F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	1

CONTRACT NO. 63135

55+2 = 57

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 2991 (PRAIRIE AVENUE) STAGE II
SECTION 08-00095-02-PV
FOREST AVENUE TO FAIRVIEW AVENUE
PAVEMENT RECONSTRUCTION AND RESURFACING
PROJECT M-8003(747)
DUPAGE COUNTY
C-91-127-07

INDEX OF SHEETS

PLOT DATE = 2/9/2009
PLOT SCALE = 50.0000 ' / IN.

MARK T. HEATON, STATE OF ILLINOIS, LICENSED PROFESSIONAL ENGINEER

MARK T. HEATON, P.E. — DATE 2/9/2009
LICENSE EXPIRES: 11/30/2009

CONSULTANT SERVICES ENGINEER
GCE ENGINEERING, INC. (ILLINOIS), (630) 512-8800

MARILIN SOLOMON
FIELD ENGINEER, (847) 705-4407

PROJECT LOCATED IN THE VILLAGE OF DOWNERS GROVE

LOCATION MAP

LISLE TOWNSHIP | DOWNERS GROVE NORTH TOWNSHIP

LOCATION OF SECTION INDICATED THUS:-

TRAFFIC DATA

PRAIRIE AVE AT BELMONT ROAD
2006 ADT = 4050
2030 ADT = 5470

PRAIRIE AVE AT MAIN ST
2006 ADT = 6300
2030 ADT = 8505

PRAIRIE AVE AT FAIRVIEW AVE
2006 ADT = 2420
2030 ADT = 3270

100' 200' 300' — 1"= 100'
10' 20' 30' — 1"= 10'
50' 100' — 1"= 50'
50' 100' — 1"= 40'
50' 100' — 1"= 30'
50' 100' — 1"= 20'

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

CONTRACT NO. 63135

GROSS LENGTH OF PROJECT = 4740.95 FT = 0.89 MILE
NET LENGTH OF PROJECT = 4740.95 FT = 0.89 MILE

GC Engineering, Inc. (Illinois)
5200 Main Street, Suite 210
Downers Grove, Illinois
630.512.8800

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS

APPROVED February 9 20 09
VILLAGE ~~OF DOWNERS GROVE,~~ ASST. DIRECTOR OF PUBLIC WORKS

PASSED February 13 2009
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW February 13, 2009
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

JANUARY 22, 2009

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE 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, 2009, THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD), THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY 1996 FIFTH EDITION, THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THHE CONTRACT DOCUMENTS.

2. THE REMOVAL OF ANY DRIVEWAYS, PAVEMENT, CURB, SIDEWALK, ETC., SHALL BE ACCOMPLISHED BY MEANS OF A SAW CUT JOINT, AT THE DISCRETION OF THE ENGINEER. THIS SAW CUTTING WILL NOT BE PAID FOR SEPARATEY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE REMOVAL ITEM.

3. OFFSETS AND ELEVATIONS TO STRUCTURES ALONG THE PROPOSED CURB AND GUTTER ARE GIVEN AT THE PROPOSED EDGE OF PAVEMENT.

4. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201 OF THE STANDARD SPECIFICATIONS.

5. WHEN, IN THE CONSTRUCTION OPERATION, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR OTHER DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE END OF EACH DAY BY THE CONTRACTOR AT HIS EXPENSE. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM ALL DIRT AND DEBRIS.

6. ALL EXCESS MATERIAL (BROKEN CONCRETE, STORM SEWER PIPE, AND WASTE ROADWAY EXCAVATION) SHALL BE WASTED OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY REFER TO ARTICLE 202.03). IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES, OBTAIN PERMISSION TO USE SUCH DUMP SITES, AND UPON COMPLETION OF THE WORK SUBMIT RELEASE FROM THE RESPECTIVE OWNERS OF THESE DUMP SITES. THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER MATERIAL EXCAVATED OR REMOVED FROM SITE ON THE DAY IT IS EXCAVATED.

7. THE APPROXIMATE LOCATION OF KNOWN UTILITIES ARE SHOWN ON THE PLANS FOR REFERENCE ONLY. PRIOR TO COMMENCING OPERATIONS ON THE PROJECT WHICH MAY IN ANY WAY CREATE THE POSSIBILITY OF INVOLVEMENT WITH EXISTING UTILITIES, THE CONTRACTOR SHALL CONTACT THE UTILITY (OR COMMUNITY) INVOLVED, AND CONTACT J.U.L.I.E. 1-800-892-0123; (48 HOURS NOTIFICATION REQUIRED). ADJUSTMENT OF ALL UTILITIES WITHIN THE LIMITS OF THIS IMPROVEMENT WILL BE DONE BY THE RESPECTIVE OWNERS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED DUE TO DELAYS OR INCONVENIENCE CAUSED BY THESE ADJUSTMENTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATIONS OF UNDERGROUND INSTALLATIONS BEFORE STARTING CONSTRUCTION OPERATIONS.

8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT. IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS. THE CONTRACTOR SHALL NOTIFY THE VILLAGE AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR WORK ZONE TRAFFIC CONTROL. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE PARKWAY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE PROPERTY, AND SHALL RESTORE SUCH PROPERTY AT HIS OWN EXPENSE. COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT A PRE-CONSTRUCTION CONFERENCE. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR WILL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES AND SEWERS WHICH ARE STILL IN SERVICE.

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

11. BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN BACKFILLED TO THE SATISFACTION OF THE ENGINEER.

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

13. 10' TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD UNLESS OTHERWISE SHOWN.

14. GRADES OF EXISTING SEWER LINES AND CULVERTS WERE DETERMINED FROM AVAILABLE PLANS AND SURVEYS. ACCORDINGLY, AS DIRECTED BY THE ENGINEER, THE INVERTS OF THE PROPOSED DRAINAGE STRUCTURES WILL BE REVISED TO MEET EXISTING FIELD CONDITIONS.

15. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE ALL EXISTING ROAD SIGNS WHICH INTERFERES WITH HIS CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. EXISTING SIGNS THAT NEED TO BE REMOVED OR RELOCATED SHALL BE BROUGHT TO THE ATTENTION OF THE VILLAGE, AND THEN SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR. THE CONTRACTOR WILL BE RESPONSIBLE TO REMOVE ANY EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH ANY TEMPORARY OR FINAL PAVEMENT MARKINGS.

16. WHEN REMOVING SIDEWALK, CURB AND GUTTER, OR ANY OTHER STRUCTURE, THE USE OF ANY TYPE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE THE UNDERGROUND PUBLIC OR PRIVATE UTILITIES WILL NOT BE PERMITTED.

17. ONLY PRECAST CONCRETE ADJUSTMENT RINGS WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES. COMMON BRICK WILL NOT BE ALLOWED.

18. ALL TRENCH BACKFILL WORK SHALL BE IN ACCORDANCE WITH SECTION 550 OF THE STANDARD SPECIFICATIONS EXCEPT THAT ONLY METHOD I WILL BE ALLOWED ALL TRENCH BACKFILL MATERIAL SHALL BE CRUSHED STONE, CA-6.

19. WHERE SECTION, SUB-SECTION MONUMENTS OR BENCH MARKS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY NAILS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

20. THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT SURFACE COURSE, UNLESS OTHERWISE INDICATED. ELEVATIONS ARE BASED ON THE UNITED STATES GEOLOGICAL SURVEY DATUM.

21. ALL DISTURBED AREAS IN THE R.O.W. STEEPER THAN 1V:3H SHALL BE RE-SPREAD WITH FOUR (4) INCHES OF TOPSOIL AND SODDED WITH SODDING, SALT TOLERANT.

22. EXISTING DRAINAGE PATTERNS SHALL BE RESTORED FOLLOWING CONSTRUCTION. POSITIVE DRAINAGE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.

23. THE CONTRACTOR IS ADVISED THAT SOIL BORINGS HAVE BEEN PERFORMED FOR THIS PROJECT. IT IS THE BIDDERS RESPONSIBILITY TO REVIEW THE BORING LOGS PROVIDED ON SHEET NO. 40 PRIOR TO SUBMITTING FINAL BID.

24. CONTRACTOR SHALL PROVIDE DUST CONTROL DURING SITE WORK DEMOLITION OR REMOVAL CONTRACTOR SHALL CONTROL DUST CREATED FROM ON-SITE CONSTRUCTION AND ASSOCIATED TRAFFIC USING WATER OR OTHER APPROVED MEANS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

25. ALL WORK SHALL COMPLY WITH THE MOST CURRENT EDITION OF THE IEPA "STANDARD SPECIFICATION FOR SOIL EROSION AND SEDIMENT CONTROL". THE CONTRACTOR SHALL TAKE WHATEVER STEPS ARE NECESSARY TO CONTROL EROSION ON THE SITE. EROSION CONTROL FEATURES SHALL BE CONSTRUCTED CONCURRENTLY WITH OTHER WORK ON THE SITE. THE CONTRACTOR SHALL TAKE SUFFICIENT PRECAUTIONS TO PREVENT POLLUTION OF STREAMS, LAKES AND RESERVOIRS WITH FUELS, OILS, BITUMS, CALCIUM CHLORIDE OR OTHER HARMFUL MATERIALS THE CONTRACTOR SHALL CONDUCT AND SCHEDULE OPERATIONS SO AS TO AVOID OR MINIMIZE SILTATION OF STREAMS, LAKES AND RESERVOIRS. HAULING WILL NOT BE ALLOWED WHEN THE WORK SITE IS TOO WET TO MAINTAIN ACCEPTABLE CONDITIONS ON ADJACENT STREETS. ADJACENT STREETS AND DRIVEWAYS SHALL BE MANUALLY OR MECHANICALLY SWEPT PERIODICALLY THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT RESULTING FROM THIS PROJECT FROM STORM SEWERS AND DRAINAGE STRUCTURES.

26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLIANCE WITH ALL OF THE REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT INCLUDING THOSE REQUIREMENTS FOR OPEN CUT TRENCHES AND SHEETING AND BRACING AS REQUIRED.

27. ALL EXISTING FIELD DRAINAGE TILES ENCOUNTERED OR DAMAGED DURING CONSTRUCTION ARE TO BE RESTORED TO THEIR ORIGINAL CONDITION, PROPERLY REROUTED, AND/OR CONNECTED TO THE STORM SEWER SYSTEM. THE CONTRACTOR SHALL KEEP A RECORD OF ALL LOCATIONS OF FIELD DRAINAGE TILE ENCOUNTERED UNLESS OTHERWISE NOTED. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

28. THE FOLLOWING PAY ITEMS HAVE BEEN INCLUDED TO ESTABLISH CONTRACT UNIT PRICES FOR WORK NOT DETAILED HEREIN. ACTUAL QUANTITY AND LOCATION OF WORK TO BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

   - CLASS B PATCHES, TYPE IV, 8 INCH: 25% OF THE RESURFACING LIMITS ASSUMED.
   - COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12: AN ADDITIONAL 2500 LF WAS INCLUDED TO REPLACE FAILING CURB AND GUTTER WITHIN THE RESURFACING LIMITS.
   - SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH: 5,000 SQ FT OF EACH ITEM IS ASSUMED.

29. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF DOWNERS GROVE. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER. TREE PROTECTION, PRUNING AND ROOT PRUNNING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

30. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

31. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

32. THROUGHOUT EACH AND EVERY PHASE OF THE PROJECT, ALL DOWNSTREAM DITCHES AND STORM SEWERS SHALL BE PROTECTED FROM THE RUN-OFF OF ROADWAY SURFACES, EXCAVATIONS, AND OTHER CONSTRUCTION ACTIVITIES GENERATING THE MOVEMENT OF DIRT, MUD, DUST AND DEBRIS. THIS WORK SHALL CONSIST OF CONSTRUCTING TEMPORARY EROSION AND SEDIMENTATION CONTROL SYSTEMS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE PLACED BY METHODS AND WITH MATERIALS IN ACCORDANCE WITH SECTIONS 280, 1080 AND 1081 OF THE SSRBC, EXCEPT AS AMENDED HEREIN.

33. ALL DOWNSTREAM DITCHES SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION BY THE INSTALLATION DITCH CHECKS. PILES OF EXCAVATED MATERIAL AND/OR TRENCH BACKFILL MATERIAL, ALLOWED TO BE IN PLACE IN EXCESS OF THREE DAYS, SHALL BE PROTECTED AGAINST EROSION AND SEDIMENTATION RUNOFF. STORM SEWER INLET STRUCTURES OR MANHOLES SHALL BE PROTECTED BY TEMPORARY PLACEMENT OF GEOTEXTILE FABRIC OR SOLID LIDS, AS AUTHORIZED IN THE FIELD BY THE ENGINEER.

34. EROSION AND SEDIMENTATION CONTROL MEASURES AS INDICATED IN THE EROSION CONTROL PLAN, OR AS DIRECTED BY THE ENGINEER SHALL BE INSTALLED ON THE PROJECT SITE PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE CONDITIONS SUBJECT TO EROSION. EROSION CONTROL DEVICES SHALL BE IN PLACE AND APPROVED BY THE ENGINEER AS TO PROPER PLACEMENT AND INSTALLATION PRIOR TO BEGINNING OTHER WORK. EROSION CONTROL PROTECTION FOR CONTRACTOR EQUIPMENT STORAGE SITES, PLANT SITES, AND OTHER SITES SHALL BE INSTALLED BY THE CONTRACTOR AND APPROVE BY THE ENGINEER PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES AT EACH SITE.

35. TEMPORARY FENCE SHOULD BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

LIST OF HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALKS
442101-07	CLASS B PATCHES
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
602001-01	CATCH BASIN TYPE A
602301-02	INLET - TYPE A
602306-02	INLET - TYPE B
602401-02	MANHOLE, TYPE A
602406-03	MANHOLE, TYPE A 6' (1.8m) DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-03	FRAMES AND LIDS, TYPE 1
604006-04	FRAME AND GRATE TYPE 3
604051-03	FRAME AND GRATE TYPE 11
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877011-04	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
878001-07	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

GENERAL NOTES

SCALE: N.T.S. DRAWN BY MTH

DATE: 11/21/2008 CHECKED BY DJL

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_GN01_PH2.dgn
PLOT SCALE = 5.0000 ' / IN.

	PAY ITEM NO.	ITEM	UNIT	QUANTITY	ROADWAY I000-2A	TRAFFIC SIGNS Y002-1C	TRAFFIC SIGNALS Y031-1F
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	80	80		
	20200100	EARTH EXCAVATION	CU YD	3,403	3,403		
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	841	841		
	20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	101	101		
	20800150	TRENCH BACKFILL	CU YD	400	400		
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4,858	4,858		
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	60	60		
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	60	60		
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	60	60		
*	25200110	SODDING, SALT TOLERANT	SQ YD	4,858	4,858		
*	25200200	SUPPLEMENTAL WATERING	UNIT	5	5		
*	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100	100		
	2800400	PERIMETER EROSION BARRIER	FOOT	3,329	3,329		
	28000510	INLET FILTERS	EACH	39	39		
	31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	718	718		
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	738	738		
	40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,052	1,052		
	40600300	AGGREGATE (PRIME COAT)	TON	6	6		
	40600895	CONSTRUCTING TEST STRIP	EACH	2	2		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	276	276		
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	3,726	3,726		
	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1,741	1,741		
	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	608	608		
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5,000	5,000		
	42400800	DETECTABLE WARNINGS	SQ FT	456	456		
	44000100	PAVEMENT REMOVAL	SQ YD	7,873	7,873		
	44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	7,131	7,131		
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	752	752		
	44000500	COMBINATION CURB & GUTTER REMOVAL	FOOT	6,050	6,050		
	44000600	SIDEWALK REMOVAL	SQ FT	5,000	5,000		
	44200944	CLASS B PATCHES, TYPE IV, 8 INCH	SQ YD	1,783	1,783		
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	785	785		
	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	51	51		
	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	128	128		
	55100300	STORM SEWER REMOVAL 8"	FOOT	162	162		
	55100400	STORM SEWER REMOVAL 10"	FOOT	690	690		
	55100500	STORM SEWER REMOVAL 12"	FOOT	82	82		
	55100700	STORM SEWER REMOVAL 15"	FOOT	51	51		
	55100900	STORM SEWER REMOVAL 18"	FOOT	128	128		
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4		
	60219300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	4	4		
	60224020	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	1	1		
	60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	11	11		
	60240310	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	EACH	5	5		
	60255500	MANHOLES TO BE ADJUSTED	EACH	1	1		
	60260500	INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	4	4		
	60261300	INLETS TO BE ADJUSTED WITH NEW TYPE 11 FRAME AND GRATE	EACH	4	4		
	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	7	7		
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	6	6		
	60500040	REMOVING MANHOLES	EACH	5	5		
	60500060	REMOVING INLETS	EACH	21	21		
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	LF	6,050	6,050		
	67100100	MOBILIZATION	L SUM	1	1		
	70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1		
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	3	3		
	70300520	PAVEMENT MARKING TAPE, TYPEIII 4"	FOOT	2,080	2,080		
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	233	233		
	72000100	SIGN PANEL - TYPE 1	SQ FT	70		70	
	72900200	METAL POST - TYPE B	FOOT	221		221	
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	41.2	41.2		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8,644	8,644		
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	702	702		
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	215	215		
*	81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	50			50
*	81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	43			43

	PAY ITEM NO.	ITEM	UNIT	QUANTITY	ROADWAY I000-2A	TRAFFIC SIGNS Y002-1C	TRAFFIC SIGNALS Y031-1F
*	81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	74			74
*	81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	10			10
*	81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	252			252
*	81400100	HANDHOLE	EACH	3			3
*	81400300	DOUBLE HANDHOLE	EACH	1			1
*	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	172			172
*	82102250	LUMINAIRE, SODIUM VAPOR, HOIZONTAL MOUNT, 250 WATT	EACH	2			2
*	85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1			1
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	1,127			1,127
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	541			541
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	1,910			1,910
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1,329			1,329
*	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4			4
*	87702850	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 24 FT.	EACH	2			2
*	87702880	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 30 FT.	EACH	1			1
*	87702890	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1			1
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16			16
*	87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4			4
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60			60
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4			4
*	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4			4
*	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4			4
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8			8
*	88200100	TRAFFIC SIGNAL BACKPLATE	EACH	8			8
*	88600100	DETECTOR LOOP, TYPE I	FOOT	129			129
*	88700200	LIGHT DETECTOR	EACH	4			4
*	88700300	LIGHT DETECTOR AMPLIFIER	EACH	1			1
*	88800100	PEDESTRIAN PUSH-BUTTON	EACH	8			8
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1			1
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1
*	89502380	REMOVE EXISTING HANDHOLE	EACH	6			6
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9			9
*	A2006716	TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	4	4		
	X0321556	SANITARY MANHOLES TO BE ADJUSTED	EACH	27	27		
*	X0322453	WEED CONTROL, PRE-EMERGENT	POUND	5	5		
	X7011005	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	L SUM	1	1		
*	X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1			1
*	X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING NO. 6 1C	FOOT	581			581
*	X8730320	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 20 3/C, TWISTED, SHIELDED	FOOT	541			541
*	XX003552	VIDEO DETECTION SYSTEM	EACH	1			1
	XX006806	HOT-MIX ASPHALT DRIVEWAY PAVEMENT	SQ YD	206	206		
*	XX007494	ELECTRIC CABLE IN CONDUIT, LIGHTING, NO. 8 3/C	FOOT	399			399
	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	9,508	9,508		
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	Z0017202	DOWEL BARS 1 1/2"	EACH	1,712	1,712		
Δ	Z0076600	TRAINEES	HOUR	500	500		

* DENOTES SPECIALTY ITEM

Δ Y080

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

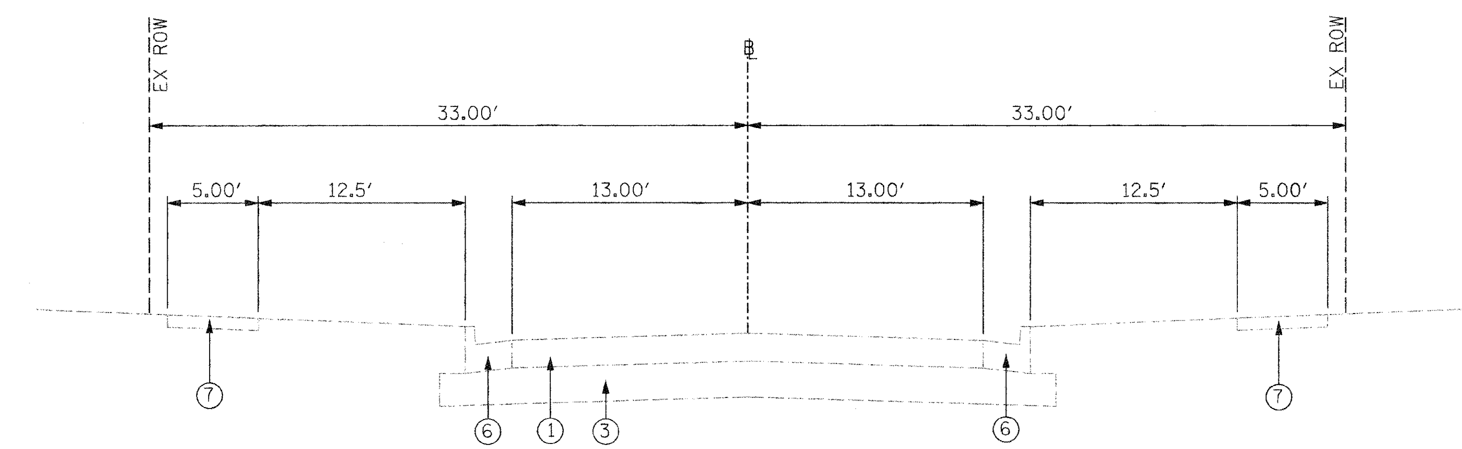
SUMMARY OF QUANTITIES

SCALE: N.T.S. DRAWN BY MTH

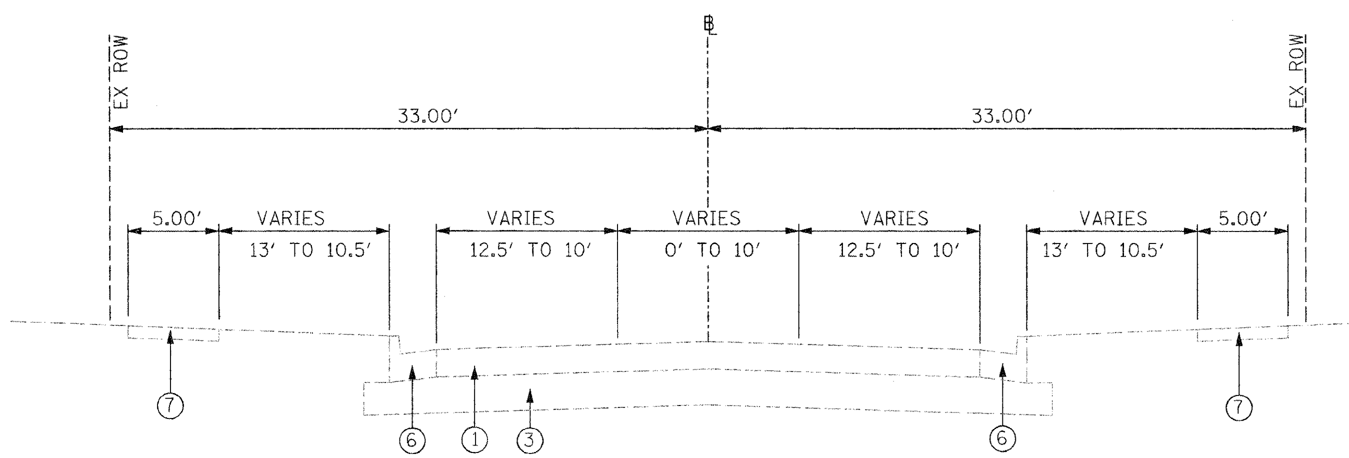
DATE: 11/21/2008 CHECKED BY DJL

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_QT01_PH2.dgn
PLOT SCALE = 50.0000 ' / IN.

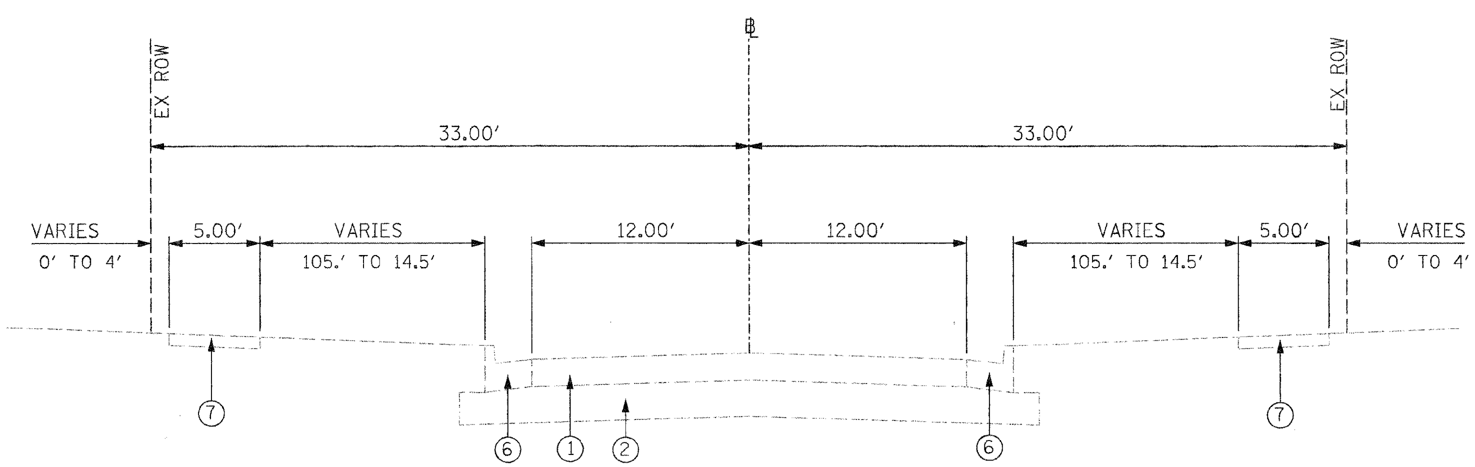
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
STA. 152+31.74 TO STA. 168+82.89



EXISTING TYPICAL SECTION
STA. 168+82.89 TO STA. 175+83.84



EXISTING TYPICAL SECTION
STA. 175+83.84 TO STA. 215+40.95

1. EXISTING PAVEMENT (2"-4" ASPHALT)
2. EXISTING PAVEMENT (8" ASPHALT)
3. EXISTING SUB-BASE (2"-10" AGGREGATE)
4. EXISTING SUB-BASE (6"-8" PCC)
5. EXISTING SUB-BASE (4" BRICK)
6. EXISTING CONCRETE CURB AND GUTTER, TYPE B-6.12
7. EXISTING PCC SIDEWALK (5")

NOTE:
SEE BORING LOG SHEETS FOR EXISTING PAVEMENT STRUCTURE TYPE/THICKNESS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

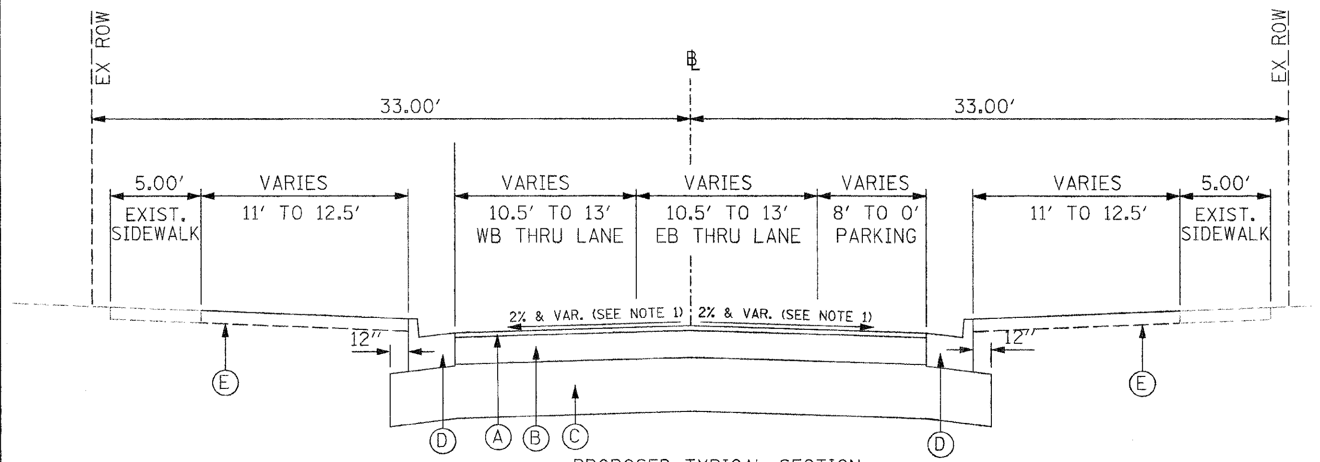
EXISTING
TYPICAL SECTIONS

SCALE: N.T.S.
DRAWN BY MTH
DATE: 11/21/2008
CHECKED BY DJL

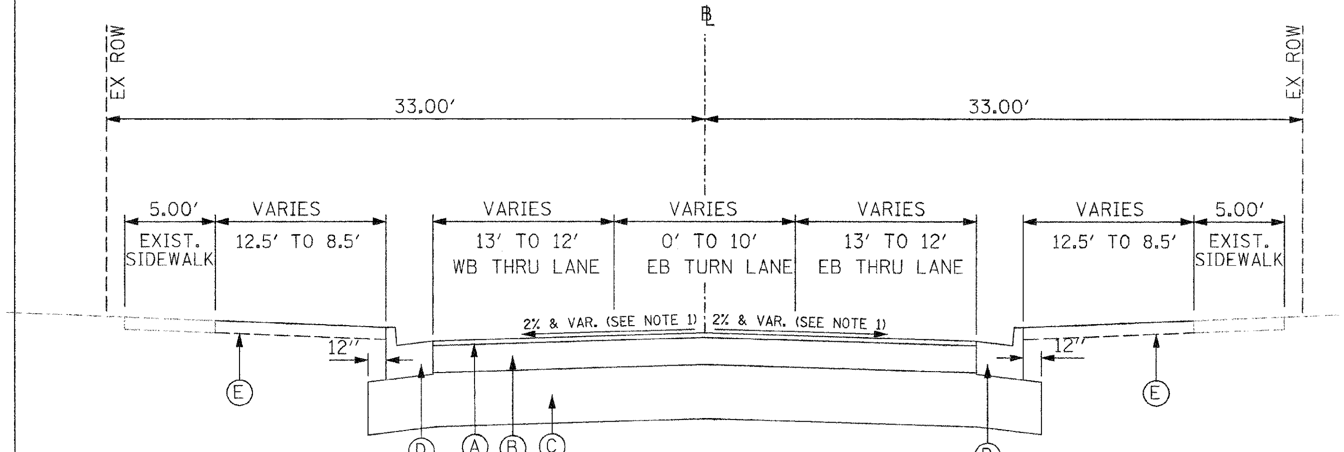
PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_TS01_PH2.dgn
PLOT SCALE = 5.0000 ' / IN.

CONTRACT NO. 63135

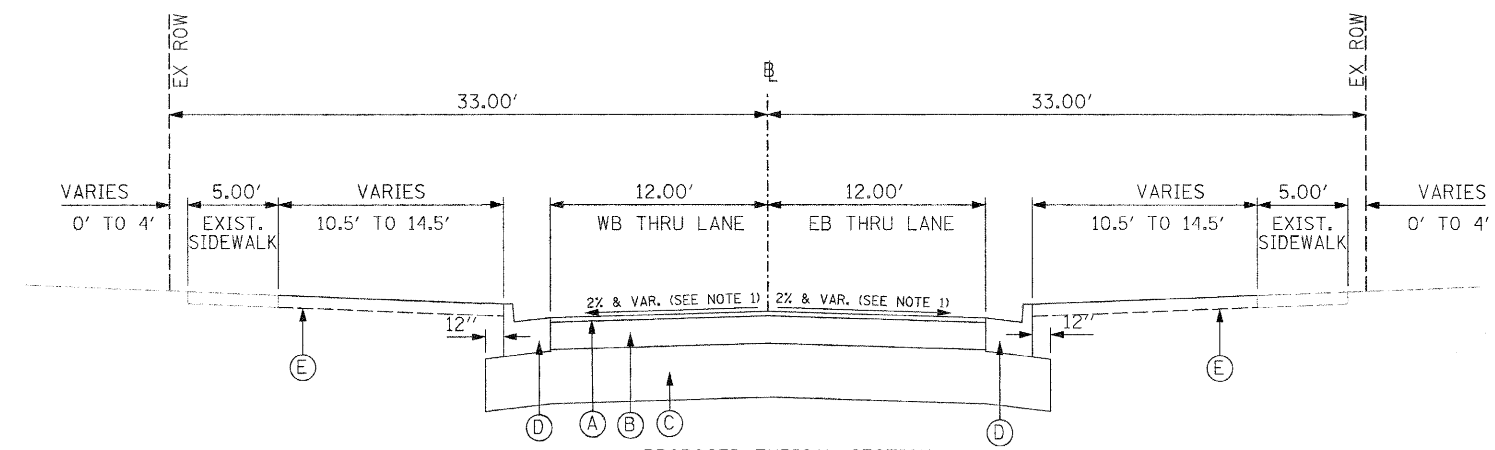
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



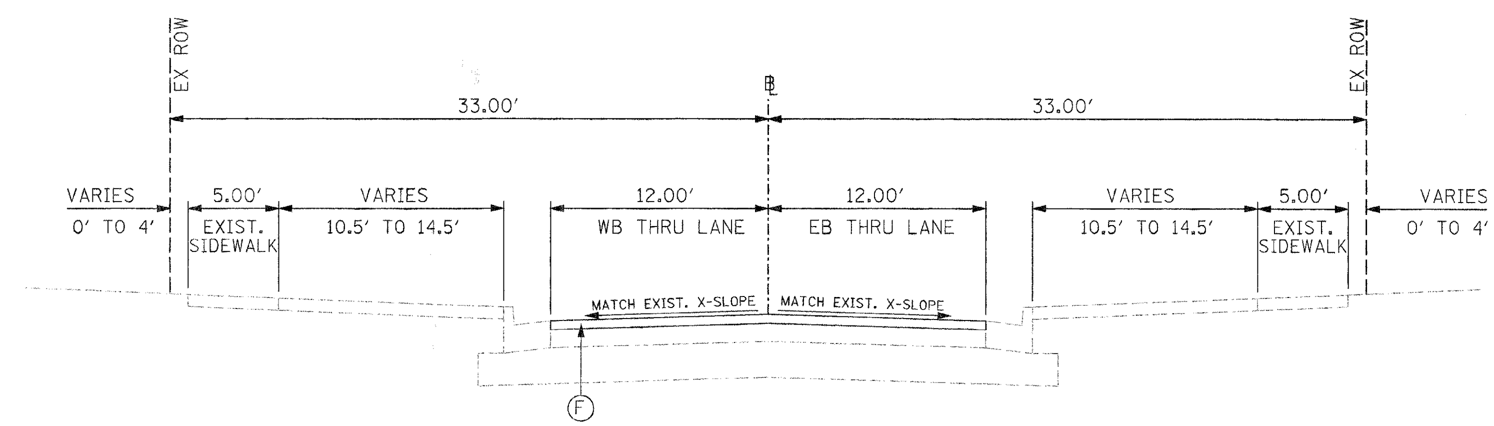
PROPOSED TYPICAL SECTION
STA. 168+00.00 TO STA. 168+44.52



PROPOSED TYPICAL SECTION
STA. 168+44.52 TO STA. 176+21.05



PROPOSED TYPICAL SECTION
STA. 176+21.05 TO STA. 190+75.00



PROPOSED TYPICAL SECTION
STA. 190+75.00 TO STA. 215+40.95

(A) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (2")

(B) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (6")

(C) AGGREGATE SUBGRADE 12"

(D) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

(E) TOPSOIL FURNISH AND PLACE, 4"

(F)
- HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (SEE NOTE 2)
- HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1.5"
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIES (MIN. 2-1/4")

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

	AC TYPE	AIR VOIDS
HMA PAVEMENT		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm)	PG 64-22	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	PG 64-22 *	4% @ 50 GYR.
HMA DRIVEWAY PAVEMENT		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm) 2"	PG 64-22	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm) 6" N50	PG 64-22 *	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

NOTES:
1. SEE PAVEMENT CROSS SLOPE TRANSITION DETAIL SHEET.
2. ASPHALT SURFACE REMOVAL WITHIN RESURFACING LIMITS SHALL INCLUDE THE REMOVAL OF MATERIAL TO THE PCC BASE COURSE. SEE BORING LOG SHEETS FOR EXISTING PAVEMENT STRUCTURE TYPE/THICKNESS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

PROPOSED
TYPICAL SECTIONS

SCALE: N.T.S. DRAWN BY MTH
DATE: 11/21/2008 CHECKED BY DJL

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_TS02_PH2.dgn
PLOT SCALE = 5.0000 ' / IN.

EARTHWORK QUANTITIES
(FOREST AVENUE TO ELM STREET)

FROM STA.	TO STA	CUT (C.Y.)	SHRINK-AGE FACTOR 15%	USEABLE CUT (C.Y.)	FILL (C.Y.)	EARTH EXCAVATION (20200100)
168+00	168+83	149.7	15%	127.2	0.3	149.7
168+83	169+00	35.9	15%	30.5	1.6	35.9
169+00	170+00	166.7	15%	141.7	9.6	166.7
170+00	170+49	78.2	15%	66.5	0.0	78.2
170+49	170+79	47.5	15%	40.4	0.0	47.5
170+79	171+00	26.9	15%	22.9	0.2	26.9
171+00	172+00	197.0	15%	167.5	4.6	197.0
172+00	172+33	139.1	15%	118.2	1.2	139.1
172+33	172+90	200.1	15%	170.1	3.7	200.1
172+90	173+00	11.6	15%	9.8	1.5	11.6
173+00	174+00	94.1	15%	80.0	9.8	94.1
174+00	174+58	66.8	15%	56.8	0.8	66.8
174+58	175+00	61.7	15%	52.4	0.0	61.7
175+00	175+84	186.1	15%	158.2	0.0	186.1
175+84	176+00	38.4	15%	32.7	2.8	38.4
176+00	177+00	176.1	15%	149.7	17.8	176.1
177+00	177+29	55.7	15%	47.3	0.0	55.7
177+29	178+00	148.2	15%	126.0	0.0	148.2
178+00	178+08	15.2	15%	12.9	0.0	15.2
178+08	178+32	39.0	15%	33.1	0.1	39.0
178+32	178+55	24.6	15%	20.9	0.6	24.6
178+55	179+00	34.2	15%	29.0	1.3	34.2
179+00	179+15	10.7	15%	9.1	1.6	10.7
179+15	179+89	61.6	15%	52.3	6.8	61.6
179+89	180+00	12.6	15%	10.7	0.0	12.6
180+00	180+33	49.1	15%	41.7	0.0	49.1
180+33	180+84	97.5	15%	82.8	0.0	97.5
180+84	181+00	38.5	15%	32.7	0.0	38.5
181+00	181+19	49.3	15%	41.9	0.0	49.3
181+19	182+00	157.5	15%	133.9	0.0	157.5
182+00	182+48	129.5	15%	110.0	0.0	129.5
182+48	183+00	121.4	15%	103.2	0.4	121.4
183+00	183+52	49.9	15%	42.4	0.6	49.9
183+52	184+00	62.8	15%	53.4	0.2	62.8
184+00	184+17	20.5	15%	17.4	0.0	20.5
184+17	184+35	16.2	15%	13.8	0.1	16.2
184+35	184+87	42.7	15%	36.3	1.0	42.7
184+87	185+00	9.5	15%	8.1	0.6	9.5
185+00	185+31	24.3	15%	20.7	1.1	24.3
185+31	186+00	42.2	15%	35.9	2.8	42.2
186+00	186+22	9.4	15%	8.0	1.4	9.4
186+22	186+71	28.2	15%	24.0	1.7	28.2
186+71	186+83	5.9	15%	5.0	0.4	5.9
186+83	187+00	5.9	15%	5.0	1.8	5.9
187+00	187+22	5.6	15%	4.8	4.6	5.6
187+22	187+36	3.1	15%	2.7	3.4	3.1
187+36	187+81	7.6	15%	6.5	9.2	7.6
187+81	188+00	3.7	15%	3.2	3.5	3.7
188+00	189+00	141.9	15%	120.6	8.3	141.9
189+00	190+00	156.7	15%	133.2	5.4	156.7
190+00	190+50	34.9	15%	29.7	2.9	34.9
190+50	190+75	11.2	15%	9.5	0.1	11.2
190+75		0.0	15%	0.0	0.0	0.0
					TOTALS:	**3,403**

SCHEDULE FOR STANDARD SIGNS

LOCATION		LENGTH	WIDTH		SIGN PANEL TYPE 1 (SQ FT)	METAL POST TYPE B (SQ FT)
169+88	LT	24	30		5.0	13
169+91	RT	12	18		1.5	13
171+03	LT	12	18		1.5	13
"Main St"		18	48	Traffic Signal Street Sign	6.0	---
"Main St"		18	48	Traffic Signal Street Sign	6.0	---
"Prairie Ave"		18	60	Traffic Signal Street Sign	7.5	---
"Prairie Ave"		18	60	Traffic Signal Street Sign	7.5	---
173+66	RT	12	18		1.5	13
174+94	LT	12	18		1.5	13
175+03	RT	24	30		5.0	13
177+00	RT	12	18		1.5	13
177+50	LT	12	18		1.5	13
180+60	RT	12	18		1.5	13
181+45	LT	12	18		1.5	13
183+90	RT	12	18		1.5	13
190+45	RT	24	30		5.0	13
190+85	LT	24	30		5.0	13
200+60	RT	12	18		1.5	13
208+90	RT	12	18		1.5	13
211+15	LT	24	30		5.0	13
213+45	LT	12	18		1.5	13
				TOTAL:	70	221

PAVEMENT QUANTITIES

LOCATION	AGGREGATE SUBGRADE 12" (SQ YD) Z0001050	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (TON) 4060335	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (TON) 40603080
RECONSTRUCTION SECTIONS			
STA. 168+00.00 TO STA. 190+75.00	9,508	942	2,827
RESURFACING SECTIONS:			
STA. 190+75.00 TO STA. 215+40.95	---	799	899
BUTT JOINTS:			
STA. 168+00.00 TO STA. 215+40.95	---	31	---

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

SCHEDULES OF QUANTITIES

SCALE: N.T.S. DRAWN BY MTH
DATE: 11/21/2008 CHECKED BY DJL

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_S001_PH2.dgn
PLOT SCALE = 50.0000 ' / IN.

DRAINAGE QUANTITIES

LOCATION				MANHOLES TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID (60218400)	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 11 FRAME & GRATE (60224020)	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 11 FRAME & GRATE (60219300)	INLETS, TYPE A, TYPE 11 FRAME AND GRATE (60236800)	INLETS, TYPE B, TYPE 11 FRAME AND GRATE (60240310)	INLETS, TO BE ADJ. W/ TYPE 3 FRAME AND GRATE (60260500)	INLETS, TO BE ADJ. W/ TYPE 11 FRAME AND GRATE (60261300)
STA.	OFFSET	LT OR RT		(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
168+42.85	13.00	LT					1			
168+66.84	16.46	RT		1						
168+67.96	38.43	LT				1				
168+96.38	37.91	LT					1			
169+23.13	15.68	RT						1		
169+23.88	15.77	LT					1			
172+11.87	65.00	RT					1			
172+13.66	66.79	LT					1			
172+51.87	65.00	RT				1				
172+53.66	66.79	LT				1				
173+91.38	27.42	RT		1						
174+02.36	17.00	RT						1		
174+10.10	17.00	LT					1			
175+71.91	39.31	LT					1			
175+96.09	39.31	LT						1		
176+03.61	27.26	RT		1						
176+04.20	20.54	LT				1				
176+23.00	12.70	LT								1
176+23.55	12.00	LT					1			
182+02.03	12.00	LT					1			
182+02.03	12.00	RT						1		
182+36.39	37.63	LT					1			
182+62.78	37.34	LT			1					
182+64.28	40.20	RT		1						
182+84.70	12.00	RT						1		
182+84.70	12.00	LT					1			
187+94.00	12.70	LT								1
187+94.00	12.30	RT								1
189+48.00	12.60	LT							1	
198+51.00	13.50	LT							1	
198+53.00	12.40	RT							1	
215+12.00	13.20	LT								1
215+13.00	12.10	RT							1	

LOCATION	PAVEMENT REMOVAL (SQ YD) 44000100	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (SQ YD) 44000198
RECONSTRUCTION SECTIONS		
STA. 168+00.00 TO STA. 190+75.00	7,873	---
RESURFACING SECTIONS:		
STA. 190+75.00 TO STA. 215+40.95	---	7,131

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

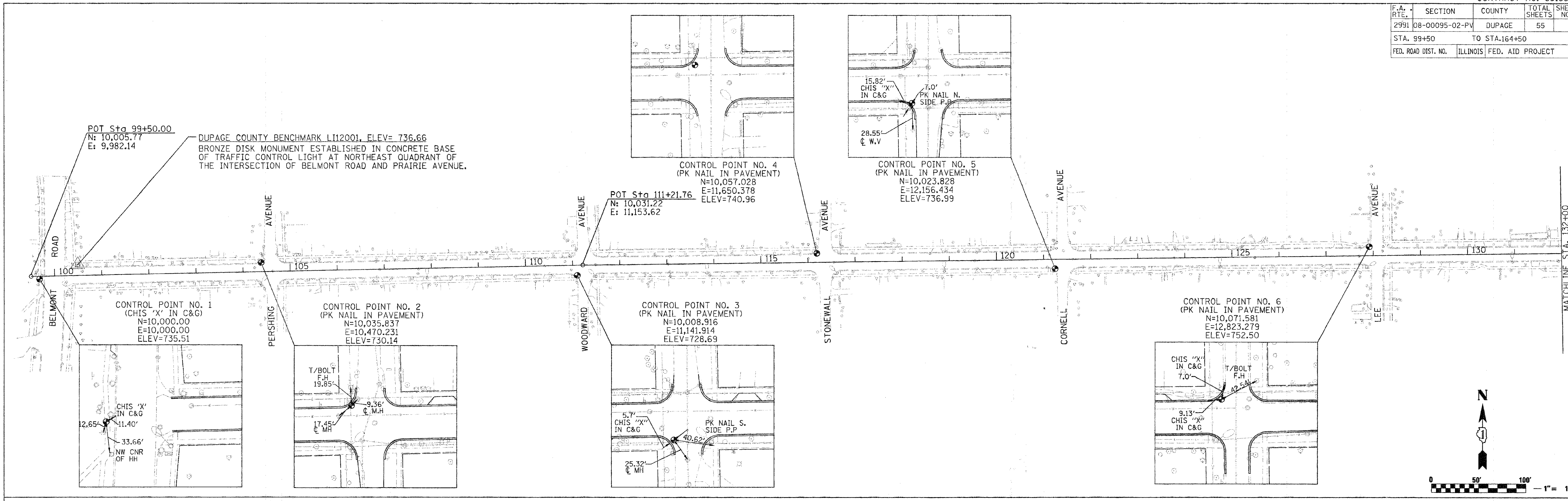
SCHEDULES OF QUANTITIES

SCALE: N.T.S. DRAWN BY MTH

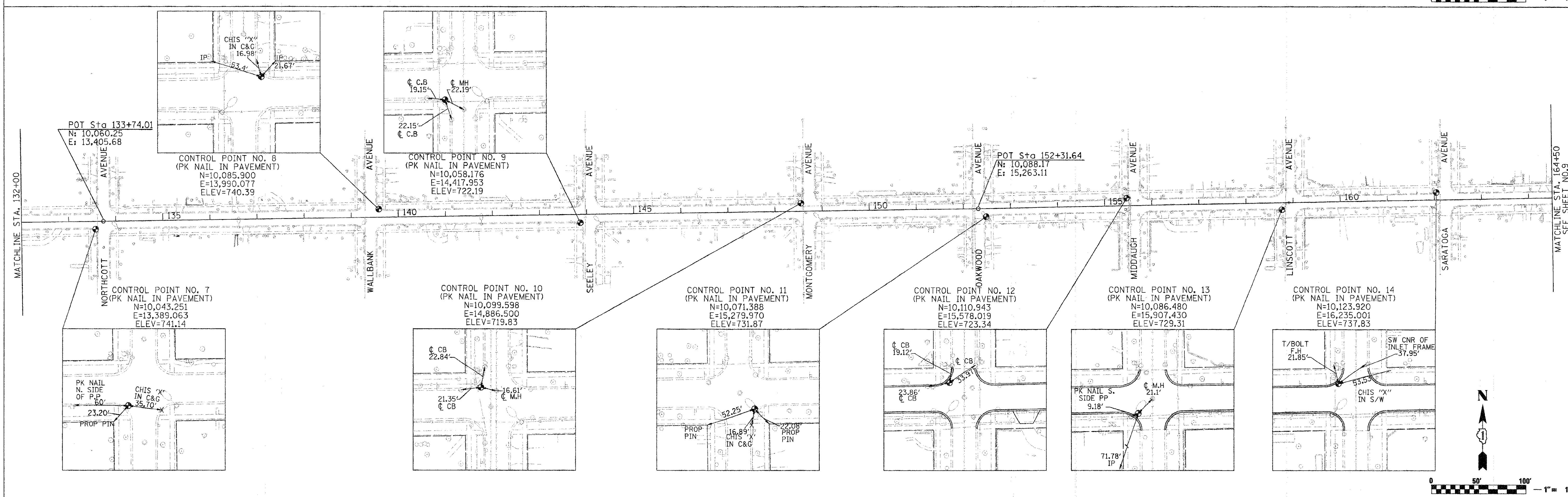
DATE: 11/21/2008 CHECKED BY DJL

CONTRACT NO. 63135

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	8
STA. 99+50	TO STA.164+50			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



POT Sta 99+50.00
N: 10,005.77
E: 9,982.14
DUPAGE COUNTY BENCHMARK LI12001, ELEV= 736.66
BRONZE DISK MONUMENT ESTABLISHED IN CONCRETE BASE OF TRAFFIC CONTROL LIGHT AT NORTHEAST QUADRANT OF THE INTERSECTION OF BELMONT ROAD AND PRAIRIE AVENUE.
POT Sta 111+21.76
N: 10,031.22
E: 11,153.62
BELMONT ROAD
PERSHING AVENUE
WOODWARD AVENUE
STONEWALL AVENUE
CORNELL AVENUE
LEE AVENUE
MATCHLINE STA. 132+00
CONTROL POINT NO. 1
(CHIS 'X' IN C&G)
N=10,000.00
E=10,000.00
ELEV=735.51
CHIS 'X' IN C&G
12.65'
11.40'
33.66'
NW CNR OF HH
CONTROL POINT NO. 2
(PK NAIL IN PAVEMENT)
N=10,035.837
E=10,470.231
ELEV=730.14
T/BOLT F.H
19.85'
9.36' ℄ M.H
17.45' ℄ MH
CONTROL POINT NO. 3
(PK NAIL IN PAVEMENT)
N=10,008.916
E=11,141.914
ELEV=728.69
5.7'
CHIS "X" IN C&G
PK NAIL S. SIDE P.P
40.62'
25.32' ℄ MH
CONTROL POINT NO. 4
(PK NAIL IN PAVEMENT)
N=10,057.028
E=11,650.378
ELEV=740.96
CONTROL POINT NO. 5
(PK NAIL IN PAVEMENT)
N=10,023.828
E=12,156.434
ELEV=736.99
15.82'
CHIS "X" IN C&G
7.0'
PK NAIL N. SIDE P.P
28.55' ℄ W.V
CONTROL POINT NO. 6
(PK NAIL IN PAVEMENT)
N=10,071.581
E=12,823.279
ELEV=752.50
CHIS "X" IN C&G
7.0'
T/BOLT F.H
42.54'
9.13'
CHIS "X" IN C&G
N
0 50' 100'
1"= 100'



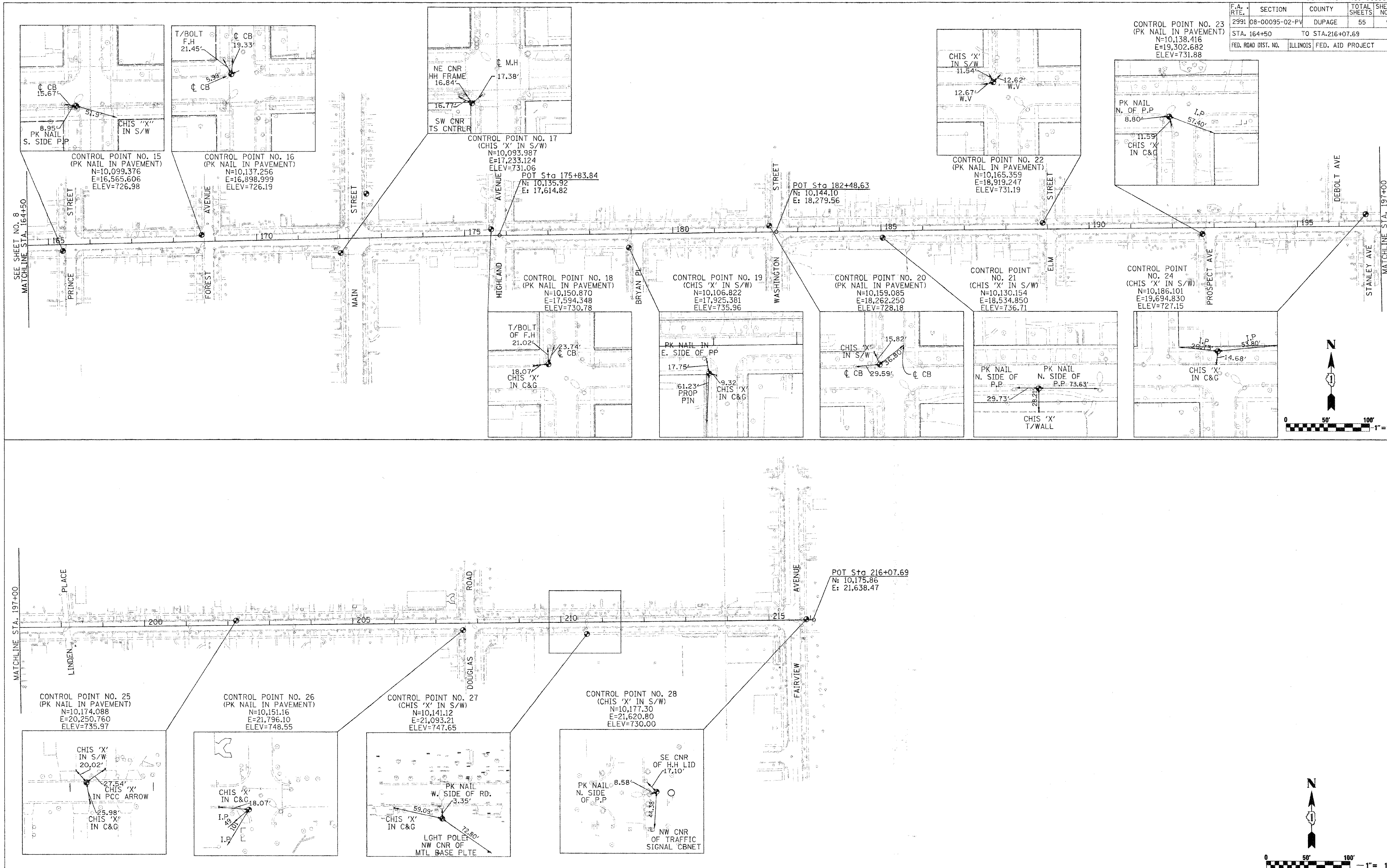
MATCHLINE STA. 132+00
POT Sta 133+74.01
N: 10,060.25
E: 13,405.68
POT Sta 152+31.64
N: 10,088.17
E: 15,263.11
NORTHCOTT AVENUE
WALLBANK AVENUE
SEELEY AVENUE
MONTGOMERY AVENUE
OAKWOOD AVENUE
MIDDAUGH AVENUE
LINSCOTT AVENUE
SARATOGA AVENUE
MATCHLINE STA. 164+50
SEE SHEET NO.9
CONTROL POINT NO. 7
(PK NAIL IN PAVEMENT)
N=10,043.251
E=13,389.063
ELEV=741.14
PK NAIL N. SIDE OF P.P
.60'
CHIS 'X' IN C&G
35.70'
23.20'
PROP PIN
CONTROL POINT NO. 8
(PK NAIL IN PAVEMENT)
N=10,085.900
E=13,990.077
ELEV=740.39
CHIS "X" IN C&G
16.98'
IP
53.4'
IP
21.67'
CONTROL POINT NO. 9
(PK NAIL IN PAVEMENT)
N=10,058.176
E=14,417.953
ELEV=722.19
℄ C.B 19.15'
℄ MH 22.19'
22.15' ℄ C.B
CONTROL POINT NO. 10
(PK NAIL IN PAVEMENT)
N=10,099.598
E=14,886.500
ELEV=719.83
℄ CB 22.84'
21.35' ℄ CB
16.61' ℄ M.H
CONTROL POINT NO. 11
(PK NAIL IN PAVEMENT)
N=10,071.388
E=15,279.970
ELEV=731.87
52.25'
PROP PIN
16.89'
CHIS 'X' IN C&G
22.08'
PROP PIN
CONTROL POINT NO. 12
(PK NAIL IN PAVEMENT)
N=10,110.943
E=15,578.019
ELEV=723.34
℄ CB 19.12'
℄ CB
33.97'
23.86' ℄ CB
CONTROL POINT NO. 13
(PK NAIL IN PAVEMENT)
N=10,086.480
E=15,907.430
ELEV=729.31
PK NAIL S. SIDE PP
9.18'
℄ M.H 21.1'
71.78' IP
CONTROL POINT NO. 14
(PK NAIL IN PAVEMENT)
N=10,123.920
E=16,235.001
ELEV=737.83
T/BOLT F.H
21.85'
SW CNR OF INLET FRAME
37.95'
93.5'
CHIS "X" IN S/W
N
0 50' 100'
1"= 100'

ALIGNMENT AND TIES

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1812\t_phase2\cad\deliverables\d1812_AT01_PH2.dgn
PLOT SCALE = 100.0000 ' / IN.

CONTRACT NO. 63135

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	9
STA. 164+50	TO STA.216+07.69			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



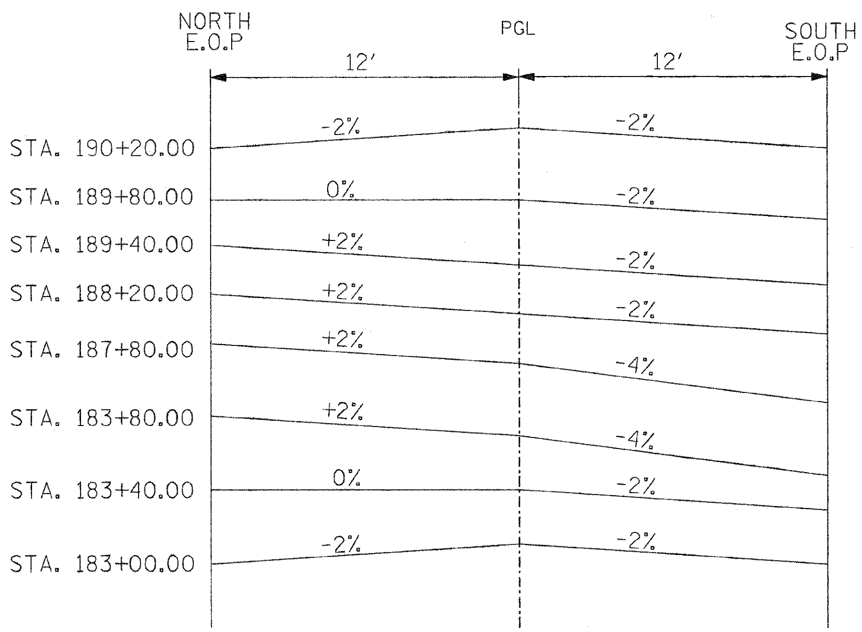
SEE SHEET NO. 8
MATCHLINE STA. 164+50
PRINCE STREET
FOREST AVENUE
MAIN STREET
HIGHLAND AVENUE
BRYAN PL
WASHINGTON STREET
ELM STREET
PROSPECT AVE
DEBOLT AVE
STANLEY AVE
MATCHLINE STA. 197+00
165
170
175
180
185
190
195
POT Sta 175+83.84
N: 10,135.92
E: 17,614.82
POT Sta 182+48.63
N: 10,144.10
E: 18,279.56
CONTROL POINT NO. 15
(PK NAIL IN PAVEMENT)
N=10,099.376
E=16,565.606
ELEV=726.98
℄ CB
15.67'
51.97'
8.95'
PK NAIL
S. SIDE P.P
CHIS "X" IN S/W
CONTROL POINT NO. 16
(PK NAIL IN PAVEMENT)
N=10,137.256
E=16,898.999
ELEV=726.19
T/BOLT F.H
21.45'
℄ CB
19.33'
5.99'
℄ CB
CONTROL POINT NO. 17
(CHIS 'X' IN S/W)
N=10,093.987
E=17,233.124
ELEV=731.06
NE CNR HH FRAME
16.84'
℄ M.H
17.38'
16.77'
SW CNR TS CNTRLR
CONTROL POINT NO. 18
(PK NAIL IN PAVEMENT)
N=10,150.870
E=17,594.348
ELEV=730.78
T/BOLT OF F.H
21.02'
23.74'
℄ CB
18.07'
CHIS 'X' IN C&G
CONTROL POINT NO. 19
(CHIS 'X' IN S/W)
N=10,106.822
E=17,925.381
ELEV=735.96
PK NAIL IN E. SIDE OF PP
17.75'
61.23'
PROP PIN
9.32'
CHIS 'X' IN C&G
CONTROL POINT NO. 20
(PK NAIL IN PAVEMENT)
N=10,159.085
E=18,262.250
ELEV=728.18
CHIS 'X' IN S/W
15.82'
36.80'
℄ CB
29.59'
℄ CB
CONTROL POINT NO. 21
(CHIS 'X' IN S/W)
N=10,130.154
E=18,534.850
ELEV=736.71
PK NAIL N. SIDE OF P.P
PK NAIL N. SIDE OF P.P
73.63'
29.73'
28.21'
CHIS 'X' T/WALL
CONTROL POINT NO. 22
(PK NAIL IN PAVEMENT)
N=10,165.359
E=18,919.247
ELEV=731.19
CHIS 'X' IN S/W
11.54'
12.62'
W.V
12.67'
W.V
CONTROL POINT NO. 23
(PK NAIL IN PAVEMENT)
N=10,138.416
E=19,302.682
ELEV=731.88
PK NAIL N. OF P.P
8.80'
I.P
57.40'
11.59'
CHIS 'X' IN C&G
CONTROL POINT NO. 24
(CHIS 'X' IN S/W)
N=10,186.101
E=19,694.830
ELEV=727.15
I.P
29.73'
I.P
53.80'
14.68'
CHIS 'X' IN C&G
N
0 50' 100'
1" = 100'
MATCHLINE STA. 197+00
LINDEN PLACE
DOUGLAS ROAD
FAIRVIEW AVENUE
200
205
210
215
POT Sta 216+07.69
N: 10,175.86
E: 21,638.47
CONTROL POINT NO. 25
(PK NAIL IN PAVEMENT)
N=10,174.088
E=20,250.760
ELEV=735.97
CHIS 'X' IN S/W
20.02'
27.54'
CHIS 'X' IN PCC ARROW
25.98'
CHIS 'X' IN C&G
CONTROL POINT NO. 26
(PK NAIL IN PAVEMENT)
N=10,151.16
E=21,796.10
ELEV=748.55
CHIS 'X' IN C&G
18.07'
I.P
I.P
CONTROL POINT NO. 27
(CHIS 'X' IN S/W)
N=10,141.12
E=21,093.21
ELEV=747.65
PK NAIL W. SIDE OF RD.
3.35'
59.09'
CHIS 'X' IN C&G
72.80'
LGHT POLE: NW CNR OF MTL BASE PLTE
CONTROL POINT NO. 28
(CHIS 'X' IN S/W)
N=10,177.30
E=21,620.80
ELEV=730.00
SE CNR OF H.H LID
17.10'
PK NAIL N. SIDE OF P.P
8.58'
44.38'
NW CNR OF TRAFFIC SIGNAL CBNET
N
0 50' 100'
1" = 100'

ALIGNMENT AND TIES

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_AT02_PH2.dgn
PLOT SCALE = 100.0000 ' / IN.

CONTRACT NO. 63135

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	10
STA. 158+00	TO STA.171+25			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

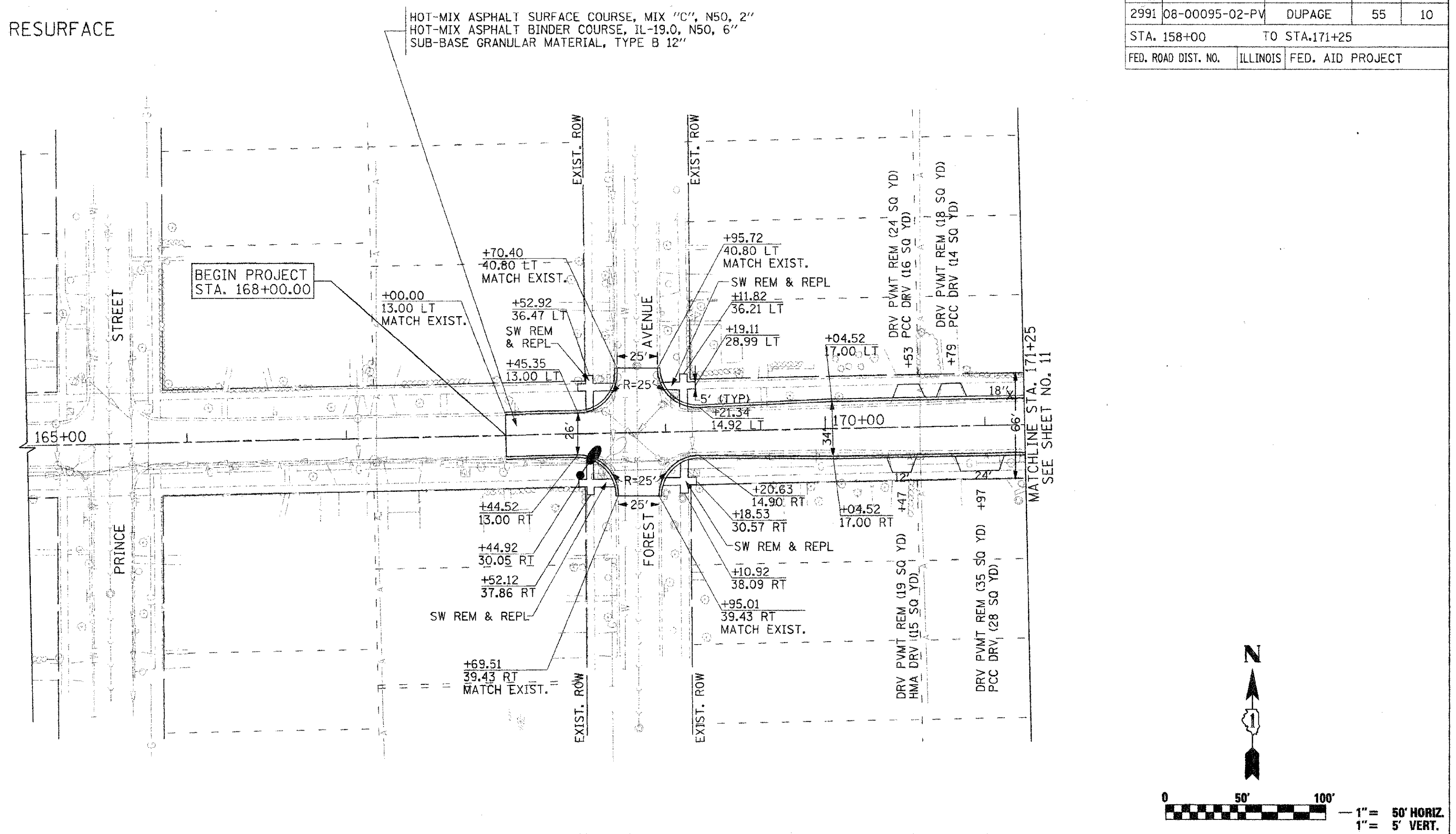


PAVEMENT CROSS SLOPE TRANSITION NO. 1

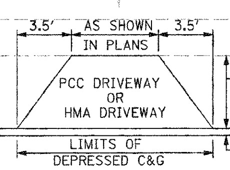
LEGEND

= MILL AND RESURFACE

HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6"
SUB-BASE GRANULAR MATERIAL, TYPE B 12"



TYPICAL DRIVEWAY CONSTRUCTION

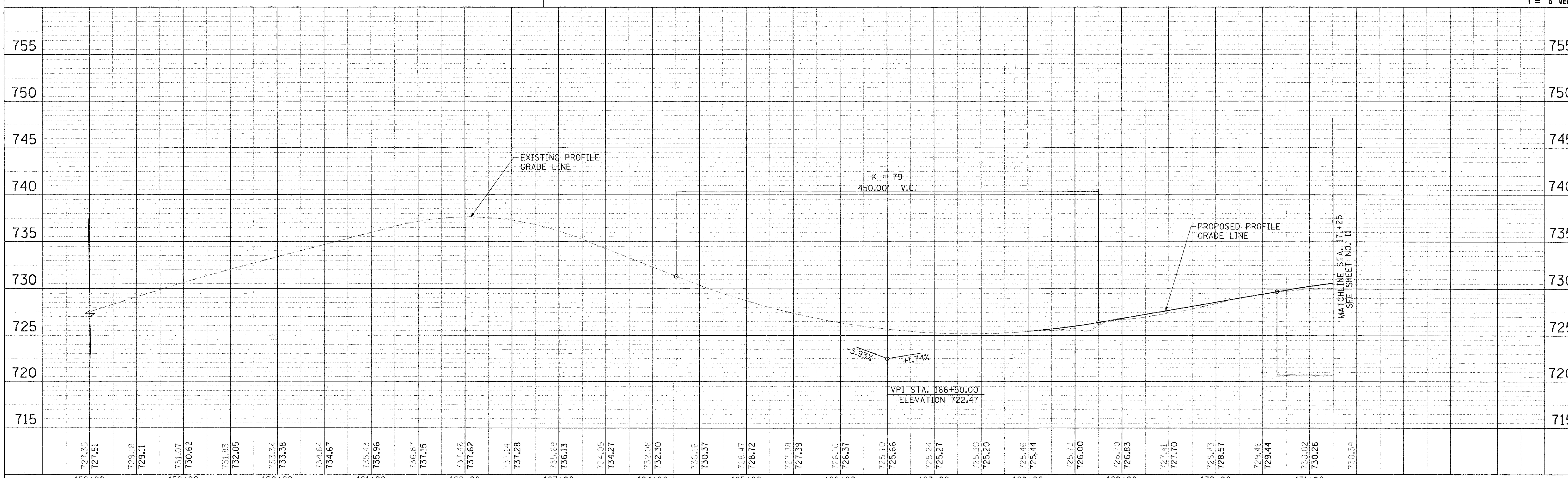


PCC DRIVEWAY

PCC DRIVEWAY PAVEMENT, 6"
SUB-BASE GRANULAR MATERIAL, TYPE B 4"

HOT-MIX ASPHALT DRIVEWAY

HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (16-9.5mm), 2"
HOT-MIX ASPHALT BINDER COURSE, IL 19.0, 6"



PLAN	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
R.E. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK		
NO.		

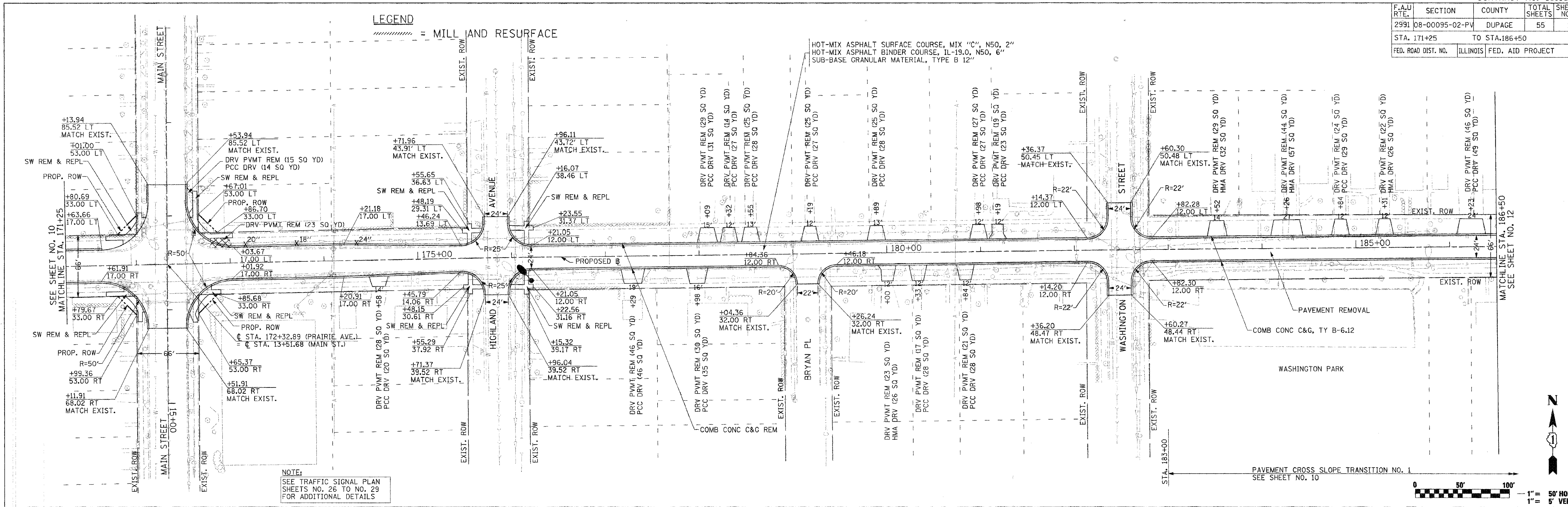
PROFILE	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		
STRUCTURE NOTATIONS CHKD		
NOTE BOOK		
NO. ...PPR.dgn		

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1812\v_phase2\cad\deliverables\d1812_PP05.dgn
PLOT SCALE = 50.0000 ' / IN.

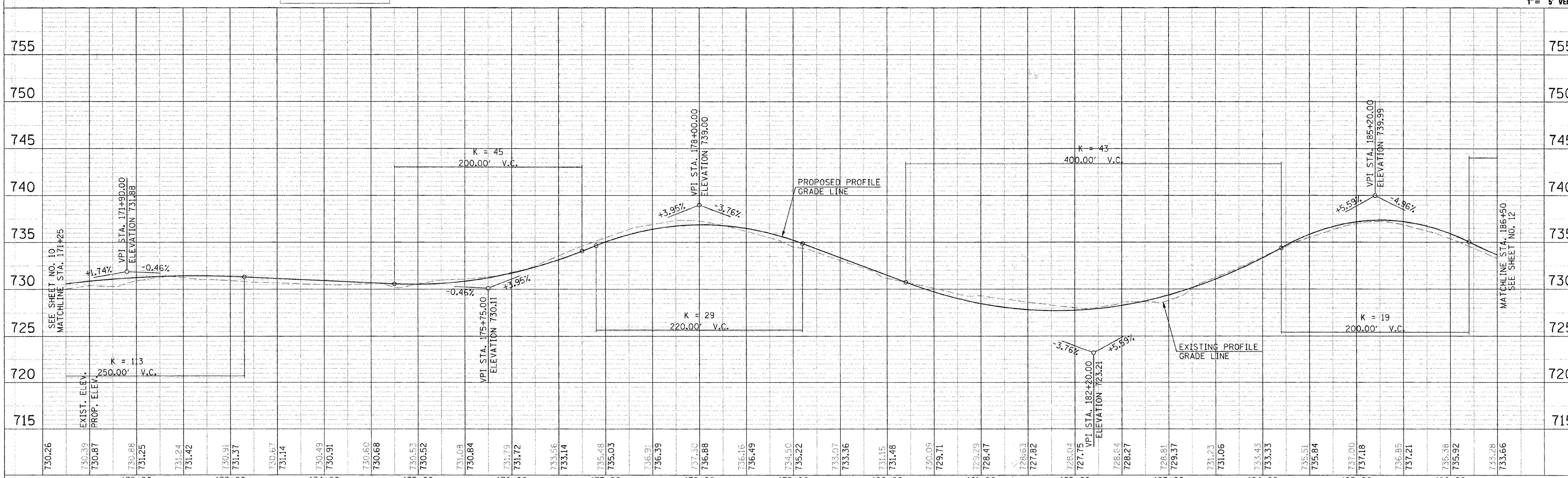
PLAN AND PROFILE

CONTRACT NO. 63135

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	11
STA. 171+25	TO STA.186+50			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:
SEE TRAFFIC SIGNAL PLAN SHEETS NO. 26 TO NO. 29 FOR ADDITIONAL DETAILS



PLAN AND PROFILE

PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	ALIGNMENT CHECKED		
	RT. OF WAY CHECKED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
d1012_PPBH2.dgn	GRADES CHECKED		
	B.M. NOTED		
	STRUCTURE NOTAT'NS CH'KD		

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_PPBH2.dgn
PLOT SCALE = 50.0000 ' / IN.

CONTRACT NO. 63135

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	12
STA. 186+50		TO STA. 201+25		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

////////// = MILL AND RESURFACE

HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 6"
SUB-BASE GRANULAR MATERIAL, TYPE B 12"

COMB CONC C&G, TY B-6.12

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIES (MIN 2 1/4")
CLASS B PATCHES, TYPE IV, 8 INCH

PROPOSED ℄

STA. 190+75.00
END FULL RECONSTRUCTION
BEGIN HMA RESURFACING

SEE SHEET NO. 11
MATCHLINE STA. 186+50

MATCHLINE STA. 201+25
SEE SHEET NO. 13

DRV PVMT REM (20 SQ YD)
PCC DRV (24 SQ YD)

DRV PVMT REM (20 SQ YD)
PCC DRV (27 SQ YD)

DRV PVMT REM (16 SQ YD)
PCC DRV (23 SQ YD)

DRV PVMT REM (18 SQ YD)
HMA DRV (26 SQ YD)

DRV PVMT REM (19 SQ YD)
HMA DRV (24 SQ YD)

DRV PVMT REM (31 SQ YD)
PCC DRV (35 SQ YD)

EXIST. ROW

STREET

ELM

PROSPECT AVE

DEBOLT AVE

STANLEY AVE

LINDEN PLACE

+93.88
31.97 LT
MATCH EXIST.

+18.00
31.97 LT
MATCH EXIST.

+73.88
12.00 LT

+38.00
12.00 LT

+75.00
12.00 LT
MATCH EXIST.

+86.57
32.75 LT
MATCH EXIST.

+04.34
32.75 LT
MATCH EXIST.

+05.85
33.49 LT
MATCH EXIST.

+19.46
33.49 LT
MATCH EXIST.

+72.18
12.00 RT

+39.84
12.00 RT

+17.83
34.54 RT
MATCH EXIST.

+93.17
34.54 RT
MATCH EXIST.

+75.00
12.00 RT
MATCH EXIST.

+77.06
34.15 RT
MATCH EXIST.

+01.07
34.15 RT
MATCH EXIST.

+58.69
31.79 RT
MATCH EXIST.

+83.80
31.79 RT
MATCH EXIST.

+10.86
32.50 RT
MATCH EXIST.

+24.70
32.50 RT
MATCH EXIST.

R=20'
R=22'

190+00
195+00
200+00

COMB CONC C&G REM

PAVEMENT REMOVAL

PAVEMENT CROSS SLOPE TRANSITION NO. 1
SEE SHEET NO. 10

STA. 190+20

0 50' 100'
1"= 50' HORIZ.
1"= 5' VERT.

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
CHECKED
NOTE BOOK
NO.
DATE
BY

K = 39
310.00' V.C.

PROPOSED PROFILE GRADE LINE

VPI STA. 189+75.00
ELEVATION 733.25

VPI STA. 187+75.00
ELEVATION 727.35

+2.95%
-4.96%
+2.95%
+0.23%

K = 33
90.00' V.C.

EXIST./PROP. PROFILE GRADE LINE

	187+00	188+00	189+00	190+00	191+00	192+00	193+00	194+00	195+00	196+00	197+00	198+00	199+00	200+00	201+00
EXIST. ELEV.	733.28	731.06	729.96	728.51	730.48	731.55	731.40	732.80	733.20	733.51	733.49	733.05	731.89	730.91	729.67
PROP. ELEV.	733.66	731.88	730.74	730.24	730.38	731.15	732.45	733.25	733.42	733.51	733.49	733.05	731.89	730.91	729.67

	728.16	726.76	725.67	724.97	724.85	725.59	727.09	728.45	730.07	731.53	732.60	733.47	734.27	734.90	735.46
	728.16	726.78	725.67	724.97	724.85	725.59	727.09	728.45	730.07	731.53	732.60	733.47	734.27	734.90	735.46

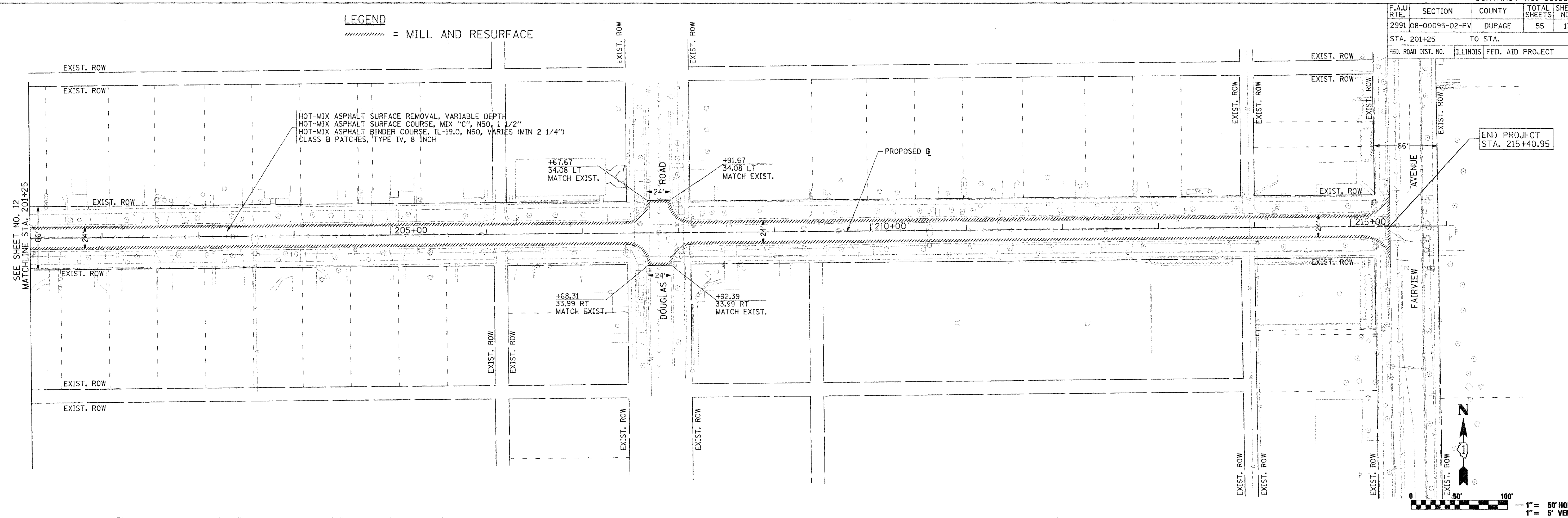
755 750 745 740 735 730 725 720 715

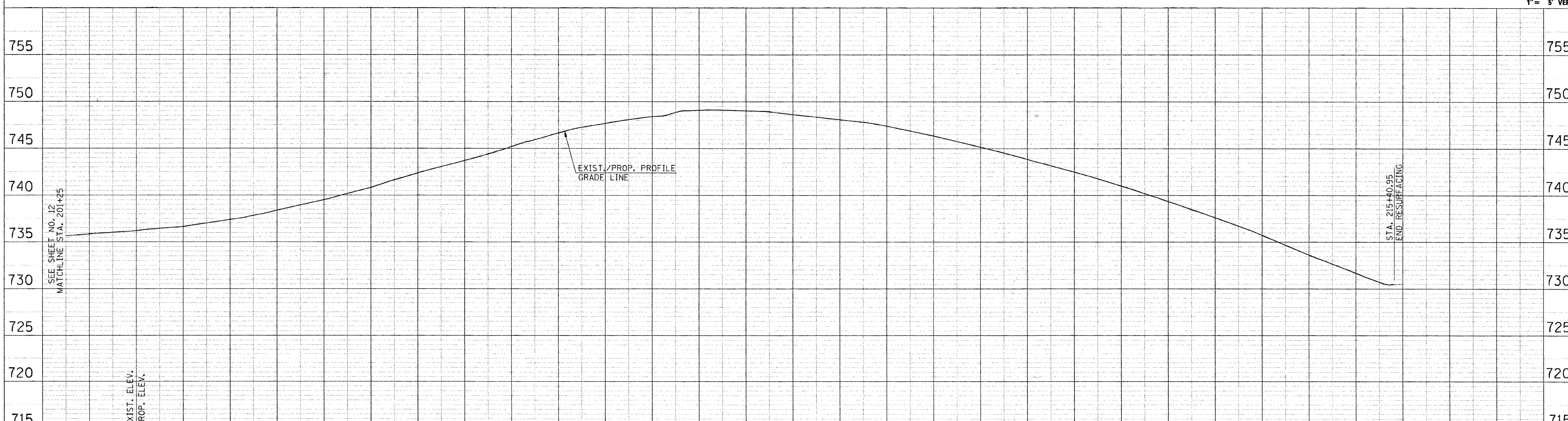
PLOT DATE = 2/9/2009
FILE NAME = c:\projects\proval\d-1812\c-phase2\cad\deliverables\d1812_PP01.dgn
PLOT SCALE = 50.0000 ' / IN.

PLAN AND PROFILE

CONTRACT NO. 63135

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	13
STA. 201+25	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





Station	EXIST. ELEV.	PROP. ELEV.
	735.87	735.87
202+00	736.20	736.20
	736.64	736.64
203+00	737.04	737.04
	738.39	738.39
204+00	739.42	739.42
	740.84	740.84
205+00	742.36	742.36
	743.71	743.71
206+00	745.20	745.20
	746.65	746.65
207+00	747.66	747.66
	748.39	748.39
208+00	749.08	749.08
	749.02	749.02
209+00	748.48	748.48
	748.33	748.33
210+00	747.37	747.37
	746.34	746.34
211+00	745.15	745.15
	743.77	743.77
212+00	742.49	742.49
	741.00	741.00
213+00	739.34	739.34
	737.59	737.59
214+00	735.72	735.72
	733.61	733.61
215+00	731.64	731.64

PLAN — NOTE BOOK / NO. — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R/T OF WAY CHECKED / CADD FILE NAME — BY — DATE

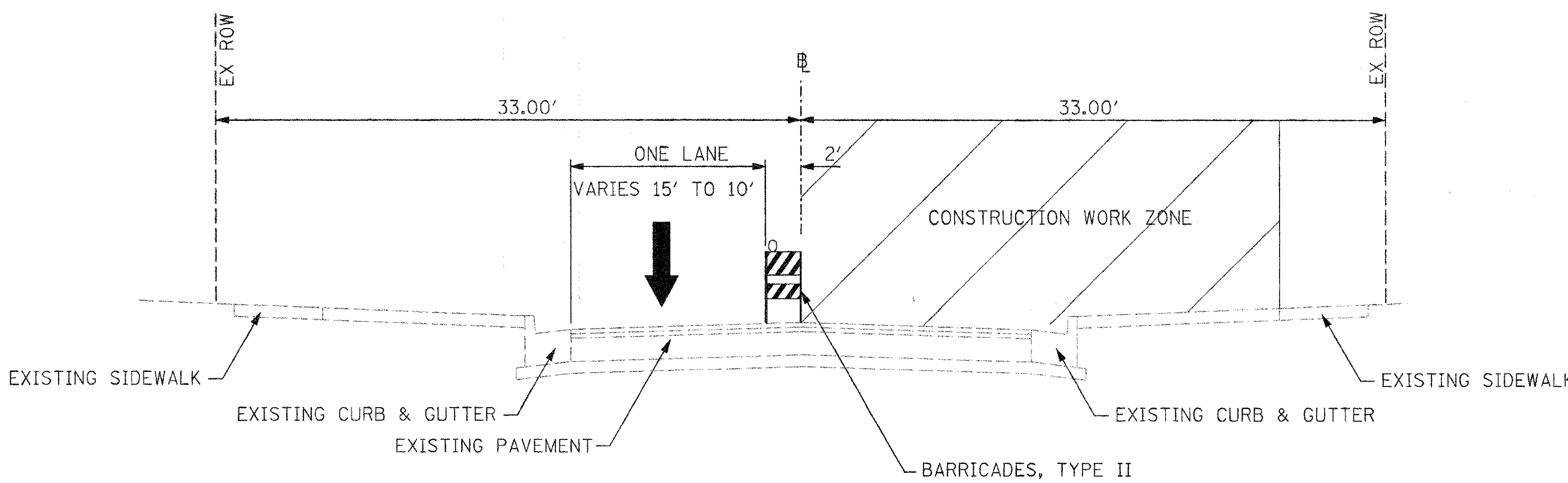
PROFILE — NOTE BOOK — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKED — BY — DATE

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\c-1012\z_phase2\cad\deliverables\d1012_PP05_Pr2.dgn
PLOT SCALE = 50.0000 ' / IN.

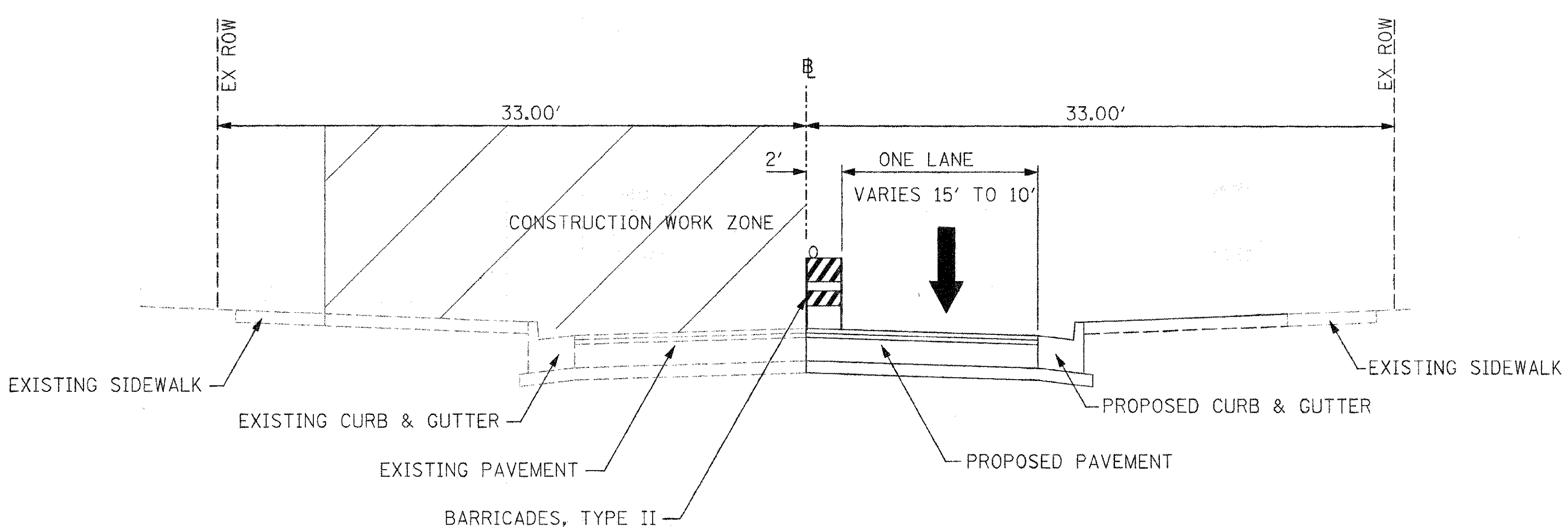
PLAN AND PROFILE

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	14
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STAGE I



STAGE II

MAINTENANCE OF TRAFFIC SUGGESTED STAGING PLAN

STAGE I

PROVIDE TEMPORARY TRAFFIC CONTROL DEVICES OF THE NUMBER AND TYPE SPECIFIED IN THE PLANS TO PROVIDE ONE WAY WESTBOUND TRAFFIC ON THE NORTH SIDE OF PRAIRIE AVENUE.

REMOVE EXISTING PAVEMENT, CURB AND GUTTER AND DRIVEWAYS FROM THE PROPOSED BASELINE TO THE EXISTING SOUTH SIDEWALK WITHIN THE RECONSTRUCTION LIMITS. MILL THE EXISTING HOT-MIX ASPHALT PAVEMENT TO THE PCC BASE COURSE WITHIN THE RESURFACING LIMITS.

CONSTRUCT NEW STORM SEWER, NEW WATER MAIN, CONCRETE CURB AND GUTTER, SIDEWALK, AGGREGATE BASE, HOT-MIX ASPHALT BASE AND BINDER COURSES AND DRIVEWAYS AS SHOWN IN THE PLANS. STORM SEWER LATERALS EXTENDING OUTSIDE THE CONSTRUCTION WORK ZONE SHALL BE PLACED TO PREVENT THE NEED FOR REMOVAL OF THE NEWLY PLACED HOT-MIX ASPHALT PAVEMENT.

STAGE II

SHIFT TRAFFIC TO THE NEWLY CONSTRUCTED PAVEMENT ON THE SOUTH SIDE OF PRAIRIE AVENUE PROVIDING ONE WAY WESTBOUND TRAFFIC.

REMOVE REMAINING EXISTING PAVEMENT, CURB AND GUTTER AND DRIVEWAYS ALONG THE NORTH SIDE OF PRAIRIE AVENUE TO THE EXISTING NORTH SIDEWALK WITHIN THE RECONSTRUCTION LIMITS. MILL THE REMAING HOT-MIX ASPHALT PAVEMENT WITHIN THE RESURFACING LIMITS.

CONSTRUCT NEW STORM SEWER, NEW WATER MAIN, CONCRETE CURB AND GUTTER, SIDEWALK, AGGREGATE BASE, HOT-MIX ASPHALT BASE AND BINDER COURSES AND DRIVEWAYS AS SHOWN IN THE PLANS.

STAGE IIA

UTILIZING SHORT TERM LANE CLOSURE STANDARDS, CONSTRUCT HOT-MIX ASPHALT SURFACE COURSE.

PLACE PERMANENT PAVEMENT MARKINGS AS SHOWN IN THE PLANS. REMOVE TEMPORARY TRAFFIC CONTROL DEVICES. OPEN ROADWAY TO TRAFFIC.

GENERAL NOTES

THE STAGING PROCEDURES PRESENTED HERIN ARE THE SUGGESTED SEQUENCE OF CONSTRUCTION OPERATIONS. IT IS THE CONTRACTOR'S OPTION TO SUBMIT AN ALTERNATIVE STAGING PLAN TO THE ENGINEER FOR APPROVAL.

THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 10' LANE WIDTH FOR ONE WAY ROADWAY TRAFFIC. THE ENGINEER SHALL BE INFORMED A MINIMUM OF 48 HOURS IN ADVANCE OF ANY CHANGES TO THE CONSTRUCTION STAGING.

TYPE II BARRICADES SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURN LIGHTS AND ONE SANDBAG PER EACH BARRICADE AND SHALL BE PLACED A MAXIMUM OF 25-FOOT INTERVALS ALONG THE PROPOSED WORK ZONE AS INDICATED IN THE PLANS, OR AS DIRECTED BY THE ENGINEER.

THE FURNISHING, INSTALLATION AND RELOCATION OF ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STATE STADARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE LUMP SUM COST FOR TRAFFIC CONTROL AND PROTECTION.

ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE LUMP SUM COST FOR TRAFFIC CONTROL AND PROTECTION.

ALL SIDE STREETS AND DRIVEWAYS SHALL BE MAINTAINED DURING ALL STAGES OF CONSTRUCTION, WITH THE EXCEPTION OF SHORT TERM CLOSURES FOR HOT-MIX ASPHALT PAVING.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES

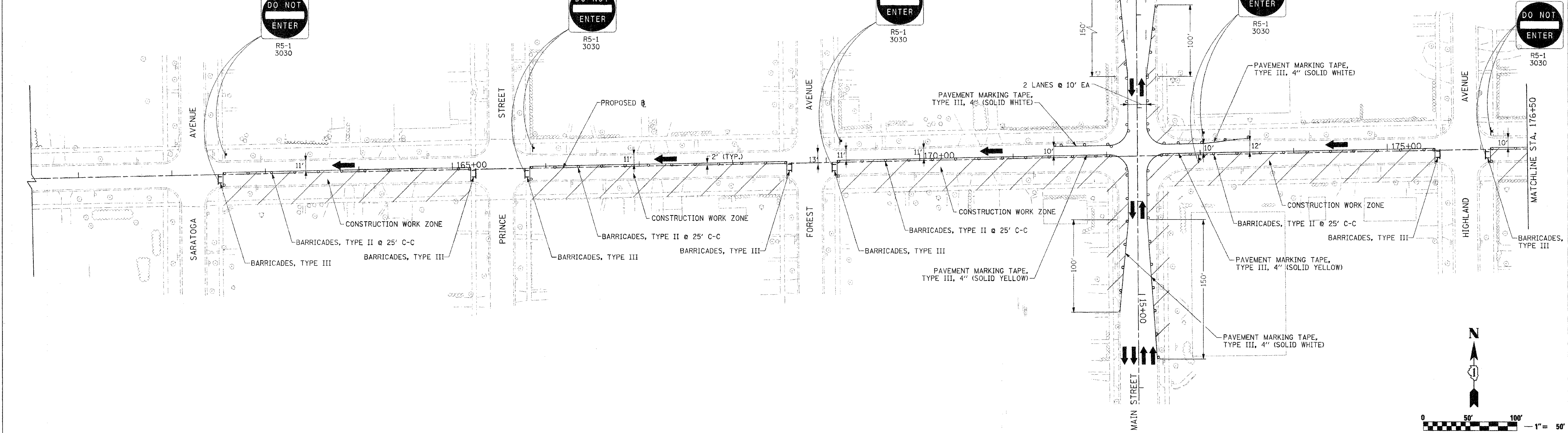
SCALE: N.T.S. DRAWN BY MTH

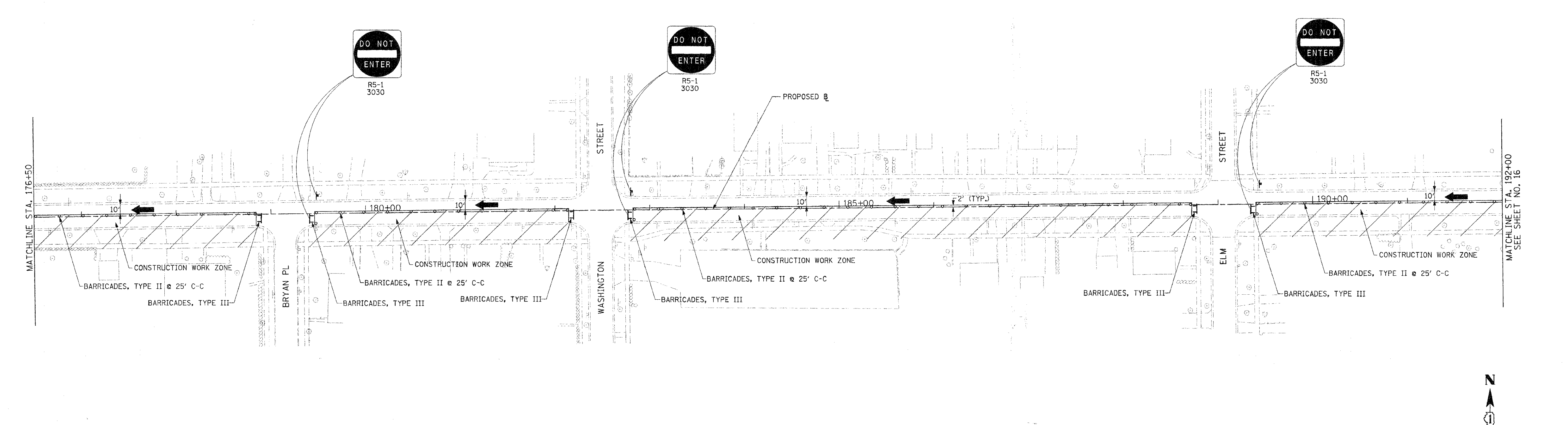
DATE: 11/21/2008 CHECKED BY DJL

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_MT01_PH2.dgn
PLOT SCALE = 5.0000 '/ IN.

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	15
STA. 160+50.00	TO STA.192+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





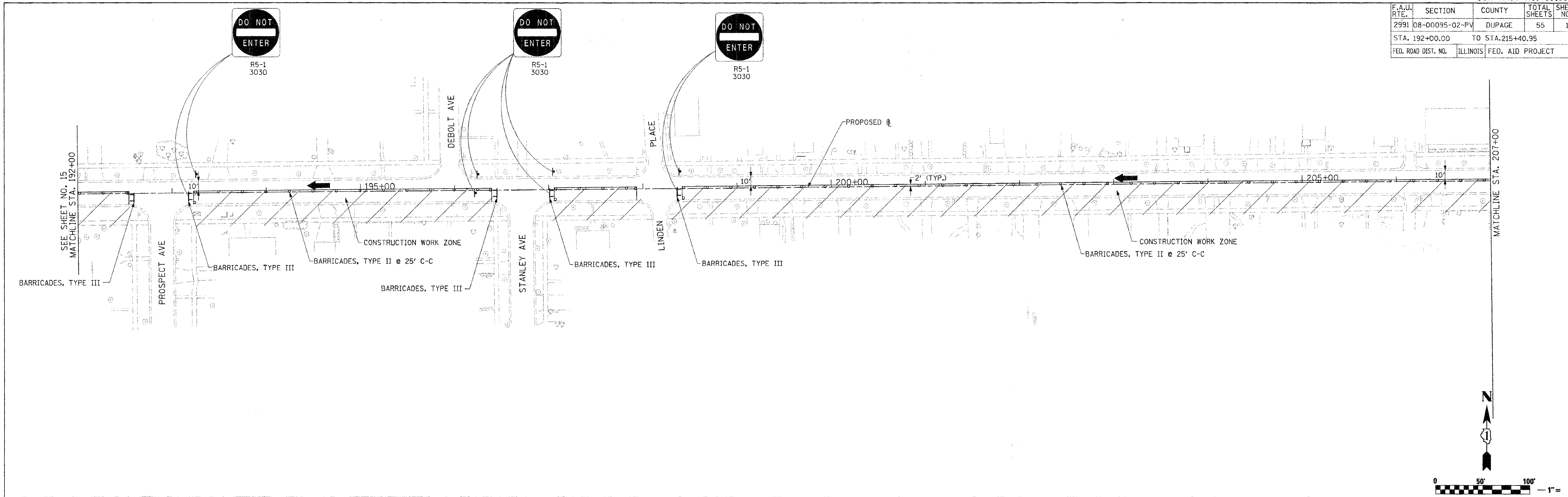
NOTE:
SEE SUGGESTED MAINTENANCE OF TRAFFIC DETOUR PLAN SHEET NO. 19 FOR DETOUR AND ADVANCED WARNING SIGNAGE.

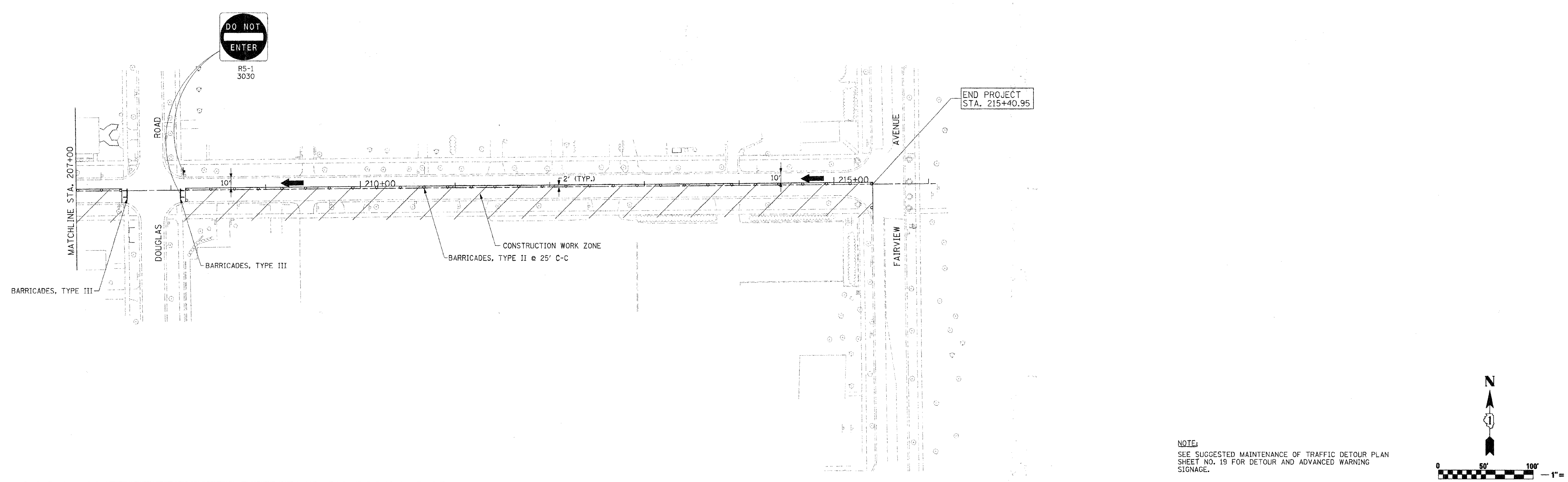
PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_MT04_PH2.dgn
PLOT SCALE = 50.0000 ' / IN.

SUGGESTED MAINTENANCE OF TRAFFIC-STAGE I

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	16
STA. 192+00.00	TO STA.215+40.95			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





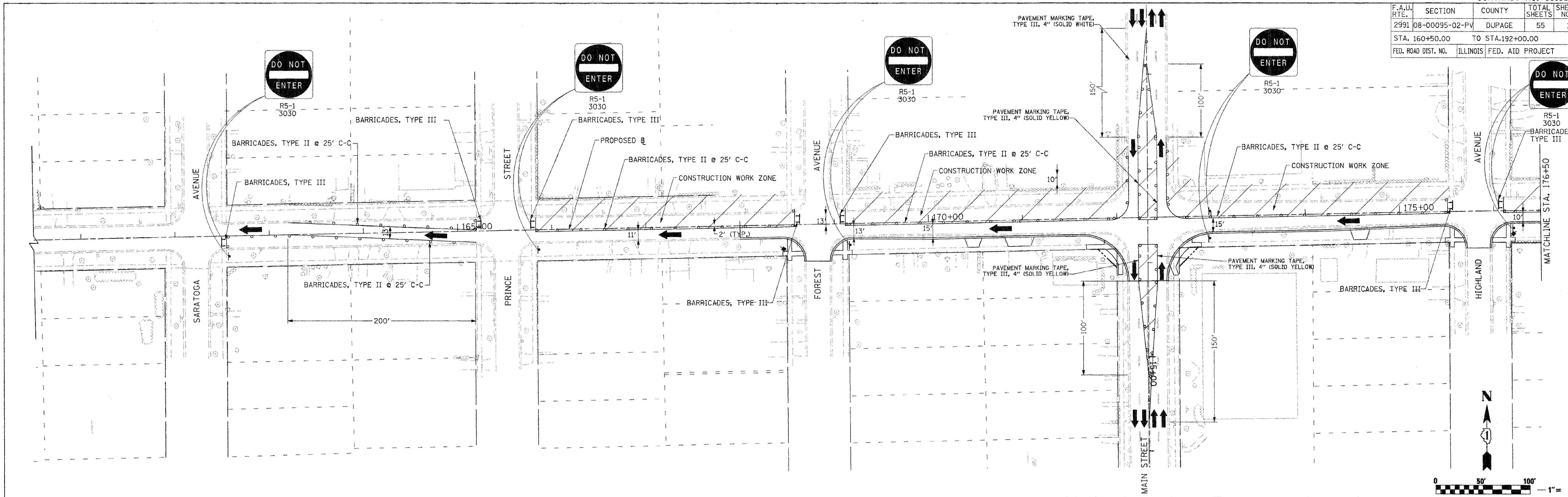
NOTE:
SEE SUGGESTED MAINTENANCE OF TRAFFIC DETOUR PLAN SHEET NO. 19 FOR DETOUR AND ADVANCED WARNING SIGNAGE.

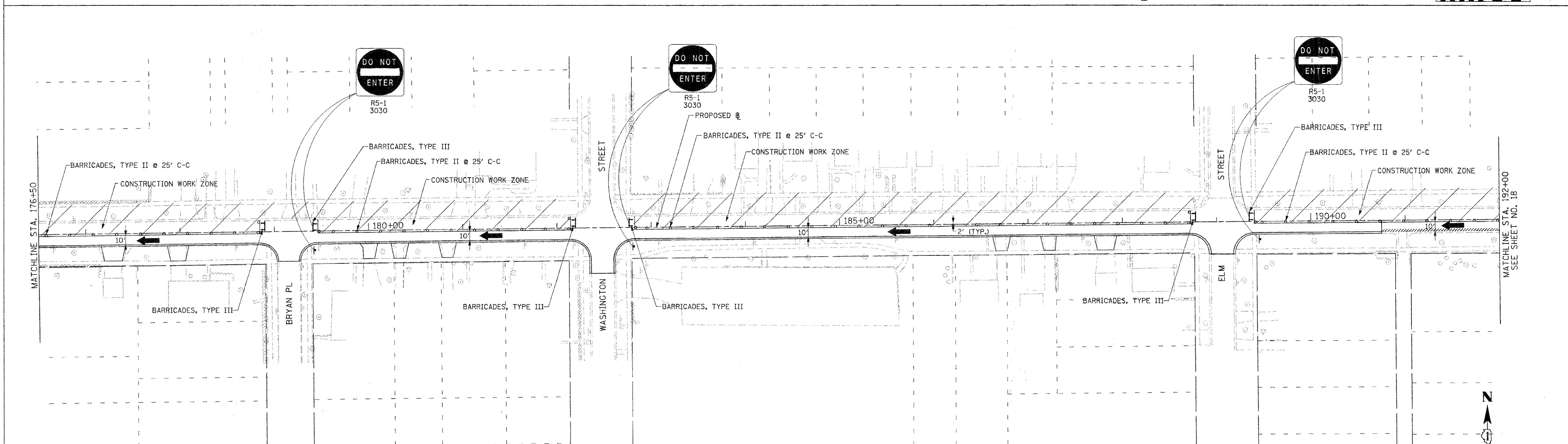
PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_MT05_PH2.dgn
PLOT SCALE = 50.0000 '/ IN.

SUGGESTED MAINTENANCE OF TRAFFIC-STAGE I

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	17
STA. 160+50.00	TO STA.192+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





NOTE:
SEE SUGGESTED MAINTENANCE OF TRAFFIC DETOUR PLAN SHEET NO. 19 FOR DETOUR AND ADVANCED WARNING SIGNAGE.

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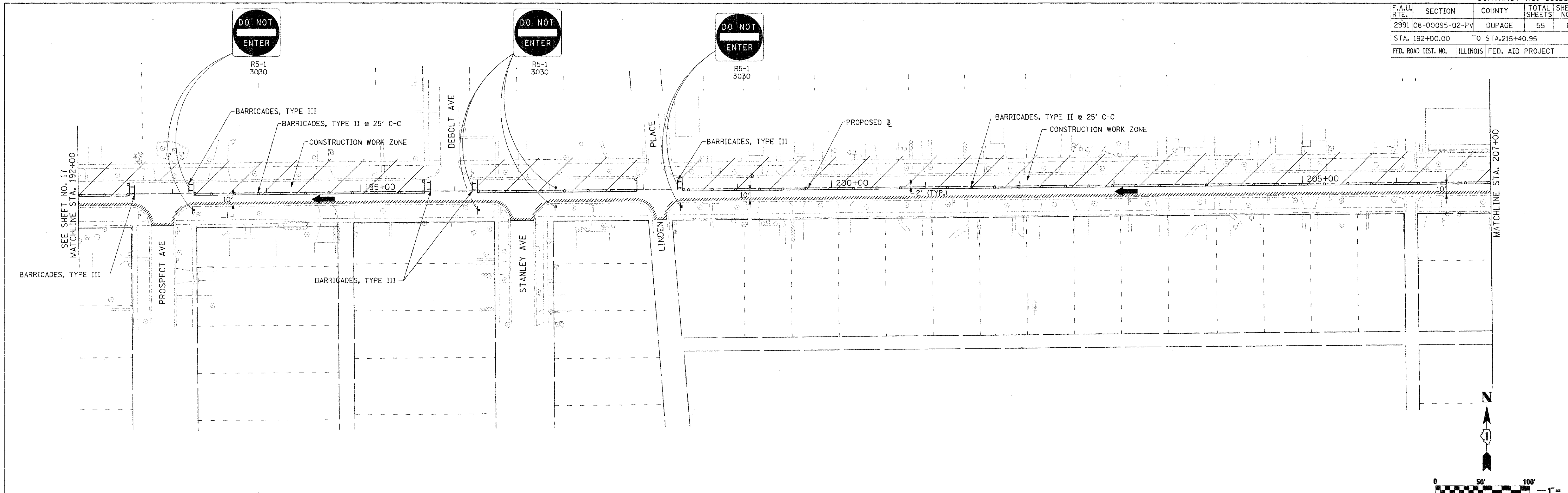
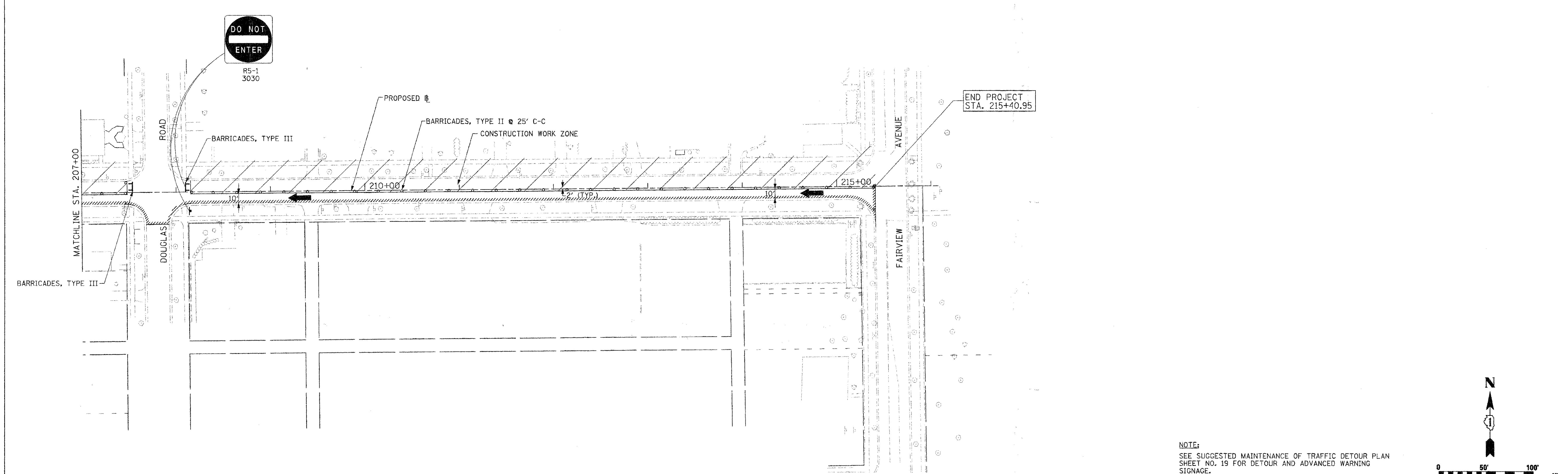
FILE NAME = m:\downers-grove\d-1012\z_phase2\cad\deliverables\d1012_MT08_PH2.dgn
PLOT SCALE = 50.0000 ' / IN.

SUGGESTED MAINTENANCE OF TRAFFIC-STAGE II

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	18
STA. 192+00.00	TO STA.215+40.95			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





NOTE:
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PLOT SCALE = 50.0000 ' / IN.

SUGGESTED MAINTENANCE OF TRAFFIC-STAGE II

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SIGN KEY

1. DETOUR / EASTBOUND PRAIRIE AVENUE — M4-9, 3024
2. DETOUR / EASTBOUND PRAIRIE AVENUE — M4-9, 3024
3. DETOUR / EASTBOUND PRAIRIE AVENUE — M4-9, 3024
4. END DETOUR / EASTBOUND PRAIRIE AVENUE — M4-4-8a, 2418
5. ONE WAY — R6-1L, 3612; R3-1, 2424
6. ONE WAY — R6-1R, 3612; R3-2, 2424
7. ROAD CONSTRUCTION AHEAD / PRAIRIE AVENUE — W20-1, 4848
8. DETOUR AHEAD / EASTBOUND PRAIRIE AVENUE — W20-2, 4848

2A. DETOUR / EASTBOUND PRAIRIE AVENUE — M4-9, 3024

3A. DETOUR / EASTBOUND PRAIRIE AVENUE — M4-9, 3024

LEGEND

- DETOUR ROUTE
- (*) SIGN PANEL ASSEMBLY
- * NUMBER REFERS TO SIGN KEY

N

0 1000' 2000'

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

SUGGESTED MAINTENANCE OF TRAFFIC DETOUR PLAN

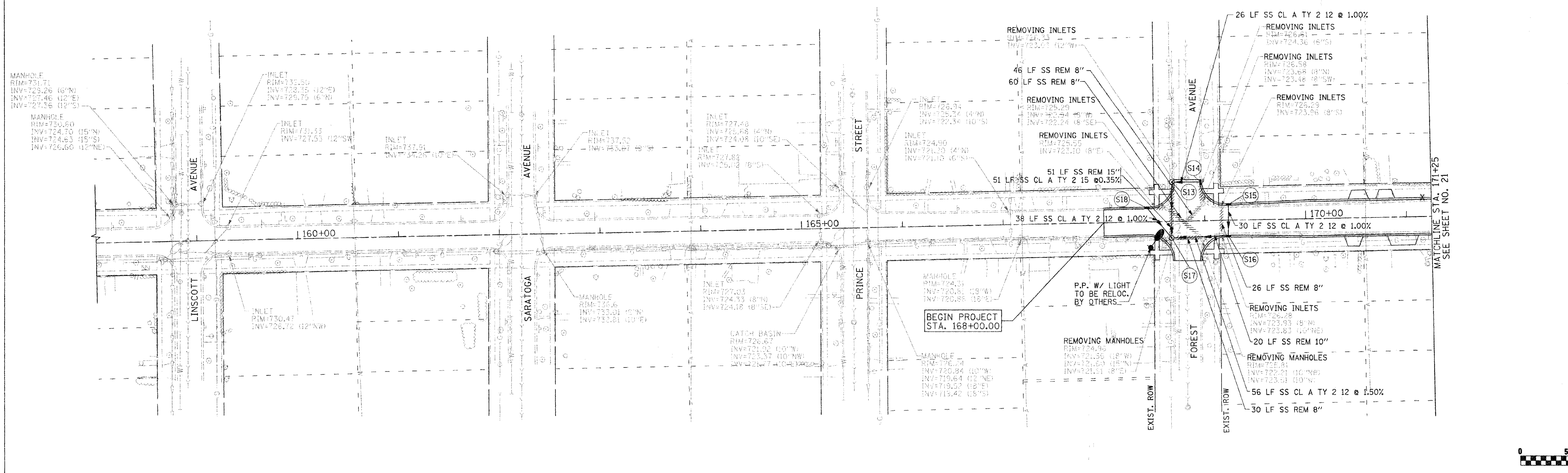
SCALE: N.T.S. DRAWN BY MTH

DATE: 11/21/2008 CHECKED BY DJL

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d1812\x_phase2\cad\deliverables\d1812_MT18_PH2.dgn
PLOT SCALE = 60X/0000 / IN.

CONTRACT NO. 63135

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	20
STA. 158+00 TO STA.171+25				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



S13
MANHOLE, TY A, 4' DIA,
T11F&G
STA 168+67.96, 38.43' LT
RIM=726.40
INV=723.00 (15"N, EX)
INV=724.14 (12"E)
INV=723.00 (15"S)

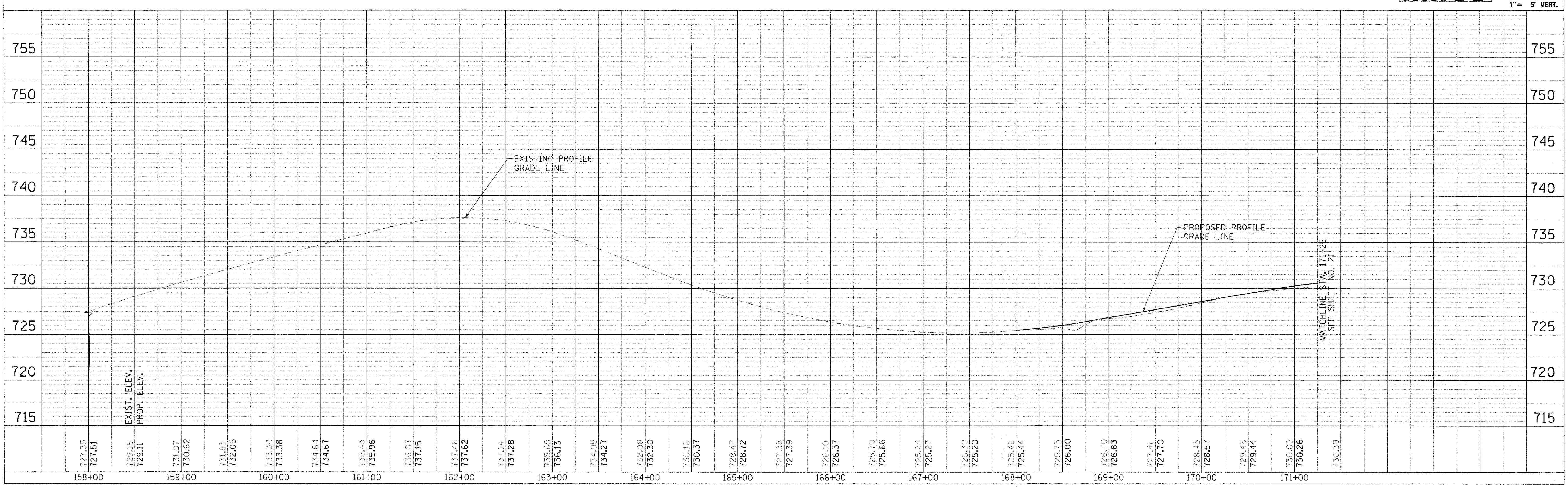
S14
INLET TY A
T11F&G
STA 168+96.38, 37.91' LT
RIM=726.68
INV=724.40 (12"W)

S15
INLET TY A
T11F&G
STA 169+23.88, 15.77' LT
RIM=726.94
INV=724.44 (12"S)

S16
INLET TY B
T11F&G
STA 169+23.13, 15.68' RT
RIM=726.94
INV=724.14 (12"N)
INV=724.04 (12"W)

S17
MANHOLE, TY A, 4' DIA,
TY 1 FR CLOSED LID
STA 168+66.84, 16.46' RT
RIM=725.92
INV=721.56 (18"W, EX)
INV=723.20 (12"E)
INV=722.82 (15"N)
INV=722.62 (12"NW)

S18
INLET TY A
T11F&G
STA 168+42.85, 13' LT
RIM=725.62
INV=723.00 (12"SE)



PLAN		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	ALIGNMENT CHECKED		
	R.E. OF WAY CHECKED		
	CARD FILE NAME		

PROFILE		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	GRADES CHECKED		
	BM. NOTED		
	STRUCTURE NOTATIONS CHKD		

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_DUG5uPH2.dgn
PLOT SCALE = 50.0000 ' / IN.

DRAINAGE AND UTILITIES

CONTRACT NO. 63135

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	21
STA. 171+25	TO STA.186+50			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S19
INLET TY A
T1F&G
STA 172+13.66, 66.79' LT
RIM=731.42
INV=728.92 (12"E)

S20
MANHOLE TY A, 4' DIA.
T1F&G
STA 172+53.66, 66.79' LT
RIM=731.13
INV=727.87 (18"N, EX)
INV=728.52 (12"W)
INV=727.82 (18"S)

S21
MANHOLE TY A, 4' DIA.
T1F&G
STA 172+51.87, 65.00' RT
RIM=731.39
INV=728.49 (12"W)
INV=727.47 (18"N)
INV=727.47 (18"S, EX)

S22
INLET TY A
T1F&G
STA 172+11.87, 65.00' RT
RIM=731.39
INV=728.89 (12"E)

S23
MANHOLE TY A, 4' DIA
TY 1 FR CLOSED LID
STA 173+91.38, 27.42' RT
RIM=730.78
INV=725.78 (10"SW, EX)
INV=727.46 (12"NE)
INV=725.68 (12"E)

S24
INLET TY B
T1F&G
STA 174+02.36, 17.00' RT
RIM=730.56
INV=727.68 (12"N)
INV=727.58 (12"SW)

S25
INLET TY A
T1F&G
STA 174+10.10, 17.00' LT
RIM=730.53
INV=728.03 (12"S)

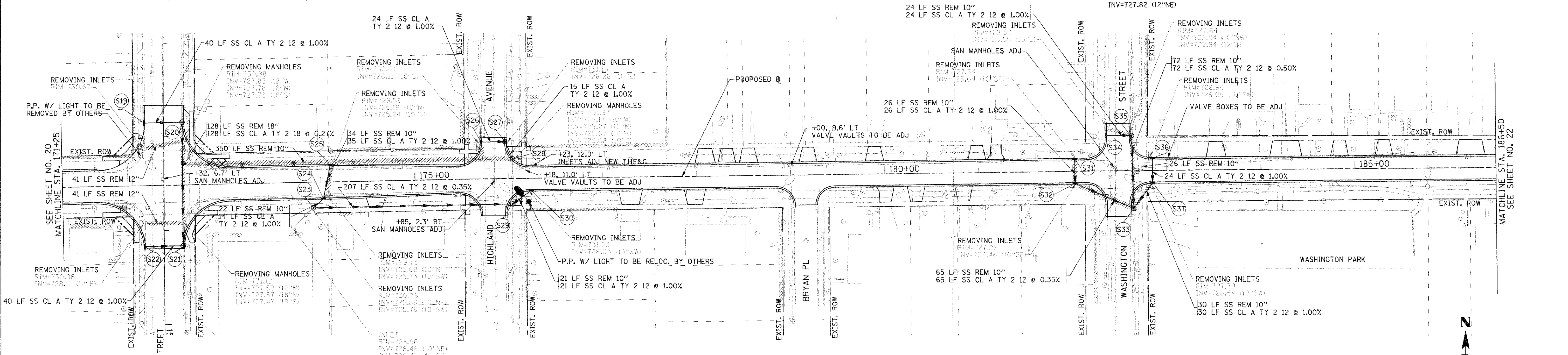
S26
INLET TY A
T1F&G
STA 175+71.91, 39.31' LT
RIM=730.70
INV=728.20 (12"E)

S27
INLET TY B
T1F&G
STA 175+96.09, 39.31' LT
RIM=731.26
INV=727.96 (12"W)
INV=727.86 (12"SE)

S28
MANHOLE TY A, 4' DIA
T1F&G
STA 176+04.20, 20.54' LT
RIM=731.40
INV=725.27 (10"N, EX)
INV=725.08 (10"S, EX)
INV=727.71 (12"NW)

S29
MANHOLE TY A, 4' DIA
TY 1 FR CLOSED LID
STA 176+03.61, 27.26' RT
RIM=730.66
INV=724.5 (10"N, EX)
INV=724.5 (10"S, EX)
INV=724.96 (12"W)
INV=727.82 (12"NE)

S30
INLET TY A
T1F&G
STA 176+23.55, 12.00' RT
RIM=732.08
INV=728.03 (12"SW)



S31
INLET TY A
T1F&G
STA 182+02.03, 12.00' LT
RIM=727.52
INV=725.02 (12"S)

S32
INLET TY B
T1F&G
STA 182+02.03, 12.00' RT
RIM=727.52
INV=724.76 (12"N)
INV=724.66 (12"SE)

S33
MANHOLE TY A, 4' DIA.
TY 1 FR CLOSED LID
STA 182+64.28, 40.20' RT
RIM=727.56
INV=720.15 (12"S, EX)
INV=724.43 (12"NW)
INV=720.93 (12"N)
INV=725.09 (12"NE)

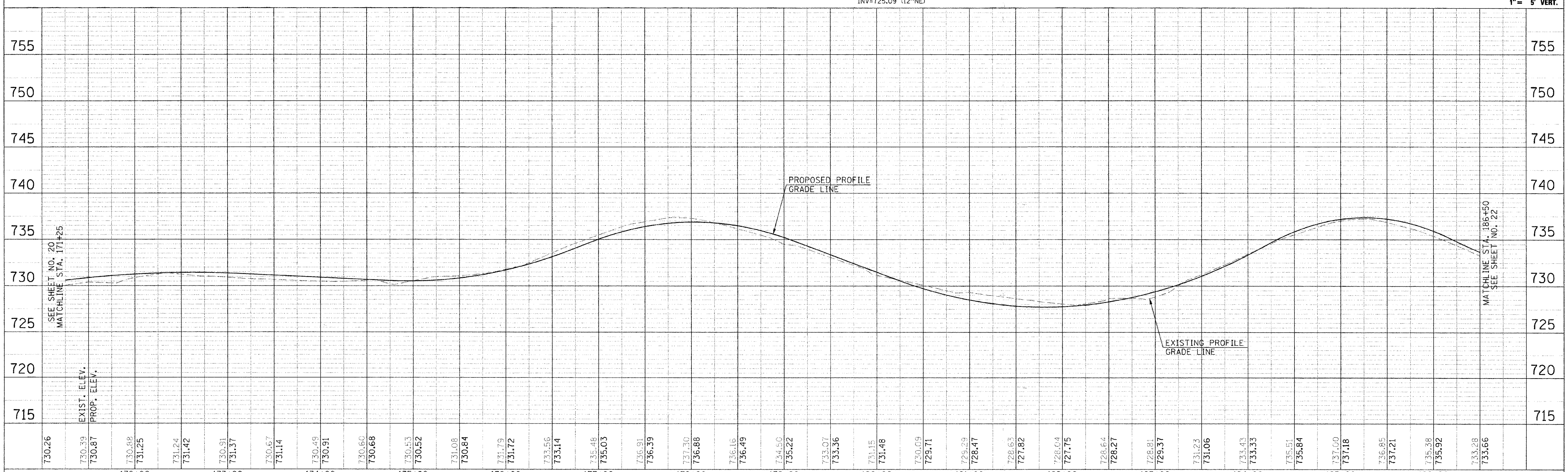
S34
INLET TY A
T1F&G
STA 182+36.39, 37.63' LT
RIM=728.25
INV=725.75 (12"E)

S35
MANHOLE, TY A, 6' DIA
T1F&G
STA 182+62.78, 37.34' LT
RIM=728.48
INV=721.39 (12"N, EX)
INV=721.29 (12"S)
INV=725.51 (12"W)

S36
INLET TY A
T1F&G
STA 182+84.70, 12' LT
RIM=728.73
INV=725.73 (12"S)

S37
INLET TY B
T1F&G
STA 182+84.70, 12' RT
RIM=728.73
INV=725.49 (12"N)
INV=725.39 (12"SW)

1" = 50' HORIZ.
1" = 5' VERT.



PLAN | NOTE BOOK | NO. | SURVEYED | PLOTTED | ALIGNMENT CHECKED | R/L OF WAY CHECKED | CADD FILE NAME | BY | DATE

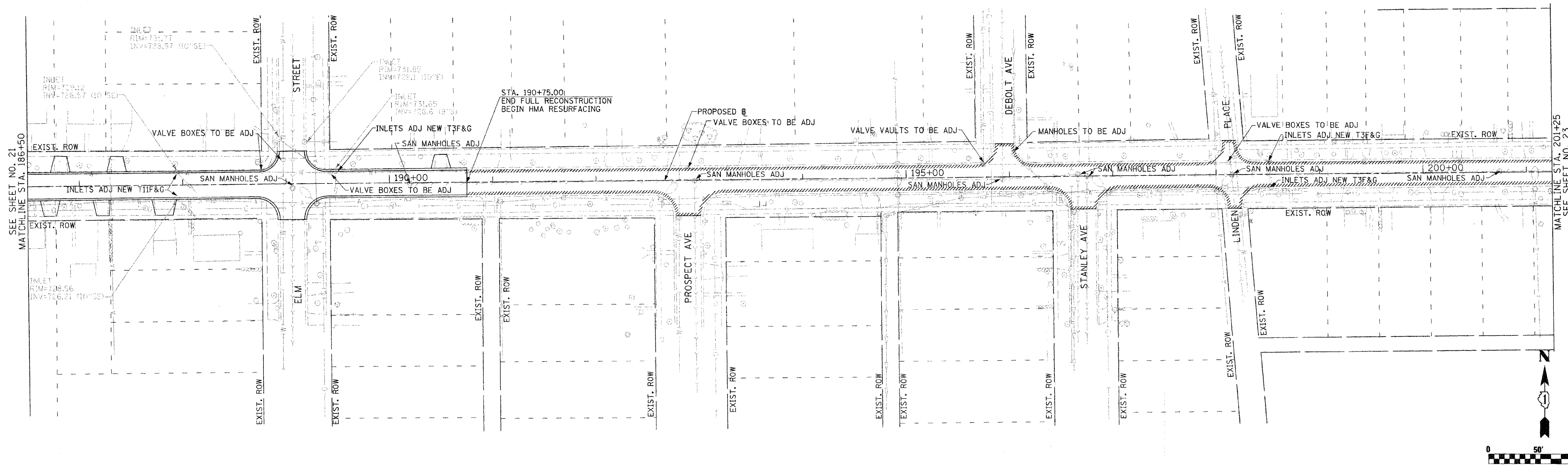
PROFILE | NOTE BOOK | SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | STRUCTURE NOTATIONS CHKD | BY | DATE

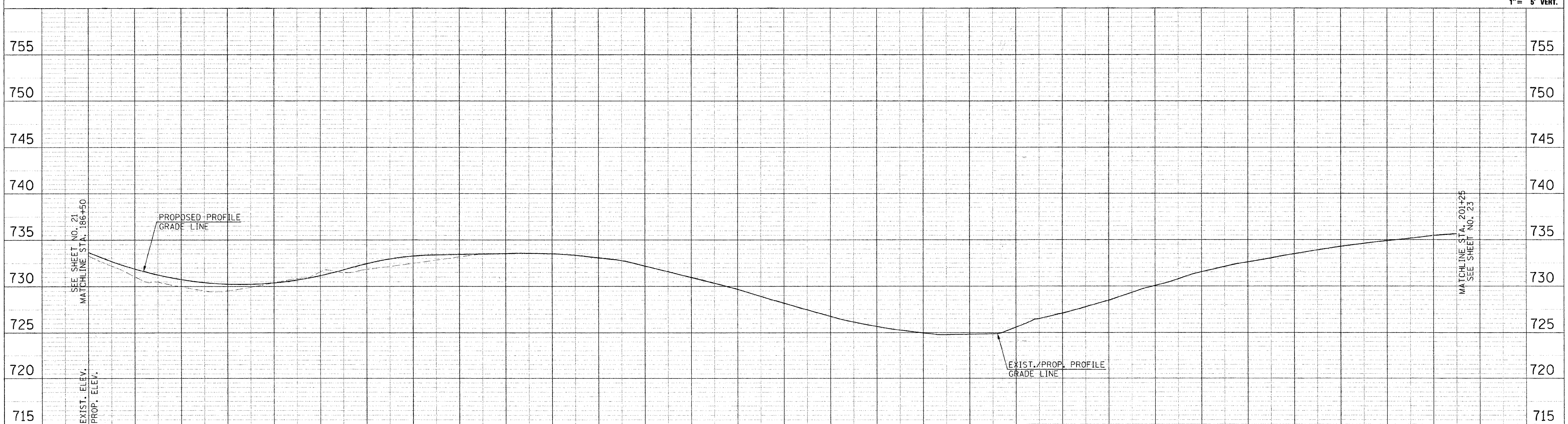
PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1812\z_phase2\cad\deliverables\d1812_2UD8.PH2.dgn
PLOT SCALE = 50.0000 ' / IN.

DRAINAGE AND UTILITIES

CONTRACT NO. 63135

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	22
STA. 186+50	TO STA.201+25			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





Station	EXIST. ELEV.	PROP. ELEV.
	733.28	733.66
187+00	731.06	731.88
	729.96	730.74
188+00	729.51	730.24
	730.39	730.38
189+00	731.55	731.15
	731.80	732.45
190+00	732.80	733.25
	733.20	733.42
191+00	733.51	733.51
	733.49	733.49
192+00	733.05	733.05
	731.89	731.89
193+00	730.91	730.91
	729.67	729.67
194+00	728.16	728.16
	726.76	726.78
195+00	725.67	725.67
	724.97	724.97
196+00	724.85	724.85
	725.59	725.59
197+00	727.09	727.09
	728.45	728.45
198+00	730.07	730.07
	731.53	731.53
199+00	732.60	732.60
	733.47	733.47
200+00	734.27	734.27
	734.90	734.90
201+00	735.46	735.46

PLAN — NOTE BOOK / NO. — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. CHECKED / CADD FILE NAME — BY / DATE

PROFILE — NOTE BOOK — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHK'D — BY / DATE

PLOT DATE = 2/9/2009
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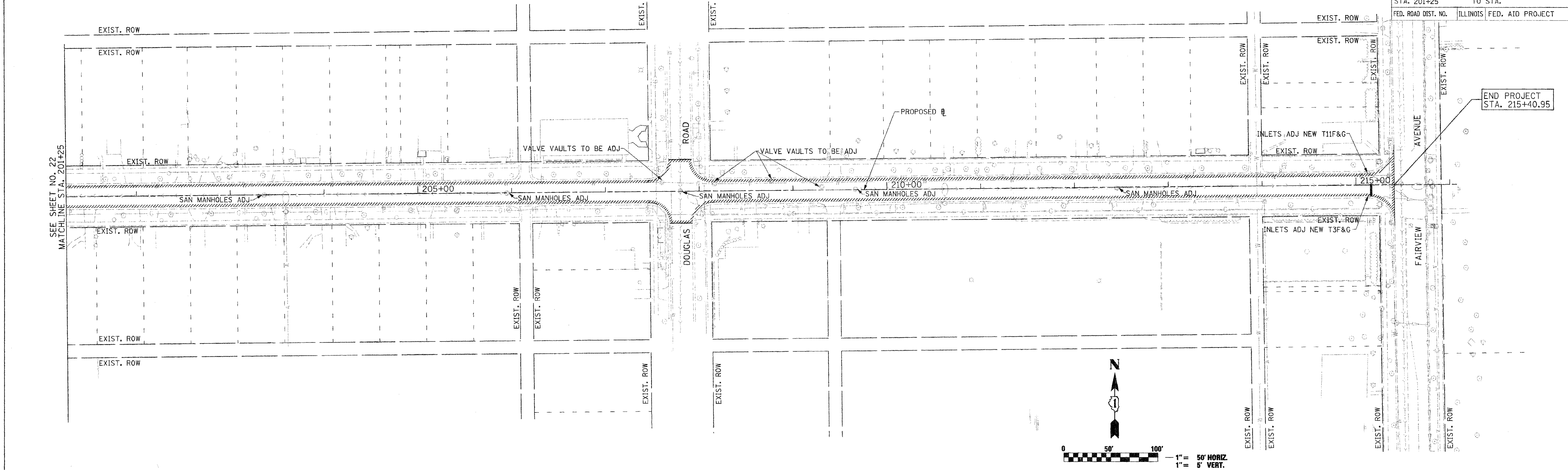
DRAINAGE AND UTILITIES

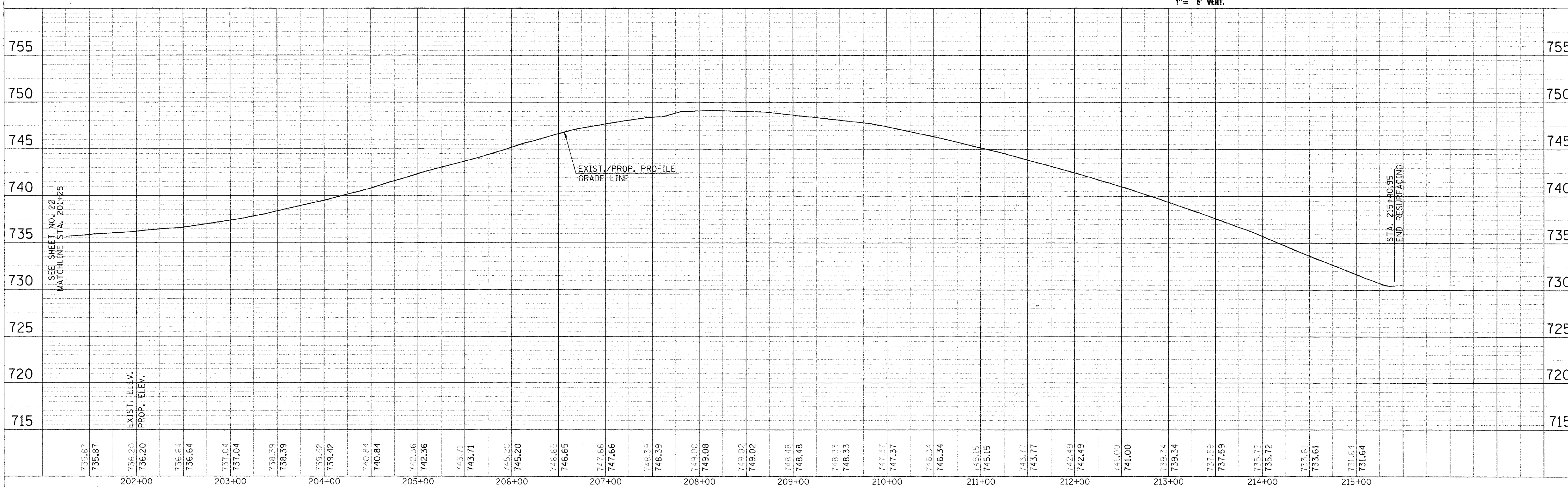
CONTRACT NO. 63135

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	23
STA. 201+25	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN | NOTE BOOK | NO. | SURVEYED | PLOTTED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | CADD FILE NAME | BY | DATE



PROFILE | NOTE BOOK | SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | STRUCTURE NOTAT'NS CH'KD | BY | DATE



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PLOT SCALE = 50.0000 ' / IN.

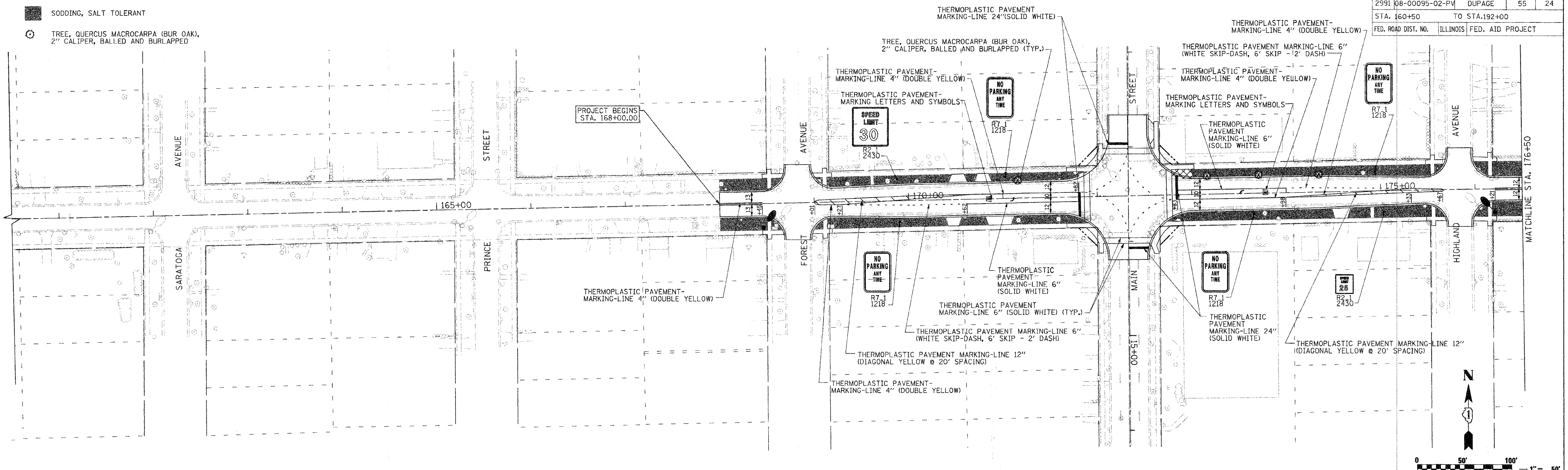
DRAINAGE AND UTILITIES

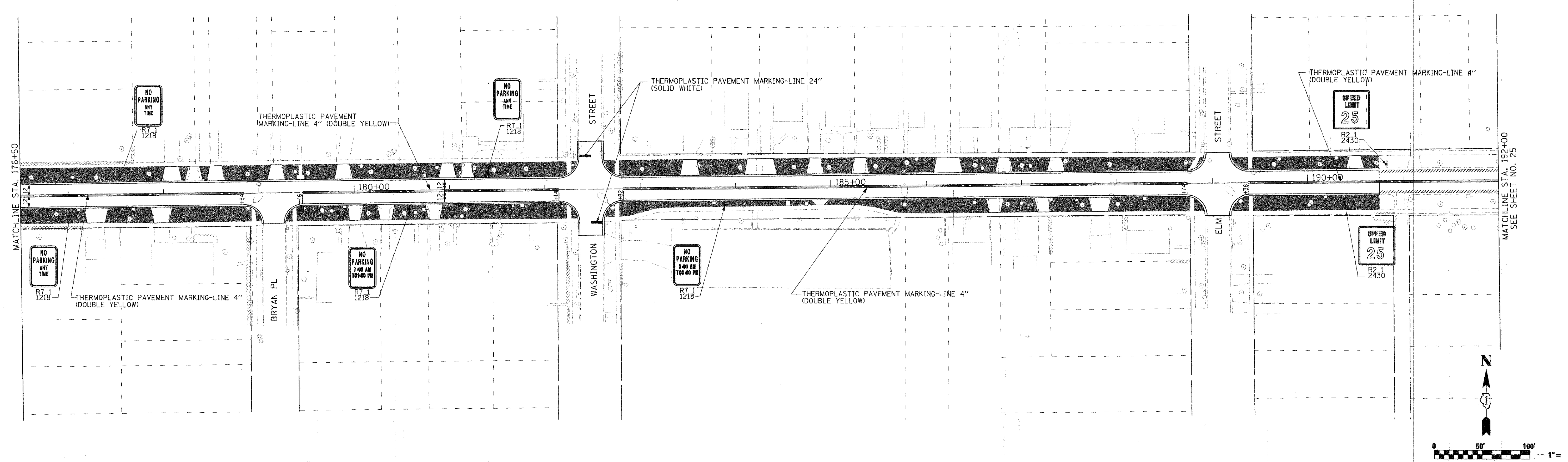
CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	24
STA. 160+50	TO STA.192+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

- SODDING, SALT TOLERANT
- TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED





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PLOT SCALE = 50.0000 '/ IN.

LANDSCAPING, SIGNING AND PAVEMENT MARKING

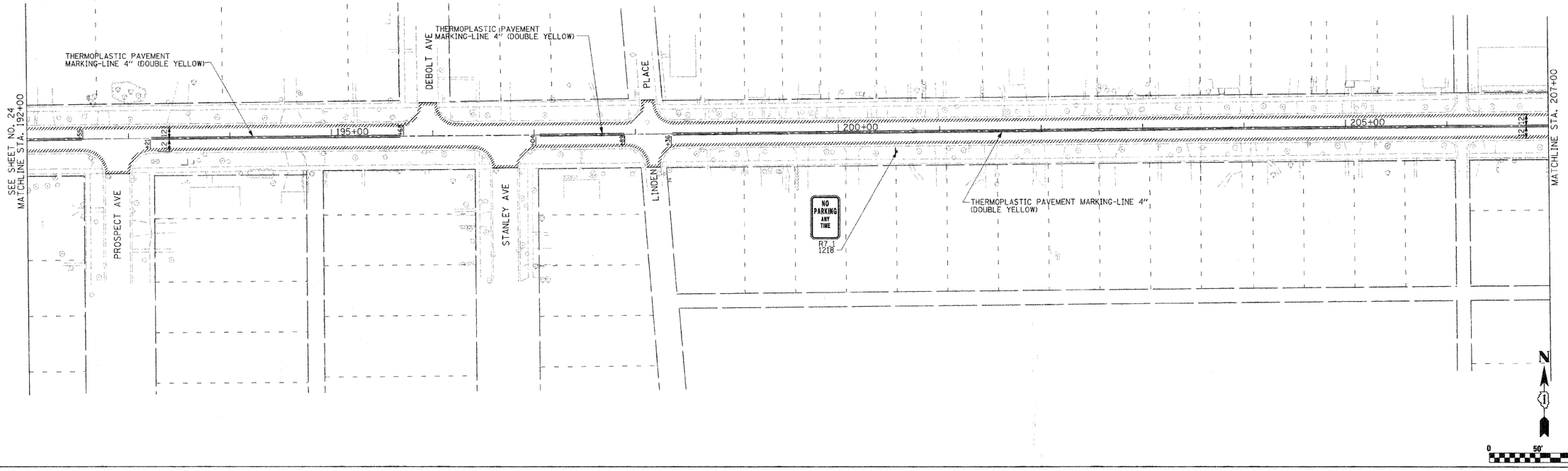
CONTRACT NO. 63135

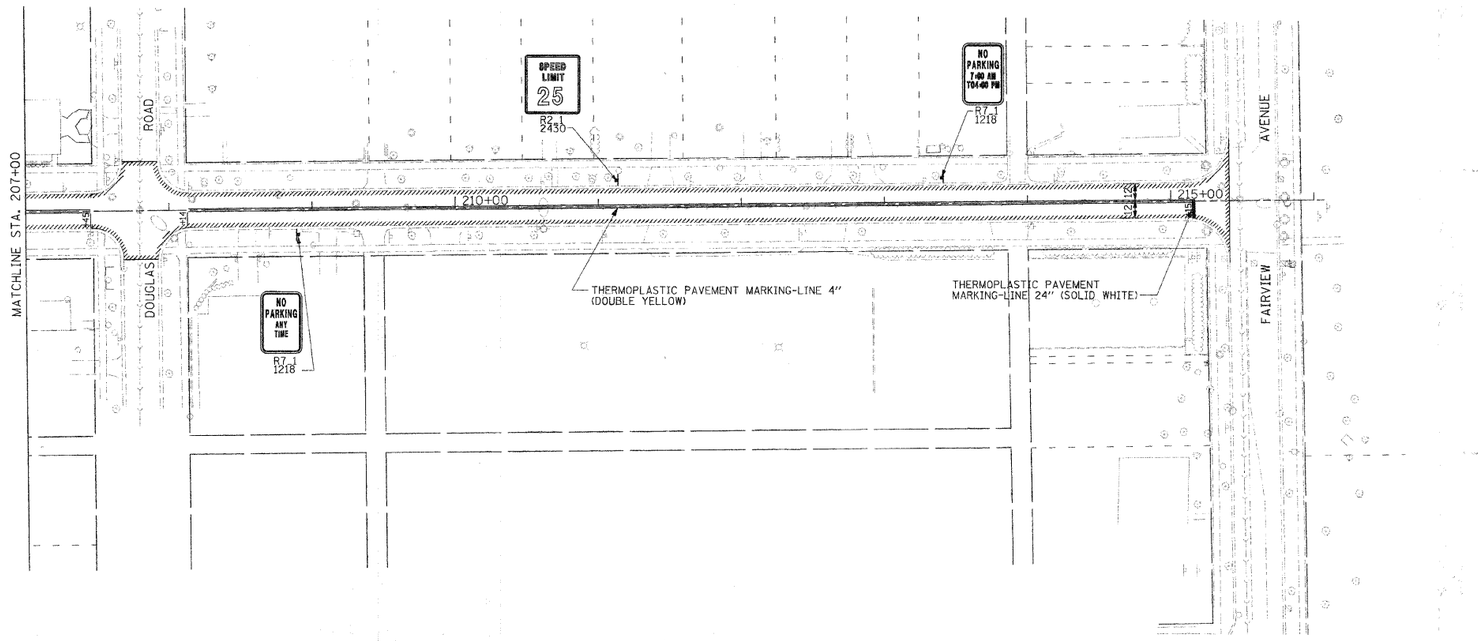
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	25
STA. 192+00		TO STA.215+40.95		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

SODDING, SALT TOLERANT

TREE, QUERCUS MACROCARPA (BUR OAK), 2" CALIPER, BALLED AND BURLAPPED





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PLOT SCALE = 50.0000 '/ IN.

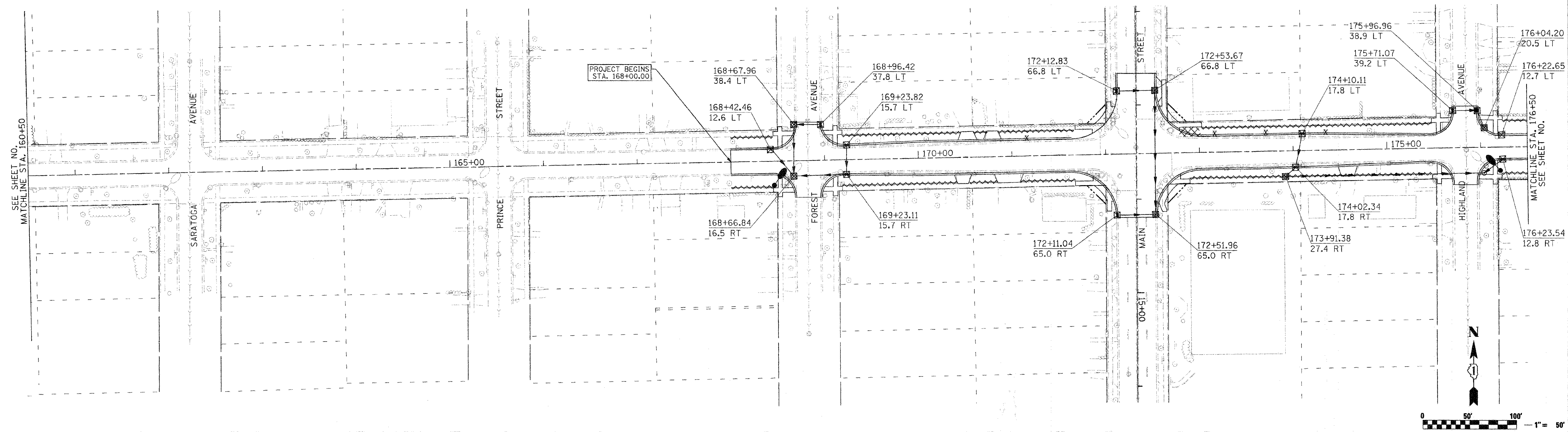
CONTRACT NO. 63135

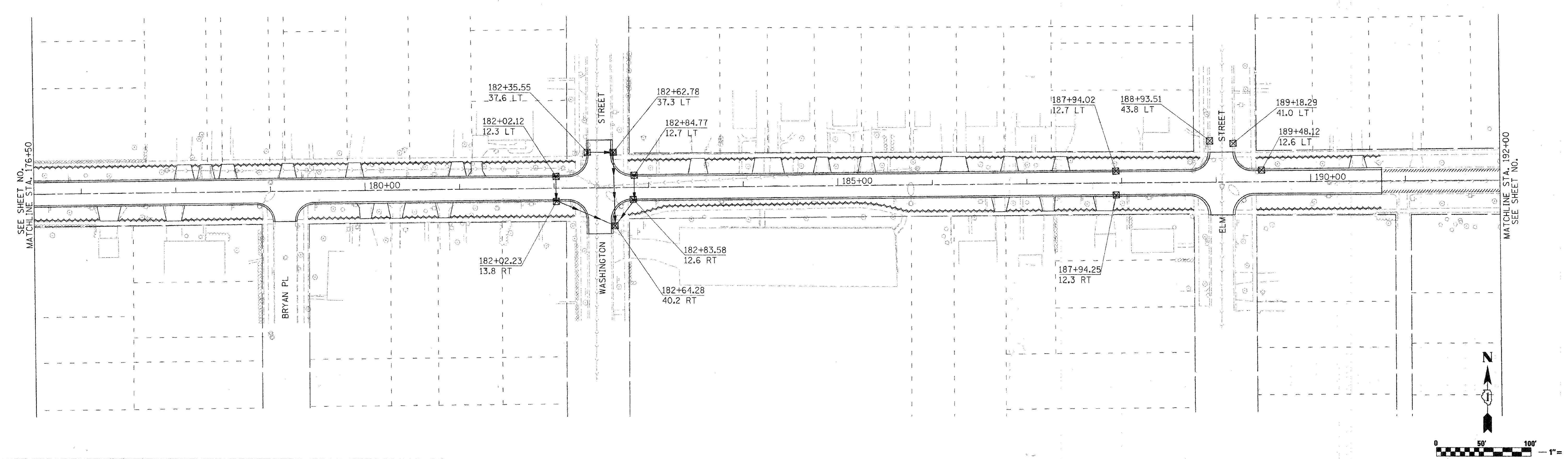
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	25A
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

⊠ INLET FILTERS

〰〰 PERIMETER EROSION BARRIER





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PLOT SCALE = 50.0000 ' / IN.

TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

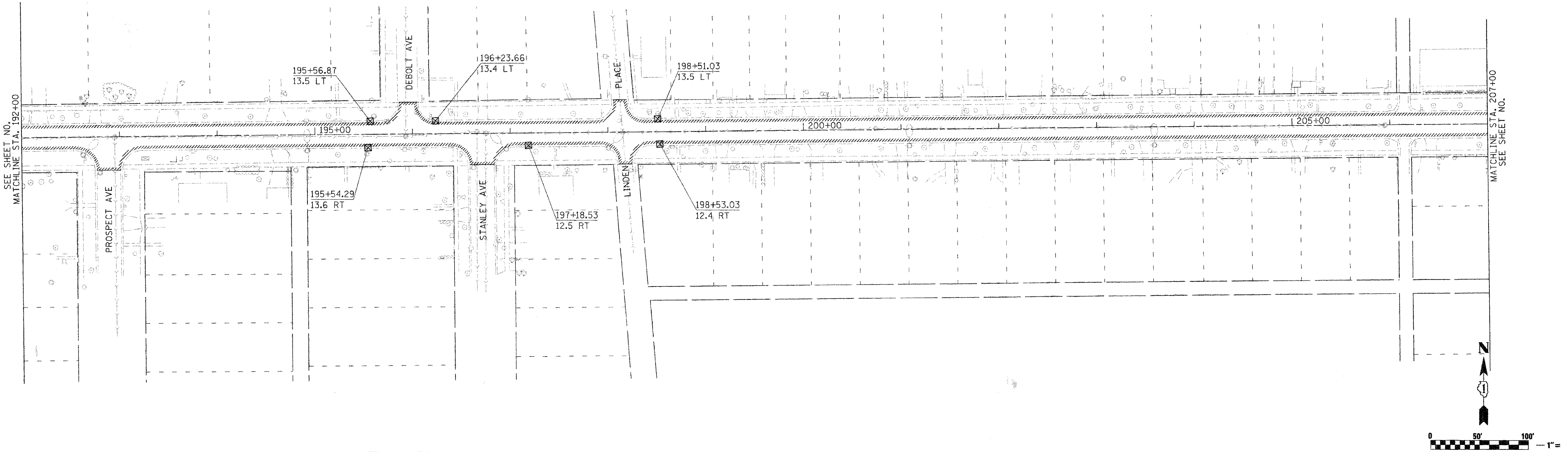
CONTRACT NO. 63135

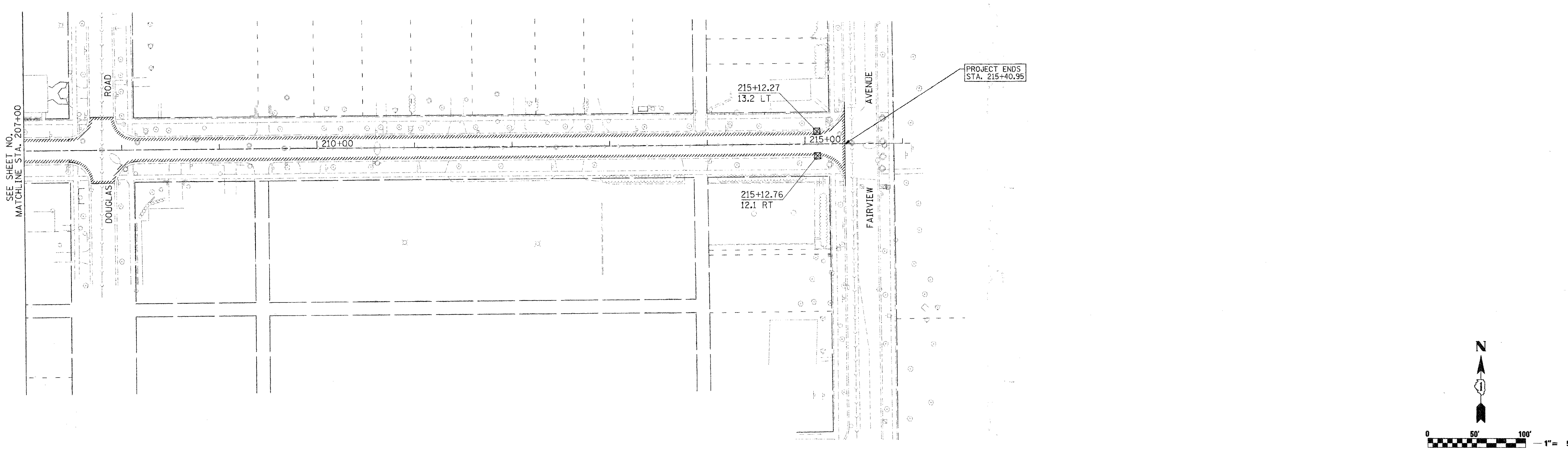
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	25B
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

⊠ INLET FILTERS

〰〰 PERIMETER EROSION BARRIER





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PLOT SCALE = 50.0000 ' / IN.

TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	26
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

1 EACH CONTROLLER AND CABINET (COMPLETE)
4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
8 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
6 EACH TRAFFIC SIGNAL BACKPLATE
4 EACH STEEL MASTARM AND POLE
4 EACH SIGNAL POST.
8 EACH PEDESTRIAN SIGNAL HEAD

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.

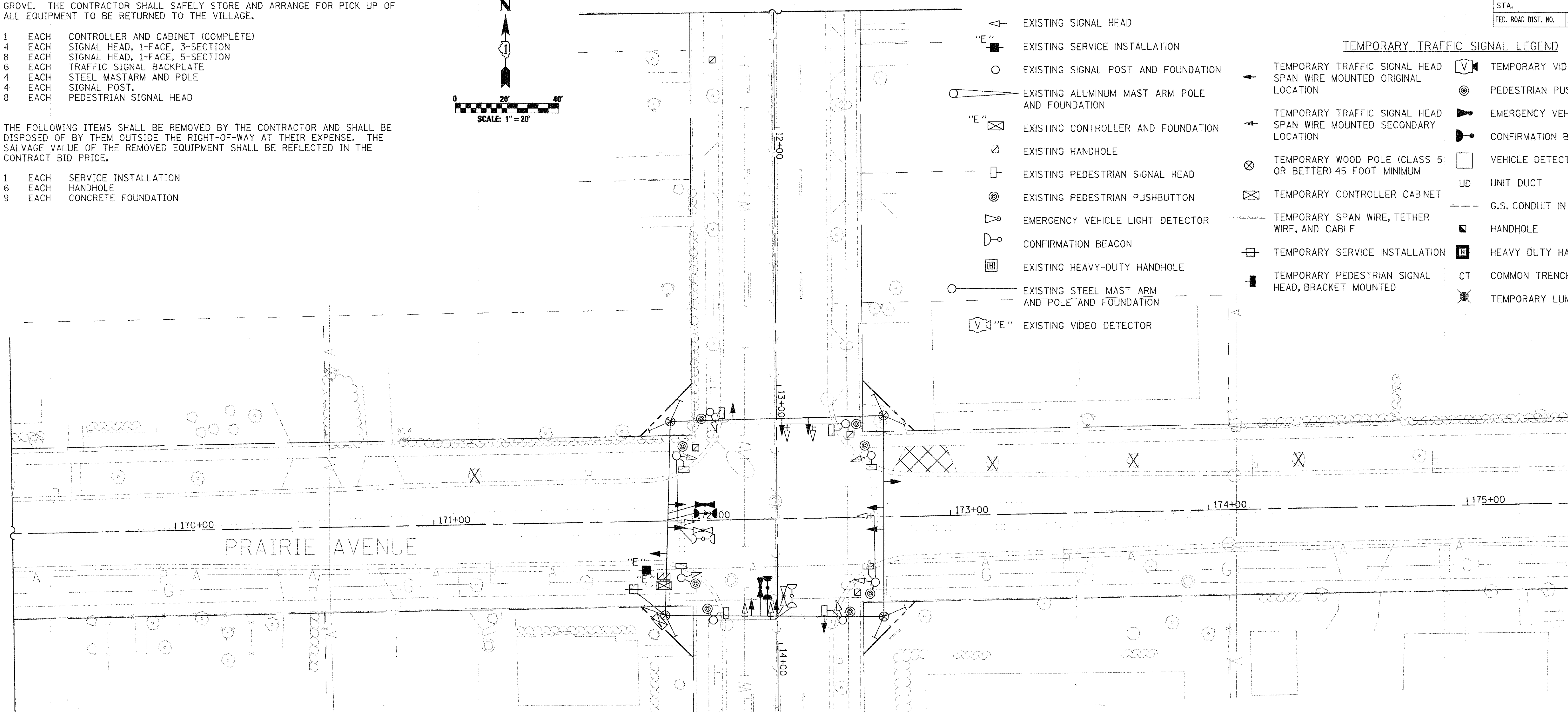
1 EACH SERVICE INSTALLATION
6 EACH HANDHOLE
9 EACH CONCRETE FOUNDATION

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- EXISTING SIGNAL HEAD
- "E" EXISTING SERVICE INSTALLATION
- EXISTING SIGNAL POST AND FOUNDATION
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION
- "E" EXISTING CONTROLLER AND FOUNDATION
- EXISTING HANDHOLE
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING PEDESTRIAN PUSHBUTTON
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- EXISTING HEAVY-DUTY HANDHOLE
- EXISTING STEEL MAST ARM AND POLE AND FOUNDATION
- "E" EXISTING VIDEO DETECTOR

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 MINIMUM
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- TEMPORARY VIDEO DETECTION SYSTEM
- PEDESTRIAN PUSHBUTTON DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- HANDHOLE
- HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- TEMPORARY LUMINAIRE



NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PREEMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNALS SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE VILLAGE 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 THE VILLAGE OF DOWNERS GROVE, INSTALLED IN A NEMA TS1 OR TS2 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 SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. 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.

RESTORATION OF WORK AREA

RESTORATION OF 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 SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

TEMPORARY TRAFFIC SIGNAL PLAN

SCALE: 1"=20' DRAWN BY NMR
DATE: 11/21/2008 CHECKED BY DJL

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_TF01_PH2.dgn
PLOT SCALE = 20.0000 ' / IN.
USER NAME = $USER$

CONTRACT NO. 63135

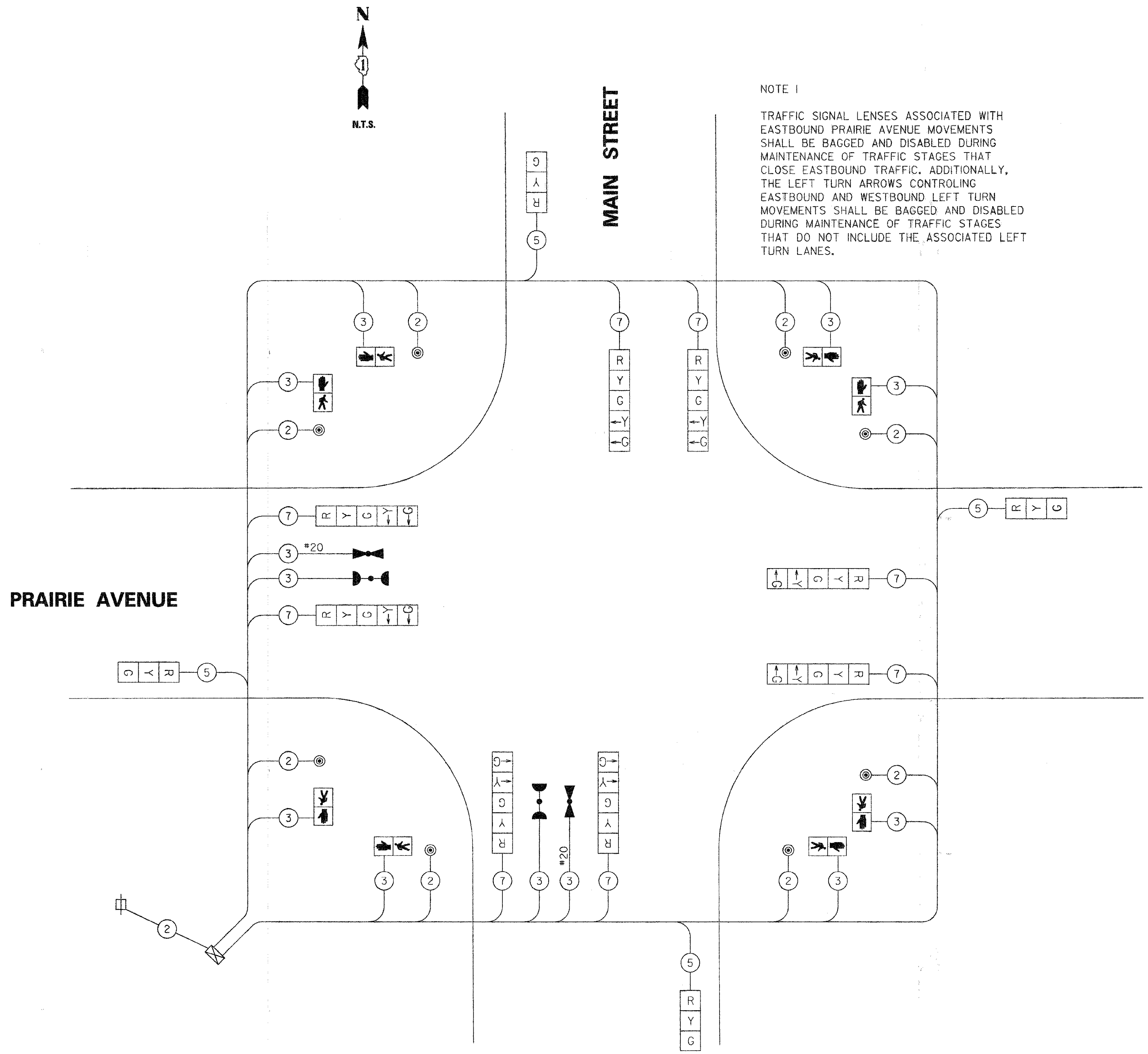
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	27
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TEMPORARY CABLE DIAGRAM LEGEND

- R — TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12″
- 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
- VEHICLE DETECTOR, INDUCTION LOOP
- PEDESTRIAN PUSHBUTTON DETECTOR
- 12″ PEDESTRIAN SIGNAL SECTION
- V — TEMPORARY VIDEO VEHICLE DETECTION

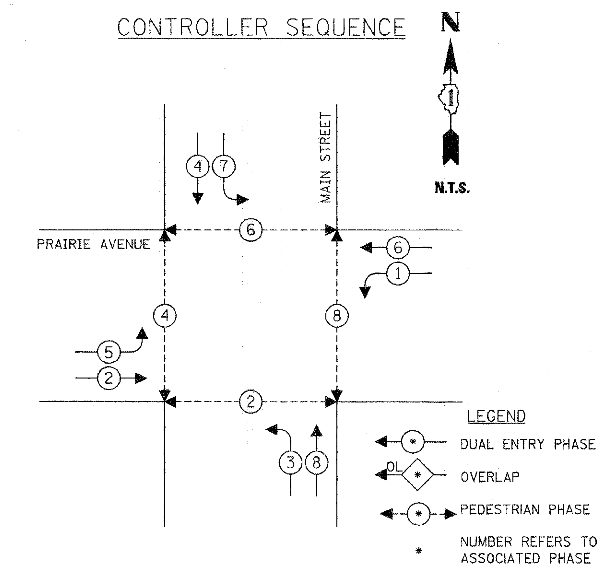
NOTE 1

TRAFFIC SIGNAL LENSES ASSOCIATED WITH EASTBOUND PRAIRIE AVENUE MOVEMENTS SHALL BE BAGGED AND DISABLED DURING MAINTENANCE OF TRAFFIC STAGES THAT CLOSE EASTBOUND TRAFFIC. ADDITIONALLY, THE LEFT TURN ARROWS CONTROLING EASTBOUND AND WESTBOUND LEFT TURN MOVEMENTS SHALL BE BAGGED AND DISABLED DURING MAINTENANCE OF TRAFFIC STAGES THAT DO NOT INCLUDE THE ASSOCIATED LEFT TURN LANES.



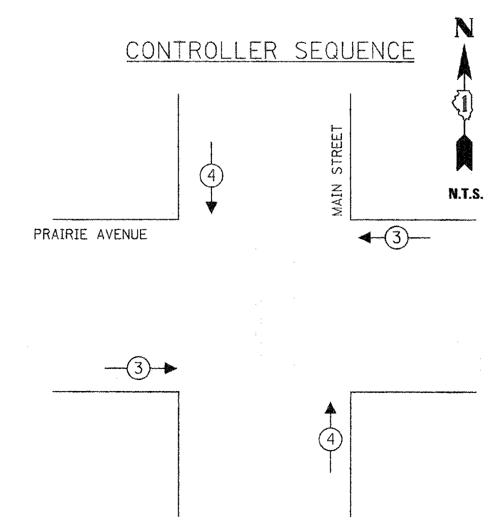
TEMPORARY CABLE PLAN

CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION DIAGRAM

CONTROLLER SEQUENCE



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

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	8	135	17	0.50	68.0
(YELLOW)	8	135	25	0.25	50.0
(GREEN)	8	135	15	0.25	30.0
ARROW	16	135	12	0.10	19.2
PED. SIGNAL	8	90	25	1.00	200.0
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN					
VIDEO CAMERAS		15	15	1.00	
LUMINAIRE					
FLASHER					
				TOTAL=	467.2

ENERGY COSTS TO:
VILLAGE OF DOWNERS GROVE

ENERGY SUPPLY CONTACT:
PHONE:
COMPANY:

PLOT DATE = 2/9/2009
FILE NAME = m:\downers_grove\d-1012\z_phase2\cad\deliverables\d1012_TF02_PH2.dgn
PLOT SCALE = 20.0000 ' / IN.
USER NAME = $USER$

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

TEMPORARY CABLE PLAN

SCALE: N.T.S. DRAWN BY NMR
DATE: 11/21/2008 CHECKED BY DJL

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	28
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

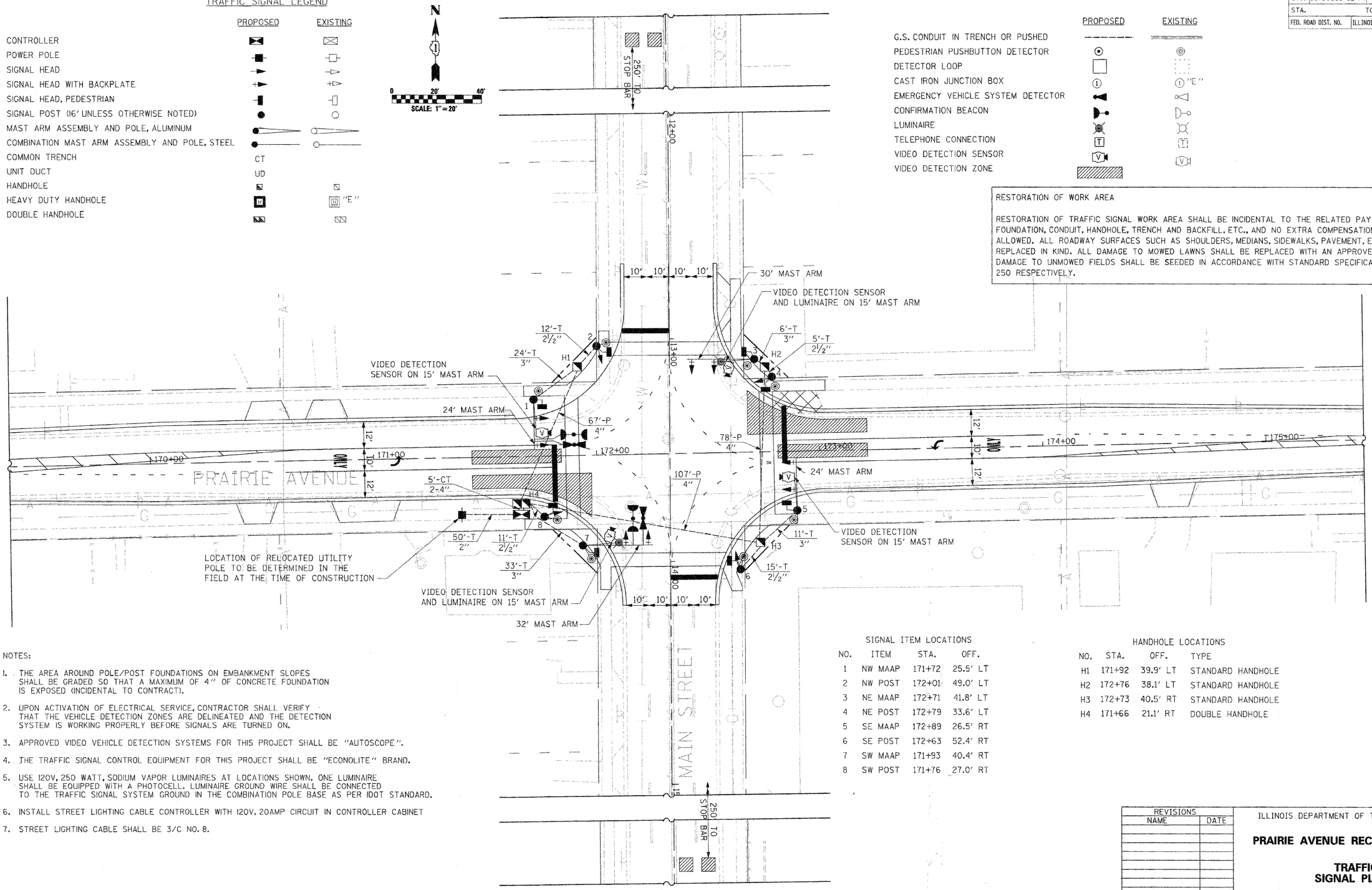
	PROPOSED	EXISTING
CONTROLLER		
POWER POLE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST (16' UNLESS OTHERWISE NOTED)		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL		
COMMON TRENCH	CT	
UNIT DUCT	UD	
HANDHOLE		
HEAVY DUTY HANDHOLE	H	"E"
DOUBLE HANDHOLE		

TRAFFIC SIGNAL LEGEND (CONTINUED)

	PROPOSED	EXISTING
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX	1	1 "E"
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		
LUMINAIRE		
TELEPHONE CONNECTION	T	T
VIDEO DETECTION SENSOR	V	V
VIDEO DETECTION ZONE		

RESTORATION OF WORK AREA

RESTORATION OF 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 SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



NOTES:

1. THE AREA AROUND POLE/POST FOUNDATIONS ON EMBANKMENT SLOPES SHALL BE GRADED SO THAT A MAXIMUM OF 4" OF CONCRETE FOUNDATION IS EXPOSED (INCIDENTAL TO CONTRACT).
2. UPON ACTIVATION OF ELECTRICAL SERVICE, CONTRACTOR SHALL VERIFY THAT THE VEHICLE DETECTION ZONES ARE DELINEATED AND THE DETECTION SYSTEM IS WORKING PROPERLY BEFORE SIGNALS ARE TURNED ON.
3. APPROVED VIDEO VEHICLE DETECTION SYSTEMS FOR THIS PROJECT SHALL BE "AUTOSCOPE".
4. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND.
5. USE 120V, 250 WATT, SODIUM VAPOR LUMINAIRES AT LOCATIONS SHOWN. ONE LUMINAIRE SHALL BE EQUIPPED WITH A PHOTOCELL. LUMINAIRE GROUND WIRE SHALL BE CONNECTED TO THE TRAFFIC SIGNAL SYSTEM GROUND IN THE COMBINATION POLE BASE AS PER IDOT STANDARD.
6. INSTALL STREET LIGHTING CABLE CONTROLLER WITH 120V, 20AMP CIRCUIT IN CONTROLLER CABINET
7. STREET LIGHTING CABLE SHALL BE 3/C NO. 8.

SIGNAL ITEM LOCATIONS

NO.	ITEM	STA.	OFF.
1	NW MAAP	171+72	25.5' LT
2	NW POST	172+01	49.0' LT
3	NE MAAP	172+71	41.8' LT
4	NE POST	172+79	33.6' LT
5	SE MAAP	172+89	26.5' RT
6	SE POST	172+63	52.4' RT
7	SW MAAP	171+93	40.4' RT
8	SW POST	171+76	27.0' RT

HANDHOLE LOCATIONS

NO.	STA.	OFF.	TYPE
H1	171+92	39.9' LT	STANDARD HANDHOLE
H2	172+76	38.1' LT	STANDARD HANDHOLE
H3	172+73	40.5' RT	STANDARD HANDHOLE
H4	171+66	21.1' RT	DOUBLE HANDHOLE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

TRAFFIC SIGNAL PLAN

SCALE: 1"=20' DRAWN BY NMR

DATE: 11/21/2008 CHECKED BY DJL

PLOT DATE = 2/9/2009
FILE NAME = m:\doorners_grove\d-1612\z_phase2\cad\deliverables\d1612_TF03_PH2.dgn
PLOT SCALE = 20.0000 '/ IN.
USER NAME = $USER$

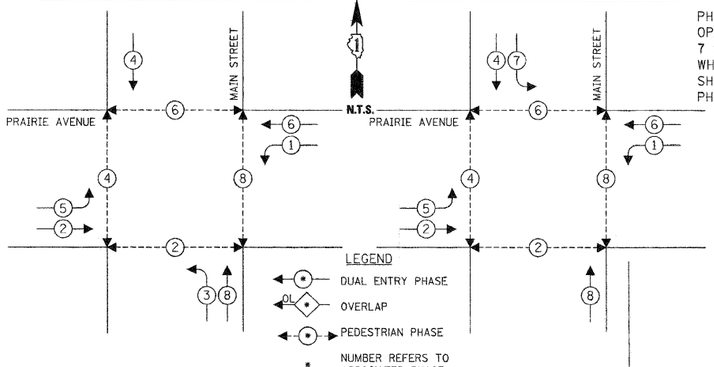
CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	29
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CABLE PLAN LEGEND

EXISTING	PROPOSED	
	G	8" TRAFFIC SIGNAL SECTION
	R	12" TRAFFIC SIGNAL SECTION
		12" PEDESTRIAN SIGNAL SECTION
	00	12" PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
		CONTROLLER CABINET
		SERVICE INSTALLATION
	T	TELEPHONE INSTALLATION
		VEHICLE DETECTOR, INDUCTION LOOP
V	V	VIDEO DETECTION
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO.14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED
1	1	GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MMI2F SMI2F
R Y G ←Y ←G	R Y G ←Y ←G	SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD
C	C	GROUND ROD AT HANDHOLE (H) DOUBLE HANDHOLE (H), OR CONTROLLER (C)
P	P	GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
		LUMINAIRE, 120V 250 WATT, SODIUM VAPOR W/TYPE III DISTRIBUTION

CONTROLLER SEQUENCE (AM)

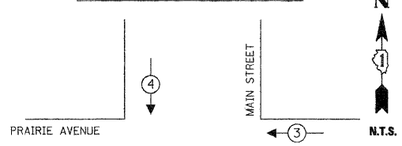


CONTROLLER SEQUENCE (PM)

CONTROLLER SEQUENCE NOTE:

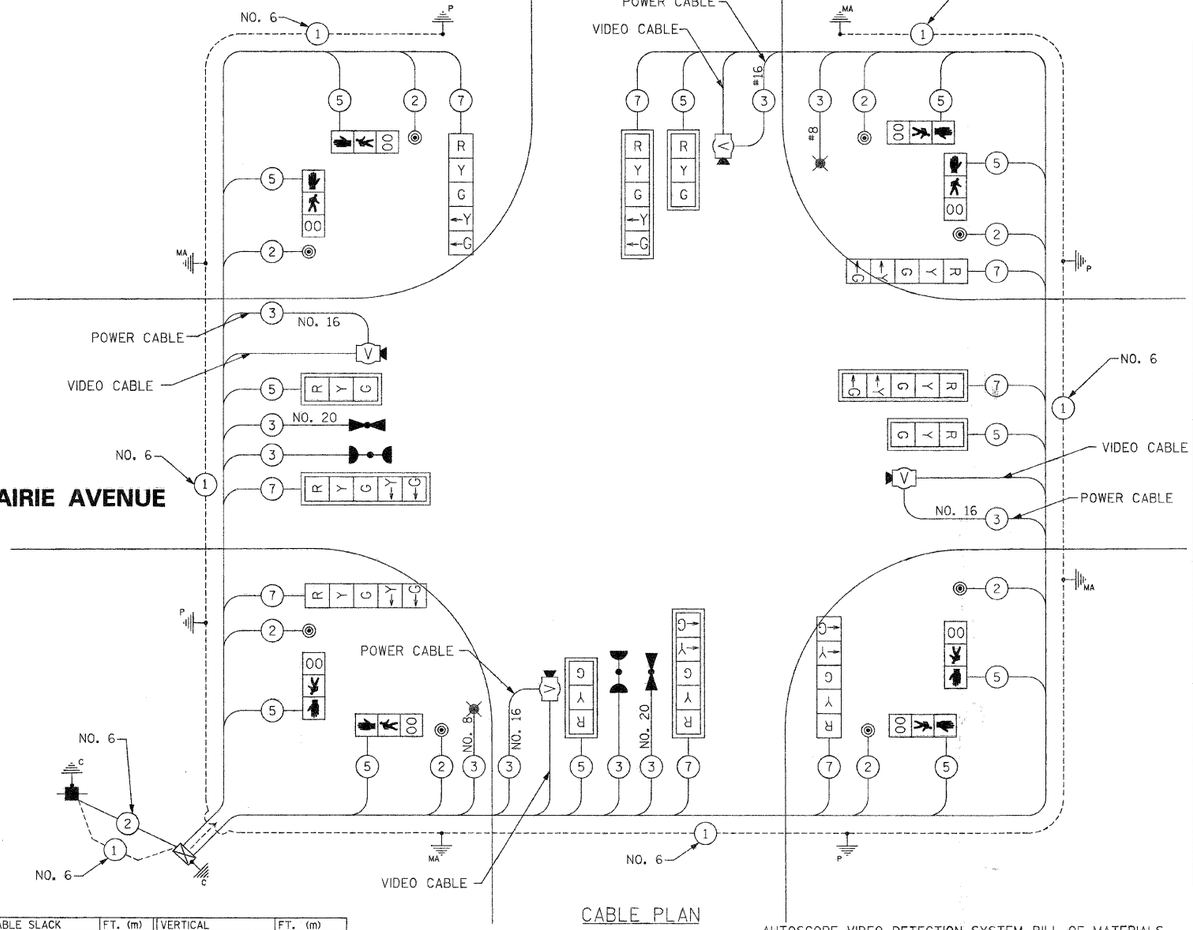
PHASES 3 AND 7 SHALL NEVER OPERATE CONCURRENTLY. PHASE 7 SHALL BE DISABLED DURING CYCLES WHEN PHASE 3 OCCURS, AND PHASE 3 SHALL BE DISABLED DURING CYCLES WHEN PHASE 7 OCCURS.

CONTROLLER SEQUENCE



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

PHASE DESIGNATION DIAGRAM



CABLE PLAN

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
SIGN PANEL - TYPE I	SQ FT	27
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	50
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	43
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	74
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	252
HANDHOLE	EACH	3
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	172
LUMINAIRE, SODIUM VAPOR, HOIZONTAL MOUNT, 250 WATT	EACH	2
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO.14 2C	FOOT	1127
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO.14 3C	FOOT	271
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO.14 5C	FOOT	1910
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO.14 7C	FOOT	1329
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	50
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 24 FT.	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 30 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE D	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE	EACH	8
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	L SUM	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	6
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING NO. 6 IC	FOOT	1095
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 20 3/C, TWISTED, SHIELDED	FOOT	541
VIDEO DETECTION SYSTEM	EACH	1
ELECTRIC CABLE IN CONDUIT, LIGHTING, NO. 8 3/C	FOOT	399

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	135	17	0.50	102.0
(YELLOW)	12	135	25	0.25	75.0
(GREEN)	12	135	15	0.25	45.0
ARROW	16	135	12	0.10	19.2
PED. SIGNAL	8	90	25	1.00	200.0
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN					
VIDEO CAMERAS	4	15	15	1.00	60.0
LUMINAIRE	2	250		0.50	250.0
FLASHER					
			TOTAL=		851.2

ENERGY COSTS TO:
VILLAGE OF DOWNERS GROVE

ENERGY SUPPLY CONTACT:
PHONE:
COMPANY:

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 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2 (6m+L-0.6m)
E - M. ARM POLE		SIGNAL POST	2 (1.0)		
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. BUTTON	4 (1.2)
36" (900mm)	15 (4.6)	ELECTRIC SERVICE	1 (0.5)	ELECTRICAL SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

AUTOSCOPE VIDEO DETECTION SYSTEM BILL OF MATERIALS

ITEM	UNIT	QUANTITY
MACHINE VISION PROCESSOR (AUTOSCOPE 2020)	EACH	1
IMAGE SENSOR WITH BRACKET (AUTOSCOPE AIS)	EACH	4
VIDEO ELECTRIC CABLE IN CONDUIT, NO. 16 3/C	FOOT	783
VIDEO BELDEN 8281 COAXIAL CABLE IN CONDUIT	FOOT	783

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

SCHEDULE OF QUANTITIES, CABLE PLAN AND PHASE DESIGNATION DIAGRAM

SCALE: N.T.S. DRAWN BY NMR

DATE: 11/21/2008 CHECKED BY DJL

PLOT DATE = 2/9/2009
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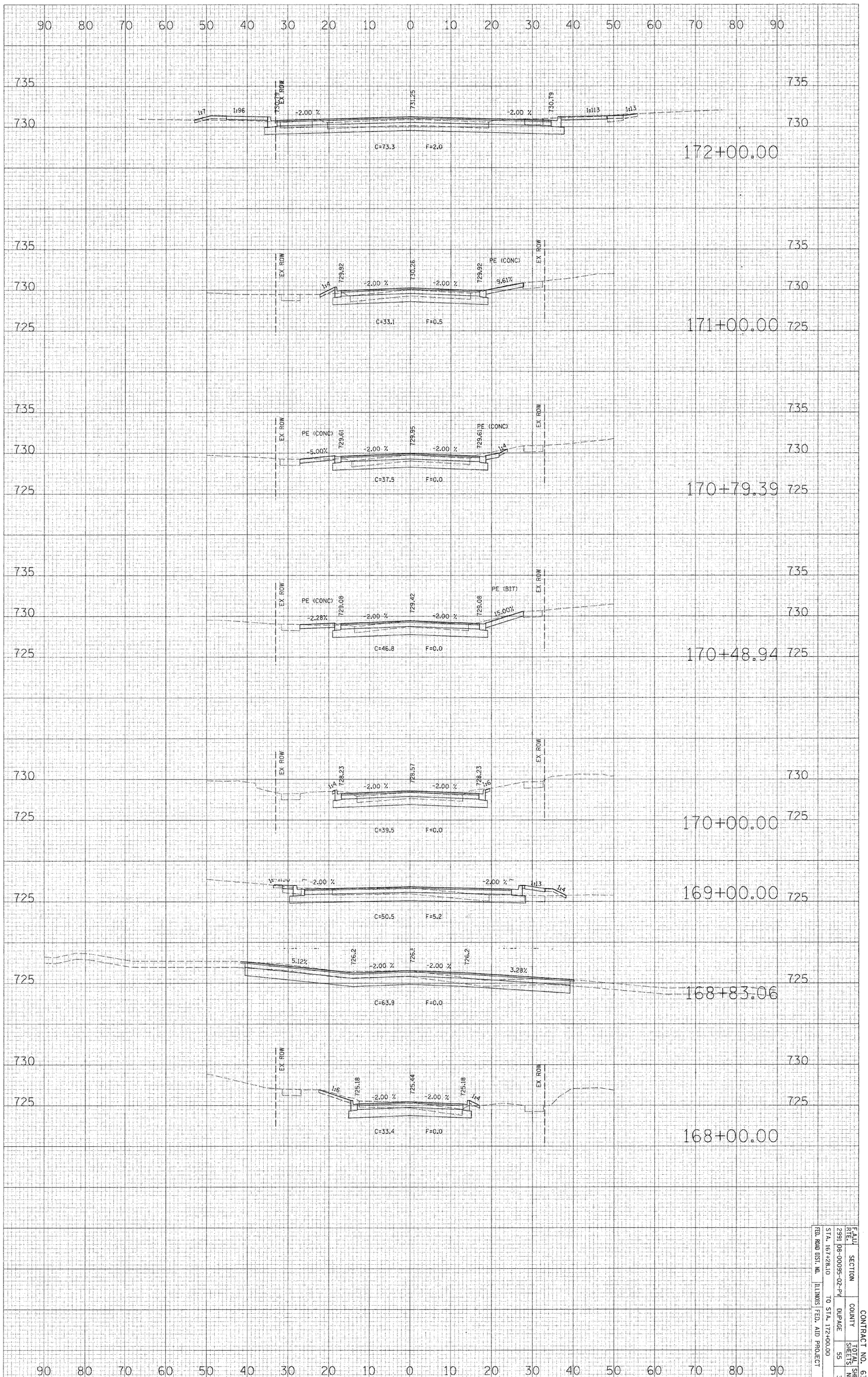
USER NAME = $USER$

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NO.	AREAS		
	AREAS CHECKED		

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



CONTRACT NO. 63135					
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
2991	08-00095-02-PV	DUPAGE	55	30	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

STA. 167+28.10 TO STA. 172+00.00

PLOT DATE = 2/5/2009
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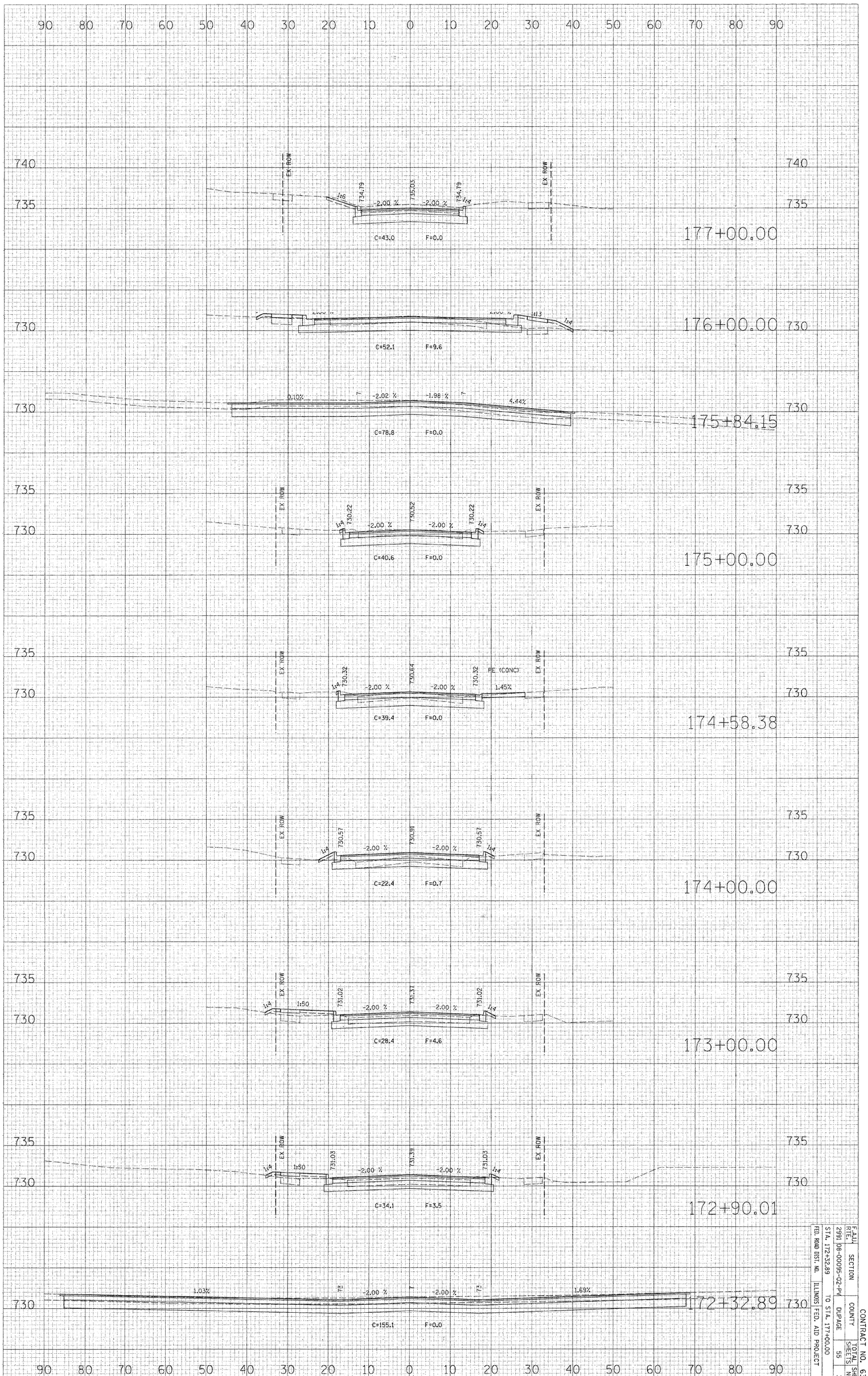
USER NAME = $USER#

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NO.	AREAS		
	AREAS CHECKED		

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



FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	
STA. 172+32.89	TO STA. 177+00.00		

F.A.I.M. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
299	08-00095-02-PV	DUPAGE	55	31

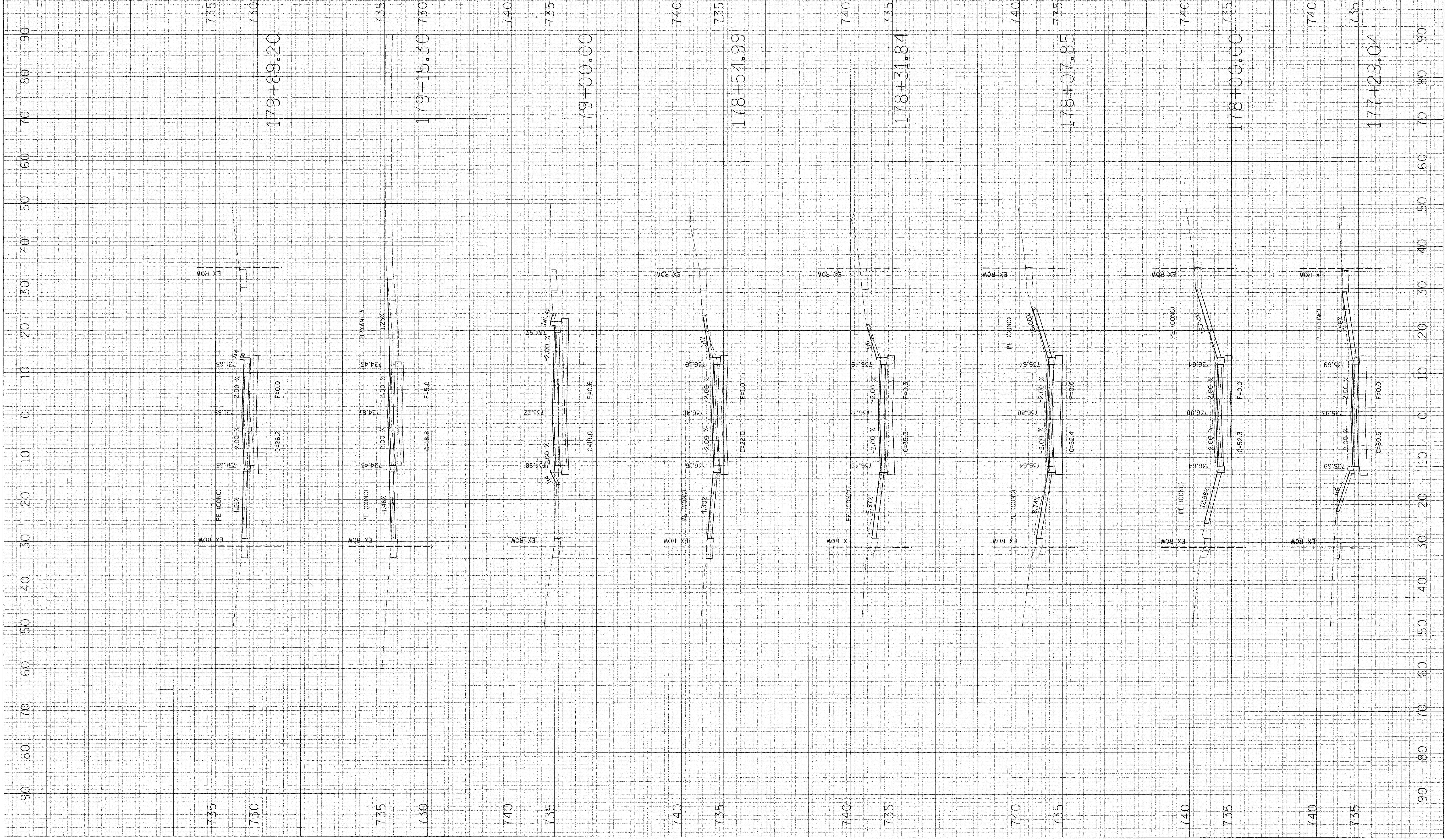
CONTRACT NO. 63135

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	32

STA. 177+29.04 TO STA. 179+89.20

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



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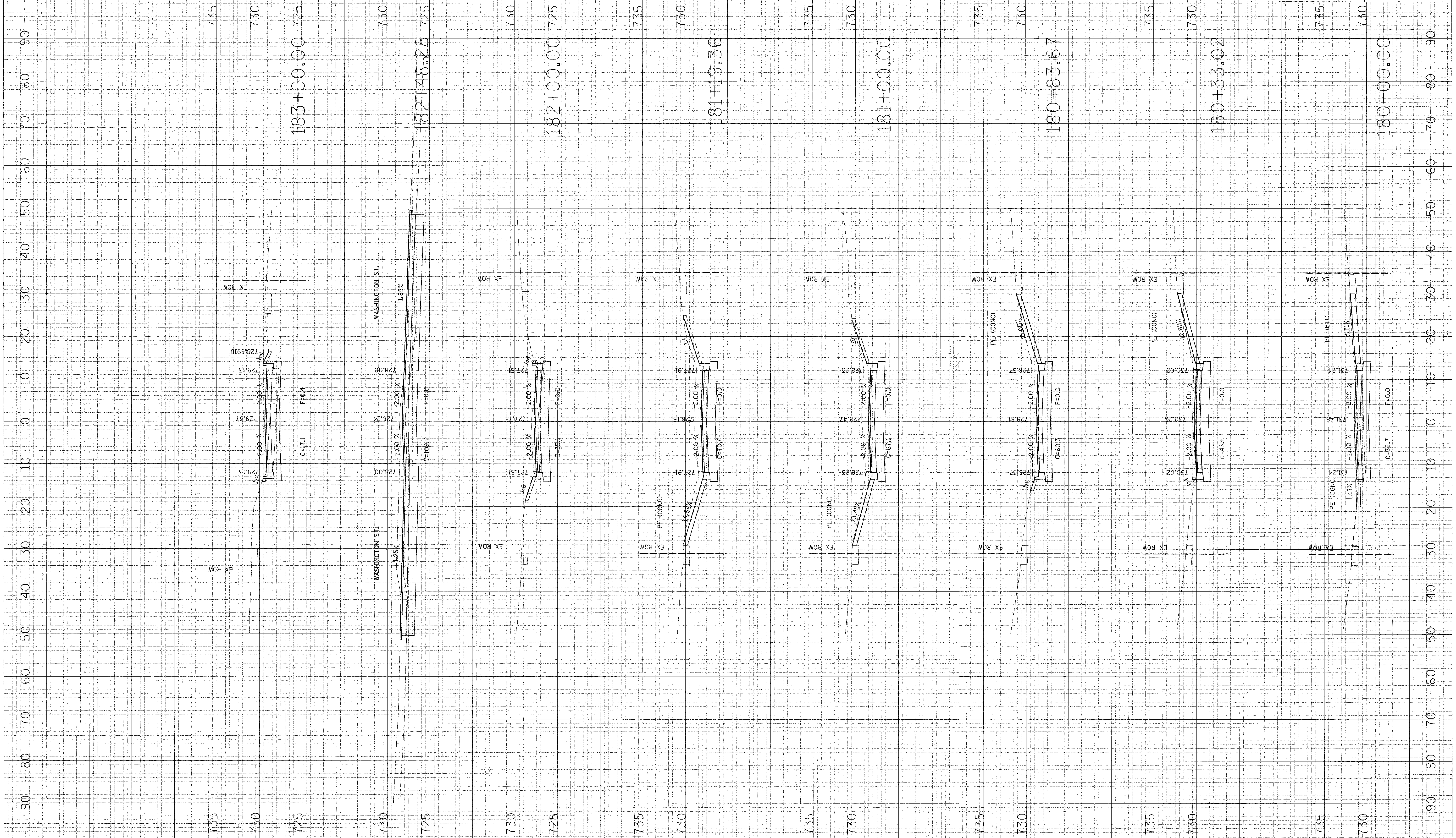
CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	33
STA. 180+00.00	TO STA. 183+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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	SURVEYED		
	PLOTTED		
NOTE BOOK	AREAS		
NO.	AREAS CHECKED		

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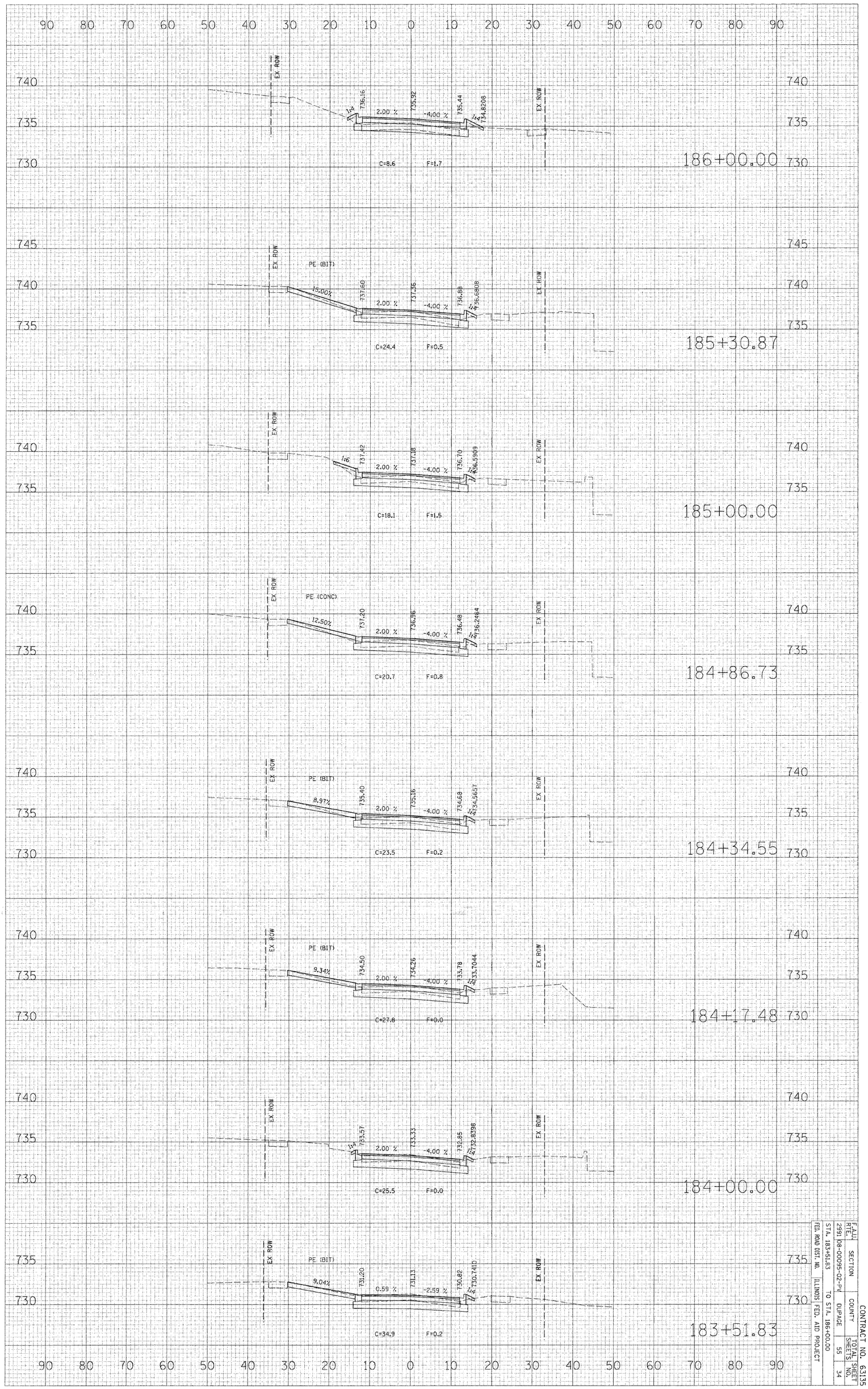
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		



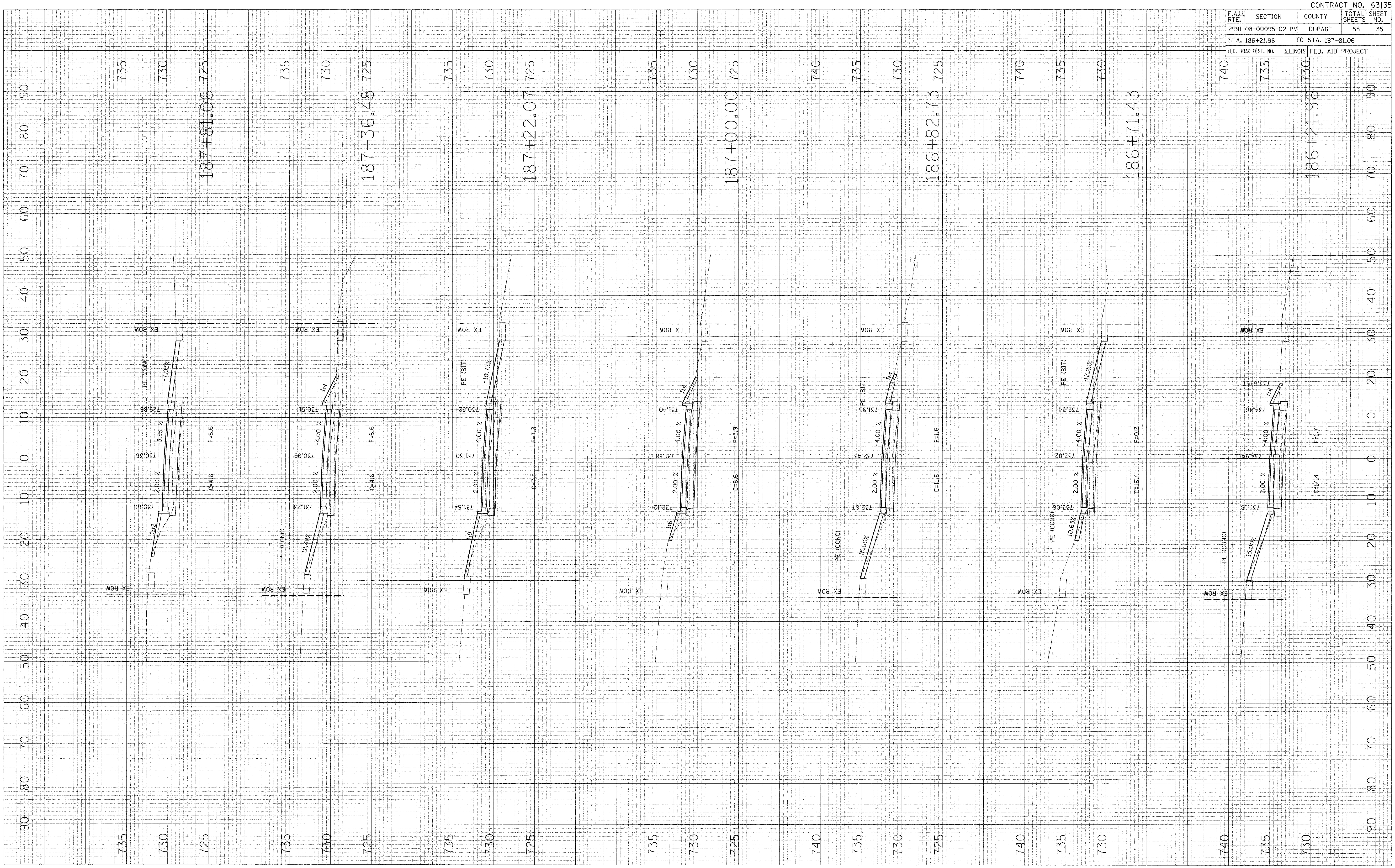
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	34
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STA. 183+51.83 TO STA. 186+00.00

CONTRACT NO. 63135

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	35
STA. 186+21.96	TO STA. 187+81.06			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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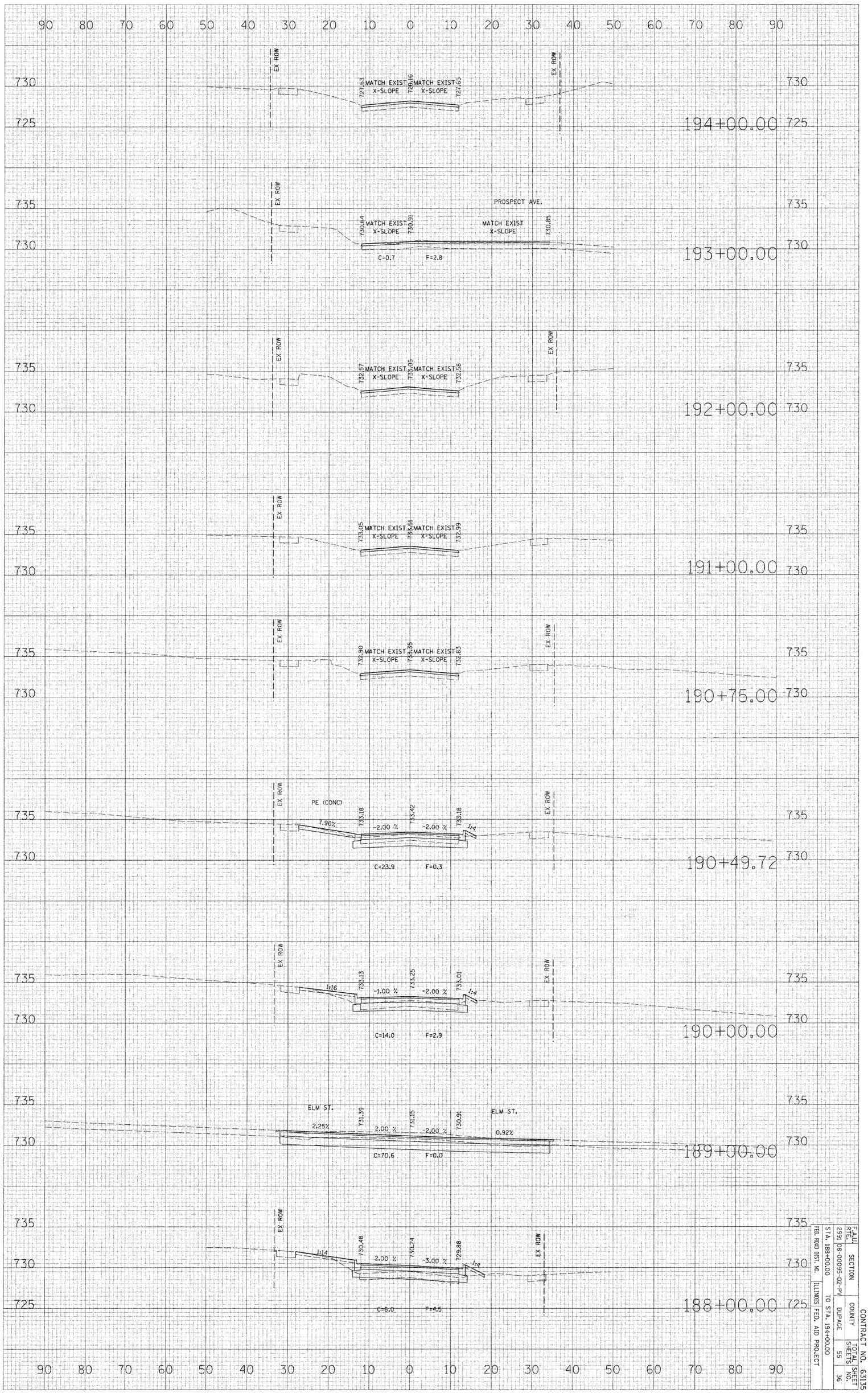
	SURVEYED		
	PLOTTED		
NOTE BOOK	AREAS		
NO.	AREAS CHECKED		

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



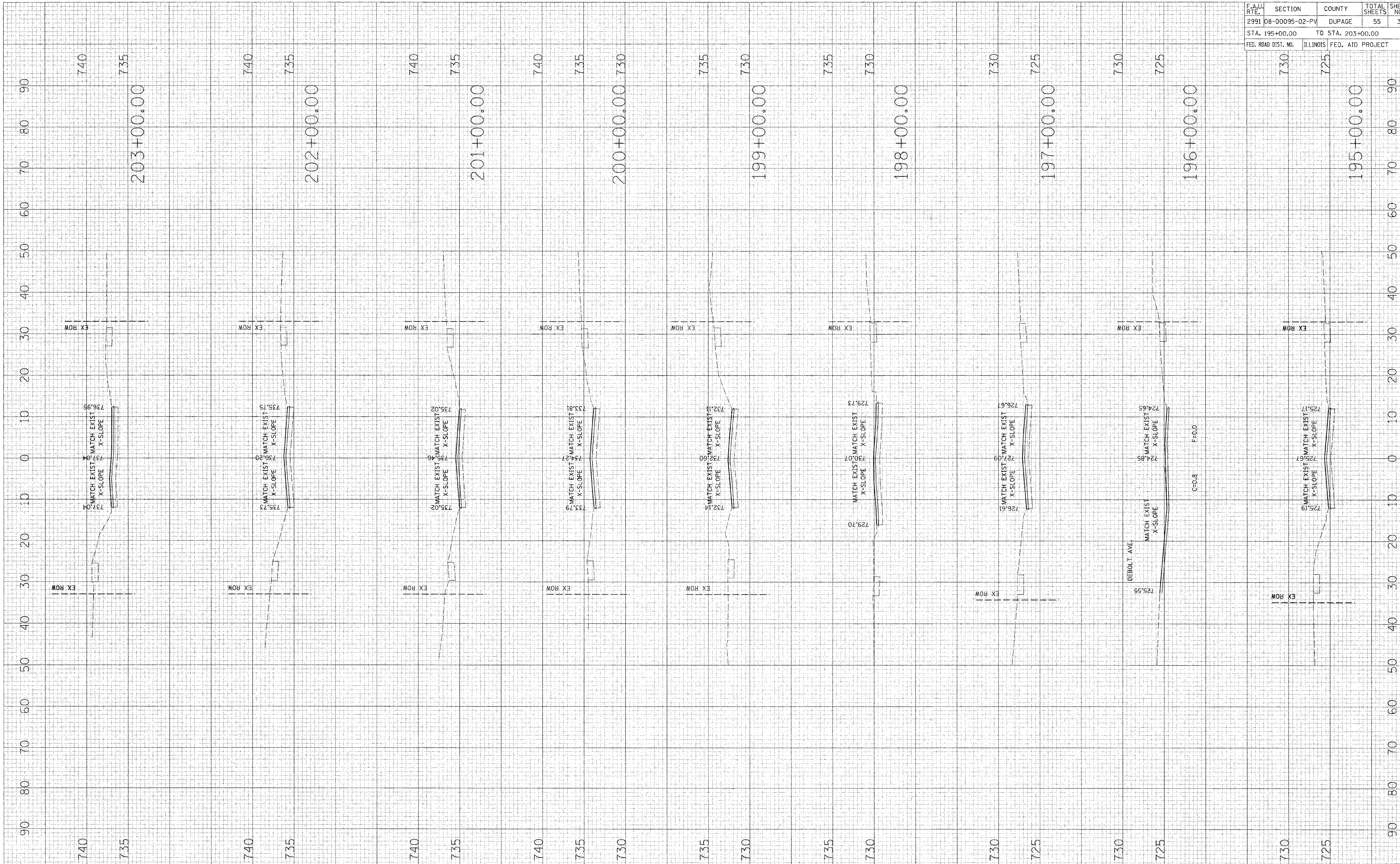
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT
STA. 188+00.00	TO STA. 194+00.00	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PW	DUPAGE	55	36

CONTRACT NO. 63135

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	37
STA. 195+00.00	TO STA. 203+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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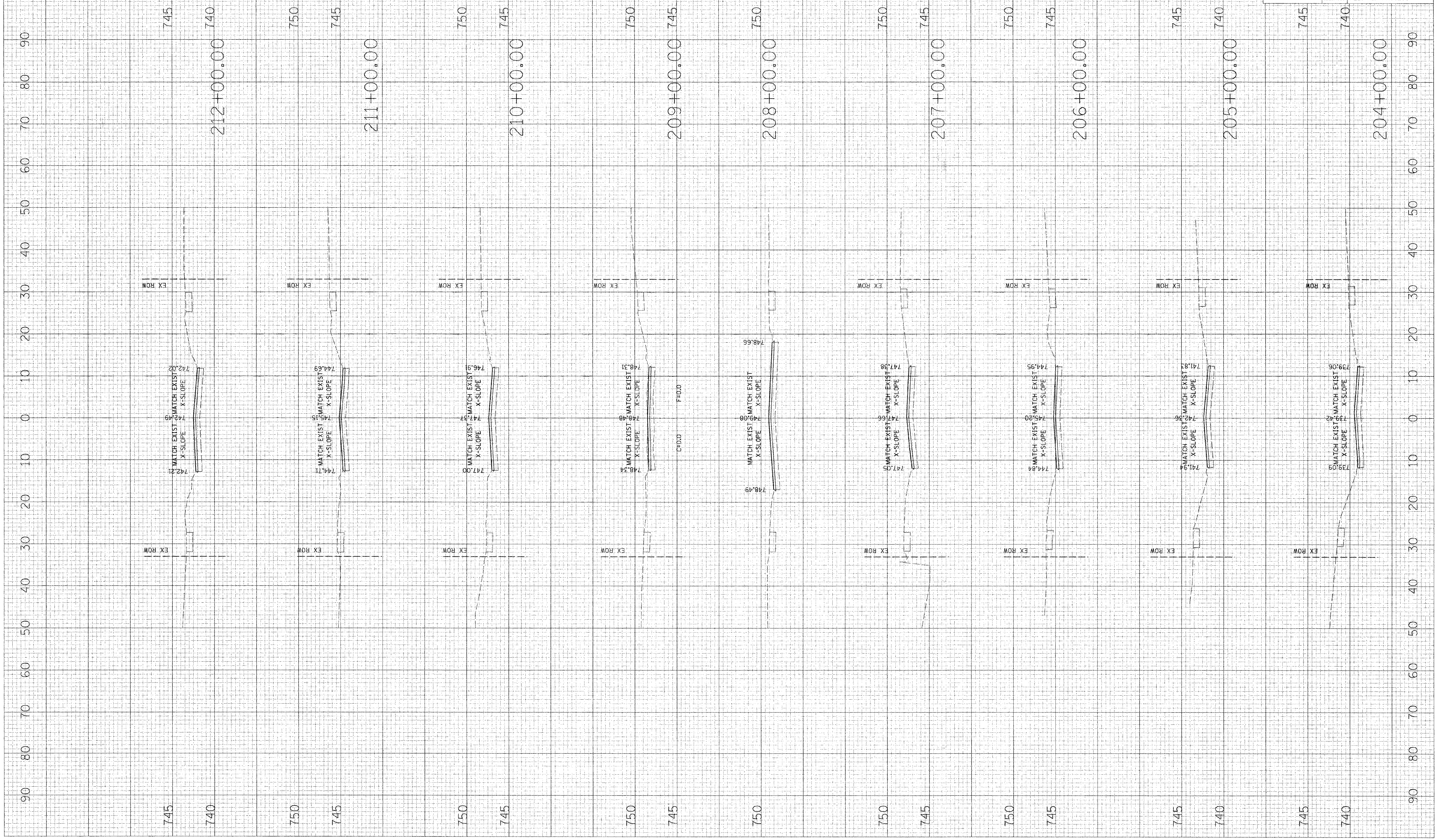
CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	38

STA. 204+00.00 TO STA. 212+00.00

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



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SURVEYED		
PLOTTED		
AREAS		
AREAS CHECKED		
NO.	BY	DATE

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

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	PLOTTED		
NO.	AREAS		
	AREAS CHECKED		

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

90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90

730

215+40.94

730

735

730

731.48 MATCH EXIST X-SLOPE 731.64 MATCH EXIST X-SLOPE 731.16

EX ROW

EX ROW

735

730

215+00.00

740

735

735.33 MATCH EXIST X-SLOPE 735.72 MATCH EXIST X-SLOPE 735.37

EX ROW

EX ROW

740

735

214+00.00

740

735

739.05 MATCH EXIST X-SLOPE 739.34 MATCH EXIST X-SLOPE 738.88

EX ROW

EX ROW

740

735

213+00.00

735

90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	39

STA. 213+00.00 TO STA. 215+40.94

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	40
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ECS Job No. 6087-A
Prairie Avenue Reconstruction
Cook County, Illinois

PAVEMENT CORE SUMMARY

Core Number	Core Location		Asphaltic Concrete		Total Asphalt Thickness Inches	Concrete / Brick Thickness inch	Total Pavement Thickness Inches	Subbase Material / Thickness Inches
	Sta.	Offset Feet	Surface Inches	Binder Inches				
B-2 (PC)	107+87	13.1 L	3	1½	4½	---	4½	Stone / 10
B-4 (PC)	119+11	13.9 L	2	6	8	---	8	Stone / 2
B-5 (PC)	127+20	12.7 R	1¾+3¼	4	9	---	9	Stone / 9
B-6 (PC)	130+96	9.3 L	1¾+1	1¼	4	Concrete 8	12	---
B-9 (PC)	146+47	8.4 R	3	1¼	4¼	Concrete 7½	11¾	Stone / 10
B-11 (PC)	153+88	8.3 R	2¾	---	2¾	Brick 4	6¾	Sand and Gravel / 8
B-12 (PC)	157+62	8.0 L	2¼	---	2¼	Brick 3¾	6	Sand / 4
B-13 (PC)	160+52	7.4 R	2	---	2	Brick 4	6	Stone / 9
B-15 (PC)	166+88	6.8 R	7½	---	7½	---	7½	Sand and Gravel / 5
B-19 (PC)	192.07	8.1 R	1¼+½	---	1¾	Concrete 6½	8¼	---
B-20 (PC)	197+02	9.1 L	2+½	---	2½	Concrete 6¾	9¼	---
B-22 (PC)	204+95	8.2 R	1¾+½	---	2¼	Concrete 8	10¼	---
B-23 (PC)	210+98	7.3 R	1½+½	---	2	Concrete 6¾	8¾	---

Note: PC = Pavement Core Only

I:\geotechnical\reports\6087-A Pavement Core Summary.doc

Page 1 of 1

Illinois Department of Transportation
Division of Highways
Illinois Dept. of Transportation

SOIL BORING LOG

Page 1 of 1
Date 07/11/06

ROUTE ______ DESCRIPTION Downers Grove-Prairie Avenue LOGGED BY KA
SECTION ______ LOCATION Prairie Avenue, Belmont to Fairview, Downers Grove, IL
COUNTY Du Page DRILLING METHOD HSA HAMMER TYPE CME-75

STRUCT. NO. ______
Station ______
BORING NO. B-14
Station 164+18
Offset 6.2 L
Ground Surface Elev. 731.34 ft.

Surface Water Elev. ______ ft.
Stream Bed Elev. ______ ft.
Groundwater Elev.
First Encounter Dry ft.
Upon Completion Dry ft.
After ______ Hrs. ______ ft.

Description	Elev.	Blows (/6")	UCS Qu (tsf)	Moist (%)
Asphalt Depth 2"	731.34 / 731.14			
Brick Depth 6"	730.74	3, 3, 5	1.5	25.2
Gravel Depth 3"	730.44			
Buried TOPSOIL, Black	729.34			
Silty CLAY, Trace Sand and Gravel, Brown, Stiff to Very Stiff	725.84	5, 6, 5	2.75	17.1
Sandy LOAM, Trace Gravel, Brown, Moist, Medium Dense	724.34	3, 4, 6		
Silty CLAY, Trace Sand and Gravel, Brown, Very Stiff to Hard		3, 4, 5	2.0	14.0
	716.34	3, 7, 9	4.5+	18.5
END OF BORING @ 15.0'				

(continued)

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

Illinois Department of Transportation
Division of Highways
Illinois Dept. of Transportation

SOIL BORING LOG

Page 1 of 1
Date 07/11/06

ROUTE ______ DESCRIPTION Downers Grove-Prairie Avenue LOGGED BY KA
SECTION ______ LOCATION Prairie Avenue, Belmont to Fairview, Downers Grove, IL
COUNTY Du Page DRILLING METHOD HSA HAMMER TYPE CME-75

STRUCT. NO. ______
Station ______
BORING NO. B-16
Station 170+38
Offset 9.8 L
Ground Surface Elev. 728.85 ft.

Surface Water Elev. ______ ft.
Stream Bed Elev. ______ ft.
Groundwater Elev.
First Encounter Dry ft.
Upon Completion Dry ft.
After ______ Hrs. ______ ft.

Description	Elev.	Blows (/6")	UCS Qu (tsf)	Moist (%)
Asphalt Depth 2"	728.85 / 728.65			
Brick Depth 5"	728.35	5, 4, 5	2.75	17.8
Gravel Depth 6"	727.85			
Silty CLAY, Trace Sand and Gravel, Brown, Stiff to Hard		6, 5, 6	1.5	16.0
		5, 5, 9	4.5+	20.1
	716.85	5, 7, 10	4.5+	15.0
Silty CLAY, Trace Sand and Gravel, Gray, Very Stiff	713.85	5, 5, 7	2.0	18.1
END OF BORING @ 15.0'				

(continued)

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

Illinois Department of Transportation
Division of Highways
Illinois Dept. of Transportation

SOIL BORING LOG

Page 1 of 1
Date 07/11/06

ROUTE ______ DESCRIPTION Downers Grove-Prairie Avenue LOGGED BY KA
SECTION ______ LOCATION Prairie Avenue, Belmont to Fairview, Downers Grove, IL
COUNTY Du Page DRILLING METHOD HSA HAMMER TYPE CME-75

STRUCT. NO. ______
Station ______
BORING NO. B-17
Station 177+86
Offset 5.2 R
Ground Surface Elev. 732.37 ft.

Surface Water Elev. ______ ft.
Stream Bed Elev. ______ ft.
Groundwater Elev.
First Encounter Dry ft.
Upon Completion Dry ft.
After ______ Hrs. ______ ft.

Description	Elev.	Blows (/6")	UCS Qu (tsf)	Moist (%)
Asphalt Depth 3"	732.37 / 732.07			
Concrete Depth 7"	731.57	5, 3, 4	3.0	14.4
CLAY LOAM, Trace Sand, Brown, Very Stiff	729.37			
Silty CLAY, Trace Sand, Brown, Very Stiff to Hard		5, 6, 8	4.5+	16.0
		5, 4, 5	2.5	13.1
	720.37	5, 6, 9	4.0	14.8
Silty CLAY, Trace Sand and Gravel, Gray, Very Stiff	717.37	5, 8, 9	2.0	18.8
END OF BORING @ 15.0'				

(continued)

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

Illinois Department of Transportation
Division of Highways
Illinois Dept. of Transportation

SOIL BORING LOG

Page 1 of 1
Date 07/11/06

ROUTE ______ DESCRIPTION Downers Grove-Prairie Avenue LOGGED BY KA
SECTION ______ LOCATION Prairie Avenue, Belmont to Fairview, Downers Grove, IL
COUNTY Du Page DRILLING METHOD HSA HAMMER TYPE CME-75

STRUCT. NO. ______
Station ______
BORING NO. B-18
Station 184+84
Offset 7.5 L
Ground Surface Elev. 736.68 ft.

Surface Water Elev. ______ ft.
Stream Bed Elev. ______ ft.
Groundwater Elev.
First Encounter Dry ft.
Upon Completion Dry ft.
After ______ Hrs. ______ ft.

Description	Elev.	Blows (/6")	UCS Qu (tsf)	Moist (%)
Asphalt Depth 2"	736.68 / 736.48			
Concrete Depth 7"	735.98	10, 6, 6	4.5+	12.0
Silty CLAY, Trace Sand and Gravel, Brown, Hard		8, 6, 6	4.25	13.5
		10, 18, 15	4.5+	16.0
	724.68	5, 7, 10	4.5+	15.4
Silty CLAY, Trace Sand and Gravel, Gray, Very Stiff	721.68	4, 6, 9	2.5	15.7
END OF BORING @ 15.0'				

(continued)

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

Illinois Department of Transportation
Division of Highways
Illinois Dept. of Transportation

SOIL BORING LOG

Page 1 of 1
Date 07/11/06

ROUTE ______ DESCRIPTION Downers Grove-Prairie Avenue LOGGED BY KA
SECTION ______ LOCATION Prairie Avenue, Belmont to Fairview, Downers Grove, IL
COUNTY Du Page DRILLING METHOD HSA HAMMER TYPE CME-75

STRUCT. NO. ______
Station ______
BORING NO. B-21
Station 200+94
Offset 7.0 R
Ground Surface Elev. 735.34 ft.

Surface Water Elev. ______ ft.
Stream Bed Elev. ______ ft.
Groundwater Elev.
First Encounter Dry ft.
Upon Completion Dry ft.
After ______ Hrs. ______ ft.

Description	Elev.	Blows (/6")	UCS Qu (tsf)	Moist (%)
Asphalt Depth 4"	735.34 / 735.04			
Concrete Depth 7"	734.54	3, 2, 5	2.0	22.3
Silty CLAY, Trace Sand and Gravel, Brown, Very Stiff to Hard		4, 3, 6	3.0	20.5
		6, 8, 10	4.5+	17.1
	723.34	6, 7, 9	4.5+	20.9
Silty CLAY, Trace Sand and Gravel, Gray, Very Stiff	720.34	5, 5, 7	2.0	18.5
END OF BORING @ 15.0'				

(continued)

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE AVENUE RECONSTRUCTION

BORING LOGS

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DATE: 11/21/2008 CHECKED BY DJL

PLOT DATE = 2/9/2009
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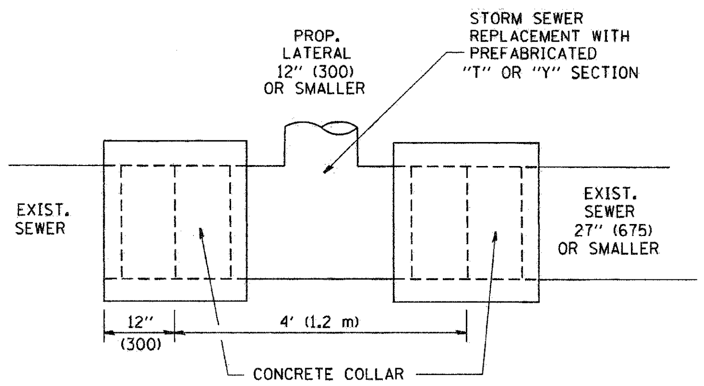
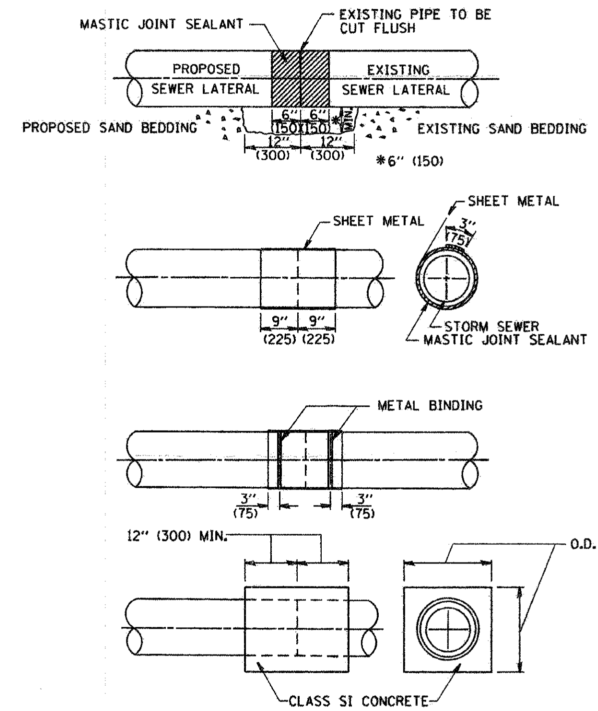


DETAIL "A"

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

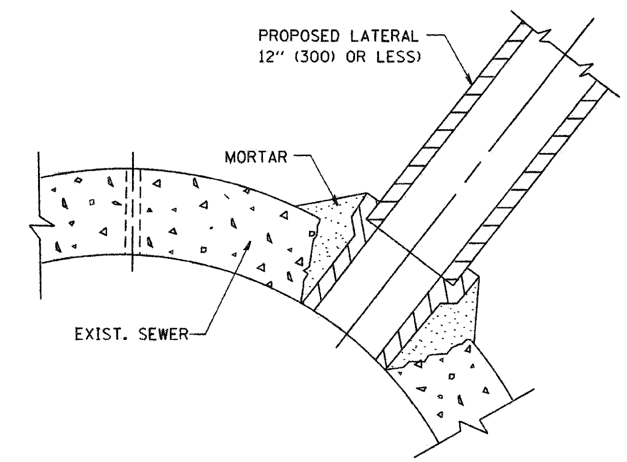


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

SCALE: VERT. HORIZ. NONE

DRAWN BY

CHECKED BY

BD500-01 (BD-7)

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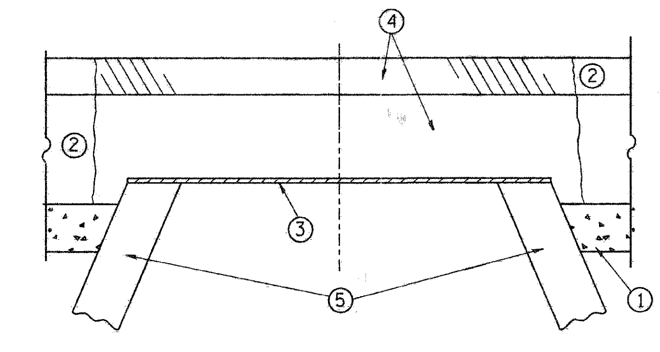
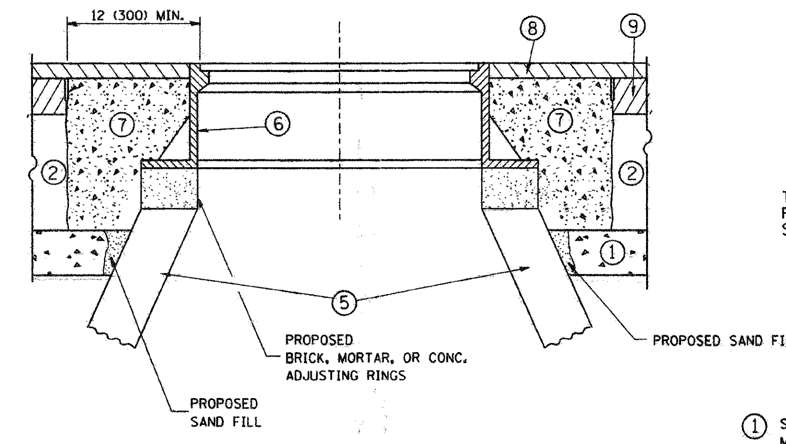




CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

(1) SUB-BASE GRANULAR MATERIAL

(2) EXISTING PAVEMENT

(3) 36 (900) DIAMETER METAL PLATE

(4) PROPOSED CRUSHED STONE AND HMA SURFACE MIX

(5) EXISTING STRUCTURE

(6) FRAME AND LID (SEE NOTES)

(7) CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE

(8) PROPOSED HMA SURFACE COURSE

(9) PROPOSED HMA BINDER COURSE

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: VERT. HORIZ. NONE

DRAWN BY

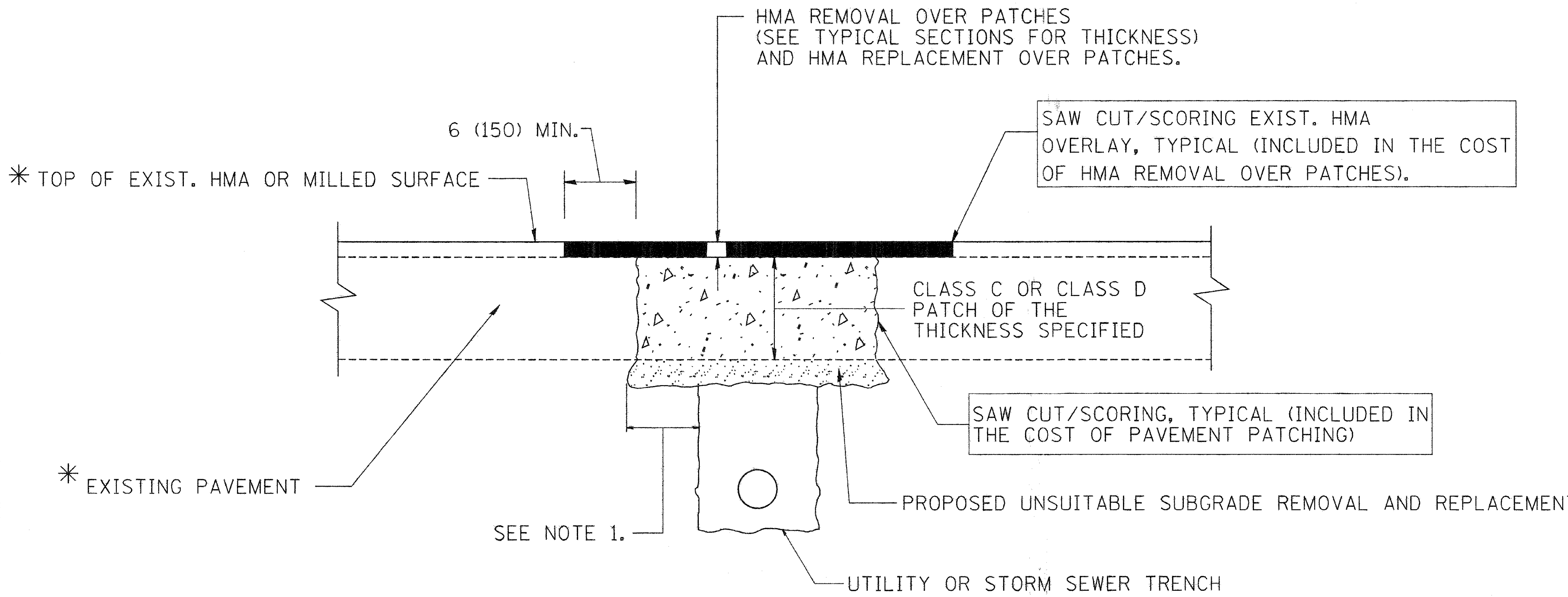
CHECKED BY

BD600-03 (BD-8)

PLOT DATE = 3/5/2007
FILE NAME = K:\dststd\bd08.dgn
PLOT SCALE = 50.0000 '/ IN.
USER NAME = bbuerdl

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	43
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISIONS NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. HORIZ. NONE

DRAWN BY

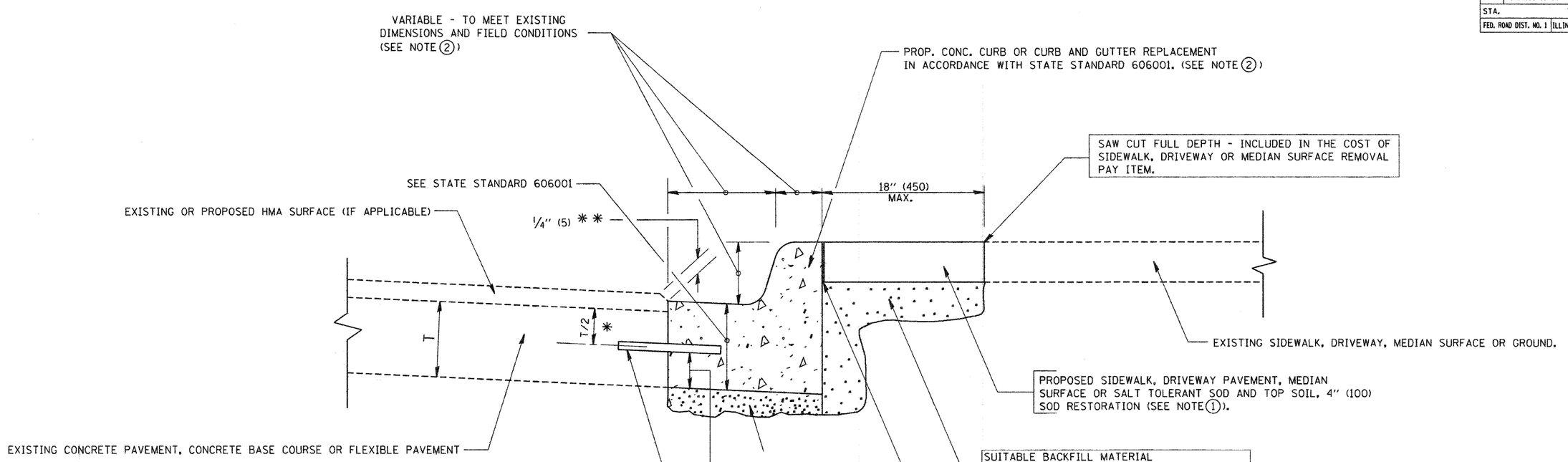
CHECKED BY

BD400-04 (BD-22)

PLOT DATE = 3/5/2007
FILE NAME = K:\diststd\bd22.dgn
PLOT SCALE = 50.000 ' / IN.
USER NAME = bauerdl

CONTRACT NO. 63135

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	44
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

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

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

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(2) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

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

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

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

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

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE HORIZ.

DRAWN BY

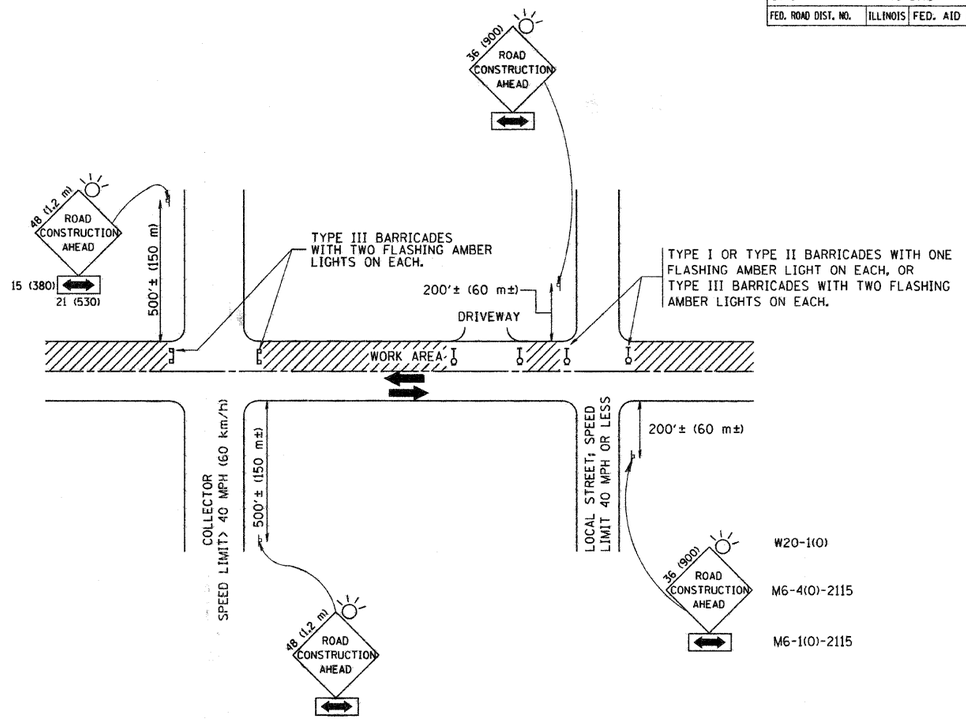
CHECKED BY

BD600-06 (BD-24)

PLOT DATE = 3/5/2007
FILE NAME = c:\projects\bd24.dgn
PLOT SCALE = 50.0000 '/ IN.
USER NAME = bsumrall

CONTRACT NO. 63135

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	45
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE

DRAWN BY

CHECKED BY

TC-10

PLOT DATE = 3/6/2007
FILE NAME = K:\district\tc10.dgn
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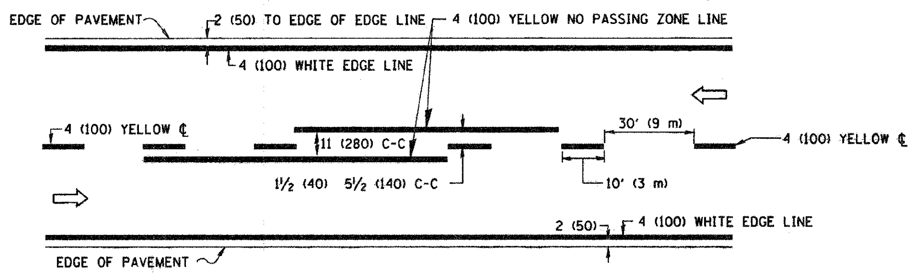
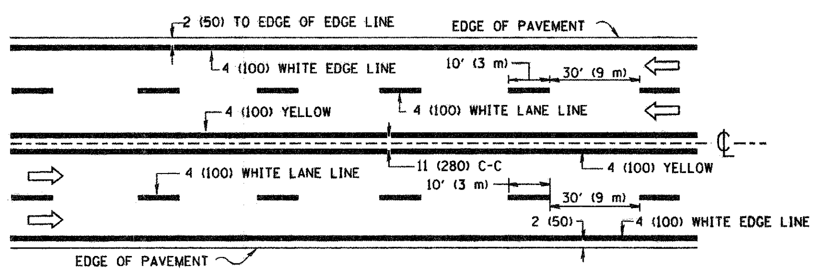
USER NAME = bowerd

CONTRACT NO. 63135

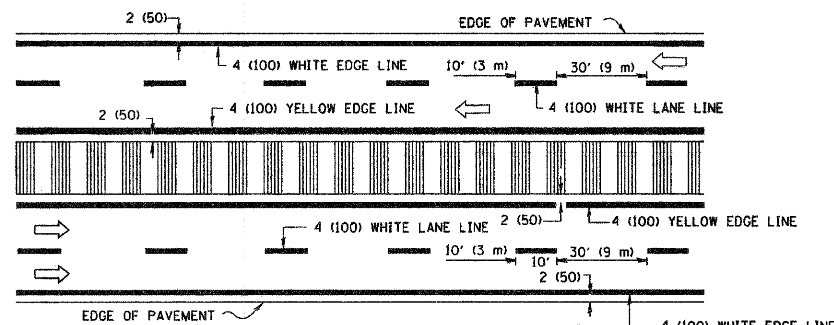
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	46
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



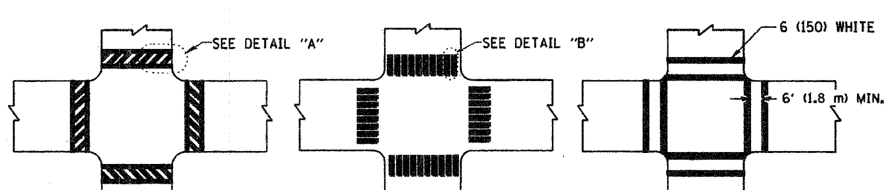
MULTI-LANE UNDIVIDED

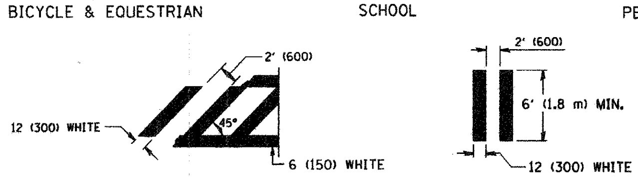


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

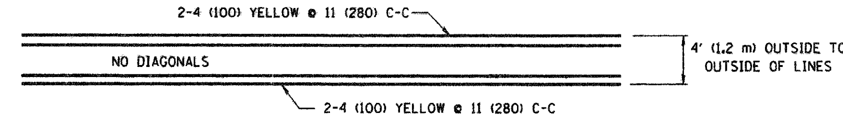
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

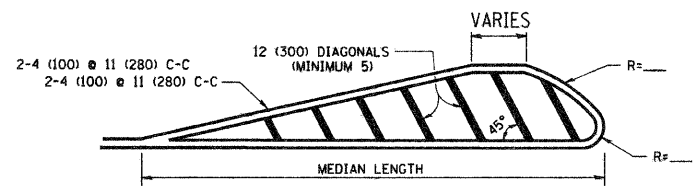




TYPICAL CROSSWALK MARKING



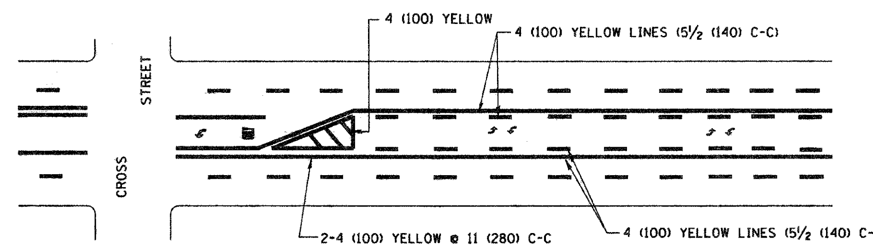
4' (1.2 m) WIDE MEDIANS ONLY



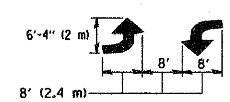
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

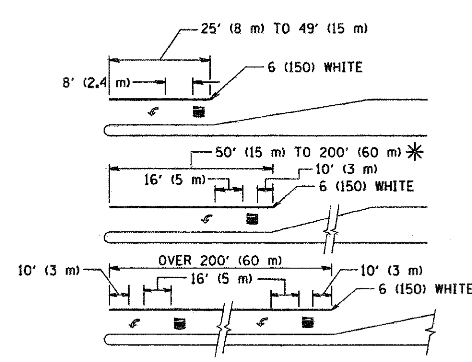


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

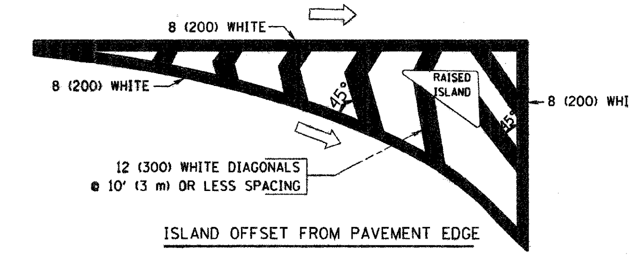


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

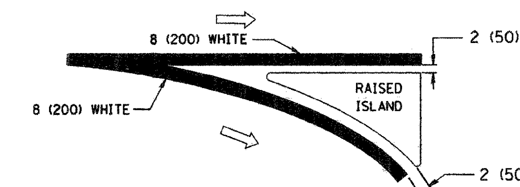
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

REVISIONS NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS

SCALE: NONE

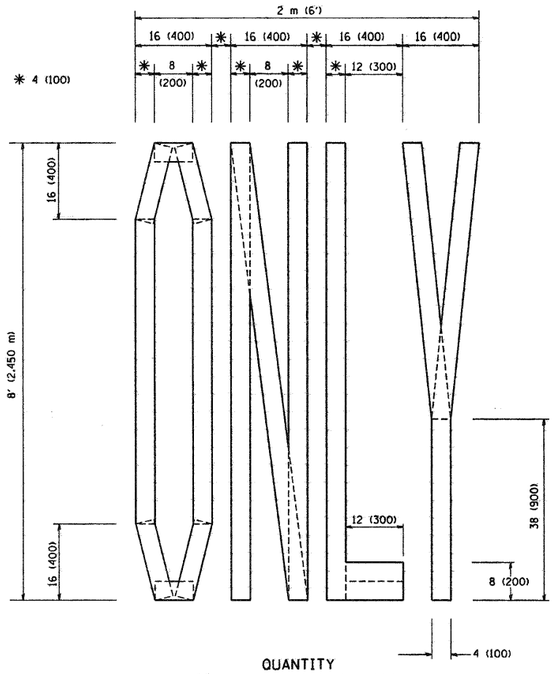
DRAWN BY CADD
CHECKED BY

TC-13

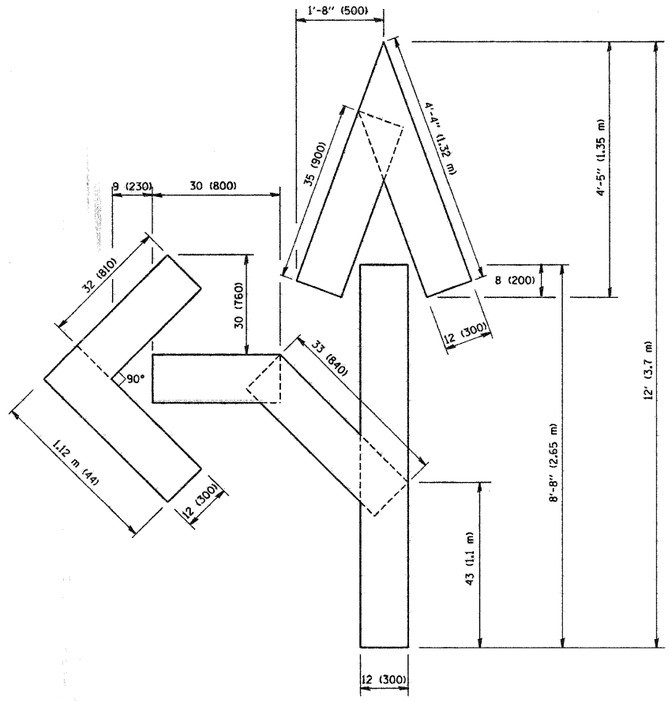
PLOT DATE = 3/6/2007
FILE NAME = K:\diststd\tc13.dgn
PLOT SCALE = 50.000 ' / IN.
USER NAME = bauerdl

CONTRACT NO. 63135

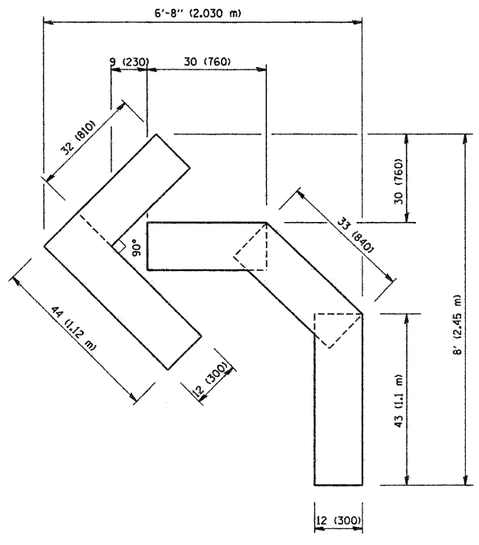
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	47
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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



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



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

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

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
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

SCALE: NONE

DRAWN BY CADD

CHECKED BY

TC-16

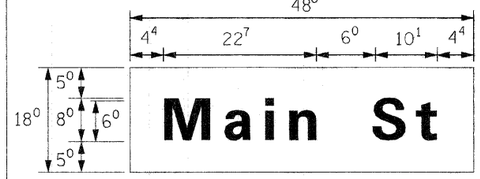
PLOT DATE = 3/7/2007
FILE NAME = k:\data\tc16.dgn
PLOT SCALE = 64.0000 ' / IN.
USER NAME = bauerdl

RECD FROM DI. 1/2/83--CEL CREATED 7/18/83

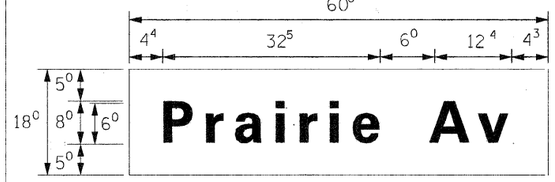
CONTRACT NO. 63135

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2991	08-00095-02-PV	DUPAGE	55	48
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PANEL SIGN DESIGN TYPE 1

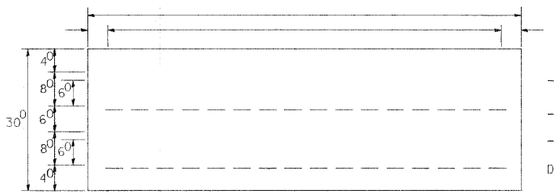


____ Sq. M. each
6.0 Sq. Ft. each
2 Required
Design Series D

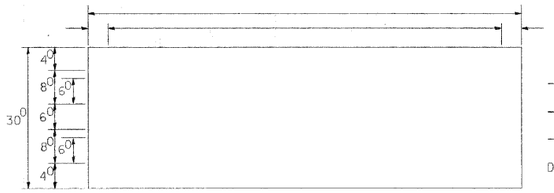


____ Sq. M. each
7.5 Sq. Ft. each
2 Required
Design Series D

PANEL SIGN DESIGN TYPE 2



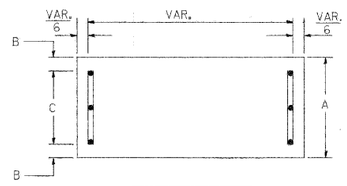
____ Sq. M. each
____ Sq. Ft. each
____ Required
Design Series ___



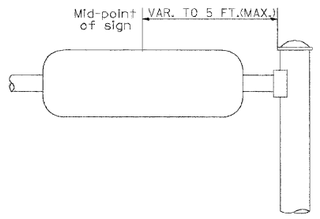
____ Sq. M. each
____ Sq. Ft. each
____ Required
Design Series ___

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

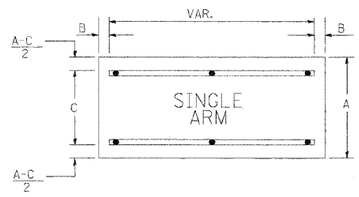
SUPPORTING CHANNELS



A	B	C
18"	2"	14"

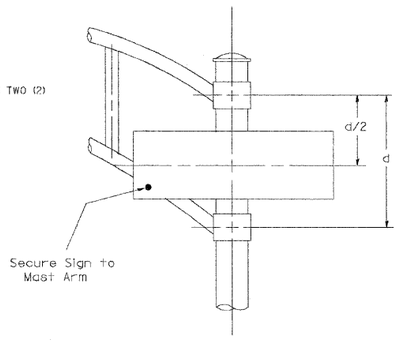


SUPPORTING CHANNELS



____ Sq. M. each
____ Sq. Ft. each
____ Required
Design Series ___

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



DUAL ARM

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

GENERAL NOTES

1. 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.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
4. ALL BORDERS SHALL BE ¾" WIDE AND CORNER RADIUS SHALL BE 2-¼".
5. 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, SCHAUMBURG, IL
   - * AMERICAN FABRICATION CO., CHICAGO HEIGHTS, IL
   - * TUCKER COMPANY, INC., WAUWATOSA, WI
   - * WESTERN TRAFFIC CONTROL INC., CICERO, IL

PARTS LISTING

SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	¼" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

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

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

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

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
a d h g i j l m n q u	1^6	1^7	2^2	2^4	1^6	1^7	1^2	1^4	1^4	1^5	1^4	1^5	1^6	1^7	1^6	1^7
b f k o p s	1^2	1^4	1^6	1^7	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
c e	1^2	1^4	1^6	1^7	1^2	1^4	0^6	1^0	1^2	1^4	1^2	1^4	1^2	1^4	1^2	1^4
r	0^6	1^0	1^2	1^4	0^6	1^0	0^3	0^3	0^5	0^6	0^5	0^6	0^6	1^0	0^6	1^0
t z	1^2	1^4	1^6	1^7	1^2	1^4	0^6	1^0	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
v y	1^1	1^2	1^4	1^5	1^1	1^2	0^5	0^6	0^6	1^0	0^6	1^0	1^1	1^2	1^1	1^2
w	1^1	1^2	1^4	1^5	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4
x	1^2	1^4	1^6	1^7	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4

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

FIRST NUMBER	SECOND NUMBER: 0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1^6	1^7	1^6	1^7	1^4	1^5	1^2	1^4	1^4	1^5	1^4	1^5	1^6	1^7	1^2	1^4	1^6	1^7	1^6	1^7
1	2^0	2^1	2^0	2^1	2^0	2^1	1^6	1^7	1^4	1^5	2^0	2^1	2^0	2^1	1^4	1^5	2^0	2^1	2^0	2^1
2 3 4	1^4	1^5	1^4	1^5	1^4	1^5	1^2	1^4	1^2	1^4	1^4	1^5	1^4	1^5	1^2	1^4	1^6	1^7	1^4	1^5
5	1^4	1^5	1^4	1^5	1^4	1^5	1^1	1^2	1^1	1^2	1^4	1^5	1^4	1^5	1^1	1^2	1^4	1^5	1^4	1^5
6	1^6	1^7	1^4	1^5	1^4	1^5	1^2	1^5	1^2	1^4	1^4	1^5	1^4	1^5	1^1	1^2	1^4	1^5	1^4	1^5
7	1^2	1^4	1^2	1^4	1^4	1^5	1^2	1^5	0^5	0^6	1^2	1^4	1^4	1^5	1^1	1^2	1^4	1^5	1^2	1^4
8	1^6	1^7	1^6	1^7	1^4	1^5	1^2	1^5	1^2	1^4	1^4	1^5	1^6	1^7	1^2	1^4	1^6	1^7	1^4	1^5

EXAMPLE, 2 (3) DENOTES 3/8"

UPPER AND LOWER CASE LETTER WIDTHS

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

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

REVISIONS	
NAME	DATE
CREATED	2/79
D.A.Z./ D.A.C.	11/90
	6/98
CADD	10/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
MAST ARM MOUNTED STREET NAME SIGNS

SCALE: NONE
DRAWN BY TJR
DATE 12/19/2002
CHECKED BY RFK
TS 2

12/19/2002
K:\district\ts\ts02.dgn
V1-TS02

REVISION DATE: 10/01/00

CONTRACT NO. 63135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	49
STA.	TO STA.			
FED. ROAD DIST. NO.	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.

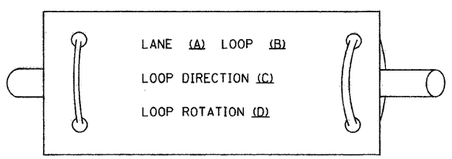
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

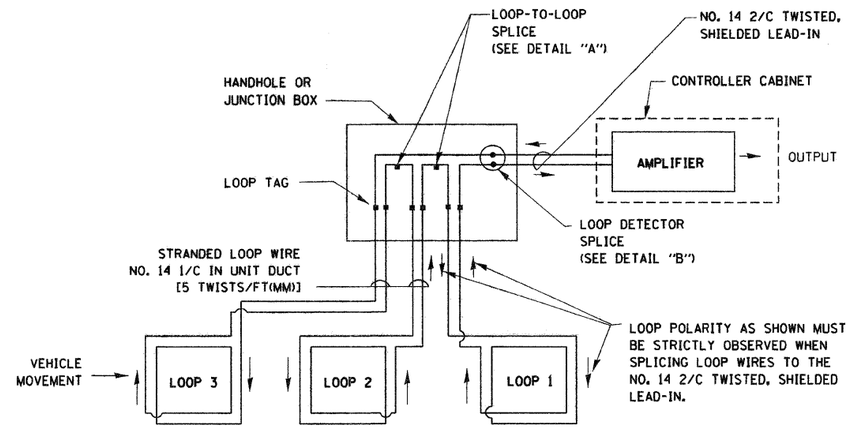


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

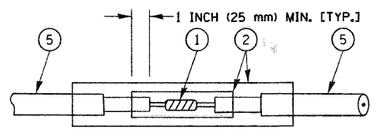
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

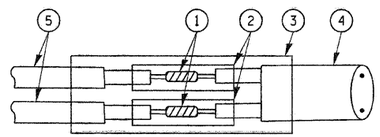


DETECTOR LOOP WIRING SCHEMATIC

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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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 LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE

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

TS05

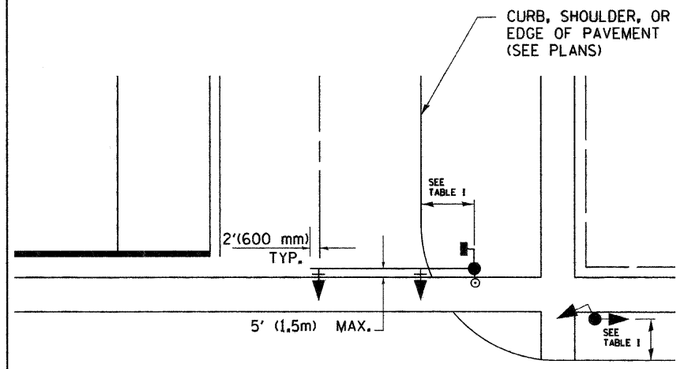
PLOT DATE = 3/7/2007
FILE NAME = K:\district1\ts05.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = baumerdl

CONTRACT NO. 63135

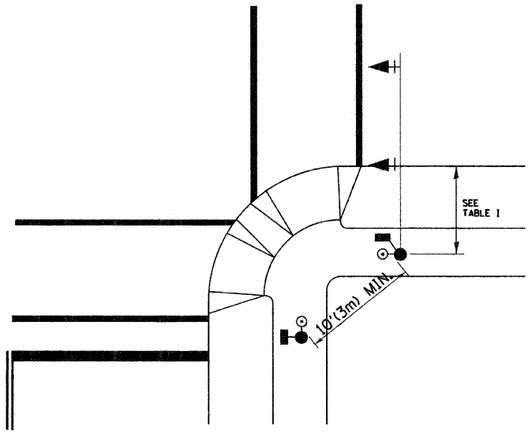
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	50
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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:

1. 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

2. 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.

3. 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.

4. 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

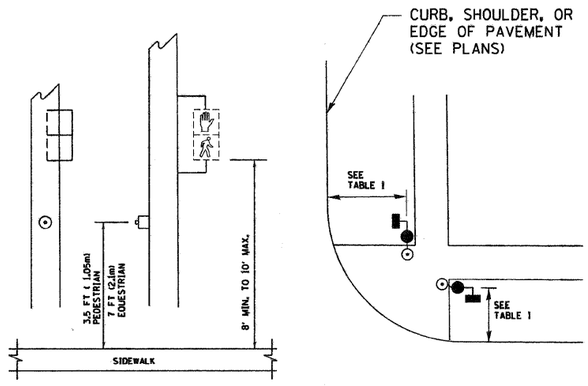


TABLE I

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
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE

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

TS05

PLOT DATE = 3/7/2007
FILE NAME = K:\district1\ts05.dgn
PLOT SCALE = 100.0000 '/ IN.
USER NAME = bauerdl

CONTRACT NO. 63135

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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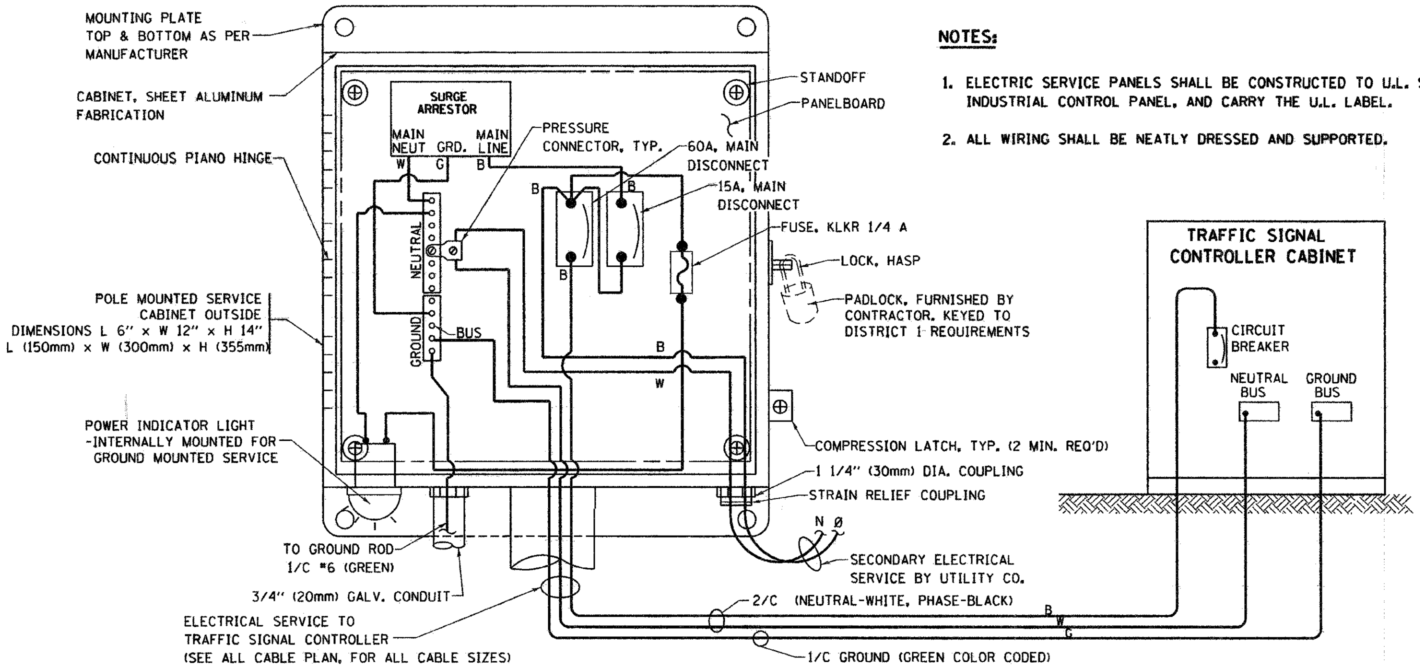
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



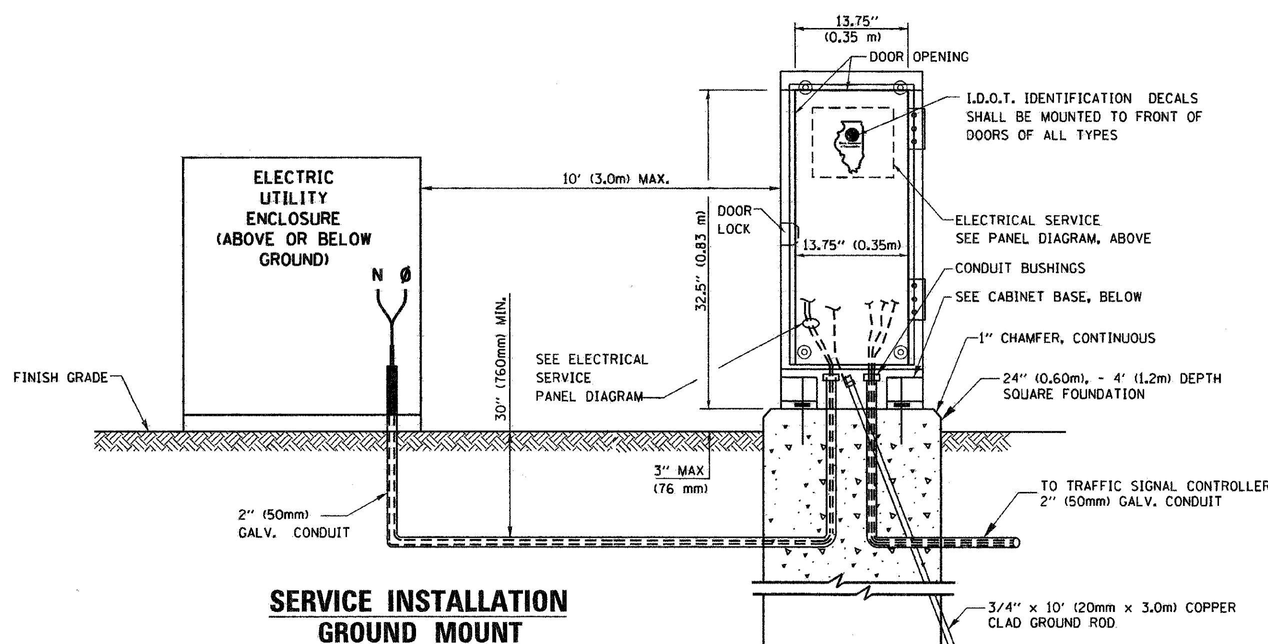
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

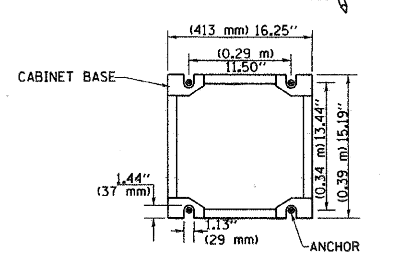
NOTES:

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



SERVICE INSTALLATION GROUND MOUNT

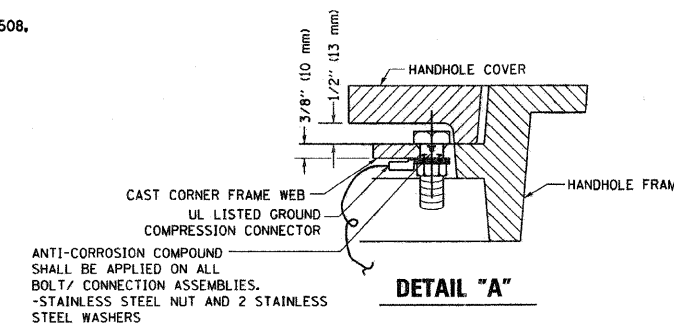
(NOT TO SCALE)



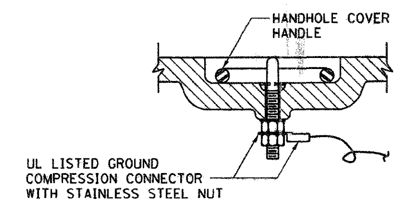
CABINET - BASE BOLT PATTERN

(NOT TO SCALE)

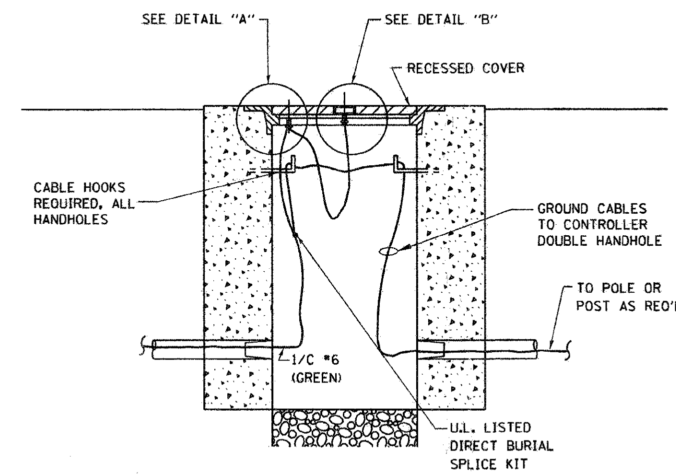
83950



DETAIL "A"

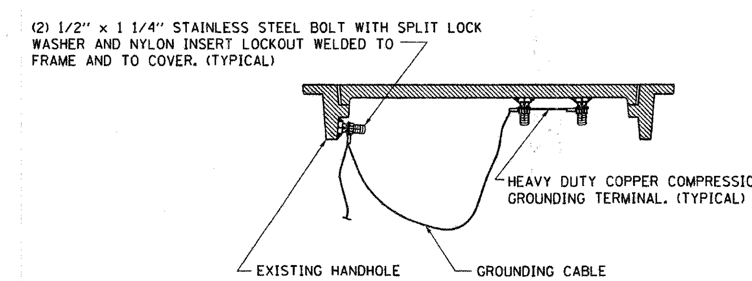


DETAIL "B"



HANDHOLE COVER & FRAME - GROUNDING DETAIL

(NOT TO SCALE)



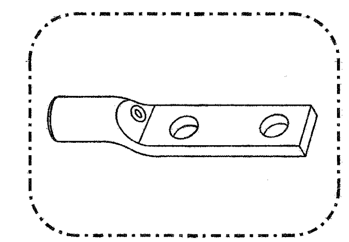
EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL

(NOT TO SCALE)

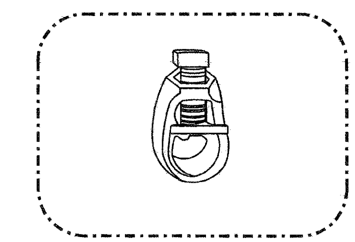
NOTES:

GROUNDING SYSTEM

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



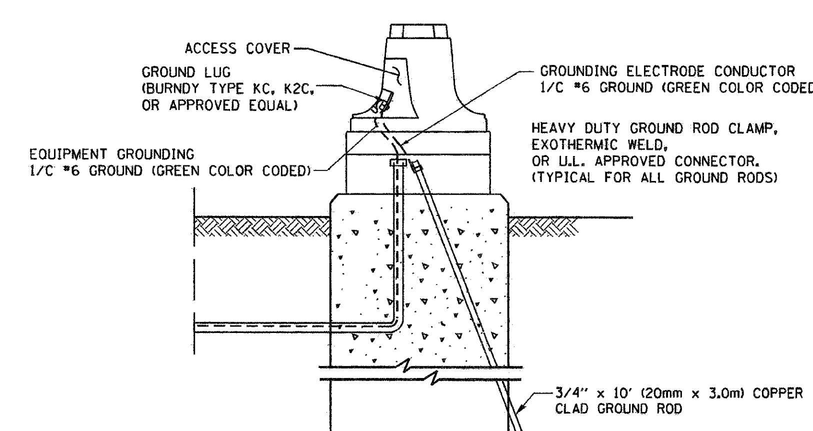
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EUAL)

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.



MAST ARM POLE / POST-GROUNDING DETAIL

(NOT TO SCALE)

REVISIONS	
NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: NONE

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

TS05

PLOT DATE = 3/7/2007
FILE NAME = K:\dists\d\ts05.dgn
PLOT SCALE = 58.0000 '/ IN.
USER NAME = bauerdl

CONTRACT NO. 63135

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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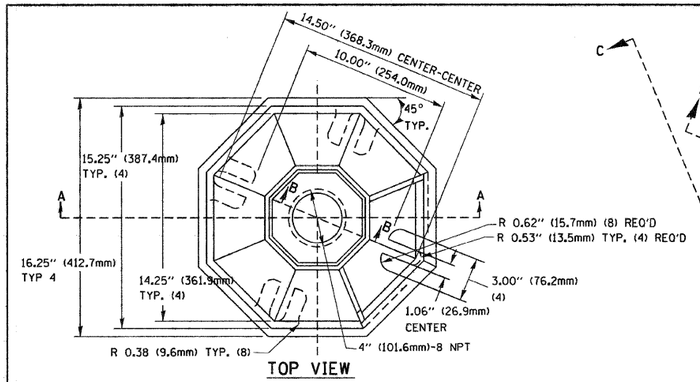
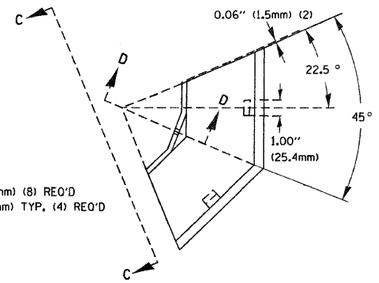
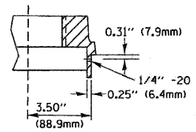
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

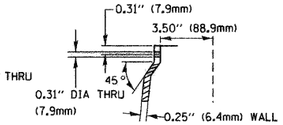


TOP VIEW

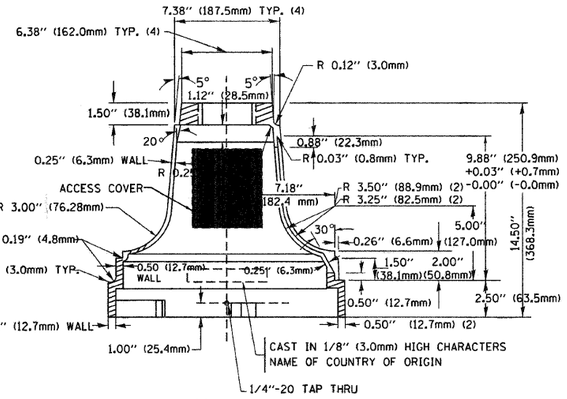




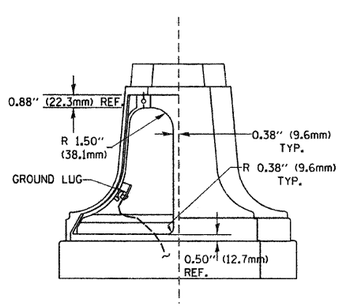
SECTION B-B



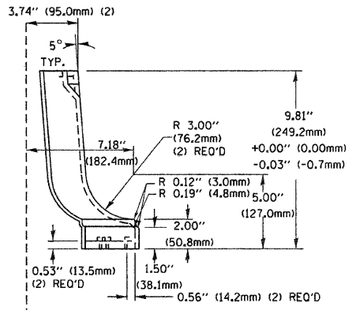
SECTION D-D



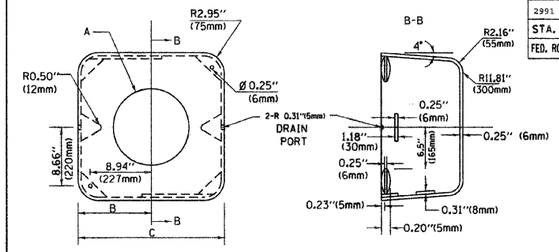
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

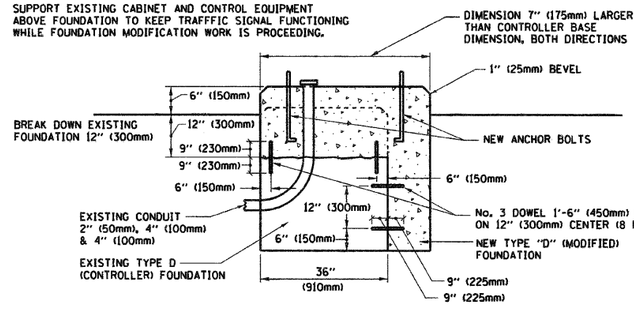


MATERIAL:
- ASTM A48 CLASS 30 GREY IRON
- ASTM A123 HOT DIPPED GALVANIZED

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

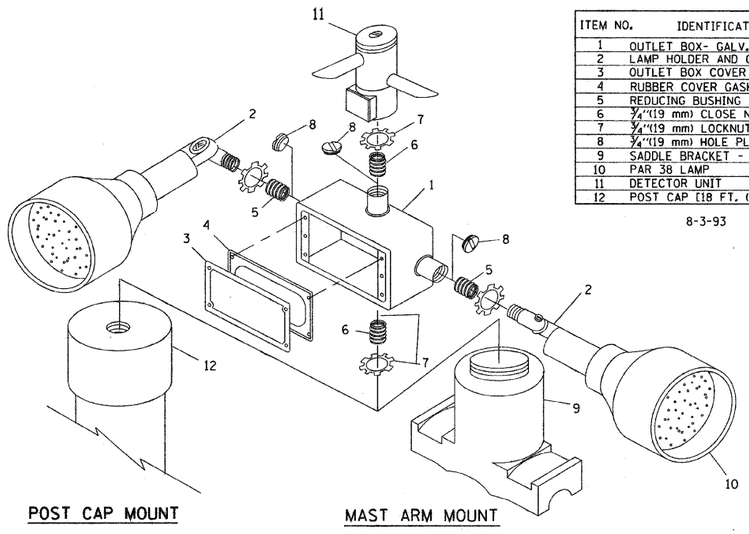
SHROUD DETAIL

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



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



POST CAP MOUNT

MAST ARM MOUNT

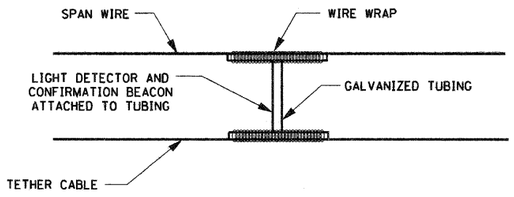
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

8-3-93

NOTES:

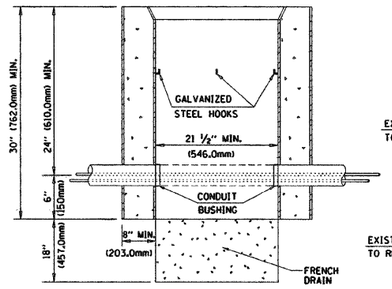
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)

NOTES:
1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.



DETAIL
HANDHOLE TO INTERCEPT EXISTING CONDUIT
N.T.S.

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE

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

TS05

PLOT DATE = 3/7/2007
FILE NAME = c:\projects\ts05.dgn
PLOT SCALE = 50.0000 '/ IN.
USER NAME = bauerdl

CONTRACT NO. 63135

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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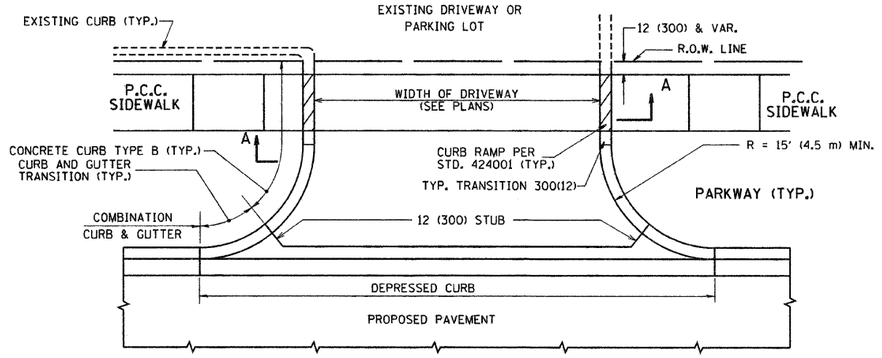
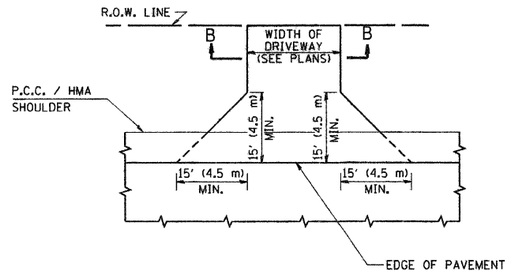
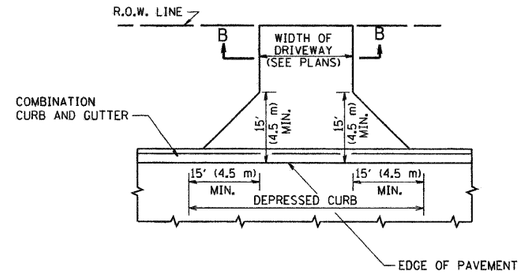
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



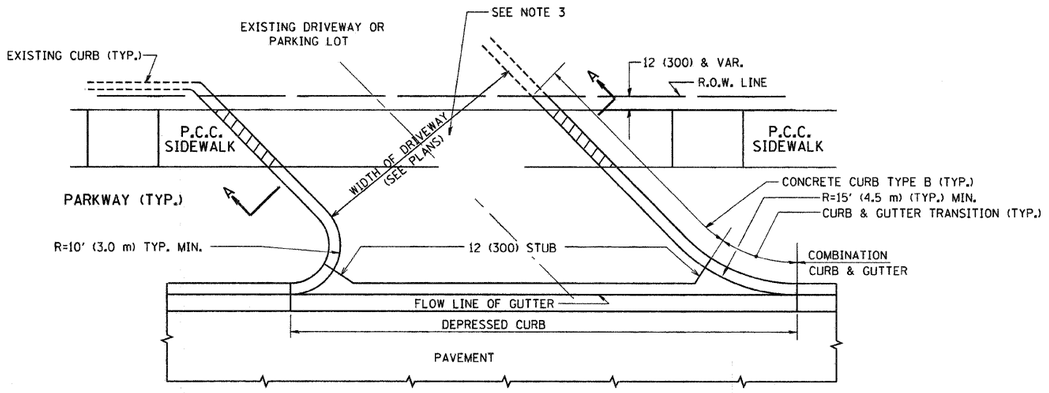
WITH CONCRETE CURB, TYPE B



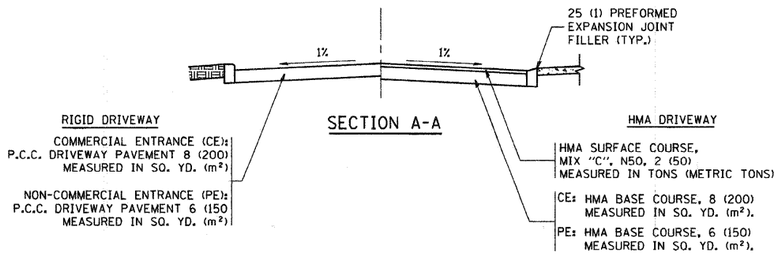
ADJACENT TO P.C.C. / HMA SHOULDER

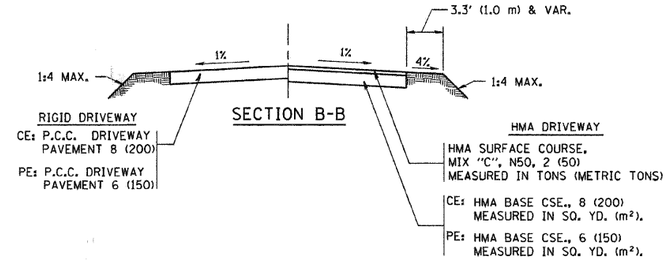


ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE A 8 (200) MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

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

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

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

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

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

REVISIONS	
NAME	DATE
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01
P. LaFLEUR	04-15-03
R. BORO	01-01-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: VERT. NONE HORIZ.

DRAWN BY

CHECKED BY

BD0156-07 (BD-01)

PLOT DATE = 4/11/2007
FILE NAME = c:\projects\dists\std\bd01.dgn
PLOT SCALE = 4.0000 '/ IN.
USER NAME = dravikaragn

CONTRACT NO. 63135

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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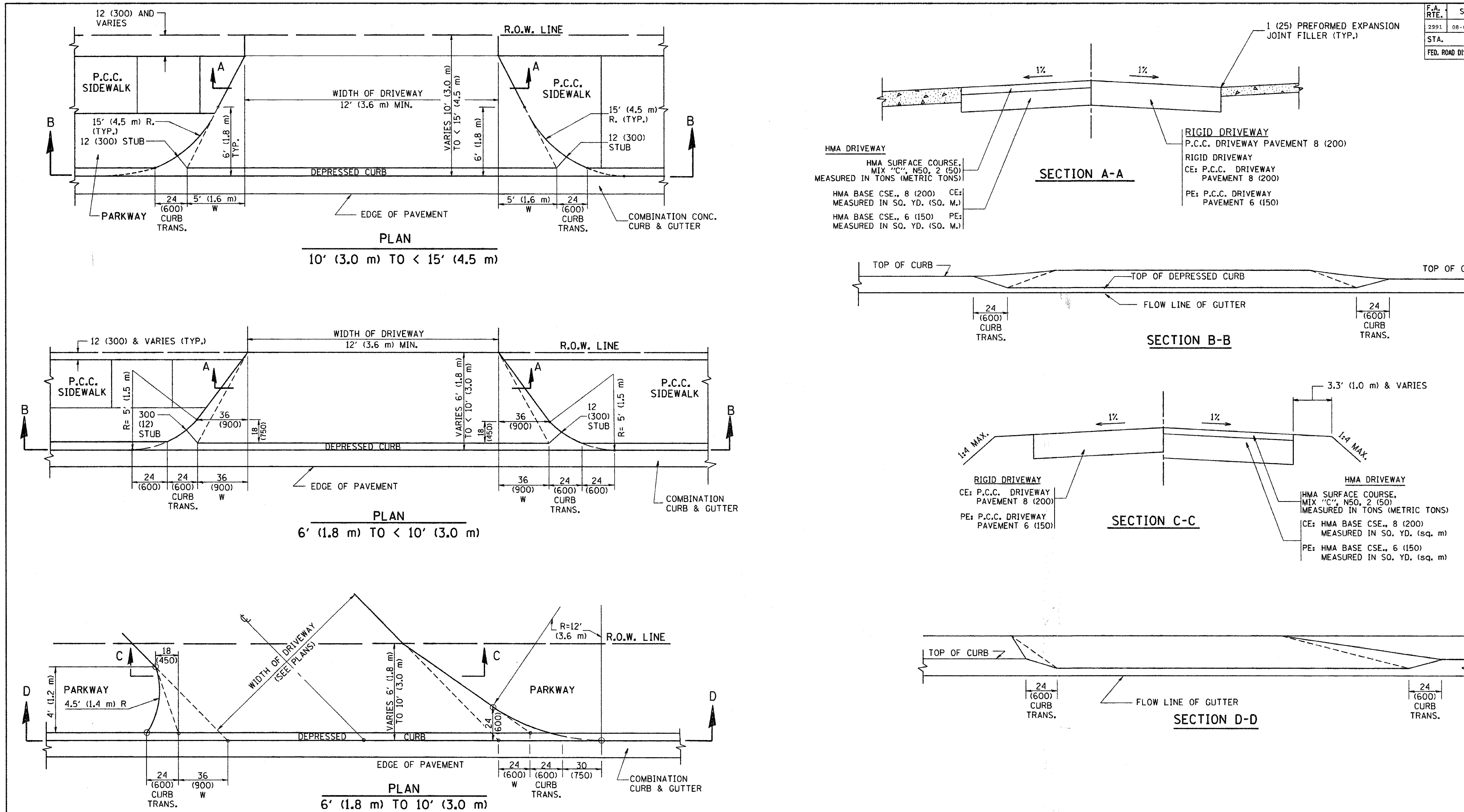
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES

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

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

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

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

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

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

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

REVISIONS	
NAME	DATE
R. SHAH	11/06/95
J. POLLASTRINI	08/12/96
J. POLLASTRINI	12/14/96
A. ABBAS	03/21/97
T. HOLTZ	04/08/97
M. GOMEZ	04/06/01
P. LoFLEUR	04/15/03
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

SCALE: VERT. HORIZ. NONE

DRAWN BY

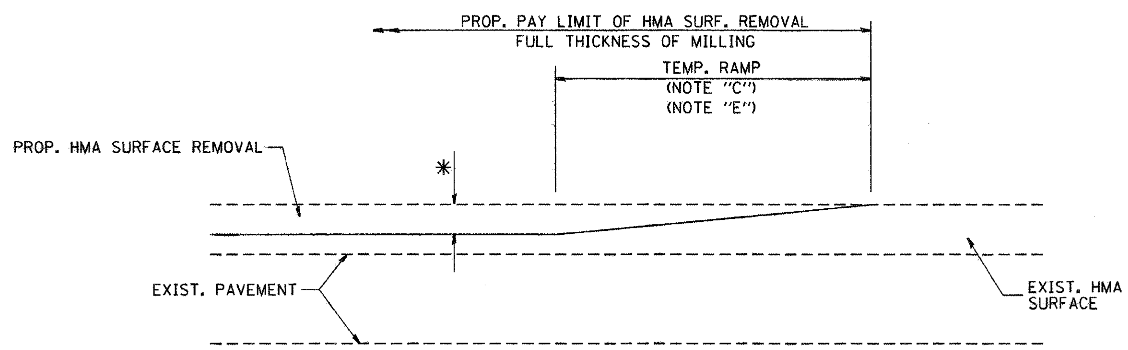
CHECKED BY

BD400-02 (BD-02)

PLOT DATE = 3/5/2007
FILE NAME = K:\diststd\bd02.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = bauerdl

CONTRACT NO. 63135

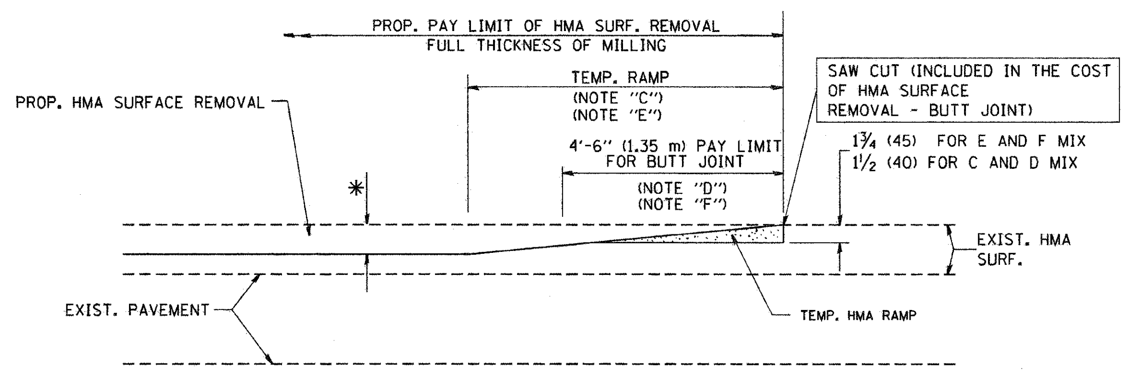
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2991	08-00095-02-PV	DUPAGE	55	55
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

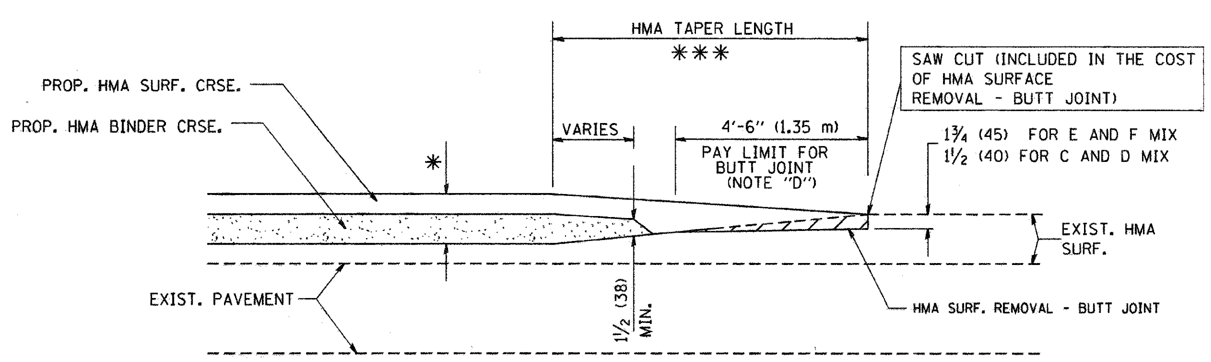


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

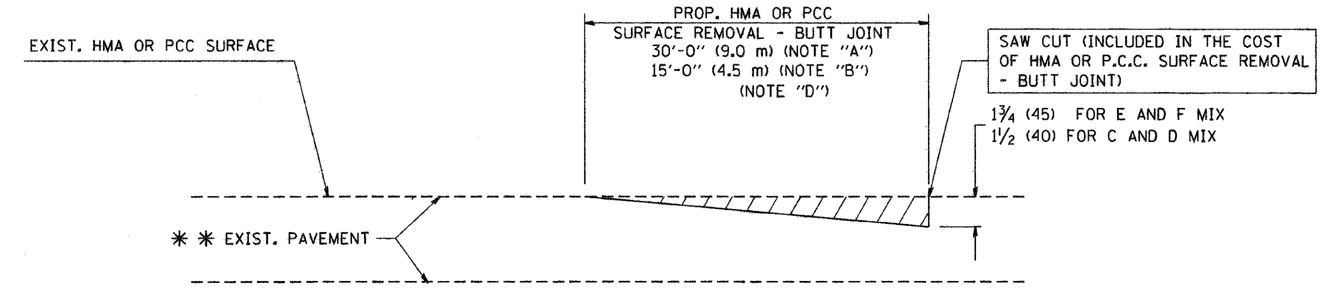
OPTION 2

TYPICAL TEMPORARY RAMP

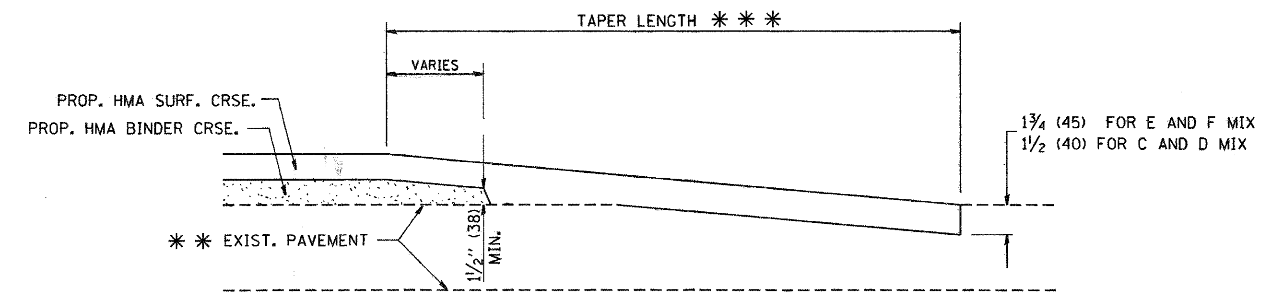


BUTT JOINT AND
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. HORIZ. NONE

DRAWN BY

CHECKED BY

BD400-05 (VI=BD32)

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USER NAME = bauerdl