DATE\*  
 PLOT SCALE = FEET\*  
 PLOT SCALE = INCHES\*  
 REFERENCE = REF#

SURVEY PLANNED  
 NOTE BOOK NO.  
 TEMPLATE NO.  
 AREAS CHECKED

SURVEY PLANNED  
 NOTE BOOK NO.  
 TEMPLATE NO.  
 AREAS CHECKED



CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PM	COOK/DUPAGE	103	90
STA. 51+09		TO STA. 52+95		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-80031544				

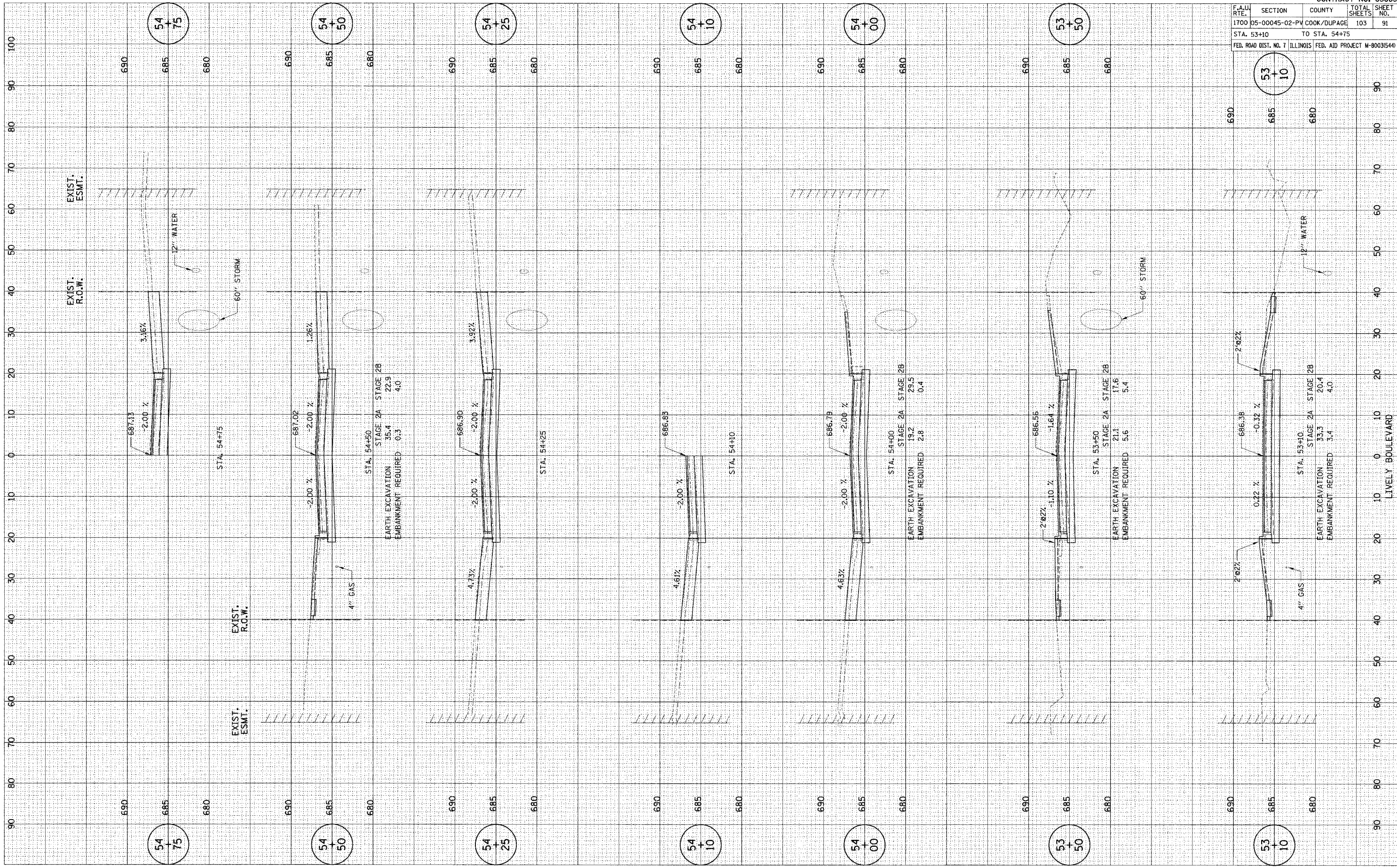
LIVELY BOULEVARD

PLOT DATE: \*  
 FILE NAME: \*  
 FILE SIZE: \*  
 REFERENCE: \*

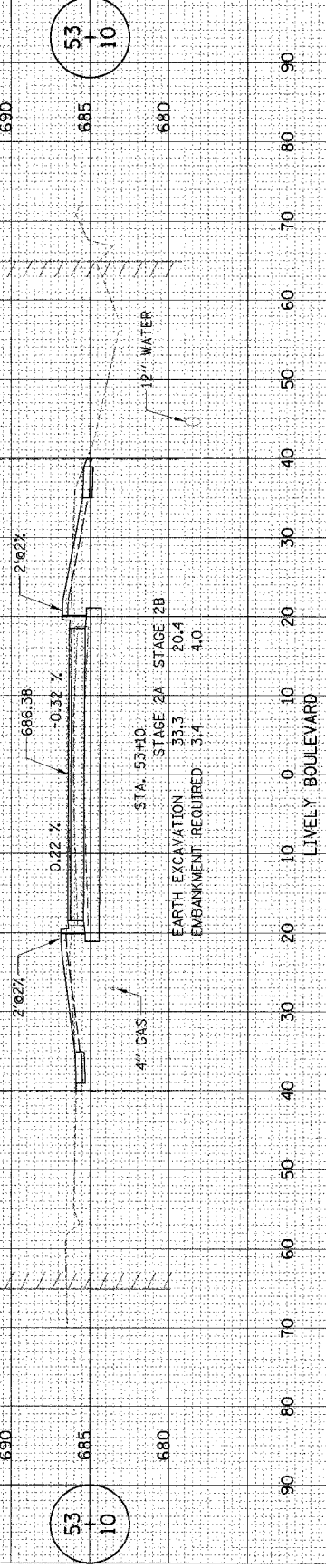
SURVEY: \*  
 NOTE BOOK: \*  
 NO.: \*

SURVEY: \*  
 NOTE BOOK: \*  
 NO.: \*

SURVEY: \*  
 NOTE BOOK: \*  
 NO.: \*



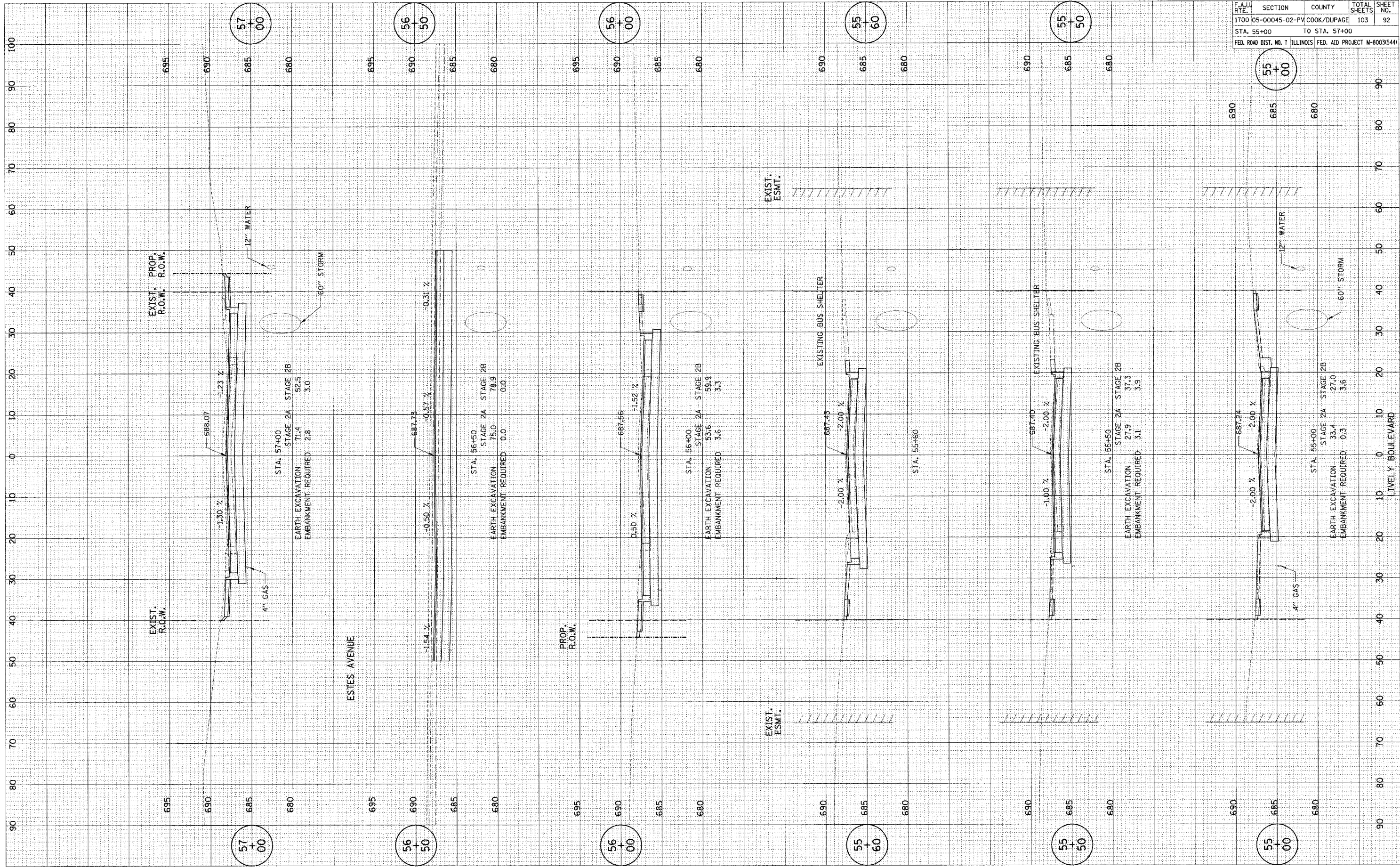
CONTRACT NO. 83883			
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
1700	05-00045-02-PV	COOK/DUPAGE	103
STA. 53+10		TO STA. 54+75	
FED. ROAD DIST. NO. 7 ILLINOIS		FED. AID PROJECT M-800315441	



PLOT DATE = #DATE#  
 FILE NAME = #FILE#  
 SHEET NO. = #SHEET#  
 REFERENCE = #REF#

SURVEY PLOTTED  
 NOTE BOOK NO.  
 TEMPLATE AREAS CHECKED

SURVEY PLOTTED  
 NOTE BOOK NO.  
 TEMPLATE AREAS CHECKED



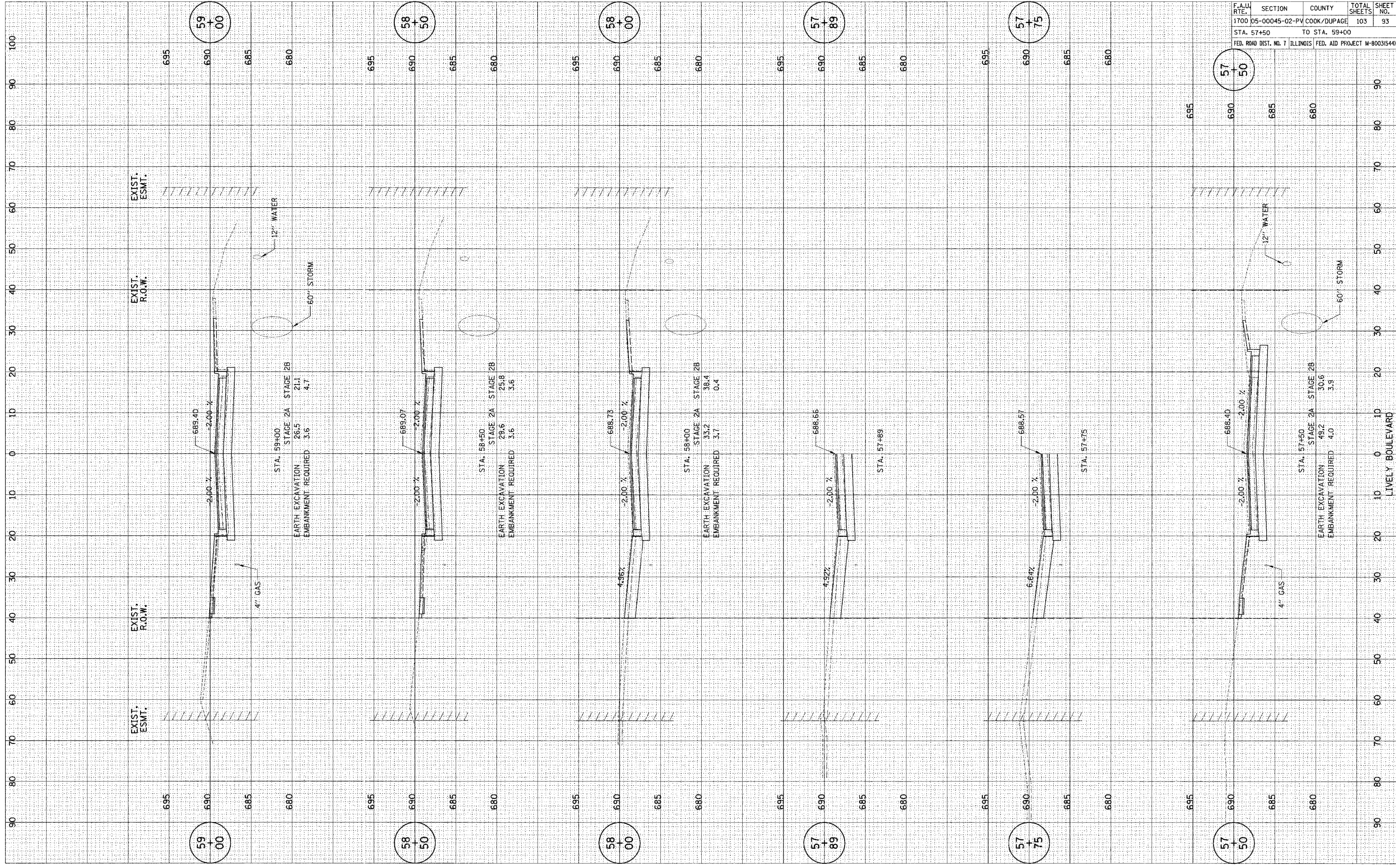
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	92
STA. 55+00		TO STA. 57+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-6003(544)				

LIVELY BOULEVARD

PLOT DATE: # DATE\*  
 PLOTTED: # DATE\*  
 PLOT SCALE: # SCALE\*  
 REFERENCE: # REF#\*

SHEET: # SHEET\*  
 NOTE BOOK: # NOTE BOOK\*  
 NO. # NO.\*

SHEET: # SHEET\*  
 NOTE BOOK: # NOTE BOOK\*  
 NO. # NO.\*



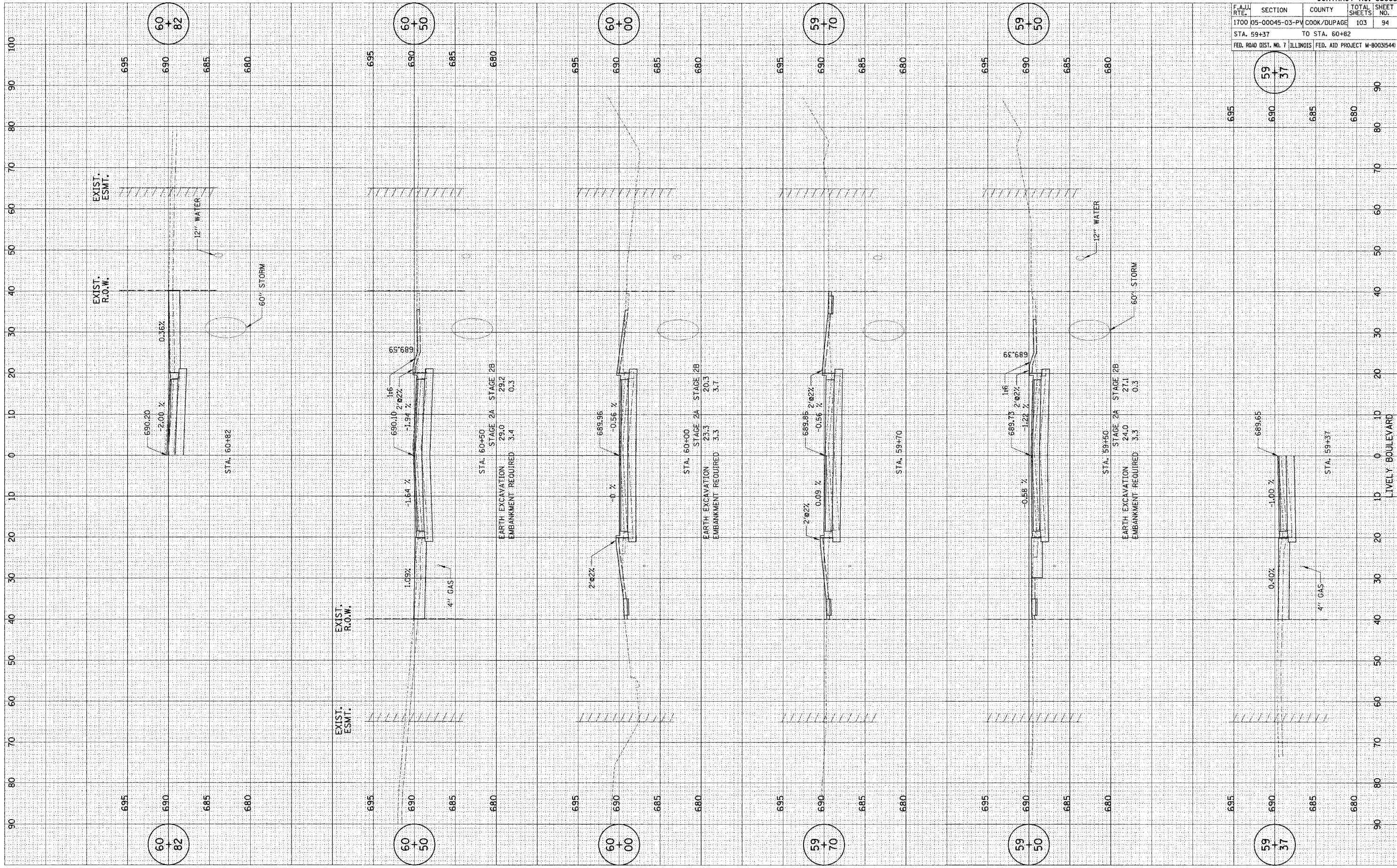
CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	93
STA. 57+50 TO STA. 59+00				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-800315441				

PLOT DATE: # DATES  
 FILE NAME: # FILE#  
 REFERENCE: # REF#

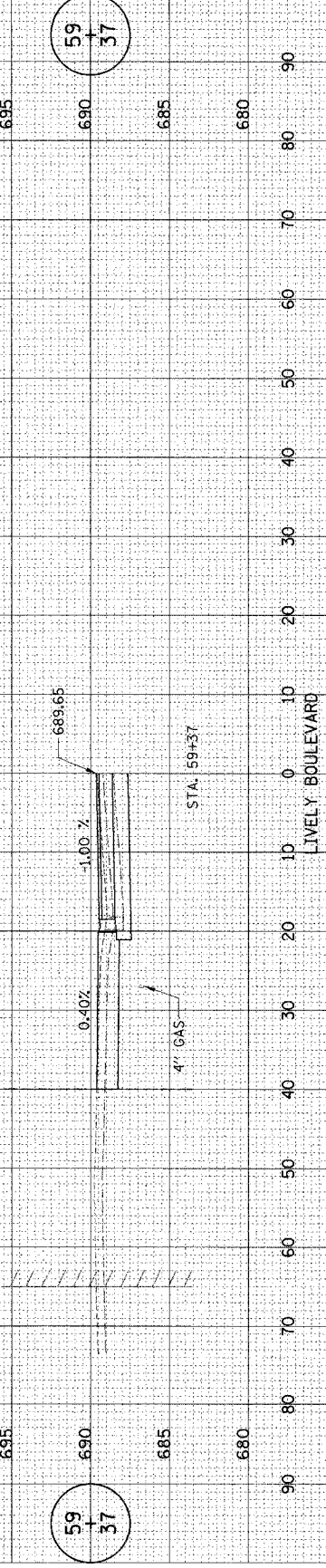
SURVEY: SURVEYED  
 NOTE BOOK: PLOTTED  
 NO.: TEMPLATE

SURVEY: SURVEYED  
 NOTE BOOK: PLOTTED  
 NO.: TEMPLATE

SURVEY: SURVEYED  
 NOTE BOOK: PLOTTED  
 NO.: TEMPLATE



CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-03-PV	COOK/DUPAGE	103	94
STA. 59+37 TO STA. 60+82				
FED. ROAD DIST. NO. 7 ILLINOIS		FED. AID PROJECT M-80035441		

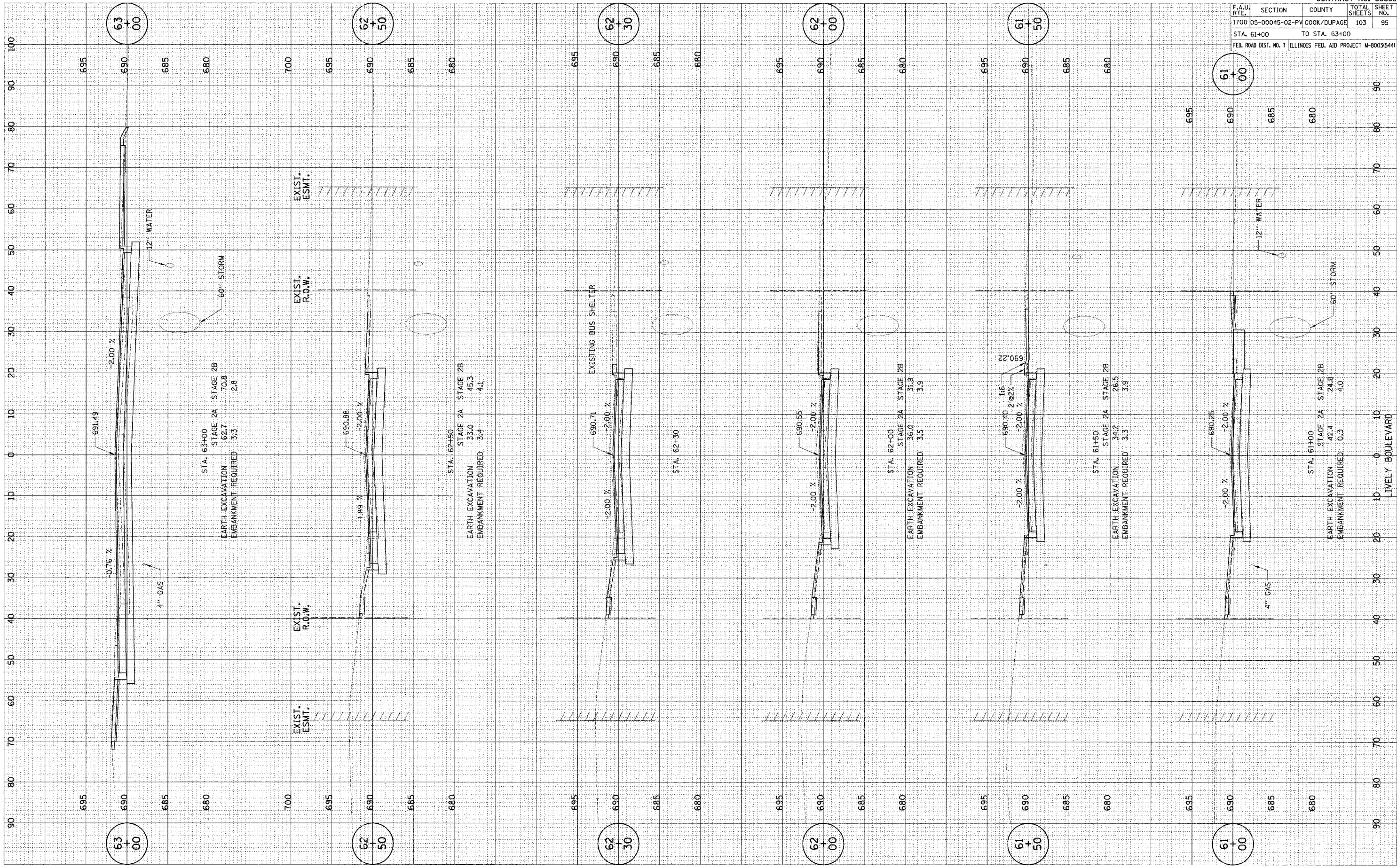


LIVELY BOULEVARD

PLOT DATE = 04/25/05  
 PLOTTED BY = JMM  
 PLOT SCALE = 1" = 40'  
 REFERENCE = 05-00045-02-PV

SURVEY NO. 1700  
 SURVEY DATE = 05/05/04  
 PLOTTED BY = JMM  
 TEMPLATE = 1700-00045-02-PV  
 AREAS CHECKED =

SURVEY NO. 1700  
 SURVEY DATE = 05/05/04  
 PLOTTED BY = JMM  
 TEMPLATE = 1700-00045-02-PV  
 AREAS CHECKED =



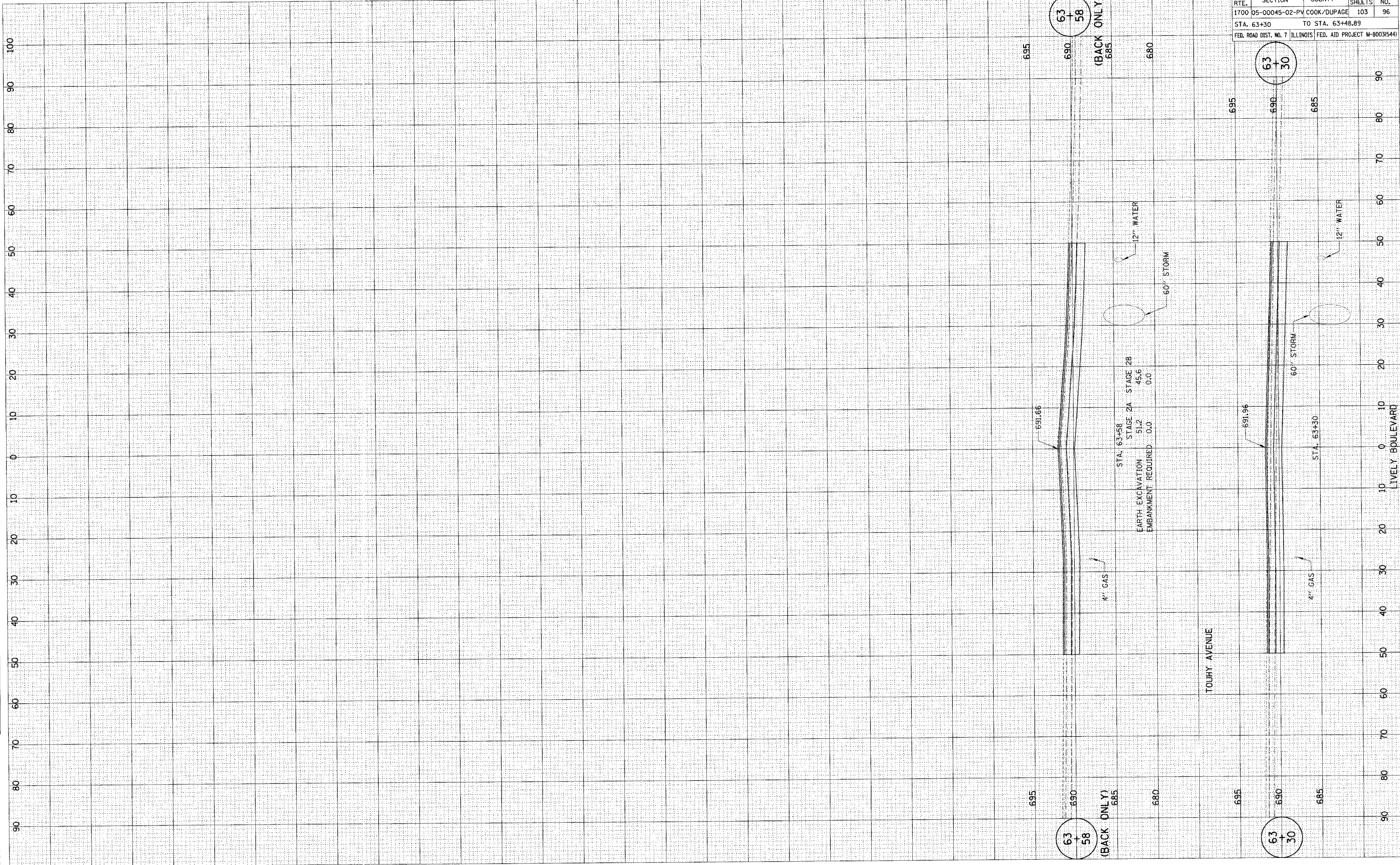
CONTRACT NO. 83883	
F.A.U. RTE.	SECTION
1700	05-00045-02-PV
COUNTY	TOTAL SHEETS
COOK/DUPAGE	103
STA. 61+00	TO STA. 63+00
FED. ROAD DIST. NO. 7 ILLINOIS	
FED. AID PROJECT M-800315441	

LIVELY BOULEVARD

PLOT DATE = #DATE#  
 FILE NAME = #FILE#  
 PLOT SCALE = #SCALE#  
 REFERENCE = #REF#

DATE PLOTTED \_\_\_\_\_  
 SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE PLOTTED \_\_\_\_\_  
 SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_  
 NO. \_\_\_\_\_



F.A.U. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	96
STA. 63+30		TO STA. 63+48.89		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT M-8003(544)	

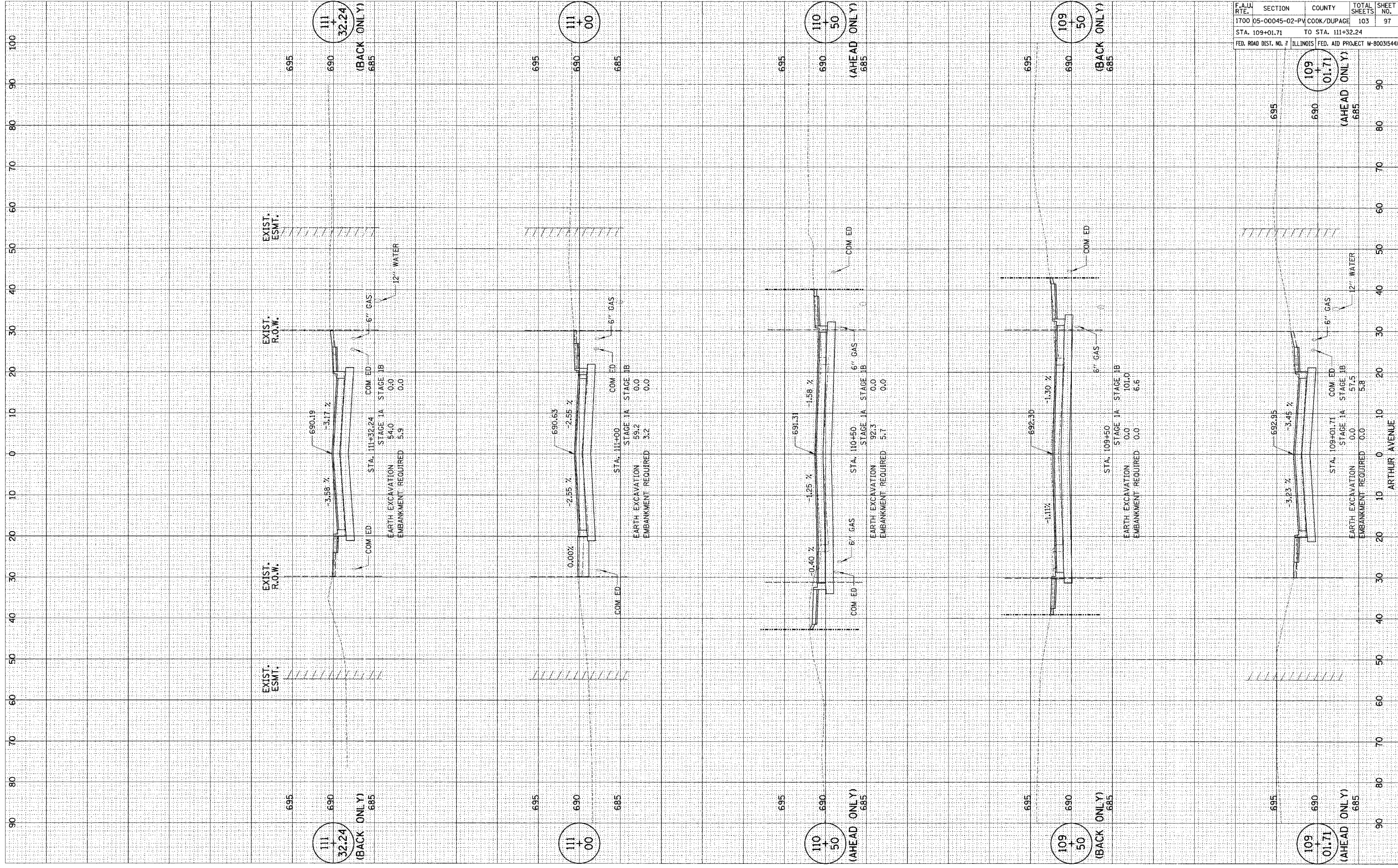
CONTRACT NO. 83883



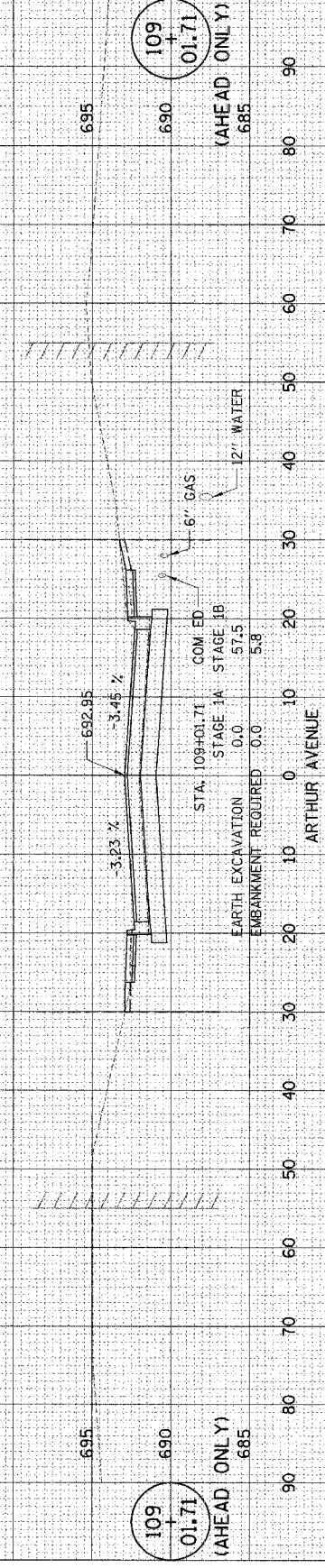
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 TEMPLATE = #SCALE\*  
 PLOT SCALE = #SCALE\*  
 REFERENCE = #REF\*

SURVEY PLOTTED = #DATE\*  
 NOTE BOOK = #DATE\*  
 NO. = #

SURVEY PLOTTED = #DATE\*  
 NOTE BOOK = #DATE\*  
 NO. = #



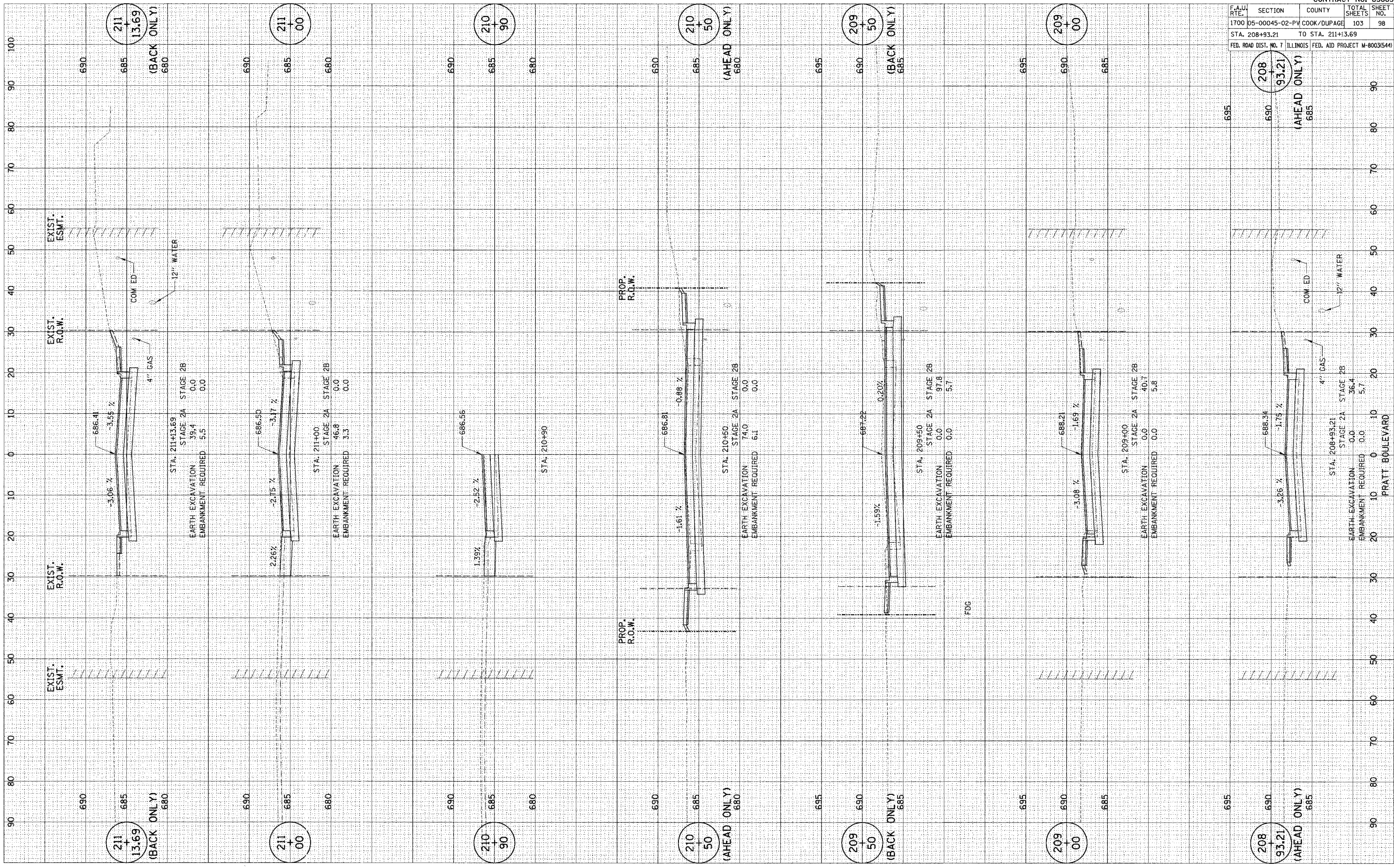
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	97
STA. 109+01.71		TO STA. 111+32.24		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT M-800315441		



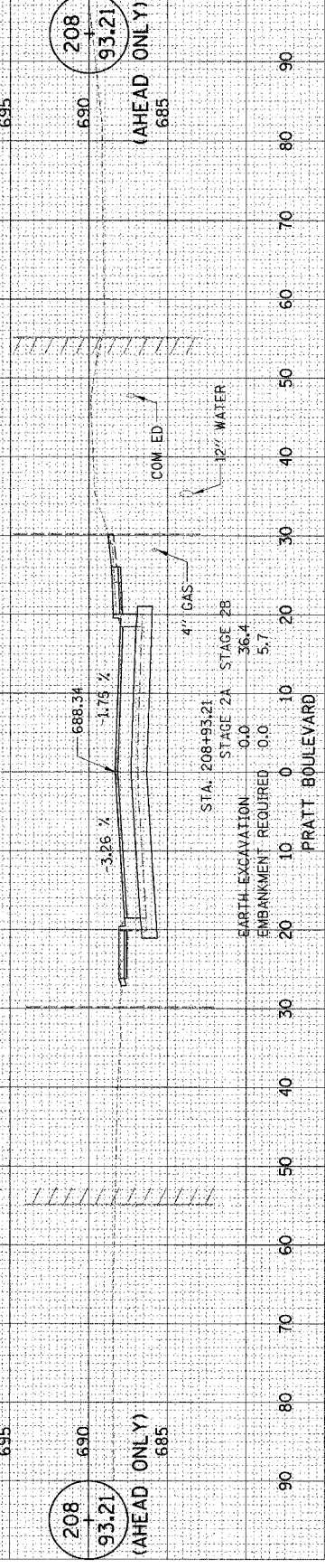
PLOT DATE: 4/24/08  
 PLOT SCALE: 1"=40'  
 REFERENCE: 13.69

SURVEY: 1700  
 PLOTTED: 05-00045-02-PV  
 TEMPLATE: COOK/DUPAGE  
 AREAS CHECKED: 103

SURVEY: 1700  
 PLOTTED: 05-00045-02-PV  
 TEMPLATE: COOK/DUPAGE  
 AREAS CHECKED: 103



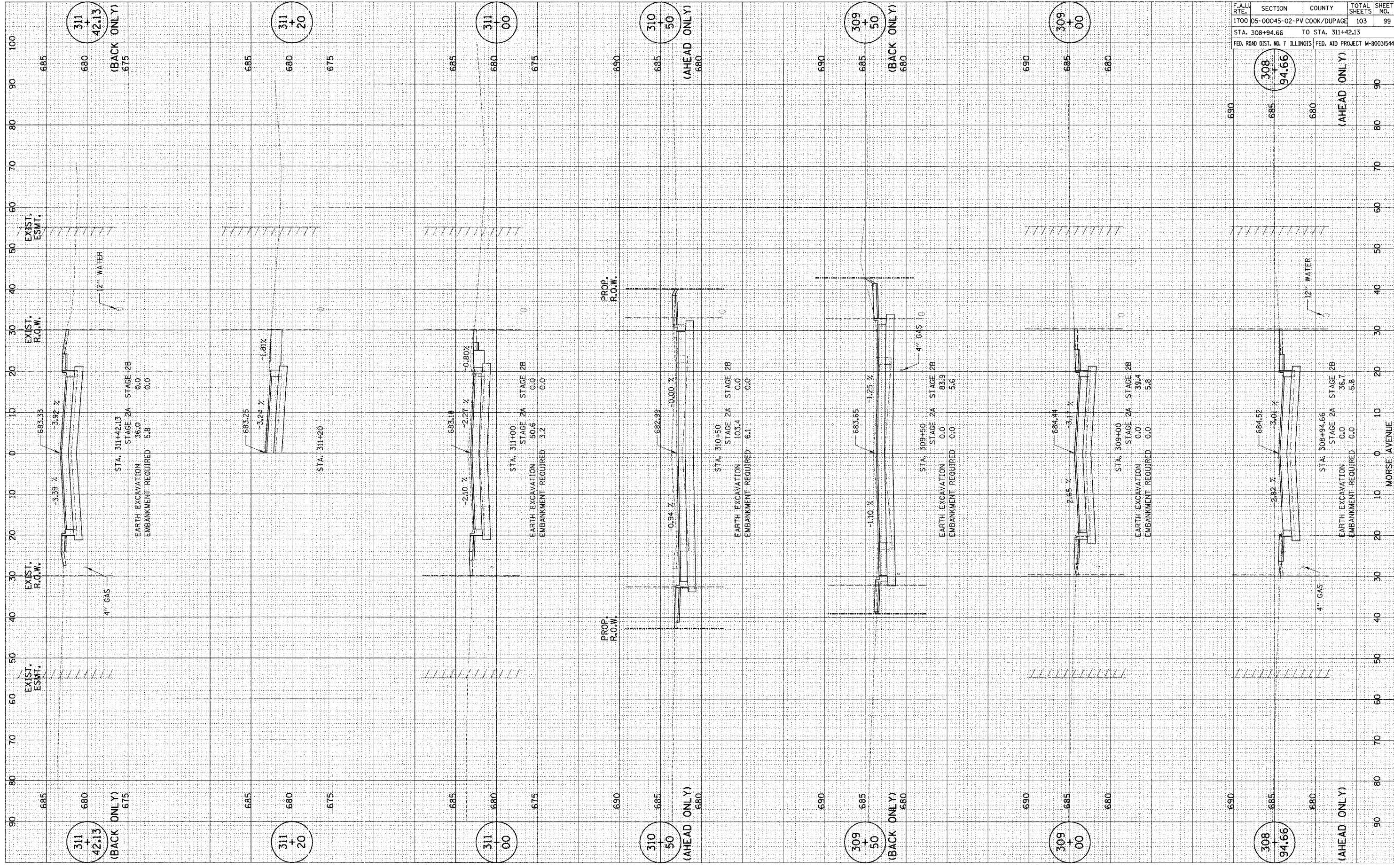
CONTRACT NO. 83883	
F.A.U. RTE.	SECTION
1700	05-00045-02-PV
COOK/DUPAGE	TO STA. 211+13.69
103	98
TOTAL SHEETS	
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT M-8003(544)	



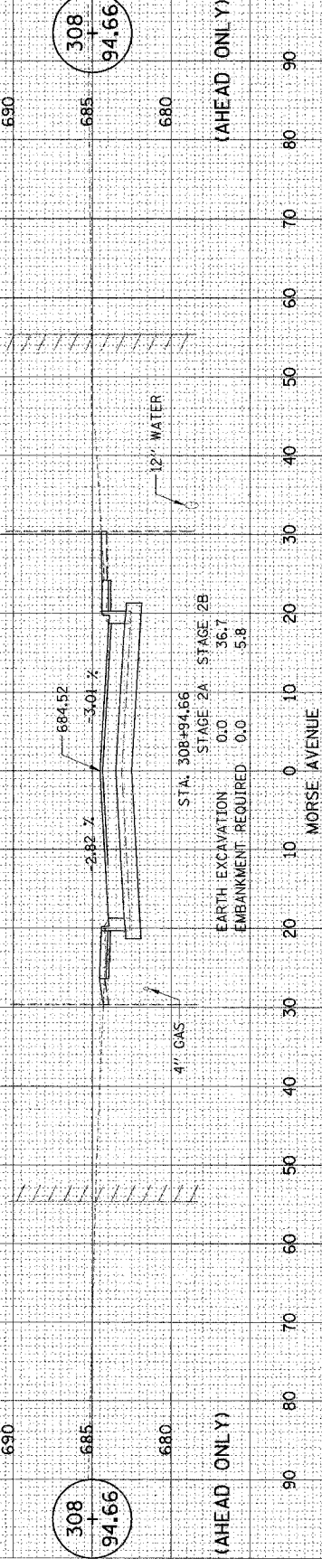
PLOT DATE & DATE  
 PLOT SCALE & SCALE  
 REFERENCE & REF

SURVEY PLOTTED  
 NOTE BOOK TEMPLATE  
 NO. AREAS CHECKED

SURVEY PLOTTED  
 NOTE BOOK TEMPLATE  
 NO. AREAS CHECKED



CONTRACT NO. 83883	
F.A.U. SECTION	COUNTY TOTAL SHEETS SHEET NO.
1700 05-00045-02-PV COOK/DUPAGE	103 99
STA. 308+94.66	TO STA. 311+42.13
FED. ROAD DIST. NO. 7 ILLINOIS	FED. AID PROJECT M-80035441



PLOT DATE: 04/20/11  
 PLOT SCALE: 1"=40'  
 REFERENCE: 8/10/10

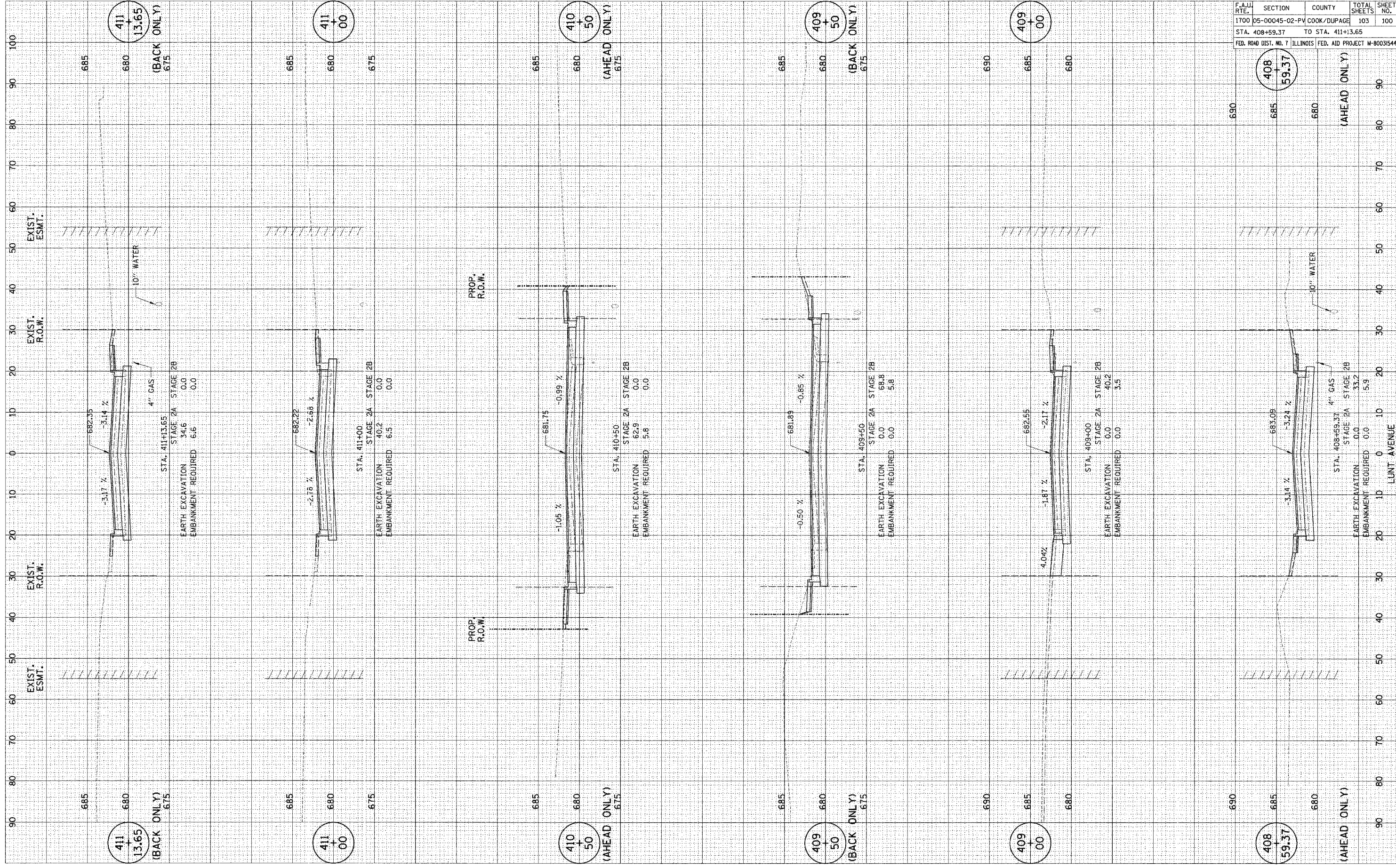
SURVEY: PLOTTED  
 NOTE BOOK: 1700  
 AREAS CHECKED: 103

SURVEY: PLOTTED  
 NOTE BOOK: 1700  
 AREAS CHECKED: 103

SURVEY: PLOTTED  
 NOTE BOOK: 1700  
 AREAS CHECKED: 103

SURVEY: PLOTTED  
 NOTE BOOK: 1700  
 AREAS CHECKED: 103

SURVEY: PLOTTED  
 NOTE BOOK: 1700  
 AREAS CHECKED: 103



F.A.U. SECTION		COUNTY		TOTAL SHEETS	SHEET NO.
1700 05-00045-02-PV		COOK/DUPAGE		103	100
STA. 408+59.37 TO STA. 411+13.65					
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT M-8003544	

408  
 59.37  
 (AHEAD ONLY)

690  
 685  
 680

EXIST. ESMT.  
 10" WATER

EXIST. R.O.W.

STA. 408+59.37  
 STAGE 2A STAGE 2B  
 EARTH EXCAVATION 0.0 33.2  
 EMBANKMENT REQUIRED 0.0 5.9

PROP. R.O.W.

685  
 680

EXIST. ESMT.

EXIST. R.O.W.

STA. 409+00  
 STAGE 2A STAGE 2B  
 EARTH EXCAVATION 0.0 40.2  
 EMBANKMENT REQUIRED 0.0 3.5

690  
 685  
 680

409  
 00  
 (AHEAD ONLY)

LUNT AVENUE

CONTRACT NO. 83883

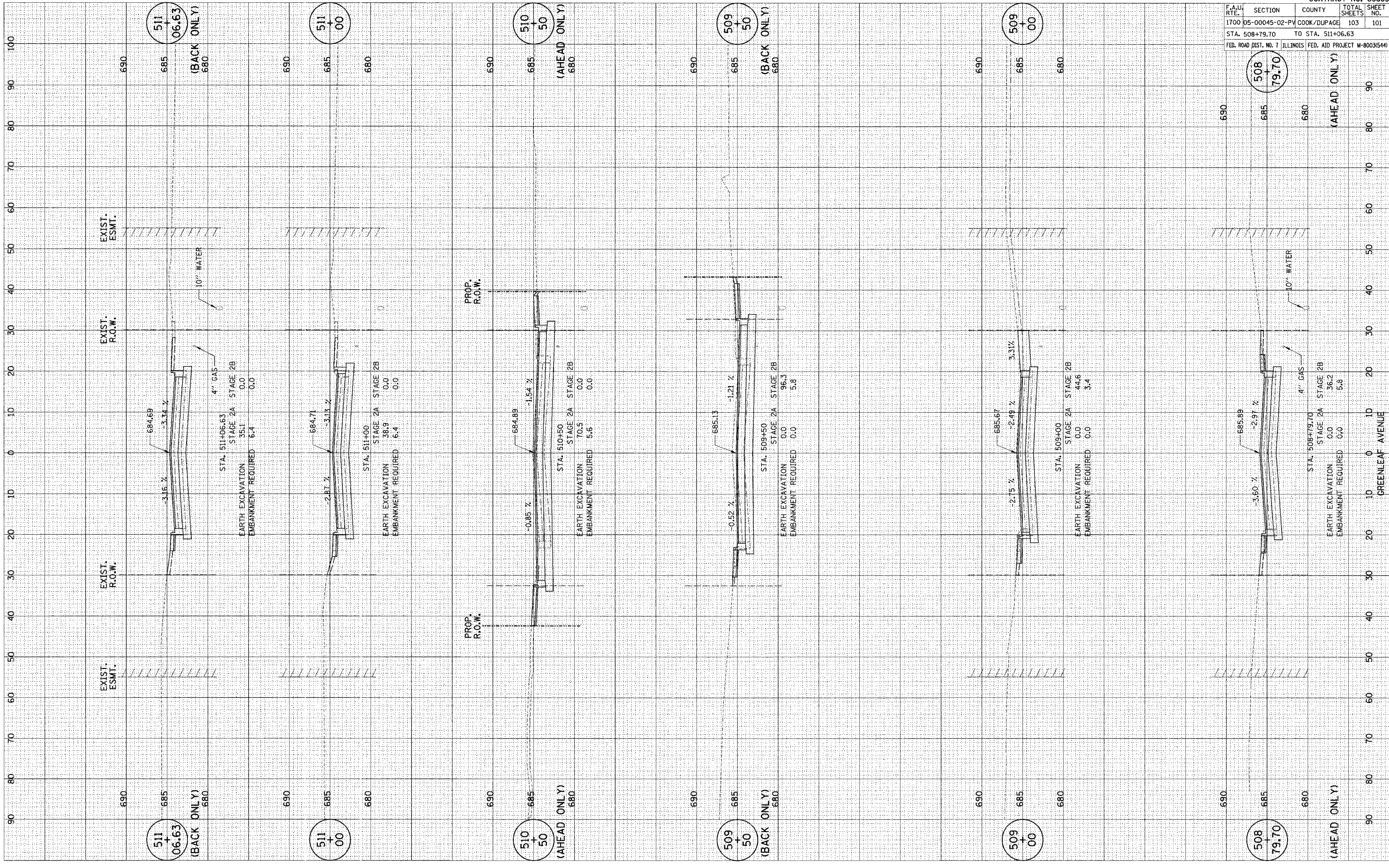
PLOT DATE & DATES  
 PLOTTED  
 TEMPLATE  
 PLOT SCALE & SCALE  
 REFERENCE & REF.

SURVEY  
 NOTE BOOK  
 NO.

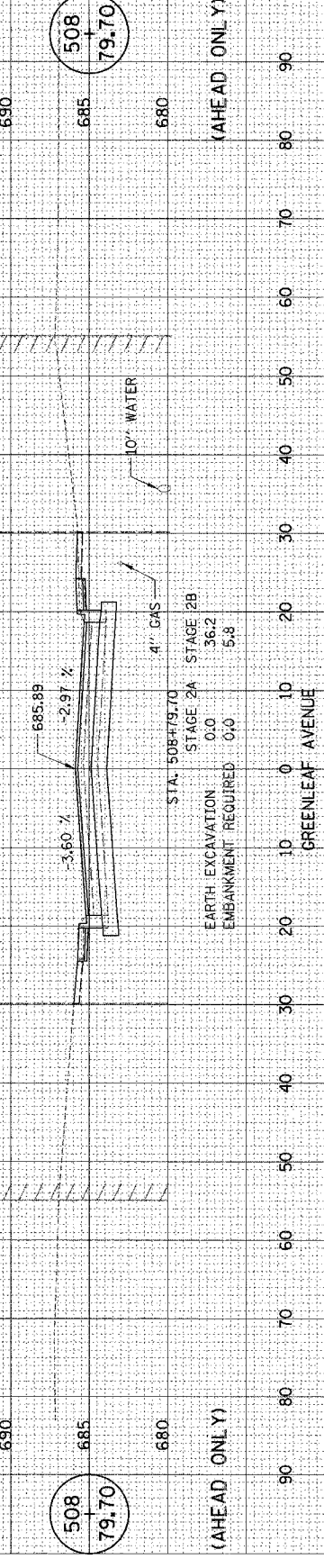
SURVEY  
 NOTE BOOK  
 NO.

SURVEY  
 NOTE BOOK  
 NO.

SURVEY  
 NOTE BOOK  
 NO.



CONTRACT NO. 83883				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	101
STA. 508+79.70		TO STA. 511+06.63		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT M-8003(544)		



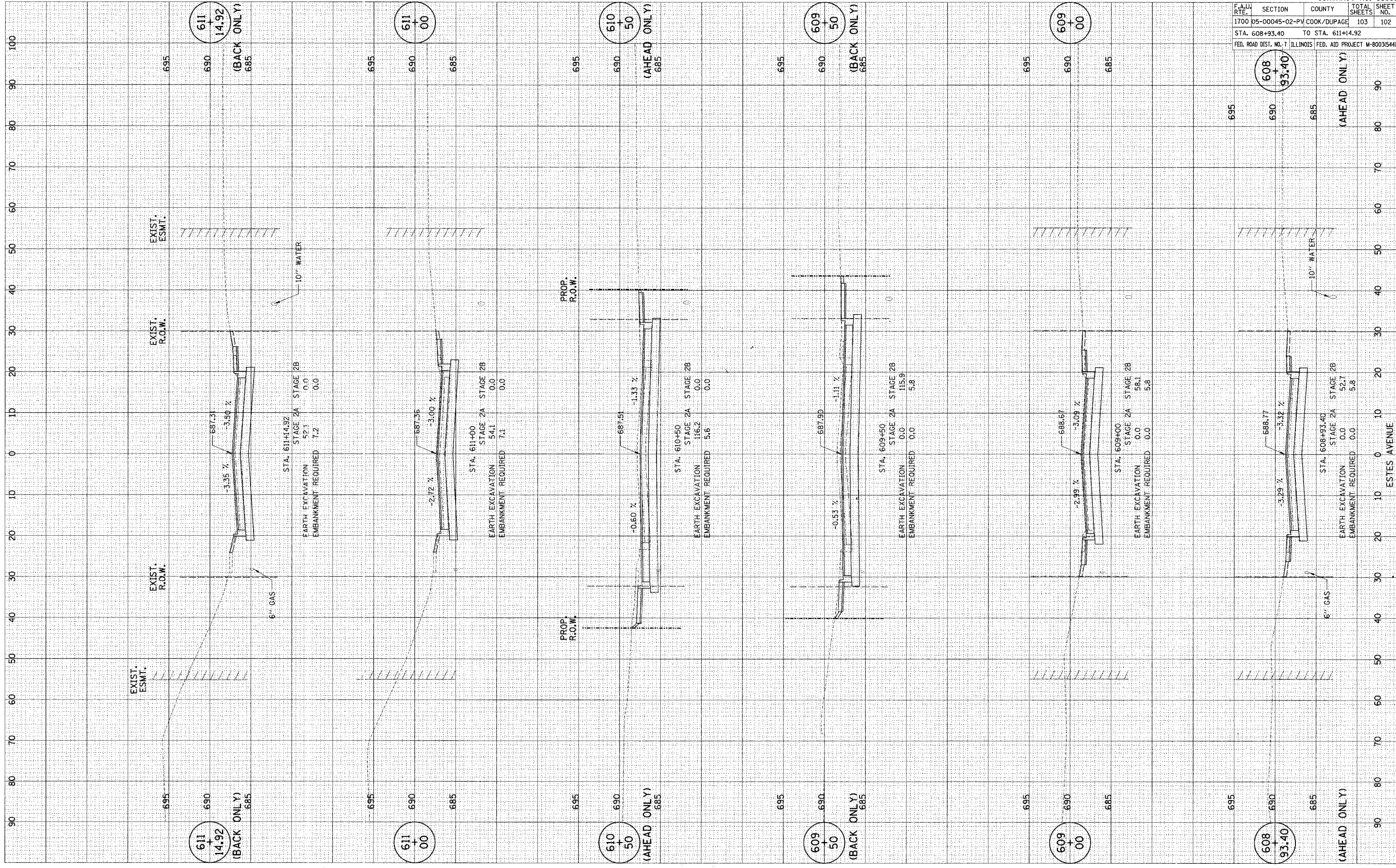
GREENLEAF AVENUE

PLOT DATE = #DATE#  
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 REFERENCE = #REF#

SURVEY  
 NOTE BOOK  
 NO.

SURVEY  
 NOTE BOOK  
 NO.

SURVEY  
 NOTE BOOK  
 NO.



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1700	05-00045-02-PV	COOK/DUPAGE	103	102
STA. 608+93.40		TO STA. 611+14.92		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT W-6003(544)				

611  
+  
14.92  
(BACK ONLY)  
685

611  
+  
00  
(AHEAD ONLY)  
685

610  
+  
50  
(BACK ONLY)  
685

609  
+  
50  
(BACK ONLY)  
685

609  
+  
00  
(AHEAD ONLY)  
685

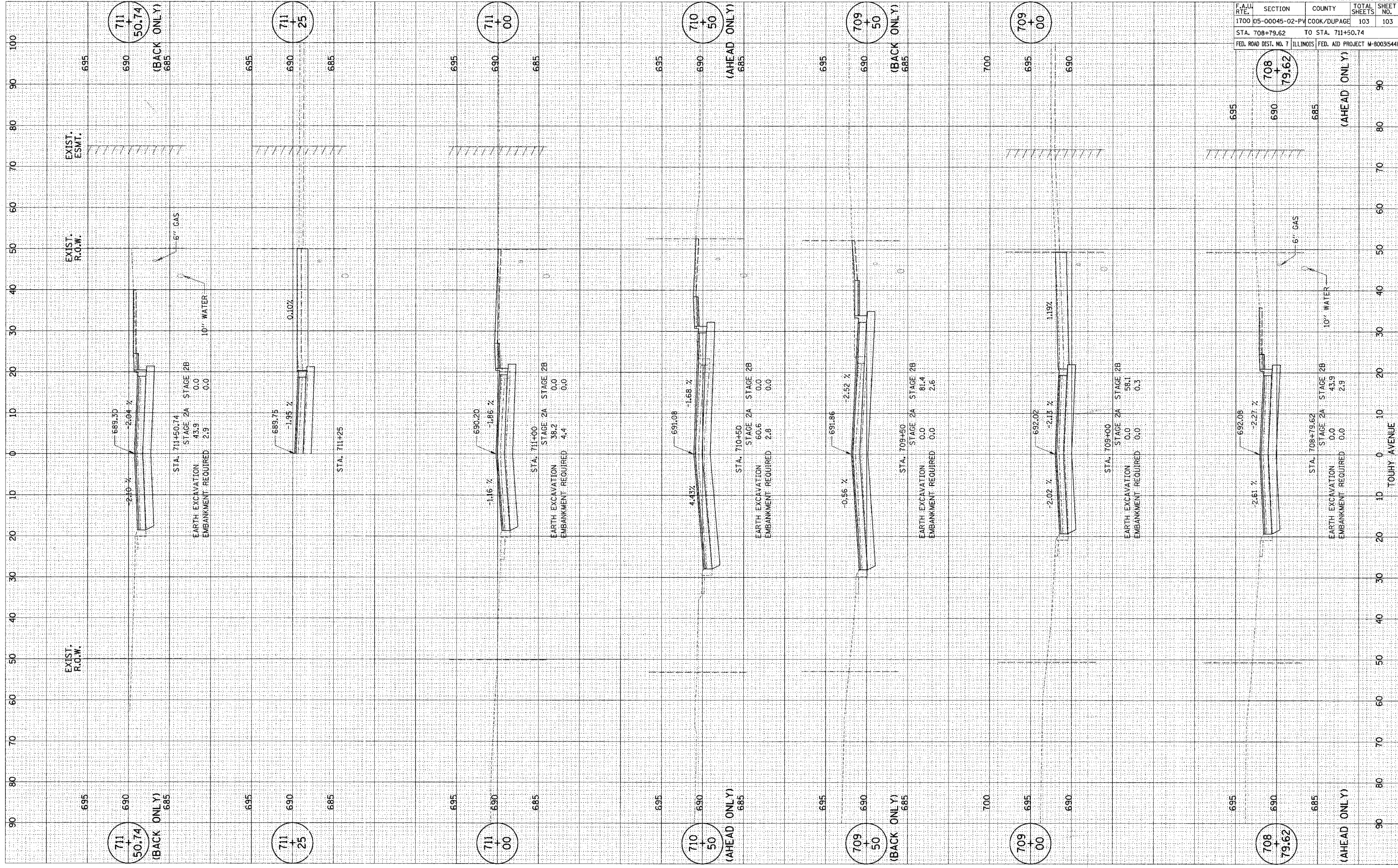
608  
+  
93.40  
(AHEAD ONLY)  
685

ESTES AVENUE

PLOT DATE: \*DATE\*  
 PLOT SCALE: \*SCALE\*  
 REFERENCE: \*REF\*

SURVEY: \*SURVEY\*  
 NOTE BOOK: \*NOTE BOOK\*  
 NO.: \*NO.\*  
 AREAS CHECKED: \*AREAS CHECKED\*

SURVEY: \*SURVEY\*  
 NOTE BOOK: \*NOTE BOOK\*  
 NO.: \*NO.\*  
 AREAS CHECKED: \*AREAS CHECKED\*



CONTRACT NO. 83883	
F.A.U. SECTION	COUNTY TOTAL SHEETS
1700 05-00045-02-PV	COOK/DUPAGE 103
STA. 708+79.62	TO STA. 711+50.74
FED. ROAD DIST. NO. 7 ILLINOIS	FED. AID PROJECT M-8003(544)

711 + 50.74 (BACK ONLY)	711 + 25	711 + 00	710 + 50 (AHEAD ONLY)	709 + 50 (BACK ONLY)	709 + 00	708 + 79.62 (AHEAD ONLY)
695	690	685	695	690	685	695

TOUHY AVENUE