

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	1
		ILLINOIS	CONTRACT NO. 61E80	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

ADT = 4,500 (2014)

ADT = 6,500 (2040)

SPEED LIMIT:

30 MPH (POSTED)

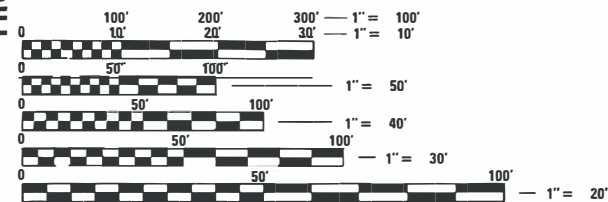
DESIGN DESIGNATION

MAJOR COLLECTOR

**BENEDICTINE PARKWAY
ABBEYWOOD DRIVE TO MAPLE AVENUE
RESURFACING
SECTION 17-00063-00-RS
PROJECT EBT2(098)
VILLAGE OF LISLE
DUPAGE COUNTY**



PROGRAM AND OFFICE ENGINEER: CHARLES RIDDLE, P.E., SCHAUMBURG, IL

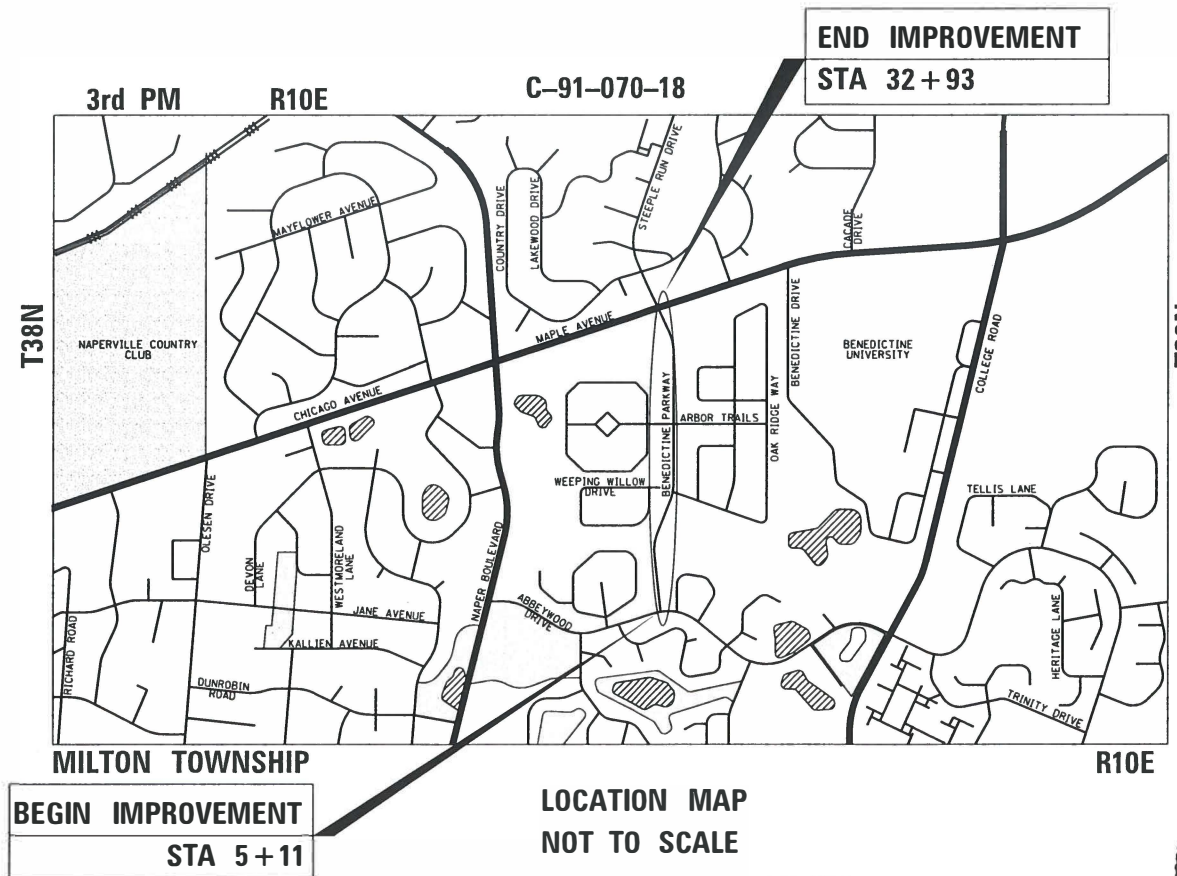


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONSULTING ENGINEERS **BL** Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P:(630) 438 6400 F:(630) 438 6444 www.bollingerlach.com
ILLINOIS · INDIANA · WISCONSIN

CONTRACT NO. 61E80

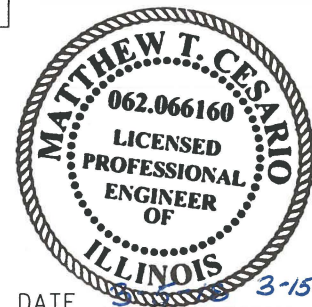


**BEGIN IMPROVEMENT
STA 5 + 11**

**END IMPROVEMENT
STA 32 + 93**

**LOCATION MAP
NOT TO SCALE**

GROSS LENGTH = 2,782 FT. = 0.53 MILE
NET LENGTH = 2,782 FT. = 0.53 MILE



[Signature]
MATTHEW CESARIO
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062.066160
MY LICENSE EXPIRES ON 11-30-19.
DATE 3-15-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Approved: *[Signature]* 2-26-18
VILLAGE OF LISLE

Passed: *[Signature]* MARCH 23, 2018
District One Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review: *[Signature]* MARCH 26, 2018
Regional Engineer

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

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GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED APRIL 1, 2016; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH LOCAL EMERGENCY SERVICES AND THE VILLAGE OF LISLE USING THE FOLLOWING TELEPHONE NUMBERS:
 LISLE POLICE DEPARTMENT: 630-271-4200
 LISLE WOODRIDGE FIRE DISTRICT: 630-964-2233
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS, IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, OWNER'S REPRESENTATIVE, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES THAT OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS.
- THE CONTRACTOR SHALL NOT SET UP A YARD OR FIELD OFFICE ON STATE, COUNTY OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE VILLAGE.
- THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- NITROGEN FERTILIZER, POTASSIUM FERTILIZER, AND PHOSPHORUS FERTILIZER NUTRIENTS SHALL BE PLACED OVER SODDING AT THE RATE OF 60 POUNDS PER ACRE.
- SAW CUTTING OF CURB AND GUTTER SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING.
- THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS IS NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT-MIX ASPHALT MIXTURES ARE TO BE PLACED.
- PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, SIDEWALKS, AND AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MATCHING SHALL NOT EXCEED 1-1/2 INCH WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH, WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE DISTRICT DETAIL BUTT JOINT AND BITUMINOUS TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- FOR CLASS D PATCHING, CONTRACTOR SHALL MILL BEFORE PATCHING AS DIRECTED BY THE ENGINEER.
- ALL ELEVATIONS ARE ON THE U.S.G.S. DATUM NAVD 88.
- ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR ADA RAMPS, PAVEMENT MARKINGS, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

GENERAL NOTES

22. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.
23. SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 10 GAL PER SQ YD FOR SODDED AREAS.
24. TEMPORARY INFORMATION SIGNING AND CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT PROJECT LIMITS EAST AND WEST PROJECT LIMITS. ADDITIONAL TEMPORARY INFORMATION SIGNING SHALL BE PLACED ON ALL SIDE ROADS OR AS DIRECTED BY THE ENGINEER, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
25. ACTUAL LOCATION AND SIZE OF BASE PATCHES WILL BE DETERMINED IN THE FIELD. NO COMPENSATION WILL BE ALLOWED FOR UNUSED PATCHING QUANTITIES.
26. TREE ROOT PRUNING SHALL BE USED WHERE NECESSARY IN AREAS OF PROPOSED SIDEWALK AND/OR OTHER CONSTRUCTION ACTIVITIES, AS DIRECTED BY THE ENGINEER.
27. CONTRACTOR SHALL USE CAUTION WHEN WORKING NEAR AND UNDER OVERHEAD UTILITY FACILITIES.
28. TOPSOIL REMOVED SHALL BE STOCKPILED, SORTED, AND REUSED FOR THE PROPOSED LANDSCAPING IMPROVEMENTS WHERE SUITABLE. ACTUAL TOPSOIL REMOVED SHOULD BE DETERMINED IN THE FIELD BY THE ENGINEER.
29. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROFF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
30. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
31. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSUITABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

COMMITMENTS

NONE

TRAFFIC SIGNAL NOTES

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION ACTIVITIES. THIS SHALL INCLUDE LOCATING MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.
2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES, AND IDOT UNDERGROUND FACILITIES. CONTACT THE LOCAL COUNTIES, MUNICIPALITIES, AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 FOR LOCATIONS OF BURIED UTILITIES (48 HOUR NOTIFICATION IS REQUIRED).
3. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
4. ALL EXISTING TRAFFIC SIGNALS SHALL BE REMOVED AND RETURNED TO DUPAGE COUNTY TO BE PLACED BACK INTO INVENTORY. ANY EXISTING TRAFFIC SIGNAL EQUIPMENT DAMAGED DURING REMOVAL SHALL BE PAID FOR BY THE CONTRACTOR AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

TEMPORARY TRAFFIC SIGNAL NOTES

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION ACTIVITIES. THIS SHALL INCLUDE LOCATING WOOD POST LOCATION AND VERIFYING THE CABLE LENGTHS.
2. THE CONTRACTOR SHALL CHECK THE TEMPORARY TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
3. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE 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, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

LIGHTING NOTES

1. THE CONTRACTOR SHALL CONTACT THE ELECTRIC UTILITY COMPANY TO COORDINATE THE ELECTRIC WORK.
2. THE CONTRACTOR SHALL SUBMIT FOR THE RESIDENT ENGINEER'S REVIEW WITHIN 30 DAYS AFTER THE CONTRACT EXECUTION OF APPROVED MANUFACTURER'S PRODUCT DATA AND DETAILED SHOP DRAWINGS.
3. LIGHTING INSTALLATION FOR THE COMBINATION STEEL MAST ARM AND THE TEMPORARY LIGHTING SYSTEM SHALL CONFORM TO THE LATEST IDOT AND COUNTY STANDARDS. ALL LIGHTING EQUIPMENT SHALL BE APPROVED BY IDOT AND THE COUNTY.



USER NAME = cesario	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/26/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BENEDICTINE PARKWAY – VILLAGE OF LISLE			
INDEX OF SHEETS, HIGHWAY STANDARDS, GEN. NOTES & COMMITMENTS			
SCALE: N/A	SHEET 2 OF 2 SHEETS	STA. N/A	TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	3
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	TRAFFIC SIGNALS
				0005 S.N.	0021 S.N.
20101000	TEMPORARY FENCE	FOOT	300	300	
* 20101200	TREE ROOT PRUNING	EACH	10	10	
20200100	EARTH EXCAVATION	CU YD	363	363	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	71	71	
20800150	TRENCH BACKFILL	CU YD	33.4	33.4	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SO YD	126	126	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	84	84	
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	632	632	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	8	8	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	8	8	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	8	8	
* 25200110	SODDING, SALT TOLERANT	SO YD	632	632	
* 25200200	SUPPLEMENTAL WATERING	UNIT	6	6	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	13	13	

* SPECIALTY ITEM
 △ 100% COST TO THE VILLAGE



USER NAME = ccase10	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/26/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BENEDICTINE PARKWAY - VILLAGE OF LISLE
SUMMARY OF QUANTITIES**

SCALE: N/A SHEET 1 OF 9 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 2037	SECTION 17-00063-00-RS	COUNTY	TOTAL SHEETS 82	SHEET NO. 4
CONTRACT NO. 61E80			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	TRAFFIC SIGNALS
				0005 S.N.	0021 S.N.
28000400	PERIMETER EROSION BARRIER	FOOT	407	407	
28000510	INLET FILTERS	EACH	22	22	
28001100	TEMPORARY EROSION CONTROL BLANKET	SO YD	632	632	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	42	42	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SO YD	580	580	
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SO YD	279	279	
35600700	HOT-MIX ASPHALT BASE COURSE WIDENING, 6"	SO YD	505	505	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	10443	10443	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3	3	
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	448	448	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	199	199	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	916	916	
42001300	PROTECTIVE COAT	SO YD	503	503	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	2519	2519	

* SPECIALTY ITEM
 △ 100% COST TO THE VILLAGE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	TRAFFIC SIGNALS
				0005 S.N.	0021 S.N.
42400800	DETECTABLE WARNINGS	SO FT	193	193	
44000100	PAVEMENT REMOVAL	SO YD	17	17	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	10256	10256	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1030	1030	
44000600	SIDEWALK REMOVAL	SO FT	2687	2687	
44201713	CLASS D PATCHES, TYPE I, 6 INCH	SO YD	205	205	
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SO YD	308	308	
44201721	CLASS D PATCHES, TYPE III, 6 INCH	SO YD	308	308	
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SO YD	205	205	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	3718	3718	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	237	237	
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	11	11	
55100300	STORM SEWER REMOVAL 8"	FOOT	12	12	
* 56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	1	1	

* SPECIALTY ITEM
 △ 100% COST TO THE VILLAGE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	TRAFFIC SIGNALS
				0005 S.N.	0021 S.N.
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	264	264	
60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	1	1	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60219300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	2	2	
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	2	2	
60500060	REMOVING INLETS	EACH	1	1	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1004	1004	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3	
67100100	MOBILIZATION	L SUM	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1309	1309	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	436	436	
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	116	116	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5756	5756	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	360	360	

* SPECIALTY ITEM
 △ 100% COST TO THE VILLAGE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	TRAFFIC SIGNALS
				0005 S.N.	0021 S.N.
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4		4
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4
* 87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	10		10
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	28		28
* 87900200	DRILL EXISTING HANDHOLE	EACH	6		6
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5		5
* 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	5		5
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4		4
* 88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	10		10
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	11		11
* 88600100	DETECTOR LOOP, TYPE I	FOOT	905		905
* 88700200	LIGHT DETECTOR	EACH	2		2
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1		1

* SPECIALTY ITEM
 △ 100% COST TO THE VILLAGE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	TRAFFIC SIGNALS
				0005 S.N.	0021 S.N.
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	2		2
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	15318		15318
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1
* 89502380	REMOVE EXISTING HANDHOLE	EACH	2		2
* 89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1		1
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	7		7
* X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	298		298
* X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	4700		4700
* X0325938	TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1		1
△ X5538200	STORM SEWERS TO BE CLEANED 24"	FOOT	150	150	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	7	7	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	184	184	

* SPECIALTY ITEM
△ 100% COST TO THE VILLAGE



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 40,000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/26/2018	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENEDICTINE PARKWAY - VILLAGE OF LISLE
SUMMARY OF QUANTITIES

SCALE: N/A SHEET 8 OF 9 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 2037	SECTION 17-00063-00-RS	COUNTY	TOTAL SHEETS 82	SHEET NO. 11
CONTRACT NO. 61E80			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	TRAFFIC SIGNALS
				0005 S. N.	0021 S. N.
* X8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1		1
* X8570226	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1		1
* X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1
* X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	5302		5302
* X8730104	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 10 2C	FOOT	350		350
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
△	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	5	5
	Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	231	231
*	Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	3	3
	Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	40	40
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3	3

* SPECIALTY ITEM
△ 100% COST TO THE VILLAGE



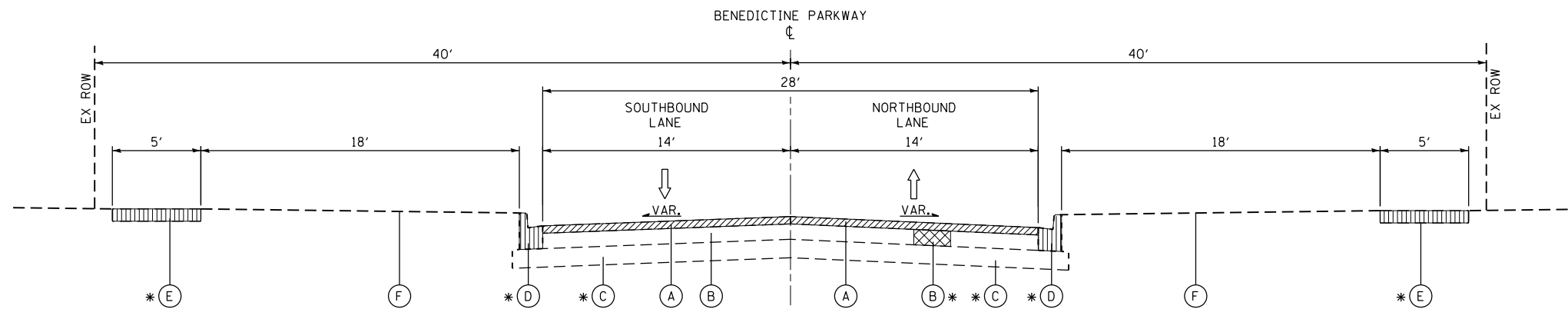
USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 40,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/26/2018	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENEDICTINE PARKWAY - VILLAGE OF LISLE
SUMMARY OF QUANTITIES

SCALE: N/A SHEET 9 OF 9 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS		82	12
			CONTRACT NO. 61E80	
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

STA 5+11 TO STA 27+10, BENEDICTINE PARKWAY

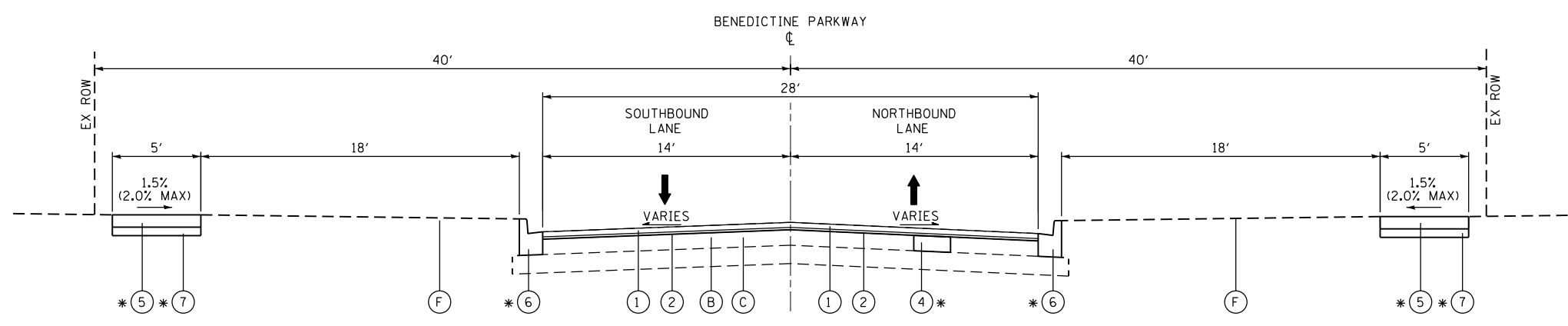
- HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- CLASS D PATCHES (AS DIRECTED BY THE ENGINEER)
- COMBINATION CURB AND GUTTER REMOVAL
SIDEWALK REMOVAL
(AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER)

EXISTING LEGEND

- (A) EX HOT-MIX ASPHALT SURFACE COURSE, 2" (R)
- * (B) EX HOT-MIX ASPHALT BASE COURSE, 6"
- * (C) EX AGGREGATE BASE COURSE, 12"
- * (D) EX COMB. CONCRETE CURB & GUTTER, TY B-6.12
- * (E) EX P.C.C. SIDEWALK
- (F) EX TOPSOIL, 6"

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

* ITEM TO BE REMOVED AND REPLACED LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.



PROPOSED TYPICAL SECTION

STA 5+11 TO STA 27+10, BENEDICTINE PARKWAY

PROPOSED LEGEND

- (1) PR HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) PR POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 3/4"
- (3) PR HMA BASE COURSE WIDENING, 6"
- * (4) CLASS D PATCHES
- * (5) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- * (7) AGGREGATE BASE COURSE, TY B 4"
- (8) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (9) FURNISH AND PLACE TOPSOIL, 4"

* ITEM TO BE REMOVED AND REPLACED LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL MILL ROADWAY PAVEMENT PRIOR TO PAVEMENT PATCHING.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 1 1/2"	4% @ 50 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 3/4"	3.5% @ 50 GYR
PAVEMENT WIDENING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 1 1/2"	4% @ 50 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 3/4"	3.5% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE WIDENING, 6" (HMA BINDER IL-19.0)	4% @ 50 GYR
PAVEMENT PATCHING	
CLASS D PATCHES, HOT-MIX ASPHALT BINDER (IL 19 mm), N70; 6"	4% @ 70 GYR

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN.
 THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

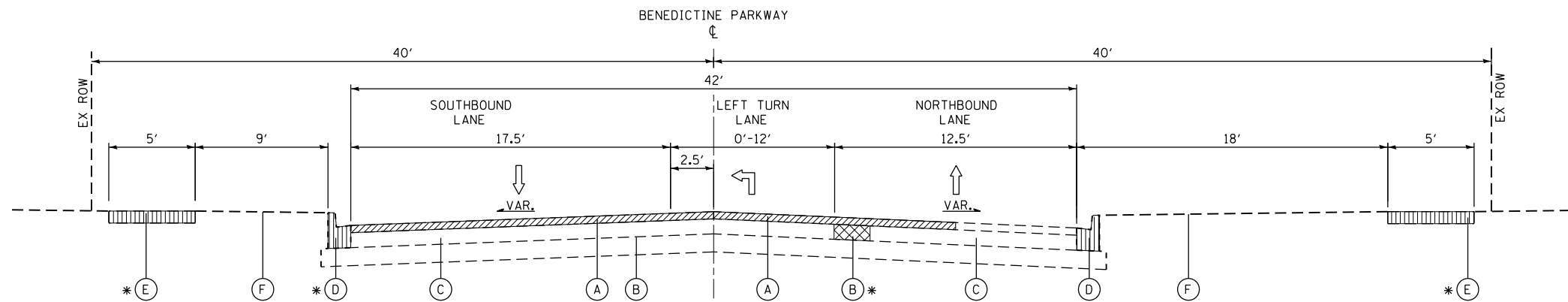


USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1in.	DRAWN -	REVISED -
PLOT DATE = 3/26/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BENEDICTINE PARKWAY - VILLAGE OF LISLE
TYPICAL SECTIONS
 SCALE: N/A SHEET 1 OF 2 SHEETS STA. 5+11 TO STA. 27+10

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	13
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

STA 27+10 TO STA 32+93, BENEDICTINE PARKWAY

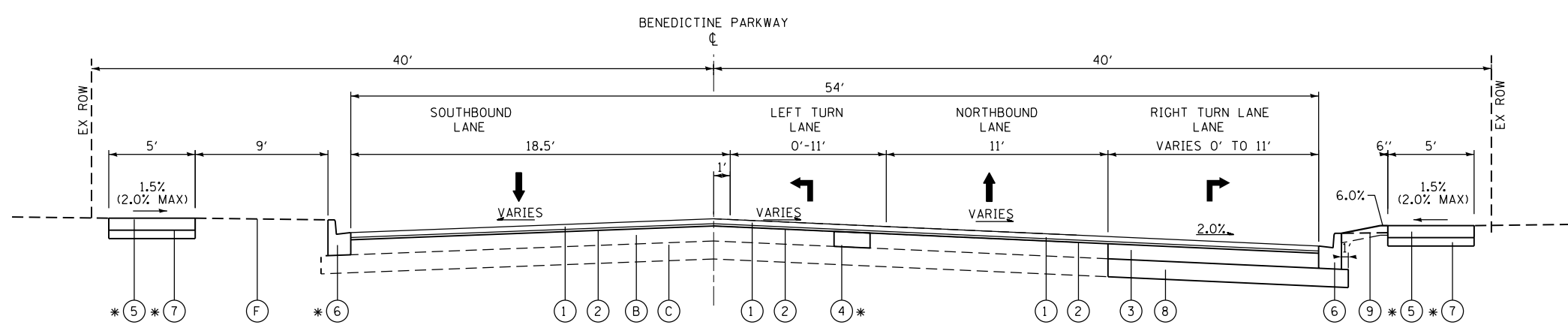
- HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- CLASS D PATCHES (AS DIRECTED BY THE ENGINEER)
- COMBINATION CURB AND GUTTER REMOVAL
SIDEWALK REMOVAL
(AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER)

EXISTING LEGEND

- (A) EX HOT-MIX ASPHALT SURFACE COURSE, 2" (R)
- * (B) EX HOT-MIX ASPHALT BASE COURSE, 6"
- * (C) EX AGGREGATE BASE COURSE, 12"
- * (D) EX COMB. CONCRETE CURB & GUTTER, TY B-6.12
- * (E) EX P.C.C. SIDEWALK
- (F) EX TOPSOIL, 6"

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

* ITEM TO BE REMOVED AND REPLACED LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.



PROPOSED TYPICAL SECTION

STA 27+10 TO STA 32+93, BENEDICTINE PARKWAY

PROPOSED LEGEND

- (1) PR HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) PR POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 3/4"
- (3) PR HMA BASE COURSE WIDENING, 6"
- * (4) CLASS D PATCHES
- * (5) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- * (7) AGGREGATE BASE COURSE, TY B 4"
- (8) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (9) FURNISH AND PLACE TOPSOIL, 4"

* ITEM TO BE REMOVED AND REPLACED LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

HMA SURFACE COURSE, MIX "D", N50				
Station		Offset	Area	Quantity
From	To	(LT / RT)	(Sq Yd)	(Ton)
BENEDICTINE PARKWAY				
5+11	10+00	LT / RT	1,607	135
10+00	15+00	LT / RT	1,560	131
15+00	20+00	LT / RT	1,845	155
20+00	25+50	LT / RT	2,143	180
25+50	30+00	LT / RT	1,881	158
30+00	29+93	LT / RT	1,869	157
PAY ITEM: 40603335			TOTAL	916

HMA SURFACE REMOVAL, 2 INCH				
Station		Offset	Area	
From	To	(LT / RT)	(Sq Yd)	
BENEDICTINE PARKWAY				
5+11	10+00	LT / RT	1,557	
10+00	15+00	LT / RT	1,553	
15+00	20+00	LT / RT	1,817	
20+00	25+50	LT / RT	2,090	
25+50	30+00	LT / RT	1,860	
30+00	32+93	LT / RT	1,379	
PAY ITEM: 44000157			TOTAL	10,256

AGGREGATE SUBGRADE IMPROVEMENT				
Station		Offset	Area	
From	To	(LT / RT)	(Sq Yd)	
BENEDICTINE PARKWAY				
5+11	10+00	LT / RT	0	
10+00	15+00	LT / RT	0	
15+00	20+00	LT / RT	0	
20+00	25+50	LT / RT	0	
25+50	30+00	LT / RT	30	
30+00	32+93	LT / RT	550	
PAY ITEM: 30300112			TOTAL	580

POLYMERIZED LEVELING BINDER (MACHINE METHOD), 1L-4.75, N50				
Station		Offset	Area	Quantity
From	To	(LT / RT)	(Sq Yd)	(Ton)
BENEDICTINE PARKWAY				
5+11	10+00	LT / RT	1,548	65
10+00	15+00	LT / RT	774	65
15+00	20+00	LT / RT	905	76
20+00	25+50	LT / RT	1,048	88
25+50	30+00	LT / RT	929	78
30+00	32+93	LT / RT	905	76
PAY ITEM: 40600827			TOTAL	448

PAVEMENT REMOVAL				
Station		Offset	Area	
From	To	(LT / RT)	(Sq Yd)	
BENEDICTINE PARKWAY				
5+11	10+00	LT / RT	0	
10+00	15+00	LT / RT	0	
15+00	20+00	LT / RT	0	
20+00	25+50	LT / RT	0	
25+50	30+00	LT / RT	17	
30+00	32+93	LT / RT	0	
PAY ITEM: 44000100			TOTAL	17

HMA BASE COURSE WIDENING 6 INCH				
Station		Offset	Area	
From	To	(LT / RT)	(Sq Yd)	
BENEDICTINE PARKWAY				
5+11	10+00	LT / RT	0	
10+00	15+00	LT / RT	0	
15+00	20+00	LT / RT	0	
20+00	25+50	LT / RT	0	
25+50	30+00	LT / RT	11	
30+00	32+93	LT / RT	494	
PAY ITEM: 35600700			TOTAL	505

AGGREGATE BASE COURSE TYPE B 4 INCH				
Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Yd)	
ABBEYWOOD	LT	NW	39	
	RT	SW	0	
	LT	NE	4	
	RT	SE	0	
MID BLOCK	LT	WEST	27	
	RT	EAST	4	
WEeping WILLOW / OAK RIDGE	LT	NW	18	
	RT	SW	16	
	LT	NE	21	
	RT	SE	20	
WINDSOR / ARBOR TRAILS	LT	NW	9	
	RT	SW	9	
	LT	NE	22	
	RT	SE	22	
COMMERCIAL ENT. SOUTH	LT	NORTH	10	
	LT	SOUTH	9	
COMMERCIAL ENT. NORTH	LT	NORTH	9	
	LT	SOUTH	9	
MAPLE AVENUE	LT	NW	0	
	RT	SW	0	
	LT	NE	0	
	RT	SE	31	
PAY ITEM: 35101600			TOTAL	279

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH				
Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Ft)	
ABBEYWOOD	LT	NW	351	
	RT	SW	0	
	LT	NE	37	
	RT	SE	0	
MID BLOCK	LT	WEST	242	
	RT	EAST	36	
WEeping WILLOW / OAK RIDGE	LT	NW	163	
	RT	SW	147	
	LT	NE	188	
	RT	SE	184	
WINDSOR / ARBOR TRAILS	LT	NW	84	
	RT	SW	84	
	LT	NE	202	
	RT	SE	202	
COMMERCIAL ENT. SOUTH	LT	NORTH	94	
	LT	SOUTH	77	
COMMERCIAL ENT. NORTH	LT	NORTH	78	
	LT	SOUTH	76	
MAPLE AVENUE	LT	NW	0	
	RT	SW	0	
	LT	NE	0	
	RT	SE	274	
PAY ITEM: 42400200			TOTAL	2,519

SIDEWALK REMOVAL				
Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Ft)	
ABBEYWOOD	LT	NW	345	
	RT	SW	0	
	LT	NE	37	
	RT	SE	0	
MID BLOCK	LT	WEST	237	
	RT	EAST	36	
WEeping WILLOW / OAK RIDGE	LT	NW	163	
	RT	SW	147	
	LT	NE	188	
	RT	SE	184	
WINDSOR / ARBOR TRAILS	LT	NW	84	
	RT	SW	84	
	LT	NE	202	
	RT	SE	202	
COMMERCIAL ENT. SOUTH	LT	NORTH	94	
	LT	SOUTH	77	
COMMERCIAL ENT. NORTH	LT	NORTH	78	
	LT	SOUTH	76	
MAPLE AVENUE	LT	NW	0	
	RT	SW	0	
	LT	NE	0	
	RT	SE	453	
PAY ITEM: 44000600			TOTAL	2,687



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BENEDICTINE PARKWAY - VILLAGE OF LISLE
SCHEDULE OF QUANTITIES**

SCALE: N.T.S. SHEET 1 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	15
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

LANDSCAPING SCHEDULE				
LOCATION		TOPSOIL FURNISH & PLACE, 4	SODDING SALT TOLERANT	
Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Yd)	Area (Sq Yd)
ABBEYWOOD	LT	NW	53	53
	RT	SW	0	0
	LT	NE	6	6
	RT	SE	0	0
MID BLOCK	LT	WEST	36	36
	RT	EAST	6	6
WEeping WILLOW / OAK RIDGE	LT	NW	11	11
	RT	SW	22	22
	LT	NE	26	26
	RT	SE	27	27
WINDSOR / ARBOR TRAILS	LT	NW	10	10
	RT	SW	10	10
	LT	NE	29	29
	RT	SE	30	30
COMMERCIAL ENT. SOUTH	LT	NORTH	12	12
	LT	SOUTH	13	13
COMMERCIAL ENT. NORTH	LT	NORTH	8	8
	LT	SOUTH	10	10
RIGHT TURN LANE / MAPLE AVENUE	RT	28+55-29+50	66	66
	RT	29+50-32+00	154	154
	RT	32+00-32+93	103	103
PAY ITEM: 21101615 / 25200110		TOTAL	632	632

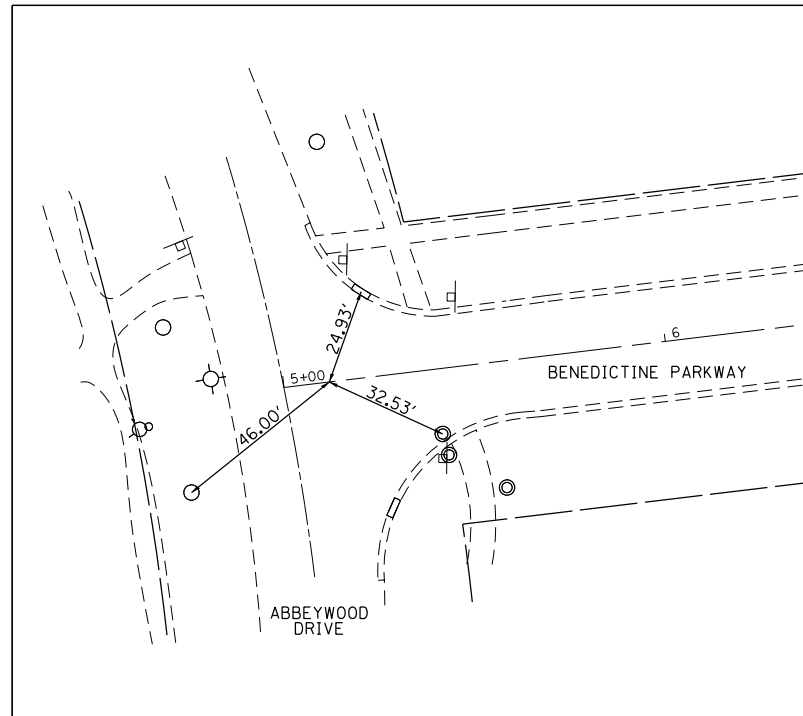
DETECTABLE WARNING			
Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Ft)
ABBEYWOOD	LT	NW	20
	RT	SW	0
	LT	NE	15
	RT	SE	0
MID BLOCK	LT	WEST	10
	RT	EAST	14
WEeping WILLOW / OAK RIDGE	LT	NW	10
	RT	SW	10
	LT	NE	10
	RT	SE	10
WINDSOR / ARBOR TRAILS	LT	NW	11
	RT	SW	11
	LT	NE	10
	RT	SE	10
COMMERCIAL ENT. SOUTH	LT	NORTH	12
	LT	SOUTH	10
COMMERCIAL ENT. NORTH	LT	NORTH	10
	LT	SOUTH	10
MAPLE AVENUE	LT	NW	0
	RT	SW	0
	LT	NE	0
	RT	SE	10
PAY ITEM: 42400800		TOTAL	193

HMA SURFACE REMOVAL - BUTT JOINT		
Intersection	Offset (LT / RT)	Area (Sq Yd)
ABBEYWOOD	PROJECT LIMIT	44
WEeping WILLOW / OAK RIDGE	LT	16
	LT	13
WINDSOR / ARBOR TRAILS	LT	31
	LT	24
COMMERCIAL ENT. SOUTH / NORTH	LT	12
	LT	11
MAPLE AVENUE	PROJECT LIMIT	48
PAY ITEM: 40600982		199

EARTHWORK SUMMARY TABLE				
EARTH EX (CU YD)	ADJUST 15% (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR	UNSUITABLE (CU YD)
363	308	0	308	71

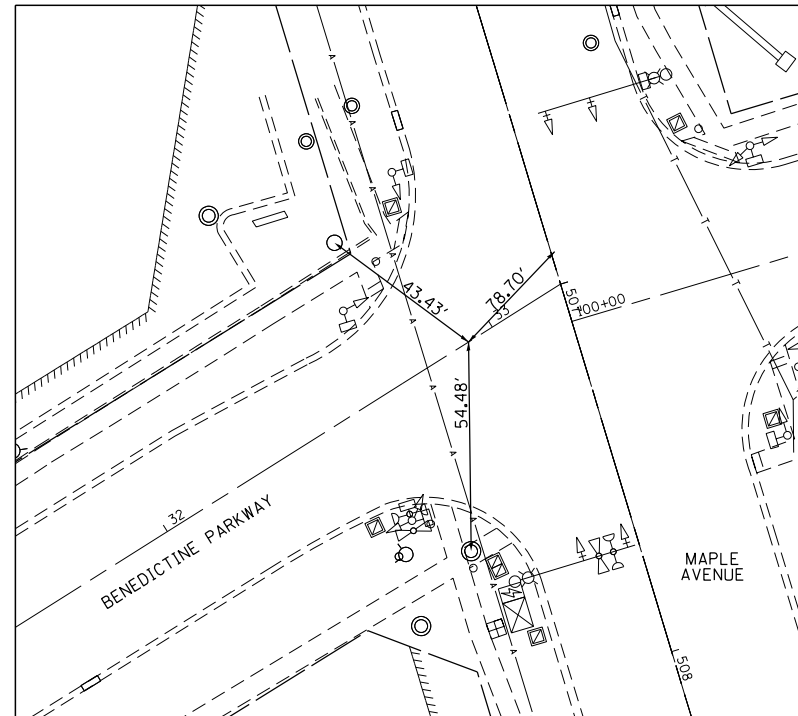
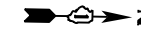
THERMOPLASTIC PAVEMENT MARKING							
Station		Offset	4 Inch	6 Inch	12 Inch	24 Inch	Letters & Symbols
From	To	(LT / RT)	(Ft)	(Ft)	(Ft)	(Ft)	(Sq Ft)
BENEDICTINE PARKWAY							
5+11	10+00	LT / RT	1,100	129	0	14	0
10+00	15+00	LT / RT	980	56	0	28	0
15+00	20+00	LT / RT	872	130	0	24	0
20+00	25+50	LT / RT	900	227	0	24	0
25+50	30+00	LT / RT	900	276	150	0	0
30+00	32+93	LT / RT	484	439	243	270	116
PAY ITEM: 78000200 / 78000400 /		TOTAL	5,236	1,257	393	360	116

BEGIN IMPROVEMENT



ALIGNMENT TIE (A-1)
STATION 5+11.00
BENEDICTINE PARKWAY
N: 1859920.1795
E: 1046745.3202

END IMPROVEMENT



ALIGNMENT TIE (A-1)
STATION 32+93.00
BENEDICTINE PARKWAY
N: 1862627.6915
E: 1046730.6729

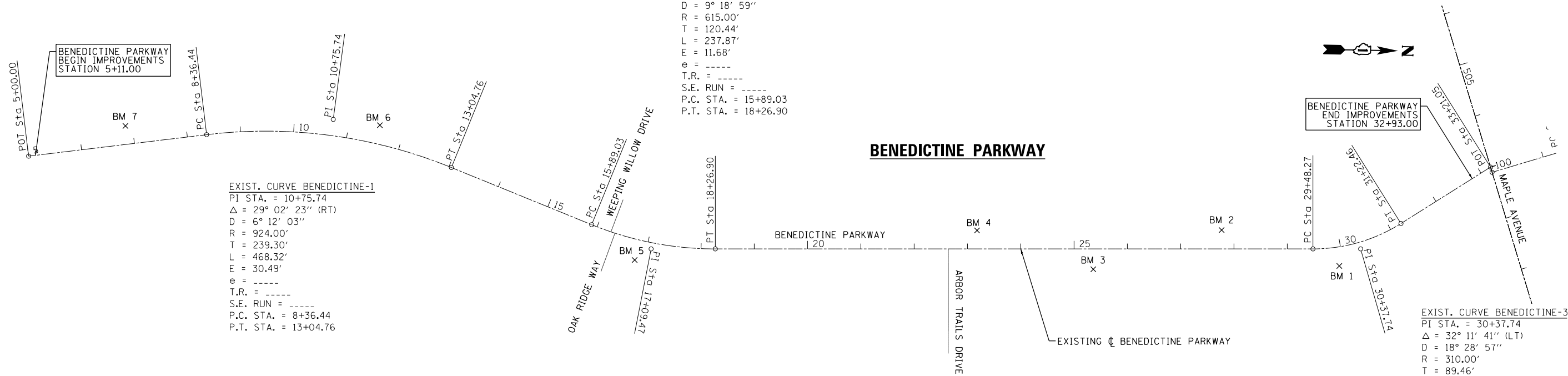
BENCHMARKS

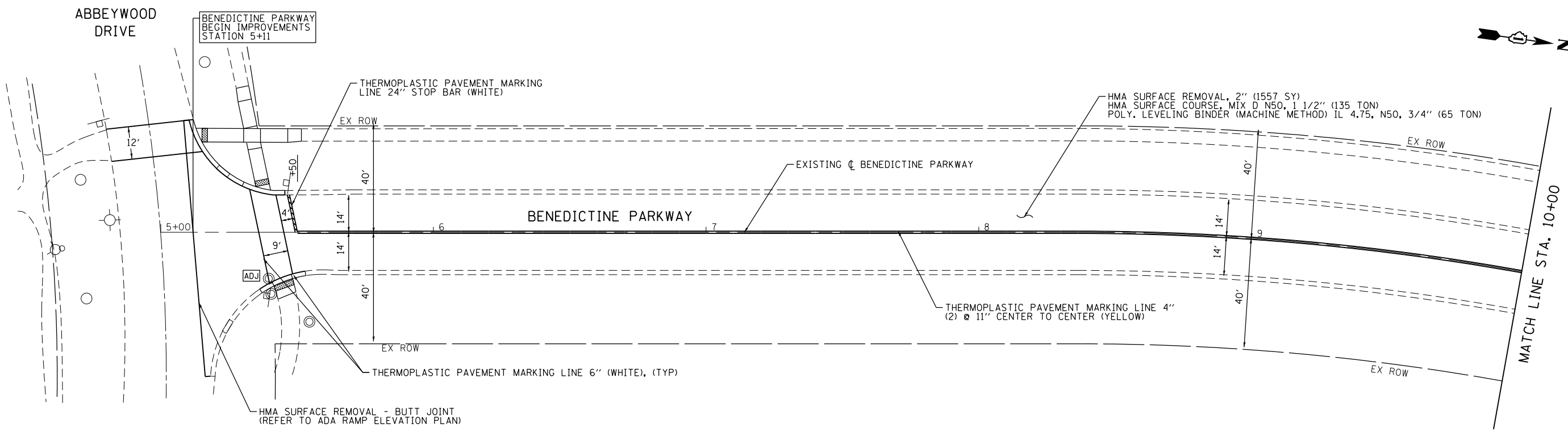
- BENCHMARK 1 (BM 1):**
CUT CROSS ON SIDEWALK EAST OF BENEDICTINE PARKWAY, NORTH OF NORTHERN MOST COMMERCIAL ENTRANCE ON THE WEST SIDE OF BENEDICTINE PARKWAY. STATION 29+92.64 AT OFFSET 35.26' RIGHT OF CENTERLINE
ELEVATION = 730.00
- BENCHMARK 2 (BM 2):**
CUT CROSS ON SIDEWALK WEST OF BENEDICTINE PARKWAY, NORTH OF SOUTHERN COMMERCIAL ENTRANCE ON THE WEST SIDE OF BENEDICTINE PARKWAY. STATION 27+76.90 AT OFFSET 35.43' LEFT OF CENTERLINE
ELEVATION = 732.02
- BENCHMARK 3 (BM 3):**
CUT CROSS ON SIDEWALK EAST OF BENEDICTINE PARKWAY, NORTH OF ARBOR TRAILS ON THE EAST SIDE OF BENEDICTINE PARKWAY. STATION 25+34.29 AT OFFSET 36.49' RIGHT OF CENTERLINE
ELEVATION = 731.01
- BENCHMARK 4 (BM 4):**
CUT CROSS ON SIDEWALK WEST OF BENEDICTINE PARKWAY, NORTH OF WINDSOR DRIVE ON THE WEST SIDE OF BENEDICTINE PARKWAY. STATION 23+17.91 AT OFFSET 34.72' LEFT OF CENTERLINE
ELEVATION = 729.95
- BENCHMARK 5 (BM 5):**
CUT CROSS ON SIDEWALK EAST OF BENEDICTINE PARKWAY, NORTH OF OAK RIDGE WAY ON THE EAST SIDE OF BENEDICTINE PARKWAY. STATION 16+83.16 AT OFFSET 38.65' RIGHT OF CENTERLINE
ELEVATION = 735.96
- BENCHMARK 6 (BM 6):**
CUT CROSS ON SIDEWALK WEST OF BENEDICTINE PARKWAY, SOUTH OF WEEPING WILLOW WAY ON THE WEST SIDE OF BENEDICTINE PARKWAY. STATION 11+53.43 AT OFFSET 34.21' LEFT OF CENTERLINE
ELEVATION = 736.56
- BENCHMARK 7 (BM 7):**
CUT CROSS ON SIDEWALK WEST OF BENEDICTINE PARKWAY, NORTH OF ABBEYWOOD DRIVE ON THE WEST SIDE OF BENEDICTINE PARKWAY. STATION 6+87.08 AT OFFSET 34.52' LEFT OF CENTERLINE
ELEVATION = 738.49

EXIST. CURVE BENEDICTINE-2
PI STA. = 17+09.47
 $\Delta = 22^\circ 09' 39''$ (LT)
D = 9° 18' 59"
R = 615.00'
T = 120.44'
L = 237.87'
E = 11.68'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 15+89.03
P.T. STA. = 18+26.90

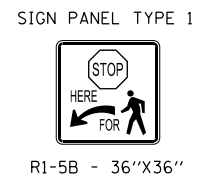
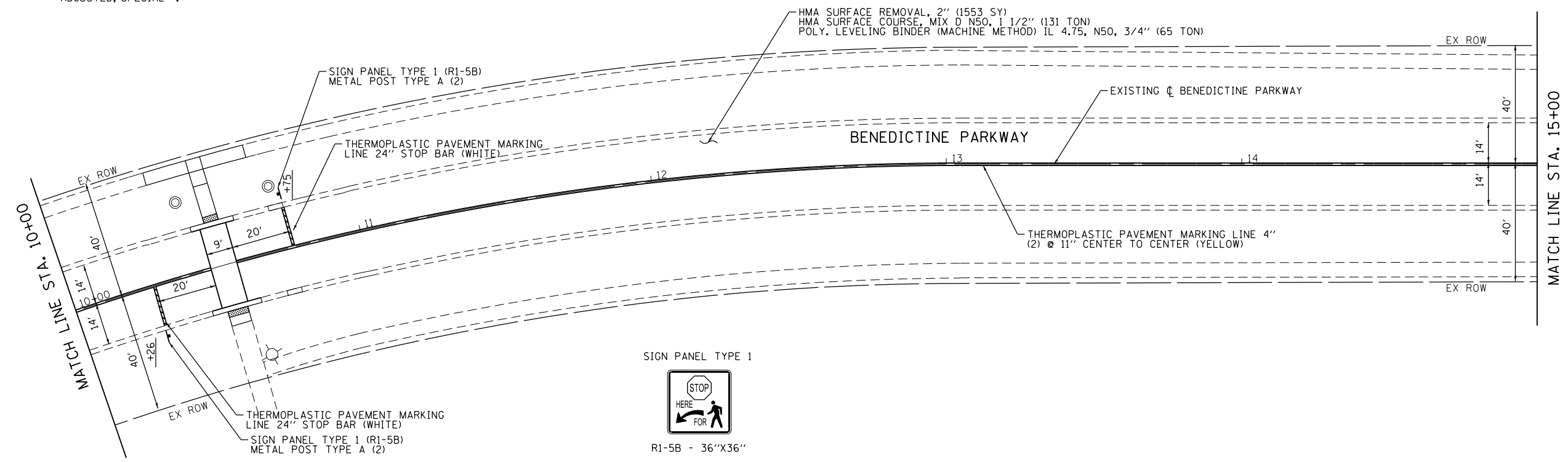
EXIST. CURVE BENEDICTINE-1
PI STA. = 10+75.74
 $\Delta = 29^\circ 02' 23''$ (RT)
D = 6° 12' 03"
R = 924.00'
T = 239.30'
L = 468.32'
E = 30.49'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 8+36.44
P.T. STA. = 13+04.76

EXIST. CURVE BENEDICTINE-3
PI STA. = 30+37.74
 $\Delta = 32^\circ 11' 41''$ (LT)
D = 18° 28' 57"
R = 310.00'
T = 89.46'
L = 174.19'
E = 12.65'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 29+48.27
P.T. STA. = 31+22.46

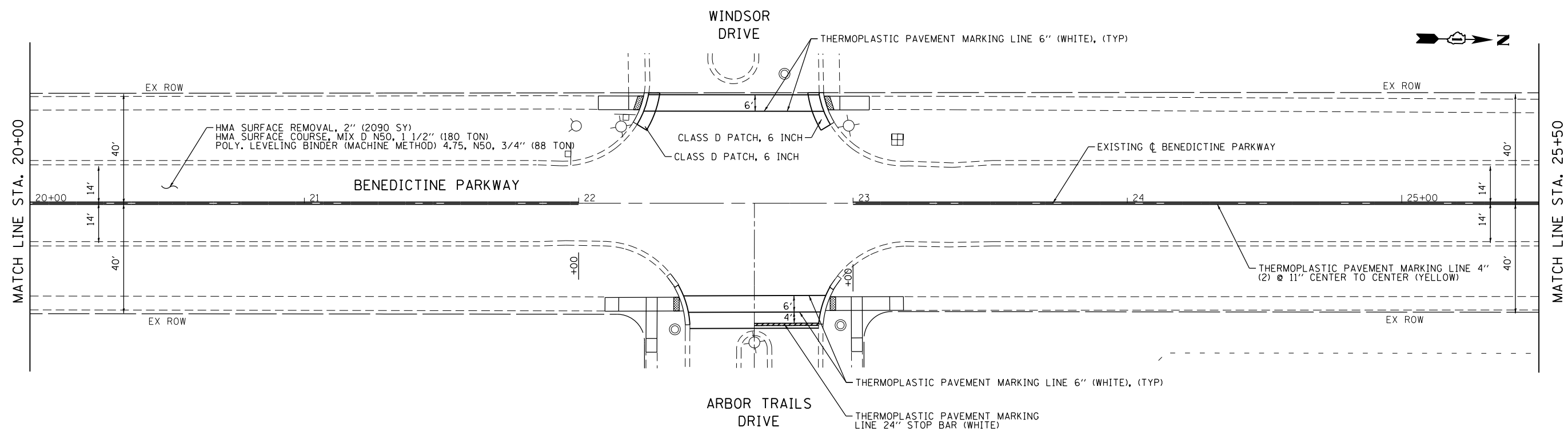
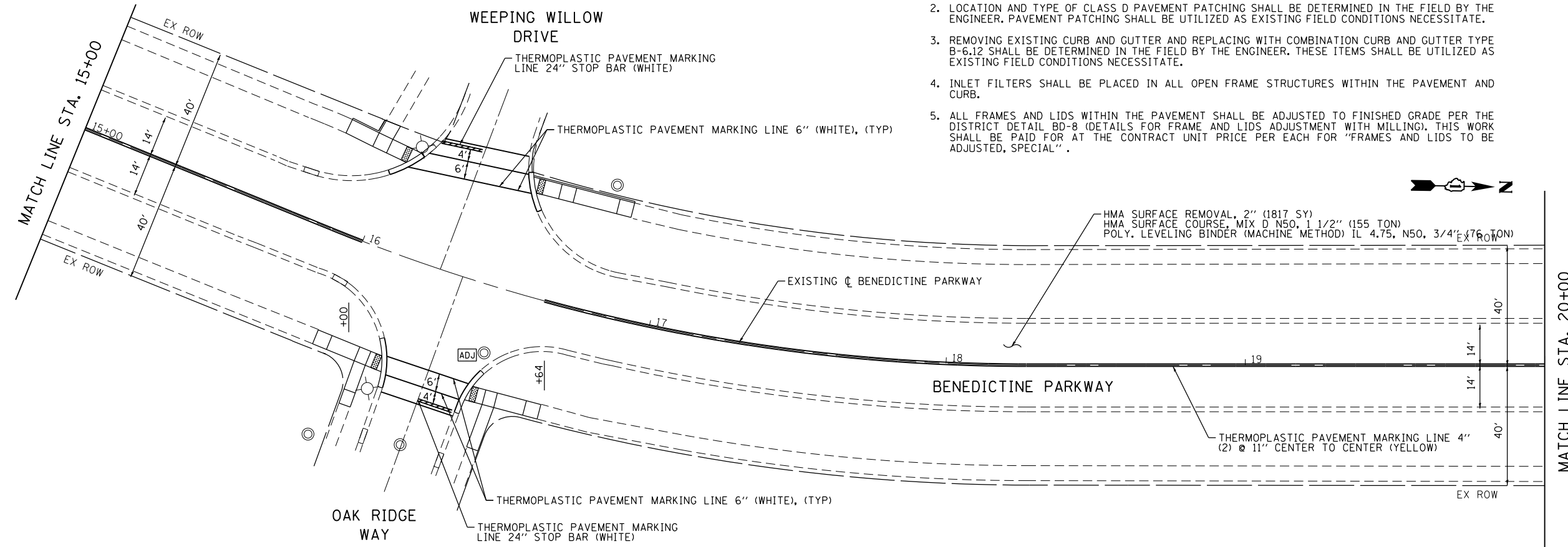




1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK LAYOUT AND ELEVATIONS.
2. LOCATION AND TYPE OF CLASS D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
3. REMOVING EXISTING CURB AND GUTTER AND REPLACING WITH COMBINATION CURB AND GUTTER TYPE B-6.12 SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THESE ITEMS SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
4. INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB.
5. ALL FRAMES AND LIDS WITHIN THE PAVEMENT SHALL BE ADJUSTED TO FINISHED GRADE PER THE DISTRICT DETAIL BD-8 (DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING). THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL".



1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK LAYOUT AND ELEVATIONS.
2. LOCATION AND TYPE OF CLASS D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
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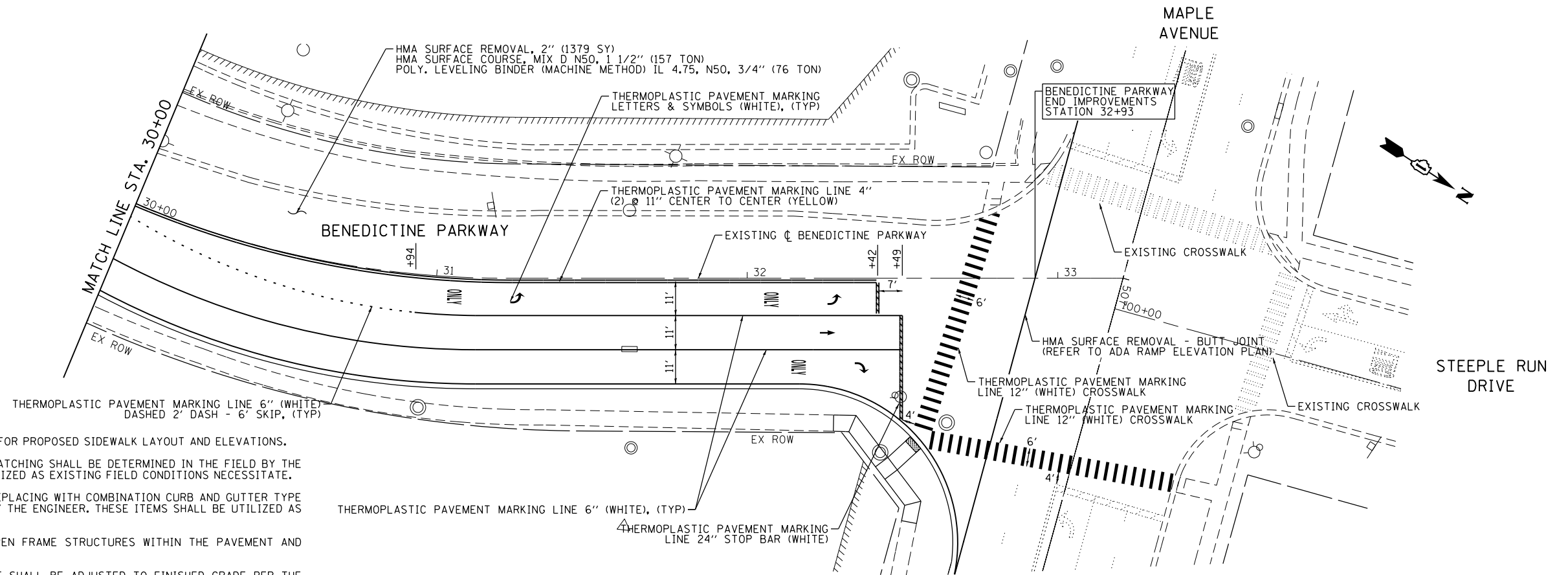
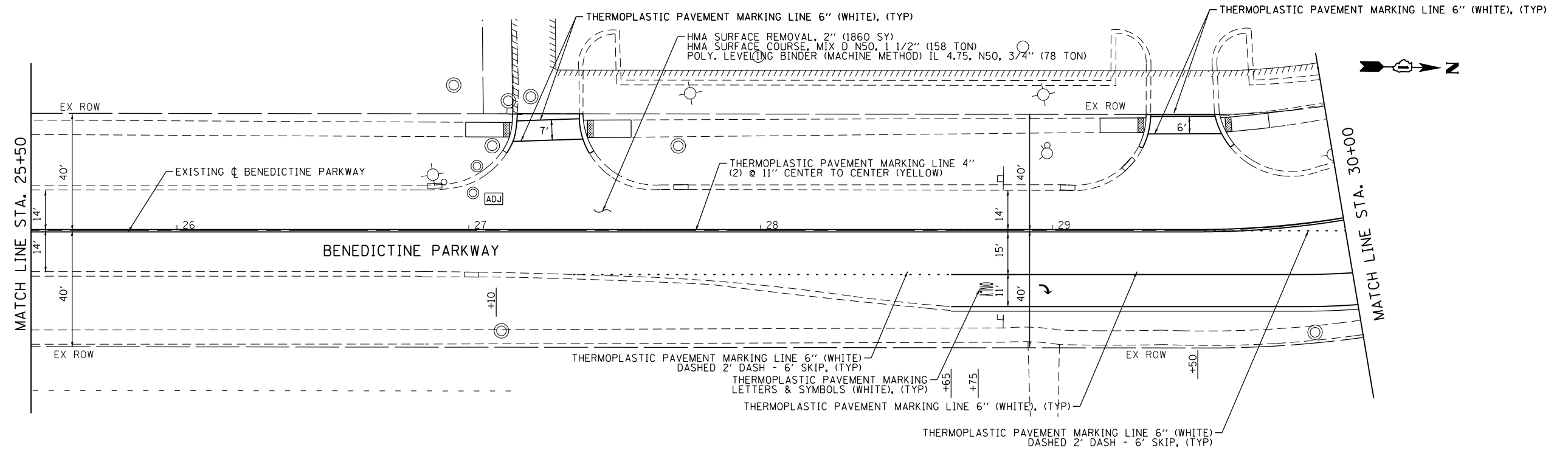
USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BENEDICTINE PARKWAY - VILLAGE OF LISLE
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' SHEET 2 OF 3 SHEETS STA. 15+00 TO STA. 25+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	19
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				



1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK LAYOUT AND ELEVATIONS.
2. LOCATION AND TYPE OF CLASS D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
3. REMOVING EXISTING CURB AND GUTTER AND REPLACING WITH COMBINATION CURB AND GUTTER TYPE B-6.12 SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THESE ITEMS SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
4. INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB.
5. ALL FRAMES AND LIDS WITHIN THE PAVEMENT SHALL BE ADJUSTED TO FINISHED GRADE PER THE DISTRICT DETAIL BD-8 (DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING). THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL".



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/26/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BENELECTINE PARKWAY - VILLAGE OF LISLE
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. 25+50 TO STA. 32+93

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	20
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

CONSTRUCTION STAGING GENERAL NOTES

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. A MINIMUM OF ONE 11 FOOT LANE IN EACH DIRECTION OF BENEDICTINE PARKWAY SHALL BE KEPT OPEN TO THRU TRAFFIC AT ALL TIMES EXCEPT AS NOTED IN PLANS AND AS DIRECTED BY THE ENGINEER. ANY LANE CLOSURES MUST BE APPROVED BY THE ENGINEER. TEMPORARY TRAFFIC SIGNAL SHALL BE INSTALLED AT THE INTERSECTION OF BENEDICTINE PARKWAY AND MAPLE AVENUE

TAPER LENGTH FOR TRAFFIC CONTROL DEVICES IS DEFINED BY:

$L = W \cdot S$ FOR SPEED LIMITS OF 45 MPH OR MORE.

$L = \frac{W \cdot S^2}{60}$ FOR SPEED LIMITS OF 40 MPH OR LESS.

THE TAPER IS DEFINED AS FOLLOWS:

L = TAPER LENGTH IN FEET
W = WIDTH OF OFFSET IN FEET
S = POSTED SPEED LIMIT IN MPH

REMOVAL OF PAVEMENT MARKINGS ON EXISTING BENEDICTINE PARKWAY PAVEMENT SHALL BE PERFORMED USING WATER BLASTING METHOD. REMOVAL OF PAVEMENT MARKINGS ON TEMPORARY PAVEMENT SHALL BE PERFORMED USING GRINDING METHOD.

THE FOLLOWING TEMPORARY PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 703 "WORK ZONE PAVEMENT MARKINGS" OF STANDARD SPECIFICATIONS AT ALL THE FOLLOWING LOCATIONS IN EACH OF THE VARIOUS STAGES OF CONSTRUCTION:

4 IN WHITE EDGE LINE - EACH PAVEMENT EDGE (YELLOW FOR INSIDE EDGE)

24 IN WHITE STOP BAR - ALL LOCATIONS

PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED AND ITS PLACEMENT SHALL BE DIRECTED BY THE ENGINEER AND IT SHALL BE PAID FOR AS "CHANGEABLE MESSAGE SIGN".

THE CONTRACTOR WILL GIVE THE ENGINEER AT LEAST 10 DAYS NOTICE PRIOR TO ANY TRAFFIC STAGING CHANGES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COVERING OR REMOVING ANY EXISTING ROADWAY SIGNAGE THAT CONFLICTS WITH THE STAGED TRAFFIC PATTERN. TEMPORARY TRAFFIC CONTROL BARRIERS AND SIGNAGE SHALL BE IN PLACE PRIOR TO TRAFFIC STAGING.

THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

ARROW BOARDS SHALL HAVE SOLAR POWER CAPABILITY.

A MONO-DIRECTIONAL FLASHING AMBER BEACON SHALL BE MOUNTED TO THE FIRST TWO WARNING SIGNS ON EACH APPROACH DURING HOURS OF DARKNESS.

ON TWO-LANE SECTIONS, BARRICADES NEED TO BE EQUIPPED WITH STEADY BI-DIRECTIONAL AMBER LIGHTS PER ARTICLE 701.16 AND THE BDE SPECIAL PROVISION LIGHTS ON BARRICADES. ALSO, VERTICAL PANELS ON TWO-LANE SECTIONS SHALL BE MOUNTED BACK-TO-BACK WITH BI-DIRECTIONAL STEADY BURN LIGHT.

STOP SIGNS AND BARS ARE TO BE MAINTAINED ON ALL ROADS THROUGH ALL CONSTRUCTION STAGES EXCEPT DURING DAYTIME FLAGGING OPERATIONS AS DIRECTED BY THE ENGINEER.

POSITIVE DRAINAGE WITHIN THE WORK ZONE MUST BE MAINTAINED AT ALL TIMES. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, INCLUDING THE FLOW LINE OF DITCHES, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY INLETS, OUTLETS, AND CONNECTIONS FOR ALL EXISTING AND PROPOSED FACILITIES INCLUDING TEMPORARY PUMPING IF NECESSARY. TEMPORARY ACCOMMODATIONS SHALL BE MAINTAINED UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE AND THE FINAL SHAPING AND GRADING OF DITCHES IS PERFORMED. THE COST OF ALL LABOR, EQUIPMENT, AND MATERIALS (TEMPORARY OR PERMANENT USED AS TEMPORARY) TO COMPLY WITH THIS REQUIREMENT WILL NOT BE PAID FOR DIRECTLY, BUT THE COST SHALL BE CONSIDERED INCLUDED IN THE PROPOSED ITEMS OF WORK IN THE CONTRACT.

CONTRACTOR SHALL REMOVE ANY TEMPORARY AND PERMANENT PAVEMENT MARKINGS CONFLICTING WITH PROPOSED MOT BY METHODS APPROVED BY THE ENGINEER. REMOVAL FOR THESE PURPOSES SHALL BE CONSIDERED INCLUDED IN THE PRICE OF TEMPORARY PAVEMENT MARKINGS.

THE CONTRACTOR SHALL NOTE LOCATIONS OF ALL PAVEMENT MARKINGS OUTSIDE OF THE PROJECT LIMITS FOR RESTORATION PURPOSES.

THE CONTRACTOR SHALL MAINTAIN ALL SIDE STREET ENTRANCES AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL SIDE STREETS BY UTILIZING STAGED CONSTRUCTION, FLAGGERS, TEMPORARY ACCESSES, OR OTHER METHODS APPROVED BY THE ENGINEER. THIS WORK SHALL NOT BE CONSIDERED FOR ADDITIONAL PAYMENT, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS OF WORK.

ACCESS TO PEDESTRIAN PUSH BUTTONS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE DIRECTED BY THE ENGINEER. TEMPORARY SIDEWALK SHALL BE PLACED AS DIRECTED BY THE ENGINEER TO MAINTAIN PEDESTRIAN ACCESS.

THE CONTRACTOR SHALL PROVIDE AT LEAST 48 HOURS PRIOR NOTICE TO THE RESIDENT ENGINEER, CITY OF COUNTRYSIDE EMERGENCY SERVICES, SCHOOLS, AND POST OFFICE PRIOR TO IMPLEMENTING LANE CLOSURES OR MAJOR TRAFFIC CONTROL CHANGES.

STAGE CONSTRUCTION

SUGGESTED MAINTENANCE OF TRAFFIC IS FOR THE CONSTRUCTION OF THE RIGHT TURN LANE. THE MILLING AND RESURFACING SHALL BE PERFORMED UTILIZING IDOT HIGHWAY STANDARDS AND FLAGGING OPERATIONS.

MILL BENEDICTINE PARKWAY UTILIZING IDOT HIGHWAY STANDARDS AND FLAGGING OPERATIONS.

MAINTAIN ONE SOUTHBOUND LANE ON BENEDICTINE PARKWAY AND ONE 12 FOOT LANE (LEFT, RIGHT, THROUGH) ON BENEDICTINE PARKWAY AT ALL TIMES. CONSTRUCT THE EASTBOUND RIGHT TURN LANE FROM BENEDICTINE PARKWAY ONTO EASTBOUND MAPLE AVENUE. THIS IS INCLUDING PROPOSED DRAINAGE IMPROVEMENTS.

ONCE THE RIGHT TURN LANE IS COMPLETED, PLACE SURFACE COURSE AND BINDER COURSE ON ENTIRE LENGTH OF BENEDICTINE PARKWAY UTILIZING IDOT HIGHWAY STANDARDS AND FLAGGING OPERATIONS.

CONSTRUCTION STAGING LEGEND



CONSTRUCTION STAGE WORK ZONE.



BARRICADE TYPE III WITH 2 FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).



BARRICADE TYPE II OR DRUMS, WITH STEADY-BURNING LIGHT (50 ft CENTERS ALONG TANGENTS, 20 ft CENTERS ALONG TAPERS AND CURVES).



TEMPORARY TRAFFIC ADVISORY SIGN.



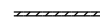
SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).



4 in SOLID WHITE EDGE LINE OR 12 in DIAGONAL LINE OR 4 in SOLID YELLOW EDGE LINE UNLESS OTHERWISE NOTED



4 in DOUBLE YELLOW LINES @ 11 in C/C



24 in WHITE STOP BAR



FLOW OF TRAFFIC

CONSTRUCTION STAGING SIGNAGE

ALL SIGNS SHALL COMPLY WITH THE MOST RECENT VERSION OF THE MUTCD AND ILLINOIS MUTCD.



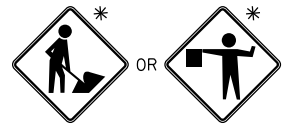
①
W 20-1103 (o)
48 in X 48 in



②
M6-1(O)
21 in X 15 in



③
M6-4(O)
21 in X 15 in



④
W21-1a
48X48 OR
W20-7a
48X48

* MUST BE REMOVED WHEN WORKERS/FLAGGERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



⑤
G20-1103-6036
60 in X 36 in



⑥
R10-7
24 in X 30 in



⑦
W21-1115(O)-3618
36 in X 18 in
R2-1-3648
36 in X 48 in
R2-1106p-3618
36 in X 18 in



⑧
R3-8
30 in X 30 in



⑨
R11-1101
24 in X 18 in



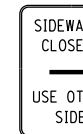
⑩
R9-11 L
24 in X 18 in



R9-11 R
24 in X 18 in

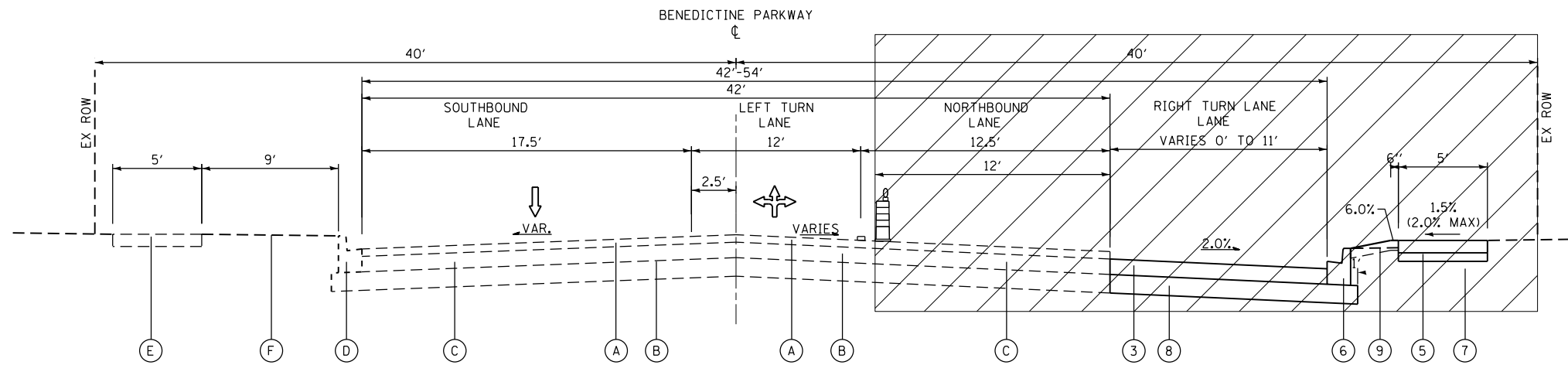


OR



⑪

R11-1102
24 in X 30 in



STAGE CONSTRUCTION – RIGHT TURN LANE

STA 28+65 TO STA 32+93, BENEDICTINE PARKWAY

EXISTING LEGEND

- (A) EX HOT-MIX ASPHALT SURFACE COURSE, 2" (R)
- (B) EX HOT-MIX ASPHALT BASE COURSE, 6"
- (C) EX AGGREGATE BASE COURSE, 12"
- (D) EX COMB. CONCRETE CURB & GUTTER, TY B-6.12 (R)
- * (E) EX P.C.C. SIDEWALK
- (F) EX TOPSOIL

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

* ITEM TO BE REMOVED AND REPLACED LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

PROPOSED LEGEND

- (1) PR HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) PR POLY. LEVELING BINDER (MACHINE METHOD) IL 4.75, N50, 3/4"
- (3) PR HMA BASE COURSE WIDENING, 6"
- (4) CLASS D PATCHES
- * (5) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (7) AGGREGATE BASE COURSE, TY B 4"
- (8) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (9) FURNISH AND PLACE TOPSOIL, 4"

* ITEM TO BE REMOVED AND REPLACED LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

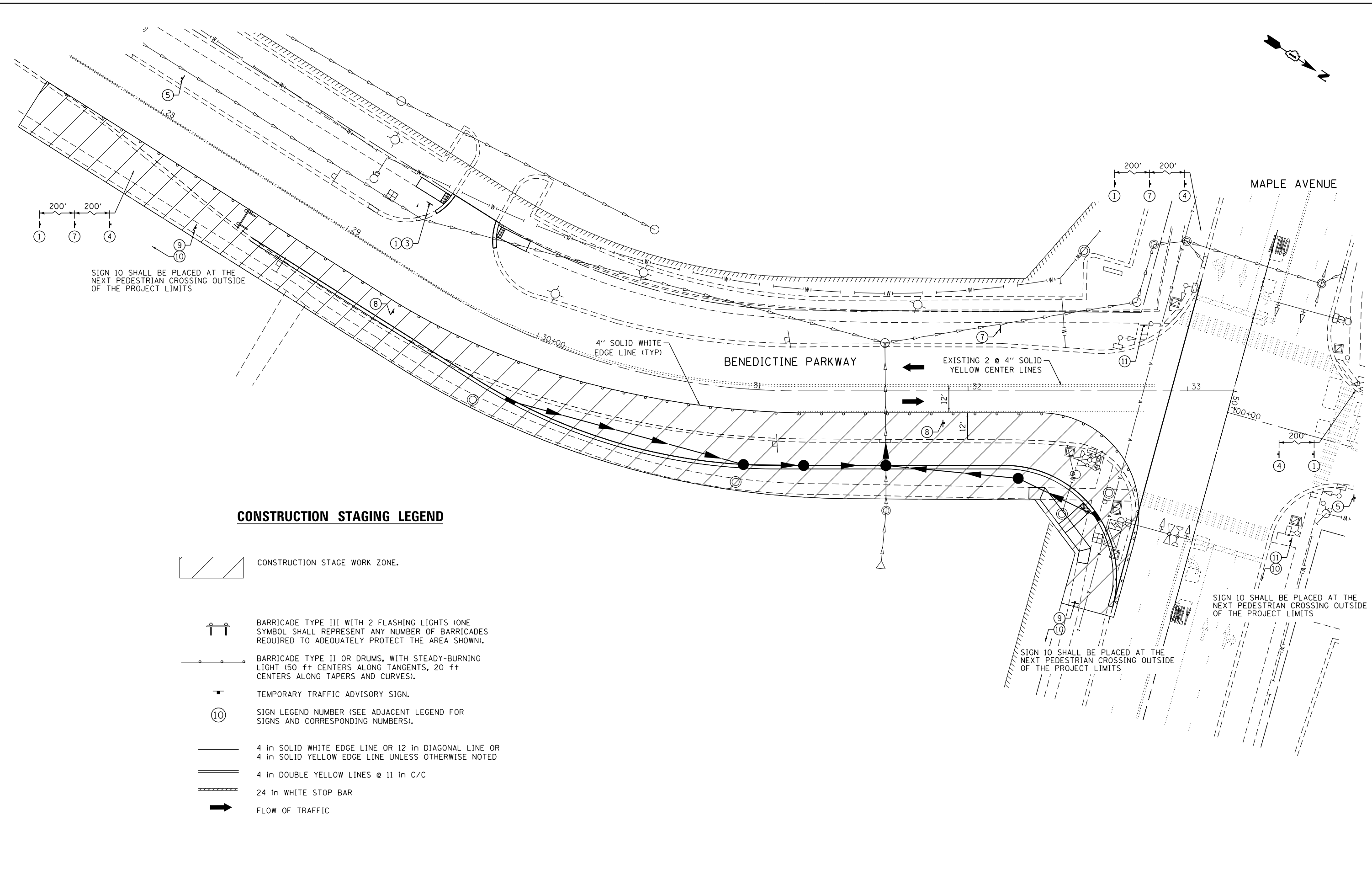
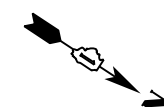
LEGEND

- WORK ZONE
- WORK ZONE PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- DRUMS WITH STEADY BURNING LIGHT

SHALL BE CONSTRUCTED WITH THE RESURFACING OF BENEDICTINE PARKWAY

USER NAME = cesario	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/2/2018	DATE -	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	22
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

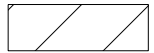




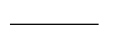

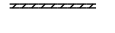



SIGN 10 SHALL BE PLACED AT THE NEXT PEDESTRIAN CROSSING OUTSIDE OF THE PROJECT LIMITS

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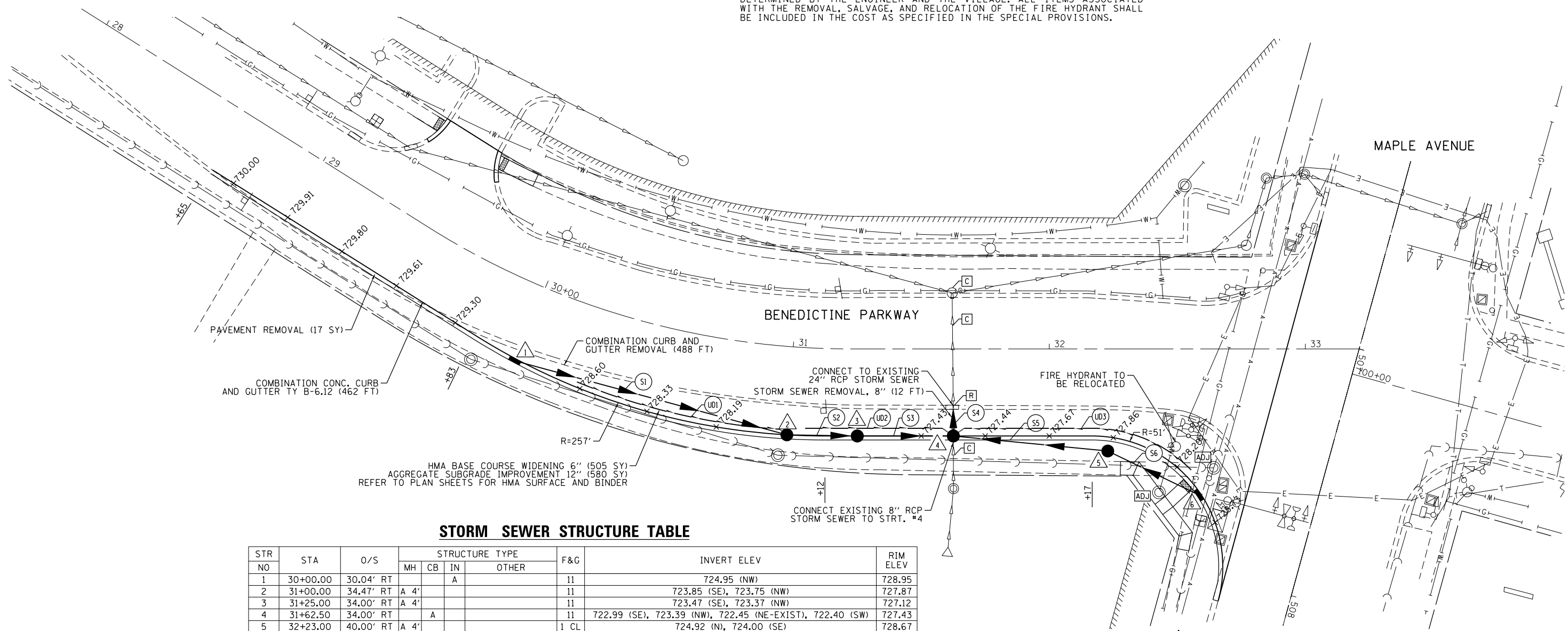
CONSTRUCTION STAGING LEGEND

-  CONSTRUCTION STAGE WORK ZONE.
-  BARRICADE TYPE III WITH 2 FLASHING LIGHTS (ONE SYMBOL SHALL REPRESENT ANY NUMBER OF BARRICADES REQUIRED TO ADEQUATELY PROTECT THE AREA SHOWN).
-  BARRICADE TYPE II OR DRUMS, WITH STEADY-BURNING LIGHT (50 ft CENTERS ALONG TANGENTS, 20 ft CENTERS ALONG TAPERS AND CURVES).
-  TEMPORARY TRAFFIC ADVISORY SIGN.
-  SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS).
-  4 in SOLID WHITE EDGE LINE OR 12 in DIAGONAL LINE OR 4 in SOLID YELLOW EDGE LINE UNLESS OTHERWISE NOTED
-  4 in DOUBLE YELLOW LINES @ 11 in C/C
-  24 in WHITE STOP BAR
-  FLOW OF TRAFFIC

USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	23
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

1. EXISTING FIRE HYDRANT IN THE SOUTHEAST CORNER OF THE INTERSECTION SHALL BE RELOCATED OUTSIDE OF POTENTIAL CONFLICTS AT THE LOCATION DETERMINED BY THE ENGINEER AND THE VILLAGE. ALL ITEMS ASSOCIATED WITH THE REMOVAL, SALVAGE, AND RELOCATION OF THE FIRE HYDRANT SHALL BE INCLUDED IN THE COST AS SPECIFIED IN THE SPECIAL PROVISIONS.



STORM SEWER STRUCTURE TABLE

STR NO	STA	O/S	STRUCTURE TYPE			F&G	INVERT ELEV	RIM ELEV
			MH	CB	IN OTHER			
1	30+00.00	30.04' RT			A	11	724.95 (NW)	728.95
2	31+00.00	34.47' RT	A 4'			11	723.85 (SE), 723.75 (NW)	727.87
3	31+25.00	34.00' RT	A 4'			11	723.47 (SE), 723.37 (NW)	727.12
4	31+62.50	34.00' RT		A		11	722.99 (SE), 723.39 (NW), 722.45 (NE-EXIST), 722.40 (SW)	727.43
5	32+23.00	40.00' RT	A 4'			1 CL	724.92 (N), 724.00 (SE)	728.67
6	32+59.30	56.88' RT			A	11	725.32 (S)	728.32

STORM SEWER PIPE TABLE

PIPE NO	FROM STR	TO STR	DESCRIPTION	DIA (in)	LENGTH (ft)	SLOPE (%)	TBF (cy)
S1	1	2	STORM SEWERS, CLASS A, TYPE 2	12	110	1.00%	19.0
S2	2	3	STORM SEWERS, CLASS A, TYPE 2	12	28	1.00%	4.8
S3	3	4	STORM SEWERS, CLASS A, TYPE 2	12	38	1.00%	3.7
S4	4	EXISTING	STORM SEWERS, CLASS A, TYPE 2	24	11	1.20%	3.6
S5	5	4	STORM SEWERS, CLASS A, TYPE 2	12	61	1.00%	2.3
S6	6	5	STORM SEWER WATERMAIN REQUIREMENT	12	40	1.00%	---

PIPE UNDERDRAIN TABLE

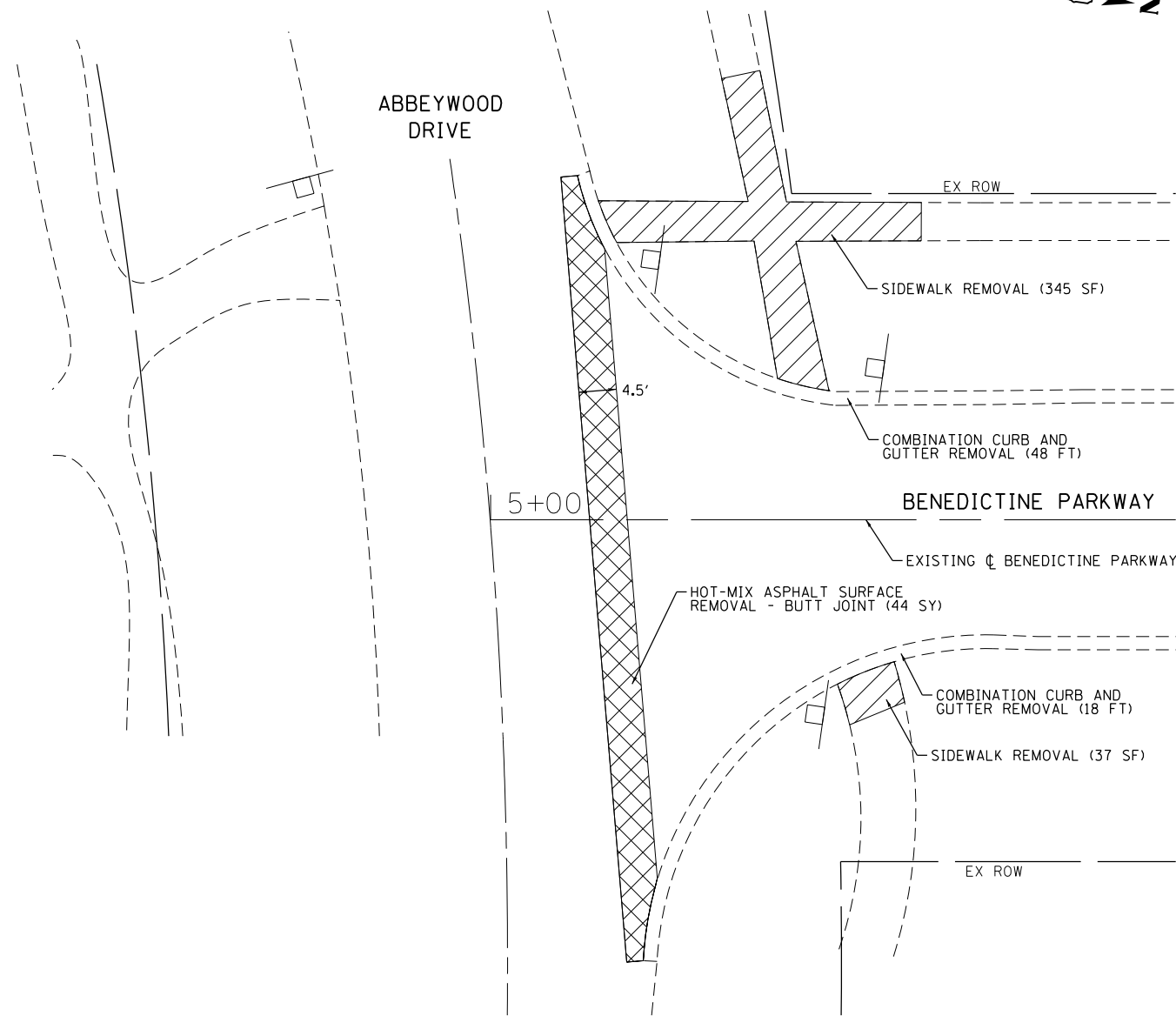
PIPE NO	FROM STA	TO STR	OFFSET LT / RT	DESCRIPTION	DIA (in)	LENGTH (ft)
UD 1	30+00	2	RT	PIPE UNDERDRAIN TYPE 2	4	108
UD 2	31+00	4	RT	PIPE UNDERDRAIN TYPE 2	4	60
UD 3	32+60	4	RT	PIPE UNDERDRAIN TYPE 2	4	96

- △ PROPOSED STORM STRUCTURE
- ⊙ PROPOSED STORM SEWER
- ⊠ EXISTING STRUCTURE TO BE REMOVED
- ⊡ EXISTING STRUCTURE/SEWER TO BE CLEANED
- ⊞ EXISTING STORM SEWER TO BE ABANDONED
- ⊟ EXISTING STRUCTURE TO BE ADJUSTED

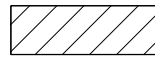

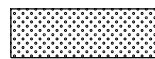
NOTE:
STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURE LOCATIONS - TO THE CENTER OF THE STRUCTURE. C) FLARED END SECTION - TO THE TOE END OF FLARED END SECTION.

STORM SEWER AND DRAINAGE STRUCTURES TO BE CLEANED SHALL BE PERFORMED AT THE LOCATIONS DETERMINED BY THE ENGINEER

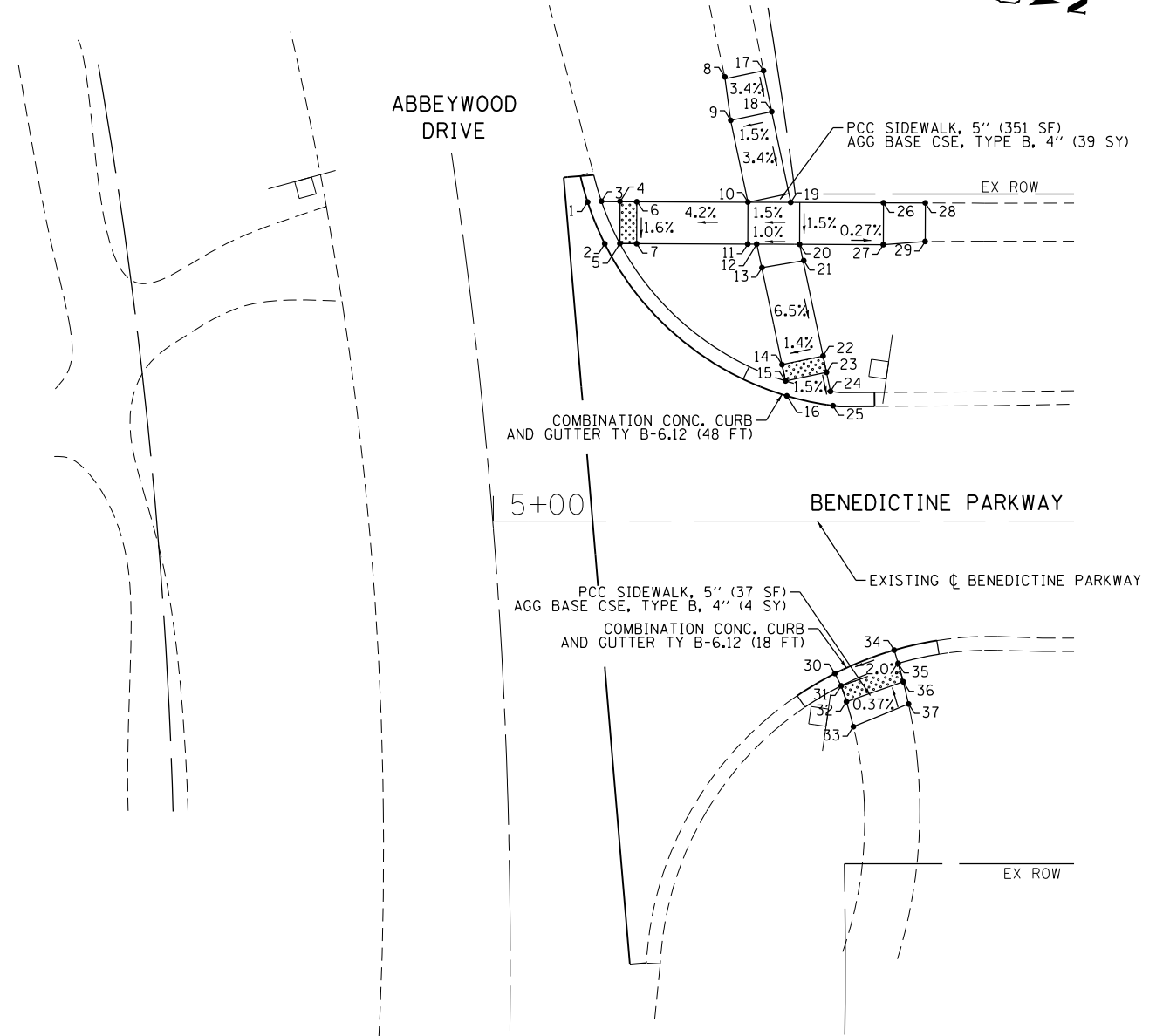
REMOVALS



LEGEND

-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  DETECTABLE WARNING

PROPOSED



ABBEEWOOD DRIVE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	5+11.24	38.17	LT	737.69
2	5+13.29	33.16	LT	737.57
3	5+12.91	38.16	LT	737.68
4	5+15.13	38.16	LT	737.64
5	5+15.11	33.16	LT	737.56
6	5+17.13	38.16	LT	737.73
7	5+17.13	33.16	LT	737.65
8	5+27.66	52.84	LT	738.88
9	5+28.34	47.87	LT	738.65
10	5+30.40	38.09	LT	738.27
11	5+30.40	33.09	LT	738.22
12	5+31.45	33.09	LT	738.22
13	5+32.04	30.26	LT	738.17
14	5+34.48	18.09	LT	737.42
15	5+34.89	16.73	LT	737.28
16	5+35.28	14.88	LT	737.29
17	5+32.25	53.81	LT	738.89
18	5+33.24	48.91	LT	738.72
19	5+35.51	38.09	LT	738.34

ABBEEWOOD DRIVE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
20	5+36.56	33.09	LT	738.27
21	5+36.98	31.10	LT	738.24
22	5+39.37	19.72	LT	737.49
23	5+39.78	17.76	LT	737.35
24	5+40.26	15.49	LT	738.32
25	5+40.62	13.78	LT	737.33
26	5+46.58	38.02	LT	738.31
27	5+46.58	33.02	LT	738.23
28	5+51.58	38.00	LT	738.30
29	5+51.57	33.41	LT	738.20
30	5+40.78	18.21	RT	737.11
31	5+41.53	19.69	RT	737.10
32	5+42.19	21.57	RT	737.11
33	5+42.99	24.56	RT	737.28
34	5+47.86	15.42	RT	737.26
35	5+48.41	17.27	RT	737.25
36	5+48.94	19.20	RT	737.27
37	5+49.57	24.85	RT	737.28



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 20.0002' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

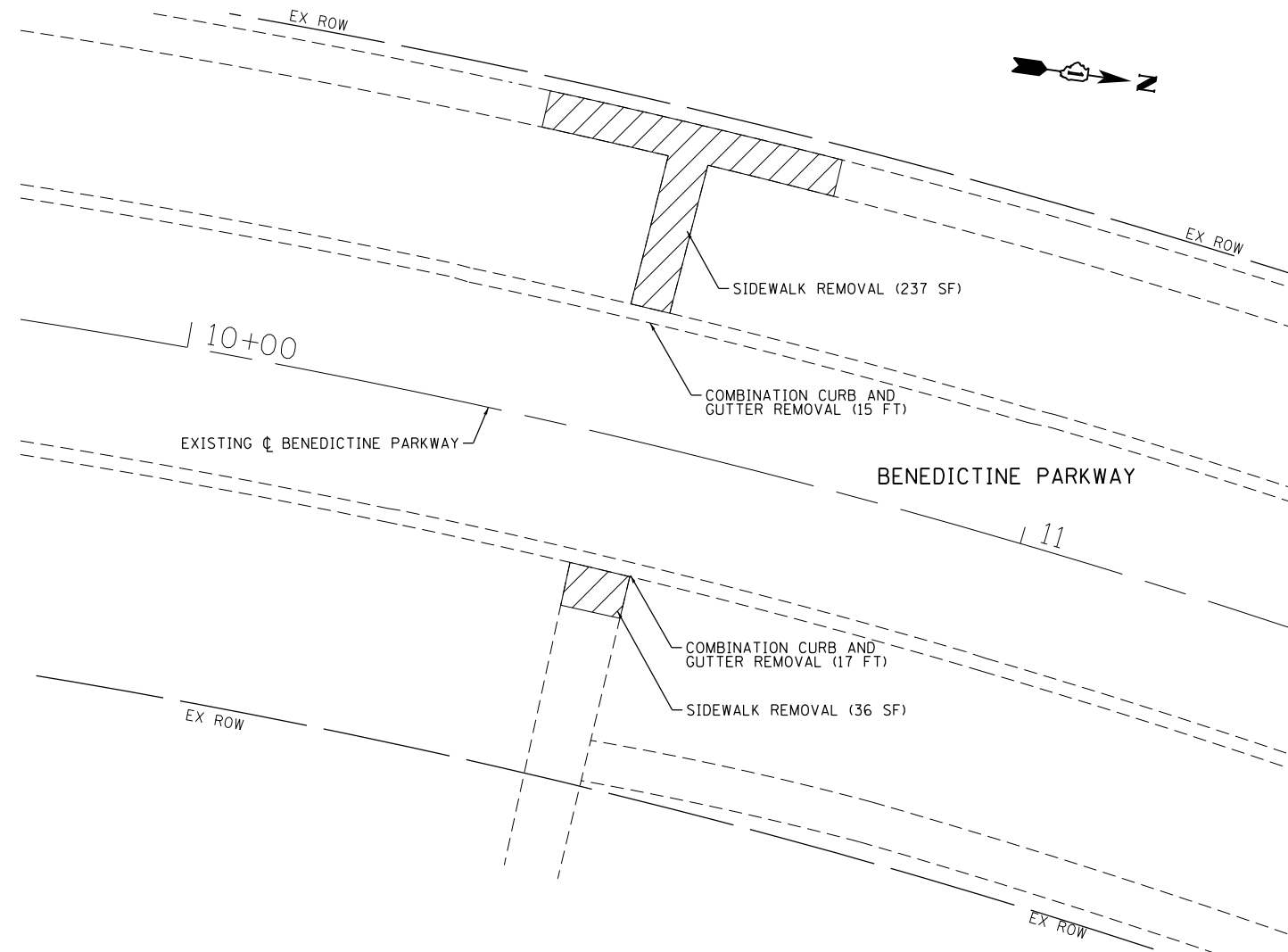
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENEDICTINE PARKWAY - VILLAGE OF LISLE
ADA RAMP ELEVATION PLAN




SCALE: 1"=10' SHEET 1 OF 6 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	25
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

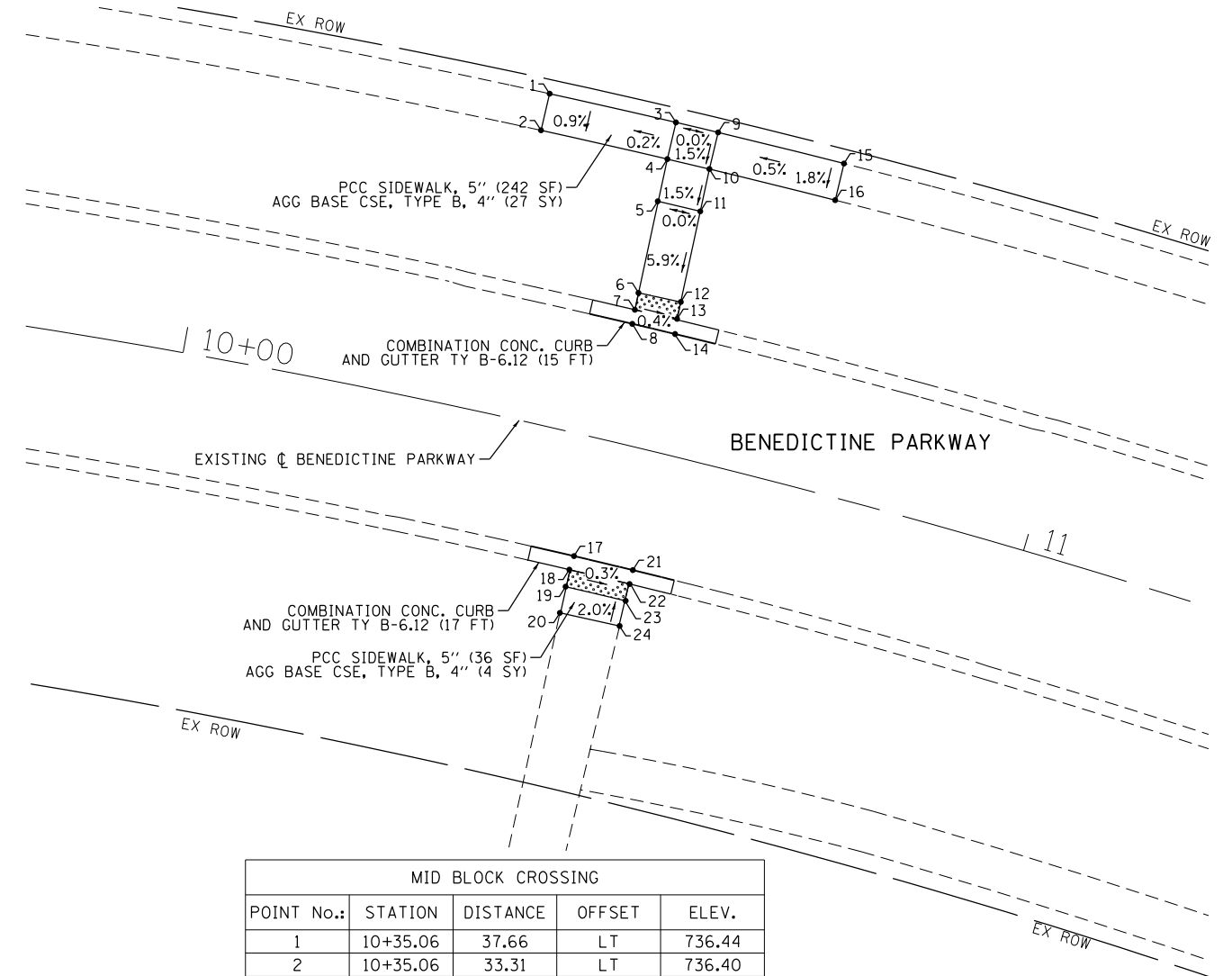
REMOVALS



LEGEND

-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  DETECTABLE WARNING

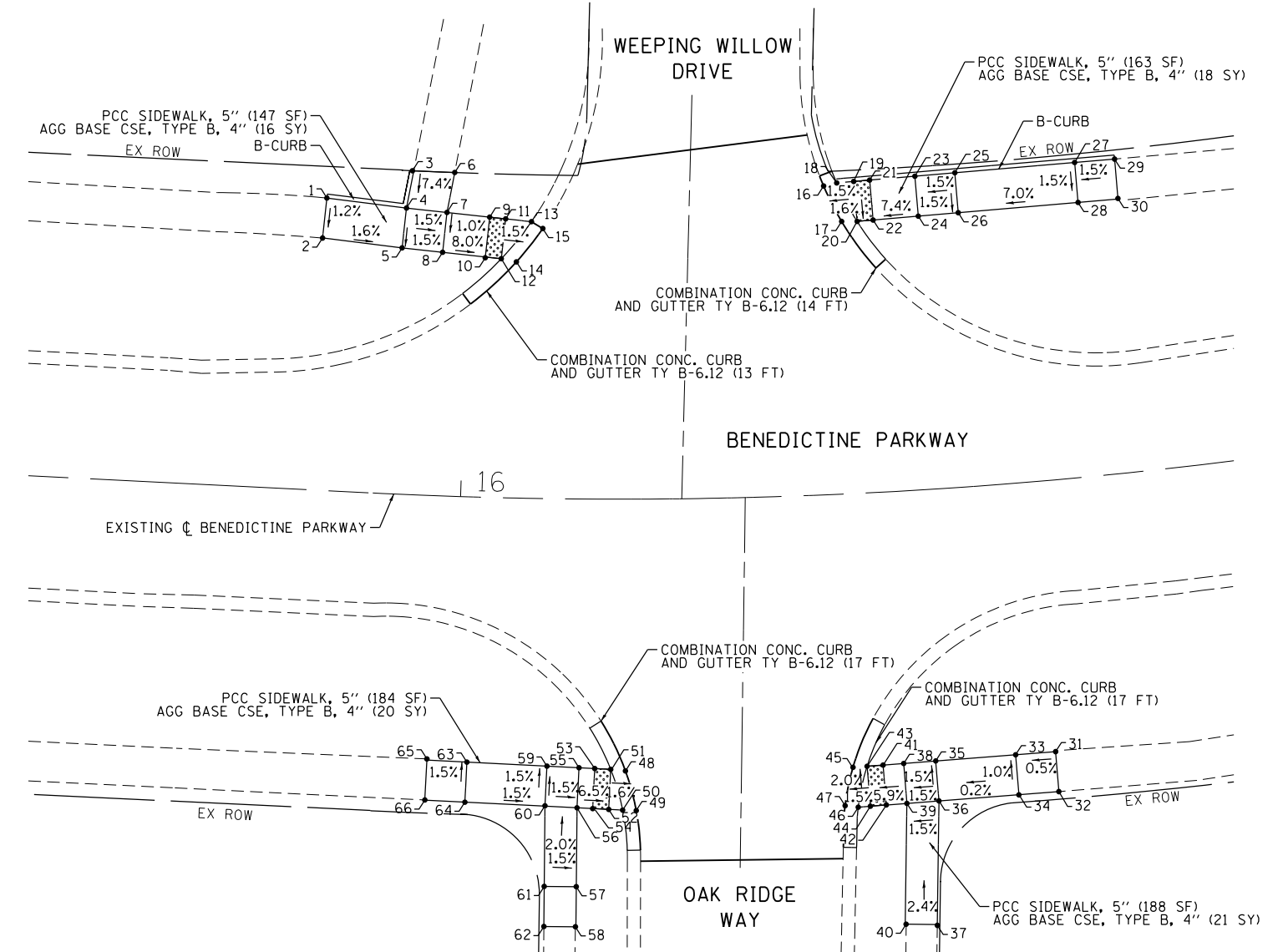
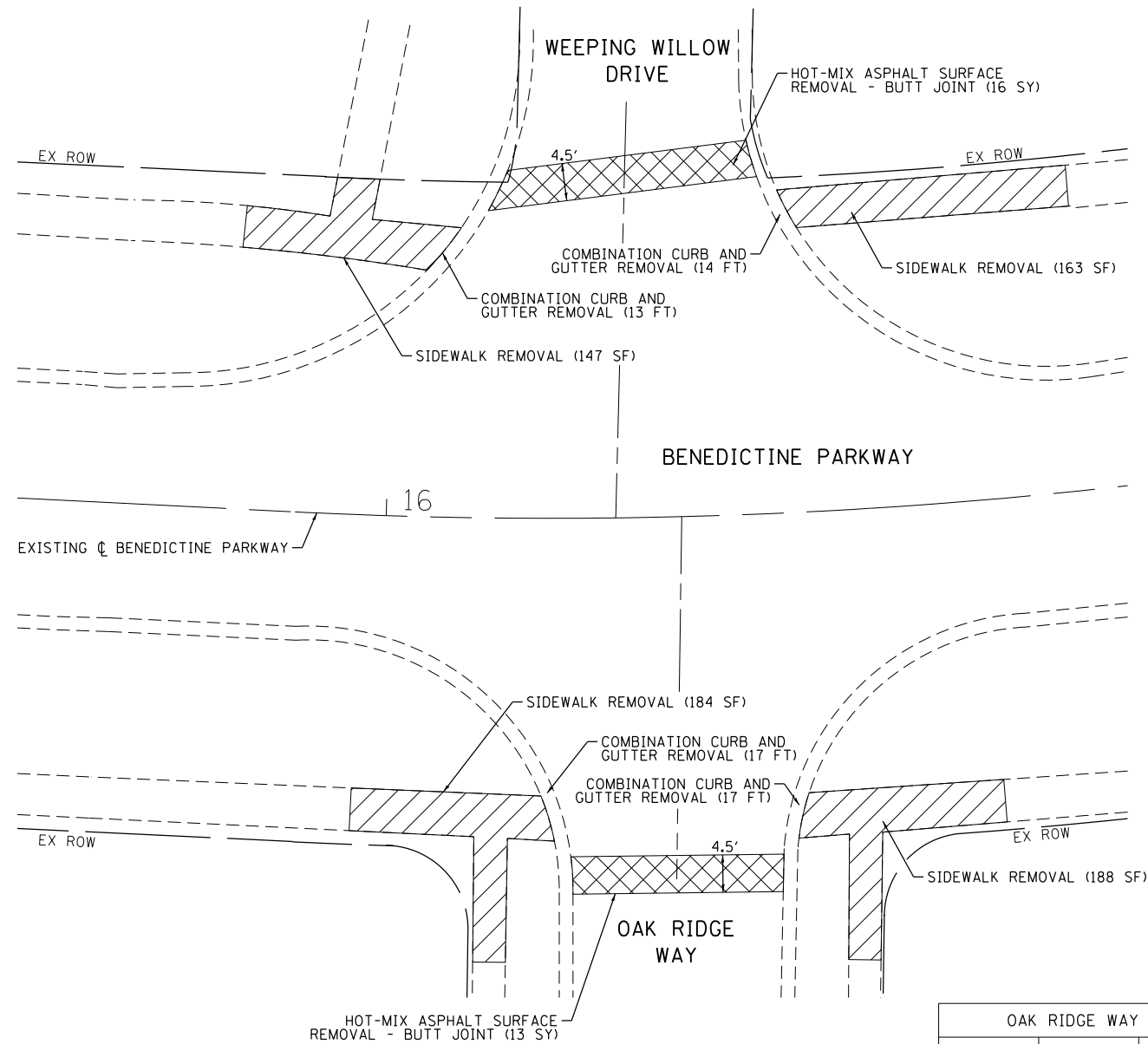
PROPOSED



MID BLOCK CROSSING				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	10+35.06	37.66	LT	736.44
2	10+35.06	33.31	LT	736.40
3	10+49.47	37.65	LT	436.47
4	10+49.47	33.29	LT	736.40
5	10+49.56	28.29	LT	736.32
6	10+49.76	17.46	LT	735.70
7	10+49.79	15.46	LT	735.58
8	10+49.82	13.81	LT	735.59
9	10+54.30	37.65	LT	736.47
10	10+54.30	33.29	LT	736.40
11	10+54.42	28.29	LT	736.32
12	10+54.66	17.56	LT	735.68
13	10+54.71	15.56	LT	735.56
14	10+54.75	13.80	LT	735.57
15	10+68.71	37.67	LT	736.58
16	10+68.78	33.32	LT	736.49
17	10+49.34	13.90	RT	735.51
18	10+49.36	15.55	RT	735.50
19	10+49.39	17.57	RT	735.54
20	10+49.43	20.66	RT	735.57
21	10+56.47	13.89	RT	735.49
22	10+56.49	15.54	RT	735.48
23	10+56.50	17.54	RT	735.52
24	10+56.52	20.55	RT	735.58

REMOVALS

PROPOSED



LEGEND

- SIDEWALK REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- DETECTABLE WARNING

OAK RIDGE WAY / WEEPING WILLOW DRIVE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	15+81.48	36.47	LT	736.47
2	15+81.19	31.47	LT	736.41
3	15+92.35	40.39	LT	736.68
4	15+91.61	35.71	LT	736.33
5	15+91.23	30.72	LT	736.25
6	15+97.82	40.38	LT	736.64
7	15+96.99	35.37	LT	736.25
8	15+96.61	30.38	LT	736.20
9	16+02.66	34.96	LT	735.83
10	16+02.23	29.98	LT	735.77
11	16+04.67	34.79	LT	735.67
12	16+04.33	29.81	LT	735.61
13	16+08.19	34.51	LT	735.62
14	16+06.47	29.64	LT	735.62
15	16+09.71	33.69	LT	735.63
16	16+46.90	38.74	LT	735.90
17	16+49.25	33.83	LT	735.78
18	16+48.75	38.81	LT	735.89
19	16+51.02	38.89	LT	735.85
20	16+51.20	33.90	LT	735.77
21	16+53.15	38.96	LT	736.00
22	16+53.32	33.96	LT	735.92

OAK RIDGE WAY / WEEPING WILLOW DRIVE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
23	16+59.19	39.11	LT	736.42
24	16+59.31	34.11	LT	736.35
25	16+64.53	39.19	LT	736.49
26	16+64.60	34.20	LT	736.49
27	16+80.55	39.19	LT	737.54
28	16+80.48	34.19	LT	737.47
29	16+85.89	39.11	LT	737.61
30	16+85.78	34.11	LT	737.55
31	16+71.44	33.79	RT	735.78
32	16+71.44	38.79	RT	735.94
33	16+66.70	33.77	RT	735.89
34	16+66.73	38.77	RT	735.94
35	16+57.22	33.87	RT	735.87
36	16+57.32	38.86	RT	735.94
37	16+56.27	54.25	RT	736.31
38	16+53.43	33.95	RT	735.83
39	16+53.56	38.94	RT	735.88
40	16+52.60	53.97	RT	736.23
41	16+50.99	34.01	RT	735.67
42	16+51.14	39.01	RT	735.77
43	16+49.10	34.06	RT	735.55
44	16+49.26	39.06	RT	735.65

OAK RIDGE WAY / WEEPING WILLOW DRIVE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
45	16+47.42	34.12	RT	735.56
46	16+47.83	39.11	RT	735.67
47	16+46.25	39.17	RT	735.68
48	16+20.49	33.80	RT	735.71
49	16+21.79	38.88	RT	735.79
50	16+20.19	38.79	RT	735.78
51	16+18.78	33.71	RT	735.70
52	16+18.55	38.70	RT	735.78
53	16+16.89	33.62	RT	735.83
54	16+16.67	38.61	RT	735.91
55	16+15.03	33.53	RT	735.96
56	16+14.83	38.52	RT	736.03
57	16+14.82	48.37	RT	736.23
58	16+14.82	53.37	RT	736.29
59	16+11.24	33.37	RT	736.02
60	16+11.07	38.37	RT	736.09
61	16+11.12	48.38	RT	736.29
62	16+11.14	53.38	RT	736.38
63	16+01.75	33.09	RT	736.15
64	16+01.66	38.09	RT	736.24
65	15+97.01	33.00	RT	736.16
66	15+96.95	38.00	RT	736.32



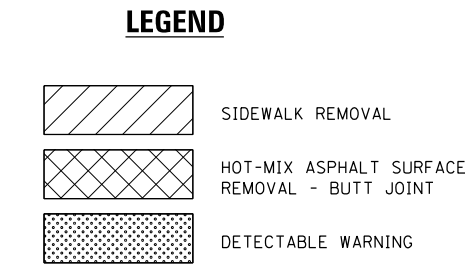
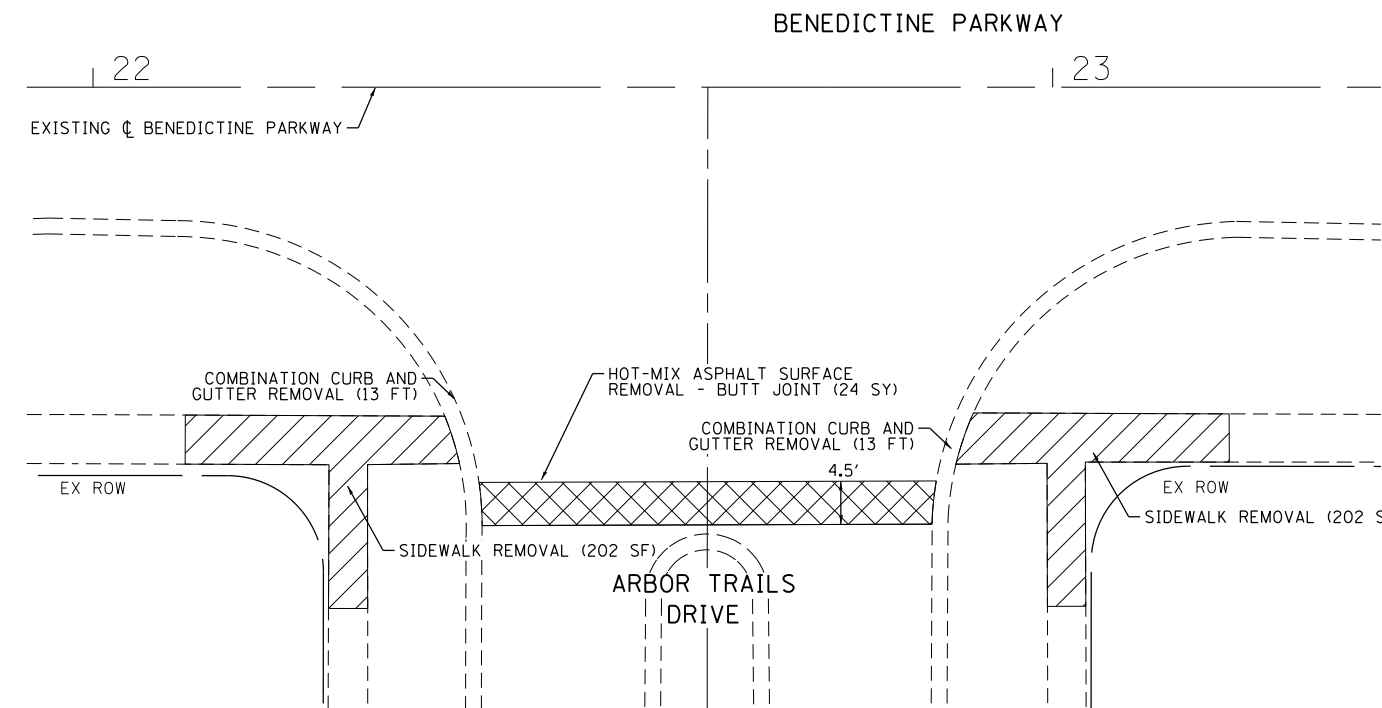
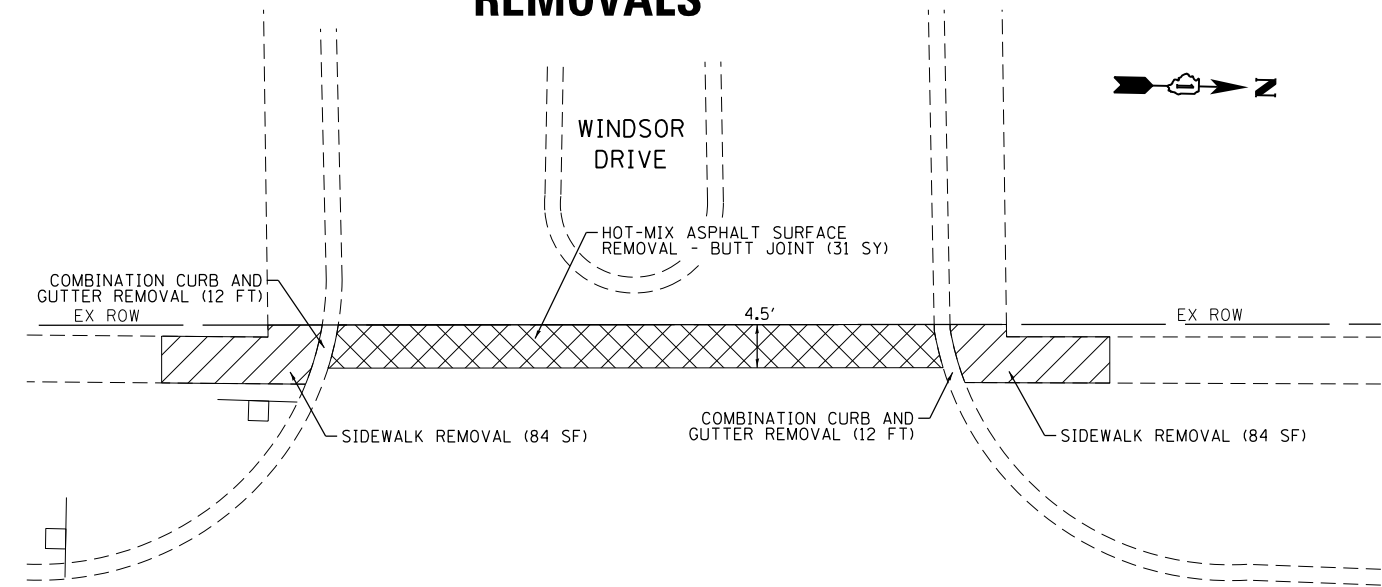
USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/26/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BENEDICTINE PARKWAY - VILLAGE OF LISLE ADA RAMP ELEVATION PLAN			
SCALE: 1"=10'	SHEET 3 OF 6 SHEETS	STA. N/A TO STA. N/A	

F.A.U. RTE. 2037	SECTION 17-00063-00-RS	COUNTY	TOTAL SHEETS 82	SHEET NO. 27
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E80	

REMOVALS



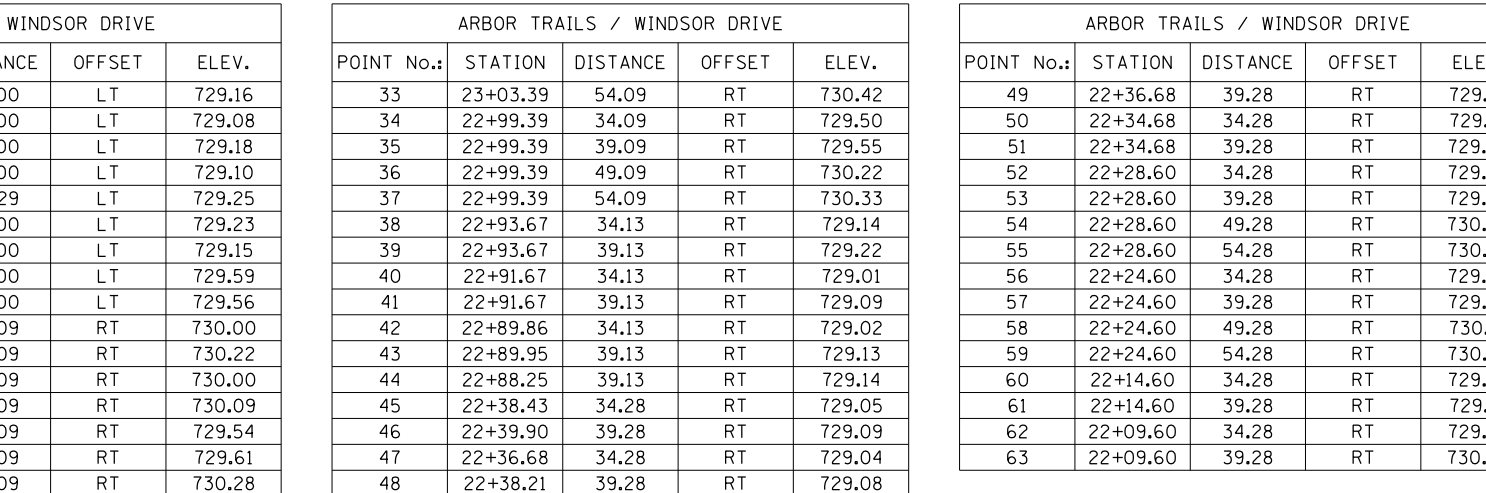
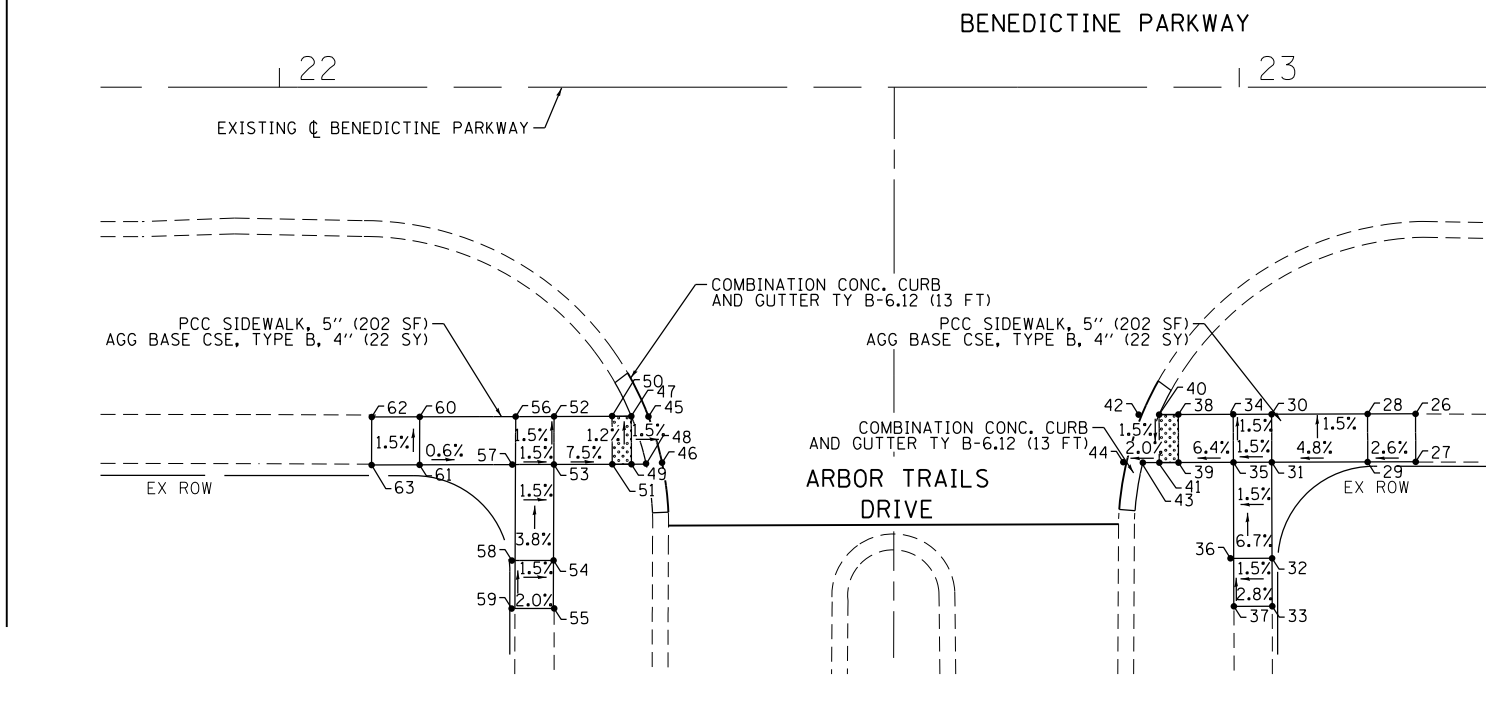
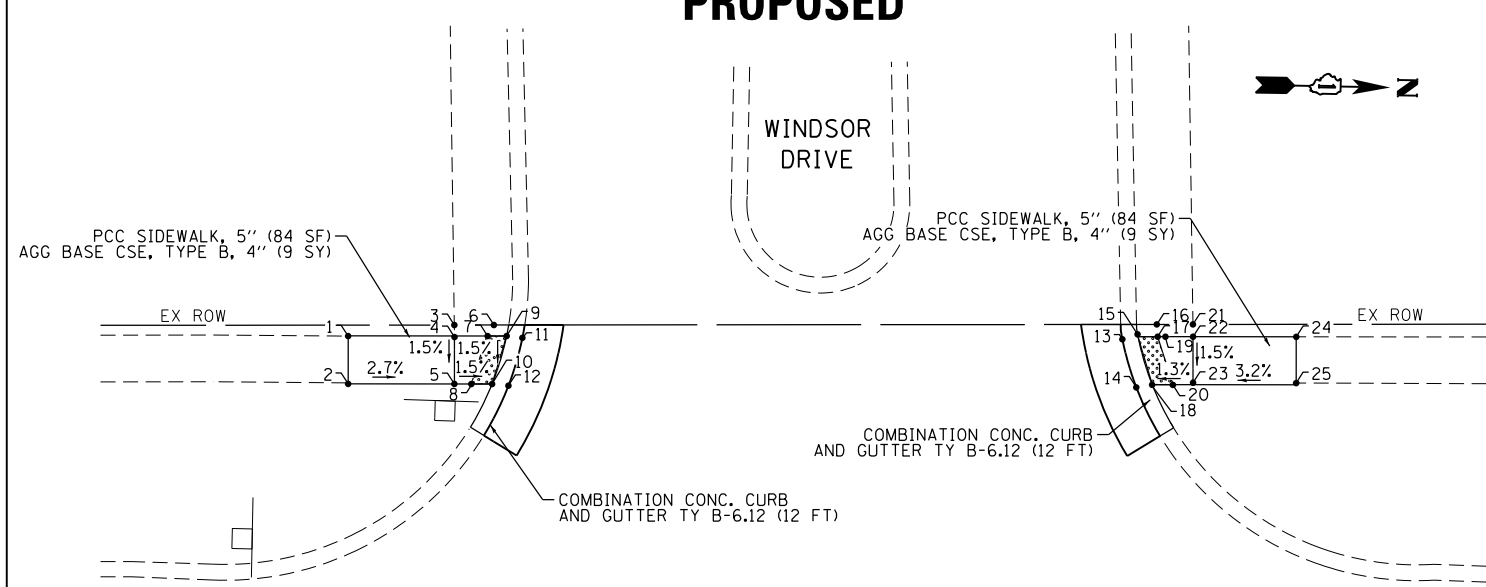
ARBOR TRAILS / WINDSOR DRIVE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	22+07.16	39.07	LT	729.51
2	22+07.16	34.07	LT	729.51
3	22+18.23	40.23	LT	729.30
4	22+18.23	39.07	LT	729.28
5	22+18.23	34.07	LT	729.21
6	22+22.27	40.23	LT	729.24
7	22+22.27	39.07	LT	729.22
8	22+19.99	34.07	LT	729.21
9	22+23.67	39.07	LT	729.19
10	22+22.15	34.07	LT	729.15
11	22+25.30	39.07	LT	729.20
12	22+23.88	34.07	LT	729.16
13	22+87.81	39.00	LT	729.15
14	22+89.18	34.00	LT	729.09
15	22+89.46	39.00	LT	729.16
16	22+91.19	40.29	LT	729.19

ARBOR TRAILS / WINDSOR DRIVE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
17	22+91.19	39.00	LT	729.16
18	22+90.94	34.00	LT	729.08
19	22+93.19	39.00	LT	729.18
20	22+93.10	34.00	LT	729.10
21	22+95.19	40.29	LT	729.25
22	22+95.19	39.00	LT	729.23
23	22+95.19	34.00	LT	729.15
24	23+05.94	39.00	LT	729.59
25	23+05.94	34.00	LT	729.56
26	23+18.39	34.09	RT	730.00
27	23+18.39	39.09	RT	730.22
28	23+13.39	34.09	RT	730.00
29	23+13.39	39.09	RT	730.09
30	23+03.39	34.09	RT	729.54
31	23+03.39	39.09	RT	729.61
32	23+03.39	49.09	RT	730.28

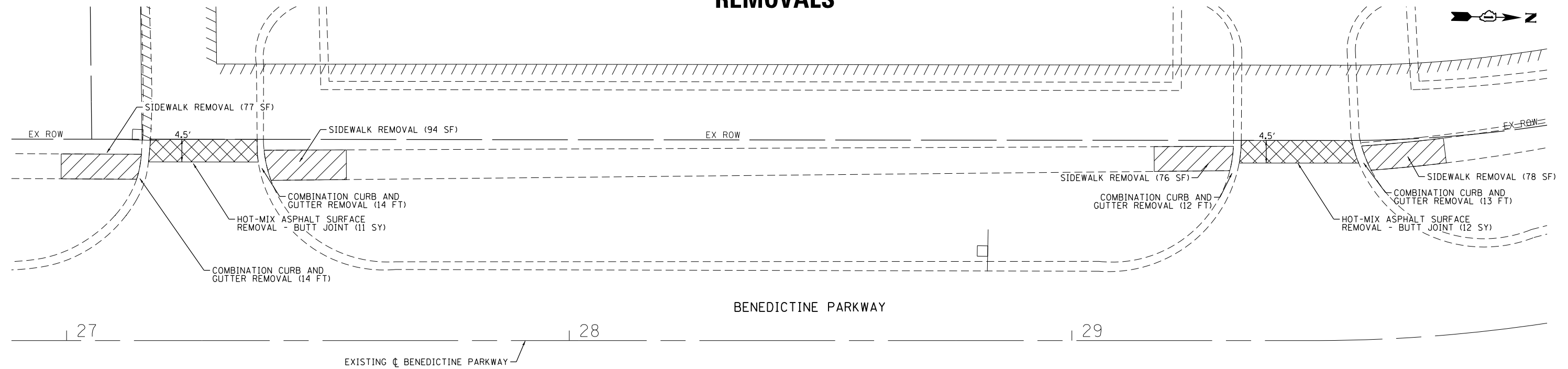
ARBOR TRAILS / WINDSOR DRIVE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
33	23+03.39	54.09	RT	730.42
34	22+99.39	34.09	RT	729.50
35	22+99.39	39.09	RT	729.55
36	22+99.39	49.09	RT	730.22
37	22+99.39	54.09	RT	730.33
38	22+93.67	34.13	RT	729.14
39	22+93.67	39.13	RT	729.22
40	22+91.67	34.13	RT	729.01
41	22+91.67	39.13	RT	729.09
42	22+89.86	34.13	RT	729.02
43	22+89.95	39.13	RT	729.13
44	22+88.25	39.13	RT	729.14
45	22+38.43	34.28	RT	729.05
46	22+39.90	39.28	RT	729.09
47	22+36.68	34.28	RT	729.04
48	22+38.21	39.28	RT	729.08

ARBOR TRAILS / WINDSOR DRIVE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
49	22+36.68	39.28	RT	729.10
50	22+34.68	34.28	RT	729.19
51	22+34.68	39.28	RT	729.26
52	22+28.60	34.28	RT	729.64
53	22+28.60	39.28	RT	729.69
54	22+28.60	49.28	RT	730.07
55	22+28.60	54.28	RT	730.24
56	22+24.60	34.28	RT	729.68
57	22+24.60	39.28	RT	729.75
58	22+24.60	49.28	RT	730.13
59	22+24.60	54.28	RT	730.32
60	22+14.60	34.28	RT	729.73
61	22+14.60	39.28	RT	729.81
62	22+09.60	34.28	RT	729.73
63	22+09.60	39.28	RT	730.07

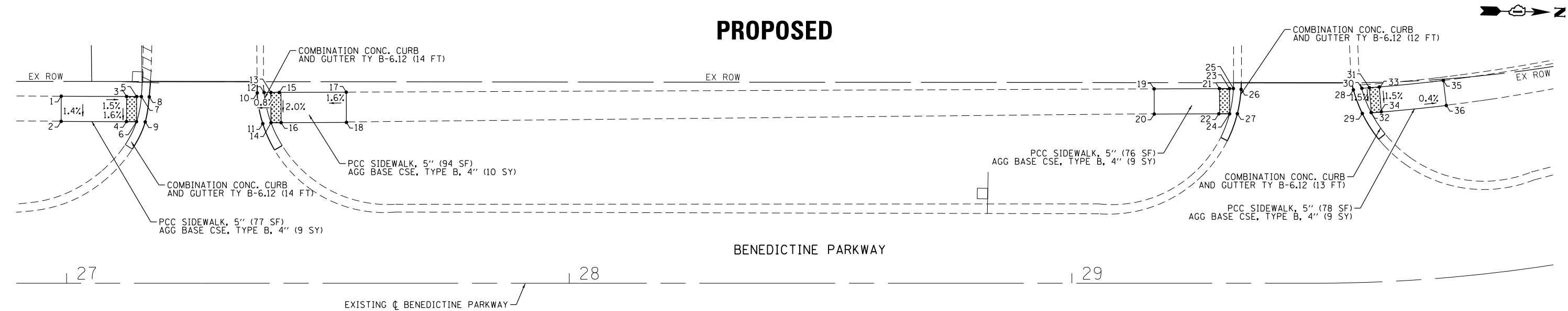
PROPOSED



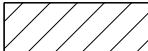


REMOVALS



PROPOSED



LEGEND

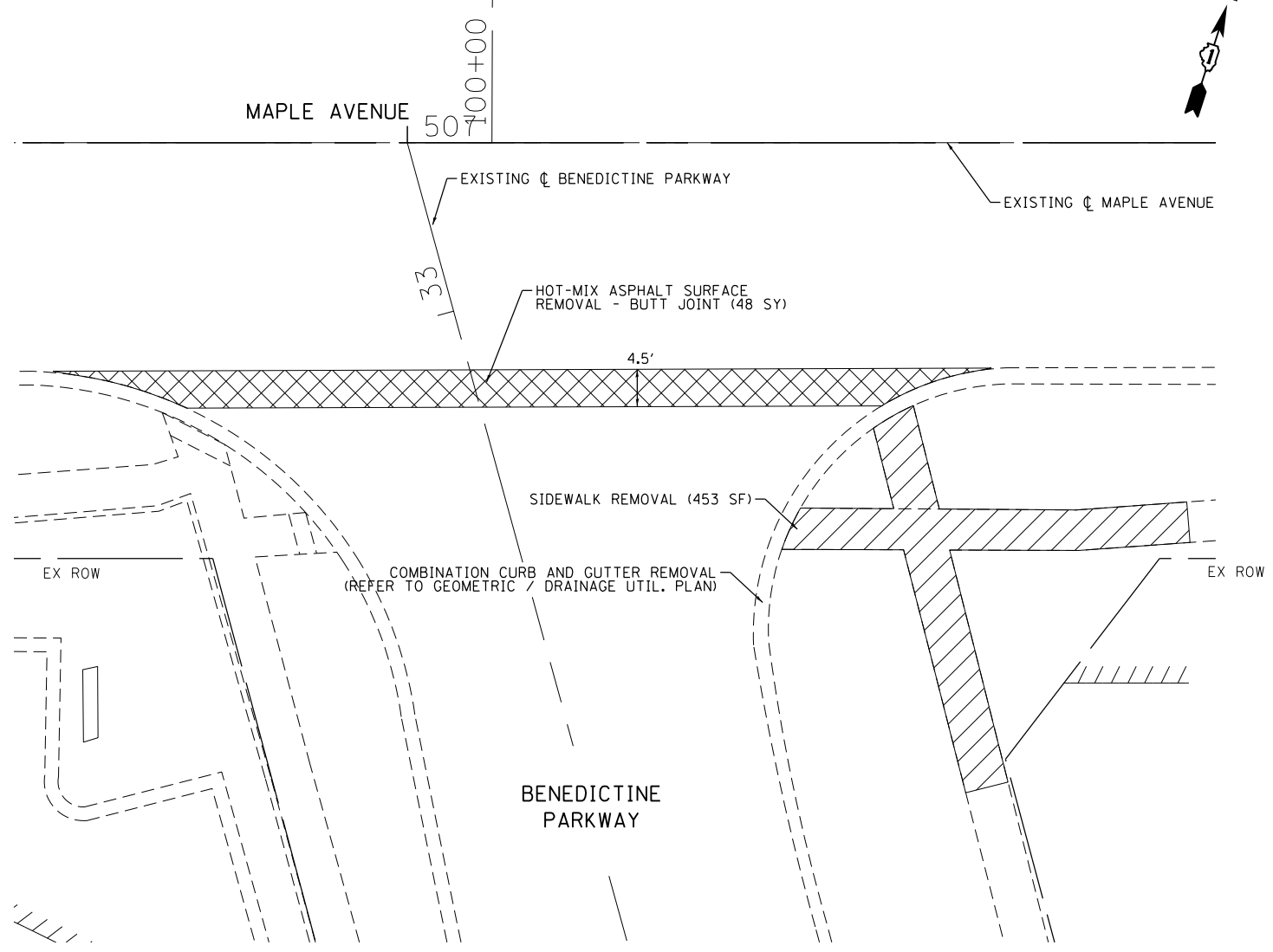
-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  DETECTABLE WARNING

COMMERCIAL CENTER				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	26+98.94	37.16	LT	731.04
2	26+98.94	32.16	LT	730.97
3	27+11.94	37.10	LT	731.08
4	27+11.94	32.10	LT	731.00
5	27+13.94	32.10	LT	731.05
6	27+13.94	32.10	LT	730.97
7	27+14.88	37.10	LT	731.15
8	27+16.44	37.10	LT	731.16
9	27+15.65	32.10	LT	730.98
10	27+37.93	37.89	LT	731.54
11	27+38.97	31.90	LT	731.43
12	27+39.28	37.90	LT	731.53

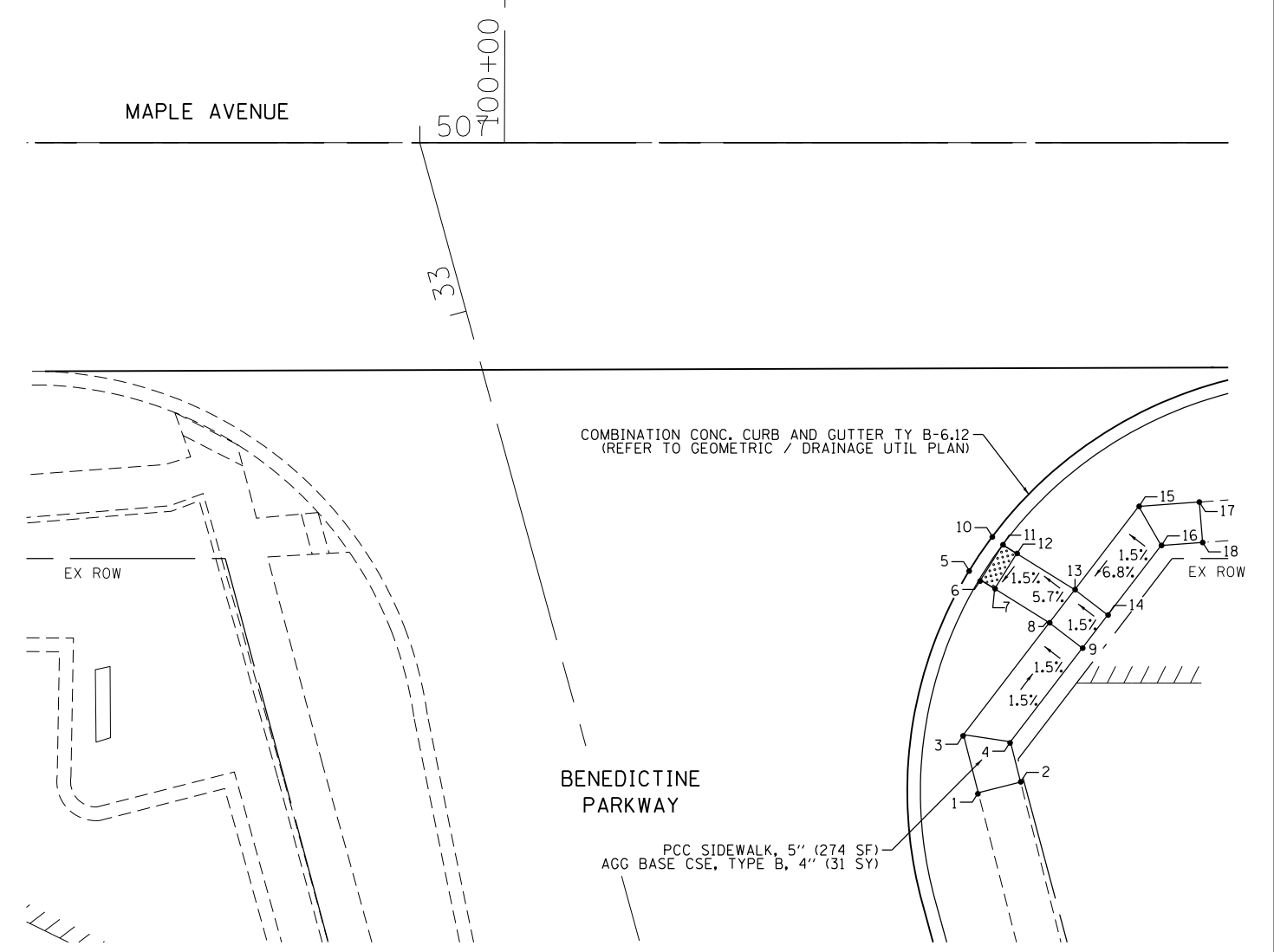
COMMERCIAL CENTER				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
13	27+40.64	37.90	LT	731.52
14	27+40.64	31.90	LT	731.42
15	27+42.64	37.90	LT	731.55
16	27+42.64	31.90	LT	731.45
17	27+55.64	37.90	LT	731.76
18	27+55.64	31.90	LT	731.64
19	29+16.36	38.61	RT	732.12
20	29+16.36	33.61	RT	731.94
21	29+29.36	38.61	RT	731.99
22	29+29.36	33.61	RT	731.91
23	29+31.36	38.61	RT	731.92
24	29+31.36	33.61	RT	731.89

COMMERCIAL CENTER				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
25	29+32.14	38.61	RT	731.97
26	29+33.67	38.68	RT	731.98
27	29+32.92	33.68	RT	731.88
28	29+57.08	38.37	RT	731.76
29	29+58.98	33.47	RT	731.54
30	29+58.96	38.57	RT	731.75
31	29+60.79	38.62	RT	731.61
32	26+90.97	33.57	RT	731.53
33	29+63.02	38.69	RT	731.60
34	29+63.18	33.67	RT	731.52
35	29+77.63	39.07	RT	731.55
36	29+77.78	34.07	RT	731.46

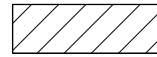
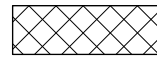

REMOVALS



PROPOSED



LEGEND

-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  DETECTABLE WARNING

1. ADA RAMPS WITHIN DUPAGE COUNTY RIGHT OF WAY SHALL NOT HAVE SIDE CURBS AND FLARES.
2. ALL SIDEWALK RAMPS WITHIN DUPAGE COUNTY RIGHT OF WAY SHALL HAVE RED TACTILE WARNING DEVICES
3. THE LOCATION WHERE THE CURB AND GUTTER MEETS THE RAMPS SHALL HAVE AN 18 INCH CURB TRANSITION WHERE WHEN WITHIN DUPAGE COUNTY RIGHT OF WAY.

MAPLE AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	32+27.83	44.01	RT	729.15
2	32+27.72	19.25	RT	729.23
3	32+35.03	44.14	RT	729.04
4	32+32.72	49.36	RT	729.12
5	32+53.66	49.81	RT	728.27
6	32+52.56	50.94	RT	728.26
7	32+50.96	52.41	RT	728.37
8	32+45.27	57.66	RT	728.84
9	32+21.28	60.68	RT	728.91
10	32+56.95	53.61	RT	728.35
11	32+55.82	54.73	RT	728.34
12	32+54.35	56.09	RT	728.45
13	32+48.30	61.66	RT	728.91
14	32+44.32	64.68	RT	728.99
15	32+55.93	71.74	RT	729.63
16	32+50.68	73.09	RT	729.71
17	32+54.50	78.90	RT	730.03
18	32+49.70	77.99	RT	729.91

SOIL EROSION AND SEDIMENT CONTROL GENERAL NOTES:

1. THE CONTRACTOR SHALL MAINTAIN ALL SOIL EROSION CONTROL DEVICES DURING CONSTRUCTION AND ALL WORK SHALL BE INCLUDED IN THE COST OF EACH RESPECTIVE EROSION/SEDIMENT CONTROL PAY ITEM.
2. THE CONTRACTOR IS RESPONSIBLE UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS FOR THE INSTALLATION AND MAINTENANCE OF THE SOIL AND EROSION AND SEDIMENTATION CONTROL FOR THIS SITE. PRIOR TO ANY CONSTRUCTION ACTIVITY, THE INITIAL SOIL EROSION AND SEDIMENTATION CONTROL MUST BE INSPECTED AND APPROVED BY THE REQUIRED AGENCY AND OR QUALIFIED PERSONNEL.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM ALL SUB-CONTRACTOR(S) THAT MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL DEVICES.
4. TEMPORARY FENCE FOR TREE TRUNK PROTECTION SHALL BE ERECTED 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 TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
5. EROSION CONTROL WORK ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS FOR THIS PROJECT. THE CONTRACTOR SHALL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY SO EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES THAT RESULT IN POTENTIALLY ERODIBLE CONDITIONS.
6. BENEDICTINE PARKWAY AND ALL ADJACENT STREETS SHALL BE KEPT CLEAR OF DEBRIS. THESE STREETS SHALL BE INSPECTED DAILY AND CLEANED WHEN NECESSARY.
7. THE LANDSCAPING AND EROSION CONTROL MEASURES SHOWN ARE A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE RESIDENT ENGINEER.
8. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION, AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION
9. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
10. ALL EROSION CONTROL MEASURES MUST BE INSPECTED BY THE ENGINEER AND THE VILLAGE OF LISLE OR THE VILLAGE'S REPRESENTATIVE, AND THE INSPECTION REPORT MUST BE SIGNED BY THE CONTRACTOR EVERY SEVEN DAYS AND AFTER EACH 1/2" RAIN EVENT OR EQUIVALENT SNOWFALL.
11. PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.
12. IF WINTER SHUTDOWN IS NECESSARY, IT SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
13. LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF THE GUTTERS OR DRAINAGE STRUCTURES SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY SO THAT THE NATURAL FLOW OF WATER IS NOT OBSTRUCTED.

SOIL EROSION AND SEDIMENT CONTROL SPECIFICATIONS:

A. GENERAL

1. THIS SOIL EROSION AND SEDIMENT CONTROL PLAN IS THE MINIMUM TO GET THIS PROJECT STARTED. IT IS EXPECTED TO CHANGE AS THE PROJECT PROCEEDS. ALL COSTS ASSOCIATED WITH SOIL EROSION AND SEDIMENTATION CONTROL IS THE OWNER/DEVELOPERS RESPONSIBILITY, UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS.
2. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ALL APPLICABLE PROVISIONS OF THE COUNTY CODE, THE ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL, AND ANY LOCAL POLLUTION CONTROL ORDINANCES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL PERMANENT VEGETATION AND OR GROUND COVER HAS BEEN ESTABLISHED WITH COVERAGE AT LEAST 70 PERCENT.
4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE. BEST MANAGEMENT PRACTICES SHALL BE PERFORMED AND REVISED AS THE PROJECT REQUIRES AT NO ADDITIONAL EXPENSE TO THE CONTRACT.

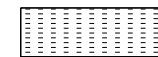
B. IMPLEMENTATION

1. INLET FILTER BASKETS SHALL BE INSTALLED AND MAINTAINED IN INTAKE STRUCTURES (I.E. INLETS AND CATCH BASINS.)
2. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, SEDIMENT AND EROSIONS CONTROL SHALL BE PROVIDED AROUND SUCH STOCKPILE. ANY PART OF THE STOCKPILE TO REMAIN UNTOUCHED FOR 14 DAYS MUST BE PROTECTED WITH TEMPORARY SOLID AND EROSION CONTROL MEASURES WITHIN 7 DAYS OF THE LAST DAY THE STOCKPILE WAS DISTURBED. TEMPORARY COVER SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.

C. MAINTENANCE AND INSPECTION

1. THE OWNER/DEVELOPER IS ULTIMATELY RESPONSIBLE UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS FOR THE INSTALLATION AND MAINTENANCE OF THE SOIL AND EROSION AND SEDIMENTATION CONTROL FOR THIS SITE. PRIOR TO ANY CONSTRUCTION ACTIVITY THE INITIAL SOIL EROSION AND SEDIMENTATION CONTROL MUST BE INSPECTED AND APPROVED BY THE REQUIRED AGENCY AND OR QUALIFIED PERSONNEL.
2. QUALIFIED PERSONNEL SHALL INSPECT THE DISTURBED AREAS OF THE CONTRASTING SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL.
3. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF/OR POTENTIAL FOR POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINT ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIST THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE PLAN AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THE PLAN SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.
4. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S), AND QUALIFICATIONS OF PERSONNEL/ENGINEER MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF INSPECTION. THE PERMITTEE SHALL COMPLETE AND SUBMIT WITHIN 24 HOURS AN INCIDENCE OF NONCOMPLIANCE OBSERVED DURING AN INSPECTION CONDUCTED. SUBMISSION SHALL BE ON FORMS PROVIDED BY THE AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NON-COMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NON-COMPLIANCE, AN INCIDENCE OF NON-COMPLIANCE IS DEFINED AS ANY NOTICEABLE DISCHARGE OF ANY SEDIMENT LEAVING THE SITE.

LEGEND



TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL BLANKET
SODDING, SALT TOLERANT



TREE PROTECTION (TEMPORARY FENCE) = 25 FEET EACH



PERIMETER EROSION BARRIER

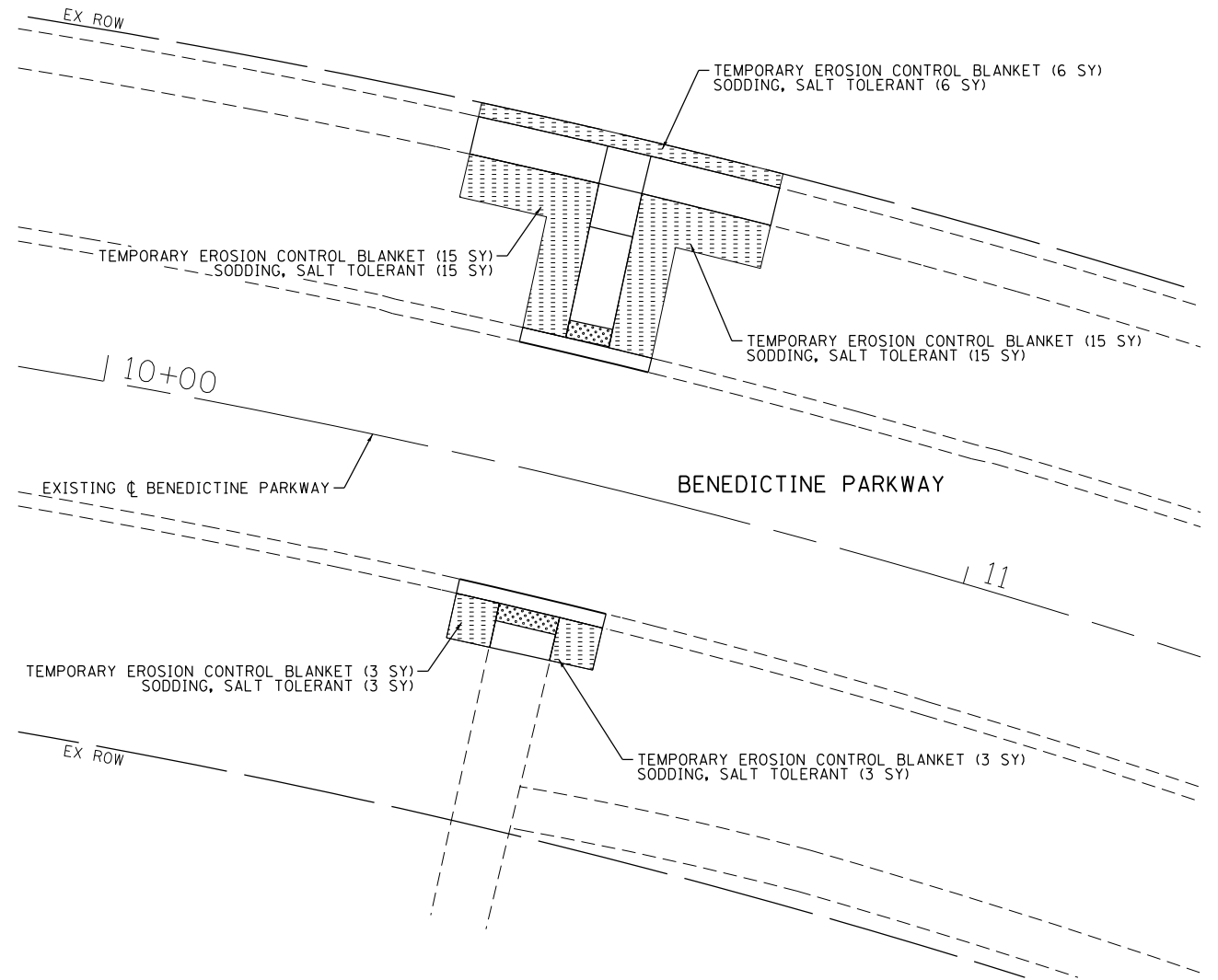
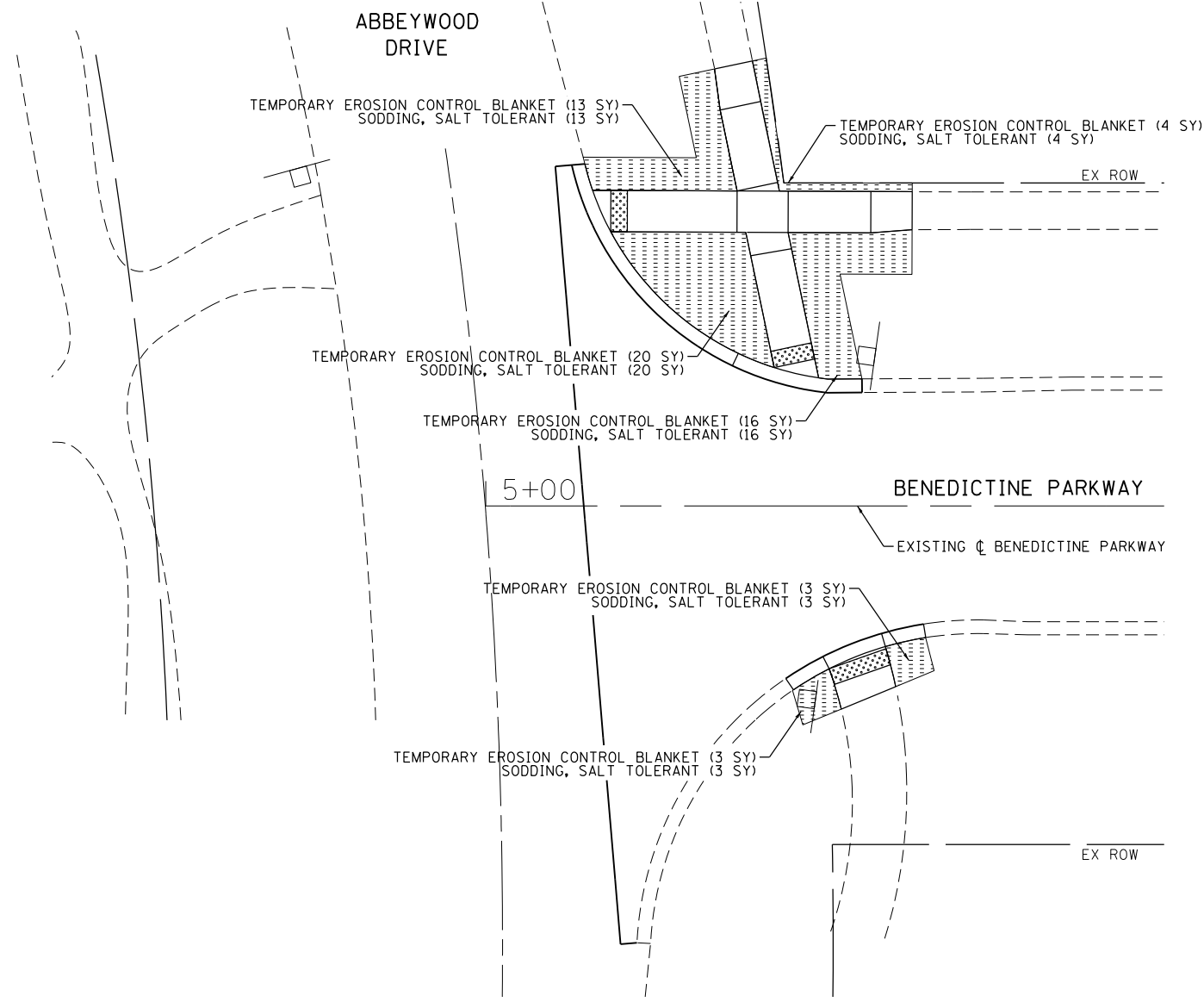
TEMPORARY EROSION CONTROL SEEDING AND TEMPORARY EROSION CONTROL BLANKET ARE TO BE USED IN LOCATIONS RECEIVING SODDING SALT TOLERANT, PRIOR TO THE SODDING SALT TOLERANT BEING PLACED. THESE ITEMS SHALL BE PLACED IF THE DISTURBED AREA IS TO BE LEFT WITHOUT SOD FOR AN EXTENDED PERIOD OF TIME.

SOIL PROTECTION CHART




STABILIZATION CHART	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
SODDING**	A		**	**	**			A				

** SUPPLEMENTAL WATERING AS NECESSARY TO ESTABLISH GROWTH
REFER TO LANDSCAPING PLANS FOR SODDING LOCATIONS

USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -



LEGEND

-  TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL BLANKET
SODDING, SALT TOLERANT
-  TREE PROTECTION (TEMPORARY FENCE) = 25 FEET EACH
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FERTILIZER NUTRIENT SCHEDULE		
ITEM	SODDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.056 AC = 3.37 LBS	3.37 LBS
PHOSPHORUS FERTILIZER NUTRIENT	60 LBS/AC X 0.056 AC = 3.37 LBS	3.37 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.056 AC = 3.37 LBS	3.37 LBS



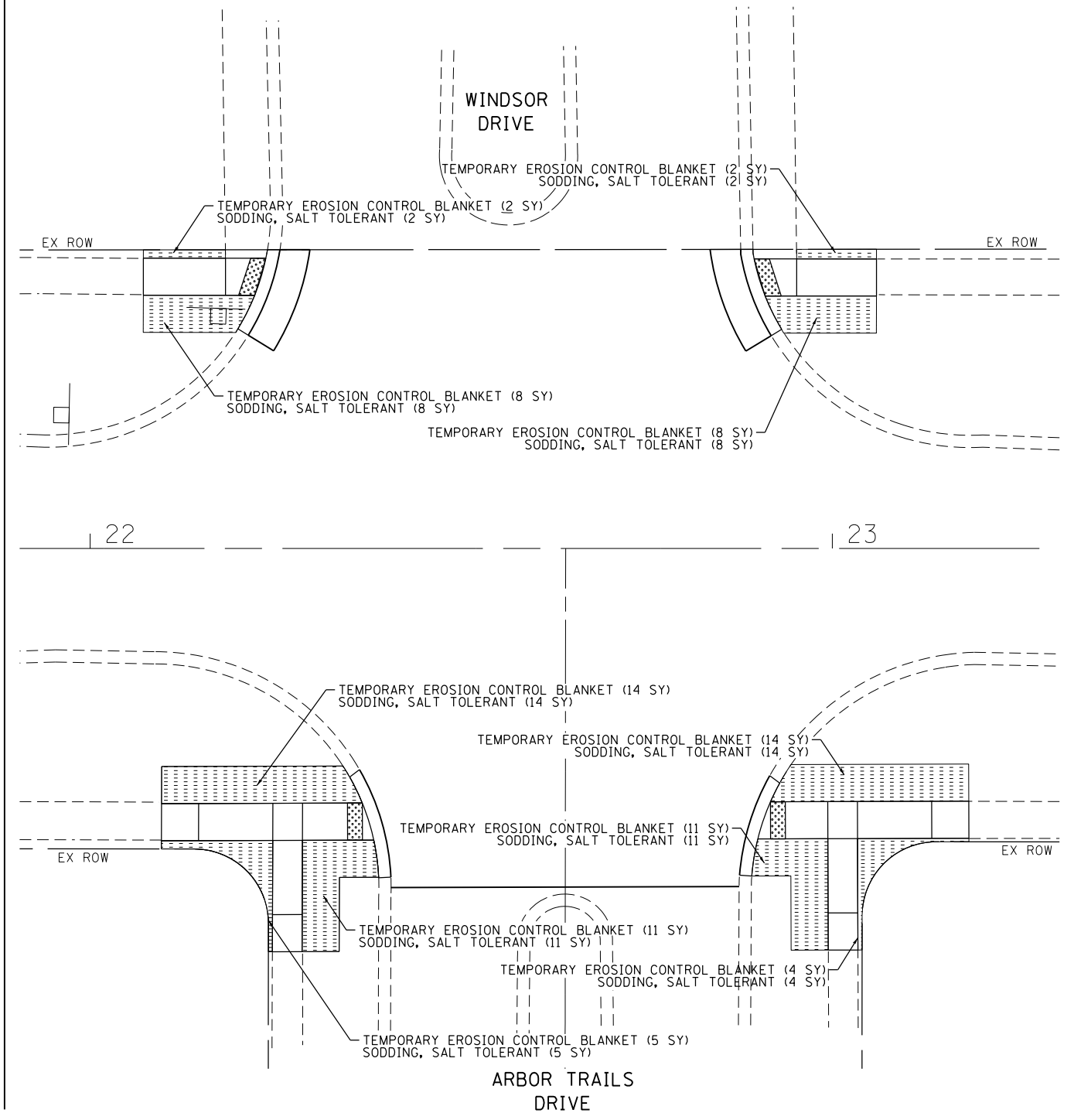
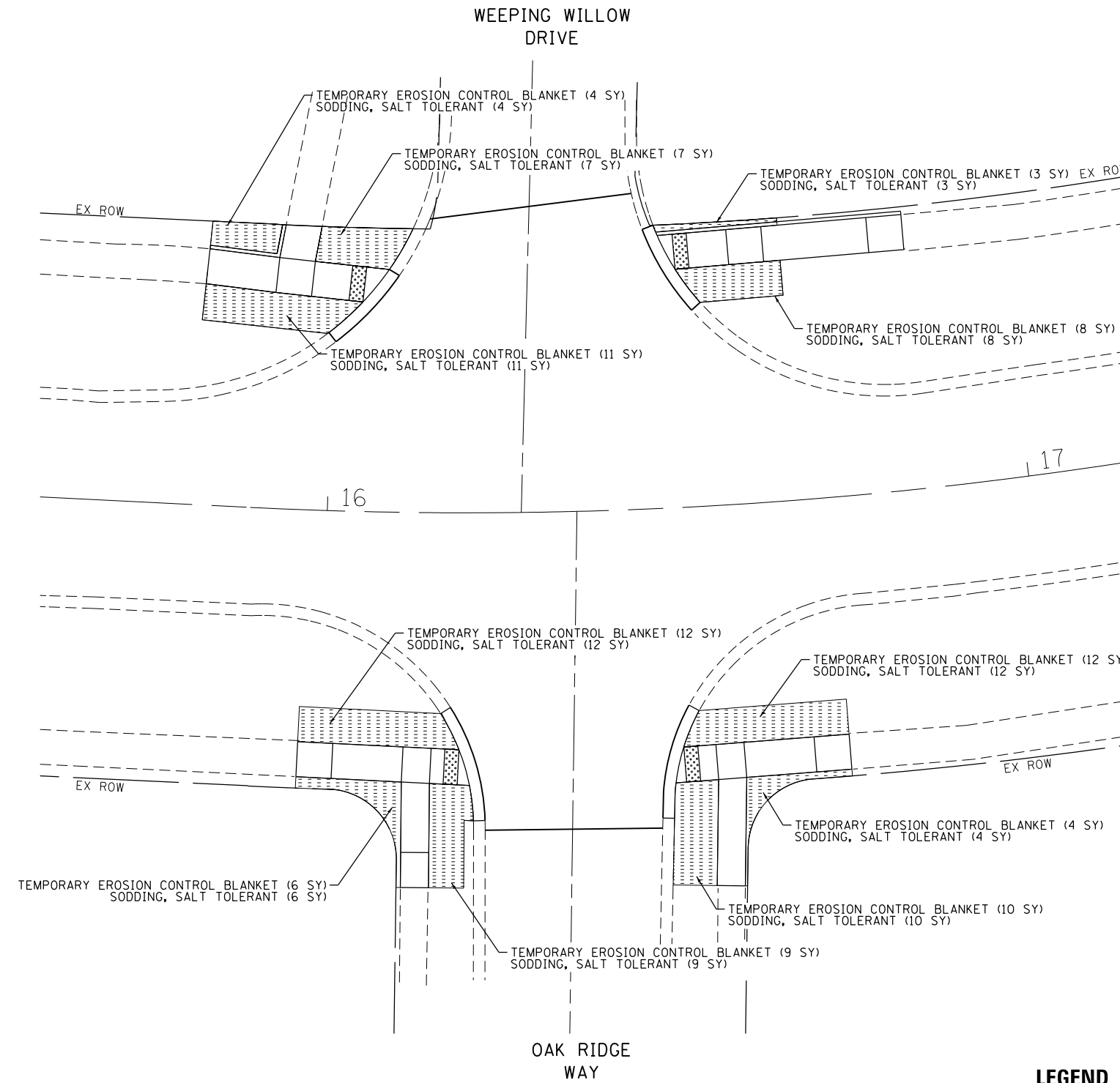
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PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

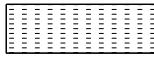


**BENEDICTINE PARKWAY - VILLAGE OF LISLE
EROSION CONTROL AND LANDSCAPING PLAN**

SCALE: 1"=10' SHEET 2 OF 9 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 2037	SECTION 17-00063-00-RS	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 32
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL BLANKET
SODDING, SALT TOLERANT
-  TREE PROTECTION (TEMPORARY FENCE) = 25 FEET EACH
-  PERIMETER EROSION BARRIER

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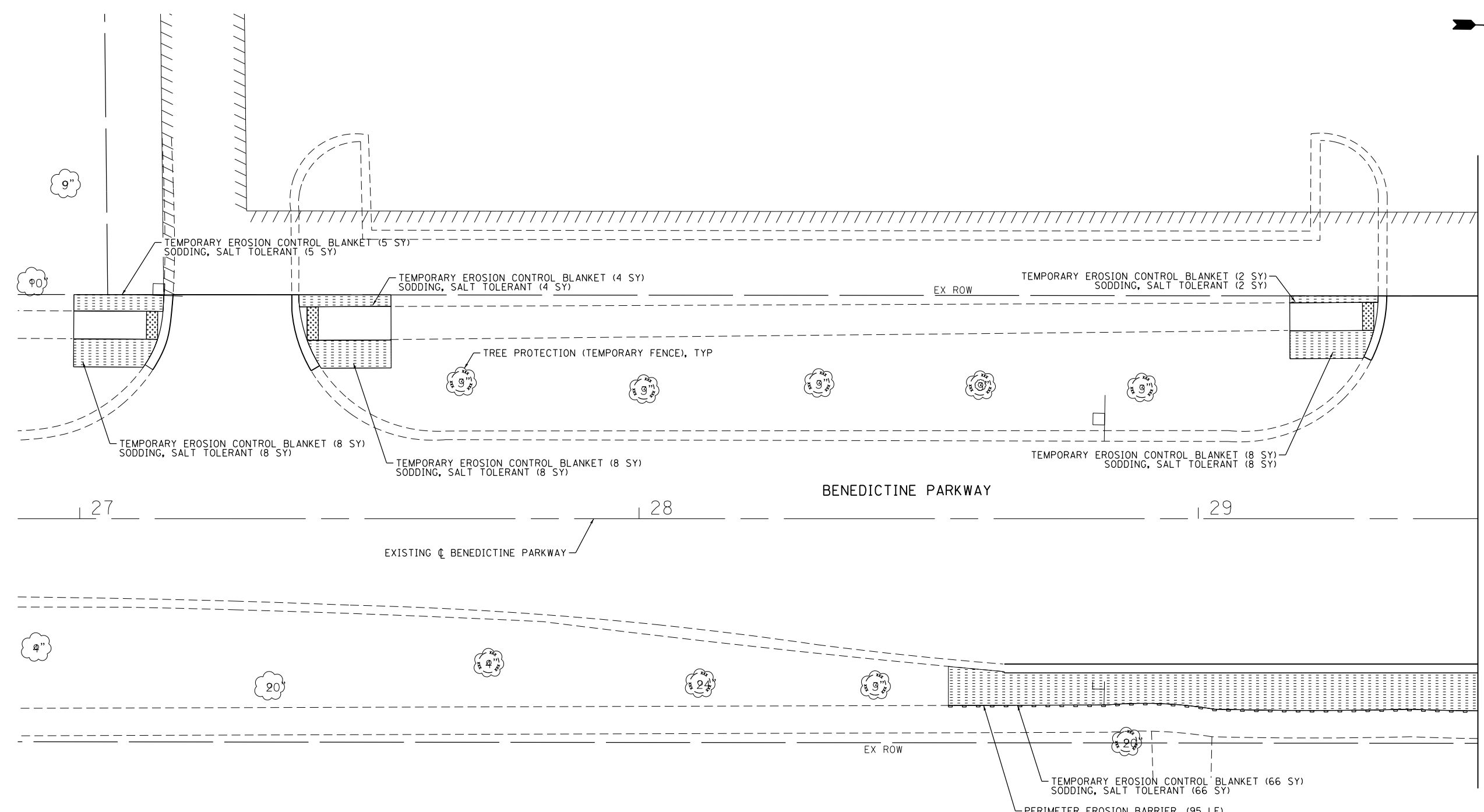
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

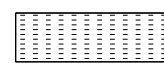


**BENEDICTINE PARKWAY - VILLAGE OF LISLE
EROSION CONTROL AND LANDSCAPING PLAN**

SCALE: 1"=10' SHEET 3 OF 9 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	33
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL BLANKET
SODDING, SALT TOLERANT
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-  PERIMETER EROSION BARRIER

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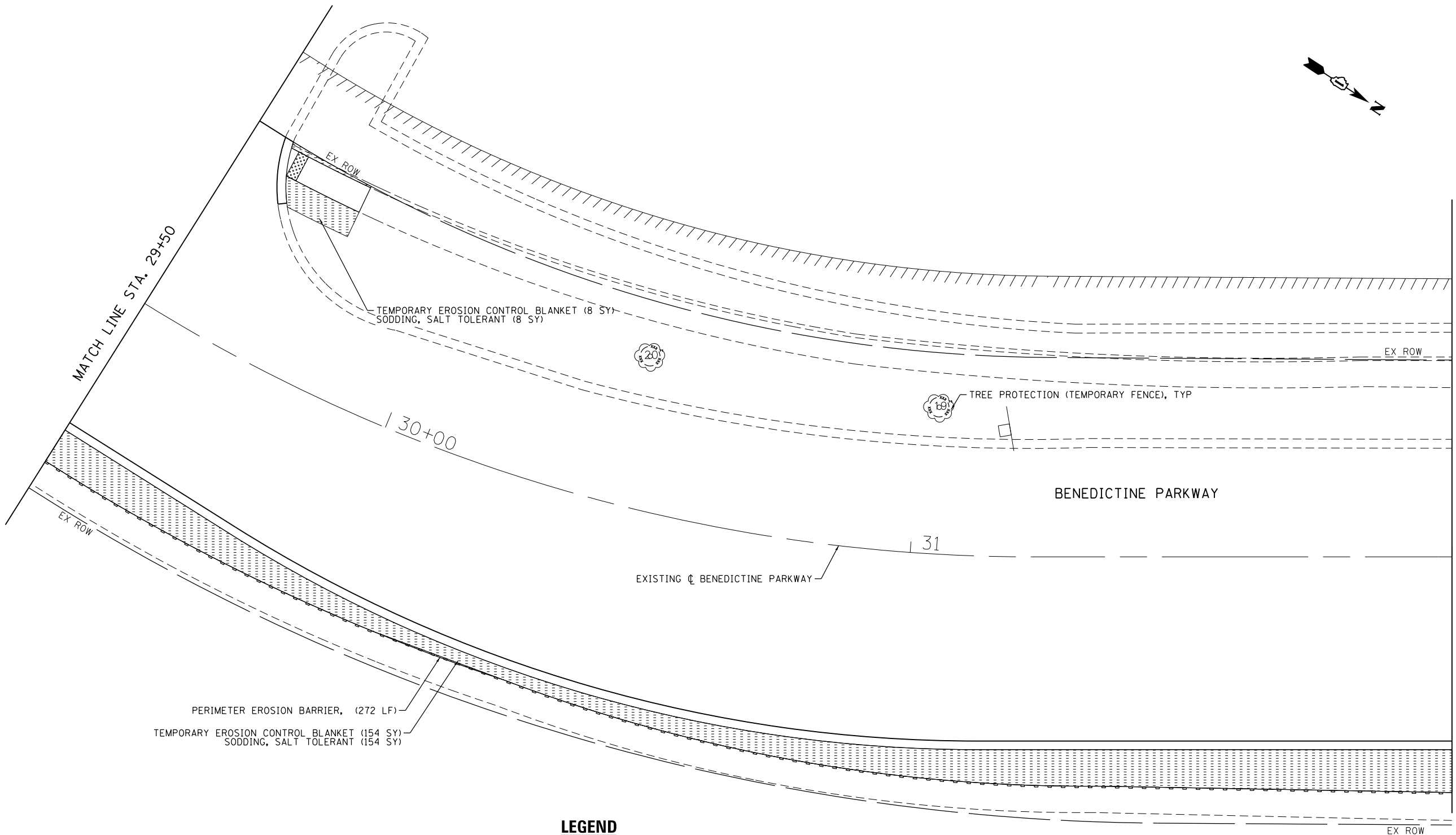
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PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**




**BENELECTINE PARKWAY - VILLAGE OF LISLE
EROSION CONTROL AND LANDSCAPING PLAN**

SCALE: 1"=10' SHEET 4 OF 9 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 2037	SECTION 17-00063-00-RS	COUNTY	TOTAL SHEETS 82	SHEET NO. 34
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				



LEGEND

-  TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL BLANKET
SODDING, SALT TOLERANT
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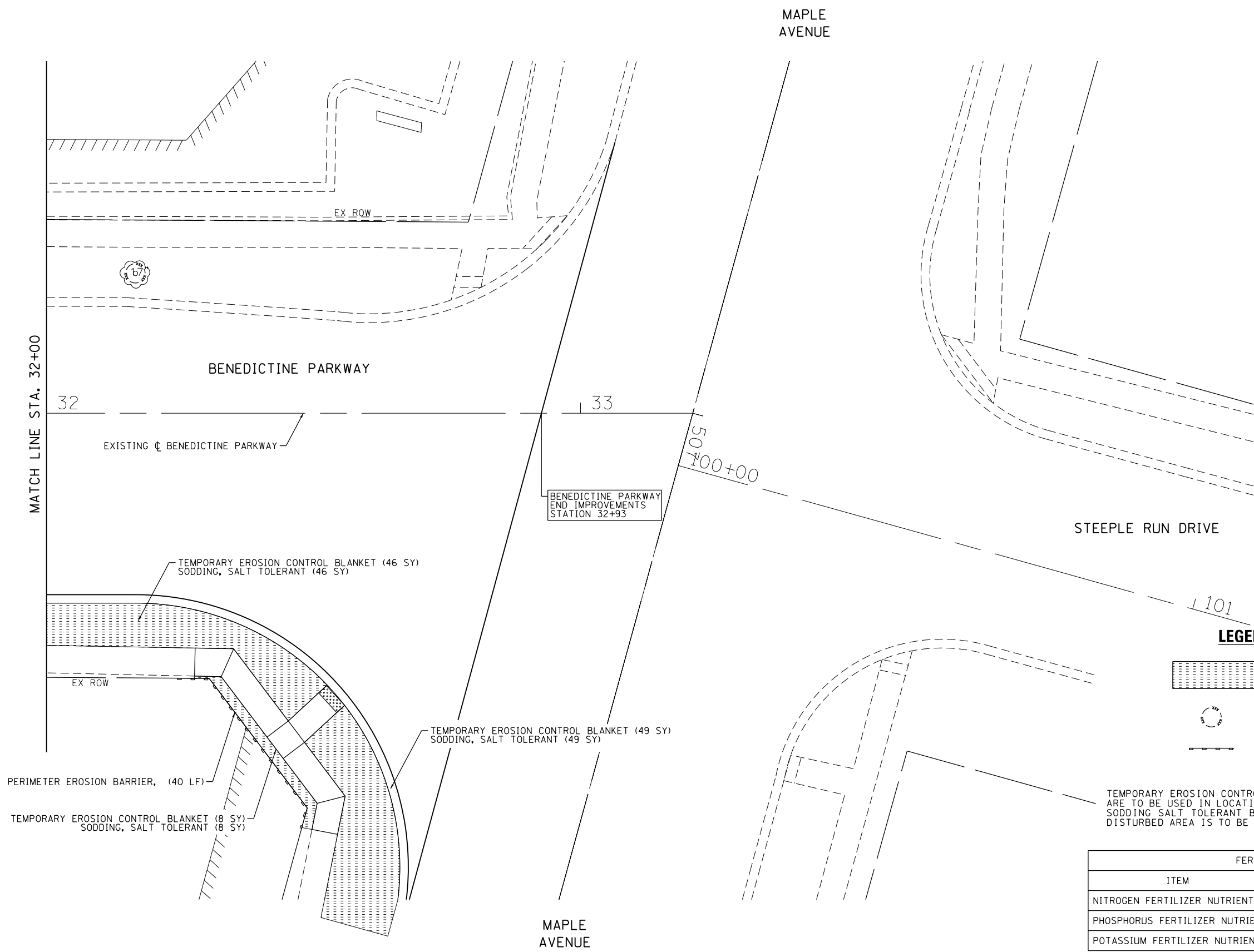
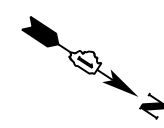
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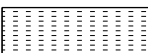


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BENELECTINE PARKWAY - VILLAGE OF LISLE
EROSION CONTROL AND LANDSCAPING PLAN**

SCALE: 1"=10' SHEET 5 OF 9 SHEETS STA. N/A TO STA. N/A

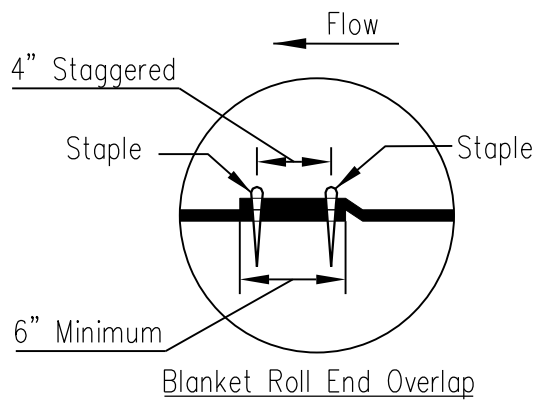
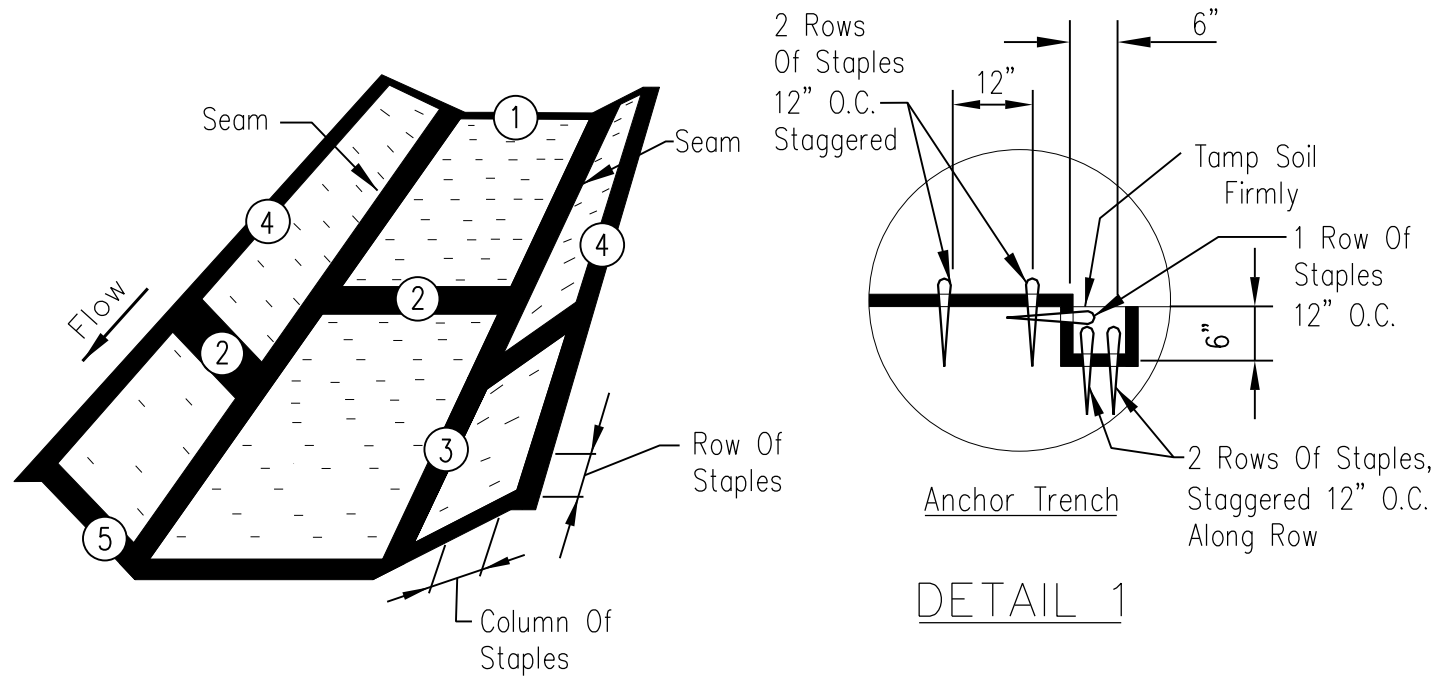
F.A.U. RTE. 2037	SECTION 17-00063-00-RS	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 35
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				



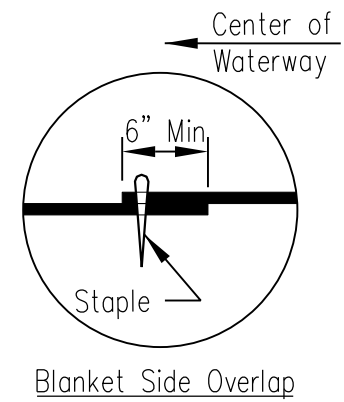
-  TEMPORARY EROSION CONTROL SEEDING
TEMPORARY EROSION CONTROL BLANKET
SODDING, SALT TOLERANT
-  TREE PROTECTION (TEMPORARY FENCE) = 25 FEET EACH
-  PERIMETER EROSION BARRIER

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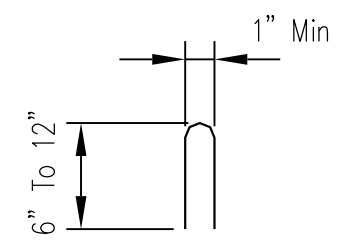
FERTILIZER NUTRIENT SCHEDULE		
ITEM	SODDING	QUANTITY
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POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.056 AC = 3.37 LBS	3.37 LBS



DETAIL 2



DETAIL 3

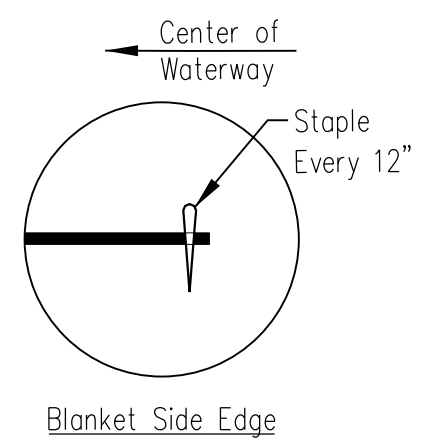


STAPLE DETAIL

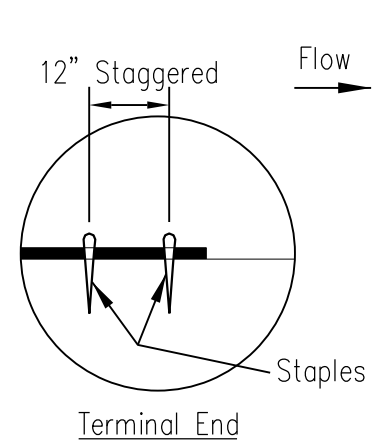
Waterway #			
Waterway Width (ft)			
ECB Width (ft)			
Length (ft)			
Stations	_____ to _____	_____ to _____	_____ to _____

- NOTES:
- The erosion control blanket consists of a machine produced mat of specified material. The product must meet the minimum requirements specified in Table 1, below. Ensure that the product is new and unused, and is furnished in rolls. Alternative materials may be used upon approval by the designer.
 - Prepare soil prior to installing erosion control blanket, including seeding, fertilizing, and lime application.
 - The erosion control blanket is to be placed in firm contact with the soil and not be allowed to bridge over surface irregularities. The blanket can not be stretched.
 - Install the erosion control blanket according to manufacturer's instructions. If no manufacturer's instructions are available, install the blanket as follows:
 - Use "U" shaped staples, 0.12 in diameter wire or greater (#11 gauge). See Staple Detail for dimensions.
 - Bury upstream end of blanket in a trench 6 inch wide by 6 inch deep and stapled in staggered rows across the width as shown in Detail 1.
 - For joining ends of rolls, overlap end of upslope blanket a minimum of 6 inches over downslope blanket (shingle style). Use a double row of staggered staples 4 inches apart, as shown in Detail 2.
 - Overlap blankets on side slopes a minimum 6 inches over the blanket below (shingle style). Staple overlap at 12 inch intervals. See Detail 3.
 - Staple the outer edge along sides of the blanket every 12 inches. See Detail 4.
 - Staples are to be placed alternately in columns (in the direction of the waterway) 2 feet apart and in rows (across the waterway) 3 feet apart, throughout the area covered by erosion blanket.
 - Downstream (terminal) end of blanket are to be stapled with a double row of staggered staples 12 inches apart. See Detail 5.
 - Start laying the blankets by rolling center blanket in the direction of flow, centered on the centerline of waterway. No overlap of blankets at the center of the waterway.

(See Note 1)	Coconut Blanket	Wood Fiber Blanket	
Type of Fiber	100% coconut fibers	100% curled wood fibers	
Weight, lbs/sq. yd.	0.50	0.63	
Life Expectancy			
Fiber Length	N/A	80% of fibers > 6 in.	
Fiber Dimensions	N/A	0.021 in. x 0.042 in.	
Netting			
Netting Required ? <input type="checkbox"/> Yes <input type="checkbox"/> No	Cover Top and bottom of blanket with a max. 5/8" x 5/8" opening size netting, bound to the mat on max. 1.5" centers.	Cover Top and bottom of blanket with a max. 5/8" x 5/8" opening size netting	



DETAIL 4



DETAIL 5

Not To Scale

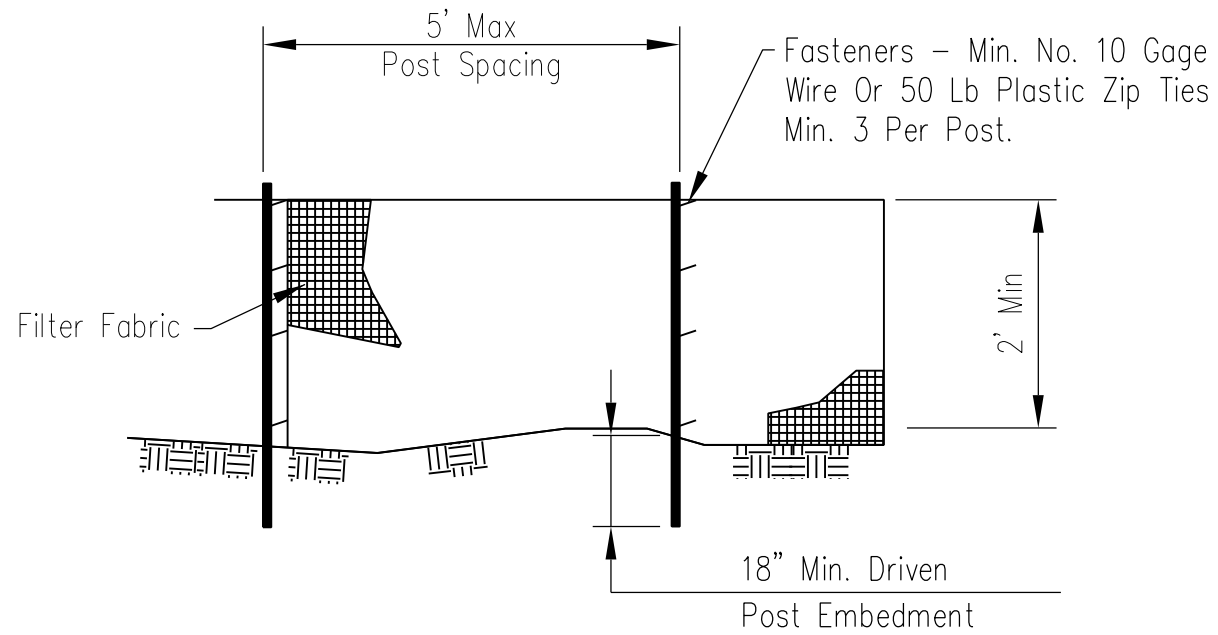
Date _____
 Designed _____
 Drawn M. QUINONES 7/1/15
 Checked _____
 Approved _____

EROSION CONTROL BLANKET
 INSTALLATION DETAILS

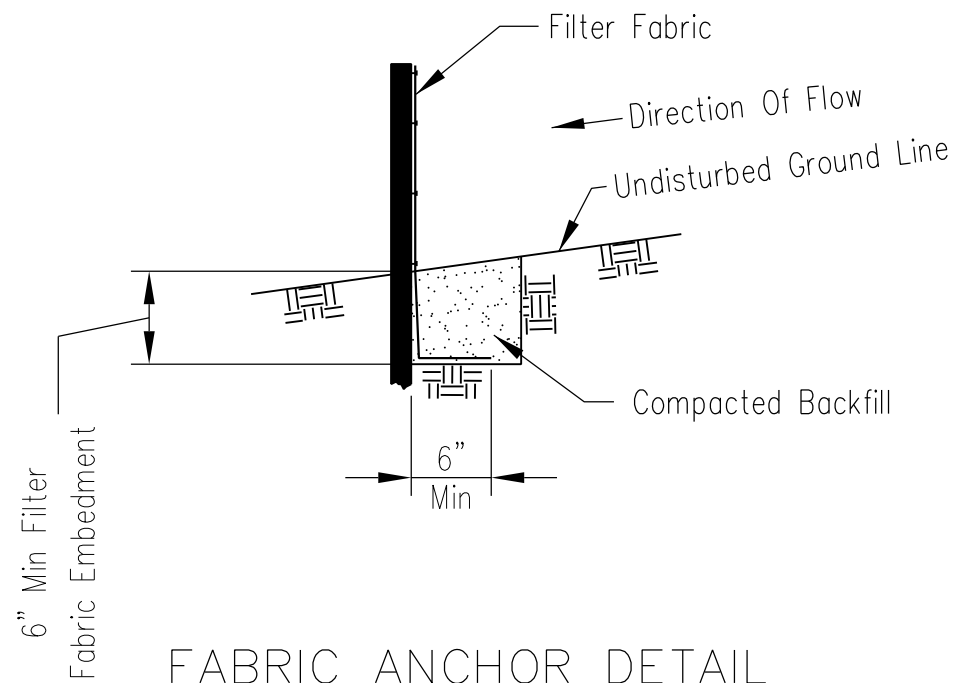
United States
 Department of
 Agriculture
USDA
 Natural Resources
 Conservation Service

File No.
 IL ENG-61
 Drawing No.
 Page 1 of 1

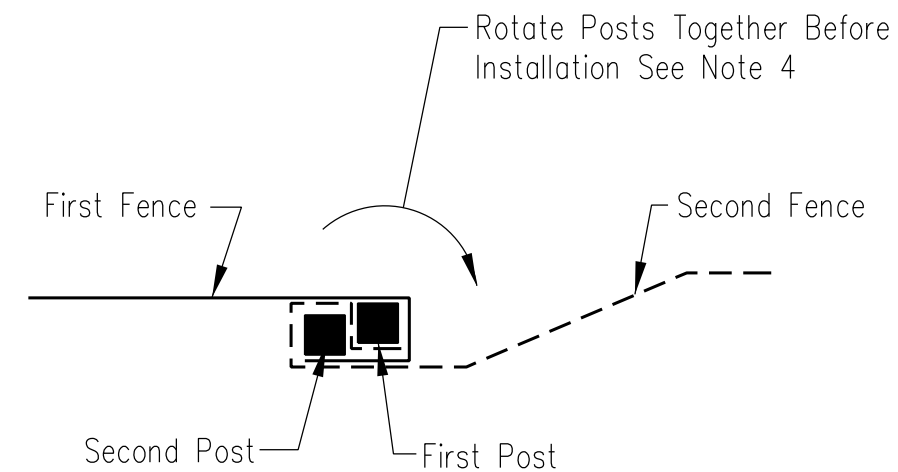
Sheet _____ of _____
 F.A.U. R.T.E. SECTION COUNTY TOTAL SHEETS SHEET NO.
 2037 17-00063-00-RS DUPAGE 82 37
 CONTRACT NO. 61E80
 ILLINOIS FED. AID PROJECT



ELEVATION



FABRIC ANCHOR DETAIL



SPLICE DETAIL-PLAN VIEW

NOTES:

1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. 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.
3. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" X 1.5" or a standard steel post.
4. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 6 inch flap. Then drive both posts and bury the flap. Compact backfill well.

NOTES:

1. THIS WORK SHALL BE PAID FOR AS PERIMETER EROSION BARRIER

Designed	M. QUINONES	Date	8/1/14
Drawn		Checked	
Approved			

SILT FENCE



File No.
IL-ENG-49

Drawing No.

Page 1 of 1

Sheet of



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENEDICTINE PARKWAY - VILLAGE OF LISLE
EROSION & SEDIMENT CONTROL DETAILS

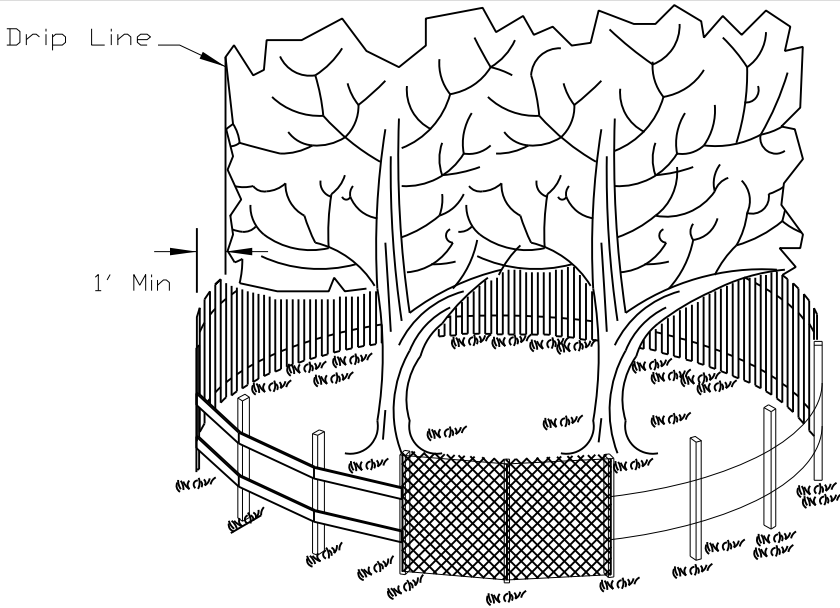
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS		82	38
CONTRACT NO. 61E80				

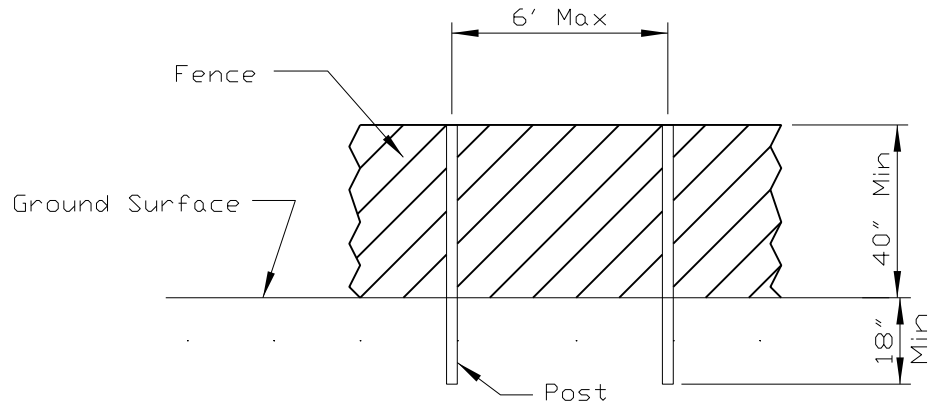
ILLINOIS FED. AID PROJECT

TREE PROTECTION - FENCING

THIS WORK SHALL BE PAID FOR AS TEMPORARY FENCE



SIDE VIEW



POST AND FENCE DETAIL

- NOTES:
1. The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
 2. Fence posts shall be either standard steel posts or wood posts with a minimum cross sectional area of 3.0 sq. in.
 3. The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.

REFERENCE	
Project	_____
Designed	_____ Date _____
Checked	_____ Date _____
Approved	_____ Date _____



STANDARD DWG. NO.	IL-690
SHEET	1 OF 1
DATE	4-7-94



USER NAME = cesario	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/2/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENEDICTINE PARKWAY - VILLAGE OF LISLE	
EROSION & SEDIMENT CONTROL DETAILS	
SSD/AJEE: NTS	SHEET 9 OF 9 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

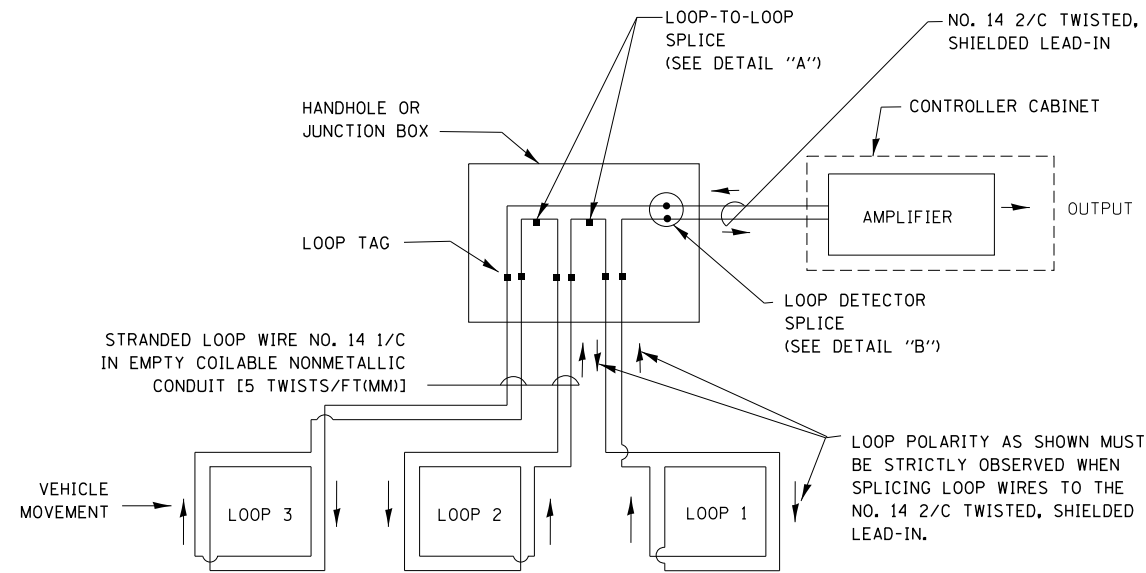
TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"	 	
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	 	
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	 	
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	 	 	DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

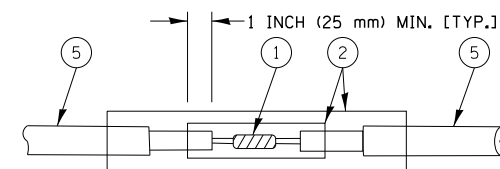
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

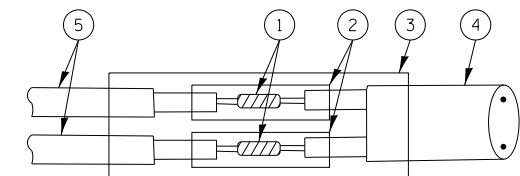


DETECTOR LOOP WIRING SCHEMATIC

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



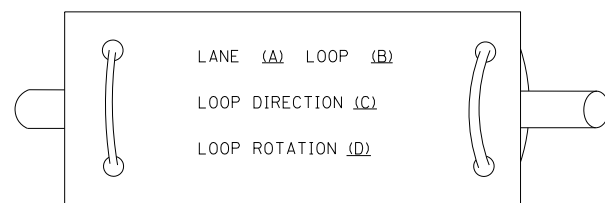
DETAIL "A"
LOOP-TO-LOOP SPLICE



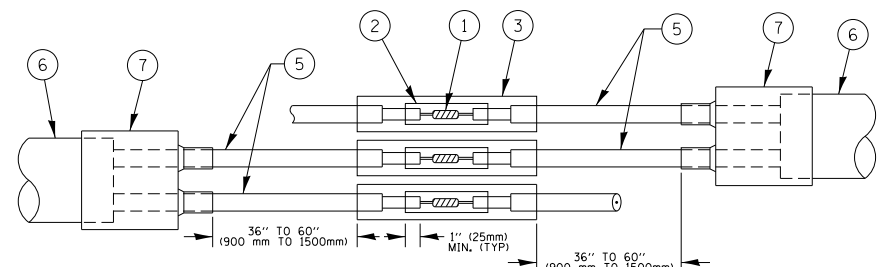
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

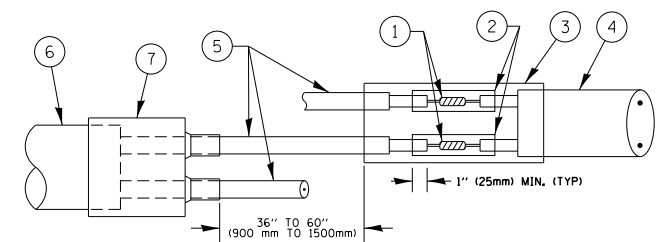
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

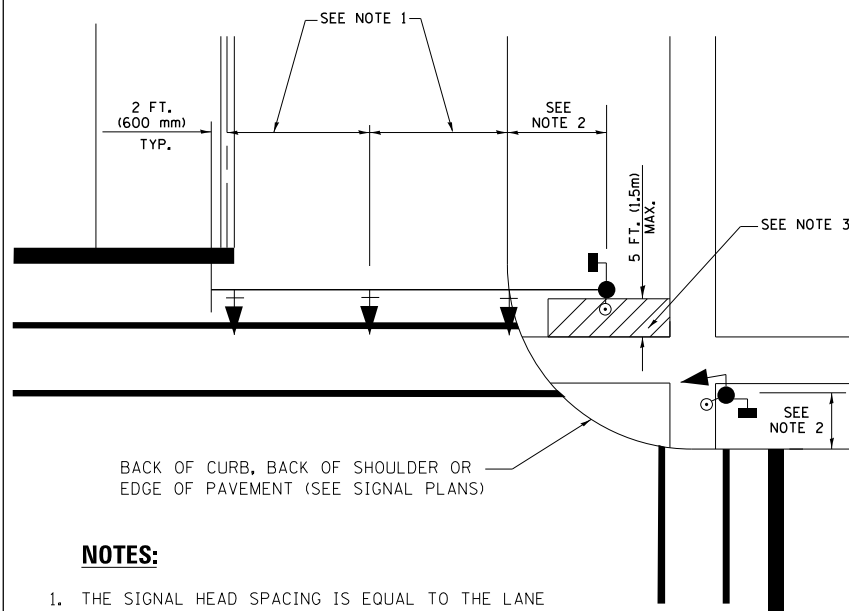
PREFORMED LOOP

LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. ~~TYCO CBR-2 OR APPROVED EQUAL~~

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		PLOT SCALE = 50.0000' / in.	CHECKED - DAD		REVISED -	TS-05			CONTRACT NO. 61E80			
		PLOT DATE = 1/13/2014	DATE - 10-28-09		REVISED -	SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

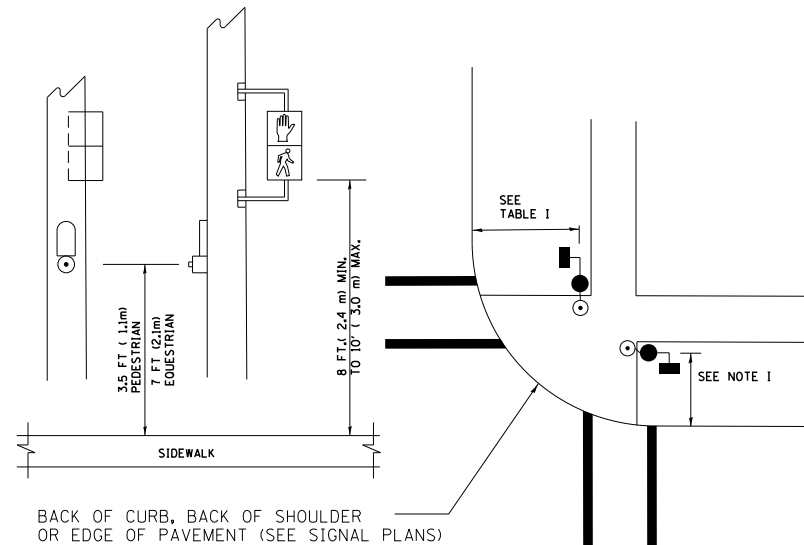
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

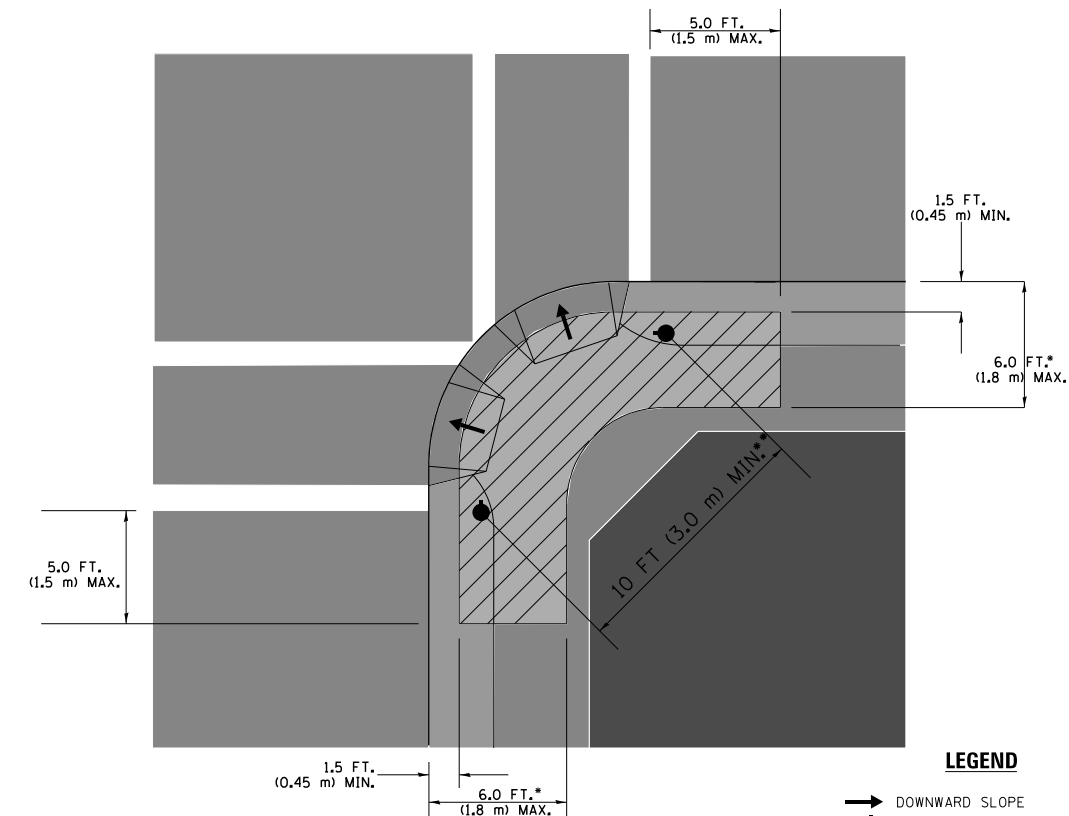
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

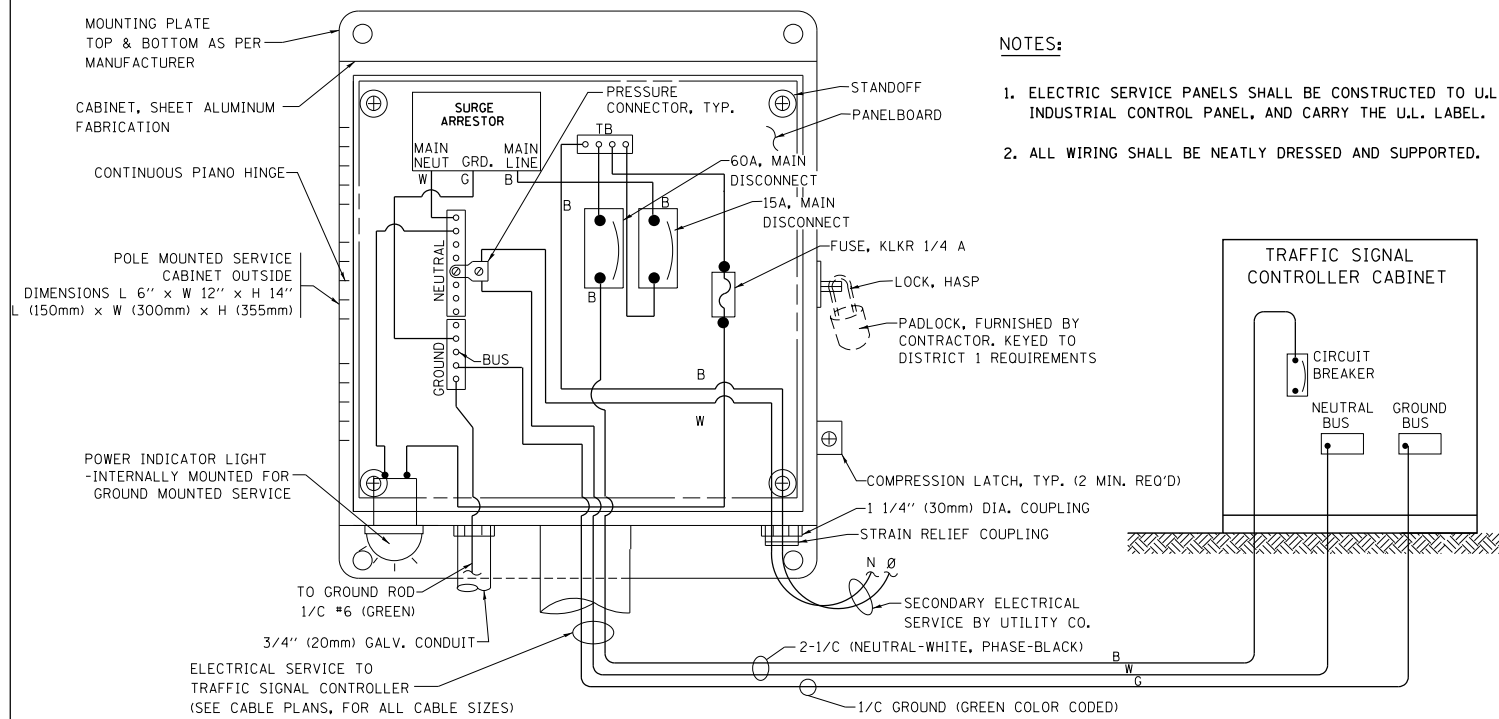
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

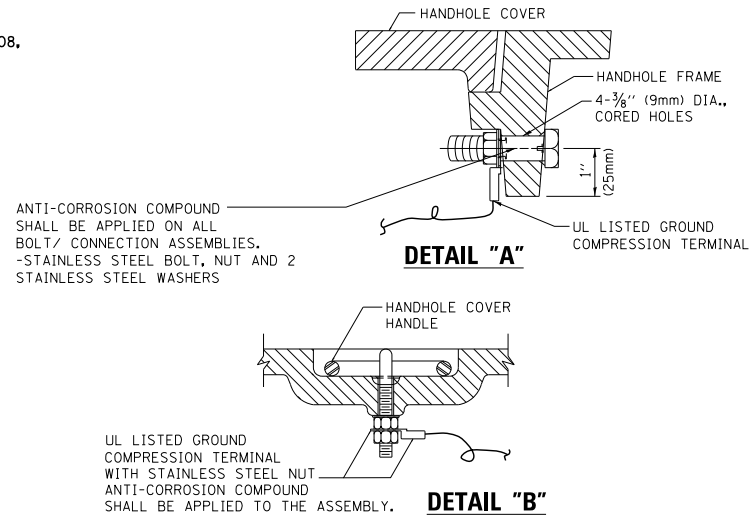
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

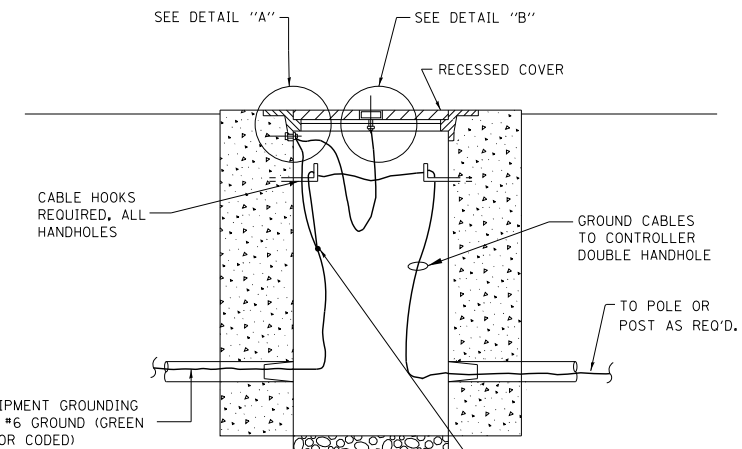


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**

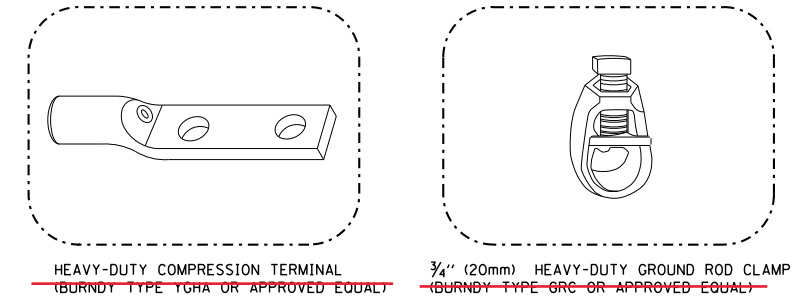


NOTES:
GROUNDING SYSTEM

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

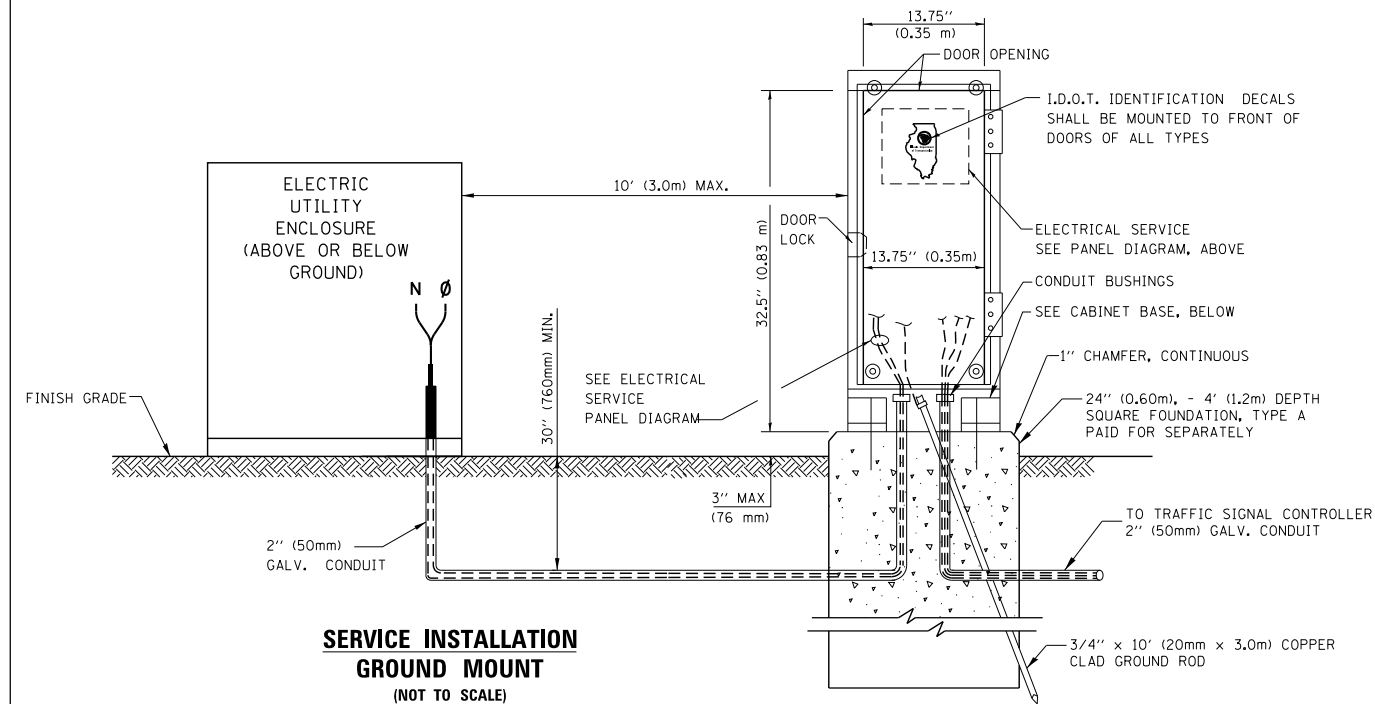


**HANDHOLE COVER & FRAME – GROUNDING DETAIL
(NOT TO SCALE)**

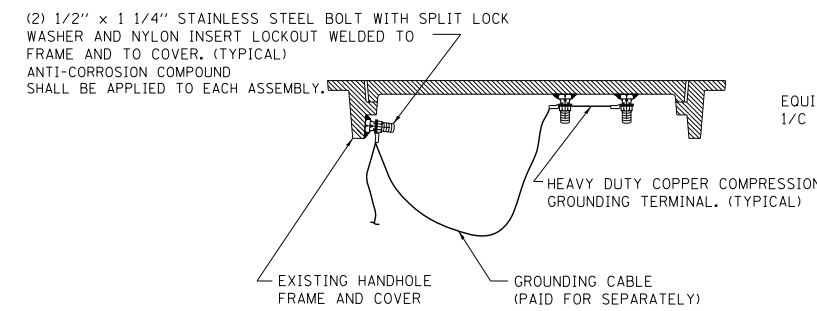


NOTES:

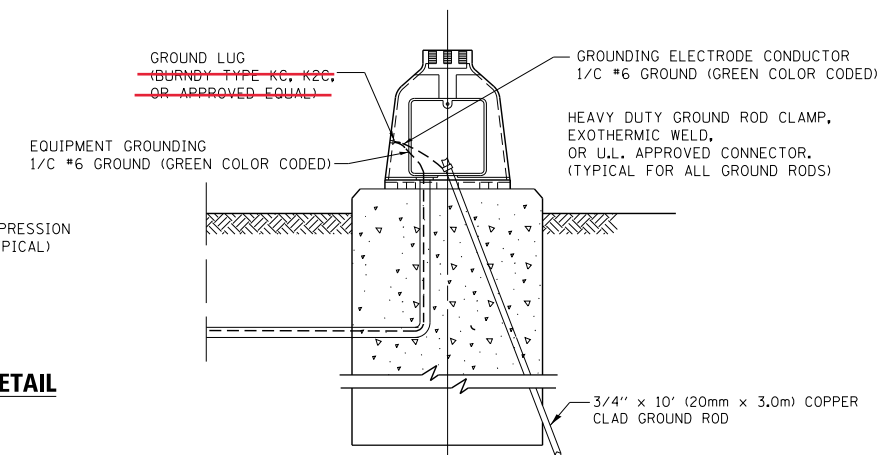
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



**SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)**

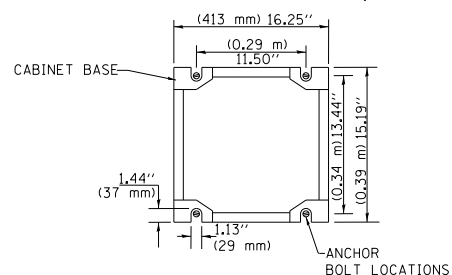


**EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL
(NOT TO SCALE)**



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

**CABINET – BASE BOLT PATTERN
(NOT TO SCALE)**

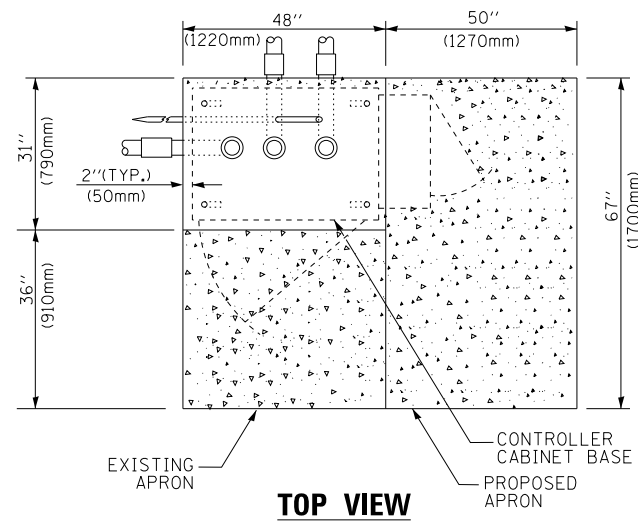


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		DATE - 10-28-09	REVISED -

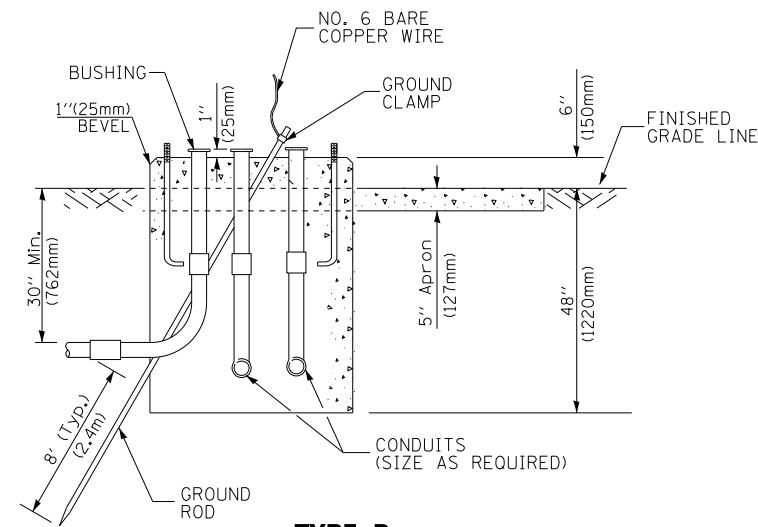
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE	
STANDARD TRAFFIC SIGNAL DESIGN DETAILS	
SCALE: NONE	SHEET NO. 4 OF 7 SHEETS STA. TO STA.

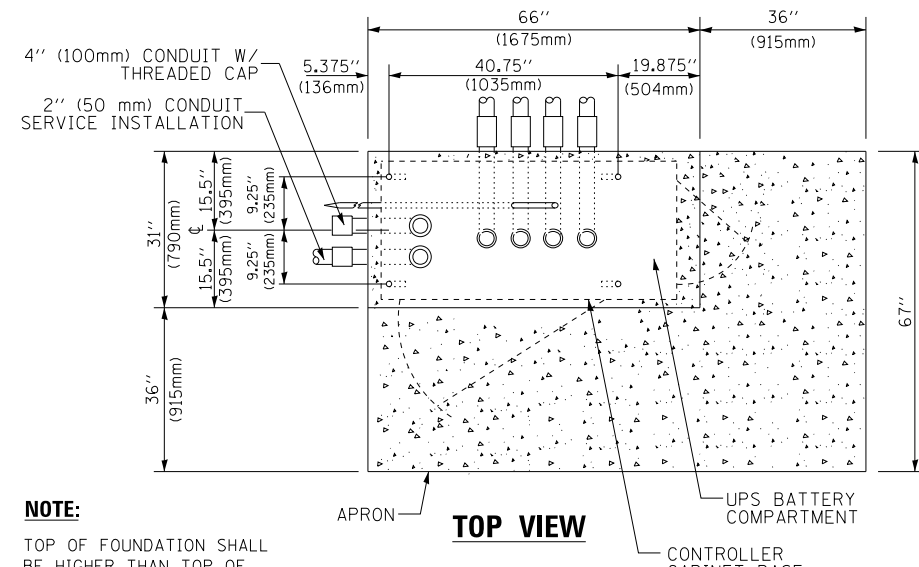
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	43
TS-05		CONTRACT NO.	61E80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TOP VIEW



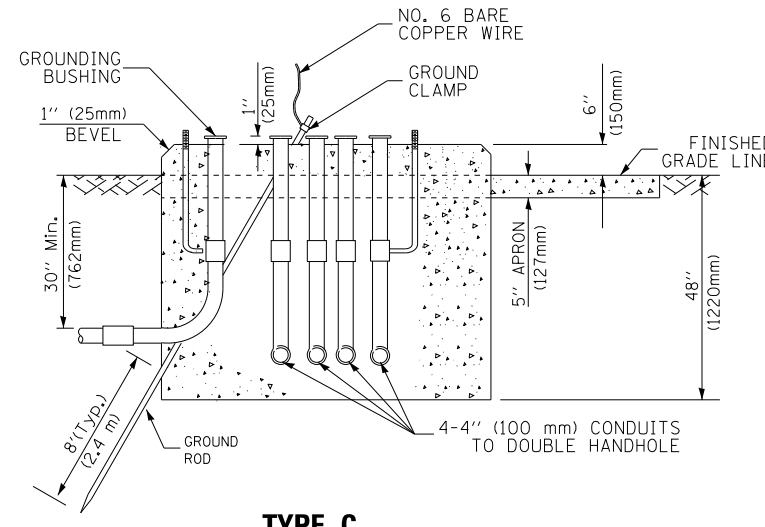
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



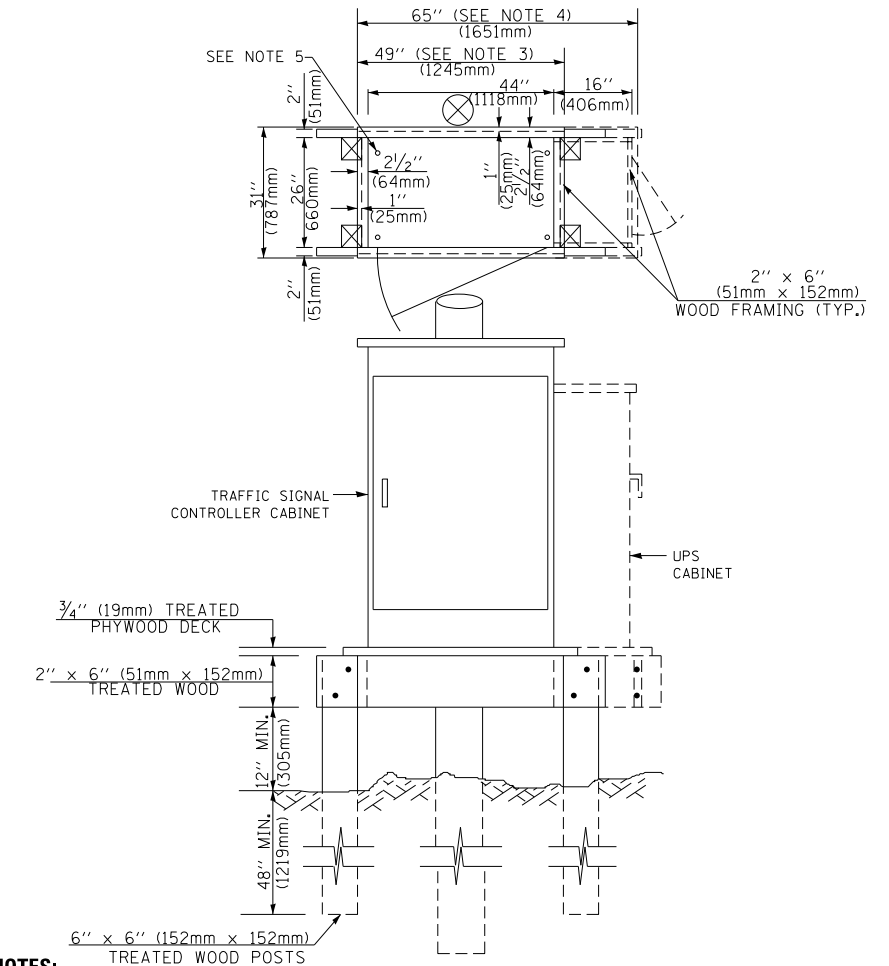
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average unconfined compressive strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001..

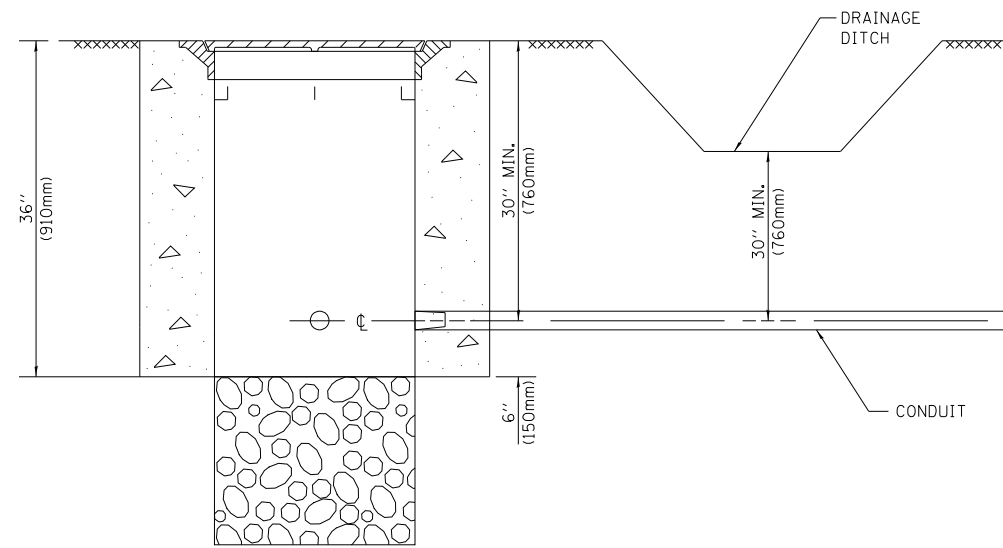
DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE	
STANDARD TRAFFIC SIGNAL DESIGN DETAILS	
SCALE: NONE	SHEET NO. 5 OF 7 SHEETS STA. TO STA.

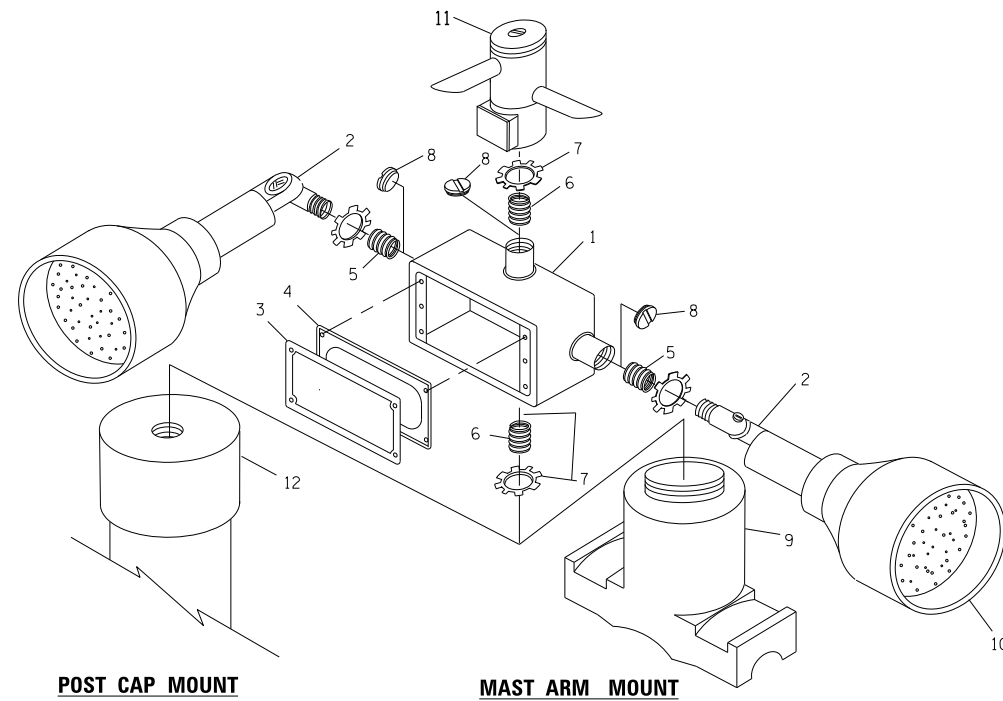
F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	44
TS-05			CONTRACT NO. 61E80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



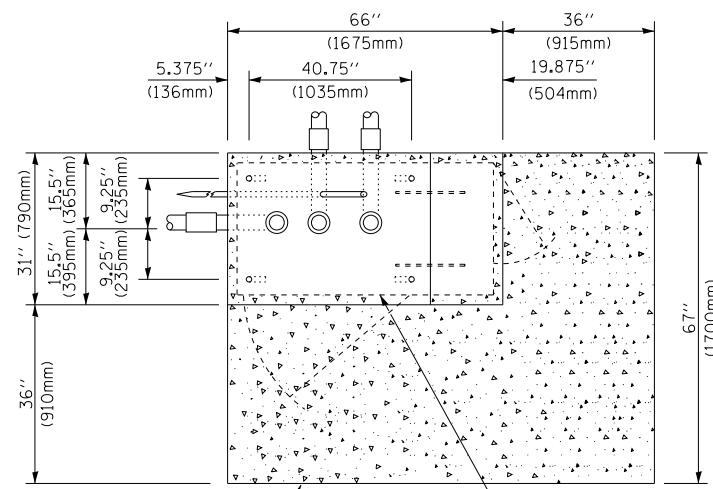
NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

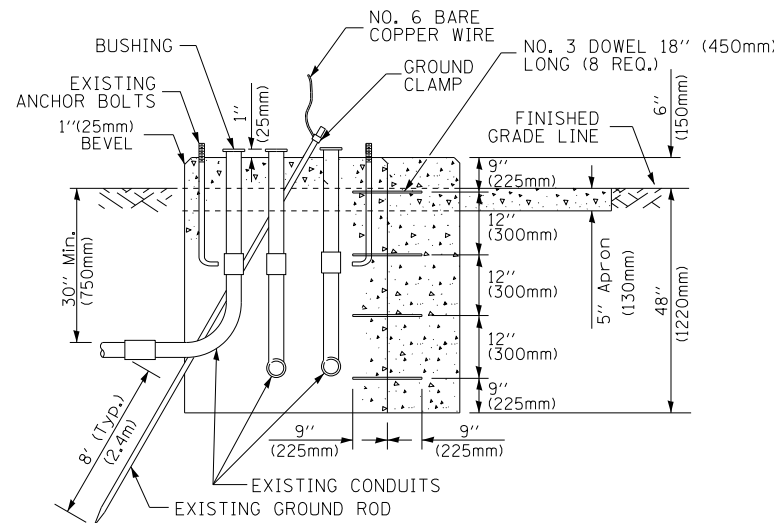
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW
(NOT TO SCALE)

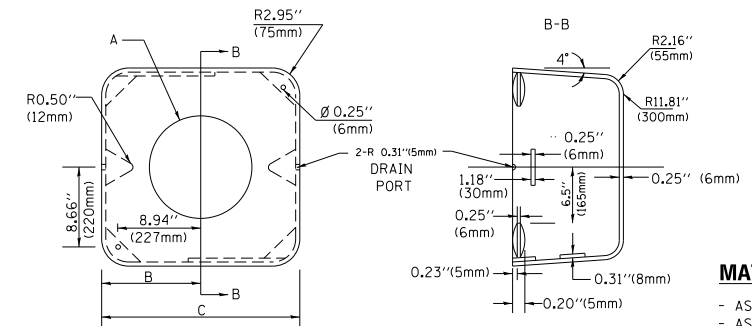


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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

NOTES:

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



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIABLES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIABLES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIABLES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

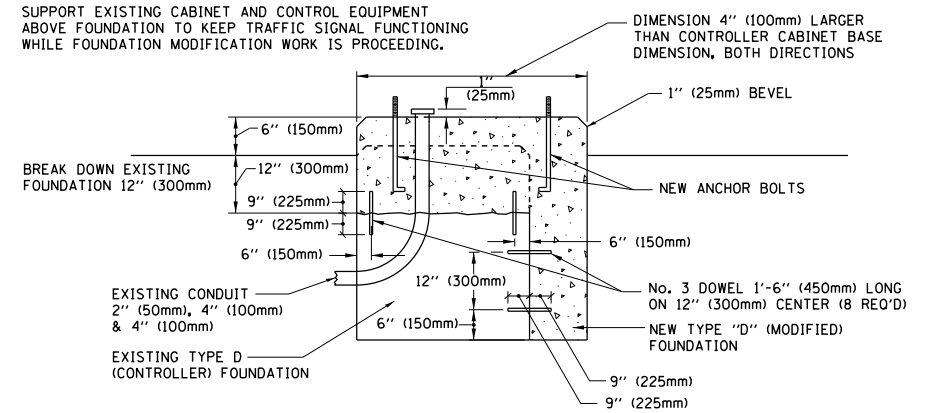
SHROUD

NOTES:

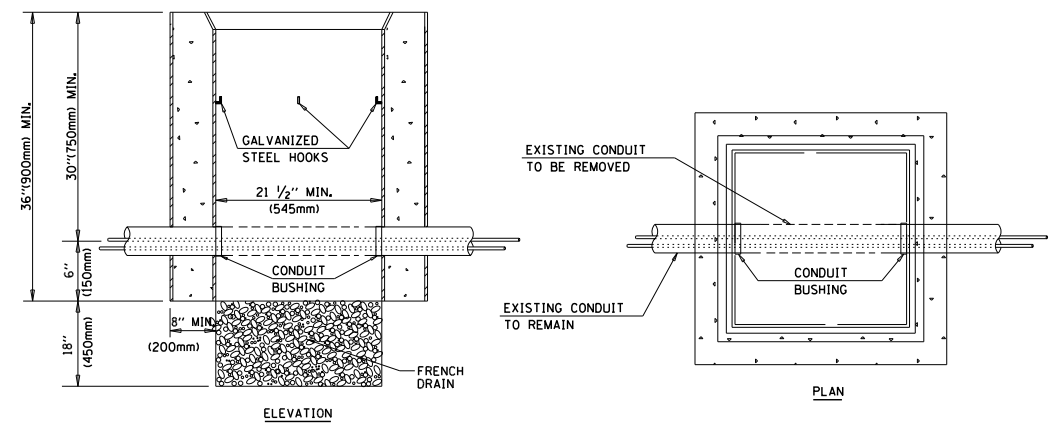
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

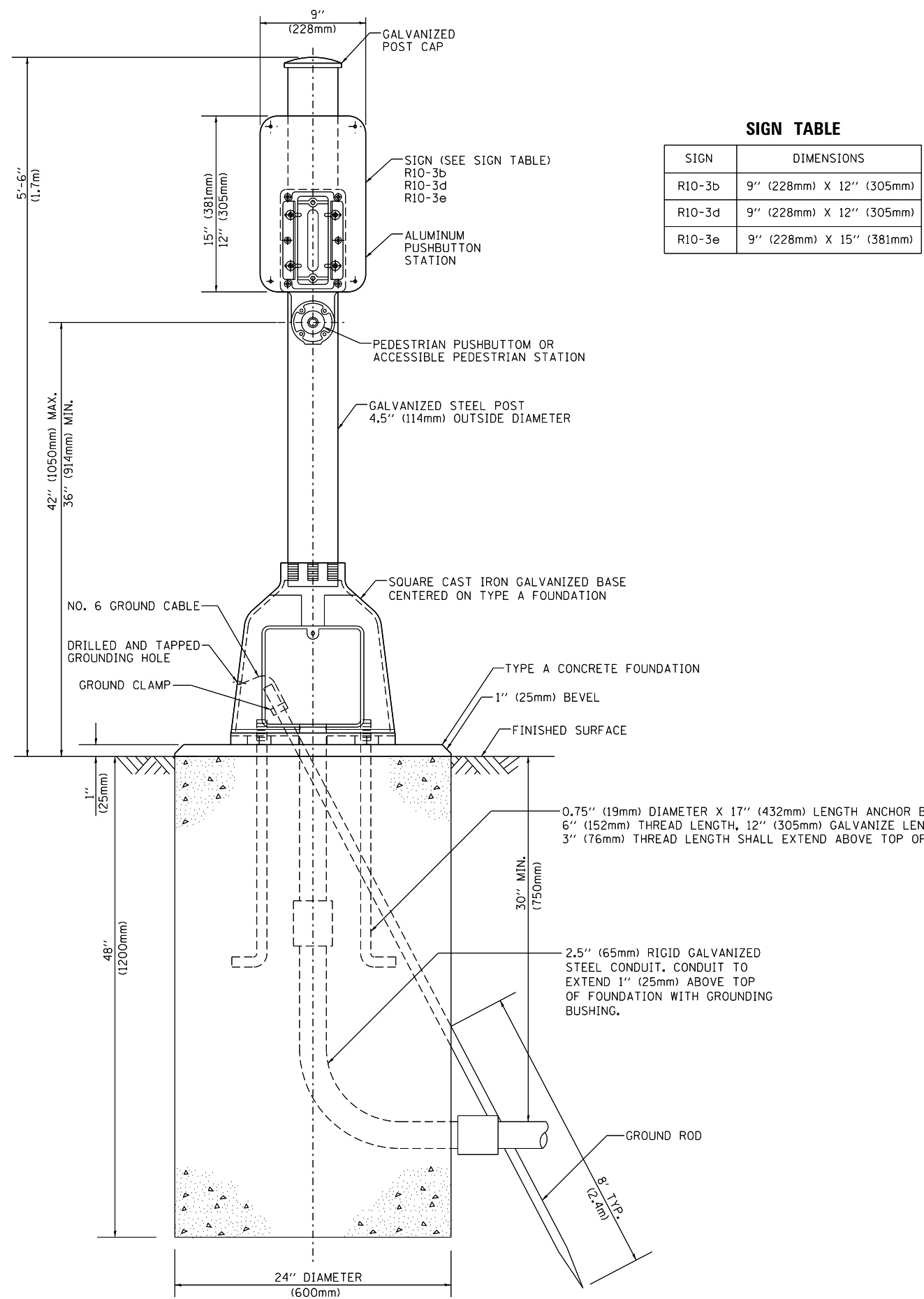
1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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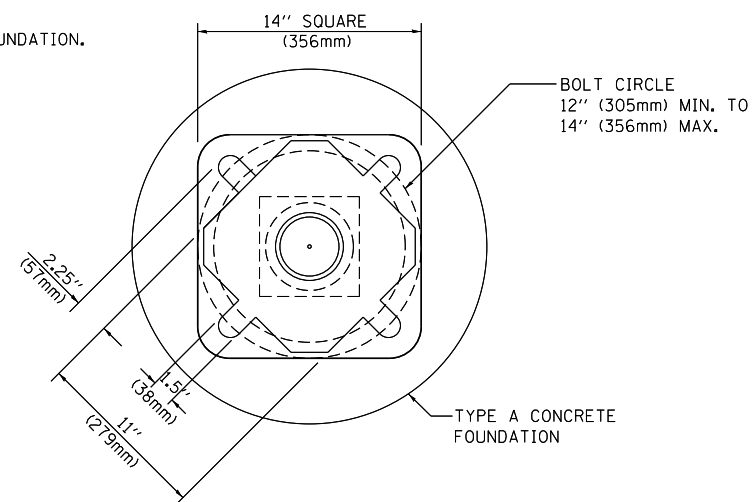
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STANDARD TRAFFIC SIGNAL DESIGN DETAILS		2037	17-00063-00-RS	DUPAGE	82	45
SCALE: NONE		TS-05		CONTRACT NO. 61E80		
SHEET NO. 6 OF 7 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

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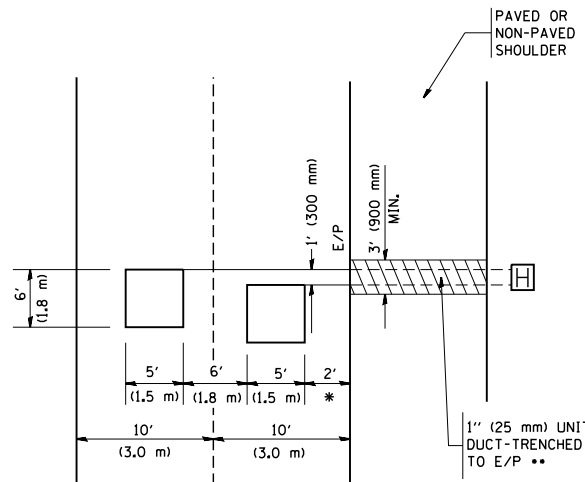
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 7 OF 7 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	46
TS-05			CONTRACT NO. 61E80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

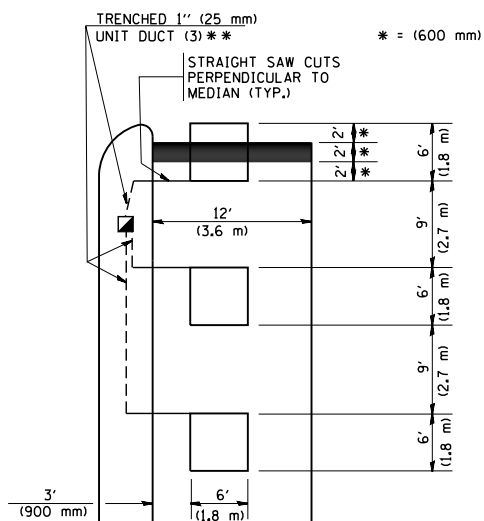


* = (600 mm)

** 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)**

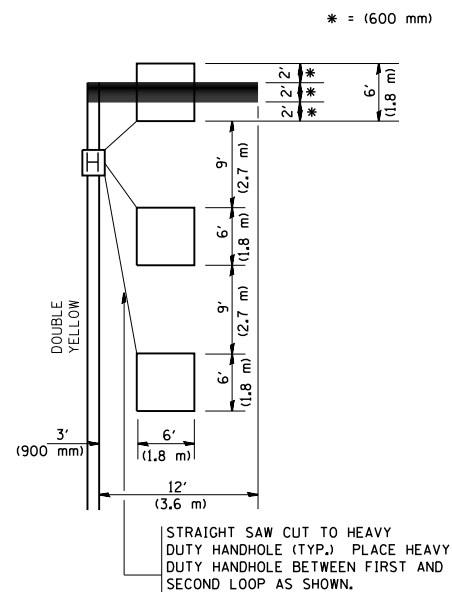
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

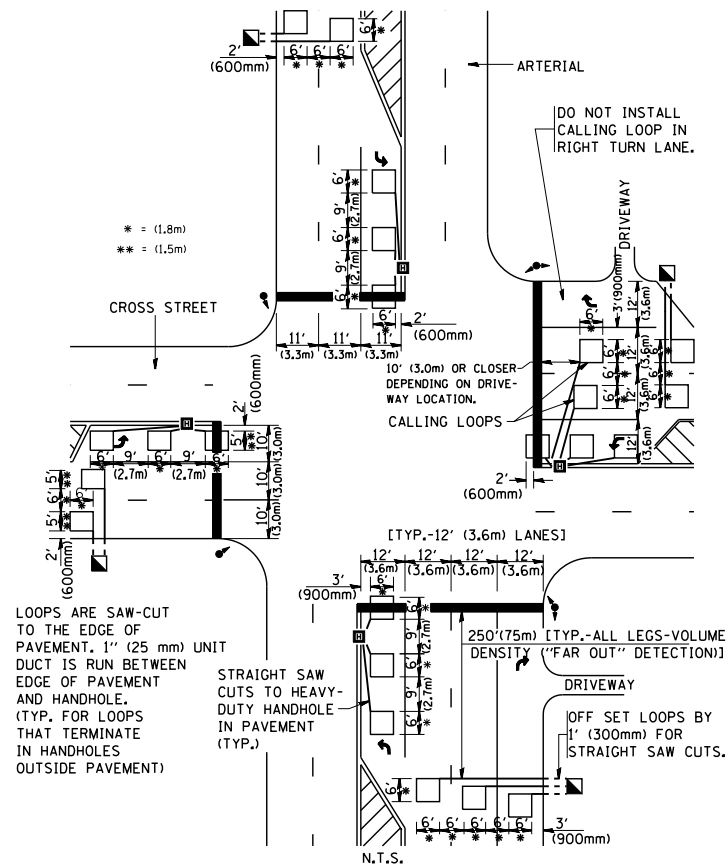
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



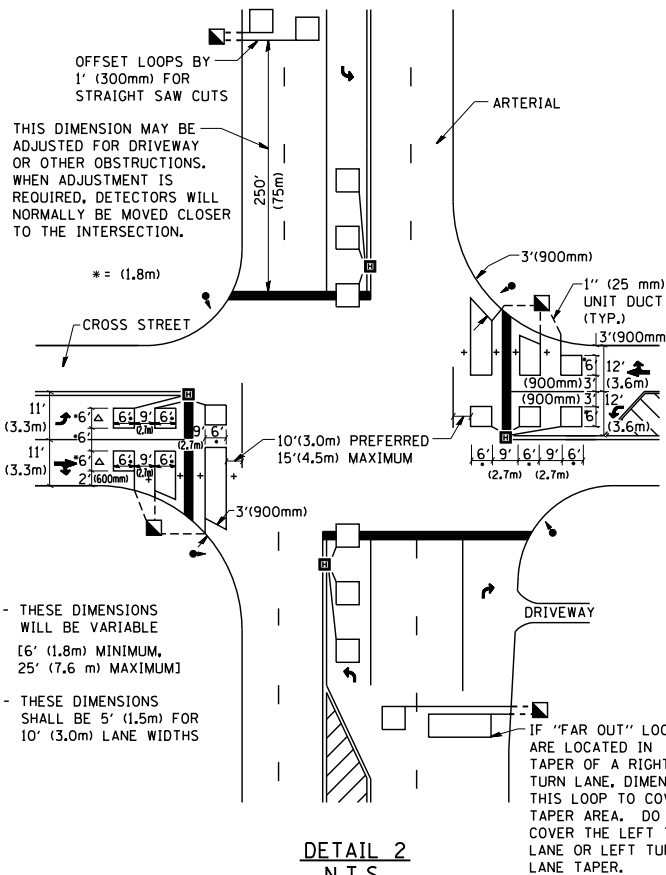
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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.

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PLOT DATE = 1/4/2008

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DATE -

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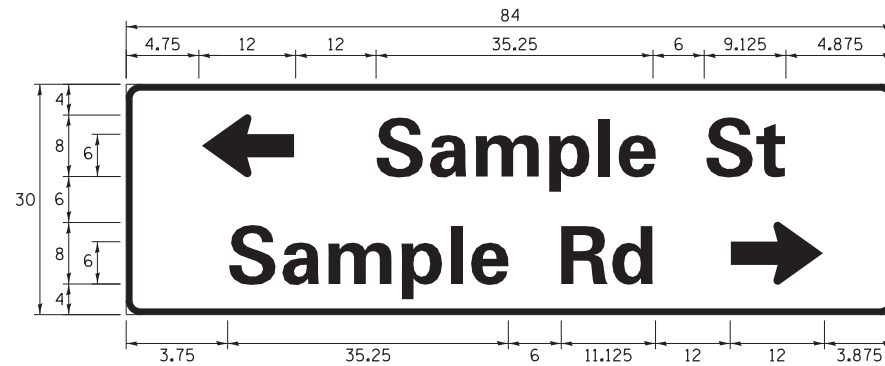
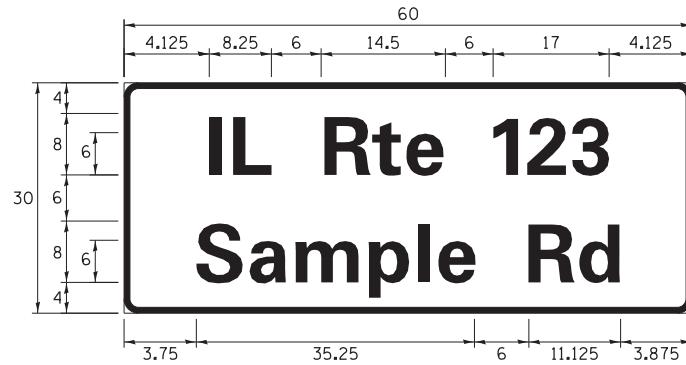
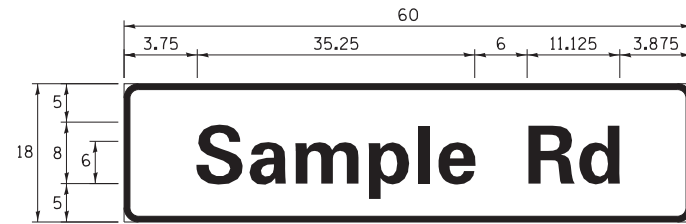
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	47
TS-07		CONTRACT NO. 61E80		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGN PANEL – TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

ALL DIMENSIONS ARE IN INCHES EXCEPT NOTED OTHERWISE

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ABBREVIATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNIFY ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

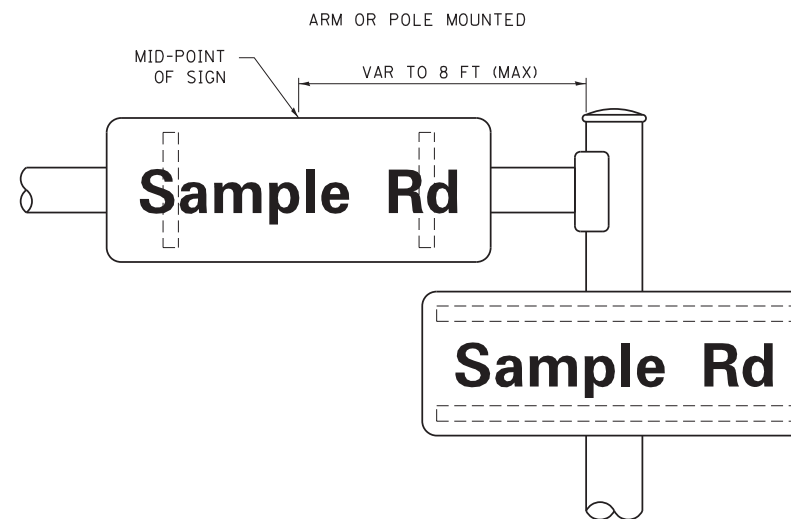
- J.O. HERBERT COMPANY, INC
MIDLOTHIAN, VA
- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

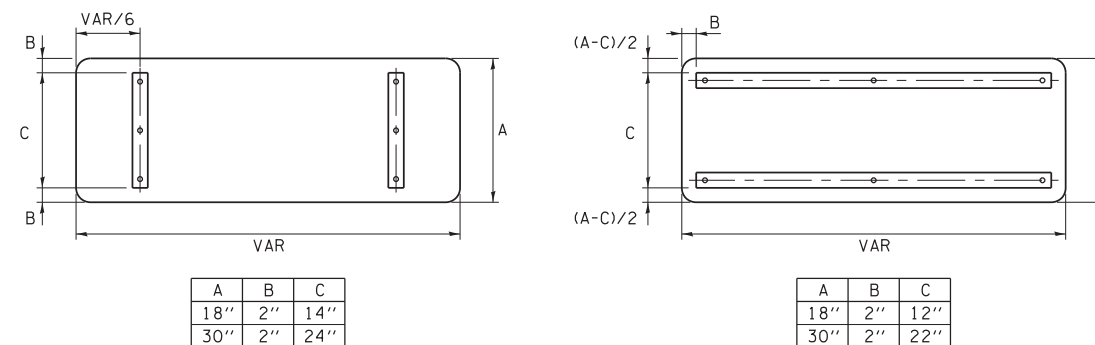
- SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
1/4" x 14 x 1" H.W.H. #3
- SIGN STRAPS SELF TAPPING WITH NEOPRENE WASHER
PART #HPN034 (UNIVERSAL)
- BRACKETS CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION



SUPPORTING CHANNELS



STANDARD ALPHABETS SPACING CHART

(8") UPPER CASE AND (6") LOWER CASE

CHARACTER	FHWA SERIES "C"			FHWA SERIES "D"			
	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

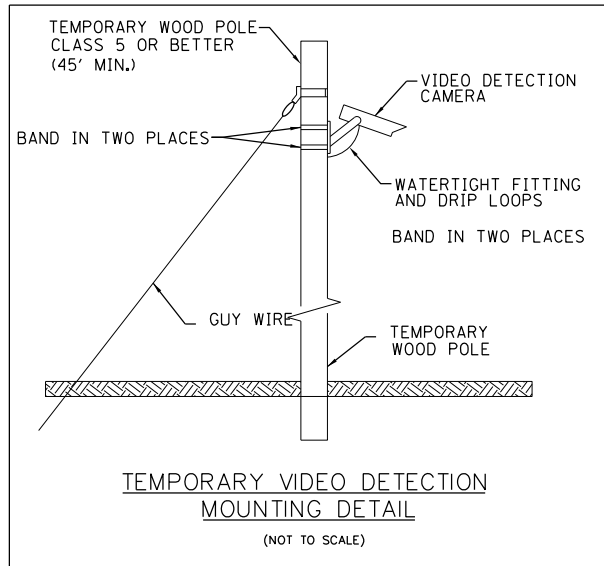
REMOVAL AND RELOCATION NOTES:

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.

- 1 EACH STEEL COMBINATION MAST ARM ASSEMBLY AND POST
- 3 EACH TRAFFIC SIGNAL POST
- 3 EACH 3-SECTION SIGNAL HEAD
- 5 EACH 5-SECTION SIGNAL HEAD
- 4 EACH PEDESTRIAN SIGNAL HEAD
- 2 EACH PEDESTRIAN PUSH BUTTON
- 1 EACH SERVICE INSTALLATION
- 4 EACH TRAFFIC SIGNAL BACKPLATE
- 7 EACH CONCRETE FOUNDATION
- 2 EACH HANDHOLE
- 1 EACH DOUBLE HANDHOLE

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED, AND RETURNED TO COUNTY STOCK. ANY ITEMS RETURNED TO COUNTY STOCK ARE TO BE DELIVERED TO THE COUNTY'S TRAFFIC SIGNAL MAINTENANCE FACILITY BY THE CONTRACTOR:

- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 1 EACH LIGHT DETECTOR AMPLIFIER

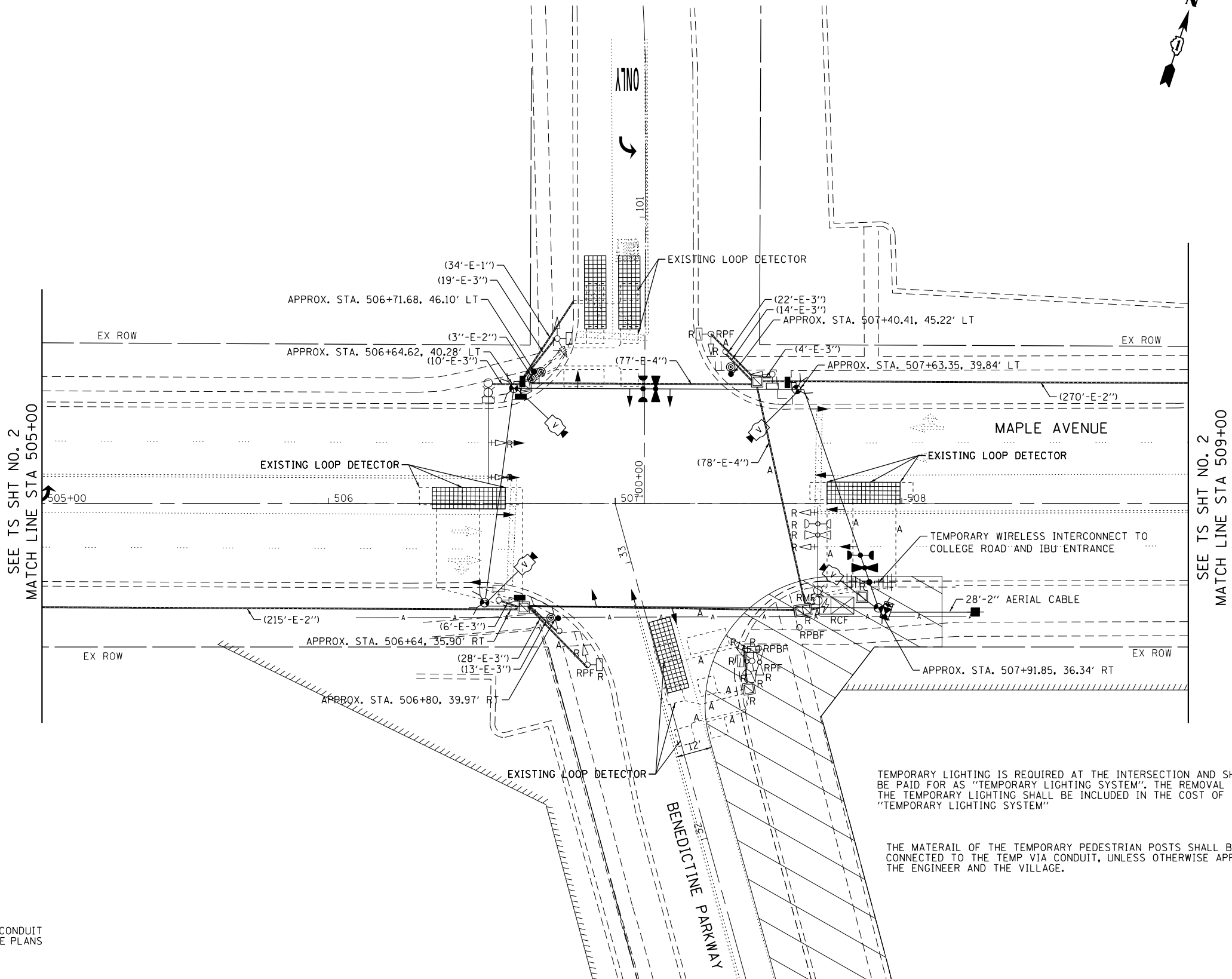


NOTES

EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

COST OF REMOVING ALL LIGHTING EQUIPMENT ON THE COMBINATION MAST ARM POLE IS INCLUDED IN THE COST OF "REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT".



THE MATERIAL OF THE TEMPORARY PEDESTRIAN POSTS SHALL BE WOOD AND CONNECTED TO THE TEMP VIA CONDUIT, UNLESS OTHERWISE APPROVED BY THE ENGINEER AND THE VILLAGE.

TS SHT NO. 1

SEE TS SHT NO. 2
MATCH LINE STA 509+00

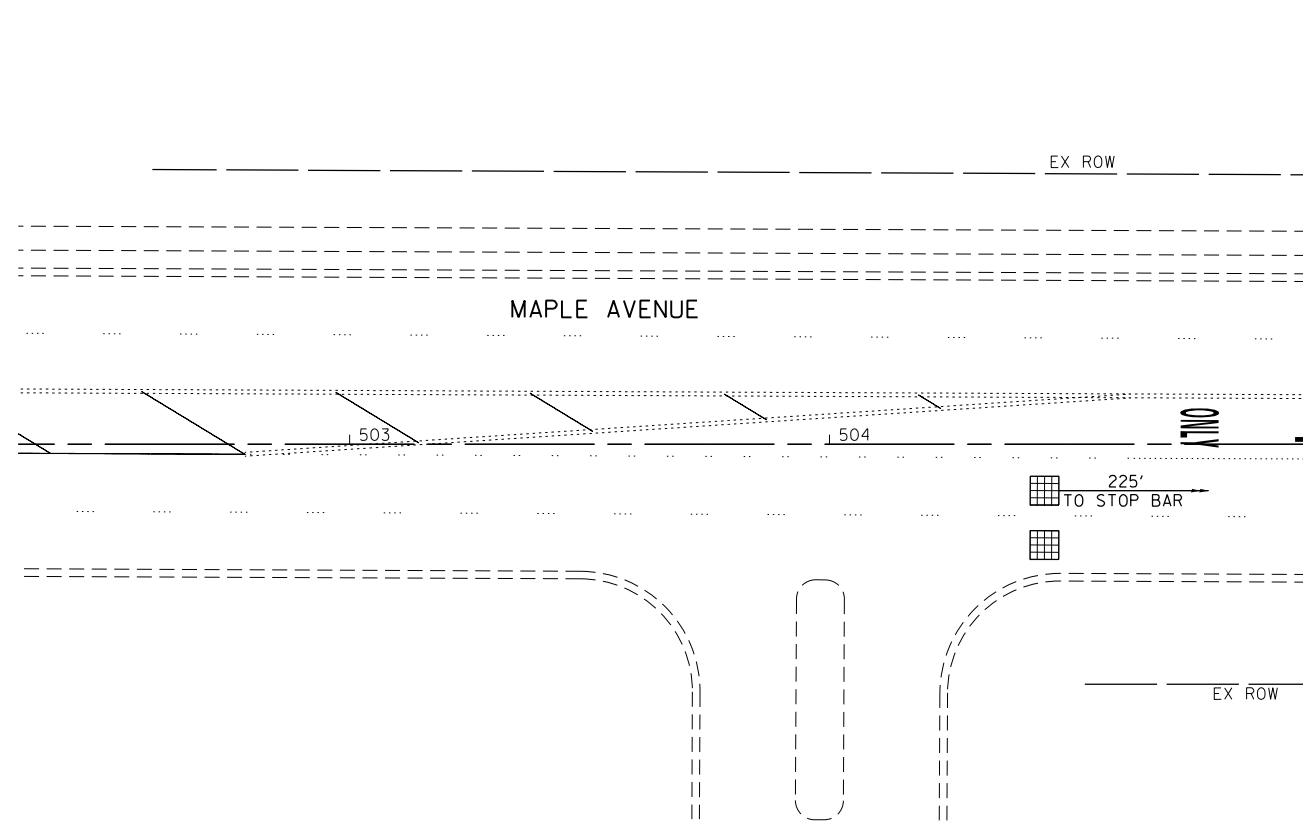
SEE TS SHT NO. 2
MATCH LINE STA 505+00

**TS 1
ECONOLITE**

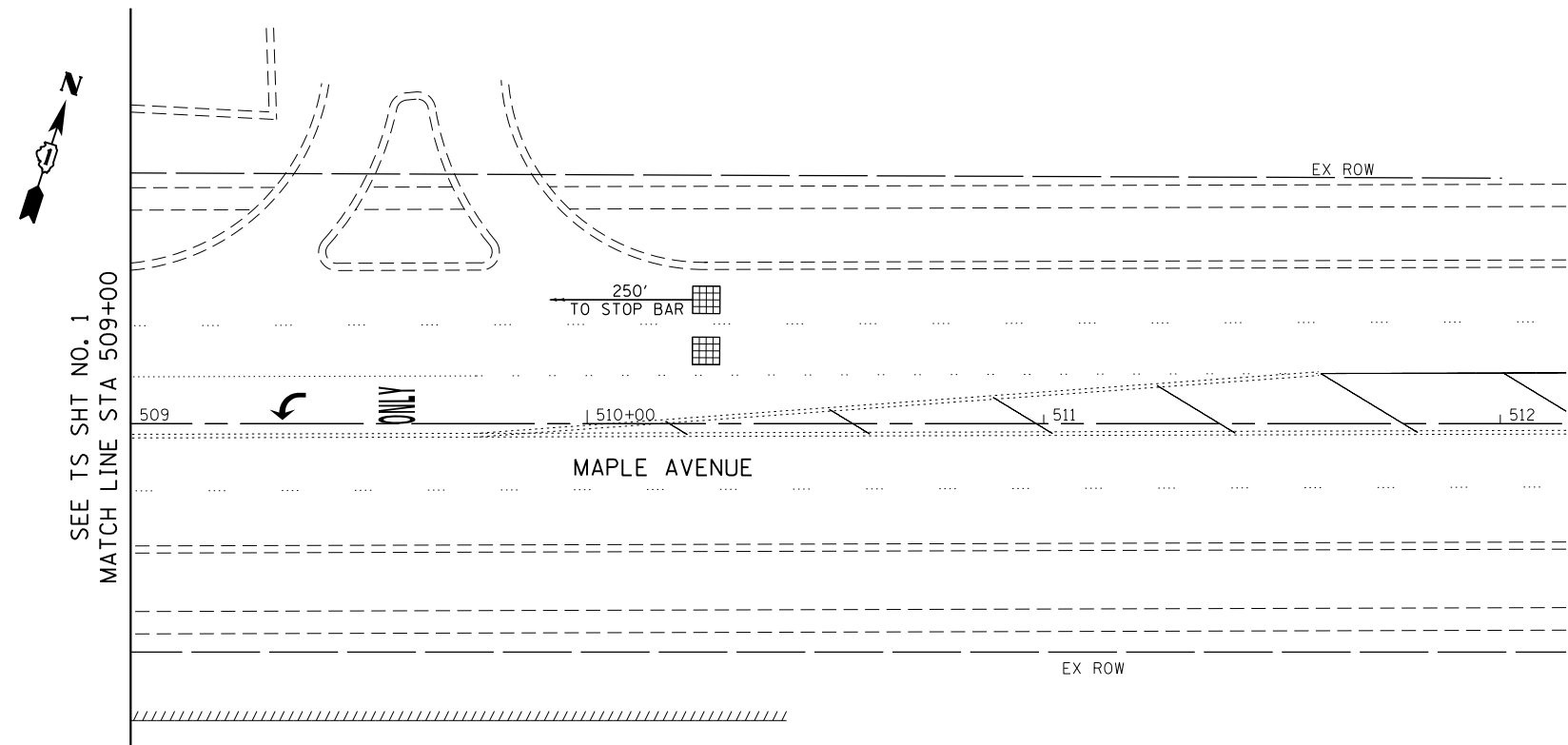
<p>Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS</p>	USER NAME = cesario	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN (SHEET 1 OF 2) BENEDICTINE PARKWAY AND MAPLE AVENUE - STAGE 1	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 48.0054' / in.	DRAWN -	REVISED -			2037	17-00063-00-RS	DUPAGE	82	49
	PLOT DATE = 3/26/2018	CHECKED -	REVISED -			CONTRACT NO. 61E80				

SCALE: 1"=20' SHEET 1 OF 17 SHEETS STA. N/A TO STA. N/A ILLINOIS FED. AID PROJECT

TS SHT NO. 2



SEE TS SHT NO. 1
MATCH LINE STA 505+00



SEE TS SHT NO. 1
MATCH LINE STA 509+00

NOTES

EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

**TS 2
ECONOLITE**



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 40.0054' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

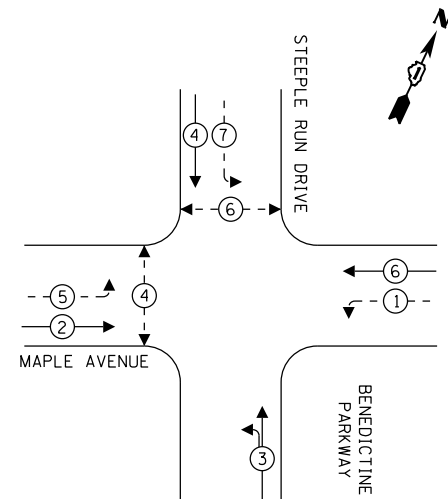
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN (SHEET 2 OF 2)
BENEDICTINE PARKWAY AND MAPLE AVENUE - STAGE 1**

SCALE: 1"=20' SHEET 2 OF 17 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	50
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

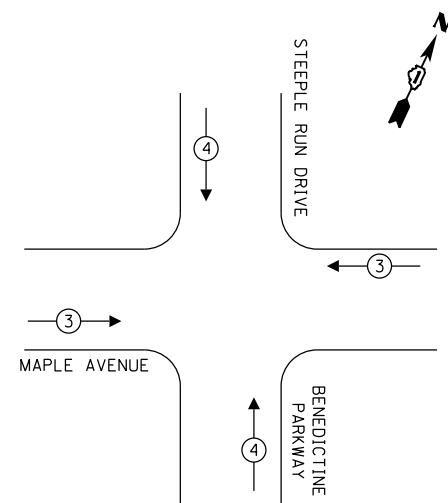
TEMPORARY PHASE DESIGNATION DIAGRAM



LEGEND:

- ← ⊙ → PROTECTED PHASE
- ← ⊙ - - → PROTECTED/PERMITTED PHASE
- ← ⊙ ⊙ → PEDESTRIAN PHASE
- ← ⊙ OL → OVERLAP

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	11	50	77.0
(YELLOW)	14	20	5	14.0
(GREEN)	14	12	45	75.6
PERMISSIVE ARROW	12	10	10	12.0
PED. SIGNAL	4	20	100	8.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	2	250	50	250.0
TOTAL =				561.6

ENERGY COSTS TO:

DUPAGE COUNTY
421 N. COUNTY FARM ROAD
WHEATON, ILLINOIS 60187

ENERGY SUPPLY: CONTACT: JOE STACHO
PHONE: (630) 424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---

TS SHT NO. 3

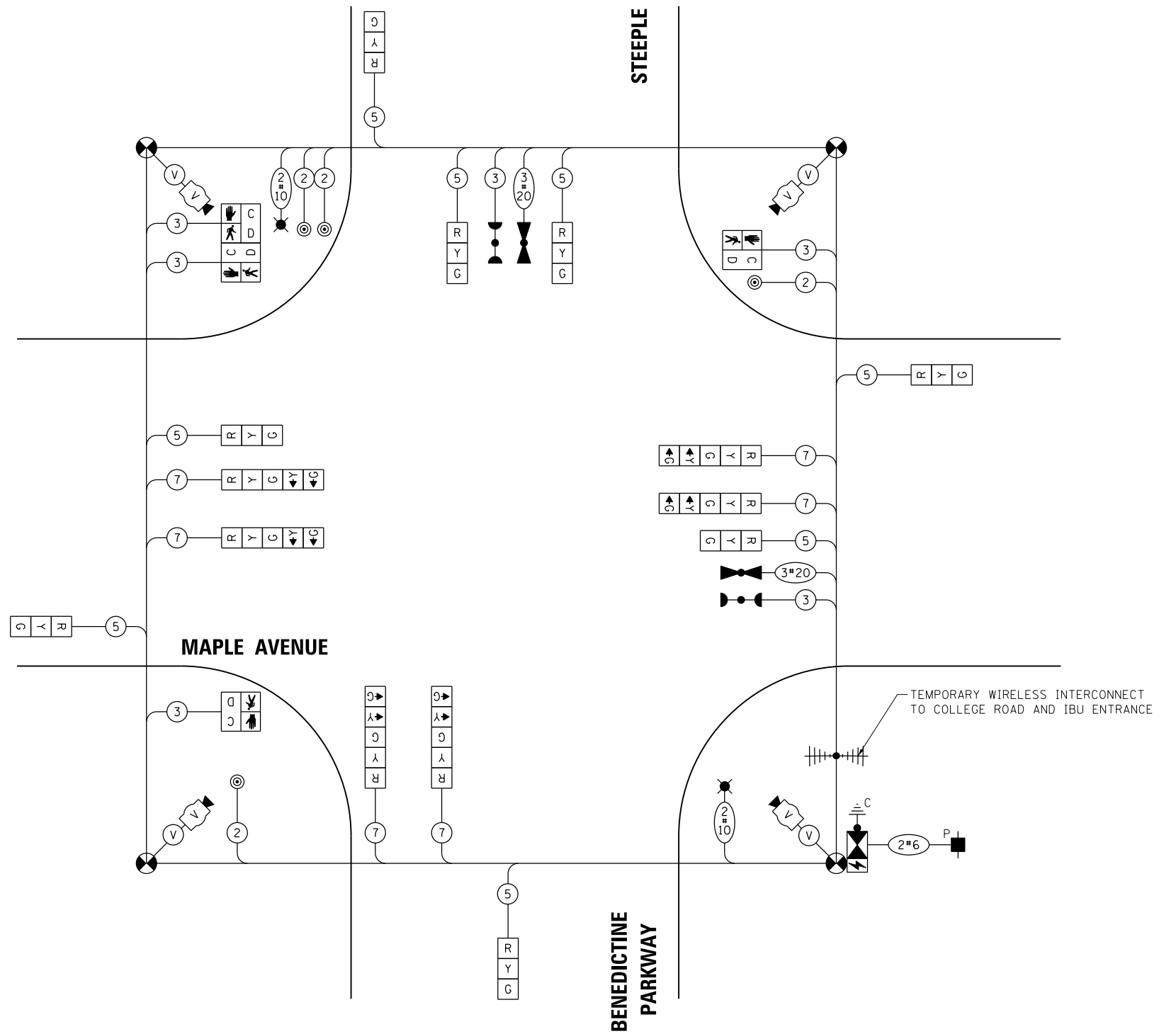


USER NAME = cesario
DESIGNED -
DRAWN -
PLOT SCALE = 40.0000' / in.
CHECKED -
PLOT DATE = 3/2/2018
DATE -
REVISED -
REVISED -
REVISED -
REVISED -

DESIGNED -
DRAWN -
CHECKED -
DATE -
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN
(NOT TO SCALE)



TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM,
AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
BENEDICTINE PARKWAY AND MAPLE AVENUE

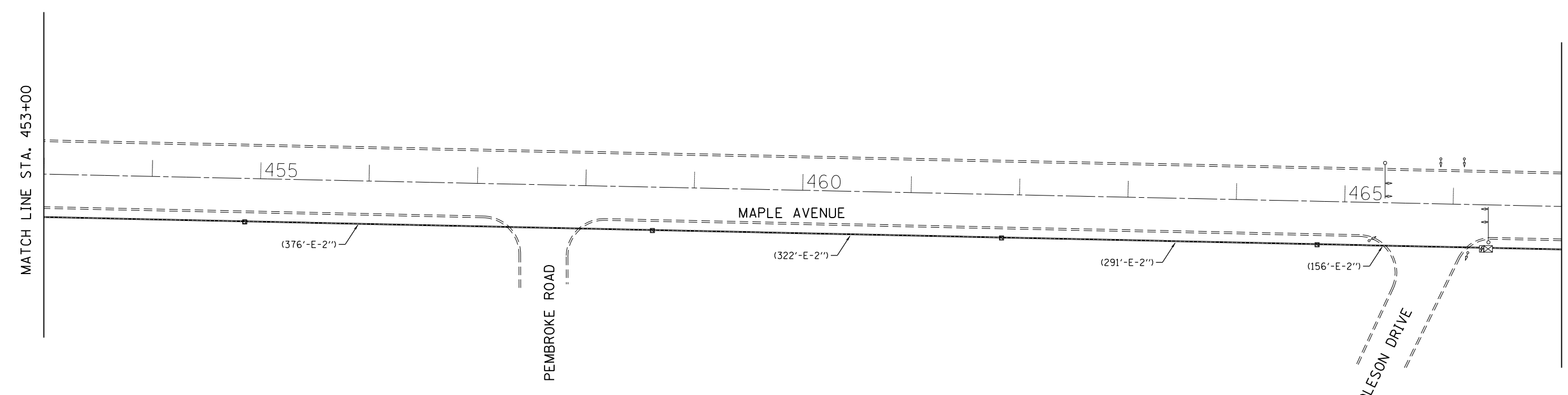
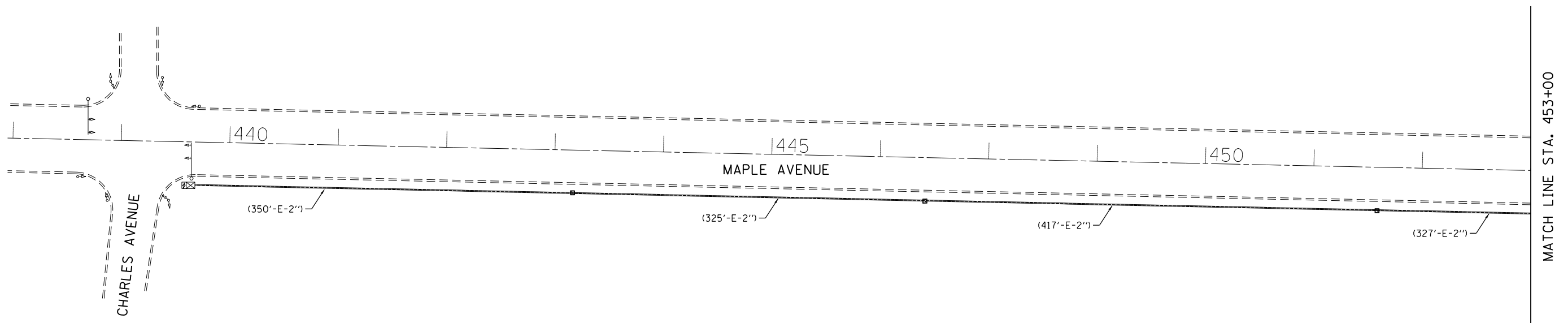
SCALE: 1"=20' SHEET 3 OF 17 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	51
CONTRACT NO. 61E80				

TS 3
ECONOLITE

ILLINOIS FED. AID PROJECT

TS SHT NO. 4



Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario
PLOT SCALE = 100.0000' / in.
PLOT DATE = 3/2/2018

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

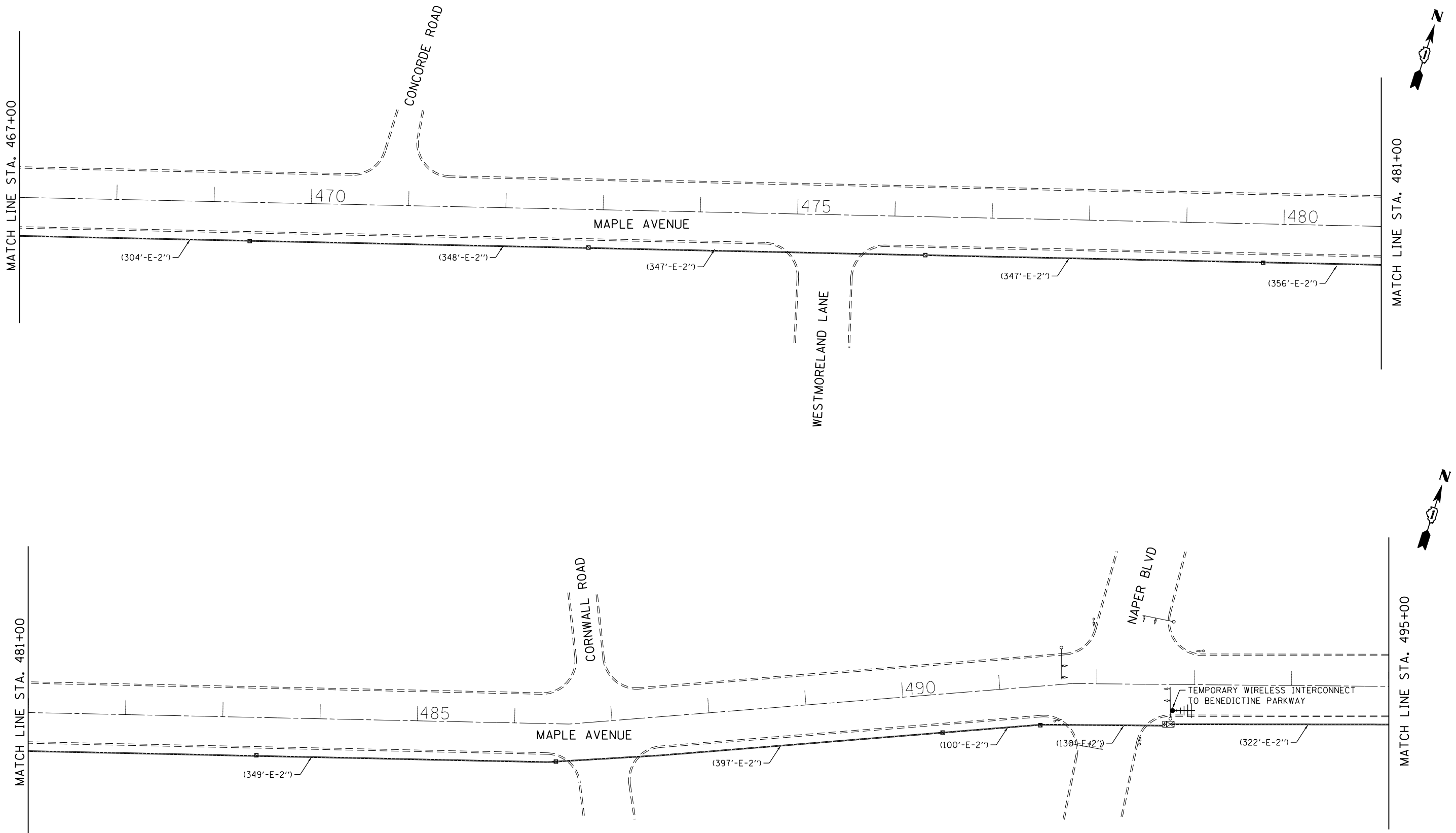
**TEMPORARY INTERCONNECT PLAN (1 OF 4)
BENEDICTINE PARKWAY**

SCALE: 1"=50' SHEET 4 OF 17 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	52
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

**TS 4
ECONOLITE**

TS SHT NO. 5



B Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

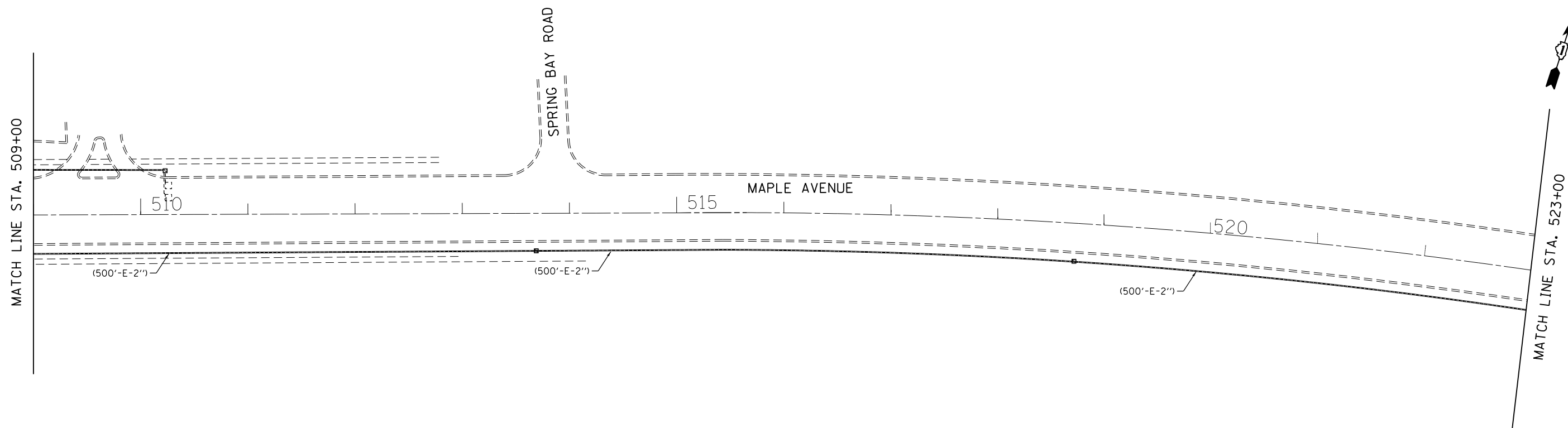
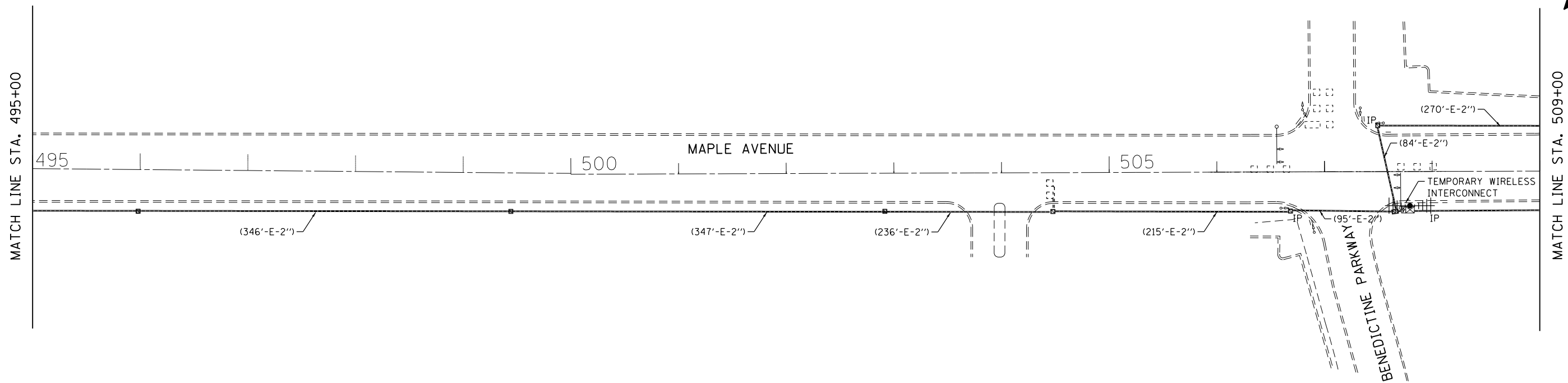
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY INTERCONNECT PLAN (2 OF 4)
BENEDICTINE PARKWAY**

SCALE: 1"=50' SHEET 5 OF 17 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	53
				CONTRACT NO. 61E80
ILLINOIS FED. AID PROJECT				

**TS 5
ECONOLITE**



TS SHT NO. 6

TS 6
ECONOLITE



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

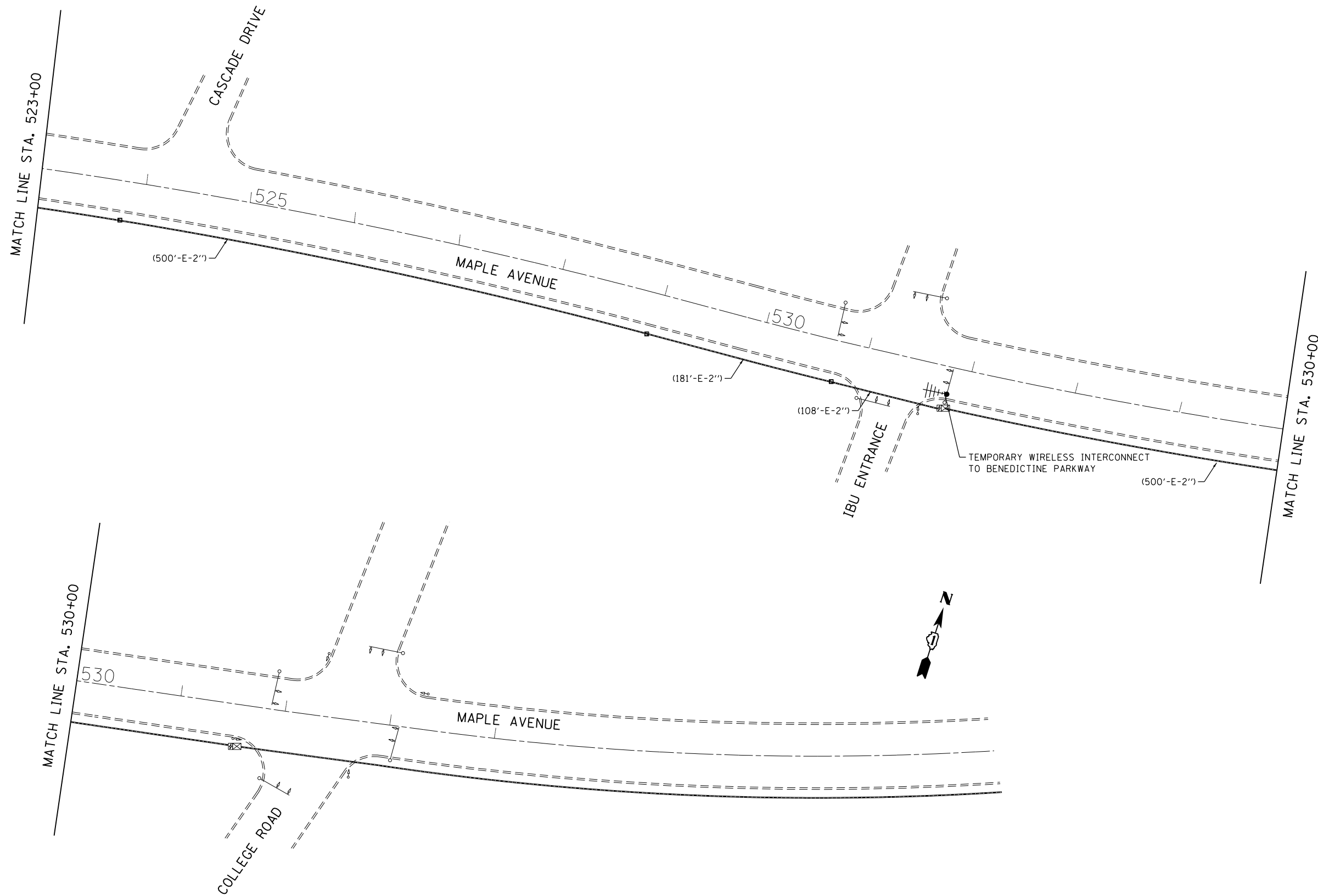
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN (3 OF 4)
BENEDICTINE PARKWAY

SCALE: 1"=50' SHEET 6 OF 17 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	54
				CONTRACT NO. 61E80
ILLINOIS FED. AID PROJECT				

TS SHT NO. 7



TS 7
ECONOLITE

B Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

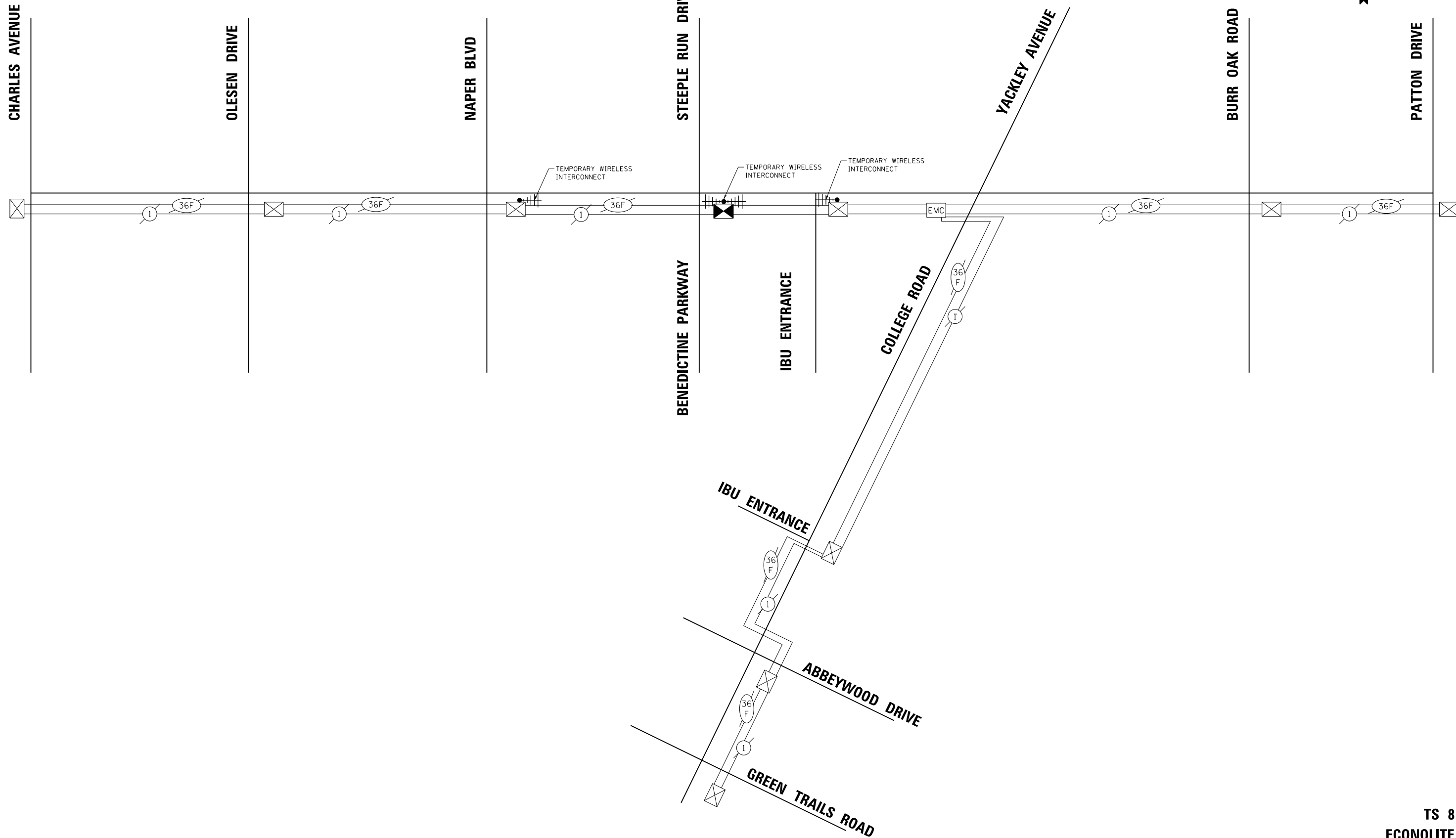
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN (4 OF 4)
BENEDICTINE PARKWAY

SCALE: 1"=50' SHEET 7 OF 17 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	55
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

TS SHT NO. 8



USER NAME = cesario	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/2/2018	DATE -	REVISED -

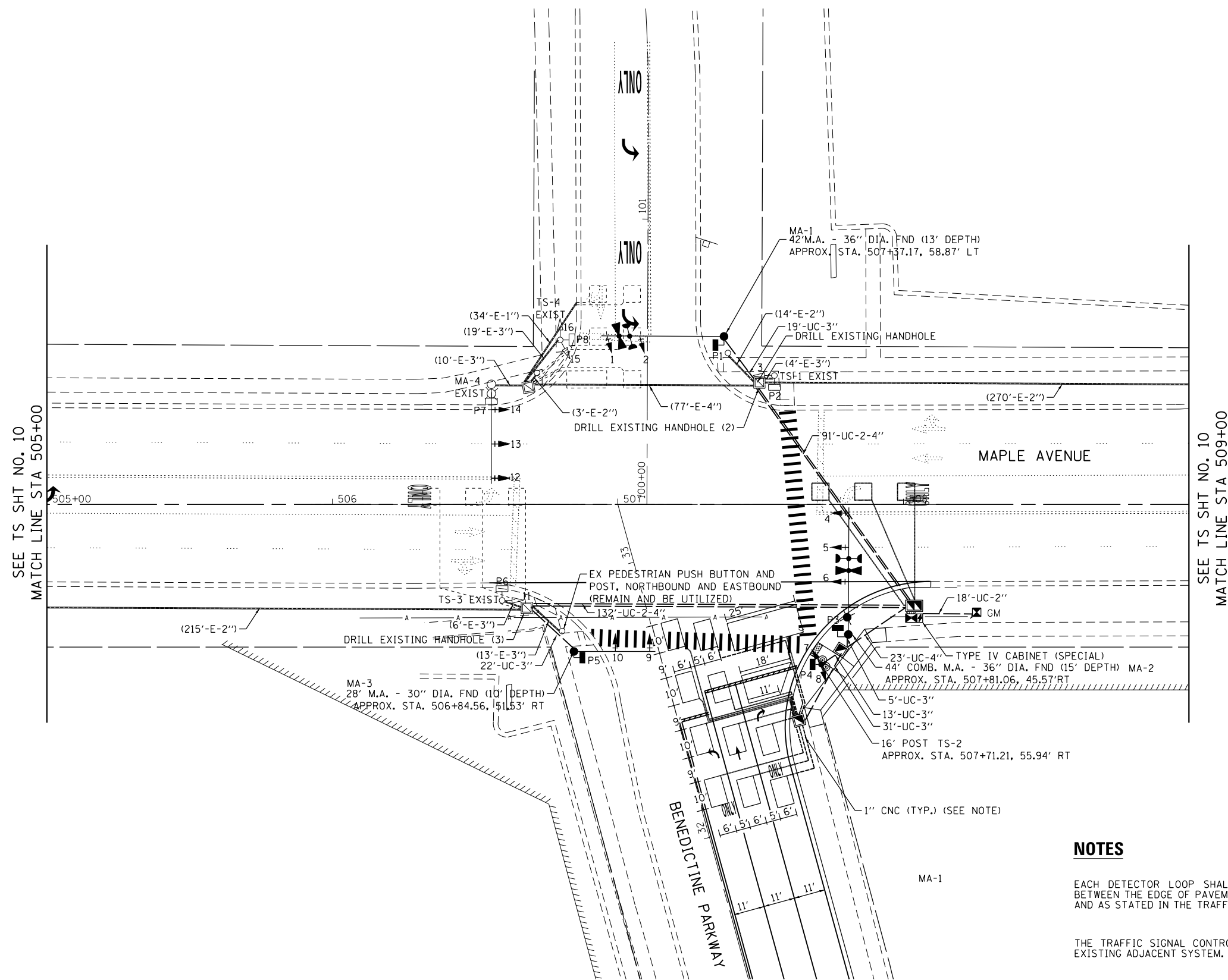
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES
BENEDICTINE PARKWAY

SCALE: N.T.S. SHEET 8 OF 17 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS		82	56
CONTRACT NO. 61E80			ILLINOIS FED. AID PROJECT	

TS 8
ECONOLITE



SEE TS SHT NO. 10
MATCH LINE STA 505+00

SEE TS SHT NO. 10
MATCH LINE STA 509+00

NOTES

EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

ELECTRIC METER INSTALLATION SHALL BE IN ACCORDANCE WITH THE ELECTRICAL SERVICE INSTALLATION SPECIAL PROVISION (805.01TS) IN THE CONTRACT SPECIFICATIONS.

THE SHROUDS SHALL BE OF SQUARE TYPE AND APPROVED BY THE ENGINEER AND DUPAGE COUNTY.

**TS 9
ECONOLITE**

TS SHT NO. 9



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 40.0054' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

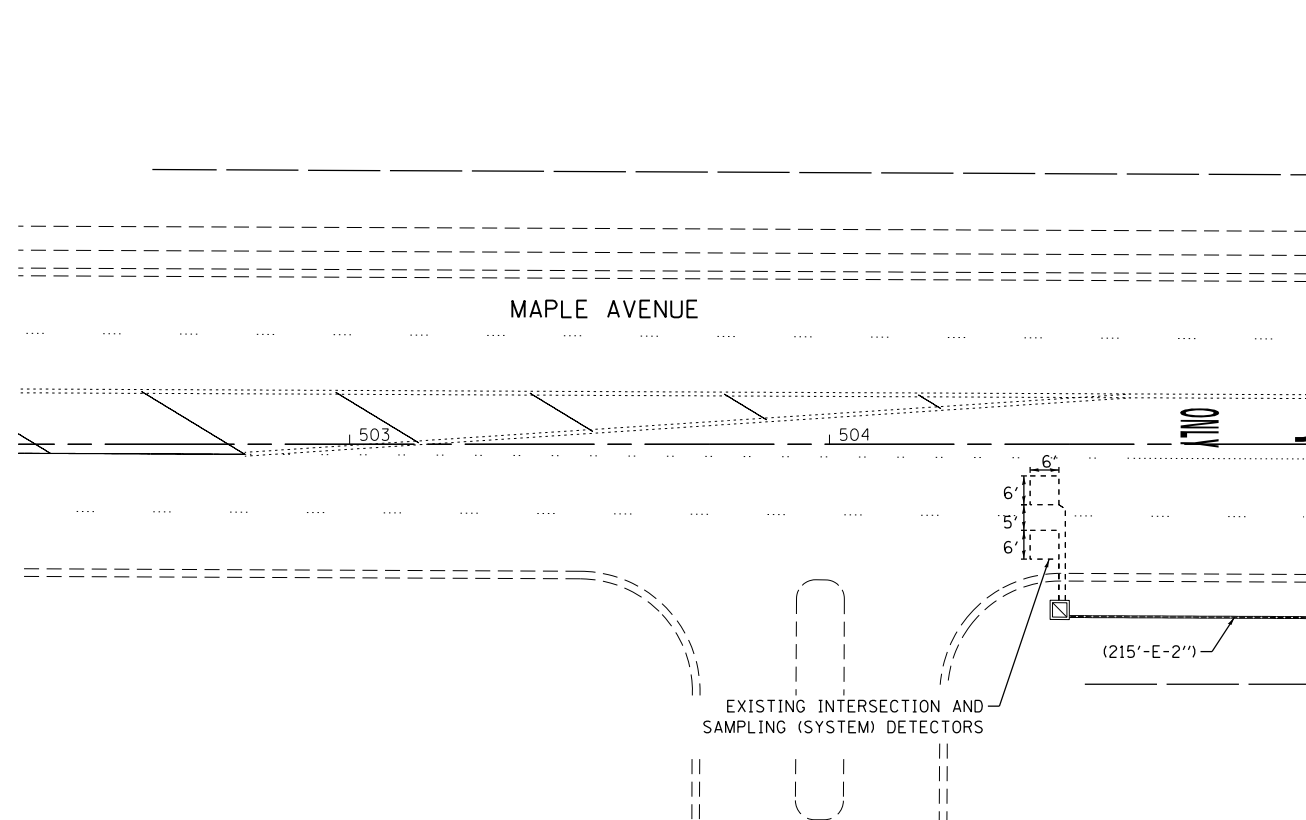
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2)
BENEDICTINE PARKWAY AND MAPLE AVENUE**

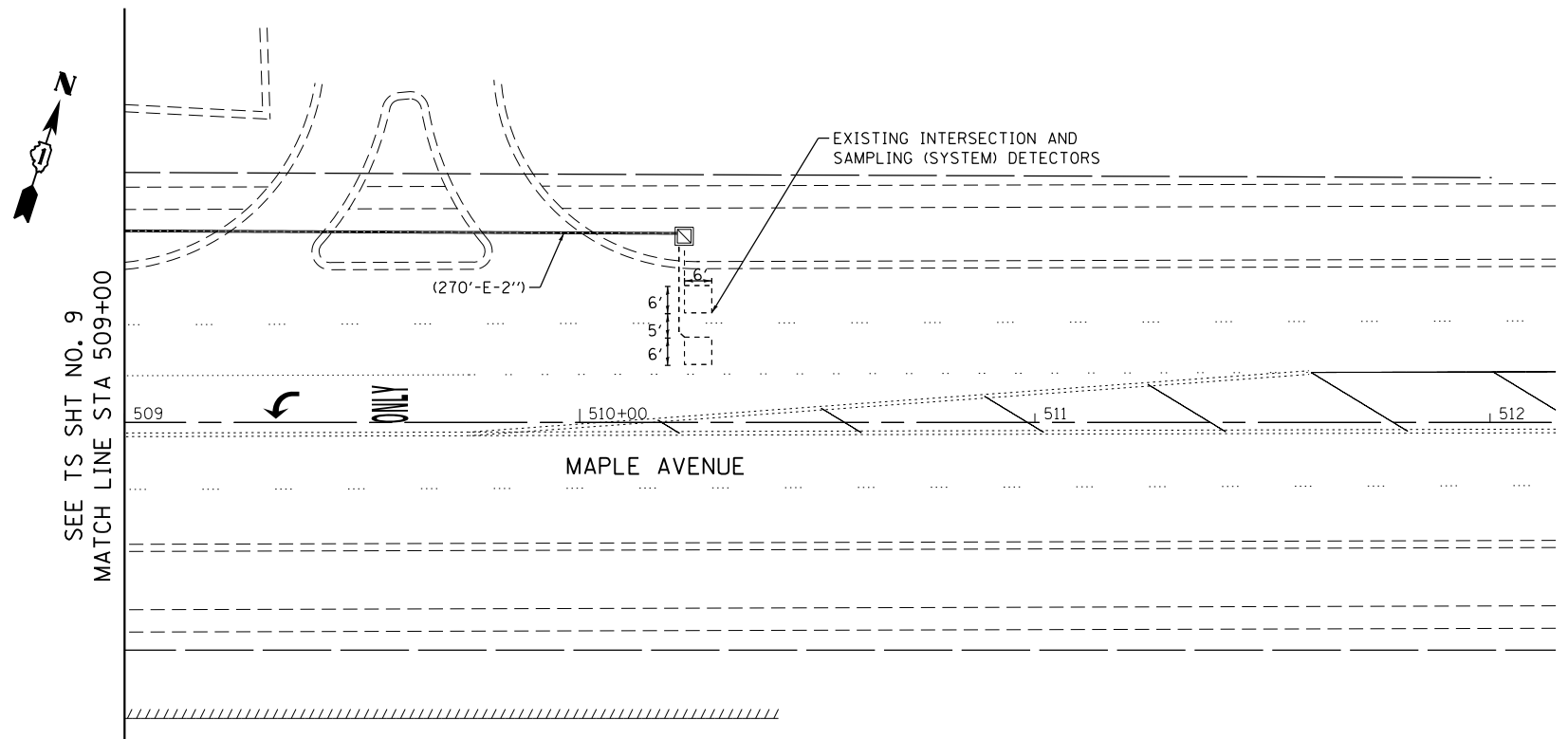
SCALE: 1"=20' SHEET 9 OF 17 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	57
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

TS SHT NO. 10



SEE TS SHT NO. 9
MATCH LINE STA 505+00



SEE TS SHT NO. 9
MATCH LINE STA 509+00

NOTES

EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

**TS 10
ECONOLITE**



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 40.0054' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

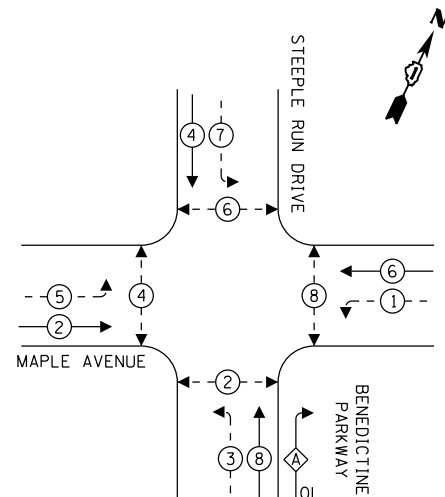
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 2)
BENEDICTINE PARKWAY AND MAPLE AVENUE**

SCALE: 1"=20' SHEET 10 OF 17 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	58
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

PROPOSED CONTROLLER SEQUENCE



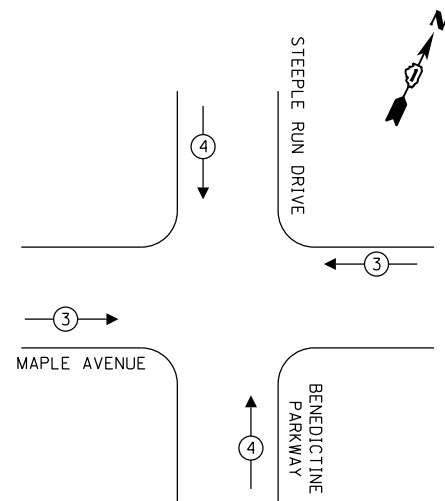
LEGEND:

- ←*→ PROTECTED PHASE
- ←*-- PROTECTED/PERMITTED PHASE
- ←*→ PEDESTRIAN PHASE
- ←*→ OL OVERLAP

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER = PERMISSIVE PHASE + PROTECTED PHASE
 A = 8 + 1

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16	11	50	88.0
(YELLOW)	16	20	5	16.0
(GREEN)	16	12	45	86.4
ARROW	20	10	10	20.0
PED. SIGNAL	8	20	100	160.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	2	190	50	190
TOTAL =				685.4

ENERGY COSTS TO:

DUPAGE COUNTY
 421 N. COUNTY FARM ROAD
 WHEATON, ILLINOIS 60187

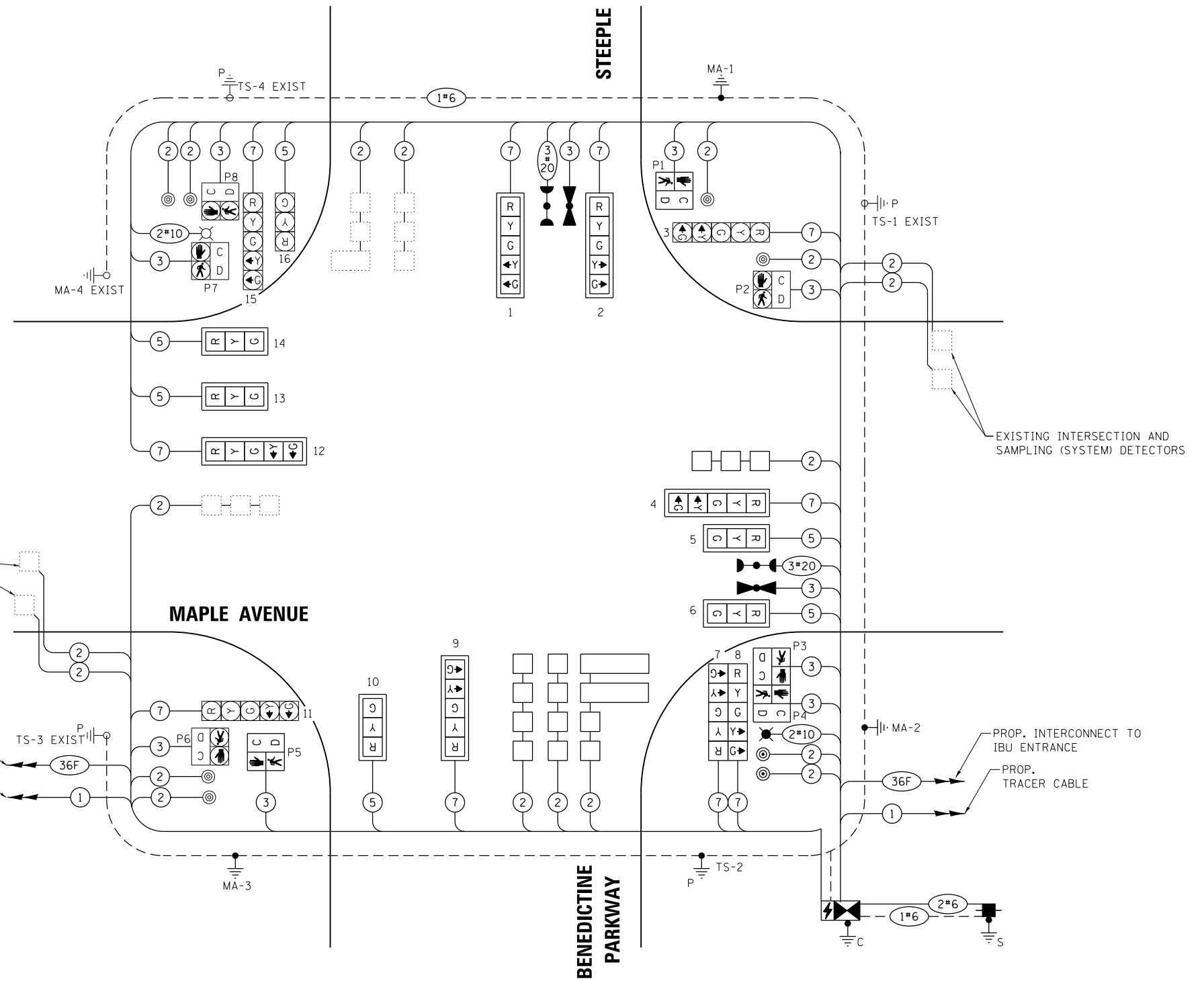
ENERGY SUPPLY: CONTACT: JOE STACHO
 PHONE: (630) 424-5704
 COMPANY: COMMONWEALTH EDISON
 ACCOUNT NUMBER: ---

TS SHT NO. 11

EXISTING INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

PROP. INTERCONNECT TO NAPER BLVD

PROP. TRACER CABLE



CABLE PLAN
 (NOT TO SCALE)

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

COST OF REMOVING ALL LIGHTING EQUIPMENT ON THE COMBINATION MAST ARM POLE IS INCLUDED IN THE COST OF "REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT".

TS 11
ECOFNOLITE



USER NAME = cesario
 DESIGNED -
 DRAWN -
 PLOT SCALE = 40.0000' / in.
 CHECKED -
 DATE -
 PLOT DATE = 3/26/2018

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

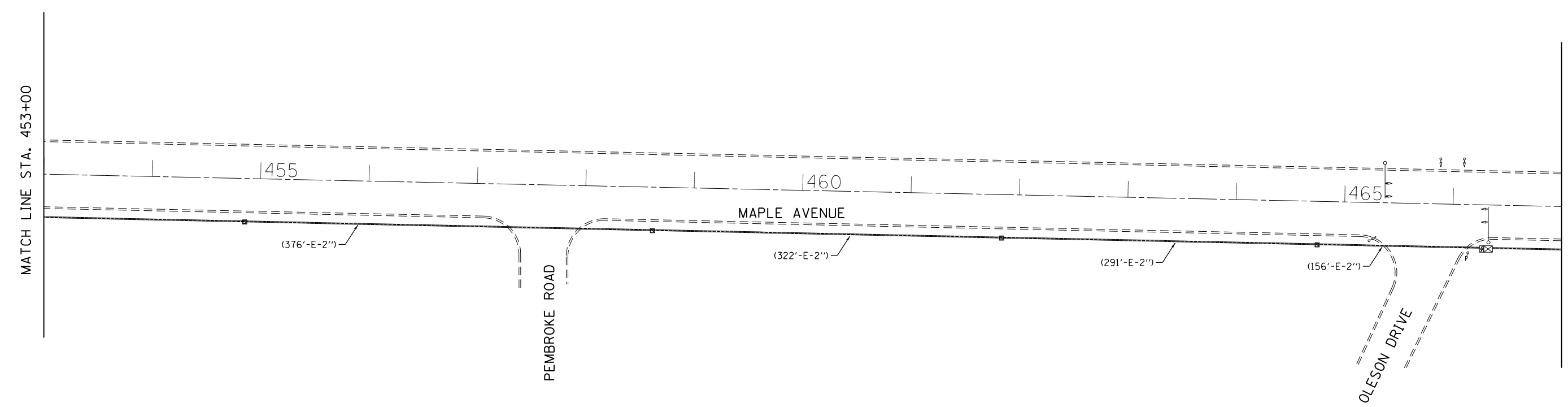
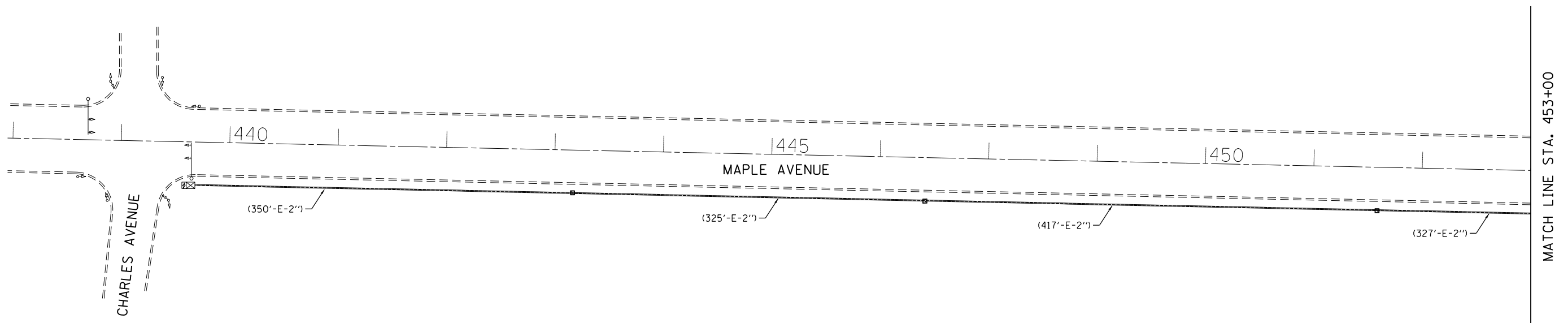
CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
BENEDICTINE PARKWAY AND MAPLE AVENUE

SCALE: 1"=20' SHEET 11 OF 17 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-R5	DUPAGE	82	59
CONTRACT NO. 61E80				

ILLINOIS FED. AID PROJECT

TS SHT NO. 12



Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

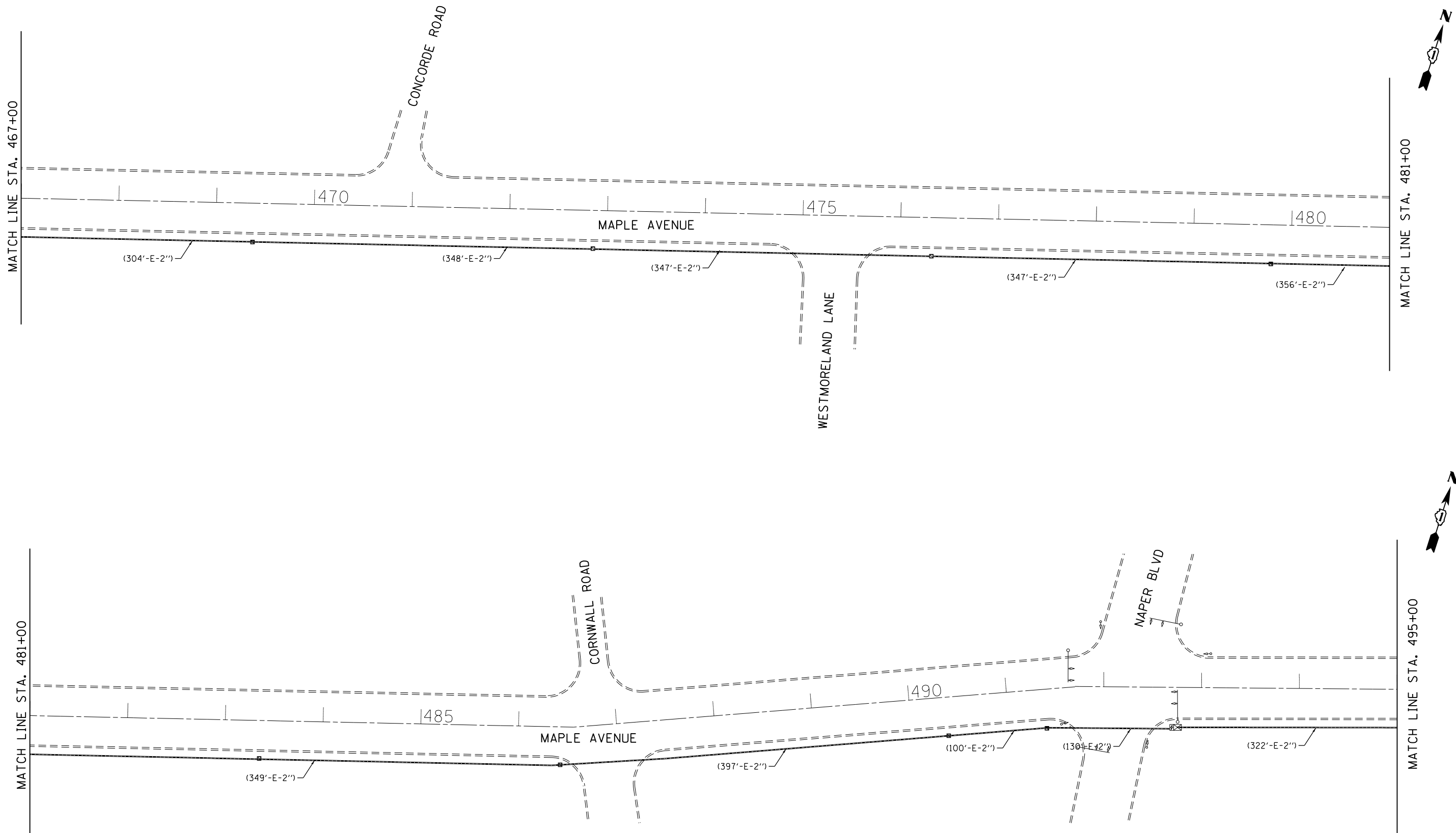
**PROPOSED INTERCONNECT PLAN (1 OF 4)
BENEDICTINE PARKWAY**

SCALE: 1"=50' SHEET 12 OF 17 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	60
				CONTRACT NO. 61E80
ILLINOIS FED. AID PROJECT				

**TS 12
ECONOLITE**

TS SHT NO. 13



Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT PLAN (2 OF 4)
BENEDICTINE PARKWAY**

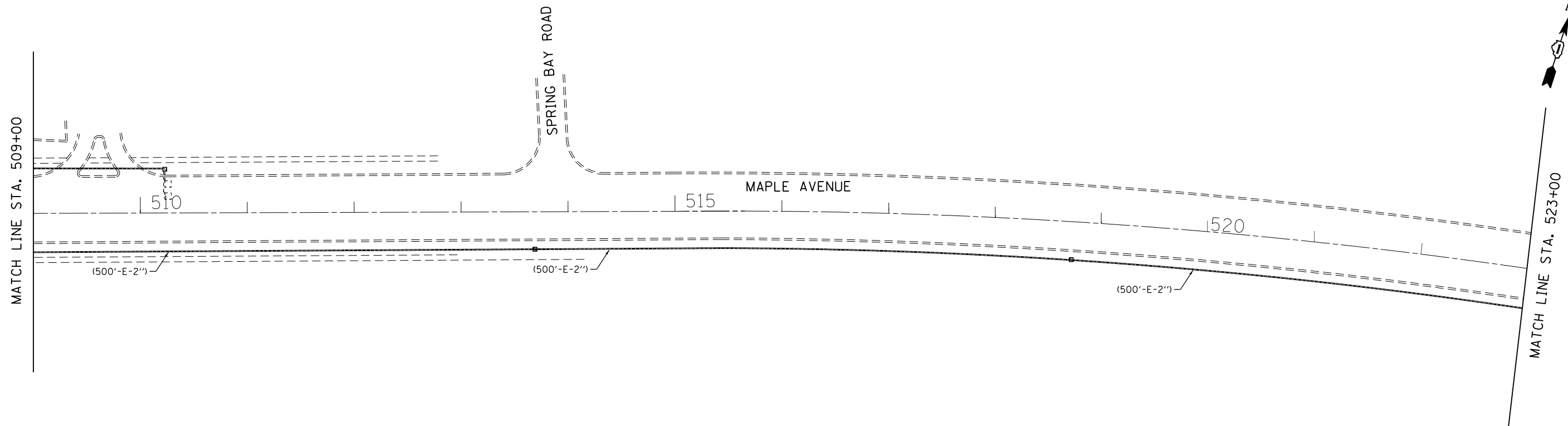
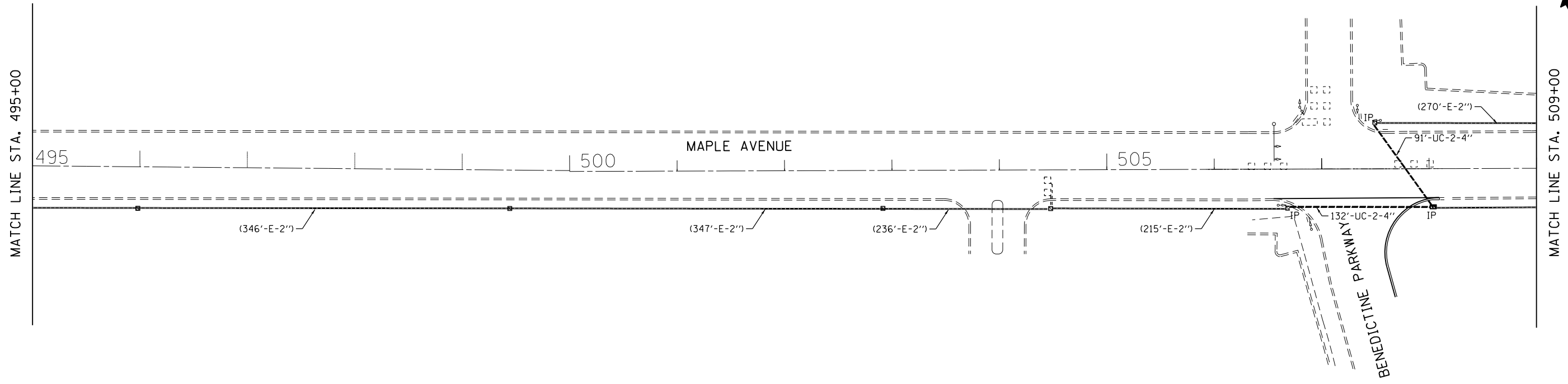
SCALE: 1"=50' SHEET 13 OF 17 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	61
CONTRACT NO. 61E80				

ILLINOIS FED. AID PROJECT

**TS 31
ECONOLITE**

TS SHT NO. 14



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

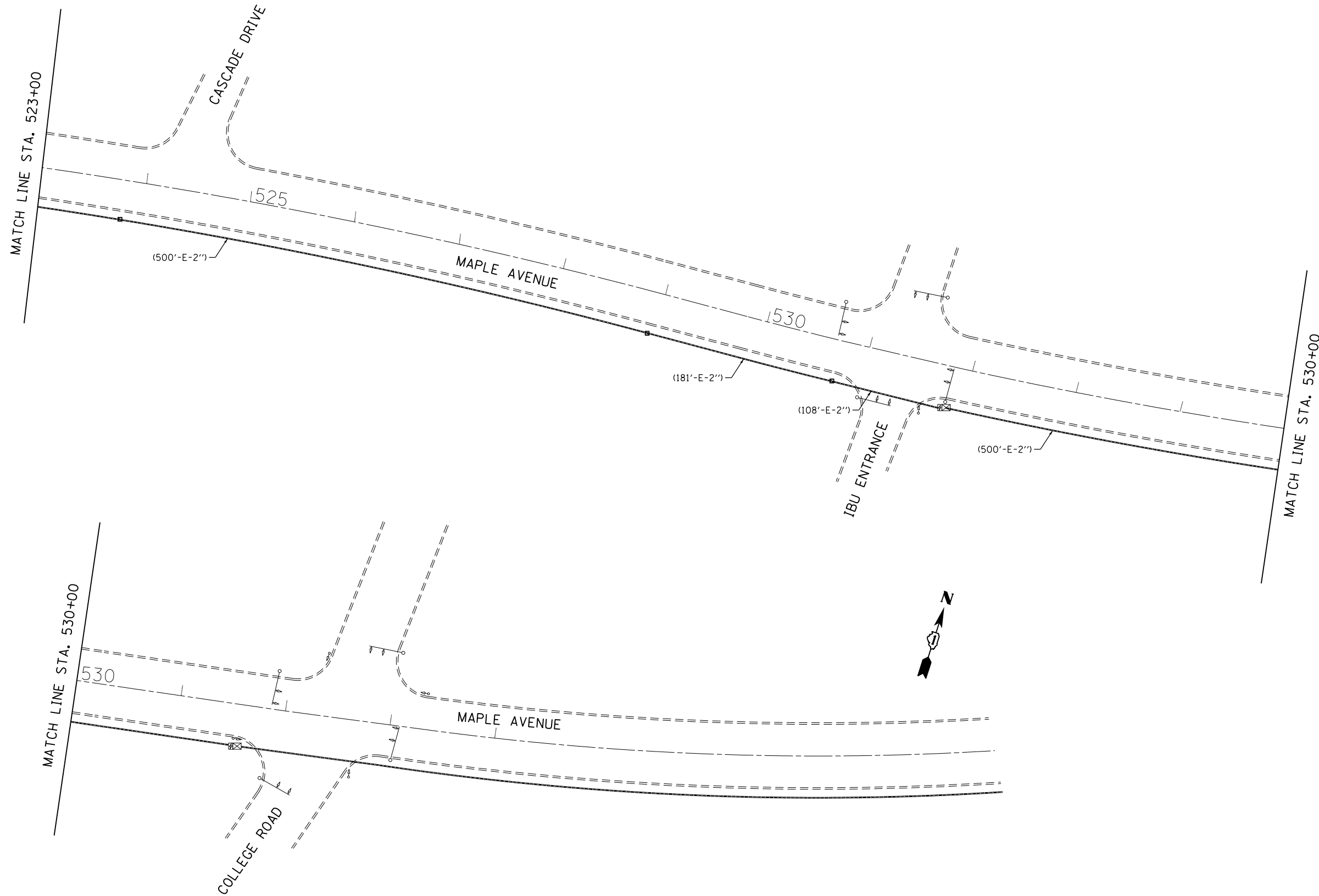
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT PLAN (3 OF 4)
BENEDICTINE PARKWAY
SCALE: 1"=50'
SHEET 14 OF 17 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS		82	62
CONTRACT NO. 61E80			ILLINOIS FED. AID PROJECT	

TS 14
ECONOLITE

TS SHT NO. 15



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

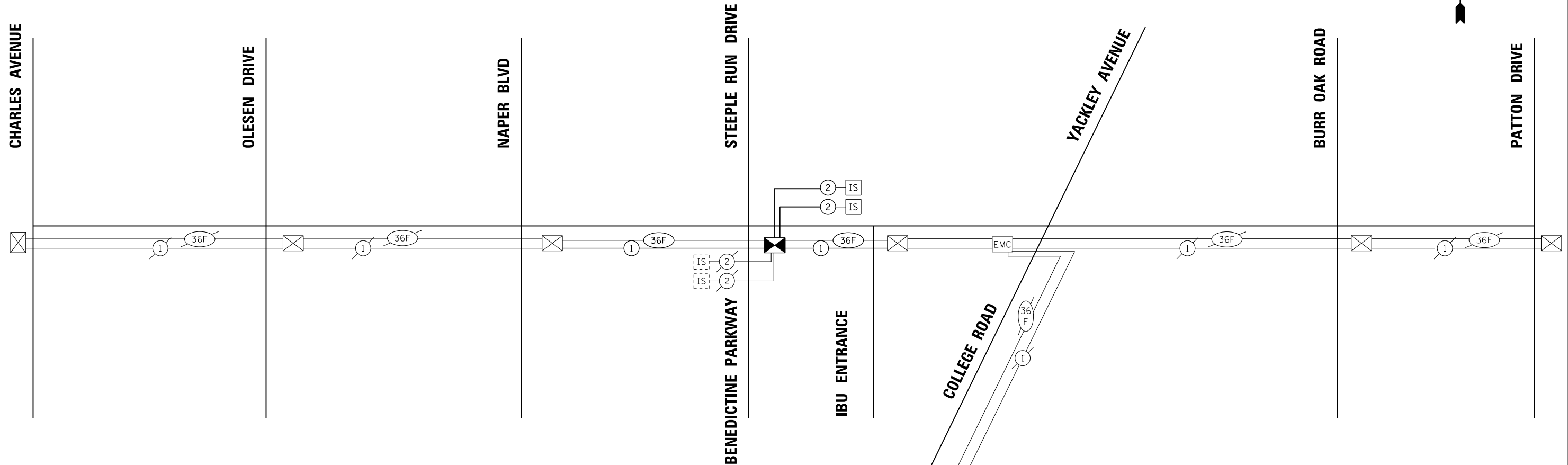
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT PLAN (4 OF 4)
BENEDICTINE PARKWAY

SCALE: 1"=50' SHEET 15 OF 17 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	63
CONTRACT NO. 61E80				
ILLINOIS FED. AID PROJECT				

TS 15
ECONOLITE



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	TOTAL QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	4700
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	5302
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	3
ROD AND CLEAN EXISTING CONDUIT	EACH	4700
TEMPORARY WIRELESS INTERCONNECT COMPLETE	L SUM	1

TS SHT NO. 16

TS 16
ECONOLITE



USER NAME = cesario	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2018	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES
BENEDICTINE PARKWAY

SCALE: N.T.S. SHEET 16 OF 17 SHEETS STA. TO STA.

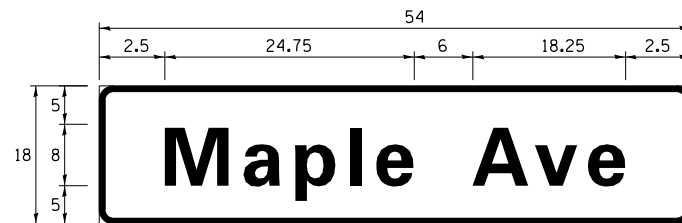
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	64
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E80	

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	QUANTITY
SIGN PANEL - TYPE 1	SO FT	13.5
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	18
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	90
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	489
HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	1
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	3583
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1885
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1165
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1727
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	838
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	106
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	712
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 44 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	4
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	10
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	28
DRILL EXISTING HANDHOLE	EACH	6
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	11
DETECTOR LOOP, TYPE I	FOOT	905
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	2
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	15318
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	7
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	298
TEMPORARY LIGHTING SYSTEM	LSUM	1
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 10 2C	FOOT	350
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3

SIGN PANEL – TYPE 1 OR TYPE 2

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	6.75	1	ZZ	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL.

EXISTING SIGNS INDICATING BENEDICTINE PARKWAY AND STEEPLE RUN ARE TO BE REMOVED FROM THE EXISTING MAST ARMS, STORED, AND RELOCATED ONTO PROPOSED MAST ARMS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE MAST ARMS.

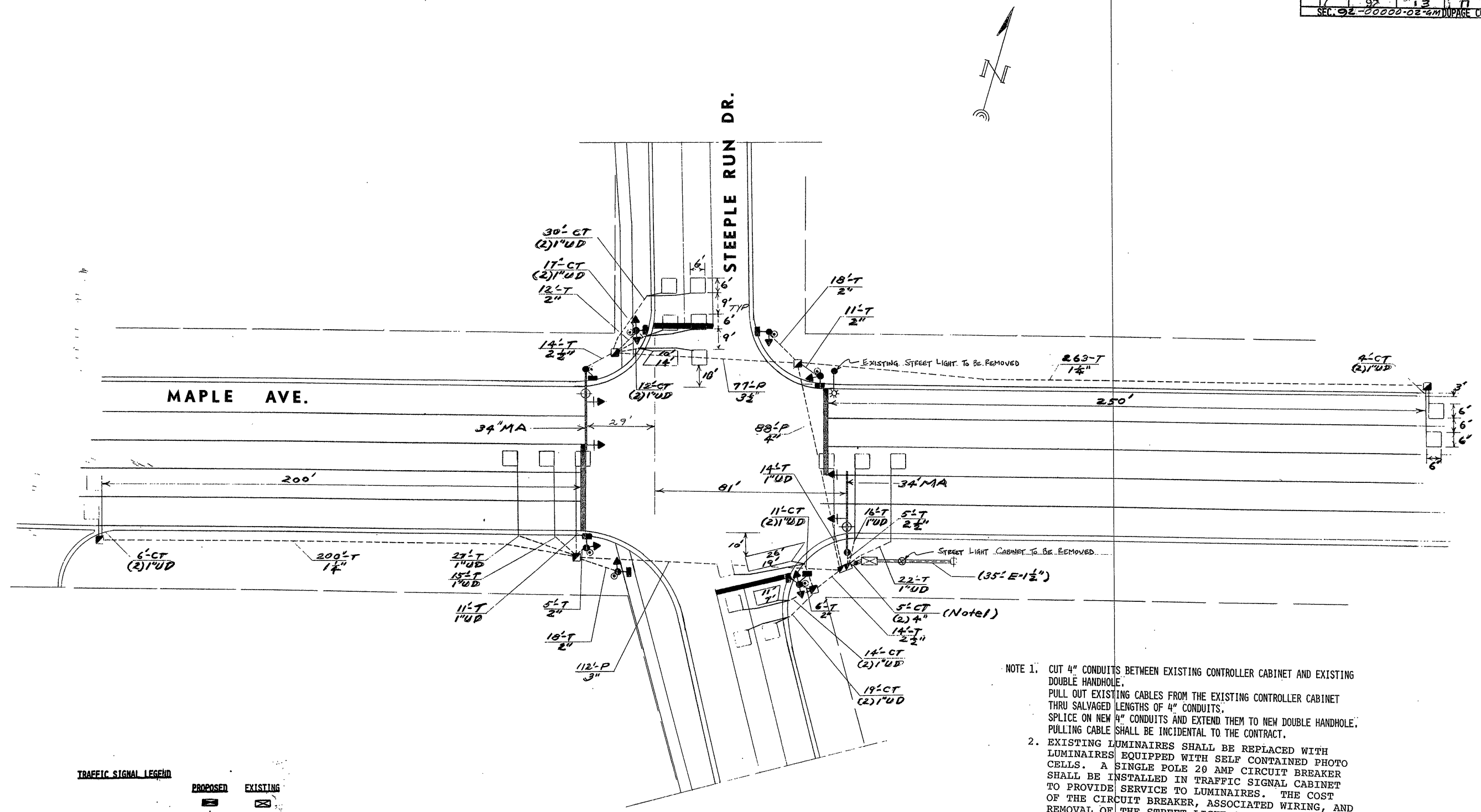
THE CONTRACTOR SHALL FURNISH AND INSTALL (2) PROPOSED MAPLE AVE SIGNS TO BE INSTALLED ON PROPOSED MAST ARMS

TS SHT NO. 17

TS 17
ECONOLITE

<p>Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS</p>	USER NAME = cesario	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES BENEDICTINE PARKWAY AND MAPLE AVENUE</p>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -			2037	17-00063-00-RS		82	65
PLOT DATE = 3/2/2018	DATE -	REVISED -		N.T.S.	SHEET 17 OF 17 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT		

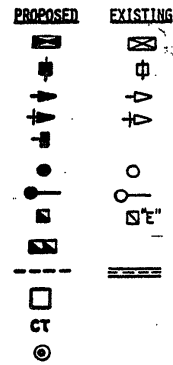
COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
17	92	13	11
SEC. 92-0000-02-4M DUPAGE CO.			



GENERAL PLAN

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- DETECTOR LOOP
- COMMON TRENCH
- PEDESTRIAN PUSHBUTTON DETECTOR



- NOTE 1. CUT 4" CONDUITS BETWEEN EXISTING CONTROLLER CABINET AND EXISTING DOUBLE HANDHOLE. PULL OUT EXISTING CABLES FROM THE EXISTING CONTROLLER CABINET THRU SALVAGED LENGTHS OF 4" CONDUITS. SPLICE ON NEW 4" CONDUITS AND EXTEND THEM TO NEW DOUBLE HANDHOLE. PULLING CABLE SHALL BE INCIDENTAL TO THE CONTRACT.
2. EXISTING LUMINAIRES SHALL BE REPLACED WITH LUMINAIRES EQUIPPED WITH SELF CONTAINED PHOTO CELLS. A SINGLE POLE 20 AMP CIRCUIT BREAKER SHALL BE INSTALLED IN TRAFFIC SIGNAL CABINET TO PROVIDE SERVICE TO LUMINAIRES. THE COST OF THE CIRCUIT BREAKER, ASSOCIATED WIRING, AND REMOVAL OF THE STREET LIGHT CABINE SHALL BE INCIDENTAL TO THE COST OF THE LUMINAIRES.

61E80

DUPAGE COUNTY D. O. T.

TRAFFIC CONTROL SIGNALS

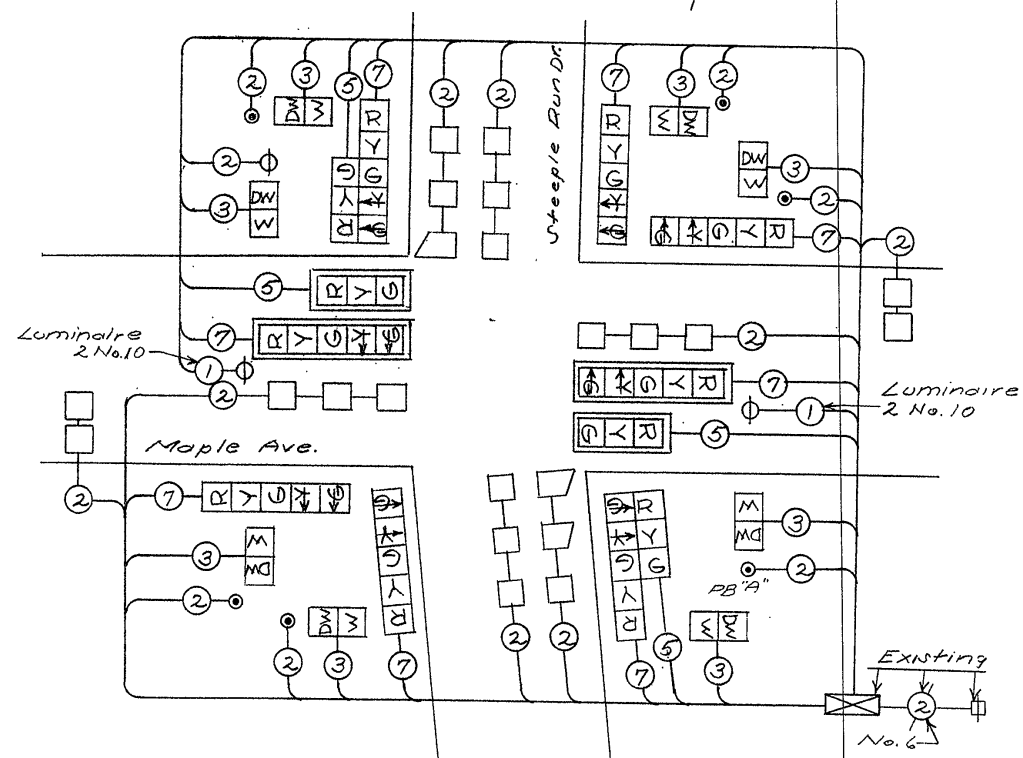
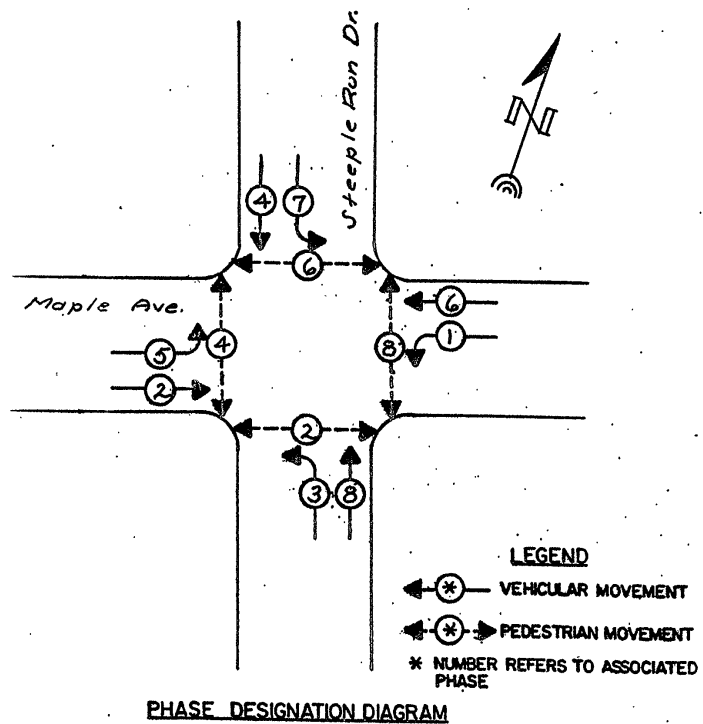
MAPLE AVENUE & STEEPLE RUN DRIVE

GENERAL PLAN

66 OF 82

COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
DUPAGE	92	13	12
SEC. 92-0000-02-6 M DUPAGE CO.			

CONTROLLER SEQUENCE IV
 REFERRING TO STANDARD 2393-1 THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.



CABLE PLAN

PUSHBUTTON "A" SHALL PLACE CALLS IN 2' & 8"

- CABLE PLAN LEGEND**
- R 12" TRAFFIC SIGNAL SECTION
 - VEHICLE DETECTOR INDUCTION LOOP
 - ② DENOTES NUMBER OF CONDUCTORS (NEW)
 - ② ALL LOOP DETECTOR CABLE TO BE SHIELDED, ALL CABLE NO. 14 EXCEPT AS INDICATED.
 - R
G
Y SIGNAL FACE WITH BACKPLATE
 - PEDESTRIAN PUSHBUTTON DETECTOR

61E80

DUPAGE COUNTY D. O. T.

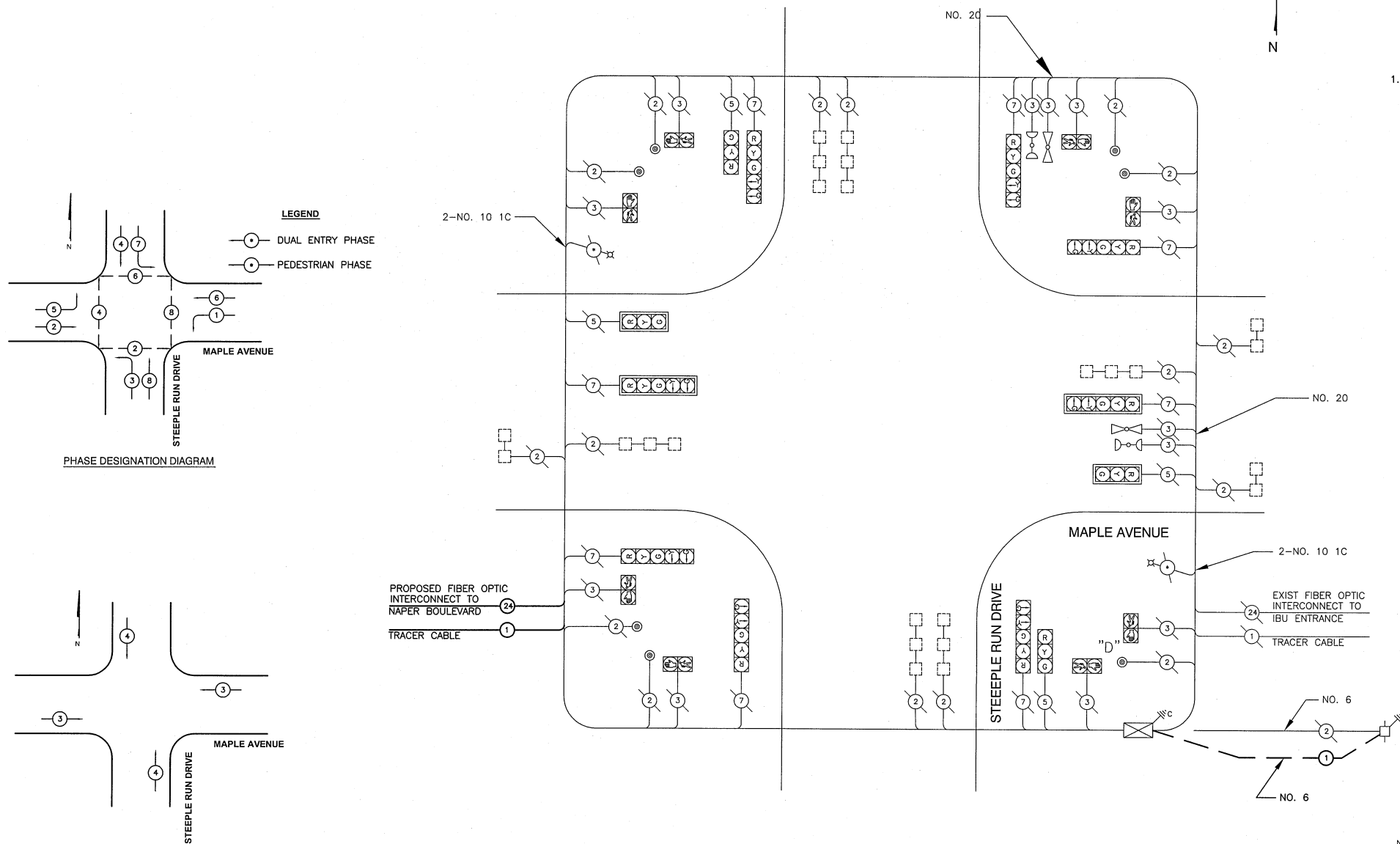
TRAFFIC CONTROL SIGNALS

MAPLE AVENUE & STEEPLE RUN DRIVE

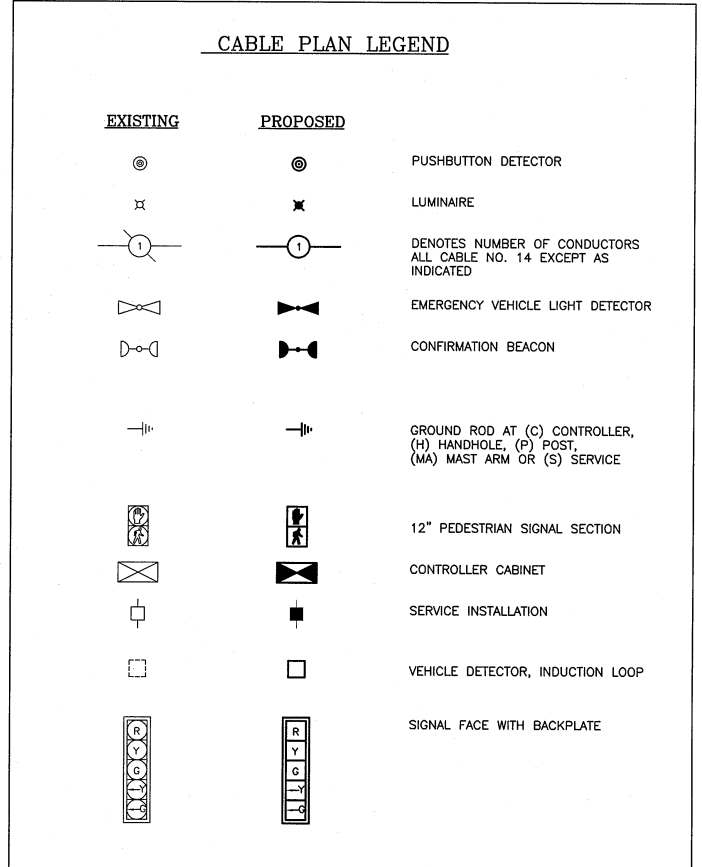
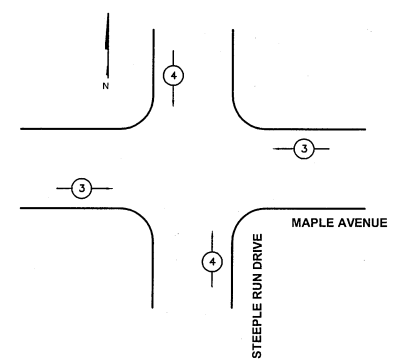
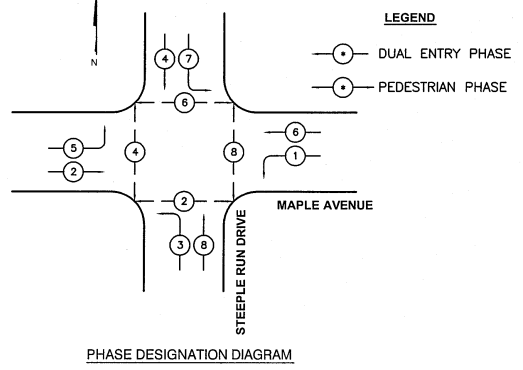
CABLE PLAN
 PHASE DESIGNATION DIAGRAM

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
VARIOUS	2008	30	18
SEC. 07-00230-07-TL DUPAGE CO.			

CABLE PLAN



NOTES:
1. NEW NO. 6 1C GROUNDING CABLE IS TO BE INSTALLED BETWEEN SERVICE AND CONTROLLER.



NOTE: PUSHBUTTON "D" SHALL PLACE CALLS IN PHASES 2 AND 8.

~~SCHEDULE OF QUANTITIES~~

PAY CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITIES
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
86400100	TRANSCEIVER-FIBER OPTIC	EACH	1
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	100
87900200	DRILL EXISTING HANDHOLE	EACH	2
X0324007	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

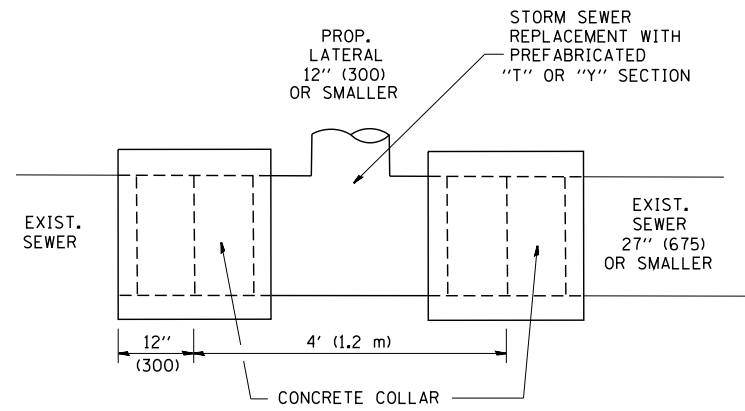
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	==	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

REVISIONS	
NAME	DATE

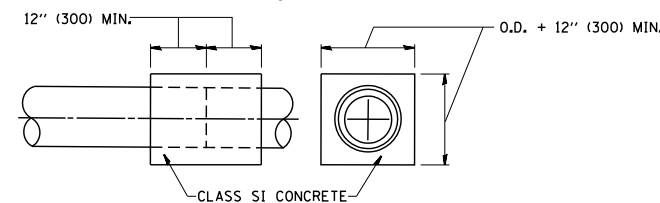
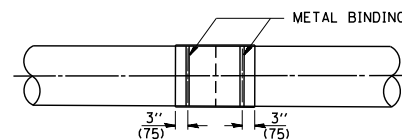
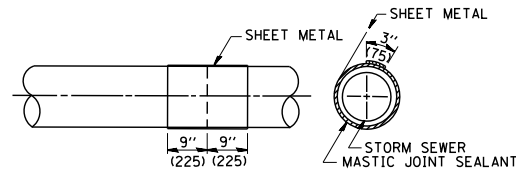
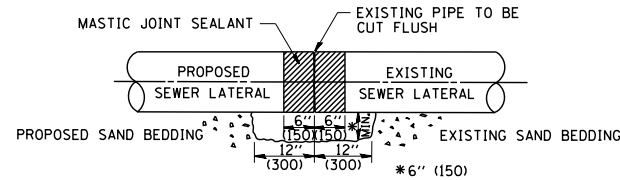
DUPAGE COUNTY DIVISION OF TRANSPORTATION
 MAPLE AVENUE &
 STEEPLERUN DRIVE
 EXISTING CABLE DIAGRAM AND
 SCHEDULE OF QUANTITIES
 SCALE: NONE
 DATE: 10/24/08
 DRAWN BY: TH
 DESIGNED BY: TH
 CHECKED BY: DAZ

61E80



DETAIL "A"

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

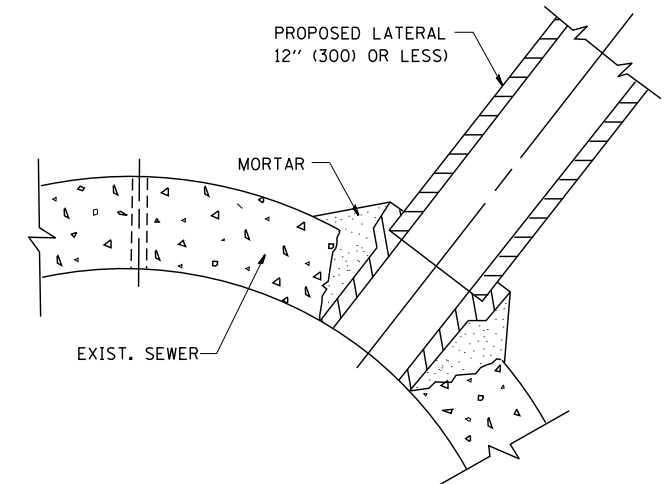


DETAIL "B"

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.

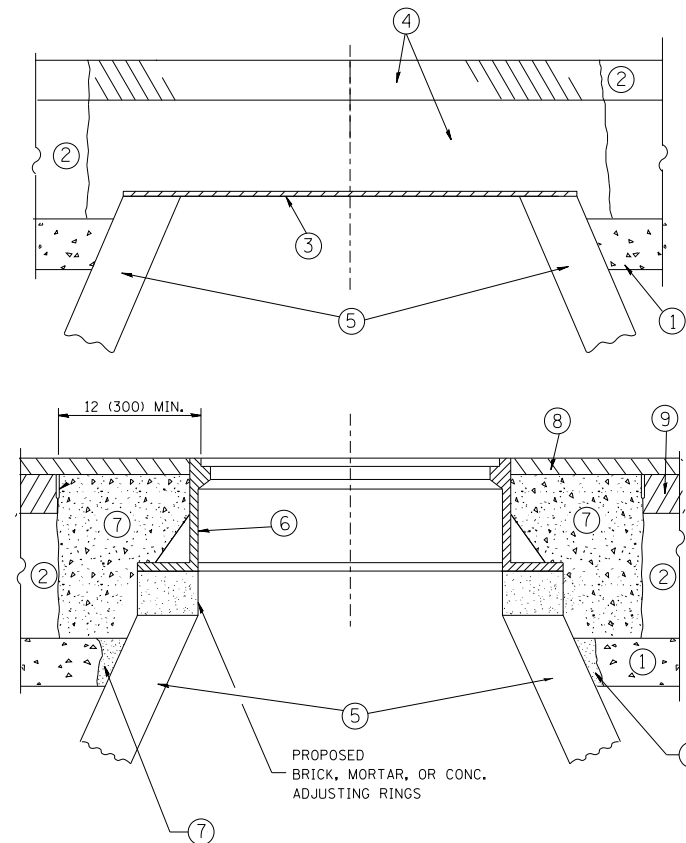
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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	69
BD500-01 (BD-7)			CONTRACT NO. 61E80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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 1/2 (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 PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

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:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

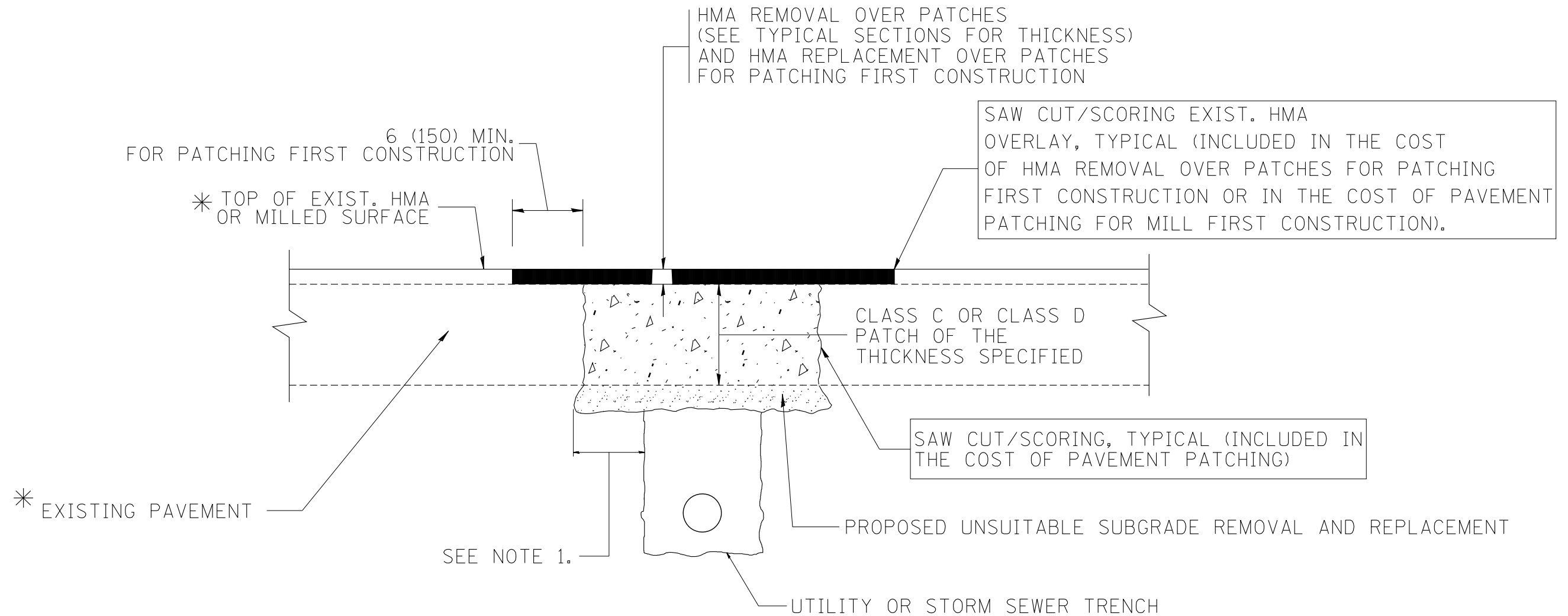
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	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	70
BD600-03 (BD-8)		CONTRACT NO. 61E80		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 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.

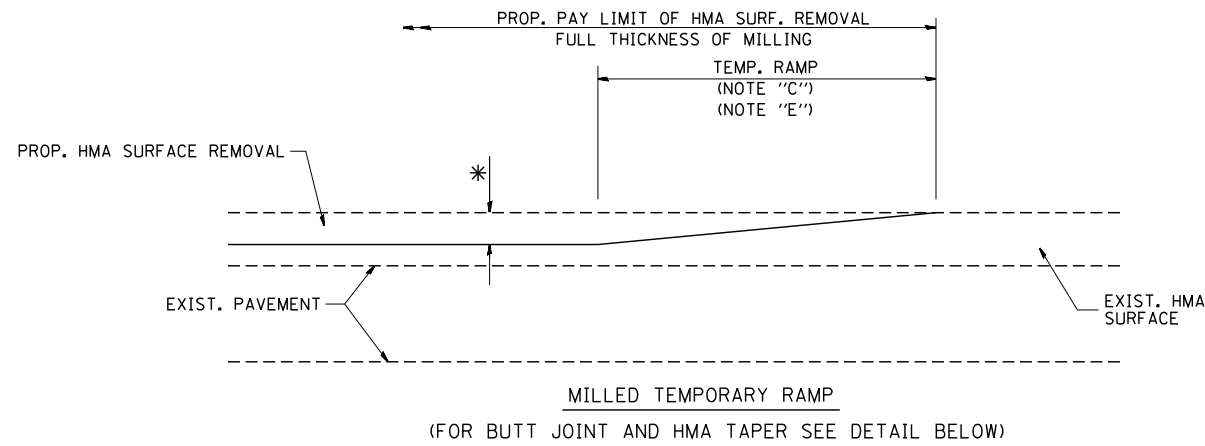
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		PLOT SCALE = 50.000' / IN.	REVISED - R. BORO 09-04-07
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

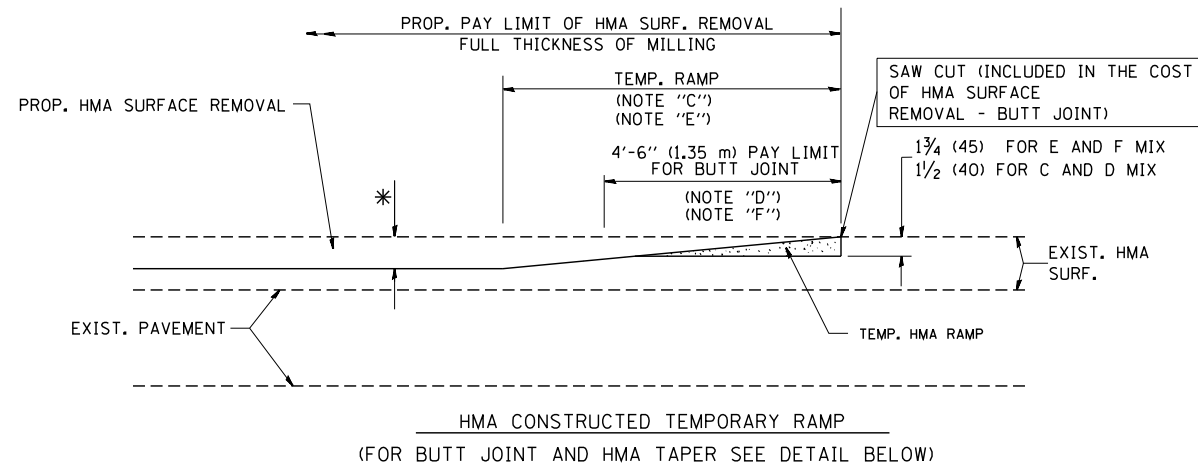
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**PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT**

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	71
BD400-04 (BD-22)		CONTRACT NO.	61E80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

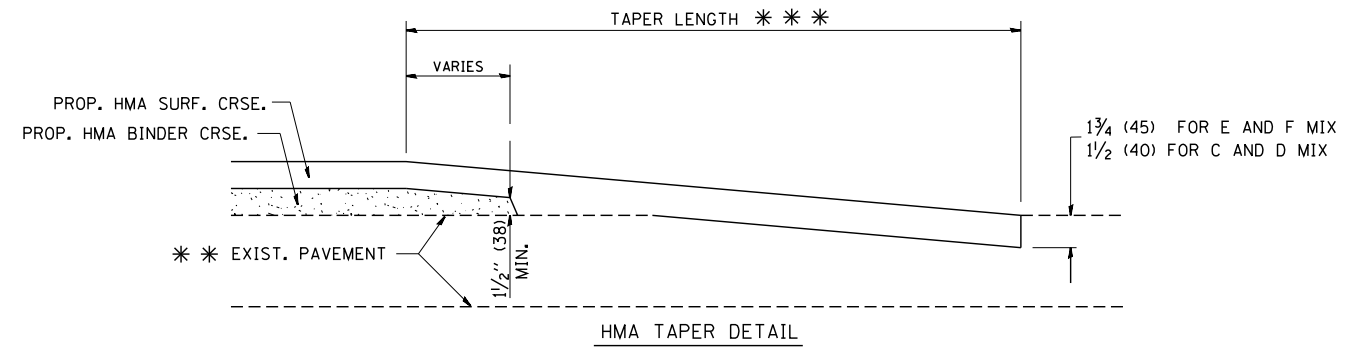
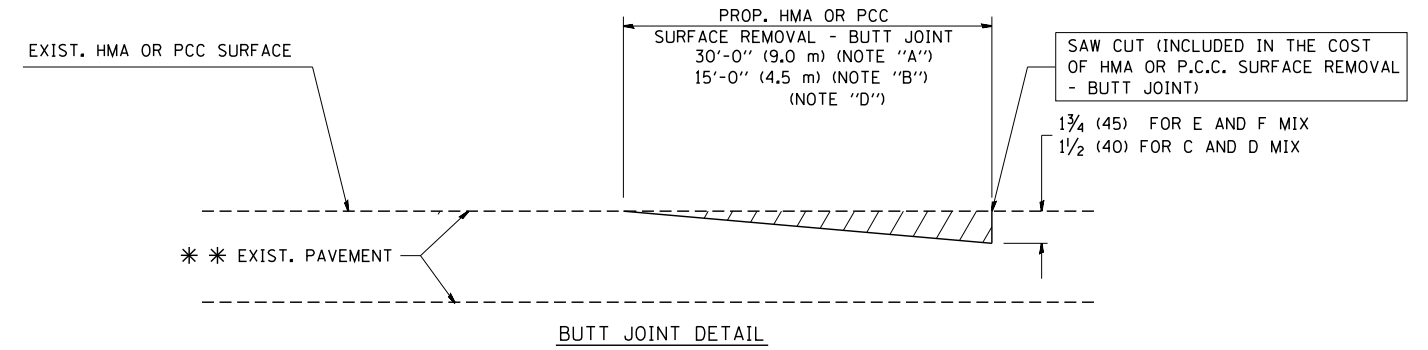


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

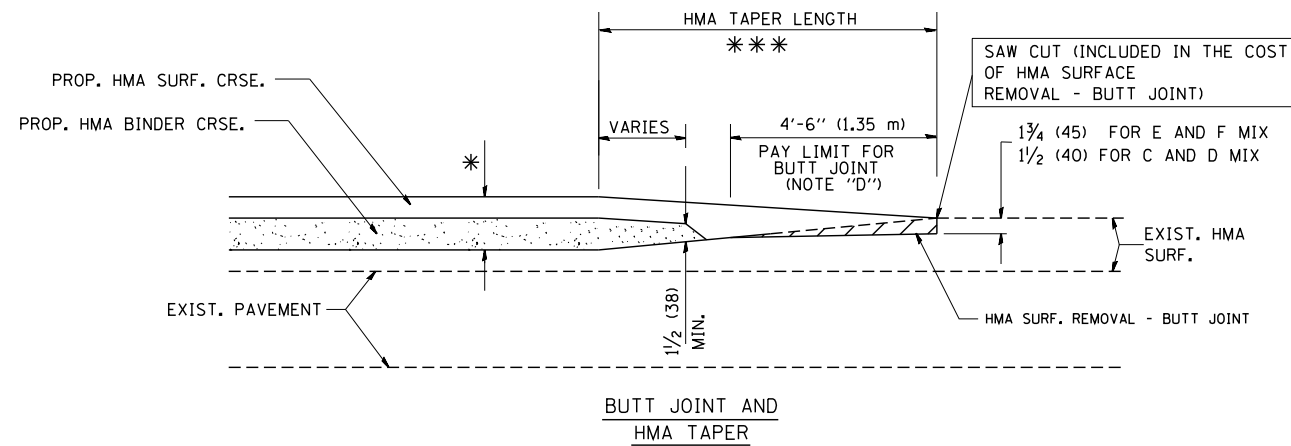
NOTES

- 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.



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

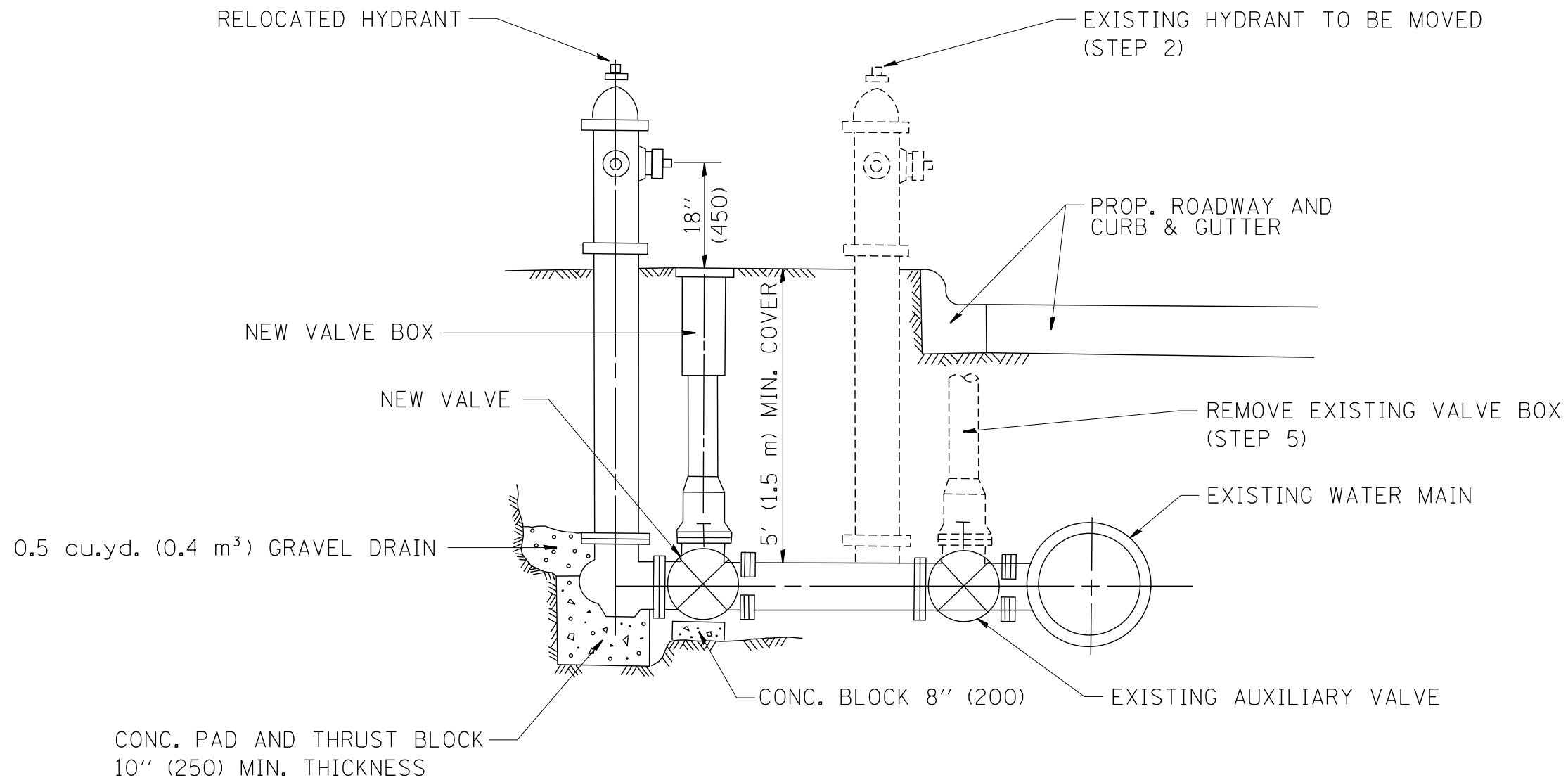
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	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	72
BD400-05 BD32		CONTRACT NO.	61E80	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SEQUENCE OF CONSTRUCTION:

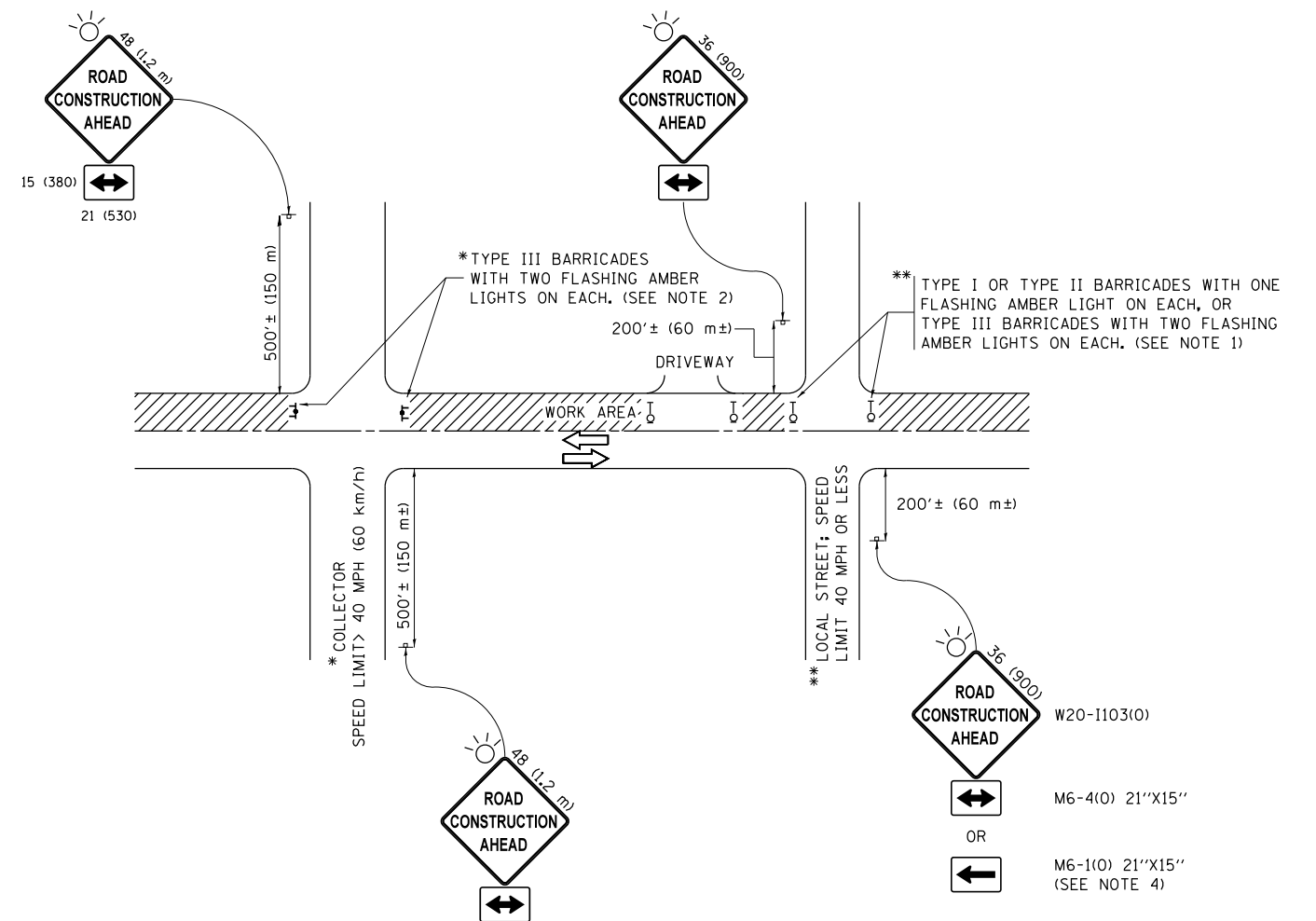
1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94					2037	17-00063-00-RS	DUPAGE	82	73
PLOT DATE = 1/4/2008	DATE -	REVISED -	REVISED -	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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 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. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

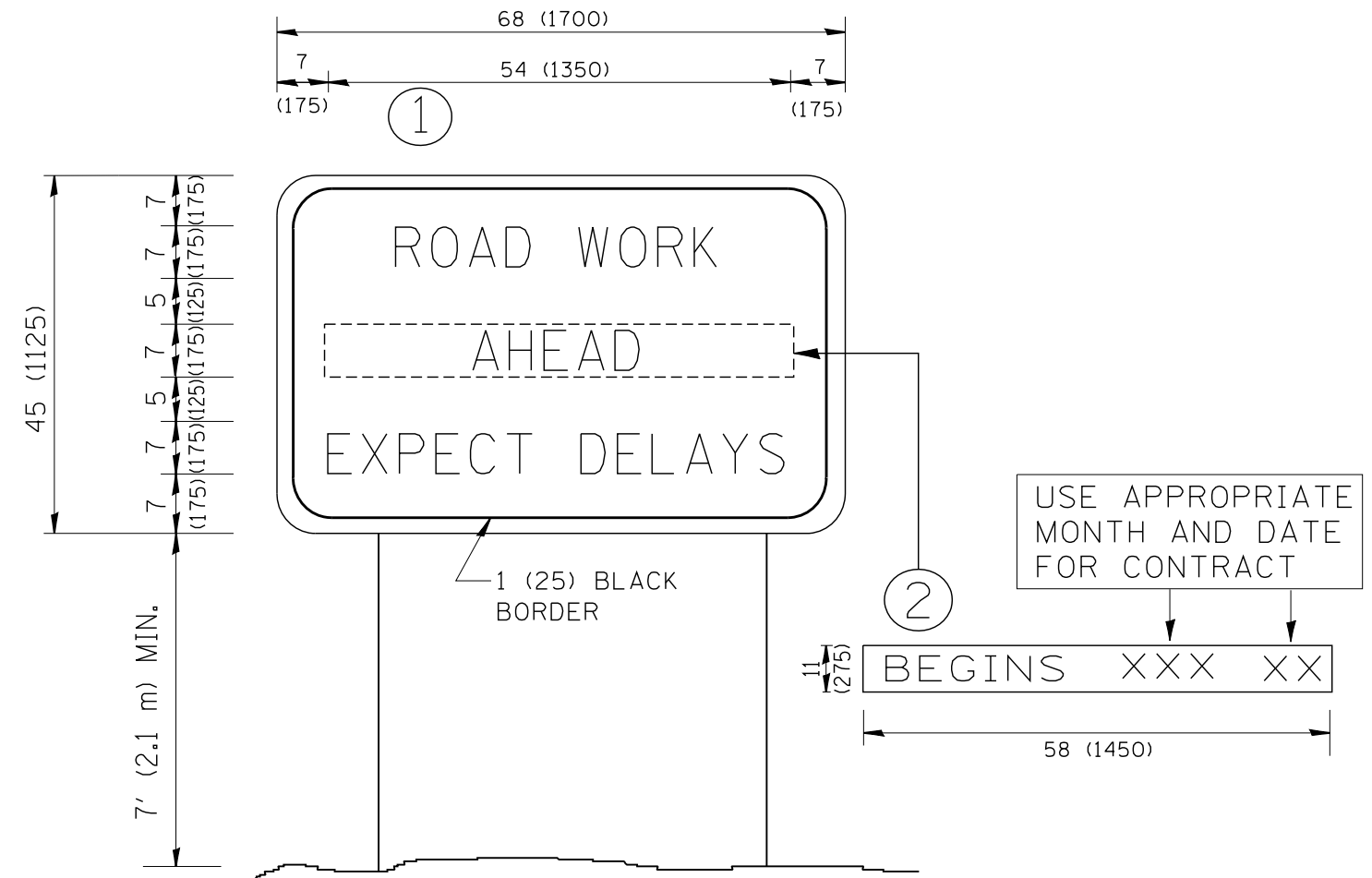
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-RS	DUPAGE	82	74
TC-10		CONTRACT NO. 61E80		
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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		DATE -	DATE -

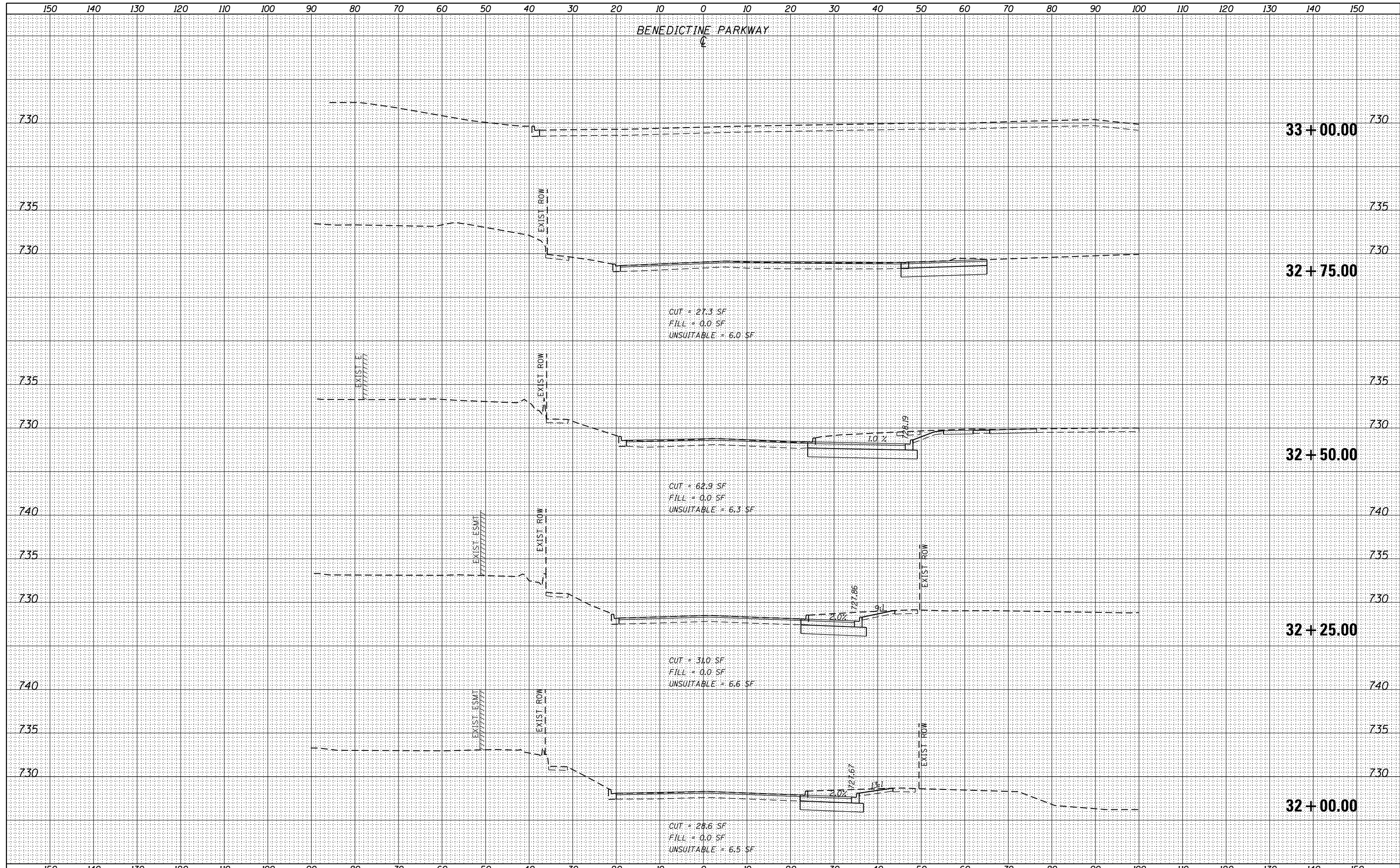
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ARTERIAL ROAD INFORMATION SIGN	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.U. RTE. 2037	SECTION 17-00063-00-RS TC-22	COUNTY DUPAGE	TOTAL SHEETS 82	SHEET NO. 77
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	CONTRACT NO. 61E80

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

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



USER NAME	= cesario
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-
PLLOT SCALE	= 20.0000' / in.
PLLOT DATE	= 3/2/2018

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BENEDICTINE PARKWAY - VILLAGE OF LISLE			
CROSS SECTIONS			
1"=5' VERT			
SCALE: 1"=10' HORZ	SHEET 5	OF 5 SHEETS	STA. 32+00.00 TO STA. 33+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2037	17-00063-00-R5		82	82
				CONTRACT NO. 61E80
ILLINOIS FED. AID PROJECT				