4-27-07 Letting, Item 111

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	1

PROJECT NO.: M-8003 (663)
CONTRACT NO.: 83904

FOR INDEX OF SHEETS, SEE SHEET NO. 2

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID PROJECT

WESTMORE–MEYERS ROAD (FAU 2638)

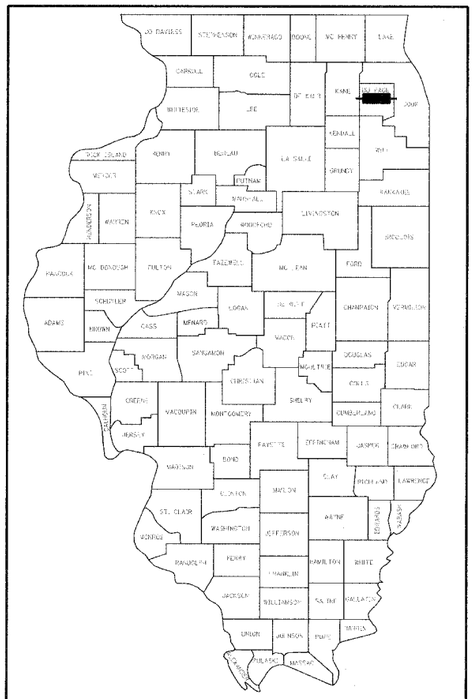
Section No.: 00–00139–00–RS

Project No.: M–8003 (663)

ROOSEVELT RD (IL RTE 38) TO ST. CHARLES RD

ROADWAY RESURFACING & TRAFFIC SIGNAL MODERNIZATION

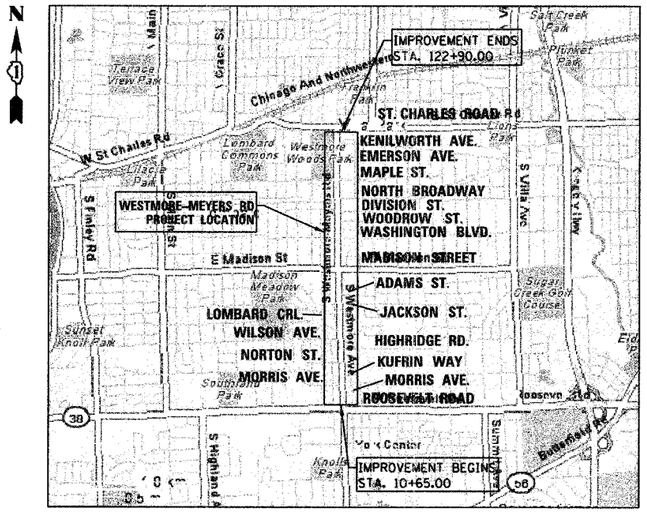
DUPAGE COUNTY
C–91–438–06



LOCATION OF SECTION INDICATED THUS: –

PROJECT LOCATED WITHIN THE VILLAGE OF LOMBARD

TRAFFIC DATA
POSTED SPEED: 35MPH
EXISTING ADT (2006): 21,200 VPD



LOCATION MAP

SCALE: 1" = .5 MILES

TOWNSHIP: 39N
RANGE: 11E

GROSS LENGTH OF PROJECT = 11,225 LINEAL FEET (2.13 MILES)
NET LENGTH OF PROJECT = 11,225 LINEAL FEET (2.13 MILES)

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

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

CONTRACT NO. 83904

FEDERAL–AID DESIGN ENGINEER: ABIGAIL WILGREEN 847–705–4233

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved 01/23 2007
David A. Brodnik
Village of Lombard, Village Engineer

Passed February 22 2007
Releasing for Bid Based on Limited Review
CHRISTOPHER HOLT
District 1 Engineer of Local Roads and Streets
February 22 2007
Diane O'Keefe/cnl
Deputy Director of Highways, Region 1 Engineer

IL DESIGN FIRM NO. 184-001210
Burns & McDonnell SINCE 1898
EXP. 04/30/07

JENNIFER MORALES-TOLENTINO 062-059182 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS

JENNIFER MORALES–TOLENTINO, P.E. ENGINEER
ILLINOIS REGISTRATION No. 062-059182
EXPIRATION DATE: 11/30/2007
APPLIES TO SHEETS 1-38 AND 57-68

DAVID E. MERTZ 062-052068 REGISTERED PROFESSIONAL ENGINEER STATE OF ILLINOIS

DAVID E. MERTZ, P.E. ENGINEER
ILLINOIS REGISTRATION No. 062-052068
EXPIRATION DATE: 11/30/2007
APPLIES TO SHEETS 39-56

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	2
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS AND STATE STANDARDS
3	GENERAL NOTES
4 - 5	SUMMARY OF QUANTITIES
6 - 7	TYPICAL SECTIONS
8	MAINTENANCE OF TRAFFIC GENERAL NOTES
9 - 17	REMOVAL PLAN
18 - 26	PROPOSED PLAN
27 - 35	PROPOSED PAVEMENT MARKING PLAN
36	MISCELLANEOUS DETAILS
37 - 38	CONSTRUCTION DETAILS
39	TEMPORARY SIGNAL PLAN - ROOSEVELT ROAD
40	TEMPORARY CABLE PLAN - ROOSEVELT ROAD
41 - 48	TRAFFIC SIGNAL MODIFICATION PLANS
49 - 56	TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES AND SEQUENCE OF OPERATIONS
57	BD22- PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT
58	BD32- BUTT JOINTS AND HOT-MIX ASPHALT TAPER
59	TC10- TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS INTERSECTIONS AND DRIVEWAYS
60	TC13- DISTRICT 1 TYPICAL PAVEMENT MARKINGS
61	TC16- PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
62 - 65	TS05- STANDARD TRAFFIC SIGNAL DESIGN DETAILS
66	TS07- DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING
67 - 68	TS08- EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION MAIN STREET AND CROSS STREET

IDOT STANDARD DETAILS

DRAWING NO.	TITLE
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-03	TEMPORARY EROSION CONTROL SYSTEMS
424001-04	CURB RAMPS FOR SIDEWALKS
442201-02	CLASS C AND D PATCHES
604001-02	FRAME AND LIDS, TYPE 1
604006-02	FRAME AND GRATE, TYPE 3
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-03	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-06	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
880006	TRAFFIC SIGNAL MOUNTING DETAILS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

VILLAGE OF LOMBARD STANDARD DRAWINGS

DRAWING NUMBER	TITLE
PAVEMENT 2	SIDEWALK CROSS SECTION
PAVEMENT 4	SIDEWALK CONSTRUCTION
PAVEMENT 5	TYPICAL PAVEMENT CROSS-SECTION
PAVEMENT 6	RESIDENTIAL DRIVEWAY APRON
PAVEMENT 7	COMMERCIAL DRIVEWAY APRON
PAVEMENT 8	CURB AND GUTTER
PAVEMENT 9	STORM SEWER INLET CURB AND GUTTER
STORM 7	RIM ADJUSTMENTS PAVED AREA
STORM 8	RIM ADJUSTMENTS IN CURB LINE
STORM 12	GRATE BOX INLET

PLOT DATE = 1/24/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers ResurFacing\CAD\Index01.dgn

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

INDEX OF SHEETS AND STATE STANDARDS

SCALE: NTS DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: JMT

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

1. ALL REFERENCES TO STANDARD SPECIFICATIONS IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2007 AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2007.

2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS; THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (MUTCD); THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", (SSTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY 1996 FIFTH EDITION; THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS, IDOT STANDARD DRAWINGS, AND VILLAGE OF LOMBARD STANDARD DRAWINGS" INCLUDED IN THE CONTRACT DOCUMENTS.

3. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED AS THE RESIDENT ENGINEER.

STAKING

1. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

2. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

3. THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.

4. PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OR PROPOSED PAVEMENT, UNLESS OTHERWISE NOTED.

TREE REMOVAL, CLEARING AND HEDGE REMOVAL

1. ALL TREES ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS, AND SHALL BE PROTECTED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.

2. ALL CLEARING AND REMOVAL OF BUSHES, HEDGES AND TREES UNDER 6" IN DIAMETER SHALL BE INCIDENTAL TO THE COST OF EARTH EXCAVATION.

UTILITIES

1. PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED.

2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, WATER, SEWER, AND CABLE TELEVISION FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE VILLAGE. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

4. THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE VILLAGE MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.

5. ALL FRAMES WITH SELF SEALING CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF ANY MANHOLES, CATCH BASIN, INLET, VALVE VAULT, OR METER VAULT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: ALL LIDS TO BE USED ON STORM SEWER STRUCTURES SHALL BEAR THE WORK "STORM"; ALL LIDS TO BE USED ON SANITARY SEWER STRUCTURES SHALL BEAR THE WORD "SANITARY"; ALL LIDS TO BE USED ON WATER SYSTEM STRUCTURES SHALL BEAR THE WORD "WATER"; ALL CURB BOXES SHALL SAY "DUMP NO WASTE" OR "DRAINS TO RIVERS" OR SIMILAR. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE FRAME AND GRATE OR FRAME AND CLOSED LID PROVIDED.

6. WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT.

7. ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND IS INCLUDED IN THE COST OF THE CONTRACT.

8. THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.

9. ALL MANHOLES, CATCH BASINS, INLETS, AND VALVE VAULTS CALLED FOR TO BE ADJUSTED IN THE PLANS SHALL BE PAID FOR PER EACH AS "DRAINAGE AND UTILITY STRUCTURE TO BE ADJUSTED" AS INDICATED IN THE CONTRACT DOCUMENTS.

PAVING AND CURB & GUTTER

1. THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB & GUTTER, AND SIDEWALK AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE ITEM BEING REMOVED.

2. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED TO REPLACE SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. IF UNSUITABLE SOILS ARE ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGES. THE REMOVAL AND REPLACEMENT AREA SHALL EXTEND TO 12 INCHES BEYOND THE CURB AND GUTTER AND COME UP AT A 1:1 SLOPE TO EXISTING GROUND SURFACE. THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL." REFER TO TYPICAL SECTIONS FOR APPROXIMATE LOCATIONS OF PGES.

SIGNING, STRIPING & LANDSCAPING

1. THOSE SIGNS WHICH ARE SO DESIGNATED BY THE ENGINEER SHALL BE REMOVED, STORED AND SUBSEQUENTLY RELOCATED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. IN ADDITION, ANY SIGNS WHICH ARE DAMAGED DURING CONSTRUCTION OPERATIONS BEYOND REPAIR SHALL BE REPLACED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.

2. WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER AND IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

3. THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR, SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

MISCELLANEOUS

1. THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION, EXCEPT FOR PERIODS OF SHORT DURATION (4 HOURS OR LESS). THE COST TO PROVIDE AND MAINTAIN ACCESS SHALL BE PAID FOR AND INCLUDED IN THE ITEM "AGGREGATE FOR TEMPORARY ACCESS."

2. DRIVEWAY APRONS TO BE REMOVED SHALL BE REPLACED WITH MATERIAL OF THE SAME KIND AS THE EXISTING APRON.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

4. REMOVAL OF MISCELLANEOUS PARKWAY IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO, BLOCK RETAINING WALLS, CONCRETE RETAINING WALLS, LANDSCAPE TIMBERS, FENCES, FENCE POSTS, PLANTERS, VEGETATION, BRICK OR BRICKPAVER WALKWAYS WITHIN R.O.W. LIMITS SHALL BE PAID FOR AS "EARTH EXCAVATION" OR AS DIRECTED BY THE ENGINEER.

5. PAVEMENT PATCHING AS DESIGNATED IN PLAN VIEW IS AN ESTIMATE FROM FIELD OBSERVATION OF EXISTING PAVEMENT SURFACE CONDITION. THE ACTUAL PAVEMENT PATCHING AREA WILL BE DETERMINED BY THE ENGINEER AND THE VILLAGE AFTER MILLING OF THE EXISTING PAVEMENT SURFACE. ANY DAMAGE TO EXISTING PAVEMENT TO REMAIN BEYOND THE LIMITS OF PATCHING SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.

6. ESTIMATED LOCATIONS OF REMOVAL AND REPLACEMENT OF SIDEWALK AND CURB AND GUTTER HAVE BEEN SHOWN ON THE PLANS. THE ENGINEER WILL DETERMINE THE EXACT LIMITS IN THE FIELD DURING CONSTRUCTION.

7. DRIVEWAY TAPERS ARE 2-FEET PER VILLAGE OF LOMBARD STANDARD CONSTRUCTION DETAILS UNLESS OTHERWISE NOTED IN THE PLANS. WHERE DRIVEWAY TAPERS ARE LARGER THAN 2-FEET, CONTRACTOR SHALL MATCH EXISTING EDGE OF DRIVEWAY PAVEMENT.

8. CONTRACTOR SHALL REFER TO THE ROADWAY SOIL INVESTIGATION BY TSC DATED 09/21/06 FOR APPROXIMATE LIMITS OF UNDERCUT. SOIL INVESTIGATION REPORT IS AVAILABLE THROUGH THE VILLAGE OF LOMBARD, DEPARTMENT OF PUBLIC WORKS AT 630-620-5740.

9. THE LOCATION AND LIMITS OF THE PAVEMENT PATCHING SHALL BE ESTABLISHED BY THE ENGINEER DURING CONSTRUCTION.

10. THE REMOVAL OF THE EXISTING PAVEMENT AND SURFACE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CLASS C OR CLASS D PATCHING. PROPOSED HMA BINDER AND SURFACE FOR PAVEMENT PATCHING AREAS IS INCLUDED IN THE PRICE FOR CLASS C OR CLASS D PATCHES.

11. QUANTITIES RELATED TO CURB & GUTTER, SIDEWALK, PAVEMENT PATCHING AND DRIVEWAY REPLACEMENT WILL NOT EXCEED THE AMOUNT STATED IN THE SUMMARY OF QUANTITIES AND CONTRACT DOCUMENTS.

12. CONTRACTOR SHALL COORDINATE THIS CONTRACT WITH THE VILLAGE OF LOMBARD AND OTHER CONSTRUCTION CONTRACTS ALONG WESTMORE-MEYERS ROAD.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

GENERAL NOTES

SCALE: NTS DRAWN BY: JMT

DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/22/2007
FILE NAME = s:\Lombard\41409 Westmore Meyers Resurfacing\CAD\gnrlsMudgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	4
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

SUMMARY OF QUANTITIES

SP	CODED PAY ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 1000-2A		TRAFFIC SIGNALS Y031-1F	
					PARTICIPATING	NON-PARTICIPATING	PARTICIPATING	NON-PARTICIPATING
	20101000	TEMPORARY FENCE	FOOT	2,000	2,000	-	-	-
	20200100	EARTH EXCAVATION	CU YD	182	182	-	-	-
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	680	680	-	-	-
	20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	484	484	-	-	-
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,452	1,452	-	-	-
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,696	1,696	-	-	-
*	25200200	SUPPLEMENTAL WATERING	UNIT	26	26	-	-	-
*	25200700	SODDING, SPECIAL	SQ YD	1,696	1,696	-	-	-
	31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	3,300	3,300	-	-	-
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	130	130	-	-	-
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	11,610	11,610	-	-	-
	40600300	AGGREGATE (PRIME COAT)	TON	232	232	-	-	-
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	422	422	-	-	-
	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	8,416	8,416	-	-	-
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	5,611	5,611	-	-	-
	42001300	PROTECTIVE COAT	SQ YD	4,241	4,241	-	-	-
	42300710	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL	SQ YD	145	145	-	-	-
	42300800	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL	SQ YD	95	95	-	-	-
	42400430	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL	SQ FT	25,493	25,493	-	-	-
	42400800	DETECTABLE WARNING	SQ FT	728	728	-	-	-
	44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	57,245	57,245	-	-	-
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	953	953	-	-	-
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	6,306	6,306	-	-	-
	44000600	SIDEWALK REMOVAL	SQ FT	23,280	23,280	-	-	-
	44201335	CLASS C PATCHES, TYPE IV, 8 INCH	SQ YD	1,145	1,145	-	-	-
	44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	5,725	5,725	-	-	-
	44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	57,245	57,245	-	-	-
	60255800	MANHOLES TO BE ADJUSTED W/ NEW TYPE 1 FRAME, CLOSED LID	EACH	4	4	-	-	-
	60258200	MANHOLES TO BE RECONSTRUCTED W/ NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2	-	-	-
	60260500	INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME & GRATE	EACH	5	5	-	-	-
	60265900	VALVE VAULTS TO BE ADJUSTED W/ NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1	-	-	-
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	6,288	6,288	-	-	-
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	69	69	-	-	-
	67100100	MOBILIZATION	L SUM	1	1	-	-	-
	70102620	TRAFFIC CONTROL AND PROTECTION, SECTION 701501	L SUM	1	1	-	-	-
	70102635	TRAFFIC CONTROL AND PROTECTION, SECTION 701701	L SUM	1	1	-	-	-
	70102640	TRAFFIC CONTROL AND PROTECTION, SECTION 701801	L SUM	1	1	-	-	-
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	51,092	51,092	-	-	-
*	78003100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	SQ FT	503	503	-	-	-
*	78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	26,672	26,672	-	-	-
*	78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	5,796	5,796	-	-	-
*	78003150	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 12"	FOOT	485	485	-	-	-
*	78003180	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"	FOOT	1,074	1,074	-	-	-
*	81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	25	-	-	-	25
*	81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	1,213	-	-	-	1,213
*	81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	10	-	-	-	10
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	8	-	-	-	8
*	86000100	MASTER CONTROLLER	EACH	1	-	-	-	1
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	1,658	-	-	-	1,658
*	87301615	ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 16 6 PAIR	FOOT	4,004	-	-	-	4,004
*	87900200	DRILL EXISTING HANDHOLE	EACH	34	-	-	-	34
*	88102710	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	44	-	-	-	44
*	88102717	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED, COUNTDOWN TIMER	EACH	8	-	-	-	8

* INDICATES SPECIALTY ITEM

PLOT DATE = $DATE$
FILE NAME = $FILES$

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

SUMMARY OF QUANTITIES
SHEET 1 OF 2

SCALE: NTS — DRAWN BY: JMT
DATE: 01/31/07 — CHECKED BY: JMT

CONTRACT NO.: 83904

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	5
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

SUMMARY OF QUANTITIES

SP	CODED PAY ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY 1000-2A		TRAFFIC SIGNALS Y031-1F	
					PARTICIPATING	NON-PARTICIPATING	PARTICIPATING	NON-PARTICIPATING
*	88600100	DETECTOR LOOP, TYPE 1	FOOT	318	-	-	318	-
*	88700200	LIGHT DETECTOR	EACH	16	-	-	-	16
*	88700300	LIGHT DETECTOR AMPLIFIER	EACH	8	-	-	-	8
*	89502200	MODIFY EXISTING CONTROLLER	EACH	8	-	-	-	8
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	9,125	-	-	-	9,125
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	8	-	-	-	8
*	89502380	REMOVE EXISTING HANDHOLE	EACH	16	-	-	-	16
*	X0300737	RADIO TRANSCEIVER	EACH	6	-	-	-	6
*	X0301576	COAXIAL CABLE IN CONDUIT	FOOT	905	-	-	-	905
*	X0325560	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER	EACH	135	135	-	-	-
	X6700405	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	-	-	-
*	X8011000	TELEPHONE SERVICE INSTALLATION	EACH	1	-	-	-	1
*	X8730250	ELECTRIC CABLE IN CONDUIT, NO. 20, 3/C, TWISTED, SHIELDED	FOOT	1,658	-	-	-	1,658
*	XX002856	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	L SUM	1	-	-	-	1
*	XX003553	VIDEO TRANSMISSION SYSTEM	EACH	7	-	-	-	7
	XX004904	BITUMINOUS DRIVEWAY PAVEMENT, 10"	SQ YD	271	271	-	-	-
*	XX005923	VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION	EACH	7	-	-	-	7
	Z0004600	BITUMINOUS DRIVEWAY PAVEMENT, 9"	SQ YD	191	191	-	-	-
	Z0017400	DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED	EACH	144	144	-	-	-
	Z0019600	DUST CONTROL WATERING	UNIT	344	344	-	-	-
△	Z0076600	TRAINEES	HOURS	1,000	1,000	-	-	-
	XX006861	CRACK REPAIR FOR CONCRETE CURB AND GUTTER	EACH	217	217	-	-	-
*	XX006862	TEMPORARY VIDEO DETECTION	L SUM	1	-	-	-	1
*	XX006863	ANTENNA, YAGI, 900 MHZ	EACH	7	-	-	-	7

△ Y080
* INDICATES SPECIALTY ITEM

PLOT DATE = $DATE$
FILE NAME = $FILE$

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

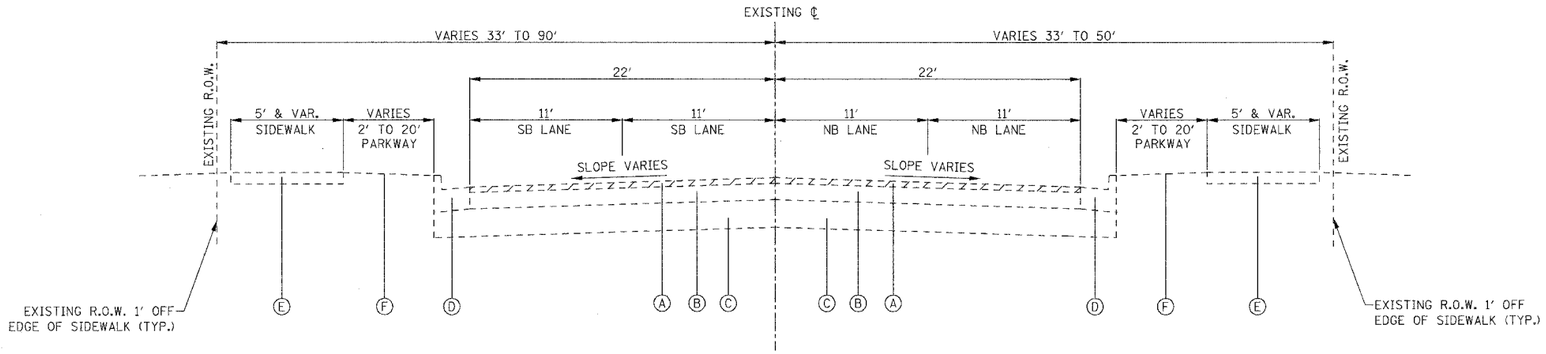
SUMMARY OF QUANTITIES
SHEET 2 OF 2

SCALE: NTS **DRAWN BY:** JMT
DATE: 01/31/07 **CHECKED BY:** JMT

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	6
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

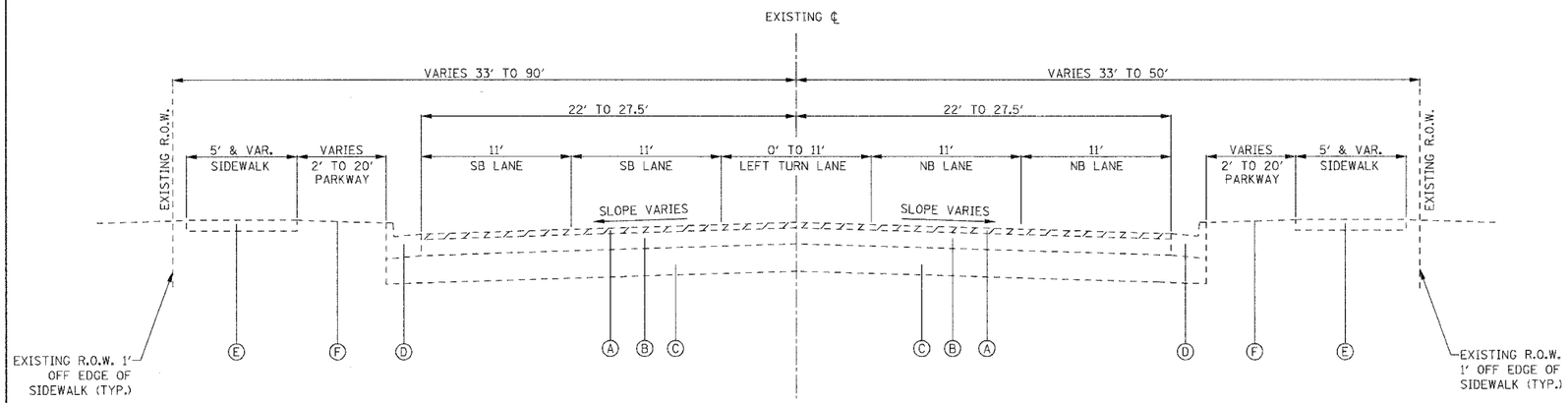


WESTMORE-MEYERS ROAD
EXISTING 4-LANE TYPICAL SECTION

STA. 12+86.68 TO STA. 31+06.46
STA. 40+12.53 TO STA. 59+38.80
STA. 73+59.06 TO STA. 90+91.86
STA. 96+61.55 TO STA. 122+90.00

EXISTING LEGEND:

- (A) EXISTING HOT-MIX ASPHALT SURFACE REMOVAL, 4" (SEE NOTE 2) (REFERENCE ROADWAY SOILS INVESTIGATION BY TSC DATED 09/21/06)
- (B) EXISTING HOT-MIX ASPHALT OR PORTLAND CEMENT CONCRETE PAVEMENT, THICKNESS VARIES (REFERENCE ROADWAY SOILS INVESTIGATION BY TSC DATED 09/21/06)
- (C) EXISTING AGGREGATE BASE COURSE, THICKNESS VARIES (REFERENCE ROADWAY SOILS INVESTIGATION BY TSC DATED 09/21/06)
- (D) EXISTING CURB AND GUTTER, TYPE B-6.12 OR B-6.24
- (E) EXISTING PCC SIDEWALK
- (F) EXISTING LANDSCAPED PARKWAY



WESTMORE-MEYERS ROAD
EXISTING 5-LANE TYPICAL SECTION

STA. 10+55.00 TO STA. 12+86.68
STA. 31+06.46 TO STA. 40+12.53
STA. 59+38.80 TO STA. 73+59.06
STA. 90+91.86 TO STA. 96+61.55

NOTES:

1. STATIONING IS APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
2. VARIATIONS IN EXISTING PAVEMENT STRUCTURE MAY REQUIRE HMA SURFACE REMOVAL IN VARIABLE DEPTHS; HOWEVER, HOT-MIX ASPHALT SURFACE REMOVAL NOT TO EXCEED 4" DEPTH. CONTRACTOR SHALL BE RESPONSIBLE FOR INVESTIGATING EXISTING PAVEMENT STRUCTURE PRIOR TO 4" GRIND. PROPOSED BINDER COURSE AT A VARIABLE DEPTH SHALL BE USED TO CONSTRUCT A 2% CROSS SLOPE WHERE NECESSARY.

THE FOLLOWING APPROXIMATE LOCATIONS OF PAVEMENT PATCHING MAY INVOLVE THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. LOCATIONS FOR PATCHING AND UNDERCUT SHALL BE VERIFIED BY THE ENGINEER DURING CONSTRUCTION. THE CONTRACTOR SHALL BE PAID FOR THE ACTUAL QUANTITY OF WORK PERFORMED.

STA 21+45 TO STA 22+25, 11 FOOT WIDTH
STA 49+30 TO STA 50+15, 22 FOOT WIDTH
STA 72+30 TO STA 74+40, 22 FOOT WIDTH
STA 92+28 TO STA 93+67, 11 FOOT WIDTH
STA 107+50 TO STA 108+10, 11 FOOT WIDTH
STA 107+80 TO STA 108+10, 22 FOOT WIDTH
STA 117+00 TO STA 117+75, 22 FOOT WIDTH
STA 117+00 TO STA 117+45, 11 FOOT WIDTH
STA 120+00 TO STA 120+50, 11 FOOT WIDTH

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

EXISTING TYPICAL SECTIONS

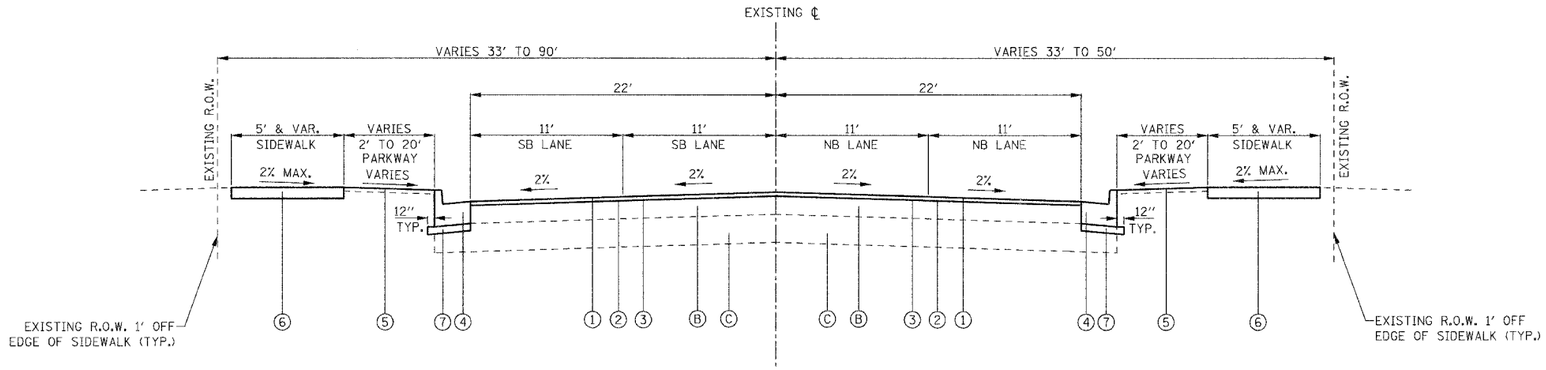
SCALE: NTS
DRAWN BY: JAL
DATE: 01/31/07
CHECKED BY: JMT

PLOT DATE = 2/21/2007
FILE NAME = s:\Lombard\41489 Westmore Meyers Resurfacing\CAD\typsht01.dgn

CONTRACT NO.: 83904

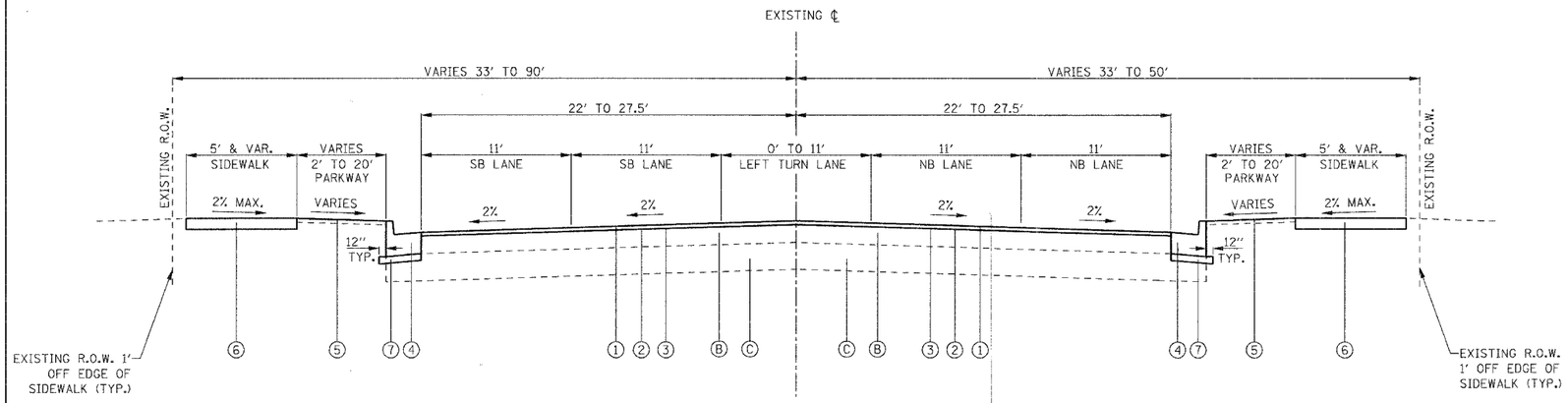
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)



WESTMORE-MEYERS ROAD
PROPOSED 4-LANE TYPICAL SECTION

STA. 12+86.68 TO STA. 31+06.46
STA. 40+12.53 TO STA. 59+38.80
STA. 73+59.06 TO STA. 90+91.86
STA. 96+61.55 TO STA. 122+90.00



WESTMORE-MEYERS ROAD
PROPOSED 5-LANE TYPICAL SECTION

STA. 10+55.00 TO STA. 12+86.68
STA. 31+06.46 TO STA. 40+12.53
STA. 59+38.80 TO STA. 73+59.06
STA. 90+91.86 TO STA. 96+61.55

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AC TYPE	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	PG 64-22	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	PG 64-22/ 58-22 *	4% @ 70 GYR.
CLASS D PATCHES, 8 INCH, IL-19mm	PG 64-22/ 58-22 *	4% @ 70 GYR.
BITUMINOUS DRIVEWAY PAVEMENT HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	PG 64-22	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LB/SY-IN.

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

EXISTING LEGEND:

(A) EXISTING HOT-MIX ASPHALT SURFACE REMOVAL, 4" (SEE NOTE 2)
(REFERENCE ROADWAY SOILS INVESTIGATION BY TSC DATED 09/21/06)

(B) EXISTING HOT-MIX ASPHALT OR PORTLAND CEMENT CONCRETE PAVEMENT, THICKNESS VARIES (REFERENCE ROADWAY SOILS INVESTIGATION BY TSC DATED 09/21/06)

(C) EXISTING AGGREGATE BASE COURSE, THICKNESS VARIES
(REFERENCE ROADWAY SOILS INVESTIGATION BY TSC DATED 09/21/06)

(D) EXISTING CURB AND GUTTER, TYPE B-6.12 OR B-6.24

(E) EXISTING PCC SIDEWALK

(F) EXISTING LANDSCAPED PARKWAY

PROPOSED LEGEND:

(1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4"

(2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"

(3) AREA REFLECTIVE CRACK CONTROL TREATMENT

(4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 OR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (AS NECESSARY FOR SPOT REPAIRS)

(5) TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SPECIAL (AS NECESSARY FOR RESTORATION OF PARKWAY)

(6) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL (AS NECESSARY FOR SPOT REPAIRS) SEE NOTE 2.

(7) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

NOTES:

1. STATIONING IS APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.

2. REFER TO ROADWAY PLANS FOR LOCATIONS OF COMBINATION CONCRETE CURB AND GUTTER AND PCC SIDEWALK. THICKNESS OF SIDEWALK TO BE INCREASED TO 6" OR 8" AS NECESSARY THROUGH DRIVEWAY APRONS PER VILLAGE STANDARD. (INCIDENTAL TO PCC SIDEWALK, 5 INCH, SPECIAL).

THE FOLLOWING APPROXIMATE LOCATIONS OF PAVEMENT PATCHING MAY INVOLVE THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. LOCATIONS FOR PATCHING AND UNDERCUT SHALL BE VERIFIED BY THE ENGINEER DURING CONSTRUCTION. THE CONTRACTOR SHALL BE PAID FOR THE ACTUAL QUANTITY OF WORK PERFORMED.

STA 21+45 TO STA 22+25, 11 FOOT WIDTH
STA 49+30 TO STA 50+15, 22 FOOT WIDTH
STA 72+30 TO STA 74+40, 22 FOOT WIDTH
STA 92+28 TO STA 93+67, 11 FOOT WIDTH
STA 107+50 TO STA 108+10, 11 FOOT WIDTH
STA 107+80 TO STA 108+10, 22 FOOT WIDTH
STA 117+00 TO STA 117+75, 22 FOOT WIDTH
STA 117+00 TO STA 117+45, 11 FOOT WIDTH
STA 120+00 TO STA 120+50, 11 FOOT WIDTH

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED TYPICAL SECTIONS

SCALE: NTS DRAWN BY: JAL
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 2/21/2007
FILE NAME = s:\cadd\dgn\41489 Westmore Meyers Resurfacing\CAD\typsh1d82.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	8
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

GENERAL NOTES

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2007; THE DETAILS IN THESE PLANS AND SPECIFICATIONS; THE LATEST EDITION OF THE STATE OF ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES; AND AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL PROVIDE ALL SIGNS, BARRICADES, TEMPORARY BARRIER WALLS AND PROTECTION NECESSARY FOR THE MAINTENANCE OF TRAFFIC AS NOTED IN THE CONTRACT DOCUMENTS, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
3. THE CONTRACTOR SHALL PROVIDE, INSTALL AND MAINTAIN TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADES USED. ONE (1) WEIGHTED BAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL. WEIGHTED SAND BAGS SHALL BE PROVIDED, INSTALLED, MAINTAINED AND REMOVED AT NO ADDITIONAL COST.
4. THE CONTRACTOR MUST COORDINATE WITH THE VILLAGE OF LOMBARD TO NOTIFY ALL EMERGENCY SERVICES (POLICE, FIRE, ETC.), LOCAL SCHOOL DISTRICTS, OTHER LOCAL MUNICIPALITIES (COUNTY, TOWNSHIPS, ETC.) AND THE POST OFFICE A MINIMUM OF 72 HOURS IN ADVANCE OF ANY SIDE ROAD CLOSURES.
5. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE, AND HIS REPRESENTATIVES RESPONSIBLE FOR SIGNING, PRIOR TO THE START OF WORK.
6. THE SIZES OF ALL SIGNS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS. ACTUAL LOCATIONS FOR SIGNING MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
8. EXISTING SIGNING THAT IS NOT APPLICABLE DURING CONSTRUCTION SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL CONSTRUCTION SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
11. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AND SIDE STREETS DURING CONSTRUCTION THROUGH THE USE OF AGGREGATE FOR TEMPORARY ACCESS. TEMPORARY ACCESS CLOSURES WILL BE ALLOWED ONLY AT THE DIRECTION OF THE ENGINEER. HIGH EARLY STRENGTH CONCRETE WILL BE USED TO MINIMIZE THE INCONVENIENCE TO THE PUBLIC. NO ADDITIONAL COMPENSATION WILL BE PROVIDED TO THE CONTRACTOR FOR THE USE OF HIGH EARLY STRENGTH CONCRETE.
12. ALL ADVANCE WARNING SIGNS FOR THE PROJECT SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION. ALL TEMPORARY OR PERMANENT PAVEMENT MARKING PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION PHASE CHANGE.
13. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF THE ENGINEER FOR ANY METHODS OF TRAFFIC CONTROL AND PROTECTION DIFFERENT THAN DIRECTED IN THE STATE AND LOCAL STANDARDS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR.
14. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.
15. WHEN STRUCTURE ADJUSTMENTS TEMPORARILY RAISE A CASTING ABOVE THE ELEVATION OF THE PAVEMENT SURFACE, IN AREAS SUBJECTED TO VEHICULAR TRAFFIC, A HOT-MIX ASPHALT RAMP SHALL BE TRANSITIONED IN ACCORDANCE WITH NOTE 5 OF THE VILLAGE OF LOMBARD STANDARDS FOR "CASTING ADJUSTMENTS FOR STRUCTURES IN PAVED AREAS". THE PLACEMENT, MAINTENANCE AND REMOVAL OF THE HOT-MIX ASPHALT RAMP SHALL BE INCLUDED IN THE PRICE FOR ADJUSTMENT OR RECONSTRUCTION OF THE STRUCTURE.
16. ALL FULL-DEPTH PATCHES, WHERE PAVEMENT HAS BEEN REMOVED, SHALL BE PROTECTED BY A MINIMUM OF TWO (2) FLASHING BARRICADES. THE FURNISHING, PLACING AND MAINTENANCE OF BARRICADES SHALL BE PAID FOR UNDER TRAFFIC CONTROL AND PROTECTION.

SUGGESTED CONSTRUCTION STAGING

PRESTAGE CONSTRUCTION

CONSTRUCT VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION (7 SYSTEMS) AND TEMPORARY VIDEO DETECTION SYSTEM. RECONFIGURE VIDEO DETECTION ZONES TO MATCH PRESTAGE MAINTENANCE OF TRAFFIC.

PRESTAGE MAINTENANCE OF TRAFFIC

INSTALL TRAFFIC CONTROL MEASURES FOR STAGE 1A CONSTRUCTION. SHIFT TRAFFIC.

MAINTAIN TWO-WAY TRAFFIC (ONE LANE IN EACH DIRECTION) ON EXISTING SOUTHBOUND LANES. CLOSE NORTHBOUND LANES FOR STAGE 1A CONSTRUCTION. MAINTAIN ACCESS TO DRIVEWAYS AND SIDE STREETS. MAINTAIN DEDICATED SOUTHBOUND TO EASTBOUND LEFT TURN LANE AT ROOSEVELT ROAD INTERSECTION.

STAGE 1A CONSTRUCTION

REMOVE HOT-MIX ASPHALT SURFACE OF NORTHBOUND LANES AT A MAXIMUM 4 INCH DEPTH.

CONSTRUCT PAVEMENT PATCHING AT LOCATIONS DETERMINED BY THE ENGINEER.

BEGIN REMOVAL AND REPLACEMENT OF ANCILLARY ITEMS PER PLANS, SUCH AS CURB AND GUTTER, DRIVEWAY APRONS AND SIDEWALK. BEGIN TRAFFIC SIGNAL MODIFICATIONS AS APPROPRIATE WITHIN WORK ZONE.

ADJUST DRAINAGE AND UTILITY STRUCTURES AS DIRECTED BY THE ENGINEER.

CONSTRUCT PROPOSED BINDER COURSE ON NORTHBOUND LANES. NOTE: DEPTH MAY VARY TO ACHIEVE A 2% CROSS SLOPE.

STAGE 1A MAINTENANCE OF TRAFFIC

INSTALL TRAFFIC CONTROL MEASURES FOR STAGE 1B CONSTRUCTION. SHIFT TRAFFIC.

MAINTAIN TWO-WAY TRAFFIC (ONE LANE IN EACH DIRECTION) ON NEWLY CONSTRUCTED BINDER COURSE OF NORTHBOUND LANES. CLOSE SOUTHBOUND LANES FOR STAGE 1B CONSTRUCTION. MAINTAIN ACCESS TO DRIVEWAYS AND SIDE STREETS. MAINTAIN DEDICATED SOUTHBOUND TO EASTBOUND LEFT TURN LANE AT ROOSEVELT ROAD INTERSECTION.

STAGE 1B CONSTRUCTION

REMOVE HOT-MIX ASPHALT SURFACE OF SOUTHBOUND LANES AT A MAXIMUM 4 INCH DEPTH.

CONSTRUCT PAVEMENT PATCHING AT LOCATIONS DETERMINED BY THE ENGINEER.

BEGIN REMOVAL AND REPLACEMENT OF ANCILLARY ITEMS PER PLANS, SUCH AS CURB AND GUTTER, DRIVEWAY APRONS AND SIDEWALK. BEGIN TRAFFIC SIGNAL MODIFICATIONS AS APPROPRIATE WITHIN WORK ZONE.

ADJUST DRAINAGE AND UTILITY STRUCTURES AS DIRECTED BY THE ENGINEER.

CONSTRUCT PROPOSED BINDER COURSE ON SOUTHBOUND LANES. NOTE: DEPTH MAY VARY TO ACHIEVE A 2% CROSS SLOPE.

COMPLETE REMOVAL AND REPLACEMENT OF ANCILLARY ITEMS. COMPLETE TRAFFIC SIGNAL MODIFICATIONS AS APPROPRIATE.

CONSTRUCT PROPOSED SURFACE COURSE ON SOUTHBOUND LANES.

REVISE VIDEO DETECTION ZONES TO MATCH STAGE 1B MAINTENANCE OF TRAFFIC.

STAGE 1B MAINTENANCE OF TRAFFIC

INSTALL TRAFFIC CONTROL MEASURES FOR STAGE 2 CONSTRUCTION. SHIFT TRAFFIC.

MAINTAIN TWO-WAY TRAFFIC (ONE LANE IN EACH DIRECTION) ON NEWLY CONSTRUCTED SURFACE COURSE OF SOUTHBOUND LANES. CLOSE NORTHBOUND LANES FOR STAGE 2 CONSTRUCTION. MAINTAIN ACCESS TO DRIVEWAYS AND SIDE STREETS. MAINTAIN DEDICATED SOUTHBOUND TO EASTBOUND LEFT TURN LANE AT ROOSEVELT ROAD INTERSECTION.

STAGE 2 CONSTRUCTION

COMPLETE CONSTRUCTION OF ANCILLARY ITEMS. COMPLETE TRAFFIC SIGNAL MODIFICATIONS AS APPROPRIATE.

CONSTRUCT PROPOSED SURFACE COURSE ON NORTHBOUND LANES.

REVISE VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION TO MATCH FINAL CONFIGURATION. REMOVE TEMPORARY VIDEO DETECTION SYSTEM.

STAGE 2 MAINTENANCE OF TRAFFIC

INSTALL TRAFFIC CONTROL MEASURES FOR STAGE 3 CONSTRUCTION. SHIFT TRAFFIC.

OPEN WESTMORE-MEYERS ROAD TO FINAL CONFIGURATION. MAINTAIN TWO LANES, TWO-WAY TRAFFIC.

STAGE 3 CONSTRUCTION

USE DAY-LANE CLOSURE STANDARDS AS NEEDED TO COMPLETE OTHER MINOR ITEMS AND CLEANUP.

INSTALL FINAL RESTORATION AND LANDSCAPING.

INSTALL PERMANENT STRIPING UTILIZING STANDARD DAILY LANE CLOSURES.

TURN ON EMERGENCY VEHICLE PRE-EMPTION AS APPROPRIATE.

STAGE 3 MAINTENANCE OF TRAFFIC

UPON COMPLETION OF CONSTRUCTION, REMOVE ALL TEMPORARY SIGNING AND TRAFFIC STAGING. UNCOVER PERMANENT SIGNS.

OPEN TO TWO-LANE, TWO-WAY TRAFFIC ON NEW PAVEMENT.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

MAINTENANCE OF TRAFFIC
GENERAL NOTES

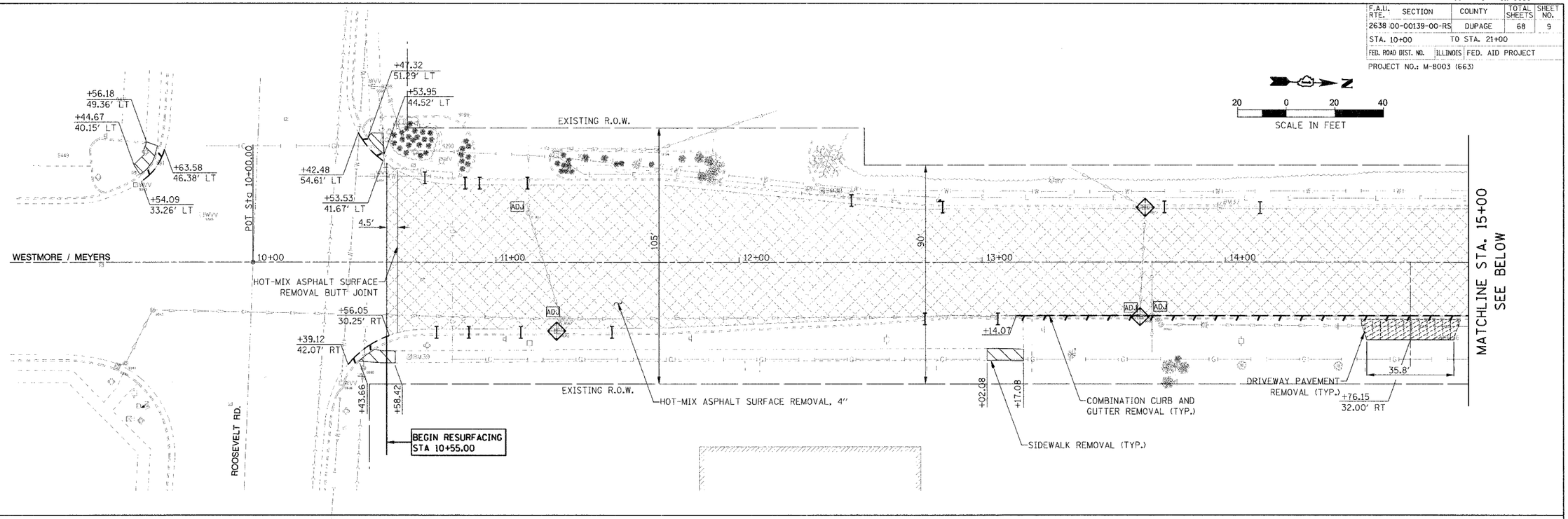
SCALE: NTS — DRAWN BY: JMT
DATE: 01/31/07 — CHECKED BY: JMT

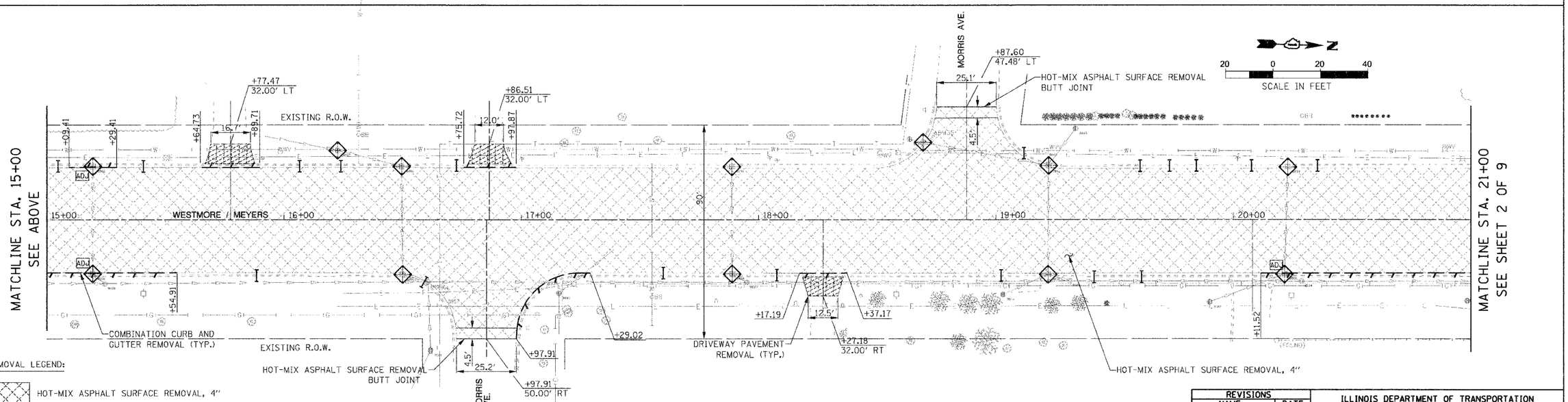
PLOT DATE = 2/2/2007
FILE NAME = n:\Lombard\d1489 Westmore Meyers Resurfacing\CAD\mmotes01.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	9
STA. 10+00		TO STA. 21+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REMOVAL LEGEND:

- HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- DRIVEWAY PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- CRACK REPAIR FOR CONCRETE CURB AND GUTTER (REFER TO SPECIAL PROVISIONS)
- SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

REMOVAL PLAN
SHEET 1 OF 9

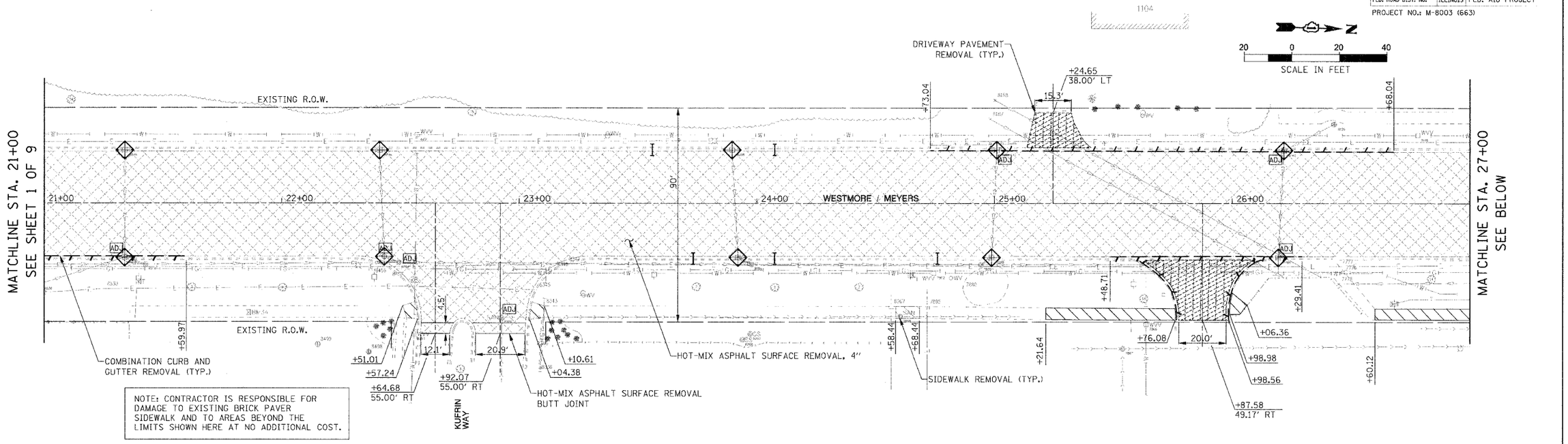
SCALE: 1:20 DRAWN BY: JRH
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\rpsh1d1.dgn

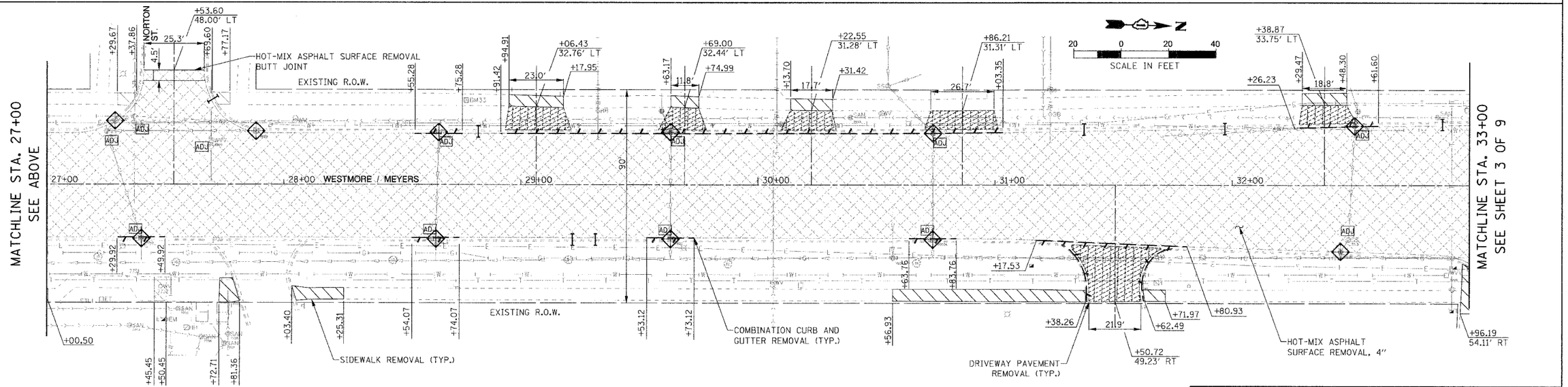
CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	10
STA. 21+00	TO STA. 33+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)



NOTE: CONTRACTOR IS RESPONSIBLE FOR DAMAGE TO EXISTING BRICK PAVER SIDEWALK AND TO AREAS BEYOND THE LIMITS SHOWN HERE AT NO ADDITIONAL COST.



NOTE: NO WORK SHALL BE PERFORMED OUTSIDE OF THE EXISTING RIGHT-OF-WAY. THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGE OUTSIDE OF THE EXISTING RIGHT-OF-WAY AT NO ADDITIONAL COST.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

REMOVAL PLAN
SHEET 2 OF 9

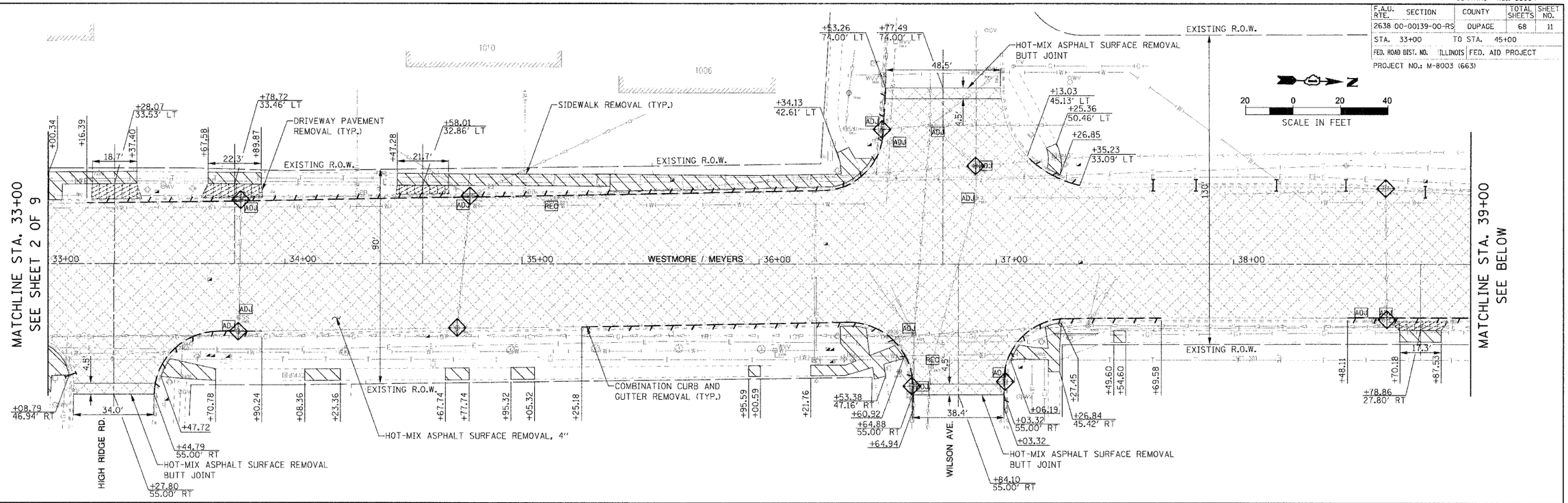
SCALE: 1:20 DRAWN BY: JRH
DATE: 01/31/07 CHECKED BY: JMT

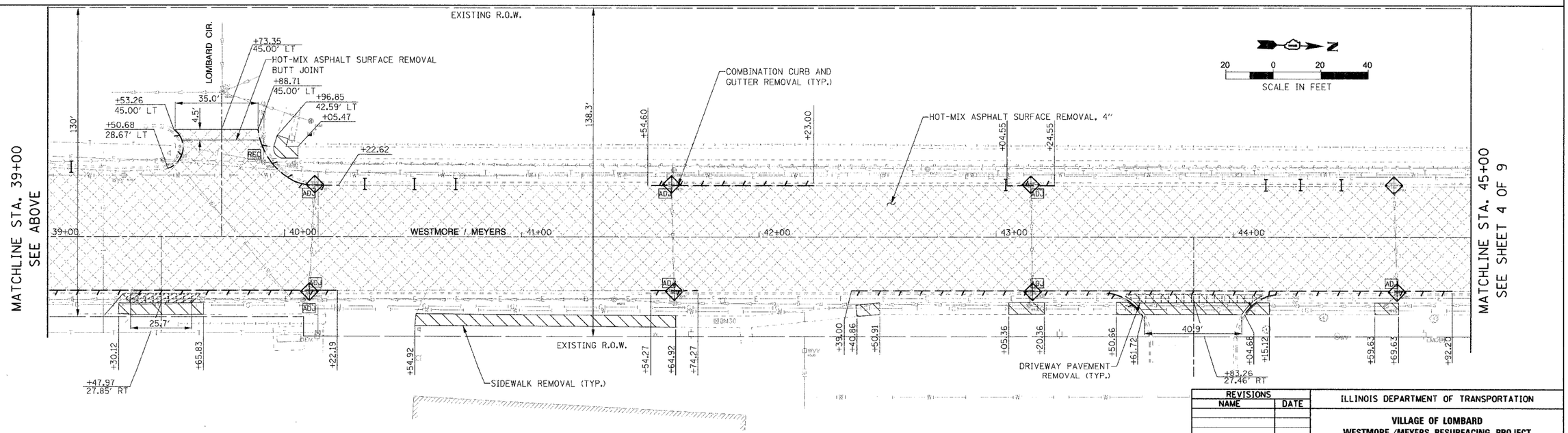
PLOT DATE = 1/22/2007
FILE NAME = s:\Lombard\41489 Westmore Meyers Resurfacing\CAD\rpah02.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	11
STA. 33+00	TO STA. 45+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

REMOVAL PLAN
SHEET 3 OF 9

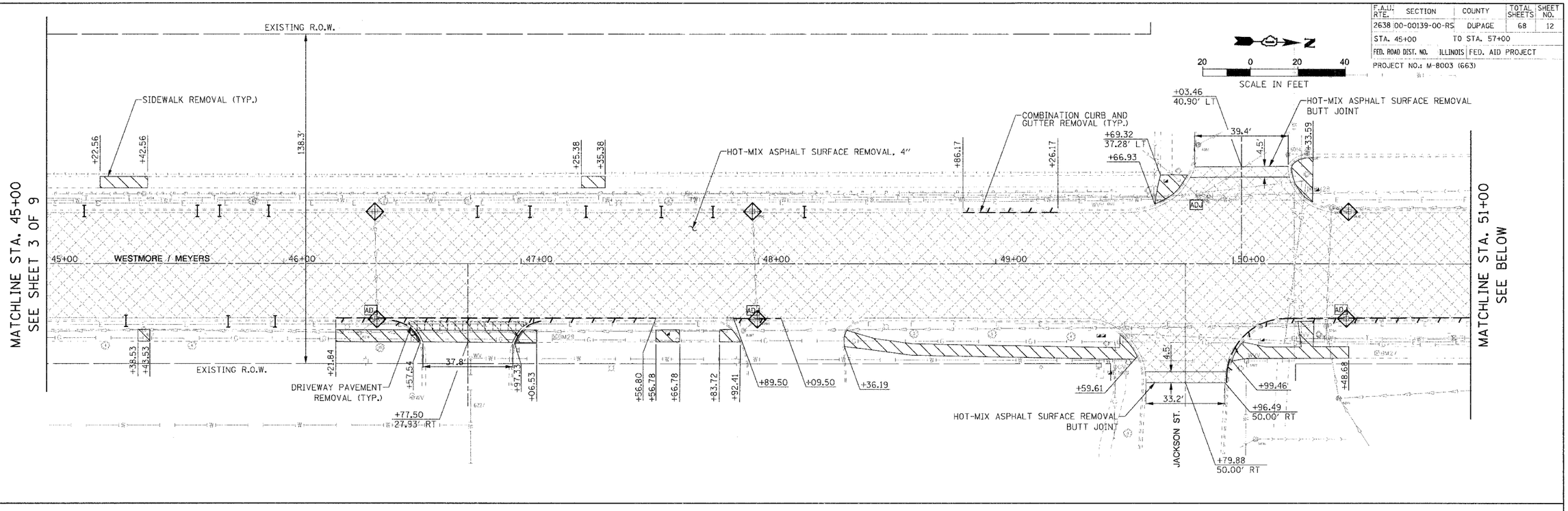
SCALE: 1:20 DRAWN BY: JRH
DATE: 01/31/07 CHECKED BY: JMT

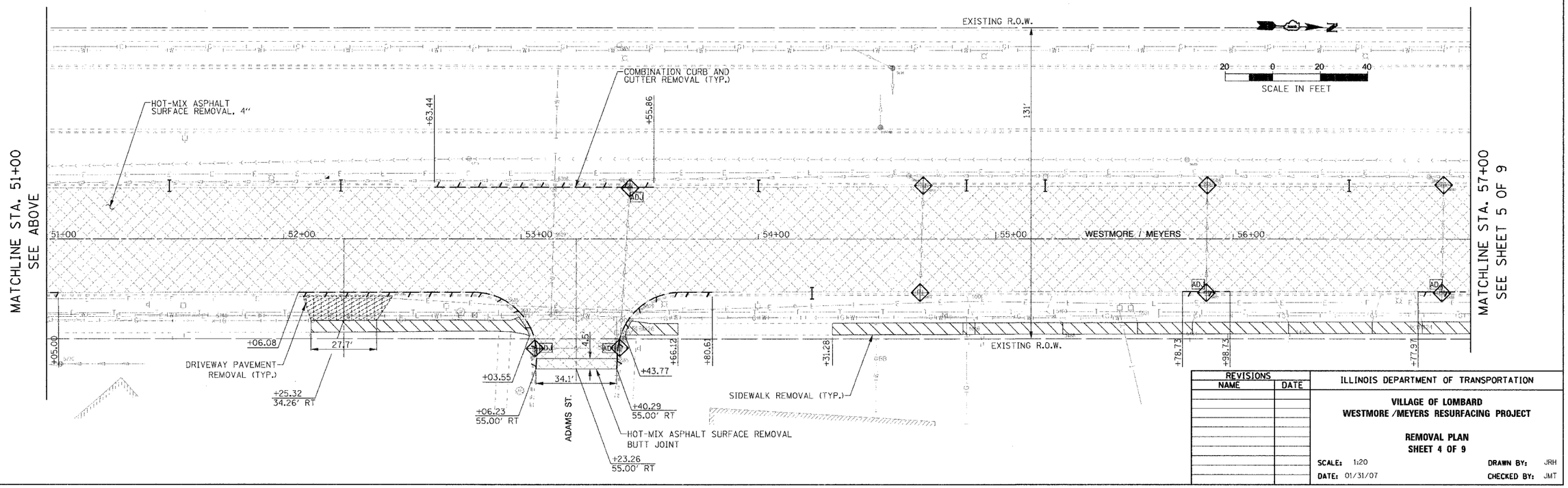
PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\rpsh03.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	12
STA. 45+00		TO STA. 57+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

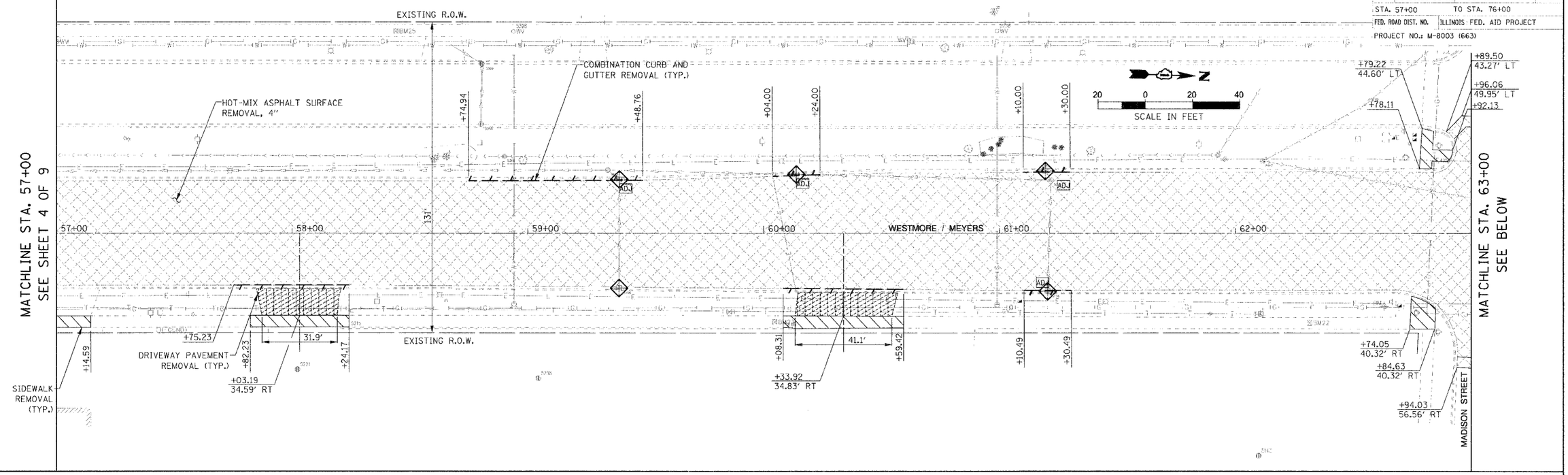
REMOVAL PLAN
SHEET 4 OF 9

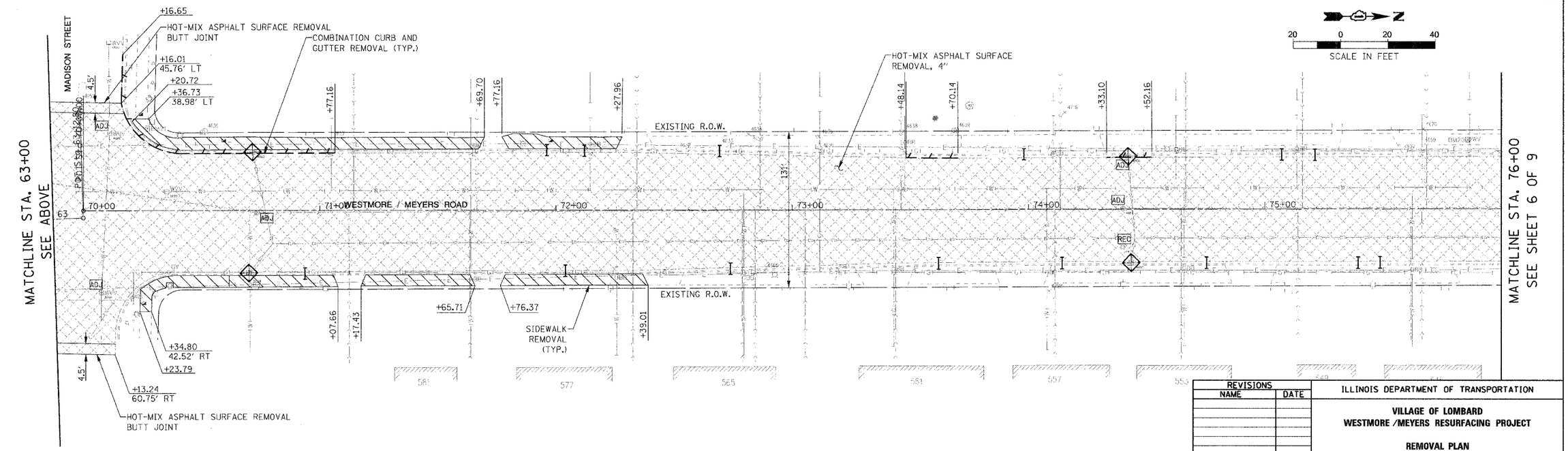
SCALE: 1:20 DRAWN BY: JRH
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\rpsht04.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	13
STA. 57+00	TO STA. 76+00			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
PROJECT NO.: M-8003 (663)				





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

REMOVAL PLAN
SHEET 5 OF 9

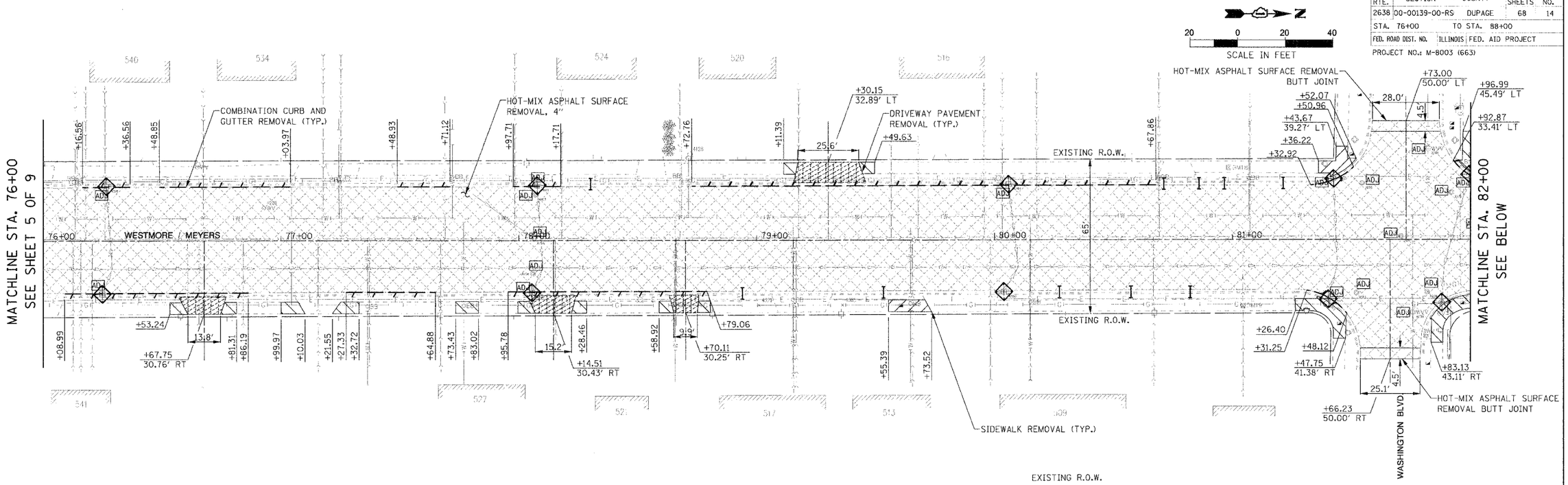
SCALE: 1:20 DRAWN BY: JRH
DATE: 01/31/07 CHECKED BY: JMT

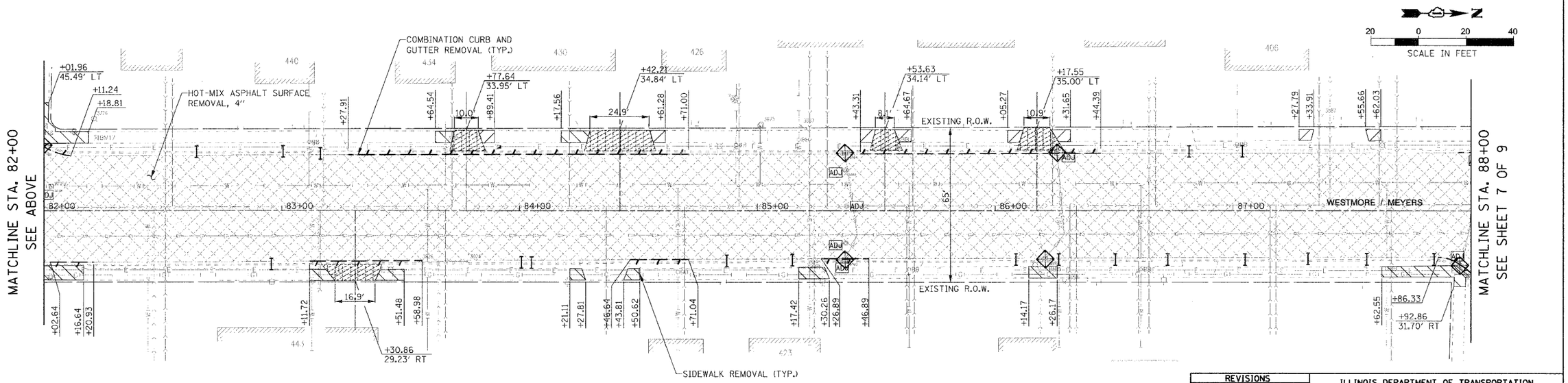
PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\rpsh05.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	14
STA. 76+00	TO STA. 88+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

REMOVAL PLAN
SHEET 6 OF 9

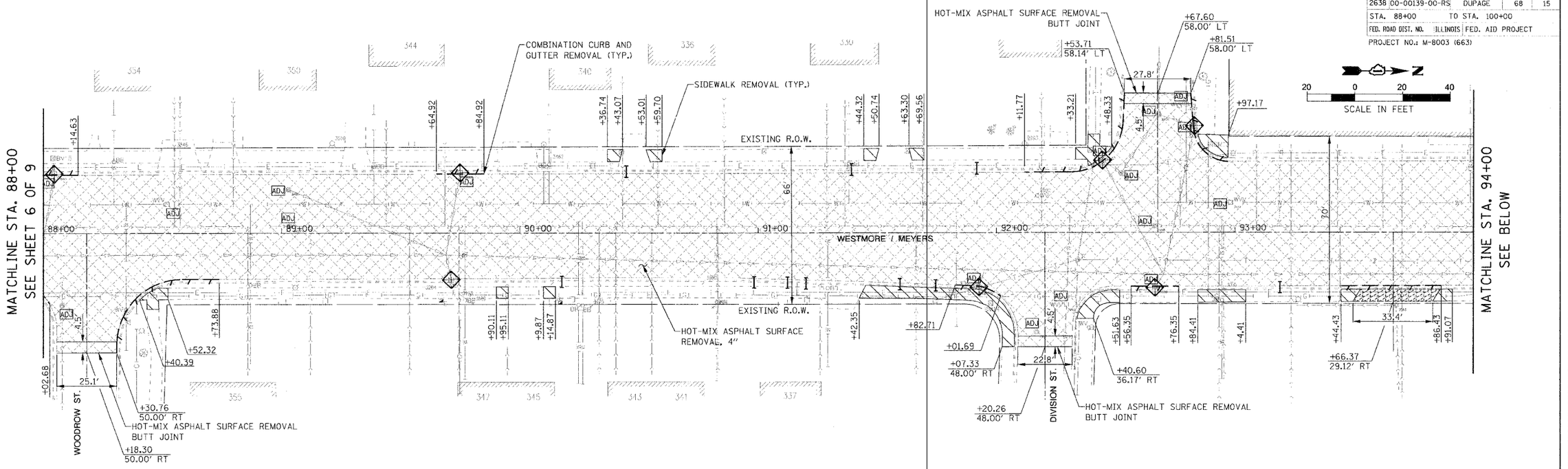
SCALE: 1:20 DRAWN BY: JRH
DATE: 01/31/07 CHECKED BY: JMT

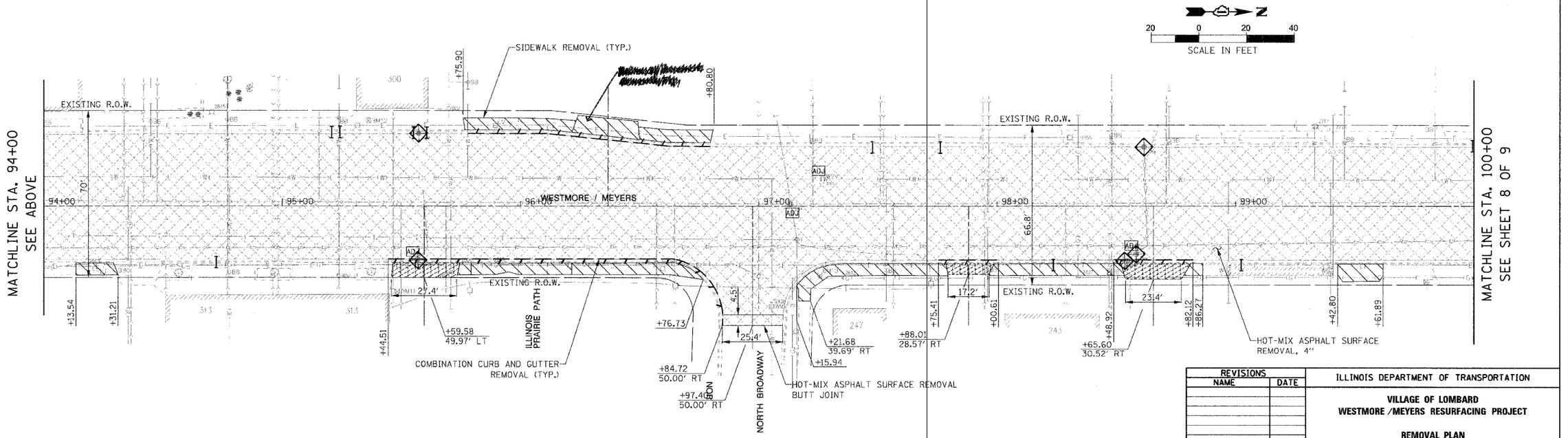
PLOT DATE = 1/27/2007
FILE NAME = i:\lombard\11481 Westmore Meyers Resurfacing\CAD\rpsht06.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	15
STA. 88+00	TO STA. 100+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

REMOVAL PLAN
SHEET 7 OF 9

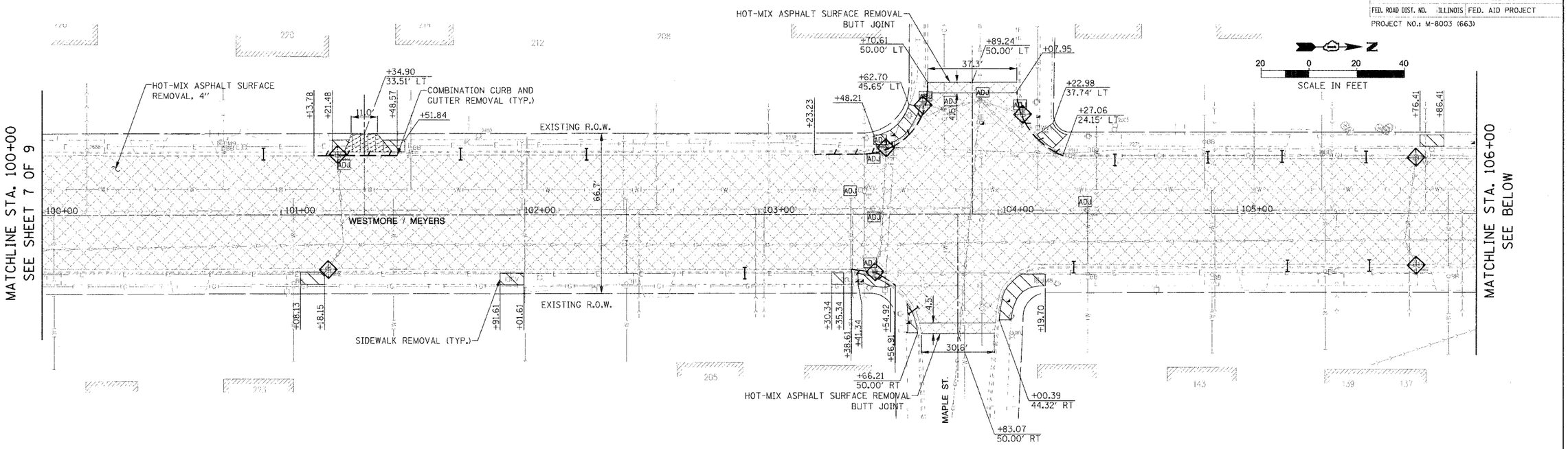
SCALE: 1:20 DRAWN BY: JRH
DATE: 01/31/07 CHECKED BY: JMT

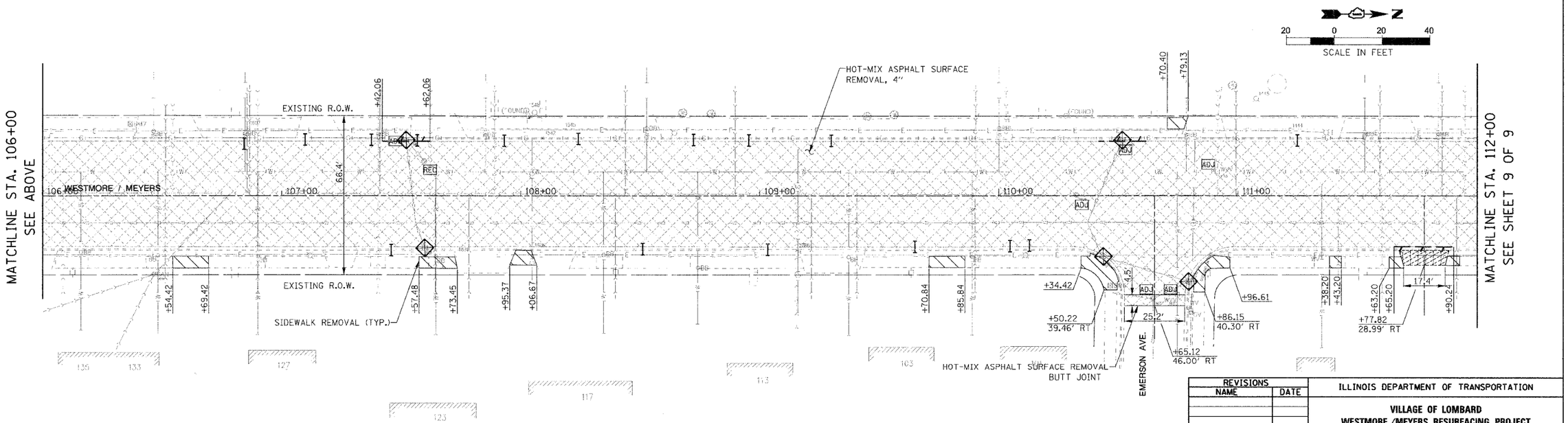
PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\d41489 Westmore Meyers Resurfacing\CAD\vpath07.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	16
STA. 100+00	TO STA. 112+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

REMOVAL PLAN
SHEET 8 OF 9

SCALE: 1:20 DRAWN BY: JRH
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
FILE NAME = s:\Condes\01\1489 Westmore Meyers Resurfacing\CAD\rpsh1806.dgn

CONTRACT NO.: 83904

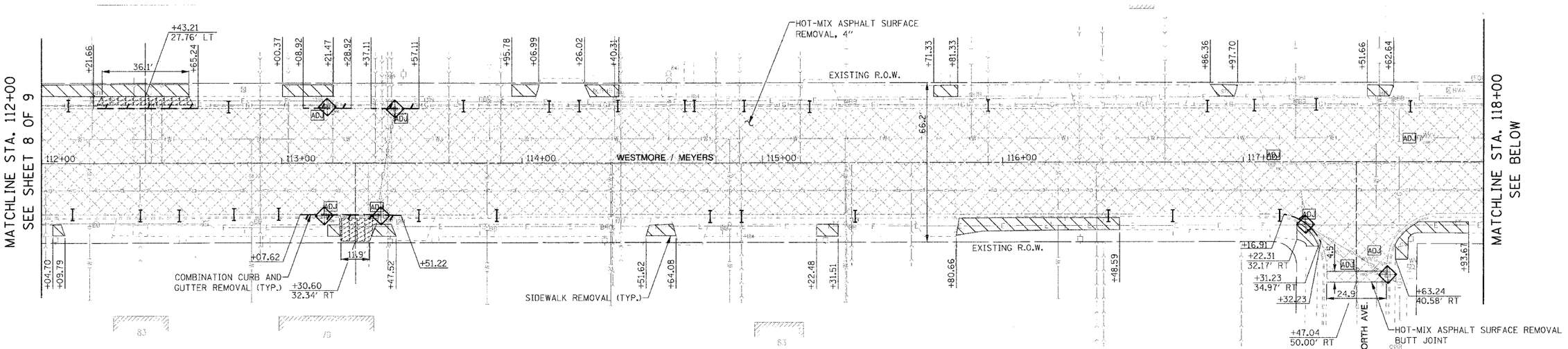
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	17
STA. 112+00	TO STA. 124+00			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

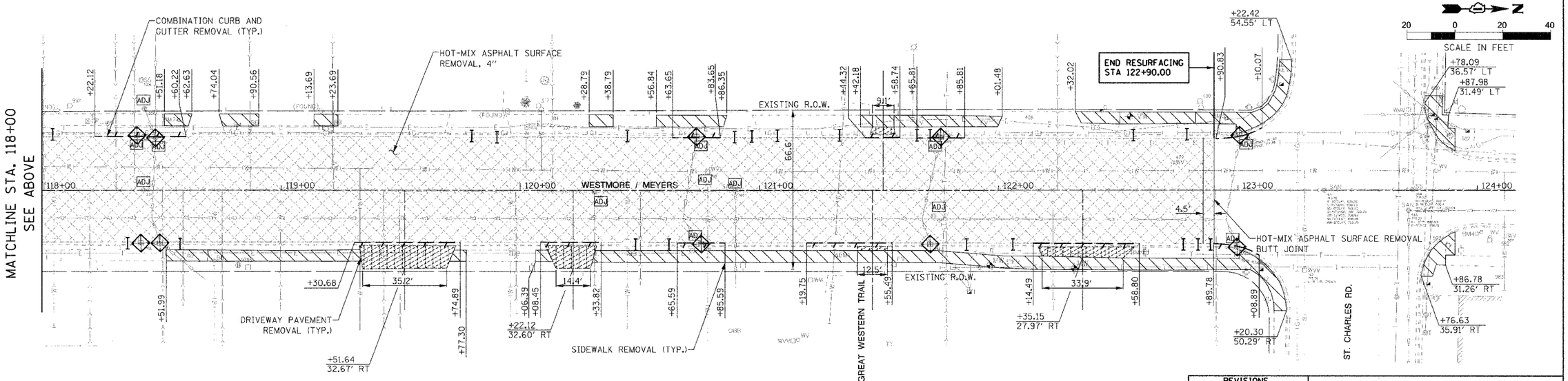
PROJECT NO.: M-8003 (663)

N

20 0 20 40

SCALE IN FEET





NOTE:
CONTRACTOR SHOULD REVIEW THE ENVIRONMENTAL SOIL BORING TEST DATA IN THE SOIL BORING REPORT PREPARED BY TSC.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

REMOVAL PLAN
SHEET 9 OF 9

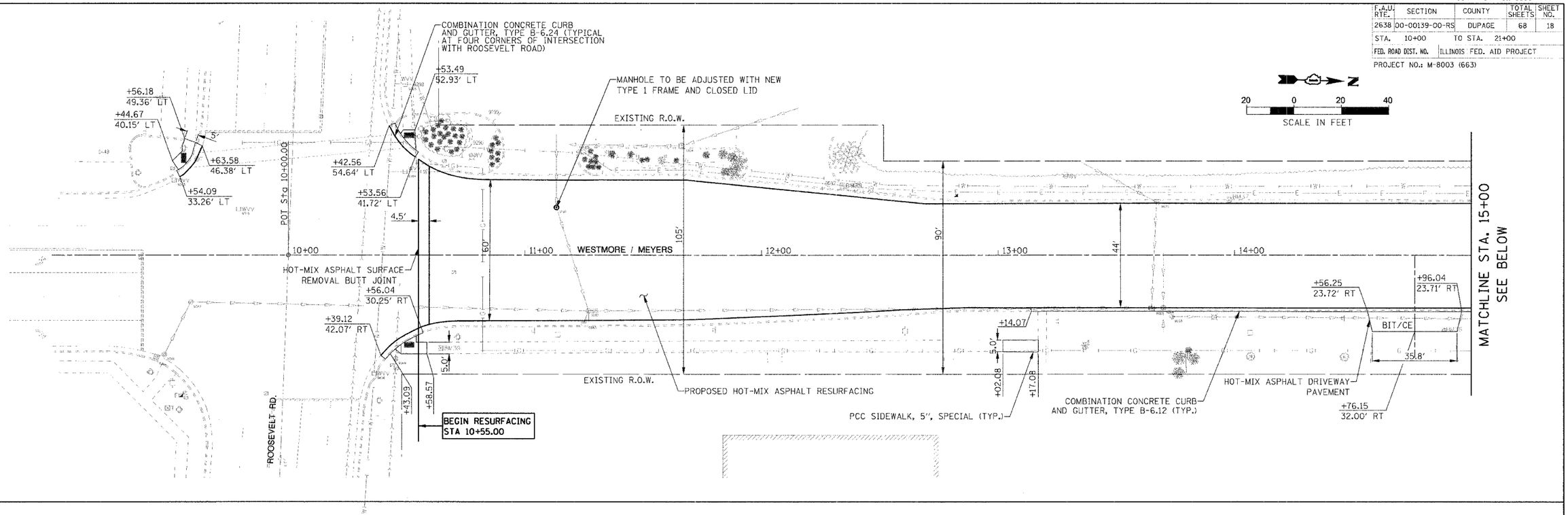
SCALE: 1:20 DRAWN BY: JRH
DATE: 01/31/07 CHECKED BY: JMT

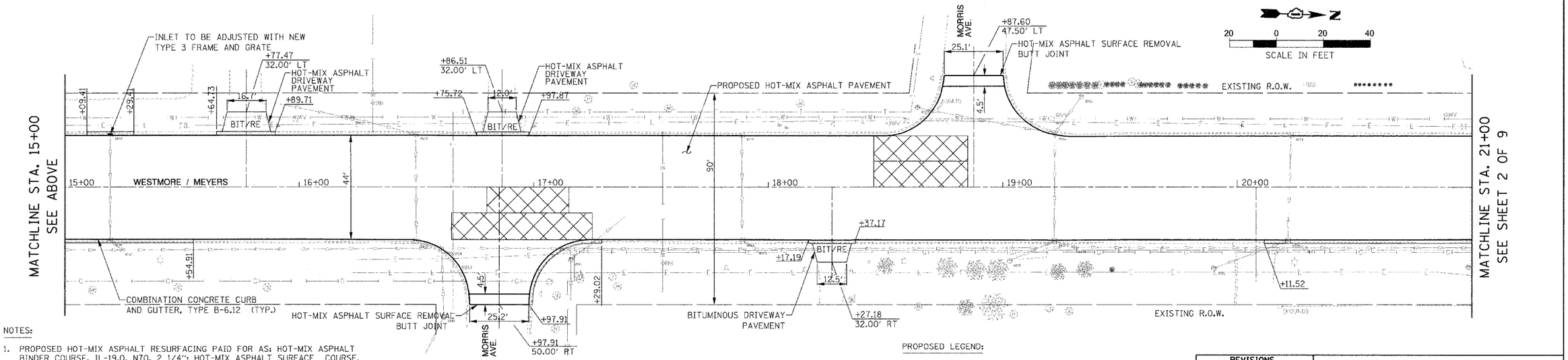
PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41491 Westmore Meyers Resurfacing\CAD\rpsht09.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	18
STA. 10+00	TO STA. 21+00			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PROJECT NO.: M-8003 (663)





NOTES:

1. PROPOSED HOT-MIX ASPHALT RESURFACING PAID FOR AS: HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"; HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4" ; AND AREA REFLECTIVE CRACK CONTROL TREATMENT. REFER TO PROPOSED TYPICAL SECTIONS.
2. PROPOSED PCC DRIVEWAY PAVEMENT PAID FOR AS: PCC DRIVEWAY PAVEMENT, 6 INCH, SPECIAL FOR RESIDENTIAL DRIVEWAYS AND PCC DRIVEWAY PAVEMENT, 8 INCH, SPECIAL FOR COMMERCIAL DRIVEWAYS. REFER TO MISCELLANEOUS DETAILS.
3. PROPOSED BITUMINOUS DRIVEWAYS PAID FOR AS: BITUMINOUS DRIVEWAY PAVEMENT, 9" FOR RESIDENTIAL DRIVEWAYS AND BITUMINOUS DRIVEWAY PAVEMENT, 10" FOR COMMERCIAL DRIVEWAYS. REFER TO MISCELLANEOUS DETAILS.
4. THICKNESS OF SIDEWALK TO BE INCREASED TO 6" OR 8" AS NECESSARY THROUGH DRIVEWAY APRONS PER VILLAGE STANDARD (INCIDENTAL TO PCC SIDEWALK, 5 INCH, SPECIAL).
5. DETECTABLE WARNINGS SHOWN ON THESE PLANS ARE FOR INFORMATION ONLY. CONTRACTOR RESPONSIBLE FOR ADHERENCE TO APPLICABLE STATE AND VILLAGE STANDARDS FOR ADA RAMPS AND DETECTABLE WARNING LOCATION/PLACEMENT.

PROPOSED LEGEND:

	DETECTABLE WARNING (FOR ADA RAMPS)
CONC/RE	EXISTING DRIVEWAY PAVEMENT/DRIVEWAY TYPE
X'-T	NON-STANDARD DRIVEWAY TAPER
	APPROXIMATE LOCATIONS OF PAVEMENT PATCHING AND/OR BASE REPAIR

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PLAN
SHEET 1 OF 9

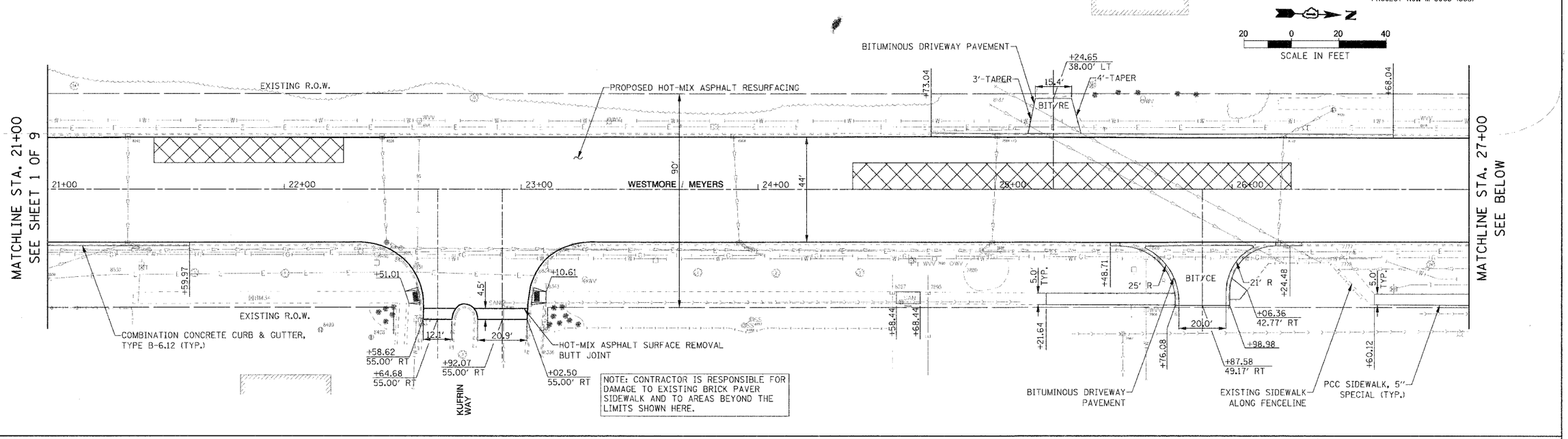
SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: JMT

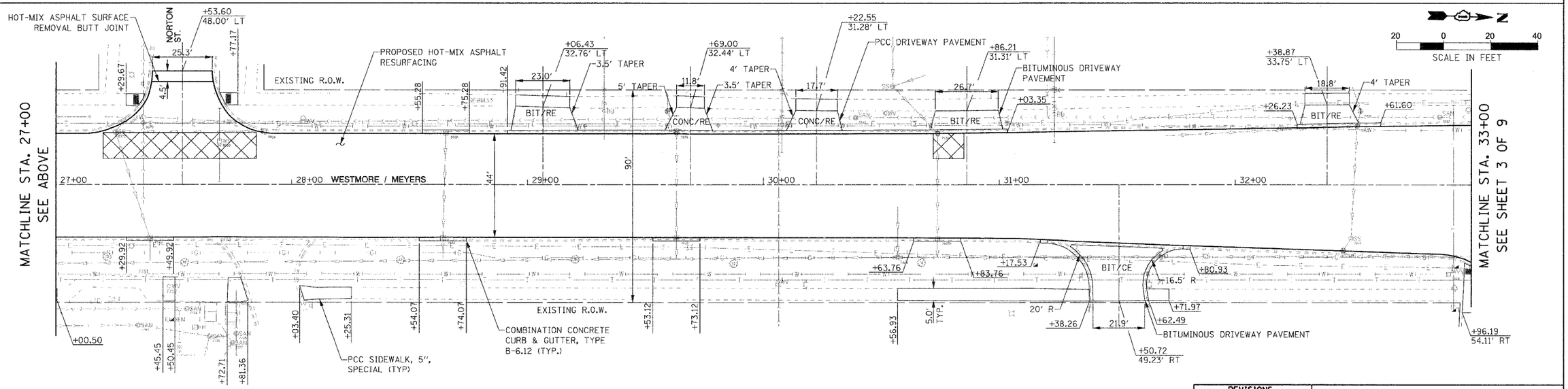
PLOT DATE = 2/21/2007
FILE NAME = i:\Lombard\1148th Westmore Meyers Resurfacing\CAD\ppsh1st.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	19
STA. 21+00	TO STA. 33+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PLAN
SHEET 2 OF 9

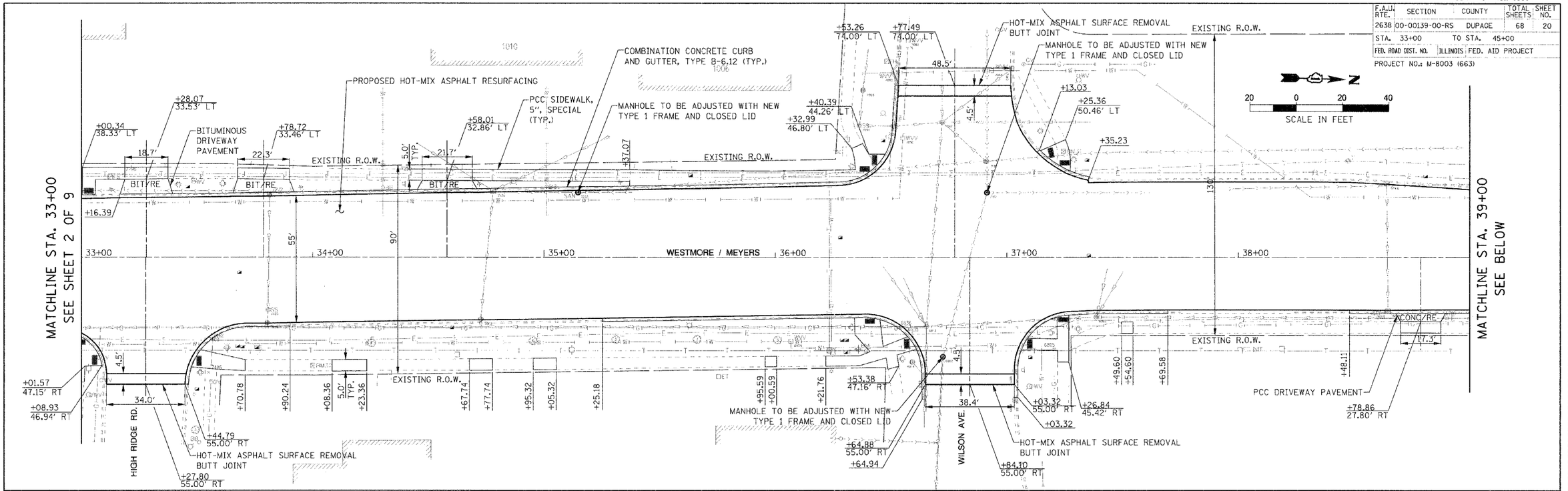
SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: JMT

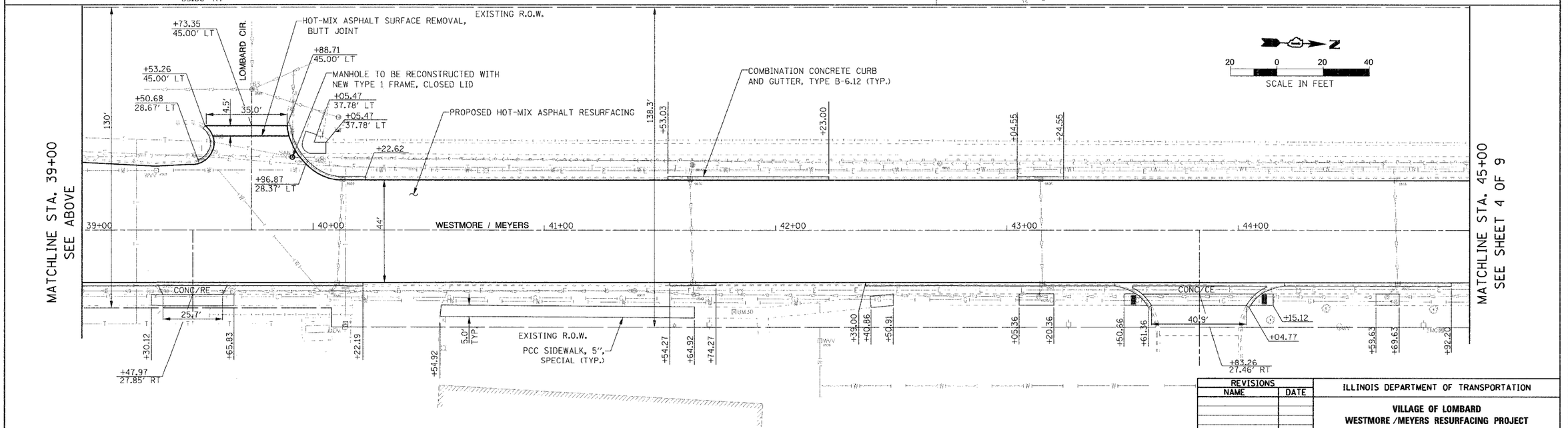
PLOT DATE : 1/27/2007
FILE NAME : i:\Lombard\41409 Westmore Meyers Resurfacing\CAD\xpsh02.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	20
STA. 33+00	TO STA. 45+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

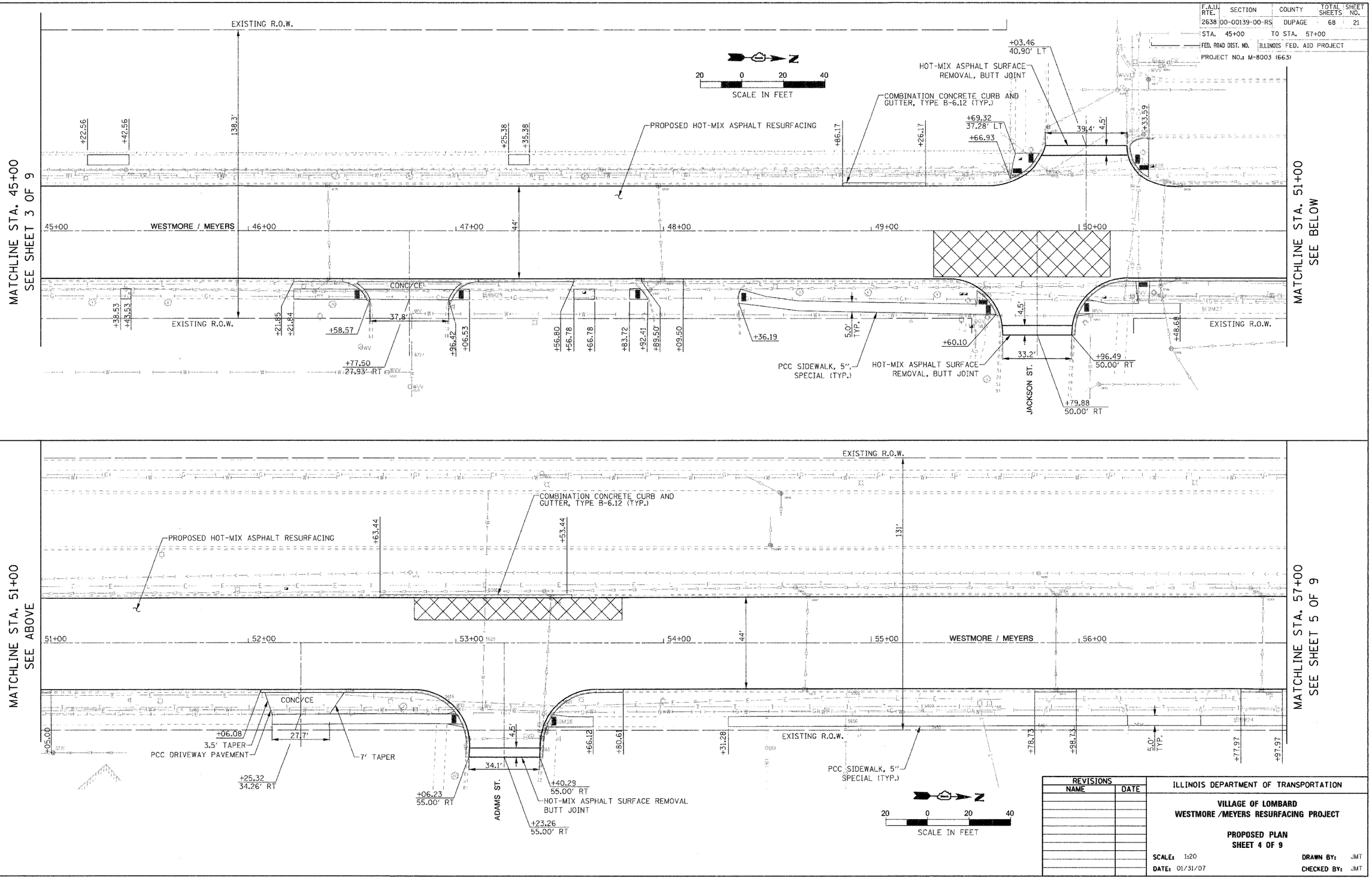
PROPOSED PLAN
SHEET 3 OF 9

SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\GHD\ppsh03.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	21
STA. 45+00	TO STA. 57+00			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
PROJECT NO.: M-8003 (663)				



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PLAN
SHEET 4 OF 9

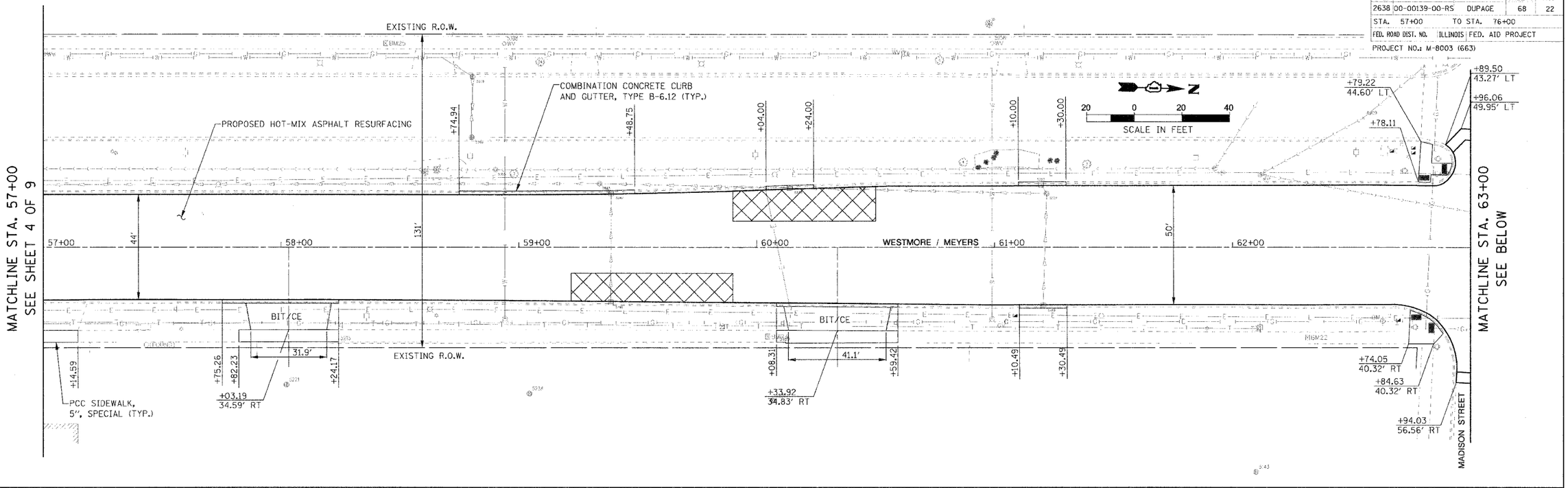
SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: JMT

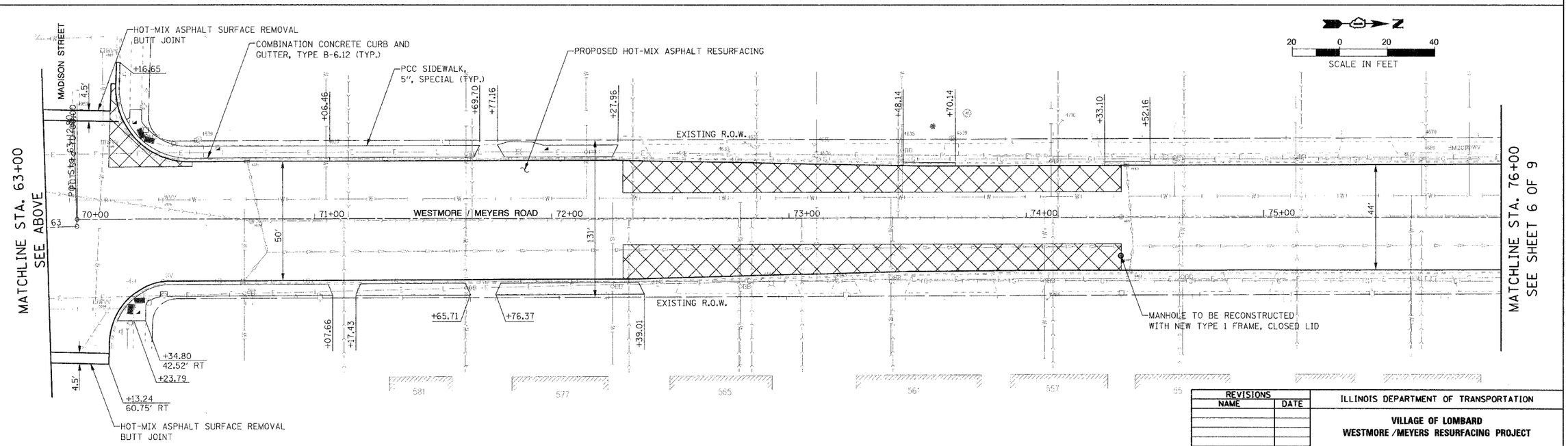
PLOT DATE = 1/27/2007
FILE NAME = s:\Lombard\41489 Westmore Meyers Resurfacing\CAD\ppsht04.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	22
STA. 57+00	TO STA. 76+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PLAN
SHEET 5 OF 9

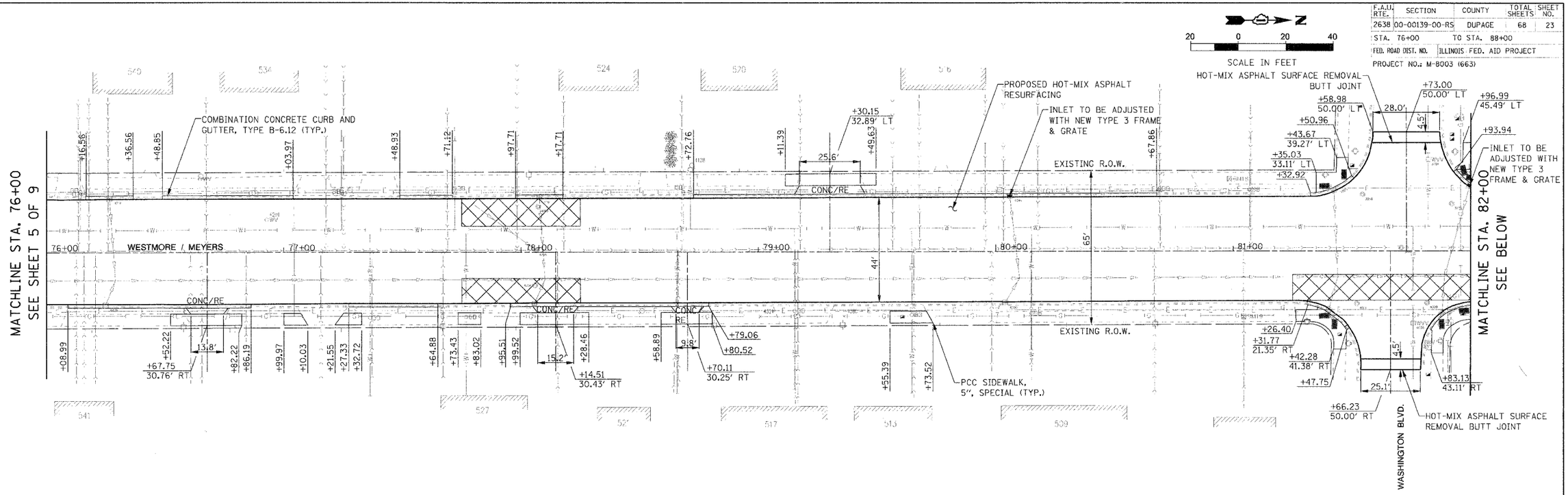
SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: JMT

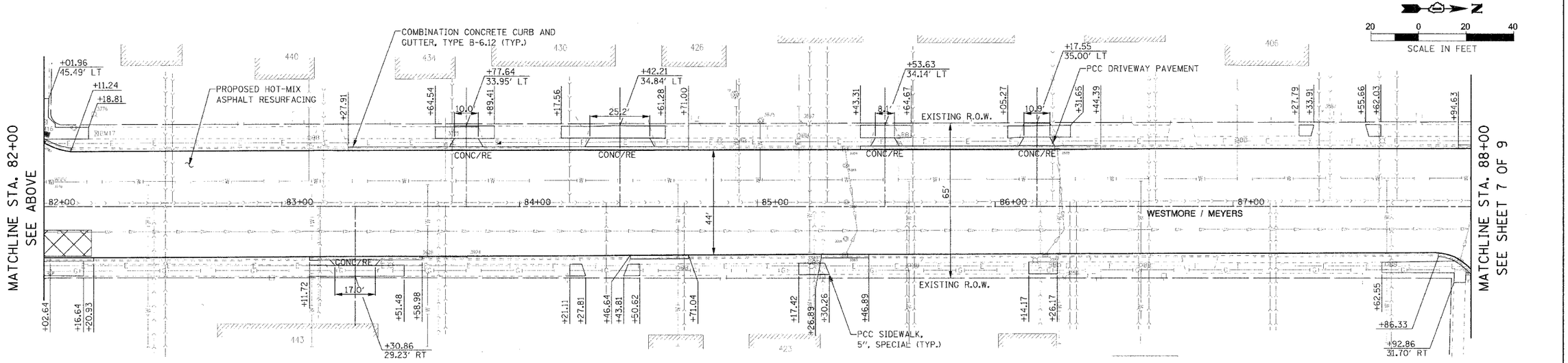
PLOT DATE = 1/27/2007
FILE NAME = s:\Lombard\41491 Westmore Meyers Resurfacing\CAD\ppah005.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	23
STA. 76+00	TO STA. 88+00			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

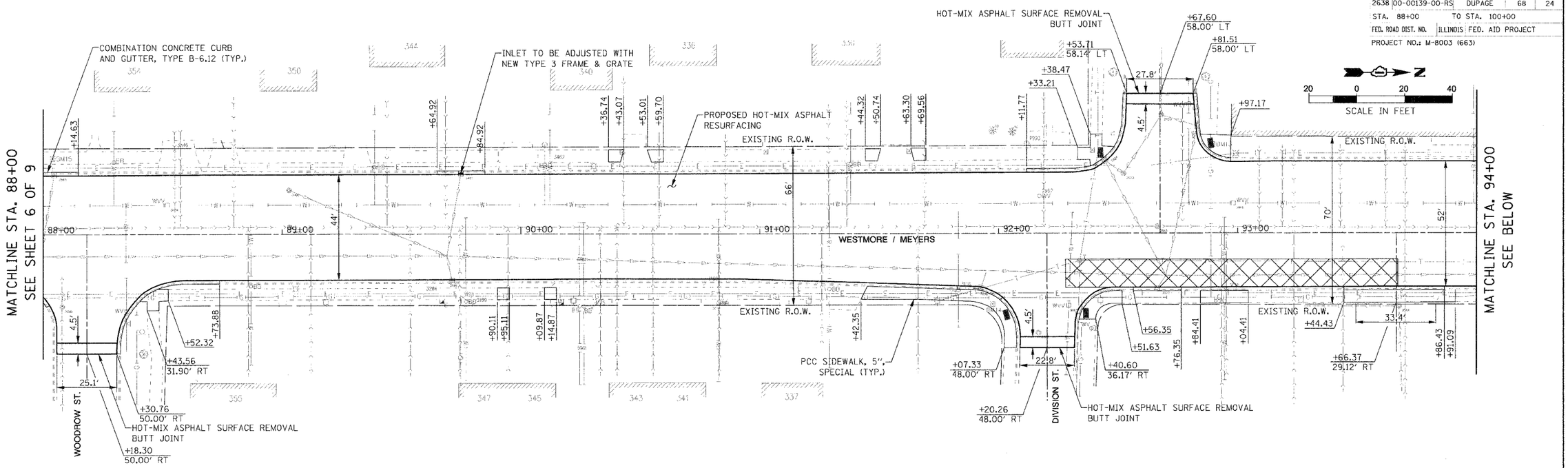
PROPOSED PLAN
SHEET 6 OF 9

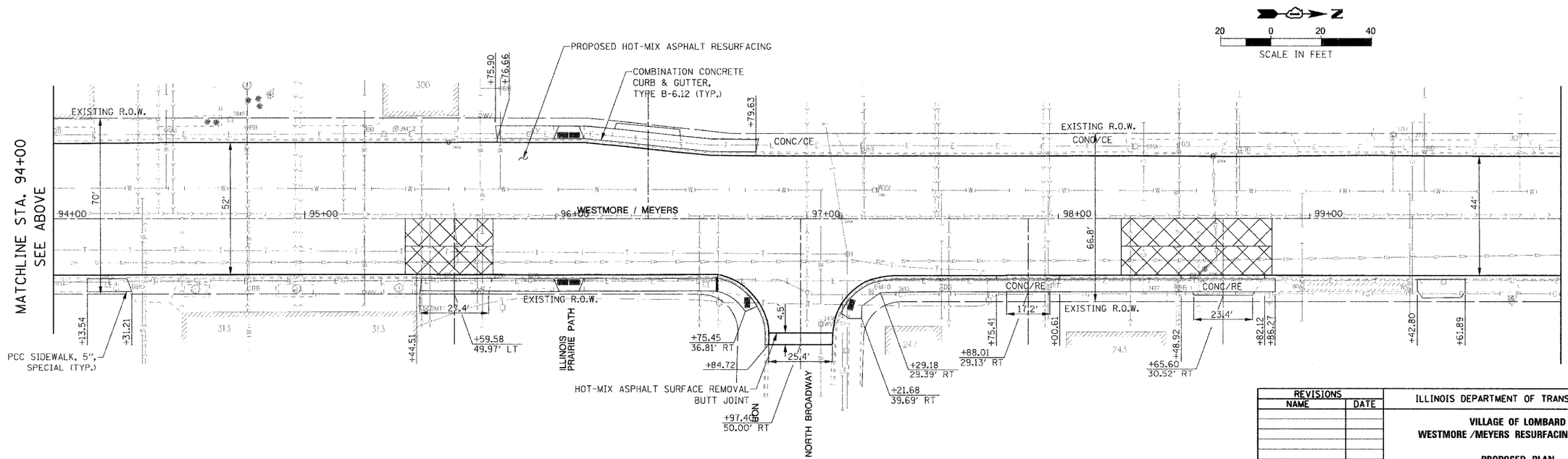
SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41493 Westmore Meyers Resurfacing\CAD\ppsht06.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	24
STA. 88+00	TO STA. 100+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
PROJECT NO.: M-8003 (663)				





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PLAN
SHEET 7 OF 9

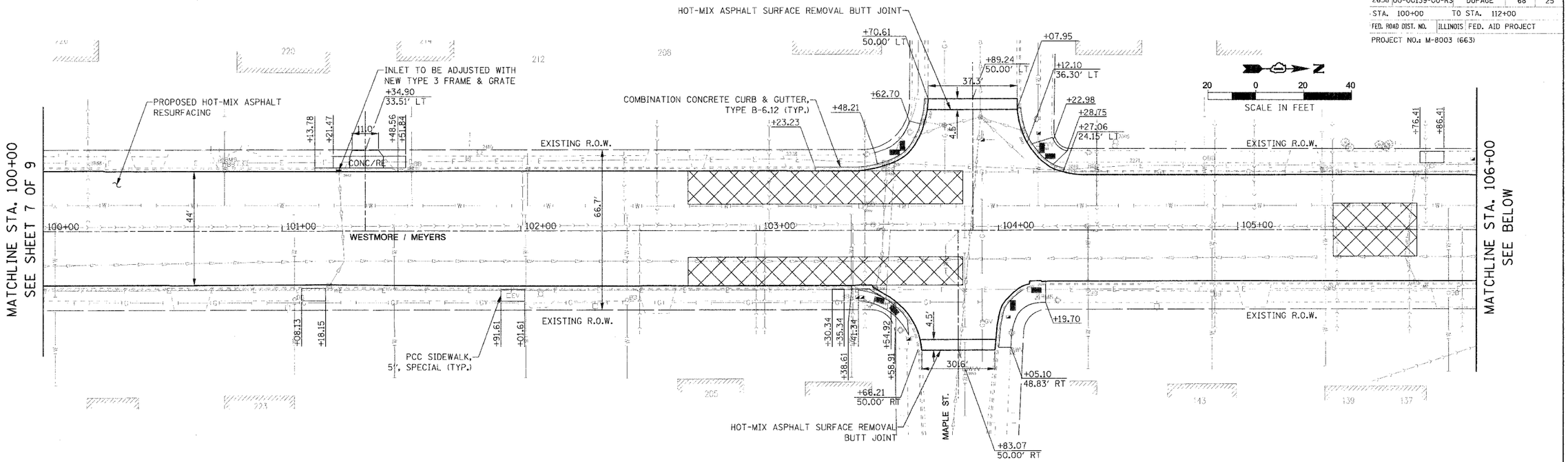
SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: JMT

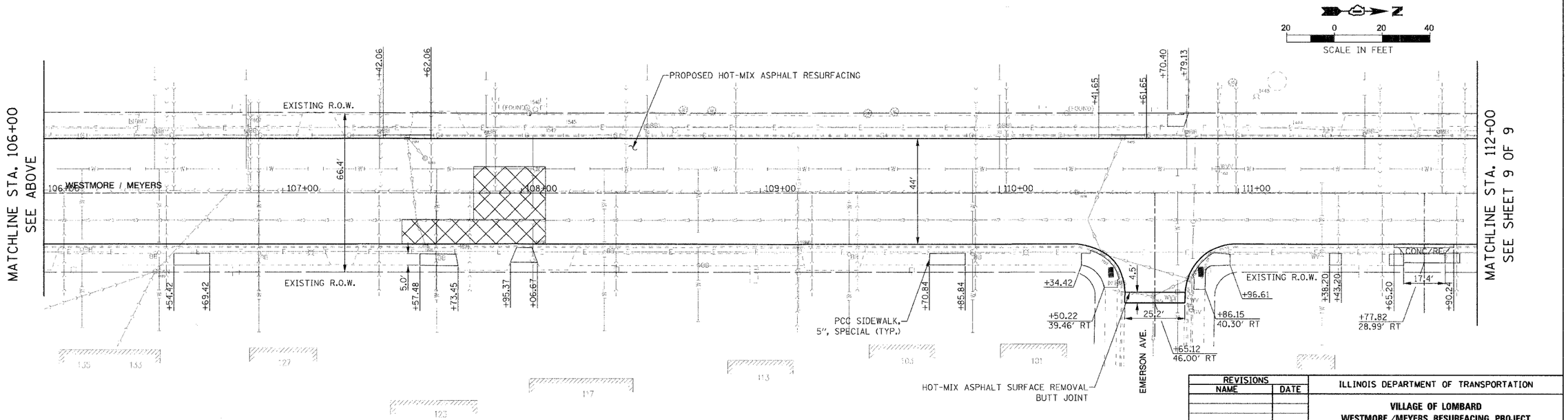
PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\pspsht07.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	25
STA. 100+00	TO STA. 112+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PLAN
SHEET 8 OF 9

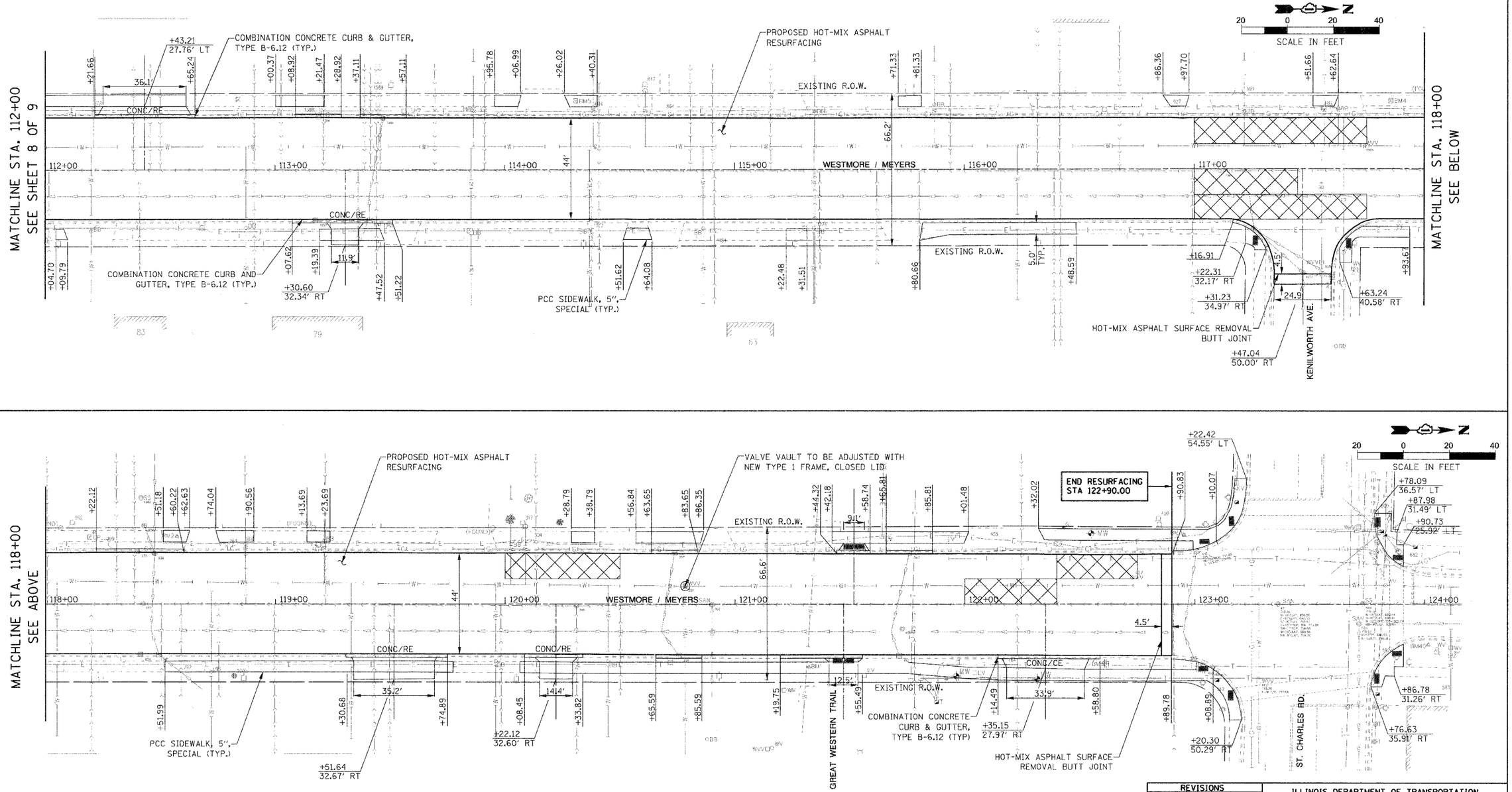
SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41483 Westmore Meyers Resurfacing\CAD\pgsht08.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	26
STA. 112+00	TO STA. 124+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PLAN
SHEET 9 OF 9

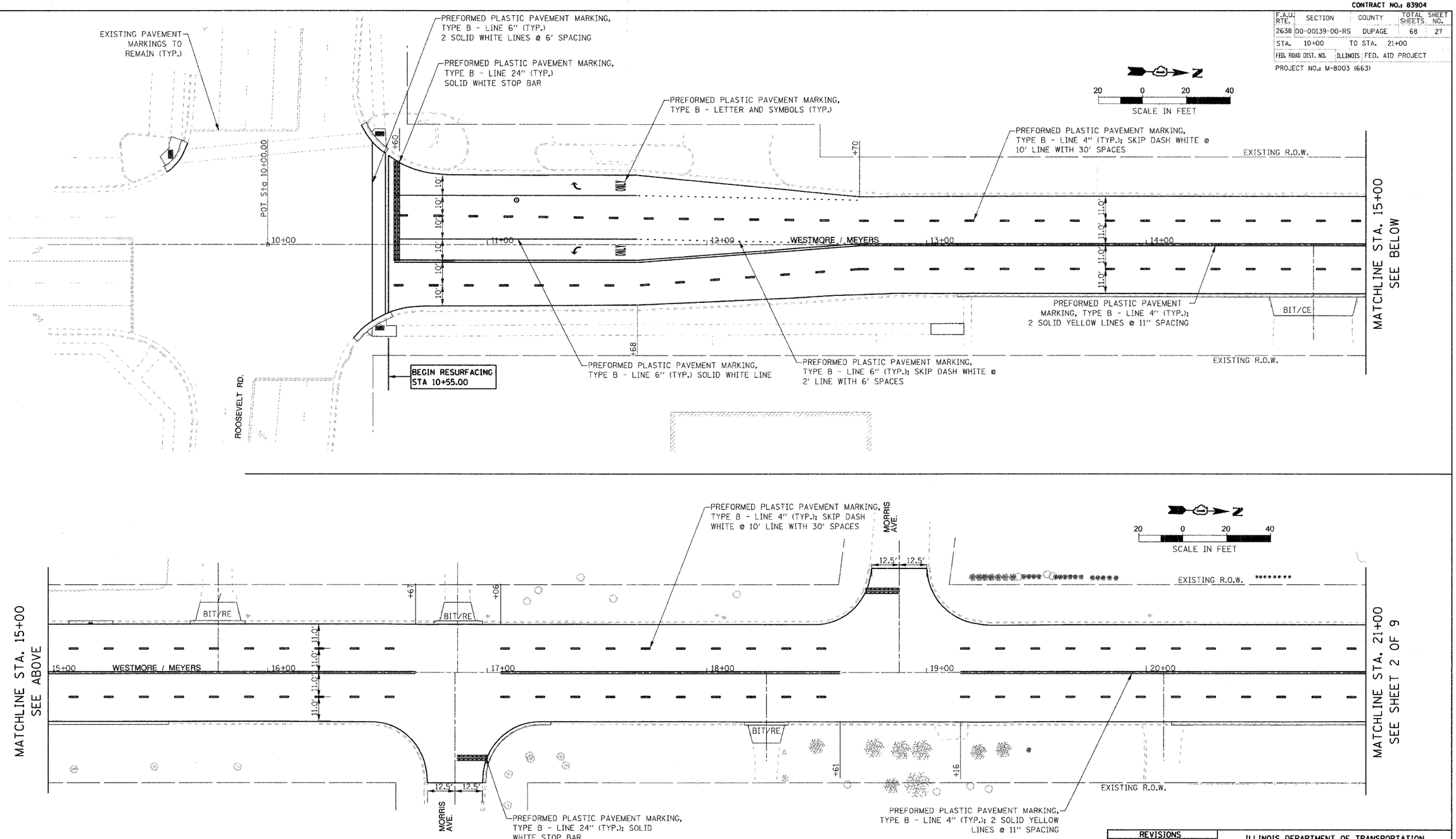
SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\ypsht%%d.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	27
STA. 10+00	TO STA. 21+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PAVEMENT MARKING PLAN
SHEET 1 OF 9

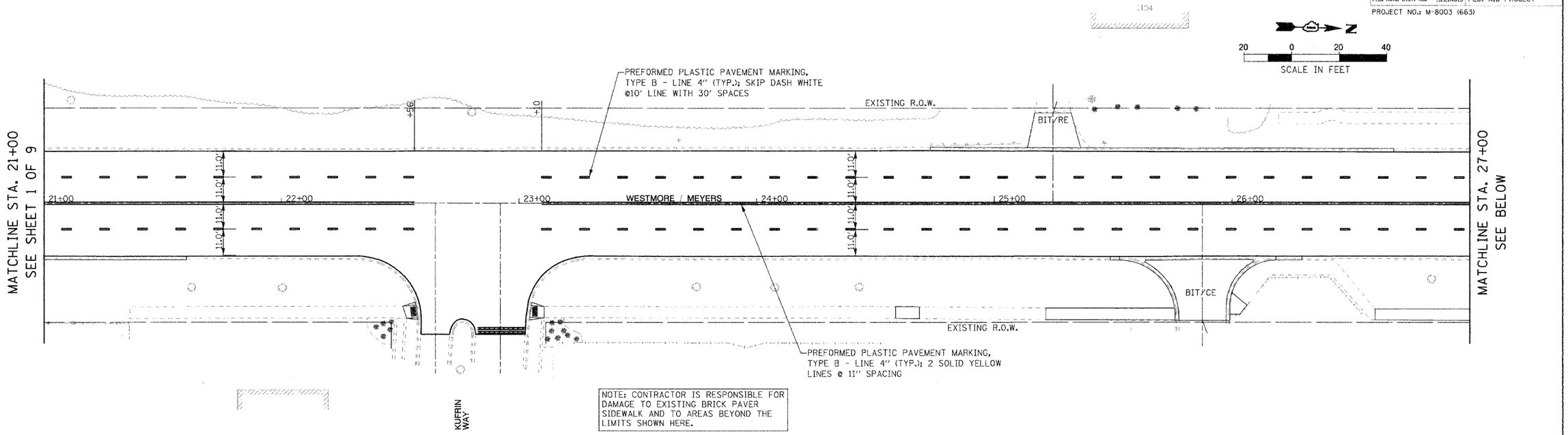
SCALE: 1:20 DRAWN BY: TJM
DATE: 01/31/07 CHECKED BY: JMT

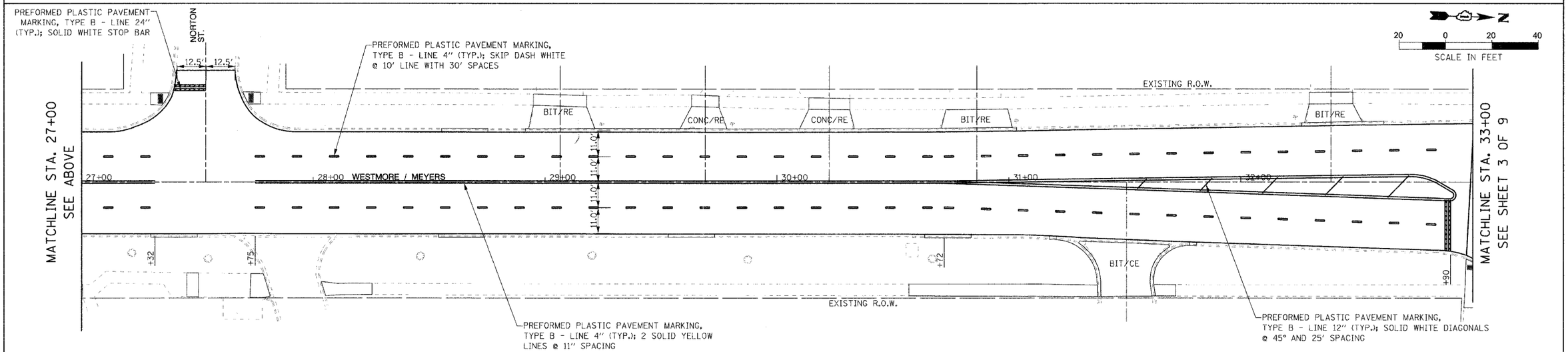
PLOT DATE = 1/27/2007
FILE NAME = i:\Lombar-01\41489 Westmore Meyers Resurfacing\CAD\ppmksht01.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	28
STA. 21+00		TO STA. 33+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PAVEMENT MARKING PLAN
SHEET 2 OF 9

SCALE: 1:20 DRAWN BY: TJM
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
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CONTRACT NO.: 83904

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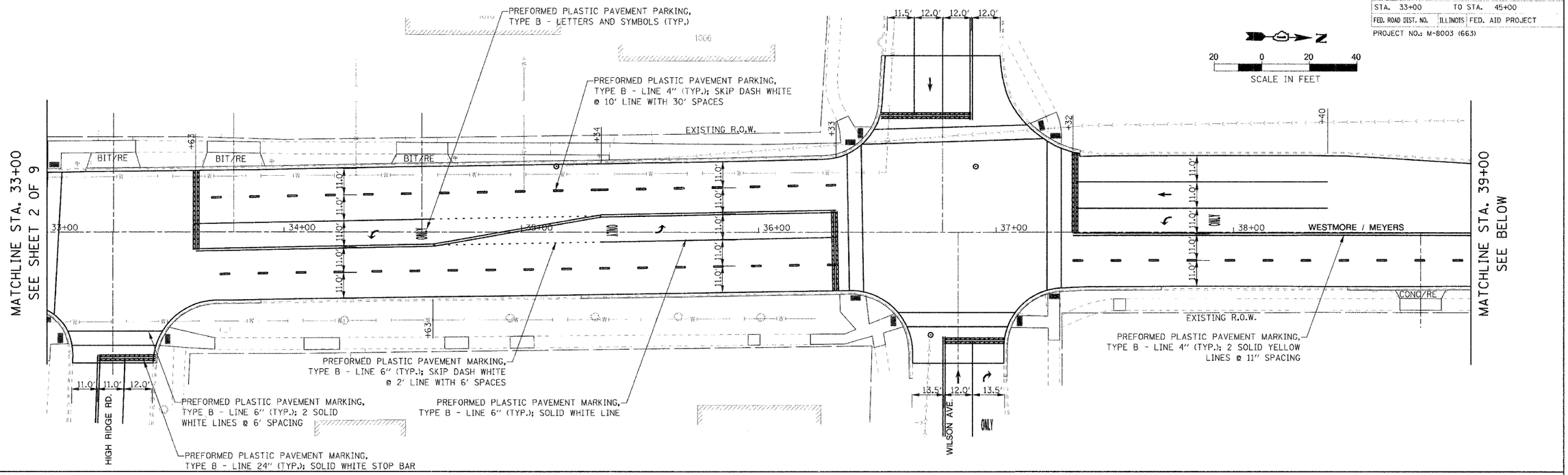
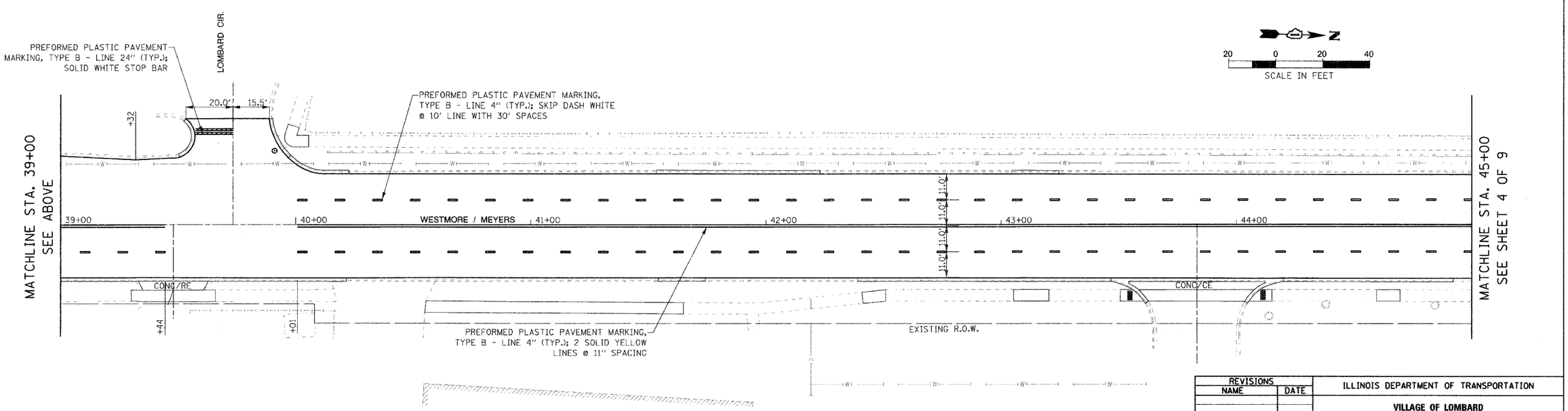
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PAVEMENT MARKING PLAN
SHEET 3 OF 9

SCALE: 1:20 DRAWN BY: TJM
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\pppksht03.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	30
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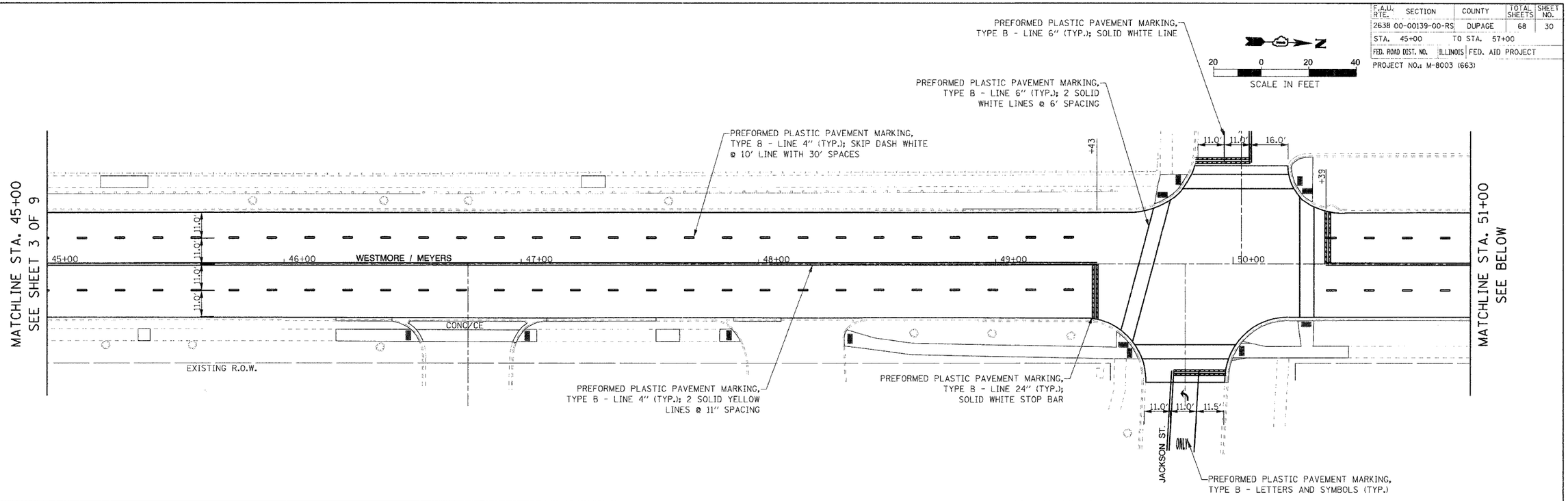
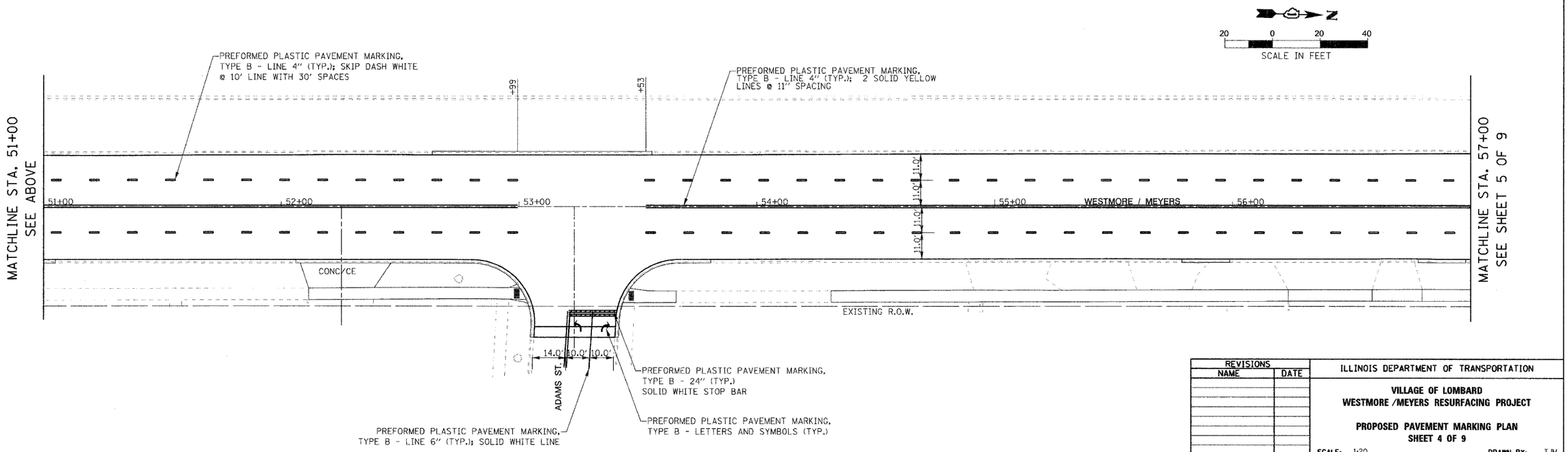
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PAVEMENT MARKING PLAN
SHEET 4 OF 9

SCALE: 1:20 DRAWN BY: TJM
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\ppmksht04.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	31
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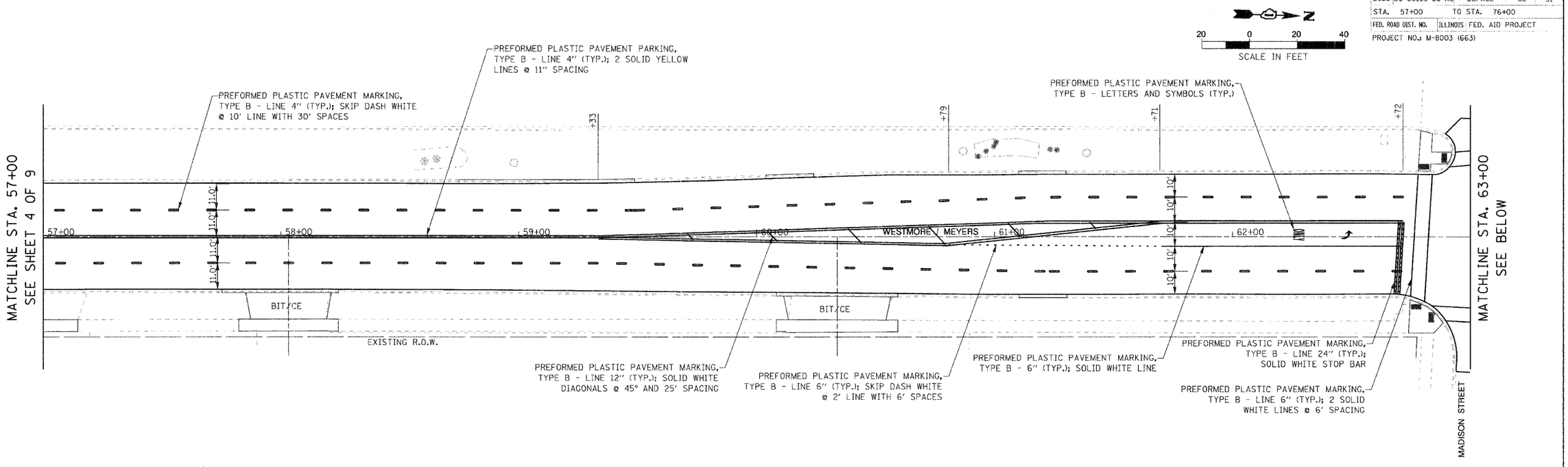
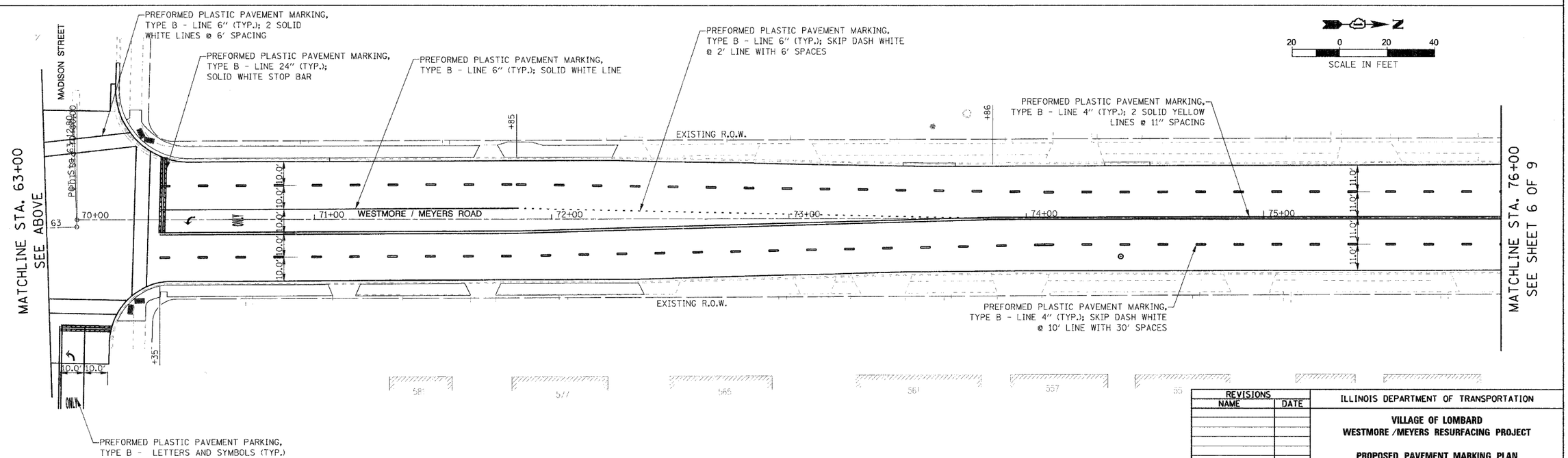
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PAVEMENT MARKING PLAN
SHEET 5 OF 9

SCALE: 1:20 DRAWN BY: TJM
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
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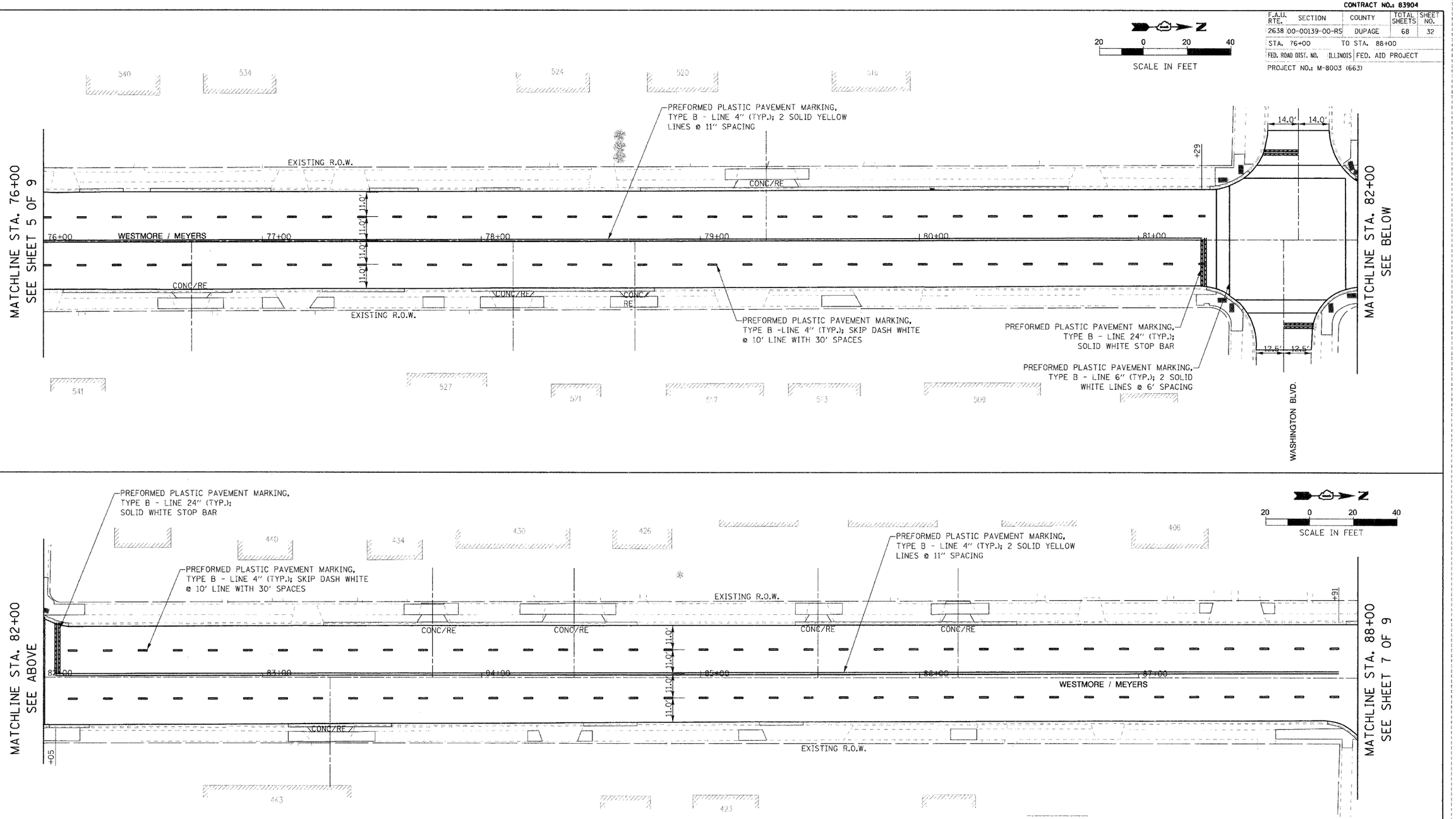
CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	32
STA. 76+00		TO STA. 88+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)



REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PAVEMENT MARKING PLAN
SHEET 6 OF 9

SCALE: 1:20 DRAWN BY: TJM
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
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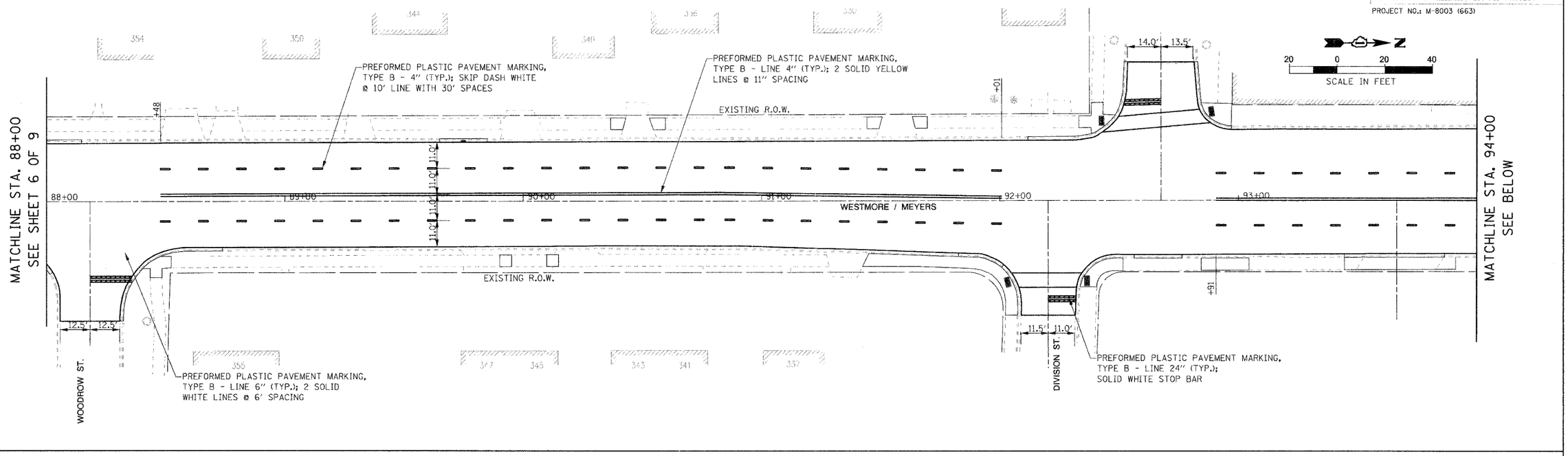
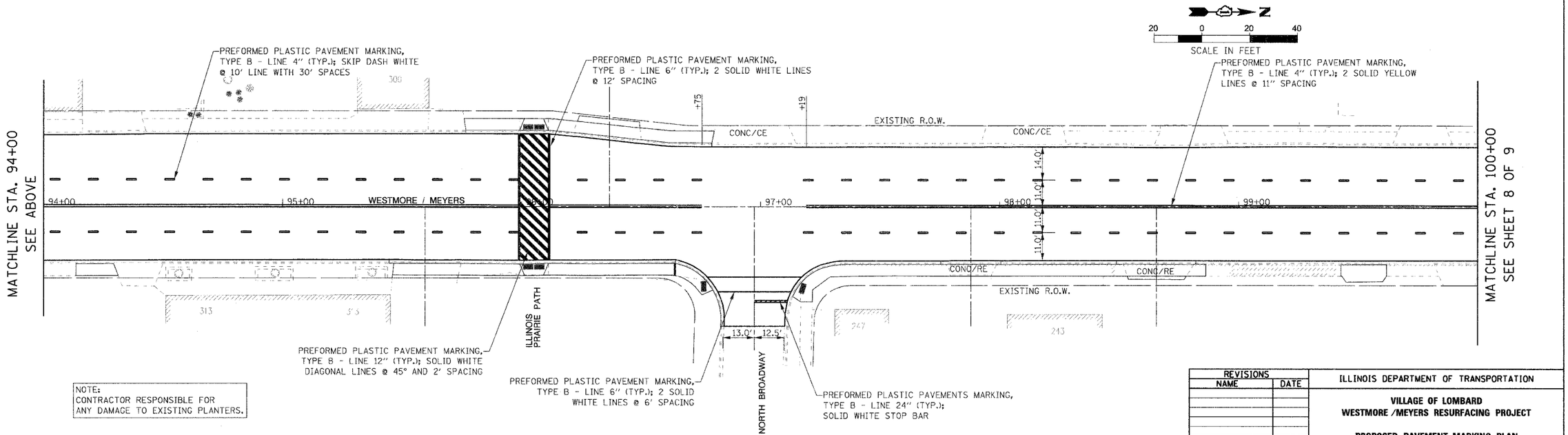
CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	33
STA. 88+00	TO STA. 100+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





NOTE:
CONTRACTOR RESPONSIBLE FOR ANY DAMAGE TO EXISTING PLANTERS.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PAVEMENT MARKING PLAN
SHEET 7 OF 9

SCALE: 1:20 DRAWN BY: TJM
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
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CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	34
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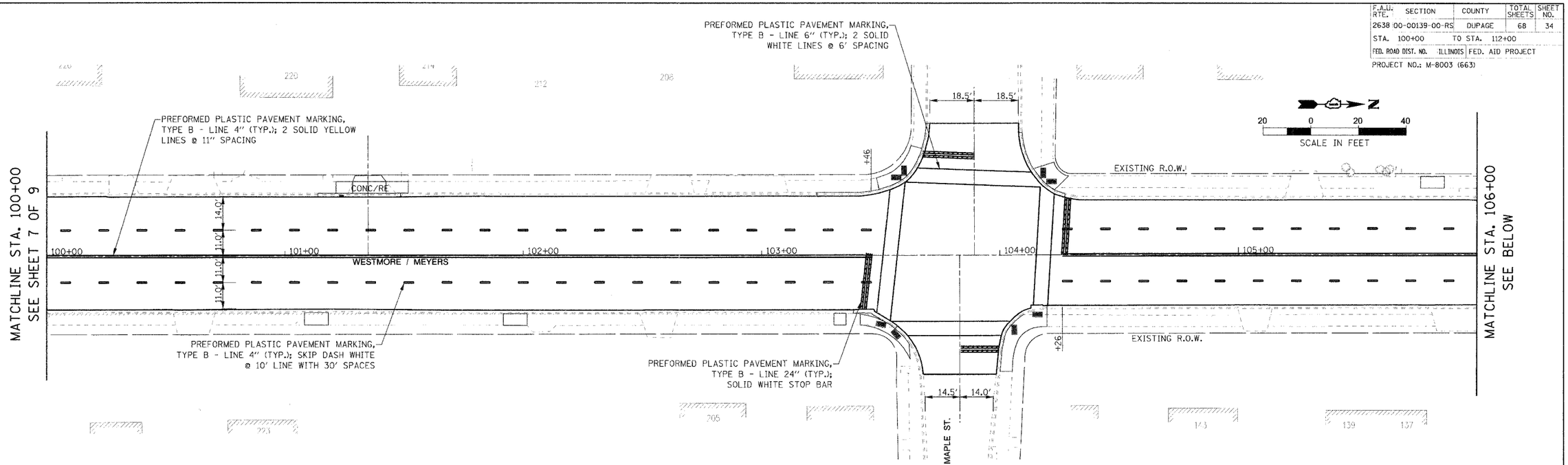
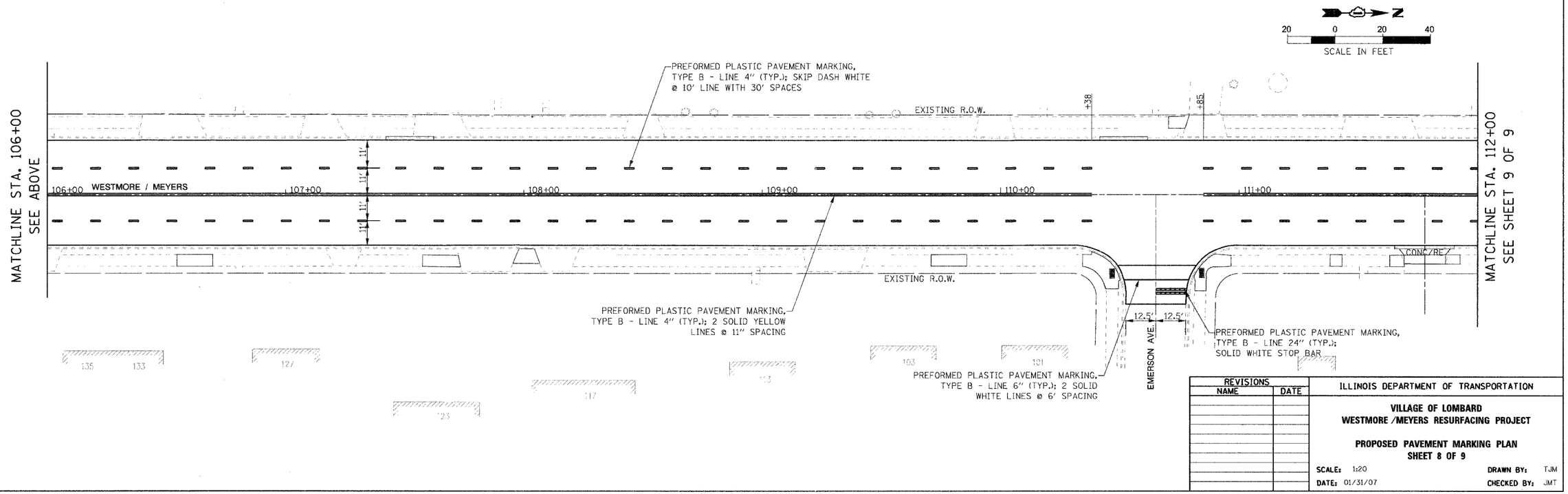
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PAVEMENT MARKING PLAN
SHEET 8 OF 9

SCALE: 1:20 DRAWN BY: TJM
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\pmksht08.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	35
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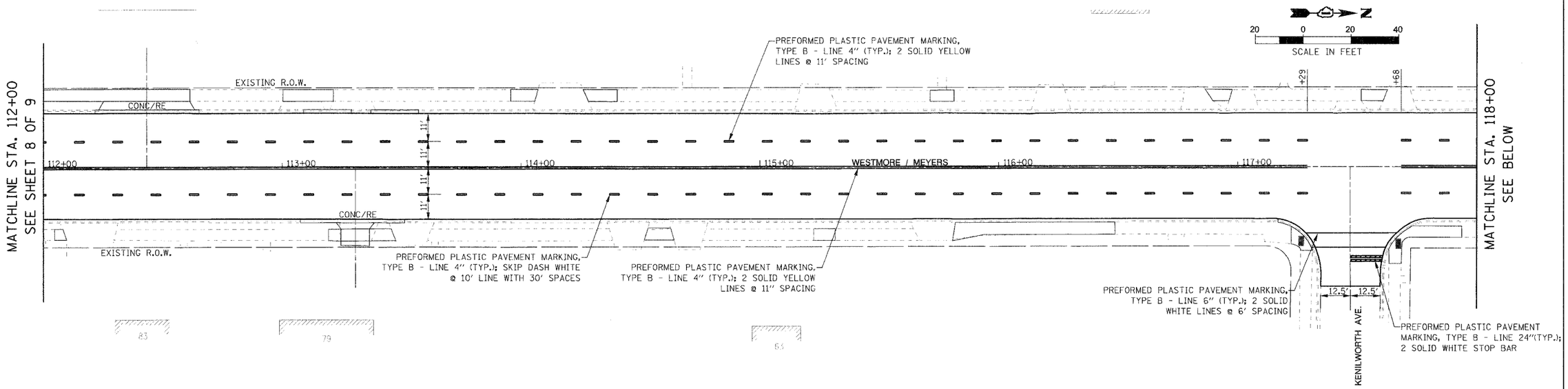
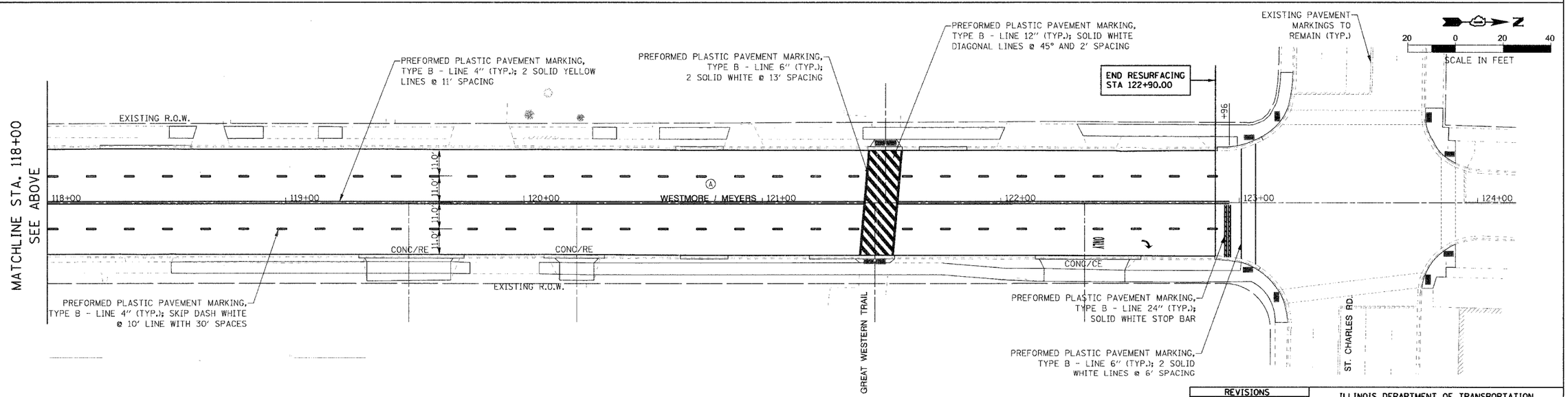
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)





REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

PROPOSED PAVEMENT MARKING PLAN
SHEET 9 OF 9

SCALE: 1:20 DRAWN BY: TJM
DATE: 01/31/07 CHECKED BY: JMT

PLOT DATE = 1/27/2007
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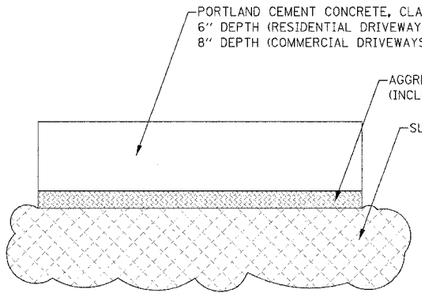
CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	36
STA. 9+00.00	TO STA. 124+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)



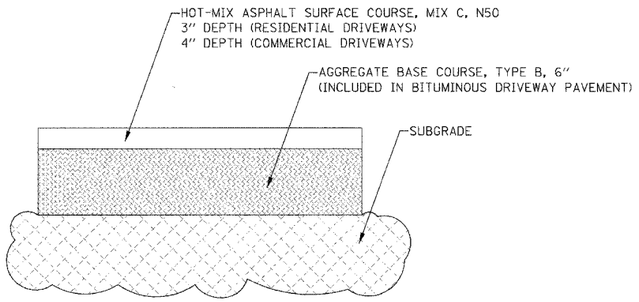
PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT SECTION

REFER TO ROADWAY PLANS FOR PCC DRIVEWAY LOCATIONS.

RESIDENTIAL DRIVEWAYS PAID FOR AS: PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL

COMMERCIAL DRIVEWAYS PAID FOR AS: OR PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL

NOTE: THICKNESS OF SIDEWALK TO BE INCREASED TO 6" OR 8" AS NECESSARY THROUGH DRIVEWAY APRONS PER VILLAGE STANDARD. (INCLUDED WITH PCC SIDEWALK, 5 INCH, SPECIAL).

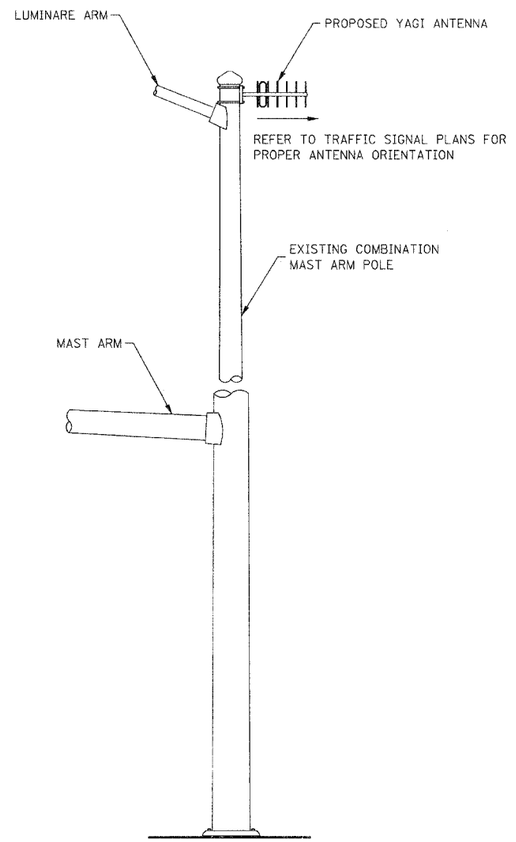


BITUMINOUS DRIVEWAY PAVEMENT SECTION

REFER TO ROADWAY PLANS FOR BITUMINOUS DRIVEWAY LOCATIONS.

RESIDENTIAL DRIVEWAYS PAID FOR AS: BITUMINOUS DRIVEWAY PAVEMENT, 9"
COMMERCIAL DRIVEWAYS PAID FOR AS: BITUMINOUS DRIVEWAY PAVEMENT, 10"

NOTE: THICKNESS OF SIDEWALK TO BE INCREASED TO 6" OR 8" AS NECESSARY THROUGH DRIVEWAY APRONS PER VILLAGE STANDARD. (INCLUDED WITH PCC SIDEWALK, 5 INCH, SPECIAL).

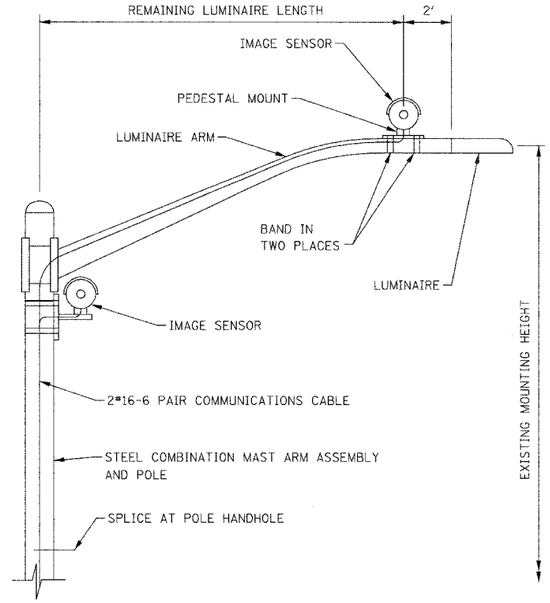


NOTE:

ANTENNA SHALL BE INSTALLED AT THE TOP OF THE COMBINATION MAST ARM POLE

ANTENNA MOUNTING DETAIL

(NOT TO SCALE)



NOTES:

1. AIM IMAGE SENSOR TOWARD DIRCTION OF TRAFFIC TO BE DETECTED.
2. MOUNT IMAGE SENSOR AIMING DOWN AT 15° ANGLE FROM HORIZON.
3. AIMING SENSOR AT DIRECT SUNLIGHT WILL CAUSE PERMANENT DAMAGE.

IMAGE SENSOR MOUNTING DETAIL DUAL CONFIGURATION

(NOT TO SCALE)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

MISCELLANEOUS DETAILS

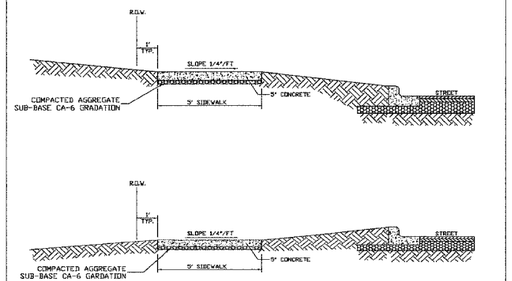
SCALE: NTS **DRAWN BY:** JRH
DATE: 01/31/07 **CHECKED BY:** JMT

PLOT DATE = 1/24/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\C4dv-de201.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	37
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)



GENERAL NOTES:

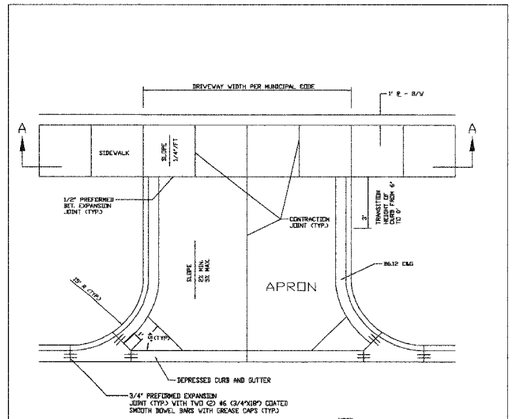
1. CONCRETE SHALL BE CLASS SI.
2. MINIMUM SIDEWALK THICKNESS SHALL BE FIVE INCHES (5").
3. SIDEWALK THICKNESS ACROSS DRIVEWAYS SHALL BE SIX INCHES (6") MINIMUM FOR RESIDENTIAL DRIVEWAYS, AND EIGHT INCHES (8") MINIMUM FOR NON-RESIDENTIAL DRIVEWAYS.
4. MAXIMUM LONGITUDINAL SLOPE SHALL NOT EXCEED 6% (6%).
5. MINIMUM TRANSVERSE SLOPE SHALL BE 1/4"/FT. (2%) TYPICAL. MAXIMUM TRANSVERSE SLOPE SHALL BE NO GREATER THAN 1/2"/FT. (4%) TYPICAL.
6. A TWO INCH (2") MINIMUM AGGREGATE SUB-BASE (CA-6 GRADATION) SHALL BE PROVIDED (FOUR INCHES (4" MINIMUM) THROUGH NON-RESIDENTIAL DRIVEWAYS).
7. AGGREGATE SUB-BASE COURSE SHALL BE MECHANICALLY COMPACTED.
8. ALL SIDEWALK SHALL BE PROMPTLY BACKFILLED AND PROTECTED FROM DAMAGE.

REV.:		REV.:	
REV.:	ERH	REV.:	3-26-99
DRAWN BY:	V.JG.	DATE:	2-16-98

M:\HOME\LABAHO\DRAWINGS\DETAILS\CH468\PAVE-02.DWG

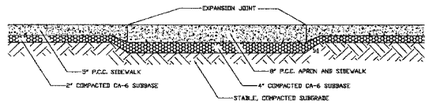
SIDEWALK

VILLAGE OF LOMBARD
PAVEMENT 2



NOTE:
ALL AGGREGATE SUBGRADE SHALL BE MECHANICALLY COMPACTED.

PLAN



SECTION A-A

REV.:		REV.:	
REV.:	ERH	REV.:	3-26-99
DRAWN BY:	V.JG.	DATE:	2-16-98

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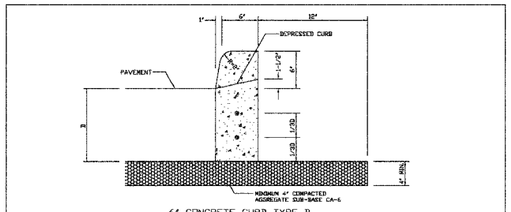
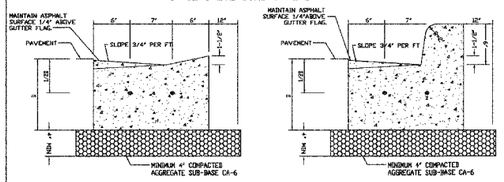
COMMERCIAL DRIVEWAY APRON

VILLAGE OF LOMBARD
PAVEMENT 7



6" CONCRETE CURB TYPE B



DEPRESSED COMBINATION CURB & GUTTER

COMBINATION CURB & GUTTER

GENERAL NOTES:

1. 3/4" PREFORMED BITUMINOUS EXPANSION JOINT MATERIAL WITH TWO #6 COATED SMOOTH DOWEL BARS (3/4" DIAMETER X 18") WITH GREASED CAPS SHALL BE PLACED EVERY 45 FEET. THEY SHALL ALSO BE PLACED AT 10' EITHER SIDE OF DRAINAGE STRUCTURES, P.C.'S, RADIUS POINTS, AND BACK OF CUL-DE-SACS. WHEN EXPANSION JOINTS ARE CONSTRUCTED ADJACENT TO EXISTING CURB AND GUTTER, THE EXISTING CURB SHALL BE DRILLED, AND TWO # 6 COATED SMOOTH DOWEL BARS (3/4" DIAMETER x 18") SHALL BE GROUTED IN PLACE. GREASE CAPS SHALL BE PLACED ON THE SIDE OF THE NEW CURB AND GUTTER AND SHALL HAVE A PINCHED STOP THAT WILL PROVIDE A MINIMUM 1" EXPANSION.
2. TOOLED CONTROL JOINTS OR SAWCUTS SHALL BE MADE EVERY 15 FEET.
3. SAWCUTS SHALL BE MADE WITHIN TWENTY-FOUR (24) HOURS AND SEALED WITH A VILLAGE APPROVED JOINT SEALANT. JOINTS SHALL BE CLEAN AND DRY PRIOR TO APPLICATION OF SEALANT.
4. TWO (2) #4 REBARS SHALL BE PLACED CONTINUEOUS THROUGHOUT THE CURB AND GUTTER.

REV.:		REV.:	
REV.:	ERH	REV.:	1-18-01
DRAWN BY:	V.JG.	DATE:	2-16-98

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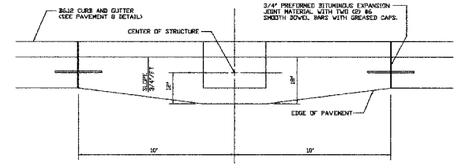
CURB AND GUTTER

VILLAGE OF LOMBARD
PAVEMENT 8



GENERAL NOTES:

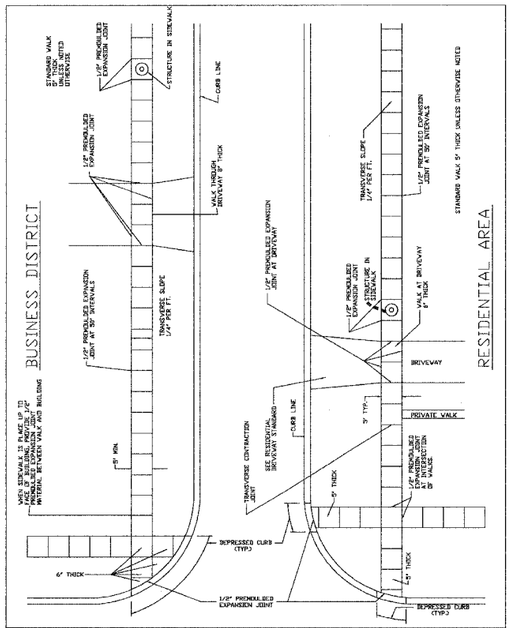
1. STORM SEWER CASTING SHALL BE NEENAH R-3278-I, EAST JORDAN 7221, OR EQUIVALENT AS APPROVED BY THE VILLAGE ENGINEER.

REV.:		REV.:	
REV.:	ERH	REV.:	2-20-99
DRAWN BY:	V.JG.	DATE:	2-16-98

M:\HOME\LABAHO\DRAWINGS\DETAILS\CH460\PAVE-13.DWG

STORM SEWER INLET CURB AND GUTTER

VILLAGE OF LOMBARD
PAVEMENT 9



REV.:		REV.:	
REV.:	ERH	REV.:	3-19-99
DRAWN BY:	V.JG.	DATE:	2-16-98

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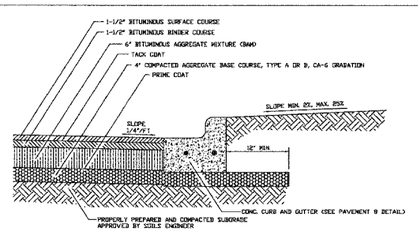
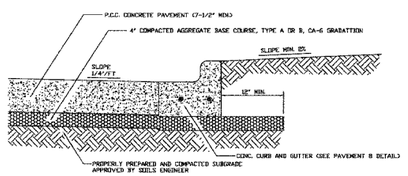
SIDEWALK CONSTRUCTION

VILLAGE OF LOMBARD
PAVEMENT 4



FLEXIBLE PAVEMENT



RIGID PAVEMENT

GENERAL NOTES:

1. DIMENSIONS SHOWN ARE MINIMUM VALUES. SOIL ANALYSIS AND TRAFFIC COUNTS SHALL BE USED FOR DETERMINING REQUIRED SECTION.
2. INTEGRAL CURB AND GUTTER SHALL NOT BE PERMITTED WITH RIGID OR COMPOSITE PAVEMENTS.
3. THE FOLLOWING MATERIALS ARE ACCEPTABLE AS BASE COURSE ALTERNATIVES: BITUMINOUS AGGREGATE MIXTURE (BAM) AND P.C. CONCRETE.
4. PROVIDE TACK COAT BETWEEN BAM AND BINDER COURSE IF NOT INSTALLED ON THE SAME DAY.

REV.:		REV.:	
REV.:	ERH	REV.:	7-14-99
DRAWN BY:	V.JG.	DATE:	2-16-98

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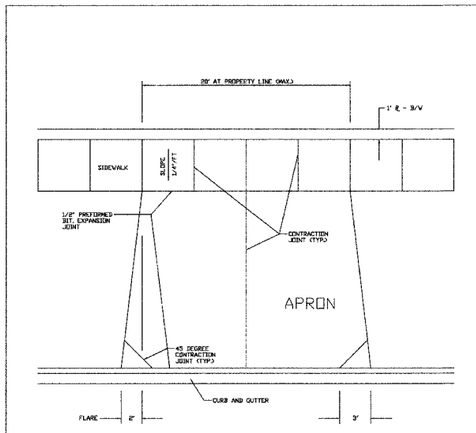
TYPICAL PAVEMENT CROSS-SECTION

VILLAGE OF LOMBARD
PAVEMENT 5



GENERAL NOTES:

1. APRONS SHALL NOT EXCEED 28 FEET IN WIDTH MEASURED AT THE RIGHT-OF-WAY LINE.
2. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED.
3. MINIMUM THICKNESS FOR APRONS: 6" P.C. CONCRETE ON 2" COMPACTED AGGREGATE SUB-BASE (CA-6 GRADATION), OR 3" BITUMINOUS SURFACE ON 6" COMPACTED AGGREGATE SUB-BASE (CA-6 GRADATION).
4. SIDEWALK SHALL EXTEND THROUGH THE DRIVEWAY.
5. DRIVEWAYS SHALL HAVE A MINIMUM SLOPE OF 2% AND A MAXIMUM SLOPE OF 8%.
6. DRIVEWAY APRONS SHALL HAVE A MINIMUM SLOPE OF 2% AND A MAXIMUM SLOPE OF 5%.
7. PATCHES ARE NOT ALLOWED IN NEW APRONS.

REV.:		REV.:	
REV.:	CRH	REV.:	3-26-99
DRAWN BY:	V.JG.	DATE:	2-16-98

M:\HOME\LABAHO\DRAWINGS\DETAILS\CH460\PAVE-6.DWG

RESIDENTIAL DRIVEWAY APRON

VILLAGE OF LOMBARD
PAVEMENT 6

NOTE:

THE VILLAGE STANDARD DETAILS SHOULD BE USED IN CONJUNCTION WITH IDOT STANDARD DETAILS. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION BETWEEN THE VILLAGE AND THE STATE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

CONSTRUCTION DETAILS
SHEET 1 OF 2

SCALE: NTS — DRAWN BY: JMT

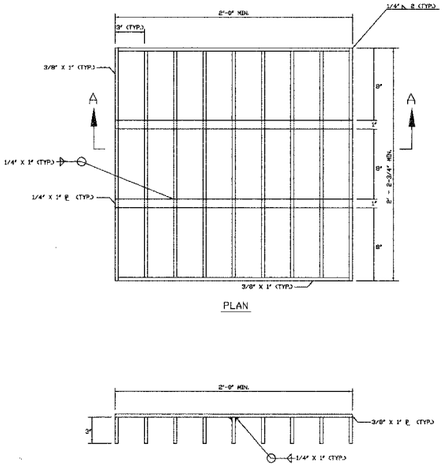
DATE: 01/31/07 — CHECKED BY: JMT

PLOT DATE = 1/24/2007
FILE NAME = i:\lombard\41489 Westmore Meyers Resurfacing\CAD\core01.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	38
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PROJECT NO.: M-8003 (663)



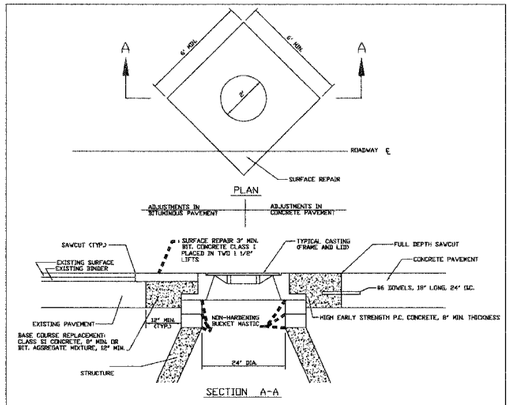
PLAN

SECTION A-A

GENERAL NOTES:

1. STRUCTURAL STEEL SHAPES AND PLATES SHALL BE IN ACCORDANCE WITH ARTICLE 505.02 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
2. ALL FABRICATIONS SHALL BE COMPLETED AND READY FOR INSTALLATION BEFORE GALVANIZING.
3. GRATES SHALL BE BOLTED DOWN.

REV.:	REV.:	STORM SEWER GRATE FOR BOX INLET	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-14-99		STORM 12
DRAWN BY: V.GIL	DATE: 2-16-98		
H:\HOME\LADING\DRAWINGS\DETAILS\DISSRSTRM-12.DVG			

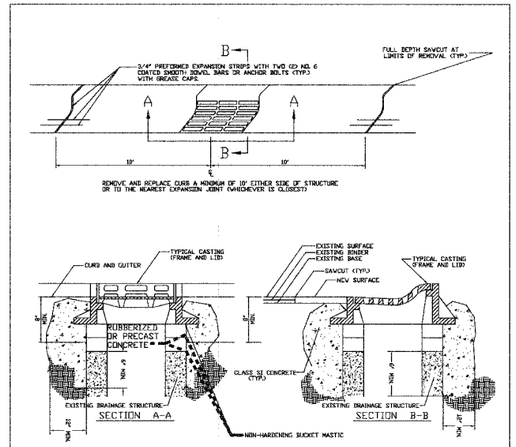


SECTION A-A

GENERAL NOTES:

1. PROVIDE SELECT GRANULAR BACKFILL, CA-6 GRADATION AROUND MANHOLE TO SUBGRADE ELEVATION.
2. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT. ONE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET ON A BED OF NON-HARDENING BUCKET MASTIC.
3. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO (2) INCHES.
4. WHEN ADJUSTMENTS ARE LOCATED IN TRAVEL LANES, THEY SHALL BE PROTECTED BY A BARRICADE WITH TWO (2) FLASHING LIGHTS, TWO (2) BARRICADES EACH WITH A SINGLE FLASHING LIGHT OR COVERED BY A ONE (1) INCH STEEL PLATE PROVIDED AND MAINTAINED BY THE CONTRACTOR UNTIL THE SURFACE RESTORATION IS COMPLETE.
5. WHEN ADJUSTMENTS TEMPORARILY RAISE A CASTING ABOVE THE ELEVATION OF THE PAVEMENT SURFACE, IN AREAS SUBJECTED TO VEHICULAR TRAFFIC, A BITUMINOUS RAMP SHALL BE TRANSITIONED A DISTANCE OF ONE (1) FOOT HORIZONTAL FOR EACH INCH OF VERTICLE DISTANCE ABOVE THE EXISTING PAVEMENT. SUCH RAMPS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL THE COMPLETION OF THE SURFACE RESTORATION.

REV.: ERH	REV.: 12-06-05	CASTING ADJUSTMENTS FOR STRUCTURES IN PAVED AREAS	VILLAGE OF LOMBARD
REV.: ERH	REV.: 7-14-99		STORM 7
DRAWN BY: V.GIL	DATE: 2-16-98		



GENERAL NOTES:

1. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT. ONE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET ON A BED OF NON-HARDENING BUCKET MASTIC.
2. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO (2) INCHES.
3. MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS.
4. ALL REMOVABLE CASTINGS SHALL BE ORIENTED SO THE OPENING IN THE GRATE PROVIDES THE MAXIMUM HYDRAULIC EFFICIENCY.

REV.: ERH	REV.: 12-06-05	CASTING ADJUSTMENTS FOR STRUCTURES IN THE CURB LINE	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-16-99		STORM 8
DRAWN BY: V.GIL	DATE: 2-16-98		

NOTE:

THE VILLAGE STANDARD DETAILS SHOULD BE USED IN CONJUNCTION WITH IDOT STANDARD DETAILS. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION BETWEEN THE VILLAGE AND THE STATE.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

CONSTRUCTION DETAILS
SHEET 2 OF 2

SCALE: NTS — DRAWN BY: JMT

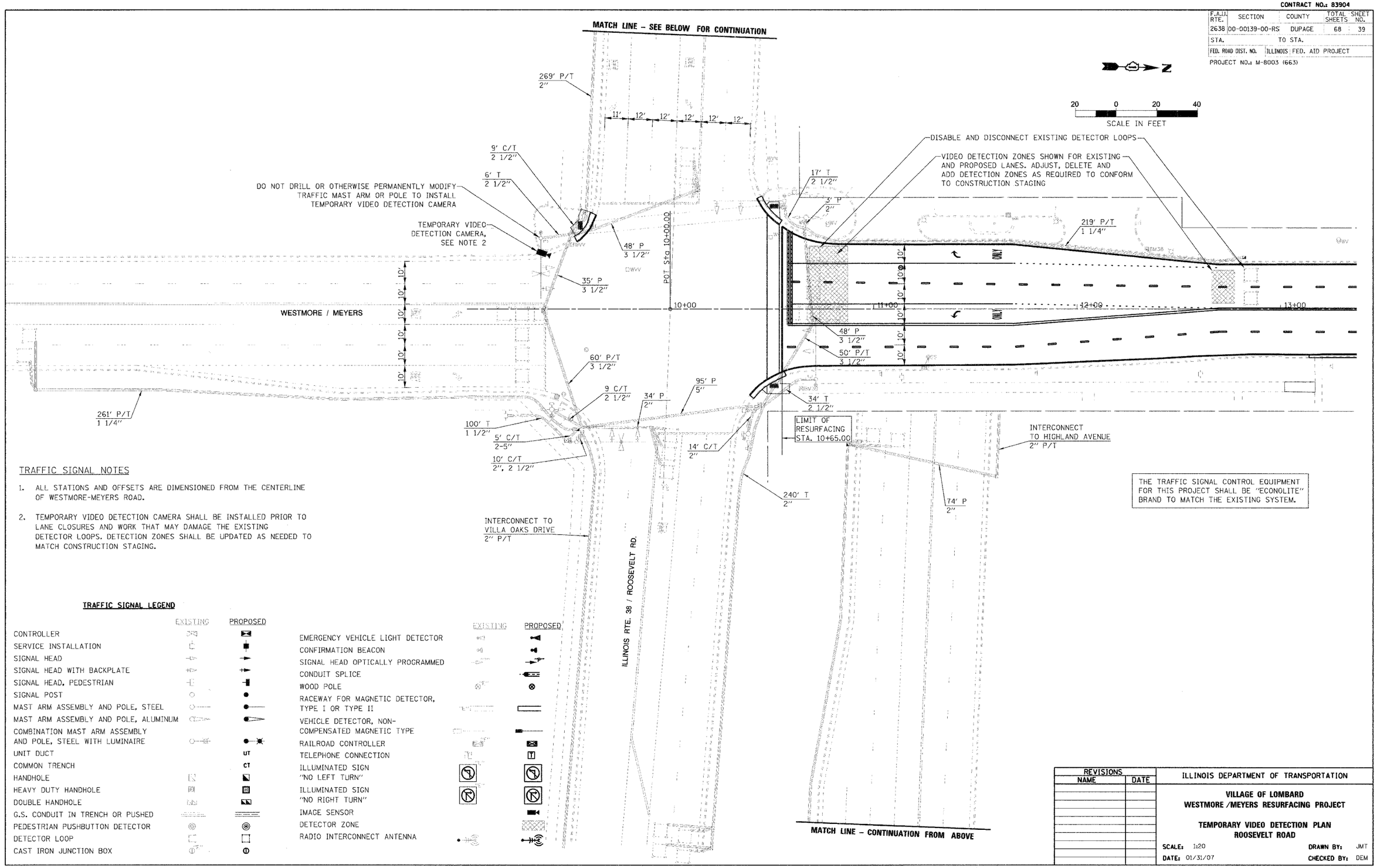
DATE: 01/31/07 — CHECKED BY: JMT

PLOT DATE = 1/24/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\cads12d.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	39
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)



TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF WESTMORE-MEYERS ROAD.
2. TEMPORARY VIDEO DETECTION CAMERA SHALL BE INSTALLED PRIOR TO LANE CLOSURES AND WORK THAT MAY DAMAGE THE EXISTING DETECTOR LOOPS. DETECTION ZONES SHALL BE UPDATED AS NEEDED TO MATCH CONSTRUCTION STAGING.

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

TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT		UT
COMMON TRENCH		CT
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		

	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROLLER		
TELEPHONE CONNECTION		
ILLUMINATED SIGN "NO LEFT TURN"		
ILLUMINATED SIGN "NO RIGHT TURN"		
IMAGE SENSOR		
DETECTOR ZONE		
RADIO INTERCONNECT ANTENNA		

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TEMPORARY VIDEO DETECTION PLAN
ROOSEVELT ROAD

SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

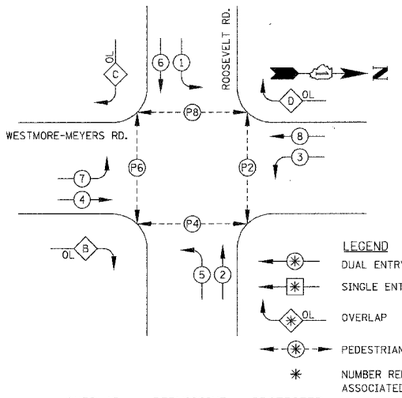
PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41491 Westmore Meyers Resurfacing\CAD\tsp\tsh01 TEMP.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	40
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

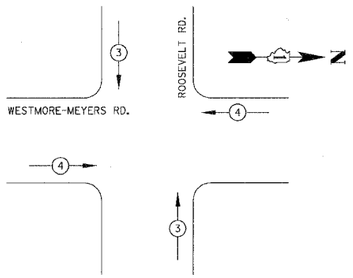
PROJECT NO.: M-8003 (663)

PHASE DESIGNATION DIAGRAM/CONTROLLER SEQUENCE



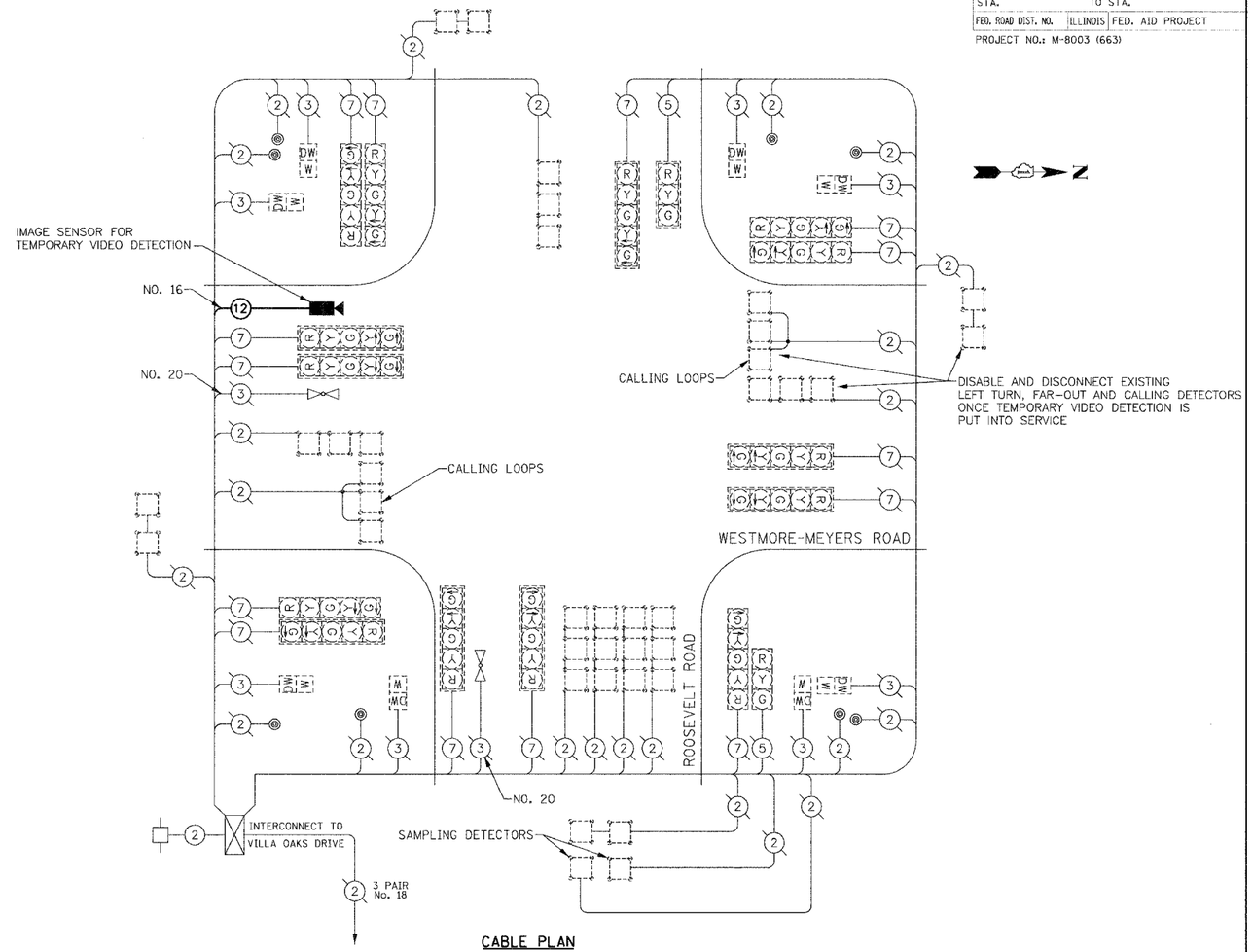
OVERLAP LETTER	PERMISSIVE PHASE		PROTECTED PHASE
B	= 4	+	5
C	= 6	+	7
D	= 8	+	1

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
←G	←G	LEFT TURN GREEN
←Y	←Y	LEFT TURN YELLOW
DW W	DW W	12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER
		SERVICE INSTALLATION
T	T	TELEPHONE CONNECTION
		DETECTOR LOOP
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
"R"		RAILROAD CONTROL CABINET
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		ILLUMINATED SIGN "NO LEFT TURN"
"E"		ILLUMINATED SIGN "NO RIGHT TURN"
		RADIO INTERCONNECT ANTENNA
		IMAGE SENSOR
#	#	COAXIAL CABLE



CABLE PLAN

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS ×	WATTAGE INCAND.	WATTAGE LED	× % OPERATION	
SIGNAL (RED)	16	135		0.50	1080.00
(YELLOW)	16	135		0.25	540.00
(GREEN)	16	135		0.25	540.00
ARROW	28	135		0.10	378.00
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1	100		1.00	100.00
DET. CAMERA	1	25		1.00	25.00
					-
					-
					-
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	2863.00

STATE OF ILLINOIS
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60195-1096

ENERGY SUPPLY: CONTACT: _____
PHONE: _____
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
C - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2= (6m+L-0.6m)=	
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QTY
TEMPORARY VIDEO DETECTION	L.S.	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1

NOTES:

1. EXISTING MASTER CONTROLLER IS LOCATED AT THIS INTERSECTION IN THE SAME CABINET AS THE LOCAL CONTROLLER.
2. PROGRAM TEMPORARY VIDEO DETECTION ZONES TO CONFORM WITH EACH CONSTRUCTION STAGE MAINTENANCE OF TRAFFIC.
3. DISABLE AND BAG SIGNAL HEADS AS REQUIRED FOR TRAFFIC MOVEMENTS NOT AVAILABLE DURING EACH STAGE OF CONSTRUCTION.

REMOVAL NOTE:

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: VILLAGE OF LOMBARD, ILLINOIS

2 – LIGHT DETECTORS

1 – LIGHT DETECTOR AMPLIFIER

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TEMPORARY VIDEO DETECTION
TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES AND SEQUENCE OF OPERATIONS
ROOSEVELT ROAD

SCALE: N.T.S. DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

PLOT DATE = 2/21/2007
FILE NAME = s:\Lombard\41489 Westmore Meyers Resurfacing\CAD\tscshBITEMP.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	41
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

MATCH LINE – SEE BELOW FOR CONTINUATION

N

20 0 20 40
SCALE IN FEET

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

REPLACE ALL DETECTOR LOOPS THAT ARE DAMAGED BY CONSTRUCTION WORK. UNDAMAGED LOOPS SHALL REMAIN IN SERVICE. DETECTOR LOOP WIRING SHALL BE CONTINUOUS TO THE HANDHOLE. SPLICES ARE ONLY PERMITTED IN THE HANDHOLE BETWEEN THE DETECTOR LOOP AND THE EXISTING LEAD-IN CABLES

WESTMORE / MEYERS

ILLINOIS RTE. 38 / ROOSEVELT RD.

POT Sta 10+00.00

10+00 11+00 12+00 13+00

269' P/T 2"
9' C/T 2 1/2"
6' T 2 1/2"
48' P 3 1/2"
35' P 3 1/2"
261' P/T 1 1/4"
60' P/T 3 1/2"
9 C/T 2 1/2"
34' P 2"
100' T 1 1/2"
5' C/T 2-5"
10' C/T 2", 2 1/2"
INTERCONNECT TO VILLA OAKS DRIVE 2" P/T
95' P 5"
14' C/T 2"
240' T 2"
17' T 2 1/2"
3' P 2"
5' C/T 3-1" UD
48' P 3 1/2"
50' P/T 3 1/2"
34' T 2 1/2"
219' P/T 1 1/4"
4' C/T 2-1" UD
LIMIT OF RESURFACING STA. 10+65.00
INTERCONNECT TO HIGHLAND AVENUE 2" P/T
74' P 2"

MATCH LINE – CONTINUATION FROM ABOVE

TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF WESTMORE-MEYERS ROAD.
2. EXISTING DETECTOR LOOPS DAMAGED BY CONSTRUCTION WORK SHALL BE REPLACED IN KIND. LOOPS SHALL BE INSTALLED IN THE BINDER COURSE AND COVERED BY THE SURFACE COURSE.

TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT		UT
COMMON TRENCH		CT
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		

	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROLLER		
TELEPHONE CONNECTION		
ILLUMINATED SIGN "NO LEFT TURN"		
ILLUMINATED SIGN "NO RIGHT TURN"		
IMAGE SENSOR		
DETECTOR ZONE		
RADIO INTERCONNECT ANTENNA		

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL MODIFICATION PLAN
ROOSEVELT ROAD

SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\d1489 Westmore Meyers Resurfacing\CAD\vepath08.dgn

CONTRACT NO.: 83904

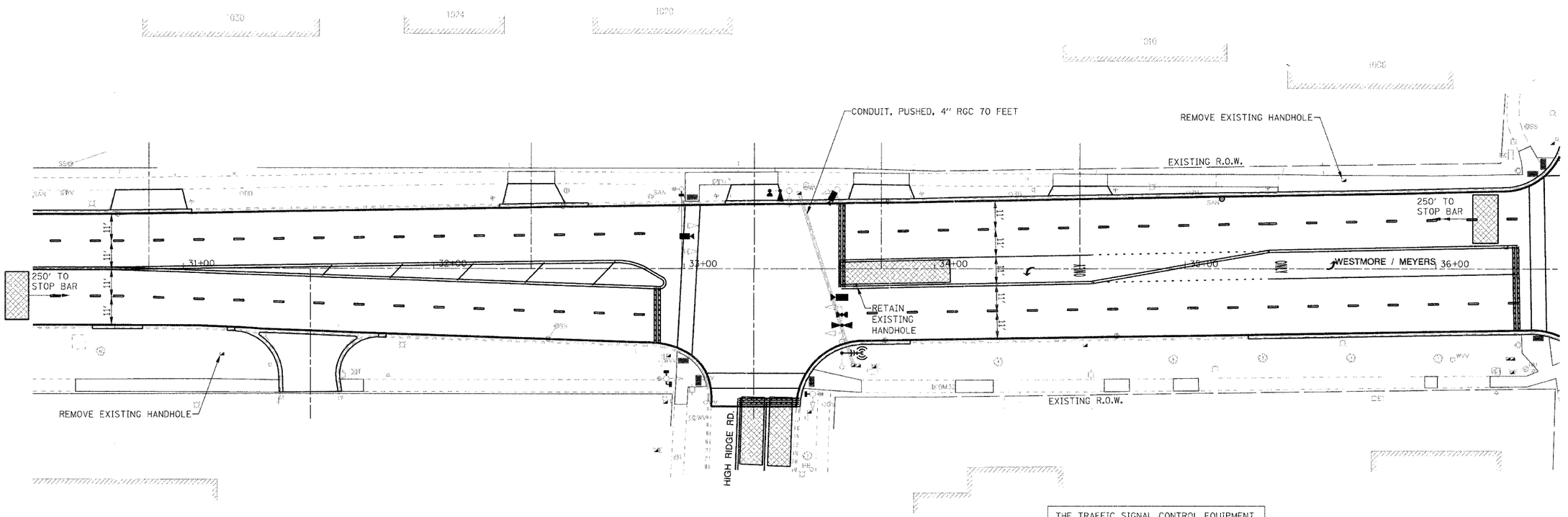
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	42
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

N

20 0 20 40

SCALE IN FEET



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

TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT		UT
COMMON TRENCH		CT
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		

	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		"P"
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROLLER		
TELEPHONE CONNECTION		T
ILLUMINATED SIGN "NO LEFT TURN"		
ILLUMINATED SIGN "NO RIGHT TURN"		
IMAGE SENSOR		
DETECTOR ZONE		
RADIO INTERCONNECT ANTENNA		

TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF WESTMORE-MEYERS ROAD.
2. THE VIDEO DETECTION SYSTEM'S MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE ASSISTANCE IN ALL CABLE TERMINATIONS.
3. ALL DETECTION ZONES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED AND LAID OUT BY VILLAGE PERSONNEL.
4. EXISTING DETECTOR LOOPS SHALL BE ABANDONED.
5. THE EXISTING LIGHT DETECTORS AND LIGHT DETECTOR AMPLIFIER SHALL BE REMOVED AND REPLACED WITH NEW LIGHT DETECTORS AND LIGHT DETECTOR AMPLIFIERS WITH CONFIRMATION BEACONS. THIS WORK SHALL BE COMPLETED ON A SINGLE DAY BETWEEN THE HOURS OF 9 A.M. AND 3 P.M. THE VILLAGE OF LOMBARD SHALL BE NOTIFIED 48 HOURS PRIOR TO THIS WORK BEING DONE.
6. ALL DETECTOR LOOP LEAD-IN CABLES SHALL BE REMOVED FROM THE EXISTING CONDUIT SYSTEM.
7. THE PROPOSED PEDESTRIAN HEADS SHALL BE PAINTED TO MATCH THE COLOR OF THE EXISTING SIGNAL EQUIPMENT. THIS WORK SHALL BE INCLUDED TO PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL MODERNIZATION PLAN
HIGHRIDGE ROAD

SCALE: 1:20 DRAWN BY: JMT

DATE: 01/31/07 CHECKED BY: DEM

PLOT DATE = 1/27/2007
FILE NAME = j:\Lombard\41489 Westmore Meyers Resurfacing\CAD\tssanh02.dgn

CONTRACT NO.: 83904

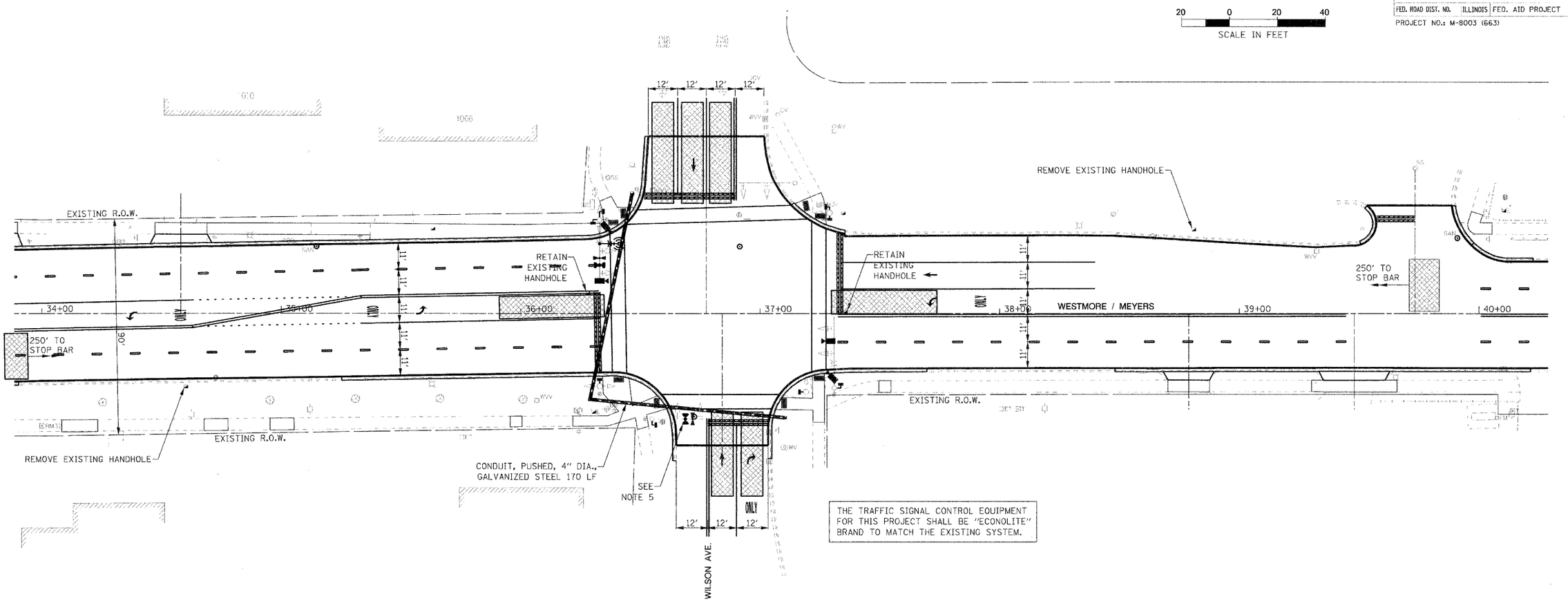
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	43
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

N

20 0 20 40

SCALE IN FEET



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

TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT		UT
COMMON TRENCH		CT
HANDHOLE		
HEAVY DUTY HANDHOLE		HH
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		

	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROLLER		
TELEPHONE CONNECTION		T
ILLUMINATED SIGN "NO LEFT TURN"		
ILLUMINATED SIGN "NO RIGHT TURN"		
IMAGE SENSOR		
DETECTOR ZONE		
RADIO INTERCONNECT ANTENNA		

TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF WESTMORE-MEYERS ROAD.
2. THE VIDEO DETECTION SYSTEM'S MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE ASSISTANCE IN ALL CABLE TERMINATIONS.
3. ALL DETECTION ZONES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED AND LAID OUT BY VILLAGE PERSONNEL.
4. EXISTING DETECTOR LOOPS SHALL BE ABANDONED.
5. THE EXISTING LIGHT DETECTORS AND LIGHT DETECTOR AMPLIFIER SHALL BE REMOVED AND REPLACED WITH NEW LIGHT DETECTORS AND LIGHT DETECTOR AMPLIFIERS WITH CONFIRMATION BEACONS. THIS WORK SHALL BE COMPLETED ON A SINGLE DAY BETWEEN THE HOURS OF 9 A.M. AND 3 P.M. THE VILLAGE OF LOMBARD SHALL BE NOTIFIED 48 HOURS PRIOR TO THIS WORK BEING DONE.
6. ALL DETECTOR LOOP LEAD-IN CABLES SHALL BE REMOVED FROM THE EXISTING CONDUIT SYSTEM.
7. THE PROPOSED PEDESTRIAN HEADS SHALL BE PAINTED TO MATCH THE COLOR OF THE EXISTING SIGNAL EQUIPMENT. THIS WORK SHALL BE INCLUDED TO PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL MODERNIZATION PLAN
WILSON AVENUE

SCALE: 1:20 DRAWN BY: JMT

DATE: 01/31/07 CHECKED BY: DEM

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41499 Westmore Meyers Resurfacing\CAD\tsps1d83.dgn

CONTRACT NO.: 83904

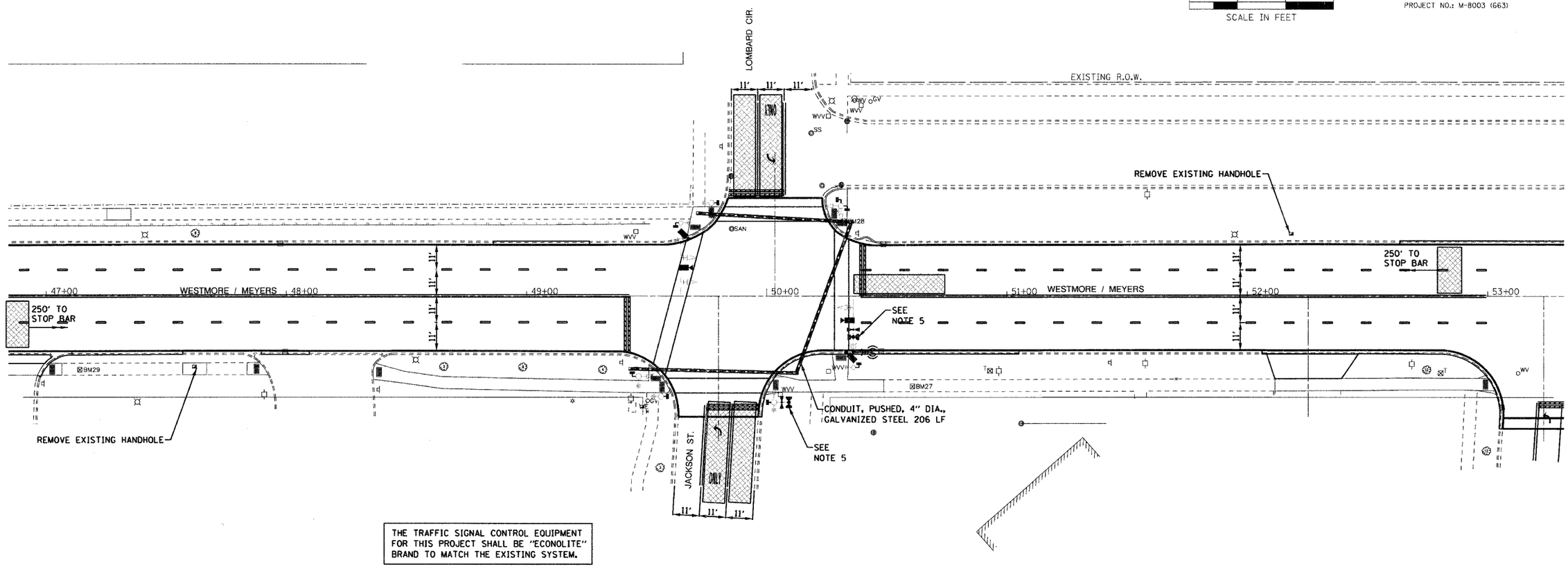
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	44
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

N

20 0 20 40

SCALE IN FEET



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

TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT		UT
COMMON TRENCH		CT
HANDHOLE		
HEAVY DUTY HANDHOLE		H
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		

	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		"P"
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROLLER		
TELEPHONE CONNECTION		T
ILLUMINATED SIGN "NO LEFT TURN"		
ILLUMINATED SIGN "NO RIGHT TURN"		
IMAGE SENSOR		
DETECTOR ZONE		
RADIO INTERCONNECT ANTENNA		

TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF WESTMORE-MEYERS ROAD.
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5. THE EXISTING LIGHT DETECTORS AND LIGHT DETECTOR AMPLIFIER SHALL BE REMOVED AND REPLACED WITH NEW LIGHT DETECTORS AND LIGHT DETECTOR AMPLIFIERS WITH CONFIRMATION BEACONS. THIS WORK SHALL BE COMPLETED ON A SINGLE DAY BETWEEN THE HOURS OF 9 A.M. AND 3 P.M. THE VILLAGE OF LOMBARD SHALL BE NOTIFIED 48 HOURS PRIOR TO THIS WORK BEING DONE.
6. ALL DETECTOR LOOP LEAD-IN CABLES SHALL BE REMOVED FROM THE EXISTING CONDUIT SYSTEM.
7. THE PROPOSED PEDESTRIAN HEADS SHALL BE PAINTED TO MATCH THE COLOR OF THE EXISTING SIGNAL EQUIPMENT. THIS WORK SHALL BE INCLUDED TO PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL MODERNIZATION PLAN
JACKSON STREET /LOMBARD CIRCLE

SCALE: 1:20 DRAWN BY: JMT

DATE: 01/31/07 CHECKED BY: DEM

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\tspsh03R.dgn

CONTRACT NO.: 83904

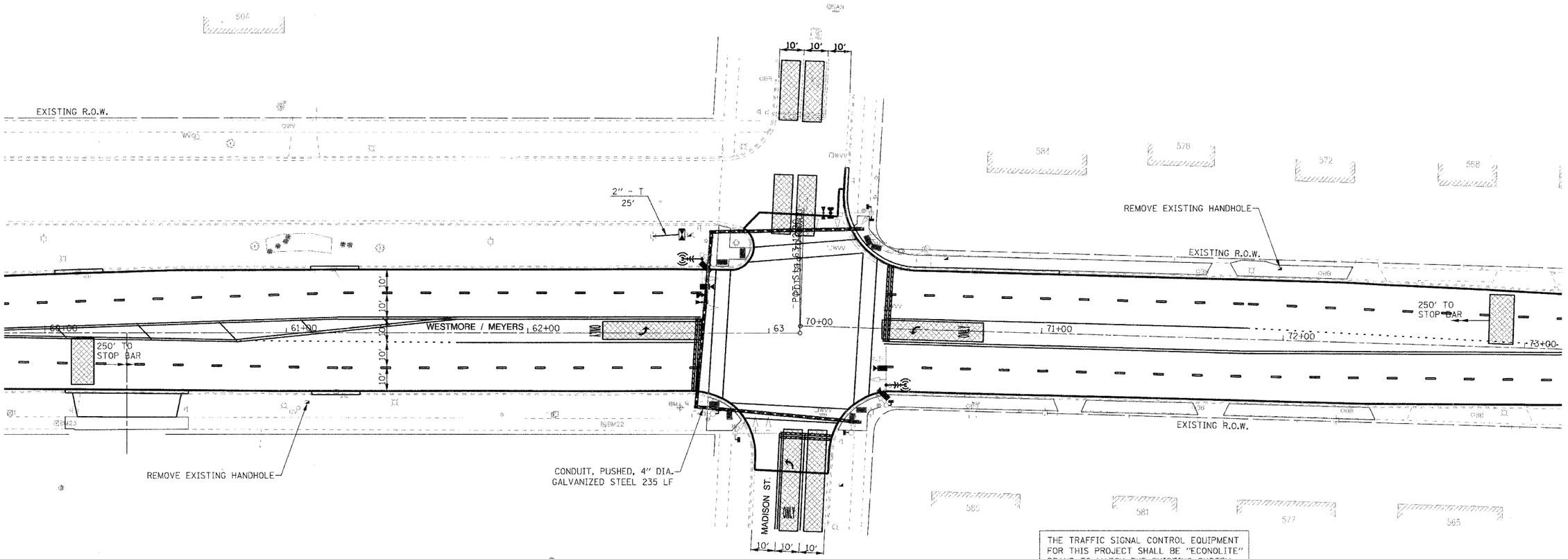
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	45
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

N

20 0 20 40

SCALE IN FEET



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

TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT		UT
COMMON TRENCH		CT
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		

	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROLLER		
TELEPHONE CONNECTION		
ILLUMINATED SIGN "NO LEFT TURN"		
ILLUMINATED SIGN "NO RIGHT TURN"		
IMAGE SENSOR		
DETECTOR ZONE		
RADIO INTERCONNECT ANTENNA		

TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF WESTMORE-MEYERS ROAD.
2. THE VIDEO DETECTION SYSTEM'S MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE ASSISTANCE IN ALL CABLE TERMINATIONS.
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4. EXISTING DETECTOR LOOPS SHALL BE ABANDONED.
5. THE EXISTING LIGHT DETECTORS AND LIGHT DETECTOR AMPLIFIER SHALL BE REMOVED AND REPLACED WITH NEW LIGHT DETECTORS AND LIGHT DETECTOR AMPLIFIERS WITH CONFIRMATION BEACONS. THIS WORK SHALL BE COMPLETED ON A SINGLE DAY BETWEEN THE HOURS OF 9 A.M. AND 3 P.M. THE VILLAGE OF LOMBARD SHALL BE NOTIFIED 48 HOURS PRIOR TO THIS WORK BEING DONE.
6. ALL DETECTOR LOOP LEAD-IN CABLES SHALL BE REMOVED FROM THE EXISTING CONDUIT SYSTEM.
7. THE PROPOSED PEDESTRIAN HEADS AT THE MADISON STREET INTERSECTION SHALL HAVE COUNTDOWN DISPLAYS.
8. THE PROPOSED PEDESTRIAN HEADS SHALL BE PAINTED TO MATCH THE COLOR OF THE EXISTING SIGNAL EQUIPMENT. THIS WORK SHALL BE INCLUDED TO PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL MODERNIZATION PLAN
MADISON STREET

SCALE: 1:20 DRAWN BY: JMT

DATE: 01/31/07 CHECKED BY: DEM

PLOT DATE = 1/27/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\tspsht05.dgn

CONTRACT NO.: 83904

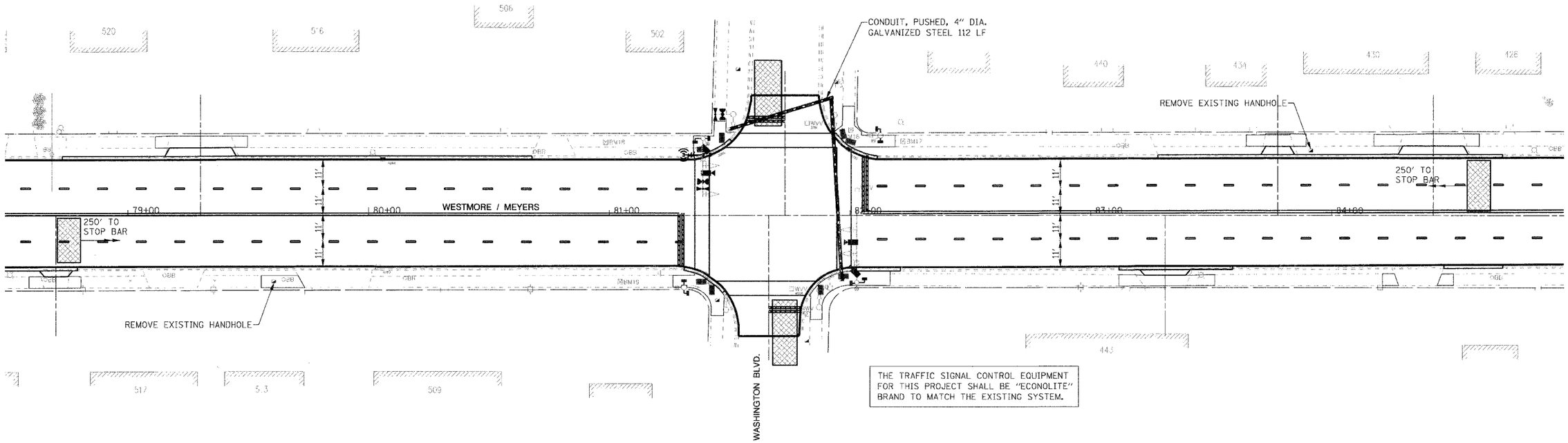
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	46
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

N

20 0 20 40

SCALE IN FEET



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

TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT		UT
COMMON TRENCH		CT
HANDHOLE		
HEAVY DUTY HANDHOLE		H
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE LIGHT DETECTOR		

	EXISTING	PROPOSED
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROLLER		
TELEPHONE CONNECTION		
ILLUMINATED SIGN "NO LEFT TURN"		
ILLUMINATED SIGN "NO RIGHT TURN"		
IMAGE SENSOR		
DETECTOR ZONE		
RADIO INTERCONNECT ANTENNA		

TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF WESTMORE-MEYERS ROAD.
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6. ALL DETECTOR LOOP LEAD-IN CABLES SHALL BE REMOVED FROM THE EXISTING CONDUIT SYSTEM.
7. THE PROPOSED PEDESTRIAN HEADS SHALL BE PAINTED TO MATCH THE COLOR OF THE EXISTING SIGNAL EQUIPMENT. THIS WORK SHALL BE INCLUDED TO PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL MODERNIZATION PLAN
WASHINGTON BOULEVARD

SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

PLOT DATE = 1/27/2007
FILE NAME = s:\Lombard\41489 Westmore Meyers Resurfacing\CAD\tspatit26.dgn

CONTRACT NO.: 83904

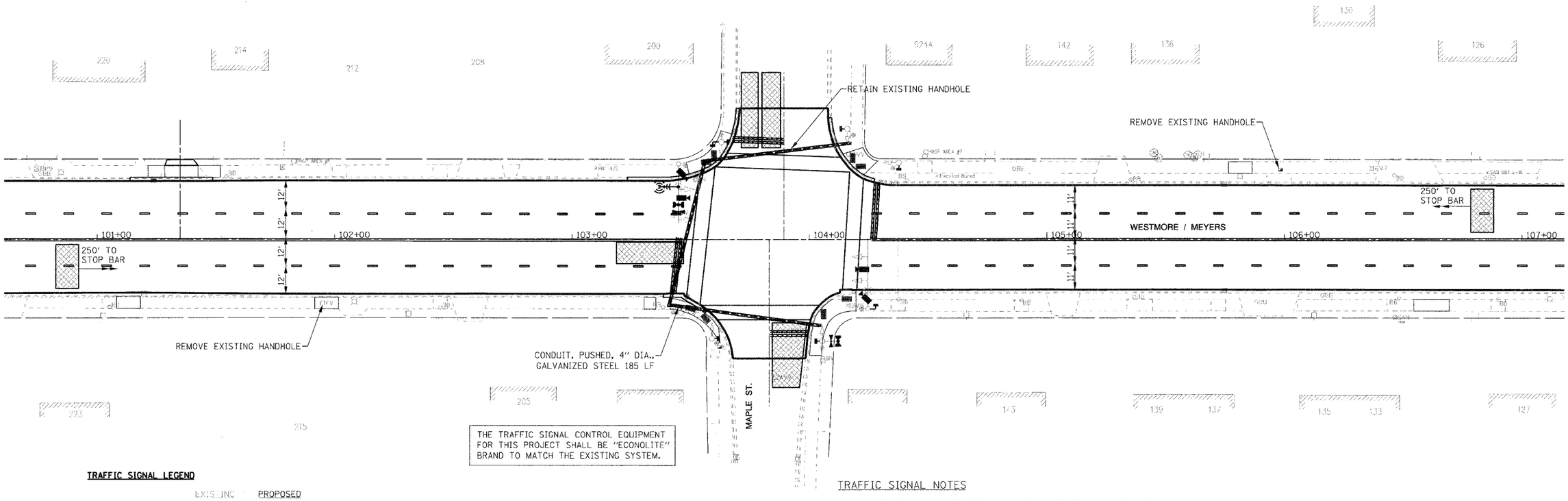
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	47
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

N

20 0 20 40

SCALE IN FEET



TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT		UT
COMMON TRENCH		CT
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE LIGHT DETECTOR		

	EXISTING	PROPOSED
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROLLER		
TELEPHONE CONNECTION		
ILLUMINATED SIGN "NO LEFT TURN"		
ILLUMINATED SIGN "NO RIGHT TURN"		
IMAGE SENSOR		
DETECTOR ZONE		
RADIO INTERCONNECT ANTENNA		

TRAFFIC SIGNAL NOTES

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6. ALL DETECTOR LOOP LEAD-IN CABLES SHALL BE REMOVED FROM THE EXISTING CONDUIT SYSTEM.
7. THE PROPOSED PEDESTRIAN HEADS SHALL BE PAINTED TO MATCH THE COLOR OF THE EXISTING SIGNAL EQUIPMENT. THIS WORK SHALL BE INCLUDED TO PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL MODERNIZATION PLAN
MAPLE STREET

SCALE: 1:20 DRAWN BY: JMT

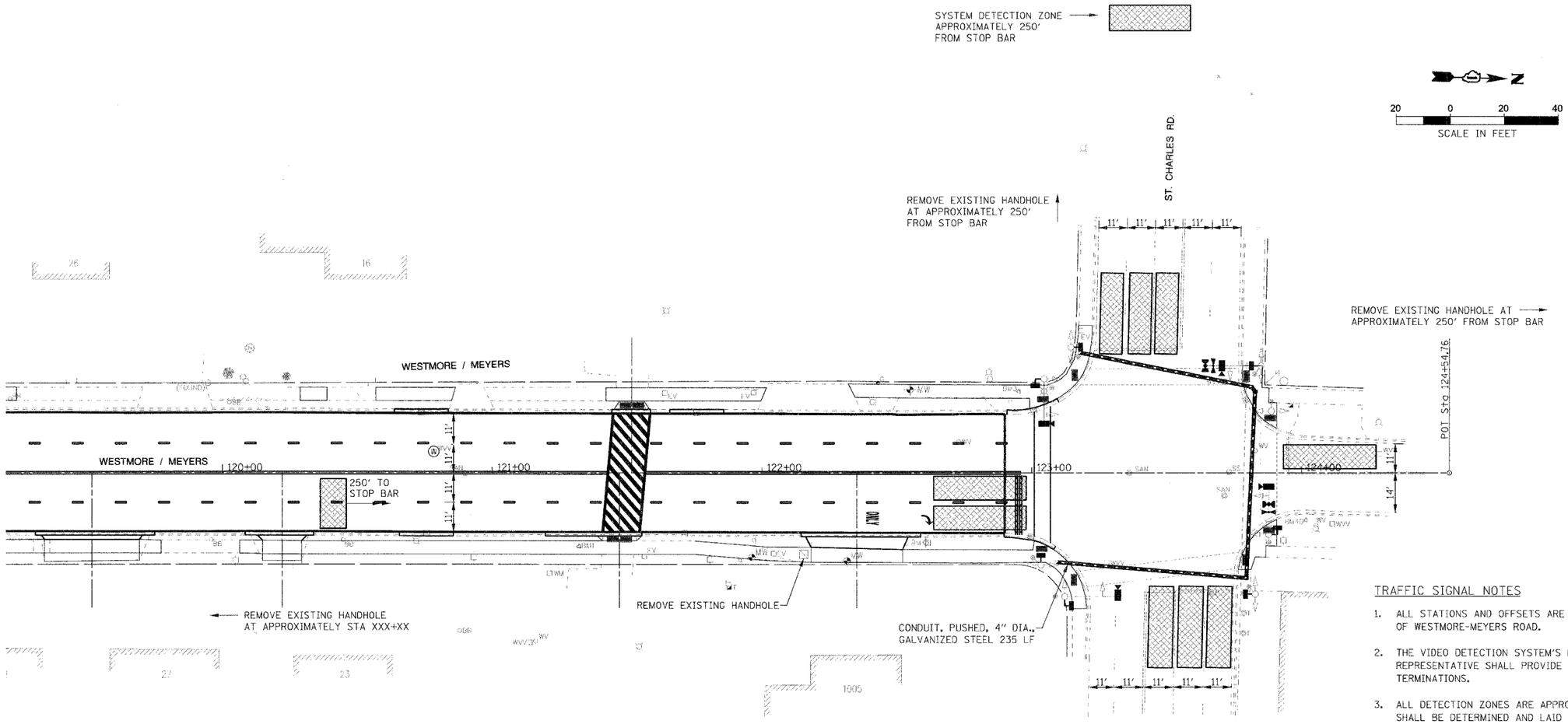
DATE: 01/31/07 CHECKED BY: DEM

PLOT DATE = 1/27/2007
FILE NAME = s:\Lombard\41493 Westmore Meyers Resurfacing\CAD\tspsh07.dgn

CONTRACT NO.: 83904

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	48
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)



TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT		UT
COMMON TRENCH		CT
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE LIGHT DETECTOR		

	EXISTING	PROPOSED
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		"P"
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROLLER		
TELEPHONE CONNECTION		T
ILLUMINATED SIGN "NO LEFT TURN"		
ILLUMINATED SIGN "NO RIGHT TURN"		
IMAGE SENSOR		
DETECTOR ZONE		
RADIO INTERCONNECT ANTENNA		

REMOVE EXISTING HANDHOLE AT APPROXIMATELY 250' FROM STOP BAR.

SYSTEM DETECTION ZONE APPROXIMATELY 250' FROM STOP BAR

TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF WESTMORE-MEYERS ROAD.
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REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL MODERNIZATION PLAN
ST. CHARLES ROAD

SCALE: 1:20 DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

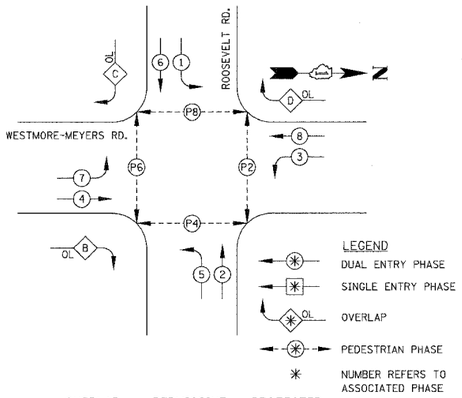
PLOT DATE = 1/27/2007
FILE NAME = s:\Lombard\41491 Westmore Meyers Resurfacing\CAD\tsposht08.dgn

CONTRACT NO.: 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	49
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

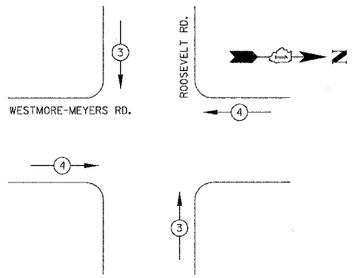
PROJECT NO.: M-8003 (663)

PHASE DESIGNATION DIAGRAM/CONTROLLER SEQUENCE



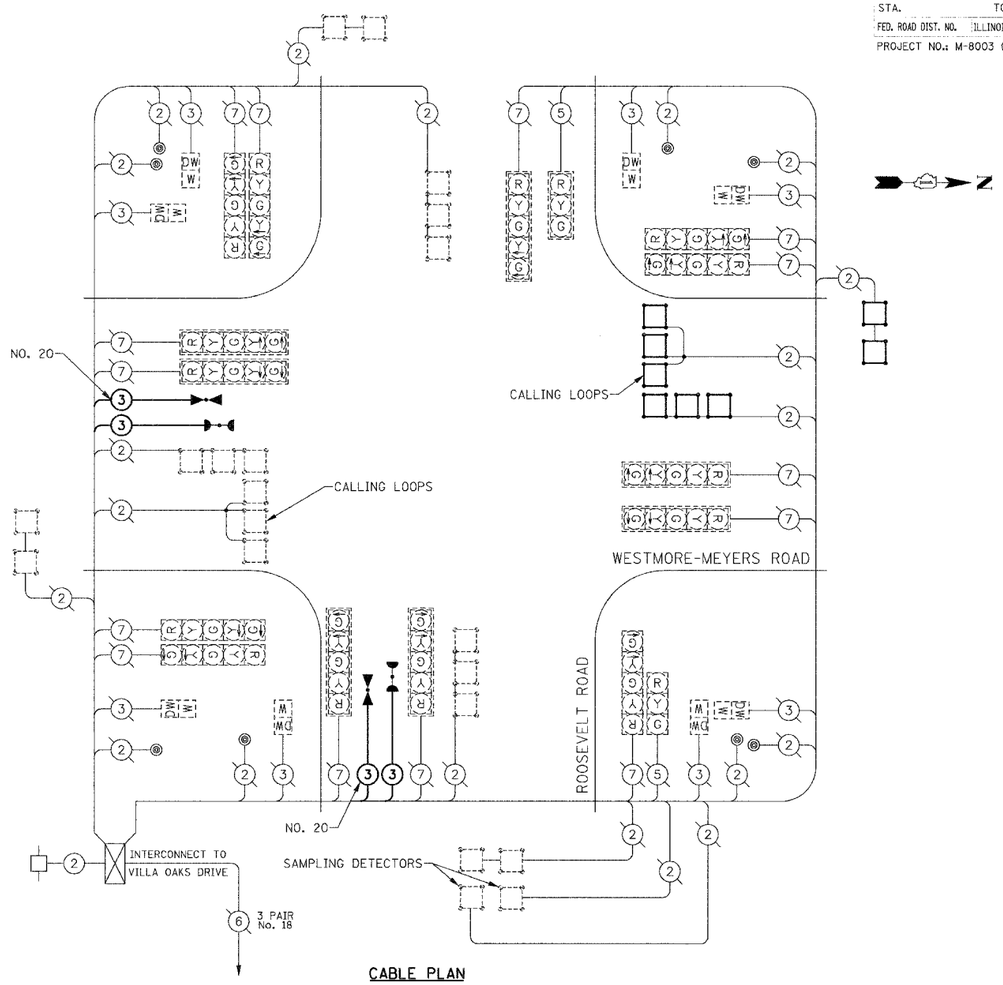
OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
B	=	4	+	5
C	=	6	+	7
D	=	8	+	1

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

EXISTING	PROPOSED	
C	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
G	←G	LEFT TURN GREEN
Y	←Y	LEFT TURN YELLOW
DW W	DW W	12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER
		SERVICE INSTALLATION
	T	TELEPHONE CONNECTION
		DETECTOR LOOP
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
"E"		RAILROAD CONTROL CABINET
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		ILLUMINATED SIGN "NO LEFT TURN"
"E"		ILLUMINATED SIGN "NO RIGHT TURN"
		RADIO INTERCONNECT ANTENNA
		IMAGE SENSOR
#	#	COAXIAL CABLE



CABLE PLAN

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	16	135		0.50	1080.00
(YELLOW)	16	135		0.25	540.00
(GREEN)	16	135		0.25	540.00
ARROW	28	135		0.10	378.00
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1	100		1.00	100.00
DET. CAMERA	1	25		1.00	25.00
					-
					-
					-
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	2863.00

STATE OF ILLINOIS
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60195-1096

ENERGY SUPPLY: CONTACT: _____
PHONE: _____
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
C - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2=	(6m+L-0.6m)=
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

SCHEDULE OF QUANTITIES

	DESCRIPTION	UNIT	QTY
	DETECTOR LOOP, TYPE 1	FOOT	318
*	LIGHT DETECTOR	EACH	2
*	LIGHT DETECTOR AMPLIFIER	EACH	1

* FUNDING SHALL BE 100% VILLAGE OF LOMBARD.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES AND SEQUENCE OF OPERATIONS ROOSEVELT ROAD

SCALE: N.T.S. DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

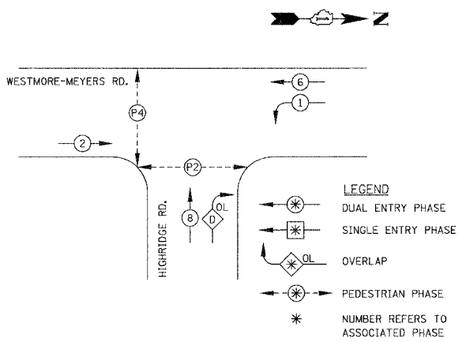
PLOT DATE = $DATE$
FILE NAME = $FILE$

CONTRACT NO.: 83904

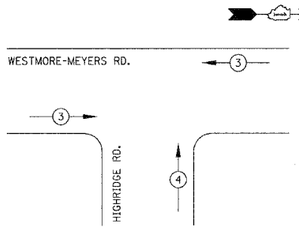
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	50
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

PROJECT NO.: M-8003 (663)

PHASE DESIGNATION DIAGRAM/CONTROLLER SEQUENCE

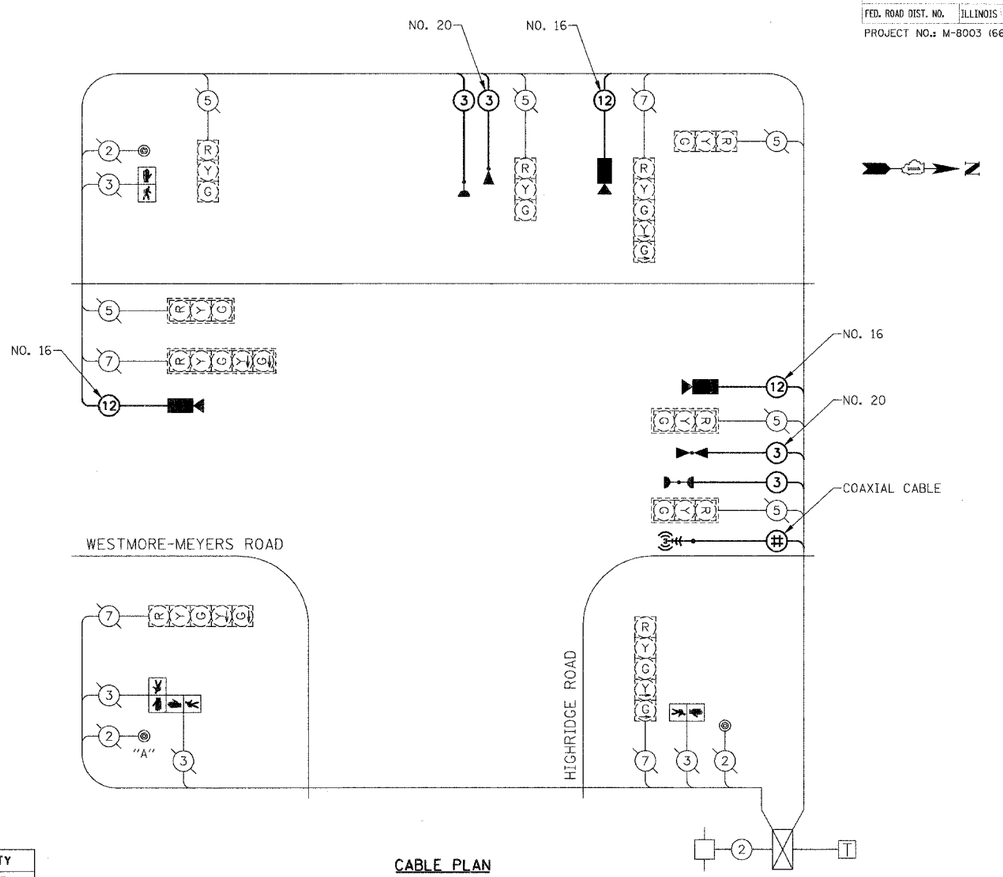


EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
G	G	LEFT TURN GREEN
Y	Y	LEFT TURN YELLOW
PC	PC	12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER
		SERVICE INSTALLATION
	T	TELEPHONE CONNECTION
		DETECTOR LOOP
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
"E"		RAILROAD CONTROL CABINET
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		ILLUMINATED SIGN "NO LEFT TURN"
"E"		ILLUMINATED SIGN "NO RIGHT TURN"
		RADIO INTERCONNECT ANTENNA
		IMAGE SENSOR
		COAXIAL CABLE



CABLE PLAN

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QTY
COAXIAL CABLE IN CONDUIT	FOOT	63
ANTENNA, YAGI, 900 MHZ	EACH	1
RADIO TRANSCEIVER	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	4
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
CONDUIT, PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	70
ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 16 6 PAIR	FOOT	354
ELECTRIC CABLE IN CONDUIT, NO. 20, 3/C, TWISTED, SHIELDED	FOOT	165.5
DRILL EXISTING HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	165.5
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	924
VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION	EACH	1
VIDEO TRANSMISSION SYSTEM	EACH	1

NOTE:

PUSHBUTTON "A" SHALL PLACE A CALL TO PHASES 2 & 4.

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	10	135		0.50	675.00
(YELLOW)	10	135		0.25	337.50
(GREEN)	10	135		0.25	337.50
ARROW	8	135		0.10	108.00
PED. SIGNAL	4		25	1.00	100.00
CONTROLLER	1	100		1.00	100.00
DET. CAMERA	3	25		1.00	75.00
					-
					-
					-
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	1733.00

VILLAGE OF LOMBARD
255 E. WILSON AVENUE
LOMBARD, ILLINOIS 60148-3931

ENERGY SUPPLY: CONTACT:
PHONE:
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
C - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2=	(6m+L-0.6m)=
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE/MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES AND SEQUENCE OF OPERATIONS
HIGHRIDGE ROAD

SCALE: N.T.S. DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

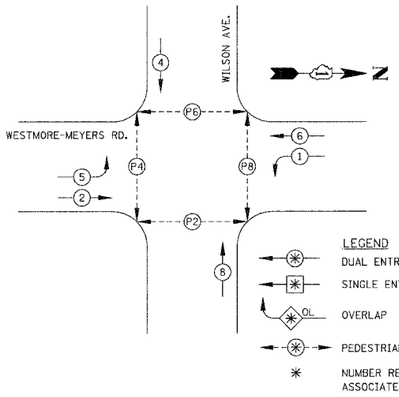
PLOT DATE = 1/24/2007
FILE NAME = i:\Lombard\41689 Westmore Meyers Resurfacing\CAD\tsash02.dgn

CONTRACT NO.: 83904

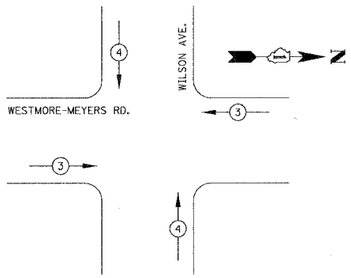
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	51
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

PHASE DESIGNATION DIAGRAM/CONTROLLER SEQUENCE

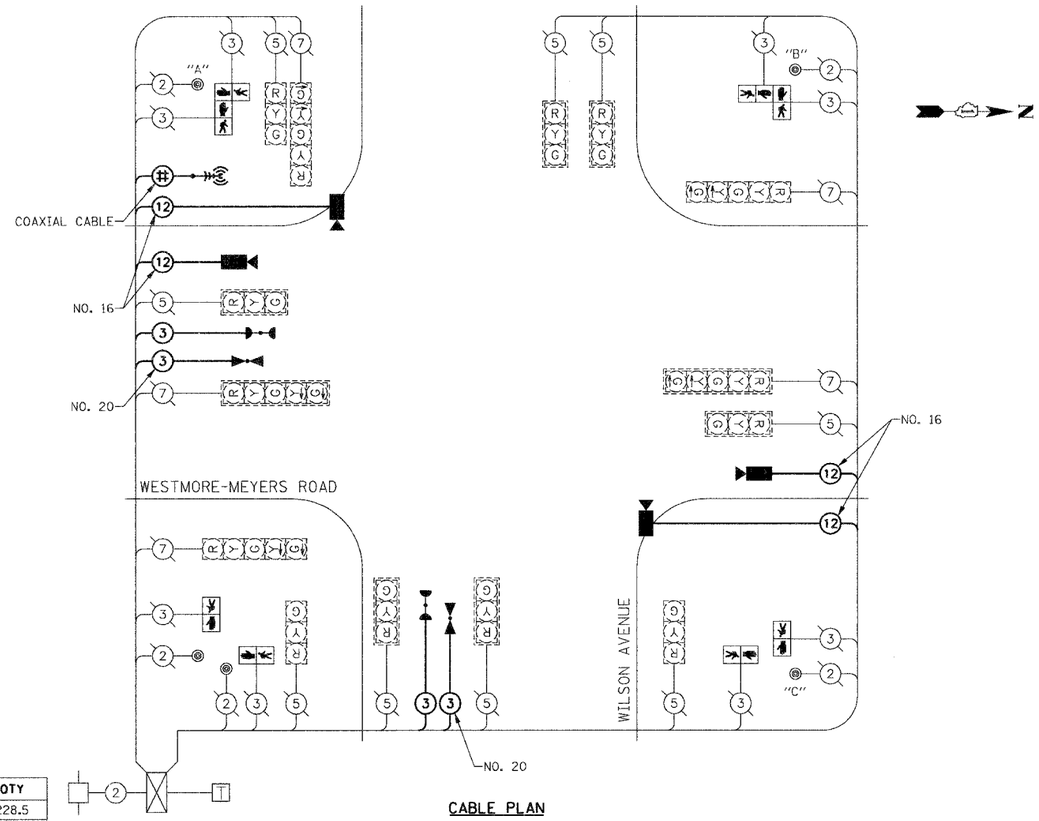


EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
G	G	LEFT TURN GREEN
Y	Y	LEFT TURN YELLOW
PED	PED	12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER
		SERVICE INSTALLATION
	T	TELEPHONE CONNECTION
		DETECTOR LOOP
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
"E"		RAILROAD CONTROL CABINET
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		ILLUMINATED SIGN "NO LEFT TURN"
"E"		ILLUMINATED SIGN "NO RIGHT TURN"
		RADIO INTERCONNECT ANTENNA
		IMAGE SENSOR
		COAXIAL CABLE



CABLE PLAN

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QTY
COAXIAL CABLE IN CONDUIT	FOOT	228.5
ANTENNA, YAGI, 900 MHZ	EACH	1
RADIO TRANSCEIVER	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
CONDUIT, PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	170
ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 16 6 PAIR	FOOT	602
ELECTRIC CABLE IN CONDUIT, NO. 20, 3/C, TWISTED, SHIELDED	FOOT	228.5
DRILL EXISTING HANDHOLE	EACH	4
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	228.5
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1359
VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION	EACH	1
VIDEO TRANSMISSION SYSTEM	EACH	1

NOTE:

PUSHBUTTON "A" SHALL PLACE A CALL TO PHASES 4 & 6.
PUSH BUTTON "B" SHALL PLACE A CALL TO PHASES 6 & 8.
PUSHBUTTON "C" SHALL PLACE A CALL TO PHASES 2 & 8.

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	14	135		0.50	945.00
(YELLOW)	14	135		0.25	472.50
(GREEN)	14	135		0.25	472.50
ARROW	10	135		0.10	135.00
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1	100		1.00	100.00
DET. CAMERA	4	25		1.00	100.00
					-
					-
					-
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	2425.00

VILLAGE OF LOMBARD
255 E. WILSON AVENUE
LOMBARD, ILLINOIS 60148-3931

ENERGY SUPPLY: CONTACT:
PHONE:
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
C - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2=	(6m+L-0.6m)=
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES AND SEQUENCE OF OPERATIONS
WILSON AVENUE

SCALE: N.T.S. DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

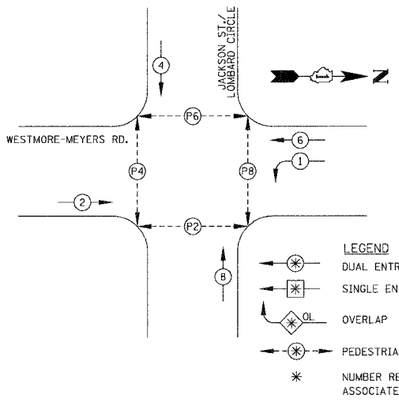
PLOT DATE = 1/24/2007
FILE NAME = i:\Lombard\41169 Westmore Meyers Resurfacing\CAD\tassnt83.dgn

CONTRACT NO.: 83904

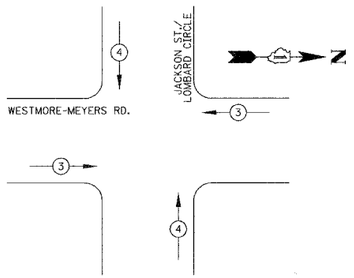
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	52
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

PHASE DESIGNATION DIAGRAM/CONTROLLER SEQUENCE

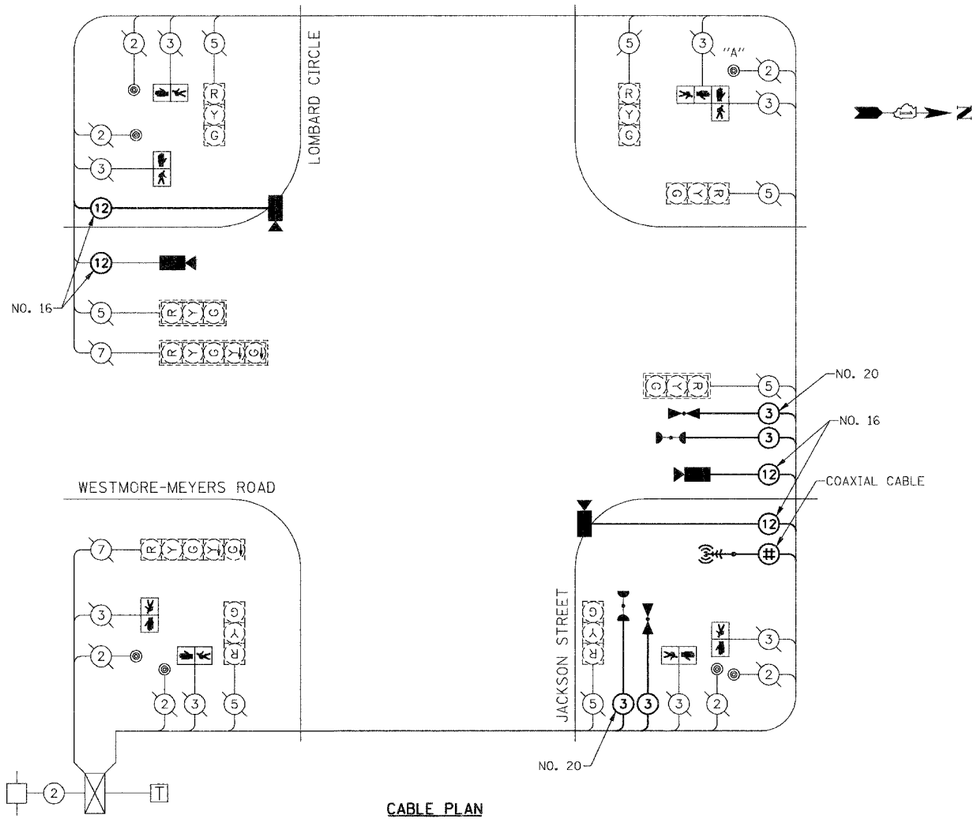


EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
←G	←G	LEFT TURN GREEN
←Y	←Y	LEFT TURN YELLOW
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER
		SERVICE INSTALLATION
		TELEPHONE CONNECTION
		DETECTOR LOOP
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
"E"		RAILROAD CONTROL CABINET
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		ILLUMINATED SIGN "NO LEFT TURN"
"E"		ILLUMINATED SIGN "NO RIGHT TURN"
		RADIO INTERCONNECT ANTENNA
		IMAGE SENSOR
		COAXIAL CABLE



CABLE PLAN

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QTY
COAXIAL CABLE IN CONDUIT	FOOT	131.5
ANTENNA, YAGI, 900 MHZ	EACH	1
RADIO TRANSCEIVER	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
CONDUIT, PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	206
ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 16 6 PAIR	FOOT	746
ELECTRIC CABLE IN CONDUIT, NO. 20, 3/C, TWISTED, SHIELDED	FOOT	242
DRILL EXISTING HANDHOLE	EACH	6
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	242
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1705
VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION	EACH	1
VIDEO TRANSMISSION SYSTEM	EACH	1

NOTE:

PUSHBUTTON "A" SHALL PLACE A CALL TO PHASES 6 & 8.

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	9	135		0.50	607.50
(YELLOW)	9	135		0.25	303.75
(GREEN)	9	135		0.25	303.75
ARROW	4	135		0.10	54.00
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1	100		1.00	100.00
DET. CAMERA	4	25		1.00	100.00
					-
					-
					-
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	1669.00

VILLAGE OF LOMBARD
255 E. WILSON AVENUE
LOMBARD, ILLINOIS 60148-3931

ENERGY SUPPLY: CONTACT:
PHONE:
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
C - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2=	(6m+L-0.6m)=
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES AND SEQUENCE OF OPERATIONS
JACKSON STREET/LOMBARD CIRCLE

SCALE: N.T.S. DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

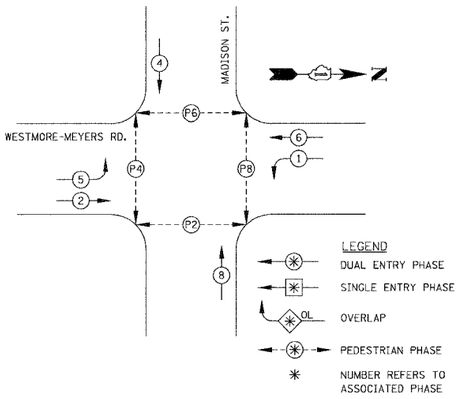
PLOT DATE = 1/24/2007
FILE NAME = s:\Lombard\41481 Westmore Meyers Resurfacing\CAD\tcsh181.dgn

CONTRACT NO.: 83904

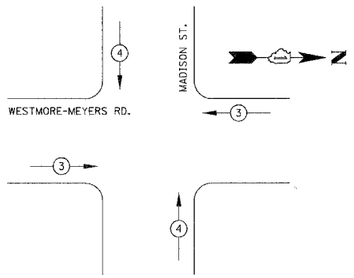
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	53
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

PHASE DESIGNATION DIAGRAM/CONTROLLER SEQUENCE

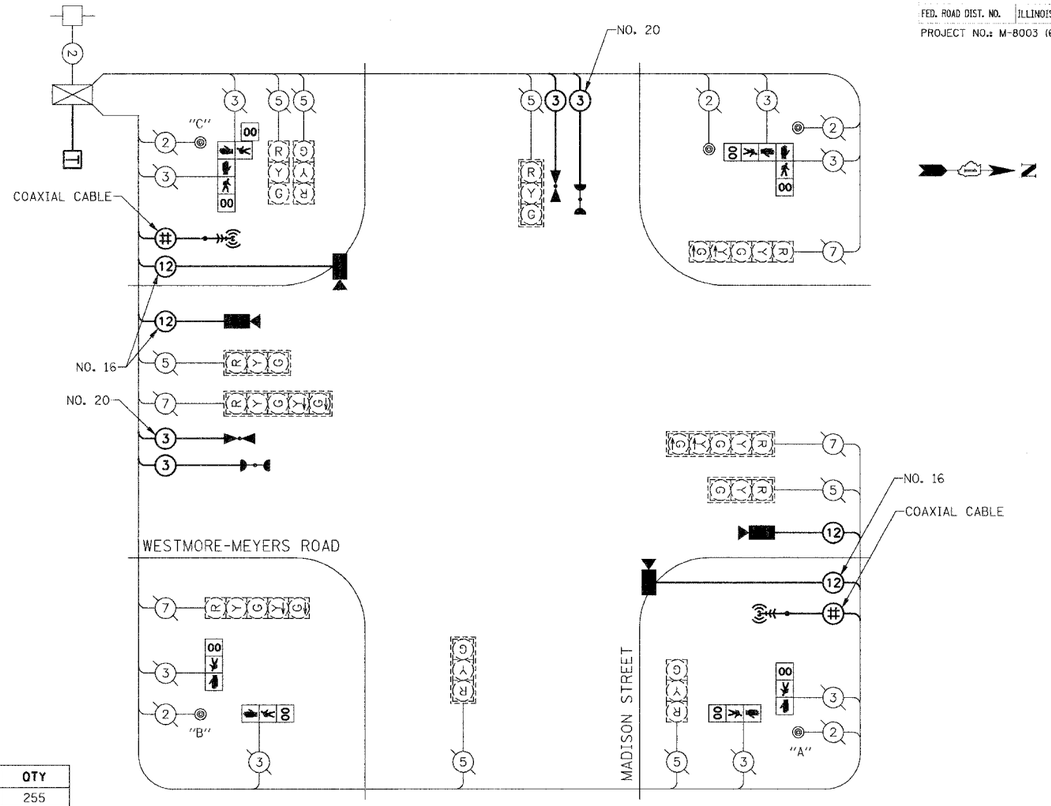


EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
←G	←G	LEFT TURN GREEN
←Y	←Y	LEFT TURN YELLOW
00	00	12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER
		SERVICE INSTALLATION
	T	TELEPHONE CONNECTION
		DETECTOR LOOP
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
"E"		RAILROAD CONTROL CABINET
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		ILLUMINATED SIGN "NO LEFT TURN"
"E"		ILLUMINATED SIGN "NO RIGHT TURN"
		RADIO INTERCONNECT ANTENNA
		IMAGE SENSOR
		COAXIAL CABLE



CABLE PLAN

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QTY
COAXIAL CABLE IN CONDUIT	FOOT	255
ANTENNA, YAGI, 900 MHZ	EACH	2
RADIO TRANSCEIVER	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
CONDUIT, PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	235
ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 16 6 PAIR	FOOT	550
ELECTRIC CABLE IN CONDUIT, NO. 20, 3/C, TWISTED, SHIELDED	FOOT	310
DRILL EXISTING HANDHOLE	EACH	6
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	310
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1125
MASTER CONTROLLER	EACH	1
TELEPHONE SERVICE INSTALLATION	EACH	1
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	25
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	10
VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION	EACH	1
VIDEO TRANSMISSION SYSTEM	EACH	1

NOTE:

PUSHBUTTON "A" SHALL PLACE A CALL TO PHASES 2 & 8.
PUSHBUTTON "B" SHALL PLACE A CALL TO PHASES 2 & 4.
PUSHBUTTON "C" SHALL PLACE A CALL TO PHASES 4 & 6.

TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	11	135		0.50	742.50
(YELLOW)	11	135		0.25	371.25
(GREEN)	11	135		0.25	371.25
ARROW	8	135		0.10	108.00
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1	100		1.00	100.00
DET. CAMERA	4	25		1.00	100.00
MASTER CNTRLR	1	100		1.00	100.00
					-
					-
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	2093.00

VILLAGE OF LOMBARD
255 E. WILSON AVENUE
LOMBARD, ILLINOIS 60148-3931

ENERGY SUPPLY: CONTACT: _____
PHONE: _____
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
C - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2=	(6m+L-0.6m)=
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES AND SEQUENCE OF OPERATIONS
MADISON STREET

SCALE: N.T.S. DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

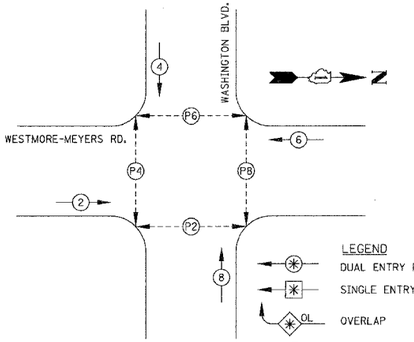
PLOT DATE = 1/24/2007
FILE NAME = i:\Lombard\41489 Westmore Meyers Resurfacing\CAD\tsseq1105.dgn

CONTRACT NO.: 83904

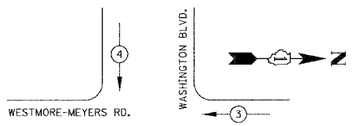
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	54
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

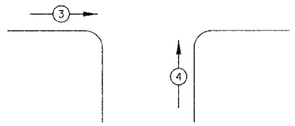
PROJECT NO.: M-8003 (663)

PHASE DESIGNATION DIAGRAM/CONTROLLER SEQUENCE



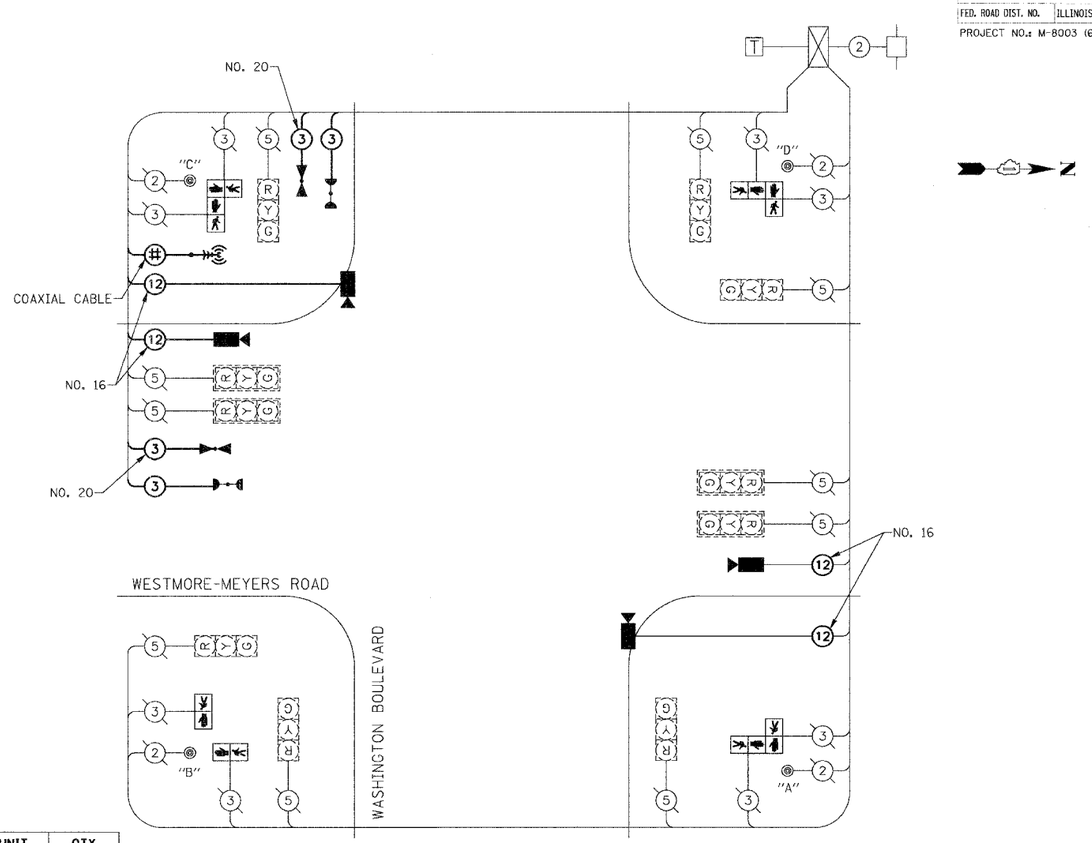
EMERGENCY VEHICLE PREEMPTION SEQUENCE





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

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
G	G	LEFT TURN GREEN
Y	Y	LEFT TURN YELLOW
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER
		SERVICE INSTALLATION
	T	TELEPHONE CONNECTION
		DETECTOR LOOP
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
"E"		RAILROAD CONTROL CABINET
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		ILLUMINATED SIGN "NO LEFT TURN"
"E"		ILLUMINATED SIGN "NO RIGHT TURN"
		RADIO INTERCONNECT ANTENNA
		IMAGE SENSOR
		COAXIAL CABLE



SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QTY
COAXIAL CABLE IN CONDUIT	FOOT	108.5
ANTENNA, YAGI, 900 MHZ	EACH	1
RADIO TRANSCEIVER	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
CONDUIT, PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	112
ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 16 6 PAIR	FOOT	512
ELECTRIC CABLE IN CONDUIT, NO. 20, 3/C, TWISTED, SHIELDED	FOOT	200
DRILL EXISTING HANDHOLE	EACH	4
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	200
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	630
VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION	EACH	1
VIDEO TRANSMISSION SYSTEM	EACH	1

CABLE PLAN

NOTE:

PUSHBUTTON "A" SHALL PLACE A CALL TO PHASES 2 & 8.
PUSHBUTTON "B" SHALL PLACE A CALL TO PHASES 2 & 4.
PUSHBUTTON "C" SHALL PLACE A CALL TO PHASES 4 & 6.
PUSHBUTTON "D" SHALL PLACE A CALL TO PHASES 6 & 8.

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS ×	WATTAGE INCAND.	WATTAGE LED	× % OPERATION	
SIGNAL (RED)	10	135		0.50	675.00
(YELLOW)	10	135		0.25	337.50
(GREEN)	10	135		0.25	337.50
ARROW	-	135		0.10	-
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1	100		1.00	100.00
DET. CAMERA	4	25		1.00	100.00
					-
					-
					-
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	1750.00

VILLAGE OF LOMBARD
255 E. WILSON AVENUE
LOMBARD, ILLINOIS 60148-3931

ENERGY SUPPLY: CONTACT: _____
PHONE: _____
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
C - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2=	(6m+L-0.6m)=
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES AND SEQUENCE OF OPERATIONS
WASHINGTON BOULEVARD

SCALE: N.T.S. DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

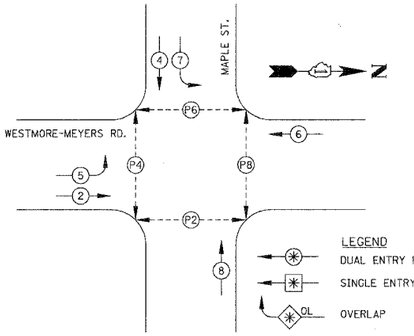
PLOT DATE = 1/24/2007
FILE NAME = i:\Lombard\v1489 Westmore Meyers Resurfacing\CAD\tsconf06.dgn

CONTRACT NO.: 83904

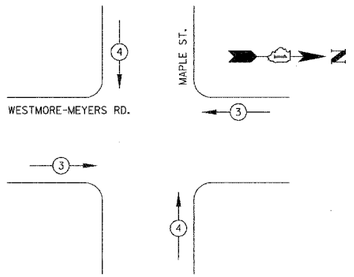
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	55
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

PHASE DESIGNATION DIAGRAM/CONTROLLER SEQUENCE

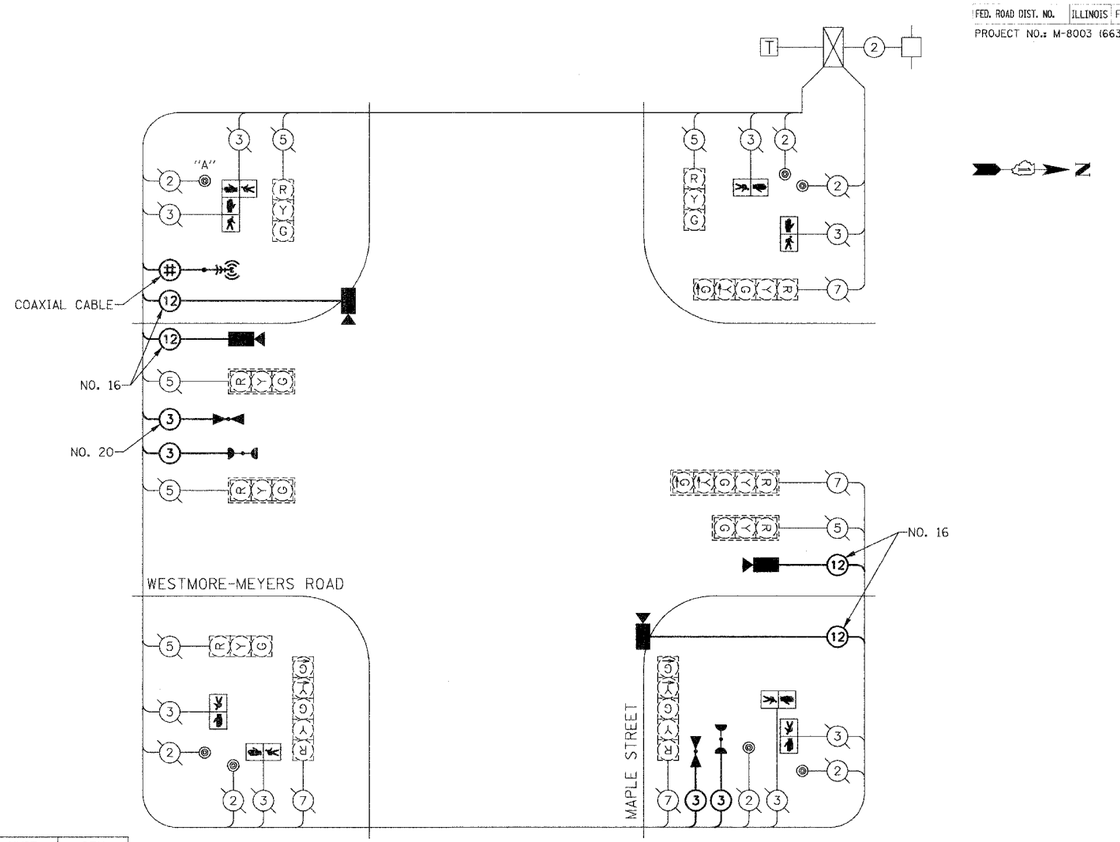


EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
←G	←G	LEFT TURN GREEN
←Y	←Y	LEFT TURN YELLOW
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER
		SERVICE INSTALLATION
T	T	TELEPHONE CONNECTION
		DETECTOR LOOP
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
"E"		RAILROAD CONTROL CABINET
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		ILLUMINATED SIGN "NO LEFT TURN"
"E"		ILLUMINATED SIGN "NO RIGHT TURN"
		RADIO INTERCONNECT ANTENNA
		IMAGE SENSOR
		COAXIAL CABLE



SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QTY
COAXIAL CABLE IN CONDUIT	FOOT	118.5
ANTENNA, YAGI, 900 MHZ	EACH	1
RADIO TRANSCEIVER	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
CONDUIT, PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	185
ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 16 6 PAIR	FOOT	722
ELECTRIC CABLE IN CONDUIT, NO. 20, 3/C, TWISTED, SHIELDED	FOOT	308
DRILL EXISTING HANDHOLE	EACH	6
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	308
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1696
VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION	EACH	1
VIDEO TRANSMISSION SYSTEM	EACH	1

CABLE PLAN

NOTE:

PUSHBUTTON "A" SHALL PLACE A CALL TO PHASES 4 & 6.

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	10	135		0.50	675.00
(YELLOW)	10	135		0.25	337.50
(GREEN)	10	135		0.25	337.50
ARROW	8	135		0.10	108.00
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1	100		1.00	100.00
DET. CAMERA	4	25		1.00	100.00
					-
					-
					-
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	1858.00

VILLAGE OF LOMBARD
255 E. WILSON AVENUE
LOMBARD, ILLINOIS 60148-3931

ENERGY SUPPLY: CONTACT: _____
PHONE: _____
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
C - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2= (6m+L-0.6m)=	
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES AND SEQUENCE OF OPERATIONS
MAPLE STREET

SCALE: N.T.S. DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

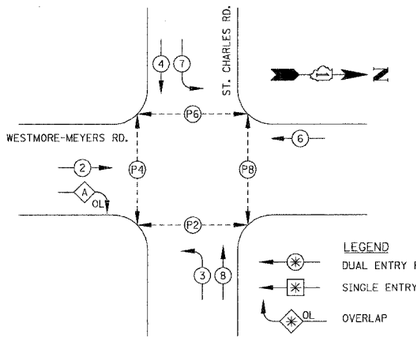
PLOT DATE = 1/24/2007
FILE NAME = i:\Lombard\V1489 Westmore Meyers Resurfacing\CAD\tsconst07.dgn

CONTRACT NO.: 83904

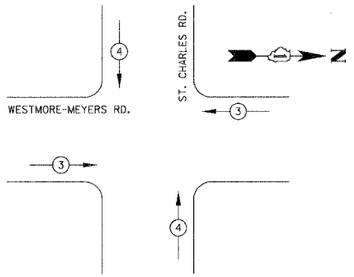
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	56
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003 (663)

PHASE DESIGNATION DIAGRAM/CONTROLLER SEQUENCE

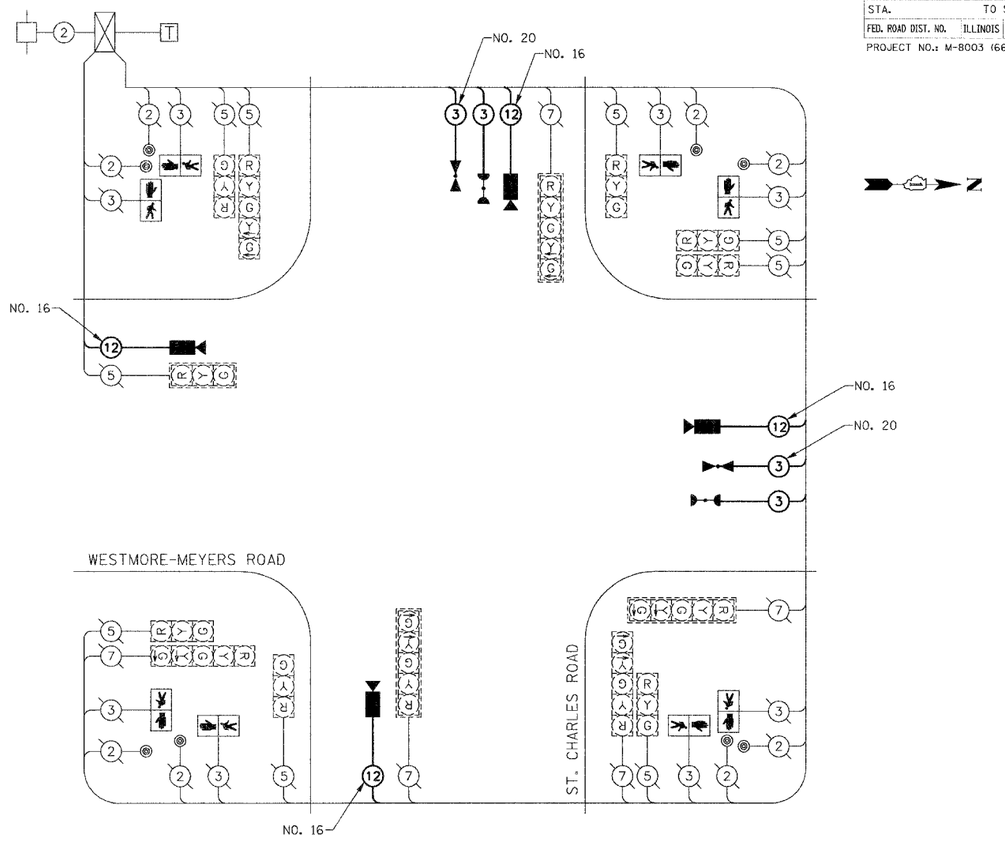


EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
G	G	LEFT TURN GREEN
Y	Y	LEFT TURN YELLOW
PUSH WALK DON'T WALK		12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER
		SERVICE INSTALLATION
	T	TELEPHONE CONNECTION
		DETECTOR LOOP
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
"E"		RAILROAD CONTROL CABINET
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		ILLUMINATED SIGN "NO LEFT TURN"
"E"		ILLUMINATED SIGN "NO RIGHT TURN"
		RADIO INTERCONNECT ANTENNA
		IMAGE SENSOR
#	#	COAXIAL CABLE



CABLE PLAN

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
CONDUIT, PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	235
ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 16 6 PAIR	FOOT	518
ELECTRIC CABLE IN CONDUIT, NO. 20, 3/C, TWISTED, SHIELDED	FOOT	203.5
DRILL EXISTING HANDHOLE	EACH	6
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	203.5
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
REMOVE EXISTING HANDHOLE	EACH	4
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1686
VIDEO DETECTION SYSTEM, COMPLETE INTERSECTION	EACH	1
VIDEO TRANSMISSION SYSTEM	EACH	1

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	14	135		0.50	945.00
(YELLOW)	14	135		0.25	472.50
(GREEN)	14	135		0.25	472.50
ARROW	12	135		0.10	162.00
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1	100		1.00	100.00
DET. CAMERA	4	25		1.00	100.00
					-
					-
					-
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	2452.00

VILLAGE OF LOMBARD
255 E. WILSON AVENUE
LOMBARD, ILLINOIS 60148-3931

ENERGY SUPPLY: CONTACT: _____
PHONE: _____
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
C - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2=	(6m+L-0.6m)=
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF LOMBARD
WESTMORE /MEYERS RESURFACING PROJECT

TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES AND SEQUENCE OF OPERATIONS
ST. CHARLES ROAD

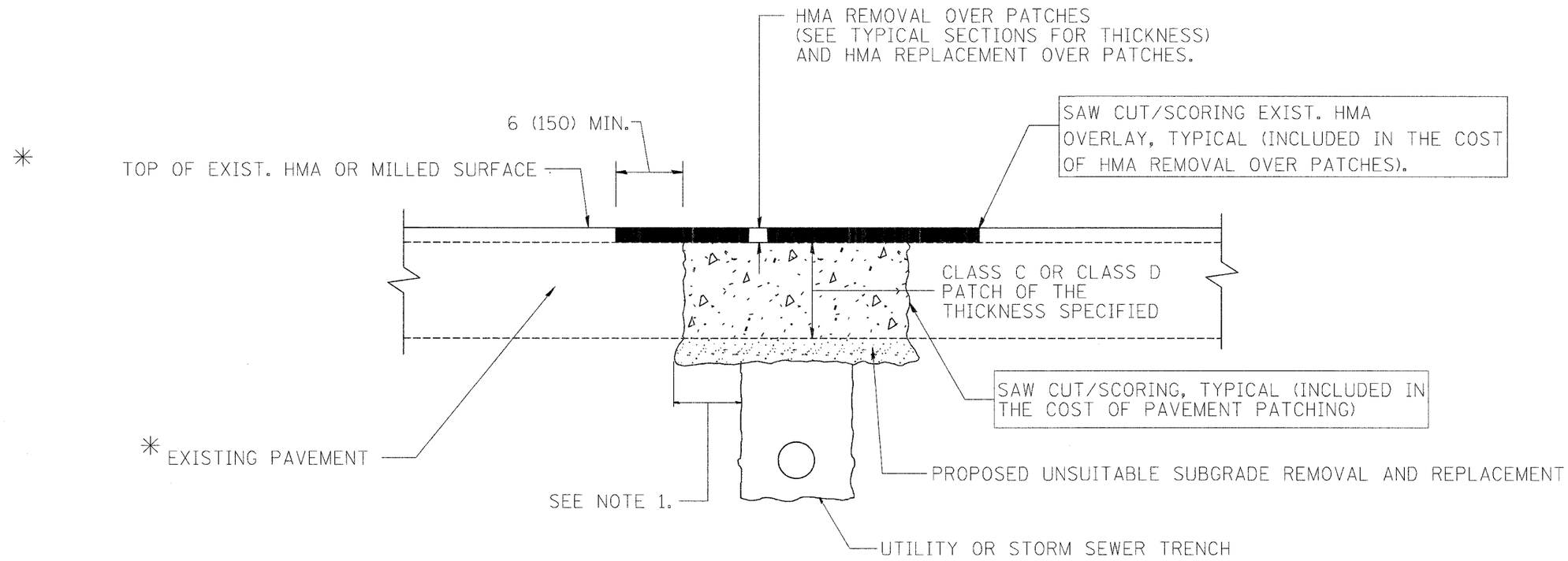
SCALE: N.T.S. DRAWN BY: JMT
DATE: 01/31/07 CHECKED BY: DEM

PLOT DATE = 1/24/2007
FILE NAME = i:\Lombard\41495 Westmore Meyers Resurfacing\CAD\tsesh08b.dgn

CONTRACT NO. 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	57
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003(663)



✳ SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. NONE HORIZ. NONE
PLOT DATE: 10/31/2006
DRAWN BY
CHECKED BY

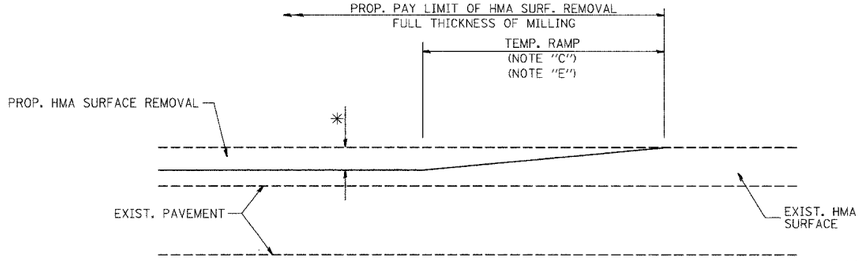
BD400-04 (BD-22)
REVISION DATE: 01/01/07

PLOT DATE = 10/31/2006
FILE NAME = k:\dgn\bd22.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = laguo

CONTRACT NO. 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	58
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

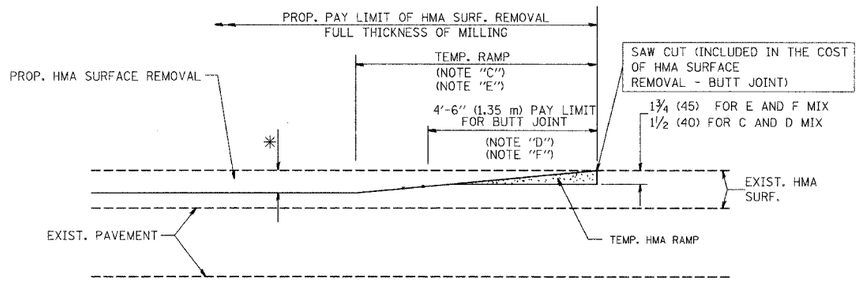
PROJECT NO.: M-8003(663)



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

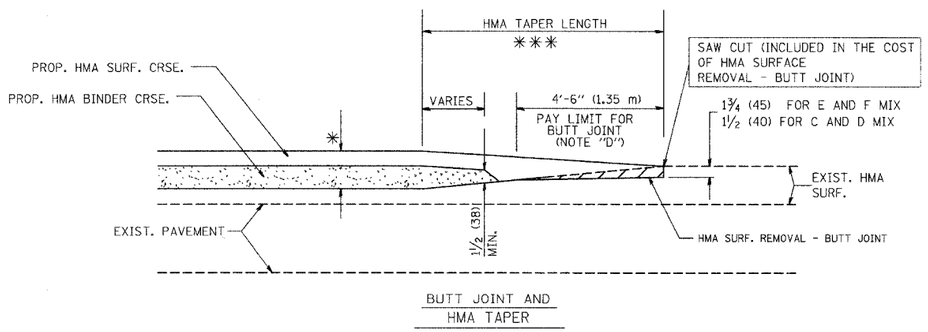


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

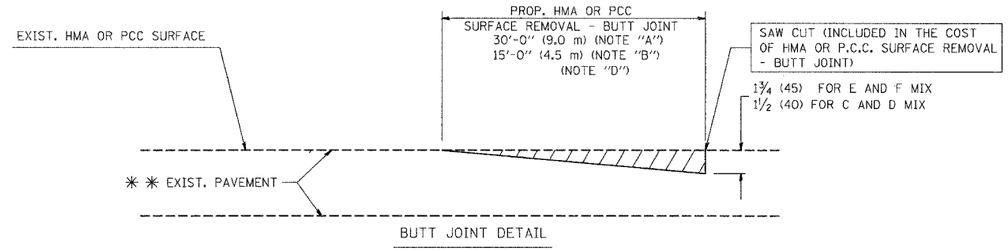
OPTION 2

TYPICAL TEMPORARY RAMP

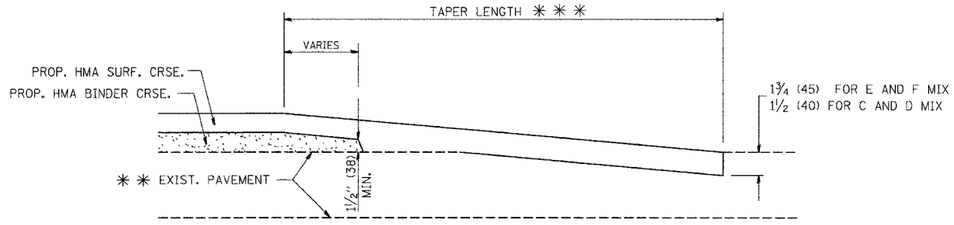


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

✳✳ PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

✳ SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT:

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE HORIZ. NONE — DRAWN BY

PLOT DATE: 10/31/2006 — CHECKED BY

BD400-05 (VI=BD32)

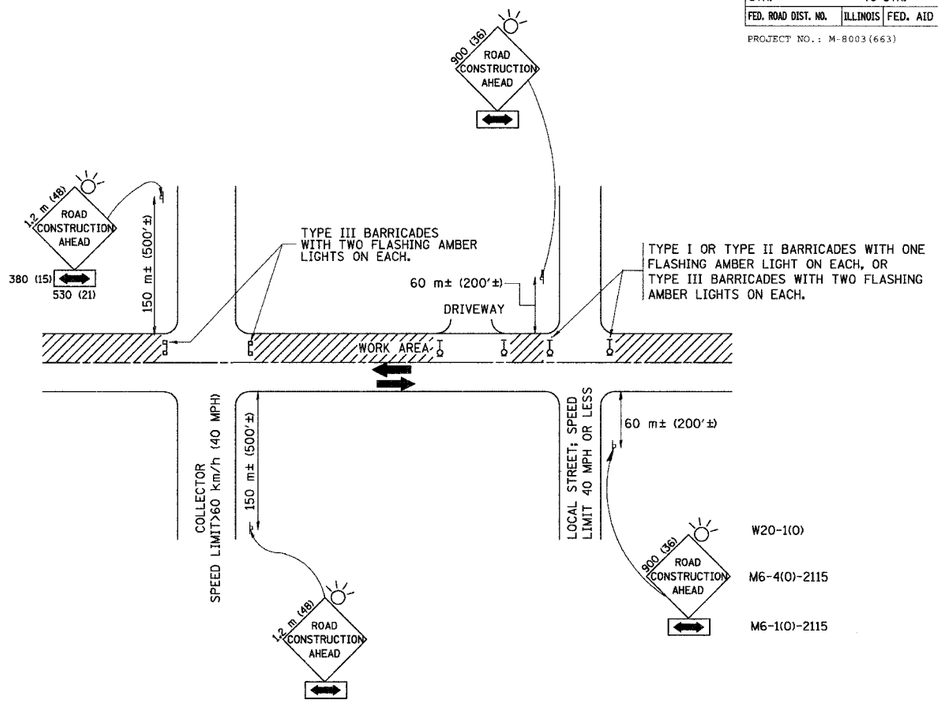
REVISION DATE: 01/01/07

PLOT DATE = 10/31/2006
FILE NAME = c:\projects\bd400-05_bd32.dgn
PLOT SCALE = 50.0000 '/ IN.
USER NAME = laynb

CONTRACT NO. 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	59
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003(663)



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

NOTES:

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

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

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.

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

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

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.

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

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

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

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

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE:

DRAWN BY

DATE: 2/15/2006

CHECKED BY

TC-10

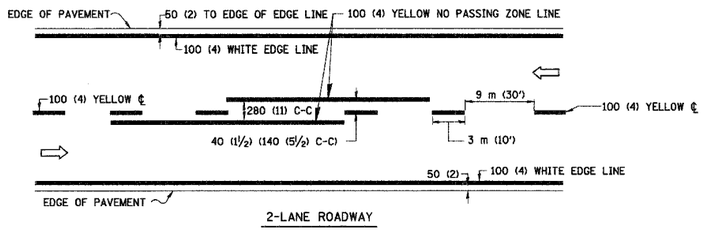
REVISION DATE: 01/06/00

PLOT DATE = 2/15/2006
FILE NAME = s:\district\tc10.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = gaglianobt

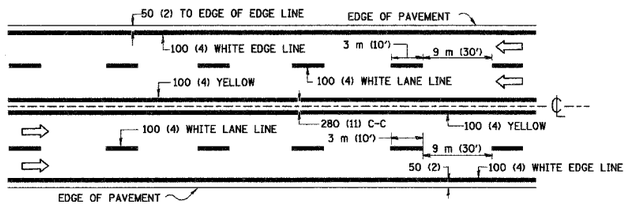
CONTRACT NO. 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	60
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

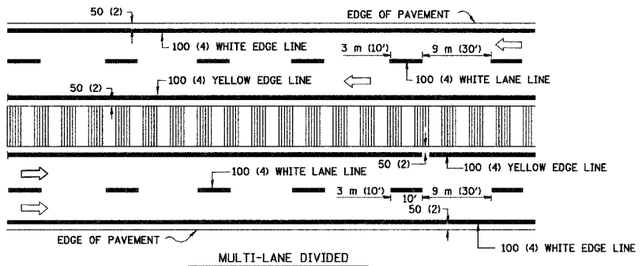
PROJECT NO.: M-8003(663)



2-LANE ROADWAY



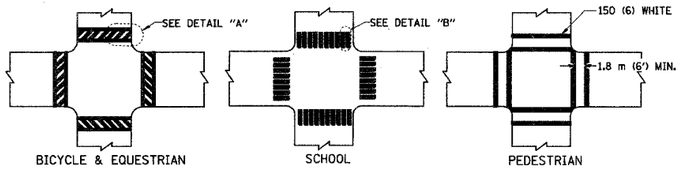
MULTI-LANE UNDIVIDED

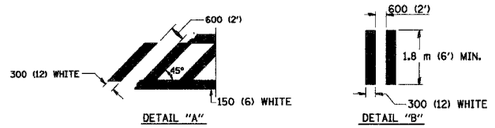


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

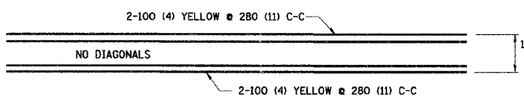
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

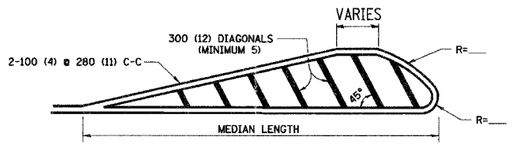




TYPICAL CROSSWALK MARKING



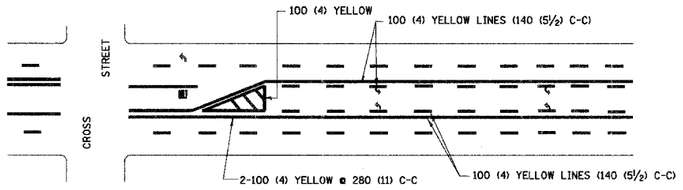
1.2 m (4') WIDE MEDIANS ONLY



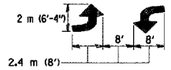
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 1.2 m (4') WIDE

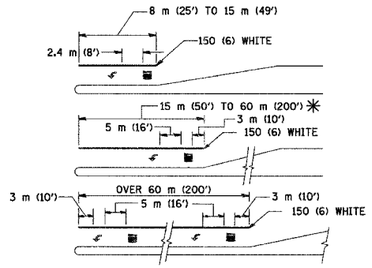


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

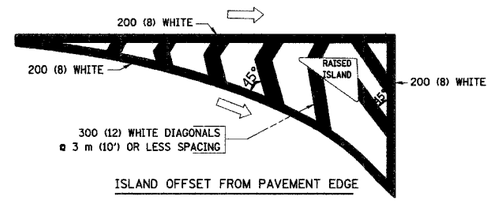


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
↰ AREA = 1.5 m^2 (15.6 SQ. FT.) ONLY AREA = 1.9 m^2 (20.8 SQ. FT.)

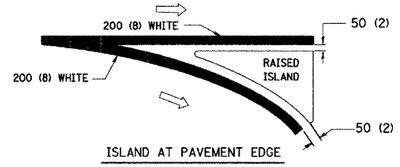
✳ TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE
DRAWN BY CADD
DATE: 2/15/2006
CHECKED BY

TC-13

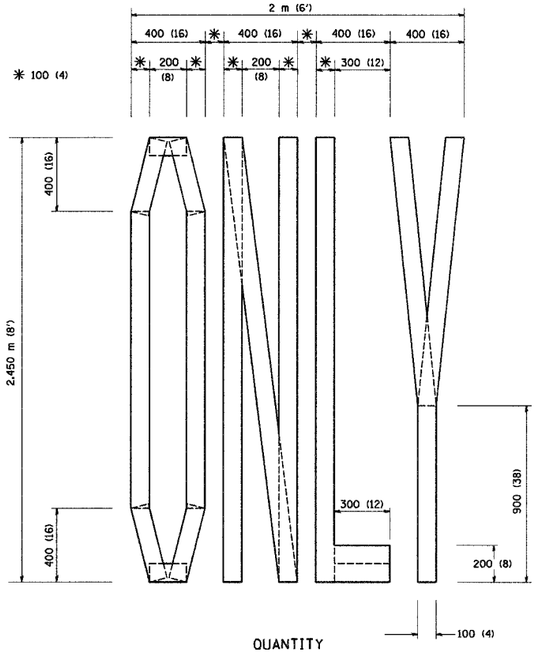
REVISION DATE: 01/06/00

PLOT DATE = 2/15/2006
FILE NAME = c:\projects\district1\tc13.dgn
PLOT SCALE = 50.000 '/ IN.
USER NAME = gmgilanobs

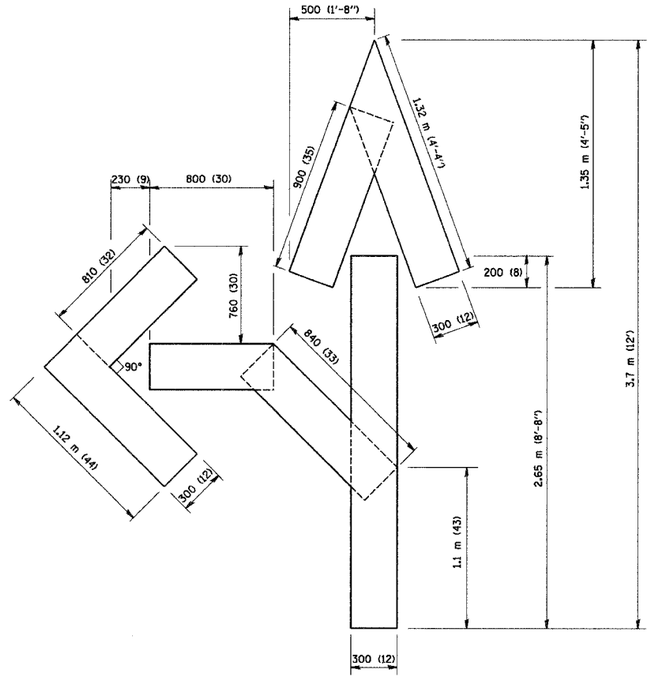
CONTRACT NO. 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00339-00-RS	DUPAGE	68	61
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

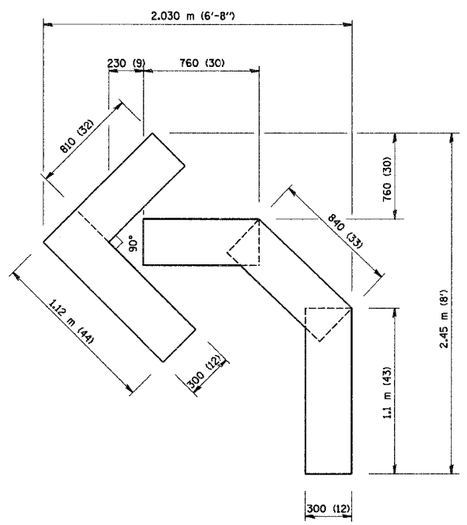
PROJECT NO.: M-8003(663)



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



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



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

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

REVISIONS NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

SCALE: NONE
DATE: 2/15/2006
DRAWN BY CADD
CHECKED BY
TC-16

REVISION DATE: 08/28/00

PLOT DATE = 2/15/2006
FILE NAME = e:\cadd\dgn\tc16.dgn
PLOT SCALE = 4.0000 '/ In.
USER NAME = gagliardo

CONTRACT NO. 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	62
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003(663)

LOOP DETECTOR NOTES

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

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

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

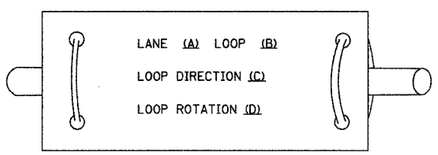
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

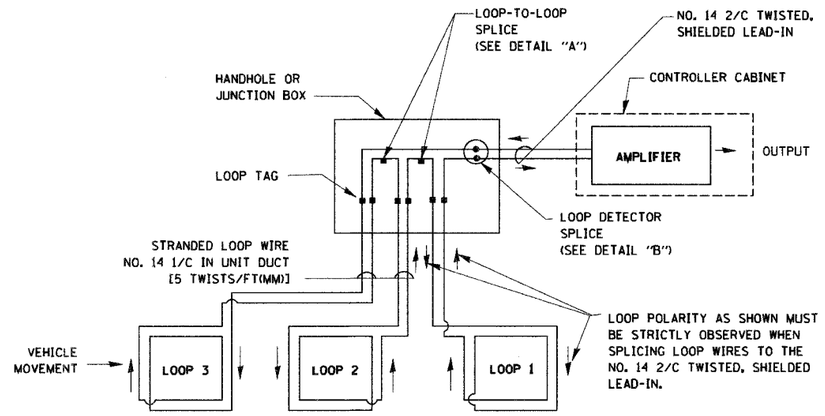


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

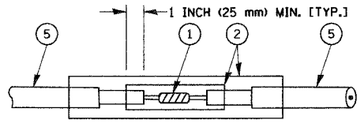
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

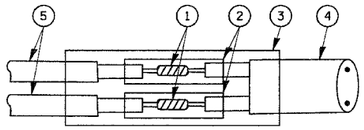


DETECTOR LOOP WIRING SCHEMATIC

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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: NONE
DATE: 2/15/2006

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

TS05

REVISION DATE: 01/01/02

PLOT DATE = 2/15/2006
FILE NAME = w:\district1\ts05.dgn
PLOT SCALE = 1.0000 '/ IN.
USER NAME = pgalisnoski

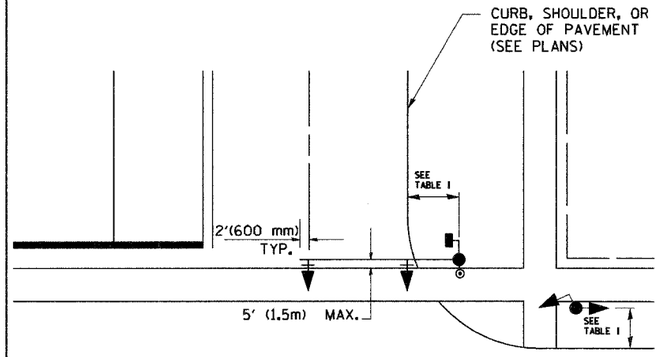
CONTRACT NO. 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	63
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

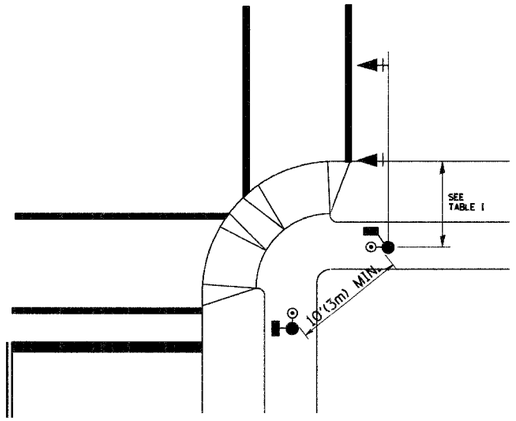
PROJECT NO.: M-8003(663)

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

1. AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

   AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

   PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:

   A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.

   B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.

   C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

   D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).

   E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK

2. PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.

3. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.

4. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

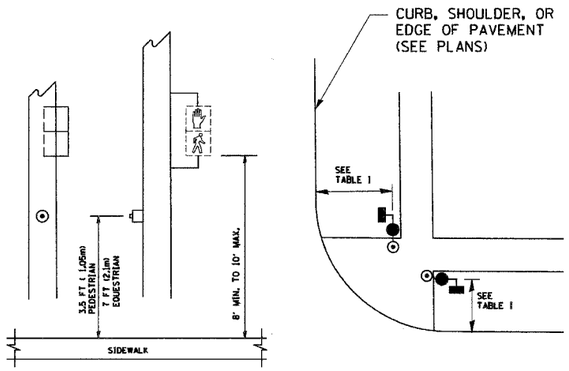


TABLE I

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

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PLOT SCALE = 1.0000 '/ IN.
USER NAME = gaglianob

REVISIONS NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE
DATE: 2/15/2006

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

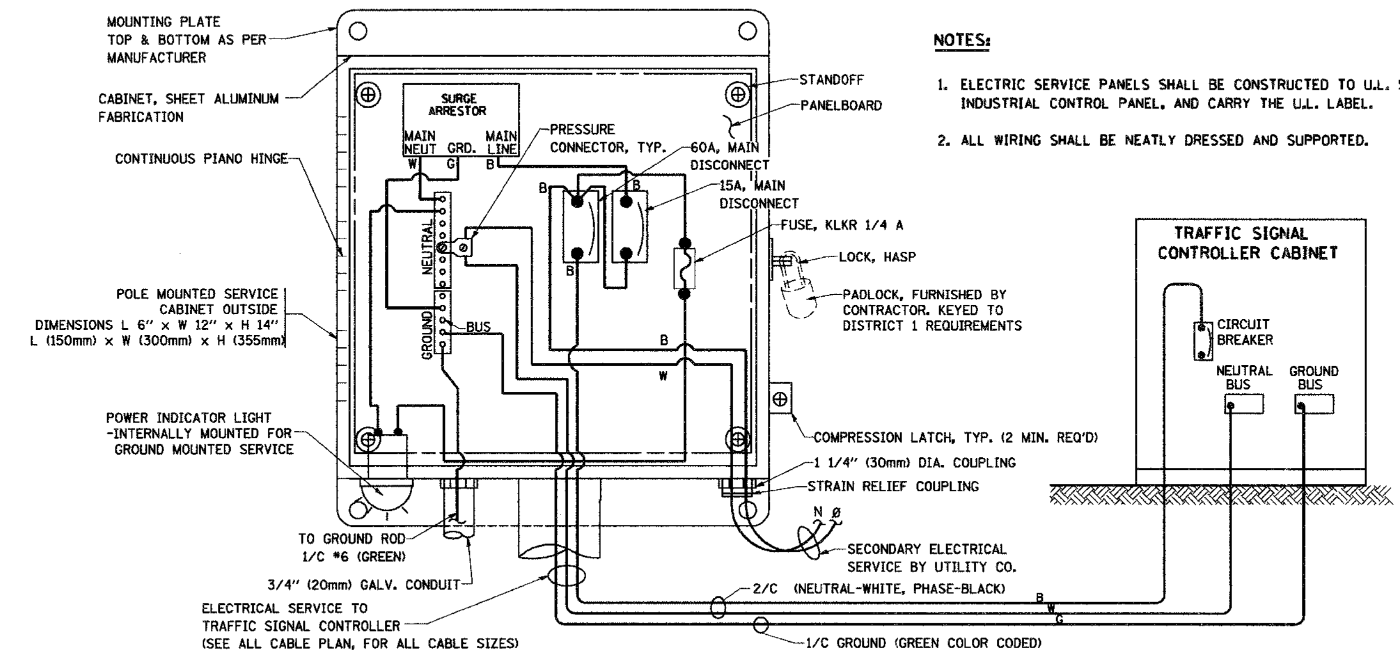
TS05

REVISION DATE: 01/01/02

CONTRACT NO. 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	64
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003(663)



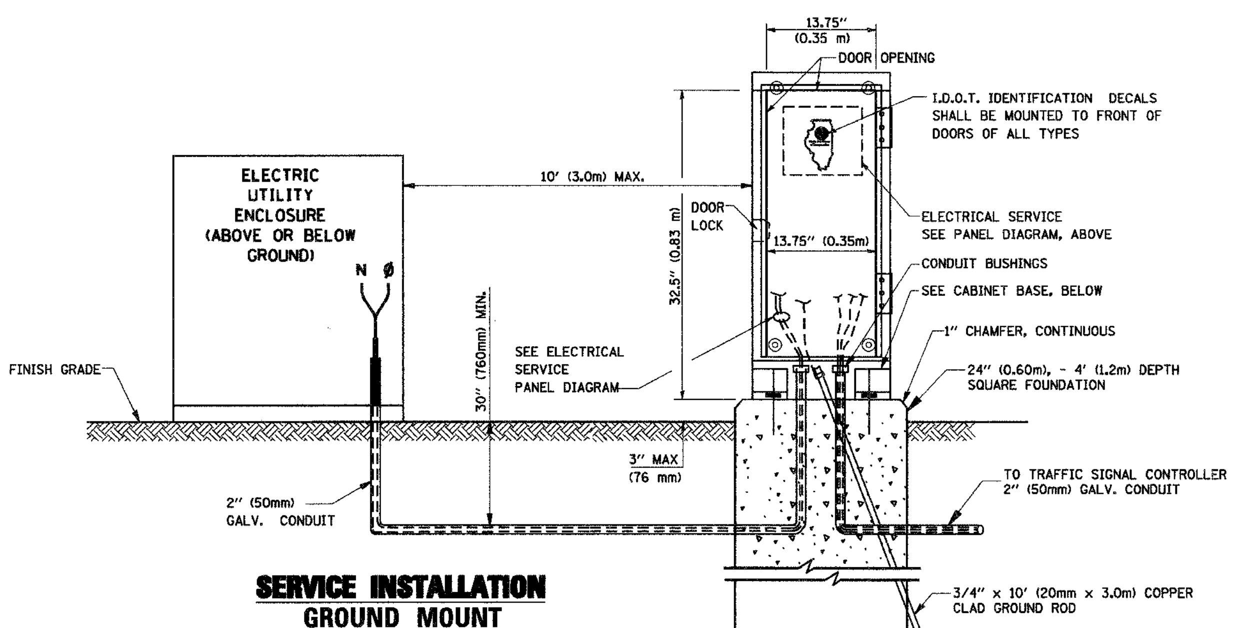
NOTES:

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

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

SERVICE INSTALLATION POLE MOUNT (SHOWN)

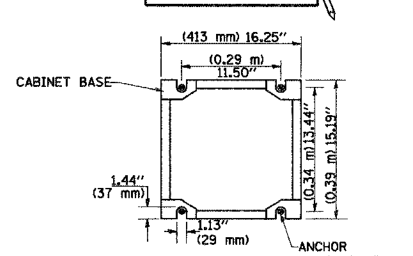
(NOT TO SCALE)



SERVICE INSTALLATION

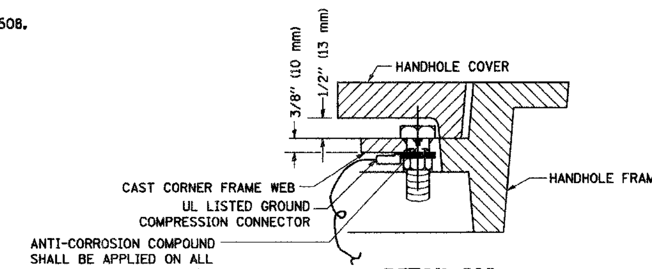
GROUND MOUNT

(NOT TO SCALE)

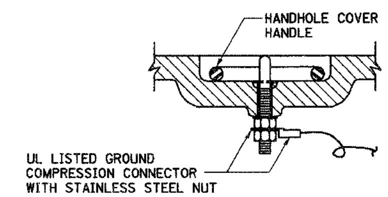


CABINET – BASE BOLT PATTERN

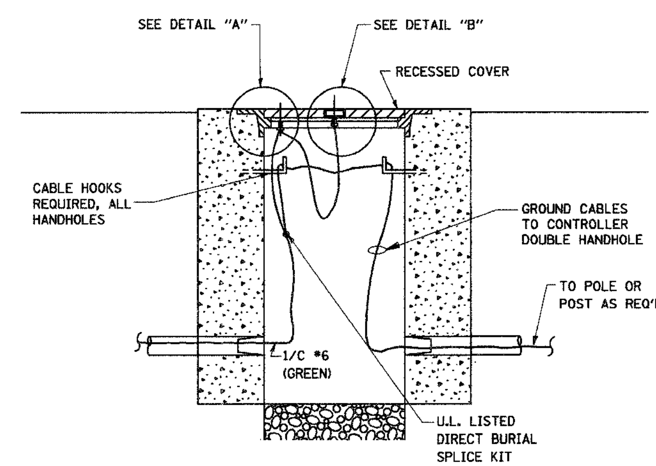
(NOT TO SCALE)



DETAIL "A"

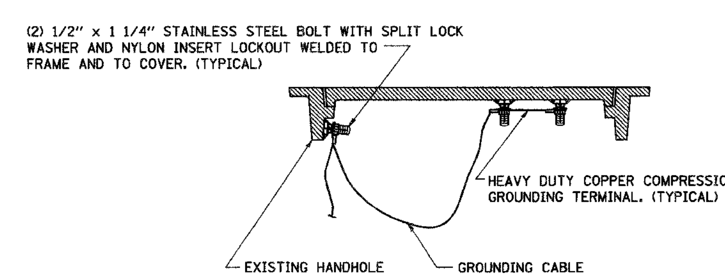


DETAIL "B"



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



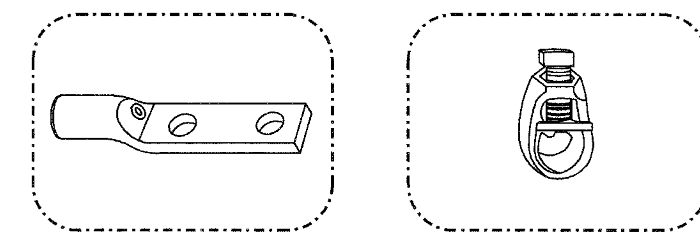
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

NOTES:

GROUNDING SYSTEM

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

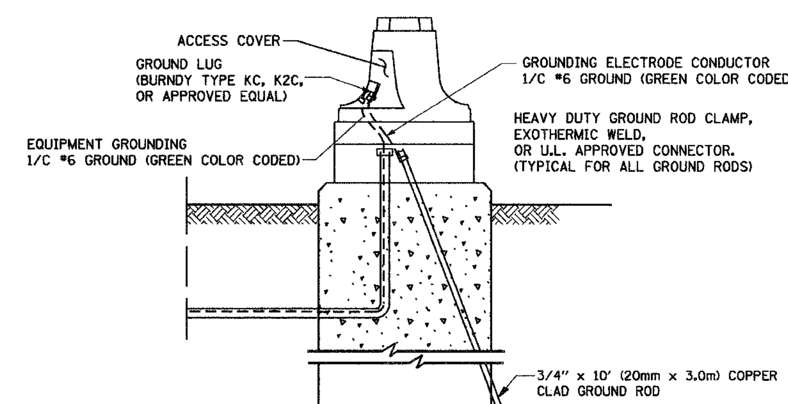


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

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

NOTES:

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



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: NONE
DATE: 2/15/2006

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

TS05

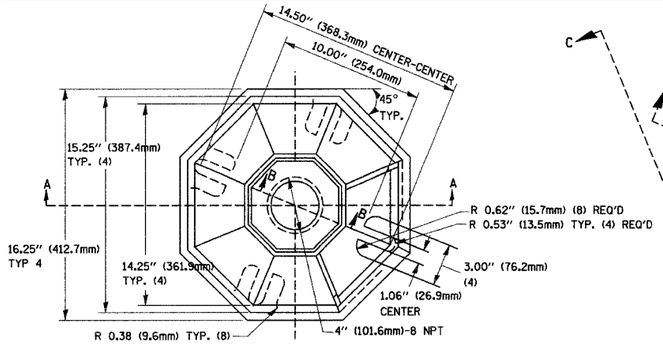
REVISION DATE: 01/01/02

PLOT DATE = 2/15/2006
FILE NAME = w\dsstd\ts05.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = gagliardot

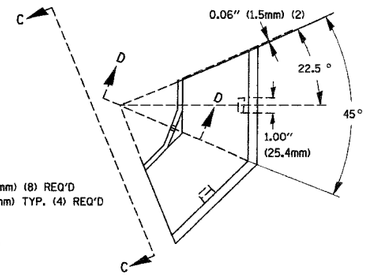
CONTRACT NO. 83904

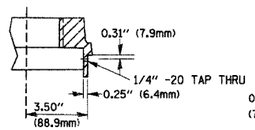
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	65
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003(663)

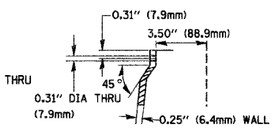


TOP VIEW

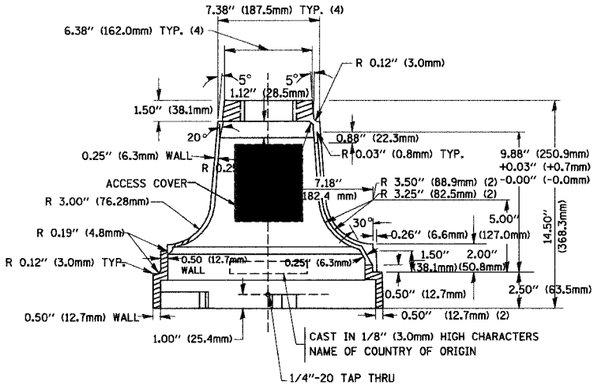




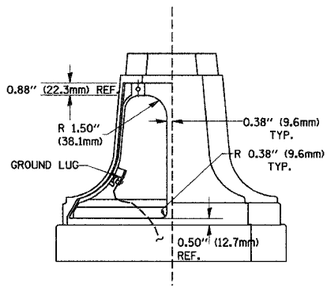
SECTION B-B



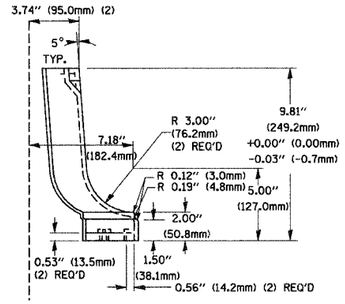
SECTION D-D



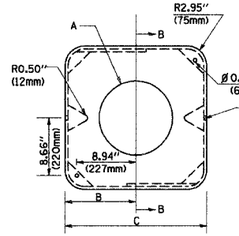
SECTION A-A

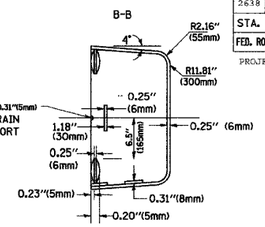


VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



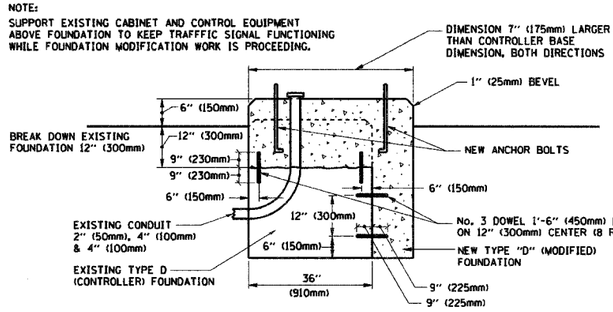


MATERIAL:
- ASTM A48 CLASS 30 GREY IRON
- ASTM A123 HOT DIPPED GALVANIZED

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

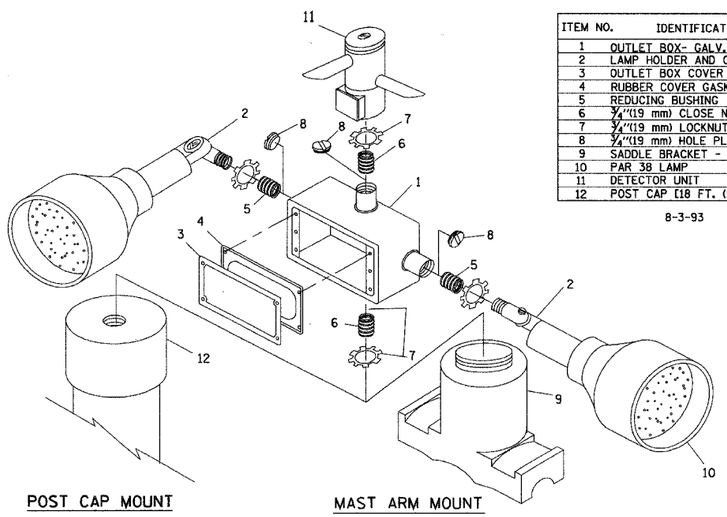
SHROUD DETAIL

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



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



POST CAP MOUNT

MAST ARM MOUNT

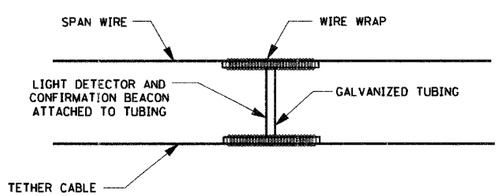
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

8-3-93

NOTES:

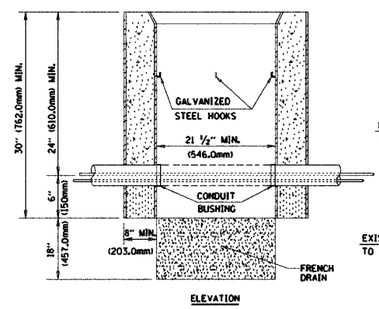
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.

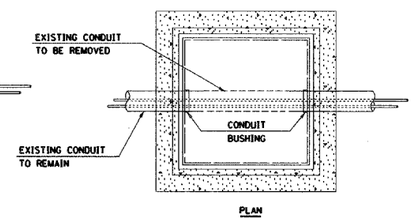


LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)

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





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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE
DATE: 2/15/2006

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

TS05

REVISION DATE: 01/01/02

PLOT DATE = 2/15/2006
FILE NAME = k:\dist\ts\ts05.dgn
PLOT SCALE = 50.0000 '/ IN.
USER NAME = gsgiltenobl

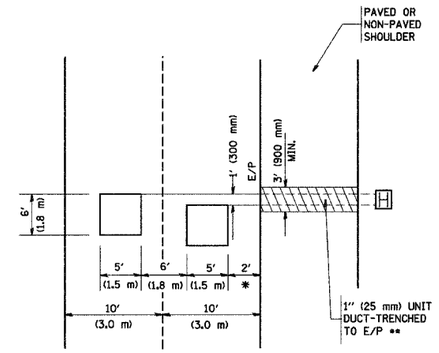
CONTRACT NO. 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	66
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003(663)

LOOPS NEXT TO SHOULDERS

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

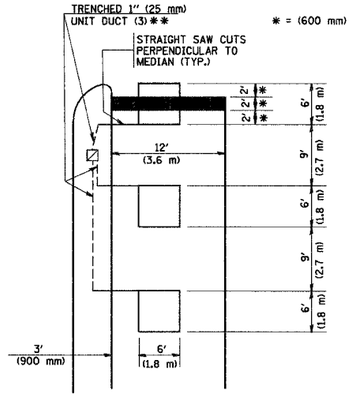


* = (600 mm)

** 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)

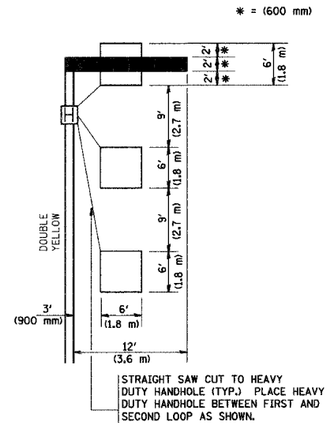
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

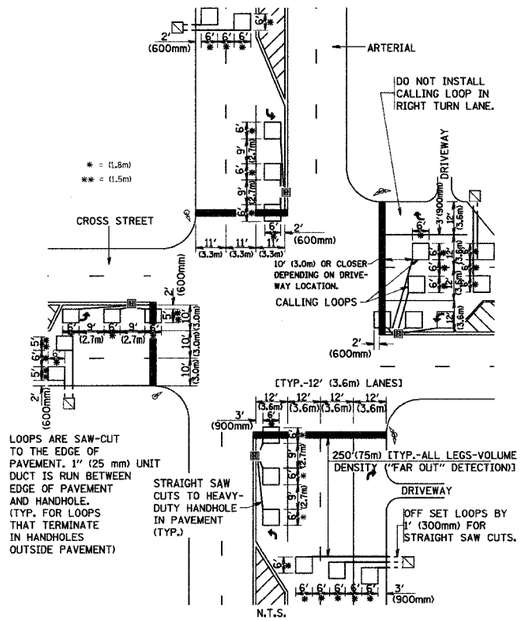
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



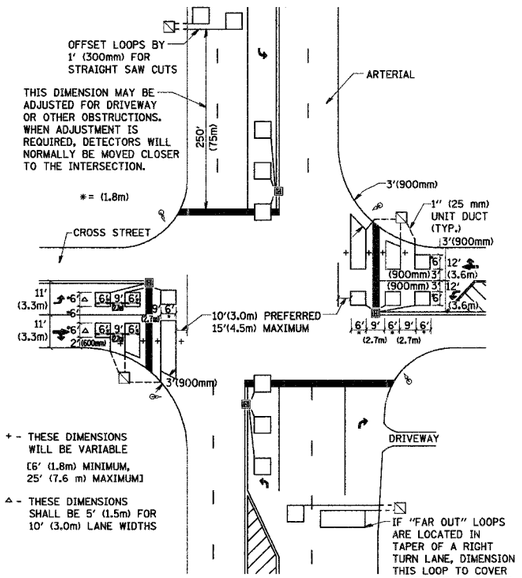
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

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.

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 DEMENSIONS 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.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE
DATE: 2/15/2006
DESIGNED BY
DRAWN BY CADD
CHECKED BY R.K.F.
TS07
REVISION DATE:

PLOT DATE = 2/15/2006
FILE NAME = e:\cadd\projects\ts07.dgn
PLOT SCALE = 1.0000 '/ IN.
USER NAME = gaglianob

CONTRACT NO. 83904

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	67
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003(663)

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	5		5			8		8			11		11			14	18			18		22			22		26			26	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1O	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	2	3	◊
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2 OR 3	1C	2	1E	1F	3	1H	2	1K	1L	3	2	1P	1O	3	2 OR 3	1T	1U	2	1W	3	1Y	1Z	2	1BB	3	1DD	1EE	2	3			
MAIN STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R ◄Y	R	R	R	R	R	G ◄G	G ◄Y	G ◄G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
MAIN STREET E/B FAR RIGHT SIGNAL	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
MAIN STREET W/B END MAST ARM AND FAR LEFT SIGNALS	R ◄Y	G ◄G	G ◄Y	G ◄G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
MAIN STREET W/B FAR RIGHT SIGNAL	R	G	G	G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
CROSS STREET S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R ◄Y	R	R	R	R	R	G ◄G	Y	R	G ◄G	G ◄Y	G	Y	R	G	R	G	◊
CROSS STREET S/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	G	G	Y	R	G	R	G	◊
CROSS STREET N/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R ◄Y	G ◄G	Y	R	G ◄G	G ◄Y	R	R	R	R	R	G	Y	R	G	R	G	◊
CROSS STREET N/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	G	R	R	R	R	R	G	Y	R	G	R	G	◊
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON NORTHSIDE OF MAIN STREET	H	FH	H	FH	H	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON SOUTHSIDE OF MAIN STREET	H	H	H	H	H	H	FH	H	FH	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON EASTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	FH	H	H	FH	H	H	◊
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON WESTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	FH	H	H	FH	H	H	◊

◊ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY INTERVAL AFTER EMERGENCY VEHICLE 2 OR 3 IS TERMINATED.

PLOT DATE = 2/15/2006
FILE NAME = c:\projects\2\ts08.dgn
PLOT SCALE = 50.000000 '/ IN.
USER NAME = gegliarnobi

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION MAIN STREET AND CROSS STREET

SCALE: NONE
DATE: 2/15/2006
DRAWN BY CADD
CHECKED BY

TS08 (1 OF 2)

REVISION DATE:

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2638	00-00139-00-RS	DUPAGE	68	68
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROJECT NO.: M-8003(663)

PROPOSED SEQUENCE OF OPERATION

MOVEMENT	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16	17	18	19	20A	20B	21	22	23	24A	24B	25	26	27	28A	28B	FLASH
MOVEMENT (N)	5 1				6 1			5 2			2 6				7 3				3 8					4 7					4 8				
PHASE	1 + 5				1 + 6			2 + 5			2 + 6				3 + 7				3 + 8					4 + 7					4 + 8				
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16	17	18	19	20A	20B	21	22	23	24A	24B	25	26	27	28A	28B	
CHANGE TO		1+6	2+5	2+6	θ	θ	2+6	θ	θ	2+6			3+7 3+8 4+7 4+8			1+5 1+6 2+5 2+6 4+8	3+8	4+7	θ	θ	1+5 1+6 2+5 2+6		4+8	θ	θ	1+5 1+6 2+5 2+6		4+8			1+5 1+6 2+5 2+6		
MAIN STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R ←G	R ←Y	R ←G	R ←Y	R	R	R	G ←G	G ←G	G ←Y	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN STREET E/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN STREET W/B END MAST ARM AND FAR LEFT SIGNALS	R ←G	R ←G	R ←Y	R ←Y	G ←G	G ←G	G ←Y	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN STREET W/B FAR RIGHT SIGNAL	R	R	R	R	G	G	G	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
CROSS STREET S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R ←G	R ←Y	R ←Y	R ←G	R	R	R	R	R	G ←G	G ←G	Y	R	G ←Y	G	G	Y	R	R
CROSS STREET S/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	Y	R	R
CROSS STREET N/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R ←G	R ←Y	R ←G	R ←Y	G ←G	G ←G	Y	R	G ←Y	R	R	R	R	R	G	G	Y	R	R
CROSS STREET N/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	R	R	R	R	R	G	G	Y	R	R
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON NORTHSIDE OF MAIN STREET	H	H	H	H	•P	••FH	H	H	H	H	•P	••FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	D
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON SOUTHSIDE OF MAIN STREET	H	H	H	H	H	H	H	•P	••FH	H	•P	••FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	A
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON EASTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	•P	••FH	H	H	H	H	H	H	H	H	•P	••FH	H	H	R
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON WESTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	•P	••FH	H	H	H	•P	••FH	H	H	K

- • TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- •• FLASHING "[hand]" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

θ THIS "[person]" OR FLASHING "[hand]" INTERVAL MAY FINISH TIMIMG IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "[person]" OR FLASHING "[hand]" INTERVALS. "[person]" AND FLASHING "[hand]" TIMINGS TO BE SET ONLY ON PHASES WHERE "[person]" AND FLASHING "[hand]" ARE INDICATED IN THE SEQUENCE OF OPERATION.

P = ILLUMINATED PERSON = WALK
FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
H = ILLUMINATED SOLID HAND = DON'T WALK

PHASE 2+6 SHALL BE PLACED ON RECALL.

NLT = "NO LEFT TURN" OR [sign]

NRT = "NO RIGHT TURN" OR [sign]

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

														PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	5		8		11		14	18		22	26										
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER														2		3						
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1O	1R	1S	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	2	1K	2	2	1N	2	1O	2	1S	2	3	4	5		
MAIN STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R ←Y	Y	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
MAIN STREET E/B FAR RIGHT SIGNAL	R	Y	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
MAIN STREET W/B END MAST ARM AND FAR LEFT SIGNALS	R ←Y	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G ←G	△
MAIN STREET W/B FAR RIGHT SIGNAL	R	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	△
CROSS STREET S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R ←G	R	R	G ←G	G	G	R	R	G	G	G ←G	Y	R	R	△
CROSS STREET S/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	G	G	G	Y	R	R	△
CROSS STREET N/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R ←Y	Y	R	R	Y	R	R	R	Y	R	R	R	R	R	△
CROSS STREET N/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	Y	R	R	Y	R	R	R	Y	R	R	R	R	R	△
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON NORTHSIDE OF MAIN STREET	H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON SOUTHSIDE OF MAIN STREET	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON EASTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON WESTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	△
INTERNALLY ILLUMINATED NRT SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△
INTERNALLY ILLUMINATED NLT SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△
																					HOLD	

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SEQUENCE OF OPERATION AND RAILROAD PREEMPTION SEQUENCE OF OPERATION MAIN STREET AND CROSS STREET

SCALE: NONE
DATE: 2/15/2006
DRAWN BY CADD
CHECKED BY
TS08 (2 OF 2)
REVISION DATE:

PLOT DATE = 2/15/2006
FILE NAME = w:\diststd\ts08.dgn
PLOT SCALE = 50.0000 ' / IN.
USER NAME = gogliarobt