

F.A.U. R.F.E. 2995	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 63092		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

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

PROJECT LOCATED WITHIN THE VILLAGE OF GLEN ELLYN

TRAFFIC DATA - RIFORD ROAD
 POSTED SPEED: 30MPH
 DESIGN SPEED: 30MPH
 CURRENT ADT (2006): 2,800 VPD
 DESIGN ADT (2030): 3,000 VPD

DESIGN DESIGNATION
 URBAN COLLECTOR

TRAFFIC DATA - ST. CHARLES ROAD
 POSTED SPEED: 35MPH
 DESIGN SPEED: 40MPH
 CURRENT ADT (2006): 21,000 VPD
 DESIGN ADT (2030): 24,000 VPD

DESIGN DESIGNATION
 ARTERIAL

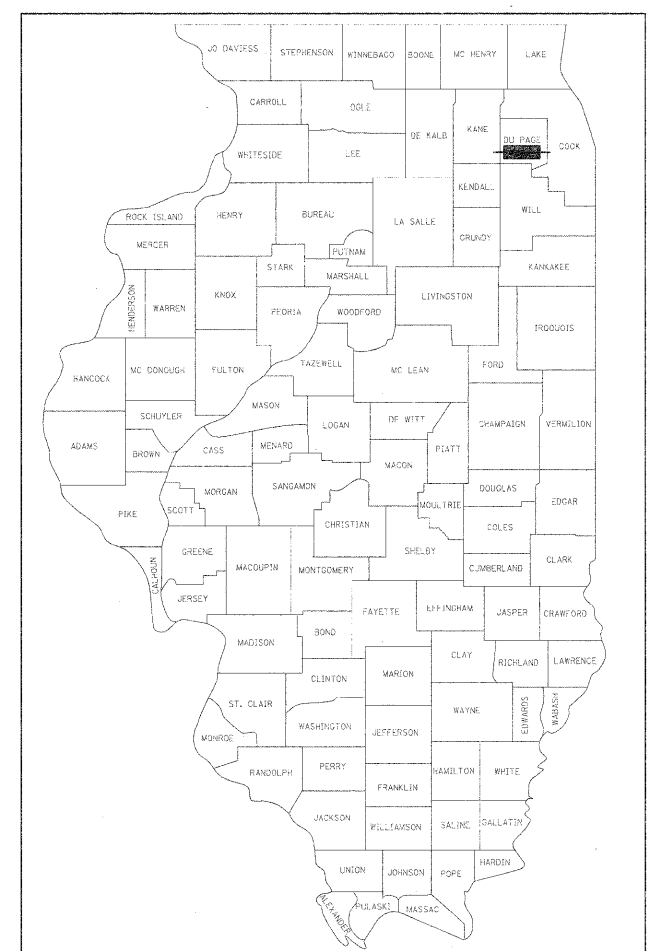
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID PROJECT

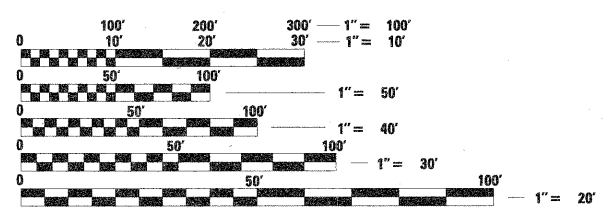
FAU 2995 (RIFORD ROAD)
 SECTION NO.: 05-00068-00-FP
 FAU 1409 (CRESCENT BLVD) TO FAU 1397 (ST. CHARLES RD)
 ROADWAY RECONSTRUCTION AND WIDENING

PROJECT NO.: M-8003 (588)
 JOB NO.: C-91-159-06

VILLAGE OF GLEN ELLYN
 DUPAGE COUNTY

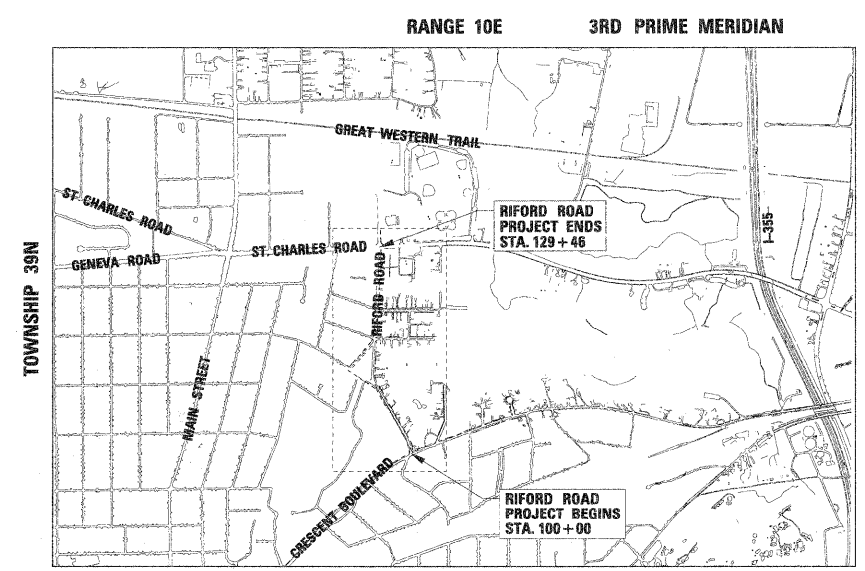


LOCATION OF SECTION INDICATED THIS: - [shaded area] -



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



LOCATION MAP

SCALE: 1" = 0.2 MILES

MILTON TOWNSHIP
 TOWNSHIP: 39N
 RANGE: 10E

GROSS LENGTH OF PROJECT = 2946 LINEAL FEET (0.56 MILES)
 NET LENGTH OF PROJECT = 2946 LINEAL FEET (0.56 MILES)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

APPROVED Dec 01 20 09
Joseph M. Caracini
 GLEN ELLYN DIRECTOR OF PUBLIC WORKS

PASSED DECEMBER 3 20 09
Cheryl A. Holt
 DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID
 BASED ON LIMITED REVIEW DECEMBER 11, 20 09
Diana M. D'Keefe
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER



Matthew A. Papirnik
 MATTHEW A. PAPIRNIK, P.E. ENGINEER
 ILLINOIS REGISTRATION No. 062-052094
 EXPIRATION DATE: 11/30/2011
 APPLIES TO ALL SHEETS EXCEPT FOR THOSE LISTED BELOW



David E. Mertz
 DAVID E. MERTZ, P.E. ENGINEER
 ILLINOIS REGISTRATION No. 062-052068
 EXPIRATION DATE: 11/30/2011
 APPLIES TO SHEETS 84-87

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ASSOCIATE FIELD ENGINEER: MARLIN SOLOMON, P.E. 847-705-4407

IL DESIGN FIRM
 NO. 184-001310



EXP. 04/30/2011

CONTRACT NO. 63092

INDEX OF SHEETS

IDOT STANDARD DETAILS

IDOT DISTRICT ONE
STANDARD DETAILS

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FROM	TO	
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3		GENERAL NOTES
4	TO 12	SUMMARY OF QUANTITIES
13		SCHEDULE OF QUANTITIES
14	TO 15	ALIGNMENT, TIES AND BENCHMARKS
16	TO 17	PLATS OF HIGHWAYS
18	TO 19	TYPICAL SECTIONS - EXISTING
20	TO 23	TYPICAL SECTIONS - PROPOSED
24		MAINTENANCE OF TRAFFIC GENERAL NOTES
25		MAINTENANCE OF TRAFFIC DETOUR PLAN
26	TO 27	MAINTENANCE OF TRAFFIC PLAN
28	TO 32	REMOVAL PLAN
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85		TEMPORARY TRAFFIC SIGNAL CABLE PLAN
86		TRAFFIC SIGNAL MODIFICATION PLAN
87		TRAFFIC SIGNAL CABLE PLAN, SCHEDULE OF QUANTITIES, AND SEQUENCE OF OPERATIONS
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112	TO 141	CROSS SECTIONS

DRAWING NUMBER	TITLE
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH BITUMINOUS CONCRETE BINDER AND SURFACE COURSES
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
602001-01	CATCH BASIN, TYPE A
602301-02	INLET, TYPE A
602401-02	MANHOLE, TYPE A
602406-03	MANHOLE, TYPE A, 1.8m (72") DIAMETER
602501-01	VALVE VAULT, TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-03	FRAME AND LIDS, TYPE 1
604086-02	FRAME AND GRATE, TYPE 23
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701602-04	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	CONCRETE HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
876001-01	PEDESTRIAN PUSH BUTTON POST
877001-04	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877011-04	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-08	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS

DRAWING NO.	TITLE
BD01	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND CURB OR EDGE GREATER THAN OR EQUAL TO 4.5 M (15 FT.)
BD02	DRIVEWAY DETAIL - DISTANCE BETWEEN R.O.W. AND FACE OF CURB IS GREATER THAN 4.5 M (15 FT.)
BD07	STORM SEWER CONNECTION TO EXISTING SEWER
BD08	FRAMES AND LIDS ADJUSTMENT WITH MILLING; AND FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING
BD22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD32	BUTT JOINTS AND BITUMINOUS TAPER
BE220	ELECTRIC SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT
BE230	COMBINATION LIGHTING & TRAFFIC POLE MOUNTED ELECTRIC SERVICE BOX DETAILS
BE801	TEMPORARY AERIAL CABLE INSTALLATION
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC13	DISTRICT 1 TYPICAL PAVEMENT MARKINGS
TC16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC22	ARTERIAL ROAD INFORMATION SIGN
TS02	MAST ARM MOUNTED STREET NAME SIGNS
TS05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS07	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

PLAN	DATE
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	

PROFILE	DATE
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

ALL REFERENCES TO STANDARD SPECIFICATIONS IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2007 AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2009.

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS; THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD); THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS, IDOT STANDARD DRAWINGS, AND VILLAGE OF GLEN ELLYN STANDARD DRAWINGS AS LISTED IN THE CONTRACT DOCUMENTS.

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

COMMITMENTS

THE JOSEPH "SAM" PERRY NATURE PRESERVE WITHIN THE TRIANGLE FORMED BY RIFORD, OAK AND GRAND WILL NOT BE IMPACTED BY THIS PROJECT, NOR ARE ANY PROJECT IMPROVEMENTS CALLED FOR WITHIN ITS BOUNDARIES. THE PLANS CALL FOR THE INSTALLATION OF ACCESS CONTROL AND EROSION CONTROL FENCING AT THE PERIMETER OF THE PRESERVE WHERE IT ABUTS THE PROJECT LIMITS. THE CONTRACTOR MUST AVOID IMPACT TO OR USE OF THE PRESERVE. NO INTRUSION ONTO THE PARCEL WILL BE PERMITTED AS PART OF THE PROJECT.

DELINEATED WETLANDS HAVE BEEN IDENTIFIED IN THE ACKERMAN PARK PROPERTY NORTH OF ST. CHARLES ROAD, AND IN THE JOSEPH "SAM" PERRY NATURE PRESERVE. BUFFER AREAS EXTENDING 50' FROM THE PERIMETER OF BOTH WETLANDS ARE INDICATED ON THE EROSION CONTROL PLAN DRAWINGS. CONTRACTOR SHALL NOT ENTER OR IMPACT THIS BUFFER BEYOND THE WORK INDICATED IN THESE PLANS.

STAKING

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

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

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

TREE PRESERVATION AND REMOVAL, CLEARING AND HEDGE REMOVAL

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF GLEN ELLYN. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS BEGIN IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.

TEMPORARY FENCE SHOULD BE ERECTED, IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS, ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. HAND EXCAVATION SHALL BE PERFORMED IF MAJOR ROOTS ARE PRESENT. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA, IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC DAMAGE TO THE REMAINING TREE STRUCTURE. THE EXPENSE OF ANY REQUIRED HAND EXCAVATION, AS DESCRIBED ABOVE, SHALL BE INCLUDED IN THE COST OF THE CONTRACT LINE ITEM BEING REMOVED OR INSTALLED AT THAT LOCATION.

TREE ROOT PRUNING IS TO BE USED ON EXISTING TREES TO PREVENT THE RIPPING UP OF ROOTS WHEN TRENCHING OR EXCAVATION IS WITHIN THE ROOT ZONE OF ADJACENT TREES TO REMAIN. SUPPLEMENTAL WATERING OF TREES SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING OF THE TREES HAS OCCURRED.

ALL CLEARING AND REMOVAL OF BUSHES, HEDGES AND TREES UNDER 6" IN DIAMETER SHALL BE CONSIDERED INCIDENTAL TO "TOPSOIL FURNISH AND PLACE, 4".

UTILITIES

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

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

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

ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR THIS WORK.

SIGNING, STRIPING & LANDSCAPING

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

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

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

DATE	BY
SURVEYED	ALIGNED
PLOTTED	CHECKED
NOTE BOOK	NO.
FILE NAME	

DATE	BY
REMOVED	NOTED
PLOTTED	REMARKS
NOTE BOOK	NO.
FILE NAME	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - JMT	REVISED -	SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.	F.A.U. RTE. 1192	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JMT	REVISED -			05-00068-00-FP	DUPAGE	141	3
		CHECKED -	REVISED -			RIFORD ROAD RECONSTRUCTION	CONTRACT NO. 63092		
		PLLOT SCALE = #SCALE#	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
		PLLOT DATE = #DATE#	DATE - 12/01/2009						

SUMMARY OF QUANTITIES

SP	CODED PAY ITEM NUMBER	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY 1000-2A			UTILITY ADJUSTMENT Y060	TRAFFIC SIGNALS Y031-1E
					PARTICIPATING 70% FEDERAL / 30% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL	NON-PARTICIPATING 100% DUPAGE COUNTY	NON-PARTICIPATING 100% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	454	454				
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	79	79				
	20101000	TEMPORARY FENCE	FOOT	2,163	2,063	100			
*	20101200	TREE ROOT PRUNING	EACH	15	15				
*	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	10	10				
*	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	10	10				
	20200100	EARTH EXCAVATION	CU YD	5,188	4,633	555			
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	216	216				
△	20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	216	216				
	20800150	TRENCH BACKFILL	CU YD	5,824	2,486	78		3,260	
	21001000	GEO TECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	551	551				
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	5,269	4,393	720		156	
¥	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	69	58	9		2	
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	69	58	9		2	
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	69	58	9		2	
*	25100630	EROSION CONTROL BLANKET	SQ YD	177				177	
*	25200110	SODDING, SALT TOLERANT	SQ YD	5,093	4,359	578		156	
*	25200200	SUPPLEMENTAL WATERING	UNIT	54	49	5			
	28000400	PERIMETER EROSION BARRIER	FOOT	4,765	3,597	1,168			
	28000510	INLET FILTERS	EACH	38	32	6			
	31101400	SUB-BASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	1,472	1,275	152		45	
	35400400	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 9"	SQ YD	660		660			
	35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	176	144	23		9	
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2,066	915	189		956	6
	40600300	AGGREGATE (PRIME COAT)	TON	44	19	4		20	1
	40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	468				468	

* INDICATES SPECIALTY ITEM
 △ DENOTES SPECIAL PROVISION

PLAN	REVIEWED	DATE
NOTE BOOK NO.	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	

PROFILE	REVIEWED	DATE
NOTE BOOK NO.	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	

SUMMARY OF QUANTITIES

SP	CODED PAY ITEM NUMBER	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY 1000-2A			UTILITY ADJUSTMENT Y060	TRAFFIC SIGNALS Y031-1F
					PARTICIPATING 70% FEDERAL / 30% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL	NON-PARTICIPATING 100% DUPAGE COUNTY	NON-PARTICIPATING 100% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL
	40600895	CONSTRUCTING TEST STRIP	EACH	1	1				
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	238	171	42	25		
	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	74		74			
	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	54	46	8			
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	621		621			
	40701801	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 6"	SQ YD	8,313	8,313				
	42001300	PROTECTIVE COAT	SQ YD	4,790	3,929	842		19	
	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	975	847	86	23	19	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	19,343	14,869	4,474			
	42400800	DETECTABLE WARNINGS	SQ FT	216	192	24			
	44000100	PAVEMENT REMOVAL	SQ YD	9,219	9,133	86			
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	6,742		5,648	1,094		
	44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	323		323			
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,350	1,110	183	21	44	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,462	2,266	1,196			
	44000600	SIDEWALK REMOVAL	SQ FT	6,746	5,145	1,601			
	44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	720			720		
	44002020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	223		223			
	44002218	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4 1/2"	SQ YD	481		311	60	110	
	44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	108	24	10		74	
	44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	354		273	55	26	
	44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	934		934			
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	181	72	109			
	550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	74	74				
△	550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	123	123				

* INDICATES SPECIALTY ITEM
 △ DENOTES SPECIAL PROVISION

PLAN	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	BY	
	DATE	

PROFILE	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	BY	
	DATE	

SUMMARY OF QUANTITIES

SP	CODED PAY ITEM NUMBER	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY 1000-2A			UTILITY ADJUSTMENT Y060	TRAFFIC SIGNALS Y031-1E
					PARTICIPATING 70% FEDERAL / 30% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL	NON-PARTICIPATING 100% DUPAGE COUNTY	NON-PARTICIPATING 100% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL
△	550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	160	160				
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	1,798	1,798				
	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	160	160				
	550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	13	13				
△ *	56102900	DUCTILE IRON WATER MAIN 4"	FOOT	24				24	
△ *	56103000	DUCTILE IRON WATER MAIN 6"	FOOT	194				194	
△ *	56103100	DUCTILE IRON WATER MAIN 8"	FOOT	708				708	
△ *	56103300	DUCTILE IRON WATER MAIN 12"	FOOT	1,480				1,480	
△ *	56104900	WATER VALVES 6"	EACH	1				1	
△ *	56105000	WATER VALVES 8"	EACH	5				5	
△ *	56105200	WATER VALVES 12"	EACH	5				5	
△ *	56200500	WATER SERVICE LINE 1 1/2"	FOOT	451				451	
△ *	56201600	CORPORATION STOPS 1 1/2"	EACH	16				16	
△ *	56400500	FIRE HYDRANTS TO BE REMOVED	EACH	5				5	
△ *	56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	10				10	
△ *	56500700	DOMESTIC WATER SERVICE BOXES TO BE REMOVED	EACH	16				16	
△ *	56500800	DOMESTIC WATER SERVICE BOXES	EACH	16				16	
	60107600	PIPE UNDERDRAINS 4"	FOOT	823	823				
△	60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2		2			
	60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	2		2			
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	18	18				
	60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
△	60228110	MANHOLES, SANITARY, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3				3	
△	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	26	22	4			
	60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	4		4			
	60248900	VALVE VAULTS, TYPE A, 5' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	11				11	

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* INDICATES SPECIALTY ITEM
 △ DENOTES SPECIAL PROVISION

SUMMARY OF QUANTITIES

SP	CODED PAY ITEM NUMBER	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY 1000-2A			UTILITY ADJUSTMENT Y060	TRAFFIC SIGNALS Y031-1E
					PARTICIPATING 70% FEDERAL / 30% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL	NON-PARTICIPATING 100% DUPAGE COUNTY	NON-PARTICIPATING 100% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL
	60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2				
	60255500	MANHOLES TO BE ADJUSTED	EACH	23	13	6	4		
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1				1	
	60260400	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1				
	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2	2				
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1				
	60500040	REMOVING MANHOLES	EACH	3	3				
	60500050	REMOVING CATCH BASINS	EACH	11	11				
	60500060	REMOVING INLETS	EACH	7	2	5			
△	60500370	FILLING VALVE BOXES	EACH	2				2	
△	60500405	FILLING VALVE VAULTS	EACH	3				3	
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	100		100			
	60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	5,897	4,779	1,118			
	60604800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)	FOOT	1,397	1,397				
	63200310	GUARDRAIL REMOVAL	FOOT	14	14				
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	5	2			1
	67100100	MOBILIZATION	L SUM	1	1	0		0	0
	70102550	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1	1				
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	0			0
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	0	1	0		
	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	0	1	0		
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0	1			
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		1			
	70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	141		141			
*	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	15,560		15,560			

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SUMMARY OF QUANTITIES

SP	CODED PAY ITEM NUMBER	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY 1000-2A			UTILITY ADJUSTMENT Y060	TRAFFIC SIGNALS Y031-1F
					PARTICIPATING 70% FEDERAL / 30% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL	NON-PARTICIPATING 100% DUPAGE COUNTY	NON-PARTICIPATING 100% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	144		144			
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	33		33			
	72000100	SIGN PANEL - TYPE 1	SQ FT	29					29
	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	103	90	13			
	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	96	83	13			
	72900100	METAL POST - TYPE A	FOOT	152	128	24			
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	182		182			
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,497	5,228	4,097	1,172		
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,652	734	918			
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	216	117	99			
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	618		618			
*	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	113		113			
*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1					1
*	81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	637					637
*	81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	170					170
*	81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	21					21
*	81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	28					28
*	81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	199					199
*	81400100	HANDHOLE	EACH	6					6
*	81400200	HEAVY-DUTY HANDHOLE	EACH	4					4
*	81400300	DOUBLE HANDHOLE	EACH	1					1
*	81700315	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 3-1/C NO. 10	FOOT	255					255
*	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	828					828
*	82105500	LUMINAIRE, SODIUM VAPOR, HIGH MAST, HORIZONTAL MOUNT, 250 WATT	EACH	2					2
*	85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1					1

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SUMMARY OF QUANTITIES

SR	CODED PAY ITEM NUMBER	DESCRIPTION	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY 1000-2A			UTILITY ADJUSTMENT Y060	TRAFFIC SIGNALS Y031-1F
					PARTICIPATING 70% FEDERAL / 30% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL	NON-PARTICIPATING 100% DUPAGE COUNTY	NON-PARTICIPATING 100% GLEN ELLYN	PARTICIPATING 70% FEDERAL / 30% LOCAL
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,109					1,109
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	962					962
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	829					829
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	466					466
*	87301445	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 16 12 PAIR	FOOT	153					153
*	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	121					121
*	87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2					2
*	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1					1
*	87601200	PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II	EACH	1					1
*	87700190	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1					1
*	87700200	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	1					1
*	87702890	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1					1
*	87702910	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH	1					1
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12					12
*	87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4					4
* Δ	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60					60
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3 SECTION, MAST-ARM MOUNTED	EACH	5					5
*	88030050	SIGNAL HEAD, LED, 1-FACE, 3 SECTION, BRACKET MOUNTED	EACH	2					2
*	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2					2
*	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2					2
*	88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	8					8
*	88200100	TRAFFIC SIGNAL BACKPLATE	EACH	7					7
	88600100	DETECTOR LOOP, TYPE 1	FOOT	716					716
*	88700200	LIGHT DETECTOR	EACH	2					2
*	88700300	LIGHT DETECTOR AMPLIFIER	EACH	1					1

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		DATE - 12/01/2009	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET NO. 6 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2995	05-00068-00-FP	DUPAGE	141	9
RIFORD ROAD RECONSTRUCTION			CONTRACT NO. 63092	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

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*	88800100	PEDESTRIAN PUSH-BUTTON	EACH	7					7
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1					1
* Δ	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1					1
* *	B2000121	TREE, ACER TATARICUM (TATARIAN MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	1	1				
* *	A2002884	TREE, CELTIS OCCIDENTALIS CHICAGOLAND (CHICAGOLAND HACKBERRY), 3" CALIPER, BALLED AND BURLAPPED	EACH	1	1				
* *	A2002816	TREE, CATALPA SPECIOSA (NORTHERN CATALPA), 2" CALIPER, BALLED AND BURLAPPED	EACH	1	1				
* *	A2008818	TREE, ULMUS AMERICANA VALLEY FORGE (VALLEY FORGE AMERICAN ELM), 2" CALIPER, BALLED AND BURLAPPED	EACH	1	1				
* *	B2003076	TREE, MALUS CARDINALS ROBE (FATHER FILIA CARDINALS ROBE CRABAPPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	2	2				
* *	B2003316	TREE, MALUS DONALD WYMAN (DONALD WYMAN CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	1	1				
* *	B2004116	TREE, MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3	3				
* *	B2004516	TREE, MALUS RED JEWEL (RED JEWEL CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2				
* *	B2005216	TREE, MALUS SUTYZAM (SUGAR TYME CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3	3				
* *	B2006116	TREE, SYRINGA PEKINENSIS MORTON (CHINA SNOW PEKING LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2				
* *	B2006216	TREE, SYRINGA RETICULATA (JAPANESE TREE LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3	3				
Δ *	X0300558	SANITARY SEWER REMOVAL AND REPLACEMENT, 8"	FOOT	158				158	
Δ	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	128		128			
Δ *	X0322787	CLEANING EXISTING SANITARY SEWER	FOOT	2,250				2,250	
Δ *	X0322859	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	10	10				
Δ *	X0322923	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	222	222				
Δ *	X0323171	DUCTILE IRON WATER MAIN BEND, 45 DEGREE, 6 INCHES	EACH	2				2	
Δ *	X0323172	DUCTILE IRON WATER MAIN BEND, 45 DEGREE, 8 INCHES	EACH	4				4	
Δ *	X0323173	DUCTILE IRON WATER MAIN BEND, 45 DEGREE, 12 INCHES	EACH	7				7	

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△ *	XX008358	DUCTILE IRON WATER MAIN REDUCER, 12" X 8"	EACH	1				1	
△ *	X0323185	DUCTILE IRON WATER MAIN TEE, 6" X 6"	EACH	1				1	
△ *	X0323186	DUCTILE IRON WATER MAIN TEE, 8" X 6"	EACH	2				2	
△ *	X0323188	DUCTILE IRON WATER MAIN TEE, 12" X 6"	EACH	7				7	
△ *	X0323189	DUCTILE IRON WATER MAIN TEE, 12" X 8"	EACH	3				3	
△ *	X0323190	DUCTILE IRON WATER MAIN TEE, 12" X 12"	EACH	2				2	
△ *	X0322782	SANITARY SEWER, PVC (D3034) SDR 26, 8"	FOOT	204				204	
*	X0323577	SANITARY SEWER TELEVISION INSPECTION, VIDEOTAPING AND RECORDING	FOOT	2,250				2,250	
△ *	X0324445	DUCTILE IRON WATER MAIN FITTINGS, 8", 22.5 DEGREE BEND	EACH	1				1	
△ *	X0324450	SEGMENTAL CONCRETE BLOCK WALL, SPECIAL	SQ FT	945	236			709	
△ *	X0324919	PLUG MECHANICAL JOINT 12"	EACH	1				1	
△ *	X0326419	DUCTILE IRON WATER MAIN REDUCER, 12" X 6"	EACH	1				1	
△ *	X0469600	CONNECTION TO EXISTING WATER MAIN	EACH	8				8	
△	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	44	41	3			
△	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	2		2			
△	X4023000	TEMPORARY ACCESS (ROAD)	EACH	10	9	1			
△	X5510100	STORM SEWER REMOVAL	FOOT	1,036	1,036				
△ *	X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1		1			
*	X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	516					516
* △	X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	153					153
△	XX000882	WOOD FENCE	FOOT	30	30				
△ *	XX001470	SANITARY SERVICE CONNECTION	EACH	46				46	
△ *	XX003803	SANITARY SEWER SERVICE 6"	FOOT	1,060				1,060	
△	XX004774	BRICK DRIVEWAY REMOVAL AND REPLACEMENT	SQ FT	470	470				
△	XX005449	AGGREGATE SUBGRADE 16"	SQ YD	968		968			

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△ *	XX005788	DUCTILE IRON WATER MAIN FITTINGS, TEE 8" X 8"	EACH	1				1	
*	XX007506	SANITARY SERVICE CLEANOUT	EACH	44				44	
△	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	10,429	10,429				
△	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1				
△	Z0018900	DRILL AND GROUT DOWEL BARS	EACH	510		510			
△ *	Z0041900	POLYETHYLENE ENCASEMENT	FOOT	2,388				2,388	
△ +	Z0076600	TRAINEES	HOUR	500	500				
△ *	K1004572	PRAIRIE SEEDING (SPECIAL)	ACRE	0.04				0.04	
△ *	60229000	MANHOLES SPECIAL, TYPE 1	EACH	2				2	
△ *	60229100	MANHOLES SPECIAL, TYPE 2	EACH	1				1	
△	Z0051500	REMOVING AND RESETTING STREET SIGNS	EACH	6	6				
△ *	XX008359	DUCTILE IRON SLEEVE, 4"	EACH	3				3	
△ *	XX008360	DUCTILE IRON SLEEVE, 6"	EACH	1				1	
△ *	X0324931	DUCTILE IRON SLEEVE, 8"	EACH	3				3	
△ *	XX005855	WATER MAIN CASING PIPE	FOOT	458	415			43	
△ *	XX008361	WATER MAIN TO BE ABANDONED	L SUM	1				1	
△ *	XX006891	CIPP LINER FOR SANITARY SEWER MAIN 8"	FOOT	2,250				2,250	
△ *	XX008363	CIPP LINER FOR SANITARY SEWER MAIN 24"	FOOT	29				29	
△ *	XX008362	SANITARY SEWER SERVICE TEE	EACH	46				46	

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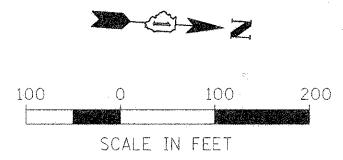
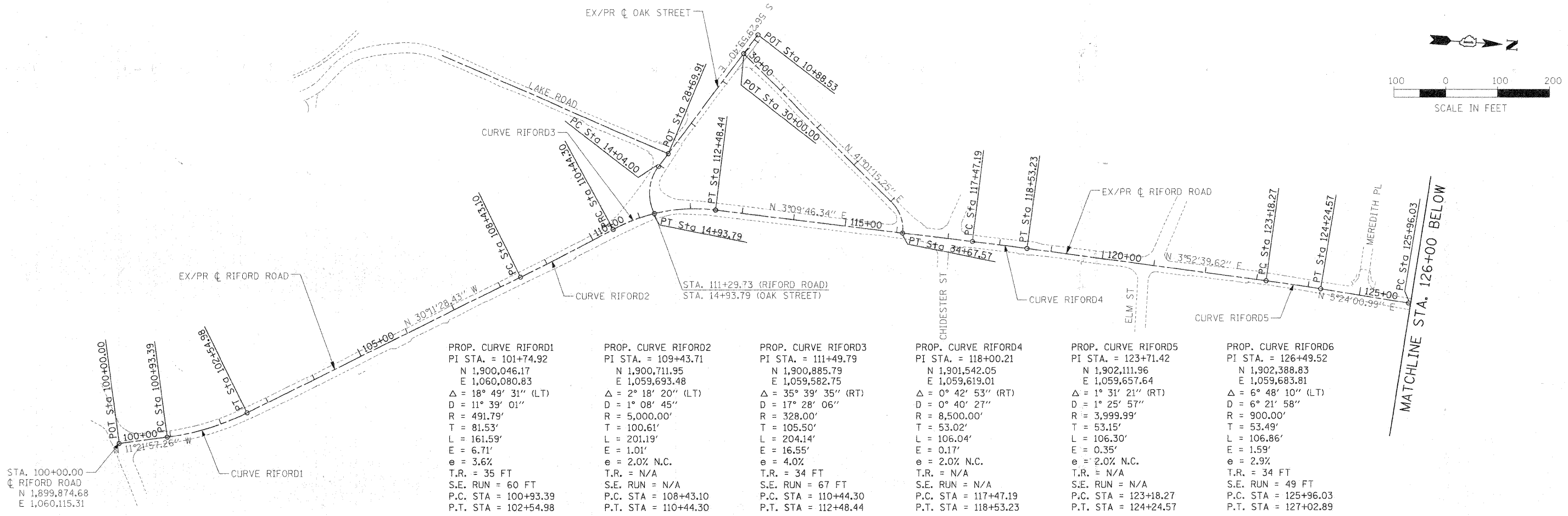
	UNDERCUT AND PGE REPLACEMENT (CY)*	UNSUITABLE EXCAVATION (TOPSOIL) (CY)	EARTH EXCAVATION (CY)	EXCAVATION TO BE USED FOR EMBANKMENT (CY)	EMBANKMENT REQUIRED (CY)	EARTHWORK BALANCE WASTE (+) / SHORTAGE (-)
RIFORD ROAD						
100+00 TO 105+00	0	67	651	553	33	520
105+00 TO 110+00	0	21	458	390	144	245
110+00 TO 115+00	120	99	956	812	63	749
115+00 TO 120+00	48	103	728	619	94	524
120+00 TO 125+00	48	70	768	652	82	570
125+00 TO 129+18	0	14	1073	912	109	802
ST CHARLES ROAD						
45+00 TO 49+00	0	72	151	128	40	88
49+00 TO 55+00	0	91	404	343	30	314
TOTALS	216	536	5187	5033	728	3813

SHRINKAGE FACTOR = 0.85

EARTHWORK TABLE

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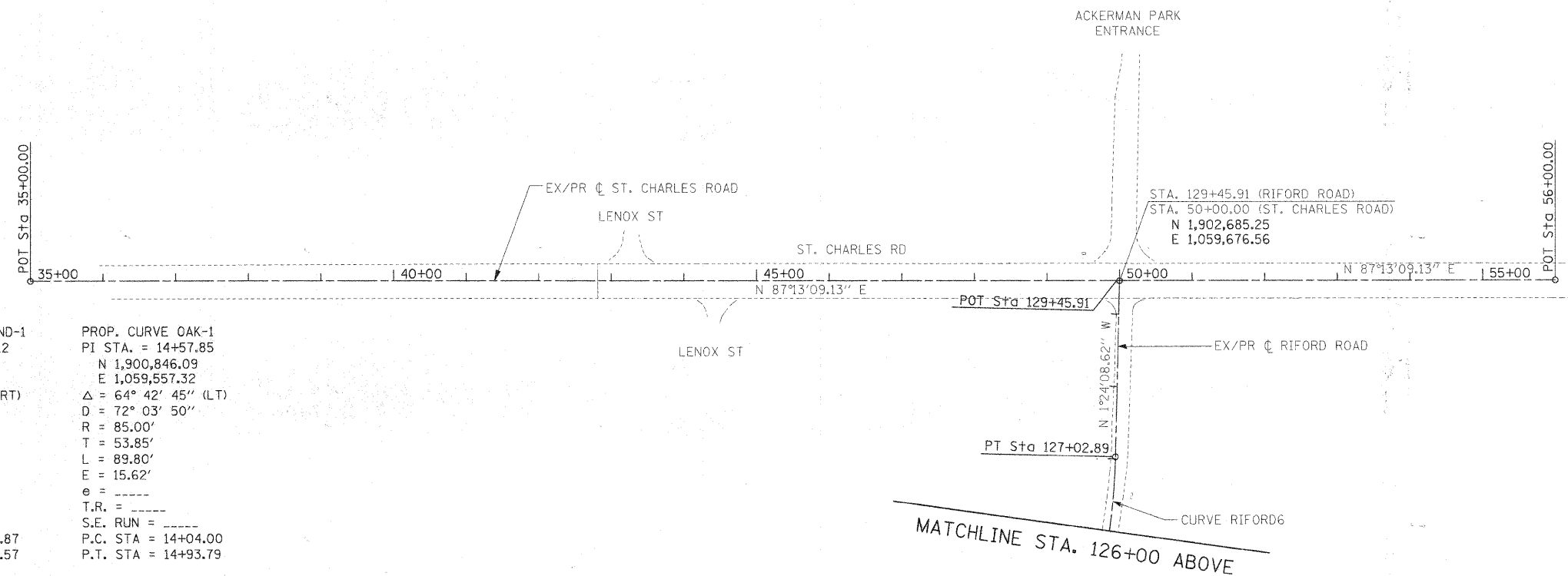
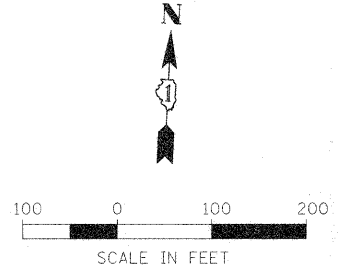
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	STRUCTURE NOTATIONS CHECKED	



PROP. CURVE RIFORD1	PROP. CURVE RIFORD2	PROP. CURVE RIFORD3	PROP. CURVE RIFORD4	PROP. CURVE RIFORD5	PROP. CURVE RIFORD6
PI STA. = 101+74.92	PI STA. = 109+43.71	PI STA. = 111+49.79	PI STA. = 118+00.21	PI STA. = 123+71.42	PI STA. = 126+49.52
N 1,900,046.17	N 1,900,711.95	N 1,900,885.79	N 1,901,542.05	N 1,902,111.96	N 1,902,388.83
E 1,060,080.83	E 1,059,693.48	E 1,059,582.75	E 1,059,619.01	E 1,059,657.64	E 1,059,683.81
Δ = 18° 49' 31" (LT)	Δ = 2° 18' 20" (LT)	Δ = 35° 39' 35" (RT)	Δ = 0° 42' 53" (RT)	Δ = 1° 31' 21" (RT)	Δ = 6° 48' 10" (LT)
D = 11° 39' 01"	D = 1° 08' 45"	D = 17° 28' 06"	D = 0° 40' 27"	D = 1° 25' 57"	D = 6° 21' 58"
R = 491.79'	R = 5,000.00'	R = 328.00'	R = 8,500.00'	R = 3,999.99'	R = 900.00'
T = 81.53'	T = 100.61'	T = 105.50'	T = 53.02'	T = 53.15'	T = 53.49'
L = 161.59'	L = 201.19'	L = 204.14'	L = 106.04'	L = 106.30'	L = 106.86'
E = 6.71'	E = 1.01'	E = 16.55'	E = 0.17'	E = 0.35'	E = 1.59'
e = 3.6%	e = 2.0% N.C.	e = 4.0%	e = 2.0% N.C.	e = 2.0% N.C.	e = 2.9%
T.R. = 35 FT	T.R. = N/A	T.R. = 34 FT	T.R. = N/A	T.R. = N/A	T.R. = 34 FT
S.E. RUN = 60 FT	S.E. RUN = N/A	S.E. RUN = 67 FT	S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = 49 FT
P.C. STA = 100+93.39	P.C. STA = 108+43.10	P.C. STA = 110+44.30	P.C. STA = 117+47.19	P.C. STA = 123+18.27	P.C. STA = 125+96.03
P.T. STA = 102+54.98	P.T. STA = 110+44.30	P.T. STA = 112+48.44	P.T. STA = 118+53.23	P.T. STA = 124+24.57	P.T. STA = 127+02.89

STA. 100+00.00
 EX/PR C RIFORD ROAD
 N 1,899,874.68
 E 1,060,115.31

MATCHLINE STA. 126+00 BELOW

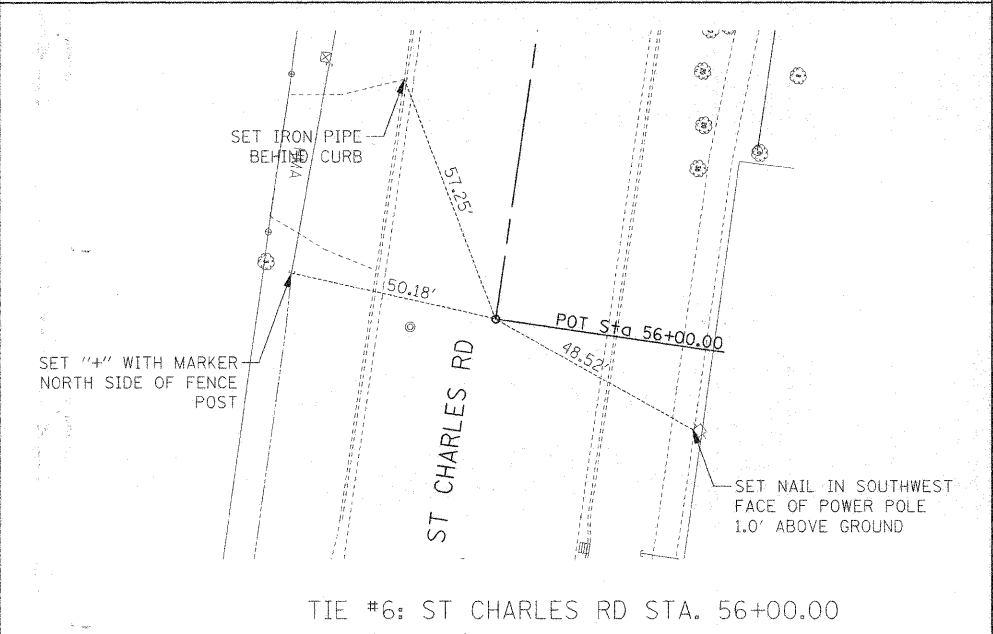
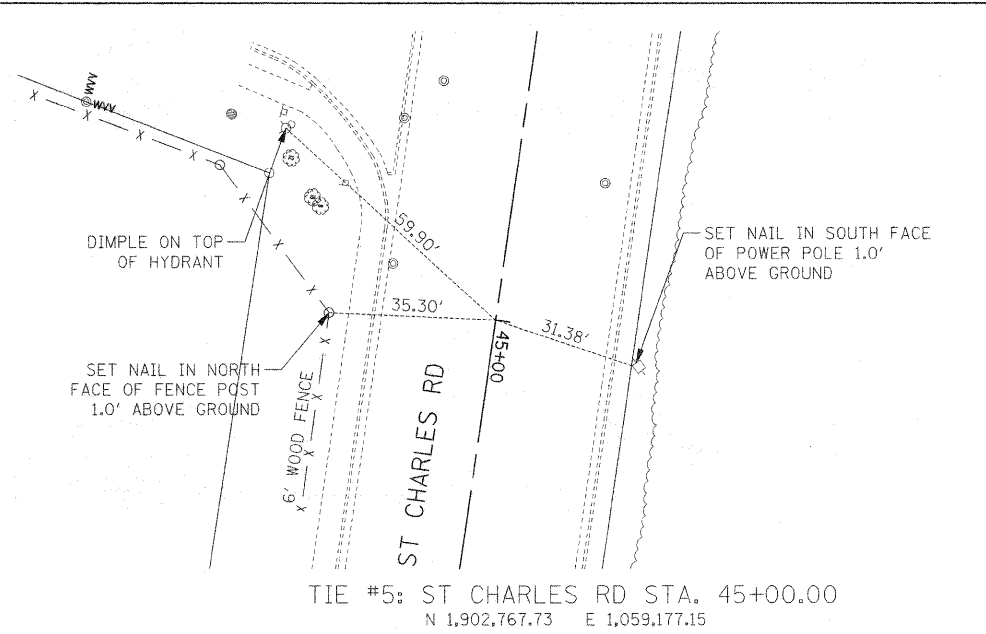
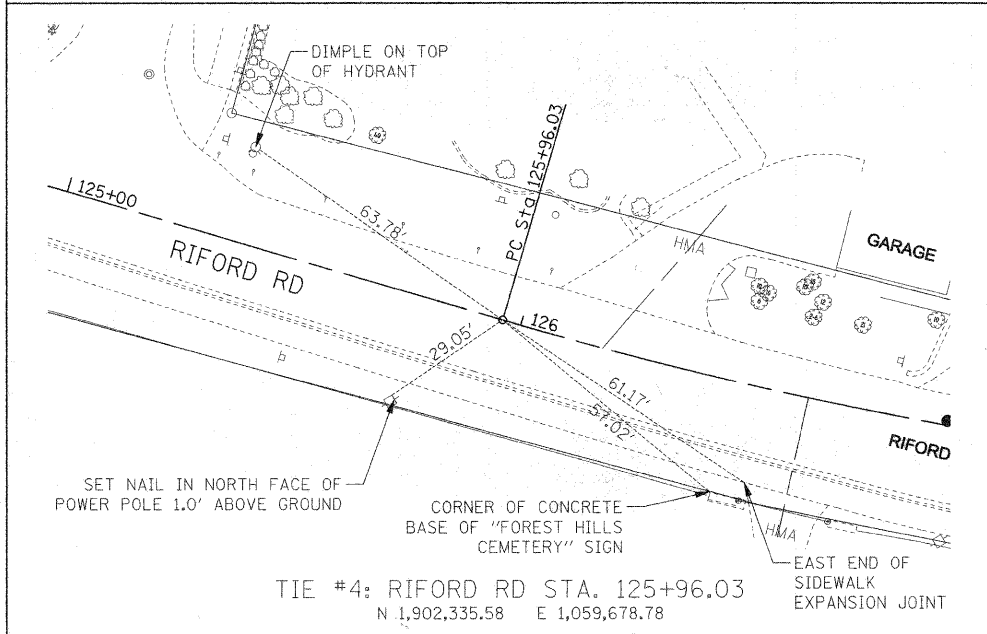
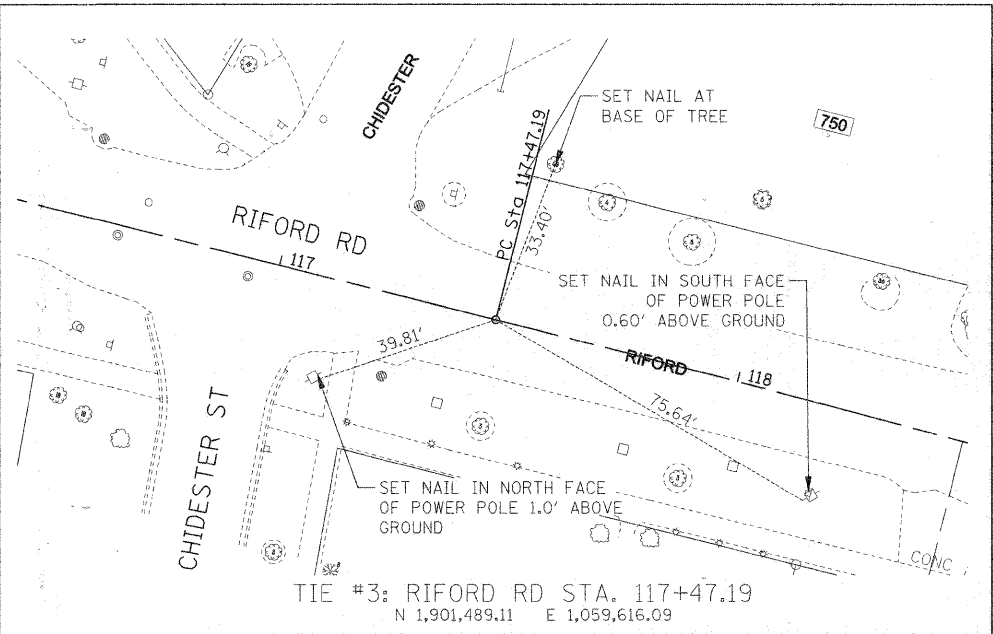
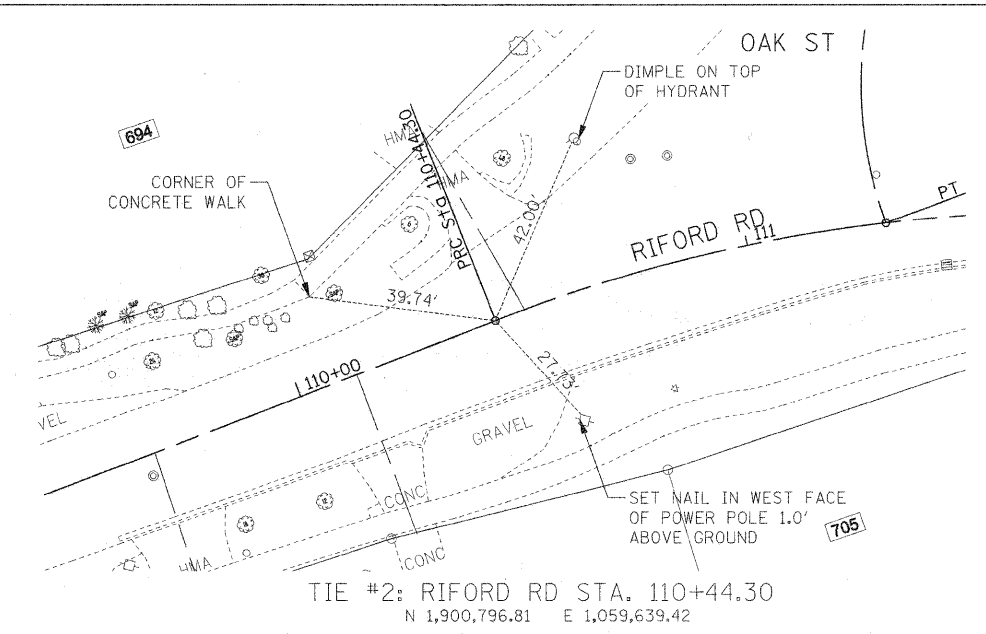
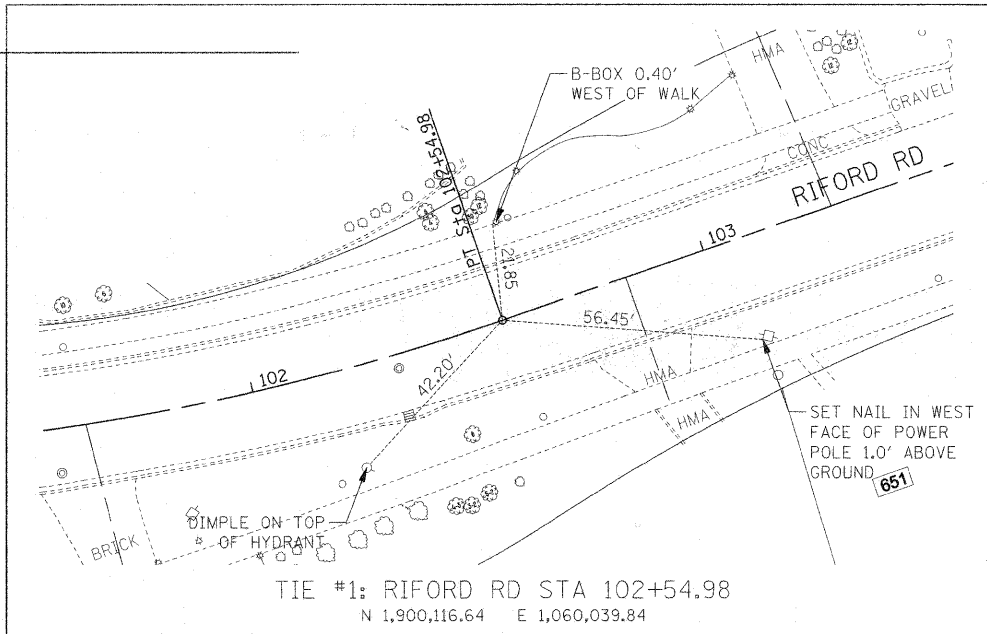


PROP. CURVE GRAND-1	PROP. CURVE OAK-1
PI STA. = 34+38.12	PI STA. = 14+57.85
N 1,901,355.65	N 1,900,846.09
E 1,059,574.41	E 1,059,557.32
Δ = 52° 08' 31" (RT)	Δ = 64° 42' 45" (LT)
D = 81° 51' 05"	D = 72° 03' 50"
R = 70.00'	R = 85.00'
T = 34.25'	T = 53.85'
L = 63.70'	L = 89.80'
E = 7.93'	E = 15.62'
e = 1.5% RT N.C.	e = -----
T.R. = N/A	T.R. = -----
S.E. RUN = N/A	S.E. RUN = -----
P.C. STA = 34+03.87	P.C. STA = 14+04.00
P.T. STA = 34+67.57	P.T. STA = 14+93.79

FILE NAME =	USER NAME = #USER#	DESIGNED - MAP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT, TIES AND BENCHMARKS	F.A.U. B.T.E. 215	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 14	
#FILE#	PLOT SCALE = #SCALE#	DRAWN - JMT	REVISED -			SCALE: 1"=100'	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 63092		
	PLOT DATE = #DATE#	CHECKED -	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
		DATE - 12/01/2009	REVISED -								

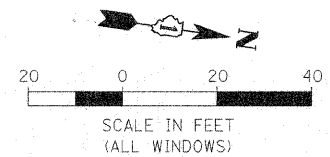
DATE: _____ BY: _____
 SURVEYED: _____ PLOTTED: _____ CHECKED: _____
 NO. 8 BOOK: _____ PL. OF WAY CHECKED: _____
 NO.: _____ CADD FILE NAME: _____

DATE: _____ BY: _____
 SURVEYED: _____ PLOTTED: _____ CHECKED: _____
 NO. 8 BOOK: _____ PL. OF WAY CHECKED: _____
 NO.: _____ STRUCTURE NOTATIONS: (CRK)



LIST OF BENCHMARKS

	NORTHING	EASTING	ELEV	DESCRIPTION
BM-1	1,902,627.3844	1,059,069.4277	710.10	"X" CUT IN SIDEWALK ON SOUTH SIDE OF ST. CHARLES ROAD APPROX. 70' WEST OF LENOX ROAD AT 830 LENOX ROAD.
BM-2	1,902,770.6317	1,060,560.4278	693.56	"X" CUT IN SIDEWALK AT END OF SIDEWALK ON NORTH SIDE OF ST. CHARLES ROAD OPPOSITE EASTERN AVENUE.
BM-3	1,902,285.9151	1,059,689.9072	713.36	"X" CUT IN SIDEWALK ON EAST SIDE OF RIFORD ROAD APPROX. 40' NORTH OF THE CENTERLINE OF MEREDITH PLACE.
BM-4	1,900,920.4028	1,059,545.8996	704.39	SET RR SPIKE IN SOUTH SIDE OF 30" COTTONWOOD TREE NORTH OF THE INTERSECTION OF RIFORD ROAD AND OAK STREET.
BM-5	1,899,917.7581	1,060,131.8592	730.96	"X" CUT IN SIDEWALK AT THE NORTHEAST CORNER OF RIFORD ROAD AND CRESCENT BLVD.
BM-6	1,900,306.1883	1,059,236.5440	710.90	"X" CUT IN NORTH WALL OF WEIR SOUTH OF INTERSECTION OF LAKE ROAD, ESSEX ROAD, AND GRAND AVENUE.



SEC. 2-39-10, 3rd P.M., DuPAGE COUNTY

P.I.N. No: 05-02-421-011

LEGEND

SECTION CORNER
QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
CENTER LINE
EXISTING RIGHT-OF-WAY LINE
PROPOSED RIGHT-OF-WAY LINE
PROPOSED EASEMENT
MEASURED DIMENSION
COMPUTED DIMENSION
RECORD DATA

EXISTING BUILDING

IRON PIPE OR ROD FOUND
CROSS FOUND OR SET

"MAG" NAIL SET
3/4" IRON PIPE SET

TI THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.

BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.

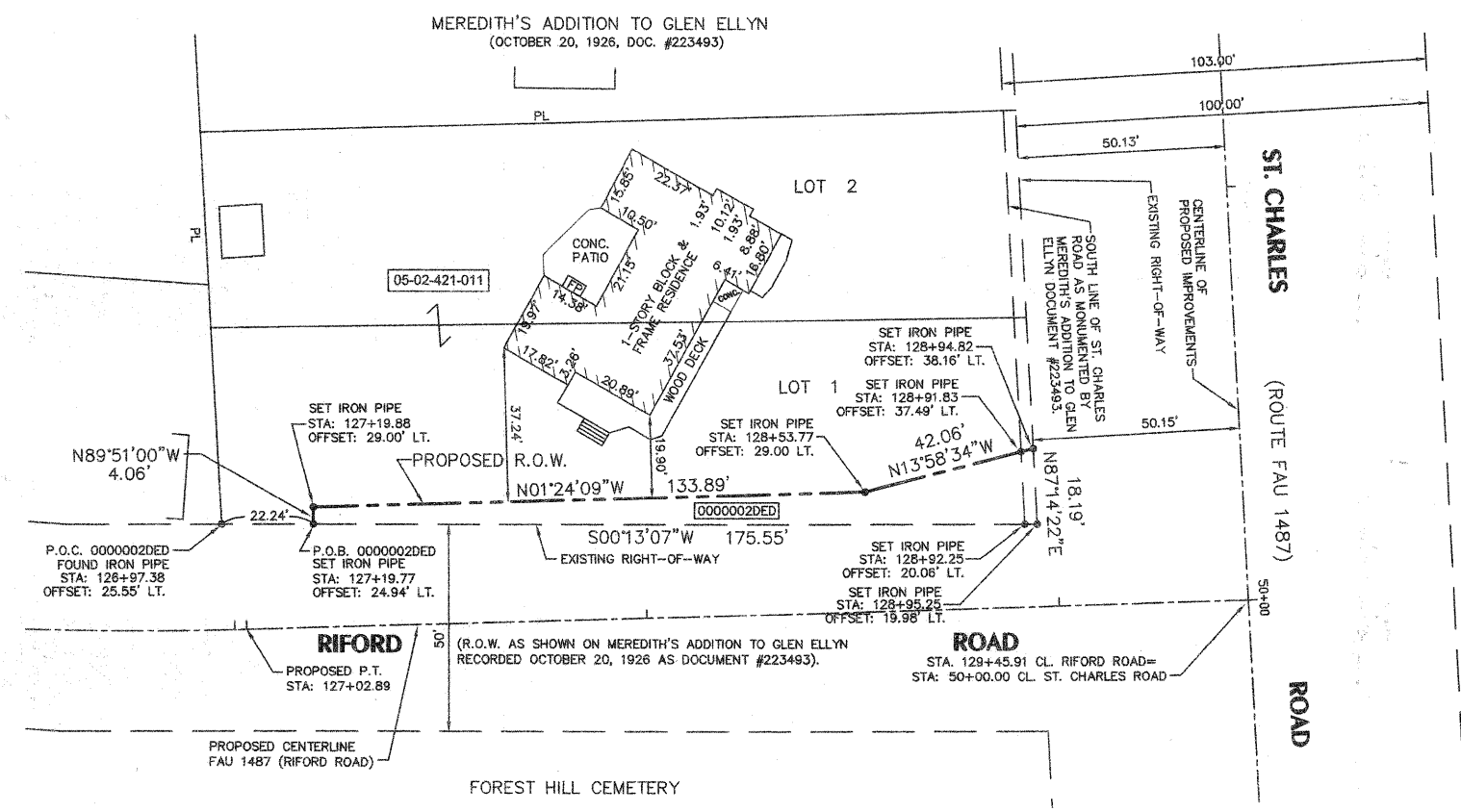
STAKING OF PROPOSED RIGHT-OF-WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S REGISTRATION NUMBER.

STAKING OF PROPOSED RIGHT-OF-WAY IN CULTIVATED AREAS. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.

PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS).

RIGHT OF WAY STAKING PROPOSED TO BE SET.

GRAPHIC SCALE
1 inch = 20 ft.
BASIS OF BEARING NAD 83 EAST ZONE



SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF DU PAGE)

THIS IS TO CERTIFY THAT WE, INTECH CONSULTANTS, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, ILLINOIS REGISTRATION No. 184-001040, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 2, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DuPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT DOWNERS GROVE, ILLINOIS THIS 5th DAY OF MAY 2008 A.D.

Thomas E. Fahrensbach
ILLINOIS PROFESSIONAL LAND SURVEYOR # 35-2126
LICENSE EXPIRATION/RENEWAL DATE: 11-30-08

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Surface Coordinates are based on the published U.S. Foot Coordinate values of N. 1,891,557.18 E. 1,080,755.92 at the found DuPage County Monument, DUP38 1A.

PARCEL No.	OWNER	TOTAL HOLDING ACRES	PART TAKEN ACRES	PREV. DED.	REMAINDER ACRES	EASEMENT ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	ACQUIRED BY
0000002DED	MALYSA BALTAZAR	0.442	0.031	N/A	0.411	N/A	N/A	05-02-421-011	

CONTRACT 63092
SHEET 16 OF 141

INTECH CONSULTANTS, INC.
ENGINEERS / SURVEYORS
5413 WALNUT AVENUE DOWNERS GROVE, ILLINOIS
TEL: (630) 964-5656 FAX: (630) 964-5052
E-MAIL: CAD@INTECHCONSULTANTS.COM
ILLINOIS REGISTRATION No. 184-001040

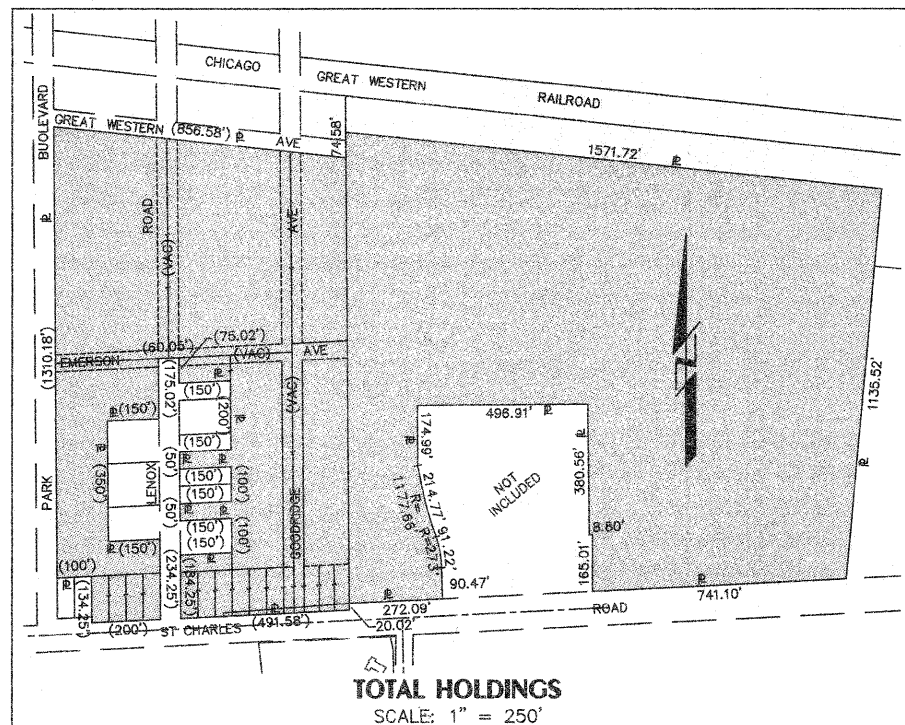
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		DRAWN -- DCK	REVISED -- 3-28-08		SECTION 2	T 39 N, R 10 E OF 3rd P.M.	PROJECT# R-55-001-97	
		CHECKED -- TEF	REVISED -- 4-22-08		SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. 127+19.77 TO STA. 128+94.82	CONTRACT NO.
		PLOT DATE = 2-06-08	DATE -- 2-06-08		REVISED -- 5-05-08			

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SEC. 2-39-10, 3rd P.M., DuPAGE COUNTY

P.I.N. Nos: 05-02-416-026
 05-02-416-027
 05-02-416-028
 05-02-416-029
 05-02-417-017

PARCEL No.	OWNER	TOTAL HOLDING ACRES	PART TAKEN ACRES	PREV. DED.	REMAINDER ACRES	EASEMENT ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	ACQUIRED BY
000001DED	GLEN ELLYN PARK DISTRICT	60.215 (est)	0.127	—	60.088 (est)	N/A	N/A	05-02-416-026 05-02-416-027 05-02-416-028 05-02-416-029 05-02-417-017	



LEGEND

SECTION CORNER (9 10 / 16 15)
 QUARTER SECTION CORNER (16 / 15)

SECTION LINE
 QUARTER SECTION LINE
 PLATTED LOT LINE
 QUARTER SECTION LINE
 PROPERTY (DEED) LINE
 APPARENT PROPERTY LINE
 CENTER LINE
 EXISTING RIGHT-OF-WAY LINE
 PROPOSED RIGHT-OF-WAY LINE
 PROPOSED EASEMENT
 MEASURED DIMENSION
 COMPUTED DIMENSION
 RECORD DATA
 EXISTING BUILDING

GRAPHIC SCALE (IN FEET)
 1 inch = 20 ft.
 BASIS OF BEARING NAD 83 EAST ZONE

- IRON PIPE OR ROD FOUND
- "MAG" NAIL SET
- + CROSS FOUND OR SET
- 3/4" IRON PIPE SET
- T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION, SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
- BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT-OF-WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT-OF-WAY IN CULTIVATED AREAS, BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYOR'S REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS).
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
 COUNTY OF DU PAGE)

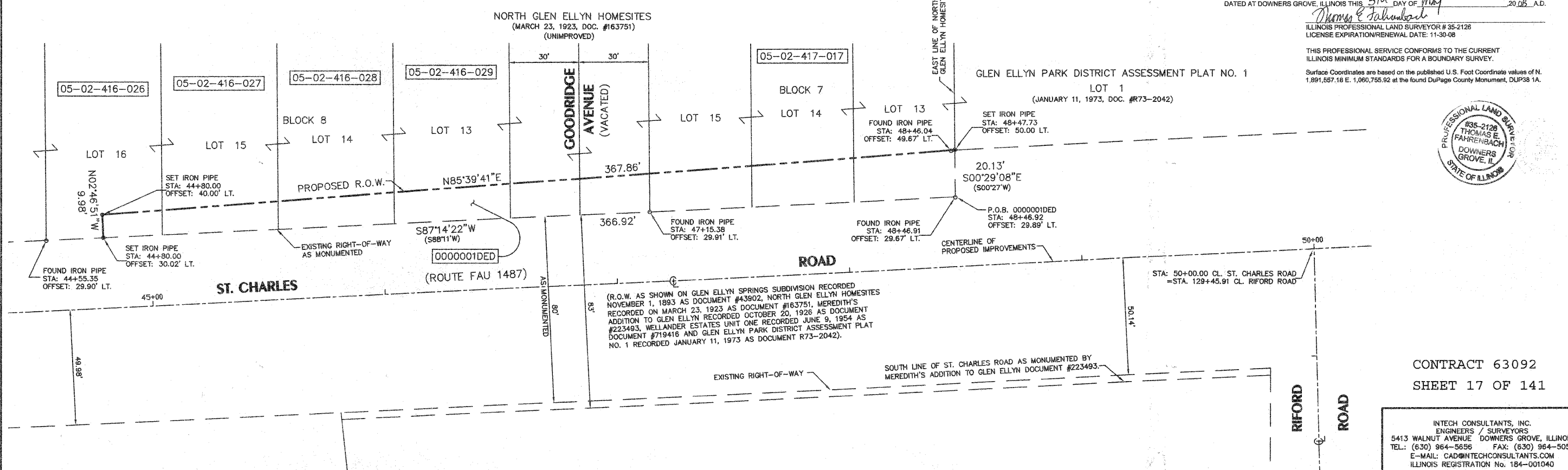
THIS IS TO CERTIFY THAT WE, INTECH CONSULTANTS, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, ILLINOIS REGISTRATION NO. 184-001040, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 2, TOWNSHIP 39 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, DuPAGE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT DOWNERS GROVE, ILLINOIS THIS 5th DAY OF May 2008 A.D.

Thomas E. Fahrenbach
 ILLINOIS PROFESSIONAL LAND SURVEYOR # 35-2128
 LICENSE EXPIRATION/RENEWAL DATE: 11-30-08

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

Surface Coordinates are based on the published U.S. Foot Coordinate values of N. 1,891,557.16 E. 1,060,755.82 at the found DuPage County Monument, DUP38 1A.



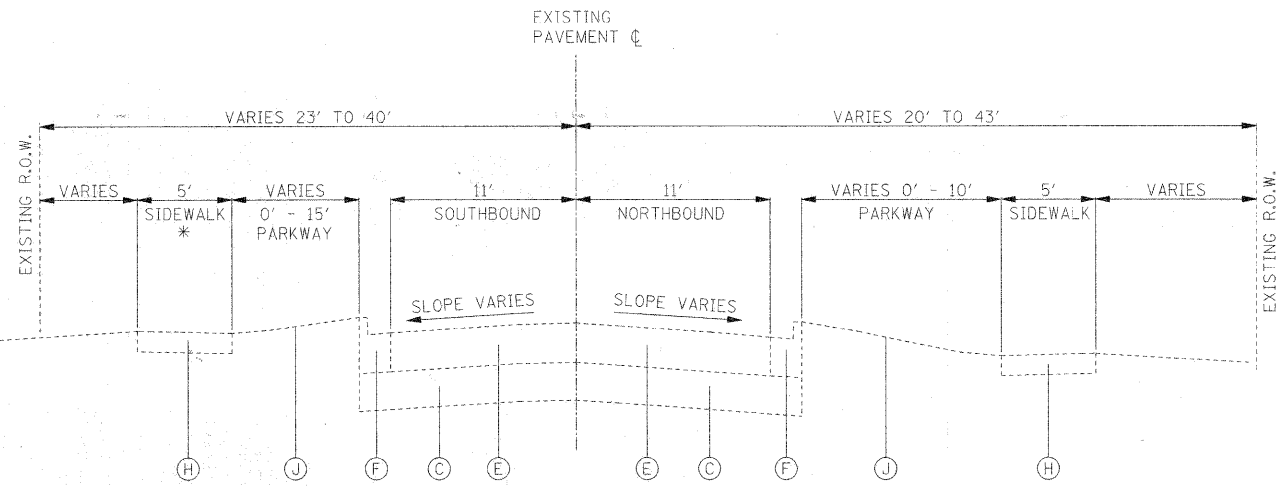
CONTRACT 63092
 SHEET 17 OF 141

INTECH CONSULTANTS, INC.
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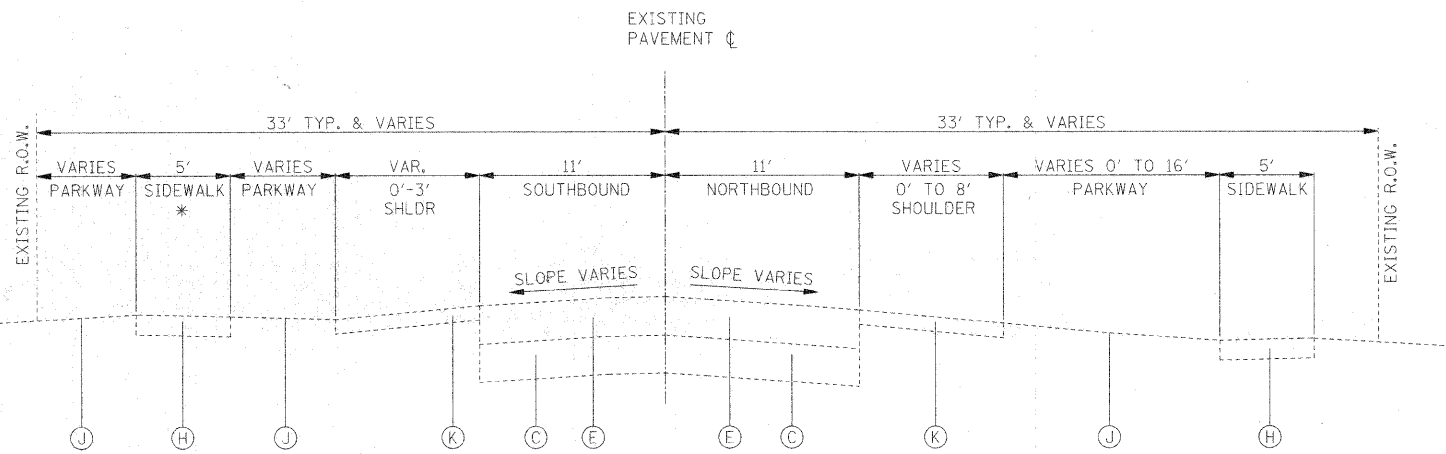
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		DRAWN -- DCK	REVISED -- 3-28-08		SECTION 2	T 39 N, R 10 E OF 3rd P.M.	PROJECT# R-55-001-97	
		CHECKED -- TEF	REVISED -- 4-22-08		SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. 44+80.00 TO STA. 48+47.73	CONTRACT NO.
		DATE -- 2-06-08	REVISED -- 5-05-08					

DATE	
BY	
PLAN	
NO.	
DATE	
BY	
PROFILE	
NO.	
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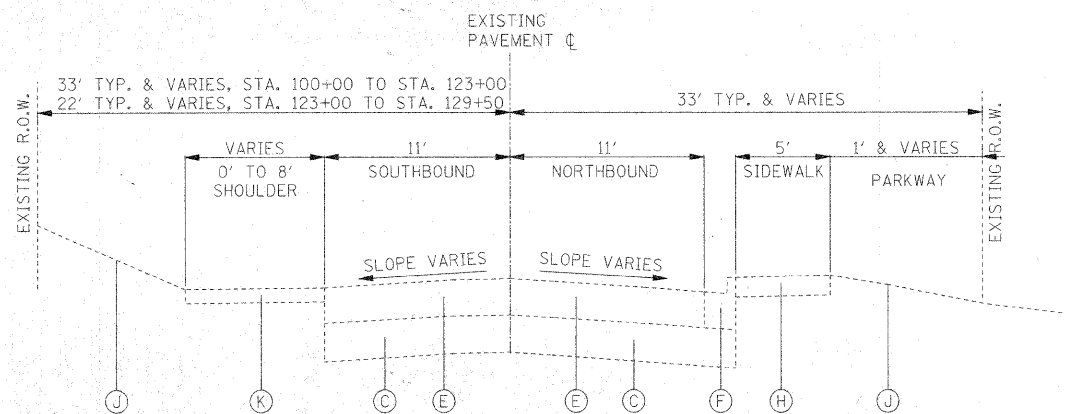
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PROFILE	
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DATE	
BY	
PROFILE	
NO.	



RIFORD ROAD
EXISTING TYPICAL SECTION
 STA. 100+00.00 TO STA. 103+47.15
 STA. 122+84.78 TO STA. 123+78.31
 STA. 128+97.97 TO STA. 129+19.60



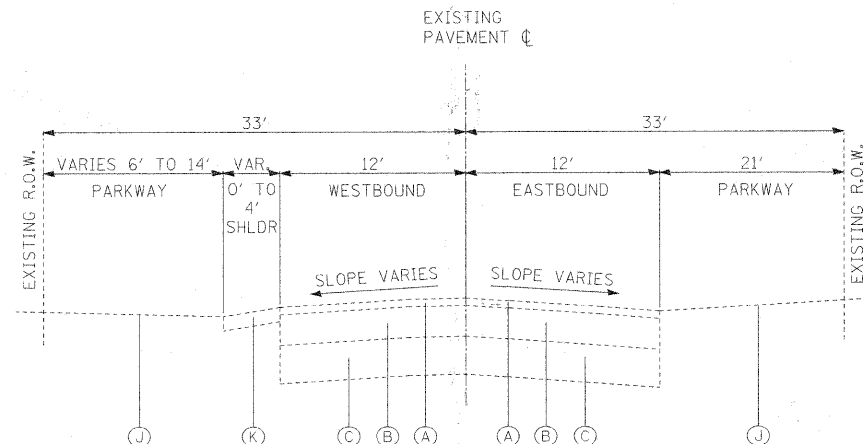
RIFORD ROAD
EXISTING TYPICAL SECTION
 STA. 107+63.79 TO STA. 109+53.62
 STA. 111+72.31 TO STA. 122+84.78



RIFORD ROAD
EXISTING TYPICAL SECTION
 STA. 103+47.15 TO STA. 107+63.79
 STA. 109+53.62 TO STA. 111+72.31
 STA. 123+78.31 TO STA. 128+97.97

* EXISTING SIDEWALK LT:
 STA. 100+14.66 TO STA. 103+47.34 (PCC)
 STA. 107+21.53 TO STA. 109+47.00 (PCC)
 STA. 128+98.58 TO STA. 129+19.60 (PCC)

* EXISTING SIDEWALK LT:
 STA. 107+21.53 TO STA. 109+47.00 (PCC)
 STA. 109+47.00 TO STA. 110+09.35 (HMA)
 STA. 110+09.35 TO STA. 110+45.00 (PCC)



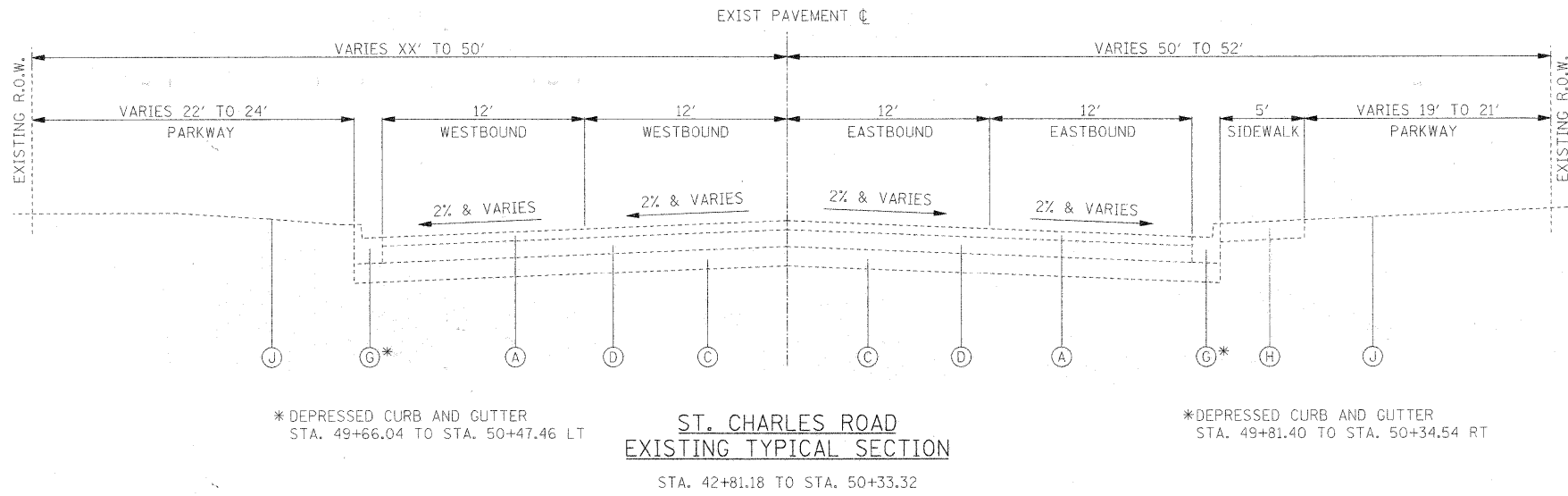
OAK STREET
EXISTING TYPICAL SECTION
 STA. 13+44.42 TO STA. 14+78.84

- EXISTING LEGEND:**
- (A) EXISTING HOT-MIX ASPHALT BINDER & SURFACE, THICKNESS VARIES
 - (B) EXISTING HOT-MIX ASPHALT BASE COURSE, THICKNESS VARIES
 - (C) EXISTING AGGREGATE BASE COURSE, THICKNESS VARIES
 - (D) EXISTING PCC BASE COURSE, 8 1/4" AND VARIES (SEE NOTE 1)
 - (E) EXISTING HMA PAVEMENT, 7" AND VARIES (SEE NOTE 1)
 - (F) EXISTING B-6.12 CURB AND GUTTER
 - (G) EXISTING B-6.18 CURB AND GUTTER
 - (H) EXISTING PCC SIDEWALK
 - (I) (NOT USED)
 - (J) EXISTING LANDSCAPED PARKWAY
 - (K) EXISTING GRAVEL SHOULDER
- PROPOSED LEGEND:**
- (1) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6" (REFER TO HMA MIXTURE REQUIREMENTS TABLE, SHEET 20)
 - (2) HMA SURFACE COURSE, MIX "D", N70, 1 1/2" (SEE NOTE 2)
 - (3) LEVELING BINDER (MACHINE METHOD); VARIES 3/4" TO 2-1/2"
 - (4) HMA BINDER COURSE, IL-19.0, N70, 2 1/2" & VARIES
 - (5) AGGREGATE SUBGRADE, 12"
 - (6) AGGREGATE SUBGRADE, 16"
 - (7) PCC BASE COURSE WIDENING, 9"
 - (8) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)
 - (10) PCC SIDEWALK, 5 INCH
 - (11) AGGREGATE BASE COURSE, TYPE B, 2" (INCIDENTAL TO SIDEWALK)
 - (12) TOPSOIL FURNISH AND PLACE, 4 INCH
 - (13) SODDING, SALT TOLERANT
 - (14) DOWEL BARS (#6x24" @ 2' C-C UNLESS NOTED)

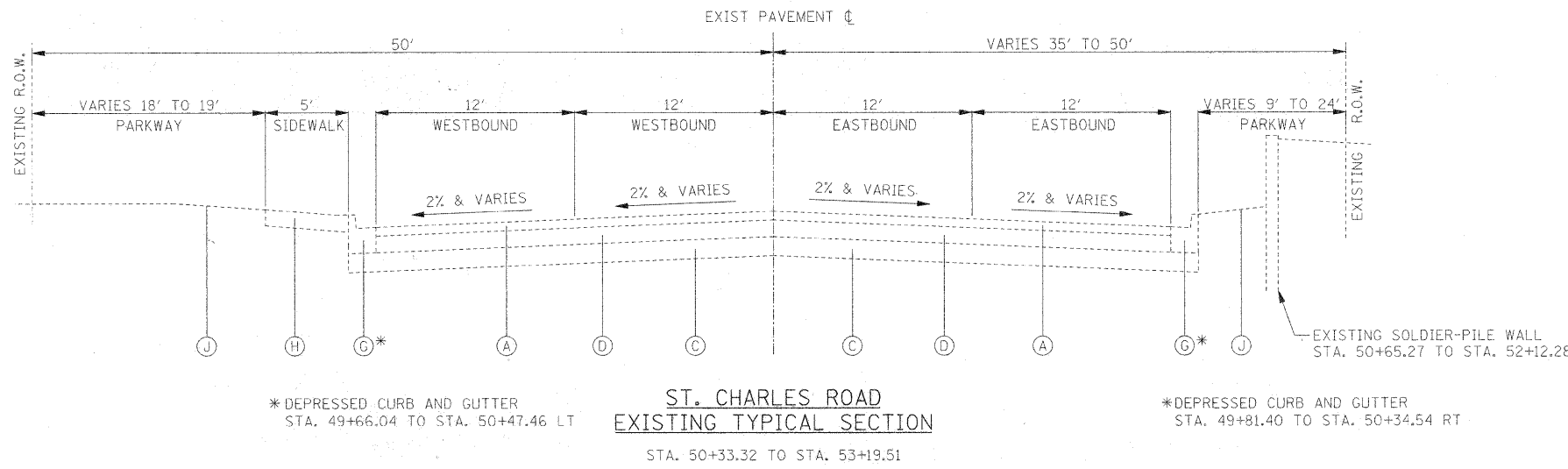
- NOTES:**
- REFER TO SOIL BORINGS FOR DEPTHS OF EXISTING PAVEMENT.
 - 1 1/2" PAVEMENT SURFACE REMOVAL TO BE PERFORMED PRIOR TO RESURFACING.

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	PAID FILE NAME	
	NO.	

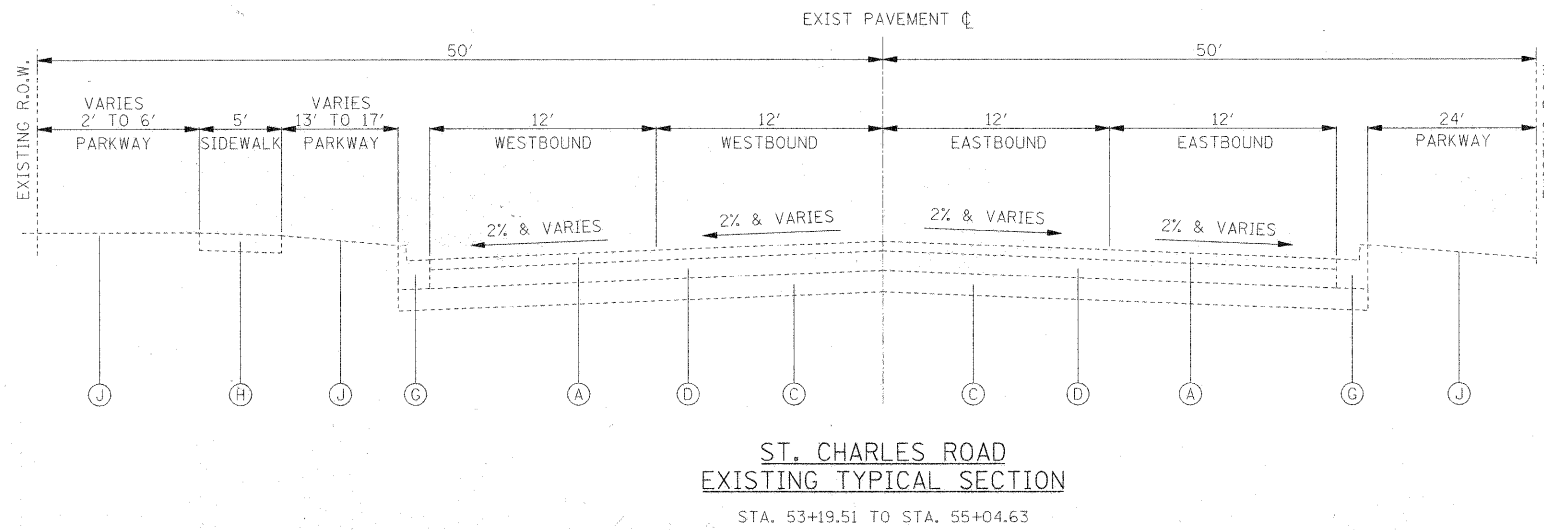
PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NOTATIONS	
	CHRO	
	NO.	



ST. CHARLES ROAD
EXISTING TYPICAL SECTION
STA. 42+81.18 TO STA. 50+33.32



ST. CHARLES ROAD
EXISTING TYPICAL SECTION
STA. 50+33.32 TO STA. 53+19.51



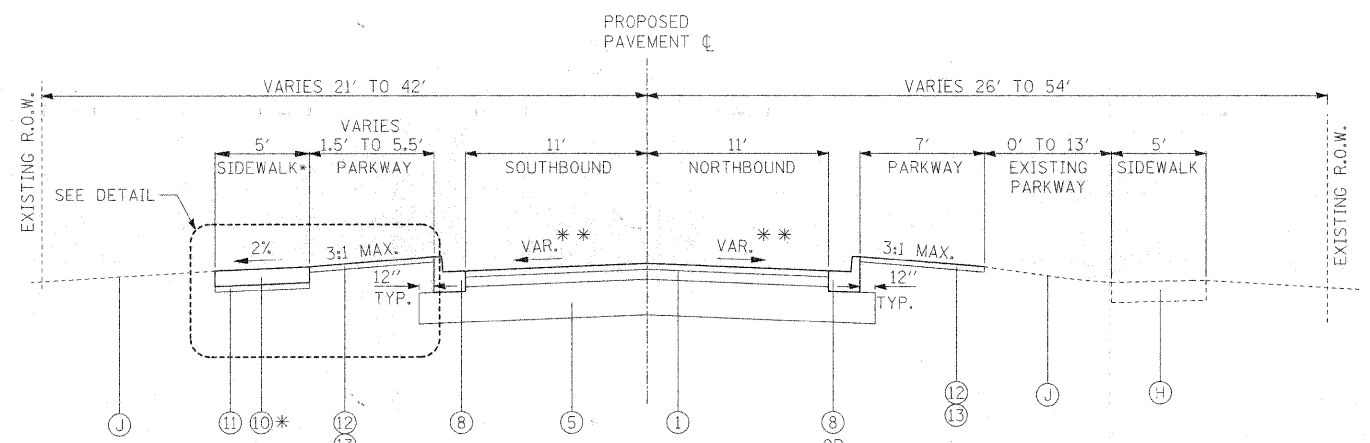
ST. CHARLES ROAD
EXISTING TYPICAL SECTION
STA. 53+19.51 TO STA. 55+04.63

- EXISTING LEGEND:**
- (A) EXISTING HOT-MIX ASPHALT BINDER & SURFACE, THICKNESS VARIES
 - (B) EXISTING HOT-MIX ASPHALT BASE COURSE, THICKNESS VARIES
 - (C) EXISTING AGGREGATE BASE COURSE, THICKNESS VARIES
 - (D) EXISTING PCC BASE COURSE, 8 1/4" AND VARIES (SEE NOTE 1)
 - (E) EXISTING HMA PAVEMENT, 7" AND VARIES (SEE NOTE 1)
 - (F) EXISTING B-6.12 CURB AND GUTTER
 - (G) EXISTING B-6.18 CURB AND GUTTER
 - (H) EXISTING PCC SIDEWALK
 - (I) (NOT USED)
 - (J) EXISTING LANDSCAPED PARKWAY
 - (K) EXISTING GRAVEL SHOULDER
- PROPOSED LEGEND:**
- (1) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6" (REFER TO HMA MIXTURE REQUIREMENTS TABLE, SHEET 20)
 - (2) HMA SURFACE COURSE, MIX "D", N70, 1 1/2" (SEE NOTE 2)
 - (3) LEVELING BINDER (MACHINE METHOD); VARIES 3/4" TO 2-1/2"
 - (4) HMA BINDER COURSE, IL-19.0, N70, 2 1/2" & VARIES
 - (5) AGGREGATE SUBGRADE, 12"
 - (6) AGGREGATE SUBGRADE, 16"
 - (7) PCC BASE COURSE WIDENING, 9"
 - (8) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)
 - (10) PCC SIDEWALK, 5 INCH
 - (11) AGGREGATE BASE COURSE, TYPE B, 2" (INCIDENTAL TO SIDEWALK)
 - (12) TOPSOIL FURNISH AND PLACE, 4 INCH
 - (13) SODDING, SALT TOLERANT
 - (14) DOWEL BARS (#6x24" @ 2' C-C UNLESS NOTED)

- NOTES:**
1. REFER TO SOIL BORINGS FOR DEPTHS OF EXISTING PAVEMENT.
 2. 1 1/2" PAVEMENT SURFACE REMOVAL TO BE PERFORMED PRIOR TO RESURFACING.

FILE NAME =	USER NAME = #USER#	DESIGNED - JAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS - ST. CHARLES ROAD	F.A.U. RTE. 2113	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 19	
#FILEL#	PLOT SCALE = #SCALE#	DRAWN - JAB	REVISED -			RIFORD ROAD RECONSTRUCTION	CONTRACT NO. 63092		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
	PLOT DATE = #DATE#	CHECKED - JMT	REVISED -			SCALE: N.T.S.	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.			
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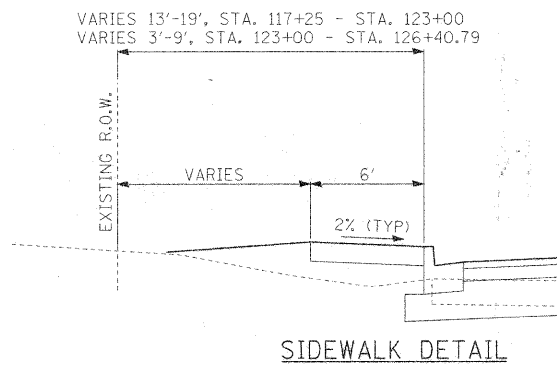


*PROPOSED SIDEWALK
 STA. 100+58.55 TO STA. 100+88.51 LT
 STA. 107+21.21 TO STA. 107+44.13 LT
 STA. 117+25 TO
 STA. 126+40.79
 SEE DETAIL AT RIGHT

RIFORD ROAD
 PROPOSED TYPICAL SECTION

** SUPERELEVATION TRANSITION TABLE

100+13.43 -- 101+13.43	TRANSITION FROM NORMAL CROWN TO 3.6% SUPERELEVATION (LEFT)
101+13.43 -- 102+34.94	3.6% SUPERELEVATION (LEFT)
102+34.94 -- 103+29.98	TRANSITION TO 2.0% CONSTANT SLOPE TO RIGHT
103+29.98 -- 109+07.29	2.0% CONSTANT SLOPE TO RIGHT
113+48.43 -- 120+42.50	NORMAL CROWN
120+42.50 -- 121+62.50	(SB LANE ONLY) PAVEMENT SLOPE VARIES AT ELM -- SEE "INTERSECTION ELEVATION DETAILS" SHEET
121+62.50 -- 125+29.36	NORMAL CROWN
125+29.36 -- 126+12.36	TRANSITION TO 2.8% SUPERELEVATION (LEFT)
126+12.36 -- 126+40.79	2.8% SUPERELEVATION (LEFT)



NOTE REGARDING CURB AND GUTTER:
 "SPECIAL" ITEM TO BE USED WHERE
 PAVEMENT IS SUPERELEVATED AWAY FROM
 CURB AND GUTTER.

EXISTING LEGEND:

- (A) EXISTING HOT-MIX ASPHALT BINDER & SURFACE, THICKNESS VARIES
- (B) EXISTING HOT-MIX ASPHALT BASE COURSE, THICKNESS VARIES
- (C) EXISTING AGGREGATE BASE COURSE, THICKNESS VARIES
- (D) EXISTING PCC BASE COURSE, 8 1/4" AND VARIES (SEE NOTE 1)
- (E) EXISTING HMA PAVEMENT, 7" AND VARIES (SEE NOTE 1)
- (F) EXISTING B-6.12 CURB AND GUTTER
- (G) EXISTING B-6.18 CURB AND GUTTER
- (H) EXISTING PCC SIDEWALK
- (I) (NOT USED)
- (J) EXISTING LANDSCAPED PARKWAY
- (K) EXISTING GRAVEL SHOULDER

PROPOSED LEGEND:

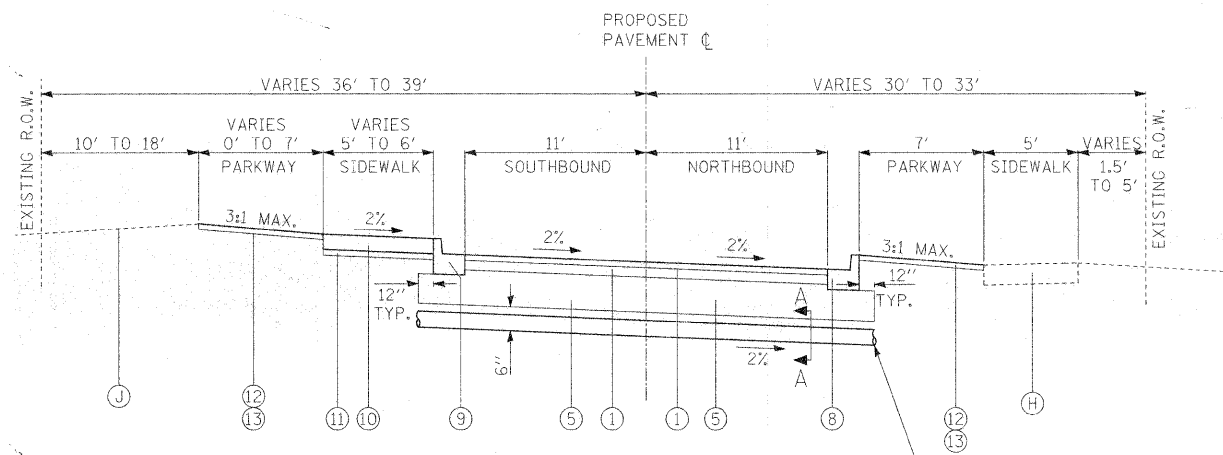
- (1) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6" (REFER TO HMA MIXTURE REQUIREMENTS TABLE, SHEET 20)
- (2) HMA SURFACE COURSE, MIX "D", N70, 1 1/2" (SEE NOTE 2)
- (3) LEVELING BINDER (MACHINE METHOD); VARIES 3/4" TO 2-1/2"
- (4) HMA BINDER COURSE, IL-19.0, N70, 2 1/2" & VARIES
- (5) AGGREGATE SUBGRADE, 12"
- (6) AGGREGATE SUBGRADE, 16"
- (7) PCC BASE COURSE WIDENING, 9"
- (8) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)
- (10) PCC SIDEWALK, 5 INCH
- (11) AGGREGATE BASE COURSE, TYPE B, 2" (INCIDENTAL TO SIDEWALK)
- (12) TOPSOIL FURNISH AND PLACE, 4 INCH
- (13) SODDING, SALT TOLERANT
- (14) DOWEL BARS (#6x24" @ 2' C-C UNLESS NOTED)

NOTES:

1. REFER TO SOIL BORINGS FOR DEPTHS OF EXISTING PAVEMENT.
2. 1 1/2" PAVEMENT SURFACE REMOVAL TO BE PERFORMED PRIOR TO RESURFACING.

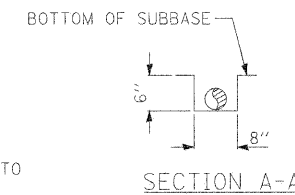
UNDERCUT AND PGE, SUBGRADE LOCATION

NOTE: POSSIBLE LOCATIONS OF UNDERCUT AND POROUS GRANULAR EMBANKMENT, SUBGRADE SHALL BE IDENTIFIED BY THE ENGINEER DURING CONSTRUCTION. CONTRACTOR SHALL BE PAID FOR THE ACTUAL QUANTITY OF WORK PERFORMED.



RIFORD ROAD
 PROPOSED TYPICAL SECTION

STA. 103+05.28 TO STA. 104+65.96
 STA. 105+46.50 TO STA. 107+21.21



HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	VOIDS
RIFORD ROAD PAVEMENT DESIGN	
HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"	4% @ 50 GYR.
ST. CHARLES ROAD PAVEMENT DESIGN	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm); 1 1/2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4" MIN.	4% @ 70 GYR.
LEVELING BINDER (MACHINE METHOD), N70 (3/4" MIN.), THICKNESS AS SHOWN ON TYPICAL SECTION	4% @ 70 GYR.
HOT-MIX ASPHALT DRIVEWAY PAVEMENT	
HMA SURFACE COURSE, MIX "C", N50 (IL-9.5mm); 2"	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19mm), 6"	4% @ 50 GYR.
PAVEMENT PATCHING	
CLASS D PATCHES, TYPE III	
CLASS D PATCHES, TYPE IV	HMA BINDER IL-19mm
	4% @ 70 GYR.

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

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 IN THE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" REFER TO THE SPECIAL PROVISIONS.

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

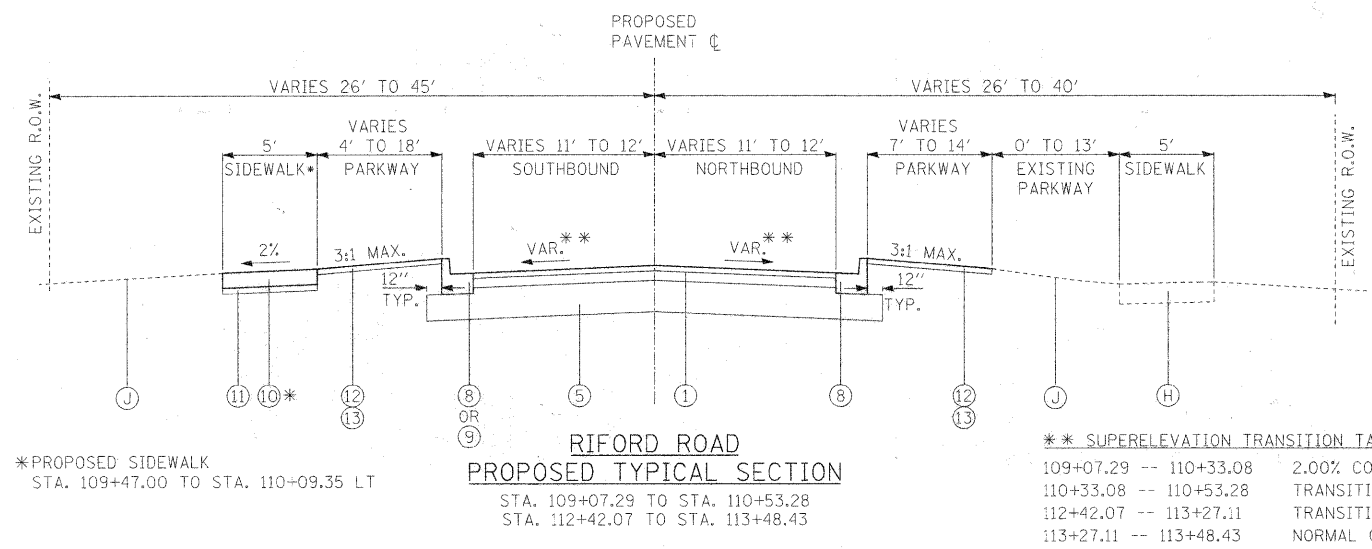
PROPOSED TYPICAL SECTIONS - RIFORD ROAD

SCALE: N.T.S. SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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RIFORD ROAD RECONSTRUCTION			CONTRACT NO. 63092	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

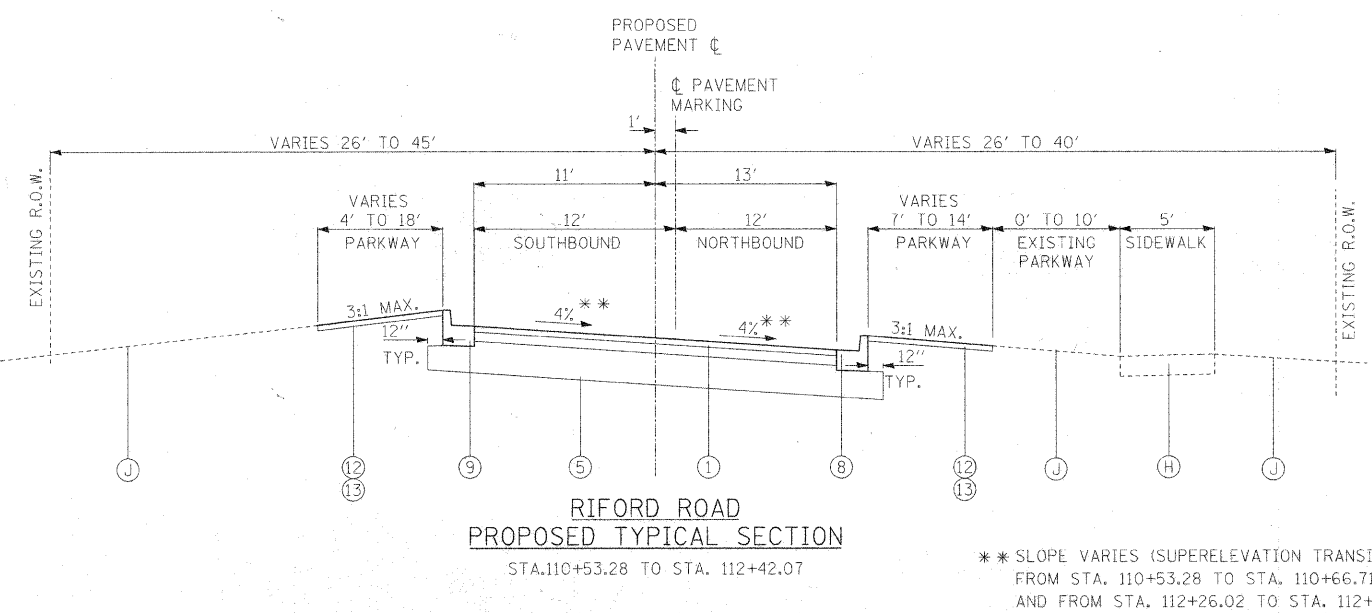
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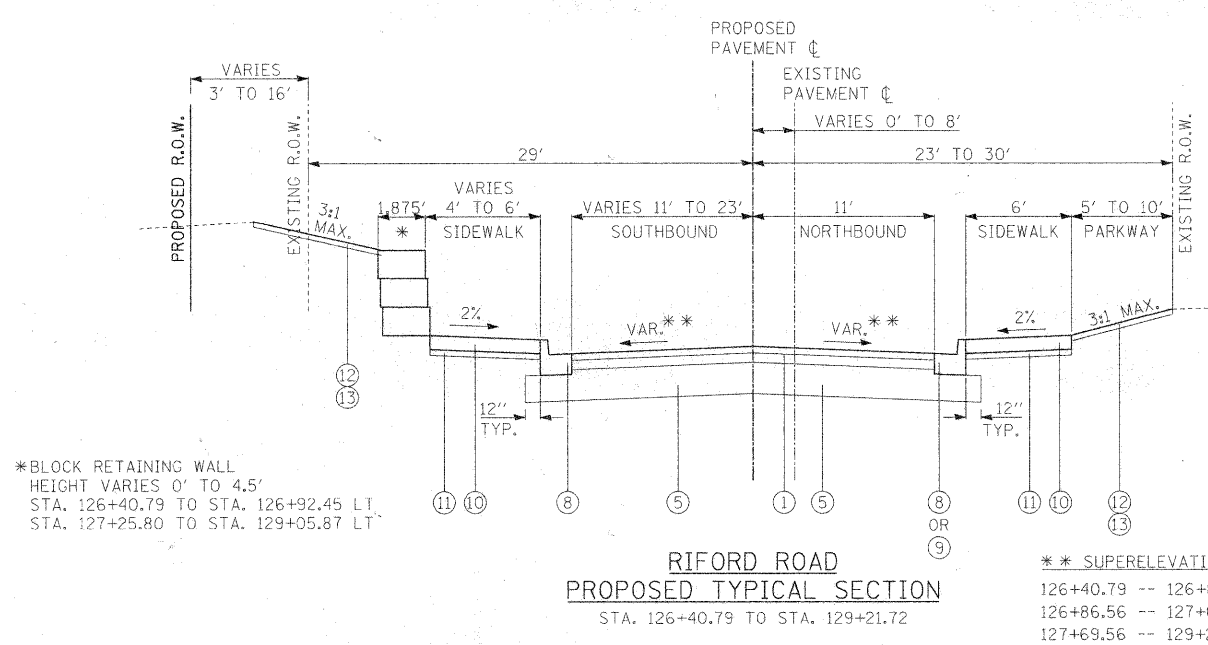


**** SUPERELEVATION TRANSITION TABLE**

109+07.29 -- 110+33.08	2.00% CONSTANT SLOPE TO RIGHT
110+33.08 -- 110+53.28	TRANSITION TO 2.67%
112+42.07 -- 113+27.11	TRANSITION FROM 2.67%
113+27.11 -- 113+48.43	NORMAL CROWN



**** SLOPE VARIES (SUPERELEVATION TRANSITION)**
FROM STA. 110+53.28 TO STA. 110+66.71
AND FROM STA. 112+26.02 TO STA. 112+42.07



**** SUPERELEVATION TRANSITION TABLE**

126+40.79 -- 126+86.56	FULL S.E. (2.90% LEFT)
126+86.56 -- 127+69.56	TRANSITION TO NORMAL CROWN
127+69.56 -- 129+21.72	NORMAL CROWN

***BLOCK RETAINING WALL**
HEIGHT VARIES 0' TO 4.5'
STA. 126+40.79 TO STA. 126+92.45 LT.
STA. 127+25.80 TO STA. 129+05.87 LT

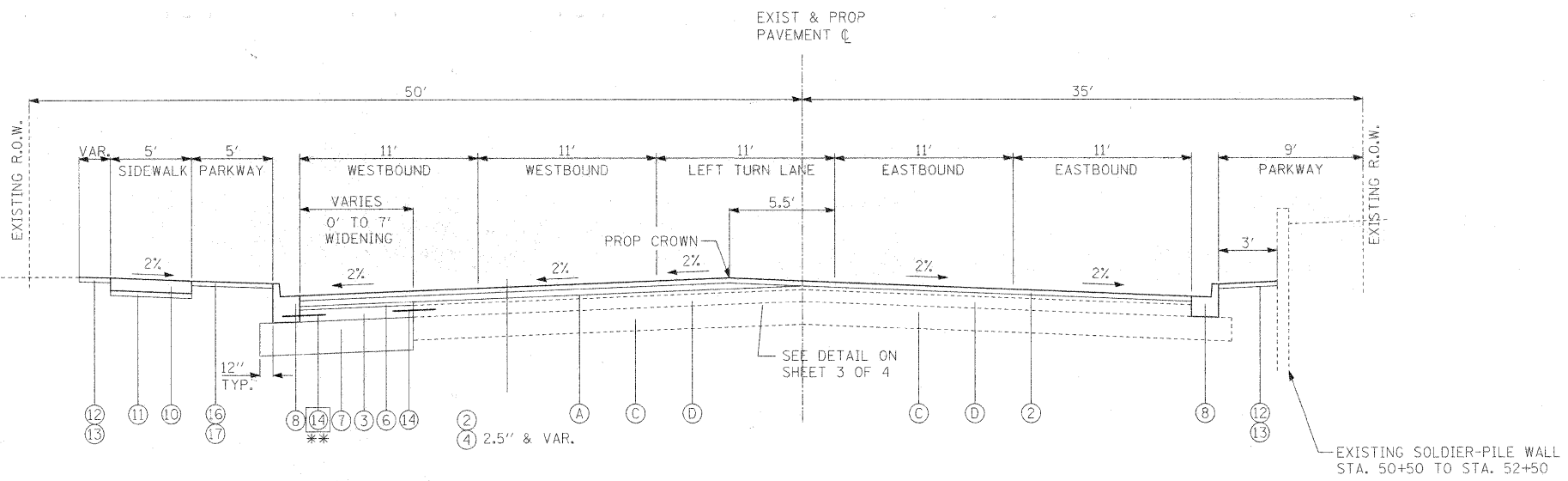
- EXISTING LEGEND:**
- (A) EXISTING HOT-MIX ASPHALT BINDER & SURFACE, THICKNESS VARIES
 - (B) EXISTING HOT-MIX ASPHALT BASE COURSE, THICKNESS VARIES
 - (C) EXISTING AGGREGATE BASE COURSE, THICKNESS VARIES
 - (D) EXISTING PCC BASE COURSE, 8 1/4" AND VARIES (SEE NOTE 1)
 - (E) EXISTING HMA PAVEMENT, 7" AND VARIES (SEE NOTE 1)
 - (F) EXISTING B-6.12 CURB AND GUTTER
 - (G) EXISTING B-6.18 CURB AND GUTTER
 - (H) EXISTING PCC SIDEWALK
 - (I) (NOT USED)
 - (J) EXISTING LANDSCAPED PARKWAY
 - (K) EXISTING GRAVEL SHOULDER
- PROPOSED LEGEND:**
- (1) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6" (REFER TO HMA MIXTURE REQUIREMENTS TABLE, SHEET 20)
 - (2) HMA SURFACE COURSE, MIX "D", N70, 1 1/2" (SEE NOTE 2)
 - (3) LEVELING BINDER (MACHINE METHOD); VARIES 3/4" TO 2-1/2"
 - (4) HMA BINDER COURSE, IL-19.0, N70, 2 1/2" & VARIES
 - (5) AGGREGATE SUBGRADE, 12"
 - (6) AGGREGATE SUBGRADE, 16"
 - (7) PCC BASE COURSE WIDENING, 9"
 - (8) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)
 - (10) PCC SIDEWALK, 5 INCH
 - (11) AGGREGATE BASE COURSE, TYPE B, 2" (INCIDENTAL TO SIDEWALK)
 - (12) TOPSOIL FURNISH AND PLACE, 4 INCH
 - (13) SODDING, SALT TOLERANT
 - (14) DOWEL BARS (#6x24" @ 2' C-C UNLESS NOTED)

NOTES:
1. REFER TO SOIL BORINGS FOR DEPTHS OF EXISTING PAVEMENT.

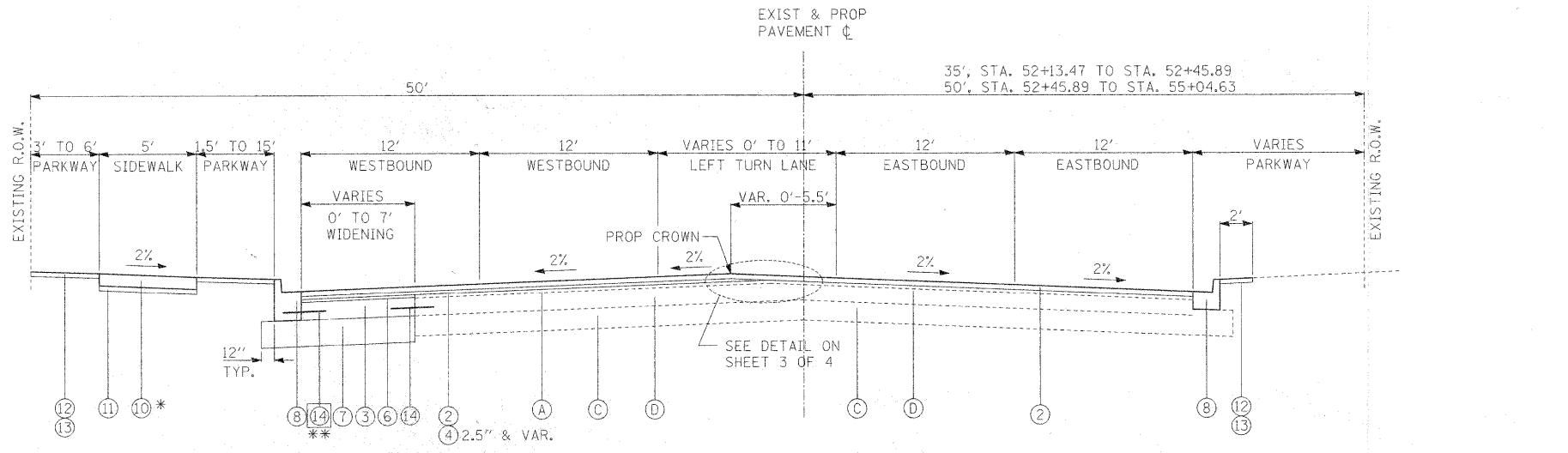
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#FILE#	PLANNED	DRAWN - JAB	REVISED -			05-00068-00-FP	DUPAGE	141	21		
	CHECKED - MAP	DATE - 12/01/2009	REVISED -			RIFORD ROAD RECONSTRUCTION	CONTRACT NO. 63092	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
	PLANNED					SCALE: N.T.S.	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.		

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**ST. CHARLES ROAD
PROPOSED TYPICAL SECTION**
STA. 50+00 TO STA. 52+13.47



* EXISTING SIDEWALK IS LOCATED STA. 53+43.13 LT TO STA. 55+04.63 LT
** INCIDENTAL TO B-6.18 CURB AND GUTTER.

**ST. CHARLES ROAD
PROPOSED TYPICAL SECTION**
STA. 52+13.47 TO STA. 55+04.63

- EXISTING LEGEND:**
- (A) EXISTING HOT-MIX ASPHALT BINDER & SURFACE, THICKNESS VARIES
 - (B) EXISTING HOT-MIX ASPHALT BASE COURSE, THICKNESS VARIES
 - (C) EXISTING AGGREGATE BASE COURSE, THICKNESS VARIES
 - (D) EXISTING PCC BASE COURSE, 8 1/4" AND VARIES (SEE NOTE 1)
 - (E) EXISTING HMA PAVEMENT, 7" AND VARIES (SEE NOTE 1)
 - (F) EXISTING B-6.12 CURB AND GUTTER
 - (G) EXISTING B-6.18 CURB AND GUTTER
 - (H) EXISTING PCC SIDEWALK
 - (I) (NOT USED)
 - (J) EXISTING LANDSCAPED PARKWAY
 - (K) EXISTING GRAVEL SHOULDER

- PROPOSED LEGEND:**
- ① HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6" (REFER TO HMA MIXTURE REQUIREMENTS TABLE, SHEET 20)
 - ② HMA SURFACE COURSE, MIX "D", N70, 1 1/2" (SEE NOTE 2)
 - ③ LEVELING BINDER (MACHINE METHOD); VARIES 3/4" TO 2-1/2"
 - ④ HMA BINDER COURSE, IL-19.0, N70, 2 1/2" & VARIES
 - ⑤ AGGREGATE SUBGRADE, 12"
 - ⑥ AGGREGATE SUBGRADE, 16"
 - ⑦ PCC BASE COURSE WIDENING, 9"
 - ⑧ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
 - ⑨ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)
 - ⑩ PCC SIDEWALK, 5 INCH
 - ⑪ AGGREGATE BASE COURSE, TYPE B, 2" (INCIDENTAL TO SIDEWALK)
 - ⑫ TOPSOIL FURNISH AND PLACE, 4 INCH
 - ⑬ SODDING, SALT TOLERANT
 - ⑭ DOWEL BARS (#6x24" @ 2' C-C UNLESS NOTED)

- NOTES:**
- REFER TO SOIL BORINGS FOR DEPTHS OF EXISTING PAVEMENT.
 - 1 1/2" PAVEMENT SURFACE REMOVAL TO BE PERFORMED PRIOR TO RESURFACING.

UNDERCUT AND PGE, SUBGRADE LOCATION
NOTE: POSSIBLE LOCATIONS OF UNDERCUT AND POROUS GRANULAR EMBANKMENT, SUBGRADE SHALL BE IDENTIFIED BY THE ENGINEER DURING CONSTRUCTION. CONTRACTOR SHALL BE PAID FOR THE ACTUAL QUANTITY OF WORK PERFORMED.

ITEM	VOIDS
RIFORD ROAD PAVEMENT DESIGN	
HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4"	4% @ 50 GYR.
ST. CHARLES ROAD PAVEMENT DESIGN	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm); 1 1/2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4" MIN.	4% @ 70 GYR.
LEVELING BINDER (MACHINE METHOD), N70 (3/4" MIN.), THICKNESS AS SHOWN ON TYPICAL SECTION	4% @ 70 GYR.
HOT-MIX ASPHALT DRIVEWAY PAVEMENT	
HMA SURFACE COURSE, MIX "C", N50 (IL-9.5mm); 2"	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19mm), 6"	4% @ 50 GYR.
PAVEMENT PATCHING	
CLASS D PATCHES, TYPE III	
CLASS D PATCHES, TYPE IV	HMA BINDER IL-19mm
	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/SY-IN.
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 IN THE SPECIAL PROVISIONS.
FOR "PERCENT OF RAP" REFER TO THE SPECIAL PROVISIONS.

MAINTENANCE OF TRAFFIC GENERAL NOTES

ALL TRAFFIC CONTROL AND PROTECTION MEASURES SHALL BE IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATIONS, THE TRAFFIC CONTROL PLAN AND THE MUTCD.

THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF THE ENGINEER FOR ANY METHODS OF TRAFFIC CONTROL AND PROTECTION DIFFERENT THAN THAT SHOWN ON THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR.

THE CONTRACTOR SHALL NOT CHANGE THE CONSTRUCTION STAGING PLANS WITHOUT WRITTEN APPROVAL OF THE ENGINEER AND ANY ADDITIONAL COSTS RESULTING FROM AN APPROVED CHANGE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE CONTRACTOR SHALL PROVIDE ALL SIGNS, BARRICADES, TEMPORARY BARRIER WALLS AND PROTECTION NECESSARY FOR THE MAINTENANCE OF TRAFFIC AS NOTED IN THE CONTRACT DOCUMENTS, OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR MUST NOTIFY ALL EMERGENCY SERVICES (POLICE, FIRE, ETC.), LOCAL SCHOOL DISTRICTS AND LOCAL MUNICIPALITIES (VILLAGES, COUNTY, TOWNSHIPS) AND POST OFFICE A MINIMUM OF 72 HOURS IN ADVANCE OF ANY SIDE ROAD CLOSURES OR DETOURS, OR ANY OTHER WORK WHICH HAS THE POTENTIAL TO LIMIT EMERGENCY SERVICES' ACCESS TO THE PROJECT AREA.

SOLID WHITE LINES SHALL BE USED TO DEFINE OUTSIDE LANE LINES DURING MAINTENANCE OF TRAFFIC WHERE CURB AND GUTTER DOES NOT SERVE AS THE EDGE OF THE TRAFFIC LANE.

THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY DRAINAGE AND DE-WATERING ACTIVITIES TO ENSURE NO FLOODING OF ADJACENT PROPERTIES OR STANDING WATER IN THE CONSTRUCTION SITE.

ALL WARNING SIGNS SHALL BE BLACK LEGEND AND BORDER ON ORANGE REFLECTORIZED BACKGROUND UNLESS OTHERWISE SPECIFIED. ALL WARNING SIGNS SHALL BE 48" X 48".

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS, COMMERCIAL ENTRANCES AND SIDE STREETS DURING CONSTRUCTION. A QUANTITY OF "TEMPORARY ACCESS" WORK FOR THE RELEVANT ACCESS POINTS IS PROVIDED FOR THIS PURPOSE. TEMPORARY ACCESS CLOSURES WILL BE ALLOWED ONLY AT THE DIRECTION OF THE ENGINEER.

ALL ADVANCE WARNING SIGNS FOR THE PROJECT SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION.

ALL TEMPORARY OR PERMANENT PAVEMENT MARKING PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION PHASE CHANGE.

CONSTRUCTION STAGING NOTES

THOSE PORTIONS OF RIFORD ROAD, GRAND AVENUE AND OAK STREET UNDER CONSTRUCTION SHALL BE CLOSED FOR THE DURATION OF CONSTRUCTION.

DURING UTILITY, ROADWAY AND DRAINAGE WORK IMPACTING CRESCENT BOULEVARD, CONTRACTOR SHALL STAGE CONSTRUCTION OF THE WORK USING IDOT STD. 701501 FOR TRAFFIC CONTROL.

ST. CHARLES ROAD - STAGE 1

CLOSE RIFORD ROAD TO THROUGH TRAFFIC.

INSTALL TEMPORARY TRAFFIC SIGNAL. DEACTIVATE EXISTING TRAFFIC SIGNAL.

INSTALL TRAFFIC CONTROL AND TEMPORARY PAVEMENT MARKINGS FOR STAGE 1 CONSTRUCTION. SHIFT TRAFFIC.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

PERFORM PAVEMENT PATCHING AS DIRECTED BY THE ENGINEER. CONSTRUCT NEW ST. CHARLES ROAD DRAINAGE AND PAVEMENT.

INSTALL TEMPORARY PAVEMENT MARKINGS IN PROPOSED PERMANENT LOCATIONS. INSTALL TRAFFIC CONTROL FOR STAGE 2 CONSTRUCTION. SHIFT TRAFFIC.

ST. CHARLES ROAD - STAGE 2

PERFORM PAVEMENT PATCHING AS DIRECTED BY THE ENGINEER, USING DAY LANE CLOSURES.

CONSTRUCT NEW STORM SEWER OUTFALL AT THE INTERSECTION OF RIFORD AND ST. CHARLES USING DAY LANE CLOSURES.

CONSTRUCT NEW CURB AND GUTTER AND NEW SIDEWALK ON THE SOUTH SIDE OF ST. CHARLES ROAD USING DAY LANE CLOSURES.

CONSTRUCT NEW ST. CHARLES ROAD PAVEMENT SURFACE. CONSTRUCT NEW RIFORD ROAD PAVEMENT.

INSTALL AND ACTIVATE NEW TRAFFIC SIGNAL EQUIPMENT. INSTALL PERMANENT PAVEMENT MARKINGS.

NOTE: A RESURFACING PROJECT IS PLANNED BY THE DUPAGE COUNTY DIVISION OF TRANSPORTATION BEGINNING AT EAST LIMIT ON ST. CHARLES ROAD AND PROCEEDING TO THE EAST. WORK ON ST. CHARLES ROAD MUST BE COMPLETED UNDER THE TERMS OUTLINED IN THE SPECIAL PROVISIONS. CONTRACTOR SHALL COORDINATE THE COMPLETION OF THIS STAGE WITH THE ADJACENT PROJECT AS DIRECTED BY THE ENGINEER.

ACCESS AND SIGNING NOTES

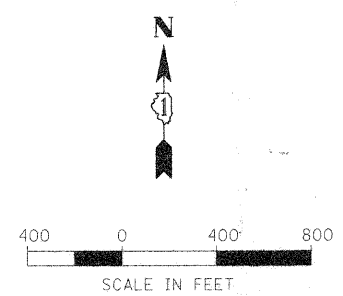
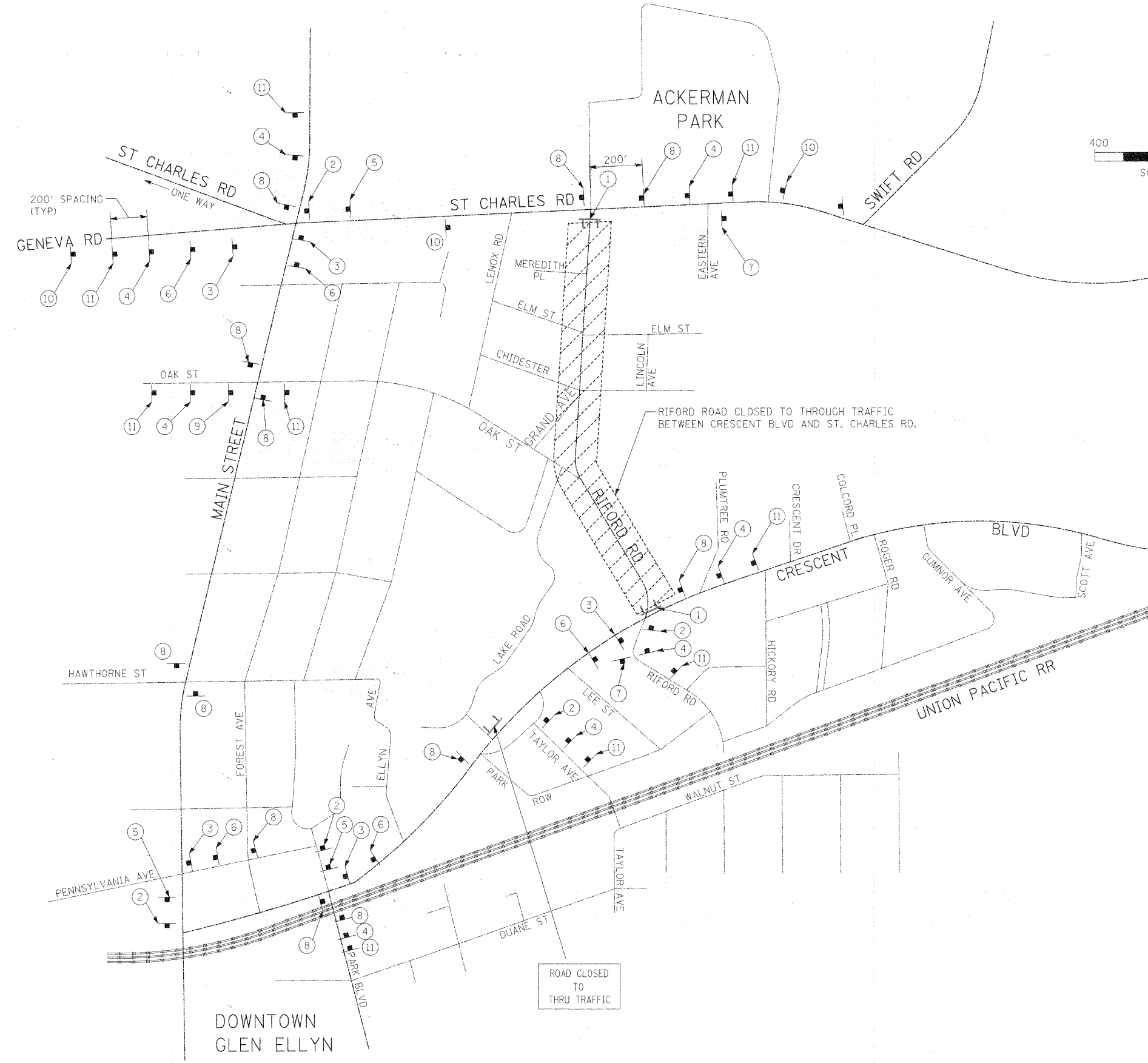
THE RIFORD ROAD INTERSECTIONS WITH CHIDESTER AVENUE AND ELM STREET PROVIDE THE ONLY ACCESS BETWEEN THE VILLAGE'S FIRST RESPONDER FACILITIES AND THE NEIGHBORHOOD EAST OF RIFORD ROAD. CONTRACTOR MUST ENSURE THAT ACCESS FOR EMERGENCY VEHICLES IS ALWAYS AVAILABLE. IF THE CONTRACTOR MUST ELIMINATE ACCESS THROUGH ONE OF THESE INTERSECTIONS, THAT INFORMATION SHOULD BE PROVIDED TO THE ENGINEER IN ADVANCE.

CLOSURES OF LAKE ROAD, GRAND AVENUE AND OAK STREET AT THEIR LIMITS OF CONSTRUCTION, AND ALL SIDE STREET CLOSURES, WILL BE MARKED WITH TYPE III BARRICADES AND A "ROAD CLOSED AHEAD" SIGN INSTALLED 500 FEET IN ADVANCE OF THE CLOSURE, OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE INCIDENTAL TO "TRAFFIC CONTROL AND PROTECTION, STANDARD 701701".

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NOTE BOOK	
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FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC GENERAL NOTES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		CHECKED -	REVISED -			RIFORD ROAD RECONSTRUCTION	CONTRACT NO. 63092				
		PLOT DATE = #DATE#	DATE - 12/01/2009			REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
						SCALE: N.T.S.	SHEET NO. 1	OF 1	SHEETS	STA. TO STA.	

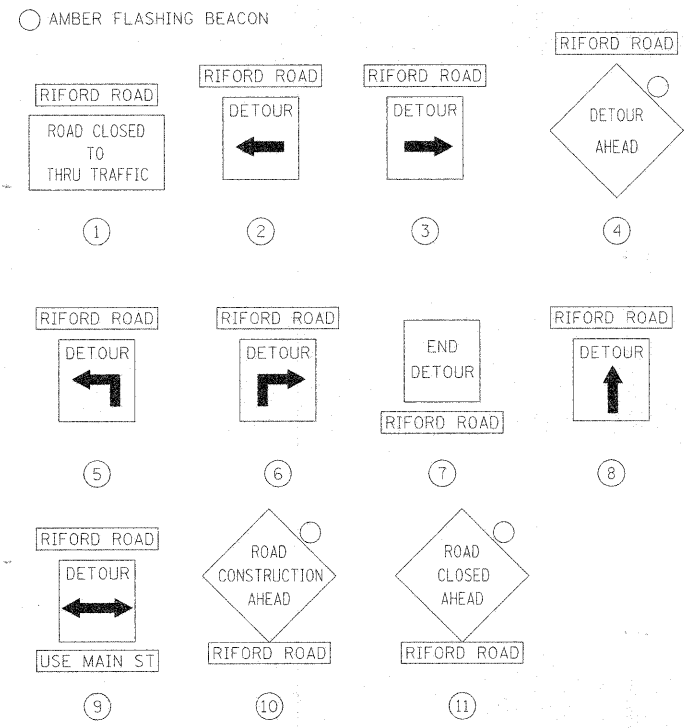


- NOTES:**
1. ALL DETOUR SIGNS SHALL BE IN ORANGE COLOR BACKGROUND WITH BLACK LETTERS.
 2. FOLLOW LATEST MUTCD MANUAL AND IDOT STANDARDS FOR DETOUR SIGNS AND MAINTENANCE OF TRAFFIC SIGNS.
 3. THE COST OF THE DETOUR SIGNING FOR THE RIFORD ROAD CLOSURE SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR."
 4. CONTRACTOR SHALL COORDINATE ALL DETOUR SIGNS WITH ADJACENT CONSTRUCTION CONTRACTS.
 5. CRESCENT BLVD, FOREST AVE, PENNSYLVANIA AVE AND MAIN STREET ARE UNDER THE JURISDICTION OF THE VILLAGE OF GLEN ELLYN. ST. CHARLES ROAD IS UNDER THE JURISDICTION OF DUPAGE COUNTY.

TYPE III BARRICADE

GROUND-MOUNTED SIGN

DETOUR SIGN LEGEND



BY	DATE

BY	DATE

FILE NAME =	USER NAME = #USER#	DESIGNED - MAP	REVISED -
#FILE#		DRAWN - JMT	REVISED -
		CHECKED - MAP	REVISED -
		DATE - 12/01/2009	REVISED -

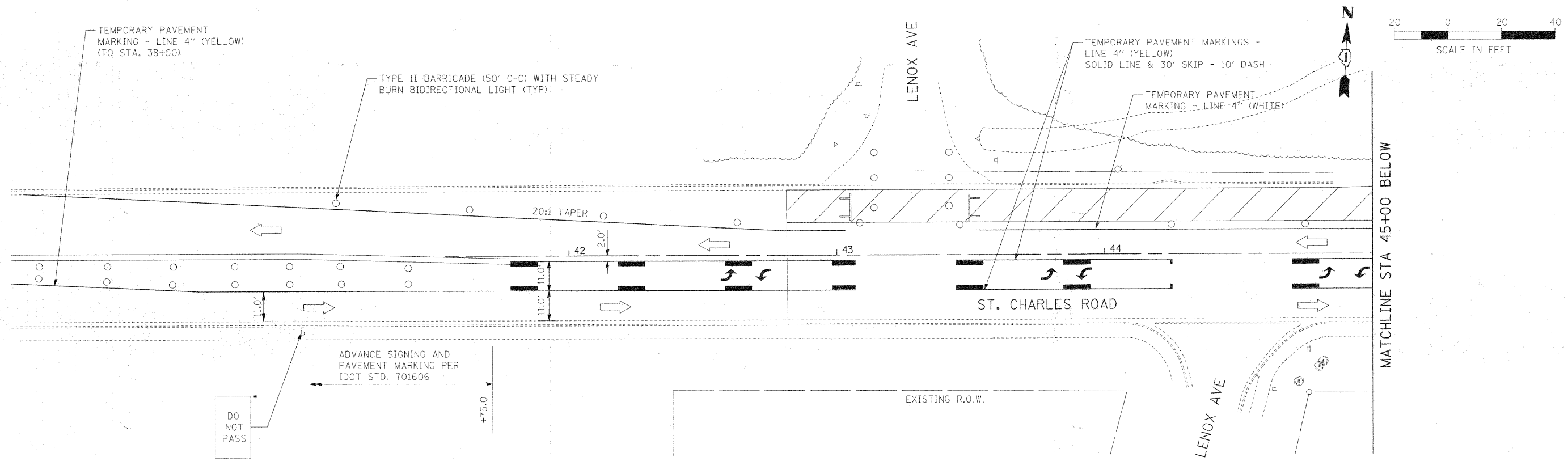
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MAINTENANCE OF TRAFFIC - DETOUR PLAN

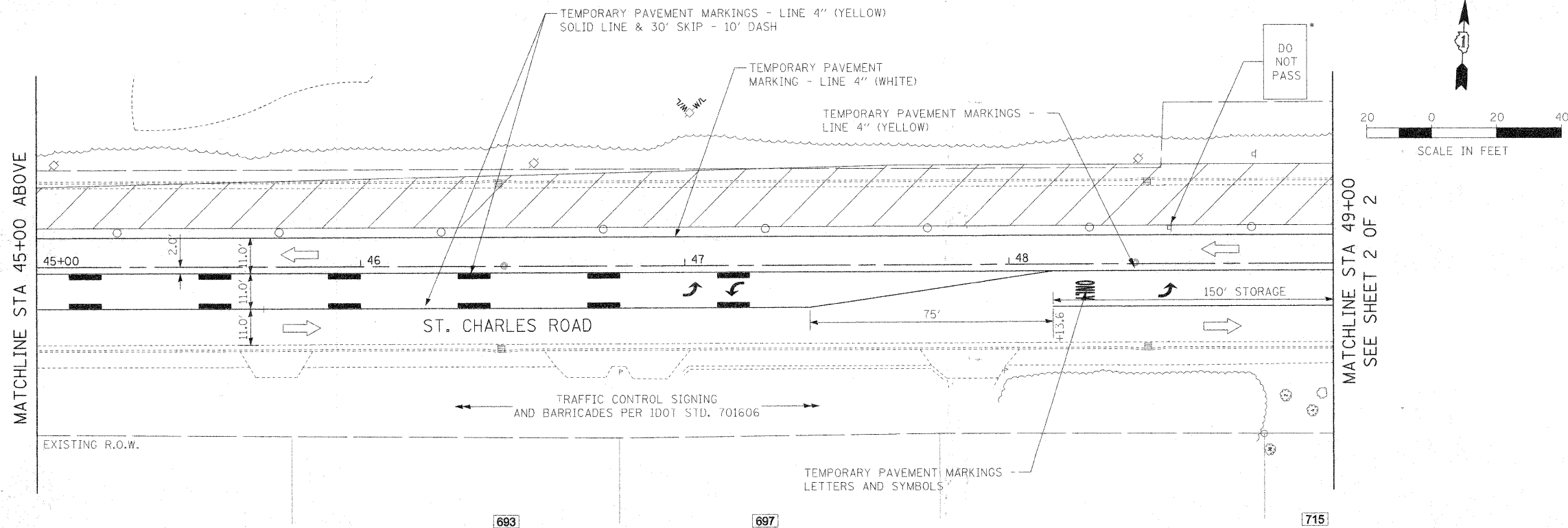
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F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
225	05-00068-00-FP	DUPAGE	141	25
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	ALLOWED	
	NOTED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	CADD FILE NAME	
	NO.	



PROFILE	SURVEYED	DATE
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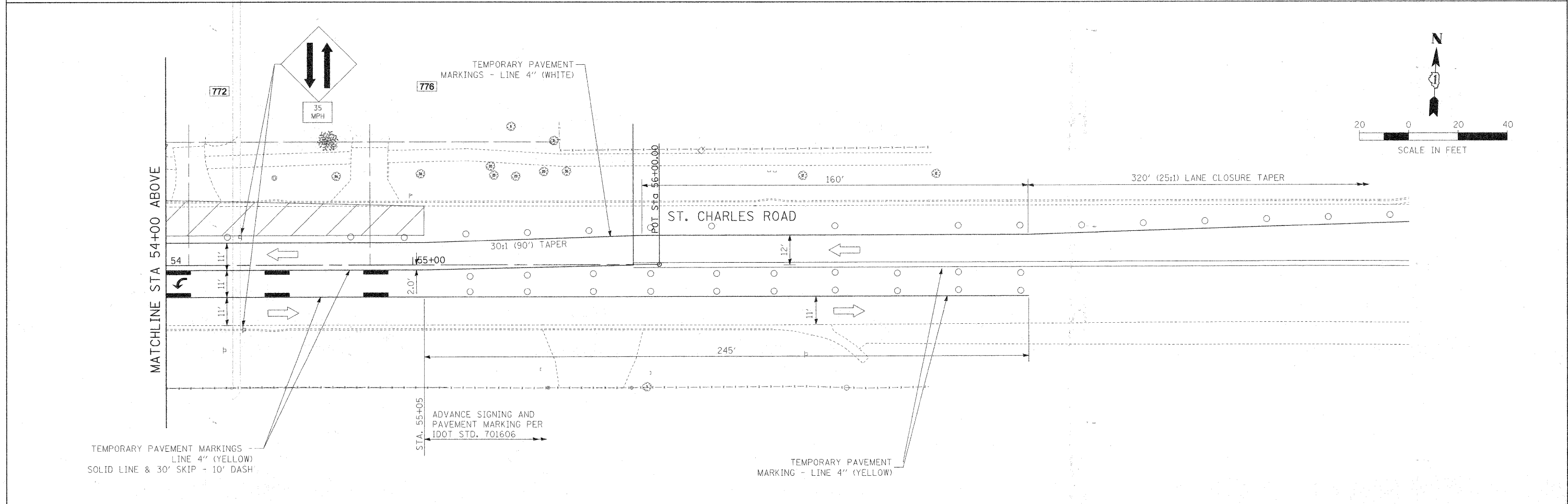
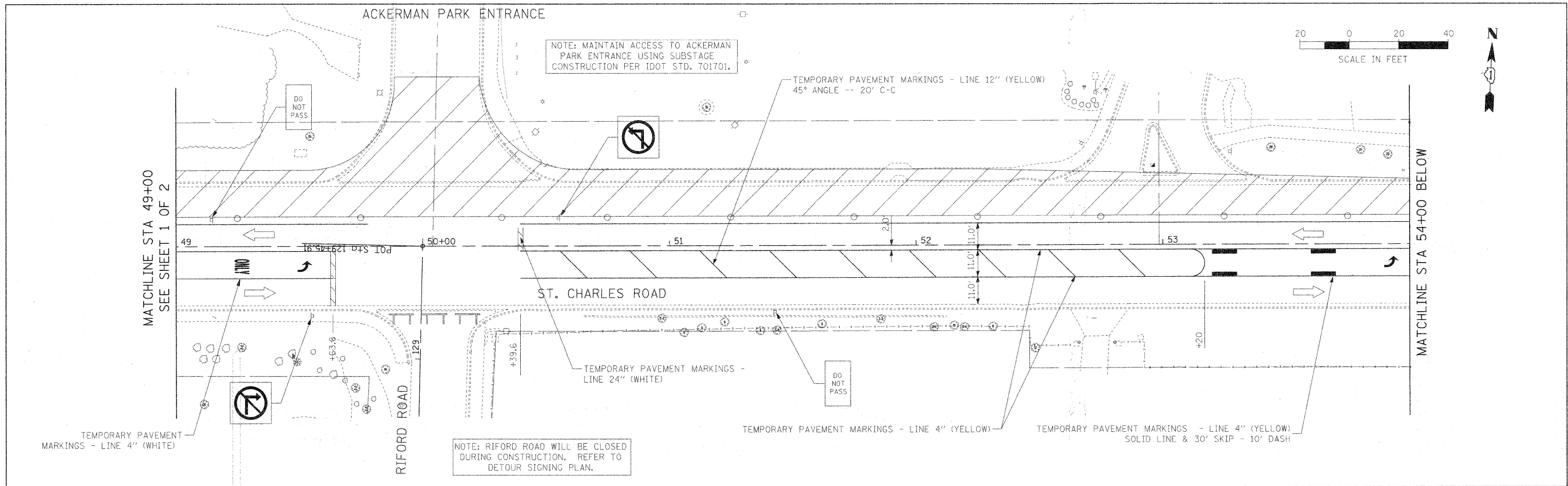


NOTE
* SHALL BE REPEATED EVERY 1/4 MILE.

FILE NAME =	USER NAME = #USER#	DESIGNED - MAP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ST. CHARLES ROAD MAINTENANCE OF TRAFFIC - STAGE 1	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	
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PLOT DATE = #DATE#		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

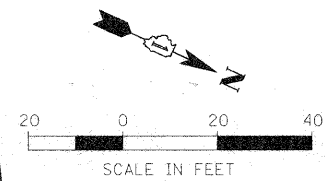
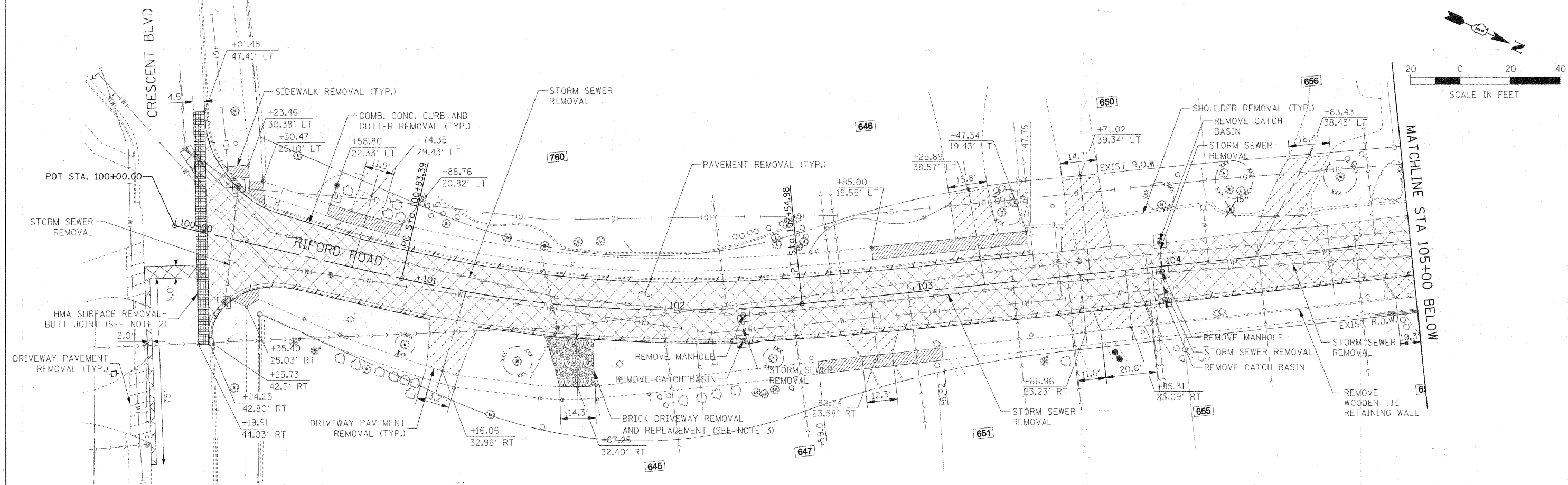
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NO.	FILE NAME	

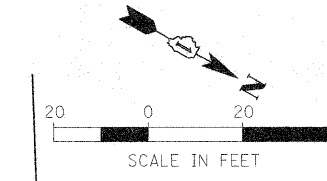
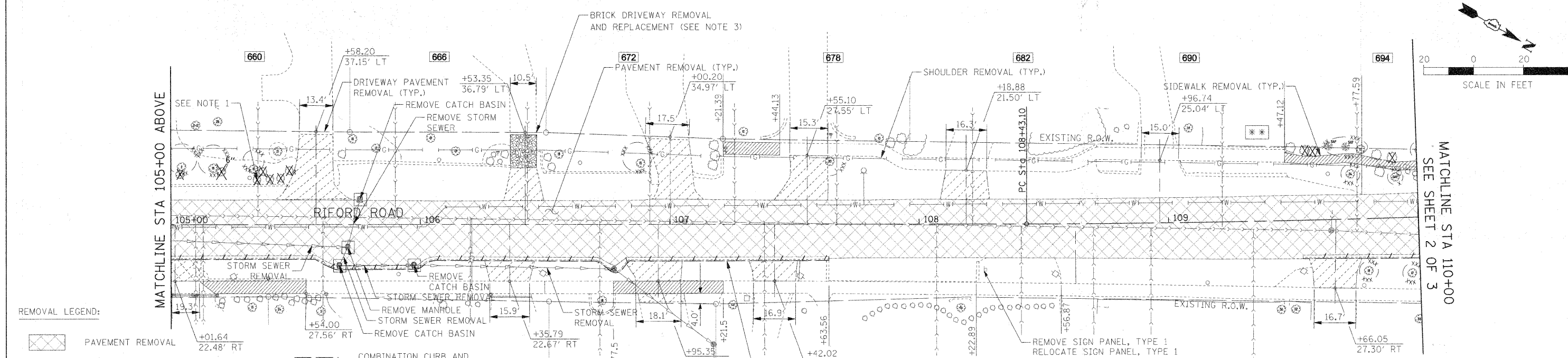


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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

BY	DATE
SURVEYED	
ALIGNED	
CHECKED	
PLANNED	
NO. OF WAY CHECKED	
CADD FILE NAME	
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STRUCTURE	
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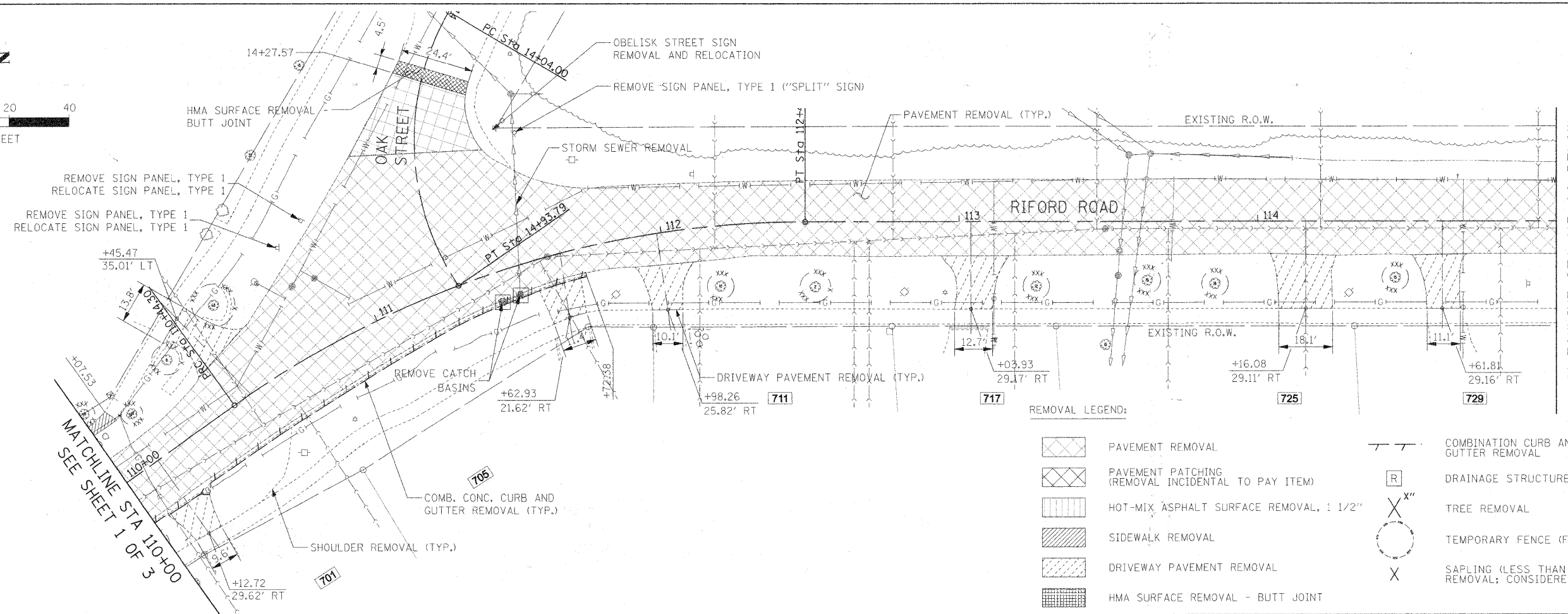
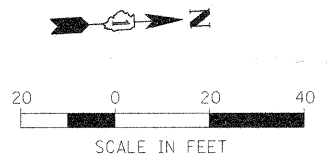
REMOVAL LEGEND:

- PAVEMENT REMOVAL
- PAVEMENT PATCHING (REMOVAL INCIDENTAL TO PAY ITEM)
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- HMA SURFACE REMOVAL - BUTT JOINT
- COMBINATION CURB AND GUTTER REMOVAL
- DRAINAGE STRUCTURE REMOVAL
- TREE REMOVAL
- TEMPORARY FENCE (FOR TREE PROTECTION)
- CLEARING ITEMS: SAPLINGS (LESS THAN 6" DIA.), SHRUBS, AND BUSHES TO BE REMOVED

- NOTES:**
- SHRUB REMOVAL AND TREE REMOVAL (LESS THAN 6" DIAMETER) SHALL BE CLEARED IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO LANDSCAPING THAT SHOULD REMAIN.
 - REFER TO ROADWAY DETAILS FOR HMA SURFACE REMOVAL - BUTT JOINT DETAILS.
 - BRICKS SHALL BE SALVAGED AND USED AGAIN AT THE SAME DRIVEWAY. PAID FOR AS BRICK DRIVEWAY REMOVAL AND REPLACEMENT.
 - REFER TO PAVEMENT MARKING AND SIGNAGE PLANS FOR LOCATIONS OF SIGN PANEL REMOVAL AND RELOCATION AND OBELISK STREET SIGN RELOCATION.

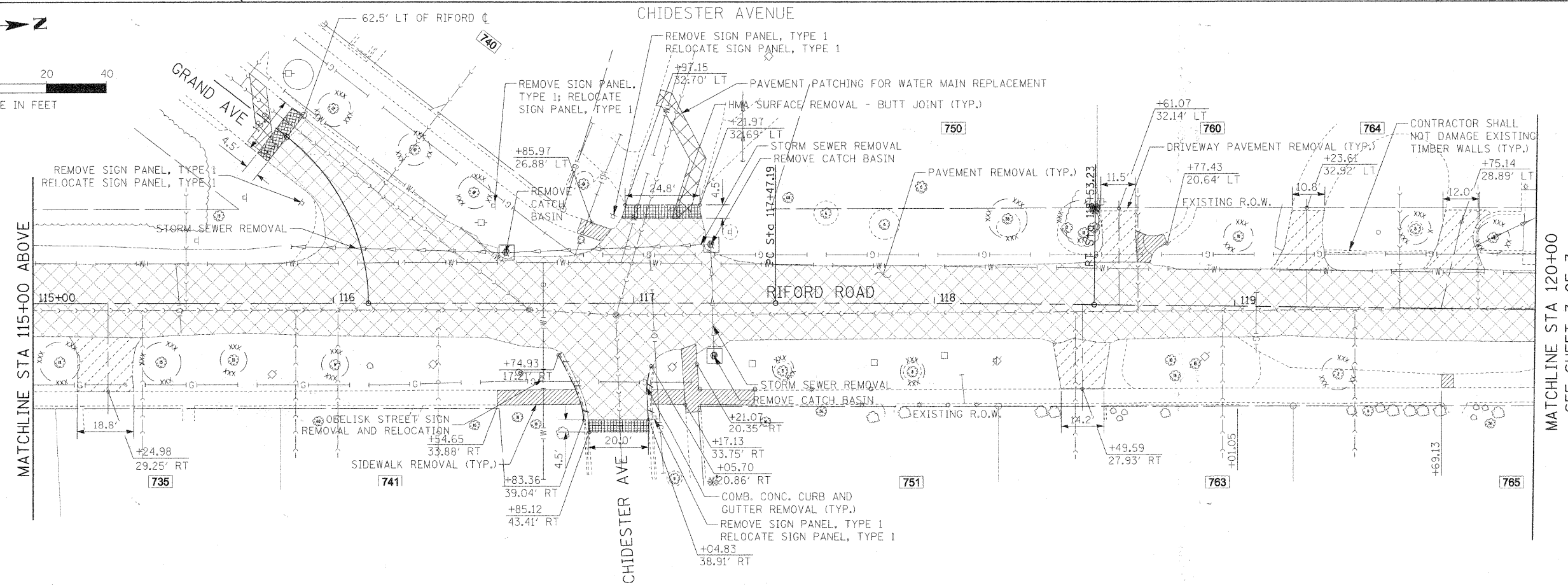
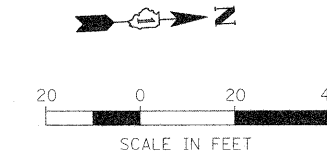
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	PLOT DATE = #DATE#	CHECKED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
		DATE - 12/01/2009	REVISED -									

PLAN	SURVEYED	DATE
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	NOTED	
	NO. OF WAY CHECKED	
	CADD FILE NAME	
	NO.	



- REMOVAL LEGEND:**
- PAVEMENT REMOVAL
 - PAVEMENT PATCHING (REMOVAL INCIDENTAL TO PAY ITEM)
 - HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
 - SIDEWALK REMOVAL
 - DRIVEWAY PAVEMENT REMOVAL
 - HMA SURFACE REMOVAL - BUTT JOINT
 - COMBINATION CURB AND GUTTER REMOVAL
 - DRAINAGE STRUCTURE REMOVAL
 - TREE REMOVAL
 - TEMPORARY FENCE (FOR TREE PROTECTION)
 - SAPLING (LESS THAN 6" DIA.), SHRUB, AND BUSH REMOVAL; CONSIDERED INCIDENTAL TO CLEARING

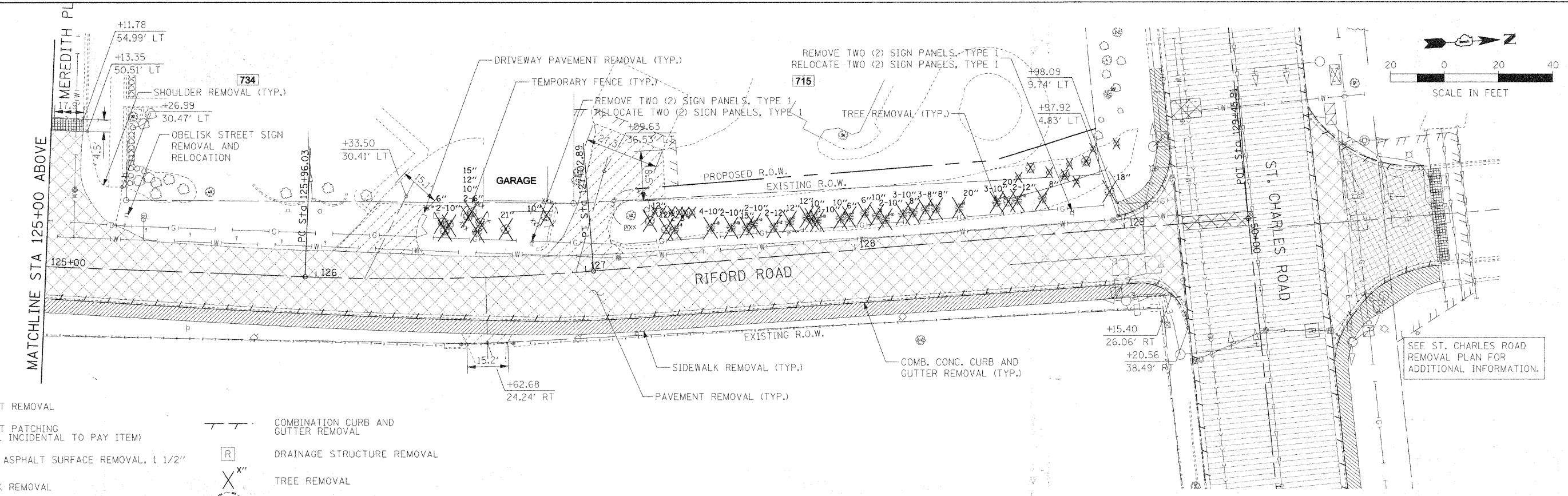
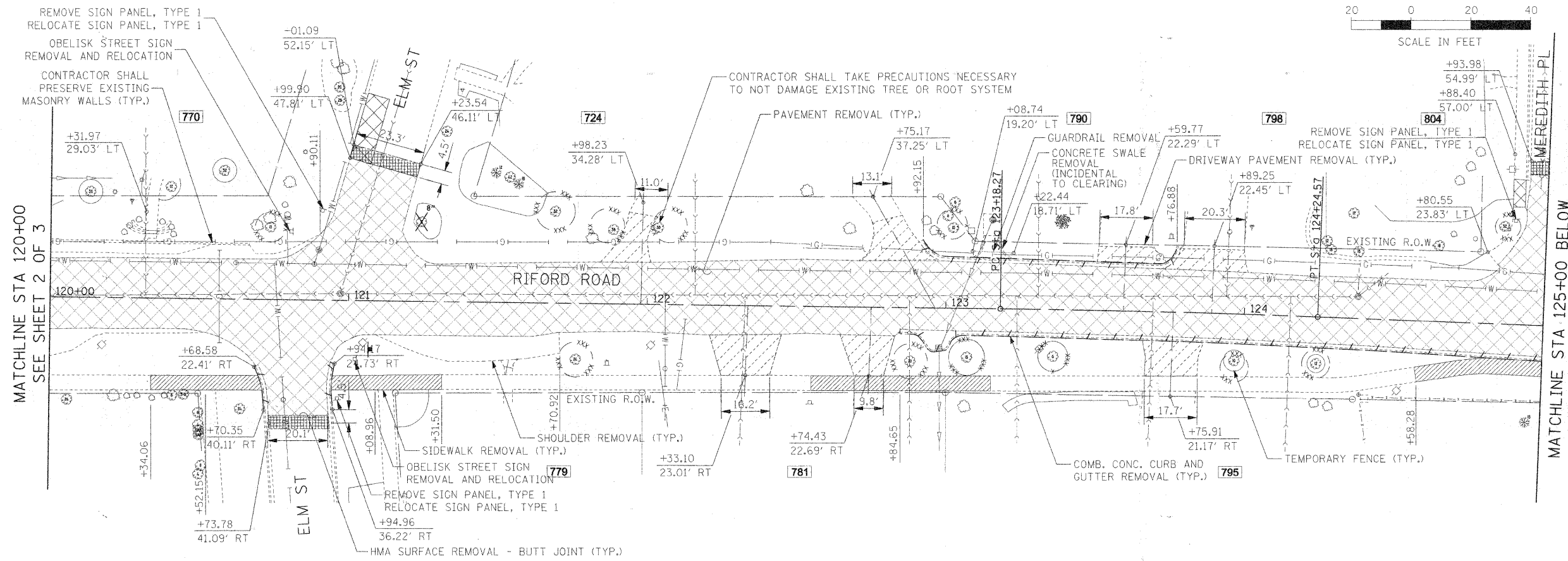
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	STRUCTURE NOTATIONS CHECKED	
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FILE NAME =	USER NAME = #USER#	DESIGNED - JAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIFORD ROAD REMOVAL PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = #DATE#		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
SCALE: 1"=20'						SHEET NO. 2 OF 3 SHEETS		STA. 110+00.00 TO STA. 120+00.00			

PLAN	SURVEYED	DATE
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PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO.	
	DATE	



REMOVAL LEGEND:

- PAVEMENT REMOVAL
- PAVEMENT PATCHING (REMOVAL INCIDENTAL TO PAY ITEM)
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- HMA SURFACE REMOVAL - BUTT JOINT
- COMBINATION CURB AND GUTTER REMOVAL
- DRAINAGE STRUCTURE REMOVAL
- TREE REMOVAL
- TEMPORARY FENCE (FOR TREE PROTECTION)
- SAPLING (LESS THAN 6" DIA.), SHRUB, AND BUSH REMOVAL; CONSIDERED INCIDENTAL TO CLEARING

FILE NAME #	USER NAME = #USER#	DESIGNED - JAB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

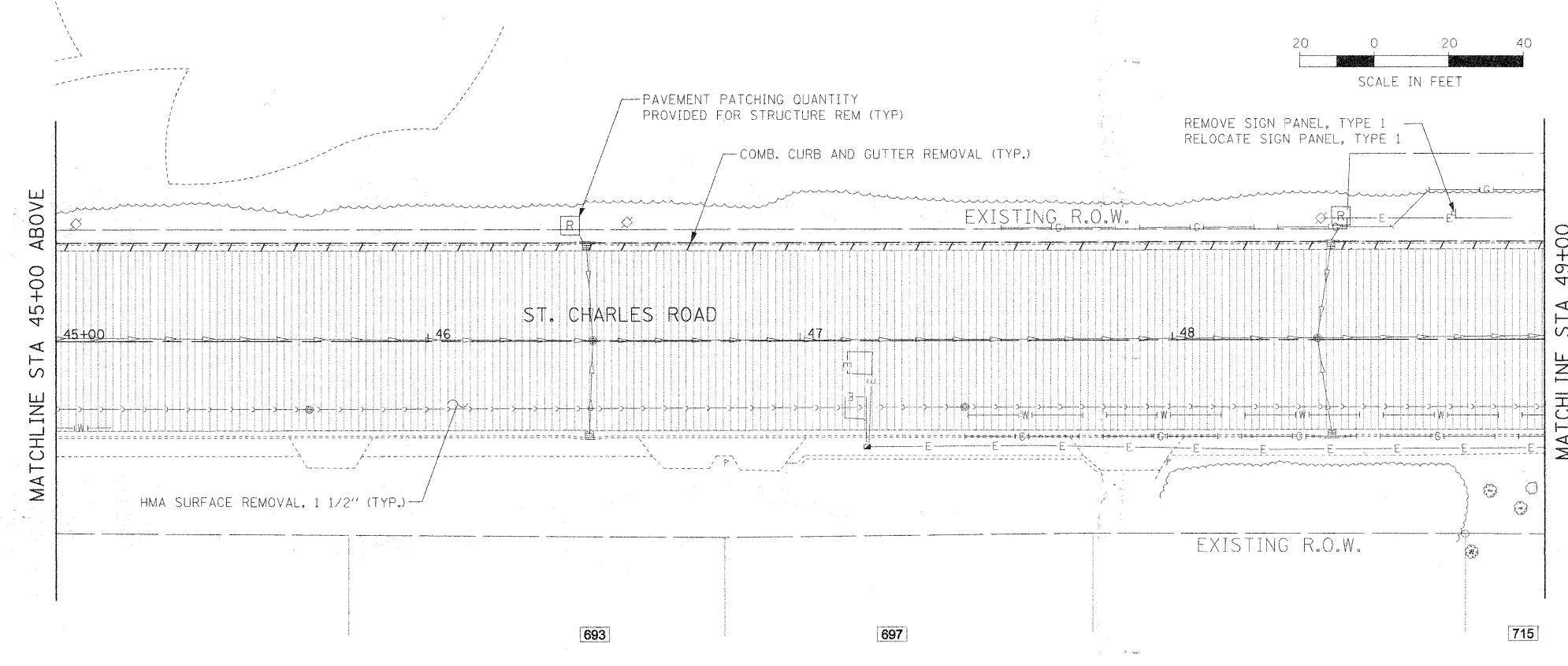
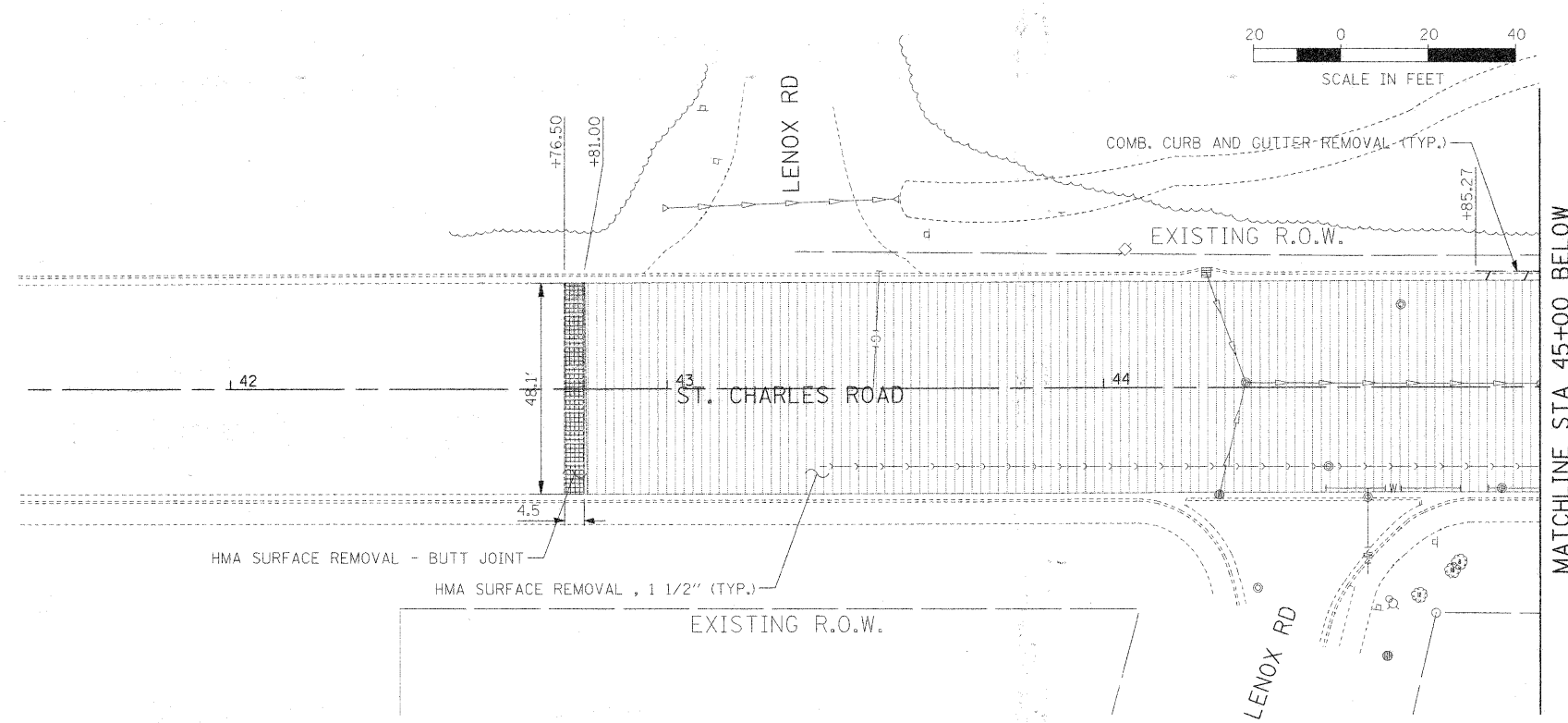
RIFORD ROAD REMOVAL PLAN

SCALE: 1"=20' SHEET NO. 3 OF 3 SHEETS STA. 120+00.00 TO STA. 129+44.85












F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2115	05-00068-00-FP	DUPAGE	141	30
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
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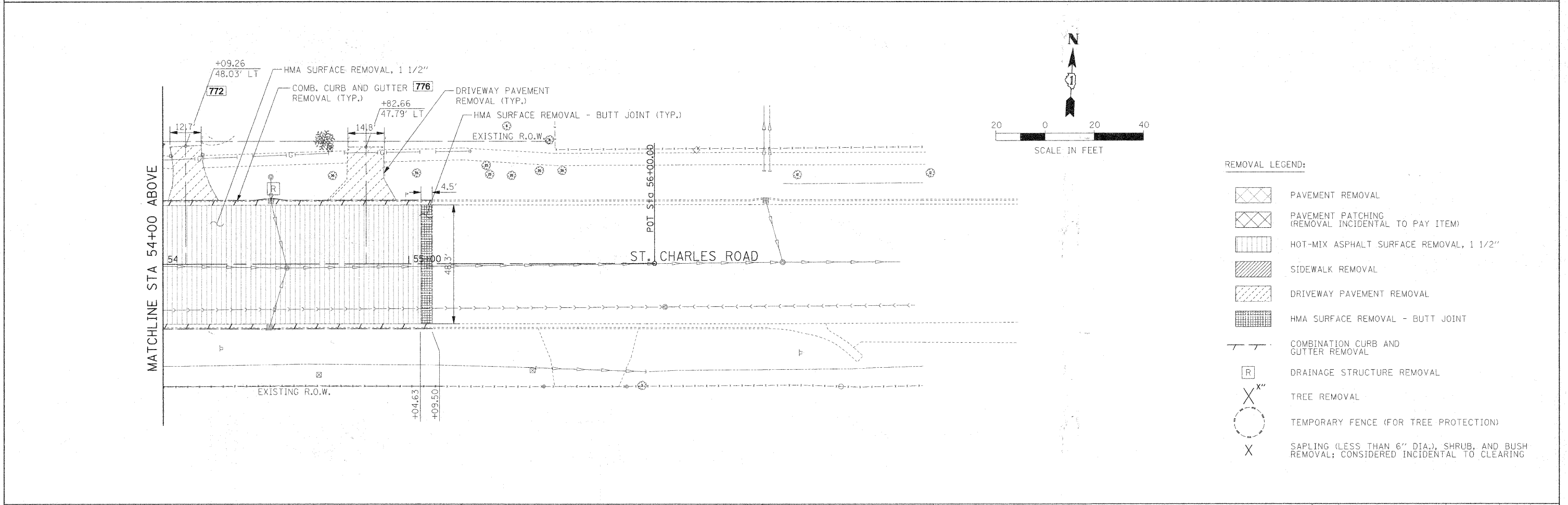
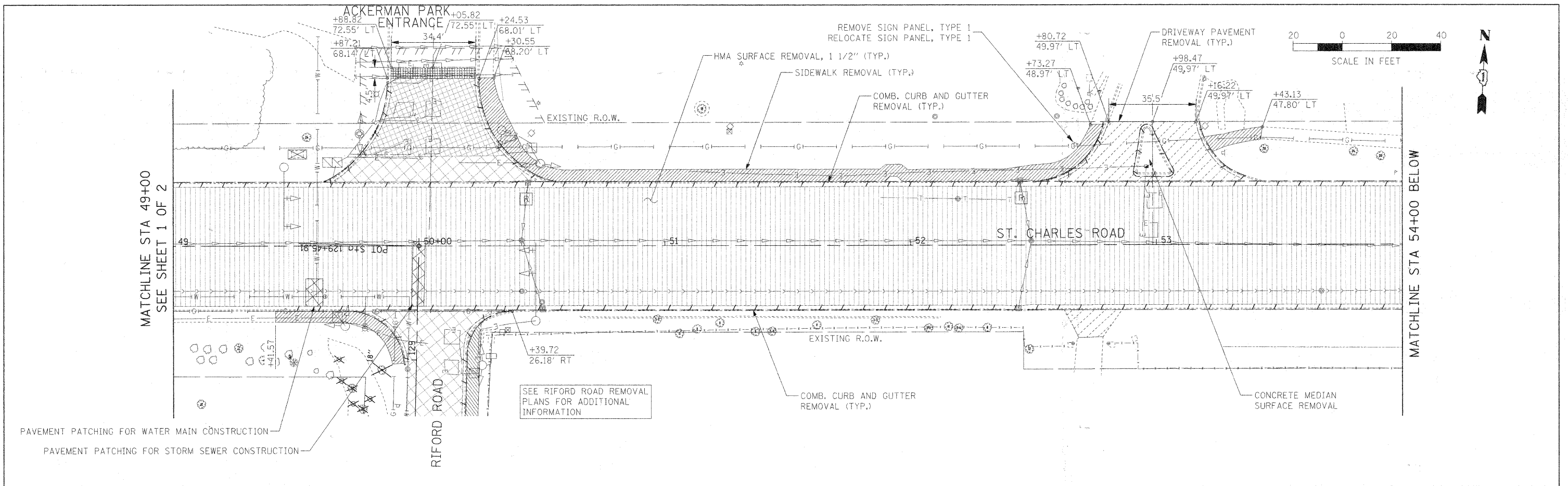
REMOVAL LEGEND:

-  PAVEMENT REMOVAL
-  PAVEMENT PATCHING (REMOVAL INCIDENTAL TO PAY ITEM)
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
-  SIDEWALK REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  HMA SURFACE REMOVAL - BUTT JOINT
-  COMBINATION CURB AND GUTTER REMOVAL
-  DRAINAGE STRUCTURE REMOVAL
-  TREE REMOVAL
-  TEMPORARY FENCE (FOR TREE PROTECTION)
-  SAPLING (LESS THAN 6" DIA.), SHRUB, AND BUSH REMOVAL; CONSIDERED INCIDENTAL TO CLEARING

FILE NAME =	USER NAME = #USER#	DESIGNED - JAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ST. CHARLES ROAD REMOVAL PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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					SCALE: 1"=20'	SHEET NO. 1 OF 2 SHEETS		STA. 42+50.00 TO STA. 49+00.00			

PLAN	SURVEYED	DATE
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	NO. OF WAY CHECKED	
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REMOVAL LEGEND:

	PAVEMENT REMOVAL
	PAVEMENT PATCHING (REMOVAL INCIDENTAL TO PAY ITEM)
	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
	SIDEWALK REMOVAL
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	DRAINAGE STRUCTURE REMOVAL
	TREE REMOVAL
	TEMPORARY FENCE (FOR TREE PROTECTION)
	SAPLING (LESS THAN 6" DIA.), SHRUB, AND BUSH REMOVAL; CONSIDERED INCIDENTAL TO CLEARING

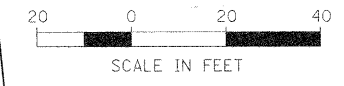
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		DATE = 12/01/2009	REVISED =	SCALE: 1"=20'	SHEET NO. 2 OF 2 SHEETS	STA. 49+00.00 TO STA. 55+00.00	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			

NOTES:

1. REFER TO ROADWAY DETAILS FOR PROPOSED BUTT JOINT PAVEMENT.
2. REFER TO TYPICAL SECTIONS FOR FULL-DEPTH HMA PAVEMENT COMPOSITION.
3. REFER TO PAVEMENT MARKING AND SIGNING PLAN SHEETS FOR RELOCATED SIGN PANELS AND POSTS.
4. DRIVEWAYS SHALL BE REPLACED AS SHOWN. BRICKS FROM EXISTING BRICK DRIVEWAYS SHALL BE REMOVED WITH CARE, SALVAGED AND RE-USED. DRIVEWAYS ARE AT 90° TO ALIGNMENT UNLESS OTHERWISE NOTED.

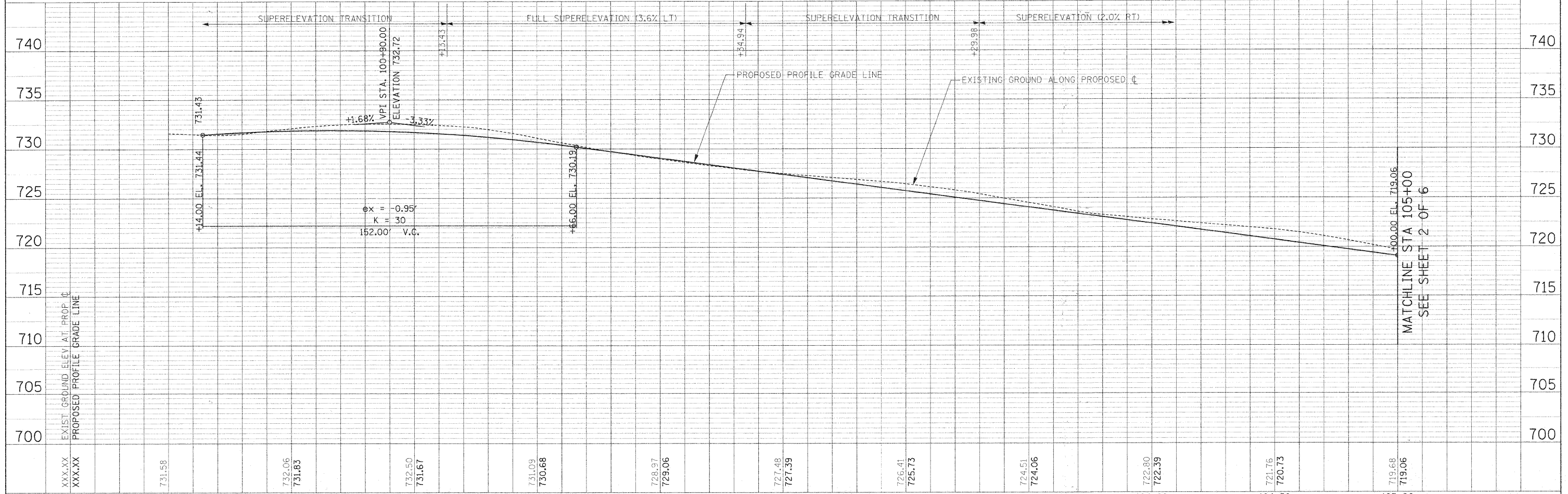
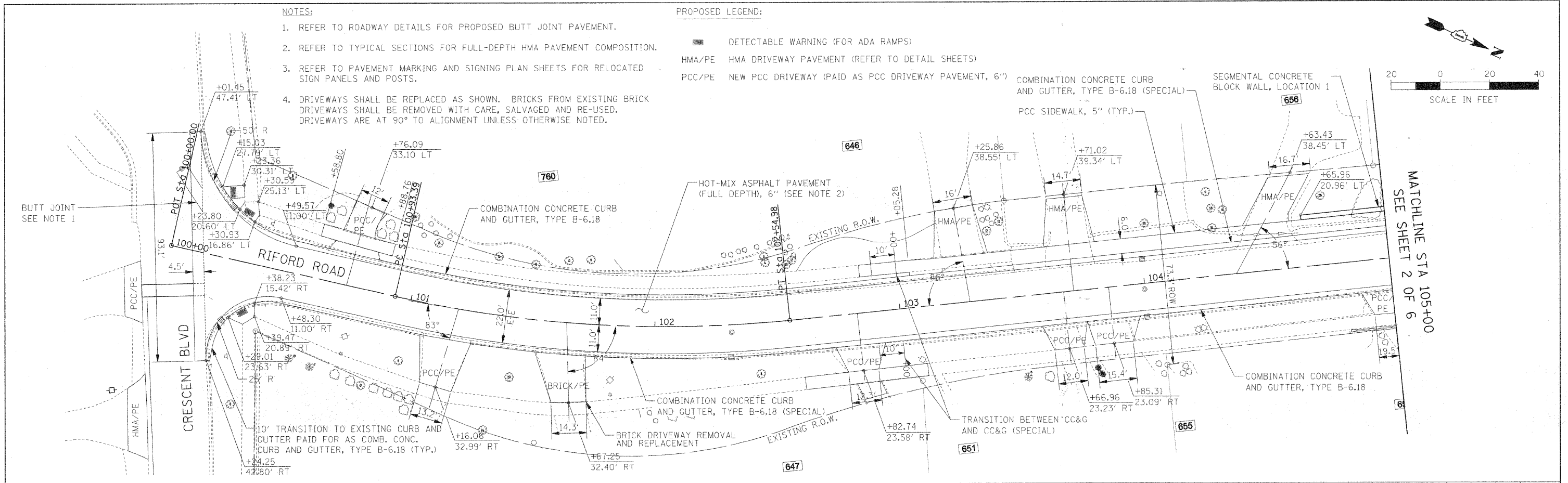
PROPOSED LEGEND:

- DETECTABLE WARNING (FOR ADA RAMPS)
- HMA/PE HMA DRIVEWAY PAVEMENT (REFER TO DETAIL SHEETS)
- PCC/PE NEW PCC DRIVEWAY (PAID AS PCC DRIVEWAY PAVEMENT, 6")
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)
- SEGMENTAL CONCRETE BLOCK WALL, LOCATION 1
- PCC SIDEWALK, 5" (TYP.)



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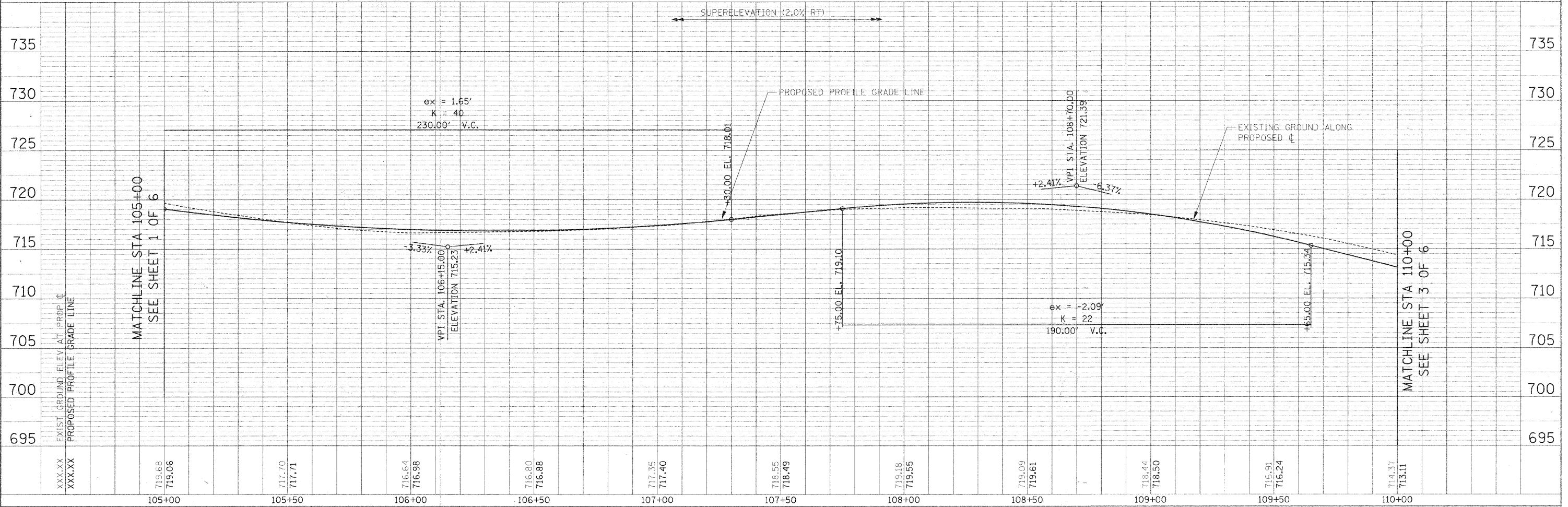
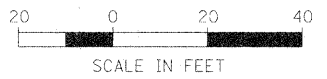
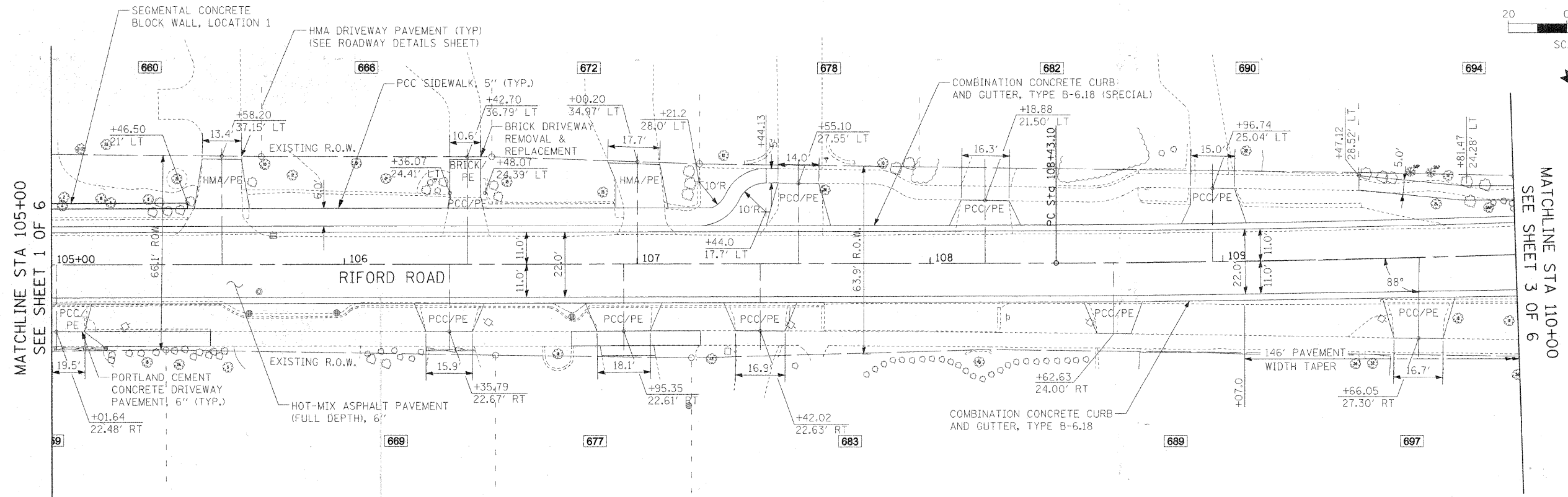
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FILE NAME =	USER NAME = #USER#	DESIGNED - JMT	REVISED -	STATE OF ILLINOIS	RIFORD ROAD PLAN AND PROFILE	F.A.U. RTE. 433	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 33
FILEL	PLT SCALE = #SCALE#	DRAWN - JAB	REVISED -	DEPARTMENT OF TRANSPORTATION	SCALE: 1"=20'	RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
	PLT DATE = #DATE#	CHECKED -	REVISED -		SHEET NO. 1 OF 6 SHEETS	STA. 100+00.00 TO STA. 105+00.00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
		DATE - 12/01/2009	REVISED -							

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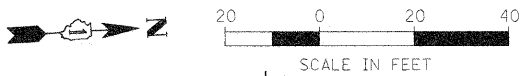
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	PLOT DATE = #DATE#	DATE - 12/01/2009	REVISED -	SCALE: 1"=20'				SHEET NO. 2 OF 6 SHEETS STA. 105+00.00 TO STA. 110+00.00
				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

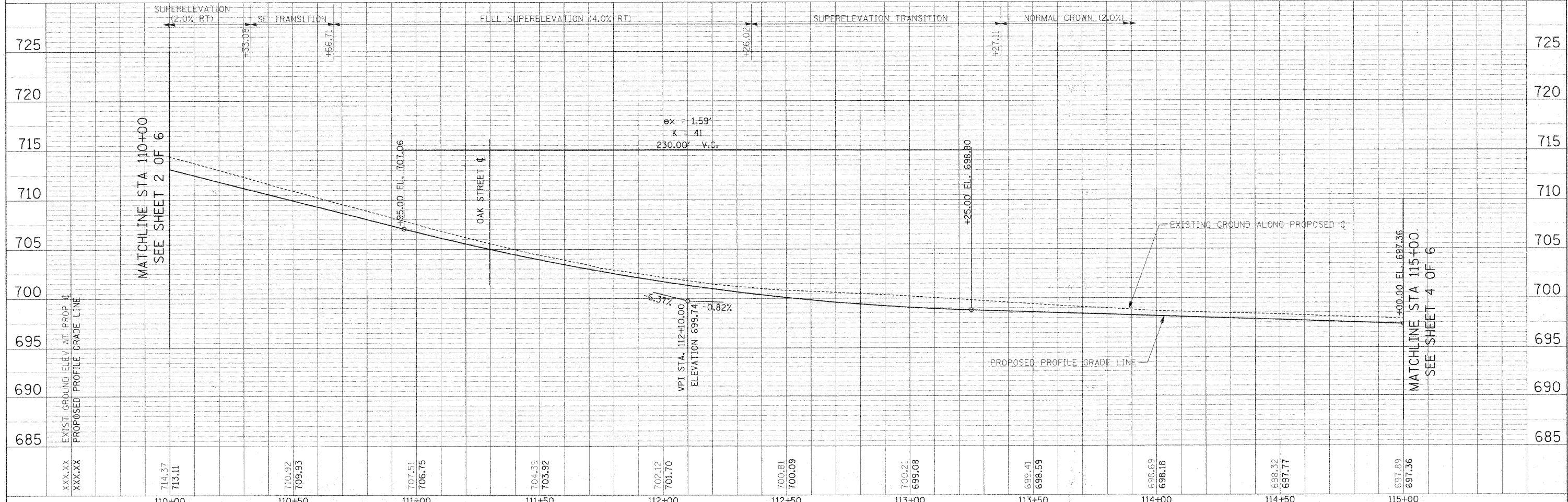
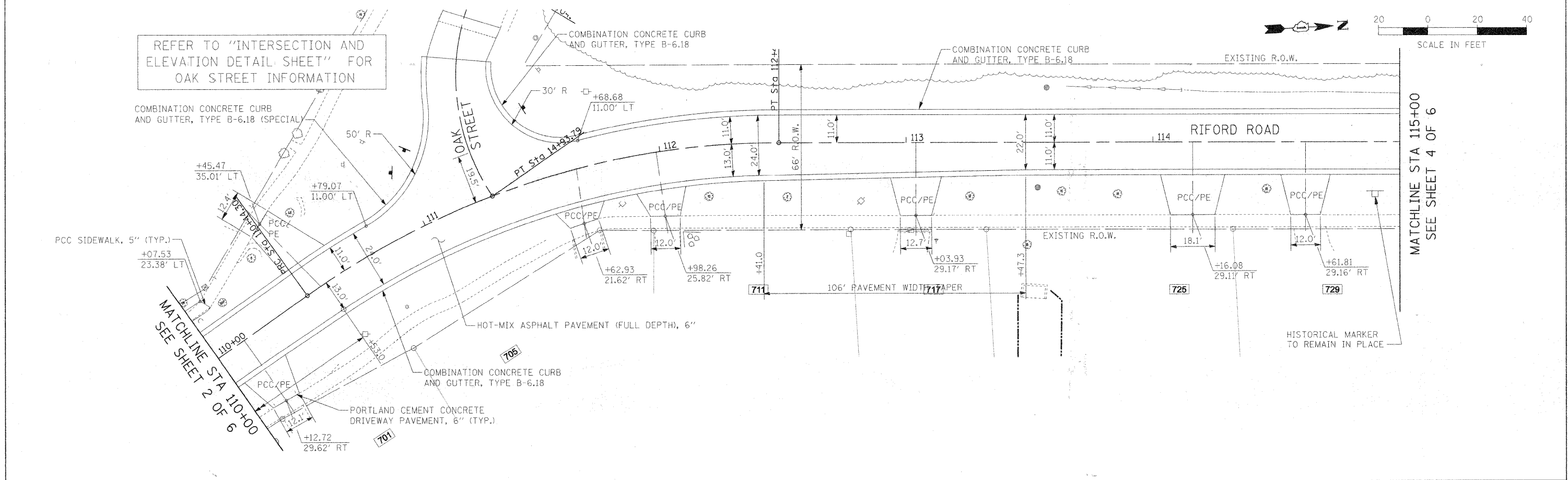
RIFORD ROAD PLAN AND PROFILE

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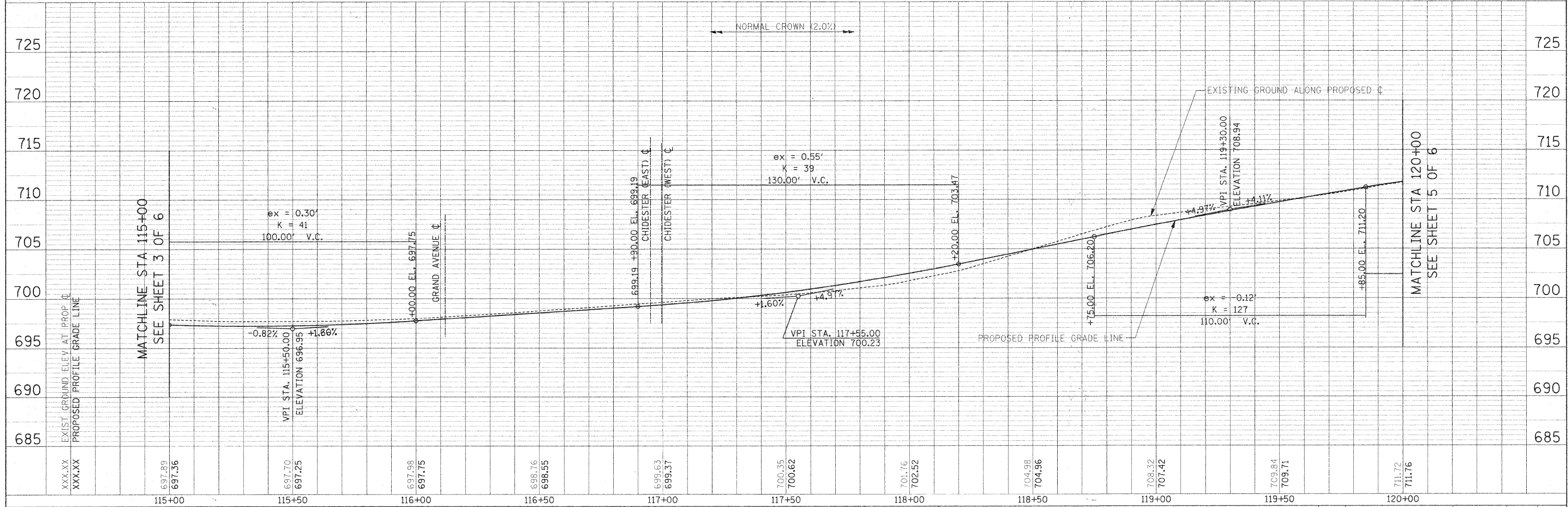
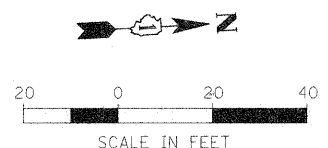
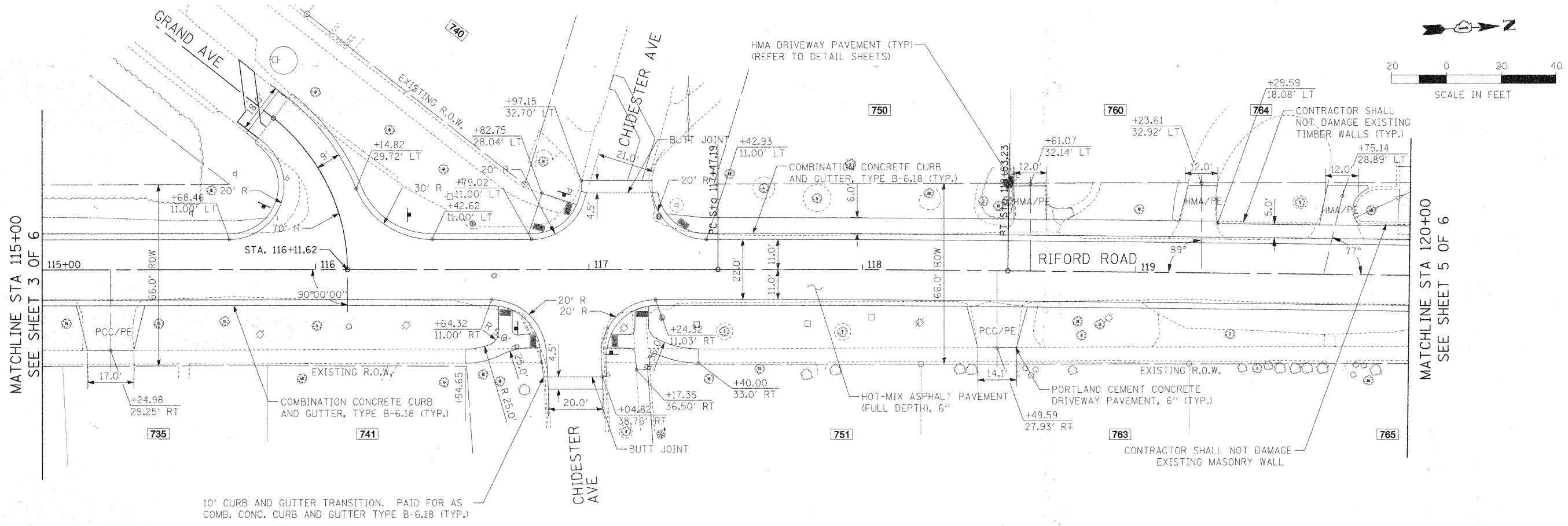
REFER TO "INTERSECTION AND ELEVATION DETAIL SHEET" FOR OAK STREET INFORMATION



FILE NAME =	USER NAME = #USER#	DESIGNED - JMT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIFORD ROAD PLAN AND PROFILE	F.A.U. RTEL. 5115	SECTION 05-00068-00-FP	COUNTY	TOTAL SHEETS 141	SHEET NO. 35
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PLLOT DATE = #DATE#		DATE - 12/01/2009	REVISED -							

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PLAN	SURVEYED
NOTE BOOK	ALIGNED
NO.	CHECKED
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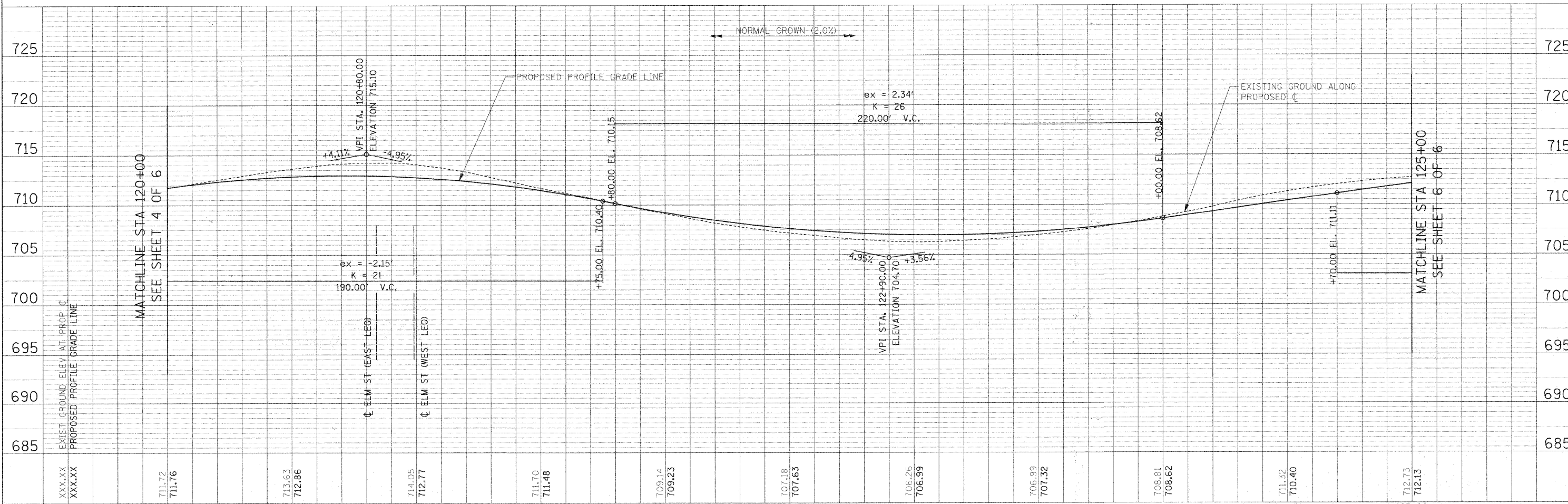
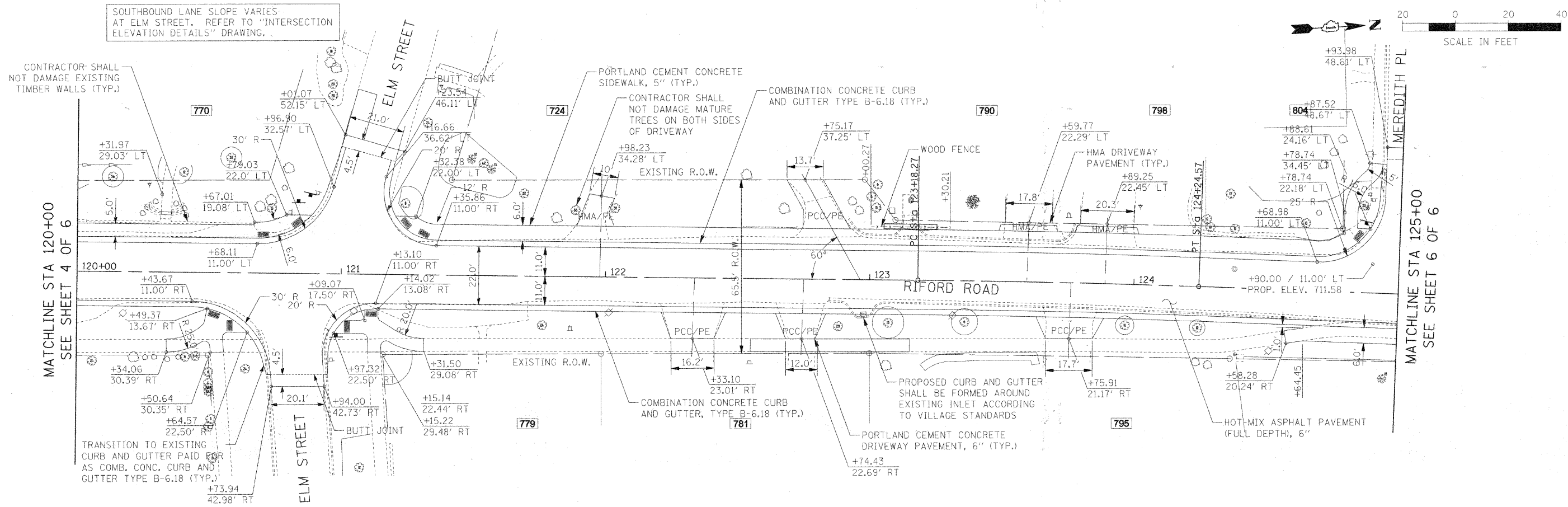
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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

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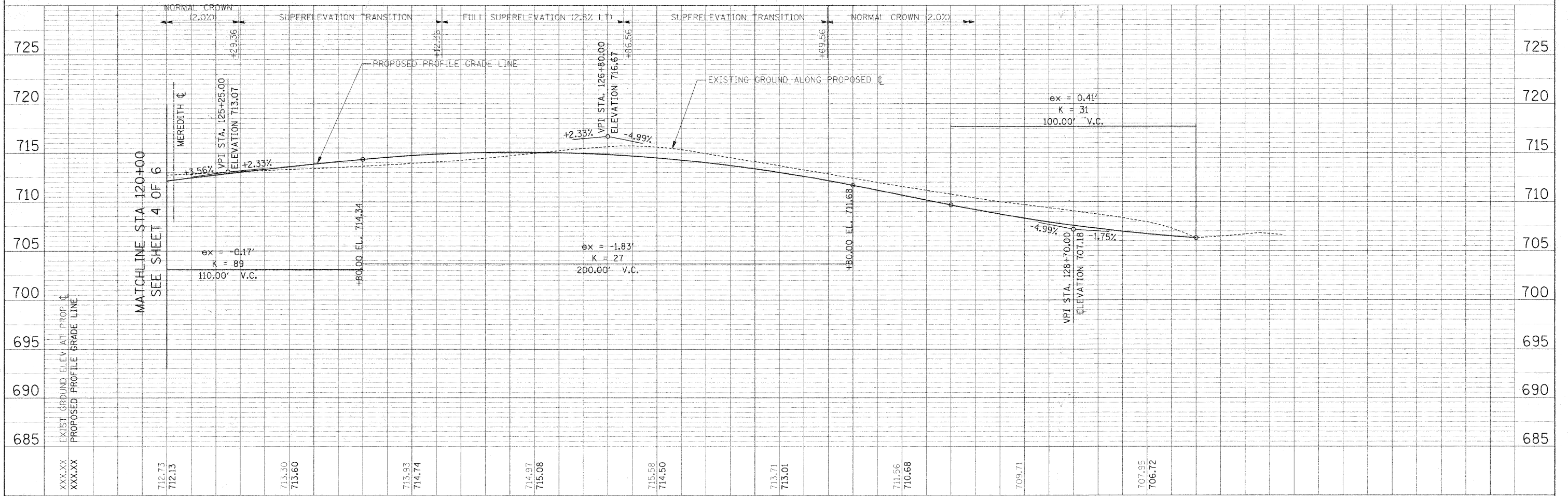
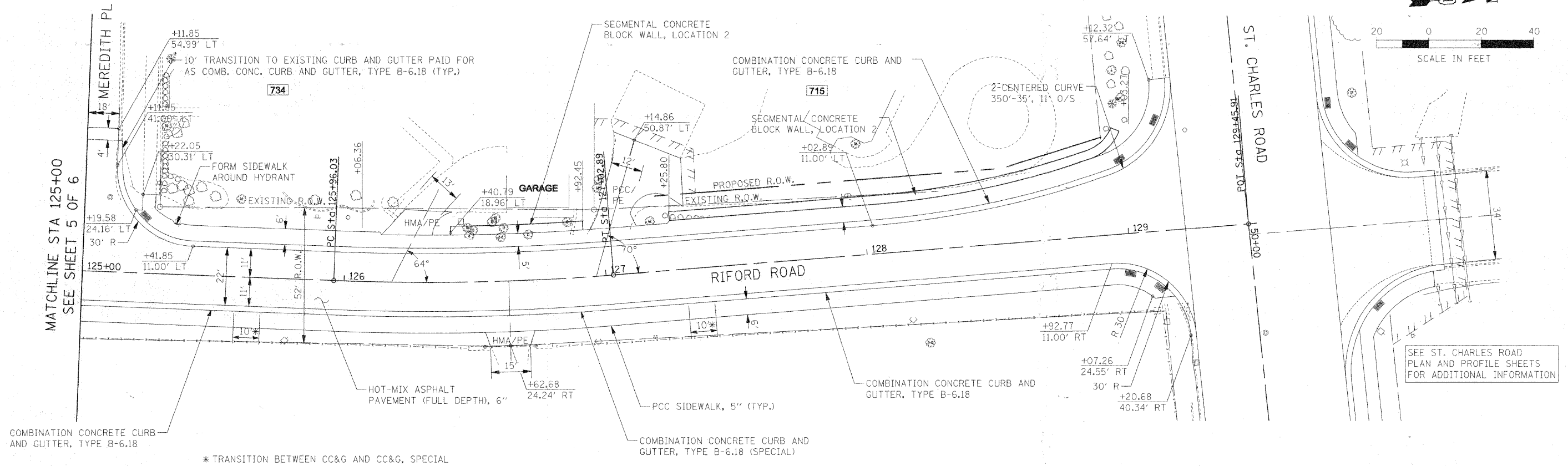
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		DATE - 12/01/2009	REVISED -	SCALE: 1"=20'				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
				SHEET NO. 6 OF 6 SHEETS STA. 125+00.00 TO STA. 129+44.85				

PLAN	SURVEYED	BY	DATE
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PROFILE	SURVEYED	BY	DATE
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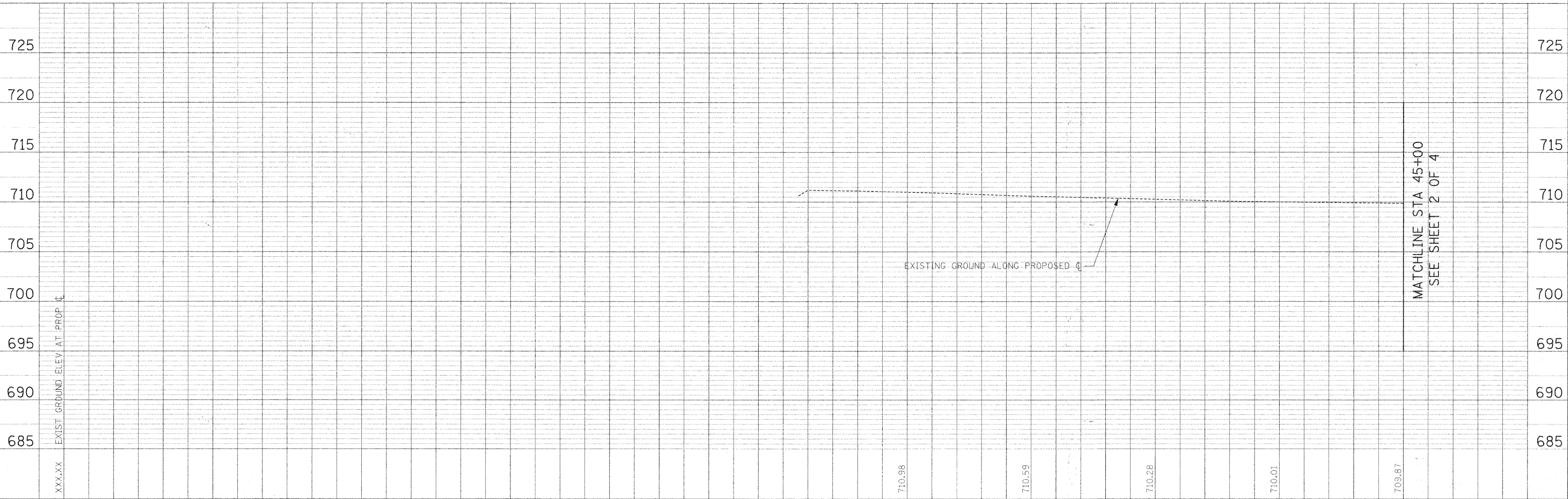
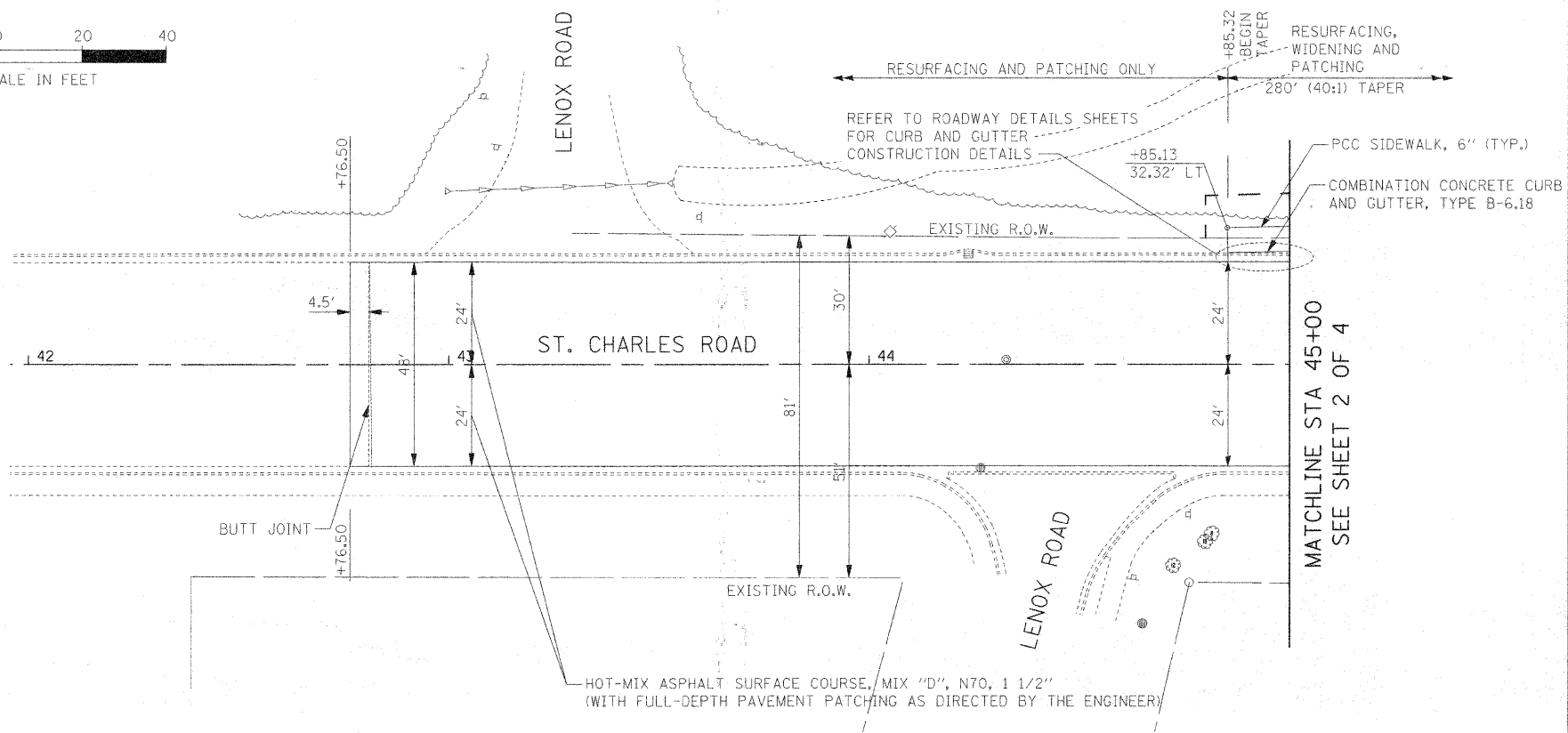
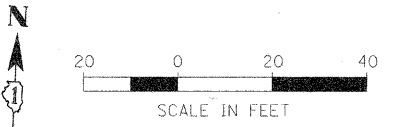
**NOTES ON CURB AND GUTTER REPAIRS
BETWEEN STA. 42+76 AND STA. 49+42 RT**

NOMINAL QUANTITIES OF THE FOLLOWING ITEMS ARE PROVIDED FOR REPAIR OF THE EXISTING CURB AND GUTTER ON THE SOUTH SIDE OF ST. CHARLES BETWEEN RIFORD ROAD AND THE WEST PROJECT LIMIT, AT THE DISCRETION AND DIRECTION OF THE ENGINEER:

- COMBINATION CURB AND GUTTER REMOVAL (200 LF)
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (200 LF)

IN ORDER TO AVOID IMPACTS TO ADJACENT RESIDENCES, THE CONTRACTOR SHALL PRESERVE THE ADJACENT EXISTING SIDEWALKS, DRIVEWAYS AND STREETS AS MUCH AS POSSIBLE IN PERFORMING THIS WORK.

REMOVAL AND REPLACEMENT OF SIDEWALK AND DRIVEWAY PAVEMENT IN THE COURSE OF THE CURB AND GUTTER REPAIR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THOSE ITEMS ONLY AT THE DIRECTION OF THE ENGINEER THAT SUCH WORK IS NECESSARY -- OTHERWISE, SAID WORK SHALL BE INCIDENTAL TO THE ADJACENT SECTION OF B-6.18 CURB AND GUTTER.



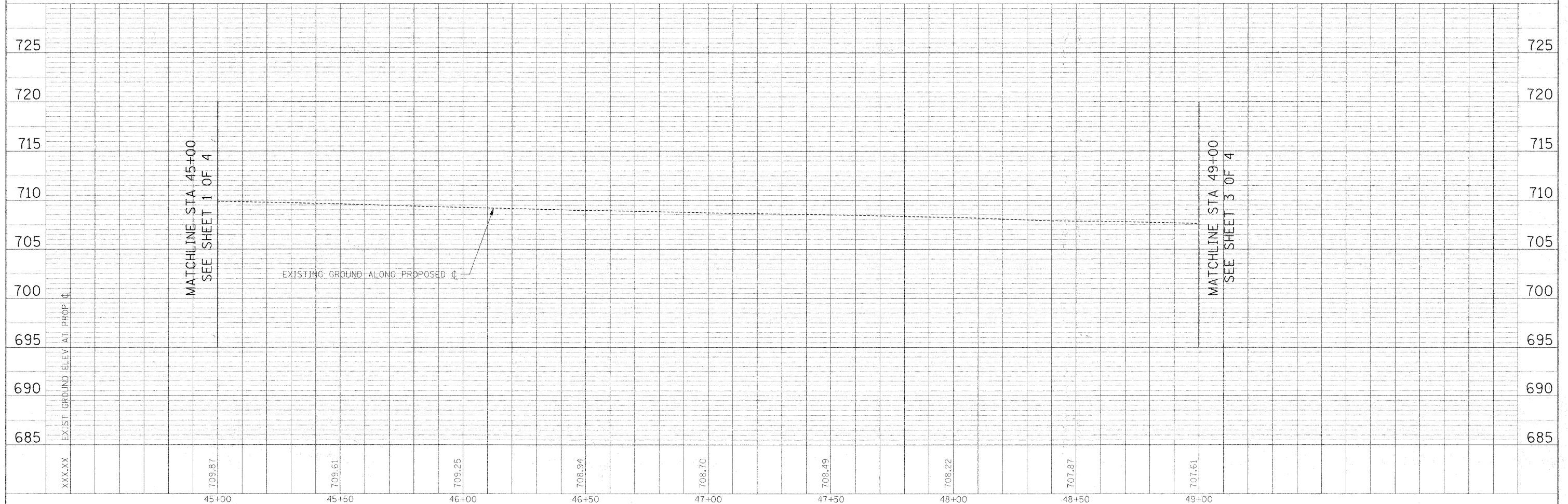
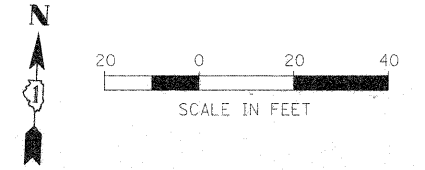
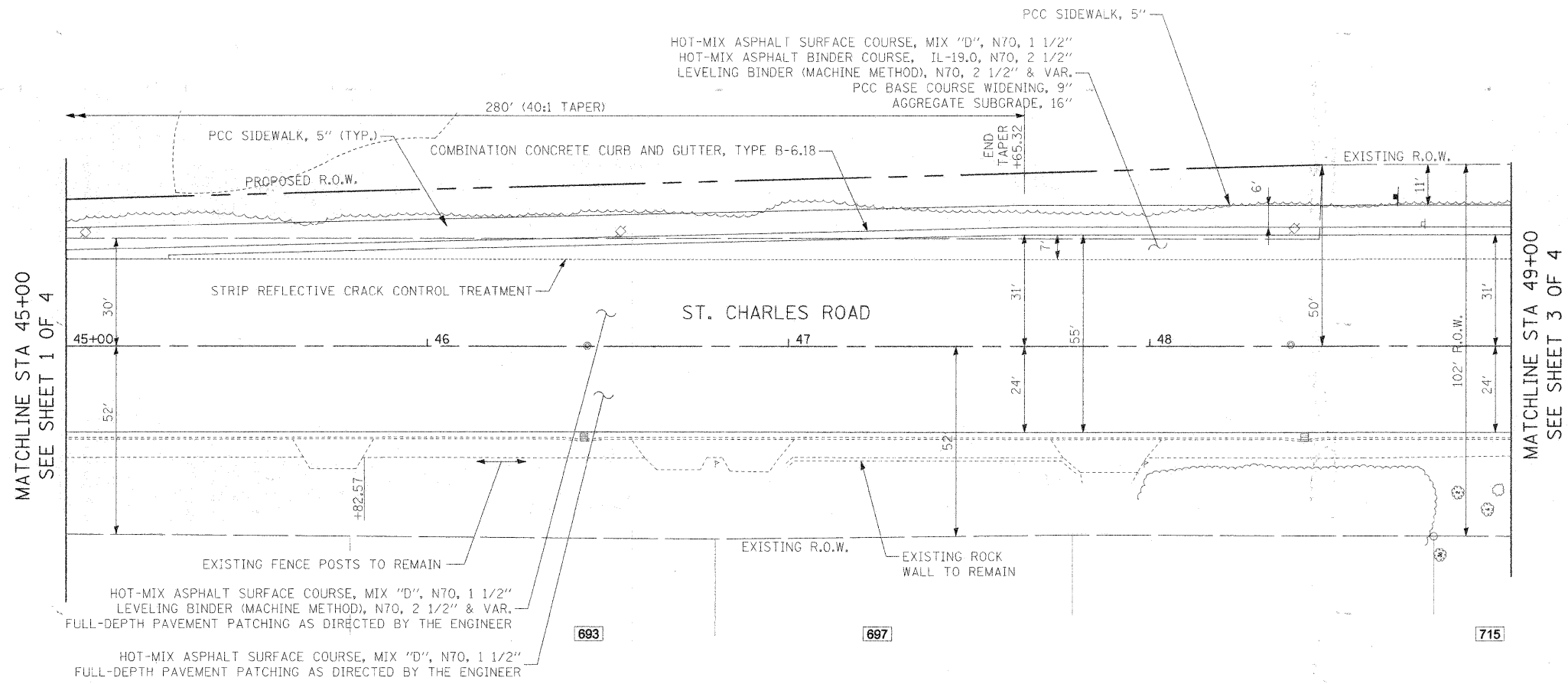
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MATCHLINE STA 45+00
SEE SHEET 2 OF 4

MATCHLINE STA 45+00
SEE SHEET 2 OF 4

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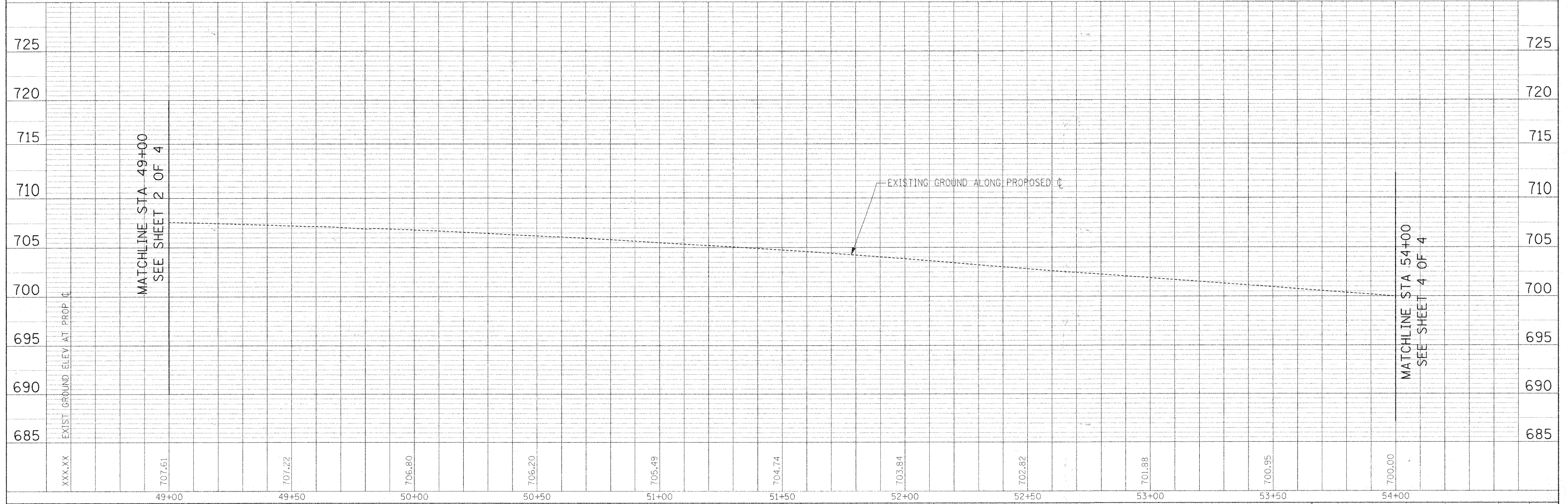
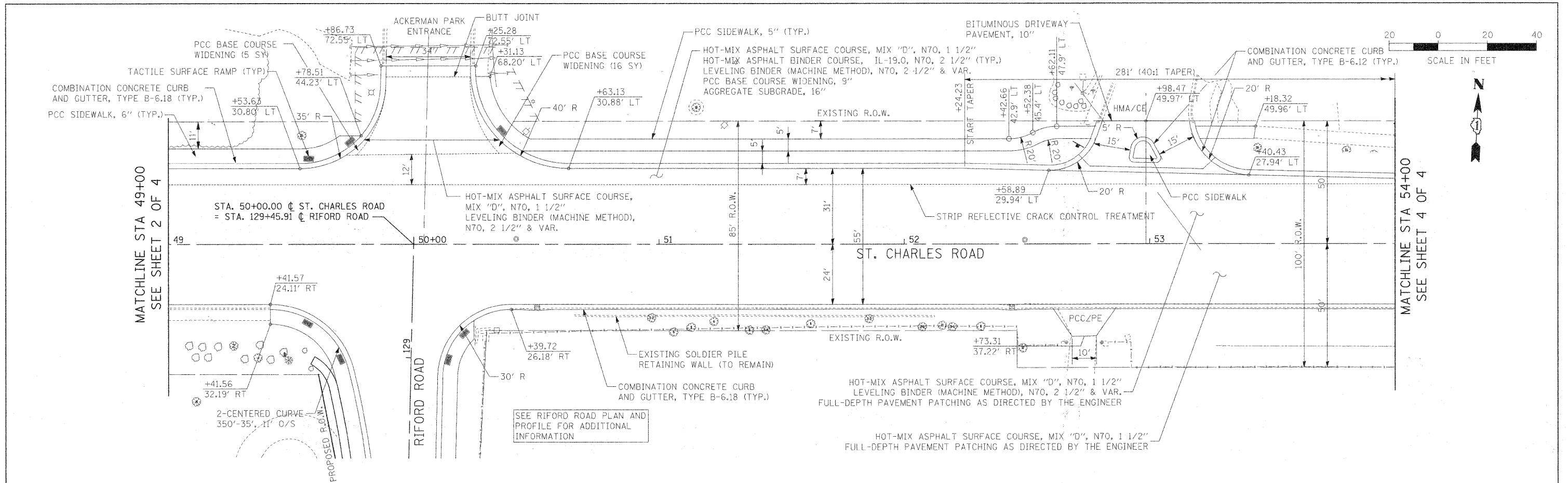
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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

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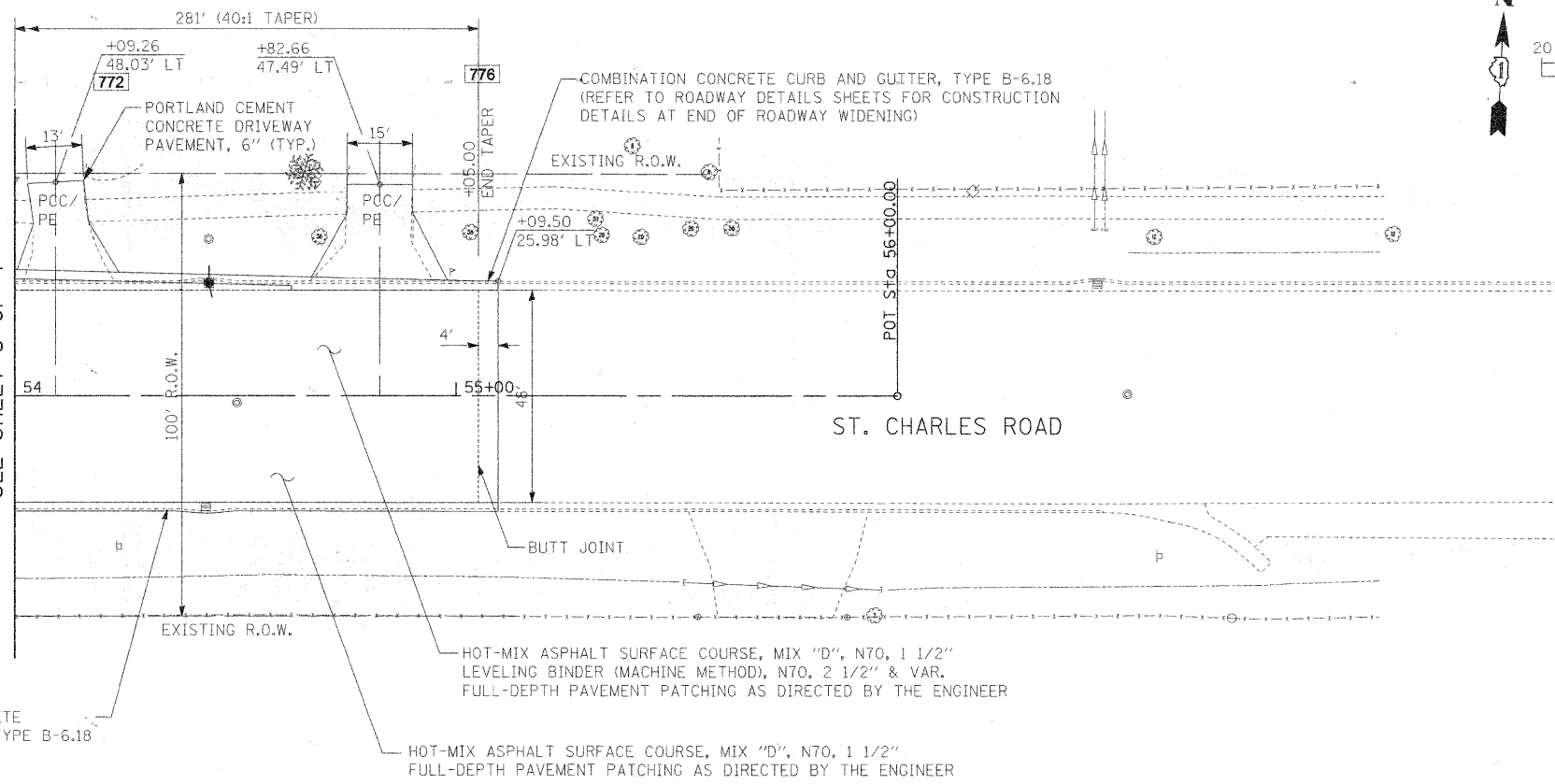
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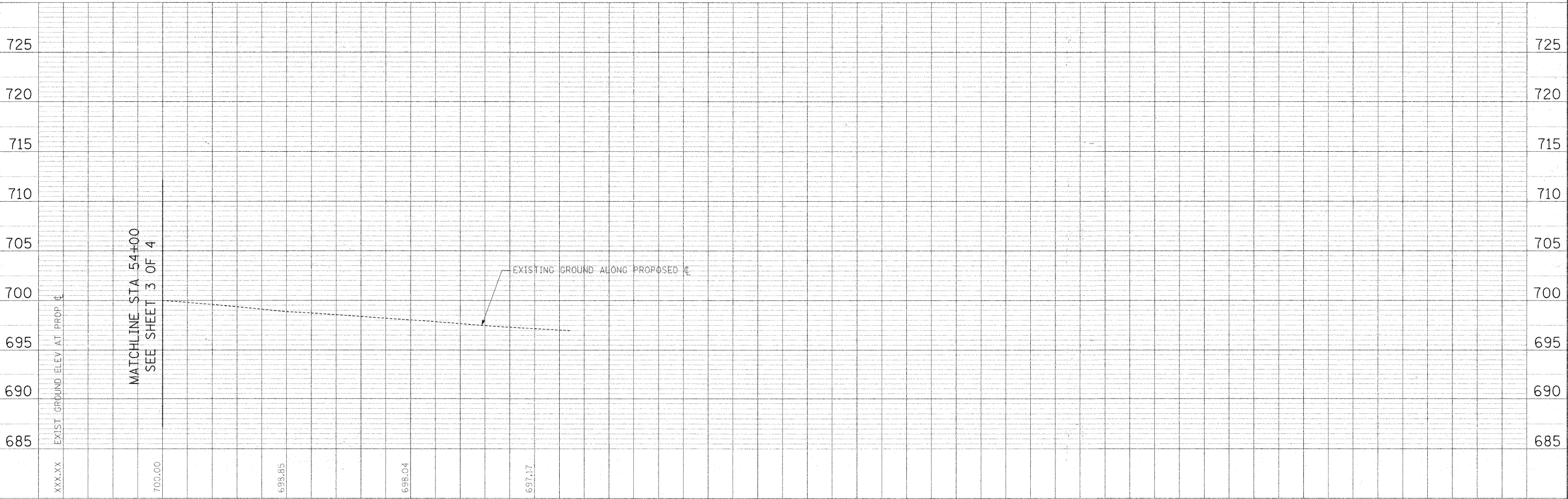
MATCHLINE STA 54+00
SEE SHEET 3 OF 4

MATCHLINE STA 54+00
SEE SHEET 3 OF 4



COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2" LEVELING BINDER (MACHINE METHOD), N70, 2 1/2" & VAR. FULL-DEPTH PAVEMENT PATCHING AS DIRECTED BY THE ENGINEER



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PLOT DATE = #DATE#

DESIGNED - JMT
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

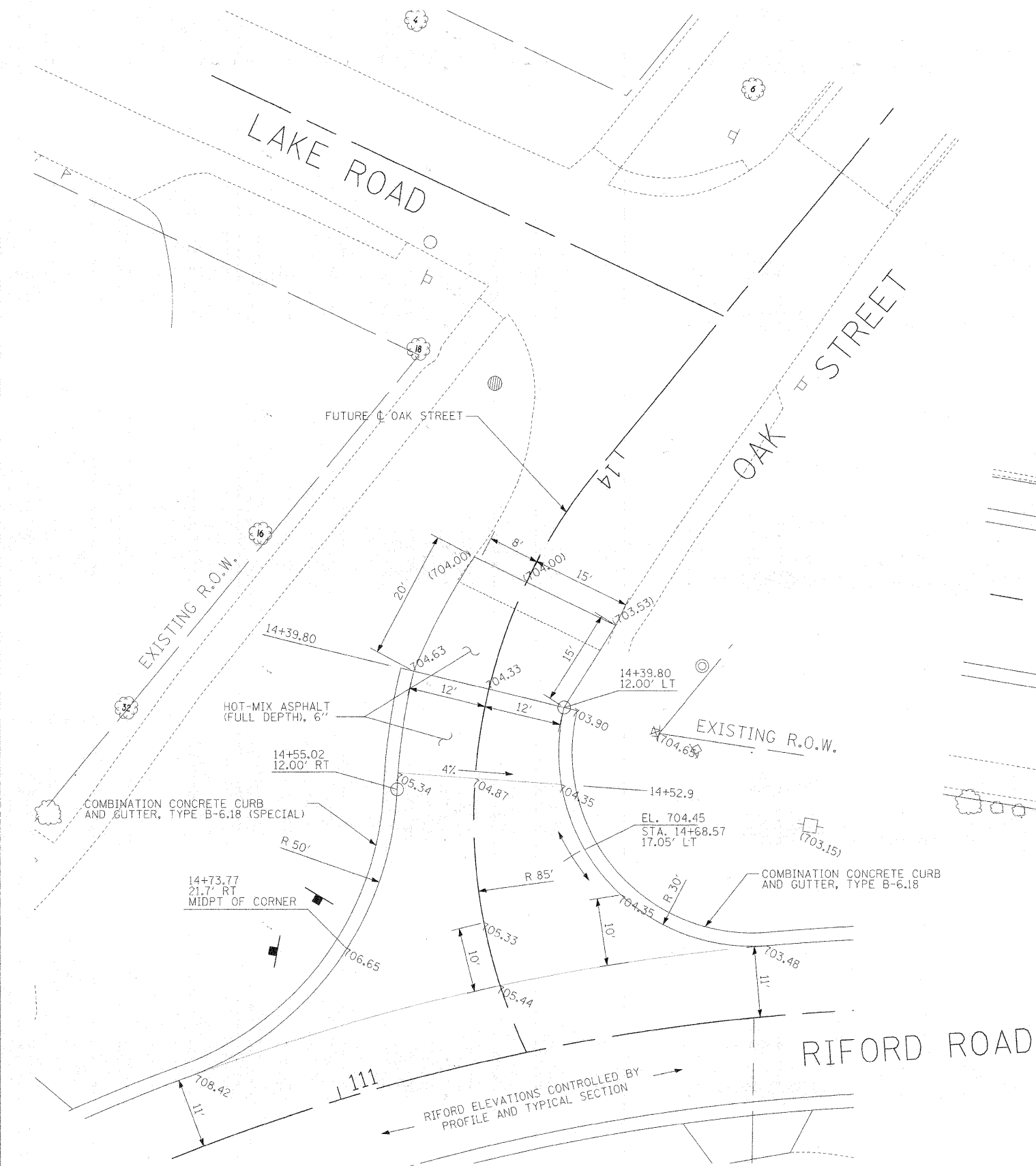
ST. CHARLES ROAD PLAN AND PROFILE

SCALE: 1"=20' SHEET NO. 4 OF 4 SHEETS STA. 54+00.00 TO STA. 55+65.00

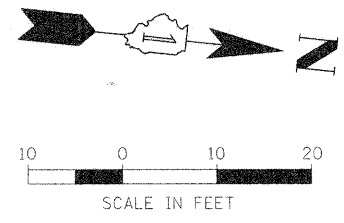
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2315	05-00068-00-FP	DUPAGE	141	42
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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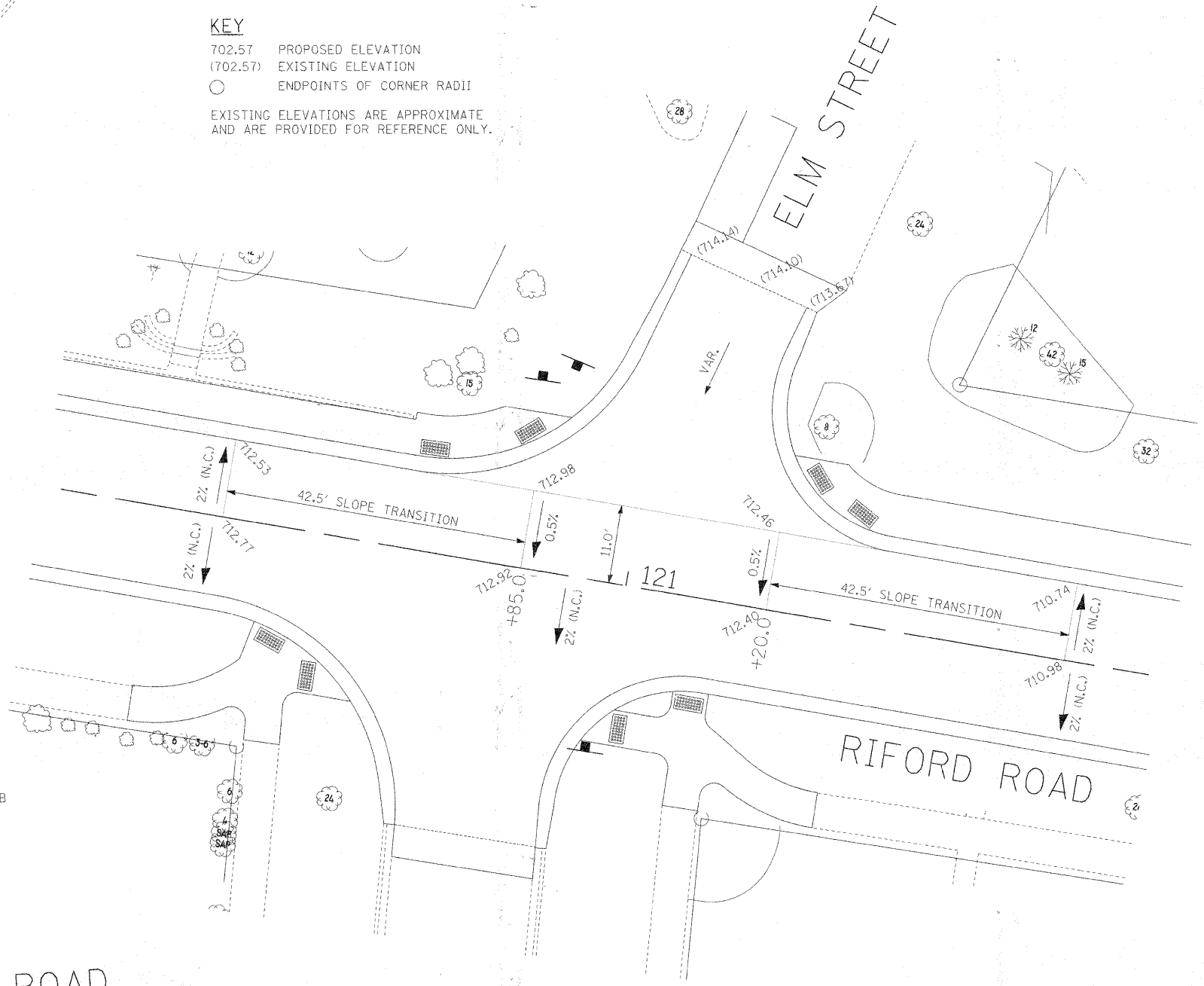
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**ELEVATION DETAILS -
OAK STREET AT RIFORD ROAD**



KEY
 702.57 PROPOSED ELEVATION
 (702.57) EXISTING ELEVATION
 ○ ENDPOINTS OF CORNER RADII
 EXISTING ELEVATIONS ARE APPROXIMATE
 AND ARE PROVIDED FOR REFERENCE ONLY.

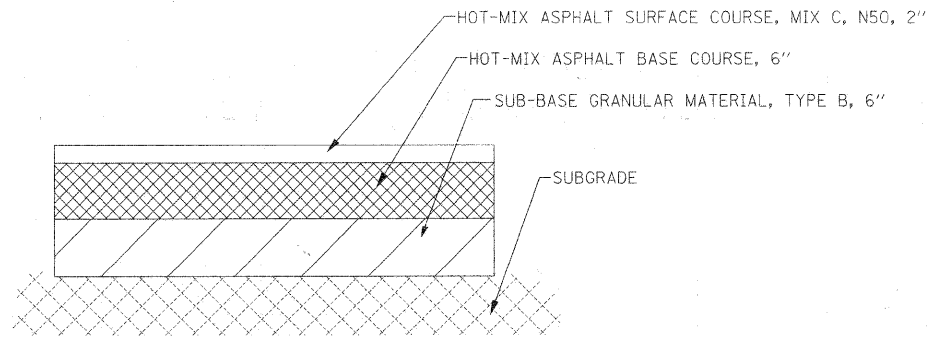


**INTERSECTION WARPING DETAIL -
RIFORD ROAD AT ELM STREET**

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DATE	
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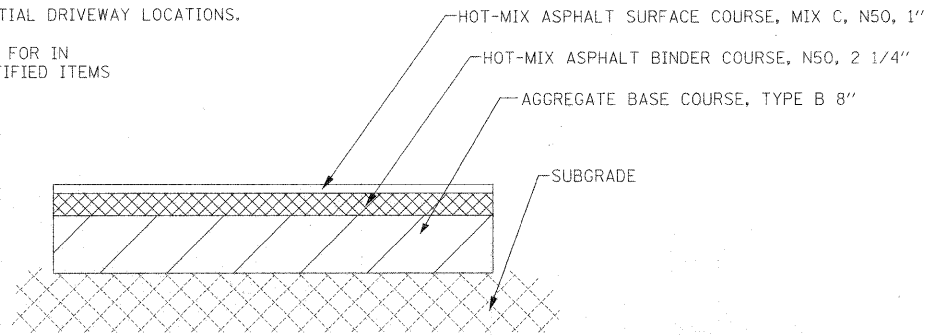
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**RESIDENTIAL DRIVEWAY DETAIL FOR
HOT-MIX ASPHALT DRIVEWAY PAVEMENT
(VILLAGE OF GLEN ELLYN)**

REFER TO ROADWAY PLANS FOR RESIDENTIAL DRIVEWAY LOCATIONS.

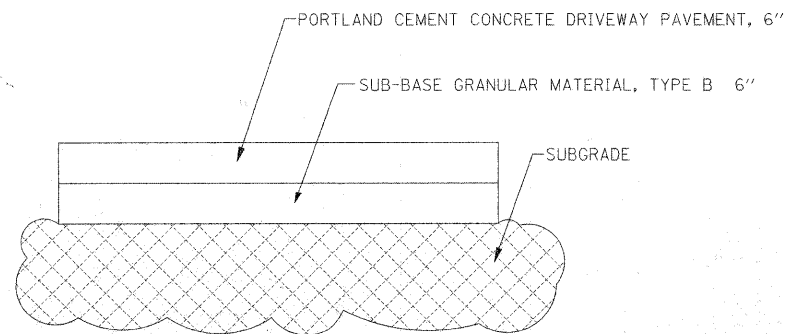
HMA DRIVEWAYS PAID FOR IN
QUANTITIES OF THE IDENTIFIED ITEMS



**RESIDENTIAL DRIVEWAY DETAIL FOR
HOT-MIX ASPHALT DRIVEWAY PAVEMENT
(DUPAGE COUNTY)**

REFER TO ROADWAY PLANS FOR RESIDENTIAL DRIVEWAY LOCATIONS.

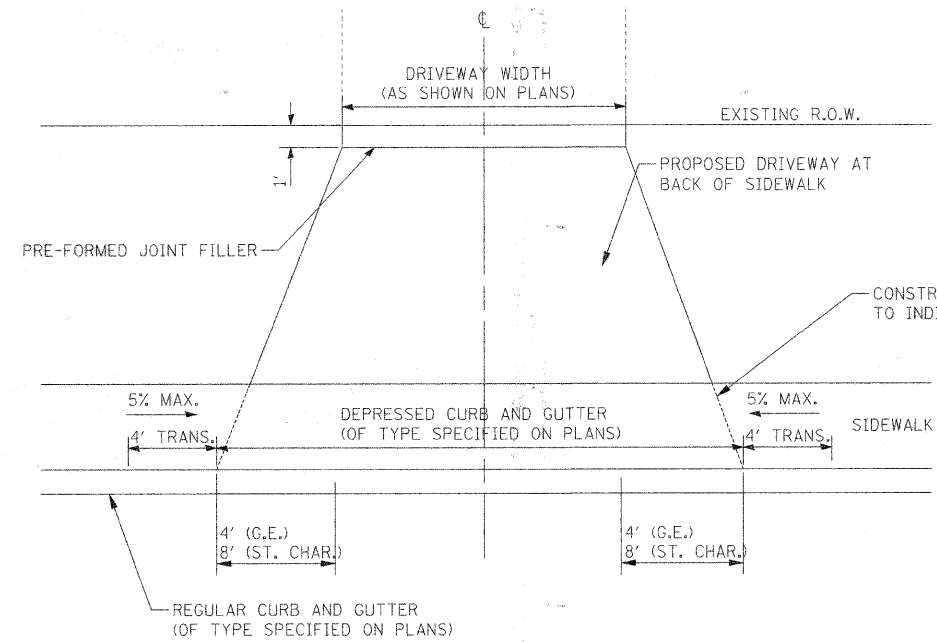
HMA DRIVEWAYS PAID FOR IN
QUANTITIES OF THE IDENTIFIED ITEMS



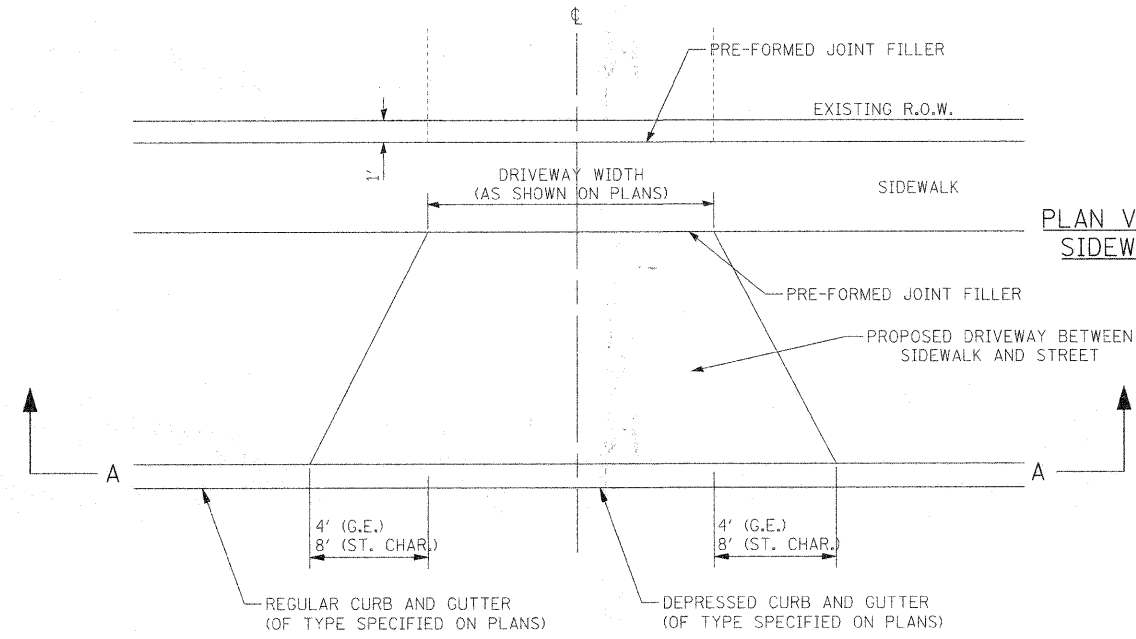
**RESIDENTIAL DRIVEWAY DETAIL FOR
PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6"**

REFER TO ROADWAY PLANS FOR PCC RESIDENTIAL DRIVEWAY LOCATIONS.

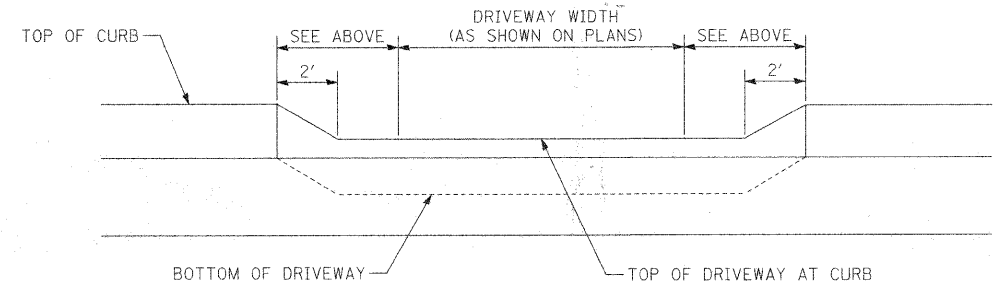
PCC DRIVEWAYS PAID FOR AS:
PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6"



**PLAN VIEW - RESIDENTIAL DRIVEWAY
SIDEWALK ADJACENT TO
CURB AND GUTTER**



**PLAN VIEW - RESIDENTIAL DRIVEWAY
SIDEWALK ADJACENT TO ROW LINE**



SECTION A-A

NOTES

"G.E." IN LABELS ABOVE REFERS TO GLEN ELLYN STREETS -- RIFORD ROAD, CRESCENT BOULEVARD.

PRE-FORMED JOINT FILLER WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT DRIVEWAY PAVEMENT.

CURB AND GUTTER TRANSITIONS SHALL BE PAID FOR AS THE ADJACENT SECTION OF CURB AND GUTTER.

RESIDENTIAL DRIVEWAY DETAILS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MISCELLANEOUS ROADWAY DETAILS

SCALE: N.T.S. SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2145	05-00068-00-FP	DUPAGE	141	45
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DRAINAGE AND UTILITY GENERAL NOTES

1. ALL ELEVATIONS SHOWN REFER TO U.S.G.S. DATUM UNLESS OTHERWISE NOTED.
2. THE LOCATIONS OF EXISTING UTILITIES, AS SHOWN ON THE DRAWINGS, REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL-INCLUSIVE. THE CONTRACTOR MUST CONDUCT HIS OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL UTILITIES WHICH MAY IMPACT THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE MUST BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION MUST BE IMMEDIATELY REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PROTECTION OF ANY AND ALL SURFACE AND UNDERGROUND UTILITIES, EVEN THOUGH THEY MAY NOT BE IDENTIFIED ON THE PLANS.

3. THE CONTRACTOR MUST MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR MUST PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, INLETS, AND CATCH BASINS. THE CONTRACTOR MUST PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. THE CONTRACTOR MUST PROVIDE AND MAINTAIN A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE, INCLUDING PAVEMENT. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

4. DURING CONSTRUCTION OPERATIONS, WHEN ANY LOOSE MATERIAL IS DEPOSITED IN DRAINAGE STRUCTURES AND THE FLOW OF WATER IS OBSTRUCTED, IT MUST BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES (NEW AND EXISTING) MUST BE FREE OF ALL DIRT AND DEBRIS. WORK NECESSARY TO MEET THESE CONDITIONS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

5. THE CONTRACTOR SHALL PROTECT NEW DRAINAGE STRUCTURES FROM THE ENTRY OF ERODED SOILS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

6. STORM SEWER PLUGS SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED PIPE REMOVAL ITEMS AND WILL NOT BE PAID SEPARATELY.

7. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE TO ALL INLETS, CATCH BASINS, AND OPEN MANHOLES.

8. GRATES SHALL BE INSTALLED WITH THE VANES ORIENTED AS DIRECTED BY THE RESIDENT ENGINEER.

9. ALL TEMPORARY OR PERMANENT CONNECTIONS OF SEWERS AND UNDERDRAINS TO PROPOSED AND EXISTING DRAINAGE STRUCTURES, INCLUDING ANY NEW HOLES REQUIRED IN THE DRAINAGE STRUCTURE MUST BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED STORM SEWER OR PIPE UNDERDRAIN ITEM. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

10. STATION, OFFSET, AND RIM ELEVATION VALUES GIVEN FOR EXISTING STRUCTURES REPRESENT THE APPROXIMATE CENTER OF THE EXISTING CASTING.

11. STATION, OFFSET, AND RIM ELEVATION VALUES GIVEN FOR PROPOSED DRAINAGE STRUCTURES REPRESENT THE CENTER OF THE CASTING EXCEPT WHERE THE PROPOSED STRUCTURES ARE LOCATED AT THE CURB LINE. STATION, OFFSET, AND RIM ELEVATION VALUES GIVEN FOR PROPOSED DRAINAGE STRUCTURES AT THE CURB LINE ARE TO THE EDGE OF PAVEMENT.

12. TOP OF FRAME ELEVATIONS ON DRAINAGE STRUCTURES MUST BE MODIFIED TO MEET FINISHED SHOULDER AND CURB AND GUTTER FLOWLINE ELEVATIONS AS DIRECTED BY THE ENGINEER.

13. THE CONTRACTOR SHALL USE FLAT TOP SLABS IN LIEU OF CONICALLY TAPERED TOPS FOR MANHOLES AND CATCHBASINS WHEREVER NECESSARY TO AVOID CONFLICTS WITH EXISTING UTILITIES. FLAT SLAB TOPS WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE UNIT COST OF THE ASSOCIATED DRAINAGE STRUCTURES.

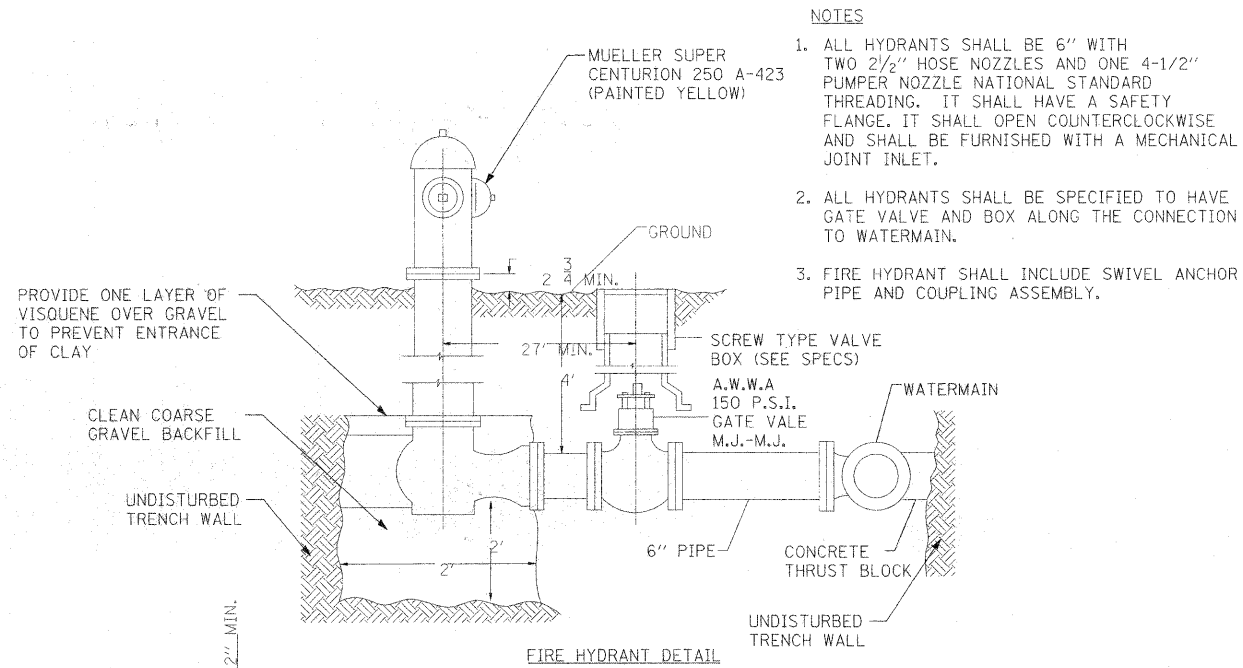
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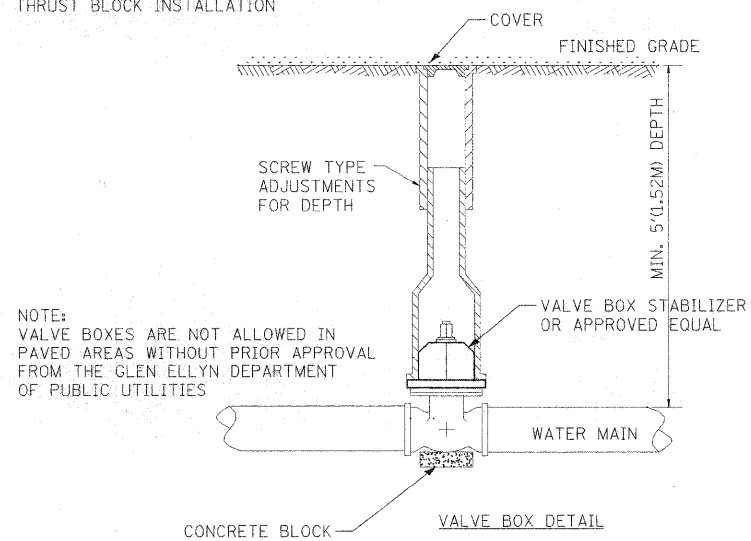
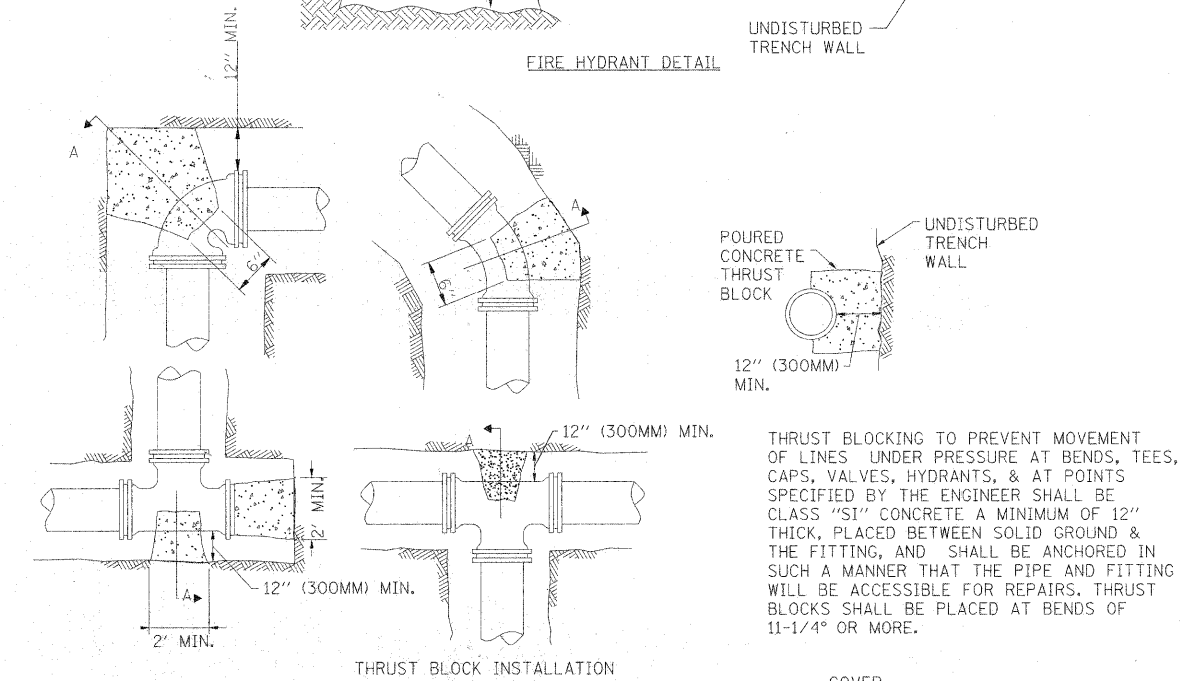
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		DATE - 12/01/2009	REVISED -			SCALE: N.T.S.		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

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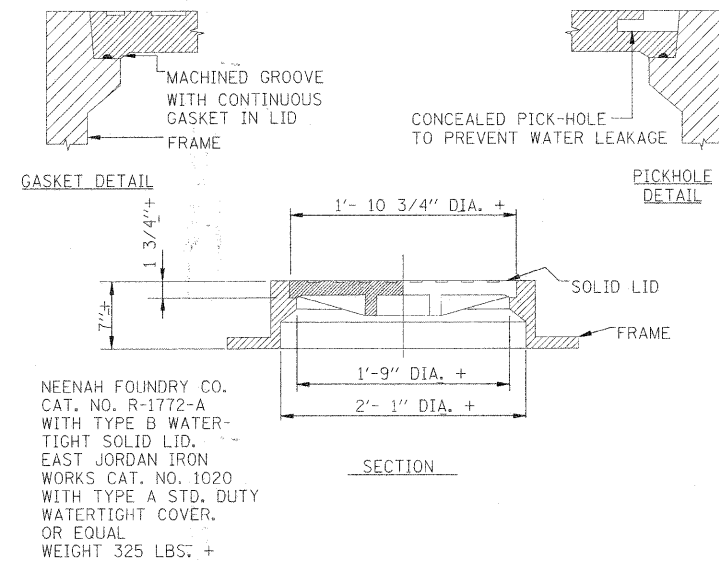
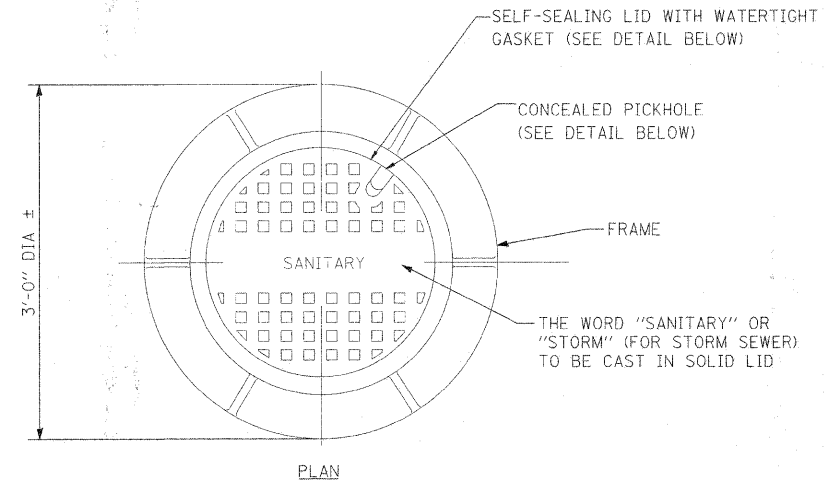
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- NOTES
1. ALL HYDRANTS SHALL BE 6" WITH TWO 2 1/2" HOSE NOZZLES AND ONE 4-1/2" PUMPER NOZZLE NATIONAL STANDARD THREADING. IT SHALL HAVE A SAFETY FLANGE. IT SHALL OPEN COUNTERCLOCKWISE AND SHALL BE FURNISHED WITH A MECHANICAL JOINT INLET.
 2. ALL HYDRANTS SHALL BE SPECIFIED TO HAVE GATE VALVE AND BOX ALONG THE CONNECTION TO WATERMAIN.
 3. FIRE HYDRANT SHALL INCLUDE SWIVEL ANCHOR PIPE AND COUPLING ASSEMBLY.



NOTE:
VALVE BOXES ARE NOT ALLOWED IN PAVED AREAS WITHOUT PRIOR APPROVAL FROM THE GLEN ELLYN DEPARTMENT OF PUBLIC UTILITIES



WATERTIGHT SANITARY MANHOLE FRAME & SOLID LID

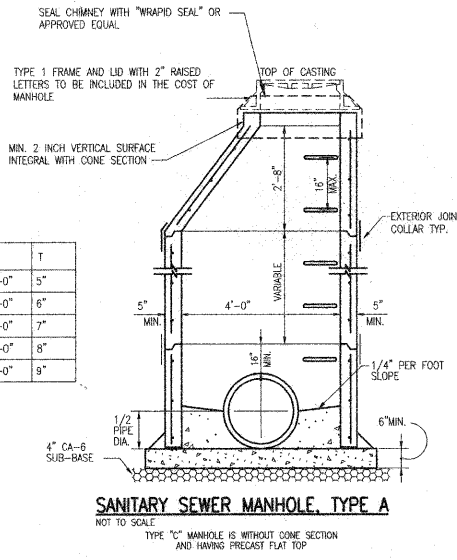
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		DATE = 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
SCALE: N.T.S.					SHEET NO. 1 OF 1 SHEETS		STA. TO STA.			

DATE	
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PLOTTED	
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DATE	
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PROFILE	
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NO.	

NOTES:

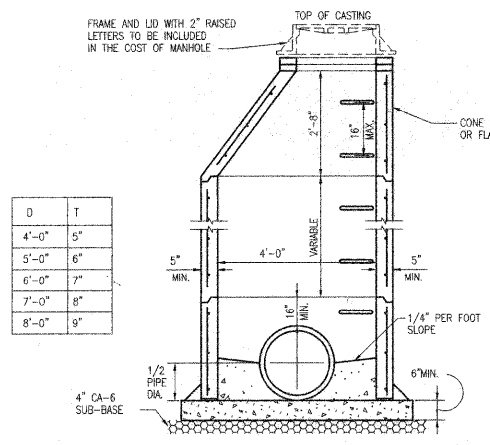
1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH - A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM WALL THICKNESS SHALL BE 5" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. THE BOTTOM MAY BE EITHER PRECAST WITH INVERTS AS INTEGRAL PART OR CAST IN PLACE WITH CLASS "SI" CONCRETE.
4. MANHOLE WALL THICKNESS "T" SHALL BE AS SHOWN IN THE LIST BELOW.
5. ALL STEPS SHALL BE CAST IRON AND CONFORM WITH NEENAH STANDARDS R-1981-1 OR APPROVED EQUAL.
6. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS WITH A MINIMUM CROSS SECTIONAL AREA OF 1.25 SQ. IN.: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK STB, HAMILTON - KENT GASKET CO. - KENT SEAL OR EQUAL, AS APPROVED BY VILLAGE. ALL JOINTS SHALL BE TUCKPOINTED WITH HYDRAULIC CEMENT.
7. ALL SANITARY SEWER MANHOLES SHALL BE CONSTRUCTED WITH FLEXIBLE MANHOLE COUPLINGS, AS MANUFACTURED BY ALOK PRODUCTS INC. (ALOK MANHOLE CONNECTOR), PRESS-SEAL GASKET CORPORATION (PRESS WEDGE I) OR EQUAL AS APPROVED BY VILLAGE ENGINEER. ALL MATERIALS SHALL COMPLY WITH, AND INSTALLATION PROCEDURES SHALL FOLLOW THOSE SPECIFIED BY THE MANUFACTURER OR VILLAGE.
8. AN EXTERIOR JOINT COLLAR SHALL BE INSTALLED AT ALL JOINTS BETWEEN SANITARY MANHOLE ELEMENTS. JOINT COLLARS WILL NOT BE REQUIRED FOR ADJUSTING RINGS. THE JOINT COLLAR SHALL BE MACHINAP EXTERIOR JOINT SEALER AS MANUFACTURED BY MAP-MAP MANUFACTURING COMPANY OR AN APPROVED EQUAL. THE COLLAR SHALL CONSIST OF A BAND NINE INCH (9) WIDE MASTIC COLLARS REQUIRING THE USE OF A PRIMER WILL NOT BE ACCEPTED.
9. COST FOR CHIMNEY SEAL SHALL BE INCIDENTAL TO THE CONTRACT PRICE OF SANITARY MANHOLE.



SANITARY SEWER MANHOLE, TYPE A
NOT TO SCALE

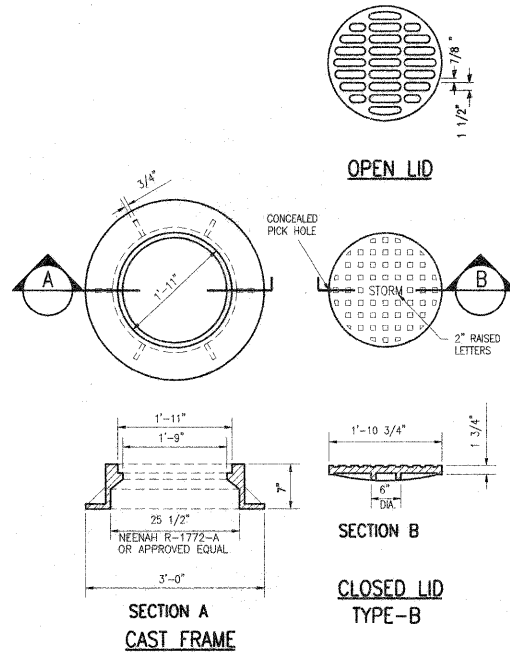
NOTES:

1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH - A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM WALL THICKNESS SHALL BE 5" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. THE BOTTOM MAY BE EITHER PRECAST WITH INVERTS AS INTEGRAL PART OR CAST IN PLACE WITH CLASS "SI" CONCRETE.
4. MANHOLE WALL THICKNESS "T" SHALL BE AS SHOWN IN THE LIST BELOW.
5. ALL STEPS SHALL BE CAST IRON AND CONFORM WITH NEENAH STANDARDS R-1981-1 OR APPROVED EQUAL.
6. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH TWO ROWS OF ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK STB, HAMILTON-KENT GASKET CO. - KENT SEAL, OR EQUAL, AS APPROVED BY VILLAGE ENGINEERS, AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.
7. SEE CONSTRUCTION PLANS FOR ACTUAL TYPE OF CASTING SPECIFIED.



STORM SEWER MANHOLE, TYPE A
NOT TO SCALE

TYPE "C" MANHOLE IS WITHOUT CONE SECTION AND HAVING PRECAST FLAT TOP (DOT STD. 602601).



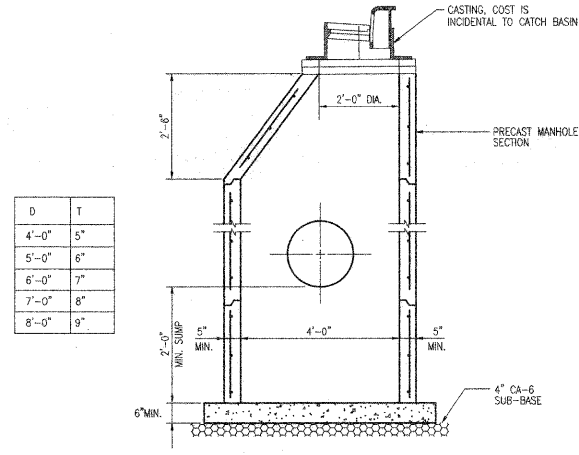
NOTES:

1. DUCTILE IRON CASTING SHALL BE GRADE 60-40-18 AND SHALL BE TESTED IN ACCORDANCE WITH FEDERAL SPECIFICATIONS.
2. ALL FRAMES AND LIDS SHALL BE MACHINED.
3. THE MANHOLE LIDS SHALL HAVE RAISED LETTERS AS SHOWN.
4. ALTERNATIVE TO DUCTILE IRON LID, GRAY IRON LID MAY BE USED.
5. FRAME AND LID TO BE E.I.W. 1022-2 OR APPROVED EQUAL.
6. CLOSED LID SHALL HAVE A CONCEALED PICK HOLE.
7. SANITARY MANHOLE LID SHALL BE "SELF-SEALING".
8. LID SHALL BE IMPRINTED WITH THE DESIGNATION "STORM", "SANITARY" OR "WATER".

TYPE 1 FRAME & LID
NOT TO SCALE

NOTES:

1. PRECAST-REINFORCED CONCRETE RISER RINGS AND CONES SHALL COMPLY WITH TEST STRENGTH - A.S.T.M. C-39. ADJUSTMENT RINGS SHALL NOT EXCEED 8" IN HEIGHT.
2. MINIMUM WALL THICKNESS SHALL BE 5" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
3. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH TWO ROWS OF ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - (EZ STIK STB), HAMILTON-KENT GASKET CO. - (KENT SEAL), OR EQUAL, AS APPROVED BY VILLAGE ENGINEER, AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.
4. ALL DRAINAGE STRUCTURES LOCATED IN REAR OR SIDE YARD AREAS SHALL BE INSTALLED WITH 2-6 INCH OR 3-4 INCH ADJUSTING RINGS. THIS WILL PROVIDE FOR A FUTURE MAXIMUM ADJUSTMENT OF 12 INCHES.
5. MANHOLE WALL THICKNESS "T" SHALL BE AS SHOWN IN THE LIST BELOW.
6. CASTING FOR SOME SLOPE CONDITIONS, USE E.I.W. V-4010-2 (NEENAH R-3065-2) OR APPROVED EQUAL.
7. SEE CONSTRUCTION PLANS FOR ACTUAL TYPE OF CASTING SPECIFIED.

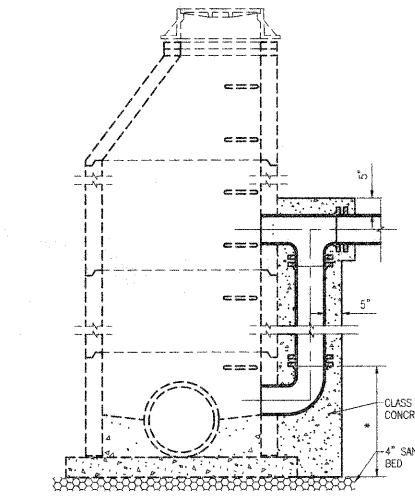


CATCH BASIN, TYPE A
NOT TO SCALE

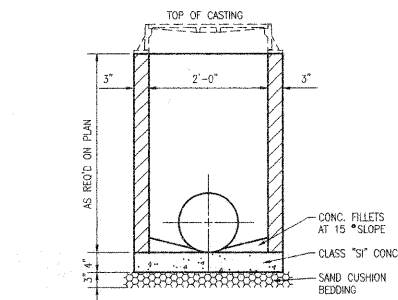
TYPE "C" CATCH BASIN IS WITHOUT CONE SECTION AND HAVING PRECAST FLAT TOP (DOT STD. 602601).

NOTES:

1. DROP MANHOLE SHALL BE REQUIRED WHEN THE DIFFERENCE IN ELEVATION OF TWO (2) INTERSECTING CONDUITS IS GREATER THAN 24 INCHES.
2. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITTED.
3. THE JOINTS BETWEEN SECTIONS SHALL CONFORM TO ASTM C-443.
4. MAXIMUM HEIGHT FOR CONCRETE ENGAGEMENT POUR FOR RISER ON THE FIRST DAY.
5. CONTRACTOR HAS THE OPTION OF INSTALLING DUCTILE IRON RISER PIPE FROM THE DUCTILE IRON ELBOW TO THE DUCTILE IRON TEE WHENEVER THE LENGTH OF THE RISER IS NOT MORE THAN 16 FT. THE ELBOW SHALL BE PRECAST IN THE MANHOLE, THE TEE SHALL BE SET IN CONCRETE FOR THE FULL THICKNESS OF THE MANHOLE WALL.
6. FOR INCOMING SEWER LESS THAN 12", USE VERTICAL PIPE OF SAME DIAMETER.
7. DROP CONNECTION SHOULD BE INTEGRALLY CAST WITH MANHOLE.



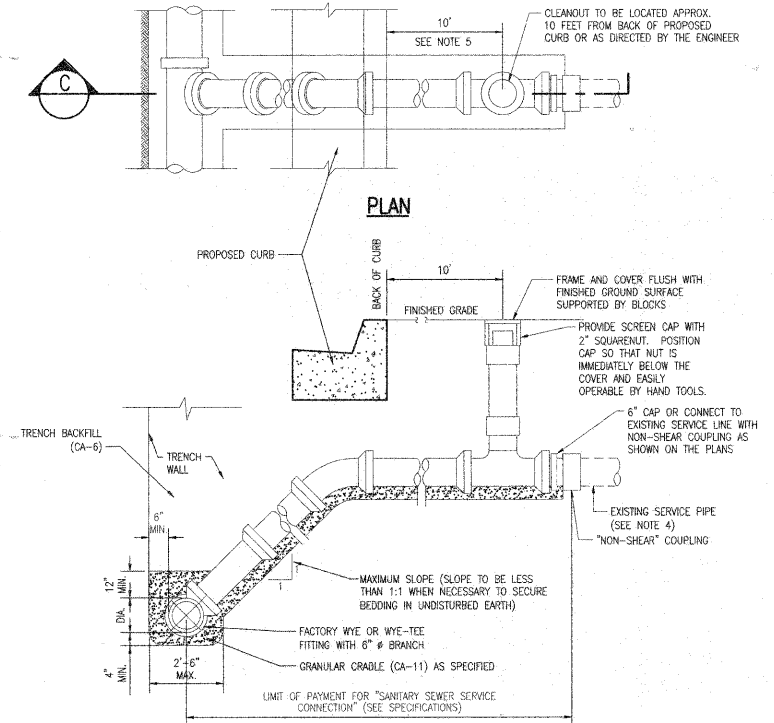
DROP CONNECTION TO SANITARY MANHOLE
NOT TO SCALE



NOTES:

1. MINIMUM WALL THICKNESS SHALL BE 3" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
2. THE BOTTOM MAY BE EITHER PRECAST WITH INVERTS AS INTEGRAL PART OR CAST IN PLACE WITH CLASS "SI" CONCRETE.
3. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH TWO ROWS OF ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK STB, HAMILTON - KENT GASKET CO. - KENT SEAL, OR EQUAL, AS APPROVED BY THE VILLAGE ENGINEERS, AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.
4. DRAINAGE STRUCTURES LOCATED IN REAR OR SIDE YARD AREAS SHALL BE INSTALLED WITH 2-6 INCH OR 3-4 INCH ADJUSTING RINGS. THIS WILL PROVIDE FOR A FUTURE MAXIMUM ADJUSTMENT OF 12 INCHES.
5. CASTING FOR SOME SLOPE CONDITIONS, USE E.I.W. V-4010-2 (NEENAH R-3065-2) OR APPROVED EQUAL.
6. SEE CONSTRUCTION PLANS FOR ACTUAL TYPE OF CASTING SPECIFIED.

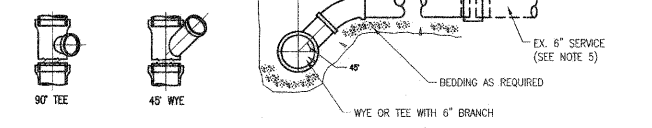
INLET, TYPE A
NOT TO SCALE



**SECTION C
SANITARY SEWER SERVICE CONNECTION
(FOR RECONSTRUCTION)**
NOT TO SCALE

NOTES:

1. THE WYE OR TEE SHALL BE INSTALLED AT A 45° ANGLE TO THE HORIZONTAL AXIS OF THE PUBLIC SEWER.
2. THE MINIMUM SLOPE ON A SANITARY SEWER SERVICE SHALL BE 1/8" PER FOOT.
3. WITHIN THE RIGHT-OF-WAY, THE BEDDING, HAUNCHING, INITIAL BACKFILL, AND TRENCH BACKFILL FOR THE SERVICE SHALL MATCH THE REQUIREMENT FOR THE MAIN LINE.
4. SANITARY SEWER SERVICE RECONNECTION FOR SANITARY SEWER SPOT REPAIRS SHALL BE LIMITED TO 5' FROM THE SEWER MAIN (SEE SPECIFICATIONS).
5. REPAIR ADDITIONAL LENGTH OF SEWER AS DIRECTED BY ENGINEER, PAID FOR AS "SANITARY SEWER, 6"PVC, SDR26".

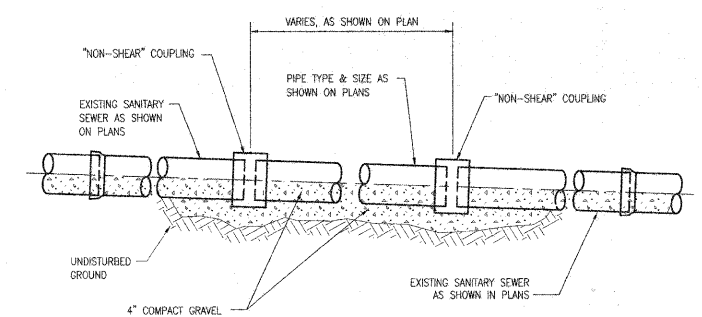


**SANITARY SEWER SERVICE CONNECTION
(FOR RESURFACING)**
NOT TO SCALE

NOTES:

1. MINIMUM WALL THICKNESS SHALL BE 3" AND MINIMUM CIRCULAR REINFORCEMENT SHALL BE 0.18 SQUARE INCH PER FOOT.
2. THE BOTTOM MAY BE EITHER PRECAST WITH INVERTS AS INTEGRAL PART OR CAST IN PLACE WITH CLASS "SI" CONCRETE.
3. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND FRAMES ON ALL UNDERGROUND STRUCTURES, SHALL BE SET IN PLACE WITH TWO ROWS OF ONE OF THE FOLLOWING BUTYL RUBBER JOINT SEALANTS: CONCRETE PRODUCTS SUPPLY CO. - EZ STIK STB, HAMILTON - KENT GASKET CO. - KENT SEAL, OR EQUAL, AS APPROVED BY THE VILLAGE ENGINEERS, AND ALL JOINTS TO BE TUCKPOINTED WITH HYDRAULIC CEMENT.
4. DRAINAGE STRUCTURES LOCATED IN REAR OR SIDE YARD AREAS SHALL BE INSTALLED WITH 2-6 INCH OR 3-4 INCH ADJUSTING RINGS. THIS WILL PROVIDE FOR A FUTURE MAXIMUM ADJUSTMENT OF 12 INCHES.
5. CASTING FOR SOME SLOPE CONDITIONS, USE E.I.W. V-4010-2 (NEENAH R-3065-2) OR APPROVED EQUAL.
6. SEE CONSTRUCTION PLANS FOR ACTUAL TYPE OF CASTING SPECIFIED.

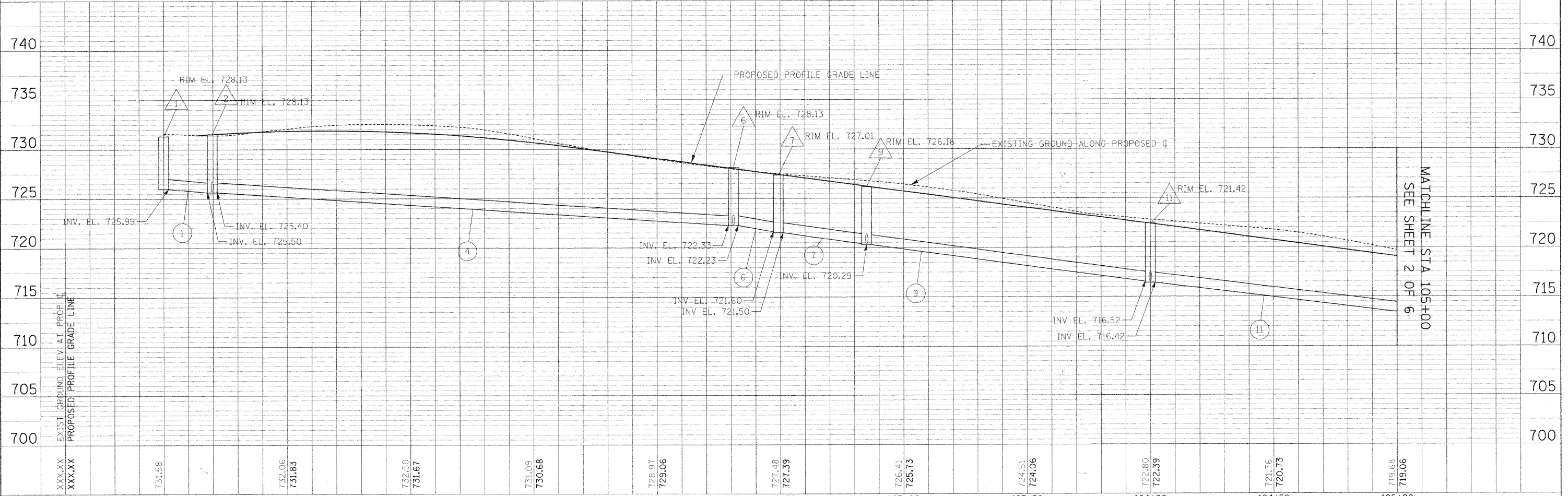
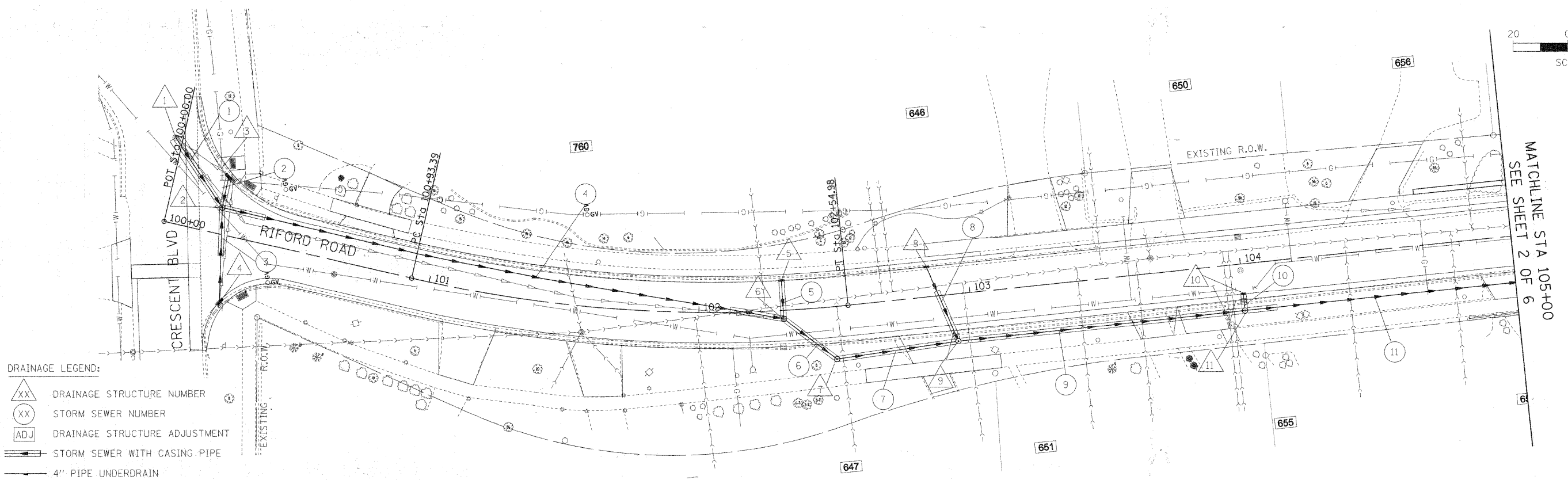
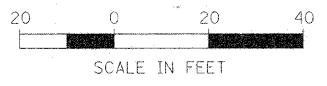
INLET, TYPE A
NOT TO SCALE



SANITARY SEWER REPLACEMENT DETAIL
NOT TO SCALE

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	BY	
	NO. OF WAY CHECKED	
	DATE FILE NAME	

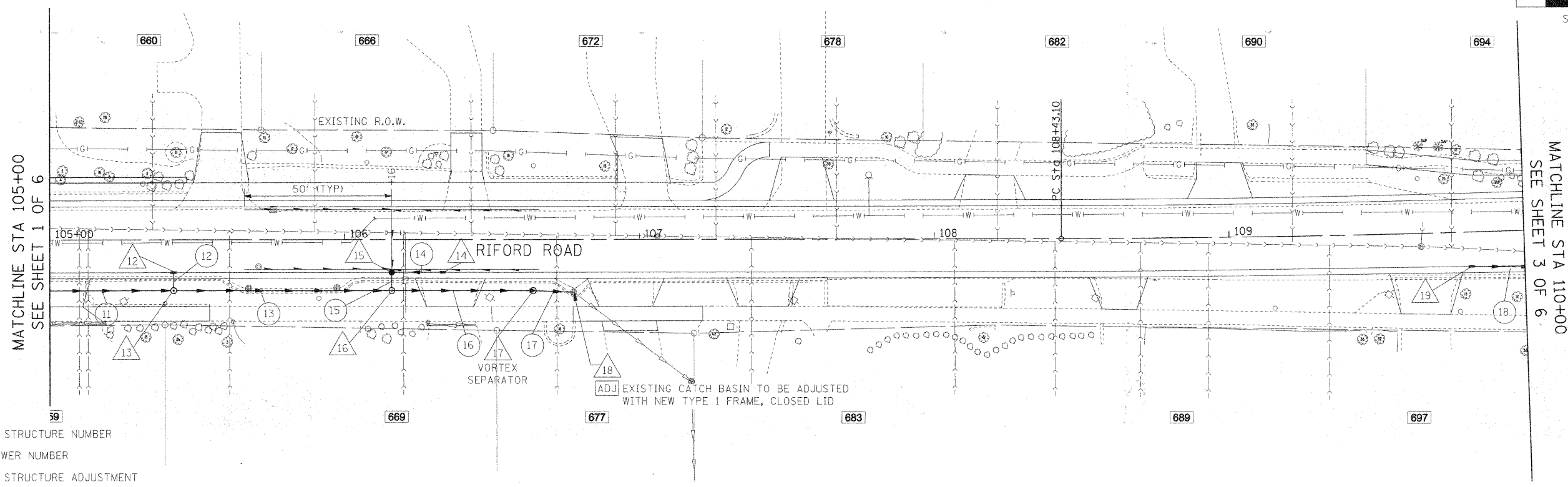
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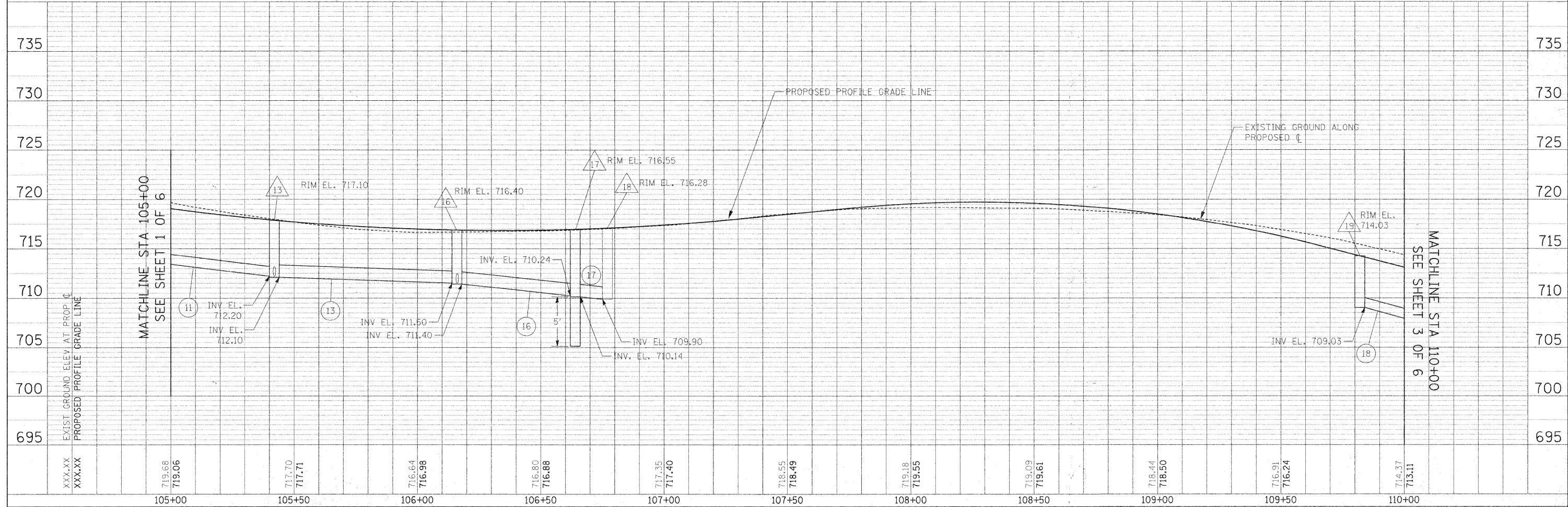
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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

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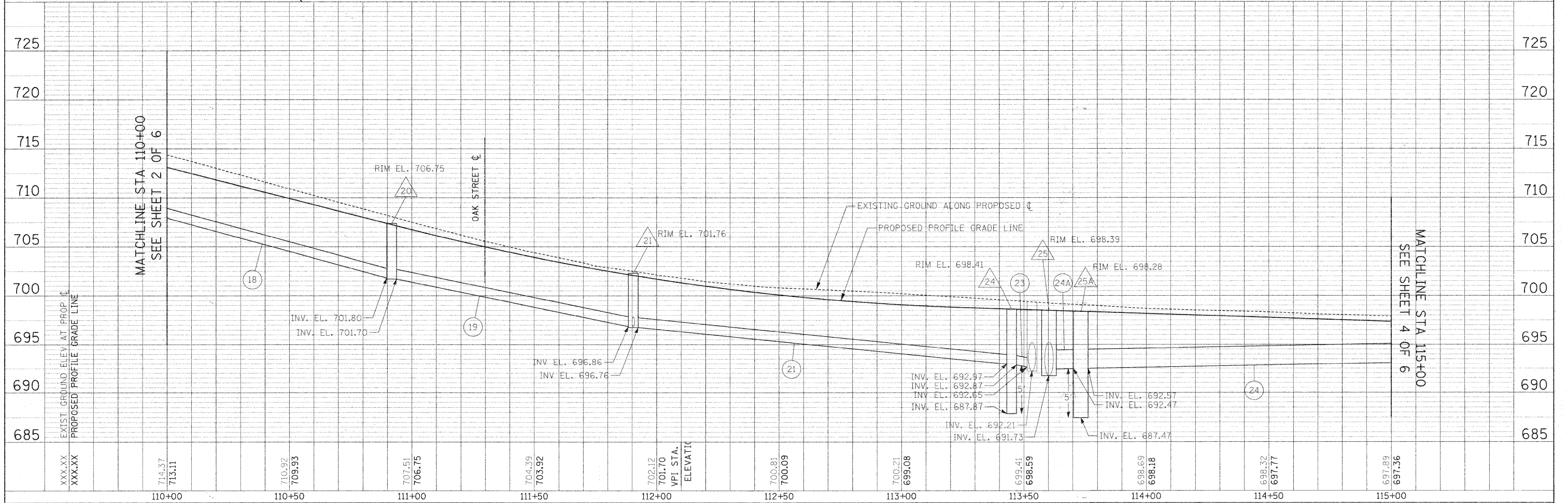
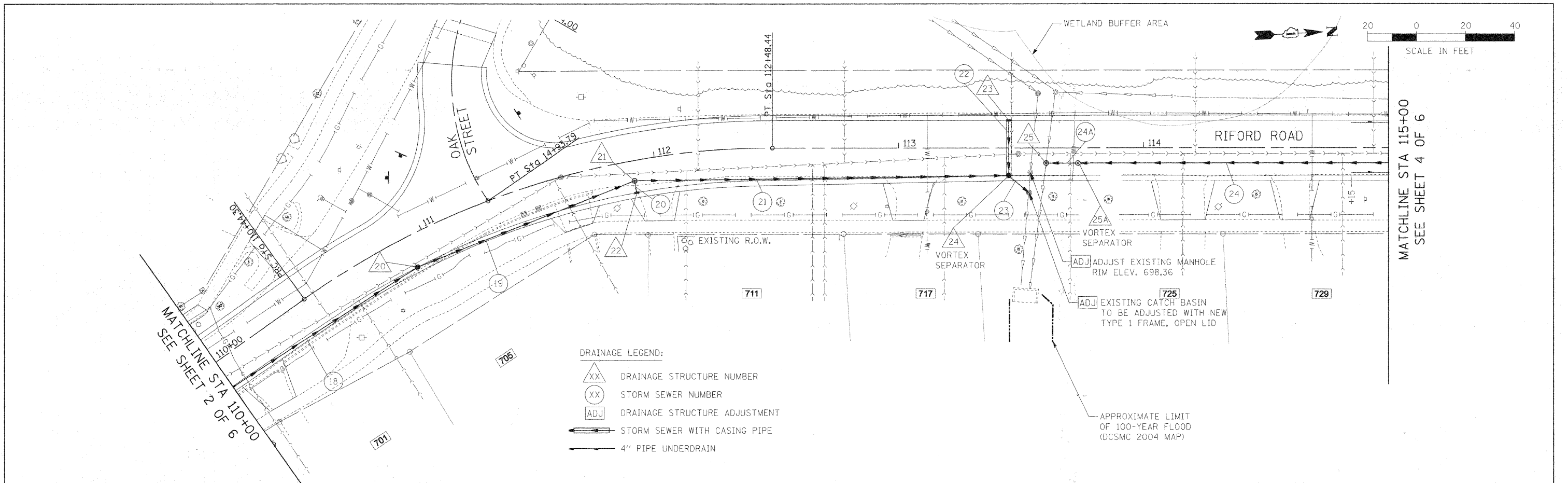
- DRAINAGE LEGEND:**
- DRAINAGE STRUCTURE NUMBER
 - STORM SEWER NUMBER
 - DRAINAGE STRUCTURE ADJUSTMENT
 - STORM SEWER WITH CASING PIPE
 - 4" PIPE UNDERDRAIN



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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

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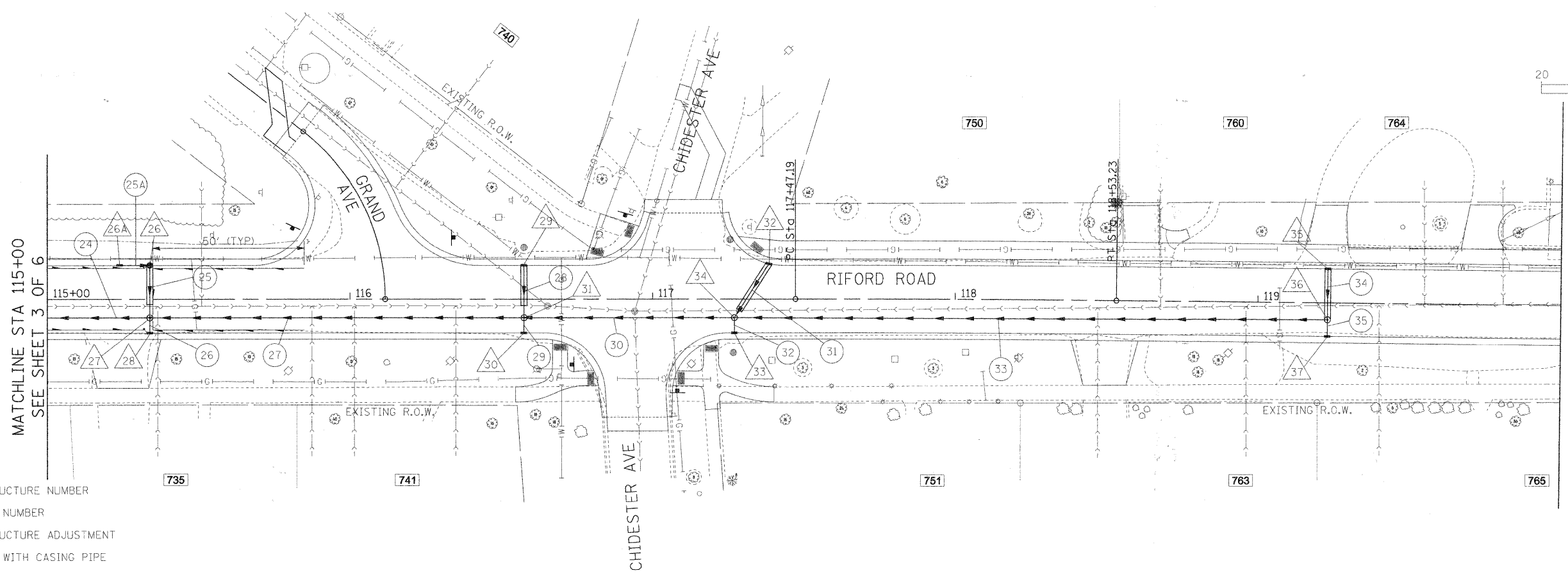
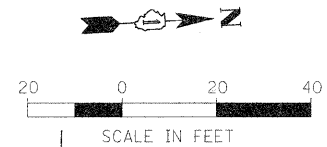
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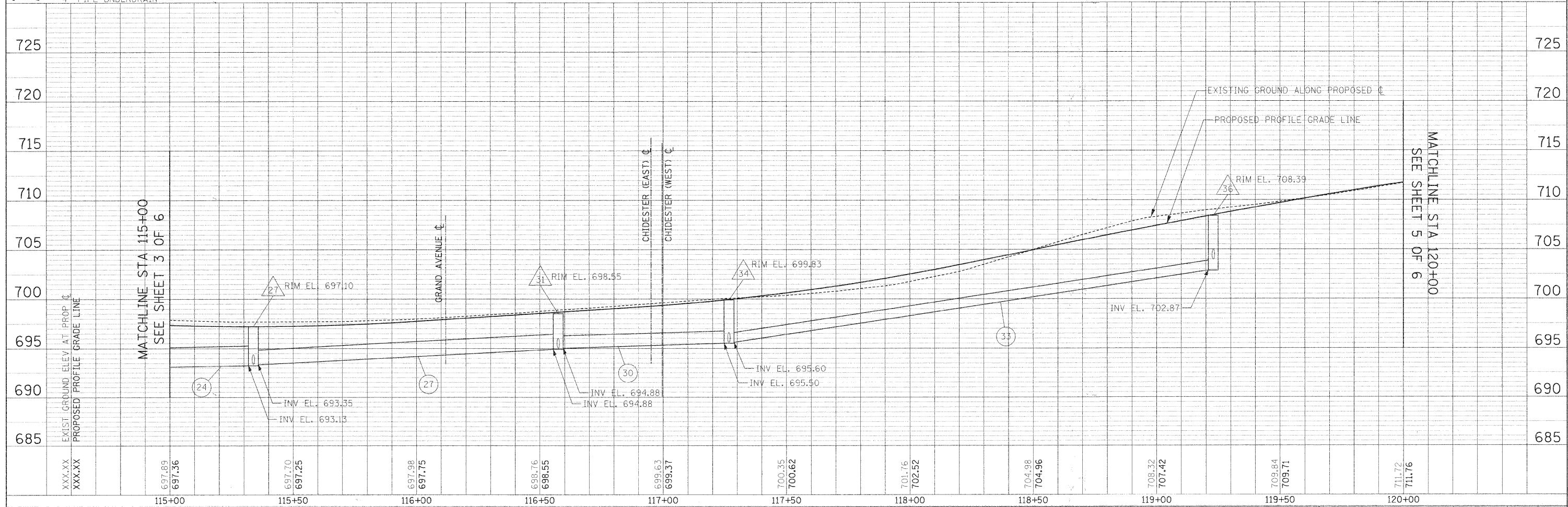
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PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	SAF. NOTED	
	STRUCTURE NOTATIONS OK'D	
	NO.	



- DRAINAGE LEGEND:**
- DRAINAGE STRUCTURE NUMBER
 - STORM SEWER NUMBER
 - DRAINAGE STRUCTURE ADJUSTMENT
 - STORM SEWER WITH CASING PIPE
 - 4" PIPE UNDERDRAIN



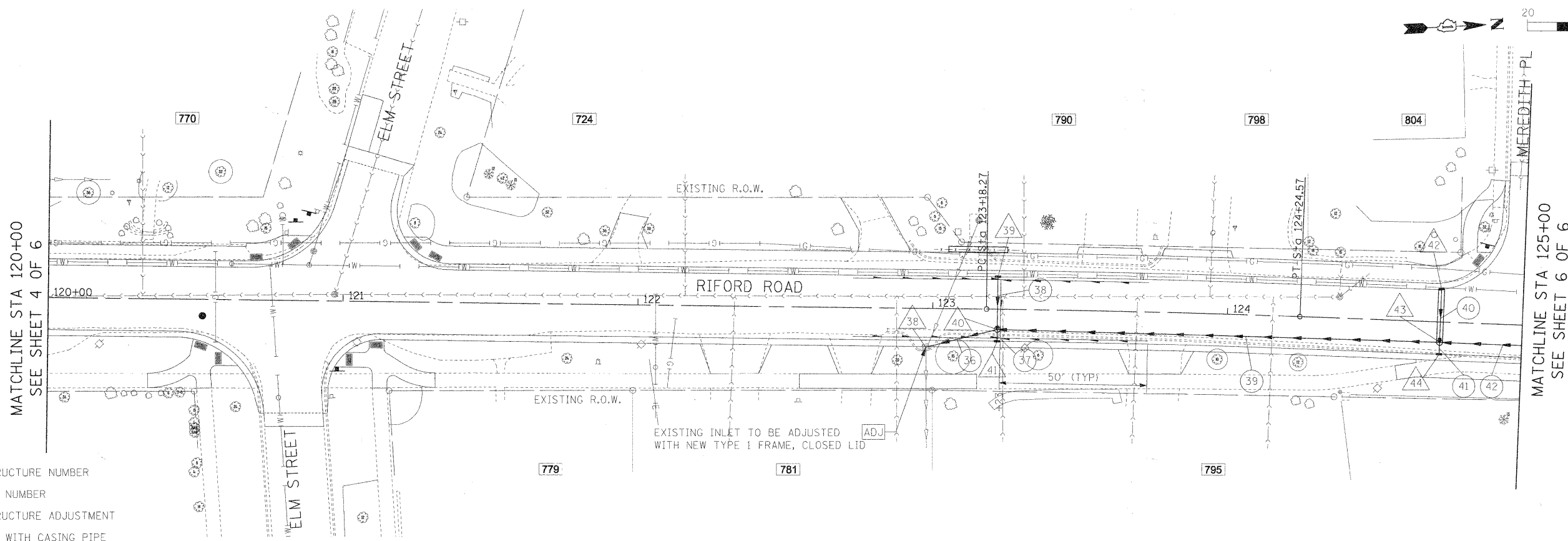
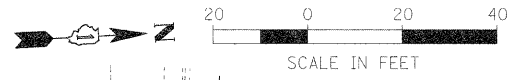
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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

MATCHLINE STA 115+00
SEE SHEET 3 OF 6

MATCHLINE STA 120+00
SEE SHEET 5 OF 6

MATCHLINE STA 115+00
SEE SHEET 3 OF 6

MATCHLINE STA 120+00
SEE SHEET 5 OF 6



MATCHLINE STA 120+00
SEE SHEET 4 OF 6

MATCHLINE STA 125+00
SEE SHEET 6 OF 6

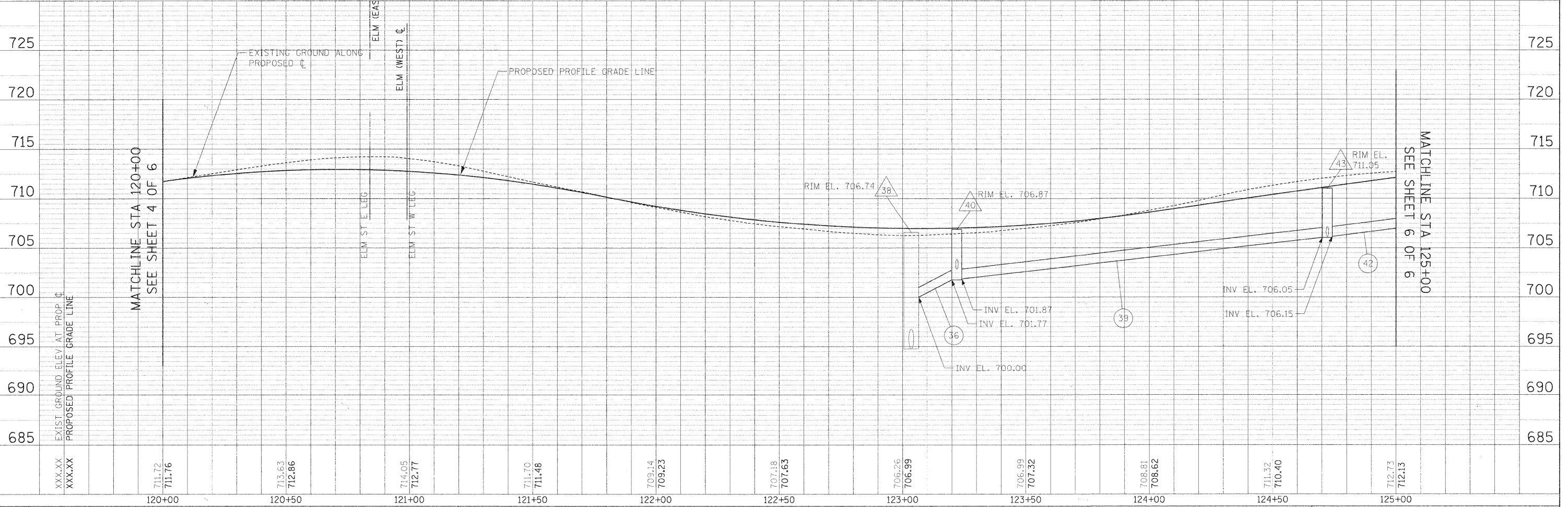
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- DRAINAGE STRUCTURE NUMBER
- STORM SEWER NUMBER
- DRAINAGE STRUCTURE ADJUSTMENT
- STORM SEWER WITH CASING PIPE
- 4" PIPE UNDERDRAIN

EXISTING INLET TO BE ADJUSTED
WITH NEW TYPE 1 FRAME, CLOSED LID

PLAN	SURVEYED	DATE
	PLOTTED	
	NOTE BOOK	
	NO.	
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PROFILE	SURVEYED	DATE
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	NOTE BOOK	
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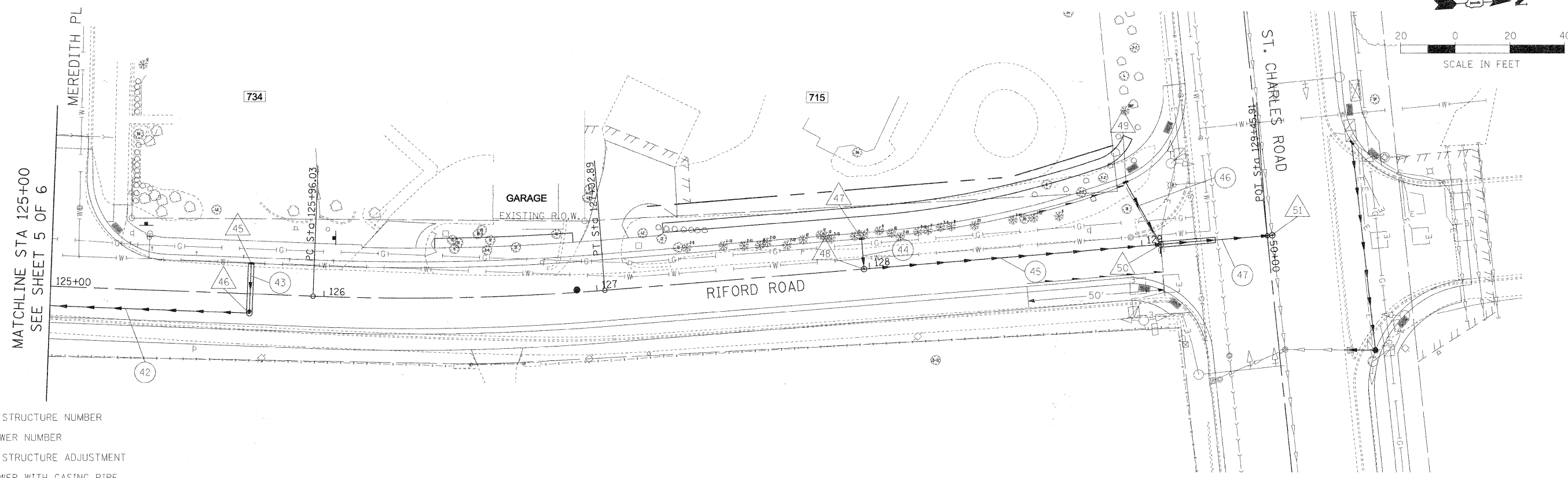
MATCHLINE STA 120+00
SEE SHEET 4 OF 6

MATCHLINE STA 125+00
SEE SHEET 6 OF 6

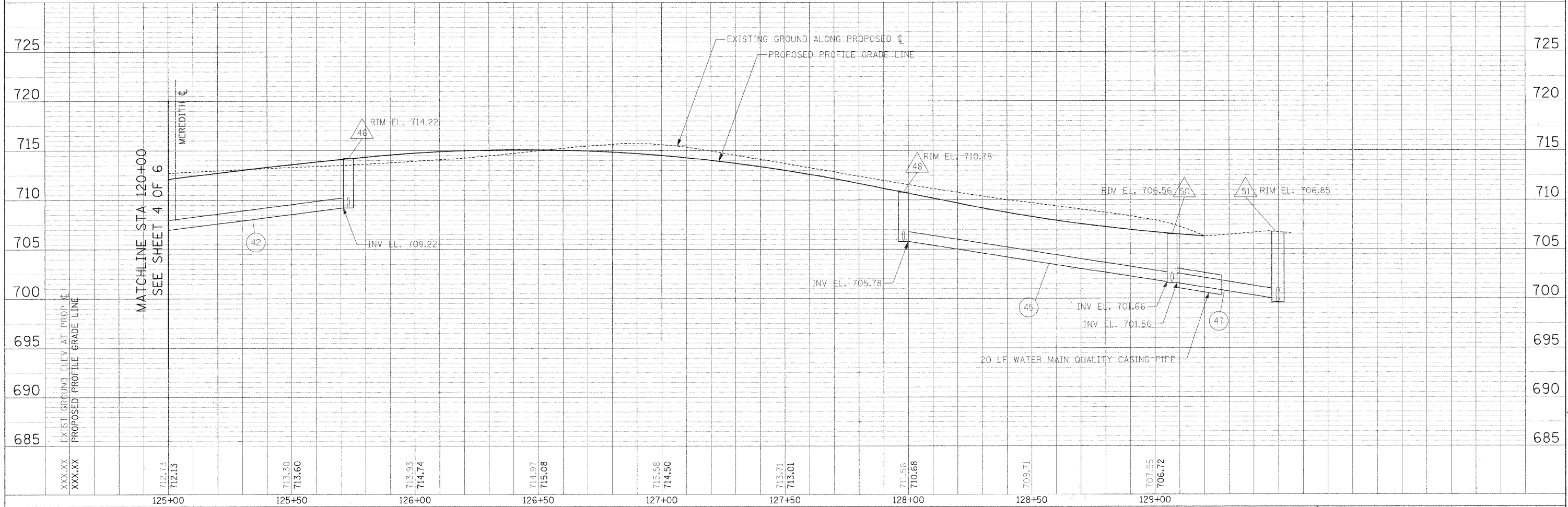
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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

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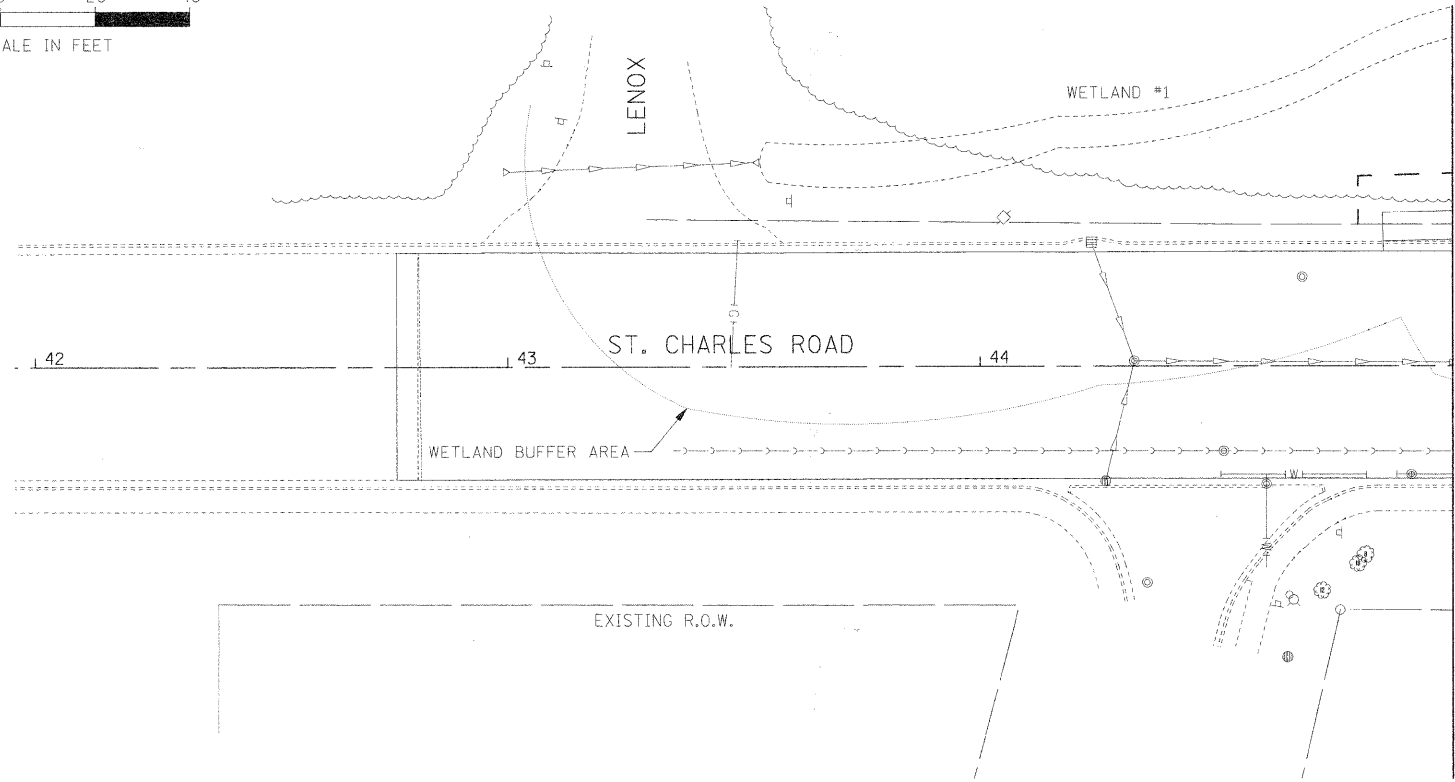
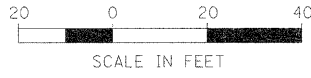
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- △ XX DRAINAGE STRUCTURE NUMBER
 - XX STORM SEWER NUMBER
 - ADJ DRAINAGE STRUCTURE ADJUSTMENT
 - STORM SEWER WITH CASING PIPE
 - 4" PIPE UNDERDRAIN



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						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

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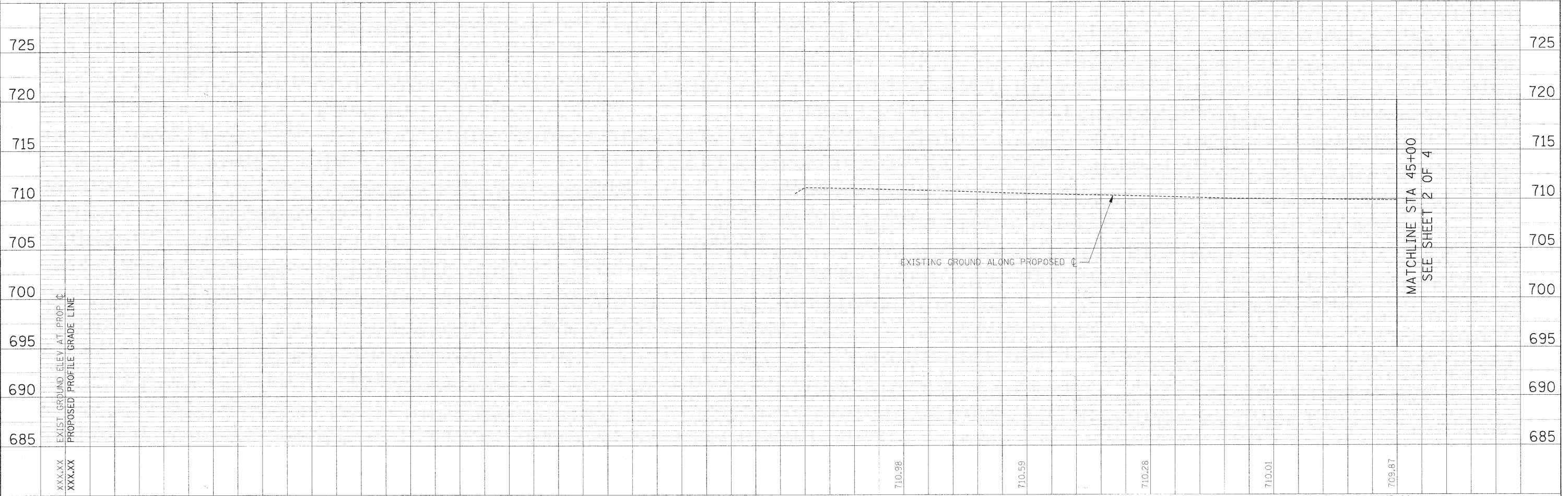
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	FILED		
	CADD FILE NAME		



MATCHLINE STA 45+00
SEE SHEET 2 OF 4

DRAINAGE LEGEND:

- DRAINAGE STRUCTURE NUMBER
- STORM SEWER NUMBER
- DRAINAGE STRUCTURE ADJUSTMENT
- STORM SEWER WITH CASING PIPE
- 4" PIPE UNDERDRAIN

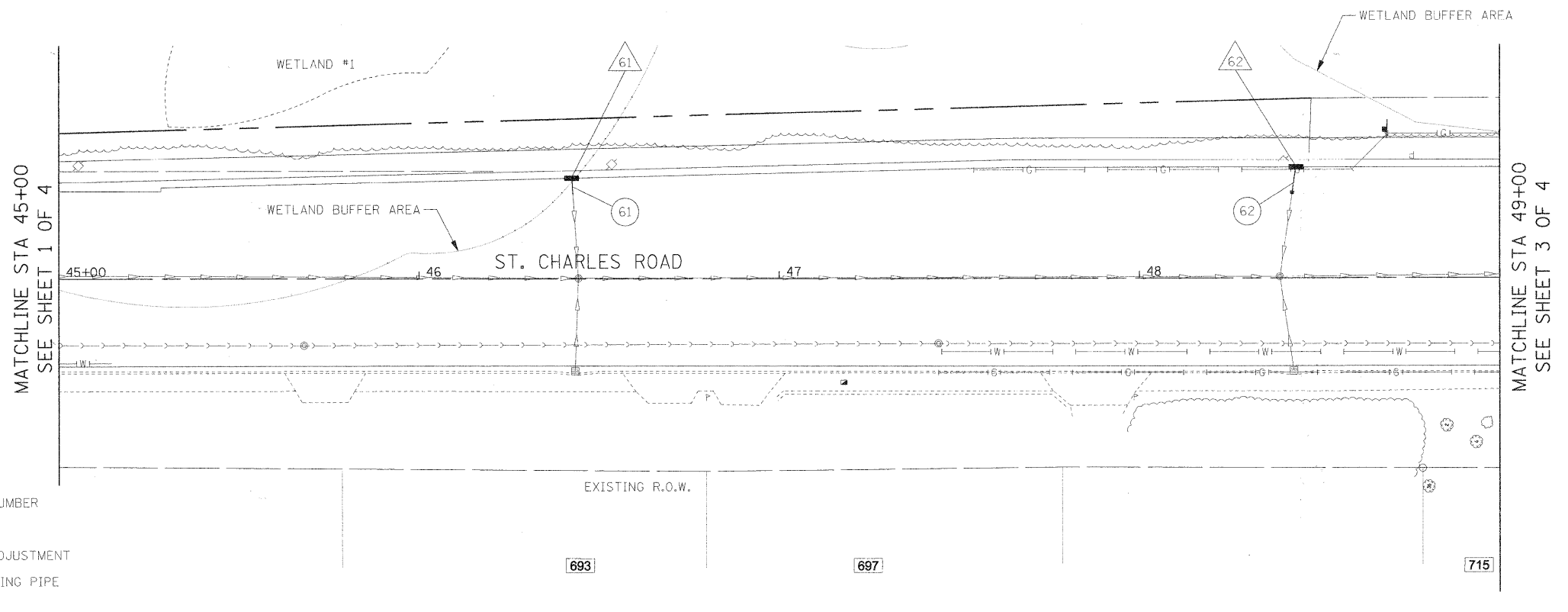
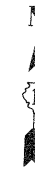


MATCHLINE STA 45+00
SEE SHEET 2 OF 4

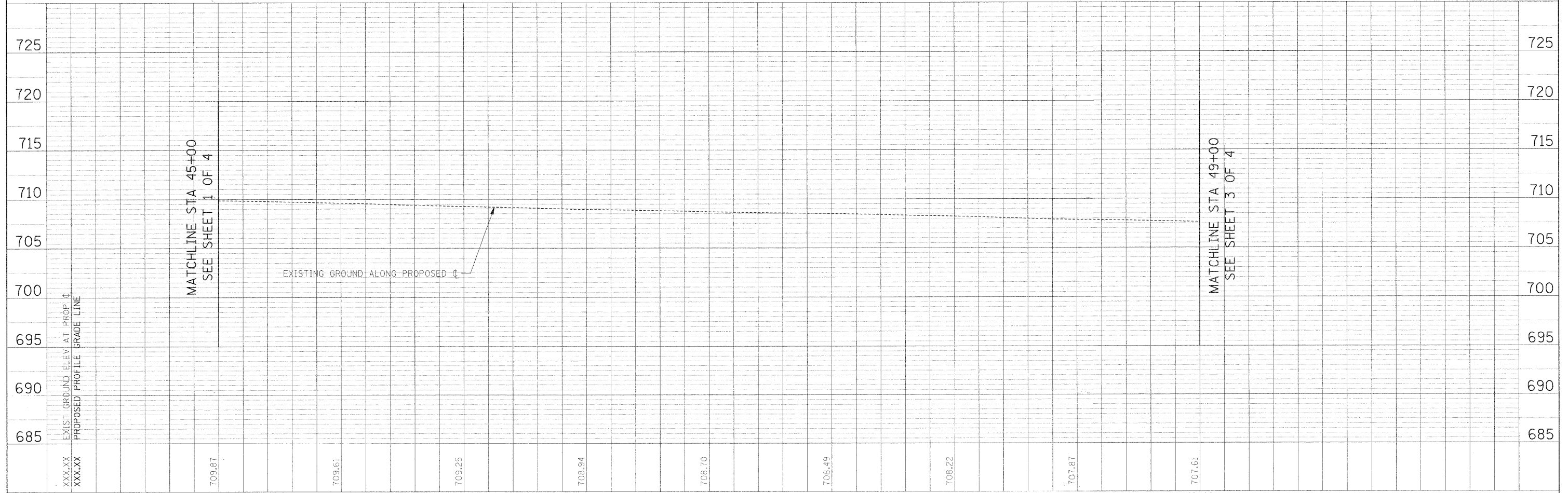
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ST. CHARLES ROAD DRAINAGE PLAN AND PROFILE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN -	REVISED -			4115	05-00068-00-FP	DUPAGE	141	55
		CHECKED -	REVISED -			RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
		DATE - 12/01/2009	REVISED -			SCALE: 1"=20'		SHEET NO. 1 OF 4 SHEETS		STA. 42+50.00 TO STA. 45+00.00
						FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF MAY CHECKED	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF MAY CHECKED	
	STRUCTURE NOTATIONS CIP/D	
	NO.	



- DRAINAGE LEGEND:**
- DRAINAGE STRUCTURE NUMBER
 - STORM SEWER NUMBER
 - DRAINAGE STRUCTURE ADJUSTMENT
 - STORM SEWER WITH CASING PIPE
 - 4" PIPE UNDERDRAIN

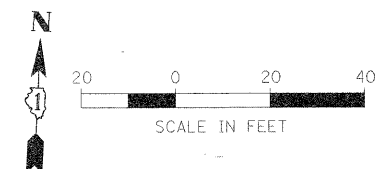
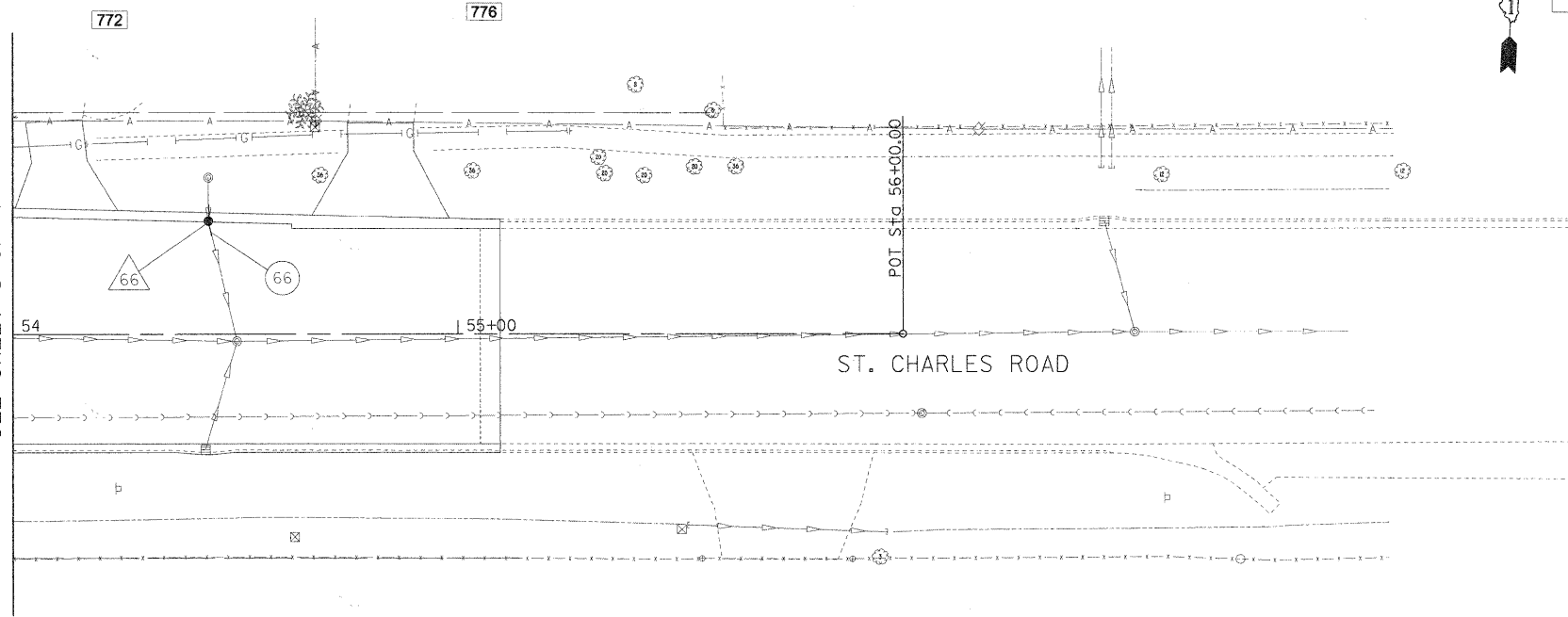


FILE NAME =	USER NAME = #USER#	DESIGNED - AJB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ST. CHARLES ROAD DRAINAGE PLAN AND PROFILE	F.A.U. RTE. 2199	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 56	
#FILE#	PLOT SCALE = #SCALE#	DRAWN - MAP	REVISED -			SCALE: 1"=20'	SHEET NO. 2 OF 4 SHEETS	STA. 45+00.00 TO STA. 49+00.00	CONTRACT NO. 63092		
	PLOT DATE = #DATE#	CHECKED - DEB	REVISED -			RIFORD ROAD RECONSTRUCTION					
		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

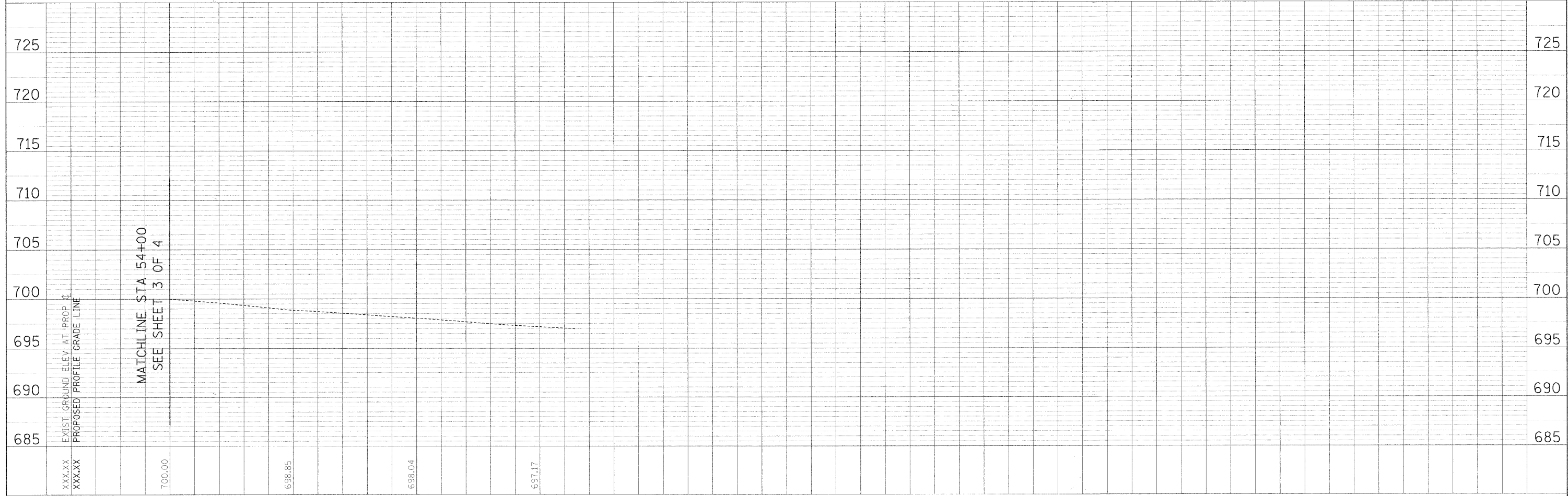
PLAN	SURVEYED	BY	DATE
	ALIGNED		
	NOTED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	NO.		

MATCHLINE STA 54+00
SEE SHEET 3 OF 4



- DRAINAGE LEGEND:
- DRAINAGE STRUCTURE NUMBER
 - STORM SEWER NUMBER
 - DRAINAGE STRUCTURE ADJUSTMENT
 - STORM SEWER WITH CASING PIPE
 - 4" PIPE UNDERDRAIN



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - AJB	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ST. CHARLES ROAD DRAINAGE PLAN AND PROFILE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED - MAP			05-00068-00-FP	DUPAGE	141	58	
		CHECKED -	REVISED - DEB			RIFORD ROAD RECONSTRUCTION	CONTRACT NO. 63092			
		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE: 1"=20'	SHEET NO. 4 OF 4 SHEETS	STA. 54+00.00 TO STA. 55+65.00				

DRAINAGE STRUCTURE SCHEDULE

STR NO.	STA	O/S	STRUCTURE TYPE			FRAME	TOP OF GRATE	N & NE Inv.	E & SE Inv.	S & SW Inv.	W & NW Inv.	SHEET NO.
			MH TY A (DIA)	CB (TYPE)	INL (TYPE)							
1	99+97.20	-31.15	EXIST	-	-	TY 1, CL	731.31	725.99	--	--	1	
2	100+19.68	-9.81	4	-	-	TY 1, CL	731.43	725.40	725.50	725.50	1	
3	100+19.45	-21.35	-	-	A	TY 1, OL	731.93	--	725.80	--	1	
4	100+26.35	24.03	-	-	A	TY 1, OL	731.8	--	--	725.80	1	
5	102+31.00	-11.00	-	-	A	TY 1, OL	727.63	--	722.63	--	1	
6	102+31.00	3.20	4	-	-	TY 1, CL	728.13	722.23	--	722.33	722.24	1
7	102+49.20	19.12	4	-	-	TY 1, OL	727.01	721.50	--	721.60	--	1
8	102+85.00	-11.00	-	-	A	TY 1, OL	726.16	--	720.80	--	1	
9	102+94.00	17.08	4	-	-	TY 1, CL	726.06	720.29	--	720.29	720.40	1
10	104+00.00	11.00	-	-	A	TY 1, OL	722.17	--	716.68	--	1	
11	104+00.00	17.08	4	-	-	TY 1, CL	721.42	716.42	--	716.52	716.52	1
12	105+42.00	11.00	-	-	A	TY 1, OL	717.67	--	712.30	--	2	
13	105+42.00	17.08	4	-	-	TY 1, CL	717.10	712.10	--	712.20	712.20	2
14	106+33.36	11.00	-	-	A	TY 1, OL	716.63	--	--	712.06	--	2
15	106+16.00	11.00	-	-	A	TY 1, OL	716.66	711.70	711.60	--	2	
16	106+16.00	17.17	4	-	-	TY 1, CL	716.40	711.40	--	711.50	711.50	2
17	106+64.00	17.17	VORTEX4	-	-	TY 1, CL	716.28	710.14	--	710.24	--	2
18	106+77.70	17.71	-	EXIST	-	TY 1, CL	716.55	709.90	--	709.90	--	2
19	109+82.00	11.55	-	-	A	TY 1, OL	714.02	709.03	--	--	--	2
20	110+91.75	13.00	-	A	-	TY 1, OL	706.75	701.80	--	--	--	3
21	111+90.45	8.12	4	-	-	TY 1, CL	701.70	696.76	696.86	696.86	--	3
22	111+90.45	13.00	-	-	A	TY 1, OL	701.56	--	--	--	696.96	3
23	113+45.00	-11.00	-	-	A	TY 1, OL	698.41	--	693.41	--	--	3
24	113+45.00	11.07	VORTEX4	-	-	TY 1, OL	698.41	692.87	--	692.97	692.97	3
25	113+60.24	6.00	6	-	-	TY 1, CL	698.39	692.40	692.4(e)	--	692.4(e)	3
25A	113+73.24	6.00	VORTEX6	-	-	TY 1, CL	698.28	692.57	--	692.47	--	3
26A	115+23.86	-11.00	-	-	A	TY 1, OL	697.01	693.79	--	--	--	4
26	115+33.86	-11.00	-	A	-	TY 1, OL	697.00	--	693.59	693.69	--	4
27	115+33.86	6.00	4	-	-	TY 1, CL	697.10	693.35	693.35	693.13	693.35	4
28	115+33.86	11.00	-	-	A	TY 1, OL	697.00	--	--	--	693.45	4
29	116+57.50	-11.00	-	-	A	TY 1, OL	698.45	--	695.34	--	--	4
30	116+57.50	11.00	-	-	A	TY 1, OL	698.45	--	--	--	695.12	4
31	116+57.50	6.00	4	-	-	TY 1, CL	698.55	694.88	695.02	694.88	695.02	4
32	117+38.50	-11.50	-	-	A	TY 1, OL	699.70	--	695.88	--	--	4
33	117+27.00	11.00	-	-	A	TY 1, OL	700.00	--	695.70	--	695.70	4
34	117+27.00	6.00	4	-	-	TY 1, CL	700.00	695.60	695.60	695.50	695.60	4
35	119+23.00	-11.00	-	-	A	TY 1, OL	708.28	--	704.19	--	--	4
36	119+23.00	6.00	4	-	-	TY 1, CL	708.39	--	702.87	702.87	703.87	4
37	119+23.00	11.00	-	-	A	TY 1, OL	708.28	--	--	--	702.97	4
38	122+97.80	13.31	-	-	EXIST	TY 1, OL	706.74	700.00	695.00	--	695.00	5
39	123+22.00	-11.00	-	-	A	TY 1, OL	706.80	--	703.21	--	--	5
40	123+22.00	7.00	4	-	-	TY 1, CL	706.87	702.87	701.87	701.770	701.87	5
41	123+22.00	11.00	-	-	A	TY 1, OL	706.80	--	--	--	701.97	5
42	124+72.20	-11.23	-	-	A	TY 1, OL	710.96	--	706.610	--	--	5
43	124+72.20	7.00	4	-	-	TY 1, CL	711.05	706.15	706.25	706.25	706.25	5
44	124+72.20	11.00	-	-	A	TY 1, OL	710.97	--	--	--	706.35	5
45	125+73.00	-11.00	-	-	A	TY 1, OL	713.96	--	709.58	--	--	6
46	125+73.00	7.00	4	-	-	TY 1, CL	714.22	--	--	709.22	709.22	6
47	127+98.00	-11.00	-	-	A	TY 1, OL	710.56	--	705.98	--	--	6
48	127+98.00	0.00	4	-	-	TY 1, CL	710.78	705.78	--	--	705.78	6
49	128+95.88	-23.60	-	-	A	TY 1, OL	706.40	--	702.22	--	--	6
50	129+06.88	0.00	4	-	-	TY 1, CL	706.56	701.56	--	701.66	701.66	6

STR NO.	STA	O/S	STRUCTURE TYPE			FRAME	TOP OF GRATE	N & NE Inv.	E & SE Inv.	S & SW Inv.	W & NW Inv.	SHEET NO.
			MH TY A (DIA)	CB (TYPE)	INL (TYPE)							
51	50+00.04	1.87	4	-	-	TY 1, CL	706.85	--	700.0(E)	700.00	700.0(E)	6
61	46+42.47	-27.95	-	-	A	TY 23	708.51	--	--	705.31	--	8
62	48+43.44	-31.00	-	-	A	TY 23	707.45	--	--	704.18	--	8
63	49+70.00	-34.50	-	-	A	TY 23	705.52	--	703.04	--	--	9
64	50+45.43	-35.02	-	A	-	TY 23	705.67	--	--	702.59	702.69	9
65	52+43.85	-30.24	-	-	A	TY 23	702.49	--	--	699.30	--	9
66	54+44.00	-25.60	-	A	-	TY 23	698.45	695.45	--	695.43	--	10

UNDERDRAIN SCHEDULE

STREET	LOW POINT	STRUCTURE TIE-IN	LENGTH TOTALS		
			LATERALS	LONGITUDINAL	TOTAL
RIFORD	106+16.00	INLET #15	44	200	244
RIFORD	115+35.00	*26, *27, *28	22	200	222
RIFORD	123+23.00	*39, *40, *41	22	200	222
RIFORD	129+07.00	*49, *50	35	100	135

DATE: _____ BY: _____
 SURVEYED: _____
 PLAN: _____
 CHECKED: _____
 DATE: _____ BY: _____
 SURVEYED: _____
 PROFILE: _____
 CHECKED: _____
 DATE: _____ BY: _____
 SURVEYED: _____

DATE: _____ BY: _____
 SURVEYED: _____
 PLAN: _____
 CHECKED: _____
 DATE: _____ BY: _____
 SURVEYED: _____
 PROFILE: _____
 CHECKED: _____
 DATE: _____ BY: _____
 SURVEYED: _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCHEDULES

STORM SEWER SCHEDULE

NO.	U/S STR NO.	U/S STA.	U/S O/S	UPSTREAM ELEVATION	D/S STR NO.	D/S STA.	D/S O/S	DOWNSTREAM ELEVATION	DIA (Inches)	LENGTH (feet)	CLASS AND TYPE	WATER MAIN QUALITY PIPE	SLOPE (FT/FT)	TRENCH BACKFILL (CY)	SHEET NO.
1	1	99+97.20	-31.15	725.99	2	100+19.68	-9.81	725.50	12	30	C III, T-2	31	1.63%	23.57	1
2	3	100+19.45	-21.35	725.80	2	100+19.68	-9.81	725.50	12	11	C III, T-2	11	2.73%	11	1
3	4	100+26.35	24.03	725.80	2	100+19.68	-9.81	725.50	12	34	C III, T-2		0.88%	27	1
4	2	100+19.68	-9.81	725.50	6	102+31.00	3.20	722.33	12	211	C III, T-2	37	1.50%	168	1
5	5	102+31.00	-11.00	722.63	6	102+31.00	3.20	722.24	12	14	C III, T-2		2.79%	13.00	1
6	6	102+31.00	3.20	722.23	7	102+49.20	19.12	721.60	12	24	C III, T-2	25	2.62%	20.64	1
7	7	102+49.20	19.12	721.50	9	102+94.00	17.08	720.29	12	44	C III, T-2	44	2.75%	32.69	1
8	8	102+85.00	-11.00	720.80	9	102+94.00	17.08	720.40	12	29	C III, T-2	19	1.38%	27.08	1
9	9	102+94.00	17.08	720.29	11	104+00.00	17.08	716.52	12	106	C III, T-2	106	3.56%	98.15	1
10	10	104+00.00	11.00	716.68	11	104+00.00	17.08	716.52	12	6	C III, T-2	6	2.67%	3.83	1
11	11	104+00.00	17.08	716.42	13	105+42.00	17.08	712.20	12	142	C III, T-2	11	2.97%	90.54	1
12	12	105+42.00	11.00	712.30	13	105+42.00	17.08	712.20	12	6	C III, T-2		1.67%	3.83	2
13	13	105+42.00	17.08	712.10	16	106+16.00	17.17	711.50	15	74	C III, T-2		0.81%	54.87	2
14	14	106+33.36	11.00	712.06	15	106+16.00	11.00	711.70	12	17	C III, T-2		2.12%	11.09	2
15	15	106+16.00	11.00	711.60	16	106+16.00	17.17	711.50	12	6	C III, T-2		1.67%	4.41	2
16	16	106+16.00	17.17	711.40	17	106+64.00	17.17	710.24	15	48	C III, T-2		2.42%	45.75	2
17	17	106+64.00	17.17	710.14	18	106+77.70	17.71	709.90	15	13	C III, T-2		1.85%	11.18	2
18	19	109+82.00	11.55	709.03	20	110+91.75	13.00	701.80	12	109	C III, T-2		6.63%	96.97	3
19	20	110+91.75	13.00	701.70	21	111+90.45	8.12	696.86	12	98	C III, T-2		4.94%	78.02	3
20	22	111+90.45	13.00	696.96	21	111+90.45	8.12	696.86	12	4	C III, T-2		2.50%	3.49	3
21	21	111+90.45	8.12	696.76	24	113+45.00	11.07	692.97	12	154	C III, T-2		2.46%	128.23	3
22	23	113+45.00	-11.00	693.41	24	113+45.00	11.07	692.97	12	22	C III, T-2		2.00%	17.44	3
23	24	113+45.00	11.07	692.87	ex. Str.	113+53.31	18.02	692.65	12	10	C III, T-2		2.20%	11.18	3
24	27	115+33.86	6.00	693.13	25A	113+73.24	6.00	692.57	30x19	160	HE-IV, T-1		0.35%	192.59	3
24A	25A	113+73.24	6.00	692.47	25	113+60.24	6.00	692.40	24	13	C III, T-2		0.54%	15.65	3
25	26	115+33.86	-11.00	693.69	27	115+33.86	6.00	693.35	12	17	C IV, T-1	13	2.00%	9.93	4
25A	26A	115+23.86	-11.00	693.69	26	115+33.86	-11.00	693.35	12	10	C IV, T-1	10	3.40%	6.00	4
26	28	115+33.86	11.00	693.45	27	115+33.86	6.00	693.35	15	5	C IV, T-1		2.00%	2.92	4
27	31	116+57.50	6.00	694.88	27	115+33.86	6.00	693.35	23x14	123	HE-IV, T-1		1.24%	136.67	4
28	29	116+57.50	-11.00	695.34	31	116+57.50	6.00	695.02	12	17	C IV, T-1	13	1.88%	11.07	4
29	30	116+57.50	11.00	695.12	31	116+57.50	6.00	695.02	12	5	C IV, T-1		2.00%	3.26	4
30	34	117+27.00	6.00	695.50	31	116+57.50	6.00	694.88	15	69	C IV, T-1		0.90%	69.00	4
31	32	117+38.50	-11.50	695.88	34	117+27.00	6.00	695.60	12	20	C IV, T-1	18	1.40%	16.78	4
32	33	117+27.00	11.00	695.70	34	117+27.00	6.00	695.60	12	5	C III, T-2		2.00%	3.83	4
33	36	119+23.00	6.00	702.87	34	117+27.00	6.00	695.60	12	196	C III, T-2		3.71%	154.24	4
34	35	119+23.00	-11.00	704.19	36	119+23.00	6.00	703.87	12	17	C III, T-2	17	1.88%	12.10	4
35	37	119+23.00	11.00	702.97	36	119+23.00	6.00	702.87	12	5	C III, T-2		2.00%	3.78	4
36	40	123+22.00	7.00	701.77	38	122+97.80	13.31	700.00	15	25	C III, T-2		7.08%	20.50	5
37	41	123+22.00	11.00	701.97	40	123+22.00	7.00	701.87	12	4	C III, T-2		2.50%	3.14	5
38	39	123+22.00	-11.00	703.21	40	123+22.00	7.00	702.87	12	18	C III, T-2		1.89%	12.81	5
39	43	124+72.20	7.00	706.15	40	123+22.00	7.00	701.87	12	150	C III, T-2		2.85%	118.02	5
40	42	124+72.20	-11.23	706.61	43	124+72.20	7.00	706.25	12	18	C III, T-2	18	2.00%	12.92	5
41	44	124+72.20	11.00	706.35	43	124+72.20	7.00	706.25	12	4	C III, T-2		2.50%	2.85	6
42	46	125+73.00	7.00	709.22	43	124+72.20	7.00	706.15	12	100	C III, T-2		3.07%	79.20	6
43	45	125+73.00	-11.00	709.58	46	125+73.00	7.00	709.22	12	18	C III, T-2	18	2.00%	12.81	6
44	47	127+98.00	-11.00	705.98	48	127+98.00	0.00	705.78	12	11	C III, T-2		1.82%	8.64	6
45	48	127+98.00	0.00	705.78	50	129+06.88	0.00	701.66	12	108	C III, T-2		3.81%	85.65	6
46	49	128+95.88	-23.60	702.22	50	129+06.88	0.00	701.66	12	26	C III, T-2		2.15%	17.69	6
47	50	129+06.88	0.00	701.56	51	50+00.04	1.87	700.00	12	41	C III, T-2	20	3.80%	32.14	6
61	61	46+42.47	-27.95	705.31	ex. pipe	*N/A	*N/A	705.28	12	5	C IV, T-1		0.60%	3.50	8
62	62	48+43.44	-31.00	704.18	ex. pipe	*N/A	*N/A	704.13	12	8	C IV, T-1		0.62%	5.60	8
63	63	49+70.00	-34.50	703.04	64	50+45.43	-35.02	702.69	12	75	C IV, T-1		0.47%	52.50	9
64	64	50+45.43	-35.02	702.59	ex. pipe	*N/A	*N/A	702.52	12	12	C IV, T-1		0.58%	8.40	9
65	65	52+43.85	-30.24	699.30	ex. pipe	*N/A	*N/A	699.25	12	8	C IV, T-1		0.62%	5.60	9
66	66	54+44.00	-25.60	695.43	ex. pipe	*N/A	*N/A	695.41	12	4	C IV, T-1		0.50%	2.80	10

PLAN SURVEYED, PLOTTED, CHECKED, ALIGNED, PRINTED, DATE, BY, NO. OF WAY CHECKED, DATE FILE NAME

PROFILE SURVEYED, PLOTTED, CHECKED, ALIGNED, PRINTED, DATE, BY, NO. OF WAY CHECKED, DATE FILE NAME, STRUCTURE NOTATIONS: OK

FILE NAME =	USER NAME = #USER#	DESIGNED - AJB	REVISED -
#FILE#		DRAWN - JMT	REVISED -
	PLDT SCALE = #SCALE#	CHECKED - DEB	REVISED -
	PLDT DATE = #DATE#	DATE - 12/01/2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

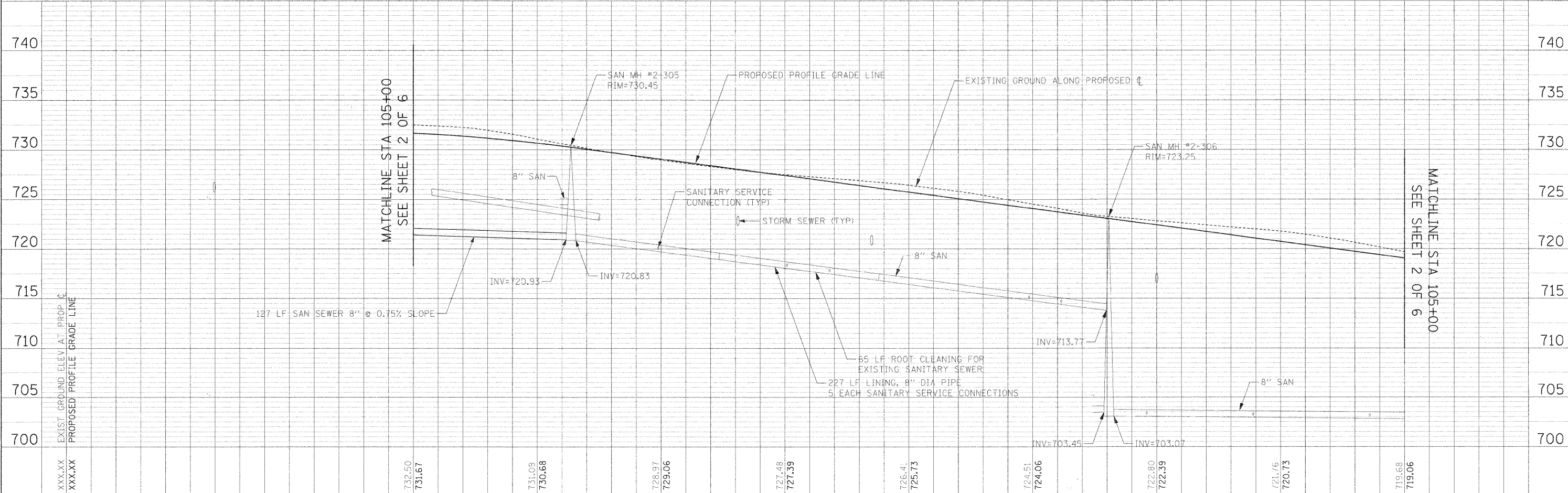
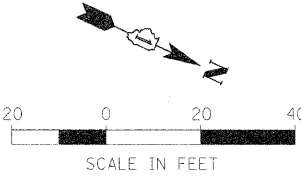
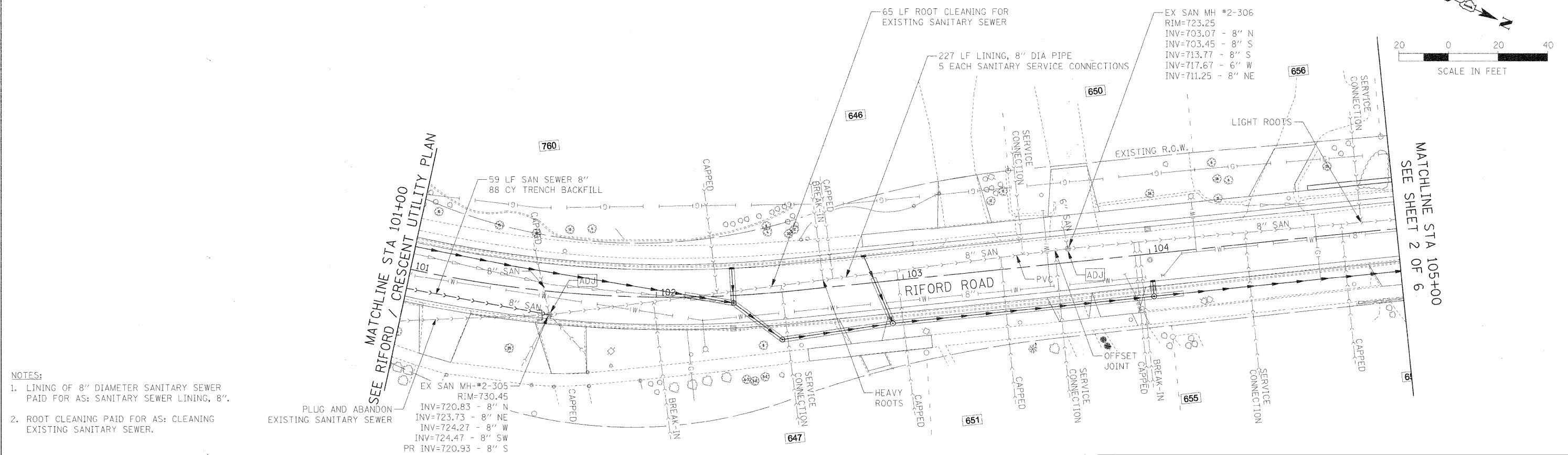
DRAINAGE SCHEDULES			
SCALE: N.T.S.	SHEET NO. 2	OF 2 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
215	05-00068-00-FP	DUPAGE	141	60
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN SURVEYED BY DATE
PLOTTED BY
NOTE BOOK NO. FILE NAME
NO. DATE

PROFILE SURVEYED BY DATE
PLOTTED BY
GRADE CHECKED BY
STRUCTURE NOTES CHK
NO. DATE

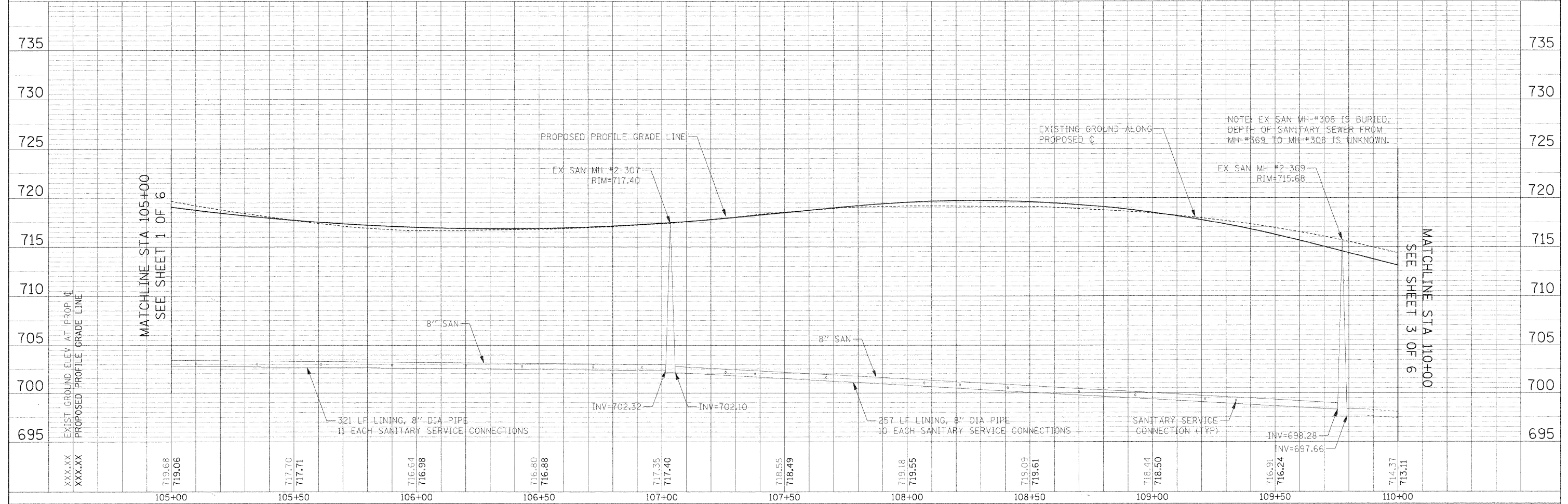
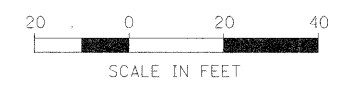
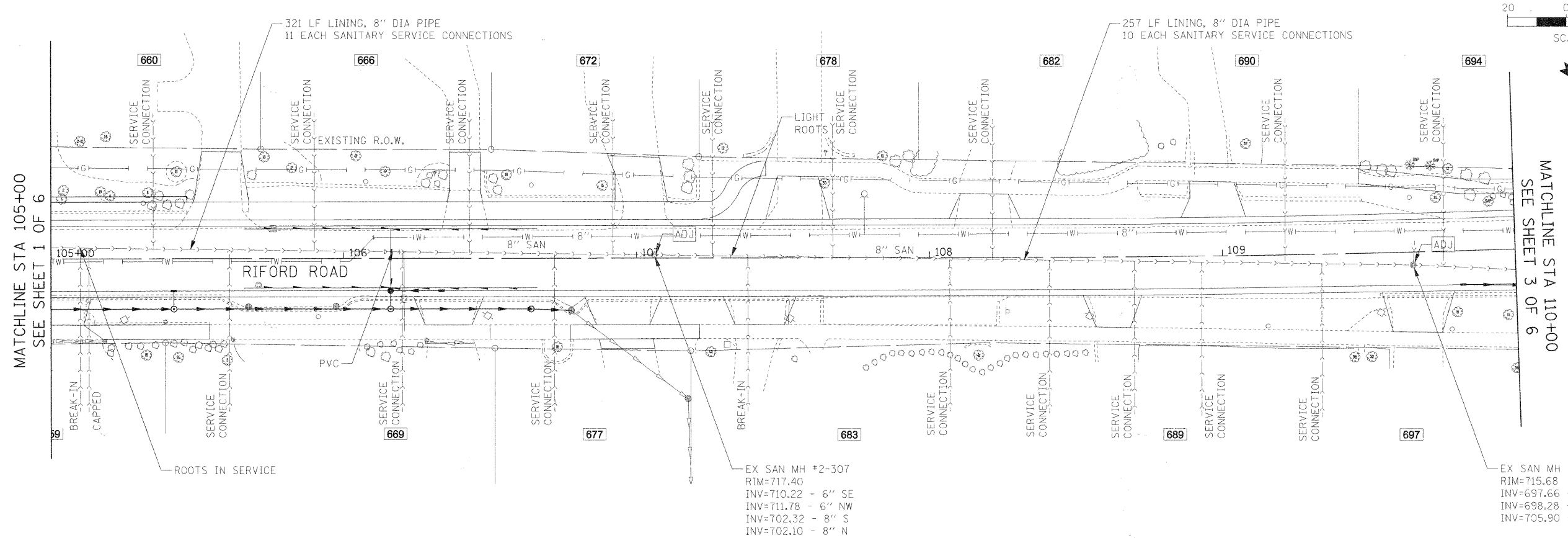
- NOTES:
1. LINING OF 8" DIAMETER SANITARY SEWER PAID FOR AS: SANITARY SEWER LINING, 8".
 2. ROOT CLEANING PAID FOR AS: CLEANING EXISTING SANITARY SEWER.



FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - MK	REVISED -	F.A.U. RTE. 2195	SECTION 05-00668-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 62	
		DRAWN - DC	REVISED -	SCALE: 1"=20'	RIFORD ROAD RECONSTRUCTION	CONTRACT NO. 63092	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT	
		CHECKED - RLP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION					RIFORD ROAD UTILITY PLAN AND PROFILE
		DATE - 12/01/2009	REVISED -	RIFORD ROAD RECONSTRUCTION					CONTRACT NO. 63092

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	NOTE BOOK		
	NO.		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	NO.		
	STRUCTURE		
	NOTATIONS		



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	PLOT DATE = #DATE#	DATE - 12/01/2009	REVISED -	RIFORD ROAD DIST. NO. 1 ILLINOIS				FED. AID PROJECT

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

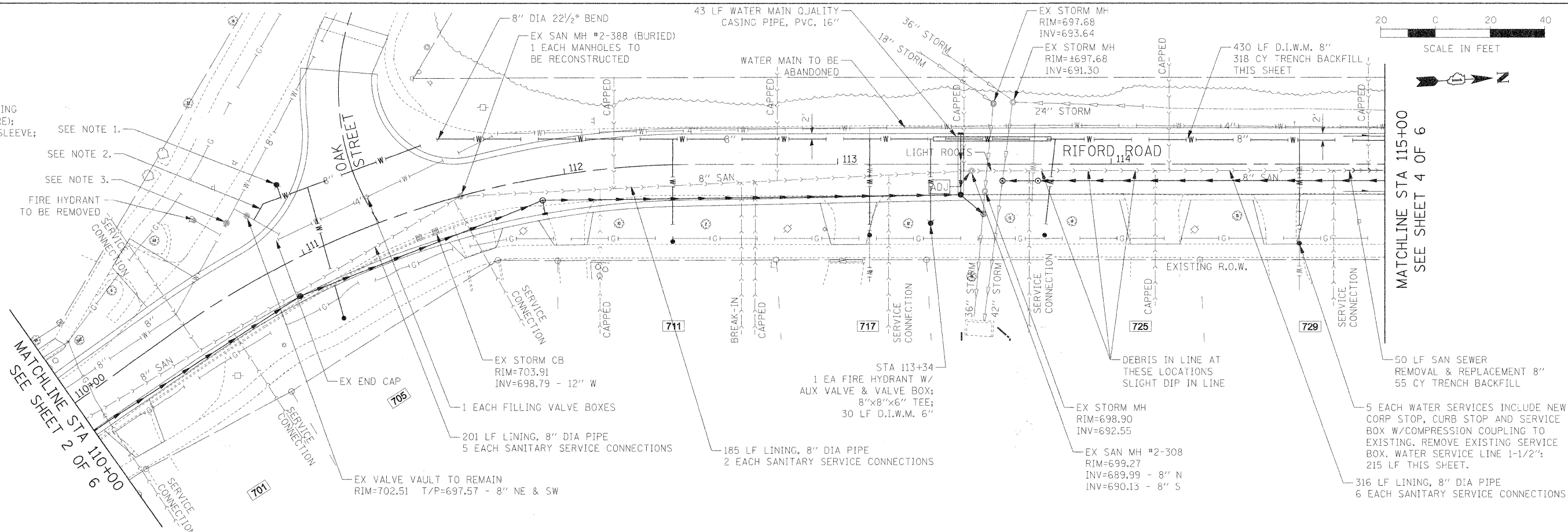
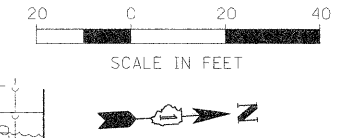
RIFORD ROAD UTILITY PLAN AND PROFILE

SCALE: 1"=20' SHEET NO. 2 OF 6 SHEETS STA. 105+00.00 TO STA. 110+00.00

NOTE 1:
 STA 111+00
 1 EA FIRE HYDRANT W/
 AUX VALVE & VALVE BOX;
 8"x8"x6" TEE;
 5 LF D.I.W.M. 6"

NOTE 2:
 1 EA CONNECTION TO EXISTING
 WATER MAINS (NON-PRESSURE);
 8"x8"x8" TEE; 8" CUT-IN SLEEVE;
 8" DIA 45° BEND

NOTE 3:
 EX VALVE VAULT
 RIM=703.29
 T/P=698.29 - 8" NW & SE

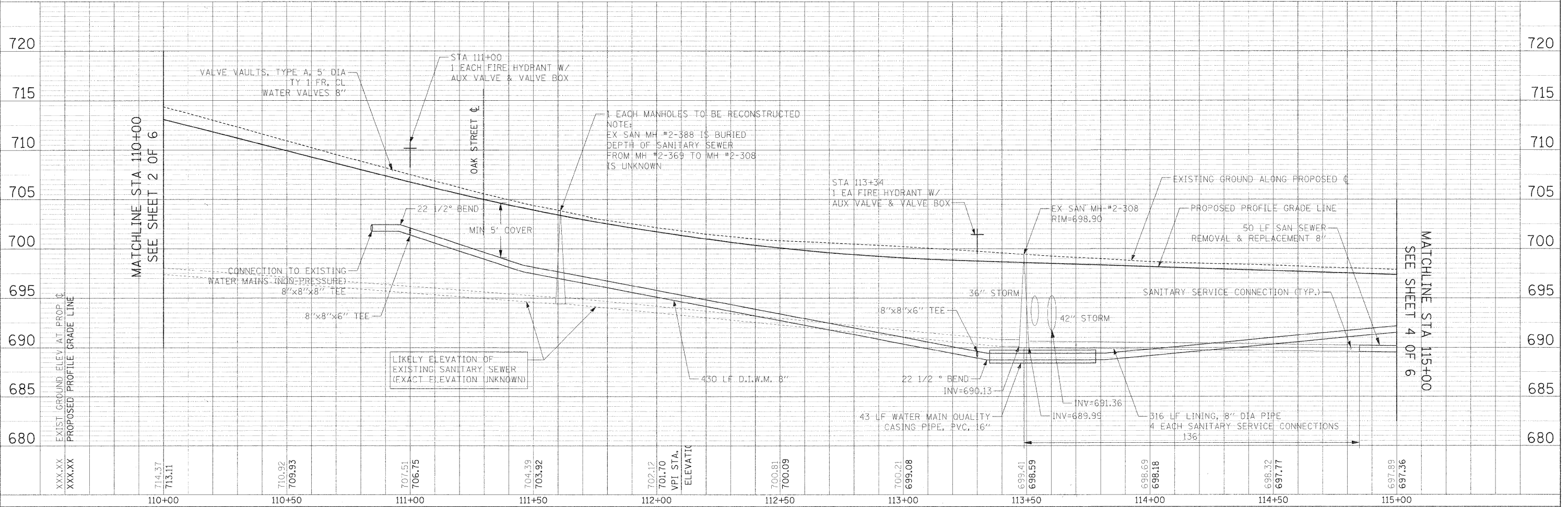


MATCHLINE STA 110+00
 SEE SHEET 2 OF 6

MATCHLINE STA 115+00
 SEE SHEET 4 OF 6

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	



MATCHLINE STA 110+00
 SEE SHEET 2 OF 6

MATCHLINE STA 115+00
 SEE SHEET 4 OF 6

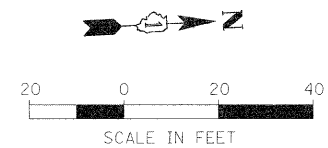
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		CHECKED - RLP	REVISED -	RIFORD ROAD RECONSTRUCTION				CONTRACT NO. 63092	
		DATE - 12/01/2009	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				RIFORD ROAD UTILITY PLAN AND PROFILE					
SCALE: 1"=20'				SHEET NO. 3 OF 6 SHEETS STA. 110+00.00 TO STA. 115+00.00					

NOTE 1:
 STA. 116+78 RT
 CHIDESTER AVE 44' W OF RIFORD C
 2 EA. VALVE VAULTS TY. A, 5' DIA
 W/TY. 1 FR & CLOSED LID
 2 EA. WATER VALVES 8"
 90 LF D.I.W.M. 8"
 82 CY TRENCH BACKFILL
 26 SQ YD CLASS D PATCHES, TYPE IV

NOTE 2:
 GRAND AVE 41' WEST
 OF RIFORD C
 VALVE VAULT TY. A, 5' DIA
 WATER VALVE 12"
 12"x4" REDUCER
 2 EA 4" DIA, 45° BEND
 24 LF 4" D.I.W.M.
 21 C.Y. TRENCH BACKFILL

NOTE 3:
 STA. 116+22 LT
 VALVE VAULT
 TY. A, 5' DIA
 W/TY. 1 FR & CLOSED LID
 WATER VALVE 8"
 125 LF D.I.W.M. 8"
 94 CY TRENCH BACKFILL

NOTE 2:
 STA. 117+22
 1 EA. VALVE VAULTS TY. A, 5' DIA
 W/TY. 1 FR & CLOSED LID
 1 EA. WATER VALVES 12"

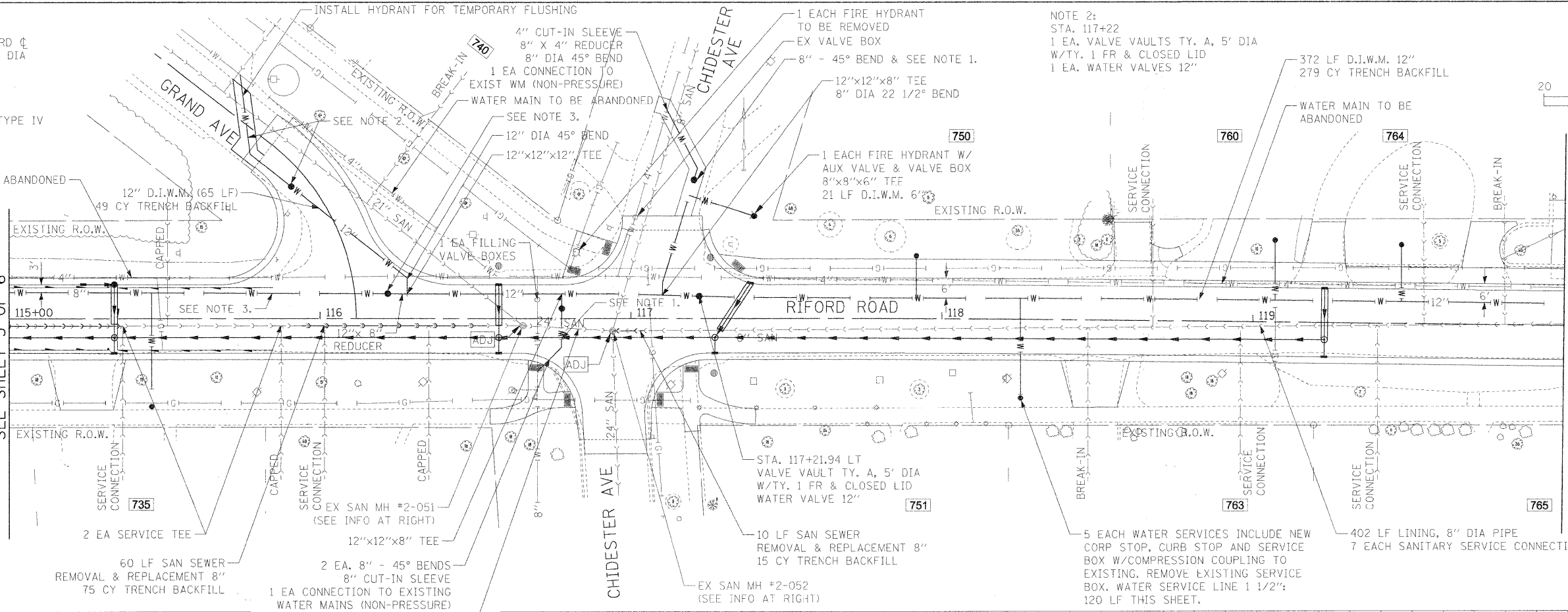


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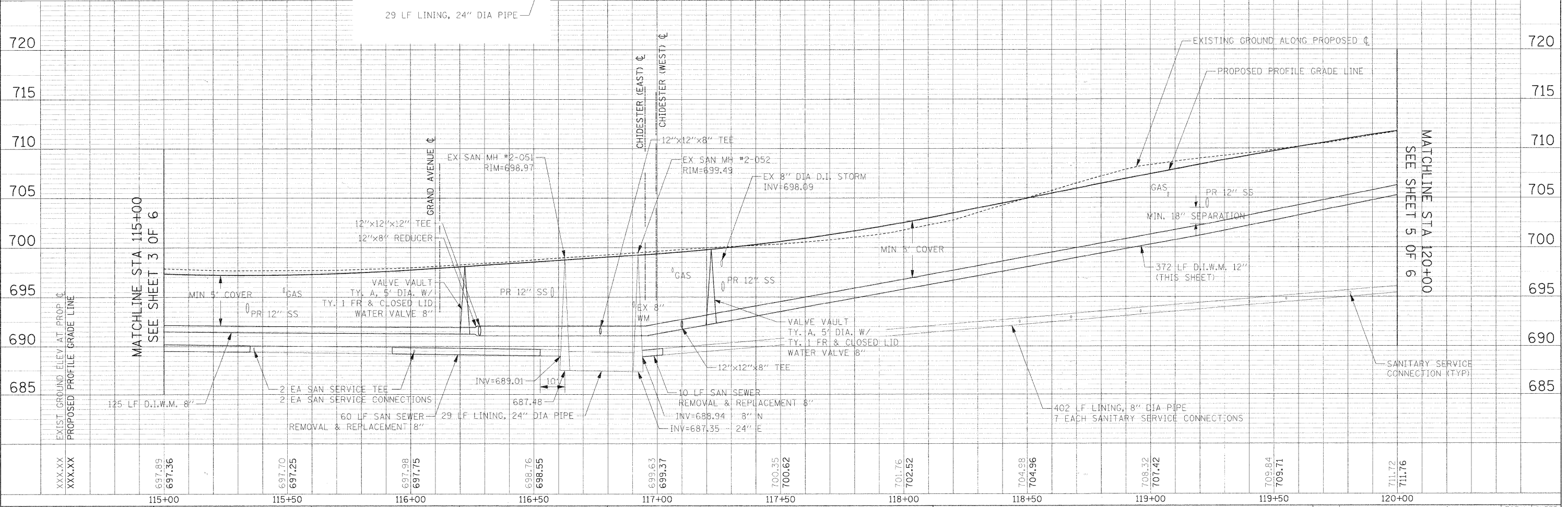
MATCHLINE STA 115+00
 SEE SHEET 3 OF 6

MATCHLINE STA 120+00
 SEE SHEET 5 OF 6



EX SAN MH #2-051
 RIM=698.97
 INV=687.48 - 24" N
 INV=688.87 - 21" SW
 INV=689.01 - 8" S

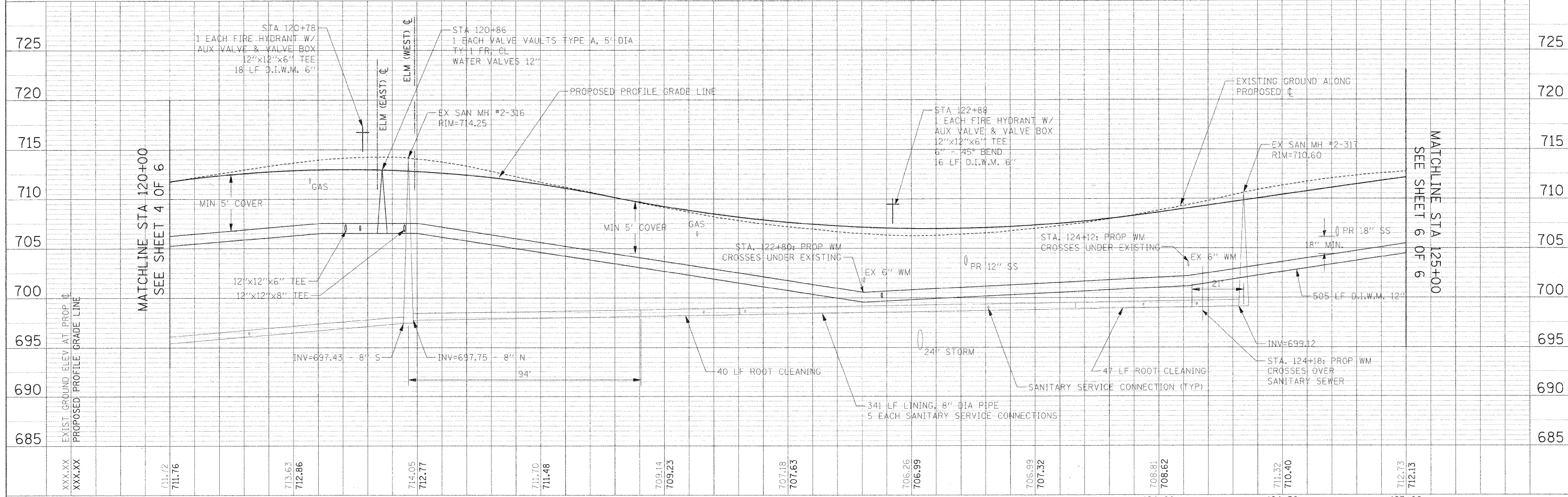
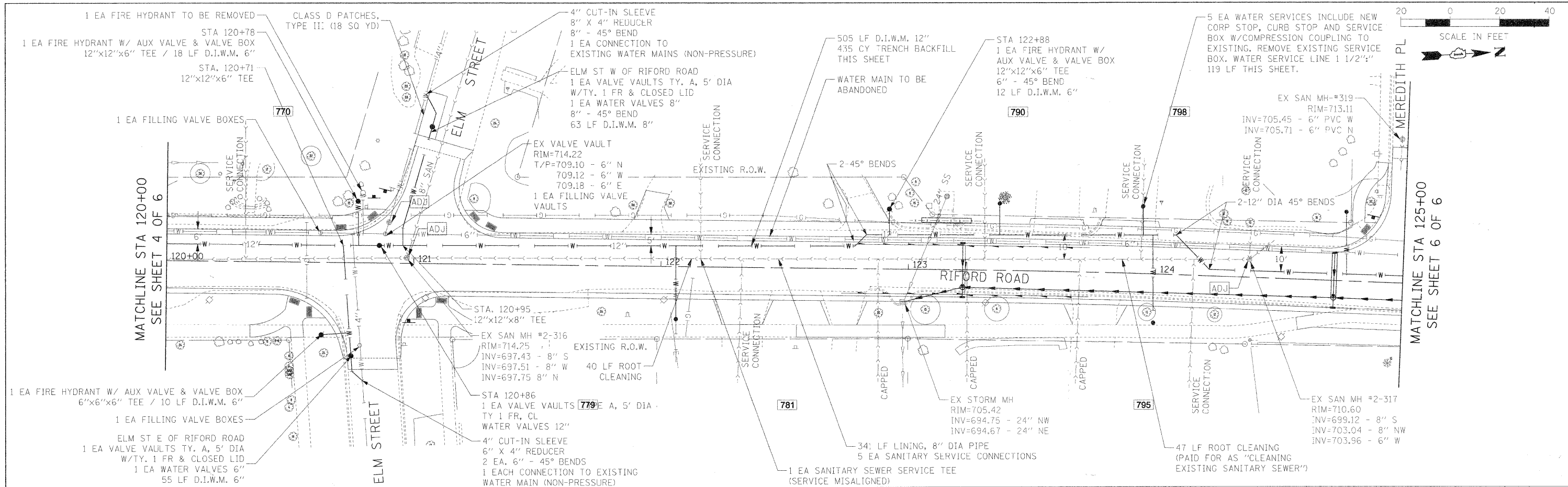
EX SAN MH #2-052
 RIM=699.49
 INV=688.94 - 8" N
 INV=688.59 - 8" NW
 INV=687.27 - 24" S
 INV=687.35 - 24" E



FILE NAME =	USER NAME = #USER#	DESIGNED - MK	REVISED -	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - DC	REVISED -	2995	05-00068-00-FP	DUPAGE	141	65	
		CHECKED - RLP	REVISED -	RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092			
		DATE - 12/01/2009	REVISED -	SCALE: 1"=20'		SHEET NO. 4 OF 6 SHEETS STA. 115+00.00 TO STA. 120+00.00			
				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		RIFORD ROAD UTILITY PLAN AND PROFILE			
				SCALE: 1"=20'		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

DATE	
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REVISIONS	
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DESCRIPTION	
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BY	
REVISIONS	
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DESCRIPTION	

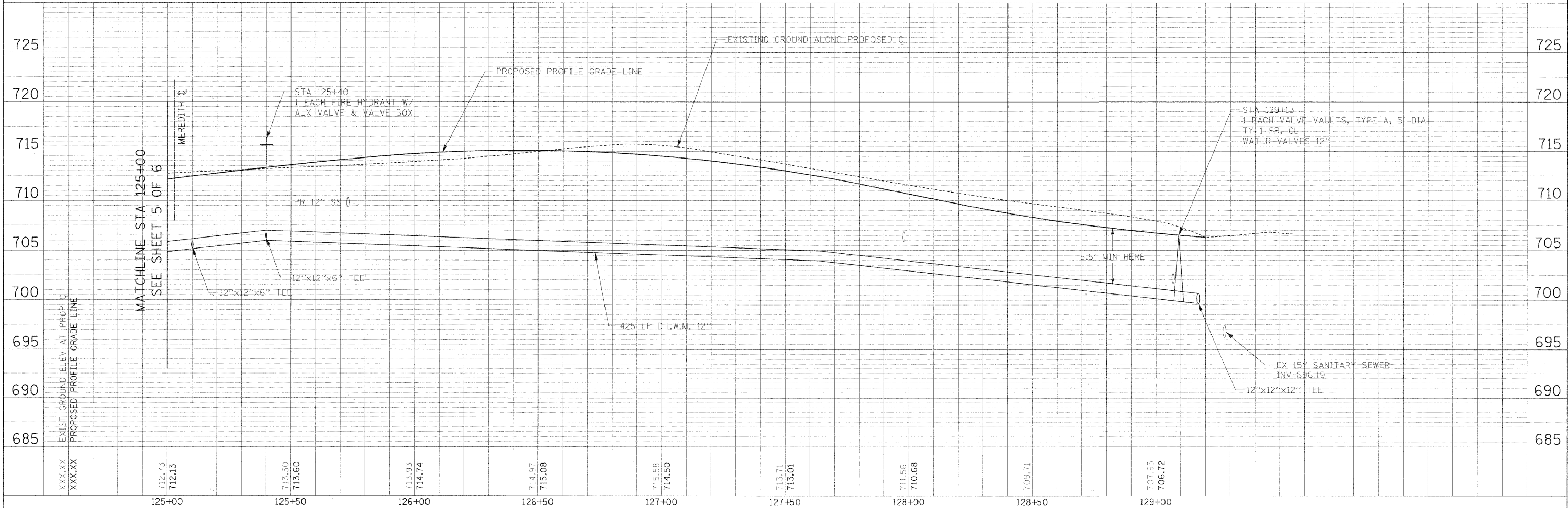
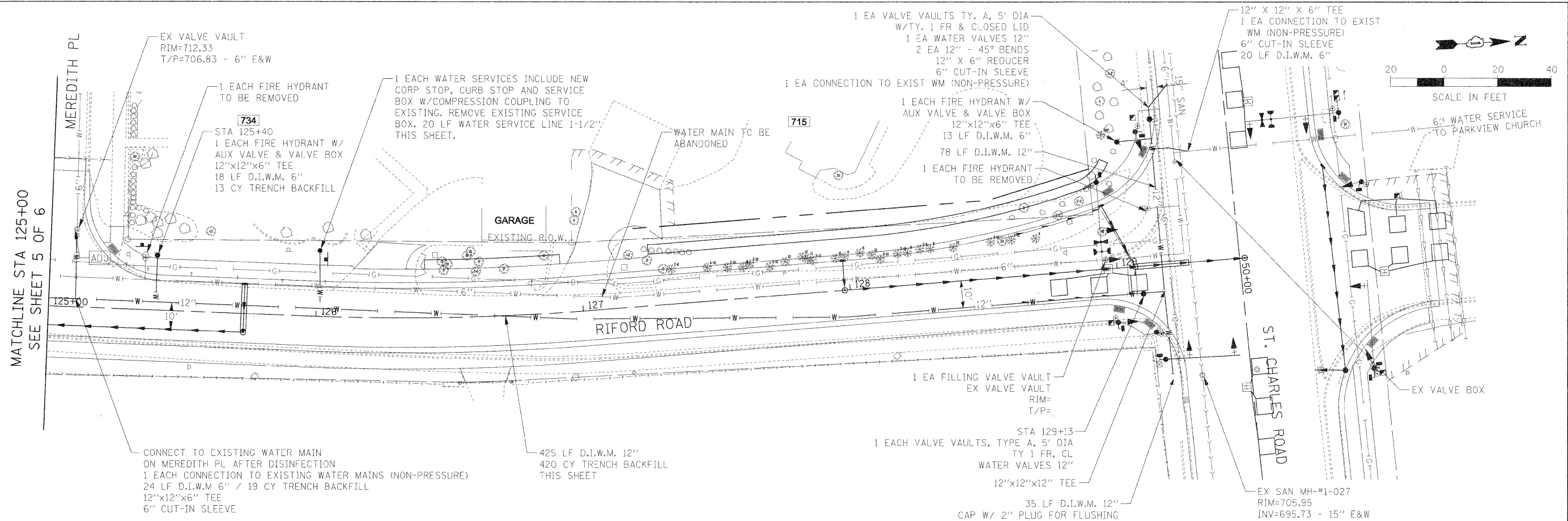
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DATE	
BY	
REVISIONS	
NO.	
DESCRIPTION	



FILE NAME: #FILE#	USER NAME: #USER#	DESIGNED: -	REVISED: -	F.A.U. RTE. 2995	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 66
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	PLOT DATE: #DATE#	CHECKED: -	REVISED: -	SCALE: SHEET NO. 5 OF 6 SHEETS STA. 120+00.00 TO STA. 125+00.00		RIFORD ROAD RECONSTRUCTION CONTRACT NO. 63092		
		DATE: 12/01/2009	REVISED: -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	NOTED		
	PLOTTED		
	CHECKED		
	DATE		
	NO.		
	NAME		

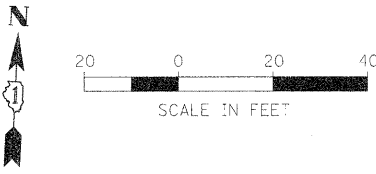
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	NO.		
	NAME		



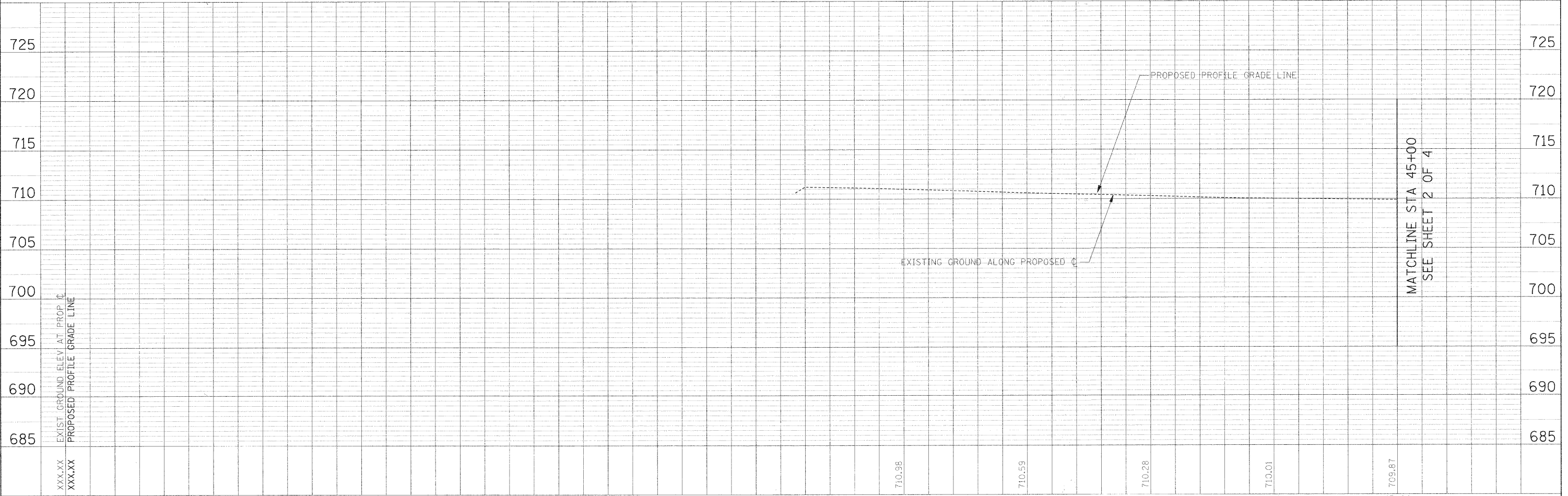
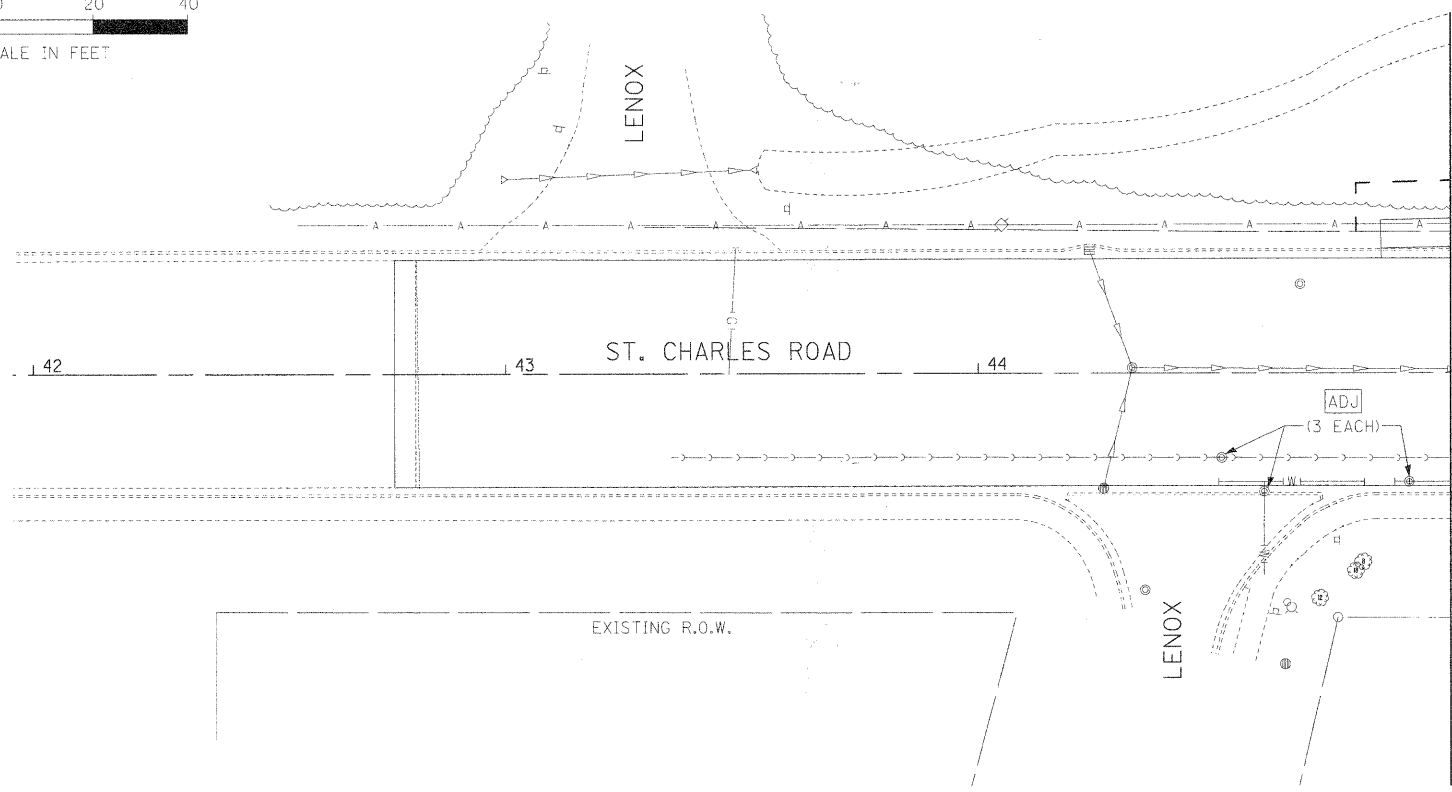
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PLOT DATE =		DATE = 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVISED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATION CHKD	
	NO.	

PROFILE	SURVISED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATION CHKD	
	NO.	



UTILITY WORK ON THIS SHEET IS LIMITED TO STRUCTURE ADJUSTMENTS AND/OR RECONSTRUCTIONS.



FILE NAME =	USER NAME = %USER%	DESIGNED - MK	REVISED -	F.A.U. RTE. 211	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 68
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	PLOT DATE = %DATE%	CHECKED - RLP	REVISED -	SCALE: 1"=20'				SHEET NO. 1 OF 4 SHEETS
		DATE - 12/01/2009	REVISED -	STA. 42+50.00 TO STA. 45+00.00				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

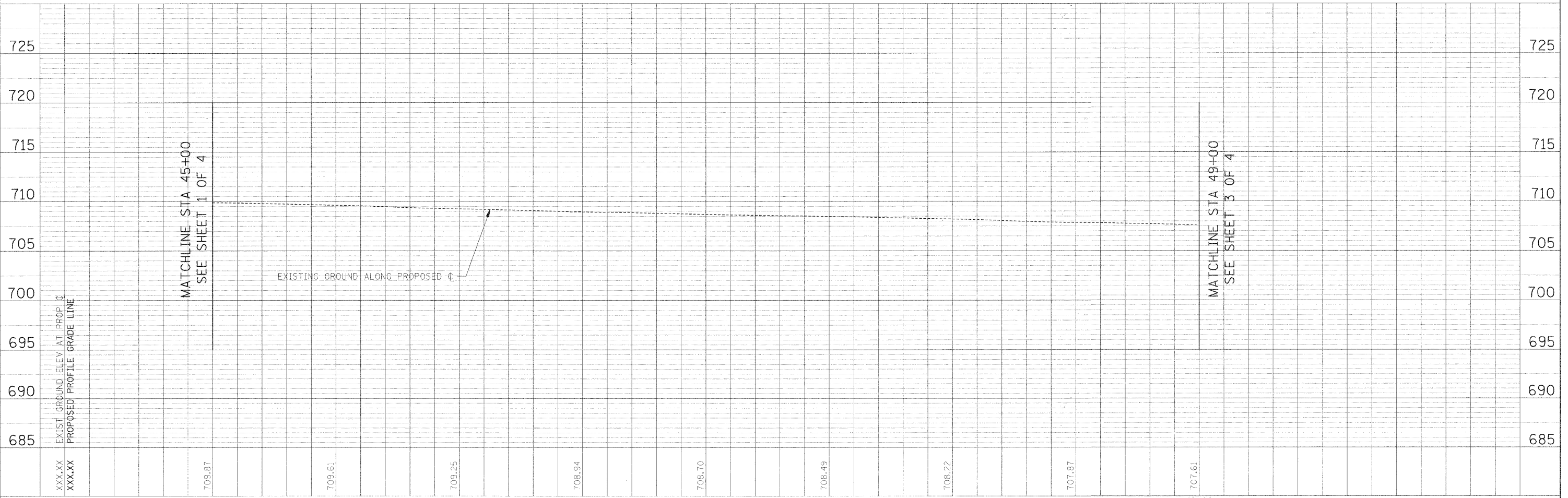
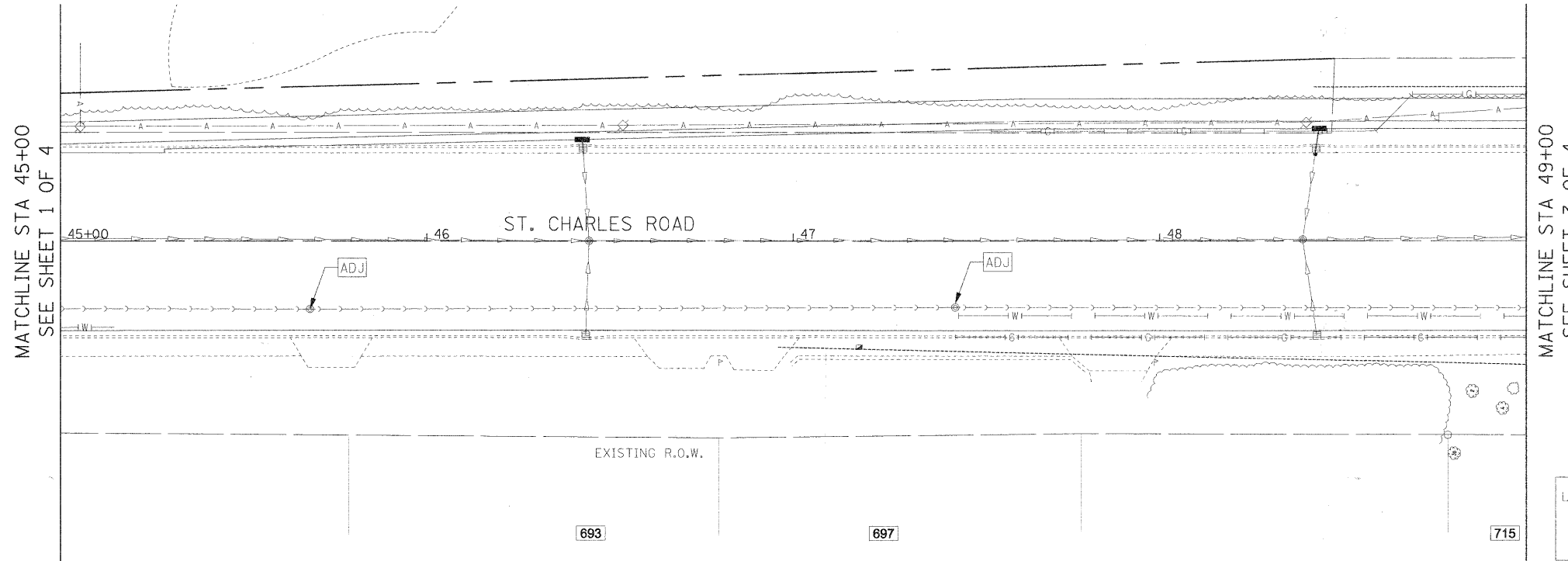
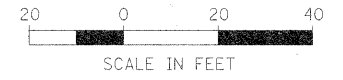
ST. CHARLES ROAD UTILITY PLAN AND PROFILE

MATCHLINE STA 45+00
SEE SHEET 2 OF 4

MATCHLINE STA 45+00
SEE SHEET 2 OF 4

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	NO. OF WAY CHECKED		
	DATE		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
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	FILE NAME		

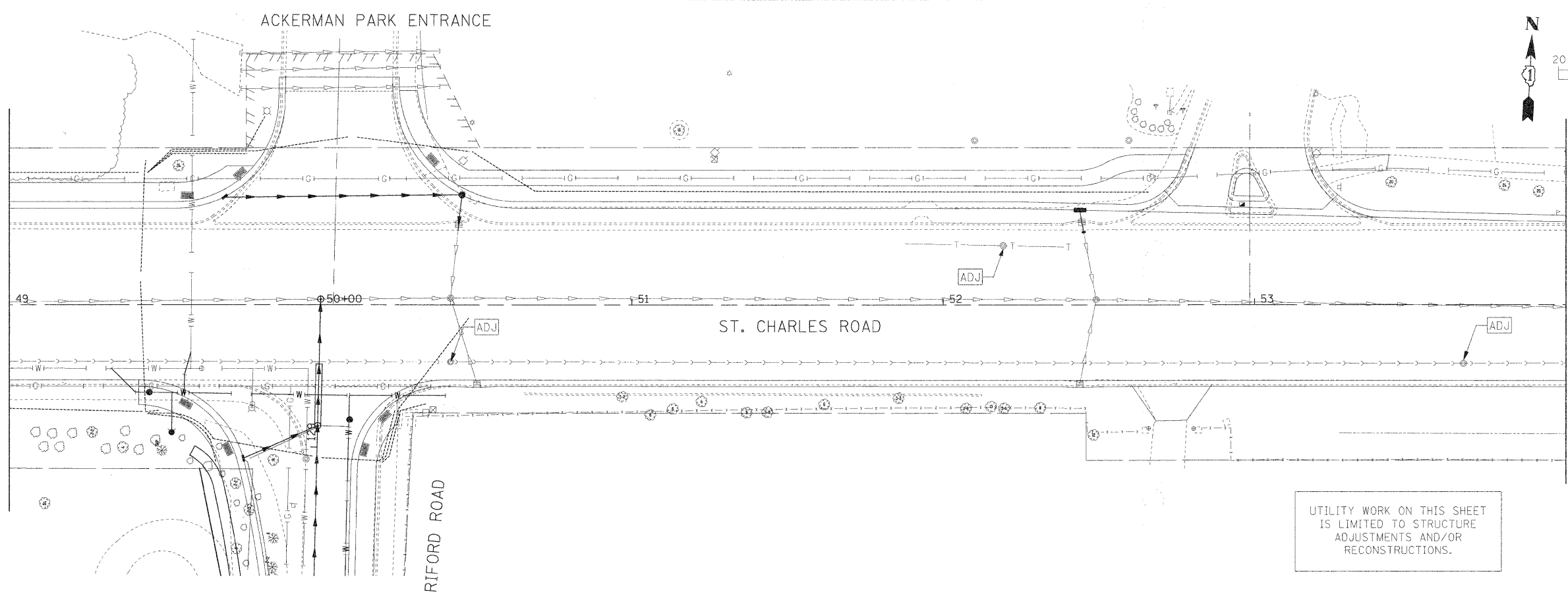


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		DATE - 12/01/2009	REVISED -								

PLAN	SURVEYED	BY	DATE
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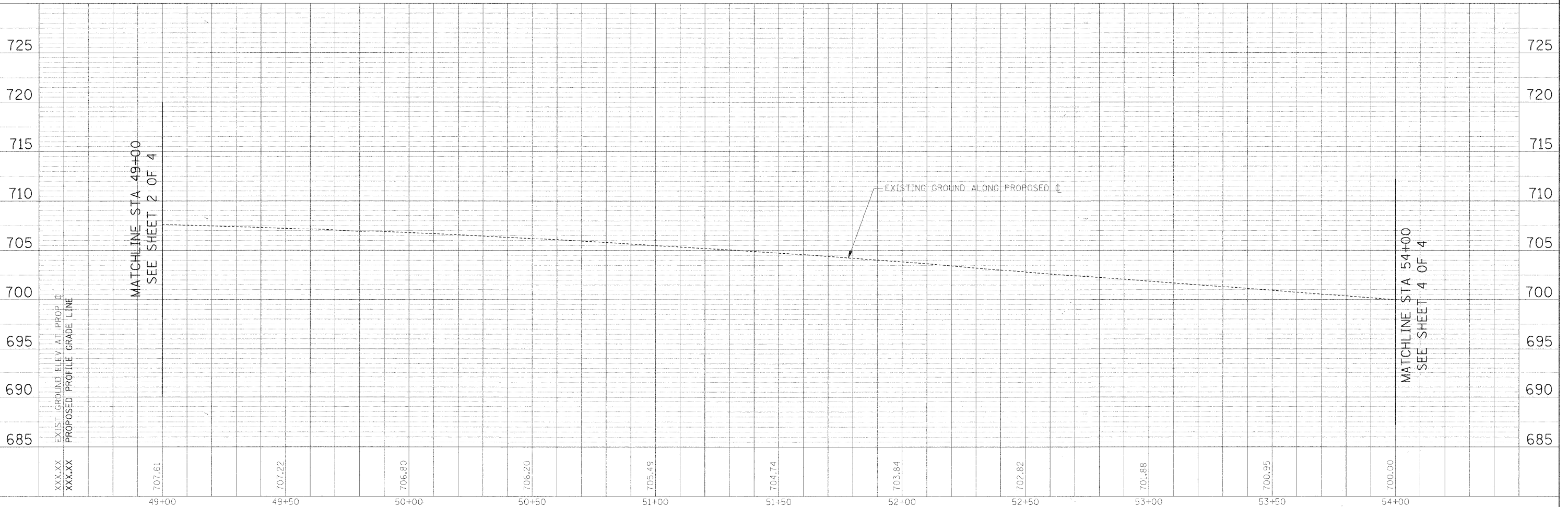
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	STRUCTURE NOTATIONS CHECKED		

MATCHLINE STA 49+00
SEE SHEET 2 OF 4



MATCHLINE STA 54+00
SEE SHEET 4 OF 4

UTILITY WORK ON THIS SHEET
IS LIMITED TO STRUCTURE
ADJUSTMENTS AND/OR
RECONSTRUCTIONS.



MATCHLINE STA 49+00
SEE SHEET 2 OF 4

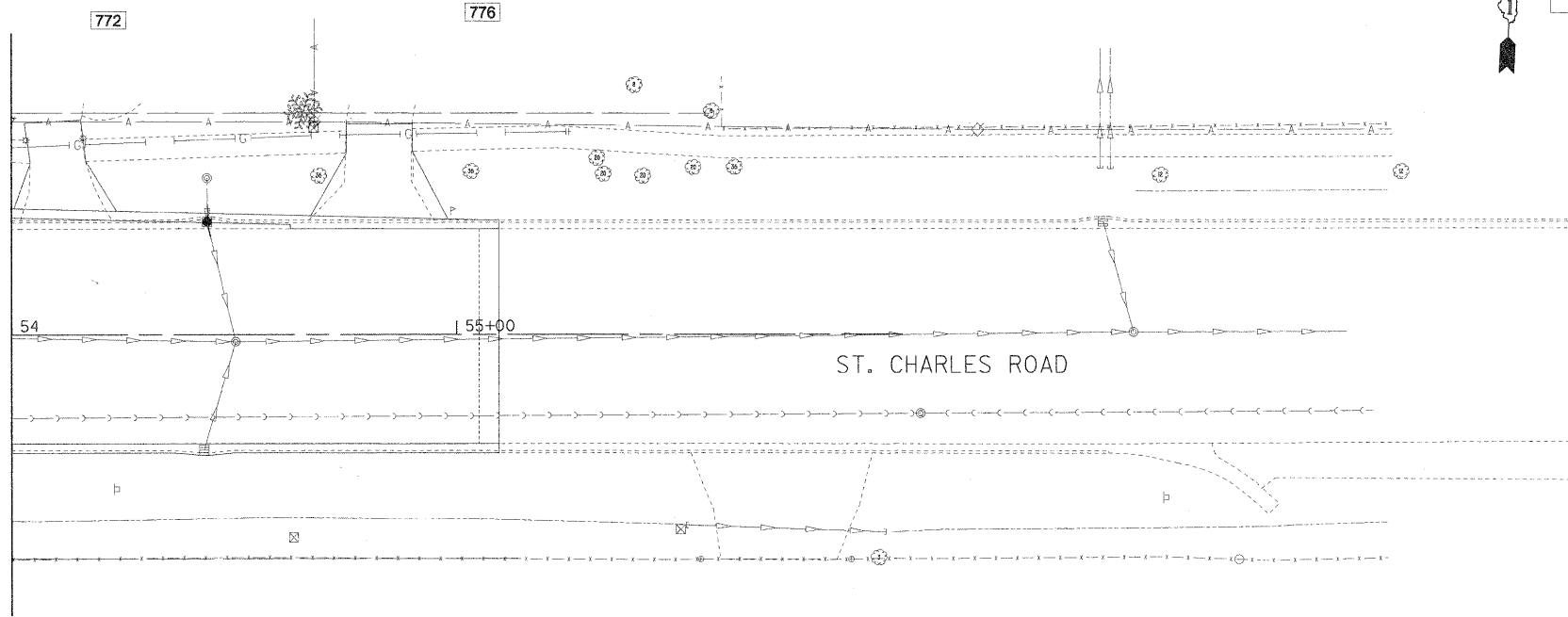
MATCHLINE STA 54+00
SEE SHEET 4 OF 4

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		DATE - 12/31/2009	REVISED -									

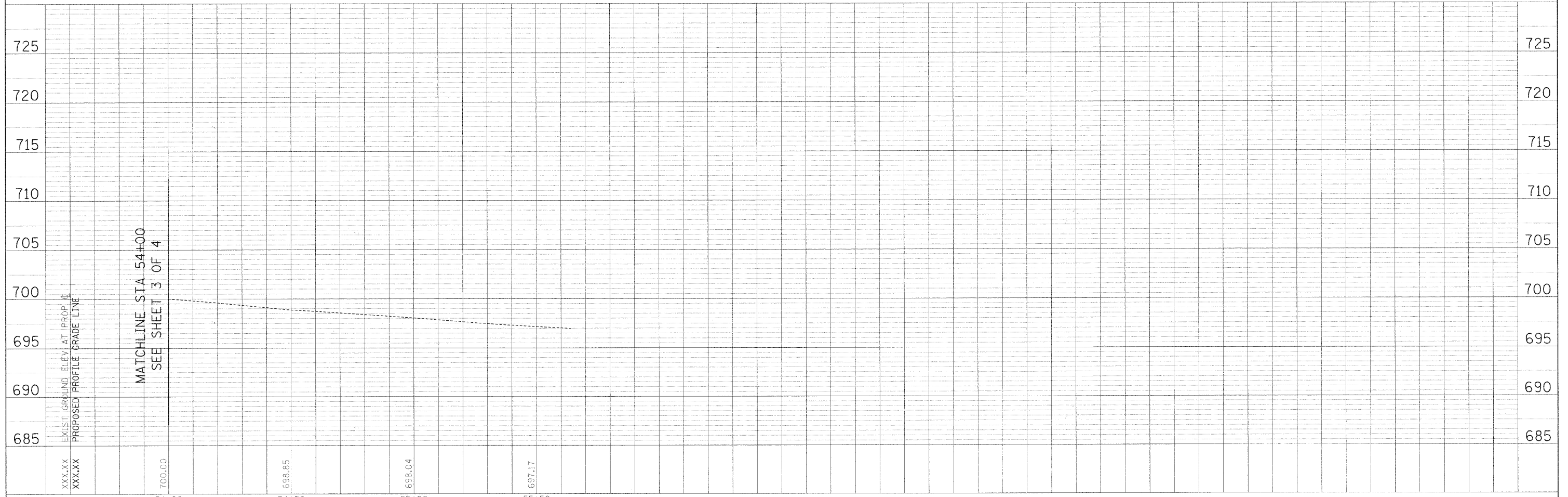
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	NOTE BOOK		
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	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	NOTE BOOK		
	NO. OF WAY CHECKED		
	NO.		
	FILE NAME		

MATCHLINE STA 54+00
SEE SHEET 3 OF 4



NO UTILITY WORK
THIS SHEET.



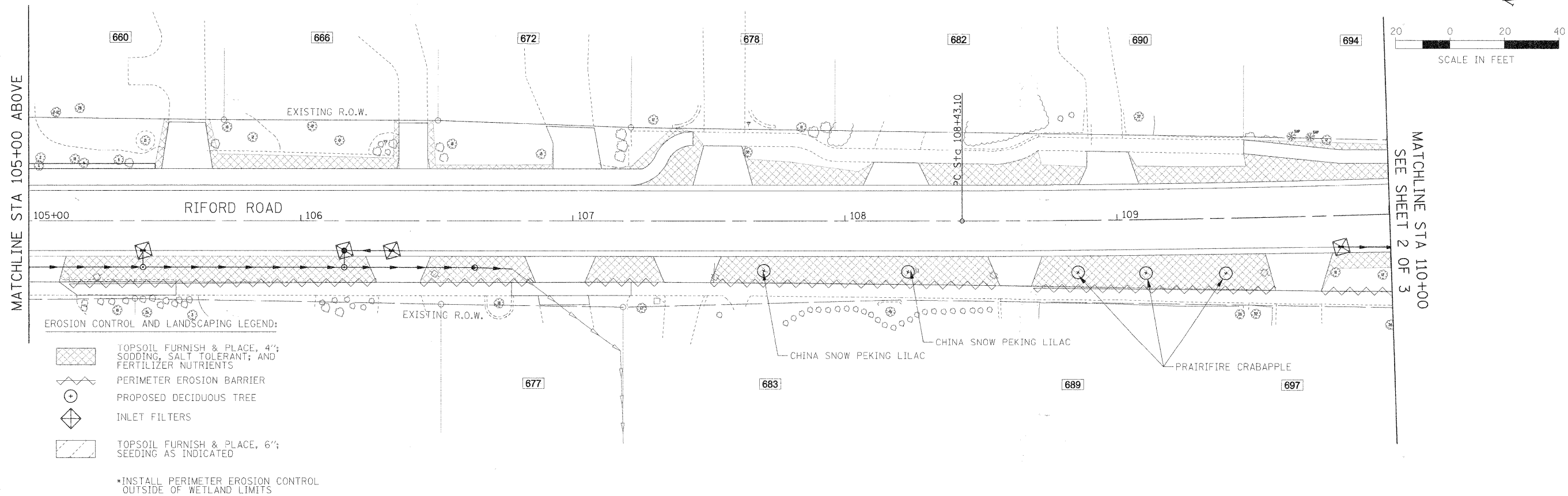
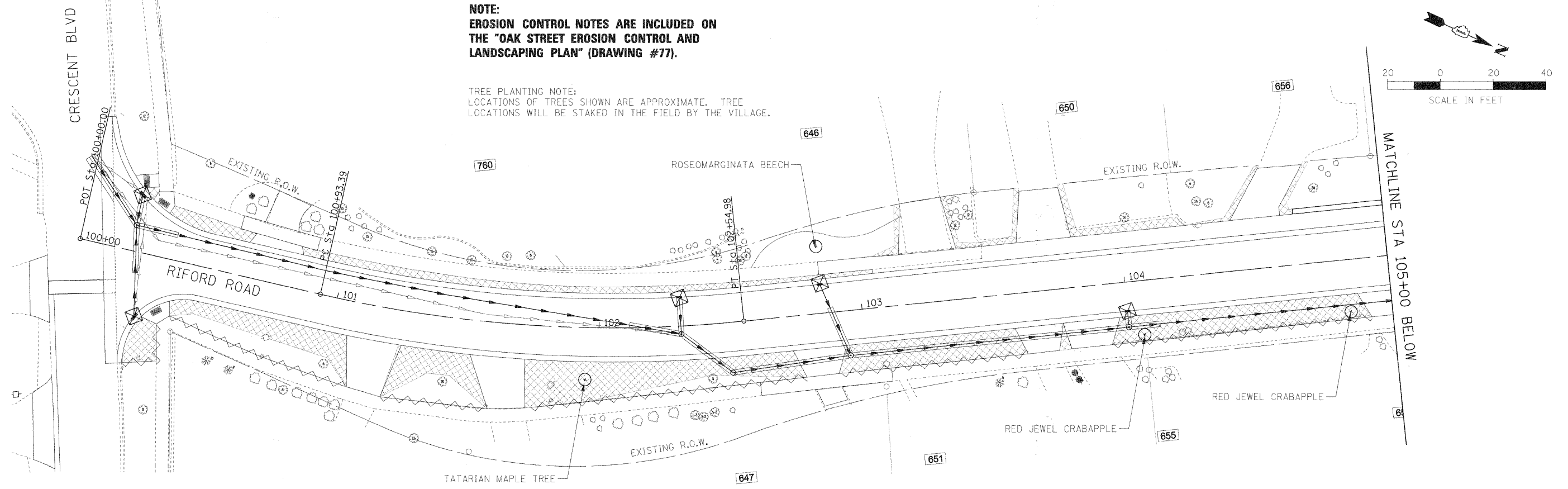
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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT					

PLAN	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO.	
	DATE	

PROFILE	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO.	
	DATE	

NOTE:
EROSION CONTROL NOTES ARE INCLUDED ON
THE "OAK STREET EROSION CONTROL AND
LANDSCAPING PLAN" (DRAWING #77).

TREE PLANTING NOTE:
 LOCATIONS OF TREES SHOWN ARE APPROXIMATE. TREE
 LOCATIONS WILL BE STAKED IN THE FIELD BY THE VILLAGE.



EROSION CONTROL AND LANDSCAPING LEGEND:

- TOPSOIL FURNISH & PLACE, 4"; SODDING, SALT TOLERANT; AND FERTILIZER NUTRIENTS
- PERIMETER EROSION BARRIER
- PROPOSED DECIDUOUS TREE
- INLET FILTERS
- TOPSOIL FURNISH & PLACE, 6"; SEEDING AS INDICATED

*INSTALL PERIMETER EROSION CONTROL
 OUTSIDE OF WETLAND LIMITS

FILE NAME #	USER NAME # USER#	DESIGNED - JMT	REVISED -
#FILE#		DRAWN - JAB	REVISED -
		CHECKED - MAP	REVISED -
		DATE - 12/01/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

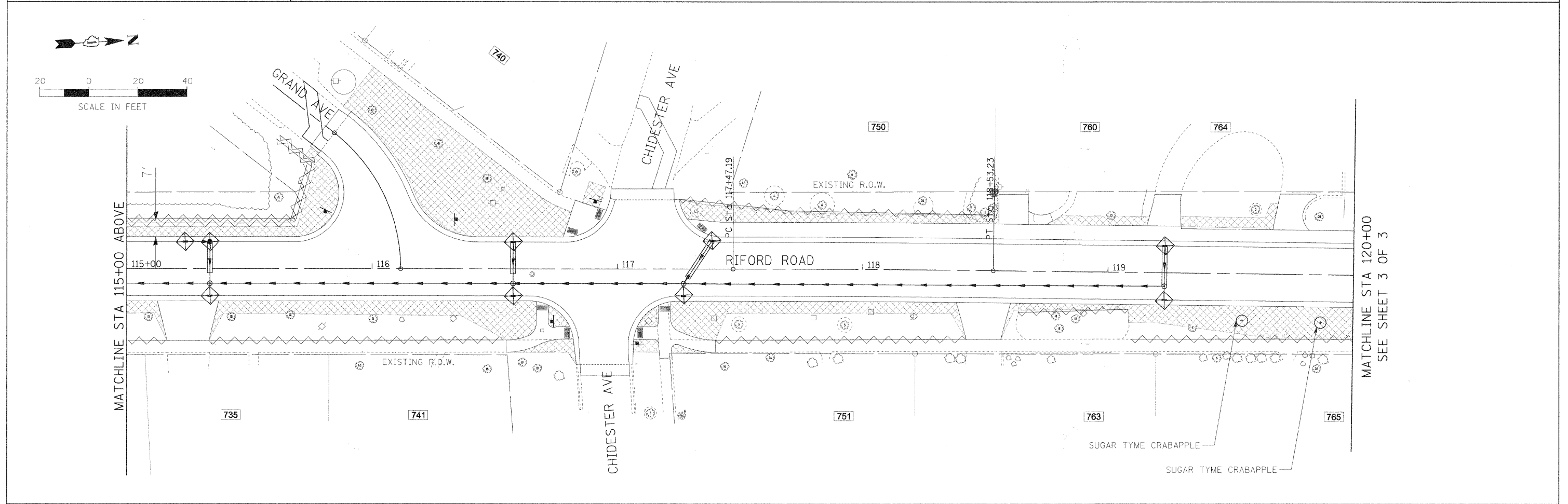
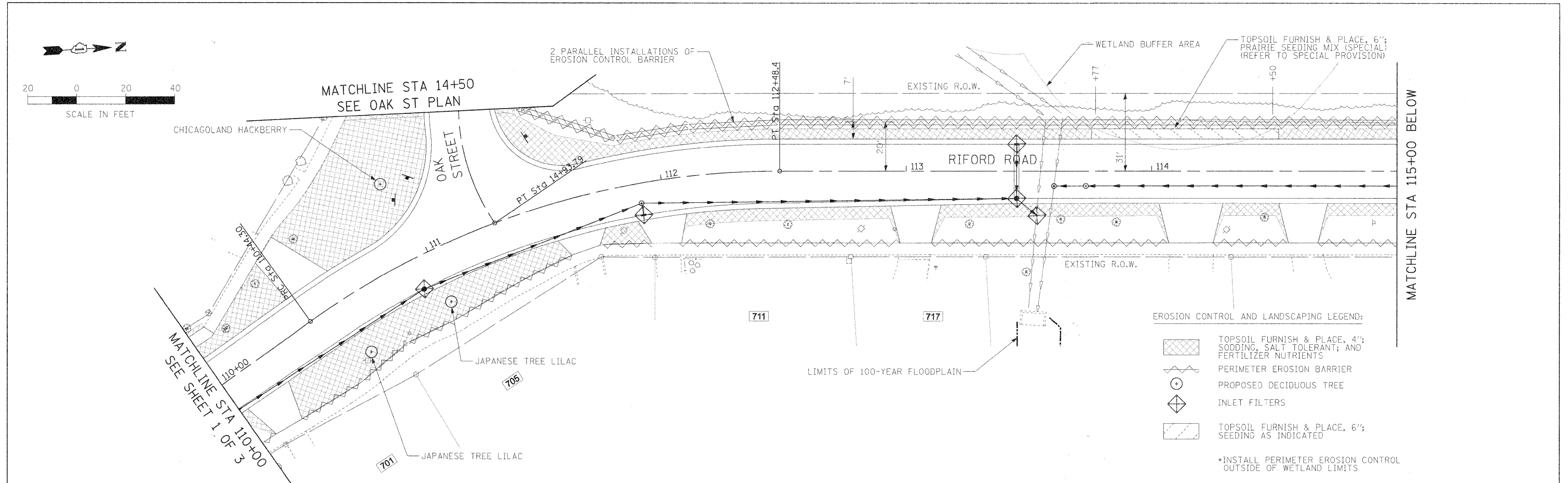
RIFORD ROAD EROSION CONTROL AND LANDSCAPING PLAN

SCALE: 1"=20' SHEET NO. 1 OF 3 SHEETS STA. 100+00.00 TO STA. 110+00.00

F.A.U. RTE. 2315	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 72
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF RAY CHECKED	
	PAID FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF RAY CHECKED	
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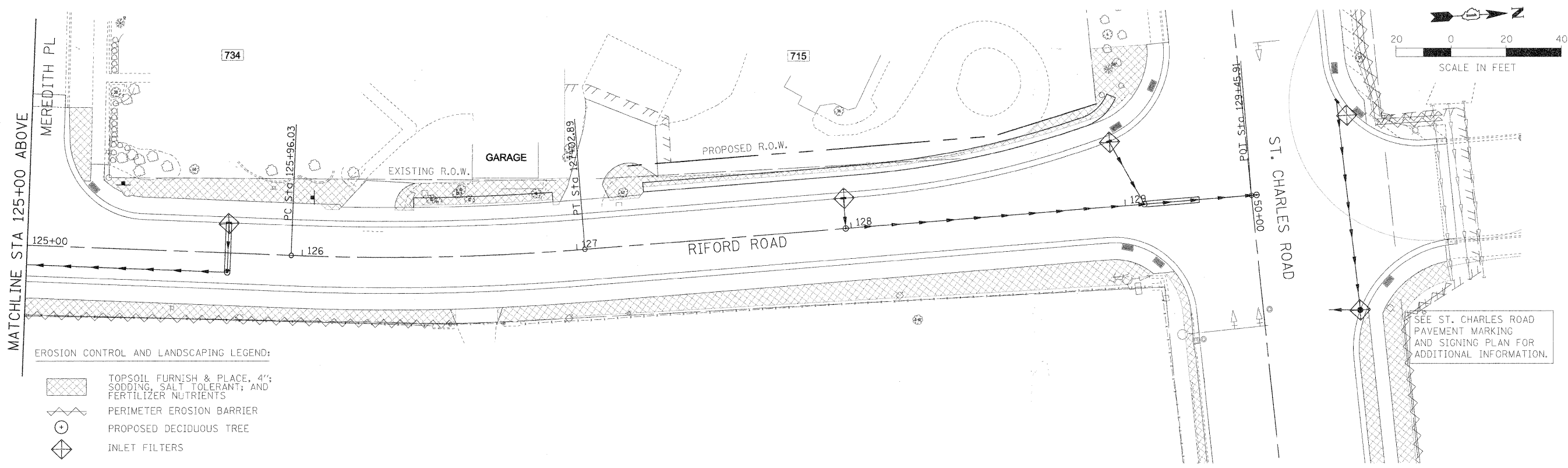
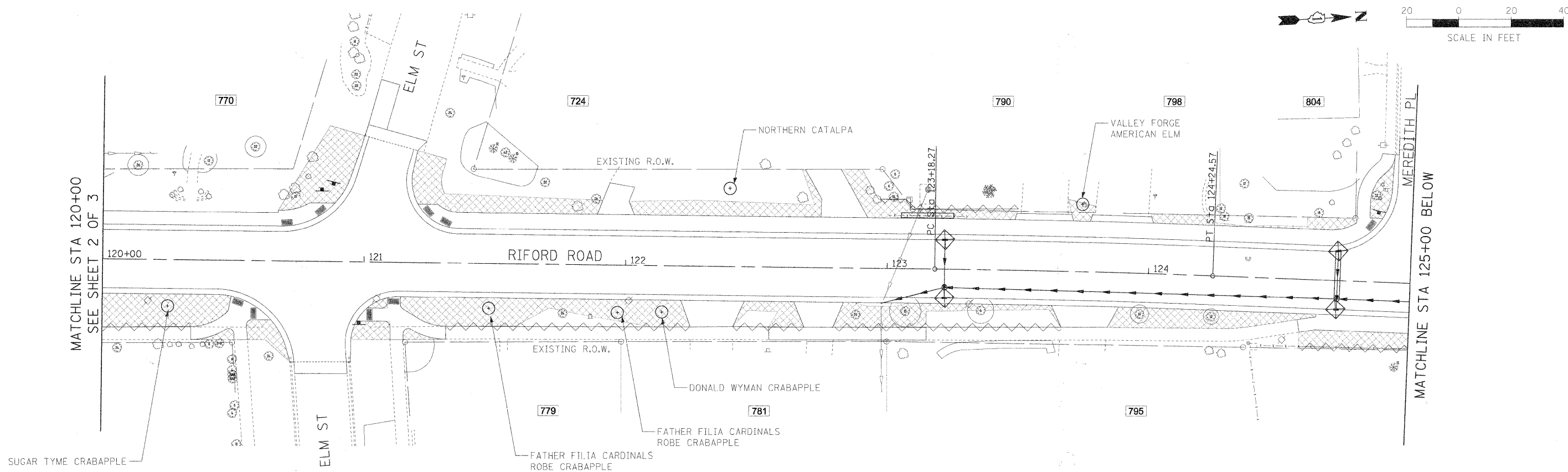


- EROSION CONTROL AND LANDSCAPING LEGEND:**
- TOPSOIL FURNISH & PLACE, 4"; SODDING, SALT TOLERANT; AND FERTILIZER NUTRIENTS
 - PERIMETER EROSION BARRIER
 - PROPOSED DECIDUOUS TREE
 - INLET FILTERS
 - TOPSOIL FURNISH & PLACE, 6"; SEEDING AS INDICATED
- *INSTALL PERIMETER EROSION CONTROL OUTSIDE OF WETLAND LIMITS

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIFORD ROAD EROSION CONTROL AND LANDSCAPING PLAN	F.A.U. RTE. 2115	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 73	
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	PLOT DATE = #DATE#	DATE - 12/01/2009	REVISED -			STA. 110+00.00 TO STA. 120+00.00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

PLAN	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO.	
	FILE NAME	



EROSION CONTROL AND LANDSCAPING LEGEND:

- TOPSOIL FURNISH & PLACE, 4" SODDING, SALT TOLERANT, AND FERTILIZER NUTRIENTS
- PERIMETER EROSION BARRIER
- PROPOSED DECIDUOUS TREE
- INLET FILTERS
- TOPSOIL FURNISH & PLACE, 6" SEEDING AS INDICATED

•INSTALL PERIMETER EROSION CONTROL OUTSIDE OF WETLAND LIMITS






SEE ST. CHARLES ROAD PAVEMENT MARKING AND SIGNING PLAN FOR ADDITIONAL INFORMATION.

FILE NAME #	USER NAME #	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIFORD ROAD EROSION CONTROL AND LANDSCAPING PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -			2114	05-00068-00-FP	DUPAGE	141	74	
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		DATE - 12/01/2009	REVISED -			SCALE: 1"=20'		SHEET NO. 3 OF 3 SHEETS		STA. 120+00.00 TO STA. 129+44.85	
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

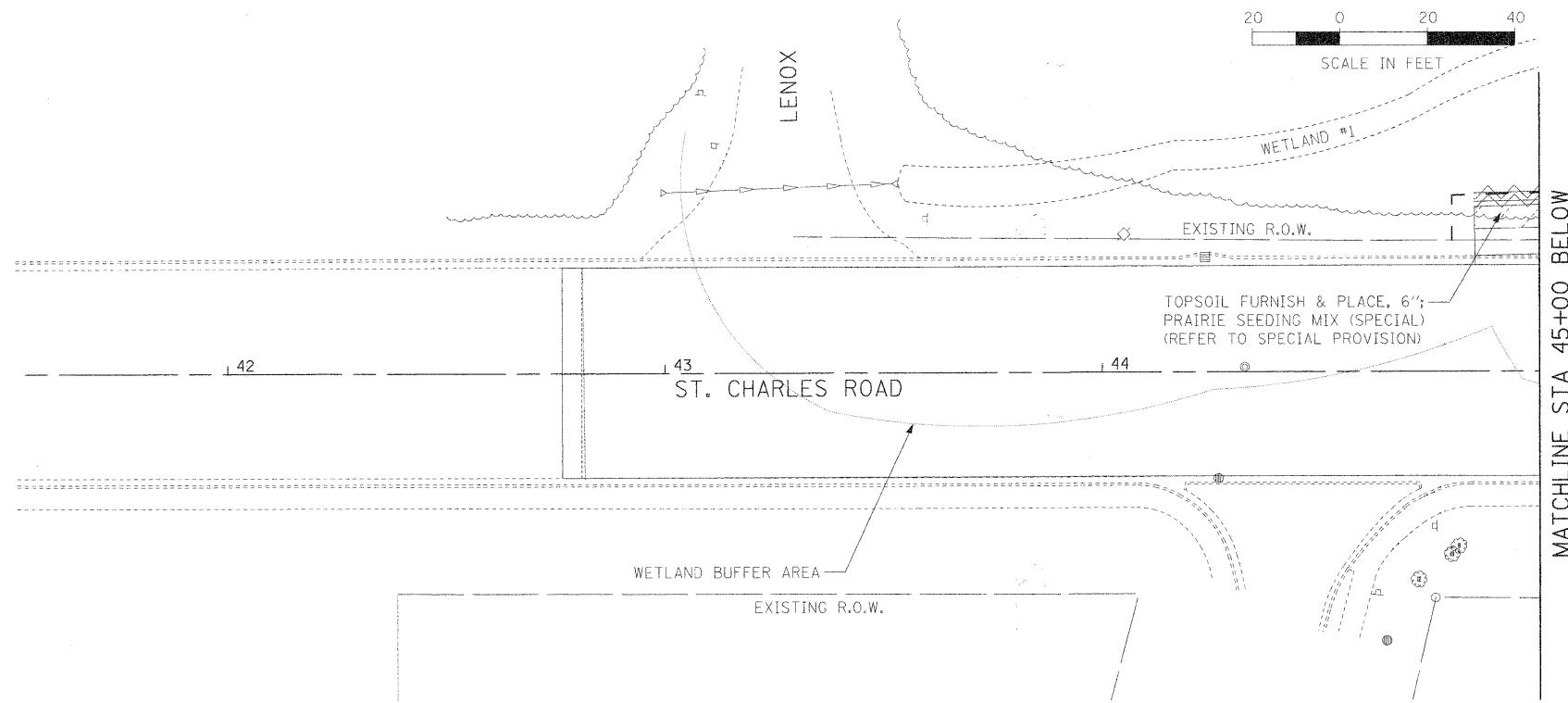
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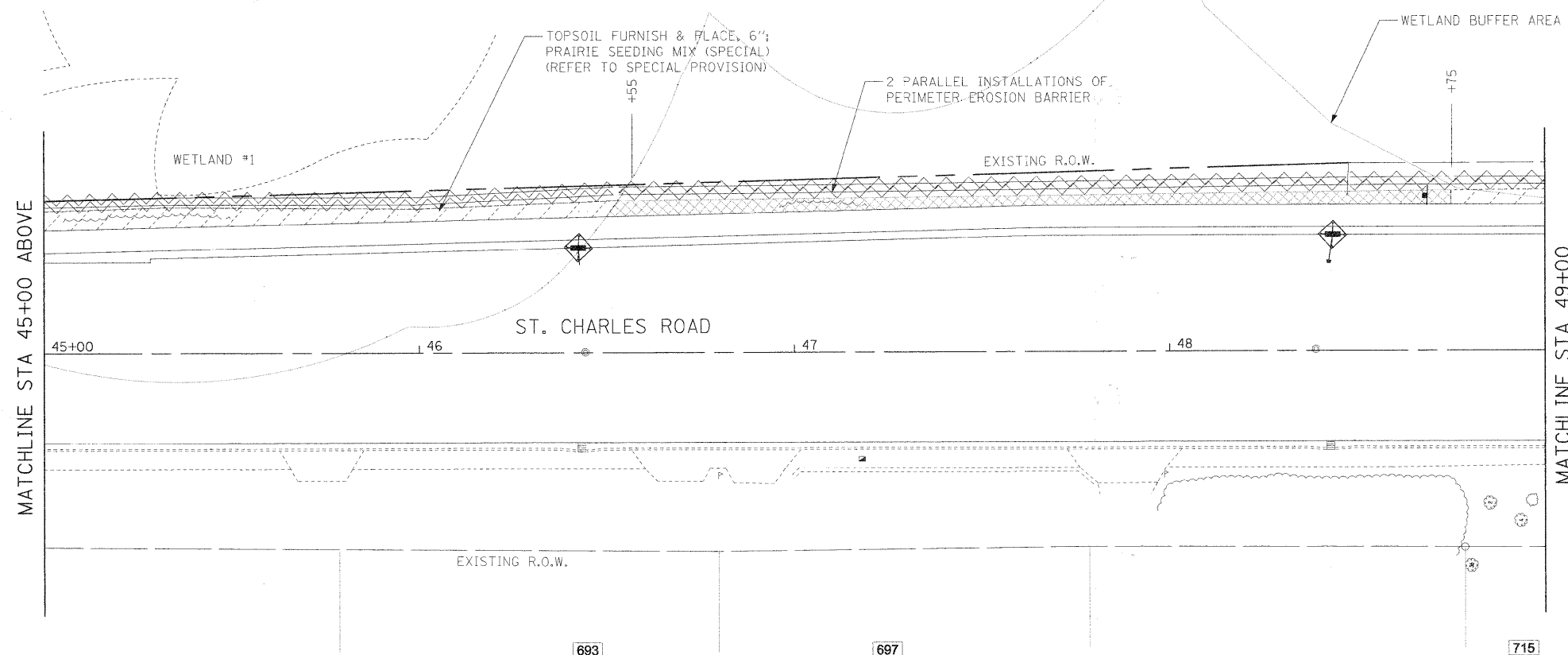
EROSION CONTROL AND LANDSCAPING LEGEND:

-  TOPSOIL FURNISH & PLACE, 4"; SODDING, SALT TOLERANT; AND FERTILIZER NUTRIENTS
-  PERIMETER EROSION BARRIER
-  PROPOSED DECIDUOUS TREE
-  INLET FILTERS
-  TOPSOIL FURNISH & PLACE, 6"; SEEDING AS INDICATED

*INSTALL PERIMETER EROSION CONTROL OUTSIDE OF WETLAND LIMITS



MATCHLINE STA 45+00 BELOW



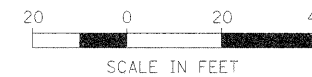
MATCHLINE STA 49+00
SEE SHEET 2 OF 2

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						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

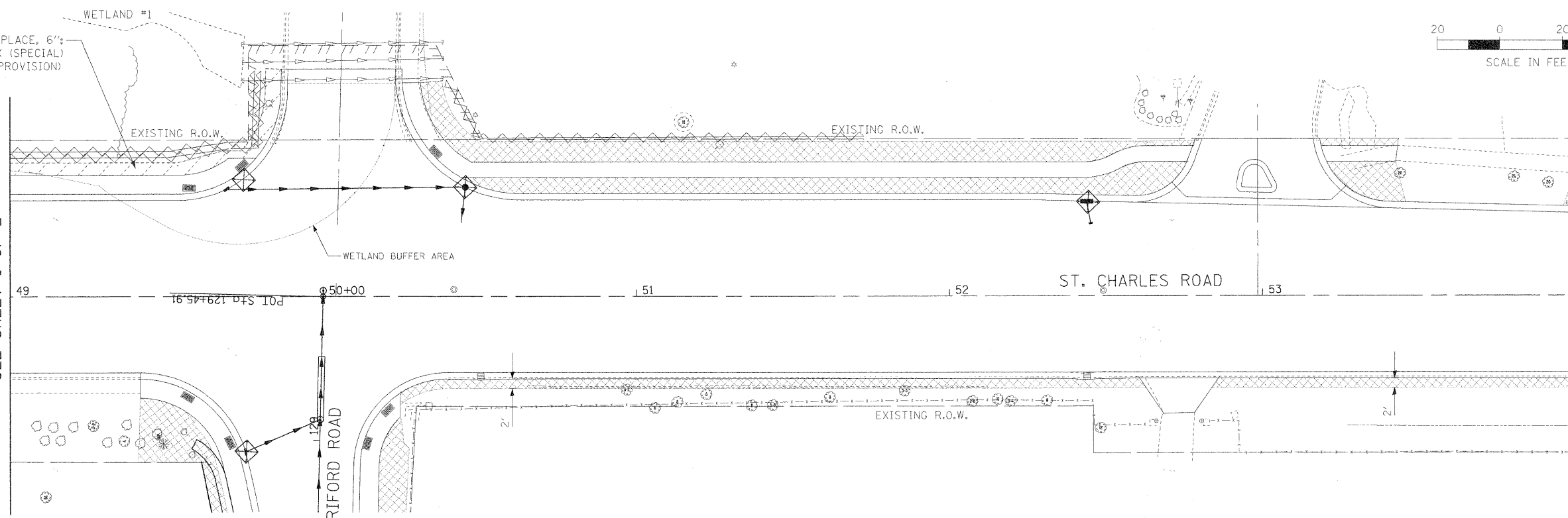
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TOPSOIL FURNISH & PLACE, 6";
PRAIRIE SEEDING MIX (SPECIAL)
(REFER TO SPECIAL PROVISION)

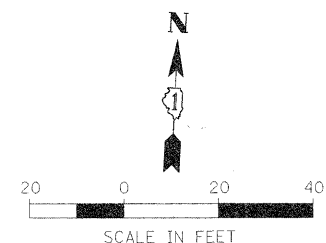
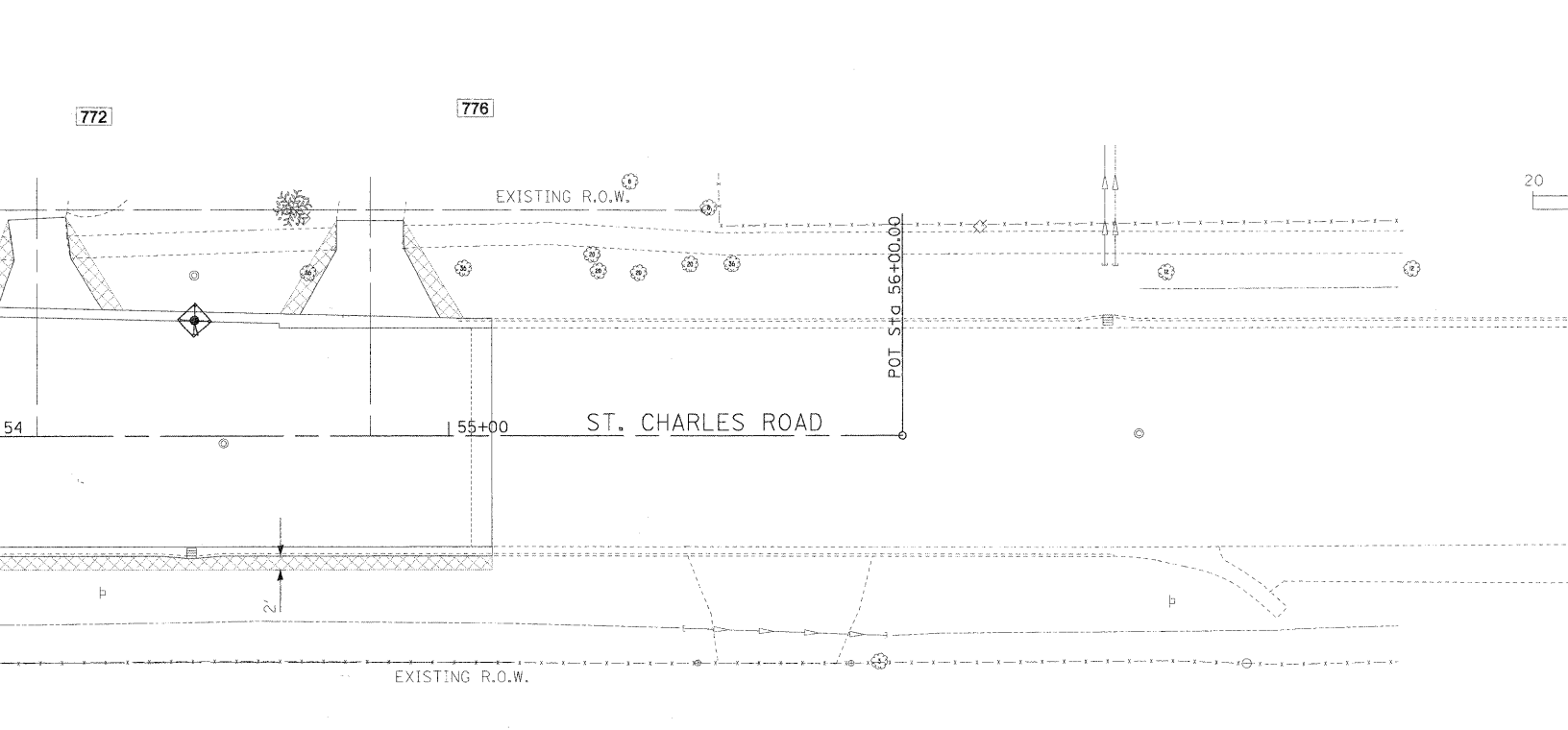


MATCHLINE STA 49+00
SEE SHEET 1 OF 2



MATCHLINE STA 54+00 BELOW

MATCHLINE STA 54+00 ABOVE



EROSION CONTROL AND LANDSCAPING LEGEND:

- TOPSOIL FURNISH & PLACE, 4"; SODDING, SALT TOLERANT; AND FERTILIZER NUTRIENTS
- PERIMETER EROSION BARRIER
- PROPOSED DECIDUOUS TREE
- INLET FILTERS
- TOPSOIL FURNISH & PLACE, 6"; SEEDING AS INDICATED

*INSTALL PERIMETER EROSION CONTROL OUTSIDE OF WETLAND LIMITS






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EROSION CONTROL GENERAL NOTES:

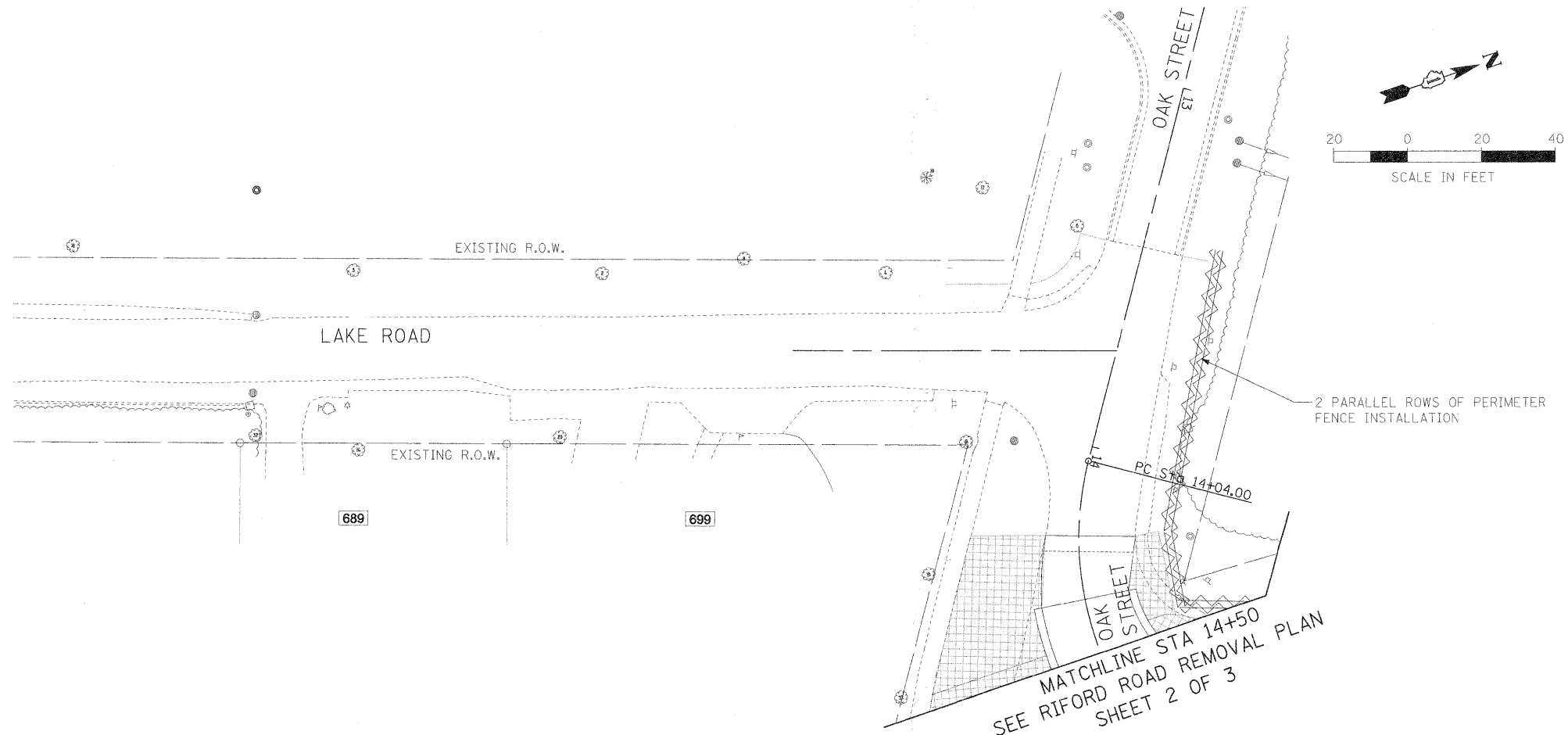
- CONSTRUCTION STAGING AREAS SHALL NOT BE LOCATED WITHIN FLOOD-PRONE AREAS OR DEFINED WETLAND BUFFERS.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO START OF WORK AND TO REMAIN IN PLACE UNTIL ENGINEER DIRECTS TO REMOVE. CONTRACTOR SHALL BE RESPONSIBLE FOR IMMEDIATE REPAIR/MAINTENANCE OF EROSION CONTROL ITEMS AS DIRECTED BY THE ENGINEER.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR DISTURBANCE.
- AREAS OR EMBANKMENTS WITH EXPOSED SOIL HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- INSPECTION OF EROSION AND SEDIMENT CONTROL MEASURES SHALL OCCUR ONCE PER WEEK AND AFTER EACH STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL. SWPPP COMPLIANCE INSPECTION REPORT FORMS SHALL BE COMPLETED AFTER INSPECTIONS AND MAINTAINED ONSITE.
- ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED.
- A STABILIZED MAT OR AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET OR PARKING AREA.
- ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF DUPAGE COUNTY.
- SILT FENCE SHALL BE INSTALLED ON THE UPLAND BOUNDARY OF WETLAND AREAS ADJACENT TO THE PROJECT ROW. A SECOND LINE OF SILT FENCING SHALL BE INSTALLED AT THE BOUNDARY OF THE WETLAND BUFFER AREA, IF POSSIBLE; AN ADDITIONAL QUANTITY OF "PERIMETER EROSION BARRIER" IS PROVIDED FOR THIS WORK.
- ADJACENT WETLANDS SHALL BE MARKED WITH "WETLAND AREA DO NOT ENTER" SIGNS. THIS WORK IS INCIDENTAL TO THE PAY ITEM "PERIMETER EROSION BARRIER".
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN OR OTHER APPROPRIATE MEASURE). THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT IS INCIDENTAL TO THE UTILITY, DRAINAGE OR ROADWAY ITEM WHICH REQUIRES THE DEWATERING EFFORT.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
- EROSION CONTROL BLANKET AND SEEDING CLASS 2A SHALL BE PLACED AFTER EACH CONSTRUCTION STAGE WHERE INDICATED AND/OR AS DIRECTED BY THE ENGINEER.
- INLET FILTERS SHALL BE USED FOR ALL OPEN GRATE STRUCTURES AND CURB INLETS LOCATED WITHIN THE PROPOSED PAVEMENT.

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EROSION CONTROL AND LANDSCAPING LEGEND:

-  TOPSOIL FURNISH & PLACE, 4"; SODDING, SALT TOLERANT; AND FERTILIZER NUTRIENTS
-  PERIMETER EROSION BARRIER
-  PROPOSED DECIDUOUS TREE
-  INLET FILTERS
-  TOPSOIL FURNISH & PLACE, 6"; SEEDING AS INDICATED
- INSTALL PERIMETER EROSION CONTROL OUTSIDE OF WETLAND LIMITS

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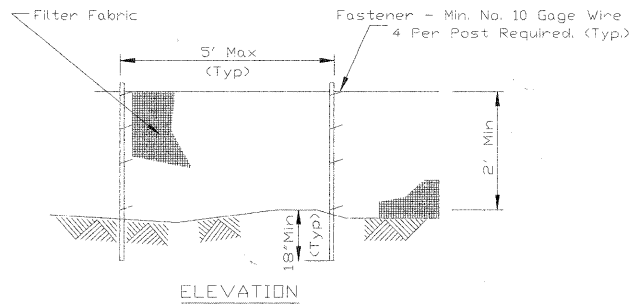
MATCHLINE STA 14+50
SEE RIFORD ROAD REMOVAL PLAN
SHEET 2 OF 3

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OAK STREET EROSION CONTROL AND LANDSCAPING PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET	
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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
				SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. 21+00.00 TO STA. 28+69.91				

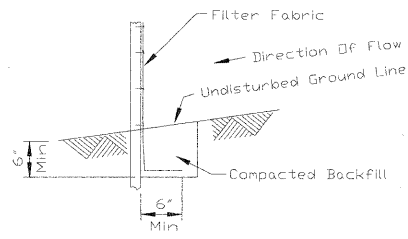
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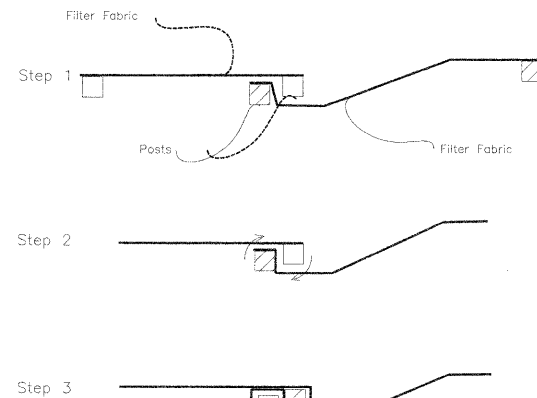
SILT FENCE PLAN
IL-620



ELEVATION



FABRIC ANCHOR DETAIL



ATTACHING TWO SILT FENCES

NOTES:

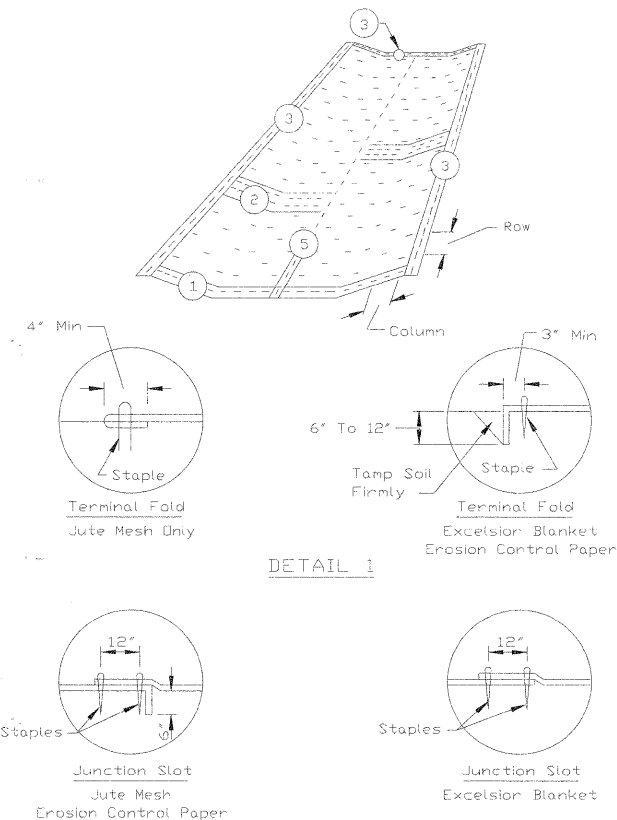
Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

NOTES:

- Place the end post of the second fence inside the end post of the first fence.
- Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
- Drive both posts a minimum of 18 inches into the ground and bury the flap.

IL-620(W)

EROSION BLANKET PLAN
IL-530

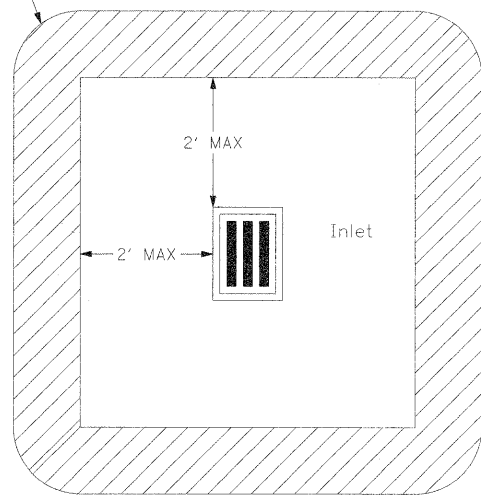


DETAIL 1

DETAIL 2

Rolled Excelsior Logs Staked Every 2 Feet

INLET PROTECTION



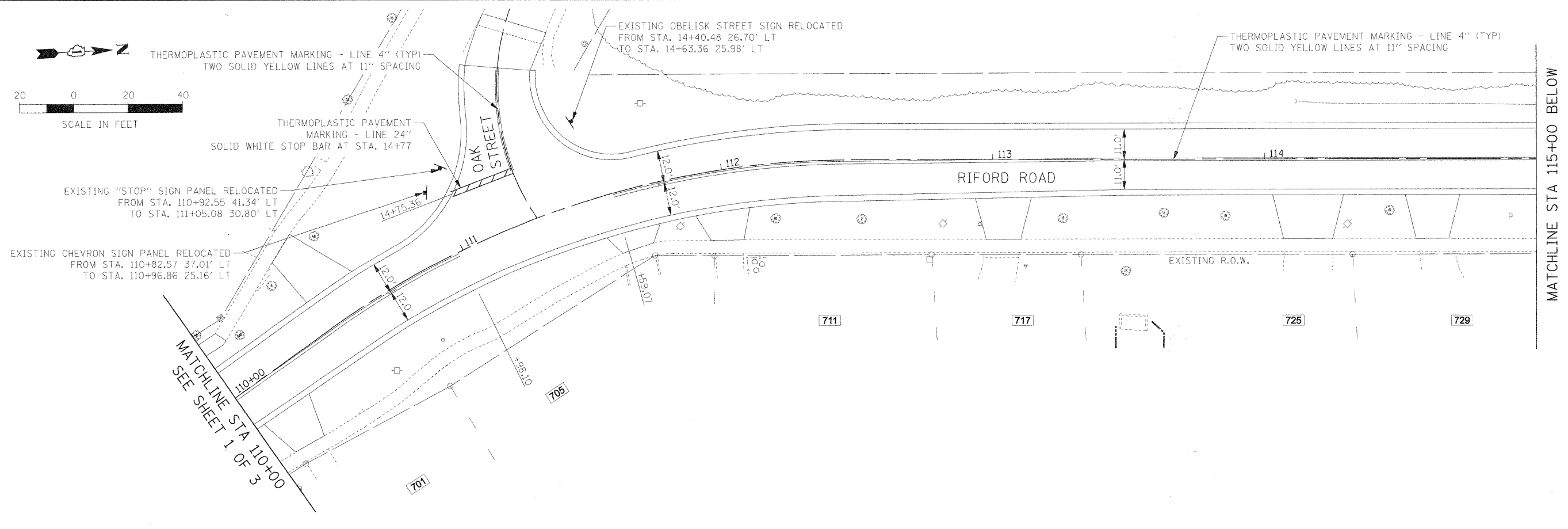
PLAN

NOTES:

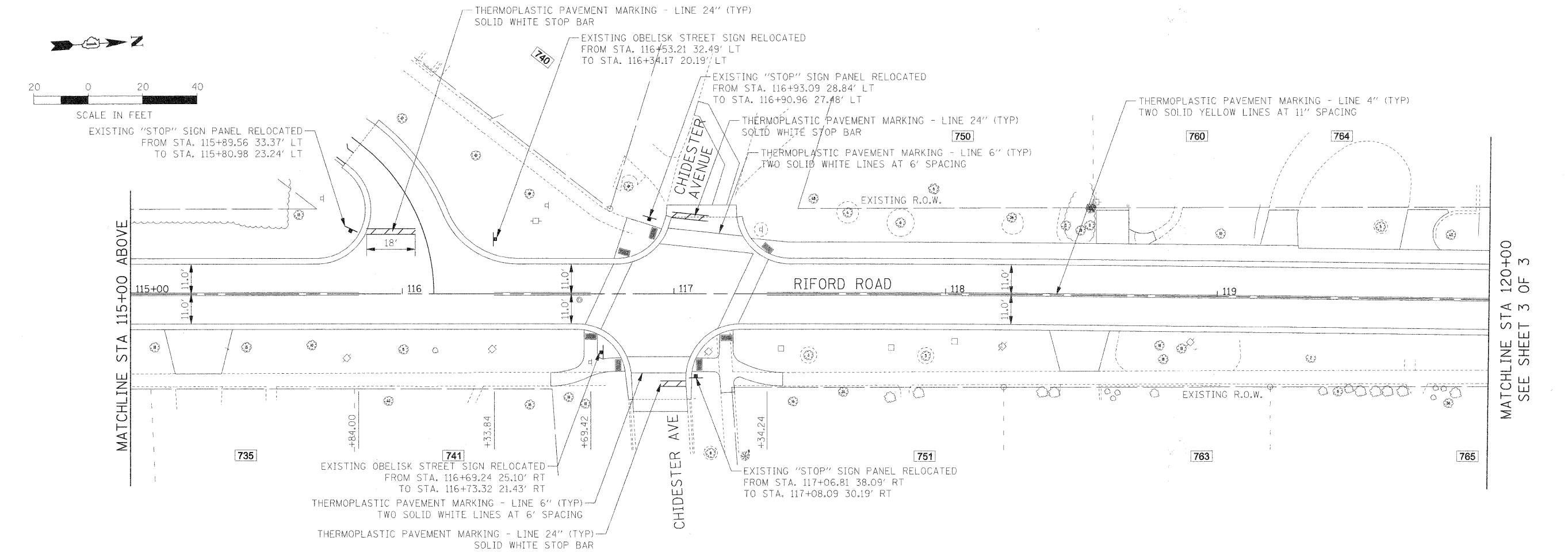
- The immediate land area around the inlet should be relatively flat (less than 1% slope) and located so that the accumulated sediment can be easily removed.
- The inside edge of the ditch checks shall be a maximum of 2 feet from the edge of the inlet.
- Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE Table 1 or 2, Class 1 with AOS of at least 30 for nonwoven and 50 for woven.
- Filter fabric will be placed beneath the grate inside the inlet covers.

FILE NAME =	USER NAME = #USER#	DESIGNED - DEB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN DETAILS			F.A.U. RTE. 2185	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 78			
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		CHECKED - DEB	REVISED -					FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT							
		DATE - 12/01/2009	REVISED -												

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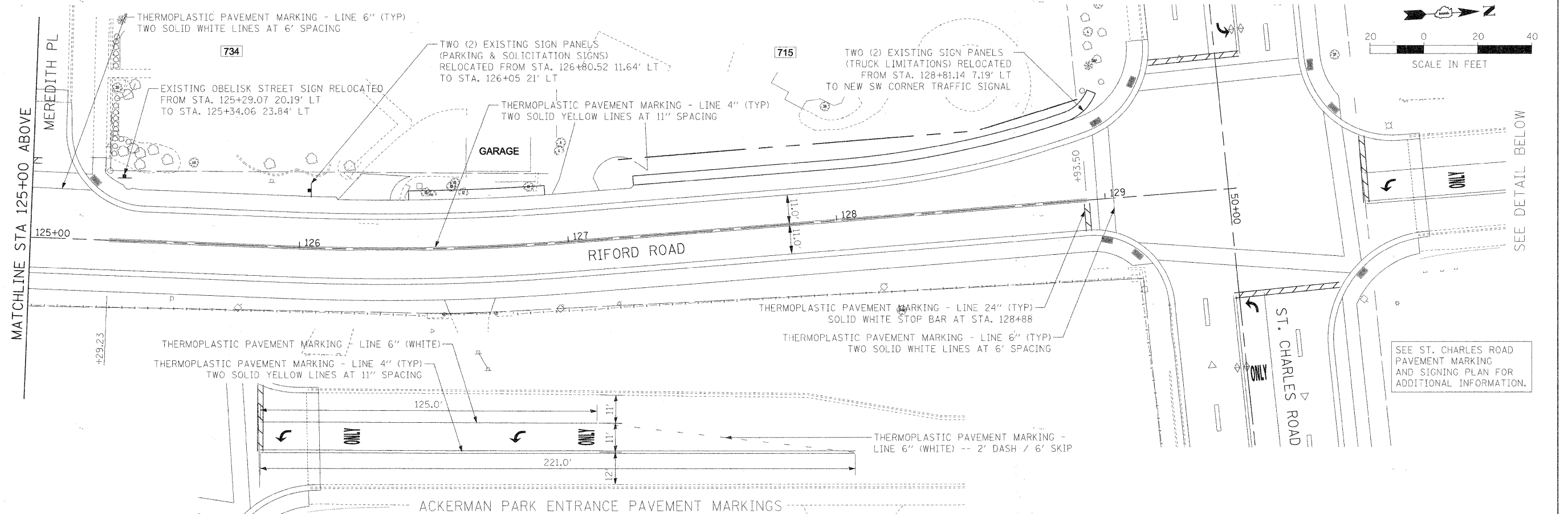
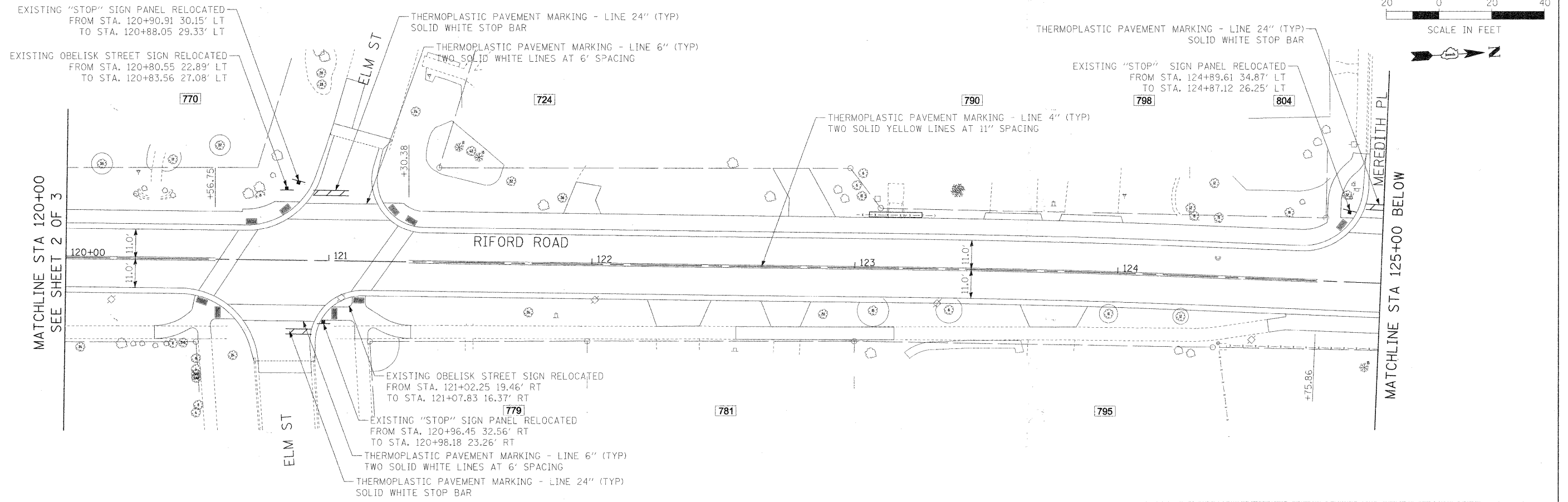
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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
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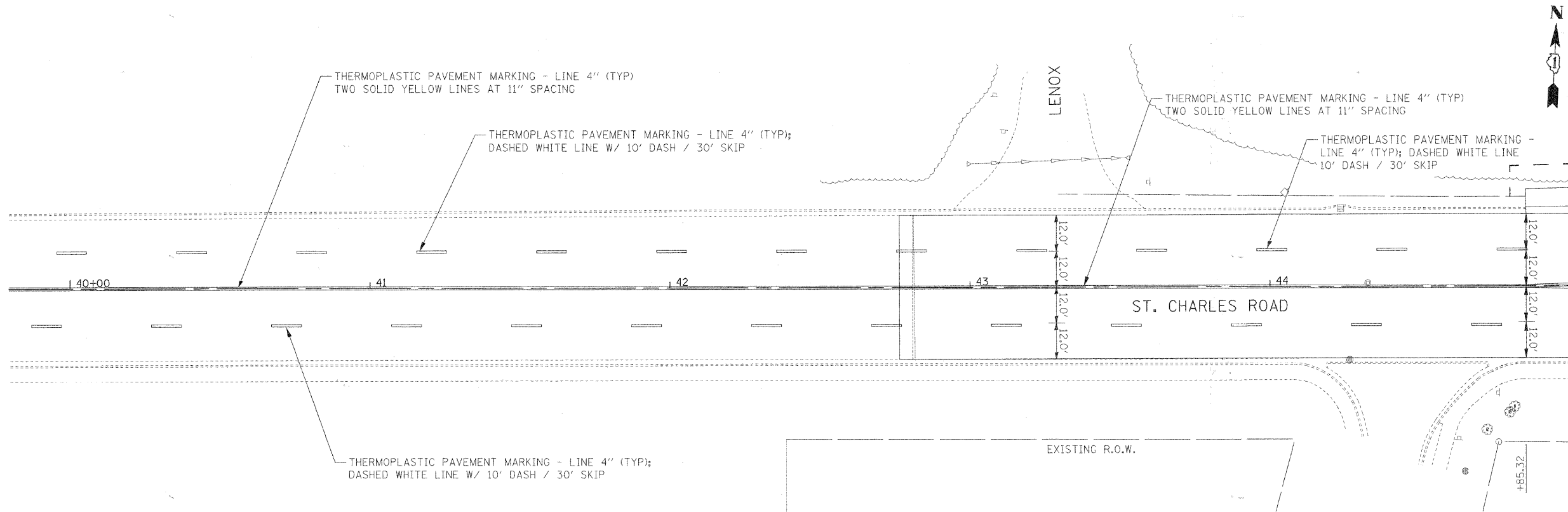
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	NOTE BOOK NO.		



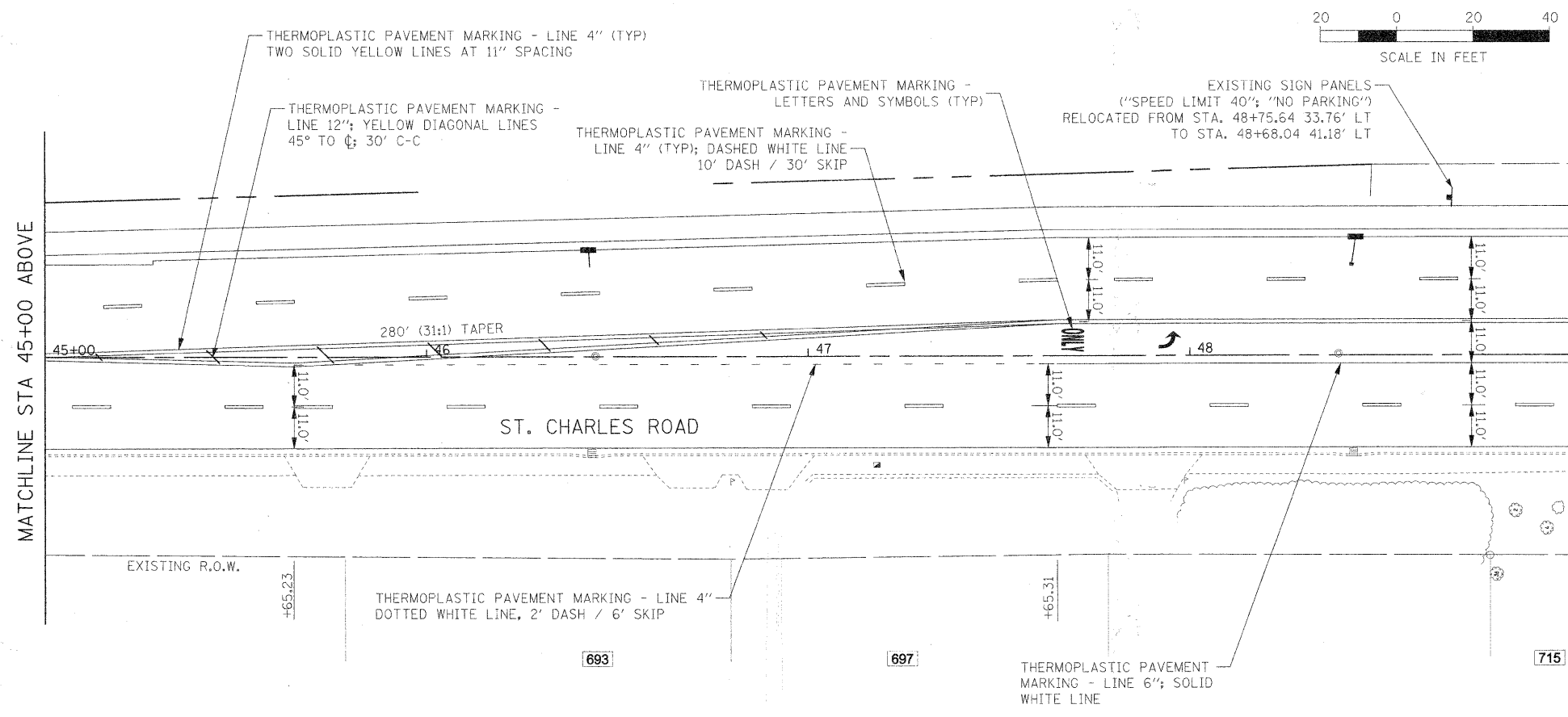
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MATCHLINE STA 45+00 BELOW

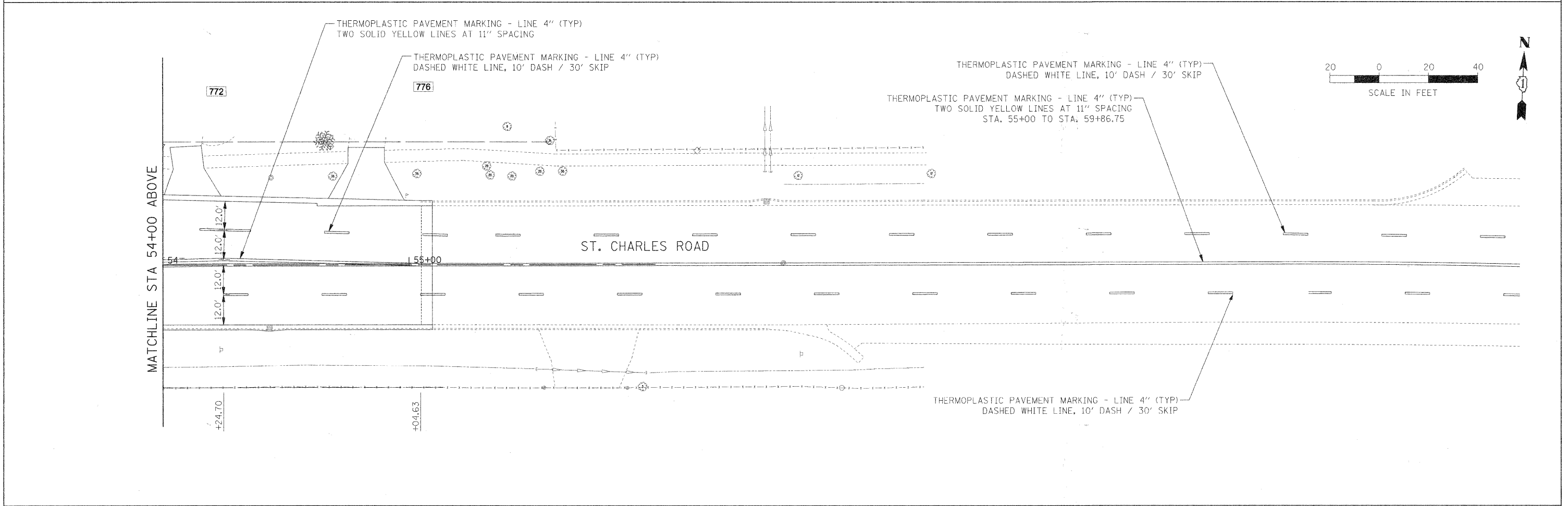
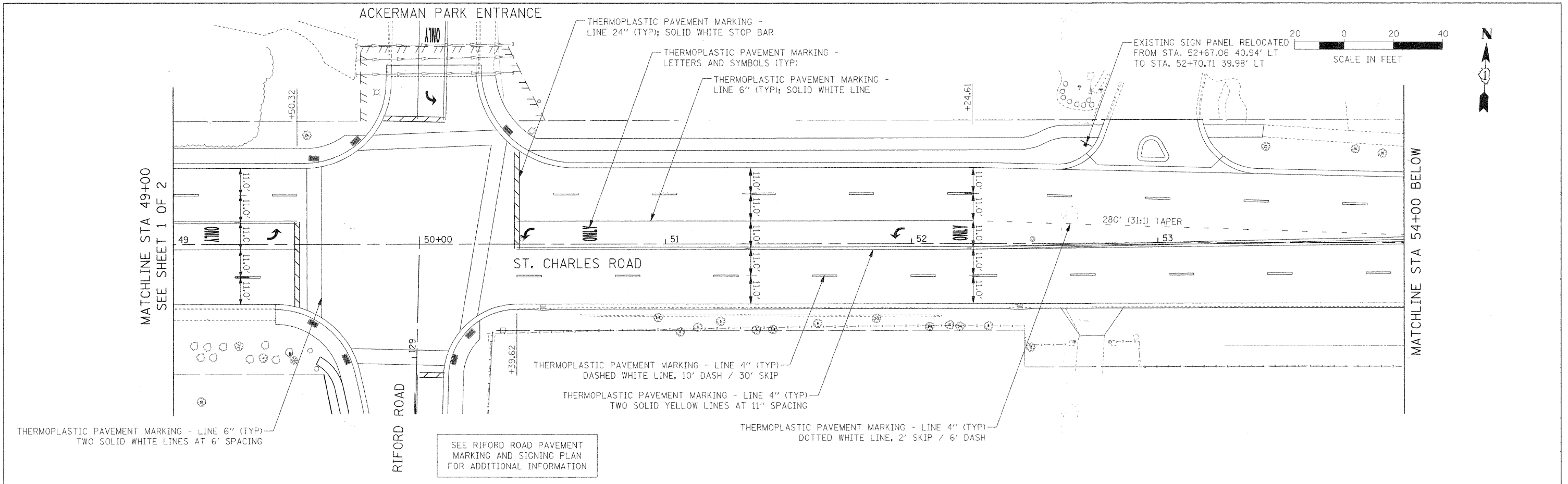


MATCHLINE STA 49+00
SEE SHEET 2 OF 2

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					SCALE: 1"=20'	SHEET NO. 1 OF 2 SHEETS		STA. 42+50.00 TO STA. 49+00.00			

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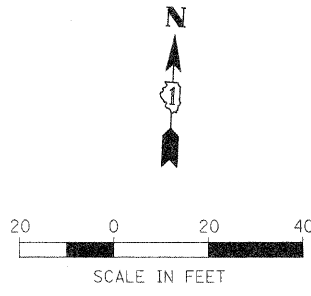
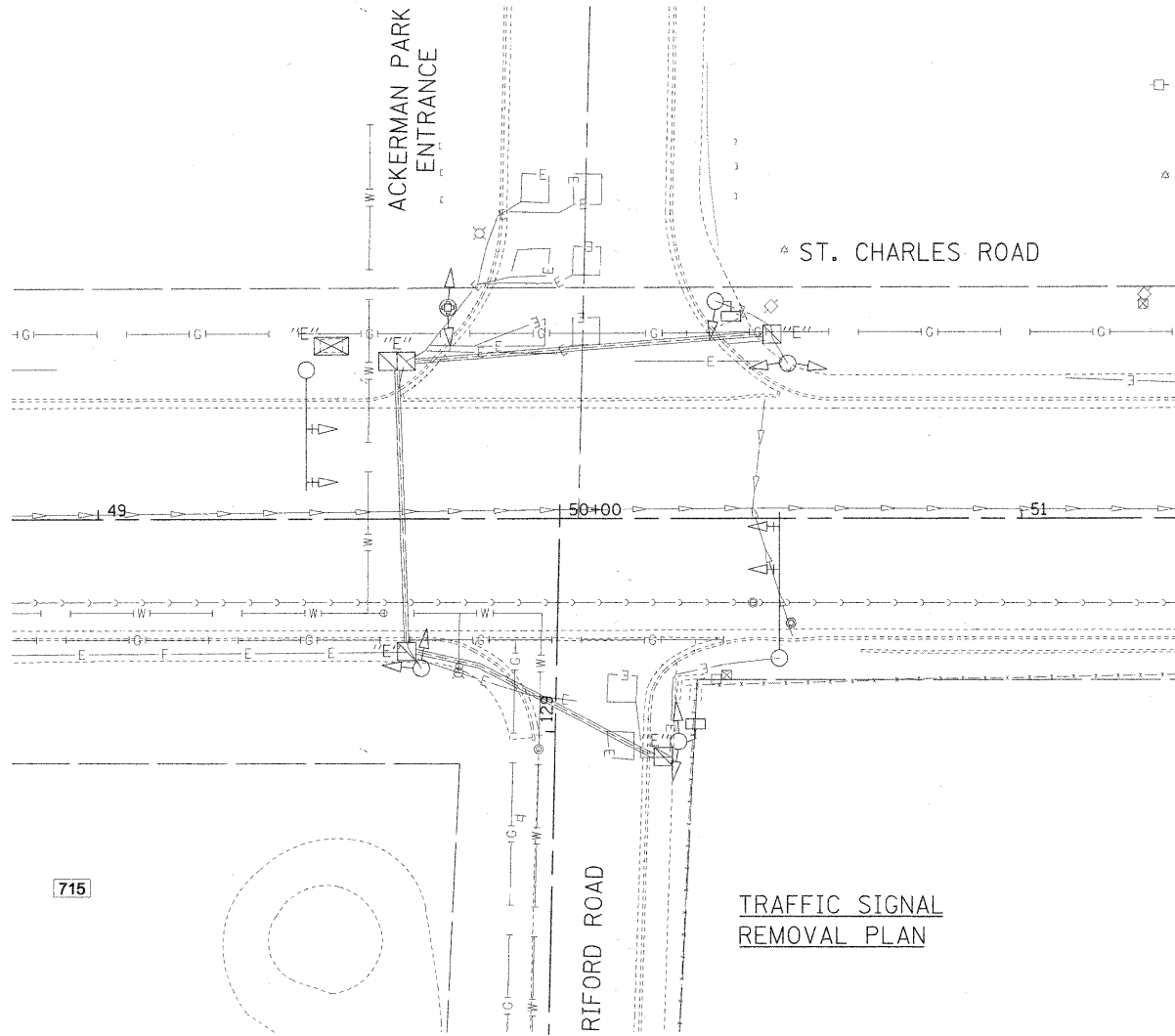
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NOTATIONS CHECKED	



TRAFFIC SIGNAL REMOVAL PLAN

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE DUPAGE COUNTY DIVISION OF TRANSPORTATION, AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE COUNTY'S DESIGNATED FACILITY AS PER THE TRAFFIC SIGNAL GENERAL NOTES.

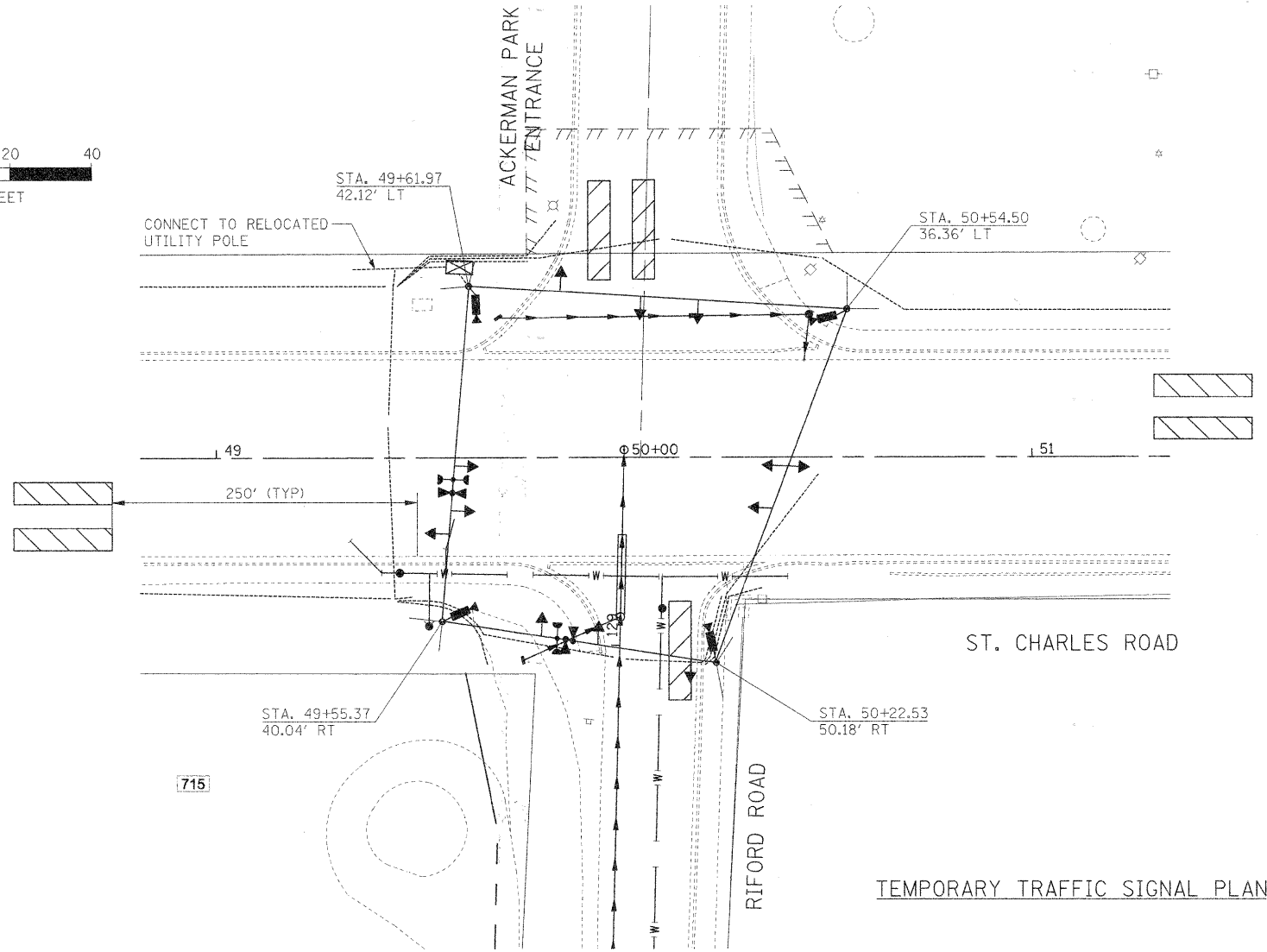
1 EACH CONTROLLER AND CABINET (COMPLETE)

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- CONTROLLER AND CABINET (COMPLETE)
- 4 MAST ARM-MOUNTED 3-SECTION SIGNAL HEADS WITH BACKPLATES
- 9 POLE-MOUNTED 3-SECTION SIGNAL HEADS (6 OF THESE ARE MOUNTED AS PAIRS)
- 2 2-SECTION PEDESTRIAN SIGNAL HEADS
- 3 TRAFFIC SIGNAL POSTS, 14'
- 1 MAST ARM, 30'
- 1 MAST ARM, 24'
- 1 MAST ARM POLE
- 1 COMBINATION MAST ARM POLE

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- EXISTING SIGNAL HEAD TO BE REMOVED
- EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING WOOD POLE TO BE REMOVED
- EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- CONFIRMATION BEACON TO BE REMOVED
- EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING AERIAL CABLE TO BE REMOVED



NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL (S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. THIS TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON.
6. EXISTING TRAFFIC SIGNALS SHALL BE REMOVED ONLY AFTER THE PROPOSED TEMPORARY TRAFFIC SIGNALS ARE ACCEPTED AND IN OPERATION.
7. MAINTENANCE OF THE EXISTING TEMPORARY INTERCONNECT SHALL BE INCIDENTAL TO THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION. NEW FIBER OPTIC CABLE WILL BE INSTALLED FOR THE PERMANENT INTERCONNECT.

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION.
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION.
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FEET (13.7m) MINIMUM.
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED.
- MICROWAVE VEHICLE SENSOR
- PEDESTRIAN PUSHBUTTON DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- COMMON TRENCH
- UNIT DUCT
- GS CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- HEAVY DUTY HANDHOLE

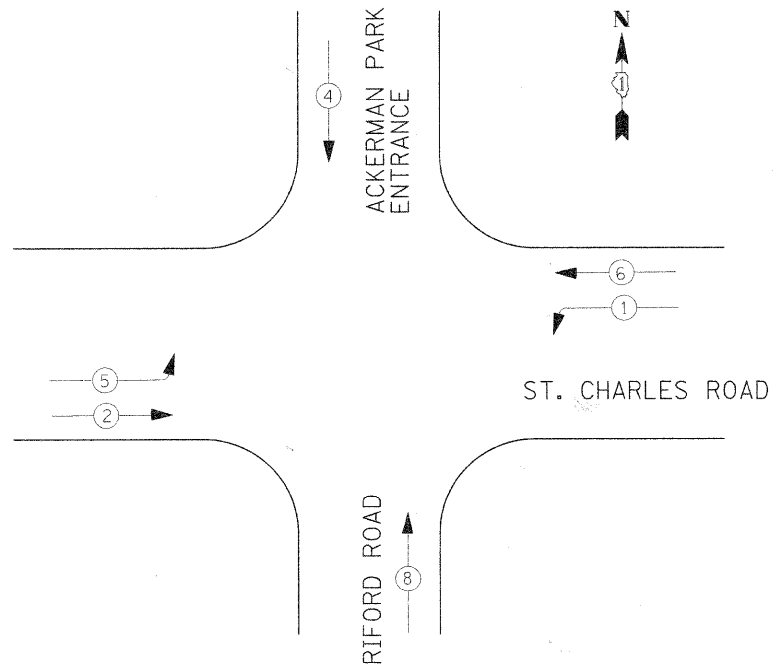
TEMPORARY TRAFFIC SIGNAL PLAN

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - MAP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVAL PLAN TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = #DATE#	DATE = 12/01/2009			SCALE: 1"=20'	SHEET NO. OF SHEETS STA. TO STA.	RIFORD ROAD RECONSTRUCTION	CONTRACT NO. 63092	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

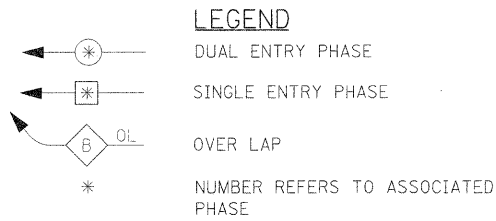
PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	REVISIONS	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	REVISIONS	
	NO.	

TEMPORARY CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION DIAGRAM STAGES 1 AND 2

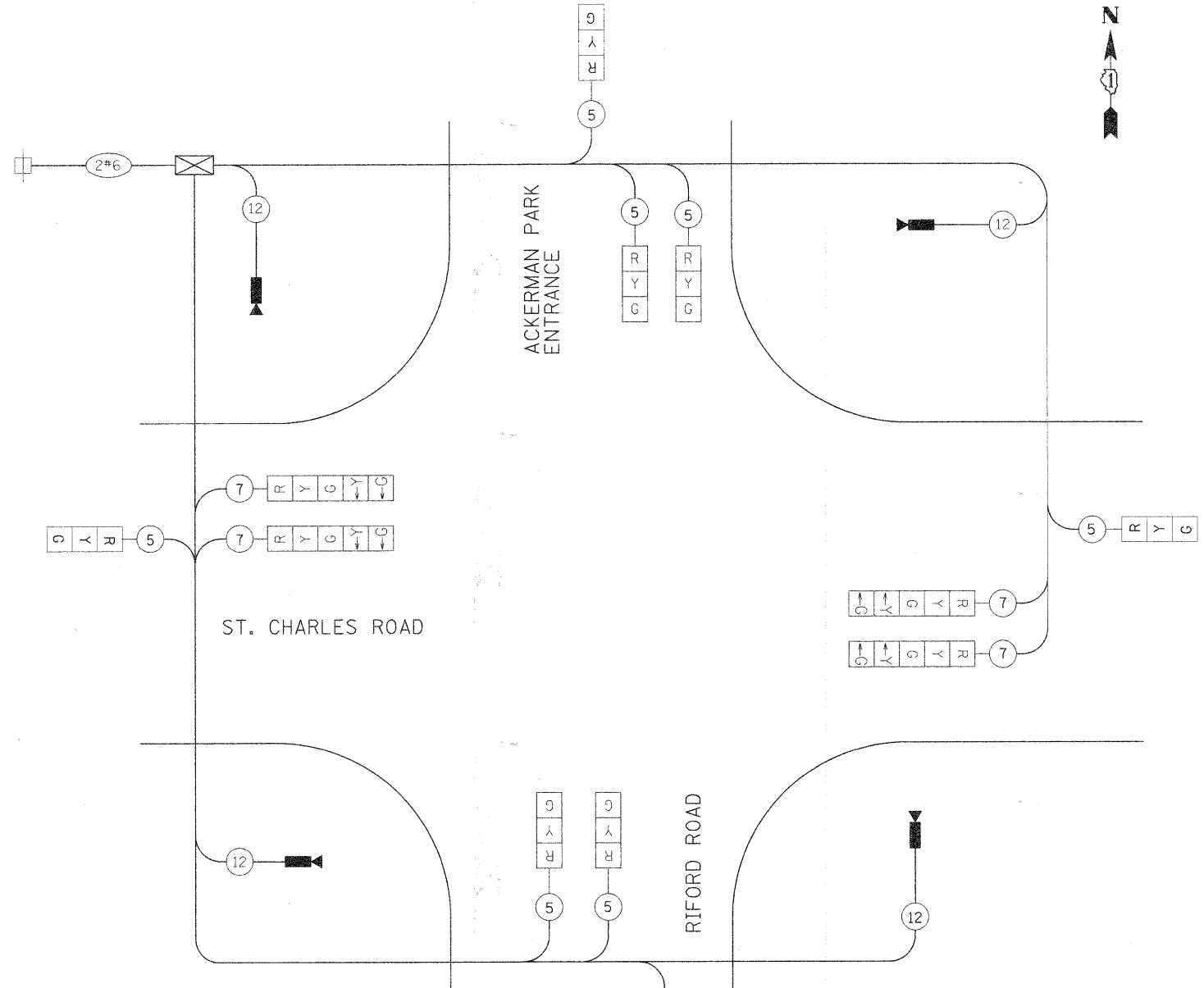


ELECTRICAL LOAD CHART

IDOT TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE	% OPERATION	
SIGNAL (RED)	12	17	0.50	102
SIGNAL (YELLOW)	12	25	0.25	75
SIGNAL (GREEN)	12	15	0.25	45
ARROW	4	12	0.10	5
CONTROLLER	1	100	1.00	100
TOTAL				327

ENERGY COSTS TO
VILLAGE OF GLEN ELLYN PUBLIC WORKS
30 S. LAMBERT ROAD
GLEN ELLYN, IL 60137

ENERGY SUPPLY CONTACT : DEB RANKIN
PHONE : (630) 691-4379
COMPANY : COM. EDISON



TEMPORARY CABLE DIAGRAM

TEMPORARY CABLE DIAGRAM LEGEND

- [R] TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- [X] TEMPORARY CONTROLLER CABINET
- [] TEMPORARY SERVICE INSTALLATION
- (5) INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- [▶] EMERGENCY VEHICLE LIGHT DETECTOR
- [▶] CONFIRMATION BEACON
- [] VEHICLE DETECTOR, INDUCTION LOOP
- [○] PEDESTRIAN PUSHBUTTON DETECTOR
- [▶] 12" (300mm) PEDESTRIAN SIGNAL SECTION
- [▶] MICROWAVE VEHICLE SENSOR

FILE NAME =	USER NAME = #USER#	DESIGNED - MAP	REVISED -
#FILE#		DRAWN - TMC	REVISED -
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	PLOT DATE = #DATE#	DATE - 12/01/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

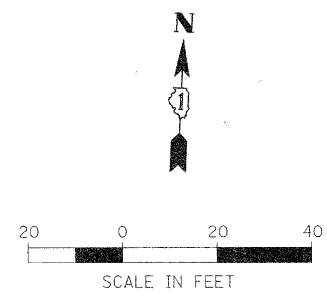
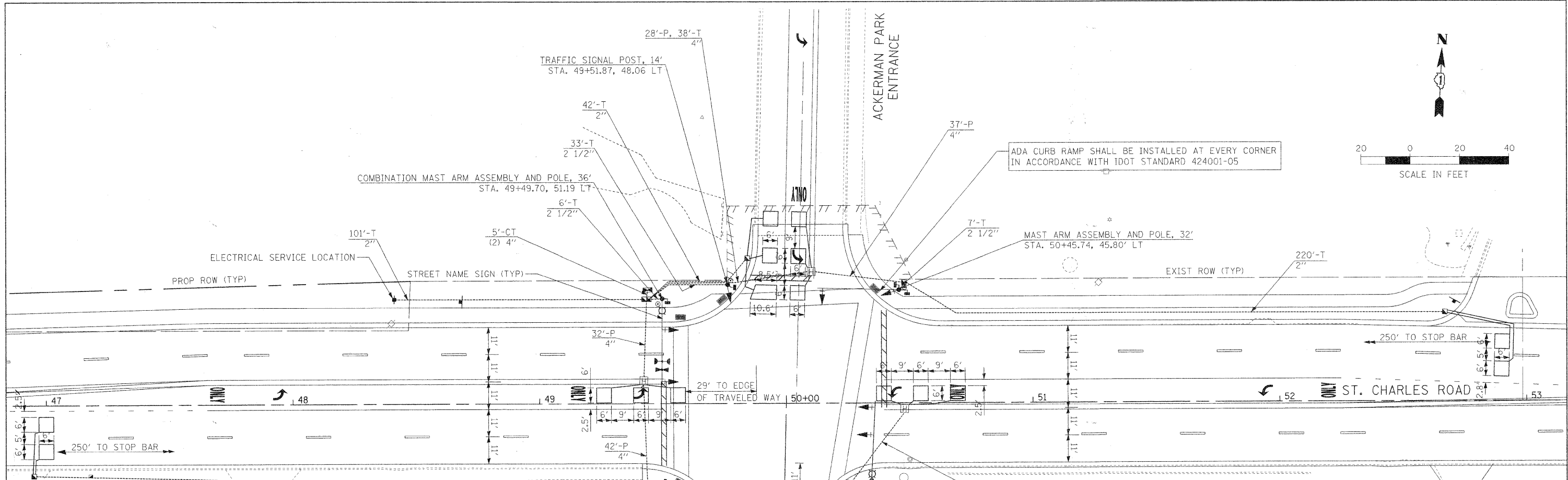
TEMPORARY CABLE PLAN - RIFORD RD /ST. CHARLES RD

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2995	05-00068-00-FP	DUPAGE	141	85
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

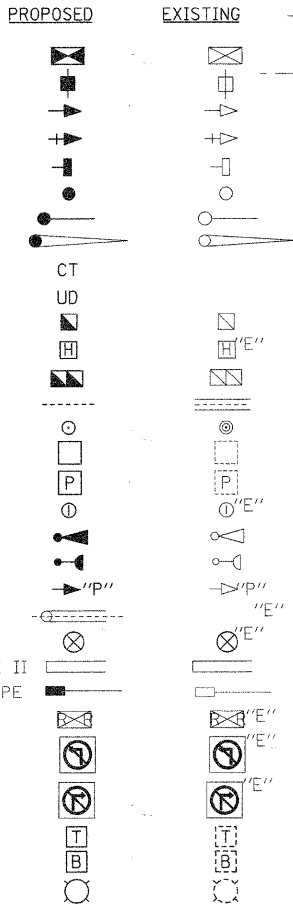
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TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- COMMON TRENCH
- UNIT DUCT
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- PREFORMED DETECTOR LOOP
- CAST IRON JUNCTION BOX
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONFIRMATION BEACON
- SIGNAL HEAD OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET
- ILLUMINATED SIGN, FIBER OPTIC
- "NO LEFT TURN"
- ILLUMINATED SIGN, FIBER OPTIC
- "NO RIGHT TURN"
- TELEPHONE CONNECTION
- UNINTERRUPTIBLE POWER SUPPLY
- STREET LIGHT



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIFORD ROAD /ST. CHARLES ROAD TRAFFIC SIGNAL PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLLOT DATE = #DATE#		DATE = 12/01/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
SCALE: SHEET NO. OF SHEETS STA. TO STA.										

SCHEDULE OF QUANTITIES

ITEM NO.	ITEM NAME	UNITS	QUANTITY
72000100	SIGN PANEL - TYPE 1	SO FT	29
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	637
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	170
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	21
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	28
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	199
81400100	HANDHOLE	EACH	6
81400200	HEAVY-DUTY HANDHOLE	EACH	4
81400300	DOUBLE HANDHOLE	EACH	1
81700315	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 3-1/C NO. 10	FOOT	255
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	828
82105500	LUMINAIRE, SODIUM VAPOR, HIGH MAST, HORIZONTAL MOUNT, 250 WATT	EACH	2
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1109
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	962
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	829
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	466
87301445	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 16 12 PAIR	FOOT	153
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	121
87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
87601200	PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II	EACH	1
87700190	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1
87700200	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	1
87702890	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1
87702910	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH	1
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60
88030020	SIGNAL HEAD, LED, 1-FACE, 3 SECTION, MAST-ARM MOUNTED	EACH	5
88030050	SIGNAL HEAD, LED, 1-FACE, 3 SECTION, BRACKET MOUNTED	EACH	2
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2
88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	8
88200100	TRAFFIC SIGNAL BACKPLATE	EACH	7
88600100	DETECTOR LOOP, TYPE I	FOOT	716
88700200	LIGHT DETECTOR	EACH	2
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	7
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6, 1C	FOOT	516
X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	153

ELECTRICAL LOAD CHART

IDOT TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE LED	% OPERATION	
SIGNAL (RED)	11	17	0.50	94
SIGNAL (YELLOW)	11	25	0.25	69
SIGNAL (GREEN)	11	15	0.25	42
ARROW	8	12	0.10	10
PEDESTRIAN	16	15	0.50	120
CONTROLLER	1	100	1.00	100
TOTAL				435

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COMPANY : COM. EDISON

FOUNDATION (DEPTH)	FT	CABLE SLACK	FT	VERTICAL	FT
TYPE A - POST	3	HANDHOLE	6.5	ALL FOUNDATIONS	3.5
TYPE D - CONTROLLER	3	DOUBLE HANDHOLE	13	MAST ARM POLE (L)	20'+L-2
E - MAST ARM POLE		SIGNAL POST	2	BRACKET MOUNTED	13
30"	45	CONTROLLER CABINET	1	ELECTRIC SERVICE	13.5
36"	15	FIBER OPTIC	13	SERVICE GROUND	13.5
		ELECTRIC SERVICE	1	POST MOUNTED	6
		GROUND CABLE	1		

CABLE PLAN LEGEND

- 8" (200mm) TRAFFIC SIGNAL SECTION
- 12" (300mm) TRAFFIC SIGNAL SECTION
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- 12" (300mm) PEDESTRIAN SIGNAL SECTION

CONTROLLER CABINET

- SERVICE INSTALLATION
- TELEPHONE CONNECTION
- MAGNETIC DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- PUSHBUTTON DETECTOR
- VEHICLE DETECTOR, INDUCTION LOOP

DENOTES NUMBER OF CONDUCTORS.
ALL CABLE NO. 14 EXCEPT AS INDICATED.
ALL LOOP DETECTOR CABLE TO BE SHIELDED.

RAILROAD CONTROL CABINET

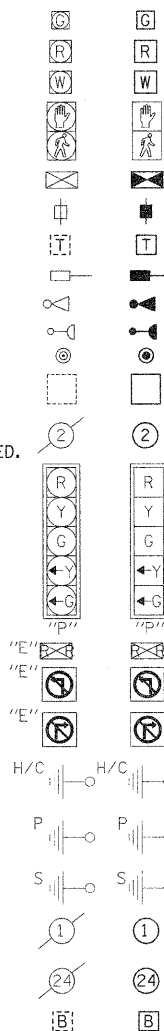
- ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
- ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"

- GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
- GROUND ROD AT POST, OR MAST ARM POLE
- GROUND ROD AT ELECTRIC, SERVICE INSTALLATION

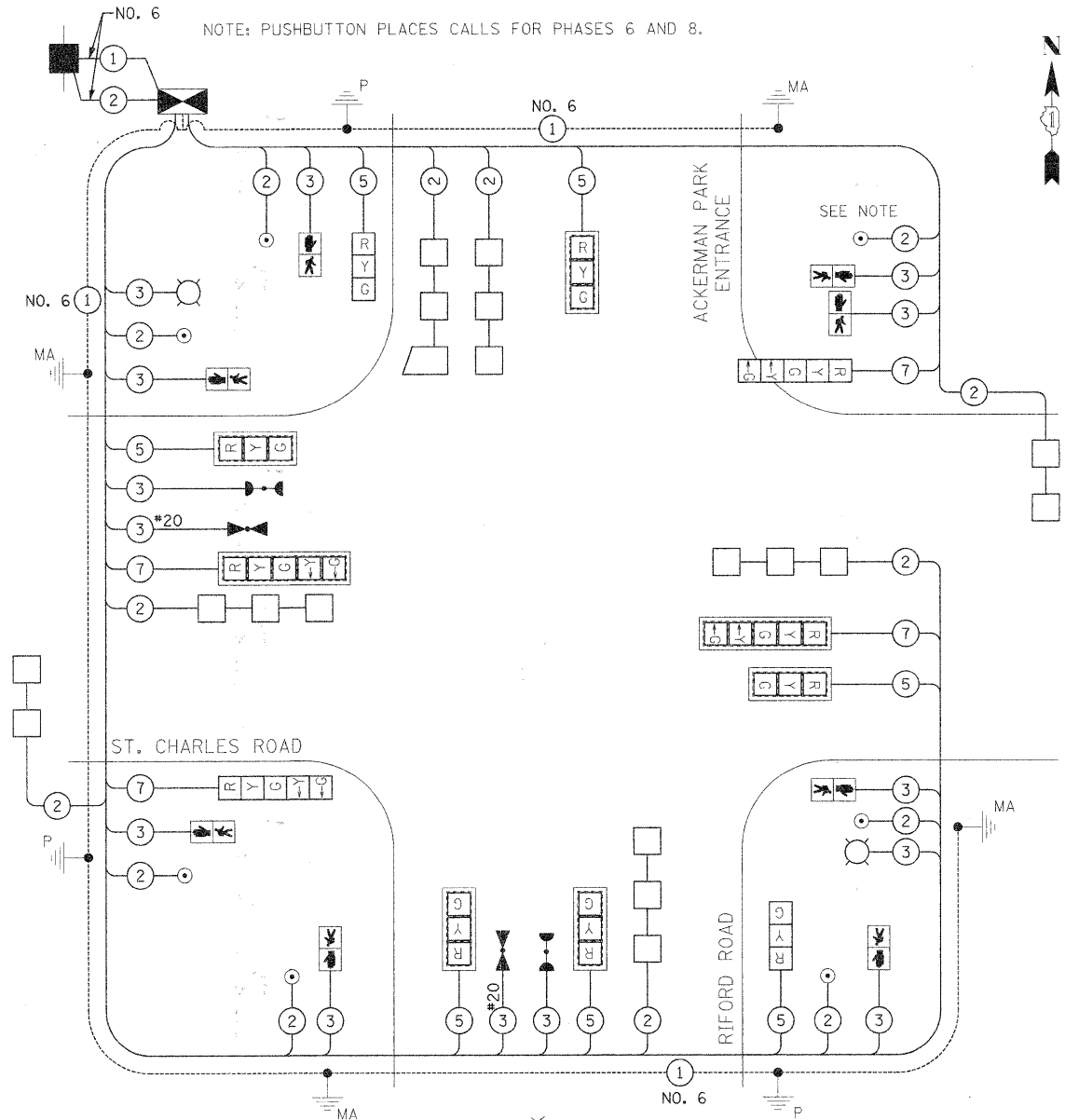
GROUND CABLE IN CONDUIT, NO.6 SOLID COPPER (GREEN)

- FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F & SM12F
- UNINTERRUPTIBLE POWER SUPPLY

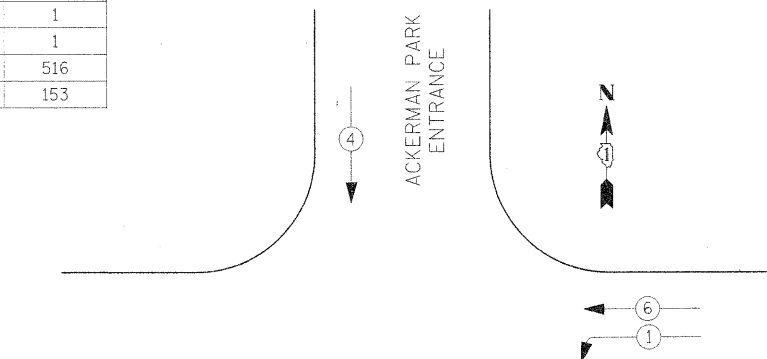
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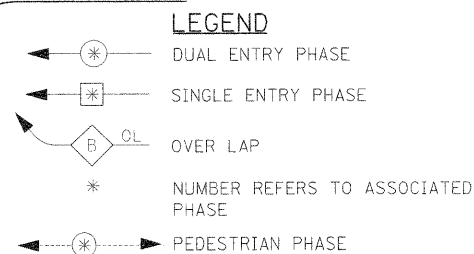
CABLE PLAN



NOTE: PUSHBUTTON PLACES CALLS FOR PHASES 6 AND 8.



PHASE DESIGNATION DIAGRAM



LEGEND

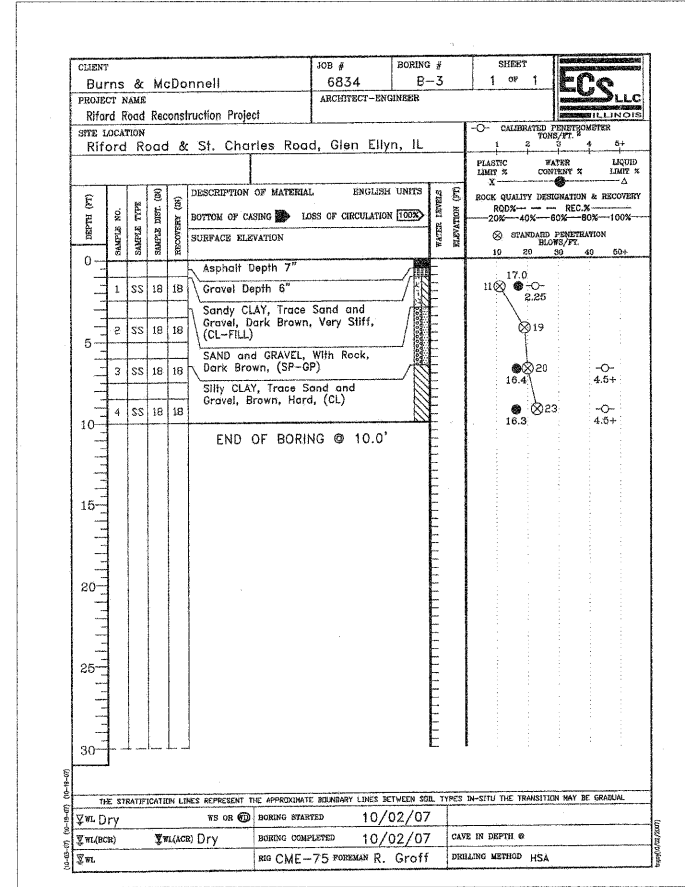
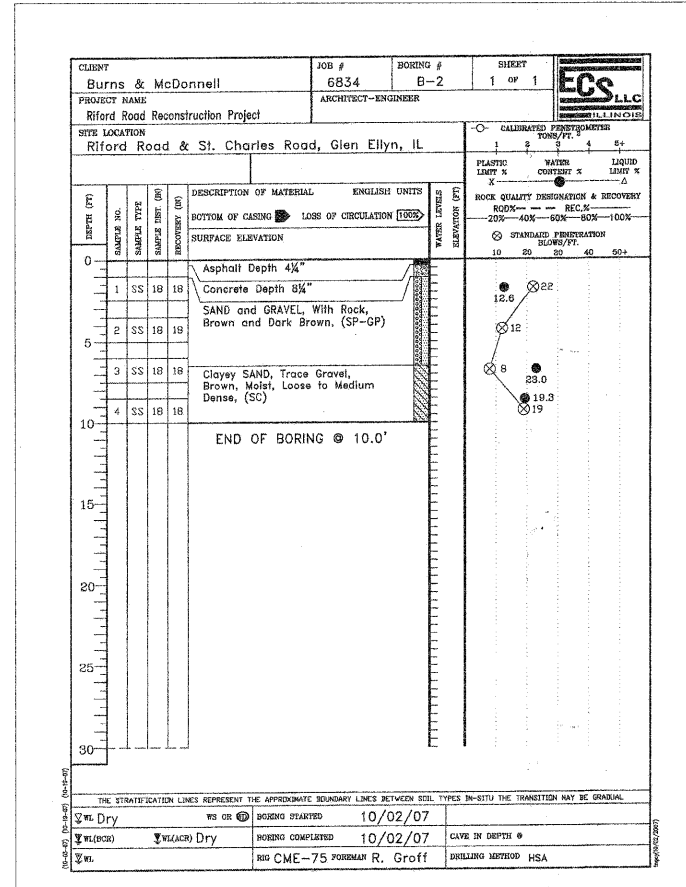
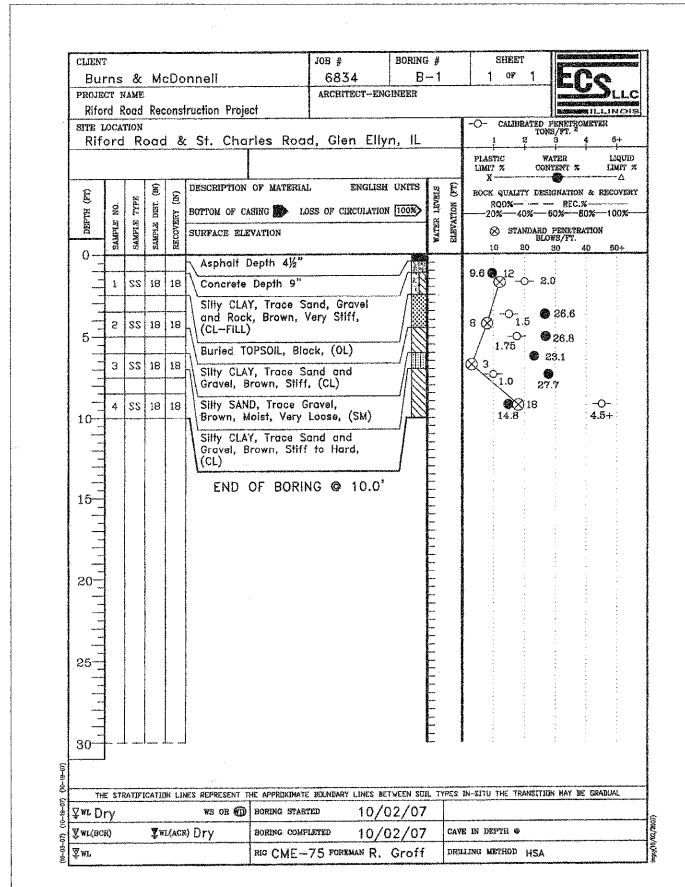
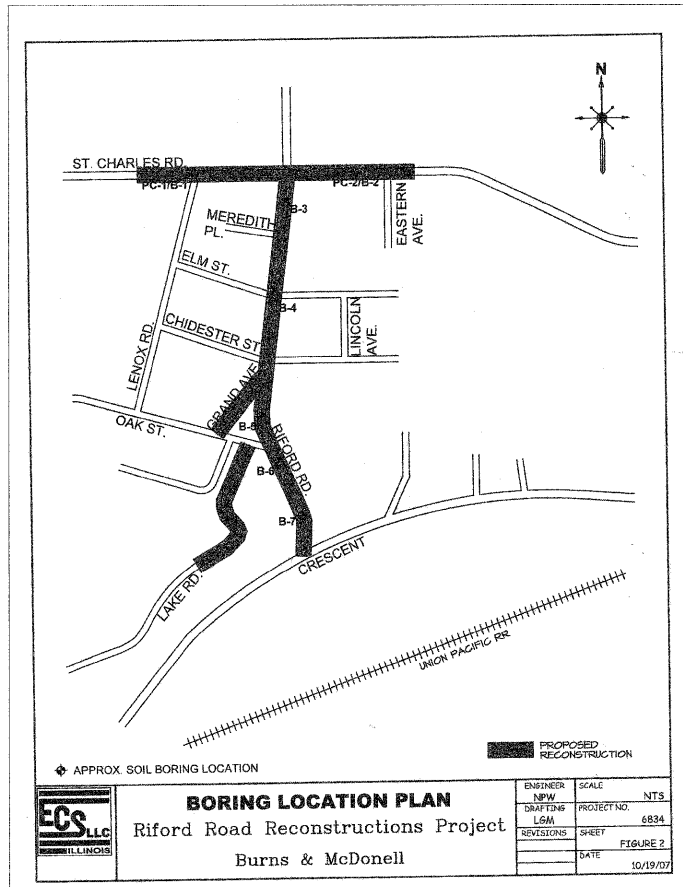
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVER LAP
- NUMBER REFERS TO ASSOCIATED PHASE
- PEDESTRIAN PHASE

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

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

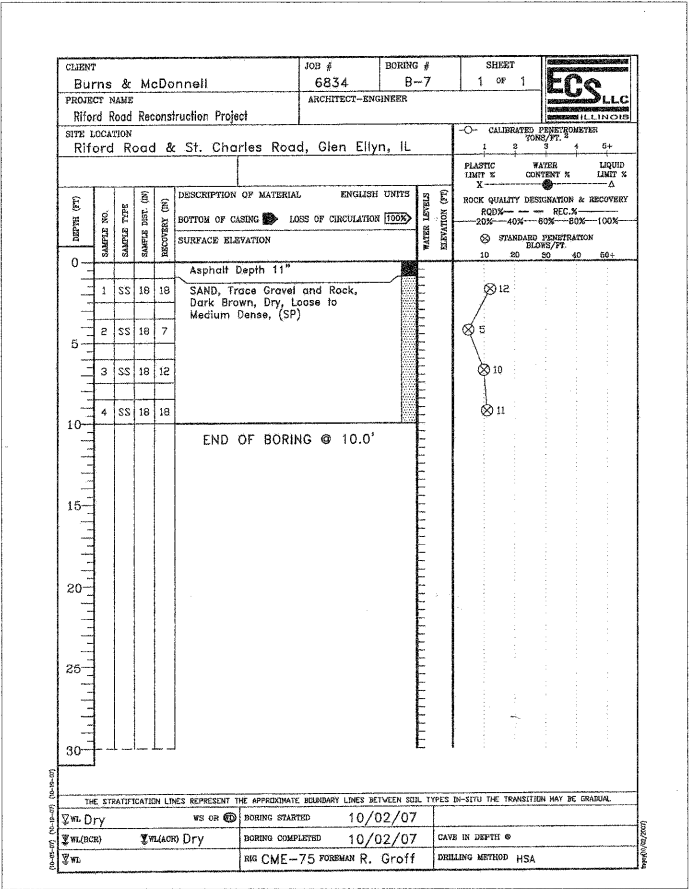
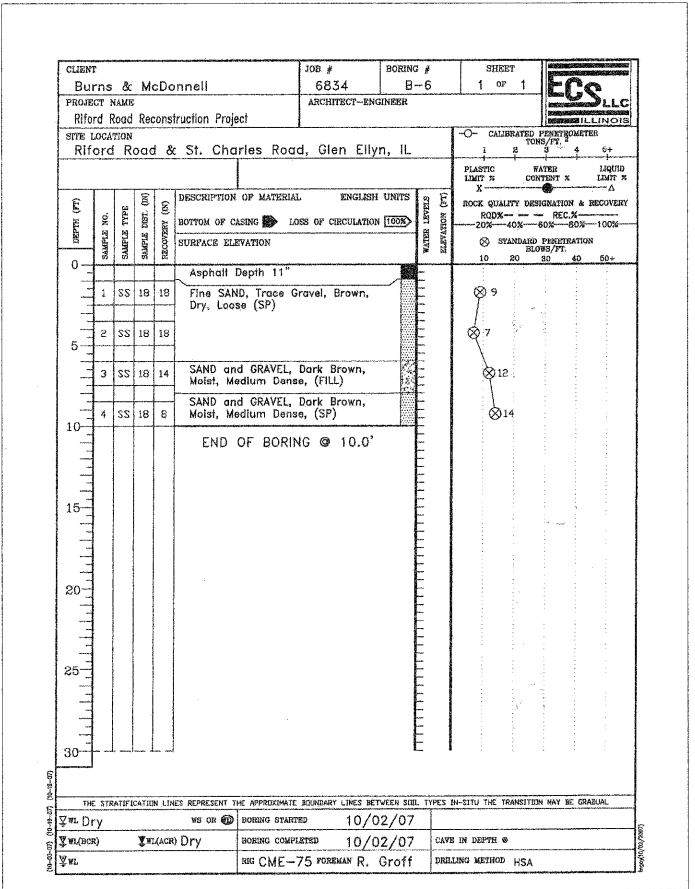
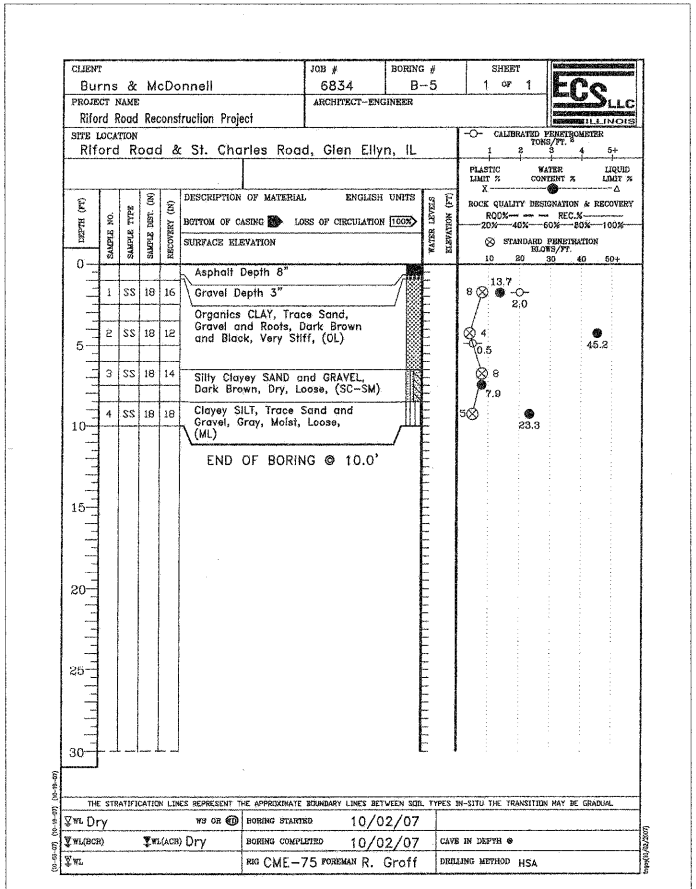
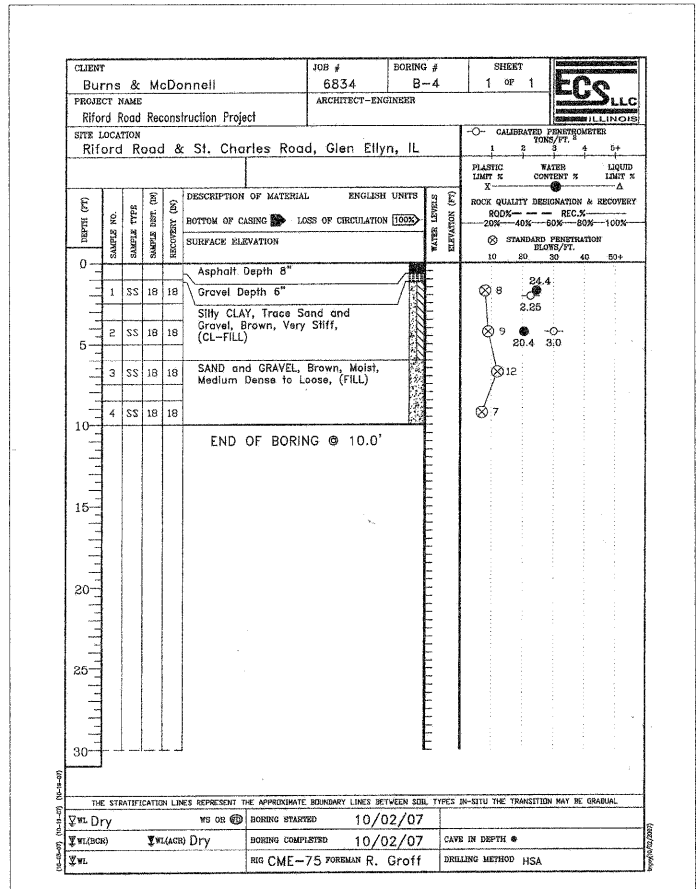
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 NOTE BOOK _____
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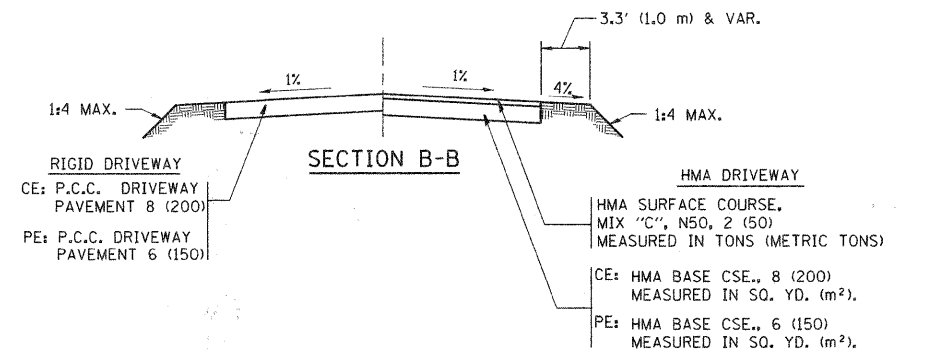
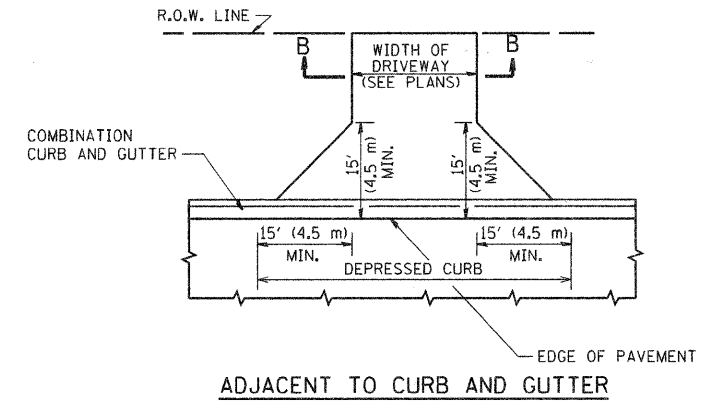
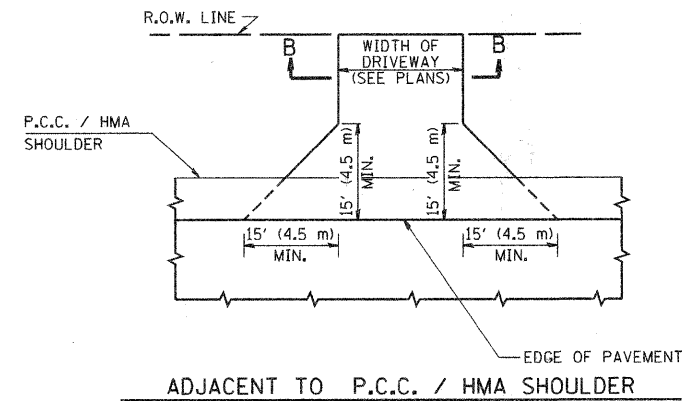
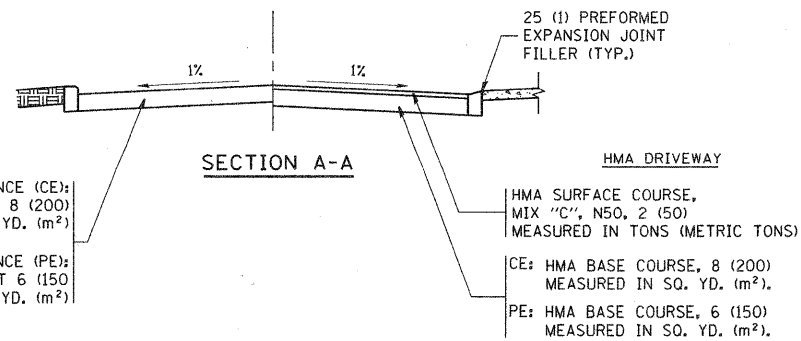
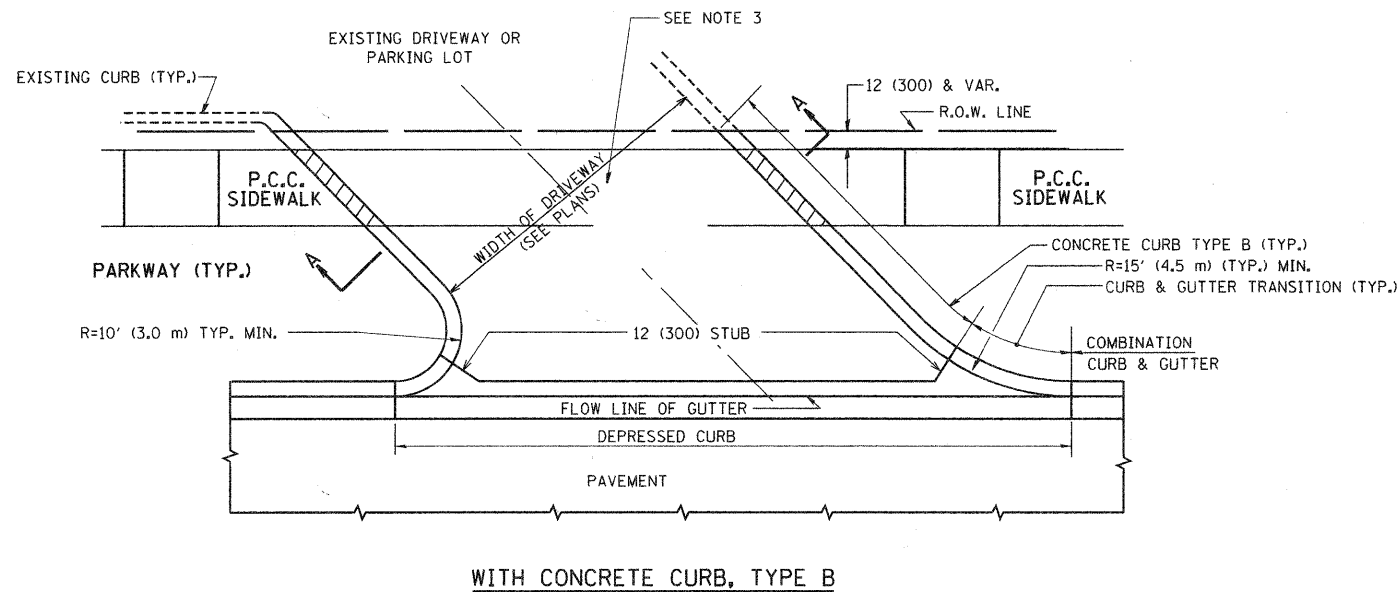
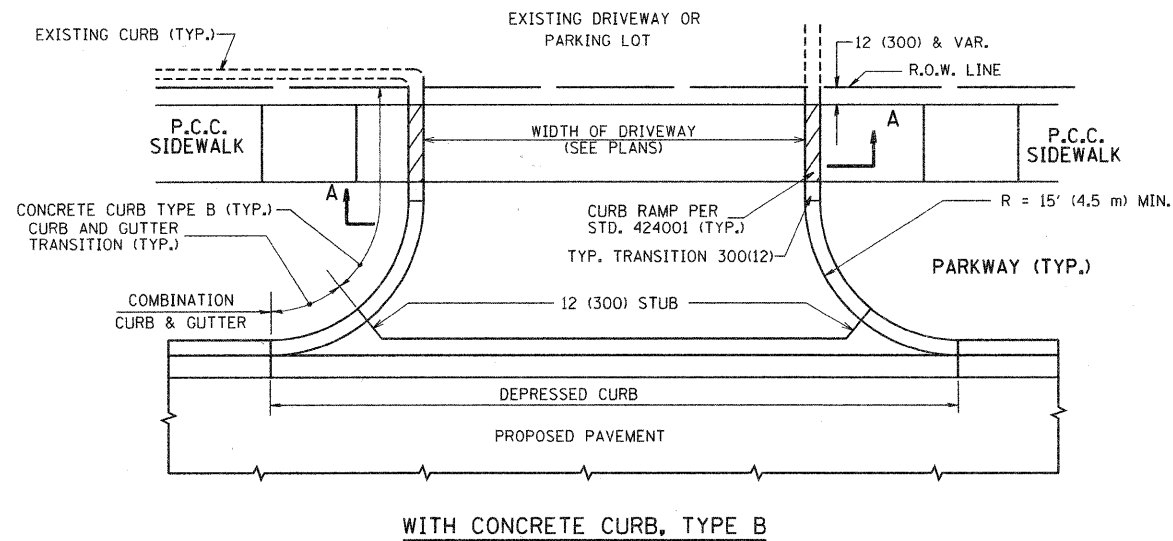
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RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "C", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

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

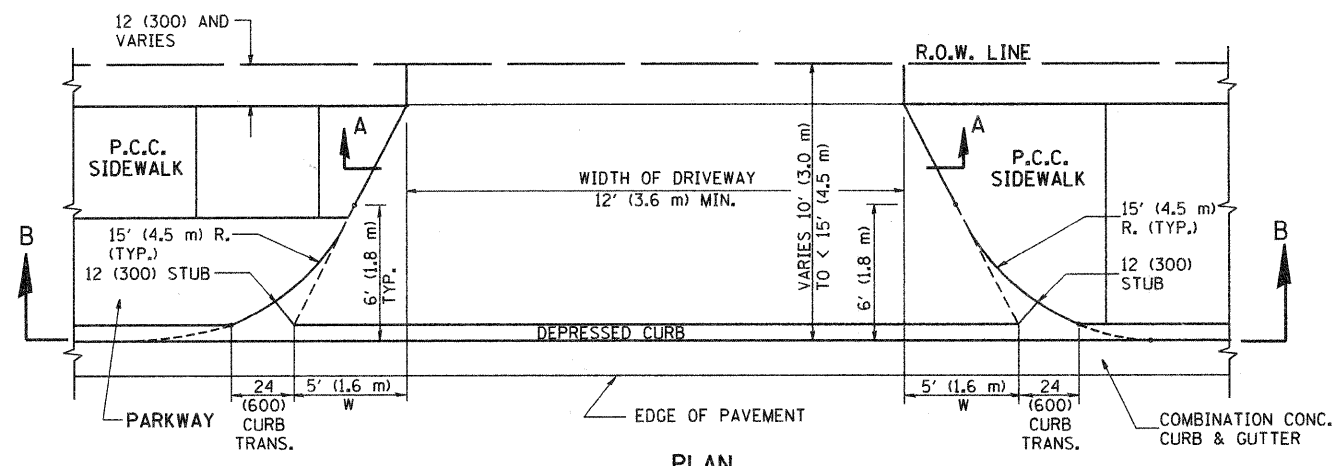
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

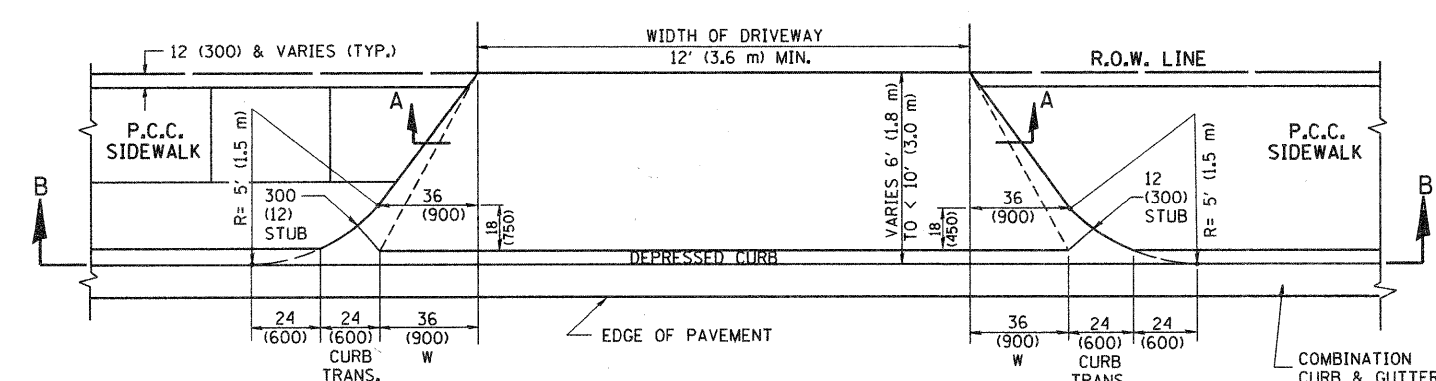
1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

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

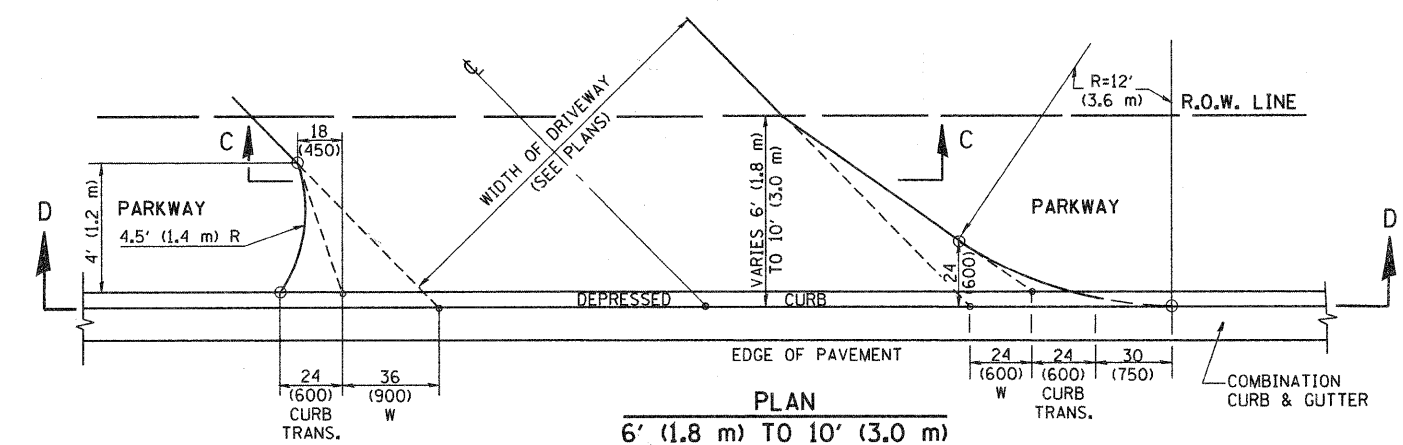
FILE NAME = c:\projects\dststd2x34\bd01.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)		F.A. RTE. 2189	SECTION 05-00068-00-PP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 90
PLOT SCALE = 49.9999 / IN.	CHECKED -	REVISOR - P. LAFUER 04-15-03	REVISOR - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD0156-07 (BD-01)		CONTRACT NO. 63092	
PLOT DATE = 6/12/2008	DATE = 11-04-95	REVISOR - R. BORO 06-11-08									



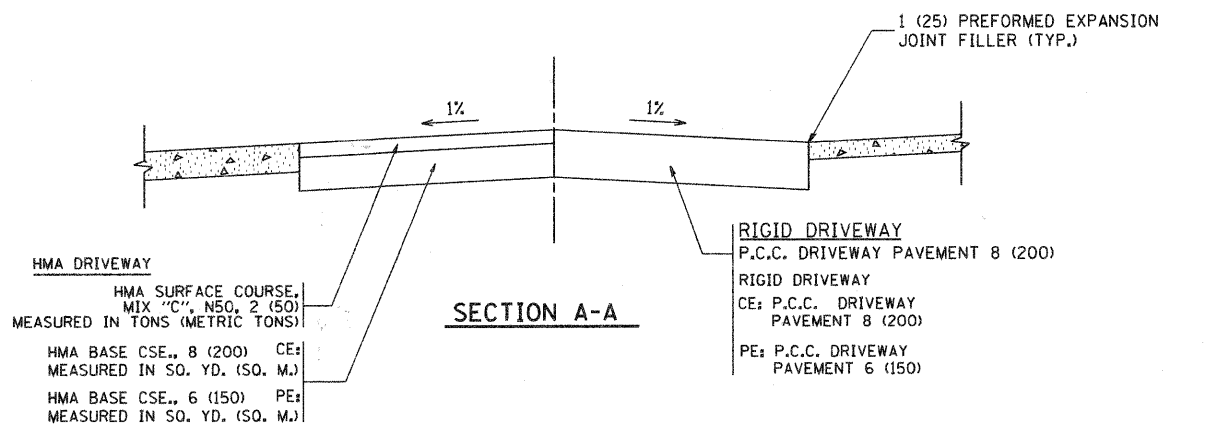
PLAN
10' (3.0 m) TO < 15' (4.5 m)



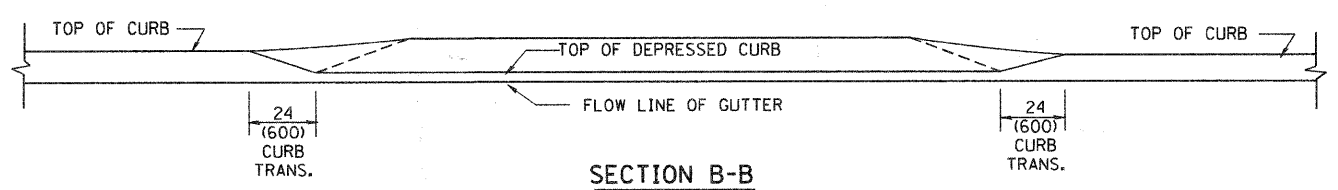
PLAN
6' (1.8 m) TO < 10' (3.0 m)



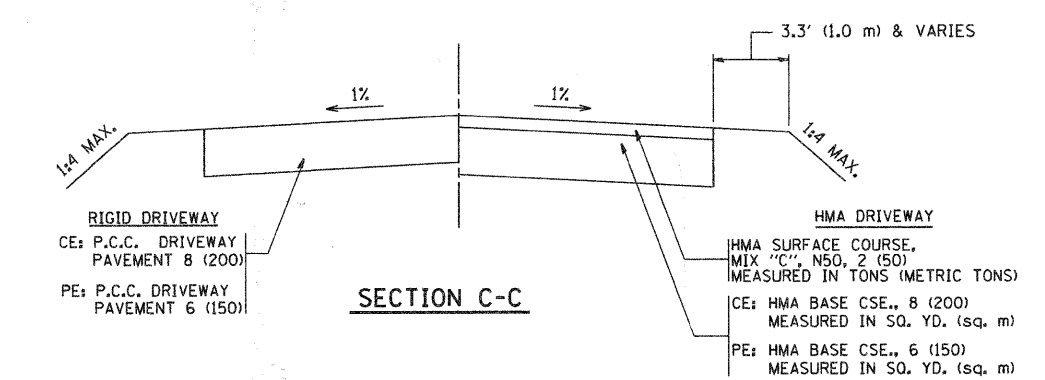
PLAN
6' (1.8 m) TO 10' (3.0 m)



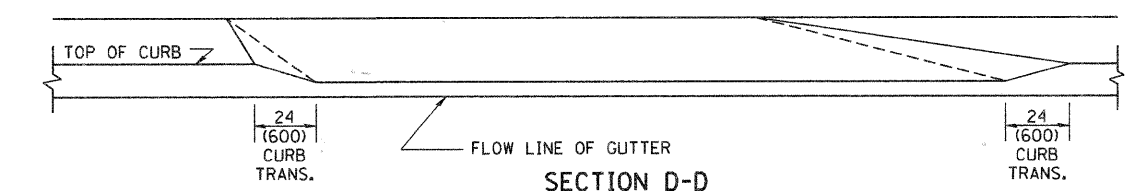
SECTION A-A



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.

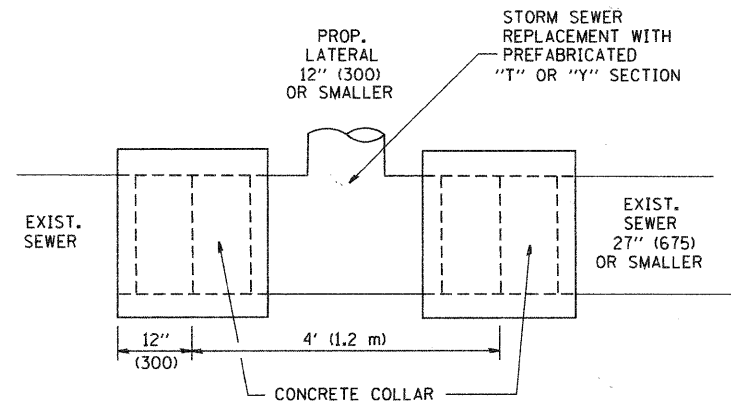
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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.

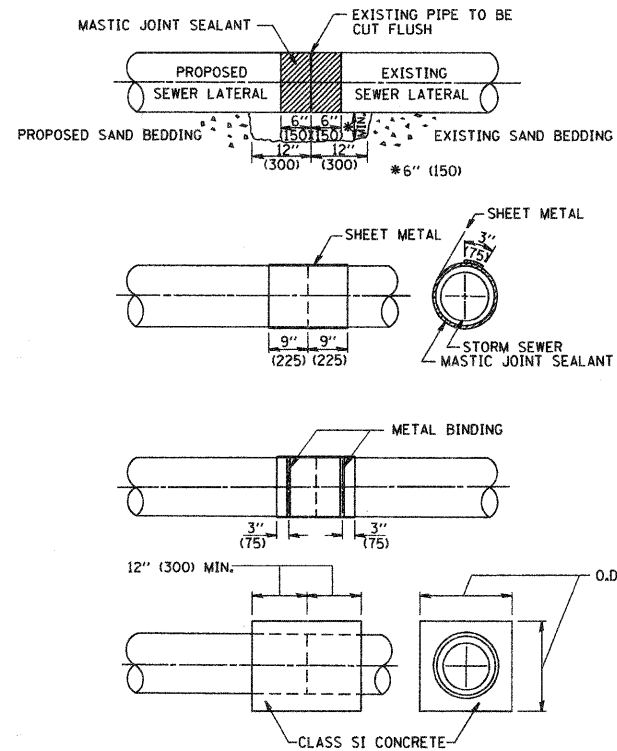
"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

FILE NAME = W:\dststd\22x34\bd82.dgn	USER NAME = geglianobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS		F.A. RTE. 327	SECTION 05-00068-00-PP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 91	
	PLOT SCALE = 50,000 "/ IN.	DRAWN -	REVISED - M. GOMEZ 04-06-01		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)		BD400-02 (BD-02)		CONTRACT NO. 63092			
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - P. LOFLEUR 04-15-03		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
		DATE - 11-06-95	REVISED - R. BORO 01-01-07		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



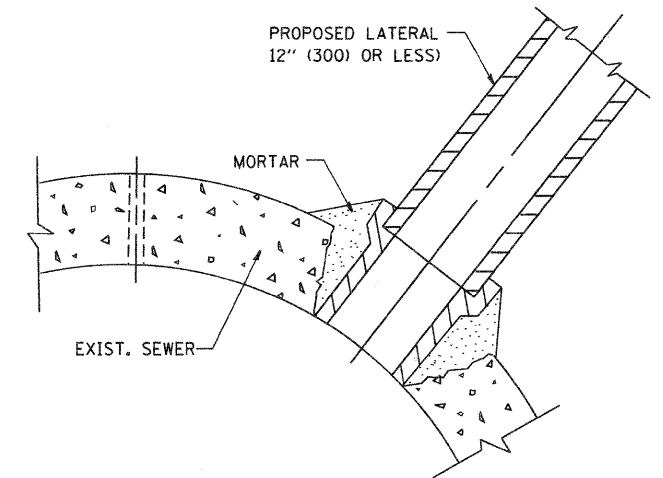
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER



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 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES 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.

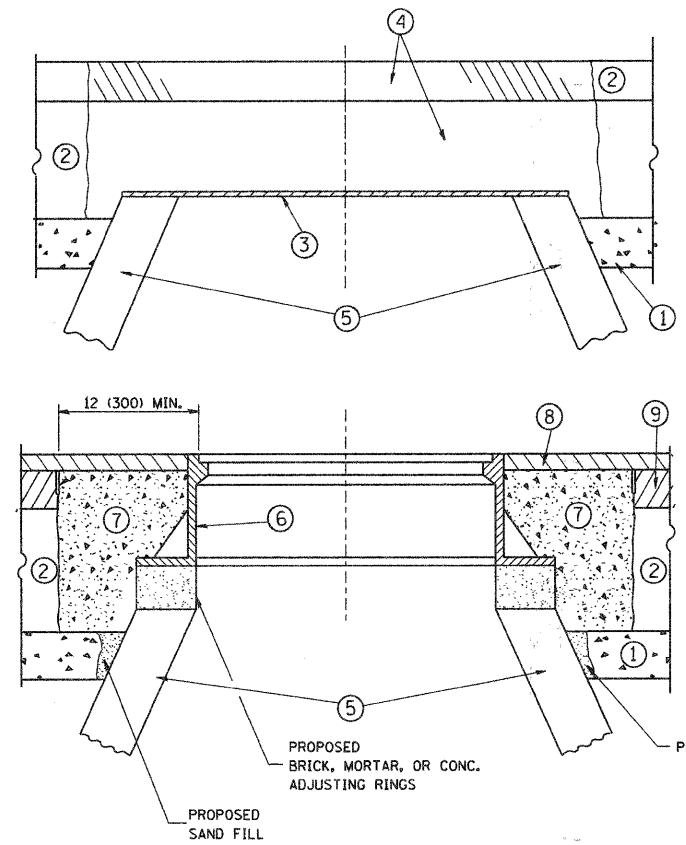
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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 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:\dstatd\22x34\bd07.dgn	USER NAME = gaglianobt	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. = 2315	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 92	
PLOT SCALE = 50.000' / IN.		CHECKED -	REVISED - R. SHAH 09-09-94		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		CONTRACT NO. 63092	
PLOT DATE = 1/4/2008		DATE - 07-25-90	REVISED - R. SHAH 10-25-94		FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT			
			REVISED - R. SHAH 06-12-96									



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 CRUSHED STONE AND HMA SURFACE MIX
- 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:

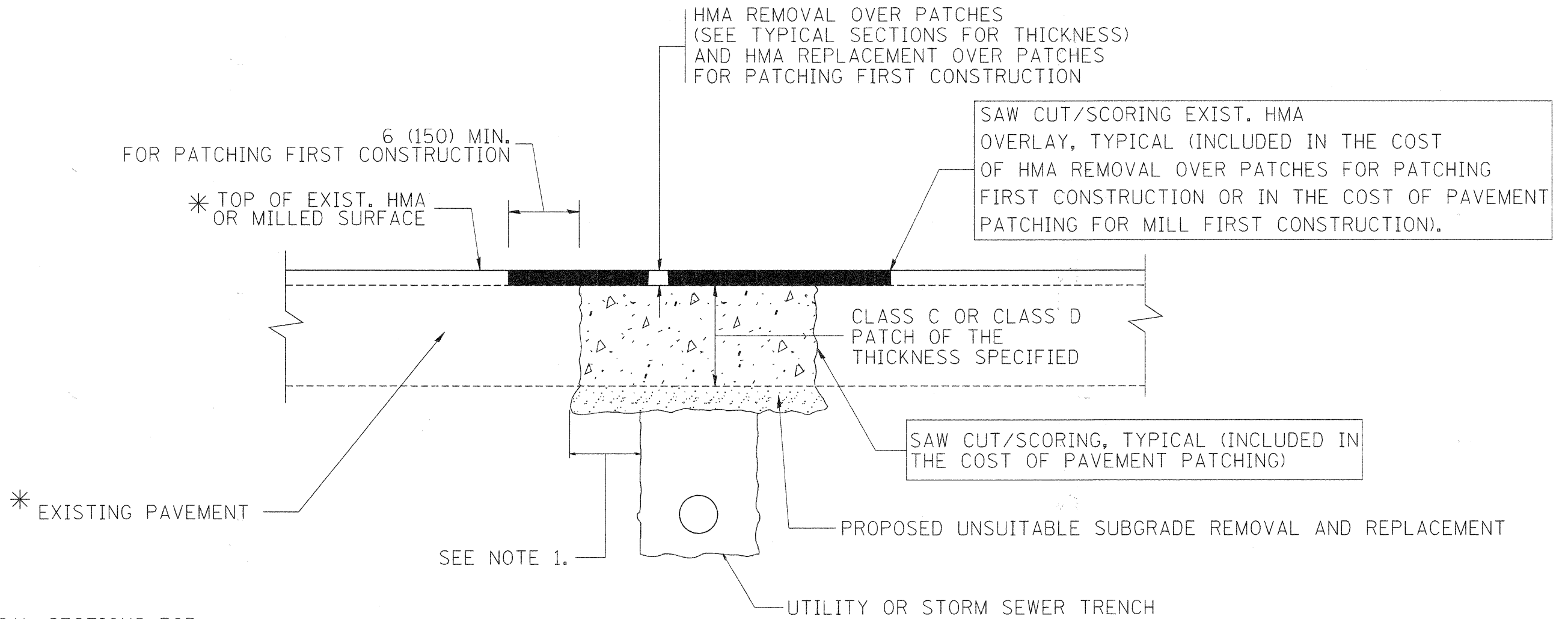
THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

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

FILE NAME = W:\diststd\22-34\bd88.dgn	USER NAME = goglienobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A. RTE. = 2135	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 93
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-03 (BD-8)		CONTRACT NO. 63092		
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - R. WIEDEMAN 05-14-04									
		DATE - 10-25-94	REVISED - R. BORO 01-01-07									



* 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 4 1/2 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 = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA-SURFACED PAVEMENT			F.A. RTE. = 2145	SECTION 05-00068-00-PP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 94
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD400-04 (BD-22)		CONTRACT NO. 63092		
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
			REVISED - K. ENG 10-27-08									

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

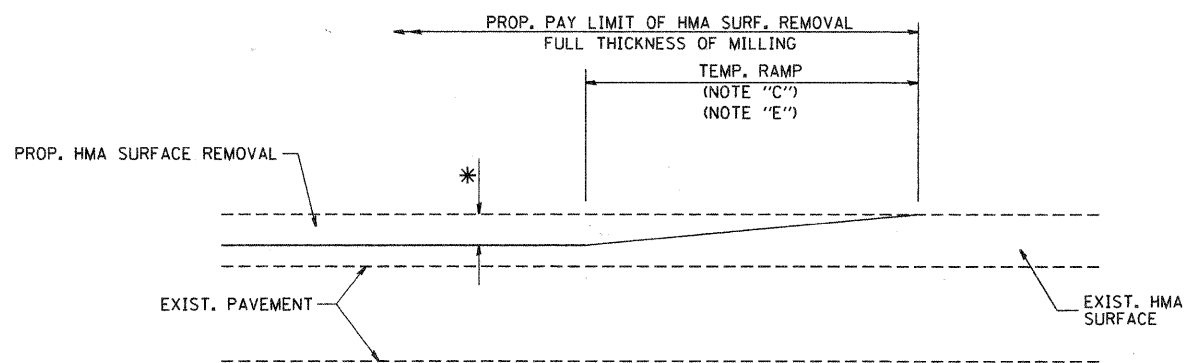
BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

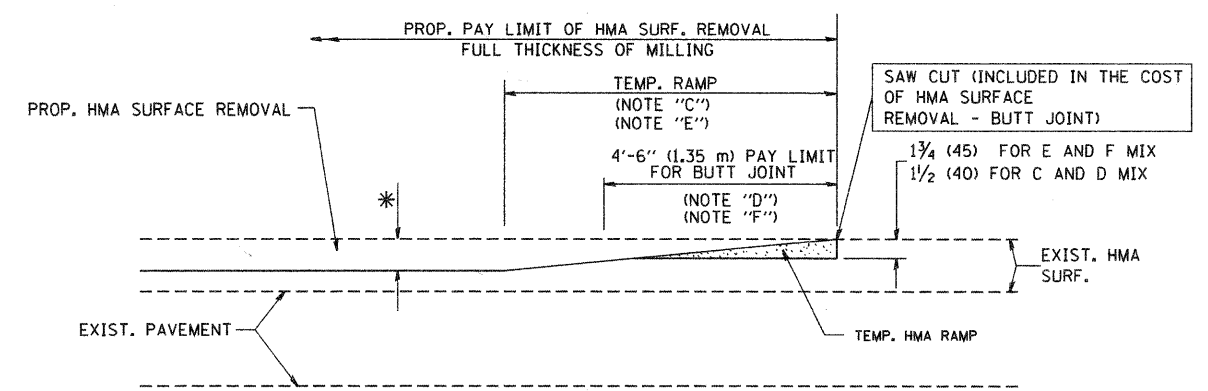
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = M:\diststd\22x34\bd24.dgn	USER NAME = goglienobt	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A. RTE. = 2115	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 95
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-06 (BD-24)		CONTRACT NO. 63092		
	PLOT DATE = 1/4/2008	DATE - 03-11-94	REVISED - R. BORO 01-01-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



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

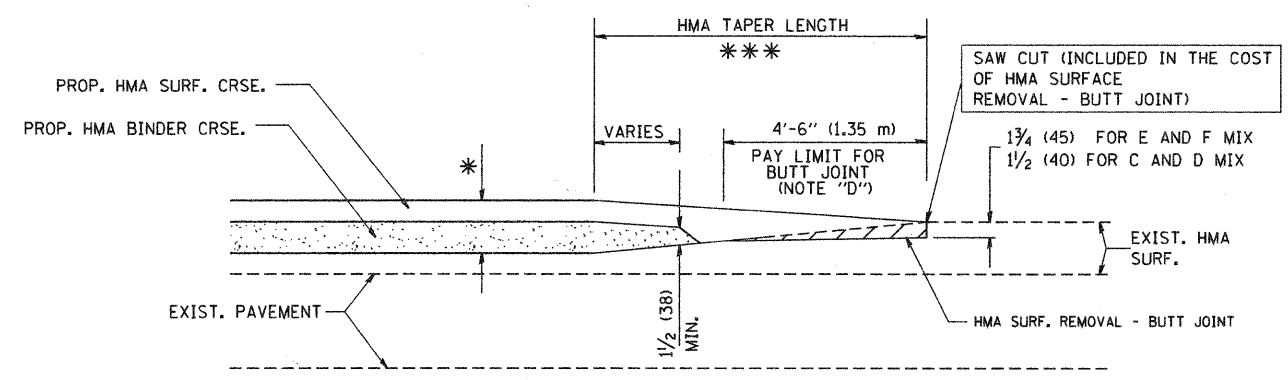
OPTION 1



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

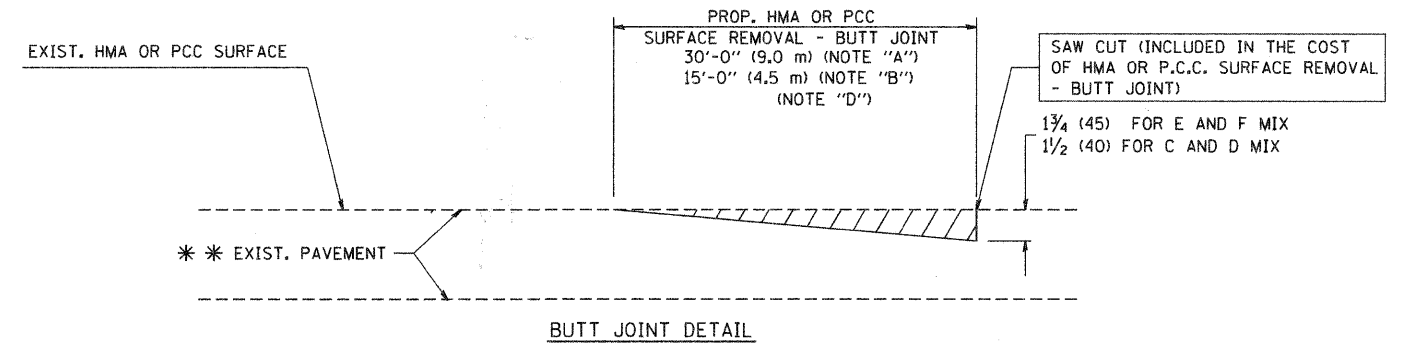
OPTION 2

TYPICAL TEMPORARY RAMP

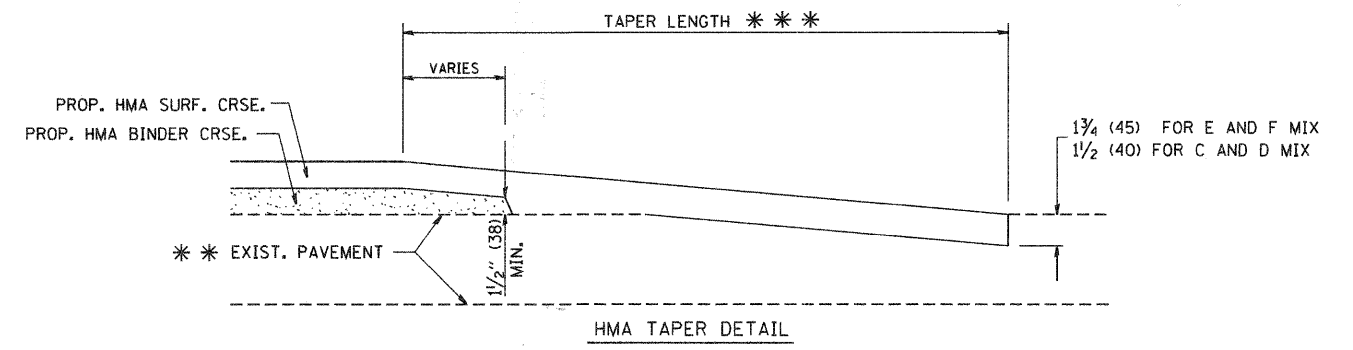


BUTT JOINT AND
HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

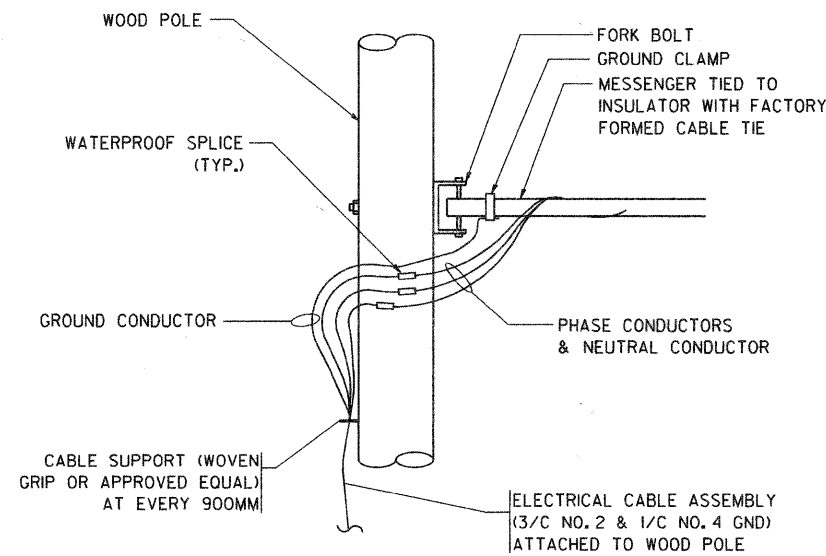
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 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:

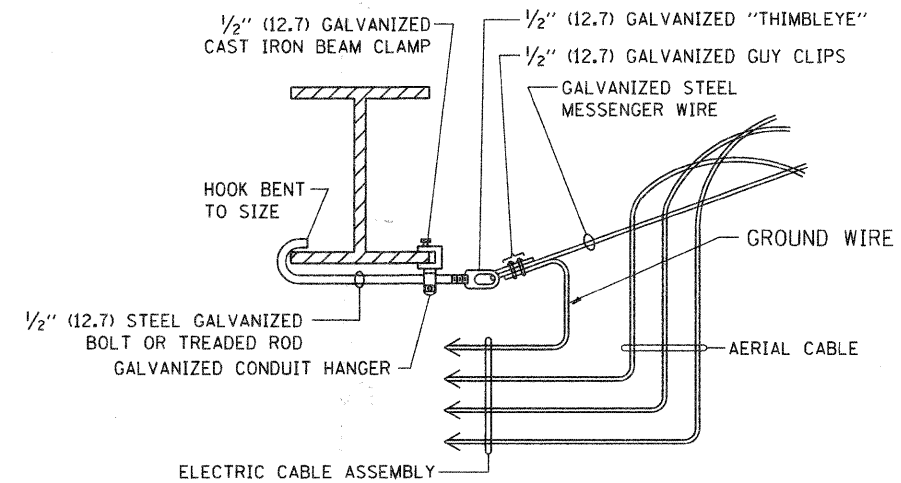
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

FILE NAME = M:\diststd\22x34\bd32.dgn	USER NAME = geglionobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS			F.A. RTE. 315	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 96
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-05 BD32		CONTRACT NO. 63092	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - M. GOMEZ 04-06-01		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT							
		DATE - 06-13-90	REVISED - R. BORO 01-01-07									



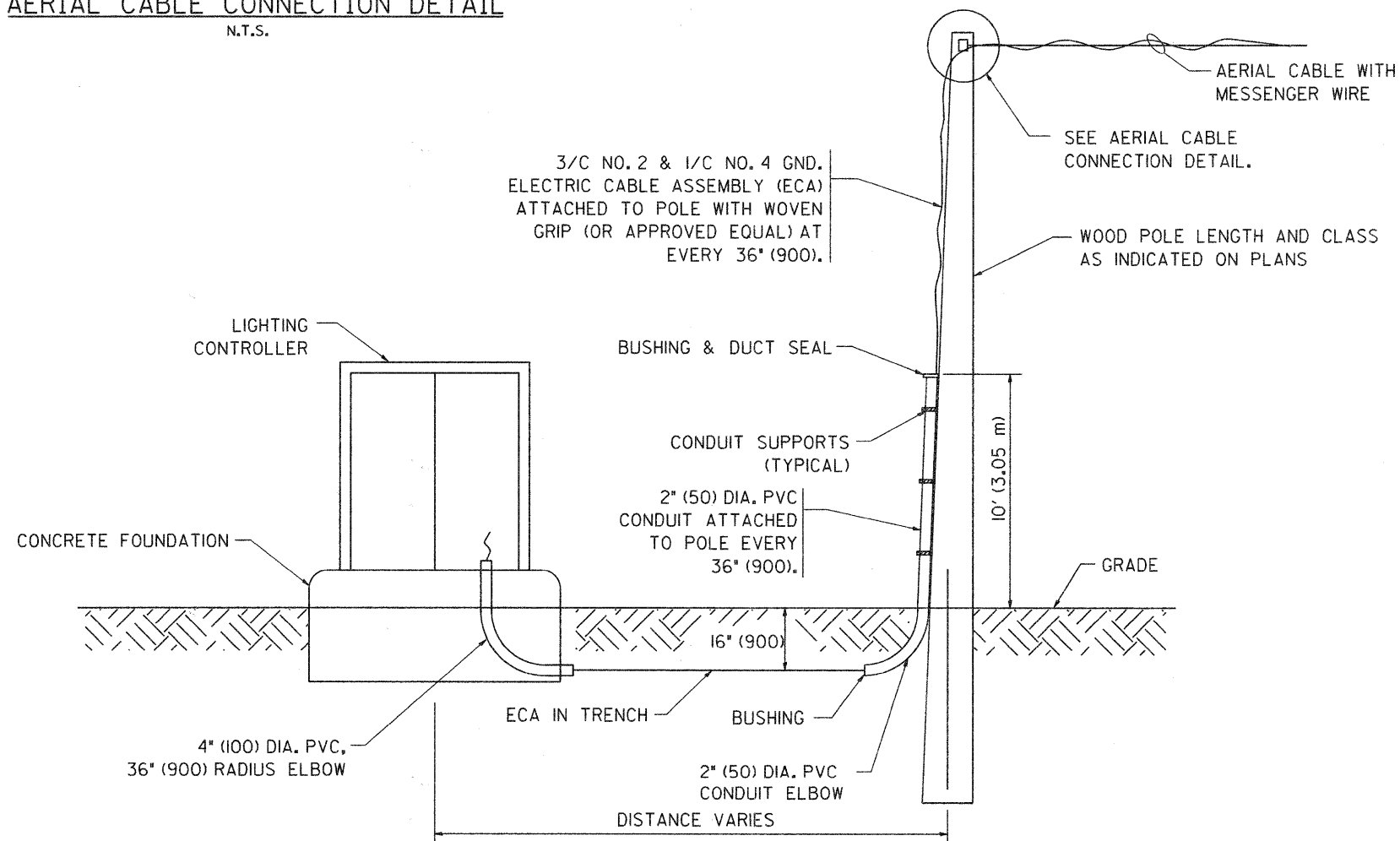
AERIAL CABLE CONNECTION DETAIL
N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE
NOT TO SCALE

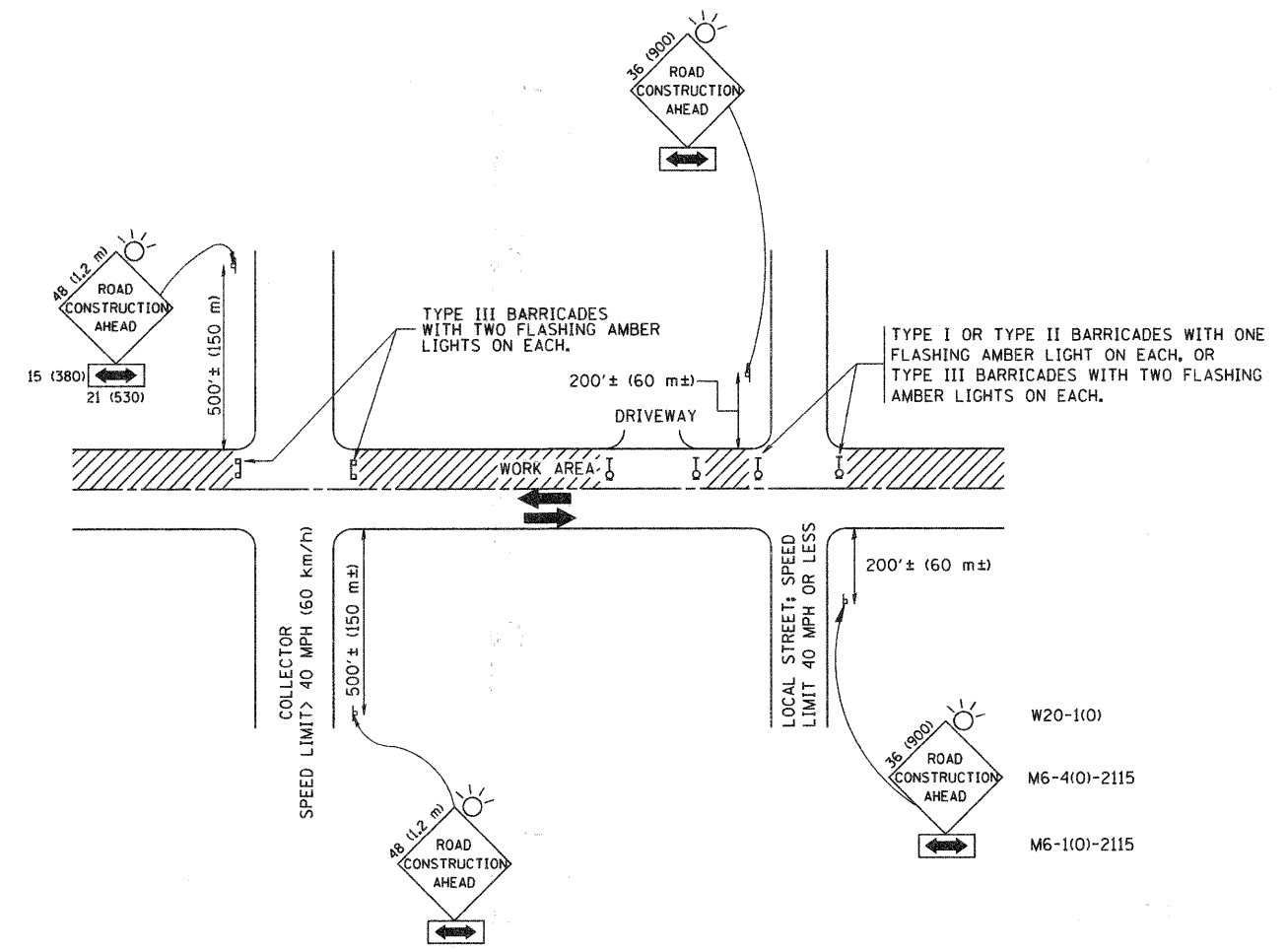
NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL
N.T.S.

FILE NAME = W:\dstatd\22x34\be801.dgn	USER NAME = goglianob	DESIGNED - DRAWN -	REVISED - 08-08-03 REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY AERIAL CABLE INSTALLATION			F.A. - RTE. - 118	SECTION 05-00068-00-PP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 99
PLOT SCALE = 50.000 / IN.		CHECKED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BE-801				
PLOT DATE = 1/4/2008		DATE -	REVISED -		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT							
CONTRACT NO. 63192												



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

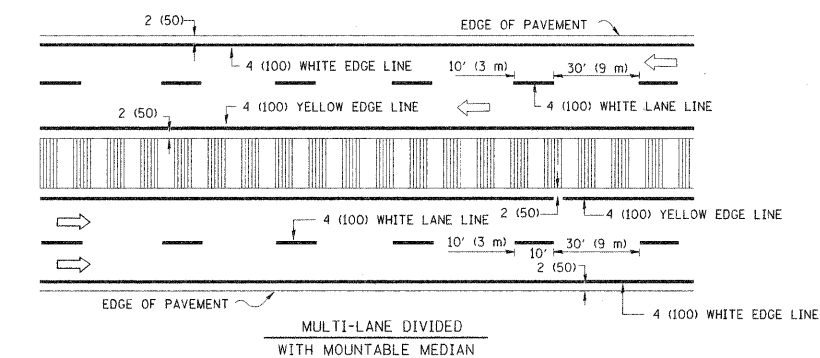
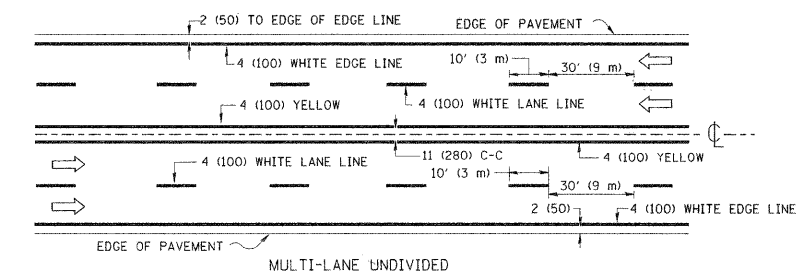
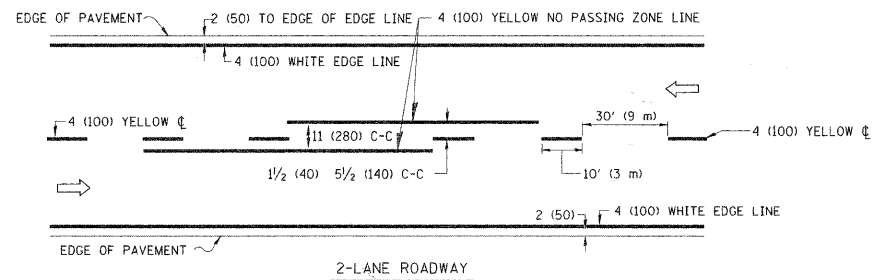
NOTES:

- 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:

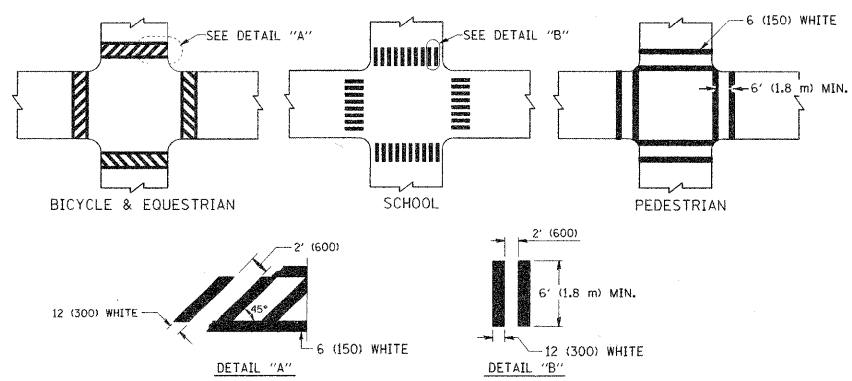
USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER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

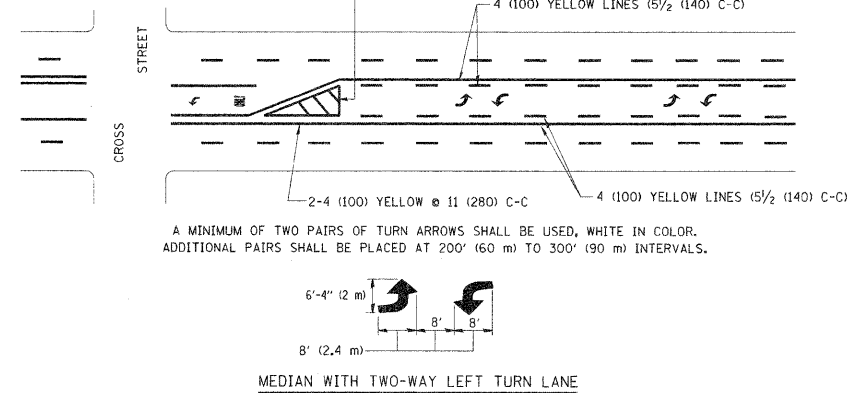
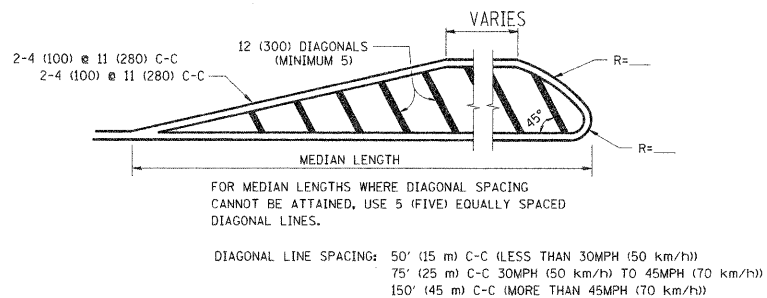
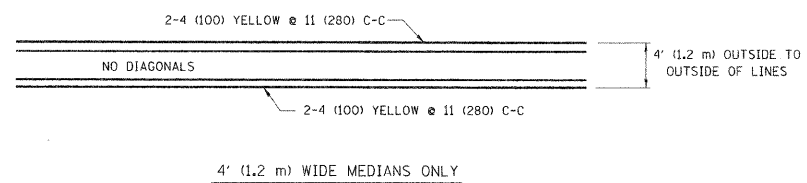
FILE NAME = W:\dststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			F.A. RTE. 2215	SECTION 05-00068-00-PP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 100
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TC-10		CONTRACT NO. 63092		
PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



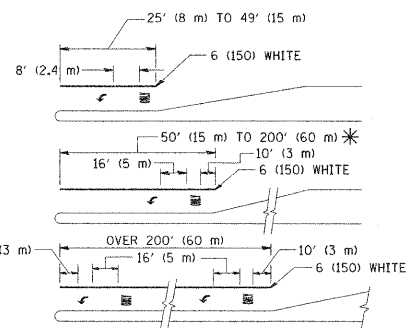
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



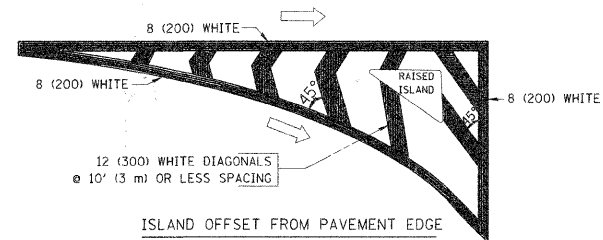
TYPICAL PAINTED MEDIAN MARKING



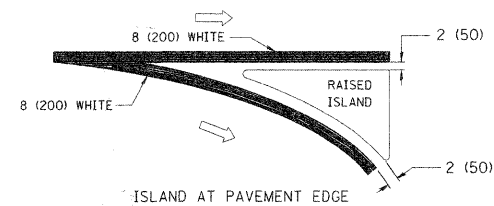
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



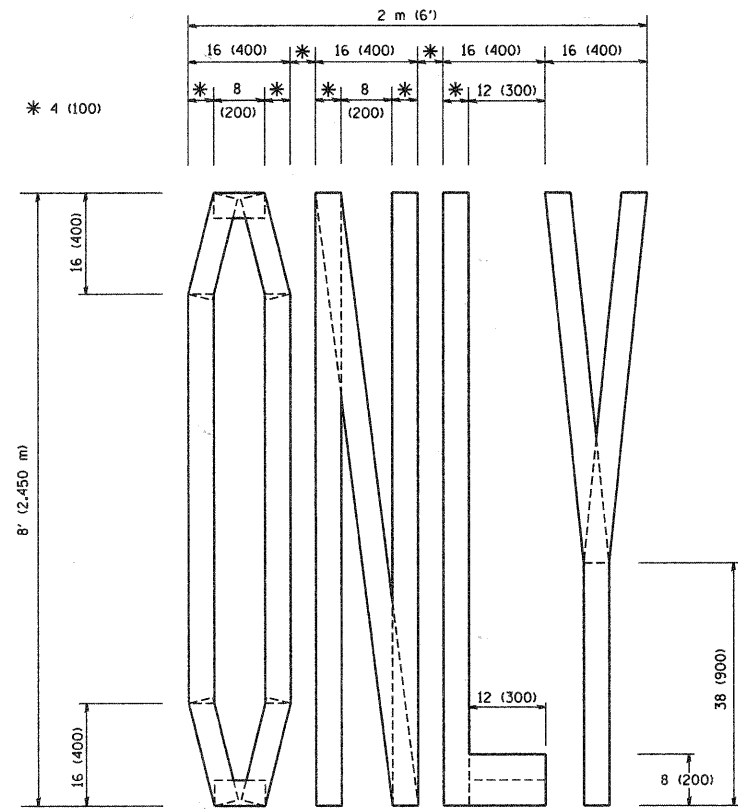
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

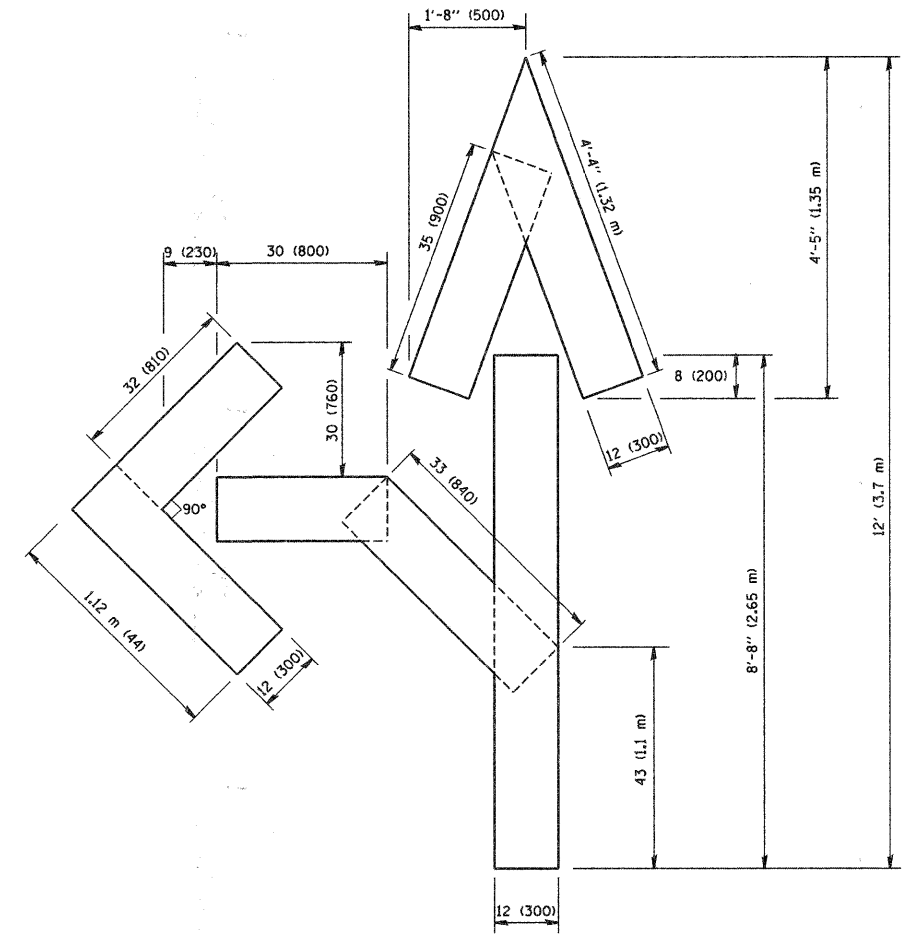
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	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) LINES; 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 30' (9 m) 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.

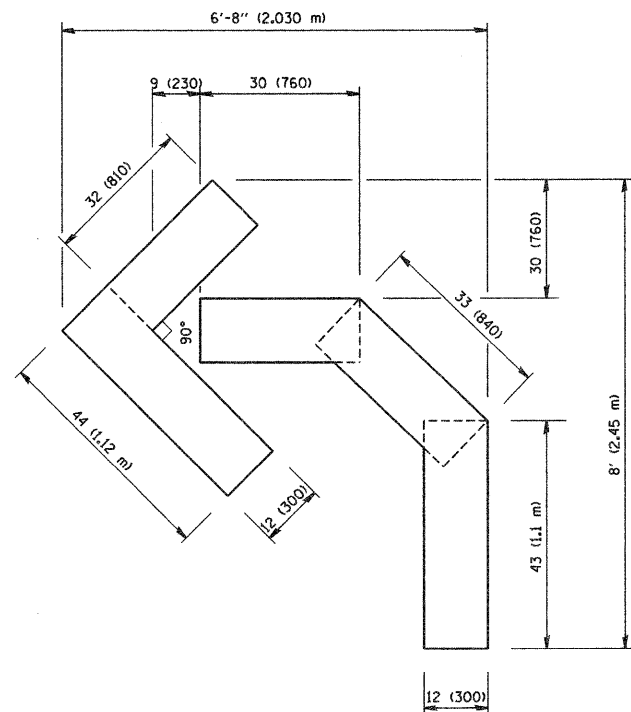
All dimensions are in inches (millimeters) unless otherwise shown.



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 = W:\distd\22x34\to16.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	REVISED -E. GOMEZ 08-28-00
PLOT DATE = 1/4/2008	DATE = 09-18-94		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

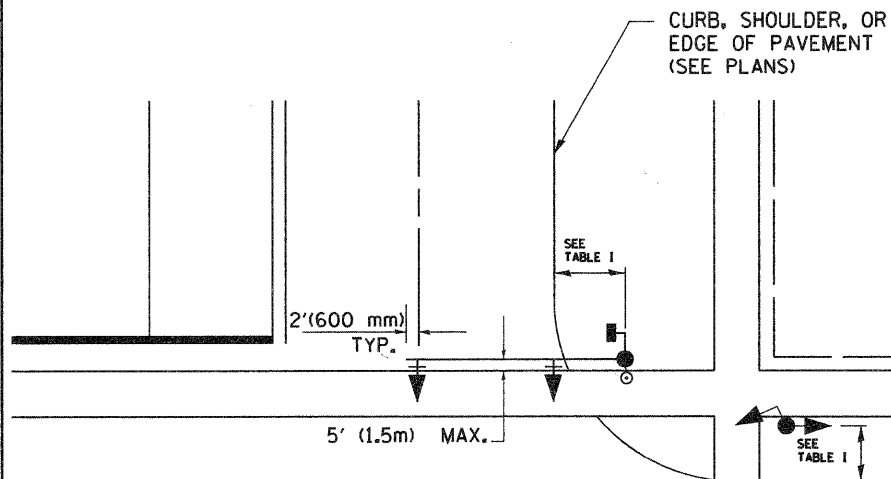
PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

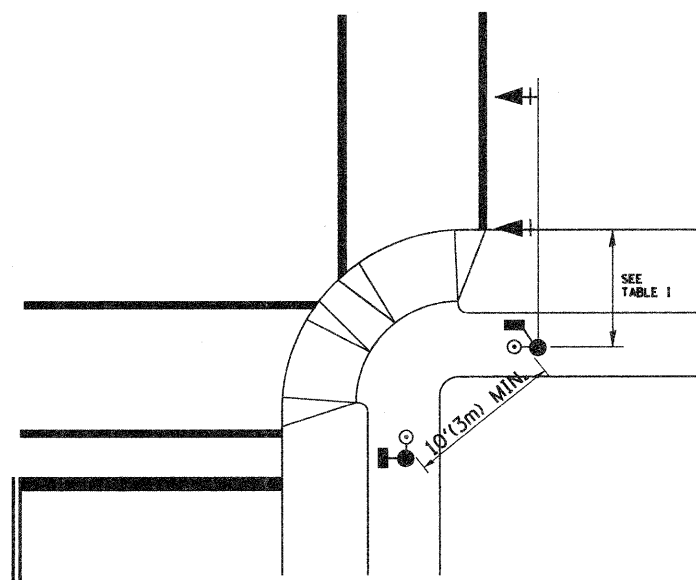
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2319	05-00068-00-EP	DUPAGE	141	102
TC-16		CONTRACT NO. 63092		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

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

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

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

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

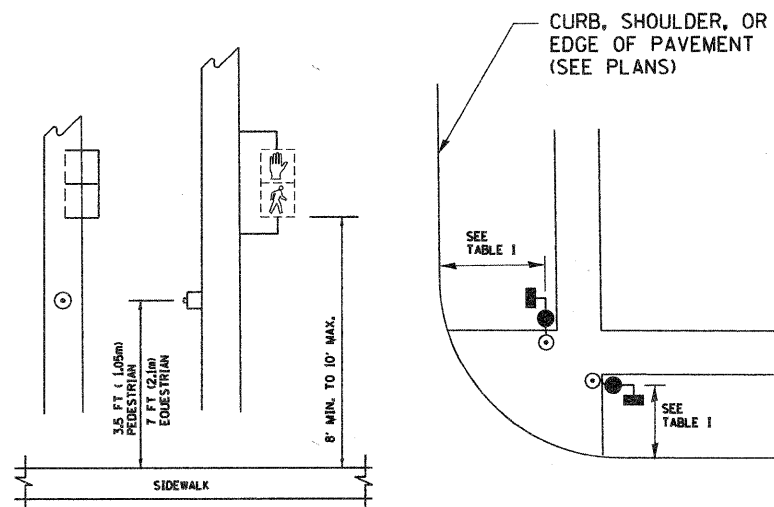


TABLE I

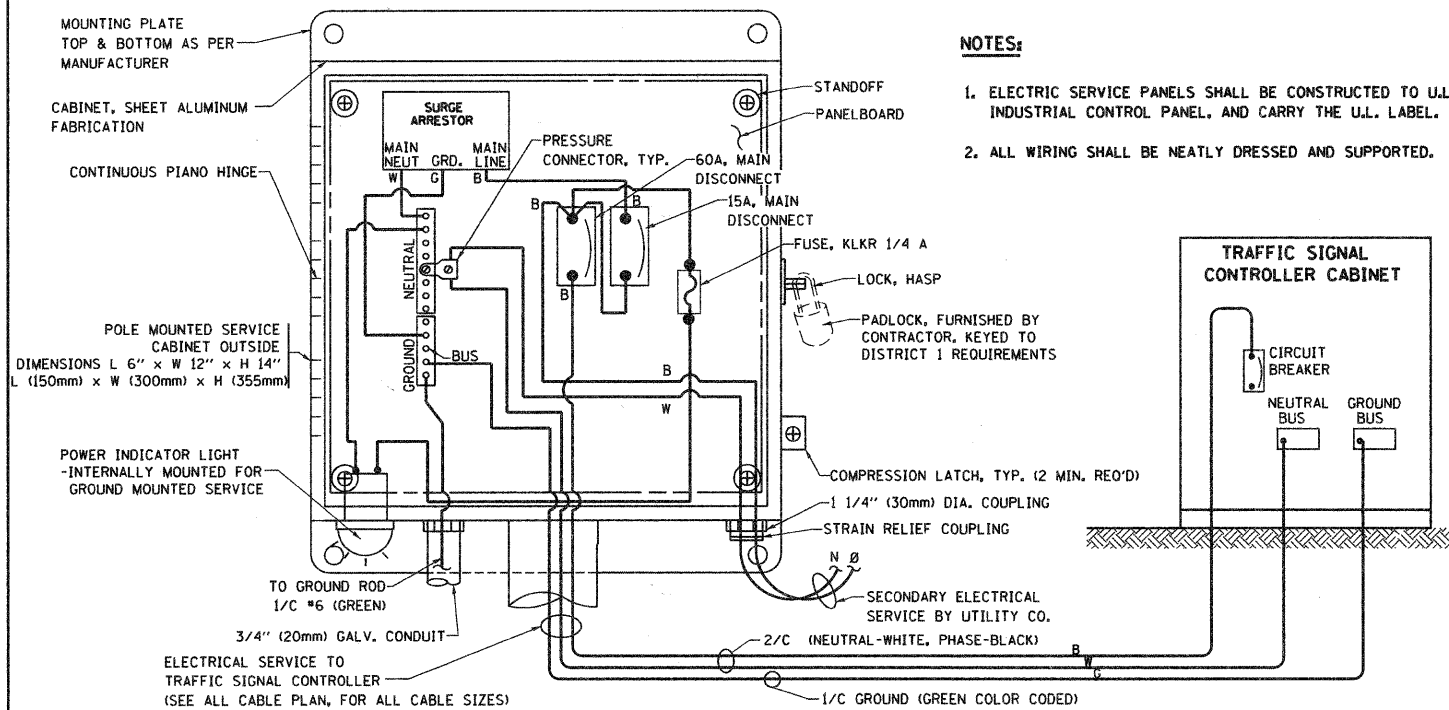
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m),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

FILE NAME = W:\diststd\22x34\ts05.dgn	USER NAME = goglianobt	DESIGNED - D.A.D.	REVISED - BUR, TRAFFIC 01-01-02
		DRAWN - R.W.P.	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED - D.A.Z.	REVISED -
	PLOT DATE = 1/4/2009	DATE -	REVISED -

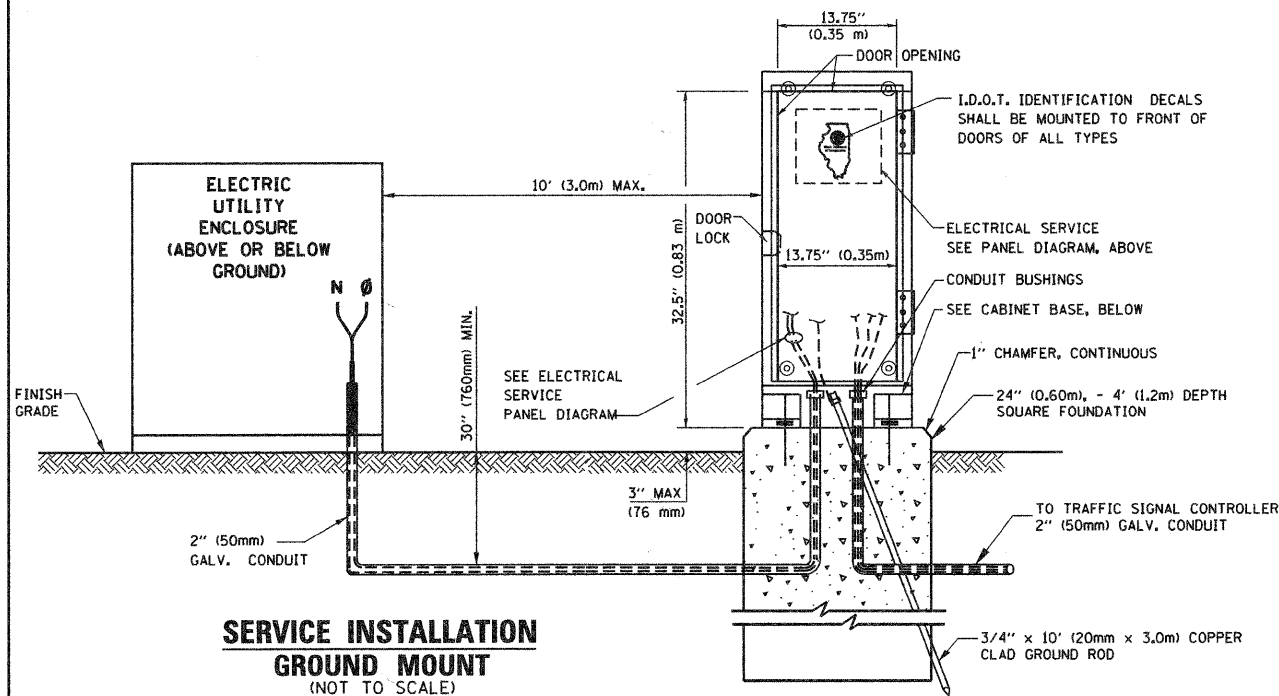
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.

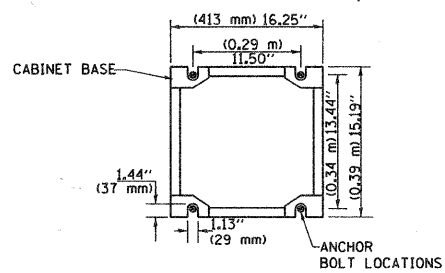
F.A. RTE. #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2135	05-00068-00-FP	DUPAGE	141	106
TS-05			CONTRACT NO. 63092	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



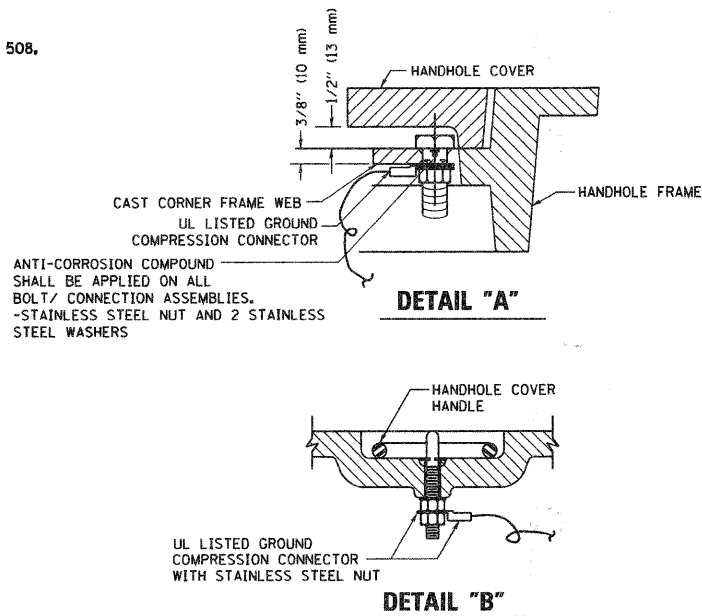
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)

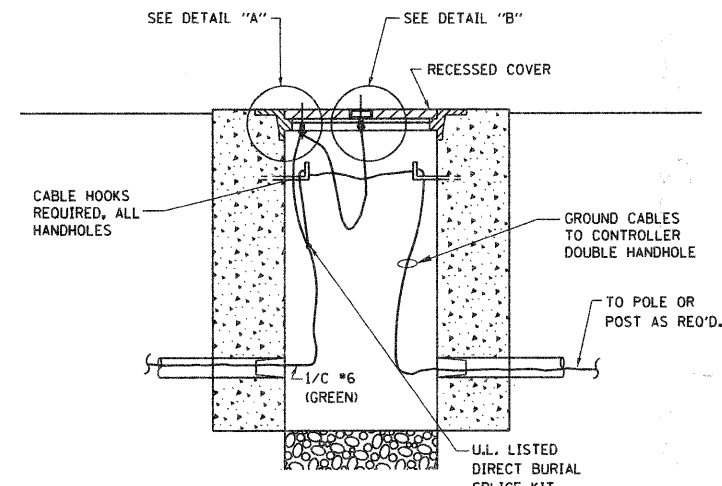


CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)

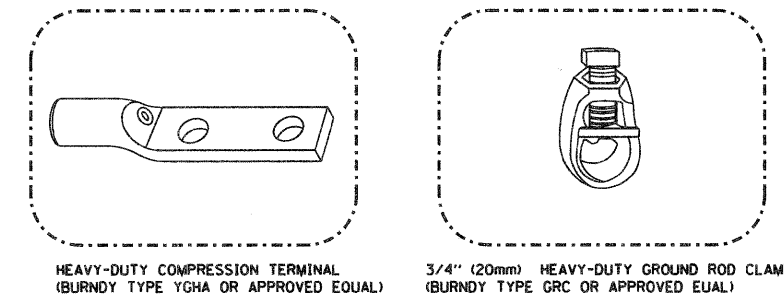


NOTES:
GROUNDING SYSTEM

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



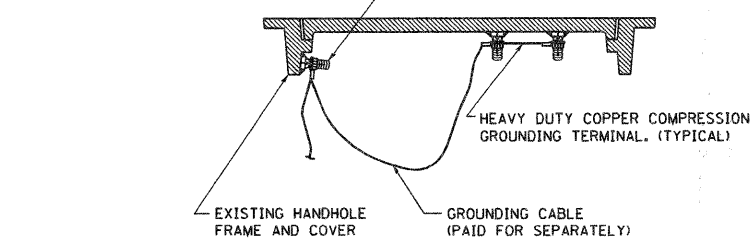
HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



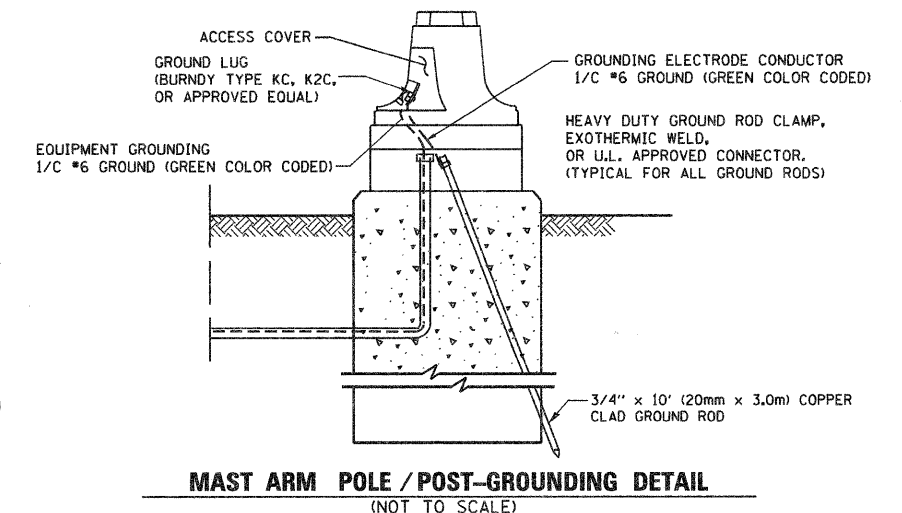
NOTES:

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

(2) 1/2" x 1 1/4" STAINLESS STEEL BOLT WITH SPLIT LOCK WASHER AND NYLON INSERT LOCKOUT WELDED TO FRAME AND TO COVER. (TYPICAL)

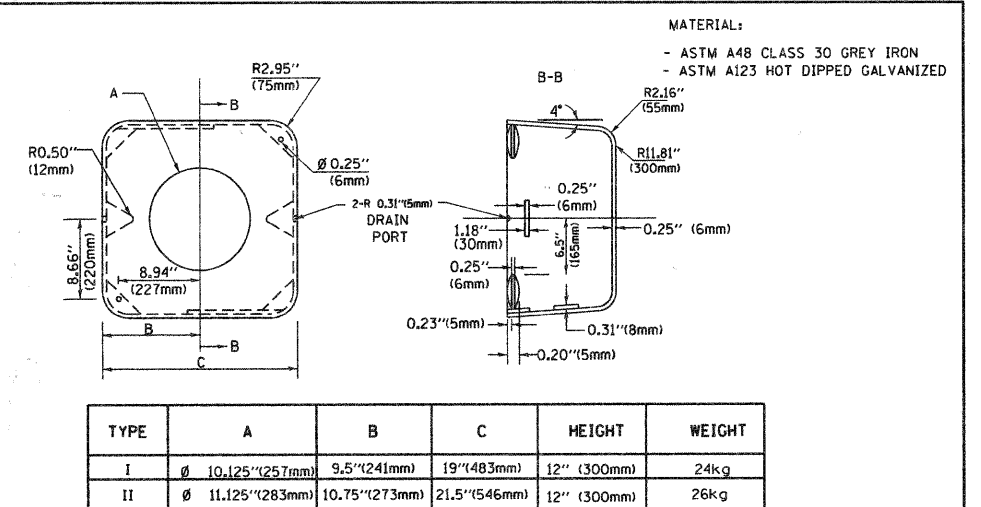
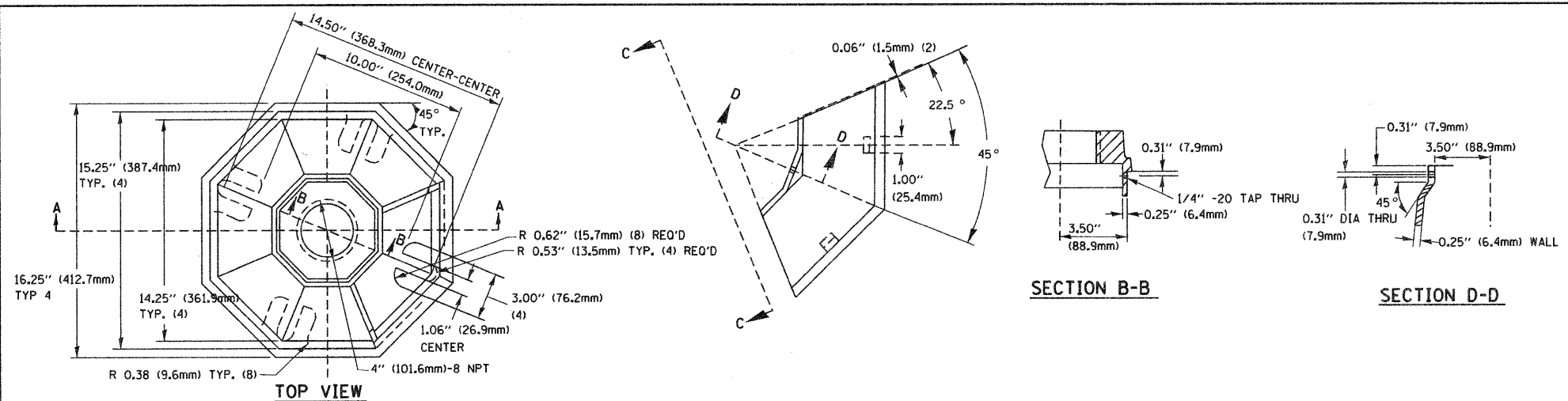


EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)

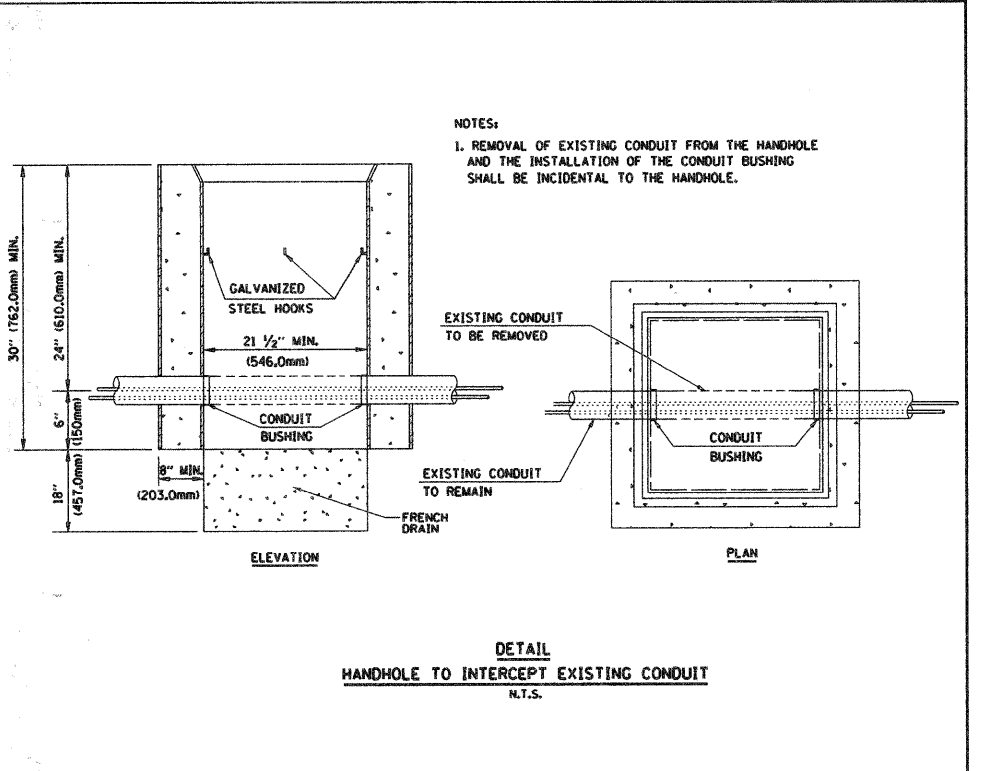
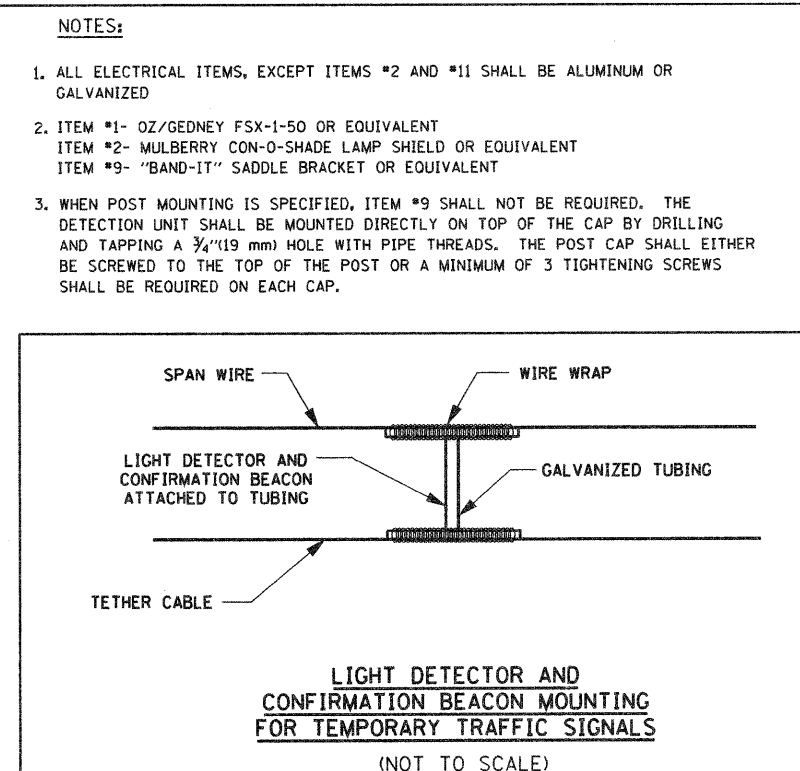
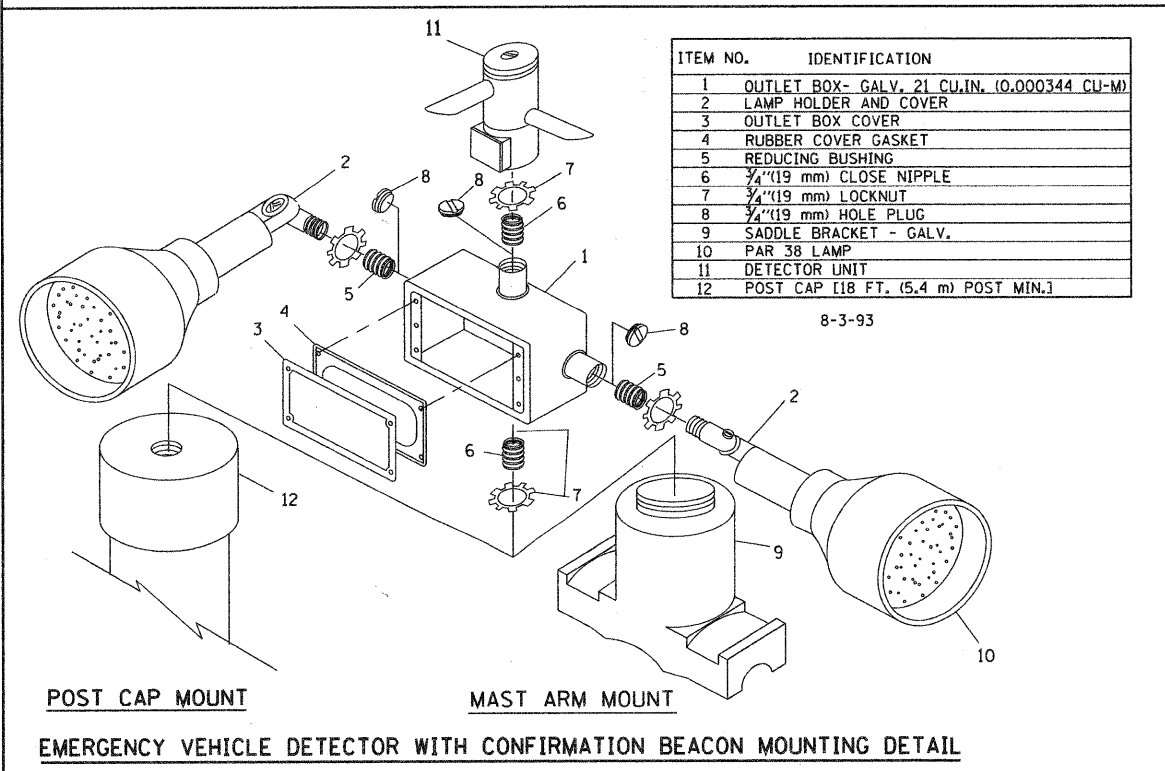
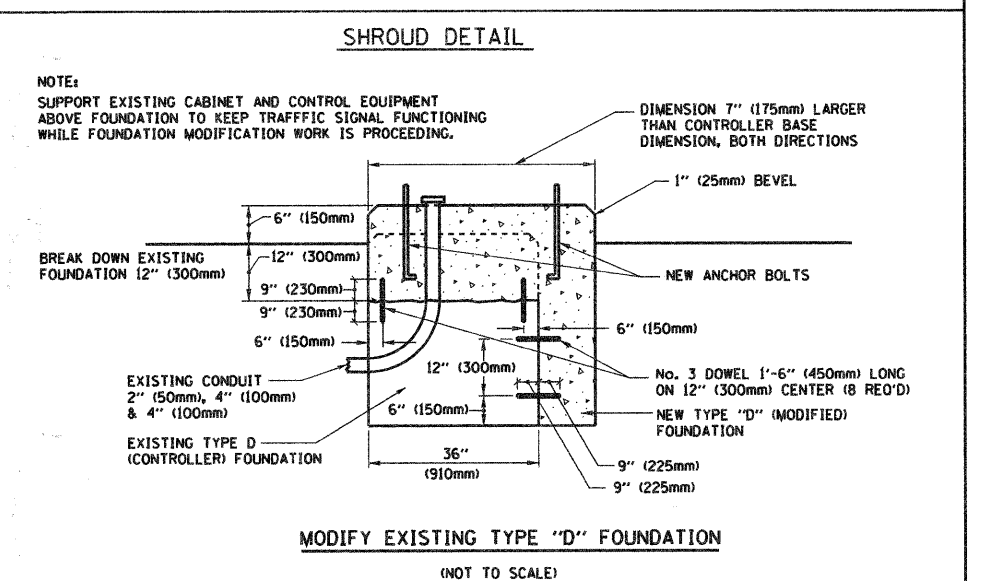
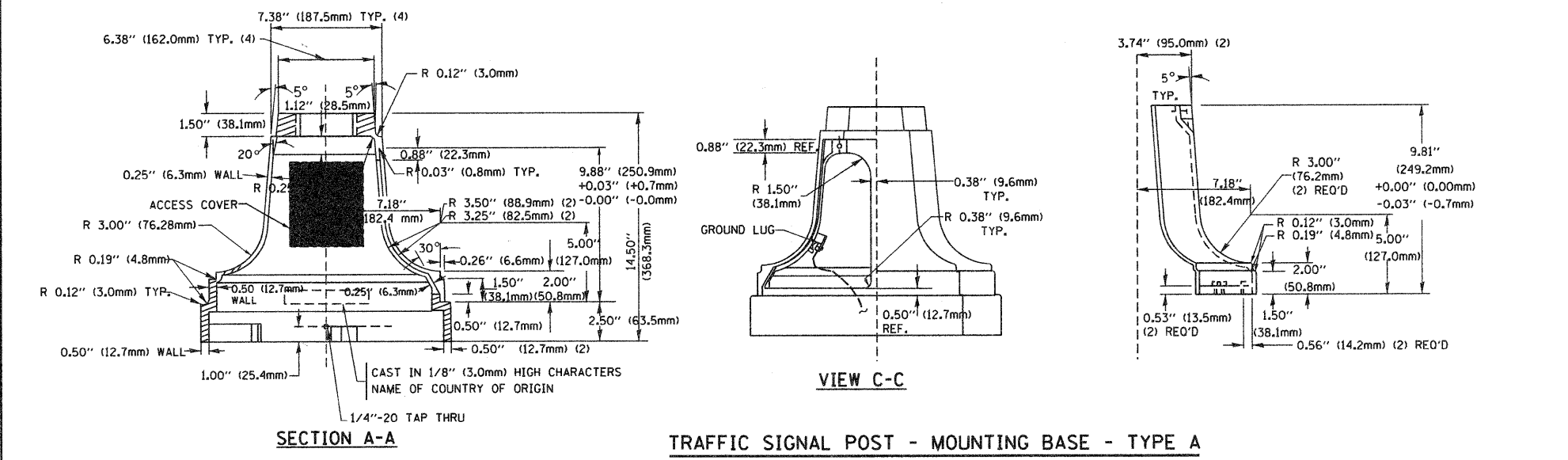


MAST ARM POLE / POST-GROUNDING DETAIL
 (NOT TO SCALE)

FILE NAME = W:\dststd\22x34\ts05.dgn	USER NAME = gaglianobt	DESIGNED - D.A.D.	REVISED - 03-15-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE. 2385	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 107
PLOT SCALE = 50,0000' / IN.		CHECKED - D.A.Z.	REVISED - BUR. TRAFFIC 01-01-02		SCALE: NONE	SHEET NO. 3 OF 4 SHEETS	STA. TO STA.	TS-05		CONTRACT NO. 63092		
PLOT DATE = 1/4/2008		DATE - 05-30-00	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

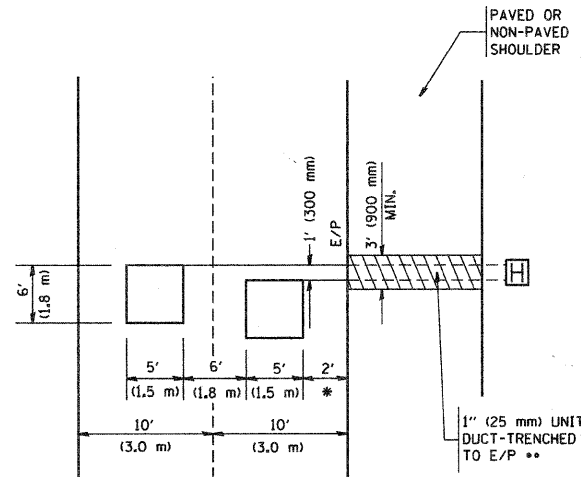


TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125\"(257mm)	9.5\"(241mm)	19\"(483mm)	12\"(300mm)	24kg
II	Ø 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\"(300mm)	26kg



LOOPS NEXT TO SHOULDERS

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

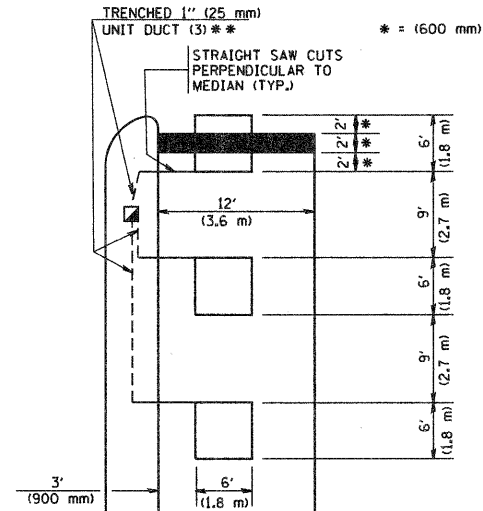


* = (600 mm)

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

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

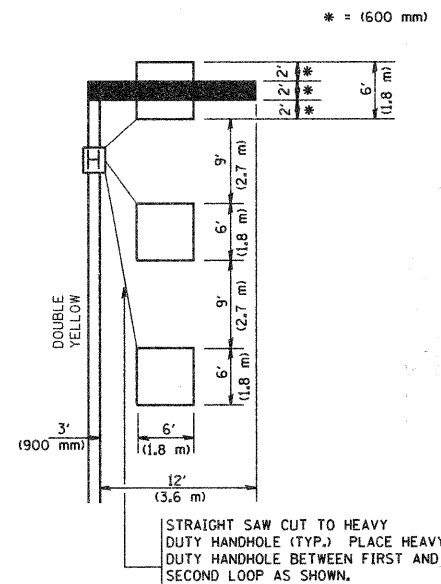
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

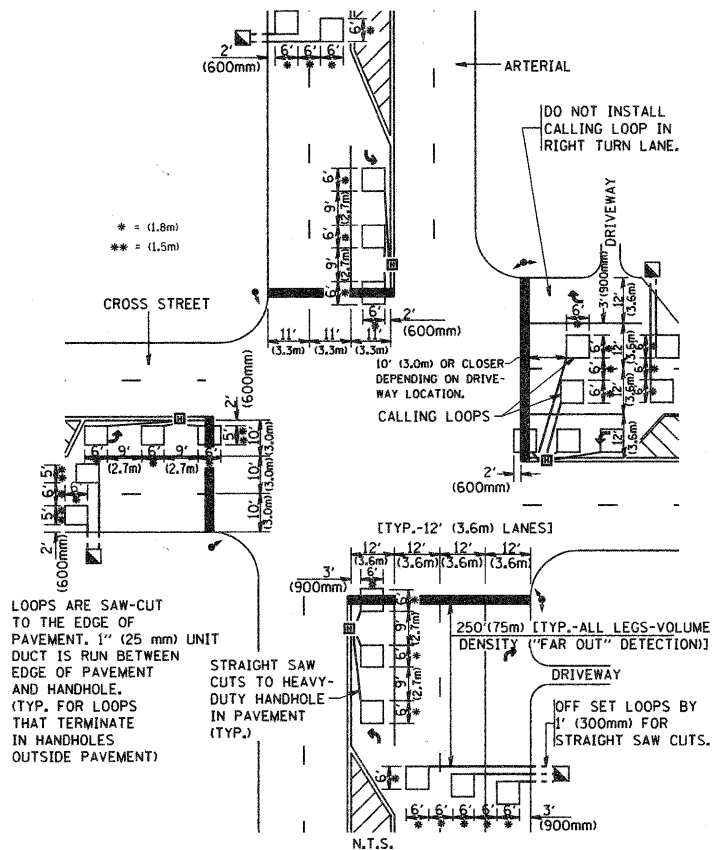
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



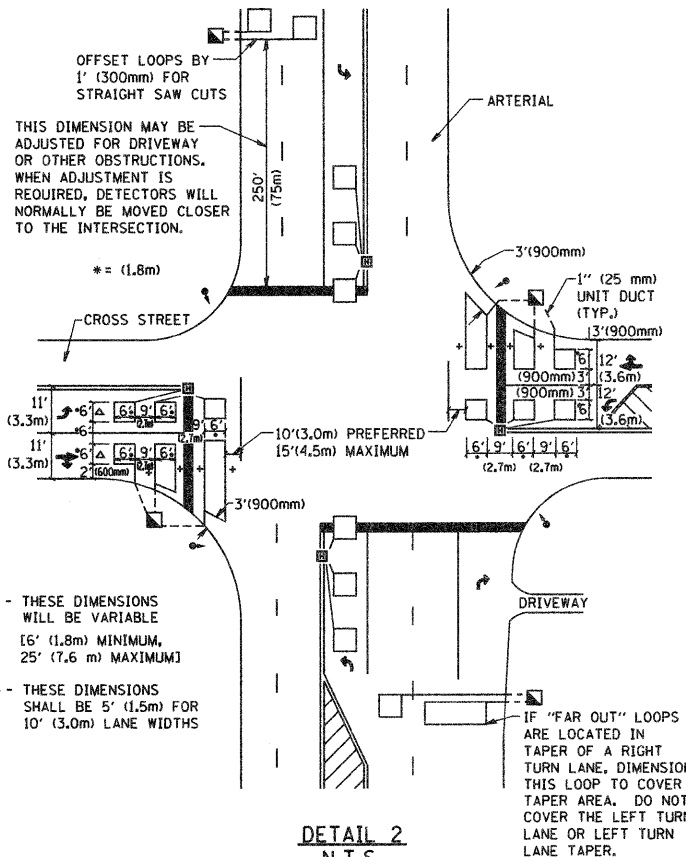
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

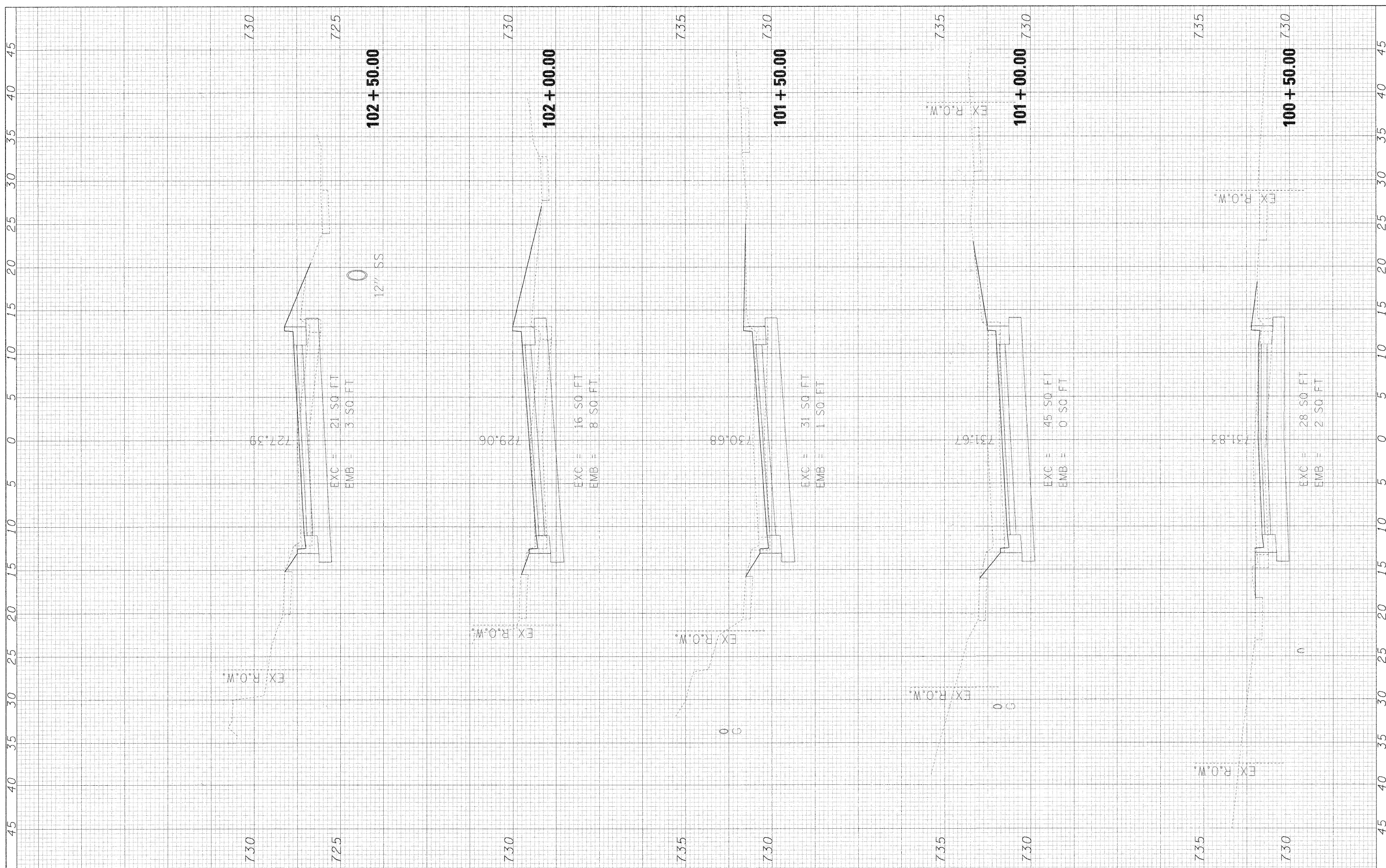
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

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

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = goglianob	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING		F.A. RTE. = 2385	SECTION = 05-00068-00-FP	COUNTY = DUPAGE	TOTAL SHEETS = 141	SHEET NO. = 109
PLOT SCALE = 50.0000' / IN.	CHECKED - R.K.F.	REVISED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TS-07		CONTRACT NO. 43092	
PLOT DATE = 1/4/2008	DATE -	REVISED -	REVISED -					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
								Next Sheet 112			

FINAL SURVEY SURVEYED BY DATE
 PLOTTED TEMPLATE AREAS CHECKED
 NOTE BOOK NO.

ORIGINAL SURVEY SURVEYED BY DATE
 PLOTTED TEMPLATE AREAS CHECKED
 NOTE BOOK NO.



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 CHECKED - MAP
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

RIFORD ROAD CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 1 OF 12 SHEETS STA. 100+00.00 TO STA. 102+50.00

F.A. RTE. 295	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 112
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NO.	NO.		
AREAS CHECKED	AREAS CHECKED		
NOTE BOOK	NOTE BOOK		
TEMP. AT	TEMP. AT		
PLOTTED	PLOTTED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
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NOTE BOOK	NOTE BOOK		
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

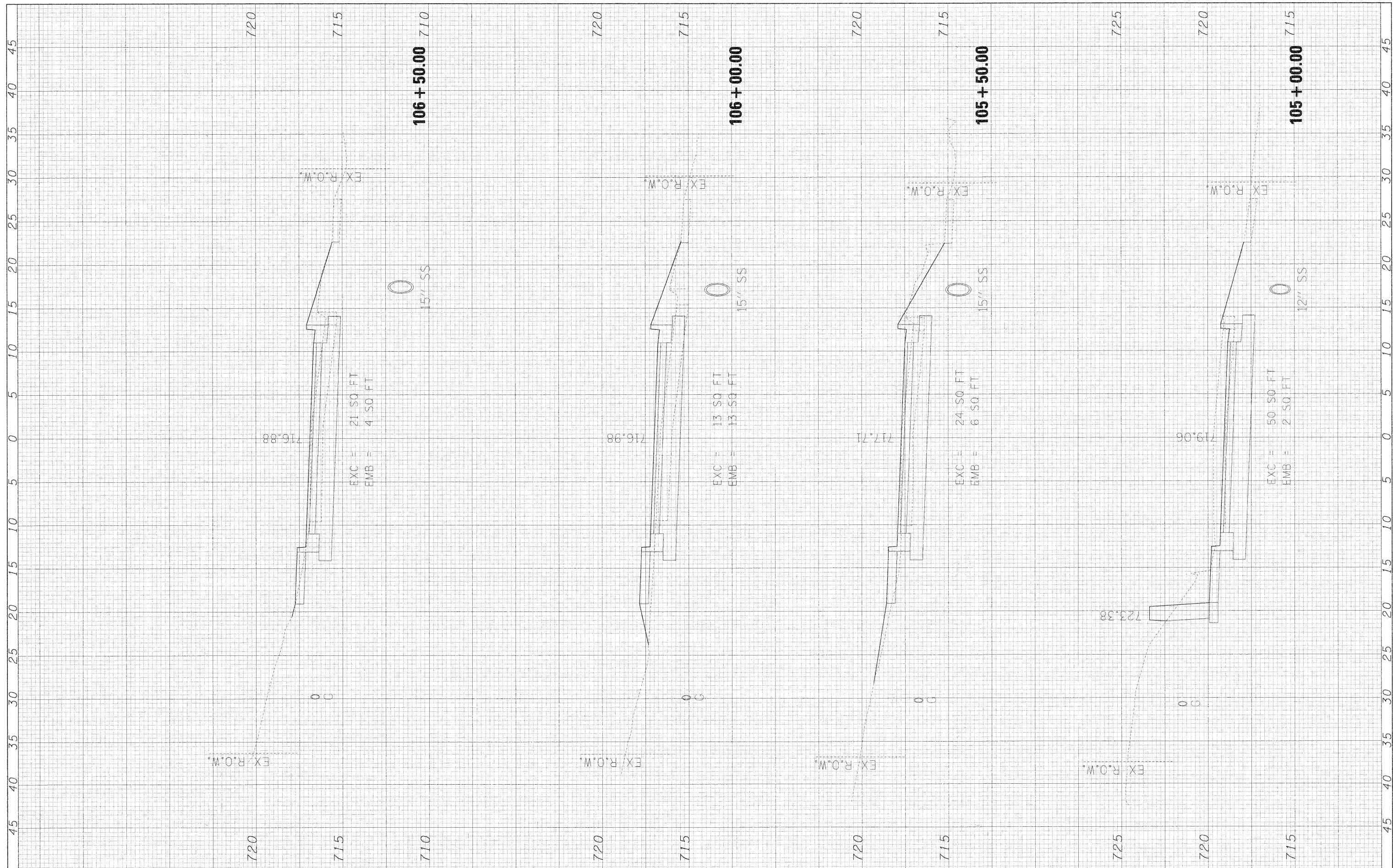
RIFORD ROAD CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 2 OF 12 SHEETS STA. 103+00.00 TO STA. 104+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2115	05-00068-00-FP	DUPAGE	141	113
RIFORD ROAD RECONSTRUCTION			CONTRACT NO. 63092	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY SURVEYED BY DATE
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ORIGINAL SURVEY SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO. DATE
 AREAS CHECKED



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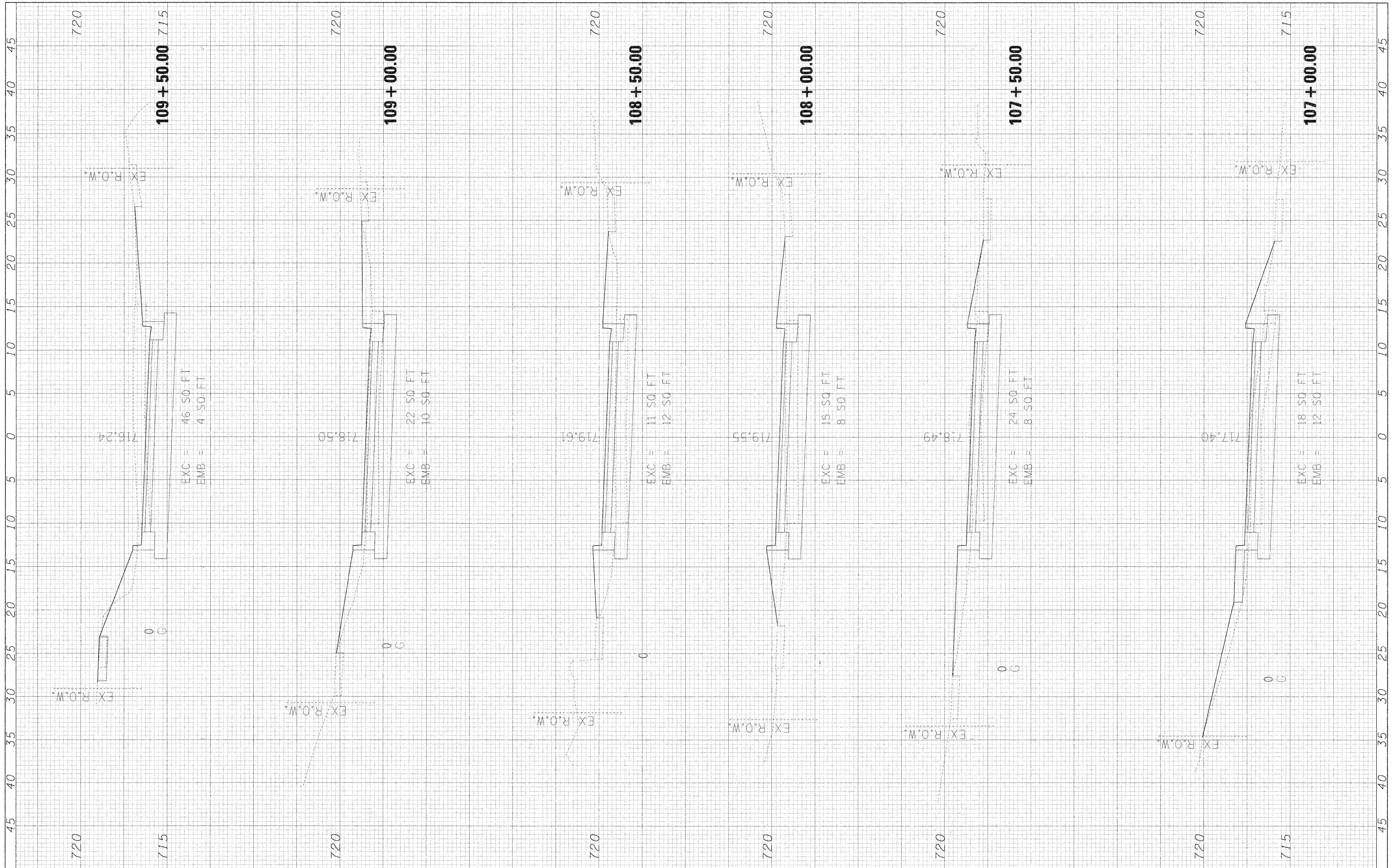
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

RIFORD ROAD CROSS SECTIONS
 SCALE: 1"=5'H/2.5'V SHEET NO. 3 OF 12 SHEETS STA. 105+00.00 TO STA. 106+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
295	05-00068-00-FP	DUPAGE	141	114
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	SURVEYED	BY	DATE
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NOTE BOOK	TEMPLATE	_____	_____
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NO. _____	PLOTTED	_____	_____
NOTE BOOK	TEMPLATE	_____	_____
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

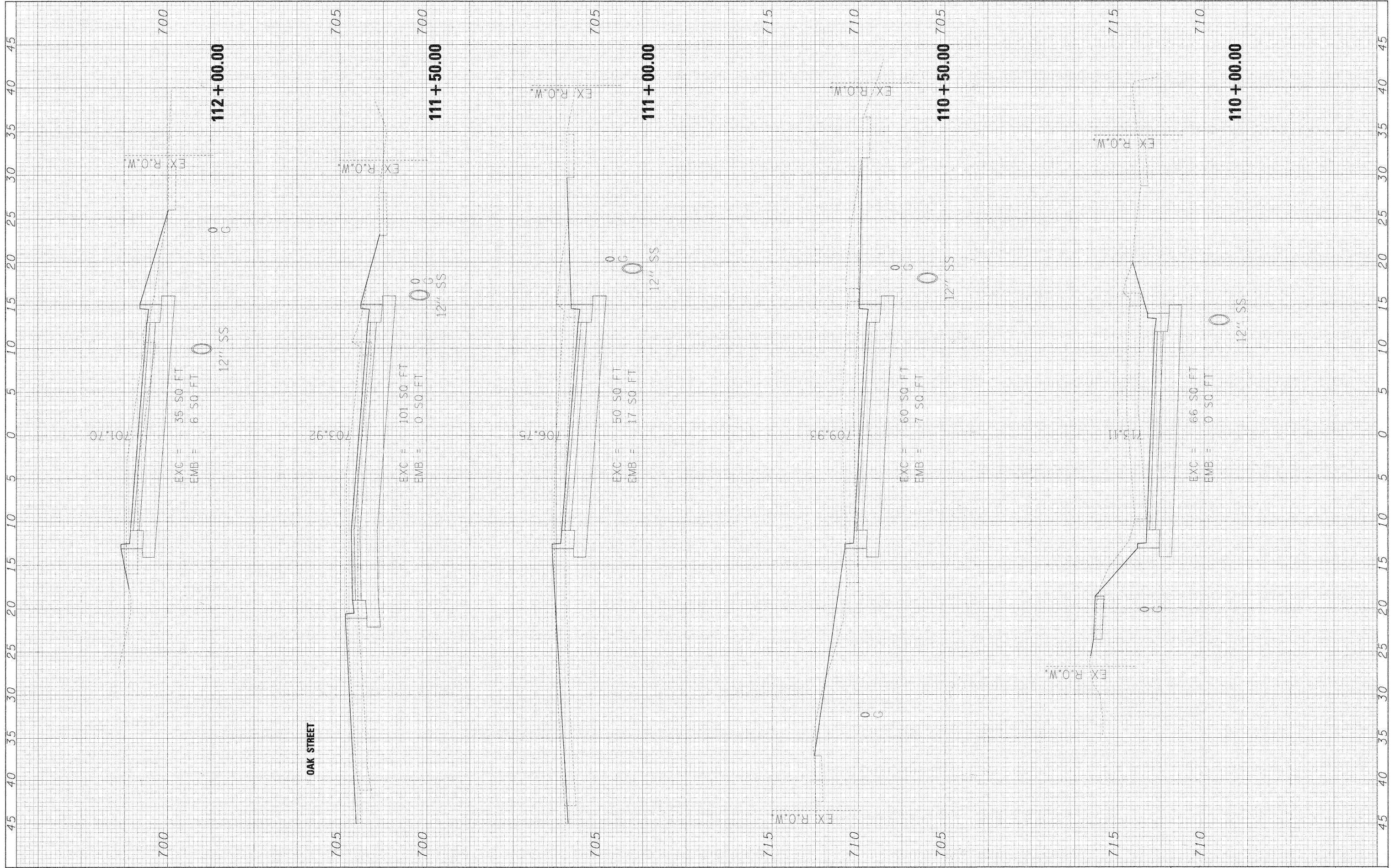
RIFORD ROAD CROSS SECTIONS

SCALE: 1"=5'H/2.5'V | SHEET NO. 4 OF 12 SHEETS | STA. 107+00.00 TO STA. 109+50.00

F.A.O. RTE. 2195	SECTION 05-00068-00-FP	COUNTY DU PAGE	TOTAL SHEETS 141	SHEET NO. 115
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NC. ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
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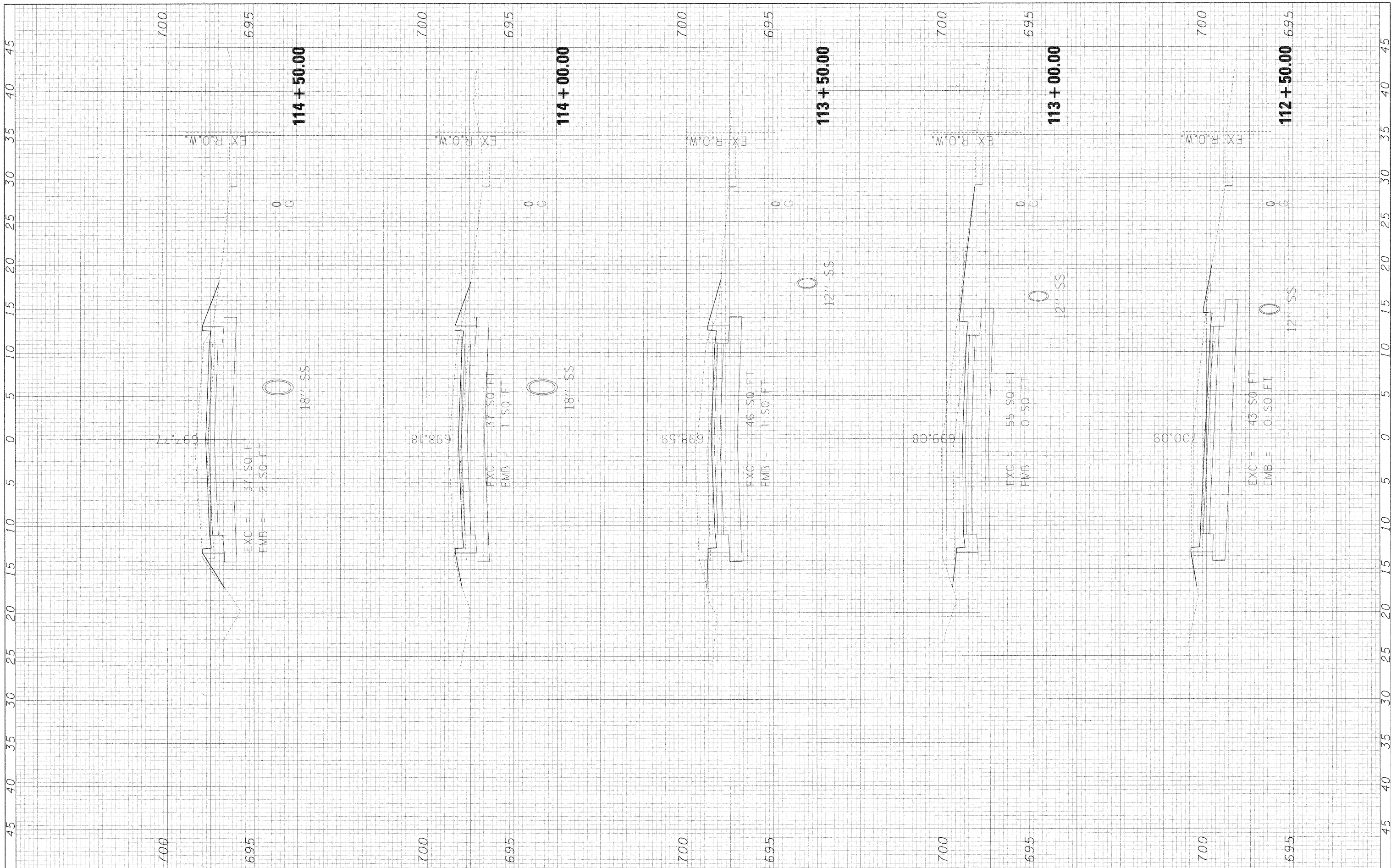
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RIFORD ROAD CROSS SECTIONS
SCALE: 1"=5'H/2.5'V SHEET NO. 5 OF 12 SHEETS STA. 110+00.00 TO STA. 112+00.00

F.A.V. RTE. 295	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 116
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	SURVEYED	BY	DATE
NO. _____	PLOTTED		
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NO. _____	PLOTTED		
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

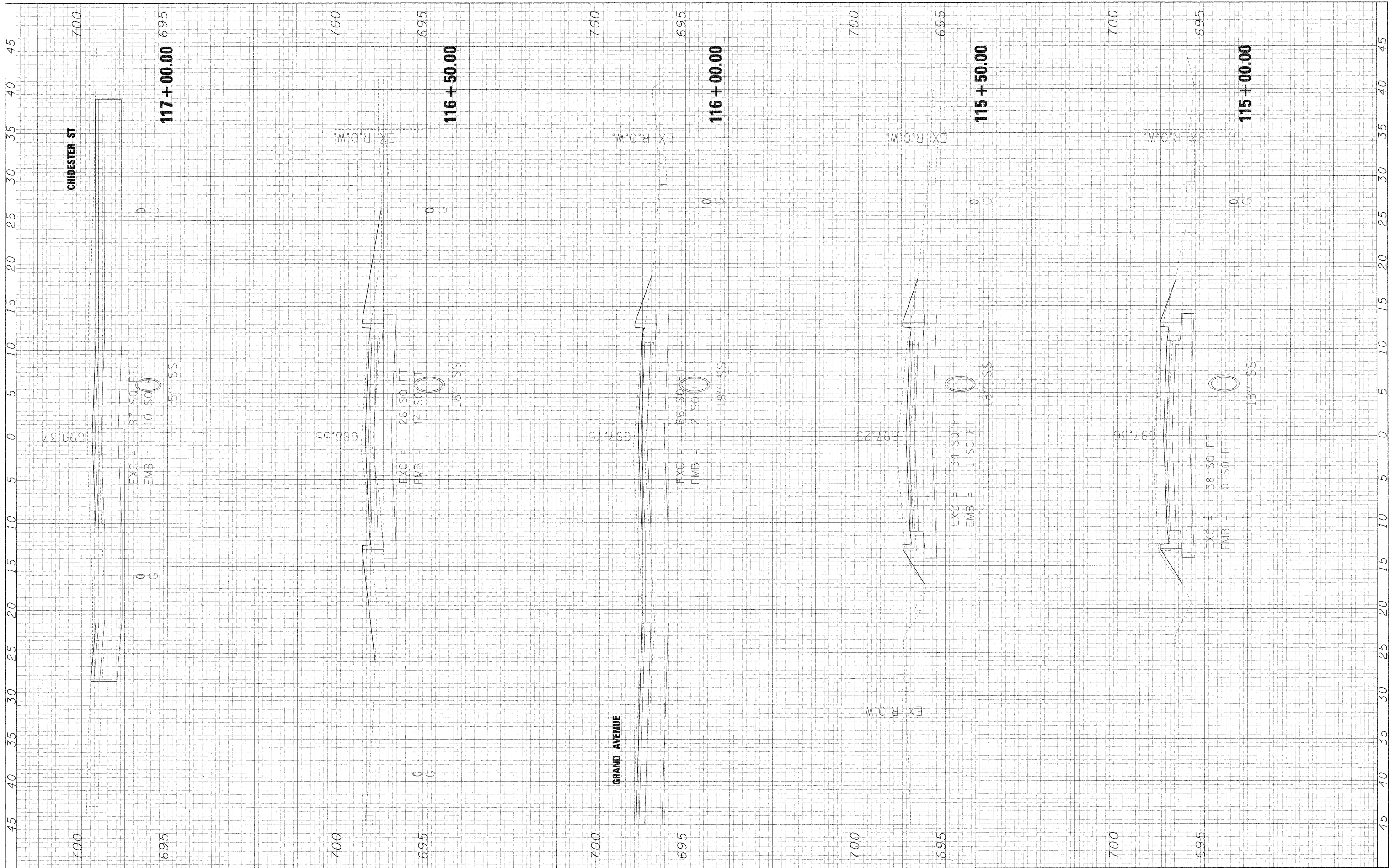
RIFORD ROAD CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 6 OF 12 SHEETS STA. 112+50.00 TO STA. 114+50.00

F.A.S. RTE. 2135	SECTION 05-00068-00-FP	COUNTY	TOTAL SHEETS 141	SHEET NO. 117
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
SHEET	PLOTTED		
NOTE BOOK	TEMPLATE		
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

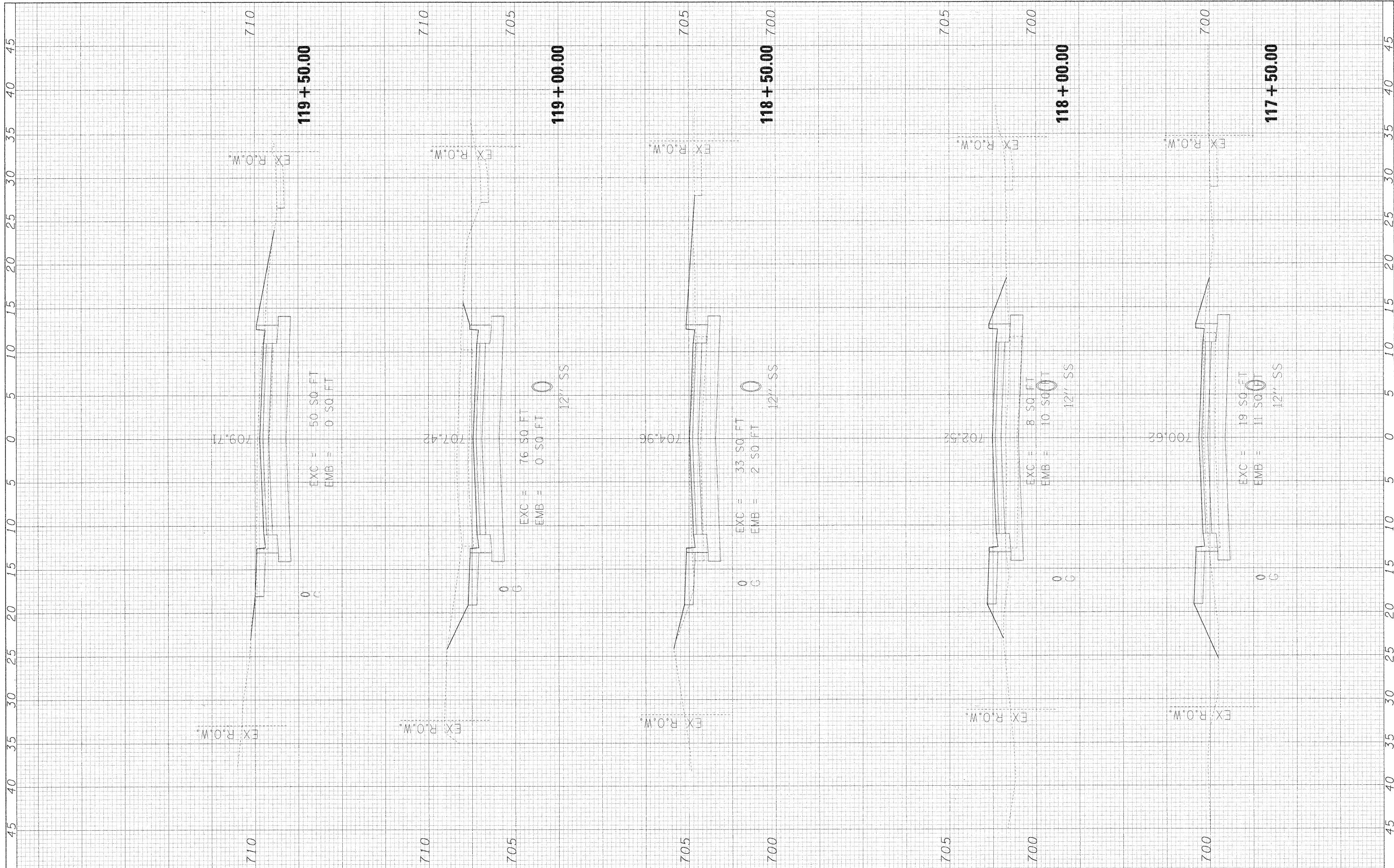
RIFORD ROAD CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 7 OF 12 SHEETS STA. 115+00.00 TO STA. 117+00.00

F.A.A.C. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
215	05-00068-00-FP	DUPAGE	141	118
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

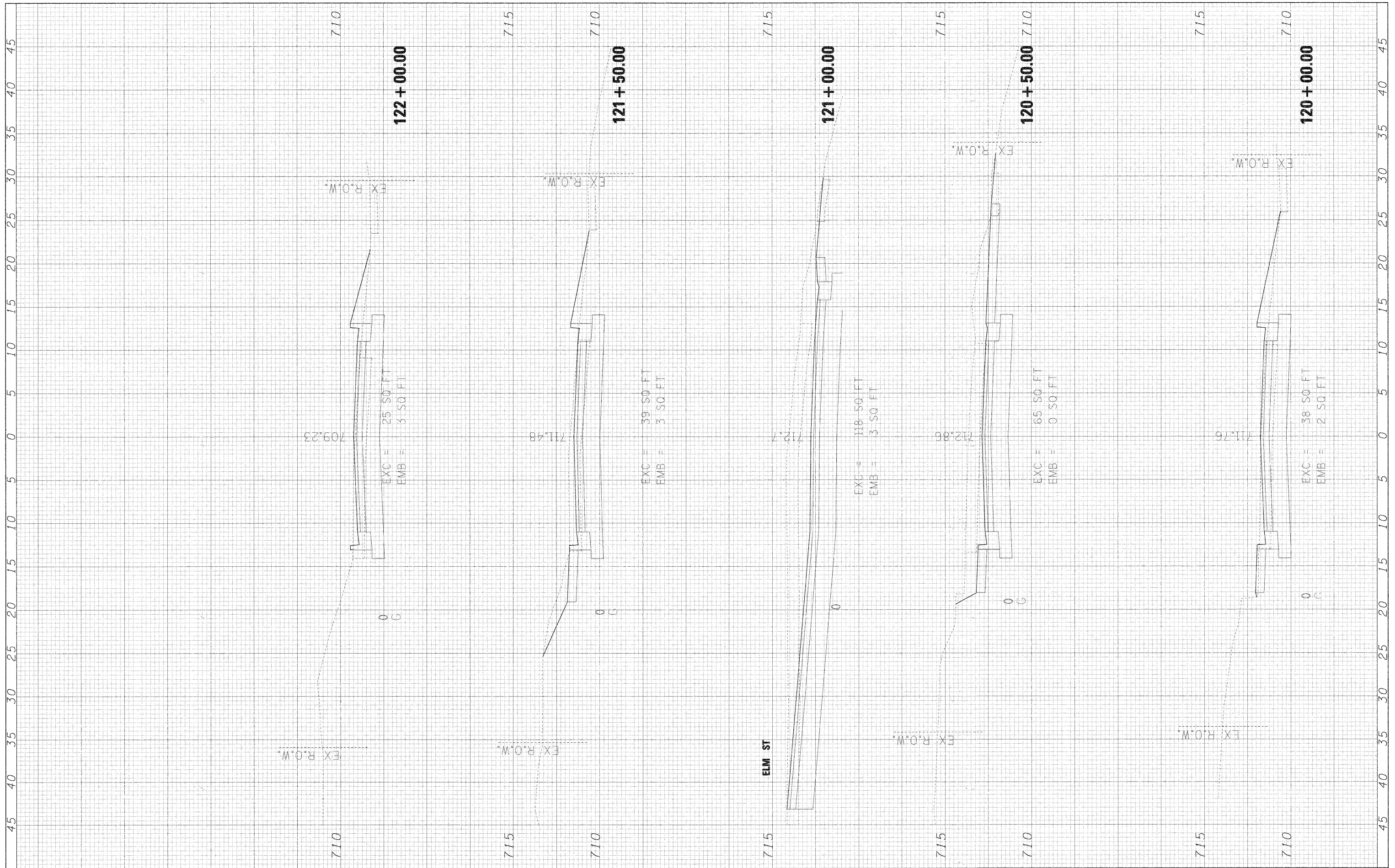
RIFORD ROAD CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 8 OF 12 SHEETS STA. 117+50.00 TO STA. 119+50.00

F.A.V. RTEL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2995	05-00068-00-FP	DUPAGE	141	119
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED	BY	DATE
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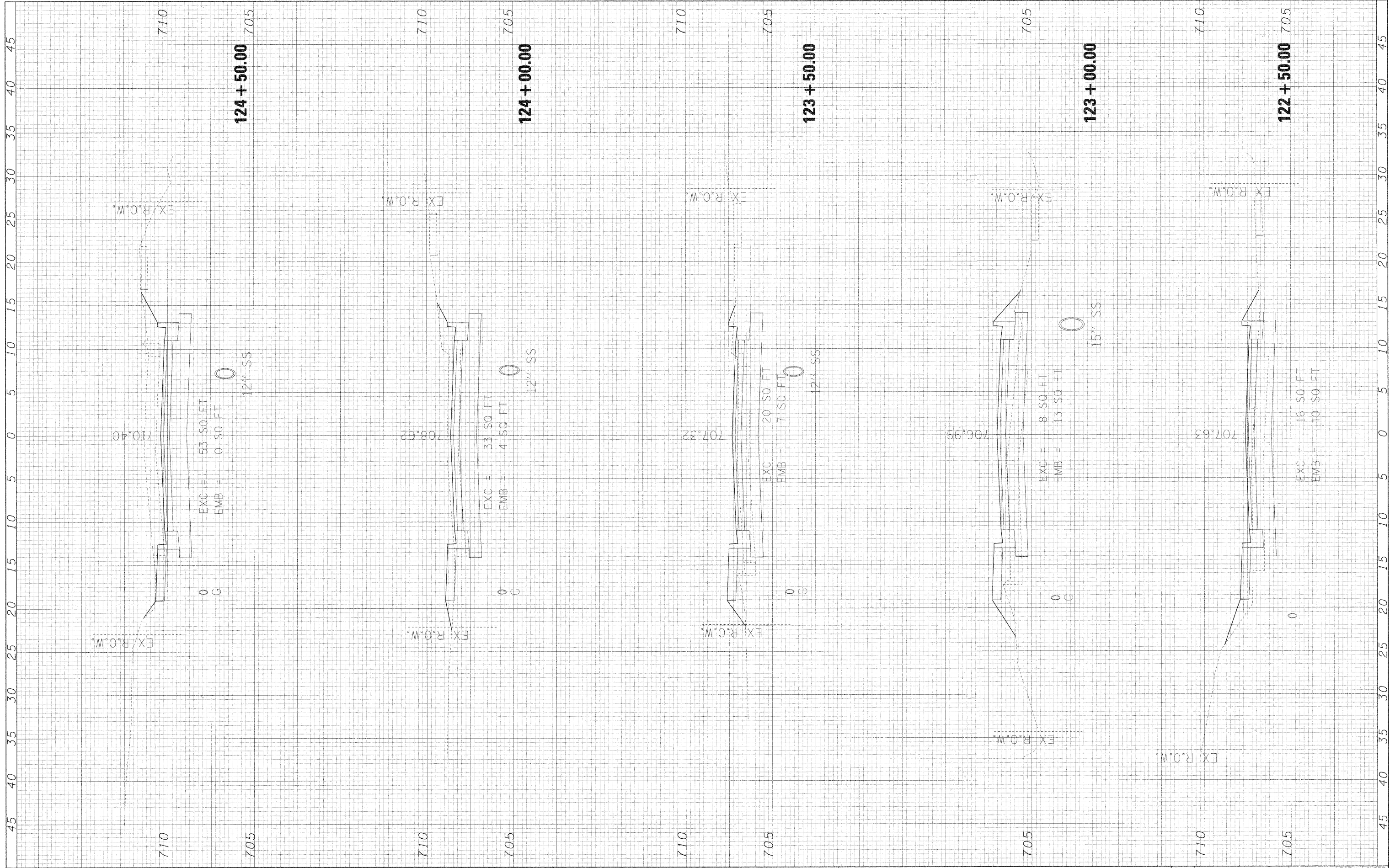
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RIFORD ROAD CROSS SECTIONS
SCALE: 1"=5'H/2.5'V SHEET NO. 9 OF 12 SHEETS STA. 120+00.00 TO STA. 122+00.00

F.A.A. RT# 292	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 120
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY NO.	BY	DATE
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ORIGINAL SURVEY NO.	BY	DATE
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

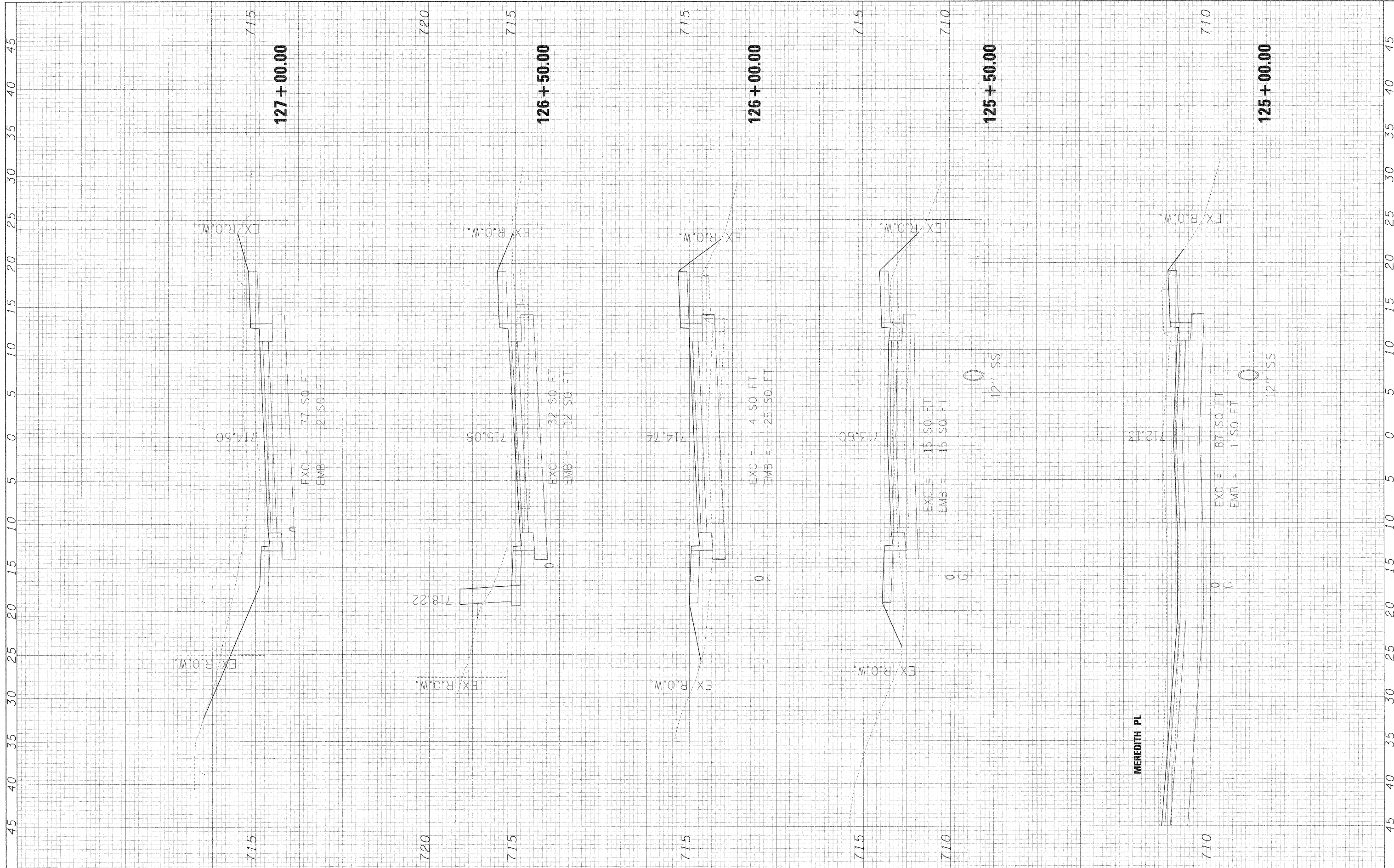
RIFORD ROAD CROSS SECTIONS

SCALE: 1"=5'4"/2.5'V SHEET NO. 10 OF 12 SHEETS STA. 122+50.00 TO STA. 124+50.00

F.A.V. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2195	05-00068-00-FP	DUPAGE	141	121
RIFORD ROAD RECONSTRUCTION			CONTRACT NO. 63092	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
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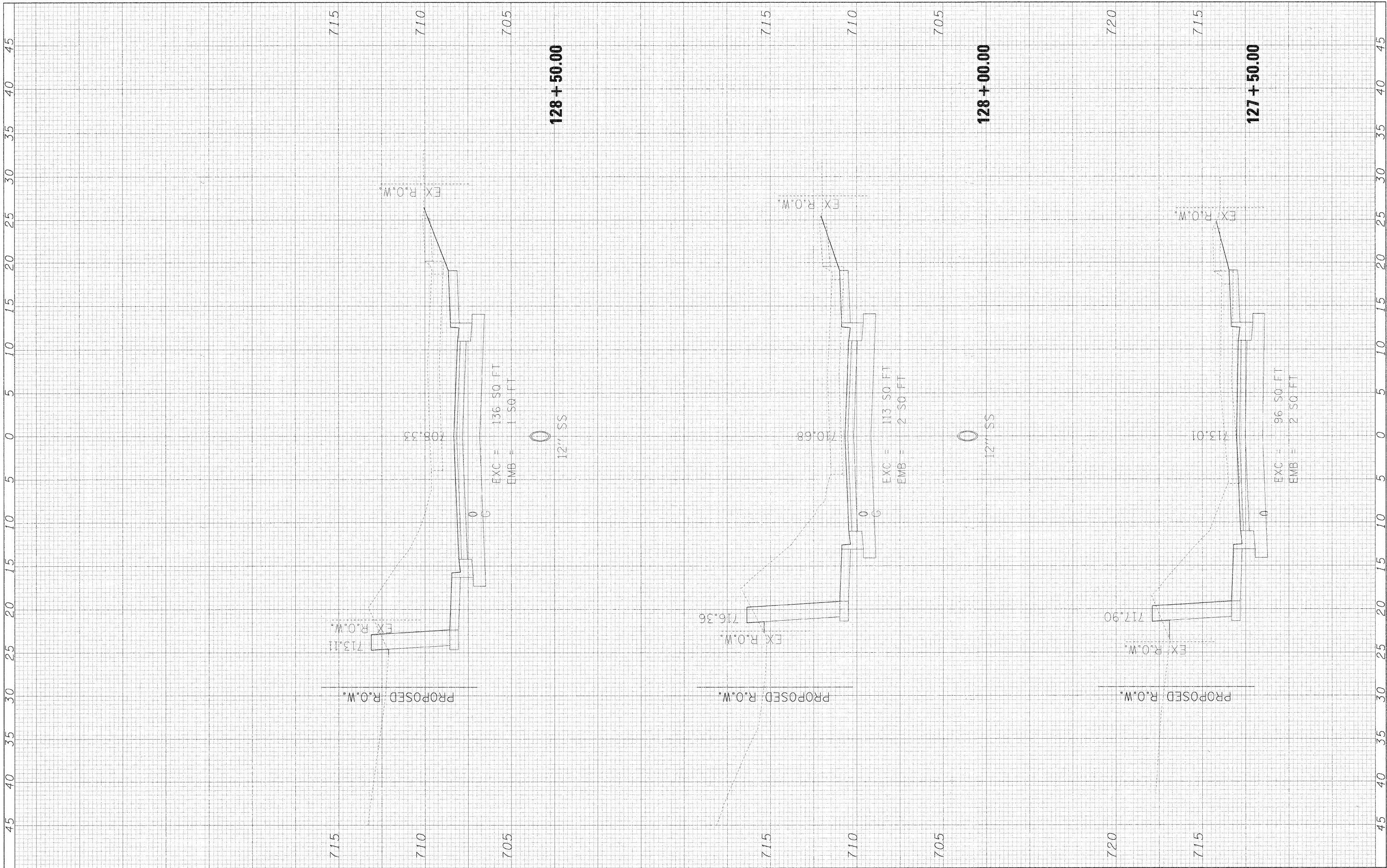
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NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
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FILEL	PLOT SCALE = *SCALE*	DRAWN - JMT	REVISED -			SCALE: 1"=5'H/2.5'V	SHEET NO. 11 OF 12 SHEETS	STA. 125+00.00 TO STA. 127+00.00	RIFORD ROAD RECONSTRUCTION CONTRACT NO. 63092			
	PLOT DATE = *DATE*	CHECKED - MAP	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT						
		DATE - 12/01/2009	REVISED -									

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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NOTE BOOK	PLOTTED		
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

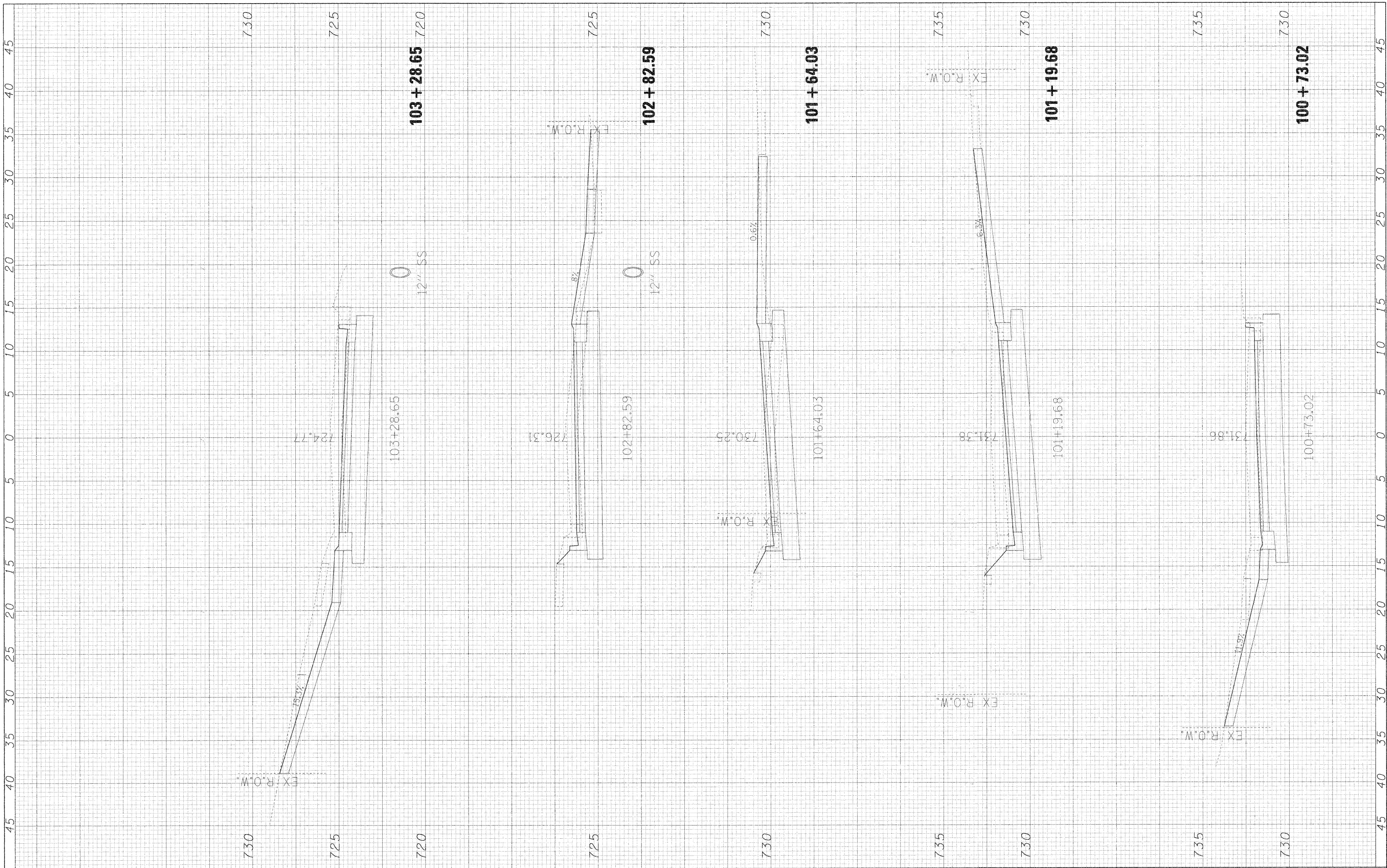
RIFORD ROAD CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 12 OF 12 SHEETS STA. 127+50.00 TO STA. 128+50.00

F.A.C. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2115	05-00068-00-FP	DUPAGE	141	123
RIFORD ROAD RECONSTRUCTION			CONTRACT NO. 63092	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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NO.	NO.		
NO.	NO.		
NO.	NO.		
NO.	NO.		

ORIGINAL SURVEY	SURVEYED	BY	DATE
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NO.	NO.		



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

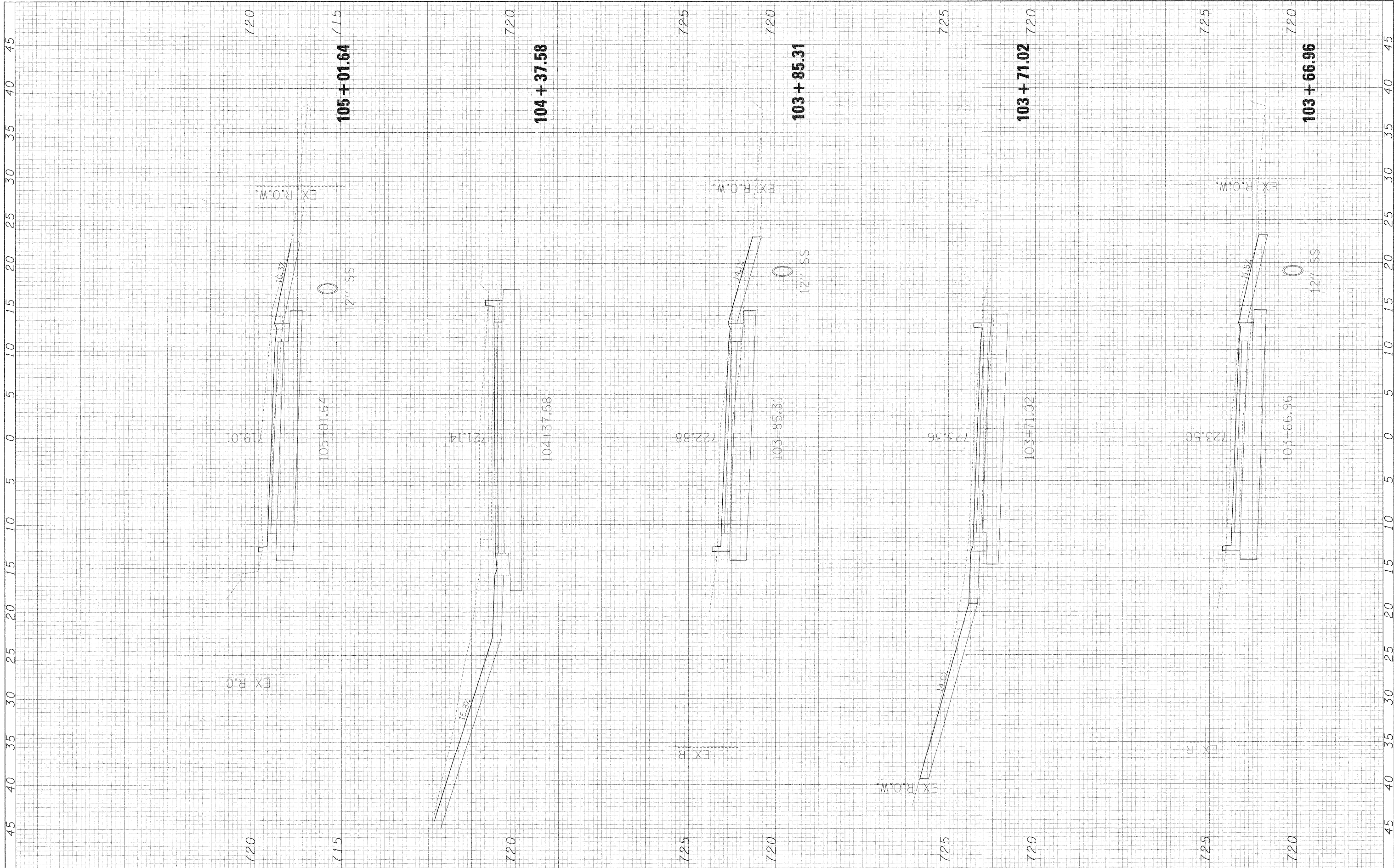
RIFORD ROAD DRIVEWAY CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 1 OF 9 SHEETS STA. 100+73.02 TO STA. 103+28.65

F.A.V. RTE. 2485	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 124
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED BY	DATE
PLOTTED TEMPLATE		
NO.		

ORIGINAL SURVEY NO.	SURVEYED BY	DATE
PLOTTED TEMPLATE		
NO.		



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

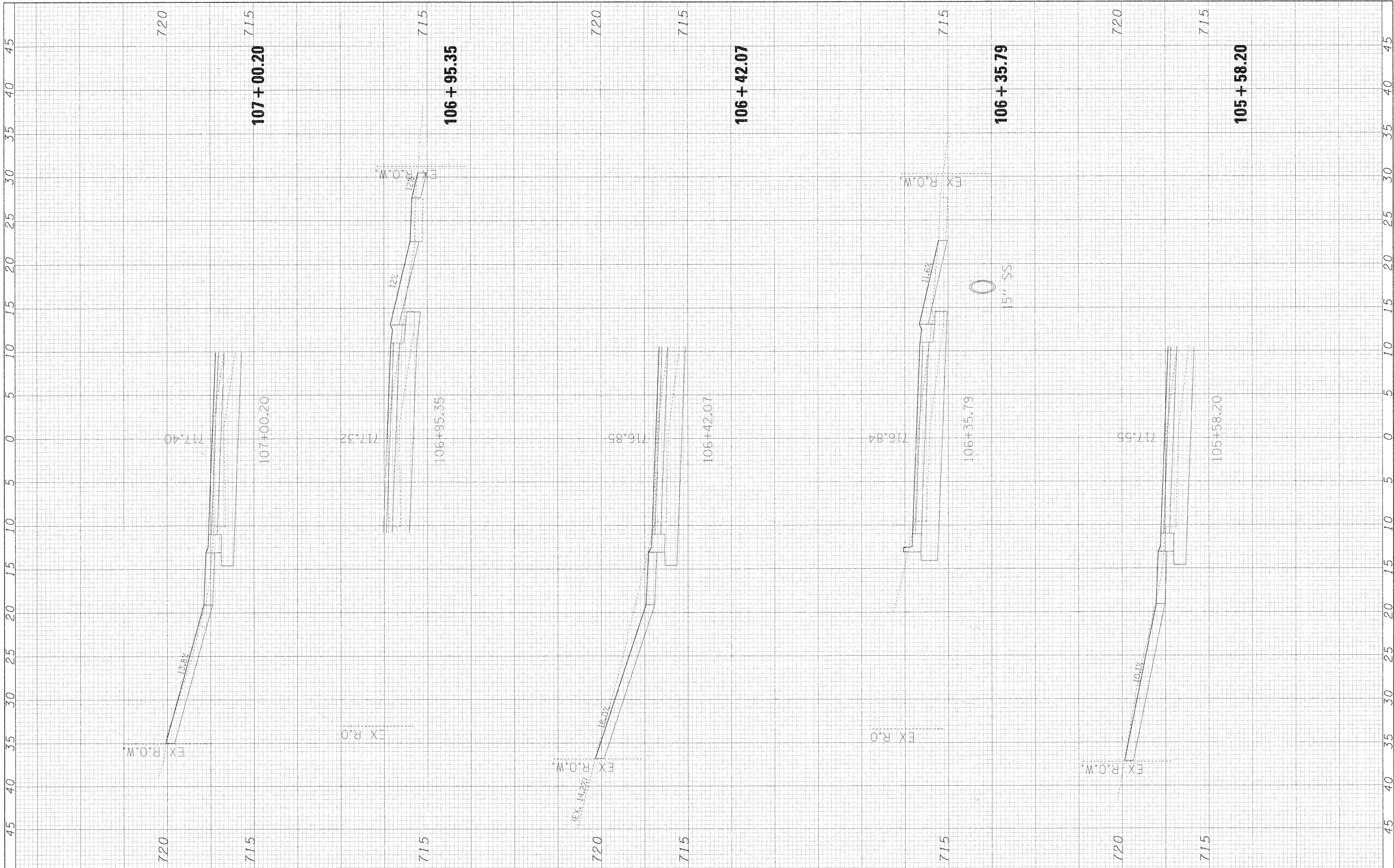
RIFORD ROAD DRIVEWAY CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 2 OF 9 SHEETS STA. 103+66.96 TO STA. 105+01.64

F.A. RTE. 130	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 125
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

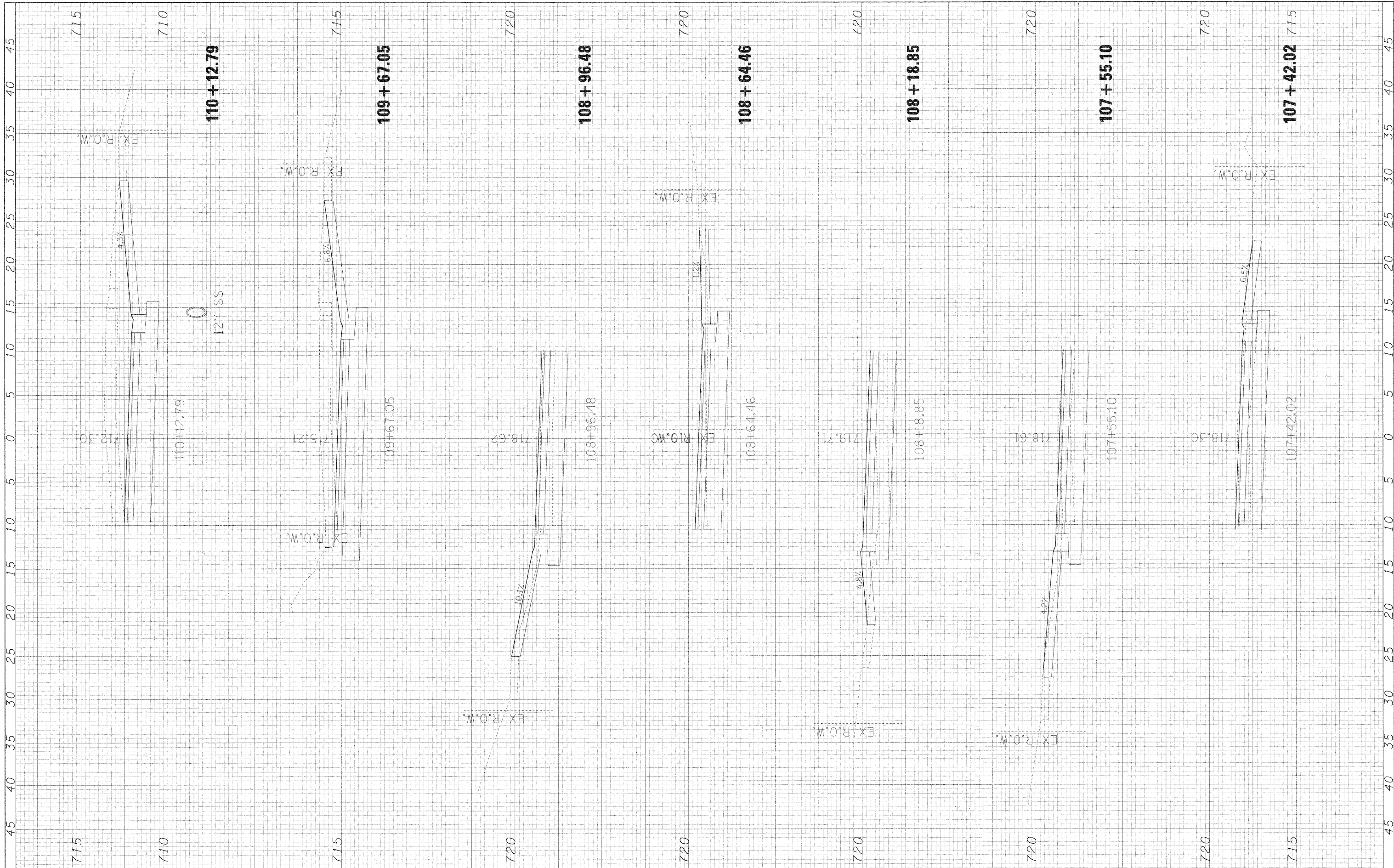
RIFORD ROAD DRIVEWAY CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 3 OF 9 SHEETS STA. 105+58.20 TO STA. 107+00.20

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
225	05-00068-00-FP	DUPAGE	141 126
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	TEMPLATE		
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

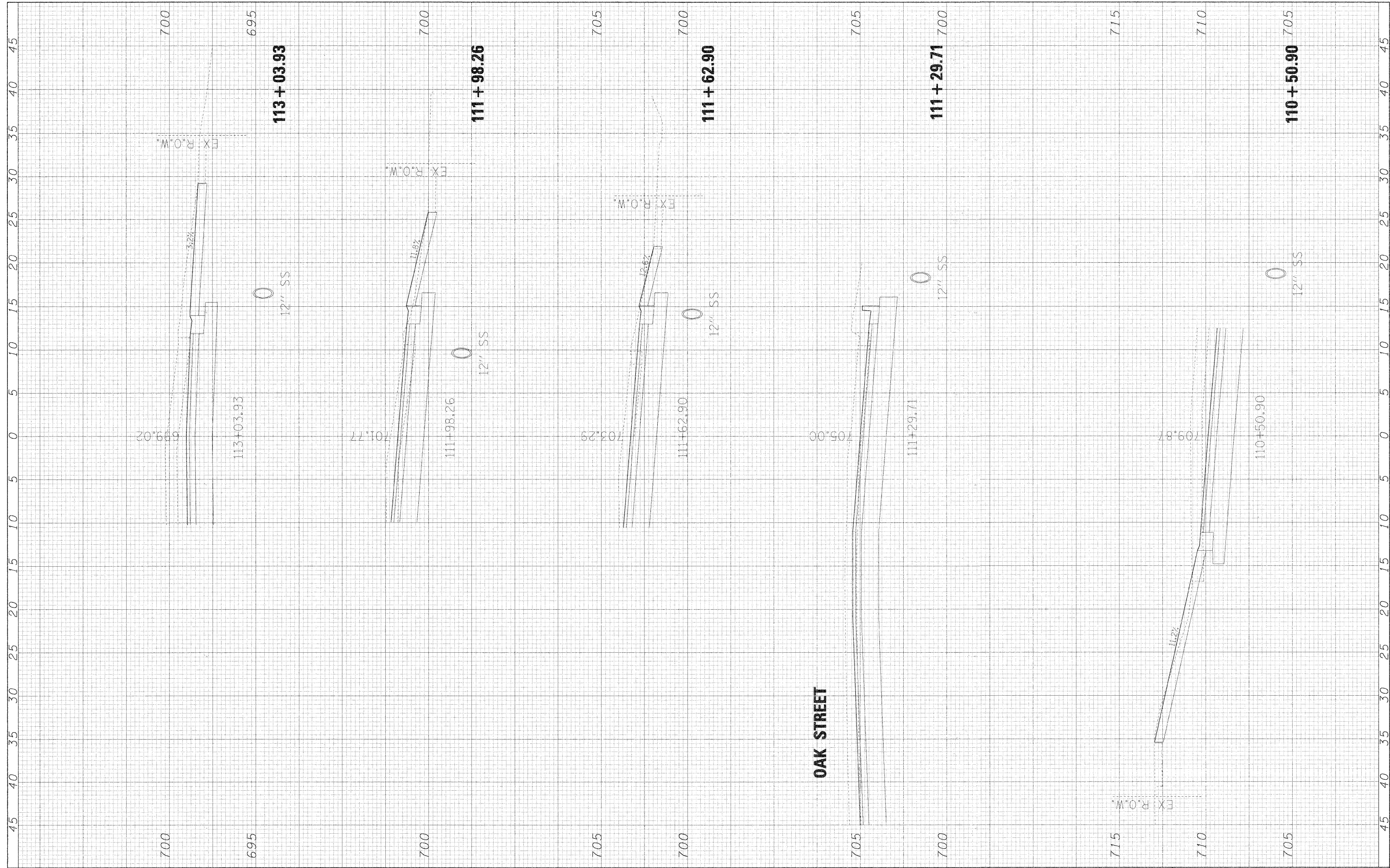
RIFORD ROAD DRIVEWAY CROSS SECTIONS

SCALE: 1"=5'4"/2.5'V SHEET NO. 4 OF 9 SHEETS STA. 107+42.02 TO STA. 110+12.79

F.A. R.E. 2355	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 127
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NO.	NO.		
AREAS CHECKED	AREAS CHECKED		
TEMPLATE	TEMPLATE		
NOTE BOOK	NOTE BOOK		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NO.	NO.		
AREAS CHECKED	AREAS CHECKED		
TEMPLATE	TEMPLATE		
NOTE BOOK	NOTE BOOK		



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

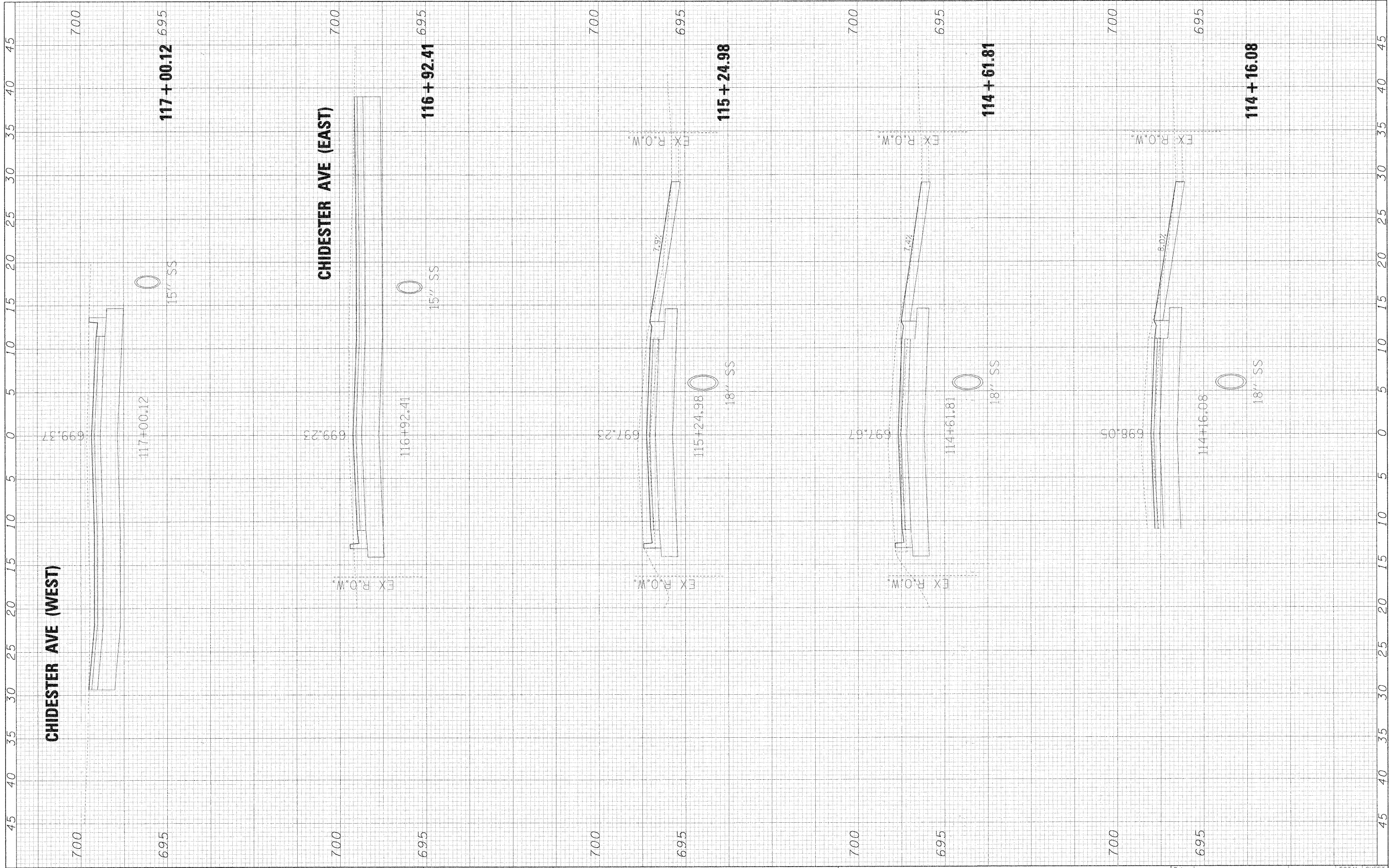
RIFORD ROAD DRIVEWAY CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 5 OF 9 SHEETS STA. 110+50.90 TO STA. 113+03.93

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
230	05-00068-00-FP	DUPAGE	141	128
RIFORD ROAD RECONSTRUCTION			CONTRACT NO. 63092	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	TEMP. AT		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	TEMP. AT		
	AREAS CHECKED		



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

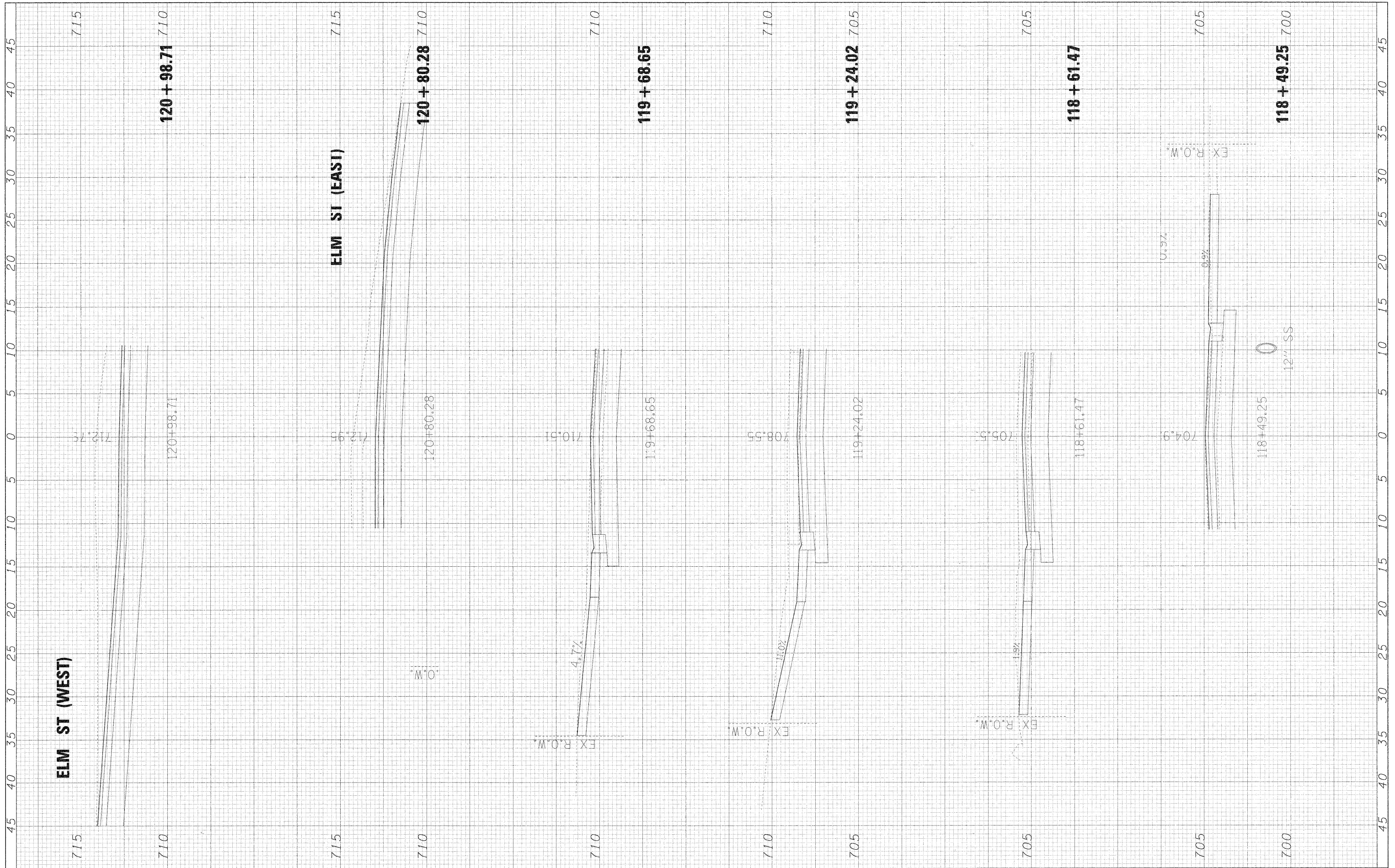
RIFORD ROAD DRIVEWAY CROSS SECTIONS

SCALE: 1"=5'4"/2.5'V SHEET NO. 6 OF 9 SHEETS STA. 114+16.08 TO STA. 117+00.12

F.A. RTE. 2915	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 129
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

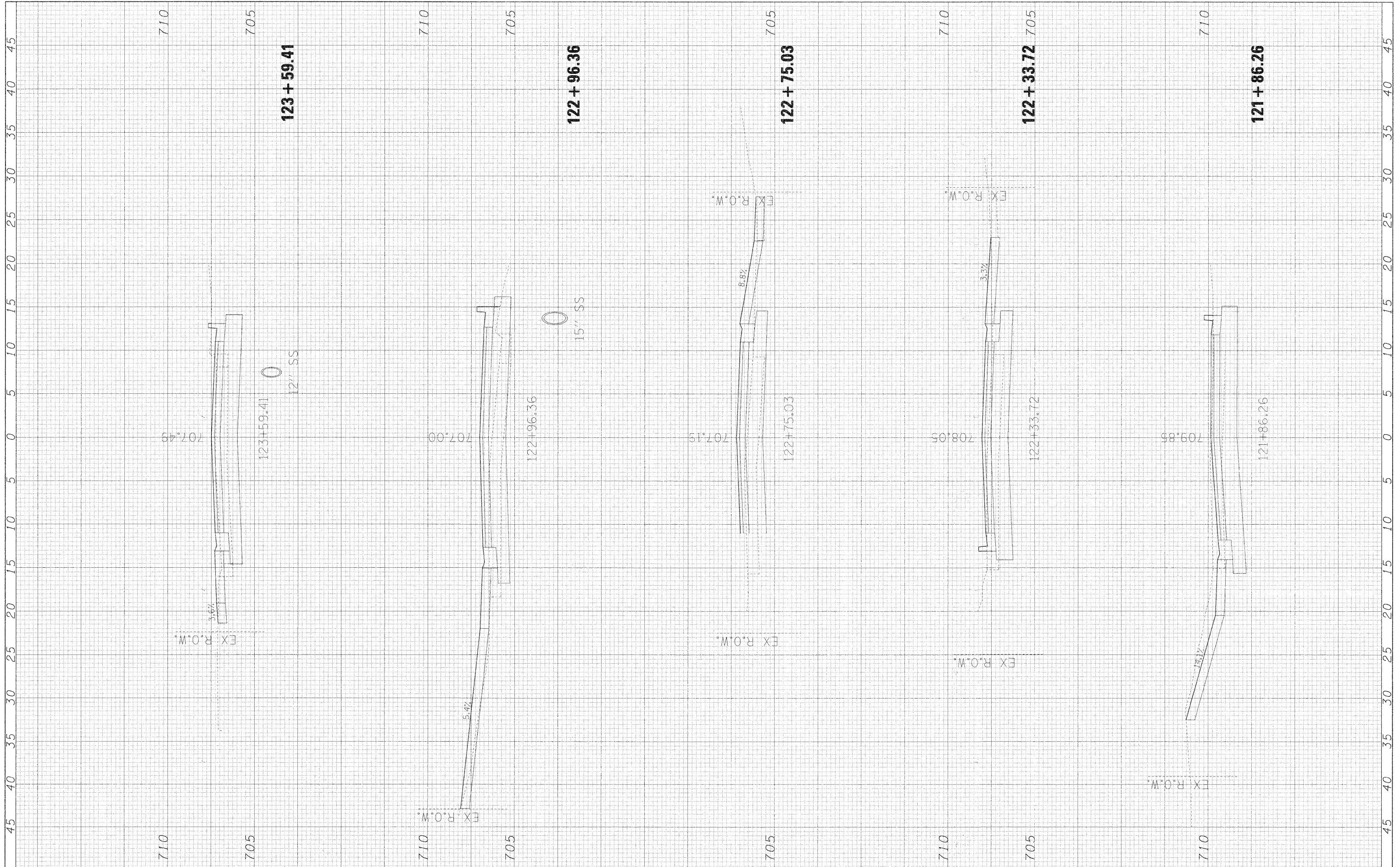
RIFORD ROAD DRIVEWAY CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 7 OF 9 SHEETS STA. 118+49.25 TO STA. 120+98.71

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	05-00068-00-FP	DUPAGE	141	130
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
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ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
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FILE NAME = #FILE#

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PLOT DATE = #DATE#

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DATE - 12/01/2009

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

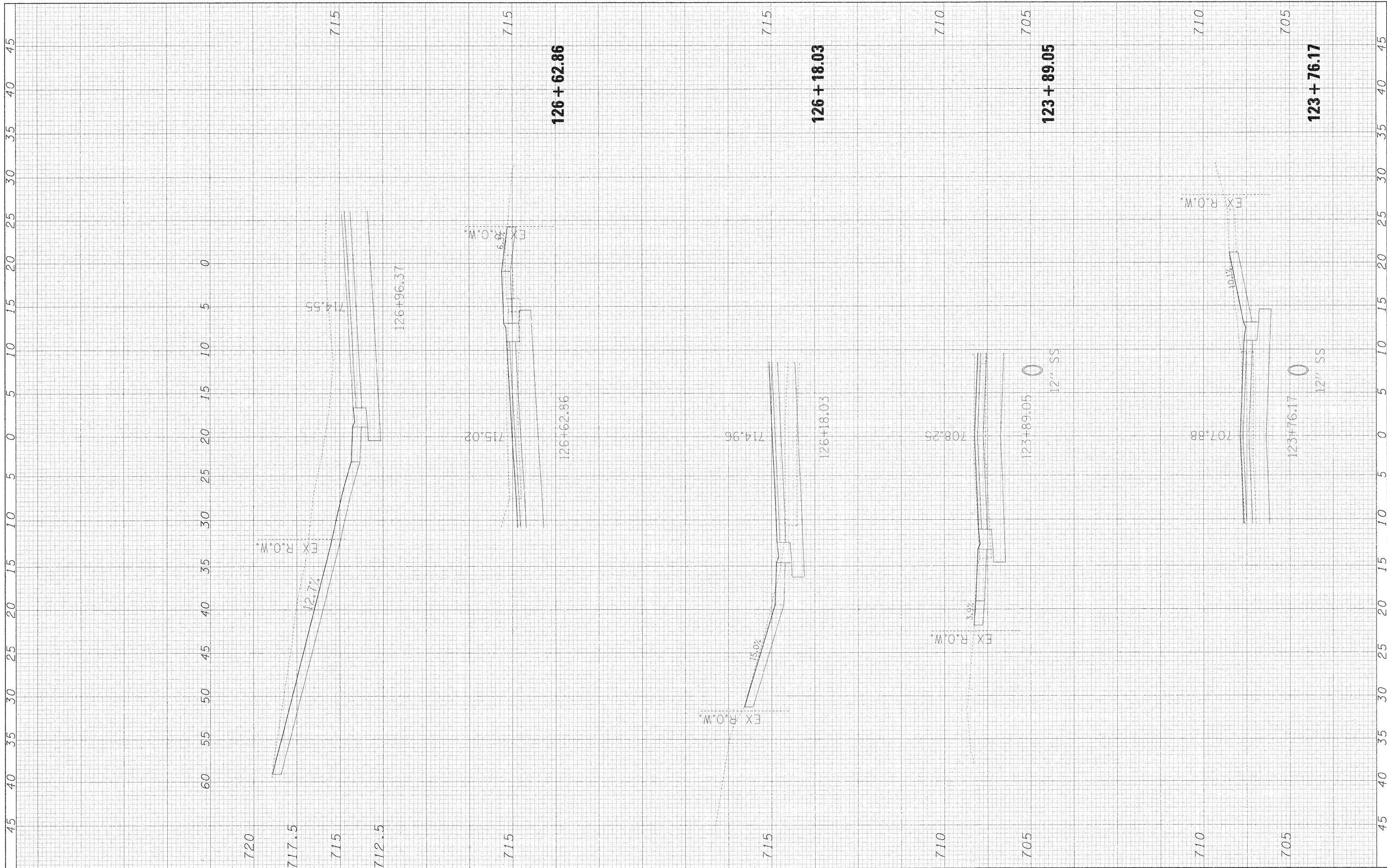
RIFORD ROAD DRIVEWAY CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 8 OF 9 SHEETS STA. 121+86.26 TO STA. 123+59.41

F.A. RTE. 1315	SECTION 05-0068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 131
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

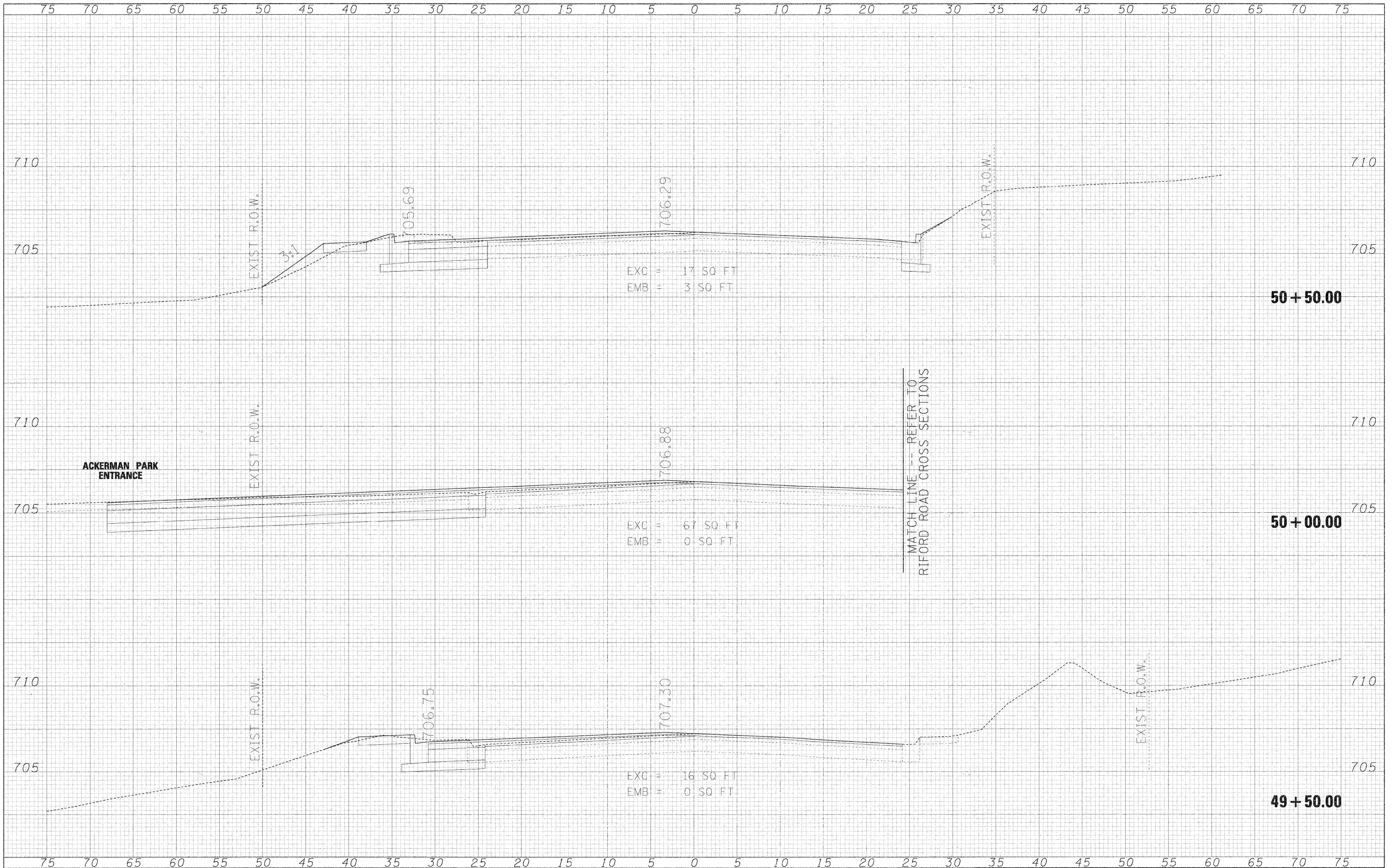
RIFORD ROAD DRIVEWAY CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 9 OF 9 SHEETS STA. 123+76.17 TO STA. 127+06.04

F.A. RTE. 135	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 132
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

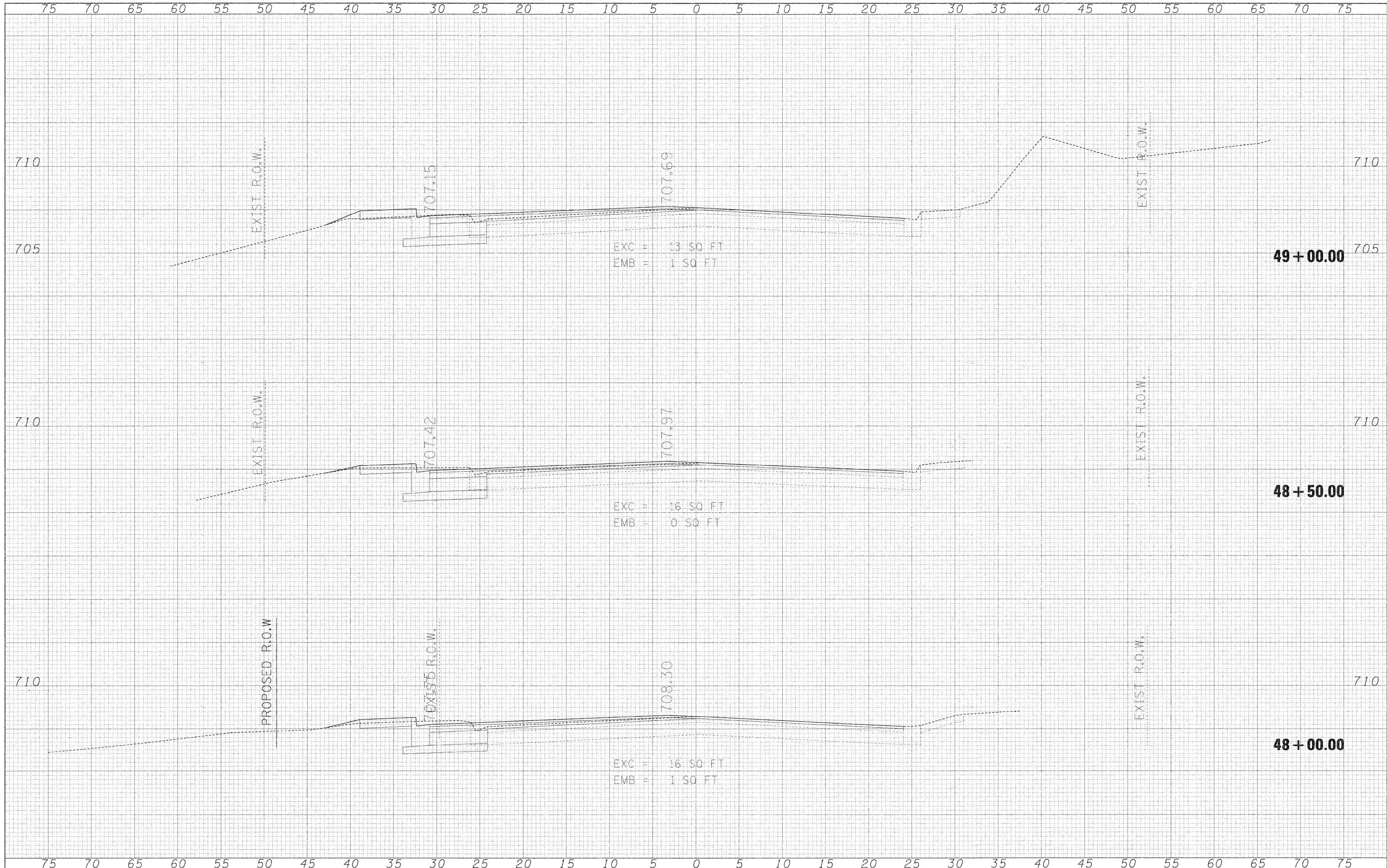
ST CHARLES ROAD CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 1 OF 9 SHEETS STA. 49+50.00 TO STA. 50+50.00

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
05-00068-00-FP	DUPAGE	141	133
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

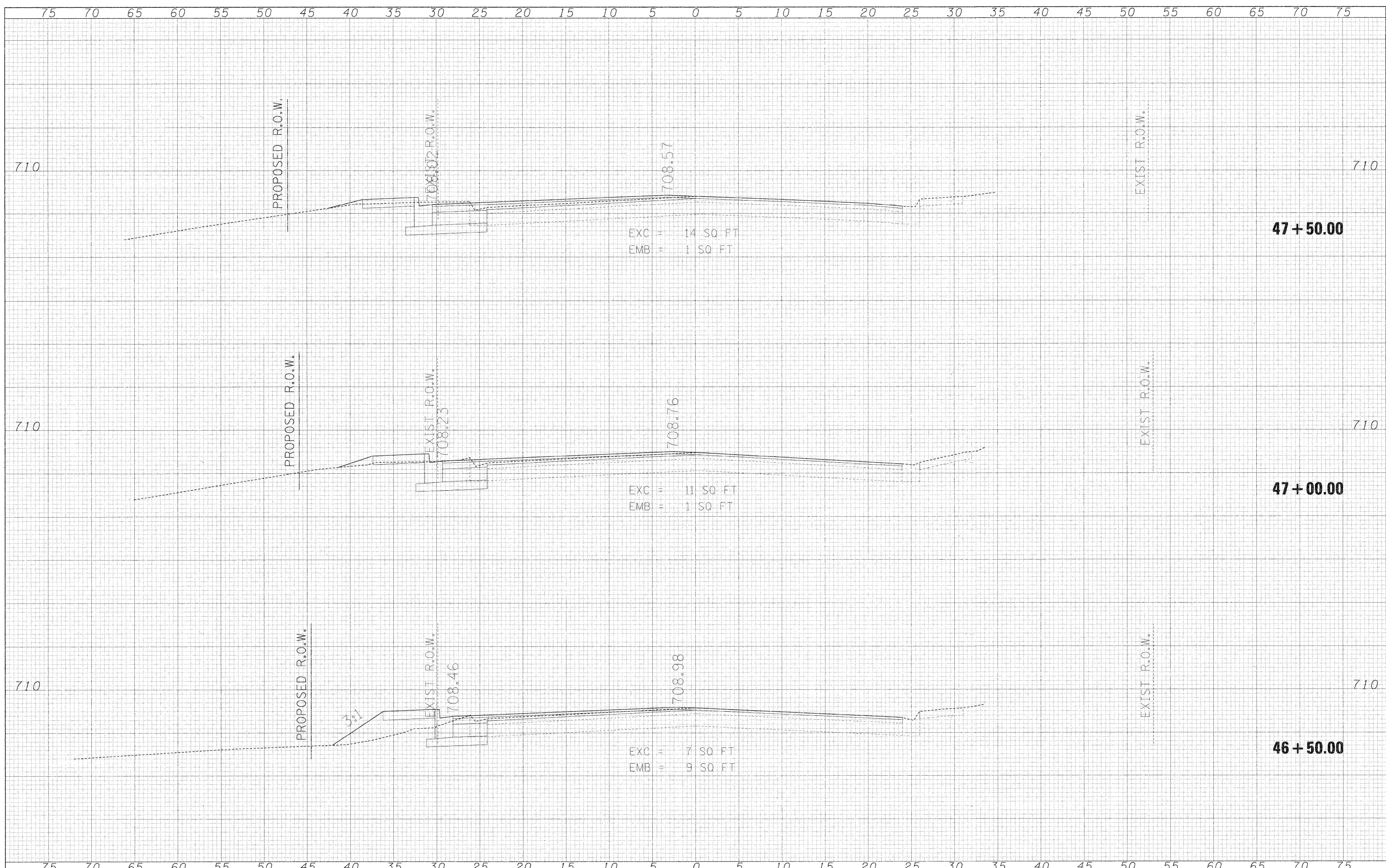
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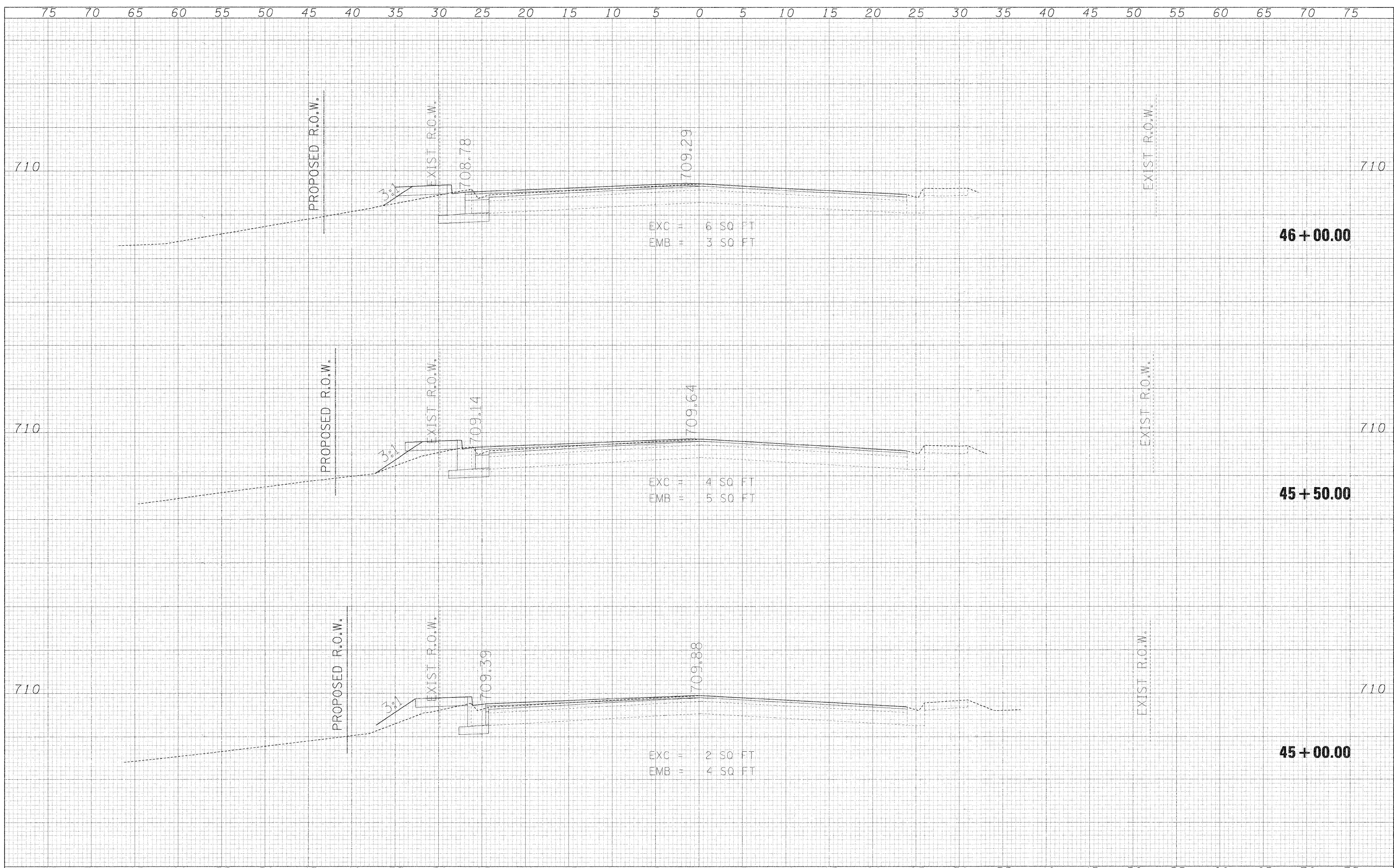
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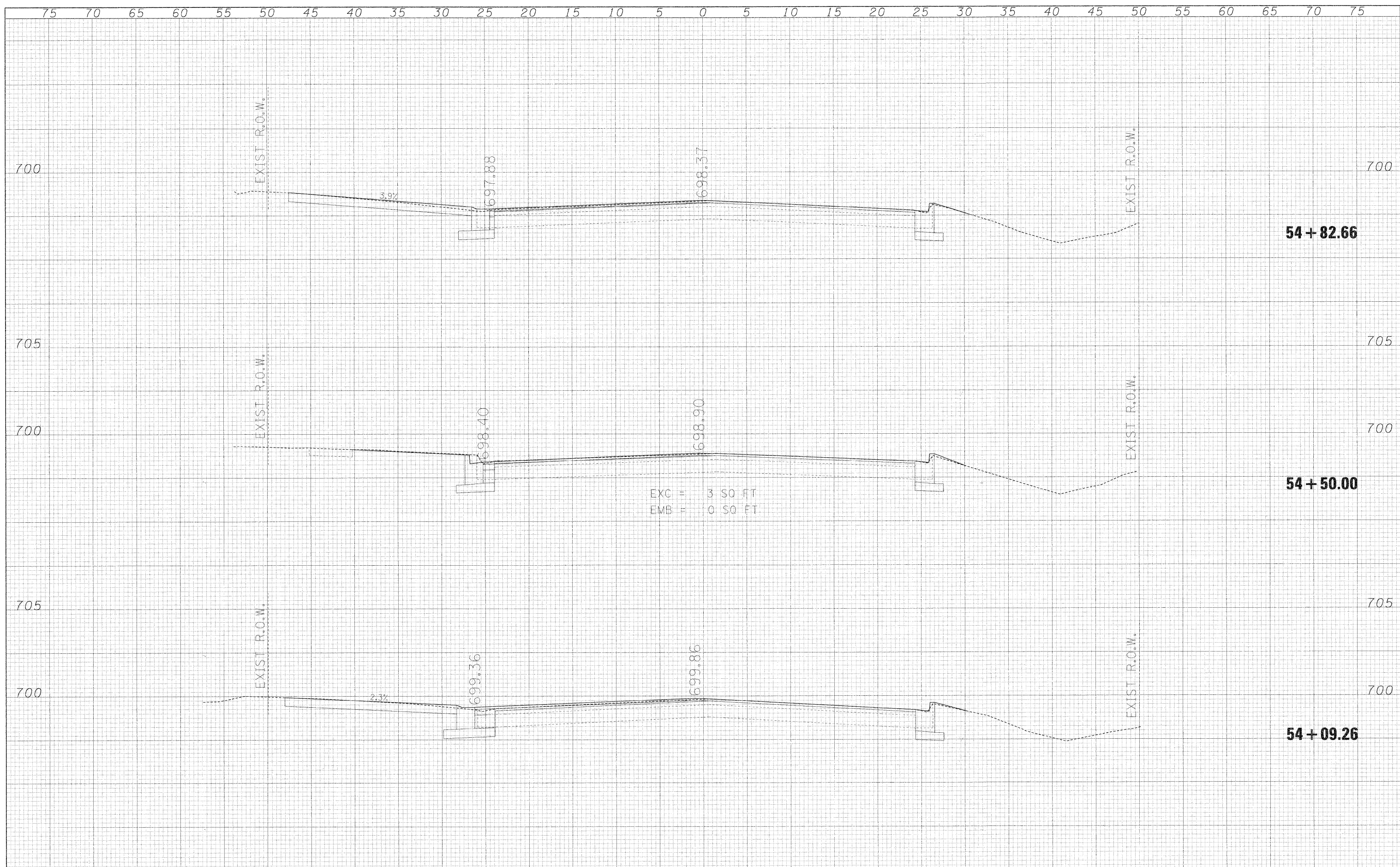
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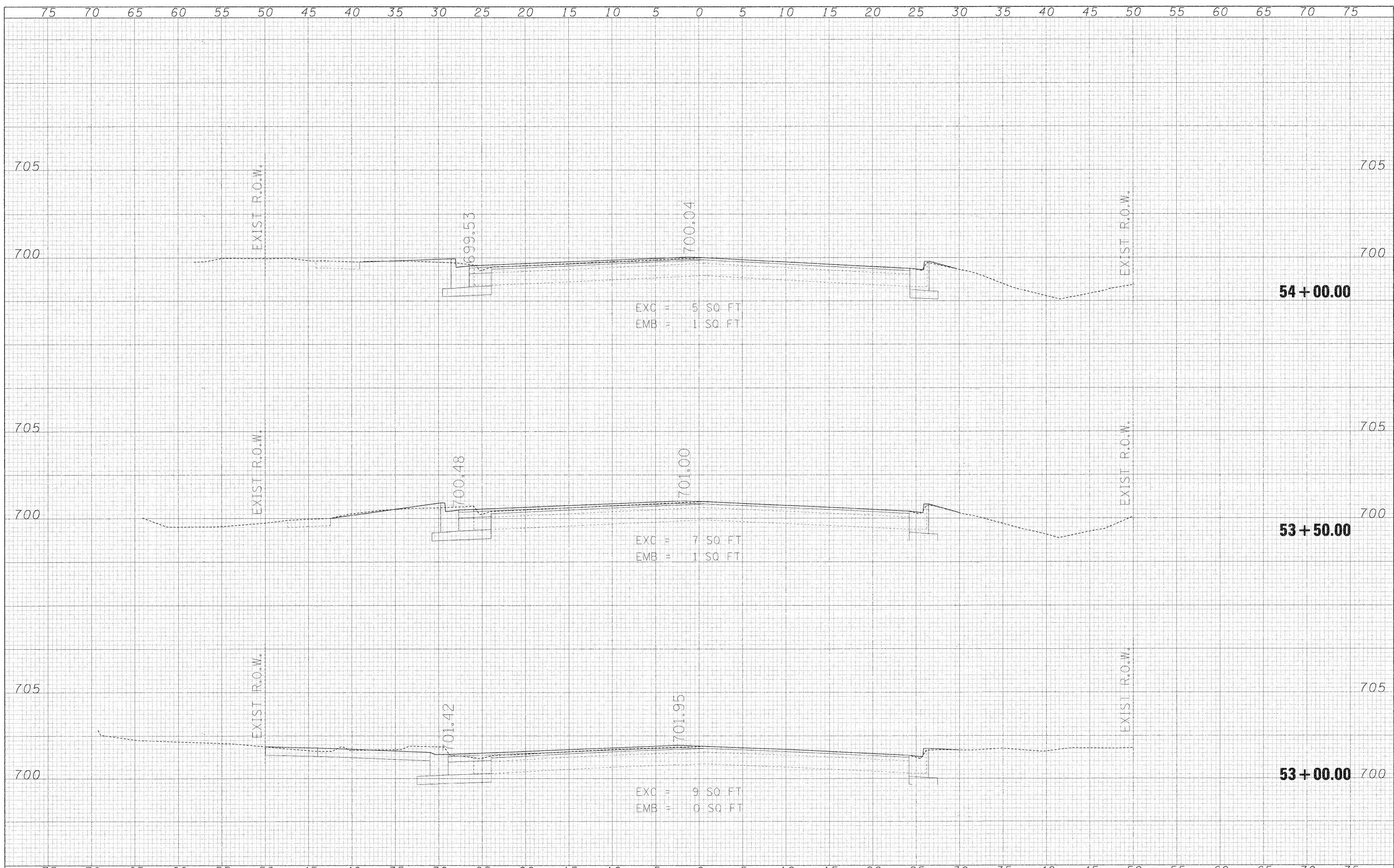
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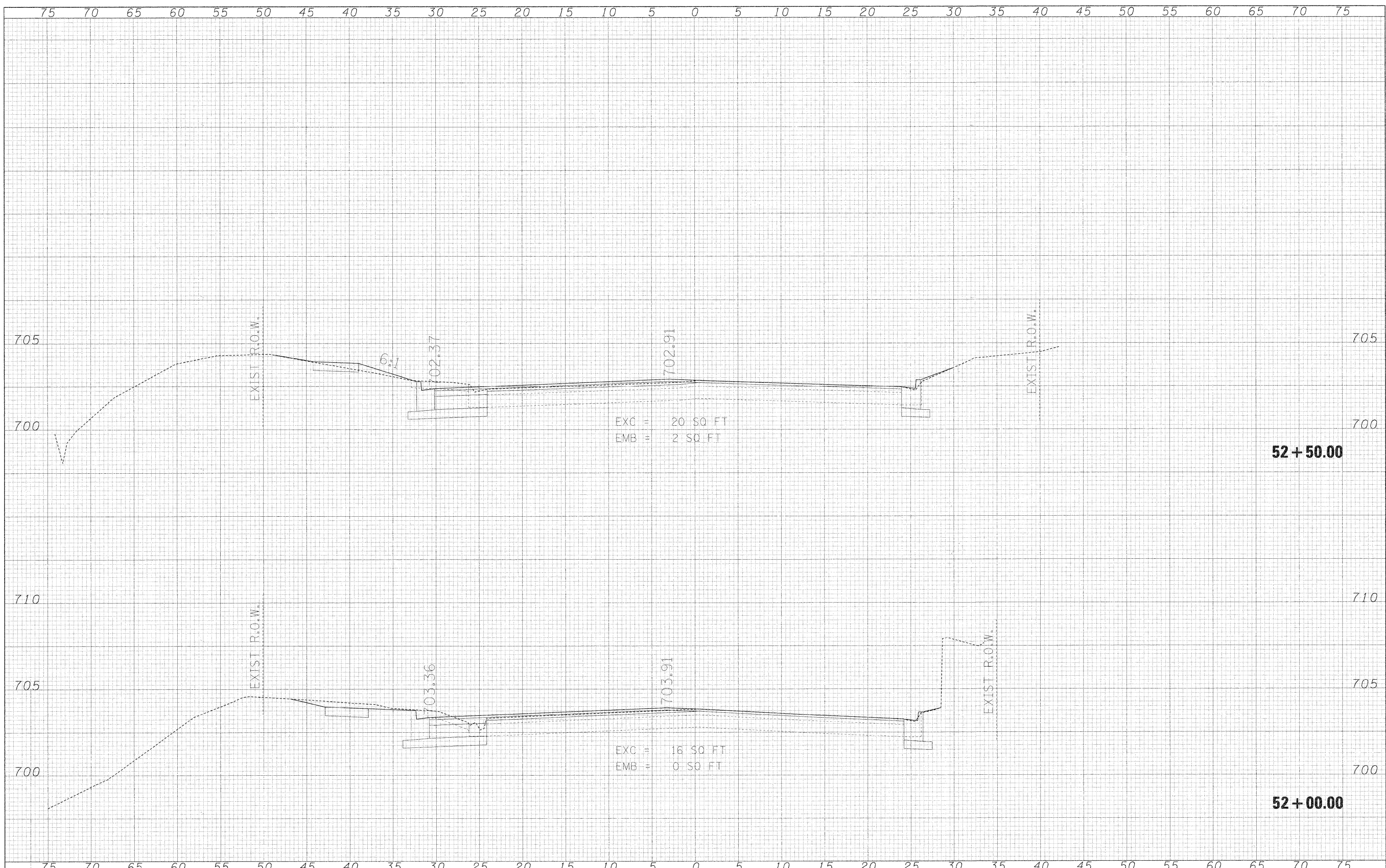
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NOTE BOOK	TEMPLATE
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#FILE#	PLLOT SCALE = #SCALE#	DRAWN - JMT	REVISED -		SCALE: 1"=5'H/2.5'V	SHEET NO. 6 OF 9 SHEETS	STA. 53+00.00 TO STA. 54+00.00	RIFORD ROAD RECONSTRUCTION	CONTRACT NO. 63092			
	PLLOT DATE = #DATE#	CHECKED - MAP	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE - 12/01/2009	REVISED -									

FINAL SURVEY	DATE
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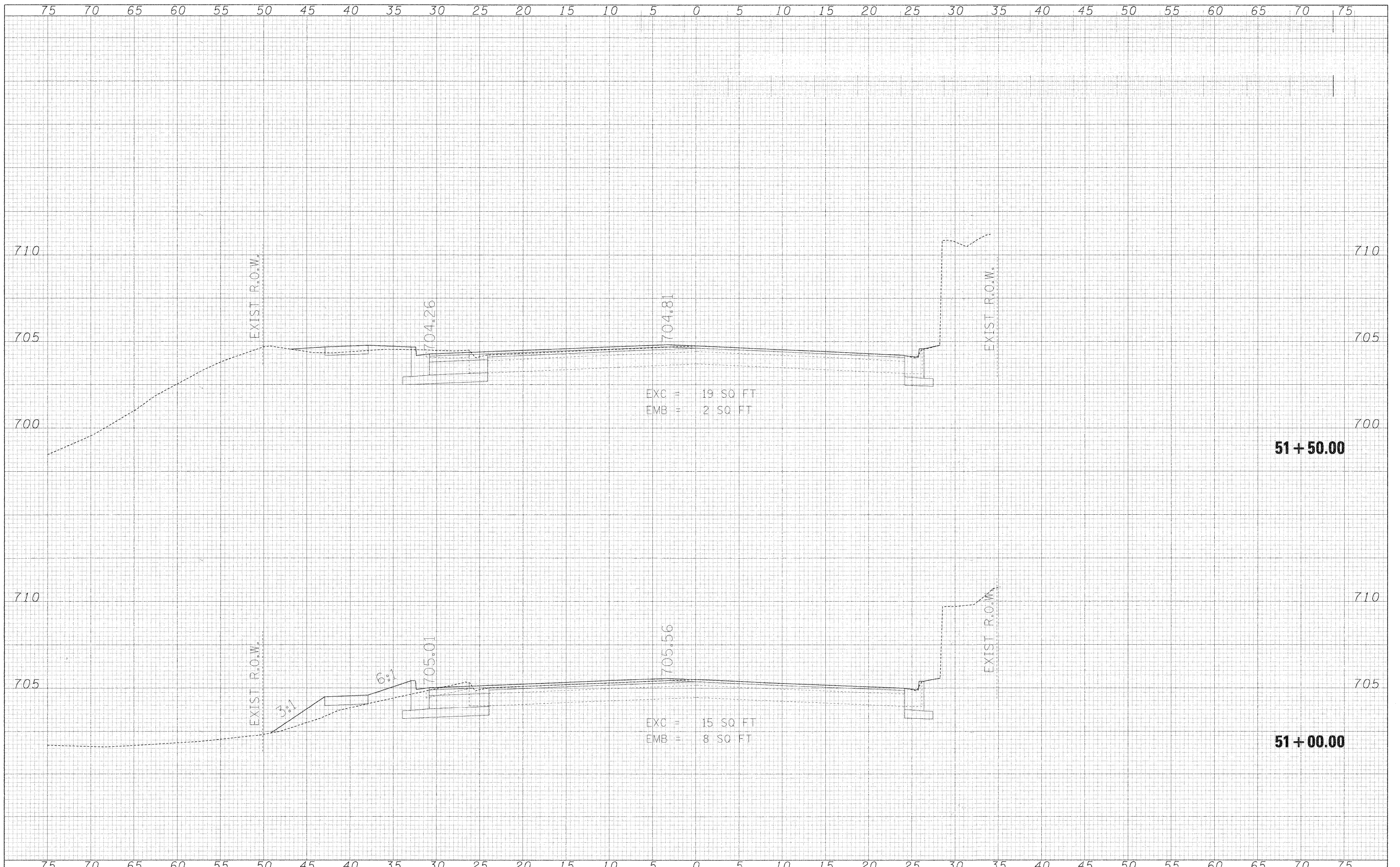


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		DATE - 12/01/2009	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SCALE: 1"=5'H/2.5'V SHEET NO. 7 OF 9 SHEETS STA. 52+00.00 TO STA. 52+50.00

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NOTE BOOK	PLOTTED
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ST CHARLES ROAD CROSS SECTIONS

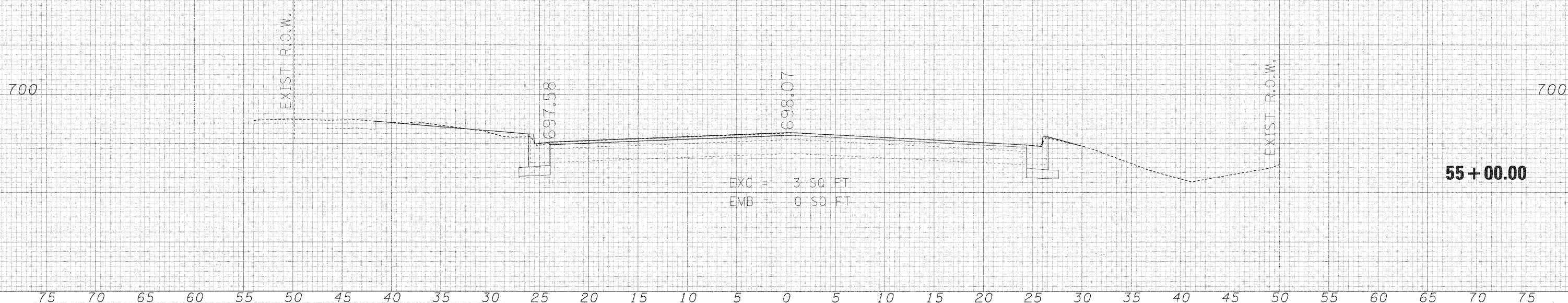
SCALE: 1"=5'H/2.5'V SHEET NO. 8 OF 9 SHEETS STA. 51+00.00 TO STA. 51+50.00

F.A.U. BIE 2335	SECTION 05-00068-00-FP	COUNTY DUPAGE	TOTAL SHEETS 141	SHEET NO. 140
RIFORD ROAD RECONSTRUCTION		CONTRACT NO. 63092		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ST CHARLES ROAD CROSS SECTIONS

SCALE: 1"=5'H/2.5'V SHEET NO. 9 OF 9 SHEETS STA. 55+00.00 TO STA. 55+00.00

F.A.U. FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2385	05-00068-00-FP	DUPAGE	141	141
RIFORD ROAD RECONSTRUCTION			CONTRACT NO. 63092	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		