

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	1

CONTRACT NO. 8382A

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
SURFACE TRANSPORTATION PROJECT

FOR INDEX OF SHEETS, SEE SHEET NO. 2

F.A.U. ROUTE 1375 (LIES ROAD)
FAIR OAKS ROAD (FAU 2542) TO GARY AVENUE (FAP 362)
SECTION: 04-00046-00-BT
PROJECT: BICYCLE PATH IMPROVEMENT
PROJECT: M-8003(443)
VILLAGE OF CAROL STREAM
DU PAGE COUNTY
JOB NO. C-91-355-04

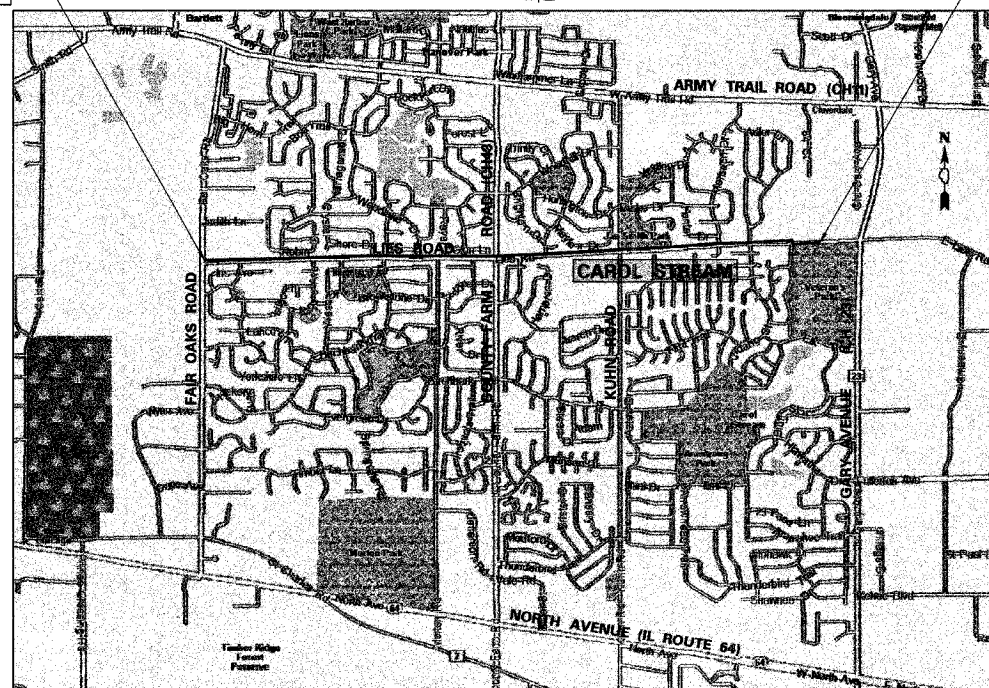


DESCRIPTION OF PROJECT

THIS IMPROVEMENT CONSISTS OF BIKE PATH CONSTRUCTION INCLUDING EARTH EXCAVATION, TRAFFIC SIGNAL MODERNIZATION, LANDSCAPING, SIGNING, STRIPING, AND ALL INCIDENTAL AND COLLATERAL WORK AS NECESSARY TO COMPLETE THE IMPROVEMENT SHOWN HEREIN AND AS DESCRIBED IN THE SPECIFICATIONS.

PROJECT BEGINS
STA. 10+23.45

PROJECT ENDS
STA. 149+47.44



WAYNE TOWNSHIP
BLOOMINGDALE TOWNSHIP

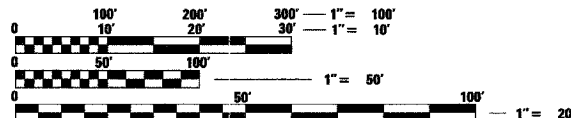
PROJECT LOCATION MAP

NOT TO SCALE

GROSS PROJECT LENGTH: 13,924.0 FT (2.64 MI)
NET PROJECT LENGTH: 13,643.6 FT (2.58 MI)

LOCATION MAP:
NOT TO SCALE

PROJECT LOCATED IN:
VILLAGE OF CAROL STREAM



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. 8382A

APPROVED *Oct. 31 20 05*
William N. Cleveland
VILLAGE OF CAROL STREAM

APPROVED *NOVEMBER 8 2005*
[Signature]
ENGINEER LOCAL ROADS AND STREETS

APPROVED *Nov. 18 20 05*
Diane M. O'Keefe /ca
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS



STEPHAN R. FREESE, P.E.
NO. 062-055709
EXP. DATE 11/30/07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	2
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 83824				

GENERAL NOTES

MUNICIPAL COORDINATION THE CONTRACTOR SHALL NOTIFY THE VILLAGE ENGINEER AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO ARTICLE 105.07 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT-OF-WAY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS AT (630) 871-6260 48 HOURS PRIOR TO ANY WORK IN ORDER TO OBTAIN MUNICIPAL UTILITY LOCATIONS AND FOR ALL WATER MAIN SHUTOFFS. UNDER NO CONDITION SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS WITHIN THE PROJECT AREA.

PUBLIC OR PRIVATE UTILITIES THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE DEPARTMENT DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATIONS OF SUCH OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS. UTILITY FACILITIES MAY ADJUSTED OR RELOCATED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.

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

THE CONTRACTOR WILL NOT REMOVE ANY UTILITY LINE, CONDUIT, OR VAULT WITHIN THE LIMITS OF THE PROJECT UNTIL AFTER RECEIVING WRITTEN PERMISSION FROM THE UTILITY COMPANY OR AGENCY INVOLVED AND PERMISSION FROM THE ENGINEER.

WHENEVER THE CONTRACTOR ENCOUNTERS FACILITIES AND APPURTENANCES WITHIN THE LIMITS OF THE IMPROVEMENTS DURING TRENCHING OPERATION, HE WILL BE REQUIRED TO HAND TRENCH IN THAT AREA IN ORDER NOT TO DAMAGE THE FACILITIES

DISPOSAL OF MATERIALS THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT AND ALL OTHER MATERIAL EXCAVATED OR REMOVED DUE TO CONSTRUCTION OPERATIONS, AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE ON THE DAY IT IS EXCAVATED. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING MATERIAL TO LOCATIONS PROVIDED BY THE CONTRACTOR, OUTSIDE THE LIMITS OF THE IMPROVEMENT

DRAINAGE STRUCTURES ONLY PRECAST CONCRETE ADJUSTMENT RINGS WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASINS, MANHOLES, AND INLETS.

FRAMES AND GRATES FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST. ALL FRAMES, GRATES, LIDS, AND BOXES REMOVED FROM EXISTING WATER SERVICE OR SEWER STRUCTURES WHICH ARE TO BE ABANDONED OR ADJUSTED WITH A NEW OR DIFFERENT FRAME AND LID SHALL BECOME THE PROPERTY OF THE MUNICIPALITY. ANY OF THESE ITEMS WHICH ARE DAMAGED OR BROKEN DURING HANDLING SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR SALVAGING THESE EXISTING FRAMES, GRATES, LIDS, OR BOXES AND DELIVERING THEM TO THE MAINTENANCE FACILITY OF THE MUNICIPALITY. THE CONTRACTOR SHALL NOTIFY THE MUNICIPALITY 24 HOURS PRIOR TO DELIVERY.

TYPE I FRAME CLOSED LID ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR CONSTRUCTION, ADJUSTMENT, OR RECONSTRUCTION OF ANY STORM SEWER MANHOLE, CATCH BASIN AND/OR INLET SHALL HAVE THE WORD "STORM" CAST IN THE LID. ALL VALVE VAULTS SHALL HAVE THE WORD "WATER" CAST IN THE LID AND ALL SANITARY MANHOLES SHALL HAVE THE WORD "SANITARY" CAST INTO THE LID.

BARRICADES THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I AND TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) SANDBAGS PER BARRICADE.

FULL DEPTH SAW CUTS ALL SAW CUTS REQUIRED DUE FOR REMOVAL ITEMS SHALL BE INCLUDED IN THAT ITEM.

TREE PRESERVATION THE CONTRACTORS ATTENTION IS CALLED TO THE FACT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE. THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. QUANTITIES HAVE BEEN PROVIDED IN THE SUMMARY OF QUANTITIES.

QUANTITIES FOR TREE PRUNING AND TREE ROOT PRUNING HAVE BEEN PROVIDED. THE NEED FOR PRUNING WILL BE DETERMINED AT THE TIME OF CONSTRUCTION BY THE ENGINEER. PRUNING QUANTITY NOT USED SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION SHALL BE DUE TO THE CONTRACTOR.

STATE STANDARDS

STD. NO.	DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
424001-04	CURB RAMPS FOR SIDEWALKS
601001	SUB-SURFACE DRAINS
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
666001	RIGHT-OF-WAY MARKERS
667101	PERMANENT SURVEY MARKERS
701501-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-04	URBAN LANE CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-03	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-05	TRAFFIC CONTROL DEVICES
720001	SIGN PANEL MOUNTING DETAILS
720006	SIGN PANEL ERECTION DETAILS
720011	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
729001	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS AND MARKERS)
780001-01	TYPICAL PAVEMENT MARKINGS
878001-03	CONCRETE FOUNDATION DETAILS
880006	TRAFFIC SIGNAL MOUNTING DETAILS

INDEX OF SHEETS

SHEET NO.	SHEET DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	TYPICAL SECTIONS
5-7	ALIGNMENT, TIES, AND BENCHMARKS
8-17	PROJECT PLAN AND PROFILE
18-19	TRAFFIC SIGNAL PLANS
20-23	TRAFFIC SIGNAL DETAILS
24-25	PLAT OF HIGHWAYS
26-27	BO-01 & 02 DRIVEWAY DETAILS
28	PROJECT DETAILS
29	TC-13 DISTRICT ONE PAVEMENT MARKINGS

EARTHWORK SUMMARY

LOCATION	EARTH EXCAVATION (CUBIC YARDS)	UNSUITABLE OR UNSTABLE MATERIAL (CUBIC YARDS)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE (CUBIC YARDS)	EMBANKMENT (CUBIC YARDS)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CUBIC YARDS)	TOPSOIL FURNISH AND PLACE, 4" (SQURE YARDS)
STA 10+23.45 TO STA 24+00	498	138	423	69	354	1530
STA 24+00 TO STA 38+00	530	140	450	54	396	1557
STA 38+00 TO STA 52+00	573	140	487	86	401	1557
STA 52+00 TO STA 66+00	538	140	457	28	429	1557
STA 66+00 TO STA 80+00	502	140	427	31	396	1557
STA 80+00 TO STA 94+00	549	140	467	48	419	1557
STA 94+00 TO STA 108+00	601	140	511	24	487	1557
STA 108+00 TO STA 122+00	461	140	392	104	288	1557
STA 122+00 TO STA 136+00	518	140	440	49	391	1557
STA 136+00 TO STA 149+47.44	524	135	445	17	428	1500
TOTAL	5,294	1393	4,499	510	3,989	15,486

SHRINKAGE FACTORS: EARTH EXCAVATION: 15%
EST. TOPSOIL THICKNESS: 4"

TEMPORARY EROSION CONTROL NOTES

- THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN EROSION CONTROL MEASURES IMMEDIATELY AFTER STRIPPING OF EXISTING VEGETATION.
- THE QUANTITY SHOWN FOR THE INLET AND PIPE PROTECTION IS SUFFICIENT FOR ONE (1) SET UP AND THREE (3) REPLACEMENTS OVER THE DURATION OF THE CONTRACT. THESE ITEMS ARE MEASURES AS EACH, REGARDLESS OF TYPE OR CONFIGURATION USED.
- EROSION CONTROL MEASURES SHALL BE INSPECTED 24 HOURS AFTER ANY STORM EXCEEDING 0.5 INCHES OF PRECIPITATION.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IDOT CONSTRUCTION MEMORANDAM NO. 02-22 AND DUPAGE COUNTY DEC PERMIT.
- EROSION CONTROL SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IDOT CONSTRUCTION MEMORANDAM NO. 02-22 AND DUPAGE COUNTY DEC PERMIT.
- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH SEQUENCE OF STAGE CONSTRUCTION.
- ALL DISTURBED AREAS SHALL BE SEEDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED.
- ALL AREAS THAT DO NOT HAVE A COVER OF VEGETATION AND WHERE NO FURTHER WORK IS TO OCCUR FOR ONE MONTH OR MORE SHALL BE SEEDED AND MULCHED WITHIN SEVEN (7) CALENDER DAYS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. STOCKPILES SHALL BE SEEDED WITH TEMPORARY EROSION CONTROL SEEDING WHICH WILL BE INCIDENTAL TO THE CONTRACT.
- PERIMETER EROSION BARRIER SHALL BE INSTALLED AT LOCATIONS SPECIFIED IN THE PLANS AT 5 FEET OUTSIDE THE TOE OF SLOPE, OR INSIDE THE RIGHT-OF-WAY, OR INSIDE THE EASEMENT, WHICHEVER IS CLOSER TO THE CENTERLINE, OR AS DIRECTED BY THE ENGINEER PRIOR TO THE START OF ANY EARTHWORK.
- THE PERIMETER EROSION BARRIER SHALL REMAIN IN PLACE UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED WITH VEGETATION. AT THIS TIME, THE PERIMETER EROSION BARRIER SHALL BE REMOVED AND THE AREAS DAMAGED BY THE FENCE INSTALLATION SHALL BE RESTORED.

TEMPORARY EROSION CONTROL SEQUENCE OF CONSTRUCTION

- ESTABLISH TEMPORARY EROSION CONTROL MEASURES. ERECT PERIMETER EROSION BARRIER ALONG SITE BOUNDARIES PRIOR TO MASS EARTHWORK.
- INSTALL PERMANENT SEEDING.
- REMOVE TEMPORARY EROSION CONTROL MEASURES AT COMPLETION OF PROJECT.

ABBREVIATIONS

EC EROSION CONTROL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INDEX OF SHEETS, GENERAL NOTES
& STATE STANDARDS
LIES ROAD BICYCLE PATH
FAIR OAKS ROAD TO GARY AVENUE

DATE 10/31/05
DRAWN BY MTL
CHECKED BY SRF

FINAL

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				Y047	Y031-IF
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNITS	30	30	
20101100	TREE TRUNK PROTECTION	EACH	12	12	
20101200	TREE ROOT PRUNING	EACH	12	12	
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	4	4	
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	8	8	
20200100	EARTH EXCAVATION	CU YD	5,294	5,294	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,393	1,393	
20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	100	100	
● 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	15,486	15,486	
● 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	288	288	
● 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	288	288	
● 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	288	288	
● 25000210	SEEDING, CLASS 2A	ACRE	3	3	
● 25100105	MULCH, METHOD 1	ACRE	3	3	
28000400	PERIMETER EROSION BARRIER	FOOT	5,383	5,383	
28000500	INLET AND PIPE PROTECTION	EACH	60	60	
35102100	AGGREGATE BASE COURSE, TYPE B 9"	SQ YD	12,581	12,581	
42001300	PROTECTIVE COAT	SQ YD	1,200	1,200	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5,873	5,873	
42400800	DETECTABLE WARNINGS	SQ FT	1,009	1,009	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	917	917	
44000600	SIDEWALK REMOVAL	SQ FT	60,052	60,052	
56400500	FIRE HYDRANTS TO BE REMOVED	EACH	2	2	
56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	2	2	
60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	1	
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	3	3	
60255500	MANHOLES TO BE ADJUSTED	EACH	12	12	
60260100	INLETS TO BE ADJUSTED	EACH	3	3	
60260300	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	2	2	
60261300	INLETS TO BE ADJUSTED WITH NEW TYPE 11 FRAME AND GRATE	EACH	2	2	
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	4	4	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	901	901	
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	64	64	
66411900	TEMPORARY FENCE	FOOT	641	641	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4	
67100100	MOBILIZATION	L SUM	1	1	
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1	
● 72000100	SIGN PANEL - TYPE 1	SQ FT	90	90	
● 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	8	8	
● 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	55	55	
● 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	97	97	
● 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	504	504	
● 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,999	1,999	
● 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	168	168	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	258	258	
● 81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	24		
● 81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	24		
● 81600925	UNIT DUCT, WITH 3-1/C NO. 6 AND 1/C NO. 8 GROUND, 600V (XLP-TYPE USE), 1 1/4" DIA., POLYETHYLENE	FOOT	1,000	1,000	
● 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	40	40	
● 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	4	4	

SUMMARY OF QUANTITIES

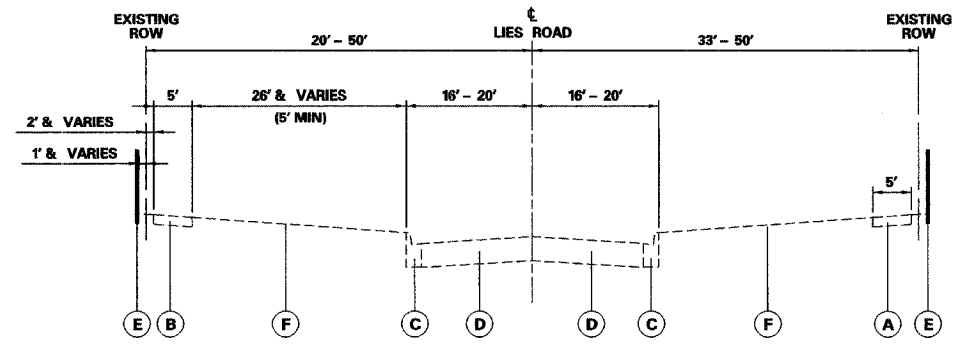
CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				Y047	Y031-IF
● 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1
● 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	220		220
● 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	518		518
● 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	229		229
● 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4		4
● 87900200	DRILL EXISTING HANDHOLE	EACH	1		1
● 89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	1		1
● 89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	3		3
● 89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	1		1
● 89501150	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	1		1
● 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	800	800	
● 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1
● 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	6	5	1
● A2001220	TREE, ACER RUBRUM RED SUNSET (RED SUNSET RED MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	4	4	
● X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	2,282	2,282	
● X8950090	RELOCATE EXISTING LIGHTING CONTROLLER	EACH	1		1
● XX001758	WOOD FENCE REMOVAL	FOOT	7	7	
● XX004238	BITUMINOUS DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	125	125	
△ Z0076600	TRAINEES	hour	500	500	

△ Y080
● SPECIALTY ITEMS

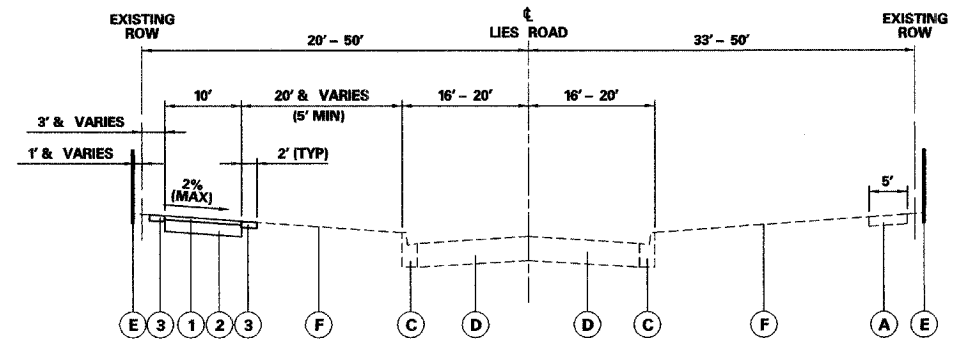


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
LIES ROAD BICYCLE PATH
FAIR OAKS ROAD TO GARY AVENUE
DATE 10/31/05
DRAWN BY MTL
CHECKED BY SRF
NO SCALE



EXISTING TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 10+23.45 TO STATION 70+47



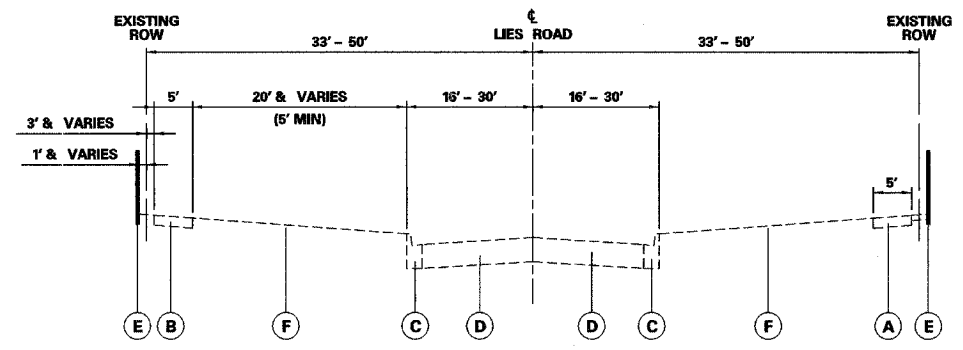
PROPOSED TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 10+23.45 TO STATION 70+47

EXISTING LEGEND

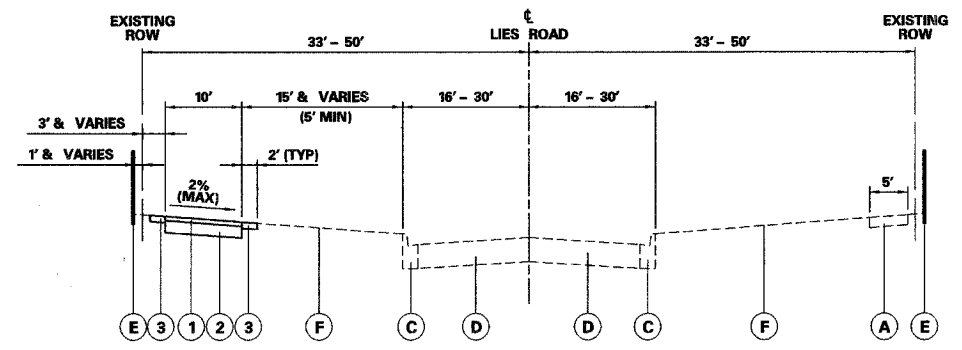
- (A) EXISTING PCC SIDEWALK, TO REMAIN
- (B) EXISTING PCC SIDEWALK, TO BE REMOVED
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER, B-6.12
- (D) EXISTING BITUMINOUS PAVEMENT
- (E) EXISTING FENCE
- (F) EXISTING GRASS PARKWAY

PROPOSED LEGEND

- (1) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 3"
- (2) AGGREGATE BASE COURSE, TYPE B 9"
- (3) TOPSOIL, 4" AND SEEDING, CLASS 2A



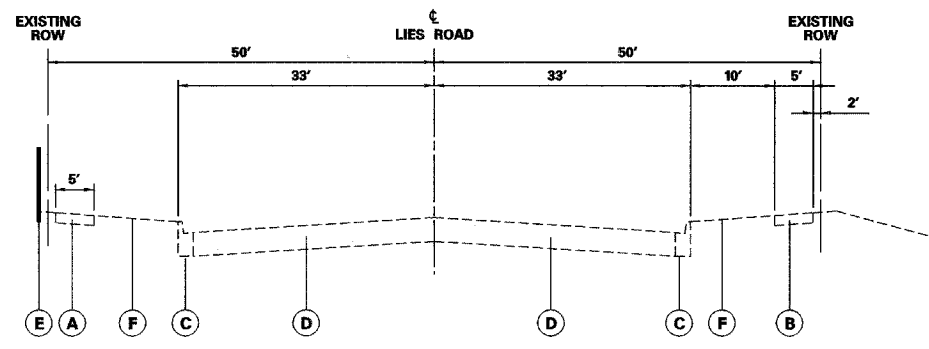
EXISTING TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 70+47 TO STATION 142+35



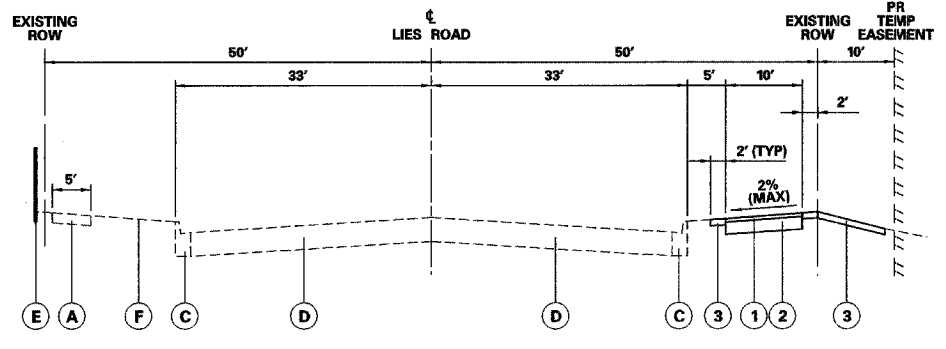
PROPOSED TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 70+47 TO STATION 142+35

MIXTURE REQUIREMENT

MIXTURE USES	AC/PG	AIR VOIDS (%)	RAP % (MAX)	UNIT WEIGHT
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	PG 64-22	4% AT 50 GYRATIONS	15	112 LB/SY/INCH



EXISTING TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 143+13 TO STATION 149+47.44



PROPOSED TYPICAL SECTION
LIES ROAD BICYCLE PATH IMPROVEMENT
STATION 143+13 TO STATION 149+47.44

NOTES

1. 100 CU YDS OF POROUS GRANULAR EMBANKMENT, SUBGRADE HAS BEEN PROVIDED FOR LOCATIONS WHERE SOILS 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 (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL). IF UNSTABLE AND/OR UNSUITABLE MATERIALS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION SHALL BE DUE TO THE CONTRACTOR.

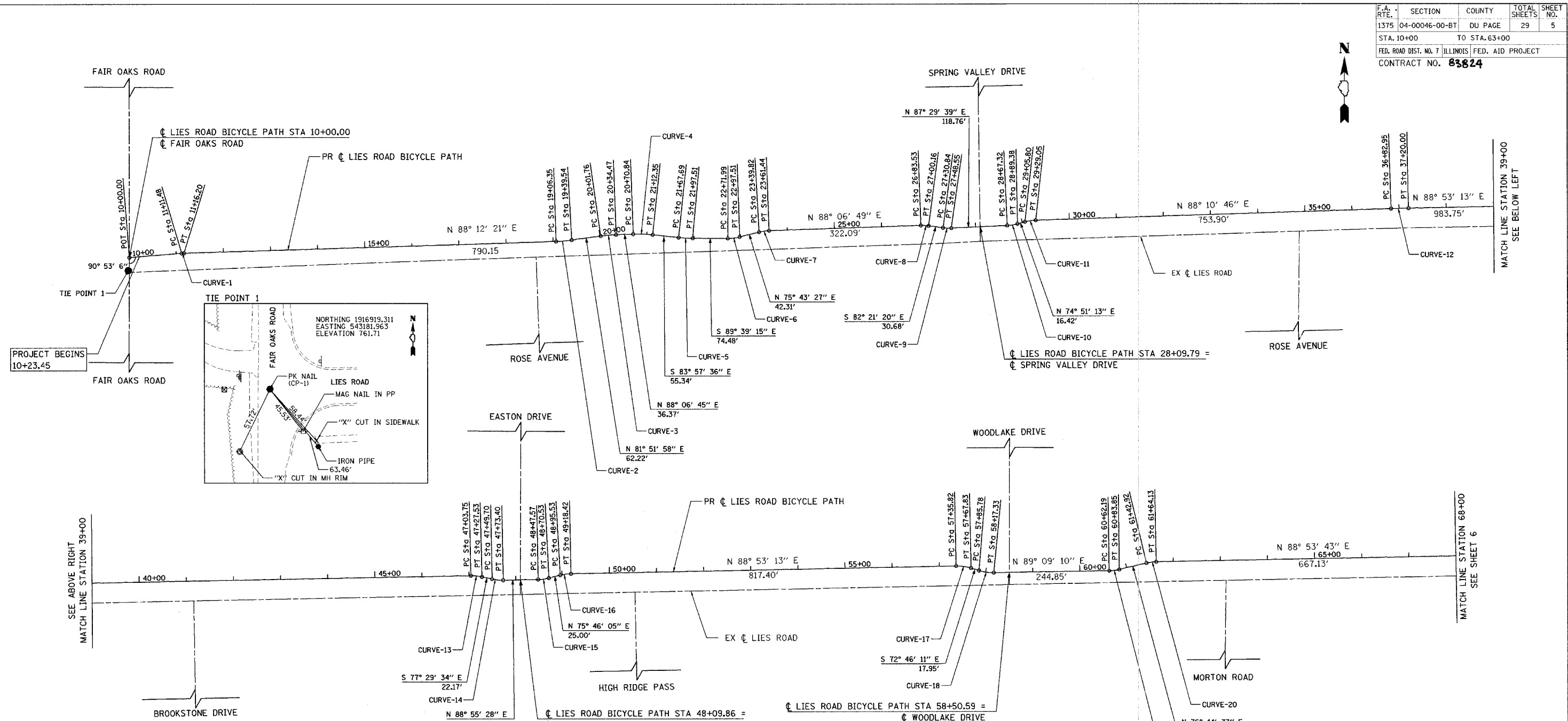
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
LIES ROAD BICYCLE PATH
FAIR OAKS ROAD TO GARY AVENUE

SCALE: NONE

DATE 10/31/05
DRAWN BY MTL
CHECKED BY SRF





CONTROL POINTS

NAME	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP-1	N/A	N/A	1916919.311	543181.963	761.71	MAG NAIL @ LIES RD AND @ FAIR OAKS RD
CP-2	18+62.92	32.66 RT	1916949.156	544046.868	763.25	MAG NAIL @ LIES RD AND @ W. ROSE AVE
CP-3	31+25.70	20.51 RT	1917010.876	545304.308	777.08	5/8" REBAR W/YELLOW CAP ON N. SIDE OF LIES ROAD, 310' E. OF SPRING VALLEY DR
CP-4	41+14.46	42.69 RT	1917015.012	546292.870	763.90	MAG NAIL @ LIES RD AND @ BROOKSTONE DR
CP-5	50+51.06	42.17 RT	1917033.680	547227.171	772.75	MAG NAIL @ LIES ROAD AND @ HIGH RIDGE PASS
CP-6	63+11.22	46.16 RT	1917054.036	548483.518	778.27	MAG NAIL @ LIES ROAD AND @ MORTON RD
CP-7	76+34.14	42.04 RT	1917083.484	549803.704	767.41	MAG NAIL @ LIES ROAD AND @ COUNTY FARM ROAD
CP-8	87+33.40	28.84 RT	1917106.010	550902.117	766.41	MAG NAIL @ LIES ROAD AND @ BUCKINGHAM DR
CP-9	97+03.99	39.38 RT	1917172.887	551871.446	777.11	MAG NAIL @ LIES ROAD BETWEEN E. AND W SCHOOL DRIVES
CP-10	104+32.53	41.95 RT	1917230.640	552596.181	773.88	MAG NAIL @ LIES ROAD AND @ KUHN RD
CP-11	115+49.83	27.66 RT	1917291.047	553710.714	788.77	MAG NAIL @ LIES ROAD AND @ BEDFORD DR
CP-12	126+61.51	28.93 RT	1917353.153	554819.109	782.08	MAG NAIL @ LIES ROAD AND @ MERBACH CT
CP-13	137+42.39	39.00 RT	1917399.197	555896.981	767.25	MAG NAIL @ LIES ROAD AND @ DRIVE TO HAMPE PARK
CP-14	148+74.29	41.07 LT	1917442.828	556946.881	755.45	MAG NAIL @ LIES ROAD AND 100' W. OF ENTRANCE TO VETERANS PARK
CP-15	N/A	N/A	1917496.766	558022.933	756.27	MAG NAIL @ LIES ROAD AND @ GARY AVENUE
CP-16	N/A	N/A	1917603.398	543144.968	755.521	HUB AND TACK IN FIELD W. SIDE OF FAIR OAKS RD
CP-17	109+95.03	11.81 LT	1917302.694	553154.629	778.890	HUB AND TACK N. SIDE OF LIES RD BETWEEN KUHN RD AND BEDFORD DR
CP-18	117+45.50	4.53 RT	1917331.828	553904.059	789.761	HUB AND TACK N. SIDE OF LIES RD E. OF BEDFORD DR
CP-19	117+24.33	6.47 RT	1917328.776	553883.020	789.962	HUB AND TACK N. SIDE OF LIES RD E. OF BEDFORD DR
CP-20	107+91.78	27.44 LT	1917320.090	552951.273	781.179	HUB AND TACK N. SIDE OF LIES RD BETWEEN KUHN RD AND BEDFORD DR

BENCHMARKS

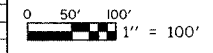
NAME	ELEVATION	DESCRIPTION
BM 1	753.11	BRASS DISC IN TOP OF THE NE CORNER OF CONCRETE BOX CULVERT W. OF VETERANS PARK ENTRANCE 150' S. OF LIES RD
TBM-A	764.75	"X" IN S.W. BOLT OF THE 1ST FH E. OF FAIR OAKS ROAD N. SIDE OF LIES ROAD
TBM-I	769.40	"X" IN S.E. BOLT OF THE FH AT THE S.W. CORNER OF LIES RD AND COUNTY FARM RD
TBM-S	756.66	"X" IN S.E. BOLT OF THE 1ST FH E. OF BOWIE DR S. SIDE OF LIES RD

REVISIONS

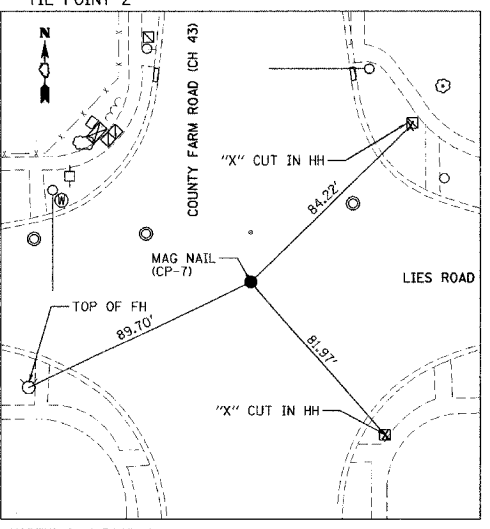
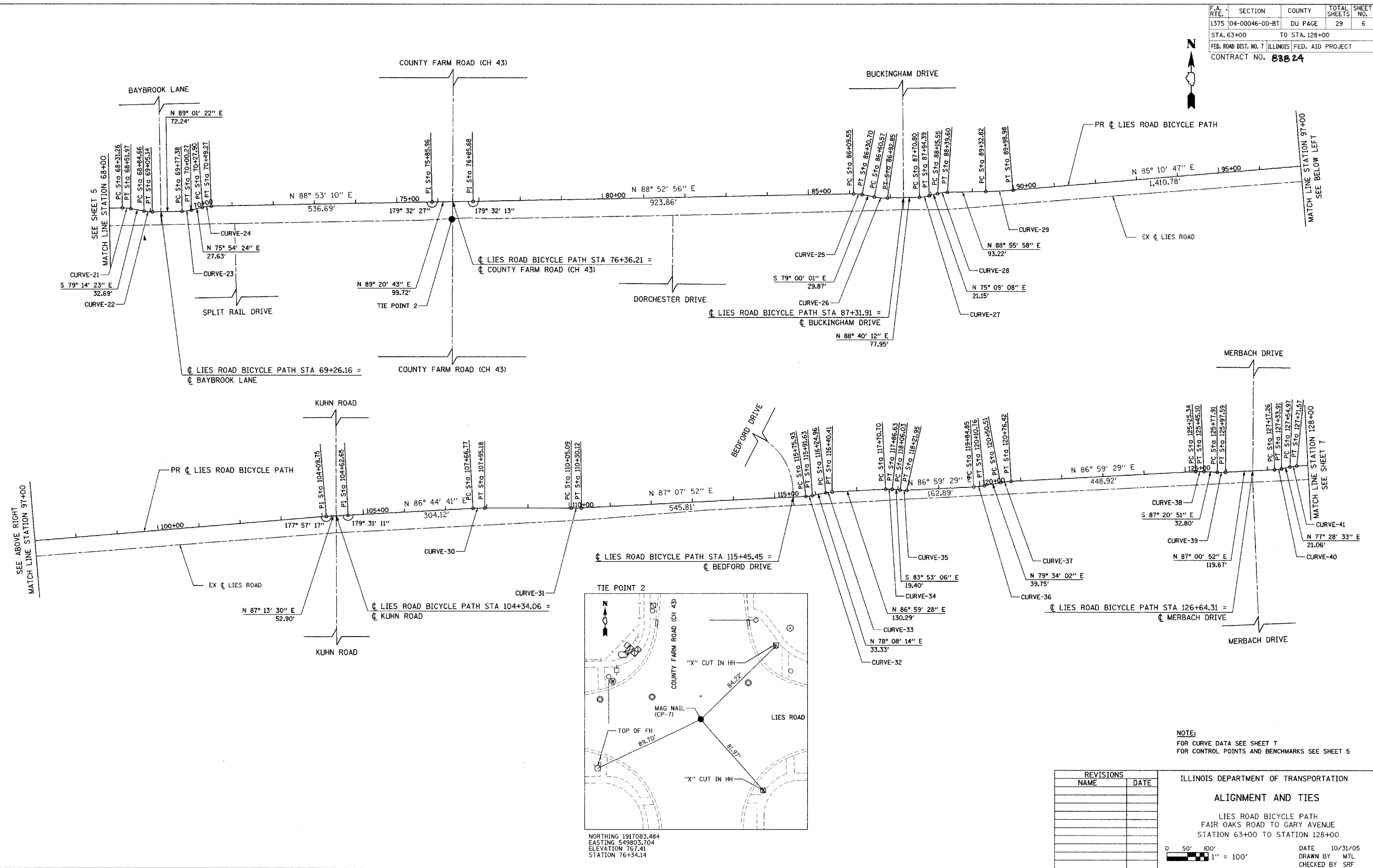
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ALIGNMENT AND TIES
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 STATION 10+00 TO STATION 63+00

DATE 10/31/05
 DRAWN BY MTL
 CHECKED BY SRF



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	6
STA. 63+00		TO STA. 128+00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 838 24				

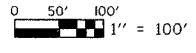


NORTHING 1917083.484
 EASTING 549803.704
 ELEVATION 767.41
 STATION 76+34.14

NOTE:
 FOR CURVE DATA SEE SHEET 7
 FOR CONTROL POINTS AND BENCHMARKS SEE SHEET 5

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ALIGNMENT AND TIES
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 STATION 63+00 TO STATION 128+00

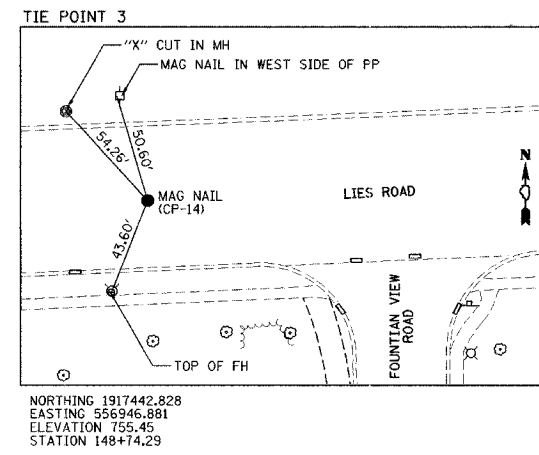
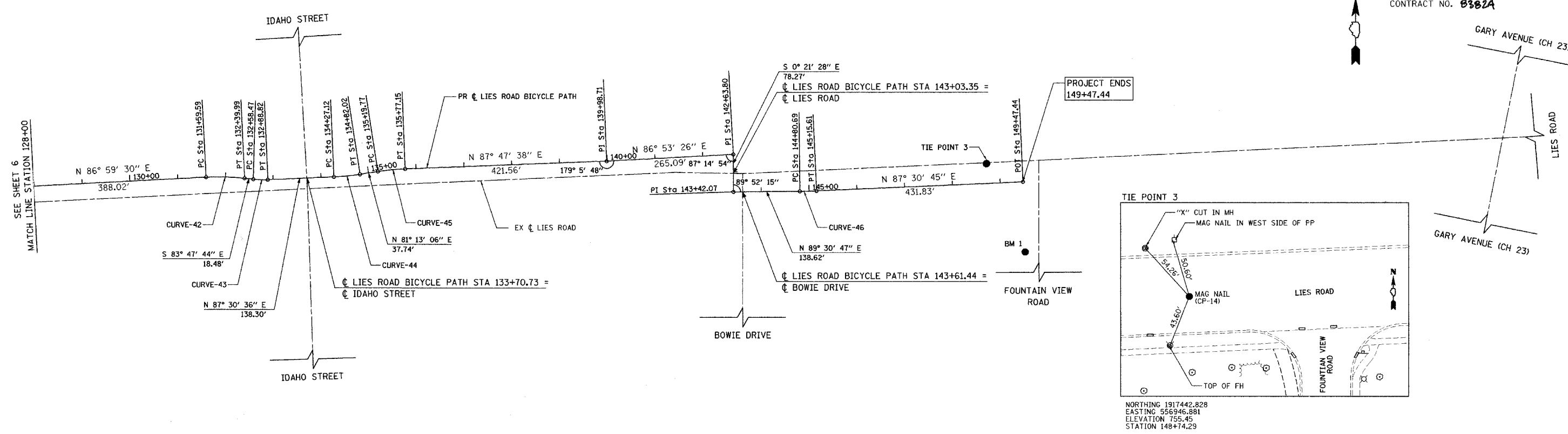


DATE 10/31/05
 DRAWN BY MTL
 CHECKED BY SRP



FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	7
STA. 128+00		TO STA. 149+47.44		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 0382A				



PROPOSED CONSTRUCTION - LIES ROAD BICYCLE PATH CURVE DATA												
PROP. CURVE-1 PI STA. = 11+13.84 Δ = 2° 42' 25" (RT) D = 57' 17' 45" R = 100.00' T = 2.36' L = 4.72' E = 0.03' P.C. STA. = 11+11.48 P.T. STA. = 11+16.20	PROP. CURVE-2 PI STA. = 19+22.96 Δ = 6° 20' 23" (LT) D = 19° 05' 55" R = 300.00' T = 16.61' L = 33.19' E = 0.46' P.C. STA. = 19+06.35 P.T. STA. = 19+39.54	PROP. CURVE-3 PI STA. = 20+18.13 Δ = 6° 14' 47" (RT) D = 19° 05' 55" R = 300.00' T = 16.37' L = 32.71' E = 0.45' P.C. STA. = 20+01.76 P.T. STA. = 20+34.47	PROP. CURVE-4 PI STA. = 20+91.63 Δ = 7° 55' 39" (RT) D = 19° 05' 55" R = 300.00' T = 20.79' L = 41.51' E = 0.72' P.C. STA. = 20+70.84 P.T. STA. = 21+12.35	PROP. CURVE-5 PI STA. = 21+82.61 Δ = 5° 41' 39" (LT) D = 19° 05' 55" R = 300.00' T = 14.92' L = 29.81' E = 0.37' P.C. STA. = 21+67.69 P.T. STA. = 21+97.51	PROP. CURVE-6 PI STA. = 23+84.82 Δ = 14° 37' 18" (LT) D = 57' 17' 45" R = 100.00' T = 12.83' L = 25.52' E = 0.82' P.C. STA. = 22+71.99 P.T. STA. = 22+97.51	PROP. CURVE-7 PI STA. = 23+50.67 Δ = 12° 23' 22" (RT) D = 57' 17' 45" R = 100.00' T = 10.85' L = 21.62' E = 0.59' P.C. STA. = 23+39.82 P.T. STA. = 23+61.44	PROP. CURVE-8 PI STA. = 26+91.86 Δ = 9° 31' 52" (RT) D = 57' 17' 45" R = 100.00' T = 8.34' L = 16.63' E = 0.35' P.C. STA. = 26+83.53 P.T. STA. = 27+00.16	PROP. CURVE-9 PI STA. = 27+39.72 Δ = 10° 09' 01" (LT) D = 57' 17' 45" R = 100.00' T = 8.88' L = 17.72' E = 0.39' P.C. STA. = 27+30.84 P.T. STA. = 27+48.55	PROP. CURVE-10 PI STA. = 28+78.39 Δ = 12° 38' 26" (LT) D = 57' 17' 45" R = 100.00' T = 11.08' L = 22.06' E = 0.61' P.C. STA. = 28+67.32 P.T. STA. = 28+89.38	PROP. CURVE-11 PI STA. = 29+17.48 Δ = 13° 19' 33" (RT) D = 57' 17' 45" R = 100.00' T = 11.68' L = 23.26' E = 0.68' P.C. STA. = 29+05.80 P.T. STA. = 29+29.05	PROP. CURVE-12 PI STA. = 37+01.48 Δ = 0° 42' 28" (RT) D = 1° 54' 35" R = 3,000.00' T = 18.53' L = 37.05' E = 0.08' P.C. STA. = 36+82.95 P.T. STA. = 37+20.00	PROP. CURVE-13 PI STA. = 47+15.70 Δ = 13° 37' 12" (RT) D = 57' 17' 45" R = 100.00' T = 11.94' L = 23.77' E = 0.71' P.C. STA. = 47+03.75 P.T. STA. = 47+27.53
PROP. CURVE-14 PI STA. = 47+61.60 Δ = 13° 34' 58" (LT) D = 57' 17' 45" R = 100.00' T = 11.91' L = 23.71' E = 0.71' P.C. STA. = 47+49.70 P.T. STA. = 47+73.40	PROP. CURVE-15 PI STA. = 48+59.10 Δ = 13° 09' 23" (LT) D = 57' 17' 45" R = 100.00' T = 11.53' L = 22.96' E = 0.66' P.C. STA. = 48+47.57 P.T. STA. = 48+70.53	PROP. CURVE-16 PI STA. = 49+07.02 Δ = 13° 07' 08" (RT) D = 57' 17' 45" R = 100.00' T = 11.50' L = 22.90' E = 0.66' P.C. STA. = 48+95.53 P.T. STA. = 49+18.42	PROP. CURVE-17 PI STA. = 57+51.96 Δ = 18° 20' 36" (RT) D = 57' 17' 45" R = 100.00' T = 16.15' L = 32.02' E = 1.30' P.C. STA. = 57+35.82 P.T. STA. = 57+67.83	PROP. CURVE-18 PI STA. = 58+01.69 Δ = 18° 04' 39" (LT) D = 57' 17' 45" R = 100.00' T = 15.91' L = 31.55' E = 1.26' P.C. STA. = 57+85.78 P.T. STA. = 58+17.33	PROP. CURVE-19 PI STA. = 60+73.06 Δ = 12° 24' 37" (LT) D = 57' 17' 45" R = 100.00' T = 10.87' L = 21.66' E = 0.59' P.C. STA. = 60+62.19 P.T. STA. = 60+83.85	PROP. CURVE-20 PI STA. = 61+53.56 Δ = 12° 09' 10" (RT) D = 57' 17' 45" R = 100.00' T = 10.65' L = 21.21' E = 0.57' P.C. STA. = 61+42.92 P.T. STA. = 61+64.13	PROP. CURVE-21 PI STA. = 68+41.65 Δ = 11° 51' 54" (RT) D = 57' 17' 45" R = 100.00' T = 10.39' L = 20.71' E = 0.54' P.C. STA. = 68+31.26 P.T. STA. = 68+51.97	PROP. CURVE-22 PI STA. = 68+94.93 Δ = 11° 44' 16" (LT) D = 57' 17' 45" R = 100.00' T = 10.28' L = 20.49' E = 0.53' P.C. STA. = 68+84.66 P.T. STA. = 69+05.14	PROP. CURVE-23 PI STA. = 69+88.87 Δ = 13° 06' 58" (LT) D = 57' 17' 45" R = 100.00' T = 11.50' L = 22.89' E = 0.66' P.C. STA. = 69+77.38 P.T. STA. = 70+00.27	PROP. CURVE-24 PI STA. = 70+38.63 Δ = 12° 14' 43" (RT) D = 57' 17' 45" R = 100.00' T = 10.73' L = 21.37' E = 0.57' P.C. STA. = 70+27.90 P.T. STA. = 70+49.27	PROP. CURVE-25 PI STA. = 86+20.16 Δ = 12° 07' 03" (RT) D = 57' 17' 45" R = 100.00' T = 10.61' L = 21.15' E = 0.55' P.C. STA. = 86+09.55 P.T. STA. = 86+30.70	PROP. CURVE-26 PI STA. = 86+76.77 Δ = 12° 19' 47" (LT) D = 38° 11' 50" R = 150.00' T = 16.20' L = 32.28' E = 0.87' P.C. STA. = 86+60.57 P.T. STA. = 86+92.85
PROP. CURVE-27 PI STA. = 87+82.65 Δ = 13° 31' 04" (LT) D = 57' 17' 45" R = 100.00' T = 11.85' L = 23.59' E = 0.70' P.C. STA. = 87+70.80 P.T. STA. = 87+94.39	PROP. CURVE-28 PI STA. = 88+27.63 Δ = 13° 46' 50" (RT) D = 57' 17' 45" R = 100.00' T = 12.08' L = 24.05' E = 0.73' P.C. STA. = 88+15.55 P.T. STA. = 88+39.60	PROP. CURVE-29 PI STA. = 89+65.91 Δ = 3° 45' 11" (LT) D = 5° 40' 22" R = 1,010.00' T = 33.09' L = 66.16' E = 0.54' P.C. STA. = 89+32.82 P.T. STA. = 89+98.98	PROP. CURVE-30 PI STA. = 107+80.98 Δ = 3° 15' 19" (RT) D = 11° 27' 33" R = 500.00' T = 14.21' L = 28.41' E = 0.20' P.C. STA. = 107+66.77 P.T. STA. = 107+95.18	PROP. CURVE-31 PI STA. = 110+17.61 Δ = 2° 52' 07" (LT) D = 11° 27' 33" R = 500.00' T = 12.52' L = 25.03' E = 0.16' P.C. STA. = 110+05.09 P.T. STA. = 110+30.12	PROP. CURVE-32 PI STA. = 115+83.79 Δ = 8° 59' 37" (LT) D = 57' 17' 45" R = 100.00' T = 7.86' L = 15.70' E = 0.30' P.C. STA. = 115+75.93 P.T. STA. = 115+91.63	PROP. CURVE-33 PI STA. = 117+32.70 Δ = 8° 51' 14" (RT) D = 57' 17' 45" R = 100.00' T = 7.74' L = 15.45' E = 0.30' P.C. STA. = 117+20.70 P.T. STA. = 117+46.63	PROP. CURVE-34 PI STA. = 117+78.68 Δ = 9° 07' 25" (RT) D = 57' 17' 45" R = 100.00' T = 7.98' L = 15.92' E = 0.32' P.C. STA. = 117+70.70 P.T. STA. = 117+86.63	PROP. CURVE-35 PI STA. = 118+14.01 Δ = 9° 07' 25" (LT) D = 57' 17' 45" R = 100.00' T = 7.98' L = 15.92' E = 0.32' P.C. STA. = 118+06.03 P.T. STA. = 118+21.95	PROP. CURVE-36 PI STA. = 119+97.82 Δ = 7° 25' 26" (LT) D = 28° 38' 52" R = 200.00' T = 12.98' L = 25.91' E = 0.42' P.C. STA. = 119+84.85 P.T. STA. = 120+10.76	PROP. CURVE-37 PI STA. = 120+63.48 Δ = 7° 25' 26" (RT) D = 28° 38' 52" R = 200.00' T = 12.98' L = 25.91' E = 0.42' P.C. STA. = 120+50.51 P.T. STA. = 120+76.42	PROP. CURVE-38 PI STA. = 125+35.23 Δ = 5° 39' 40" (RT) D = 28° 38' 52" R = 200.00' T = 9.85' L = 19.76' E = 0.24' P.C. STA. = 125+25.34 P.T. STA. = 125+45.10	PROP. CURVE-39 PI STA. = 125+87.76 Δ = 5° 38' 17" (LT) D = 28° 38' 52" R = 200.00' T = 9.85' L = 19.68' E = 0.24' P.C. STA. = 125+77.91 P.T. STA. = 125+97.59
PROP. CURVE-40 PI STA. = 127+25.60 Δ = 9° 32' 19" (LT) D = 57' 17' 45" R = 100.00' T = 8.34' L = 16.65' E = 0.35' P.C. STA. = 127+17.26 P.T. STA. = 127+33.91	PROP. CURVE-41 PI STA. = 127+63.29 Δ = 9° 30' 57" (RT) D = 57' 17' 45" R = 100.00' T = 8.32' L = 16.61' E = 0.35' P.C. STA. = 127+54.97 P.T. STA. = 127+71.57	PROP. CURVE-42 PI STA. = 131+99.88 Δ = 11° 27' 33" D = 11° 27' 33" R = 200.00' T = 40.28' L = 80.40' E = 1.62' P.C. STA. = 131+59.59 P.T. STA. = 132+39.99	PROP. CURVE-43 PI STA. = 132+73.68 Δ = 8° 41' 39" (RT) D = 28° 38' 52" R = 500.00' T = 15.20' L = 30.35' E = 0.58' P.C. STA. = 132+58.47 P.T. STA. = 132+88.82	PROP. CURVE-44 PI STA. = 134+54.60 Δ = 6° 17' 30" (LT) D = 11° 27' 33" R = 500.00' T = 27.48' L = 54.91' E = 0.75' P.C. STA. = 134+27.12 P.T. STA. = 134+82.02	PROP. CURVE-45 PI STA. = 135+48.49 Δ = 6° 34' 32" (RT) D = 11° 27' 33" R = 500.00' T = 28.72' L = 57.38' E = 0.82' P.C. STA. = 135+19.77 P.T. STA. = 135+77.15	PROP. CURVE-46 PI STA. = 144+98.15 Δ = 2° 00' 02" (LT) D = 5° 43' 46" R = 1,000.00' T = 17.46' L = 34.92' E = 0.15' P.C. STA. = 144+80.69 P.T. STA. = 145+15.61						

NOTE:
FOR CONTROL POINTS AND BENCHMARKS SEE SHEET 5

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES

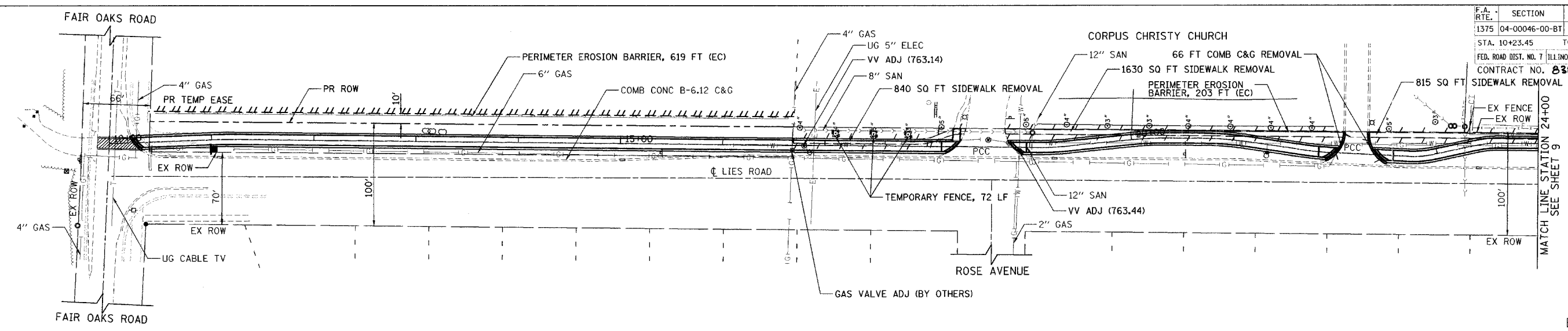
LIES ROAD BICYCLE PATH
FAIR OAKS ROAD TO GARY AVENUE
STATION 63+00 TO STATION 149+47.44

DATE 10/31/05
DRAWN BY MTL
CHECKED BY SRF

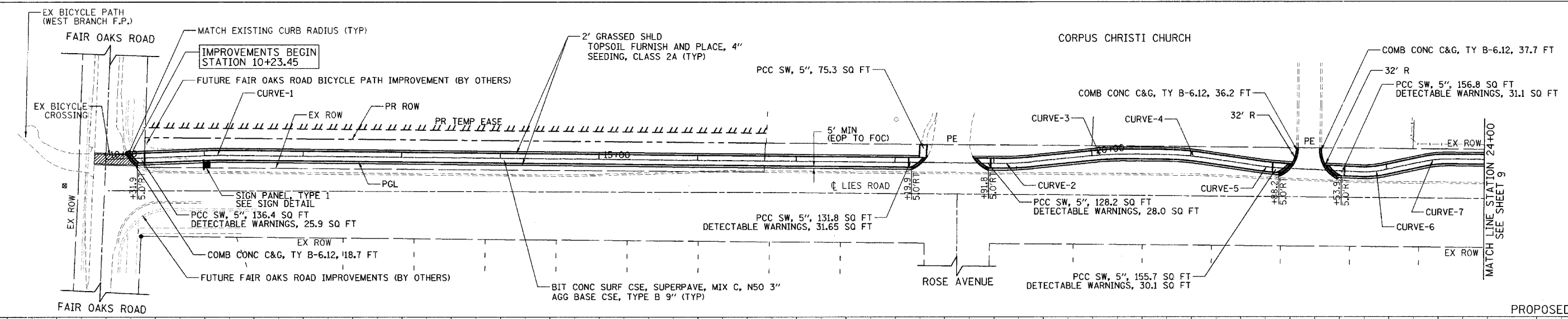
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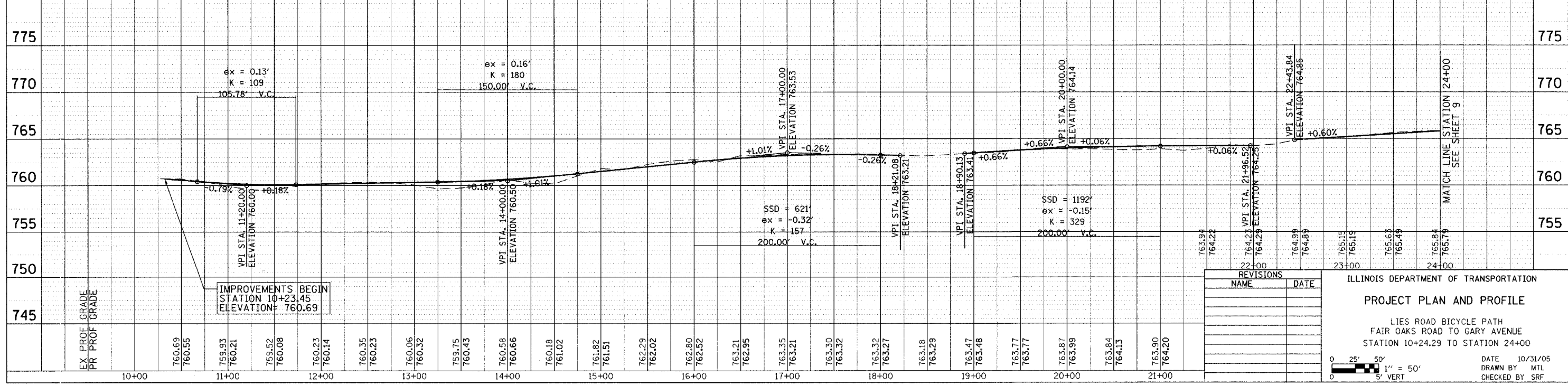
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	8
STA. 10+23.45		TO STA. 24+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83824				



EXISTING PLAN



PROPOSED PLAN



TRANS SYSTEMS CORPORATION

REVISIONS	
NAME	DATE

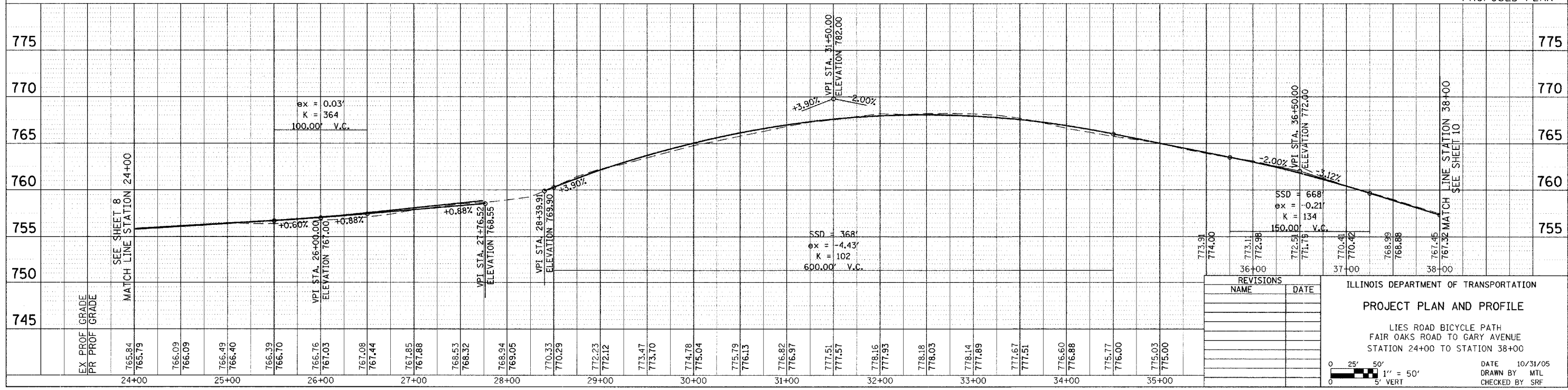
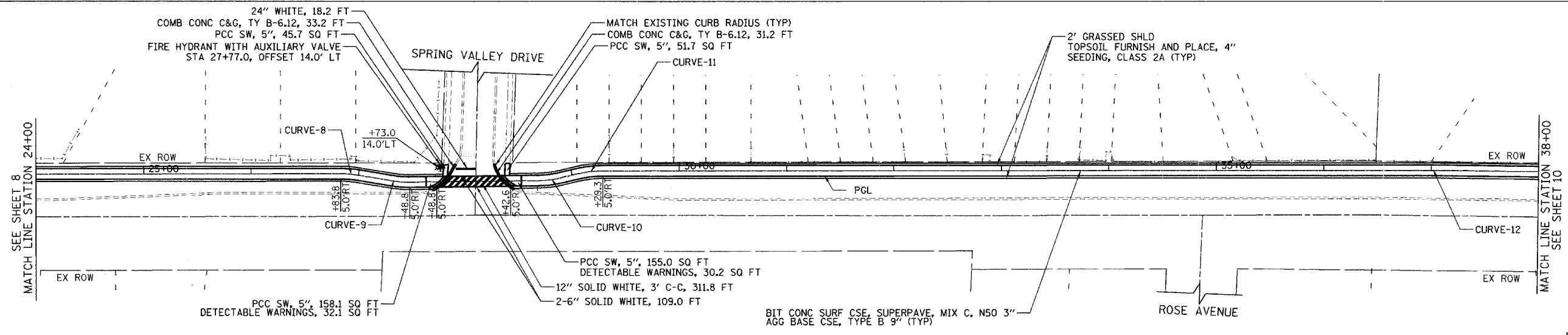
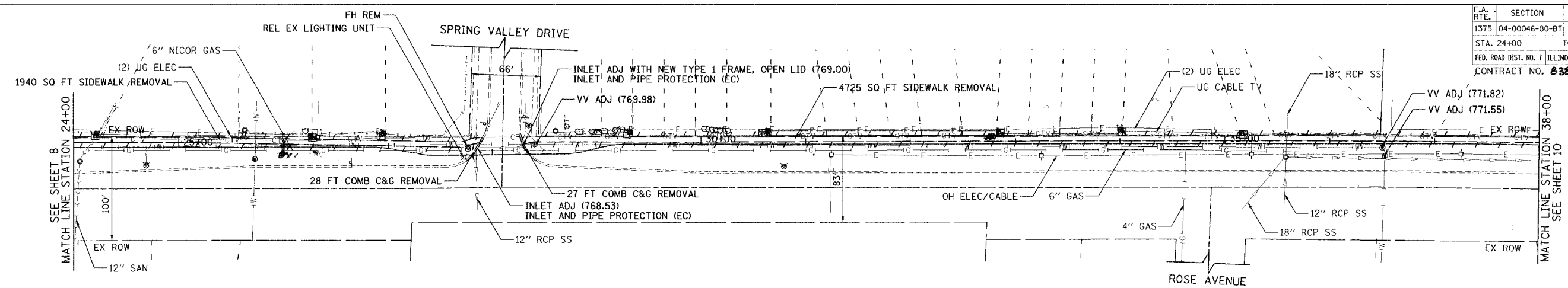
ILLINOIS DEPARTMENT OF TRANSPORTATION
PROJECT PLAN AND PROFILE
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 STATION 10+24.29 TO STATION 24+00

DATE 10/31/05
 DRAWN BY MTL
 CHECKED BY SRF

0 25' 50' 1" = 50'
 0 5' VERT

FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	9
STA. 24+00		TO STA. 38+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83824				



TRANS SYSTEMS CORPORATION

REVISIONS	
NAME	DATE

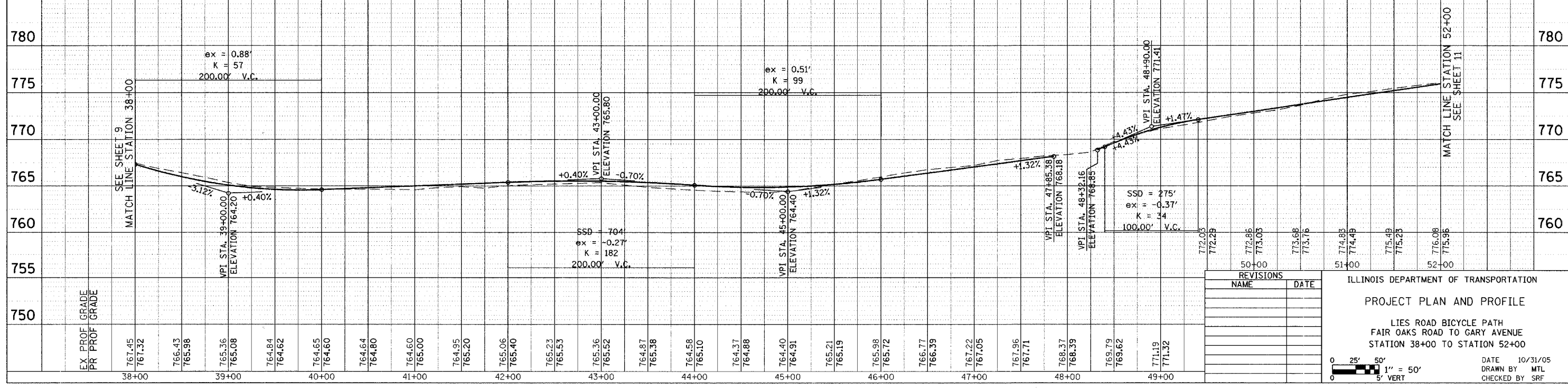
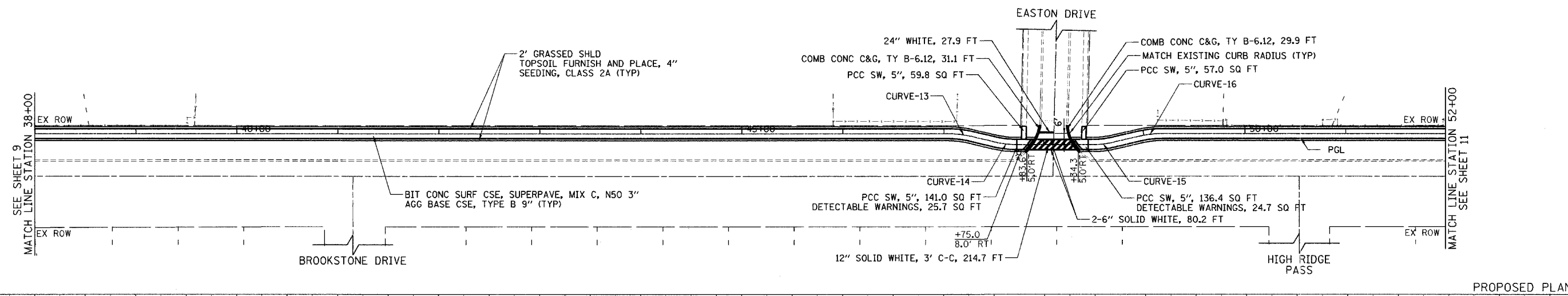
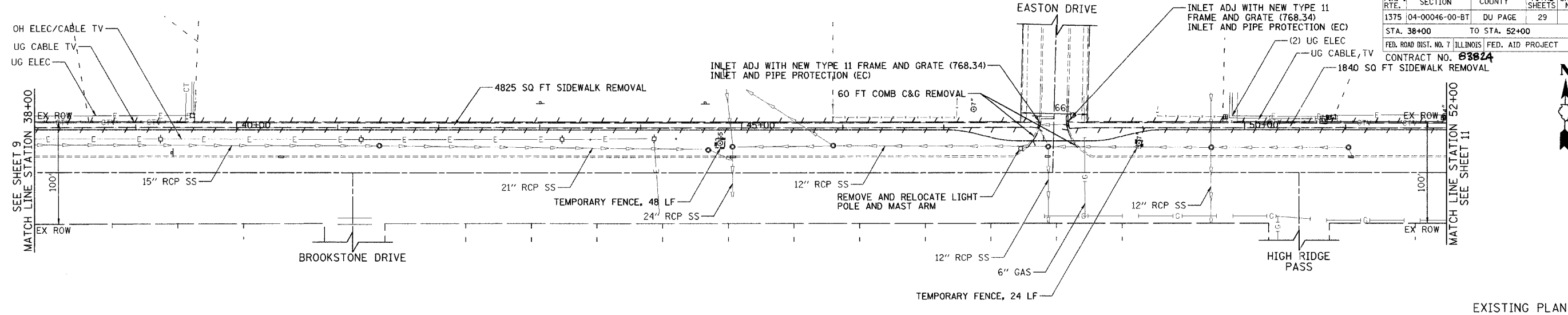
ILLINOIS DEPARTMENT OF TRANSPORTATION
PROJECT PLAN AND PROFILE
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 STATION 24+00 TO STATION 38+00

DATE 10/31/05
 DRAWN BY MTL
 CHECKED BY SRF

0 25' 50'
 1" = 50'
 5' VERT

FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	10
STA. 38+00	TO STA. 52+00			
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 03824				

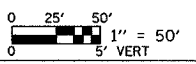


TRANS SYSTEMS CORPORATION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROJECT PLAN AND PROFILE
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 STATION 38+00 TO STATION 52+00

DATE 10/31/05
 DRAWN BY MTL
 CHECKED BY SRF



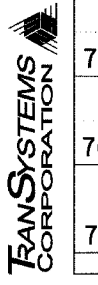
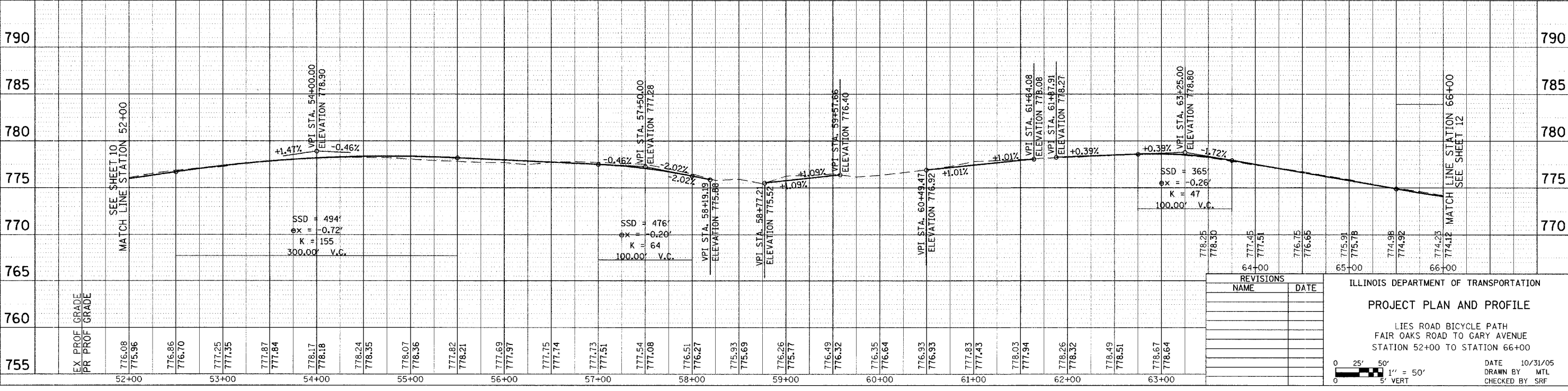
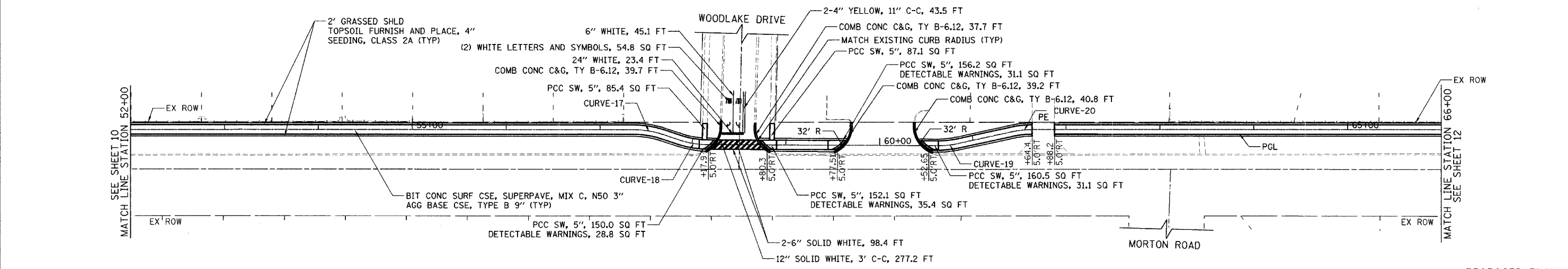
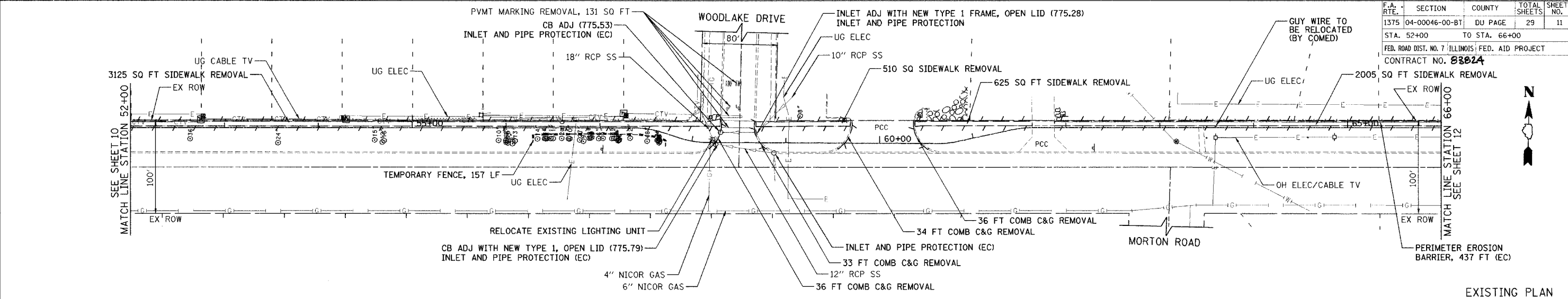
FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	11

STA. 52+00 TO STA. 66+00

FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

CONTRACT NO. 83024



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

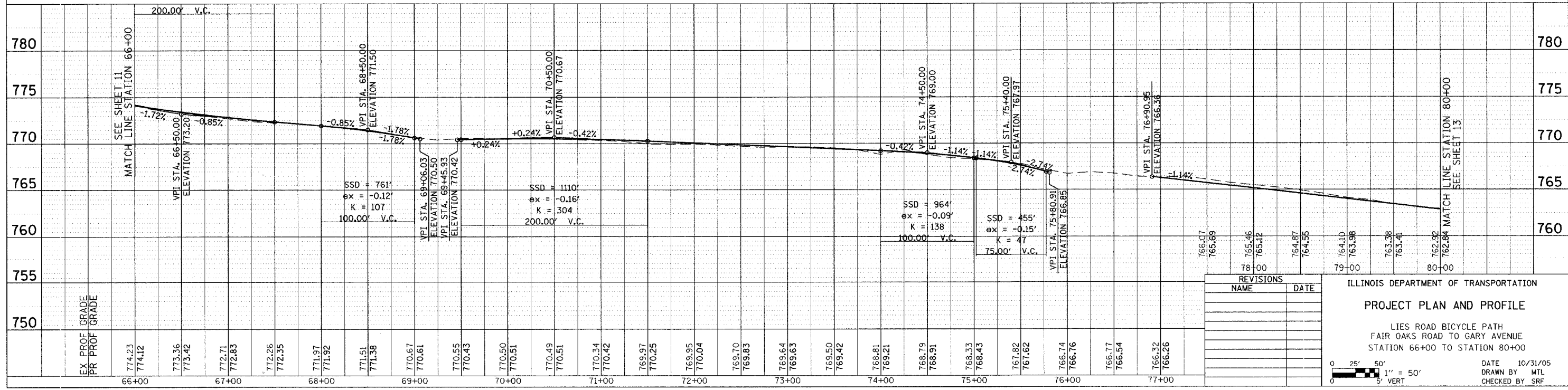
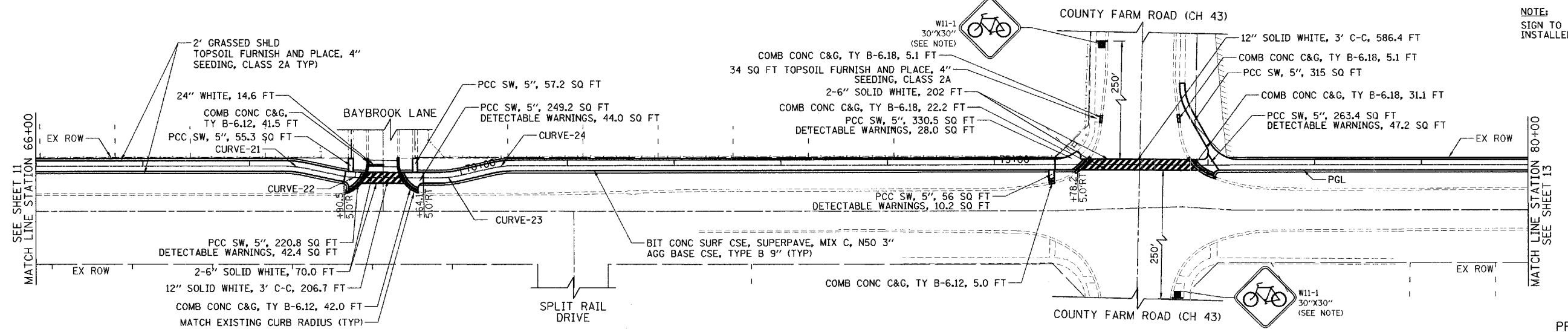
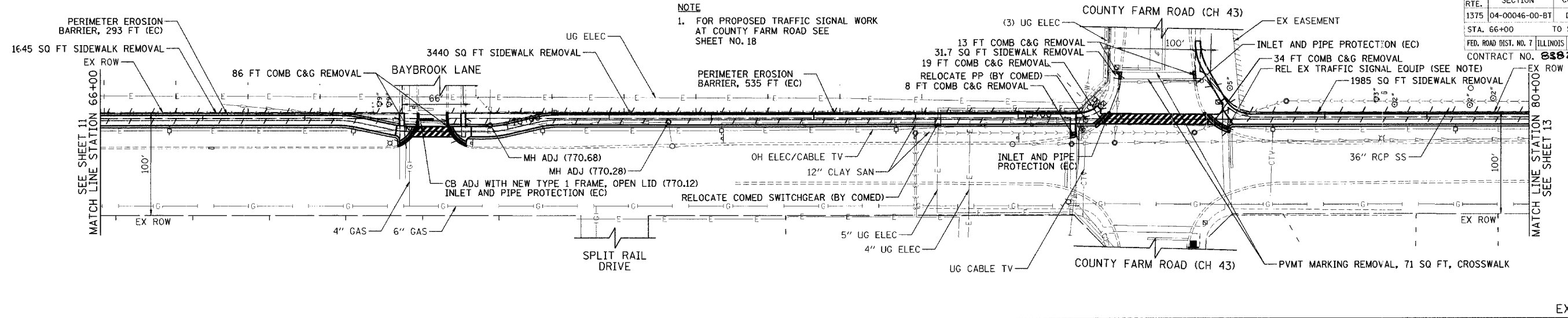
PROJECT PLAN AND PROFILE

LIES ROAD BICYCLE PATH
FAIR OAKS ROAD TO GARY AVENUE
STATION 52+00 TO STATION 66+00

DATE 10/31/05
DRAWN BY MTL
CHECKED BY SRP

0 25' 50' 1" = 50'
5' VERT

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU	29	12
STA. 66+00	TO STA. 80+00			
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT
CONTRACT NO. 83824				



TRANS SYSTEMS CORPORATION

REVISIONS	
NAME	DATE

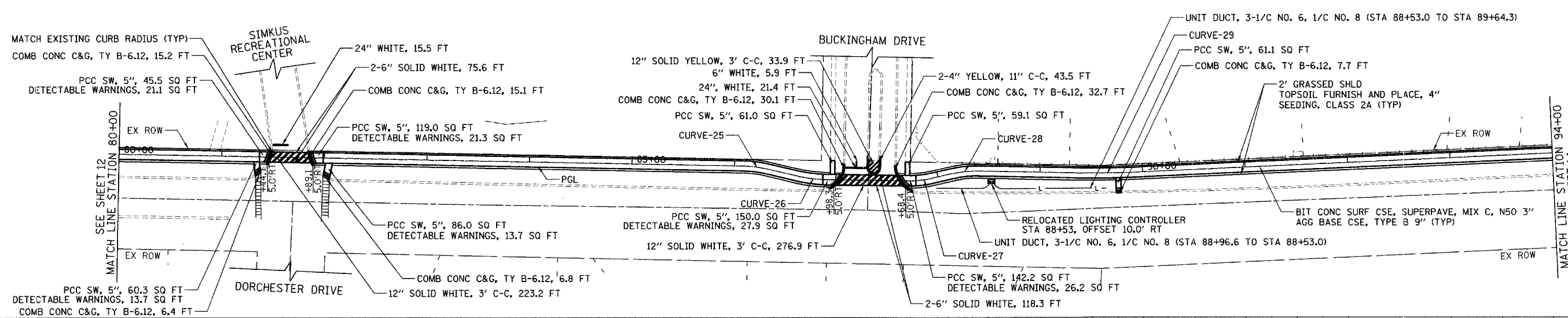
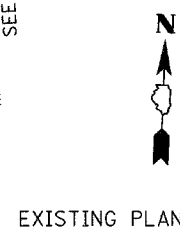
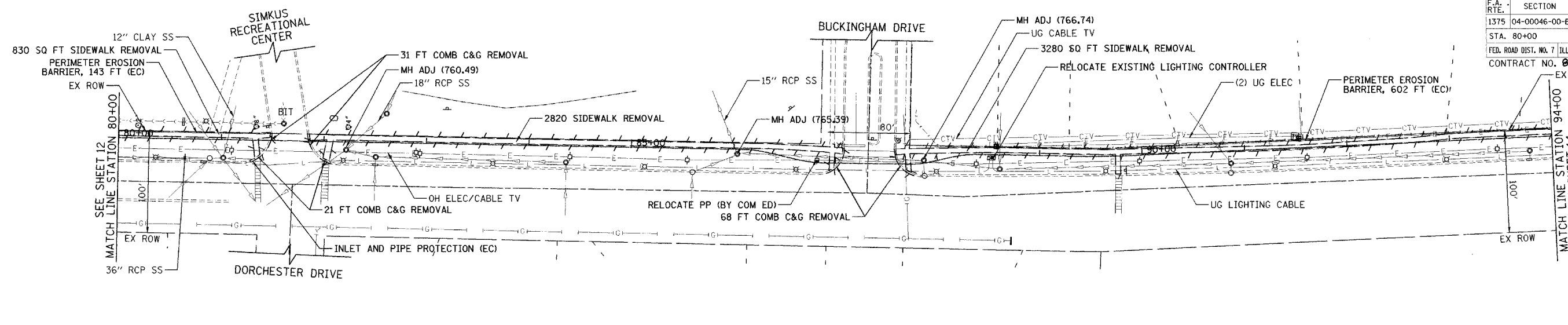
ILLINOIS DEPARTMENT OF TRANSPORTATION
PROJECT PLAN AND PROFILE
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 STATION 66+00 TO STATION 80+00

DATE 10/31/05
 DRAWN BY MTL
 CHECKED BY SRF

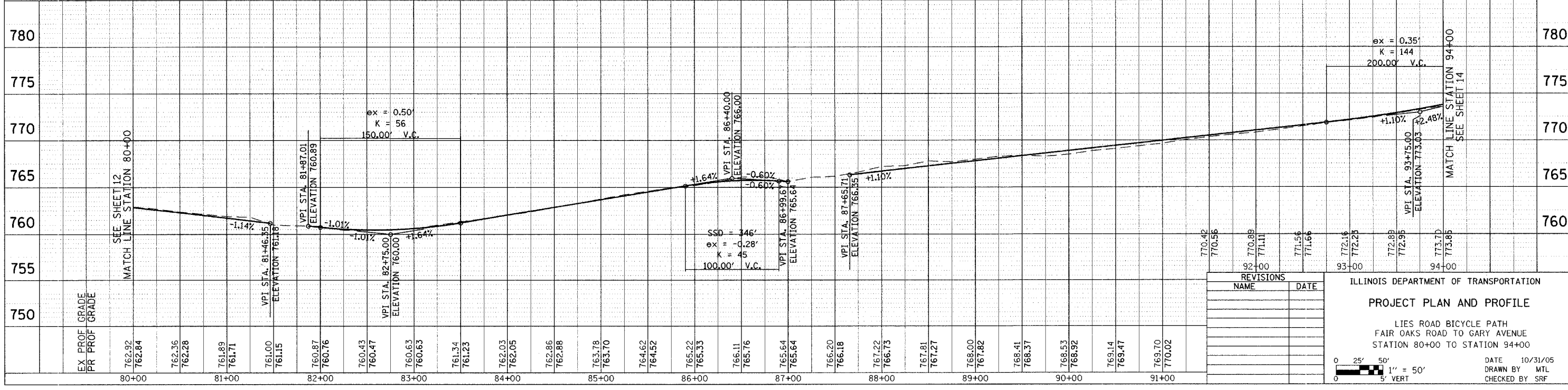
0 25' 50' 1" = 50'
 0 5' VERT

FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	13
STA. 80+00	TO STA. 94+00			
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 05024				



PROPOSED PLAN



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

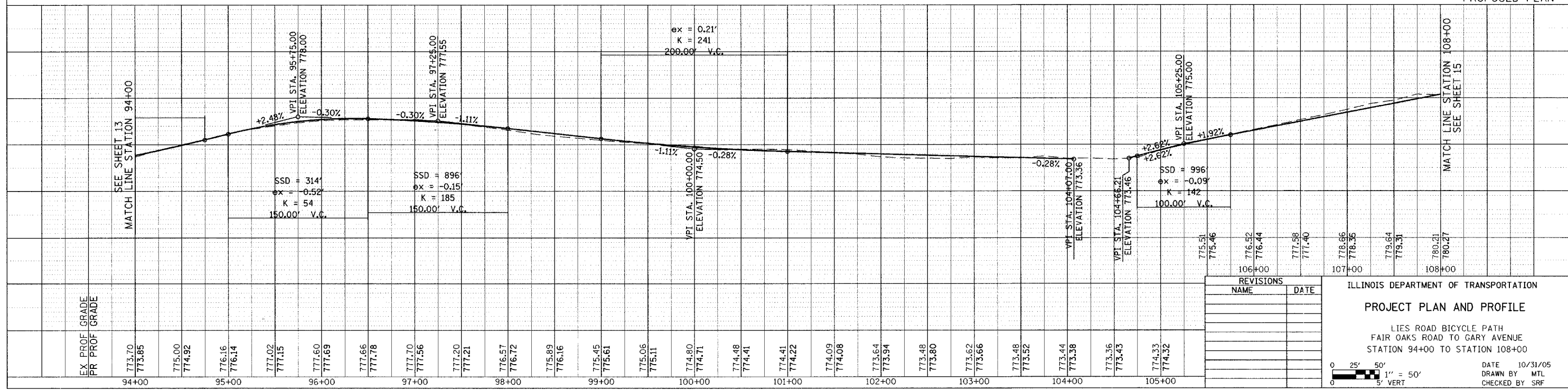
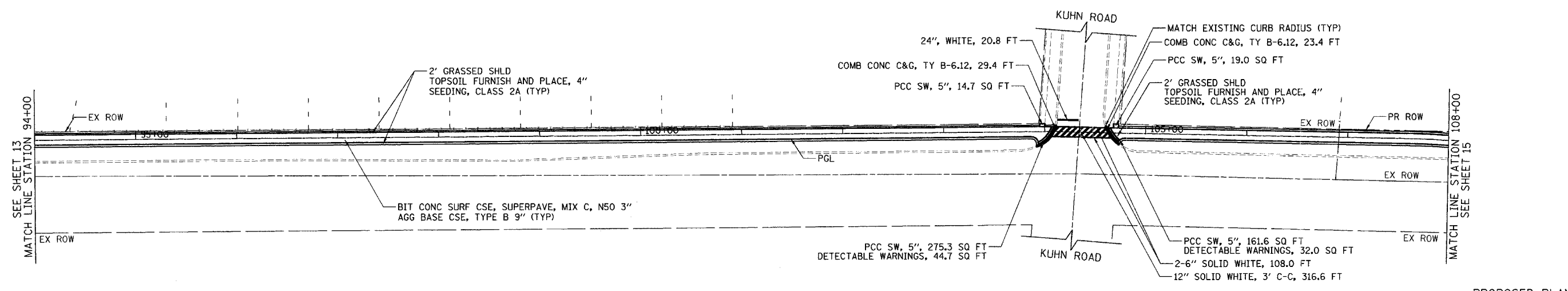
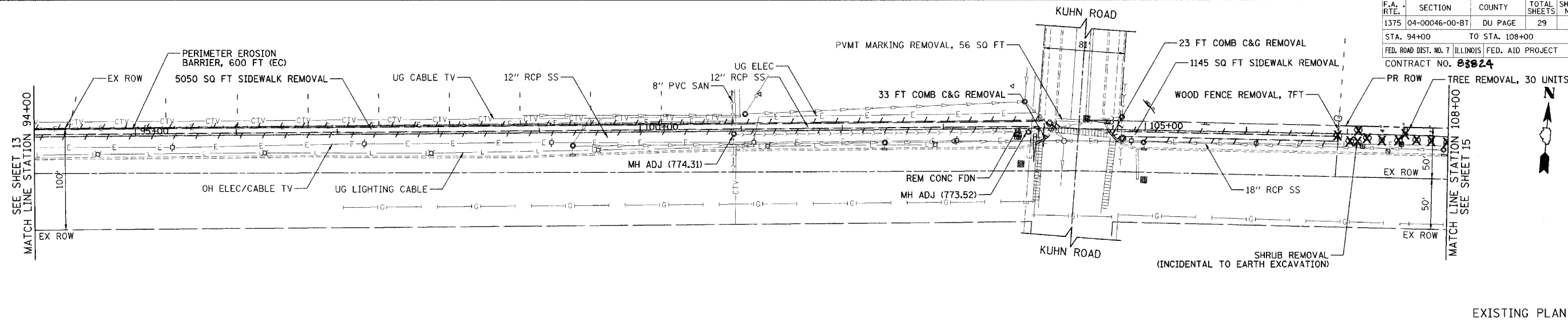
PROJECT PLAN AND PROFILE

LIES ROAD BICYCLE PATH
FAIR OAKS ROAD TO GARY AVENUE
STATION 80+00 TO STATION 94+00

DATE 10/31/05
DRAWN BY MTL
CHECKED BY SRF

FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	14
STA. 94+00		TO STA. 108+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 03024				



TRANS SYSTEMS CORPORATION

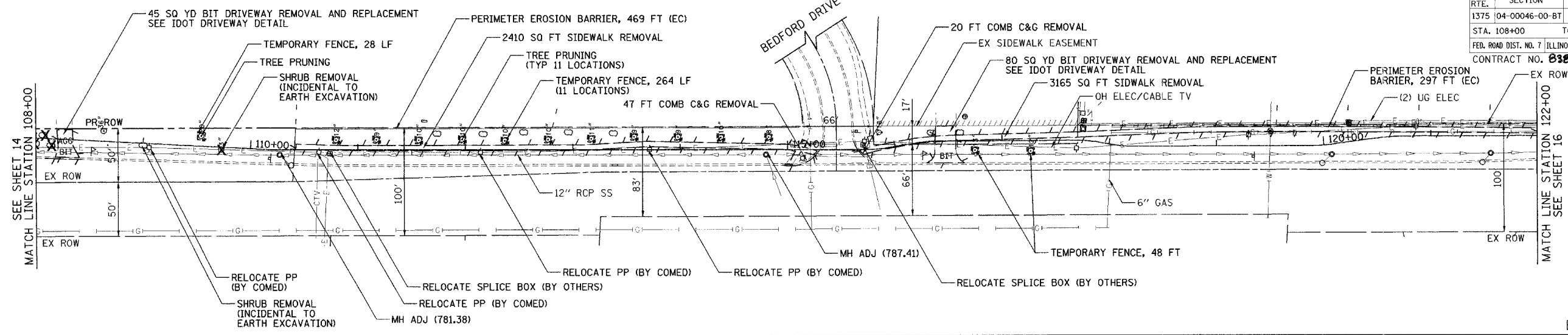
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROJECT PLAN AND PROFILE
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 STATION 94+00 TO STATION 108+00

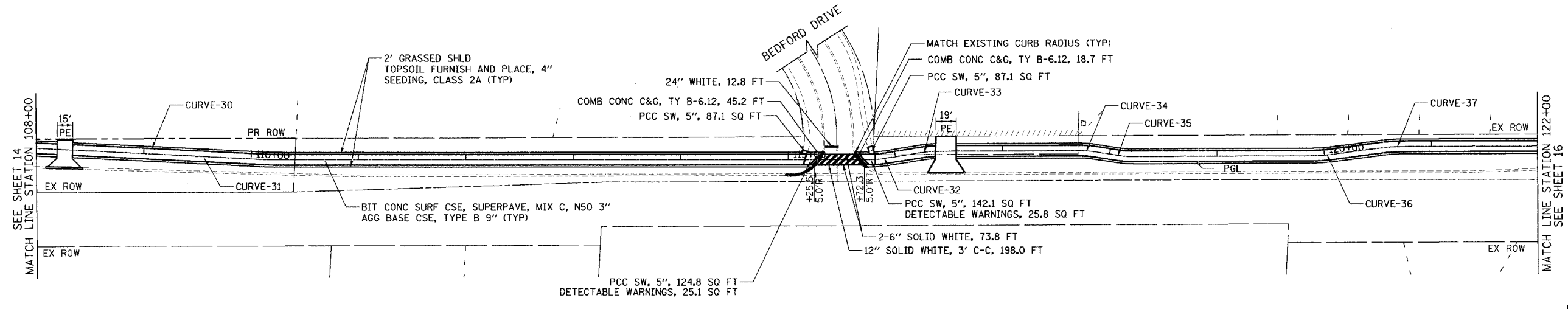
DATE 10/31/05
 DRAWN BY MTL
 CHECKED BY SRF

FINAL

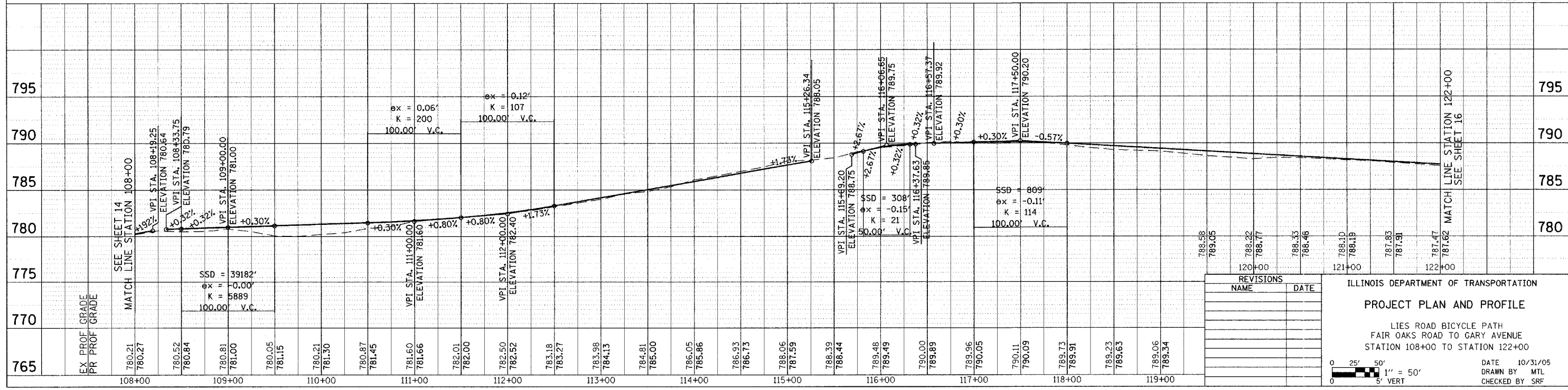
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	15
STA. 108+00		TO STA. 122+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 03024				



EXISTING PLAN



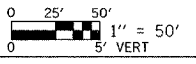
PROPOSED PLAN



TRANS SYSTEMS CORPORATION

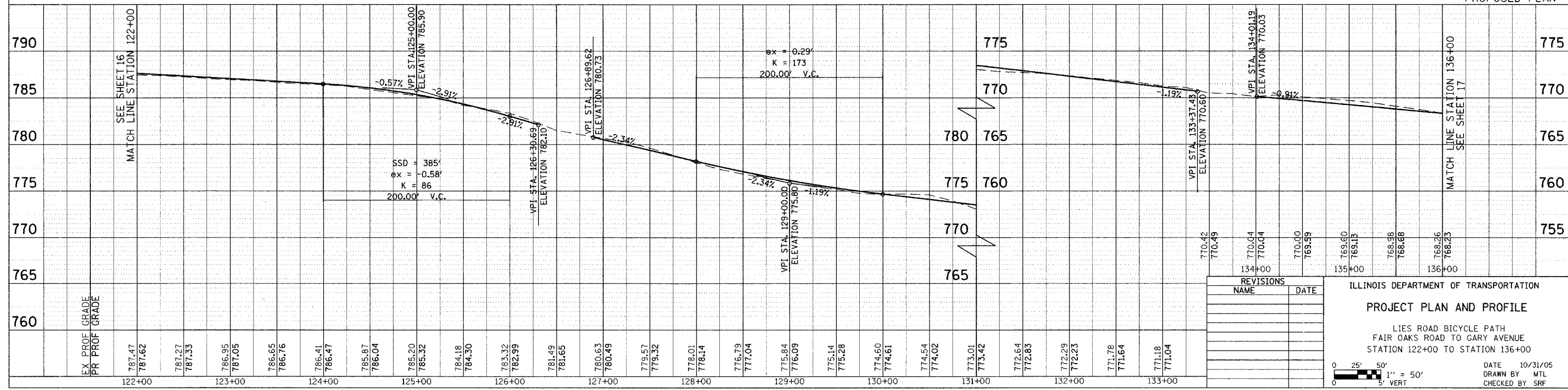
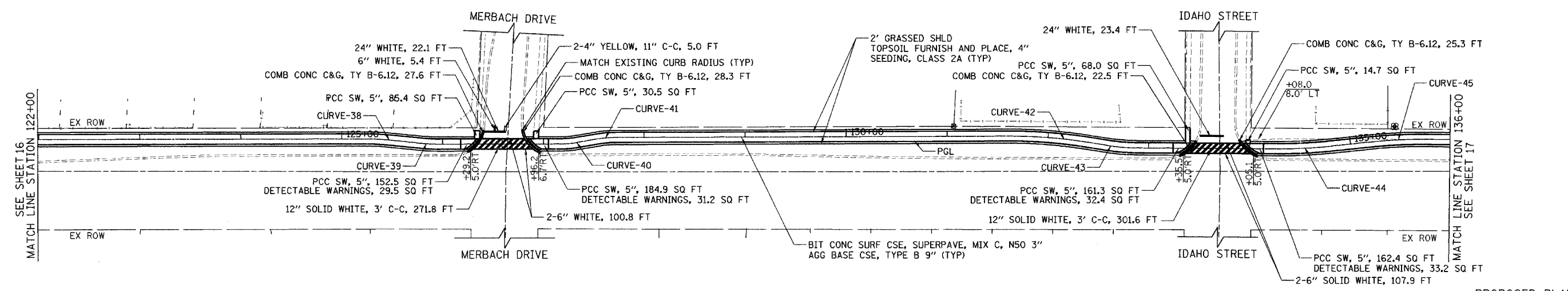
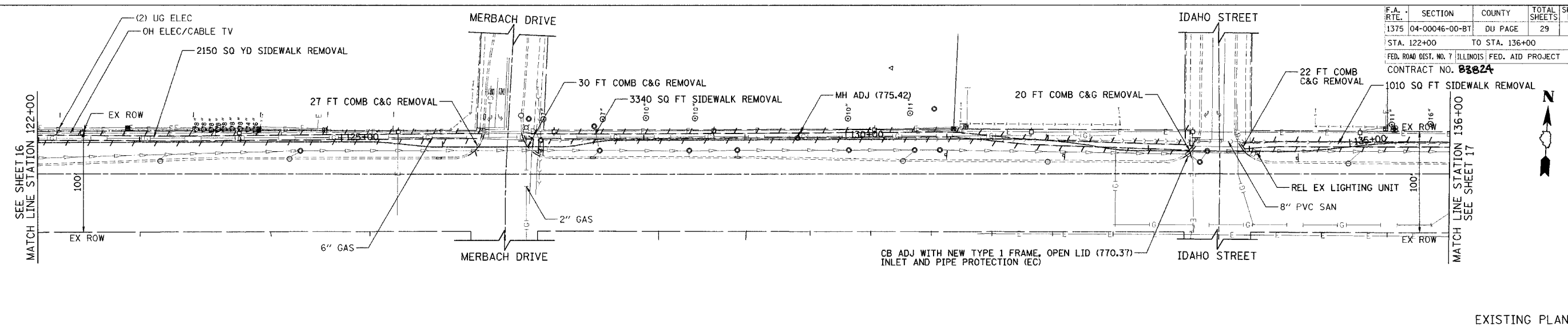
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROJECT PLAN AND PROFILE
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 STATION 108+00 TO STATION 122+00
 DATE 10/31/05
 DRAWN BY MTL
 CHECKED BY SRF



FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	16
STA. 122+00		TO STA. 136+00		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83824				



REVISIONS	
NAME	DATE

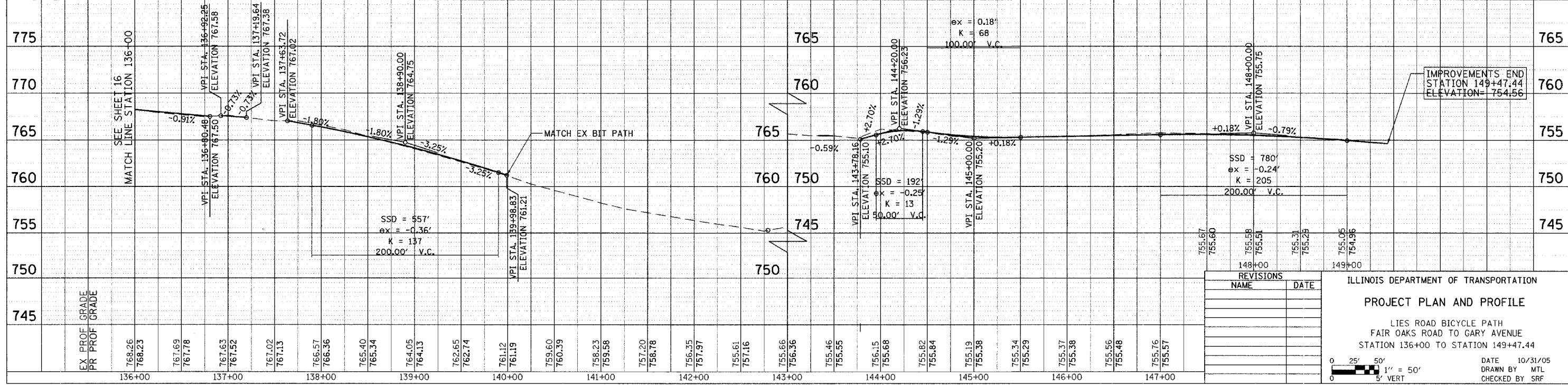
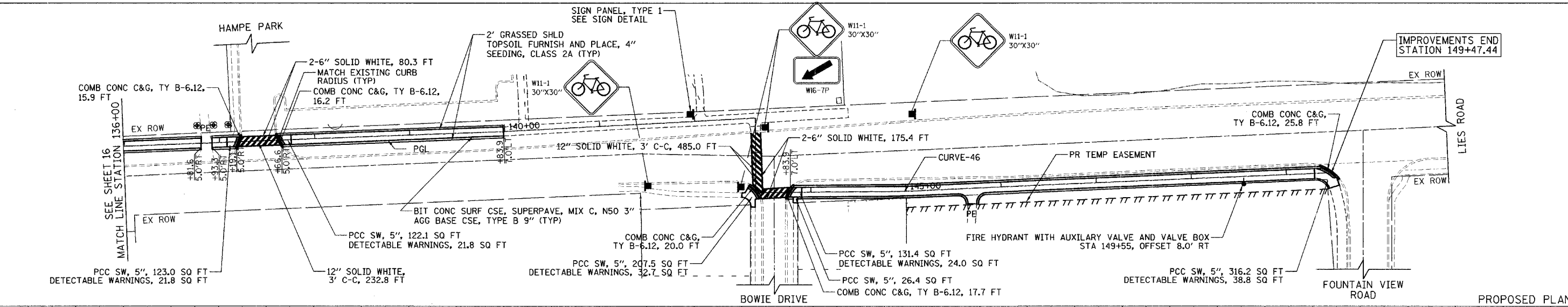
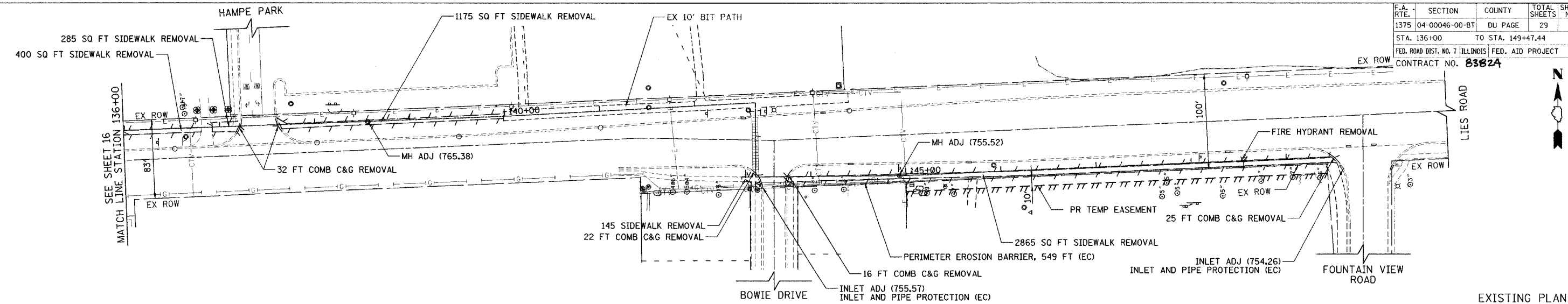
ILLINOIS DEPARTMENT OF TRANSPORTATION
PROJECT PLAN AND PROFILE
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 STATION 122+00 TO STATION 136+00

DATE 10/31/05
 DRAWN BY MTL
 CHECKED BY SRF

0 25' 50'
 0 5' 50' VERT

FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	17
STA. 136+00		TO STA. 149+47.44		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83824				



TRANS SYSTEMS CORPORATION

EX PROF GRADE	PR PROF GRADE	STATION	ELEVATION
		136+00	768.26
			768.23
			767.69
			767.78
			767.83
			767.92
		137+00	767.02
			767.13
			766.57
			766.36
			765.40
			765.34
			764.05
			764.13
			762.65
			762.74
			761.12
			761.19
		140+00	759.60
			760.39
			758.23
			759.58
			757.20
			758.78
			756.35
			757.97
			755.61
			757.16
			755.66
			756.36
			755.46
			755.55
			756.15
			755.68
			755.82
			755.84
			755.19
			755.38
			755.34
			755.29
			755.37
			755.38
			755.56
			755.48
			755.76
			755.57
		147+00	755.67
			755.60
			755.58
			755.51
			755.31
			755.25
			755.05
			754.96

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROJECT PLAN AND PROFILE
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 STATION 136+00 TO STATION 149+47.44

0 25' 50'
 1" = 50'
 0 5' VERT

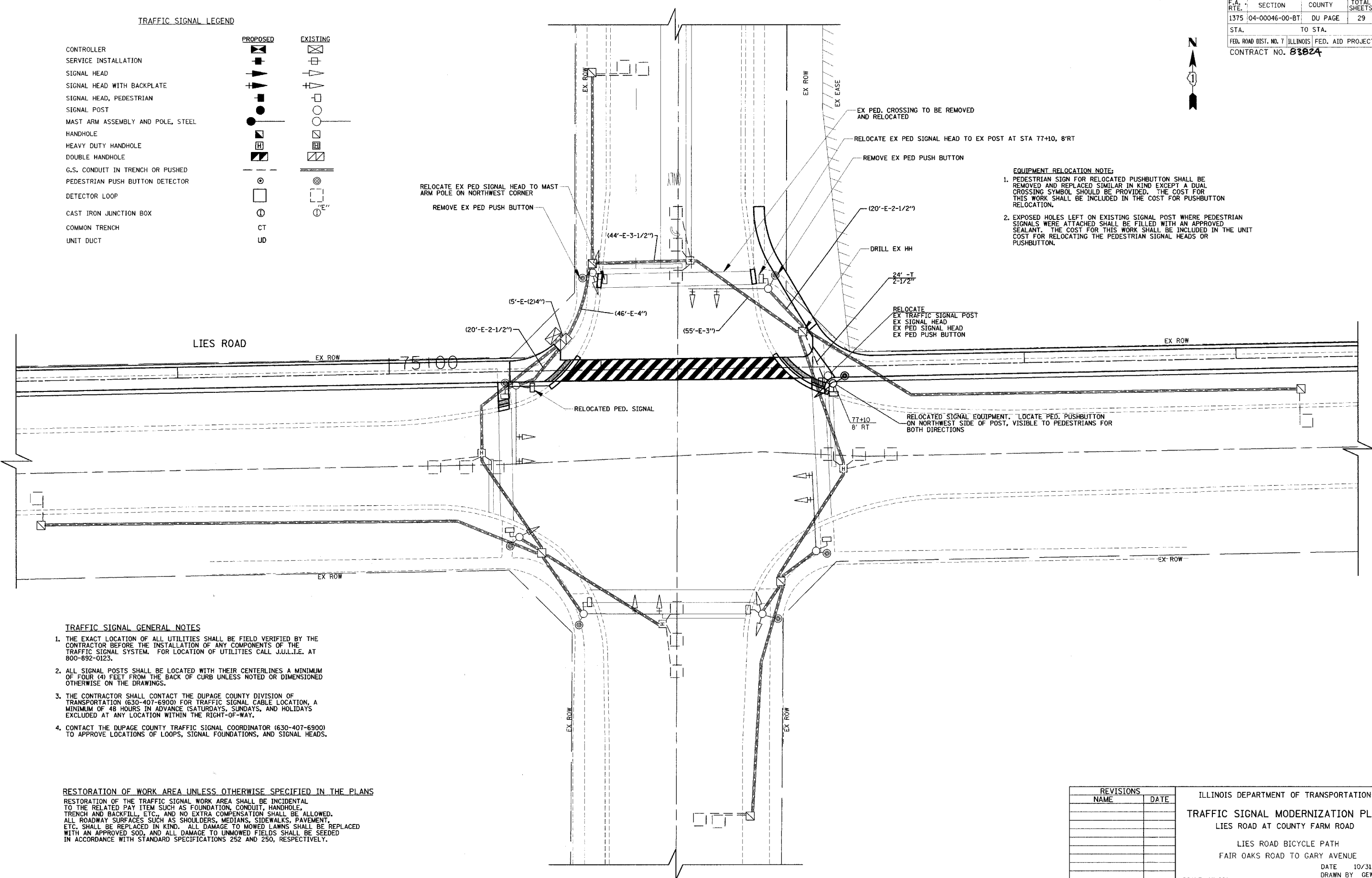
DATE 10/31/05
 DRAWN BY MTL
 CHECKED BY SRF

FINAL



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]
PEDESTRIAN PUSH BUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
COMMON TRENCH	CT	
UNIT DUCT	UD	



EQUIPMENT RELOCATION NOTE:

1. PEDESTRIAN SIGN FOR RELOCATED PUSHBUTTON SHALL BE REMOVED AND REPLACED SIMILAR IN KIND EXCEPT A DUAL CROSSING SYMBOL SHOULD BE PROVIDED. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE COST FOR PUSHBUTTON RELOCATION.
2. EXPOSED HOLES LEFT ON EXISTING SIGNAL POST WHERE PEDESTRIAN SIGNALS WERE ATTACHED SHALL BE FILLED WITH AN APPROVED SEALANT. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE UNIT COST FOR RELOCATING THE PEDESTRIAN SIGNAL HEADS OR PUSHBUTTON.

- TRAFFIC SIGNAL GENERAL NOTES**
1. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES CALL J.U.L.I.E. AT 800-892-0123.
 2. ALL SIGNAL POSTS SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) FEET FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED OTHERWISE ON THE DRAWINGS.
 3. THE CONTRACTOR SHALL CONTACT THE DUPAGE COUNTY DIVISION OF TRANSPORTATION (630-407-6900) FOR TRAFFIC SIGNAL CABLE LOCATION, A MINIMUM OF 48 HOURS IN ADVANCE (SATURDAYS, SUNDAYS, AND HOLIDAYS EXCLUDED AT ANY LOCATION WITHIN THE RIGHT-OF-WAY).
 4. CONTACT THE DUPAGE COUNTY TRAFFIC SIGNAL COORDINATOR (630-407-6900) TO APPROVE LOCATIONS OF LOOPS, SIGNAL FOUNDATIONS, AND SIGNAL HEADS.

RESTORATION OF WORK AREA UNLESS OTHERWISE SPECIFIED IN THE PLANS
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250, RESPECTIVELY.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL MODERNIZATION PLAN
 LIES ROAD AT COUNTY FARM ROAD
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 DATE 10/31/05
 DRAWN BY GEW
 CHECKED BY SRF
 SCALE: 1"=20'



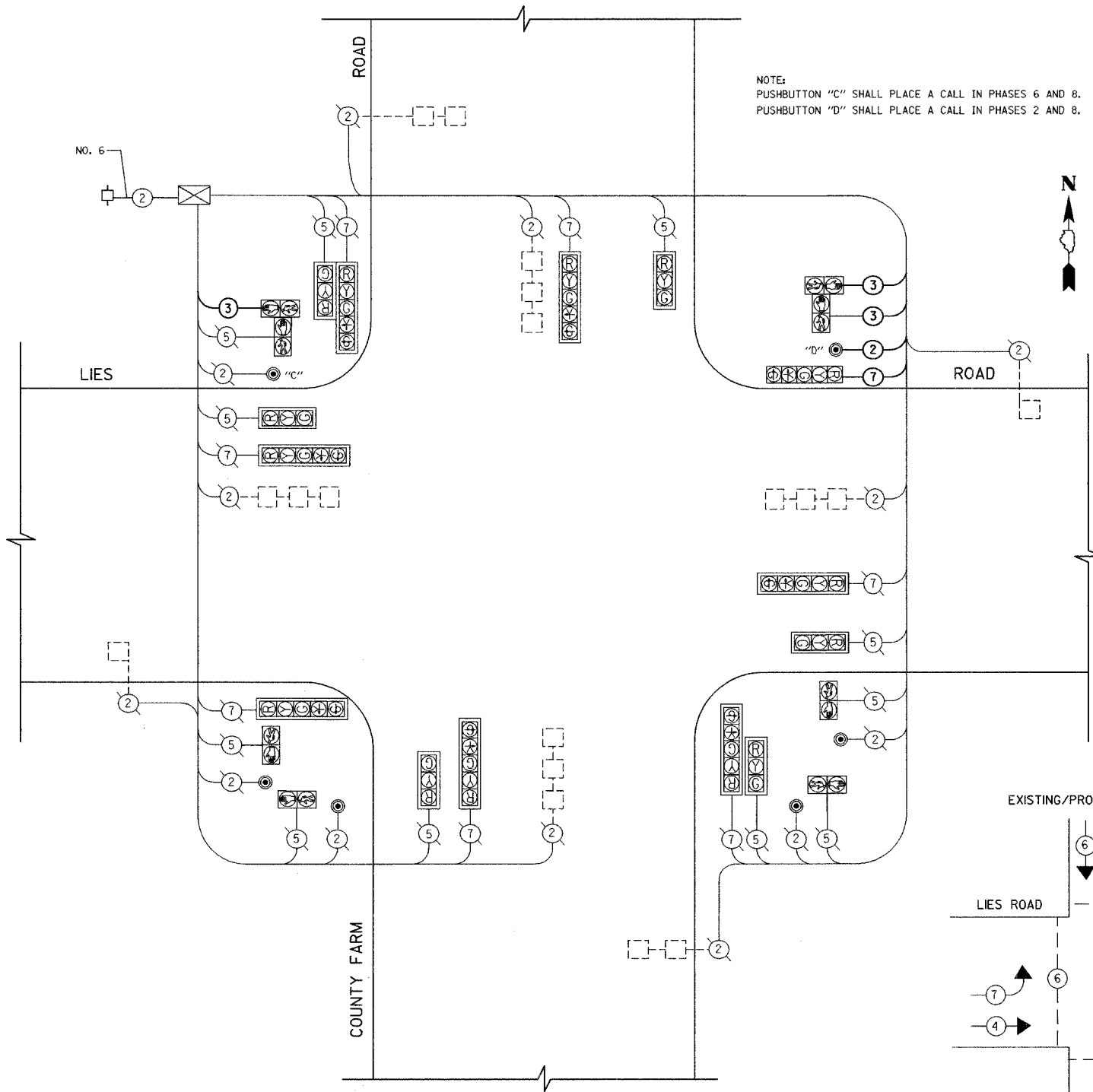
SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
24	FT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL
24	FT	TRENCH AND BACK FILL FOR ELECTRICAL WORK
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
220	FT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
518	FT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
229	FT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
4	FT	CONCRETE FOUNDATION, TYPE A
1	FT	DRILL EXISTING HANDHOLE
1	EACH	RELOCATE EXISTING SIGNAL HEAD
3	EACH	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD
1	EACH	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON
1	EACH	RELOCATE EXISTING TRAFFIC SIGNAL POST
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1	EACH	REMOVE EXISTING CONCRETE FOUNDATION
800	FT	REMOVE ELECTRIC CABLE FROM CONDUIT

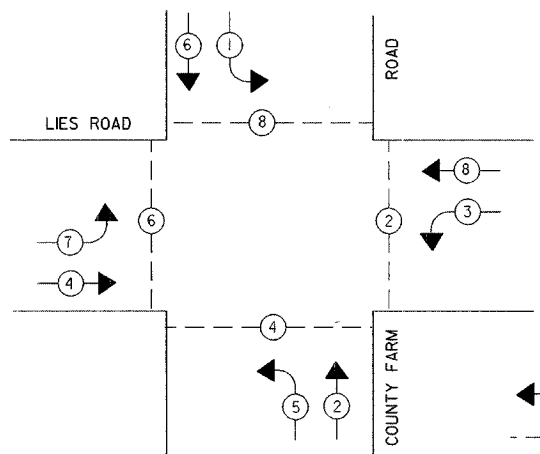
NOTE:
 PUSHBUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8.
 PUSHBUTTON "D" SHALL PLACE A CALL IN PHASES 2 AND 8.

CABLE PLAN LEGEND

- | | | |
|--|--|--|
| | | SIGNAL FACE WITH BACKPLATE
"P" INDICATES PROGRAMMED HEAD |
| | | GROUND ROD AT HANDHOLE,
DOUBLE HANDHOLE, OR CONTROLLER |
| | | GROUND ROD AT POST
OR MAST ARM POLE |
| | | GROUND ROD AT ELECTRIC
SERVICE INSTALLATION |
| | | GROUND CABLE IN CONDUIT,
NO. 6 SOLID COPPER (GREEN) |
| | | FIBER OPTIC CABLE IN CONDUIT,
NO. 62.5/125 MM12F SM12F |
| | | ELECTRIC CABLE IN CONDUIT,
NO. 18, 6 PAIR TWISTED, SHIELDED |
| | | 8" (200mm)
TRAFFIC SIGNAL SECTION |
| | | 12" (300mm)
TRAFFIC SIGNAL SECTION |
| | | 12" (300mm)
PEDESTRIAN SIGNAL SECTION |
| | | 12" (300mm) COUNTDOWN TIMER |
| | | CONTROLLER CABINET |
| | | SERVICE INSTALLATION |
| | | PUSHBUTTON DETECTOR |
| | | VEHICLE DETECTOR, INDUCTION LOOP |
| | | 2 DENOTES NUMBER OF CONDUCTORS
ALL CABLE NO. 14 EXCEPT AS INDICATED
ALL LOOP DETECTOR CABLE TO BE SHIELDED |



EXISTING/PROPOSED CONTROLLER SEQUENCE



- LEGEND**
- DUAL ENTRY PHASE
 - PEDESTRIAN PHASE
 - * NUMBER REFERS TO ASSOCIATED PHASE

CABLE PLAN
NOT TO SCALE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN, SEQUENCE OF OPERATIONS AND SCHEDULE OF QUANTITIES
 LIES ROAD AT COUNTY FARM ROAD
 LIES ROAD BICYCLE PATH
 FAIR OAKS ROAD TO GARY AVENUE
 DATE 10/31/05
 DRAWN BY GEW
 CHECKED BY SRF
 SCALE: NONE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		ZOPERATION	
SIGNAL (RED)	15	135	17	0.50	
(YELLOW)	15	135	25	0.25	
(GREEN)	15	135	15	0.25	
ARROW	22	135	12	0.10	
PED SIGNAL	8	90	25	1.00	
CONTROLLER	1	100	100	1.00	
ILLUM. SIGN	0	252		0.05	
FLASHER					
ENERGY COSTS TO:					TOTAL =
ENERGY SUPPLY CONTACT:					
PHONE:					
COMPANY:					

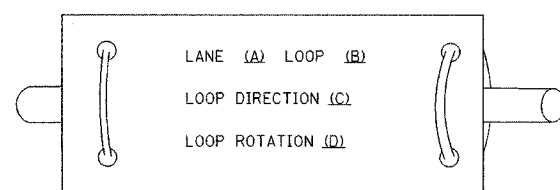
FOUNDATION (DEPTH)	FT.	CABLE SLACK	FT.	VERTICAL	FT.
TYPE A - POST	4	HANDHOLE	6.5	ALL FOUNDATIONS	3.5
D - CONTROLLER	4	DOUBLE HANDHOLE	13	MAST ARM LENGTH TO SIGNAL = L	20'+L=
E - M. ARM POLE		SIGNAL POST	2	BRACKET MOUNTED	13
24" (600mm)	10	CONTROLLER CAB.	1	PED. PUSHBUTTON	4
30" (750mm)	15	FIBER OPTIC	13	ELECTRIC SERVICE	13.5
		ELECTRIC SERVICE	1	SERVICE TO GROUND	13.5
		GROUND CABLE	1	POST MOUNTED	6



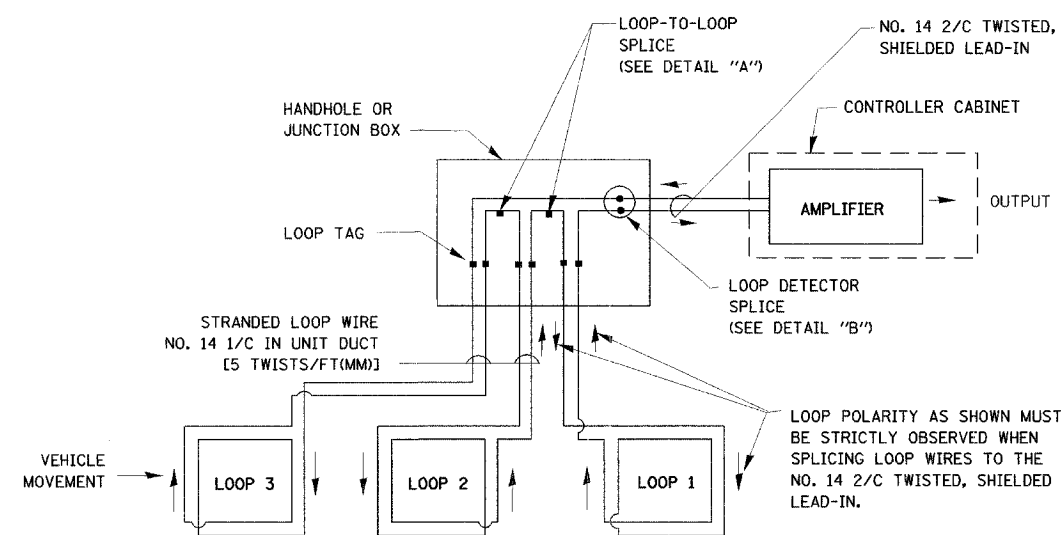
LOOP DETECTOR NOTES

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

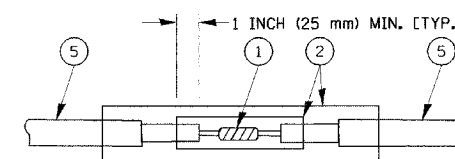


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

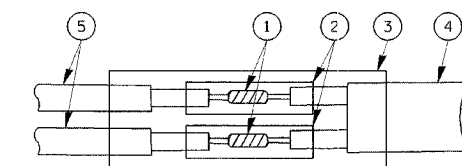


DETECTOR LOOP WIRING SCHEMATIC

- 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

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- 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

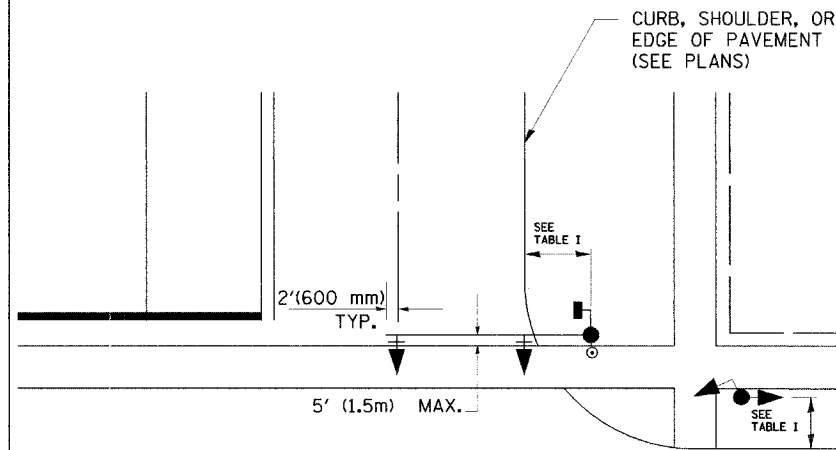
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 10/31/05

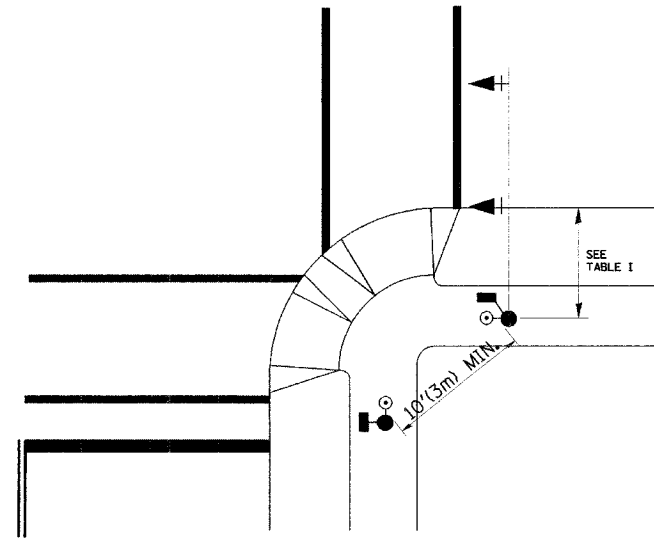
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

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

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

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 - A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 - B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 - C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 - D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 - E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

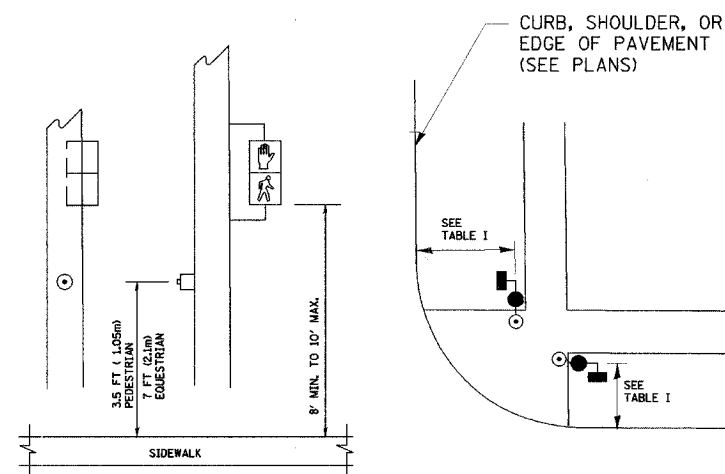


TABLE I

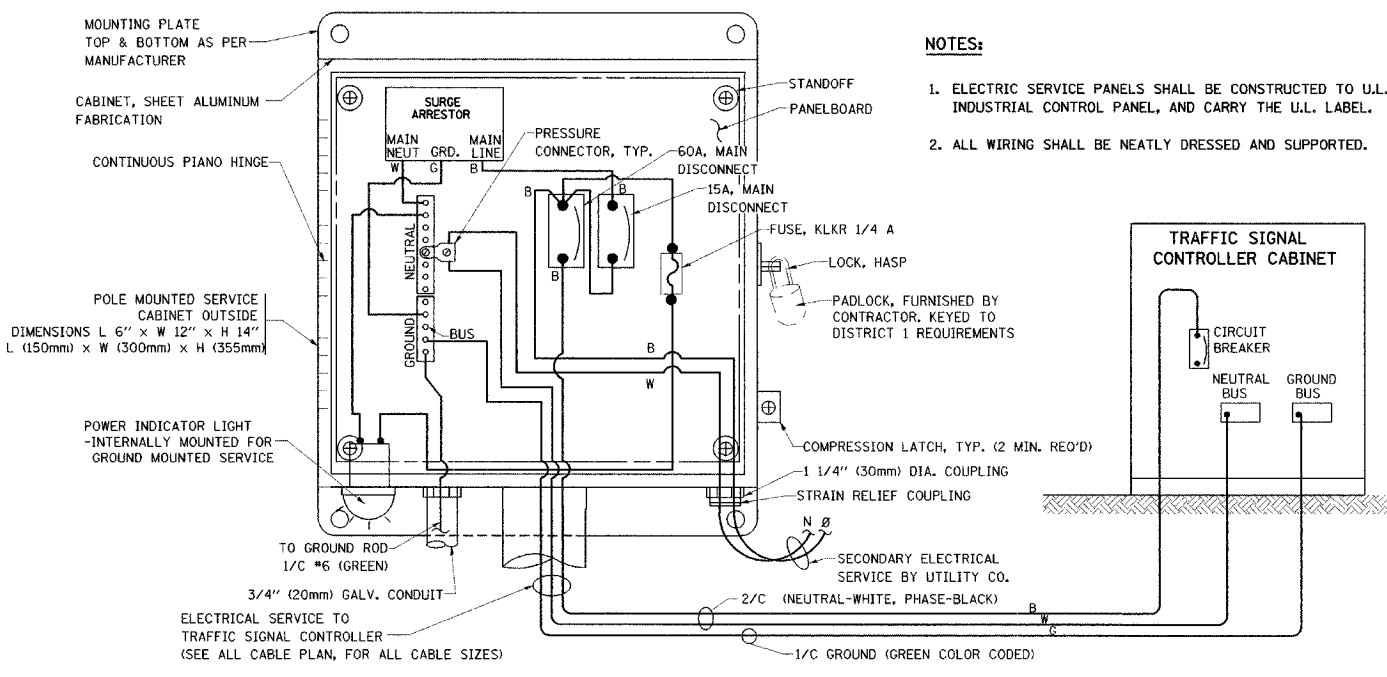
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m),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

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

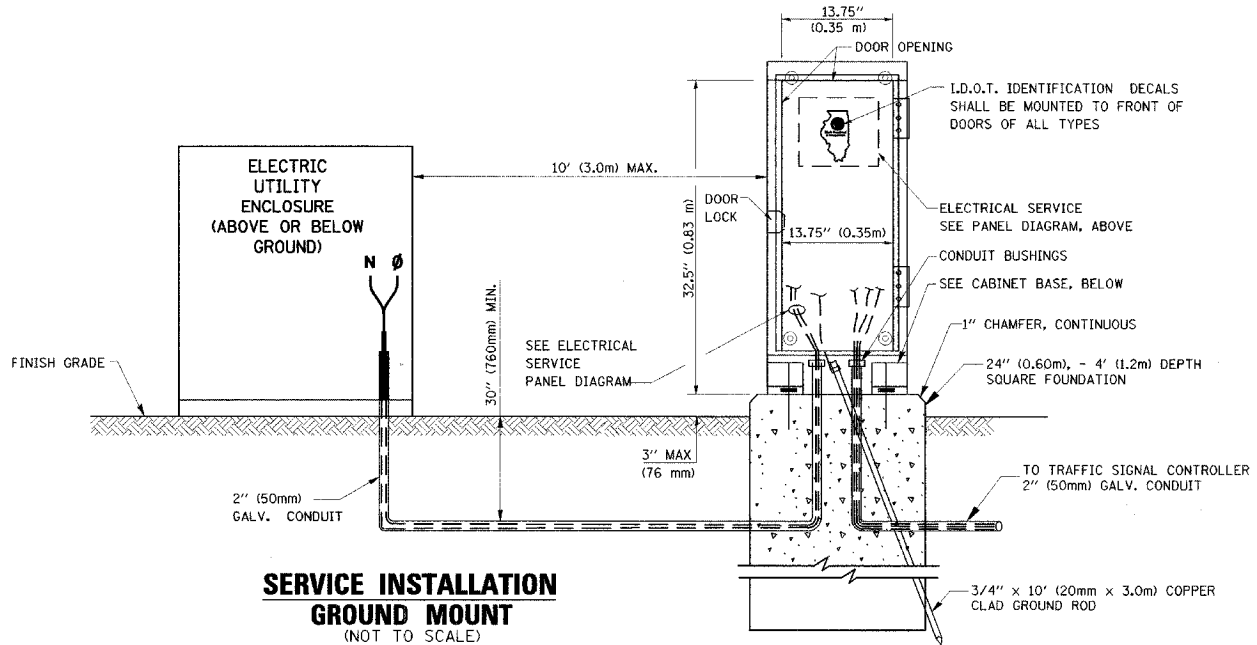
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE: 10/31/05

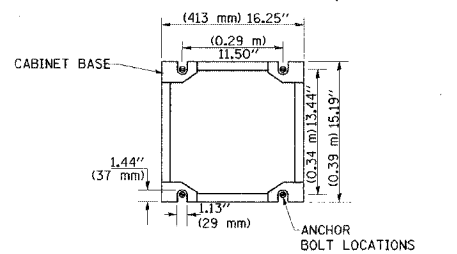
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DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4



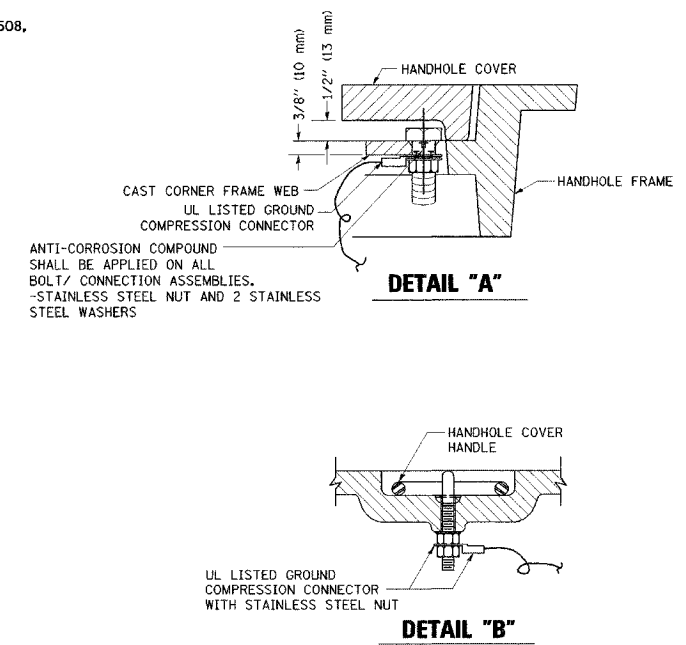
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)

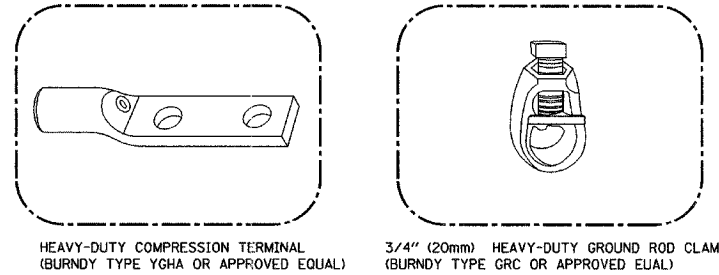


CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)

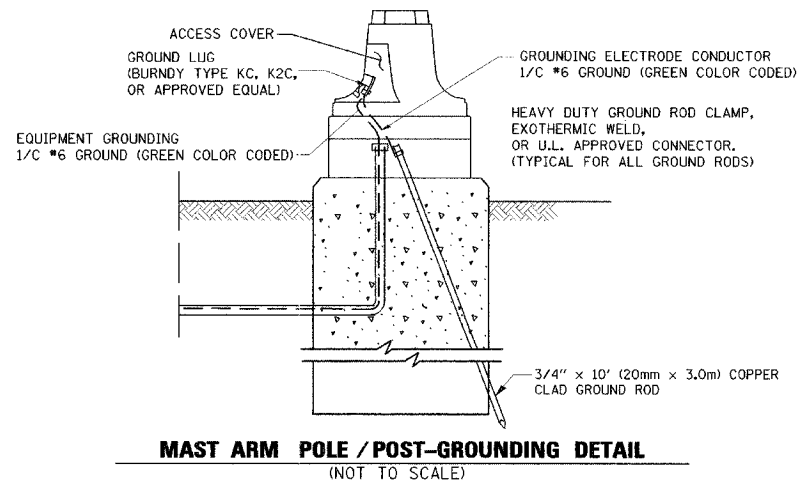
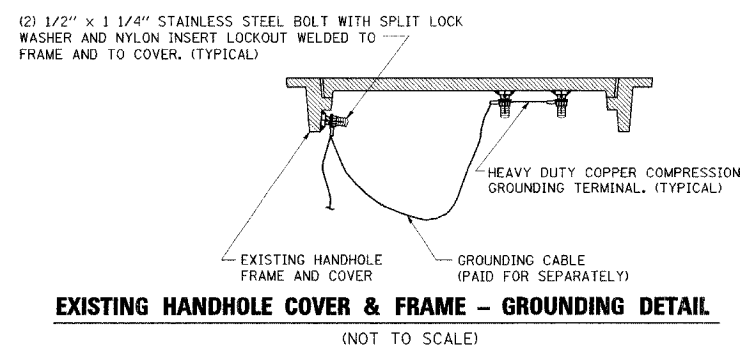
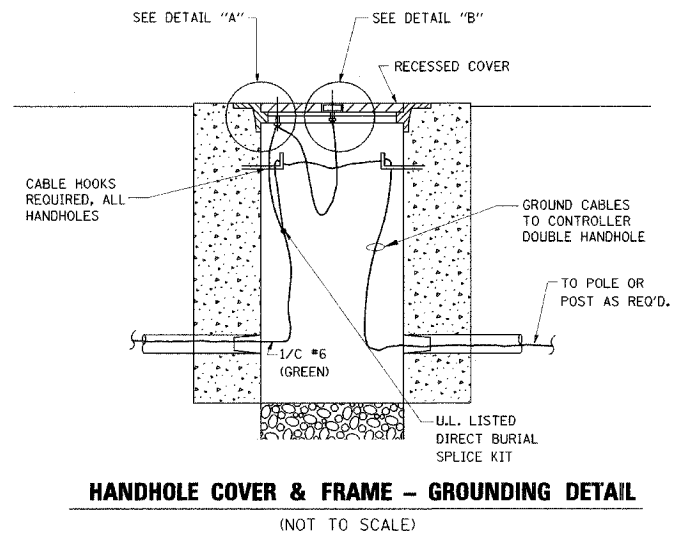


NOTES:

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.



- 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.



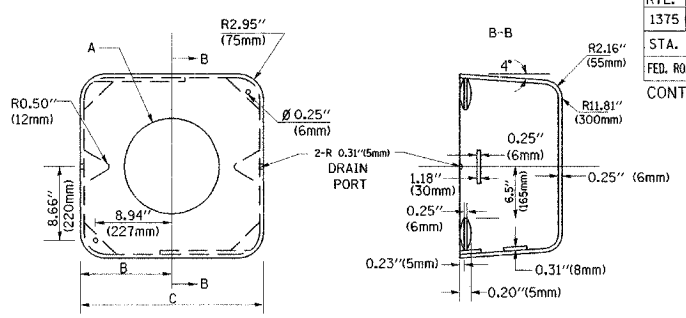
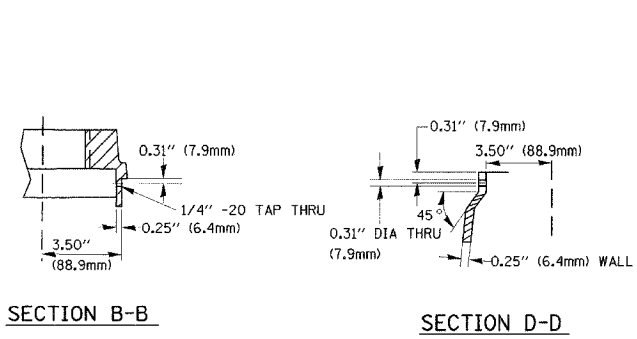
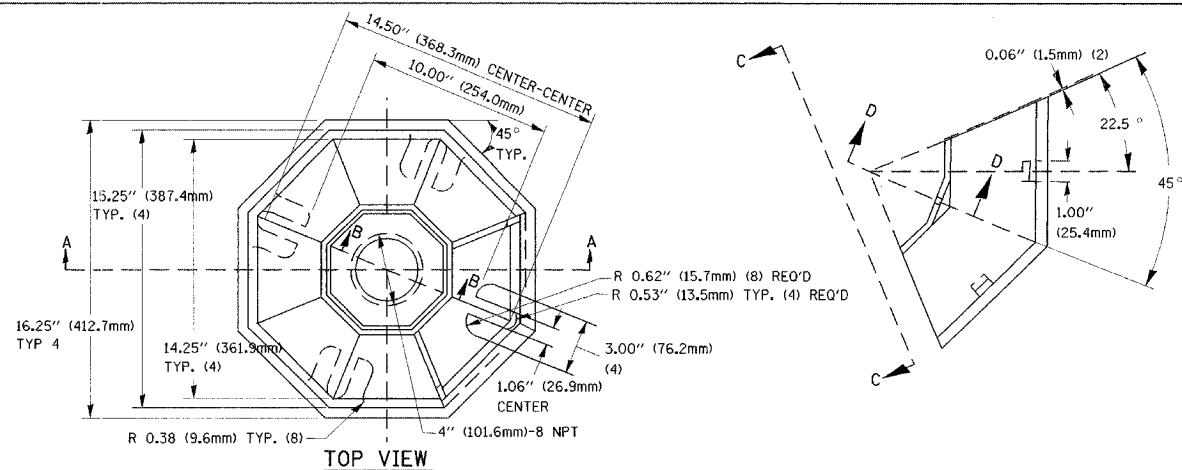
REVISIONS		DATE
NAME		
CADD		5/30/00
CADD		3/15/01
BUREAU OF TRAFFIC		1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. NONE
 DATE 10/31/05

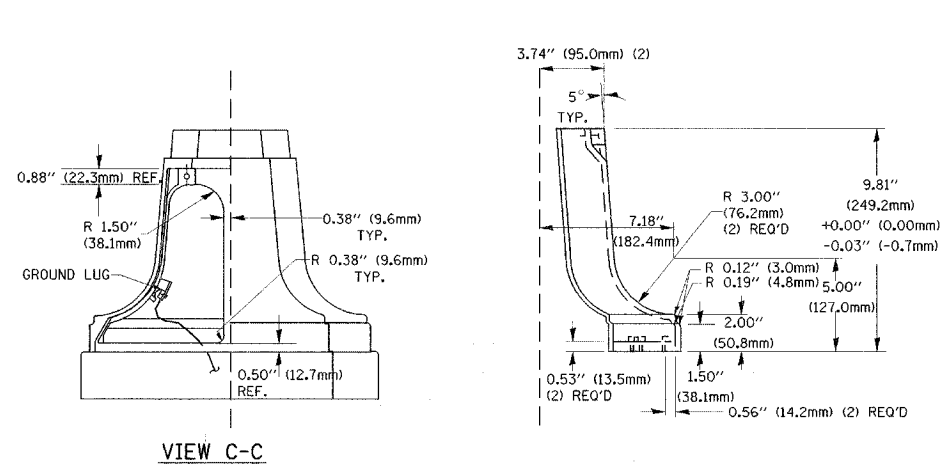
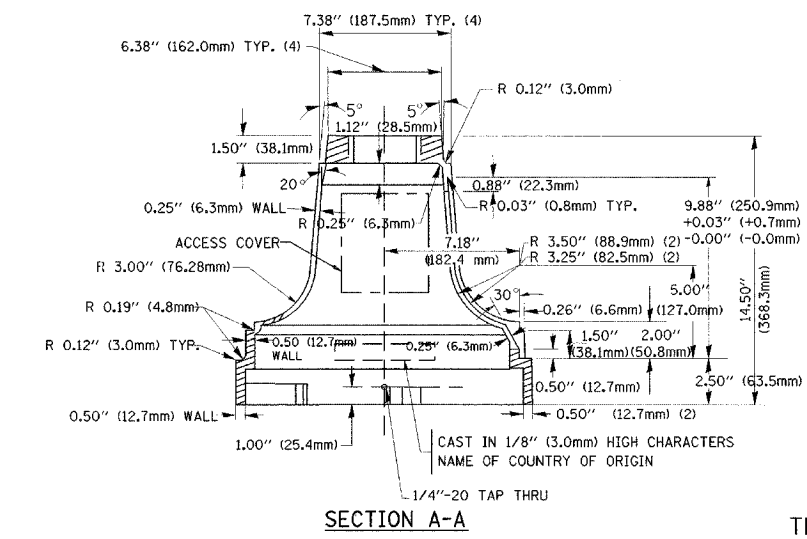
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 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 3 OF 4

DATE-TIME
 DGN-SPEC
 VHTS05
 USER

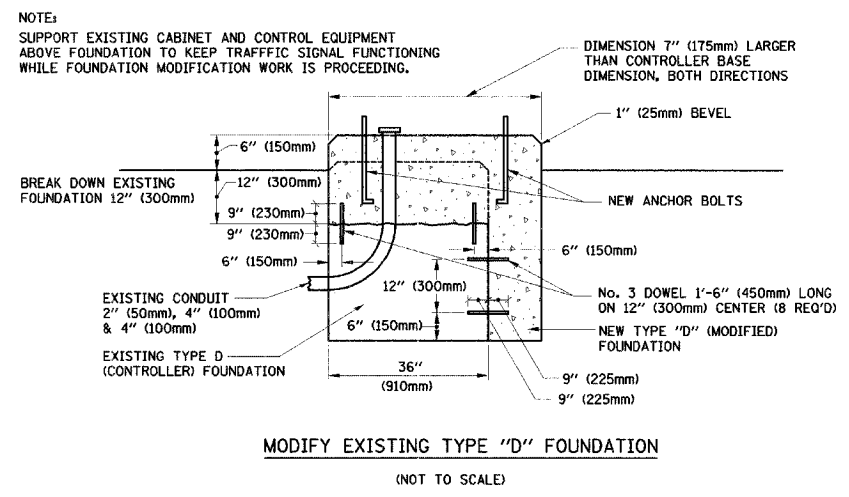


TYPE	A	B	C	HEIGHT	WEIGHT
I	∅ 10.125\"(25.7mm)	9.5\"(241mm)	19\"(483mm)	12\"(300mm)	24kg
II	∅ 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\"(300mm)	26kg

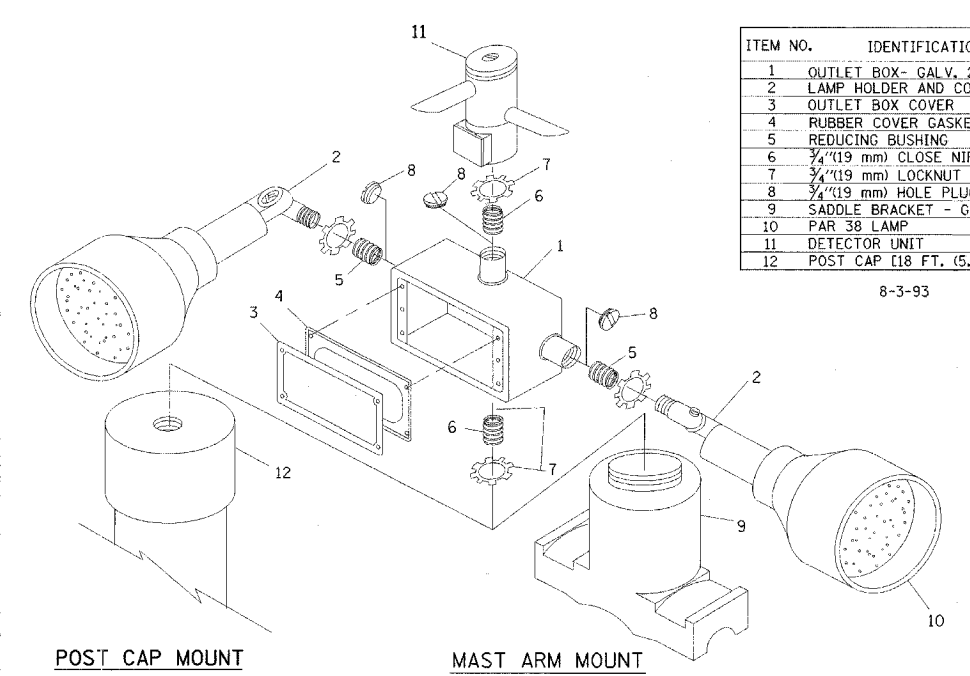
MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

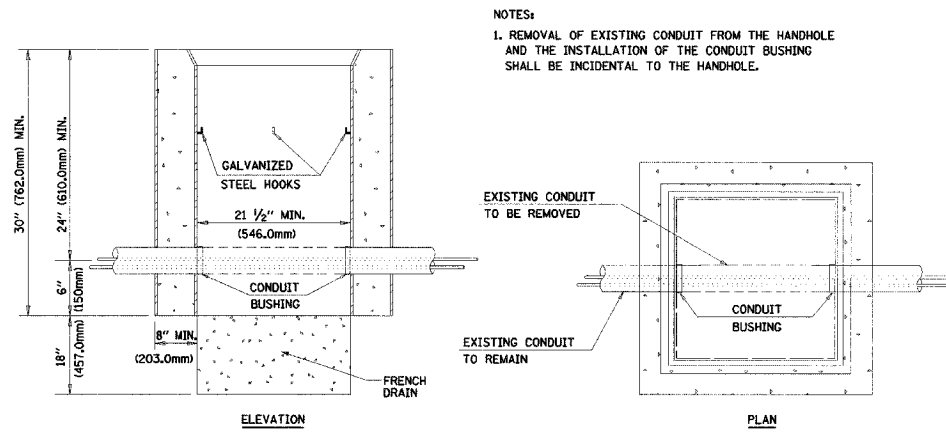
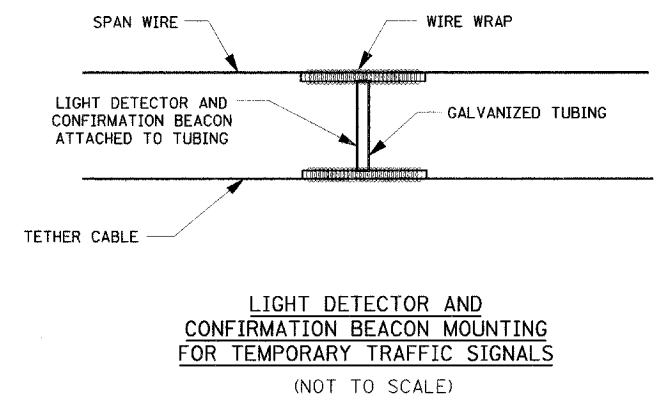


NOTES:
 SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



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

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



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 1
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

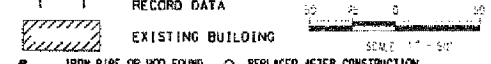
SCALE: VERT. NONE
 HORIZ. NONE
 DATE 10/31/05
 DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 4 OF 4

DATE-TIME
 DGN-SPEC
 V-T-SOS
 USER

WILLIAM JOHNSON FIRST ADDITION
Rec. October 20, 1975
Doc. R1975-057227

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER, QUARTER SECTION LINE
- PLATTED LOT LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORD DATA
- EXISTING BUILDING
- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND ON SET
- REPLACED AFTER CONSTRUCTION
- THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.O.D.T. STD 2135 (TO BE SET BY OTHERS).
- RIGHT OF WAY STAKING PROPOSED TO BE SET.



STATE OF ILLINOIS 1
155
COUNTY OF COOK 1

THIS IS TO CERTIFY THAT I, BEN B. POCHYLKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTIONS 23 TOWNSHIP 40 NORTH, RANGE 9 EAST, AND SECTIONS 19 TOWNSHIP 40 NORTH, RANGE 9 EAST, OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

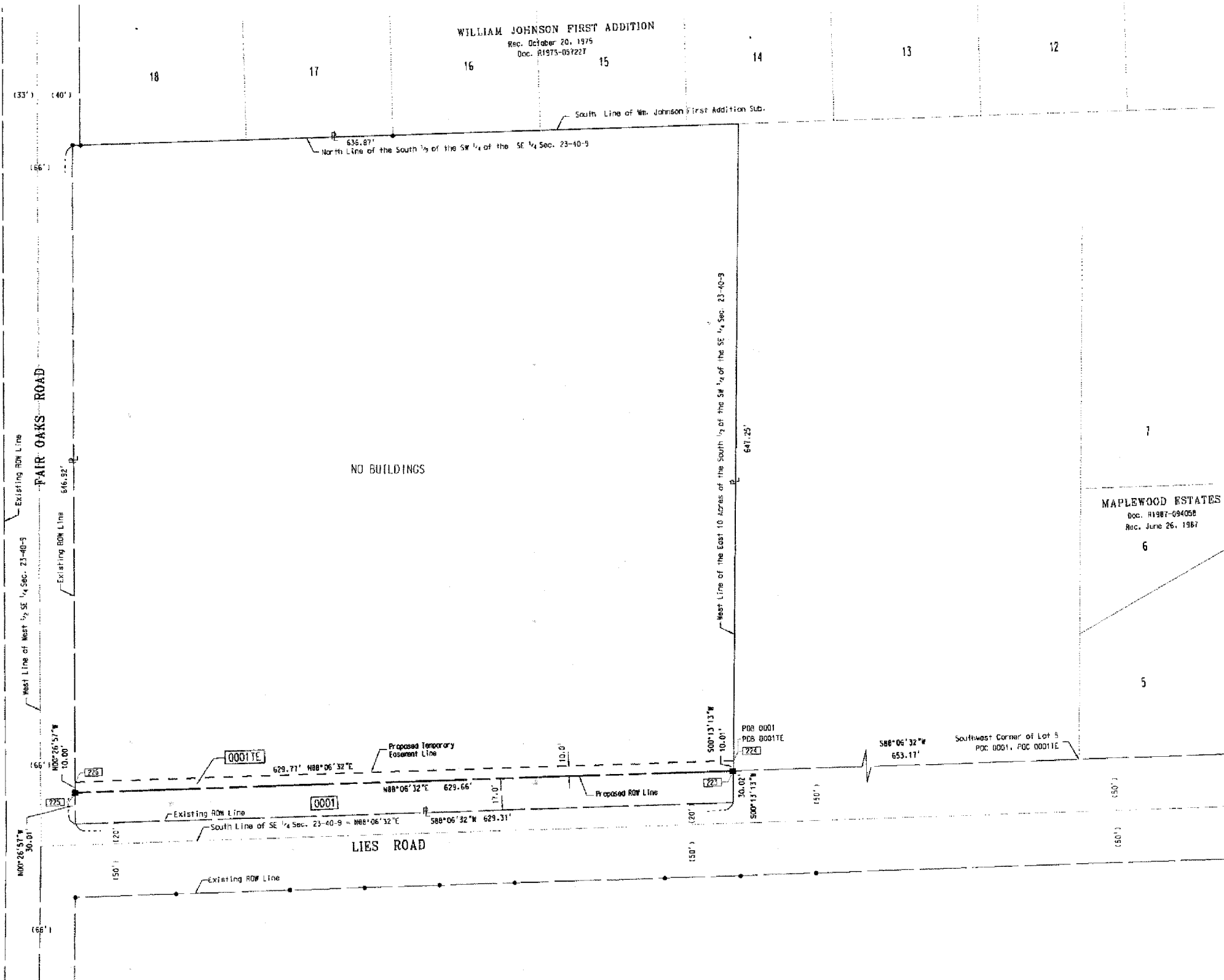
DATED AT SCHAMBURG, ILLINOIS THIS 26th DAY OF July, 2004 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3139



TRANSYSTEMS CORPORATION
1061 PERIMETER DR., SCHAMBURG, IL 60173
(847) 605-9600 (847) 606-9610 FAX

R.O.W. PLAT	MADE	CHECKED	BY	DATE



MAPLEWOOD ESTATES
Doc. R1987-094058
Rec. June 26, 1987

OWNERSHIP TABLE

PARCEL NUMBER	OWNER	TOTAL (ACRES)	AREA TAKEN (ACRES)	USED/DEDICATED (ACRES)	REMAINDER (ACRES)	TAX NUMBER	PROPERTY ACQUIRED BY	EASEMENT (ACRES) (50 FT)	PURPOSE OF EASEMENT	LAND LOCKED ACRES
0001	Fair Oaks Partnership, an Illinois general partnership	9.400	0.434		8.966	01-23-402-012		0.145		

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
LIES ROAD

SECTION _____ DUPAGE COUNTY
PROJECT _____ JOB NO. R-
STATION _____ TO STATION
SCALE 1" = 50' SHEET 1 OF 2

BUREAU OF LAND ACQUISITION
201 WEST CENTER CT.
SCHAMBURG, ILLINOIS 60196

REVISION DATE


REVISION


MADE BY


RECORDING: RECORDED ON


AS DOCUMENT NO.


LEGEND


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QUARTER SECTION CORNER:  QUARTER SECTION CORNER


SECTION LINE:  SECTION LINE


QUARTER SECTION LINE:  QUARTER SECTION LINE


PLATTED LOT LINE:  PLATTED LOT LINE


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APL:  APPARENT PROPERTY LINE

CENTERLINE:  CENTERLINE

EXISTING RIGHT OF WAY LINE:  EXISTING RIGHT OF WAY LINE


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PROPOSED EASEMENT:  PROPOSED EASEMENT


MEASURED DIMENSION: 129.32'


COMPUTED DIMENSION: 129.32' (COMP.)

RECORD DATA: ()

EXISTING BUILDING:  EXISTING BUILDING

IRON PIPE OR ROD FOUND:  IRON PIPE OR ROD FOUND

REPLACED AFTER CONSTRUCTION:  REPLACED AFTER CONSTRUCTION


DIT CROSS FOUND OR SET:  DIT CROSS FOUND OR SET

T1: THESE STAKES REFERENCE FOUND OR SET MONUMENTATION - SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE - IDENTIFIED BY T3 COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

T2: THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE - IDENTIFIED BY T3 COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

T3: THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

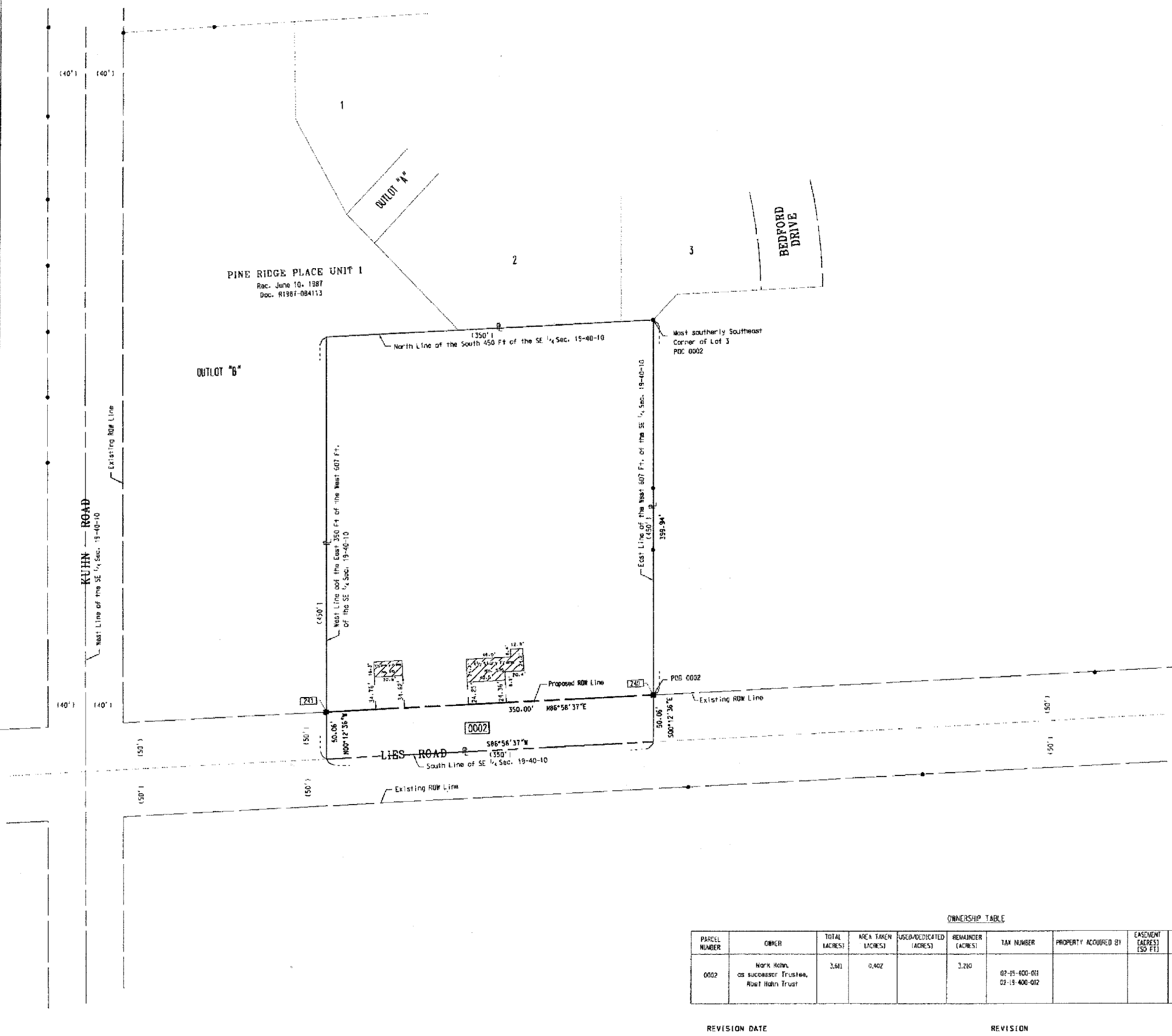
M: PERMANENT SURVEY MARKER, I.O.O.F. STD 2135 (TO BE SET BY OTHERS).

RIGHT OF WAY MARKING PROPOSED TO BE SET:  RIGHT OF WAY MARKING PROPOSED TO BE SET.

SCALE: 1" = 50'

BY	DATE
MADE	
CHECKED	
LINKED	
NOTED	

R.O.W. PLAT	NOTEBOOK	LINKED	NO.



STATE OF ILLINOIS 1
COUNTY OF COOK 1

THIS IS TO CERTIFY THAT I, BEN B. POCHYLKA, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON BETWEEN SECTIONS 23 TOWNSHIP 40 NORTH, RANGE 9 EAST, AND SECTIONS 19 TOWNSHIP 40 NORTH, RANGE 10 EAST, OF THE THIRD PRINCIPAL MERIDIAN, DUPAGE COUNTY; THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN HEREON AND THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT SCHAMBERG ILLINOIS THIS 26th DAY OF July, 2004 A.D.

BEN B. POCHYLKA
3139
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3139

TRANSYSTEMS CORPORATION
1051 PERIMETER DR., SCHAMBERG, IL 60173
(847) 605-9500 (847) 605-9610 FAX

OWNERSHIP TABLE

PARCEL NUMBER	OWNER	TOTAL (ACRES)	AREA TAKEN (ACRES)	USED/DEDICATED (ACRES)	REMAINDER (ACRES)	TAX NUMBER	PROPERTY ACQUIRED BY	EASEMENT (ACRES) (\$50 FT)	PURPOSE OF EASEMENT	LAND LOCKED ACRES
0002	Mark Rohr, as successor Trustee, Noel Rohr Trust	3.61	0.402		3.210	02-19-400-011 02-19-400-012				

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
LIES ROAD

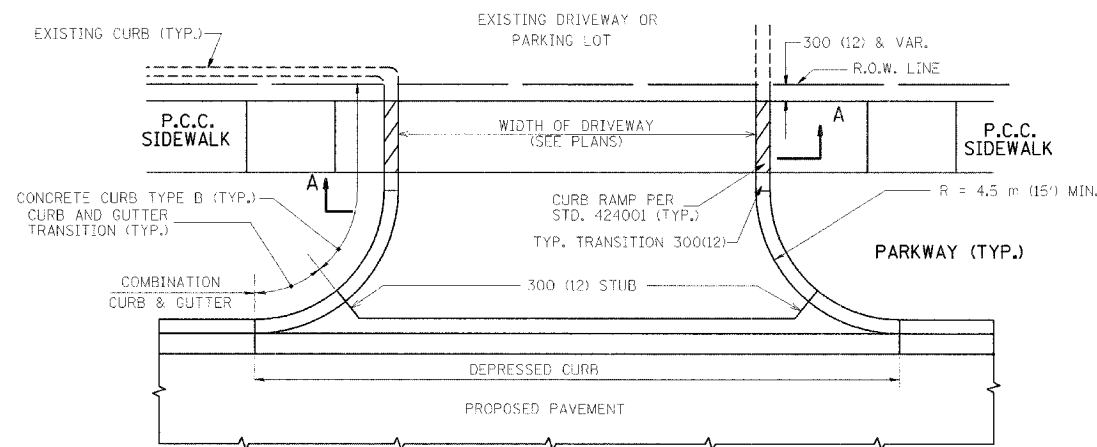
SECTION _____ DUPAGE COUNTY
PROJECT _____ JOB NO. R-
STATION _____ TO STATION
SCALE 1" = 50' SHEET 2 OF 2

BUREAU OF LAND ACQUISITION
201 WEST CENTER CT.
SCHAMBERG, ILLINOIS 60196

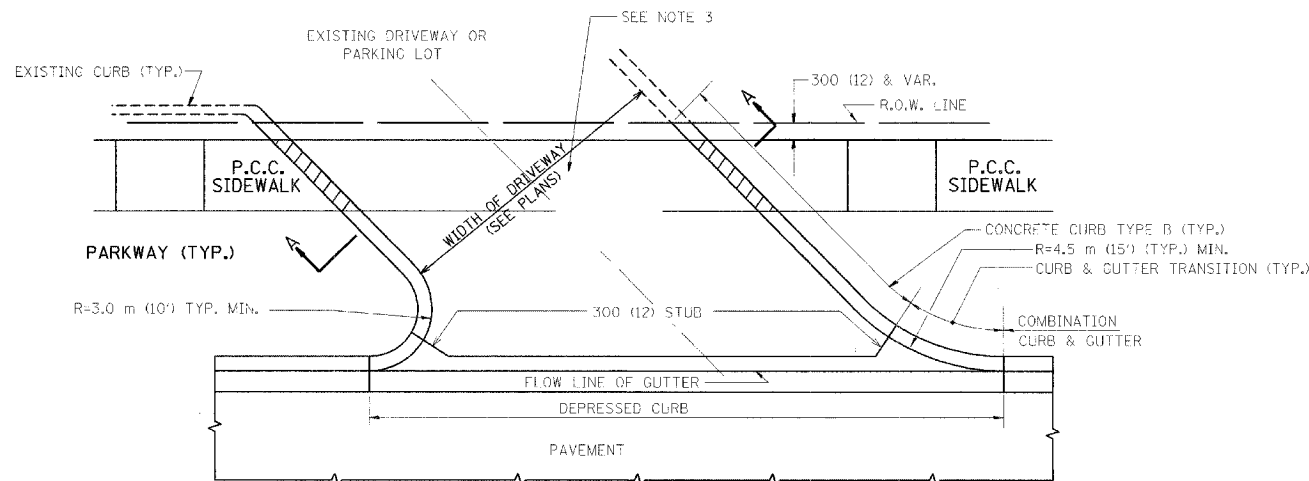
REVISION DATE _____ REVISION _____ MADE BY _____

RECORDING: RECORDED ON _____ AS DOCUMENT NO. _____

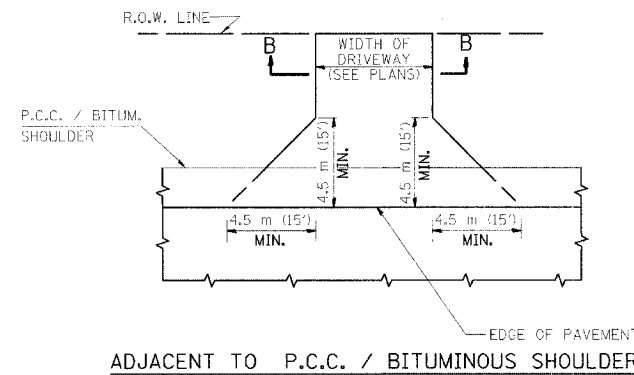
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT		29	26
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83824				



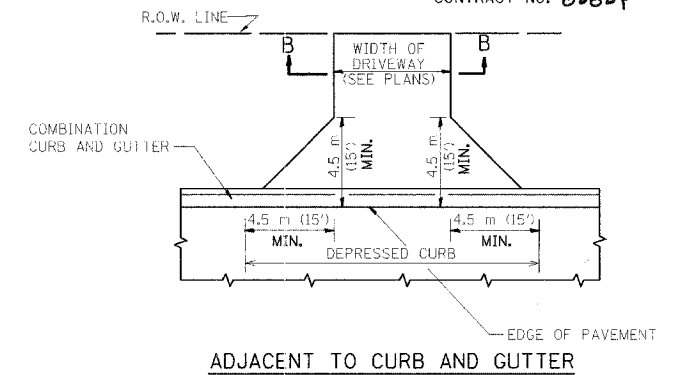
WITH CONCRETE CURB, TYPE B



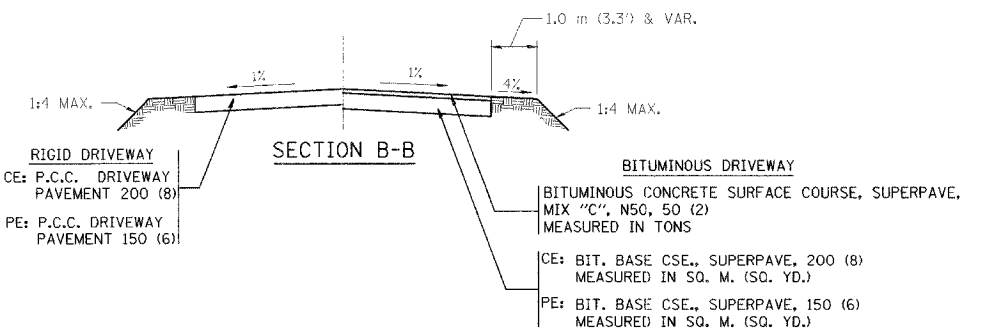
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / BITUMINOUS SHOULDER



ADJACENT TO CURB AND GUTTER



GENERAL NOTES:

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

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

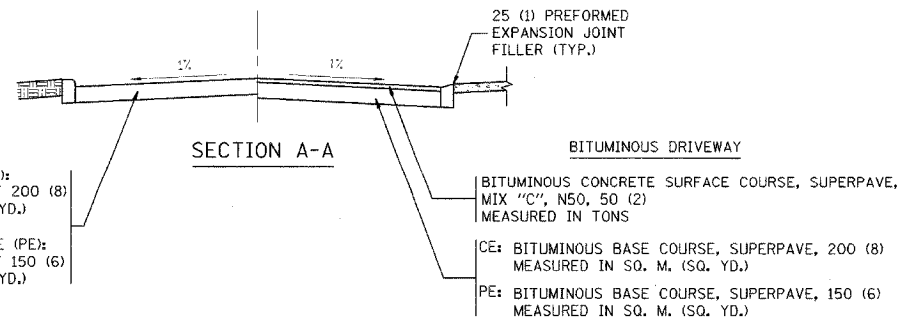
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

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

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

RURAL FIELD ENTRANCE (FE)
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "C", N50, 50 (2) MEASURED IN TONS
AGGREGATE BASE CSE., TYPE A 200 (8) MEASURED IN SQ. M. (SQ. YD.)



RIGID DRIVEWAY
COMMERCIAL ENTRANCE (CE): P.C.C. DRIVEWAY PAVEMENT 200 (8) MEASURED IN SQ. M. (SQ. YD.)
NON-COMMERCIAL ENTRANCE (PE): P.C.C. DRIVEWAY PAVEMENT 150 (6) MEASURED IN SQ. M. (SQ. YD.)

BITUMINOUS DRIVEWAY
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2) MEASURED IN TONS
CE: BITUMINOUS BASE COURSE, SUPERPAVE, 200 (8) MEASURED IN SQ. M. (SQ. YD.)
PE: BITUMINOUS BASE COURSE, SUPERPAVE, 150 (6) MEASURED IN SQ. M. (SQ. YD.)

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

REVISIONS	
NAME	DATE
P. LOFLEUR	04-15-03
R. SHAH	11-04-95
J. POLLASTRINI	08-12-98
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01

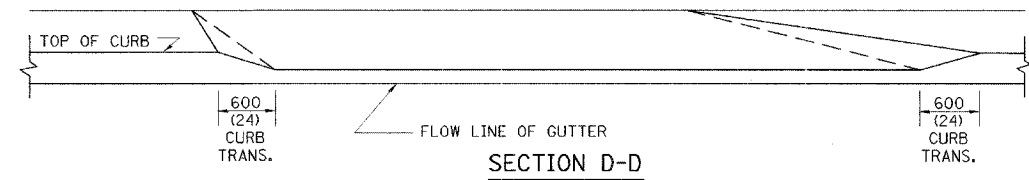
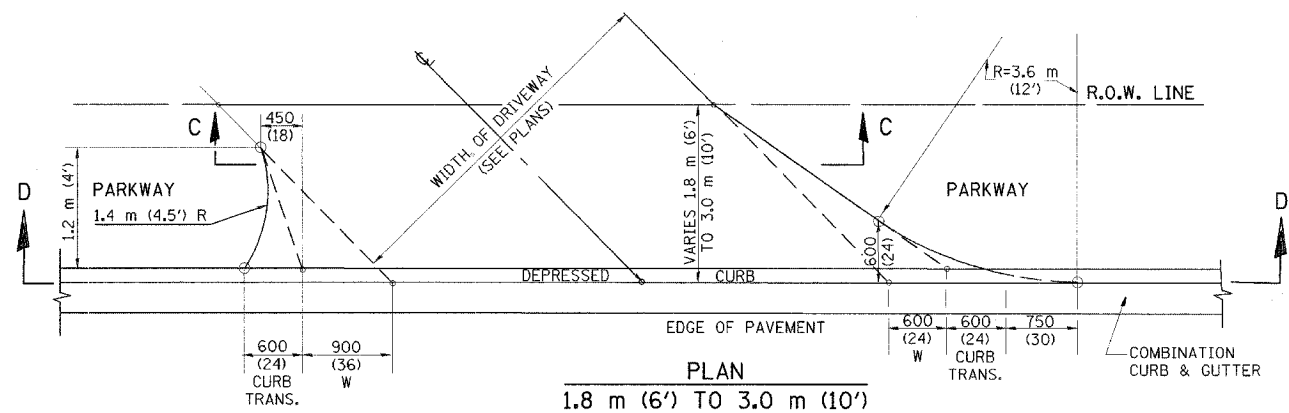
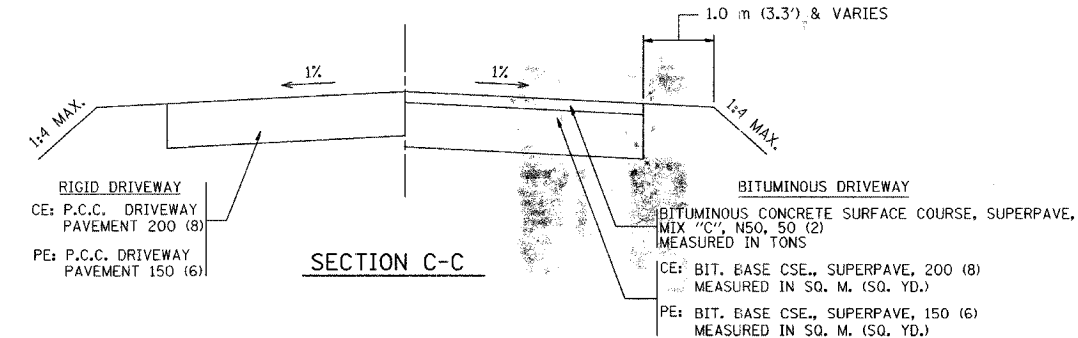
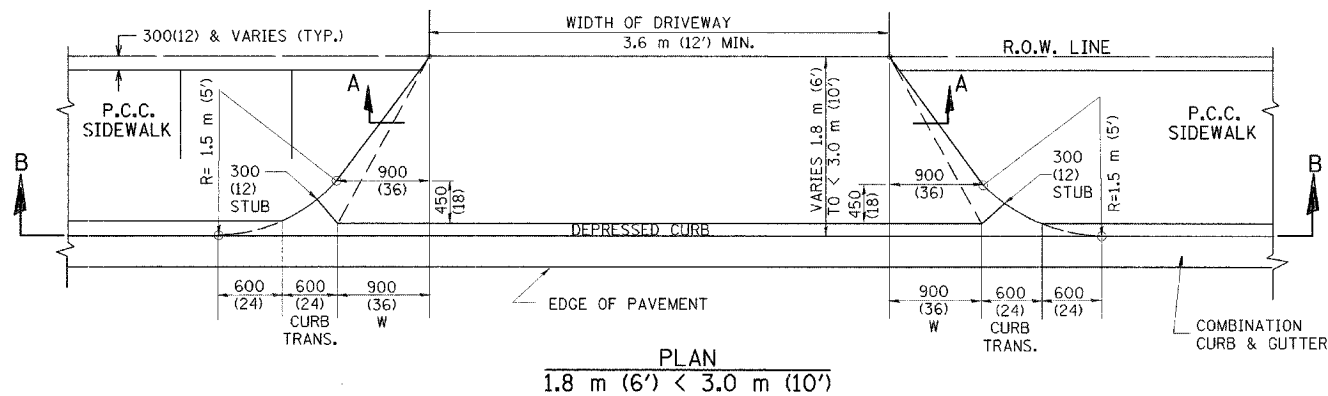
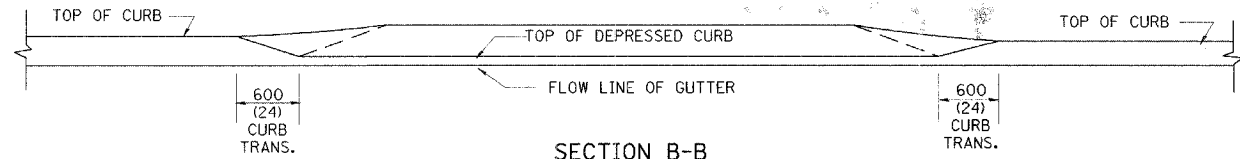
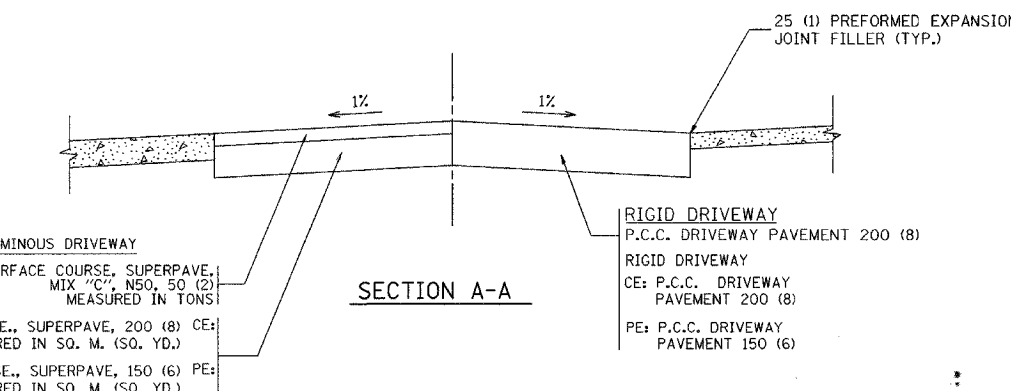
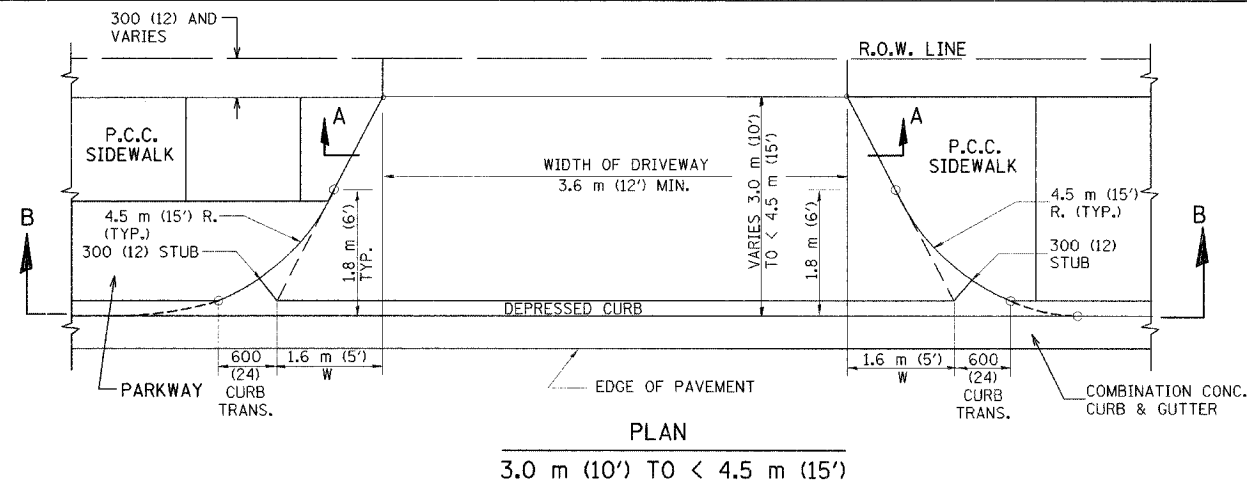
ILLINOIS DEPARTMENT OF TRANSPORTATION
DRIVEWAY DETAILS
DISTANCE BETWEEN R.O.W. AND FACE OF CURB / EDGE OF SHOULDER \geq 4.5 m (15')

SCALE: VERT. _____
HORIZ. _____
DATE: 10/31/05

DRAWN BY _____
CHECKED BY _____

BD400-01 (BD-01)
REVISION DATE: 04/15/03

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1375	04-00046-00-BT	DU PAGE	29	27
STA.	TO STA.			
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 83824				



GENERAL NOTES

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

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

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

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

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

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: VERT. HORIZ. DATE: 10/31/05

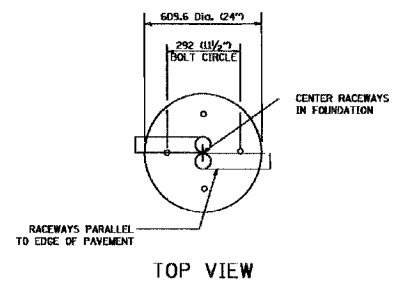
DRAWN BY CHECKED BY

BD400-02 (80-02) REVISION DATE: 04/15/03

83824

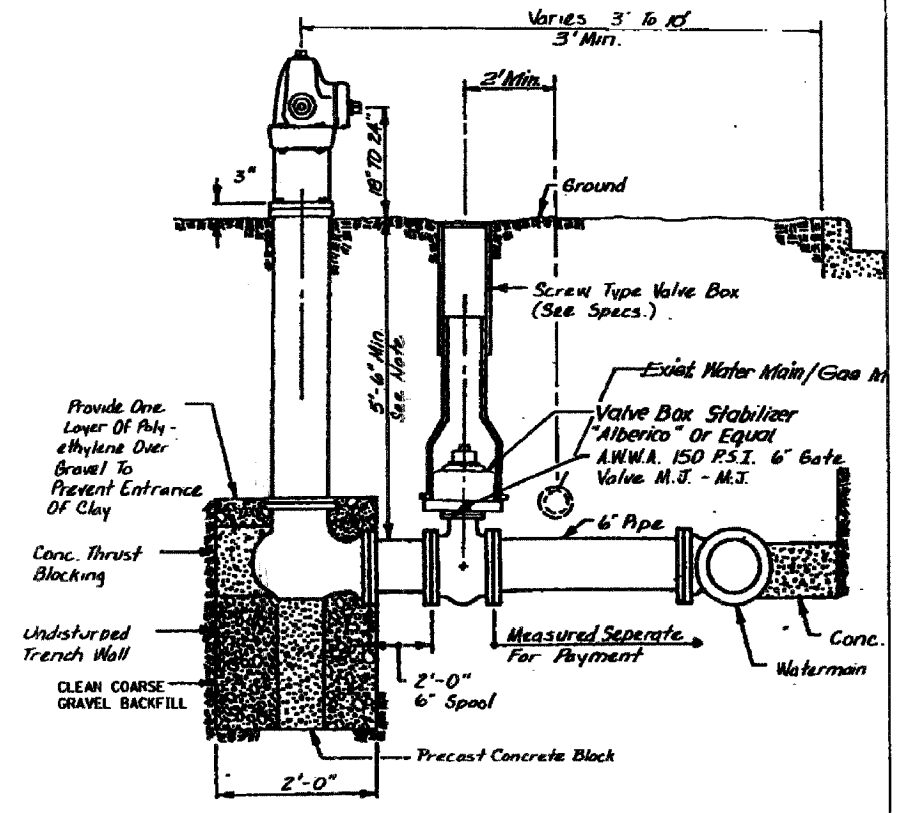
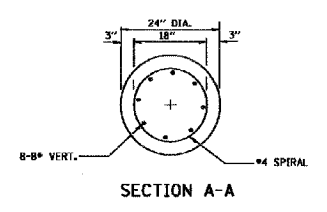
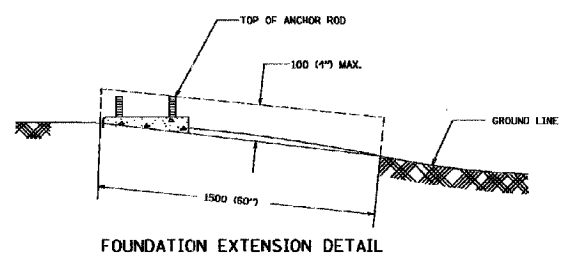
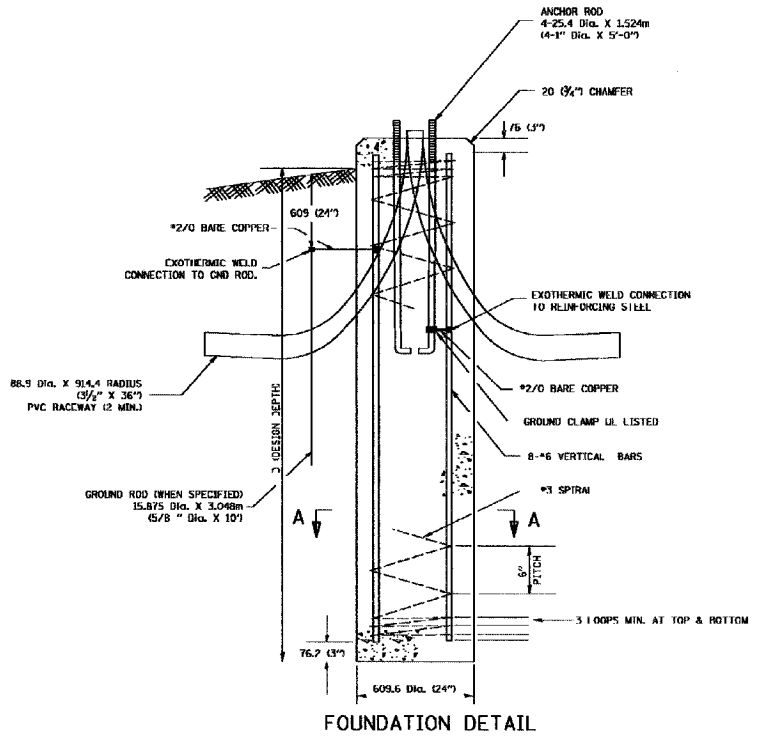
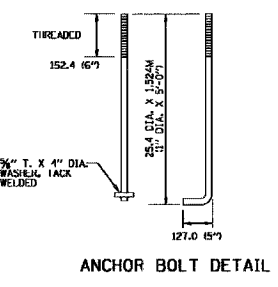
LIGHT POLE FOUNDATION DEPTH TABLE
9.144M (30 FT.) TO 10.668M (35 FT.) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	3.35 (11'-0")	3.85M (12'-8")
MEDIUM CLAY Qu = 0.75 TON/SQ. FT.	2.74M (9'-0")	4.52M (14'-10")
STIFF CLAY Qu = 1.50 TON/SQ. FT.	2.29M (7'-6")	2.61M (8'-7")
LOOSE SAND φ = 34°	2.99M (9'-8")	3.25M (10'-8")
MEDIUM SAND φ = 37.5°	2.74M (9'-0")	2.99M (9'-10")
DENSE SAND φ = 40°	2.51M (8'-3")	2.91M (9'-7")



NOTES

- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 1.5M (50 IN.) CHORD ACROSS THE FOUNDATION WITH ANCHOR RODS INCLUDED. IN ACCORDANCE WITH AASHTO GUIDELINES, IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 20MM (3/4-IN.).
- THE CONCRETE SHALL BE CLASS SL. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 75 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DN, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 239, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 150 MM (6 INCHES) WITH A MINIMUM OF 75 MM (3 INCHES) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 69.9MM (2 3/4") ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 152.4MM (6") PITCH OR MAY SUBSTITUTE #3 TIES AT 304.8MM (12") O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 25.4MM (1") ABOVE THE TOP OF THE FOUNDATION.



FIRE HYDRANT AND AUXILIARY VALVE

- NOTES:
- IF EXISTING UTILITIES REQUIRE THE CONTRACTOR TO CONSTRUCT THE WATERMAIN DEEPER THAN DIMENSION SHOWN, FIRE HYDRANT EXTENSIONS AND VALVE BOX EXTENSIONS REQUIRED TO MEET THE FINISHED GRADE WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE FIRE HYDRANT AND AUXILIARY VALVE.
 - THE FIRE HYDRANT AND AUXILIARY VALVE SHALL BE PLACED A MINIMUM TWO (2) FEET C-C FROM EXISTING GAS MAIN OR WATER MAIN.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

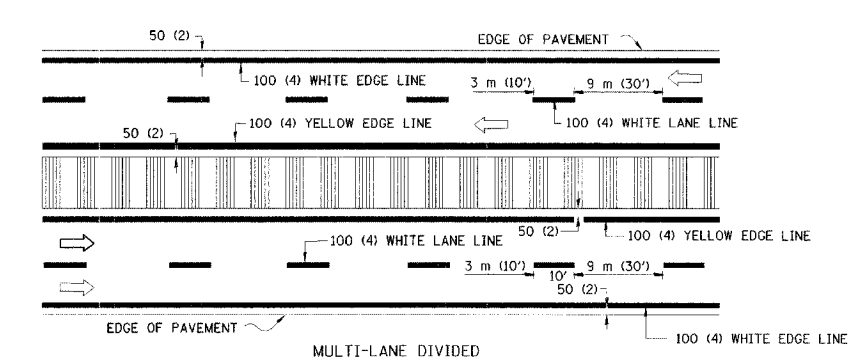
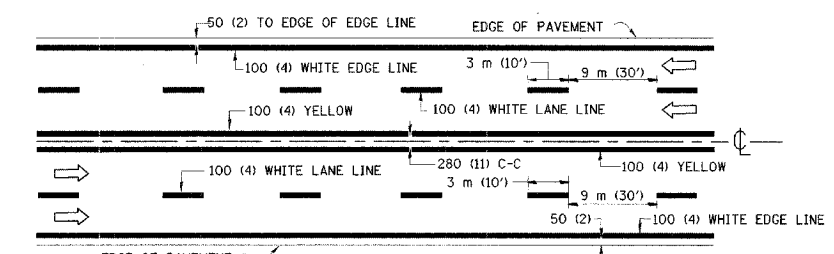
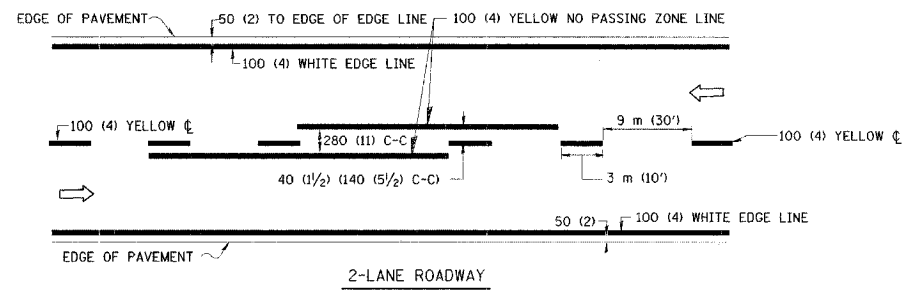
PROJECT DETAILS
LIES ROAD BICYCLE PATH

REVISIONS	
NAME	DATE

SCALE: NONE
DATE: 10/31/05

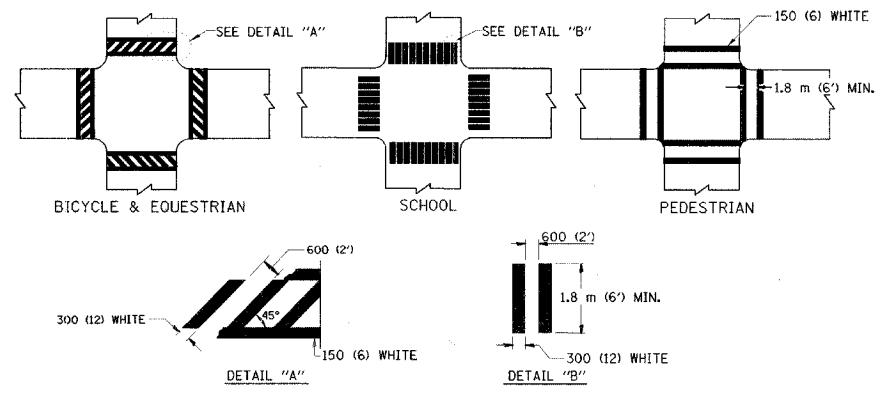
DRAWN BY
CHECKED BY

DATE-TIME
DCN-SPEC
V-BDZ6
USER

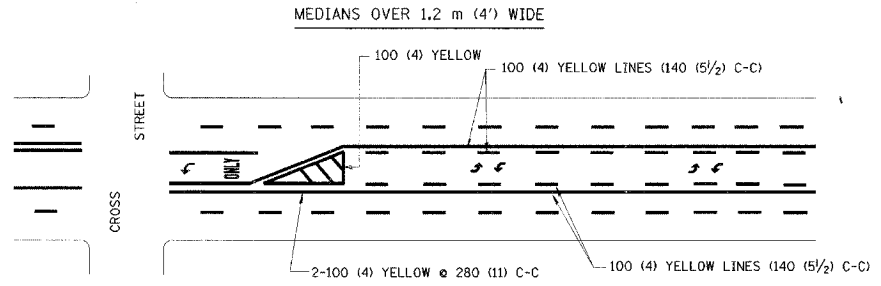
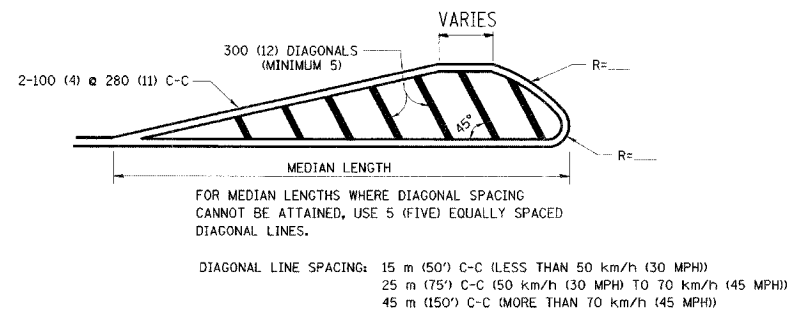
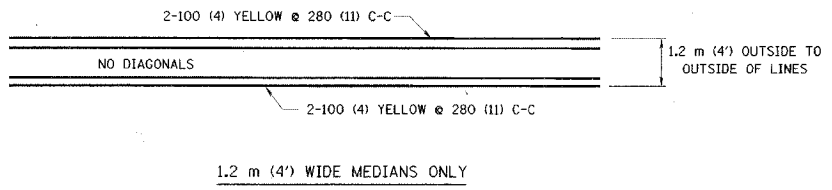


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

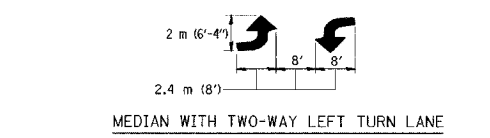
TYPICAL LANE AND EDGE LINE MARKING



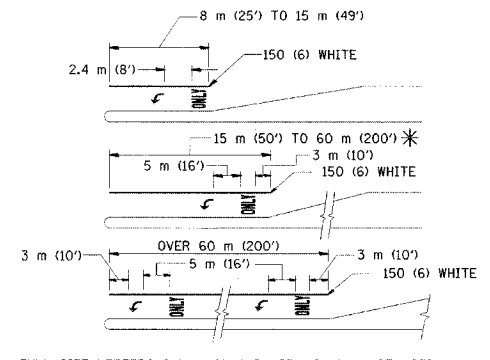
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING

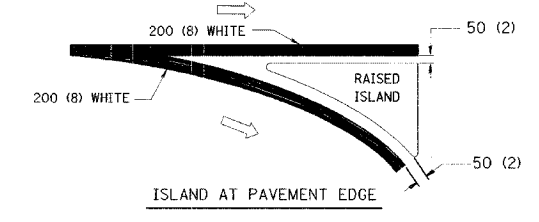
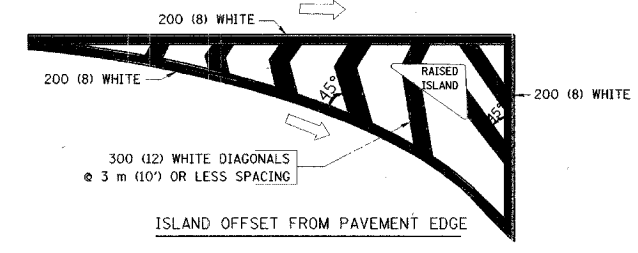


TYPICAL LEFT (OR RIGHT) TURN LANE



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



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. 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" 15 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.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

SCALE: NONE
DATE 10/31/05
DRAWN BY CADD
CHECKED BY
TC-13
REVISION DATE: 01/06/00