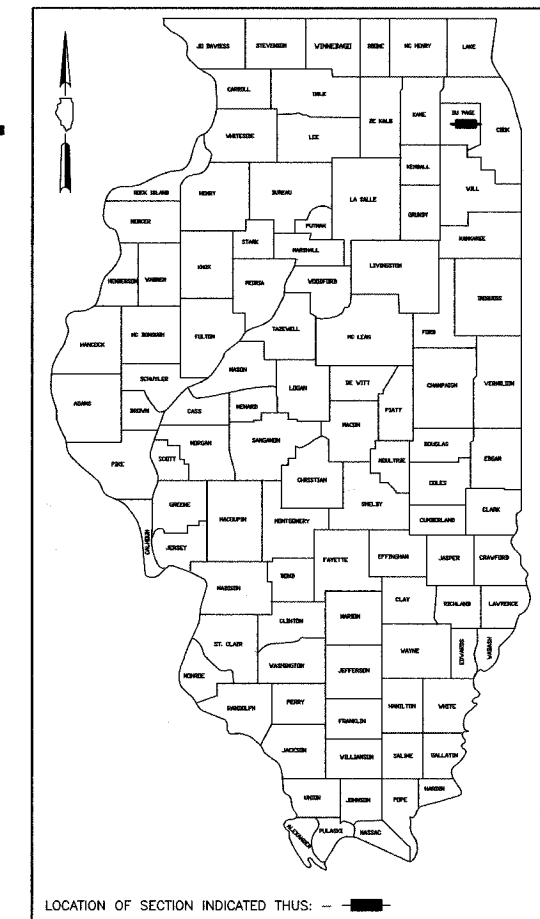


F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	1
TITLE SHEET				
FED. ROAD DISTRICT		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794				

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PLANS FOR PROPOSED FEDERAL AID PROJECT
FAP 345 U.S. ROUTE 20 (LAKE STREET)
AND SWIFT ROAD
INTERSECTION IMPROVEMENT AND
TRAFFIC SIGNAL MODIFICATION**

INDEX OF SHEETS AND STATE STANDARDS ON SHEET 2



DESIGN DESIGNATION:

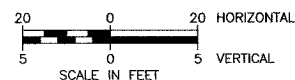
U.S. ROUTE 20 (LAKE STREET) = 5,625(24) • STRATEGIC REGIONAL ARTERIAL • 9.5 (PCC-20)
SWIFT ROAD = 885(24) • PRINCIPAL ARTERIAL • 2.5 (BIT-20)

ADT'S(2024):

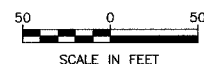
U.S. ROUTE 20 (LAKE STREET) = 62,500 VPD
SWIFT ROAD (NORTH LEG) = 10,500 VPD
SWIFT ROAD (SOUTH LEG) = 18,700 VPD

DESIGN SPEED - U.S. ROUTE 20 = 45 MPH (POSTED SPEED = 40 MPH)
- SWIFT ROAD = 35 MPH (POSTED SPEED = 35 MPH)

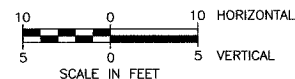
PLAN AND PROFILE SCALES



SIGNING, STRIPING, AND LANDSCAPING SCALE

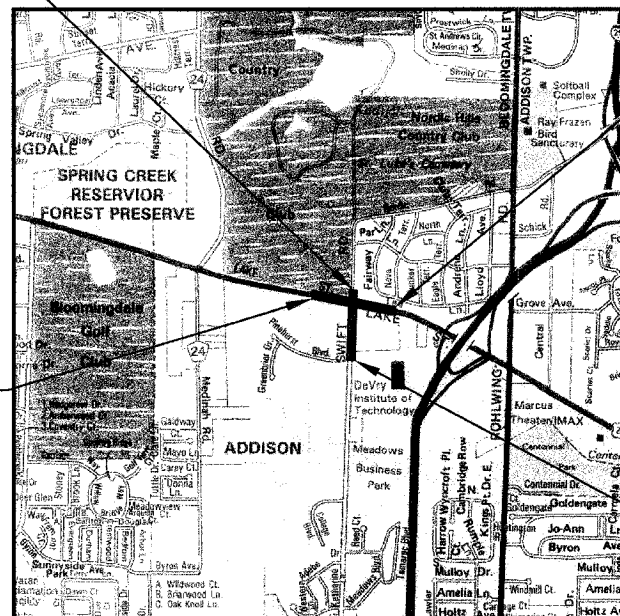


CROSS SECTION SCALES



PROJECT ENDS
STA. 800+90

PROJECT BEGINS
STA. 122+02



PROJECT ENDS
STA. 138+25

PROJECT BEGINS
STA. 788+98

LOCATION MAP (NOT TO SCALE)

SECTION 13, TOWNSHIP 40 NORTH, RANGE 10 EAST

U.S. ROUTE 20 (LAKE STREET) PROJECT LENGTH = 1,623 FT. = 0.307 MILE

SWIFT ROAD PROJECT LENGTH = 1,192 FT. = 0.226 MILE

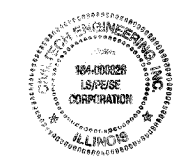
GROSS PROJECT LENGTH = 2,815 FT. = 0.533 MILE

APPROVED 4/14/05 2005
Rubio M. Espada
VILLAGE OF ADDISON
Village Engineer

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED APRIL 14 2005
C. Holt
LOCAL ROADS & STREET ENGINEER

APPROVED April 14 2005
Dina O'Keefe
DISTRICT ENGINEER



David W. Block 11-30-05
REGISTERED P.E., STATE OF ILLINOIS EXPIRES

PLANS PREPARED BY:



450 E. Devon Ave, Suite 300 - Itasca, Illinois 60143
Tel: 630.773.3900 - Fax: 630.773.3975
www.civiltechinc.com



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CONSULTANT ENGINEER: DAVID BLOCK, P.E. CIVILTECH ENGINEERING INC
FEDERAL AID PROGRAM ENGINEER: CHARLES RIDDLE (847) 705-4406 SCHAUMBURG, IL

THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2002 BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, SHALL GOVERN THIS WORK.

CONTRACT NO. 83794



1-800-892-0123

PDF NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	2
INDEX, STATE STANDARDS, LEGEND & EARTHWORK SCHEDULE				
FED. ROAD DISTRICT		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794				

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS, LEGEND & EARTHWORK SCHEDULE
3	GENERAL NOTES
4-5	SUMMARY OF QUANTITIES
6	SCHEDULES OF QUANTITIES
7	EXISTING TYPICAL SECTIONS
8	PROPOSED TYPICAL SECTIONS
9	ALIGNMENT, TIES AND BENCHMARKS
10-12	TRAFFIC CONTROL PLANS
13-17	PLAN AND PROFILE
18	EROSION AND SEDIMENT CONTROL PLAN
19-23	DRAINAGE AND UTILITIES
24	PAVEMENT MARKING, SIGNING AND LANDSCAPING
25-37	TRAFFIC SIGNAL PLANS
38-42	LIGHTING PLANS AND DETAILS
43	I.D.O.T. DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13)
44	DETAILS
45-58	CROSS SECTIONS

IDOT STANDARDS

STANDARD NO.	DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420001-05	PAVEMENT JOINTS
442201-01	CLASS C AND D PATCHES
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311	GRATING FOR CONCRETE FLARED END SECTION
602001	CATCH BASIN TYPE A
602011	CATCH BASIN TYPE C
602016	CATCH BASIN TYPE D
602301	INLET TYPE A
602306	INLET TYPE B
602401	MANHOLE TYPE A
602406-01	MANHOLE TYPE A 1800mm (72") DIAMETER
602601	PRECAST REINFORCED CONCRETE FLAT TOP SLAB
602701	CAST IRON STEPS
604001-02	FRAME AND LIDS TYPE 1
604036-01	GRATE TYPE 8
604091-01	FRAME AND GRATE TYPE 24
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701601-04	URBAN LANE CLOSURE MULTILANE 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-04	URBAN LANE CLOSURE MULTILANE 2W WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-03	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-05	TRAFFIC CONTROL DEVICES
720001	SIGN PANEL MOUNTING DETAILS
720016-01	MAST ARM MOUNTED STREET NAME SIGNS
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001	CONCRETE HANDHOLES
814006	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
877001-02	STEEL MAST ARM ASSEMBLY AND POLE
878001-03	CONCRETE FOUNDATION DETAILS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006	TRAFFIC SIGNAL MOUNTING DETAILS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

LEGEND

	EXISTING	PROPOSED
ELECTRIC		
ELECTRIC (OVERHEAD)		
HANDHOLE		
GAS LINE		
TELEPHONE		
WATER MAIN		
VALVE		
VALVE VAULT		
FIRE HYDRANT		
SANITARY SEWER		
STORM SEWER		
MANHOLE		
CATCH BASIN		
INLET		
TREE		
LIGHT POLE		
UTILITY POLE		
SIGN		
EXISTING ROW		
PROPOSED ROW		
PROPOSED TEMP EASEMENT		
EXISTING FENCE		

EARTHWORK SCHEDULE

LOCATION	TOTAL CUT	TOTAL FILL	EARTHWORK BALANCE (SURPLUS)
	CU. YD.	CU. YD.	CU. YD.
LAKE STREET	1,624	76	1,624
SWIFT ROAD	572	235	572
TOTAL	2,196	311	2,196

NOTE: NONE OF THE CUT IS CONSIDERED AVAILABLE TO BE USED AS FILL, AND THE CUT IS ALL SURPLUS. THE FILL QUANTITY SHALL BE PAID FOR AS FURNISHED EXCAVATION.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

INDEX, STATE STANDARDS, LEGEND & EARTHWORK SCHEDULE

LAKE STREET/SWIFT ROAD

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.

GENERAL NOTES

PDF FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	3
GENERAL NOTES				
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 83794

GENERAL

- ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2002.
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2002; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2005; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD); THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", MAY 1996 FIFTH EDITION; THE DETAILS IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 AND THE VILLAGE OF ADDISON FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- ALL UTILITY COMPANIES AND LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL SAW CUT PAVEMENT AND CURB & GUTTER AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED SAW TO A DEPTH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE REMOVAL ITEM INVOLVED.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED EACH LOCATION.
- REMOVAL OF EXISTING COMBINATION CONCRETE CURB AND GUTTER & EXISTING TYPE B CURB SHALL BE PAID FOR AS "COMBINATION CURB AND GUTTER REMOVAL", REGARDLESS OF THE CURB AND GUTTER TYPE.
- THE LIMITS OF UNSUITABLE SOIL REMOVAL HAVE BEEN ESTIMATED USING DATA PROVIDED IN THE ROADWAY SOILS INVESTIGATIONS (A COPY OF THE SOILS INVESTIGATIONS IS INCLUDED IN THE SPECIAL PROVISIONS). THE LIMITS OF UNDERCUT WILL BE VERIFIED OR RE-ESTABLISHED DURING CONSTRUCTION BY THE ENGINEER BASED ON ACTUAL CONDITIONS. THE PLAN QUANTITIES ARE ESTIMATED AND ANY ADDITIONS OR SUBTRACTIONS RESULTING FROM THE CHANGE IN LIMITS OF UNDERCUTTING SHALL BE MADE BY THE ENGINEER AND THE CONTRACTOR WILL BE PAID FOR THE ACTUAL QUANTITY OF WORK PERFORMED.
- EXISTING AGGREGATE DRIVEWAY APRONS SHALL BE REPLACED WITH BITUMINOUS DRIVEWAY APRONS.
- ALL DRIVEWAYS SHALL BE REPLACED TO THE R.O.W. LINE UNLESS OTHERWISE NOTED OR DIRECTED BY THE ENGINEER.
- ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- PRIOR TO PLACING BITUMINOUS CONCRETE MIX ADJACENT TO EXISTING PAVEMENT TO REMAIN, THE EXPOSED EDGE SHALL BE CLEANED OF LOOSE MATERIAL TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE BITUMINOUS CONCRETE BEING PLACED.
- BITUMINOUS CONCRETE SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOP SOIL PLACEMENT, AND BITUMINOUS CONCRETE BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL WASTE MATERIAL SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE.
- ALL EXCAVATION AND EMBANKMENT REQUIRED FOR THE CONSTRUCTION OF A HAUL ROAD, IF REQUIRED, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ALL DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE VILLAGE OF ADDISON STANDARD SPECIFICATIONS FOR DESIGN AND CONSTRUCTION, SECTION 1000.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING LAWN SPRINKLER SYSTEMS PRIOR TO REMOVAL AND/OR EXCAVATION OPERATIONS. ANY DAMAGE TO THE SYSTEM SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

STORM SEWERS, STRUCTURES, AND UTILITIES

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND APPLICABLE ARTICLES INCLUDED IN THE "STANDARD SPECIFICATIONS" INCLUDING, BUT NOT LIMITED TO, ARTICLES 105.07 AND 107.31. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING STORM & SANITARY SEWERS AND WATER MAINS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT OR RELOCATION OF THEIR FACILITIES, IF NECESSARY.
- THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.
- FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. THE ADJUSTMENT OF FRAMES ON ALL NEW STRUCTURES TO THE FINAL ELEVATIONS SHALL BE INCLUDED IN THE COST OF THE NEW STRUCTURES.
- THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER OR DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER BEING CONNECTED.
- THE CONTRACTOR SHALL CONTACT THE OWNER OF EACH FRAME, GRATE, AND LID SHOWN TO BE REMOVED IN ORDER TO DETERMINE IF THE OWNER DESIRES TO SALVAGE THEM. IF THE OWNER WANTS TO SALVAGE THEM THE CONTRACTOR SHALL STORE THE ITEMS AS STATED IN ARTICLE 106.06 OF THE STANDARD SPECIFICATIONS FOR PICK UP BY VILLAGE FORCES. IF THE OWNER DOES NOT WISH TO SALVAGE THE ITEMS THE CONTRACTOR SHALL DISPOSE OF THEM AS STATED IN ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL MAINTAIN FLOWS THROUGH EXISTING SEWER SYSTEMS AT ALL TIMES. THE EXISTING STRUCTURES SHALL BE INSPECTED BEFORE CONSTRUCTION STARTS. ANY ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED BY THE CONTRACTOR AT HIS EXPENSE.
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR STRUCTURES. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS, AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY FOR DEWATERING TRENCH EXCAVATIONS AS WELL AS SHORING TRENCH WALLS DURING UTILITY OPERATIONS. COMPLIANCE WITH THE ABOVE WILL BE INCIDENTAL TO THE UTILITY INSTALLATIONS.
- ALL ABANDONED PIPES & INVERTS SHALL BE PLUGGED WITH BRICK AND CLASS SI CONCRETE TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE STORM SEWER BEING REMOVED.
- ANY PAVEMENT REMOVED AS PART OF UTILITY INSTALLATIONS SHALL BE REPLACED WITH PERMANENT PAVEMENT. TEMPORARY STONE SURFACE WILL NOT BE PERMITTED TO REMAIN OVERNIGHT WITHIN THE LIMITS OF LIVE TRAFFIC LANES. TEMPORARY BITUMINOUS PATCHING AT THE CONTRACTOR'S EXPENSE MAY BE USED IN LIEU OF IMMEDIATE PAVEMENT REPLACEMENT.
- STORM SEWERS AND STORM SEWER STRUCTURES SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE CONTRACT.
- FRAME AND GRATES FOR ALL CURB LINE STRUCTURES SHALL BE NEENAH R-3526 WITH A TYPE L VANE GRATE.
- ALL TYPE A INLETS SHALL HAVE A MINIMUM WALL THICKNESS OF 6 INCHES.
- ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF ANY MANHOLES, CATCH BASIN, INLET, VALVE VAULT, OR METER VAULT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: ALL LIDS TO BE USED ON STORM SEWER STRUCTURES SHALL BEAR THE WORD "STORM". ALL LIDS TO BE USED ON SANITARY SEWER STRUCTURES SHALL BEAR THE WORD "SANITARY". ALL LIDS TO BE USED ON WATER SYSTEM STRUCTURES SHALL BEAR THE WORD "WATER". ALL CURB BOXES SHALL SAY "NO DUMPING DRAINS TO RIVER". THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE FRAME AND GRATE OR FRAME AND CLOSED LID PROVIDED.
- ALL DOMESTIC WATER SERVICE BOXES HAVE BEEN SHOWN IN THE PLANS TO BE ADJUSTED. HOWEVER, THE ENGINEER MAY DIRECT THE CONTRACTOR TO REMOVE AND INSTALL A NEW DOMESTIC WATER SERVICE BOX AT A NEW LOCATION BASED ON ACTUAL FIELD CONDITIONS.
- THE FIRST TWO JOINTS ON THE WATERMAIN BEYOND ANY VALVE, BEND, CROSS OR TEE SHALL BE RESTRAINED WITH LOK-RING JOINTS BY AMERICAN CAST IRON PIPE, TR-FLEX OR FIELD LOK BY U.S. PIPE, MEGA LUGS BY EBAA IRON, OR APPROVED EQUAL.
- THE CONTRACTOR SHALL BE AWARE THAT AT TIMES THE ENGINEER MAY REQUIRE A CHANGE IN STORM SEWER ELEVATION DUE TO A UTILITY LINE OR OTHER OBSTRUCTION. IF SUCH A GRADE CHANGE DOES NOT ALTER THE PIPE CLASSIFICATION, THE ADDITIONAL EXCAVATION OR SHEETING REQUIRED SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE STORM SEWER. HOWEVER, IF THE REVISED GRADE RESULTS IN A CHANGE IN PIPE CLASSIFICATION, PAYMENT WILL BE FOR THE REVISED TYPE OF STORM SEWER.

CURB AND GUTTER

- JOINTS SHALL BE PLACED ACCORDING TO IDOT STANDARD DRAWING 606001 AND, IN ADDITION, 1 INCH EXPANSION JOINTS SHALL BE PLACED EVERY 150 FEET.

TREE REMOVAL, CLEARING AND HEDGE REMOVAL

- ALL TREES ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS, AND SHALL BE PROTECTED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201 OF THE STANDARD SPECIFICATIONS.
- ALL CLEARING AND REMOVAL OF BUSHES, HEDGES AND TREES UNDER 6" IN DIAMETER SHALL BE INCLUDED IN THE COST OF "EARTH EXCAVATION".

SIGNING, STRIPING & LANDSCAPING

- SEE IDOT STANDARD 780001 AND IDOT DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13) FOR PAVEMENT MARKING DETAILS.
- THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE INCLUDED IN THE ITEM "TRAFFIC CONTROL AND PROTECTION".
ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:
 - SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 - EVERY SIGN TO BE RELOCATED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
 - ALL SIGNS TO BE RELOCATED SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
 - ALL UNUSED SIGNS SHALL BE RETURNED TO THEIR OWNER (VILLAGE OF ADDISON).
 - LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.
- ALL EXISTING SIGNS SHALL CONFORM TO THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS & HIGHWAYS." THOSE EXISTING SIGNS THAT DO NOT CONFORM SHALL BE REPLACED AS DIRECTED BY THE ENGINEER, AND SHALL BE PAID FOR AS "SIGN PANEL TYPE 1."
- PAVEMENT MARKING DIMENSIONS ARE TO THE CENTER OF A SINGLE LINE OR TO THE CENTER OF THE GAP OF A DOUBLE LINE.
- ANY SIGNS WHICH ARE DAMAGED BEYOND REPAIR DURING CONSTRUCTION OPERATIONS SHALL BE REPLACED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.
- WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER AND IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS" AND SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR, SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- IN ADDITION TO MEETING THE REQUIREMENTS OF ARTICLE 1081.05 OF THE STANDARD SPECIFICATIONS ALL FURNISHED TOPSOIL SHALL BE PROCESSED THROUGH A POWER SCREEN AND PLACED AT THE JOBSITE IN A PULVERIZED CONDITION. PULVERIZED TOPSOIL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHING AND PLACING TOPSOIL.
- ALL EXISTING SIGNS LOCATED ON UTILITY/LIGHT POLES TO REMAIN THAT DO NOT CONFLICT WITH THE IMPROVEMENTS SHALL REMAIN IN PLACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- TEMPORARY FENCE SHALL BE PLACED AROUND ALL TREES THAT ARE TO BE PROTECTED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SEE SPECIAL PROVISIONS FOR MORE DETAIL.

UTILITY CONTACTS:

SBC
MIKE ORLEN
40 SOUTH MITCHELL COURT
ADDISON, IL 60101
(630) 620-3490

COMMONWEALTH EDISON COMPANY
JOE STACHO
1N423 SWIFT ROAD
LOMBARD, IL 60148
(630) 424-5704

VILLAGE OF ADDISON
GREG BRUNST, DIRECTOR OF PUBLIC WORKS
AND DIRECTOR OF ENVIRONMENTAL SERVICES
ONE FRIENDSHIP PLAZA
ADDISON, IL 60101
(630) 543-4100

COMCAST
ROBERT L. SCHULTER, JR.
688 INDUSTRIAL DRIVE
ELMHURST, IL 60126
(630) 600-6346

NICOR GAS
GERALD SULLIVAN
1844 FERRY ROAD
NAPERVILLE, IL 60563
(630) 629-2500 ext. 358

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

GENERAL NOTES

LAKE STREET/SWIFT ROAD

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.



SUMMARY OF QUANTITIES

F&P NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-1L	DUPAGE	58	4
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794				

ITEM NUMBER	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	U.S. ROUTE 20 (LAKE STREET) AND SWIFT ROAD					
					J000-2R	Y003	SFTY-1D	Y030-1E	Y031-1F	
					ROADWAY	LAND- SCAPING	PAVEMENT MARKING	HIGHWAY ILLUMINATION	TRAFFIC CONTROL SIGNALS	
1	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	36	36					
2	20101000	TEMPORARY FENCE	FOOT	600	600					
3	20200100	EARTH EXCAVATION	CU YD	2,196	2,196					
4	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	200	200					
5	20400800	FURNISHED EXCAVATION	CU YD	311	311					
6	20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	200	200					
7	20800150	TRENCH BACKFILL	CU YD	200	200					
8	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	600	600					
*	9	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	3,377		3,377			
*	10	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	42		42			
*	11	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	42		42			
*	12	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	42		42			
*	13	25200110	SODDING, SALT TOLERANT	SQ YD	3,377		3,377			
14	25200200	SUPPLEMENTAL WATERING	UNIT	10	10					
*	15	25300600	TRANSPLANTED SALVAGED TREES	EACH	27		27			
16	28000400	PERIMETER EROSION BARRIER	FOOT	1,898	1,898					
17	28000500	INLET AND PIPE PROTECTION	EACH	7	7					
18	28000510	INLET FILTERS	EACH	20	20					
19	28100105	STONE RIPRAP, CLASS A3	SQ YD	3	3					
20	28200200	FILTER FABRIC	SQ YD	3	3					
21	31101100	SUB-BASE GRANULAR MATERIAL, TYPE B	CU YD	81	81					
22	31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	1,221	1,221					
23	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	1,026	1,026					
24	40600300	AGGREGATE (PRIME COAT)	TON	11	11					
25	40600400	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	1	1					
26	40600980	BITUMINOUS SURFACE REMOVAL, BUTT JOINT	SQ YD	75	75					
27	42000511	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED)	SQ YD	1,919	1,919					
28	42001300	PROTECTIVE COAT	SQ YD	1,177	1,177					
29	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8"	SQ YD	101	101					
30	44000006	BITUMINOUS SURFACE REMOVAL 1 1/2"	SQ YD	4,721	4,721					
31	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	199	199					
32	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,252	3,252					
33	44201796	CLASS D PATCHES, TYPE IV, 12"	SQ YD	33	33					
34	44300900	STRIP REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A	FOOT	733	733					
35	50800205	REINFORCING BARS, EPOXY COATED	POUND	2,239	2,239					
36	54213660	PRECAST REINFORCED CONCRETE END SECTIONS, 15"	EACH	2	2					
37	54247100	GRATING FOR CONCRETE FLARED END SECTION, 15"	EACH	2	2					
38	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	926	926					
39	550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	65	65					
40	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	1	1					
41	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	13	13					
42	550A0480	STORM SEWERS, CLASS A, TYPE 2 48"	FOOT	125	125					

ITEM NUMBER	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	U.S. ROUTE 20 (LAKE STREET) AND SWIFT ROAD					
					J000-2R	Y003	SFTY-1D	Y030-1E	Y031-1F	
					ROADWAY	LAND- SCAPING	PAVEMENT MARKING	HIGHWAY ILLUMINATION	TRAFFIC CONTROL SIGNALS	
43	55100200	STORM SEWER REMOVAL, 6"	FOOT	275	275					
44	55100500	STORM SEWER REMOVAL, 12"	FOOT	170	170					
45	60100915	PIPE DRAINS 6"	FOOT	12	12					
46	60109510	PIPE UNDERDRAIN, FABRIC LINED TRENCH, 4"	FOOT	120	120					
47	60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	6	6					
48	60208230	CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	1	1					
49	60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	4	4					
50	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2					
51	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1					
52	60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3					
53	60236200	INLETS, TYPE A, TYPE B GRATE	EACH	1	1					
54	60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	4	4					
55	60300105	FRAME AND GRATES TO BE ADJUSTED	EACH	16	16					
56	60404940	FRAME AND GRATES, TYPE 23	EACH	1	1					
57	60404950	FRAME AND GRATES, TYPE 24	EACH	1	1					
58	60406100	FRAME AND LIDS, TYPE 1, CLOSED LID	EACH	6	6					
59	60500040	REMOVING MANHOLES	EACH	2	2					
60	60500050	REMOVING CATCH BASINS	EACH	7	7					
61	60500060	REMOVING INLETS	EACH	3	3					
62	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,054	1,054					
63	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	2,212	2,212					
64	60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	967	967					
65	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3					
66	67100100	MOBILIZATION	L SUM	1	1					
67	70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1					
68	70300100	SHORT TERM PAVEMENT MARKING	FOOT	4,614	4,614					
*	69	70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	125			125		
*	70	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	6,628			6,628		
*	71	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	500			500		
*	72	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	73			73		
*	73	70300520	PAVEMENT MARKING TAPE, TYPE III, 4"	FOOT	385			385		
*	74	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3,411			3,411		
75	72000100	SIGN PANEL - TYPE 1	SQ FT	8	8					
76	72000200	SIGN PANEL - TYPE 2	SQ FT	10	10					
77	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	8	8					
78	72400600	RELOCATE SIGN PANEL ASSEMBLY-TYPE B	EACH	1	1					
*	79	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	39					39

* SPECIALTY ITEM

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
SUMMARY OF QUANTITIES
LAKE STREET/SWIFT ROAD

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.



SUMMARY OF QUANTITIES

FED. AID DISTRICT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	5
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 63794

ITEM NUMBER	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	U.S. ROUTE 20 (LAKE STREET) AND SWIFT ROAD				
					J000-2A	Y003	SFTY-1D	Y030-1E	Y031-1F
					ROADWAY	LAND-SCAPING	PAVEMENT MARKING	HIGHWAY ILLUMINATION	TRAFFIC CONTROL SIGNALS
* 80	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	182			182		
* 81	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,880			2,880		
* 82	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	955			955		
* 83	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	208			208		
* 84	78008200	POLYUREA PAVEMENT MARKING TYPE 1 - LETTERS AND SYMBOLS	SQ FT	437			437		
* 85	78008230	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 6"	FOOT	2,062			2,062		
* 86	78008270	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 24"	FOOT	216			216		
* 87	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	25			25		
* 88	78300100	PAVEMENT MARKING REMOVAL	SQ FT	2,171			2,171		
* 89	80600400	GROUNDING EXISTING HANDHOLE FRAME AND COVER	EACH	1				1	
* 90	80700140	GROUND ROD, 5/8" DIA. X 10 FT.	EACH	9			9		
* 91	81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	767				767	
* 92	81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	397			65	332	
* 93	81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	47				47	
* 94	81001100	CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10				10	
* 95	81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	73				73	
* 96	81018600	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	80			80		
* 97	81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	364				364	
* 98	81400100	HANDHOLE	EACH	3			1	2	
* 99	81400200	HEAVY-DUTY HANDHOLE	EACH	1				1	
* 100	81400300	DOUBLE HANDHOLE	EACH	2				2	
* 101	81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2,509			1,400	1,109	
* 102	81601020	UNIT DUCT WITH 3-1/C NO. 2 AND 1-1/C NO. 4 GROUND, 600 V (XLP-TYPE USE), 2" DIA., POLYETHYLENE	FOOT	1,510			1,510		
* 103	82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	1			1		
* 104	83050810	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. M.A.	EACH	1			1		
* 105	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	80			80		
* 106	83600215	LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	15			15		
* 107	83800505	BREAKAWAY DEVICE, COUPLING, WITH ALUMINUM SKIRT	EACH	9			9		
* 108	84200700	LIGHTING FOUNDATION REMOVAL	EACH	8			8		
* 109	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	8			8		
* 110	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2				2	
* 111	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	632				632	
* 112	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	3,064				3,064	
* 113	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	829				829	
* 114	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	4,561				4,561	
* 115	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 2C	FOOT	37				37	
* 116	87700290	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1				1	
* 117	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8				8	
* 118	87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4				4	
* 119	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	15				15	
* 120	87900200	DRILL EXISTING HANDHOLE	EACH	3				3	
* 121	88500100	INDUCTIVE LOOP DETECTOR	EACH	2				2	

ITEM NUMBER	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	U.S. ROUTE 20 (LAKE STREET) AND SWIFT ROAD				
					J000-2A	Y003	SFTY-1D	Y030-1E	Y031-1F
					ROADWAY	LAND-SCAPING	PAVEMENT MARKING	HIGHWAY ILLUMINATION	TRAFFIC CONTROL SIGNALS
* 122	88600100	DETECTOR LOOP, TYPE I	FOOT	971					971
* 123	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1					1
* 124	89501150	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	2					2
* 125	89501300	RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE	EACH	1					1
* 126	89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2					2
* 127	89502200	MODIFY EXISTING CONTROLLER	EACH	2					2
* 128	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1					1
* 129	89502380	REMOVE EXISTING HANDHOLE	EACH	4					4
* 130	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	5					5
* 131	X0322925	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C	FOOT	2,876					2,876
132	X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	20	20				
* 133	X0323574	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	3				3	
* 134	X3560130	BITUMINOUS CONCRETE BASE COURSE WIDENING, SUPERPAVE 9"	SQ YD	818	818				
135	X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N70	TON	465	465				
136	X4066616	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70	TON	717	717				
137	X4066770	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70	TON	550	550				
* 138	X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1					1
* 139	X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	2,934					2,934
* 140	X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	587					587
* 141	X8730250	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED	FOOT	632					632
* 142	X8800020	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	7					7
* 143	X8800045	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	3					3
* 144	X8800060	SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2					2
* 145	X8800070	SIGNAL HEAD, L.E.D., 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1					1
* 146	X8805280	SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-5 SECTION BRACKET MOUNTED	EACH	1					1
* 147	XX002189	RELOCATE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET, COMPLETE	EACH	1					1
* 148	XX002856	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	L SUM	1					1
* 149	XX003338	TEST HOLE	EACH	10	10				
150	XX003503	FLARED END SECTION REMOVAL	EACH	1	1				
151	Z0000990	AGGREGATE FOR TEMPORARY ACCESS	TON	500	500				
152	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	2,506	2,506				
153	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1				
154	Z0076600	TRAINEES	HOURS	500	500				
* 155	XX006229	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER, SPECIAL	FOOT	15					15

* SPECIALTY ITEM
 Δ 1090

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
SUMMARY OF QUANTITIES
 LAKE STREET/SWIFT ROAD

DATE: 4/01/05
 DESIGNED BY: S.J.C.
 CHECKED BY: D.W.B.



SCHEDULES OF QUANTITIES

P.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	6
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794				

SCHEDULE OF CURB AND GUTTER			
STATION		CONC. C&G	
FROM	TO	TYPE B-6.12 (FT.)	TYPE B-6.24 (FT.)
LAKE STREET			
122+02	123+00	98	
123+00	124+00	100	54
124+00	125+00	100	100
125+00	126+00	100	100
126+00	127+00	100	100
127+00	128+00	10	100
128+00	129+00		100
129+00	130+00		119
130+00	131+00		54
131+00	132+00		17
132+00	133+00		
133+00	134+00	84	
134+00	135+00	100	
135+00	136+00	100	
136+00	137+00	101	
137+00	138+00	101	
138+00	138+25	25	
SUBTOTAL LAKE STREET		1,019	744
SWIFT ROAD			
791+50	792+00		101
792+00	793+00		200
793+00	794+00		200
794+00	795+00		200
795+00	796+00	35	200
796+00	797+00		200
797+00	798+00		201
798+00	798+82.9		166
SUBTOTAL SWIFT ROAD		35	1,468
TOTAL		1,054	2,212

SCHEDULE OF CLASS D PATCHES		
STATION		CLASS D PATCHES
FROM	TO	TYPE IV, 12" (SY)
SWIFT ROAD		
796+01	796+07	33
TOTAL		33

SCHEDULE OF TREE RELOCATION	
INITIAL LOCATION	
STATION	OFFSET (FT.)
LAKE STREET	
123+20	14 RT.
123+64	14 RT.
124+28	13 RT.
124+60	13 RT.
124+92	13 RT.
125+23	11 RT.
125+64	9 RT.
126+12	8 RT.
126+36	7 RT.
134+68	11 RT.
134+78	16 RT.
134+87	9 RT.
134+97	15 RT.
135+07	8 RT.
135+18	14 RT.
135+28	5 RT.
135+37	14 RT.
135+47	4 RT.
135+57	14 RT.
135+67	5 RT.
135+77	13 RT.
135+87	4 RT.
136+22	13 RT.
136+40	4 RT.
136+57	12 RT.
136+75	4 RT.
137+47	7 RT.
TOTAL = 27 EA	

SCHEDULE OF TREE REMOVAL		
STATION		OVER 15 UNITS
SWIFT RD.	OFFSET (FT.)	DIAMETER
793+01	38 RT.	36
TOTAL = 36 UNITS		

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

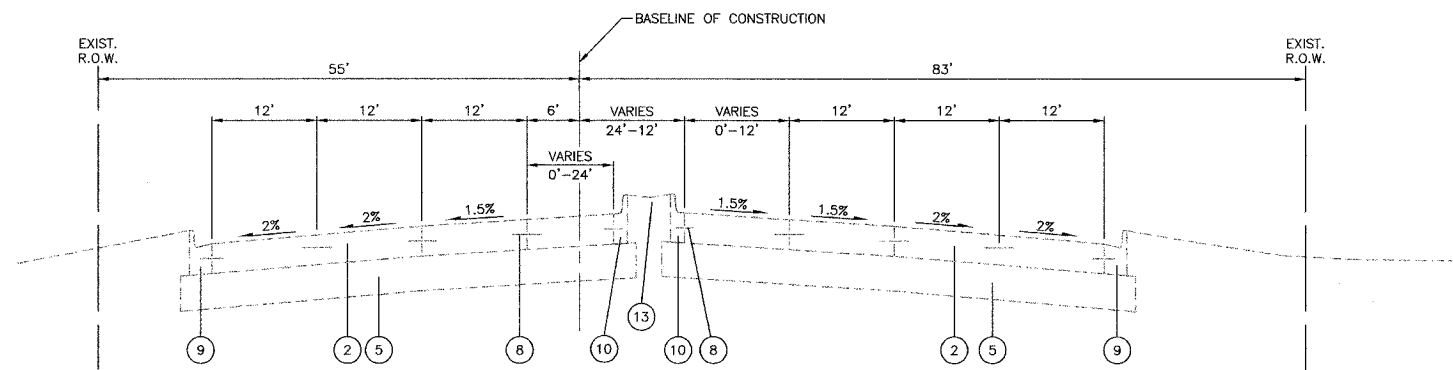
SCHEDULES OF QUANTITIES

LAKE STREET/SWIFT ROAD

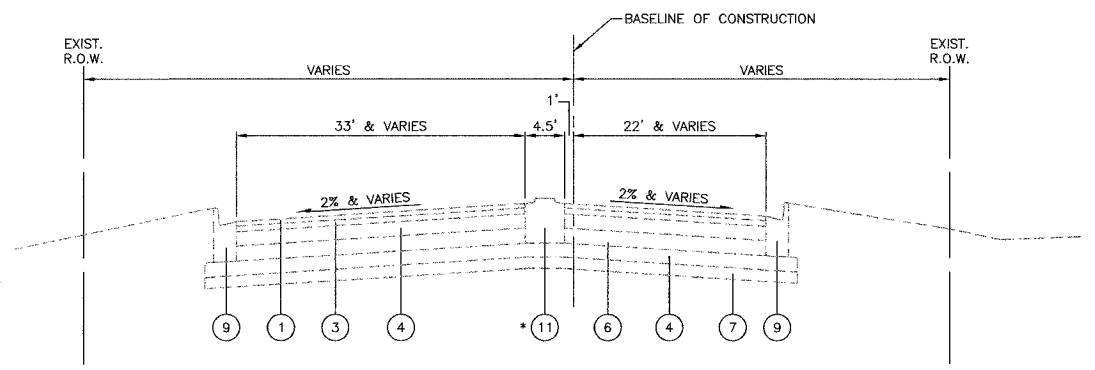
DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.



APP. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	7
EXISTING TYPICAL SECTIONS				
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				

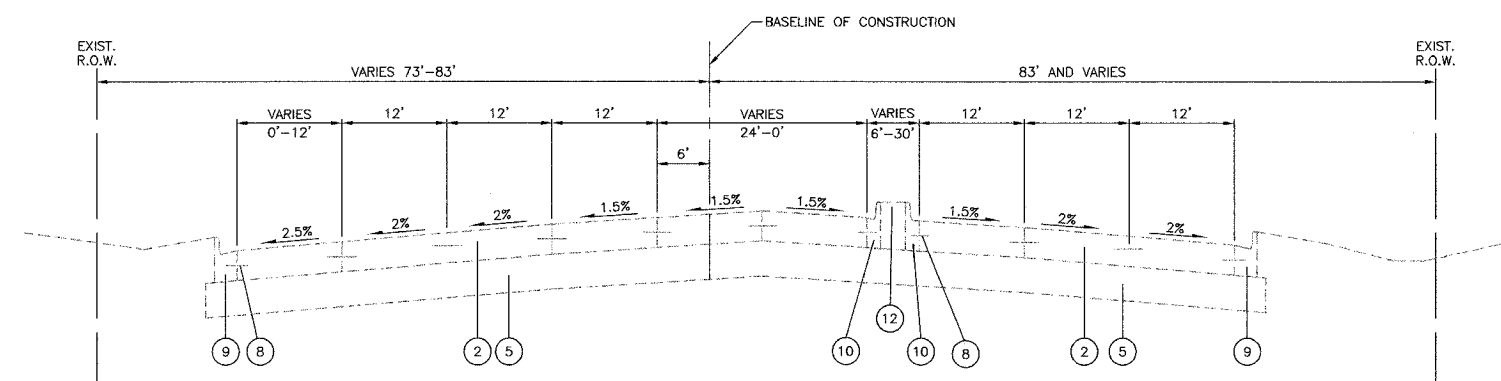


EXISTING TYPICAL SECTION
LAKE STREET
 STA. 122+02 TO 129+48 (SWIFT ROAD)

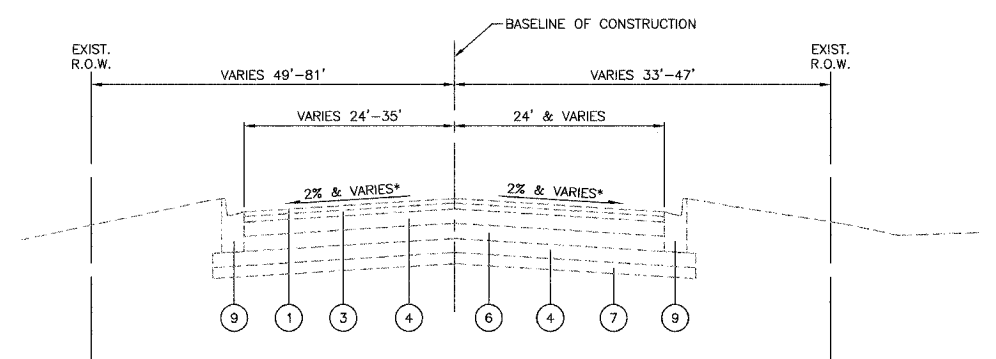


EXISTING TYPICAL SECTION
SWIFT ROAD
 STA. 788+98 TO STA. 791+50

* P.C.C. MOUNTABLE MEDIAN
 STA. 789+00 TO STA. 790+61



EXISTING TYPICAL SECTION
LAKE STREET
 130+60 (SWIFT ROAD) TO STA. 138+25



EXISTING TYPICAL SECTION
SWIFT ROAD
 STA. 791+50 TO 799+32 (LAKE STREET)

* EXISTING CROSS SLOPES VARY AS PAVEMENT BECOMES SUPERELEVATED (SEE PROPOSED CROSS SECTIONS).

LEGEND

- ① EXISTING BITUMINOUS CONCRETE SURFACE COURSE, 1 1/2"
- ② EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 10 1/4" (HINGE-JOINTED)
- ③ EXISTING BITUMINOUS CONCRETE BINDER COURSE, 2"
- ④ EXISTING BITUMINOUS CONCRETE BASE COURSE, 5" AND VARIES
- ⑤ EXISTING AGGREGATE SUBBASE, 12" AND VARIES
- ⑥ EXISTING CRUSHED STONE AND SAND, 5" AND VARIES
- ⑦ EXISTING GRANULAR BASE, 4" AND VARIES
- ⑧ EXISTING TIE BAR
- ⑨ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑩ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ⑪ EXISTING P.C.C. MOUNTABLE MEDIAN
- ⑫ EXISTING P.C.C. MEDIAN
- ⑬ EXISTING LANDSCAPED MEDIAN

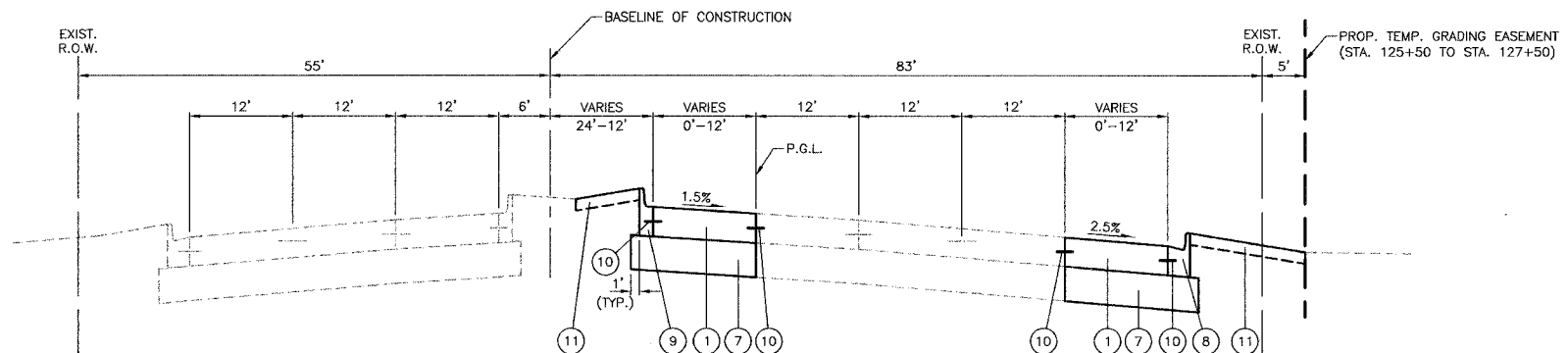
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
EXISTING TYPICAL SECTIONS
LAKE STREET/SWIFT ROAD

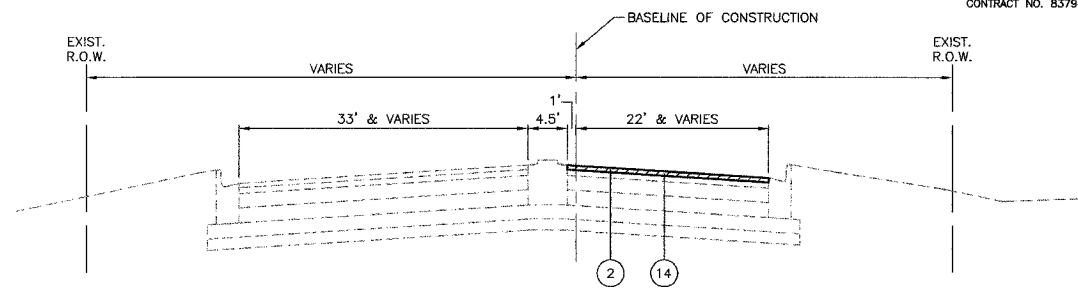
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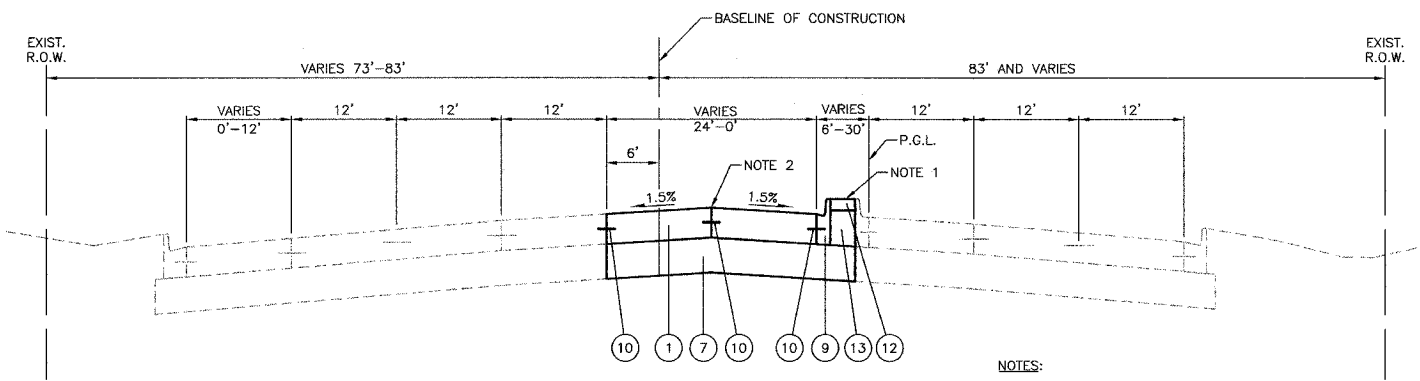
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	8
PROPOSED TYPICAL SECTIONS				
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		



**PROPOSED TYPICAL SECTION
LAKE STREET**
STA. 122+02 TO STA. 129+46 (SWIFT ROAD)

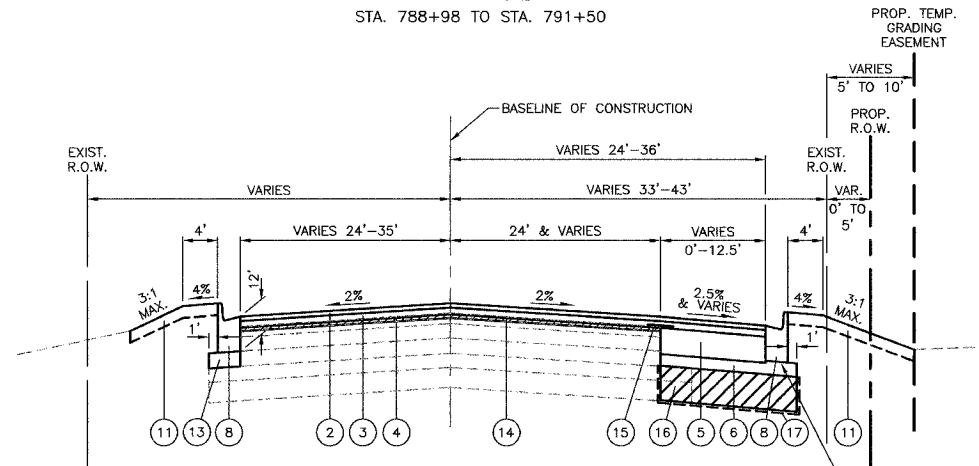


**PROPOSED TYPICAL SECTION
SWIFT ROAD**
STA. 788+98 TO STA. 791+50



**PROPOSED TYPICAL SECTION
LAKE STREET**
STA. 131+00 TO STA. 138+25

- NOTES:**
1. TOPSOIL, FURNISHED AND PLACED, 4" AND SODDING, SALT TOLERANT STA. 136+25 TO STA. 138+50.
 2. LONGITUDINAL CONSTRUCTION JOINT



**PROPOSED TYPICAL SECTION
SWIFT ROAD**
STA. 791+50 TO STA. 793+95
STA. 798+40 TO STA. 798+84 (LAKE STREET)
(NORMAL CROWN)

PROP. TEMP. GRADING EASEMENT

VAR. 5' TO 10'

PROP. R.O.W.

VAR. 0' TO 5'

EXIST. R.O.W.

VAR. 0' TO 5'

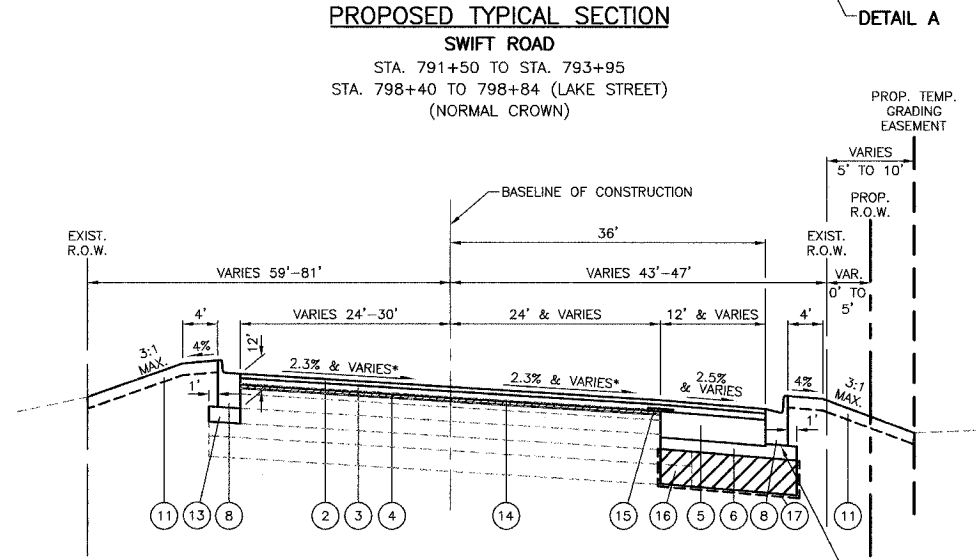
EXIST. R.O.W.

VAR. 0' TO 5'

PROP. R.O.W.

VAR. 5' TO 10'

PROP. TEMP. GRADING EASEMENT

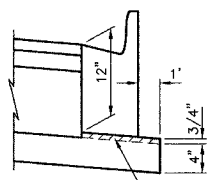


**PROPOSED TYPICAL SECTION
SWIFT ROAD**
STA. 793+95 TO STA. 798+40
(SUPERELEVATED)

* CROSS SLOPES VARY THROUGH SUPERELEVATED SECTION. SEE SUPERELEVATION TABLE IN DETAILS.

LEGEND

1. PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 10 1/2" (JOINTED)
2. PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
3. PROPOSED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70, 2 1/4"
4. PROPOSED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N70, VARIABLE DEPTH (MIX D)
5. PROPOSED BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, 9"
6. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 4"
7. PROPOSED AGGREGATE SUBGRADE, 12"
8. PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
9. PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
10. PROPOSED #6 TIE BARS 24" LONG @ 24" CENTERS (TIE BARS TO EXISTING PAVEMENT PAID FOR AS REINFORCING BARS, EPOXY COATED)
11. PROPOSED TOPSOIL, FURNISHED AND PLACED, 4" AND SODDING, SALT TOLERANT
12. PROPOSED CONCRETE MEDIAN SURFACE, 4"
13. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B
14. BITUMINOUS SURFACE REMOVAL, 1 1/2"
15. STRIP REFLECTIVE CRACK CONTROL TREATMENT (SYSTEM A)
16. PROPOSED UNDERCUT AND POROUS GRANULAR EMBANKMENT, SUBGRADE (AS NEEDED)
17. PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (AS NEEDED)



DETAIL A

ADDITIONAL AGGREGATE SUBBASE (COST SHALL BE INCLUDED IN COMB. CONC. CURB AND GUTTER)

BITUMINOUS MIXTURE REQUIREMENT

ITEM	AC TYPE	VOIDS	RAP %	USAGE
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	4% @ 70 GYR.	10%	SWIFT ROAD WIDENING & RESURFACING
BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70	PG 64-22	4% @ 70 GYR.	15%	SWIFT ROAD WIDENING & RESURFACING
*LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N70, (MIX D)	PG 64-22	4% @ 70 GYR.	10%	SWIFT ROAD RESURFACING
BITUMINOUS BASE COURSE WIDENING, SUPERPAVE, OF THE THICKNESS SPECIFIED	PG 58-22	2% @ 50 GYR.	50%	SWIFT ROAD WIDENING
CLASS D PATCHES IL-19mm (12")	PG 64-22	4% @ 70 GYR.	15%	SWIFT ROAD PATCHES

* IN SECTIONS WHERE THE THICKNESS OF THE LEVEL BINDER LIFT IS MORE THAN 2", THE CONTRACTOR MAY ELECT TO PAVE WITH BITUMINOUS CONCRETE BINDER MATERIAL, SUPERPAVE, IL-19, N70.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
**PROPOSED TYPICAL SECTIONS
LAKE STREET/SWIFT ROAD**

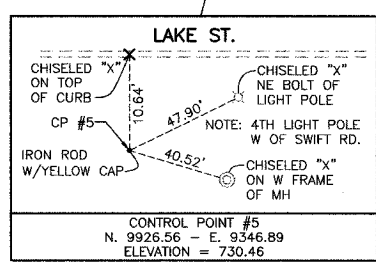
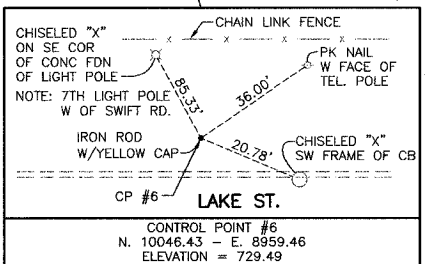
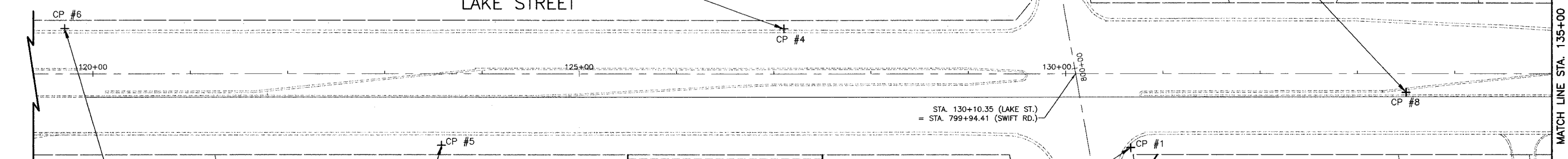
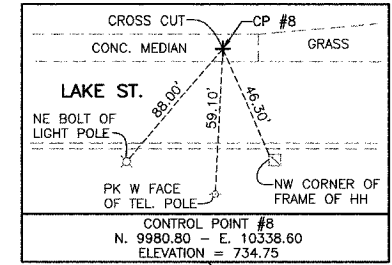
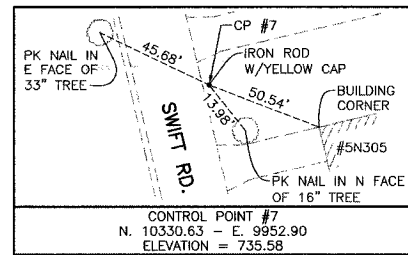
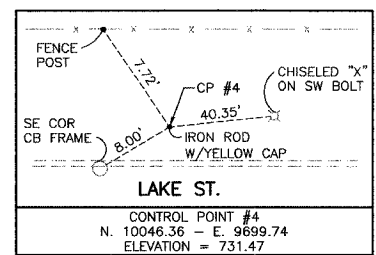
DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.



PROP. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	9
ALIGNMENT, TIES AND BENCHMARKS				
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 83794	

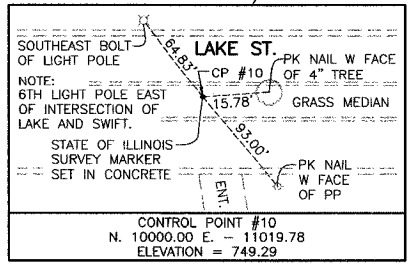
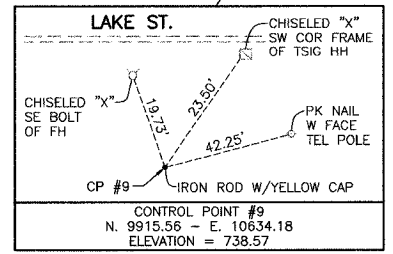
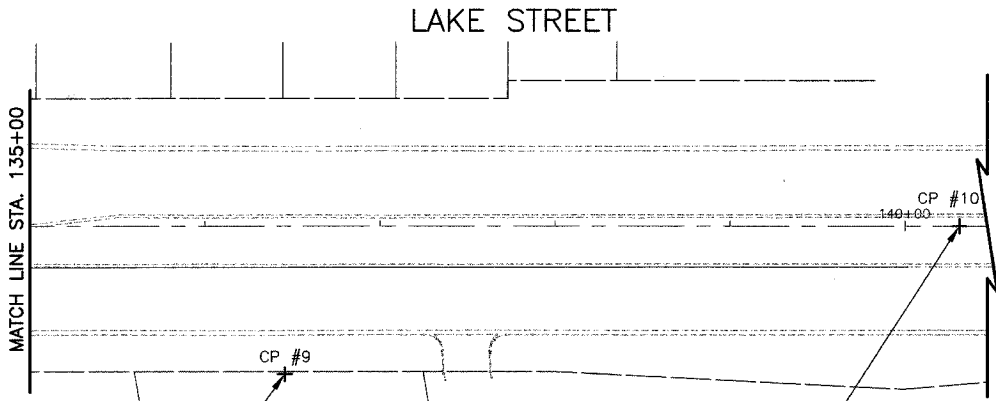
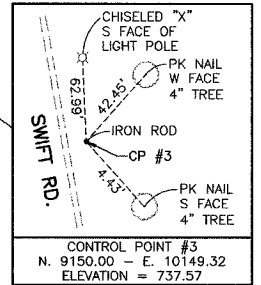
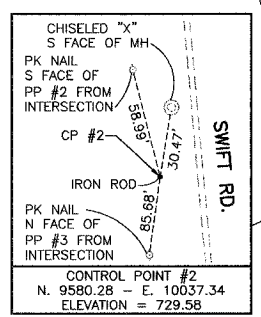
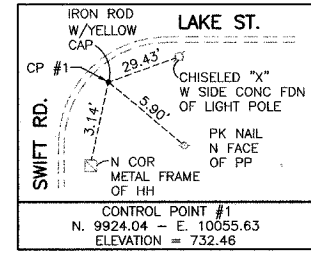
BENCHMARKS

- BM #1 RAILROAD SPIKE IN POWER POLE. STA. 142+97.76' RT. U.S. ROUTE 20. ELEV. 747.72
- BM #2 RAILROAD SPIKE IN POWER POLE. STA. 805+23.25' LT. SWIFT RD. ELEV. 741.43
- TBM #3 CONTROL POINT #3. IRON ROD SET ON EAST SIDE OF SWIFT ROAD APPROXIMATELY 900 FEET SOUTH OF LAKE/SWIFT INTERSECTION AND 8.5' EAST OF EAST E.O.P. OF SWIFT RD. ELEV. 737.57
- TBM #4 CONTROL POINT #9. IRON ROD SET ON SOUTH SIDE OF LAKE ST. APPROXIMATELY 625' EAST OF LAKE/SWIFT INTERSECTION AND 25' SOUTH OF SOUTH E.O.P. OF LAKE ST. ELEV. 738.57
- TBM #5 CONTROL POINT #1. IRON ROD SET ON SOUTHEAST CORNER OF LAKE/SWIFT INTERSECTION. ELEV. 749.29



CURVE #1
 $\Delta = 06^\circ-42'-38''$
 $T = 170.02'$
 $R = 2900.00'$
 $L = 339.65'$
 $C = 339.45'$
 $E = 4.98'$
 P.C. STA. = 790+73.20
 P.T. STA. = 792+43.22
 $N = 9255.16$
 $E = 10094.58$
 P.T. STA. = 794+12.85

CURVE #2
 $\Delta = 05^\circ-09'-19''$
 $T = 90.04'$
 $R = 2000.00'$
 $L = 179.95'$
 $C = 179.89'$
 $E = 2.03'$
 P.C. STA. = 795+52.28
 P.T. STA. = 796+42.32
 $N = 9653.19$
 $E = 10060.45$
 P.T. STA. = 797+32.24

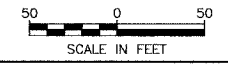


BASELINE COORDINATES - SWIFT ROAD			
STATION	DESCRIPTION	NORTHING	EASTING
788+95.9	B.O.P. (SWIFT RD.)	8914.95	10164.44
790+73.2	P.C. (CURVE #1)	9088.62	10128.77
794+12.85	P.T. (CURVE #1)	9424.56	10080.04
795+52.28	P.C. (CURVE #2)	9563.48	10068.14
797+32.24	P.T. (CURVE #2)	9741.85	10044.73
799+94.41	©-© (LAKE/SWIFT)	10000.00	9998.97
801+91.93	P.I.	10194.48	9984.49
806+00	E.O.P. (SWIFT RD.)	10595.73	9890.18
BASELINE COORDINATES - LAKE STREET			
STATION	DESCRIPTION	NORTHING	EASTING
115+00	B.O.P. (LAKE ST.)	10000.00	8488.62
130+10.35	©-© (LAKE/SWIFT)	10000.00	9998.97
140+50	E.O.P. (LAKE ST.)	10000.00	11038.62

B.O.P. = BEGINNING OF PROJECT ALIGNMENT
 P.C. = POINT OF CURVATURE
 P.T. = POINT OF TANGENCY
 E.O.P. = END OF PROJECT ALIGNMENT

MATCH LINE STA. 793+00

REVISIONS	
NAME	DATE

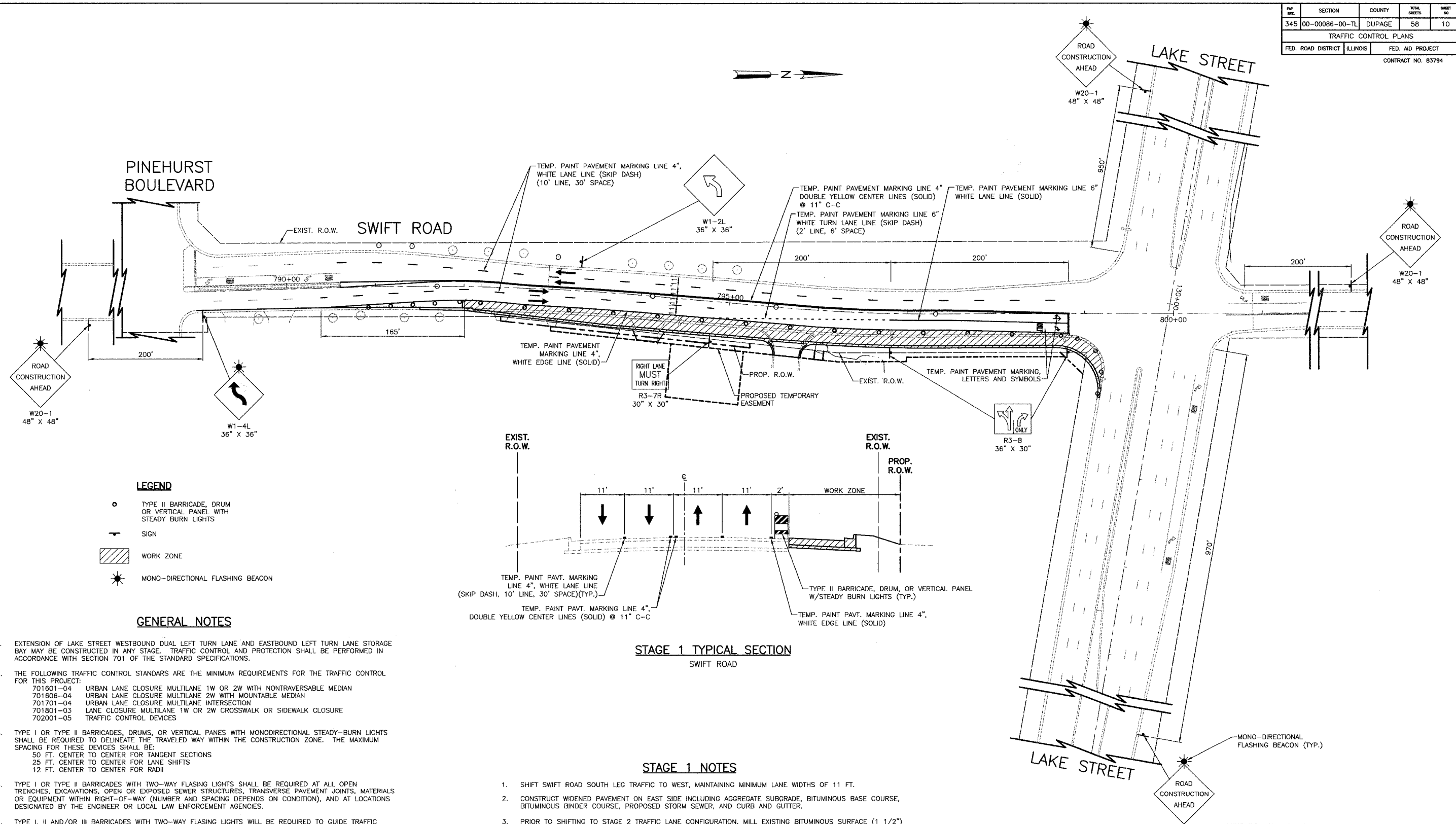


DATE: 4/01/05
 DESIGNED BY: S.J.C.
 CHECKED BY: D.W.B.

VILLAGE OF ADDISON
ALIGNMENT, TIES AND BENCHMARKS
 LAKE STREET/SWIFT ROAD



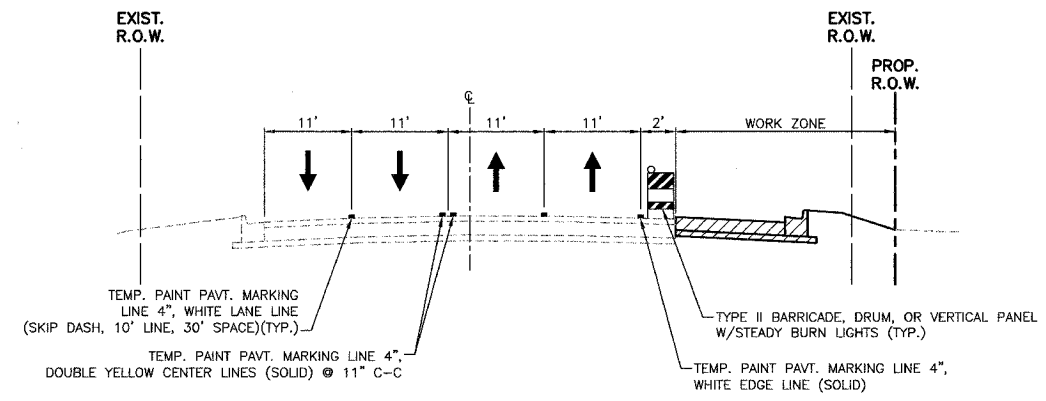
DP. SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	10
TRAFFIC CONTROL PLANS				
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				



- LEGEND**
- TYPE II BARRICADE, DRUM OR VERTICAL PANEL WITH STEADY BURN LIGHTS
 - SIGN
 - ▨ WORK ZONE
 - ★ MONO-DIRECTIONAL FLASHING BEACON

GENERAL NOTES

- EXTENSION OF LAKE STREET WESTBOUND DUAL LEFT TURN LANE AND EASTBOUND LEFT TURN LANE STORAGE BAY MAY BE CONSTRUCTED IN ANY STAGE. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATIONS.
- THE FOLLOWING TRAFFIC CONTROL STANDARDS ARE THE MINIMUM REQUIREMENTS FOR THE TRAFFIC CONTROL FOR THIS PROJECT:
 - 701801-04 URBAN LANE CLOSURE MULTILANE 1W OR 2W WITH NONTRAVERSABLE MEDIAN
 - 701806-04 URBAN LANE CLOSURE MULTILANE 2W WITH MOUNTABLE MEDIAN
 - 701701-04 URBAN LANE CLOSURE MULTILANE INTERSECTION
 - 701801-03 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
 - 702001-05 TRAFFIC CONTROL DEVICES
- TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANES WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE:
 - 50 FT. CENTER TO CENTER FOR TANGENT SECTIONS
 - 25 FT. CENTER TO CENTER FOR LANE SHIFTS
 - 12 FT. CENTER TO CENTER FOR RADII
- TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON CONDITION), AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.
- TYPE I, II AND/OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.
- THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.
- PLACE DRIVEWAY ENTRANCE SIGNS (WHITE LETTERS ON GREEN SIGN) AT COMMERCIAL AND RESIDENTIAL ENTRANCES THROUGHOUT THE PROJECT DURING EACH STAGE OF CONSTRUCTION. THIS SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.
- IT IS ANTICIPATED THAT NORTHBOUND AND SOUTHBOUND TRAFFIC MAY AT TIMES NEED TO BE REDUCED TO A SINGLE LANE IN ORDER TO CONSTRUCT EACH STAGE. THE DAILY LANE CLOSURES SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL STANDARDS AS LISTED IN ITEM NUMBER 2 IN THESE TRAFFIC CONTROL GENERAL NOTES.



STAGE 1 TYPICAL SECTION
SWIFT ROAD

STAGE 1 NOTES

- SHIFT SWIFT ROAD SOUTH LEG TRAFFIC TO WEST, MAINTAINING MINIMUM LANE WIDTHS OF 11 FT.
- CONSTRUCT WIDENED PAVEMENT ON EAST SIDE INCLUDING AGGREGATE SUBGRADE, BITUMINOUS BASE COURSE, BITUMINOUS BINDER COURSE, PROPOSED STORM SEWER, AND CURB AND GUTTER.
- PRIOR TO SHIFTING TO STAGE 2 TRAFFIC LANE CONFIGURATION, MILL EXISTING BITUMINOUS SURFACE (1 1/2") 22 FT. LEFT OF PROPOSED WIDENING AND PAVE LEVEL BINDER AND BITUMINOUS BINDER COURSE.

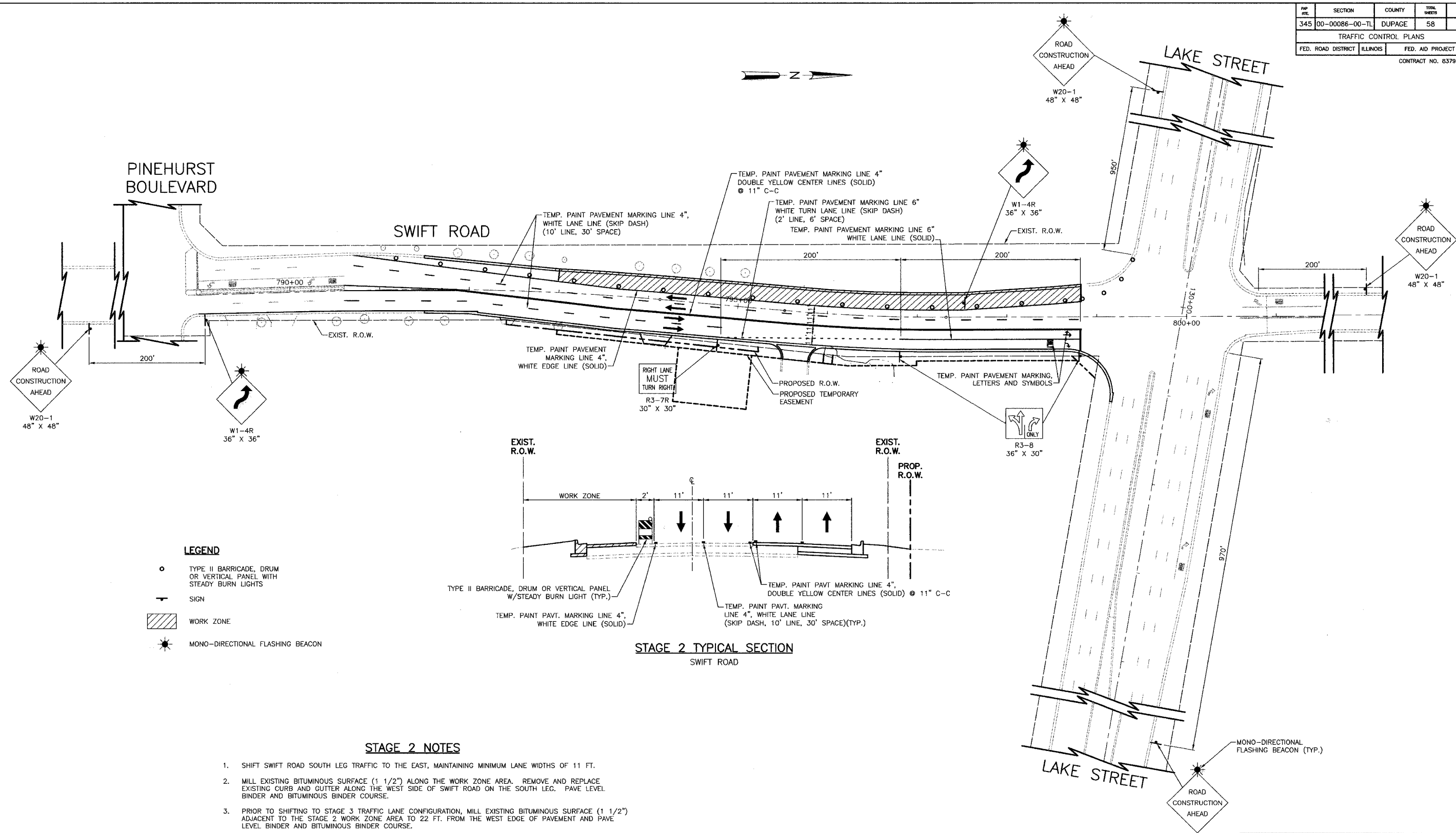
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
TRAFFIC CONTROL PLANS
STAGE 1
LAKE STREET/SWIFT ROAD

SCALE IN FEET

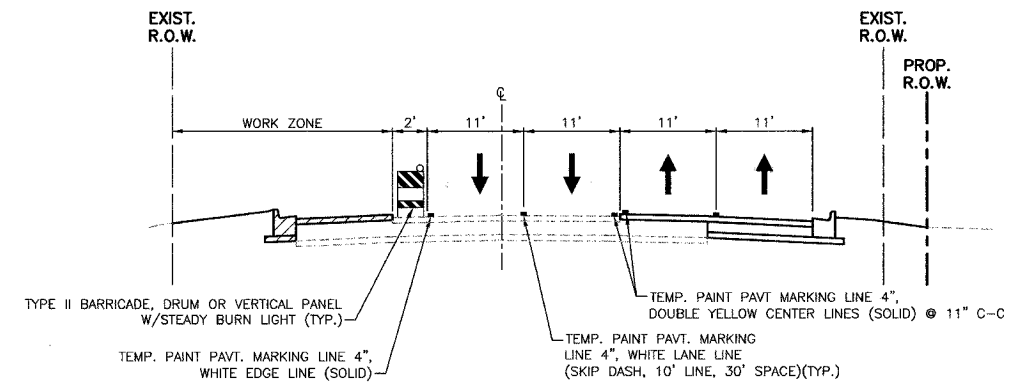
DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	11
TRAFFIC CONTROL PLANS				
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				



LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL PANEL WITH STEADY BURN LIGHTS
- SIGN
- ▨ WORK ZONE
- ★ MONO-DIRECTIONAL FLASHING BEACON



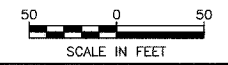
STAGE 2 TYPICAL SECTION
SWIFT ROAD

STAGE 2 NOTES

1. SHIFT SWIFT ROAD SOUTH LEG TRAFFIC TO THE EAST, MAINTAINING MINIMUM LANE WIDTHS OF 11 FT.
2. MILL EXISTING BITUMINOUS SURFACE (1 1/2") ALONG THE WORK ZONE AREA. REMOVE AND REPLACE EXISTING CURB AND GUTTER ALONG THE WEST SIDE OF SWIFT ROAD ON THE SOUTH LEG. PAVE LEVEL BINDER AND BITUMINOUS BINDER COURSE.
3. PRIOR TO SHIFTING TO STAGE 3 TRAFFIC LANE CONFIGURATION, MILL EXISTING BITUMINOUS SURFACE (1 1/2") ADJACENT TO THE STAGE 2 WORK ZONE AREA TO 22 FT. FROM THE WEST EDGE OF PAVEMENT AND PAVE LEVEL BINDER AND BITUMINOUS BINDER COURSE.

REVISIONS	
NAME	DATE

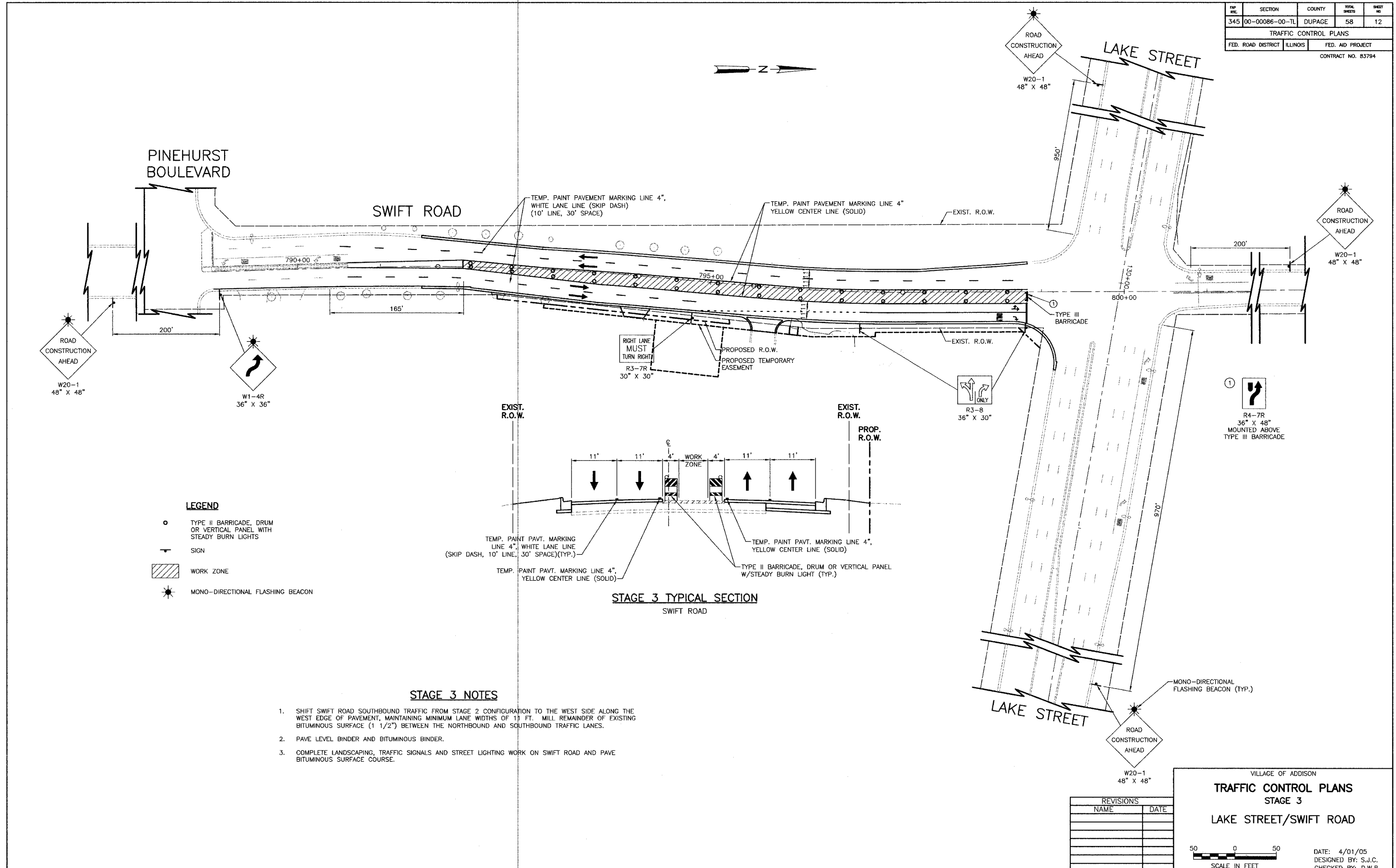
VILLAGE OF ADDISON
TRAFFIC CONTROL PLANS
STAGE 2
LAKE STREET/SWIFT ROAD



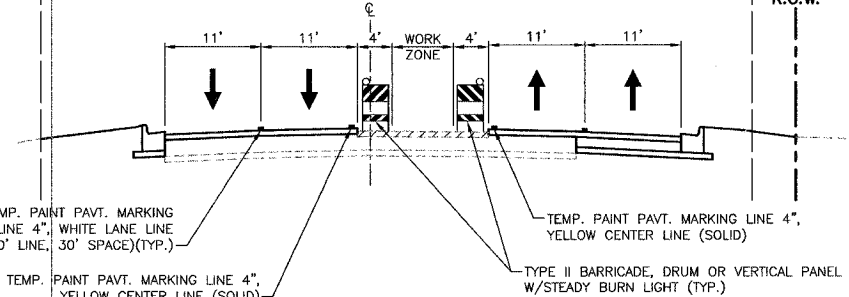
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DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.



SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345 00-00086-00-TL	DUPAGE	58	12
TRAFFIC CONTROL PLANS			
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 83794	



- LEGEND**
- TYPE II BARRICADE, DRUM OR VERTICAL PANEL WITH STEADY BURN LIGHTS
 - SIGN
 - ▨ WORK ZONE
 - ★ MONO-DIRECTIONAL FLASHING BEACON



- STAGE 3 NOTES**
- SHIFT SWIFT ROAD SOUTHBOUND TRAFFIC FROM STAGE 2 CONFIGURATION TO THE WEST SIDE ALONG THE WEST EDGE OF PAVEMENT, MAINTAINING MINIMUM LANE WIDTHS OF 11 FT. MILL REMAINDER OF EXISTING BITUMINOUS SURFACE (1 1/2") BETWEEN THE NORTHBOUND AND SOUTHBOUND TRAFFIC LANES.
 - PAVE LEVEL BINDER AND BITUMINOUS BINDER.
 - COMPLETE LANDSCAPING, TRAFFIC SIGNALS AND STREET LIGHTING WORK ON SWIFT ROAD AND PAVE BITUMINOUS SURFACE COURSE.

REVISIONS	
NAME	DATE

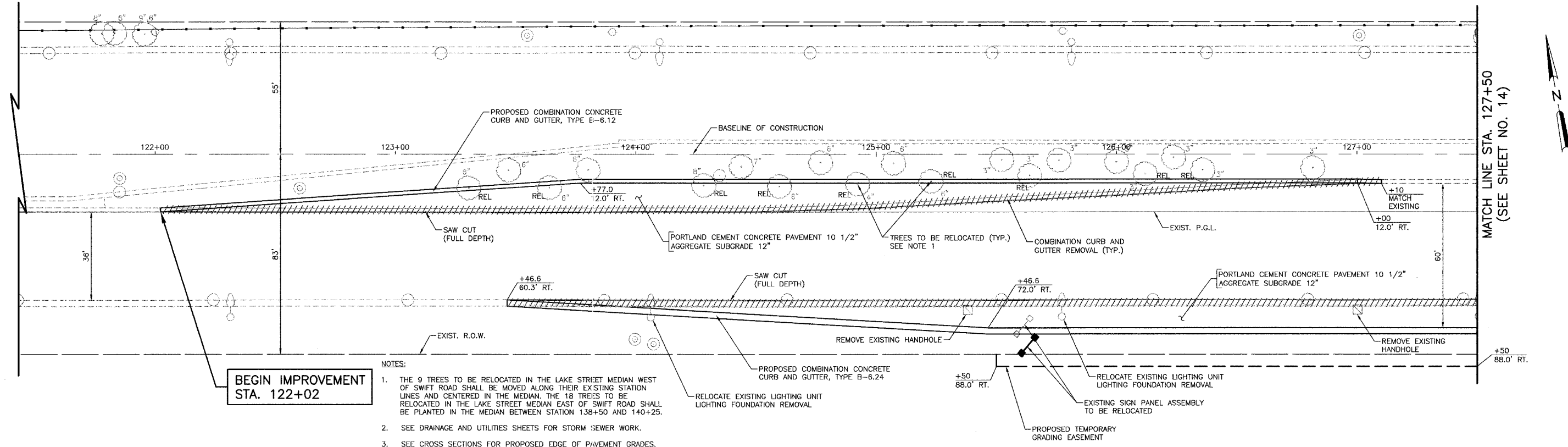
VILLAGE OF ADDISON
TRAFFIC CONTROL PLANS
STAGE 3
LAKE STREET/SWIFT ROAD

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.

SCALE IN FEET
0 50

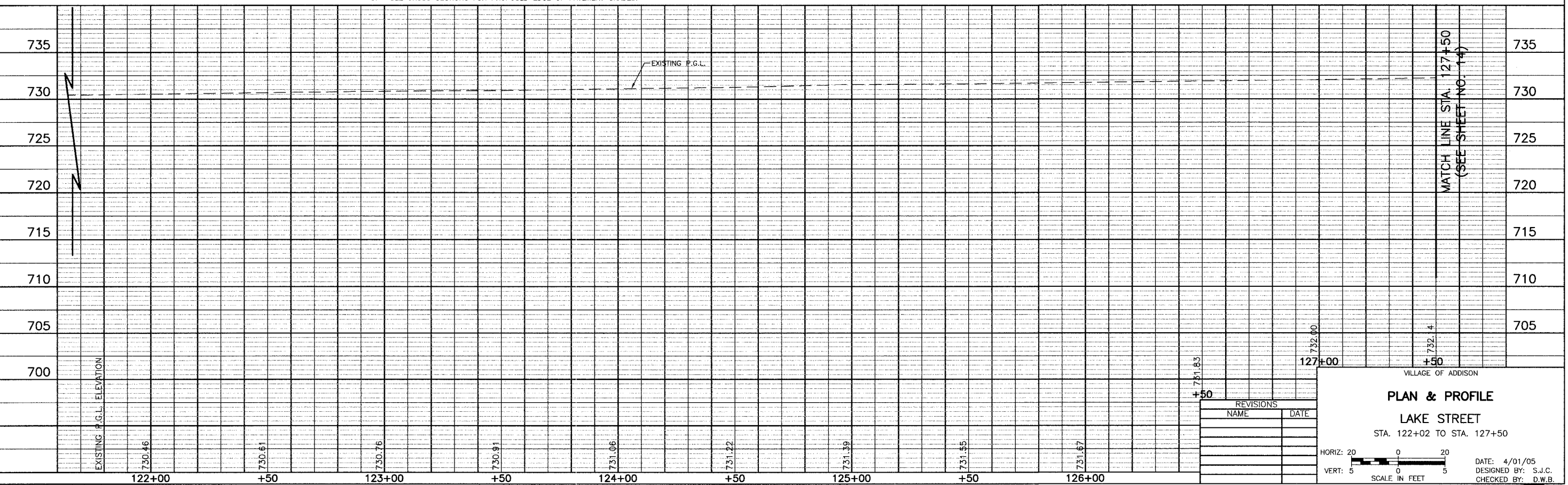
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	13
STA. 122+02		TO STA. 127+50		
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 63794				

LAKE STREET



**BEGIN IMPROVEMENT
STA. 122+02**

- NOTES:
1. THE 9 TREES TO BE RELOCATED IN THE LAKE STREET MEDIAN WEST OF SWIFT ROAD SHALL BE MOVED ALONG THEIR EXISTING STATION LINES AND CENTERED IN THE MEDIAN. THE 18 TREES TO BE RELOCATED IN THE LAKE STREET MEDIAN EAST OF SWIFT ROAD SHALL BE PLANTED IN THE MEDIAN BETWEEN STATION 138+50 AND 140+25.
 2. SEE DRAINAGE AND UTILITIES SHEETS FOR STORM SEWER WORK.
 3. SEE CROSS SECTIONS FOR PROPOSED EDGE OF PAVEMENT GRADES.



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

PLAN & PROFILE

LAKE STREET

STA. 122+02 TO STA. 127+50

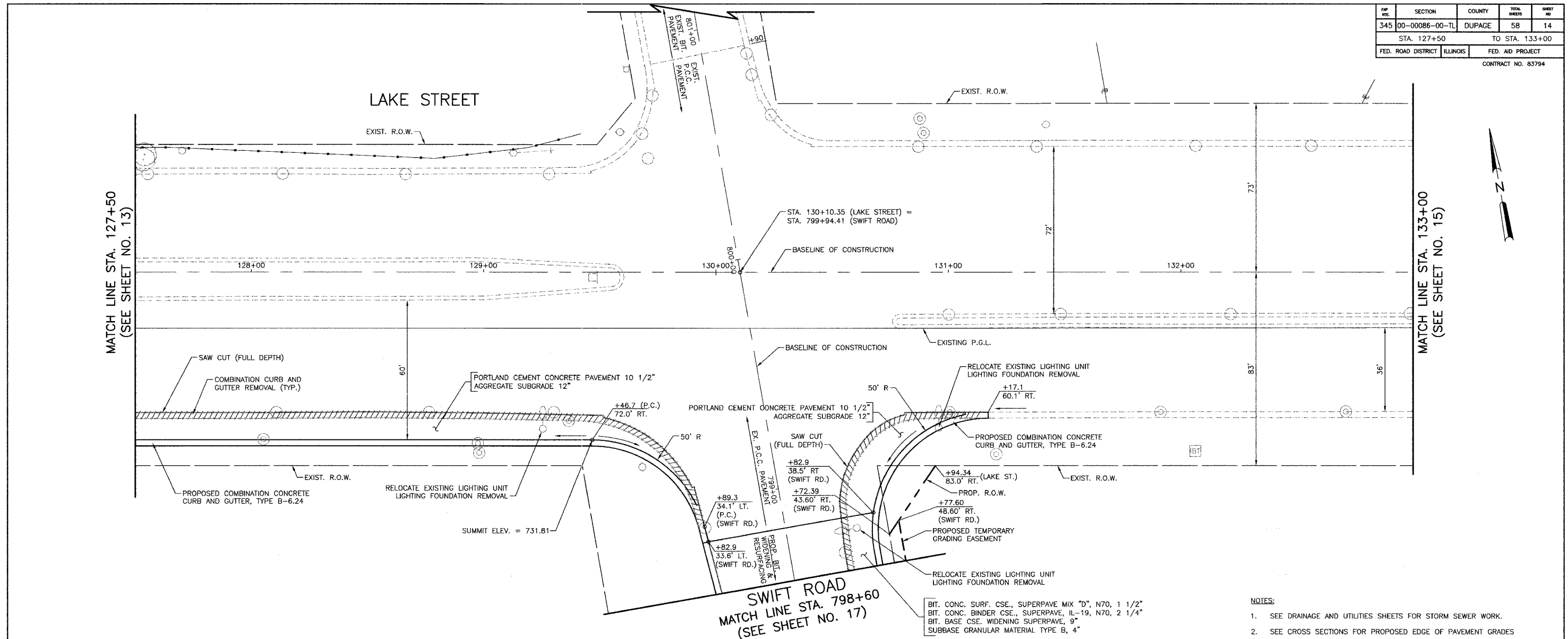
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VERT: 5

SCALE IN FEET

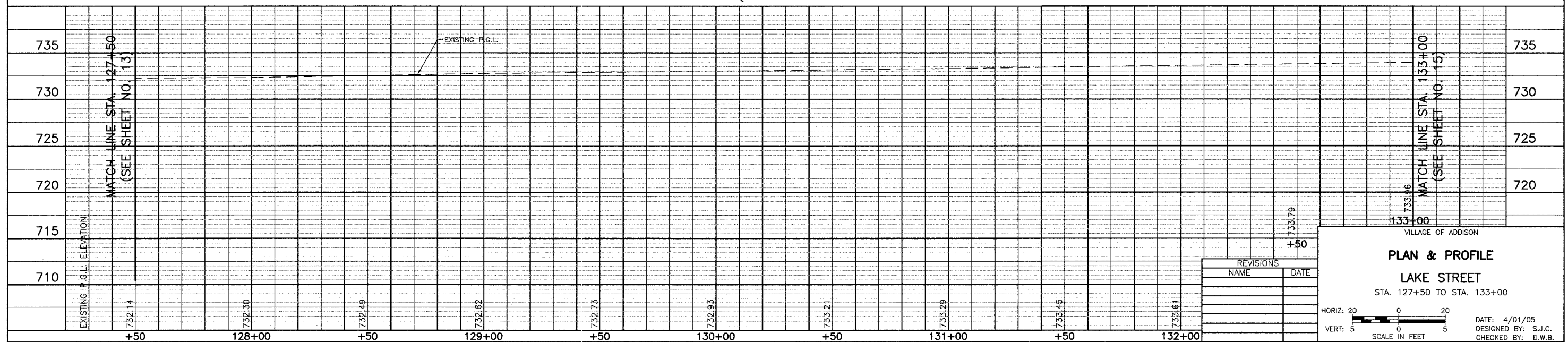
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DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.



SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345 00-00086-00-TL	DUPAGE	58	14
STA. 127+50 TO STA. 133+00			
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794			



- NOTES:**
- SEE DRAINAGE AND UTILITIES SHEETS FOR STORM SEWER WORK.
 - SEE CROSS SECTIONS FOR PROPOSED EDGE OF PAVEMENT GRADES



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

PLAN & PROFILE

LAKE STREET

STA. 127+50 TO STA. 133+00

HORIZ: 20
 VERT: 5
 SCALE IN FEET

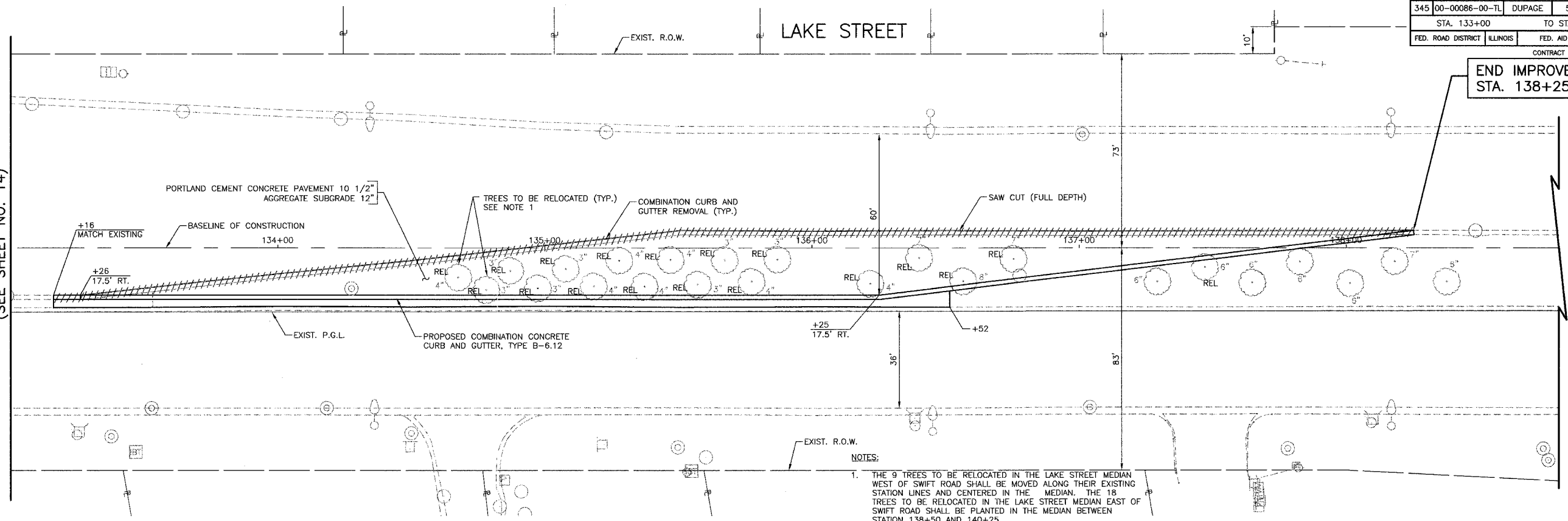
DATE: 4/01/05
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 CHECKED BY: D.W.B.



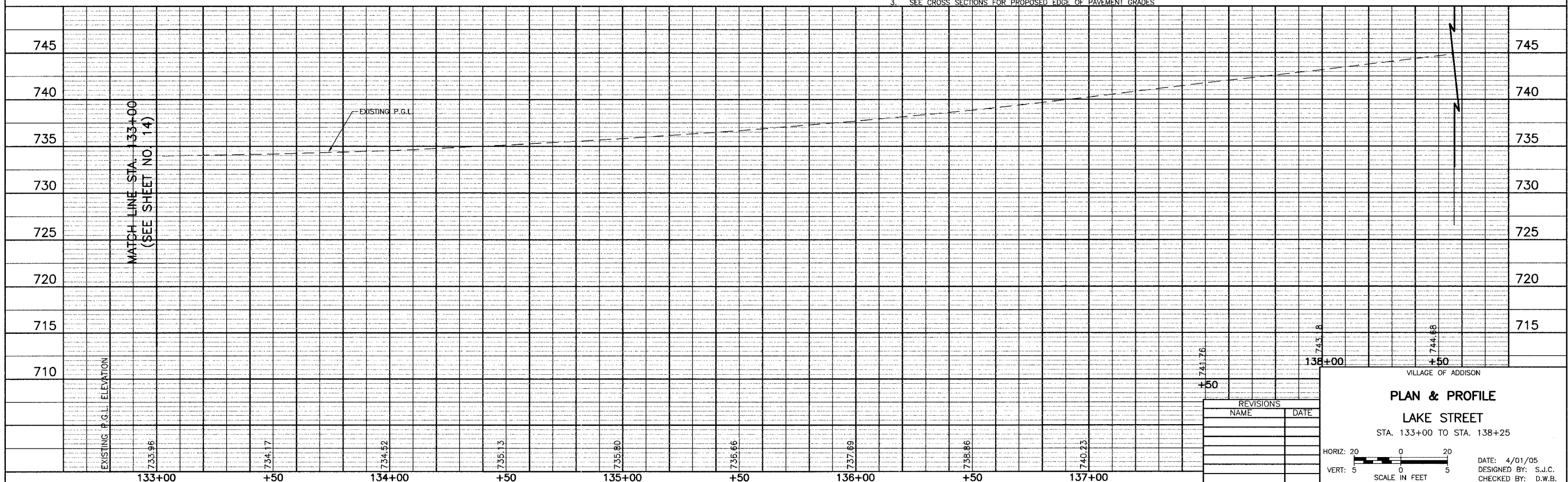
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345	00-00086-00-TL	DUPAGE	58	15
STA. 133+00		TO STA. 138+25		
FED. ROAD DISTRICT ILLINOIS		FED. AID PROJECT		
CONTRACT NO. 83794				

END IMPROVEMENT
STA. 138+25

MATCH LINE STA. 133+00
(SEE SHEET NO. 14)



- NOTES:
1. THE 9 TREES TO BE RELOCATED IN THE LAKE STREET MEDIAN WEST OF SWIFT ROAD SHALL BE MOVED ALONG THEIR EXISTING STATION LINES AND CENTERED IN THE MEDIAN. THE 18 TREES TO BE RELOCATED IN THE LAKE STREET MEDIAN EAST OF SWIFT ROAD SHALL BE PLANTED IN THE MEDIAN BETWEEN STATION 138+50 AND 140+25.
 2. SEE DRAINAGE AND UTILITIES SHEETS FOR STORM SEWER WORK.
 3. SEE CROSS SECTIONS FOR PROPOSED EDGE OF PAVEMENT GRADES.



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

PLAN & PROFILE

LAKE STREET

STA. 133+00 TO STA. 138+25

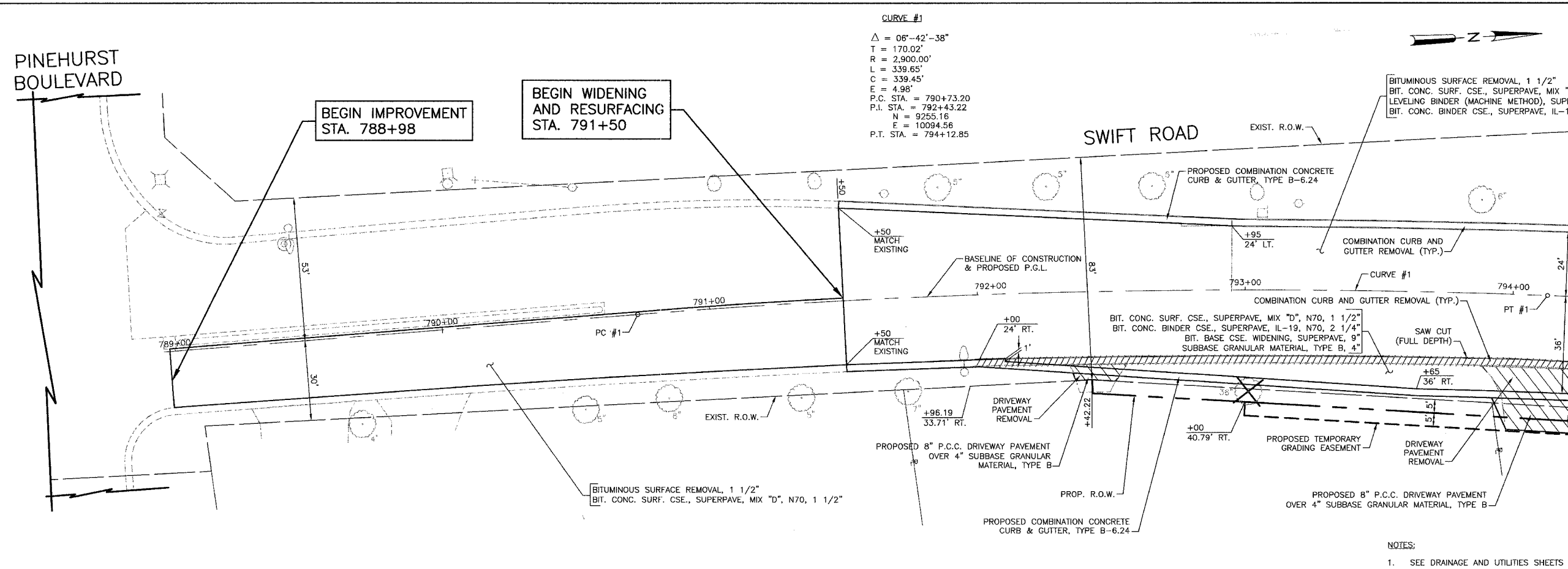
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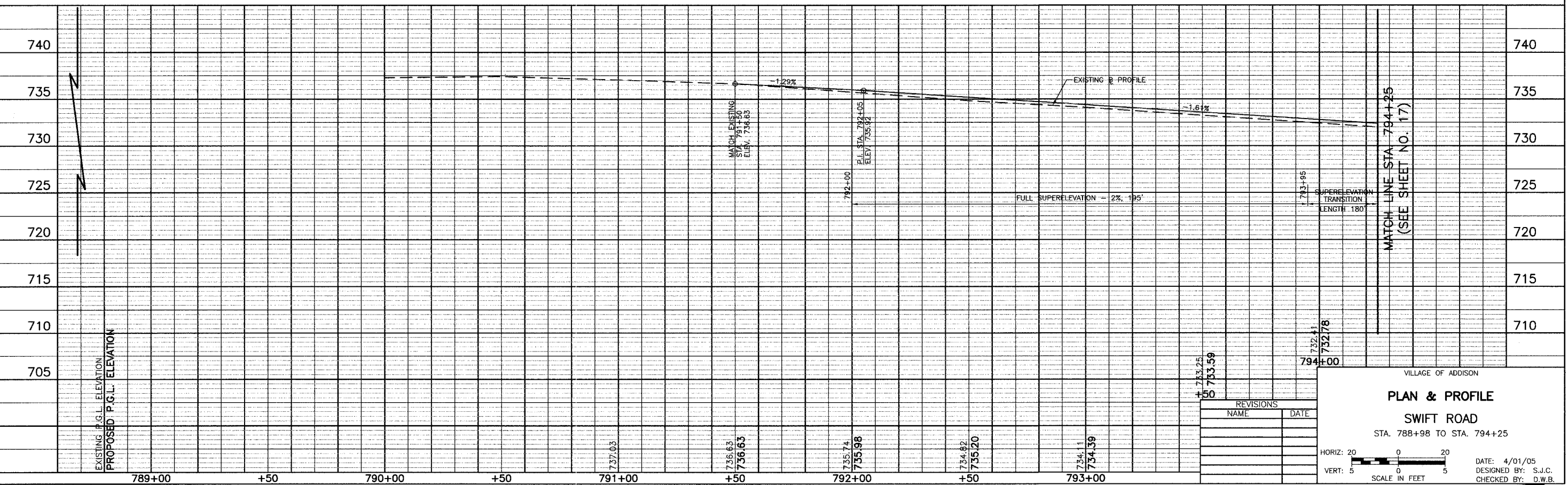
SCALE IN FEET

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-00086-00-TL	DUPAGE	58	16
STA. 788+98		TO STA. 794+25	
FED. ROAD DISTRICT ILLINOIS		FED. AID PROJECT	
CONTRACT NO. 83794			



NOTES:
1. SEE DRAINAGE AND UTILITIES SHEETS FOR STORM SEWER WORK.



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

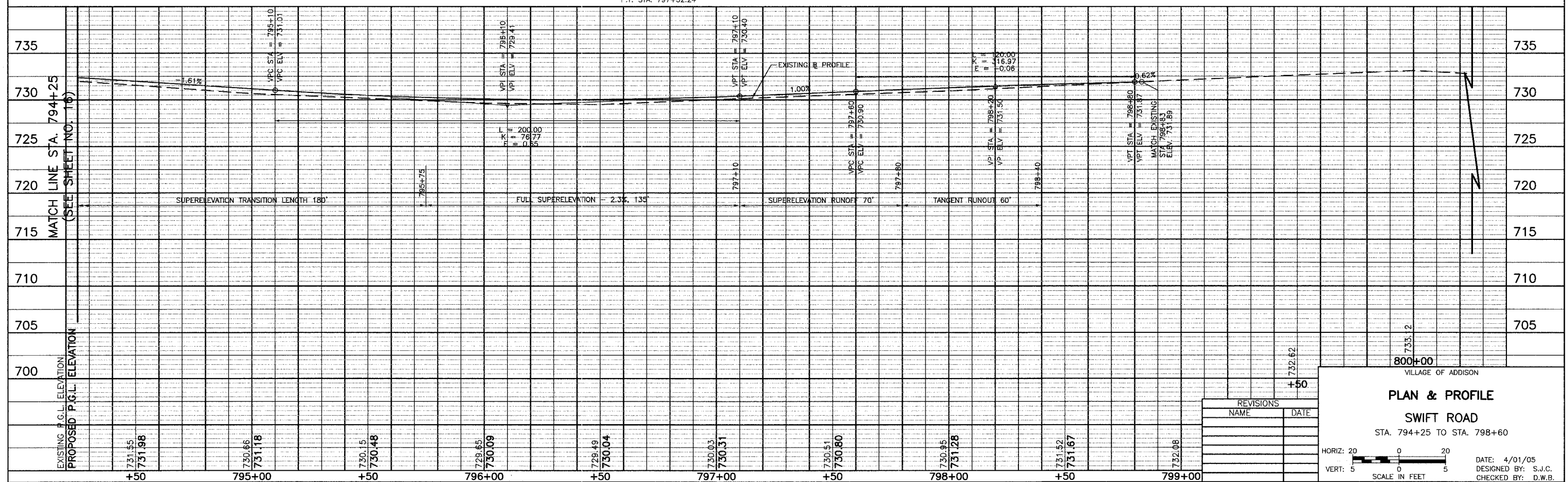
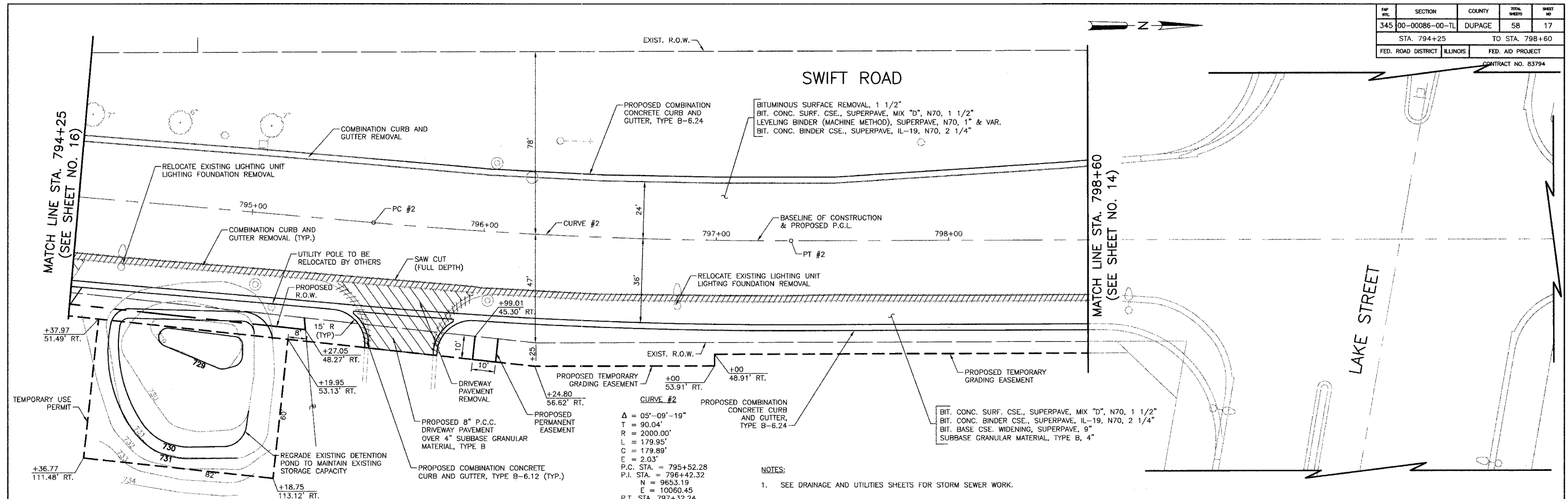
PLAN & PROFILE
SWIFT ROAD
STA. 788+98 TO STA. 794+25

HORIZ: 20
VERT: 5
SCALE IN FEET

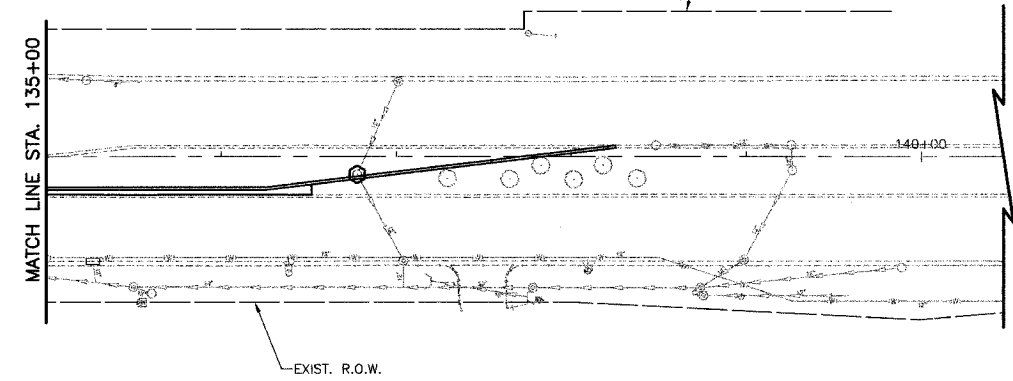
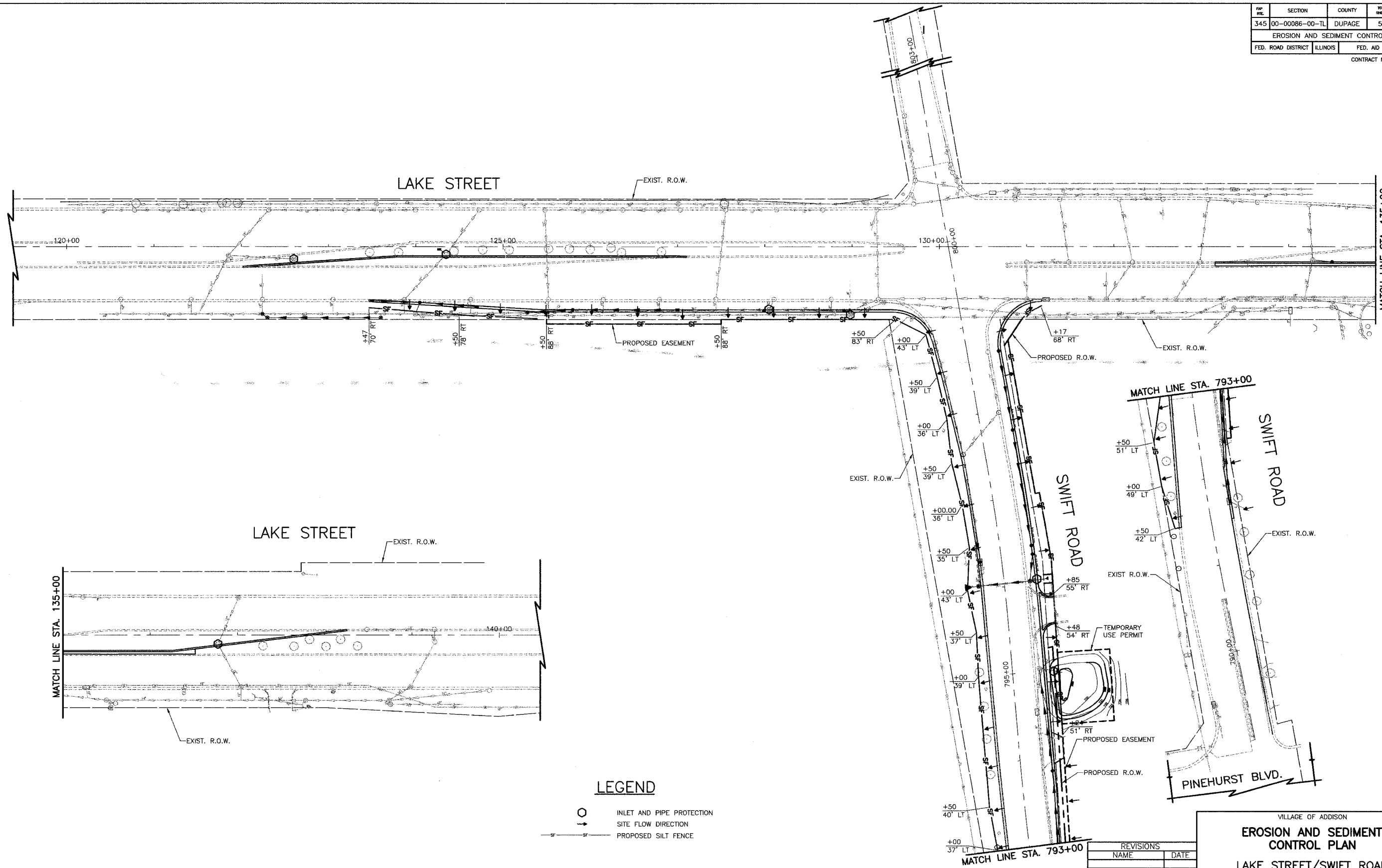
DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.



SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-00086-00-TL	DUPAGE	58	17
STA. 794+25 TO STA. 798+60		FED. AID PROJECT	
ILLINOIS		CONTRACT NO. 83794	



PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	18
EROSION AND SEDIMENT CONTROL PLAN				
FED. ROAD DISTRICT		ILLINOIS		FED. AID PROJECT
CONTRACT NO. 83794				

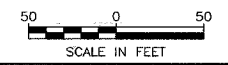


LEGEND

- INLET AND PIPE PROTECTION
- SITE FLOW DIRECTION
- PROPOSED SILT FENCE

NOTE: A QUANTITY OF 20 SEDIMENT CONTROL DRAINAGE STRUCTURE INLET FILTERS HAS BEEN PROVIDED TO BE USED FOR EXISTING AND PROPOSED DRAINAGE STRUCTURES AT LOCATIONS AS DIRECTED BY THE ENGINEER.

REVISIONS	
NAME	DATE



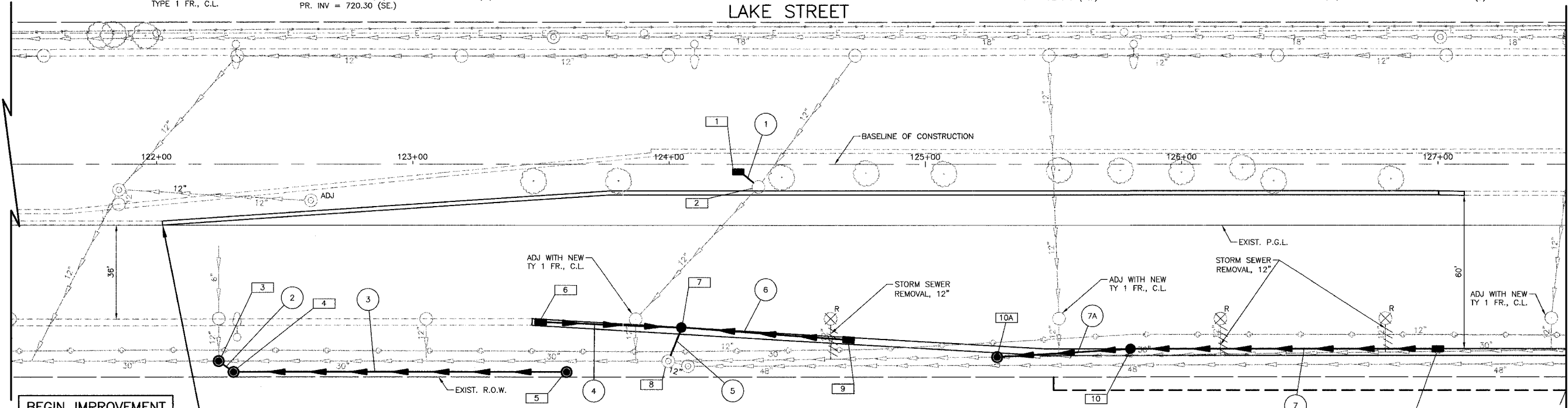
VILLAGE OF ADDISON
EROSION AND SEDIMENT CONTROL PLAN
 LAKE STREET/SWIFT ROAD

DATE: 4/01/05
 DESIGNED BY: SJC
 CHECKED BY: DWB



SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-00086-00-TL	DUPAGE	58	19
STA. 122+02		TO STA. 127+50	
FED. ROAD DISTRICT ILLINOIS		FED. AID PROJECT	
CONTRACT NO. 83794			

- 1 STA. 124+27, 3' RT. INLET T-A TYPE 8 GRATE RIM EL. = 731.5 INV EL. = 728.50
- 2 STA. 124+35, 9' RT. EXISTING CB EX. RIM = 731.5 EX. INV = 725.5 (SW, NE) PR. INV = 728.44 (NW) ADJUST WITH NEW TYPE 1 FR., C.L.
- 3 STA. 122+24, 77' RT. MH T-A, 6' DIA. TYPE 1 FR., C.L. RIM = 729.7 EX. INV = 720.2 (E.W.) EX. INV = 720.9 (N.) PR. INV = 720.30 (SE.)
- 4 STA. 122+30, 81' RT. MH T-A, 6' DIA. TYPE 1 FR., C.L. RIM = 729.6 INV = 720.32(NW.) INV = 720.42(E.)
- 5 STA. 123+60, 81' RT. MH T-A, 6' DIA. TYPE 1 FR., C.L. RIM = 729.6 INV = 720.55 (W.)
- 6 STA. 123+50, 60.53' RT. INLET T-A TYPE 24 F & G RIM = 730.29 INV = 727.92 (E.)
- 7 STA. 124+05, 63.74' RT. CB T-A, 4' DIA. TYPE 24 F & G RIM = 730.33 INV = 727.53 (E., SW., W.)
- 8 STA. 123+99, 77' RT. EXISTING MH EX. RIM = 730.2 EX. INV = 720.89 (W.) EX. INV = 720.99 (E., SE.) PR. INV = 727.48 (NE.)
- 9 STA. 124+70, 67.53' RT. INLET T-A TYPE 24 F & G RIM = 730.45 INV = 728.00 (W.)
- 10 STA. 125+80, 72' RT. CB T-C TYPE 24 F & G RIM = 730.69 EX. INV = 727.42 (E.) INV = 727.35 (W.)
- 10A STA. 125+28, 75' RT. MH T-A, 5' DIA. TYPE 1 FR., C.L. RIM = 730.85 EX. INV = 721.50 (E, W) PR. INV = 726.85 (E)
- 11 STA. 127+00, 72' RT. INLET T-A TYPE 24 F & G RIM = 731.08 PR. INV = 728.58 (W.)

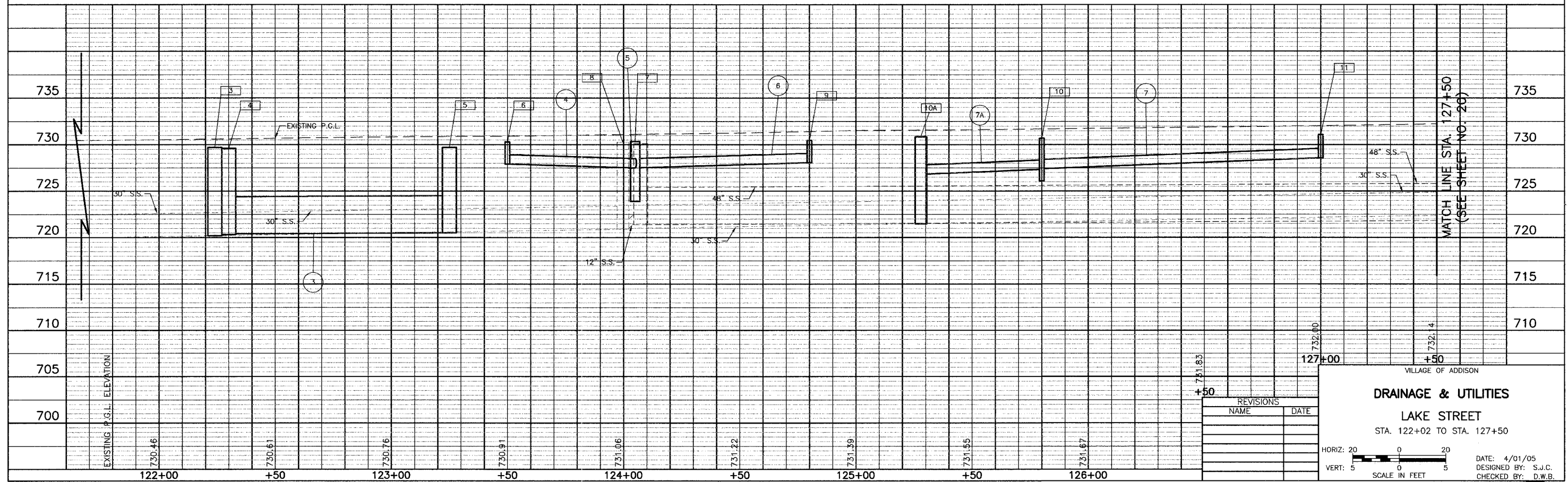


BEGIN IMPROVEMENT STA. 122+02

MATCH LINE STA. 127+50 (SEE SHEET NO. 20)

- 1 6' - 12" SS., CL. A, T-1 @ 1.0% T.B.F. = 0.0 CU. YD.
- 2 1' - 12" SS., CL. A, T-2 @ 1.0% T.B.F. = 0.0 CU. YD.
- 3 125' - 48" SS., CL. A, T-2 @ 0.1% T.B.F. = 0.0 CU. YD.
- 4 52' - 12" SS., CL. A, T-1 @ 0.75% T.B.F. = 2.1 CU. YD.
- 5 10' - 12" SS., CL. A, T-1 @ 0.5% T.B.F. = 0.2 CU. YD.
- 6 62' - 12" SS., CL. A, T-1 @ 0.75% T.B.F. = 2.5 CU. YD.
- 7 116' - 12" SS., CL. A, T-1 @ 1.0% T.B.F. = 4.6 CU. YD.
- 7A 50' - 12" SS., CL. A, T-1 @ 1.0% T.B.F. = 5.6 CU. YD.

R = REMOVE STRUCTURE
ADJ = ADJUST



MATCH LINE STA. 127+50 (SEE SHEET NO. 20)

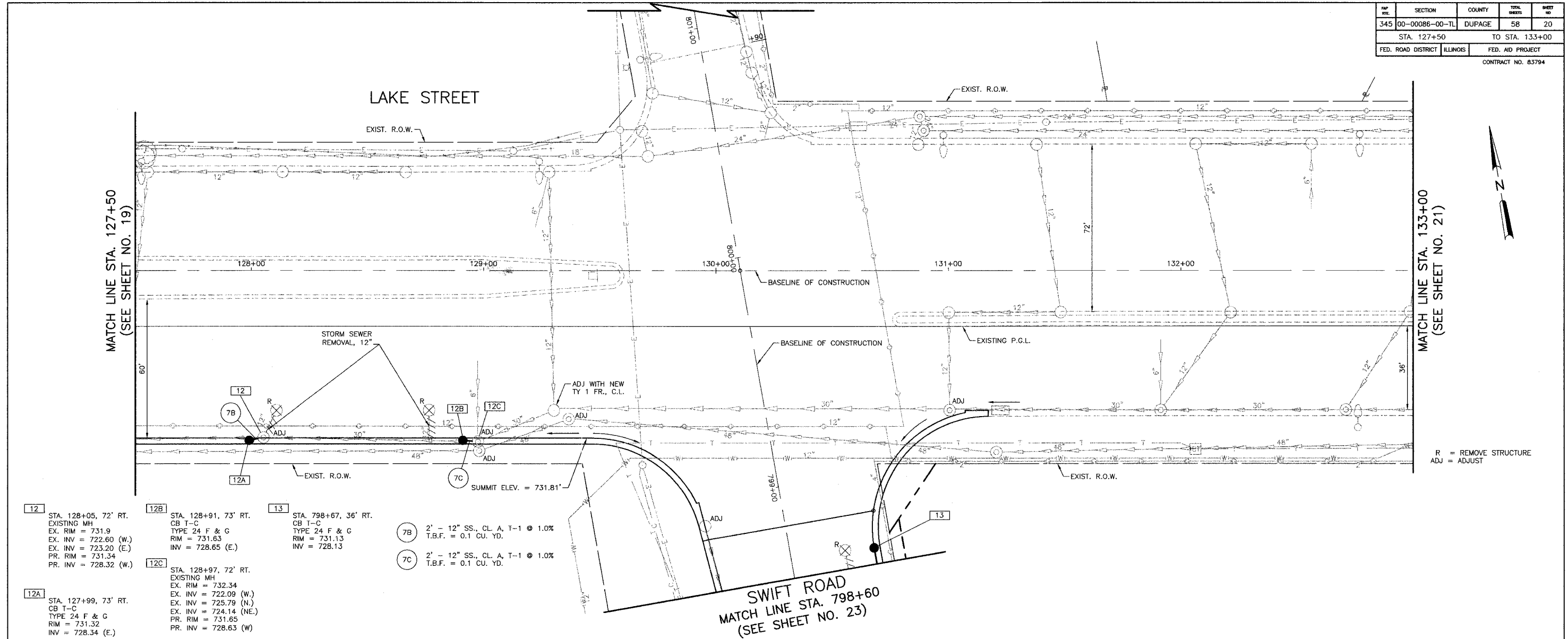
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
DRAINAGE & UTILITIES
LAKE STREET
STA. 122+02 TO STA. 127+50

HORIZ: 20
VERT: 5
SCALE IN FEET
DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.

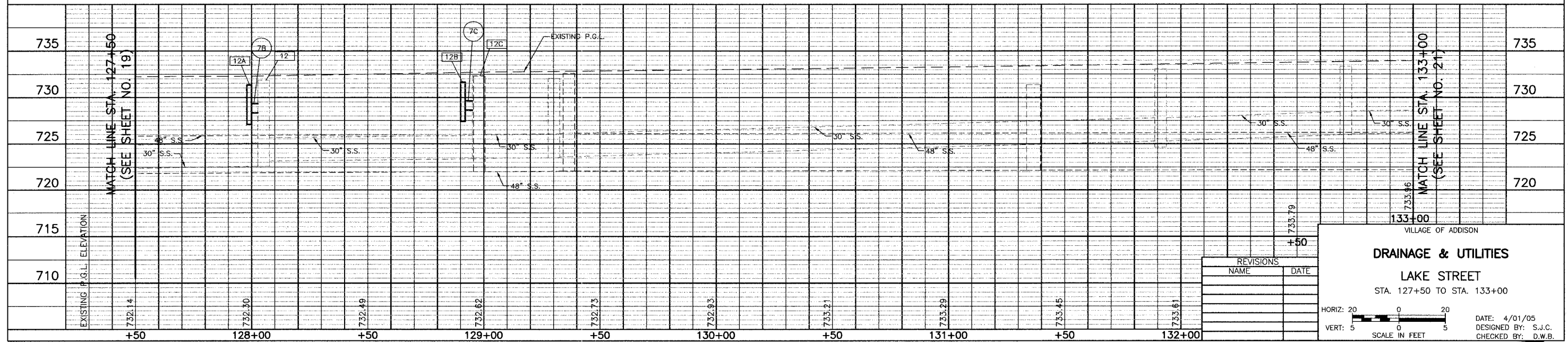


SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345 00-00086-00-TL	DUPAGE	58	20
STA. 127+50 TO STA. 133+00		FED. AID PROJECT	
FED. ROAD DISTRICT ILLINOIS		CONTRACT NO. 83794	



- 12 STA. 128+05, 72' RT.
EXISTING MH
EX. RIM = 731.9
EX. INV = 722.60 (W.)
EX. INV = 723.20 (E.)
PR. RIM = 731.34
PR. INV = 728.32 (W.)
- 12A STA. 127+99, 73' RT.
CB T-C
TYPE 24 F & G
RIM = 731.32
INV = 728.34 (E.)
- 12B STA. 128+91, 73' RT.
CB T-C
TYPE 24 F & G
RIM = 731.63
INV = 728.65 (E.)
- 12C STA. 128+97, 72' RT.
EXISTING MH
EX. RIM = 732.34
EX. INV = 722.09 (W.)
EX. INV = 725.79 (N.)
EX. INV = 724.14 (NE.)
PR. RIM = 731.65
PR. INV = 728.63 (W.)
- 13 STA. 798+67, 36' RT.
CB T-C
TYPE 24 F & G
RIM = 731.13
INV = 728.13

- 7B 2' - 12" SS., CL. A, T-1 @ 1.0%
T.B.F. = 0.1 CU. YD.
- 7C 2' - 12" SS., CL. A, T-1 @ 1.0%
T.B.F. = 0.1 CU. YD.



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

DRAINAGE & UTILITIES

LAKE STREET

STA. 127+50 TO STA. 133+00

HORIZ: 20
VERT: 5

SCALE IN FEET

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.

FED. AID DISTRICT	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00066-00-TL	DUPAGE	58	21
STA. 133+00		TO STA. 138+25		
FED. ROAD DISTRICT		FED. AID PROJECT		
CONTRACT NO. 83794				

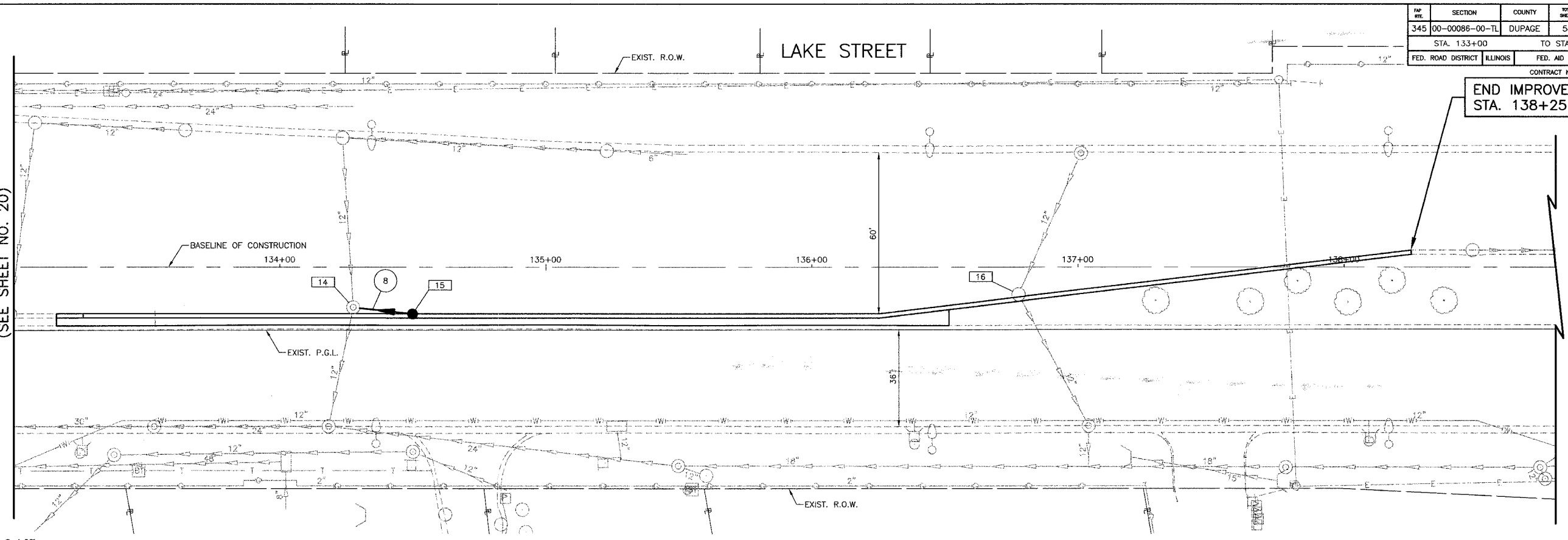
14 STA. 134+28, 15' RT.
EXISTING MH
EX. RIM = 735.49
EX. INV = 728.94 (N.)
EX. INV = 728.44 (S.)
PR. INV = 731.97 (E.)
ADJUST WITH NEW
TYPE 1 FR., C.L.
PR. RIM = 734.97

15 STA. 134+50, 17.50' RT.
CB T-C
TYPE 23 F & G
RIM = 735.16
INV = 732.16 (W.)

16 STA. 136+78, 11.22' RT.
EXISTING CB
EX. RIM = 739.93
EX. INV = 734.72 (NE.)
EX. INV = 734.48 (SE.)
ADJUST WITH NEW
TYPE 23 F & G

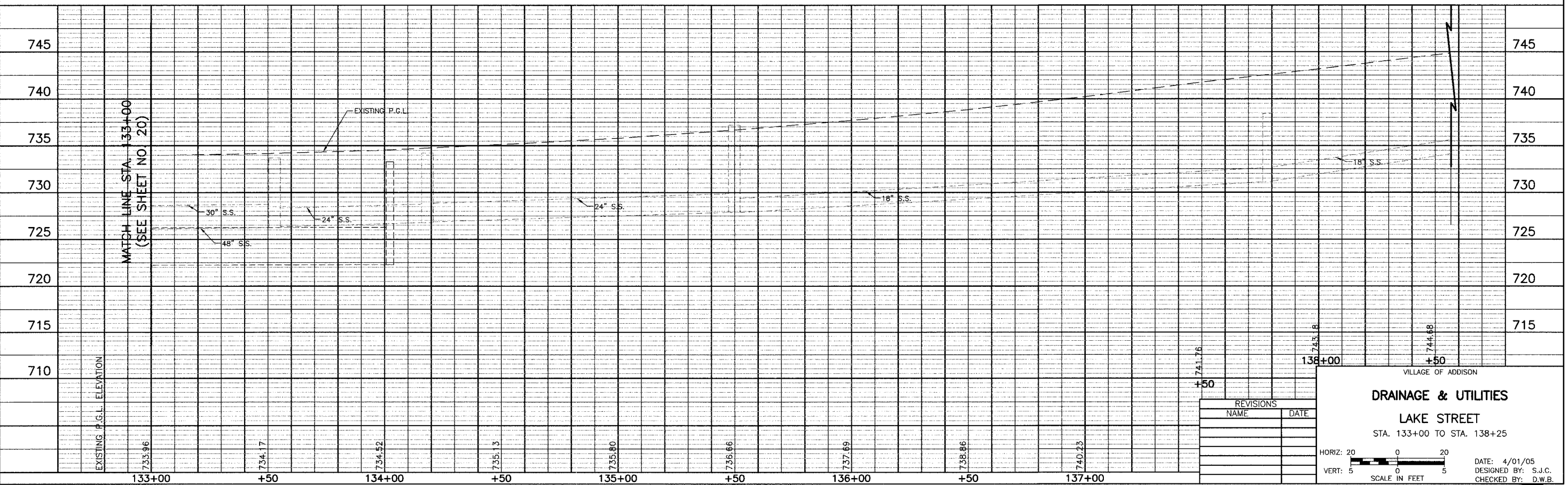
8 19" - 12" SS., CL. A, T-1 @ 1.0%
T.B.F. = 0.9 CU. YD.

MATCH LINE STA. 133+00
(SEE SHEET NO. 20)



END IMPROVEMENT
STA. 138+25

R = REMOVE STRUCTURE
ADJ = ADJUST



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

DRAINAGE & UTILITIES

LAKE STREET

STA. 133+00 TO STA. 138+25

HORIZ: 20 0 20
VERT: 5 0 5
SCALE IN FEET

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.

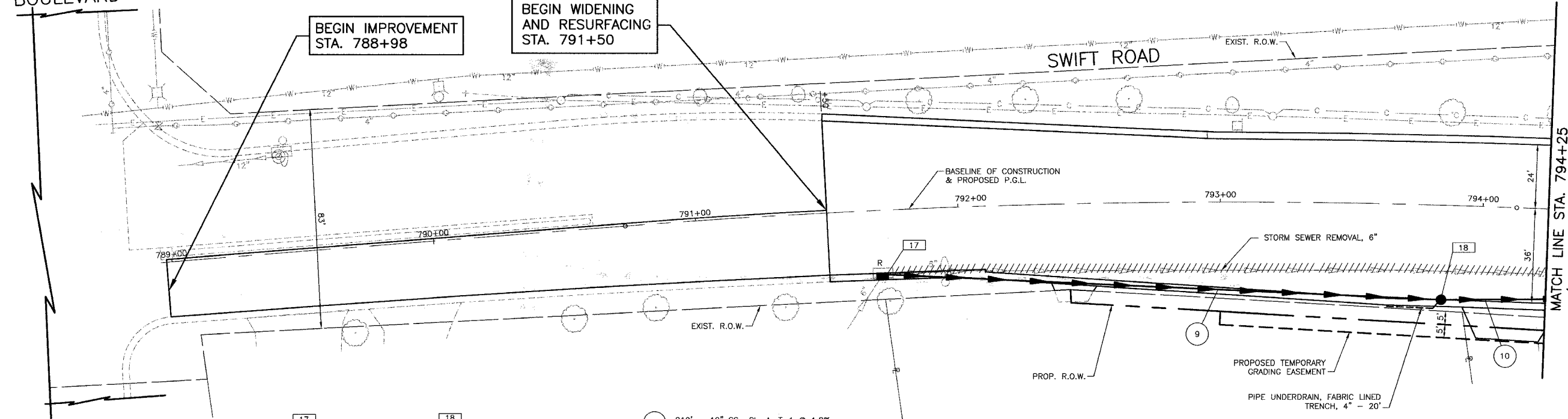
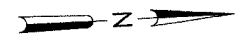
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-00086-00-TL	DUPAGE	58	22
STA. 788+98		TO STA. 794+25	
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794			

PINEHURST BOULEVARD

BEGIN IMPROVEMENT
STA. 788+98

BEGIN WIDENING
AND RESURFACING
STA. 791+50

SWIFT ROAD

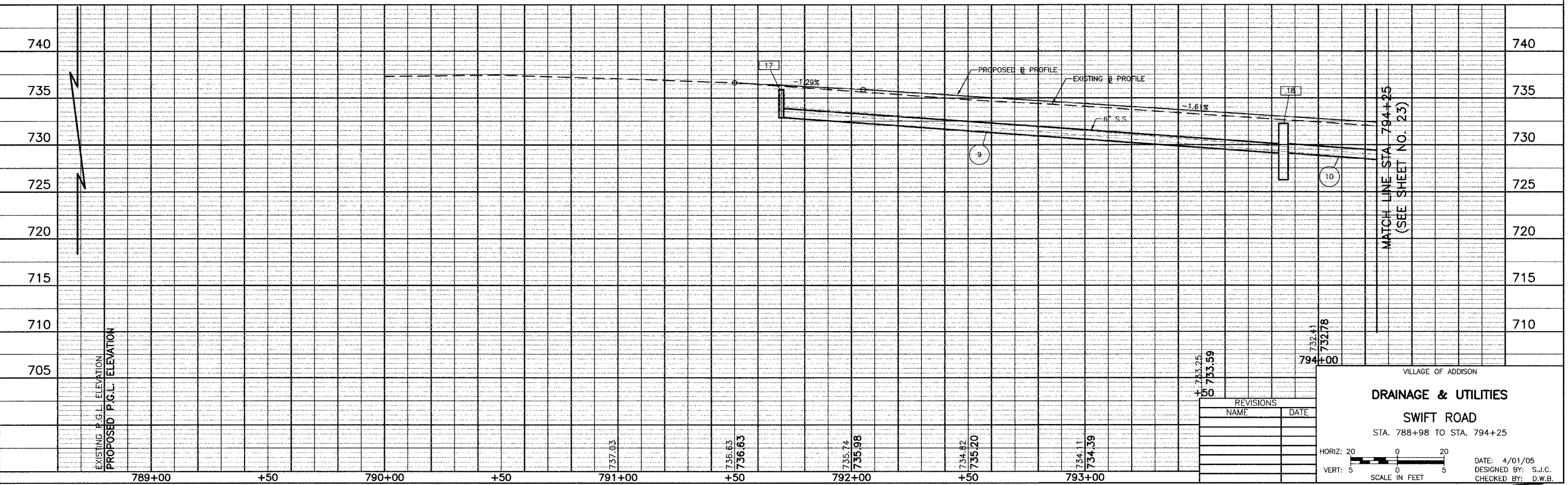


- 17 STA. 791+70, 23.90' RT.
INLET T-A
TYPE 24 F & G
RIM = 735.89
PR. INV = 732.89 (N.)
EX. INV = 733.89 (SE.)
- 18 STA. 793+85, 36' RT.
CB T-A, 4' DIA.
TYPE 24 F & G
RIM = 732.25
INV = 729.11 (S, N)

- 9 210' - 12" SS., CL. A, T-1 @ 1.8%
T.B.F. = 21.0 CU. YD.
- 10 115' - 12" SS., CL. A, T-1 @ 1.8%
T.B.F. = 17.5 CU. YD.

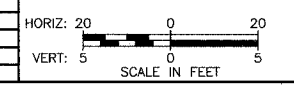
R = REMOVE STRUCTURE
ADJ = ADJUST

MATCH LINE STA. 794+25
(SEE SHEET NO. 23)



REVISIONS	
NAME	DATE

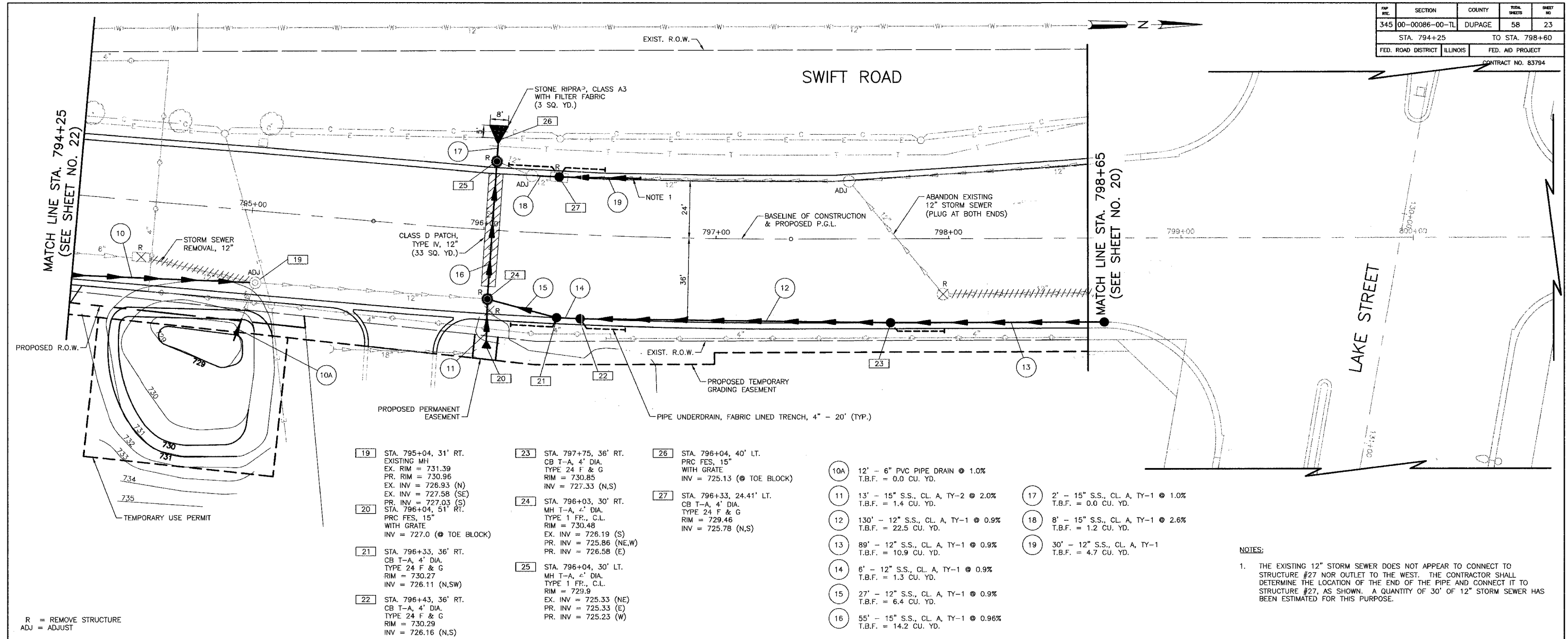
VILLAGE OF ADDISON
DRAINAGE & UTILITIES
SWIFT ROAD
STA. 788+98 TO STA. 794+25



DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.

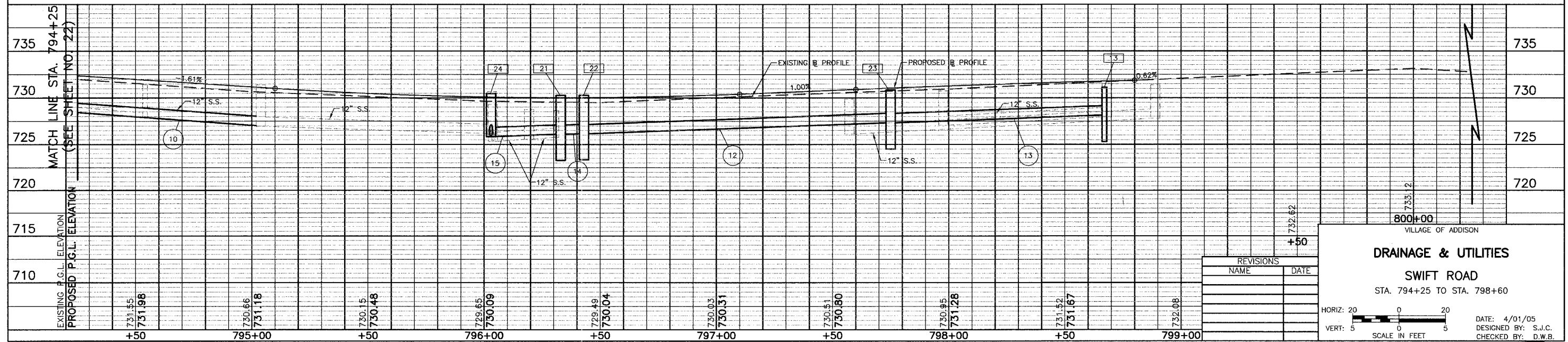


SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345 00-00086-00-TL	DUPAGE	58	23
STA. 794+25 TO STA. 798+60		FED. AID PROJECT	
FED. ROAD DISTRICT ILLINOIS		CONTRACT NO. 83794	



- 19 STA. 795+04, 31' RT. EXISTING MH. EX. RIM = 731.39 PR. RIM = 730.96 EX. INV = 726.93 (N) EX. INV = 727.58 (SE) STA. 796+04, 51' RT. PRC FES, 15" WITH GRATE INV = 727.0 (TOE BLOCK)
- 20 STA. 796+33, 36' RT. CB T-A, 4' DIA. TYPE 24 F & G RIM = 730.27 INV = 726.11 (N,SW)
- 21 STA. 796+43, 36' RT. CB T-A, 4' DIA. TYPE 24 F & G RIM = 730.29 INV = 726.16 (N,S)
- 22 STA. 796+04, 30' LT. MH T-A, 4' DIA. TYPE 1 FR., C.L. RIM = 729.9 EX. INV = 725.33 (NE) PR. INV = 725.23 (W)
- 23 STA. 797+75, 36' RT. CB T-A, 4' DIA. TYPE 24 F & G RIM = 730.85 INV = 727.33 (N,S)
- 24 STA. 796+03, 30' RT. MH T-A, 4' DIA. TYPE 1 FR., C.L. RIM = 730.48 EX. INV = 726.19 (S) PR. INV = 725.86 (NE,W) PR. INV = 726.58 (E)
- 25 STA. 796+04, 30' LT. MH T-A, 4' DIA. TYPE 1 FR., C.L. RIM = 729.9 EX. INV = 725.33 (NE) PR. INV = 725.23 (W)
- 26 STA. 796+04, 40' LT. PRC FES, 15" WITH GRATE INV = 725.13 (TOE BLOCK)
- 27 STA. 796+33, 24.41' LT. CB T-A, 4' DIA. TYPE 24 F & G RIM = 729.46 INV = 725.78 (N,S)
- 10A 12' - 6" PVC PIPE DRAIN @ 1.0% T.B.F. = 0.0 CU. YD.
- 11 13' - 15" S.S., CL. A, TY-2 @ 2.0% T.B.F. = 1.4 CU. YD.
- 12 130' - 12" S.S., CL. A, TY-1 @ 0.9% T.B.F. = 22.5 CU. YD.
- 13 89' - 12" S.S., CL. A, TY-1 @ 0.9% T.B.F. = 10.9 CU. YD.
- 14 6' - 12" S.S., CL. A, TY-1 @ 0.9% T.B.F. = 1.3 CU. YD.
- 15 27' - 12" S.S., CL. A, TY-1 @ 0.9% T.B.F. = 6.4 CU. YD.
- 16 55' - 15" S.S., CL. A, TY-1 @ 0.96% T.B.F. = 14.2 CU. YD.
- 17 2' - 15" S.S., CL. A, TY-1 @ 1.0% T.B.F. = 0.0 CU. YD.
- 18 8' - 15" S.S., CL. A, TY-1 @ 2.6% T.B.F. = 1.2 CU. YD.
- 19 30' - 12" S.S., CL. A, TY-1 T.B.F. = 4.7 CU. YD.

NOTES:
 1. THE EXISTING 12" STORM SEWER DOES NOT APPEAR TO CONNECT TO STRUCTURE #27 NOR OUTLET TO THE WEST. THE CONTRACTOR SHALL DETERMINE THE LOCATION OF THE END OF THE PIPE AND CONNECT IT TO STRUCTURE #27, AS SHOWN. A QUANTITY OF 30' OF 12" STORM SEWER HAS BEEN ESTIMATED FOR THIS PURPOSE.



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

DRAINAGE & UTILITIES

SWIFT ROAD

STA. 794+25 TO STA. 798+60

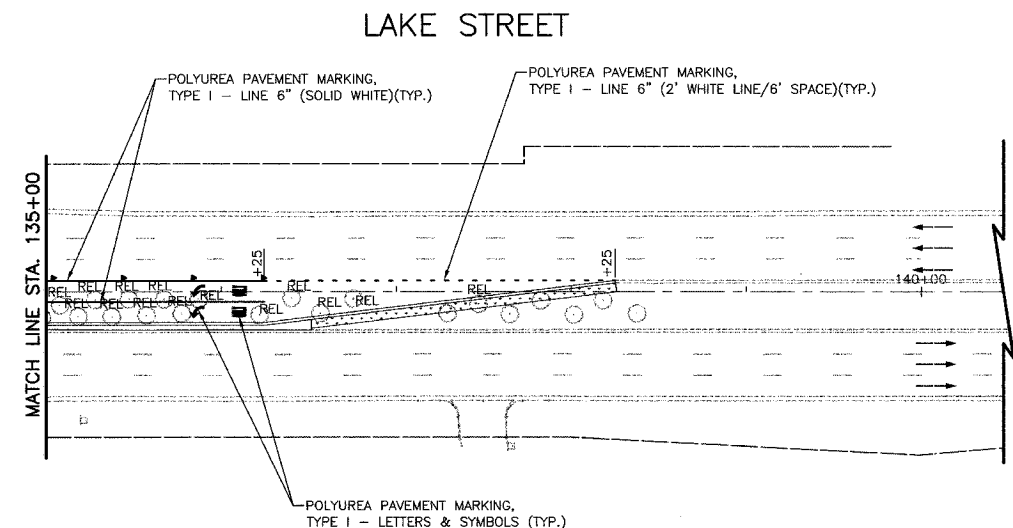
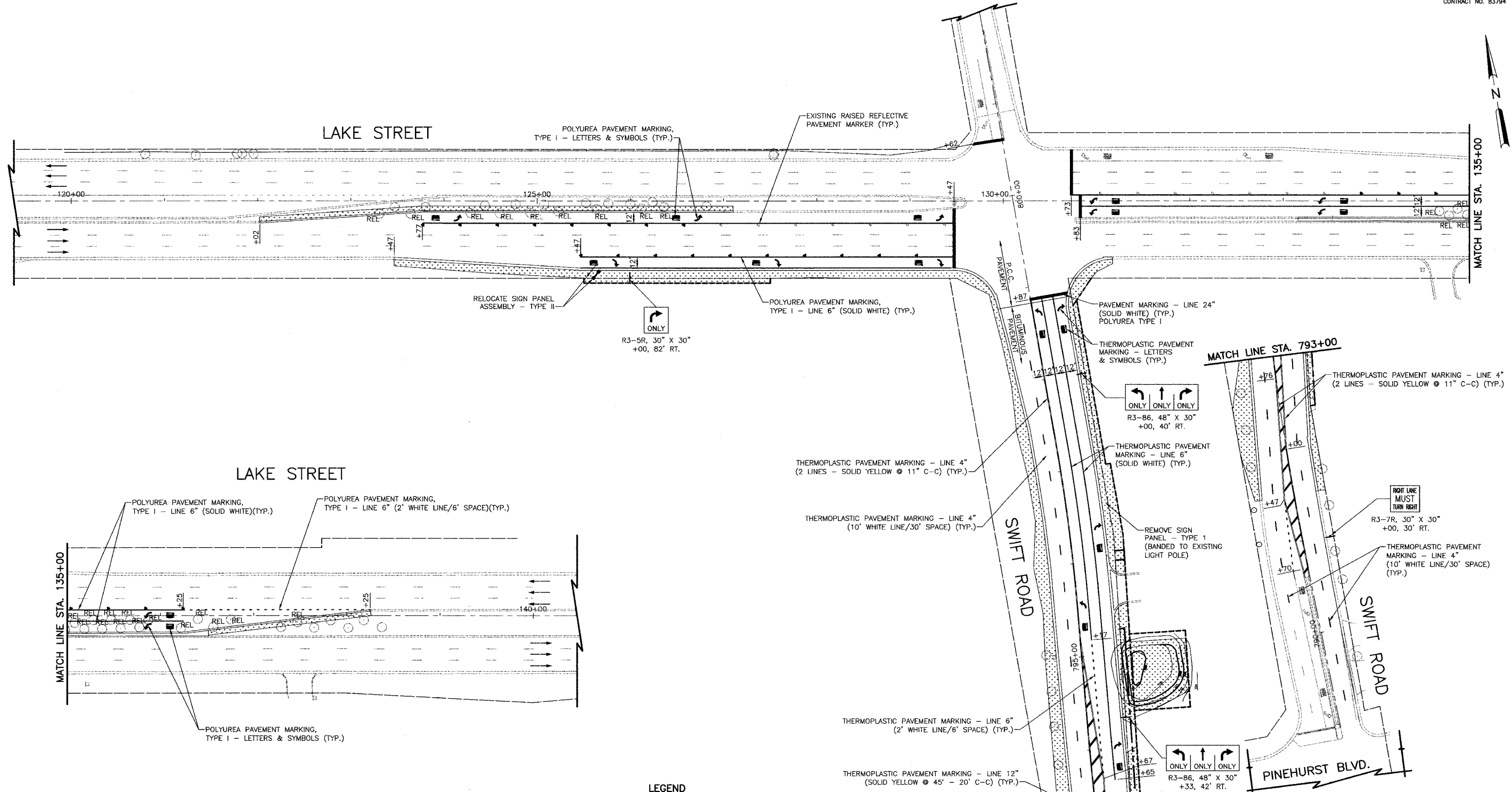
HORIZ: 20
 VERT: 5

SCALE IN FEET

DATE: 4/01/05
 DESIGNED BY: S.J.C.
 CHECKED BY: D.W.B.



SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345 00-00086-00-TL	DUPAGE	58	24
PAVEMENT MARKING, SIGNING AND LANDSCAPING			
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794			



NOTES:

1. POLYUREA PAVEMENT MARKING, TYPE I SHALL BE USED ON PORTLAND CEMENT CONCRETE PAVEMENT. THERMOPLASTIC PAVEMENT MARKING SHALL BE USED ON BITUMINOUS PAVEMENT.
2. THE 9 TREES TO BE RELOCATED IN THE LAKE STREET MEDIAN WEST OF SWIFT ROAD SHALL BE MOVED ALONG THEIR EXISTING STATION LINES AND CENTERED IN THE MEDIAN. THE 18 TREES TO BE RELOCATED IN THE LAKE STREET MEDIAN EAST OF SWIFT ROAD SHALL BE PLANTED IN THE MEDIAN BETWEEN STATION 138+50 AND 140+25.

LEGEND

- TOPSOIL FURNISH AND PLACE, 4\"/>

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
PAVEMENT MARKING, SIGNING AND LANDSCAPING
LAKE STREET/SWIFT ROAD

SCALE IN FEET

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.

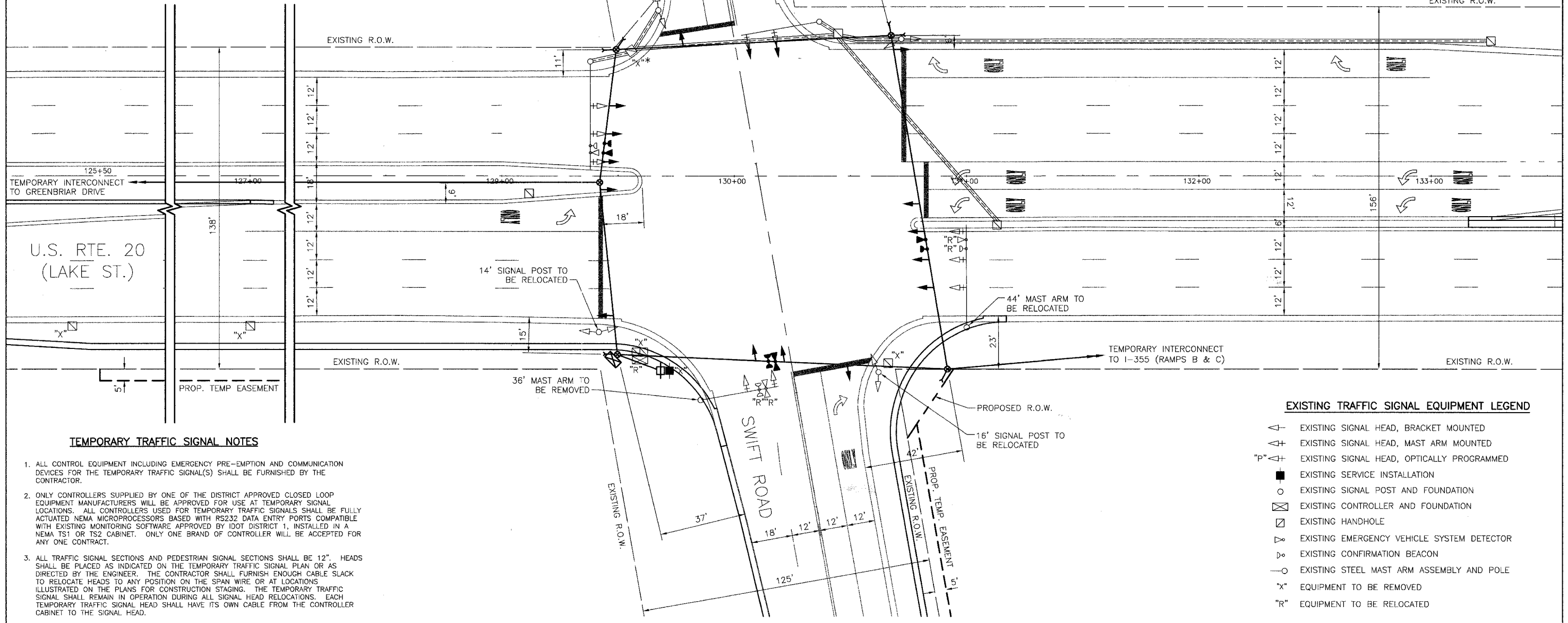
FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	25
STA.	TO STA.			
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				

TEMPORARY TRAFFIC SIGNAL LEGEND

- ▶ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ▶ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FT. (13.7m) MIN.
- ⊗ TEMPORARY WOOD POLE, 4" X 4" 14 FT. (10 FT. EXPOSED) MIN.
- ⊗ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- PEDESTRIAN PUSHBUTTON DETECTOR
- ▲ EMERGENCY VEHICLE LIGHT DETECTOR
- ▲ CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN GROUND
- HANDHOLE
- ⊕ HEAVY DUTY HANDHOLE

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE SAFELY STORED FOR RELOCATION TO THE PERMANENT TRAFFIC SIGNAL INSTALLATION.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 1 EACH STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.
- 1 EACH TRAFFIC SIGNAL POST, 14 FT.
- 1 EACH TRAFFIC SIGNAL POST, 16 FT.
- 3 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER



TEMPORARY TRAFFIC SIGNAL NOTES

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

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND 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.

- 18 EACH TRAFFIC SIGNAL HEAD
- 1 EACH STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 36 FT.
- 1 EACH SERVICE INSTALLATION

NOTE: ALL EXISTING CONDUITS AND LOOP DETECTORS NOT BEING USED IN THE PERMANENT TRAFFIC SIGNAL INSTALLATION SHALL BE ABANDONED.

*EXISTING HANDHOLE SHALL BE REMOVED AND REPLACED WITH A DOUBLE HANDHOLE INTERCEPTING THE EXISTING CONDUIT RUNS AT THIS LOCATION.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

EXISTING TRAFFIC SIGNAL EQUIPMENT LEGEND

- ▶ EXISTING SIGNAL HEAD, BRACKET MOUNTED
- ▶ EXISTING SIGNAL HEAD, MAST ARM MOUNTED
- "P" ▶ EXISTING SIGNAL HEAD, OPTICALLY PROGRAMMED
- EXISTING SERVICE INSTALLATION
- EXISTING SIGNAL POST AND FOUNDATION
- ⊗ EXISTING CONTROLLER AND FOUNDATION
- ⊕ EXISTING HANDHOLE
- ▲ EXISTING EMERGENCY VEHICLE SYSTEM DETECTOR
- ▲ EXISTING CONFIRMATION BEACON
- EXISTING STEEL MAST ARM ASSEMBLY AND POLE
- "X" EQUIPMENT TO BE REMOVED
- "R" EQUIPMENT TO BE RELOCATED

REVISIONS	
NAME	DATE

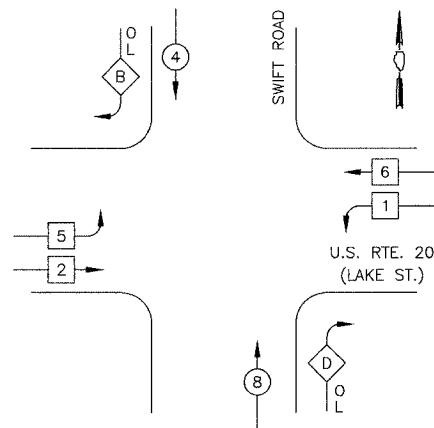
VILLAGE OF ADDISON
**TEMPORARY TRAFFIC SIGNAL
 INSTALLATION PLAN AND
 REMOVAL PLAN**
 U.S. RTE. 20 (LAKE ST.) &
 SWIFT ROAD

SCALE: 1"=20'
 DATE: 4/1/2005

DRAWN BY: BRD
 DESIGNED BY: BRD
 CHECKED BY: KMM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
545	00-00086-00-TL	DUPAGE	58	26
STA.		TO STA.		
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				

TEMPORARY CONTROLLER SEQUENCE



LEGEND

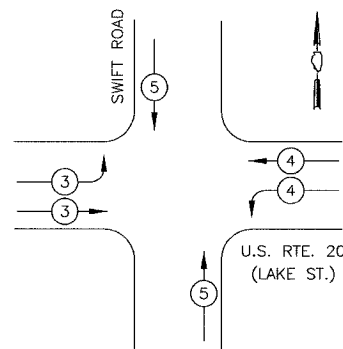
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN MOVEMENT
- * NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	=	PERMISSIVE PHASE	+	PROTECTED PHASE
B	=	4	+	5
D	=	8	+	1

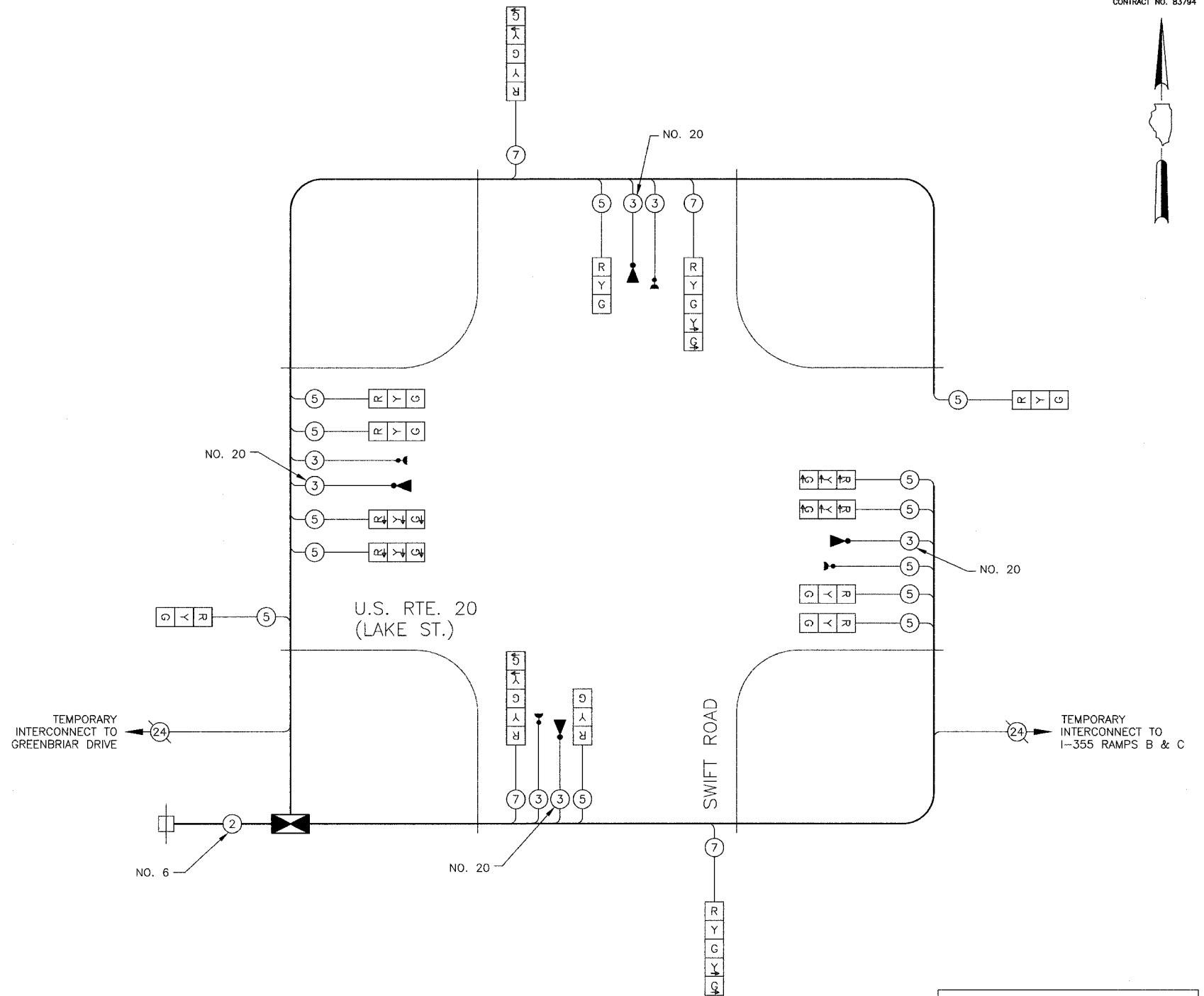
EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT			

TEMPORARY CABLE PLAN LEGEND

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



TEMPORARY CABLE PLAN
NOT TO SCALE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
	NO. LAMPS	WATTAGE INCAND.	% OPERATION	
SIGNAL (RED)	16	135	0.50	1080
(YELLOW)	16	135	0.25	540
(GREEN)	16	135	0.25	540
ARROW	8	135	0.10	108
PED. SIGNAL		90	1.00	
CONTROLLER	1	100	1.00	100
FLASHER			50	
TOTAL =				2368

ENERGY COSTS TO: VILLAGE OF ADDISON
ONE FRIENDSHIP PLAZA
ADDISON, IL 60101-2786
CONTACT: JOE STACHO
PHONE: (630) 424-5704
COMPANY: COMMONWEALTH EDISON

ENERGY SUPPLY:

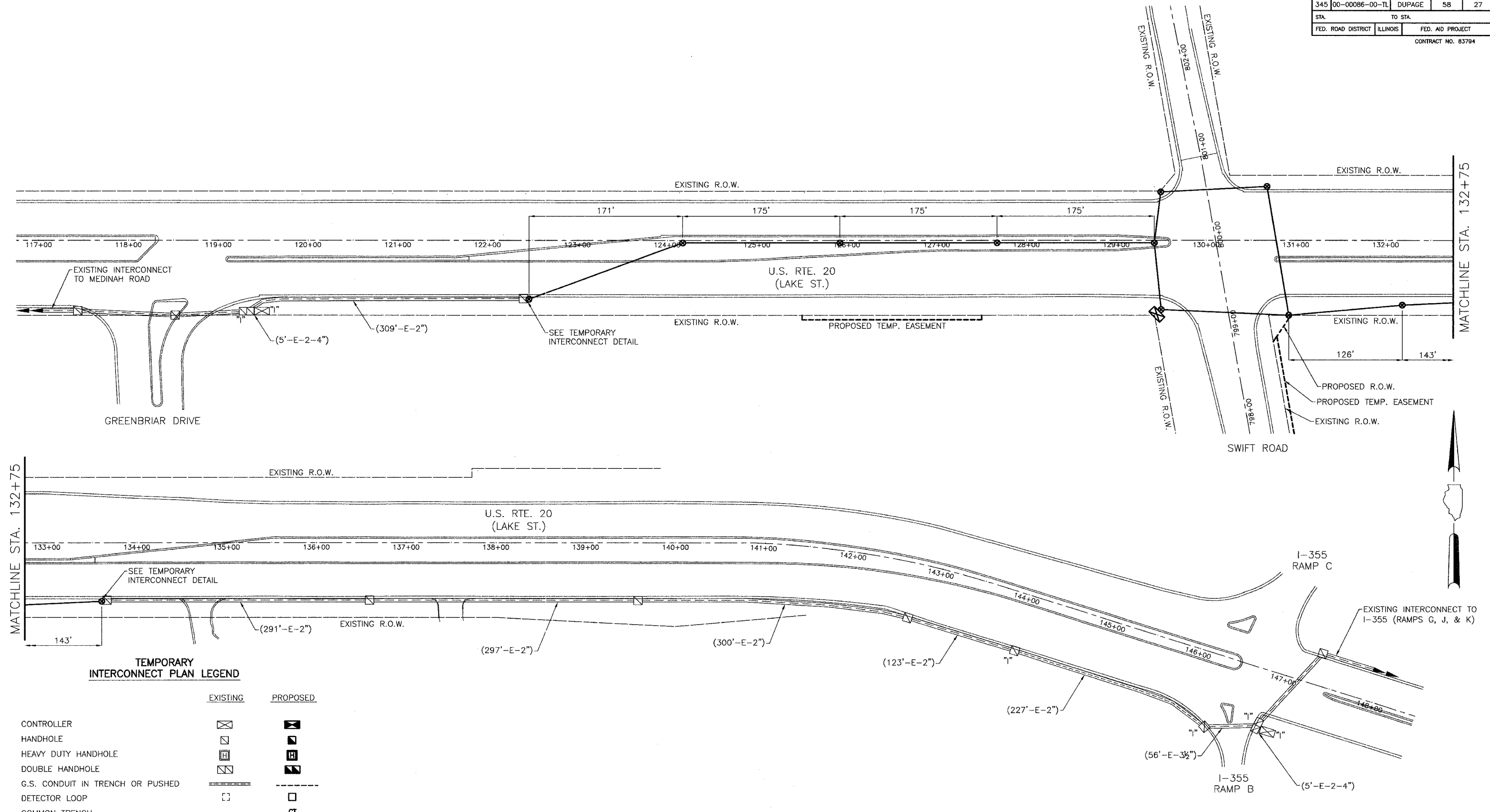
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON TEMPORARY CABLE PLAN AND PHASE DESIGNATION DIAGRAM U.S. RTE. 20 (LAKE ST.) & SWIFT ROAD

SCALE: NOT TO SCALE
DATE: 4/1/2005

DRAWN BY: BRD
DESIGNED BY: BRD
CHECKED BY: KMM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	27
STA.	TO STA.			
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				



MATCHLINE STA. 132+75

MATCHLINE STA. 132+75

TEMPORARY INTERCONNECT PLAN LEGEND

	EXISTING	PROPOSED
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH		
UNIT DUCT		
SYSTEM		
INTERSECTION		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		

NOTE: THE EXISTING INTERCONNECT CABLE BETWEEN GREENBRIAR DRIVE AND I-355 RAMPS B & C SHALL BE REMOVED FROM THE EXISTING CONDUIT BACK TO THE NEAREST HANDHOLE TO REMAIN. THE CABLE SHALL THEN BE REINSTALLED ONTO THE TEMPORARY WOOD POLES AS SHOWN. SHOULD ADDITIONAL CABLE BE REQUIRED, ALL SPLICES ARE TO OCCUR ABOVE GROUND ON THE TEMPORARY POLES, OR AS DIRECTED BY THE ENGINEER.

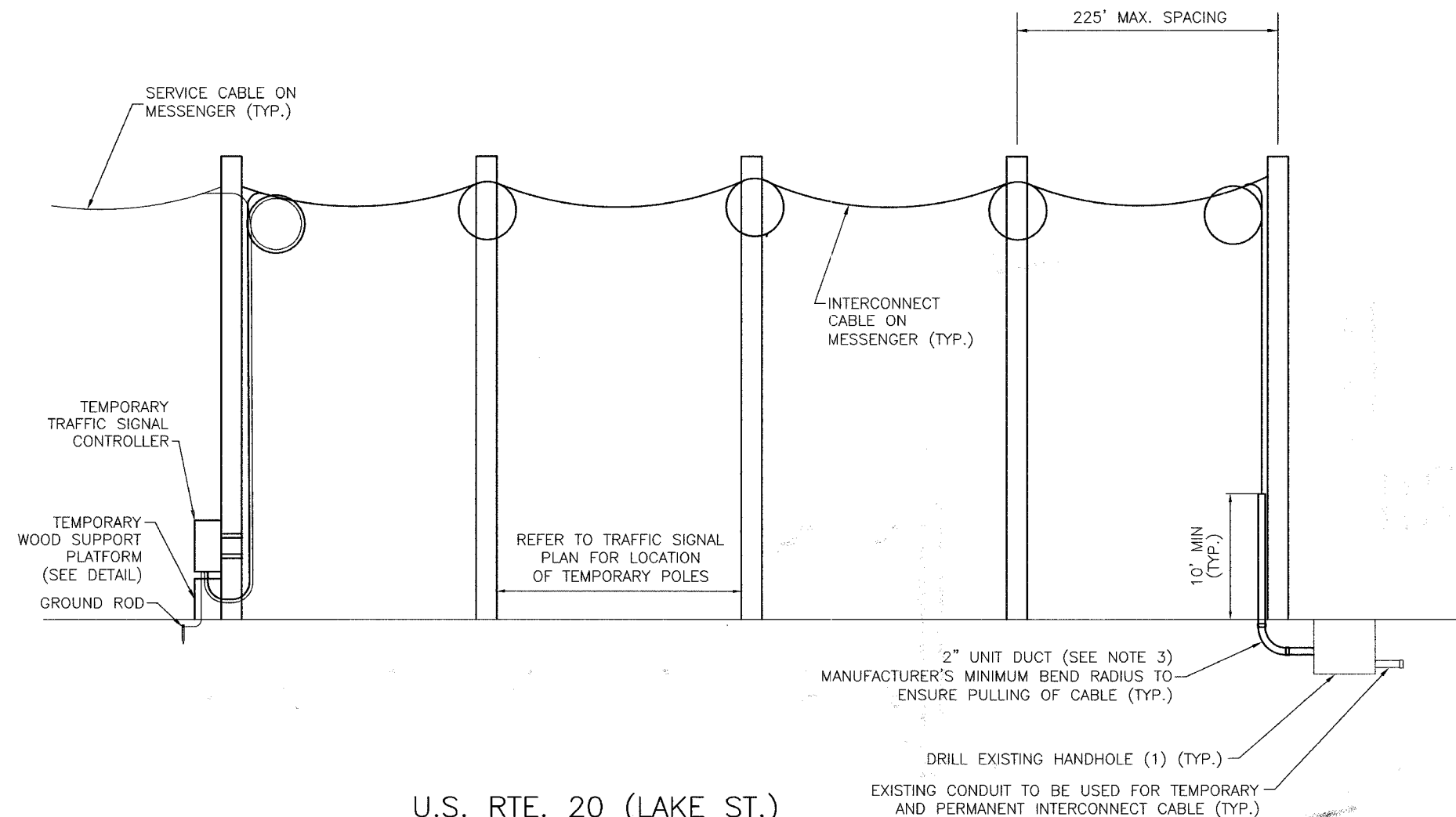
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
TEMPORARY TRAFFIC SIGNAL INTERCONNECT PLAN
 U.S. RTE. 20 (LAKE ST.)
 GREENBRIAR DR. TO I-355 (RAMPS B & C)
 SCALE: 1"=50'
 DATE: 4/1/2005
 DRAWN BY: BRD
 DESIGNED BY: BRD
 CHECKED BY: RMM



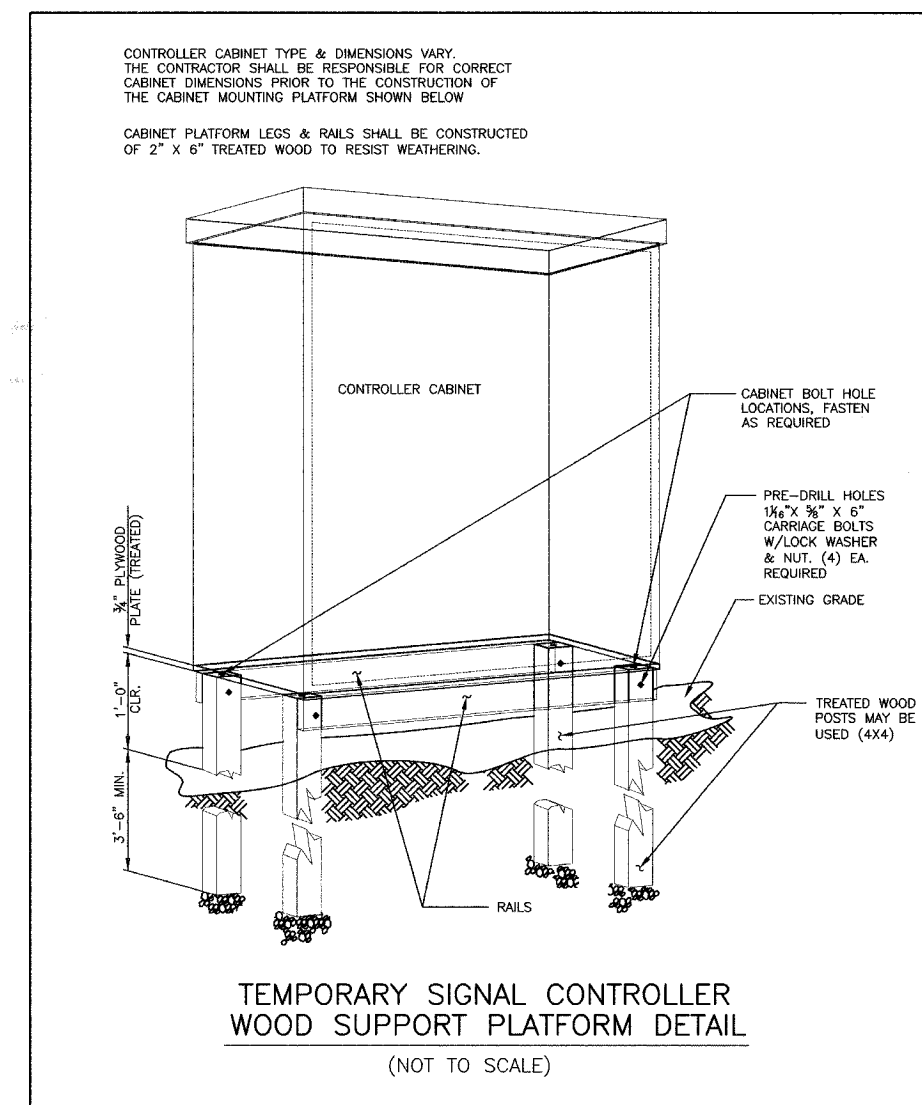
F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	28
STA.		TO STA.		
FED. ROAD DISTRICT		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794				



**U.S. RTE. 20 (LAKE ST.)
TEMPORARY INTERCONNECT DETAIL**
(NOT TO SCALE)

NOTES :

- 1) TRANSFER OF EXISTING TO TEMPORARY INTERCONNECT CABLE AND TEMPORARY INTERCONNECT CABLE TO PROPOSED MUST BE COMPLETED IN ONE (1) WORKING DAY DURING NON-PEAK HOURS OR AS DIRECTED BY THE ENGINEER.
- 2) AFTER PROPOSED INTERCONNECT IS TURNED ON, THE EXISTING INTERCONNECT CABLE SHALL BE REMOVED.
- 3) THE 2" UNIT DUCT USED FOR THE TEMPORARY INTERCONNECT CABLE SHALL BE REMOVED TO BELOW THE GROUND LEVEL AND CAPPED AT THE TIME THE TEMPORARY TRAFFIC SIGNAL IS REMOVED. THE UNIT DUCT, AS WELL AS ALL WORK ASSOCIATED WITH THE INSTALLATION AND REMOVAL OF SAME, SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
- 4) CONTRACTOR MUST NOTIFY IDOT SIGNAL SYSTEM ENGINEER A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO THE START OF ANY WORK ON THE INTERCONNECT SIGNAL SYSTEM.
- 5) THE EXISTING FIBER OPTIC INTERCONNECT CABLE MAY BE SPLICED AND USED AS NECESSARY FOR A SPAN WIRE SUPPORTED TEMPORARY CONDITION, BUT MAY NOT BE REUSED FOR THE PERMANENT INSTALLATION.
- 6) ALL ADDITIONAL WOOD POLES, CABLES, ETC. USED IN THE INSTALLATION OF THE TEMPORARY INTERCONNECT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM, "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

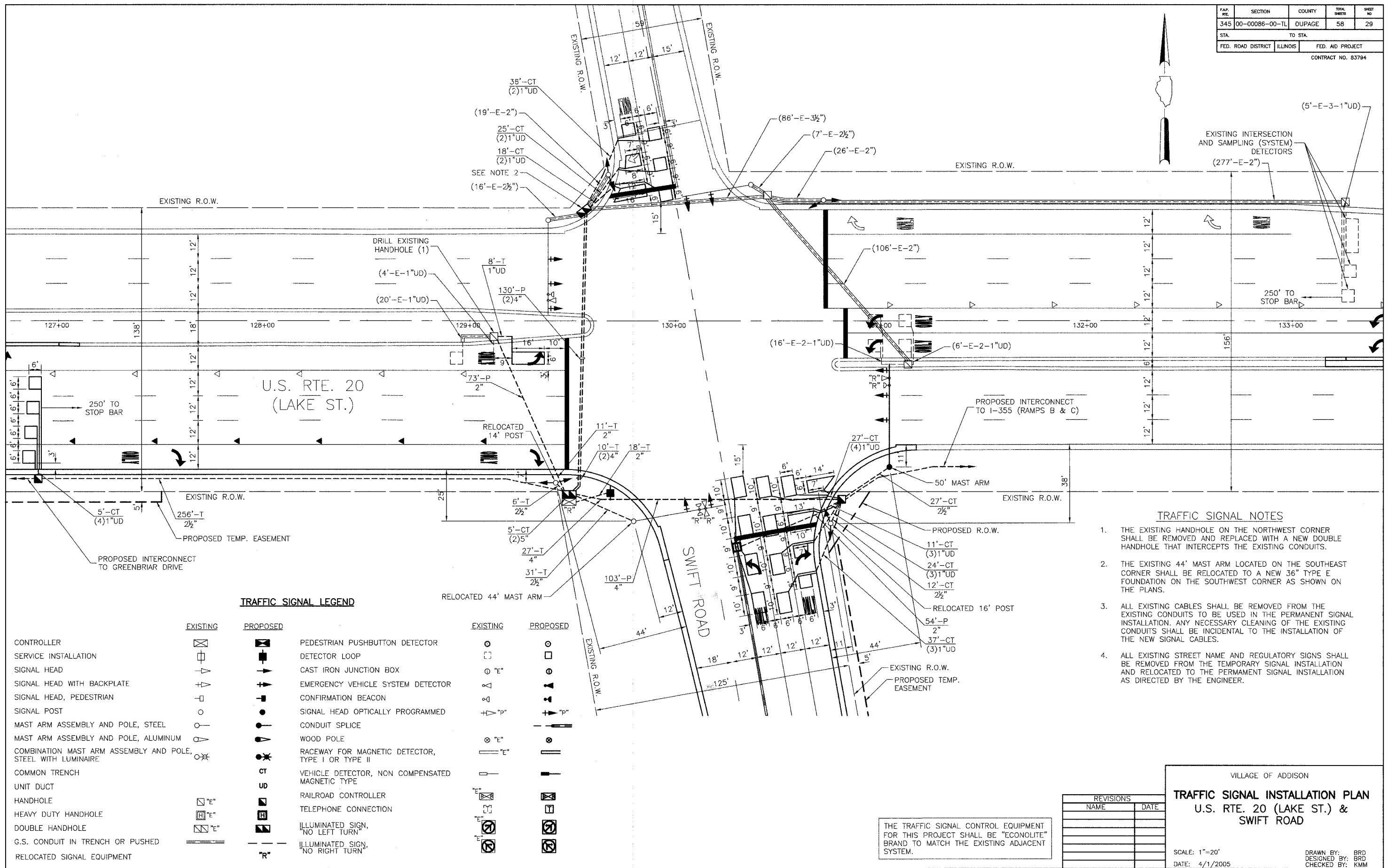


**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM DETAIL**
(NOT TO SCALE)

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
**TEMPORARY TRAFFIC SIGNAL
INTERCONNECT DETAIL**
U.S. RTE. 20 (LAKE ST.)
GREENBRIAR DR. TO I-355 RAMPS B & C
SCALE: NOT TO SCALE
DATE: 4/1/2005
DRAWN BY: BRD
DESIGNED BY: BRD
CHECKED BY: KMM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	29
STA.	TO STA.			
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				



TRAFFIC SIGNAL LEGEND

EXISTING	PROPOSED	EXISTING	PROPOSED
CONTROLLER		PEDESTRIAN PUSHBUTTON DETECTOR	
SERVICE INSTALLATION		DETECTOR LOOP	
SIGNAL HEAD		CAST IRON JUNCTION BOX	
SIGNAL HEAD WITH BACKPLATE		EMERGENCY VEHICLE SYSTEM DETECTOR	
SIGNAL HEAD, PEDESTRIAN		CONFIRMATION BEACON	
SIGNAL POST		SIGNAL HEAD OPTICALLY PROGRAMMED	
MAST ARM ASSEMBLY AND POLE, STEEL		CONDUIT SPLICE	
MAST ARM ASSEMBLY AND POLE, ALUMINUM		WOOD POLE	
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	
COMMON TRENCH		VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	
UNIT DUCT		RAILROAD CONTROLLER	
HANDHOLE		TELEPHONE CONNECTION	
HEAVY DUTY HANDHOLE		ILLUMINATED SIGN, "NO LEFT TURN"	
DOUBLE HANDHOLE		ILLUMINATED SIGN, "NO RIGHT TURN"	
G.S. CONDUIT IN TRENCH OR PUSHED			
RELOCATED SIGNAL EQUIPMENT			

TRAFFIC SIGNAL NOTES

- THE EXISTING HANDHOLE ON THE NORTHWEST CORNER SHALL BE REMOVED AND REPLACED WITH A NEW DOUBLE HANDHOLE THAT INTERCEPTS THE EXISTING CONDUITS.
- THE EXISTING 44' MAST ARM LOCATED ON THE SOUTHEAST CORNER SHALL BE RELOCATED TO A NEW 36" TYPE E FOUNDATION ON THE SOUTHWEST CORNER AS SHOWN ON THE PLANS.
- ALL EXISTING CABLES SHALL BE REMOVED FROM THE EXISTING CONDUITS TO BE USED IN THE PERMANENT SIGNAL INSTALLATION. ANY NECESSARY CLEANING OF THE EXISTING CONDUITS SHALL BE INCIDENTAL TO THE INSTALLATION OF THE NEW SIGNAL CABLES.
- ALL EXISTING STREET NAME AND REGULATORY SIGNS SHALL BE REMOVED FROM THE TEMPORARY SIGNAL INSTALLATION AND RELOCATED TO THE PERMANENT SIGNAL INSTALLATION AS DIRECTED BY THE ENGINEER.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
TRAFFIC SIGNAL INSTALLATION PLAN
U.S. RTE. 20 (LAKE ST.) & SWIFT ROAD

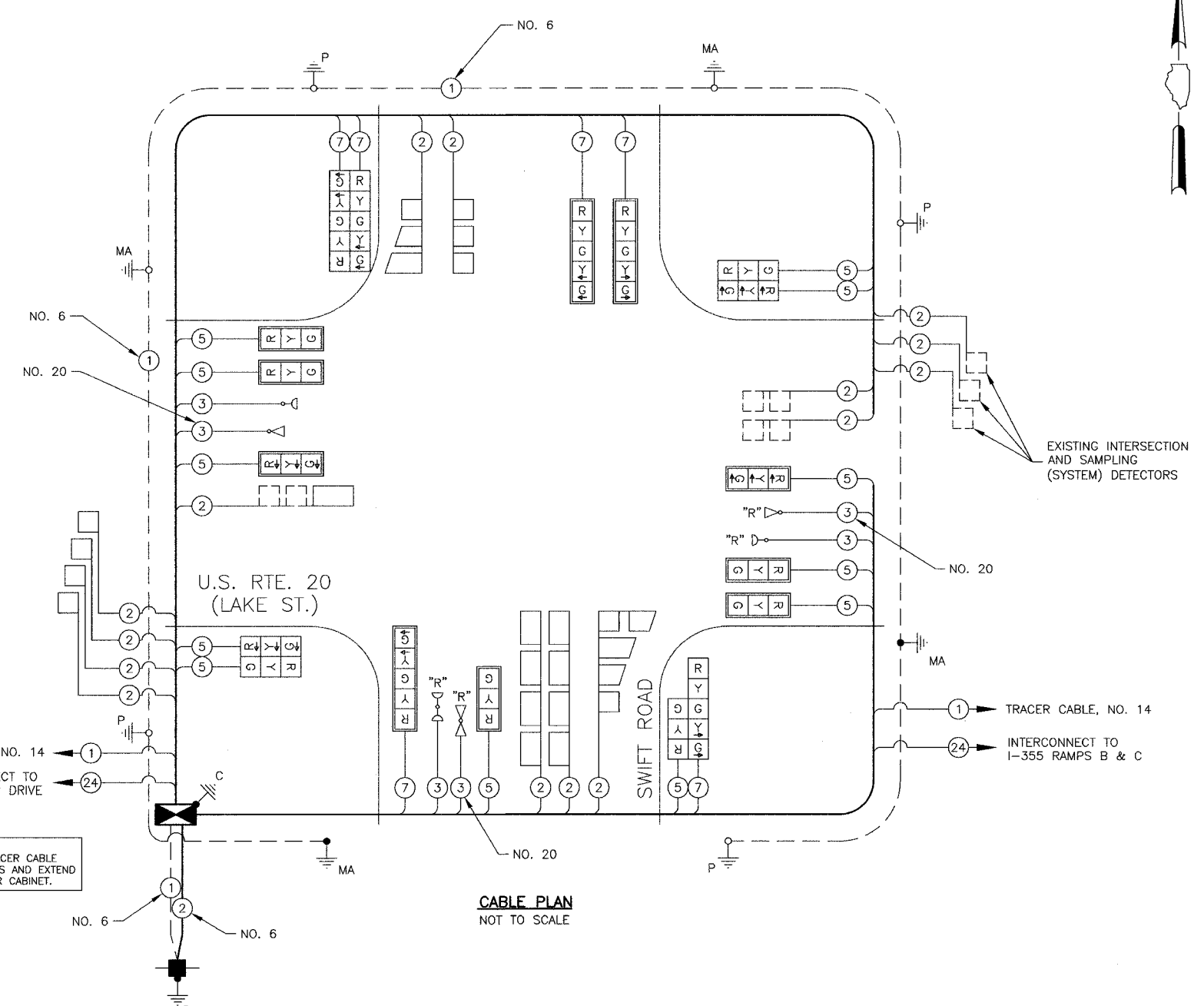
SCALE: 1"=20'
DATE: 4/1/2005

DRAWN BY: BRD
DESIGNED BY: BRD
CHECKED BY: KMM



CABLE PLAN LEGEND

EXISTING	PROPOSED	DESCRIPTION
		8" (200mm) TRAFFIC SIGNAL SECTION
		12" (300mm) TRAFFIC SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE CONNECTION
		VEHICLE DETECTOR, INDUCTION LOOP
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
		DENOTES NUMBER OF CONDUCTORS
		ALL CABLE NO. 14 EXCEPT AS INDICATED.
		ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		GROUND CABLE IN CONDUIT, NO. 6
		SOLID COPPER (GREEN)
		FIBER OPTIC CABLE IN CONDUIT
		NO. 62.5/125 2-MM12F SM12F
		SIGNAL FACE WITH BACKPLATE
		"P" INDICATES PROGRAMMED HEAD.
		RAILROAD CONTROL CABINET
		ILLUMINATED SIGN, "NO LEFT TURN"
		ILLUMINATED SIGN, "NO RIGHT TURN"
		GROUND ROD AT HANDHOLE (H),
		DOUBLE HANDHOLE (H), OR CONTROLLER (C)
		GROUND ROD AT POST (P)
		OR MAST ARM POLE (MA)
		GROUND ROD AT ELECTRIC
		SERVICE INSTALLATION
		"R" RELOCATED SIGNAL EQUIPMENT



NOTE:
THE END OF THE TRACER CABLE
SHALL BE CONTINUOUS AND EXTEND
INTO THE CONTROLLER CABINET.

CABLE PLAN
NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	18		17	0.50	153
(YELLOW)	18		25	0.25	113
(GREEN)	18		15	0.25	68
ARROW	12		12	0.10	14
PED. SIGNAL			25	1.00	
CONTROLLER	1		100	1.00	100
ILLUM. SIGN				0.05	
FLASHER				0.50	
TOTAL =					448

ENERGY COSTS TO: VILLAGE OF ADDISON
ONE FRIENDSHIP PLAZA
ADDISON, IL 60101-2786
CONTACT: JOE STACHO
PHONE: (630) 424-5704
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)	CABLE SLACK	FT.	(m)	VERTICAL	FT.	(m)
TYPE A - POST	4	(1.2)	HANDHOLE	6.5	(2.0)	ALL FOUNDATIONS	3.5	(1.0)
D - CONTROLLER	4	(1.2)	DOUBLE HANDHOLE	13	(4.0)	MAST ARM (L) POLE	20+L-2=	
E - M. ARM POLE			SIGNAL POST	2	(1.0)	(6m+L-0.6m)=		
24" (600mm)	10	(3.0)	CONTROLLER CAB.	1	(0.5)	BRACKET MOUNTED	13	(4.0)
30" (750mm)	15	(4.6)	FIBER OPTIC	13	(4.0)	PED. PUSHBUTTON	4	(1.2)
			ELECTRIC SERVICE	1	(0.5)	ELECTRIC SERVICE	13.5	(4.1)
			GROUND CABLE	1	(0.5)	SERVICE TO GROUND	13.5	(4.1)
						POST MOUNTED	6	(1.8)

THE TRAFFIC SIGNAL CONTROL EQUIPMENT
FOR THIS PROJECT SHALL BE "ECONOLITE"
BRAND TO MATCH THE EXISTING ADJACENT
SYSTEM.

VILLAGE OF ADDISON
TRAFFIC SIGNAL CABLE PLAN
U.S. RTE. 20 (LAKE ST.) &
SWIFT ROAD

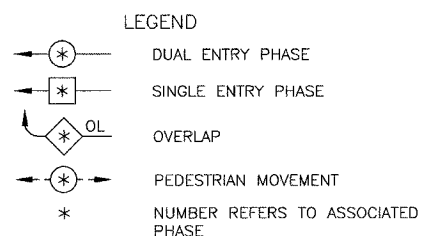
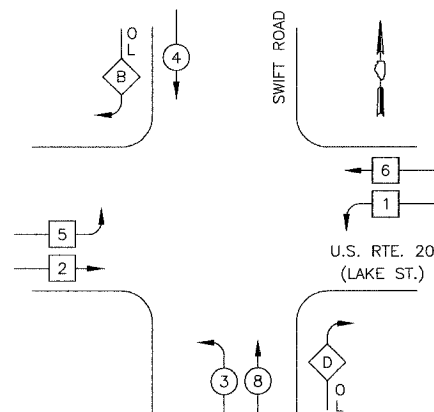
SCALE: NOT TO SCALE
DATE: 4/1/2005

DRAWN BY: BRD
DESIGNED BY: BRD
CHECKED BY: KMM



FAP. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	31
STA.		TO STA.		
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				

PROPOSED CONTROLLER SEQUENCE

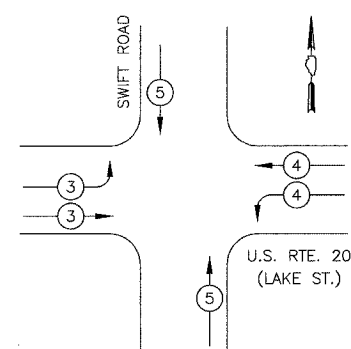


PHASE DESIGNATION DIAGRAM

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5
D	= 8	+ 1

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT			

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QNTY.
RELOCATE SIGN PANEL - TYPE 1	SQ FT	39
GROUNDING EXISTING HANDHOLE FRAME AND COVER	EACH	1
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	29
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	332
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	47
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	73
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	364
HANDHOLE	EACH	2
HEAVY-DUTY HANDHOLE	EACH	1
DOUBLE HANDHOLE	EACH	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	371
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	632
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	3064
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	829
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	4561
ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 2C	FOOT	37
STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE D	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	15
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER (SPECIAL)	FOOT	15
DRILL EXISTING HANDHOLE	EACH	1
INDUCTIVE LOOP DETECTOR	EACH	2
DETECTOR LOOP, TYPE I	FOOT	971
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	2
RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE	EACH	1
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	4
REMOVE EXISTING CONCRETE FOUNDATION	EACH	5
SERVICE INSTALLATION, POLE MOUNT	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	587
ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	FOOT	632
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	7
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	3
SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, L.E.D., 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1
RELOCATE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET, COMPLETE	EACH	1

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

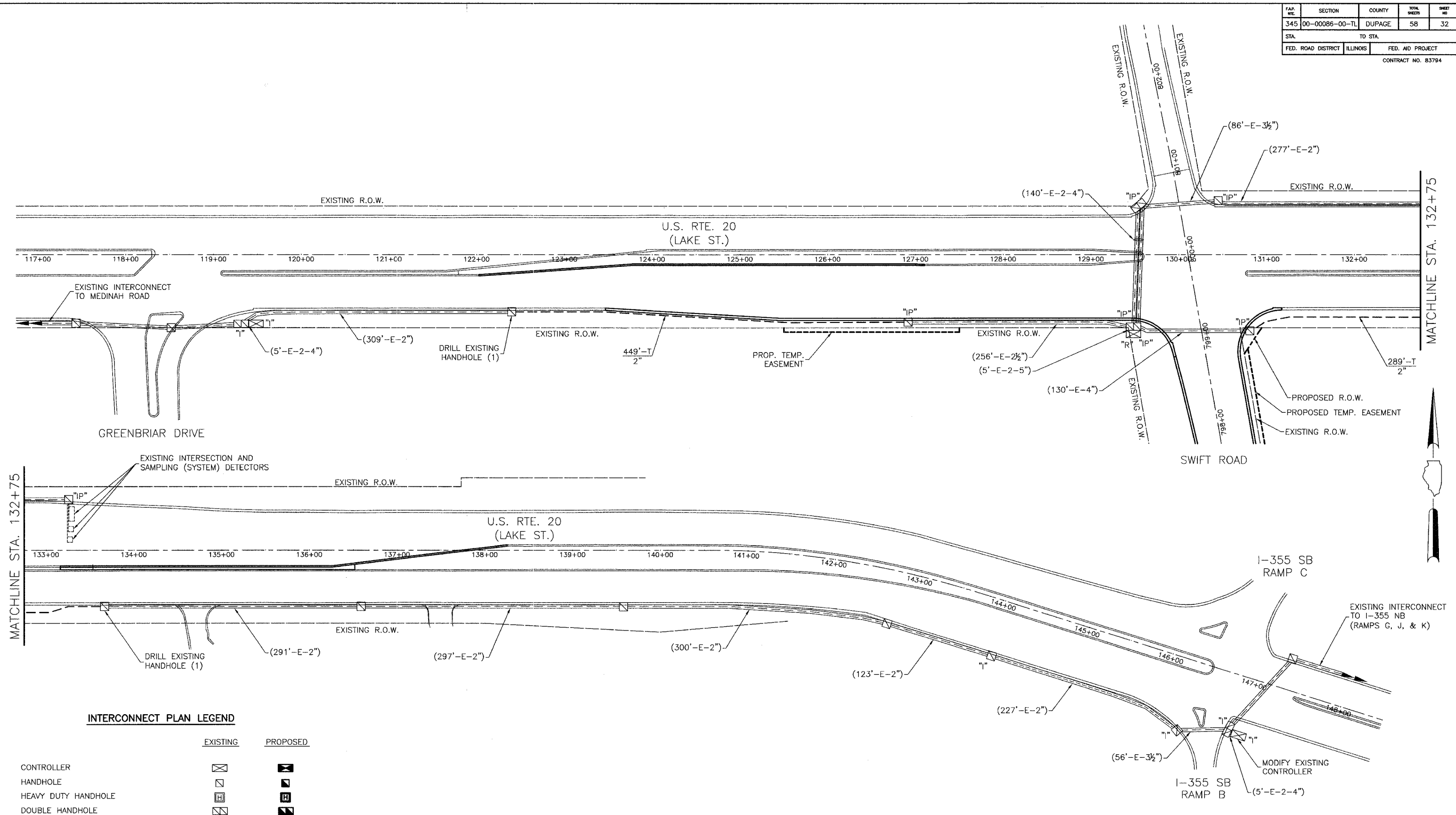
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
TRAFFIC SIGNAL SEQUENCES AND SCHEDULE OF QUANTITIES
 U.S. RTE. 20 (LAKE ST.) & SWIFT ROAD

SCALE: NOT TO SCALE
 DATE: 4/1/2005

DRAWN BY: BRD
 DESIGNED BY: BRD
 CHECKED BY: KMM

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	32
STA.	TO STA.			
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				



MATCHLINE STA. 132+75

MATCHLINE STA. 132+75

INTERCONNECT PLAN LEGEND

	EXISTING	PROPOSED
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH		
UNIT DUCT		
SYSTEM		
INTERSECTION		
RELOCATED CONTROLLER		

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND TO MATCH THE EXISTING ADJACENT SYSTEM.

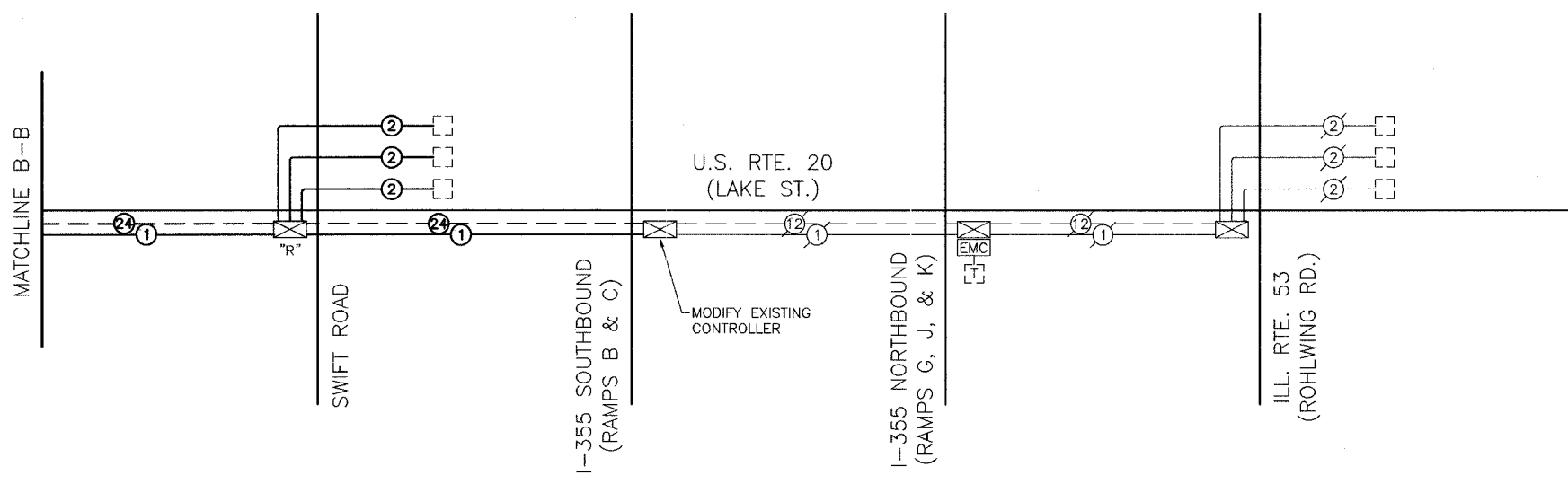
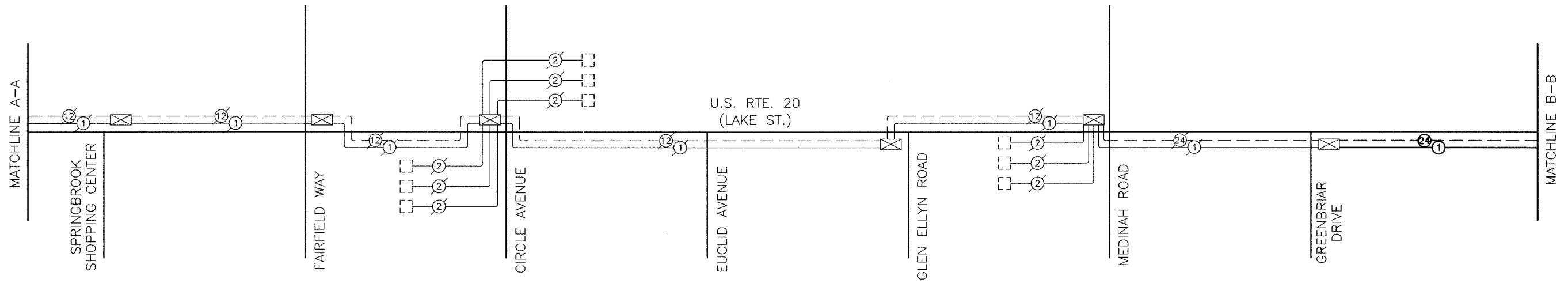
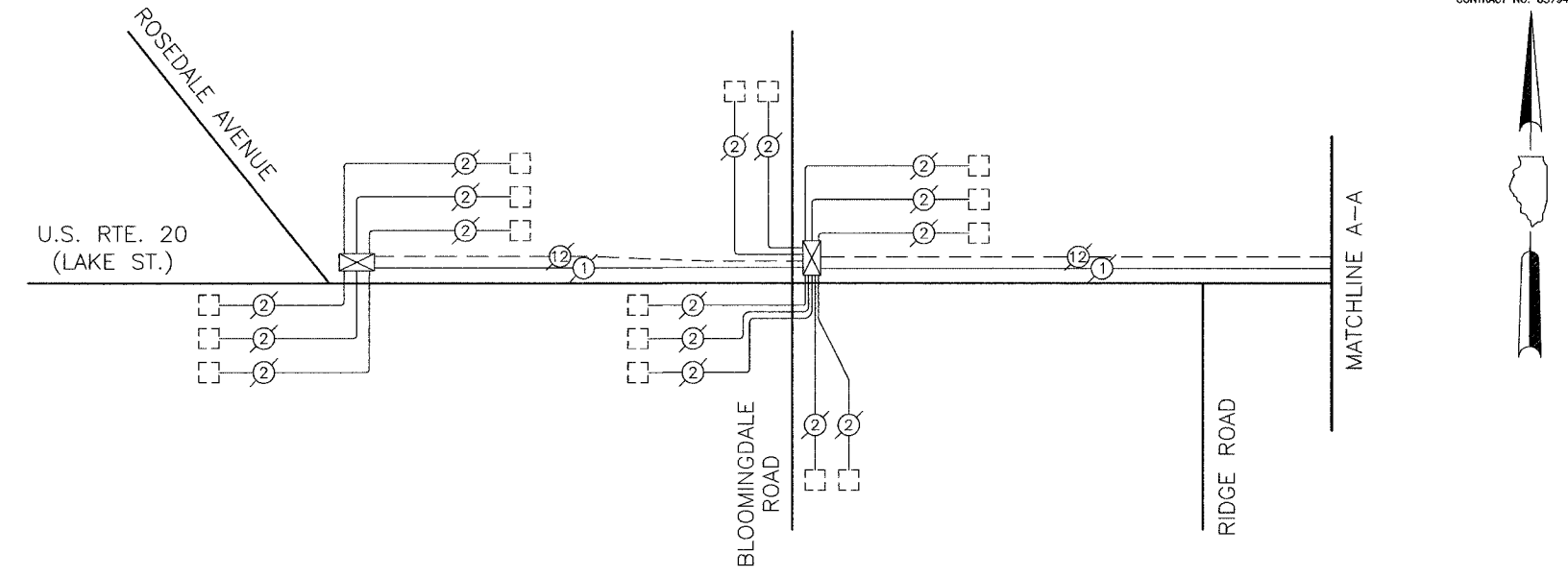
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
TRAFFIC SIGNAL INTERCONNECT PLAN
 U.S. RTE. 20 (LAKE ST.)
 GREENBRIAR DR. TO I-355 (RAMPS B & C)
 SCALE: 1"=50'
 DATE: 4/1/2005
 DRAWN BY: BRD
 DESIGNED BY: BRD
 CHECKED BY: KMM

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	33
STA.	TO STA.			
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				

INTERCONNECT SCHEMATIC LEGEND

- | | | | | |
|---|--|--|--|--|
| EXISTING INTERSECTION CONTROLLER | | PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS | | |
| RELOCATED INTERSECTION CONTROLLER | | EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F | | |
| PROPOSED INTERSECTION CONTROLLER | | PROPOSED FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125, MM12F SM12F | | |
| EXISTING MASTER CONTROLLER | | EXISTING INTERCONNECT CABLE - NO. 62.5/125, MM24F SM12F | | |
| PROPOSED MASTER CONTROLLER | | PROPOSED INTERCONNECT CABLE - NO. 62.5/125, MM24F SM12F | | |
| MASTER MASTER CONTROLLER | | EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED | | |
| EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED | | |
| PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED | | |
| EXISTING INTERSECTION DETECTORS | | PROPOSED LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED | | |
| PROPOSED SAMPLING (SYSTEM) DETECTORS | | EXISTING ELECTRIC CABLE 1/C (AS SPECIFIED) | | |
| EXISTING SAMPLING (SYSTEM) DETECTORS | | PROPOSED ELECTRIC CABLE 1/C (AS SPECIFIED) | | |
| EXISTING INTERSECTION AND SAMPLING (SYSTEM) DETECTORS | | EXISTING TELEPHONE CONNECTION | | |
| PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS | | PROPOSED TELEPHONE CONNECTION | | |
| EXISTING SAMPLING (SYSTEM) DETECTORS | | | | |
| PROPOSED SAMPLING (SYSTEM) DETECTORS | | | | |
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| PROPOSED SAMPLING (SYSTEM) DETECTORS | | | | |
| EXISTING SAMPLING (SYSTEM) DETECTORS | | | | |
| PROPOSED SAMPLING (SYSTEM) DETECTORS | | | | |



INTERCONNECT SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QNTY.
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	738
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	738
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
DRILL EXISTING HANDHOLE	EACH	2
MODIFY EXISTING CONTROLLER	EACH	1
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C	FOOT	2876
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	2934
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	L SUM	1

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
INTERCONNECT SCHEMATIC
 U.S. RTE. 20 (LAKE ST.)
 ROSEDALE AVENUE TO
 ILL. RTE. 53 (ROHLWING RD.)

SCALE: NOT TO SCALE
 DATE: 4/1/2005

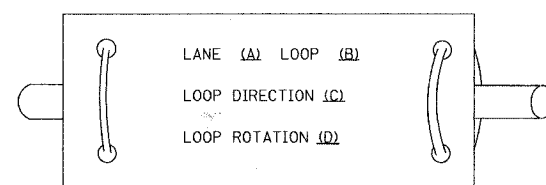
DRAWN BY: BRD
 DESIGNED BY: BRD
 CHECKED BY: KMM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	34
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		CONTRACT NO. 83794

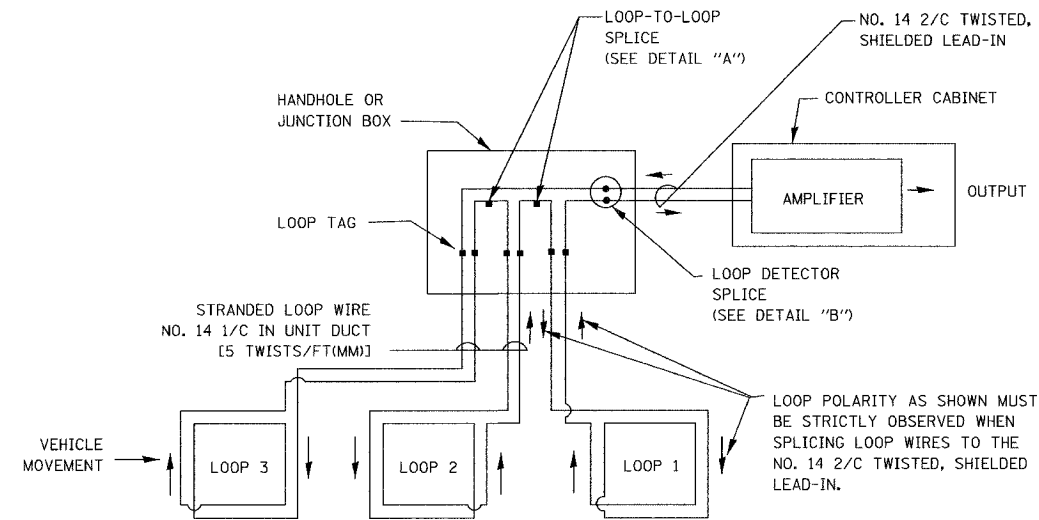
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
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.

LOOP LEAD-IN CABLE TAG

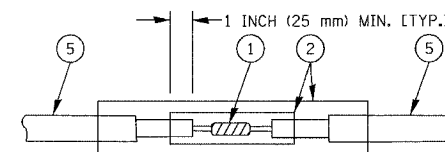


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

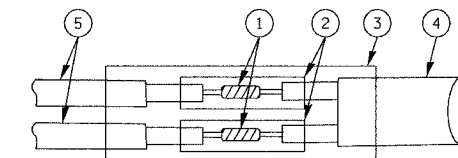


DETECTOR LOOP WIRING SCHEMATIC

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



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 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.

REVISIONS	
NAME	DATE

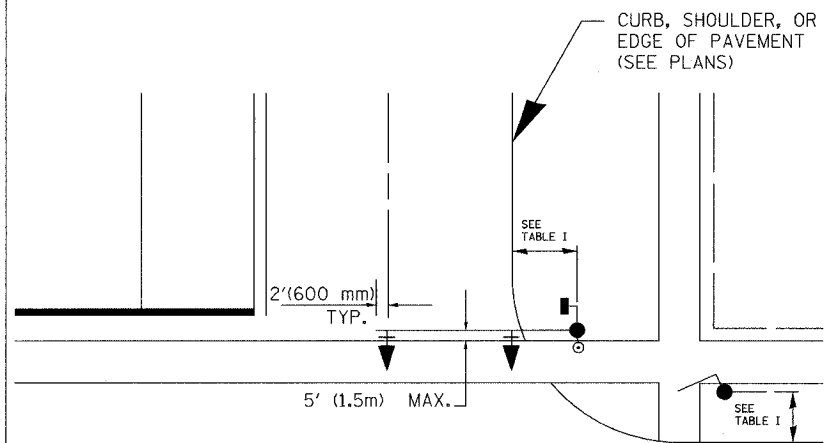
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. DATE 1-01-02
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

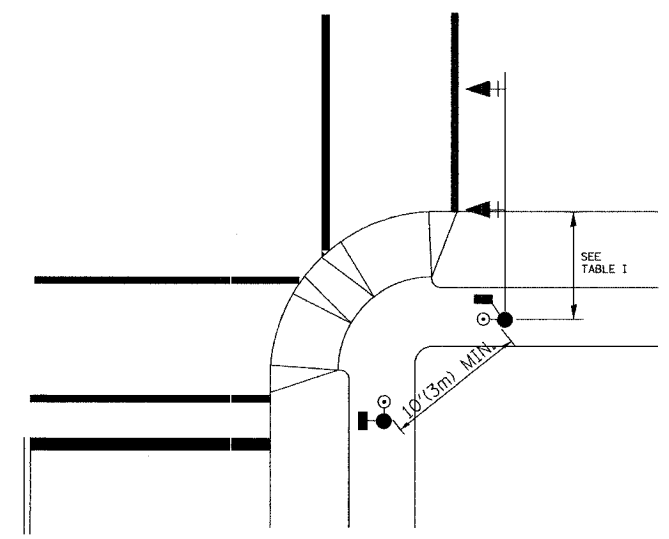
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	35
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

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

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

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

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

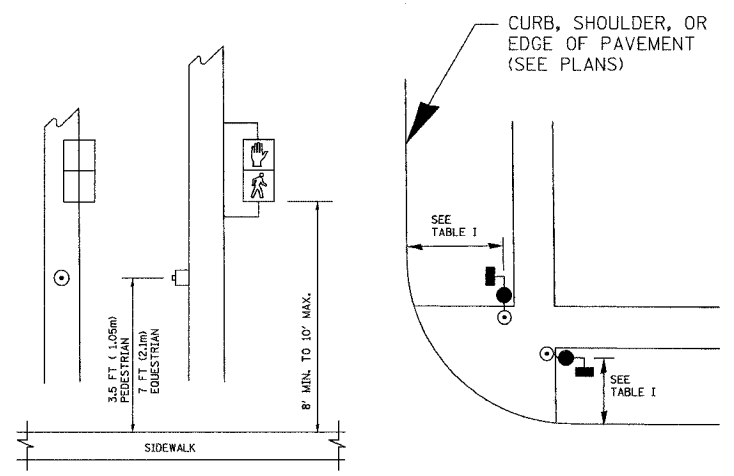


TABLE I

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

REVISIONS	
NAME	DATE

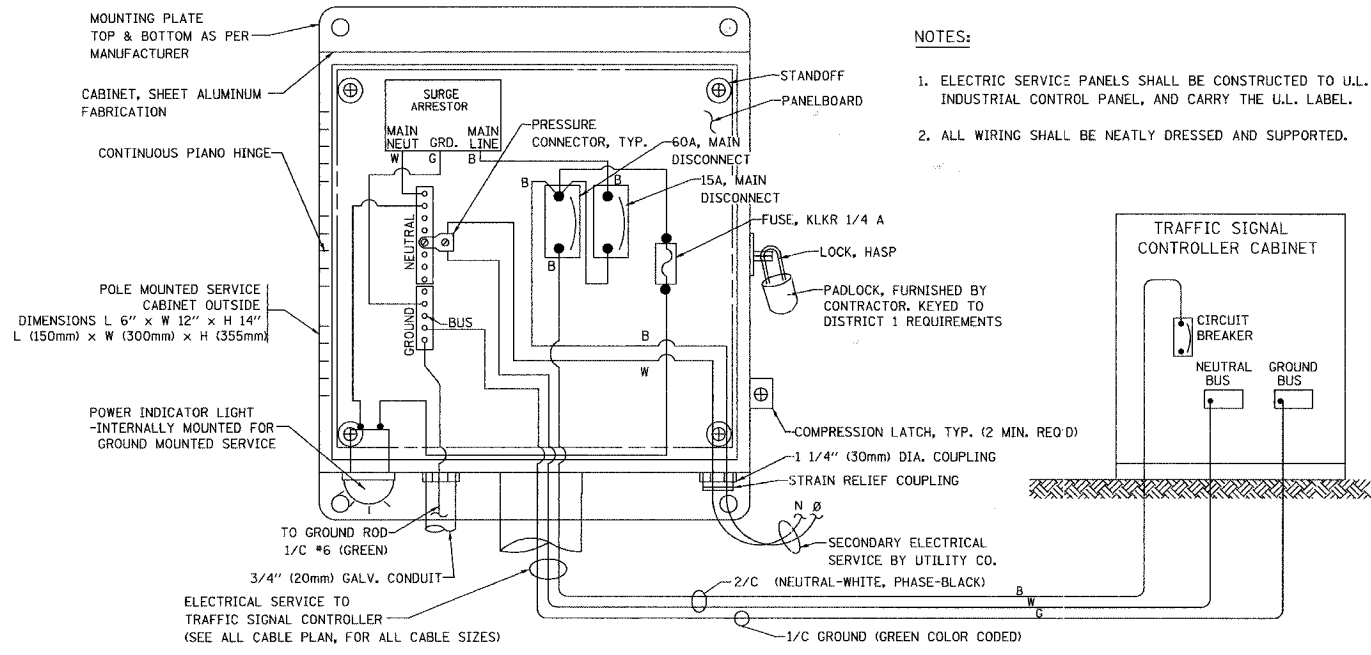
ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

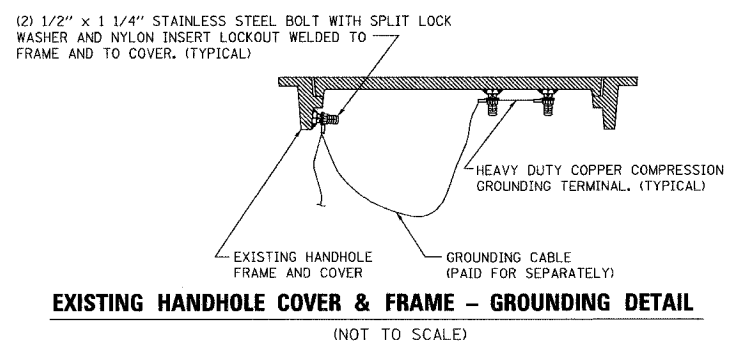
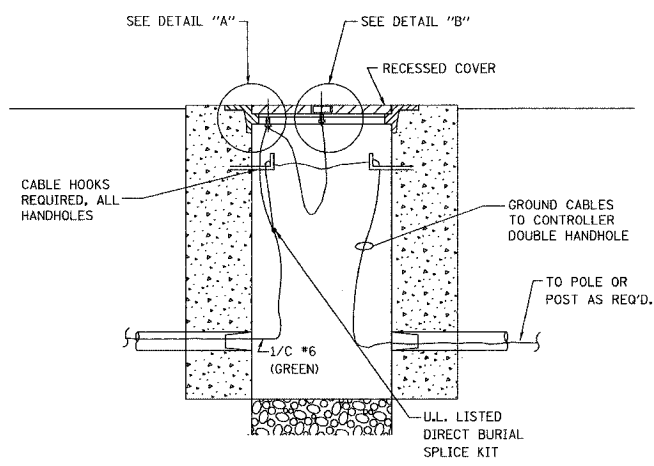
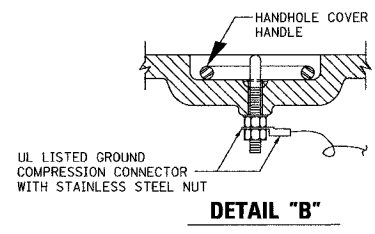
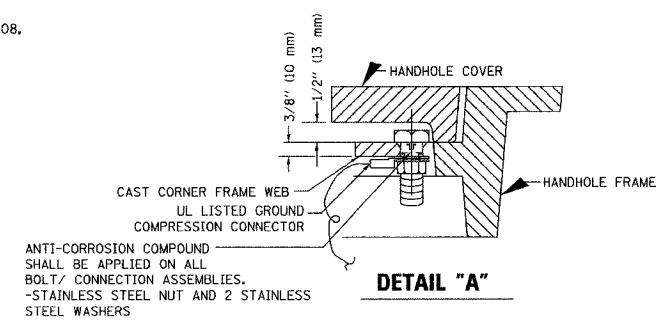
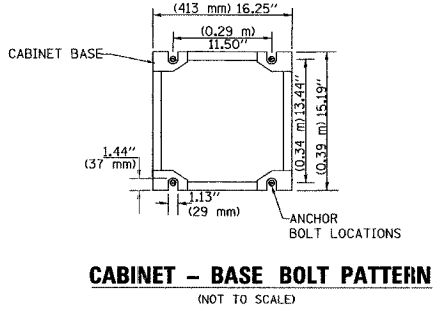
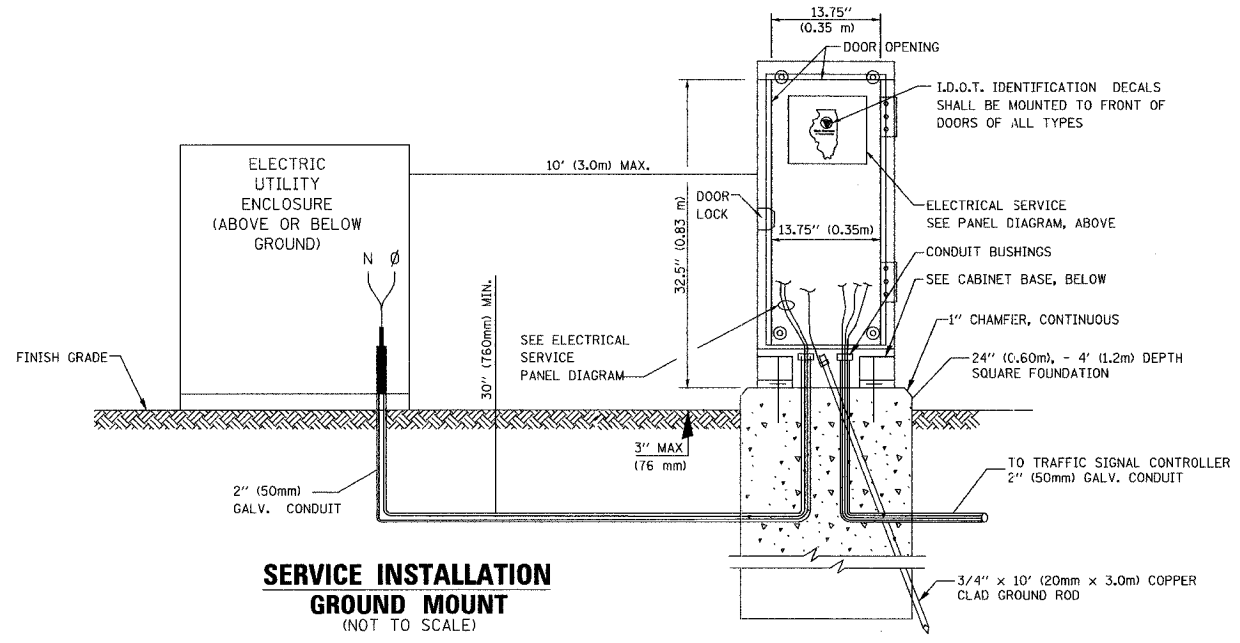
SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	36
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 83794				



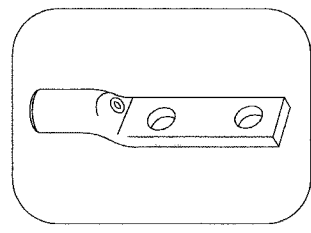
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



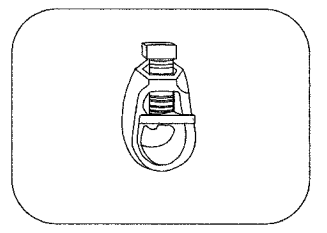
NOTES:

GROUNDING SYSTEM

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



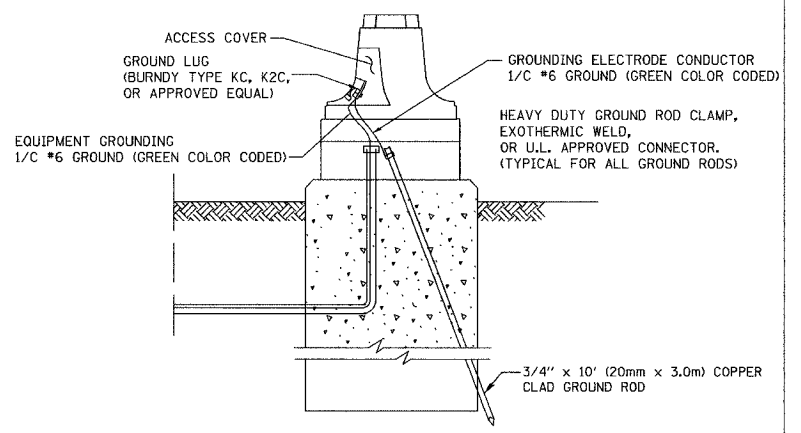
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

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



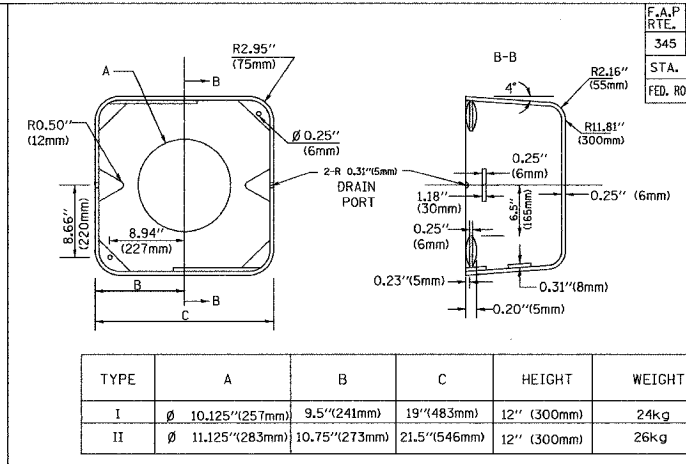
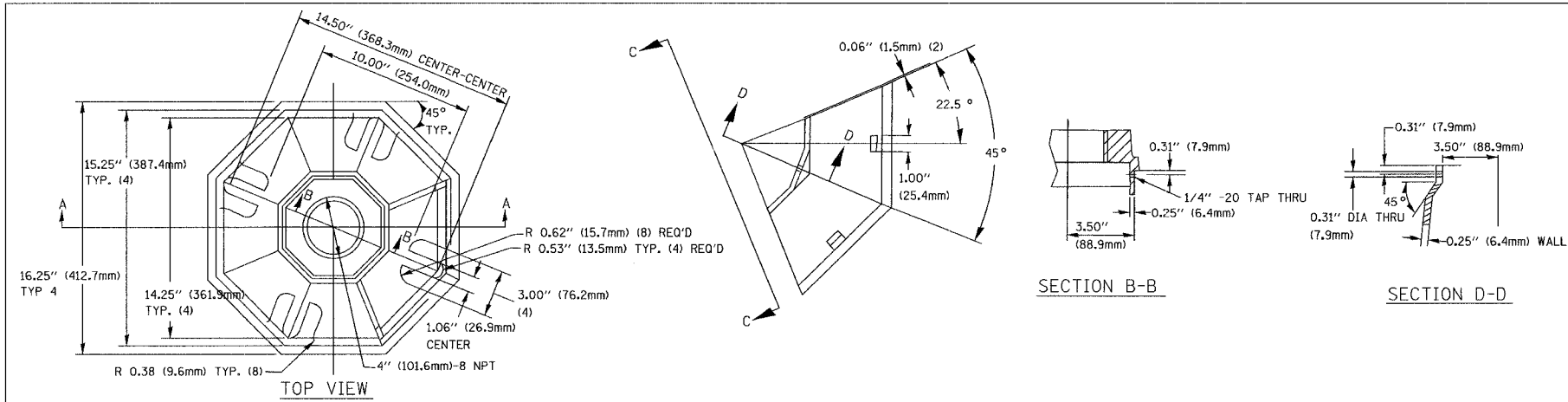
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

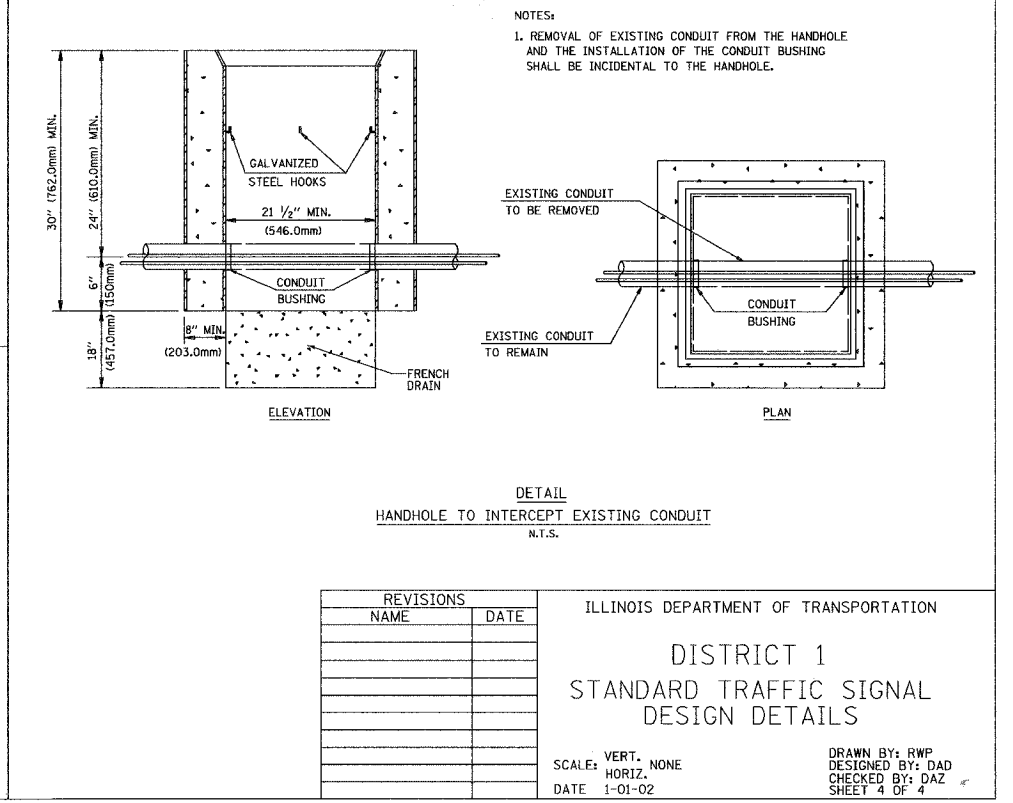
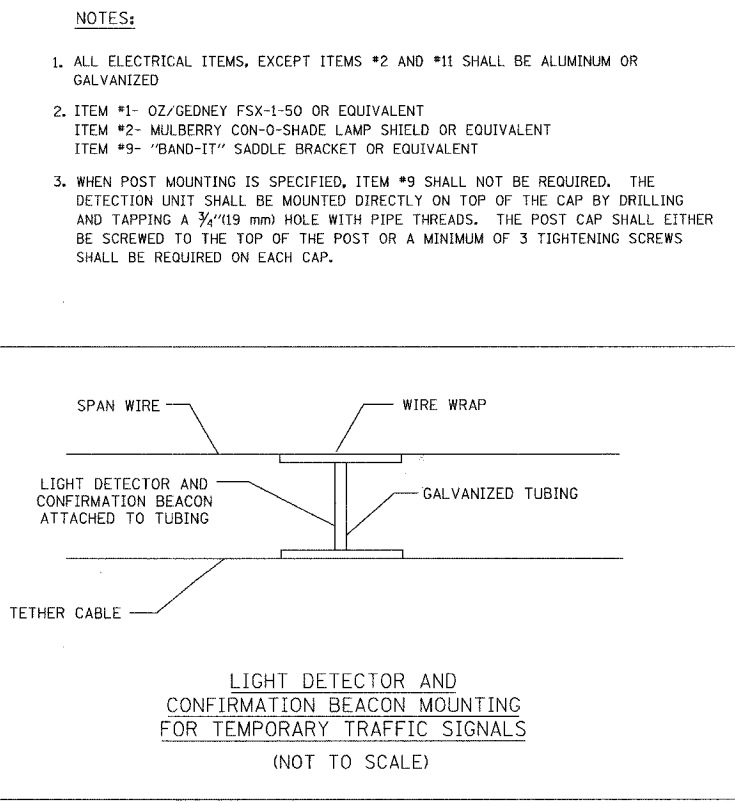
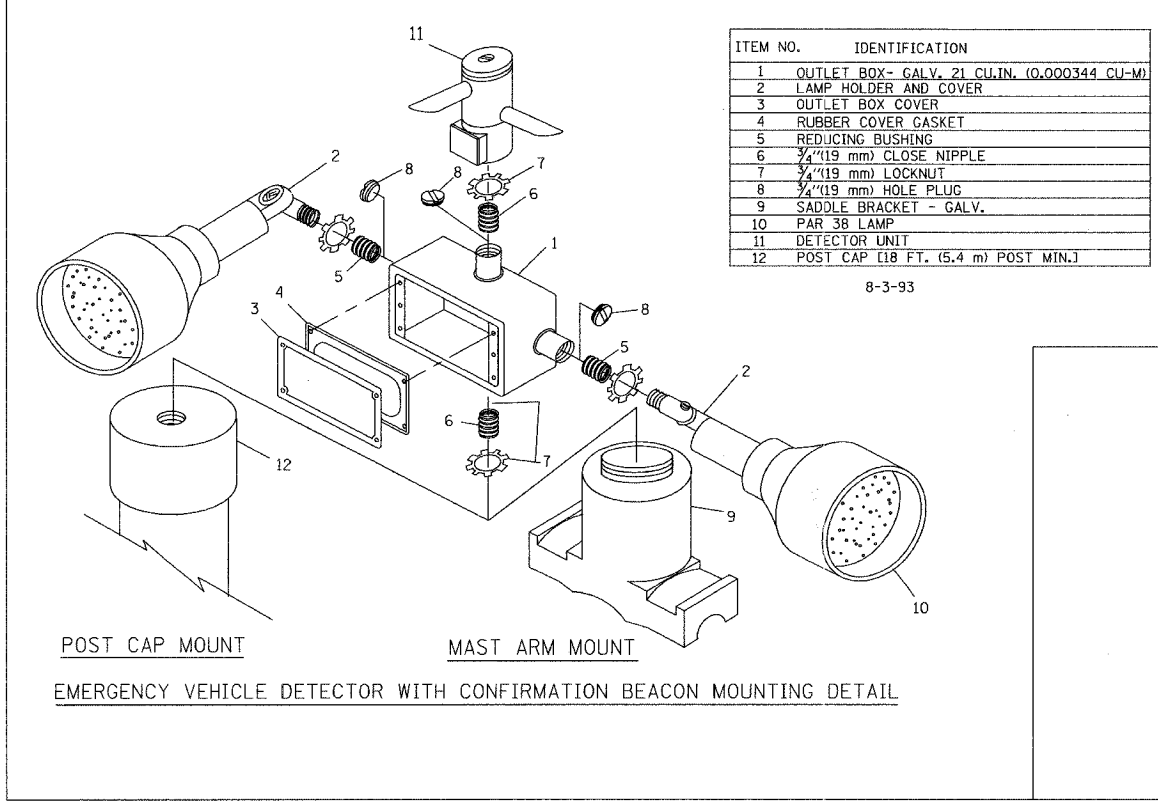
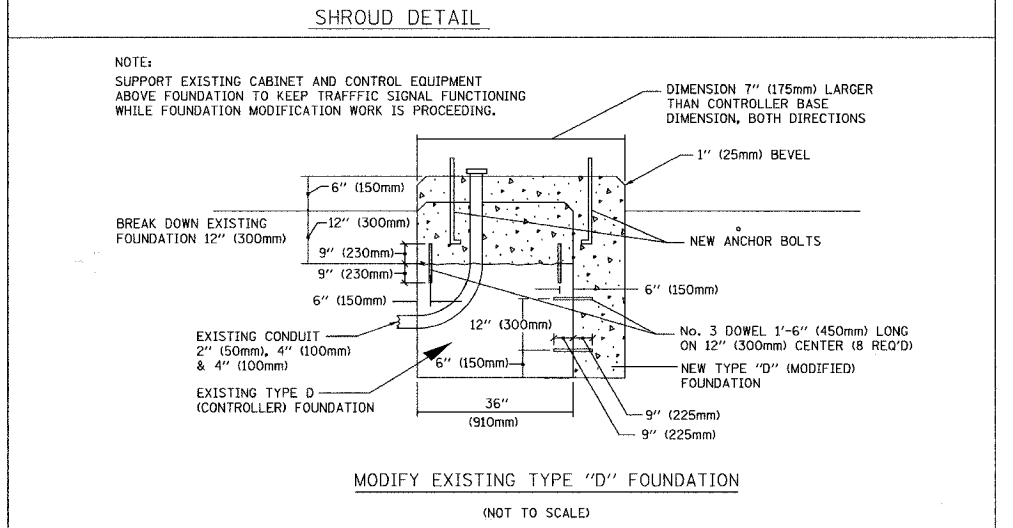
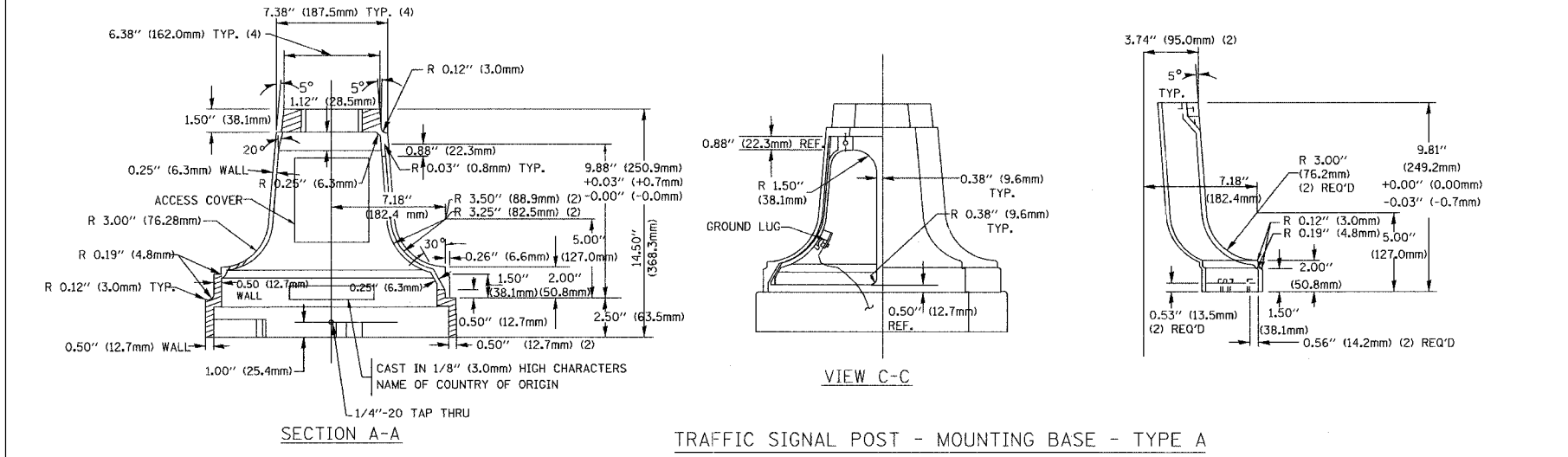
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 HORIZ. 1"=10'
 DATE 1-01-02

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	37
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83794				



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



REVISIONS	
NAME	DATE

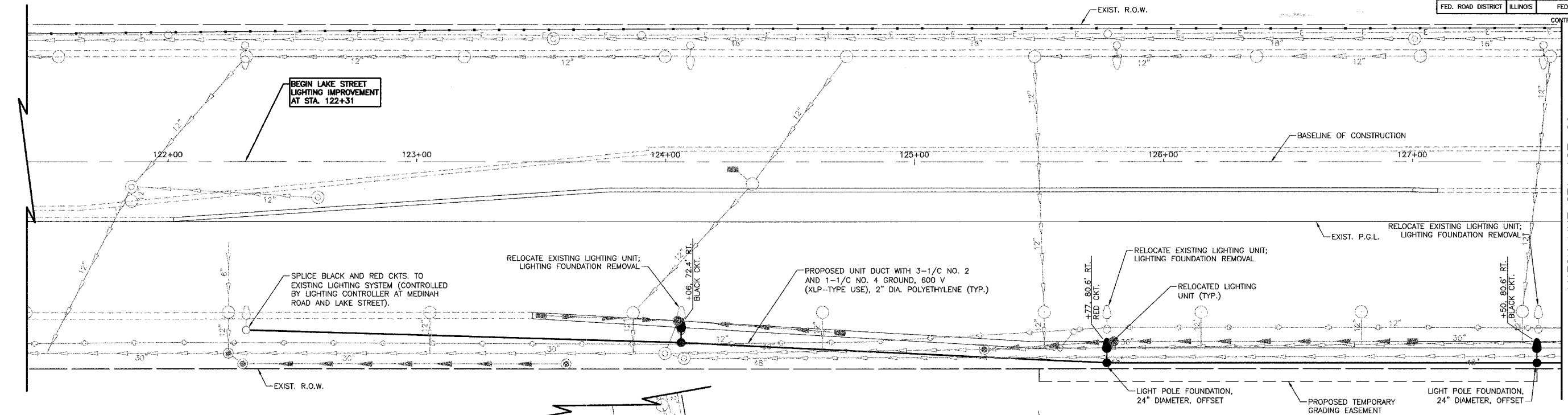
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. 1-01-02
DATE 1-01-02

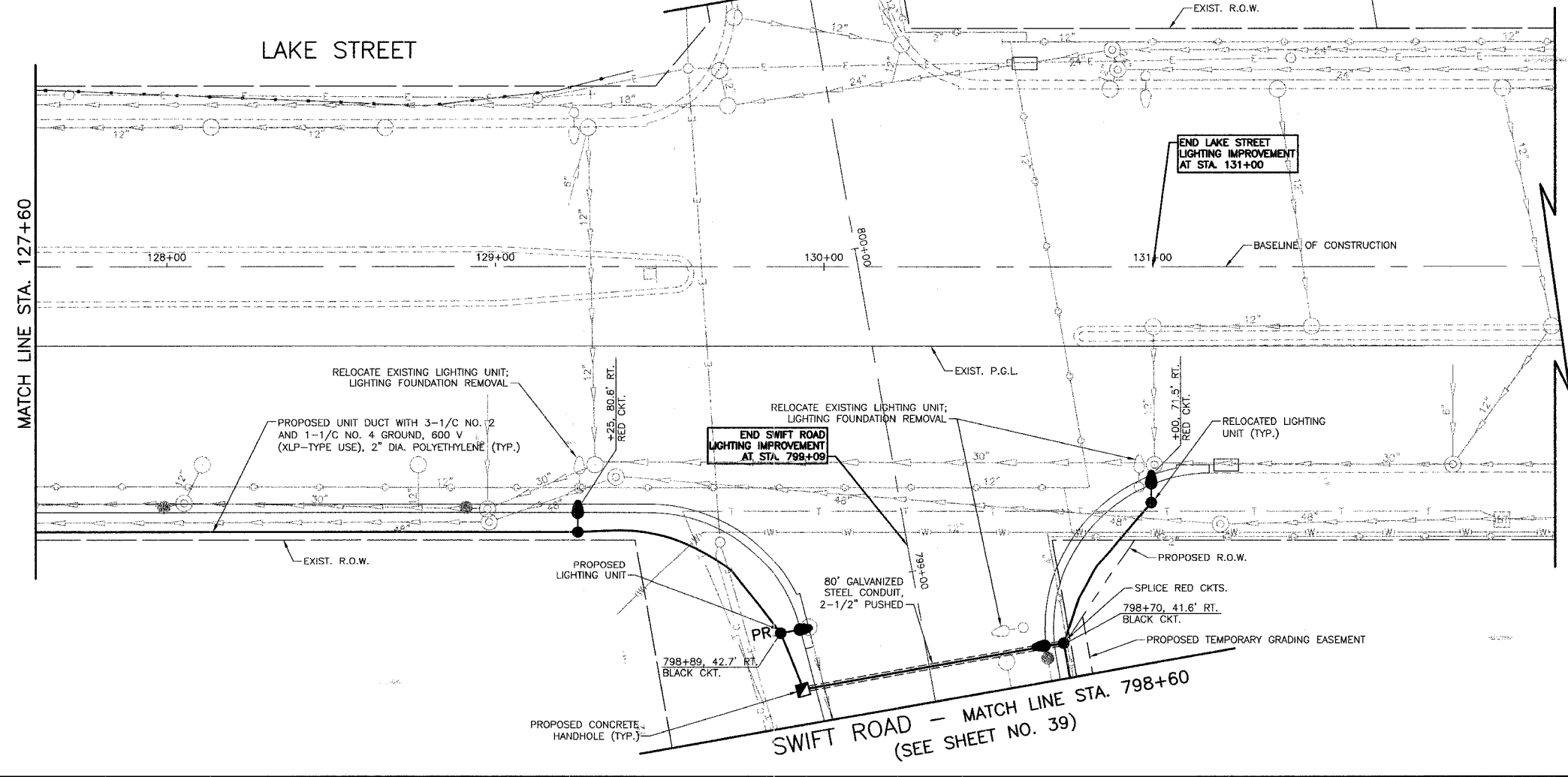
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DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 4 OF 4

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	38
FED. ROAD DISTRICT		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794				

LAKE STREET



LAKE STREET



- ### LEGEND
- EXISTING LIGHTING UNIT
LUMINAIRE, HPS, HORIZONTAL MOUNT, 400 WATT
LIGHT POLE, 47.5 FT. MOUNTING HEIGHT, 15 FT. MAST ARM
 - RELOCATED LIGHTING UNIT
 - PROPOSED LIGHTING UNIT (AS SPECIFIED IN PLANS)
LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. M.A.
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT
 - EXISTING HANDHOLE
 - PROPOSED CONCRETE HANDHOLE
 - PROPOSED GALVANIZED STEEL CONDUIT, 2 1/2" PUSHED OR TRENCH (AS SPECIFIED IN PLANS)
 - PROPOSED UNIT DUCT
UNIT DUCT WITH 3-1/C NO. 2 AND 1-1/C NO. 4 GROUND, 600 V (XLP-TYPE USE), 2" DIA. POLYETHYLENE

- ### NOTES
1. THE INSTALLATION OF CONDUIT SLEEVES AND UNIT DUCTS SHALL BE SEQUENCED WITH THE REPLACEMENT OF THE PROPOSED PAVEMENT INCLUDING DRIVEWAYS AND SIDEWALKS. IF CONDUIT OR UNIT DUCT IS PUSHED BECAUSE FINAL SURFACE IS IN PLACE, THERE WILL BE NO ADDITIONAL COMPENSATION FOR PUSHING THE CONDUIT OR UNIT DUCT.
 2. MULTI-UNIT DUCT RUNS SHALL BE INSTALLED IN COMMON TRENCH AND BACKFILLED. TRENCH AND BACKFILL WILL NOT BE PAID FOR EACH UNIT DUCT OR CONDUIT, BUT WILL BE PAID FOR THE LENGTH OF THE COMMON TRENCH ONLY.
 3. THE EXISTING LAKE ST. AND SWIFT RD. LIGHTING SYSTEM MUST BE KEPT IN OPERATION AT ALL TIMES. SHUTDOWN OF THE EXISTING SYSTEMS FOR SWITCHOVER MUST TAKE PLACE DURING THE DAYLIGHT HOURS AND BE COMPLETED BEFORE DARK.
 4. EXISTING SIGNS TO REMAIN ON EXISTING LIGHT POLES TO BE RELOCATED WILL BE RELOCATED WITH THE LIGHT POLES. THIS WORK SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCIDENTAL TO THE PAY ITEM "RELOCATE EXISTING LIGHTING UNIT".

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

LIGHTING PLAN

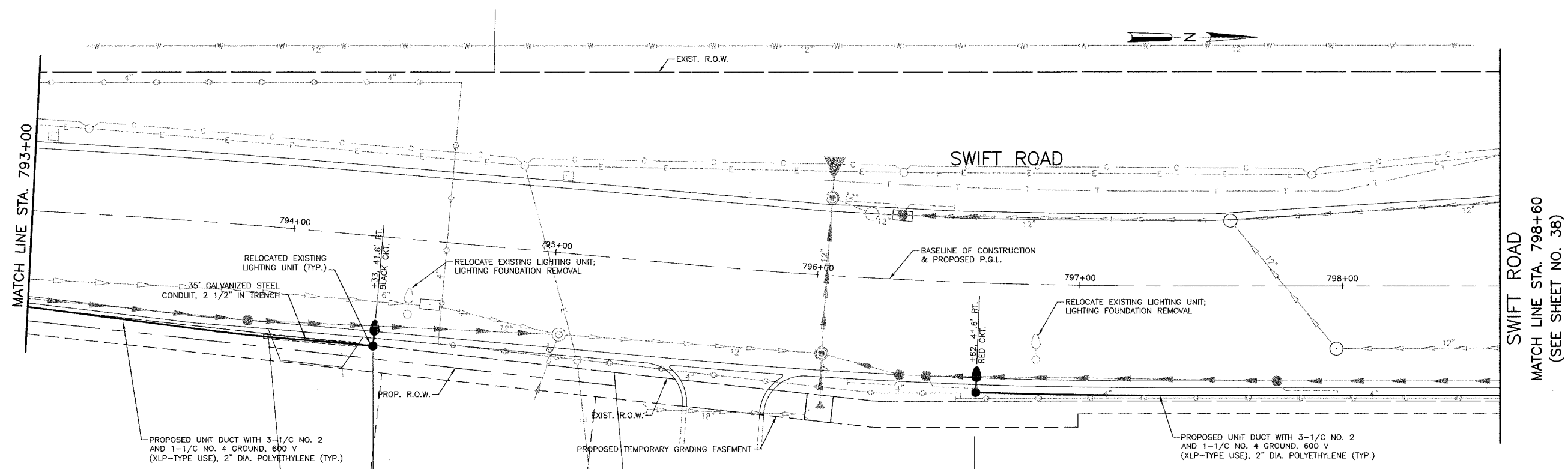
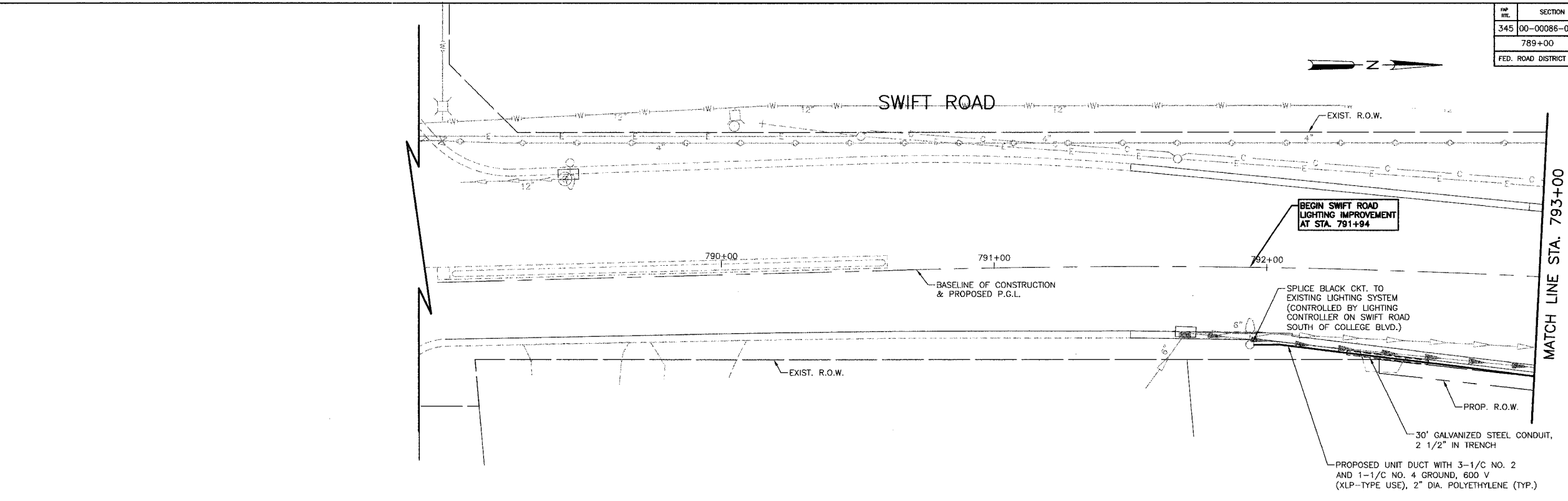
LAKE STREET/SWIFT ROAD

SCALE IN FEET: 0 20

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.N.M.



SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-00086-00-TL	DUPAGE	58	39
789+00		798+60	
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794			



VILLAGE OF ADDISON LIGHTING PLAN
SWIFT ROAD

VILLAGE OF ADDISON LIGHTING SYSTEM TO EXISTING CONTROLLER ON SWIFT ROAD SOUTH OF COLLEGE BLVD. SEE WIRING DIAGRAM IN LIGHTING DETAIL SHEET

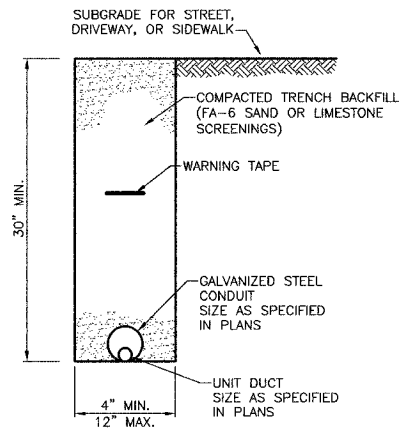
VILLAGE OF ADDISON LIGHTING SYSTEM TO EXISTING CONTROLLER AT LAKE STREET AND MEDINAH ROAD SEE WIRING DIAGRAM IN LIGHTING DETAIL SHEET

REVISIONS	
NAME	DATE

HORIZ: 20
VERT: 5
SCALE IN FEET

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.N.M.

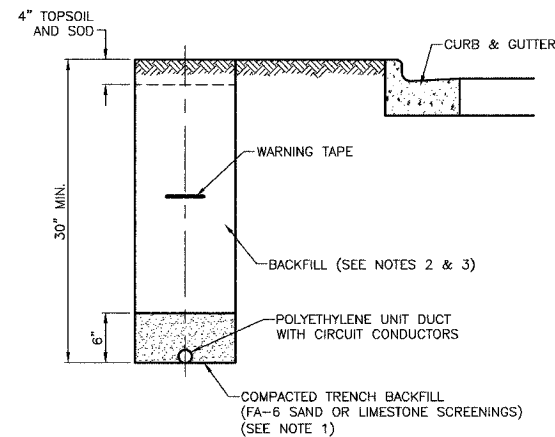
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	40
FED. ROAD DISTRICT		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794				



NOTES:

1. CONDUIT SHALL BE HOT DIP GALVANIZED STEEL.
2. CONDUIT SHALL EXTEND 2' BEYOND THE STREET, DRIVEWAY, OR SIDEWALK.
3. CONDUIT SHALL HAVE BOTH ENDS CAPPED UNTIL USED.
4. WHEN PLACED INTO SERVICE, CONDUIT SHALL BE PROVIDED WITH AN INSULATED FIBER BUSHING, AND SEALED WITH A WORKABLE SOFT PLASTIC SEALING COMPOUND AT EACH END.
5. 6" WIDE REINFORCED METALLIC WARNING TAPE, RED WITH BLACK LETTERING TO READ "CAUTION-ELECTRICAL LINE BURIED BELOW". WARNING TAPE TO BE PLACED 1' MINIMUM TO 2' MAXIMUM BELOW FINISHED GRADE.
6. ALL GRASSY AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH 4" OF TOPSOIL AND SOD.

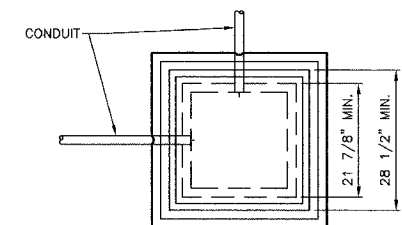
CONDUIT TRENCH



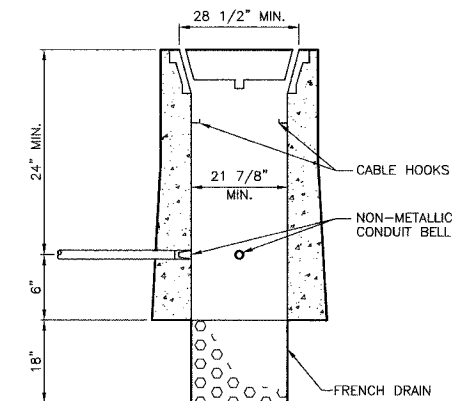
NOTES:

1. UNIT DUCT INSTALLED IN TRENCHES SHALL BE COVERED WITH A MINIMUM OF 6" OF COMPACTED FA-6, OR LIMESTONE SCREENINGS.
2. IN GRASSY AREAS, THE BACKFILL MAY BE COMPACTED EARTH.
3. TRENCHES WITHIN 2' OF PROPOSED OR EXISTING STREETS, DRIVEWAYS, OR SIDEWALKS SHALL BE BACKFILLED WITH COMPACTED FA-6 SAND OR LIMESTONE SCREENINGS.
4. WHERE MORE THAN (1) UNIT DUCT RUNS ADJACENT TO EACH OTHER, THEY SHALL BE PLACED IN A COMMON TRENCH SO AS NOT TO CROSS EACH OTHER.
5. 6" WIDE REINFORCED METALLIC WARNING TAPE, RED WITH BLACK LETTERING TO READ "CAUTION-ELECTRICAL LINE BURIED BELOW". WARNING TAPE TO BE PLACED 1' MINIMUM TO 2' MAXIMUM BELOW FINISHED GRADE.
6. ALL GRASSY AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED WITH 4" OF TOPSOIL AND SOD.

UNIT DUCT TRENCH



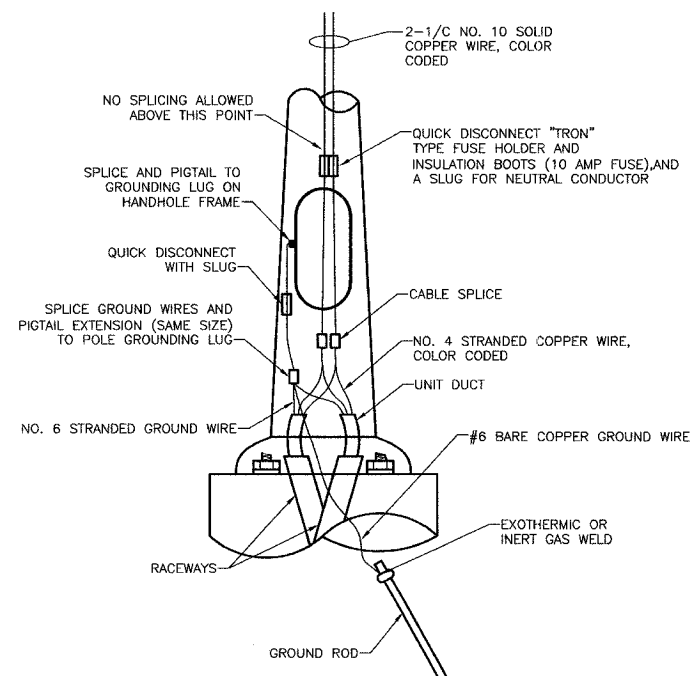
6 FT. OF EACH CABLE TO BE LOOPED IN HANDHOLE AND SUSPENDED FROM HOOKS.



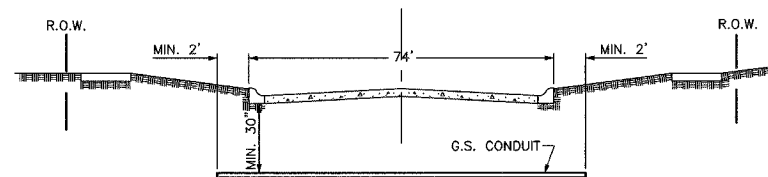
NOTES:

1. COVER SHALL HAVE "STREET LIGHTING" CAST INTO LID.
2. FRAMES SHALL BE FURNISHED WITH TYPE "G" LIFTING HANDLES AND TYPE "T" HINGES WITH A SAFETY BAR.
3. FRAME SHALL BE GROUNDED PER N.E.C.

STANDARD HANDHOLE



LIGHT POLE BASE WIRING



STREET CROSSING

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

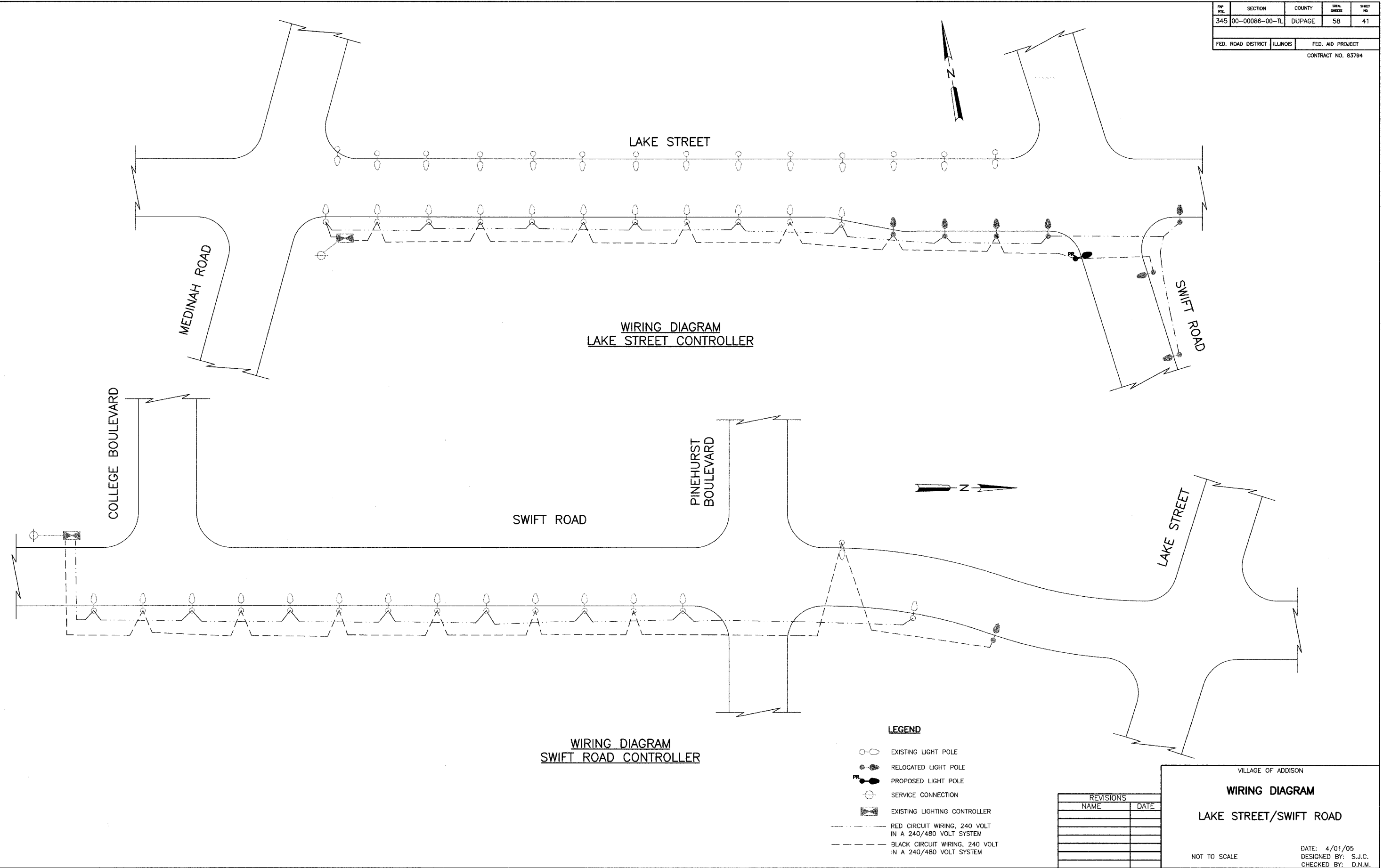
LIGHTING DETAIL

LAKE STREET/SWIFT ROAD

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.

NOT TO SCALE

FW REV.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	41
FED. ROAD DISTRICT		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 83794				



**WIRING DIAGRAM
LAKE STREET CONTROLLER**

**WIRING DIAGRAM
SWIFT ROAD CONTROLLER**

LEGEND

- ○ EXISTING LIGHT POLE
- ● RELOCATED LIGHT POLE
- ● PROPOSED LIGHT POLE
- ○ SERVICE CONNECTION
- ⊠ EXISTING LIGHTING CONTROLLER
- RED CIRCUIT WIRING, 240 VOLT IN A 240/480 VOLT SYSTEM
- - - BLACK CIRCUIT WIRING, 240 VOLT IN A 240/480 VOLT SYSTEM

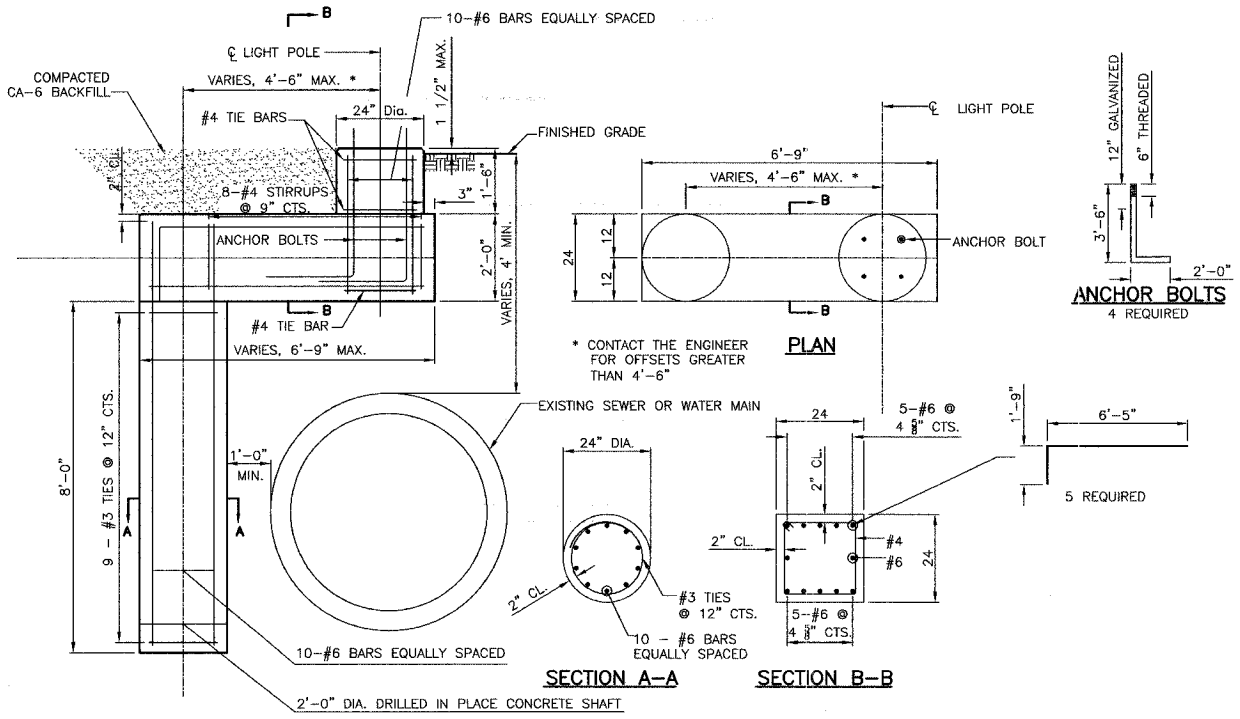
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

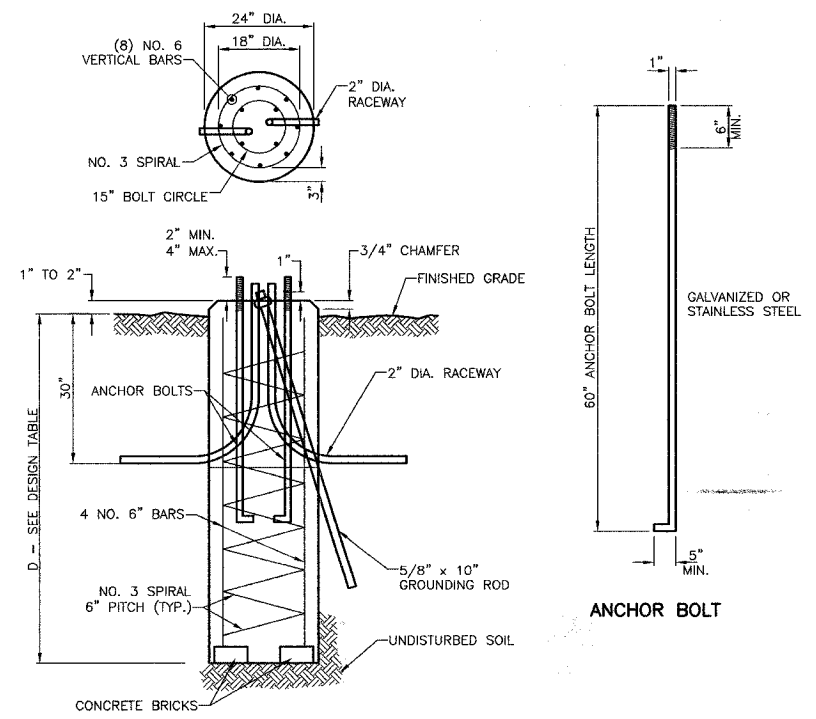
**WIRING DIAGRAM
LAKE STREET/SWIFT ROAD**

NOT TO SCALE

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.N.M.



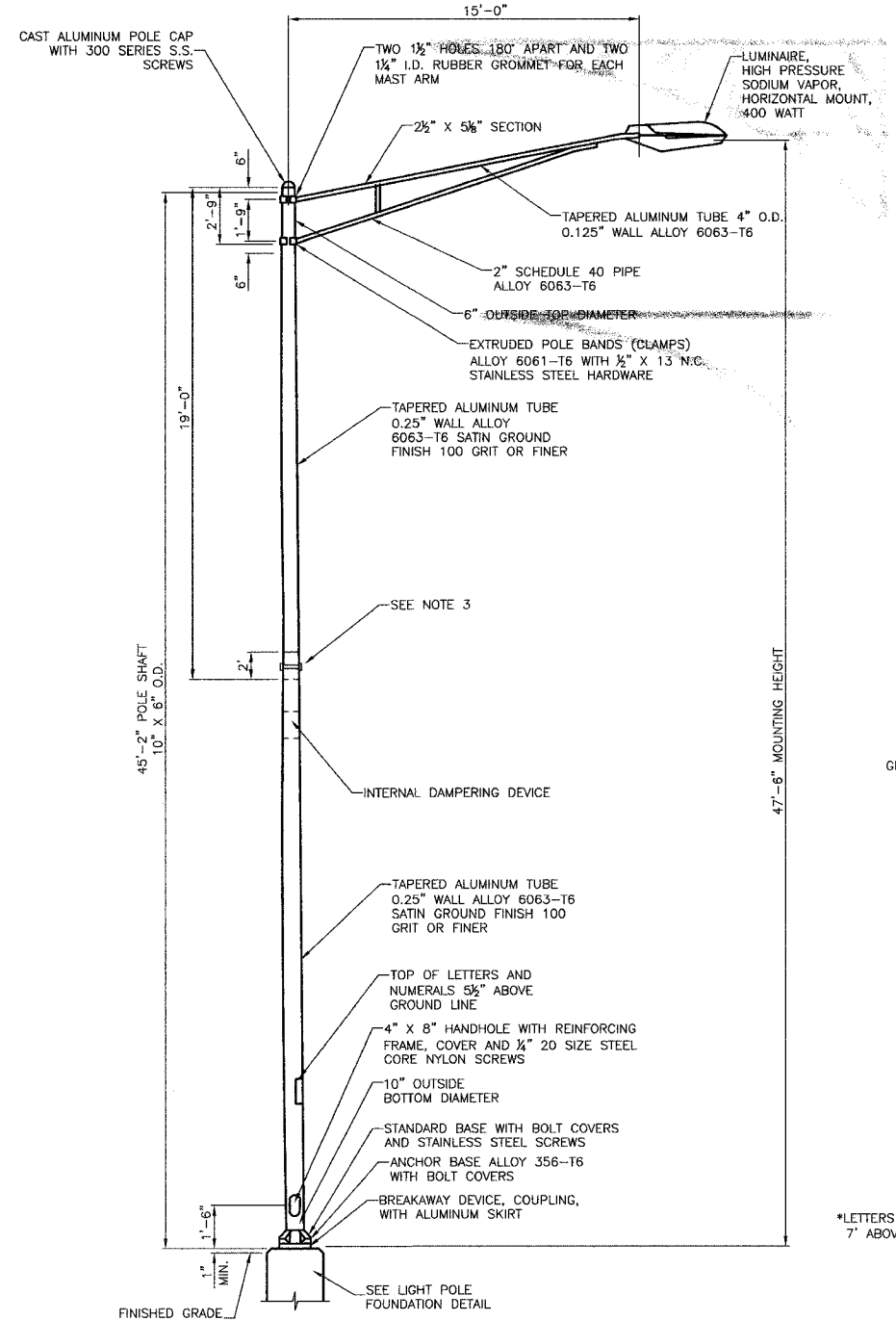
LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET



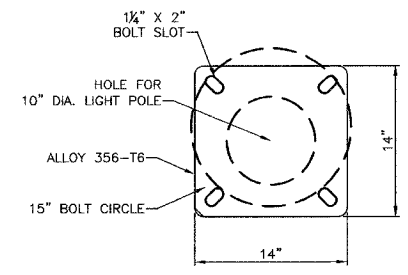
LIGHT POLE FOUNDATION

TYPE OF SOIL	SINGLE ARM D	SINGLE ARM VERT. BARS	SPIRAL
SOFT CLAY	13'-0"	8-#6X12'-6"	#3X122'
MEDIUM CLAY	9'-6"	8-#6X9'-0"	#3X90'
STIFF CLAY	8'-0"	8-#6X7'-6"	#3X76'
LOOSE SAND	9'-0"	8-#6X8'-6"	#3X85'
MEDIUM SAND	8'-3"	8-#6X7'-9"	#3X78'
DENSE SAND	8'-0"	8-#6X7'-6"	#3X76'

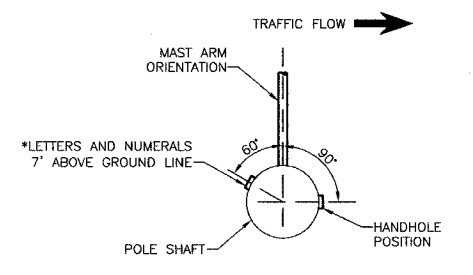
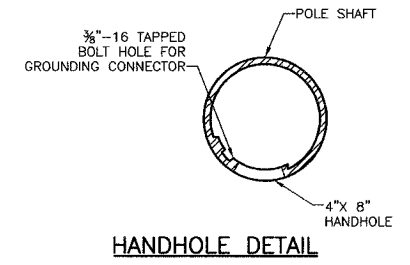
- NOTES:**
- THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING THE EXCAVATION AND SELECT THE DEPTH OF THE FOUNDATION FROM THE DESIGN TABLE.
 - EXCAVATION OF THE FOUNDATION SHALL BE MADE WITH A 24" DIAMETER AUGER.
 - THE CONTRACTOR SHALL USE A NO. 3 SPIRAL CAGE WITH A 6" PITCH, OR AT HIS OPTION, MAY SUBSTITUTE WITH NO. 3 HOOPS AT 12" ON CENTERS.
 - EACH ANCHOR BOLT SHALL BE FURNISHED WITH 2 FLAT WASHERS AND 2 HEX NUTS. THEY SHALL BE EITHER GALVANIZED OR STAINLESS STEEL TO MATCH THE ANCHOR BOLTS.
 - RACEWAYS SHALL BE INSTALLED PARALLEL TO THE EDGE OF PAVEMENT.
 - ANCHOR BOLTS, RACEWAYS, AND REINFORCING STEEL SHALL BE SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
 - CONCRETE SHALL BE CLASS SI, WITH A MINIMUM STRENGTH OF 3500 PSI.
 - THE CONCRETE SHALL CURE FOR A MINIMUM OF 10 DAYS BEFORE ERECTING THE LIGHT POLE.
 - THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE ERECTING THE LIGHT POLE.
 - ANCHOR BOLTS SHALL PROJECT A MINIMUM OF 2" AND A MAXIMUM OF 4" ABOVE THE TOP OF THE FOUNDATION.
 - RACEWAYS SHALL PROJECT 1" ABOVE THE TOP OF THE FOUNDATION.
 - ALL GROUND ROD CONNECTIONS SHALL BE MADE ABOVE GRADE, INSIDE THE POLE BASE, WITH EXOTHERMIC OR INERT GAS WELDS.



LIGHTING UNIT



LIGHT POLE BASE PLATE DETAIL
15 INCH BOLT CIRCLE



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

REVISIONS	
NAME	DATE

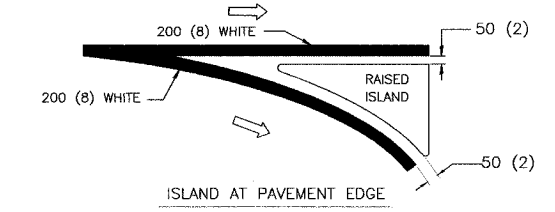
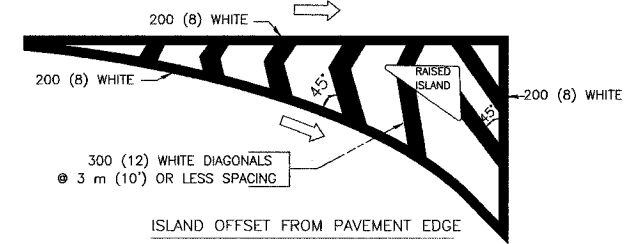
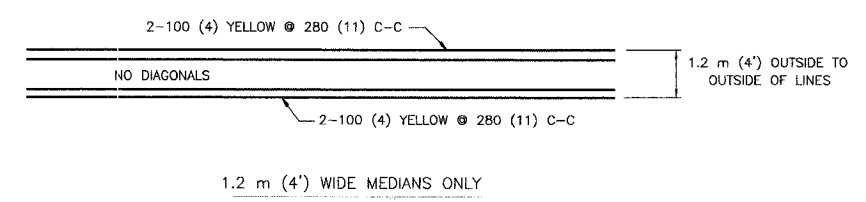
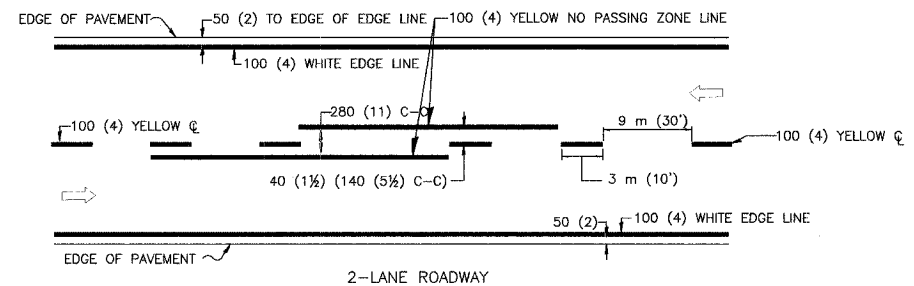
VILLAGE OF ADDISON

LIGHTING DETAIL

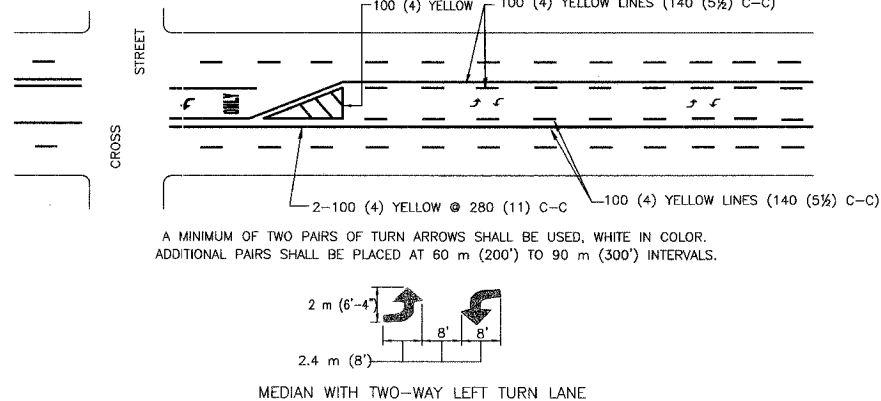
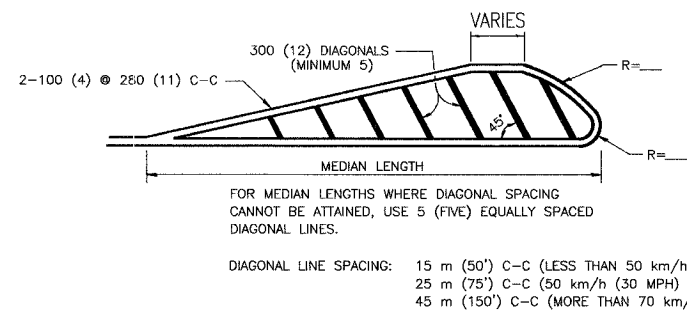
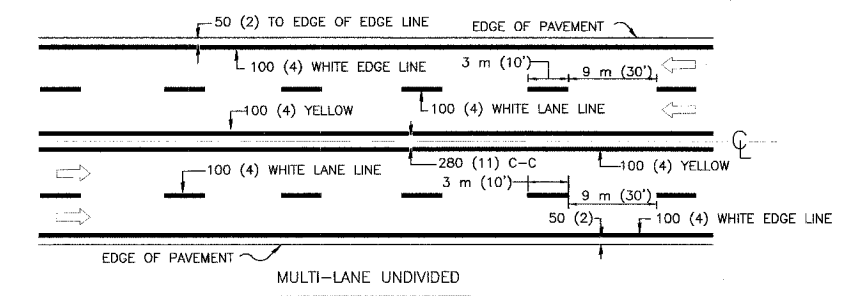
LAKE STREET/SWIFT ROAD

DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.N.M.

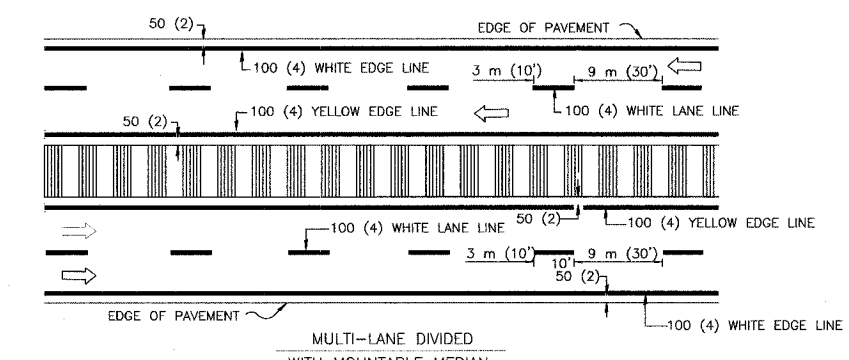
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-0086-00-TL	DUPAGE	58	43
STA.	TO STA.			
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 83794	



TYPICAL ISLAND MARKING

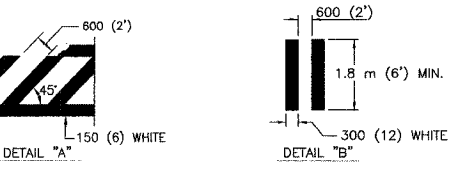
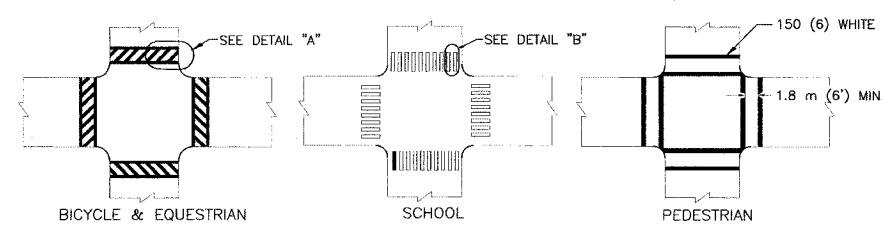


TYPICAL PAINTED MEDIAN MARKING

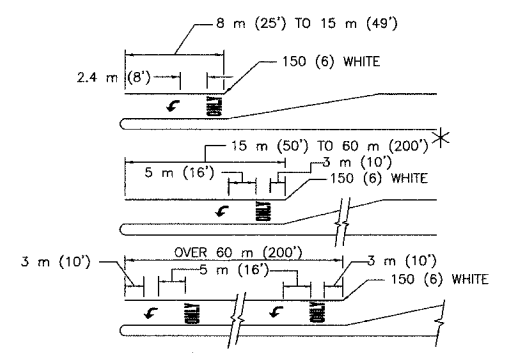


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33 m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2002 AND STATE STANDARD 780001.

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE
DATE: 5/14/01

DRAWN BY CADD
CHECKED BY

HWY. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	00-00086-00-TL	DUPAGE	58	44
SUPERELEVATION TABLE				
FED. ROAD DISTRICT	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 83794

SUPERELEVATION TABLE

SWIFT ROAD

SOUTHBOUND				P.G.L. (CENTERLINE) ELEVATION	NORTHBOUND					
STATION	MAINLINE LEFT E.O.P. ELEVATION	MAINLINE LEFT CROSS SLOPE (%)	MAINLINE LEFT E.O.P. DISTANCE LEFT OF P.G.L.		MAINLINE RIGHT E.O.P. DISTANCE RIGHT OF P.G.L.	MAINLINE RIGHT CROSS SLOPE (%)	MAINLINE RIGHT E.O.P. ELEVATION	RIGHT TURN LANE RIGHT E.O.P. DISTANCE RIGHT OF P.G.L.	RIGHT TURN LANE CROSS SLOPE (%)	RIGHT TURN LANE RIGHT E.O.P. ELEVATION
792+00	736.58	2.00%	30.2	735.98	24	-2.00%	735.50	---	---	---
792+25	736.17	2.00%	28.3	735.60	24	-2.00%	735.12	26.4	-2.50%	735.06
792+50	735.73	2.00%	26.6	735.20	24	-2.00%	734.72	28.6	-2.50%	734.61
792+75	735.29	2.00%	25.1	734.79	24	-2.00%	734.31	30.6	-2.50%	734.15
793+00	734.87	2.00%	23.9	734.39	24	-2.00%	733.91	32.4	-2.50%	733.70
793+25	734.46	2.00%	23.7	733.99	24	-2.00%	733.51	34.0	-2.50%	733.26
793+50	734.07	2.00%	23.8	733.59	24	-2.00%	733.11	35.3	-2.50%	732.83
793+75	733.67	2.00%	23.8	733.19	24	-2.00%	732.71	36	-2.50%	732.41
793+95	733.34	2.00%	23.9	732.86	24	-2.00%	732.38	36	-2.50%	732.08
794+00	733.23	1.88%	24.0	732.78	24	-1.88%	732.33	36	-2.50%	732.03
794+25	732.69	1.28%	24.1	732.38	24	-1.28%	732.07	36	-2.50%	731.77
794+50	732.15	0.69%	24.2	731.98	24	-0.69%	731.81	36	-2.50%	731.51
794+55	732.04	0.57%	24.3	731.90	24	-0.57%	731.76	36	-2.50%	731.46
794+75	731.60	0.09%	24.5	731.58	24	-0.09%	731.56	36	-2.50%	731.26
794+79	731.51	0.00%	24.5	731.51	24	0.00%	731.51	36	-2.50%	731.21
795+00	731.05	-0.51%	24.7	731.18	24	0.51%	731.30	36	-2.50%	731.00
795+25	730.52	-1.11%	24.7	730.79	24	1.11%	731.06	36	-2.50%	730.76
795+50	730.06	-1.70%	24.8	730.48	24	1.70%	730.89	36	-2.50%	730.59
795+75	729.67	-2.30%	24.7	730.24	24	2.30%	730.79	36	-2.50%	730.49
796+00	729.53	-2.30%	24.3	730.09	24	2.30%	730.64	36	-2.50%	730.34
796+25	729.47	-2.30%	24.4	730.03	24	2.30%	730.58	36	-2.50%	730.28
796+50	729.48	-2.30%	24.3	730.04	24	2.30%	730.59	36	-2.50%	730.29
796+75	729.56	-2.30%	24.6	730.13	24	2.30%	730.68	36	-2.50%	730.38
797+00	729.74	-2.30%	24.7	730.31	24	2.30%	730.86	36	-2.50%	730.56
797+10	729.83	-2.30%	24.8	730.40	24	2.30%	730.95	36	-2.43%	730.66
797+20	730.00	-2.00%	24.8	730.50	24	1.97%	730.97	36	-2.37%	730.69
797+25	730.05	-2.00%	24.8	730.55	24	1.81%	730.98	36	-2.33%	730.70
797+50	730.31	-2.00%	24.7	730.80	24	0.99%	731.04	36	-2.17%	730.78
797+75	730.53	-2.00%	26.2	731.05	24	0.16%	731.09	36	-2.00%	730.85
797+80	730.56	-2.00%	26.5	731.09	24	0.00%	731.09	36	-1.97%	730.85
798+00	730.73	-2.00%	27.7	731.28	24	-0.67%	731.12	36	-1.83%	730.90
798+25	730.89	-2.00%	29.3	731.48	24	-1.50%	731.12	36	-1.67%	730.92
798+40	731.00	-2.00%	30.2	731.60	24	-2.00%	731.12	36	-1.57%	730.93
798+50	731.05	-2.00%	30.8	731.67	24	-2.00%	731.19	36	-1.50%	731.01
798+55	731.09	-2.00%	31.2	731.71	24	-2.00%	731.23	36	-1.50%	731.05
798+75	731.18	-2.00%	32.8	731.84	24	-2.00%	731.36	36	-1.50%	731.18

FULL SUPERELEVATION (LT.)

END FULL SUPERELEVATION (LT.)

BEGIN FULL SUPERELEVATION (RT.)

END FULL SUPERELEVATION (RT.)

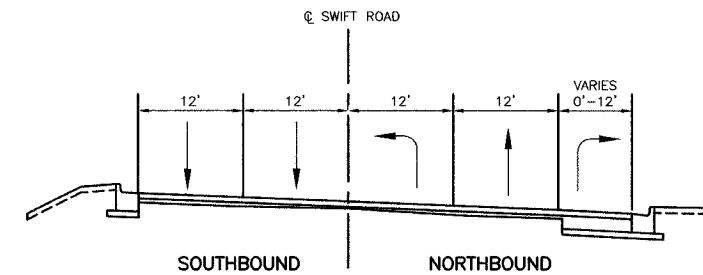
END SUPERELEVATION RUNOFF (RT.)

END TANGENT RUNOUT (RT.)

SUPERELEVATION TRANSITION LENGTH = 180'

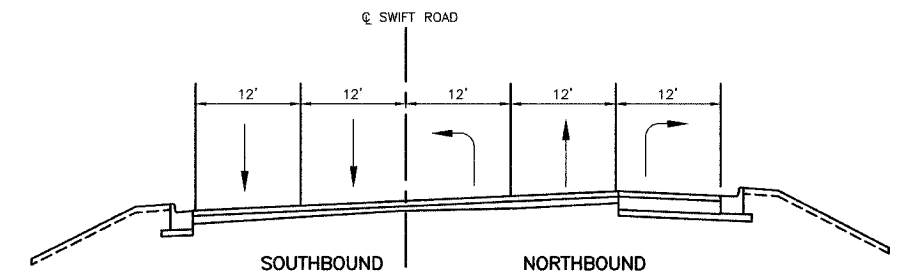
RUNOFF LENGTH = 70'

RUNOUT LENGTH = 60'



SWIFT ROAD
CURVE #1

STA. 790+73.20 TO STA. 794+12.85



SWIFT ROAD
CURVE #2

STA. 795+52.28 TO STA. 797+32.24

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
DETAILS
SUPERELEVATION TABLE
LAKE STREET/SWIFT ROAD

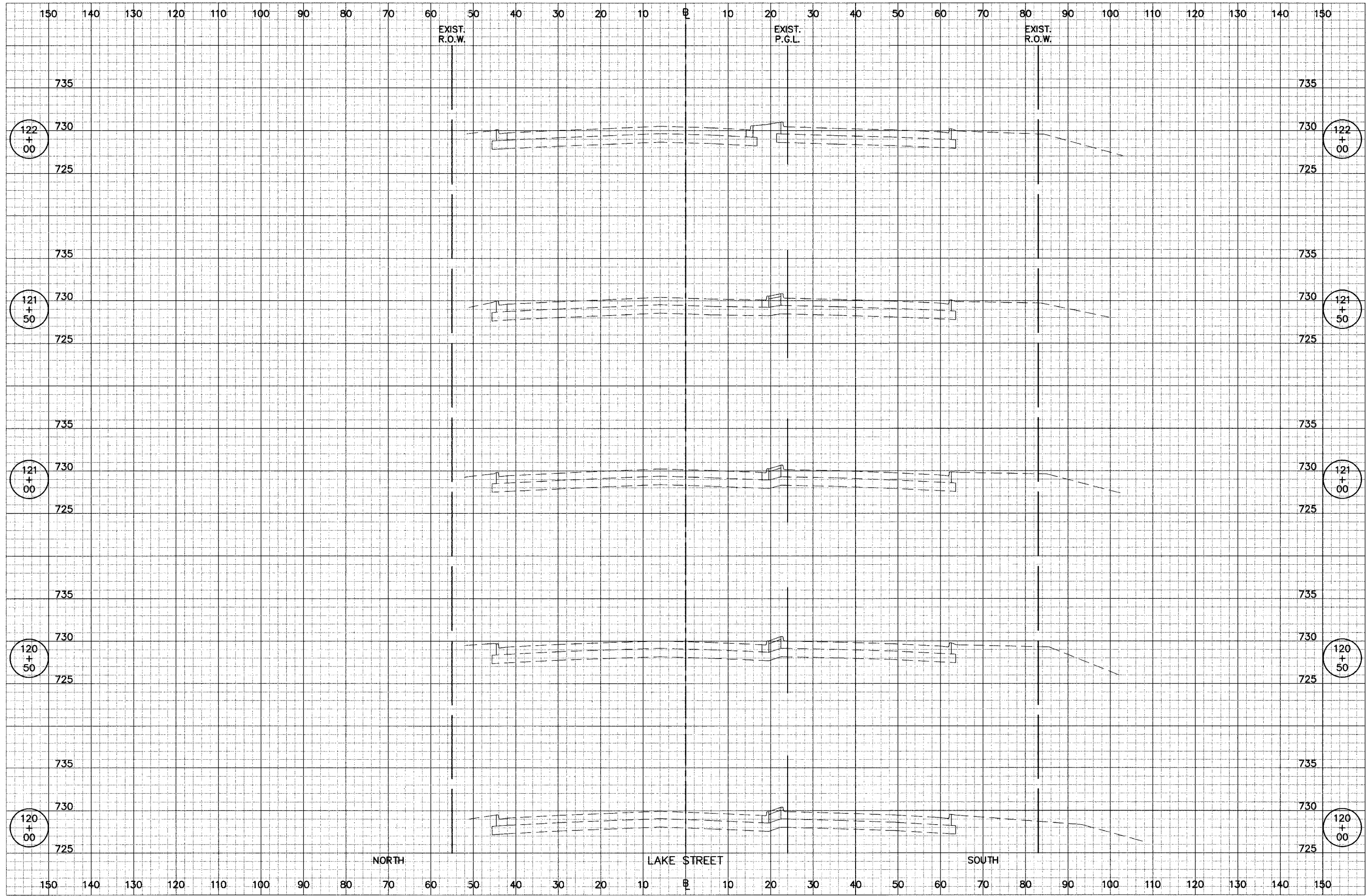
DATE: 4/01/05
DESIGNED BY: S.J.C.
CHECKED BY: D.W.B.





LAKE STREET	TOTAL SHEETS	SHEET NO.
STA. 120+00 TO STA. 122+00	58	45

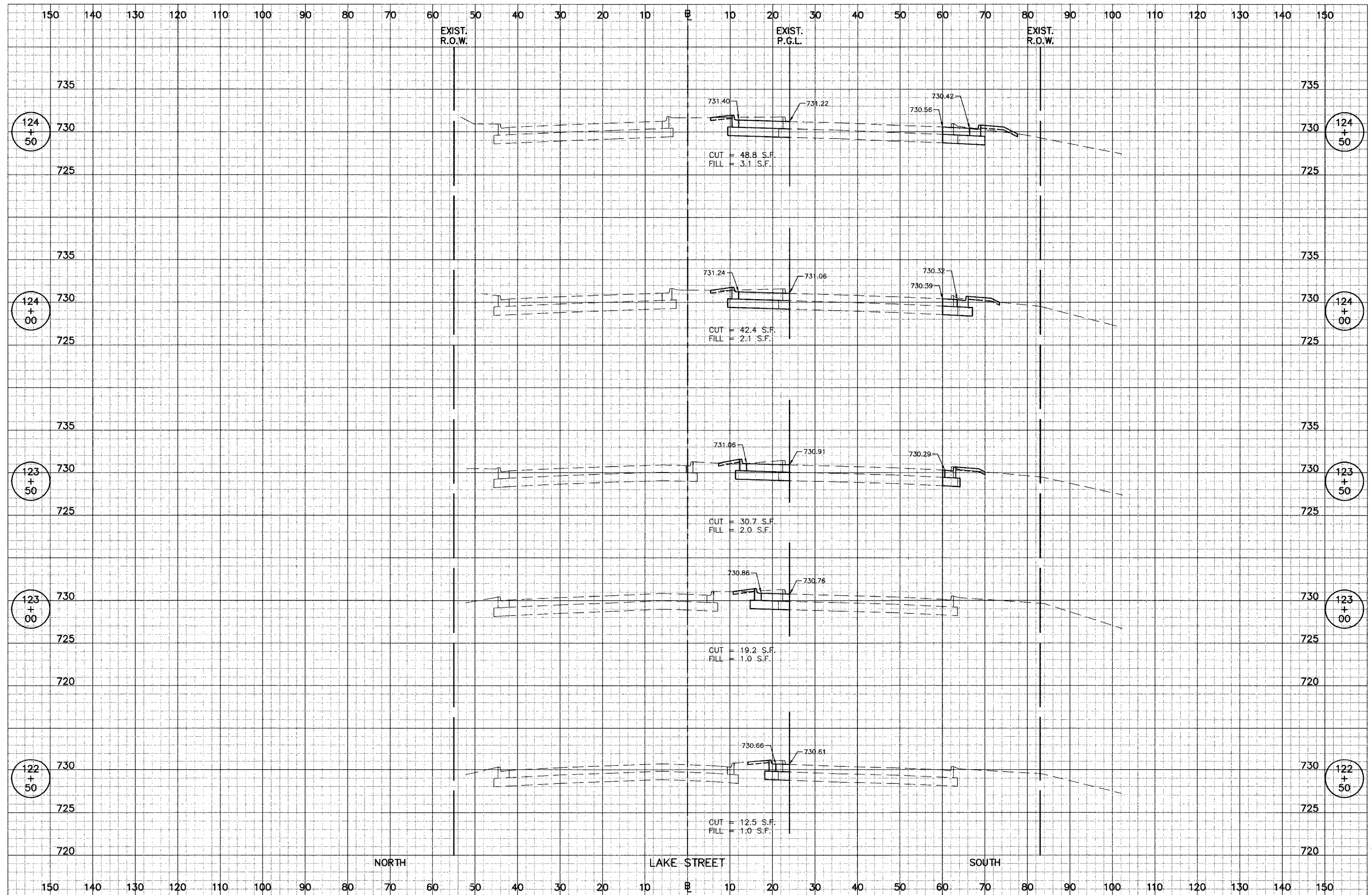
CONTRACT NO. 83794





LAKE STREET	TOTAL SHEETS	SHEET NO.
STA. 122+50 TO STA. 124+50	58	46

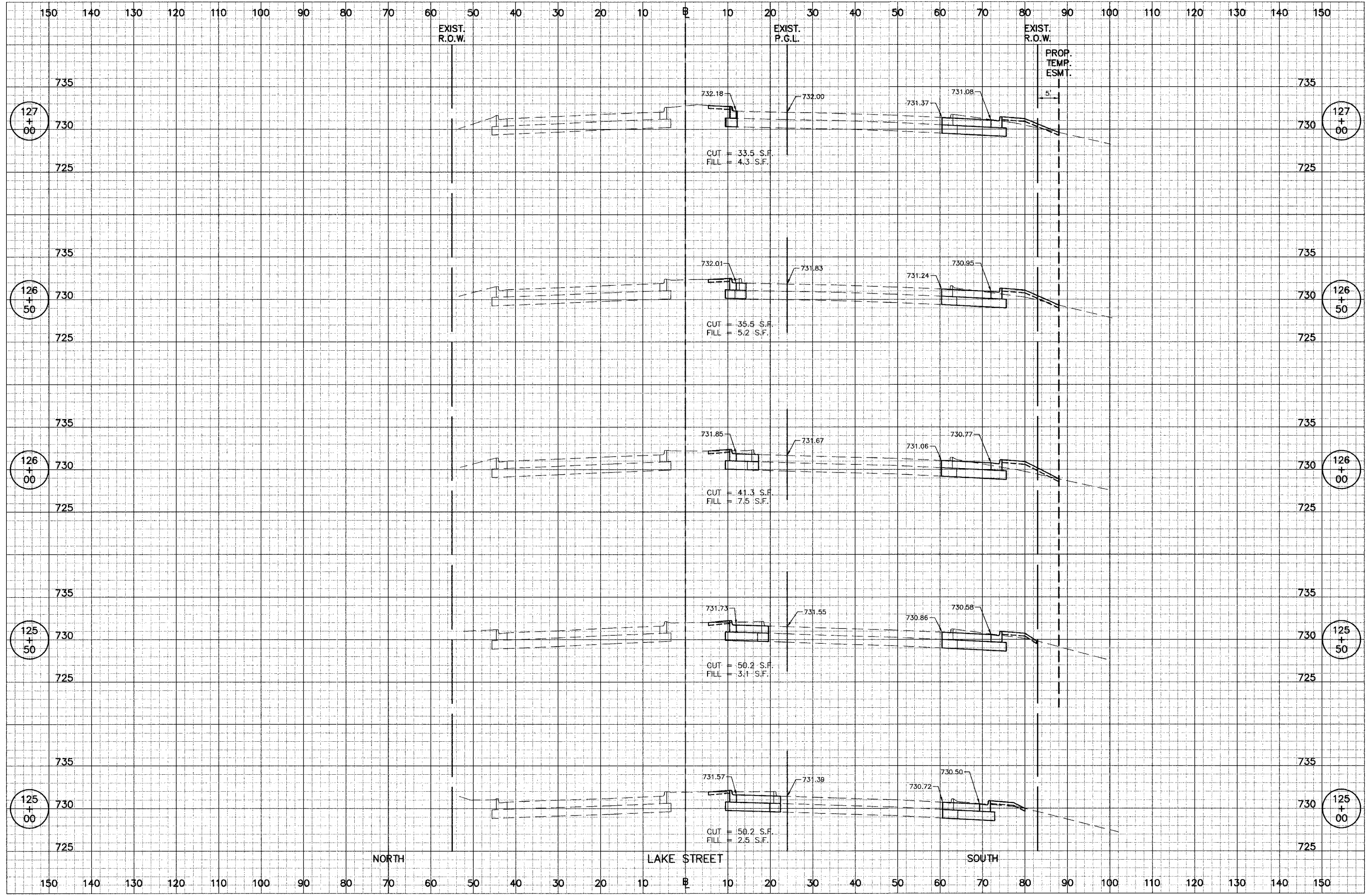
CONTRACT NO. 83794





LAKE STREET	TOTAL SHEETS	SHEET NO.
STA. 125+00 TO STA. 127+00	58	47

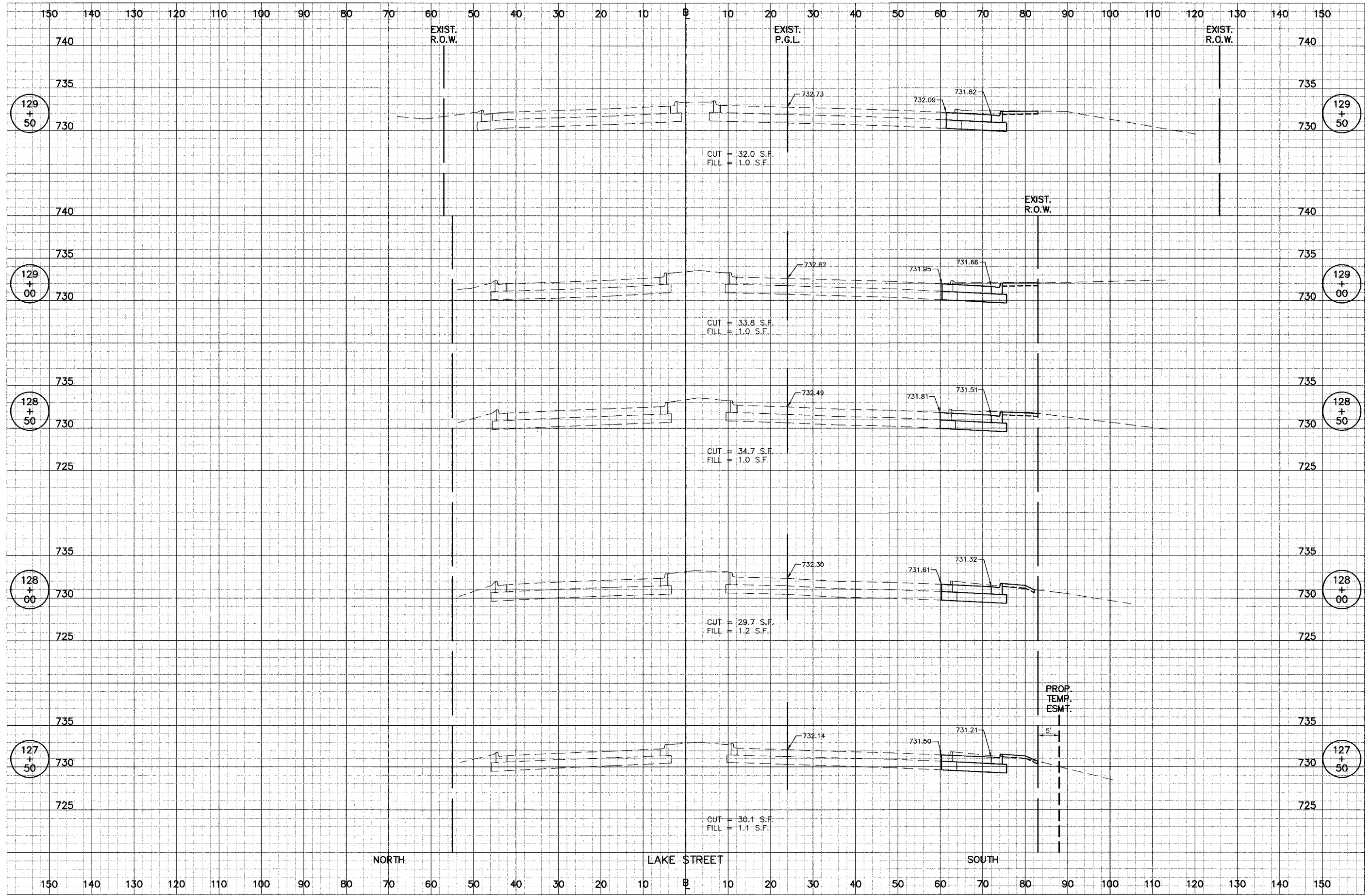
CONTRACT NO. 83794





LAKE STREET	TOTAL SHEETS	SHEET NO.
STA. 127+50 TO STA. 129+50	58	48

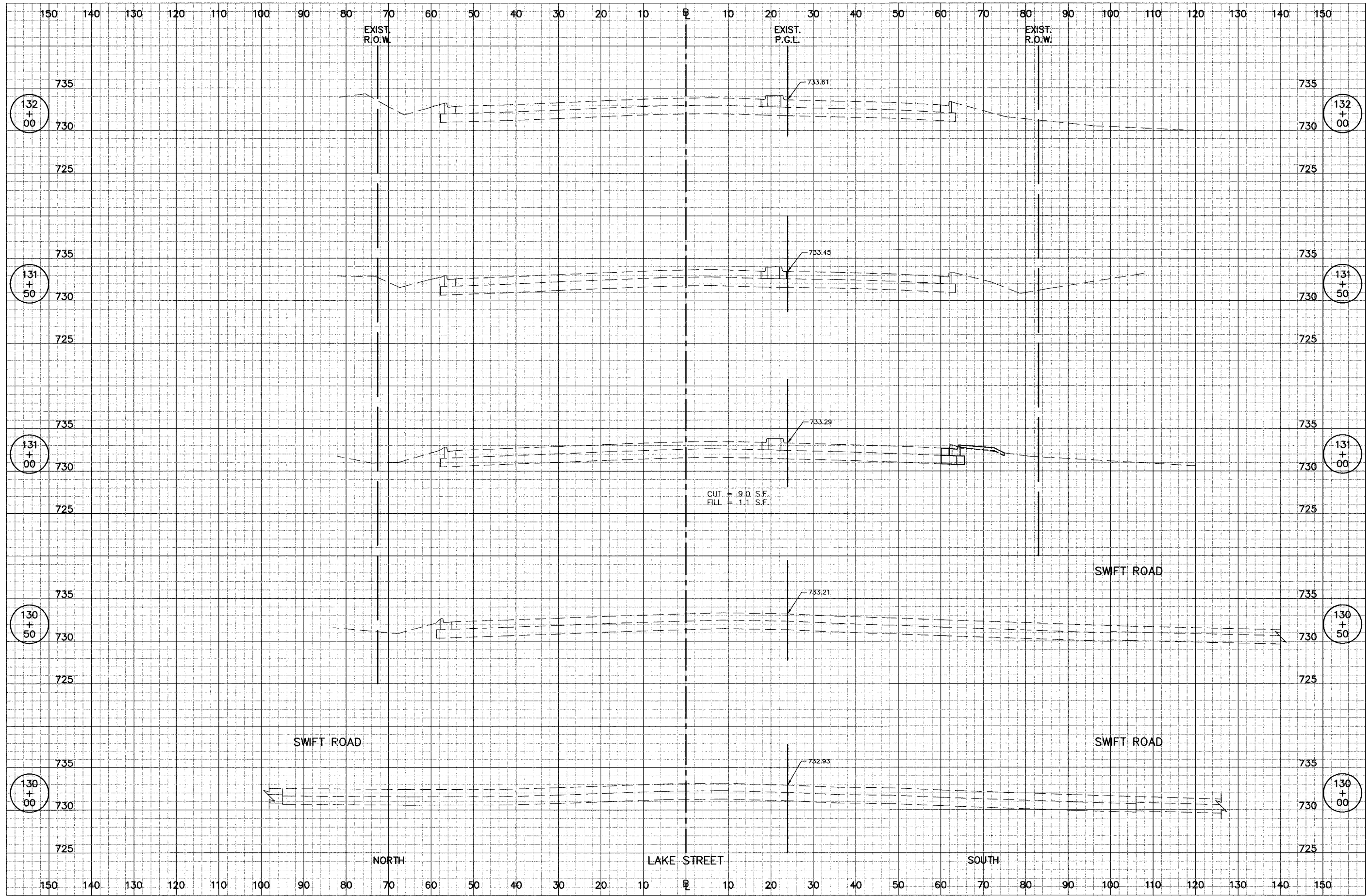
CONTRACT NO. 83794





LAKE STREET	TOTAL SHEETS	SHEET NO.
STA. 130+00 TO STA. 132+00	58	49

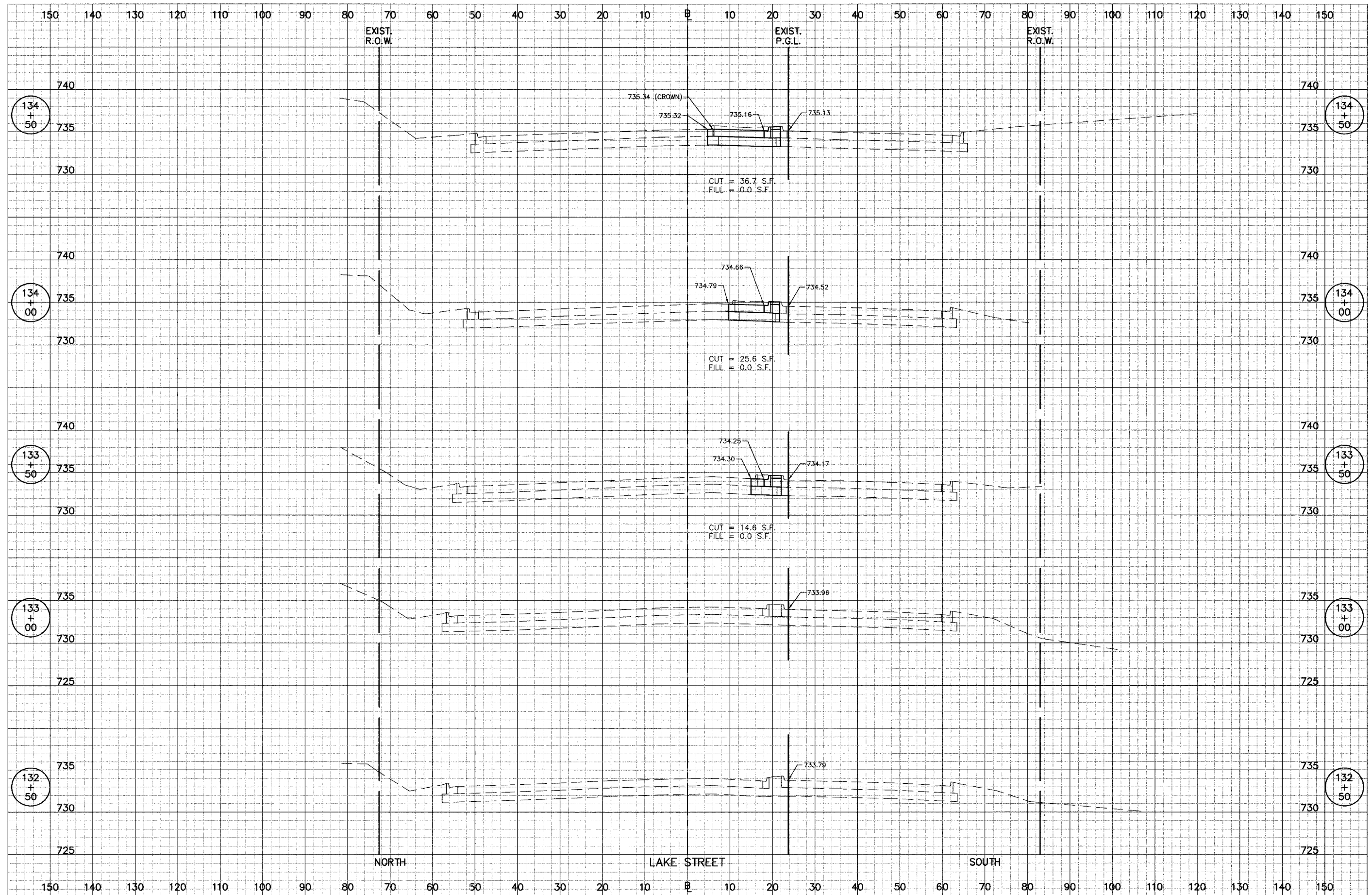
CONTRACT NO. 83794





LAKE STREET		TOTAL SHEETS	SHEET NO.
STA. 132+50 TO STA. 134+50	58	58	50

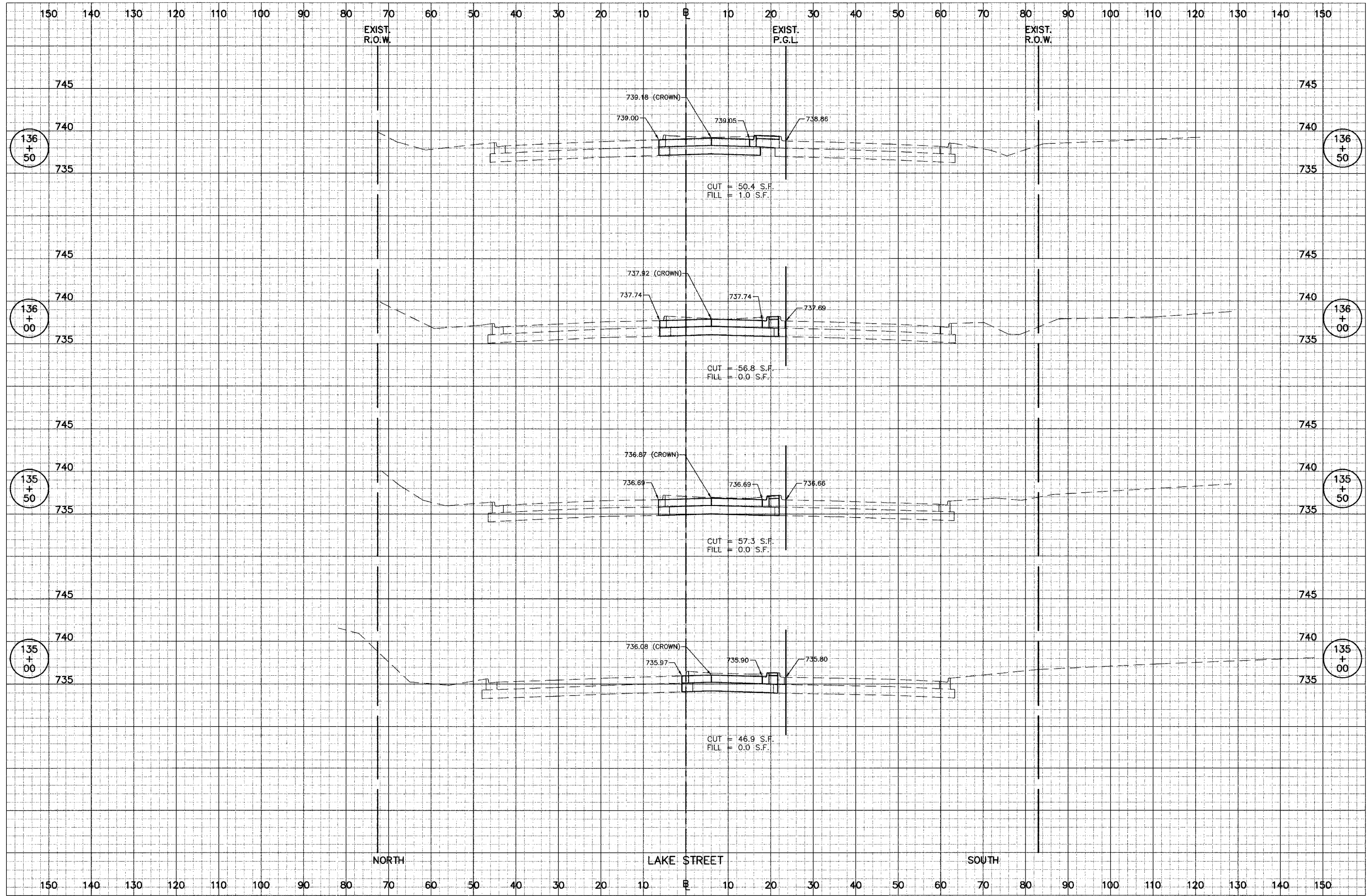
CONTRACT NO. 83794





LAKE STREET	TOTAL SHEETS	SHEET NO.
STA. 134+68 TO STA. 136+50	58	51

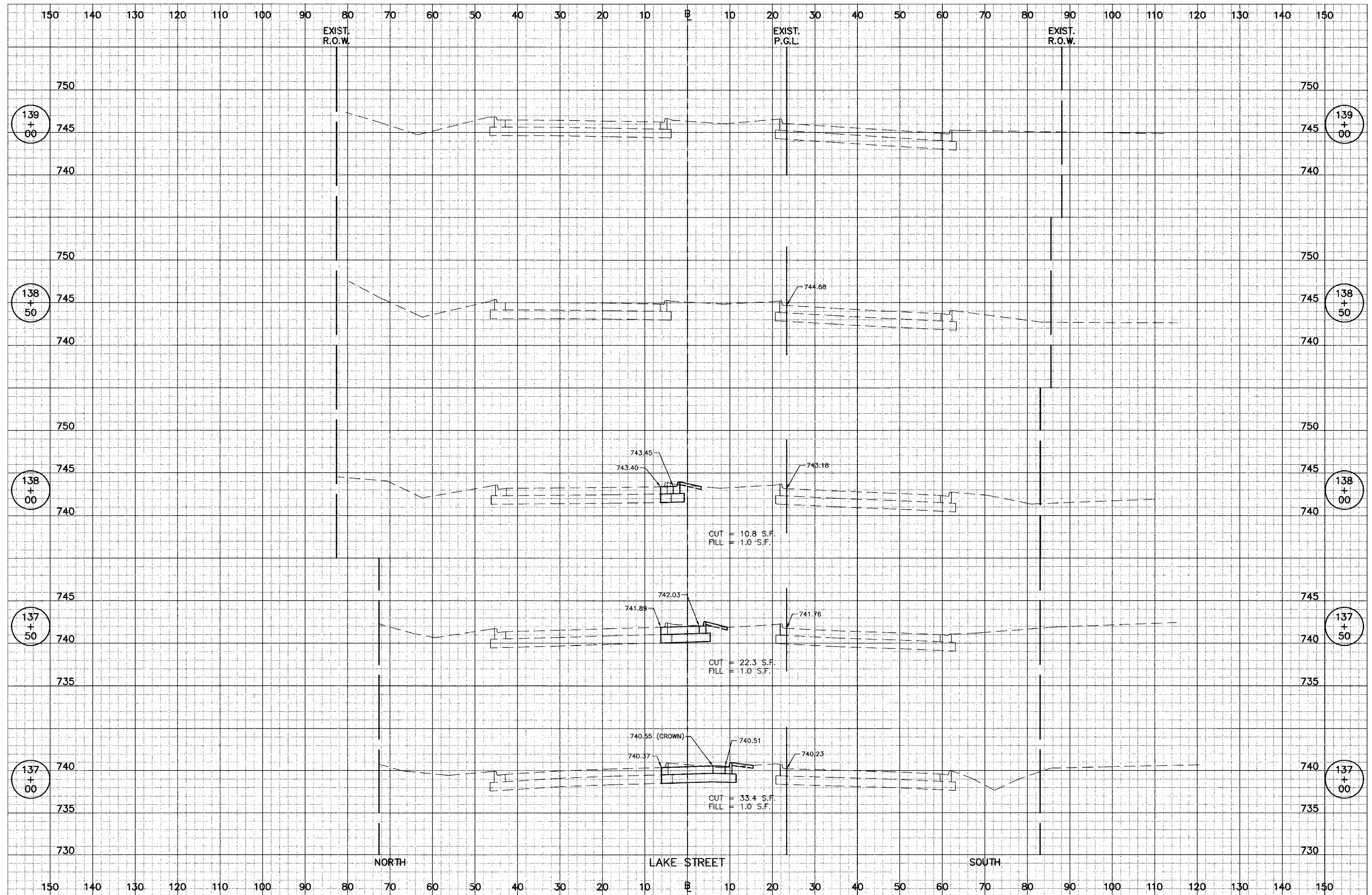
CONTRACT NO. 83794





LAKE STREET	TOTAL SHEETS	SHEET NO.
STA. 137+00 TO STA. 139+00	58	52

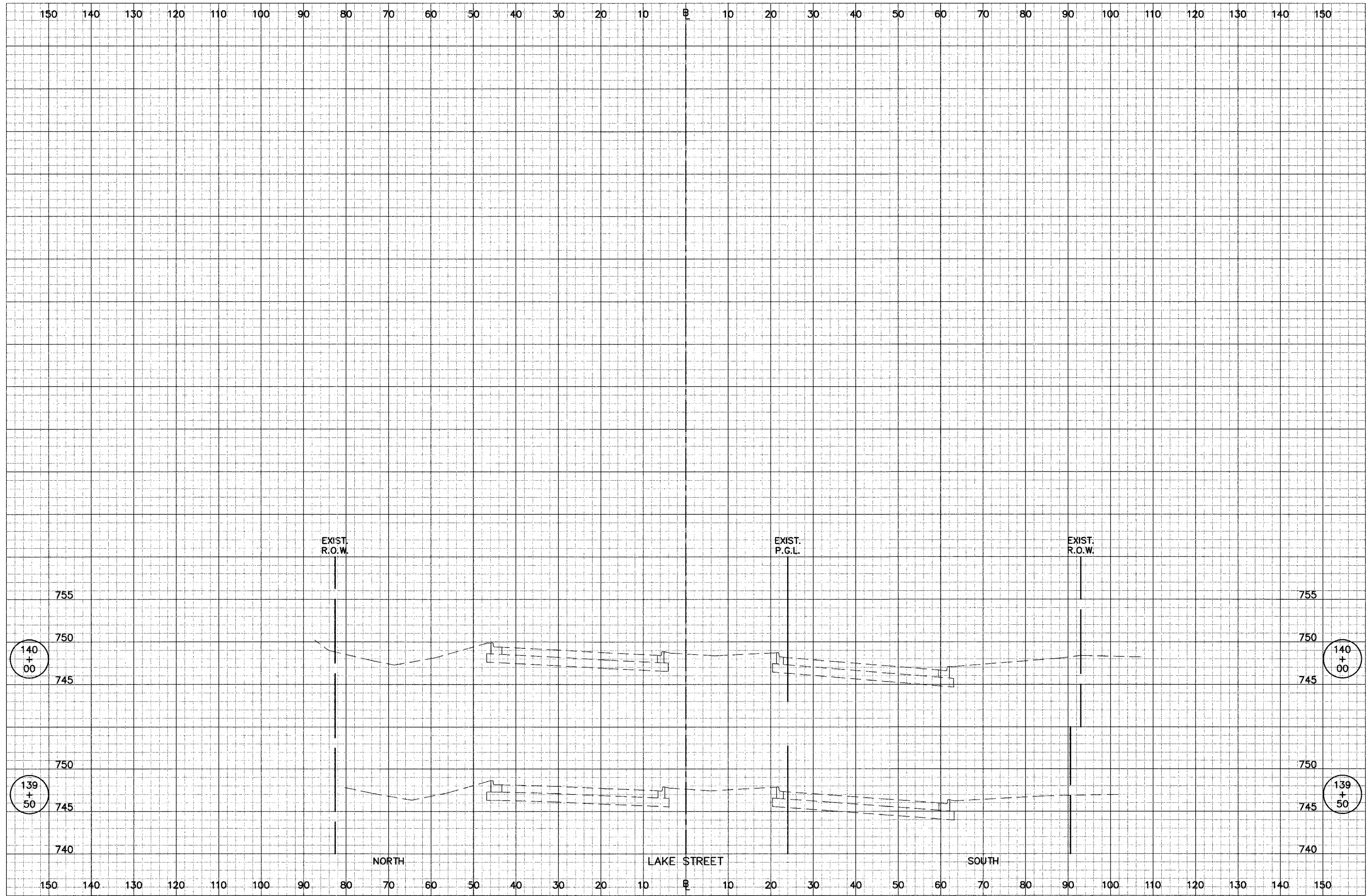
CONTRACT NO. 83794





LAKE STREET	TOTAL SHEETS	SHEET NO.
STA. 139+50 TO STA. 140+00	58	53

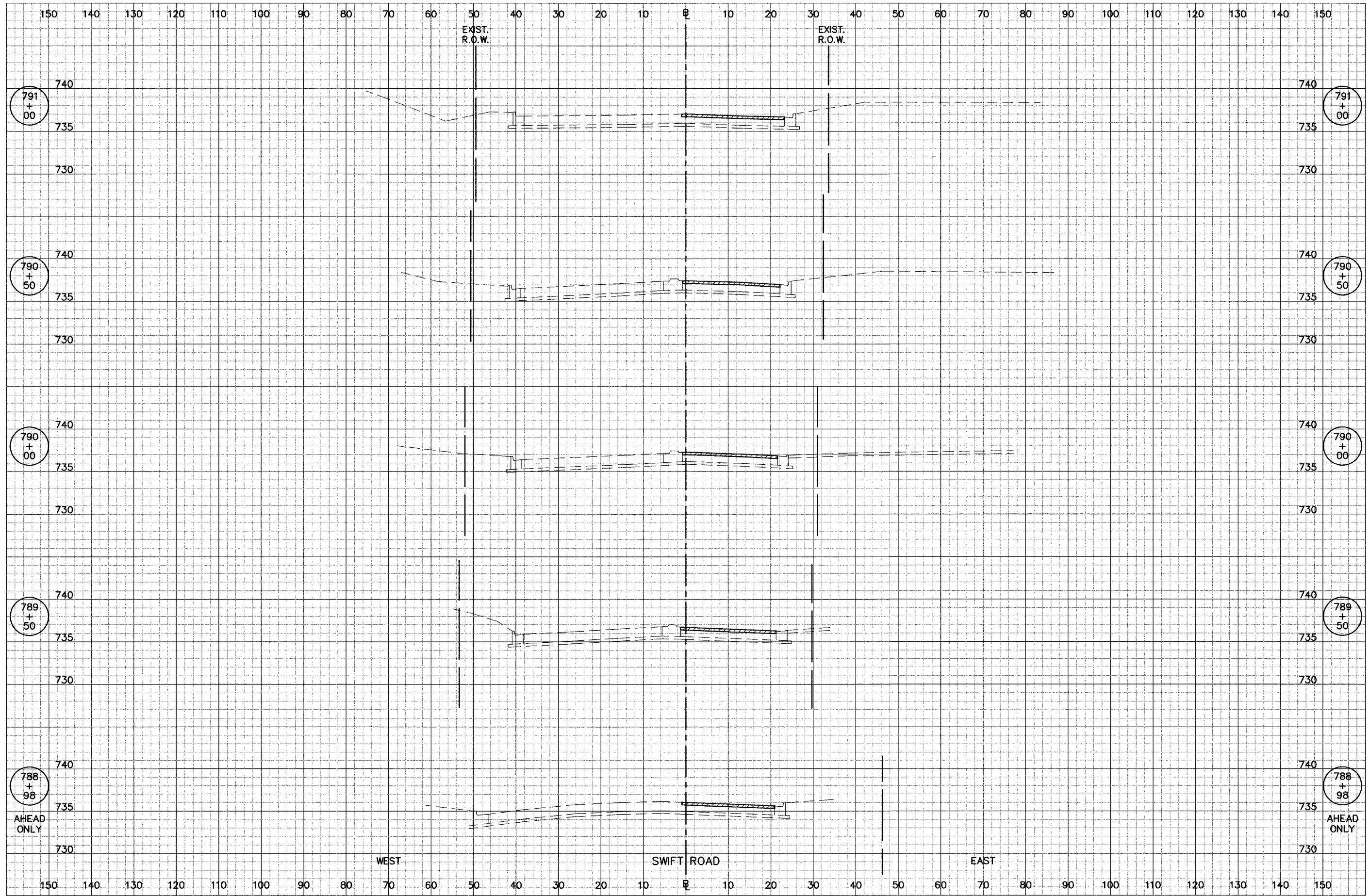
CONTRACT NO. 83794





SWIFT ROAD	TOTAL SHEETS	SHEET NO.
STA. 790+00 TO STA. 792+00	58	54

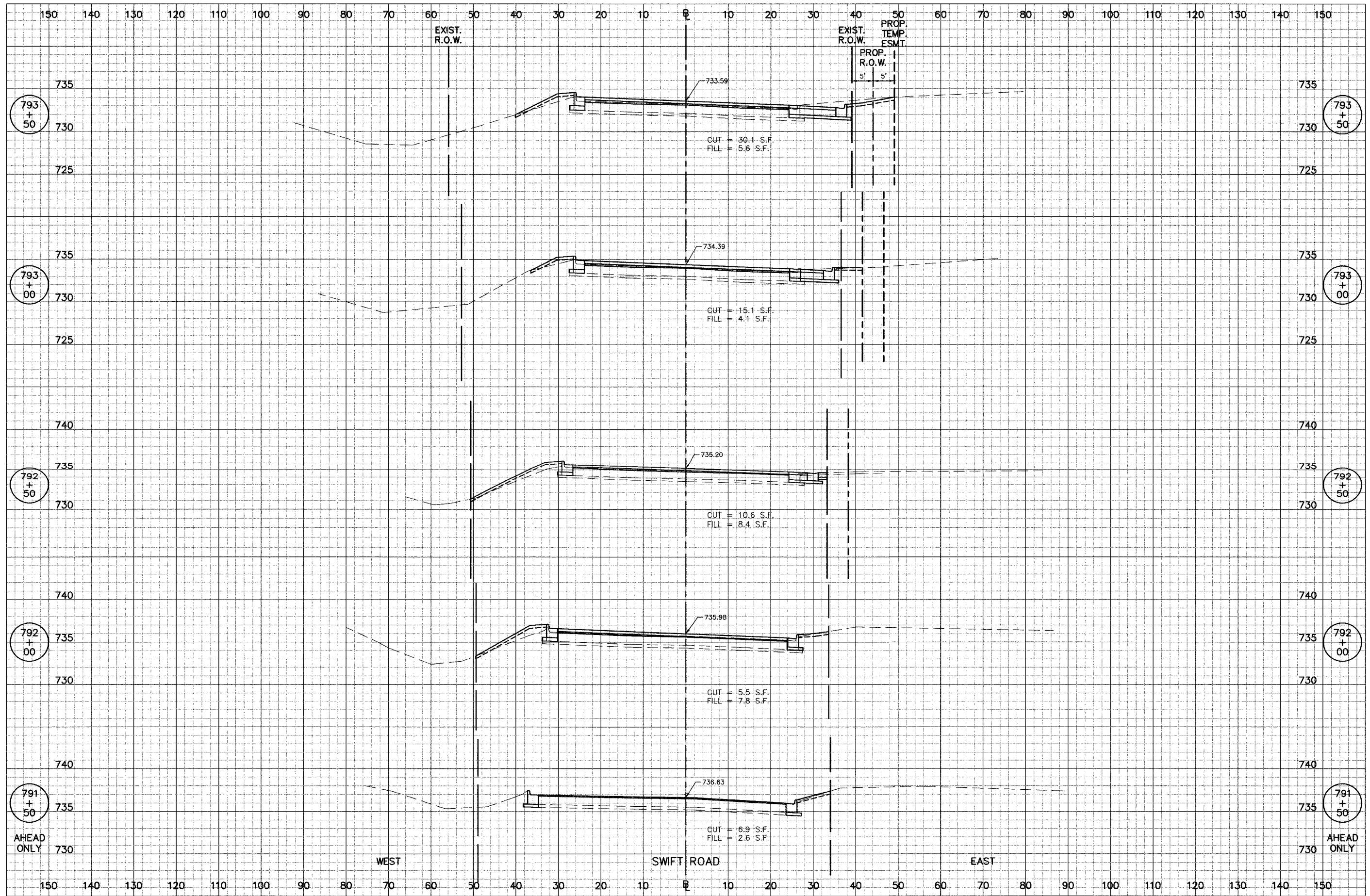
CONTRACT NO. 83794





SWIFT ROAD	TOTAL SHEETS	SHEET NO.
STA. 792+50 TO STA. 794+12	58	55

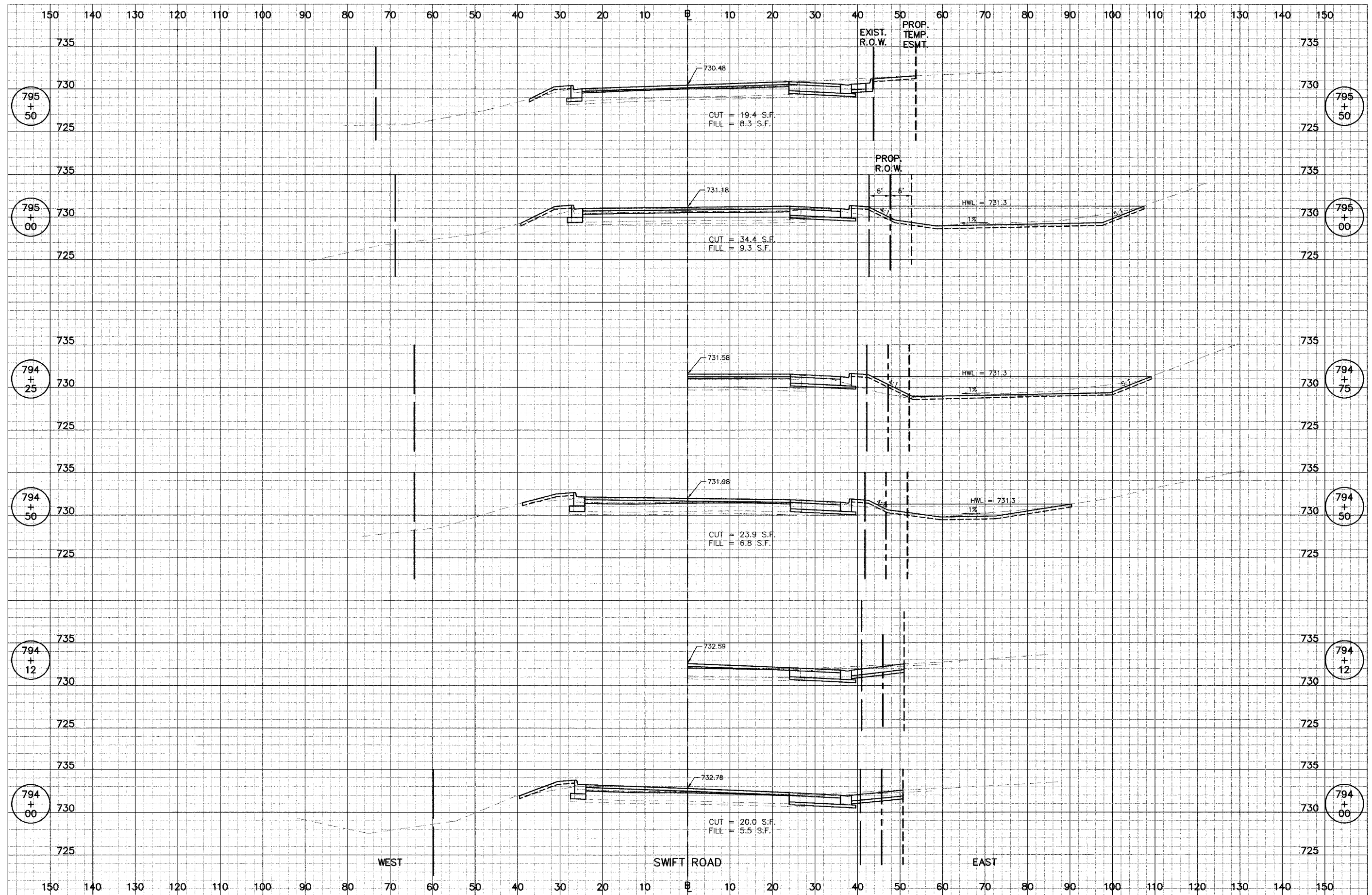
CONTRACT NO. 83794

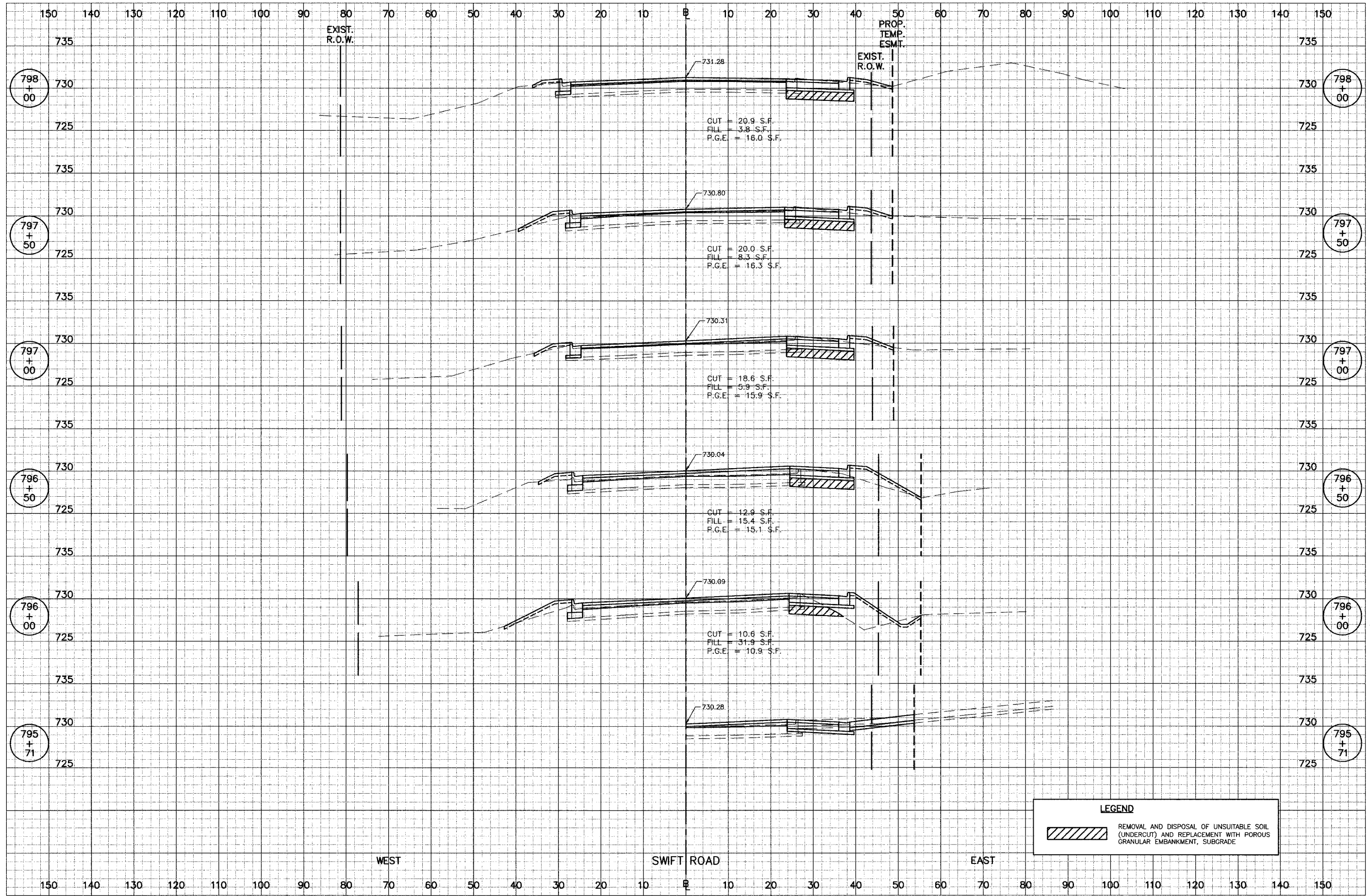




SWIFT ROAD		TOTAL SHEETS	SHEET NO.
STA. 794+50 TO STA. 796+50	58	58	56

CONTRACT NO. 83794







SWIFT ROAD	TOTAL SHEETS	SHEET NO.
STA. 799+50 TO STA. 801+50	58	58

CONTRACT NO. 83794

