

FA.U. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-00096-00-RS	DUPAGE	24	1

ILLINOIS PROJECT
C-91-100-07 M-8003 (736)
CONTRACT NO.: 83990

24-1-23

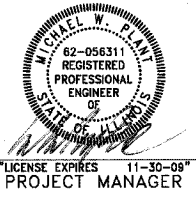
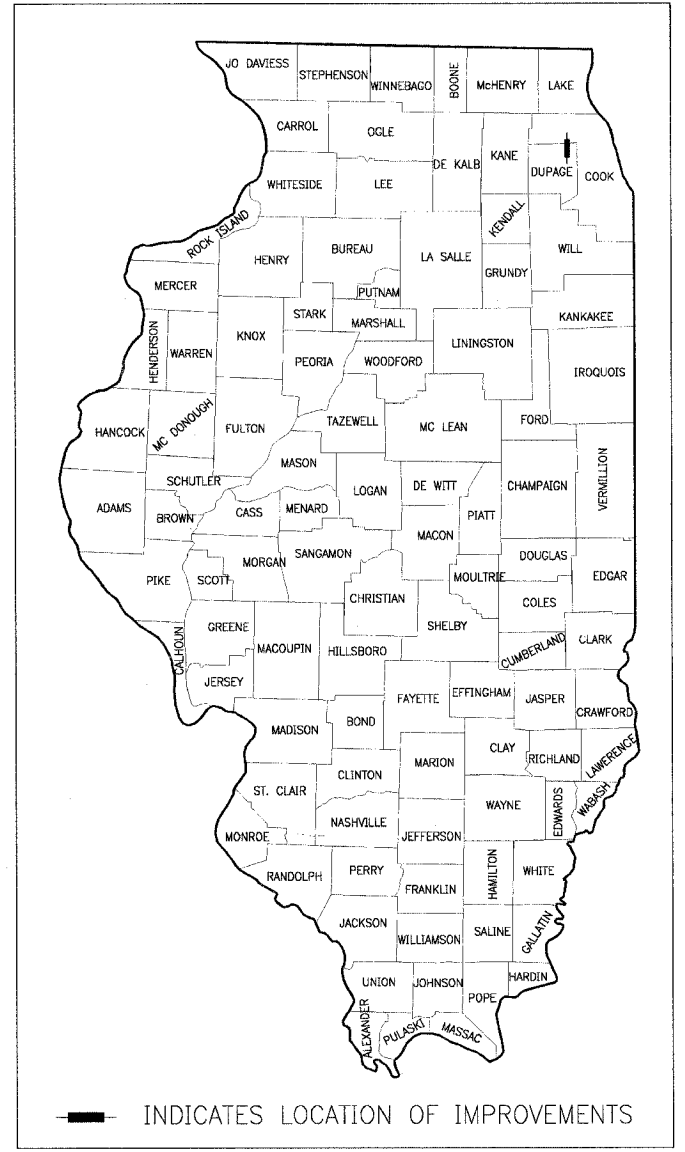
FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR HIGHWAY STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. ROUTE 2619 (GRACE STREET)
FROM FAU 1380 (FULLERTON AVENUE) TO
FAP 308 (ILLINOIS ROUTE 64 NORTH AVENUE)

PROJECT NO. M-8003(736)
SECTION NO.: 06-00096-00-RS
DUPAGE COUNTY
JOB NO.: C-91-100-07



DATE: 7-27-07

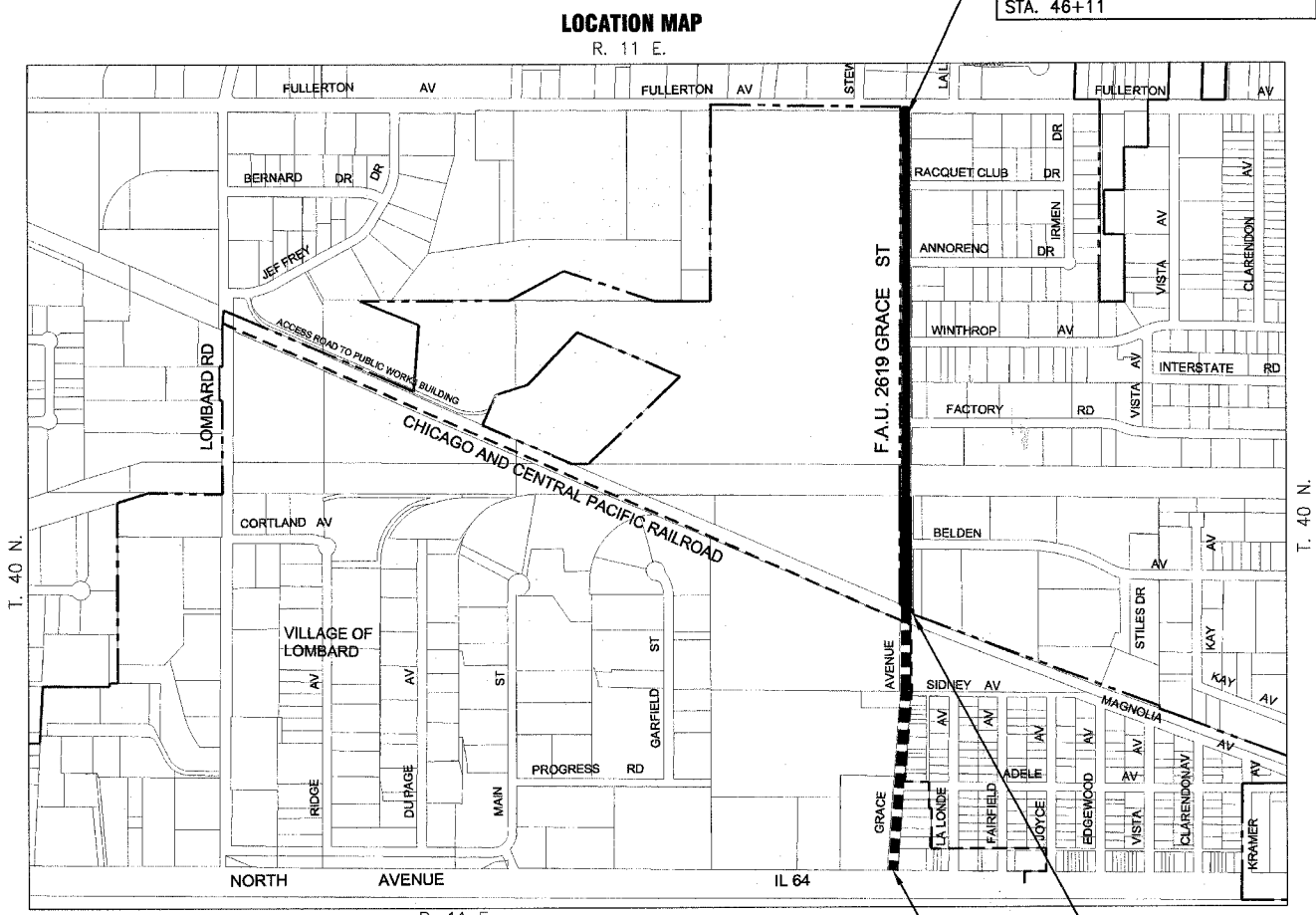
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: 12-17-07
[Signature]
VILLAGE OF ADDISON
VILLAGE ENGINEER

PASSED: CHRISTOPHER HOLT
DECEMBER 17, 2007
DISTRICT 1 ENGINEER OF
LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW

Dec. 17, 2007
[Signature]
DIANE O'KEEFE / CD
DEPUTY DIRECTOR OF
HIGHWAYS, REGION 1 ENGINEER



PROJECT NUMBER: M-8003(736)
F.A.U. 2619 SOUTH GRACE STREET
END RESURFACING
STA. 46+11

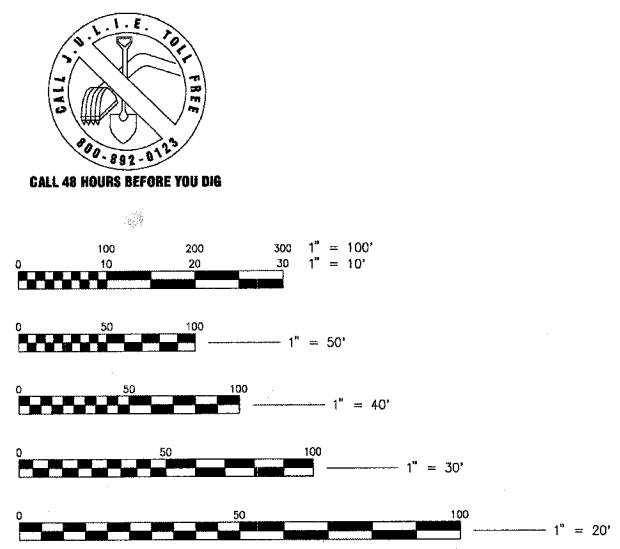
PROJECT NUMBER: M-8003(736)
F.A.U. 2619 GRACE STREET
BEGIN OMISSION

PROJECT NUMBER: M-8003(736)
F.A.U. 2619 GRACE STREET
BEGIN RESURFACING/END OMISSION
STA. 11+05

GROSS LENGTH OF IMPROVEMENT = 5,375 LIN. FT. OR 1.018 MILES
NET LENGTH OF IMPROVEMENT = 3,506 LIN. FT. OR 0.664 MILES
NET LENGTH OF OMISSION = 1,869 LIN. FT. OR 0.354 MILES

TRAFFIC DATA
POSTED & DESIGN SPEED LIMIT = 30 MPH
2007 ADT = 11,500

R. 11 E.
ADDISON TOWNSHIP
SCALE: 1"=600'



BAXTER & WOODMAN, INC.
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2009

Crystal Lake, Illinois
815.459.1260
(OFFICE WHICH PREPARED PLANS)

Burlington, Wisconsin
262.763.7834



Grayslake, Illinois
847.223.5088

Plainfield, Illinois
815.609.7425

Rockford, Illinois
815.489.1551

Itasca, Illinois
630.773.1870

Madison, Wisconsin
608.347.1542

Mokena, Illinois
708.478.2090

DeKalb, Illinois
815.787.3111

CONTRACT NO.: 83990

COUNTY: DUPAGE SECTION NUMBER: 06-00096-00-RS

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS PROJECT NO.: 060486.40

BUREAU OF LOCAL ROADS AND STREETS: MARILYN D. SOLOMON, P.E. 847-705-4407 SCHAUMBURG, IL.

BAXTER & WOODMAN, INC. - FORM 579 (REV. 11/05) 06/08-08/08 - 01/09 - 01/09

HIGHWAY STANDARDS

STANDARD NO.	STATE STANDARD
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-02	FRAME AND LIDS TYPE 1
604011-03	FRAME AND GRATE TYPE 3V
604056-02	FRAME AND LIDS TYPE 11V
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701602-03	URBAN LANE CLOSURE, MULTILANE, 2W BIDIRECTIONAL LEFT TURN LANE
701606-05	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701901	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS AND BENCHMARKS
3	GENERAL NOTES AND WATERMAIN GENERAL NOTES
4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS
6	PLAN: GRACE STREET STA. 10+00 TO STA. 20+00
7	PLAN AND PROFILE: GRACE STREET STA. 20+00 TO STA. 26+00
8	PLAN AND PROFILE: GRACE STREET STA. 26+00 TO STA. 32+00
9	PLAN AND PROFILE: GRACE STREET STA. 32+00 TO STA. 38+00
10	PLAN AND PROFILE: GRACE STREET STA. 38+00 TO STA. 44+00
11	PLAN AND PROFILE: GRACE STREET STA. 44+00 TO STA. 46+11
12	MAINTENANCE OF TRAFFIC - GRACE STREET TRAFFIC DETOUR
13	MAINTENANCE OF TRAFFIC AND CONSTRUCTION STAGING
14	MISCELLANEOUS DETAILS
15	MISCELLANEOUS DETAILS
16	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
17	DISTRICT 1 (BD600-03, BD-8) DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
18	RESERVED
19	DISTRICT 1 (TC-10) TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
20	DISTRICT 1 (TC-13) TYPICAL PAVEMENT MARKINGS
21	DISTRICT 1 (TC-16) PAVEMENT MARKINGS LETTERS AND SYMBOLS FOR TRAFFIC STAGING
22	DISTRICT 1 (TC-18) SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
23	DISTRICT 1 (TC-22) ARTERIAL ROAD INFORMATION SIGN
24	DISTRICT 1 (TC-14) METHOD OF FLAGGING

BENCHMARKS

- BM#1 WEST RIM OF SANITARY MANHOLE ON SOUTH SIDE OF FACTORY ROAD APPROXIMATELY 200 FEET EAST OF CENTERLINE OF GRACE STREET.
ELEVATION = 704.56
- BM#4 CHISELED "X" ON CONCRETE BASE OF LIGHT POLE ON EAST SIDE OF GRACE STREET NEAR SOUTH LINE OF COMED RIGHT-OF-WAY (POLE #35-8).
ELEVATION = 699.32
- BM#5 RAILROAD SPIKE IN EAST FACE OF POWER POLE ON WEST SIDE OF GRACE STREET. SECOND POLE NORTH OF WEST FACTORY ROAD.
ELEVATION = 704.37
- BM#8 CHISELED "X" ON CONCRETE BASE OF LIGHT POLE AT NORTHEAST CORNER OF GRACE STREET AND WEST ANNORENO DRIVE (POLE #68-3)
ELEVATION = 707.72
- BM#10 RAILROAD SPIKE IN WEST FACE OF POWER POLE AT SOUTHEAST CORNER OF GRACE STREET AND FULLERTON AVENUE.
ELEVATION = 695.35
- BM#6 CHISELED "X" ON CONCRETE LID FOR ELECTRICAL HANDHOLE AT SOUTHWEST CORNER OF GRACE STREET AND FULLERTON AVENUE.
ELEVATION = 695.33



REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS
FAU ROUTE 2619 GRACE STREET
INDEX OF SHEETS, HIGHWAY STANDARDS
& BENCHMARKS

PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: NONE DRAWN BY: KAR
 DATE: 7-27-07 CHECKED BY: MWP

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL OF THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. VERIFICATION SHALL BE INCLUDED IN THE EXPLORATION TRENCH, SPECIAL PAY ITEM. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR VILLAGE.
4. THE CONTRACTOR SHALL NOTIFY THE VILLAGE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
5. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE VILLAGE, SHOULD IT BE NECESSARY FOR VILLAGE PERSONNEL TO REMOVE SUCH MATERIALS, THE VILLAGE WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
6. THE CONTRACTOR MAY OBTAIN POTABLE MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE CONTRACTOR MAY OBTAIN NON-POTABLE WATER IN BULK, AT NO CHARGE IF A "WATERING BAN" IS IN EFFECT. THE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE DISTRIBUTED BY THE VILLAGE. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
7. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY BUSINESSES AND THE VILLAGE WHEN ACCESS TO DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO BUSINESSES. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
8. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, THEIR AGENTS OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
9. ACCESS TO ALL DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERETO. TEMPORARY RAMPS UTILIZING AGGREGATE FOR TEMPORARY ACCESS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS.
10. THE CONTRACTOR SHALL PROVIDE A REQUEST FOR MATERIAL TESTING TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF MATERIALS ORDER BOARD (PHONE (847) 705-4337) BY 4 PM, 24-HOURS IN ADVANCE OF CONSTRUCTION FOR INSPECTION OF ALL HOT-MIX ASPHALT AND CONCRETE MATERIALS USED ON THIS PROJECT.
11. EXISTING PAVEMENT, DRIVEWAY PAVEMENT AND CURB AND GUTTER TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
12. IN AREAS WHERE THE EXISTING DRIVEWAY OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE PAY ITEMS, DRIVEWAY PAVEMENT REMOVAL OR COMBINATION CURB AND GUTTER REMOVAL (SPECIAL).
13. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
14. THE CURB SHALL BE TAPERED TO THE GUTTER IN A THREE (3) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
15. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS.
16. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.
17. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.
18. A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.
19. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF THE CONTRACT. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM DAMAGE. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
20. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
21. A PORTABLE TOILET SHALL BE PLACED ON THE JOB SITE AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE TOILET SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.
22. THE PRIME COAT APPLICATION RATE SHALL BE APPROXIMATELY 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE APPROXIMATELY 0.3 GAL/SY.
23. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4361.
24. ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". VALVE BOXES IN THE PAVEMENT SHALL ALSO BE ADJUSTED VERTICALLY. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR SANITARY MANHOLES TO BE ADJUSTED (SPECIAL), DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL), AND VALVE BOXES TO BE ADJUSTED (SPECIAL).
25. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION.
26. A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO THE DETECTION REMOVAL, THE CONTRACTOR SHALL NOTIFY THE VILLAGE TRAFFIC SIGNAL AND MAINTENANCE AND OPERATIONS ENGINEER AND THE VILLAGE ELECTRICAL MAINTENANCE CONTRACTOR AT WHICH TIME ARRANGEMENTS WILL BE MADE TO ADJUST THE TRAFFIC CONTROLLER TIMING TO COMPENSATE FOR THE ABSENCE OF DETECTION. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION.
27. TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED AS REQUIRED, WHERE PARKWAYS ARE DISTURBED, TEMPORARY EROSION CONTROL MEASURES SHALL BE ESTABLISHED WITHIN 21 DAYS OF THE COMPLETION OF DISTURBANCE AND MAINTAINED TO THE SATISFACTION OF THE VILLAGE. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION.
28. AFTER THE TRENCH BACKFILL HAS BEEN INSTALLED, SATISFACTORILY COMPACTED AND LEVELED TO CREATE A 4-INCH DEEP VOID SPACE, TEMPORARY PAVEMENT SHALL BE INSTALLED TO A THICKNESS OF 4-INCHES TO FILL THE VOID SPACE. MILLING OPERATIONS WILL REDUCE THE THICKNESS OF THE TEMPORARY PAVEMENT TO 1/2-INCH. THE CONTRACTOR IS RESPONSIBLE TO INSPECT THE TEMPORARY PAVEMENT AS THE MILLING OPERATIONS OCCUR TO ENSURE THE TEMPORARY PAVEMENT IS SATISFACTORY FOR TRAFFIC. THE CONTRACTOR SHALL CONTINUE TO INSPECT AND MAINTAIN AS NECESSARY THE TEMPORARY PAVEMENT UNTIL THE PERMANENT PAVEMENT PATCH IS INSTALLED. ANY AND ALL MAINTENANCE TO THE TEMPORARY PAVEMENT SHALL BE COMPLETED IMMEDIATELY. ANY AND ALL MAINTENANCE TO THE TEMPORARY PAVEMENT SHALL BE INCLUDED IN THE TEMPORARY PAVEMENT PAY ITEM.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-0096-00-RS	DUPAGE	24	3
STA.		TO STA.		
FED. ROAD DIST. NO		ILLINOIS	FED AID PROJECT	
C-91-100-07			M-8003 (736)	

CONTRACT NO.: 83990

WATER MAIN NOTES

1. A PRECONSTRUCTION VIDEO RECORDING OF CONSTRUCTION AREAS MUST BE PROVIDED TO THE VILLAGE PRIOR TO START OF CONSTRUCTION.
2. CONTACT THE VILLAGE OF ADDISON PUBLIC WORKS DEPARTMENT AND J.U.L.I.E. 48 HOURS PRIOR TO EXCAVATION FOR UTILITIES.
3. INSTALL TRAFFIC CONTROL AND/OR DETOUR SIGNAGE PRIOR TO BEGINNING ANY CONSTRUCTION WORK AND AS AGREED TO IN THE CONTRACT DOCUMENTS.
4. COMPLY WITH "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" AND "THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS" - THE STATE OF ILLINOIS - DURING ALL PHASES OF CONSTRUCTION.
5. COMPLY WITH ALL RULES AND REGULATIONS OF OSHA DURING CONSTRUCTION OF THE IMPROVEMENTS AND RESTORATION.
6. COORDINATE WITH UTILITY COMPANIES TO SUPPORT, PROTECT, OR REMOVE AND REPLACE ALL POWER POLES OR POLE ANCHORS THAT ARE EFFECTED BY THE CONSTRUCTION, EVEN WHERE SUPPORTS ARE NOT INDICATED ON THE PLAN SHEETS. THE COST OF THIS WORK IS INCLUDED IN THE COST OF THE CONTRACT.
7. DO NOT STORE MATERIALS, STRUCTURES, OR MACHINES WHERE THEY WILL OBSTRUCT STREET CROSSING OR DRIVEWAY SIGHTLINES.
8. VAULT RIM ELEVATIONS WILL BE ADJUSTED TO FINAL GRADE AT THE TIME OF FINAL PAVING OR LANDSCAPING. ADJUSTMENT OF NEW STRUCTURES TO FINAL GRADE IS INCLUDED IN THE NEW STRUCTURE PAY ITEM, REGARDLESS OF THE NUMBER OF TIMES THE ADJUSTMENTS MUST BE MADE.
9. ALL WATER MAIN MUST BE WRAPPED WITH POLYETHYLENE WRAPPING. WRAPPING IS INCLUDED IN THE WATER MAIN PAY ITEM.
10. WHERE LOCATION OF FITTING OR VALVE IS NOT NOTED BY STATION, THE FINAL LOCATION OF THE ITEM MUST BE DETERMINED DURING CONSTRUCTION.
11. WATER MAIN MUST BE INSTALLED DEEPER THAN STANDARD IN SEVERAL LOCATIONS. DEEPER INSTALLATION IS CONSIDERED INCLUDED IN THE ITEM BEING INSTALLED, INCLUDING WATER MAIN, VALVE VAULTS, OR FIRE HYDRANTS. IN SOME AREAS NEW WATER MAIN WILL CROSS BELOW EXISTING MAINS AND IN SOME AREAS ABOVE EXISTING MAINS.
12. CONTACT MEADE ELECTRIC FOR LOCATION OF TRAFFIC CONTROL CONDUITS AND WIRING. THESE ITEMS ARE NOT LOCATED AS A PART OF THE JULIE LOCATE.
13. CONTACT THE DUPAGE WATER COMMISSION 48 HOURS IN ADVANCE OF ANY CONSTRUCTION IN THE AREA OF THEIR TRANSMISSION MAIN.

I:\ADDM\060486 - Grace STP (LAPP)\DWG\060486-GEN-NOTES.dwg - SH3
 Plotted: 11-20-07 @ 2:57pm By: 560kar
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REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS

**FAU ROUTE 2619 GRACE STREET
GENERAL NOTES &
WATERMAIN NOTES**

PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: NONE DRAWN BY: KAR
 DATE: 7-27-07 CHECKED BY: MWP

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 1000-ZA PARTICIPATING	Y060 NON-PARTICIPATING
● 20800250	TRENCH BACKFILL, SPECIAL	CU YD	5,204	0	5,204
● 21300010	EXPLORATION TRENCH, SPECIAL	FOOT	300	0	300
25000210	SEEDING, CLASS 2A	ACRE	0.063	0	0.063
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6	0	6
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	6	0	6
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6	0	6
25100401	EXCELSIOR BLANKET, SPECIAL	SQ YD	301	0	301
25200200	SUPPLEMENTAL WATERING	UNIT	6	0	6
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	18	18	0
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	18	18	0
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3,893	3,893	0
40600300	AGGREGATE (PRIME COAT)	TON	78	78	0
40600990	TEMPORARY RAMP	SQ YD	1,369	1,369	0
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	3	3	0
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70	TON	2,798	2,798	0
44000162	HOT-MIX ASPHALT SURFACE REMOVAL 3 1/4"	SQ YD	19,461	19,461	0
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	18	18	0
44001900	COMBINATION CURB AND GUTTER REMOVAL (SPECIAL)	FOOT	1,964	1,964	0
44002000	CONCRETE CURB REMOVAL	FOOT	32	32	0
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	400	400	0
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	3,453	600	2,853
● 56103300	DUCTILE IRON WATER MAIN 12"	FOOT	2,345	0	2,345
● XX007253	DUCTILE IRON WATER MAIN 14"	FOOT	25	0	25
● 56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	8	0	8
60260505	INLETS TO BE ADJUSTED WITH NEW TYPE 3V FRAME AND GRATE	EACH	2	2	0
60261320	INLETS TO BE ADJUSTED WITH NEW TYPE 11V FRAME AND GRATE	EACH	1	1	0
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1	0
60266610	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	3	3	0
60600105	CONCRETE CURB	FOOT	32	32	0
60604200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	1,328	1,328	0
60604800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)	FOOT	636	636	0
67100100	MOBILIZATION	LSUM	1	0.73	0.27
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1	0.41	0.59
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	LSUM	1	0	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	38,700	2,700	36,000
● 70300600	TEMPORARY PAVEMENT MARKING, PAINT	FOOT	5,400	5,400	0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	12,900	900	12,000
● 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	377.2	377.2	0
● 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7,738	7,738	0
● 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	610	610	0
● 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	420	420	0
● 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	219	219	0
● 88600600	DETECTOR LOOP REPLACEMENT	FOOT	521	521	0
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	13	13	0

CODE NO.	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 1000-ZA PARTICIPATING	Y060 NON-PARTICIPATING
Z0017500	DRAINAGE & UTILITY STRUCTURE ADJUSTMENT (SPECIAL)	EACH	20	20	0
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	1	0
△ Z0076600	TRAINEES	HOUR	500	500	0
● XX001047	VALVE VAULTS TO BE ABANDONED	EACH	11	0	11
● XX002161	ABANDON EXISTING WATER MAIN	EACH	8	0	8
● XX003008	TRAFFIC CONTROL DETOUR	LSUM	1	0	1
XX003435	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	46	46	0
● XX003516	CONNECTIONS TO EXISTING WATER MAINS (NON-PRESSURE) - 8"	EACH	4	0	4
● XX003517	CONNECTIONS TO EXISTING WATER MAINS (NON-PRESSURE) - 6"	EACH	1	0	1
● XX003519	DUCTILE IRON WATER MAIN FITTING - 12" X 6" TEE	EACH	9	0	9
● XX003531	WATER SERVICE CONNECTION 1"	EACH	1	0	1
● XX003542	DUCTILE IRON WATER MAIN FITTINGS 6" 45 DEGREE BEND	EACH	2	0	2
● XX003543	DUCTILE IRON WATER MAIN FITTINGS 8" 45 DEGREE BEND	EACH	8	0	8
● XX003668	PRECONSTRUCTION VIDEO TAPING	LSUM	1	0	1
● XX005221	TOPSOIL FURNISH AND PLACE (PULVERIZED), VARIABLE DEPTH	SQ YD	301	0	301
● XX004907	GATE VALVE 12" WITH VAULT, 5' DIAMETER	EACH	4	0	4
● XX005107	CONNECTIONS TO EXISTING WATER MAINS (NON-PRESSURE) - 12"	EACH	1	0	1
● XX005476	DUCTILE IRON WATER MAIN 12" RESTRAINED JOINT TYPE	FOOT	329	0	329
● XX005478	DUCTILE IRON WATER MAIN 6" RESTRAINED JOINT TYPE	FOOT	178	0	178
● XX005479	DUCTILE IRON WATER MAIN 8" RESTRAINED JOINT TYPE	FOOT	107	0	107
● XX005776	DUCTILE IRON WATER MAIN FITTINGS 45 BEND 12"	EACH	10	0	10
XX005924	TEMPORARY RAMP REMOVAL	SQ YD	1,369	1,369	0
● XX006113	REMOVE EXISTING FIRE HYDRANTS	EACH	8	0	8
● X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	128.5	51.4	77.1
● X0323189	DUCTILE IRON WATER MAIN TEE, 12" X 8"	EACH	4	0	4
● X0323190	DUCTILE IRON WATER MAIN TEE, 12" X 12"	EACH	2	0	2
● XX007254	DUCTILE IRON WATER MAIN REDUCER, 14" X 12"	EACH	2	0	2
X0712400	TEMPORARY PAVEMENT	SQ YD	2,853	0	2,853
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	6	6	0
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,120	1,120	0
● XX007219	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 GRATE, OPEN LID	EACH	1	1	0
● X0321556	SANITARY MANHOLES TO BE ADJUSTED	EACH	10	10	0
● XX007220	PVC CASING PIPE - 20"	FOOT	211	0	211
● XX007221	DUCTILE IRON WATER MAIN TEE, 14" X 12"	EACH	1	0	1
● XX007222	DUCTILE IRON WATER MAIN 14" CUTTING IN SLEEVE	EACH	1	0	1
● XX007223	GATE VALVE 14" WITH VAULT, 6' DIAMETER (VALVE ATTACHED TO LINE TEE)	EACH	1	0	1
● XX007224	GATE VALVE 12" WITH VAULT, 6' DIAMETER (VALVE ATTACHED TO LINE TEE)	EACH	1	0	1
● XX007225	GATE VALVE 8" WITH VAULT, 6' DIAMETER (VALVE ATTACHED TO LINE TEE)	EACH	4	0	4
● XX007226	GATE VALVE 6" WITH VAULT, 6' DIAMETER (VALVE ATTACHED TO LINE TEE)	EACH	1	0	1
● XX007227	CONNECTIONS TO EXISTING WATER MAINS (NON-PRESSURE) - 14"	EACH	3	0	3

● INDICATES SPECIALTY ITEM
△ Y080


I:\ADMIN\060486 - Grace STP (LAPP)\DWGS\060486-SQ.dwg - SH4
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REVISIONS	
NAME	DATE
TDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS
FAU ROUTE 2619 SOUTH GRACE STREET
SUMMARY OF QUANTITIES
 PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: NONE DRAWN BY: UKB
 DATE: 7-27-07 CHECKED BY: MWP

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- (B) HOT-MIX ASPHALT BINDER COURSE, 2 1/2"
- (C) HOT-MIX ASPHALT BASE COURSES, 10"
- (D) CRUSHED STONE SUB-BASE, 4-INCHES
- (E) EXISTING CURB AND GUTTER TO REMAIN
- (F) GROUND SURFACE
- (G) HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"
- (H) COMBINATION CURB AND GUTTER REMOVAL (SPECIAL)
-  ITEM TO BE REMOVED

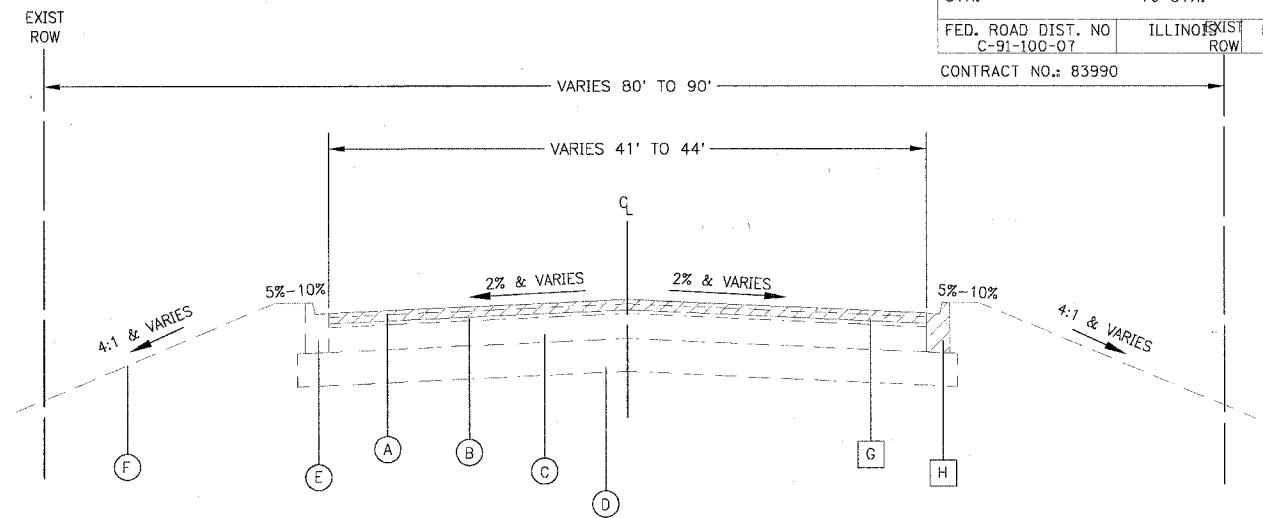
PROPOSED LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70, 2 1/2-INCH
- ② POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4-INCH
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL) (STA. 34+46 LT. TO STA. 46+11 LT., STA. 32+39 RT. TO STA. 46+11 RT.)
- ④ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL) (STA. 11+05 LT. TO STA. 34+46 LT., STA. 11+05 RT. TO STA. 32+39 RT.)
- ⑤ FURNISH AND PLACING TOPSOIL (PULVERIZED), VARIABLE DEPTH, (SEE NOTES 1 & 2 THIS SHEET)
- ⑥ SODDING, SALT TOLERANT (SEE NOTE 1)
- ⑦ SEEDING, CLASS 2A (SEE NOTE 2)
- ⑧ EXCELSIOR BLANKET, SPECIAL (SEE NOTE 2)

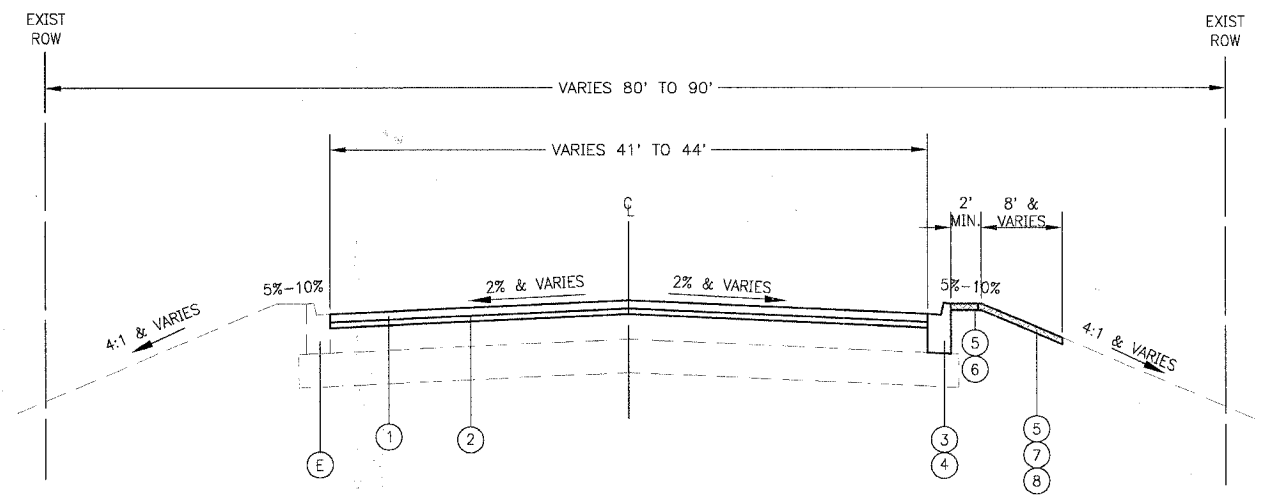
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	% AIR VOIDS
ROADWAY		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	PG 64-22	4% @ 70 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28 / -22	4% @ 50 Gyr.
PATCHING		
CLASS D PATCHES-TYPES III AND IV-11"	PG 64-22*	4% @ 70 Gyr.
TEMPORARY PAVEMENT		
TEMPORARY PAVEMENT, 4" (HMA BINDER IL-19 mm)	PG 64-22*	4% @ 50 Gyr.
DRIVEWAYS		
HOT-MIX ASPHALT BASE COURSE, 6"	PG 64-22*	4% @ 50 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"	PG 64-22	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ. YD./IN
 * WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22



**EXISTING TYPICAL SECTION
GRACE STREET
STA. 11+05 TO STA. 46+11**



**PROPOSED TYPICAL SECTION
GRACE STREET
STA. 11+05 TO STA. 46+11**

DRIVEWAYS

NOTES:

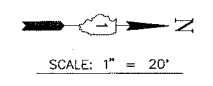
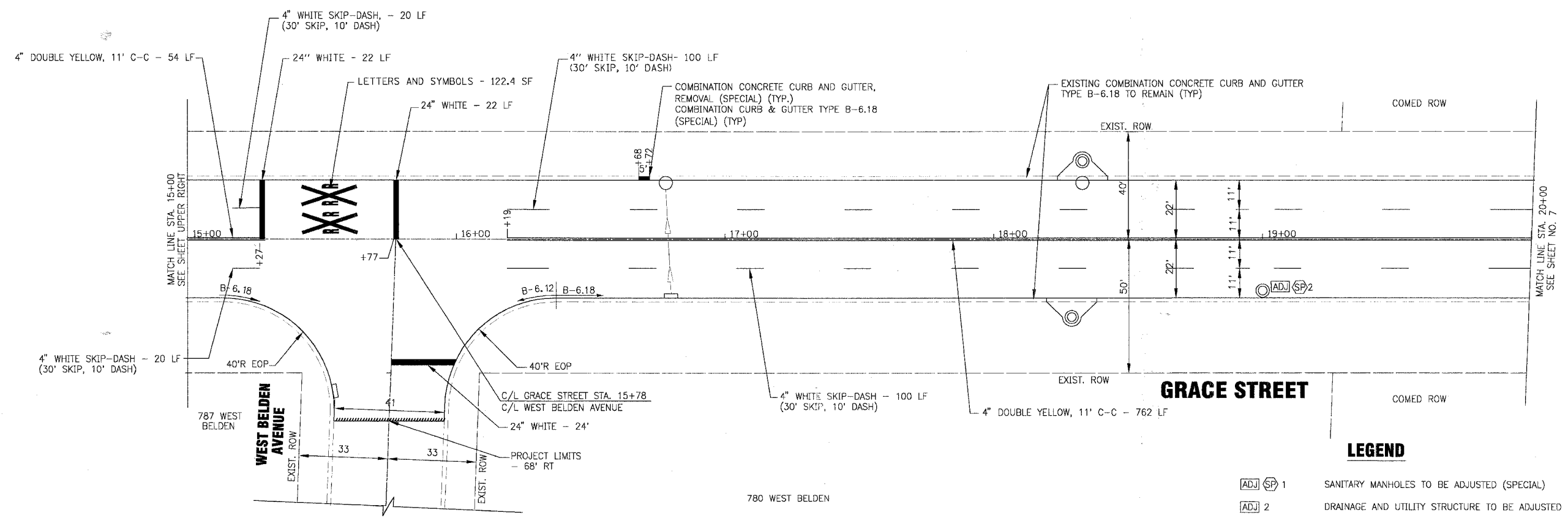
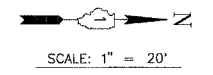
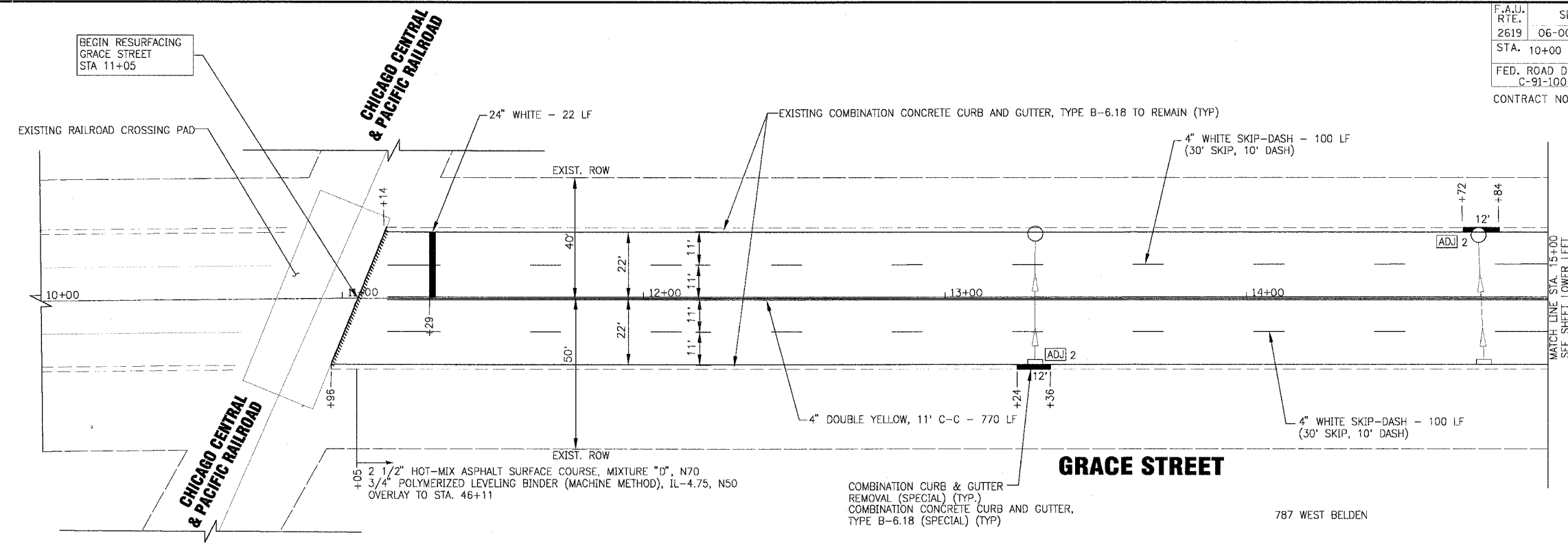
- PARKWAY DAMAGED BY CURB AND GUTTER REMOVAL AND REPLACEMENT AND DRIVEWAY REMOVAL AND REPLACEMENT WILL NOT BE PAID FOR SEPARATELY. PARKWAY RESTORATION SHALL CONSIST OF SALT TOLERANT SOD AND PULVERIZED TOPSOIL FOR A MINIMUM DISTANCE OF 2' PERPENDICULAR TO THE BACK OF CURB.
- PARKWAY DAMAGED BY WATER MAIN INSTALLATION WILL BE PAID FOR AS FURNISH AND PLACING TOPSOIL (PULVERIZED), VARIABLE DEPTH, EXCELSIOR BLANKET, SPECIAL AND SEEDING, 2A. THE AREA OF RESTORATION SHALL BE DETERMINED BY THE VILLAGE AND ENGINEER. RESTORATION REQUIRED BEYOND THE AREA DETERMINED SHALL BE COMPLETED TO THE SATISFACTION OF THE VILLAGE AND ENGINEER AT THE CONTRACTOR'S EXPENSE.



REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS
**FAU ROUTE 2619 GRACE STREET
TYPICAL SECTIONS &
HOT-MIX ASPHALT MIXTURE REQUIREMENTS**
 PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: NONE DRAWN BY: KAR
 DATE: 7-27-07 CHECKED BY: MWP

F.A.J. RTE. 2619	SECTION 06-0096-00-RS	COUNTY DU PAGE	TOTAL SHEETS 24	SHEET NO. 6
STA. 10+00		TO STA. 20+00		
FED. ROAD DIST. NO. C-91-100-07	ILLINOIS	FED AID PROJECT M-8003 (736)		
CONTRACT NO.: 83990				



- LEGEND**
- [ADJ] [SP] 1 SANITARY MANHOLES TO BE ADJUSTED (SPECIAL)
 - [ADJ] 2 DRAINAGE AND UTILITY STRUCTURE TO BE ADJUSTED
 - [ADJ] [SP] 2 DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL)

I:\ADNA\060486 - Grace STP (LAPP)\DWG\060486-RP1_sht.dwg - S16
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REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS

**FAU ROUTE 2619 GRACE STREET
GRACE STREET
STA. 10+00 TO STA. 20+00**

PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: V:1"=5' H:1"=20' DRAWN BY: KAR
 DATE: 7-27-07 CHECKED BY: MWP

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-0096-00-RS	DUPAGE	24	7
STA. 20+00	TO STA. 26+00			
FED. ROAD DIST. NO	ILLINOIS	FED AID PROJECT		
C-91-100-07		M-8003 (736)		
CONTRACT NO.: 83990				

WATER MAIN FITTINGS

WATER MAIN PIPES

WATER VALVE VAULTS

FIRE HYDRANTS

CONNECTION TO EXISTING WATER MAIN (NON-PRESSURE)-14"
(EXACT DEPTH OF EXISTING WATER MAIN IS UNKNOWN AT CONNECTION POINT. EXPOSE EXISTING WATER MAIN AT ONSET OF CONSTRUCTION TO DETERMINE DEPTH AND ADJUST VAULT AND HYDRANT DEPTH AS NECESSARY. CLOSE EXISTING VALVE AND CONNECT TO EXISTING MAIN. INSTALL WM-V V1, SWAB CONNECTING PIPE AND FITTINGS, AND REINSTATE WATER FLOW SOUTH OF NEW VALVE VAULT WHEN APPROVED BY ENGINEER. REMOVE EXISTING PIPE BETWEEN CONNECTION POINT AND EXISTING VALVE TO ALLOW INSTALLATION OF NEW WATER MAIN TO NORTH.)

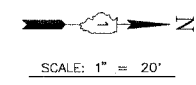
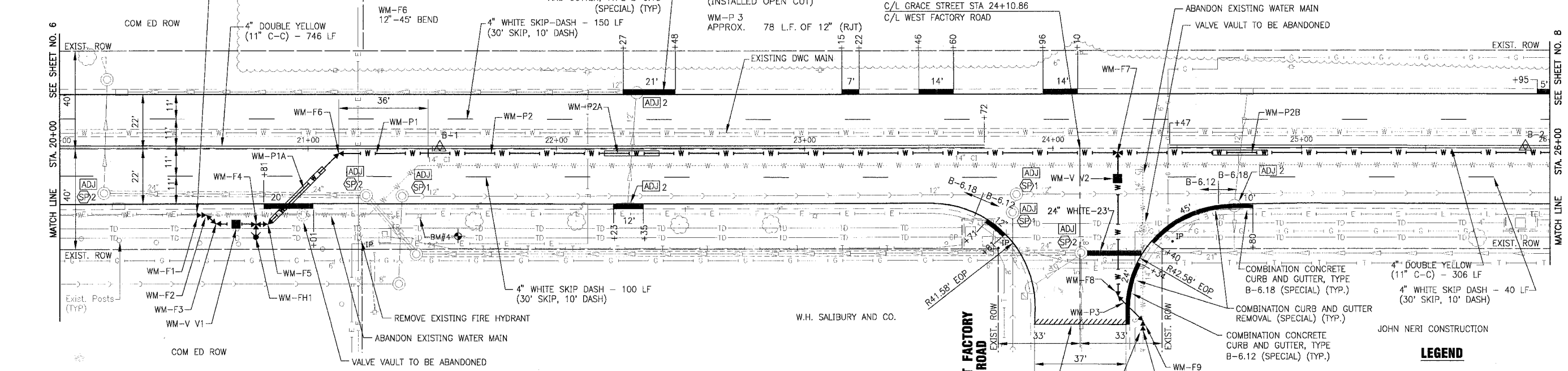
- WM-F1 14"x12" REDUCER (CONNECT TO EXISTING)
- WM-F2 12"-45" BEND
- WM-F3 12"-45" BEND
- WM-F4 12"x6" TEE
- WM-F5 12"-45" BEND
- WM-F6 12"-45" BEND
- WM-F7 STA. 24+26 12" TEE
- WM-F8 12"-45" BEND
- WM-F9 12"-45" BEND
- WM-F10 14"x12" REDUCER (CONNECT TO EXISTING)

- WM-P 1 APPROX. 107 L.F. OF 12" (RJT)
- WM-P 1A APPROX. 30 L.F. OF 20" CASING (INSTALLED OPEN CUT)
- WM-P 2 APPROX. 452 L.F. OF 12"
- WM-P 2A APPROX. 22 L.F. OF 20" CASING (INSTALLED OPEN CUT)
- WM-P 2B APPROX. 22 L.F. OF 20" CASING (INSTALLED OPEN CUT)
- WM-P 3 APPROX. 78 L.F. OF 12" (RJT)

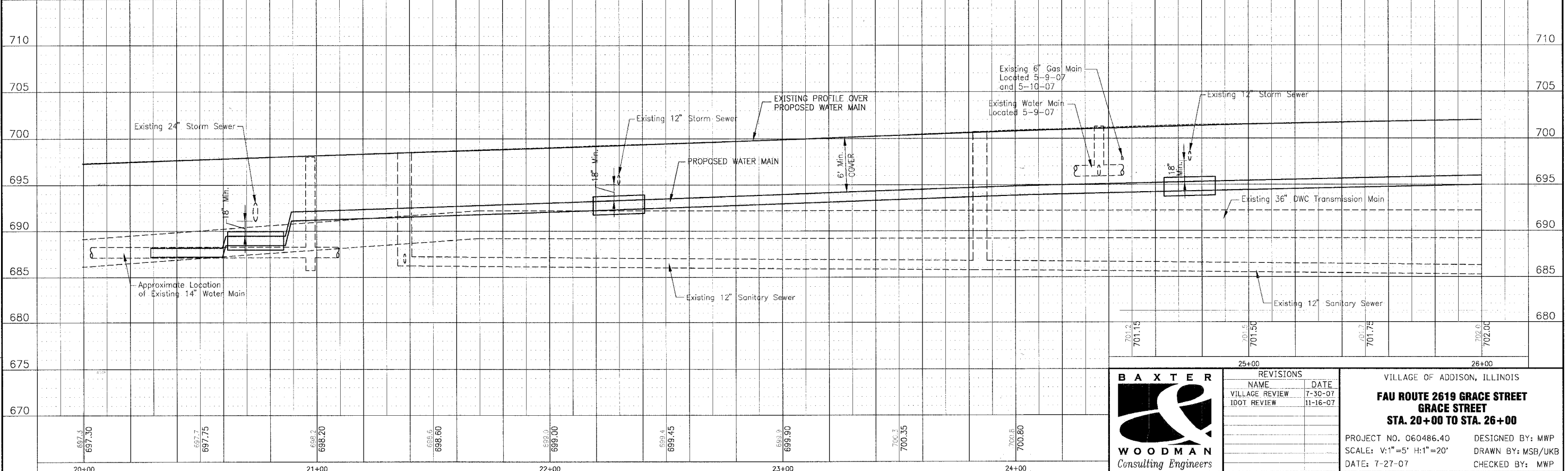
- WM-V V1 12" GATE VALVE IN VAULT
- WM-V V2 12" GATE VALVE IN VAULT

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL) (TYP)

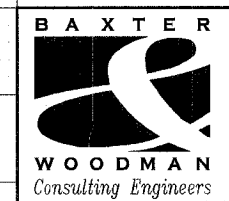
FULLERTON PARK FOREST PRESERVE



GRACE STREET



- LEGEND**
- ADJ SP 1 SANITARY MANHOLES TO BE ADJUSTED (SPECIAL)
 - ADJ 2 DRAINAGE AND UTILITY STRUCTURE TO BE ADJUSTED
 - ADJ SP 2 DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL)



REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS
FAU ROUTE 2619 GRACE STREET
STA. 20+00 TO STA. 26+00
 PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: V:1"=5' H:1"=20' DRAWN BY: MSB/UKB
 DATE: 7-27-07 CHECKED BY: MWP

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WATER MAIN FITTINGS

- WM-F 11
STA. 26+45
12"x6" TEE
- WM-F 12
STA. 29+16
12"x6" TEE
- WM-F 13
12" TEE
(INSIDE VALVE VAULT)
- WM-F14
12"-45" BEND
- WM-F15
12"-45" BEND
(CONNECT TO EXISTING)

WATER MAIN PIPES

- WM-P 4
APPROX. 600 L.F. OF 12"
- WM-P 4A
APPROX. 22 L.F. OF 20" CASING
- WM-P 4B
APPROX. 22 L.F. OF 20" CASING
- WM-P P5
APPROX. 22 L.F. OF 6" (RJT)
(ADDITIONAL HYDRANT LEADER)
- WM-P 6
APPROX. 26 L.F. OF 6" (RJT)
(ADDITIONAL HYDRANT LEADER)
- WM-P 7
APPROX. 26 L.F. OF 12" (RJT)

WATER VALVE VAULTS

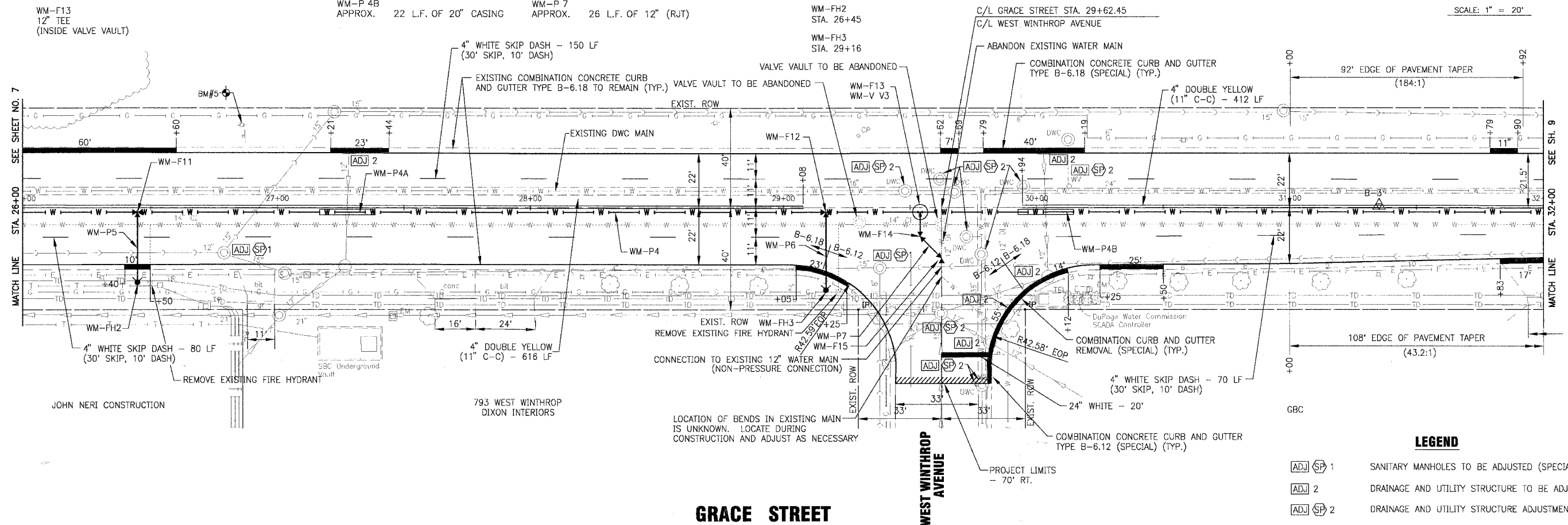
- WM-V V3
12" GATE VALVE IN VAULT
(VALVE ATTACHED TO LINE TEE)

FIRE HYDRANTS

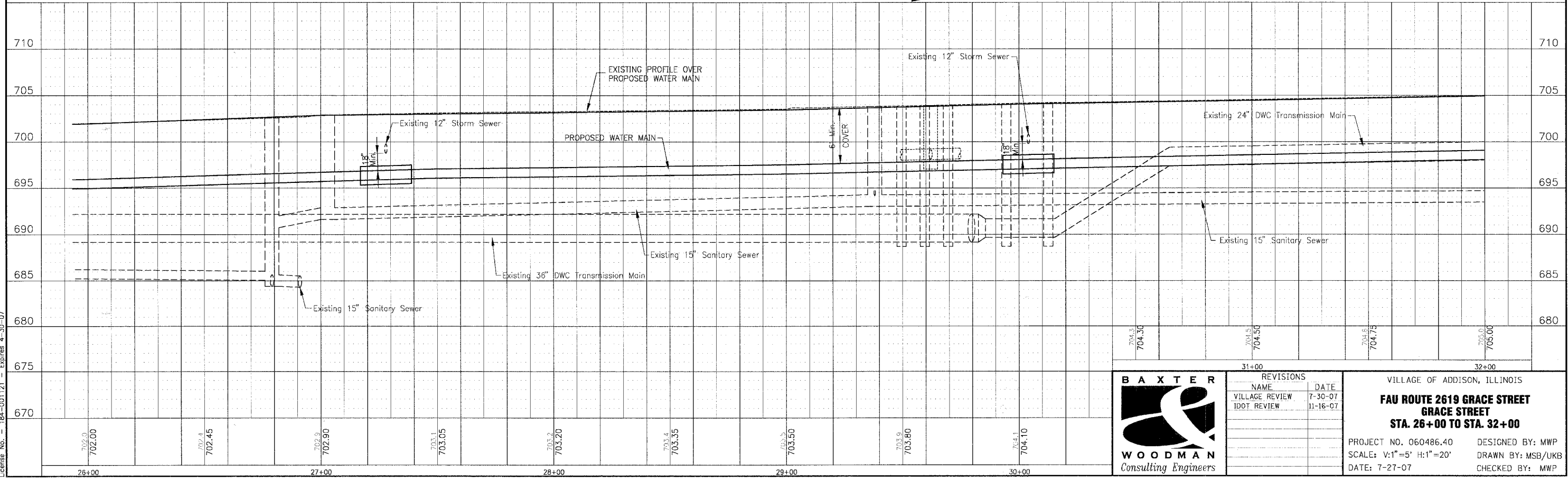
- WM-FH2
STA. 26+45
- WM-FH3
STA. 29+16

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-0096-00-RS	DuPAGE	24	8
STA. 26+00		TO STA. 32+00		
FED. ROAD DIST. NO	ILLINOIS	FED AID PROJECT		
C-91-100-07		M-8003 (736)		
CONTRACT NO.: 83990				

SCALE: 1" = 20'



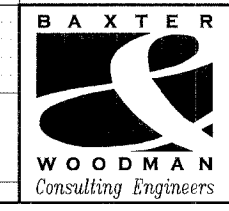
GRACE STREET



LEGEND

ADJ (SP) 1	SANITARY MANHOLES TO BE ADJUSTED (SPECIAL)
ADJ 2	DRAINAGE AND UTILITY STRUCTURE TO BE ADJUSTED
ADJ (SP) 2	DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL)

I:\ADDDNA\060486 - Grace STP (App)\DWG\060486.dwg - PP-S18
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REVISIONS

NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS
FAU ROUTE 2619 GRACE STREET
GRACE STREET
STA. 26+00 TO STA. 32+00

PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: V:1"=5' H:1"=20' DRAWN BY: MSB/UKB
 DATE: 7-27-07 CHECKED BY: MWP

WATER MAIN FITTINGS

- WM-F 16
STA. 32+40
12"x6" TEE
- WM-F 17
STA. 36+10
12"x8" TEE
(INSIDE VALVE VAULT)
- WM-F 18
8"-45' BEND
- WM-F 19
8"-45' BEND
(CONNECT TO EXISTING)
- WM-F 20
STA. 36+10
12"x6" TEE
- WM-F 21
12"x 8" TEE
(INSIDE VALVE VAULT)
- WM-F 22
8"-45' BEND
- WM-F 23
8"-45' BEND
(CONNECT TO EXISTING)

WATER MAIN PIPES

- WM-P 8
APPROX. 600 L.F. OF 12"
- WM-P 8A
APPROX. 22 L.F. OF 20" CASING
- WM-P 9
APPROX. 19 L.F. OF 6" (RJT)
HYDRANT LEADER
- WM-P 10
APPROX. 18 L.F. OF 8" (RJT)
- WM-P 11
APPROX. 19 L.F. OF 6" (RJT)
(ADDITIONAL HYDRANT LEADER)
- WM-P 12
APPROX. 32 L.F. OF 8" (RJT)

WATER VALVE VAULTS

- WM-V V4
12" GATE VALVE IN VAULT
- WM-V V5
8" GATE VALVE IN VAULT
(VALVE ATTACHED TO LINE TEE)
- WM-V V6
8" GATE VALVE IN VAULT
(VALVE ATTACHED TO LINE TEE)

FIRE HYDRANTS

- WM-FH4
STA. 32+40
- WM-FH5
STA. 35+60

F.A.U. R.T.E. 2619	SECTION 06-0096-00-RS	COUNTY DUPAGE	TOTAL SHEETS 24	SHEET NO. 9
STA. 32+00		TO STA. 38+00		
FED. ROAD DIST. NO. C-91-100-07		ILLINOIS	FED AID PROJECT M-8003 (736)	

CONTRACT NO.: 83990

DRIVEWAY PAVEMENT REMOVAL
AGGREGATE BASE COURSE, TYPE B 4"
HOT-MIX ASPHALT BASE COURSE, 6"
HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N50 - 2"

COMBINATION CONCRETE CURB AND GUTTER
TYPE B-6.12 (SPECIAL) (TYP.)

SCALE: 1" = 20'

SEE SHEET NO. 8

MATCH LINE

STA. 32+00

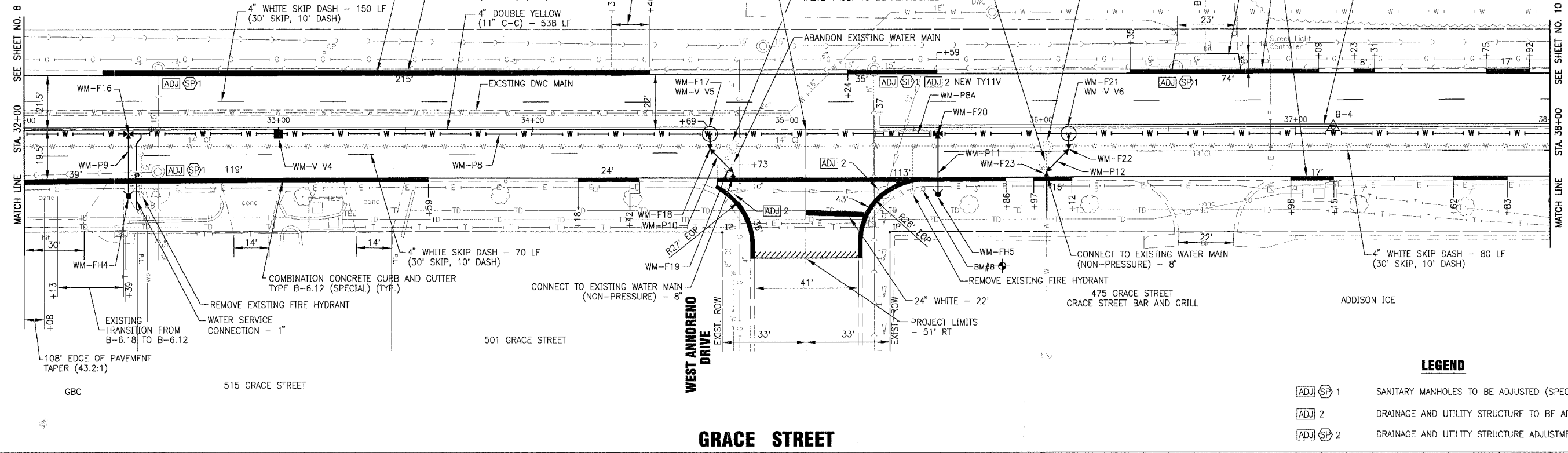
MATCH LINE

STA. 38+00

SEE SHEET NO. 10

MATCH LINE

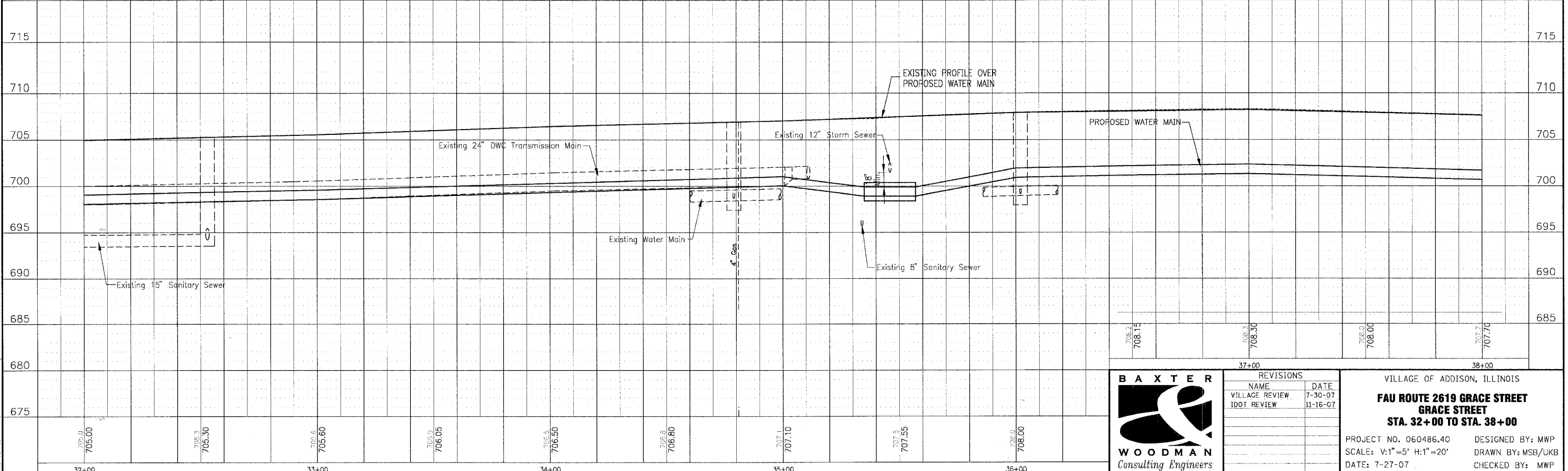
STA. 38+00



LEGEND

ADJ SP 1	SANITARY MANHOLES TO BE ADJUSTED (SPECIAL)
ADJ 2	DRAINAGE AND UTILITY STRUCTURE TO BE ADJUSTED
ADJ SP 2	DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL)

GRACE STREET



REVISIONS

NAME	DATE
VILLAGE REVIEW	7-30-07
IDDT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS
FAU ROUTE 2619 GRACE STREET
GRACE STREET
STA. 32+00 TO STA. 38+00

PROJECT NO. 060486.40
 SCALE: V:1"=5' H:1"=20'
 DATE: 7-27-07

DESIGNED BY: MWP
 DRAWN BY: MSB/UKB
 CHECKED BY: MWP

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WATER MAIN FITTINGS

- WM-F 24
STA. 38+66
12"x6" TEE
- WM-F 25
12"x6" TEE
(INSIDE VALVE VAULT)
- WM-F 26
8"-45' BEND
- WM-F 27
8"-45' BEND
(CONNECT TO EXISTING)
- WM-F 28
STA. 42+03
12"x6" TEE
- WM-F 29
12"x6" TEE
(INSIDE VALVE VAULT)
- WM-F 30
6"-45' BEND
- WM-F 31
6"-45' BEND

WATER MAIN PIPES

- WM-P 13
APPROX. 600 L.F. OF 12"
- WM-P 13A
APPROX. 22 L.F. OF 20" CASING
- WM-P 13B
APPROX. 22 L.F. OF 20" CASING
- WM-P 14
APPROX. 17 L.F. OF 6" (RJT)
(ADDITIONAL HYDRANT LEADER)
- WM-P 15
APPROX. 25 L.F. OF 8" (RJT)
- WM-P 16
APPROX. 22 L.F. OF 6" (RJT)
(ADDITIONAL HYDRANT LEADER)
- WM-P 17
APPROX. 28 L.F. OF 6" (RJT)

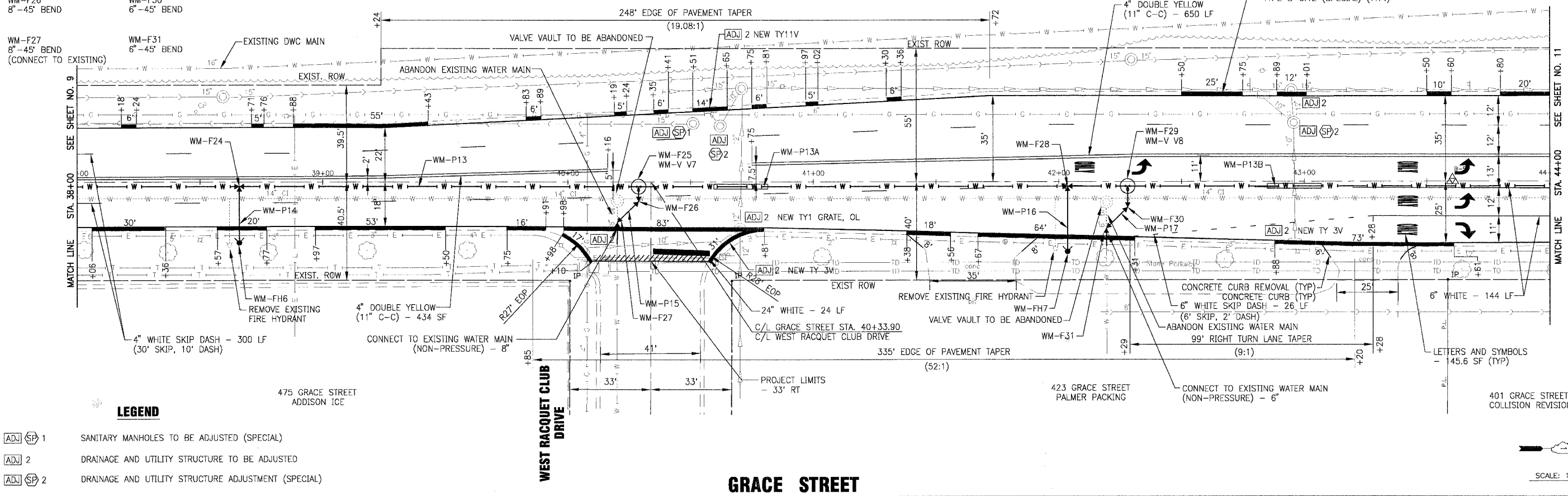
WATER VALVE VAULTS

- WM-V 7
8" GATE VALVE IN VAULT
(VALVE ATTACHED TO LINE TEE)
- WM-V 8
6" GATE VALVE IN VAULT
(VALVE ATTACHED TO LINE TEE)

FIRE HYDRANTS

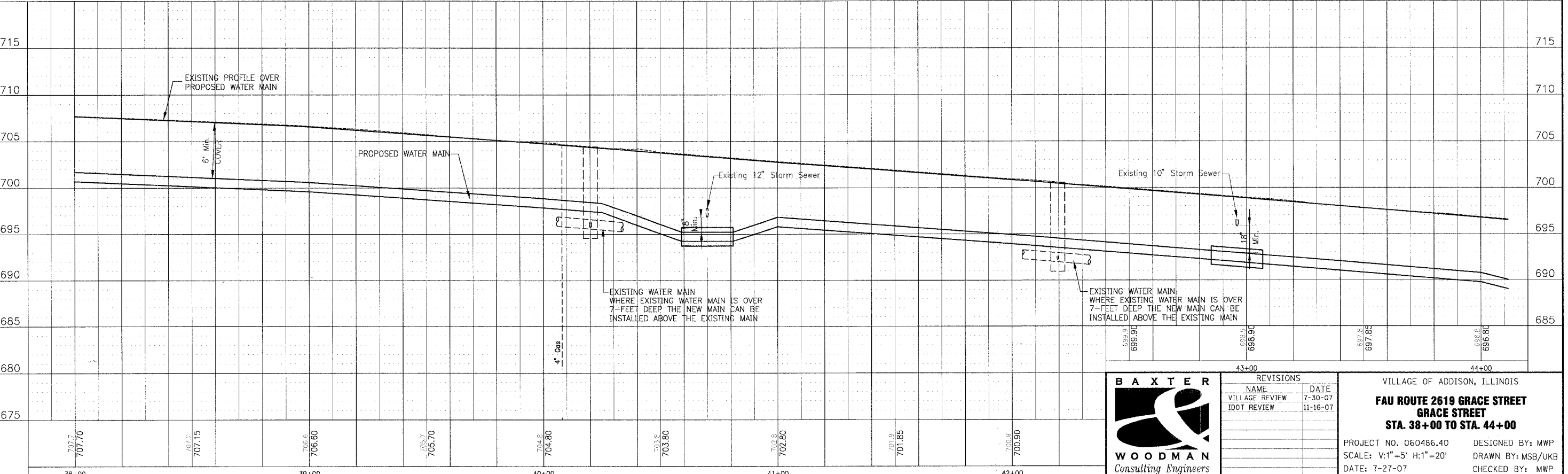
- WM-FH6
STA. 38+66
- WM-FH7
STA. 42+03
- COMBINATION CURB AND GUTTER
REMOVAL (SPECIAL) (TYP.)
- COMBINATION CONCRETE CURB AND GUTTER
TYPE B-6.12 (SPECIAL) (TYP.)

F.A.J. RTE. 2619	SECTION 06-0096-00-RS	COUNTY DUPAGE	TOTAL SHEETS 24	SHEET NO. 10
STA. 38+00		TO STA. 44+00		
FED. ROAD DIST. NO. C-91-100-07	ILLINOIS	FED AID PROJECT M-8003 (736)		
CONTRACT NO.: 83990				



LEGEND

- ADJ SP 1 SANITARY MANHOLES TO BE ADJUSTED (SPECIAL)
- ADJ 2 DRAINAGE AND UTILITY STRUCTURE TO BE ADJUSTED
- ADJ SP 2 DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL)

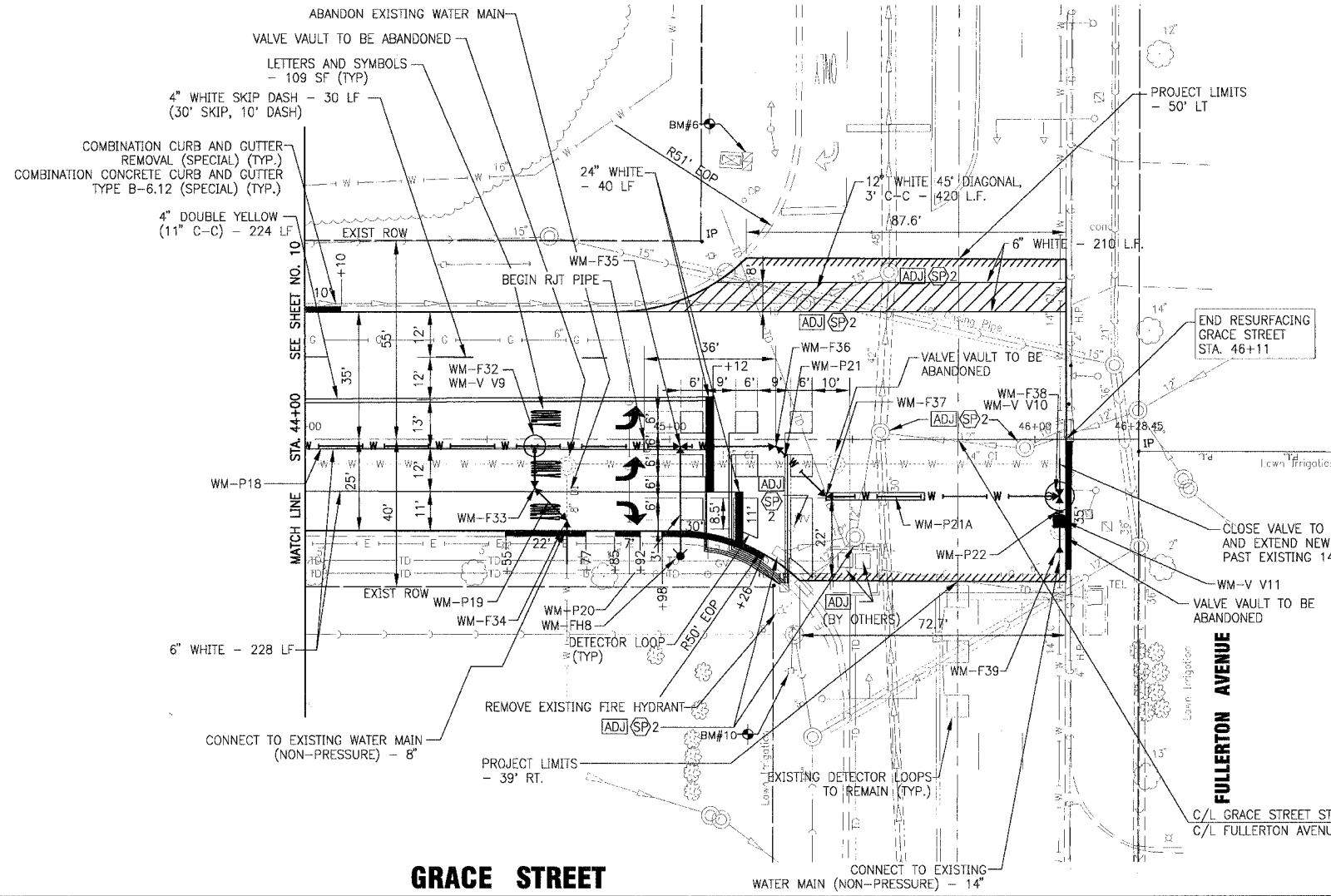


I:\ADDNA\060486 - Grace STP (LAPP)\DWG\60486\PLAN.dwg - PP-SH10
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REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS
FAU ROUTE 2619 GRACE STREET
GRACE STREET
STA. 38+00 TO STA. 44+00
 PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: V:1"=5' H:1"=20' DRAWN BY: MSB/UKB
 DATE: 7-27-07 CHECKED BY: MWP



WATER MAIN FITTINGS

- WM-F32
12"x8" TEE
(INSIDE VALVE VAULT)
- WM-F33
8"-45" BEND
- WM-F34
8"-45" BEND
(CONNECT TO EXISTING)
- WM-F 35
STA. 45+03
12"x6" TEE
- WM-F36
12"-45" BEND
- WM-F37
12"-45" BEND
- WM-F38
14"-12" TEE
- WM-F39
14" CUTTING-IN-SLEEVE

WATER MAIN PIPES

- WM-P 18
APPROX. 93 L.F. OF 12"
- WM-P 19
APPROX. 32 L.F. OF 8" (RJT)
- WM-P 20
APPROX. 25 L.F. OF 6" (RJT)
(ADDITIONAL HYDRANT LEADER)
- WM-P 21
APPROX. 118 L.F. OF 12" (RJT)
- WM-P 21A
APPROX. 27 L.F. OF 20" CASING
(INSTALLED OPEN CUT)
- WM-P 22
APPROX. 25 L.F. OF 14"

WATER VALVE VAULTS

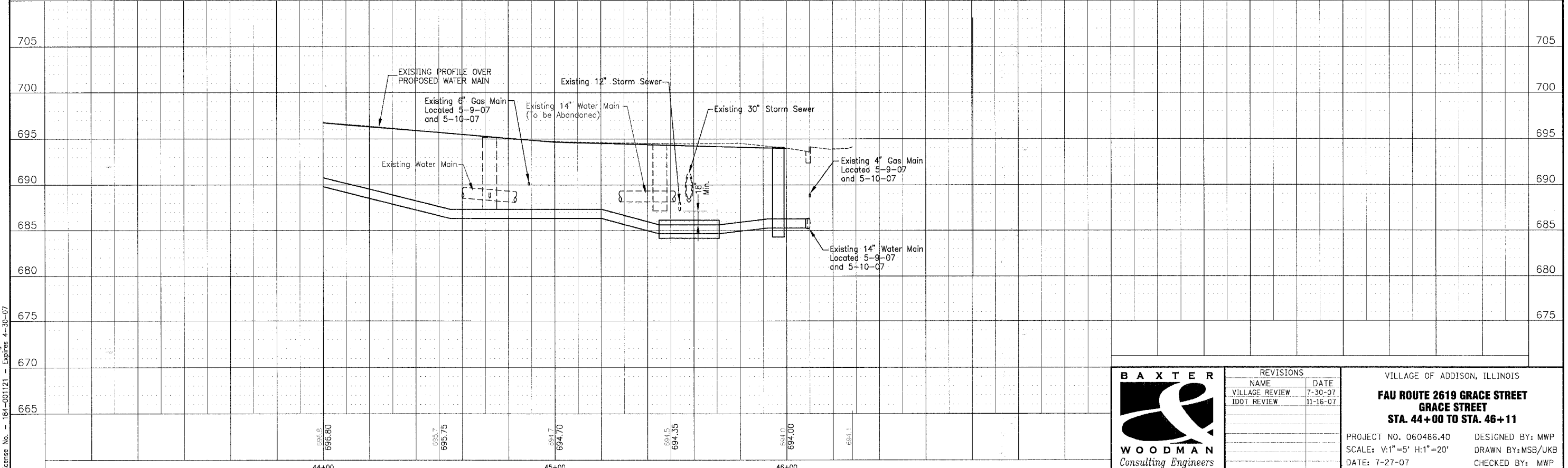
- WM-V V9
8" GATE VALVE IN VAULT
(VALVE ATTACHED TO LINE TEE)
- WM-V V10
12" GATE VALVE IN VAULT
- WM-V V11
14" GATE VALVE IN VAULT
(VALVE ATTACHED TO LINE TEE)

FIRE HYDRANTS

- WM-FH8
STA. 45+03

LEGEND

- ADJ 1 SANITARY MANHOLES TO BE ADJUSTED (SPECIAL)
- ADJ 2 DRAINAGE AND UTILITY STRUCTURE TO BE ADJUSTED
- ADJ 2 DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL)



I:\ADDMVA\060486 - Grace STP (LAPP)\DWGS\60486A\PLN.dwg - PP-SH11
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REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07



VILLAGE OF ADDISON, ILLINOIS

FAU ROUTE 2619 GRACE STREET
GRACE STREET
STA. 44+00 TO STA. 46+11

PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: V:1"=5' H:1"=20' DRAWN BY: MSB/UKB
 DATE: 7-27-07 CHECKED BY: MWP

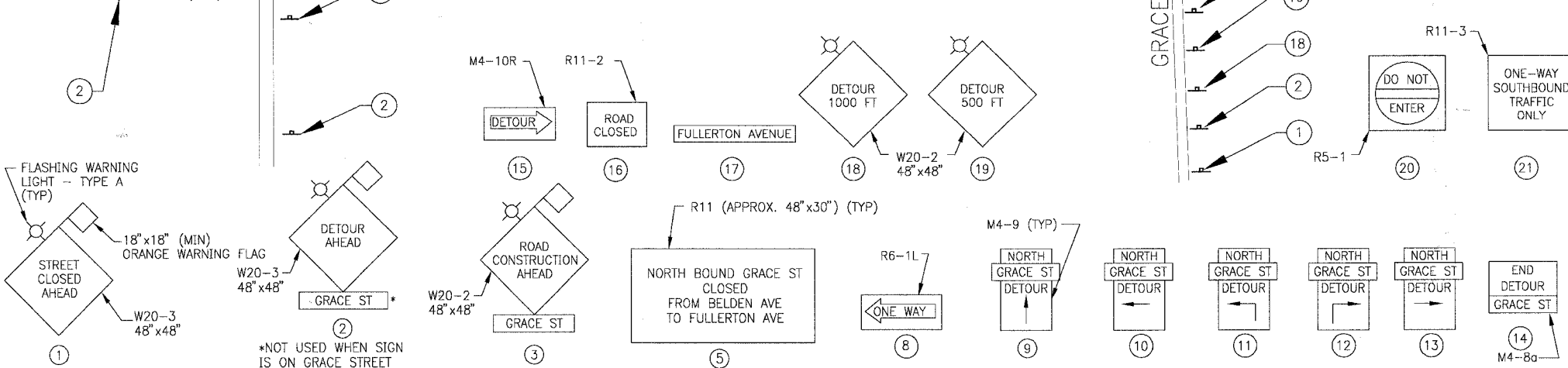
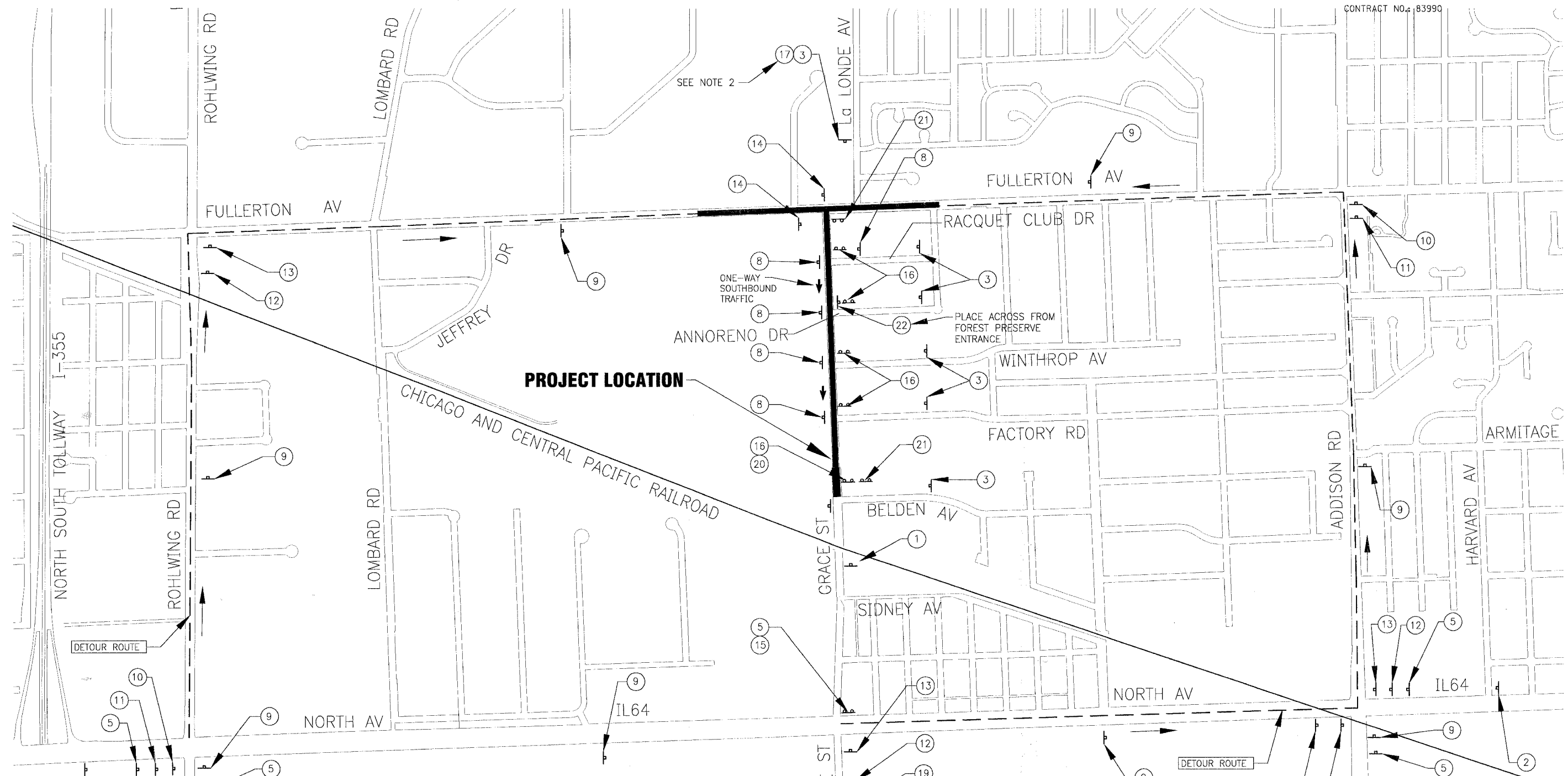
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2619	06-0096-00-RS	DUPAGE	24	12
STA.	TO STA.			
FED. ROAD DIST. NO. C-91-100-07	ILLINOIS	FED AID PROJECT M-8003 (736)		

LEGEND

-  SIGN
-  TYPE III BARRICADE

NOTES:

1. DETOUR SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE DURATION OF THE DETOUR.
2. REMOVE AFTER STAGE II



REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

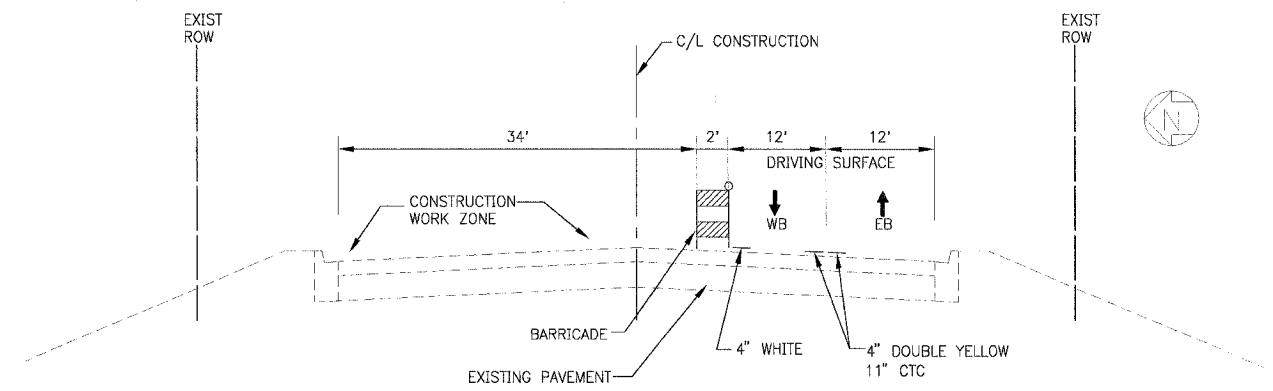
VILLAGE OF ADDISON, ILLINOIS
FAU ROUTE 2619 GRACE STREET
MAINTENANCE OF TRAFFIC
GRACE STREET TRAFFIC DETOUR

PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: 1" = 500' DRAWN BY: UKB
 DATE: 7-27-07 CHECKED BY: MWP

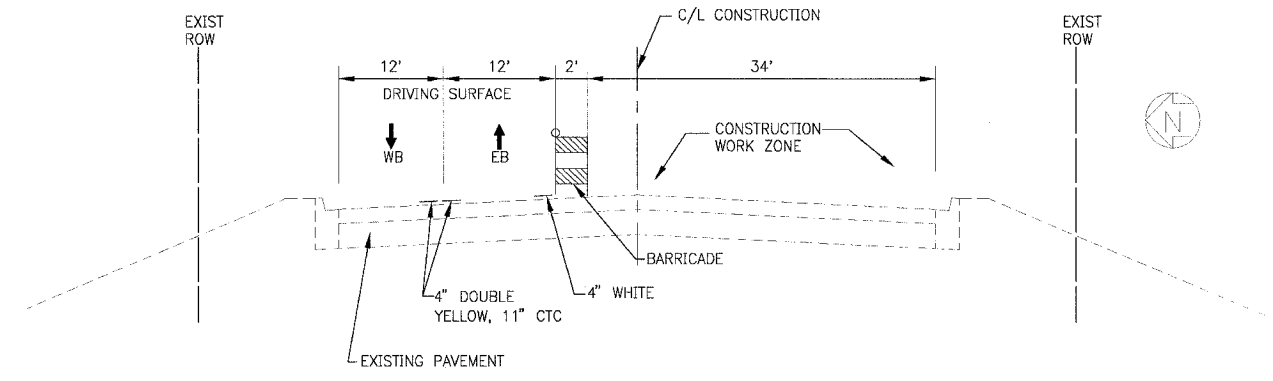
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-0096-00-RS	DUPAGE	24	13
STA.		TO STA.		
FED. ROAD DIST. NO. C-91-100-07		ILLINOIS	FED AID PROJECT M-8003 (736)	

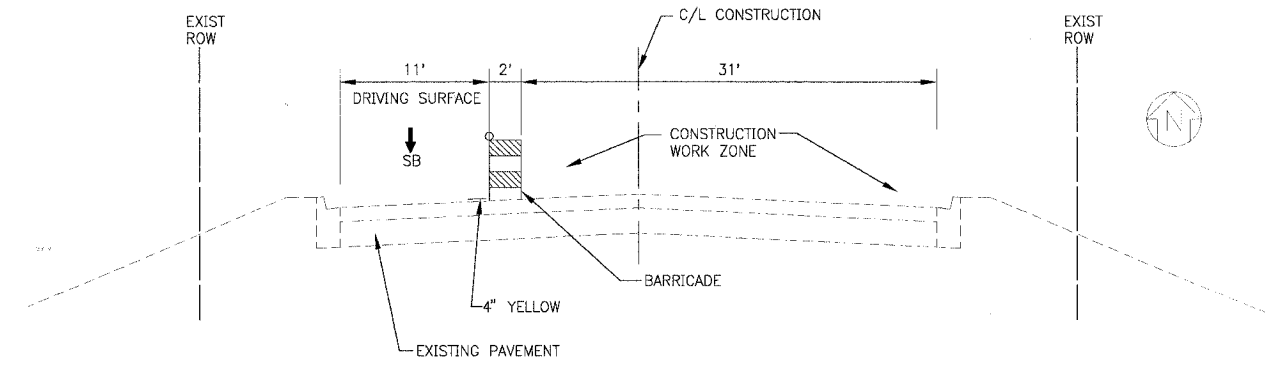
CONTRACT NO.: 83990



**STAGE I TYPICAL SECTION
FULLERTON AVENUE**



**STAGE II TYPICAL SECTION
FULLERTON AVENUE**



**STAGE I, II, III TYPICAL SECTION
GRACE STREET**

MAINTENANCE OF TRAFFIC AND CONSTRUCTION STAGING

CONSTRUCTION HOURS.
CONSTRUCTION ACTIVITY WITHIN THE PROJECT LIMITS SHALL OCCUR BETWEEN 7:00 AM AND 7:00 PM IN ACCORDANCE WITH THE VILLAGE ORDINANCE.

EMERGENCY SERVICES NOTIFICATION.
EMERGENCY ACCESS SHALL BE MAINTAINED AT ALL TIMES.

THE CONTRACTOR SHALL ADVISE ALL EMERGENCY RESPONDERS A MINIMUM OF 3 DAYS IN ADVANCE OF CONSTRUCTION ACTIVITIES WHICH IMPACT ALL EMERGENCY SERVICES. THIS WILL INCLUDE, BUT IS NOT LIMITED TO, THE ADDISON FIRE DEPARTMENT.

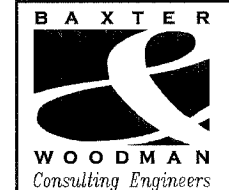
GENERAL NOTES

1. THE CONTRACTOR SHALL MAINTAIN EXISTING LANE WIDTHS FOR TRAFFIC FLOW THROUGHOUT THE DURATION OF THE CONTRACT UNLESS OTHERWISE DETERMINED BY THE ENGINEER.
2. ALL SIDE STREETS SHALL BE OPEN TO TRAFFIC THROUGHOUT THE DURATION OF THE CONTRACT.
3. DURING FULLERTON AVENUE WATERMAIN WORK, THE VILLAGE WILL OPERATE THE FULLERTON/GRACE AND FULLERTON/LA LONDE TRAFFIC SIGNALS IN FLASHING RED/STOP CONTROL MODE.
4. THE CONTRACTOR SHALL NOTIFY THE VILLAGE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION OPERATIONS INVOLVING THE TEMPORARY CLOSING OF DRIVES OR THE ROADWAY. THE CONTRACTOR SHALL PROVIDE A 48-HOUR NOTICE TO AFFECTED PARTIES BY DISTRIBUTING WRITTEN NOTICES AND/OR POSTING SIGNS.
5. BUSINESSES SHALL HAVE ACCESS TO THEIR DRIVES.
6. THE ENGINEER SHALL BE INFORMED 72-HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
7. TYPE I BARRICADES, BARRELS AND VERTICAL PANELS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURN LIGHTS AND SHALL BE PLACED AT 50-FOOT INTERVALS ALONG THE PROPOSED CONSTRUCTION ZONE AND 25-FOOT INTERVALS WITHIN TAPER SECTIONS OR AS DETERMINED BY THE ENGINEER.
8. UTILIZE SHORT TERM PAVEMENT MARKINGS ON FULLERTON AVENUE AND GRACE STREET. SHORT-TERM PAVEMENT MARKINGS SHALL NOT DAMAGE EXISTING PAVEMENT MARKINGS TO REMAIN. ANY AND ALL REPLACEMENT OF EXISTING PAVEMENT MARKINGS, AS DETERMINED BY THE ENGINEER, SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL DETOUR.
9. ALL SHORT-TERM PAVEMENT MARKINGS SHOWING DETERIORATION SHALL BE REPLACED BY THE CONTRACTOR AS DETERMINED BY THE ENGINEER. ALL MARKINGS REQUIRING REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
10. THE FURNISHING, INSTALLING AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL DETOUR.
11. CONTRACTOR SHALL ESTABLISH A 30 MPH CONSTRUCTION ZONE SPEED LIMIT.

SUGGESTED CONSTRUCTION STAGING

- STAGE I:** INSTALL TRAFFIC DETOUR. SET GRACE STREET AND FULLERTON AVENUE AND LA LONDE AVENUE AND FULLERTON AVENUE INTERSECTION TRAFFIC SIGNALS TO FLASHING RED/STOP CONTROL MODE. SET UP LANE CLOSURE AND SIGNAGE ON FULLERTON AVENUE PER HIGHWAY STANDARDS. MOVE TRAFFIC TO SOUTH SIDE OF FULLERTON AVENUE. INSTALL WATER MAIN ON THE NORTH SIDE OF FULLERTON AVENUE. PROVIDE TEMPORARY PAVEMENT ON ALL TRENCHES.
- STAGE II:** SWITCH FULLERTON AVENUE TRAFFIC TO NORTH SIDE OF PAVEMENT PER HIGHWAY STANDARDS. INSTALL WATER MAIN ON THE SOUTH SIDE OF FULLERTON AVENUE. PROVIDE TEMPORARY PAVEMENT ON ALL TRENCHES. OPEN FULLERTON AVENUE TO TRAFFIC AND RESTORE ALL TRAFFIC SIGNALS TO NORMAL OPERATION.
- STAGE III:** INSTALL WATER MAIN ON GRACE STREET. PROVIDE TEMPORARY PAVEMENT ON ALL TRENCHES. REMOVE GRACE STREET TRAFFIC DETOUR.
- STAGE IV:** COMPLETE CURB REMOVAL AND REPLACEMENT, MILLING, PATCHING, RESURFACING AND PAVEMENT MARKINGS.

I:\ADDM\060486 - Grace STP (JAPP)\DWG\060486-MAINT-TRFC-STC-NIES.dwg - SH13
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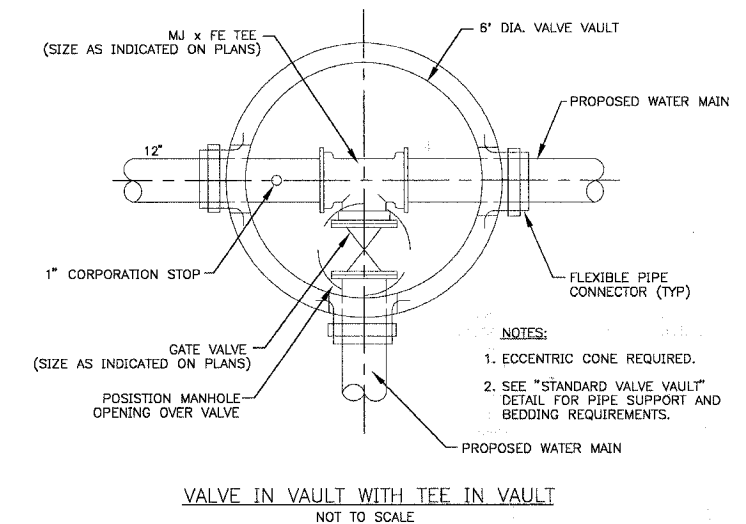
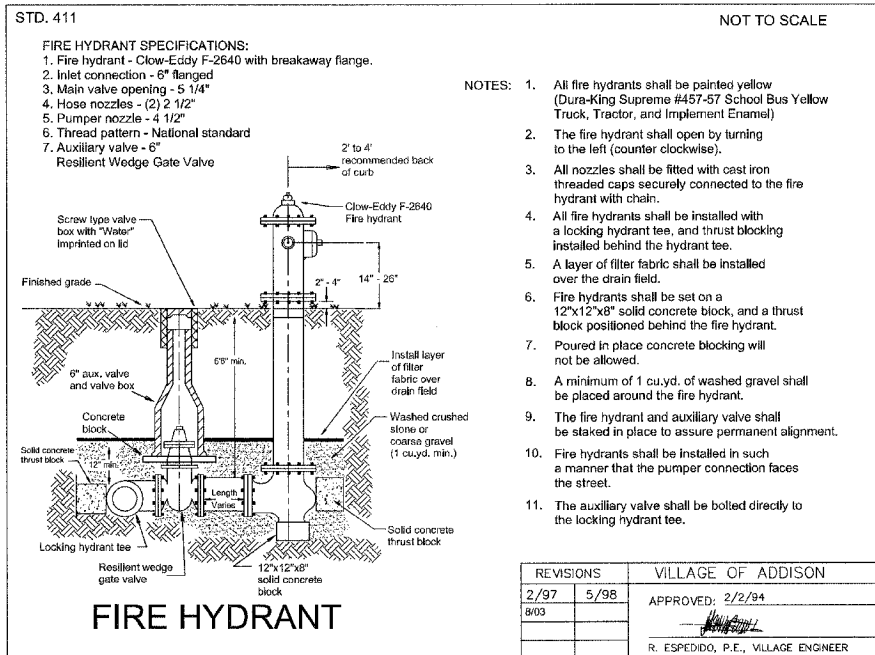
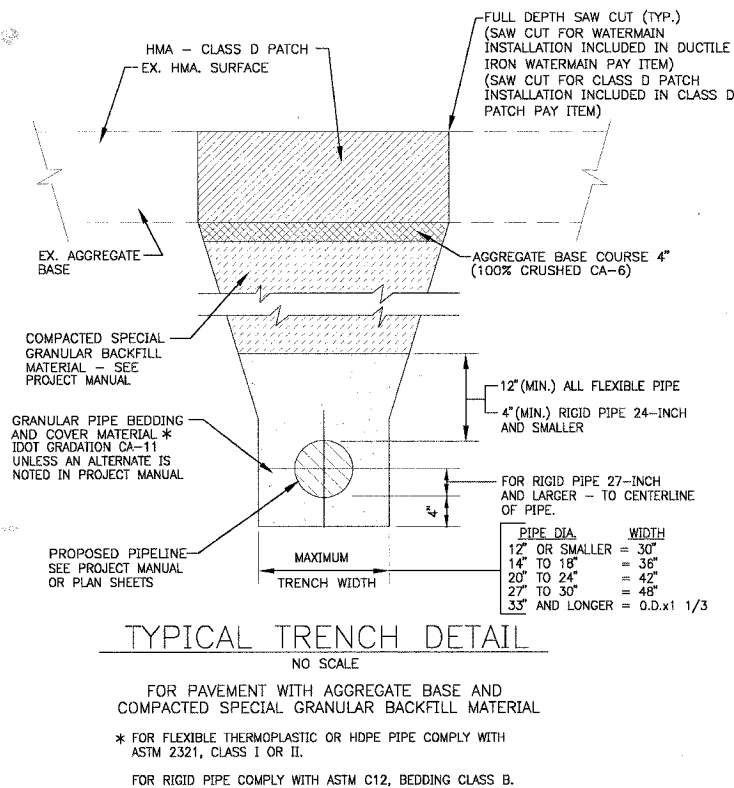
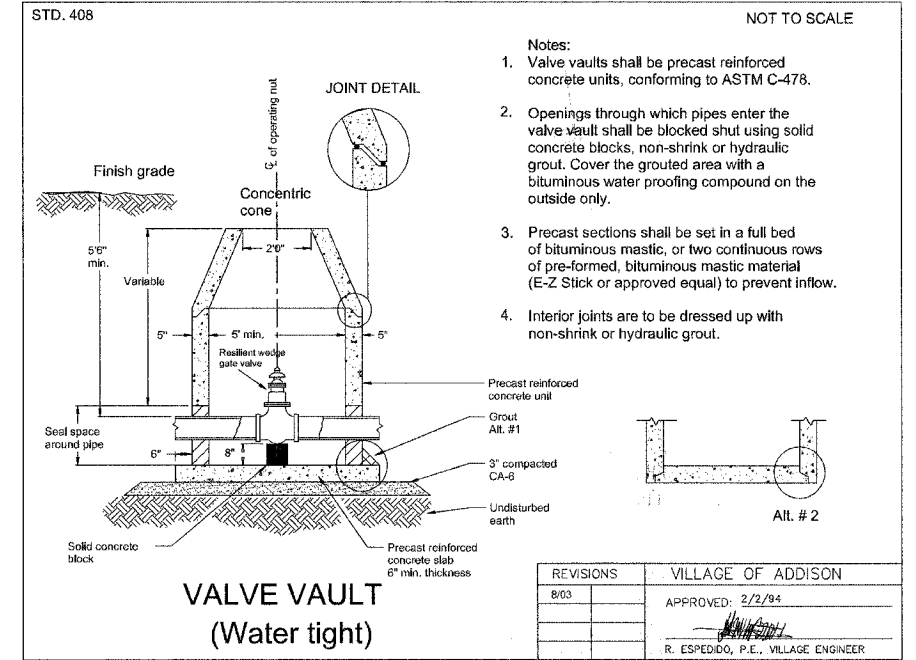
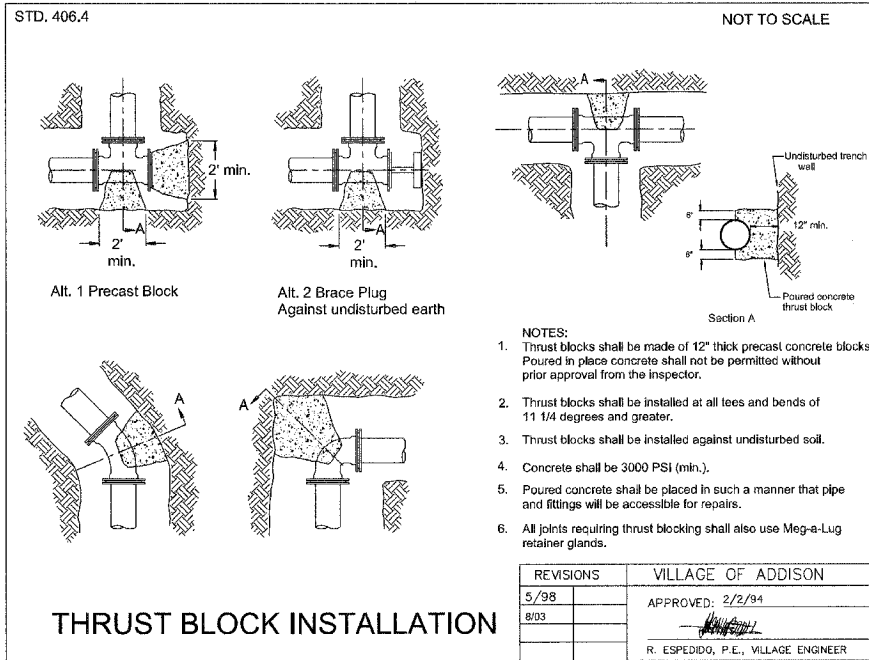
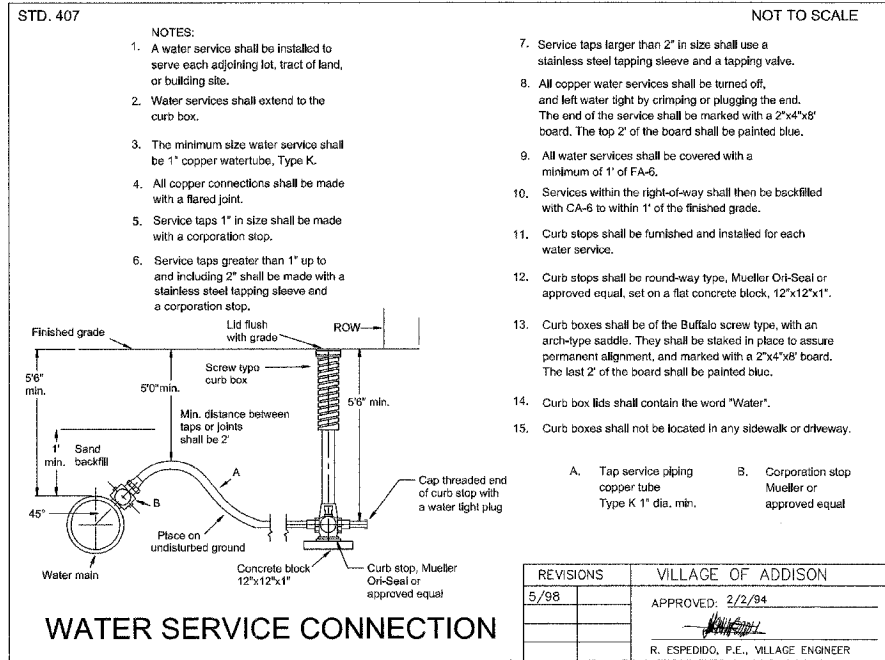


REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS

**FAU ROUTE 2619 GRACE STREET
MAINTENANCE OF TRAFFIC AND
CONSTRUCTION STAGING**

PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: DRAWN BY: UKB
 DATE: 7-27-07 CHECKED BY: MWP



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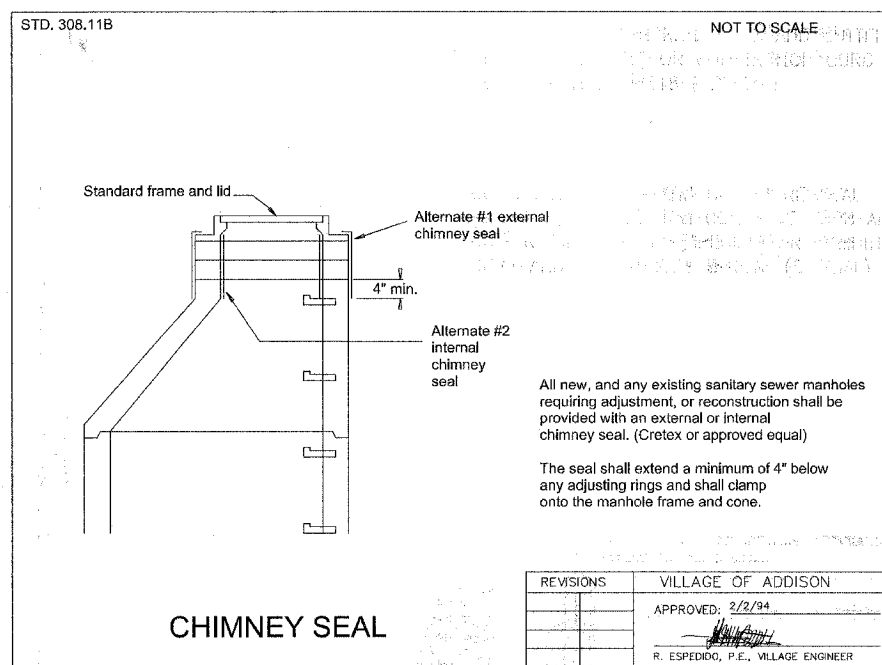
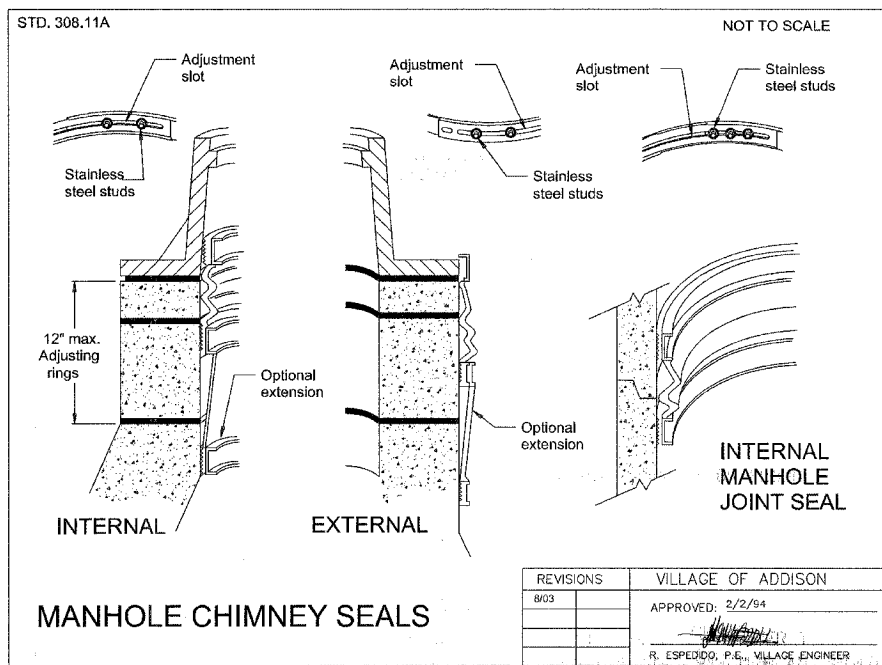
REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS

FAU ROUTE 2619 GRACE STREET

MISCELLANEOUS DETAILS

PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: NONE DRAWN BY: MSB
 DATE: 7-27-07 CHECKED BY: MWP



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 Date: 7/30/07 by: Baxter & Woodman, Inc.
 State: Illinois - Professional Design Firm
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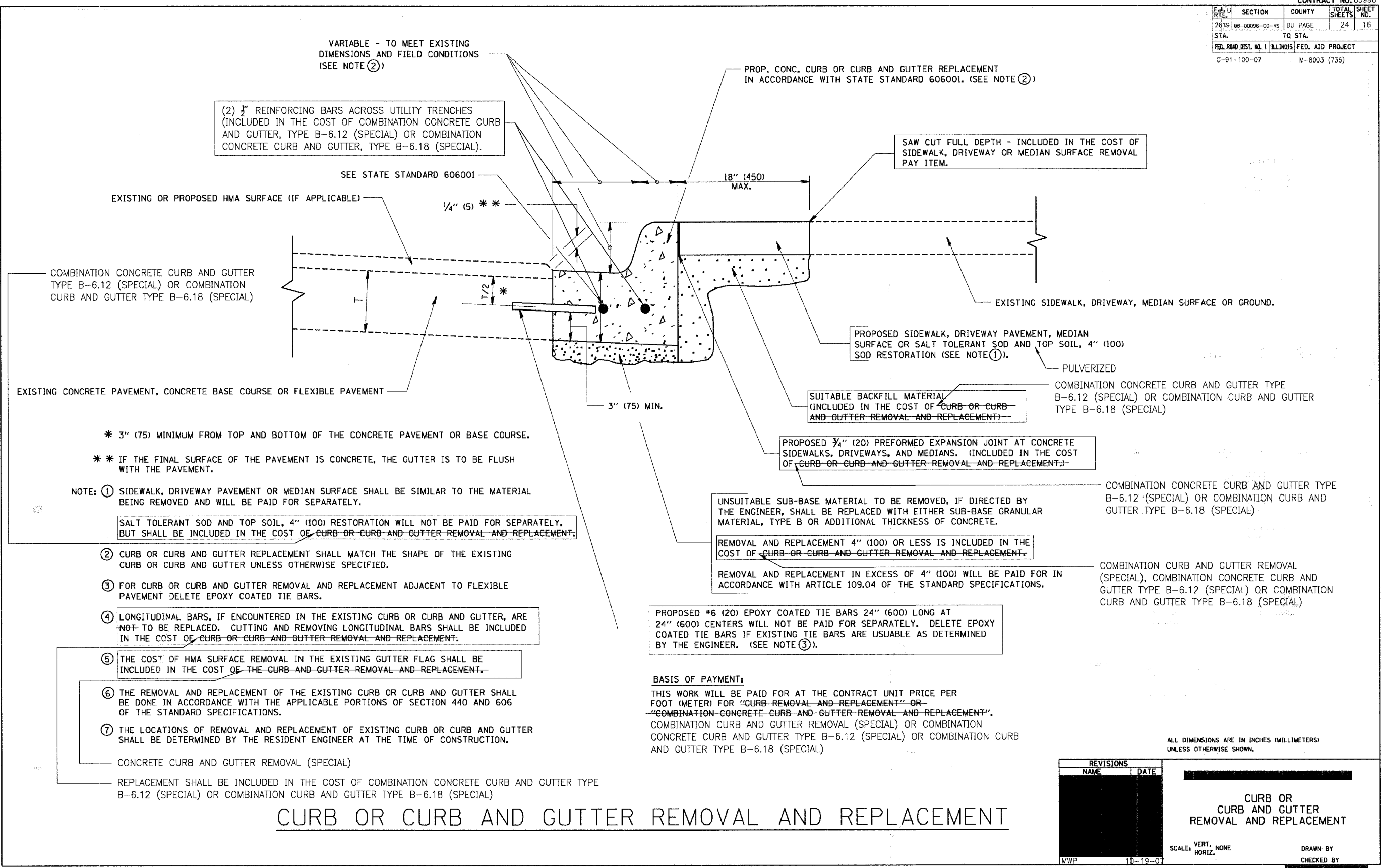


REVISIONS	
NAME	DATE
VILLAGE REVIEW	7-30-07
IDOT REVIEW	11-16-07

VILLAGE OF ADDISON, ILLINOIS
**FAU ROUTE 2619 GRACE STREET
 MISCELLANEOUS DETAILS**

PROJECT NO. 060486.40 DESIGNED BY: MWP
 SCALE: NONE DRAWN BY: MSB
 DATE: 7-27-07 CHECKED BY: MWP

CONTRACT NO. 83990			
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-00096-00-RS	24	16
STA. TO STA.		DU PAGE	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
C-91-100-07		M-8003 (736)	



CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

REVISIONS	
NAME	DATE

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

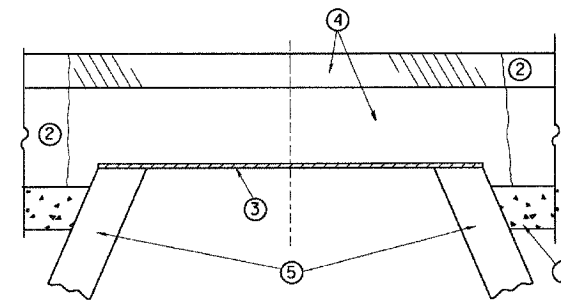
SCALE: VERT. NONE
HORIZ. 10-19-07

DRAWN BY
CHECKED BY

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 Plotted: 11/20/07 @ 2:25pm By: 594c
 State of Illinois - Professional Engineer Firm
 License No.: 184-00112 - Expires 4-30-07

PLOT DATE: 11/20/07
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 USER NAME: bdi00

F.A. L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-00096-00-RS	DU PAGE	24	17
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
C-91-100-07		M-8003 (736)		



CONSTRUCTION PROCEDURES

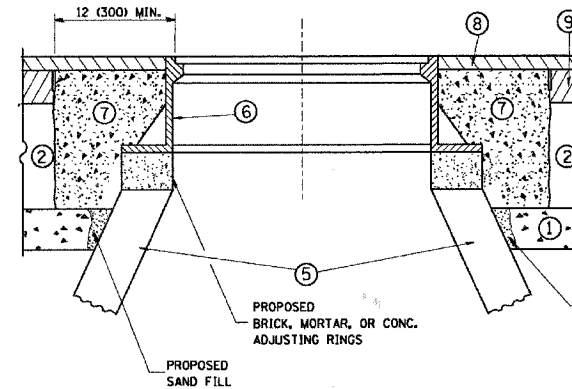
STAGE 1 (BEFORE PAVEMENT MILLING)

- 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 1 1/2 (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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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 SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

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.

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

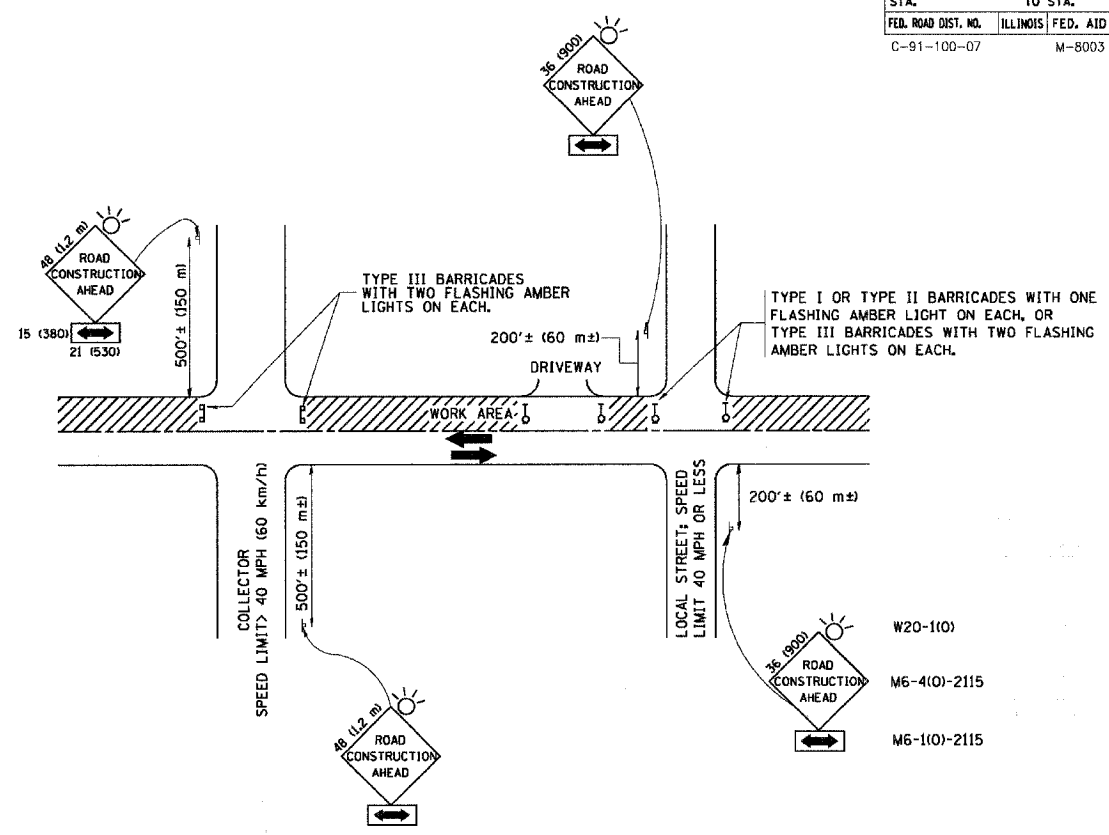
REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/98
R. SHAH	03/10/98
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY
BD600-03 (BD-B)

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-00096-00-RS	DU PAGE	24	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
C-91-100-07		M-8003 (736)		



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - 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.**

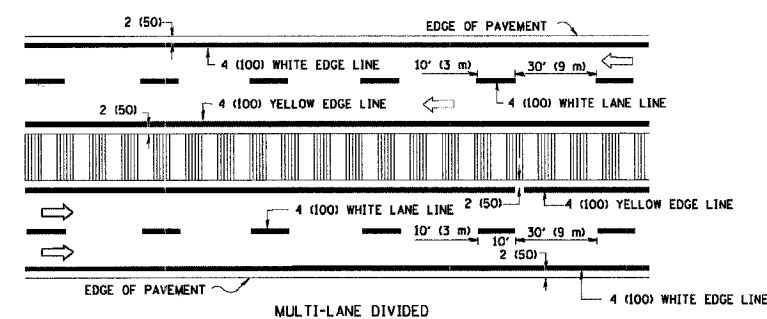
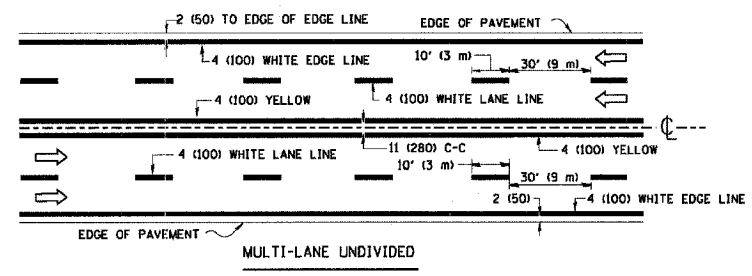
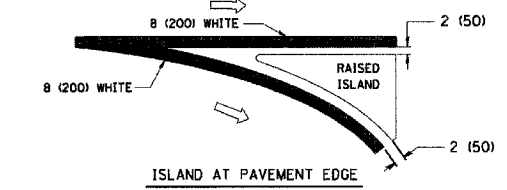
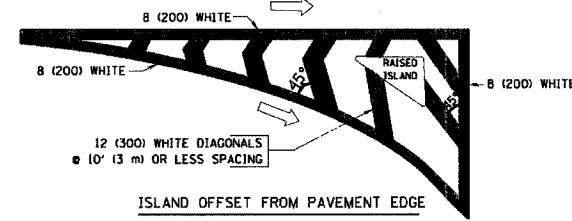
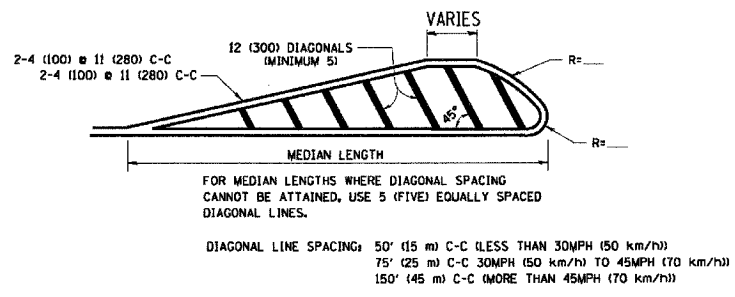
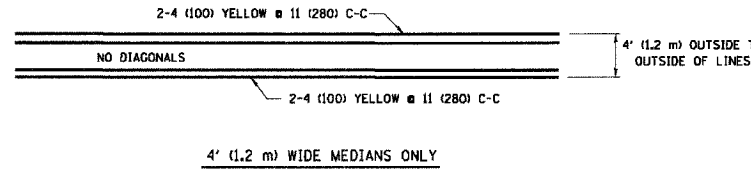
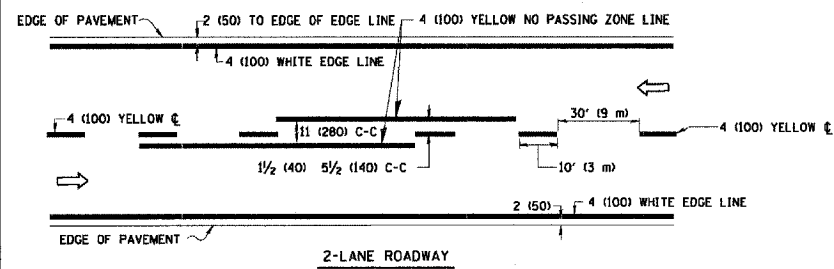
All dimensions are in millimeters (inches) unless otherwise shown.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/16/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL AND PROTECTION
 FOR
 SIDE ROADS, INTERSECTIONS, AND
 DRIVEWAYS

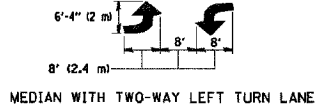
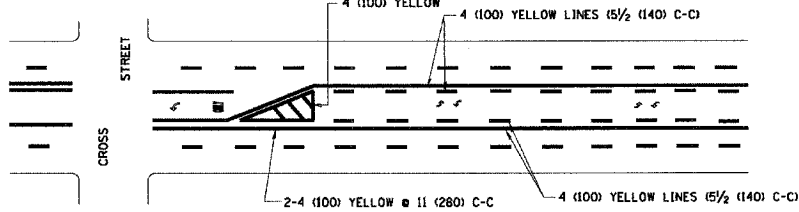
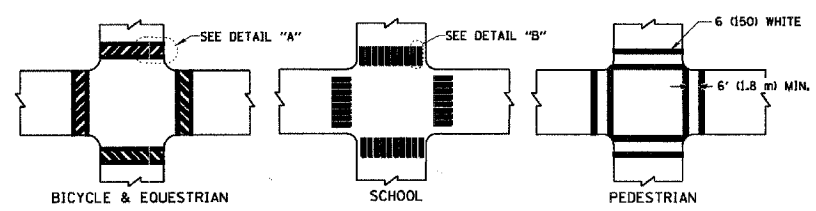
SCALE: NONE
 DRAWN BY
 CHECKED BY
 TC-10

F.A.U. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619 06-00098-00-RS	DU PAGE	24	20
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		
C-91-100-07	M-8003 (736)		

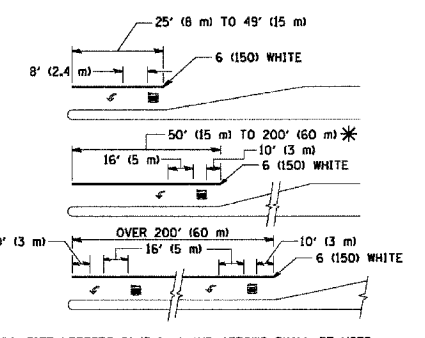


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL TURN LANE 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	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 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" (5' (1.8 m) LETTERS); 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"-3.6 SQ. FT. (0.33 m²) EACH "X"-54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

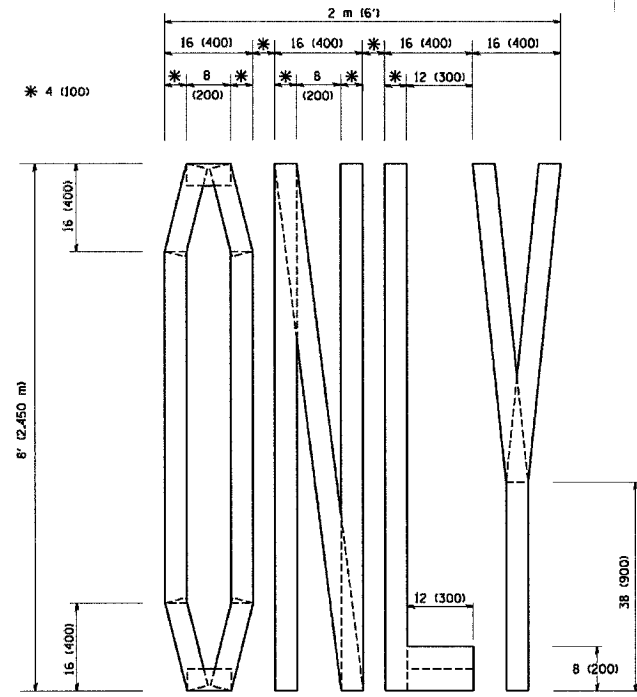
TYPICAL PAVEMENT MARKINGS

SCALE: NONE

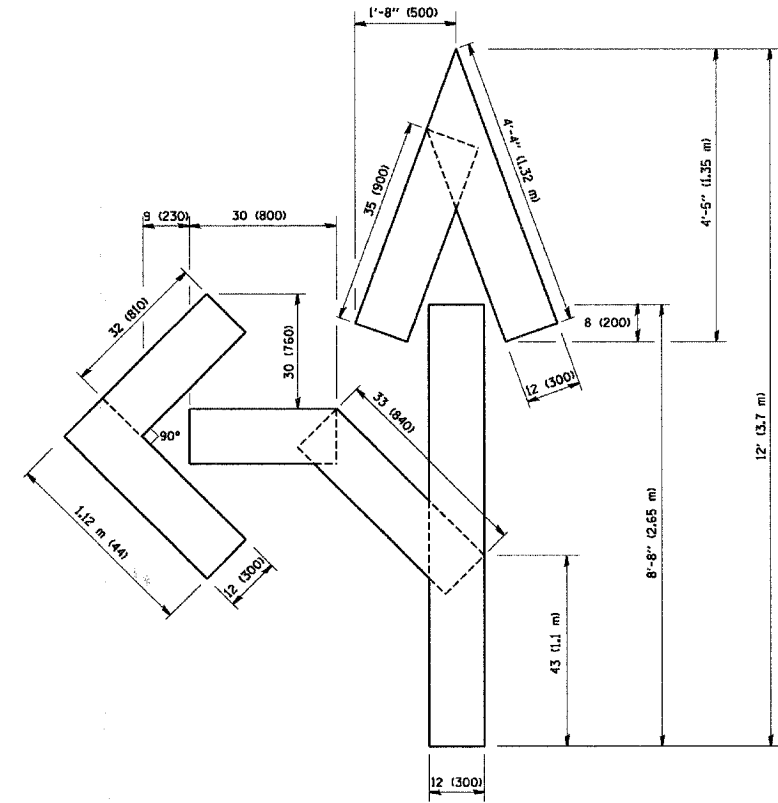
DRAWN BY CADD
CHECKED BY

TC-13

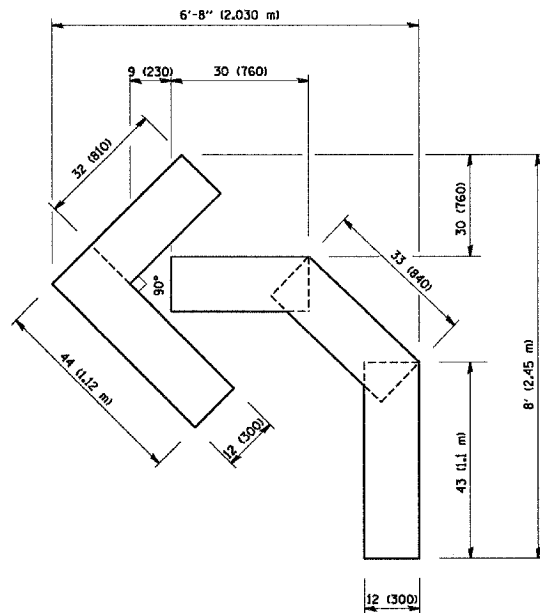
F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-00096-00-RS	DU PAGE	24	21
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
C-91-100-07		M-8003 (736)		



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.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
LETTERS AND SYMBOLS
FOR TRAFFIC STAGING

SCALE: NONE

DRAWN BY CADD

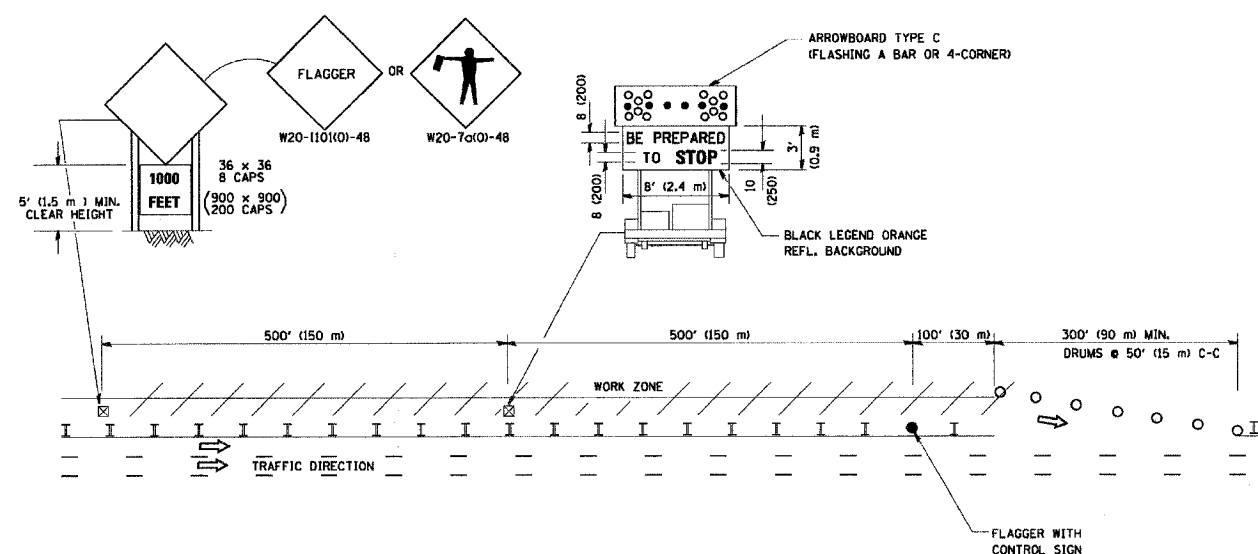
CHECKED BY

TC-16

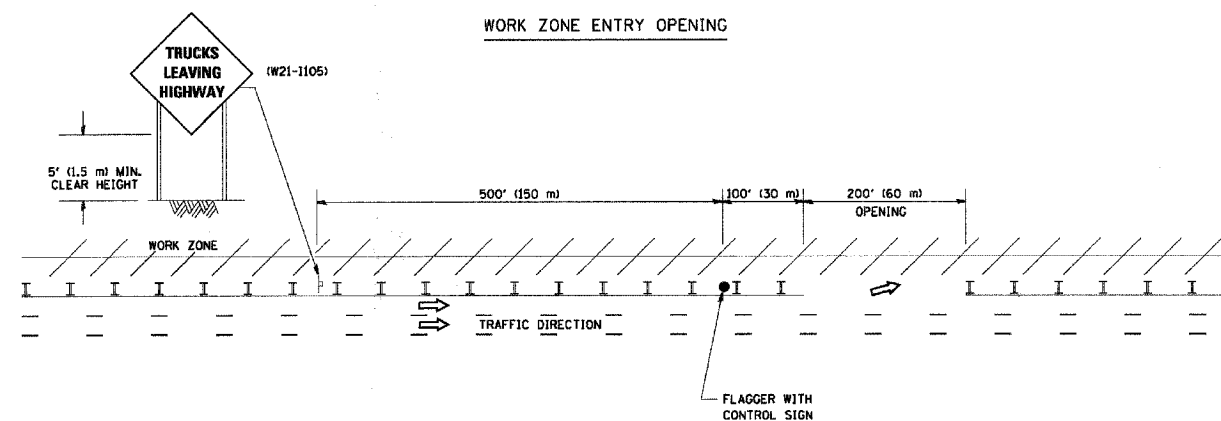
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	08-00096-00-RS	DU PAGE	24	22
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
C-91-100-07	M-8003 (736)			

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03
JAF	2/06
SPB	1/07

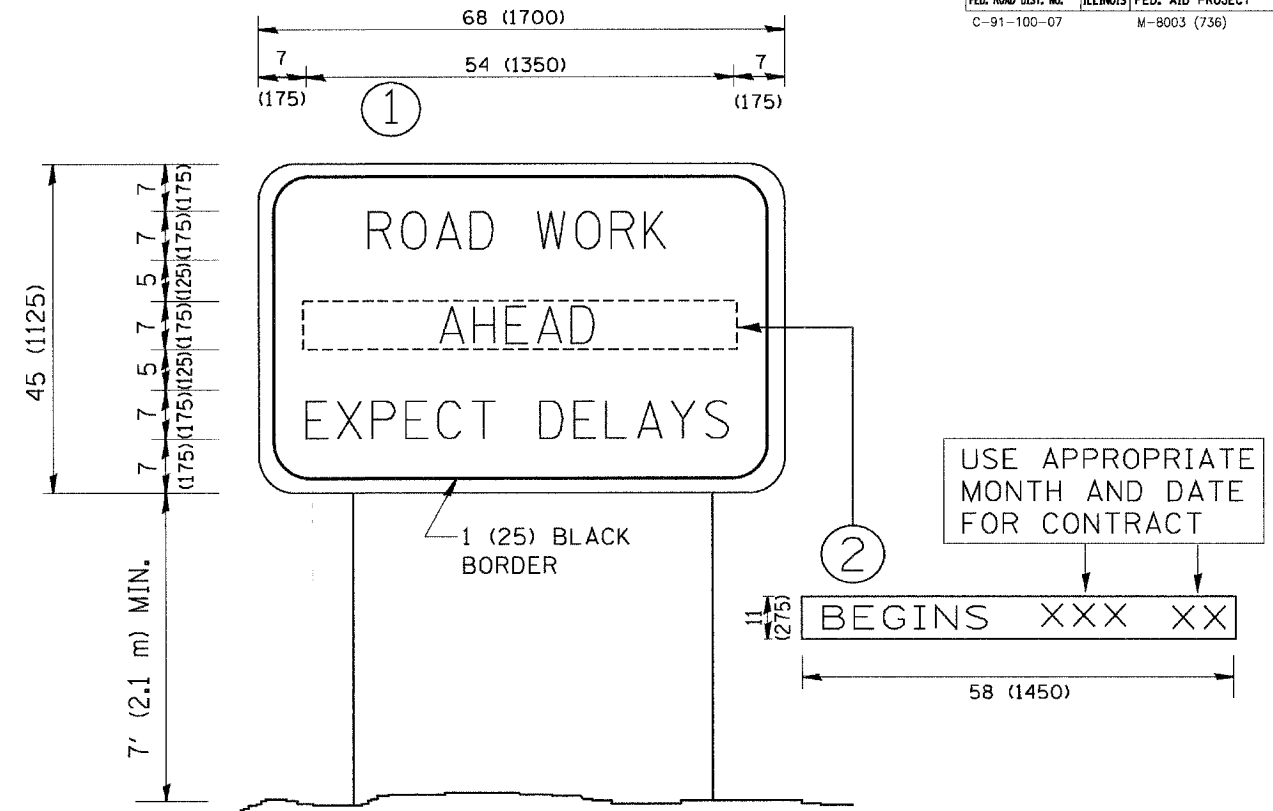
ILLINOIS DEPARTMENT OF TRANSPORTATION
SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS

SCALE: NONE

DRAWN BY CADD
CHECKED BY
TC-18

PLOT DATE = 8/7/2007
FILE NAME = K:\Users\cadd\My Documents\83990\83990.dwg
PLOT SCALE = 1/8" = 1'-0"
USER NAME = cadd

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-00098-00-RS	DU PAGE	24	23
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
C-91-100-07		M-8003 (736)		



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.

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION
**ARTERIAL ROAD
 INFORMATION SIGN**

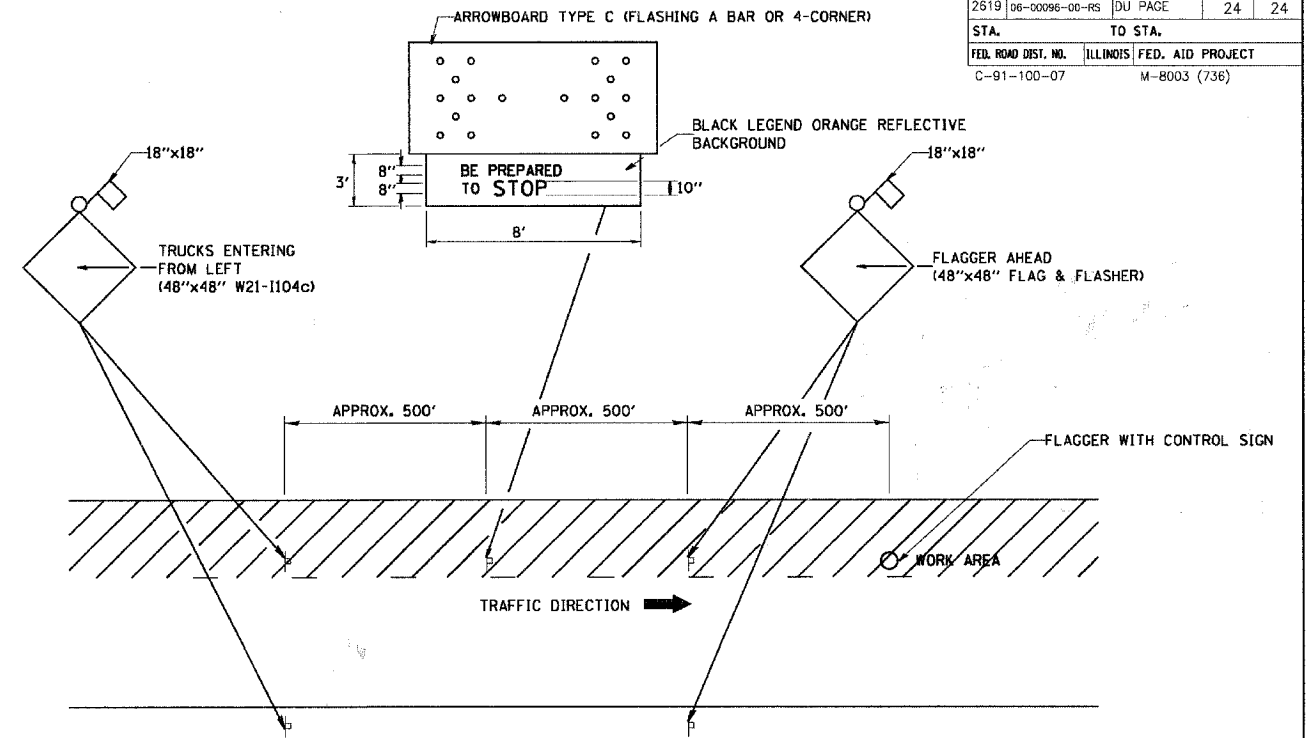
SCALE: NONE

DRAWN BY DESIGN

CHECKED BY

TC22

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2619	06-00096-00-RS	DU PAGE	24	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
C-91-100-07		M-8003 (736)		



METHOD OF FLAGGING.

NOTE:

1. SIGNS SHALL BE MOUNTED AT A MINIMUM CLEARANCE HEIGHT OF 5 FEET
2. ALL SIGNS SHALL BE REMOVED WHEN THE FLAGGING OPERATION CEASES.
3. THIS CASE ALSO APPLIES WHEN THE WORK ZONE IS ON THE RIGHT. UNDER THESE CONDITIONS "TRUCKS ENTERING FROM RIGHT" SIGNS SHALL BE SUBSTITUTED FOR "TRUCKS ENTERING FROM LEFT" SIGNS. ALSO THE ARROWBOARD AND "BE PREPARED TO STOP" SIGNS SHALL BE RELOCATED TO THE RIGHT SIDE OF THE ROAD.
4. WORK ZONE ACCESS POINTS SHOULD BE A MINIMUM OF ONE HALF MILE APART. MEDIAN WORK ZONE ACCESS POINTS SHOULD NOT BE LOCATED OPPOSITE OF EACH OTHER.
5. NIGHTTIME FLAGGING OPERATIONS: THE FLAG STATION SHALL BE LIGHTED WITH ADDITIONAL LIGHTS OTHER THAN STREET LIGHTS. THE FLAGGER CONTROL SIGN AND THE FLAGGER'S VEST SHALL BE REFLECTORIZED. IN ADDITION, THE FLAGGER SHALL HAVE A FLASHLIGHT OR LIGHTED WAND.

REVISIONS	
NAME	DATE
RAY RITCHIE	5/10/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
METHOD OF FLAGGING

SCALE: NOT TO SCALE
DATE: 2/15/2006

DRAWN BY C.A.D.
CHECKED BY
BM-14

REVISION DATE: 05/10/00