F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	1
	ILLINOIS	CONTRACT NO. 63652		

INDEX OF SHEETS

1-20-2012 LETTING ITEM 071

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA:
ADT:
SOUTH YORK STREET 4,600 VPD (2008)
NORTH YORK STREET 15,400 VPD (2008)
ADDISON AVENUE 4,700 VPD (2008)
ROBERT PALMER DRIVE 15,400 (2008)

YORK STREET, ADDISON AVENUE, THIRD STREET, ROBERT PALMER DRIVE

POSTED SPEED	DESIGN SPEED
25 MPH (EXISTING)	35 MPH (EXISTING)
25 MPH (PROPOSED)	35 MPH (PROPOSED)

NORTH AVENUE

POSTED SPEED	DESIGN SPEED
30 MPH (EXISTING)	35 MPH (EXISTING)
30 MPH (PROPOSED)	35 MPH (PROPOSED)

PROJECT IS LOCATED IN THE CITY OF ELMHURST

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY PROJECT

FAU ROUTE 2678 (YORK STREET),
FAU ROUTE 2676 (ADDISON AVENUE), AND THIRD STREET
ROBERT PALMER DRIVE TO NORTH AVENUE,
FIRST STREET TO THIRD STREET,
AND ADDISON AVENUE TO MICHIGAN STREET
STREETSCAPE ENHANCEMENTS
SECTION 11-00179-00-LS
PROJECT NO. TE-0001(880)
CITY OF ELMHURST
DUPAGE COUNTY
JOB NO. C-91-588-11

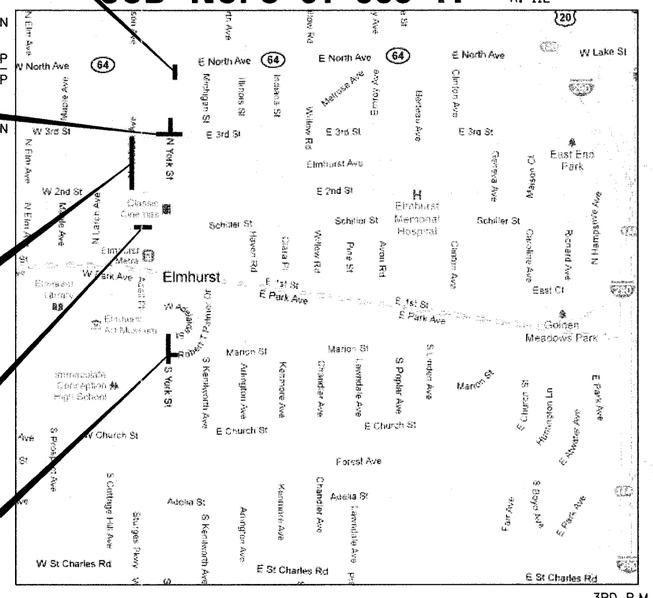
PROJECT IMPROVEMENTS
YORK ST/NORTH AVE
BEGIN STA 800+69.9
END STA 802+05.4

PROJECT IMPROVEMENTS
THIRD ST/YORK ST
BEGIN STA 500+31.4
END STA 501+82.5
BEGIN STA 600+24.5
END STA 602+15.6 &
BEGIN STA 700+36.3
END STA 702+22.7

PROJECT IMPROVEMENTS
ADDISON AVE
BEGIN STA 400+43.8
END STA 406+64.3

PROJECT IMPROVEMENTS
SCHILLER PEDESTRIAN ALLEY
BEGIN STA 300+22.9
END STA 302+24.3

PROJECT IMPROVEMENTS
YORK ST /
ROBERT PALMER DR
BEGIN STA 200+69.3
END STA 204+13.2



CITY OF ELMHURST

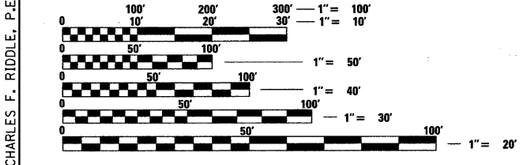
LOCATION MAP

NOT TO SCALE

PROJECT LENGTH (GROSS /NET)
YORK STREET 671 FT (0.13 MILES)
SCHILLER PEDESTRIAN ALLEY 201 FT (0.04 MILES)
THIRD STREET 338 FT (0.06 MILES)
ADDISON AVENUE 621 FT (0.12 MILES)

GROSS AND NET LENGTH 1,831 FT (0.35 MILES)

LOCATION OF SECTION INDICATED THUS:- ■



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

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

CONTRACT NO. 63652

LOUIS G. BEUGNET 062-050843 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

LOUIS G. BEUGNET, P.E. 10/25/11
NO. 062-050843
EXP. DATE 11/30/11
(SHEET NOS. 12 TO 17)

ERIC S. NEUBAUER 062-059188 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Eric Neubauer 10/25/2011
ERIC S. NEUBAUER
NO. 062-059188
EXP. DATE 11/30/11
(REMAINING SHEETS)

TranSystems
222 SOUTH RIVERSIDE PLAZA, SUITE 2320
CHICAGO, ILLINOIS 60606
(312) 669-9601

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED ON OCTOBER 24, 2011
CITY OF ELMHURST, CITY ENGINEER

PASSED NOVEMBER 15, 2011
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW NOVEMBER 16, 2011
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705-4406 SCHAUMBURG, IL

GENERAL NOTES

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2012.

2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.

3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR SHALL VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE/SHE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS/HER OWN RISK AND EXPENSE IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.

5. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOUR NOTIFICATION IS REQUIRED).

6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY OR RIGHT OF WAY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

7. SAWCUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

8. ALL SAWCUTTING SHALL BE DONE WITH A WET SAW.

9. NO COMPLETE CLOSURE OF ROADS, DRIVEWAY (INCLUDING CURBS), OR SIDEWALKS WILL BE ALLOWED UNLESS PERMITTED BY THE ENGINEER. ALL WORK MUST BE STAGED TO ACCOMMODATE THE PUBLIC AND BUSINESSES. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY BUSINESSES/HOMEOWNERS AND THE CITY OF ELMHURST WHEN ACCESS TO THEIR DRIVEWAYS WILL BE IMPACTED FOR CONSTRUCTION. AT LOCATIONS WHERE WORK IS SCHEDULED, THE CONTRACTOR SHALL CONTACT THE BUSINESS/HOME OWNER 24 HOURS PRIOR TO REMOVAL. NO OVERNIGHT LANE CLOSURES WILL BE PERMITTED.

10. DRIVEWAYS MUST REMAIN OPEN AND ACCESSIBLE, WITH STONE IF NECESSARY, DURING THE PROJECT.

11. THE ENGINEER SHALL SET AND MAY ALTER ALL REMOVAL LIMITS IN THE FIELD BASED ON EXISTING CONDITIONS.

12. MATERIALS SHALL NOT BE STOCKPILED ON THE CONSTRUCTION SITE.

13. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE ENGINEER, HIS/HER AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

14. OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE BASELINE.

15. ALL PAVEMENT PATCHES WILL BE CLASS D UNLESS OTHERWISE NOTED.

16. ALL JOINTS IN BRICK PAVER FIELDS WILL BE SAND SWEPT. THE COST OF THIS WORK WILL BE INCLUDED IN THE COST OF THE BRICK PAVER SIDEWALK.

17. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER AND THE CITY OF ELMHURST TO DETERMINE SPECIAL EVENTS NEAR THE PROJECT SITE. KNOWN EVENTS ARE THE MEMORIAL DAY PARADE AND COOL CARS UNDER THE STARS ON WEDNESDAY NIGHTS. THE PROJECT SITE MUST BE CLEANED UP AND MADE SAFE THE FRIDAY BEFORE MEMORIAL DAY AND BY 3:00 PM ON WEDNESDAYS. THIS WILL INCLUDE THE RAMPS TO BUSINESSES, RAMPS AT INTERSECTIONS, FLASHING BARRICADES WITH FLAGGING TAPE AROUND THE PROJECT SITE, AND REMOVAL OF ALL MATERIAL/DEBRIS. THIS PREPARATION FOR EVENTS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CONTRACT.

UTILITES NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGE DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER IN ACCORDANCE WITH ARTICLES 105.07 AND 107.20.

3. ALL UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.

4. THE CONTRACTOR SHALL USE NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENNANCES THAT MUST BE KEPT IN OPERATION.

5. THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, FIRE HYDRANTS, STORM SEWER MANHOLES, CATCH BASINS, INLETS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE CITY OF ELMHURST FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER, STORM, AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.

6. ALL LOOSE MATERIAL DEPOSITED IN THE FLOWLINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

7. THE EXISTING FRAMES AND LIDS SHALL REMAIN AS PROPERTY OF THE CITY OF ELMHURST. ALL OLD FRAMES AND LIDS NOT BEING REUSED SHALL BE REMOVED FROM PARKWAYS BY THE CONTRACTOR, DELIVERED TO AND STOCKPILED AT THE CITY MUNICIPAL SERVICE FACILITY WITHIN SEVEN (7) DAYS OF THEIR REMOVAL. THE UTILITY DEPARTMENT YARD IS LOCATED AT THE NORTH END OF THE WASTE WATER TREATMENT PLANT FACILITY, 625 SOUTH ROUTE 83.

SIGNING AND STRIPING

1. SEE IDOT STANDARD DETAIL 780001, DISTRICT ONE DETAIL TC-13, AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.

2. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE RE-ERECTED AT A TEMPORARY LOCATION AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT IN ACCORDANCE WITH ARTICLE 107.25.

3. ALL EXISTING SIGN PANELS SHALL REMAIN THE PROPERTY OF THE CITY OF ELMHURST. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN REMOVING SIGN PANEL ASSEMBLIES. ALL SIGNS NOT BEING REUSED SHALL BE DELIVERED TO THE PUBLIC WORKS FACILITY, 983 SOUTH ROUTE 83. ALL SIGN POSTS SHALL BE DISPOSED OF BY THE CONTRACTOR. THIS WORK WILL NOT BE PAID FOR SEPARETELY BUT INCLUDED IN THE COST OF THE ITEM.

TRAFFIC CONTROL

1. SEE TRAFFIC CONTROL HIGHWAY STANDARDS CONCERNING TRAFFIC CONTROL AND PROTECTION.

2. THE CONTRACTOR SHALL SCHEDULE CONSTRUCTION ACTIVITIES SO THAT THERE ARE ALWAYS TWO LANES OF TRAFFIC OPEN AT THE END OF EACH DAY. DETOURS WILL ONLY BE ALLOWED UPON SUBMITTAL OF A DETOUR PLAN AND APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL STANDARD PAY ITEM.

GENERAL NOTES (CONT'D)

MISCELLANEOUS

1. MATERIALS RESULTING FROM THE REMOVAL OF CONCRETE SURFACES, UTILITY STRUCTURE ADJUSTMENT, RESTORATION WORK, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IF THE CONTRACTOR DOES NOT REMOVE THESE MATERIALS AT THE REQUEST OF THE ENGINEER, THE CITY OF ELMHURST WILL HIRE A CONTRACTOR TO HAVE THE MATERIAL REMOVED AND THE CONTRACTOR SHALL BE BILLED (CHARGED) ACCORDINGLY.

2. THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS/HER YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO USE OF THE WATER. THE CONTRACTOR SHALL SECURE A WATER METER FROM THE CITY OF ELMHURST WITH THE APPROPRIATE DEPOSIT IF USING CITY OF ELMHURST FIRE HYDRANTS.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING PRIME COAT AND THE LAYING OF HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL.

4. WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR ANY OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES AND BUILDING FOUNDATIONS WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.

5. ANY PAVER BRICKS REMOVED WHEN CONNECTING TO EXISTING STREETSCAPED AREAS AND NOT REUSED AT THE IMMEDIATE LOCATION SHALL REMAIN THE PROPERTY OF THE CITY OF ELMHURST. THE CONTRACTOR SHALL CRATE AND DELIVER THE PAVER BRICKS TO THE WASTE WATER TREATMENT PLANT FACILITY, 625 SOUTH ROUTE 83.

LIGHTING

1. EXISTING CONCRETE LIGHT POLES TO BE REMOVED SHALL BE DISPOSED OF BY THE CONTRACTOR. TRANSFORMERS, LIGHTING FIXTURE AND MAST ARM TO BE SALVAGED AND DELIVERED TO THE PUBLIC WORKS FACILITY, 983 SOUTH ROUTE 83.

2. EXISTING LIGHT UNITS ARE TO BE MAINTAINED IN OPERATING CONDITION UNTIL NEW LIGHT UNITS ARE PUT INTO SERVICE.

3. ELECTRICAL HANDHOLES ARE TO BE STAMPED "ELECTRIC".

4. POLE FOUNDATIONS SHALL INCLUDE ALL PROPOSED RACEWAYS REGARDLESS IF ADJACENT TREE WELLS ARE NOT PROPOSED OR REGARDLESS IF POLE IS AN END UNIT.

5. THE EXISTING STREET LIGHT CABLE SHALL BE INTERCEPTED AT THE LOCATIONS SHOWN AND RECONNECTED TO THE PROPOSED SYSTEM WITHIN THE EXISTING HANDHOLE SHOWN OR CONNECTED TO THE EXISTING STREET LIGHT CONTROLLER AS SHOWN.

6. LIGHT POLE FOUNDATION WITHIN BRICK PAVER AREAS SHALL BE FLUSH WITH THE PROPOSED PAVER SURFACE.

NOTE: BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT.

BENCHMARKS

BM1-1
EL. 691.60
CHISELED SQUARE ON NE CORNER OF TRAFFIC SIGNAL CONTROLLER
BASE AT THE SE CORNER OF YORK STREET AND THIRD STREET
DATUM = NGVD 1929

HIGHWAY STANDARDS

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-06	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011	CORNER PARALLEL CURB RAMPS FOR SIDEWALK
424016	MID-BLOCK CURB RAMPS FOR SIDEWALK
424021	DEPRESSED CORNER FOR SIDEWALKS
424026	ENTRANCE/ALLEY PEDESTRIAN CROSSING
442101-07	CLASS B PATCHES
602301-03	INLET - TYPE A
602401-03	MANHOLE TYPE A
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604056-03	FRAME AND GRATE TYPE 11V
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAIL
720006-03	SIGN PANEL ERECTION DETAIL
780001-03	TYPICAL PAVEMENT MARKINGS
814001-02	HANDHOLES
836001-01	LIGHT POLE FOUNDATION

DISTRICT ONE DETAILS

STD. NO.	DESCRIPTION
BD-02	DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB <= 15'
BD-07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING

FILE NAME = gr\C011\0813\Road\Sheets\G-102-GenNotes.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
GENERAL NOTES AND HIGHWAY STANDARDS

SCALE: NOT TO SCALE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	2
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES				0031 ROADWAY 80% STP/20% LA
*	CODE NO		UNIT	QUANTITY	
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	50	50
	20101100	TREE TRUNK PROTECTION	EACH	1	1
	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	1	1
	20200100	EARTH EXCAVATION	CU YD	246	246
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	62	62
	20800150	TRENCH BACKFILL	CU YD	5	5
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	370	370
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	5	5
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	5	5
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	5	5
*	25200110	SODDING, SALT TOLERANT	SQ YD	370	370
*	25200200	SUPPLEMENTAL WATERING	UNIT	1	1
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	2,943	2,943
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	293	293
	40600300	AGGREGATE (PRIME COAT)	TON	3	3
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1	1
	40600535	LEVELING BINDER (HAND METHOD), N70	TON	1	1
	40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	28	28
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	6	6
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2	2
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	109	109
	42001300	PROTECTIVE COAT	SQ YD	571	571
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	636	636
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	144	144
	44000100	PAVEMENT REMOVAL	SQ YD	238	238
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	791	791
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	628	628
	44000300	CURB REMOVAL	FOOT	172	172
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,633	1,633
	44000600	SIDEWALK REMOVAL	SQ FT	13,757	13,757
	44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	14	14
	550A0040	STORM SEWERS, CLASS A, TYPE 1 10"	FOOT	12	12
	550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	19	19
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	14	14
	56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	1	1
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2
	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	3	3
	60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	1	1
	60250200	CATCH BASINS TO BE ADJUSTED	EACH	6	6
	60255500	MANHOLES TO BE ADJUSTED	EACH	9	9
	60260100	INLETS TO BE ADJUSTED	EACH	3	3
	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1	1
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	11	11
	60500060	REMOVING INLETS	EACH	1	1
	60600605	CONCRETE CURB, TYPE B	FOOT	212	212
	60603500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	FOOT	20	20

	SUMMARY OF QUANTITIES				0031 ROADWAY 80% STP/20% LA
*	CODE NO		UNIT	QUANTITY	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,444	1,444
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	30	30
	60605900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12	FOOT	11	11
	60608300	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12	FOOT	147	147
	67100100	MOBILIZATION	L SUM	1	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
	70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	50	50
	70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	300	300
	70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	200	200
	70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	100	100
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	450	450
*	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2
*	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	52	52
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	15	15
*	78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	69	69
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	580	580
*	78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	930	930
*	78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	9	9
*	78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	90	90
*	78300100	PAVEMENT MARKING REMOVAL	SQ FT	714	714
*	81028310	UNDERGROUND CONDUIT, PVC, 3/4" DIA.	FOOT	218	218
*	81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	1,370	1,370
*	81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	9,336	9,336
*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	5,814	5,814
*	84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	8	8
*	84200804	REMOVAL OF POLE FOUNDATION	EACH	8	8
*	87900200	DRILL EXISTING HANDHOLE	EACH	7	7
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	900	900
*	89502380	REMOVE EXISTING HANDHOLE	EACH	4	4
*	A2004824	TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 3" CALIPER, BALLED AND BURLAPPED	EACH	14	14
*	X0326144	TACTILE/DETECTABLE WARNING SURFACE	SQ FT	184	184
*	X0327018	DECORATIVE SIGN POST	EACH	1	1
	X0350810	BOLLARD REMOVAL	EACH	5	5
*	X8140105	HANDHOLE (SPECIAL)	EACH	1	1
*	X8140115	HANDHOLE TO BE ADJUSTED	EACH	12	12
*	X8360210	LIGHT POLE FOUNDATION, 24" DIAMETER (SPECIAL)	FOOT	72	72
*	X8360215	LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	90	90
*	X8780107	CONCRETE FOUNDATION (SPECIAL)	FOOT	8	8
*	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
	Z0022800	FENCE REMOVAL	FOOT	50	50
*	Z0033026	MAINTENANCE OF EXISTING LIGHTING SYSTEM COMPLETE	L SUM	1	1
	Z0042002	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	60	60
	Z0051398	REMOVE EXISTING SIGN POST	EACH	1	1

	SUMMARY OF QUANTITIES				0031 ROADWAY 80% STP/20% LA
*	CODE NO		UNIT	QUANTITY	
	LR430030	CONCRETE PAVER PAVEMENT	SQ YD	1,511	1,511
*	XX001164	LUMINAIRE HIGH PRESSURE SODIUM, SPECIAL	EACH	36	36
	XX001186	PLANTER REMOVAL	EACH	4	4
*	XX001621	BRICK PAVER REMOVAL	SQ FT	1,912	1,912
*	XX004688	BRICK PAVER SIDEWALK	SQ FT	13,410	13,410
*	XX006901	TREE GRATE ASSEMBLY, COMPLETE	EACH	12	12
*	XX006996	LIGHT POLE, ALUMINUM, 14', SPECIAL	EACH	18	18
	XX007448	CONCRETE EDGING 6" WIDE	FOOT	628	628
	XX007449	CONCRETE EDGING 12" WIDE	FOOT	1,379	1,379
*	XX007450	ORNAMENTAL LIGHT POLE, INSTALL ONLY	EACH	18	18
*	XX008033	DUPLEX WEATHERPROOF GFI RECEPTACLE AND COVER PLATE	EACH	12	12
	XX008163	TEMPORARY RAMP, SPECIAL	EACH	13	13
*	XX008602	CIRCUIT BREAKER, 2-POLE, 20 AMP, 240 VOLT	EACH	1	1

* SPECIALTY ITEM

FILE NAME = g:\CE11\2013\Road\Sheets\G-183-Quantities.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -	
		DRAWN - AJP	REVISED -	
	PLOT SCALE =	CHECKED - ESN	REVISED -	
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

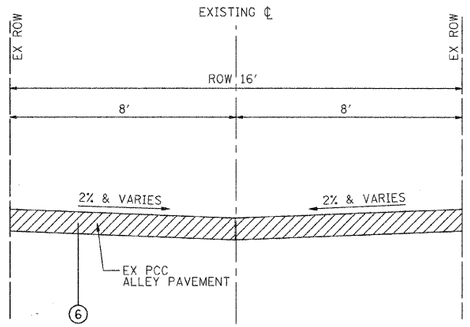
ELMHURST STREETSCAPE ENHANCEMENTS
SUMMARY OF QUANTITIES

SCALE: NOT TO SCALE | SHEET NO. 1 OF 1 SHEETS | STA. | TC STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	3
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

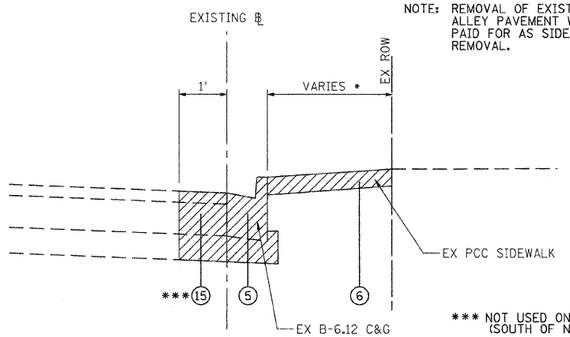
LEGEND

1. EXISTING HOT-MIX ASPHALT PAVEMENT, VARIABLE DEPTH
2. EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 6"
3. EXISTING SUBBASE GRANULAR MATERIAL, CA-6, 4"
4. EXISTING COMBINATION CURB & GUTTER (OF THE TYPE SPECIFIED)
5. COMBINATION CURB AND GUTTER REMOVAL (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER) (SHALL INCLUDE REMOVAL AND DISPOSAL OF MATERIAL NECESSARY TO INSTALL PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B)
6. SIDEWALK REMOVAL (AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER)
7. SUBBASE GRANULAR MATERIAL, TYPE B 4"
8. CONCRETE PAVER PAVEMENT
9. SAND CUSHION, 1 1/2 " (INCLUDED IN THE COST OF BRICK PAVER SIDEWALK)
10. BRICK PAVER SIDEWALK ("PREST" OR APPROVED EQUAL)
11. CONCRETE EDGING, SPECIFIED WIDTH
12. COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER)
13. LIGHT POLE FOUNDATION NO CHAMFER, BEVELED CORNER FLUSH WITH PAVERS
14. HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 2"
15. PAVEMENT REMOVAL (FULL DEPTH)
16. TIE BARS, No. 5, 30" LONG, 30" O.C. (INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER)



EXISTING TYPICAL SECTION
SCHILLER PEDESTRIAN ALLEY (LOOKING EAST)
(EAST-WEST ALLEY BETWEEN FIRST STREET AND SECOND STREET)
(STA. 300+22.9 TO STA. 302+24.3)

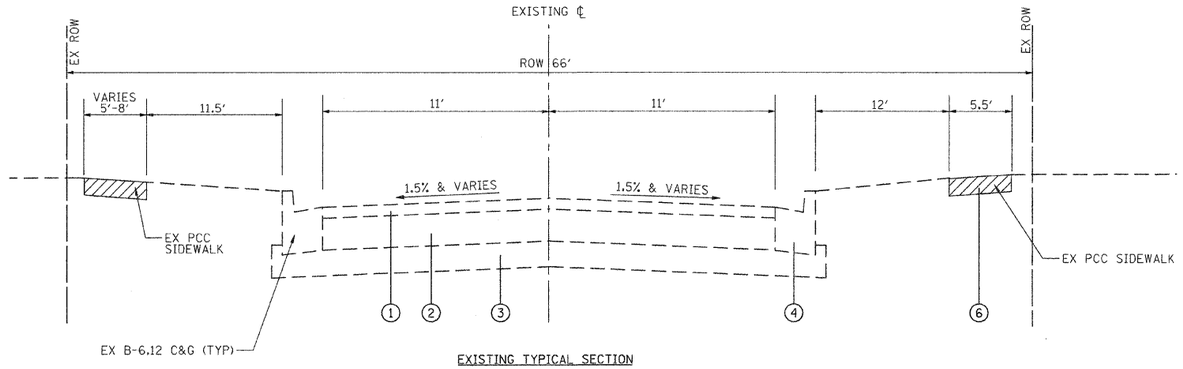
NOTE: REMOVAL OF EXISTING PCC ALLEY PAVEMENT WILL BE PAID FOR AS SIDEWALK REMOVAL.



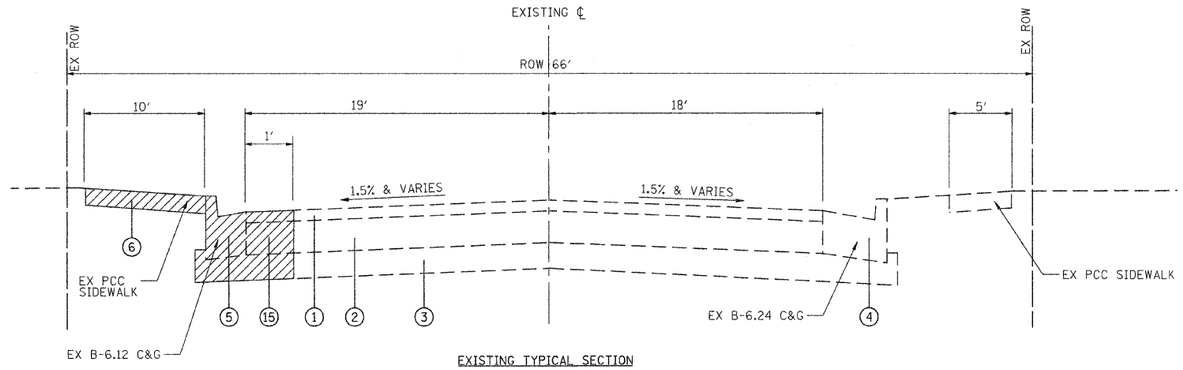
*** NOT USED ON YORK STREET (SOUTH OF NORTH AVENUE)

EXISTING TYPICAL SECTION
TYPICAL SIDEWALK AND C&G (VARIOUS LOCATIONS)
ADDISON AVENUE (BETWEEN SECOND STREET AND THIRD STREET) (STA. 400+43.8 TO STA. 406+64.3)
THIRD STREET (WEST OF YORK STREET) (STA. 500+31.4 TO STA. 501+82.5)
YORK STREET (NORTH TO THIRD STREET) (STA. 600+24.5 TO STA. 602+15.6)
YORK STREET (SOUTH OF NORTH AVENUE) (STA. 800+69.9 TO STA. 802+05.4)

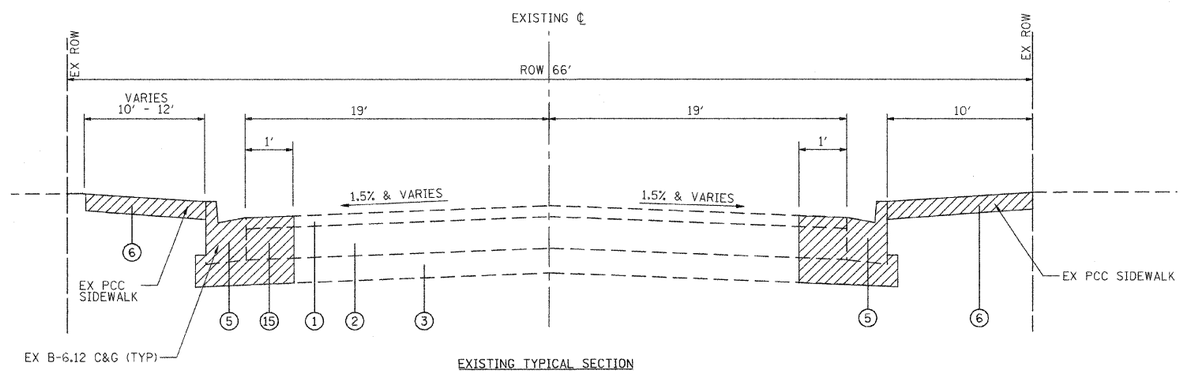
* SIDEWALK WIDTHS
9.5' & VARIES - ADDISON AVENUE (BETWEEN SECOND STREET AND THIRD STREET)
11' & VARIES - THIRD STREET (WEST OF YORK STREET)
4' & VARIES - YORK STREET (NORTH OF THIRD STREET)
7' & VARIES - YORK STREET (SOUTH OF NORTH AVENUE)



EXISTING TYPICAL SECTION
THIRD STREET (LOOKING EAST)
EAST OF YORK STREET TO NORTH-SOUTH ALLEY
(STA. 700+36.3 TO STA. 702+22.7)



EXISTING TYPICAL SECTION
YORK STREET (LOOKING NORTH)
SOUTH OF ROBERT PALMER DRIVE
(STA. 200+69.3 TO STA. 201+84.3)



EXISTING TYPICAL SECTION
YORK STREET (LOOKING NORTH)
ROBERT PALMER DRIVE TO VIRGINIA STREET
(STA. 201+84.3 TO STA. 203.73.6)

FILE NAME = G:\CD11\00813\Road\Sheets\G-104-Typ Sects.SHT	USER NAME = ajpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
EXISTING TYPICAL SECTIONS

SCALE: NOT TO SCALE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	4
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

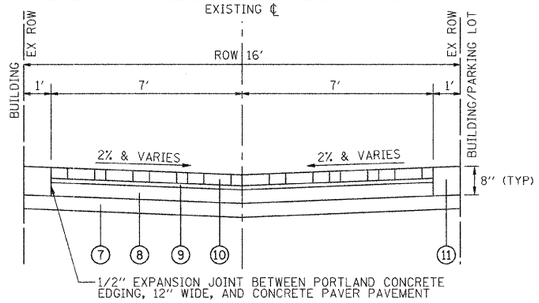
LEGEND

1. EXISTING HOT-MIX ASPHALT PAVEMENT, VARIABLE DEPTH
2. EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 6"
3. EXISTING SUBBASE GRANULAR MATERIAL, CA-6, 4"
4. EXISTING COMBINATION CURB & GUTTER (OF THE TYPE SPECIFIED)
5. COMBINATION CURB AND GUTTER REMOVAL (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER) (SHALL INCLUDE REMOVAL AND DISPOSAL OF MATERIAL NECESSARY TO INSTALL PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B)
6. SIDEWALK REMOVAL (AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER)
7. SUBBASE GRANULAR MATERIAL, TYPE B 4"
8. CONCRETE PAVER PAVEMENT
9. SAND CUSHION, 1 1/2 " (INCLUDED IN THE COST OF BRICK PAVER SIDEWALK)
10. BRICK PAVER SIDEWALK ("PREST" OR APPROVED EQUAL)
11. CONCRETE EDGING, SPECIFIED WIDTH
12. COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 (AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER)
13. LIGHT POLE FOUNDATION NO CHAMFER, BEVELED CORNER FLUSH WITH PAVERS
14. HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 2"
15. PAVEMENT REMOVAL (FULL DEPTH)
16. TIE BARS, No. 5, 30" LONG, 30" O.C. (INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER)

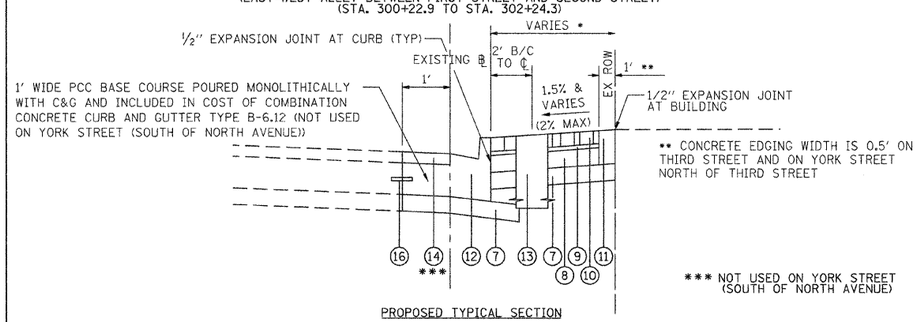
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 2"	4% @ 70 GYRATIONS
LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5mm), (LIFTS 3/4" TO 2 1/4")	4% @ 70 GYRATIONS
LEVELING BINDER (HAND METHOD), N70 (IL 9.5mm), (LIFTS 3/4" TO 2 1/4")	4% @ 70 GYRATIONS
DRIVEWAY/ALLEY PAVEMENT	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 2"	4% @ 50 GYRATIONS
HMA BINDER COURSE, IL-19.0, N50, 6" (IN 2 LIFTS)	4% @ 50 GYRATIONS

NOTES: 1) THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2) THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

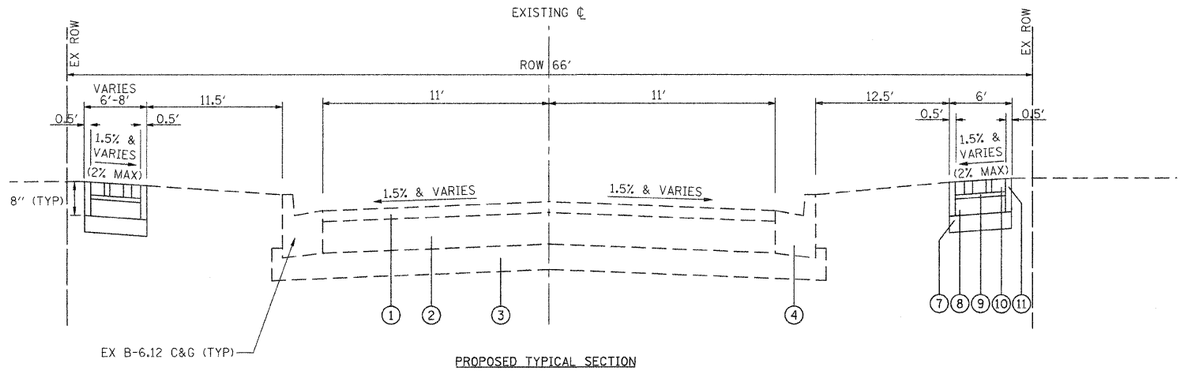


PROPOSED TYPICAL SECTION
SCHILLER PEDESTRIAN ALLEY (LOOKING EAST)
(EAST-WEST ALLEY BETWEEN FIRST STREET AND SECOND STREET)
(STA. 300+22.9 TO STA. 302+24.3)

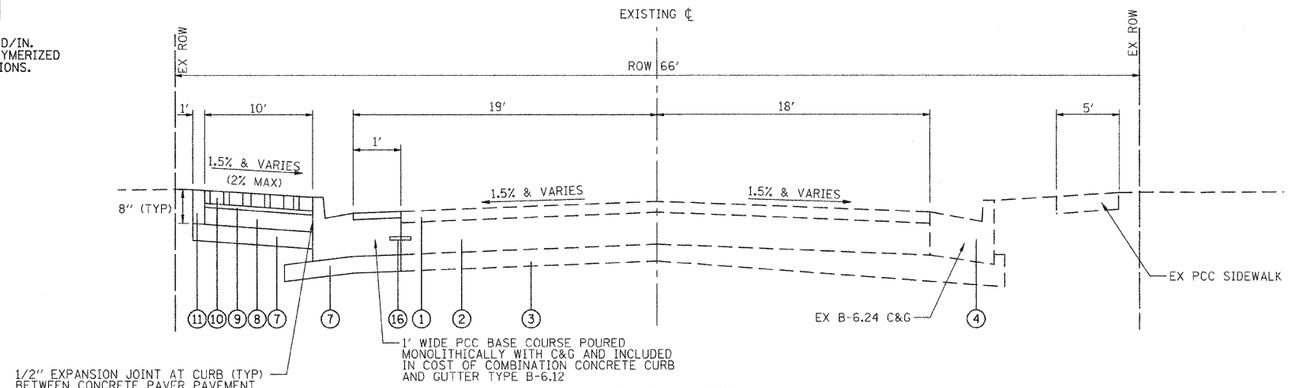


PROPOSED TYPICAL SECTION
TYPICAL SIDEWALK AND C&G (VARIOUS LOCATIONS)
ADDISON AVENUE (BETWEEN SECOND STREET AND THIRD STREET) (STA. 400+43.8 TO STA. 406+64.3)
THIRD STREET (WEST OF YORK STREET) (STA. 500+31.4 TO STA. 501+82.5)
YORK STREET (NORTH TO THIRD STREET) (STA. 600+24.5 TO STA. 602+15.6)
YORK STREET (SOUTH OF NORTH AVENUE) (STA. 800+69.9 TO STA. 802+05.4)

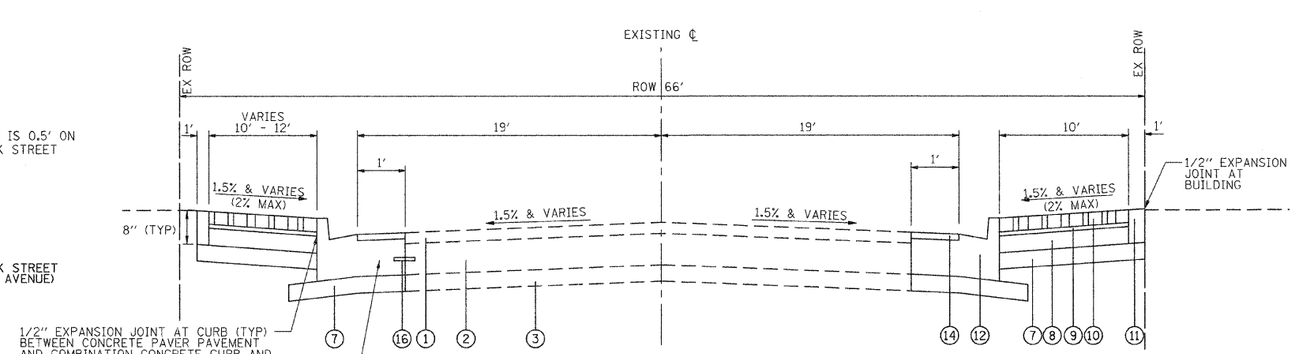
* SIDEWALK WIDTHS
9.5' & VARIES - ADDISON AVENUE (BETWEEN SECOND STREET AND THIRD STREET)
11' & VARIES - THIRD STREET (WEST OF YORK STREET)
4' & VARIES - YORK STREET (NORTH OF THIRD STREET)
7' & VARIES - YORK STREET (SOUTH OF NORTH AVENUE)



PROPOSED TYPICAL SECTION
THIRD STREET (LOOKING EAST)
EAST OF YORK STREET TO ALLEY
(STA. 700+36.3 TO STA. 702+22.7)



PROPOSED TYPICAL SECTION
YORK STREET (LOOKING NORTH)
SOUTH OF ROBERT PALMER DRIVE
(STA. 200+69.3 TO STA. 201+84.3)



PROPOSED TYPICAL SECTION
YORK STREET (LOOKING NORTH)
ROBERT PALMER DRIVE TO VIRGINIA STREET
(STA. 201+84.3 TO STA. 203+73.6)

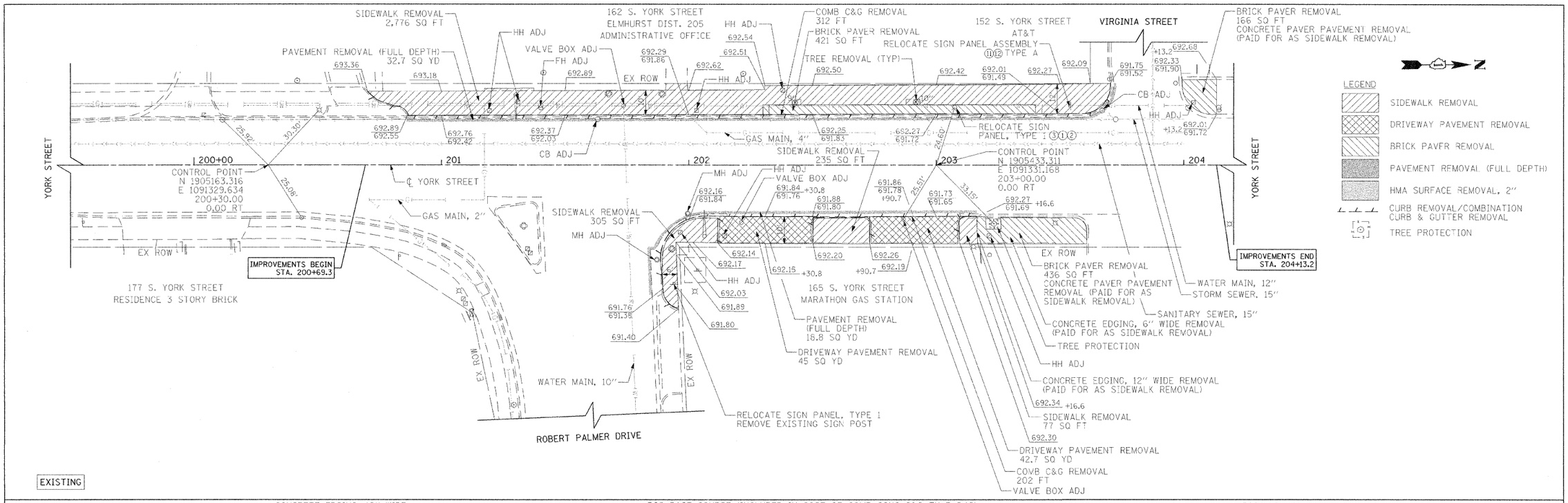
FILE NAME = G:\CD11\0813\Road\Sheets\G-124-Typ Sects.SHT	USER NAME = ajcondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

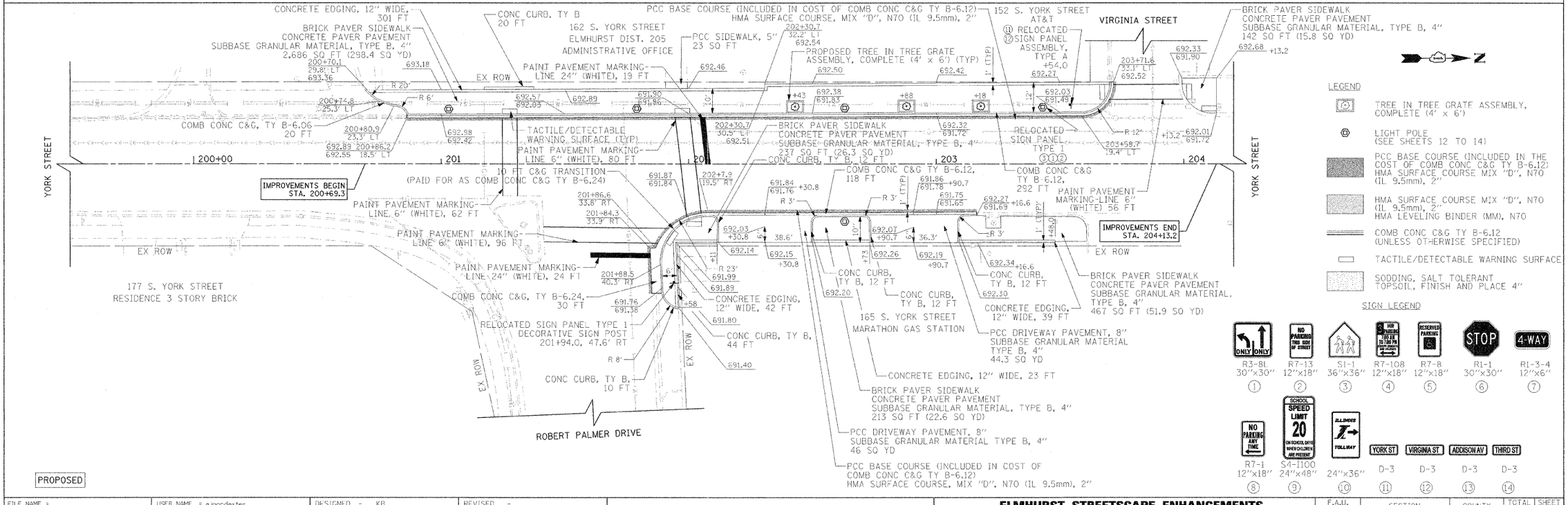
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
PROPOSED TYPICAL SECTIONS

SCALE: NOT TO SCALE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

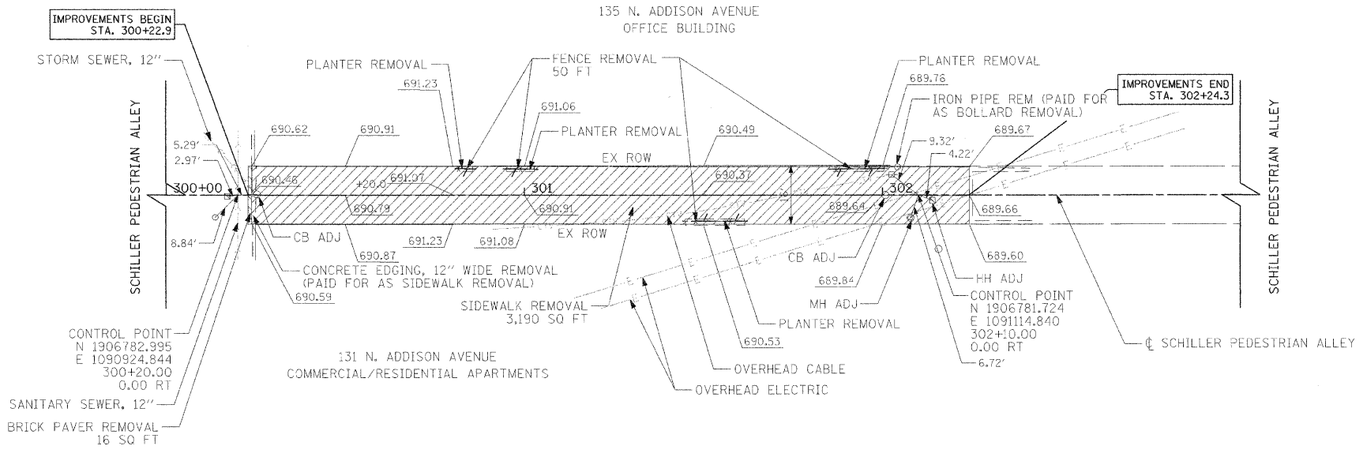
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	5
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		





FILE NAME = g:\CDII\0013\Road\Sheets\PP-205.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ELMHURST STREETSCAPE ENHANCEMENTS EXISTING AND PROPOSED PLAN YORK STREET AND ROBERT PALMER DRIVE**
		DRAWN - AJP	REVISED -		
	PLOT SCALE =	CHECKED - ESN	REVISED -		SCALE: 1"=20' SHEET NO. 1 OF 6 SHEETS STA. 200+70.1 TO STA. 203+73.6
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	6
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

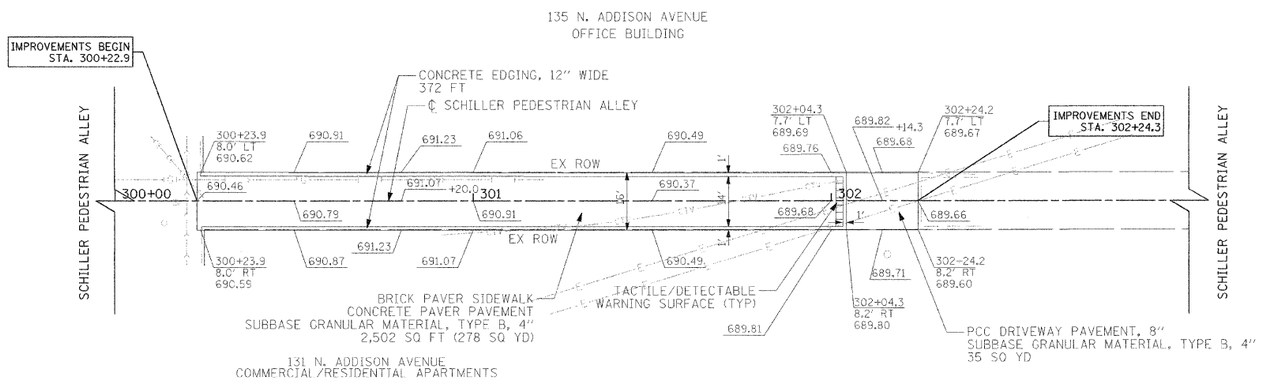


N

NOTE:
ALL SOIL AND ORGANIC MATERIAL TO BE REMOVED FROM THE PLANTER WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

LEGEND
SEE SHEET 6 FOR LEGEND.

EXISTING

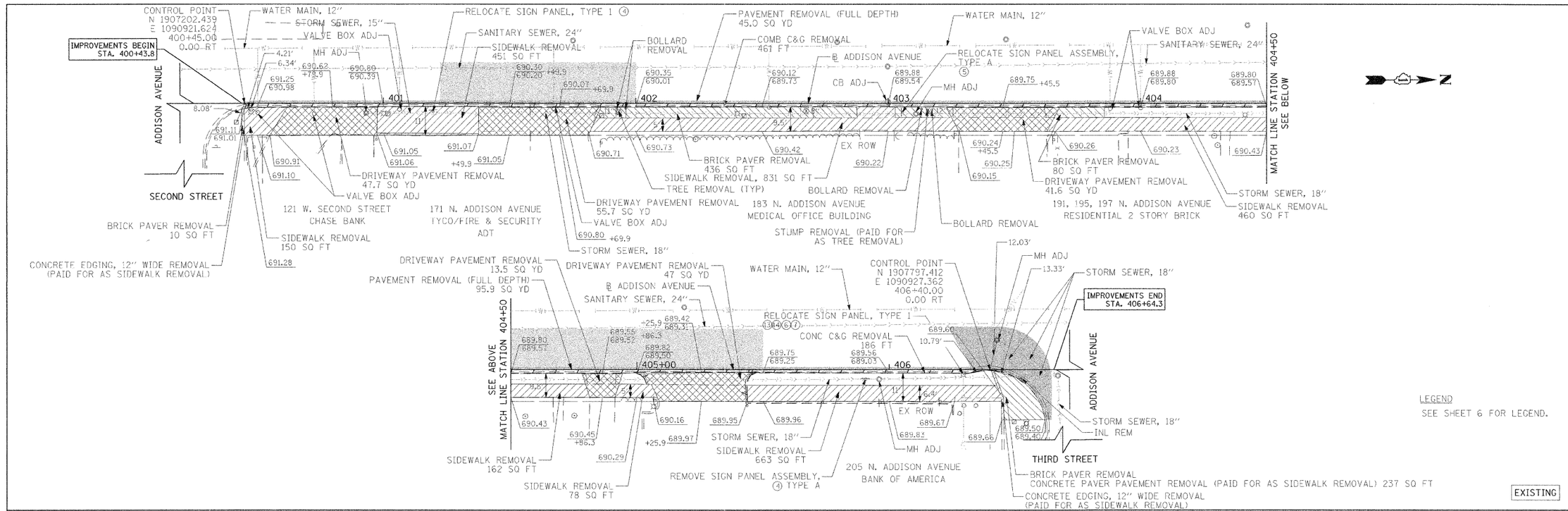


N

LEGEND
SEE SHEET 6 FOR LEGEND.

PROPOSED

FILE NAME = g:\CD11\0013\Road\Sheets\PP-204.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ELMHURST STREETSCAPE ENHANCEMENTS EXISTING AND PROPOSED PLAN SCHILLER PEDESTRIAN ALLEY**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - AJP	REVISED -			2678/2676	11-00179-00-LS	DUPAGE	28	7
	PLOT SCALE =	CHECKED - ESN	REVISED -					CONTRACT NO. 63652		
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -		SCALE: 1"=20' SHEET NO. 2 OF 6 SHEETS STA. 300+22.9 TO STA. 302+24.2	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



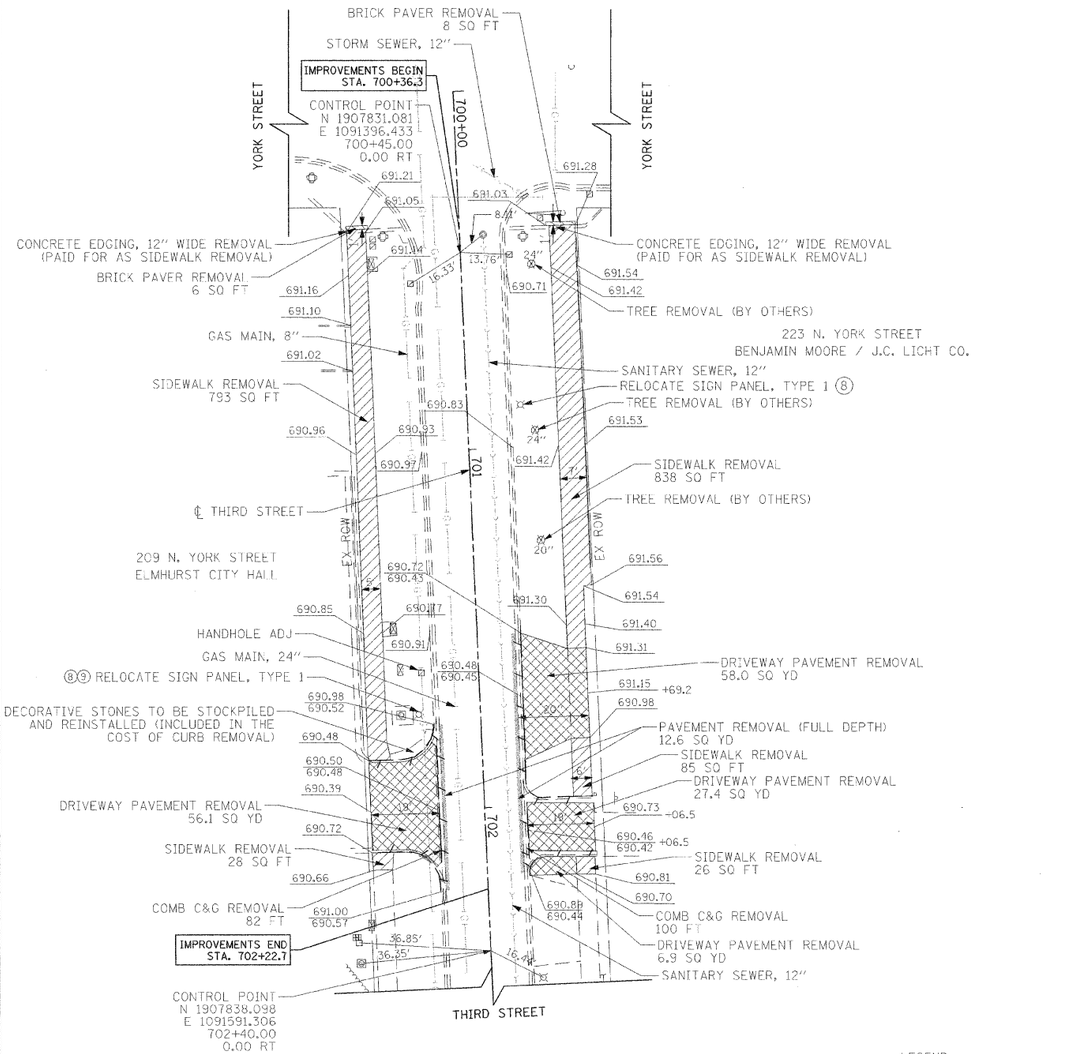
FILE NAME = gr\CDI\2011\Road\Sheets\PP-203.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

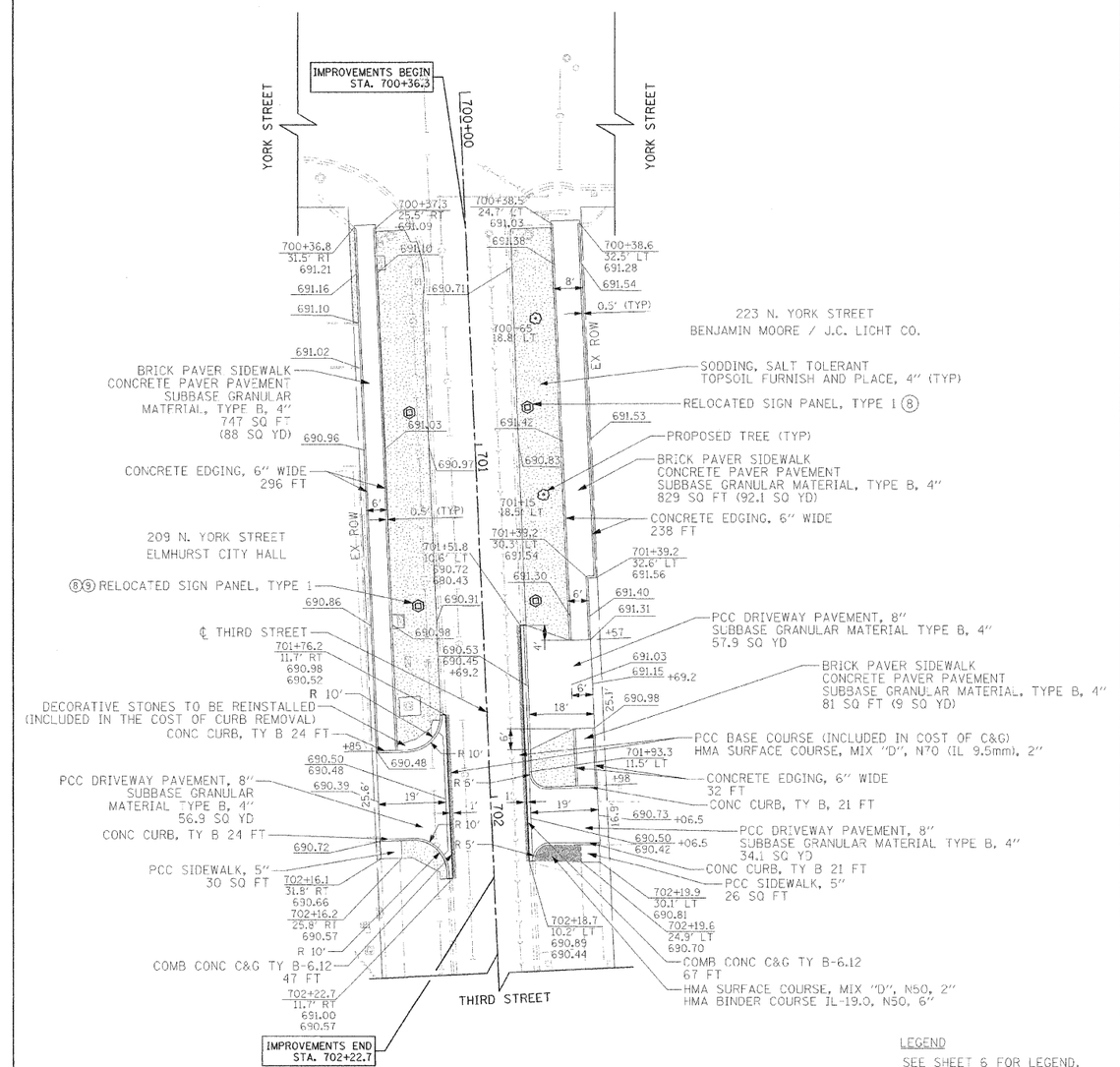
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
EXISTING AND PROPOSED PLAN
ADDISON AVENUE

SCALE: 1"=20' | SHEET NO. 3 OF 6 SHEETS | STA. 400+43.8 TO STA. 406+65.4

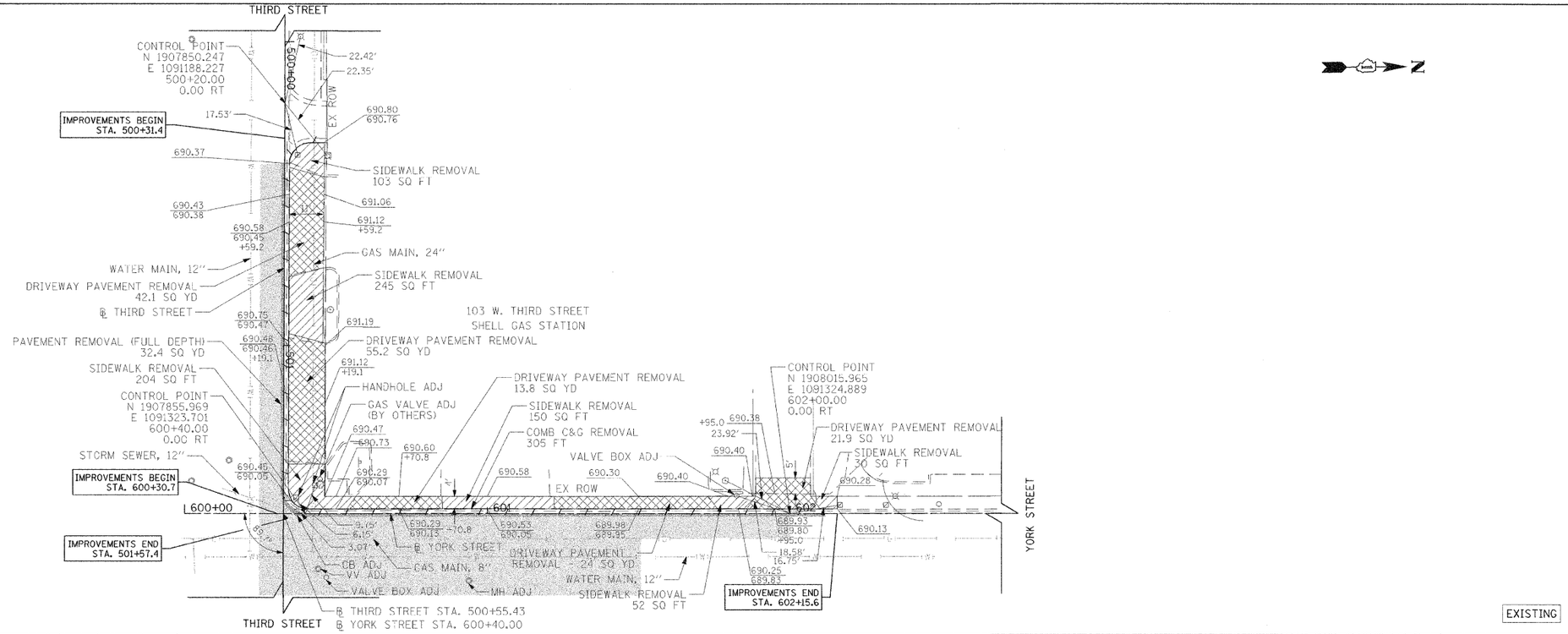
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	8
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		





FILE NAME = gt\CDI\0213\Road\Sheets\PP-202.sht	USER NAME = a_pordexter	DESIGNED - KB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ELMHURST STREETSCAPE ENHANCEMENTS EXISTING AND PROPOSED PLAN THIRD STREET**
		DRAWN - AJP	REVISED -		
	PLOT SCALE =	CHECKED - ESN	REVISED -		
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -		SCALE: 1"=20' | SHEET NO. 4 OF 6 SHEETS | STA. 700+36.3 TO STA. 702+22.7

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	9
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



	STATION	OFFSET	ELEVATION
A	500+39.9	-	690.37
B	500+40.2	-	690.65
C	500+50.0	-	690.74
D	500+59.2	-	690.72
F		NOT USED	
F	501+00.0	-	690.69
G	501+19.1	-	690.62
H	500+50.0	-	690.50
I	500+32.9	12.9' LT	690.80 / 690.76
J	500+32.9	8.6' LT	690.67 / 690.64
K	500+50.0	0.0' LT	690.56 / 690.48
L	500+50.0	-	691.06
M	500+59.2	-	690.62 / 690.54
N	500+59.2	-	691.12
O	500+59.2	-	691.04
P	501+00.0	-	690.69 / 690.61
Q	501+00.0	-	691.19
R	501+19.1	-	690.62 / 690.54
S	501+19.1	-	691.04
T	501+19.1	-	691.12
U	501+47.4	1.6' LT	-
V	600+24.5	-	690.68
W	600+40.7	1.6' LT	-
X	600+46.3	5.7' LT	690.14
Y	600+50.0	-	690.53
Z	600+50.0	-	690.51 / 690.26

	STATION	OFFSET	ELEVATION
AA	600+50.0	-	690.64
BB	600+70.8	-	690.60
CC	600+70.8	-	690.52 / 690.35
DD	600+70.8	-	690.55
EE	601+00.0	-	690.58
FF	601+00.0	-	690.58 / 690.23
GG	601+00.0	-	690.45
HH	601+50.0	-	690.30
II	601+50.0	-	690.22 / 690.05
JJ	601+50.0	-	690.13
KK	601+50.0	-	690.27
LL	601+79.4	5.7' LT	690.40
MM	601+83.3	-	690.32 / 689.89
NN	601+83.3	-	690.00
OO	601+87.5	5.7' LT	690.40
PP	601+98.1	-	690.05
QQ	601+98.1	-	689.97 / 689.80
RR	601+98.1	-	689.95
SS	602+15.6	-	690.28
TT	602+15.6	-	690.13

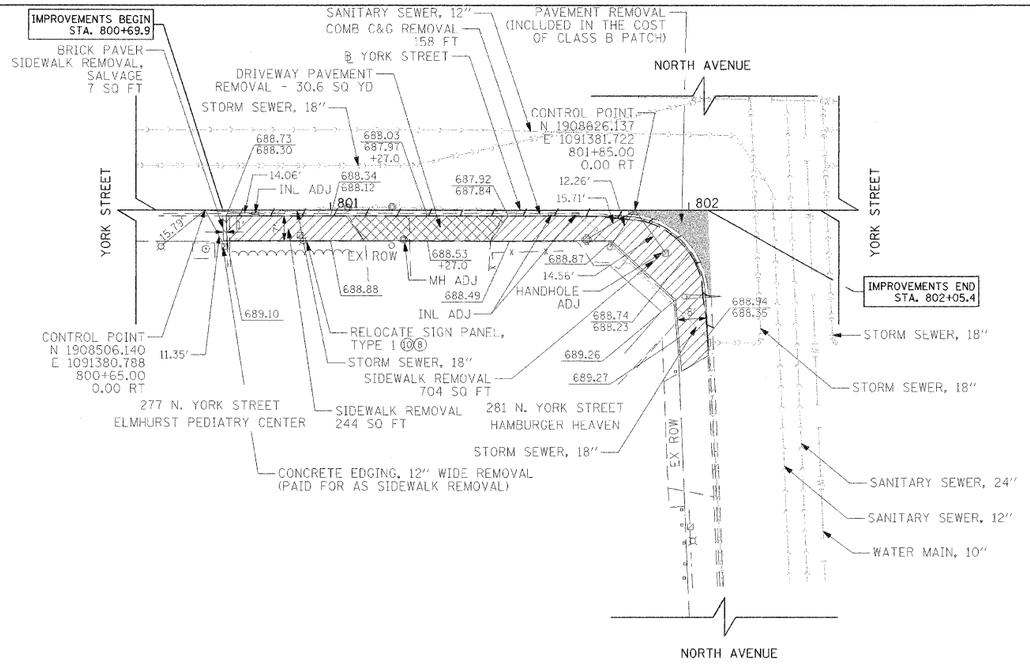
FILE NAME = gs\CD11\0811\Road\Sheets\PP-206.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
EXISTING AND PROPOSED PLAN
THIRD STREET AND YORK STREET

SCALE: 1"=20' | SHEET NO. 6 OF 6 SHEETS | STA. 500+31.5 / 600+30.7 TO STA. 501+57.4 / 602+15.6

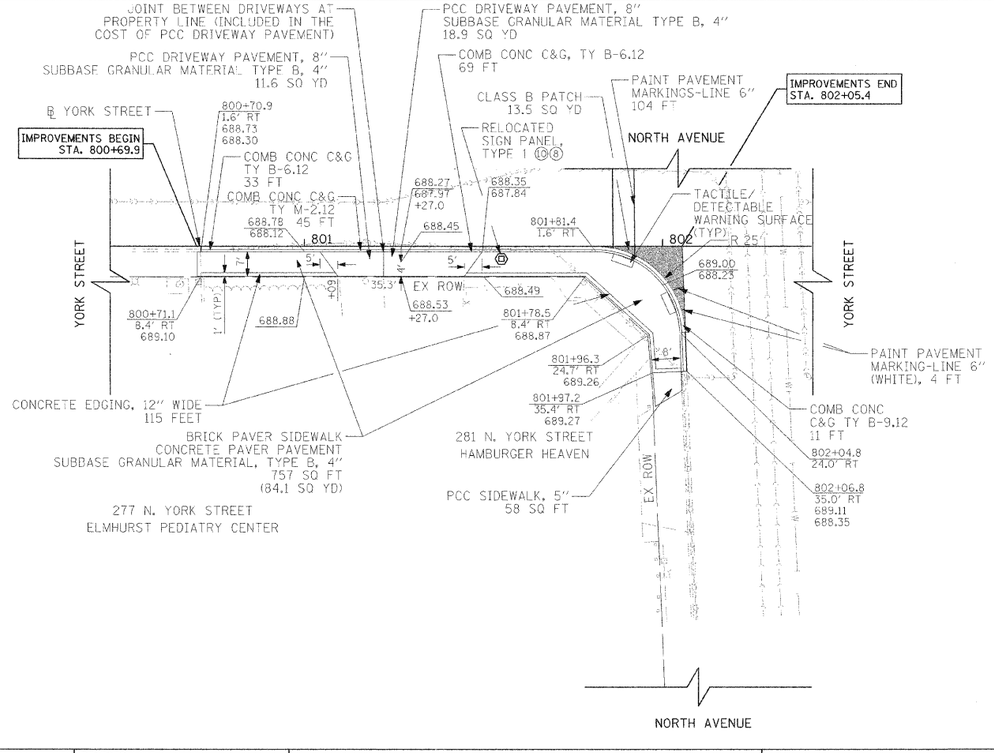
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	10
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



LEGEND

SEE SHEET 6 FOR LEGEND.

EXISTING



LEGEND

SEE SHEET 6 FOR LEGEND.

NOTE:
THE NORTH AVENUE PCC SIDEWALK HAS A DECORATIVE STAMPED BRICK PATTERN. THE CITY OWNS THE ROLLER, WHICH MAY BE LOANED OUT TO CONTRACTOR IF NECESSARY.

PROPOSED

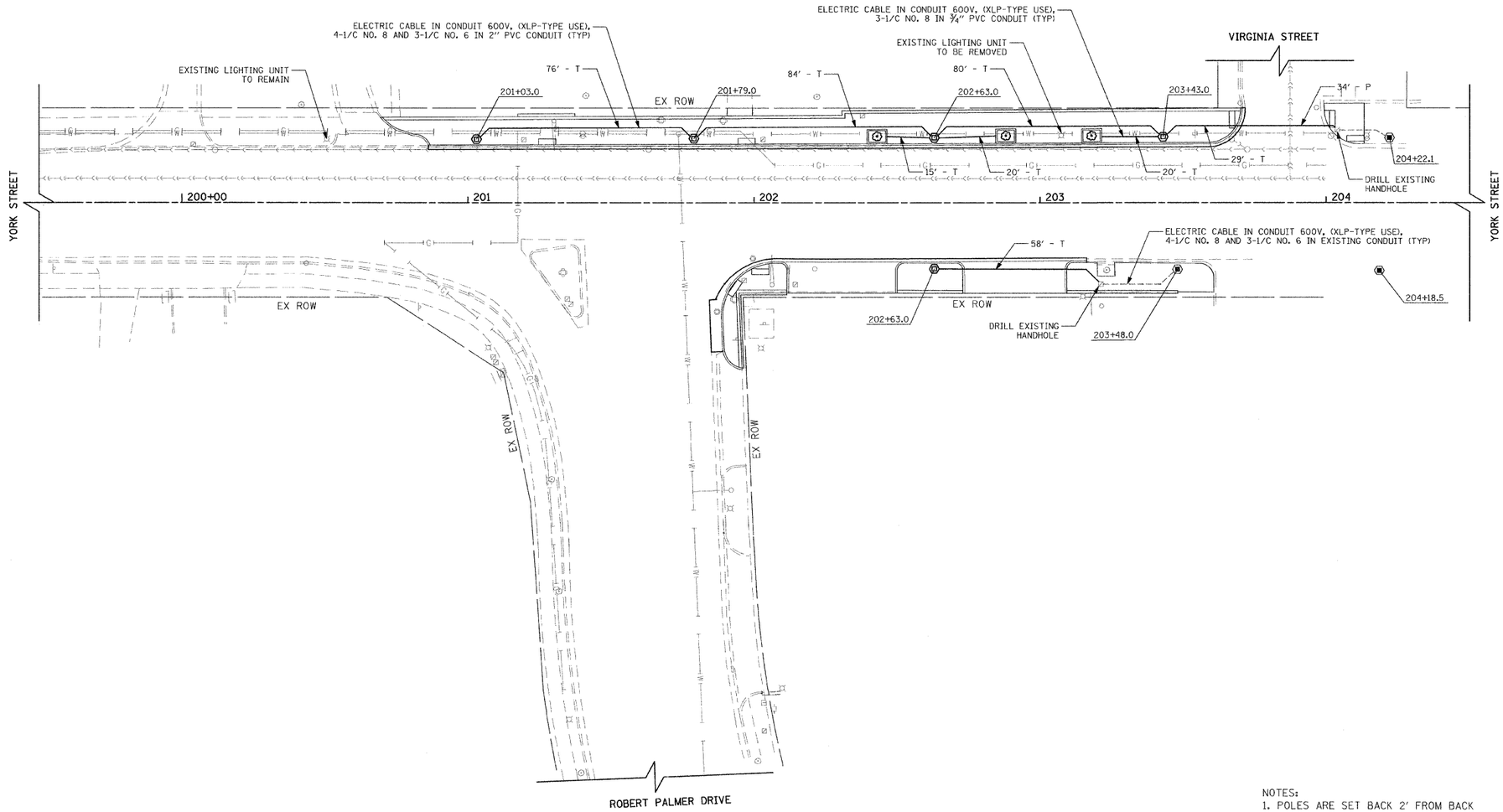
FILE NAME = g:\CD11\0013\Road\Sheets\PP-201.sht	USER NAME = ejpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
EXISTING AND PROPOSED PLAN
YORK STREET

SCALE: 1"=20' | SHEET NO. 5 OF 6 SHEETS | STA. 800+69.9 TO STA. 802+05.4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	11
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



LEGEND

- EXISTING DOUBLE ACORN LIGHTING UNIT (TO REMAIN)
- PROPOSED DOUBLE ACORN LIGHTING UNIT
- EXISTING ROADWAY LIGHTING UNIT
- EXISTING LIGHTING UNIT
- EXISTING HANDHOLE

NOTES:

1. POLES ARE SET BACK 2' FROM BACK OF CURB TO CENTER OF POLE.
2. EACH TREE PIT SHALL CONTAIN A DUPLEX WATERPROOF GFI RECEPTICLE WIRED FROM AN ADJACENT LIGHT POLE AS SHOWN.
3. ALL EXISTING ELECTRIC CABLE IN CONDUIT FOR LIGHT POLES TO BE REMOVED SHALL BE REMOVED AND THE CONDUIT SHALL BE ABANDONED UNLESS UTILIZED FOR ANOTHER CIRCUIT.
4. CONTACT CITY OF ELMHURST ELECTRICAL DIVISION FOR EXACT LOCATIONS AND CIRCUITS.

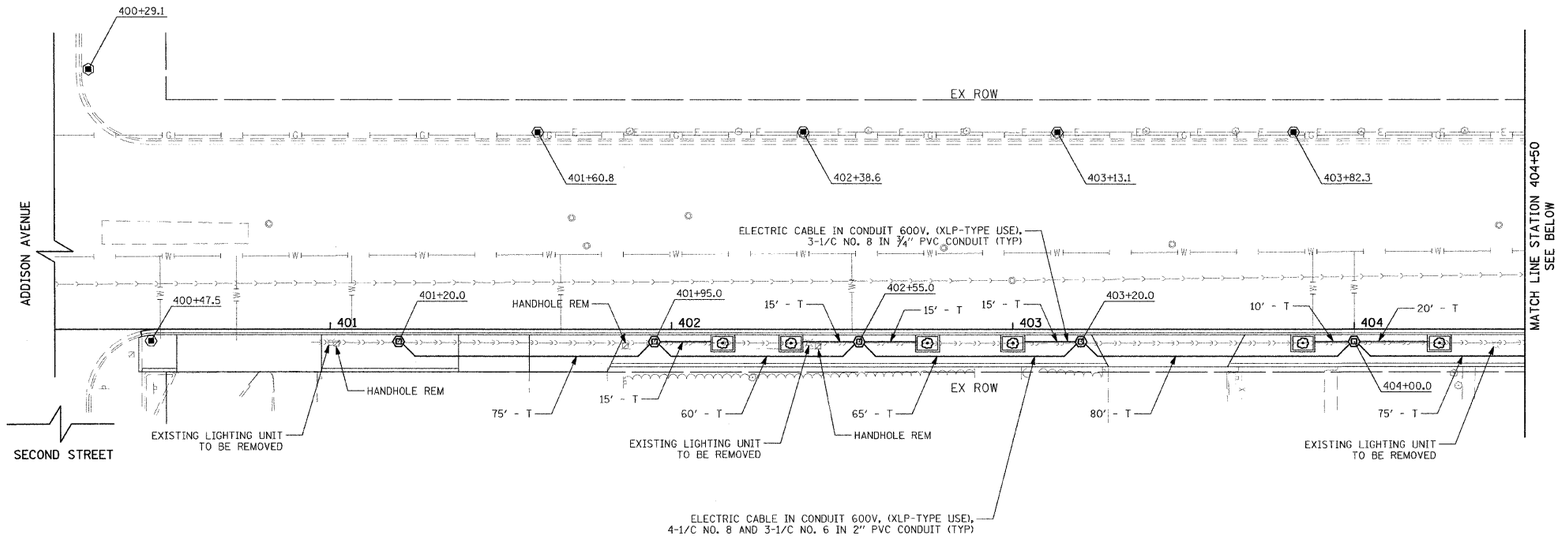
FILE NAME = g:\cdl1\0013\road\sheets\LIGHT-205.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

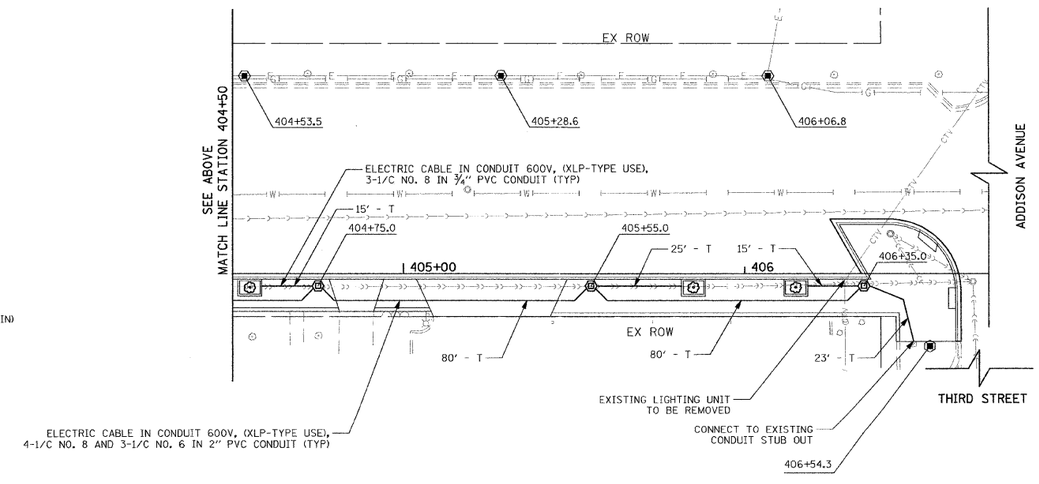
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
LIGHTING PLAN
YORK STREET AND ROBERT PALMER DRIVE

SCALE: 1"=20' | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	12
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		





LEGEND

- EXISTING DOUBLE ACORN LIGHTING UNIT (TO REMAIN)
- PROPOSED DOUBLE ACORN LIGHTING UNIT
- EXISTING ROADWAY LIGHTING UNIT
- EXISTING LIGHTING UNIT
- EXISTING HANDHOLE

NOTES:

1. POLES ARE SET BACK 2' FROM BACK OF CURB TO CENTER OF POLE.
2. EACH TREE PIT SHALL CONTAIN A DUPLEX WATERPROOF GFI RECEPTICLE WIRED FROM AN ADJACENT LIGHT POLE AS SHOWN.
3. ALL EXISTING ELECTRIC CABLE IN CONDUIT FOR LIGHT POLES TO BE REMOVED SHALL BE REMOVED AND THE CONDUIT SHALL BE ABANDONED UNLESS UTILIZED FOR ANOTHER CIRCUIT.
4. CABLE WILL BE RUN TO THE EXISTING STREET LIGHTING CONTROLLER ON THE NORTH SIDE OF THIRD STREET BETWEEN ADDISON AVENUE AND LARCH AVENUE. (SEE LIGHTING WIRING DIAGRAM ON SHEET 15)
5. A NEW BREAKER WILL BE ADDED TO THE EXISTING CONTROLLER ON THE NORTH SIDE OF THIRD STREET BETWEEN ADDISON AVENUE AND LARCH AVENUE FOR THE ADDITIONAL CIRCUIT.
6. CONTACT CITY OF ELMHURST ELECTRICAL DIVISION FOR EXACT LOCATIONS AND CIRCUTS.

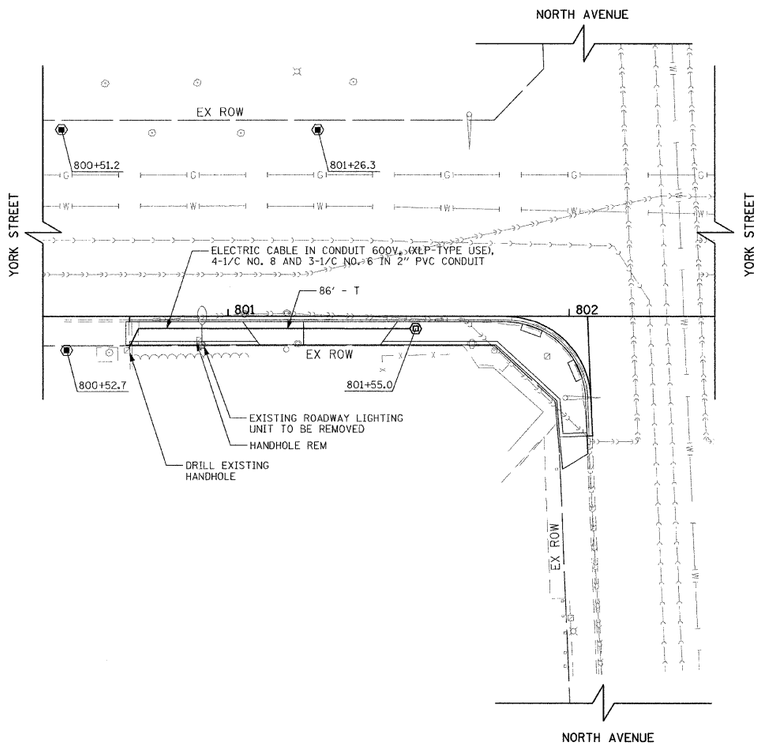
FILE NAME = g:\cd11\8013\road\sheets\LIGHT-283.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
LIGHTING PLAN
ADDIDSON AVENUE

SCALE: 1"=20' | SHEET NO. 2 OF 3 SHEETS | STA. 400+44.80 TO STA. 406+45.39

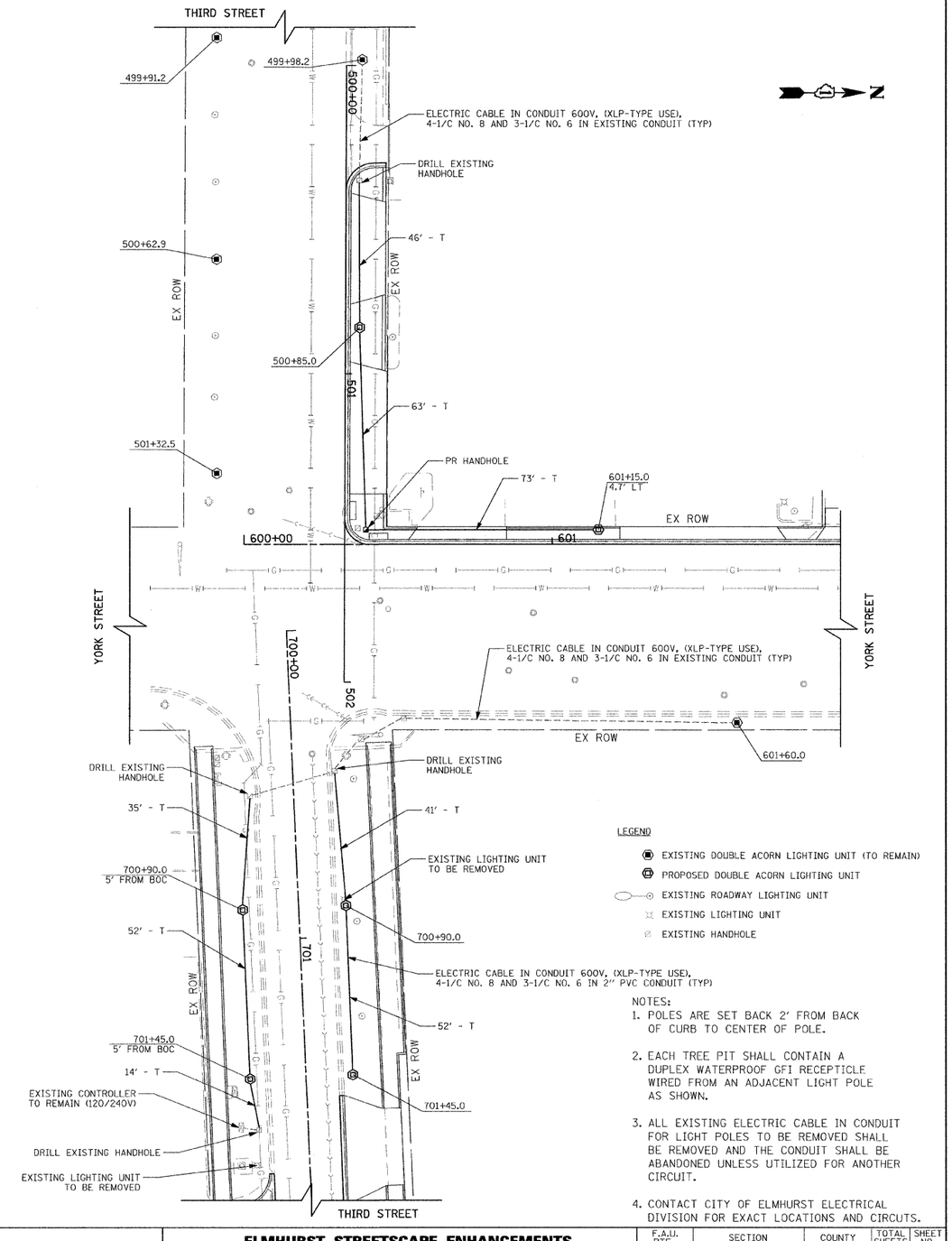
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	13
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



LEGEND

- EXISTING DOUBLE ACORN LIGHTING UNIT (TO REMAIN)
- PROPOSED DOUBLE ACORN LIGHTING UNIT
- EXISTING ROADWAY LIGHTING UNIT
- EXISTING LIGHTING UNIT
- EXISTING HANDHOLE

NOTES:
1. ELECTRIC CABLE IN CONDUIT FOR ROADWAY LIGHT TO BE REMOVED WILL BE DISCONNECTED AND REMOVED IN THE HANDHOLE SOUTH OF THE PROJECT LIMITS.
2. CONTACT CITY OF ELMHURST ELECTRICAL DIVISION FOR EXACT LOCATIONS AND CIRCUTS.
3. EACH TREE PIT SHALL CONTAIN A DUPLEX WATERPROOF GFI RECEPTICLE WIRED FROM AN ADJACENT LIGHT POLE AS SHOWN.



LEGEND

- EXISTING DOUBLE ACORN LIGHTING UNIT (TO REMAIN)
- PROPOSED DOUBLE ACORN LIGHTING UNIT
- EXISTING ROADWAY LIGHTING UNIT
- EXISTING LIGHTING UNIT
- EXISTING HANDHOLE

NOTES:
1. POLES ARE SET BACK 2' FROM BACK OF CURB TO CENTER OF POLE.
2. EACH TREE PIT SHALL CONTAIN A DUPLEX WATERPROOF GFI RECEPTICLE WIRED FROM AN ADJACENT LIGHT POLE AS SHOWN.
3. ALL EXISTING ELECTRIC CABLE IN CONDUIT FOR LIGHT POLES TO BE REMOVED SHALL BE REMOVED AND THE CONDUIT SHALL BE ABANDONED UNLESS UTILIZED FOR ANOTHER CIRCUIT.
4. CONTACT CITY OF ELMHURST ELECTRICAL DIVISION FOR EXACT LOCATIONS AND CIRCUTS.

FILE NAME = g:\cadd\W13\road\sheets\LIGH1-20L.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

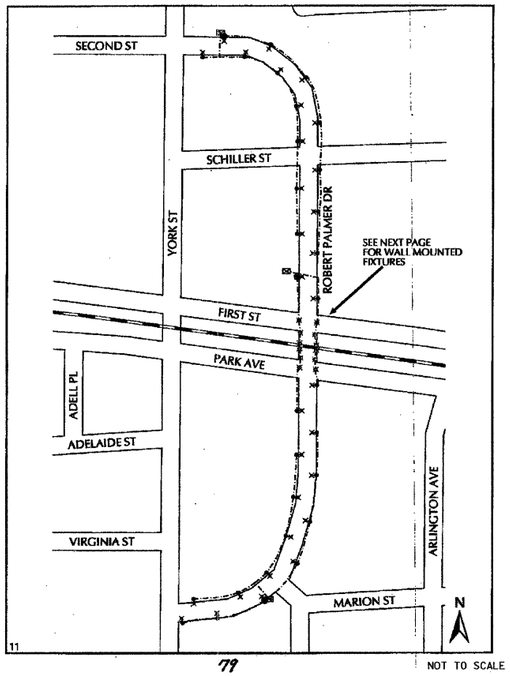
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
LIGHTING PLAN
THIRD STREET AND YORK STREET

SCALE: 1"=20' | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	14
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

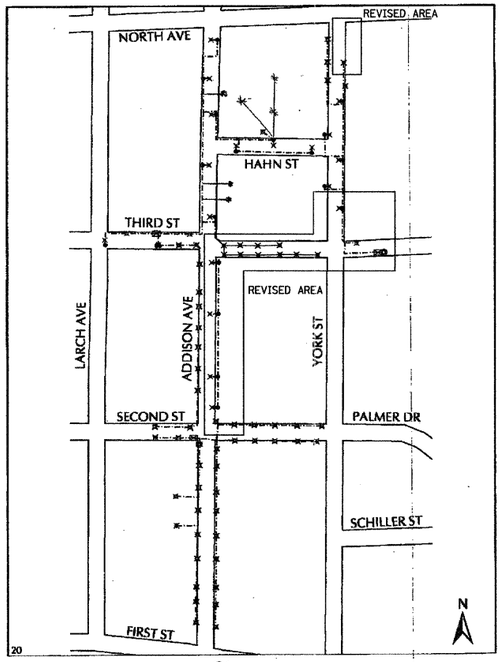
EXISTING WIRING DIAGRAM



79

NOT TO SCALE

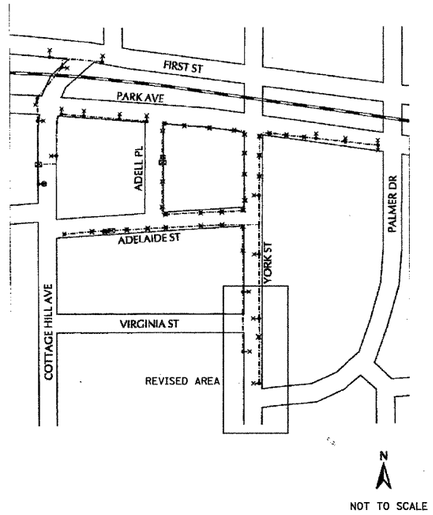
EXISTING WIRING DIAGRAM



81

NOT TO SCALE

EXISTING WIRING DIAGRAM

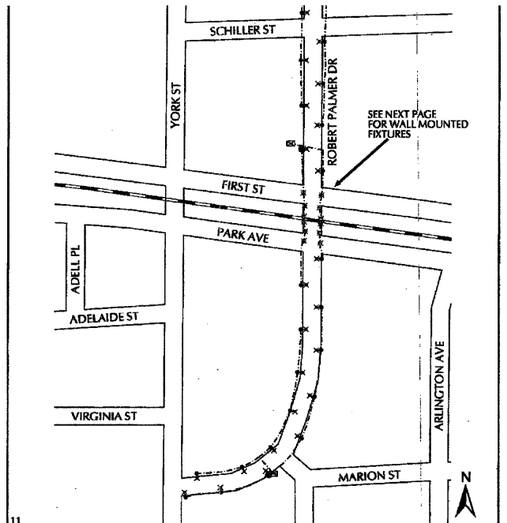


NOT TO SCALE

NOTE:
THE CITY OF ELMHURST DOES NOT GUARANTEE THE ACCURACY OF THE DATA ON THIS DRAWING. THE CONTRACTOR SHALL VERIFY ALL LOCATIONS PRIOR TO COMMENCING WORK.

LEGEND
- ¤ PROPOSED LIGHTING UNIT
- × EXISTING LIGHTING UNIT
- ⊠ EXISTING LIGHTING CONTROLLER

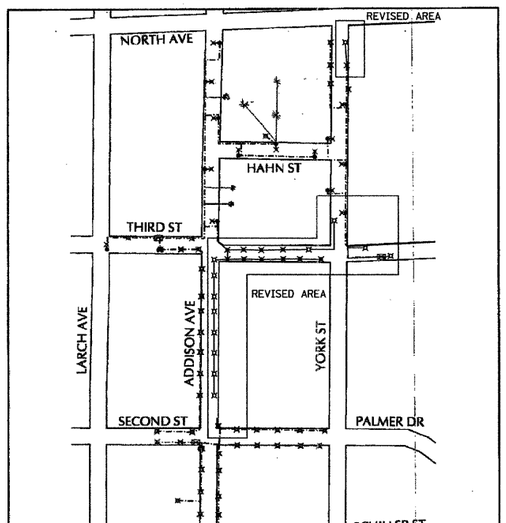
PROPOSED WIRING DIAGRAM



79

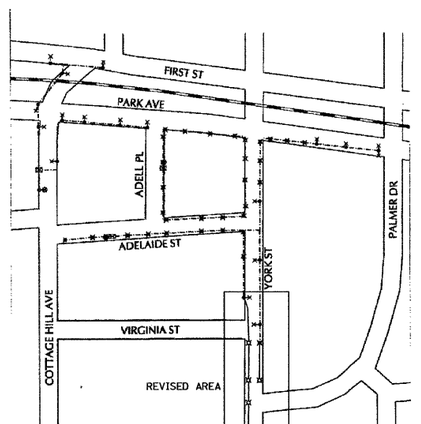
NOT TO SCALE

PROPOSED WIRING DIAGRAM



NOT TO SCALE

PROPOSED WIRING DIAGRAM



NOT TO SCALE

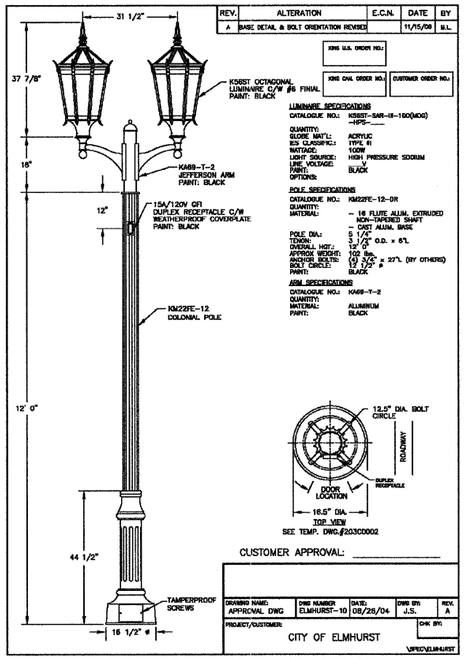
FILE NAME = g:\cdl\0813\road\sheets\Details-Lighting.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

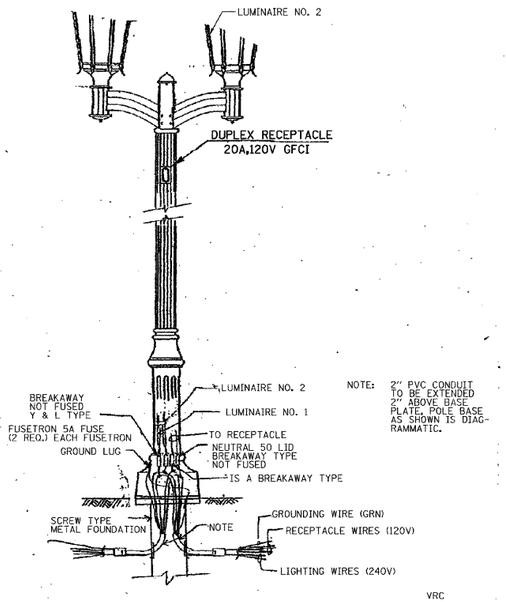
ELMHURST STREETSCAPE ENHANCEMENTS
LIGHTING WIRING DIAGRAMS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	15
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

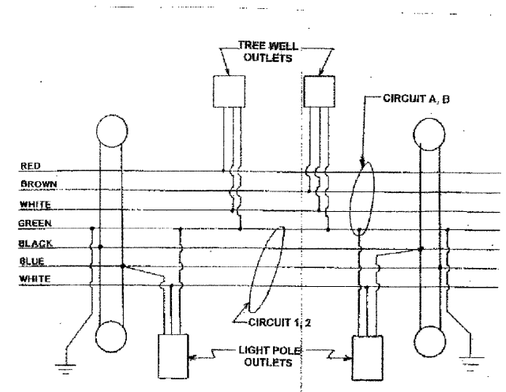


LIGHT POLE, ALUMINUM, 14' SPECIAL

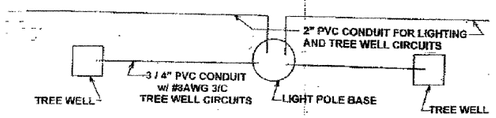


LIGHT POLE, ALUMINUM, 14', SPECIAL

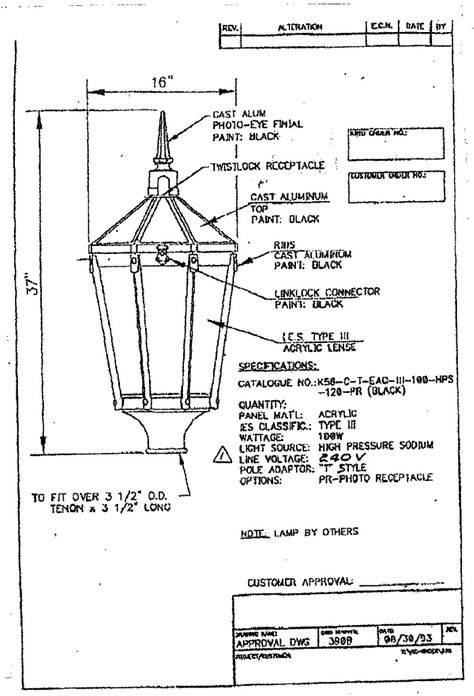
VRC
ELMHURST, ILLINOIS



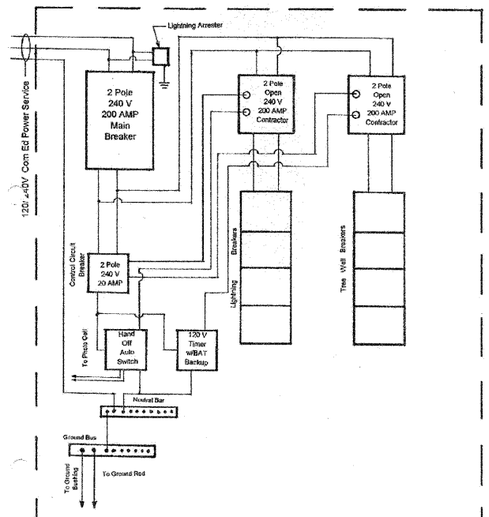
TYPICAL WIRING DIAGRAM

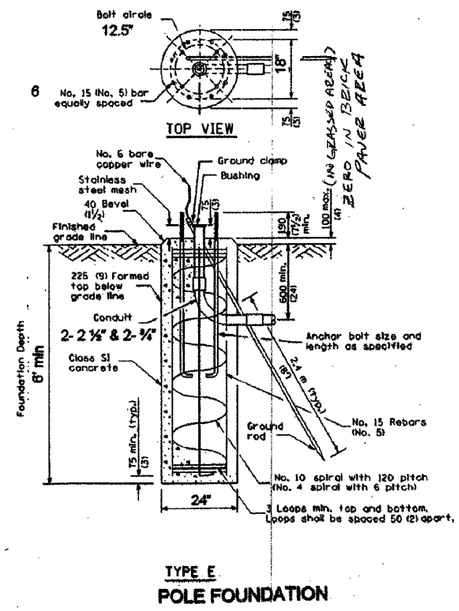


CONDUIT LAYOUT (TYP.)

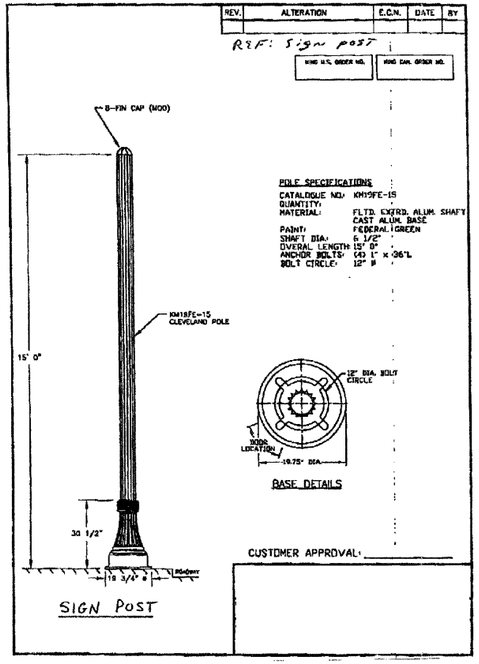


STREETSCAPE CONTROLLER





LIGHT POLE FOUNDATION, 24" DIAMETER (SPECIAL)



DECORATIVE SIGN POST

FILE NAME = g:\cdl1\00113\road\sheets\Details-Lighting.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

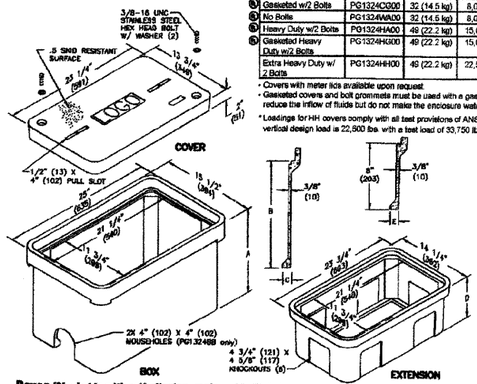
ELMHURST STREETSCAPE ENHANCEMENTS
LIGHTING DETAILS

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	16
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SPECIFICATIONS/DATA

13" x 24" PG Style (Stackable) Assembly



Covers (Blank unless logo is specified)

	DESCRIPTION	PART NO.	WEIGHT #	DESIGN/TEST LOAD #	ANSI TIER
S	W/2 Bolts	PG1324CA00	32 (14.5 kg)	8,000 / 12,000	8
S	Gasketed w/2 Bolts	PG1324CG00	32 (14.5 kg)	8,000 / 12,000	8
S	No Bolts	PG1324WA00	32 (14.5 kg)	8,000 / 12,000	8
S	Heavy Duty w/2 Bolts	PG1324HA00	46 (22.2 kg)	15,000 / 22,500	15
S	Gasketed Heavy Duty w/2 Bolts	PG1324HG00	46 (22.2 kg)	15,000 / 22,500	15
	Extra Heavy Duty w/ 2 Bolts	PG1324HH00	46 (22.2 kg)	22,500 / 33,750	15*

- Covers with meter lids available upon request.
- Gasketed covers and bolt grommets must be used with a gasketed box. Gaskets reduce the inflow of fluids but do not make the enclosure water tight.

*Loadings for HH covers comply with all test provisions of ANSI/SCTE 77 except that the vertical design load is 22,500 lbs. with a test load of 33,750 lbs. over a 10" x 20" plate.

Boxes (Stackable with self-aligning, replaceable EZ-lid)

	DESCRIPTION	PART NO.	WEIGHT #	DIMENSION A	DIMENSION B	DIMENSION C	DESIGN/TEST LOAD #	ANSI TIER
S	Open Bottom	PG1324BA12	53 (24.0 kg)	12" (305 mm)	10" (254 mm)	1 1/4" (32 mm)	22,500 / 33,750	15*
		PG1324BA18	72 (33 kg)	18" (457 mm)	16" (406 mm)	1 1/4" (32 mm)	22,500 / 33,750	15*
S	Open Bottom w/ Gasket	PG1324BG12	53 (24.0 kg)	12" (305 mm)	10" (254 mm)	1 1/4" (32 mm)	22,500 / 33,750	15*
		PG1324BG18	72 (33 kg)	18" (457 mm)	16" (406 mm)	1 1/4" (32 mm)	22,500 / 33,750	15*
S	Open Bottom w/ 2 Mouseholes	PG1324BB12	53 (24.0 kg)	12" (305 mm)	10" (254 mm)	1 1/4" (32 mm)	22,500 / 33,750	15*
		PG1324BB18	72 (33.0 kg)	18" (457 mm)	16" (406 mm)	1 1/4" (32 mm)	22,500 / 33,750	15*
S	Solid Bottom	PG1324DA12	63 (28.6 kg)	12 1/2" (318mm)	10" (254 mm)	N/A	22,500 / 33,750	15*
		PG1324DA18	85 (39 kg)	18 1/2" (470 mm)	16" (406 mm)	N/A	22,500 / 33,750	15*
S	Solid Bottom w/ Gasket	PG1324DG12	63 (28.6 kg)	12 1/2" (318mm)	10" (254 mm)	N/A	22,500 / 33,750	15*
		PG1324DG18	85 (39 kg)	18 1/2" (470 mm)	16" (406 mm)	N/A	22,500 / 33,750	15*

* Loadings comply with ANSI/SCTE 77. These boxes meet and exceed ANSI Tier 15 test provisions.

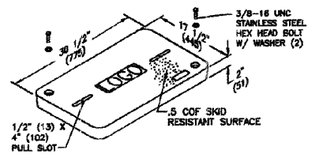
Extensions (For use under box only, one per box. For grade adjustable extension see page 41.)

DESCRIPTION	PART NO.	WEIGHT #	DIMENSION D	DIMENSION E	DESIGN/TEST LOAD #	ANSI TIER
Open Bottom	PG1324EA08	25 (11.3 kg)	8 3/4" (222 mm)	1" (25 mm)	22,500 / 33,750	15*
Solid Bottom	PG1324RA08	35 (15.9 kg)	9 1/4" (235 mm)	N/A	22,500 / 33,750	15*

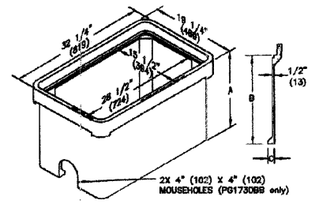
* Loadings comply with ANSI/SCTE 77. These extensions meet and exceed ANSI Tier 15 test provisions.
Dimensions & weights in parentheses are metric equivalent.

SPECIFICATIONS/DATA

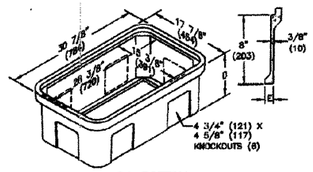
17" x 30" PG Style (Stackable) Assembly



STANDARD COVER



PG BOX



PG BOTTOM EXTENSION

Covers (Blank unless logo is specified)

	DESCRIPTION	PART NO.	WEIGHT #	DESIGN/TEST LOAD #	ANSI TIER
S	W/2 Bolts	PG1730CA00	52 (23.6 kg)	8,000 / 12,000	8
S	Gasketed w/2 Bolts	PG1730CG00	52 (23.6 kg)	8,000 / 12,000	8
S	No Bolts	PG1730WA00	52 (23.6 kg)	8,000 / 12,000	8
S	Heavy Duty w/2 Bolts	PG1730HA00	83 (37.6 kg)	15,000 / 22,500	15
S	Gasketed Heavy Duty w/2 Bolts	PG1730HG00	83 (37.6 kg)	15,000 / 22,500	15
	Extra Heavy Duty w/2 Bolts	PG1730HH00	85 (38.6 kg)	22,500 / 33,750	15*

- Covers with meter lids available upon request.
- Gasketed covers and bolt grommets must be used with a gasketed box. Gaskets reduce the inflow of fluids but do not make the enclosure water tight.

*Loadings for HH covers comply with all test provisions of ANSI/SCTE 77 except that the vertical design load is 22,500 lbs. with a test load of 33,750 lbs. over a 10" x 20" plate.

PG Boxes (Stackable with self-aligning, replaceable EZ lid) *22" - 30" deep boxes must be used as bottom of any stack

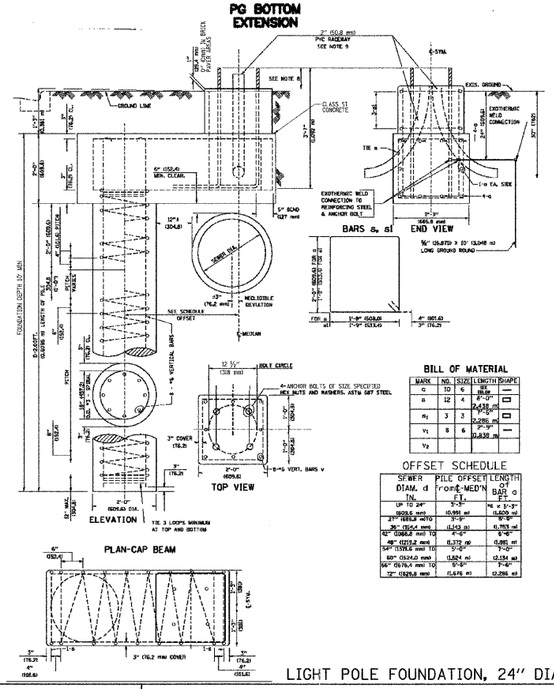
	DESCRIPTION	PART NO.	WEIGHT #	DIMENSION A	DIMENSION B	DIMENSION C	DESIGN/TEST LOAD #	ANSI TIER
S	Open Bottom	PG1730BA12	67 (30.4 kg)	12" (305 mm)	10" (254 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		PG1730BA18	94 (42.6 kg)	18" (457 mm)	16" (406 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		* PG1730BA22	106 (48.1 kg)	22" (559 mm)	20" (508 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		* PG1730BA24	122 (55.3 kg)	24" (610 mm)	22" (559 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		* PG1730BA28	126 (57.2 kg)	28" (711 mm)	26" (660 mm)	1/2" (13 mm)	22,500 / 33,750	15**
		* PG1730BA30	144 (65.3 kg)	30" (762 mm)	28" (711 mm)	1/2" (13 mm)	22,500 / 33,750	15**
S	Open Bottom w/ Gasket	PG1730BG12	67 (30.4 kg)	12" (305 mm)	10" (254 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		PG1730BG18	94 (42.6 kg)	18" (457 mm)	16" (406 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		* PG1730BG22	106 (48.1 kg)	22" (559 mm)	20" (508 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		* PG1730BG24	122 (55.3 kg)	24" (610 mm)	22" (559 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		* PG1730BG28	126 (57.2 kg)	28" (711 mm)	26" (660 mm)	1/2" (13 mm)	22,500 / 33,750	15**
		* PG1730BG30	144 (65.3 kg)	30" (762 mm)	28" (711 mm)	1/2" (13 mm)	22,500 / 33,750	15**
S	Open Bottom w/ 2 Mouseholes	PG1730BB12	65 (29.5 kg)	12" (305 mm)	10" (254 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		PG1730BB18	92 (41.7 kg)	18" (457 mm)	16" (406 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		* PG1730BB22	104 (47.2 kg)	22" (559 mm)	20" (508 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		* PG1730BB24	120 (54.4 kg)	24" (610 mm)	22" (559 mm)	1 1/4" (32 mm)	22,500 / 33,750	15**
		* PG1730BB28	124 (56.2kg)	28" (711 mm)	26" (660 mm)	1/2" (13 mm)	22,500 / 33,750	15**
		* PG1730BB30	142 (64.4 kg)	30" (762 mm)	28" (711 mm)	1/2" (13 mm)	22,500 / 33,750	15**
S	Solid Bottom	PG1730DA12	85 (38.6 kg)	12 1/2" (318 mm)	10" (254 mm)	N/A	22,500 / 33,750	15**
		PG1730DA18	112 (50.8 kg)	18 1/2" (470 mm)	16" (406 mm)	N/A	22,500 / 33,750	15**
		* PG1730DA22	124 (56.2 kg)	22 1/2" (572 mm)	20" (508 mm)	N/A	22,500 / 33,750	15**
		* PG1730DA24	137 (62.0 kg)	24 1/2" (622 mm)	22" (559 mm)	N/A	22,500 / 33,750	15**
		* PG1730DA28	143 (64.9 kg)	28 1/2" (724 mm)	26" (660 mm)	N/A	22,500 / 33,750	15**
		* PG1730DA30	150 (68.0 kg)	30 1/2" (775 mm)	28" (711 mm)	N/A	22,500 / 33,750	15**
S	Solid Bottom w/ Gasket	PG1730DG12	85 (38.6 kg)	12 1/2" (318 mm)	10" (254 mm)	N/A	22,500 / 33,750	15**
		PG1730DG18	112 (50.8 kg)	18 1/2" (470 mm)	16" (406 mm)	N/A	22,500 / 33,750	15**
		* PG1730DG22	124 (56.2 kg)	22 1/2" (572 mm)	20" (508 mm)	N/A	22,500 / 33,750	15**
		* PG1730DG24	137 (62.0 kg)	24 1/2" (622 mm)	22" (559 mm)	N/A	22,500 / 33,750	15**
		* PG1730DG28	143 (64.9 kg)	28 1/2" (724 mm)	26" (660 mm)	N/A	22,500 / 33,750	15**
		* PG1730DG30	150 (68.0 kg)	30 1/2" (775 mm)	28" (711 mm)	N/A	22,500 / 33,750	15**

** Loadings comply with ANSI/SCTE 77. These boxes and extensions meet and exceed ANSI Tier 15 test provisions.

PG 17" x 30" Extensions (For use under 12" & 18" deep boxes only, one per box. For grade adjustable extension see page 41.)

DESCRIPTION	PART NO.	WEIGHT #	DIMENSION D	DIMENSION E	DESIGN/TEST LOAD #	ANSI TIER
Open Bottom	PG1730EA08	36 (16.3 kg)	8 3/4" (222 mm)	1" (25 mm)	22,500 / 33,750	15**
Solid Bottom	PG1730RA08	55 (24.9 kg)	9 1/4" (235 mm)	N/A	22,500 / 33,750	15**

Dimensions & weights in parentheses are metric equivalent.



BILL OF MATERIAL

MARK	NO.	SIZE	LENGTH	SHAPE
a	12	6	2'-0" (610 mm)	—
b	12	4	8'-7" (2,616 mm)	□
a_1	3	3	2'-0" (610 mm)	□
Y_1	8	6	0'-3" (0.286 m)	—
Y_2			0'-3" (0.830 m)	

OFFSET SCHEDULE

SEWER DIAM. d IN.	PILE OFFSET from CENTER FT.	LENGTH OF BAR a FT.
UP TO 24" (609.6 mm)	3'-0" (0.914 m)	AS w 3'-3" (1,000 m)
27" (685.8 mm) TO 42" (1066.8 mm)	3'-3" (1.143 m)	8'-0" (2,743 m)
45" (1524 mm) TO 66" (1676.4 mm)	4'-0" (1.372 m)	8'-6" (2,895 m)
69" (1752.6 mm) TO 72" (1828.8 mm)	5'-0" (1.524 m)	9'-0" (2,134 m)
75" (1905 mm) TO 84" (2133.6 mm)	5'-6" (1.676 m)	9'-6" (2,286 m)

PLAN-CAP BEAM

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. ~~THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE.~~ **NOT USED**
3. EXCAVATION OF THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER, 24" (609.6 mm) OR 30" (762.0 mm) IN DIAMETER.
4. 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.
5. THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
6. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
7. ~~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 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.~~ **NOT USED**
8. THE CONTRACTOR SHALL COORDINATE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF FOUNDATION WITH THE BREAKAWAY DEVICE MANUFACTURER'S REQUIREMENTS. IF LIGHT POLE IS MOUNTED WITHOUT BREAKAWAY DEVICE, ANCHOR BOLTS SHALL PROJECT 2¾" (69.9 mm) ABOVE TOP OF THE FOUNDATION. THE CONTRACTOR SHALL CONFIRM ANCHOR BOLT EXTENTION WITH ENGINEER.
9. RACEWAYS SHALL PROJECT 2" (50.8mm) ABOVE THE TOP OF THE FOUNDATION.
10. THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE LIGHT IS ERECTED.

LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET

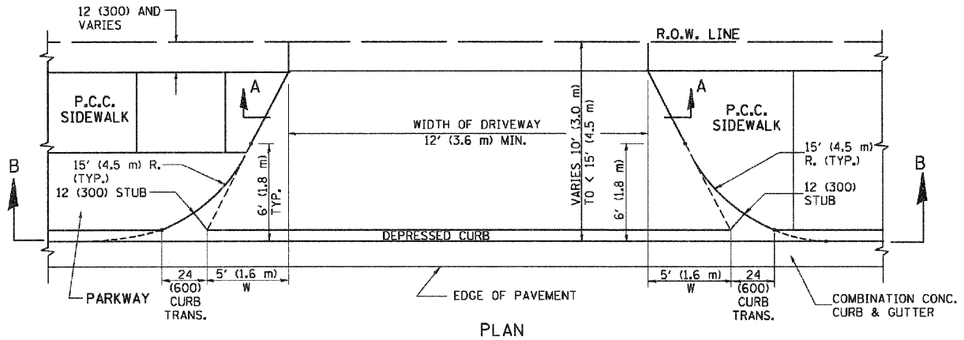
FILE NAME = g:\cd11\0813\road\sheets\Details-Lighting.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -	
		DRAWN - AJP	REVISED -	
	PLOT SCALE =	CHECKED - ESN	REVISED -	
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
LIGHTING DETAILS

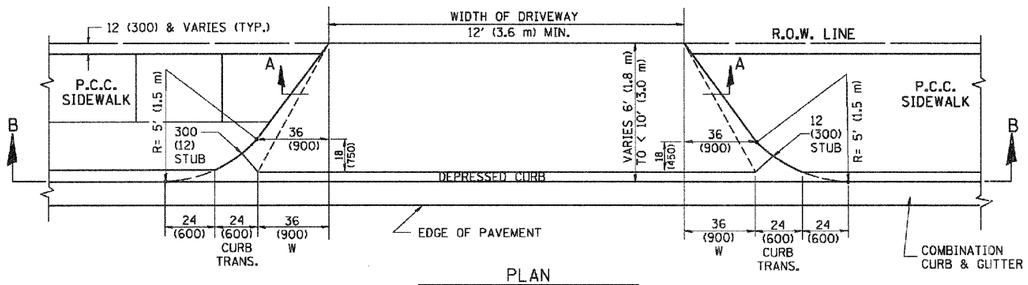
SCALE: NONE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	17
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



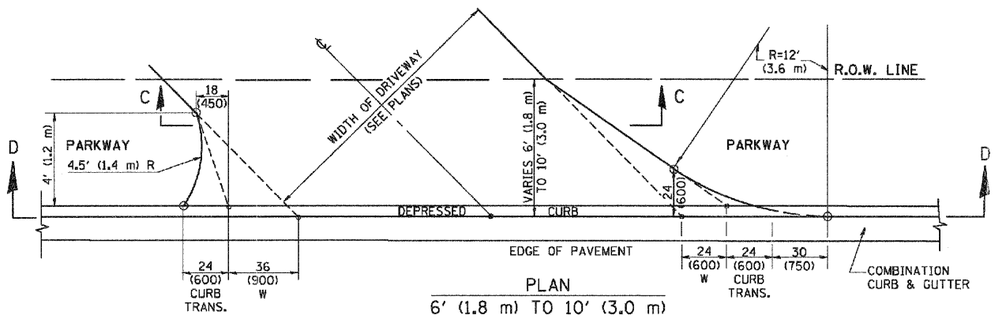
PLAN

10' (3.0 m) TO < 15' (4.5 m)



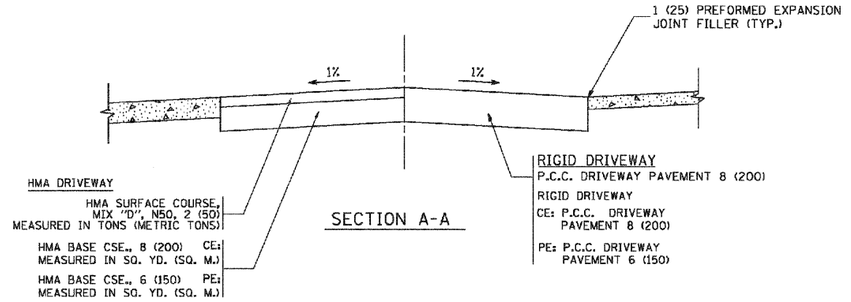
PLAN

6' (1.8 m) TO < 10' (3.0 m)

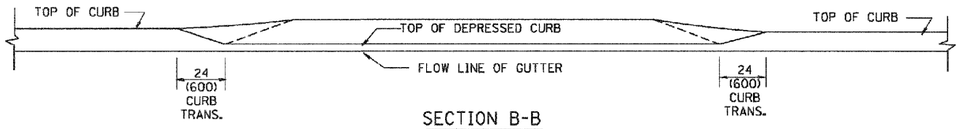


PLAN

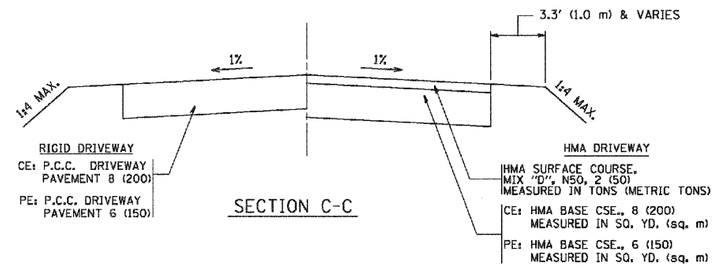
6' (1.8 m) TO 10' (3.0 m)



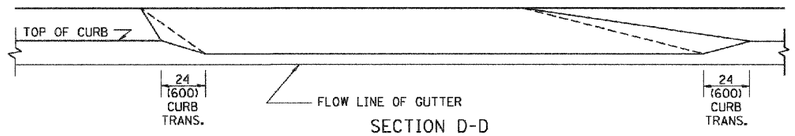
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

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

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

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

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

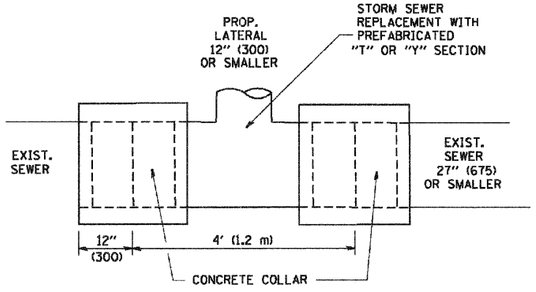
FILE NAME = c:\pe_work\pwidot\layna\d0108315\bd02.dgn	USER NAME = layna	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
		DRAWN -	REVISED - P. LaFLEUR 04-15-03
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/26/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

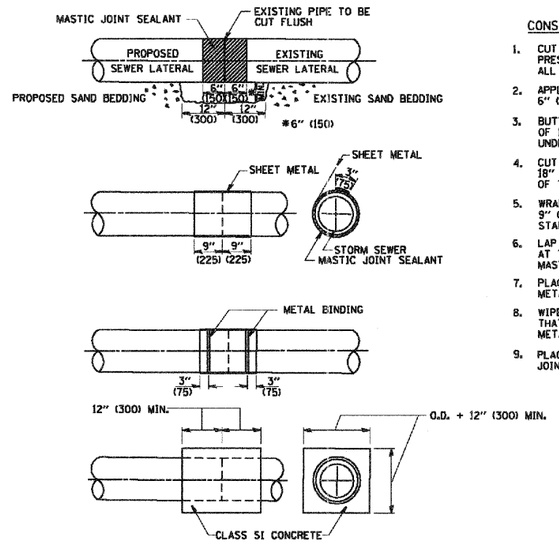
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/ 2676	11-00179-00-LS	DUPAGE	28	18
	BD400-02 (BD-02)	CONTRACT NO. 63585		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



DETAIL "A"

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

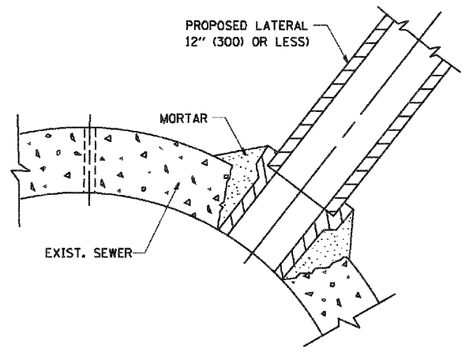


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

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

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

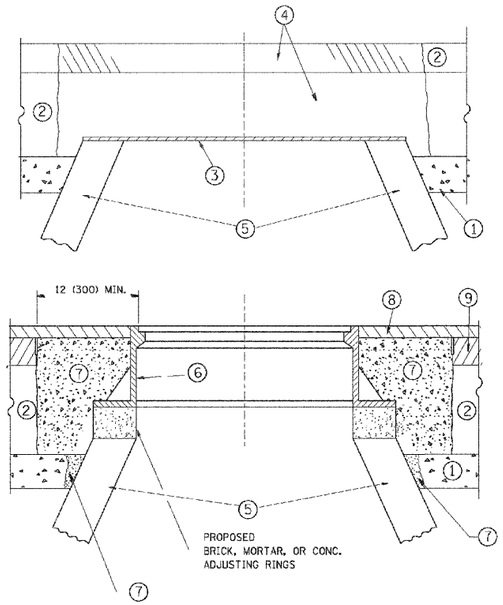
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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

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

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

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gaglianoit	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED - R. SHAH 09-09-94					2678/ 2678	11-00179-00-LS	DUPAGE	28 / 19
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94						BD500-01 (BD-7)	CONTRACT NO. 63585	
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



NOTES:

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

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

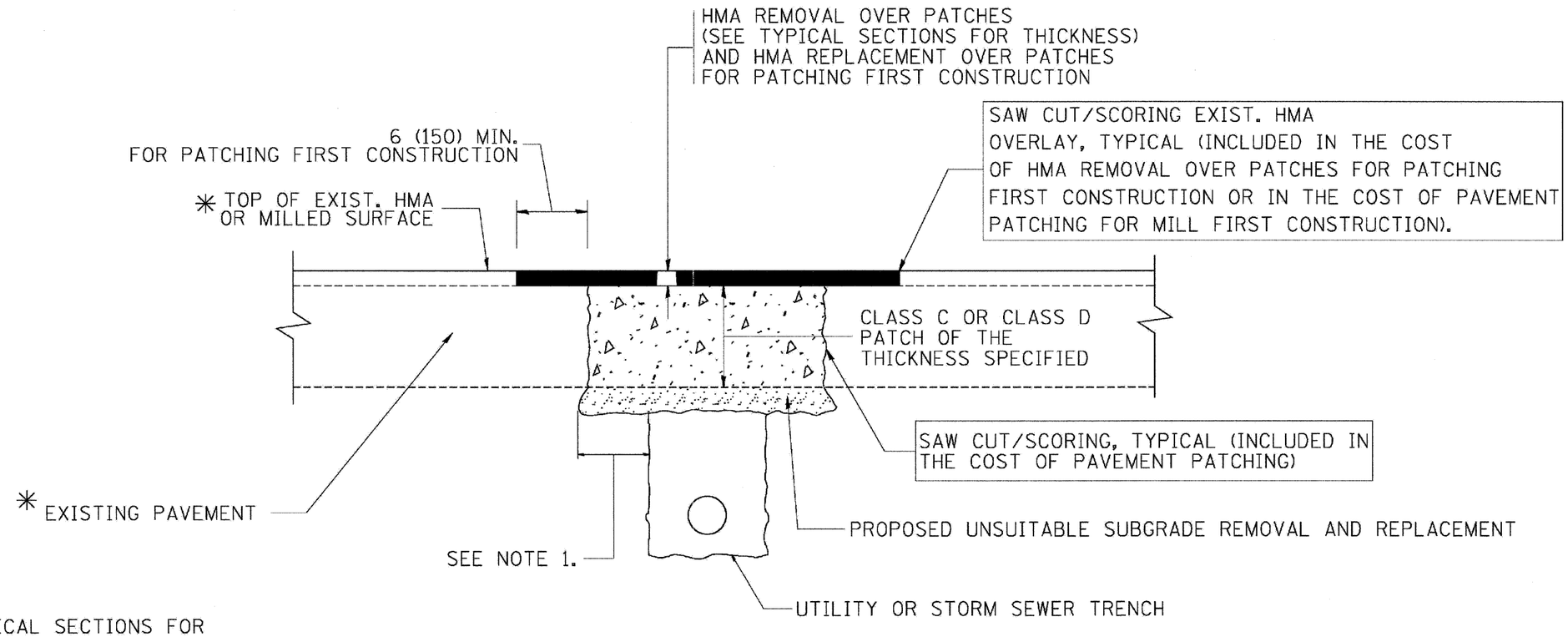
NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pwidot\layso\d0188315\bd00.dgn	USER NAME = layso	DESIGNED R. SHAH	REVISED A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
		DRAWN -	REVISED - R. WIEDEMAN 05-14-04		
	PLOT SCALE = 44.4444 ' / IN.	CHECKED	REVISED R. BORO 01-01-07		
	PLOT DATE = 3/18/2011	DATE - 10-25-94	REVISED - R. BORO 03-09-11		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/ 2676	11-00179-00-LS	DUPAGE	28	20
	BD600-03 (BD-8)	CONTRACT NO. 63585		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

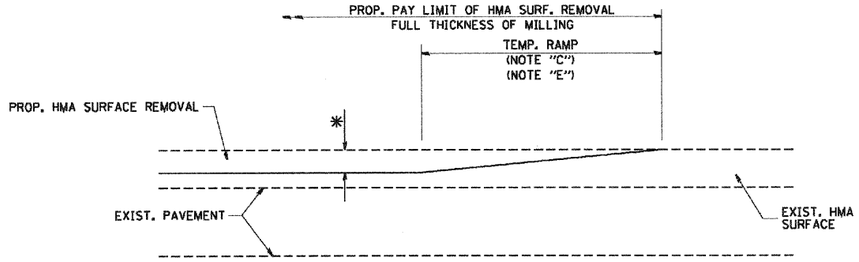
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

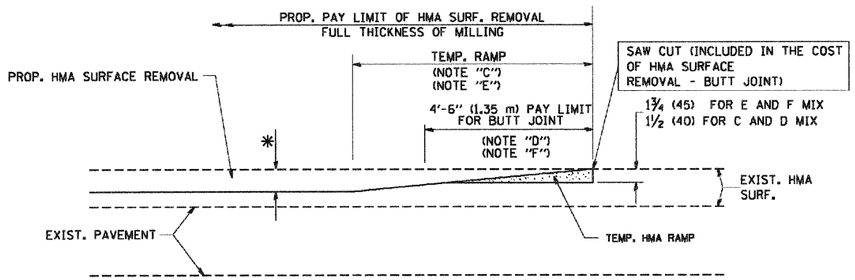
FILE NAME = G:\CDI\0013\Road\Sheets\IC-584-BD-22.sht	USER NAME = bourdl ter	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07			2678/2676	11-00179-00-LS	DUPAGE	28	21
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07			BD400-04 (BD-22)		CONTRACT NO. 63652		
	PLOT DATE = 12/27/2006	DATE - 10-25-9811	REVISED - K. ENG 10-27-08		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

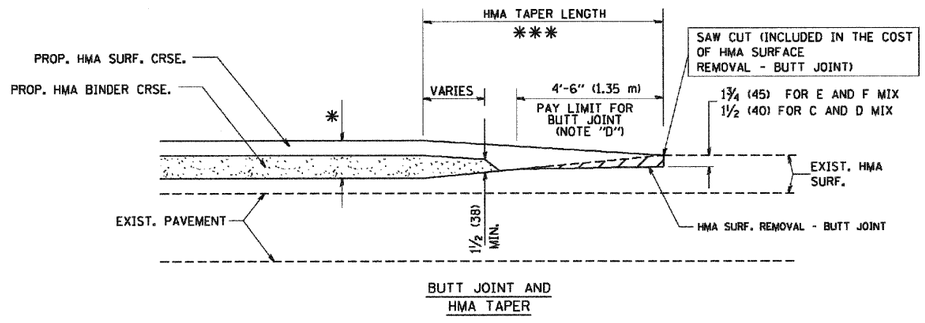


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

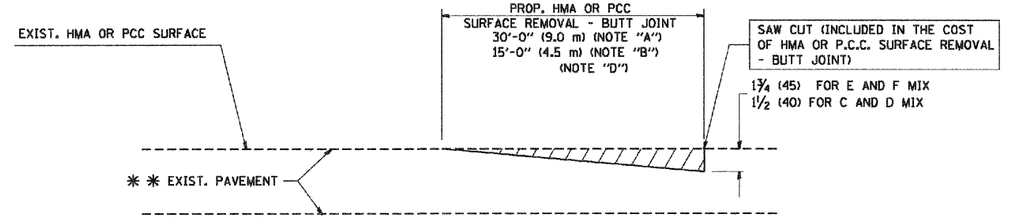
OPTION 2

TYPICAL TEMPORARY RAMP

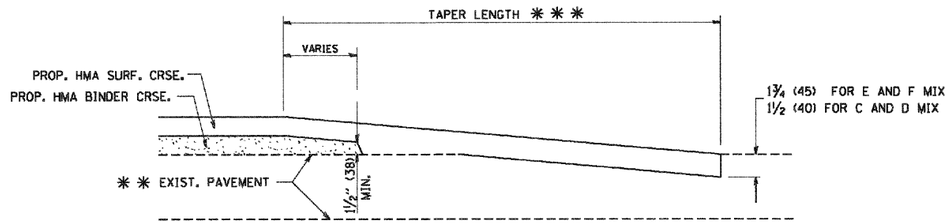


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

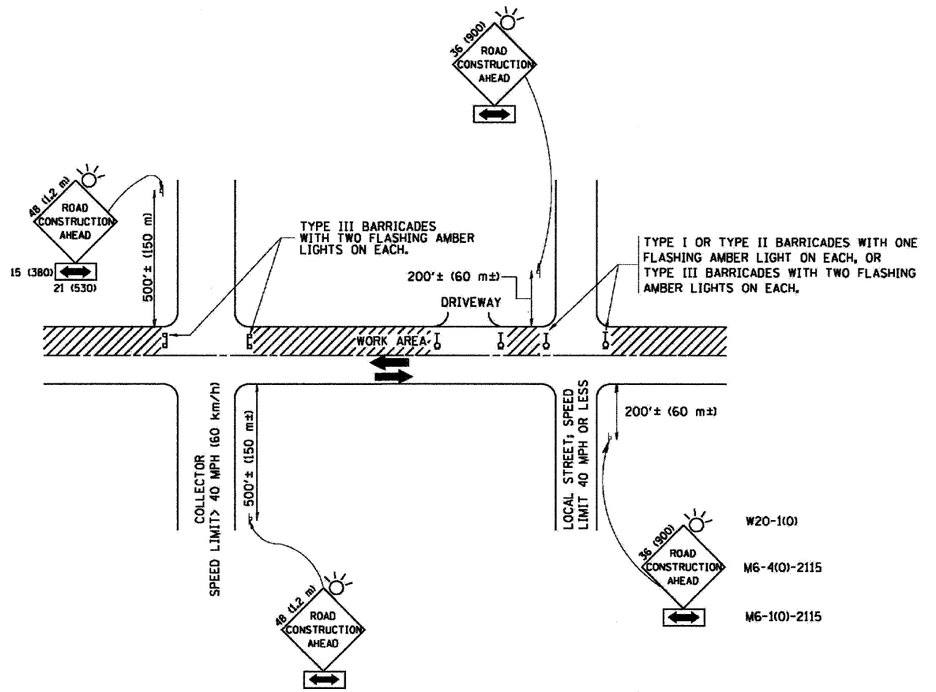
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	22
	BD400-05 BD32	CONTRACT NO. 63585		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

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

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

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

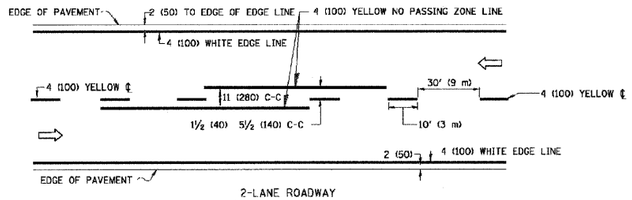
FILE NAME = G:\CDII\0813\Road\Sheets\C-584-TC-10.sht	USER NAME = bouerdl <ter	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 10/27/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

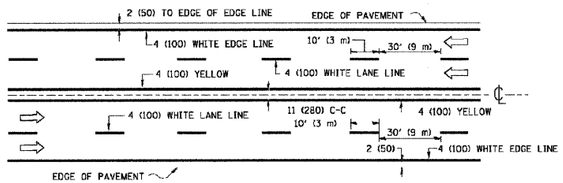
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

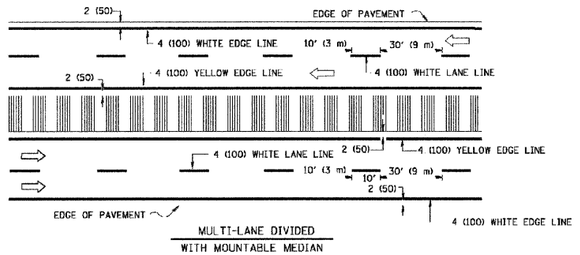
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	23
	TC-10	CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



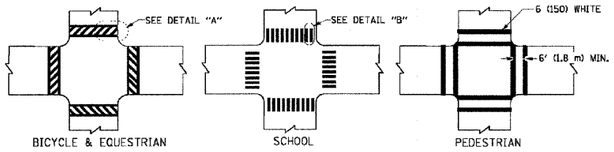
MULTI-LANE UNDIVIDED

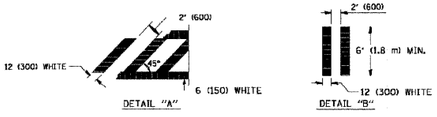


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

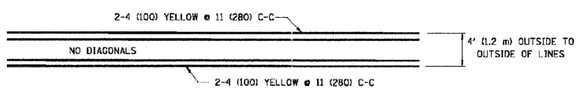
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

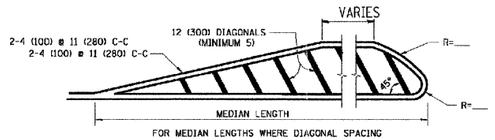




TYPICAL CROSSWALK MARKING



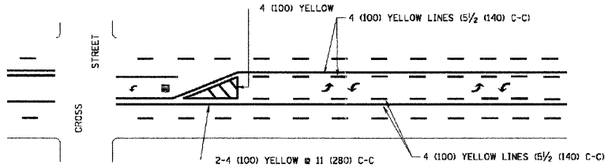
4' (1.2 m) WIDE MEDIANS ONLY



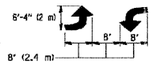
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

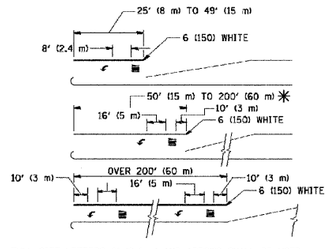


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

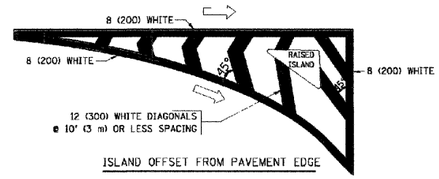


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

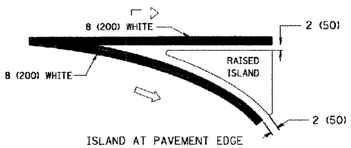
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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

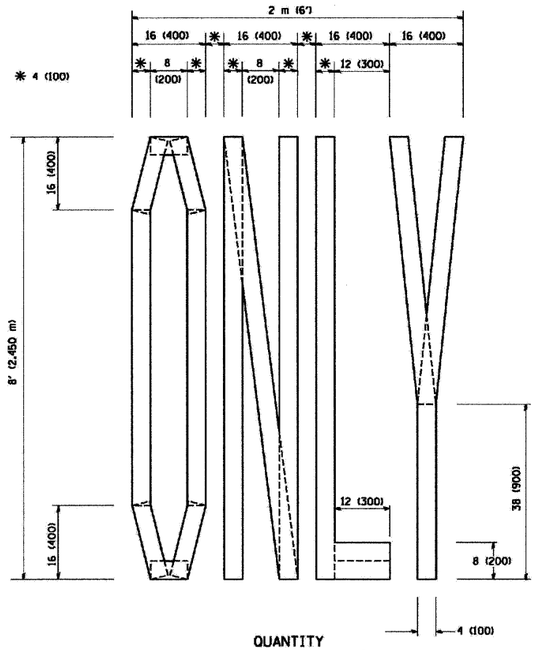
FILE NAME = G:\CDII\0813\Road\Sheets\C-504-TC-13.sht	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-17-94
		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

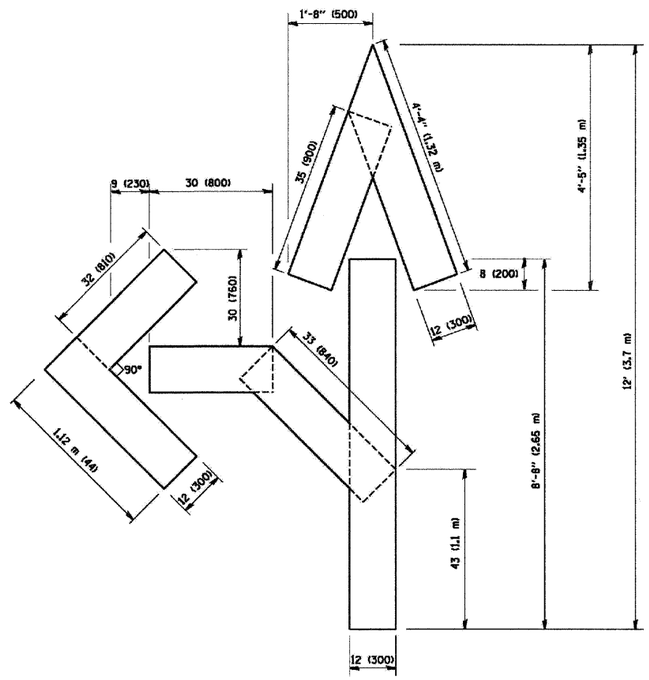
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

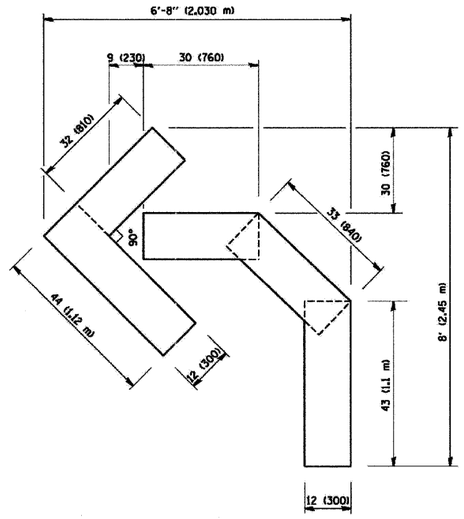
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	24
	TC-13	CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



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



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



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

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

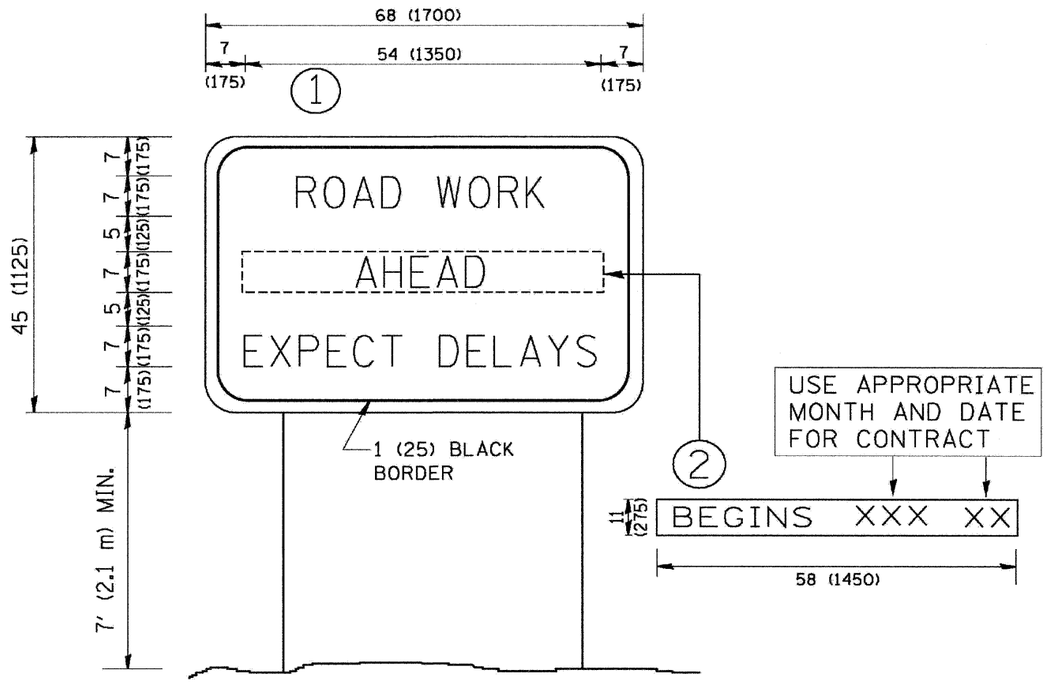
FILE NAME = G:\CD1\0013\Road\Sheets\C-504-TC-16.sht	USER NAME = gaglianobt	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
		DRAWN -	REVISED - T. RAMMACHER 11-04-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	25
	TC-16	CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

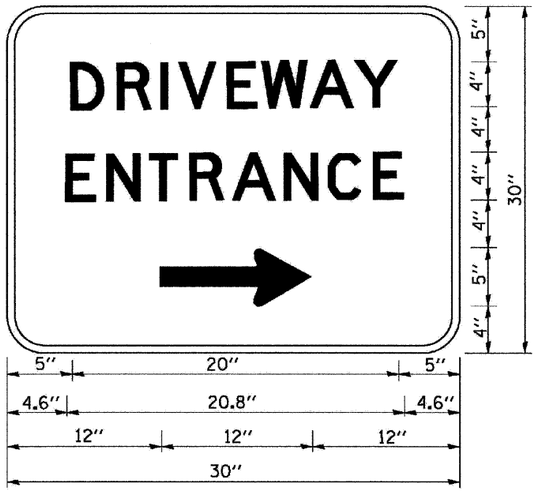
FILE NAME = G:\CDI\IM013\Road\Sheets\C-524-TC-22.sht	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	26
	TC-22	CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

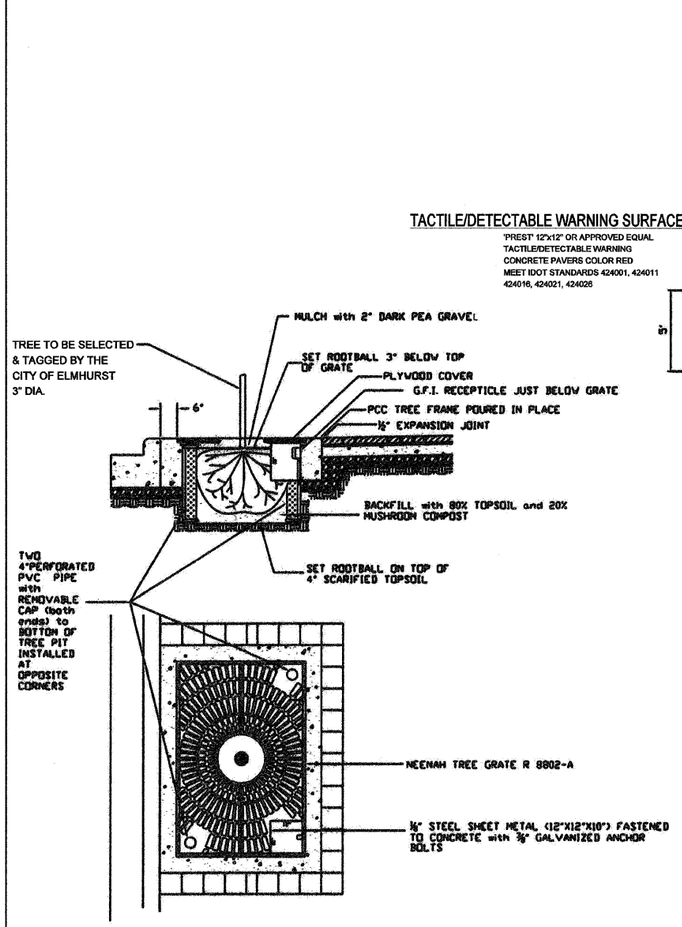
FILE NAME = G:\CD1\0013\Road\Sheets\C-584-TC-26.sht	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

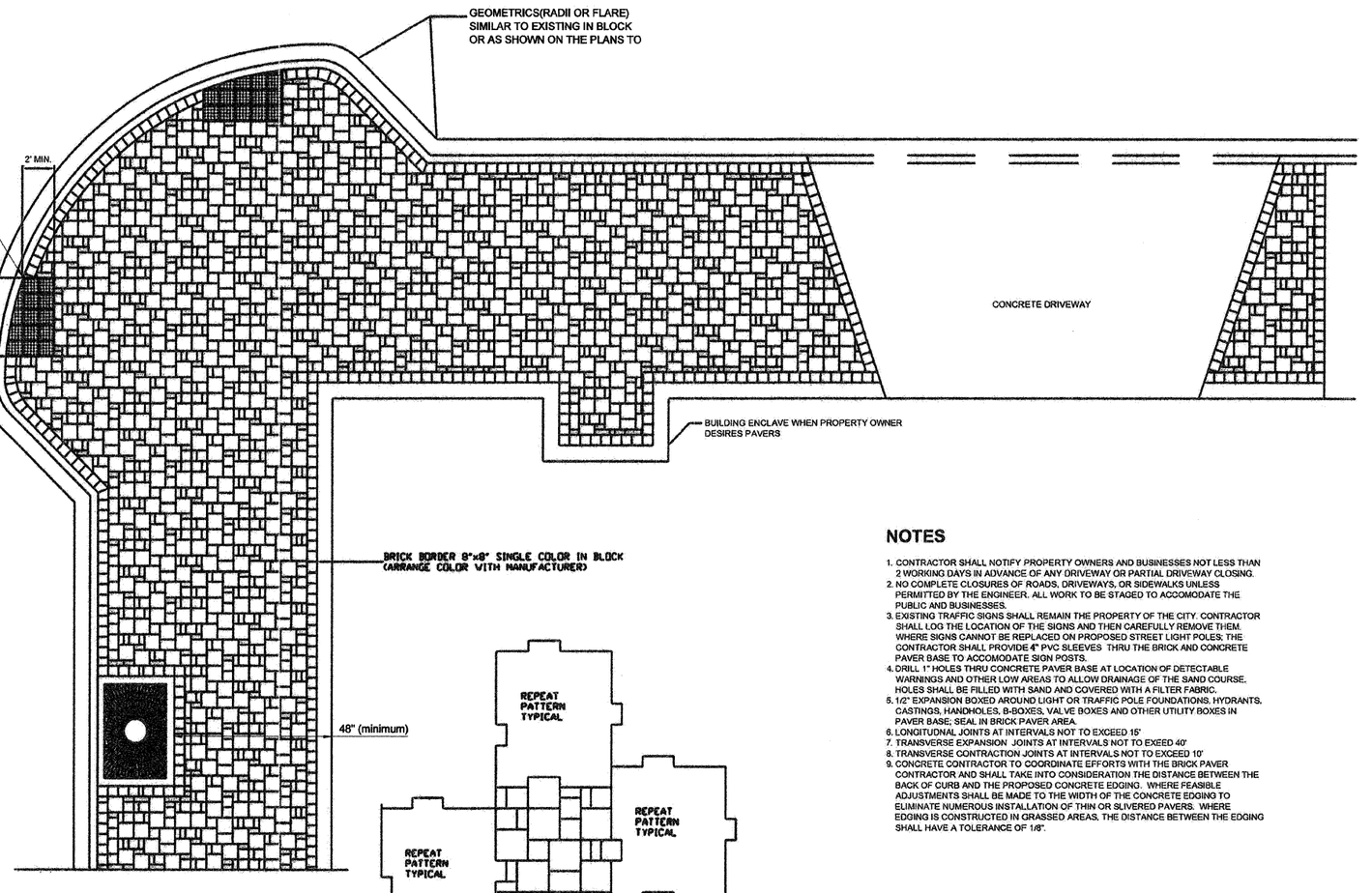
DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	27
	TC-26	CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



Tree Planting with Grate
NTS



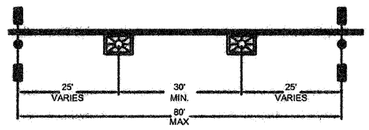
ESTIMATED PERCENTAGES	
12"x12"	57%
8"x8"	27%
4"x8"	16%

TYPICAL PATTERN OF 2 ⅜" MANOVER "PREST" CONCRETE PAVERS COMPRISED OF 12"x12", 8"x8", & 4"x8" STONES IN EQUAL AMOUNTS AND COLORS OF BROWN, CREAM AND TAN COLORS AS SPECIFIED (MANOVER ORDER NO. B92282). ALL PAVING FIELDS TO BE EDGED WITH 8"x8" PAVERS OF A SINGLE COLOR.

Decorative Paving
NTS

NOTES

1. CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AND BUSINESSES NOT LESS THAN 2 WORKING DAYS IN ADVANCE OF ANY DRIVEWAY OR PARTIAL DRIVEWAY CLOSING.
2. NO COMPLETE CLOSURES OF ROADS, DRIVEWAYS, OR SIDEWALKS UNLESS PERMITTED BY THE ENGINEER. ALL WORK TO BE STAGED TO ACCOMODATE THE PUBLIC AND BUSINESSES.
3. EXISTING TRAFFIC SIGNS SHALL REMAIN THE PROPERTY OF THE CITY. CONTRACTOR SHALL LOG THE LOCATION OF THE SIGNS AND THEN CAREFULLY REMOVE THEM. WHERE SIGNS CANNOT BE REPLACED ON PROPOSED STREET LIGHT POLES, THE CONTRACTOR SHALL PROVIDE 4" PVC SLEEVES THRU THE BRICK AND CONCRETE PAVER BASE TO ACCOMODATE SIGN POSTS.
4. DRILL 1" HOLES THRU CONCRETE PAVER BASE AT LOCATION OF DETECTABLE WARNINGS AND OTHER LOW AREAS TO ALLOW DRAINAGE OF THE SAND COURSE. HOLES SHALL BE FILLED WITH SAND AND COVERED WITH A FILTER FABRIC.
5. 1/2" EXPANSION BOXED AROUND LIGHT OR TRAFFIC POLE FOUNDATIONS, HYDRANTS, CASTINGS, HANDHOLES, B-BOXES, VALVE BOXES AND OTHER UTILITY BOXES IN PAVER BASE; SEAL IN BRICK PAVER AREA.
6. LONGITUDNAL JOINTS AT INTERVALS NOT TO EXCEED 15'
7. TRANSVERSE EXPANSION JOINTS AT INTERVALS NOT TO EXEED 40'
8. TRANSVERSE CONTRACTION JOINTS AT INTERVALS NOT TO EXCEED 10'
9. CONCRETE CONTRACTOR TO COORDINATE EFFORTS WITH THE BRICK PAVER CONTRACTOR AND SHALL TAKE INTO CONSIDERATION THE DISTANCE BETWEEN THE BACK OF CURB AND THE PROPOSED CONCRETE EDGING. WHERE FEASIBLE ADJUSTMENTS SHALL BE MADE TO THE WIDTH OF THE CONCRETE EDGING TO ELIMINATE NUMEROUS INSTALLATION OF THIN OR SLIVERED PAVERS. WHERE EDGING IS CONSTRUCTED IN GRASSED AREAS, THE DISTANCE BETWEEN THE EDGING SHALL HAVE A TOLERANCE OF 1/8".



Light Pole / Tree Well Spacing (Typ.)
NTS

FILE NAME = g:\cdl1\0813\road\sheets\Details.sht	USER NAME = ajpondexter	DESIGNED - KB	REVISED -
		DRAWN - AJP	REVISED -
	PLOT SCALE =	CHECKED - ESN	REVISED -
	PLOT DATE = 11/16/11	DATE - 11/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ELMHURST STREETSCAPE ENHANCEMENTS
DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678/2676	11-00179-00-LS	DUPAGE	28	28
		CONTRACT NO. 63652		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		