

CONSULTANT ENGINEER: REID T. MAGNER, P.E. CIVILTECH ENGINEERING INC
 FIELD ENGINEER: MARILIN D. SOLOMON (847) 705-4407 SCHAUMBURG, IL

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY**

**FAU 1380 (FULLERTON AVENUE)
 SECTION 00-00084-00-PV
 ADDISON ROAD TO VILLA AVENUE
 ROADWAY RECONSTRUCTION
 PROJECT NO. M-8003(527)
 VILLAGE OF ADDISON, DUPAGE COUNTY
 JOB NO. C-91-018-06**

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	1
TITLE SHEET 93-1 = 92				
ILLINOIS				

CONTRACT NO. 83993

IDOT STANDARDS REFERENCED

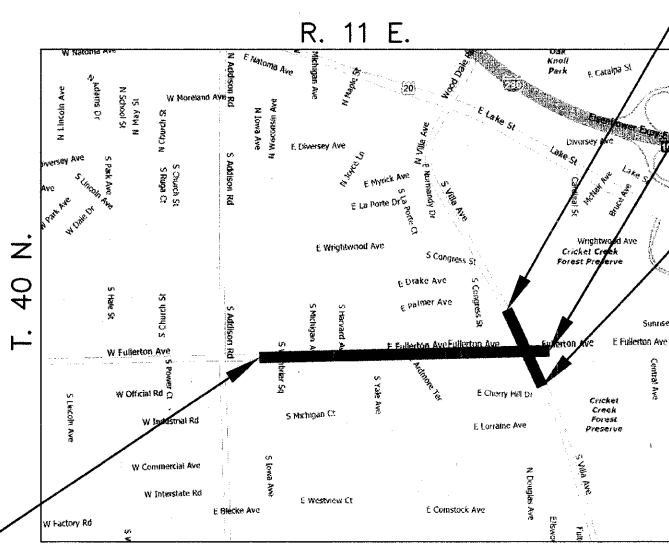
NUMBER	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, & PATTERNS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALKS
542301-01	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311	GRATING FOR CONCRETE FLARED END SECTION FOR 24" THRU 54" PIPE
602001	CATCH BASIN, TYPE A
602011	CATCH BASIN, TYPE C
602401-01	MANHOLE TYPE A
602601-01	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-01	CAST IRON STEPS
604001-02	FRAME AND LIDS, TYPE 1
604006-03	FRAME AND GRATE, TYPE 3
604036-01	GRATE, TYPE B
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-02	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-07	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901	TRAFFIC CONTROL DEVICES
720001	SIGN PANEL MOUNTING DETAILS
720006-01	SIGN PANEL ERECTION DETAILS
720016-01	MAST ARM MOUNTED STREET NAME SIGNS
729001	APPLICATION OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001	ELECTRIC SERVICE INSTALLATION DETAILS
814001-01	HANDHOLES
814006-01	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS & PHASE SEQUENCES
862001	UNINTERRUPTIBLE POWER SUPPLY
873001-01	TRAFFIC SIGNAL GROUNDING & BONDING
877001-03	STEEL MAST ARM ASSEMBLY AND POLE 16" THROUGH 55"
878001-06	CONCRETE FOUNDATION DETAILS
880001	SPAN WIRE MOUNTED SIGNALS & FLASHING BEACON INSTALLATION
880006	TRAFFIC SIGNAL MOUNTING DETAILS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUTS FOR DETECTION LOOPS

IDOT STANDARDS REFERENCED

NUMBER	DESCRIPTION
BD-01	DRIVEWAY DETAILS DISTANCE BETWEEN R.O.W. AND FACE OF CURB / EDGE OF SHOULDER >= 15'
BD-07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
BD-32	BUTT JOINT AND BITUMINOUS TAPER DETAILS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC-13	TYPICAL PAVEMENT MARKINGS
TC-16	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS
TC-18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
TC-22	TEMPORARY INFORMATION SIGNING
TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS

VILLAGE OF ADDISON STANDARDS REFERENCED

NUMBER	DESCRIPTION
STD. 307	SAN. SEWER SERVICE CONN.
STD. 402	WATERMAIN RELOCATION
STD. 407	WATER SERVICE CONN.
STD. 411	FIRE HYDRANT



FULLERTON AVENUE
 PROJECT BEGINS
 STA. 188+64.00

VILLA AVENUE
 PROJECT ENDS
 STA. 519+26.50

FULLERTON AVENUE
 PROJECT ENDS
 STA. 225+42.00

VILLA AVENUE
 PROJECT BEGINS
 STA. 507+10.70

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

APPROVED: *[Signature]* 2007
 RUDOLFO M. ESPEDIDO, P.E., VILLAGE OF ADDISON, VILLAGE ENGINEER

PASSED: *[Signature]* 2008
 DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
 BASED ON LIMITED REVIEW: *[Signature]* 2008
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

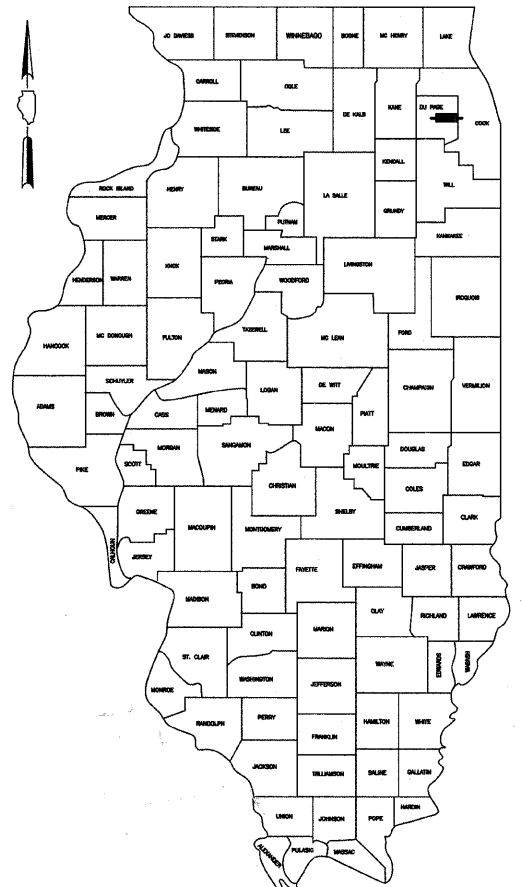
FOR UNDERGROUND
 UTILITY LOCATIONS

Call Before You Dig
1-800-4-A-DIG
 ILLINOIS ONE CALL SYSTEM

48 HOUR NOTIFICATION REQUIRED
 (800) 892-0123

VILLAGE OF ADDISON
 ENGINEERING DEPARTMENT
 (630) 543-4100

VILLAGE OF ADDISON
 PUBLIC WORKS
 (630) 620-2020



LOCATION OF SECTION INDICATED THIS: —

P.E. SIGNATURE: *[Signature]*
 P.E. NAME: DAVID E. MERTZ
 DATE: 11/27/2007
 IL LICENSE NO.: 062-052068
 LICENSE EXPIRATION: 11/30/2009
 Sheets 49-65 LIGHTING

DAVID E. MERTZ
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF ILLINOIS

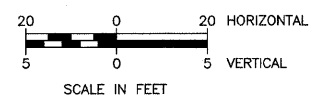
P.E. SIGNATURE: *[Signature]*
 P.E. NAME: JOSEPH J. EMRY
 DATE: 11/21/2007
 IL LICENSE NO.: 062-057496
 LICENSE EXPIRATION: 11/30/2009
 Sheets 38-47 TRAFFIC SIGNALS

JOSEPH J. EMRY
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF ILLINOIS

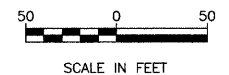
P.E. SIGNATURE: *[Signature]*
 P.E. NAME: REID T. MAGNER
 DATE: 11/19/2007
 IL LICENSE NO.: 062-056273
 LICENSE EXPIRATION: 11/30/2009
 Sheets 1-37, 66-84

REID T. MAGNER
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF ILLINOIS

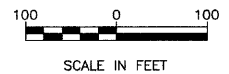
ROADWAY PLAN AND PROFILE, INTERSECTION GRADING PLAN SCALES



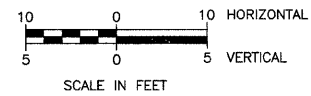
STAGES OF CONSTRUCTION, PAVEMENT MARKING & SIGNING, LANDSCAPE AND EROSION CONTROL SCALES



ALIGNMENT, TIES & BENCHMARK SCALES



CROSS SECTION SCALES



DESIGN DESIGNATION:
 FULLERTON AVENUE (FAU RTE 1380) = 1,105 (2030) COLLECTOR TWS-2 (FD-20)
 VILLA AVENUE (FAU RTE 2652) = 1,670 (2030) URBAN ARTERIAL (FD-20)

ADT'S (2030):
 FULLERTON AVENUE (WEST LEG) = 14,000 VPD
 FULLERTON AVENUE (EAST LEG) = 2,000 VPD
 VILLA AVENUE (NORTH LEG) = 16,000 VPD
 VILLA AVENUE (SOUTH LEG) = 13,000 VPD

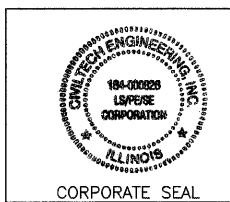
DESIGN SPEED:
 FULLERTON AVENUE = 35 MPH (POSTED SPEED = 30 MPH)
 VILLA AVENUE (NORTH OF FULLERTON) = 45 MPH (POSTED SPEED = 35 MPH)
 VILLA AVENUE (SOUTH OF FULLERTON) = 45 MPH (POSTED SPEED = 40 MPH)

LOCATION MAP (NOT TO SCALE)

FULLERTON AVENUE PROJECT (STA. 188+64 TO STA. 221+25) LENGTH = 3,261.00 FT. = 0.618 MILES
 FULLERTON AVENUE PROJECT (STA. 221+85 TO STA. 225+42) LENGTH = 357.00 FT. = 0.068 MILES
 VILLA AVENUE PROJECT LENGTH = 1,215.80 FT. = 0.230 MILES
 GROSS PROJECT LENGTH = 4,833.80 FT. = 0.915 MILES

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET/INDEX
2	GENERAL NOTES
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7	ALIGNMENT, TIES AND BENCHMARKS
8-14	STAGES OF CONSTRUCTION
15-24	ROADWAY PLAN
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31-32	DRAINAGE SCHEDULE
33	INTERSECTION GRADING PLAN
34-35	PAVEMENT MARKING AND SIGNING
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38-47	TRAFFIC SIGNAL PLANS
48	SHEET NOT INCLUDED
49-65	LIGHTING PLANS
66-84	CROSS SECTIONS
85-93	CONSTRUCTION DETAILS



PLANS PREPARED BY:



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 Tel: 630.773.3900 - Fax: 630.773.3975
 www.civiltechinc.com

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CONTRACT NO. 83993

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	2
STA.		TO STA.		
		ILLINOIS	SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83993

GENERAL NOTES

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, 2008.
- 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, 2008; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2008; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD); 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 ANY 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 CONTRACTOR SHALL PROTECT AND RELOCATE EXISTING MAILBOXES WHICH INTERFERE WITH THE WORK IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE POST OFFICE TO COORDINATE MAILBOX RELOCATION.
- 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 AND HOT-MIX ASPHALT DRIVEWAY APRONS SHALL BE REPLACED WITH P.C.C. DRIVEWAY APRONS.
- ALL DRIVEWAYS SHALL BE REPLACED TO THE SIDEWALK/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 HOT-MIX ASPHALT 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 HOT-MIX ASPHALT CONCRETE BEING PLACED.
- HOT-MIX ASPHALT CONCRETE SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOP SOIL PLACEMENT, AND HOT-MIX ASPHALT 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 OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE. DISPOSAL AREA SHALL BE DISCLOSED BY THE CONTRACTOR TO THE ENGINEER.
- 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. ALL JOINTS IN CONCRETE SEWER PIPE SHALL BE SEALED WITH RUBBER GASKETS, PREFORMED JOINT SEALANTS, OR EXTERNAL SEALING BANDS. NO MASTIC JOINT SEALER WILL BE ALLOWED.
- THE FRAMES AND LIDS OR FRAMES AND GRATES OF EXISTING INLETS, CATCH BASINS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO THE CONSTRUCTION OF THIS IMPROVEMENT ARE THE PROPERTY OF THE VILLAGE OF ADDISON AND SHALL BE DELIVERED TO THE PUBLIC WORKS DEPARTMENT, OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL MAINTAIN FLOWS THROUGH EXISTING SEWER SYSTEMS AT ALL TIMES. THE EXISTING STRUCTURES SHALL BE INSPECTED BEFORE CONSTRUCTION STARTS. AS DIRECTED BY THE ENGINEER, 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 HOT-MIX ASPHALT PATCHING AT THE CONTRACTOR'S EXPENSE MAY BE USED IN LIEU OF IMMEDIATE PAVEMENT REPLACEMENT.
- EXISTING STORM SEWERS AND EXISTING 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-3010 OR APPROVED EQUAL WITH A TYPE L VANE GRATE AND A BARRED STYLE CURB BOX. ALL STRUCTURES LOCATED WITHIN DEPRESSED CURB SHALL BE INSTALLED WITH A NEENAH R-3010 OR APPROVED EQUAL CURB PLATE.
- 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 OPEN GRATES SHALL INCLUDE THE WORDING "DUMP NO WASTE, DRAINS TO RIVER". THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE FRAME AND GRATE OR FRAME AND CLOSED LID PROVIDED.
- 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.
- "DFW NON-SHEAR" COUPLINGS AS MANUFACTURED BY NDS COMPANY OR APPROVED EQUAL SHALL BE USED FOR CONNECTIONS OF NEW PIPE TO EXISTING PIPE, AND WHERE DISSIMILAR PIPE AND JOINT MATERIALS ARE ENCOUNTERED. COUPLINGS SHALL BE A MINIMUM OF 8 INCHES LONG FOR CONNECTIONS OF 4-INCH THROUGH 8-INCH PIPE AND A MINIMUM OF 12 INCHES LONG FOR CONNECTIONS ON LARGER PIPES (THESE ARE SPECIAL ORDER ITEMS). NO STAINLESS STEEL SHEAR RINGS WILL BE ALLOWED. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCIDENTAL TO THE CONTRACT.

CURB AND GUTTER

- THE TRANSITION FROM THE PROPOSED CURB AND GUTTER SECTION TO A FLAT OR DEPRESSED SECTION (WHERE THERE IS NO CONNECTION TO EXISTING CURB AND GUTTER) SHALL BE ACCOMPLISHED IN APPROXIMATELY THREE FEET, AND WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER" OF THE TYPE BEING CONSTRUCTED.
- JOINTS SHALL BE PLACED ACCORDING TO IDOT STANDARD DRAWING 606001 AND, IN ADDITION, 1 INCH EXPANSION JOINTS SHALL BE PLACED AT MINIMUM 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 PAVEMENT MARKING AND SIGNING SHEETS FOR DETAILS.
 - 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 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 CLEAR 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 SEEDED 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 SCREED 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 (P.) VD. TOPSOIL PLACEMENT IN EXCESS OF SIX (6") INCHES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TOPSOIL FURNISH AND PLACE (PULVERIZED), VARIABLE DEPTH.
 - ALL EXISTING SIGNS LOCATED ON UTILITY/LIGHT POLES 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:

- | | | |
|---|--|---|
| <p>SBC
BRIAN MIGLIORESE
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| <p>VILLAGE OF ADDISON
GREGORY BRUNST, DIRECTOR OF PUBLIC WORKS
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(630) 543-4100</p> | | |

AT&T LOCAL
BOBBY AKHTER
4513 WESTERN AVENUE
LISLE, IL 60532
(630) 810-6274

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
GENERAL NOTES
FULLERTON AVENUE

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

SUMMARY OF QUANTITIES

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	3
STA.	TO STA.			
	LINE	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993

ITEM NO.	CODE NO.	LOCATION OF WORK	SUMMARY OF QUANTITIES					
			UNIT	TOTAL	CONSTRUCTION TYPE CODE			
					I000-2A	Y031-1F	Y030-1E	
1	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	50	14	36		
2	20101000	TEMPORARY FENCE	FOOT	500	450	50		
3	20101200	TREE ROOT PRUNING	EACH	51	50	1		
4	20101400	NITROGEN FERTILIZER NUTRIENT	LB	21	20	1		
5	20101500	PHOSPHORUS FERTILIZER NUTRIENT	LB	21	20	1		
6	20101600	POTASSIUM FERTILIZER NUTRIENT	LB	21	20	1		
7	20101700	* SUPPLEMENTAL WATERING	UNIT	10	8	2		
8	20200100	* EARTH EXCAVATION	CU YD	12,241	10,187	2,054		
9	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,230	817	413		
10	20400800	* FURNISHED EXCAVATION	CU YD	936	663	273		
11	20700420	* POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	1,230	817	413		
12	20800150	TRENCH BACKFILL	CU YD	585	438	147		
13	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	6,177	4,043	2,134		
14	21300010	* EXPLORATION TRENCH, SPECIAL	FOOT	125	100	25		
15	25000100	* SEEDING, CLASS 1	ACRE	3.3	3.3			
16	25000110	* SEEDING, CLASS 1A	ACRE	0.5		0.5		
17	25000400	NITROGEN FERTILIZER NUTRIENT	LB	342	297	45		
18	25000500	PHOSPHORUS FERTILIZER NUTRIENT	LB	342	297	45		
19	25000600	POTASSIUM FERTILIZER NUTRIENT	LB	342	297	45		
20	25100401	* EXCELSIOR BLANKET, SPECIAL	SQ YD	18,081	15,661	2,420		
21	25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	311	311			
22	28000250	TEMPORARY EROSION CONTROL SEEDING	LB	380	330	50		
23	28000400	PERIMETER EROSION BARRIER	FOOT	950	500	450		
24	28000500	INLET AND PIPE PROTECTION	EACH	4	4			
25	28000510	INLET FILTERS	EACH	62	46	16		
26	28100105	STONE RIPRAP, CLASS A3	SQ YD	14	14			
27	28200200	FILTER FABRIC	SQ YD	14	14			
28	40600100	* BITUMINOUS MATERIALS (PRIME COAT)	GALLON	16,482	11,560	4,922		
29	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1	1			
30	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	100	100			
31	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"	TON	54	54			
32	40701861	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 9"	SQ YD	16,444	16,444			
33	40701896	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10 3/4"	SQ YD	7,031		7,031		
34	42001300	* PROTECTIVE COAT	SQ YD	5,693	4,572	1,121		
35	42300200	* PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	1,285	883	402		
36	42300400	* PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	755	706	49		
37	42400200	* PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	13,318				13,318
38	42400800	* DETECTABLE WARNINGS	SQ FT	383				383
39	44000100	PAVEMENT REMOVAL	SQ YD	20,295	14,186	6,109		
40	44000200	* DRIVEWAY PAVEMENT REMOVAL	SQ YD	2,192	1,797	395		
41	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	8,242	5,931	2,311		
42	44000600	SIDEWALK REMOVAL	SQ FT	8,337	6,805	1,532		
43	48100300	AGGREGATE SHOULDERS, TYPE A 4"	SQ YD	83	83			
44	48100800	AGGREGATE SHOULDERS, TYPE A 9"	SQ YD	134	134			
45	54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1			
46	54247150	GRATING FOR CONCRETE FLARED END SECTION 30"	EACH	1	1			
47	55039700	* STORM SEWERS TO BE CLEANED	FOOT	75	50	25		
48	550A0040	STORM SEWERS, CLASS A, TYPE 1, 10"	FOOT	24	24			
49	550A0050	STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	1,476	1,052	424		
50	550A0090	STORM SEWERS, CLASS A, TYPE 1, 18"	FOOT	564	508	56		
51	550A0120	STORM SEWERS, CLASS A, TYPE 1, 24"	FOOT	616	616			
52	550A0140	STORM SEWERS, CLASS A, TYPE 1, 30"	FOOT	29		29		
53	550B0040	STORM SEWERS, CLASS B, TYPE 1, 10"	FOOT	8	8			
54	550B0050	STORM SEWERS, CLASS B, TYPE 1, 12"	FOOT	9	9			
55	55100300	STORM SEWER REMOVAL, 8"	FOOT	181	181			
56	55100400	STORM SEWER REMOVAL, 10"	FOOT	126	78	48		
57	55100500	STORM SEWER REMOVAL, 12"	FOOT	615	120	495		
58	55100900	STORM SEWER REMOVAL, 18"	FOOT	71		71		
59	55101600	STORM SEWER REMOVAL, 36"	FOOT	10		10		
60	56103000	* DUCTILE IRON WATER MAIN, 6"	FOOT	314				314

ITEM NO.	CODE NO.	LOCATION OF WORK	SUMMARY OF QUANTITIES					
			UNIT	TOTAL	CONSTRUCTION TYPE CODE			
					I000-2A	Y031-1F	Y030-1E	
61	56103100	* DUCTILE IRON WATER MAIN, 8"	FOOT	71				71
62	56104900	* WATER VALVES, 6"	EACH	9	1			8
63	56105000	* WATER VALVES, 8"	EACH	2				2
64	56107100	* REMOVE AND RELOCATE WATER MAIN 6"	FOOT	50	50			
65	56107200	* REMOVE AND RELOCATE WATER MAIN 8"	FOOT	250	250			
66	56300100	ADJUSTING SANITARY SEWERS, 8-INCH DIAMETER OR LESS	FOOT	150	130	20		
67	56300300	ADJUSTING WATER SERVICE LINES	FOOT	150	130	20		
68	56400200	* FIRE HYDRANT TO BE MOVED (SPECIAL)	EACH	5	3	2		
69	56500600	* DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	11	8	3		
70	60109510	* PIPE UNDERDRAINS, FABRIC LINED TRENCH, 4"	FOOT	3,860	2,925	935		
71	60203305	* CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	6	6			
72	60201330	* CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	3		3		
73	60207105	* CATCH BASINS, TYPE C, TYPE 3 FRAME AND GRATE	EACH	16	16			
74	60207605	* CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	3	3			
75	60208230	* CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	7		7		
76	60209520	* CATCH BASINS, TYPE C, WITH SPECIAL FRAME AND LID	EACH	4		4		
77	60214000	* RESTRICTED DEPTH CATCH BASINS, 4'-DIAMETER, TYPE 3 F&G	EACH	18	18			
78	60214713	* RESTRICTED DEPTH CATCH BASINS, 4'-DIAMETER, TYPE 23 F&G	EACH	5		5		
79	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4			
80	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1		1		
81	60224600	* RESTRICTED DEPTH MANHOLES, 4'-DIAMETER, TYPE 1 FRAME, CL	EACH	11		6		
82	60225300	* RESTRICTED DEPTH MANHOLES, 5' DIAMETER, TYPE 1 FRAME, OL	EACH	1	1			
83	60225400	* RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 1 FRAME, CL	EACH	8	5	3		
84	60225923	* RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 23 F&G	EACH	1		1		
85	60248700	* VALVE VAULTS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	1			2
86	60249400	* VALVE BOXES, 6"	EACH	7	1			6
87	60249500	* VALVE BOXES, 8"	EACH	1	1			
88	60250200	CATCH BASINS TO BE ADJUSTED	EACH	2	1	1		
89	60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CL	EACH	1		1		
90	60250600	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 3 F&G	EACH	1	1			
91	60253200	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 3 F&G	EACH	2	1	1		
92	60255500	MANHOLES TO BE ADJUSTED	EACH	31	19	12		
93	60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	1	1		
94	60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CL	EACH	1	1			
95	60260100	INLETS TO BE ADJUSTED	EACH	3		3		
96	60260500	INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	1	1			
97	60263100	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 3 F&G	EACH	1	1			
98	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	3	1	2		
99	60265900	VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CL	EACH	1	1			
100	60266300	VALVE VAULTS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CL	EACH	1	1			
101	60266500	* VALVE VAULTS TO BE REMOVED	EACH	2				2
102	60266910	* VALVE BOXES TO BE REMOVED	EACH	4	2			2
103	60500040	REMOVING MANHOLES	EACH	1	1			
104	60500050	REMOVING CATCH BASINS	EACH	16	10	6		
105	60500060	REMOVING INLETS	EACH	5	3	2		
106	60600095	CLASS SI CONCRETE (OUTLET)	CU YD	3	3			
107	60600505	CONCRETE CURB, TYPE B	FOOT	500	450	50		
108	60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	9,267	6,970	2,297		
109	61140000	* STORM SEWERS, SPECIAL 8"	FOOT	77	77			
110	61140200	* STORM SEWERS, SPECIAL 12"	FOOT	236	53	183		
111	61141100	* STORM SEWERS, SPECIAL 30"	FOOT	401	294	107		
112	67100100	MOBILIZATION	L SUM	1	1			
113	70101700	* TRAFFIC CONTROL AND PROTECTION	L SUM	1	1			
114	70102550	* TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	L SUM	1	1			
115	70106800	CHANGEABLE MESSAGE SIGN	CAL M	9	9			
116	70300100	* SHORT-TERM PAVEMENT MARKING	FOOT	650	485	165		
117	70300520	PAVEMENT MARKING TAPE, TYPE III, 4"	FOOT	6,197	1,649	4,548		
118	70300560	PAVEMENT MARKING TAPE, TYPE III, 12"	FOOT	145		145		
119	70300610	* TEMPORARY PAINT PAVEMENT MARKING, LETTERS & SYMBOLS	SQ FT	218		218		
120	70300725	* TEMPORARY PAINT PAVEMENT MARKING, 4" WHITE	FOOT	4,232	1,296	2,936		

^ DENOTES SPECIALTY ITEM
 ^^ DENOTES CONSTRUCTION TYPE CODE Y080
 * DENOTES SPECIAL PROVISION

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
SUMMARY OF QUANTITIES
 FULLERTON AVENUE

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

SUMMARY OF QUANTITIES

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380 00-00084-00-PV	DUPAGE	93	4
STA.	TO STA.	SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83993

ITEM NO.	CODE NO.	PAY ITEM	UNIT	TOTAL	LOCATION OF WORK					
					FULLERTON AVENUE	VILLA AVENUE	SIGNALS	LIGHTING	NON PARTICIP	
					SUMMARY OF QUANTITIES					
					CONSTRUCTION TYPE CODE					
					1000-2A	Y031-1F	Y030-1E			
121	70300735	*TEMPORARY PAINT PAVEMENT MARKING, 6" WHITE	FOOT	474		474				
122	70300760	*TEMPORARY PAINT PAVEMENT MARKING, 24" WHITE	FOOT	232		232				
123	70300825	*TEMPORARY PAINT PAVEMENT MARKING, 4" YELLOW	FOOT	10,602	4,564	6,038				
124	70300845	*TEMPORARY PAINT PAVEMENT MARKING, 12" YELLOW	FOOT	193		193				
125	72000100	^ SIGN PANEL - TYPE 1	SQ FT	211	158	23		30		
126	72400100	^ REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	3	3					
127	72400310	^ REMOVE SIGN PANEL - TYPE 1	EACH	15	15					
128	72400500	^ RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	71	62	9				
129	72800100	^ TELESCOPING STEEL SIGN SUPPORT	FOOT	639	569	70				
130	73100110	^ *BASE FOR TELESCOPING STEEL SIGN SUPPORT, SPECIAL	EACH	1	1					
131	78000100	^ THERMOPLASTIC PAVEMENT MARKING LTRS. & SYMBOLS	SQ. FT	792	646	146				
132	78000200	^ THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13,385	8,525	4,860				
133	78000400	^ THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2,124	1,399	725				
134	78000600	^ THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	365	327	38				
135	78000650	^ THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	276	203	73				
136	78100100	^ *RAISED REFLECTIVE PAVEMENT MARKER	EACH	200	200					
137	78300100	^ PAVEMENT MARKING REMOVAL	SQ FT	992	642	350				
138	78300200	^ RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	122		122				
139	80400100	^ ELECTRIC SERVICE INSTALLATION	EACH	1						1
140	80400200	^ ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1						1
141	XX007275	^ GROUND ROD, 3/4" DIA. X 10 FT.	EACH	1						1
142	81000500	^ CONDUIT IN TRENCH, 1 1/2" DIA., GALVANIZED STEEL	FOOT	50						50
143	81000600	^ CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	36					36	
144	81000700	^ CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	57					57	
145	81000800	^ CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	55					55	
146	81001000	^ CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	75					75	
147	81001100	^ CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10					10	
148	81017520	^ CONDUIT IN TRENCH, 1 1/2" DIA., COILABLE NONMETALLIC CONDUIT	FOOT	3,454						3,454
149	81017525	^ CONDUIT IN TRENCH, 2" DIA., COILABLE NONMETALLIC CONDUIT	FOOT	700						700
150	81018500	^ CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	10					10	
151	81018600	^ CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	10					10	
152	81018900	^ CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	1,098					223	875
153	81400100	^ HANDHOLE	EACH	3					2	1
154	81400300	^ DOUBLE HANDHOLE	EACH	2					2	
155	81700305	^ ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 3-1/C NO. 12	FOOT	103						103
156	81702110	^ ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE), 1/C NO. 10	FOOT	3,396					3,396	
157	81702120	^ ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	5,867						5,867
158	81702140	^ ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	9,660						9,660
159	81702150	^ ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	1,088						1,088
160	81702400	^ ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 2	FOOT	730						730
161	81800240	^ AERIAL CABLE, 2-1/C NO. 8 WITH MESSENGER WIRE	FOOT	334					334	
162	81900200	^ TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	3,682					228	3,454
163	82102250	^ LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	29						29
164	82103310	^ LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 310 WATT	EACH	8					8	
165	82500505	^ LIGHTING CONTROLLER, SPECIAL	EACH	1						1
166	82500605	^ LIGHTING CONTROLLER PHOTOCELL RELAY	EACH	1						1
167	83600200	^ LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	80						80
168	83600215	^ LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	315						315
169	83800105	^ BREAKAWAY DEVICE, TRANSFORMER BASE, 11.5 INCH BOLT CIRCLE	EACH	83						83
170	84200500	^ REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	6						6
171	84200700	^ LIGHTING FOUNDATION REMOVAL	EACH	8						8
172	85700205	^ FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1						1
173	87301215	^ ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	435						435
174	87301225	^ ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	757						757
175	87301245	^ ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	793						793
176	87301255	^ ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,532						1,532
177	87301805	^ ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	65						65
178	87502500	^ TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	4						4
179	87704080	^ STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 30 FT. (SPECIAL)	EACH	1						1
180	87704090	^ STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 38 FT. (SPECIAL)	EACH	1						1

ITEM NO.	CODE NO.	PAY ITEM	UNIT	TOTAL	LOCATION OF WORK					
					FULLERTON AVENUE	VILLA AVENUE	SIGNALS	LIGHTING	NON PARTICIP	
					SUMMARY OF QUANTITIES					
					CONSTRUCTION TYPE CODE					
					1000-2A	Y031-1F	Y030-1E			
181	87704120	^ STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 32 FT. (SPECIAL)	EACH	2						2
182	87800100	^ CONCRETE FOUNDATION, TYPE A	FOOT	16						16
183	87800200	^ CONCRETE FOUNDATION, TYPE D	FOOT	4						4
184	87800415	^ CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60						60
185	88030020	^ SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4						4
186	88030100	^ SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4						4
187	88030110	^ SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4						4
188	88102710	^ PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	4						4
189	88200210	^ TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8						8
190	88700200	^ LIGHT DETECTOR	EACH	2						2
191	88700300	^ LIGHT DETECTOR AMPLIFIER	EACH	1						1
192	88800100	^ PEDESTRIAN PUSH-BUTTON	EACH	4						4
193	89000100	^ TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1						1
194	89502300	^ REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,325						1,325
195	89502375	^ REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1						1
196	89502380	^ REMOVE EXISTING HANDHOLE	EACH	9						9
197	89502385	^ REMOVE EXISTING CONCRETE FOUNDATION	EACH	9						9
198	X0301335	^ *WATERMAIN REMOVAL, 8"	FOOT	71						71
199	X0320872	^ VIDEO VEHICLE DETECTION SYSTEM	EACH	1						1
200	X0322256	^ *TEMPORARY INFORMATION SIGNING	SQ FT	100	75	25				
201	X0322919	^ CLEAN EXISTING STRUCTURES	EACH	10	8	2				
202	X0323426	^ SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	62	46	16				
203	X0323523	^ REMOVE TEMPORARY LIGHTING	L SUM	1						1
204	X0323574	^ MAINTENANCE OF LIGHTING SYSTEM	CAL MO	1						1
205	X0324907	^ TEMPORARY MAST ARM 15 FT	EACH	2						2
206	X0325556	^ TEMPORARY LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT TYPE III DISTR.	EACH	2						2
207	X4021000	^ TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	27	19	8				
208	X4022000	^ TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	10	9	1				
209	X8050015	^ SERVICE INSTALLATION - POLE MOUNTED	EACH	1						1
210	X8730027	^ ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	570						570
211	X8730250	^ ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED	FOOT	299						299
212	XX000479	^ *WATER MAIN REMOVAL, 6 INCH	FOOT	316						316
213	XX002868	^ *TEMPORARY DITCH CHECKS (SPECIAL)	EACH	6	6					
214	XX007272	^ ELECTRIC CABLE IN CONDUIT, 1/C #8 GROUND	FOOT	4,154						4,154
215	XX003668	^ PRECONSTRUCTION VIDEO TAPING	L SUM	1	1					
216	54500300	^ *DOMESTIC WATERSERVICE BOXES	EACH	1	1					
217	XX004878	^ MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEM	L SUM	1	1					
218	XX005221	^ *TOPSOIL FURNISH & PLACE (PULVERIZED), VARIABLE DEPTH	SQ YD	17,809	15,788	2,021				
219	XX005454	^ LIGHT POLE, ALUMINUM, 25 FT. M.H., 10 FT. MAST ARM	EACH	36						36
220	XX006037	^ *CDS UNIT	EACH	2	1	1				
221	XX006257	^ *RECESSED REFLECTIVE PAVEMENT MARKER	EACH	180		180				
222	XX006694	^ *CLEARING (SPECIAL)	SQ YD	500	500					
223	XX006698	^ *TREE PROTECTION & PRESERVATION	EACH	51	50	1				
224	Z0001050	^ *AGGREGATE SUBGRADE, 12"	SQ YD	26,760	18,934	7,826				
225	Z0013798	^ CONSTRUCTION LAYOUT	L SUM	1	1					
226	Z0019600	^ *DUST CONTROL WATERING	UNIT	10	8	2				
227	Z0044700	^ *PRESSURE CONNECTION 8" X 6"	EACH	5	3	2				
228	Z0053600	^ *RESET BENCH MONUMENT	EACH	1	1					
229	Z0076600	^ TRAINEES	HOURL	1,500	1,500					
230	XX007271	^ ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 18 3C	FOOT	841						841

^ DENOTES SPECIALTY ITEM
 ^^ DENOTES CONSTRUCTION TYPE CODE Y080
 * DENOTES SPECIAL PROVISION

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

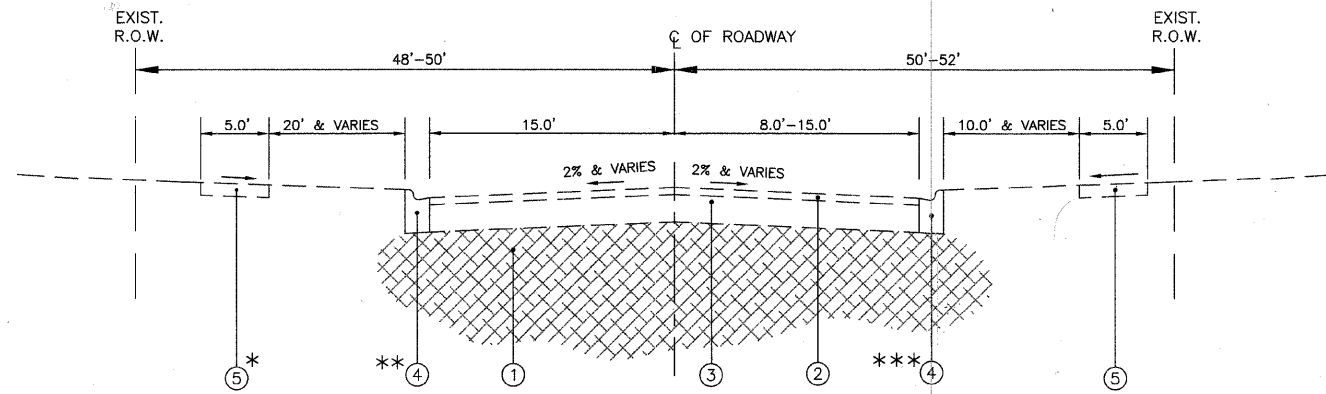
SUMMARY OF QUANTITIES

FULLERTON AVENUE

DATE: 11/26

FALL NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	5
STA.		TO STA.		
LLINKS		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER B3993



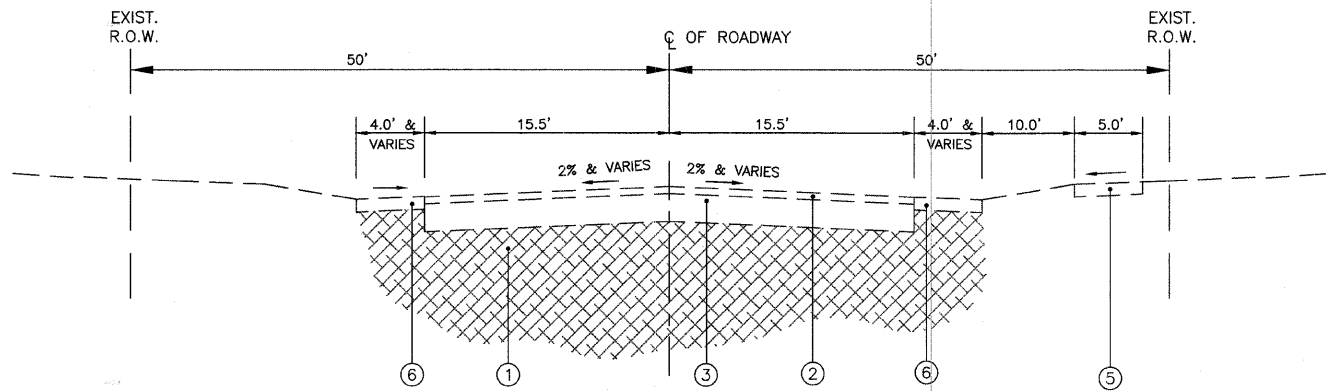
EXISTING TYPICAL SECTION FULLERTON AVENUE

STA. 188+64 TO STA. 221+25

- * SIDEWALK EXISTS FROM STA. 188+76 TO STA. 206+70
- ** BITUMINOUS SHOULDER (APPROXIMATELY 4' WIDE) FROM STATION 212+04 TO 216+68
- *** EARTHEN SHOULDER (APPROXIMATELY 2' WIDE) FROM STATION 212+04 TO 217+24

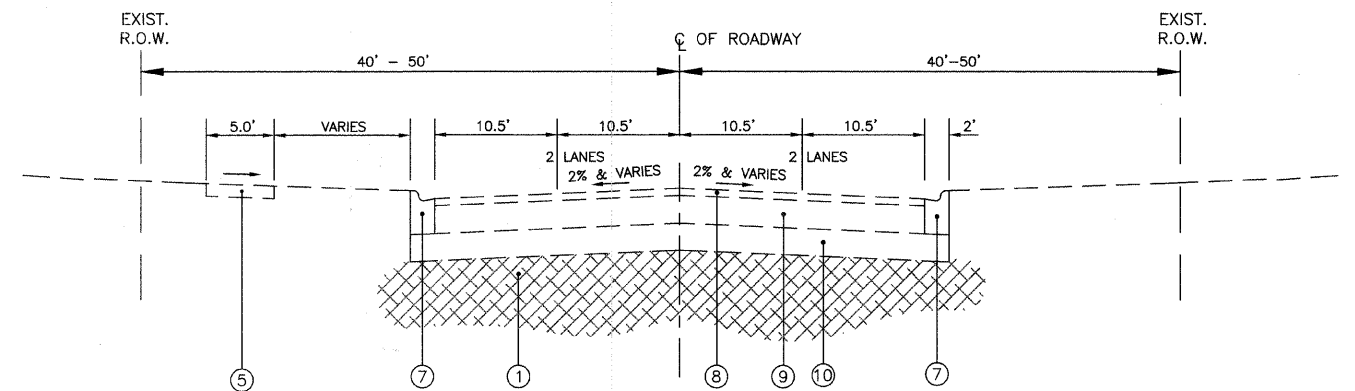
LEGEND

- ① EXISTING SUBGRADE, SOIL AND MOISTURE CONDITIONS VARY (SEE ROADWAY SOILS INVESTIGATION BY SCHLEEDER HAMPTON DATED NOVEMBER 18, 2005)
- ② EXISTING BITUMINOUS PAVEMENT, THICKNESS VARIES 4 3/8" TO 8 5/8". (REFERENCE ROADWAY SOILS INVESTIGATION BY SCHLEEDER HAMPTON DATED NOVEMBER 18, 2005)
- ③ EXISTING AGGREGATE BASE COURSE, THICKNESS VARIES 5 3/8" TO 9 1/4". (REFERENCE ROADWAY SOILS INVESTIGATION BY SCHLEEDER HAMPTON DATED NOVEMBER 18, 2005)
- ④ EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE M-3.12
- ⑤ EXISTING CONCRETE SIDEWALK
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18
- ⑧ EXISTING BITUMINOUS PAVEMENT, THICKNESS VARIES 3 1/2" TO 4 1/4". (REFERENCE ROADWAY SOILS INVESTIGATION BY SCHLEEDER HAMPTON DATED NOVEMBER 18, 2005)
- ⑨ EXISTING BITUMINOUS BASE COURSE, THICKNESS VARIES 8 7/8" TO 10 1/2". (REFERENCE ROADWAY SOILS INVESTIGATION BY SCHLEEDER HAMPTON DATED NOVEMBER 18, 2005)
- ⑩ EXISTING AGGREGATE SUBBASE COURSE, THICKNESS VARIES 8 1/4" TO 11 7/8". (REFERENCE ROADWAY SOILS INVESTIGATION BY SCHLEEDER HAMPTON DATED NOVEMBER 18, 2005)



EXISTING TYPICAL SECTION FULLERTON AVENUE

STA. 221+85 TO STA. 225+42



EXISTING TYPICAL SECTION VILLA AVENUE

STA. 507+10.7 TO 519+26.5

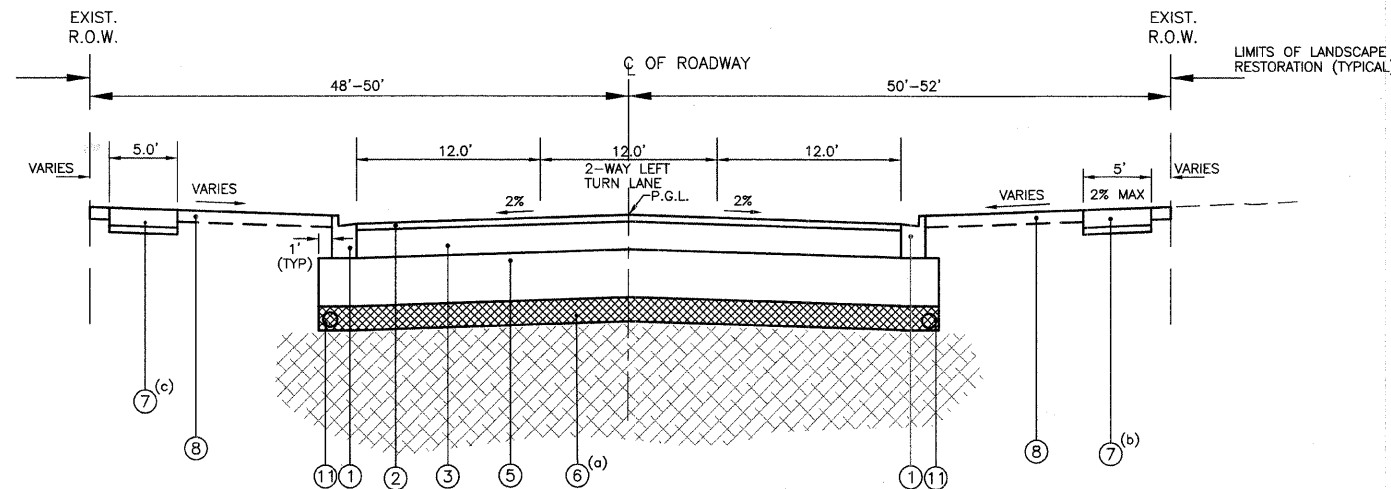
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
EXISTING TYPICAL SECTIONS
 FULLERTON AVENUE
 VILLA AVENUE

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	6
STA.	TO STA.			
	LIKES	SURFACE TRANSPORTATION FUNDING		

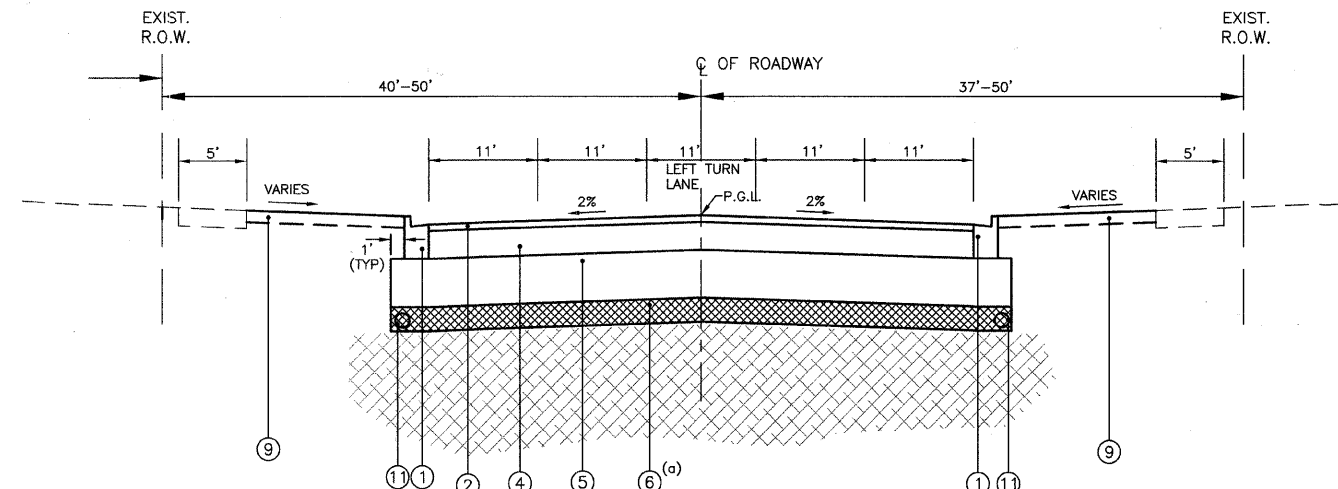
CONTRACT NUMBER 83993



PROPOSED TYPICAL SECTION FULLERTON AVENUE

STA. 188+64 TO 221+25

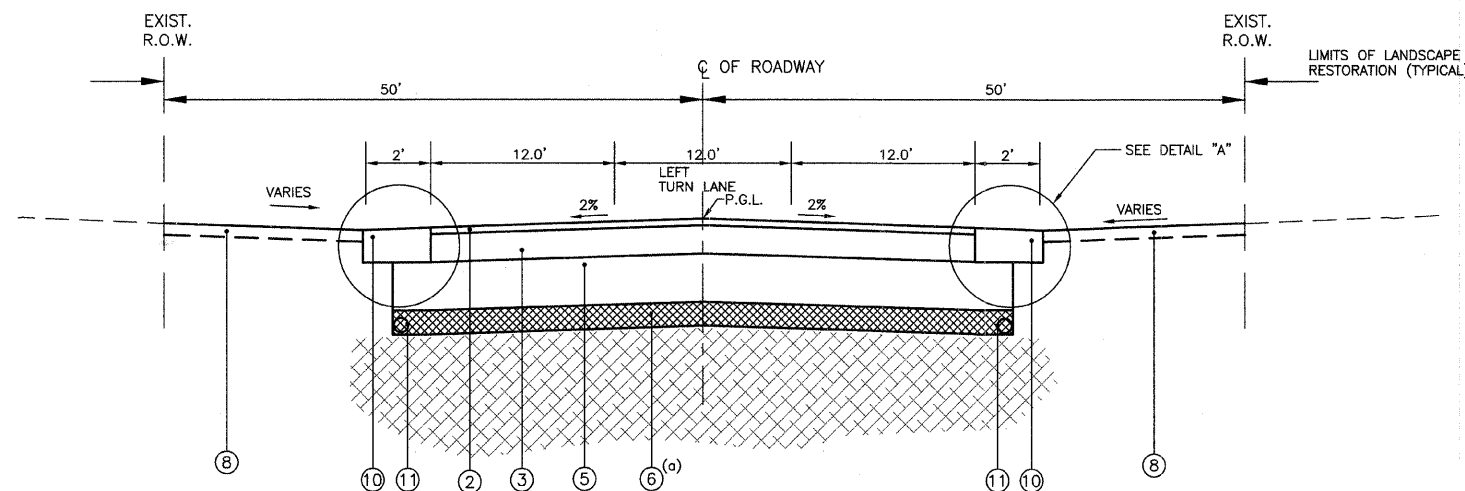
- (a) SEE SOILS NOTE AND CROSS SECTION SHEETS FOR LOCATIONS AND DEPTH OF UNDERCUTTING
- (b) PROPOSED SIDEWALK FROM STA. 199+50 TO STA. 200+10 AND 214+50 TO STA. 216+00
- (c) PROPOSED SIDEWALK FROM STA. 206+70 TO STA. 221+00



PROPOSED TYPICAL SECTION VILLA AVENUE

STA. 507+10.7 TO STA. 519+26.5

- (a) SEE SOILS NOTE AND CROSS SECTION SHEETS FOR LOCATIONS AND DEPTH OF UNDERCUTTING



PROPOSED TYPICAL SECTION FULLERTON AVENUE

STA. 221+85 TO 225+42

- (a) SEE SOILS NOTE AND CROSS SECTION SHEETS FOR LOCATIONS AND DEPTH OF UNDERCUTTING

SOILS NOTE:
 POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED AT THE LOCATIONS INDICATED FOR SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE MANUAL). IF UNSTABLE SOILS ARE ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH PGES. IF UNSTABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY WILL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.

THE LIMITS OF UNSTABLE SOILS ARE AT THE APPROXIMATE LOCATIONS AS FOLLOWS:

Location	Replacement Indicated By	Depth	Treatment Width	Treatment Material
Station 206+47 to 209+34 (B-7)	Qp=2.02 tsf Mc=11% Loam (fill)	No treatment needed	NA	NA
Station 221+32 to 223+95 (B-12)	Qp=0.5 tsf Mc=21% Clay Loam (fill)	12 inches	Full Width	PGES
Station 223+95 to Bridge @ Salt Creek (B-13)	Qp=2.0 to 1.0 tsf Mc=20% Clay Loam (fill)	6 inches	Full Width	PGES
Station 510+00 to 513+00 (C-6)	Qp=1.25 tsf Mc=32% Silty Clay Loam (fill)	6 inches	Full Width	PGES
Station 191+00 to 196+00	NA	6 inches	Eastbound Lane only	PGES
Station 198+50 to 201+00	NA	6 inches	Eastbound Lane only	PGES

LEGEND

- ① PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
- ② PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- ③ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 7"
- ④ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8-3/4"
- ⑤ PROPOSED AGGREGATE SUBGRADE, 12"
- ⑥ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND PROPOSED POROUS GRANULAR EMBANKMENT, SUBGRADE (SEE ROADWAY SOILS INVESTIGATION BY SCHLEEDER HAMPTON DATED NOV. 18, 2005)
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5" WITH AGGREGATE BASE COURSE, TYPE B, 2" NOTE: THICKNESS TO BE INCREASED TO 6" THROUGH DRIVEWAY APRONS (ADDITIONAL THICKNESS INCIDENTAL)
- ⑧ PROPOSED TOPSOIL (PULVERIZED), FURNISH AND PLACE, VARIABLE DEPTH AND SEEDING, CLASS 1 AND EXCELSIOR BLANKET, SPECIAL
- ⑨ PROPOSED TOPSOIL (PULVERIZED), FURNISH AND PLACE, VARIABLE DEPTH AND SEEDING, CLASS 1A AND EXCELSIOR BLANKET, SPECIAL
- ⑩ PROPOSED AGGREGATE SHOULDERS, TYPE A, 9"
- ⑪ PROPOSED PIPE UNDERDRAIN, FABRIC LINED TRENCH, 4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
PAVEMENT RESURFACING (BEVERLY AVENUE)		
HOT-MIX SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	PG 64-22	4% @ 70 Yr.
FULL DEPTH PAVEMENT (FULLERTON AVENUE & VILLA AVENUE)		
HOT-MIX SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	PG 64-22	4% @ 70 Yr.
LEVELING BINDER (MACHINE METHOD), IL-4.75, N70	PG 64-22 / 58-22	4% @ 70 Yr.

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

STRUCTURAL DESIGN TRAFFIC: YEAR 2015
 FULLERTON PV = 13860 SU = 70 MU = 70
 VILLA PV = 15360 SU = 320 MU = 320

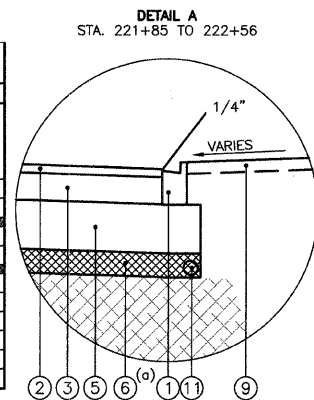
ROAD/STREET CLASSIFICATION: CLASS I (BOTH FULLERTON AND VILLA)

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 FULLERTON P = 99 S = 0.5 M = 0.5
 VILLA P = 96 S = 2 M = 2

TRAFFIC FACTOR:
 FULLERTON Actual TF = 0.3170 AC Type = Full Depth
 VILLA Actual TF = 1.7857 AC Type = Full Depth

PG GRADE: Binder = 64-22 Surface = 64-22

SUBGRADE SUPPORT RATING:
 SSR = Poor



SCHEDULE OF EARTH EXCAVATION AND FURNISHED EXCAVATION				
	EARTH EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	POROUS GRANULAR EMBANKMENT, SUBGRADE	FURNISHED EXCAVATION
SUBTOTAL FULLERTON AVENUE	275,054	22,070	22,070	17,912
PROJECT SUBTOTAL (CU. YD.)	10,187	817	817	663
SUBTOTAL VILLA AVENUE	55,447	11,142	11,142	7,384
PROJECT SUBTOTAL (CU. YD.)	2,054	413	413	273
PROJECT SUBTOTAL (CU. FT.)	330,501	33,211	33,211	25,296
PROJECT SUBTOTAL (CU. YD.)	12,241	1,230	1,230	937
SHRINKAGE FACTOR ADJUSTMENT (15%)	-	-	-	x 1.15
PROJECT TOTAL (CU. YD.)	12,241	1,230	1,230	1,077
DENSITY FACTOR CONVERSION (2.00 TONS/CU. YD.)	-	-	x 2.00	-
PROJECT TOTAL (TONS)	-	-	2,460	-

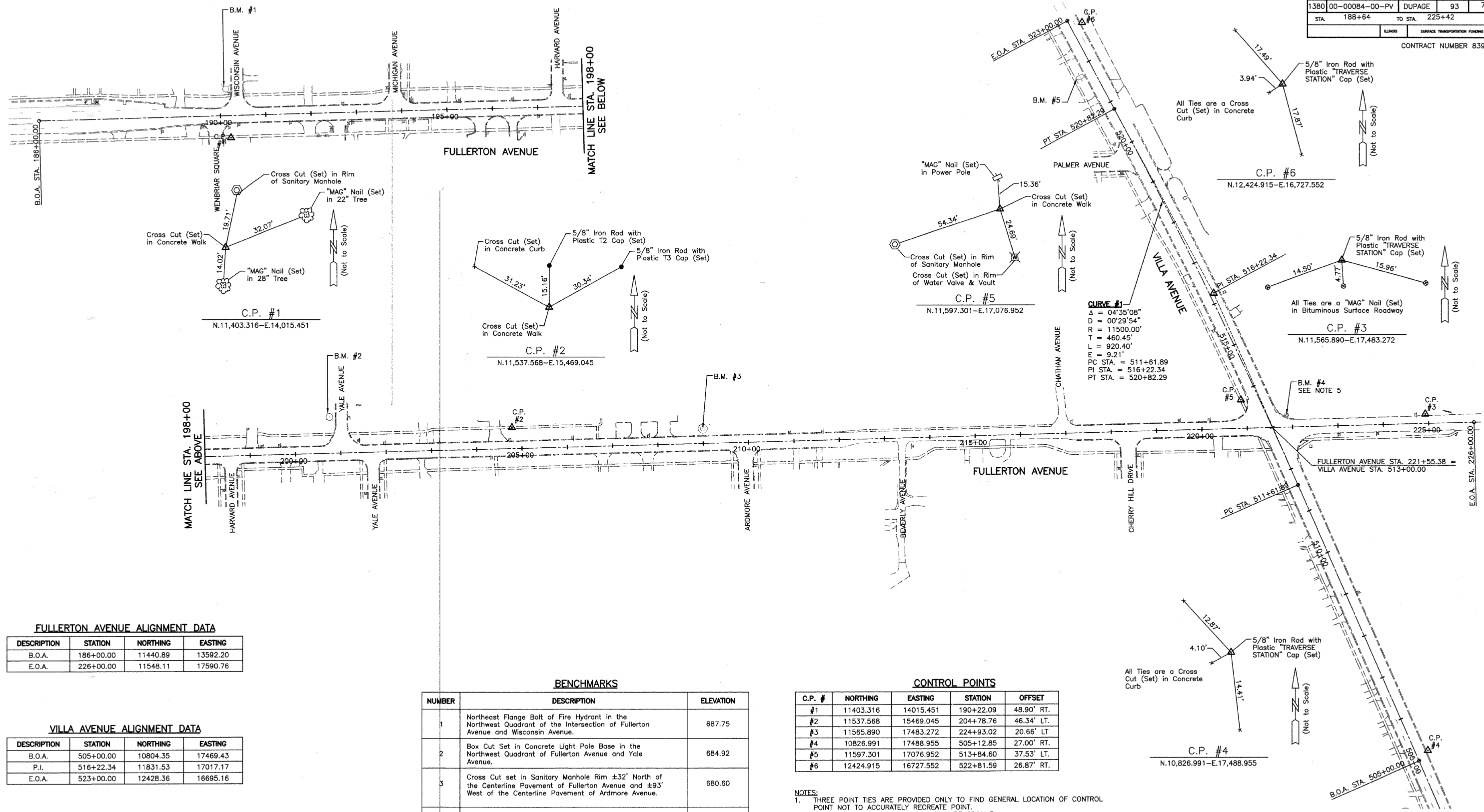
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
PROPOSED TYPICAL SECTIONS
 FULLERTON AVENUE
 VILLA AVENUE

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1380 00-00084-00-PV	DUPAGE	93	7
STA. 188+64	TO STA. 225+42		
ILLINOIS		SURFACE TRANSPORTATION FINANCING	

CONTRACT NUMBER 83993



FULLERTON AVENUE ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	186+00.00	11440.89	13592.20
E.O.A.	226+00.00	11548.11	17590.76

VILLA AVENUE ALIGNMENT DATA

DESCRIPTION	STATION	NORTHING	EASTING
B.O.A.	505+00.00	10804.35	17469.43
P.I.	516+22.34	11831.53	17017.17
E.O.A.	523+00.00	12428.36	16695.16

BENCHMARKS

NUMBER	DESCRIPTION	ELEVATION
1	Northeast Flange Bolt of Fire Hydrant in the Northwest Quadrant of the Intersection of Fullerton Avenue and Wisconsin Avenue.	687.75
2	Box Cut Set in Concrete Light Pole Base in the Northwest Quadrant of Fullerton Avenue and Yale Avenue.	684.92
3	Cross Cut set in Sanitary Manhole Rim ±32' North of the Centerline Pavement of Fullerton Avenue and ±93' West of the Centerline Pavement of Ardmore Avenue.	680.60
4	Found Bernstein Monument in the Northeast Quadrant of the Intersection of Fullerton Avenue and Villa Avenue.	672.65
5	Railroad Spike Set in Second Power Pole North of Palmer Avenue on the West Side of Villa Avenue.	676.30
6	Railroad Spike Set in Power Pole in the Southwest Quadrant of the Intersection of Villa Avenue and Lorraine Avenue. (Not shown on this sheet)	679.34

CONTROL POINTS

C.P. #	NORTHING	EASTING	STATION	OFFSET
#1	11403.316	14015.451	190+22.09	48.90' RT.
#2	11537.568	15469.045	204+78.76	46.34' LT.
#3	11565.890	17483.272	224+93.02	20.66' LT
#4	10826.991	17488.955	505+12.85	27.00' RT.
#5	11597.301	17076.952	513+84.60	37.53' LT.
#6	12424.915	16727.552	522+81.59	26.87' RT.

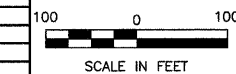
NOTES:

- THREE POINT TIES ARE PROVIDED ONLY TO FIND GENERAL LOCATION OF CONTROL POINT NOT TO ACCURATELY RECREATE POINT.
- COORDINATES AND DISTANCES SHOWN ARE GROUND.
- BASIS OF BEARINGS IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83).
- COORDINATES LISTED ARE PROJECT COORDINATES AND CAN BE CONVERTED TO ILLINOIS STATE PLANE EAST ZONE (NAD83(1997)) GRID VALUES BY MULTIPLYING LISTED VALUES BY 0.999947234.
- RESET BENCH MONUMENT BY AUTHORIZED SURVEYOR OR AGENT AS DIRECTED BY THE ENGINEER. THE RELOCATION SHOULD BE COORDINATED WITH DUPAGE COUNTY.

- NOTES:**
 B.O.A. = BEGINNING OF ALIGNMENT
 P.C. = POINT OF CURVATURE
 P.T. = POINT OF TANGENT
 P.I. = POINT OF INTERSECTION
 E.O.A. = END OF ALIGNMENT
 C.P. = CONTROL POINT
 B.M. = BENCH MARK

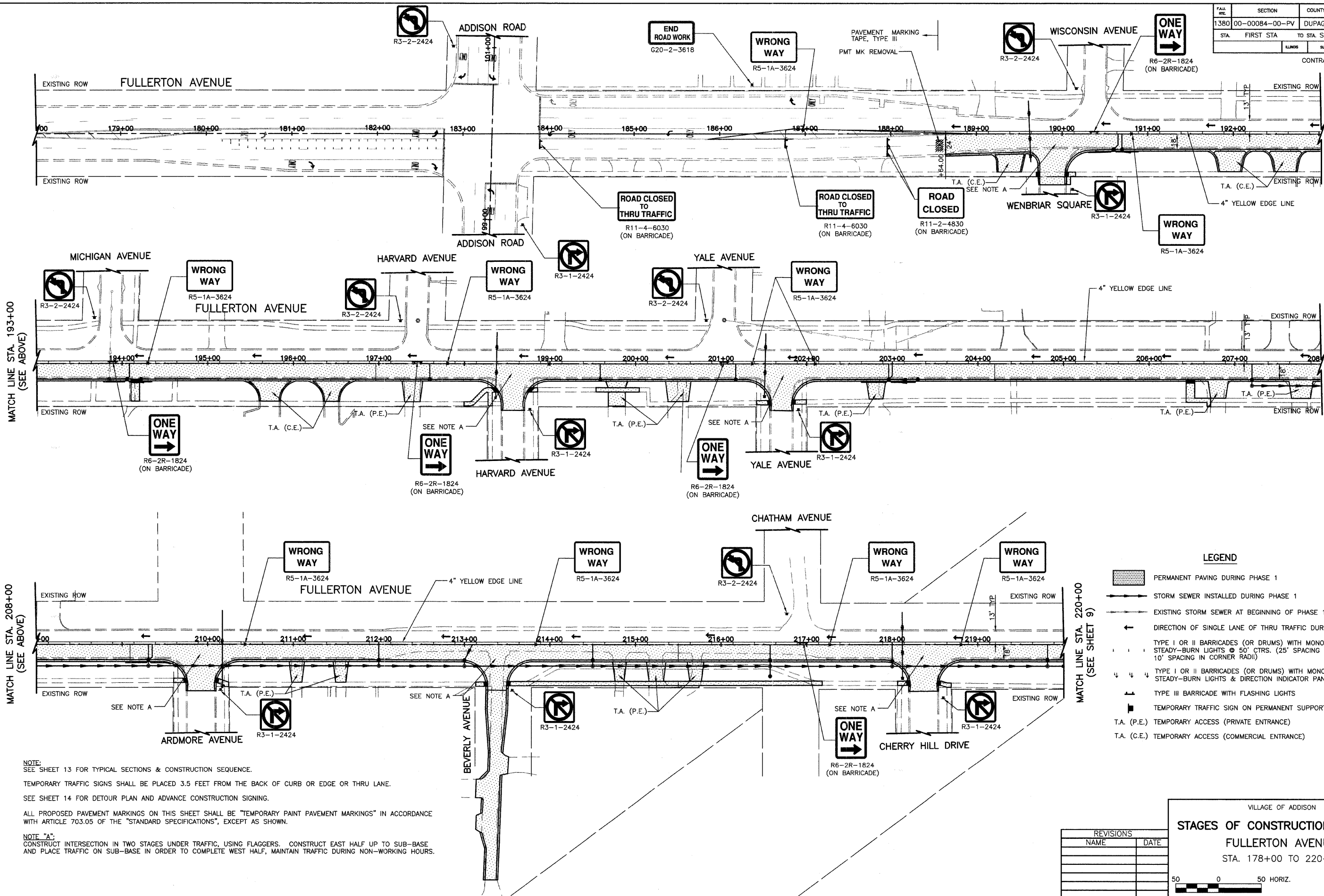
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
ALIGNMENT, TIES, AND BENCHMARKS
FULLERTON AVENUE STP IMPROVEMENT



DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

FALL REC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	8
STA.	FIRST STA.	TO STA.	SECOND STA.	
	LINE	SURFACE TRANSPORTATION FUNDING		
		CONTRACT NUMBER 83993		



MATCH LINE STA. 193+00 (SEE ABOVE)

MATCH LINE STA. 208+00 (SEE BELOW)

MATCH LINE STA. 208+00 (SEE ABOVE)

MATCH LINE STA. 220+00 (SEE SHEET 9)

- LEGEND**
- PERMANENT PAVING DURING PHASE 1
 - STORM SEWER INSTALLED DURING PHASE 1
 - EXISTING STORM SEWER AT BEGINNING OF PHASE 1
 - DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 1
 - TYPE I OR II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS, 10' SPACING IN CORNER RADII)
 - TYPE I OR II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
 - TYPE III BARRICADE WITH FLASHING LIGHTS
 - TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
 - T.A. (P.E.) TEMPORARY ACCESS (PRIVATE ENTRANCE)
 - T.A. (C.E.) TEMPORARY ACCESS (COMMERCIAL ENTRANCE)

NOTE:
SEE SHEET 13 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.

TEMPORARY TRAFFIC SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OR THRU LANE.

SEE SHEET 14 FOR DETOUR PLAN AND ADVANCE CONSTRUCTION SIGNING.

ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE "TEMPORARY PAINT PAVEMENT MARKINGS" IN ACCORDANCE WITH ARTICLE 703.05 OF THE "STANDARD SPECIFICATIONS", EXCEPT AS SHOWN.

NOTE "A":
CONSTRUCT INTERSECTION IN TWO STAGES UNDER TRAFFIC, USING FLAGGERS. CONSTRUCT EAST HALF UP TO SUB-BASE AND PLACE TRAFFIC ON SUB-BASE IN ORDER TO COMPLETE WEST HALF, MAINTAIN TRAFFIC DURING NON-WORKING HOURS.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

STAGES OF CONSTRUCTION PHASE 1

FULLERTON AVENUE

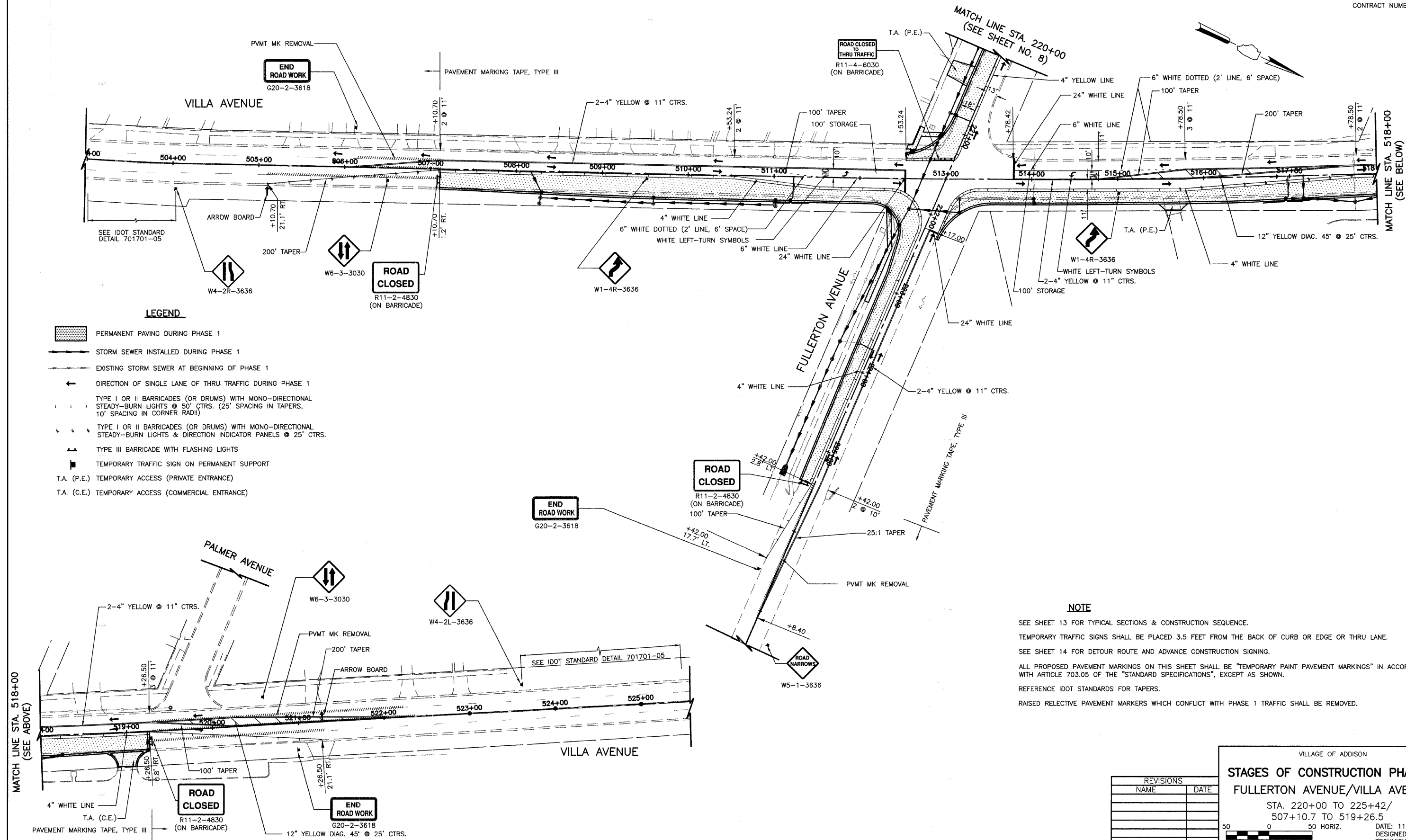
STA. 178+00 TO 220+00

SCALE IN FEET

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	9
STA.	TO STA.			

CONTRACT NUMBER 83993



LEGEND

- PERMANENT PAVING DURING PHASE 1
- STORM SEWER INSTALLED DURING PHASE 1
- EXISTING STORM SEWER AT BEGINNING OF PHASE 1
- DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 1
- TYPE I OR II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS, 10' SPACING IN CORNER RADII)
- TYPE I OR II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
- T.A. (P.E.) TEMPORARY ACCESS (PRIVATE ENTRANCE)
- T.A. (C.E.) TEMPORARY ACCESS (COMMERCIAL ENTRANCE)

NOTE

SEE SHEET 13 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.
 TEMPORARY TRAFFIC SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OR THRU LANE.
 SEE SHEET 14 FOR DETOUR ROUTE AND ADVANCE CONSTRUCTION SIGNING.
 ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE "TEMPORARY PAINT PAVEMENT MARKINGS" IN ACCORDANCE WITH ARTICLE 703.05 OF THE "STANDARD SPECIFICATIONS", EXCEPT AS SHOWN.
 REFERENCE IDOT STANDARDS FOR TAPERS.
 RAISED RELECTIVE PAVEMENT MARKERS WHICH CONFLICT WITH PHASE 1 TRAFFIC SHALL BE REMOVED.

REVISIONS	
NAME	DATE

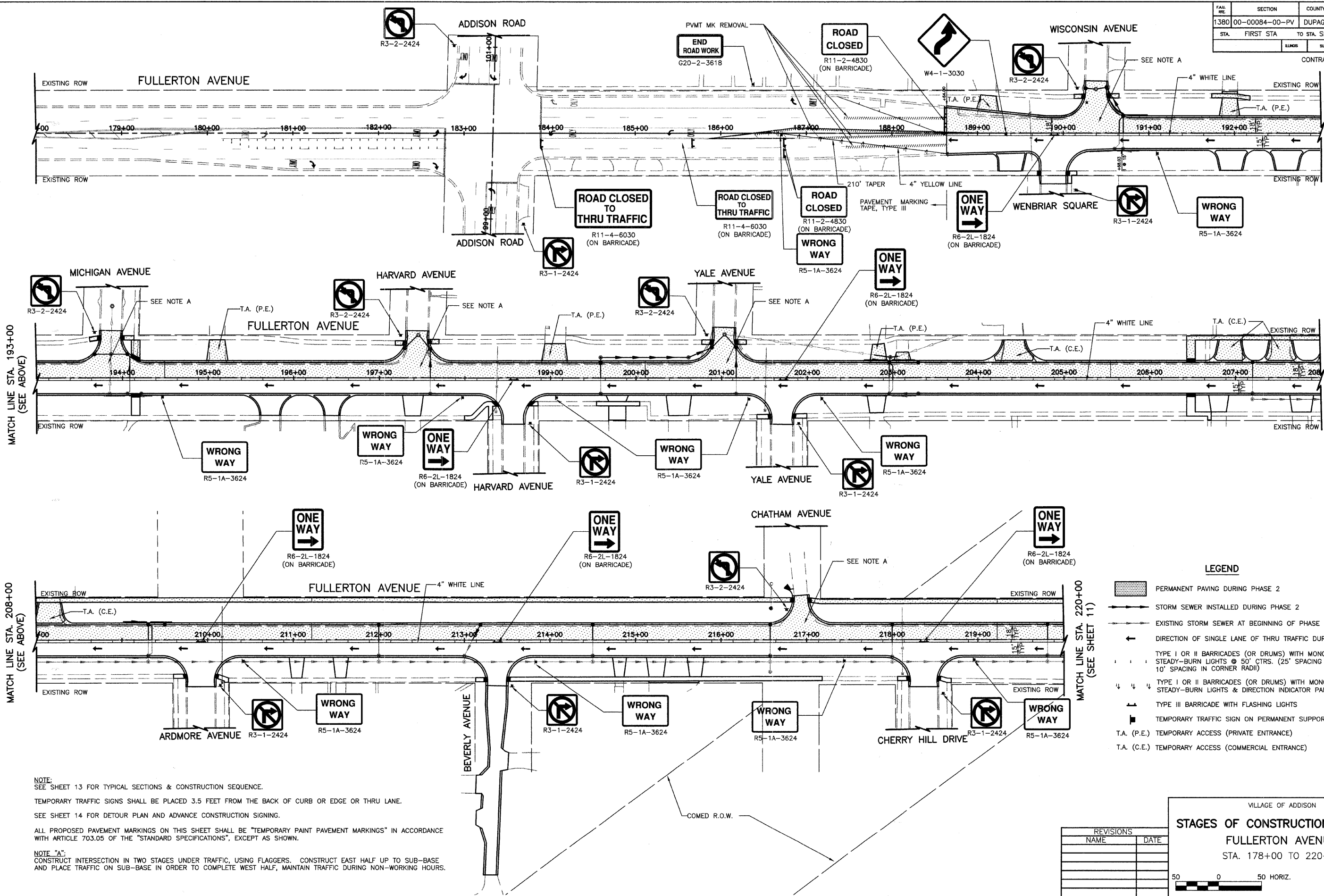
VILLAGE OF ADDISON

STAGES OF CONSTRUCTION PHASE 1
FULLERTON AVENUE/VILLA AVENUE
 STA. 220+00 TO 225+42/
 507+10.7 TO 519+26.5

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

SCALE IN FEET

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	10
STA.	FIRST STA.	TO STA.	SECOND STA.	
				CONTRACT NUMBER 83993



MATCH LINE STA. 193+00
(SEE ABOVE)

MATCH LINE STA. 193+00
(SEE BELOW)

MATCH LINE STA. 208+00
(SEE BELOW)

MATCH LINE STA. 208+00
(SEE ABOVE)

MATCH LINE STA. 220+00
(SEE SHEET 11)

LEGEND

- PERMANENT PAVING DURING PHASE 2
- STORM SEWER INSTALLED DURING PHASE 2
- EXISTING STORM SEWER AT BEGINNING OF PHASE 2
- DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 2
- TYPE I OR II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS, 10' SPACING IN CORNER RADII)
- TYPE I OR II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
- T.A. (P.E.) TEMPORARY ACCESS (PRIVATE ENTRANCE)
- T.A. (C.E.) TEMPORARY ACCESS (COMMERCIAL ENTRANCE)

NOTE:
SEE SHEET 13 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.
TEMPORARY TRAFFIC SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OR THRU LANE.
SEE SHEET 14 FOR DETOUR PLAN AND ADVANCE CONSTRUCTION SIGNING.
ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE "TEMPORARY PAINT PAVEMENT MARKINGS" IN ACCORDANCE WITH ARTICLE 703.05 OF THE "STANDARD SPECIFICATIONS", EXCEPT AS SHOWN.
NOTE "A":
CONSTRUCT INTERSECTION IN TWO STAGES UNDER TRAFFIC, USING FLAGGERS. CONSTRUCT EAST HALF UP TO SUB-BASE AND PLACE TRAFFIC ON SUB-BASE IN ORDER TO COMPLETE WEST HALF, MAINTAIN TRAFFIC DURING NON-WORKING HOURS.

REVISIONS

NO.	NAME	DATE

VILLAGE OF ADDISON

STAGES OF CONSTRUCTION PHASE 2

FULLERTON AVENUE

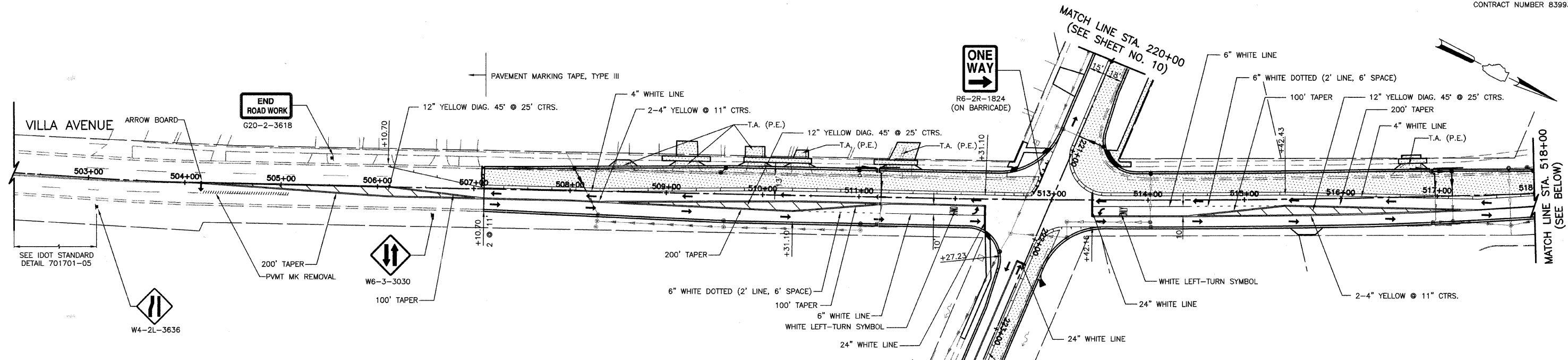
STA. 178+00 TO 220+00

50 0 50 HORIZ.
SCALE IN FEET

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	11
STA.	TO STA.		SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83993

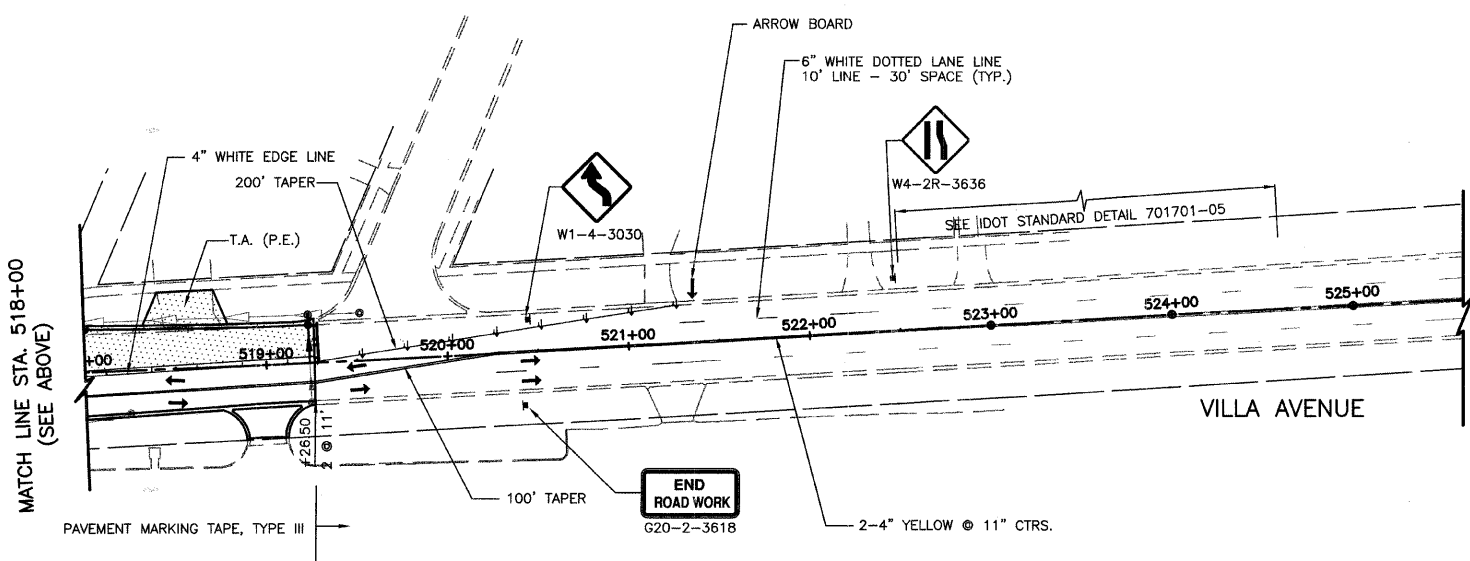


LEGEND

- PERMANENT PAVING DURING PHASE 2
- STORM SEWER INSTALLED DURING PHASE 2
- EXISTING STORM SEWER AT BEGINNING OF PHASE 2
- DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 2
- TYPE I OR II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS, 10' SPACING IN CORNER RADII)
- TYPE I OR II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
- T.A. (P.E.) TEMPORARY ACCESS (PRIVATE ENTRANCE)
- T.A. (C.E.) TEMPORARY ACCESS (COMMERCIAL ENTRANCE)

NOTE

- SEE SHEET 13 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.
- TEMPORARY TRAFFIC SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OR THRU LANE.
- SEE SHEET 14 FOR DETOUR ROUTE AND ADVANCE CONSTRUCTION SIGNING.
- ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE "TEMPORARY PAINT PAVEMENT MARKINGS" IN ACCORDANCE WITH ARTICLE 703.05 OF THE "STANDARD SPECIFICATIONS", EXCEPT AS SHOWN.
- REFERENCE IDOT STANDARDS FOR TAPERS.
- RAISED RELECTIVE PAVEMENT MARKERS WHICH CONFLICT WITH PHASE 2 TRAFFIC SHALL BE REMOVED.



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

STAGES OF CONSTRUCTION PHASE 2

FULLERTON AVENUE/VILLA AVENUE

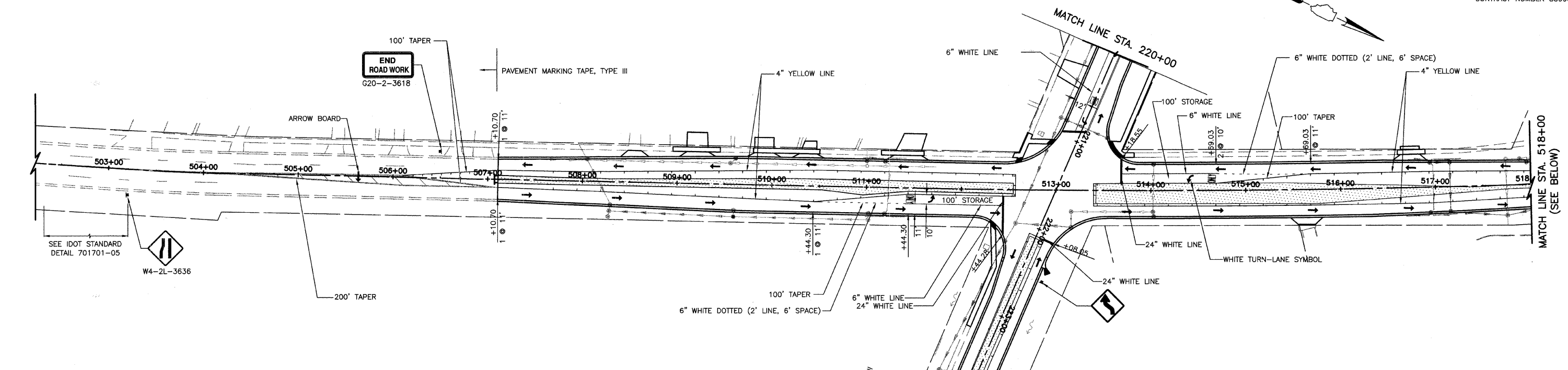
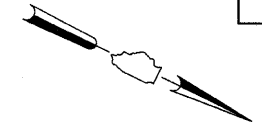
STA. 220+00 TO 225+42/
507+10.7 TO 519+26.5

SCALE IN FEET

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

FAH. PTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	12
STA.	TO STA.			
			LINKS	SURFACE TRANSPORTATION FUNDING

CONTRACT NUMBER 83993

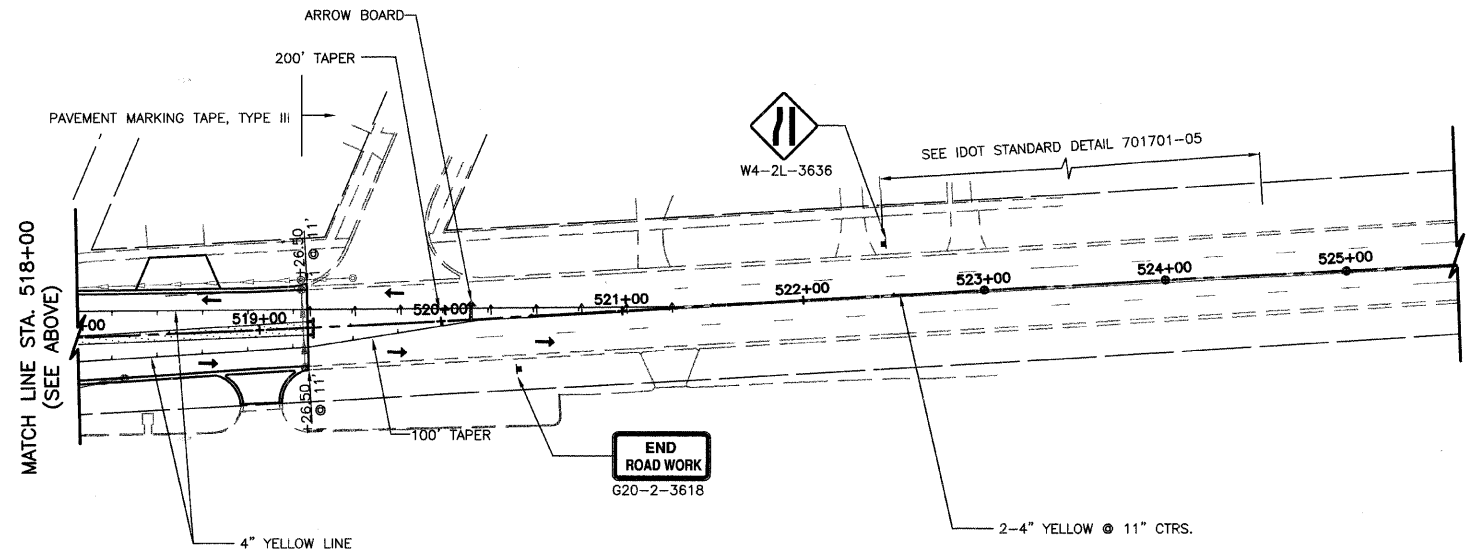


LEGEND

- PERMANENT PAVING DURING PHASE 3
- STORM SEWER INSTALLED DURING PHASE 3
- EXISTING STORM SEWER AT BEGINNING OF PHASE 3
- DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING PHASE 3
- TYPE I OR II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS @ 50' CTRS. (25' SPACING IN TAPERS, 10' SPACING IN CORNER RADII)
- TYPE I OR II BARRICADES (OR DRUMS) WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS & DIRECTION INDICATOR PANELS @ 25' CTRS.
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY TRAFFIC SIGN ON PERMANENT SUPPORT
- T.A. (P.E.) TEMPORARY ACCESS (PRIVATE ENTRANCE)
- T.A. (C.E.) TEMPORARY ACCESS (COMMERCIAL ENTRANCE)

NOTES

SEE SHEET 13 FOR TYPICAL SECTIONS & CONSTRUCTION SEQUENCE.
 TEMPORARY TRAFFIC SIGNS SHALL BE PLACED 3.5 FEET FROM THE BACK OF CURB OR EDGE OR THRU LANE.
 SEE SHEET 14 FOR DETOUR ROUTE AND ADVANCE CONSTRUCTION SIGNING.
 ALL PROPOSED PAVEMENT MARKINGS ON THIS SHEET SHALL BE "TEMPORARY PAINT PAVEMENT MARKINGS" IN ACCORDANCE WITH ARTICLE 703.05 OF THE "STANDARD SPECIFICATIONS", EXCEPT AS SHOWN.
 REFERENCE IDOT STANDARDS FOR TAPERS.
 RAISED RELECTIVE PAVEMENT MARKERS WHICH CONFLICT WITH PHASE 3 TRAFFIC SHALL BE REMOVED.



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

STAGES OF CONSTRUCTION PHASE 3

FULLERTON AVENUE/VILLA AVENUE

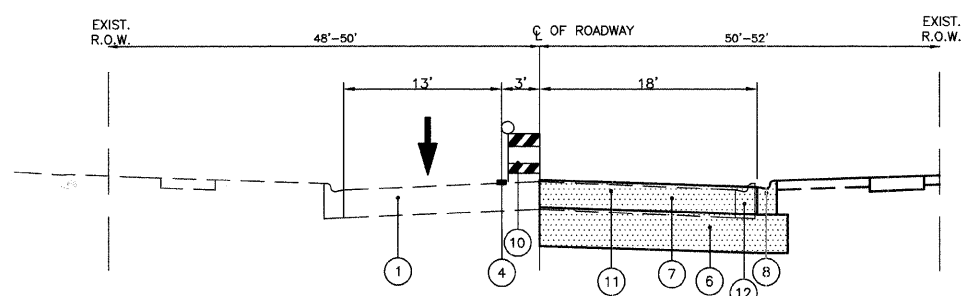
STA. 220+00 TO 225+42/
507+10.7 TO 519+26.5

SCALE IN FEET

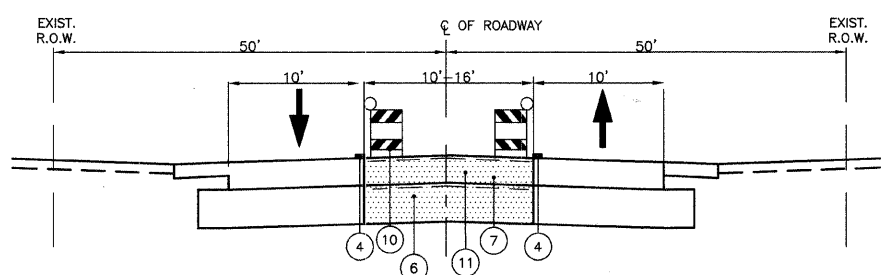
DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

FAH. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	13
STA.		TO STA.		
		SURFACE TRANSPORTATION FUNDING		

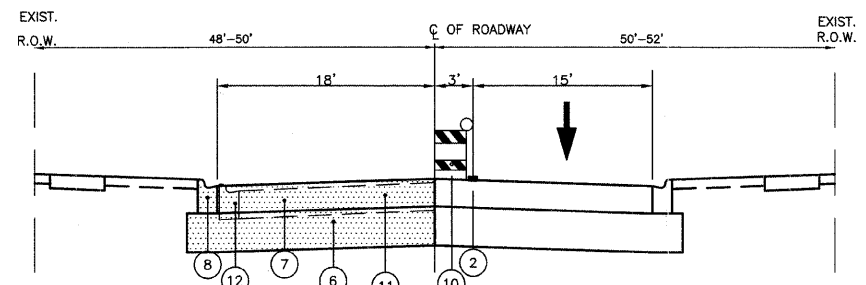
CONTRACT NUMBER 83993



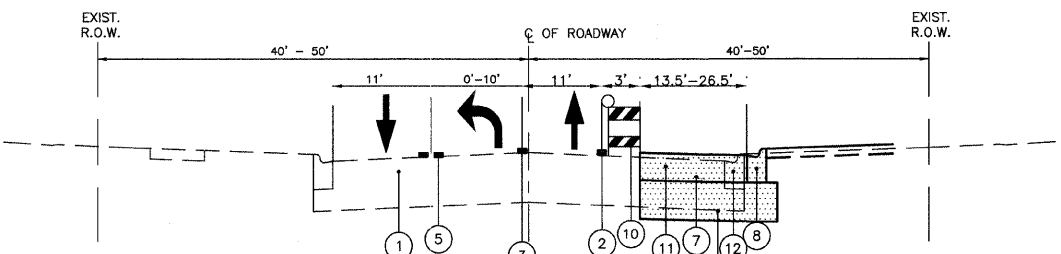
FULLERTON AVENUE - PHASE 1
STA. 188+64 TO STA. 221+25



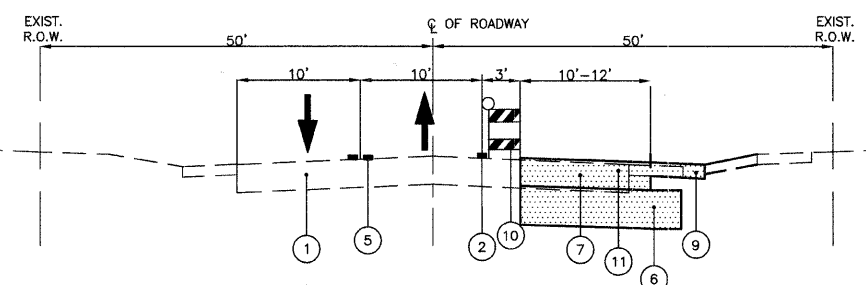
FULLERTON AVENUE - PHASE 3
STA. 222+08 TO STA. 225+42



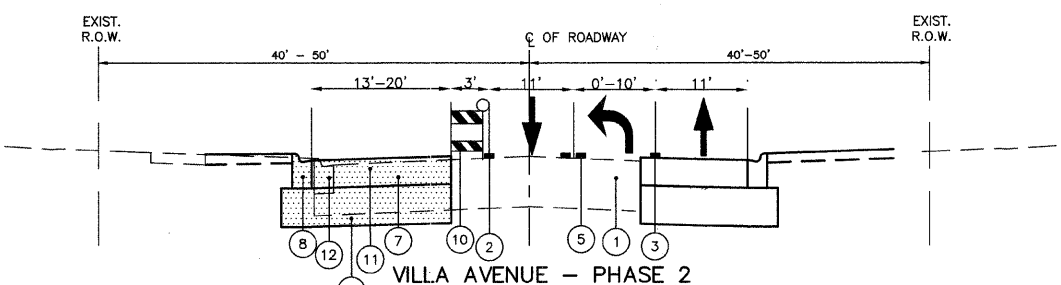
FULLERTON AVENUE - PHASE 2
STA. 188+64 TO STA. 221+25



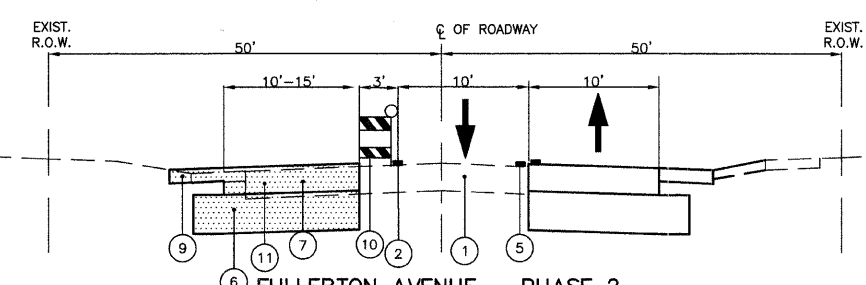
VILLA AVENUE - PHASE 1
STA. 507+10.7 TO STA. 519+26.5



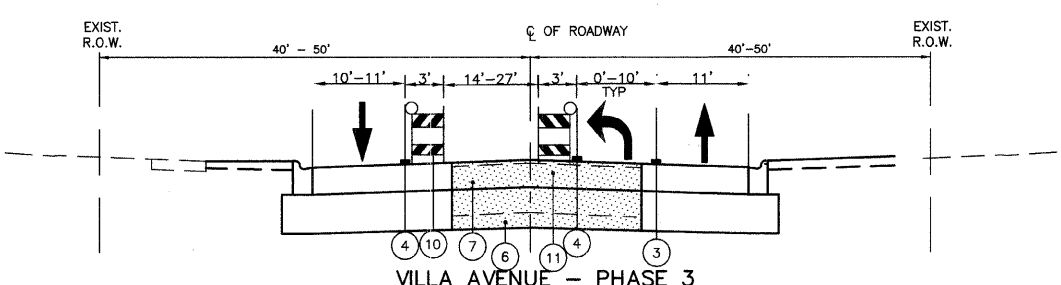
FULLERTON AVENUE - PHASE 1
STA. 221+85 TO STA. 225+42



VILLA AVENUE - PHASE 2
STA. 507+10.7 TO STA. 519+26.5



FULLERTON AVENUE - PHASE 2
STA. 221+85 TO STA. 225+42



VILLA AVENUE - PHASE 3
STA. 507+10.7 TO STA. 519+26.5

CONSTRUCTION SEQUENCE	
PRE-PHASE 1	
1. ERECT ALL ADVANCED CONSTRUCTION SIGNING. 2. ERECT DETOUR SIGNS AND ACTIVATE DETOUR. 3. TURN OFF AND COVER TRAFFIC SIGNALS AT THE FULLERTON AVENUE AND VILLA AVENUE INTERSECTION, AND INSTALL TEMPORARY TRAFFIC SIGNALS AND LIGHTING. 4. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY MARKINGS, ERECT BARRICADES AND TEMPORARY TRAFFIC SIGNS AND SHIFT TRAFFIC. 5. IMPLEMENT SOIL & SEDIMENT EROSION CONTROL PLAN.	
PHASE 1A AND 1B	
1. REMOVE CONFLICTING TREES, EXISTING PAVEMENT, AND CURB AND GUTTER ON SOUTH SIDE OF FULLERTON AVENUE AND EAST SIDE OF VILLA AVENUE. 2. CONSTRUCT BIO-SWALE OUTFALL TO SALT CREEK. 3. INSTALL DRAINAGE STRUCTURES, MAIN STORM SEWER, & STORM SEWER LATERALS ON SOUTH SIDE OF FULLERTON AVENUE AND EAST SIDE OF VILLA AVENUE. REPLACE WATER MAINS. 4. CONSTRUCT BASE COURSE, BINDER COURSE, CURB AND GUTTER, DRIVEWAYS AND SIDEWALKS ON SOUTH SIDE OF FULLERTON AVENUE AND EAST SIDE OF VILLA AVENUE. 5. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING, TEMPORARY TRAFFIC SIGNALS, AND SHIFT TRAFFIC ON FULLERTON AVENUE AND VILLA AVENUE. 6. BEGIN INSTALLATION OF PERMANENT TRAFFIC SIGNALS AND ROADWAY LIGHTING.	
PHASE 2A AND 2B	
1. REMOVE CONFLICTING TREES, EXISTING PAVEMENT AND CURB AND GUTTER ON NORTH SIDE OF FULLERTON AVENUE AND WEST SIDE OF VILLA AVENUE. 2. CONSTRUCT ALL REMAINING STORM SEWERS ON NORTH SIDE OF FULLERTON AVENUE AND WEST SIDE OF VILLA AVENUE. 3. CONSTRUCT BASE COURSE, BINDER COURSE, CURB AND GUTTER, DRIVEWAYS AND SIDEWALKS ON NORTH SIDE OF FULLERTON AVENUE AND WEST SIDE OF VILLA AVENUE. 4. REMOVE CONFLICTING PAVEMENT MARKINGS AND PLACE TEMPORARY MARKINGS, RELOCATE BARRICADES, ADJUST TEMPORARY SIGNING, TEMPORARY TRAFFIC SIGNALS, AND SHIFT TRAFFIC ON VILLA AVENUE AND FULLERTON AVENUE (EAST OF INTERSECTION.) 5. REMOVE CONFLICTING PAVEMENT MARKINGS ON FULLERTON AVENUE (BETWEEN ADDISON ROAD AND VILLA AVENUE), AND PLACE TEMPORARY MARKINGS, PLACE PERMANENT SIGNING, REMOVE ALL BARRICADES AND TEMPORARY TRAFFIC SIGNS AND OPEN LANES TO TRAFFIC ON FULLERTON AVENUE.	
PHASE 3	
1. CONSTRUCT BASE COURSE AND BINDER COURSE IN THE LEFT-TURN LANES AND MEDIAN ON FULLERTON AVENUE AND VILLA AVENUE.	
PHASE 4 (NOT ILLUSTRATED)	
1. PLACE SURFACE COURSE TO FINISHED GRADE ON FULLERTON AVENUE AND VILLA AVENUE, MAINTAINING TRAFFIC AS PER STANDARD 701501, AND PLACE SHORT TERM PAVEMENT MARKING TAPE AS REQUIRED. 2. COMPLETE AND ACTIVATE ALL PERMANENT TRAFFIC SIGNAL INSTALLATIONS AND REMOVE TEMPORARY SIGNALS AT FULLERTON AVENUE AND VILLA AVENUE. 3. COMPLETE ROADWAY LIGHTING INSTALLATION. 4. REMOVE ALL CONFLICTING PAVEMENT MARKINGS, PLACE SHORT-TERM MARKINGS AND PERMANENT SIGNING, REMOVE ALL BARRICADES AND TEMPORARY TRAFFIC SIGNS. 5. COMPLETE ALL REMAINING LANDSCAPING AND CLEAN-UP WORK.	

- | | |
|--|--|
| <ul style="list-style-type: none"> ① EXISTING BITUMINOUS PAVEMENT ② PROP. TEMPORARY PAVEMENT MARKING (4" WHITE LINE) ③ PROP. TEMPORARY PAVEMENT MARKING (6" WHITE LINE) ④ PROP. TEMPORARY PAVEMENT MARKING (4" YELLOW LINE) ⑤ PROP. TEMPORARY PAVEMENT MARKING (2-4" YELLOW LINES @ 11" CTRS.) ⑥ PROP. AGGREGATE SUBGRADE, 12" | <ul style="list-style-type: none"> ⑦ PROP. HOT-MIX ASPHALT BINDER COURSE, IL-19, N70 ⑧ PROP. COMB. CONCRETE CURB & GUTTER, TYPE B-6.18 ⑨ PROP. AGGREGATE SHOULDERS, TYPE A, 8" ⑩ TYPE II OR TYPE II BARRICADE (NON-METALLIC) W/ STEADY-BURN LIGHT ⑪ PAVEMENT REMOVAL ⑫ COMBINATION CURB & GUTTER REMOVAL |
|--|--|

LEGEND

➔ DIRECTION OF SINGLE LANE OF THRU TRAFFIC DURING STAGE

* [Hatched Box] PERMANENT CONSTRUCTION DURING STAGE

*SEE TYPICAL SECTIONS AND PLAN AND PROFILE SHEETS

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

SUGGESTED CONSTRUCTION PROCEDURE

TYPICAL SECTION & CONSTRUCTION PROCEDURE

FULLERTON AVENUE & VILLA AVENUE

DATE: 11/26/2007
 DESIGNED BY: LAS
 TECHNICIAN: JRR
 CHECKED BY: RTM

NOT TO SCALE

FAH. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	14
STA.	TO STA.	ADVANCE CONSTRUCTION SIGNING		
		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993

SCHEDULE OF SIGNS

SIGN NO. SIGN TYPE QUANTITY

1.		M4-9-3030	5
2.		M4-9R-3030	3
3.		M4-9L-3030	2
4.		M4-9L-3030	2
5.		M4-9L-3030	2
6.		M3-2-2412	21
7.		SPECIAL	20
8.		R11-2-4830	1
9.		M4-8A-2418	1
10.		W20-1-4848	8
11.		W20-2-4848	4
12.		R3-1-2424	6
13.		R3-2-2424	5
14.		R6-1R-3612	5
15.		R6-1L-3612	6
16.		M4-10R-3612	5
17.		M4-10L-3612	7
18.		W20-1-4848 M4-8A-2418	11
19.		SPECIAL	4

DETOUR GENERAL NOTES

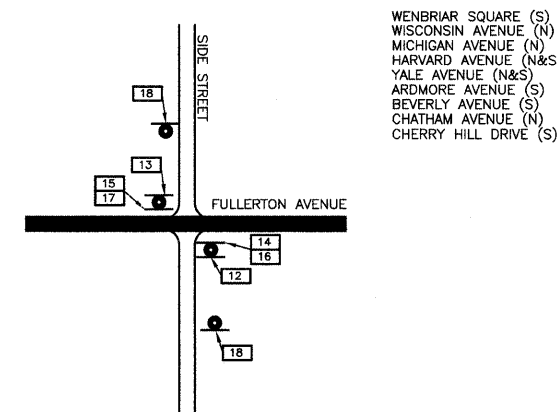
- THE ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS ERECTED IN ACCORDANCE WITH THE DETOUR PLAN.
- THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND IDOT.
- ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007, THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES," AND AS DIRECTED BY THE ENGINEER.
- THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAME AND PHONE NUMBER OF THE REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING, PRIOR TO THE START OF WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
- ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
- ALL DETOUR SIGNING SHALL BE POST MOUNTED.
- ALL DETOUR SIGNING SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1091.02 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE-NEW CONDITIONS. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
- THE ROAD NAME SIGN SHALL BE A BLACK LEGEND ON ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6".
- AS A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THE DETOUR SIGNING SHALL MEET THE REQUIREMENTS FOR TYPE A-LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1084.01 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
- DURING NON-WORKING HOURS THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE TYPE III BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
- THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE THE ROAD IS TO BE REOPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.

TYPICAL INTERSECTION ALONG FULLERTON

FULLERTON AVENUE (EASTBOUND) CLOSED FOR CONSTRUCTION STARTING (MONTH, DAY, YEAR) ALTERNATE ROUTES: U.S. RTE 20 (LAKE STREET) IL RTE 64 (NORTH AVENUE)

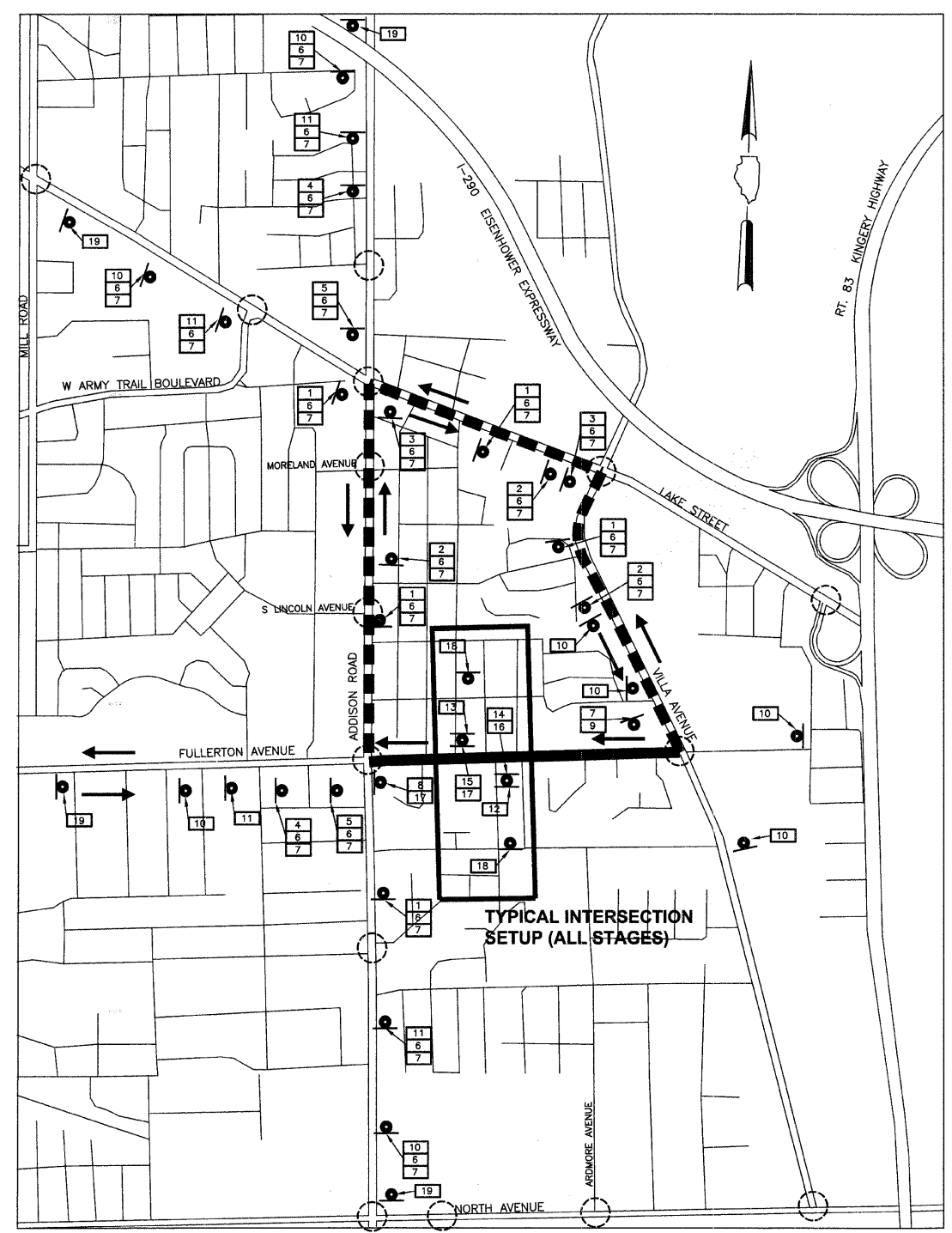
FULLERTON AVENUE CONSTRUCTION STARTING (MONTH, DAY, YEAR) ALTERNATE ROUTES: U.S. RTE 20 (LAKE STREET) IL RTE 64 (NORTH AVENUE)

* INSTALL TEMPORARY INFORMATIONAL SIGNS 20. & 21. ON FULLERTON AVENUE EAST OF ADDISON ROAD AND WEST OF VILLA AVENUE TWO WEEKS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, AT THE DIRECTION OF THE ENGINEER.



PLAN LEGEND

- DETOUR ROUTE
- M4-9 SERIES DETOUR SIGN WITH DIRECTION & ROAD NAME PLATES (NUMBERS DENOTE TYPES)
- OTHER DETOUR SIGN (NUMBER DENOTES TYPE)
- SIGNALIZED INTERSECTION



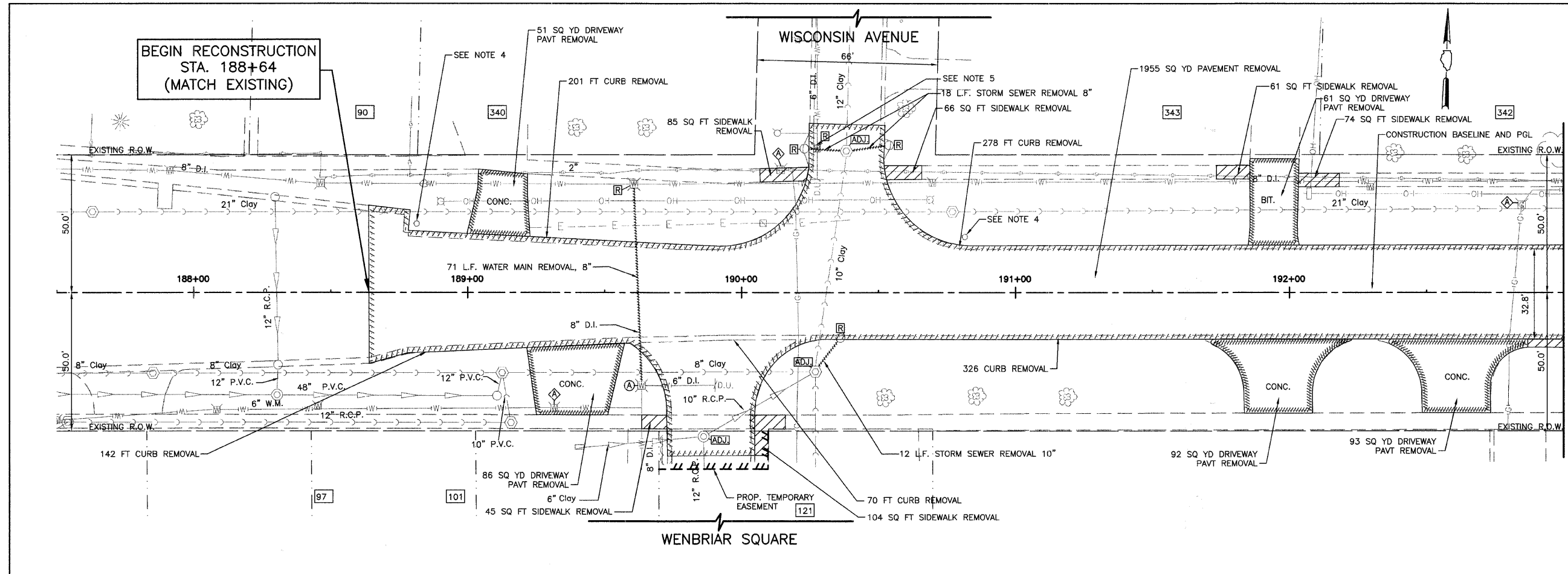
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
SUGGESTED CONSTRUCTION PROCEDURE
DETOUR PLAN &
ADVANCE CONSTRUCTION SIGNING
FULLERTON AVENUE & VILLA AVENUE
DATE: 11/26/2007
DESIGNED BY: LAS
TECHNICIAN: JRR
CHECKED BY: RTM
NOT TO SCALE

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-0084-00-PV	DUPAGE	93	15
STA. 188+64		TO STA. 193+00		
ILLINOIS		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83993				

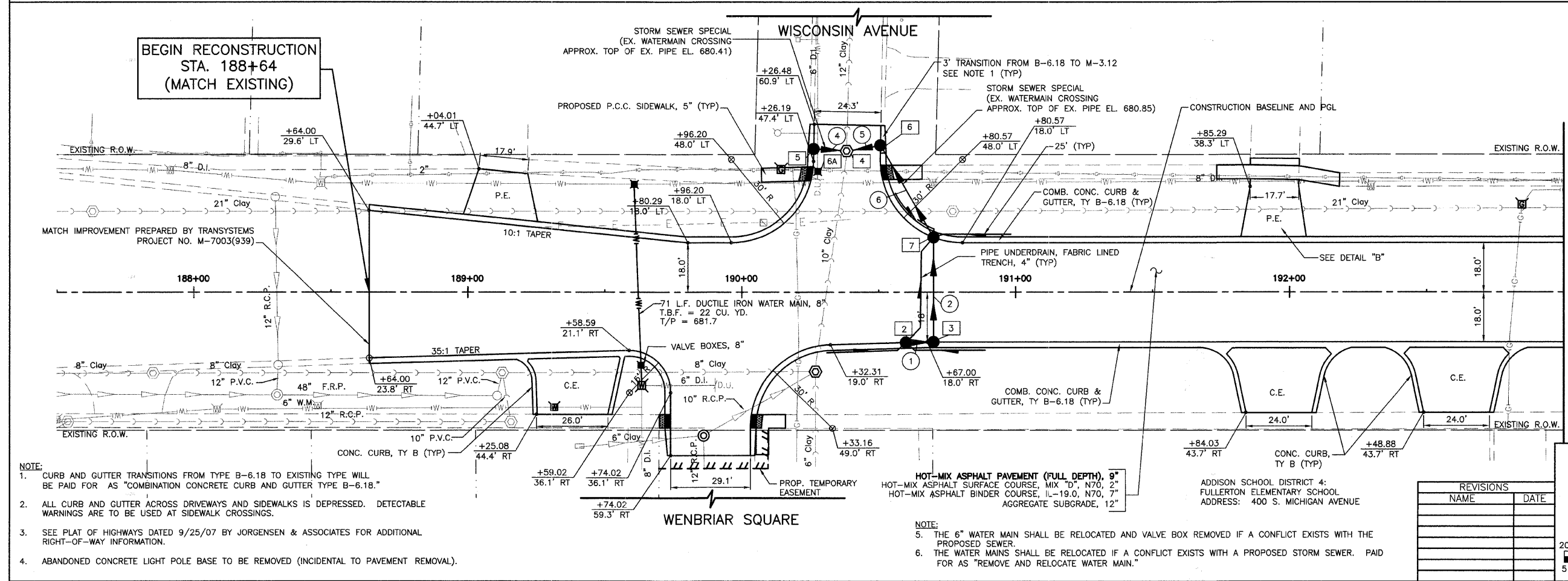
LEGEND

	REMOVAL
	TREE REMOVAL AND SIZE
	DEPRESSED CURB & DETECTABLE WARNINGS
	COMBINED OR SANITARY SEWER STRUCTURE
	COMBINED OR SANITARY SEWER
	VALVE VAULT
	VALVE BOX
	DESTINATION UNKNOWN
	PRIVATE ENTRANCE
	COMMERCIAL ENTRANCE
	STRUCTURE TO BE ADJUSTED
	STRUCTURE TO BE REMOVED
	FRAME AND GRATE TO BE ADJUSTED
	DOMESTIC SERVICE BOX TO BE ADJUSTED
	VALVE VAULT TO BE ADJUSTED
	ITEM TO BE MOVED
	ITEM TO BE RELOCATED
	STREET ADDRESS

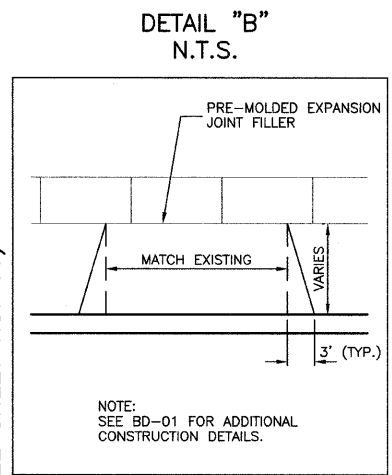


MATCH LINE STA. 193+00
(SEE SHEET NO. 16)

FULLERTON AVENUE
EXISTING TOPOGRAPHY



MATCH LINE STA. 193+00
(SEE SHEET NO. 16)



FULLERTON AVENUE
PROPOSED IMPROVEMENTS

VILLAGE OF ADDISON
ROADWAY PLAN
FULLERTON AVENUE
STA. 188+64 TO 193+00

- NOTE:**
1. CURB AND GUTTER TRANSITIONS FROM TYPE B-6.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18."
 2. ALL CURB AND GUTTER ACROSS DRIVEWAYS AND SIDEWALKS IS DEPRESSED. DETECTABLE WARNINGS ARE TO BE USED AT SIDEWALK CROSSINGS.
 3. SEE PLAT OF HIGHWAYS DATED 9/25/07 BY JORGENSEN & ASSOCIATES FOR ADDITIONAL RIGHT-OF-WAY INFORMATION.
 4. ABANDONED CONCRETE LIGHT POLE BASE TO BE REMOVED (INCIDENTAL TO PAVEMENT REMOVAL).

- NOTE:**
5. THE 6" WATER MAIN SHALL BE RELOCATED AND VALVE BOX REMOVED IF A CONFLICT EXISTS WITH THE PROPOSED SEWER.
 6. THE WATER MAINS SHALL BE RELOCATED IF A CONFLICT EXISTS WITH A PROPOSED STORM SEWER. PAID FOR AS "REMOVE AND RELOCATE WATER MAIN."

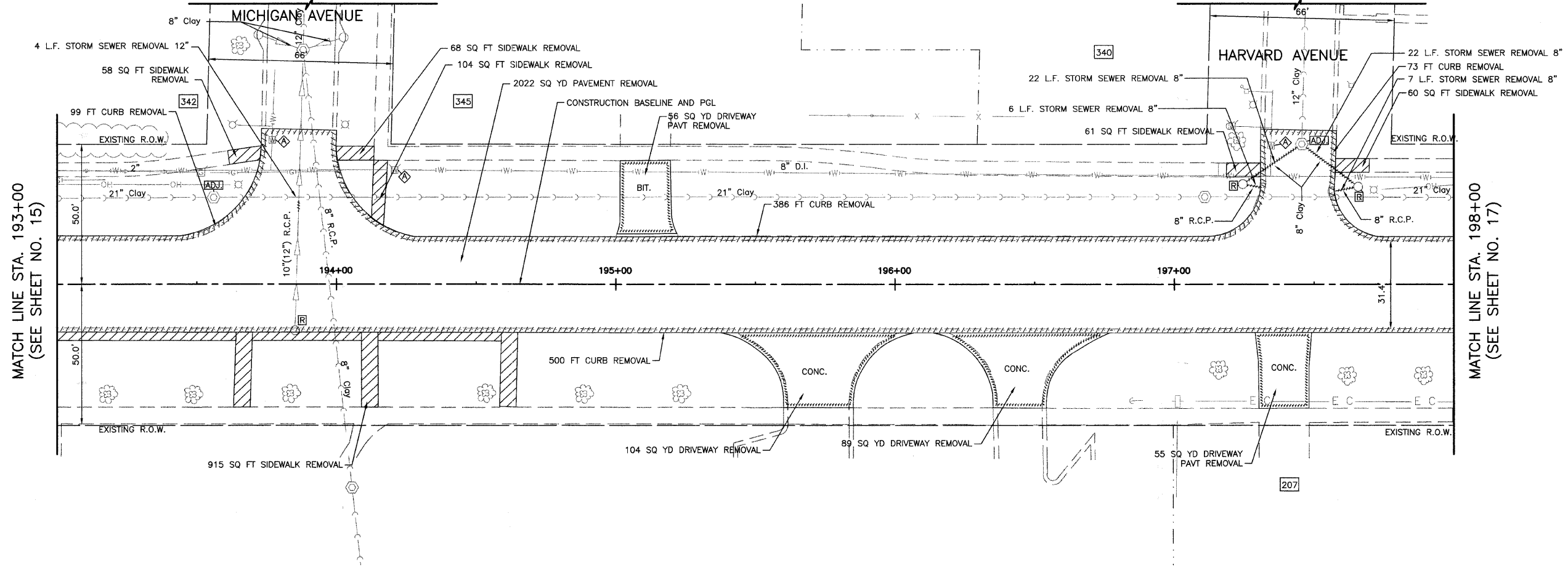
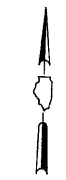
REVISIONS	
NAME	DATE

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

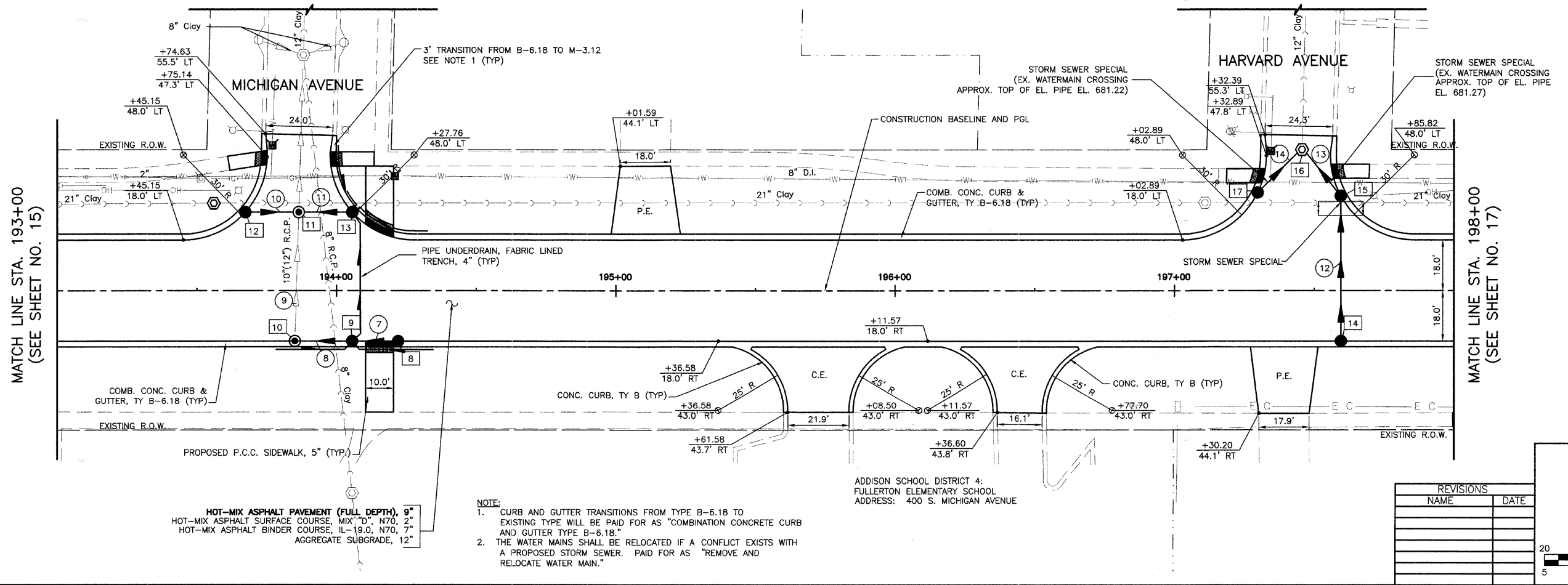
DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-0084-00-PV	DUPAGE	93	16
STA. 193+00	TO STA. 198+00			

CONTRACT NUMBER 83993



FULLERTON AVENUE
EXISTING TOPOGRAPHY

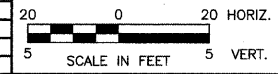


FULLERTON AVENUE
PROPOSED IMPROVEMENTS

VILLAGE OF ADDISON

ROADWAY PLAN
FULLERTON AVENUE
STA. 193+00 TO 198+00

REVISIONS	
NAME	DATE



DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

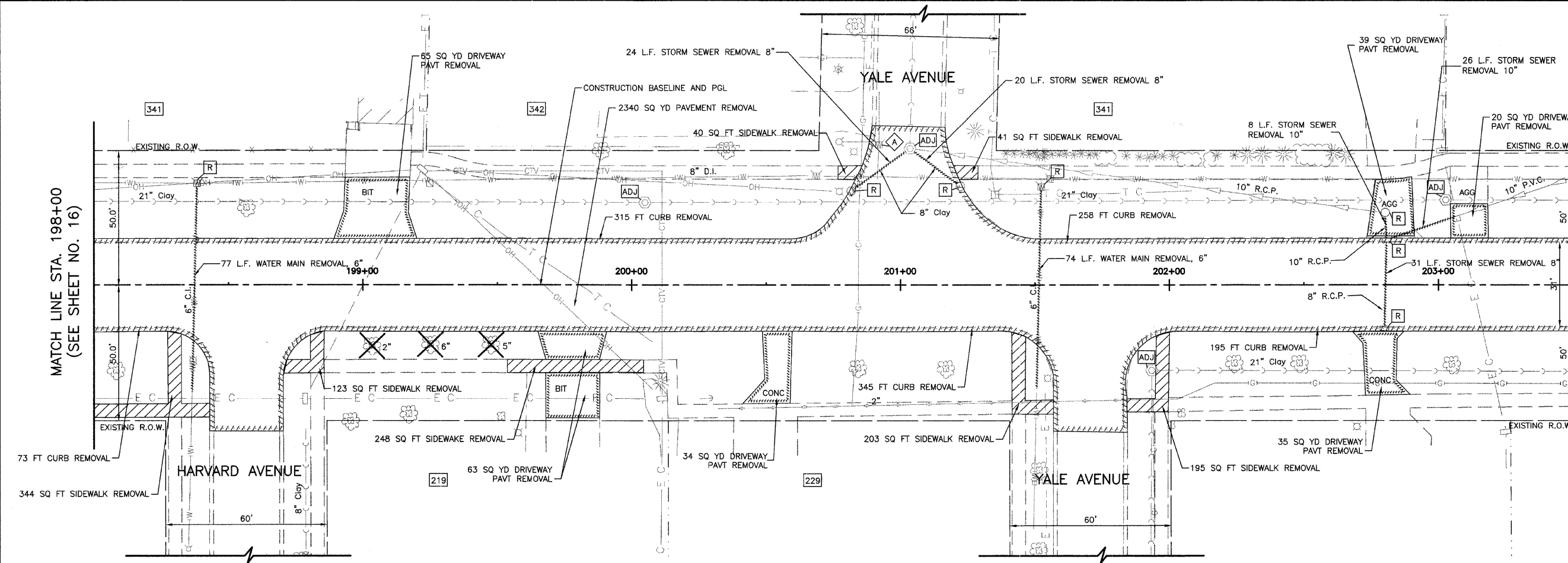
HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 9"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 7"
AGGREGATE SUBGRADE, 12"

- NOTE:**
- CURB AND GUTTER TRANSITIONS FROM TYPE B-6.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18."
 - THE WATER MAINS SHALL BE RELOCATED IF A CONFLICT EXISTS WITH A PROPOSED STORM SEWER. PAID FOR AS "REMOVE AND RELOCATE WATER MAIN."

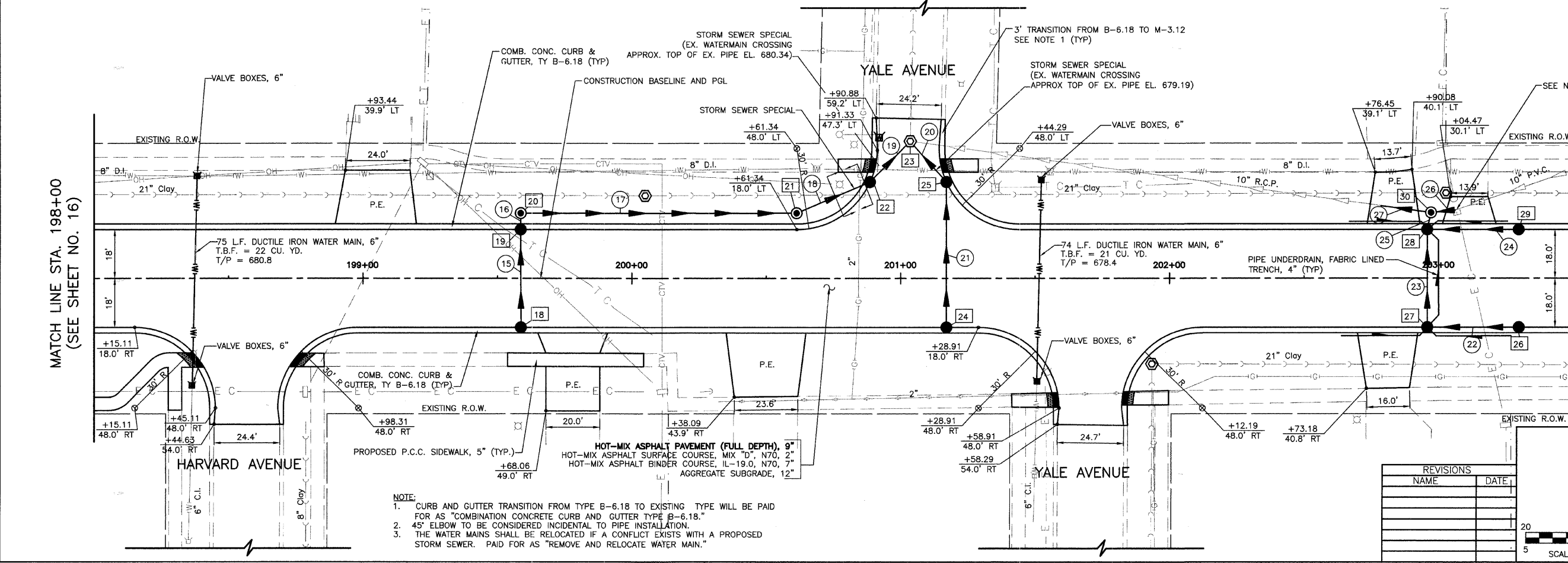
ADDISON SCHOOL DISTRICT 4:
FULLERTON ELEMENTARY SCHOOL
ADDRESS: 400 S. MICHIGAN AVENUE

FAH. PTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	17
STA. 198+00		TO STA. 203+50		
ELMSH		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993



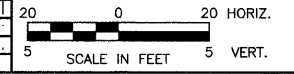
FULLERTON AVENUE EXISTING TOPOGRAPHY



FULLERTON AVENUE PROPOSED IMPROVEMENTS

VILLAGE OF ADDISON
ROADWAY PLAN
 FULLERTON AVENUE
 STA. 198+00 TO 203+50

REVISIONS	
NAME	DATE

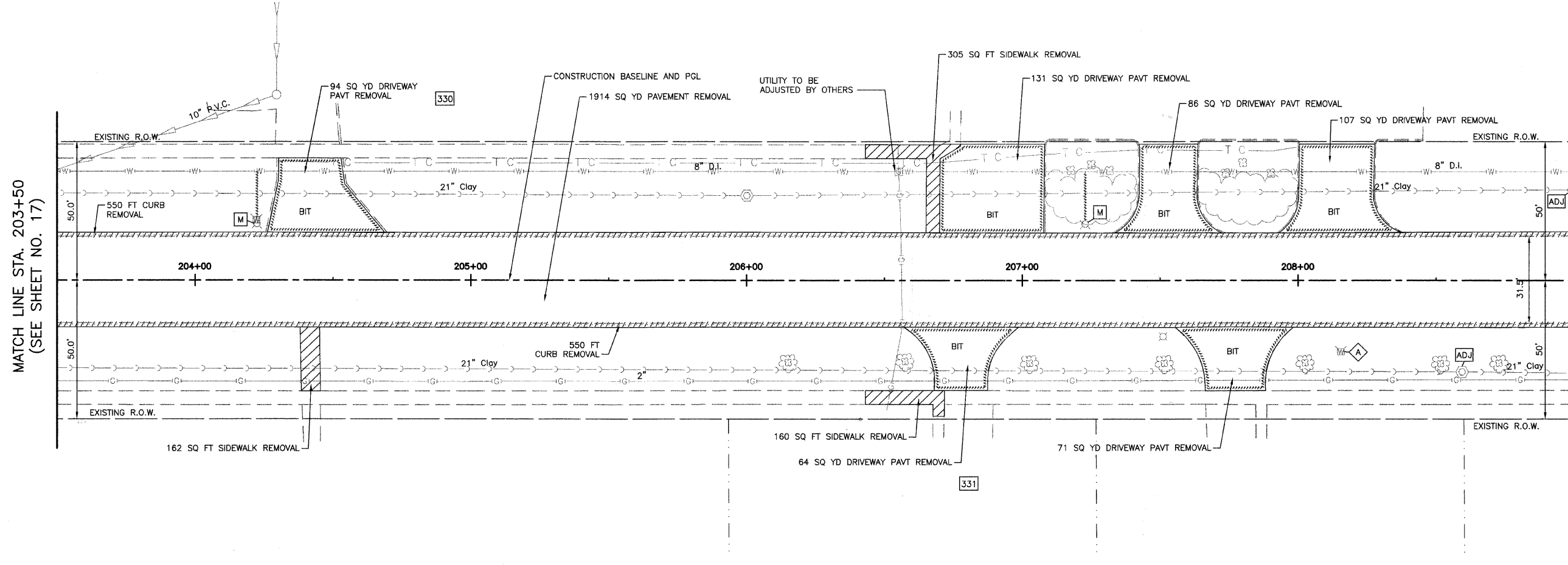


DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

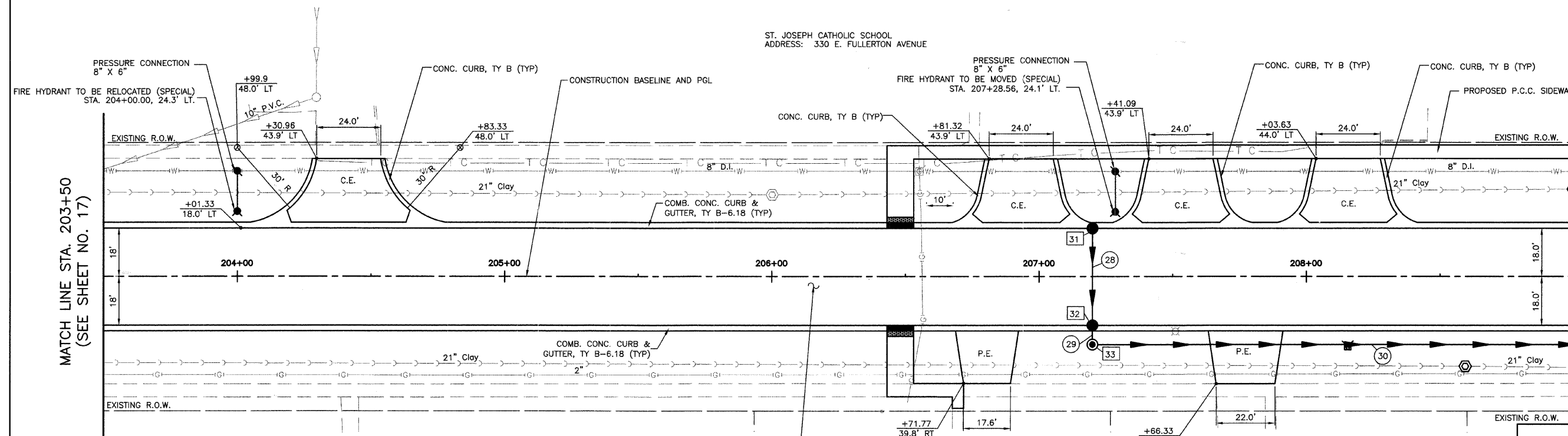
- NOTE:
1. CURB AND GUTTER TRANSITION FROM TYPE B-6.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18."
 2. 45" ELBOW TO BE CONSIDERED INCIDENTAL TO PIPE INSTALLATION.
 3. THE WATER MAINS SHALL BE RELOCATED IF A CONFLICT EXISTS WITH A PROPOSED STORM SEWER. PAID FOR AS "REMOVE AND RELOCATE WATER MAIN."

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-0084-00-PV	DUPAGE	93	18
STA.	203+50	TO STA.	209+00	
	SURFACE TRANSPORTATION FUNDING			

CONTRACT NUMBER 83993



FULLERTON AVENUE
EXISTING TOPOGRAPHY

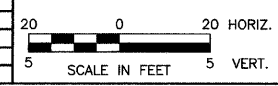


FULLERTON AVENUE
PROPOSED IMPROVEMENTS

NOTE:
1. THE WATER MAINS SHALL BE RELOCATED IF A CONFLICT EXISTS WITH THE PROPOSED STORM SEWER. PAID FOR AS "REMOVE AND RELOCATE WATER MAIN."

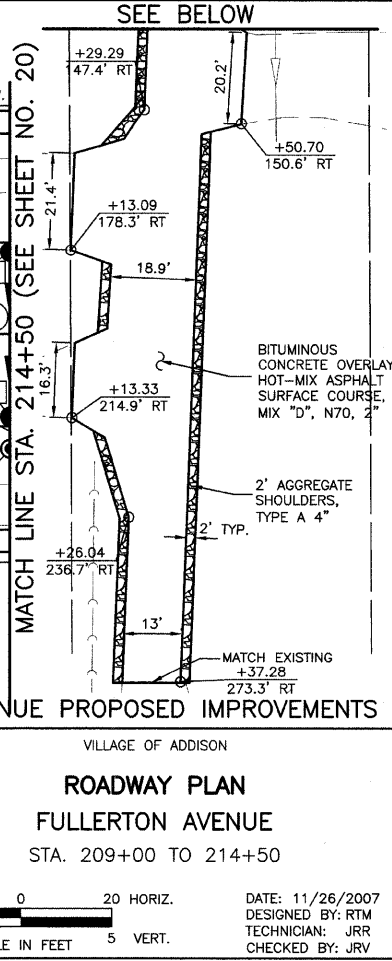
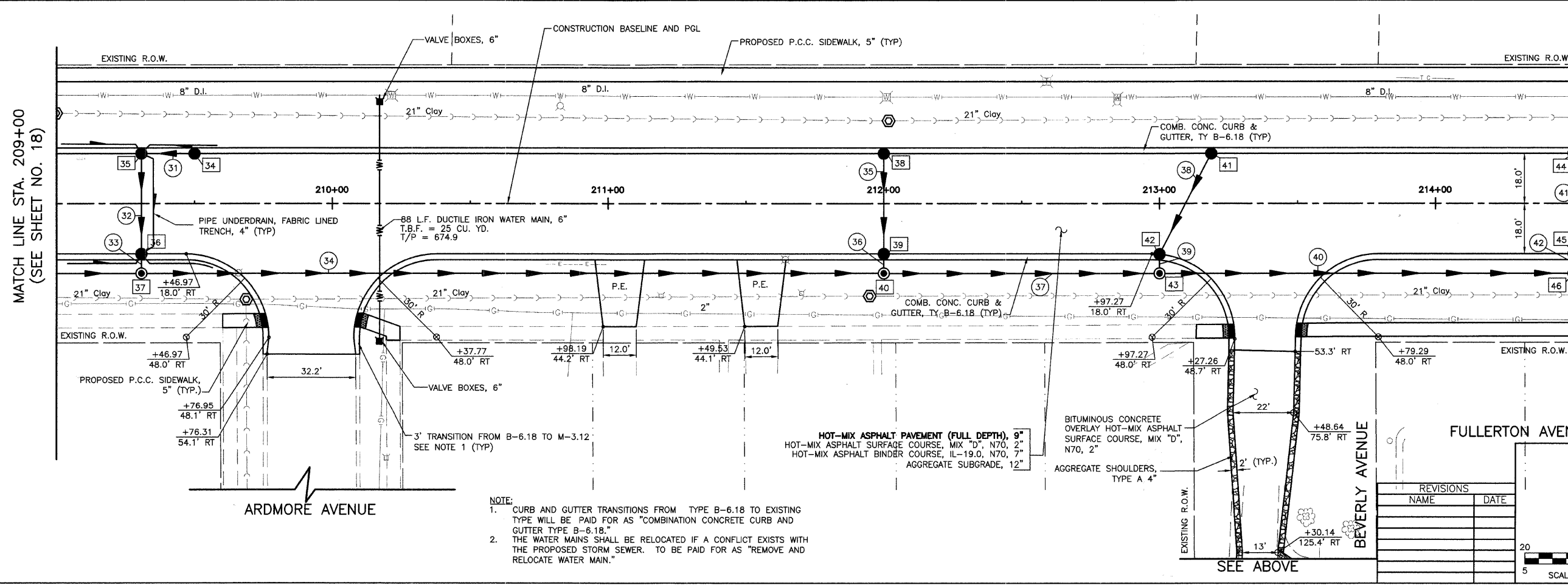
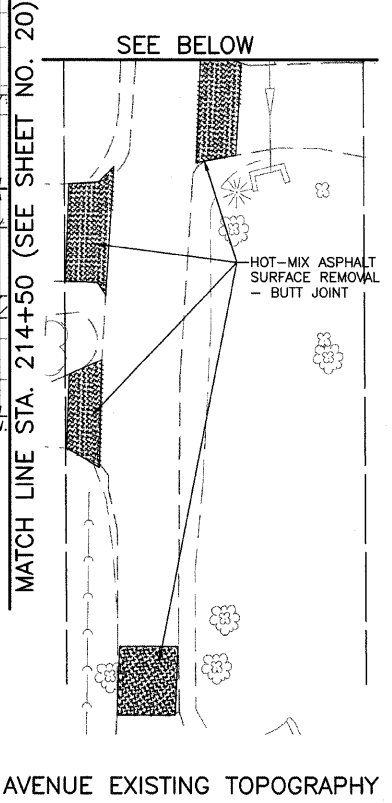
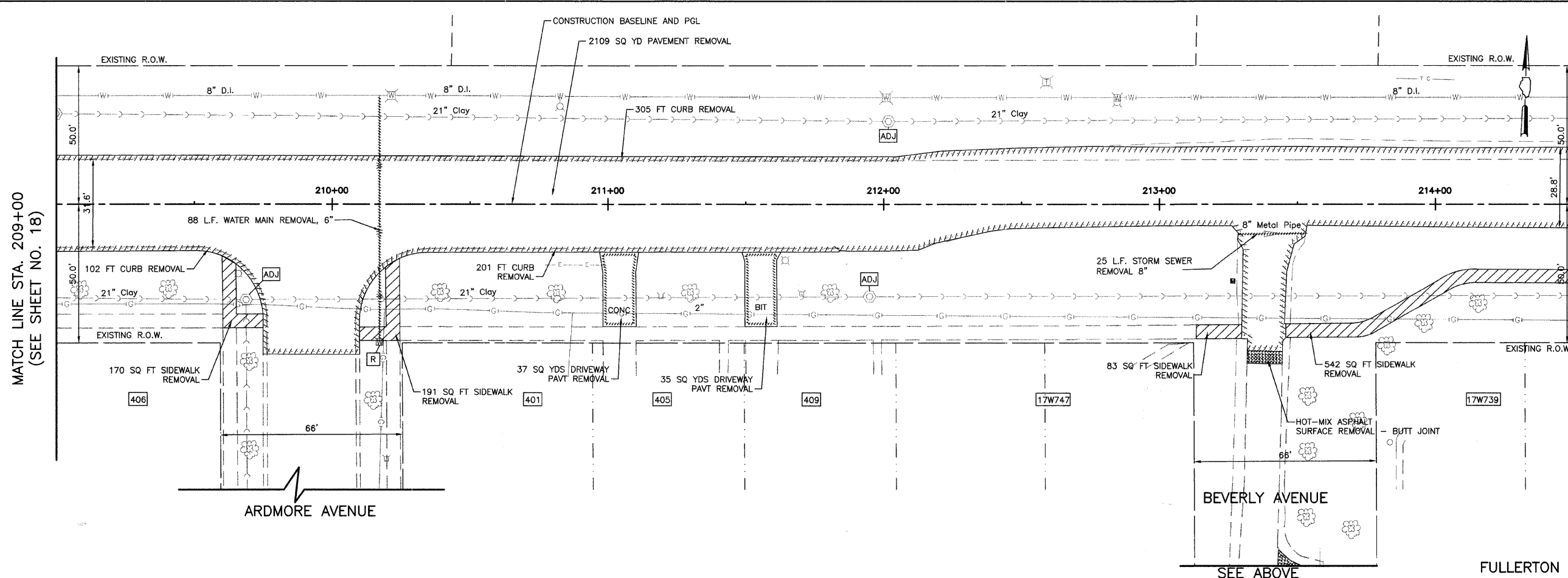
HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 9"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 7"
AGGREGATE SUBGRADE, 12"

REVISIONS	
NAME	DATE



DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-00084-00-PV	DUPAGE	93	19
STA. 209+00	TO STA. 214+50		
SURFACE TRANSPORTATION FUNDING			
CONTRACT NUMBER 83993			



- NOTE:**
- CURB AND GUTTER TRANSITIONS FROM TYPE B-6.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18."
 - THE WATER MAINS SHALL BE RELOCATED IF A CONFLICT EXISTS WITH THE PROPOSED STORM SEWER. TO BE PAID FOR AS "REMOVE AND RELOCATE WATER MAIN."

REVISIONS	
NAME	DATE

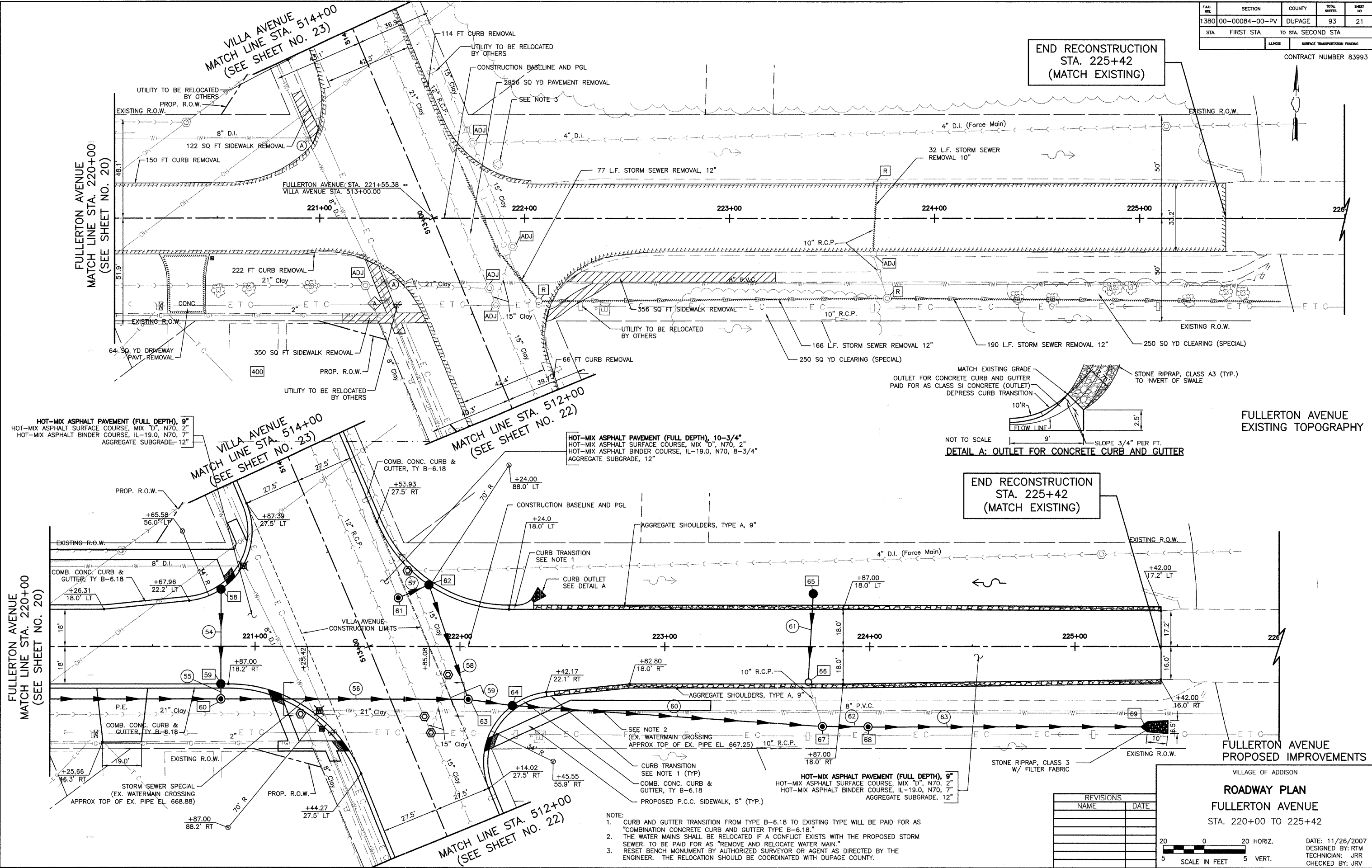
VILLAGE OF ADDISON
ROADWAY PLAN
FULLERTON AVENUE
 STA. 209+00 TO 214+50

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

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

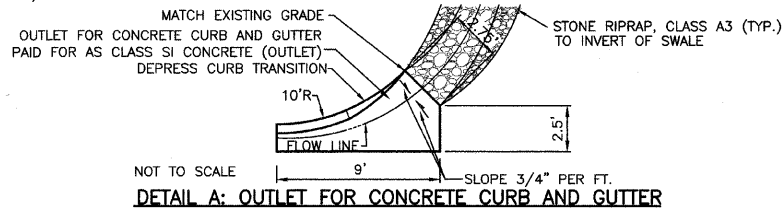
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-00084-00-PV	DUPAGE	93	21
STA. FIRST STA.	TO STA. SECOND STA.	LINKS	SURFACE TRANSPORTATION FUNDING

CONTRACT NUMBER 83993



END RECONSTRUCTION STA. 225+42 (MATCH EXISTING)

END RECONSTRUCTION STA. 225+42 (MATCH EXISTING)



HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 9"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 7"
AGGREGATE SUBGRADE, 12"

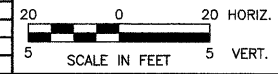
HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10-3/4"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8-3/4"
AGGREGATE SUBGRADE, 12"

FULLERTON AVENUE EXISTING TOPOGRAPHY

FULLERTON AVENUE PROPOSED IMPROVEMENTS

- NOTE:
- CURB AND GUTTER TRANSITION FROM TYPE B-6.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18."
 - THE WATER MAINS SHALL BE RELOCATED IF A CONFLICT EXISTS WITH THE PROPOSED STORM SEWER. TO BE PAID FOR AS "REMOVE AND RELOCATE WATER MAIN."
 - RESET BENCH MONUMENT BY AUTHORIZED SURVEYOR OR AGENT AS DIRECTED BY THE ENGINEER. THE RELOCATION SHOULD BE COORDINATED WITH DUPAGE COUNTY.

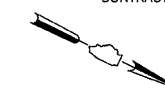
REVISIONS	
NAME	DATE



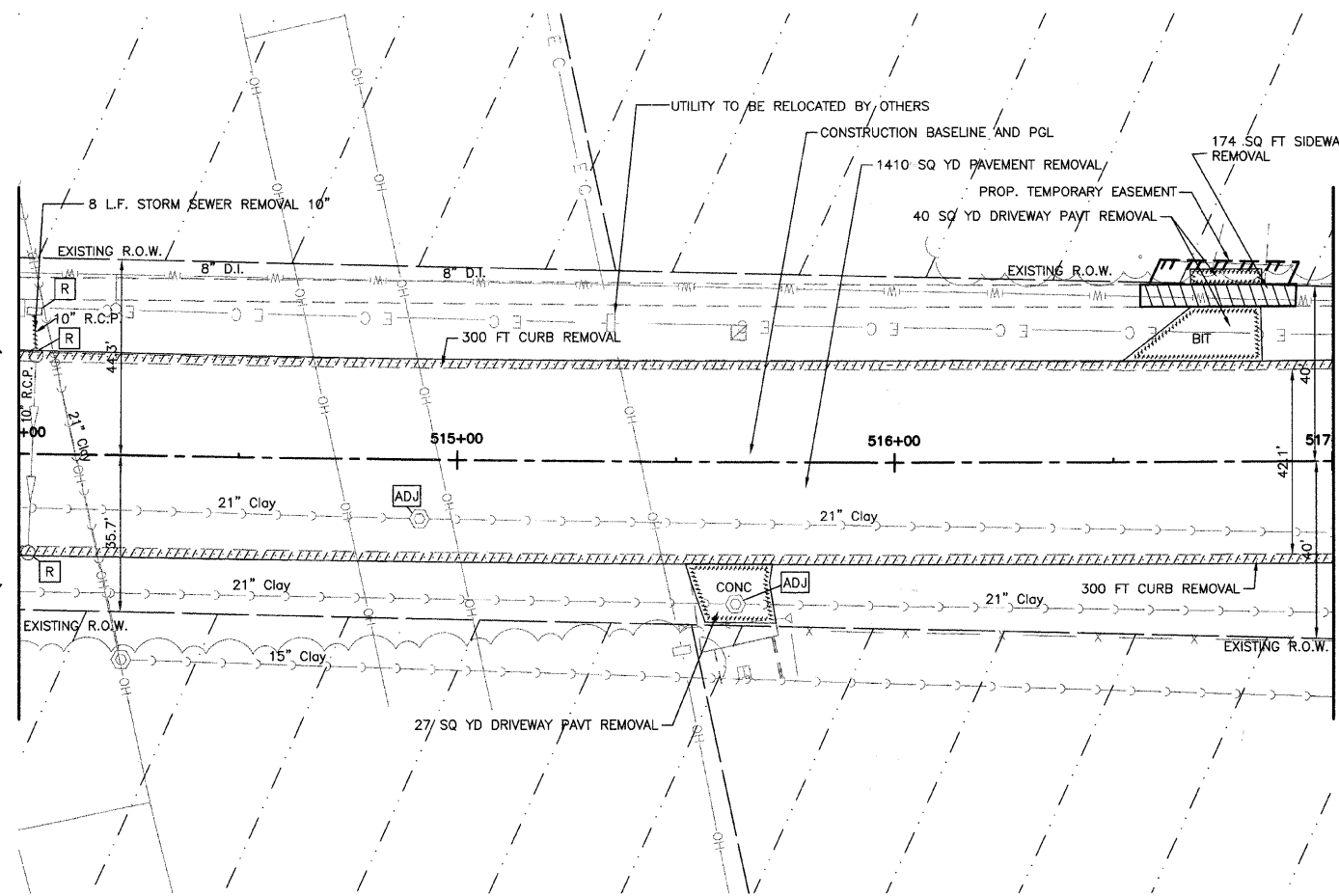
DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

FAH. REC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	23
STA. 514+00		TO STA. 517+00		
LINE		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993



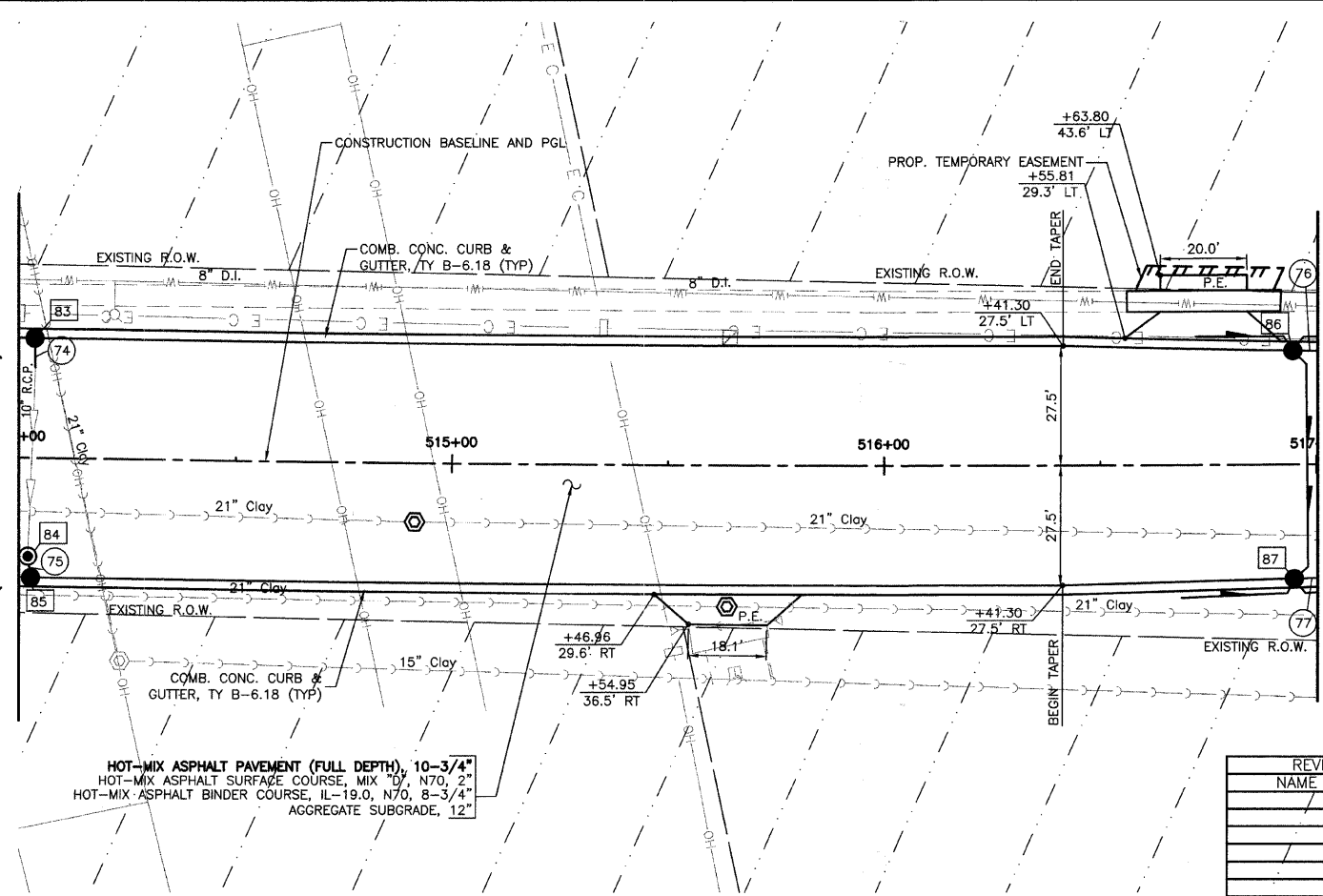
MATCH LINE STA. 514+00
(SEE SHEET NO. 21)



MATCH LINE STA. 517+00
(SEE SHEET NO. 24)

VILLA AVENUE
EXISTING TOPOGRAPHY

MATCH LINE STA. 514+00
(SEE SHEET NO. 21)

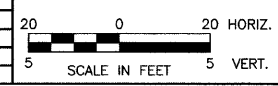


MATCH LINE STA. 517+00
(SEE SHEET NO. 24)

VILLA AVENUE
PROPOSED IMPROVEMENTS

VILLAGE OF ADDISON
ROADWAY PLAN
VILLA AVENUE
STA. 514+00 TO 517+00

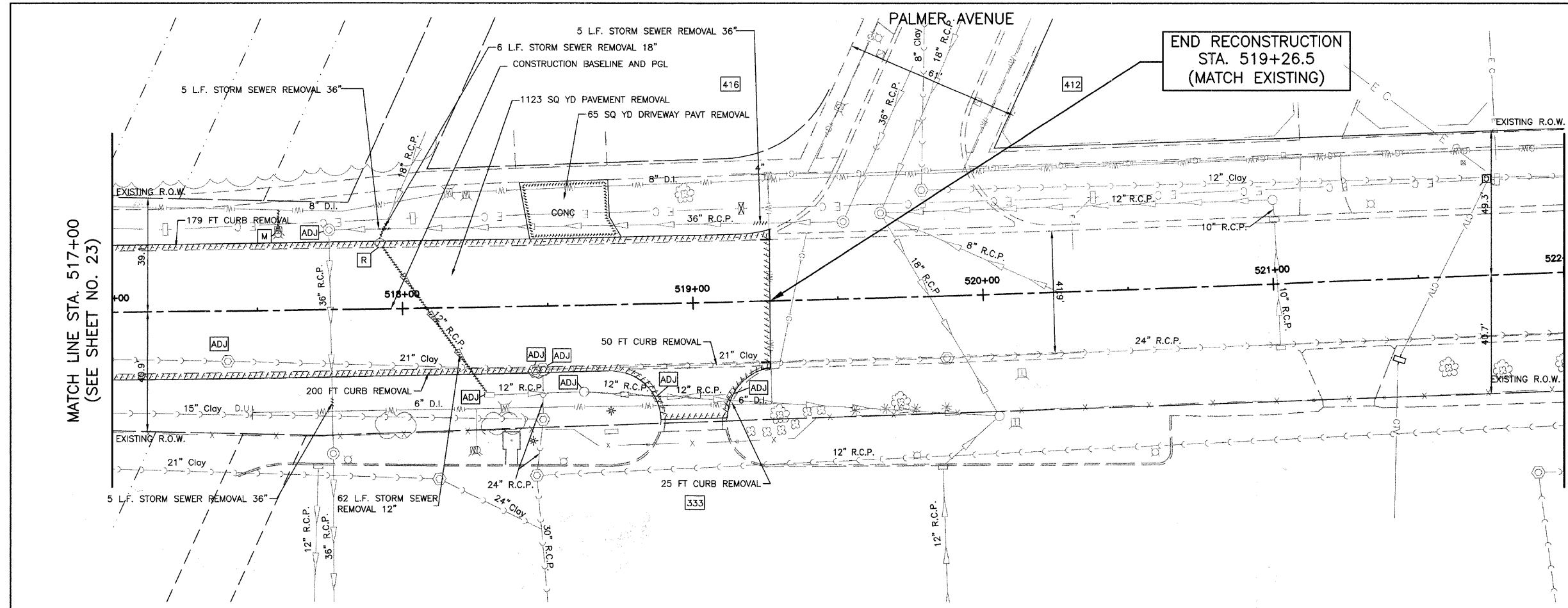
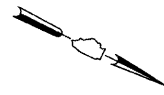
REVISIONS	
NAME	DATE



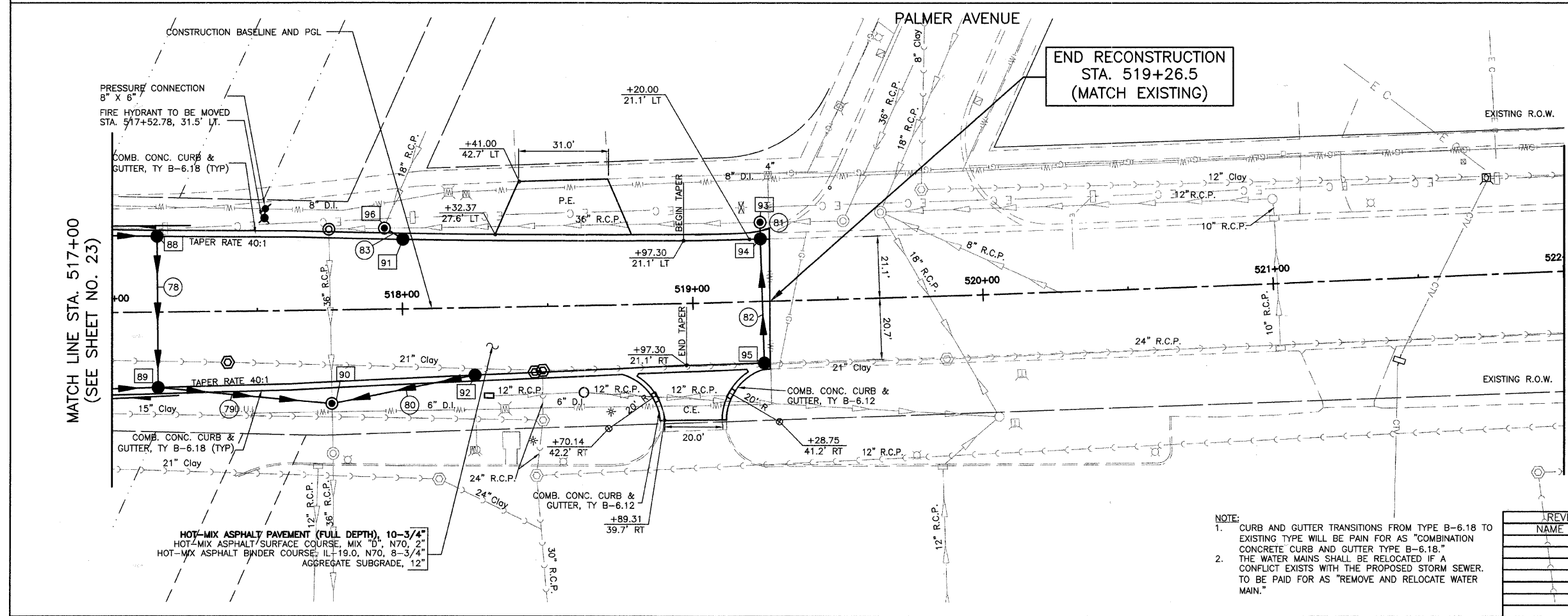
DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

NOTE:
1. THE WATER MAIN SHALL BE RELOCATED IF A CONFLICT EXISTS WITH THE PROPOSED STORM SEWER. TO BE PAID FOR AS "REMOVE AND RELOCATE WATER MAIN."

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	24
STA.	FIRST STA.	TO STA.	SECOND STA.	
			SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83993				



VILLA AVENUE
EXISTING TOPOGRAPHY

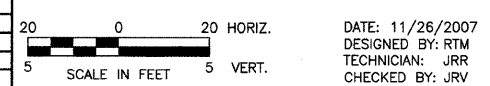


VILLA AVENUE
PROPOSED IMPROVEMENTS

VILLAGE OF ADDISON
ROADWAY PLAN
VILLA AVENUE
STA. 517+00.0 TO 519+26.5

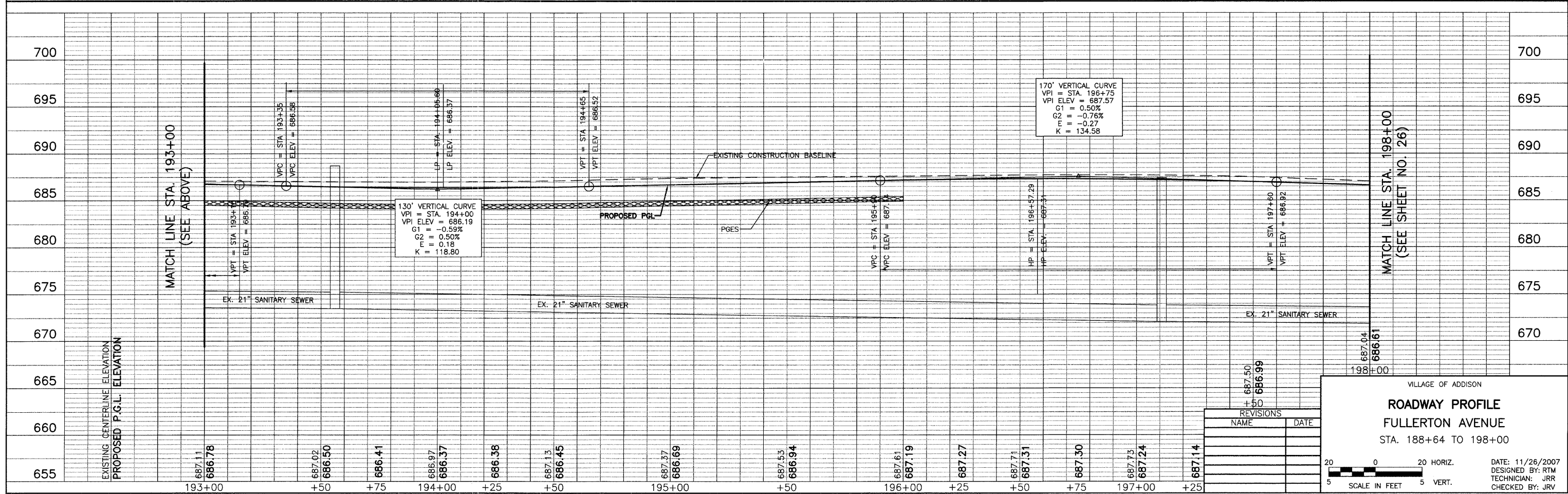
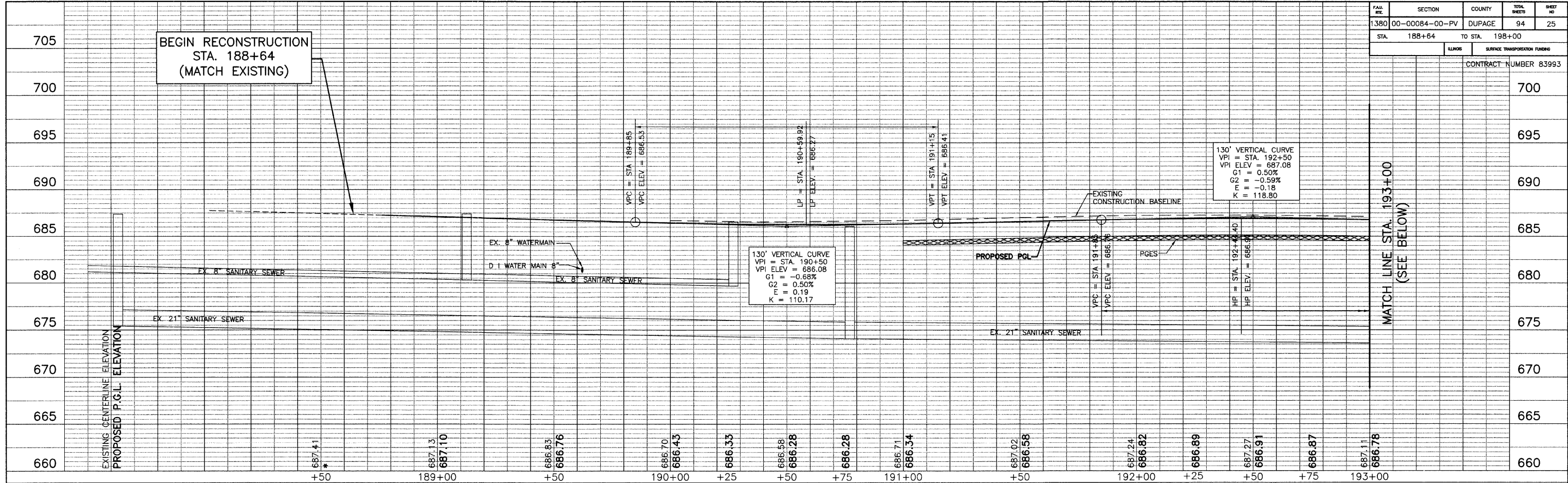
- NOTE:
- CURB AND GUTTER TRANSITIONS FROM TYPE B-6.18 TO EXISTING TYPE WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18." THE WATER MAINS SHALL BE RELOCATED IF A CONFLICT EXISTS WITH THE PROPOSED STORM SEWER. TO BE PAID FOR AS "REMOVE AND RELOCATE WATER MAIN."

REVISIONS	
NAME	DATE



DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380 00-0084-00-PV	DUPAGE	94	25
STA. 188+64	TO STA. 198+00	SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83993			



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

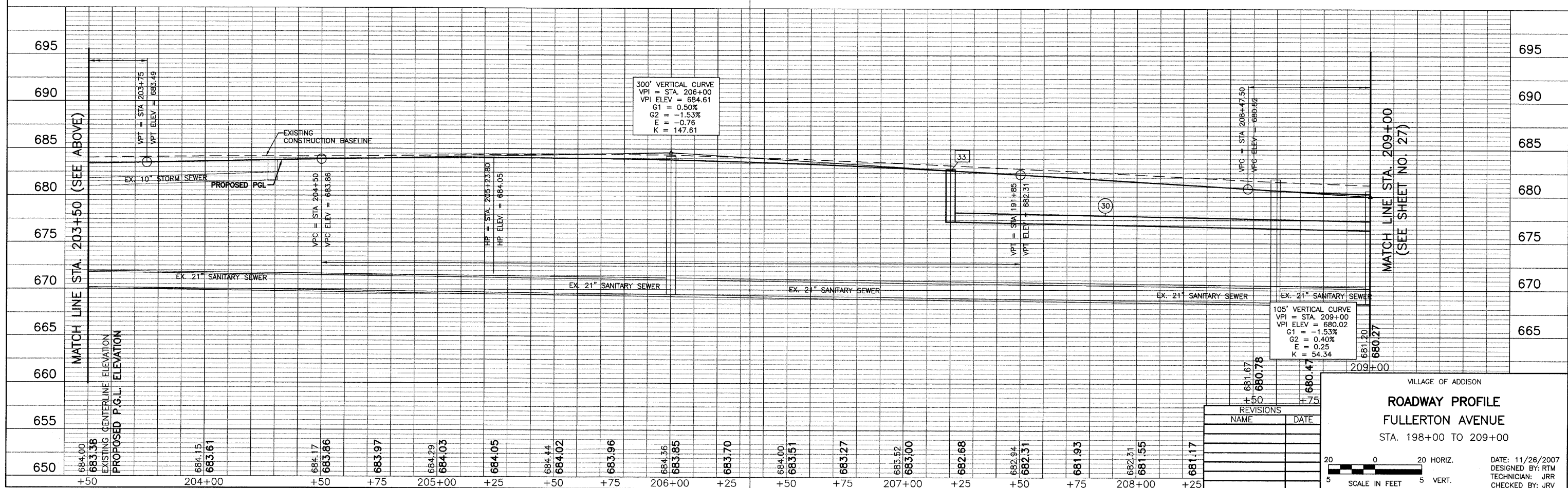
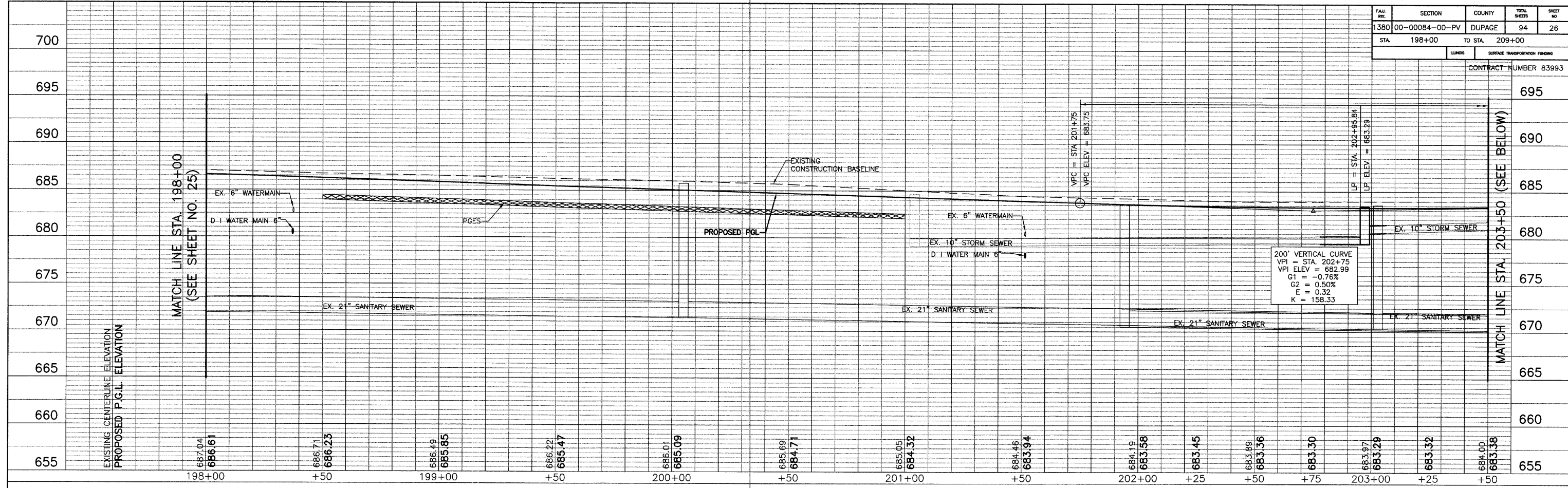
ROADWAY PROFILE

FULLERTON AVENUE
STA. 188+64 TO 198+00

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

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

FAIL. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	94	26
STA. 198+00		TO STA. 209+00		
ILLINOIS		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83993				



REVISIONS	
NAME	DATE

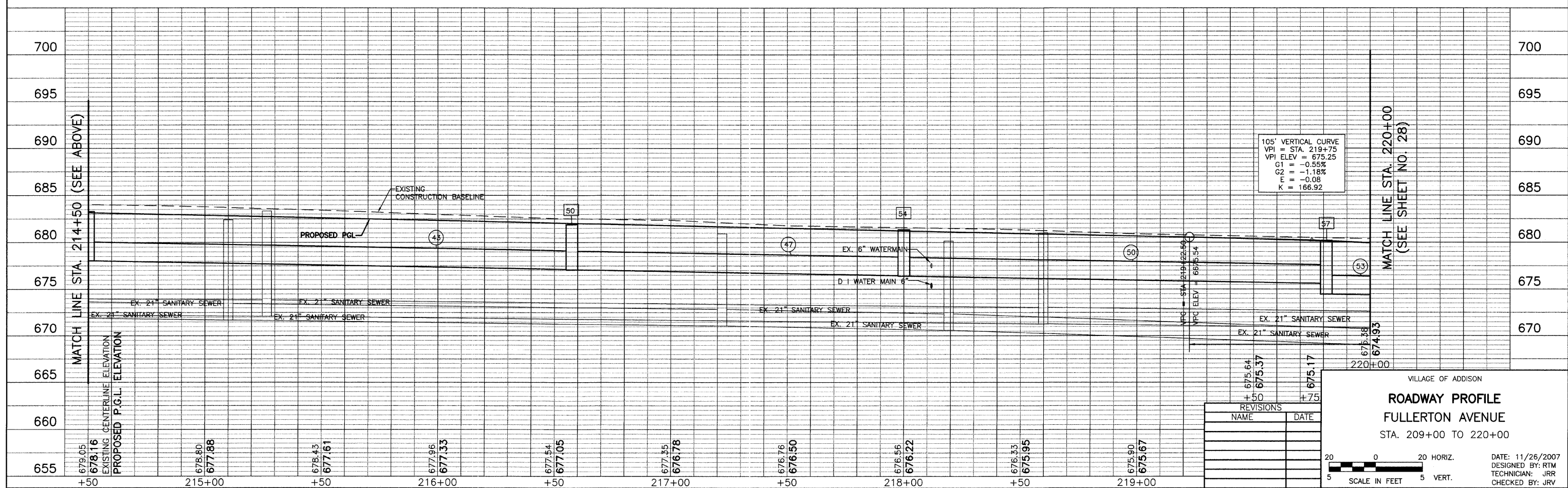
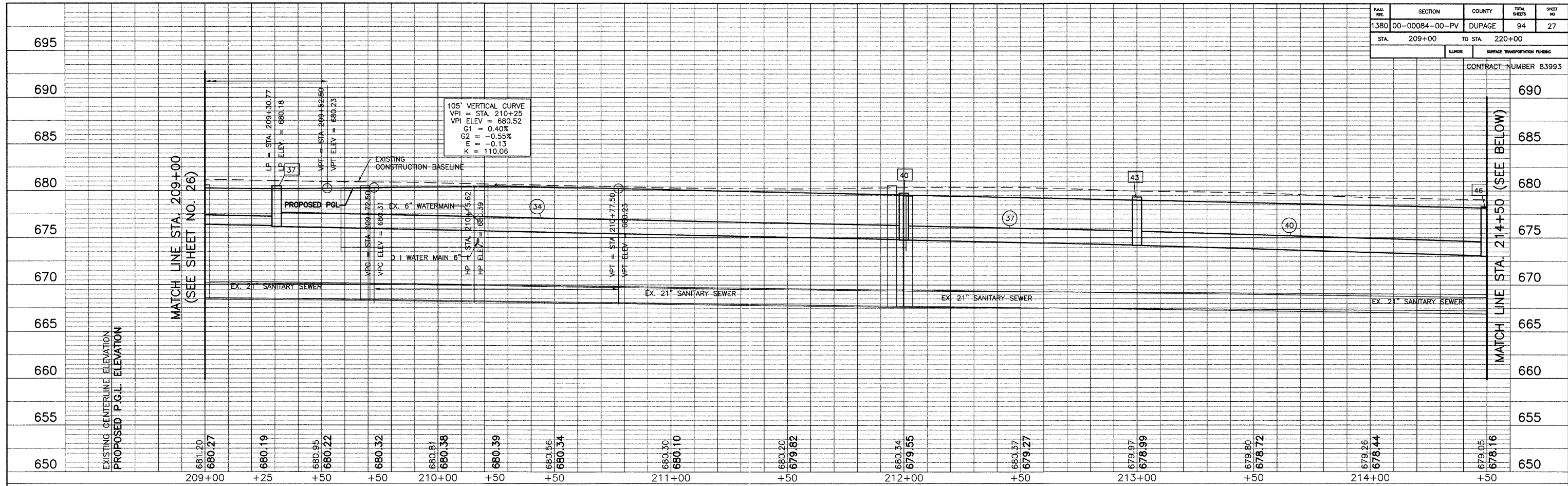
VILLAGE OF ADDISON
ROADWAY PROFILE
FULLERTON AVENUE
STA. 198+00 TO 209+00

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	94	27
STA. 209+00	TO STA. 220+00			
ELINE		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993

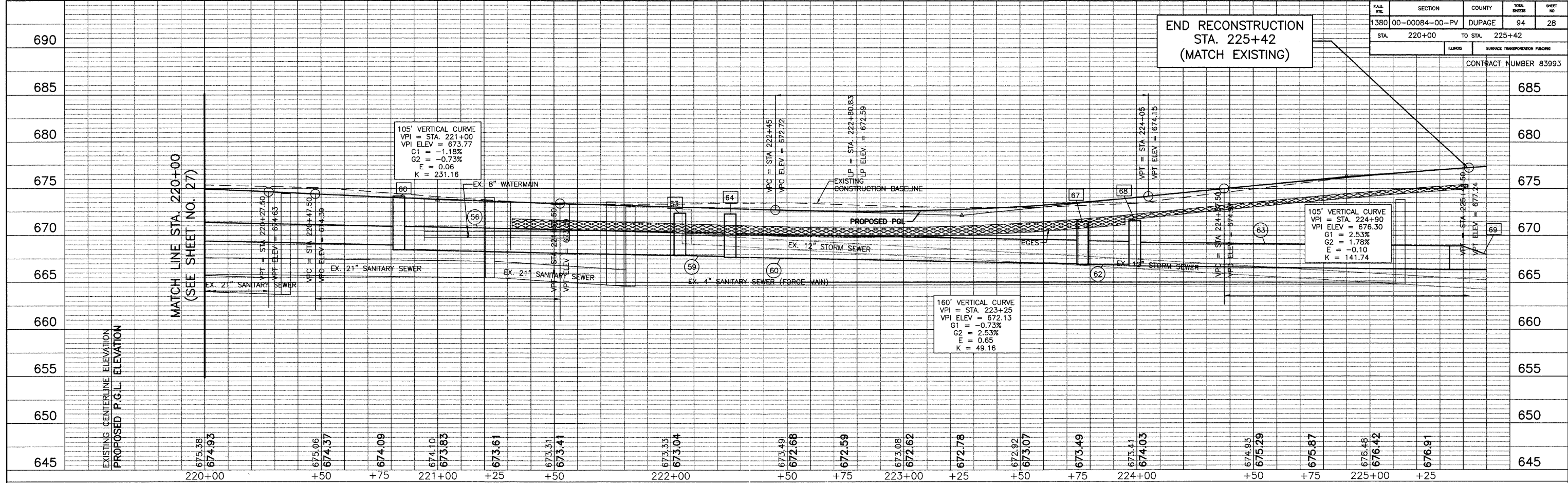


VILLAGE OF ADDISON
ROADWAY PROFILE
FULLERTON AVENUE
 STA. 209+00 TO 220+00

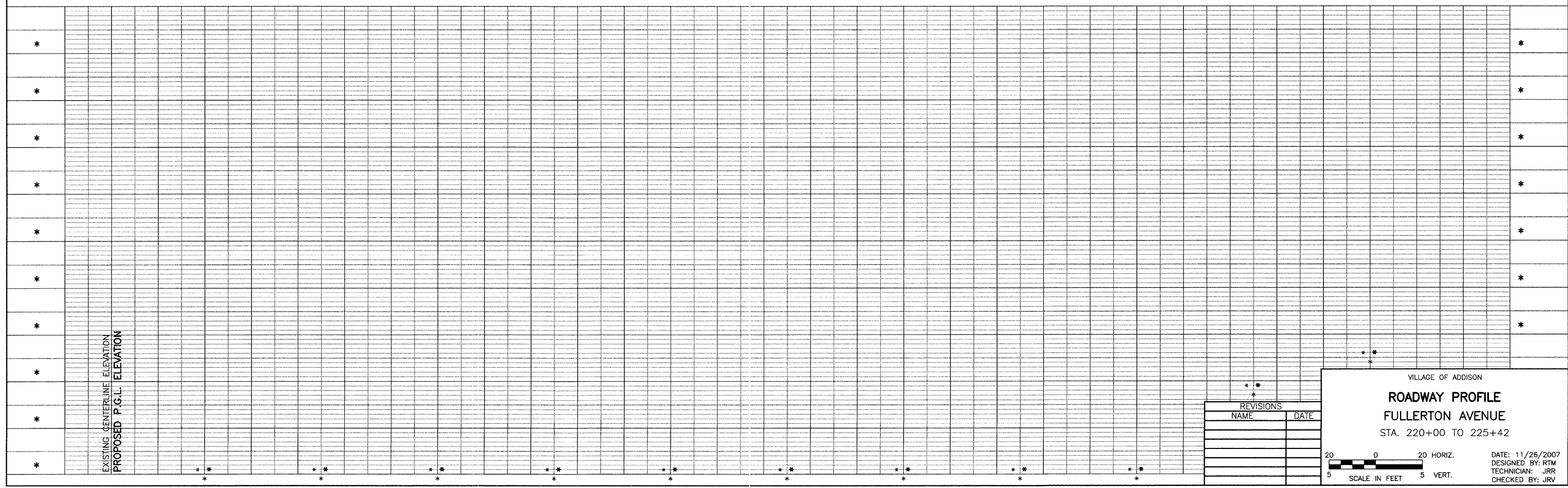
DATE: 11/26/2007
 DESIGNED BY: RIM
 TECHNICIAN: JRR
 CHECKED BY: JRV

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

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380 00-00084-00-PV	DUPAGE	94	28
STA. 220+00 TO STA. 225+42		SURFACE TRANSPORTATION FUNDING	
CONTRACT NUMBER 83993			



END RECONSTRUCTION
STA. 225+42
(MATCH EXISTING)



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
ROADWAY PROFILE
FULLERTON AVENUE
STA. 220+00 TO 225+42

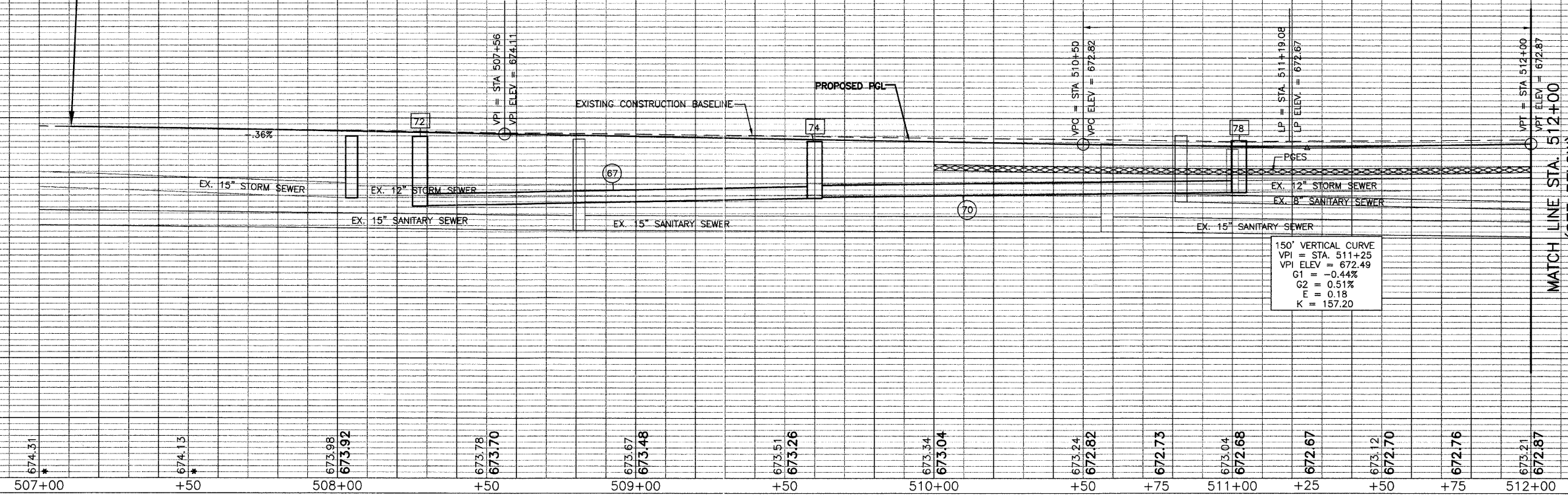
DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

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

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00-00084-00-PV	DUPAGE	93	29
STA. FIRST STA.	TO STA. SECOND STA.	SURFACE TRANSPORTATION FUNDING	
		CONTRACT NUMBER 83993	

BEGIN RECONSTRUCTION
STA. 507+10.7
(MATCH EXISTING)

EXISTING CENTERLINE ELEVATION
PROPOSED P.G.L. ELEVATION



150' VERTICAL CURVE
VPI = STA. 511+25
VPI ELEV = 672.49
G1 = -0.44%
G2 = 0.51%
E = 0.18
K = 157.20

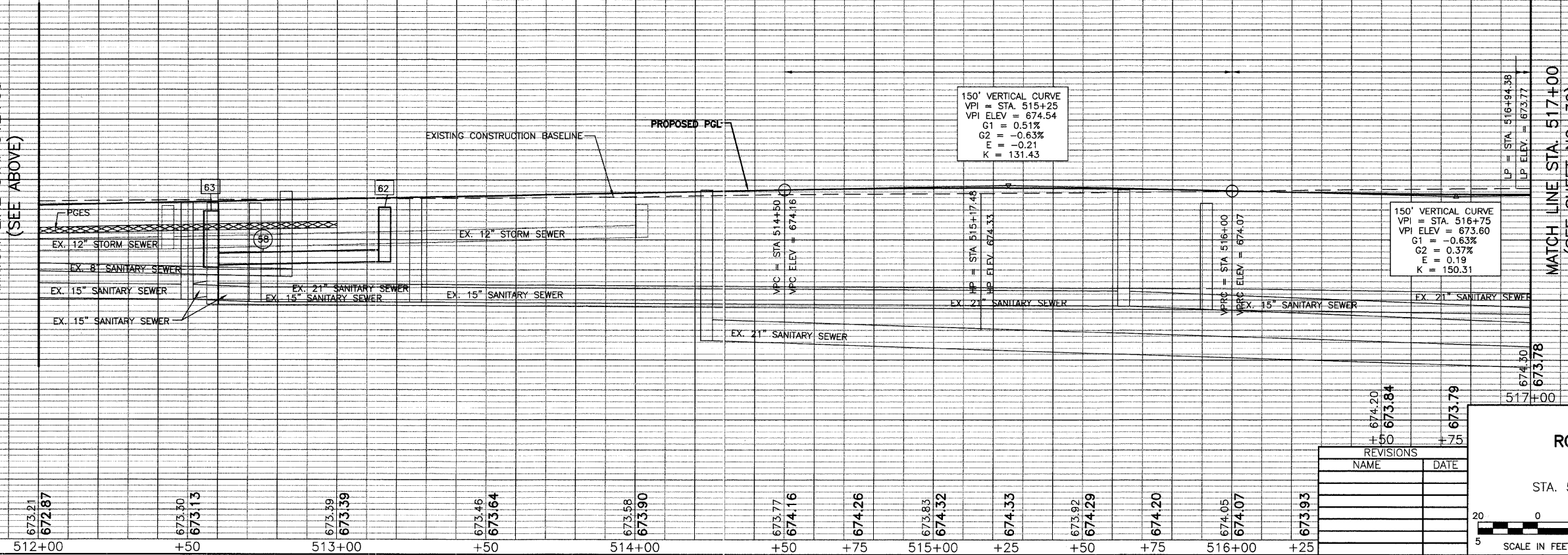
150' VERTICAL CURVE
VPI = STA. 514+50
VPI ELEV = 674.54
G1 = 0.51%
G2 = -0.63%
E = -0.21
K = 131.43

150' VERTICAL CURVE
VPI = STA. 516+75
VPI ELEV = 673.60
G1 = -0.63%
G2 = 0.37%
E = 0.19
K = 150.31

MATCH LINE STA. 512+00
(SEE ABOVE)

MATCH LINE STA. 517+00
(SEE SHEET NO. 30)

EXISTING CENTERLINE ELEVATION
PROPOSED P.G.L. ELEVATION



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
ROADWAY PROFILE
VILLA AVENUE
STA. 507+10.7 to 517+00.0

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	31
STA.		TO STA.		
		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993

DRAINAGE STRUCTURE SCHEDULE

1	NUMBER NOT USED	10	STA. 193+85.09, 18.0' RT. MAN TA 4 DIA T1F CL RIM = 686.03 INV = 681.11 (N) INV = 681.21 (E)	20	STA. 199+58.65, 24.1' LT. RD MAN 4 DIA T1F CL RIM = 685.87 INV = 681.43 (S) INV = 681.33 (E)	30	STA. 202+97.15, 24.3' LT. RD MAN 4 DIA T1F CL RIM = 683.42 INV = 679.52 (SW) INV = 679.40 (NW) INV = 680.50 (NE)	40	STA. 212+00.00, 25.1' RT. MAN TA 4 DIA T1F CL RIM = 679.75 INV = 674.86 (N) INV = 674.81 (W) INV = 674.76 (E)	50	STA. 216+57.34, 25.2' RT. RD MAN 5 DIA T1F CL RIM = 676.88 INV = 672.12 (W) INV = 672.12 (N) INV = 672.07 (E) INV = 672.12 (S)	60	STA. 220+83.37, 25.4' RT. RD MAN 5 DIA T1F CL RIM = 674.17 INV = 668.95 (N) INV = 668.45 (E) INV = 668.95 (W)	70	STA. 508+04.03, 20.9' LT. CB TA 4 DIA T23F&G RIM = 673.43 INV = 668.40 (NW) INV = 668.20 (NE) INV = 668.20 (SW) INV = 668.30 (SE)	80	STA. 511+19.37, 27.5' RT. RD CB 4 DIA T23F&G RIM = 672.12 INV = 669.06 (SE)	90	STA. 517+75.36, 31.9' RT. RD MAN 5 DIA T1F CL RIM = 674.16 INV = 667.73 (SE) INV = 665.73 (NE) INV = 670.16 (NW) INV = 665.78 (SW)
2	STA. 190+59.90, 18.2' RT. RD TC T3F&G RIM = 685.91 INV = 681.41 (E)	11	STA. 193+86.47, 27.8' LT. MAN TA 4 DIA T1F CL RIM = 686.24 INV = 680.65 (N) INV = 680.67 (S) INV = 680.75 (E) INV = 680.75 (W)	21	STA. 200+61.28, 24.1' LT. RD MAN 4 DIA T1F CL RIM = 684.88 INV = 680.34 (W) INV = 680.24 (NE)	31	STA. 207+20.00, 18.0' LT. RD TC T3F&G RIM = 682.38 INV = 677.66 (S)	41	STA. 213+18.73, 18.0' LT. RD CB 4 DIA T3F&G RIM = 678.53 INV = 674.78 (SW)	51	STA. 216+57.33, 36.8' RT. RD TC T8G RIM = 678.67 INV = 672.20 (N)	61	STA. 221+69.89, 23.5' LT. RD MAN 4 DIA T1F CL RIM = 673.02 INV = 669.68 (NW) INV = 669.58 (NE)	71	STA. 508+29.42, 24.0' RT. RD TA 4 DIA T23F&G RIM = 673.31 INV = 669.31 (NW) INV = 669.31 (NE) INV = 669.30 (SW)	81	STA. 511+00.00, 27.5' LT. RD CB 4 DIA T23F&G RIM = 672.13 INV = 669.31 (NW) INV = 669.31 (NE) INV = 669.30 (SW)	91	STA. 518+00.50, 23.7' LT. RD TC T23F&G RIM = 673.56 INV = 673.23 (SW)
3	STA. 190+70.00, 18.0' RT RD CB 4 DIA T3F&G RIM = 685.91 INV = 681.34 (W) INV = 681.24 (N)	12	STA. 193+67.33, 27.8' LT. CB TA 4 DIA T3F&G W/ HALF TRAP RIM = 680.91 INV = 686.51 (E)	22	STA. 200+88.57, 35.5' LT. RD CB 4 DIA T3F&G W/ HALF TRAP RIM = 684.58 INV = 679.98 (SW) INV = 679.88 (NE)	32	STA. 207+20.00, 18.0' RT. RD TA 4 DIA T3F&G RIM = 682.38 INV = 677.49 (N) INV = 677.39 (S)	42	STA. 213+00.00, 18.1' RT. RD CB 4 DIA T3F&G RIM = 678.63 INV = 674.40 (NE) INV = 674.30 (S)	52	STA. 218+00.00, 18.0' LT. RD CB 4 DIA T3F&G RIM = 675.86 INV = 671.92 (S)	62	STA. 221+84.85, 29.9' LT. RD CB 4 DIA T23F&G RIM = 672.37 INV = 669.48 (SW) INV = 668.14 (SE)	72	STA. 508+28.35, 29.4' RT. RD MAN 4 DIA T1F CL RIM = 673.45 INV = 667.80 (NE) INV = 667.64 (SW) INV = 667.64 (NW)	82	STA. 511+19.37, 27.5' LT. RD TA 4 DIA T23F&G RIM = 673.37 INV = 667.52 (SE)	92	STA. 518+24.58, 22.9' RT. RD TA 4 DIA T23F&G RIM = 676.67 INV = 670.63 (SE)
4	STA. 190+38.58, 51.1' LT. MAN ADJUST RIM = 685.85 INV = 678.80 (S) INV = 680.20 (E) INV = 680.30 (W) INV = 678.40 (N)	13	STA. 194+05.61, 27.8' LT. CB TA 4 DIA T3F&G W/ HALF TRAP RIM = 686.75 INV = 380.91 (W)	23	STA. 201+03.56, 50.7' LT. MAN ADJUST RIM = 684.48 INV = 679.70 (SW) INV = 680.00 (SE) INV = 679.00 (E) INV = 678.00 (N)	33	STA. 207+20.02, 25.1' RT. MAN TA 4 DIA T1F CL RIM = 682.88 INV = 677.38 (N) INV = 674.23 (W) INV = 677.28 (E)	43	STA. 213+00.00, 25.1' RT. RD MAN 4 DIA T1F CL RIM = 679.33 INV = 674.27 (N) INV = 674.23 (W) INV = 674.18 (E)	53	STA. 218+00.00, 19.3' RT. RD CB 4 DIA T3F&G RIM = 675.86 INV = 671.57 (N) INV = 671.47 (S)	63	STA. 222+04.03, 25.5' RT. RD MAN 5 DIA T1F CL RIM = 672.37 INV = 667.87 (E) INV = 667.87 (NW) INV = 667.87 (W)	73	STA. 508+27.26, 37.1' RT. CDS UNIT RIM = 673.52 INV = 667.59 (SW) INV = 667.54 (NE)	83	STA. 514+02.94, 27.5' LT. RD CB 4 DIA T23F&G RIM = 673.37 INV = 670.80 (NE)	93	STA. 519+23.86, 26.9' LT. MAN TA 5 DIA T1F CL RIM = 674.32 INV = 666.63 (NE) INV = 665.63 (SE) INV = 665.66 (NW)
5	STA. 190+26.35, 51.8' LT. CB TA 4 DIA T3F&G W/ HALF TRAP RIM = 685.50 INV = 680.60 (E)	14	STA. 197+59.56, 18.0' RT. RD CB 4 DIA T3F&G RIM = 686.57 INV = 683.15 (N)	24	STA. 201+16.99, 35.6' LT. RD CB 4 DIA T3F&G RIM = 685.04 INV = 681.51 (N)	34	STA. 209+50.00, 18.0' LT. RD CB 4 DIA T3F&G RIM = 677.80 INV = 676.86 (W)	44	STA. 214+50.00, 18.0' LT. RD CB 4 DIA T3F&G RIM = 677.80 INV = 673.55 (S)	54	STA. 218+00.00, 25.2' RT. RD MAN 5 DIA T1F CL RIM = 676.33 INV = 671.45 (W) INV = 671.45 (N) INV = 671.40 (E)	64	STA. 222+25.58, 28.4' RT. RD MAN 5 DIA T23F&G RIM = 672.29 INV = 667.78 (W) INV = 667.69 (E)	74	STA. 509+59.96, 34.3' RT. RD MAN 4 DIA T1F CL RIM = 673.04 INV = 668.28 (SE) INV = 668.38 (NW) INV = 668.38 (SW)	84	STA. 514+02.75, 22.5' RT. RD MAN 4 DIA T1F CL RIM = 673.42 INV = 670.40 (NE) INV = 670.30 (SW) INV = 670.20 (SE)	94	STA. 519+23.80, 21.1' LT. RD TA 4 DIA T23F&G RIM = 674.09 INV = 667.65 (NE) INV = 666.65 (SW)
6A	STA. 190+28.00, 43.8' LT. WATER VALVES 6 VV TA 4 DIA T1F CL RIM = 686.45	15	STA. 197+59.50, 33.6' LT. RD CB 4 DIA T3F&G W/ HALF TRAP RIM = 686.66 INV = 682.66 (S) INV = 682.16 (NW)	25	STA. 201+16.99, 18.0' RT. RD CB 4 DIA T3F&G W/ HALF TRAP RIM = 684.30 INV = 681.18 (S) INV = 680.18 (NW)	35	STA. 209+30.76, 18.0' LT. RD CB 4 DIA T3F&G RIM = 679.82 INV = 676.69 (E) INV = 676.59 (S)	45	STA. 214+50.00, 18.0' RT. RD CB 4 DIA T3F&G RIM = 677.80 INV = 673.22 (N) INV = 673.12 (S)	55	STA. 219+81.36, 18.0' LT. RD CB 4 DIA T3F&G RIM = 674.75 INV = 671.07 (S)	65	STA. 223+72.40, 25.6' LT. RD CB 4 DIA T3F&G RIM = 670.94 INV = 667.49 (S)	75	STA. 509+60.06, 27.3' RT. RD CB 4 DIA T23F&G RIM = 673.37 INV = 668.40 (SW)	85	STA. 514+02.94, 27.5' RT. RD CB 4 DIA T23F&G RIM = 673.37 INV = 670.41 (SW)	95	STA. 519+24.11, 21.1' RT. RD CB 4 DIA T23F&G RIM = 674.09 INV = 668.05 (SW)
6	STA. 190+50.67, 53.1' LT. CB TA 4 DIA T3F&G W/ HALF TRAP RIM = 685.53 INV = 680.34 (W) INV = 680.44 (SE)	16	STA. 197+45.44, 50.0' LT. MAN ADJUST RIM = 686.69 INV = 682.00 (SE) INV = 682.00 (SW) INV = 680.50 (N)	26	STA. 203+29.81, 18.0' RT. RD CB 4 DIA T3F&G RIM = 683.63 INV = 679.82 INV = 680.38 (W)	36	STA. 209+30.76, 18.0' RT. RD CB 4 DIA T3F&G RIM = 679.82 INV = 676.27 (N) INV = 676.17 (S)	46	STA. 214+50.00, 25.1' RT. RD MAN 5 DIA T1F CL RIM = 678.30 INV = 673.09 (N) INV = 673.09 (W) INV = 673.04 (E)	56	STA. 219+81.36, 18.0' RT. RD CB 4 DIA T3F&G RIM = 674.75 INV = 670.74 (N) INV = 670.64 (S)	66	STA. 223+70.06, 17.2' RT. RD CB 4 DIA T3F&G RIM = 674.75 INV = 667.10 (N) INV = 667.10 (SE)	76	STA. 509+56.00, 22.3' LT. RD MAN 4 DIA T1F CL RIM = 672.79 INV = 668.61 (NW) EXIST. INV = 668.70 (NW) INV = 668.60 (SE)	86	STA. 516+94.72, 26.2' LT. RD CB 4 DIA T23F&G RIM = 673.25 INV = 670.17 (NW)	96	STA. 517+94.30, 27.7' LT. RD MAN 5 DIA T1F CL RIM = 673.99 INV = 665.34 (NW) INV = 665.33 (SE) INV = 670.20 (W) INV = 670.20 (NE)
7	STA. 190+70.00, 19.9' LT. RD CB 4 DIA T3F&G RIM = 685.13 INV = 680.80 (NW) INV = 680.90 (S)	17	STA. 197+29.80, 34.8' LT. RD CB 4 DIA T3F&G W/ HALF TRAP RIM = 686.62 INV = 682.16 (NE)	27	STA. 202+95.78, 18.0' RT. RD CB 4 DIA T3F&G RIM = 683.63 INV = 680.07 (E) INV = 679.97 (N)	37	STA. 209+30.76, 25.1' RT. RD MAN 4 DIA T1F CL RIM = 680.50 INV = 676.15 (N) INV = 676.24 (W) INV = 676.14 (E)	47	STA. 216+58.42, 36.9' LT. RD CB 4 DIA T3F&G RIM = 675.12 INV = 671.66 (N)	57	STA. 219+81.36, 25.3' RT. RD MAN 5 DIA T1F CL RIM = 675.19 INV = 670.61 (W) INV = 670.61 (N) INV = 669.46 (E)	67	STA. 223+76.91, 38.6' RT. RD MAN 5 DIA T1F OL RIM = 671.48 INV = 667.00 (NW) INV = 666.98 (W) INV = 666.90 (E)	77	STA. 509+61.38, 27.4' LT. RD CB 4 DIA T23F&G RIM = 672.67 INV = 668.72 (SE)	87	STA. 516+94.72, 26.2' RT. RD CB 4 DIA T23F&G RIM = 673.25 INV = 669.43 (NW)		
8	STA. 194+22.04, 18.0' RT. RD CB 4 DIA T3F&G RIM = 686.02 INV = 682.93 (W)	18	STA. 199+58.74, 18.0' RT. RD CB 4 DIA T3F&G RIM = 685.04 INV = 681.88 (N)	28	STA. 202+95.73, 18.0' LT. RD CB 4 DIA T3F&G W/ HALF TRAP RIM = 683.63 INV = 679.65 (S) INV = 679.65 (E) INV = 679.55 (NE)	38	STA. 212+00.00, 18.0' LT. RD CB 4 DIA T3F&G RIM = 679.19 INV = 675.32 (S)	48	STA. 216+57.50, 18.1' LT. RD CB 4 DIA T3F&G RIM = 676.65 INV = 672.58 (S)	58	STA. 220+83.44, 27.7' LT. RD CB 4 DIA T3F&G RIM = 673.45 INV = 669.51 (S)	68	STA. 223+99.17, 38.8' RT. CDS UNIT RIM = 671.80 INV = 666.85 (W) INV = 666.75 (E)	78	STA. 511+02.16, 34.6' RT. RD MAN 4 DIA T1F CL RIM = 673.14 INV = 668.89 (SW) INV = 668.79 (SE)	88	STA. 517+15.71, 25.8' LT. RD CB 4 DIA T23F&G RIM = 673.28 INV = 669.99 (SE) INV = 669.79 (NE)		
9	STA. 194+05.61, 18.0' RT. RD CB 4 DIA T3F&G W/ HALF TRAP RIM = 686.01 INV = 682.79 (E) INV = 681.38 (W)	19	STA. 199+58.74, 18.0' LT. RD CB 4 DIA T3F&G RIM = 685.04 INV = 681.55 (S) INV = 681.45 (N)	29	STA. 203+29.81, 18.0' LT. RD CB 4 DIA T3F&G RIM = 683.63 INV = 679.96 (W)	39	STA. 212+00.00, 18.0' RT. RD CB 4 DIA T3F&G RIM = 679.19 INV = 674.99 (N) INV = 674.89 (S)	49	STA. 216+57.50, 18.0' RT. RD CB 4 DIA T3F&G RIM = 676.65 INV = 672.25 (N) INV = 672.15 (S)	59	STA. 220+83.37, 18.2' RT. RD CB 4 DIA T3F&G RIM = 673.64 INV = 669.08 (N) INV = 668.98 (S)	69	STA. 225+34.18, 38.8' RT. PRC FLAR END SEC 30 W/ GRATING EL = 666.36	79	STA. 511+02.16, 27.5' RT. RD CB 4 DIA T23F&G RIM = 672.13 INV = 669.29 (NW) INV = 668.91 (NE)	89	STA. 517+15.71, 25.8' RT. RD CB 4 DIA T23F&G RIM = 673.27 INV = 669.29 (SW) INV = 669.25 (SE) INV = 668.29 (NW)		

VILLAGE OF ADDISON

DRAINAGE STRUCTURE SCHEDULE

FULLERTON AVENUE

REVISIONS	
NAME	DATE

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	32
STA.		TO STA.		
		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993

DRAINAGE PIPE SCHEDULE

- | | | | |
|---|--|--|--|
| <p>① 7' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 3 CU. YD.</p> <p>② 34' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 13 CU. YD.</p> <p>③ NUMBER NOT USED</p> <p>④ 9' - STORM SEW SPECIAL, 8" @ 3.33%
T.B.F. = 3 CU. YD.</p> <p>⑤ 9' - STORM SEW CL B 1, 12" @ 1.50%
T.B.F. = 6 CU. YD.</p> <p>⑥ 36' - STORM SEW SPECIAL, 12" @ 1.00%
T.B.F. = 8 CU. YD.</p> <p>⑦ 14' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>⑧ 17' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 4 CU. YD.</p> <p>⑨ EXISTING PIPE TO REMAIN</p> <p>⑩ 16' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 6 CU. YD.</p> <p>⑪ 16' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 6 CU. YD.</p> <p>⑫ 44' - STORM SEW CL A 1, 12" @ 1.00%
5' - STORM SEW SPECIAL, 12" @ 1.00%
T.B.F. = 5 CU. YD.</p> <p>⑬ 16' - STORM SEW SPECIAL, 8" @ 1.00%
T.B.F. = 4 CU. YD.</p> <p>⑭ 16' - STORM SEW SPECIAL, 8" @ 1.00%
T.B.F. = 4 CU. YD.</p> <p>⑮ 33' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 3 CU. YD.</p> <p>⑯ 2' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>⑰ 99' - STORM SEW CL A 1, 12" @ 1.00%</p> <p>⑱ 12' - STORM SEW SPECIAL, 12" @ 1.00%
14' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 2 CU. YD.</p> <p>⑲ 18' - STORM SEW SPECIAL, 8" @ 1.00%
T.B.F. = 5 CU. YD.</p> <p>⑳ 18' - STORM SEW SPECIAL, 8" @ 1.00%
T.B.F. = 4 CU. YD.</p> | <p>㉑ 50' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 3 CU. YD.</p> <p>㉒ 31' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 3 CU. YD.</p> <p>㉓ 32' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 5 CU. YD.</p> <p>㉔ 31' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 5 CU. YD.</p> <p>㉕ 3' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>㉖ 8' - STORM SEW CL B 1, 10" @ 0.59%
T.B.F. = 2 CU. YD.</p> <p>㉗ 17' - STORM SEW CL A 1, 10" @ 0.21%
T.B.F. = 5 CU. YD.</p> <p>㉘ 33' - STORM SEW CL A 1, 12" @ 0.50%
T.B.F. = 8 CU. YD.</p> <p>㉙ 3' - STORM SEW CL A 1, 12" @ 0.50%
T.B.F. = 1 CU. YD.</p> <p>㉚ 207' - STORM SEW CL A 1, 12" @ 0.50%
T.B.F. = 13 CU. YD.</p> <p>㉛ 17' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 2 CU. YD.</p> <p>㉜ 32' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 3 CU. YD.</p> <p>㉝ 3' - STORM SEW CL A 1, 12" @ 0.75%
T.B.F. = 1 CU. YD.</p> <p>㉞ 266' - STORM SEW CL A 1, 18" @ 0.50%
T.B.F. = 30 CU. YD.</p> <p>㉟ 32' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 6 CU. YD.</p> <p>㊱ 3' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>㊲ 96' - STORM SEW CL A 1, 18" @ 0.55%</p> <p>㊳ 38' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 6 CU. YD.</p> <p>㊴ 3' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>㊵ 146' - STORM SEW CL A 1, 18" @ 0.75%
T.B.F. = 15 CU. YD.</p> <p>㊶ 33' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 7 CU. YD.</p> | <p>㊷ 3' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>㊸ 203' - STORM SEW CL A 1, 24" @ 0.45%
T.B.F. = 30 CU. YD.</p> <p>㊹ 33' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 7 CU. YD.</p> <p>㊺ 3' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>㊻ 8' - STORM SEW CL A 1, 12" @ 1.00%</p> <p>㊼ 138' - STORM SEW CL A 1, 24" @ 0.45%</p> <p>㊽ 35' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 6 CU. YD.</p> <p>㊾ 2' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>㊿ 177' - STORM SEW CL A 1, 24" @ 0.45%
T.B.F. = 6 CU. YD.</p> <p>1 33' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 5 CU. YD.</p> <p>2 3' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>3 98' - STORM SEW CL A 1, 24" @ 0.52%
T.B.F. = 22 CU. YD.</p> <p>4 43' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 8 CU. YD.</p> <p>5 3' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>6 29' - STORM SEW CL A 1, 30" @ 0.50%
88' - STORM SEW SPECIAL, 30" @ 0.50%
T.B.F. = 36 CU. YD.</p> <p>7 13' - STORM SEW CL A 1, 12" @ 0.75%
T.B.F. = 3 CU. YD.</p> <p>8 52' - STORM SEW CL A 1, 12" @ 0.50%
2' - STORM SEW SPECIAL, 12" @ 0.50%
T.B.F. = 11 CU. YD.</p> <p>9 19' - STORM SEW SPECIAL, 30" @ 0.50%
T.B.F. = 7 CU. YD.</p> <p>0 147' - STORM SEW SPECIAL, 30" @ 0.50%
T.B.F. = 30 CU. YD.</p> <p>1 39' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 11 CU. YD.</p> <p>2 18' - STORM SEW SPECIAL, 30" @ 0.30%</p> | <p>3 129' - STORM SEW SPECIAL, 30" @ 0.30%</p> <p>4 50' - STORM SEW CL A 1, 18" @ 1.00%
T.B.F. = 33 CU. YD.</p> <p>5 3' - STORM SEW CL A 1, 18" @ 0.50%</p> <p>6 3' - STORM SEW CL A 1, 18" @ 0.50%
T.B.F. = 3 CU. YD.</p> <p>7 128' - STORM SEW CL A 1, 12" @ 0.50%</p> <p>8 3' - STORM SEW CL A 1, 12" @ 0.50%
T.B.F. = 2 CU. YD.</p> <p>9 4' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 2 CU. YD.</p> <p>0 139' - STORM SEW CL A 1, 12" @ 0.30%</p> <p>1 3' - STORM SEW CL A 1, 12" @ 0.50%
T.B.F. = 1 CU. YD.</p> <p>2 15' - STORM SEW CL A 1, 12" @ 0.30%
T.B.F. = 1 CU. YD.</p> <p>3 17' - STORM SEW SPECIAL, 12" @ 0.44%
T.B.F. = 1 CU. YD.</p> <p>4 7' - STORM SEW CL A 1, 10" @ 0.50%
T.B.F. = 1 CU. YD.</p> <p>5 1' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> <p>6 18' - STORM SEW SPECIAL, 12" @ 1.00%
T.B.F. = 3 CU. YD.</p> <p>7 18' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 3 CU. YD.</p> <p>8 48' - STORM SEW CL A 1, 12" @ 1.00%
T.B.F. = 6 CU. YD.</p> <p>9 56' - STORM SEW SPECIAL, 12" @ 1.00%
T.B.F. = 11 CU. YD.</p> <p>0 46' - STORM SEW SPECIAL, 12" @ 1.00%
T.B.F. = 3 CU. YD.</p> <p>1 2' - STORM SEW SPECIAL, 12" @ 1.00%
T.B.F. = 2 CU. YD.</p> <p>2 39' - STORM SEW SPECIAL, 12" @ 1.00%
T.B.F. = 16 CU. YD.</p> <p>3 3' - STORM SEW SPECIAL, 12" @ 1.00%
T.B.F. = 1 CU. YD.</p> |
|---|--|--|--|

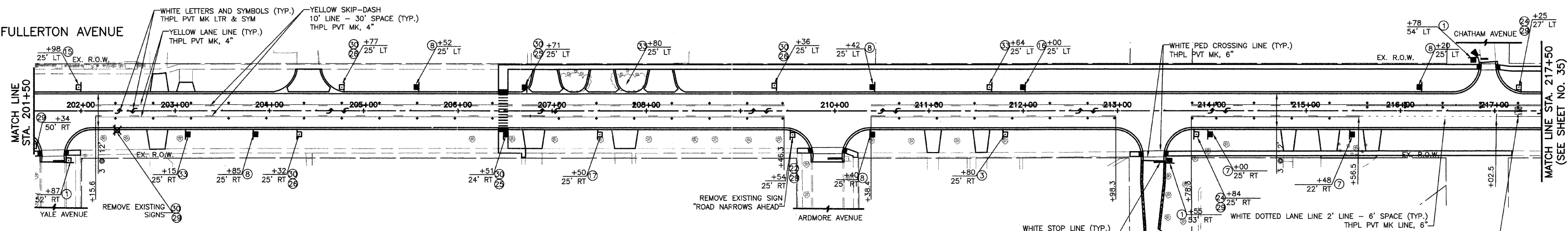
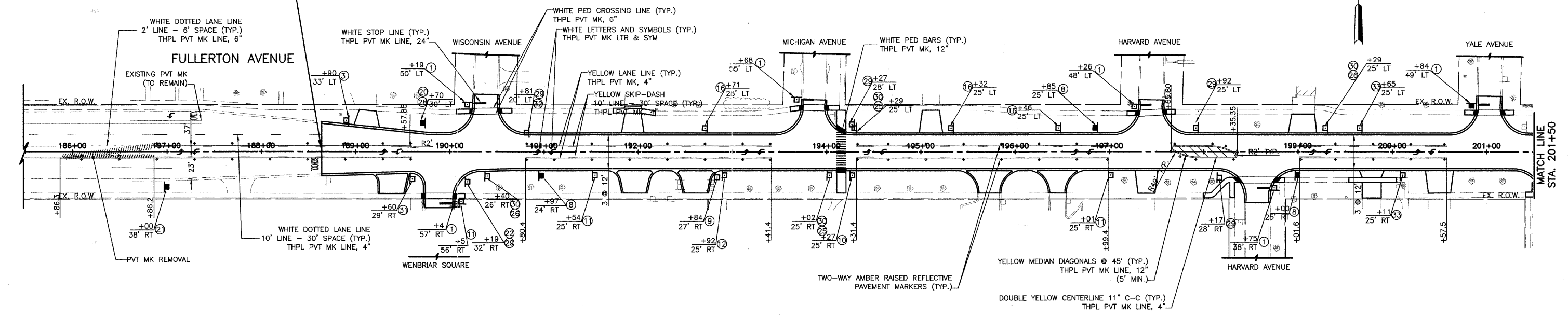
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
DRAINAGE PIPE SCHEDULE
FULLERTON AVENUE

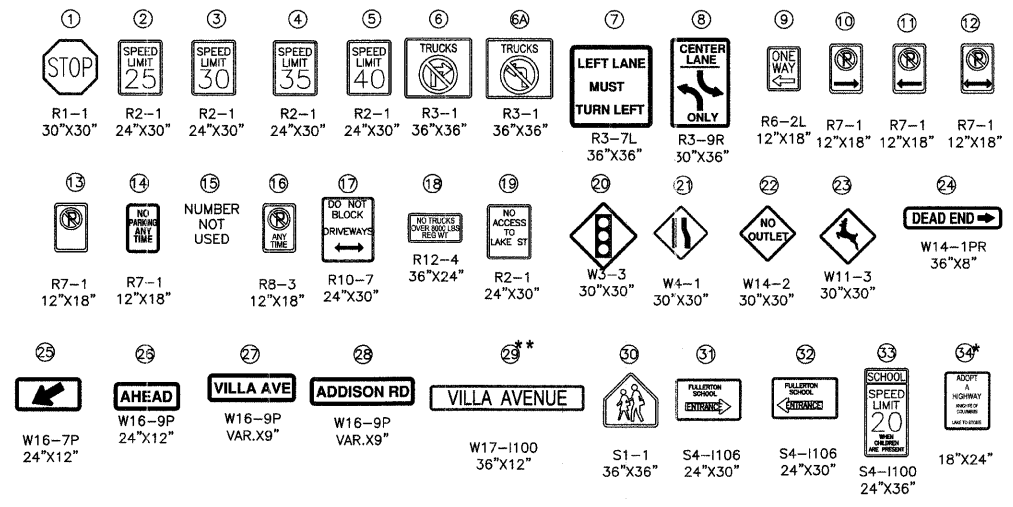
DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	34
STA. 188+64	TO STA. 215+00			
LINKS		SURFACE TRANSPORTATION FUNDING		
CONTRACT NUMBER 83993				

BEGIN RECONSTRUCTION
STA. 188+64



SIGN LEGEND



PLAN LEGEND

- EXISTING SIGN (TO REMAIN)
- EXISTING SIGN (RELOCATED)
- PROPOSED SIGN
- PROPOSED TWO-WAY AMBER RAISED REFLECTIVE PAVEMENT MARKERS
- ONE-WAY CRYSTAL (W/O) RAISED REFLECTIVE PAVEMENT MARKER

NOTES:
 ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
 *FULLERTON SCHOOL FIFTH GRADE, VILLA AVE TO ADDISON RD.
 **SIGN TEXT CHANGES DEPENDING ON STREET NAME, ETC.
 ALL EXIST. 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.
 SEE TYPICAL PAVEMENT MARKINGS DETAIL.

VILLAGE OF ADDISON

PAVEMENT MARKING AND SIGNING

FULLERTON AVENUE
 STA. 188+64 TO 217+50

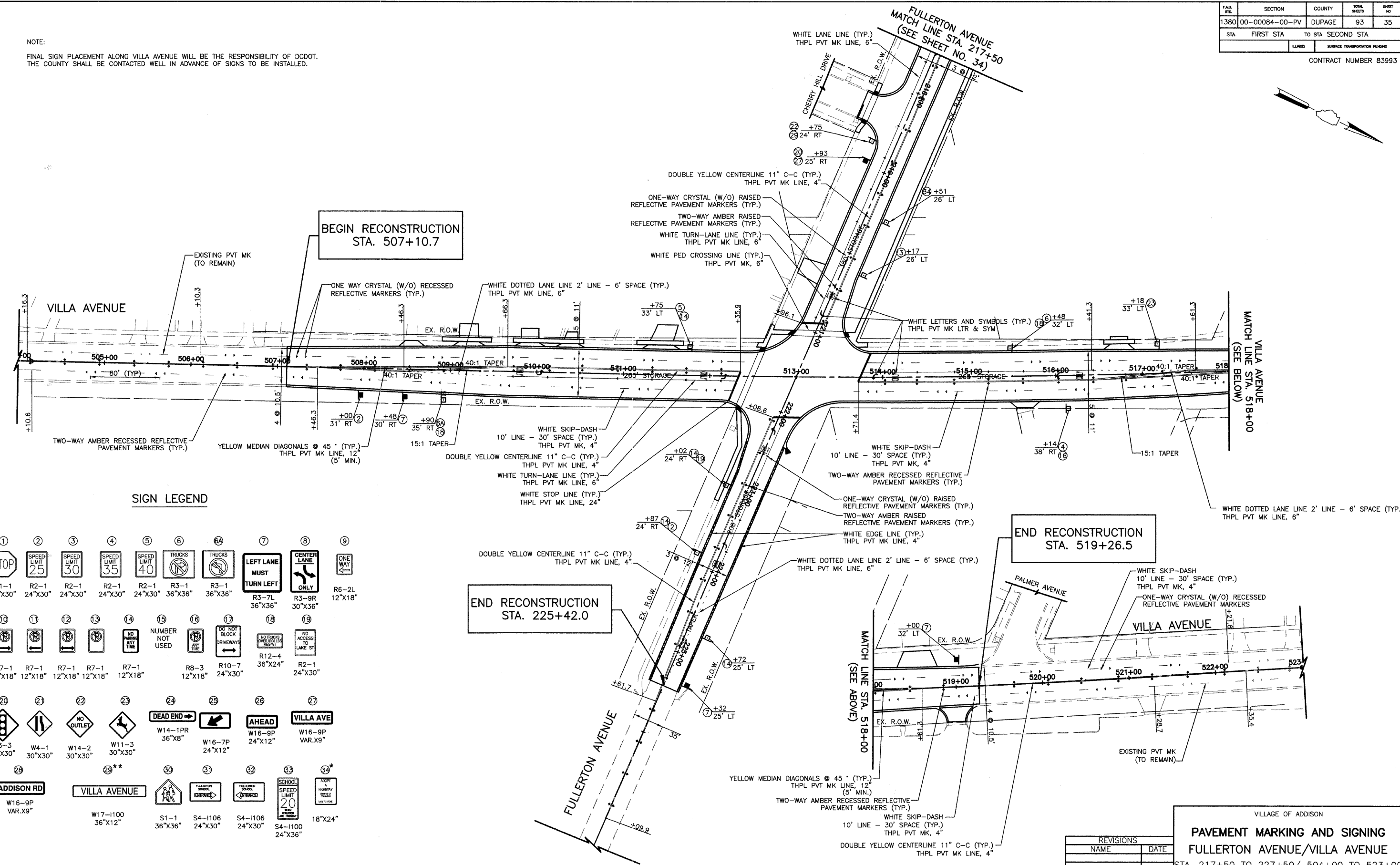
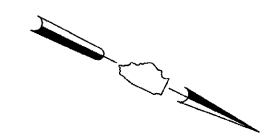
REVISIONS	
NAME	DATE
EXISTING SIGN RELOCATED	

50 0 50 HORIZ.
 SCALE IN FEET

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	35
STA.	FIRST STA.	TO STA.	SECOND STA.	
				CONTRACT NUMBER 83993

NOTE:
FINAL SIGN PLACEMENT ALONG VILLA AVENUE WILL BE THE RESPONSIBILITY OF DCDOT.
THE COUNTY SHALL BE CONTACTED WELL IN ADVANCE OF SIGNS TO BE INSTALLED.



SIGN LEGEND

- | | | | | | | | | |
|-------------------------------------|-------------------------------------|-------------------------------------|---|---|---------------------------------------|--|--|--|
| 1 STOP
R1-1
30"x30" | 2 SPEED LIMIT 25
R2-1
24"x30" | 3 SPEED LIMIT 30
R2-1
24"x30" | 4 SPEED LIMIT 35
R2-1
24"x30" | 5 SPEED LIMIT 40
R2-1
24"x30" | 6A TRUCKS
R3-1
36"x36" | 7 LEFT LANE MUST TURN LEFT
R3-7L
36"x36" | 8 CENTER LANE ONLY
R3-9R
30"x36" | 9 ONE WAY
R6-2L
12"x18" |
| 10 NO RIGHT TURN
R7-1
12"x18" | 11 NO LEFT TURN
R7-1
12"x18" | 12 NO U-TURN
R7-1
12"x18" | 13 NO THROUGH TRUCKS
R7-1
12"x18" | 14 NO PARKING ANY TIME
R7-1
12"x18" | 15 NUMBER NOT USED
R8-3
12"x18" | 16 DO NOT BLOCK DRIVEWAYS
R10-7
24"x30" | 17 NO TRUCKS OVER 10,000 LB RES WT
R12-4
36"x24" | 18 NO ACCESS TO LAKE ST
R2-1
24"x30" |
| 20 AHEAD
W3-3
30"x30" | 21 NO OUTLET
W4-1
30"x30" | 22 NO OUTLET
W14-2
30"x30" | 23 DEAD END
W11-3
30"x30" | 24 DEAD END
W14-1PR
36"x8" | 25 AHEAD
W16-7P
24"x12" | 26 VILLA AVE
W16-9P
VAR.X9" | 27 ADDISON RD
W16-9P
VAR.X9" | 28 VILLA AVENUE
W17-1100
36"x12" |
| 29** S1-1
36"x36" | 30 S4-1106
24"x30" | 31 S4-1106
24"x30" | 32 S4-1100
24"x36" | 33 S4-1100
24"x36" | 34 S4-1100
24"x36" | 18"x24" | | |

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
PAVEMENT MARKING AND SIGNING
FULLERTON AVENUE/VILLA AVENUE
STA. 217+50 TO 227+50/ 504+00 TO 523+00

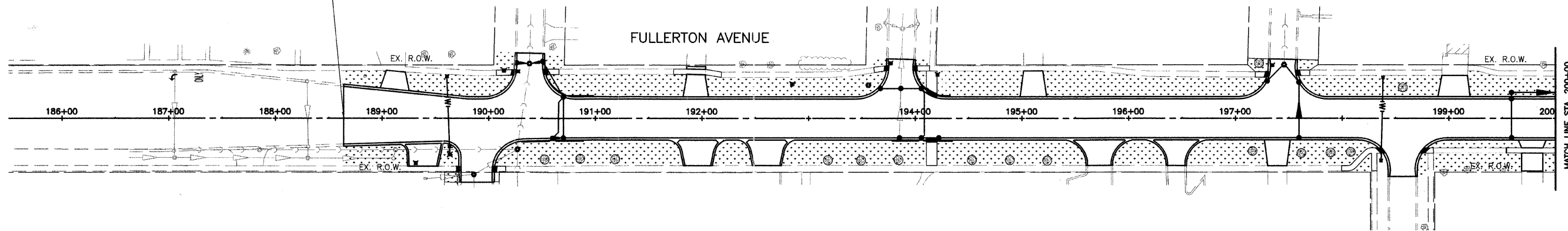
50 0 50 HORIZ.
SCALE IN FEET

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

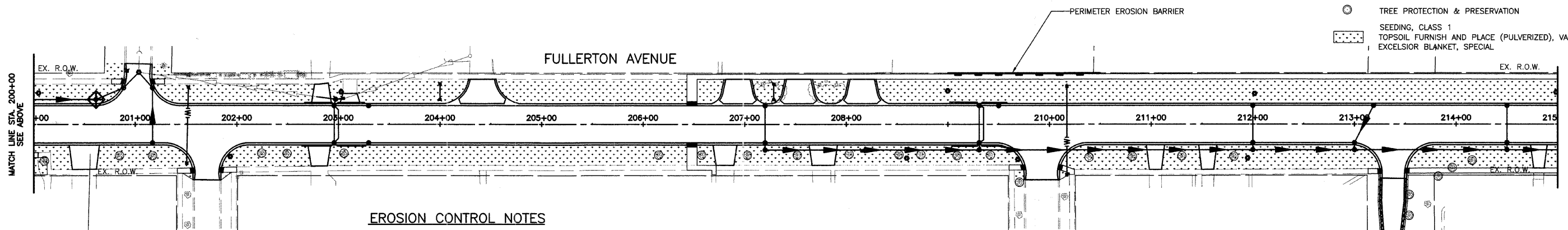
FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	36
STA. 188+64	TO STA. 215+00			
	ILLINOIS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993

BEGIN RECONSTRUCTION
STA. 188+64

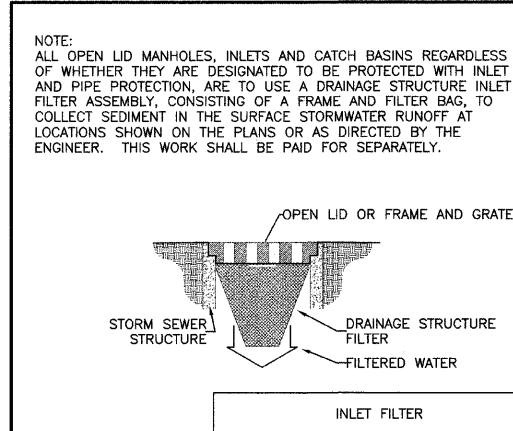


- LEGEND**
- TEMPORARY DITCH CHECK (SPECIAL)
 - INLET AND PIPE PROTECTION
 - PERIMETER EROSION BARRIER
 - EXISTING EVERGREEN TREE
 - EXISTING DECIDUOUS TREE
 - TREE PROTECTION & PRESERVATION
 - SEEDING, CLASS 1
TOPSOIL FURNISH AND PLACE (PULVERIZED), VARIABLE DEPTH
EXCELSIOR BLANKET, SPECIAL



EROSION CONTROL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 15-116 OF DUPAGE COUNTY COUNTYWIDE STORM WATER AND FLOOD PLAIN ORDINANCE, EFFECTIVE SEPTEMBER 24, 1991 AND ALL SUBSEQUENT REVISIONS. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMIT ILR40.
2. EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
3. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.
4. ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. AREAS THAT HAVE BEEN STRIPPED AND WILL NOT RECEIVE PERMANENT LANDSCAPING WITHIN SEVEN (7) DAYS SHALL RECEIVE - TEMPORARY EROSION CONTROL SEEDING.
5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN WETLANDS.
6. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
7. GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.
8. EROSION CONTROL MEASURES SHALL BE INSPECTED BY THE ENGINEER PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1.2 CM (1/2 INCH) PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED WITHIN 24 HOURS.
9. ALL CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

EROSION CONTROL AND LANDSCAPING

FULLERTON AVENUE

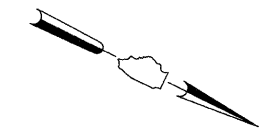
STA. 188+64 TO 215+00

50 0 50 HORIZ.
SCALE IN FEET













DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

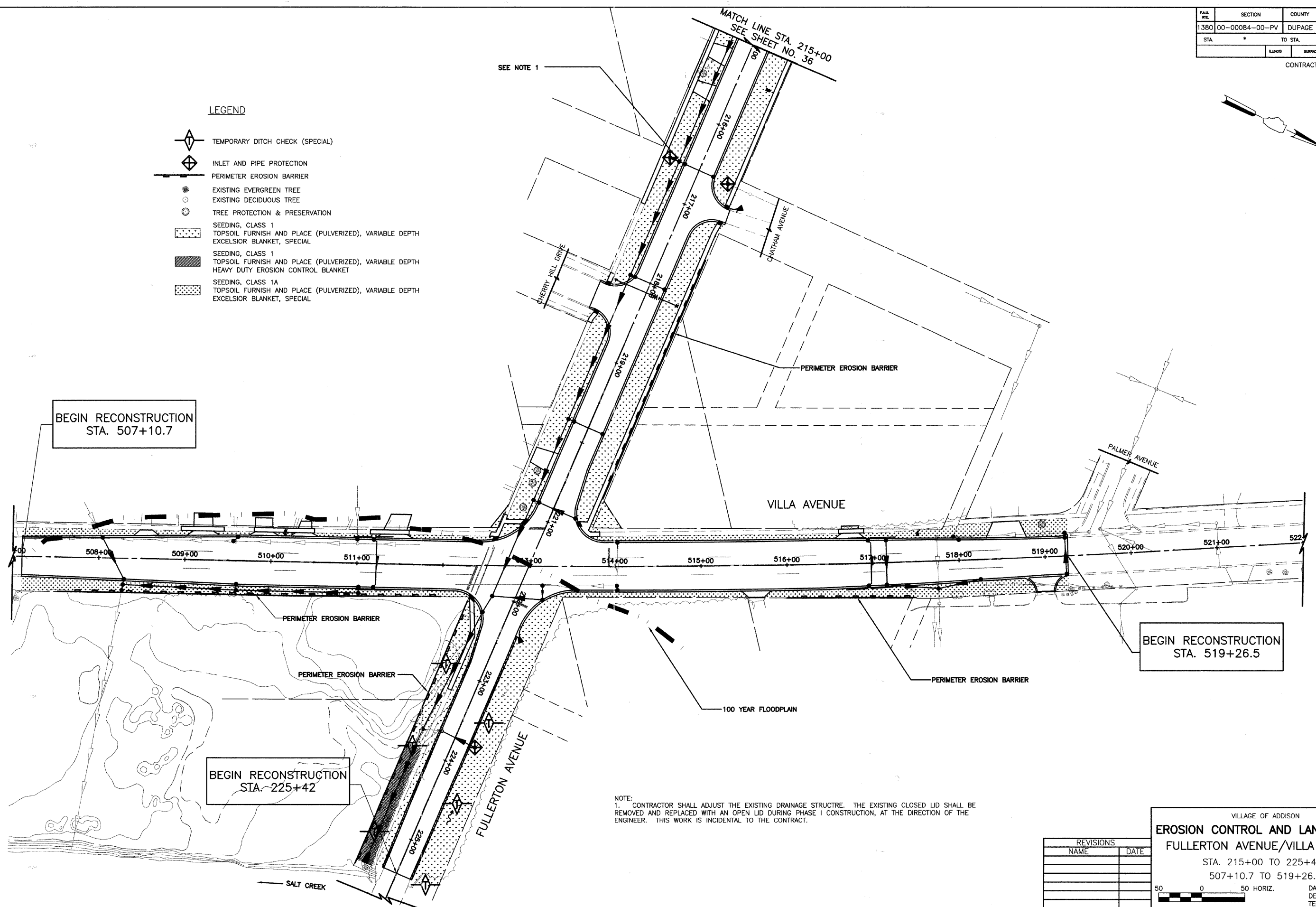
FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	37
STA.	* TO STA. *			
	ILLINOIS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993



LEGEND

-  TEMPORARY DITCH CHECK (SPECIAL)
-  INLET AND PIPE PROTECTION
-  PERIMETER EROSION BARRIER
-  EXISTING EVERGREEN TREE
-  EXISTING DECIDUOUS TREE
-  TREE PROTECTION & PRESERVATION
-  SEEDING, CLASS 1
-  TOPSOIL FURNISH AND PLACE (PULVERIZED), VARIABLE DEPTH EXCELSIOR BLANKET, SPECIAL
-  SEEDING, CLASS 1
-  TOPSOIL FURNISH AND PLACE (PULVERIZED), VARIABLE DEPTH HEAVY DUTY EROSION CONTROL BLANKET
-  SEEDING, CLASS 1A
-  TOPSOIL FURNISH AND PLACE (PULVERIZED), VARIABLE DEPTH EXCELSIOR BLANKET, SPECIAL



SEE NOTE 1

BEGIN RECONSTRUCTION
STA. 507+10.7

BEGIN RECONSTRUCTION
STA. 519+26.5

BEGIN RECONSTRUCTION
STA. 225+42

NOTE:
1. CONTRACTOR SHALL ADJUST THE EXISTING DRAINAGE STRUCTURE. THE EXISTING CLOSED LID SHALL BE REMOVED AND REPLACED WITH AN OPEN LID DURING PHASE I CONSTRUCTION, AT THE DIRECTION OF THE ENGINEER. THIS WORK IS INCIDENTAL TO THE CONTRACT.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
EROSION CONTROL AND LANDSCAPING
FULLERTON AVENUE/VILLA AVENUE
 STA. 215+00 TO 225+42/
 507+10.7 TO 519+26.5

50 0 50 HORIZ.
 SCALE IN FEET

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

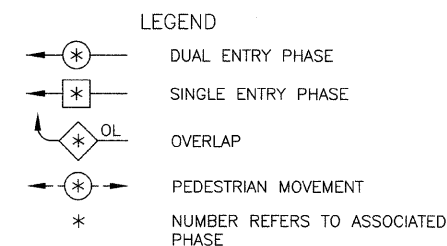
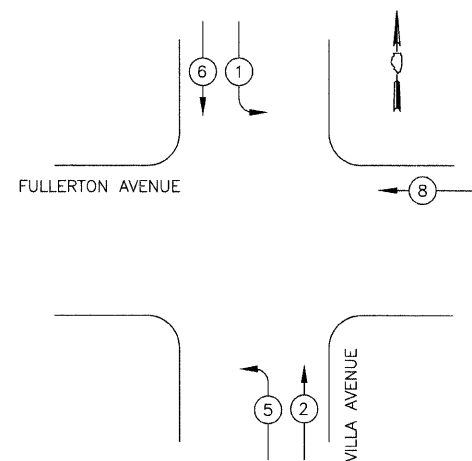
FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	39
STA.	TO STA.		SURFACE TRANSPORTATION FINING	

CONTRACT NUMBER B3993

TEMPORARY CABLE PLAN LEGEND

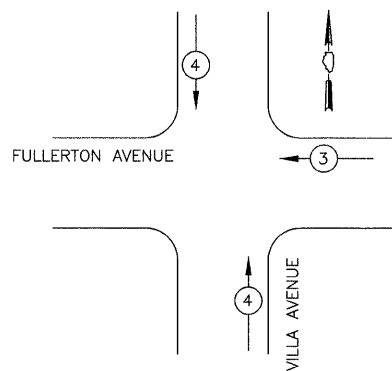
- R TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- X CONTROLLER CABINET
- I SERVICE INSTALLATION
- ⑤ INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED
- ◀ CONFIRMATION BEACON
- ▶ EMERGENCY VEHICLE LIGHT DETECTOR
- VEHICLE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

TEMPORARY CONTROLLER SEQUENCE M.O.T. STAGES 1 AND 2

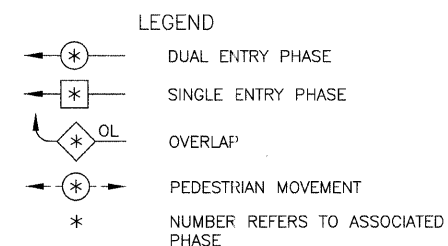
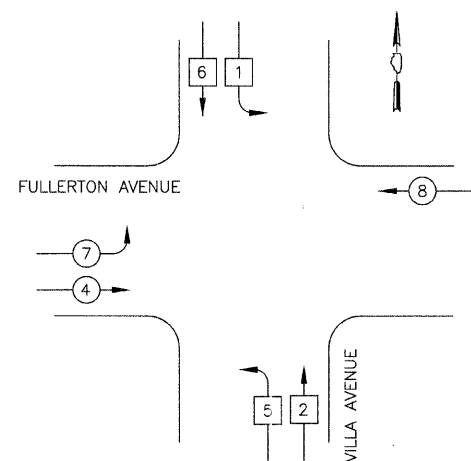


TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE M.O.T. STAGES 1 AND 2

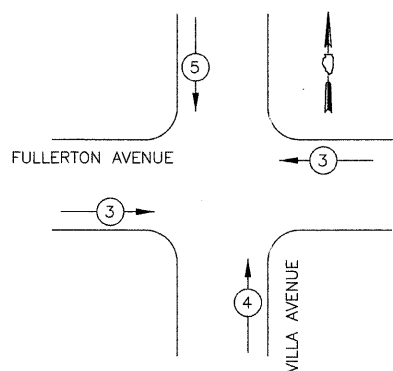


TEMPORARY CONTROLLER SEQUENCE M.O.T. STAGE 3



TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE M.O.T. STAGE 3

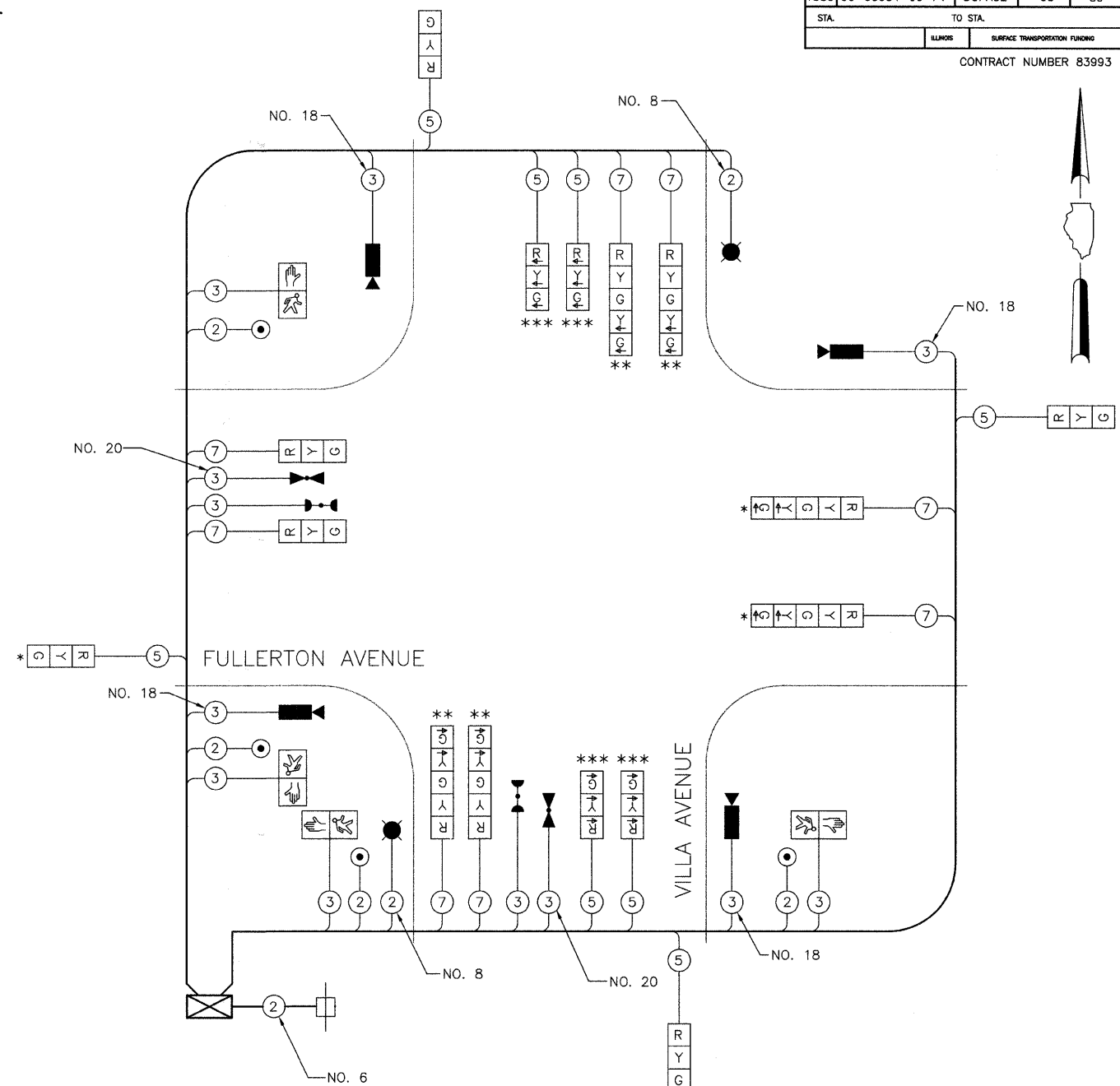


PROPOSED EMERGENCY VEHICLE PREEMPTORS

EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←	↑ ↓

PROPOSED EMERGENCY VEHICLE PREEMPTORS

EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	← →	↑	↓



TEMPORARY CABLE PLAN
NOT TO SCALE

- * PRIOR TO M.O.T. STAGE 1, THE ARROW INDICATIONS ON THIS SIGNAL HEAD (IF APPLICABLE) SHALL BE BAGGED AND DISCONNECTED. DURING M.O.T. STAGES 1 AND 2, THE ENTIRE SIGNAL HEAD SHALL BE BAGGED AND DISCONNECTED.
- ** DURING M.O.T. STAGES 1 AND 2, THIS SIGNAL HEAD SHALL BE AS SHOWN. UPON COMPLETION OF M.O.T. STAGE 2, THE ARROW INDICATIONS ON THIS SIGNAL HEAD SHALL BE BAGGED AND DISCONNECTED.
- *** THESE SIGNAL HEADS SHALL BE INSTALLED PRIOR TO M.O.T. STAGE 3 AND SHALL BE ACTIVE ONLY DURING THAT STAGE.

DUPAGE COUNTY DIVISION OF TRANSPORTATION
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPSX	WATTAGE		% OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	12	10	60		72
(YELLOW)	12	22	3		8
(GREEN)	12	12	37		53
RED ARROW	4	5	85		17
YELLOW ARROW	10	5	2		1
GREEN ARROW	10	5	13		7
PED. WALK	4	5	5		1
PED. DON'T WALK	4	6	95		23
CONTROLLER	1	100	100		100
DET. CAMERA	4	25	100		100
LUMINAIRE	2	400	50		400
TOTAL =					782

ENERGY COSTS TO: DUPAGE COUNTY DIVISION OF TRANSPORTATION
421 NORTH COUNTY FARM ROAD
WHEATON, ILLINOIS 60187

ENERGY SUPPLY: CONTACT: CURTIS TOPPS
PHONE: (630) 691-4356
COMPANY: COMMONWEALTH EDISON

REVISIONS

NAME	DATE

VILLAGE OF ADDISON

TEMPORARY CABLE PLAN
FULLERTON AVENUE &
VILLA AVENUE

SCALE: NOT TO SCALE

DATE: 11/26/2007
DESIGNED BY: BRD
TECHNICIAN: BRD
CHECKED BY: JJE

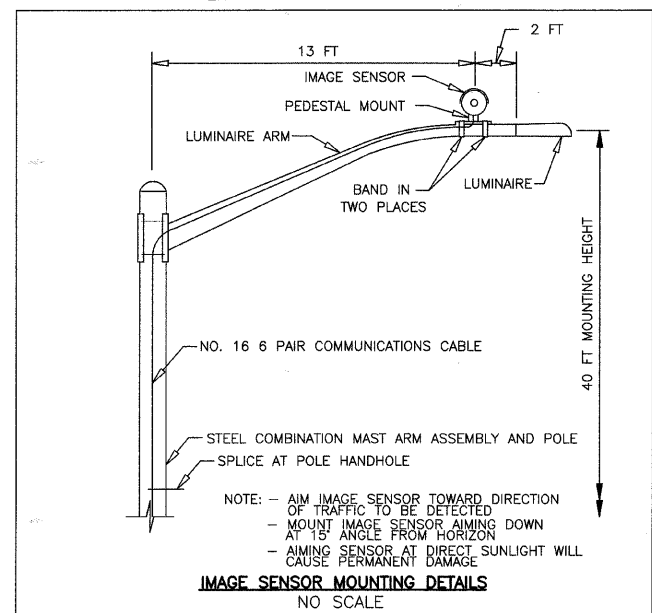
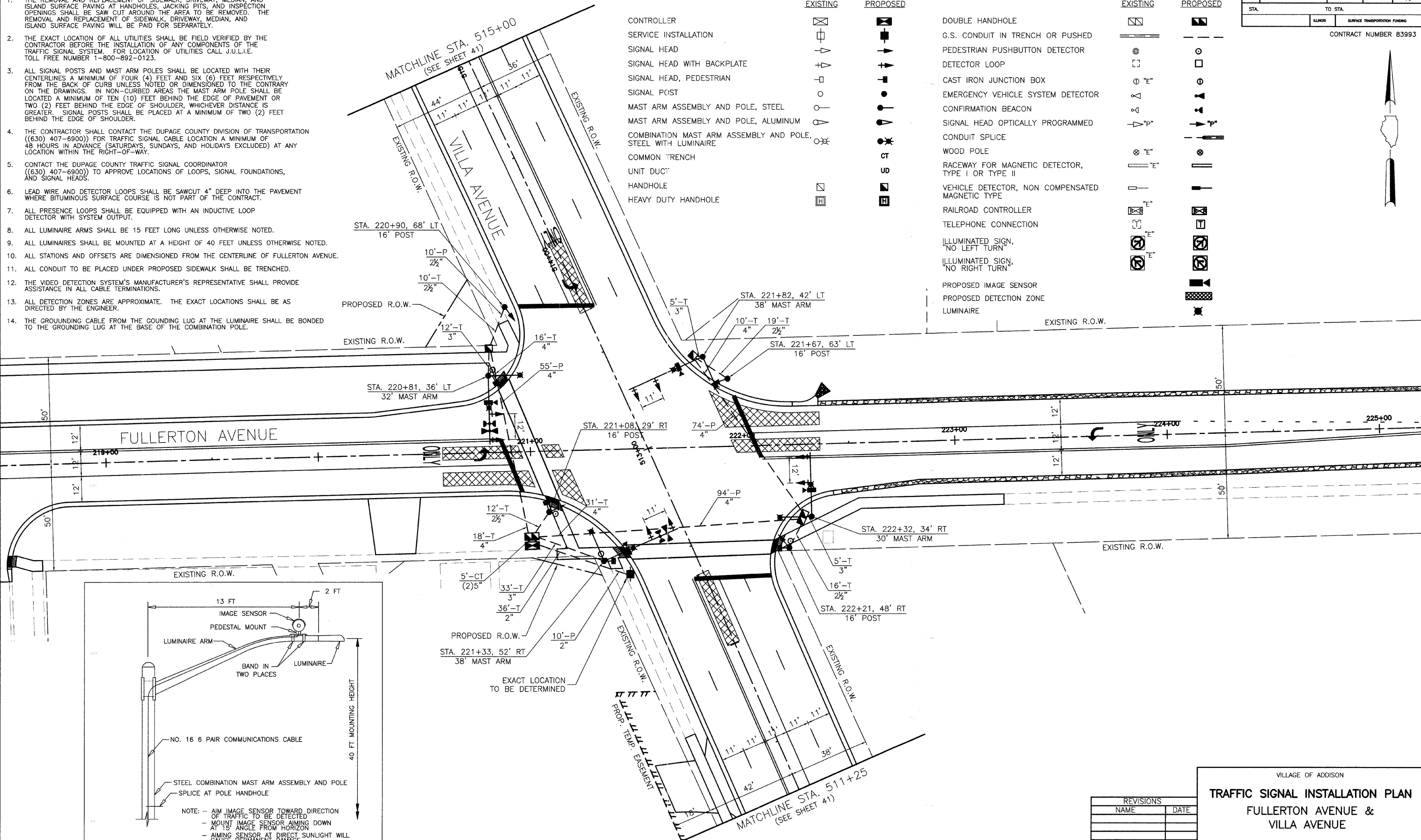
TRAFFIC SIGNAL NOTES

1. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN, AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS, AND INSPECTION OPENINGS SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN, AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES CALL J.U.L.I.E. TOLL FREE NUMBER 1-800-892-0123.
3. ALL SIGNAL POSTS AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF FOUR (4) FEET AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHALL BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF SHOULDER.
4. THE CONTRACTOR SHALL CONTACT THE DUPAGE COUNTY DIVISION OF TRANSPORTATION ((630) 407-6900) FOR TRAFFIC SIGNAL CABLE LOCATION A MINIMUM OF 48 HOURS IN ADVANCE (SATURDAYS, SUNDAYS, AND HOLIDAYS EXCLUDED) AT ANY LOCATION WITHIN THE RIGHT-OF-WAY.
5. CONTACT THE DUPAGE COUNTY TRAFFIC SIGNAL COORDINATOR ((630) 407-6900) TO APPROVE LOCATIONS OF LOOPS, SIGNAL FOUNDATIONS, AND SIGNAL HEADS.
6. LEAD WIRE AND DETECTOR LOOPS SHALL BE SAWCUT 4" DEEP INTO THE PAVEMENT WHERE BITUMINOUS SURFACE COURSE IS NOT PART OF THE CONTRACT.
7. ALL PRESENCE LOOPS SHALL BE EQUIPPED WITH AN INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT.
8. ALL LUMINAIRE ARMS SHALL BE 15 FEET LONG UNLESS OTHERWISE NOTED.
9. ALL LUMINAIRES SHALL BE MOUNTED AT A HEIGHT OF 40 FEET UNLESS OTHERWISE NOTED.
10. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF FULLERTON AVENUE.
11. ALL CONDUIT TO BE PLACED UNDER PROPOSED SIDEWALK SHALL BE TRENCHED.
12. THE VIDEO DETECTION SYSTEM'S MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE ASSISTANCE IN ALL CABLE TERMINATIONS.
13. ALL DETECTION ZONES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE AS DIRECTED BY THE ENGINEER.
14. THE GROUNDING CABLE FROM THE GROUNDING LUG AT THE LUMINAIRE SHALL BE BONDED TO THE GROUNDING LUG AT THE BASE OF THE COMBINATION POLE.

TRAFFIC SIGNAL LEGEND

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-0084-00-PV	DUPAGE	93	40
STA.	TO STA.		SURFACE TRANSPORTATION FUNDING	
			CONTRACT NUMBER 83993	



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

TRAFFIC SIGNAL INSTALLATION PLAN

FULLERTON AVENUE & VILLA AVENUE

SCALE IN FEET: 0, 20, 40

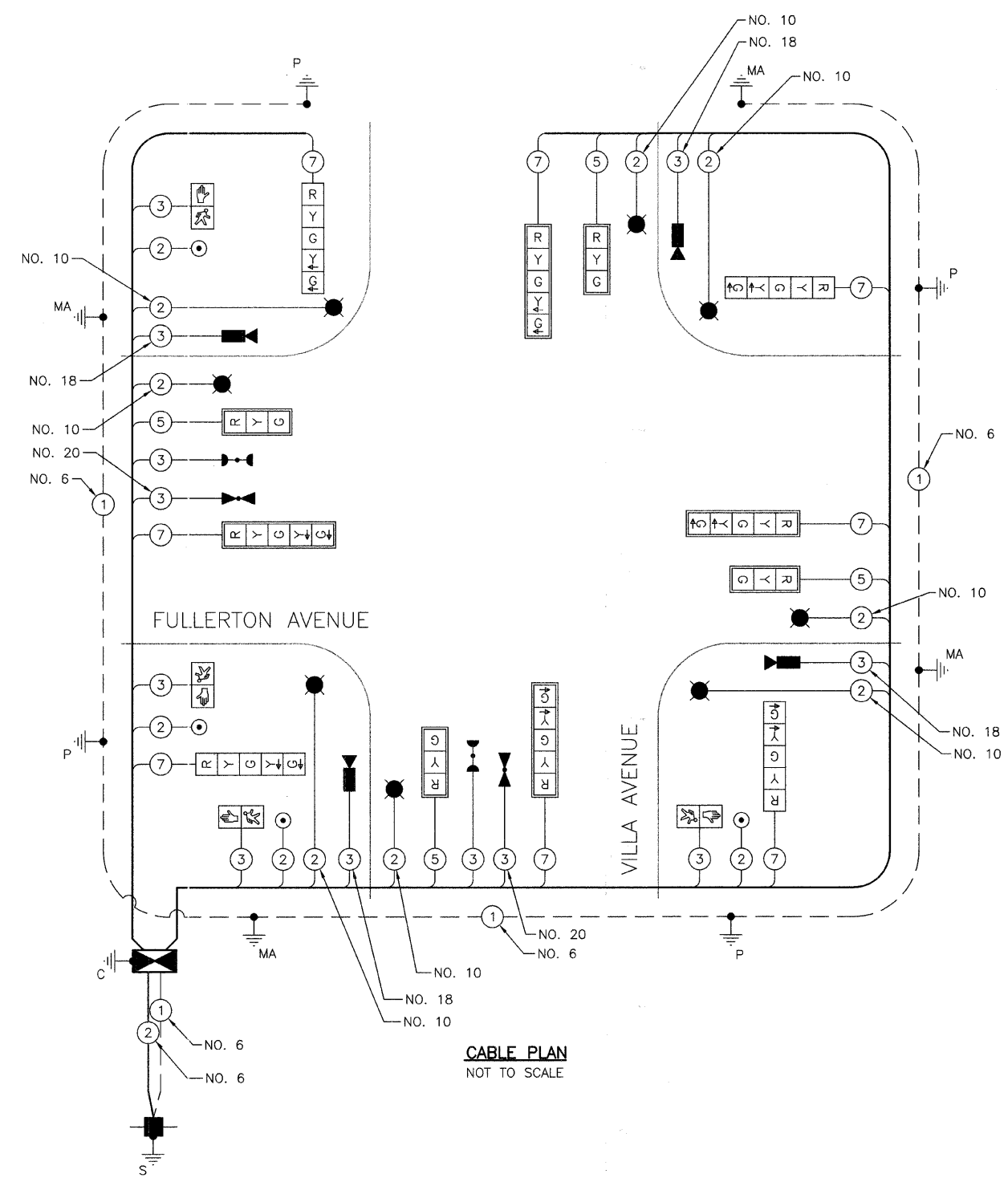
DATE: 11/26/2007
DESIGNED BY: BRD
TECHNICIAN: BRD
CHECKED BY: JJE

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	42
STA.	TO STA.		SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83993

CABLE PLAN LEGEND

EXISTING	PROPOSED	DESCRIPTION
		8" (200mm) TRAFFIC SIGNAL SECTION
		12" (300mm) TRAFFIC SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
		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
		VIDEO DETECTION CAMERA
		LUMINAIRE



CABLE PLAN
NOT TO SCALE

DUPAGE COUNTY DIVISION OF TRANSPORTATION TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
		INCAND.	LED		
SIGNAL (RED)	12		10	60	72
(YELLOW)	12		22	3	8
(GREEN)	12		12	37	53
YELLOW ARROW	8		10	2	2
GREEN ARROW	8		5	13	5
PED. WALK	4		5	5	1
PED. DON'T WALK	4		6	95	23
CONTROLLER	1	100		100	100
DET. CAMERA	4		25	100	100
LUMINAIRE	8		310	50	1240
FLASHER					
TOTAL =					1604

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' = (6m+L-0.6m) =
E - M. ARM POLE		SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

ENERGY COSTS TO: DUPAGE COUNTY DIVISION OF TRANSPORTATION
421 NORTH COUNTY FARM ROAD
WHEATON, ILLINOIS 60187

ENERGY SUPPLY: CONTACT: CURTIS TOPPS
PHONE: (630) 691-4356
COMPANY: COMMONWEALTH EDISON

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

CABLE PLAN
FULLERTON AVENUE &
VILLA AVENUE

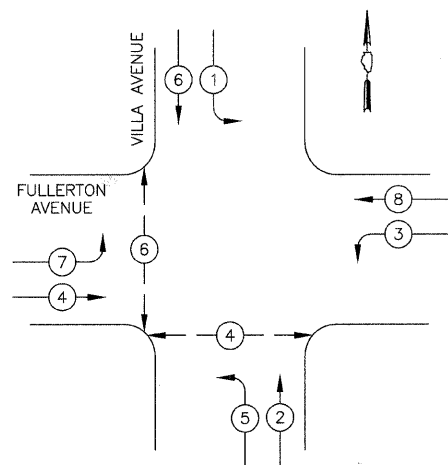
SCALE: NOT TO SCALE

DATE: 11/26/2007
DESIGNED BY: BRD
TECHNICIAN: BRD
CHECKED BY: JJE

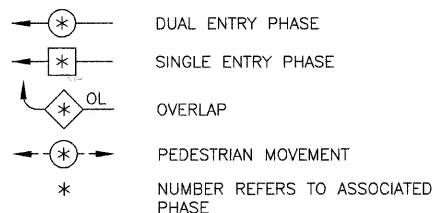
FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	43
STA.		TO STA.		
ILLINOIS		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993

CONTROLLER SEQUENCE

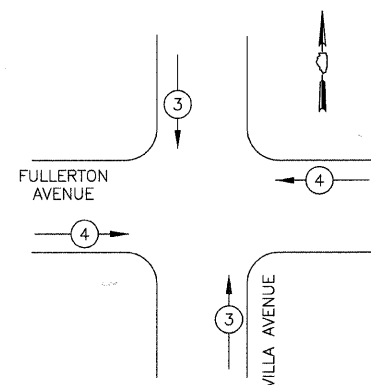


LEGEND



PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↑ ↓	← →

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QNTY
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	36
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	57
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	55
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	75
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	223
HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE), 1/C NO. 10	FOOT	3396
AERIAL CABLE, 2-1/C NO. 8 WITH MESSENGER WIRE	FOOT	334
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	228
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 310 WATT	EACH	8
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	435
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	757
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	793
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1532
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	65
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	4
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 30 FT. (SPECIAL)	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 32 FT. (SPECIAL)	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 38 FT. (SPECIAL)	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE D	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	4
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	9
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
VIDEO VEHICLE DETECTION SYSTEM	EACH	1
REMOVE TEMPORARY LIGHTING	L SUM	1
TEMPORARY MAST ARM, 15 FOOT	EACH	2
TEMPORARY LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT TYPE III DISTRIBUTION	EACH	2
SERVICE INSTALLATION, POLE MOUNT	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	570
ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED	FOOT	299
ELECTRIC CABLE IN CONDUIT, COMMUNICATION, NO. 18 3C	FOOT	841

REVISIONS	
NAME	DATE

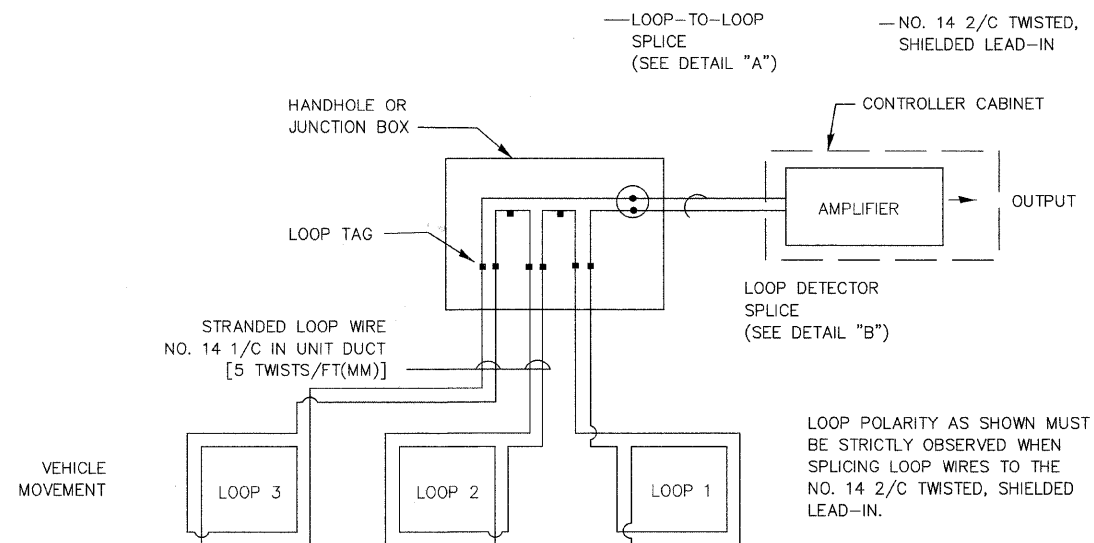
VILLAGE OF ADDISON
**EMERGENCY VEHICLE PREEMPTION SEQUENCE,
 PHASE DESIGNATION DIAGRAM &
 SCHEDULE OF QUANTITIES**
 FULLERTON AVENUE & VILLA AVENUE

SCALE: NOT TO SCALE

DATE: 11/26/2007
 DESIGNED BY: BRD
 TECHNICIAN: BRD
 CHECKED BY: JJE

LOOP DETECTOR NOTES

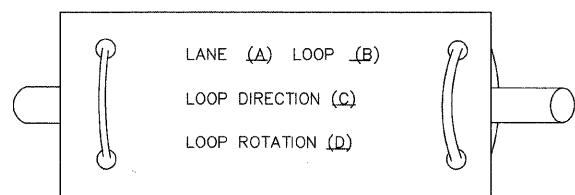
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



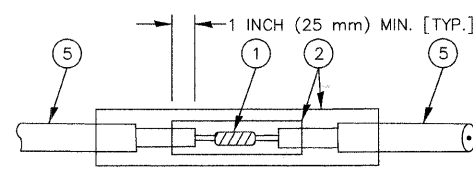
DETECTOR LOOP WIRING SCHEMATIC

- 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.

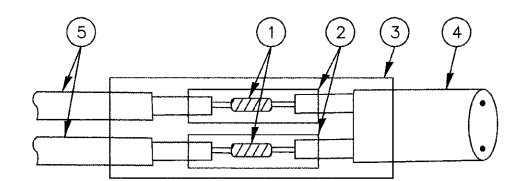
LOOP LEAD-IN CABLE TAG



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



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



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

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

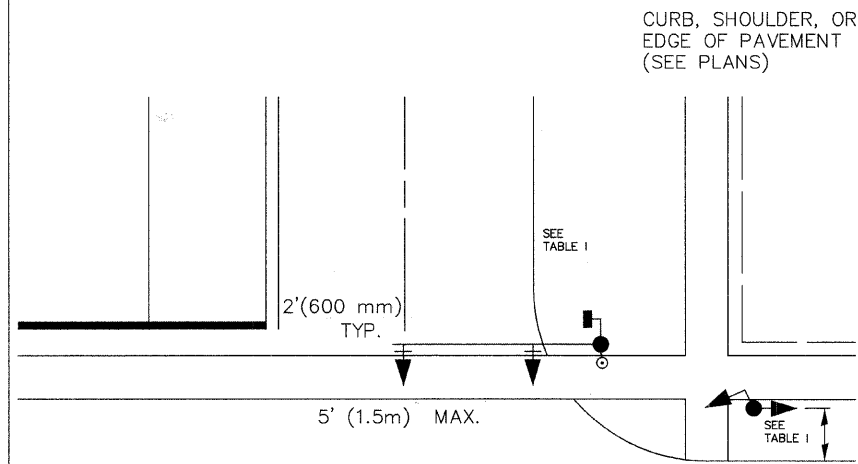
SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

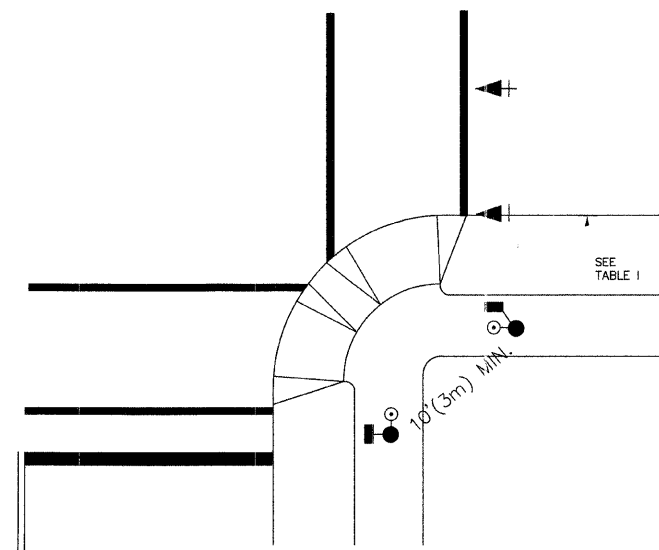
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	45
IDOT DIST. 1 TRAFFIC SIGNAL DETAIL				
FED. ROAD DIST. NO. 7		ILLINOIS	SURFACE TRANSPORTATION FUNDING	
CONTRACT NO.				

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

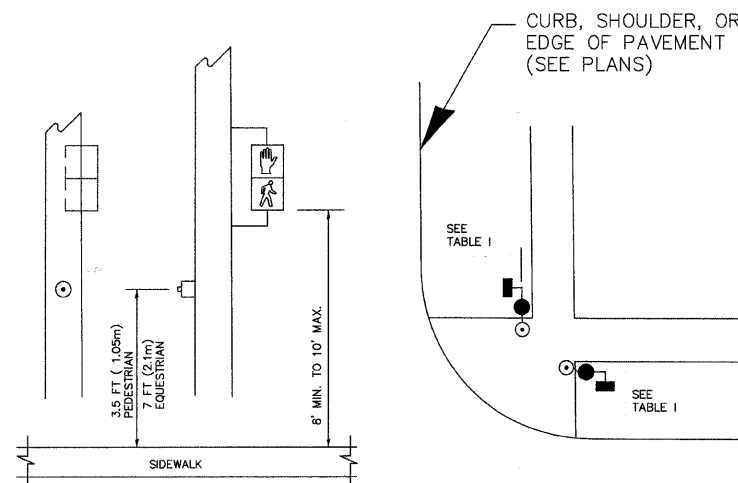


TABLE I

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

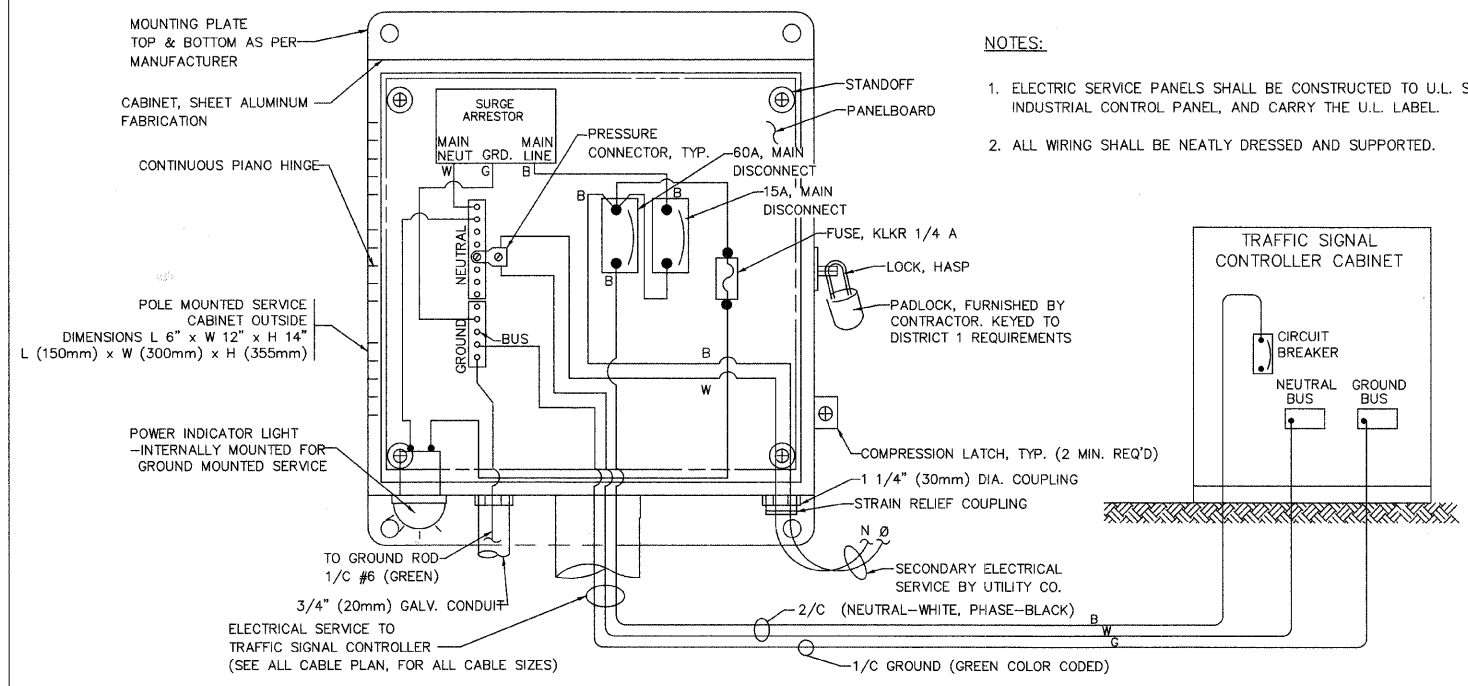
ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. 1"=10'
DATE 1-01-02

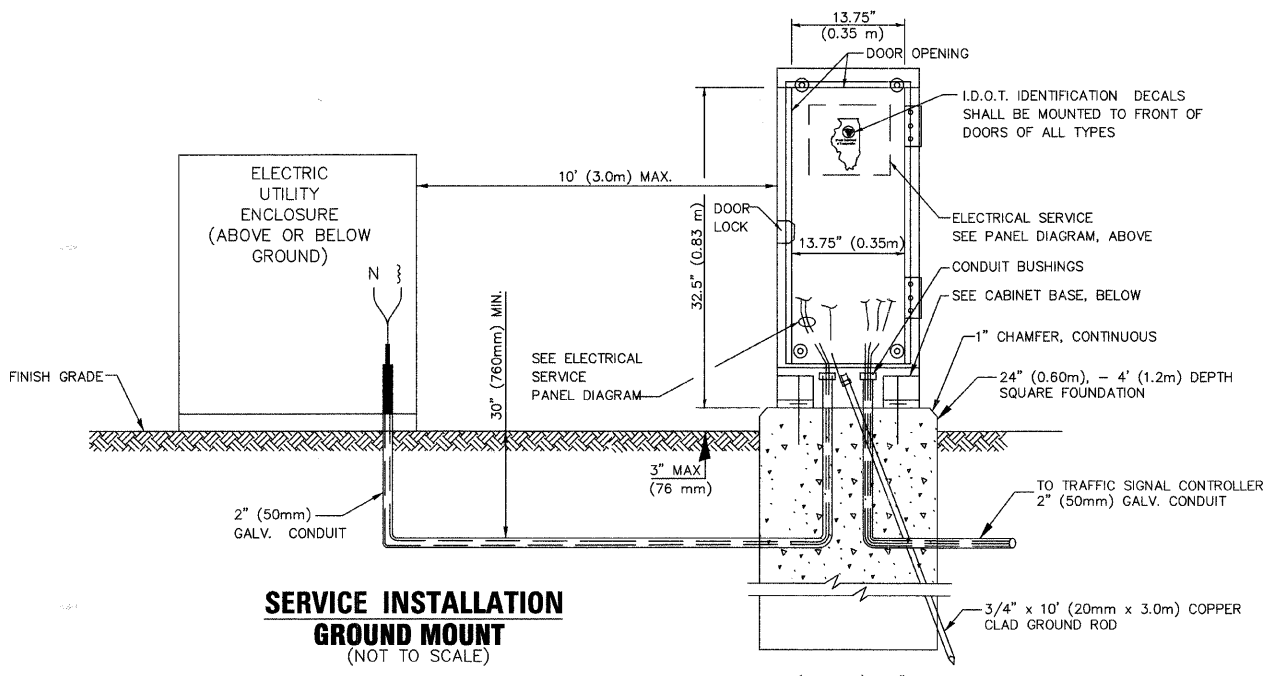
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-0084-00-PV	DUPAGE	93	46
IDOT DIST. 1 TRAFFIC SIGNAL DETAIL				
FED. ROAD DIST. NO. 7 ILLINOIS SURFACE TRANSPORTATION FUNDING				
CONTRACT NO.				

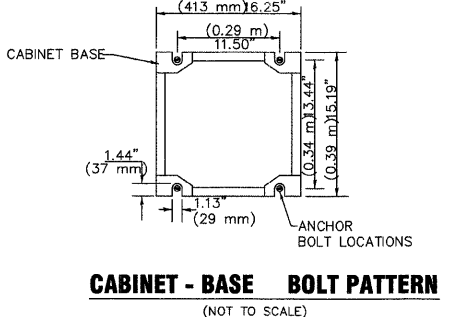


- NOTES:**
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
 2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

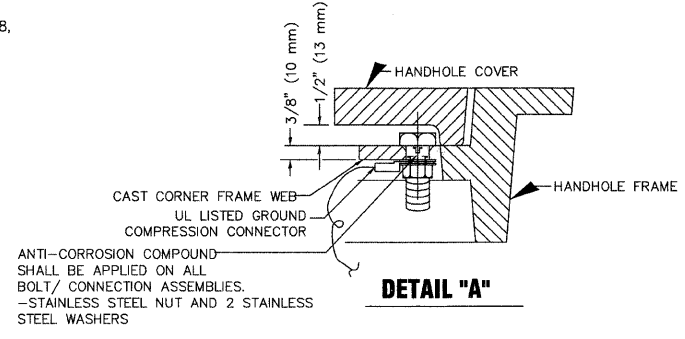
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



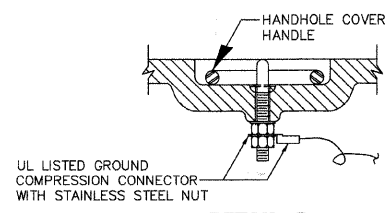
SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)



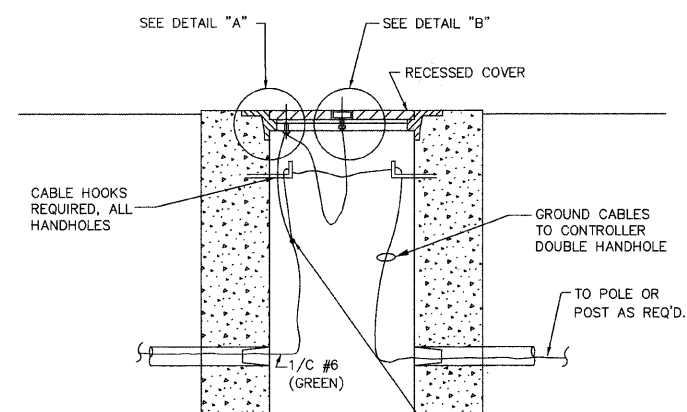
CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)



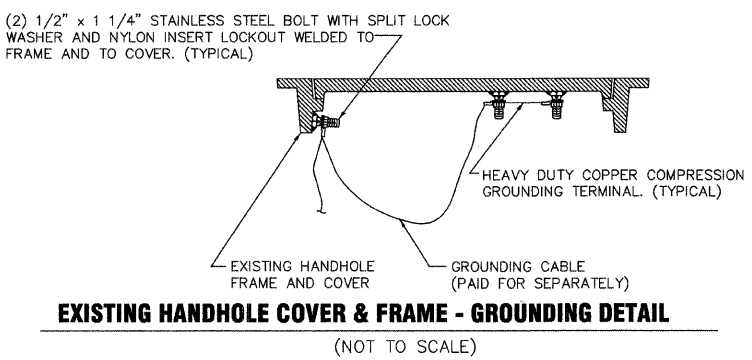
DETAIL "A"



DETAIL "B"



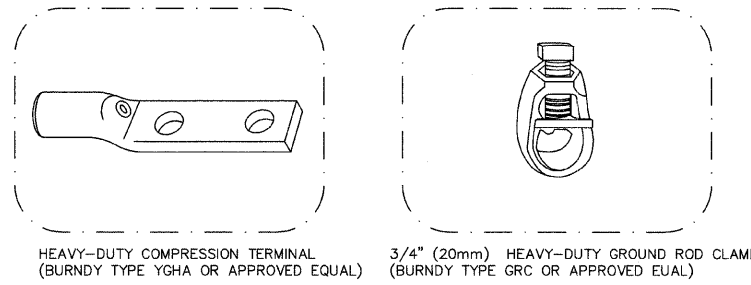
HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



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

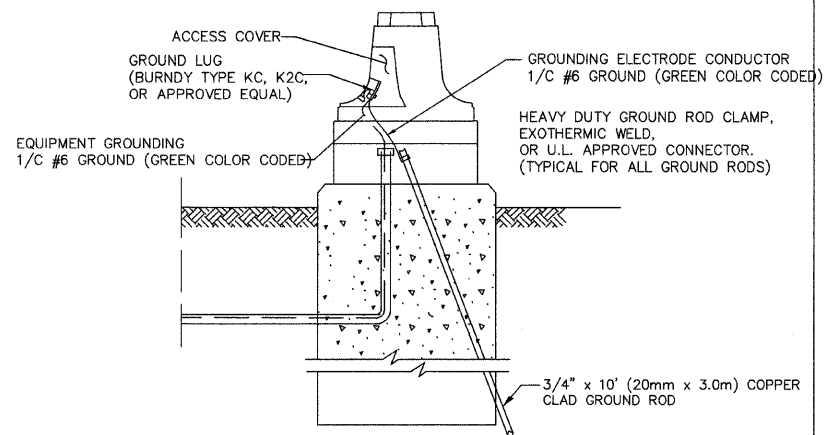
NOTES:
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN 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.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



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.



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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

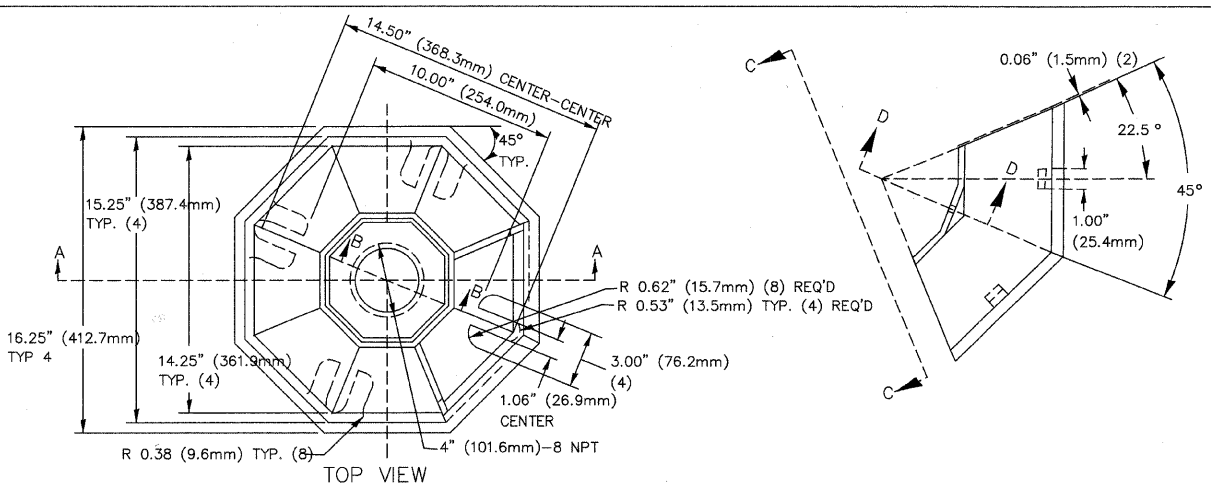
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 DATE 1-01-02

DRAWN BY: RWP
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 SHEET 3 OF 4

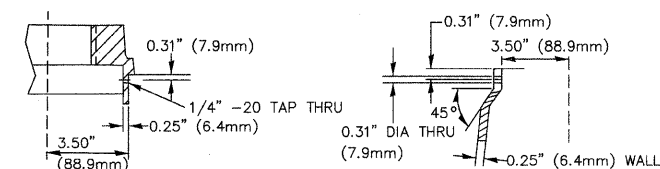
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DATE-TIME
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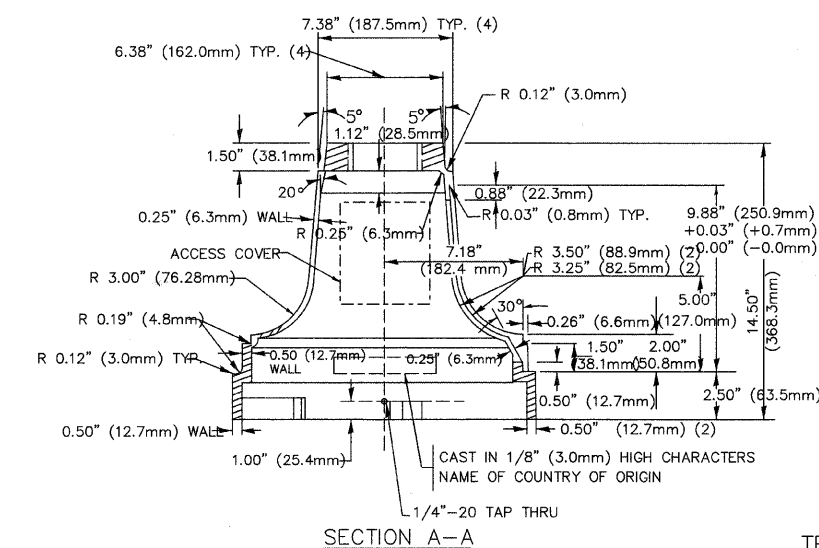
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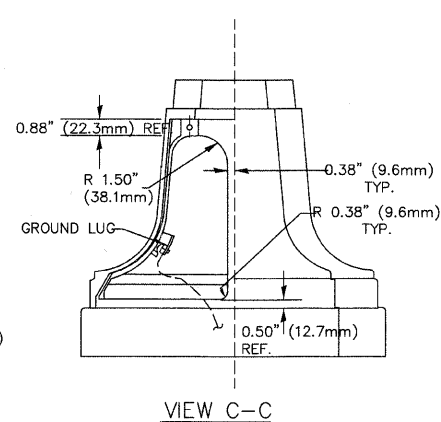
SECTION B-B



SECTION D-D

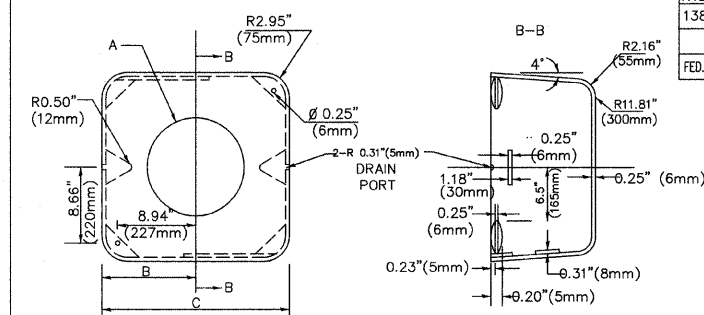
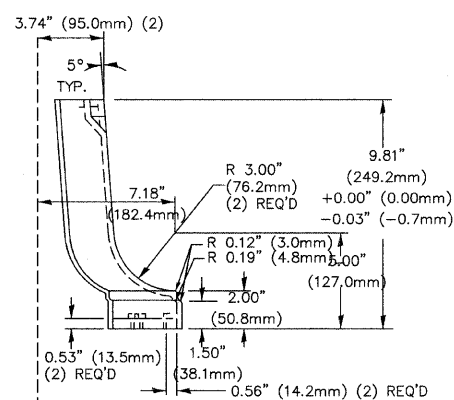


SECTION A-A



VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

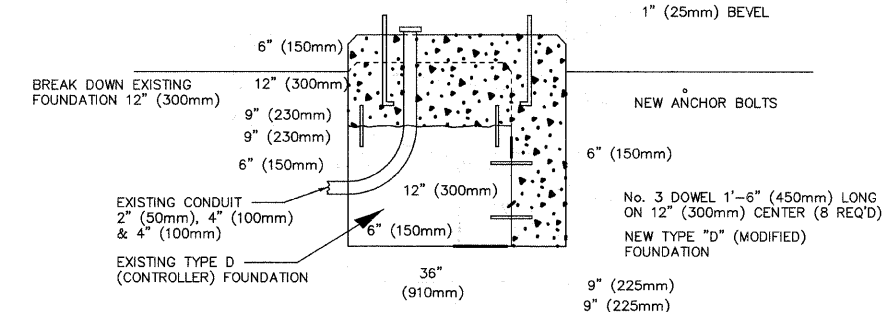


SHROUD DETAIL

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

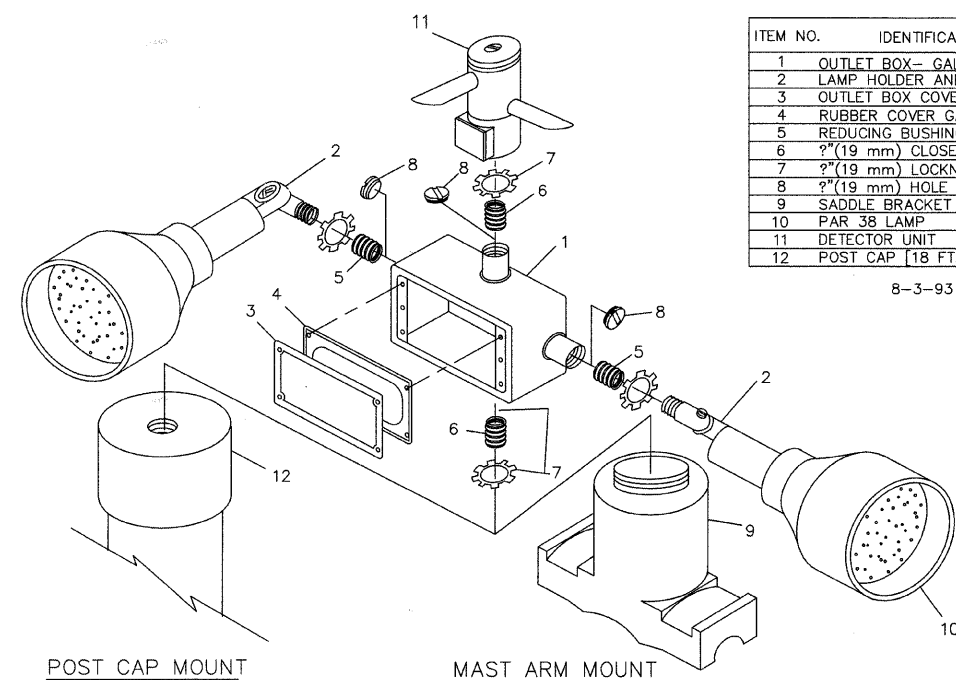
NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.

DIMENSION 7\" (175mm) LARGER THAN CONTROLLER BASE DIMENSION, BOTH DIRECTIONS



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)

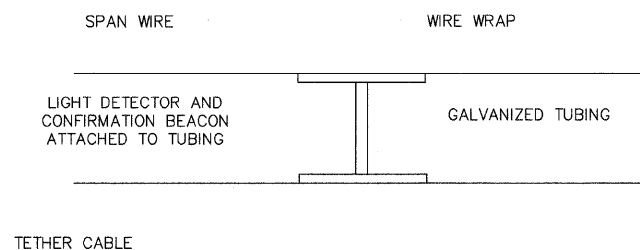


ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU. IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	1/2\" (19 mm) CLOSE NIPPLE
7	1/2\" (19 mm) LOCKNUT
8	1/2\" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP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

8-3-93

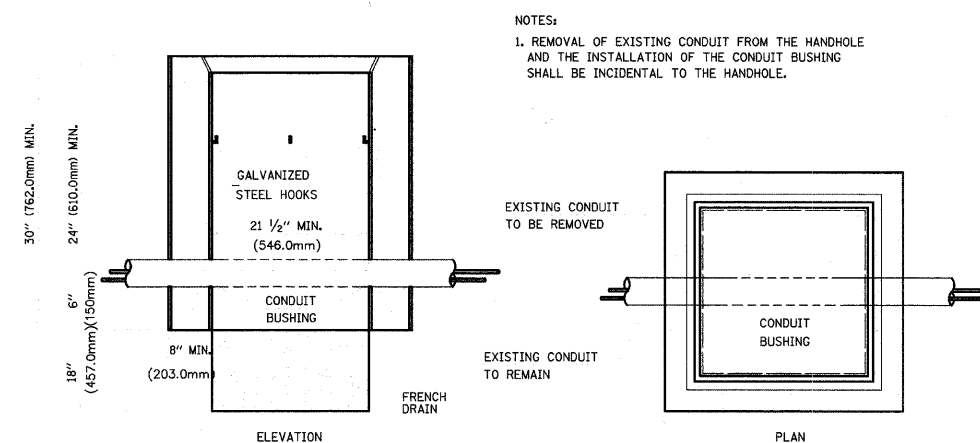
NOTES:

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



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)



DETAIL
HANDHOLE TO INTERCEPT EXISTING CONDUIT
N.T.S.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

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

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	49
STA.		TO STA.		
		LLRMS	SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83993

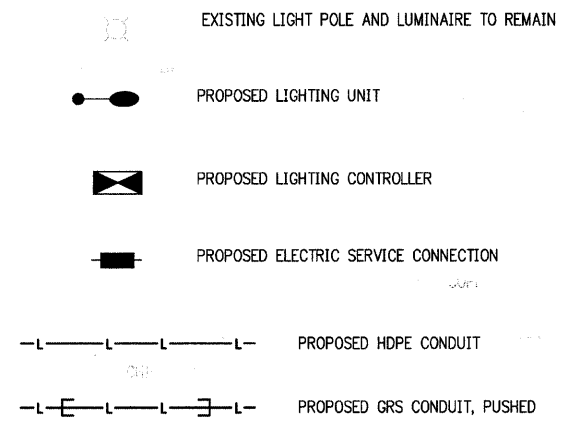
GENERAL NOTES

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLE FOUNDATIONS, CENTER LINE OF TRENCH AND CONDUIT PUSHES FOR EXAMINATION AND CONFIRMATION WITH THE ENGINEER. THE EXACT LOCATIONS OF ALL ITEMS SHALL BE CONFIRMED WITH THE ENGINEER PRIOR TO STARTING WORK.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR GROUNDING. GROUNDING CONNECTIONS AT THE FOUNDATIONS SHALL BE EXOTHERMICALLY WELDED, AS SPECIFIED, AND SHALL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER PRIOR TO POURING CONCRETE OR BACKFILLING, AS APPLICABLE.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE SPECIFIED REQUIREMENTS FOR BURIED WARNING TAPE, SPECIFIED AS PART OF "TRENCH AND BACKFILL FOR ROADWAY LIGHTING". THE INSTALLATION OF THE TAPE SHALL BE INSPECTED BY THE ENGINEER PRIOR TO BACKFILLING OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF THE FOUNDATION HEIGHTS SHALL REMAIN WITH THE CONTRACTOR.
- NO LIGHT POLES SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATIONS HAVE CURED, A MINIMUM OF SEVEN DAYS.
- TO MAINTAIN STRUCTURAL INTEGRITY OF THE LIGHT POLES WITH MAST ARMS, THEY SHALL NOT BE ERECTED AND LEFT TO STAND WITHOUT LUMINAIRES. NOTE THAT THE POLES WILL NOT BE PAID UNTIL THE LUMINAIRES ARE INSTALLED.
- NO EQUIPMENT OR MATERIAL SHALL BE DELIVERED TO THE JOB SITE PRIOR TO THE APPROVAL BY THE ENGINEER. ANY EQUIPMENT OR MATERIAL DELIVERED TO THE JOB SITE PRIOR TO APPROVAL SHALL BE REMOVED FROM THE JOB SITE AT THE CONTRACTOR'S EXPENSE.
- CONDUIT PUSHED AND IN TRENCH SHALL EXTEND FIVE (5) FEET BEYOND THE SHOULDER, CURB OR DRIVEWAY, AS APPLICABLE.
- THE CONTRACTOR SHALL PROVIDE A 3/4" X 10' COPPER CLAD GROUND ROD AT EACH LIGHT POLE AND HANDHOLE (REFER TO THE FOUNDATION DETAIL).
- ALL CONDUIT SHALL BE INSTALLED MIN. 30 INCHES BELOW FINISHED GRADE (UNLESS DIRECTED OTHERWISE) COMPLETE WITH WARNING TAPE. CONTRACTOR SHALL HAND DIG TEST HOLES FOR EVERY 1000 FT. OF TRENCHING FOR ENGINEER'S APPROVAL OF THE INSTALLATION.
- MATERIALS AND INSTALLATION METHODS SHALL COMPLY WITH CODES AND ORDINANCES OF FEDERAL, STATE AND LOCAL GOVERNING BODIES HAVING JURISDICTION. NATIONAL ELECTRICAL CODE (LATEST REVISION) SHALL BE A MINIMUM REQUIREMENT.
- IT IS CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION. CONTACT J.U.L.I.E. PRIOR TO THE START OF ANY EXCAVATION WORK.
- BEFORE INSTALLING STANDARD LIGHT POLES NEAR OVERHEAD FACILITIES, CALL COMED CO. FOR APPROVAL OF LOCATION.
- FOR LOCATION OF EXISTING UNDERGROUND MUNICIPAL UTILITIES, CALL THE VILLAGE OF ADDISON.
- MATERIAL QUANTITIES ARE APPROXIMATIONS ONLY. IT IS CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL QUANTITIES PRIOR TO ORDERING MATERIAL.
- THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION AND STAGING WITH OTHER WORK BEING DONE IN THE SAME GENERAL AREA BY COMED. CONTRACTOR SHALL SET UP COORDINATION MEETINGS IF REQUIRED.
- A STAGING SCHEDULE FOR MATERIAL INSTALLATION, REMOVAL AND APPROXIMATE DATE OF PROPOSED ENERGIZING OF PERMANENT LIGHTING SHALL BE SUBMITTED PRIOR TO THE COMMENCEMENT OF WORK TO ASSURE COORDINATION WITH CONTRACT WORK SCHEDULE.

- COMMONWEALTH EDISON COMPANY SHALL BE CONTACTED AS SOON AS POSSIBLE AND NOTIFIED OF PENDING SERVICE CONNECTIONS AND INSTALLATIONS TO ENSURE TIMELY ENERGIZATION.
- PROPOSED NEW CONDUITS SHALL BE HDPE, UNLESS NOTED OTHERWISE.
- EACH WIRE SHALL BE IDENTIFIED AT EACH POLE BY APPROPRIATE CONTROLLER AND CIRCUIT NUMBER.
- CONTRACTOR SHALL SUBMIT "RECORD DRAWINGS" A MINIMUM OF 7 DAYS PRIOR TO THE FINAL INSPECTION. "RECORD DRAWINGS" SHALL BE UPDATED REGULARLY DURING CONSTRUCTION AND INDICATE ALL LIGHTING MATERIAL INSTALLATION WITH ANY CHANGES IN RED.
- ALL LANDSCAPING DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE VILLAGE AND ENGINEER.
- CONTRACTOR SHALL NOT PROCEED WITH CUTTING OF TREES OR CLEARING OF RIGHT-OF-WAY WITHOUT WRITTEN NOTIFICATION AND APPROVED BY ENGINEER.
- CONTRACTOR TO VERIFY FOUNDATION BOLT PATTERNS PRIOR TO CONSTRUCTING FOUNDATIONS.
- QUANTITY OF PUSHED CONDUIT AND CONDUIT IN TRENCH ARE APPROXIMATE ONLY. CONTRACTOR SHALL FIELD VERIFY THE QUANTITIES PRIOR TO ORDERING THE MATERIAL AND INSTALL CONDUITS IN FULL COMPLIANCE WITH THE DETAILS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL PROVIDE NEW PHOTOCELL. THE PHOTOCELL SHALL BE MOUNTED ON THE CLOSEST POLE TO THE PROPOSED LIGHTING CONTROLLER. PHOTOCELL SHALL MOUNT ON PLOE TOP, NOT LUMINAIRE. FURNISH WEATHER TIGHT ADAPTER FOR MOUNTING PHOTOCELL. PHOTOCELL CONTROL CABLES SHALL RUN INSIDE THE SAME RACEWAY AS THE LIGHTING CIRCUIT.
- THE CONTROLLER AND CIRCUIT DESIGNATIONS AS SHOWN ON THE DRAWINGS ARE FOR REFERENCE ONLY. EXACT DESIGNATIONS FOR DECALS SHALL BE AS DIRECTED BY THE OWNER.
- THE POLE DESIGNATIONS AS SHOWN ON THE DRAWINGS ARE FOR REFERENCE ONLY. EXACT DESIGNATION OF ALL NEW POLES SHALL BE AS DIRECTED BY THE OWNER.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE, FLAG AND PROTECT ALL EXISTING UNDERGROUND UTILITIES PRIOR TO AND DURING CONSTRUCTION. ANY DAMAGE TO EXISTING UTILITIES DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY AT NO EXTRA COST TO THE VILLAGE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE PROPOSED CONDUIT, LIGHT POLE AND CONTROLLER FOUNDATIONS, AND HANDHOLES.
- UNLESS OTHERWISE INDICATED, ALL ITEMS AND WORK SHOWN ON THESE PLANS ARE PROPOSED NEW ITEMS OF WORK.
- CONTRACTOR'S STAGING AREA SHALL BE AS DIRECTED BY THE VILLAGE IN THE PRE-CONSTRUCTION MEETING.
- CONDUCTORS SHALL BE SPLICED IN LIGHTING CONTROLLERS, LIGHT POLE BASES, AND HANDHOLES ONLY. NO SPLICES SHALL BE LOCATED BELOW GRADE EXCEPT IN HANDHOLES.
- ELECTRICAL WORK SHALL BE COORDINATED WITH ALL OF THE WORK REQUIRED IN THIS CONTRACT. LACK OF COORDINATION WITH OTHER WORK INCLUDED IN THIS CONTRACT, WHETHER OR NOT SHOWN ON THE ELECTRICAL PLANS, SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION.

ITEM	UNIT	TOTAL QUANTITY
GROUND ROD, 3/4" DIA. X 10 FT.	EACH	1
ELECTRIC SERVICE INSTALLATION	EACH	1
ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
CONDUIT IN TRENCH, 1 1/2" DIA., GALVANIZED STEEL	FOOT	50
CONDUIT IN TRENCH, 1 1/2" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	3454
CONDUIT IN TRENCH, 2" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	700
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	875
HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	3454
ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW) 3-1/C NO. 12	FOOT	103
ELECTRIC CABLE IN CONDUIT, 1/C #8 GROUND	FOOT	4154
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 2	FOOT	80
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	1088
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	9660
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	5867
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	29
LIGHTING CONTROLLER, SPECIAL	EACH	1
LIGHTING CONTROLLER PHOTOCELL RELAY	EACH	1
LIGHT POLE, ALUMINUM, 25 FT. M.H., 10 FT. MAST ARM	EACH	29
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	80
LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	315
MAINTENANCE OF LIGHTING SYSTEM	MO	1
REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	6
LIGHTING FOUNDATION REMOVAL	EACH	8
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1325
BREAKAWAY DEVICE, TRANSFORMER BASE, 11.5 INCH BOLT CIRCLE	EACH	9

LEGEND



ABBREVIATIONS

- AWG AMERICAN WIRE GAUGE
- A/C AERIAL CABLE
- C CONDUIT
- CCT CIRCUIT
- DIA DIAMETER
- E ELECTRICAL
- EX EXISTING
- GND GROUND
- GRS GALVANIZED RIGID STEEL
- KW KILOWATT
- REL RELOCATED
- REM REMOVED
- RGS RIGID GALVANIZED STEEL
- P PROPOSED
- PVC POLY VINYL CHLORIDE (SCHEDULE 80 CONDUIT)
- STA STATION
- HDPE HIGH-DENSITY POLYETHYLENE

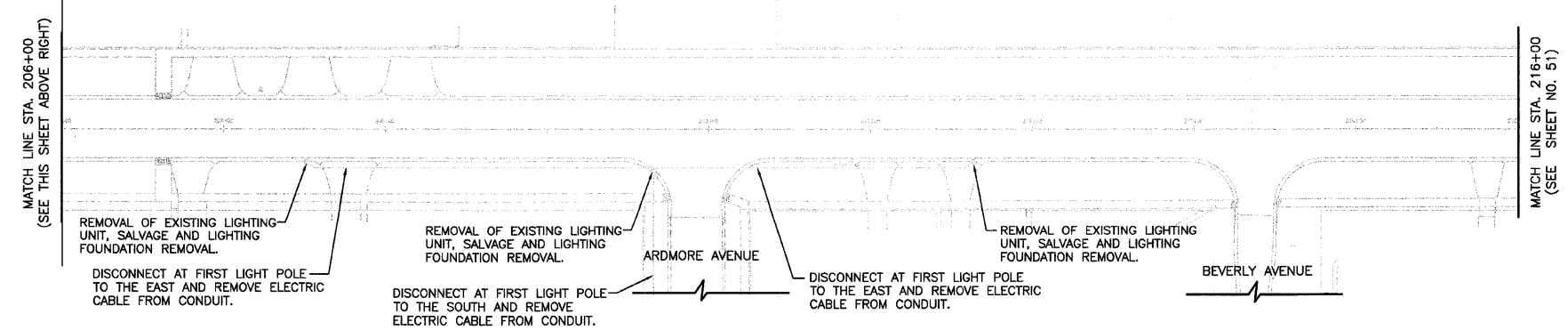
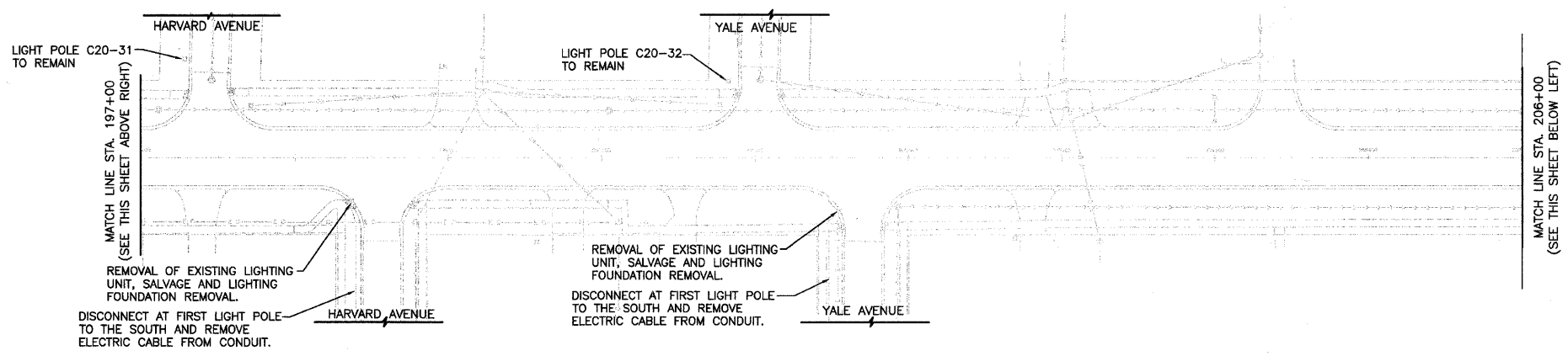
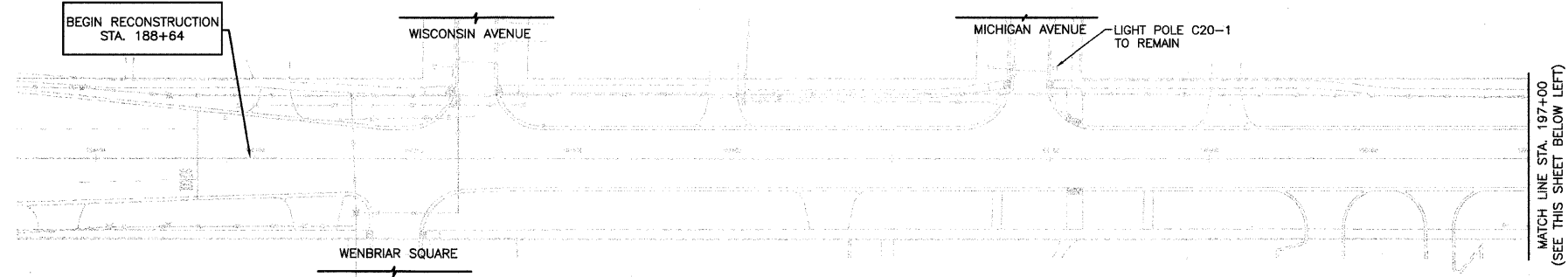
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
ELECTRICAL GENERAL NOTES, LEGEND
 FULLERTON AVENUE

DATE: 11/26/2007
 DESIGNED BY: FEJ
 TECHNICIAN: FEJ
 CHECKED BY: DEM

PAL. FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	50
STA. 507+56		TO STA. 512+00		
ILLINOIS		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993



REVISIONS	
NAME	DATE

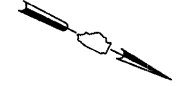
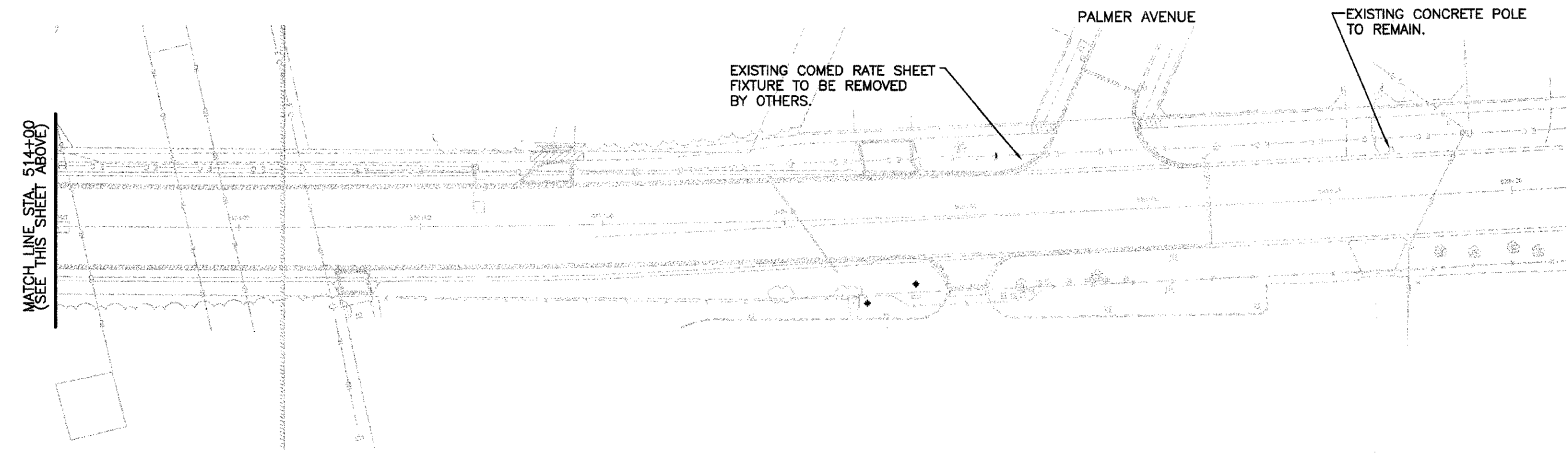
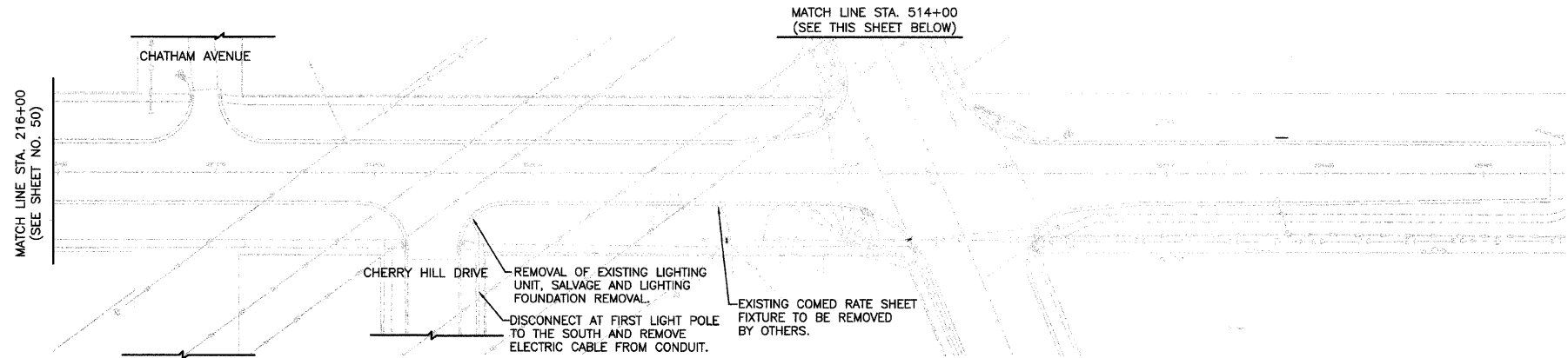
VILLAGE OF ADDISON
LIGHTING DEMOLITION PLAN
 VILLA AVENUE
 STA. 188+64 TO 216+00

50 0 50 HORIZ.
 5 5 VERT.
 SCALE IN FEET

DATE: 9/14/2007
 DESIGNED BY: FEI
 TECHNICIAN: FEI
 CHECKED BY: DEM

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	51
STA.		TO STA.		
		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

LIGHTING DEMOLITION PLAN

VILLA AVENUE

STA. 216+00-225+42 & 514+00-522+00

DATE: 9/14/2007
DESIGNED BY: FEI
TECHNICIAN: FEI
CHECKED BY: DEM

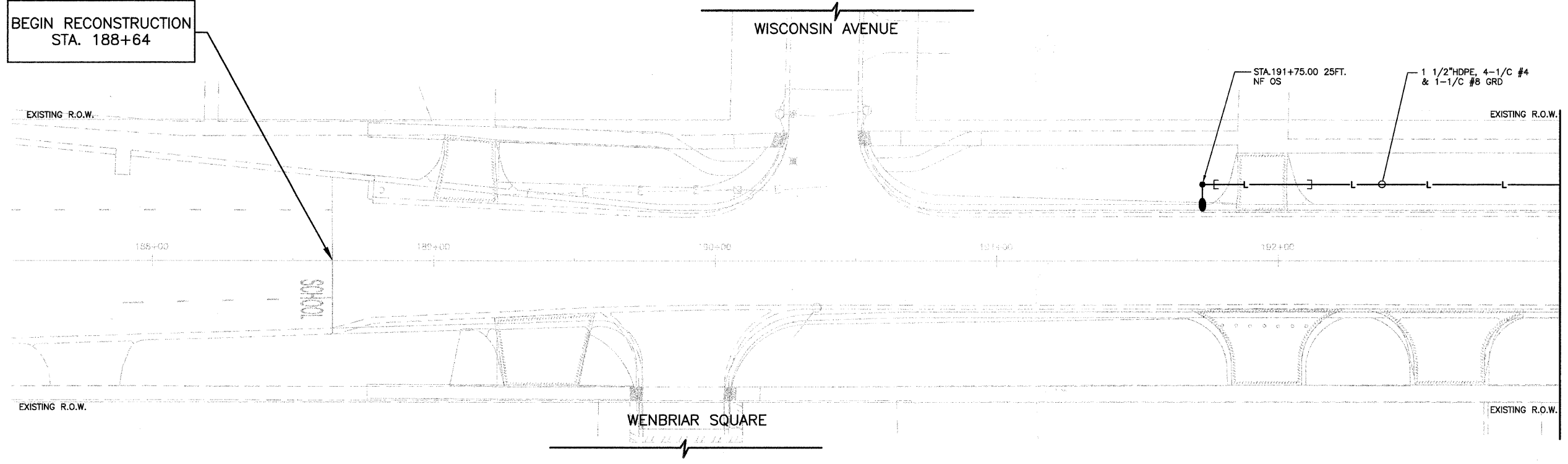
50 0 50 HORIZ.
5 5 VERT.
SCALE IN FEET

PAGE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	52
STA. 188+64		TO STA. 193+00		

CONTRACT NUMBER 83993



BEGIN RECONSTRUCTION
STA. 188+64



MATCH LINE STA. 193+00
(SEE SHEET NO. 53)

NOTE: ALL POLES MARKED "NF" REQUIRE NON-FRANGIBLE MOUNTING.
ALL POLES MARKED AS "OS" REQUIRE OFFSET FOUNDATION.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

LIGHTING PLAN

FULLERTON AVENUE

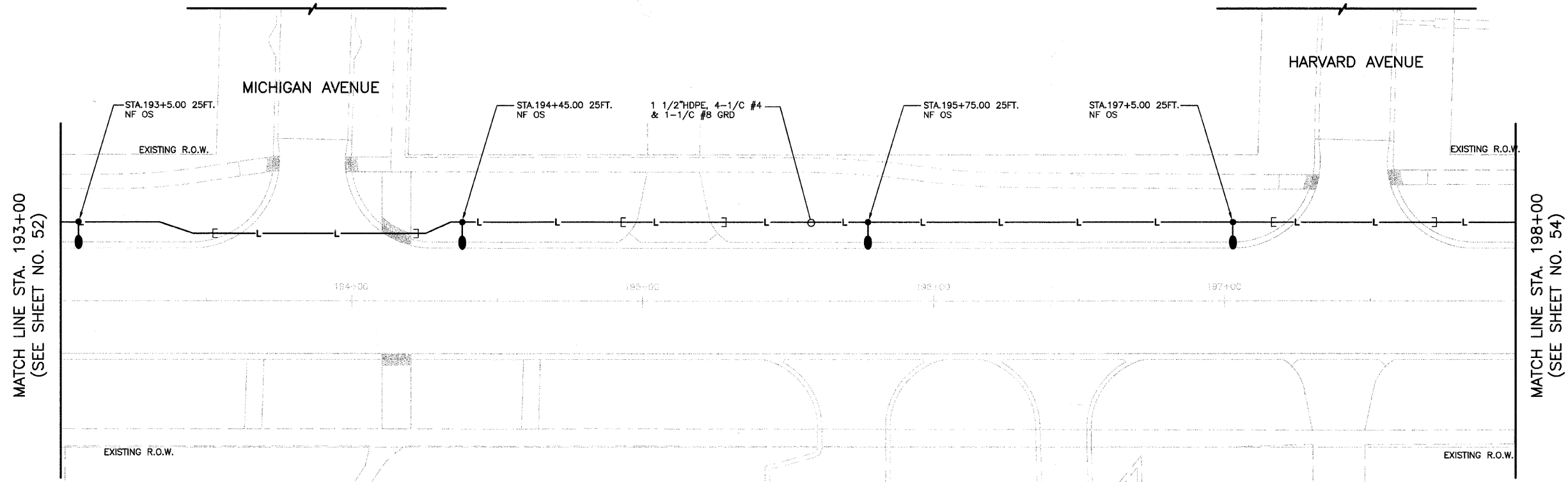
STA. 188+64 TO 193+00

DATE: 11/26/2007
DESIGNED BY: FEI
TECHNICIAN: FEI
CHECKED BY: DEM

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-FV	DUPAGE	93	53
STA. 193+00		TO STA. 198+00		
ALIGN		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993



NOTE: ALL POLES MARKED "NF" REQUIRE NON-FRANGIBLE MOUNTING.
ALL POLES MARKED AS "OS" REQUIRE OFFSET FOUNDATION.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

LIGHTING PLAN

FULLERTON AVENUE

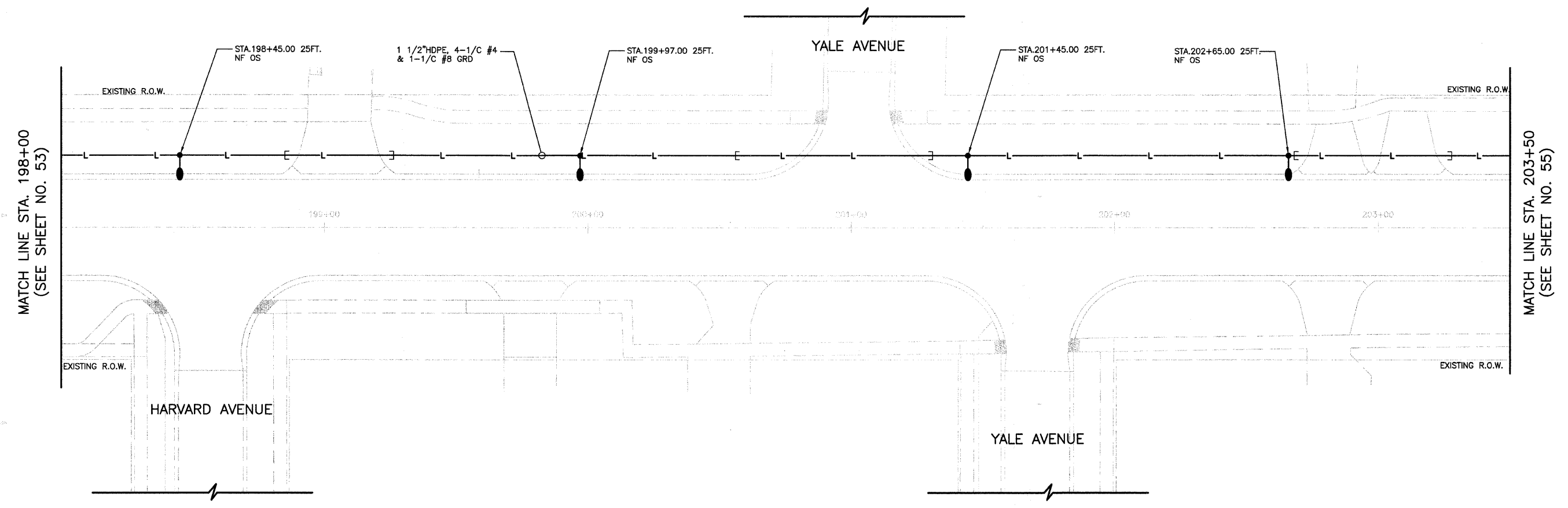
STA. 193+00 TO 198+00

DATE: 11/26/2007
DESIGNED BY: FEJ
TECHNICIAN: FEJ
CHECKED BY: DEM

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	54
STA. 198+00		TO STA. 203+50		
ALIGN		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993



NOTE: ALL POLES MARKED "NF" REQUIRE NON-FRANGIBLE MOUNTING.
ALL POLES MARKED AS "OS" REQUIRE OFFSET FOUNDATION.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

LIGHTING PLAN

FULLERTON AVENUE

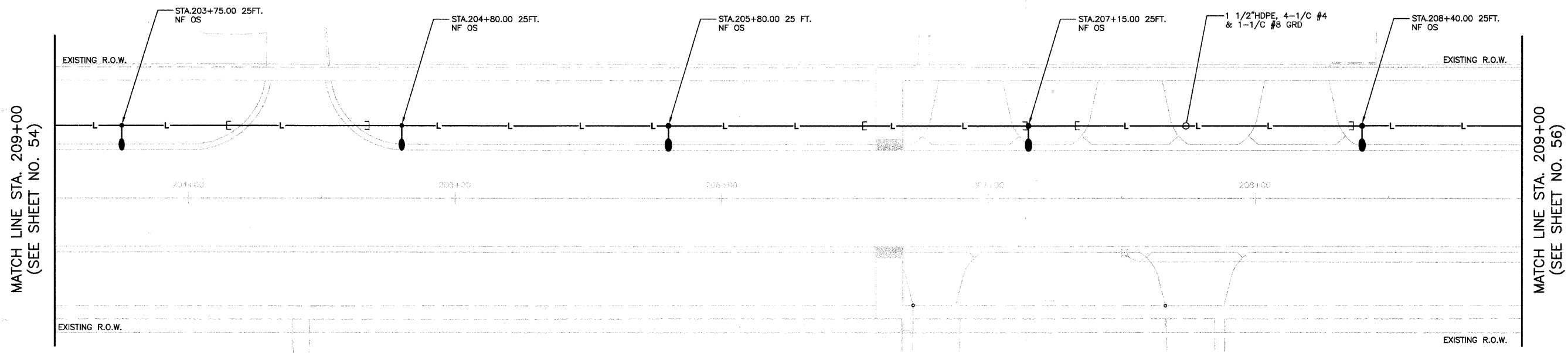
STA. 198+00 TO 203+50

DATE: 11/26/2007
DESIGNED BY: FEJ
TECHNICIAN: FEJ
CHECKED BY: DEM

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

FALL NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	55
STA. 203+50		TO STA.	209+00	
		ALMOS	SURFACE TRANSPORTATION FUNDING	

CONTRACT NUMBER 83993



NOTE: ALL POLES MARKED "NF" REQUIRE NON-FRANGIBLE MOUNTING.
ALL POLES MARKED AS "OS" REQUIRE OFFSET FOUNDATION.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

LIGHTING PLAN

FULLERTON AVENUE

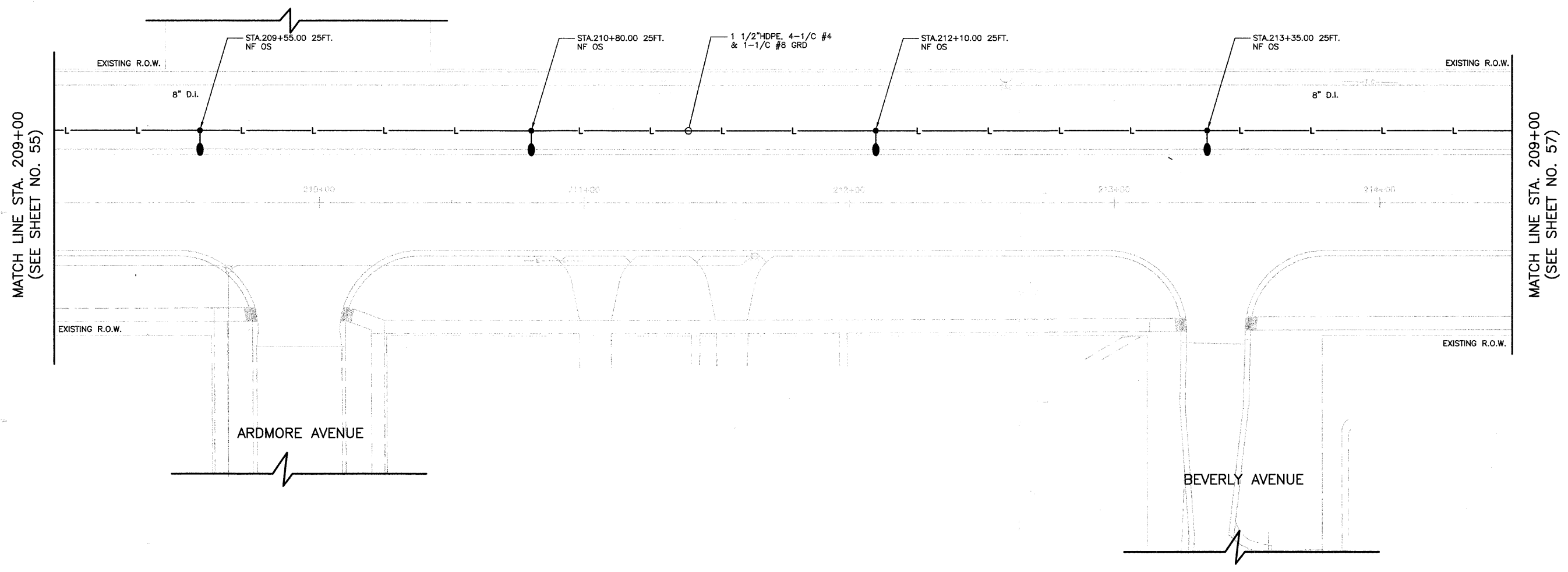
STA. 203+50 TO 209+00

DATE: 11/26/2007
DESIGNED BY: FEJ
TECHNICIAN: FEJ
CHECKED BY: DEM

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	56
STA. 209+00		TO STA. 214+50		
ELIMOS		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993



NOTE: ALL POLES MARKED "NF" REQUIRE NON-FRANGIBLE MOUNTING.
ALL POLES MARKED AS "OS" REQUIRE OFFSET FOUNDATION.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

LIGHTING PLAN

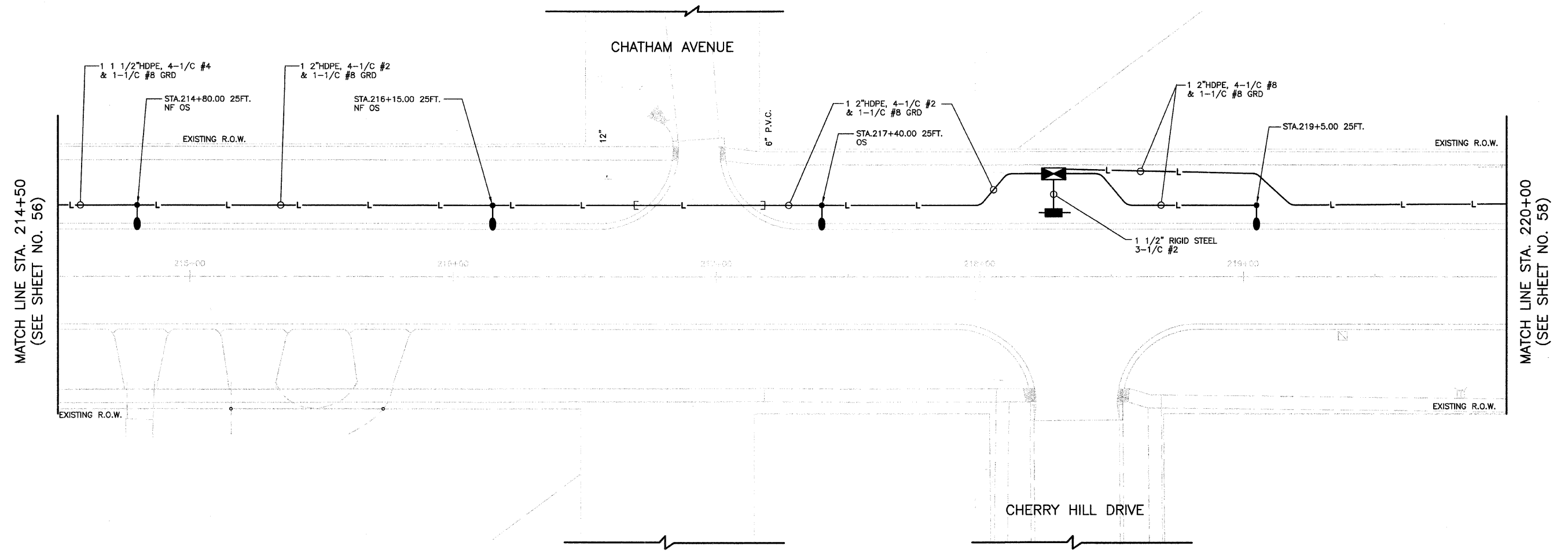
FULLERTON AVENUE
STA. 209+00 TO 214+50

DATE: 11/26/2007
DESIGNED BY: FEI
TECHNICIAN: FEI
CHECKED BY: DEM

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

FALL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	57
STA.	214+50	TO STA.	220+00	
	ALLOWS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993



NOTE: ALL POLES MARKED "NF" REQUIRE NON-FRANGIBLE MOUNTING.
ALL POLES MARKED AS "OS" REQUIRE OFFSET FOUNDATION.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

LIGHTING PLAN

FULLERTON AVENUE

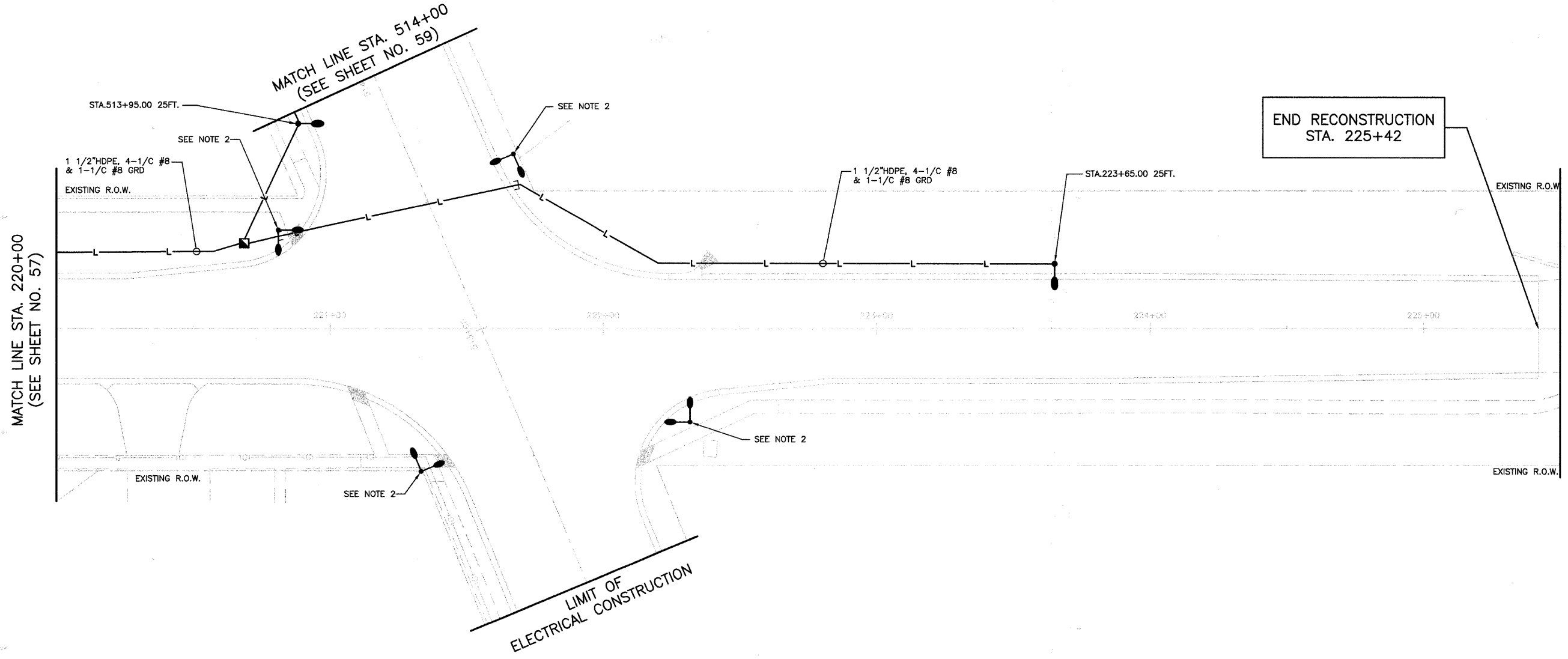
STA. 214+50 TO 220+00

DATE: 11/26/2007
DESIGNED BY: FEI
TECHNICIAN: FEI
CHECKED BY: DEM

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

FALL RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	58
STA.	FIRST STA.	TO STA.	SECOND STA.	

CONTRACT NUMBER 83993



- NOTES:**
1. ALL POLES MARKED "NF" REQUIRE NON-FRANGIBLE MOUNTING. ALL POLES MARKED AS "OS" REQUIRE OFFSET FOUNDATION.
 2. REFER TO TRAFFIC SIGNAL PLANS FOR EXACT LOCATION OF COMBINATION TRAFFIC SIGNAL/MAST ARM POLES.

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

LIGHTING PLAN

FULLERTON AVENUE

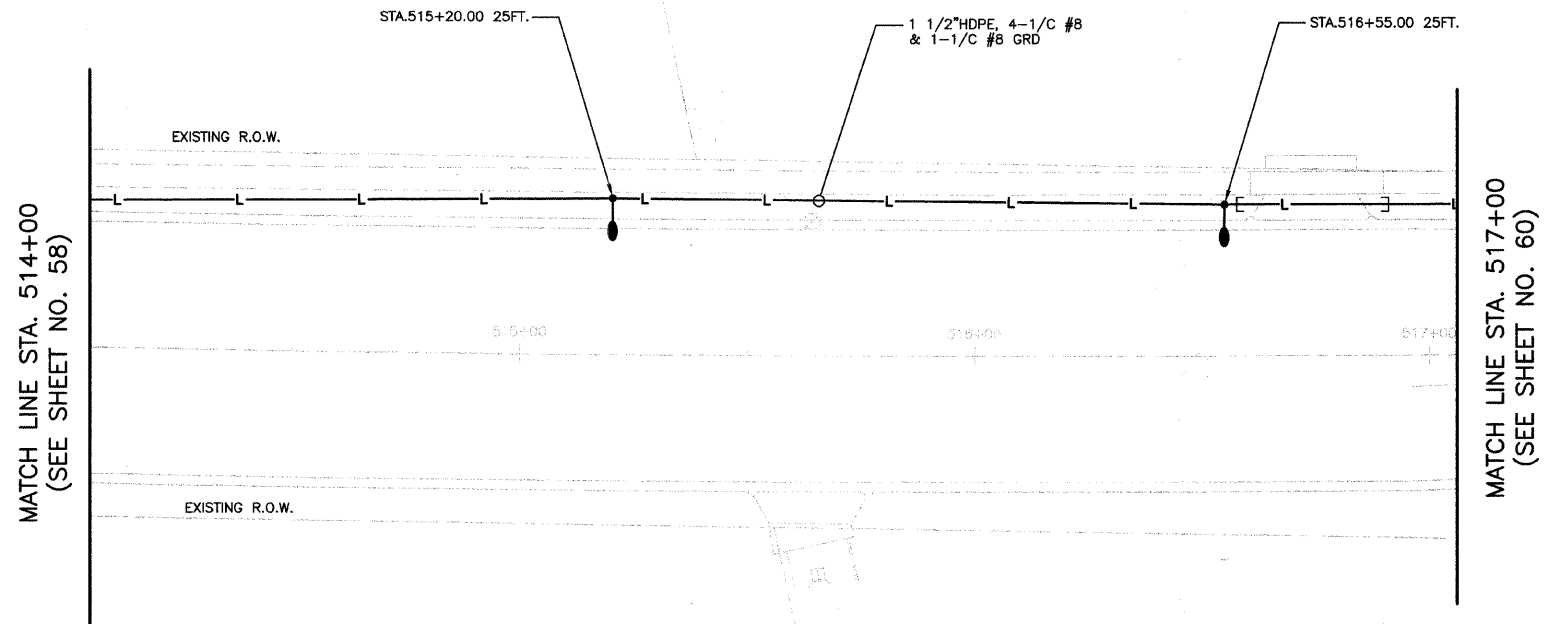
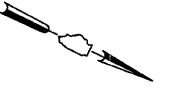
STA. 220+00 TO 225+42

DATE: 11/26/2007
DESIGNED BY: FEI
TECHNICIAN: FEI
CHECKED BY: DEM

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	59
STA. 514+00		TO STA. 517+00		
ELBOW		SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993



NOTE: ALL POLES MARKED "NF" REQUIRE NON-FRANGIBLE MOUNTING.
ALL POLES MARKED AS "OS" REQUIRE OFFSET FOUNDATION.

REVISIONS	
NAME	DATE

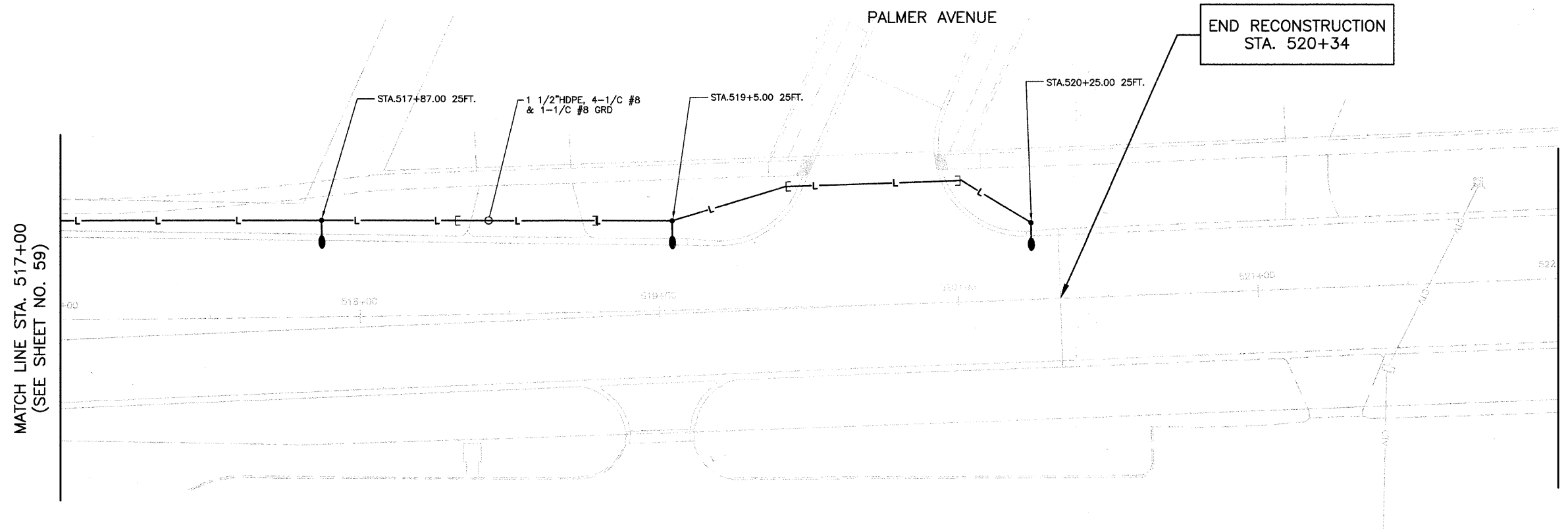
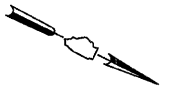
VILLAGE OF ADDISON
LIGHTING PLAN
 VILLA AVENUE
 STA. 514+00 TO 517+00

DATE: 11/26/2007
 DESIGNED BY: FEJ
 TECHNICIAN: FEJ
 CHECKED BY: DEM

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	60
STA.	FIRST STA.	TO STA.	SECOND STA.	

CONTRACT NUMBER 83993



NOTE: ALL POLES MARKED "NF" REQUIRE NON-FRANGIBLE MOUNTING.
ALL POLES MARKED AS "OS" REQUIRE OFFSET FOUNDATION.

REVISIONS	
NAME	DATE

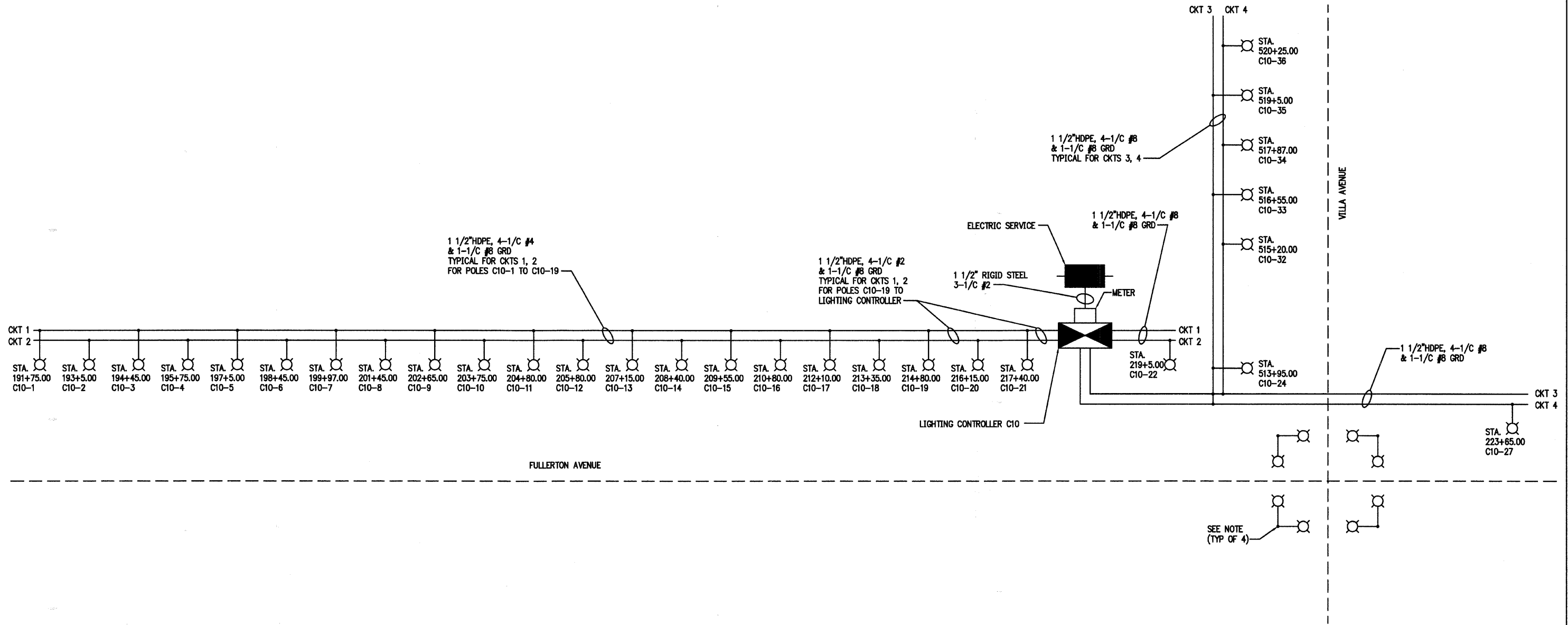
VILLAGE OF ADDISON
LIGHTING PLAN
 VILLA AVENUE
 STA. 517+00 TO 520+34

DATE: 11/26/2007
 DESIGNED BY: FEI
 TECHNICIAN: FEI
 CHECKED BY: DEM

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

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	61
STA.		TO STA.		
		ELMS		SURFACE TRANSPORTATION FUNDING

CONTRACT NUMBER 83993



NOTE:
LUMINAIRES ON COMBINATION MAST ARM POLES ARE POWERED BY THE DUPAGE COUNTY TRAFFIC SIGNAL CONTROLLER.

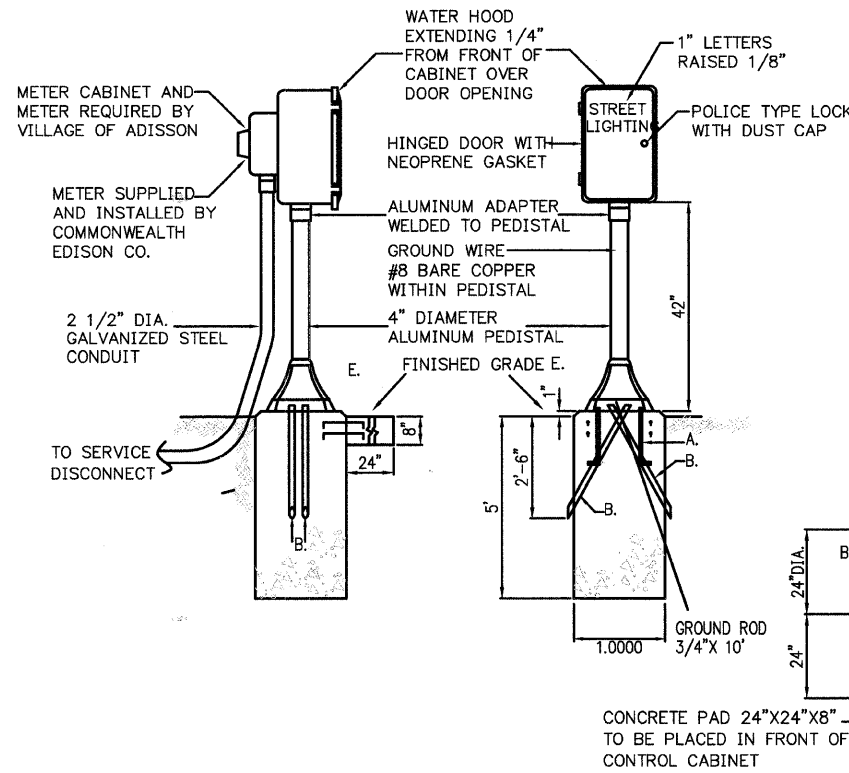
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
LIGHTING SYSTEM ONE-LINE DIAGRAM
FULLERTON AVENUE

DATE: 11/26/2007
DESIGNED BY: FEJ
TECHNICIAN: FEJ
CHECKED BY: DEM

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	62
STA.	TO STA.			
	ELBOW	SURFACE TRANSDUCER FINISHING		

CONTRACT NUMBER 83993



NOTES:

1. THE CONTROL CABINET SHALL BE OF CAST ALUMINUM WITH 1/4" THICK WALLS. THE MINIMUM DIMENSIONS SHALL BE: 21" WIDE, 32" HIGH, AND 12" DEEP, WITH 6 INTERNAL TAPPED MOUNTING BOSSES.
2. THE CONTROL CENTER FOUNDATION SHALL BE CLASS X CONCRETE. REINFORCING STEEL WILL NOT BE REQUIRED EXCEPT TO TIE IN THE SERVICE PAD.
3. CONTROL CABINET AND PEDESTAL SHALL HAVE A FACTORY APPLIED PAINT FINISH CONSISTING OF A BAKED PRIMER, FOLLOWED BY TWO COATS OF RUSTOLEUM INDUSTRIAL ENAMEL, HIGH GLOSS, CHESTNUT BROWN No. 977.
4. ALL CABLE OPENINGS IN THE PEDESTAL BASE SHALL BE SEALED WITH DUCT SEAL.

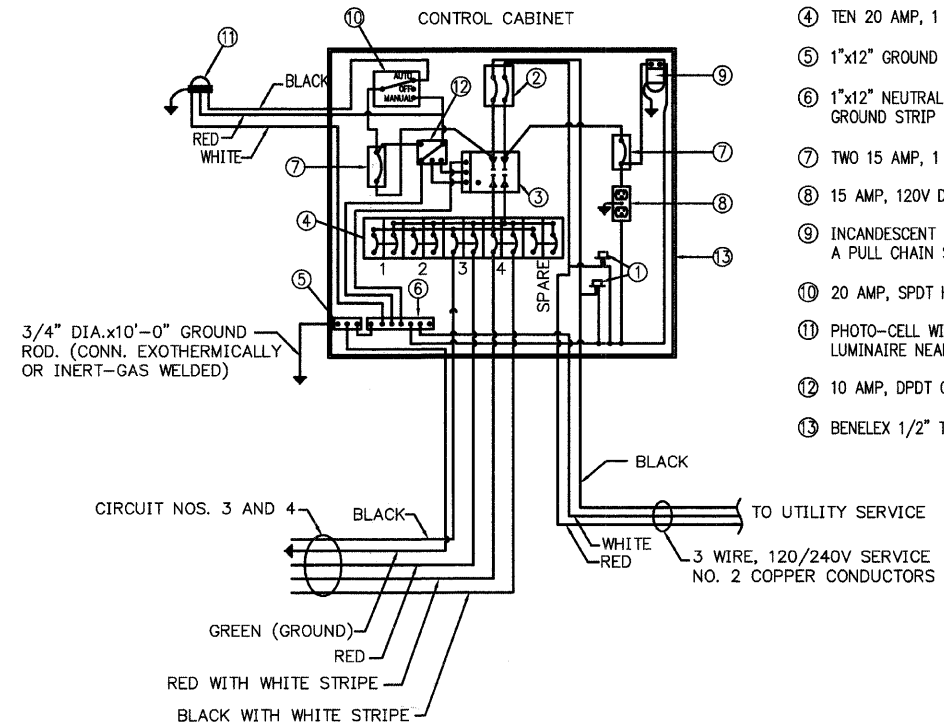
- A. ANCHOR BOLTS 3/4" X 12" GALVANIZED OR STAINLESS STEEL, THREADED 8NC FOR TOP 6", FURNISHED WITH 2 GALVANIZED FLAT WASHERS AND 2 GALVANIZED HEX NUTS
- B. LIGHTING CIRCUIT RACEWAY 2 1/2" DIA. MIN.
- C. DEFORMED TIE BARS
- E. ORNAMENTAL PEDESTAL BASE WITH HANDHOLE DOOR HELD IN PLACE WITH STAINLESS STEEL SCREWS, BASE TO BE WELDED TO PEDESTAL

CONTROL CABINET AND FOUNDATION
NOT TO SCALE

THIS DIAGRAM IS GENERAL IN NATURE. THE CONTRACTOR SHALL SUPPLY SHOP DRAWINGS AND CATALOG CUTS, FOR THE SPECIFIC EQUIPMENT TO BE USED, TO THE VILLAGE FOR THEIR APPROVAL PRIOR TO THE START OF CONSTRUCTION.

LEGEND

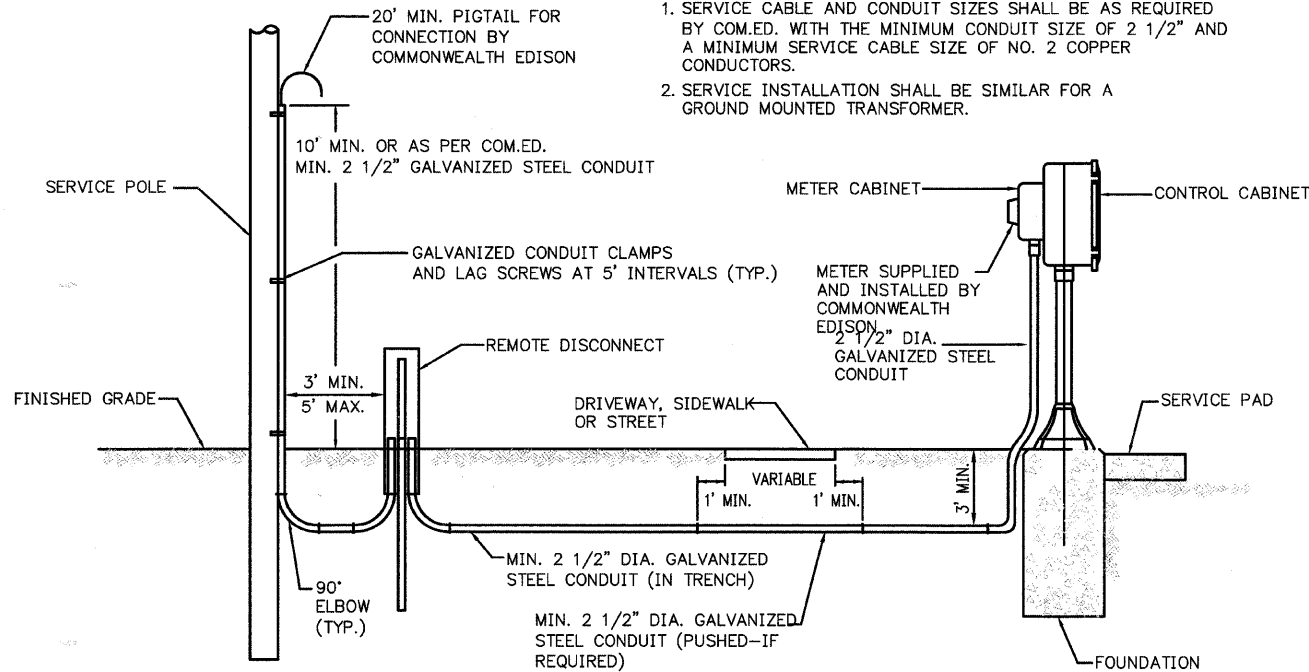
- ① TWO SURGE PROTECTORS
- ② 100 AMP, 2 POLE MAIN CIRCUIT BREAKER, 120V. (TYPE 'TEB')
- ③ 100 AMP, 2 POLE SINGLE THROW, ELECTRICALLY OPERATED AND MECHANICALLY HELD CONTACTOR, 120V.
- ④ TEN 20 AMP, 1 POLE CIRCUIT BREAKER, 120V. (TYPE 'TEB')
- ⑤ 1"x12" GROUND STRIP LABELED "GROUND"
- ⑥ 1"x12" NEUTRAL STRIP LABELED "NEUTRAL" AND JOINED TO THE GROUND STRIP WITH A BONDING JUMPER
- ⑦ TWO 15 AMP, 1 POLE CIRCUIT BREAKERS, 120V. (TYPE 'TEB')
- ⑧ 15 AMP, 120V DUPLEX OUTLET GFCI
- ⑨ INCANDESCENT LIGHTING FIXTURE WITH 120V 75 WATT BULB AND A PULL CHAIN SWITCH
- ⑩ 20 AMP, SPDT HOA SWITCH, 120V MOUNTED IN A 4"x4" BOX
- ⑪ PHOTO-CELL WITH 2 MINUTE TIME DELAY, 120V MOUNTED ON LUMINAIRE NEAREST CONTROLLER
- ⑫ 10 AMP, DPDT ON-DELAY PHOTO-CELL CONTROL RELAY
- ⑬ BENELEX 1/2" THICK PANEL BOARD



CONTROLLER SCHEMATIC DIAGRAM
NOT TO SCALE

NOTES:

1. SERVICE CABLE AND CONDUIT SIZES SHALL BE AS REQUIRED BY COM.ED. WITH THE MINIMUM CONDUIT SIZE OF 2 1/2" AND A MINIMUM SERVICE CABLE SIZE OF NO. 2 COPPER CONDUCTORS.
2. SERVICE INSTALLATION SHALL BE SIMILAR FOR A GROUND MOUNTED TRANSFORMER.

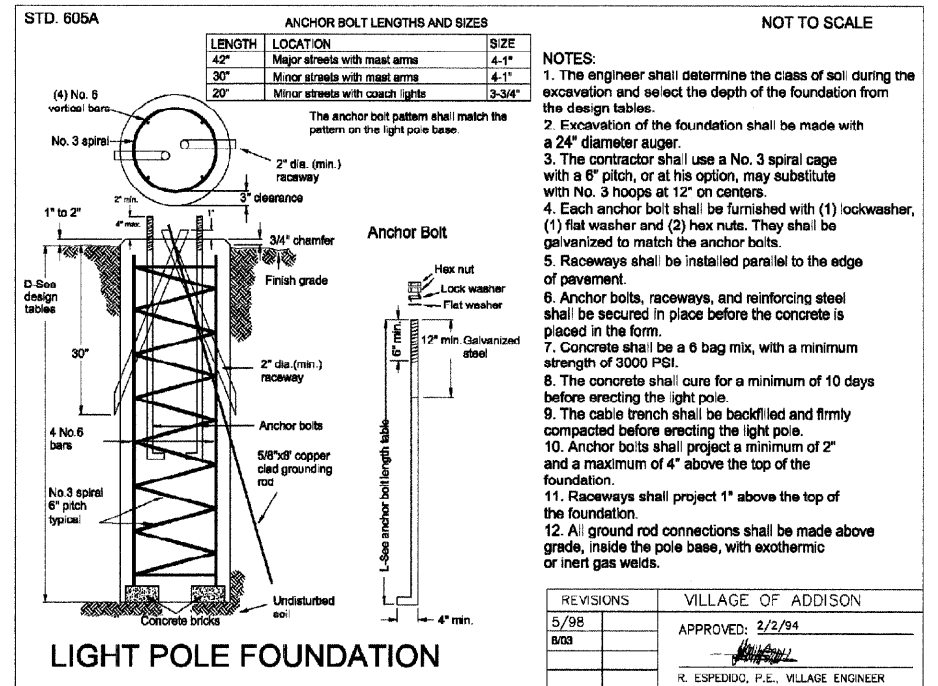
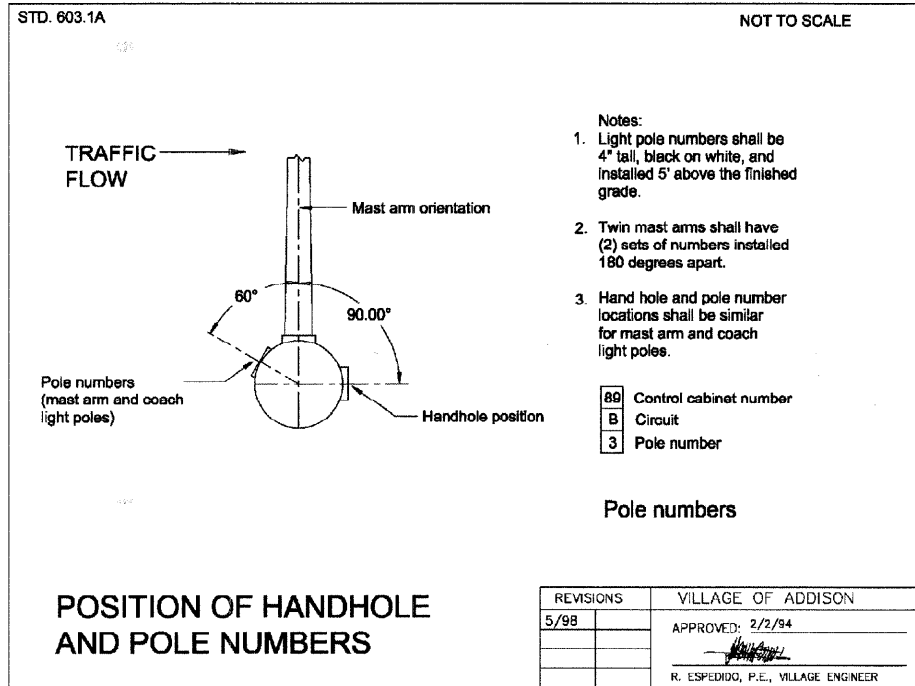


SERVICE INSTALLATION
NOT TO SCALE

VILLAGE OF ADDISON
LIGHTING CONTROLLER SCHEMATIC AND DETAILS
FULLERTON AVENUE
SHEET 1 OF 1

REVISIONS	
NAME	DATE

DATE: 11/26/2007
DESIGNED BY: FEI
TECHNICIAN: FEI
CHECKED BY: DEM



STD. 605B

LIGHT POLE FOUNDATION DESIGN TABLES

MAJOR STREETS WITH MAST ARMS

TYPE OF SOIL	DESIGN DEPTH		REINFORCEMENT IN FOUNDATION			
	SINGLE ARM D	TWIN ARM D	SINGLE ARM VERT. BARS	SPIRAL	TWIN ARM VERT. BARS	SPIRAL
SOFT CLAY	13'-0"	15'-0"	4-#6X12'-6"	#3X122'	4-#6X14'-6"	#3X141'
MEDIUM CLAY	9'-6"	10'-9"	4-#6X9'-0"	#3X90'	4-#6X10'-3"	#3X100'
STIFF CLAY	8'-0"	8'-0"	4-#6X7'-8"	#3X78'	4-#6X7'-6"	#3X76'
LOOSE SAND	9'-0"	10'-0"	4-#6X8'-6"	#3X85'	4-#6X9'-6"	#3X94'
MEDIUM SAND	8'-3"	9'-0"	4-#6X8'-9"	#3X78'	4-#6X8'-6"	#3X85'
DENSE SAND	8'-0"	9'-0"	4-#6X7'-6"	#3X76'	4-#6X8'-6"	#3X85'

MINOR STREETS WITH MAST ARMS

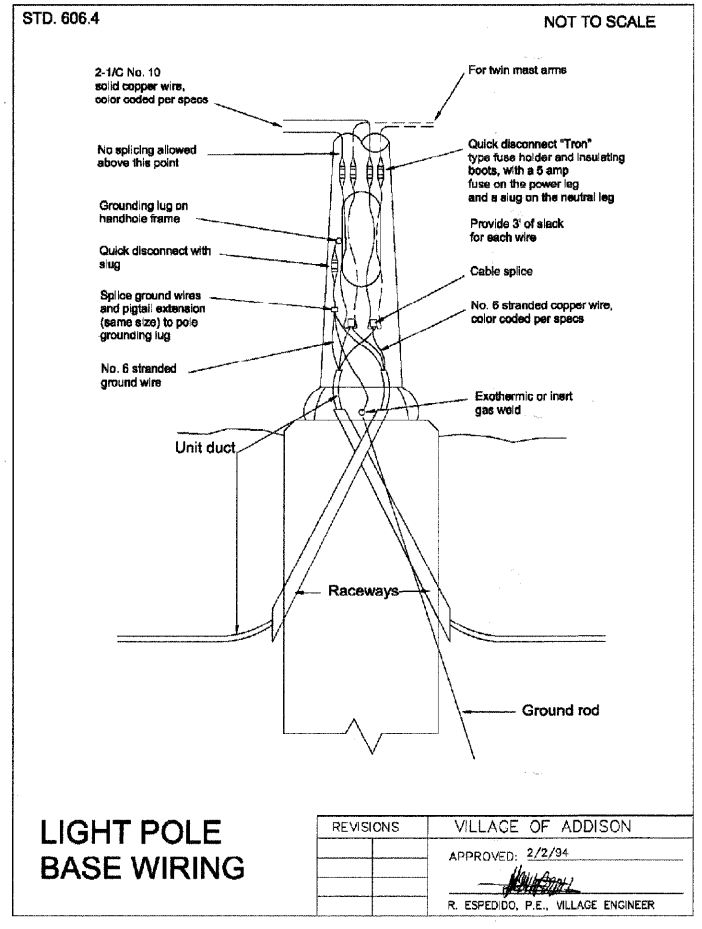
TYPE OF SOIL	DESIGN DEPTH		REINFORCEMENT IN FOUNDATION			
	SINGLE ARM D	TWIN ARM D	SINGLE ARM VERT. BARS	SPIRAL	TWIN ARM VERT. BARS	SPIRAL
SOFT CLAY	11'-0"	13'-0"	4-#6X10'-6"	#3X103'	4-#6X12'-6"	#3X122'
MEDIUM CLAY	8'-0"	9'-3"	4-#6X7'-8"	#3X78'	4-#6X8'-9"	#3X87'
STIFF CLAY	6'-0"	8'-0"	4-#6X5'-6"	#3X58'	4-#6X5'-6"	#3X56'
LOOSE SAND	8'-0"	9'-0"	4-#6X7'-6"	#3X78'	4-#6X8'-6"	#3X85'
MEDIUM SAND	7'-0"	8'-0"	4-#6X6'-6"	#3X68'	4-#6X7'-6"	#3X76'
DENSE SAND	6'-0"	7'-0"	4-#6X5'-6"	#3X58'	4-#6X6'-6"	#3X66'

MINOR STREETS WITH COACH LIGHTS

TYPE OF SOIL	DESIGN DEPTH	REINFORCEMENT IN FOUNDATION	
		VERT. BARS	SPIRAL
SOFT CLAY	7'-0"	4-#6X6'-6"	#3X68'
MEDIUM CLAY	6'-0"	4-#6X5'-6"	#3X58'
STIFF CLAY	5'-0"	4-#6X4'-6"	#3X47'
LOOSE SAND	7'-0"	4-#6X6'-6"	#3X68'
MEDIUM SAND	6'-0"	4-#6X5'-6"	#3X58'
DENSE SAND	5'-0"	4-#6X4'-6"	#3X47'

Contractor at his option may substitute No. 3 hoops at 12" on centers for spiral cage

REVISIONS	VILLAGE OF ADDISON
	APPROVED: 2/2/94
	<i>[Signature]</i>
	R. ESPEDIDO, P.E., VILLAGE ENGINEER



VILLAGE OF ADDISON

ELECTRICAL DETAIL SHEET

FULLERTON AVENUE

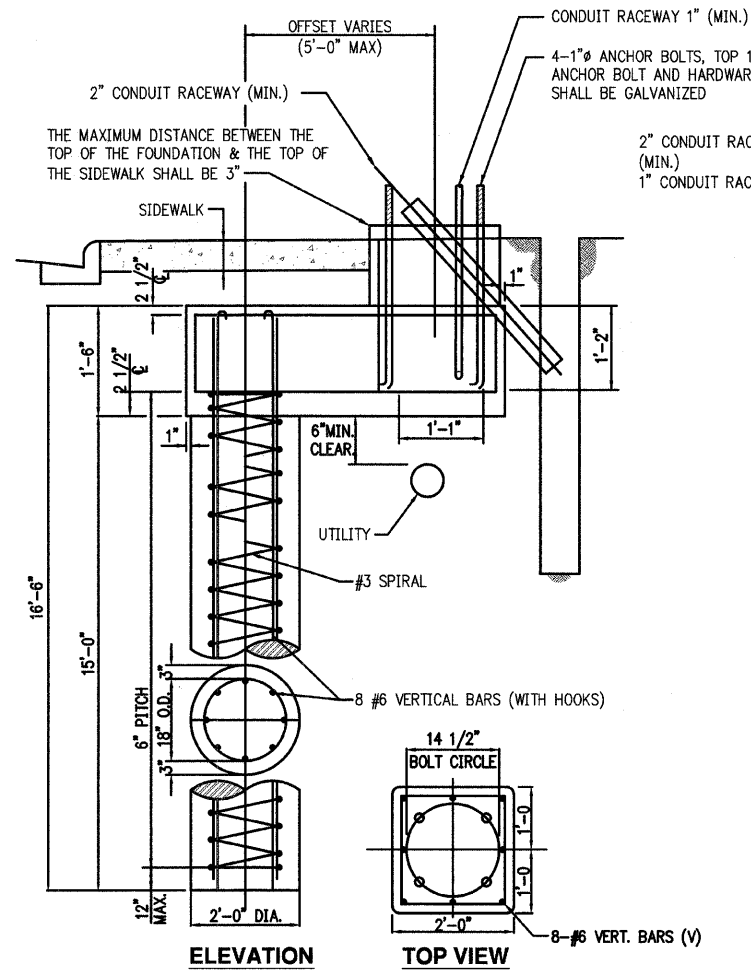
SHEET 1 OF 3

DATE: 11/26/2007
DESIGNED BY: FEI
TECHNICIAN: FEI
CHECKED BY: DEM

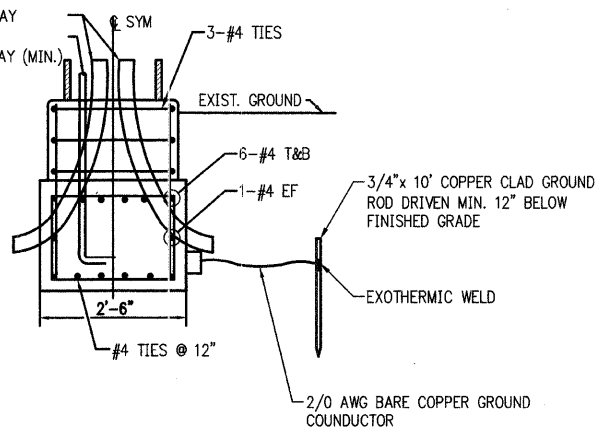
REVISIONS	
NAME	DATE

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	65
STA.	TO STA.			
	LLKMS	SURFACE TRANSPORTATION FUNDING		

CONTRACT NUMBER 83993

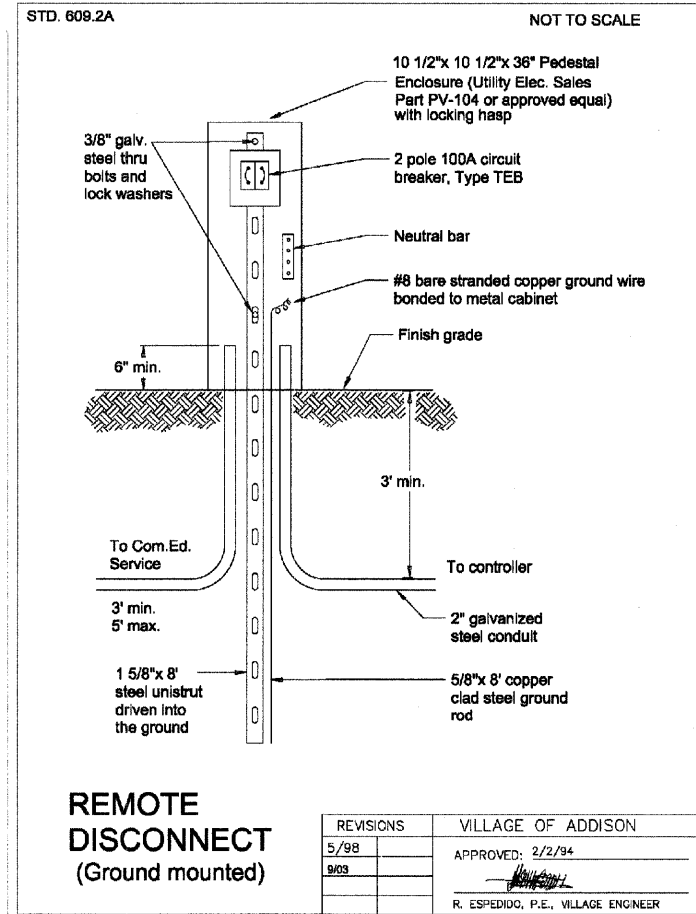


OFFSET POLE FOUNDATION
NOT TO SCALE



NOTES:

1. 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.
2. RACEWAYS SHALL BE INSTALLED PARALLEL TO THE EDGE OF PAVEMENT.
3. ANCHOR BOLTS, RACEWAYS, AND REINFORCING STEEL SHALL BE SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
4. CONCRETE SHALL BE AN IDOT CLASS SI MIX, WITH A MINIMUM STRENGTH OF 3500 PSI.
5. THE CONCRETE SHALL CURE FOR A MINIMUM OF 10 DAYS BEFORE ERECTING THE LIGHT POLE.
6. THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE ERECTING THE LIGHT POLE.
7. ANCHOR BOLTS SHALL PROJECT A MINIMUM OF 2" AND A MAXIMUM OF 4" ABOVE THE TOP OF THE FOUNDATION.
8. RACEWAYS SHALL PROJECT 1" ABOVE THE TOP OF THE FOUNDATION.
9. ALL GROUND ROD CONNECTIONS SHALL BE MADE BELOW GRADE, 12" MIN. BURY, WITH EXOTHERMIC OF INERT GAS WELDS.
10. ANCHOR BOLT DIMENSIONS TO BE VERIFIED WITH POLE MANUFACTURER AND COORDINATED WITH FOUNDATION DESIGN.
11. FOUNDATION DESIGN PREPARED FOR 40' TALL LIGHT POLE WITH MAST ARM AS DETAILED ON PLAN SHEET 411 AND QUALITY LIGHTING #SD-1-1327-FX2 LUMINAIRE.
12. DESIGN PREPARED BASED ON SOFT CLAY SOIL TYPE.



REMOTE DISCONNECT
(Ground mounted)

REVISIONS	VILLAGE OF ADDISON
5/98	APPROVED: 2/2/94
9/03	
	R. ESPEDIGO, P.E., VILLAGE ENGINEER

REVISIONS	
NAME	DATE

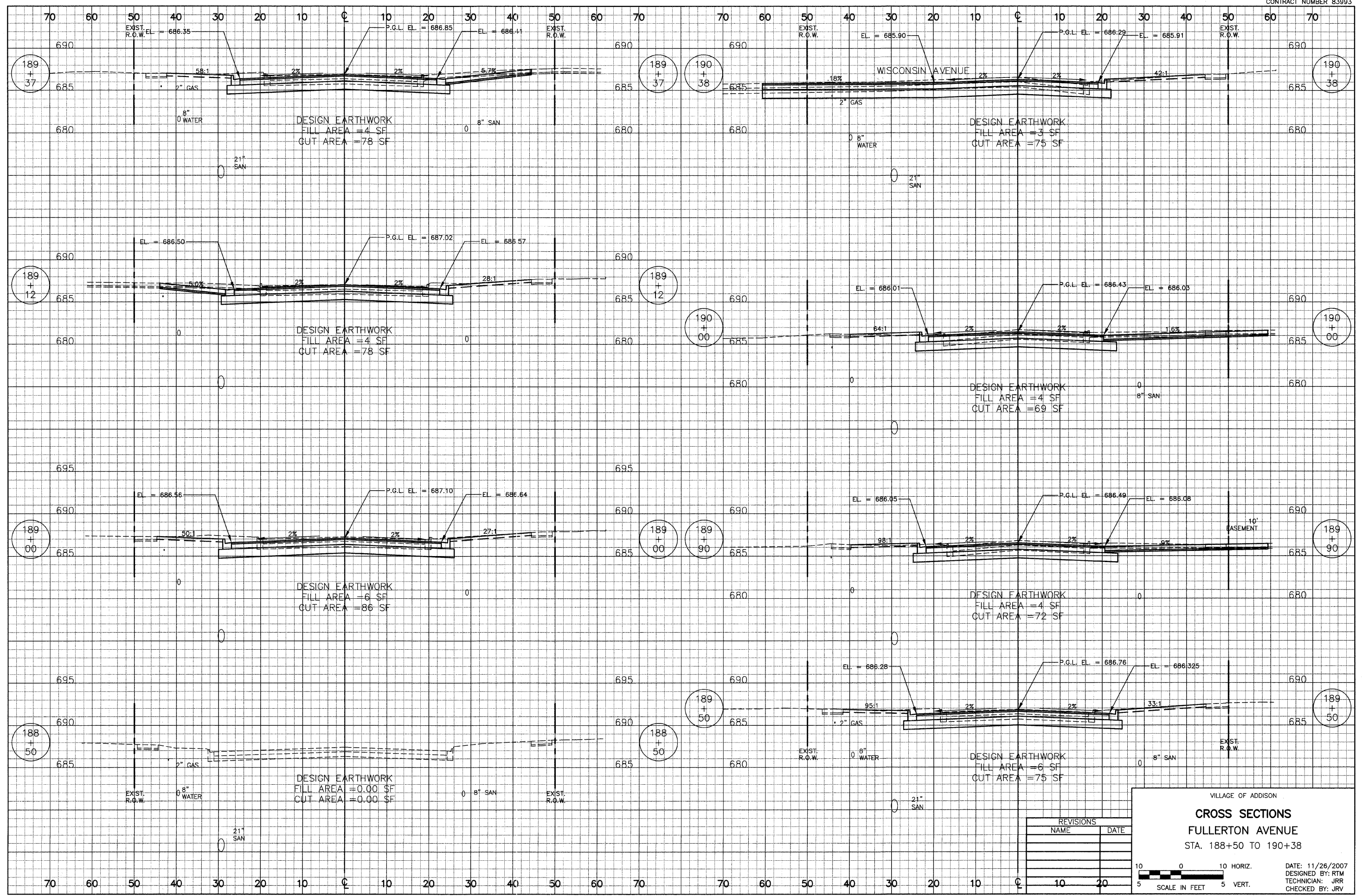
VILLAGE OF ADDISON

ELECTRICAL DETAIL SHEET

FULLERTON AVENUE

SHEET 3 OF 3

DATE: 11/26/2007
DESIGNED BY: FEI
TECHNICIAN: FEI
CHECKED BY: DEM

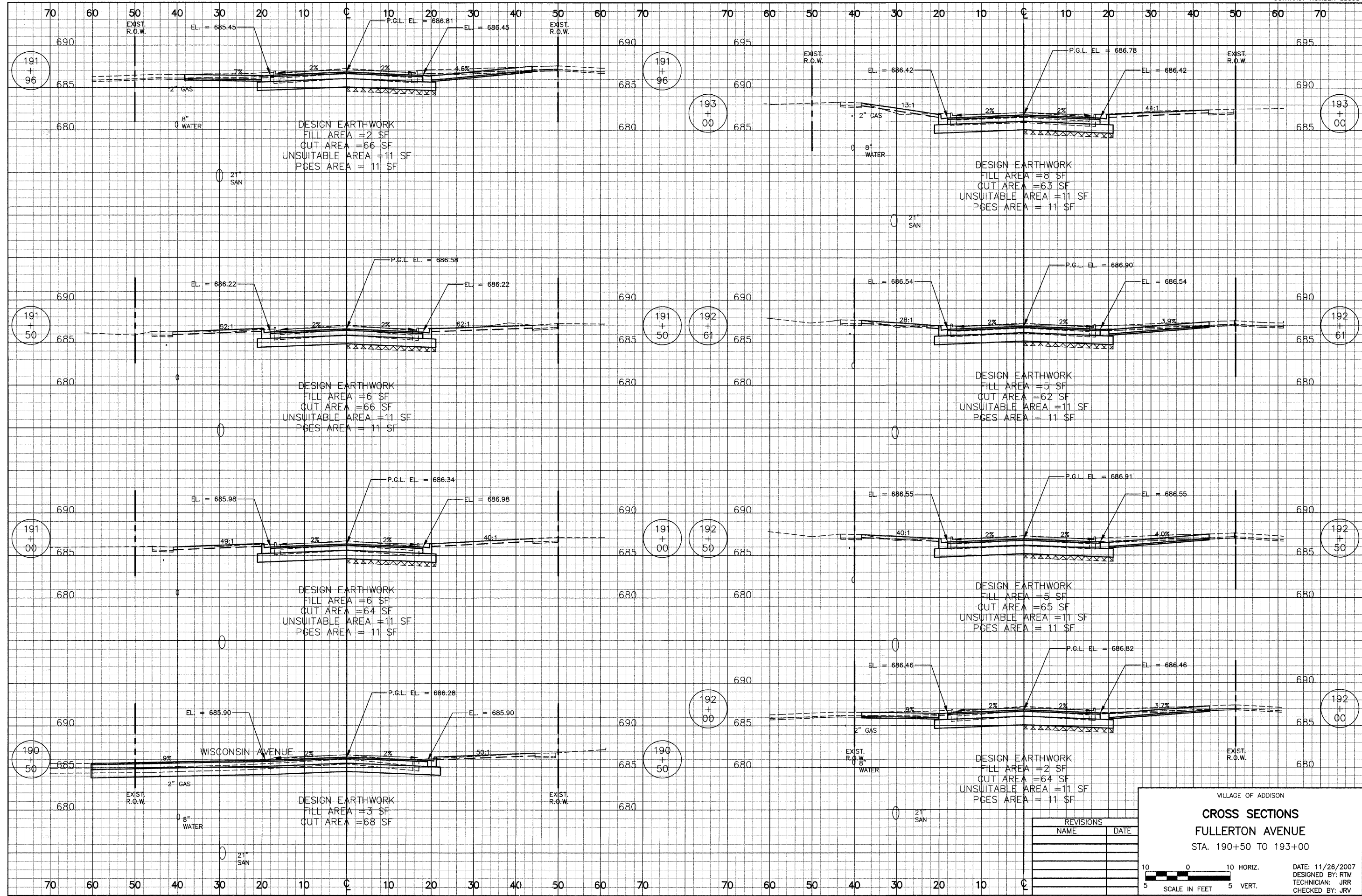


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 188+50 TO 190+38

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 5 VERT.
 SCALE IN FEET

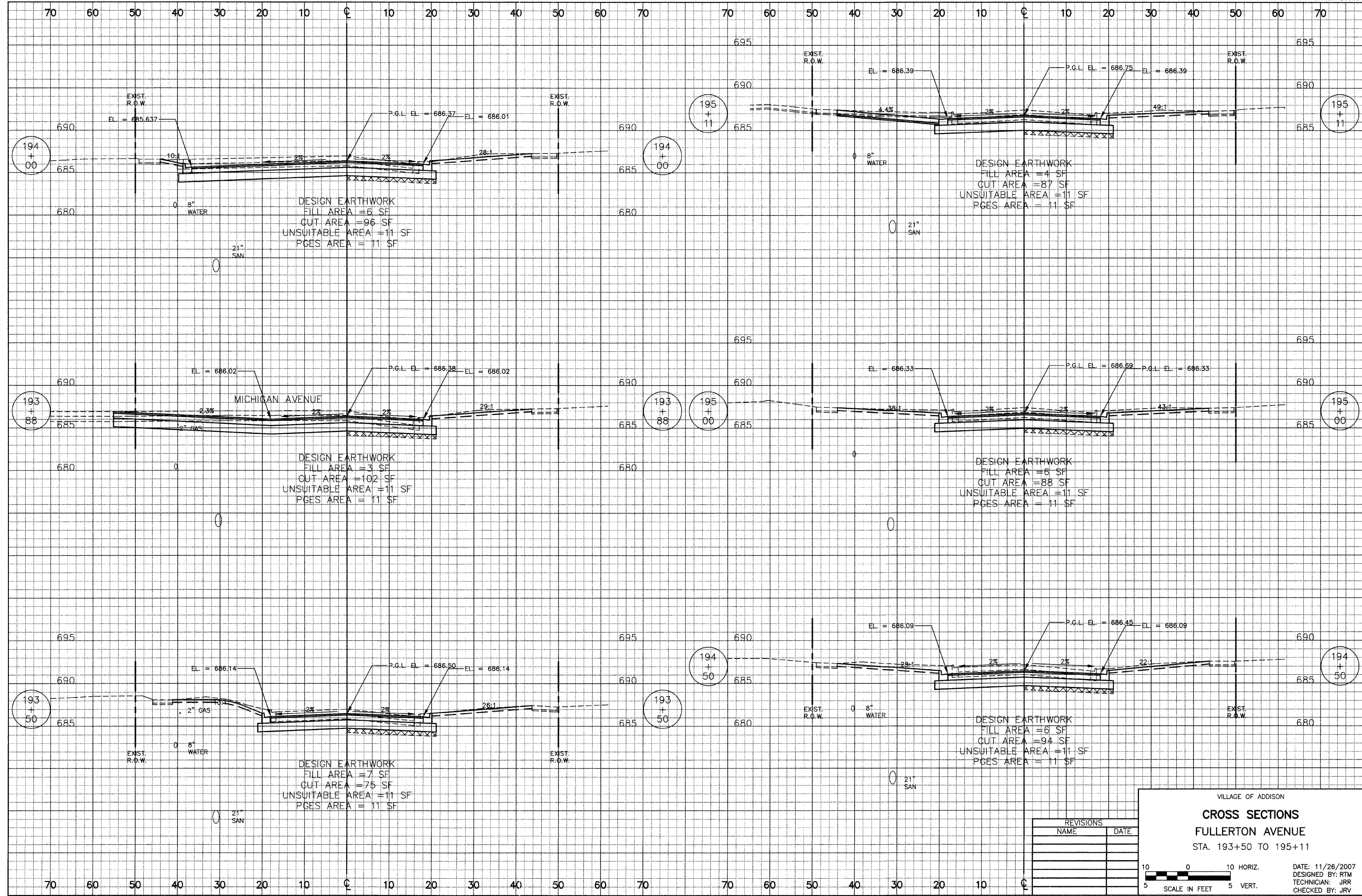


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 190+50 TO 193+00

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 SCALE IN FEET 5 VERT.

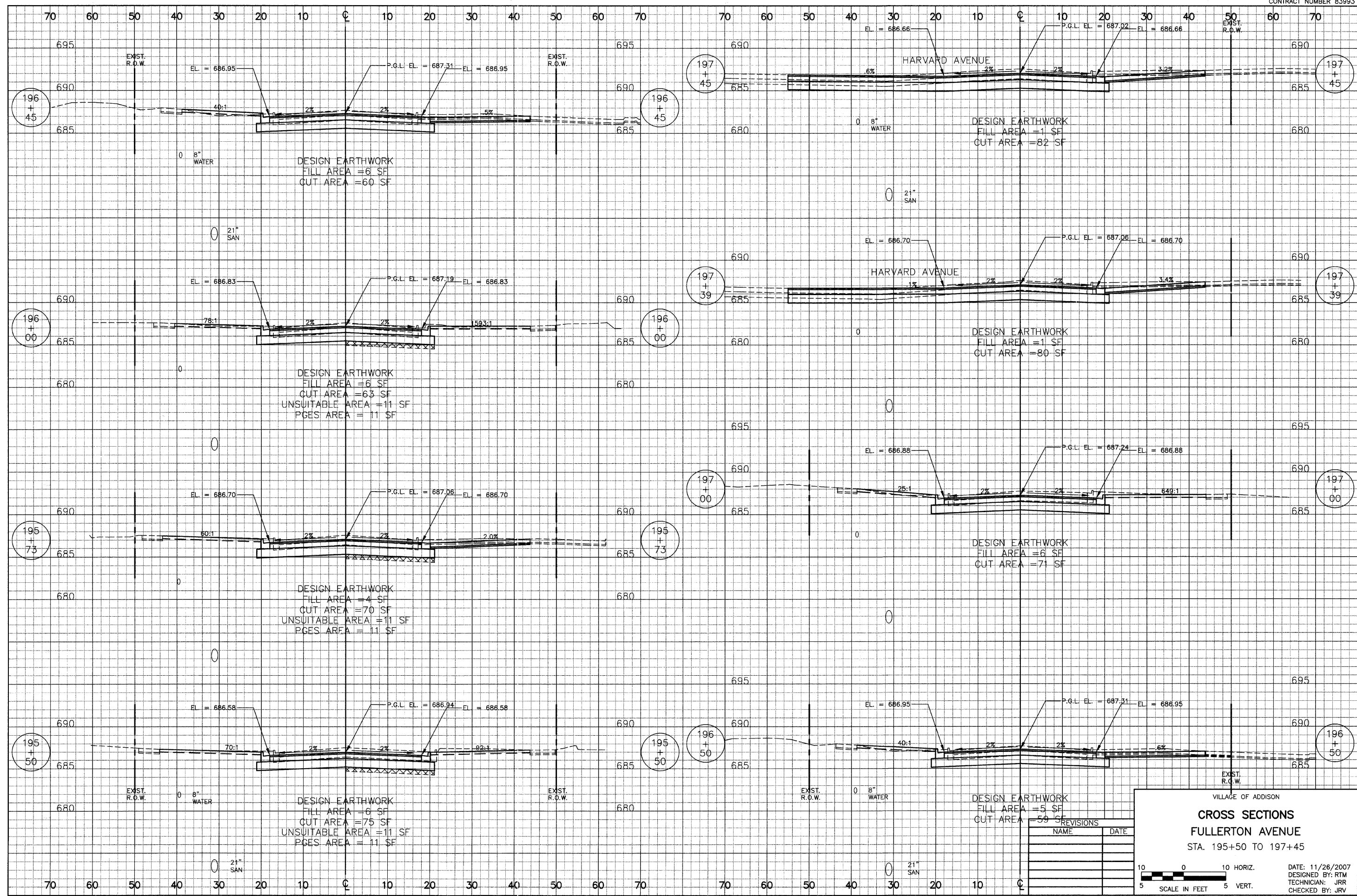


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 193+50 TO 195+11

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 5 VERT.
 SCALE IN FEET

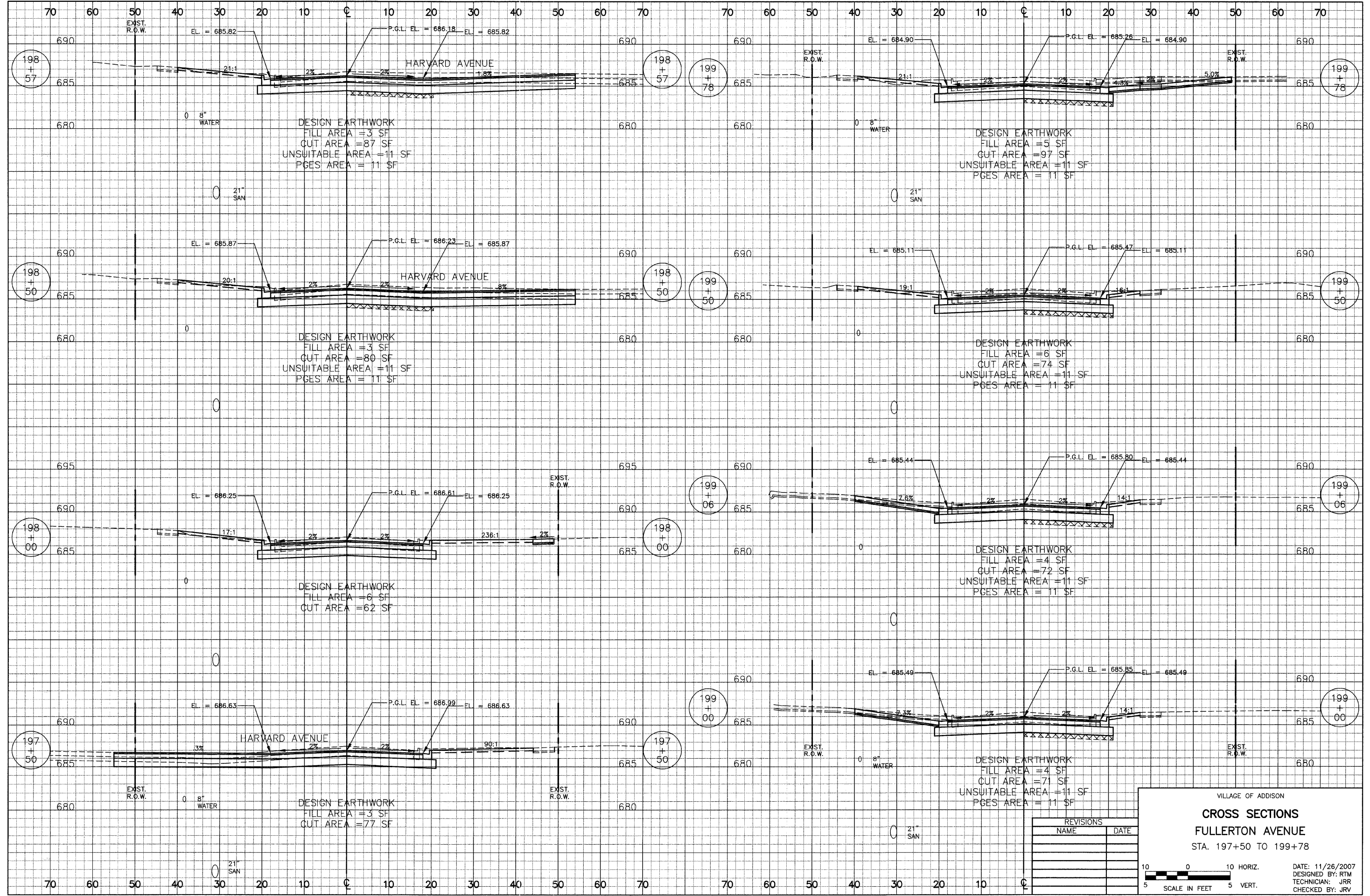


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 195+50 TO 197+45

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 SCALE IN FEET 5 VERT.

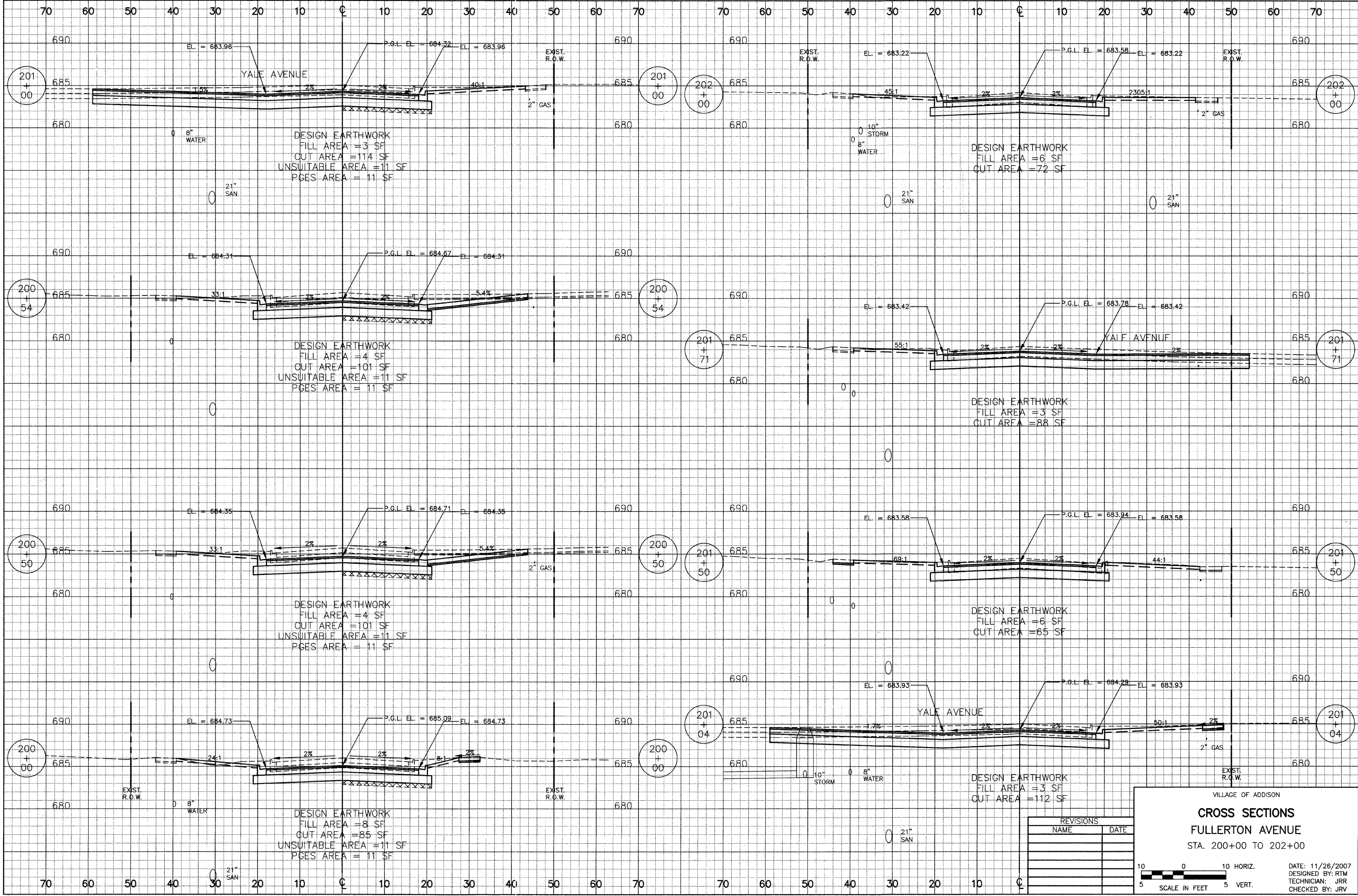


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 197+50 TO 199+78

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 5 VERT.
 SCALE IN FEET

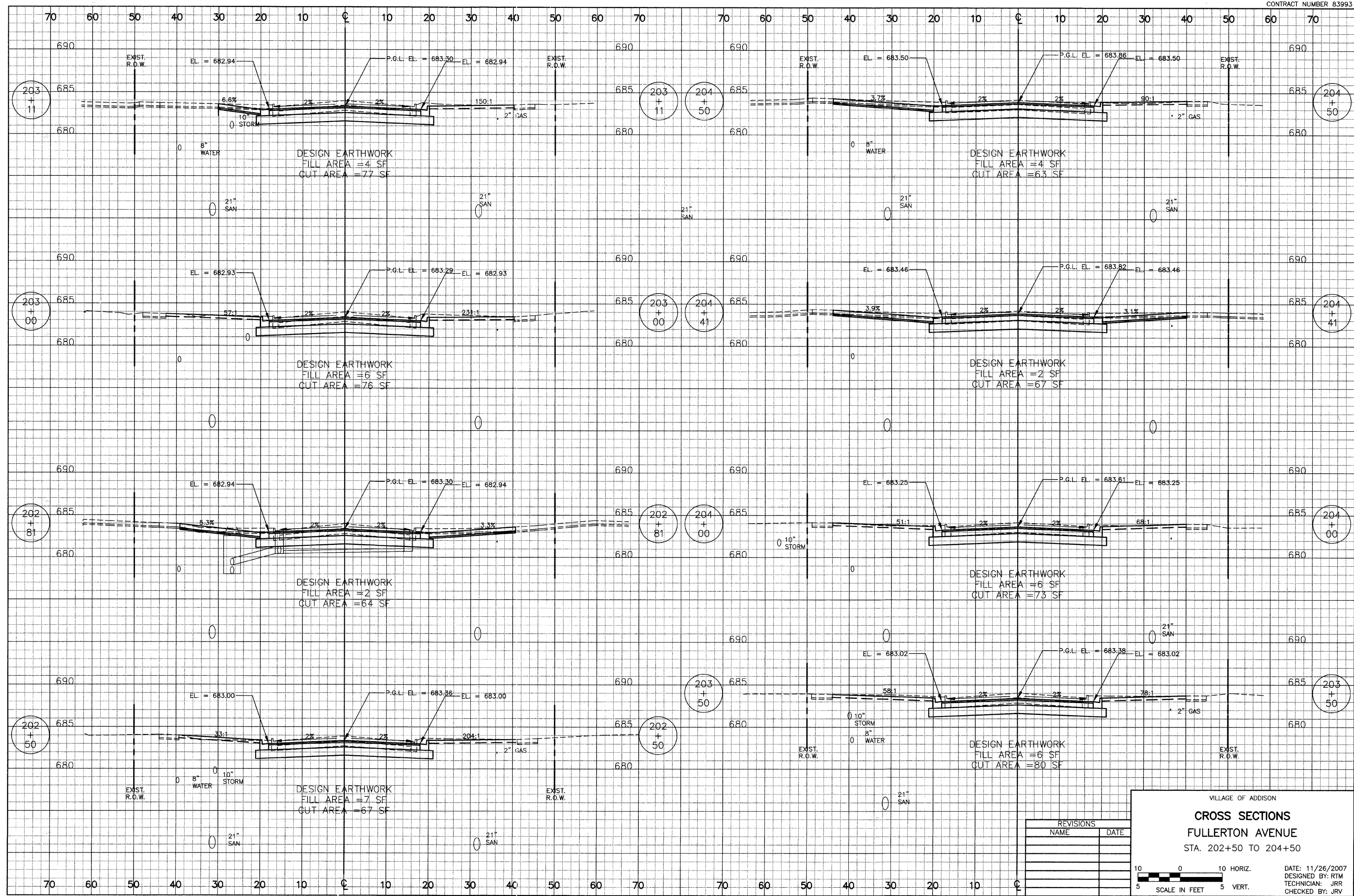


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 200+00 TO 202+00

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 5 VERT.
 SCALE IN FEET

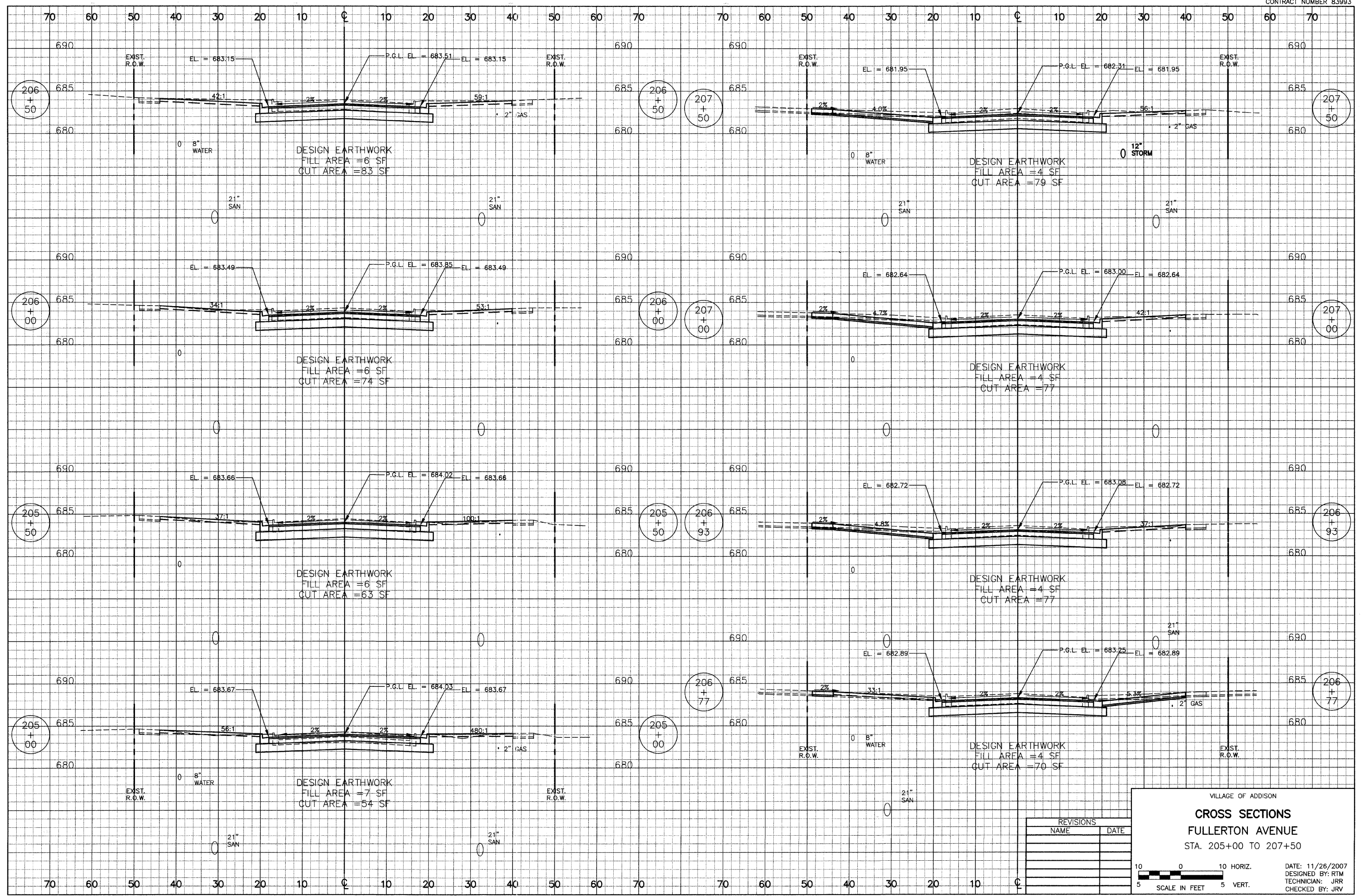


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 202+50 TO 204+50

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 SCALE IN FEET 5 VERT.

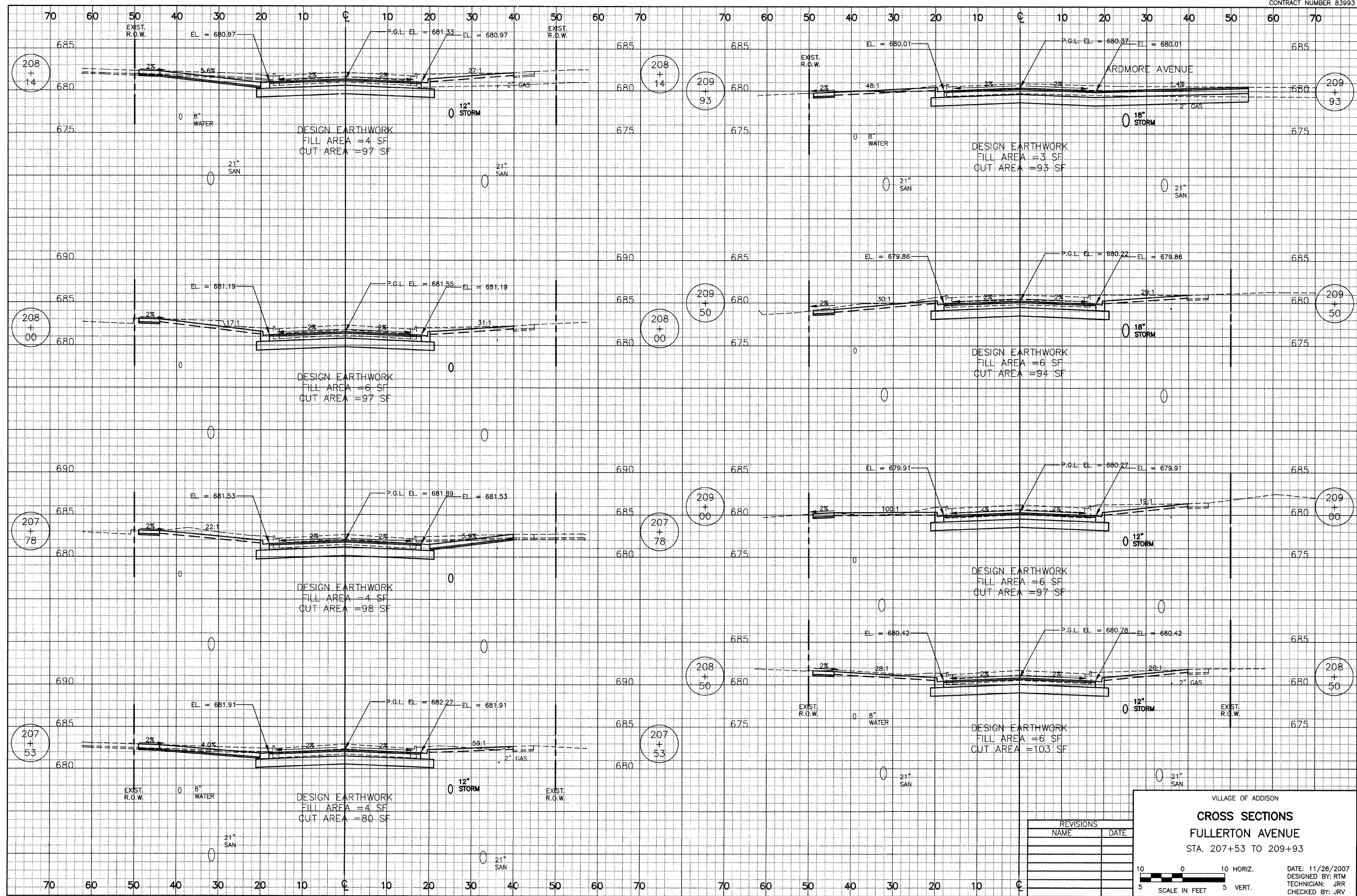


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 205+00 TO 207+50

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 SCALE IN FEET 5 VERT.



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

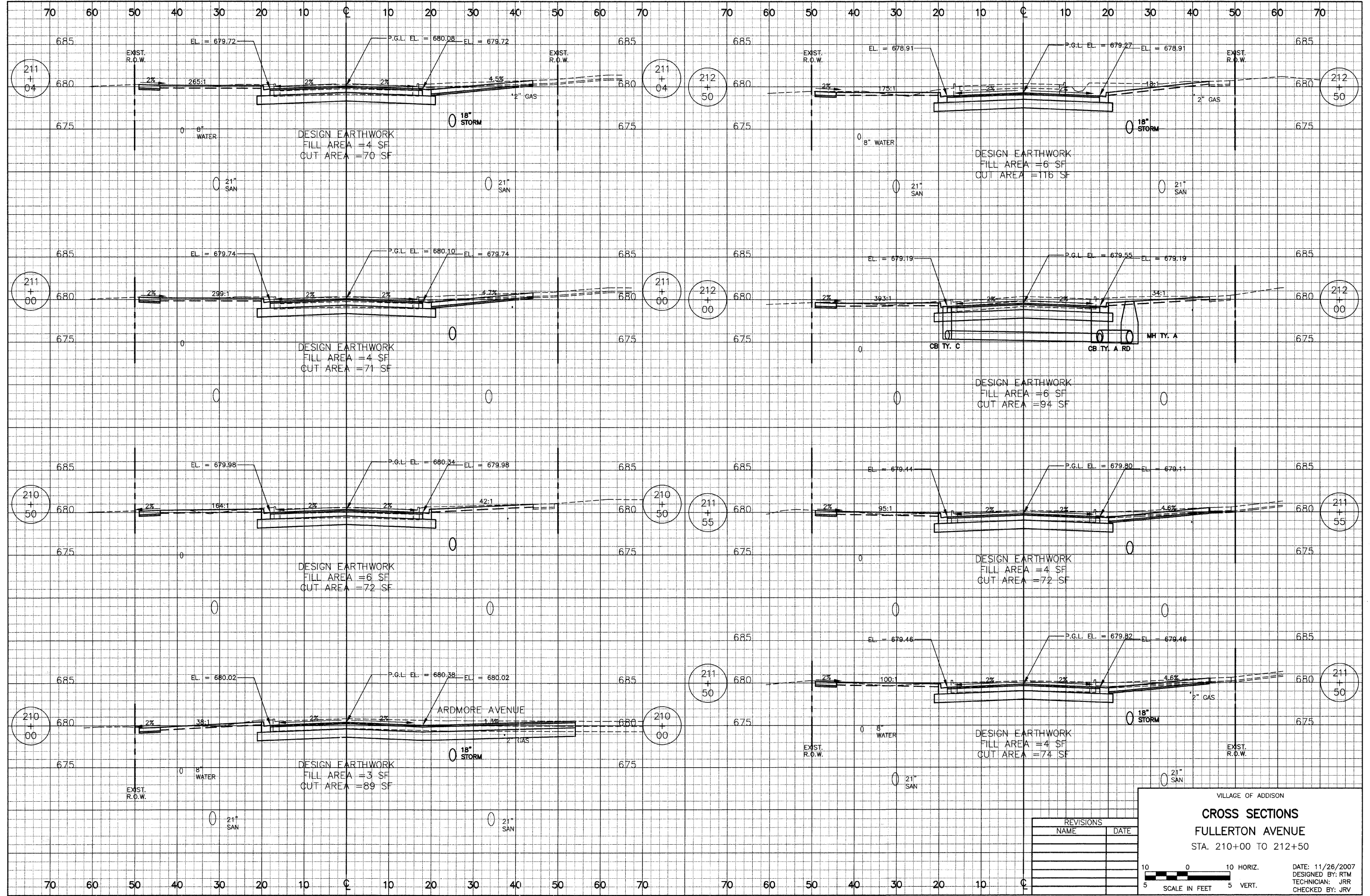
CROSS SECTIONS

FULLERTON AVENUE

STA. 207+53 TO 209+93

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 5 VERT.
 SCALE IN FEET

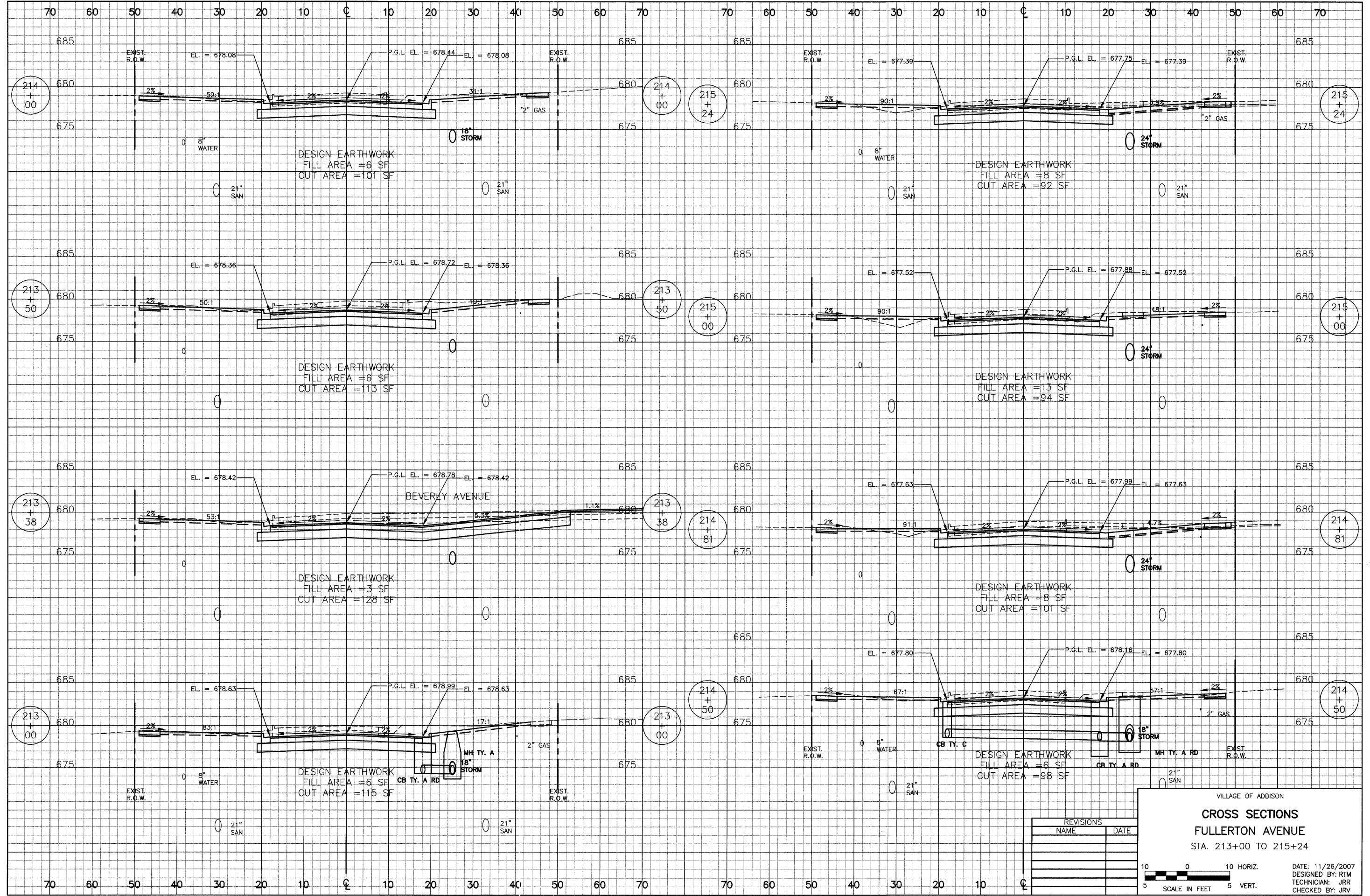


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 210+00 TO 212+50

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 5 VERT.
 SCALE IN FEET

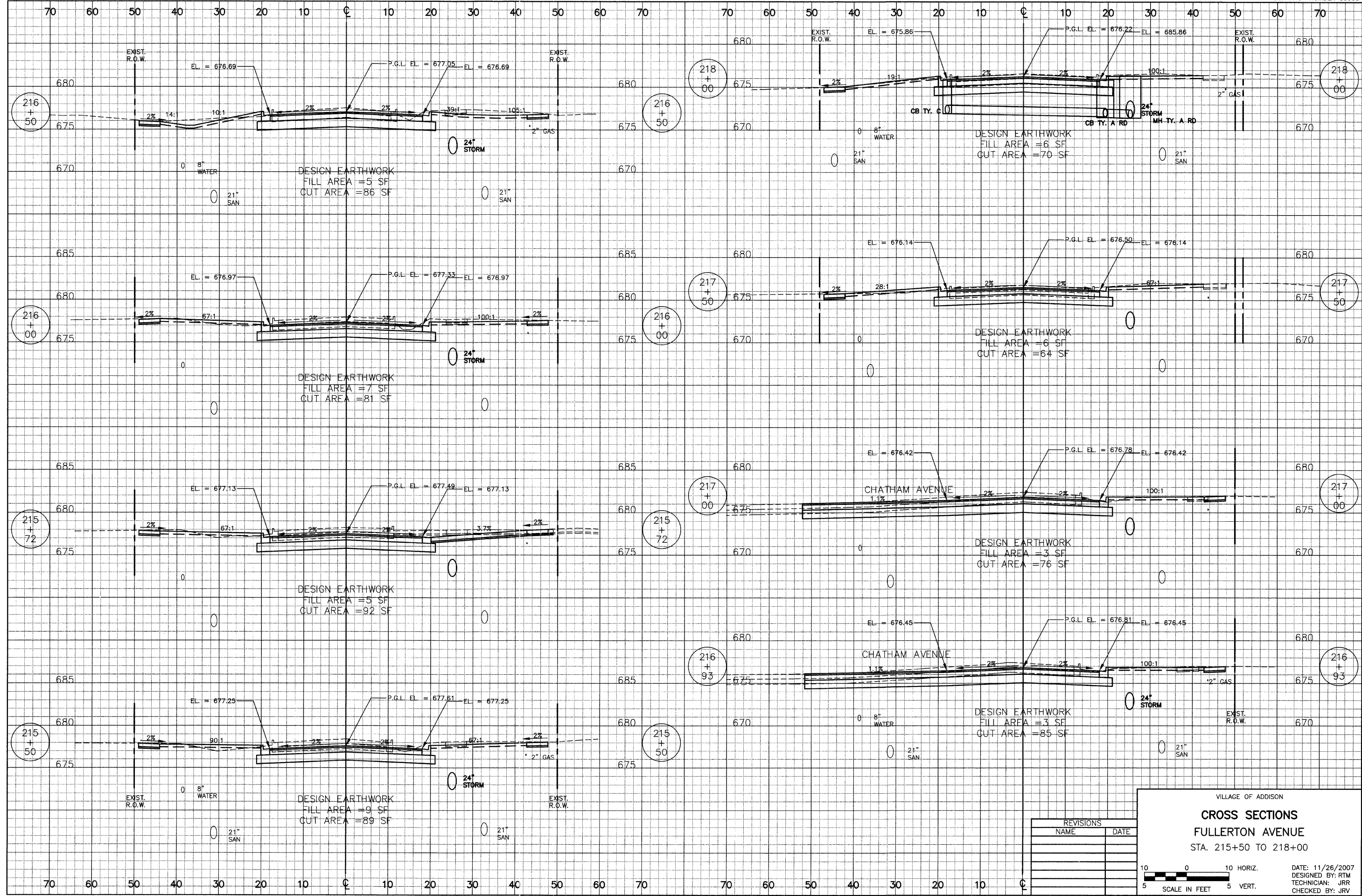


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 213+00 TO 215+24

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 5 VERT.
 SCALE IN FEET



REVISIONS	
NAME	DATE

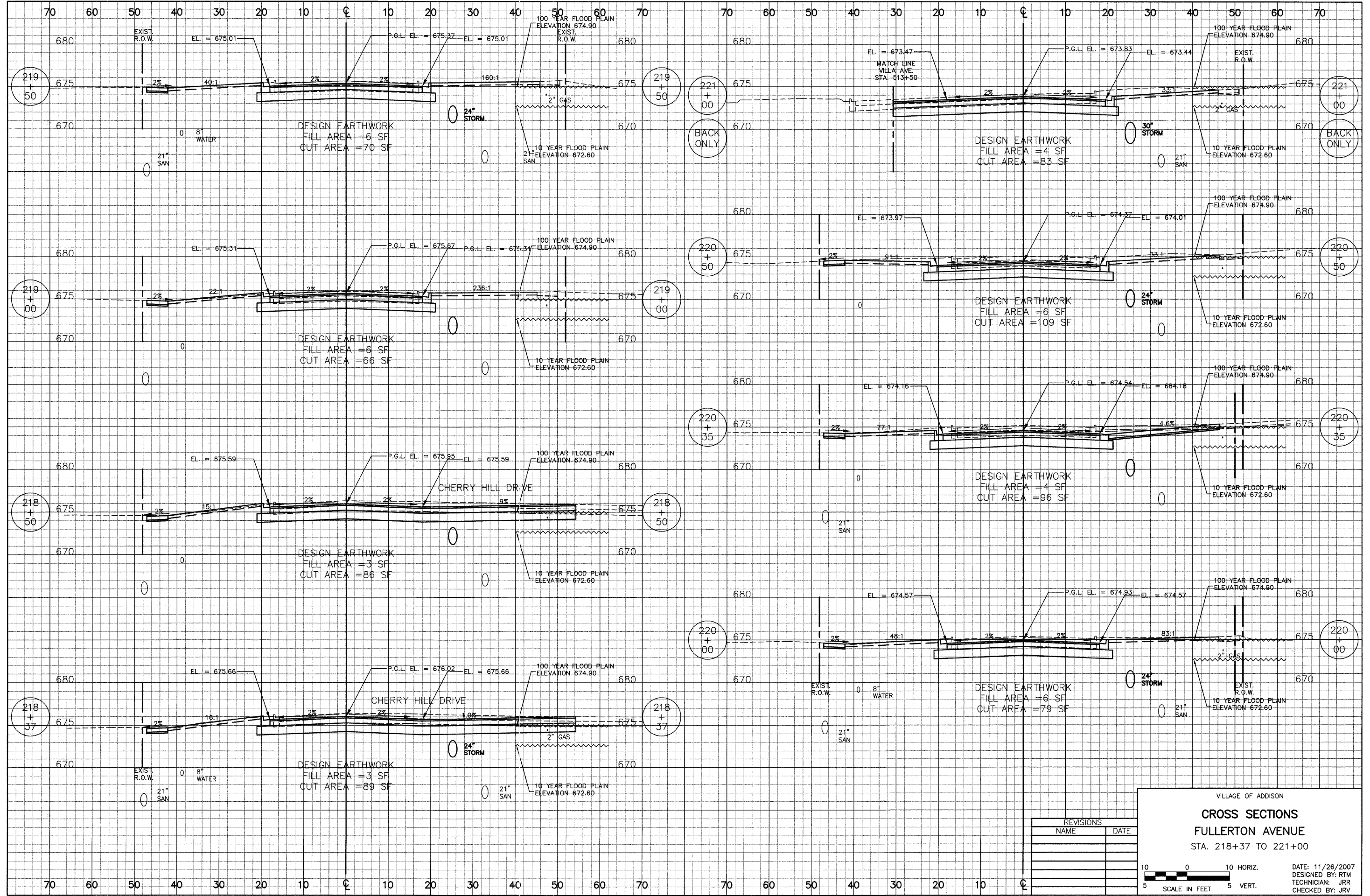
VILLAGE OF ADDISON

CROSS SECTIONS FULLERTON AVENUE

STA. 215+50 TO 218+00

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 SCALE IN FEET 5 VERT.

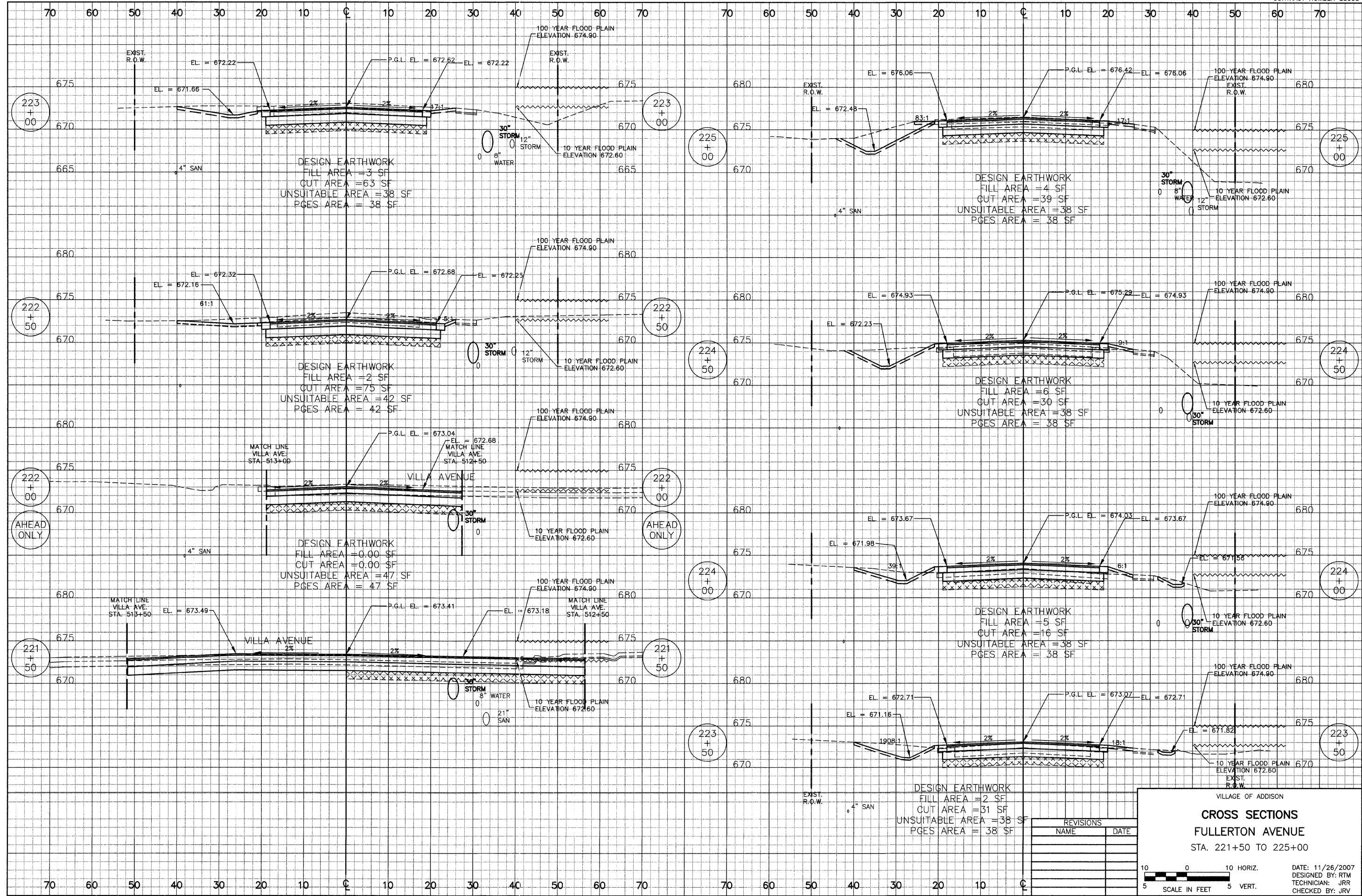


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 218+37 TO 221+00

10 0 10 HORIZ.
 5 5 VERT.
 SCALE IN FEET

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV



DESIGN EARTHWORK
 FILL AREA = 3 SF
 CUT AREA = 63 SF
 UNSUITABLE AREA = 38 SF
 PGES AREA = 38 SF

DESIGN EARTHWORK
 FILL AREA = 4 SF
 CUT AREA = 39 SF
 UNSUITABLE AREA = 38 SF
 PGES AREA = 38 SF

DESIGN EARTHWORK
 FILL AREA = 2 SF
 CUT AREA = 75 SF
 UNSUITABLE AREA = 42 SF
 PGES AREA = 42 SF

DESIGN EARTHWORK
 FILL AREA = 6 SF
 CUT AREA = 30 SF
 UNSUITABLE AREA = 38 SF
 PGES AREA = 38 SF

DESIGN EARTHWORK
 FILL AREA = 0.00 SF
 CUT AREA = 0.00 SF
 UNSUITABLE AREA = 47 SF
 PGES AREA = 47 SF

DESIGN EARTHWORK
 FILL AREA = 5 SF
 CUT AREA = 16 SF
 UNSUITABLE AREA = 38 SF
 PGES AREA = 38 SF

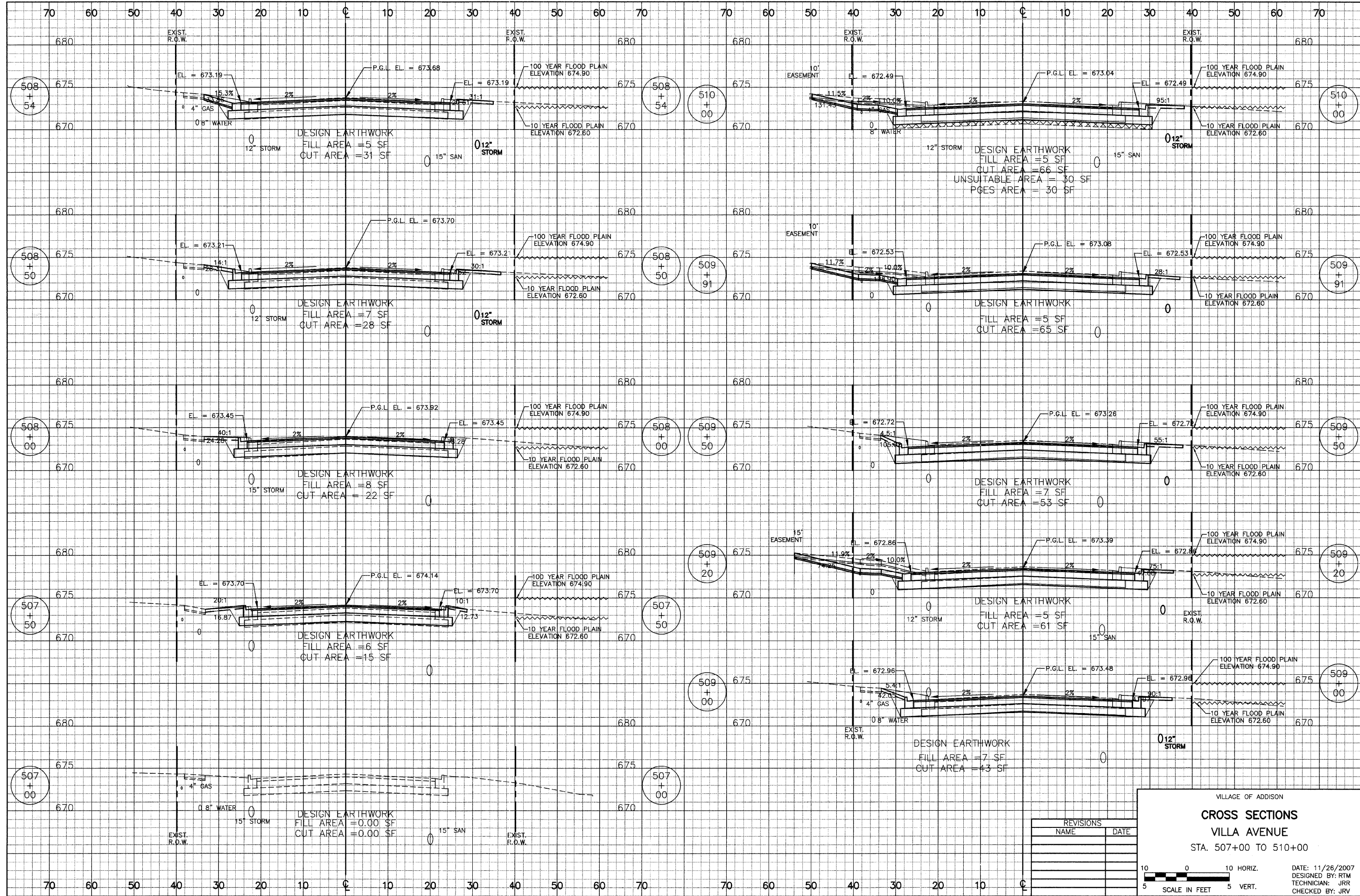
DESIGN EARTHWORK
 FILL AREA = 2 SF
 CUT AREA = 31 SF
 UNSUITABLE AREA = 38 SF
 PGES AREA = 38 SF

REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
FULLERTON AVENUE
 STA. 221+50 TO 225+00

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

10 0 10 HORIZ.
 5 SCALE IN FEET 5 VERT.

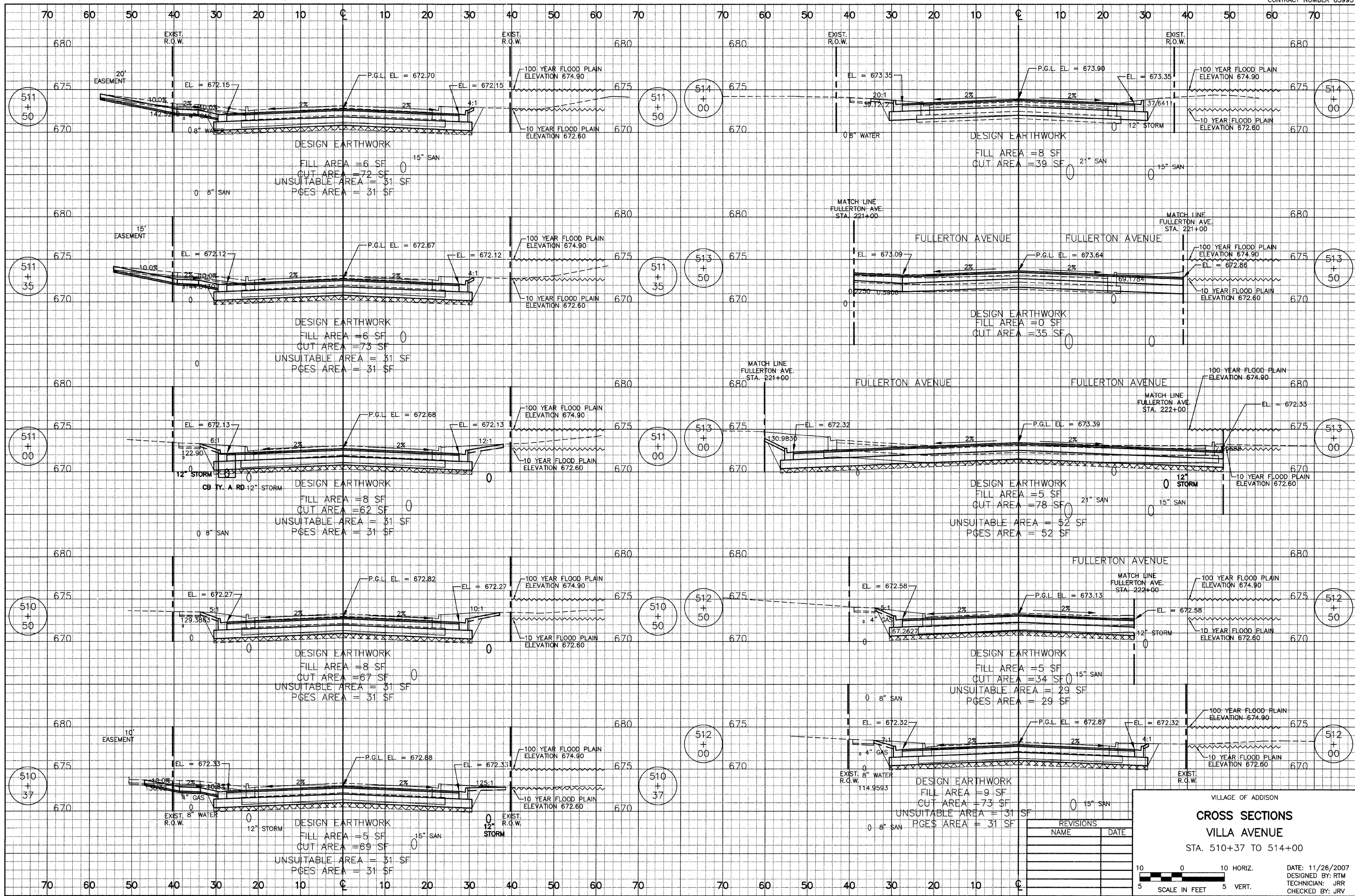


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
VILLA AVENUE
 STA. 507+00 TO 510+00

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

SCALE IN FEET: 5 HORIZ., 5 VERT.

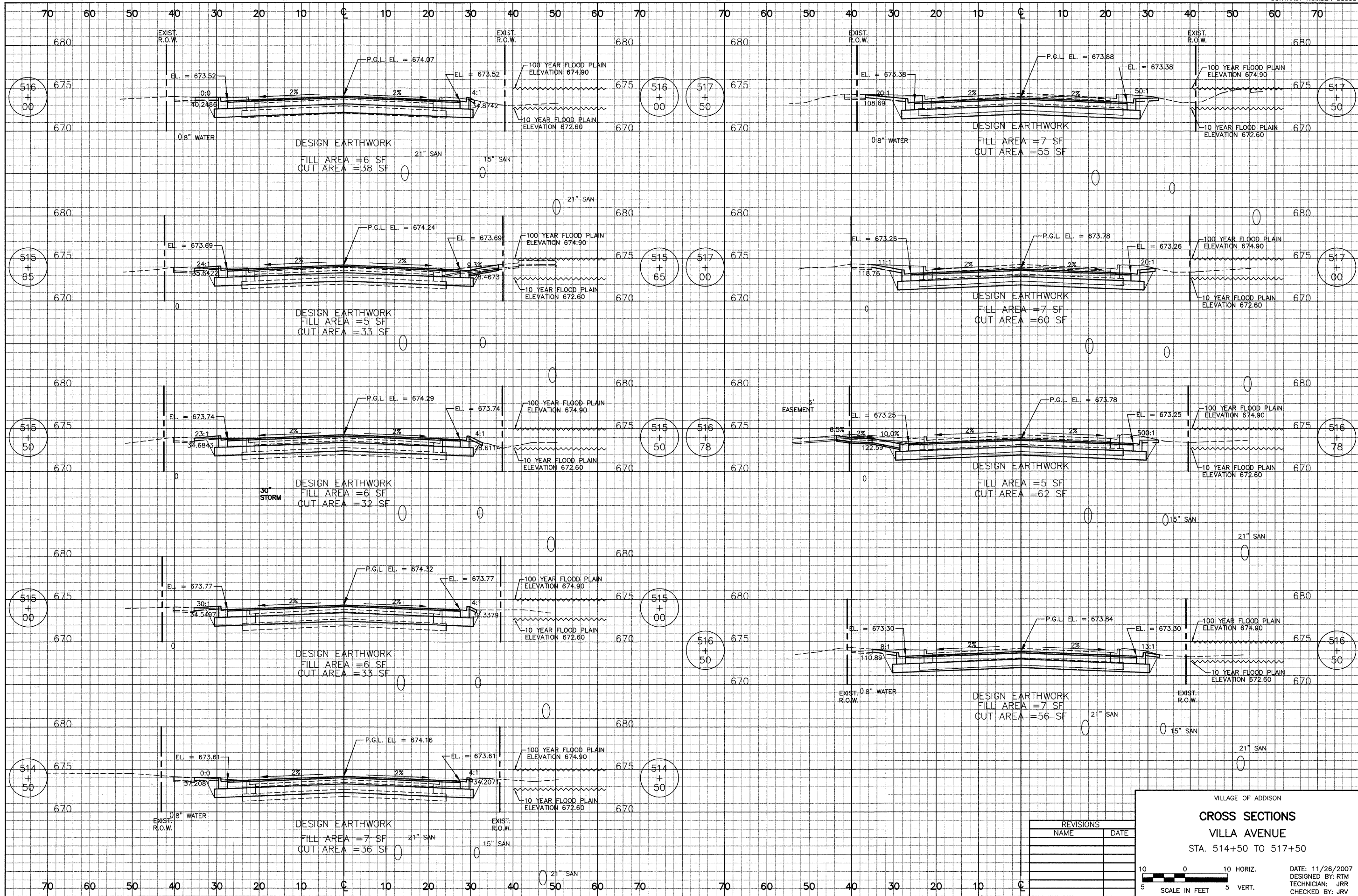


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
VILLA AVENUE
STA. 510+37 TO 514+00

SCALE IN FEET

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

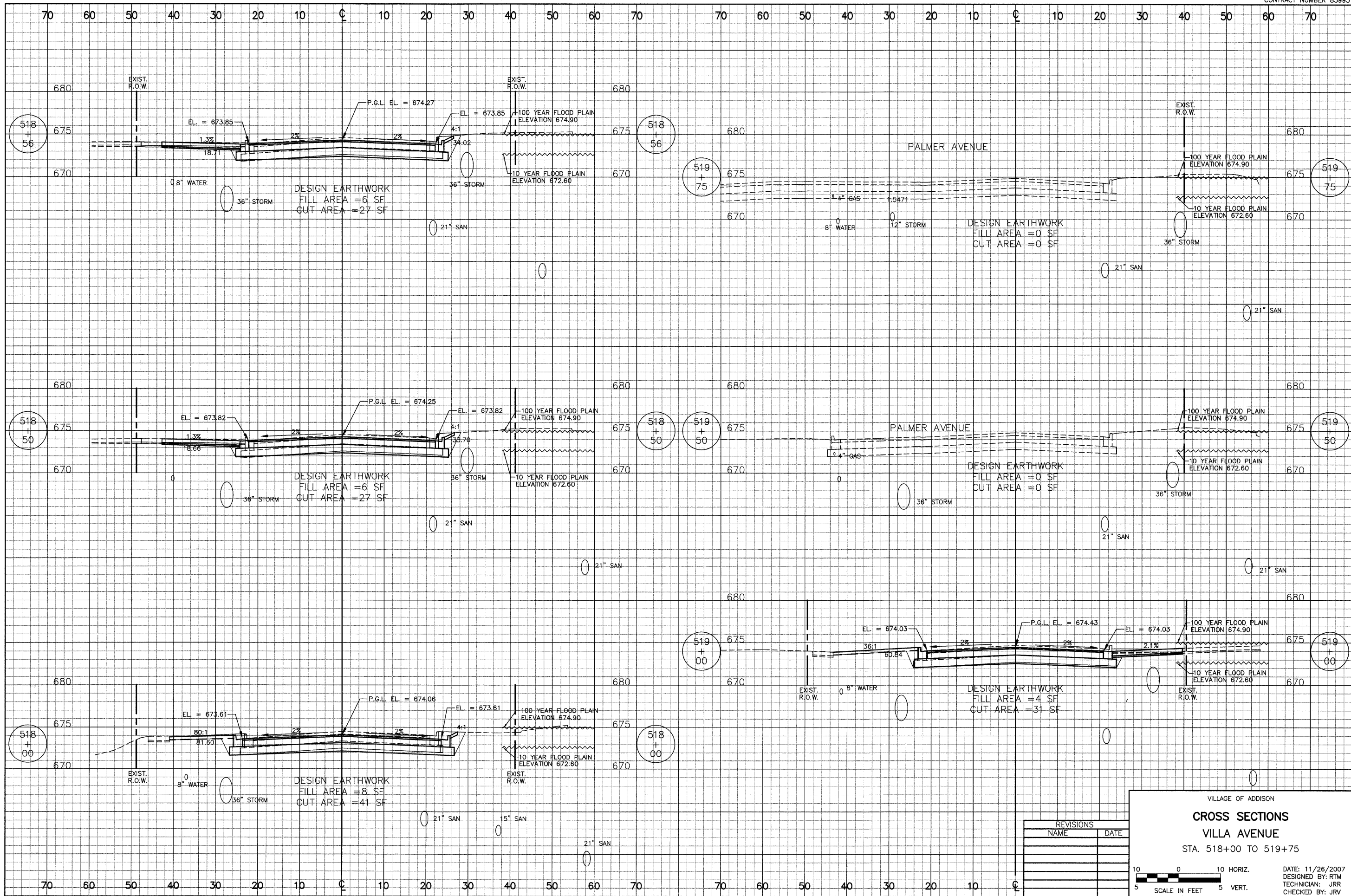


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
VILLA AVENUE
 STA. 514+50 TO 517+50

10 0 10 HORIZ.
 5 5 VERT.
 SCALE IN FEET

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV

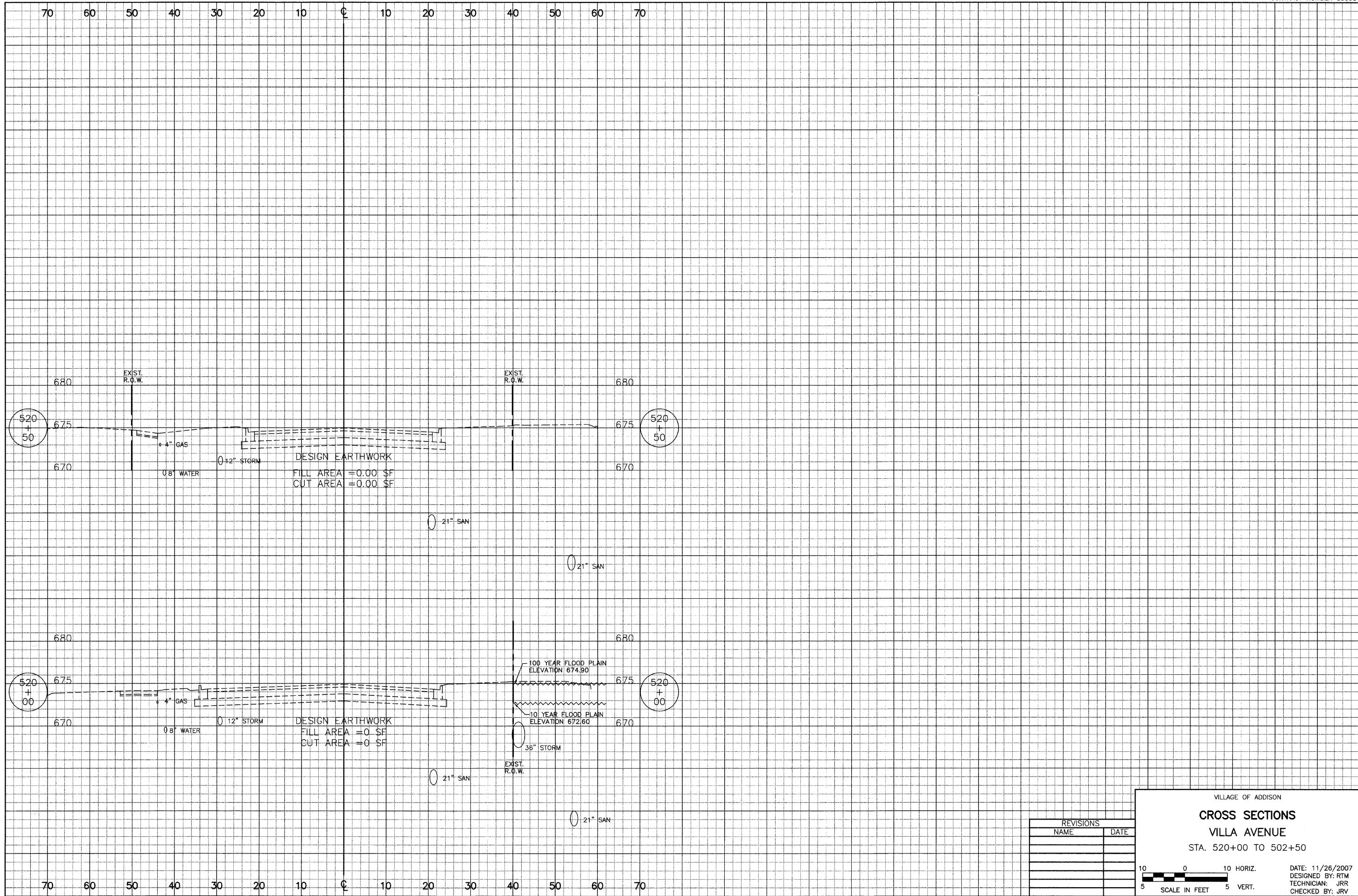


REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
CROSS SECTIONS
VILLA AVENUE
 STA. 518+00 TO 519+75

10 0 10 HORIZ.
 5 5 VERT.
 SCALE IN FEET

DATE: 11/26/2007
 DESIGNED BY: RTM
 TECHNICIAN: JRR
 CHECKED BY: JRV



REVISIONS	
NAME	DATE

VILLAGE OF ADDISON

CROSS SECTIONS

VILLA AVENUE

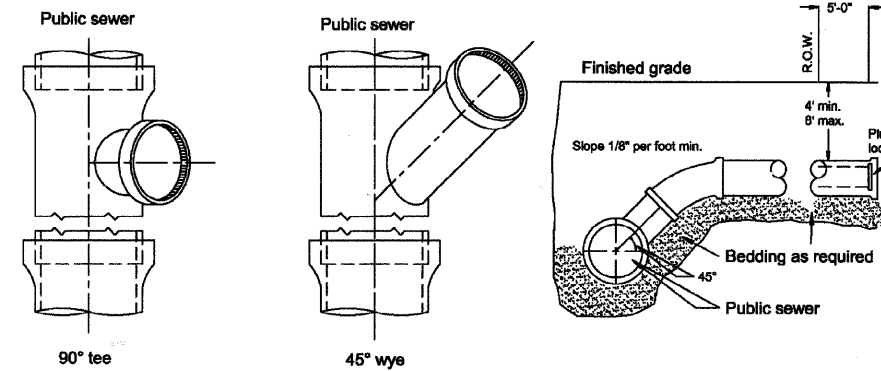
STA. 520+00 TO 502+50

10 0 10 HORIZ.
5 5 VERT.
SCALE IN FEET

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

STD. 307A NOT TO SCALE

- NOTES:**
- The wye or tee shall be installed at a 45° angle to the horizontal axis of the public sewer.
 - Where a wye or tee is not provided, a tapping saddle may be used on a 12" or larger public sewer, or a section of pipe may be removed and a wye or tee installed.
 - The minimum slope on a sanitary sewer service shall be 1/8" per foot.
 - Sanitary sewer services shall extend 5' beyond the right-of-way, terminated with a manufactured plug, and the end located with a 2"x4"x10' board. The top of the board shall be painted green.
 - Within the right-of-way, the bedding, haunching, initial backfill, and trench backfill for the service shall match the requirement for the main line.

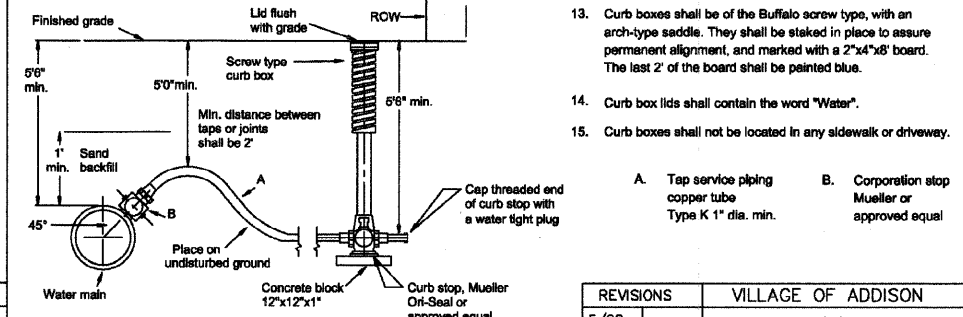


SANITARY SEWER SERVICE CONNECTION

REVISIONS	VILLAGE OF ADDISON
8/03	APPROVED: 2/2/94
	<i>[Signature]</i>
	R. ESPEDIDO, P.E., VILLAGE ENGINEER

STD. 407 NOT TO SCALE

- NOTES:**
- A water service shall be installed to serve each adjoining lot, tract of land, or building site.
 - Water services shall extend to the curb box.
 - The minimum size water service shall be 1" copper water tube, Type K.
 - All copper connections shall be made with a flared joint.
 - Service taps 1" in size shall be made with a corporation stop.
 - Service taps greater than 1" up to and including 2" shall be made with a stainless steel tapping sleeve and a corporation stop.
 - Service taps larger than 2" in size shall use a stainless steel tapping sleeve and a tapping valve.
 - All copper water services shall be turned off, and left water tight by crimping or plugging the end. The end of the service shall be marked with a 2"x4"x8" board. The top 2" of the board shall be painted blue.
 - All water services shall be covered with a minimum of 1' of FA-6.
 - Services within the right-of-way shall then be backfilled with CA-6 to within 1' of the finished grade.
 - Curb stops shall be furnished and installed for each water service.
 - Curb stops shall be round-type, Mueller Ori-Seal or approved equal, set on a flat concrete block, 12"x12"x1".
 - Curb boxes shall be of the Buffalo screw type, with an arch-type saddle. They shall be staked in place to assure permanent alignment, and marked with a 2"x4"x8" board. The last 2" of the board shall be painted blue.
 - Curb box lids shall contain the word "Water".
 - Curb boxes shall not be located in any sidewalk or driveway.



WATER SERVICE CONNECTION

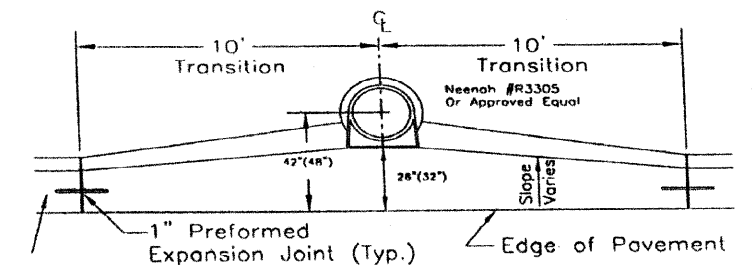
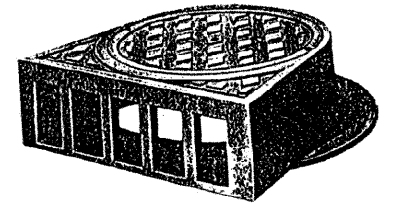
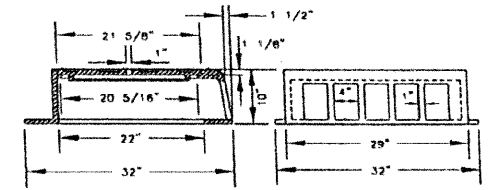
REVISIONS	VILLAGE OF ADDISON
5/98	APPROVED: 2/2/94
	<i>[Signature]</i>
	R. ESPEDIDO, P.E., VILLAGE ENGINEER

SAG FRAME & LID

Sag Frame and Lid shall be Neenah Foundry Company #R-3305 or equal.

R-3305 Catch Basin Frame and Lid

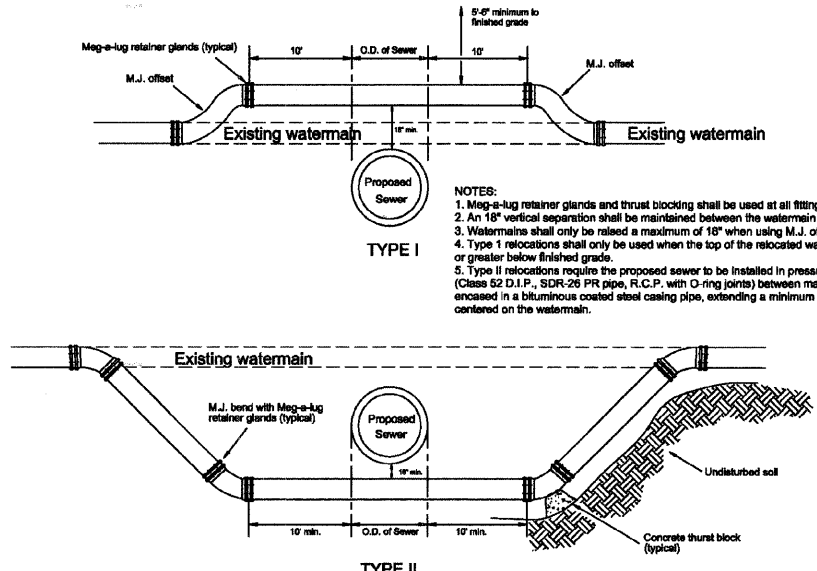
For behind-the-curb construction, Heavy Duty
Total weight 937 Kilograms (425 Lbs.)



Type B-6.18(B6.24) Curb & Gutter (Typ.)

STD. 402.1 NOT TO SCALE

- NOTES:**
- Meg-a-lug retainer glands and thrust blocking shall be used at all fittings and joints.
 - An 18" vertical separation shall be maintained between the watermain and the proposed sewer.
 - Watermains shall only be reared a maximum of 18" when using M.J. offset fittings.
 - Type I relocations shall only be used when the top of the relocated watermain is 5" or greater below finished grade.
 - Type II relocations require the proposed sewer to be installed in pressure rated pipe (Class 52 D.I.P., SDR-26 PR pipe, R.C.P. with O-ring joints) between manholes, or encased in a bituminous coated steel casing pipe, extending a minimum of 20' centered on the watermain.



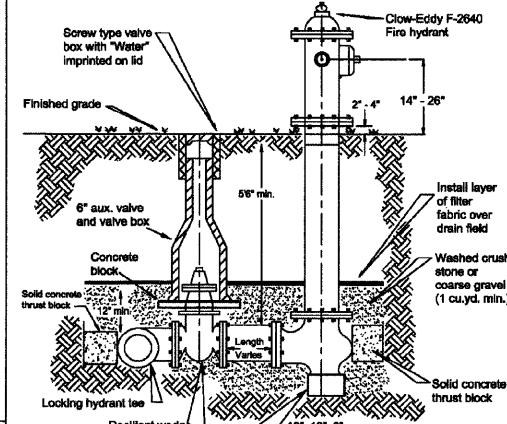
WATERMAIN RELOCATION

REVISIONS	VILLAGE OF ADDISON
8/03	APPROVED: 2/2/94
	<i>[Signature]</i>
	R. ESPEDIDO, P.E., VILLAGE ENGINEER

STD. 411 NOT TO SCALE

- FIRE HYDRANT SPECIFICATIONS:**
- Fire hydrant - Clow-Eddy F-2640 with breakaway flange, or approved equal.
 - Inlet connection - 6" flanged.
 - Main valve opening - 5 1/4"
 - Hose nozzles - (2) 2 1/2"
 - Pumper nozzle - 4 1/2"
 - Thread pattern - National standard.
 - Auxiliary valve - 6" Resilient Wedge Gate Valve.

- NOTES:**
- All fire hydrants shall be painted yellow (Dura-King Supreme #457-57 School Bus Yellow Truck, Tractor, and Implement Enamel).
 - The fire hydrant shall open by turning to the left (counter clockwise).
 - All nozzles shall be fitted with cast iron threaded caps securely connected to the fire hydrant with chain.
 - All fire hydrants shall be installed with a locking hydrant tee, and thrust blocking installed behind the hydrant tee.
 - A layer of filter fabric shall be installed over the drain field.
 - Fire hydrants shall be set on a 12"x12"x8" solid concrete block, and a thrust block positioned behind the fire hydrant.
 - Poured in place concrete blocking will not be allowed.
 - A minimum of 1 cu.yd. of washed gravel shall be placed around the fire hydrant.
 - The fire hydrant and auxiliary valve shall be staked in place to assure permanent alignment.
 - Fire hydrants shall be installed in such a manner that the pumper connection faces the street.
 - The auxiliary valve shall be bolted directly to the locking hydrant tee.



FIRE HYDRANT

REVISIONS	VILLAGE OF ADDISON
2/97 5/98	APPROVED: 2/2/94
8/03	<i>[Signature]</i>
	R. ESPEDIDO, P.E., VILLAGE ENGINEER

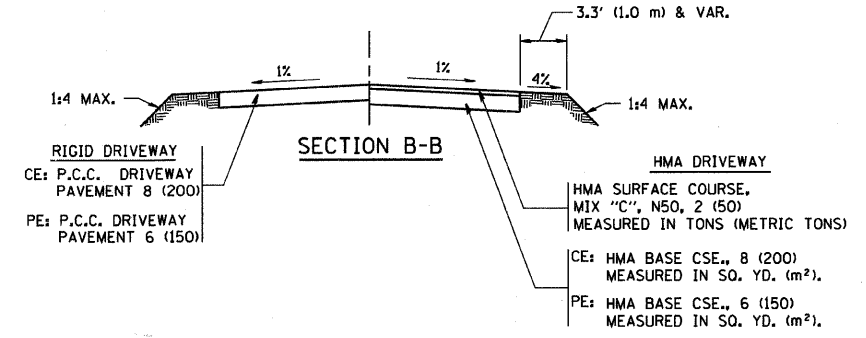
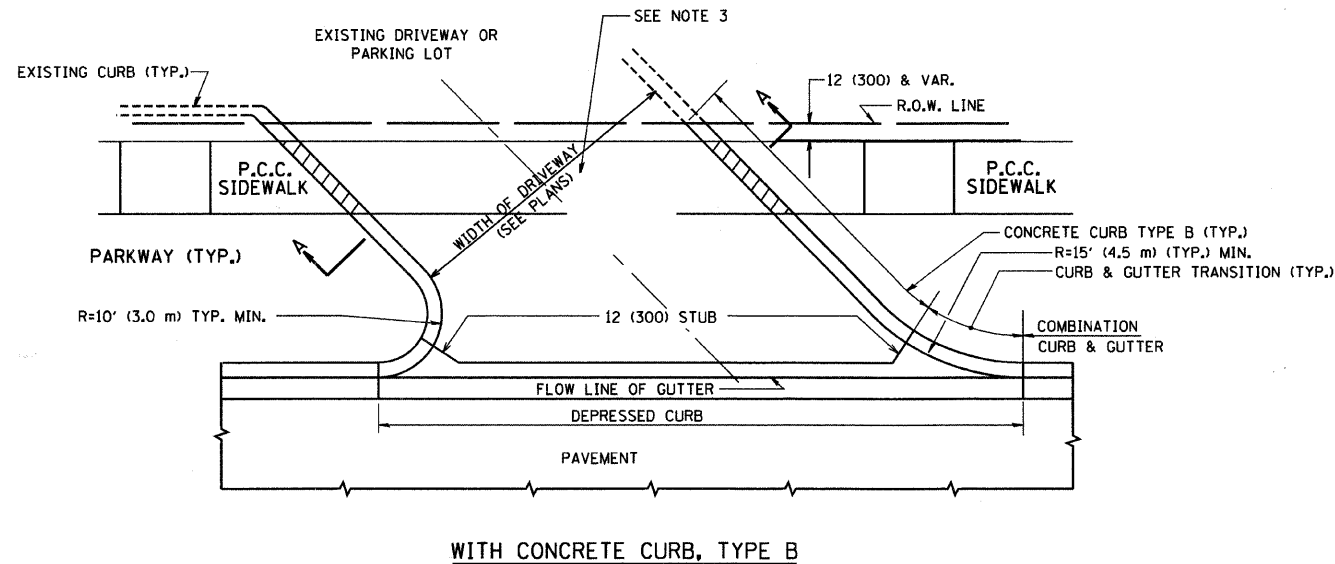
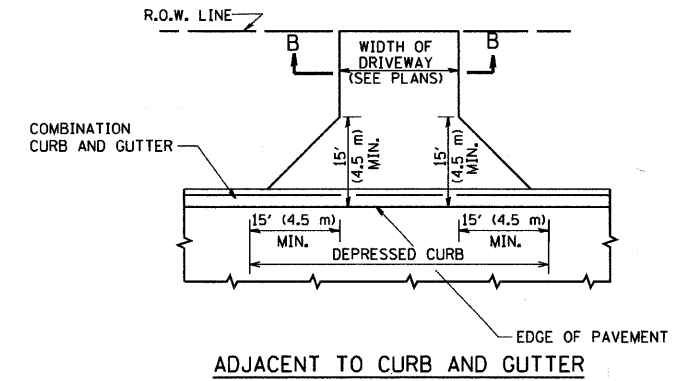
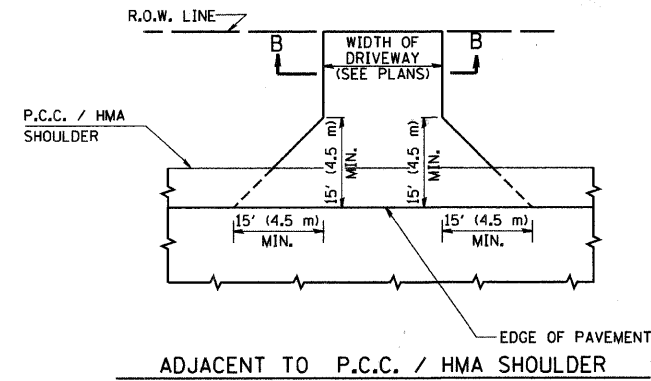
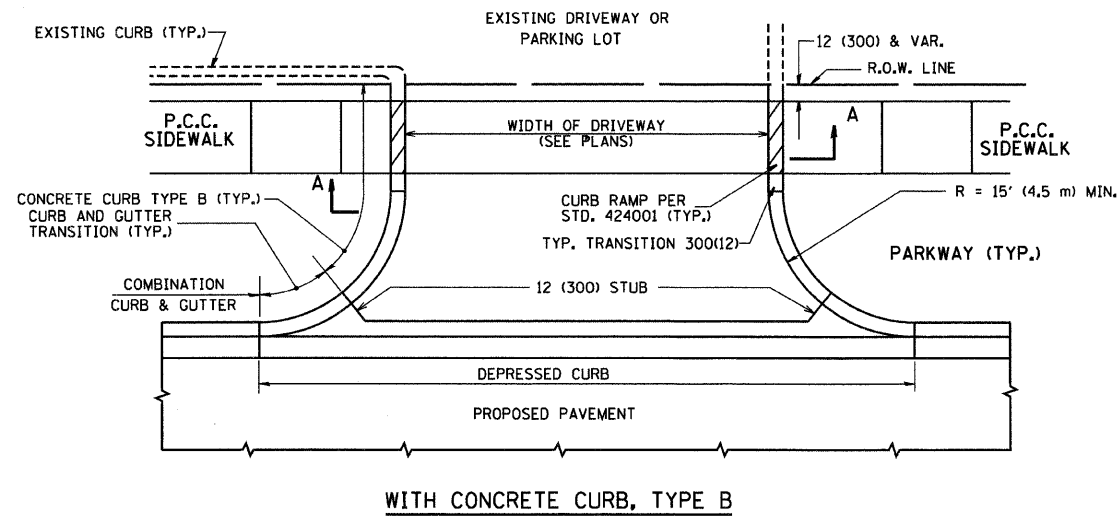
REVISIONS	
NAME	DATE

VILLAGE OF ADDISON
DETAILS
FULLERTON AVENUE

N.A. 0 N.A. HORIZ.
N.A. SCALE IN FEET N.A. VERT.

DATE: 11/26/2007
DESIGNED BY: RTM
TECHNICIAN: JRR
CHECKED BY: JRV

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	86
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



RURAL FIELD ENTRANCE (FE)
 HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)
 AGGREGATE BASE CSE., TYPE A 8 (200) MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

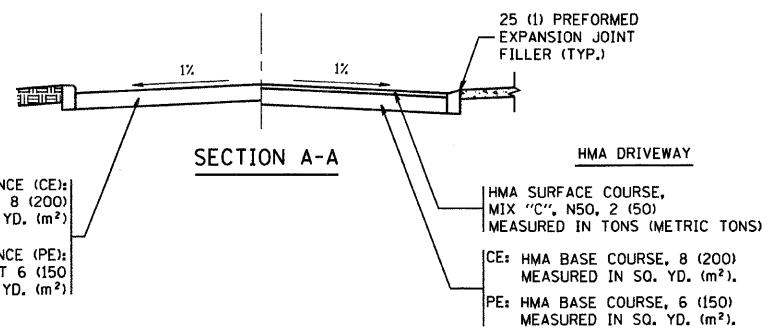
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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

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

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



ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

REVISIONS	
NAME	DATE
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01
P. LAFLEUR	04-15-03
R. BORO	01-01-07

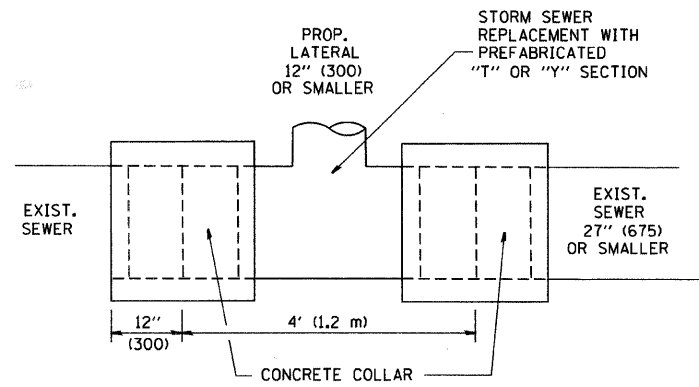
ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS
 DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

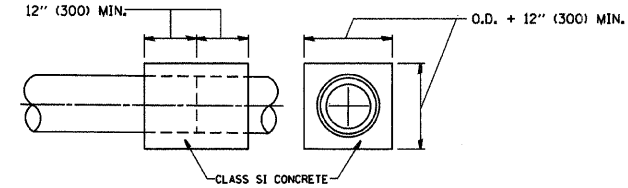
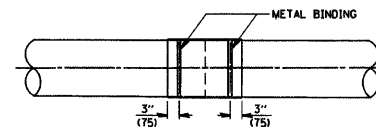
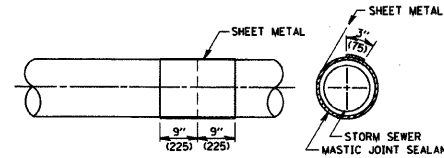
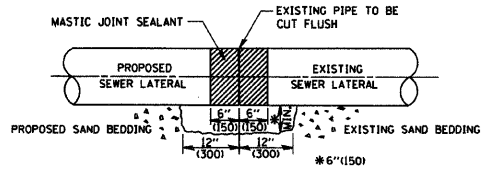
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 HORIZ. PLOT DATE: 1/18/2007
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 CHECKED BY: _____

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



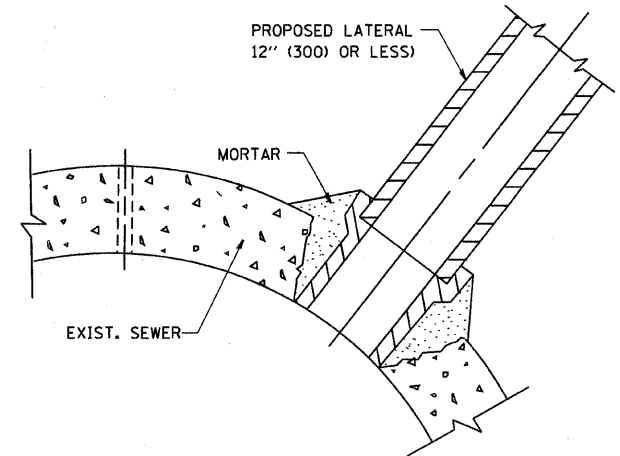
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" X 6" (300 X 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

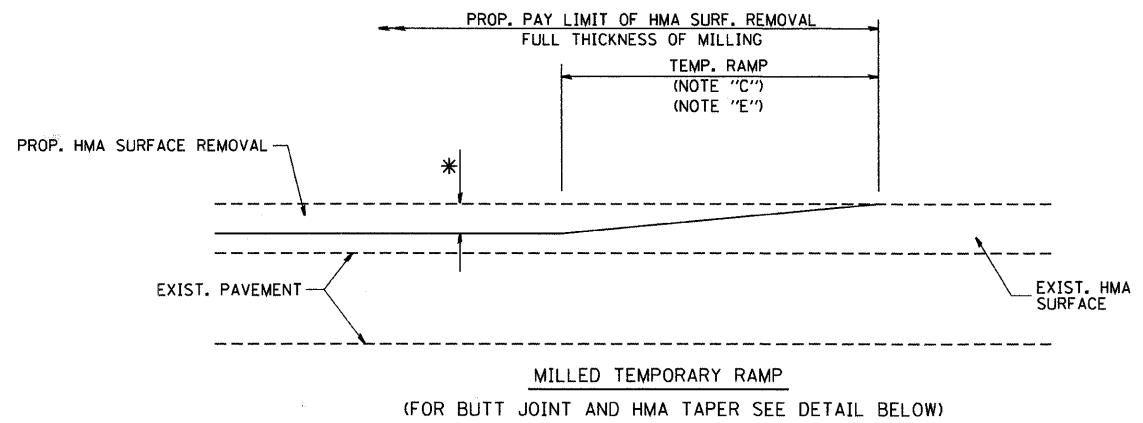
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

SCALE: VERT.
HORIZ.
DATE: 1/18/2007

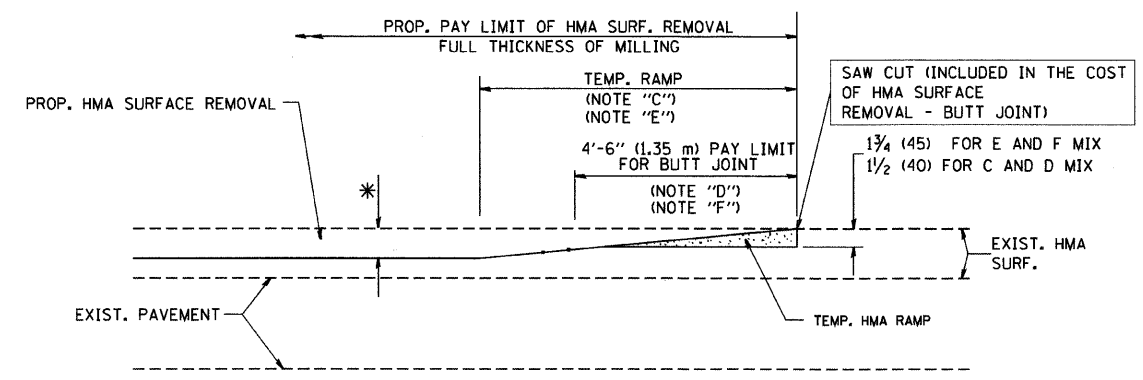
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CHECKED BY

BD500-01 (BD-7)
REVISION DATE: 01/01/07

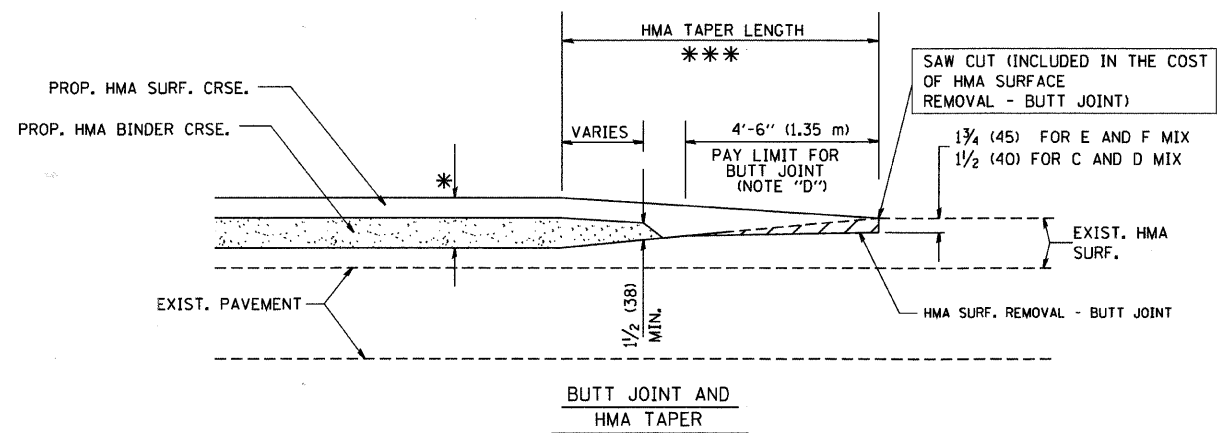
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



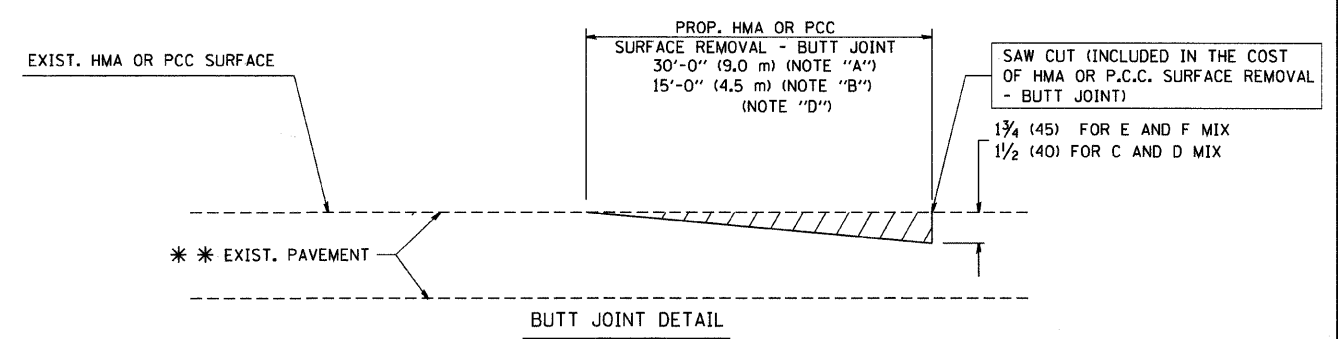
OPTION 1



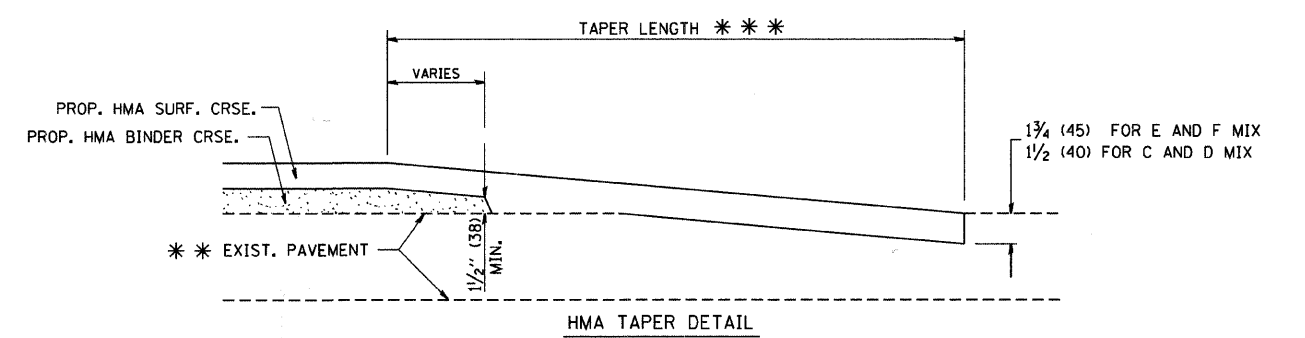
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

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

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

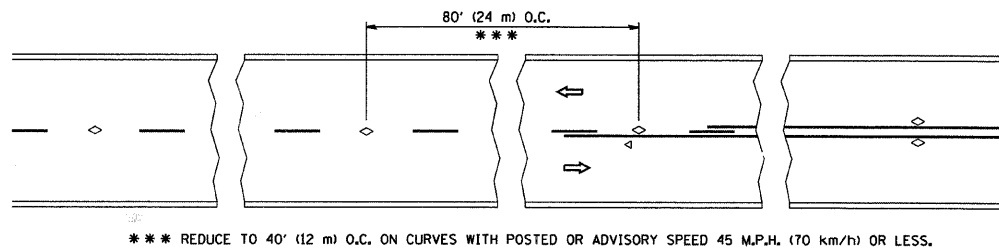
BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE
HORIZ. NONE
PLOT DATE: 1/18/2007

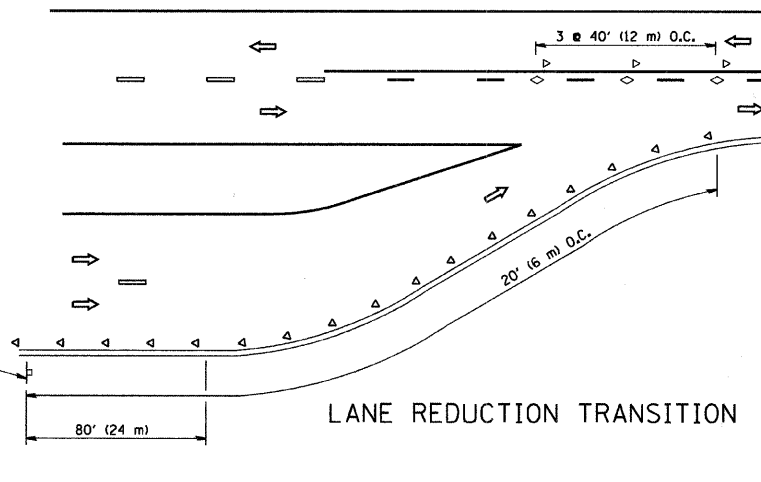
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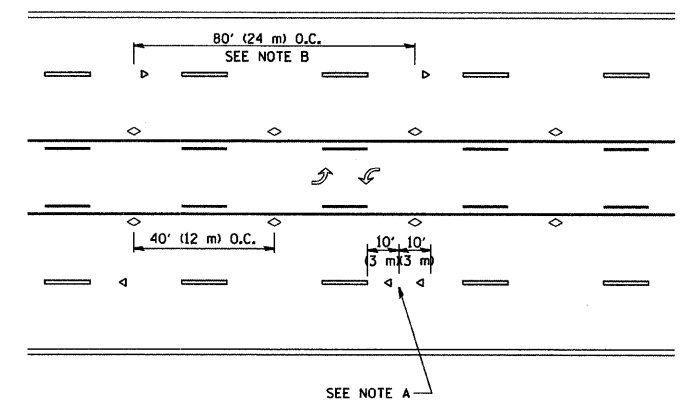
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-0084-00-PV	DUPAGE	93	89
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



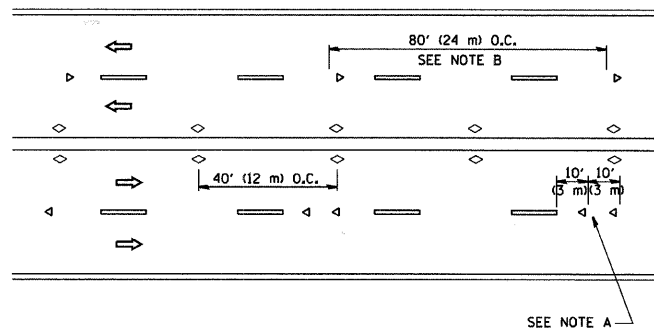
TWO-LANE/TWO-WAY



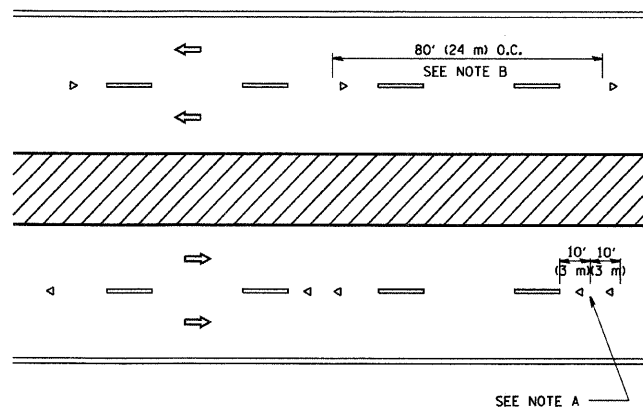
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

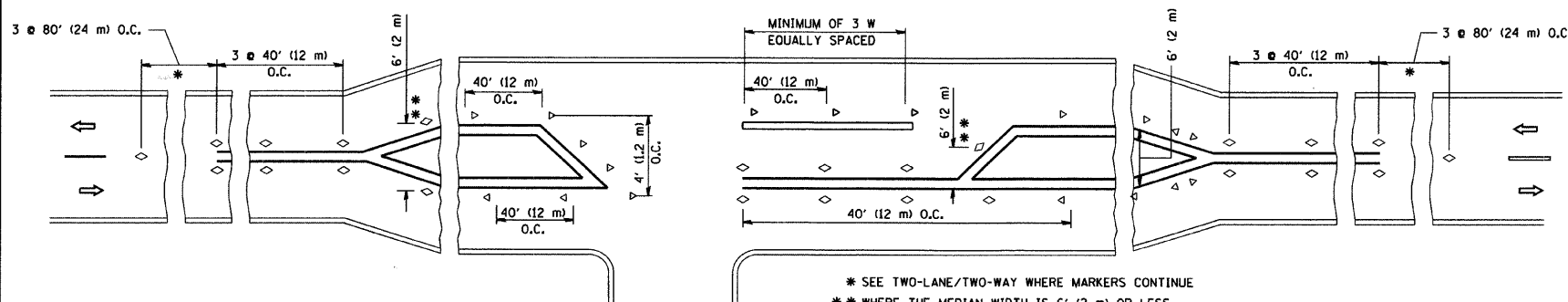
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◇ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

- * SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
- ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

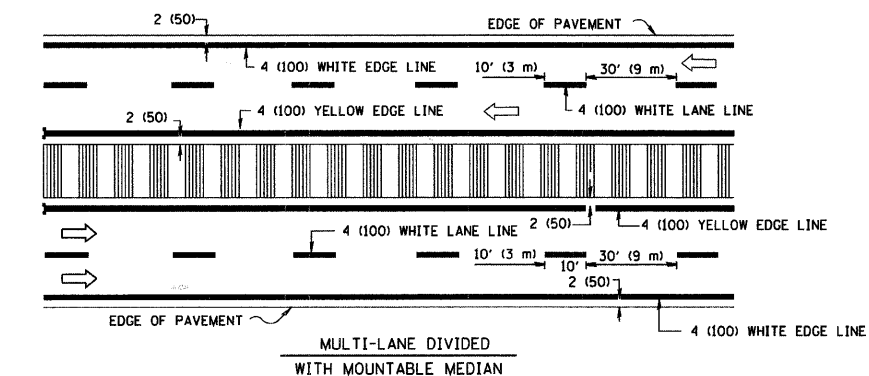
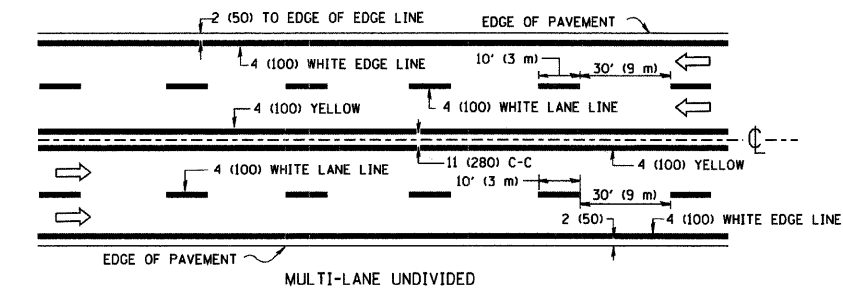
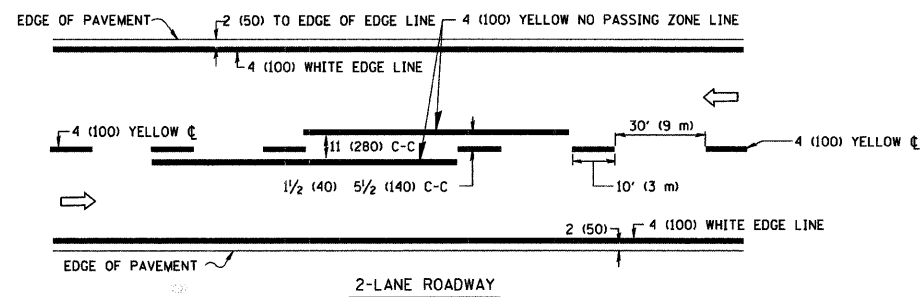
ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT
MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE
DATE: 1/17/2007

DRAWN BY CADD
CHECKED BY
TC-11

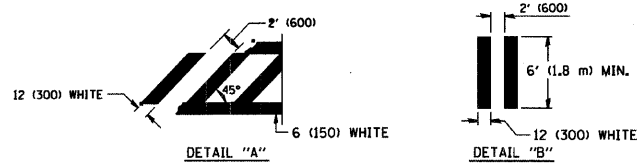
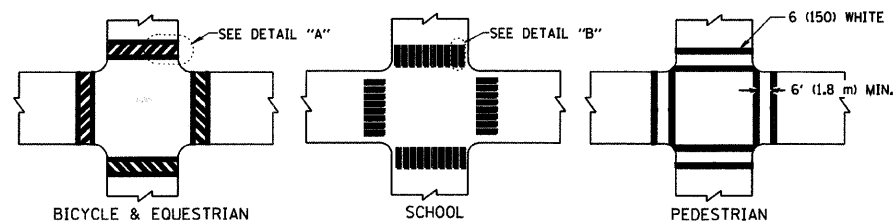
REVISION DATE: 01/06/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-0084-00-PV	DUPAGE	93	90
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

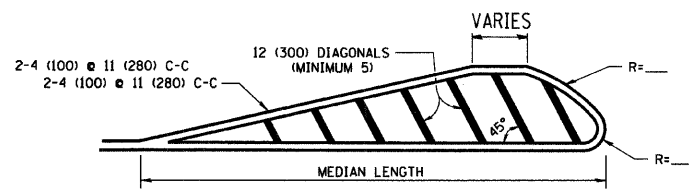
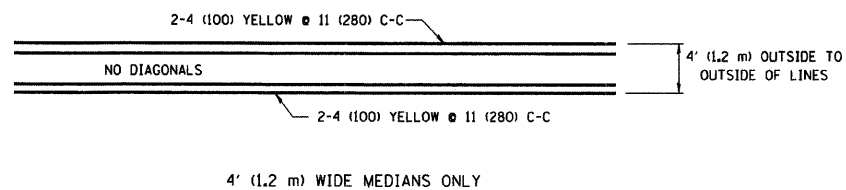


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



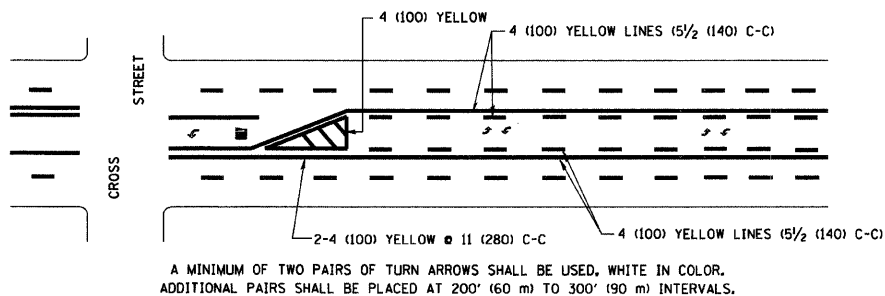
TYPICAL CROSSWALK MARKING



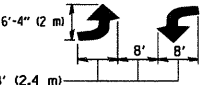
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

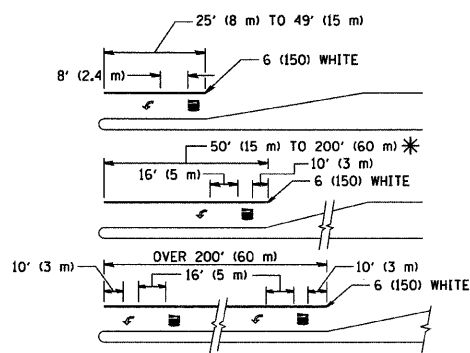


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

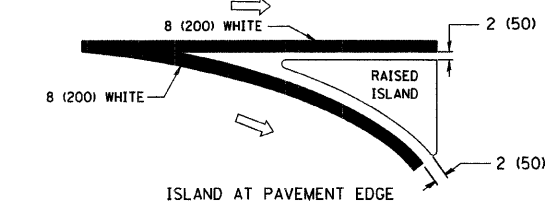
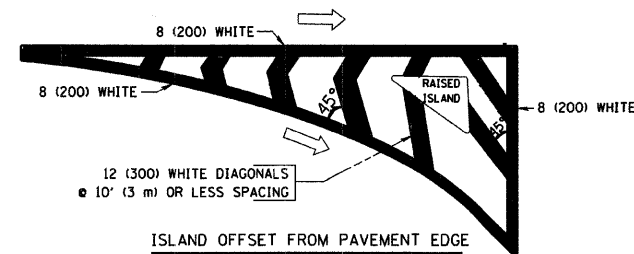


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

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

All dimensions are in 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

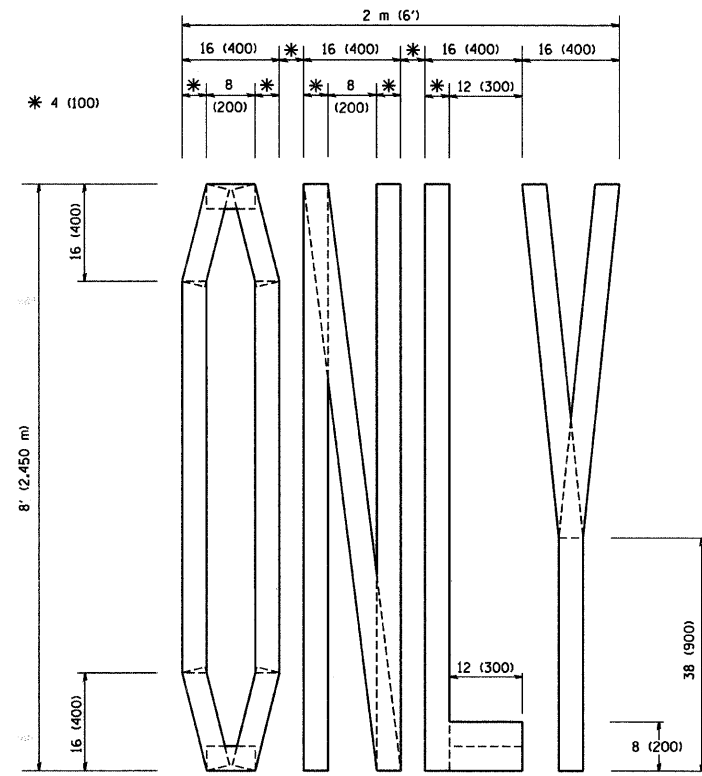
ILLINOIS DEPARTMENT OF TRANSPORTATION
**DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS**

SCALE: NONE
DATE: 1/17/2007

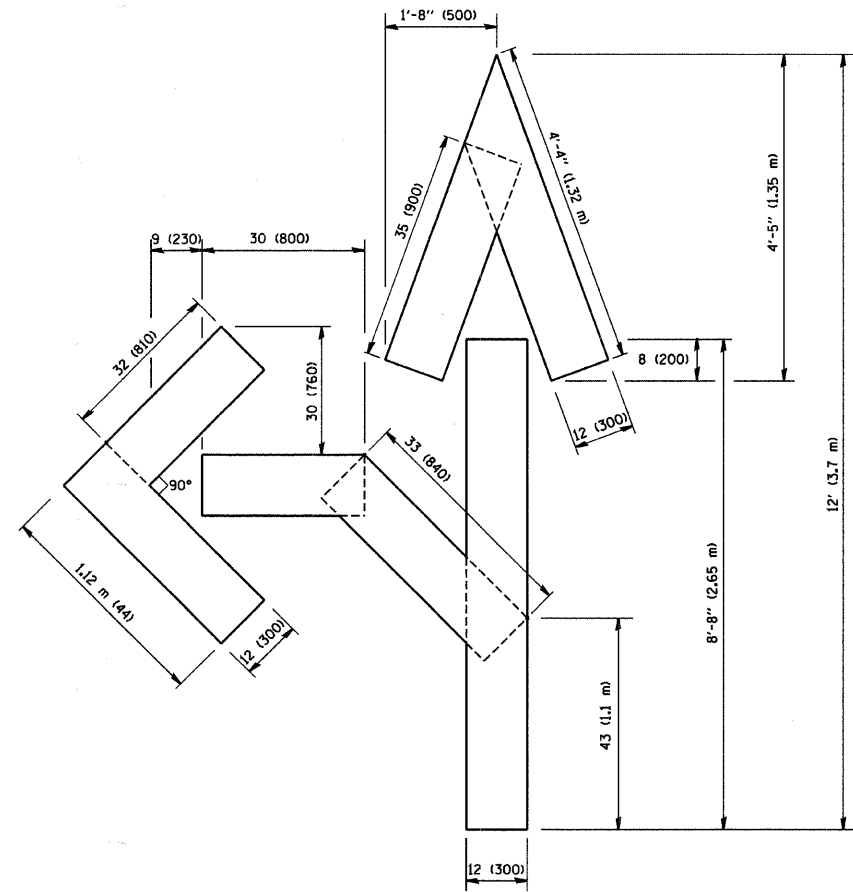
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TC-13
REVISION DATE: 01/06/00

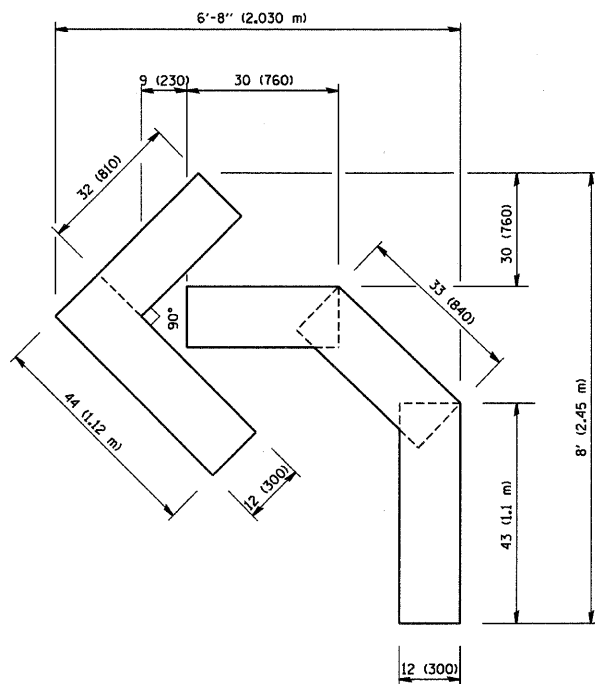
F.A. RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-0084-00-PV	DUPAGE	93	91
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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



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



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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
LETTERS AND SYMBOLS
FOR TRAFFIC STAGING

SCALE: NONE
DATE: 1/17/2007

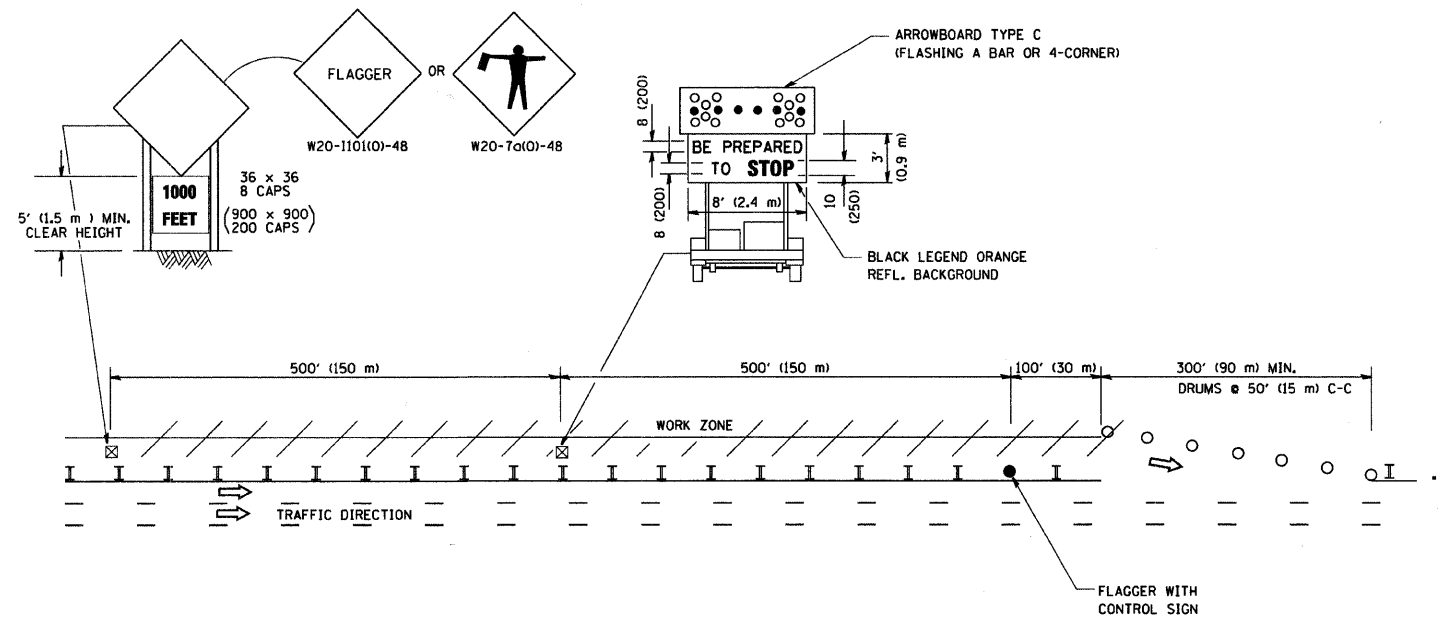
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CHECKED BY
TC-16

REVISION DATE: 08/28/00

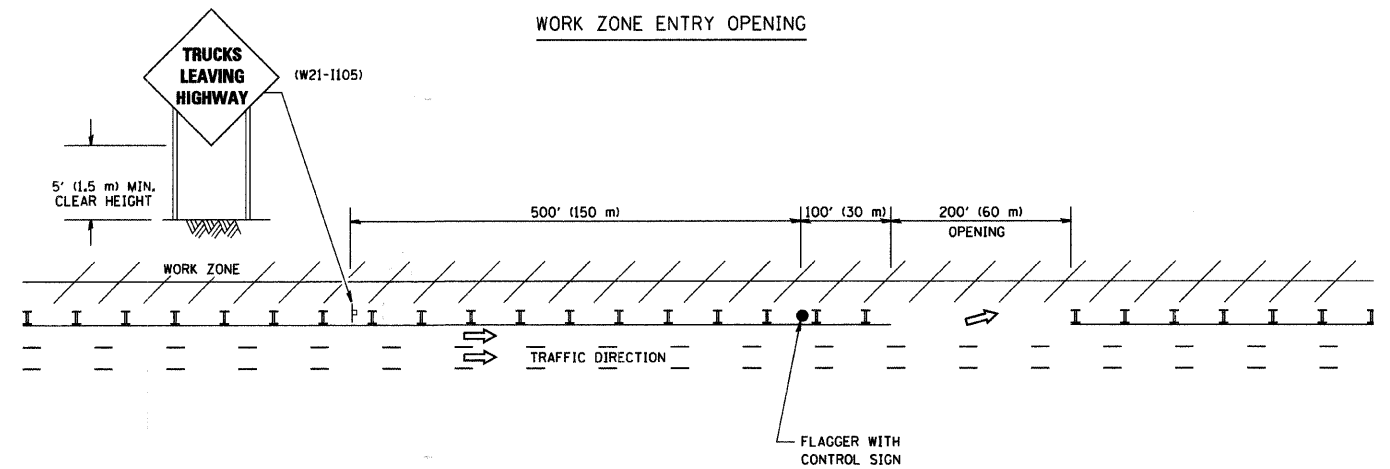
F.A. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-0084-00-FV		93	92
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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

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

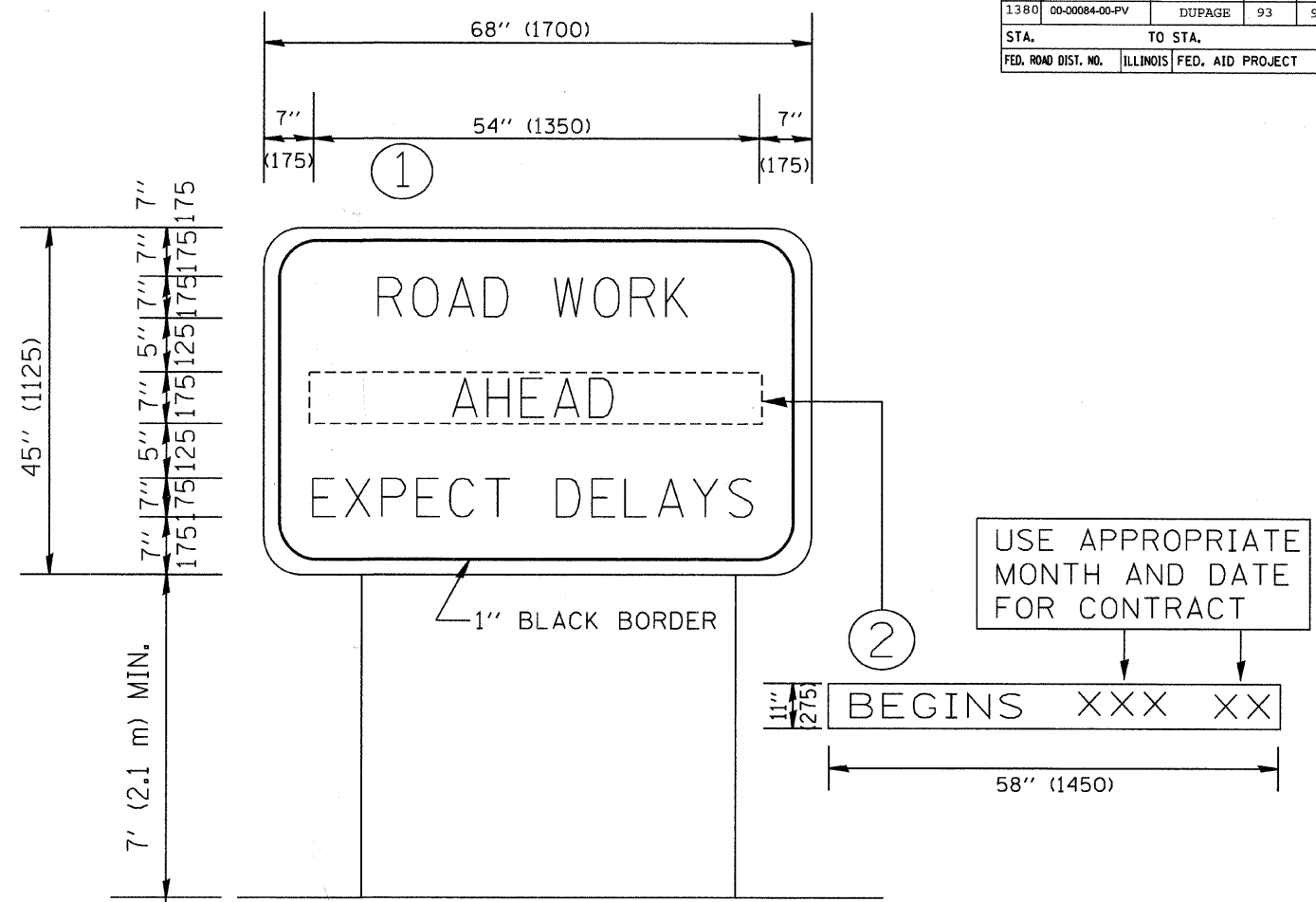
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DATE: 1/16/2007

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CHECKED BY

TC-18

REVISION DATE: 01/01/07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1380	00-00084-00-PV	DUPAGE	93	93
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INFORMATION SIGNING

SCALE: DATE: 1/17/2007
DRAWN BY DESIGN CHECKED BY

PLOT DATE = 1/17/2007
FILE NAME = K:\dashed\ac22.dgn
PLOT SCALE = 50:000 / IN.
USER NAME = legro