04-26-13 LETTING ITEM 062

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	10-00057-00-SW	DuPAGE	23	1
	ILLINOIS	CONTRACT NO. 63819		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAP 311 (US ROUTE 34)(OGDEN AVENUE)
YACKLEY AVENUE TO SCHWARTZ AVENUE
SIDEWALK CONSTRUCTION
SECTION: 11–00057–00–SW
PROJECT: M–9003(863)
VILLAGE OF LISLE
DuPAGE COUNTY
C–91–055–12

FOR INDEX OF SHEETS, SEE SHEET NO. 2

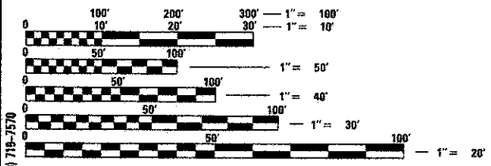
TRAFFIC DATA
ADT:
OGDEN AVENUE = 33,700 (2009)

POSTED SPEED LIMIT:
OGDEN AVENUE = 35 MPH

DESIGN DESIGNATION: LOCAL ROAD
OGDEN AVENUE = OTHER PRINCIPAL ARTERIAL

LOCATION OF SECTION INDICATED THUS:–

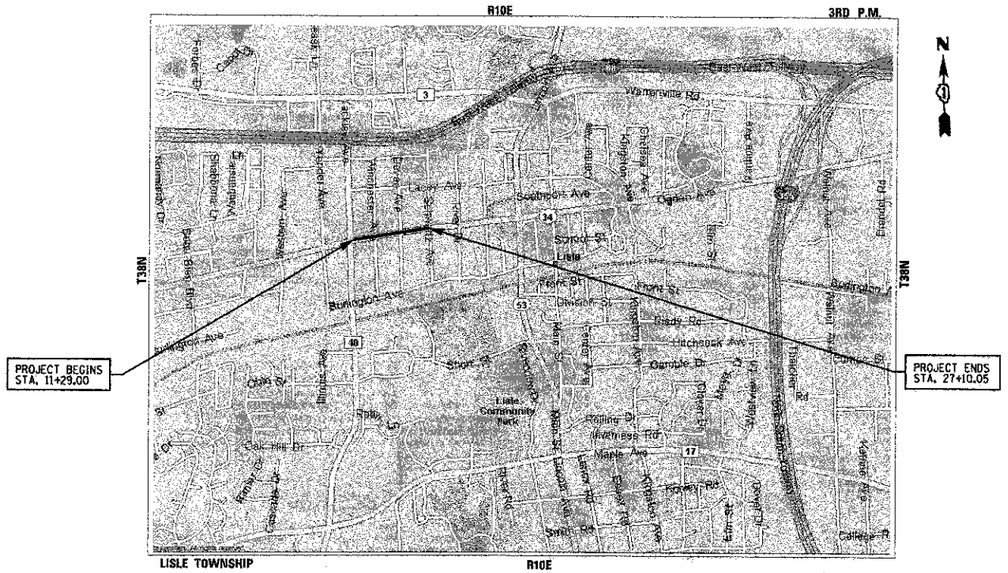
PROJECT LOCATED IN VILLAGE OF LISLE



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

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

CONTRACT NO. 63819



LOCATION MAP
SCALE: NTS
GROSS & NET LENGTH OF PROJECT: 1,581 FT. (0.30 MILES)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: 2/19/13 2013
Village of Lisle, Director of Public Works

PASSED: February 25 2013
C.J. Holt
District 1 Engineer of Local Roads & Streets

Releasing for Bid
Based on Limited
Review February 27 2013
Deputy Director of Highways, Region 1 Engineer

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JAMES J. BENES & ASSOCIATES, INC.

JAMES J. BENES & ASSOCIATES
CONSULTING ENGINEERS
950 WARRENVILLE ROAD, SUITE 101
LISLE, IL 60532
(630) 719–7570
SIGNATURE:
DATE: 2/19/13
IL. LICENSE NO: 062–060441
EXP. DATE: NOVEMBER 30, 2013
FIELD: JAMES J. BENES AND ASSOCIATES, INC.
CIVIL ENGINEERING

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705–4406, SCHAUMBURG, IL
CONSULTANT: JAMES J. BENES & ASSOCIATES, INC. (630) 719–7570

INDEX OF SHEETS

BENCH MARKS

BM#1: N.W. FLANGE BOLT ON FIRE HYDRANT. FIRE HYDRANT LOCATED ON THE NORTH SIDE OF OGDEN AVENUE AT STA. 11+47, 15' LEFT.
ELEVATION = 732.12

BM#2: N.W. FLANGE BOLT ON FIRE HYDRANT. FIRE HYDRANT LOCATED ON THE NORTH SIDE OF OGDEN AVENUE AT STA. 19+38, 18' LEFT.
ELEVATION = 706.19

BM#3: N.W. FLANGE BOLT ON FIRE HYDRANT. FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF OGDEN AVENUE AND SCHWARTZ AVENUE (STA. 27+00, 17' LEFT).
ELEVATION = 676.27

DuPAGE COUNTY BENCH MARK: NO. LI03004, TOP OF BRONZE DISK MONUMENT ESTABLISHED IN SOUTHWEST CORNER OF CONCRETE STRUCTURE OVER OGDEN AVENUE (US ROUTE 34) BRIDGE OVER THE EAST BRANCH DuPAGE RIVER.
ELEVATION = 669.28

COMMITMENTS: NONE

GENERAL NOTES

1. ACCESS TO LOCAL RESIDENCES AND BUSINESSES SHALL BE MAINTAINED DURING CONSTRUCTION.
2. THE CONTRACTOR SHALL GIVE THE ENGINEER, MUNICIPALITY, AND JAMES J. BENES AND ASSOCIATES, INC. THREE (3) WORKING DAYS NOTICE PRIOR TO THE COMMENCEMENT OF WORK.
(VILLAGE OF LISLE: (630) 271–4170)
(JAMES J. BENES AND ASSOICATES, INC.: (630) 719–7570)
3. ALL ELEVATIONS ARE ON U.S.G.S. DATUM.
4. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
5. THE ENGINEER OR THE OWNER, SHALL NOT ASSUME ANY OF THE RESPONSIBILITIES OF THE CONTRACTOR'S SUPERINTENDENT OR OF SUBCONTRACTORS. ADDITIONALLY, THE ENGINEER OR OWNER, SHALL NOT ADVISE ON, OR ISSUE DIRECTIONS CONCERNING, ASPECTS OF CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR SAFETY PRECAUTIONS AND/OR PROGRAMS IN CONNECTION WITH THE WORK.
6. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THEIR ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION AND ELEVATION OF ALL UTILITIES. THE CONTRACTOR SHALL REPORT ANY ENCOUNTERED DISCREPANCIES TO THE ENGINEER AT ONCE. THE CONTRACTOR SHALL TAKE DUE CARE IN ALL PHASES OF CONSTRUCTION TO PROTECT ANY UTILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH ARTICLES 105.07, 107.20, AND 107.31.
7. THE CONTRACTOR SHALL KEEP THE CONSTRUCTION AREA FREE OF DEBRIS DURING CONSTRUCTION. THE CONTRACTOR SHALL INSPECT THE SITE DAILY FOR DEBRIS ON THE ROADWAY SURFACE IN ACCORDANCE WITH ARTICLE 107.15. THE RIGHT–OF–WAY SHALL BE RESTORED TO PRE–CONSTRUCTION CONDITION IN ACCORDANCE WITH ARTICLE 107.20.
8. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING DRAINAGE FACILITIES DURING CONSTRUCTION AND SHALL REPAIR ANY DRAINAGE FACILITIES DAMAGED DURING CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT AND WILL NOT BE PAID FOR SEPARATELY.
9. THE CONTRACTOR SHALL VERIFY THE ELEVATIONS OF EXISTING STORM SEWERS PRIOR TO THE CONSTRUCTION OF PROPOSED STORM SEWER.
10. THE RELOCATION OF SIGNS ARE INCLUDED IN THE COST OF THE CONTRACT AND WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 107.25.
11. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892–0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, SEWERS AND WATER UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED.)
12. THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH ALL UTILITY COMPANIES AND THE VILLAGE OF LISLE.
13. SAW CUTTING OF PAVEMENT, SHOULDERS, CURB AND GUTTER, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN CLEAN, STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE MADE BY THE CONTRACTOR TO THE IRRIGATION SYSTEMS AND IT SHALL BE REPAIRED IN ACCORDANCE WITH ARTICLE 107.20. THE CONTRACTOR WILL DETERMINE THE LOCATIONS OF DAMAGE AND EXTENT OF DAMAGE. ALL LOCATIONS OF REPAIR WORK AND EXTENT OF REPAIR SHALL BE APPROVED BY THE ENGINEER PRIOR TO PERFORMING THE WORK. THE SPRINKLER LINES SHALL BE PRESSURE TESTED. ANY PRESSURE LEAKS SHALL BE IDENTIFIED AND REPAIRS MADE PRIOR TO RETESTING THE SYSTEM FOR APPROVAL. ALL MATERIAL, LABOR AND EQUIPMENT USED TO LOCATE, REPAIR AND TEST THE DAMAGED IRRIGATION SYSTEMS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT BID PRICE OF THE CONTROLLING ITEM BEING WORKED ON AT THE TIME OF DAMAGE.
15. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012: THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2013: THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD), "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2009 SIXTH EDITION, THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

LIST OF STATE STANDARDS

000001–06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001–07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424026–01	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
606001–05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701606–08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801–05	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901–02	TRAFFIC CONTROL DEVICES
876001–02	PEDESTRIAN PUSH BUTTON POST

LIST OF DISTRICT ONE DETAILS

BD–01	DRIVEWAY DETAILS–DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >=15' (4.5m)
TC–10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC–13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TS–05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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950 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-7570 • Fax (630) 719-7589

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		DRAWN – SMP	REVISED – ____
	PLOT SCALE =	CHECKED – JDS	REVISED – ____
	PLOT DATE =	DATE – 12/12/12	REVISED – ____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, GENERAL NOTES, STATE STANDARDS AND BENCH MARKS
OGDEN AVENUE

SCALE: NONE | SHEET NO. 2 OF 23 SHEETS | STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11–00057–00–SW	DuPAGE	23	2
		CONTRACT NO. 63819		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE: SAFETY IMPROVEMENTS 75% FED 25% VILLAGE 0021	
20101000	TEMPORARY FENCE	FOOT	100	100	
20101200	TREE ROOT PRUNING	EACH	11	11	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	353	353	
28000510	INLET FILTERS	EACH	8	8	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	50	50	
42001300	PROTECTIVE COAT	SQ YD	947	947	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	70	70	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7,192	7,192	
42400800	DETECTABLE WARNINGS	SQ FT	80	80	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	517	517	
44000300	CURB REMOVAL	FOOT	169	169	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	211	211	
44000600	SIDEWALK REMOVAL	SQ FT	1,025	1,025	
44201670	CLASS D PATCHES, TYPE I, 2 INCH	SQ YD	23	23	
44201672	CLASS D PATCHES, TYPE II, 2 INCH	SQ YD	7	7	
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	7	7	
60600605	CONCRETE CURB, TYPE B	FOOT	184	184	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	88	88	
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	113	113	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	10	10	
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	80	80	
66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1	
66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3	
67100100	MOBILIZATION	L SUM	1	1	
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	336	336	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	192	192	
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	30	30	
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	140	140	
87602000	PEDESTRIAN PUSH-BUTTON POST	EACH	1	1	
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2	2	
88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1	1	
88800100	PEDESTRIAN PUSH BUTTON	EACH	4	4	
89502200	MODIFY EXISTING CONTROLLER	EACH	1	1	
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1	
Z0013302	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	100	100	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	8	8	
Z0066700	STABLIZED DRIVEWAYS 10"	SQ YD	306	306	
X2501020	SEEDING, CLASS 2A (SPECIAL)	ACRE	0.4	0.4	

LEGEND

◐ –DENOTES SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
OGDEN AVENUE

SCALE: NONE | SHEET NO. 3 OF 23 SHEETS | STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	3

CONTRACT NO. 63819

ILLINOIS | FED. AID PROJECT

TREE ROOT PRUNING

STATION	OFFSET (FOOT)	QUANTITY (EACH)
OGDEN AVENUE		
17+18	18 LT	1
17+75	18 LT	1
18+24	18 LT	1
18+63	18 LT	1
19+04	18 LT	1
19+49	19 LT	1
23+61	6 LT	1
24+56	7 LT	1
24+89	6 LT	1
25+20	6 LT	1
25+98	12 LT	1
TOTAL QUANTITY =		11

EARTHWORK

LOCATION	REMOVAL & DISPOSAL OF UNSUITABLE MAT.* (CU YD)
OGDEN AVENUE YACKLEY AVENUE TO SCHWARTZ AVENUE	353
TOTAL QUANTITY =	353

*ALL CUT MATERIAL SHALL BE HAULED OFF SITE DUE TO NO ONSITE STORAGE LOCATIONS.

INLET FILTERS

STATION	OFFSET (FEET)	QUANTITY (EACH)
OGDEN AVENUE		
11+52	1 LT	1
13+51	1 LT	1
16+93	1 LT	1
18+75	1 LT	1
20+61	1 LT	1
22+96	1 LT	1
25+13	1 LT	1
27+04	4 LT	1
TOTAL QUANTITY =		8

DRIVEWAY QUANTITY SCHEDULE

STATION	OFFSET	EXISTING PAVEMENT	DRIVEWAY PAVEMENT REMOVAL (SQ. YD.)	STABILIZED DRIVEWAYS 10" (SQ. YD.)	P.C.C. DRIVEWAY PVMT 8 INCH (SQ. YD.)
OGDEN AVENUE					
11+81	LT	HMA	63	37	
12+57	LT	HMA	40	19	
14+36	LT	HMA	29	23	
17+48	LT	PCC	90		70
20+00	LT	HMA	76	83	
22+05	LT	HMA	42	29	
22+57	LT	HMA	42	24	
25+66	LT	HMA	89	70	
26+29	LT	HMA	29	13	
26+60	LT	HMA	17	8	
TOTAL QUANTITY =			517	306	70

DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

STATION	OFFSET (FEET)	QUANTITY (EACH)
OGDEN AVENUE		
11+52	12 LT	1
15+06	13 LT	1
16+91	8 LT	1
18+75	10 LT	1
20+77	12 LT	1
20+78	19 LT	1
22+75	9 LT	1
27+04	4 LT	1
TOTAL QUANTITY =		8

SEGMENTAL CONCRETE BLOCK WALL

LOCATION	OFFSET	LENGTH (FOOT)	AVERAGE HEIGHT (FOOT)	QUANTITY (SQ FT)
OGDEN AVENUE				
13+86 TO 14+18	LT	32	1	32
24+75 TO 25+20	LT	45	1.5	68
TOTAL QUANTITY =				100

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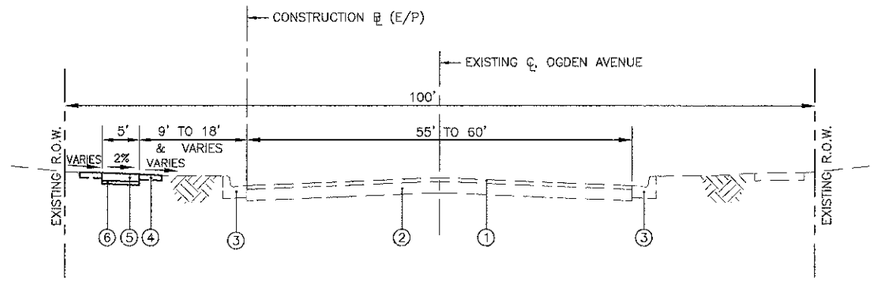
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES
OGDEN AVENUE

SCALE: NONE | SHEET NO. 4 OF 23 SHEETS | STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	4
		CONTRACT NO. 63819		
		ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL SECTION-OGDEN AVENUE

STA. 11+29.00 (YACKLEY AVENUE) TO STA. 27+10.05 (SCHWARTZ AVENUE)
(SECTION LOOKING EAST)

LEGEND

1. EXISTING HOT-MIX ASPHALT SURFACE COURSE, THICKNESS VARIES
2. EXISTING HOT-MIX PAVEMENT, THICKNESS VARIES
3. EXISTING CURB AND GUTTER
4. SEEDING, CLASS 1 (SPECIAL)
   (INCLUDES 4" PULVERIZED TOP SOIL AND FERTILIZER)
   (AT LOCATIONS DESIGNATED BY THE ENGINEER)
5. PORTLAND CEMENT CONCRETE SIDEWALK 5"
   (AT ENTRANCES, THE SIDEWALK SHALL BE INCREASED TO THE THICKNESS OF THE DRIVEWAY PAVEMENT, COST INCLUDED IN P.C.C. SIDEWALK 5")
6. SUB-BASE GRANULAR MATERIAL, TYPE B 2"
   (COST INCLUDED IN P.C.C. SIDEWALK 5")

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes
DRIVEWAYS	
HOT-MIX ASPHALT BASE COURSE, 8" (HMA BINDER IL-19mm) (2 LIFTS)	4% @ 50 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50, 2" (IL-9.5m)	4% @ 50 Gyr.
PATCHING	
CLASS D PATCHES, 2" (HMA SURFACE IL-19mm)	4% @ 70 Gyr.

NOTES:

1) THE UNIT WEIGHT USED TO CALCULATE ALL HMA QUANTITIES IS 112 LB/SY/IN.

2) THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

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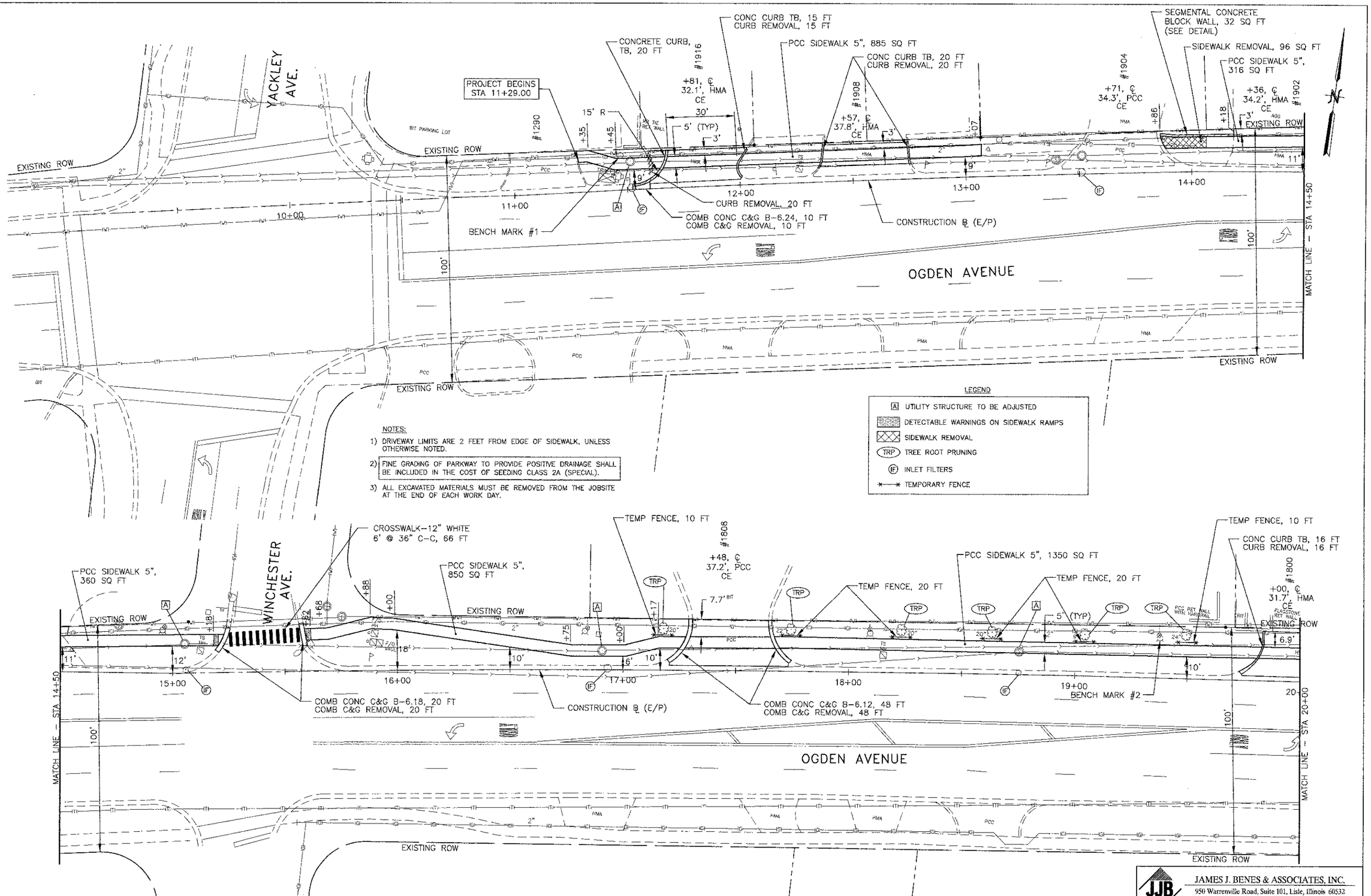
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPCIAL SECTION
OGDEN AVENUE

SCALE: NONE | SHEET NO. 5 OF 23 SHEETS | STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	5
		CONTRACT NO. 63819		
		ILLINOIS FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC PLAN
OGDEN AVENUE

SCALE: 1"=20' | SHEET NO. 8 OF 23 SHEETS | STA. 10+00 TO STA. 20+00

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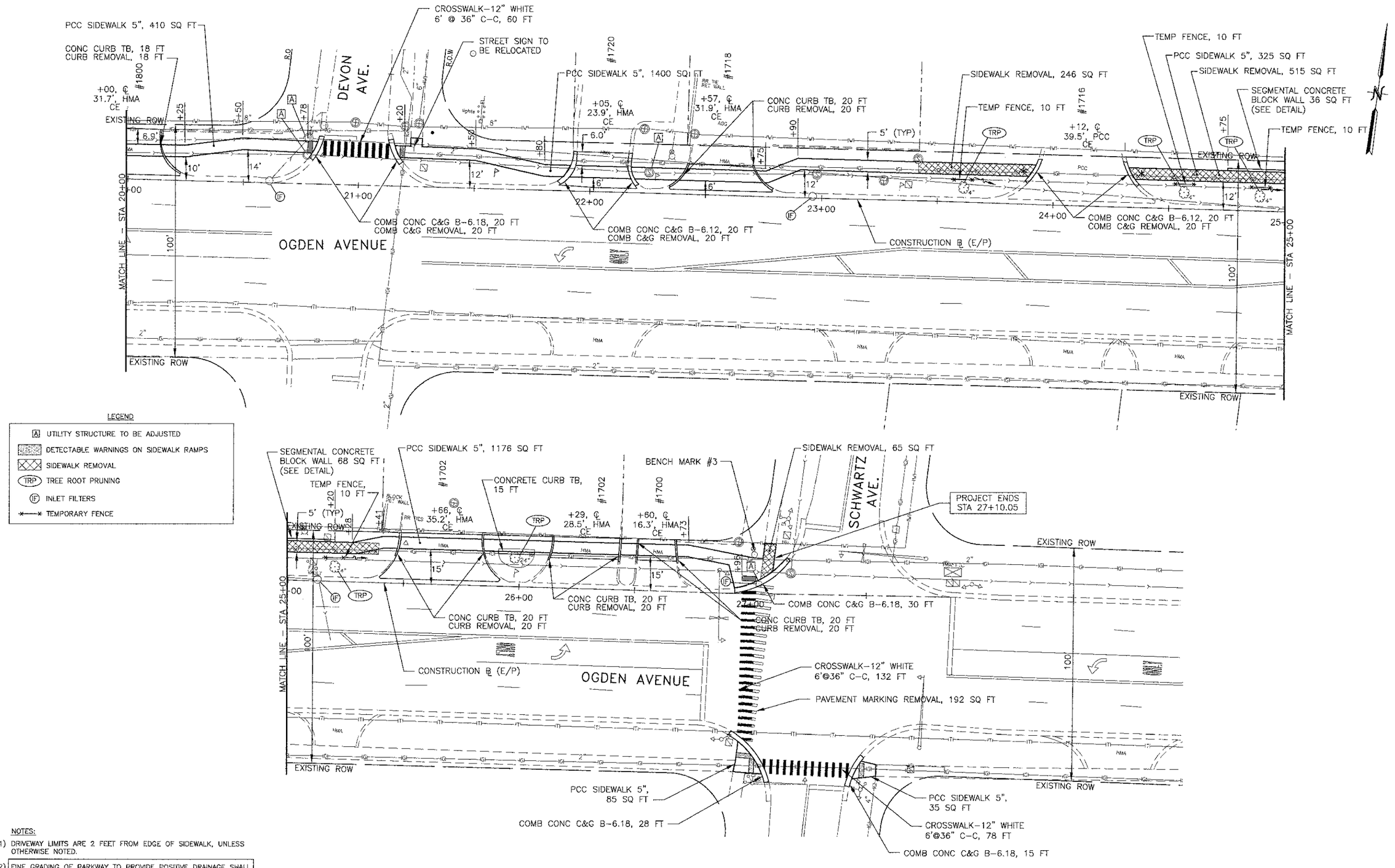

LEGEND

- A UTILITY STRUCTURE TO BE ADJUSTED
- DETECTABLE WARNINGS ON SIDEWALK RAMPS
- SIDEWALK REMOVAL
- TRP TREE ROOT PRUNING
- IF INLET FILTERS
- TEMPORARY FENCE

NOTES:

1) DRIVEWAY LIMITS ARE 2 FEET FROM EDGE OF SIDEWALK, UNLESS OTHERWISE NOTED.
2) FINE GRADING OF PARKWAY TO PROVIDE POSITIVE DRAINAGE SHALL BE INCLUDED IN THE COST OF SEEDING CLASS 2A (SPECIAL).
3) ALL EXCAVATED MATERIALS MUST BE REMOVED FROM THE JOBSITE AT THE END OF EACH WORK DAY.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRIC PLAN
OGDEN AVENUE

SCALE: 1"=20' | SHEET NO. 9 OF 23 SHEETS | STA. 20+00 TO STA. 27+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	7
		CONTRACT NO. 63819		
		ILLINOIS FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

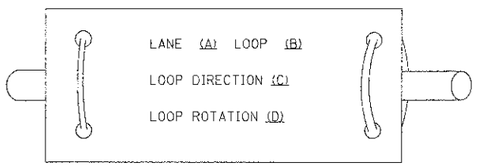
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

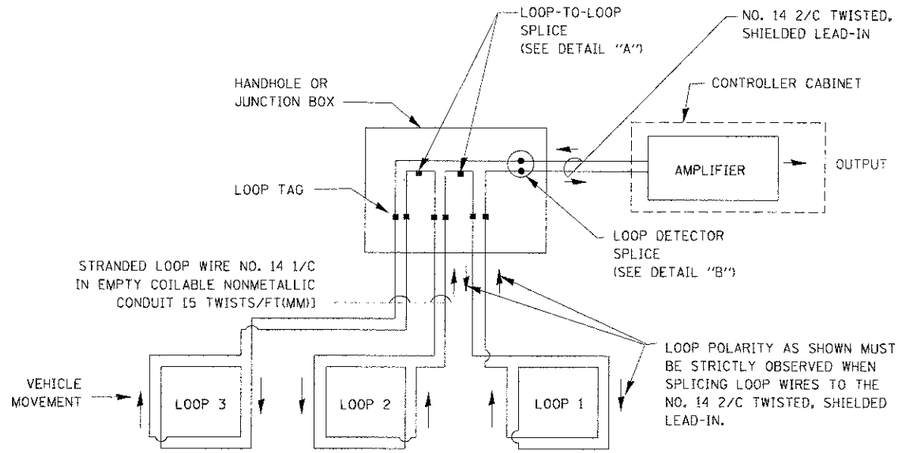


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

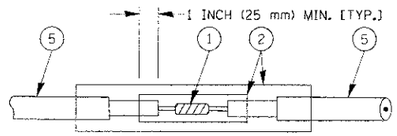
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

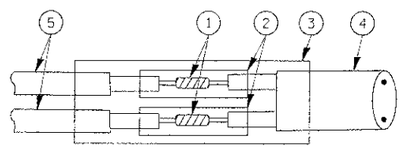


DETECTOR LOOP WIRING SCHEMATIC

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

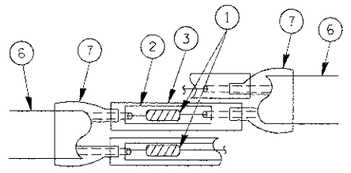


DETAIL "A"
LOOP-TO-LOOP SPLICE



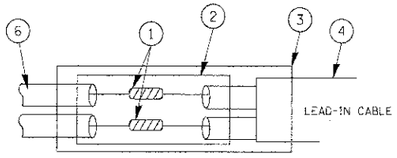
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

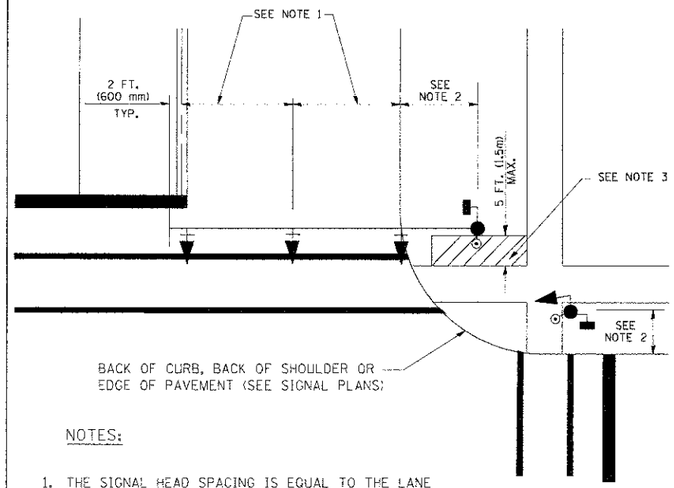
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	8
	TS-05	CONTRACT NO. 63819		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

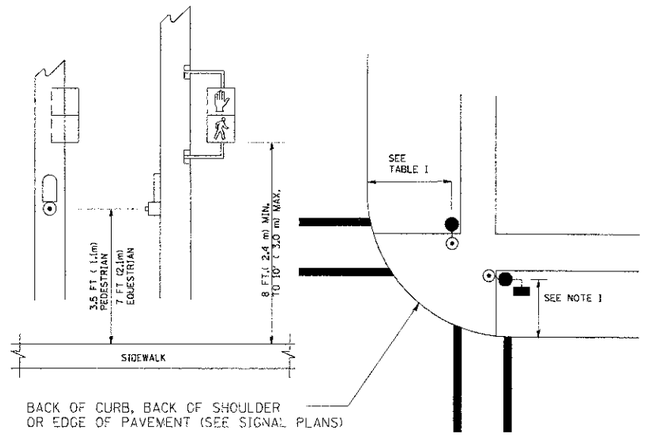
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

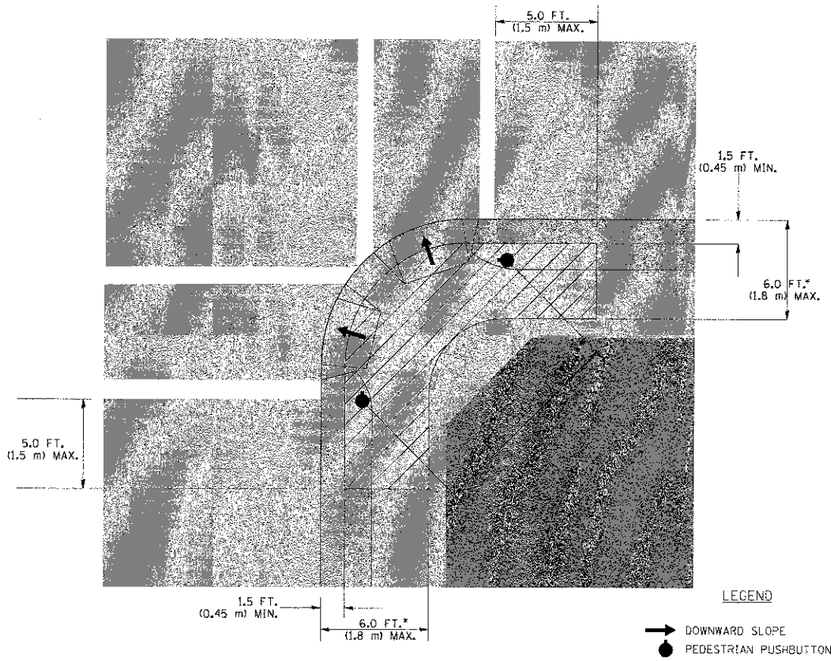
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS
SCALE: NONE | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TS-05	CONTRACT NO. 63819		
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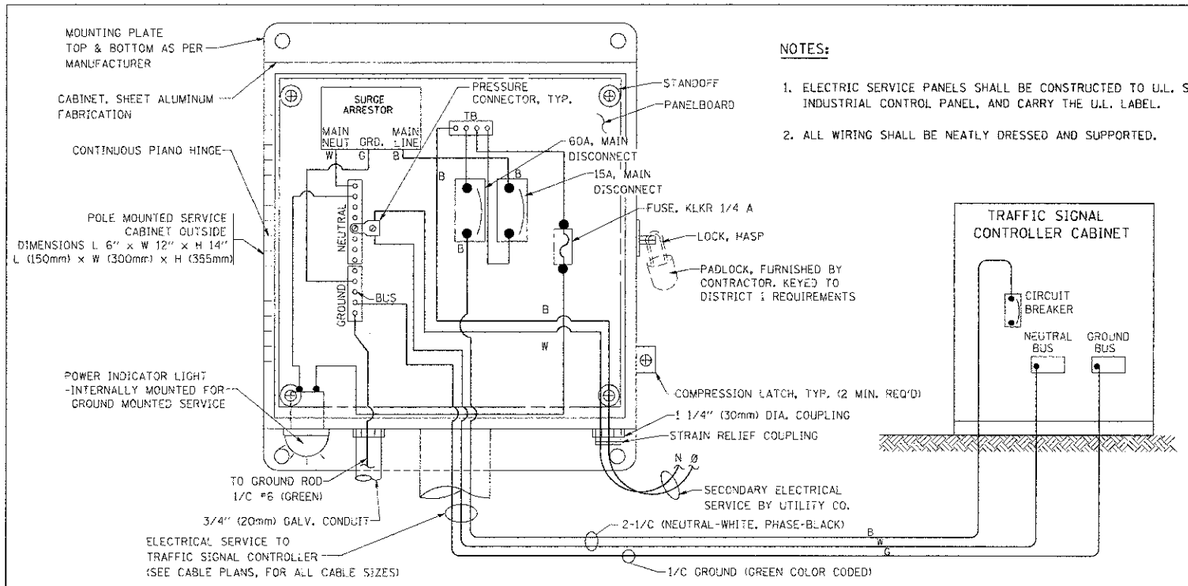


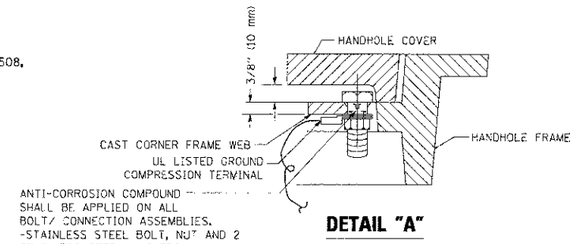
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

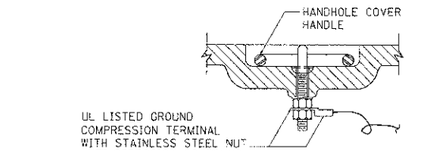
(NOT TO SCALE)

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.



DETAIL "A"

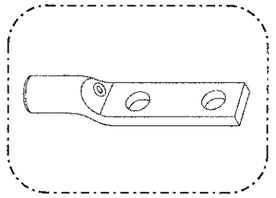


DETAIL "B"

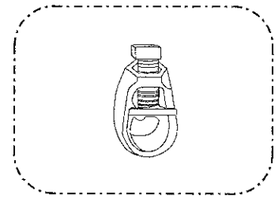
NOTES:

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.



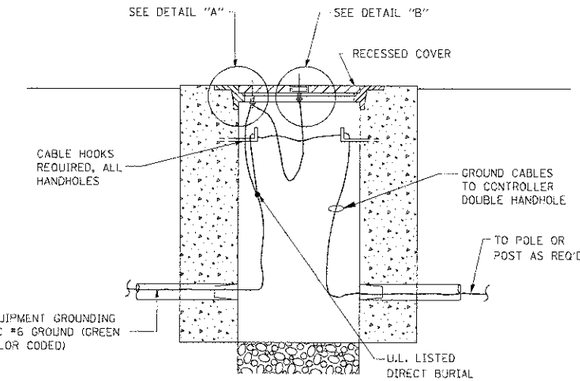
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



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

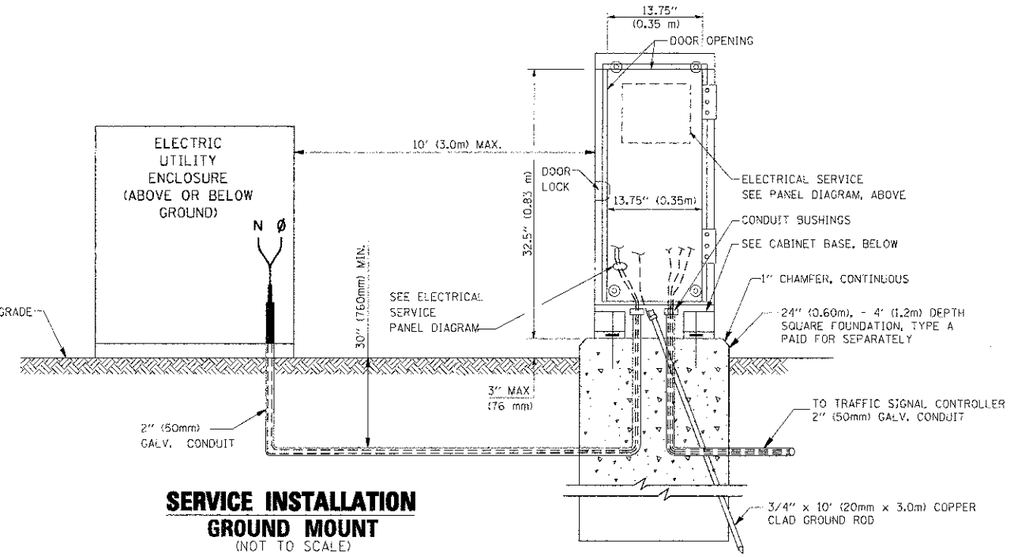
NOTES:

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



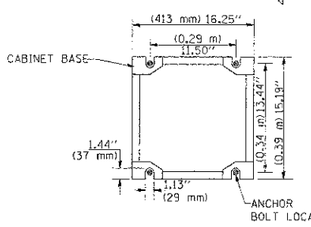
HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



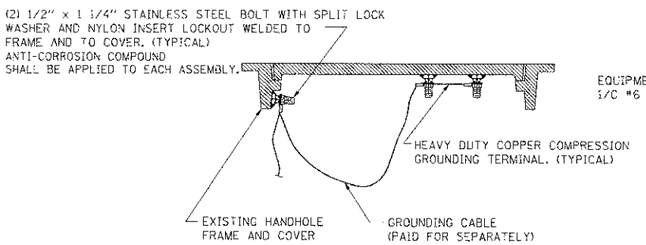
SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)



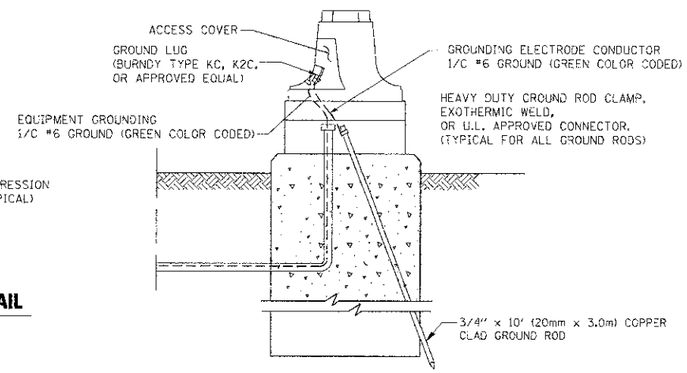
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

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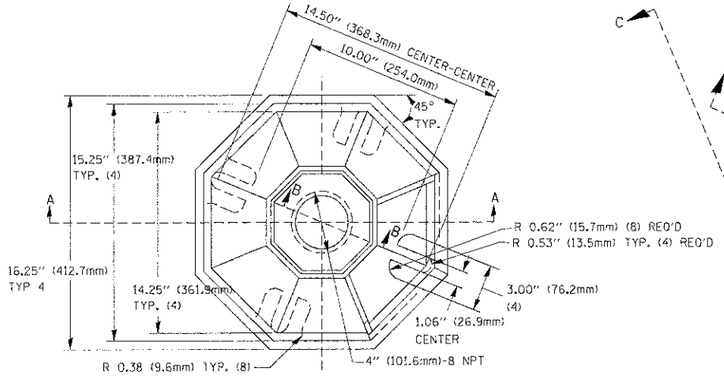
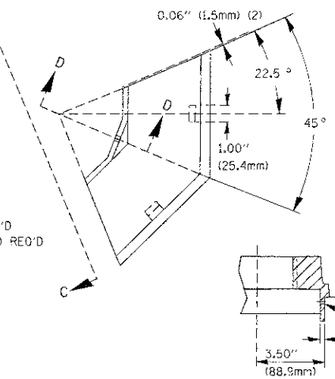
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TOP VIEW



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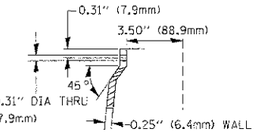

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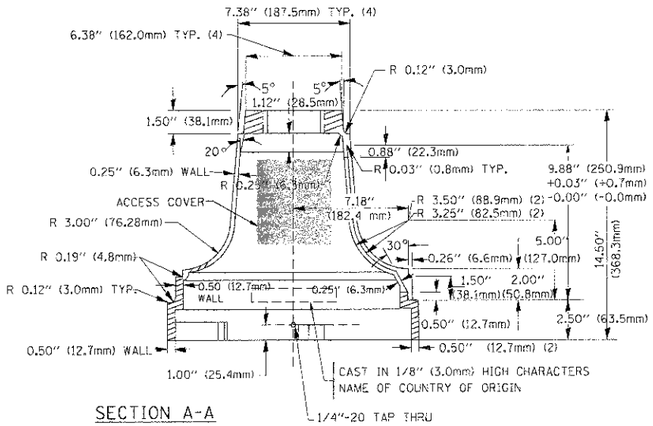
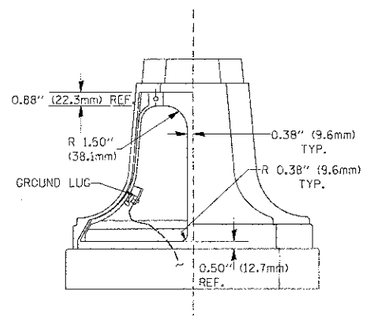
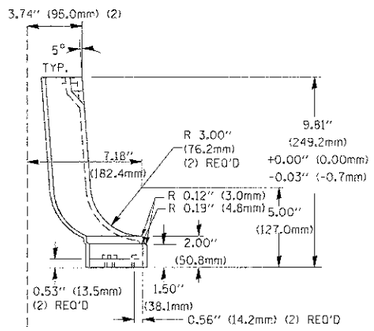


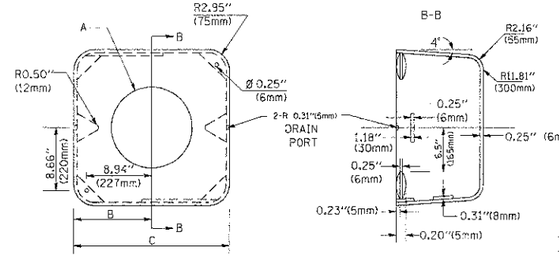
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

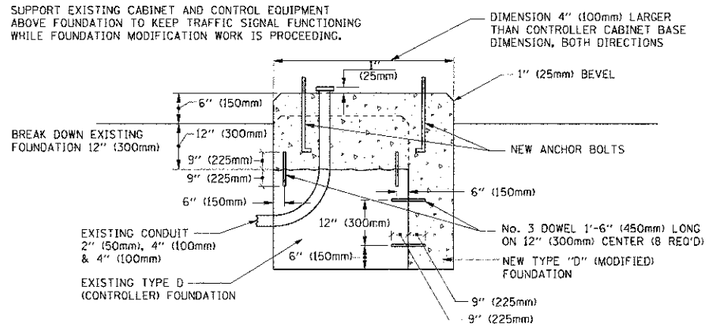
A	B	C	HEIGHT	WEIGHT
VARIES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126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

SHROUD

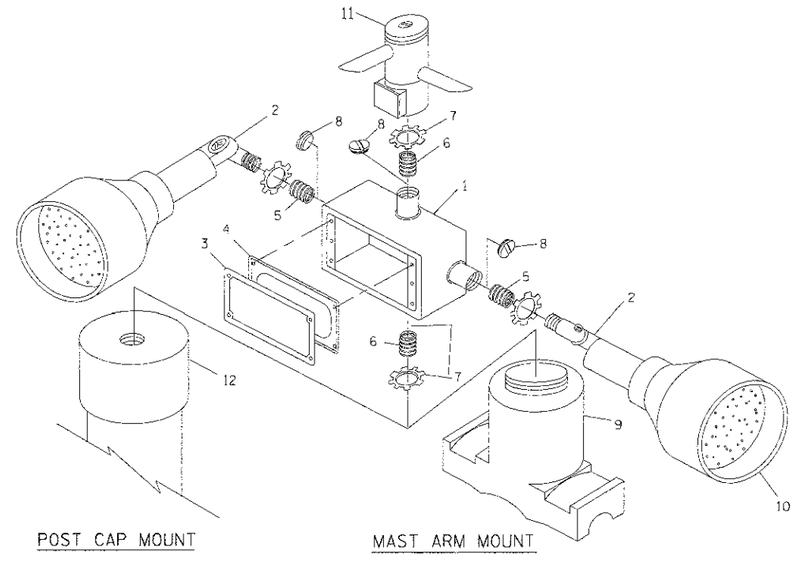
NOTES:

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

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



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

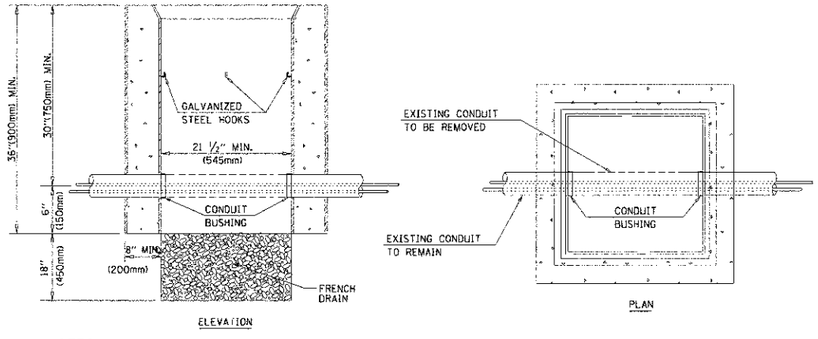
MAST ARM MOUNT

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	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP (18 FT. (5.4 m) POST MIN.)

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(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.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

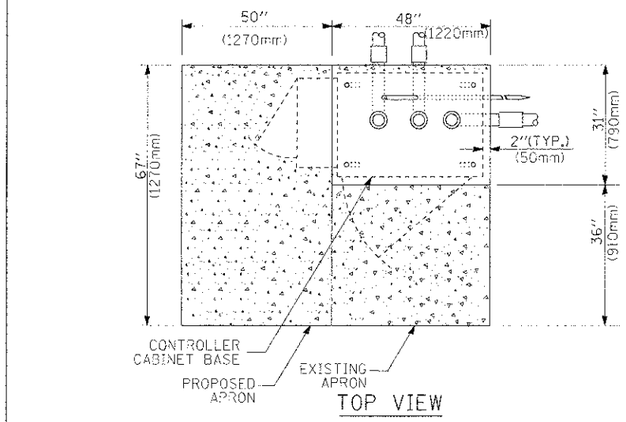
FILE NAME =	USER NAME = bauerdl	DESIGNED - DAD	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

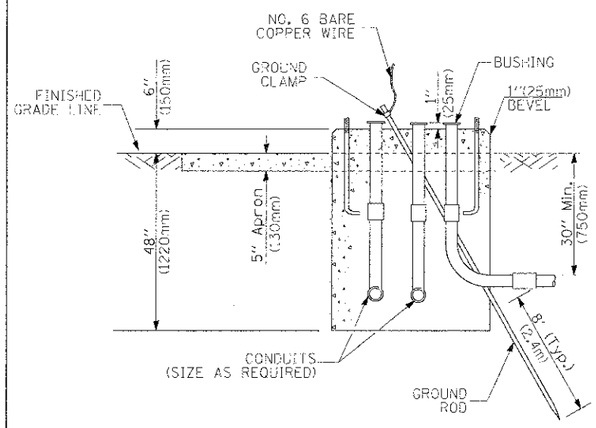
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

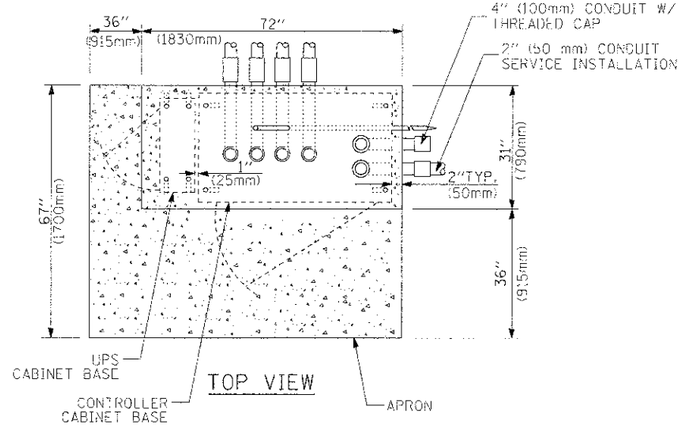
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	11
	TS-05	CONTRACT NO. 63819		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



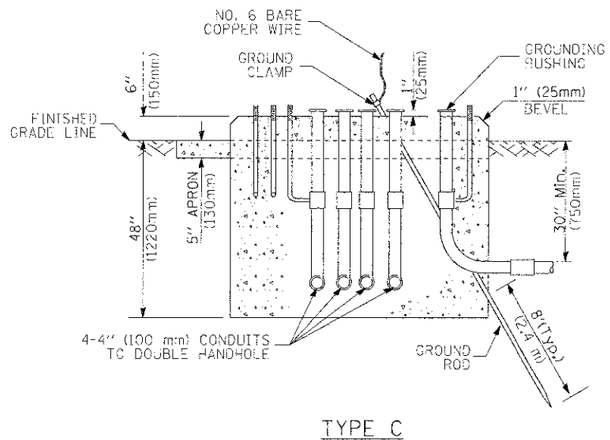
TOP VIEW



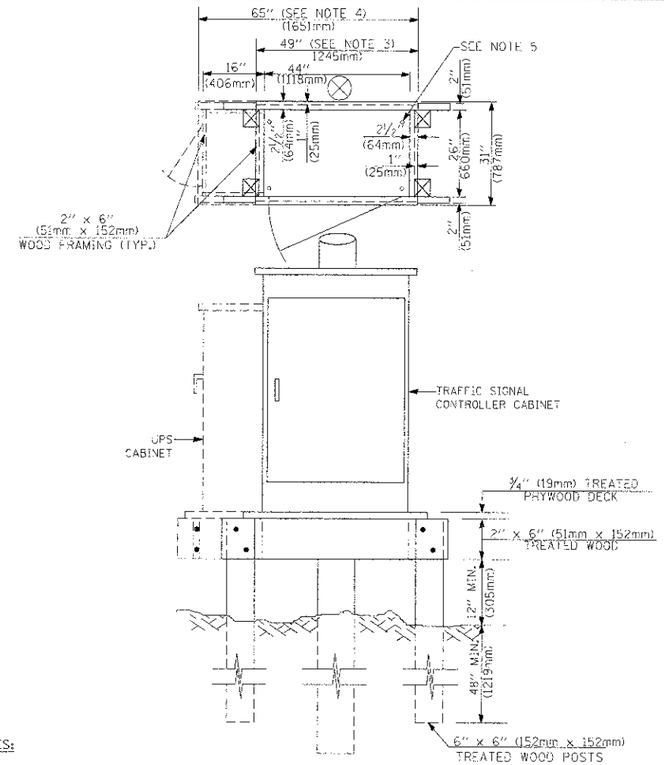
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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		DRAWN - BCK	REVISED -
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	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	12
	TS-05	CONTRACT NO. 63819		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET			
COMMUNICATIONS CABINET	R CC	CC	CC
MASTER CONTROLLER		MC	MC
MASTER MASTER CONTROLLER		MMC	MMC
UNINTERRUPTIBLE POWER SUPPLY	R UPS	UPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G ◄Y ◄G	R Y G ◄Y ◄G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G ◄Y ◄G "P"	R Y G ◄Y ◄G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R RR	RR	RR
DENOTES NUMBER OF CONDUCTORS. ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		1	1
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RMF C		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		P	
EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PP	
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

FILE NAME =	USER NAME = bauerdl	DESIGNED - DAG/BCK	REVISED -
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	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

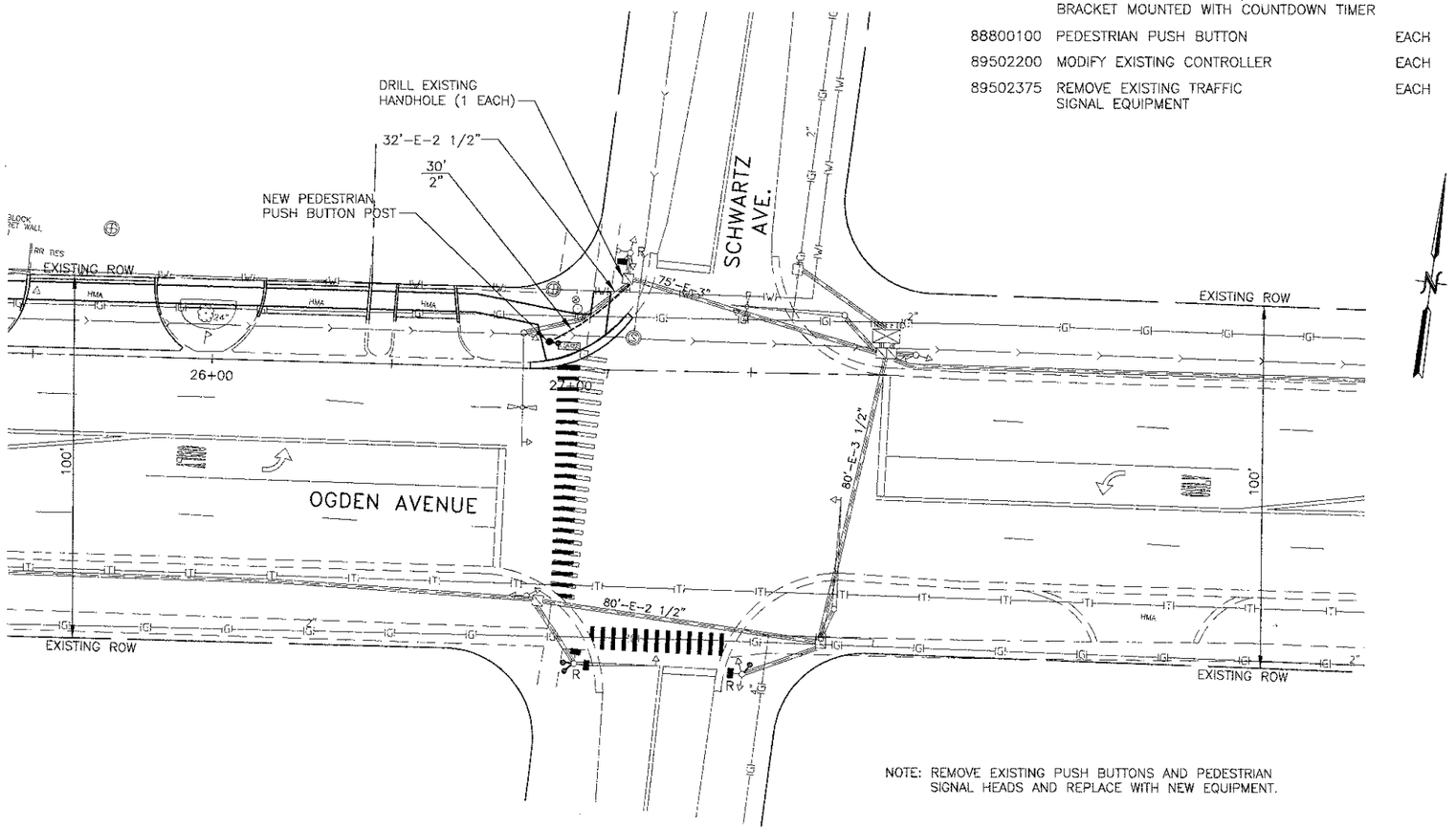
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 6 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-0005700-SW	DuPAGE	23	13
	TS-05	CONTRACT NO. 63819		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	■	▣
SERVICE INSTALLATION	■	▣
SIGNAL HEAD	▶	▷
SIGNAL HEAD WITH BACKPLATE	▶	▷
SIGNAL HEAD PEDESTRIAN	■	▣
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE, STEEL	●—	○—
MAST ARM ASSEMBLY AND POLE, ALUMINUM	●—	○—
HANDHOLE	■	▣
HEAVY DUTY HANDHOLE	■	▣
DOUBLE HANDHOLE	■■	▣▣
G.S. CONDUIT IN TRENCH OR PUSHED	——	——
PEDESTRIAN PUSHBUTTON DETECTOR	◉	◉
DETECTOR LOOP	□	□
CAST IRON JUNCTION BOX	Ⓘ	Ⓘ "E"
COMMON TRENCH	CT	
UNIT DUCT	UD	----
EMERGENCY VEHICLE SYSTEM DETECTOR	◀	◁
CONFIRMATION BEACON	◀	◁
SIGNAL HEAD OPTICALLY PROGRAMMED	→ "P"	→ "P"
MICROWAVE VEHICLE SENSOR	▬	▭
TELEPHONE CONNECTION	T	T
ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"		"E"
ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"		"E"
CONDUIT SPLICE	—●	
WOOD POLE	⊗	⊗ "E"
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		"E"
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROL CABINET		"E"
RADIO INTERCONNECT	OH	



NOTE: REMOVE EXISTING PUSH BUTTONS AND PEDESTRIAN SIGNAL HEADS AND REPLACE WITH NEW EQUIPMENT.

SCHEDULE OF QUANTITIES

CODE	ITEM	UNIT	QUANTITY
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	30
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14, 2/C	FOOT	140
87602000	PEDESTRIAN PUSH BUTTON POST	EACH	1
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
88102747	PEDESTRIAN SIGNAL HEAD, 2-FACE BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1
88800100	PEDESTRIAN PUSH BUTTON	EACH	4
89502200	MODIFY EXISTING CONTROLLER	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1

JAMES J. BENES & ASSOCIATES, INC.
950 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-7570 • Fax (630) 719-7589

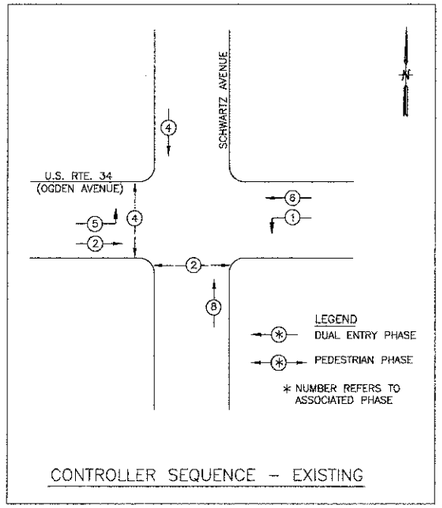
FILE NAME =	USER NAME =	DESIGNED — SJG	REVISED — 03/01/13
		DRAWN — SMP	REVISED — ____
	PLOT SCALE =	CHECKED — SJG	REVISED — ____
	PLOT DATE =	DATE — 12/12/12	REVISED — ____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

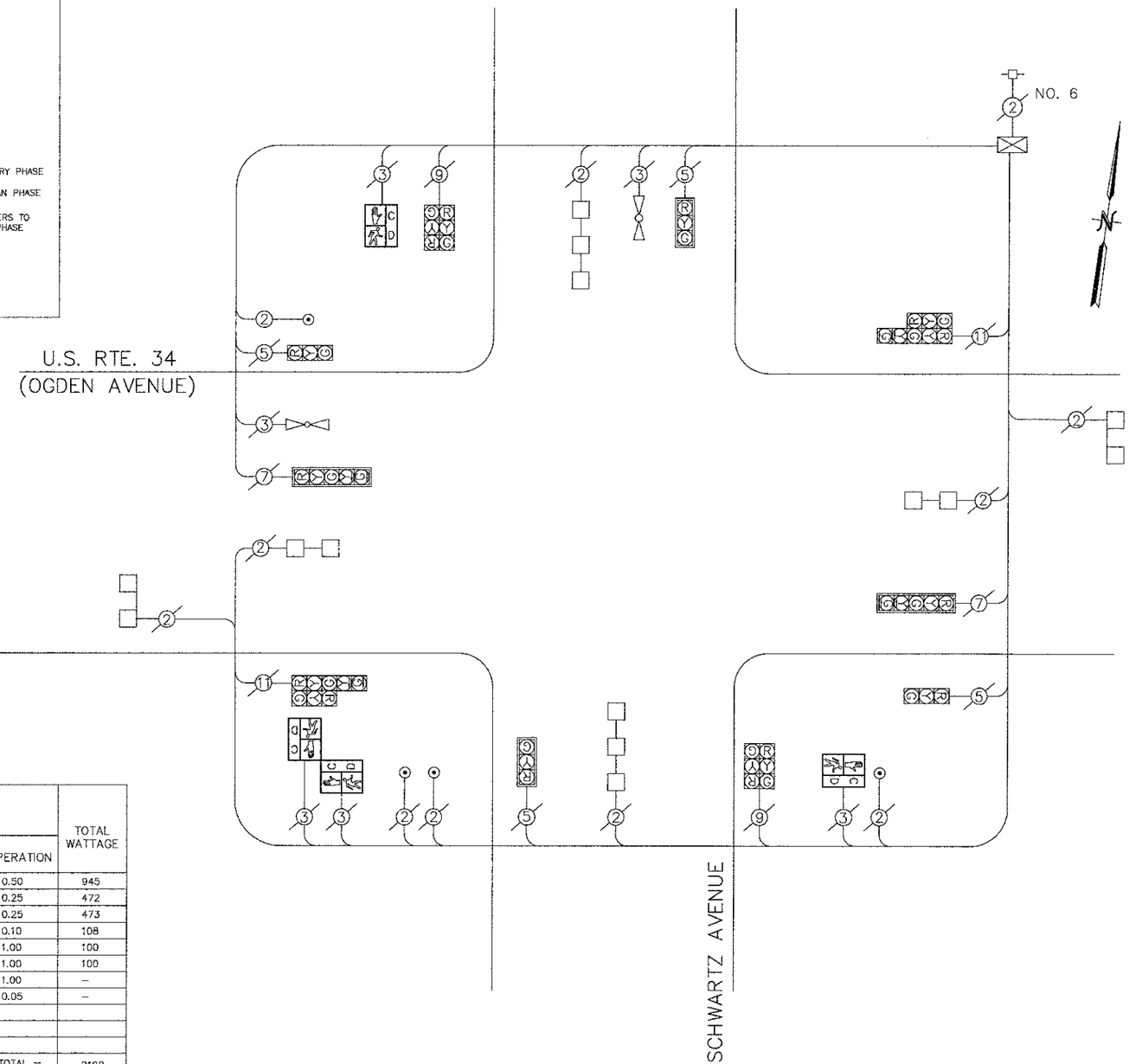
TRAFFIC SIGNAL PLAN
OGDEN AVENUE (US RTE 34) AT SCHWARTZ AVENUE

SCALE: 1"=20' | SHEET NO. 14 OF 23 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	14
		CONTRACT NO. 63819		
		ILLINOIS FED. AID PROJECT		



CONTROLLER SEQUENCE - EXISTING



CABLE PLAN LEGEND

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
C D	C D	12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
		CONTROLLER CABINET
		SERVICE INSTALLATION
		VEHICLE DETECTOR, INDUCTION LOOP
		MAGNETIC DETECTOR
		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-MM12F & SM12F
	B	UNINTERRUPTABLE POWER SUPPLY (UPS)
R Y G ←Y →G "P"	R Y G ←Y →G "P"	"P" INDICATES PROGRAMMED HEAD SIGNAL FACE WITH BACKPLATE
T	T	TELEPHONE CONNECTION
"E"		ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
"E"		ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"
"E"		RAILROAD CONTROL CABINET
C	C	GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
P	P	GROUND ROD AT POST (P) OR MAST ARM POLE (M)
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION

NOTE: ALL GROUND RODS SHALL BE 3/4" x 10'-0" LONG COPPER CLAD AND THE COST SHALL BE INCIDENTAL TO THE COST OF INSTALLATION

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

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	135	17	0.50	945
(YELLOW)	14	135	25	0.25	472
(GREEN)	14	135	15	0.25	473
ARROW	8	135	12	0.10	108
PED. SIGNAL	4	90	25	1.00	100
CONTROLLER	–	100	100	1.00	100
MASTER CONTROLLER	–	100	100	1.00	–
ILLUM. SIGN	–	252		0.05	–
FLASHER					
				TOTAL =	2198

ENERGY COSTS TO: 50% TO IDOT
50% TO VILLAGE OF LISLE

ENERGY SUPPLY CONTACT: DEBBIE RANKIN
PHONE: 630-691-4379
COMPANY: COMMONWEALTH EDISON

JAMES J. BENES & ASSOCIATES, INC.
950 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-7570 • Fax (630) 719-7589

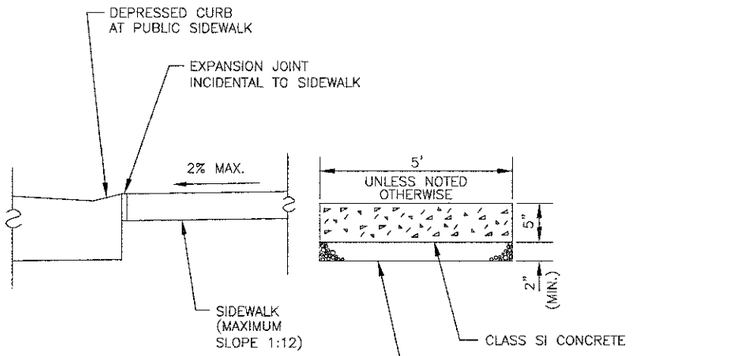
FILE NAME =	USER NAME =	DESIGNED – SJG	REVISED –
		DRAWN – SMP	REVISED –
	PLOT SCALE =	CHECKED – SJG	REVISED –
	PLOT DATE =	DATE – 12/12/12	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN
OGDEN AVENUE (US RTE 34) AT SCHWARTZ AVENUE

SCALE: NTS | SHEET NO. 15 OF 23 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	15
		CONTRACT NO. 63819		
	ILLINOIS	FED. AID PROJECT		

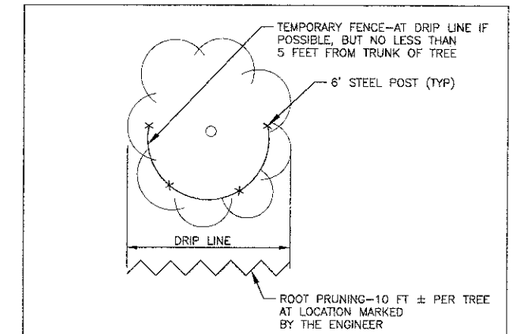


NOTE:

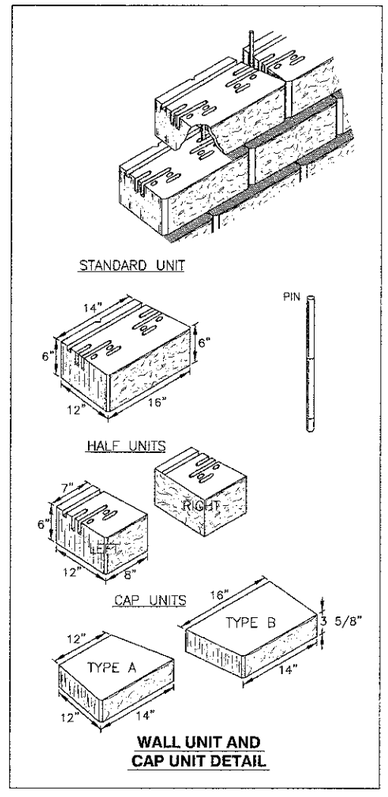
(1) ALL REQUIRED EARTHWORK TO CONSTRUCT P.C.C. SIDEWALK SHALL BE PAID FOR SEPARATELY AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

(2) AT ENTRANCES, THE SIDEWALK THICKNESS SHALL INCREASE TO THE THICKNESS OF THE DRIVEWAY PAVEMENT (INCLUDED IN COST OF P.C.C. SIDEWALK 5") (MINIMUM 7" FOR RESIDENTIAL AND 8" FOR COMMERCIAL DRIVES)

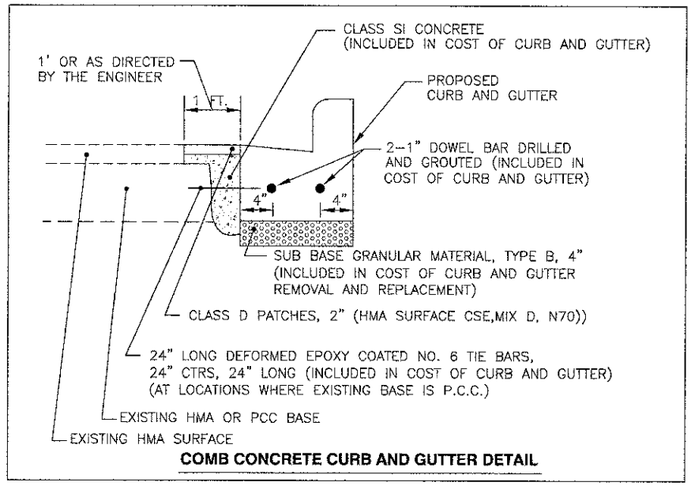
P.C.C. SIDEWALK 5" DETAIL



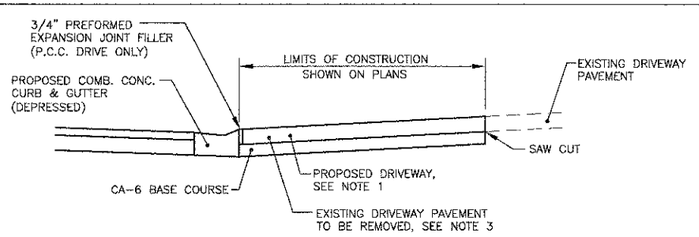
TREE ROOT PRUNING AND TEMPORARY FENCE DETAIL



WALL UNIT AND CAP UNIT DETAIL



COMB CONCRETE CURB AND GUTTER DETAIL



NOTE 1: THE PROPOSED DRIVEWAY PAVEMENT SHALL CONSIST OF:

a) 2" HMA SURFACE CSE., MIX D N50
8" HMA BASE CSE.
IF THE EXISTING DRIVEWAY IS HMA (PAID FOR AS STABILIZED DRIVEWAYS).

b) 8" CLASS PV PORTLAND CEMENT CONCRETE
2" SUB-BASE GRANULAR MATERIAL, TYPE B (INCLUDING THE EXISTING DRIVEWAY REPLACMENT)
IF THE EXISTING DRIVEWAY IS P.C. CONCRETE

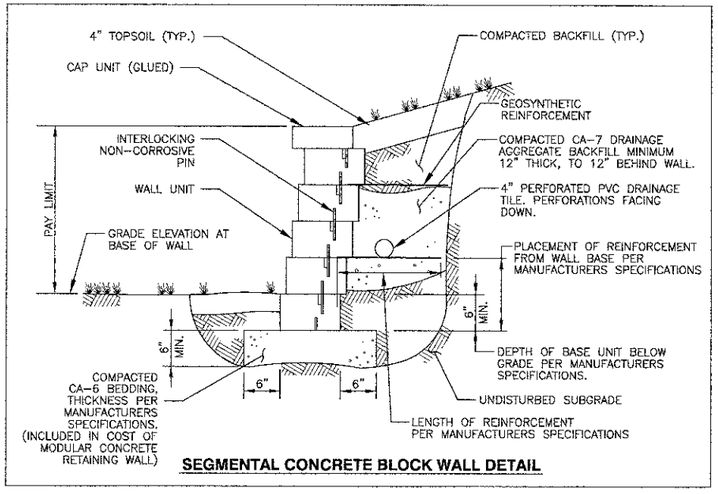
NOTE 2: CA-6 AGGREGATE BASE COURSE AND PREFORMED EXPANSION JOINT FILLER SHALL ALL BE CONSIDERED INCLUDED IN THE DRIVEWAY REPLACEMENT

NOTE 3:

a) EXISTING P.C.C. DRIVEWAY PAVEMENT REMOVAL TO BE PAID FOR AS DRIVEWAY PAVEMENT REMOVAL.

b) EXISTING HMA DRIVEWAY PAVEMENT REMOVAL TO BE PAID FOR AS DRIVEWAY PAVEMENT REMOVAL.

TYPICAL DRIVEWAY DETAIL



SEGMENTAL CONCRETE BLOCK WALL DETAIL

JAMES J. BENES & ASSOCIATES, INC.
950 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-7570 • Fax (630) 719-7589

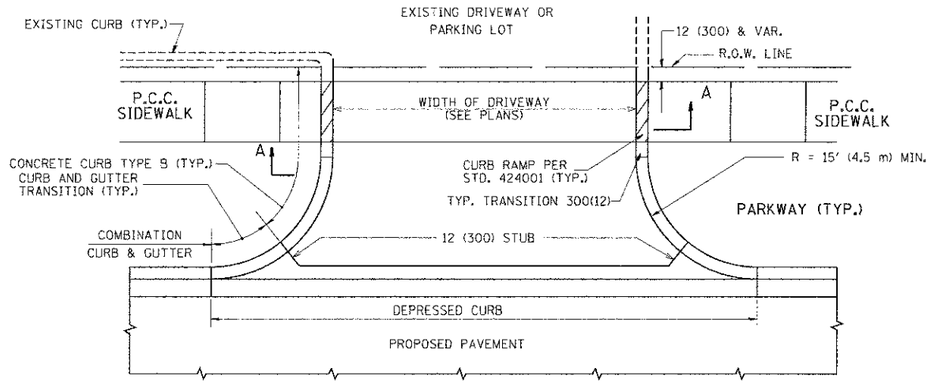
FILE NAME =	USER NAME =	DESIGNED - JDS	REVISED - 03/01/13
		DRAWN - SMP	REVISED - ____
	PLOT SCALE =	CHECKED - JDS	REVISED - ____
	PLOT DATE =	DATE - 12/12/12	REVISED - ____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

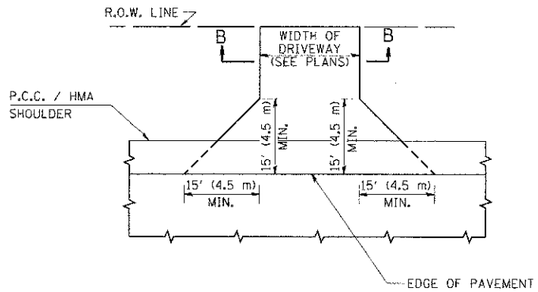
CONSTRUCTION DETAILS
OGDEN AVENUE

SCALE: NONE | SHEET NO. 16 OF 23 SHEETS | STA. _____ TO STA. _____

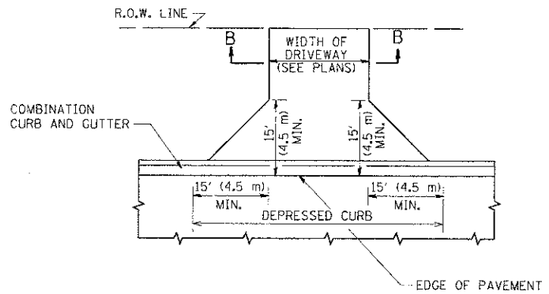
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	16
		CONTRACT NO. 63819		
		ILLINOIS FED. AID PROJECT		



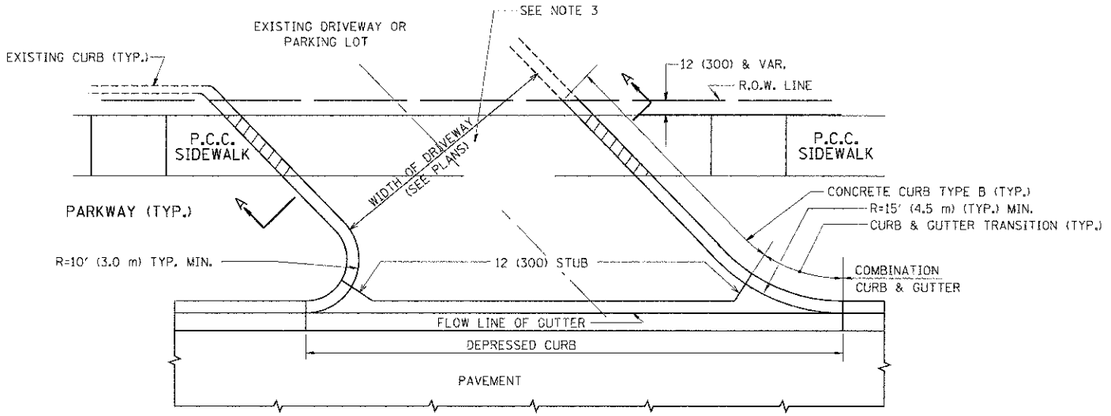
WITH CONCRETE CURB, TYPE B



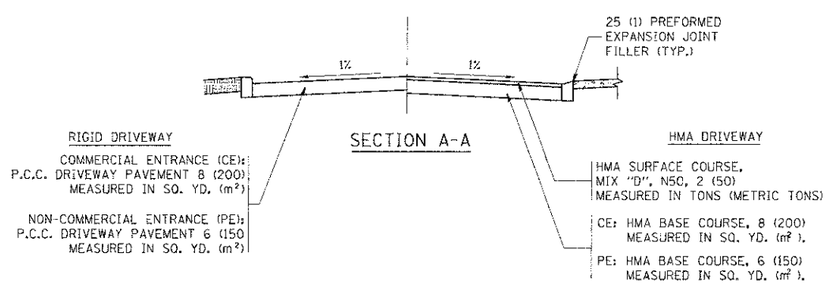
ADJACENT TO P.C.C. / HMA SHOULDER

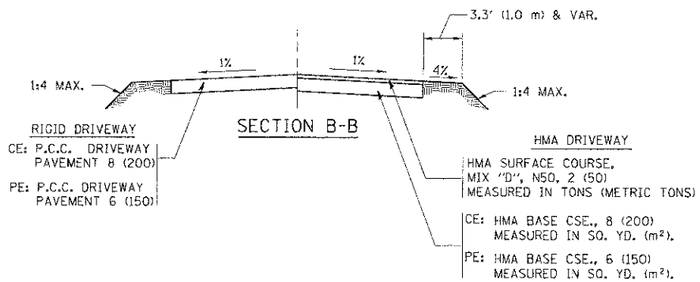


ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

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

AGGREGATE BASE CSE., TYPE B, 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.

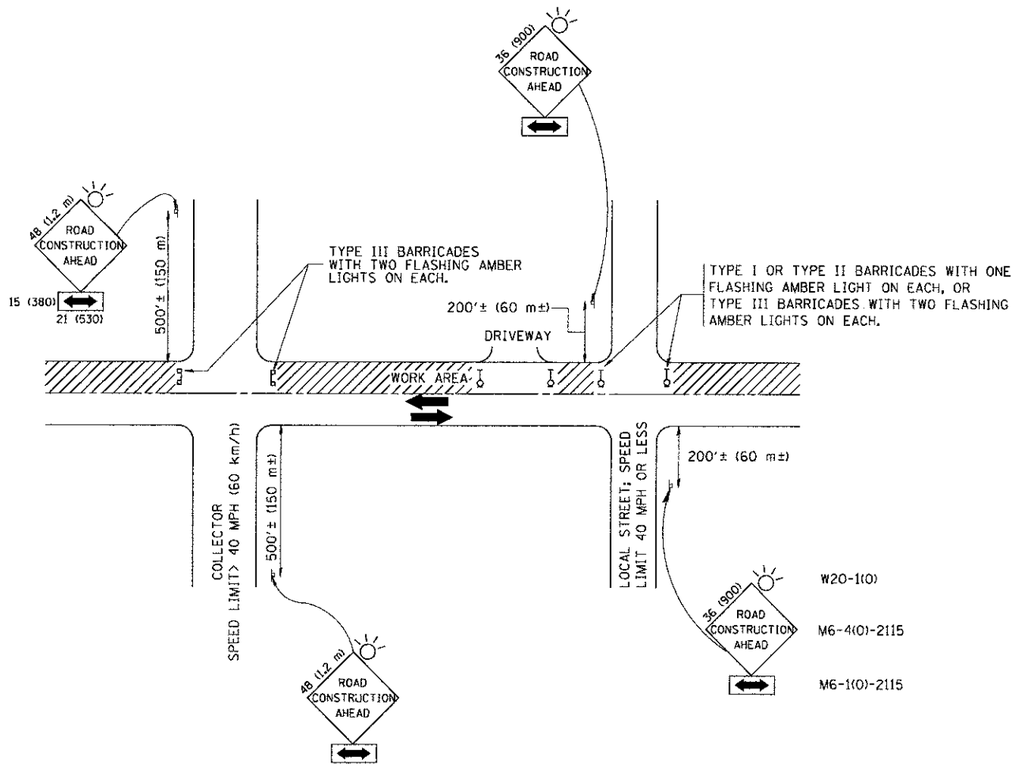
FILE NAME = c:\pw_work\pwidot\loyae\d0108315\bd01.dgn	USER NAME = loyae	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	17
	BD0156-07 (BD-01)	CONTRACT NO. 63819		
FED. ROAD DIST. NO. 1	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.

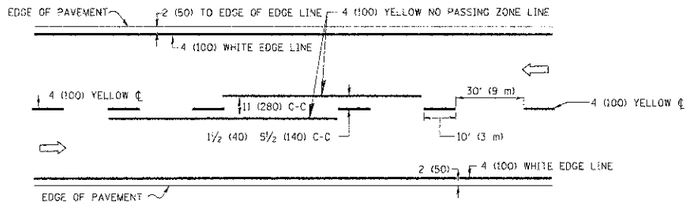
FILE NAME = W:\diststd\22x34\tc12.dgn	USER NAME = gaglienabt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

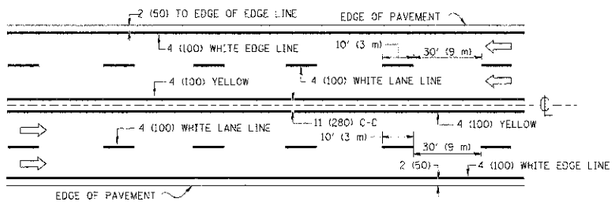
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

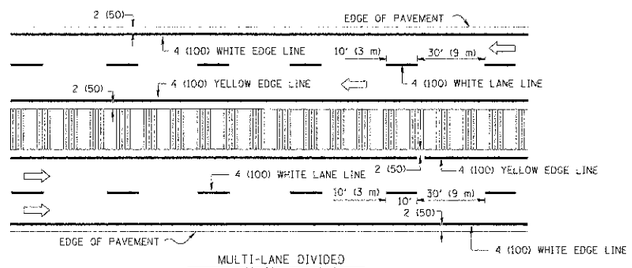
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	18
	TC-10	CONTRACT NO. 63819		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



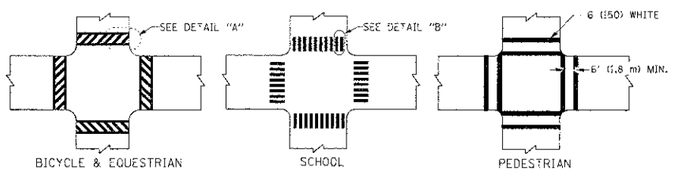
MULTI-LANE UNDIVIDED

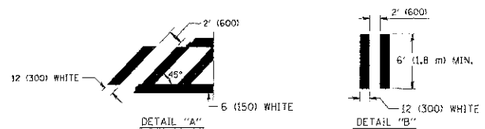


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

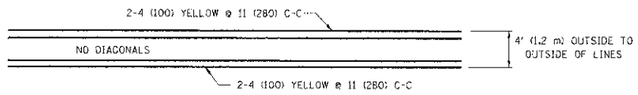
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

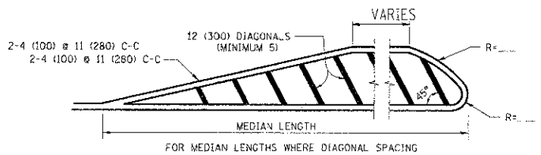




TYPICAL CROSSWALK MARKING



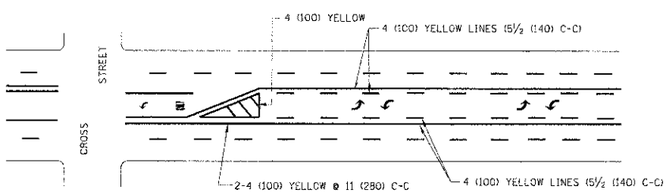
4' (1.2 m) WIDE MEDIANS ONLY



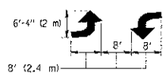
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

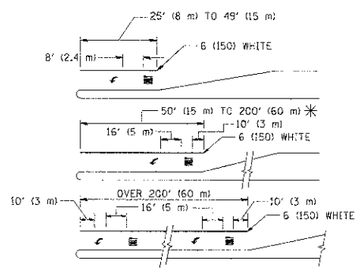


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

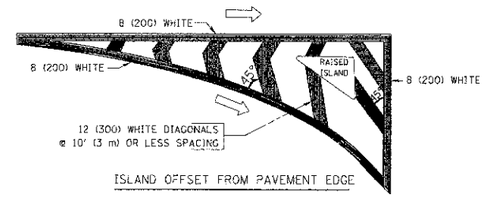


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

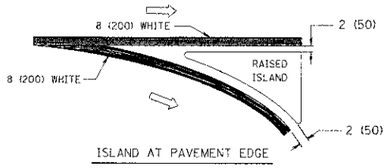
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT 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 UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	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 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
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.

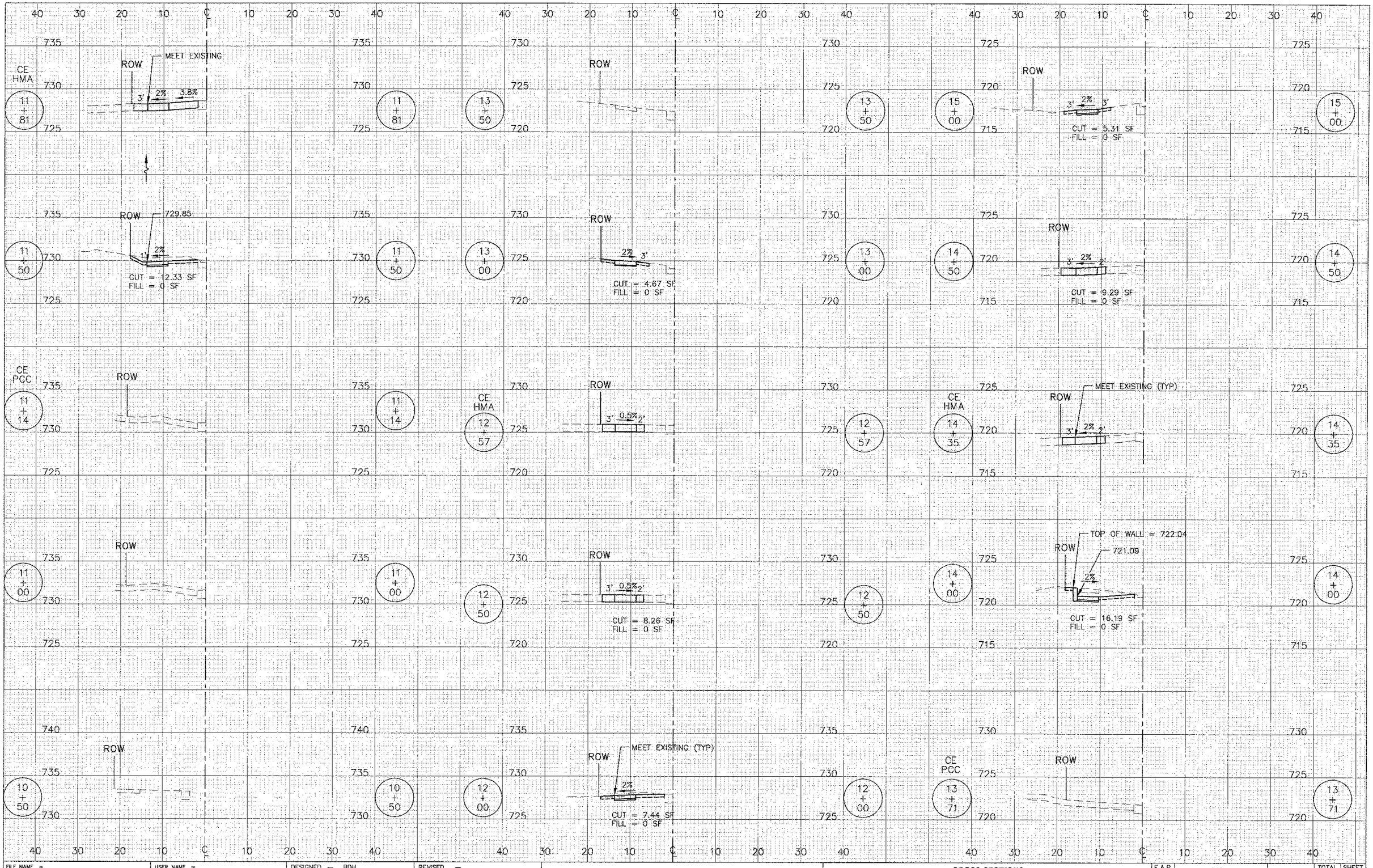
FILE NAME = s:\pw_work\pwidot\drivekasgn\d0105115\tc13.dgn	USER NAME = drivekasgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	11-00057-00-SW	DuPAGE	23	19
	TC-13	CONTRACT NO. 63819		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



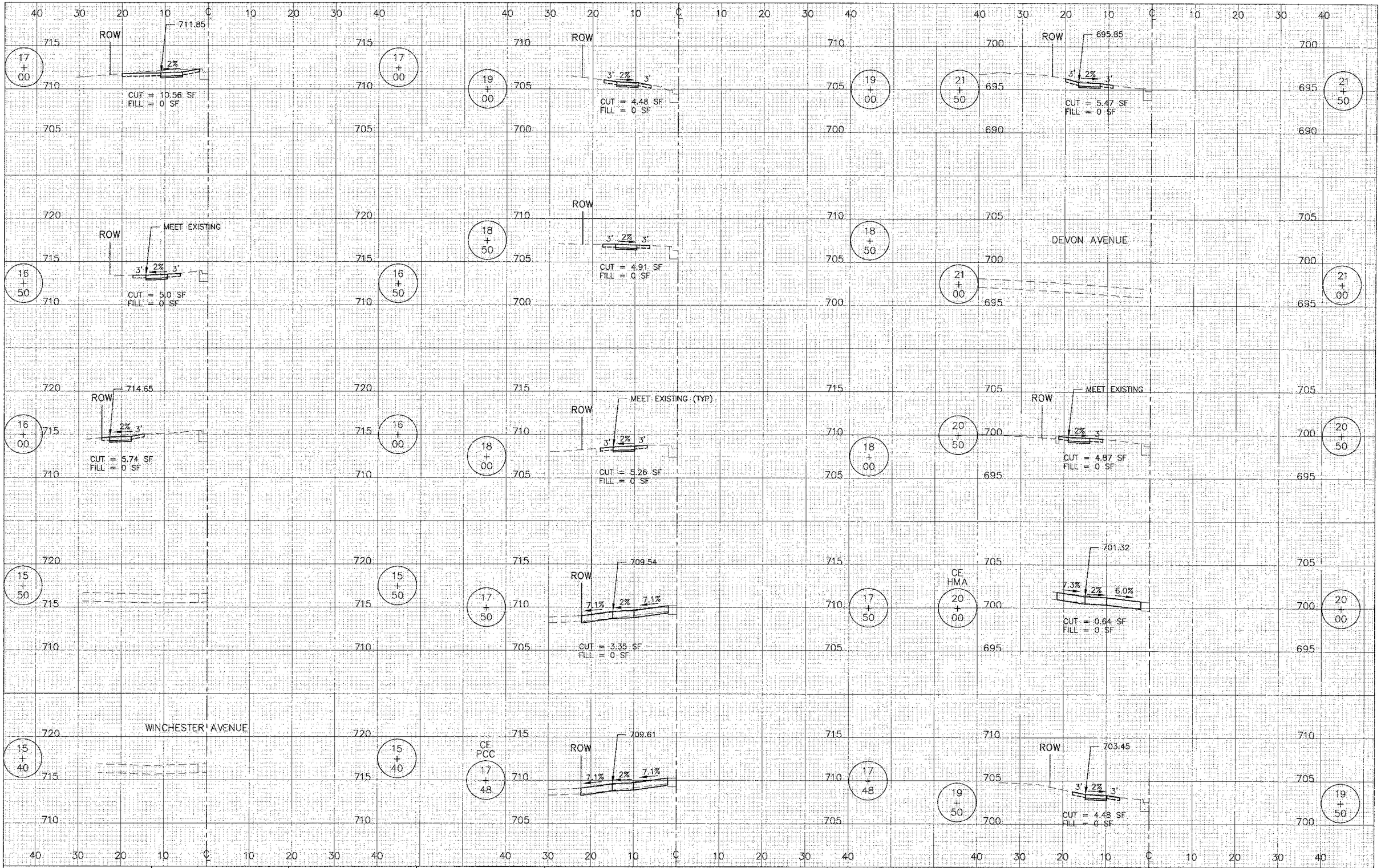
FILE NAME =	USER NAME =	DESIGNED — BDH	REVISED —
JJB JAMES J. BENES & ASSOCIATES, INC. 920 Shermanville Road, Suite 101, Lisle, Illinois 60532 Tel. (630) 810-0225 - Fax (630) 810-0289		DRAWN — SMP	REVISED —
	PLOT SCALE: 1"=10' HOR, 1"=5' VERT.	CHECKED — BDH	REVISED —
	PLOT DATE =	DATE — 12/12/12	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
OGDEN AVENUE

1"=10' HOR.
SCALE:1"=5' VERT. | SHEET NO. 1 OF 4 SHEETS | STA. 10+50 TO STA. 15+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	20
		CONTRACT NO. 63819		
		ILLINOIS FED. AID PROJECT		



FILE NAME = USER NAME =

JAMES J. BENES & ASSOCIATES, INC.
909 Warrenville Road, Suite 701, Lisle, Illinois 60532
Tel. (630) 719-3570 • Fax (630) 719-3589

PLOT SCALE: 1"=10' HOR, 1"=5' VERT.
PLOT DATE =

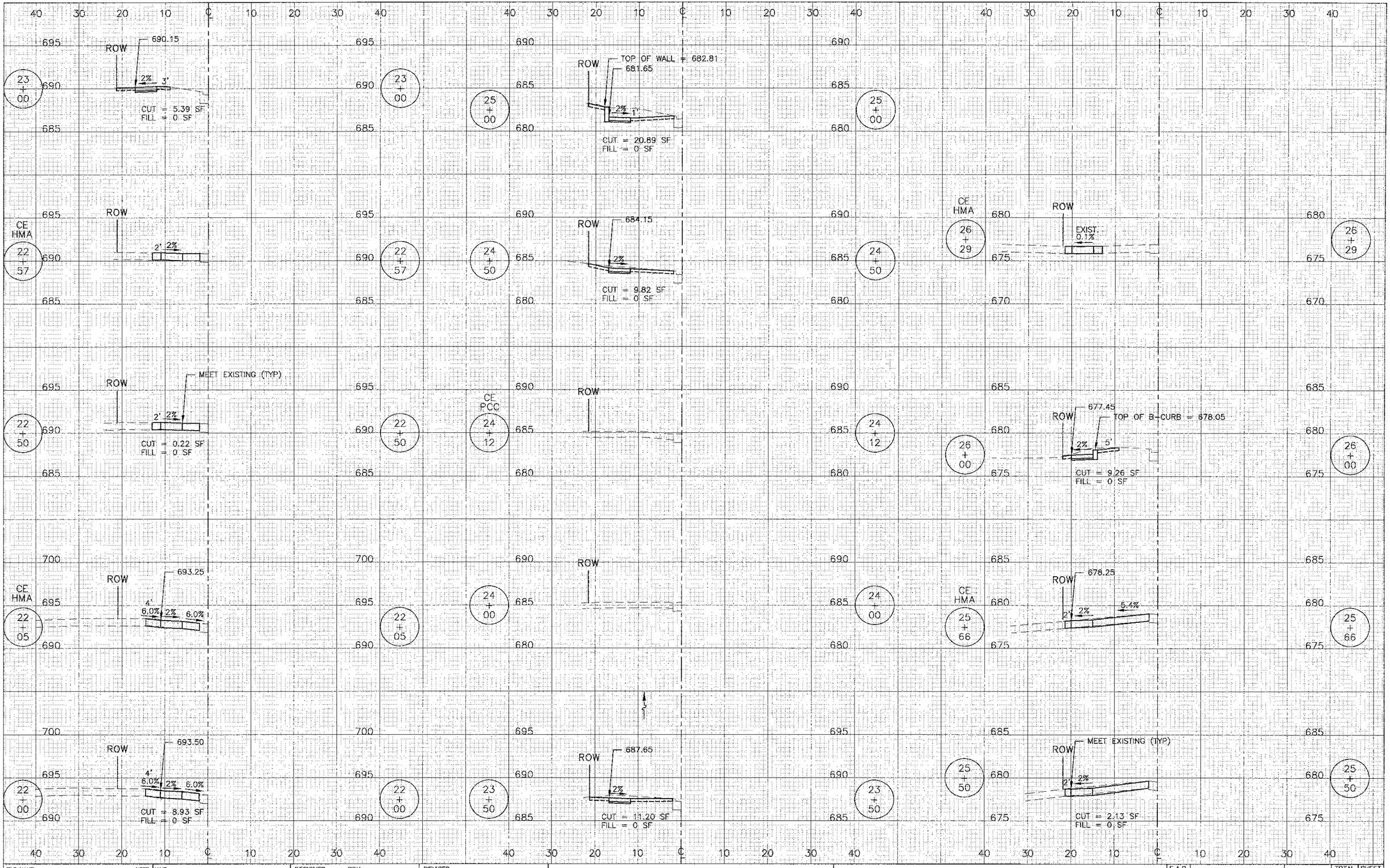
DESIGNED — BDH	REVISED —	
DRAWN — SMP	REVISED —	
CHECKED — BDH	REVISED —	
DATE — 12/12/12	REVISED —	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
OGDEN AVENUE

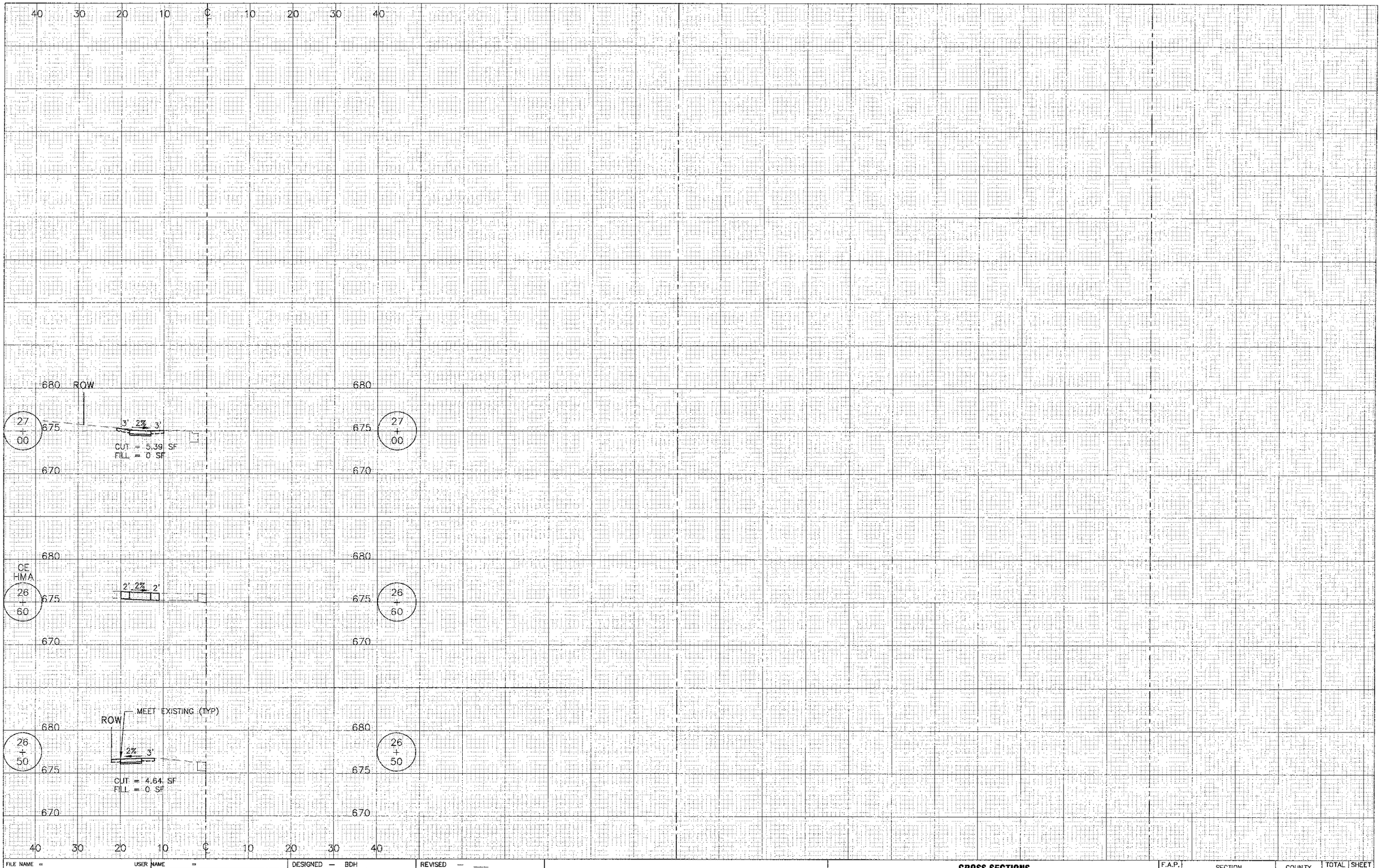
1"=10' HOR.
SCALE:1"=5' VERT. | SHEET NO. 2 OF 4 SHEETS | STA. 15+40 TO STA. 21+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	21
		CONTRACT NO. 63819		
	ILLINOIS FED. AID PROJECT			



FILE NAME =	USER NAME =	DESIGNED — BDH	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS OGDEN AVENUE
JAMES J. BENES & ASSOCIATES, INC. 909 Wernerville Road, Suite 101, Lisle, Illinois 60532 Tel. (630) 719-7570 - Fax (630) 719-7589		DRAWN — SMP	REVISED —		1"=10' HOR. SCALE:1"=5' VERT. | SHEET NO. 3 OF 4 SHEETS | STA. 22+00 TO STA. 26+40
	PLOT SCALE: 1"=10' HOR, 1"=5' VERT.	CHECKED — BDH	REVISED —		
	PLOT DATE =	DATE — 12/12/12	REVISED —		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	22
		CONTRACT NO. 63819		
		ILLINOIS | FED. AID PROJECT		



FILE NAME =	USER NAME =	DESIGNED — BDH	REVISED —
		DRAWN — SMP	REVISED —
PLOT SCALE: 1"=10' HOR, 1"=5' VERT.		CHECKED — BDH	REVISED —
PLOT DATE =		DATE — 12/12/12	REVISED —

JAMES J. BENES & ASSOCIATES, INC.
550 Warrenville Road, Suite 101, Lisle, Illinois 60532
Tel. (630) 719-9575 - Fax (630) 719-2589

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
OGDEN AVENUE

1"=10' HOR.
SCALE:1"=5' VERT. | SHEET NO. 4 OF 4 SHEETS | STA. 26+50 TO STA. 27+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	11-00057-00-SW	DuPAGE	23	23
		CONTRACT NO. 63819		
		ILLINOIS FED. AID PROJECT		