

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-RS	DUPAGE	70	1
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

04-26-2024 LETTING ITEM 001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

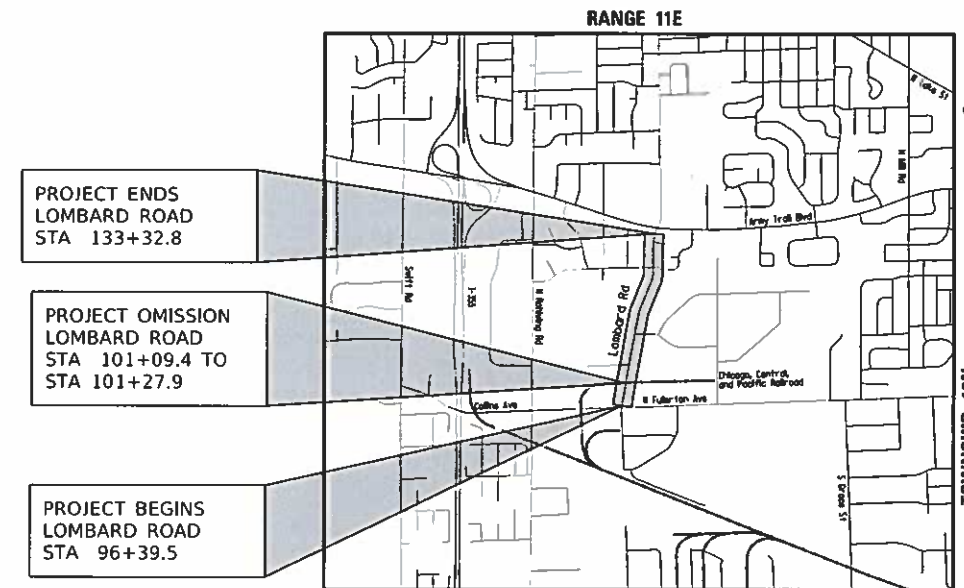
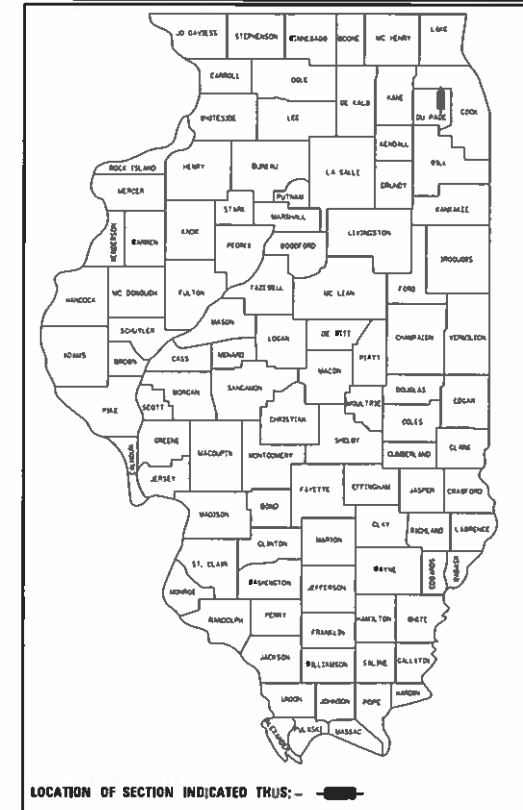
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FAU RTE 2604 (LOMBARD ROAD)
FULLERTON AVENUE TO ARMY TRAIL BOULEVARD
ROADWAY RESURFACING AND NEW SIDEWALK
SECTION NO.: 22-00108-00-RS
PROJECT NO.: H8RY(179)
VILLAGE OF ADDISON
DUPAGE COUNTY
C-91-091-24

FOR INDEX OF SHEETS AND
LIST OF STATE STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA – LOMBARD ROAD

ADT 2020 = 6,550 VPD
POSTED SPEED = 30 MPH
DESIGN SPEED = 35 MPH
DESIGN DESIGNATION = MAJOR COLLECTOR



PROJECT LOCATION
NOT TO SCALE

PROJECT LENGTH:
LOMBARD ROAD GROSS LENGTH – 3,693.3 FT (0.70 MILES)
NET LENGTH – 3,674.8 FT (0.70 MILES)



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

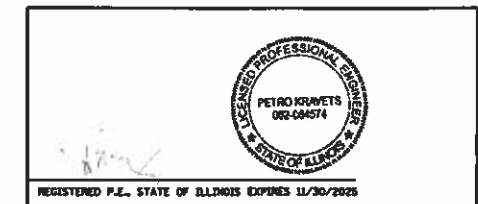
CONTRACT NO.: 61K00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Approved February 16, 2024
[Signature]
Village of Addison

Passed FEB 22, 2024
[Signature]
District One Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review Feb 23 - 2024
[Signature] IR
Regional Engineer



PLANS PREPARED BY:
CIVILTECH
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FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL

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424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
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602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
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701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" AWAY FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

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BD-08	FRAMES AND LIDS ADJUSTMENT WITH MILLING
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VILLAGE OF ADDISON STANDARDS

501A - 501B	SIDEWALK
1006.2	P.C. CONCRETE DRIVEWAY APPROACH (INDUSTRIAL/COMMERCIAL)
1215	PAVEMENT PATCHING AT CURB AND GUTTER REMOVAL

GENERAL

1. THE CONTRACTOR SHALL CONTACT THE ADDISON COMMUNITY DEVELOPMENT DEPARTMENT (630) 693-7530, THE PUBLIC WORKS DEPARTMENT (630) 620-2020, AND THE ENVIRONMENTAL SERVICES DIVISION (630) 279-2140 OF THE VILLAGE OF ADDISON AND NOTIFY THE ENGINEER, UTILITY COMPANIES, CHURCHES, SCHOOL DISTRICTS, AND LOCAL POLICE AND FIRE DEPARTMENTS 72 HOURS PRIOR TO COMMENCEMENT OF WORK.
2. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS AND EROSION CONTROL DEVICES ARE MET TO THE SATISFACTION OF THE ENGINEER.
3. PROPOSED LINES AND GRADES SHOWN ON THE CONSTRUCTION PLANS REPRESENT FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
5. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AND PROVIDE ACCESS TO ABUTTING PROPERTIES AT ALL TIME DURING CONSTRUCTION.
6. WHEN EXCAVATING OR REMOVING CURB AND GUTTER, PAVEMENT OR ANY OTHER STRUCTURE, THE CONTRACTOR SHALL TAKE PRECAUTIONS NECESSARY TO AVOID DAMAGE TO UNDERGROUND PUBLIC OR PRIVATE UTILITIES INCLUDING, BUT NOT LIMITED TO, LAWN SPRINKLER SYSTEMS AND COMPONENTS, ELECTRICAL CONDUITS, AND INVISIBLE DOG FENCES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT PUBLIC AND PRIVATE OWNERS TO COORDINATE UTILITY WORK. ANY DAMAGE SHALL BE REPAIRED AND/OR REPLACED WITHIN 7 CALENDAR DAYS. THE REPAIR AND/OR REPLACEMENT IS CONSIDERED INCLUDED WITH NO ASSOCIATED PAY ITEM. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL CONCRETE BREAKER BE ALLOWED.
7. CURB AND GUTTER JOINTS SHALL BE PLACED AS PER STANDARD 606001 AND IN ADDITION ONE INCH EXPANSION JOINTS SHALL BE PLACED EVERY 75 FT. AT LEAST ONE EXPANSION JOINT SHALL BE PLACED IN EACH SEGMENT OF CURB REMOVAL AND REPLACEMENT.
8. CONCRETE TRUCK WASHOUT FACILITY SHOULD BE PROVIDED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS" AND SPECIAL PROVISIONS IN THE FIELD BY THE CONTRACTOR AT A LOCATION OR LOCATIONS APPROVED BY THE ENGINEER. WASHING CONCRETE AT CURB AND GUTTER IS STRICTLY PROHIBITED. NO CONCRETE WASHOUT PERMITTED AT ANY OPEN EXCAVATION, SUBJECT TO EROSION CONTROL DEFICIENCY ACCORDING TO ARTICLE 105.03.
9. THE CONTRACTOR SHALL REMOVE FROM THE PROJECT SITE ALL UNSUITABLE EXCAVATED MATERIAL. THIS MATERIAL WILL BE CLASSIFIED AS ALL MATERIAL THAT THE ENGINEER DEEMS UNSUITABLE, SUCH AS REBAR, ABANDONED WIRE, ETC. THE WASTE EXCAVATED MATERIAL SHALL NOT BE DEPOSITED ON PUBLIC OR PRIVATE PROPERTY UNLESS THE CONTRACTOR FIRST OBTAINS THE WRITTEN PERMISSION FROM THE PROPERTY OWNER OR THE AUTHORIZED REPRESENTATIVE OF THE APPROPRIATE PUBLIC AGENCY. PROVISIONS OF ARTICLE 202.03 STANDARD SPECIFICATIONS SHALL BE ADHERED TO. THE DISPOSAL AREA LOCATION SHALL BE DISCLOSED TO THE ENGINEER. ALL REMOVAL ITEMS, INCLUDING EARTH EXCAVATION, AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS SHALL BE REMOVED AT THE END OF THE DAY. THE CONTRACTOR MUST REQUEST IN WRITING A LOCATION FOR STORAGE OF SUITABLE EXCAVATED MATERIALS THAT WILL BE INCORPORATED INTO THE PROJECT.
10. THE THICKNESSES OF HMA MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE COURSE UPON WHICH THE HMA MATERIALS ARE PLACED.
11. THE CONTRACTOR SHALL LIMIT ALL DROP-OFFS BETWEEN LANES TO 2" DURING ALL OVERNIGHT PERIODS.
12. WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SEEDED/SODDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER AND IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS" AND SPECIAL PROVISIONS.
13. WORK AT THE UPS FACILITY DRIVEWAY AND "LU & TONS" FACILITY DRIVEWAY SHALL BE STAGED TO ALLOW ACCESS AT ALL TIMES.

STORM SEWERS, STRUCTURES AND UTILITIES

14. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
15. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
16. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND APPLICABLE ARTICLES INCLUDED IN THE "STANDARD SPECIFICATIONS" INCLUDING, BUT NOT LIMITED TO, ARTICLES 105.07 AND 107.39. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING STORM & SANITARY SEWERS AND WATER MAINS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT OR RELOCATION OF THEIR FACILITIES, IF NECESSARY.
18. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR STRUCTURES. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS, AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE.
19. ALL MATERIAL PLACED IN TRENCHES SHALL BE MECHANICALLY COMPACTED IN MAXIMUM ONE FOOT LIFTS. JETTING OF TRENCHES WILL NOT BE PERMITTED.
20. ONLY PRECAST CONCRETE ADJUSTMENT RINGS, MAXIMUM OF 12" IN HEIGHT, WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES, UNLESS INDICATED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE ENGINEER. COMMON BRICK WILL NOT BE ALLOWED. ALL TYPE 8 GRATES ON RESTRICTED DEPTH DRAINAGE STRUCTURES SHALL BE ADJUSTED TO PLAN GRADE WITH 4" MINIMUM CONCRETE ADJUSTMENT RINGS.
21. THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE. FLAT TOPS AND CONES ARE TO BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTER LINE OF THE ROAD, UNLESS OTHERWISE NOTED ON THE STRUCTURE IN THE PLANS.



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DESIGNED - PK	REVISED - 2/16/2024
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 11/27/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOMBARD ROAD RESURFACING IMPROVEMENTS
GENERAL NOTES, INDEX OF SHEETS AND
LIST OF STATE AND LOCAL STANDARDS

SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	2
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DRIVEWAYS AND ENTRANCES

- 22. EXISTING P.C. CONCRETE DRIVES SHALL BE SAW CUT AT THE RIGHT-OF-WAY LINE, REMOVED, AND RECONSTRUCTED TO THE SAME WIDTH WITH 4 INCHES OF AGGREGATE BASE AND 8 INCHES OF P.C. CONCRETE UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER. THICKNESS SHALL BE 8 INCHES OR SHALL MATCH EXISTING P.C. CONCRETE PAVEMENT THICKNESS, WHICHEVER IS GREATER. CHANGE IN ADDITIONAL THICKNESS SHALL BE PAID ACCORDING TO ART. 442.10, DRIVEWAY TO BE PLACED WITHIN 3 WORKING DAYS, OR LESS, AFTER PLACING CONCRETE FOR CURB AND GUTTER AND/OR SIDEWALK.
- 23. ALL DRIVEWAYS SHALL BE REPLACED TO THE SIDEWALK/R.O.W. LINE UNLESS OTHERWISE NOTED OR DIRECTED BY THE ENGINEER.

SIGNING, STRIPING, AND LANDSCAPING

- 24. THE ITEM 'SHORT TERM PAVEMENT MARKING' PROVIDES FOR THE APPLICATION OF TEMPORARY CENTER AND LANE LINES:
 - A) AFTER THE PAVEMENT HAS BEEN MILLED
 - B) AFTER PLACEMENT OF A TACK COAT
 - C) AFTER PLACEMENT OF BINDER COURSE
 - D) AFTER PLACEMENT OF A TACK COAT
 - E) AFTER PLACEMENT OF THE SURFACE COURSE
- 25. ITEMS UNDER THE GENERAL HEADING OF "THERMOPLASTIC PAVEMENT MARKING" PROVIDE FOR ONE APPLICATION.
- 26. PER THE ILLINOIS LAWN CARE PRODUCTS APPLICATION NOTICE ACT 096-1005, PHOSPHORUS FERTILIZER NUTRIENT SHALL NOT BE USED.
- 27. CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07. REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.
- 28. EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED HEALTHY TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.
- 29. TEMPORARY FENCE SHOULD BE ERECTED ALONG THE DRIPLINE OF THE TREES, SHRUBS, AND LANDSCAPED BEDS WITHIN THE LIMITS OF CONSTRUCTION DESIGNATED TO REMAIN TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED, OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE" AND "WETLAND PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

SURVEY

- 30. COORDINATE SYSTEM: ILLINOIS STATE PLANE EAST ZONE.

BENCHMARK
 DUPAGE COUNTY: 0200 RESET
 PID: DP0970

THIS STATION IS A DISK IN THE CONCRETE SURROUND OF A METAL GRATE LOCATED 6.7 MILES WEST-NORTHWEST OF ELMHURST, 5 MILES NORTH-NORTHEAST OF WHEATON AND 4.5 MILES NORTHWEST OF LOMBARD. THE STATION IS 46 FEET WEST OF THE CENTERLINE OF GLEN ELLYN RD, 87 FEET SOUTH OF THE EAST END OF A "HIGH GROVE CENTER OF DUPAGE" SIGN LOCATED IN THE MEDIAN OF REGENCY DR, AND 81 FEET NORTH OF A TELEPHONE PEDESTAL.

ELEVATION = 733.96 (NAVD 88 DATUM)

RAILROAD COORDINATION

- 31. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE CHICAGO CENTRAL & PACIFIC RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CHICAGO CENTRAL & PACIFIC RAILROAD TO MONITOR ONCOMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

CONTACTS

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 kliu@addison-il.org

VILLAGE OF ADDISON
 PUBLIC WORKS DEPARTMENT
 RICK FEDERIGHI
 DIRECTOR OF PUBLIC WORKS
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 rfederighi@addison-il.org

ADDISON POLICE DEPARTMENT
 3 FRIENDSHIP PLAZA
 ADDISON, IL 60101
 (630) 543-3080

ADDISON FIRE DEPARTMENT
 10 SOUTH ADDISON ROAD
 ADDISON, IL 60101
 (630) 628-3100
 admin@addisonfire.org

H&H ELECTRIC
 (ADDISON TRAFFIC SIGNALS)
 2830 COMMERCE STREET
 FRANKLIN PARK, IL 60131
 (708) 453-2222
 info@hh-electric.com

CHICAGO CENTRAL &
 PACIFIC RAILROAD
 THOMAS BRASSEUR
 MANAGER OF PUBLIC WORKS, CN
 700 PERSHING ROAD
 PONTIAC, MI 48340
 (715) 544-9145
 thomas.brasseur@cn.ca



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**


**LOMBARD ROAD RESURFACING IMPROVEMENTS
 GENERAL NOTES, INDEX OF SHEETS AND
 LIST OF STATE AND LOCAL STANDARDS**

SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	3
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STP FUNDS	
				70% FED 30% VILLAGE	100% VILLAGE
				ROADWAY 0005	NON- PARTICIPATING
20101000	TEMPORARY FENCE	FOOT	1,500	1,500	
20101100	TREE TRUNK PROTECTION	EACH	37	37	
20101200	TREE ROOT PRUNING	EACH	10	10	
20200100	EARTH EXCAVATION	CU YD	185	185	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	83	83	
20400800	FURNISHED EXCAVATION	CU YD	69	69	
20800150	TRENCH BACKFILL	CU YD	30	30	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	463	463	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6	6	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6	6	
25200110	SODDING, SALT TOLERANT	SQ YD	463	463	
25200200	SUPPLEMENTAL WATERING	UNIT	13	13	
28000400	PERIMETER EROSION BARRIER	FOOT	463	463	
28000510	INLET FILTERS	EACH	60	60	
35101400	AGGREGATE BASE COURSE, TYPE B	TON	588	588	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	11,708	11,708	

^ DENOTES SPECIALTY ITEM
 ^^ DENOTES CONSTRUCTION TYPE CODE 0042

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LOMBARD ROAD RESURFACING IMPROVEMENTS
 SUMMARY OF QUANTITIES

SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	4
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STP FUNDS	
				70% FED 30% VILLAGE	100% VILLAGE
				ROADWAY 0005	NON- PARTICIPATING
40600370	LONGITUDINAL JOINT SEALANT	FOOT	8,573	8,573	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	30	30	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	202	202	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	2,189	2,189	
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	1,703	1,703	
42001300	PROTECTIVE COAT	SQ YD	2,506	2,506	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	1,048	1,048	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6,091	6,091	
42400800	DETECTABLE WARNINGS	SQ FT	106	106	
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	17,336	17,336	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,051	1,051	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,386	2,386	
44000600	SIDEWALK REMOVAL	SQ FT	1,799	1,799	
44003100	MEDIAN REMOVAL	SQ FT	139	139	
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	348	348	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	708	708	

^ DENOTES SPECIALTY ITEM
 ^^ DENOTES CONSTRUCTION TYPE CODE 0042

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				70% FED 30% VILLAGE	100% VILLAGE
				ROADWAY 0005	NON- PARTICIPATING
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	1,047	1,047	
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	1,418	1,418	
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	96	96	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	19	19	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	117	117	
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	5	5	
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	4	4	
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	11	11	
55100500	STORM SEWER REMOVAL 12"	FOOT	117	117	
60100925	PIPE DRAINS 8"	FOOT	4	4	
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	5	5	
60205040	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1	
60211624	CATCH BASINS, TYPE D, 3'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	4	4	
60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	3	3	
60500050	REMOVING CATCH BASINS	EACH	4	4	

^ DENOTES SPECIALTY ITEM
^^ DENOTES CONSTRUCTION TYPE CODE 0042

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www.civiltechinc.com

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CHECKED - JRV	REVISED -
DATE - 11/27/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LOMBARD ROAD RESURFACING IMPROVEMENTS
SUMMARY OF QUANTITIES**

SHEET 3 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	6
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STP FUNDS	
				70% FED 30% VILLAGE	100% VILLAGE
				ROADWAY 0005	NON- PARTICIPATING
6050060	REMOVING INLETS	EACH	1	1	
60600605	CONCRETE CURB, TYPE B	FOOT	10	10	
60624600	CORRUGATED MEDIAN	SQ FT	139	139	
60603800	COMBINATION CONCRETE CURB AND GUTTER , TYPE B-6.12	FOOT	75	75	
60604400	COMBINATION CONCRETE CURB AND GUTTER , TYPE B-6.18	FOOT	252	252	
60605000	COMBINATION CONCRETE CURB AND GUTTER , TYPE B-6.24	FOOT	2,054	2,054	
^ 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	226	226	
^ 66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3	
^ 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1	
^ 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1	
^ 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	30	30	
67100100	MOBILIZATION	LSUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1	
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	LSUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1	

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 ^^ DENOTES CONSTRUCTION TYPE CODE 0042

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**LOMBARD ROAD RESURFACING IMPROVEMENTS
 SUMMARY OF QUANTITIES**

SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-RS	OUPAGE	70	7
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STP FUNDS		100% VILLAGE
				70% FED 30% VILLAGE	ROADWAY 0005	NON- PARTICIPATING
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	260	260		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	20,280	20,280		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	6,760	6,760		
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	1		
72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	1		
^ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	677	677		
^ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,187	10,187		
^ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	782	782		
^ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	498	498		
^ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	188	188		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	33	33		
^ 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	220	220		
^ 81603037	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND. (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	623	623		
^ 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1		
^ 89502376	REBUILD EXISTING HANDHOLE	EACH	1	1		
^ X1400326	RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	2	2		

^ DENOTES SPECIALTY ITEM
^^ DENOTES CONSTRUCTION TYPE CODE 0042

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LOMBARD ROAD RESURFACING IMPROVEMENTS
SUMMARY OF QUANTITIES**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	8
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

SHEET 5 OF 7 SHEETS STA. TO STA.

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STP FUNDS	
				70% FED 30% VILLAGE ROADWAY 0005	100% VILLAGE NON-PARTICIPATING
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	200	200	
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	5	5	
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	20	20	
X5230301	DRAINAGE STRUCTURES, NO. 1	EACH	1	1	
X5230302	DRAINAGE STRUCTURES, NO. 2	EACH	1	1	
X6023200	INLETS, TYPE A (SPECIAL)	EACH	1	1	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	34	34	
X6700405	ENGINEER'S FIELD OFFICE, TYPE A (MODIFIED)	CAL MO	9	9	
^ X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	191	191	
^ X8860105	DETECTOR LOOP REPLACEMENT	FOOT	446	446	
XX003668	PRECONSTRUCTION VIDEO TAPING	LSUM	1		1
^ XX008881	CONDUIT SPECIAL	FOOT	241	241	
Z0010600	CLEANING DRAINAGE SYSTEM	FOOT	500		500
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1	
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	29	29	
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	20		20

^ DENOTES SPECIALTY ITEM
 ^^ DENOTES CONSTRUCTION TYPE CODE 0042

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DATE - 11/27/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

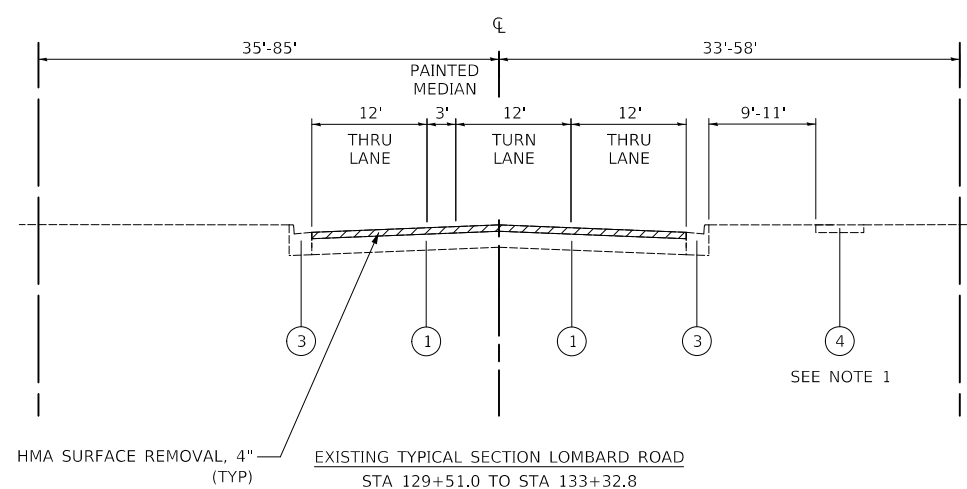
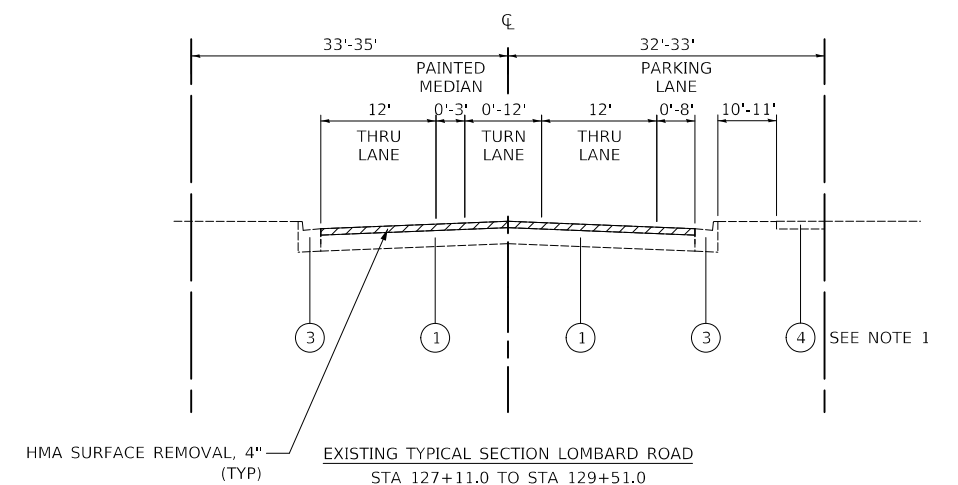
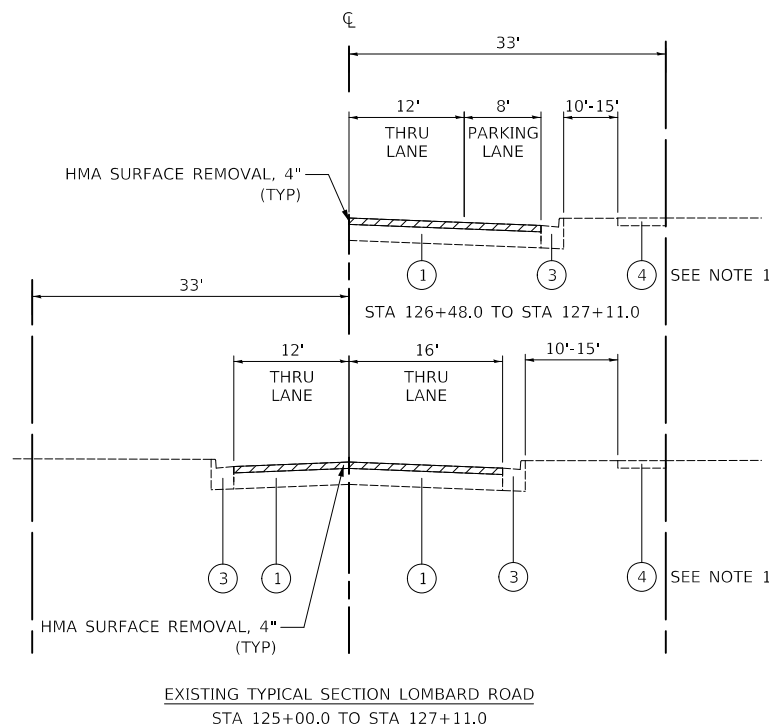
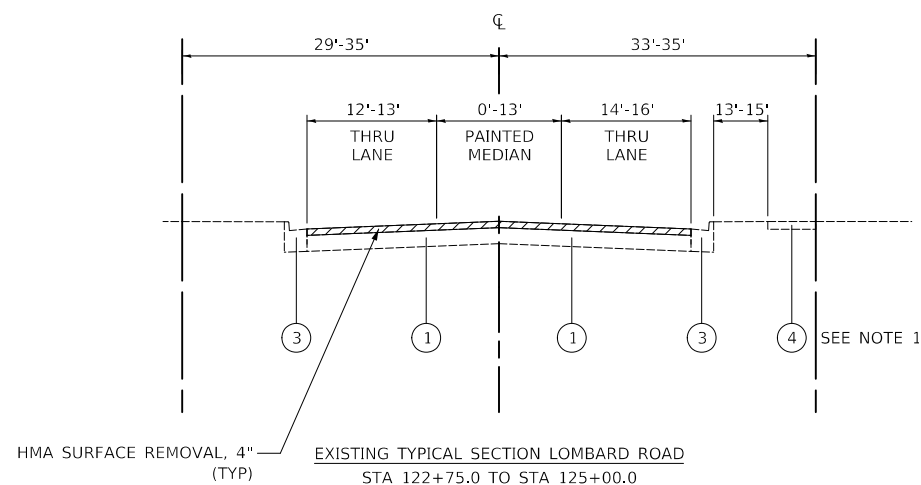
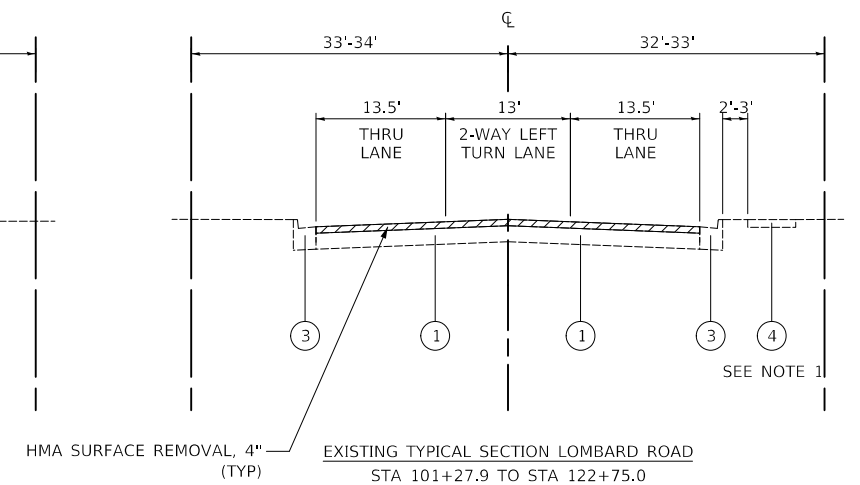
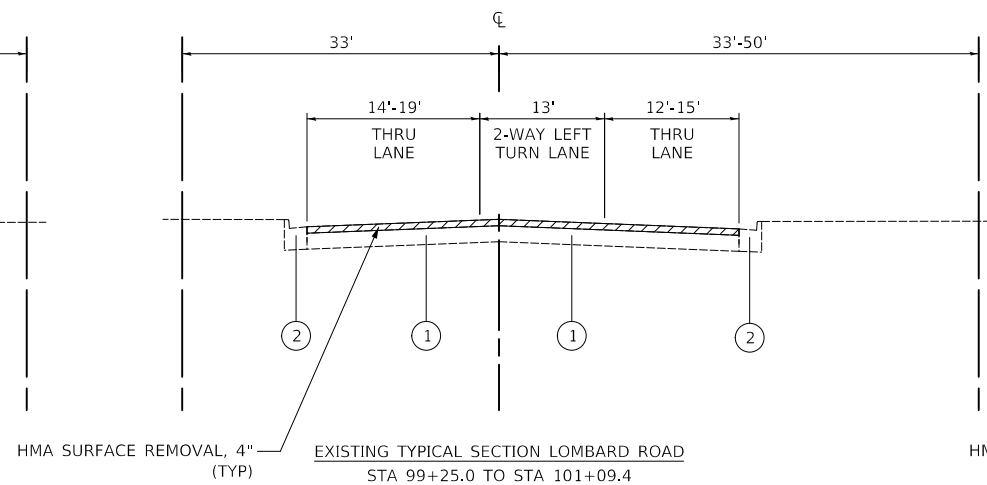
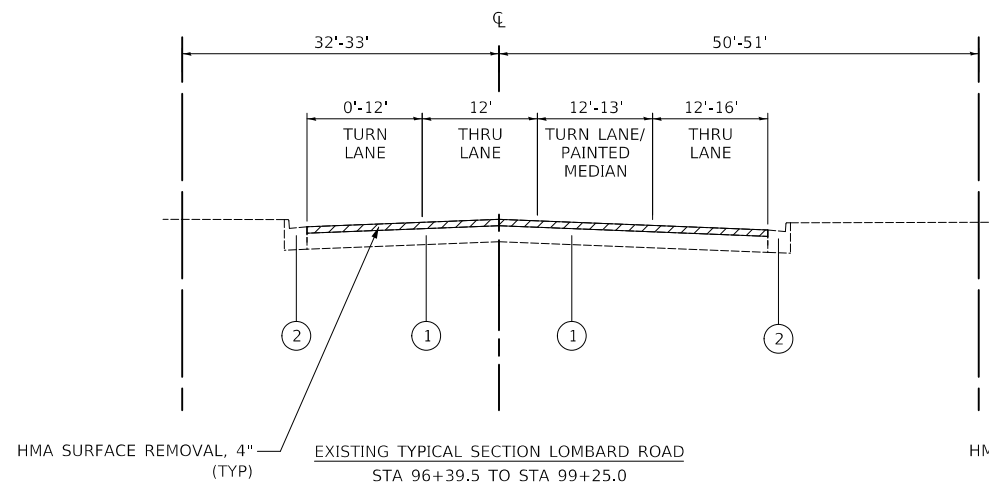
**LOMBARD ROAD RESURFACING IMPROVEMENTS
 SUMMARY OF QUANTITIES**

SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	9
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STP FUNDS	
				70% FED 30% VILLAGE	100% VILLAGE
				ROADWAY 0005	NON- PARTICIPATING
Z0019598	DUST CONTROL, SPECIAL	GALLON	2,000	2,000	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	264	264	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	1	
Z0056648	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 12"	FOOT	127	127	
^ ^ Z0076600	TRAINEES	HOUR	500	500	
^ ^ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	

^ DENOTES SPECIALTY ITEM
^ ^ DENOTES CONSTRUCTION TYPE CODE 0042



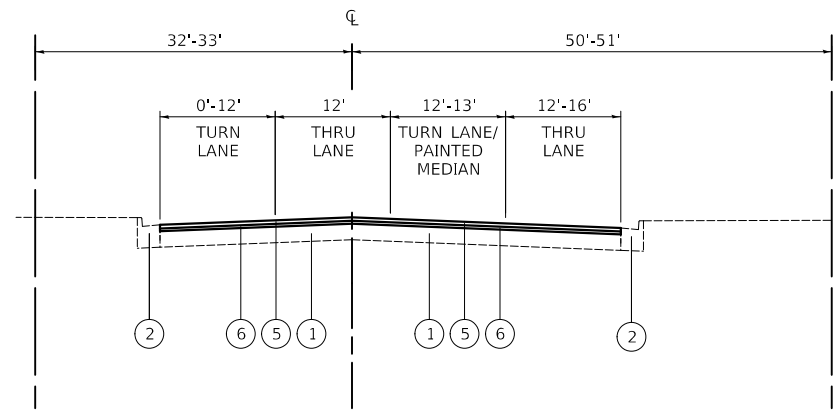
LEGEND

- ① EXISTING BITUMINOUS PAVEMENT, 14" THICK
- ② EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
- ③ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ④ EXISTING P.C. CONCRETE SIDEWALK
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-3/4"
- ⑥ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ⑧ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑨ SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"

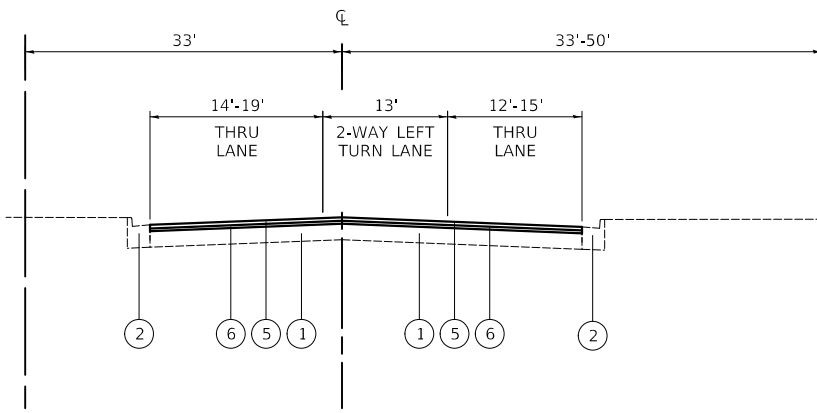
REMOVAL

NOTE:

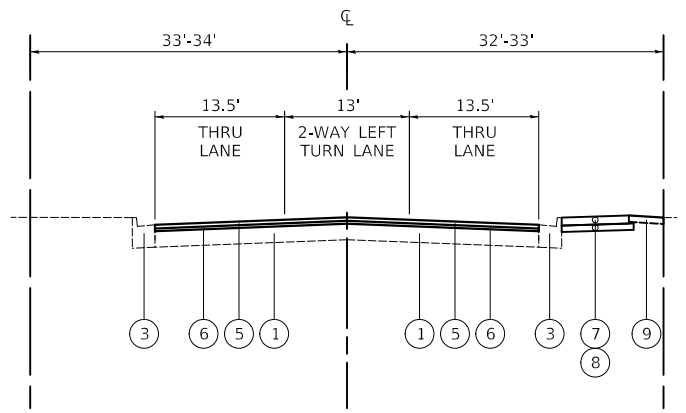
1. PAVEMENT PATCHING, SIDEWALK, CURB AND GUTTER, AND DRIVEWAY REMOVAL AND REPLACEMENT LIMITS WILL BE DETERMINED BY THE FIELD ENGINEER. SEE PLANS FOR SUGGESTED SPOT REPAIRS.



PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 96+39.5 TO STA 99+25.0

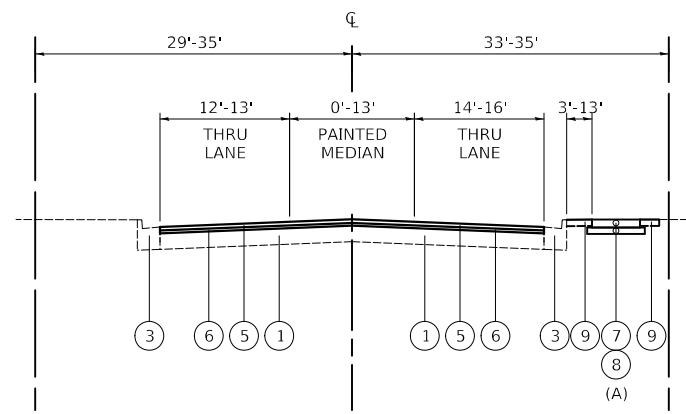


PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 99+25.0 TO STA 101+09.4



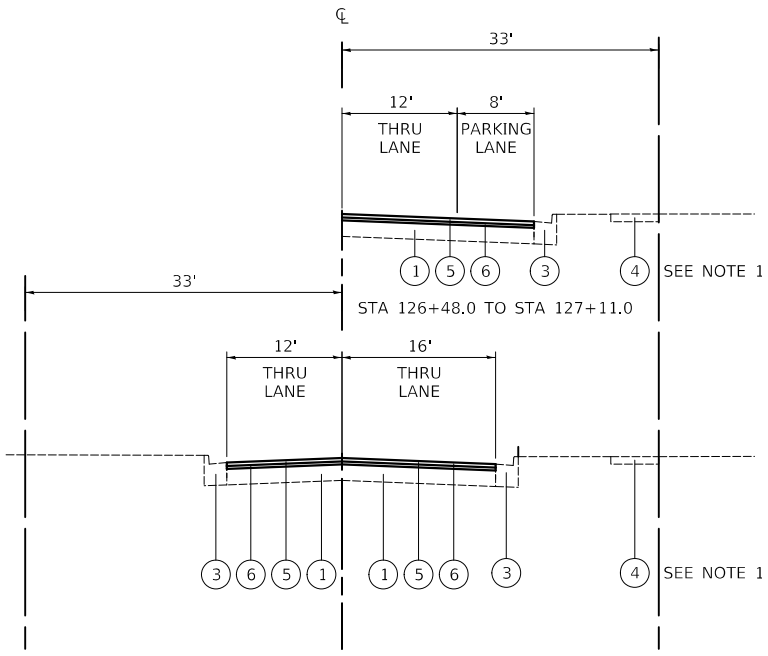
PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 101+27.9 TO STA 122+75.0

(A): PROPOSED SIDEWALK FROM STA 111+71.4 TO 116+25.6
AND FROM STA 118+75.8 TO STA 122+75.0

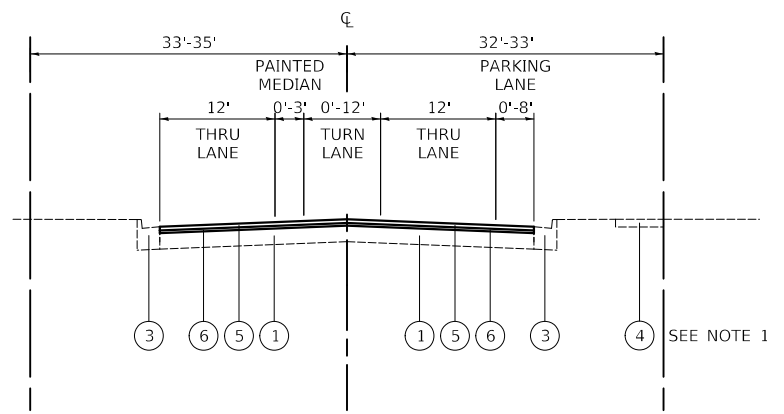


PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 122+75.0 TO STA 125+00.0

(A): PROPOSED SIDEWALK FROM STA 122+75.0 TO 123+94.0



PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 125+00.0 TO STA 127+11.0



PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 127+11.0 TO STA 129+51.0

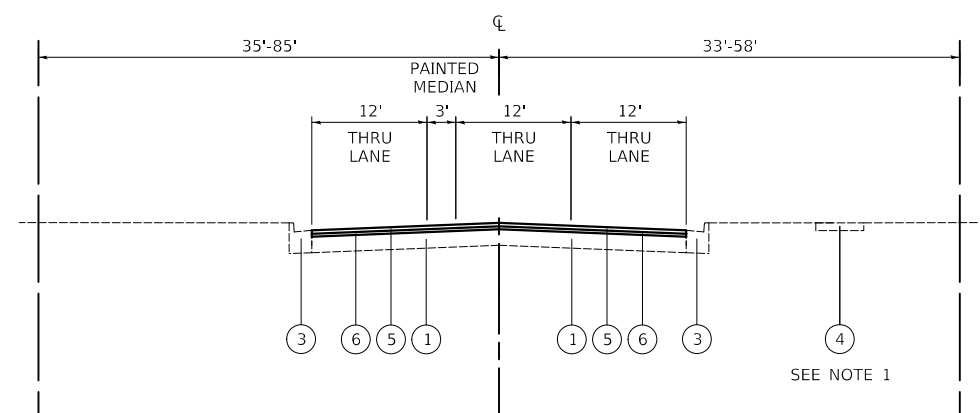
LEGEND

- ① EXISTING BITUMINOUS PAVEMENT, 14" THICK
- ② EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
- ③ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ④ EXISTING P.C. CONCRETE SIDEWALK
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-3/4"
- ⑥ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ⑧ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑨ SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"

REMOVAL

NOTE:

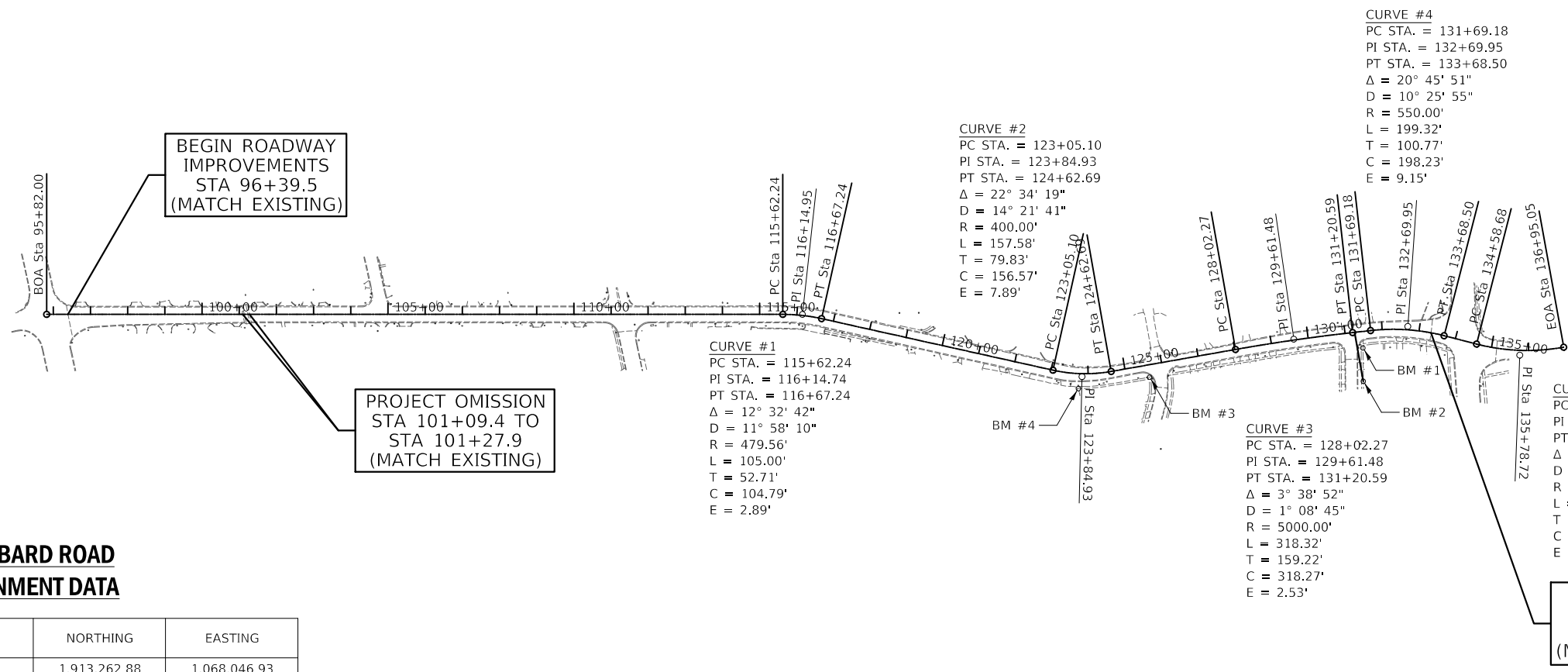
1. PAVEMENT PATCHING, SIDEWALK, CURB AND GUTTER, AND DRIVEWAY REMOVAL AND REPLACEMENT LIMITS WILL BE DETERMINED BY THE FIELD ENGINEER. SEE PLANS FOR SUGGESTED SPOT REPAIRS.
2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE HMA BC IL-19.0 N70.



PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 129+51.0 TO STA 133+32.8

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PLAN (QMP)
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-3/4"	4% @ 70 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"	4% @ 70 Gyr.	LR 1030-2
PAVEMENT PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm); 10" or 14"	4% @ 70 Gyr.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2		

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SQ YD/ IN. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.



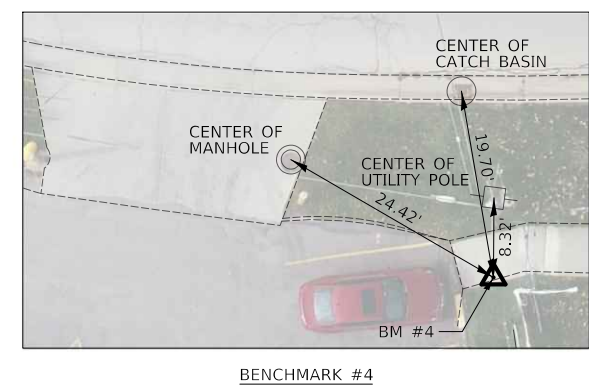
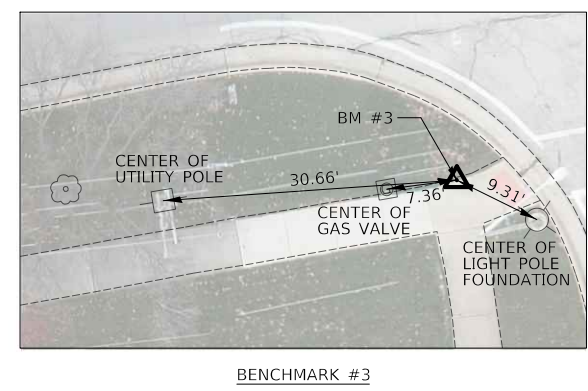
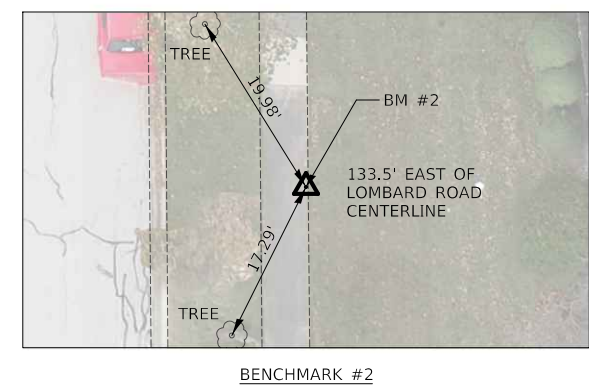
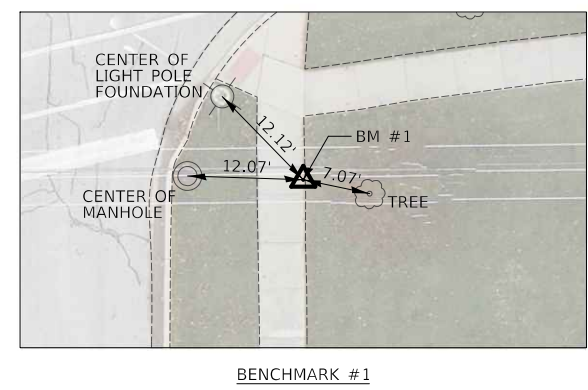
**LOMBARD ROAD
ALIGNMENT DATA**

POINT	STATION	NORTHING	EASTING
BOA	95+82.00	1,913,262.88	1,068,046.93
PC	115+62.24	1,915,212.13	1,068,395.85
PI	116+14.95	1,915,264.02	1,068,405.14
PT	116+67.24	1,915,312.65	1,068,425.47
PC	123+05.10	1,915,901.13	1,068,671.56
PI	123+84.93	1,915,974.78	1,068,702.36
PT	124+62.69	1,916,054.60	1,068,702.53
PC	128+02.27	1,916,394.19	1,068,703.25
PI	129+61.48	1,916,553.40	1,068,703.59
PT	131+20.59	1,916,712.27	1,068,714.06
PC	131+69.18	1,916,760.75	1,068,717.25
PI	132+69.95	1,916,861.30	1,068,723.87
PT	133+68.50	1,916,952.97	1,068,765.71
PC	134+58.68	1,917,035.01	1,068,803.16
PI	135+78.72	1,917,144.21	1,068,853.00
EOA	136+95.05	1,917,264.25	1,068,852.81

BENCHMARKS - LOMBARD ROAD

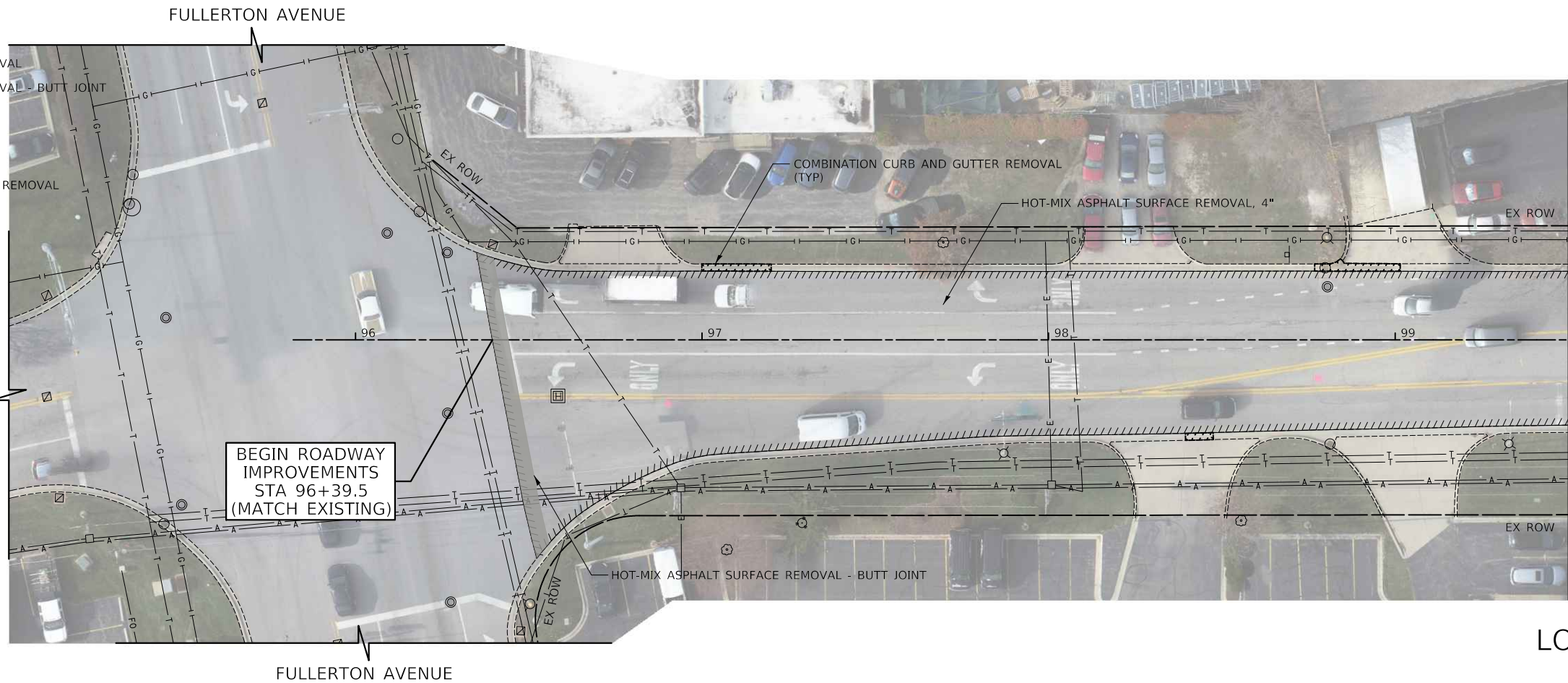
BENCHMARK NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
BM #1	1,916,732.28	1,068,759.80	131+43.56	44.33' RT	CROSS NOTCH
BM #2	1,916,717.40	1,068,847.87	131+34.50	133.19' RT	CROSS NOTCH
BM #3	1,916,153.50	1,068,735.90	125+61.65	33.16' RT	CROSS NOTCH
BM #4	1,915,959.41	1,068,732.25	123+75.58	40.32' RT	CROSS NOTCH

NOTE: THREE POINT TIES ARE PROVIDED ONLY TO FIND THE GENERAL LOCATION OF BENCHMARK, NOT TO ACCURATELY ESTABLISH THE POINT.



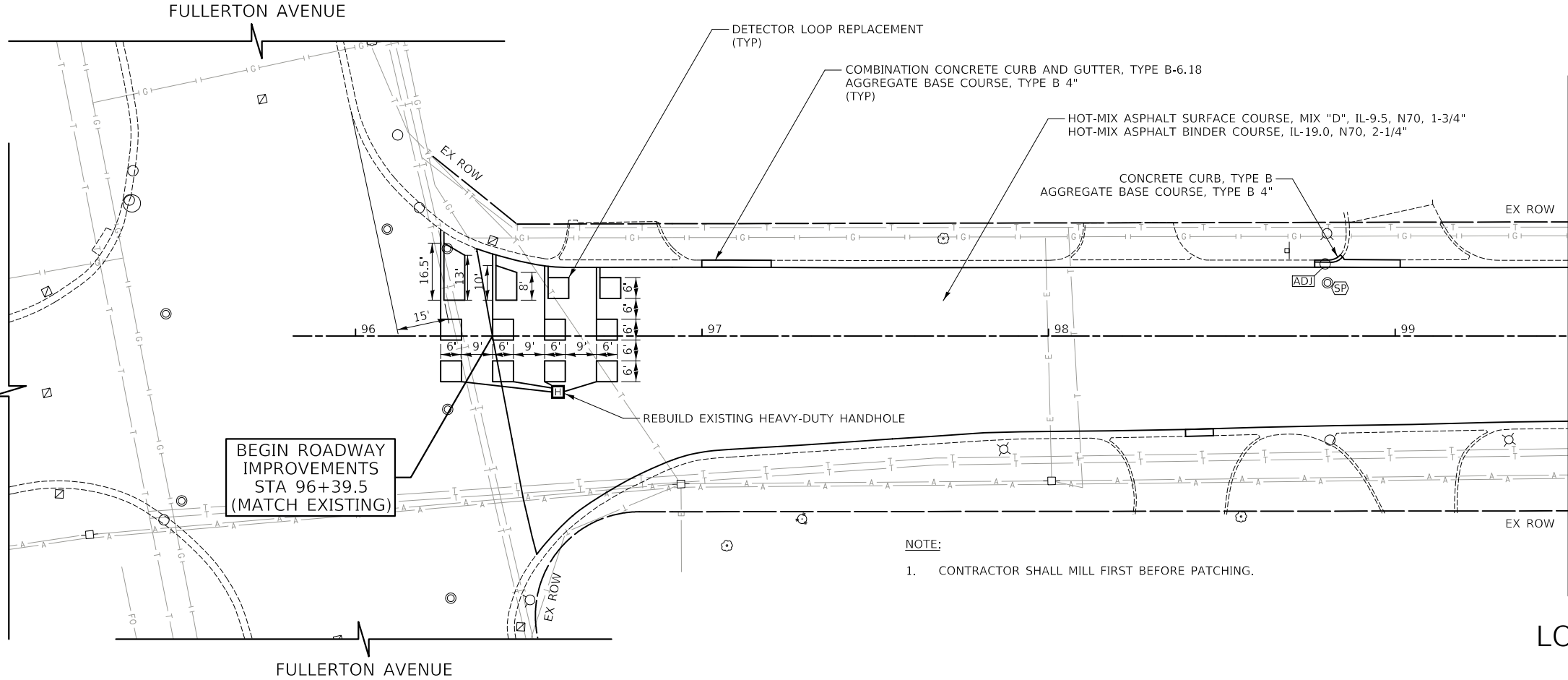
LEGEND

-  HOT-MIX ASPHALT SURFACE REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  DRIVEWAY REMOVAL
-  SIDEWALK REMOVAL
-  MEDIAN REMOVAL
-  COMBINATION CURB AND GUTTER REMOVAL
-  PAVEMENT PATCHING
-  DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
-  FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)



MATCH LINE STA 99+50
SEE SHEET NO 15

**EXISTING
LOMBARD ROAD**



MATCH LINE STA 99+50
SEE SHEET NO 15

**PROPOSED
LOMBARD ROAD**

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










**LOMBARD ROAD RESURFACING IMPROVEMENTS
ROADWAY PLANS**

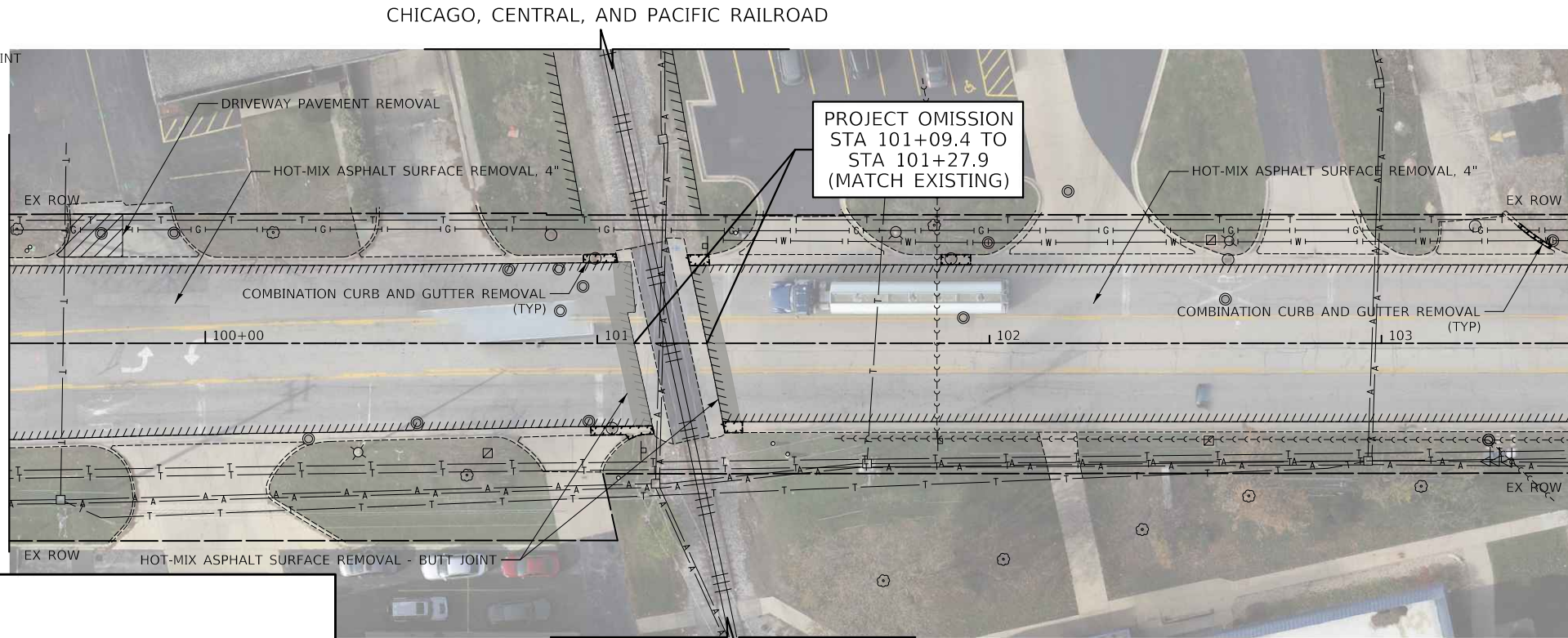
SHEET 1 OF 9 SHEETS	STA. 95+82.00 TO STA. 99+50.00
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	14
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

LEGEND

-  HOT-MIX ASPHALT SURFACE REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  DRIVEWAY REMOVAL
-  SIDEWALK REMOVAL
-  MEDIAN REMOVAL
-  COMBINATION CURB AND GUTTER REMOVAL
-  PAVEMENT PATCHING
-  DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
-  FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

MATCH LINE STA 99+50
SEE SHEET NO 14



MATCH LINE STA 103+50
SEE SHEET NO 16



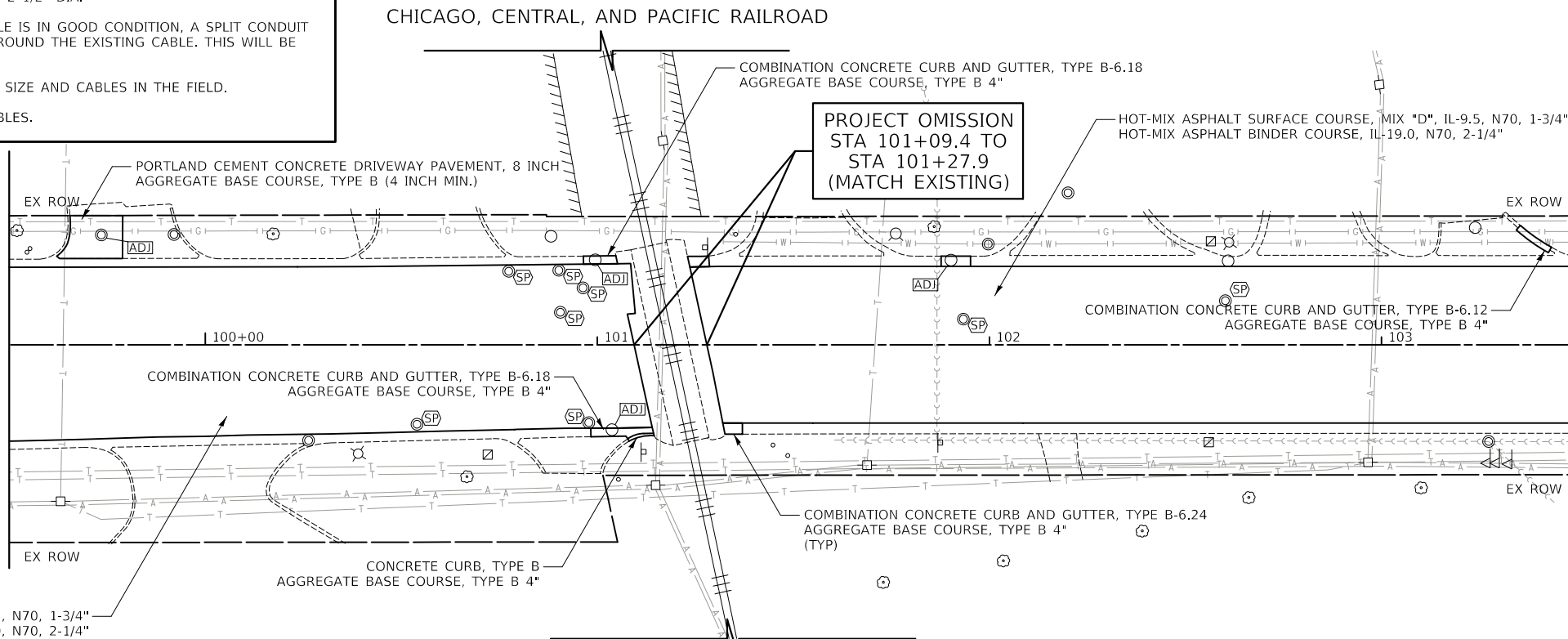
NOTE:

1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
2. CONTRACTOR SHALL DIG TEST PITS ON EACH SIDE OF PROPOSED DRIVEWAY APRONS TO VERIFY EXISTING LIGHTING CABLE CONDITION, DEPTH, AND PRESENCE OF CONDUIT. THIS WILL BE PAID FOR AS "EXPLORATION TRENCH, SPECIAL".
 - A. IF CABLE IS IN POOR CONDITION OR IN CONFLICT WITH PROPOSED IMPROVEMENT, EXISTING CABLE SHALL BE REMOVED AND NEW CABLE IN DUCT SHALL BE INSTALLED BETWEEN LIGHT POLES WITH A CONDUIT SLEEVE UNDER DRIVEWAY. THIS WILL BE PAID FOR AS "UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE" AND "UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA."
 - B. IF CONDUIT SLEEVE IS NOT PRESENT AND CABLE IS IN GOOD CONDITION, A SPLIT CONDUIT SHALL BE INSTALLED UNDER THE DRIVEWAY AROUND THE EXISTING CABLE. THIS WILL BE PAID FOR AS "CONDUIT SPECIAL".
3. CONTRACTOR SHALL VERIFY AND MATCH UNIT DUCT SIZE AND CABLES IN THE FIELD.
4. THERE WILL BE NO UNDERGROUND SPlicing OF CABLES.

CHICAGO, CENTRAL, AND PACIFIC RAILROAD

EXISTING
LOMBARD ROAD

MATCH LINE STA 99+50
SEE SHEET NO 14



MATCH LINE STA 103+50
SEE SHEET NO 16



CHICAGO, CENTRAL, AND PACIFIC RAILROAD

PROPOSED
LOMBARD ROAD

CIVILTECH
Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

DESIGNED - PK	REVISED - 2/16/2024
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 11/27/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



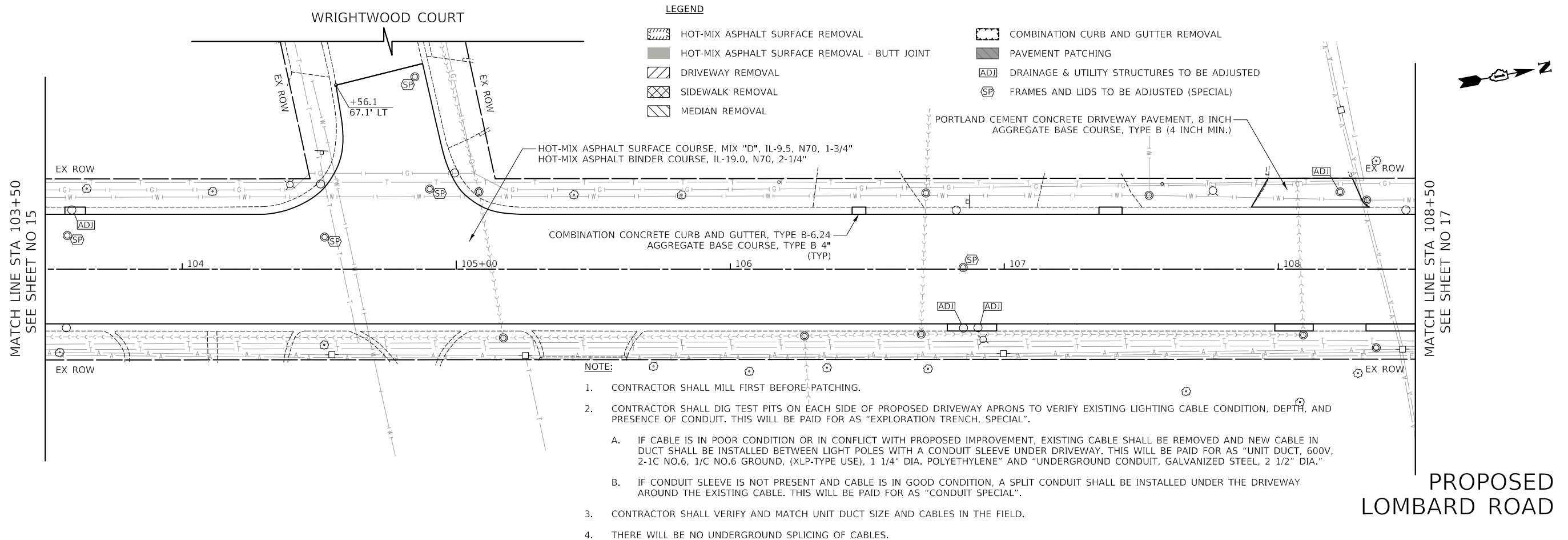
**LOMBARD ROAD RESURFACING IMPROVEMENTS
ROADWAY PLANS**

SHEET 2 OF 9 SHEETS	STA. 99+50.00 TO STA. 103+50.00
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	15
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

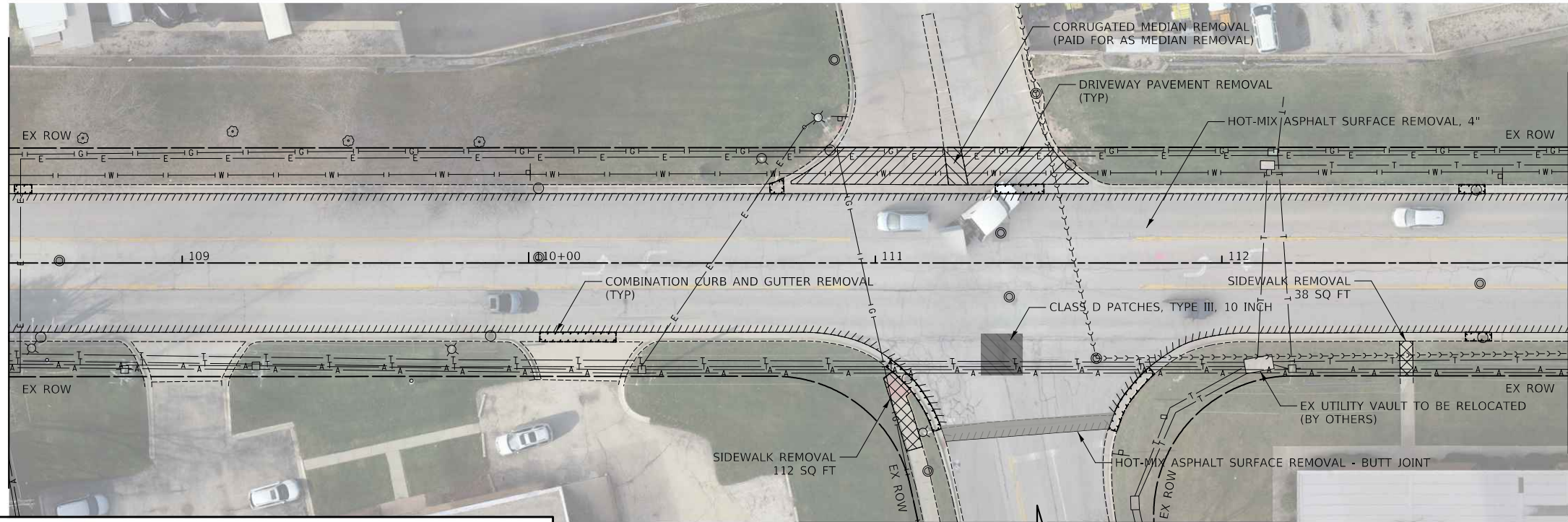


EXISTING
LOMBARD ROAD



PROPOSED
LOMBARD ROAD

- NOTE:
1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
 2. CONTRACTOR SHALL DIG TEST PITS ON EACH SIDE OF PROPOSED DRIVEWAY APRONS TO VERIFY EXISTING LIGHTING CABLE CONDITION, DEPTH, AND PRESENCE OF CONDUIT. THIS WILL BE PAID FOR AS "EXPLORATION TRENCH, SPECIAL".
 - A. IF CABLE IS IN POOR CONDITION OR IN CONFLICT WITH PROPOSED IMPROVEMENT, EXISTING CABLE SHALL BE REMOVED AND NEW CABLE IN DUCT SHALL BE INSTALLED BETWEEN LIGHT POLES WITH A CONDUIT SLEEVE UNDER DRIVEWAY. THIS WILL BE PAID FOR AS "UNIT DUCT, 600V, 2-1C NO.6, 1/2" DIA. GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE" AND "UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA."
 - B. IF CONDUIT SLEEVE IS NOT PRESENT AND CABLE IS IN GOOD CONDITION, A SPLIT CONDUIT SHALL BE INSTALLED UNDER THE DRIVEWAY AROUND THE EXISTING CABLE. THIS WILL BE PAID FOR AS "CONDUIT SPECIAL".
 3. CONTRACTOR SHALL VERIFY AND MATCH UNIT DUCT SIZE AND CABLES IN THE FIELD.
 4. THERE WILL BE NO UNDERGROUND SPlicing OF CABLES.



MATCH LINE STA 108+50
SEE SHEET NO 16

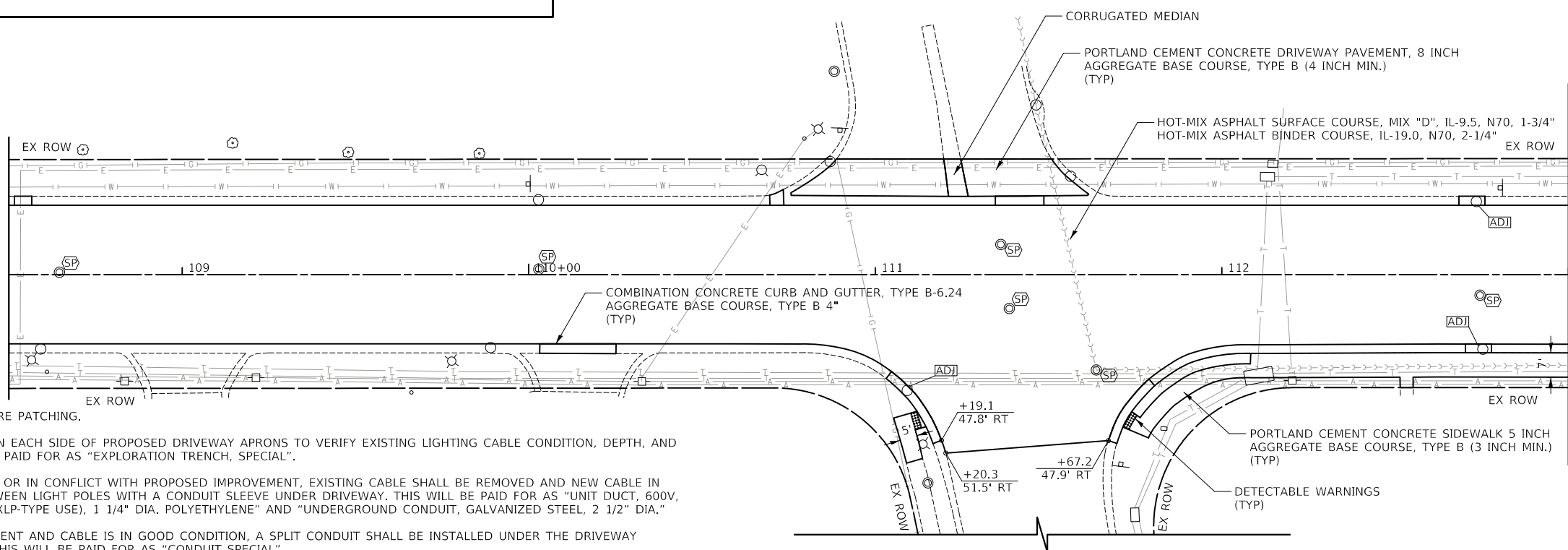
MATCH LINE STA 113+00
SEE SHEET NO 18

EXISTING
LOMBARD ROAD

LEGEND

HOT-MIX ASPHALT SURFACE REMOVAL	COMBINATION CURB AND GUTTER REMOVAL
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	PAVEMENT PATCHING
DRIVEWAY REMOVAL	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
SIDEWALK REMOVAL	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
MEDIAN REMOVAL	

CAPITOL DRIVE



MATCH LINE STA 108+50
SEE SHEET NO 16

MATCH LINE STA 113+00
SEE SHEET NO 18

PROPOSED
LOMBARD ROAD

NOTE:

1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
2. CONTRACTOR SHALL DIG TEST PITS ON EACH SIDE OF PROPOSED DRIVEWAY APRONS TO VERIFY EXISTING LIGHTING CABLE CONDITION, DEPTH, AND PRESENCE OF CONDUIT. THIS WILL BE PAID FOR AS "EXPLORATION TRENCH, SPECIAL".
 - A. IF CABLE IS IN POOR CONDITION OR IN CONFLICT WITH PROPOSED IMPROVEMENT, EXISTING CABLE SHALL BE REMOVED AND NEW CABLE IN DUCT SHALL BE INSTALLED BETWEEN LIGHT POLES WITH A CONDUIT SLEEVE UNDER DRIVEWAY. THIS WILL BE PAID FOR AS "UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE" AND "UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA."
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3. CONTRACTOR SHALL VERIFY AND MATCH UNIT DUCT SIZE AND CABLES IN THE FIELD.
4. THERE WILL BE NO UNDERGROUND SPLICING OF CABLES.

CAPITOL DRIVE

CIVILTECH
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DESIGNED - PK	REVISED - 2/16/2024
DRAWN - JMG	REVISED -
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DATE - 11/27/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



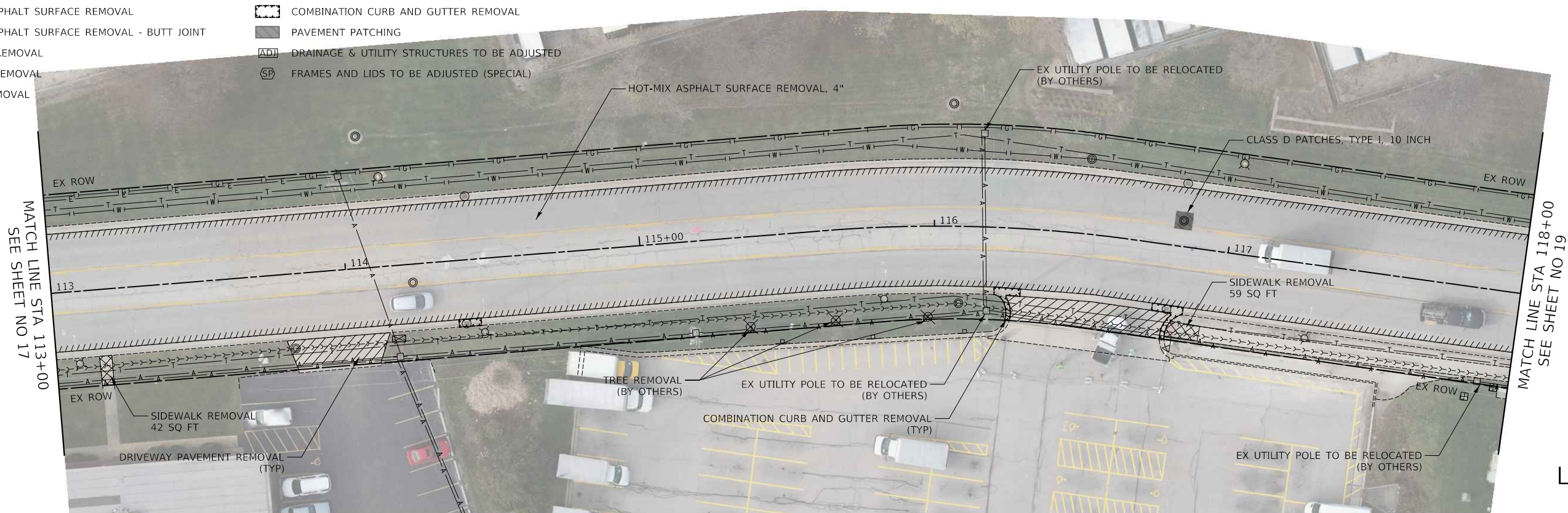
**LOMBARD ROAD RESURFACING IMPROVEMENTS
ROADWAY PLANS**

SHEET 4 OF 9 SHEETS STA. 108+50.00 TO STA. 113+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	17
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- DRIVEWAY REMOVAL
- SIDEWALK REMOVAL
- MEDIAN REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- PAVEMENT PATCHING
- DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)



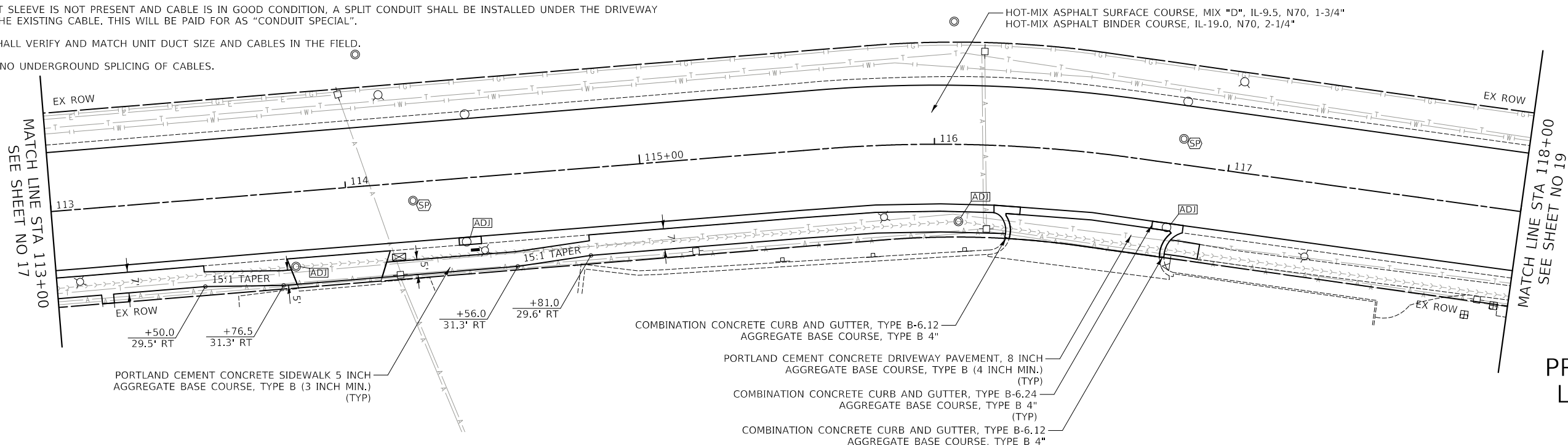
**EXISTING
LOMBARD
ROAD**

NOTE:

1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
2. CONTRACTOR SHALL DIG TEST PITS ON EACH SIDE OF PROPOSED DRIVEWAY APRONS TO VERIFY EXISTING LIGHTING CABLE CONDITION, DEPTH, AND PRESENCE OF CONDUIT. THIS WILL BE PAID FOR AS "EXPLORATION TRENCH, SPECIAL".
 - A. IF CABLE IS IN POOR CONDITION OR IN CONFLICT WITH PROPOSED IMPROVEMENT, EXISTING CABLE SHALL BE REMOVED AND NEW CABLE IN DUCT SHALL BE INSTALLED BETWEEN LIGHT POLES WITH A CONDUIT SLEEVE UNDER DRIVEWAY. THIS WILL BE PAID FOR AS "UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE" AND "UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA."
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3. CONTRACTOR SHALL VERIFY AND MATCH UNIT DUCT SIZE AND CABLES IN THE FIELD.
4. THERE WILL BE NO UNDERGROUND SPLICING OF CABLES.

NOTE:

1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.



**PROPOSED
LOMBARD
ROAD**

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DESIGNED - PK	REVISED - 2/16/2024
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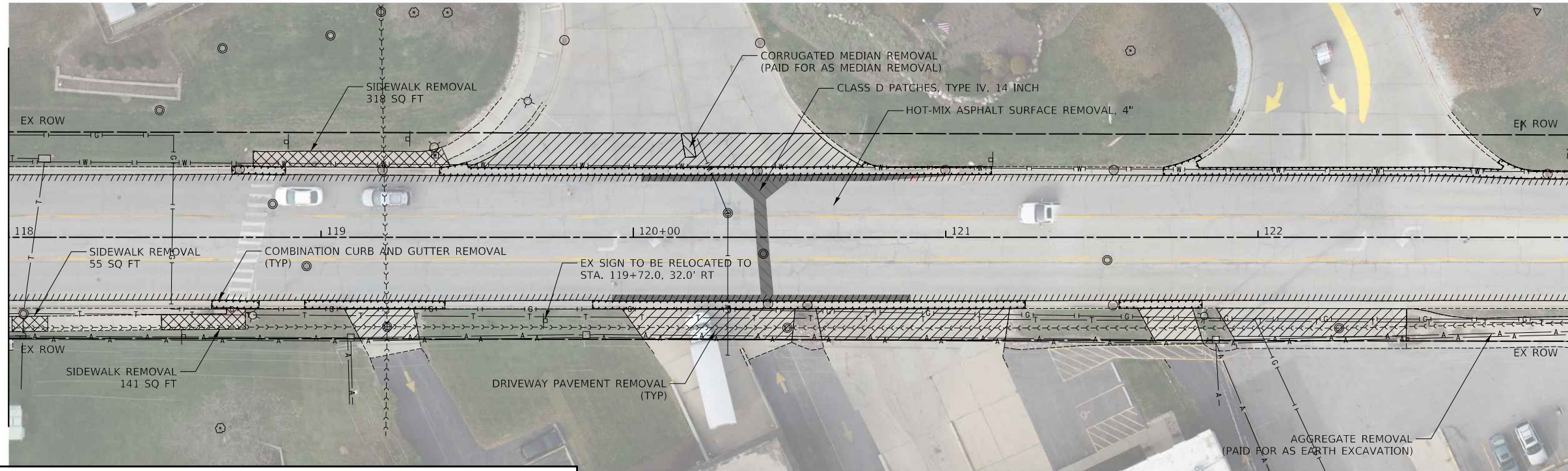
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



**LOMBARD ROAD RESURFACING IMPROVEMENTS
ROADWAY PLANS**

SHEET 5 OF 9 SHEETS STA. 113+00.00 TO STA. 118+00.00

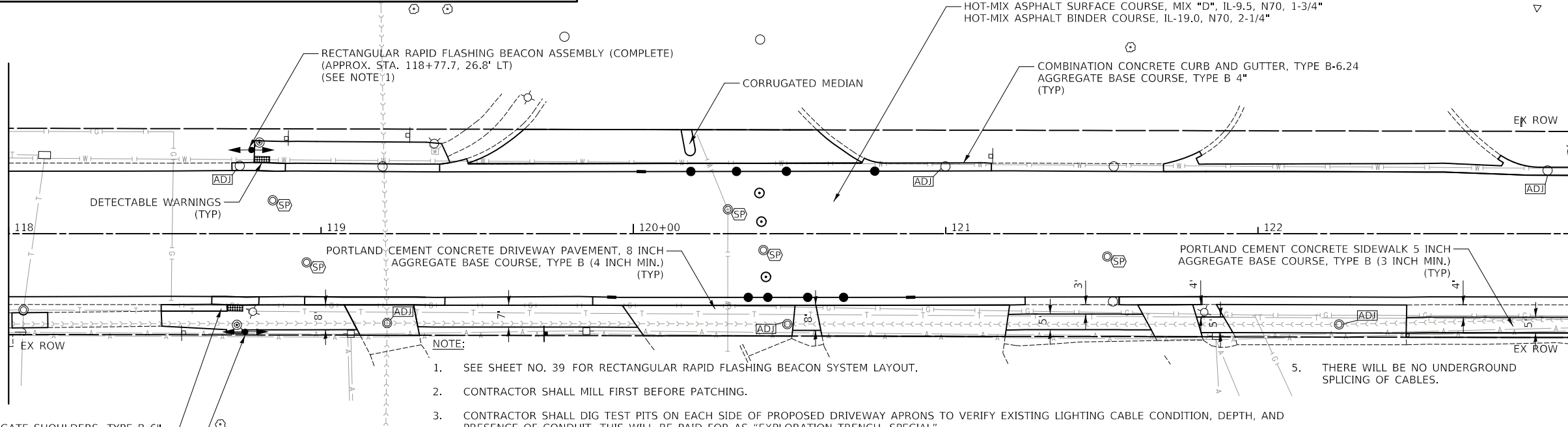
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	18
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



EXISTING
LOMBARD ROAD

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- DRIVEWAY REMOVAL
- SIDEWALK REMOVAL
- MEDIAN REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- PAVEMENT PATCHING
- DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)



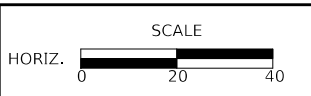
PROPOSED
LOMBARD ROAD

- NOTE:**
1. SEE SHEET NO. 39 FOR RECTANGULAR RAPID FLASHING BEACON SYSTEM LAYOUT.
 2. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
 3. CONTRACTOR SHALL DIG TEST PITS ON EACH SIDE OF PROPOSED DRIVEWAY APRONS TO VERIFY EXISTING LIGHTING CABLE CONDITION, DEPTH, AND PRESENCE OF CONDUIT. THIS WILL BE PAID FOR AS "EXPLORATION TRENCH, SPECIAL".
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- A. IF CABLE IS IN POOR CONDITION OR IN CONFLICT WITH PROPOSED IMPROVEMENT, EXISTING CABLE SHALL BE REMOVED AND NEW CABLE IN DUCT SHALL BE INSTALLED BETWEEN LIGHT POLES WITH A CONDUIT SLEEVE UNDER DRIVEWAY. THIS WILL BE PAID FOR AS "UNIT DUCT, 600V, 2-1C NO.6, 1/2" DIA. POLYETHYLENE" AND "UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA."
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**












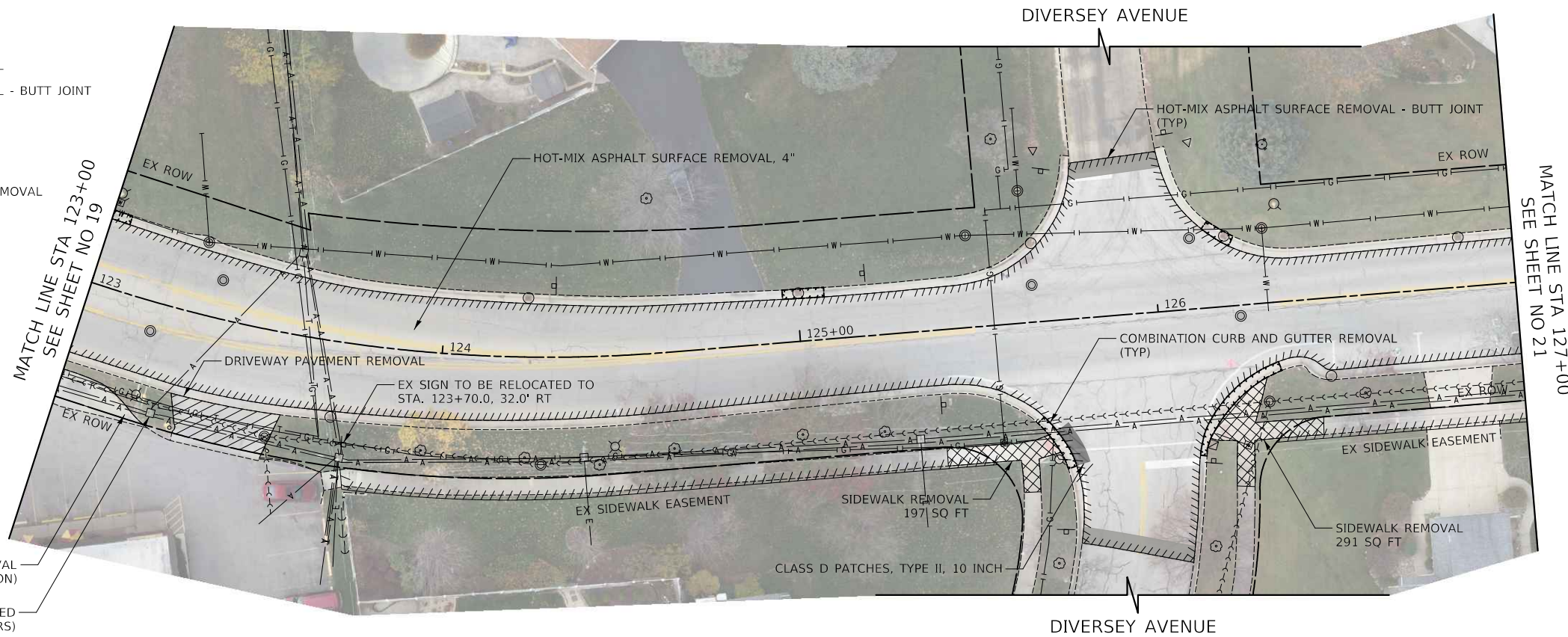
**LOMBARD ROAD RESURFACING IMPROVEMENTS
ROADWAY PLANS**

SHEET 6 OF 9 SHEETS STA. 118+00.00 TO STA. 123+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	19
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LEGEND

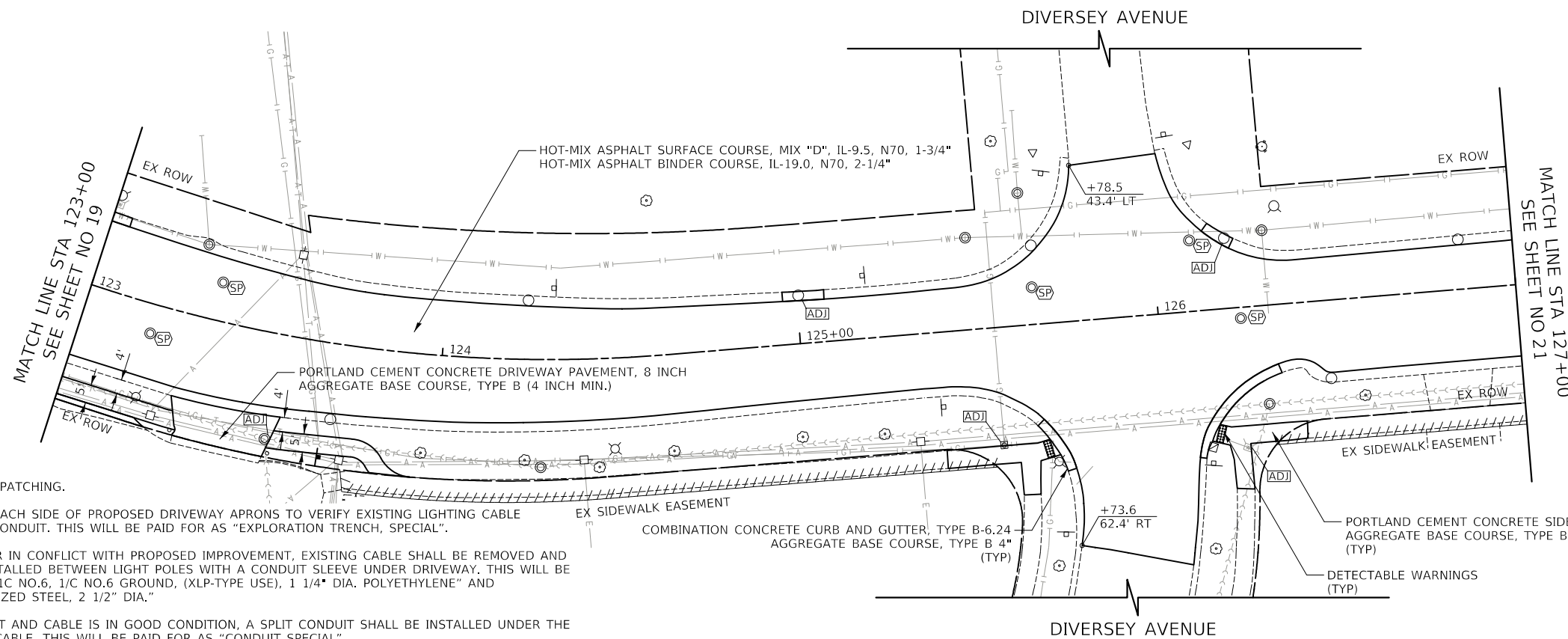
-  HOT-MIX ASPHALT SURFACE REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  DRIVEWAY REMOVAL
-  SIDEWALK REMOVAL
-  MEDIAN REMOVAL
-  COMBINATION CURB AND GUTTER REMOVAL
-  PAVEMENT PATCHING
-  DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
-  FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)



AGGREGATE REMOVAL
(PAID FOR AS EARTH EXCAVATION)

EX UTILITY POLE TO BE RELOCATED
(BY OTHERS)

**EXISTING
LOMBARD ROAD**



NOTE:

1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
2. CONTRACTOR SHALL DIG TEST PITS ON EACH SIDE OF PROPOSED DRIVEWAY APRONS TO VERIFY EXISTING LIGHTING CABLE CONDITION, DEPTH, AND PRESENCE OF CONDUIT. THIS WILL BE PAID FOR AS "EXPLORATION TRENCH, SPECIAL".
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3. CONTRACTOR SHALL VERIFY AND MATCH UNIT DUCT SIZE AND CABLES IN THE FIELD.
4. THERE WILL BE NO UNDERGROUND SPlicing OF CABLES.

**PROPOSED
LOMBARD ROAD**

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**










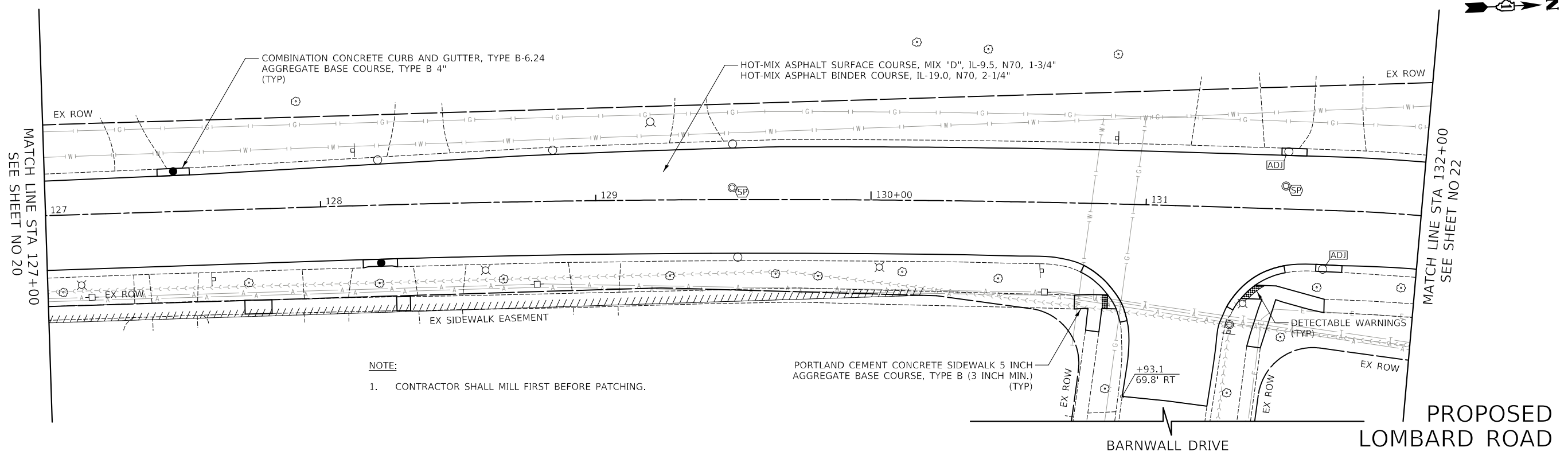
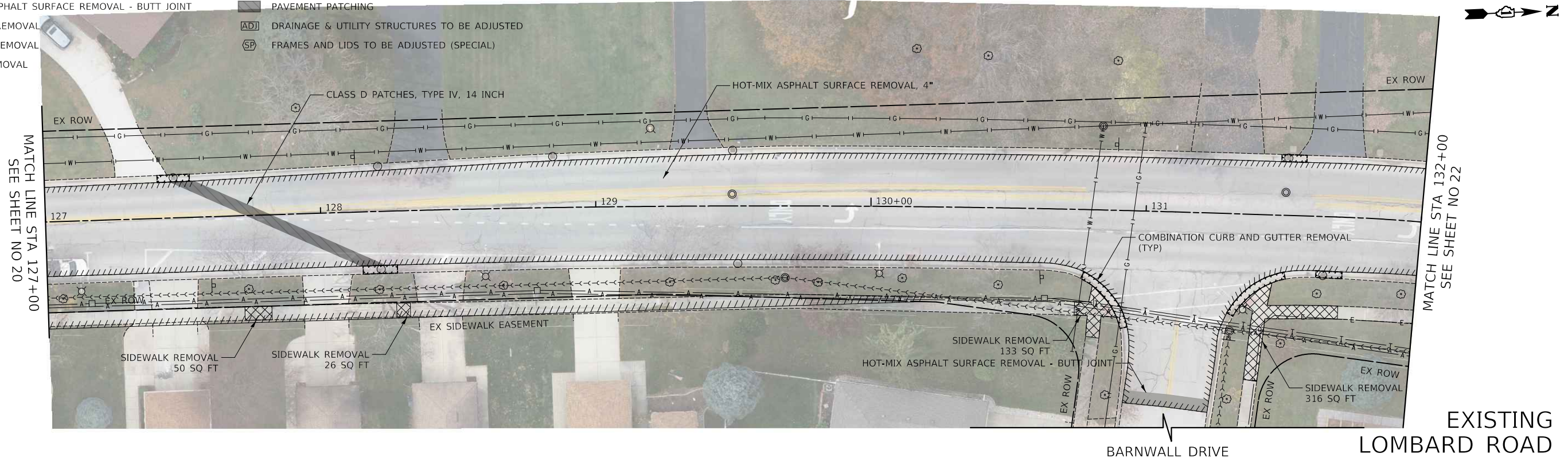
**LOMBARD ROAD RESURFACING IMPROVEMENTS
ROADWAY PLANS**

SHEET 7 OF 9 SHEETS STA. 123+00.00 TO STA. 127+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	20
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LEGEND

-  HOT-MIX ASPHALT SURFACE REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  DRIVEWAY REMOVAL
-  SIDEWALK REMOVAL
-  MEDIAN REMOVAL
-  COMBINATION CURB AND GUTTER REMOVAL
-  PAVEMENT PATCHING
-  DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
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DATE - 11/27/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**












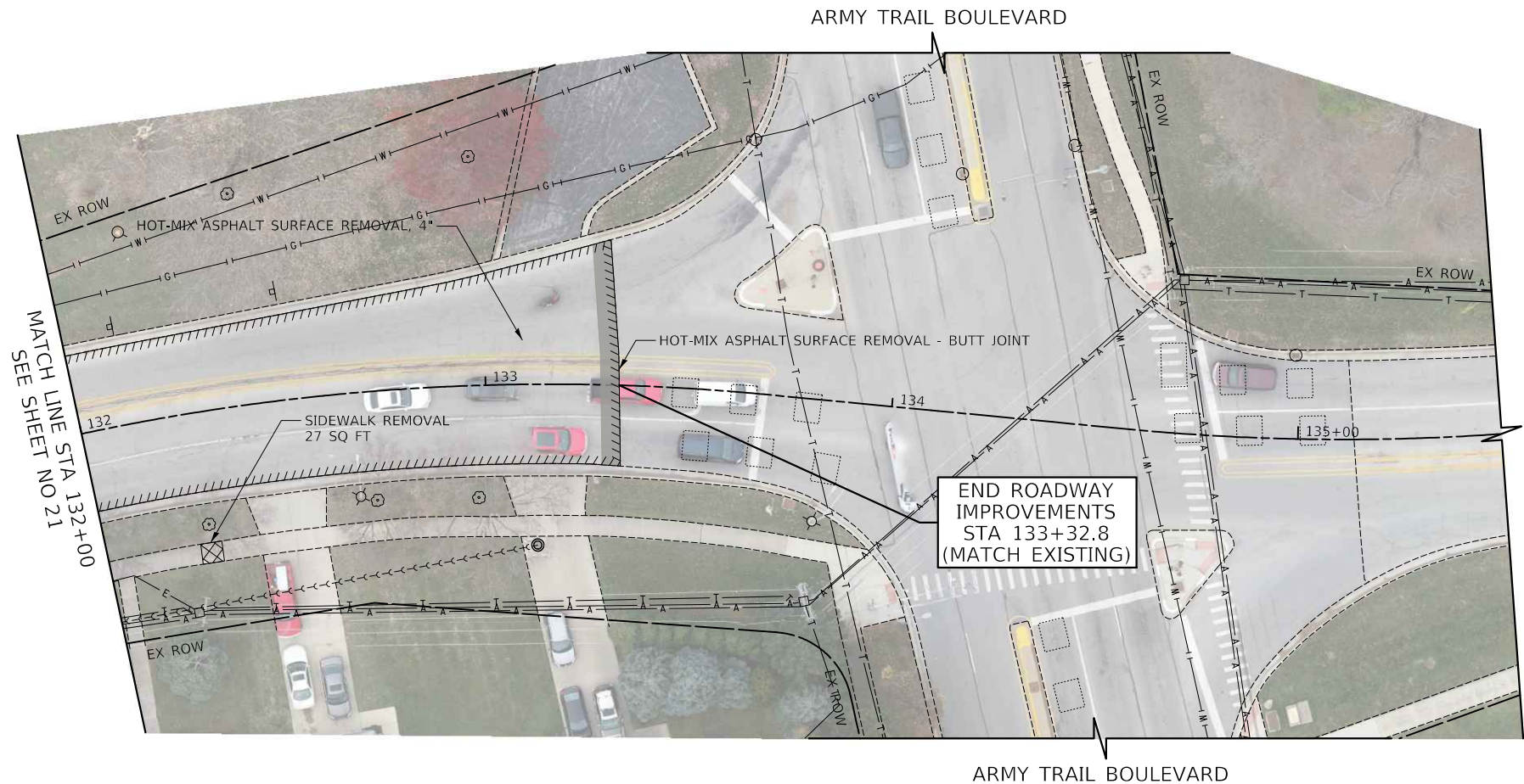
**LOMBARD ROAD RESURFACING IMPROVEMENTS
 ROADWAY PLANS**

SHEET 8 OF 9 SHEETS STA. 127+00.00 TO STA. 132+00.00

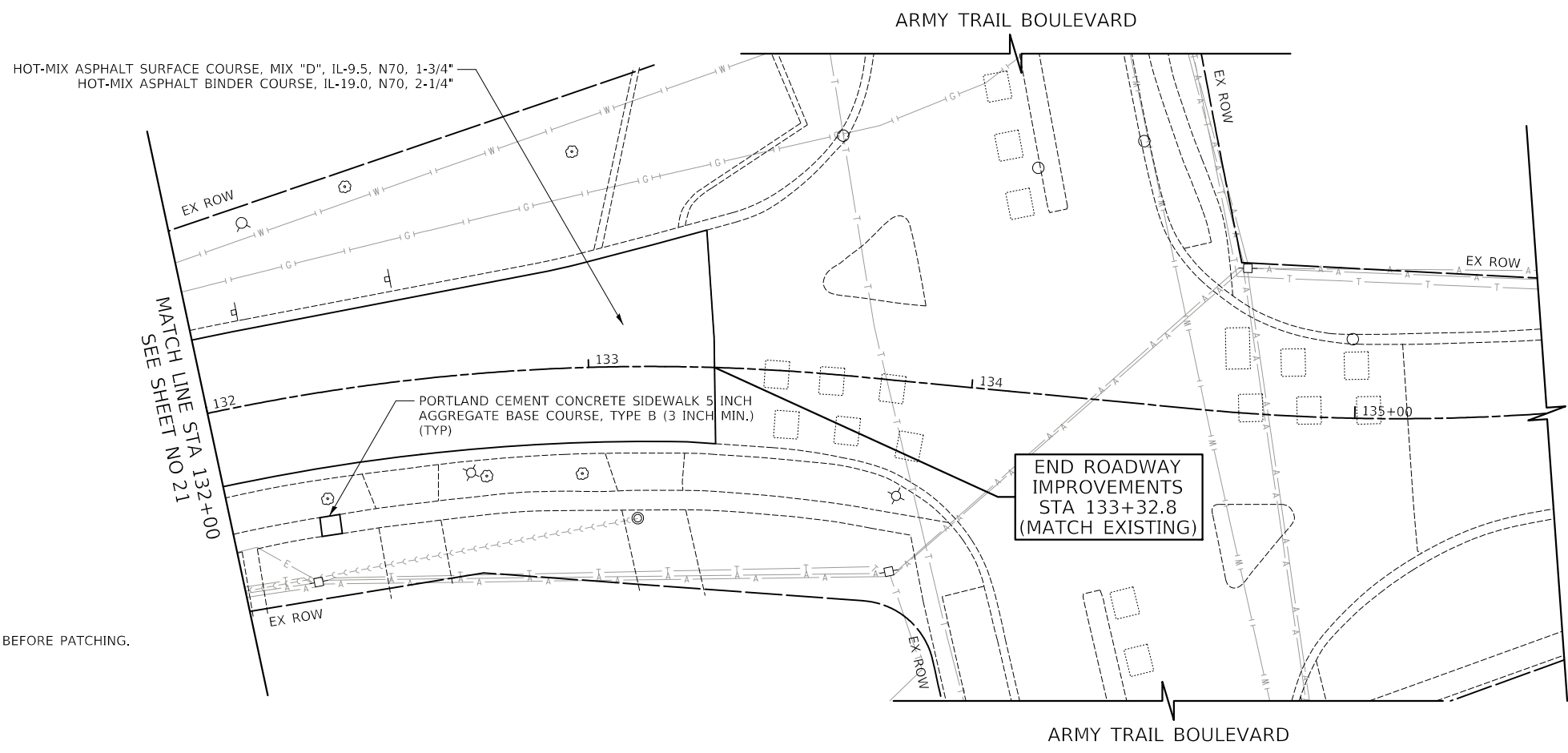
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	21
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

LEGEND

-  HOT-MIX ASPHALT SURFACE REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  DRIVEWAY REMOVAL
-  SIDEWALK REMOVAL
-  MEDIAN REMOVAL
-  COMBINATION CURB AND GUTTER REMOVAL
-  PAVEMENT PATCHING
-  DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
-  FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)



EXISTING LOMBARD ROAD



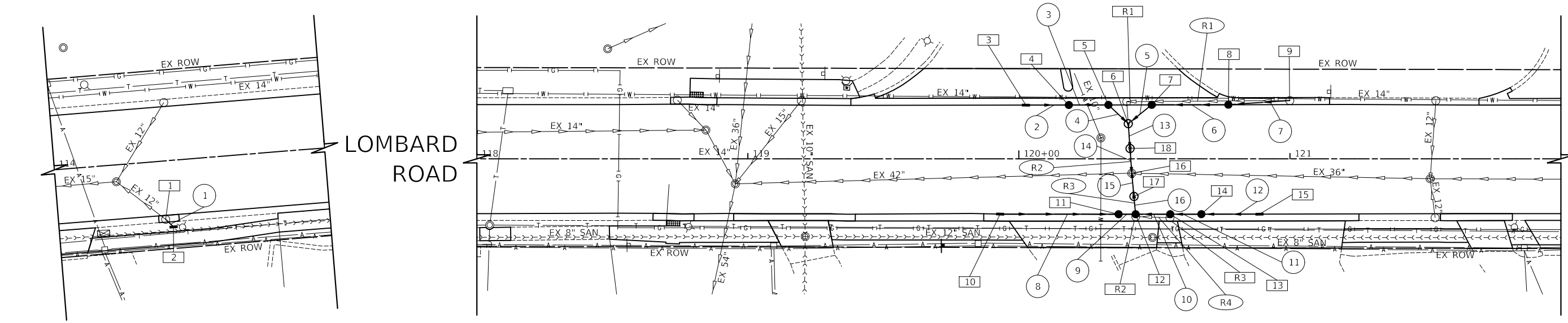
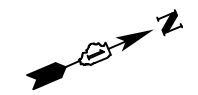
PROPOSED LOMBARD ROAD

NOTE:

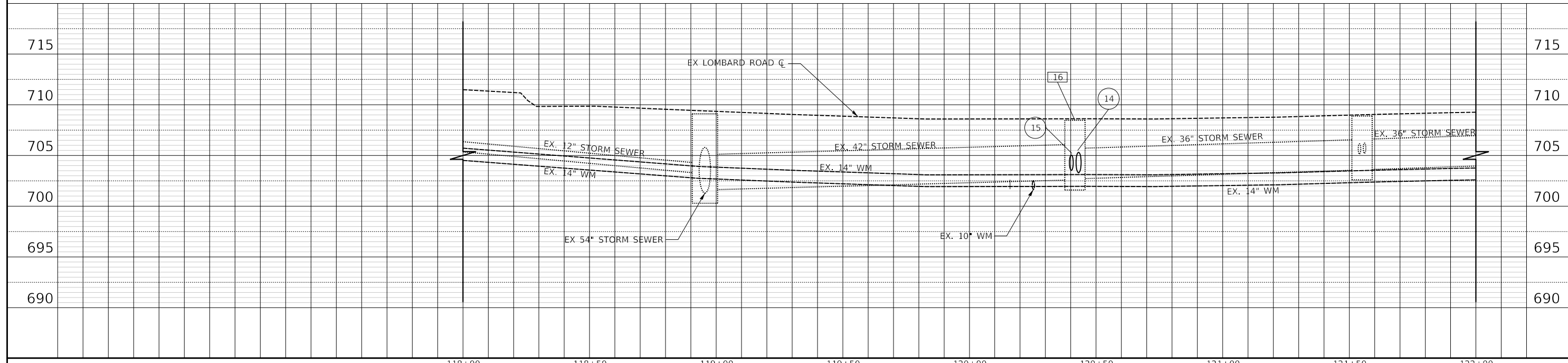
1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

- ① 4' - PIPE DRAINS, 8" @ 5.00%
TBF = 0 CU YD
- ② 13' - STORM SEW 1 WAT MN, 12" @ 1.54%
TBF = 1 CU YD
- ③ 12' - STORM SEW 1 WAT MN, 12" @ 1.67%
TBF = 1 CU YD
- ④ 7' - STORM SEW 1 WAT MN, 12" @ 3.29%
TBF = 1 CU YD
- ⑤ 8' - STORM SEW 1 WAT MN, 12" @ 2.50%
TBF = 1 CU YD
- ⑥ 25' - STORM SEW 1 WAT MN, 12" @ 0.80%
TBF = 2 CU YD
- ⑦ 20' - STORM SEW 1 WAT MN, 12" @ 1.00%
TBF = 2 CU YD
- ⑧ 40' - STORM SEW 1 WAT MN, 12" @ 0.50%
TBF = 3 CU YD
- ⑨ 2' - STORM SEW 1 WAT MN, 12" @ 10.0%
TBF = 1 CU YD
- ⑩ 9' - STORM SEW CL A 1, 12" @ 2.22%
TBF = 1 CU YD
- ⑪ 8' - STORM SEW CL A 1, 12" @ 2.50%
TBF = 1 CU YD
- ⑫ 18' - STORM SEW CL A 1, 12" @ 1.11%
TBF = 1 CU YD
- ⑬ 5' - STORM SEW CL A 2, 24" @ 4.00%
TBF = 2 CU YD
- ⑭ 6' - STORM SEW CL A 2, 24" @ 3.33%
TBF = 2 CU YD
- ⑮ 4' - STORM SEW CL A 2, 18" @ 5.00%
TBF = 1 CU YD
- ⑯ 5' - STORM SEW CL A 1, 18" @ 4.00%
TBF = 1 CU YD
- R1 60' - STORM SEWER REMOVAL 12"
TBF = 1 CU YD
- R2 26' - STORM SEWER REMOVAL 12"
TBF = 0 CU YD
- R3 16' - STORM SEWER REMOVAL 12"
TBF = 0 CU YD
- R4 10' - STORM SEWER REMOVAL 12"
TBF = 1 CU YD

- R1 STA. 120+39.8, 21.1 LT
REMOVING CATCH BASINS
- R2 STA. 120+43.1, 21.3 RT
REMOVING CATCH BASINS
- R3 STA. 120+55.7, 20.0' RT
REMOVING CATCH BASINS



- ① STA. 114+39.4, 21.6' RT
EXIST. CATCH BASIN
RIM = 715.44
INV = 713.69 (8" NE)
INV = 712.11 (12" SW) EXIST.
- ② STA. 114+42.1, 24.5' RT
INLETS SPECIAL
RIM = 715.56
INV = 713.89 (8" SW)
SEE SHEET 41
- ③ STA. 120+02.6, 19.9' LT
INLETS TA T24F&G
RIM = 708.17
INV = 705.61 (12" N)
- ④ STA. 120+18.4, 19.9' LT
CB TD 3 DIA T24F&G
RIM = 708.14
INV = 705.41 (12" S)
INV = 705.41 (12" N)
- ⑤ STA. 120+33.0, 19.9' LT
CB TD 3 DIA T24F&G
RIM = 708.08
INV = 705.21 (12" S)
INV = 705.21 (12" NE)
- ⑥ STA. 120+40.4, 13.0' LT
MAN TA 5 DIA T1F OL
RIM = 708.24
INV = 704.98 (12" NW)
INV = 704.98 (12" SW)
INV = 703.71 (24" E)
- ⑦ STA. 120+49.0, 19.9' LT
CB TD 3 DIA T24F&G
RIM = 708.09
INV = 705.18 (12" N)
INV = 705.18 (12" SE)
- ⑧ STA. 120+77.3, 20.0' LT
CB TD 3 DIA T24F&G
RIM = 708.27
INV = 705.38 (12" N)
INV = 705.38 (12" S)
- ⑩ STA. 119+93.1, 20.4' RT
INLETS TA T24F&G
RIM = 708.23
INV = 705.44 (12" N)
- ⑫ STA. 120+43.1, 20.4' RT
CB TA 4 DIA T24F&G
RIM = 707.83
INV = 704.84 (12" N)
INV = 705.00 (12" S)
INV = 703.94 (18" W)
- ⑬ STA. 120+36.8, 20.4' RT
CB TA 4 DIA T24F&G
RIM = 707.97
INV = 705.24 (12" S)
INV = 705.20 (12" N)
- ⑭ STA. 120+67.3, 20.4' RT
CB TA 4 DIA T24F&G
RIM = 708.00
INV = 705.29 (12" N)
INV = 705.29 (12" S)
- ⑮ STA. 120+55.7, 20.0' RT
CB TA 4 DIA T24F&G
RIM = 707.90
INV = 705.09 (12" N)
INV = 705.04 (12" S)
- ⑯ STA. 120+88.8, 20.4' RT
INLETS TA T24F&G
RIM = 708.13
INV = 705.49 (12" S)
- ⑰ STA. 120+42.4, 13.9' RT
DRAINAGE STRUCTURES NO. 1
T1F CL
RIM = 708.13
INV = 703.74 (18" E)
INV = 703.74 (18" W)
- ⑱ STA. 120+41.0, 3.8' LT
DRAINAGE STRUCTURES NO. 2
T1F CL
RIM = 708.51
INV = 703.51 (24" W)
INV = 703.51 (24" E)
- R1 STA. 120+39.8, 21.1 LT
REMOVING CATCH BASINS
- R2 STA. 120+43.1, 21.3 RT
REMOVING CATCH BASINS
- R3 STA. 120+55.7, 20.0' RT
REMOVING CATCH BASINS

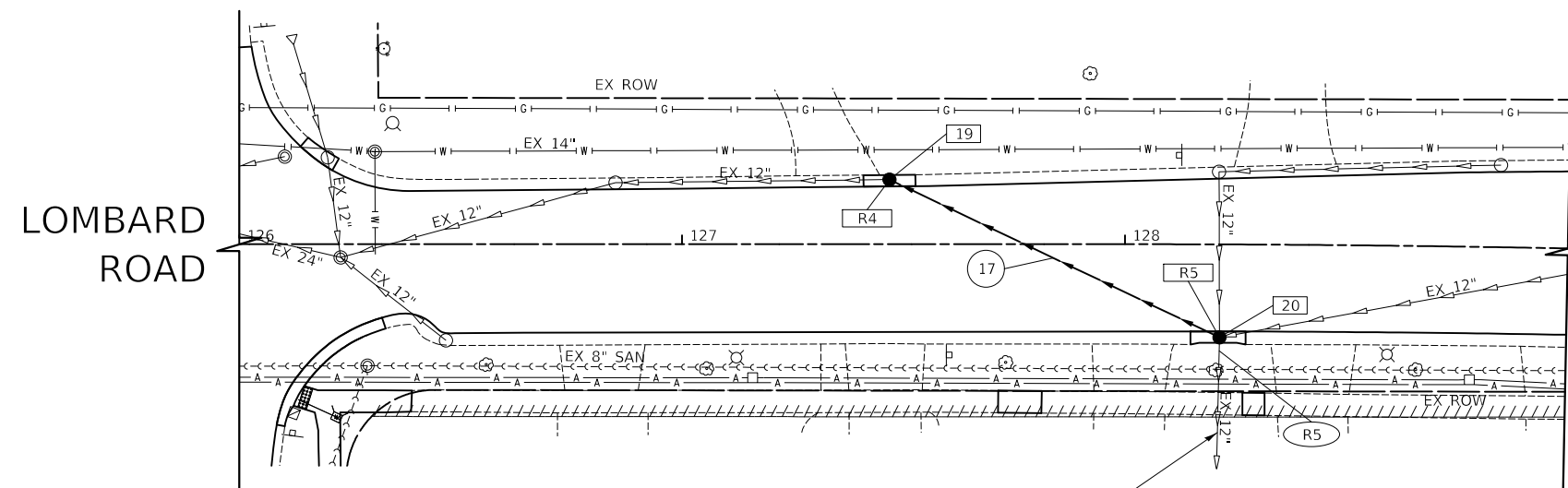
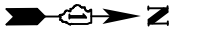


17 82' - STORM SEW CL A 1, 12" @ 1.00%
TBF = 7 CU YD

R5 5' - STORM SEWER REMOVAL 12"
TBF = 0 CU YD

R4 STA. 127+46.8, 14.6' LT
REMOVING INLETS

R5 STA. 128+21.4, 21.0' RT
REMOVING CATCH BASINS

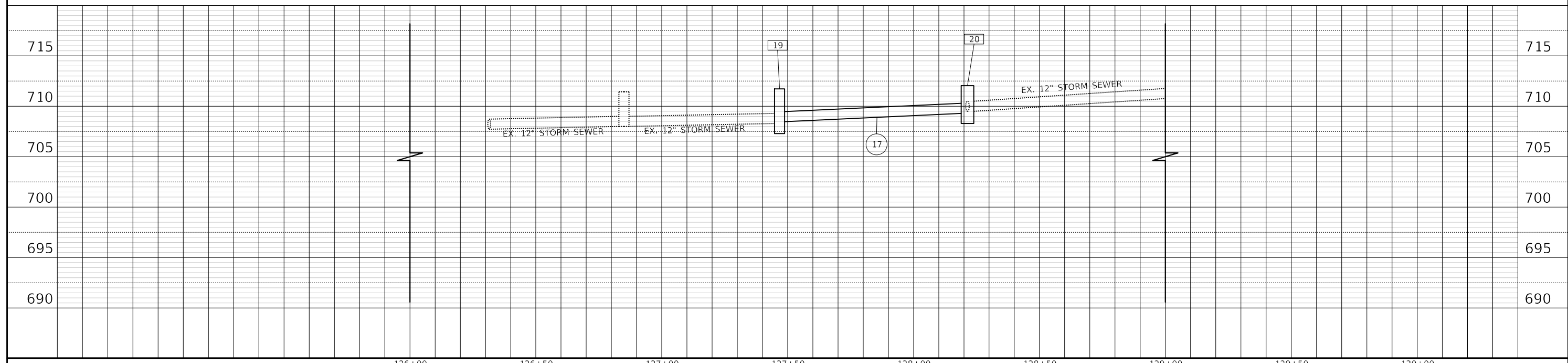


19 STA. 127+46.8, 14.6' LT
CB TA 4 DIA T24F&G
RIM = 711.73
INV = 708.48 (12" NE)
INV = 708.30 (12" S) EXIST.

20 STA. 128+21.4, 21.0' RT
CB TA 5 DIA T24F&G
RIM = 712.04
INV = 709.50 (12" W) EXIST.
INV = 709.50 (12" NW) EXIST.
INV = 709.30 (12" SW)

REMAINING STORM SEWER
TO BE SEALED AND ABANDONED
SEE NOTE 1

NOTE 1: THIS WORK WILL BE INCLUDED IN THE COST OF PIPE REMOVAL



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DATE - 11/27/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



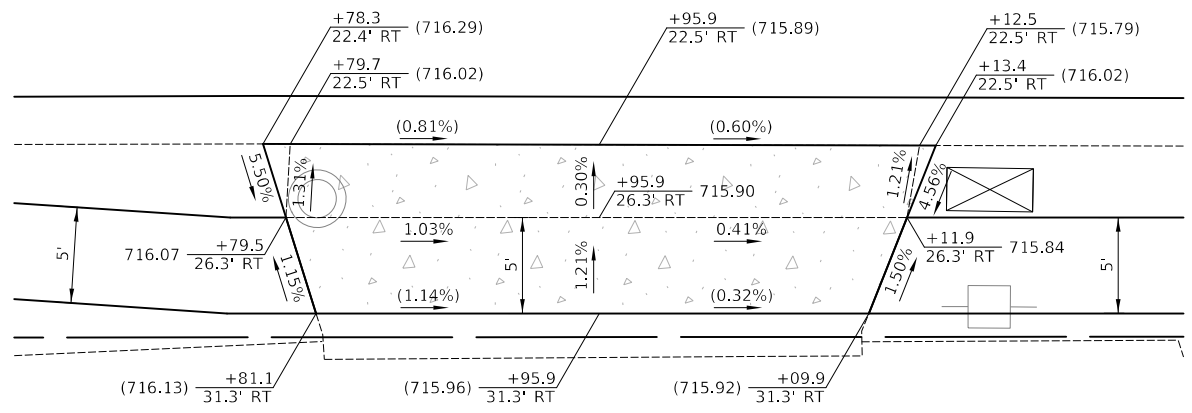
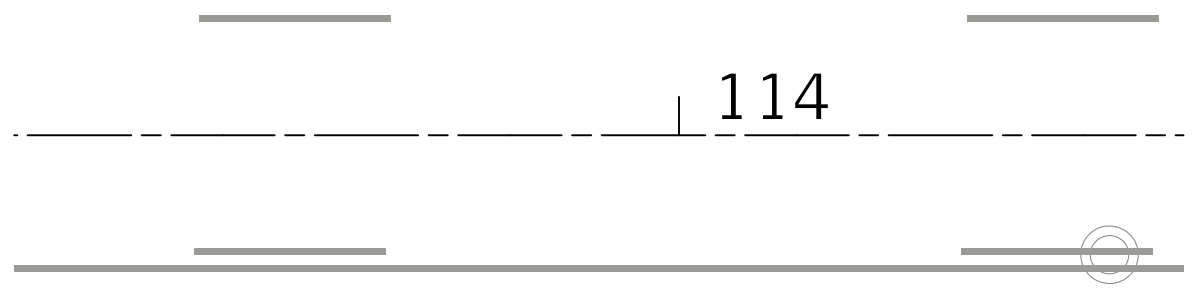
**LOMBARD ROAD RESURFACING IMPROVEMENTS
DRAINAGE AND UTILITIES**

SHEET 2 OF 2 SHEETS STA. 126+00 TO STA. 129+00

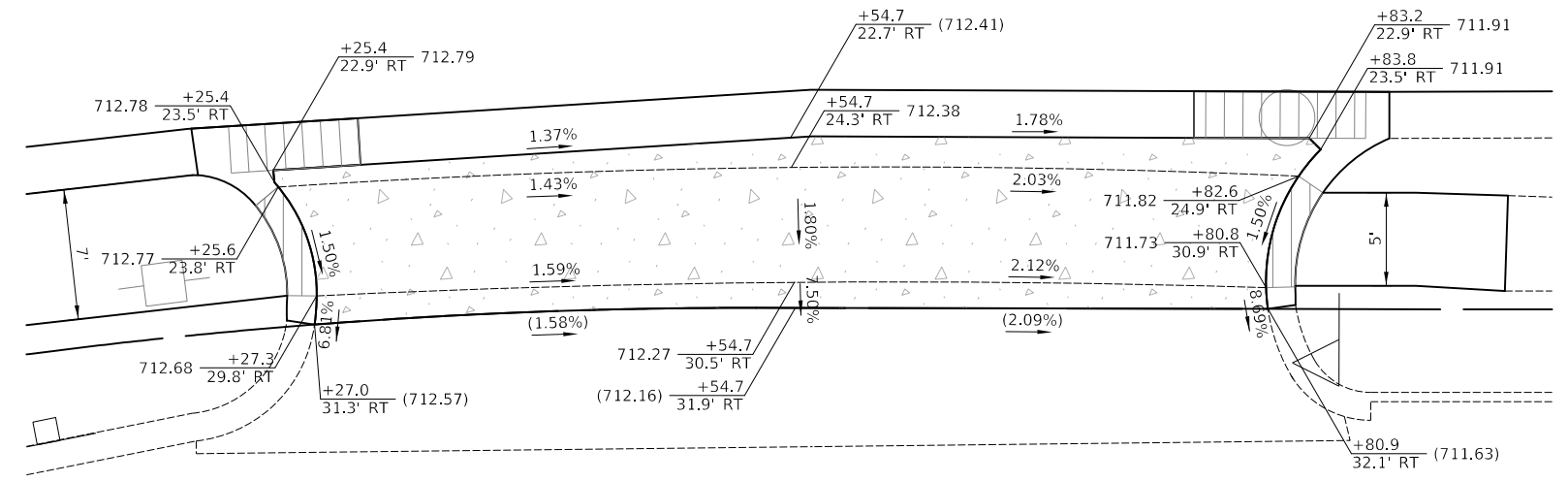
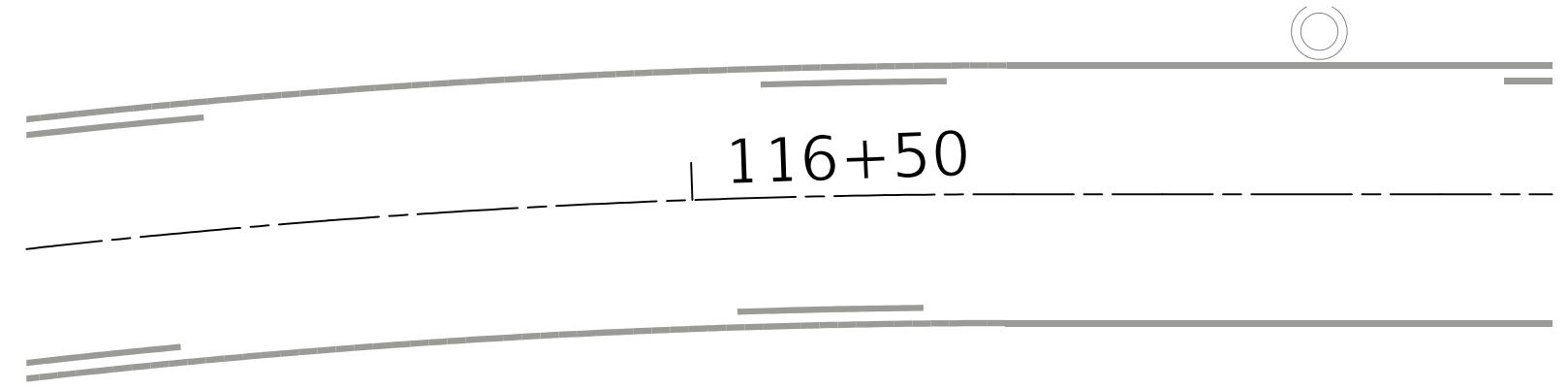
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	24
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				







114



116+50



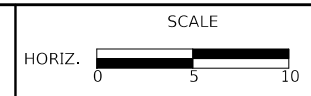
LEGEND

-  PROPOSED SIDE CURB
-  DETECTABLE WARNINGS
-  DEPRESSED CURB AND GUTTER
-  () EXISTING ELEVATION / SLOPE

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DATE - 11/27/2023	REVISED -

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DEPARTMENT OF TRANSPORTATION**

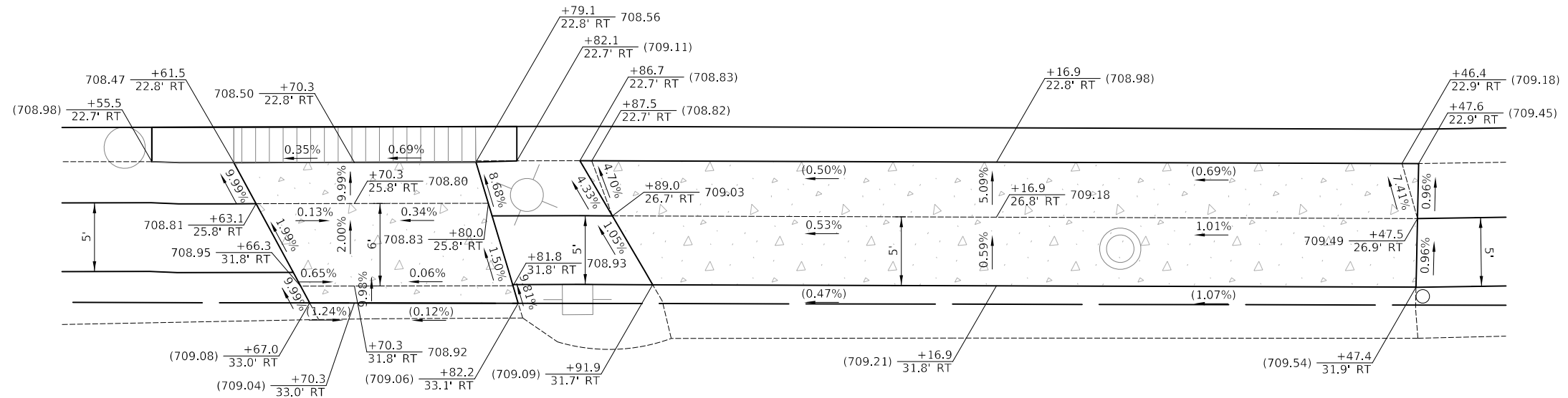
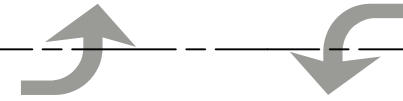


**LOMBARD ROAD RESURFACING IMPROVEMENTS
DRIVEWAY DETAILS**

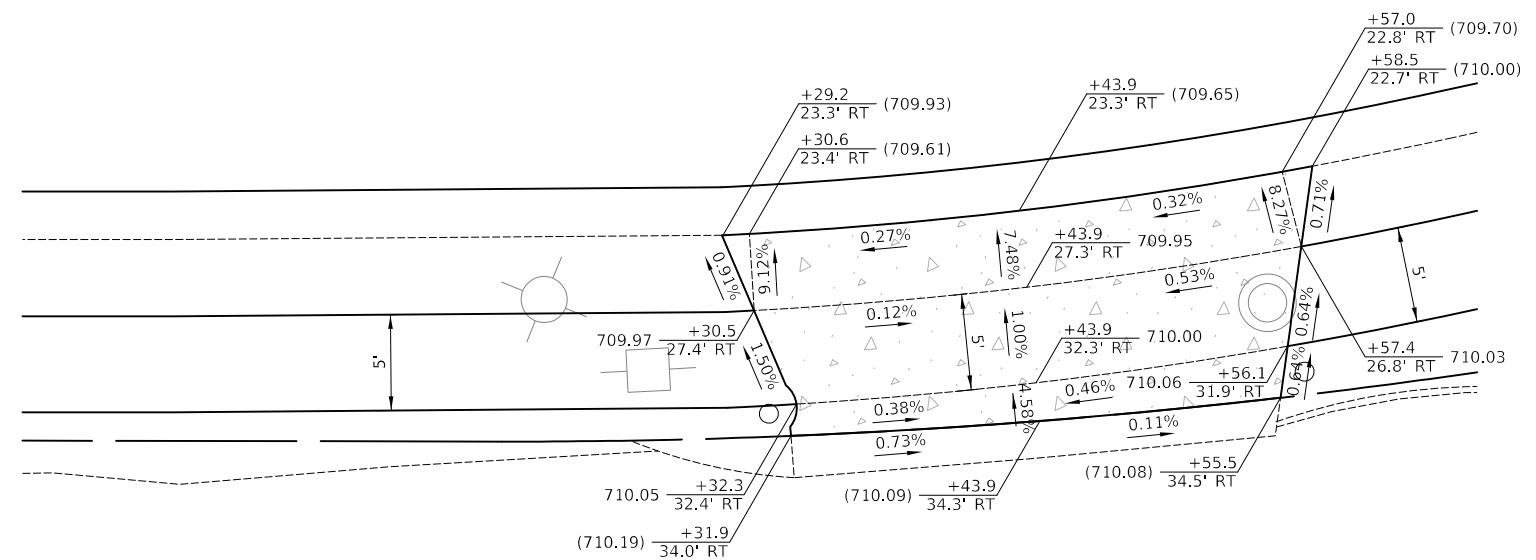
SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	25
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	





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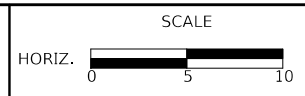
LEGEND

-  PROPOSED SIDE CURB
-  DETECTABLE WARNINGS
-  DEPRESSED CURB AND GUTTER
-  () EXISTING ELEVATION / SLOPE

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DATE - 11/27/2023	REVISED -

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**LOMBARD ROAD RESURFACING IMPROVEMENTS
 DRIVEWAY DETAILS**

SHEET 3 OF 3 SHEETS STA. TO STA.

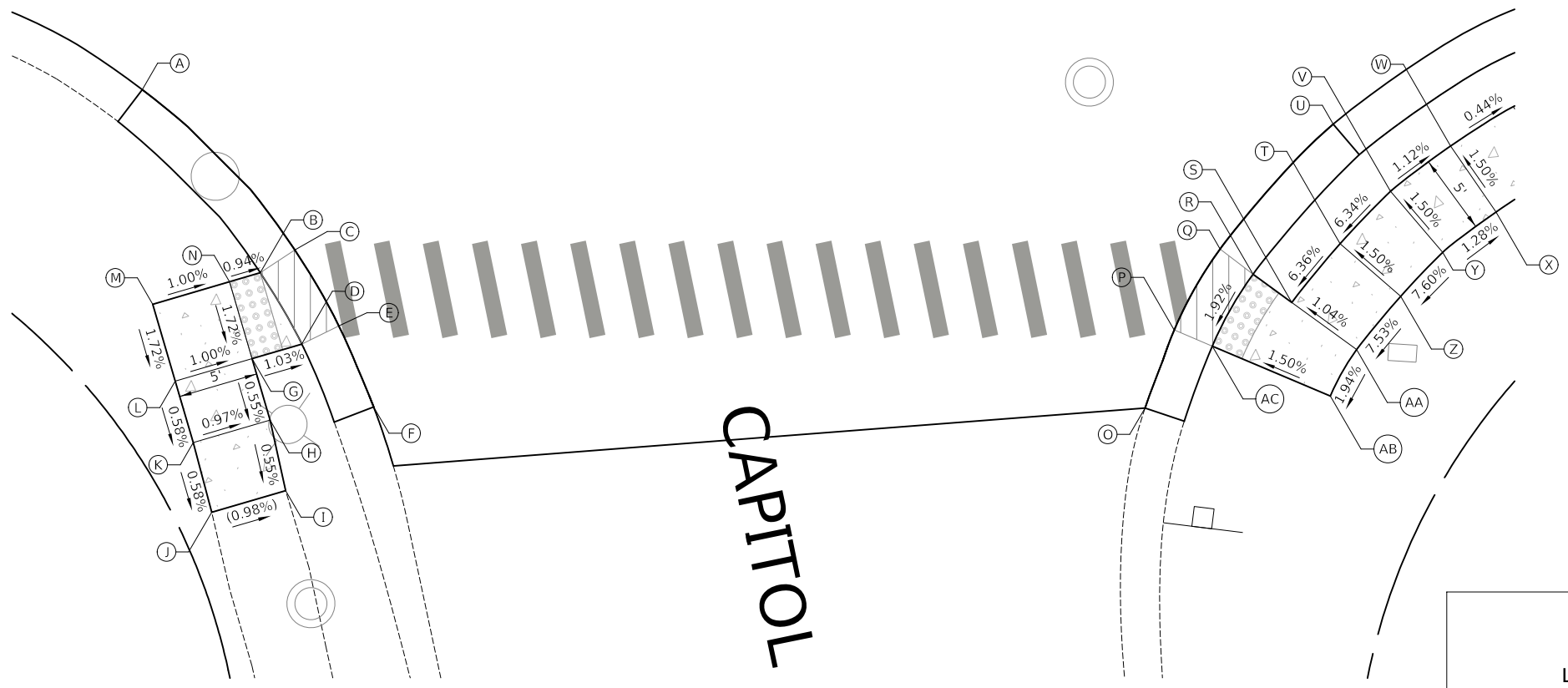
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	27
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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POINT	STATION	OFFSET	ELEVATION
A	111+04.67	28.00' R	(717.18)
B	111+12.03	39.43' R	716.99
C	111+14.18	38.00' R	(716.99)
D	111+14.62	43.88' R	716.89
E	111+16.94	42.74' R	(716.89)
F	111+19.10	47.79' R	(716.82)
G	111+11.52	44.79' R	716.93
H	111+12.64	48.63' R	716.90
I	111+13.61	53.02' R	(716.88)
J	111+08.99	54.38' R	(716.93)
K	111+07.84	50.03' R	716.95
L	111+06.72	46.19' R	716.98
M	111+05.31	41.39' R	717.06
N	111+10.11	39.99' R	717.01
O	111+67.24	47.87' R	(716.70)
P	111+69.06	43.00' R	(716.78)
Q	111+71.93	37.95' R	(716.88)
R	111+73.97	39.52' R	716.88
S	111+76.40	41.28' R	716.91
T	111+79.41	37.62' R	717.21
U	111+78.98	30.16' R	(717.00)
V	111+82.56	34.34' R	717.50
W	111+86.30	31.52' R	717.45
X	111+89.14	35.64' R	717.52
Y	111+85.81	38.15' R	717.58
Z	111+83.19	40.89' R	717.29
AA	111+80.45	44.22' R	716.96
AB	111+78.80	47.12' R	716.90
AC	111+71.44	44.01' R	716.78

LOMBARD ROAD



CAPITOL DRIVE

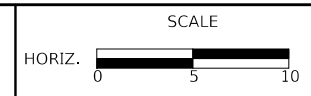
LEGEND

- PROPOSED SIDE CURB
- DETECTABLE WARNINGS (SPECIAL)
- DEPRESSED CURB AND GUTTER
- (/) EXISTING ELEVATION / SLOPE

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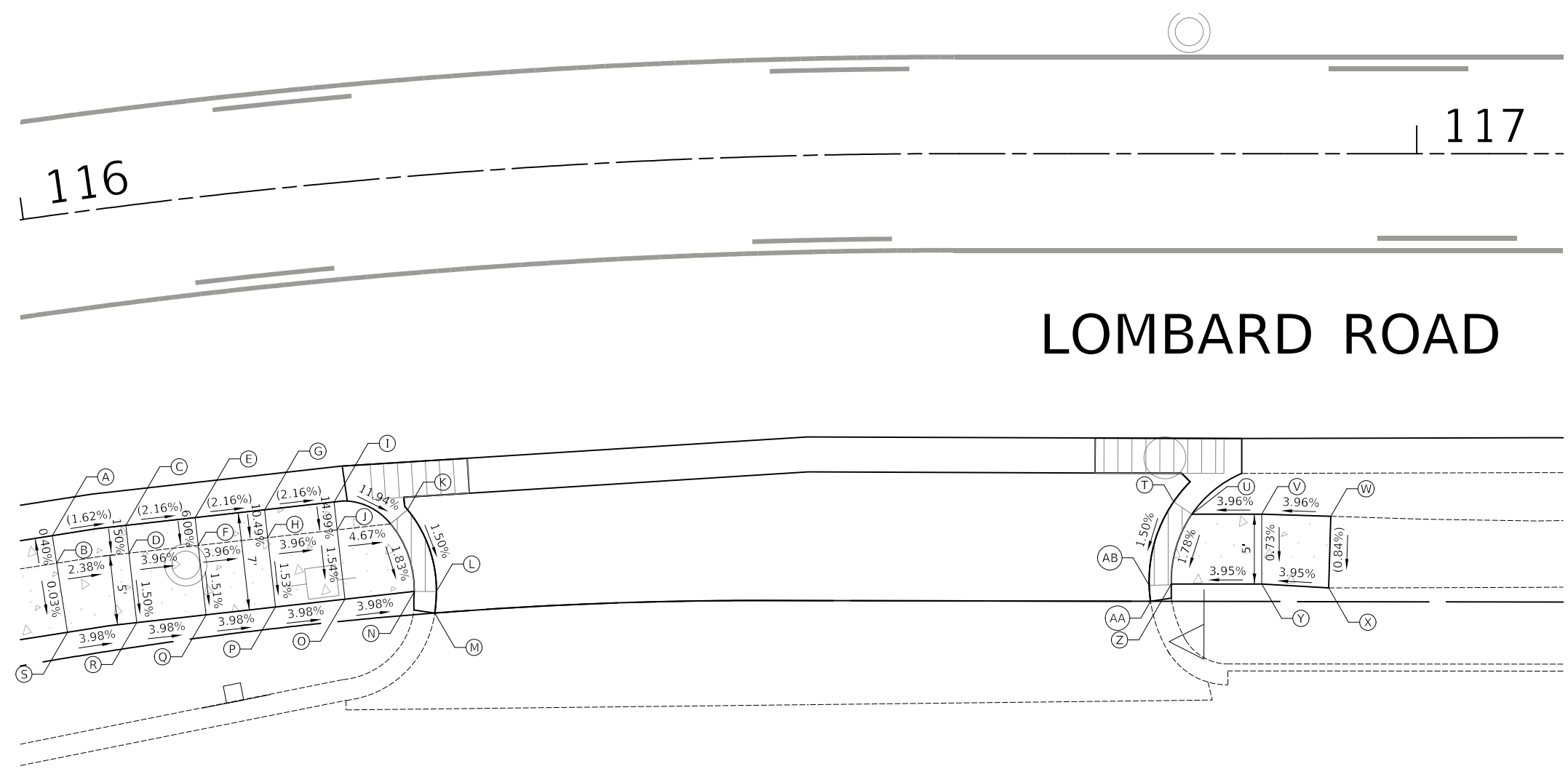
**LOMBARD ROAD RESURFACING IMPROVEMENTS
 ADA CURB RAMP DETAILS**

SHEET 1 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	28
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	







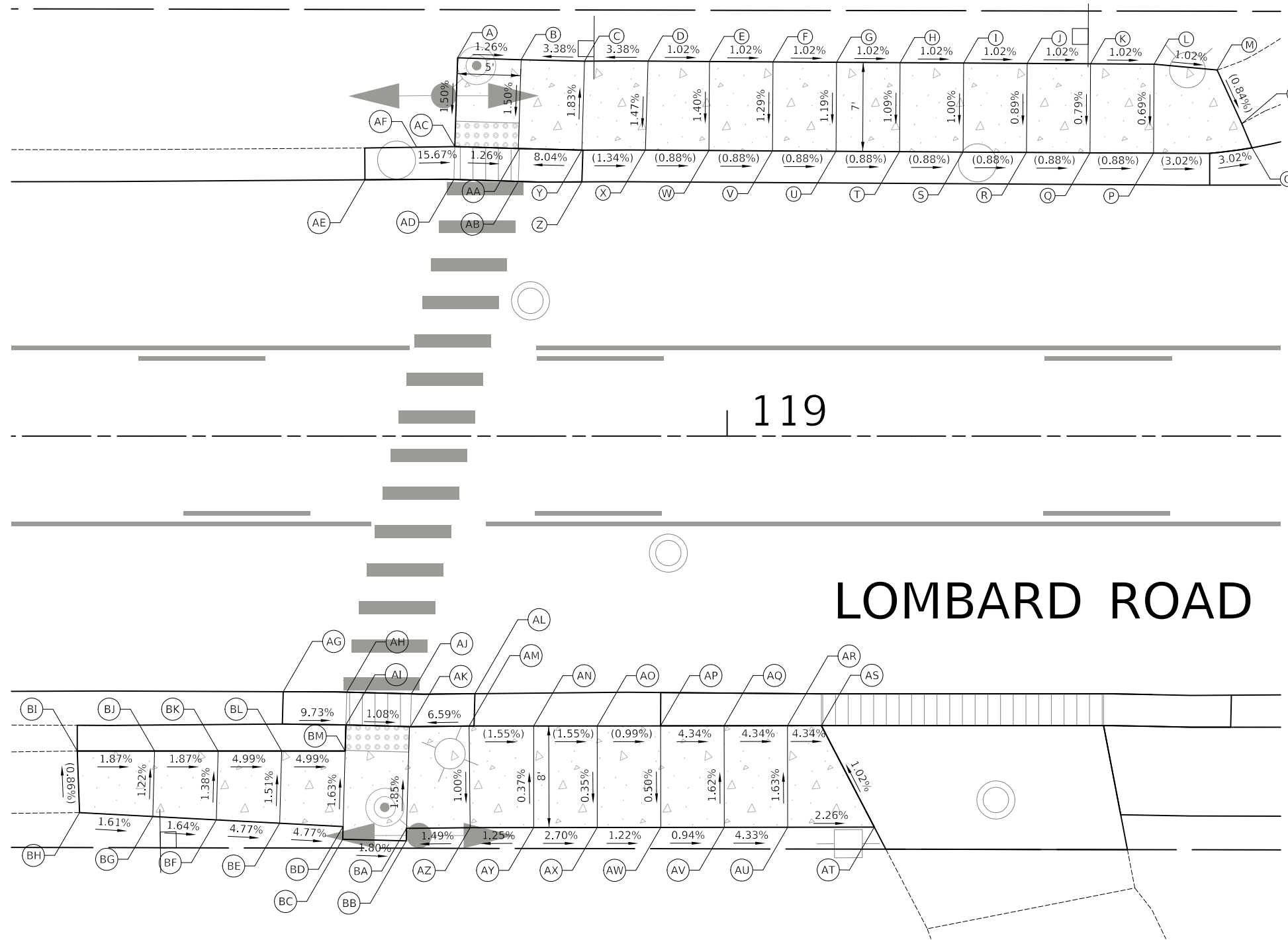
POINT	STATION	OFFSET	ELEVATION
A	115+98.85	22.72' R	(713.66)
B	115+98.87	24.72' R	713.67
C	116+04.42	22.71' R	(713.57)
D	116+04.38	24.71' R	713.54
E	116+09.67	22.78' R	(713.47)
F	116+09.65	24.78' R	713.35
G	116+14.92	22.79' R	(713.36)
H	116+14.92	24.79' R	713.15
I	116+20.17	22.75' R	(713.25)
J	116+20.19	24.75' R	712.95
K	116+25.62	23.79' R	712.78
L	116+27.27	29.80' R	712.68
M	116+27.02	31.32' R	(712.57)
N	116+25.60	29.65' R	712.67
O	116+20.27	29.75' R	712.87
P	116+14.94	29.79' R	713.07
Q	116+09.61	29.78' R	713.27
R	116+04.27	29.71' R	713.47
S	115+98.95	29.72' R	713.67
T	116+82.59	24.93' R	711.82
U	116+83.90	25.82' R	711.82
V	116+88.90	25.82' R	712.02
W	116+93.85	25.97' R	(712.22)
X	116+93.69	31.09' R	(712.17)
Y	116+88.90	30.82' R	711.99
Z	116+82.42	30.82' R	711.73
AA	116+80.94	32.06' R	(711.63)
AB	116+80.84	30.92' R	711.73



LOMBARD ROAD

LEGEND

-  PROPOSED SIDE CURB
-  DETECTABLE WARNINGS (SPECIAL)
-  DEPRESSED CURB AND GUTTER
-  () EXISTING ELEVATION / SLOPE



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LOMBARD ROAD

POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION
A	118+78.79	29.77' L	709.26	AH	118+70.07	20.16' R	(709.21)
B	118+83.79	29.62' L	709.21	AI	118+70.00	22.73' R	709.23
C	118+88.79	29.50' L	709.38	AJ	118+75.15	20.29' R	(709.16)
D	118+93.79	29.51' L	709.55	AK	118+75.00	22.87' R	709.17
E	118+98.62	29.48' L	709.50	AL	118+80.15	20.28' R	(709.08)
F	119+03.62	29.45' L	709.45	AM	118+79.69	22.82' R	709.47
G	119+08.62	29.42' L	709.40	AN	118+84.78	22.82' R	(709.43)
H	119+13.62	29.38' L	709.35	AO	118+89.78	22.81' R	(709.35)
I	119+18.62	29.35' L	709.30	AP	118+94.76	22.81' R	(709.30)
J	119+23.62	29.32' L	709.24	AQ	118+99.76	22.80' R	709.08
K	119+28.62	29.29' L	709.19	AR	119+04.76	22.79' R	708.87
L	119+33.62	29.26' L	709.14	AS	119+07.43	22.79' R	708.75
M	119+38.58	28.80' L	(709.09)	AT	119+11.59	30.78' R	708.84
N	119+40.51	24.58' L	(709.05)	AU	119+04.78	30.79' R	709.00
O	119+41.33	22.69' L	708.86	AV	118+99.78	30.80' R	709.21
P	119+33.58	22.26' L	(709.09)	AW	118+94.78	30.81' R	709.26
Q	119+28.58	22.29' L	(709.13)	AX	118+89.78	30.81' R	709.32
R	119+23.58	22.32' L	(709.18)	AY	118+84.78	30.82' R	709.46
S	119+18.58	22.35' L	(709.22)	AZ	118+79.78	30.82' R	709.39
T	119+13.58	22.38' L	(709.27)	BA	118+74.78	30.87' R	709.32
U	119+08.58	22.42' L	(709.31)	BB	118+74.75	31.87' R	709.34
V	119+03.58	22.45' L	(709.36)	BC	118+69.75	31.73' R	709.43
W	118+98.58	22.48' L	(709.40)	BD	118+69.78	30.73' R	709.41
X	118+93.58	22.51' L	(709.44)	BE	118+64.79	30.47' R	709.65
Y	118+88.57	22.50' L	709.51	BF	118+59.80	30.20' R	709.89
Z	118+88.57	20.00' L	(709.09)	BG	118+54.80	29.94' R	709.97
AA	118+83.57	22.62' L	709.10	BH	118+49.03	29.64' R	(710.06)
AB	118+83.57	20.04' L	(709.13)	BI	118+48.85	24.79' R	(710.02)
AC	118+78.58	22.78' L	709.17	BJ	118+54.94	24.79' R	709.91
AD	118+78.50	20.20' L	(709.16)	BK	118+59.94	24.79' R	709.81
AE	118+71.50	20.17' L	(709.21)	BL	118+64.94	24.79' R	709.56
AF	118+75.57	22.73' L	709.64	BM	118+69.94	24.79' R	709.32
AG	118+65.07	20.12' R	(709.27)				

LEGEND

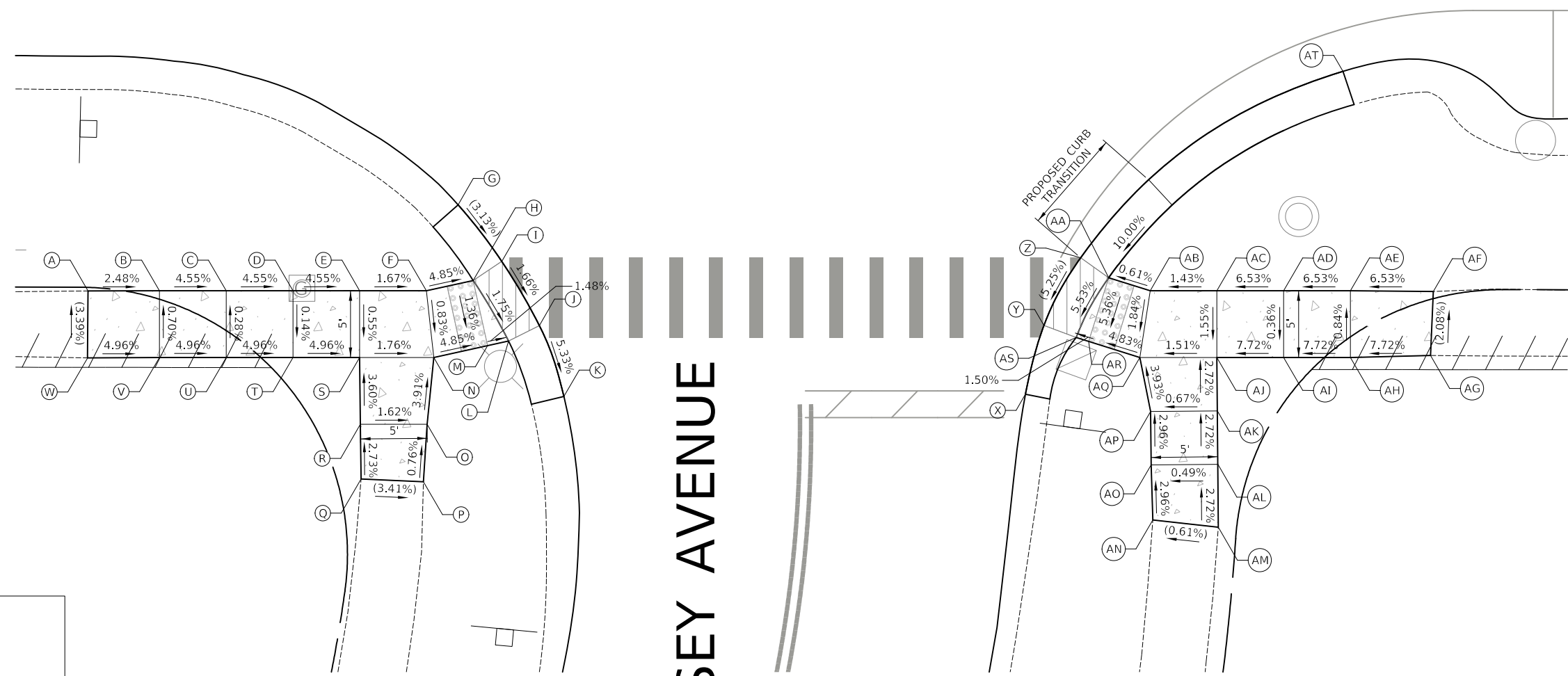
- PROPOSED SIDE CURB
- DETECTABLE WARNINGS (SPECIAL)
- DEPRESSED CURB AND GUTTER
- (/) EXISTING ELEVATION / SLOPE



POINT	STATION	OFFSET	ELEVATION
A	125+38.28	33.01' R	(711.45)
B	125+43.62	33.00' R	711.32
C	125+48.62	33.00' R	711.09
D	125+53.62	33.00' R	710.86
E	125+58.62	33.00' R	710.64
F	125+63.62	33.00' R	710.55
G	125+65.99	26.56' R	(710.55)
H	125+67.12	32.23' R	710.38
I	125+69.26	30.79' R	(710.38)
J	125+72.07	35.60' R	710.29
K	125+73.91	40.92' R	(709.99)
L	125+69.77	36.77' R	710.29
M	125+68.19	37.11' R	710.31
N	125+64.16	38.00' R	710.51
O	125+63.67	43.00' R	710.71
P	125+63.40	47.30' R	(710.74)
Q	125+58.72	47.10' R	(710.90)
R	125+58.67	43.00' R	710.79
S	125+58.62	38.00' R	710.61
T	125+53.62	38.00' R	710.86
U	125+48.62	38.00' R	711.10
V	125+43.62	38.00' R	711.35
W	125+38.23	38.03' R	(711.62)
X	126+08.48	40.76' R	(709.89)
Y	126+09.87	35.60' R	(710.21)
Z	126+12.61	30.53' R	(710.51)
AA	126+14.71	32.02' R	710.57
AB	126+17.82	33.00' R	710.59
AC	126+22.82	33.00' R	710.66
AD	126+27.82	33.00' R	710.99
AE	126+32.82	33.00' R	711.31
AF	126+39.03	33.06' R	(711.72)
AG	126+38.82	37.85' R	(711.82)
AH	126+32.82	38.00' R	711.36
AI	126+27.82	38.00' R	710.97
AJ	126+22.82	38.00' R	710.58
AK	126+22.85	42.00' R	710.69
AL	126+22.89	46.00' R	710.80
AM	126+22.93	50.72' R	(710.93)
AN	126+18.02	50.17' R	(710.90)
AO	126+17.89	46.04' R	710.78
AP	126+17.85	42.04' R	710.66
AQ	126+17.05	38.00' R	710.50
AR	126+13.21	36.79' R	710.30
AS	126+12.28	36.50' R	710.29
AT	126+32.26	16.57' R	(711.06)

126

LOMBARD ROAD



DIVERSEY AVENUE

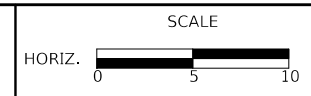
LEGEND

- PROPOSED SIDE CURB
- DETECTABLE WARNINGS (SPECIAL)
- DEPRESSED CURB AND GUTTER
- (/) EXISTING ELEVATION / SLOPE

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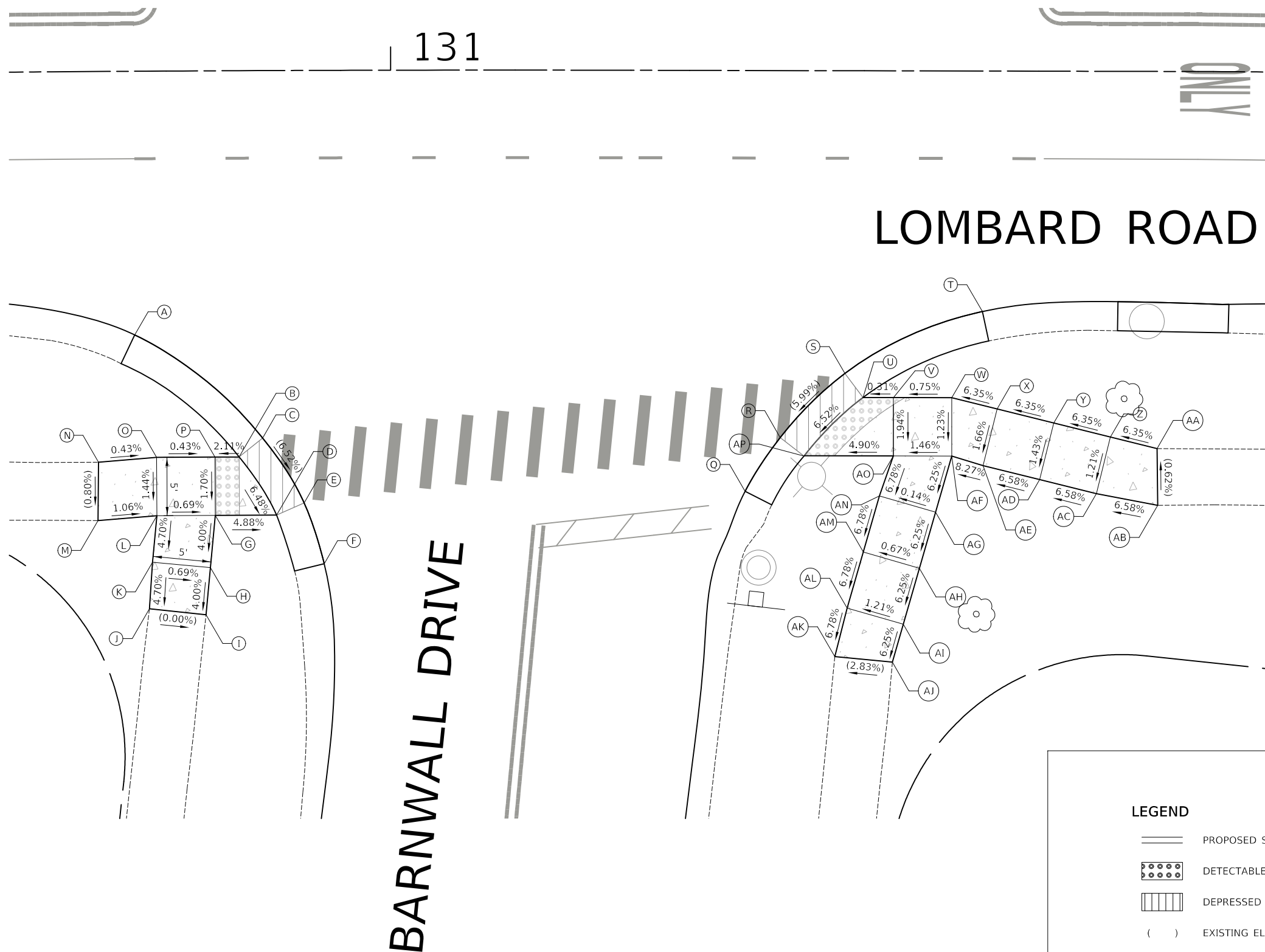
LOMBARD ROAD RESURFACING IMPROVEMENTS ADA CURB RAMP DETAILS

SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	31
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



POINT	STATION	OFFSET	ELEVATION
A	130+77.94	22.59' R	(717.25)
B	130+86.88	33.10' R	717.19
C	130+88.90	31.49' R	(717.25)
D	130+90.09	38.10' R	716.81
E	130+92.47	37.06' R	(716.82)
F	130+94.18	42.28' R	(716.51)
G	130+84.79	38.10' R	717.06
H	130+84.35	42.57' R	716.88
I	130+83.95	46.61' R	(716.72)
J	130+79.06	46.07' R	(716.72)
K	130+79.36	42.08' R	716.91
L	130+79.76	38.10' R	717.10
M	130+74.67	38.49' R	(717.15)
N	130+74.75	33.48' R	(717.19)
O	130+79.76	33.10' R	717.17
P	130+84.79	33.10' R	717.15
Q	131+30.45	36.07' R	(717.76)
R	131+33.45	31.45' R	(718.17)
S	131+38.97	25.94' R	(718.64)
T	131+50.74	20.61' R	(719.30)
U	131+40.53	28.00' R	718.61
V	131+43.14	28.00' R	718.62
W	131+48.14	28.00' R	718.66
X	131+52.02	28.95' R	718.91
Y	131+56.88	30.15' R	719.23
Z	131+61.73	31.34' R	719.55
AA	131+65.73	32.32' R	(719.81)
AB	131+65.79	37.18' R	(719.84)
AC	131+60.54	36.20' R	719.49
AD	131+55.68	35.00' R	719.16
AE	131+50.83	33.81' R	718.83
AF	131+48.14	33.00' R	718.60
AG	131+46.77	37.81' R	718.29
AH	131+45.39	42.62' R	717.97
AI	131+44.02	47.42' R	717.66
AJ	131+43.09	50.67' R	(717.45)
AK	131+38.16	50.21' R	(717.31)
AL	131+39.21	46.05' R	717.60
AM	131+40.58	41.24' R	717.94
AN	131+41.96	36.44' R	718.28
AO	131+43.14	33.00' R	718.52
AP	131+35.51	33.00' R	718.15



LOMBARD ROAD







BARNWALL DRIVE

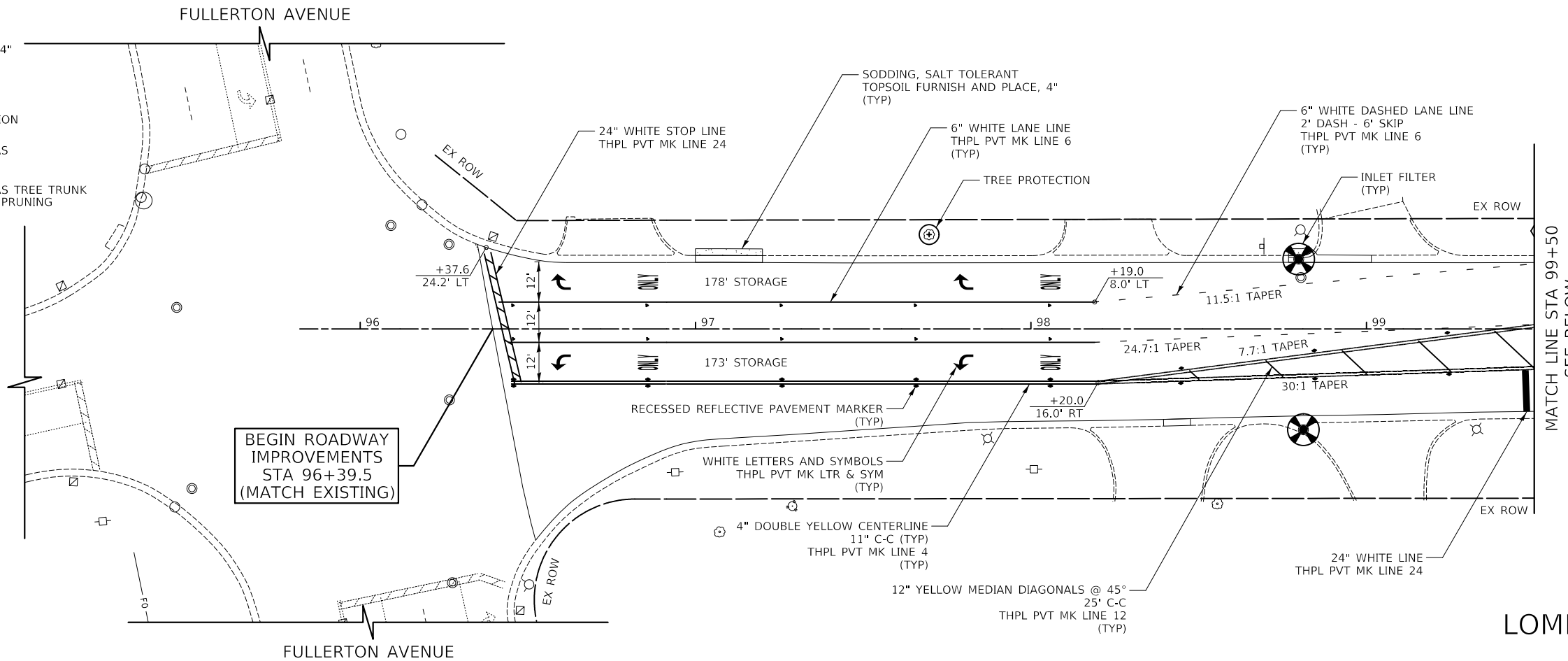
131

LEGEND

- PROPOSED SIDE CURB
- DETECTABLE WARNINGS (SPECIAL)
- DEPRESSED CURB AND GUTTER
- () EXISTING ELEVATION / SLOPE

LEGEND

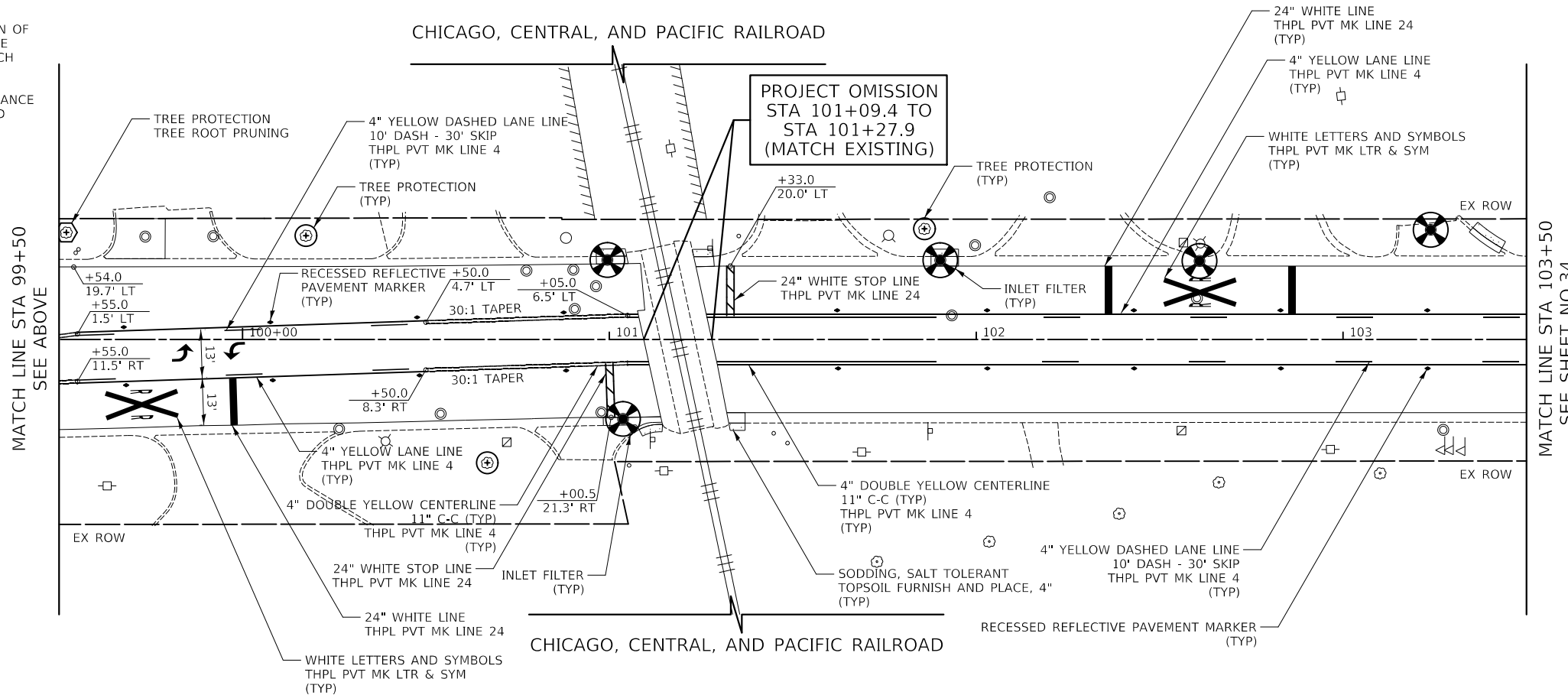
-  SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"
-  INLET FILTER
-  EXISTING TREES AND VEGETATION
-  TREE PROTECTION (PAID FOR AS TREE TRUNK PROTECTION)
-  TREE PROTECTION (PAID FOR AS TREE TRUNK PROTECTION) AND TREE ROOT PRUNING
-  PROPOSED PERIMETER EROSION BARRIER



LOMBARD ROAD

NOTE:

1. CONTRACTOR SHALL DOCUMENT LOCATION OF EXISTING PAVEMENT MARKINGS AND PLACE PROPOSED PAVEMENT MARKINGS TO MATCH EXISTING CONDITION.
2. REFLECTOR LAYOUT SHALL BE IN ACCORDANCE WITH STANDARD TC-11 UNLESS INDICATED OTHERWISE.



LOMBARD ROAD

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 Two Pierce Place, Suite 1400
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DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 11/27/2023	REVISED -

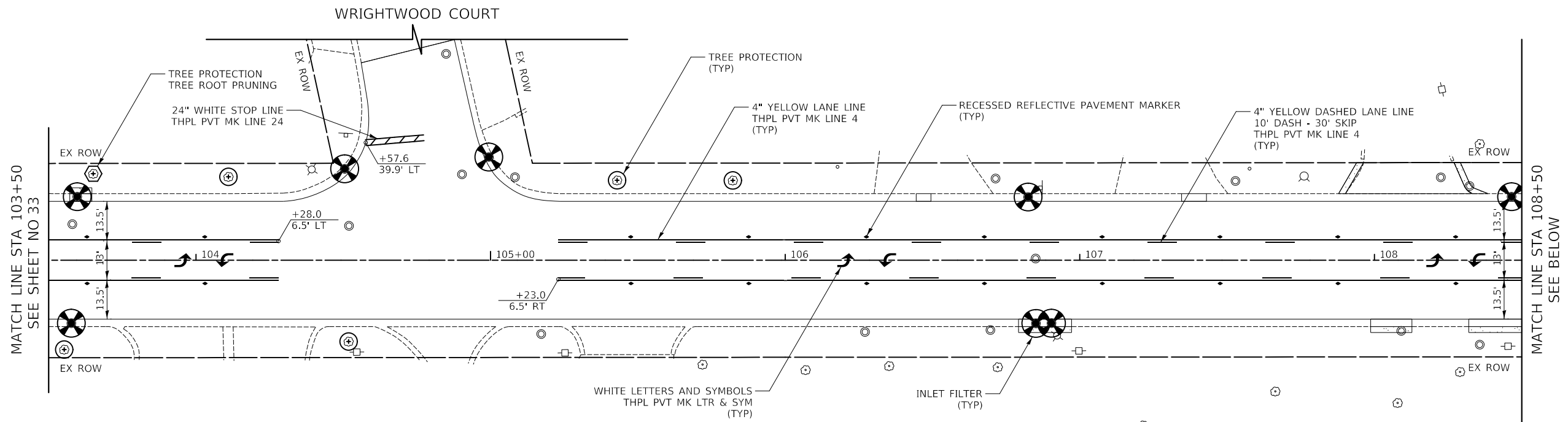
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 DEPARTMENT OF TRANSPORTATION**









**LOMBARD ROAD RESURFACING IMPROVEMENTS
 PAVEMENT MARKING, EROSION CONTROL, & LANDSCAPING**

SHEET 1 OF 5 SHEETS STA. 95+82.00 TO STA. 103+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	33
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	



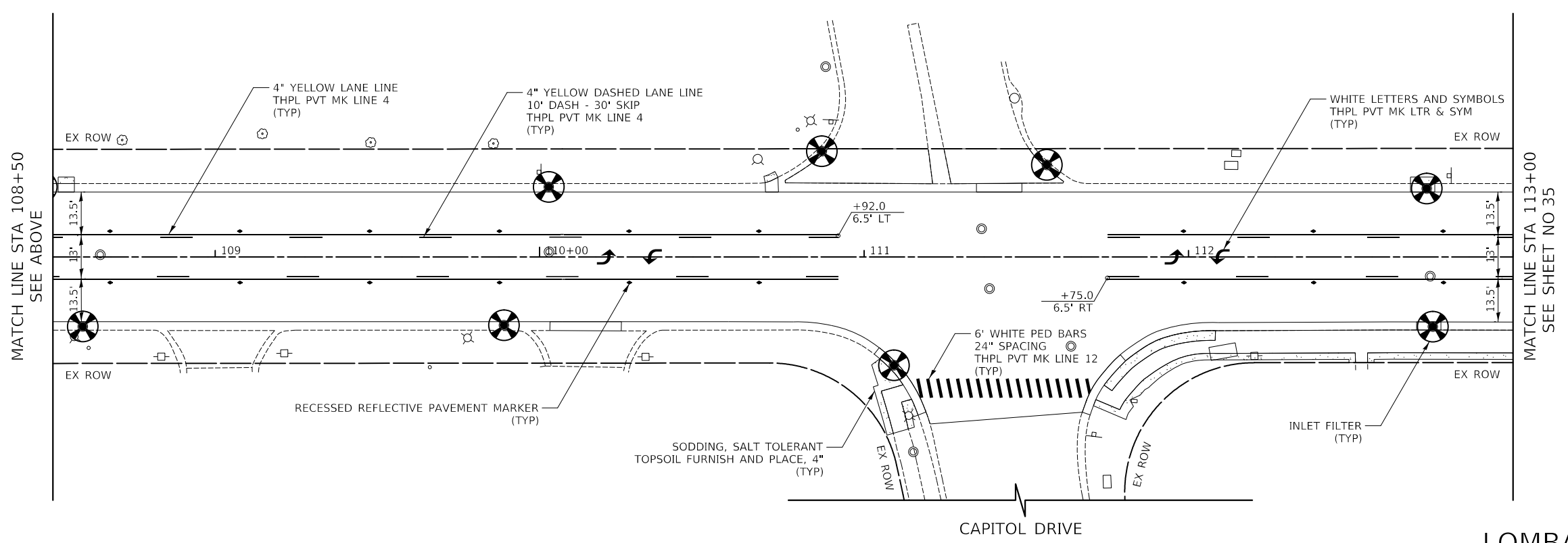
LEGEND

-  SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"
-  INLET FILTER
-  TREE PROTECTION (PAID FOR AS TREE TRUNK PROTECTION)
-  TREE PROTECTION (PAID FOR AS TREE TRUNK PROTECTION) AND TREE ROOT PRUNING
-  EXISTING TREES AND VEGETATION
-  PROPOSED PERIMETER EROSION BARRIER

NOTE:

1. CONTRACTOR SHALL DOCUMENT LOCATION OF EXISTING PAVEMENT MARKINGS AND PLACE PROPOSED PAVEMENT MARKINGS TO MATCH EXISTING CONDITION.
2. REFLECTOR LAYOUT SHALL BE IN ACCORDANCE WITH STANDARD TC-11 UNLESS INDICATED OTHERWISE.

LOMBARD ROAD

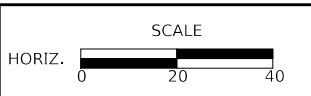


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





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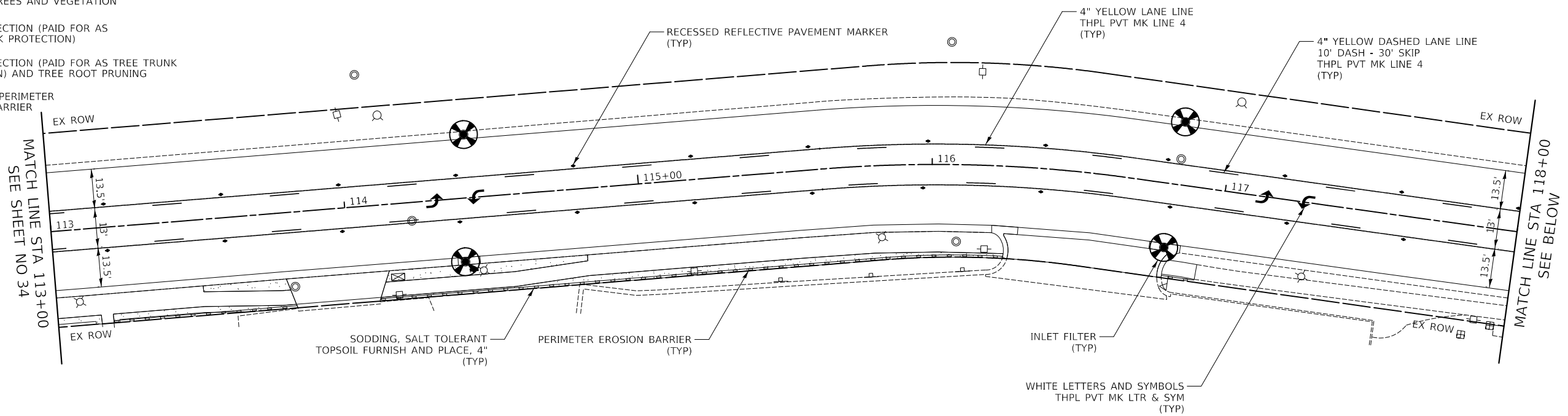
**LOMBARD ROAD RESURFACING IMPROVEMENTS
 PAVEMENT MARKING, EROSION CONTROL, & LANDSCAPING**

SHEET 2 OF 5 SHEETS STA. 103+50.00 TO STA. 113+00.00

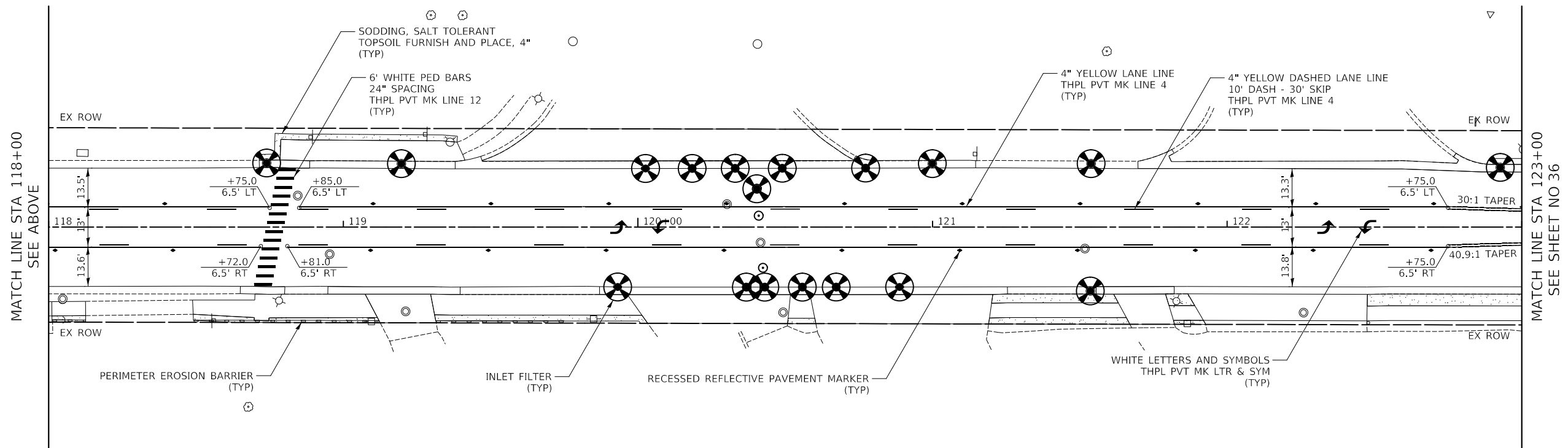
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	34
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

- LEGEND**
-  SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"
 -  INLET FILTER
 -  EXISTING TREES AND VEGETATION
 -  TREE PROTECTION (PAID FOR AS TREE TRUNK PROTECTION)
 -  TREE PROTECTION (PAID FOR AS TREE TRUNK PROTECTION) AND TREE ROOT PRUNING
 -  PROPOSED PERIMETER EROSION BARRIER

- NOTE:**
1. CONTRACTOR SHALL DOCUMENT LOCATION OF EXISTING PAVEMENT MARKINGS AND PLACE PROPOSED PAVEMENT MARKINGS TO MATCH EXISTING CONDITION.
 2. REFLECTOR LAYOUT SHALL BE IN ACCORDANCE WITH STANDARD TC-11 UNLESS INDICATED OTHERWISE.



LOMBARD ROAD

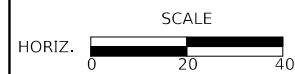


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

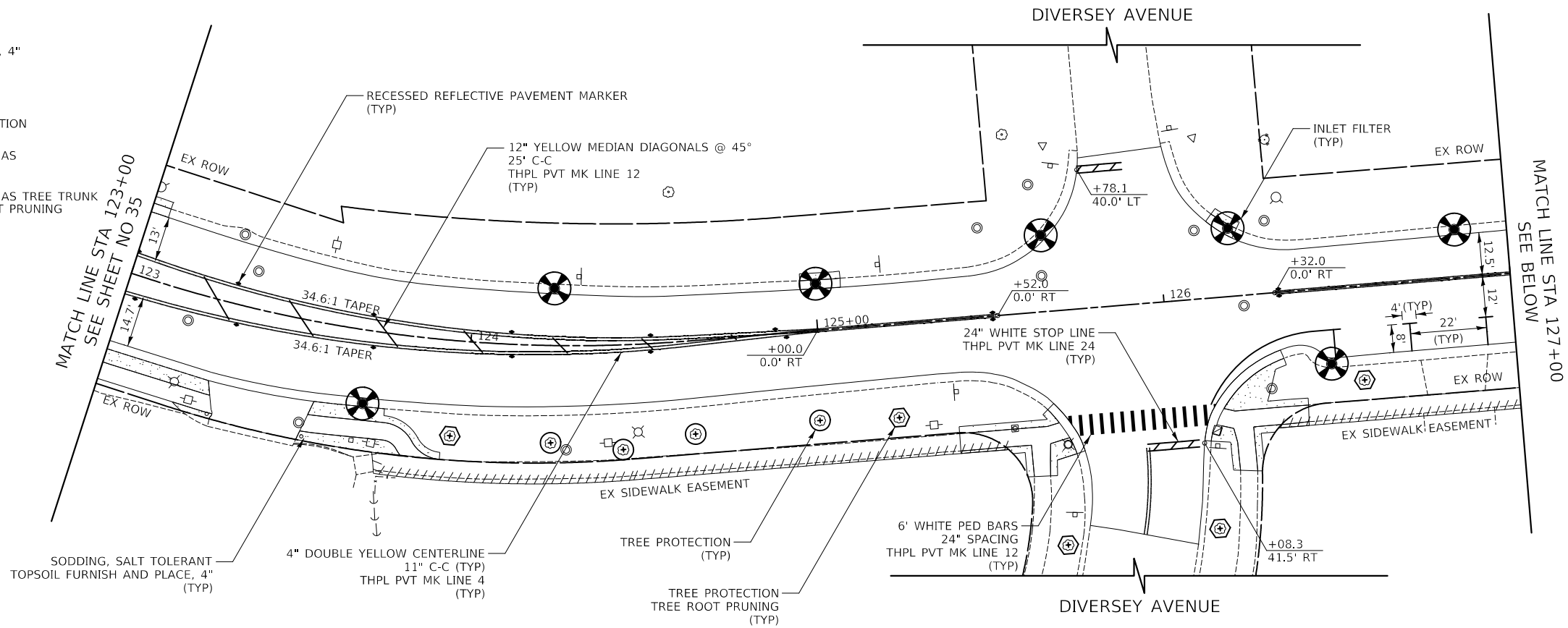


**LOMBARD ROAD RESURFACING IMPROVEMENTS
 PAVEMENT MARKING, EROSION CONTROL, & LANDSCAPING**

SHEET 3 OF 5 SHEETS STA. 113+00.00 TO STA. 123+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	35
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

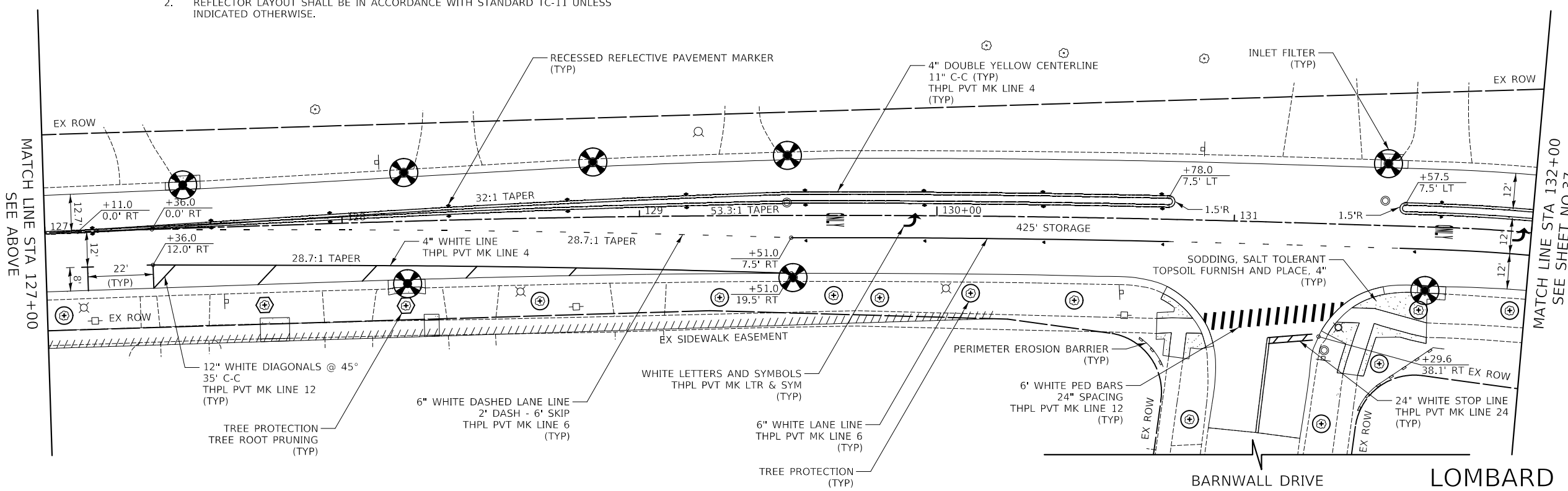
- LEGEND**
- SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"
 - INLET FILTER
 - EXISTING TREES AND VEGETATION
 - TREE PROTECTION (PAID FOR AS TREE TRUNK PROTECTION)
 - TREE PROTECTION (PAID FOR AS TREE TRUNK PROTECTION) AND TREE ROOT PRUNING
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LOMBARD ROAD

NOTE:

1. CONTRACTOR SHALL DOCUMENT LOCATION OF EXISTING PAVEMENT MARKINGS AND PLACE PROPOSED PAVEMENT MARKINGS TO MATCH EXISTING CONDITION.
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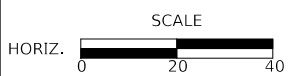


BARNWALL DRIVE
LOMBARD ROAD

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





**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



**LOMBARD ROAD RESURFACING IMPROVEMENTS
PAVEMENT MARKING, EROSION CONTROL, & LANDSCAPING**

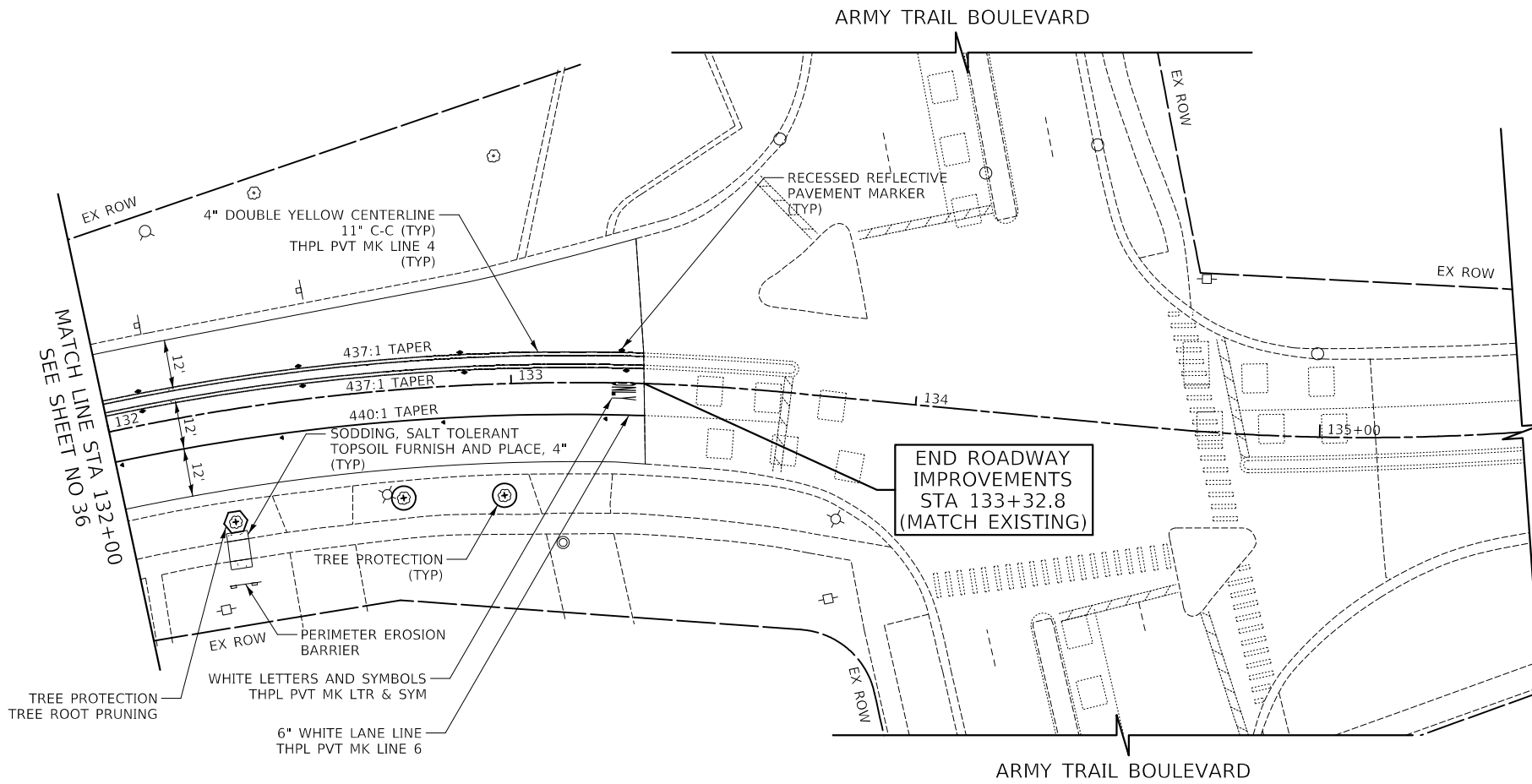
SHEET 4 OF 5 SHEETS STA. 123+00.00 TO STA. 132+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	36
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

- LEGEND**
-  SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"
 -  INLET FILTER
 -  EXISTING TREES AND VEGETATION
 -  TREE PROTECTION (PAID FOR AS TREE TRUNK PROTECTION)
 -  TREE PROTECTION (PAID FOR AS TREE TRUNK PROTECTION) AND TREE ROOT PRUNING
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NOTE:

1. CONTRACTOR SHALL DOCUMENT LOCATION OF EXISTING PAVEMENT MARKINGS AND PLACE PROPOSED PAVEMENT MARKINGS TO MATCH EXISTING CONDITION.
2. REFLECTOR LAYOUT SHALL BE IN ACCORDANCE WITH STANDARD TC-11 UNLESS INDICATED OTHERWISE.



DESIGNED - PK	REVISED -
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 11/27/2023	REVISED -



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	37
CONTRACT NO. 61K00				
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		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH 15' LUMINAIRE MAST ARM AND 35' MOUNTING HEIGHT		
COMMON TRENCH	CT	
UNIT DUCT	UD	
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSH BUTTON DETECTOR		
DETECTOR LOOP		
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		

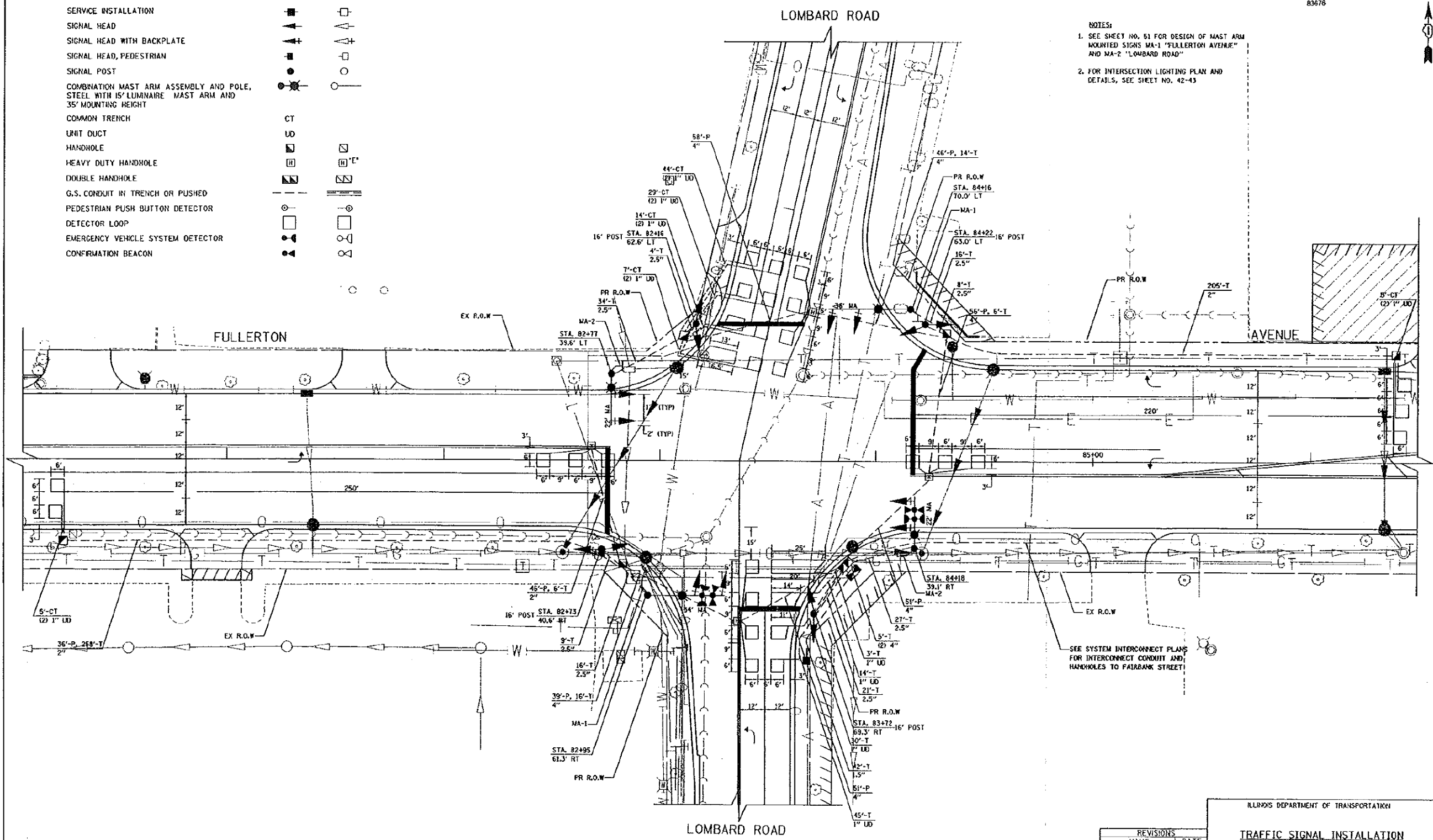
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT, SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	22-00108-00-R5	DUPAGE	94	33
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

83676



- NOTES:**
- SEE SHEET NO. 51 FOR DESIGN OF MAST ARM MOUNTED SIGNS MA-1 "FULLERTON AVENUE" AND MA-2 "LOMBARD ROAD"
 - FOR INTERSECTION LIGHTING PLAN AND DETAILS, SEE SHEET NO. 42-43



SEE SYSTEM INTERCONNECT PLANS FOR INTERCONNECT CONDUIT AND HANDHOLES TO FAIRBANK STREET

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION

FULLERTON AVENUE AND LOMBARD ROAD

SCALE IN FEET: 1"=20'

DATE: 01-18-03
DRAWN BY: SRS
CHECKED BY: SRF

FOR REFERENCE ONLY

CIVILTECH

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Itasca, Illinois 60143
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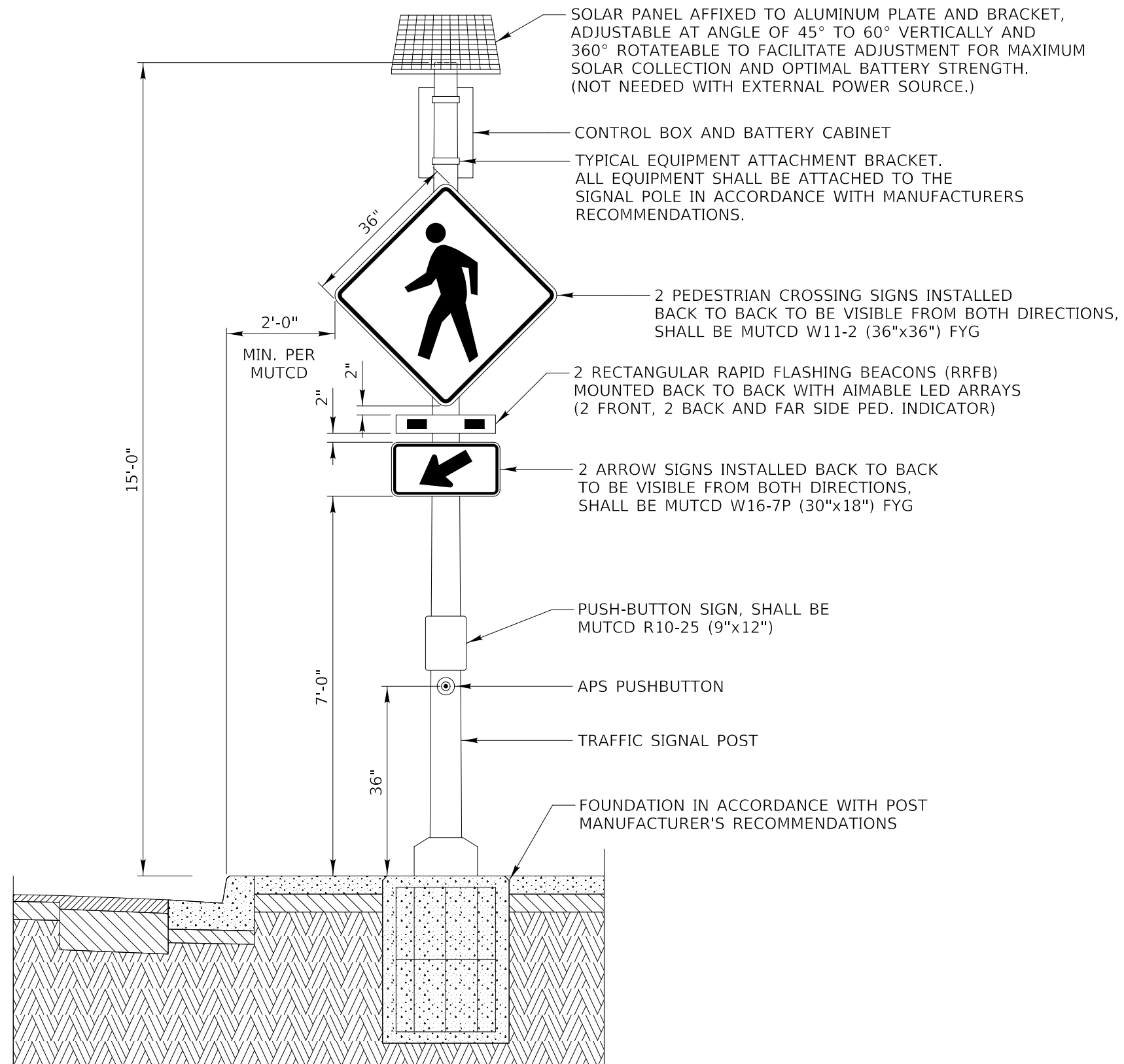
DESIGNED - PK	REVISED -
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CHECKED - JRV	REVISED -
DATE - 11/27/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LOMBARD ROAD RESURFACING IMPROVEMENTS
EXISTING TRAFFIC SIGNAL PLAN**

SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	38
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM

STD. 501A NOT TO SCALE

NOTES:

- Concrete shall be Class SI.
- Sidewalks shall have a minimum thickness of 5".
- Sidewalks across driveways shall have a minimum thickness of 6".
- Sidewalks shall be placed on 3" of compacted sub-base.
- 3/4" expansion joints at 30' on centers.
- Grooved contraction joints at 5' on centers.
- Slope sidewalk 1/4" per foot in the direction of drainage.
- Public sidewalks shall be a minimum of 5' wide.
- Private residential service walks shall be a minimum of 3' wide.

REVISIONS

8/03	VILLAGE OF ADDISON
	APPROVED: 2/2/94
	R. ESPEDIDO, P.E., VILLAGE ENGINEER

SIDEWALK - SHEET 1 OF 2

STD. 501B NOT TO SCALE

REVISIONS

	VILLAGE OF ADDISON
	APPROVED: 2/2/94
	R. ESPEDIDO, P.E., VILLAGE ENGINEER

SIDEWALK - SHEET 2 OF 2

STD. 1006.2

REVISIONS

8/03	VILLAGE OF ADDISON
	APPROVED: 2/2/94
	R. ESPEDIDO, P.E., VILLAGE ENGINEER

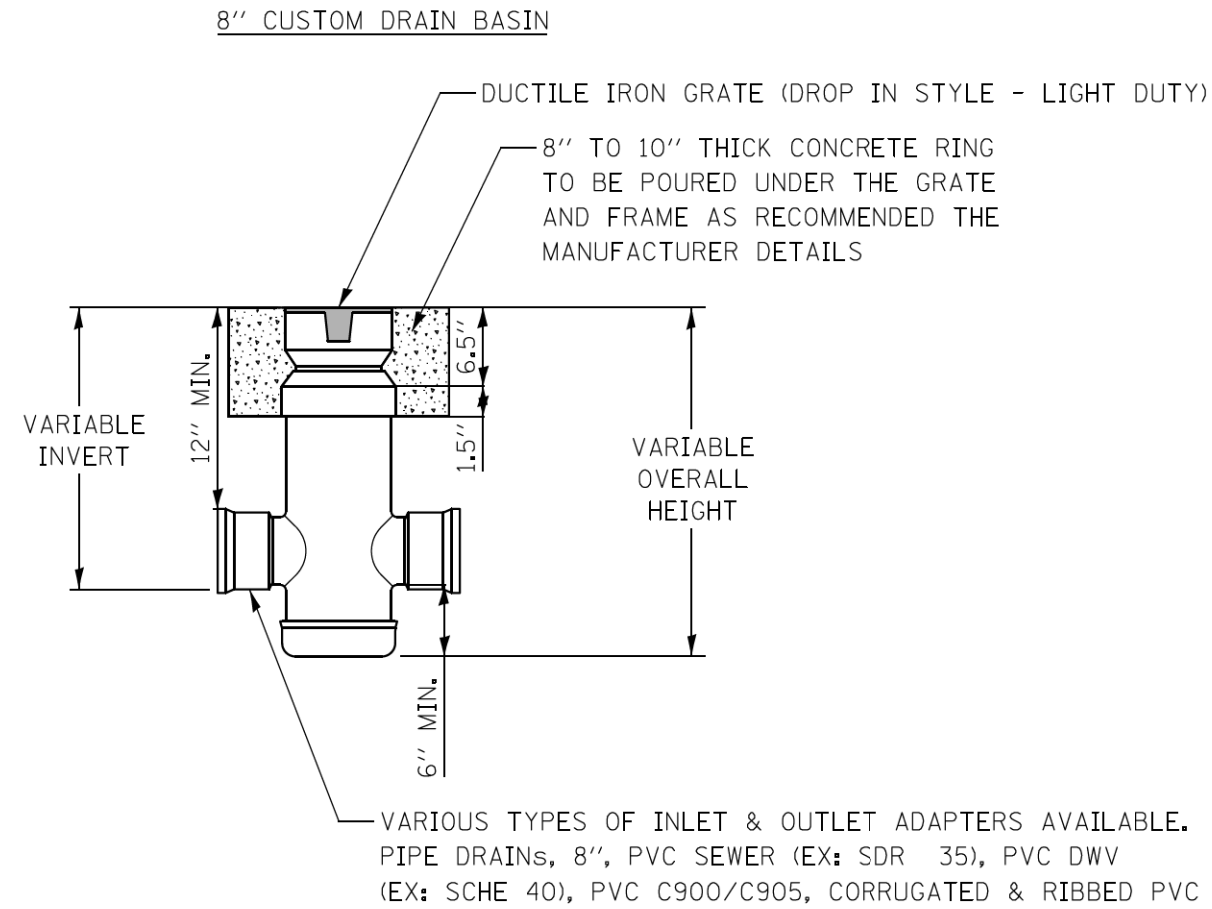
P.C. CONCRETE DRIVEWAY APPROACH (INDUSTRIAL/COMMERCIAL)

STD. 1215 NOT TO SCALE

REVISIONS

8/03	VILLAGE OF ADDISON
	APPROVED: 2/2/94
	R. ESPEDIDO, P.E., VILLAGE ENGINEER

PAVEMENT PATCHING AT CURB AND GUTTER REMOVAL



NOTES:

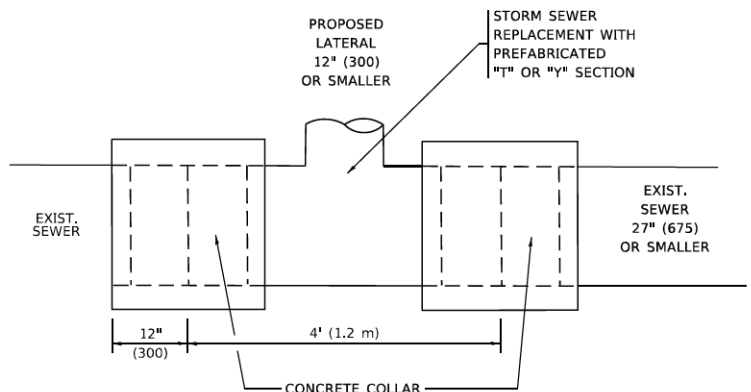
GRATES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.

CUSTOM DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS.

DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE & SDR 35 PVC.

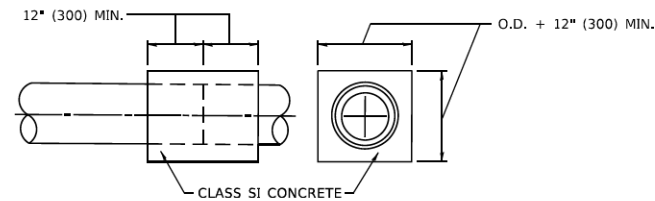
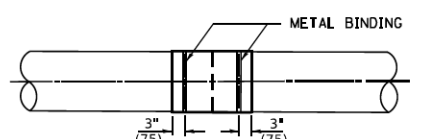
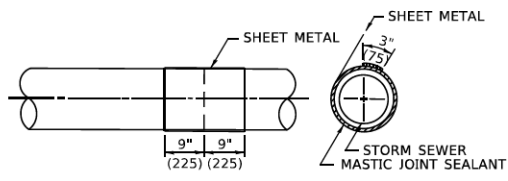
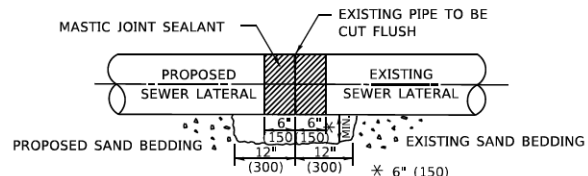
DIMENSIONS ARE FOR REFERENCE ONLY. ACTUAL DIMENSIONS MAY VARY.

INLETS, SPECIAL DETAIL



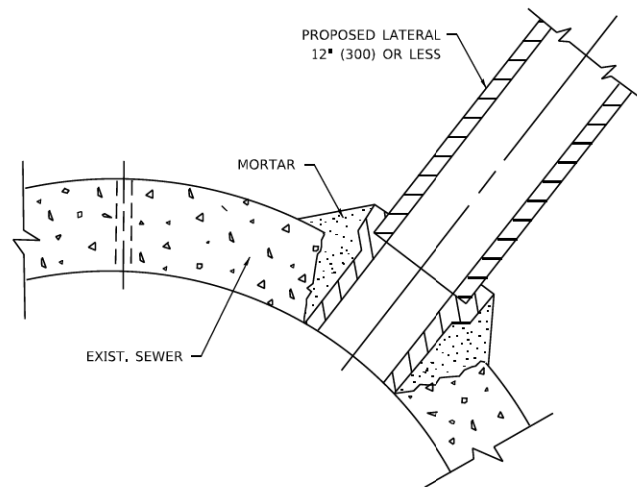
DETAIL "A"

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



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

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

CONSTRUCTION SEQUENCE

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

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

1. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
2. 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

1. 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.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

1. 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.
2. 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.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

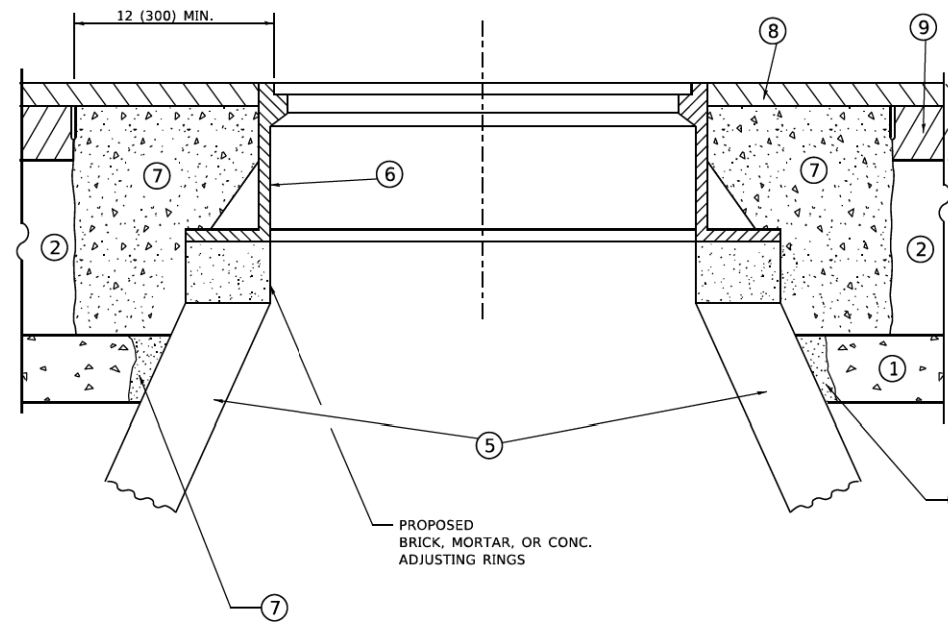
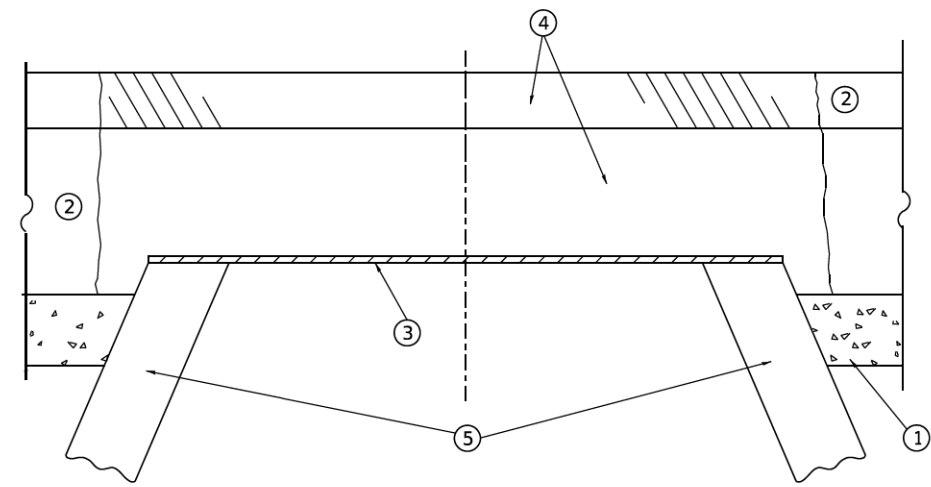
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USER NAME = Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94
	DRAWN -	REVISED - R. SHAH 10-25-94
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - R. SHAH 06-12-96
PLOT DATE = 11/18/2022	DATE - 07-25-90	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER	
SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-RS	DUPAGE	70	42
BD500-01 (BD-07)		CONTRACT NO. 61K00		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

NOTES

1. 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.
2. 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.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

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 HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

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 PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- | | |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS PP-2* CONCRETE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

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

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. 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.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

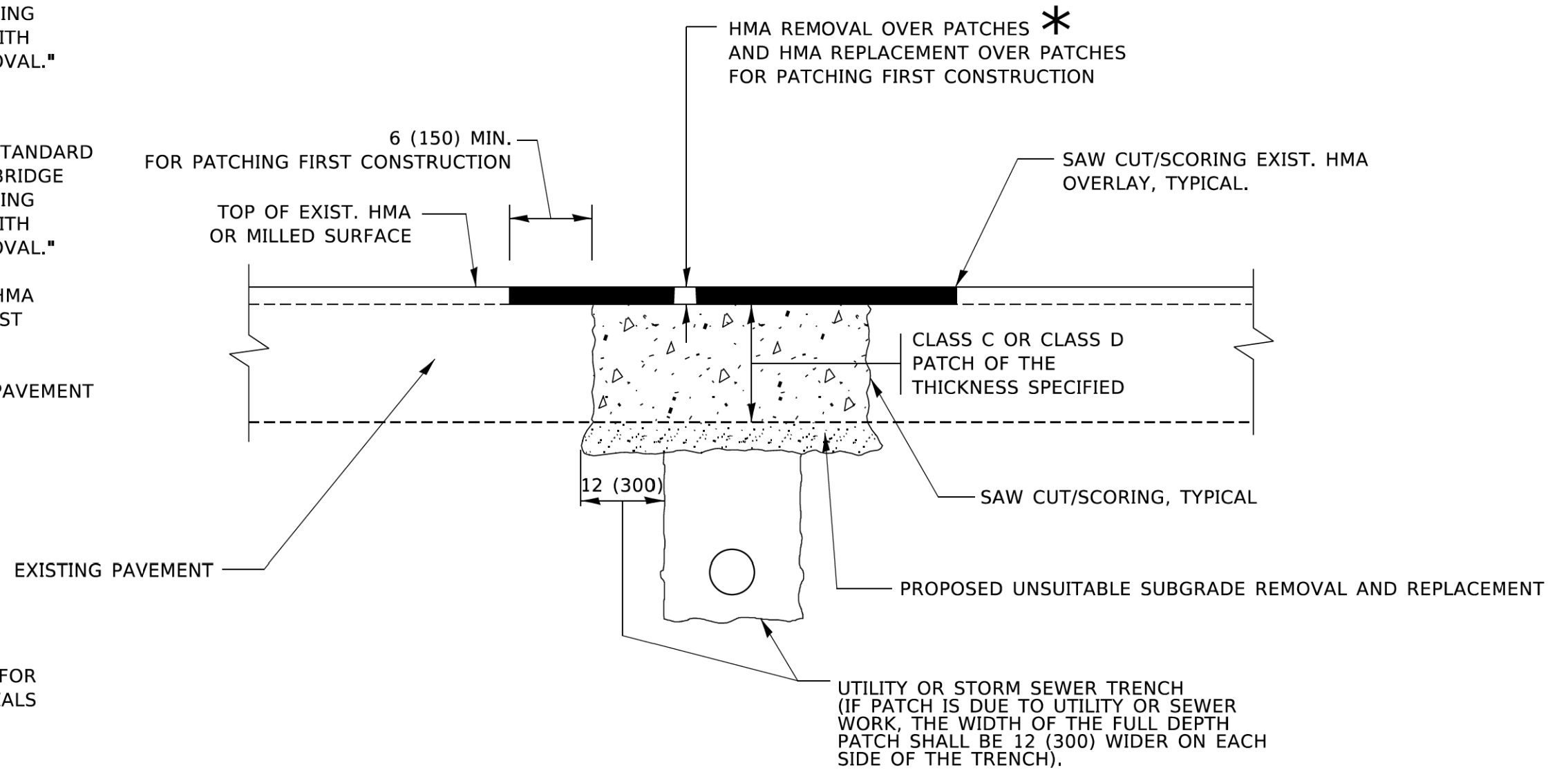
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BD600-03 (BD-08)		CONTRACT NO. 61K00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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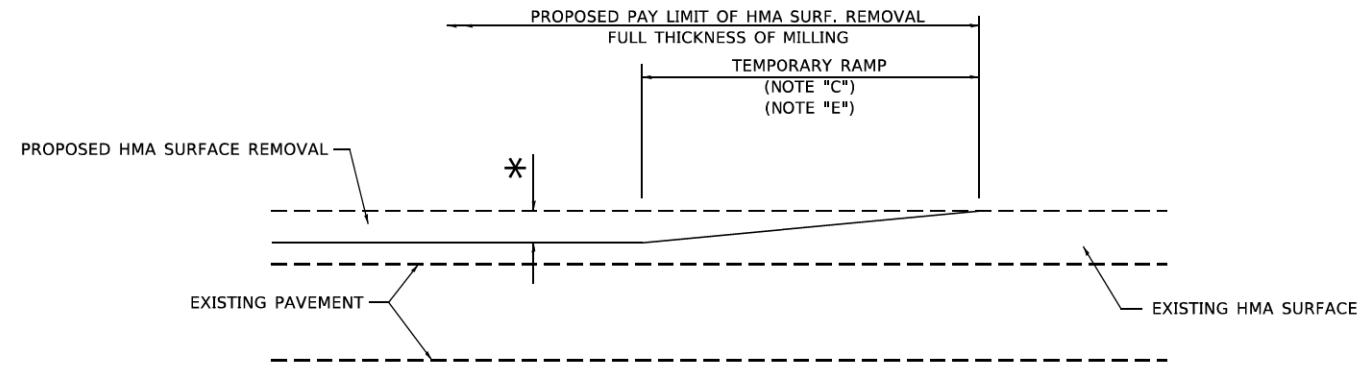
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	DRAWN -	REVISED - R. BORO 09-04-07
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PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

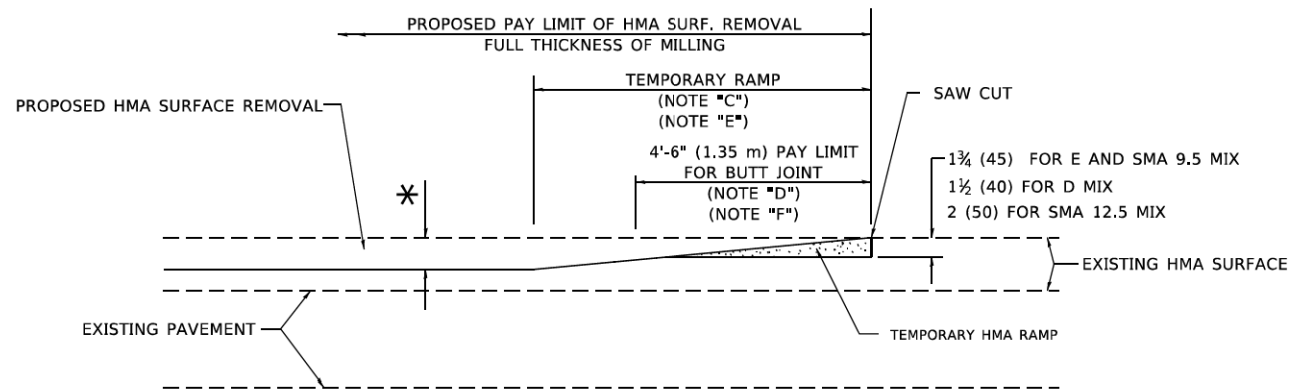
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BD400-04 (BD-22)		CONTRACT NO. 61K00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

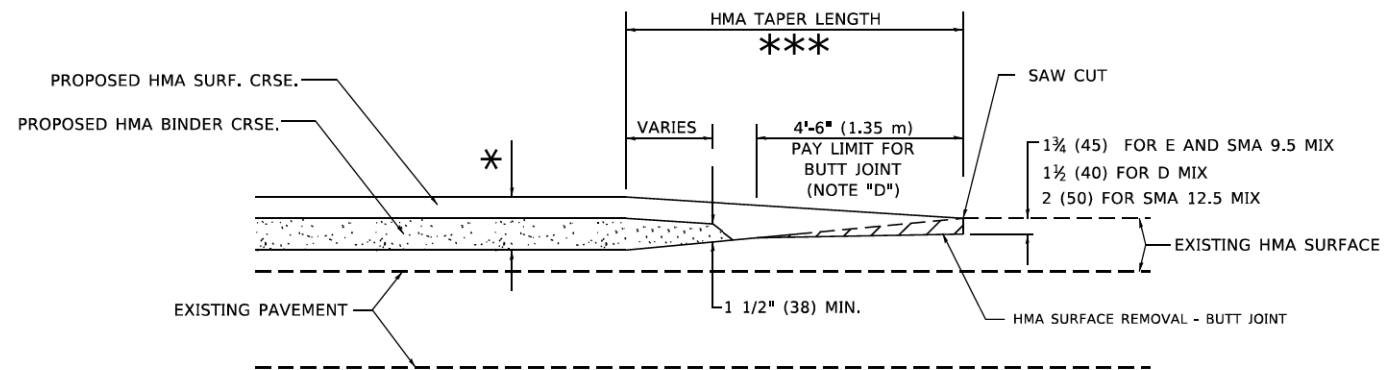
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

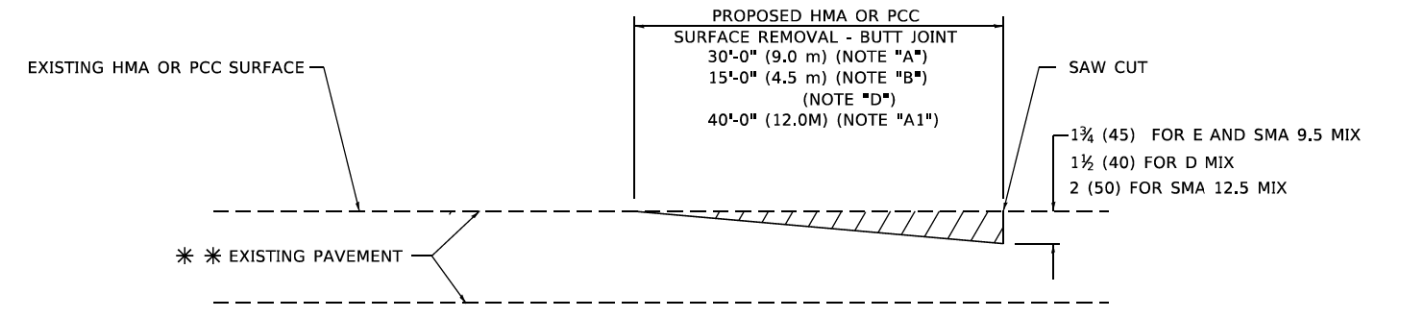
OPTION 2

TYPICAL TEMPORARY RAMP

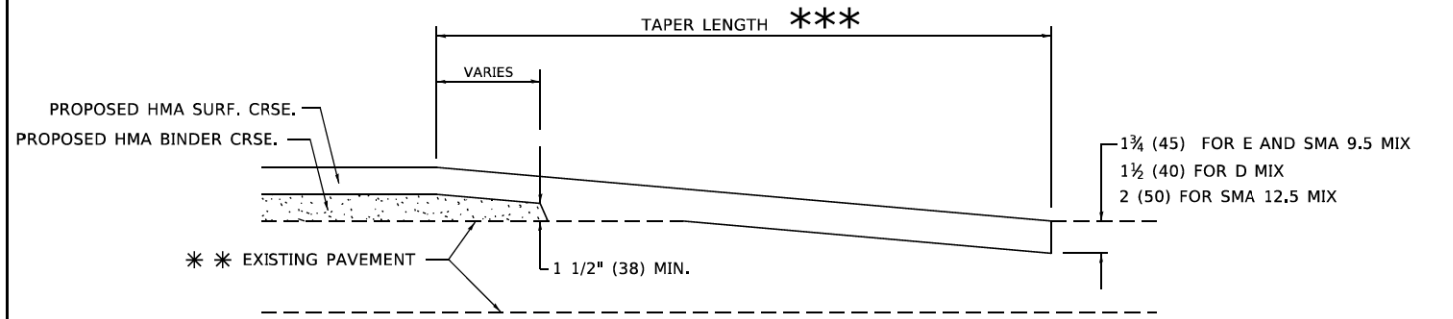


BUTT JOINT AND HMA TAPER

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.

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- 1. 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

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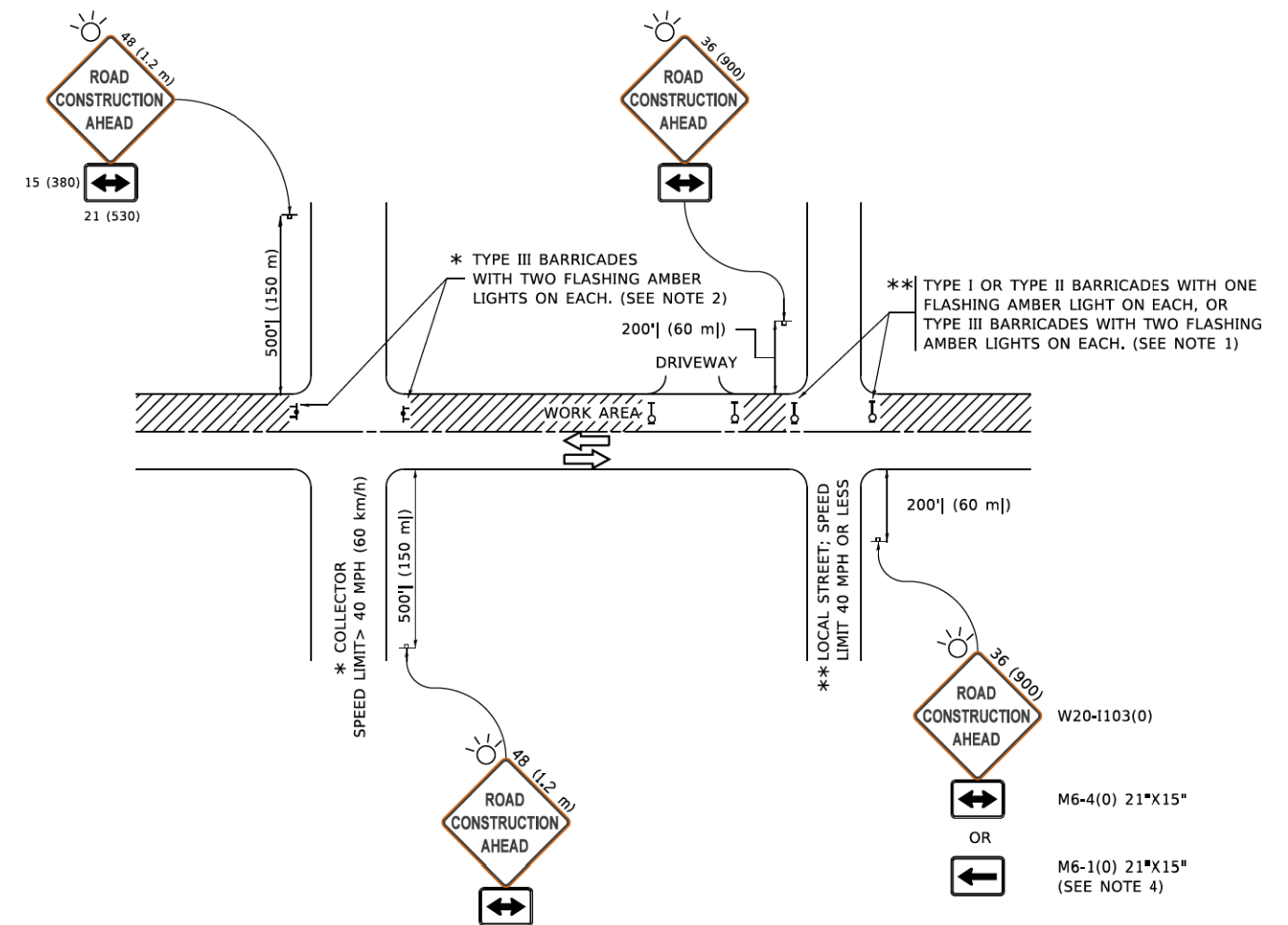
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PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-RS	DUPAGE	70	45
BD400-05 BD-32		CONTRACT NO. 61K00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



NOTES:

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

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

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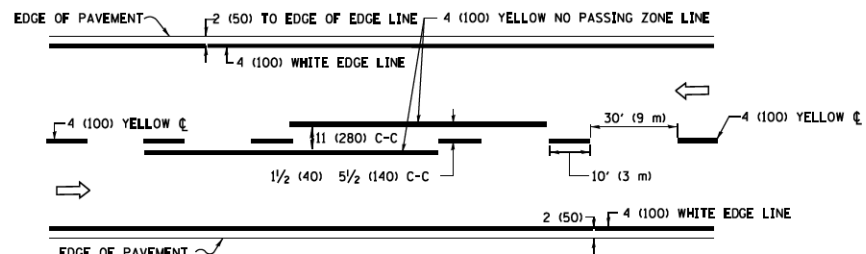
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	DRAWN	T. RAMMACHER 01-06-00
PLOT SCALE	CHECKED	REVISED
50,0000' / in.	-	A. SCHUETZE 07-01-13
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3/4/2019	06-89	A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

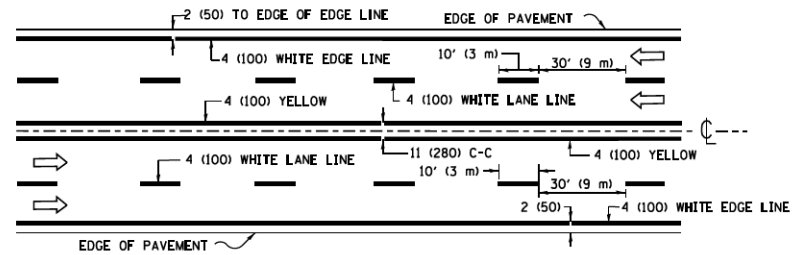
**TRAFFIC CONTROL AND PROTECTION FOR
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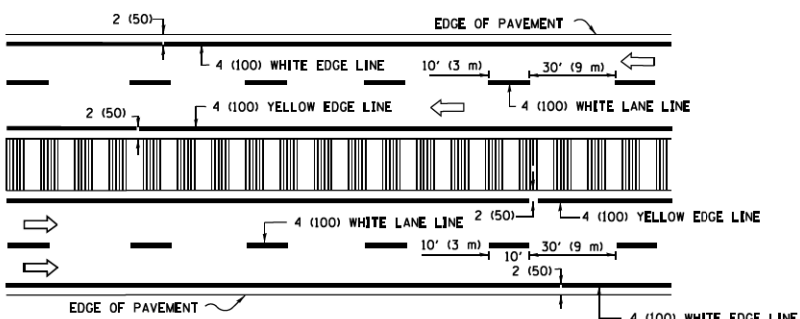
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

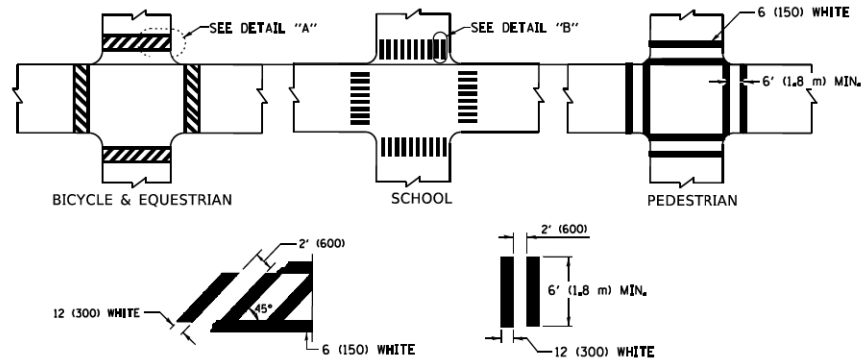


MULTI-LANE UNDIVIDED



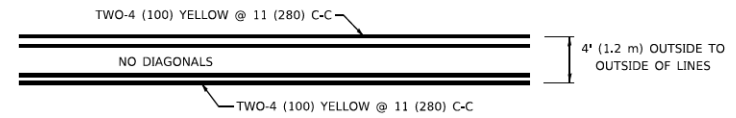
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

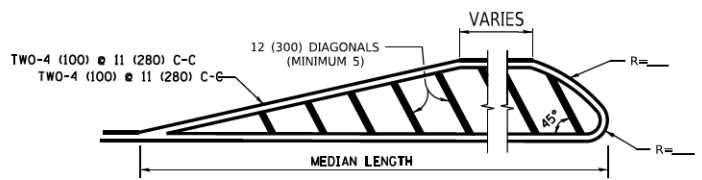


TYPICAL CROSSWALK MARKING

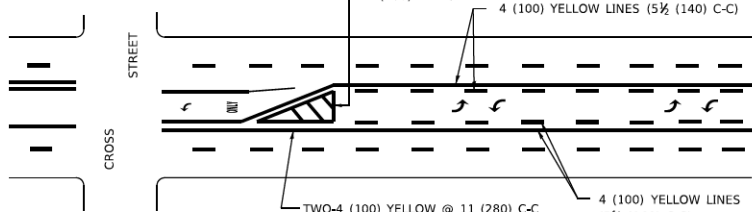
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

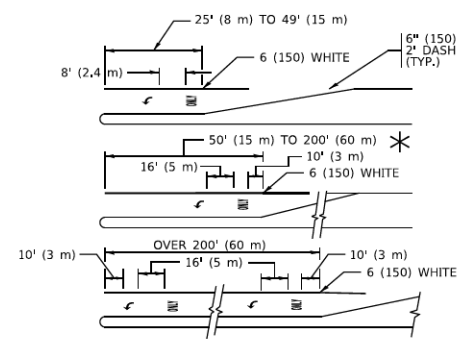


MEDIANS OVER 4' (1.2 m) WIDE



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

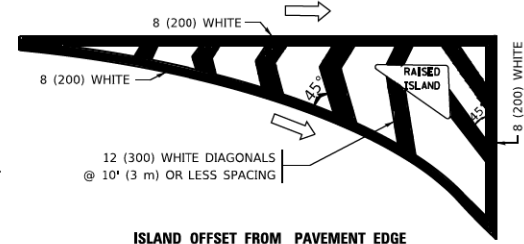
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR, ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



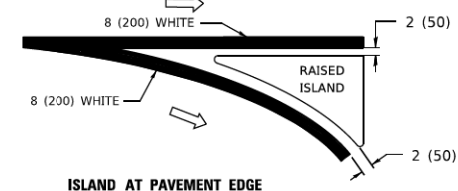
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

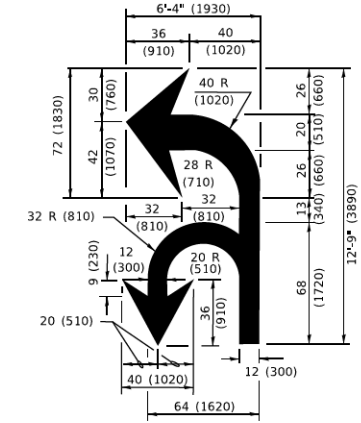


ISLAND OFFSET FROM PAVEMENT EDGE

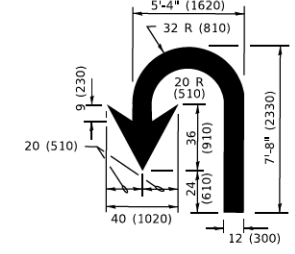


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE- FULL SIZE LETTERS & SYMBOLS (8" (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 2 (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 (30 MPH (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" 15' 6" (1.8 m) LETTERS; 16' (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "RR"=3.6 SQ. FT. (0.33 m ² EACH) "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

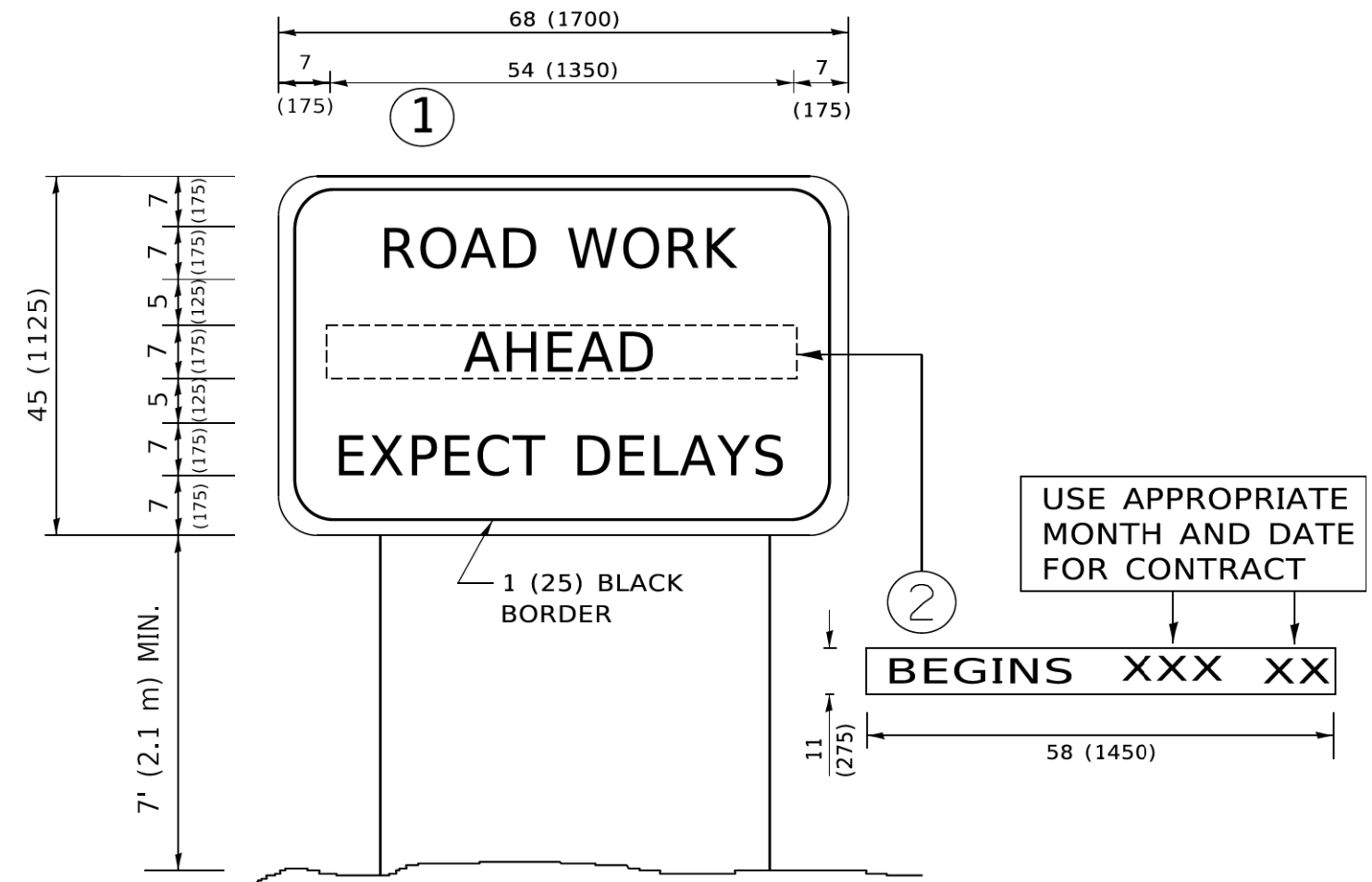
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 PROJECT: DOT\CD\BHWETS\TC13.dwg
 DATE: 3/4/2019

USER NAME	DESIGNED	REVISED
footemj	EVERS	C. JUCIUS 09-09-09
		C. JUCIUS 07-01-13
		C. JUCIUS 12-21-15
		C. JUCIUS 04-12-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE	
TYPICAL PAVEMENT MARKINGS	
SCALE: NONE	SHEET 1 OF 2 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-RS	DUPAGE	70	48
TC-13		CONTRACT NO. 61K00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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 PROJECT: 22-00108-00-RS

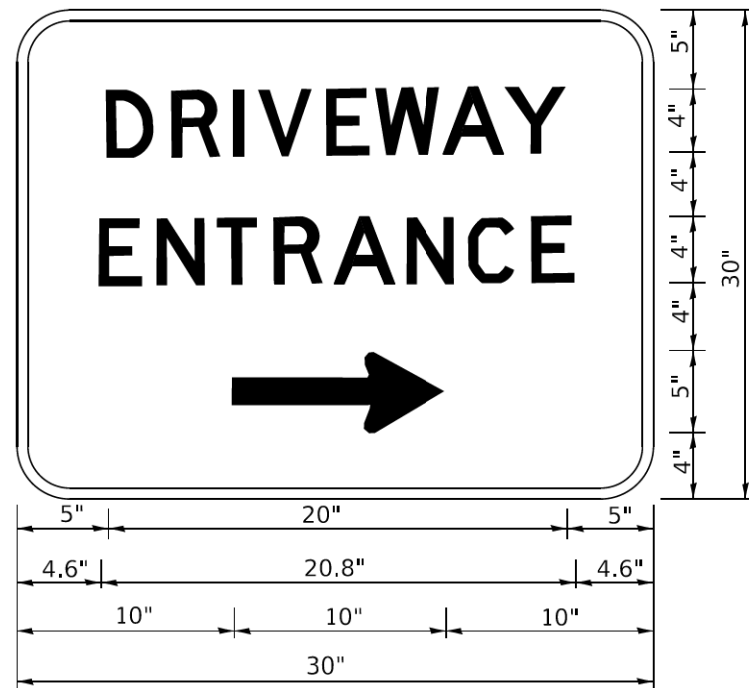
USER NAME	footemj	DESIGNED	-	REVISED	- R, MIRS 09-15-97
DRAWN	-	CHECKED	-	REVISED	- R, MIRS 12-11-97
PLOT SCALE	50,0000 * / in.	DATE	-	REVISED	- T. RAMMACHER 02-02-99
PLOT DATE	3/4/2019	DATE	-	REVISED	- C, JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-RS	DUPAGE	70	50
TC-22		CONTRACT NO. 61K00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

MODEL: Default
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USER NAME	leysa	DESIGNED	-	REVISED	-	C. JUCIUS 02-15-07
DRAWN	-	CHECKED	-	REVISED	-	
PLOT SCALE	50,0000' / in.	DATE	-	REVISED	-	
PLOT DATE	8/6/2021					

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

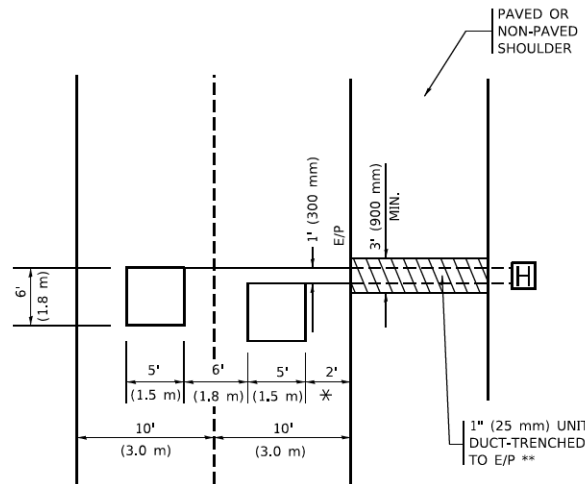
DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-RS	DUPAGE	70	51
TC-26			CONTRACT NO. 61K00	
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

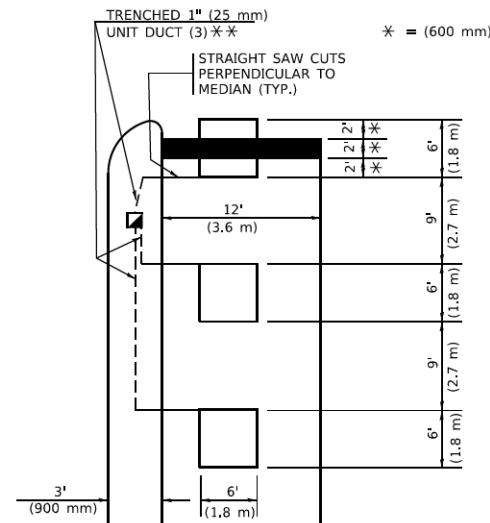


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

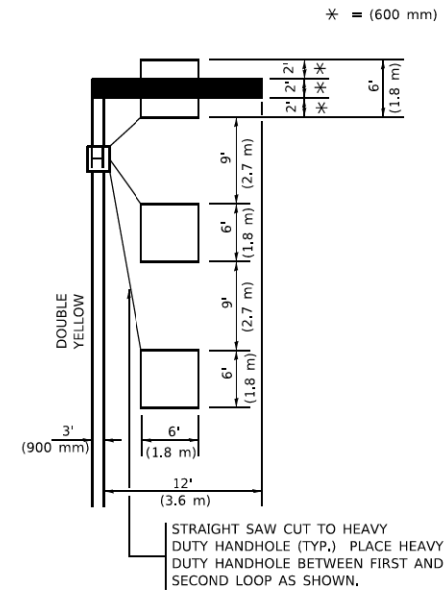


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

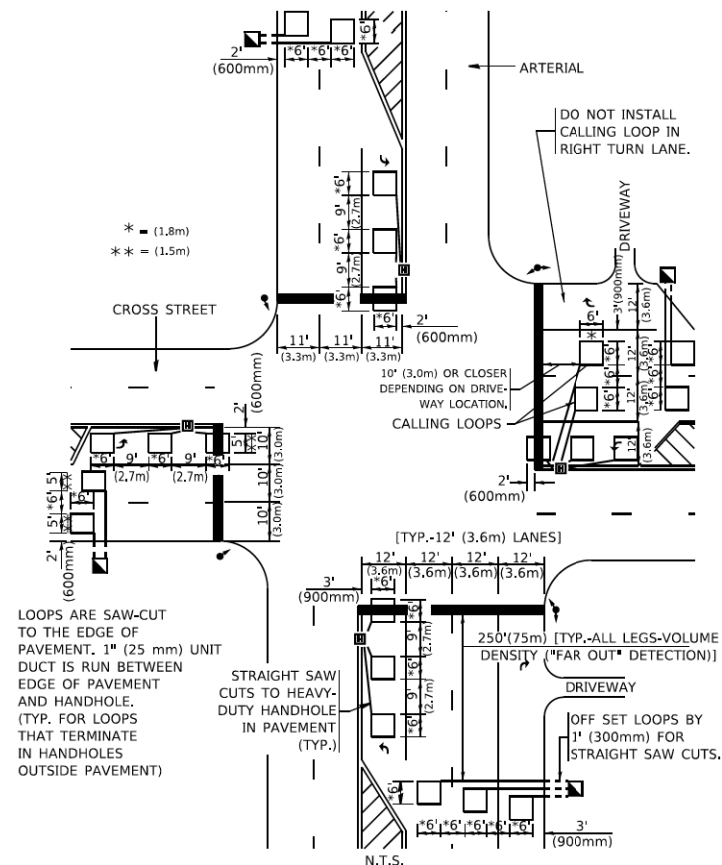
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)



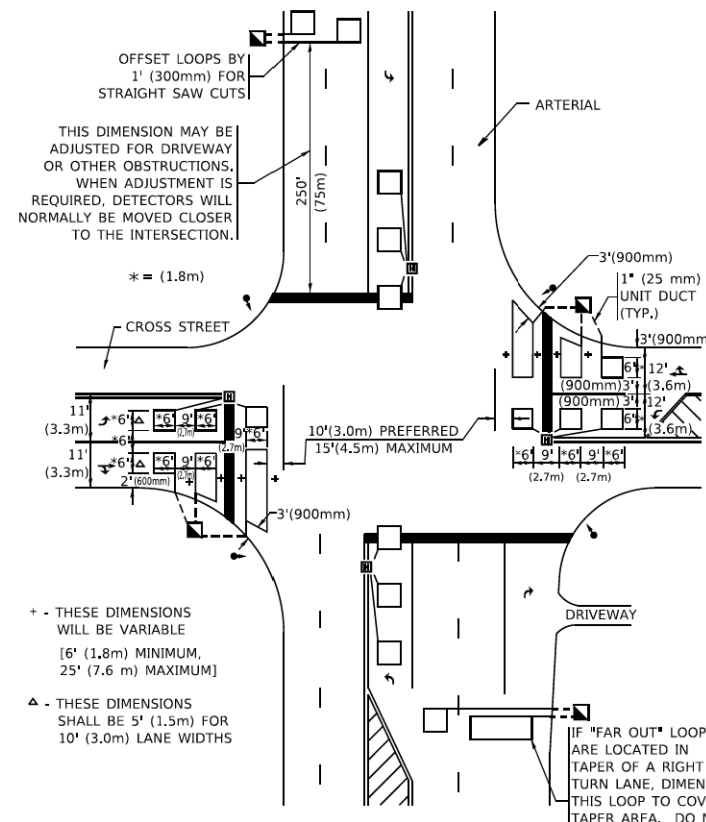
* = (1.8m)
 ** = (1.5m)

LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

DETAIL 1
 N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

* - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
 N.T.S.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DIMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

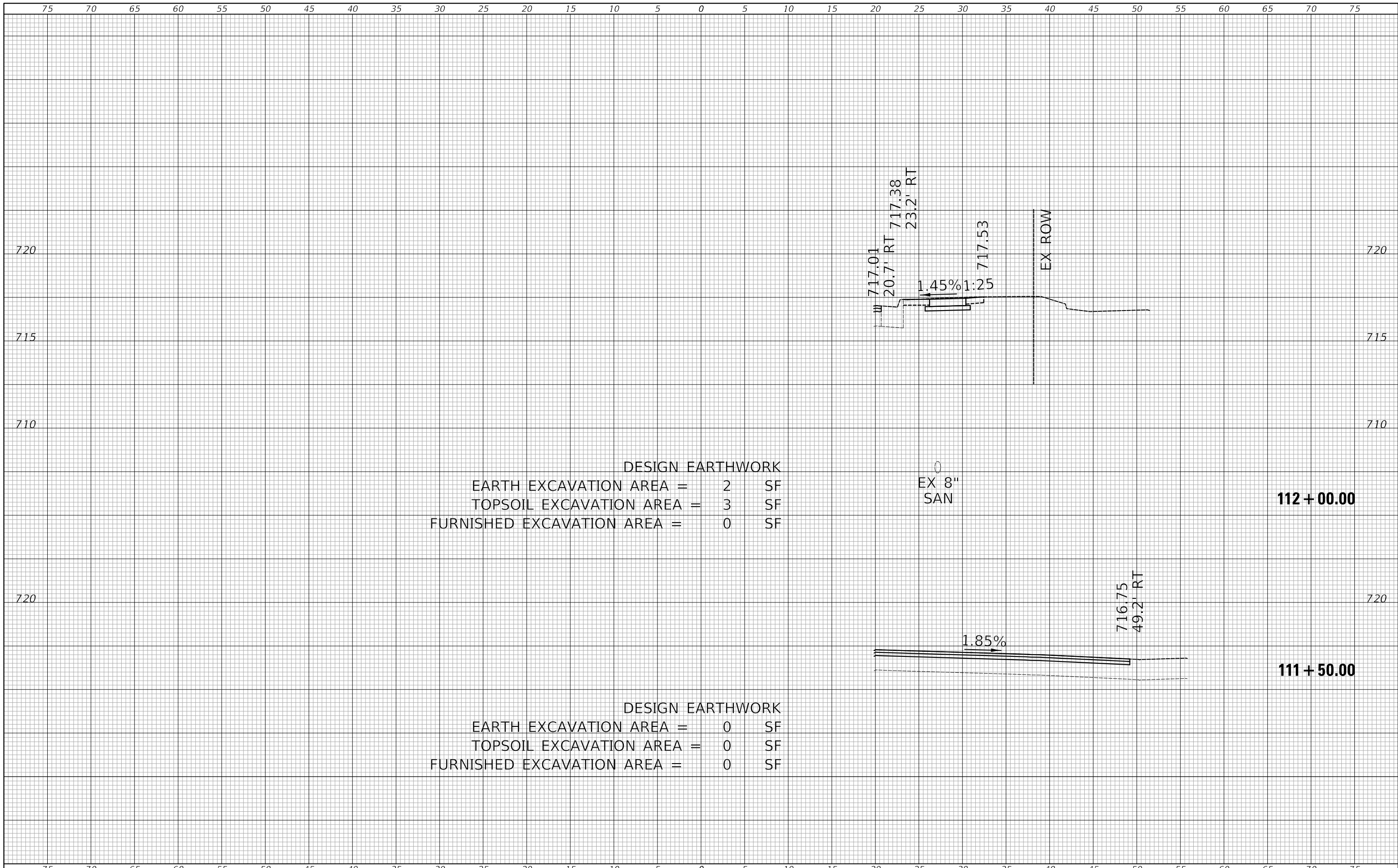
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USER NAME = footemj	DESIGNED -	REVISED -
PLOT SCALE = 50,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/4/2019	CHECKED - R.K.F.	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION	
DETAILS FOR ROADWAY RESURFACING	
SCALE: NONE	SHEET 1 OF 1 SHEETS
STA. TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-RS	DUPAGE	70	52
TS-07		CONTRACT NO. 61K00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 2 SF
 TOPSOIL EXCAVATION AREA = 3 SF
 FURNISHED EXCAVATION AREA = 0 SF

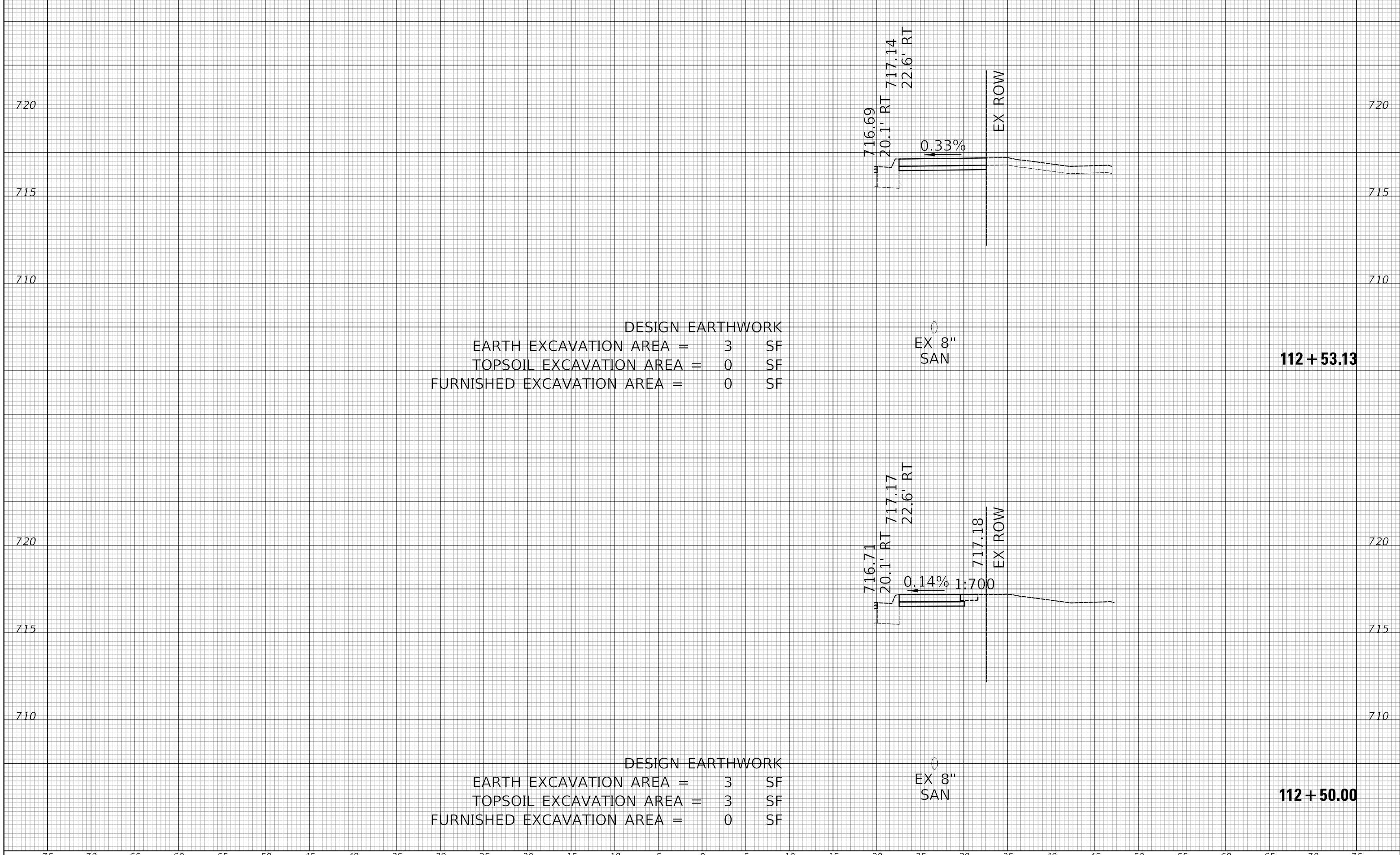
0
 EX 8"
 SAN

112 + 00.00

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 0 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

111 + 50.00

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 3 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

EX 8"
SAN

112 + 53.13

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 3 SF
 TOPSOIL EXCAVATION AREA = 3 SF
 FURNISHED EXCAVATION AREA = 0 SF

EX 8"
SAN

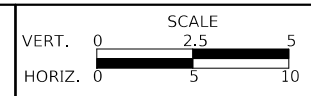
112 + 50.00

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



DESIGNED - PK	REVISED - 2/16/2024
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 8/4/2023	REVISED -

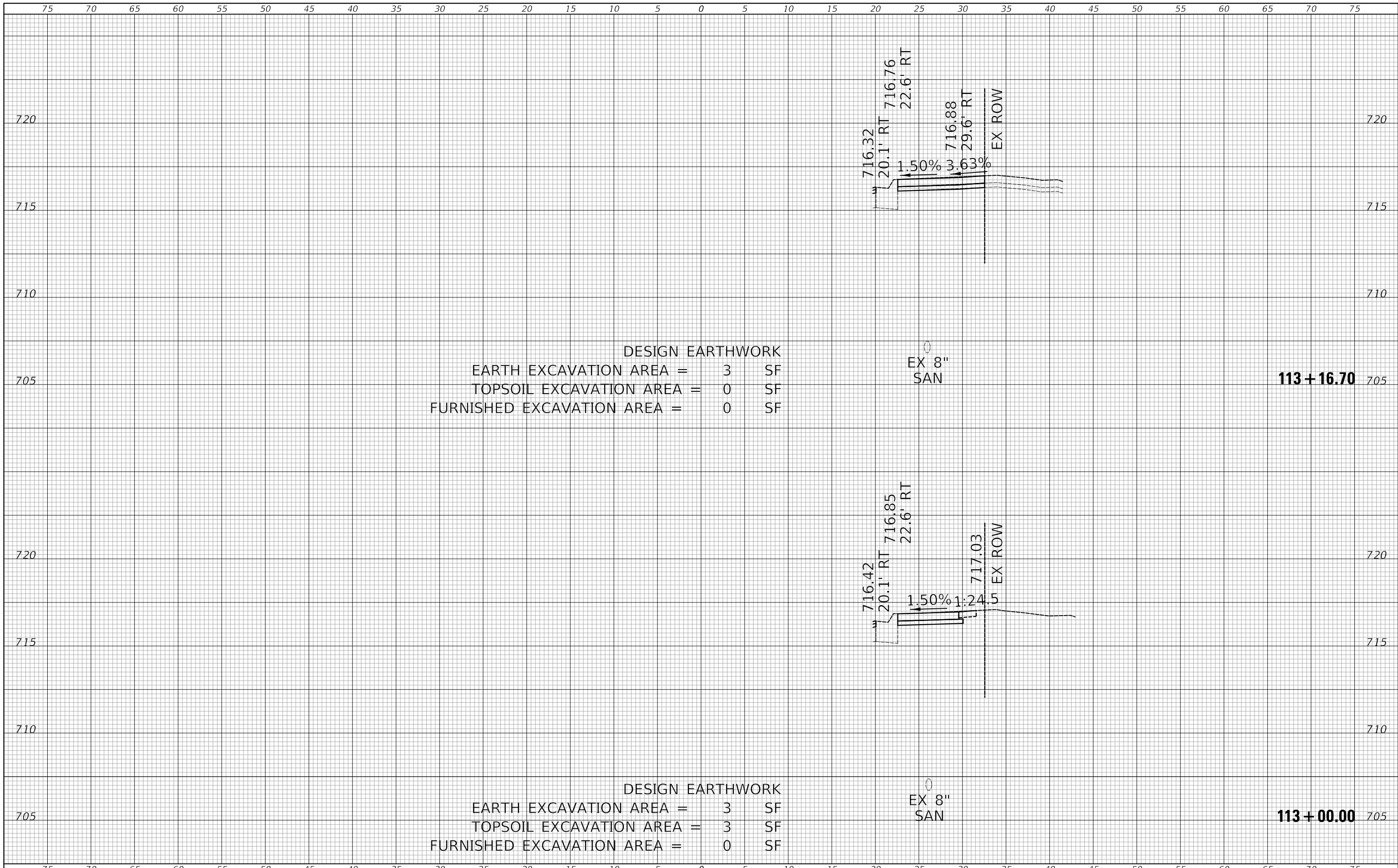
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



LOMBARD ROAD RESURFACING IMPROVEMENTS
CROSS SECTIONS

SHEET 2 OF 18 SHEETS STA. 112+50.00 TO STA. 112+53.13

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	54
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	



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 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

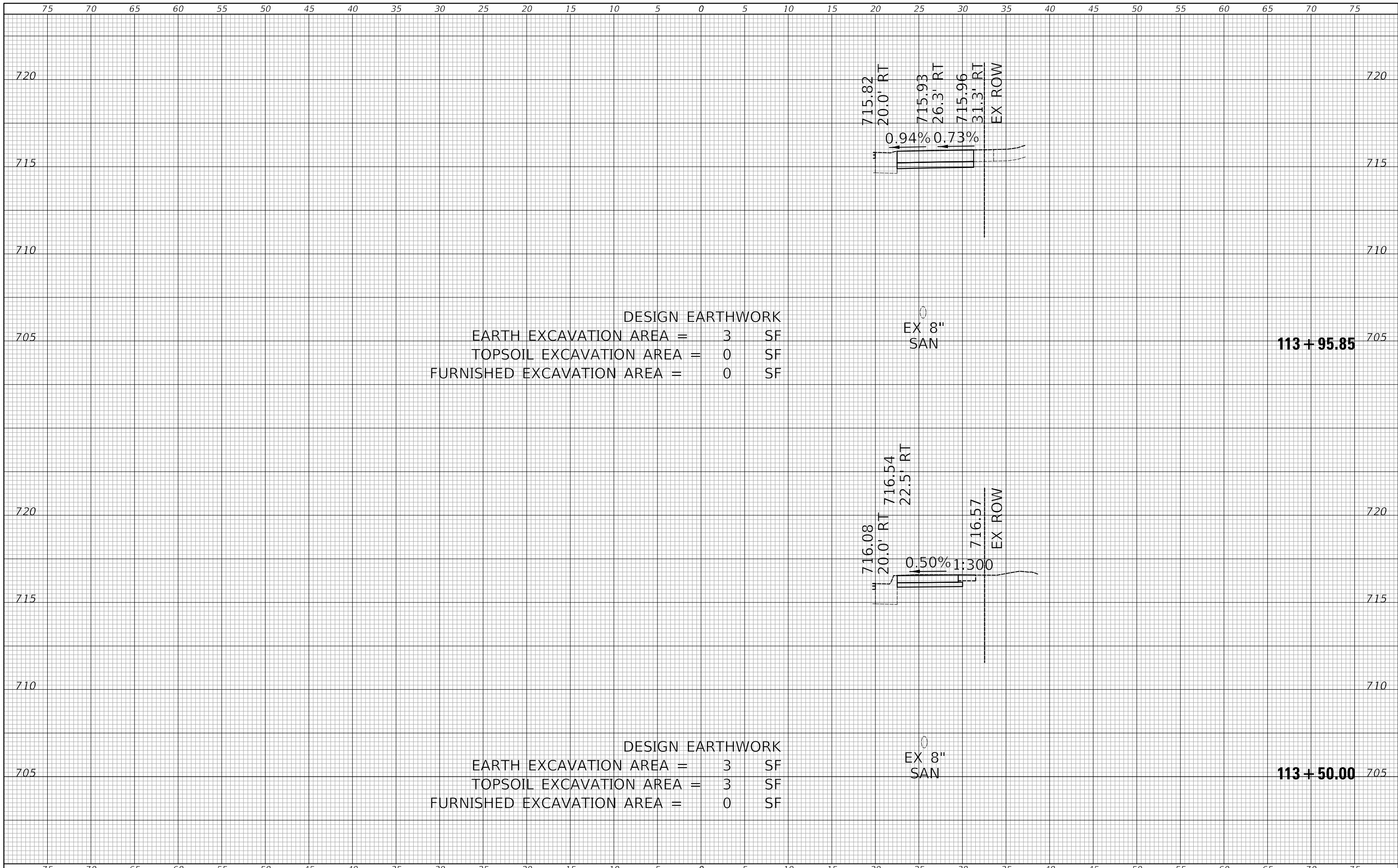
EX 8"
 SAN

113+16.70

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 3 SF
 TOPSOIL EXCAVATION AREA = 3 SF
 FURNISHED EXCAVATION AREA = 0 SF

EX 8"
 SAN

113+00.00



DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 3 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

EX 8"
 SAN

113 + 95.85

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 3 SF
 TOPSOIL EXCAVATION AREA = 3 SF
 FURNISHED EXCAVATION AREA = 0 SF

EX 8"
 SAN

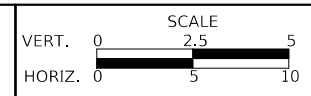
113 + 50.00

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DESIGNED - PK	REVISED - 2/16/2024
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 8/4/2023	REVISED -

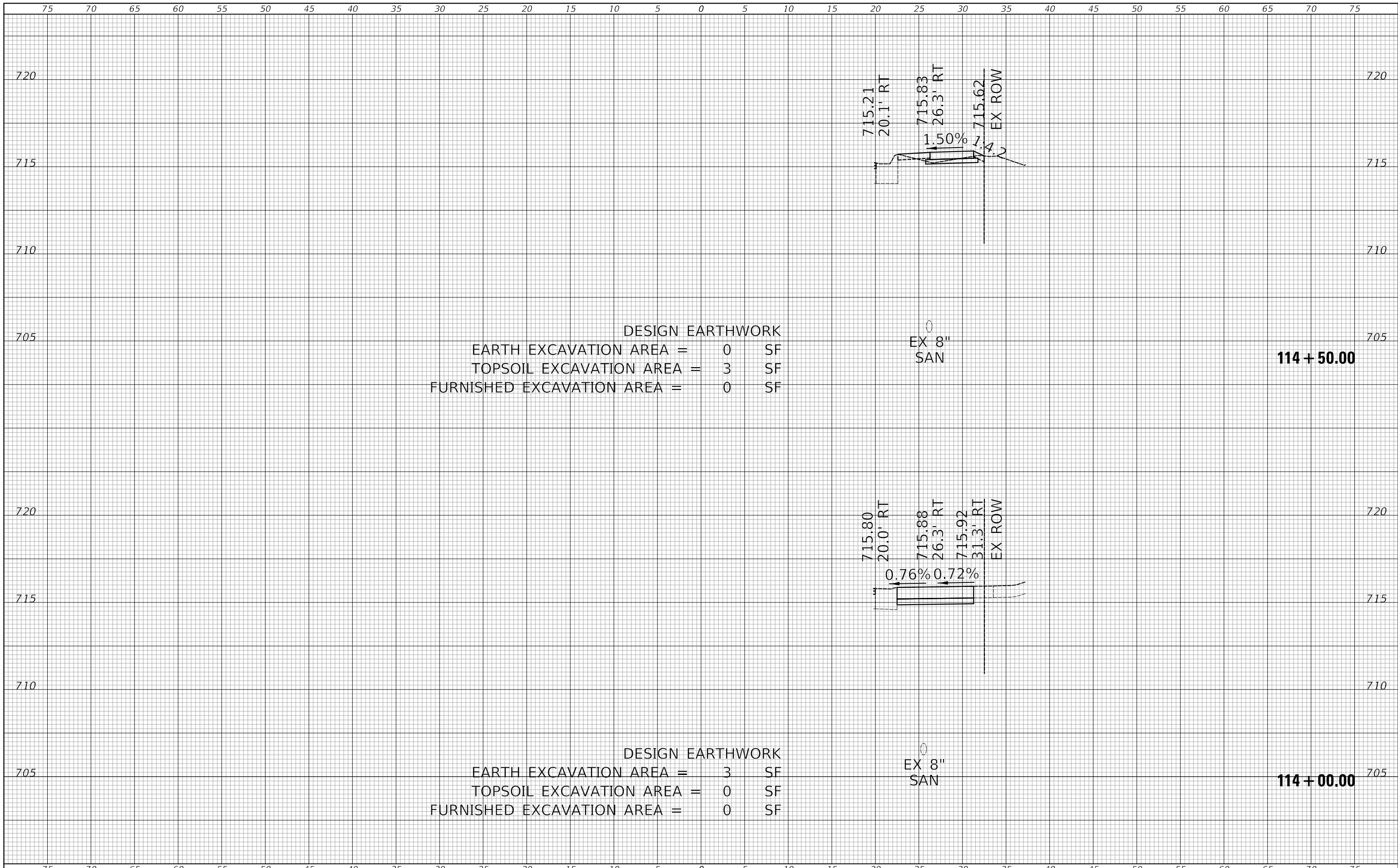
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



LOMBARD ROAD RESURFACING IMPROVEMENTS
 CROSS SECTIONS

SHEET 4 OF 18 SHEETS STA. 113+50.00 TO STA. 113+95.85

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	56
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	



DESIGN EARTHWORK

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TOPSOIL EXCAVATION AREA =	3	SF
FURNISHED EXCAVATION AREA =	0	SF

EX 8"
SAN

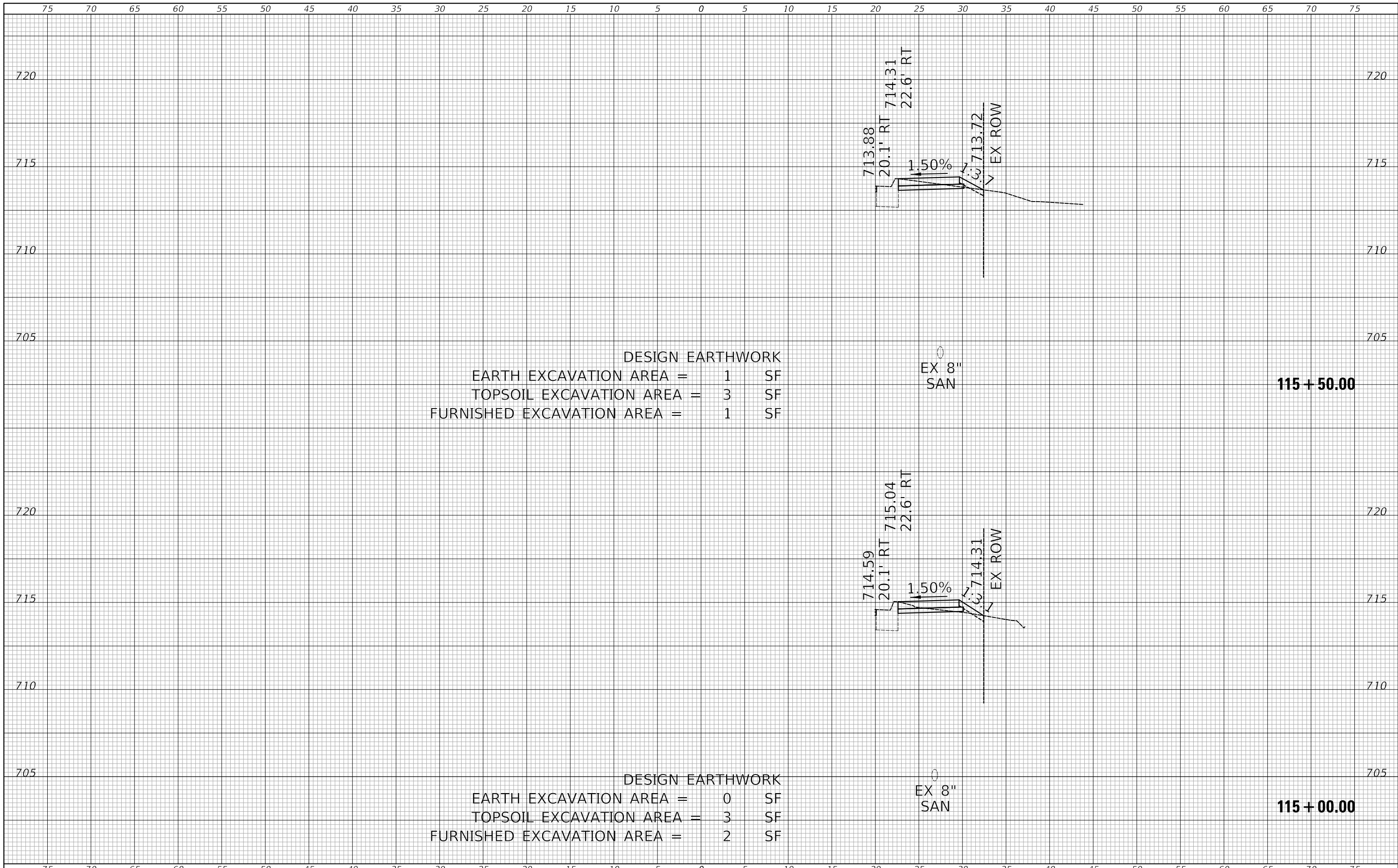
114 + 50.00

DESIGN EARTHWORK

EARTH EXCAVATION AREA =	3	SF
TOPSOIL EXCAVATION AREA =	0	SF
FURNISHED EXCAVATION AREA =	0	SF

EX 8"
SAN

114 + 00.00



DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 1 SF
 TOPSOIL EXCAVATION AREA = 3 SF
 FURNISHED EXCAVATION AREA = 1 SF

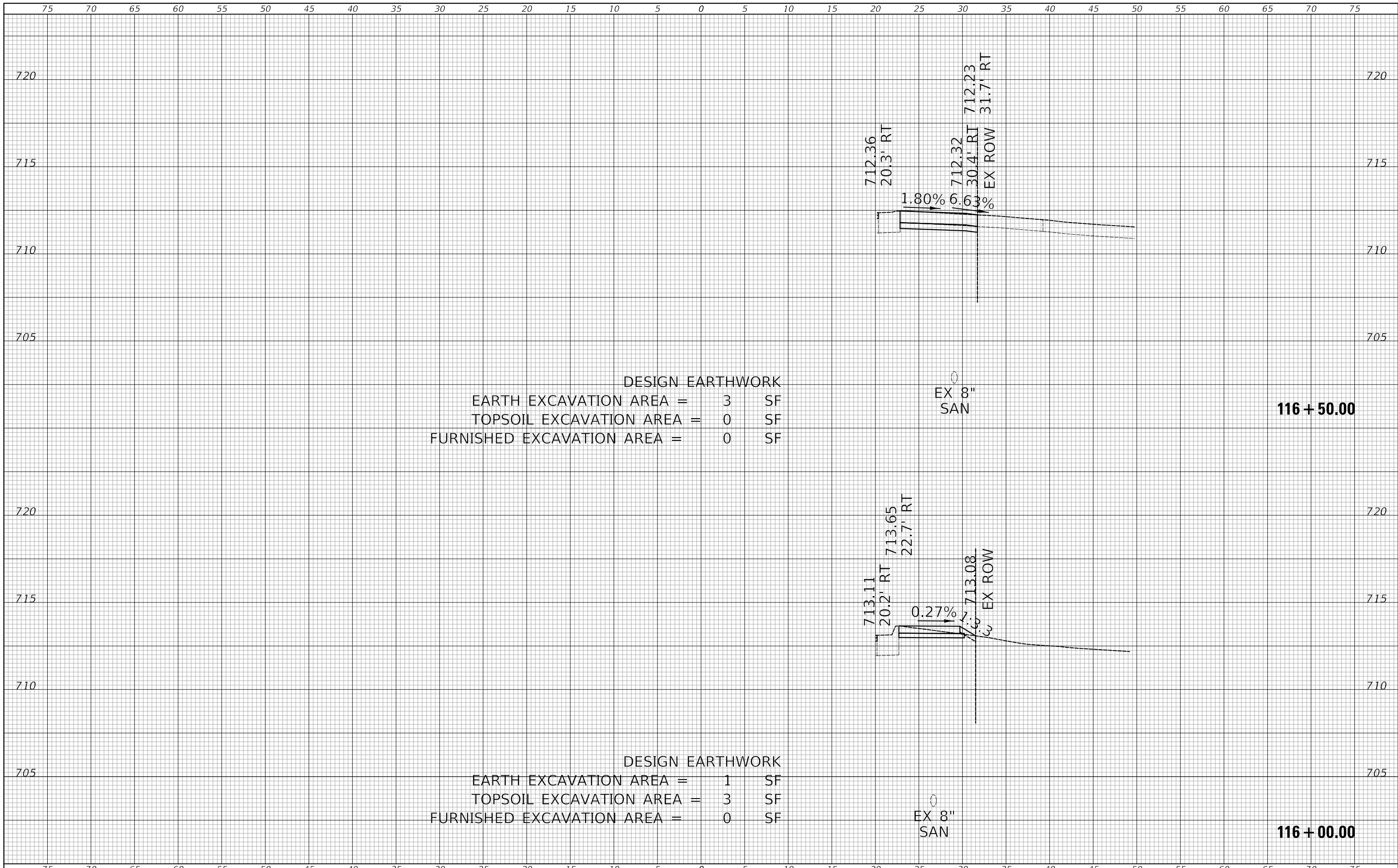
EX 8"
 SAN

115 + 50.00

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 0 SF
 TOPSOIL EXCAVATION AREA = 3 SF
 FURNISHED EXCAVATION AREA = 2 SF

EX 8"
 SAN

115 + 00.00



DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 3 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

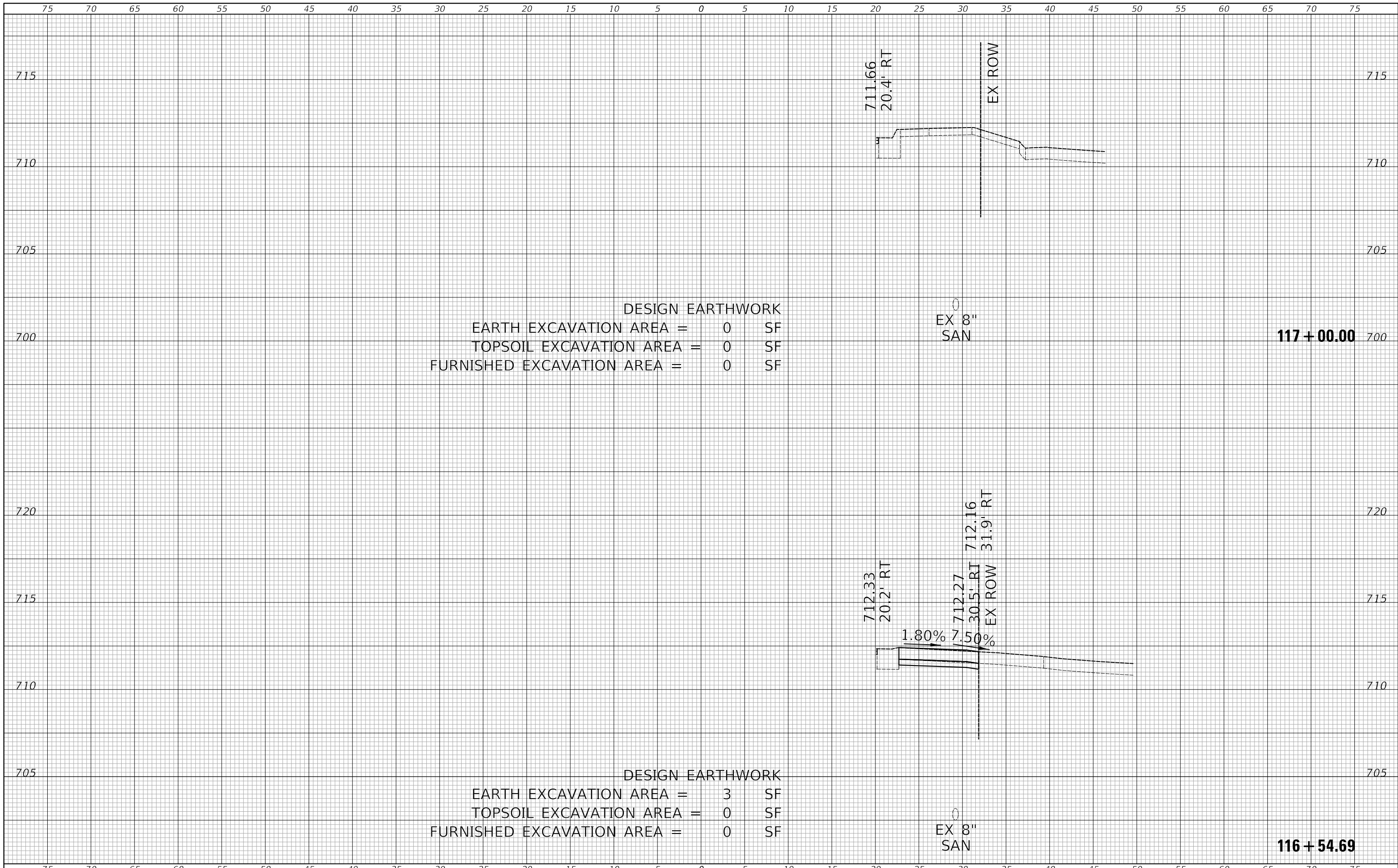
EX 8"
 SAN

116 + 50.00

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 1 SF
 TOPSOIL EXCAVATION AREA = 3 SF
 FURNISHED EXCAVATION AREA = 0 SF

EX 8"
 SAN

116 + 00.00



DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 0 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

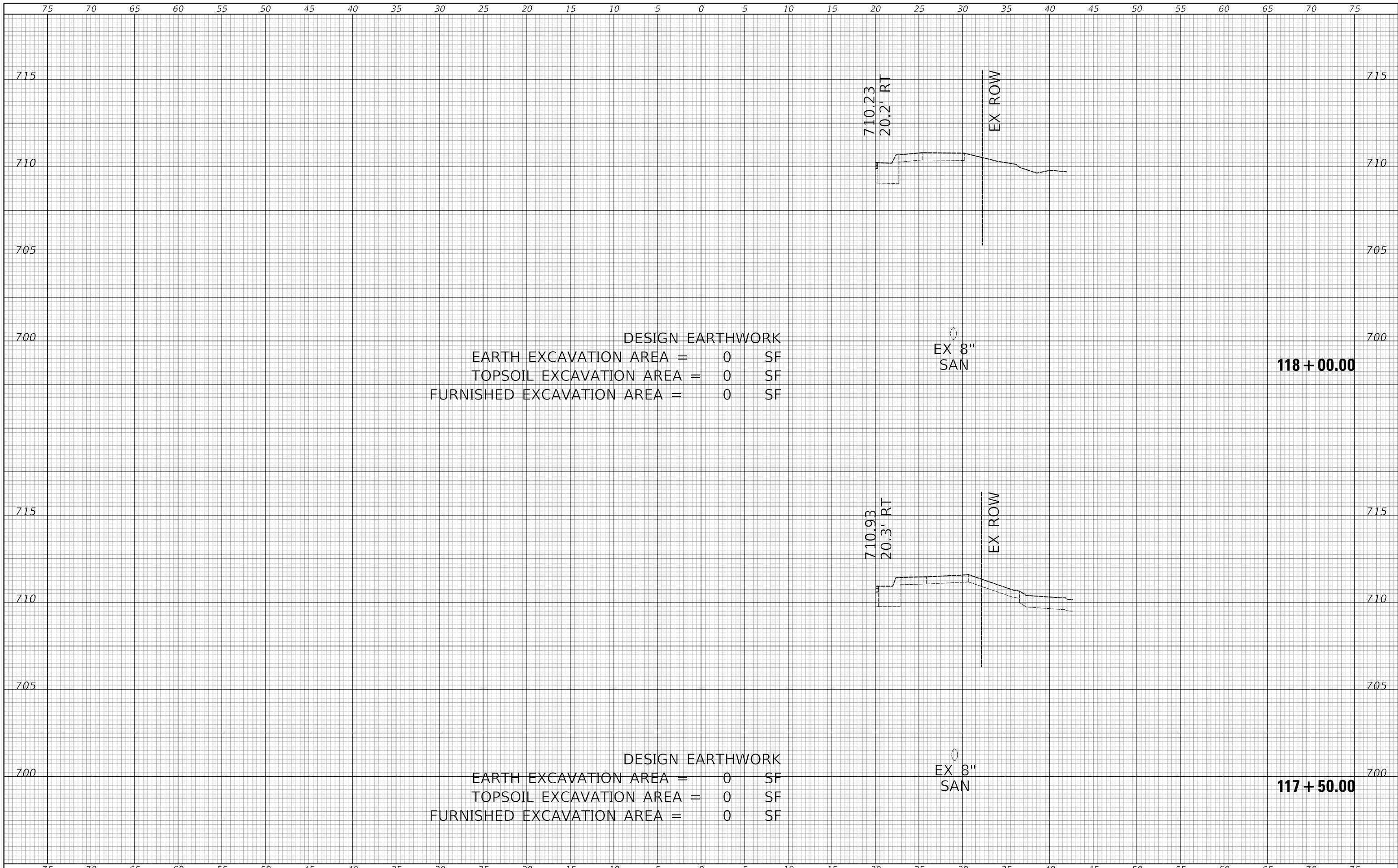
EX 8"
 SAN

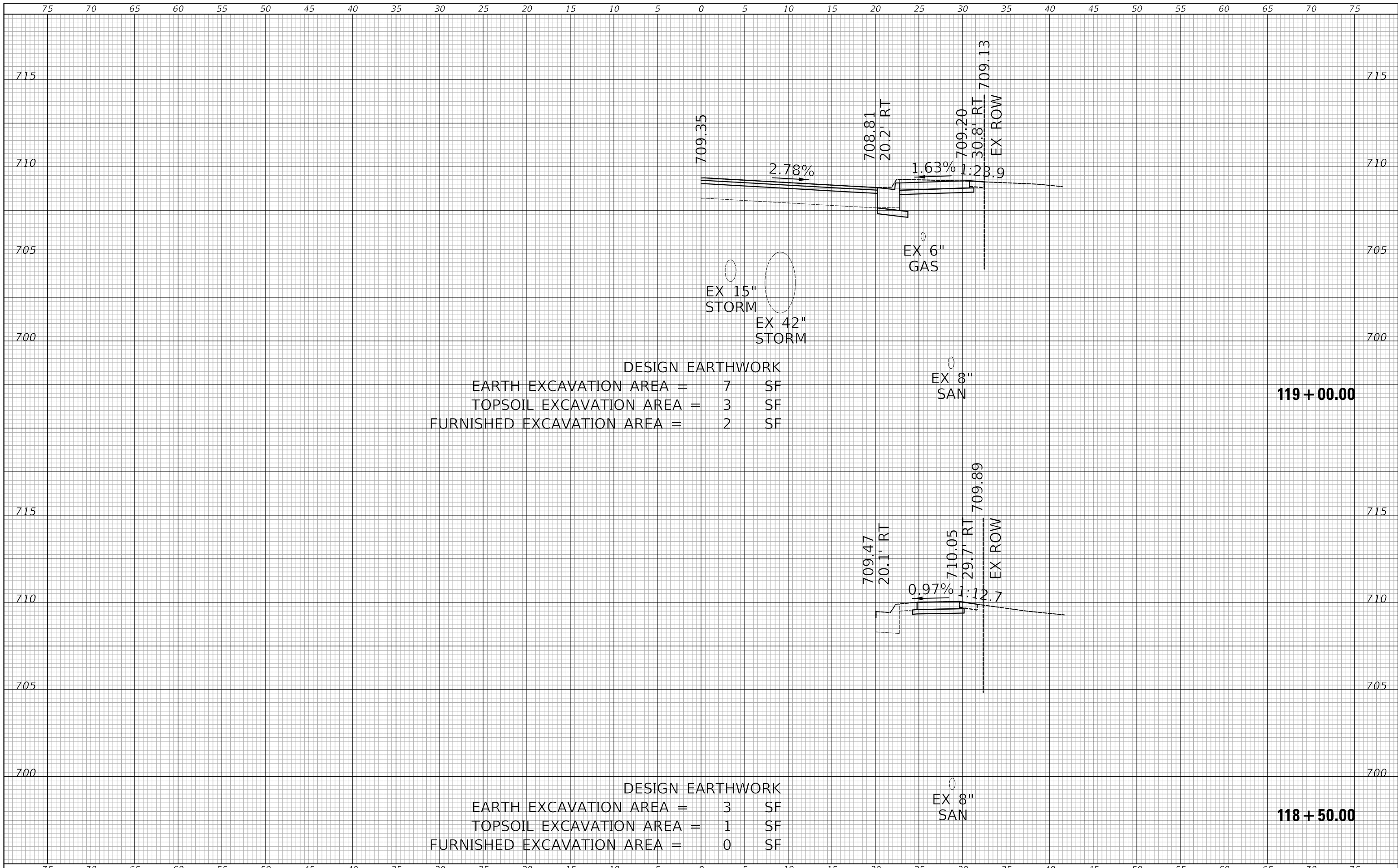
117 + 00.00

DESIGN EARTHWORK
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 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

EX 8"
 SAN

116 + 54.69





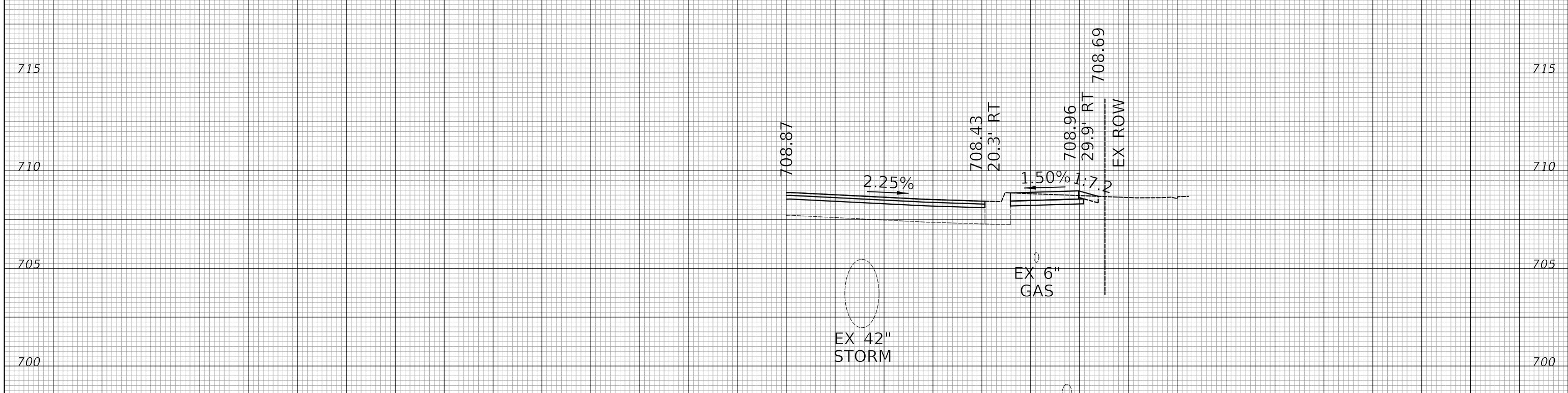
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 TOPSOIL EXCAVATION AREA = 3 SF
 FURNISHED EXCAVATION AREA = 2 SF

119 + 00.00

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 3 SF
 TOPSOIL EXCAVATION AREA = 1 SF
 FURNISHED EXCAVATION AREA = 0 SF

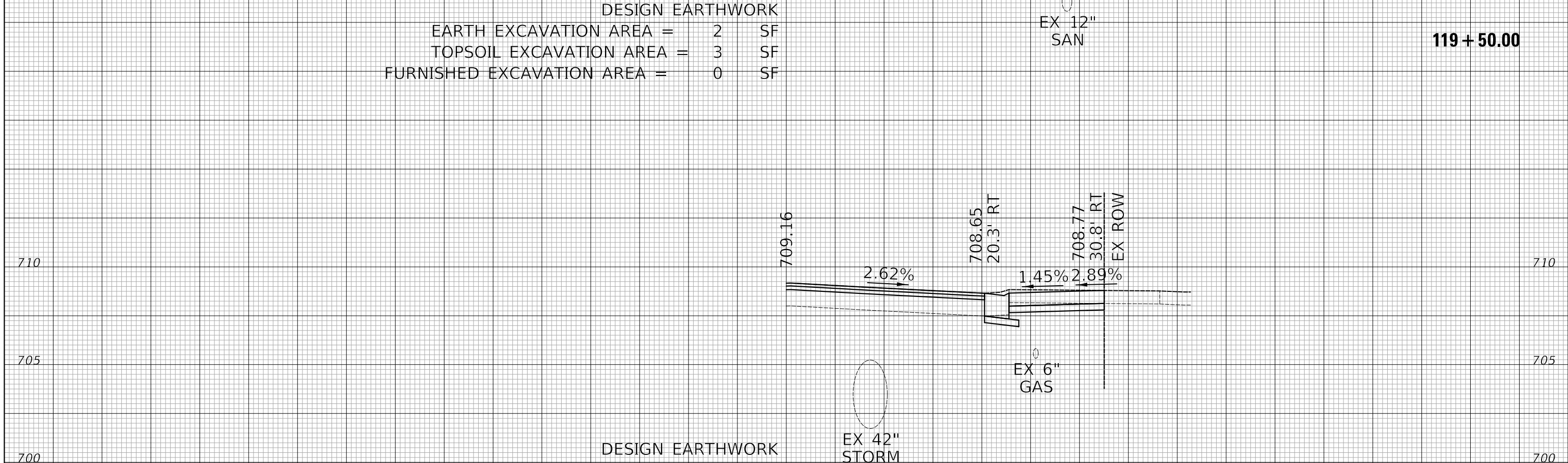
118 + 50.00

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DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 2 SF
 TOPSOIL EXCAVATION AREA = 3 SF
 FURNISHED EXCAVATION AREA = 0 SF

119 + 50.00



DESIGN EARTHWORK
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 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 1 SF

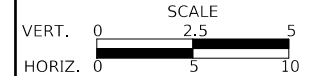
119 + 18.67

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DESIGNED - PK	REVISED - 2/16/2024
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 8/4/2023	REVISED -

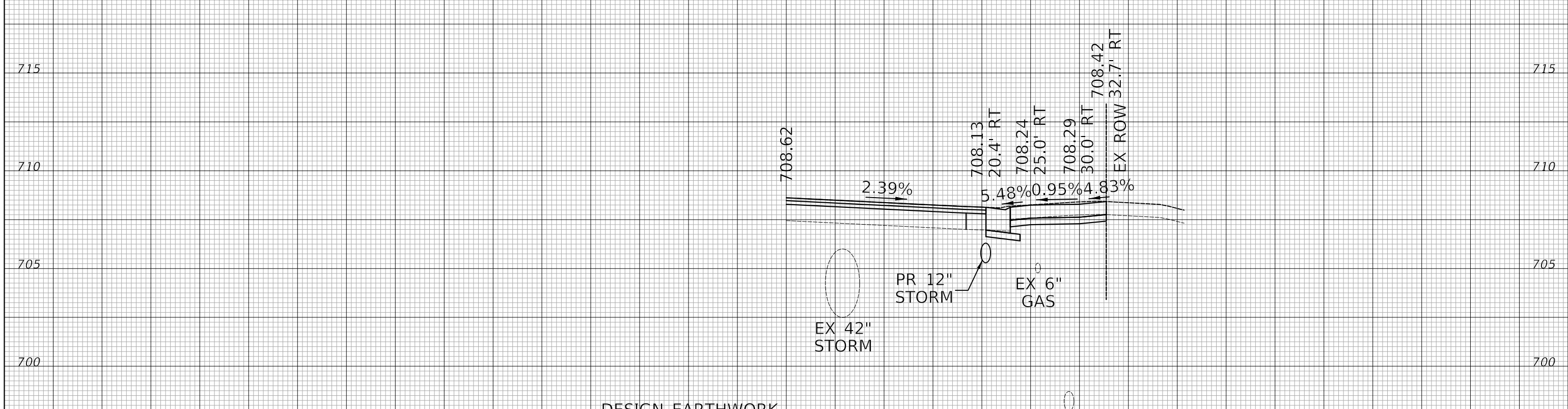
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**



LOMBARD ROAD RESURFACING IMPROVEMENTS
CROSS SECTIONS
 SHEET 11 OF 18 SHEETS STA. 119+18.67 TO STA. 119+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	63
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

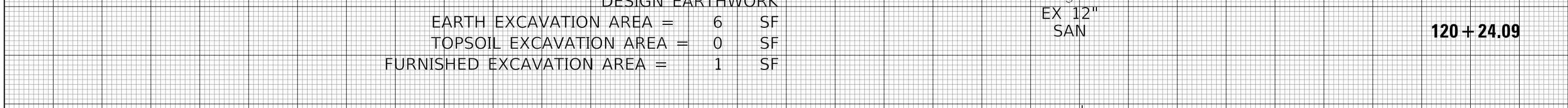
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DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 6 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 1 SF

EX 12" SAN

120 + 24.09



DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 5 SF
 TOPSOIL EXCAVATION AREA = 1 SF
 FURNISHED EXCAVATION AREA = 1 SF

EX 12" SAN

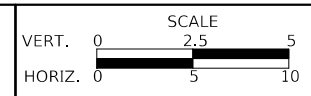
120 + 00.00

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



DESIGNED - PK	REVISED - 2/16/2024
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 8/4/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

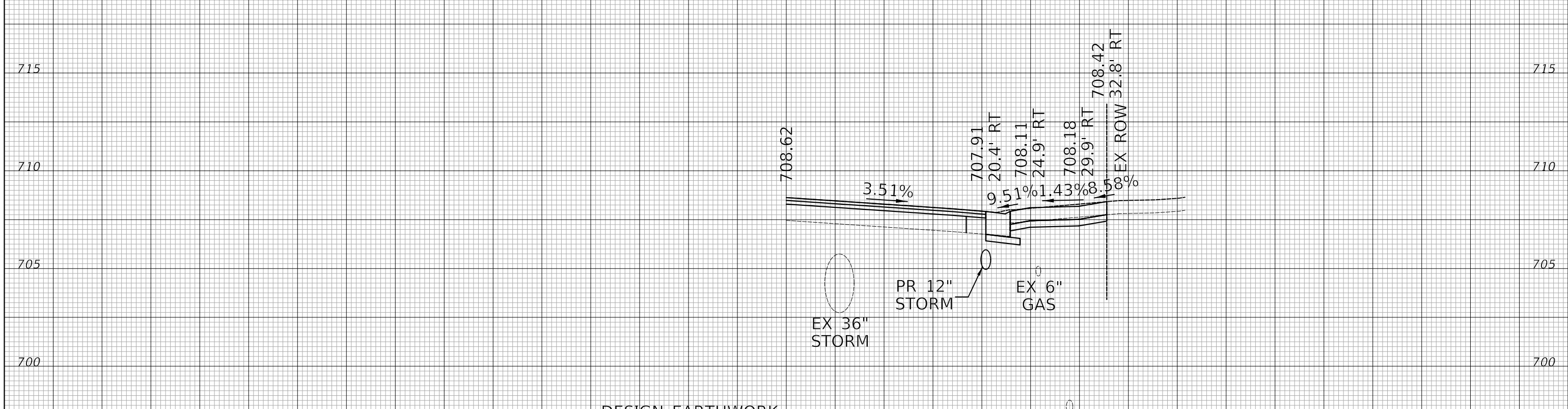


**LOMBARD ROAD RESURFACING IMPROVEMENTS
 CROSS SECTIONS**

SHEET 12 OF 18 SHEETS STA. 120+00.00 TO STA. 120+24.09

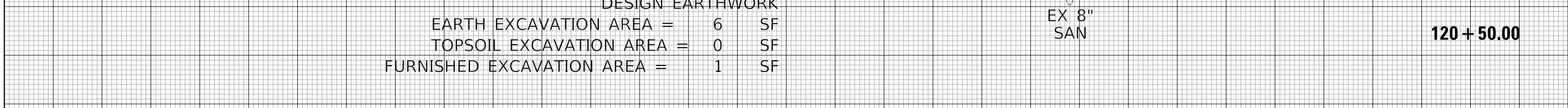
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	64
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61K00	

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 6 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 1 SF

EX 8" SAN
120 + 50.00



DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 5 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 1 SF

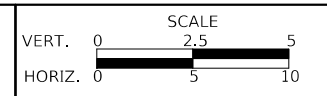
EX 12" SAN
120 + 36.45

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



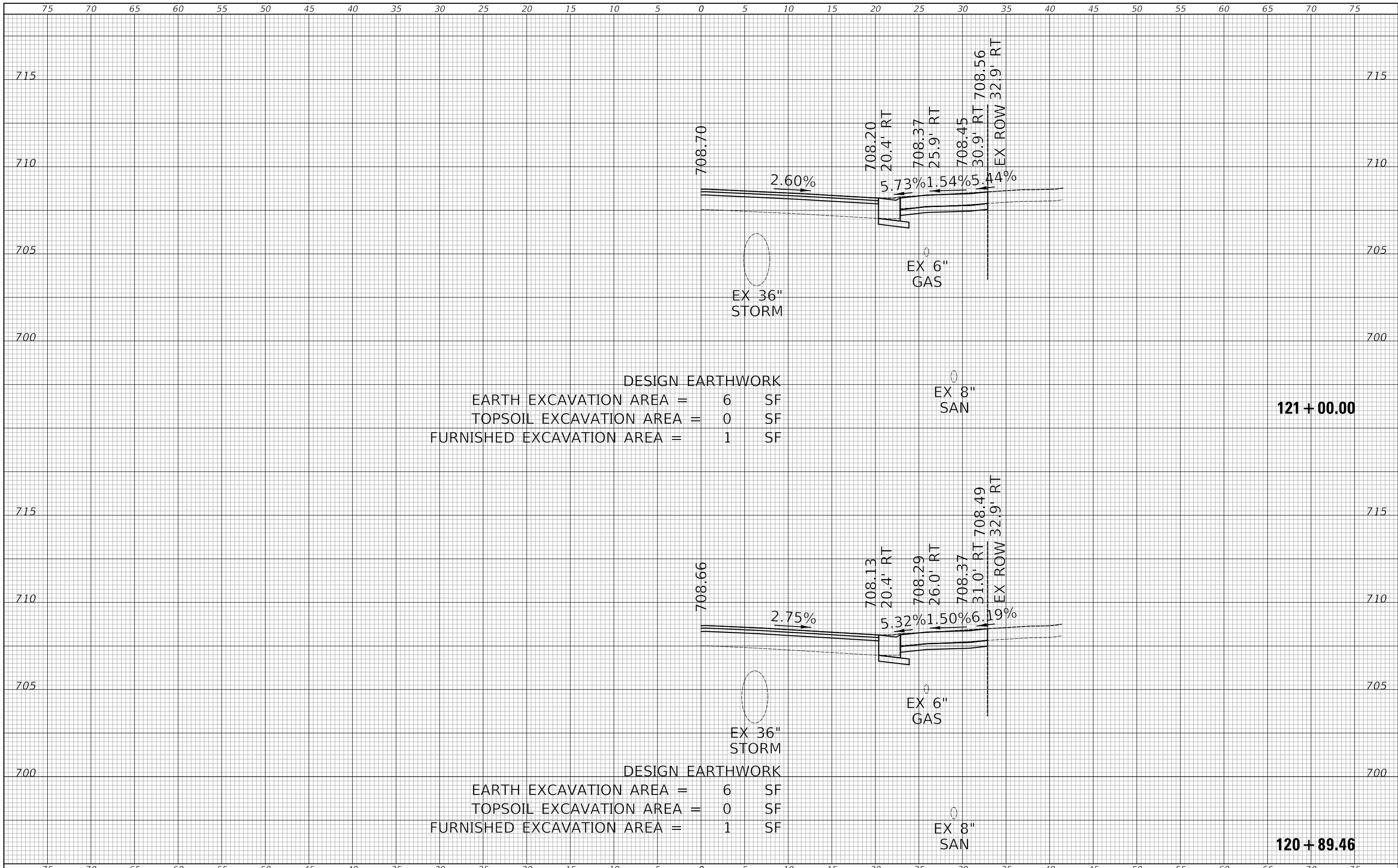
DESIGNED - PK	REVISED - 2/16/2024
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 8/4/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION



LOMBARD ROAD RESURFACING IMPROVEMENTS
 CROSS SECTIONS
 SHEET 13 OF 18 SHEETS STA. 120+36.45 TO STA. 120+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	22-00108-00-R5	DUPAGE	70	65
CONTRACT NO. 61K00				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

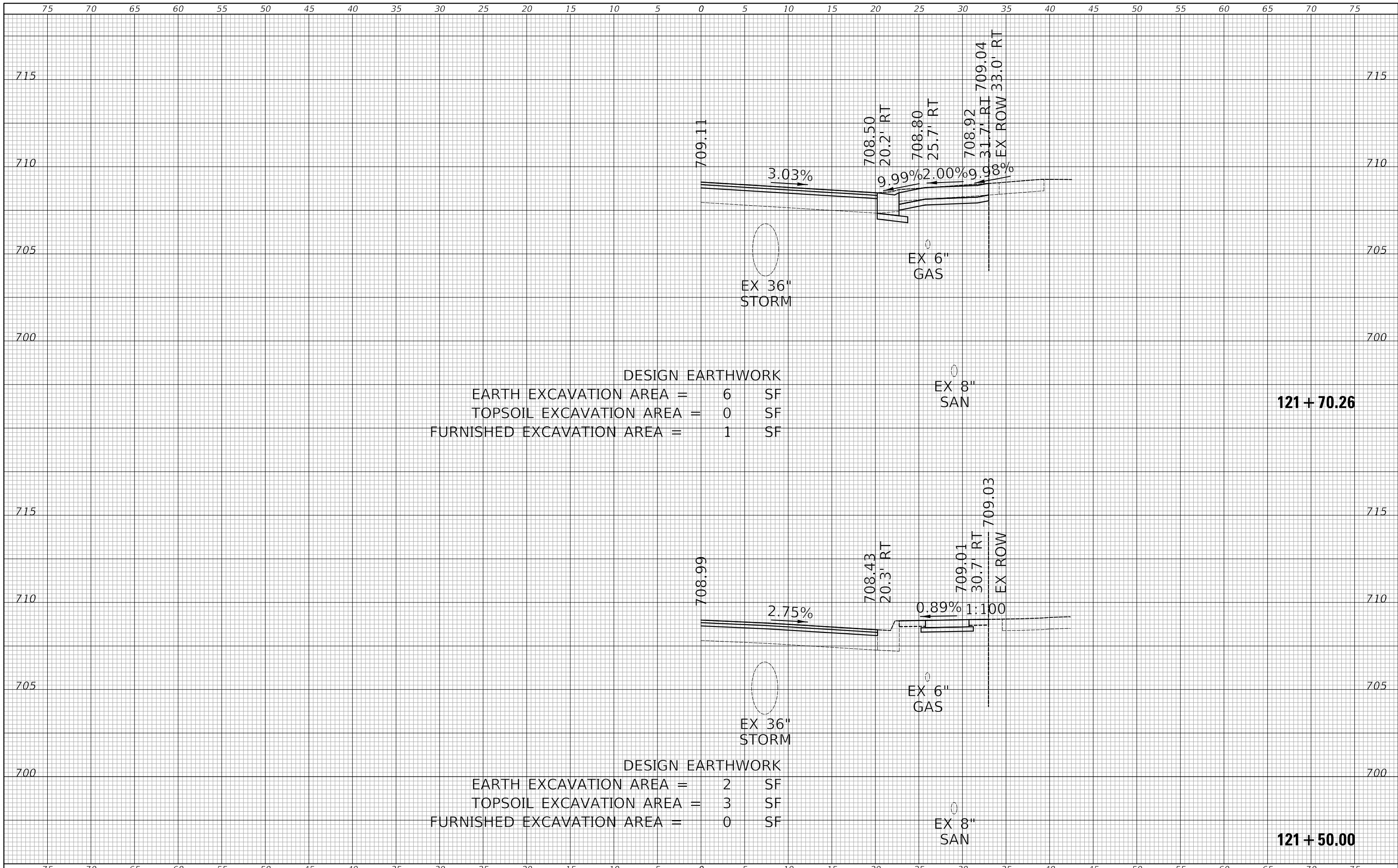


DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 6 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 1 SF

121 + 00.00

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 6 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 1 SF

120 + 89.46

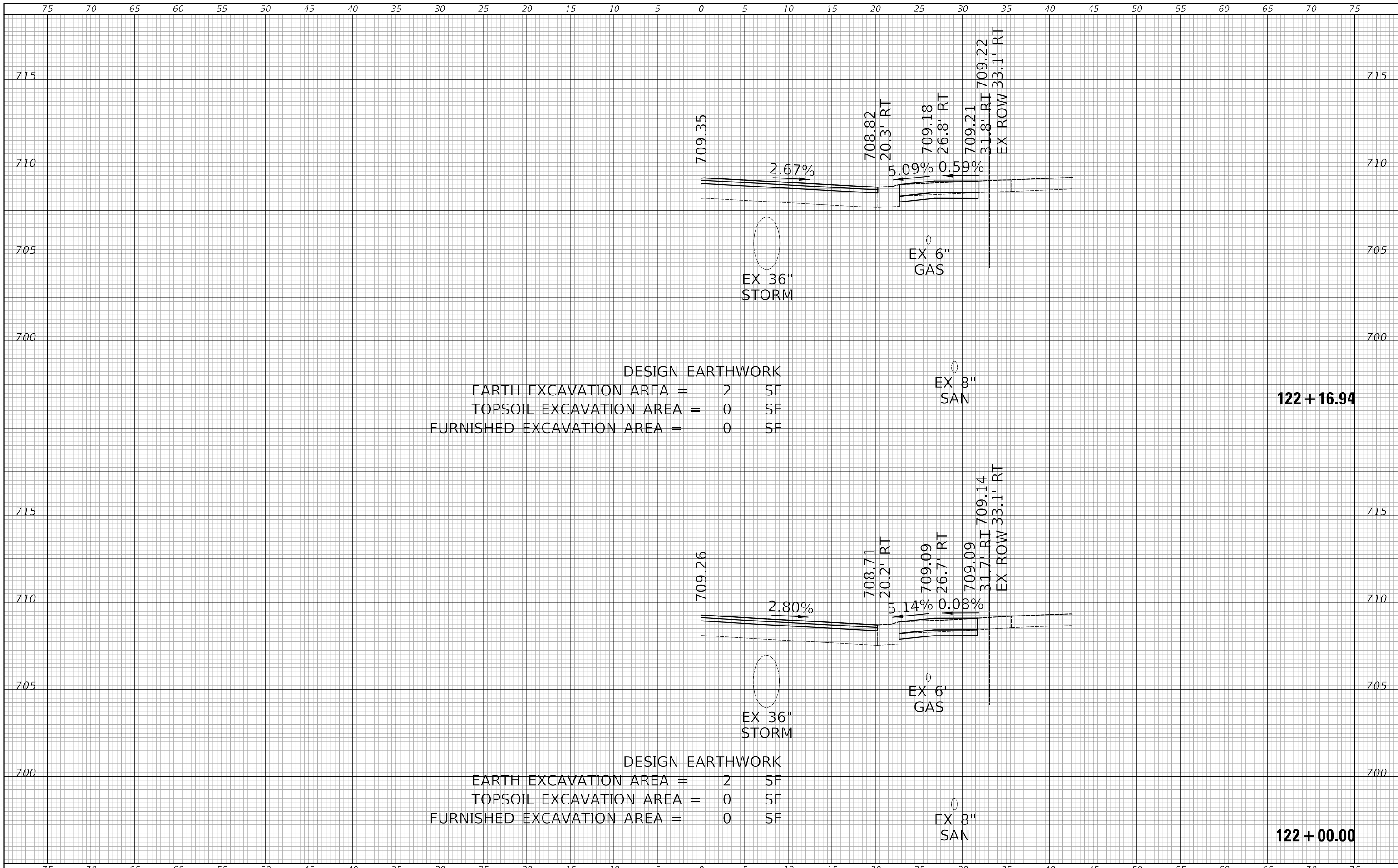


DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 6 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 1 SF

121 + 70.26

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 2 SF
 TOPSOIL EXCAVATION AREA = 3 SF
 FURNISHED EXCAVATION AREA = 0 SF

121 + 50.00

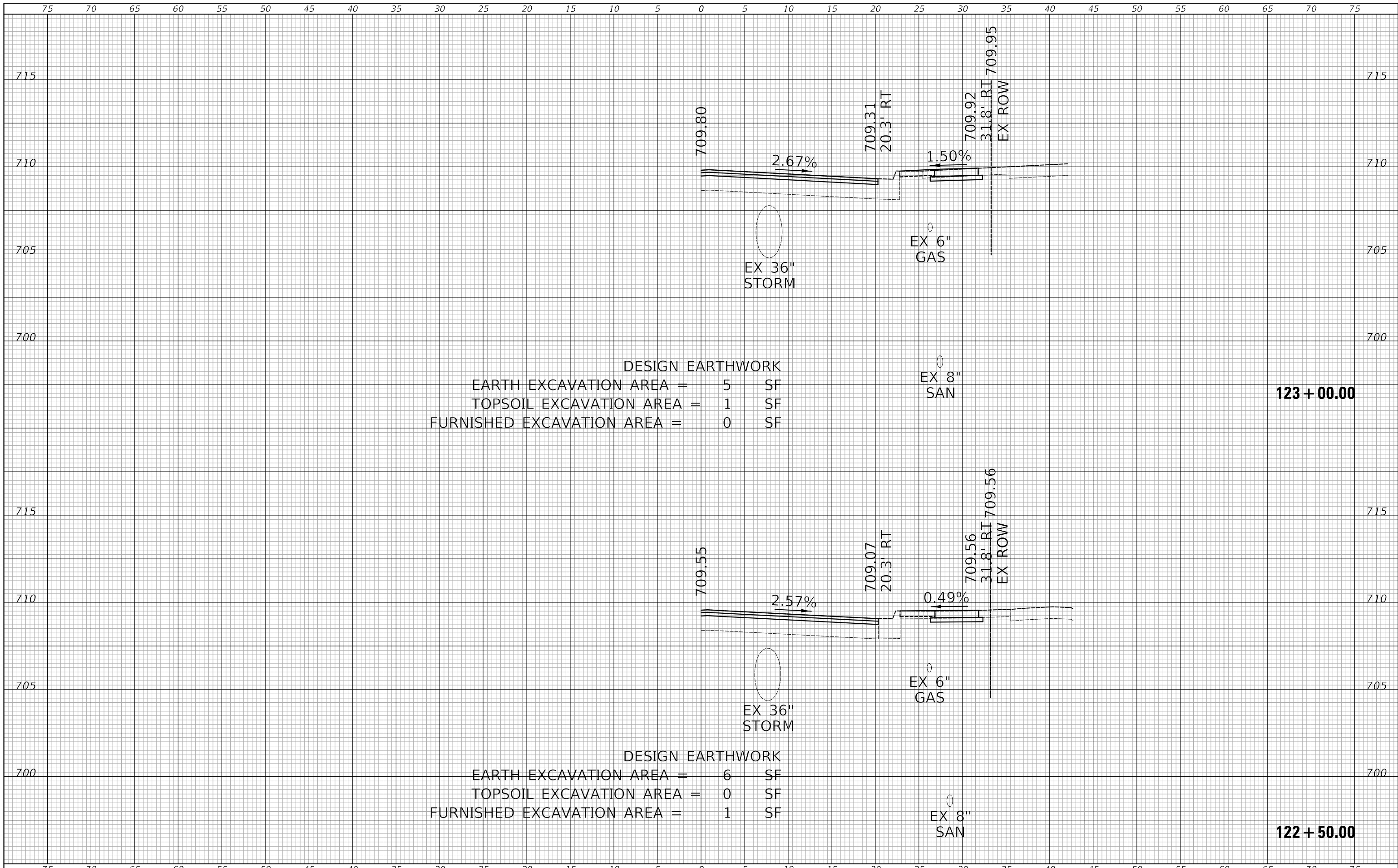


DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 2 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

122 + 16.94

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 2 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

122 + 00.00

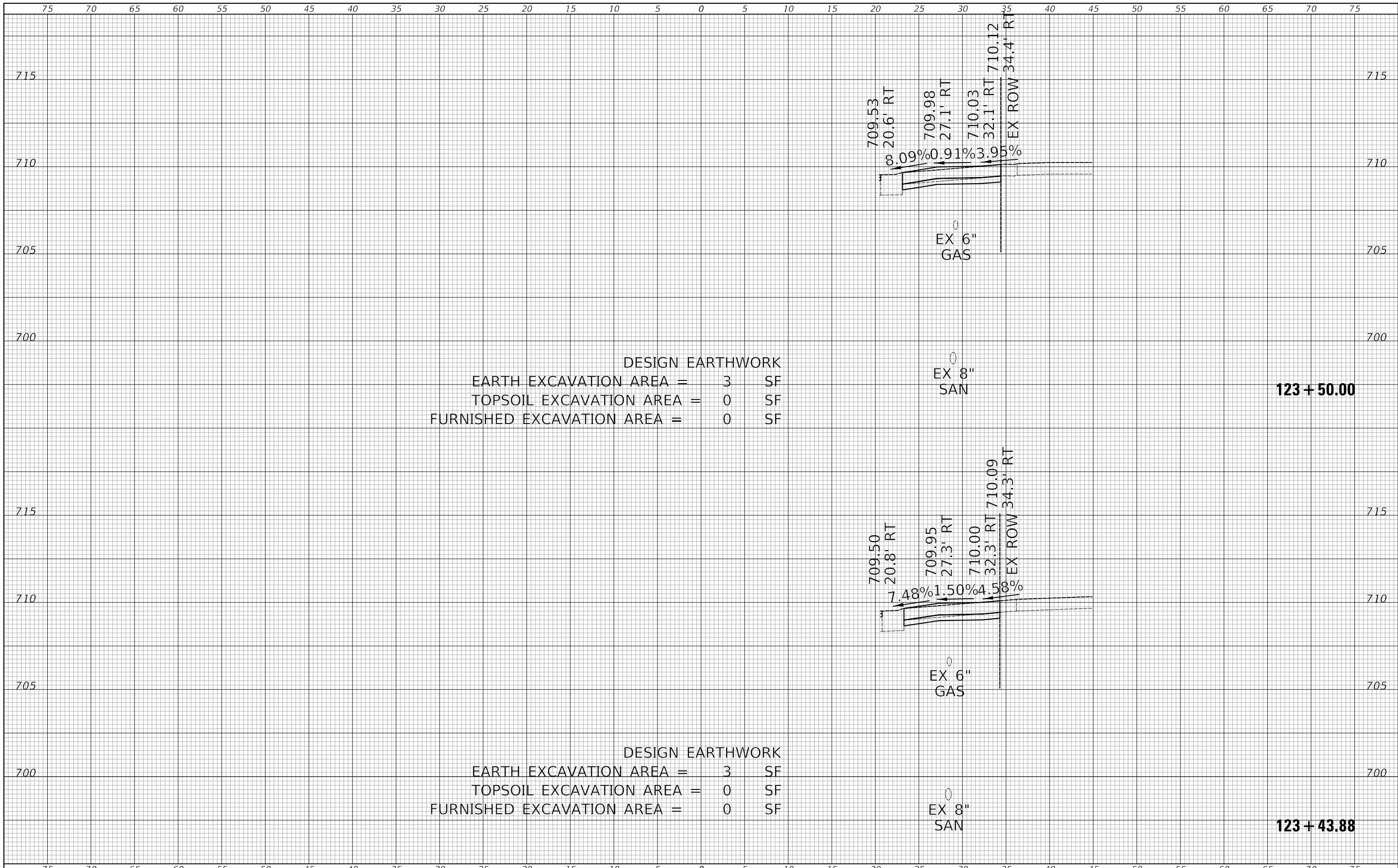


DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 5 SF
 TOPSOIL EXCAVATION AREA = 1 SF
 FURNISHED EXCAVATION AREA = 0 SF

123 + 00.00

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 6 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 1 SF

122 + 50.00



DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 3 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

123 + 50.00

DESIGN EARTHWORK
 EARTH EXCAVATION AREA = 3 SF
 TOPSOIL EXCAVATION AREA = 0 SF
 FURNISHED EXCAVATION AREA = 0 SF

123 + 43.88