

04-25-2025 LETTING ITEM 013

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

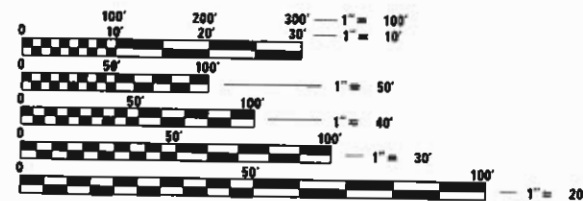
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FAU RTE 2604 (LOMBARD ROAD)
ARMY TRAIL BOULEVARD TO U.S. ROUTE 20 (LAKE STREET)
ROADWAY RESURFACING IMPROVEMENTS
SECTION NO.: 24-00113-00-RS
PROJECT NO.: SNZ5(530)
VILLAGE OF ADDISON
DUPAGE COUNTY
C-91-217-24

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

TRAFFIC DATA - LOMBARD ROAD

ADT 2020 = 6,550 VPD
POSTED SPEED = 30 MPH
DESIGN SPEED = 35 MPH
DESIGN DESIGNATION = MAJOR COLLECTOR

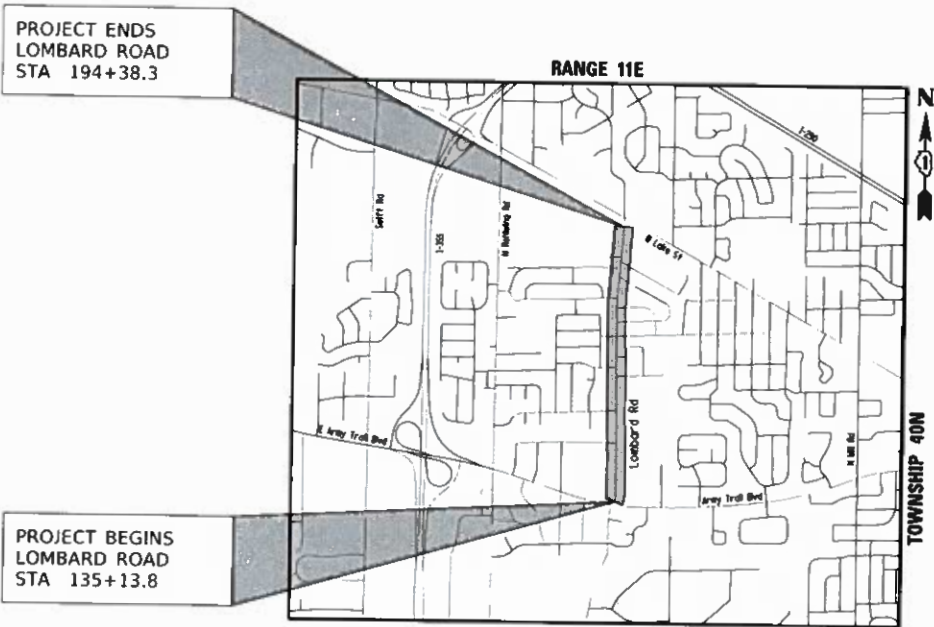


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1.800.892.0123 OR 811

CONTRACT NO. 61K95



PROJECT LOCATION

NOT TO SCALE

PROJECT LENGTH:

LOMBARD ROAD GROSS & NET LENGTH - 5924.5 FT (1.12 MILES)

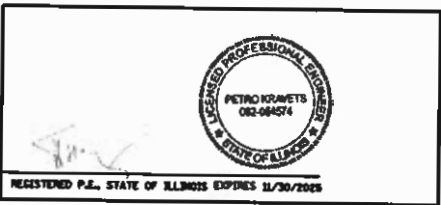
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-RS	DUPAGE	60	1
CONTRACT NO. 61K95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Approved: 2/11/2025
Village of Addison
Passed: FEB 13, 2025
District One Engineer of Local Roads & Streets
Releasing for Bid Based on Limited Review: Feb 13, 2025
Regional Engineer



PLANS PREPARED BY:

CIVILTECH
Two Pierce Place, Suite 1400 - Itasca, Illinois 60143
Tel: 630.773.3900 - Fax: 630.773.3975
www.civiltechinc.com

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HIGHWAY STANDARDS

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424001-12	PERPENDICULAR CURB RAMP5 FOR SIDEWALKS
424016-06	MID-BLOCK CURB RAMP5 FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
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602016-02	CATCH BASIN TYPE D
602301-04	INLET - TYPE A
602411-09	PRECAST MANHOLE TYPE A 7" DIAMETER
602506-03	PRECAST VALVE VAULT TYPE A 5' DIAMETER
604001-05	FRAME AND LIDS TYPE 1
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604056-04	FRAME AND GRATE TYPE 11V
604091-05	FRAME AND GRATE TYPE 24
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701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" AWAY FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

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BD-07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
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205	TRENCH DETAIL
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1215	PAVEMENT PATCHING AT CURB AND GUTTER REMOVAL

GENERAL

1. THE CONTRACTOR SHALL CONTACT THE ADDISON COMMUNITY DEVELOPMENT DEPARTMENT (630) 693-7530, THE PUBLIC WORKS DEPARTMENT (630) 620-2020, AND THE ENVIRONMENTAL SERVICES DIVISION (630) 279-2140 OF THE VILLAGE OF ADDISON AND NOTIFY THE VILLAGE ENGINEER, UTILITY COMPANIES, CHURCHES, SCHOOL DISTRICTS, AND LOCAL POLICE AND FIRE DEPARTMENTS 72 HOURS PRIOR TO COMMENCEMENT OF WORK.
2. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS AND EROSION CONTROL DEVICES ARE MET TO THE SATISFACTION OF THE VILLAGE ENGINEER.
3. PROPOSED LINES AND GRADES SHOWN ON THE CONSTRUCTION PLANS REPRESENT FINISHED GRADE ELEVATIONS, UNLESS OTHERWISE NOTED.
4. ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
5. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AND PROVIDE ACCESS TO ABUTTING PROPERTIES AT ALL TIME DURING CONSTRUCTION.
6. WHEN EXCAVATING OR REMOVING CURB AND GUTTER, PAVEMENT OR ANY OTHER STRUCTURE, THE CONTRACTOR SHALL TAKE PRECAUTIONS NECESSARY TO AVOID DAMAGE TO UNDERGROUND PUBLIC OR PRIVATE UTILITIES INCLUDING, BUT NOT LIMITED TO, LAWN SPRINKLER SYSTEMS AND COMPONENTS, ELECTRICAL CONDUITS, AND INVISIBLE DOG FENCES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT PUBLIC AND PRIVATE OWNERS TO COORDINATE UTILITY WORK. ANY DAMAGE SHALL BE REPAIRED AND/OR REPLACED WITHIN 7 CALENDAR DAYS. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL CONCRETE BREAKER BE ALLOWED.
7. CURB AND GUTTER JOINTS SHALL BE PLACED AS PER STANDARD 606001 AND IN ADDITION ONE INCH EXPANSION JOINTS SHALL BE PLACED EVERY 75 FT. AT LEAST ONE EXPANSION JOINT SHALL BE PLACED IN EACH SEGMENT OF CURB REMOVAL AND REPLACEMENT.
8. CONCRETE TRUCK WASHOUT FACILITY SHOULD BE PROVIDED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS" AND SPECIAL PROVISIONS IN THE FIELD BY THE CONTRACTOR AT A LOCATION OR LOCATIONS APPROVED BY THE VILLAGE ENGINEER. WASHING CONCRETE AT CURB AND GUTTER IS STRICTLY PROHIBITED. NO CONCRETE WASHOUT PERMITTED AT ANY OPEN EXCAVATION, SUBJECT TO EROSION CONTROL DEFICIENCY ACCORDING TO ARTICLE 105.03.
9. THE CONTRACTOR SHALL REMOVE FROM THE PROJECT SITE ALL UNSUITABLE EXCAVATED MATERIAL. THIS MATERIAL WILL BE CLASSIFIED AS ALL MATERIAL THAT THE VILLAGE ENGINEER DEEMS UNSUITABLE, SUCH AS REBAR, ABANDONED WIRE, ETC. THE WASTE EXCAVATED MATERIAL SHALL NOT BE DEPOSITED ON PUBLIC OR PRIVATE PROPERTY UNLESS THE CONTRACTOR FIRST OBTAINS THE WRITTEN PERMISSION FROM THE PROPERTY OWNER OR THE AUTHORIZED REPRESENTATIVE OF THE APPROPRIATE PUBLIC AGENCY. PROVISIONS OF ARTICLE 202.03 STANDARD SPECIFICATIONS SHALL BE ADHERED TO. THE DISPOSAL AREA LOCATION SHALL BE DISCLOSED TO THE VILLAGE ENGINEER. ALL REMOVAL ITEMS, INCLUDING EARTH EXCAVATION, AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS SHALL BE REMOVED AT THE END OF THE DAY. THE CONTRACTOR MUST REQUEST IN WRITING A LOCATION FOR STORAGE OF SUITABLE EXCAVATED MATERIALS THAT WILL BE INCORPORATED INTO THE PROJECT.
10. THE THICKNESSES OF HMA MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE COURSE UPON WHICH THE HMA MATERIALS ARE PLACED.
11. THE CONTRACTOR SHALL LIMIT ALL DROP-OFFS BETWEEN LANES TO 2" DURING ALL OVERNIGHT PERIODS.
12. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

STORM SEWERS, STRUCTURES AND UTILITIES

13. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
14. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
15. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE 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 107.39. 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.
16. 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.
17. 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.
18. ALL MATERIAL PLACED IN TRENCHES SHALL BE MECHANICALLY COMPACTED IN MAXIMUM ONE FOOT LIFTS. JETTING OF TRENCHES WILL NOT BE PERMITTED.
19. ONLY PRECAST CONCRETE ADJUSTMENT RINGS, MAXIMUM OF 12" IN HEIGHT, WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES, UNLESS INDICATED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE VILLAGE ENGINEER. COMMON BRICK WILL NOT BE ALLOWED. ALL TYPE 8 GRATES ON RESTRICTED DEPTH DRAINAGE STRUCTURES SHALL BE ADJUSTED TO PLAN GRADE WITH 4" MINIMUM CONCRETE ADJUSTMENT RINGS. NO MORE THAN 2 ADJUSTMENT RINGS SHALL BE INSTALLED ON A GIVEN STRUCTURE.
20. 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 THE STRUCTURE. FLAT TOPS AND CONES ARE TO BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTER LINE OF THE ROAD, UNLESS OTHERWISE NOTED ON THE STRUCTURE IN THE PLANS.

DRIVEWAYS AND ENTRANCES

21. EXISTING P.C. CONCRETE DRIVES SHALL BE SAW CUT AT THE RIGHT-OF-WAY LINE, REMOVED, AND RECONSTRUCTED TO THE SAME WIDTH WITH 4 INCHES OF AGGREGATE BASE AND 8 INCHES OF P.C. CONCRETE UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE VILLAGE ENGINEER. THICKNESS SHALL BE 8 INCHES OR SHALL MATCH EXISTING P.C. CONCRETE PAVEMENT THICKNESS, WHICHEVER IS GREATER. CHANGE IN ADDITIONAL THICKNESS SHALL BE PAID ACCORDING TO ART. 442.10, DRIVEWAY TO BE PLACED WITHIN 3 WORKING DAYS, OR LESS, AFTER PLACING CONCRETE FOR CURB AND GUTTER AND/OR SIDEWALK.
22. ALL DRIVEWAYS SHALL BE REPLACED TO THE SIDEWALK/R.O.W. LINE UNLESS OTHERWISE NOTED OR DIRECTED BY THE VILLAGE ENGINEER.

SIGNING, STRIPING, AND LANDSCAPING

23. THE ITEM 'SHORT TERM PAVEMENT MARKING' PROVIDES FOR THE APPLICATION OF TEMPORARY CENTER AND LANE LINES:

A) AFTER THE PAVEMENT HAS BEEN MILLED

B) AFTER PLACEMENT OF A TACK COAT

C) AFTER PLACEMENT OF BINDER COURSE

D) AFTER PLACEMENT OF A TACK COAT

E) AFTER PLACEMENT OF THE SURFACE COURSE
24. ITEMS UNDER THE GENERAL HEADING OF "THERMOPLASTIC PAVEMENT MARKING" PROVIDE FOR ONE APPLICATION.
25. PER THE ILLINOIS LAWN CARE PRODUCTS APPLICATION NOTICE ACT 096-1005, PHOSPHORUS FERTILIZER NUTRIENT SHALL NOT BE USED.
26. WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO SEEDED/SODDED AREAS AT A RATE SPECIFIED BY THE ENGINEER IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS" AND SPECIAL PROVISIONS.
27. CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07. REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.
28. ALL TREE PROTECTION, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
29. EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED HEALTHY TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.

COMMITMENTS

30. THE CONTRACTOR SHALL MAINTAIN ENTRANCE ACCESS ALONG THE PROPOSED IMPROVEMENT FOR THE DURATION OF CONSTRUCTION.
31. NO CONSTRUCTION EQUIPMENT STAGING SHALL OCCUR WITHIN PARK DISTRICT PROPERTY.

CONTACTS

VILLAGE OF ADDISON
ENGINEERING DEPARTMENT
KAI LIU, P.E.
VILLAGE ENGINEER
1 FRIENDSHIP PLAZA
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kliu@addison-il.org

VILLAGE OF ADDISON
PUBLIC WORKS DEPARTMENT
RYAN HAYDEN
DIRECTOR OF PUBLIC WORKS
1491 W. JEFFREY DRIVE
ADDISON, IL 60101
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rhayden@addison-il.org

ADDISON POLICE DEPARTMENT
3 FRIENDSHIP PLAZA
ADDISON, IL 60101
(630) 543-3080

ADDISON FIRE DEPARTMENT
10 SOUTH ADDISON ROAD
ADDISON, IL 60101
(630) 628-3100
admin@addisonfire.org

H&H ELECTRIC
(ADDISON TRAFFIC SIGNALS)
2830 COMMERCE STREET
FRANKLIN PARK, IL 60131
(708) 453-2222
info@hh-electric.com

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STU FUNDS	100% VILLAGE NON-PARTICIPATING 0005
				70% FED 30% VILLAGE ROADWAY 0005	
20101000	TEMPORARY FENCE	FOOT	3,000	3,000	
20101100	TREE TRUNK PROTECTION	EACH	75	75	
20101200	TREE ROOT PRUNING	EACH	18	18	
20200100	EARTH EXCAVATION	CU YD	398	398	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	78	78	
20800150	TRENCH BACKFILL	CU YD	12	12	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	625	625	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	9	9	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	9	9	
25200110	SODDING, SALT TOLERANT	SQ YD	625	625	
25200200	SUPPLEMENTAL WATERING	UNIT	17	17	
28000400	PERIMETER EROSION BARRIER	FOOT	50	50	
28000510	INLET FILTERS	EACH	78	78	
35101400	AGGREGATE BASE COURSE, TYPE B	TON	813	813	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	15,301	15,301	
40600370	LONGITUDINAL JOINT SEALANT	FOOT	10,467	10,467	

* DENOTES SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STU FUNDS	100% VILLAGE
				70% FED 30% VILLAGE	
				ROADWAY 0005	NON-PARTICIPATING 0005
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	40	40	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	284	284	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	2,859	2,859	
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	2,225	2,225	
42001300	PROTECTIVE COAT	SQ YD	2,027	2,027	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	125	125	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	509	509	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	7,387	7,387	
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	233	233	
42400800	DETECTABLE WARNINGS	SQ FT	513	513	
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	22,656	22,656	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	631	631	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,996	1,996	
44000600	SIDEWALK REMOVAL	SQ FT	7,381	7,381	
44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	93	93	
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	233	233	

* DENOTES SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STU FUNDS	100% VILLAGE
				70% FED 30% VILLAGE	
				ROADWAY 0005	NON-PARTICIPATING 0005
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	402	402	
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	1,625	1,625	
54248510	CONCRETE COLLAR	CU YD	4	4	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	25	25	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	14	14	
* 56103100	DUCTILE IRON WATER MAIN 8"	FOOT	14	14	
* 56105000	WATER VALVES 8"	EACH	1	1	
60201110	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	3	3	
60224446	MANHOLE, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	1	1	
* 60248900	VALVE VAULTS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1	
60500050	REMOVING CATCH BASINS	EACH	1	1	
60603800	COMBINATION CONCRETE CURB AND GUTTER , TYPE B-6.12	FOOT	214	214	
60605000	COMBINATION CONCRETE CURB AND GUTTER , TYPE B-6.24	FOOT	1,784	1,784	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	535	535	

* DENOTES SPECIALTY ITEM

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STU FUNDS	100% VILLAGE
					70% FED 30% VILLAGE	
					ROADWAY 0005	NON-PARTICIPATING 0005
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3	
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1	
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1	
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	30	30	
	67100100	MOBILIZATION	LSUM	1	1	
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1	
	70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	LSUM	1	1	
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1	
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1	
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	214	214	
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	22,985	22,985	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	7,662	7,662	
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	918	918	
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	46,689	46,689	
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	2,457	2,457	
	70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	192	192	

* DENOTES SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STU FUNDS	100% VILLAGE
				70% FED	NON-PARTICIPATING
				30% VILLAGE ROADWAY 0005	
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	6,975	6,975	
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	675	675	
* 72000100	SIGN PANEL - TYPE 1	SQ FT	39	39	
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	2	2	
72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	1	
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	36	36	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	306	306	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	15,563	15,563	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	819	819	
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	64	64	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2,325	2,325	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	225	225	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	8,829	8,829	
* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	198	198	
* 81603037	UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	1,148	1,148	
X2130010	EXPLORATION TRENCH (SPECIAL)	FOOT	200	200	

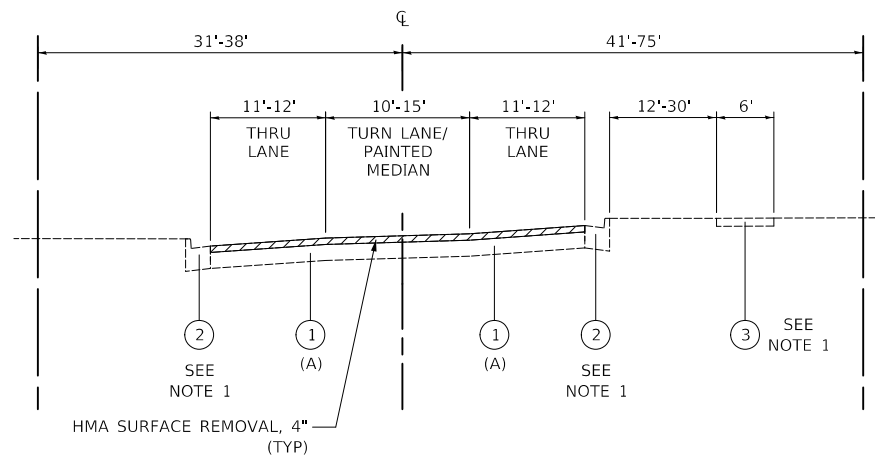
* DENOTES SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STU FUNDS	100% VILLAGE
				70% FED 30% VILLAGE	
				ROADWAY 0005	NON-PARTICIPATING 0005
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	12	12	
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	9	9	
X5230150	CLEANING DRAINAGE SYSTEM	FOOT	500		500
* X5610708	WATER MAIN REMOVAL, 8"	FOOT	9	9	
* X6026622	VALVE VAULTS TO BE REMOVED	EACH	1	1	
* X6026624	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	2	2	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	44	44	
X6700405	ENGINEER'S FIELD OFFICE, TYPE A (MODIFIED)	CAL MO	9	9	
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	177	177	
* X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	206	206	
* X8000003	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	3	3	
* XX003536	CONNECTION TO EXISTING WATER MAIN (NON PRESSURE)	EACH	2	2	
XX003668	PRECONSTRUCTION VIDEO TAPING	LSUM	1		1
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1	
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	29	29	
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	20		20

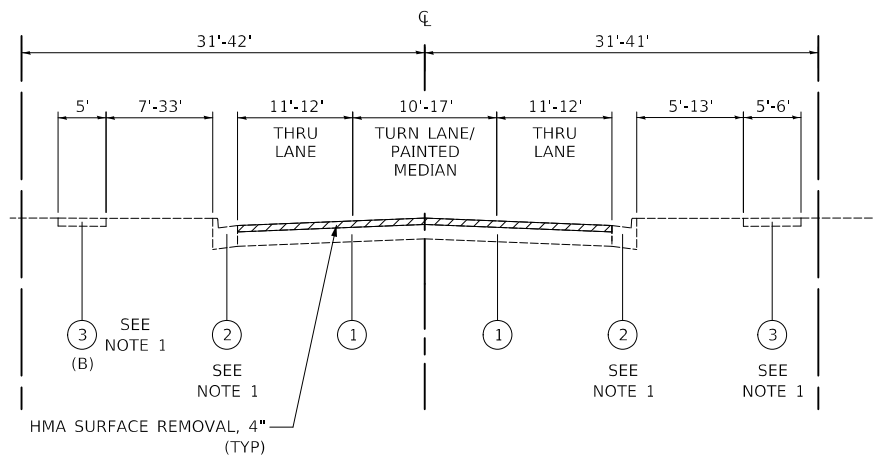
* DENOTES SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	STU FUNDS	100% VILLAGE
				70% FED 30% VILLAGE	
				ROADWAY 0005	NON-PARTICIPATING 0005
Z0019598	DUST CONTROL (SPECIAL)	GALLON	2,000	2,000	

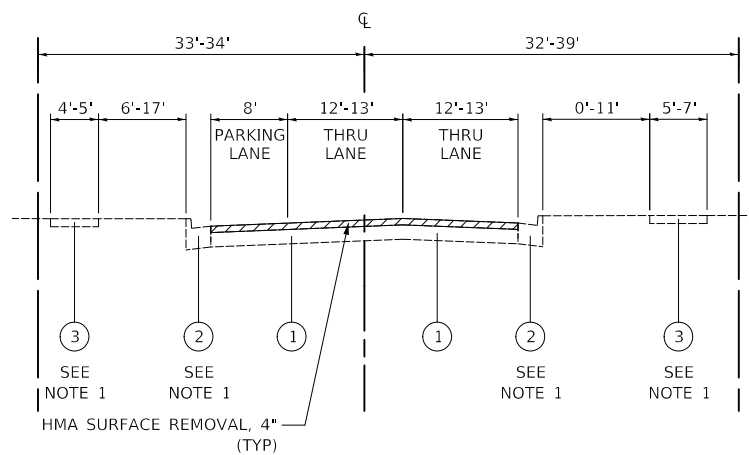
* DENOTES SPECIALTY ITEM



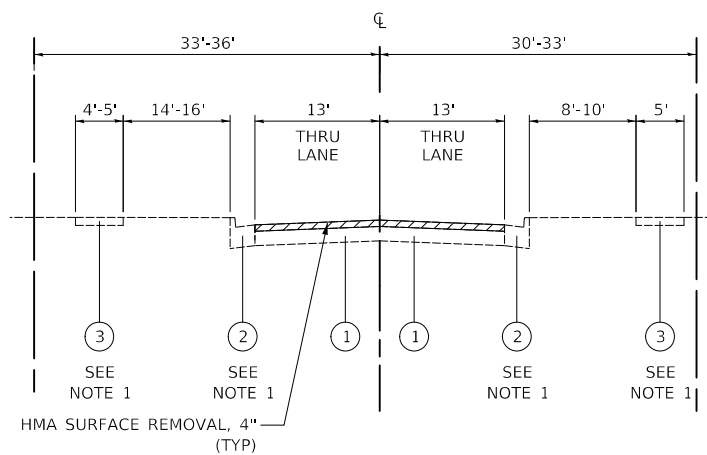
EXISTING TYPICAL SECTION LOMBARD ROAD
STA 135+13.8 TO STA 137+00.0



EXISTING TYPICAL SECTION LOMBARD ROAD
STA 137+00.0 TO STA 148+10.0
STA 186+80.0 TO STA 194+38.3



EXISTING TYPICAL SECTION LOMBARD ROAD
STA 148+10.0 TO STA 176+17.0



EXISTING TYPICAL SECTION LOMBARD ROAD
STA 176+17.0 TO STA 186+80.0

LEGEND

- ① EXISTING HMA PAVEMENT, 13" THICK
- ② EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ③ EXISTING P.C. CONCRETE SIDEWALK
- ④ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-3/4"
- ⑤ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"

REMOVAL

NOTE:

1. PAVEMENT PATCHING, SIDEWALK, CURB AND GUTTER, AND DRIVEWAY REMOVAL AND REPLACEMENT LIMITS WILL BE DETERMINED BY THE FIELD ENGINEER. SEE PLANS FOR SUGGESTED SPOT REPAIRS.
2. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

(A): EXISTING HMA PAVEMENT, 14" THICK FROM STA 135+13.8 TO STA 137+00.0

(B): EXISTING P.C. CONCRETE SIDEWALK FROM STA 143+48.5 TO STA 148+10.0
AND FROM STA 186+80.0 TO STA 191+22.0



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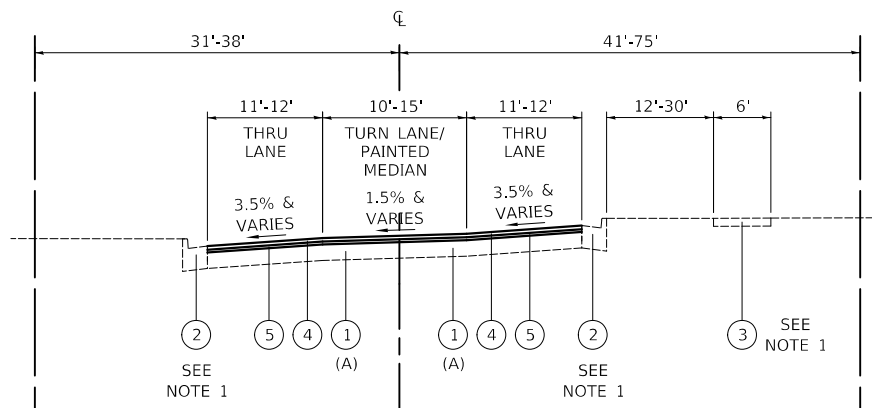
DESIGNED - PK	REVISED -
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 2/10/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

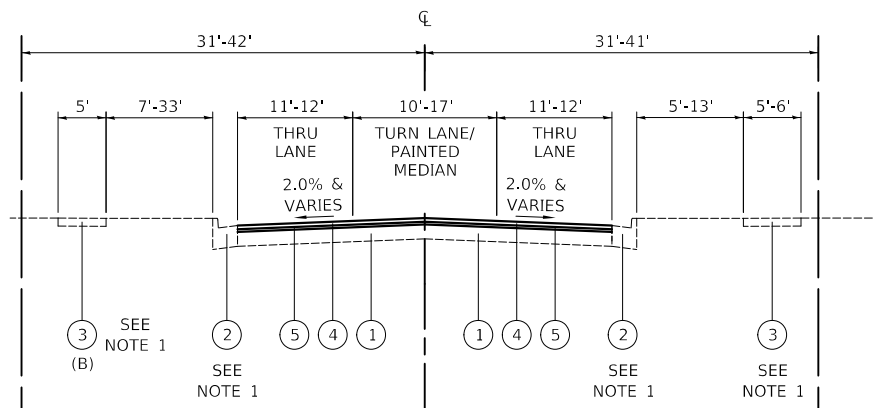
LOMBARD ROAD RESURFACING IMPROVEMENTS
TYPICAL SECTIONS

SHEET 1 OF 2 SHEETS STA. TO STA.

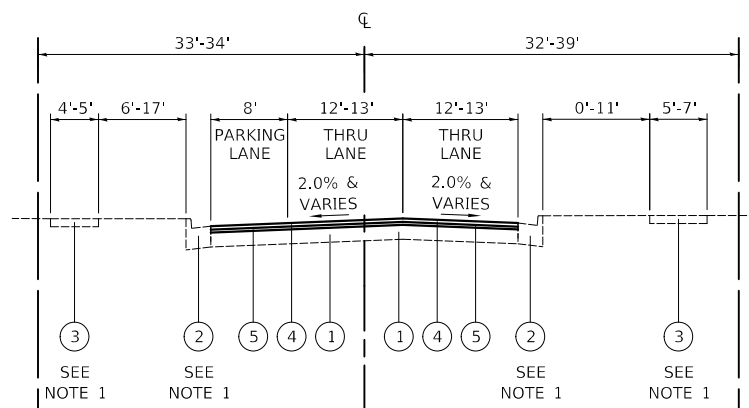
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-R5	DUPAGE	60	11
CONTRACT NO. 61K95				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



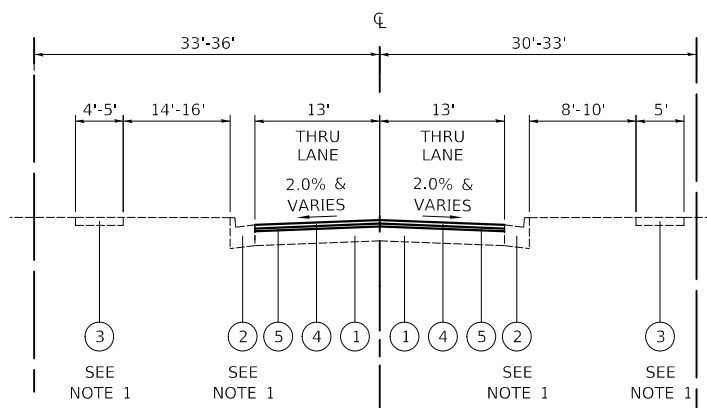
PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 135+13.8 TO STA 137+00.0



PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 137+00.0 TO STA 148+10.0
STA 186+80.0 TO STA 194+38.3



PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 148+10.0 TO STA 176+17.0



PROPOSED TYPICAL SECTION LOMBARD ROAD
STA 176+17.0 TO STA 186+80.0

LEGEND

- ① EXISTING HMA PAVEMENT, 13" THICK
- ② EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ③ EXISTING P.C. CONCRETE SIDEWALK
- ④ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-3/4"
- ⑤ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"

 REMOVAL

NOTE:

1. PAVEMENT PATCHING, SIDEWALK, CURB AND GUTTER, AND DRIVEWAY REMOVAL AND REPLACEMENT LIMITS WILL BE DETERMINED BY THE FIELD ENGINEER. SEE PLANS FOR SUGGESTED SPOT REPAIRS.
2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE HMA BC IL-19.0 N70.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PLAN (QMP)
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-3/4"	4% @ 70 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"	4% @ 70 Gyr.	LR 1030-2
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm); 9"	4% @ 70 Gyr.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2		

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SQ YD/ IN.
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

(A): EXISTING HMA PAVEMENT, 14" THICK FROM STA 135+13.8 TO STA 137+00.0

(B): EXISTING P.C. CONCRETE SIDEWALK FROM STA 143+48.5 TO STA 148+10.0
AND FROM STA 186+80.0 TO STA 191+22.0



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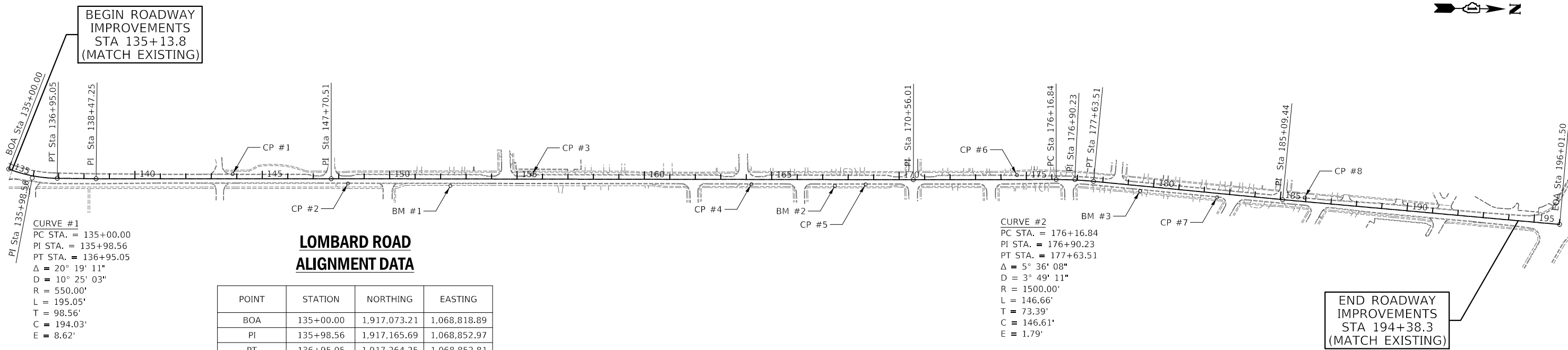
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOMBARD ROAD RESURFACING IMPROVEMENTS
TYPICAL SECTIONS

SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-R5	DUPAGE	60	12
CONTRACT NO. 61K95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LOMBARD ROAD
ALIGNMENT DATA**

POINT	STATION	NORTHING	EASTING
BOA	135+00.00	1,917,073.21	1,068,818.89
PI	135+98.56	1,917,165.69	1,068,852.97
PT	136+95.05	1,917,264.25	1,068,852.81
PI	138+47.25	1,917,416.44	1,068,852.57
PI	147+70.51	1,918,339.63	1,068,840.51
PI	170+56.01	1,920,624.98	1,068,814.53
PC	176+16.84	1,921,185.76	1,068,806.52
PI	176+90.23	1,921,259.14	1,068,805.48
PT	177+63.51	1,921,332.27	1,068,811.60
PI	185+09.44	1,922,075.61	1,068,873.80
EOA	196+01.50	1,923,164.49	1,068,957.07

BENCHMARKS - LOMBARD ROAD

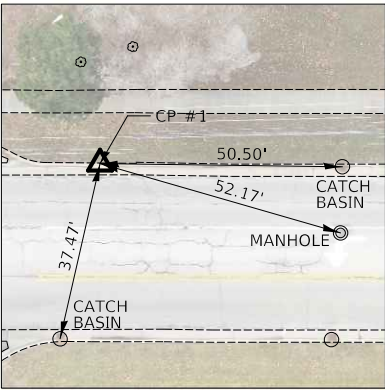
BENCHMARK NO.	LOCATION	ELEVATION	DESCRIPTION
BM #1	STA. 152+38.49, 27.33' RT	714.34	CHISELED "X" ON ARROW BOLT ON FIRE HYDRANT
BM #2	STA. 167+47.89, 24.70' RT	722.74	CHISELED "X" ON ARROW BOLT ON FIRE HYDRANT
BM #3	STA. 179+49.47, 20.16' RT	726.07	CHISELED "X" ON ARROW BOLT ON FIRE HYDRANT

CONTROL POINTS - LOMBARD ROAD

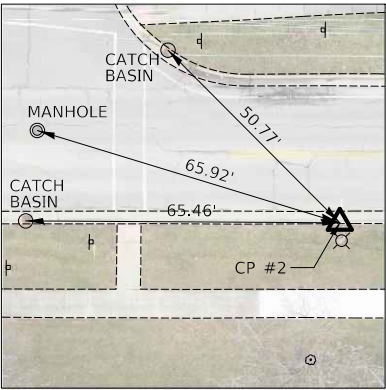
POINT NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
CP #1	1,917,952.51	1,068,826.90	143+83.60	18.67' LT	CROSS CUT
CP #2	1,918,405.46	1,068,858.21	148+36.14	18.45' RT	CROSS CUT
CP #3	1,919,128.23	1,068,813.23	155+59.37	18.31' LT	CENTER OF DISK
CP #4	1,919,989.53	1,068,840.21	164+20.31	18.45' RT	CROSS CUT
CP #5	1,920,437.57	1,068,834.98	168+68.38	18.32' RT	CROSS CUT
CP #6	1,921,031.96	1,068,791.10	174+63.28	17.62' LT	CENTER OF DISK
CP #7	1,921,818.33	1,068,867.89	182+52.56	15.56' RT	CROSS CUT
CP #8	1,922,161.42	1,068,864.84	185+94.32	15.48' LT	CROSS CUT

NOTE: THREE POINT TIES ARE PROVIDED ONLY TO FIND THE GENERAL LOCATION OF CONTROL POINT, NOT TO ACCURATELY ESTABLISH THE POINT.

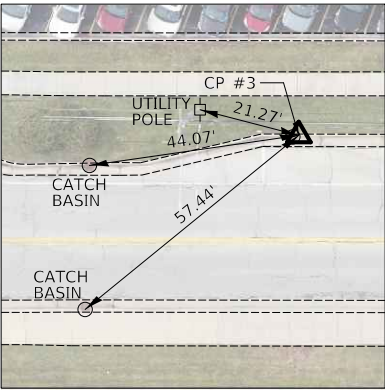
△ CONTROL POINT



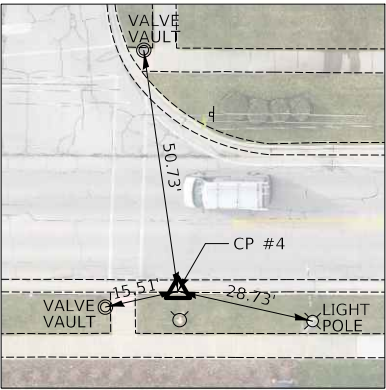
CONTROL POINT #1



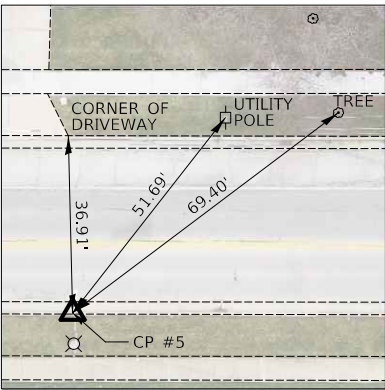
CONTROL POINT #2



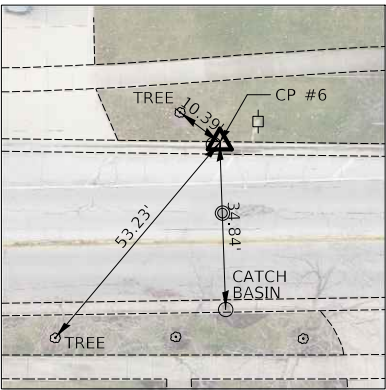
CONTROL POINT #3



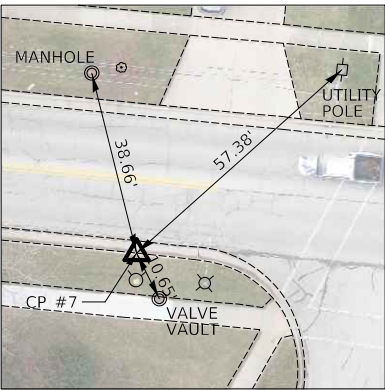
CONTROL POINT #4



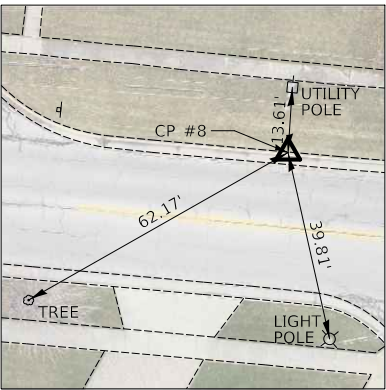
CONTROL POINT #5



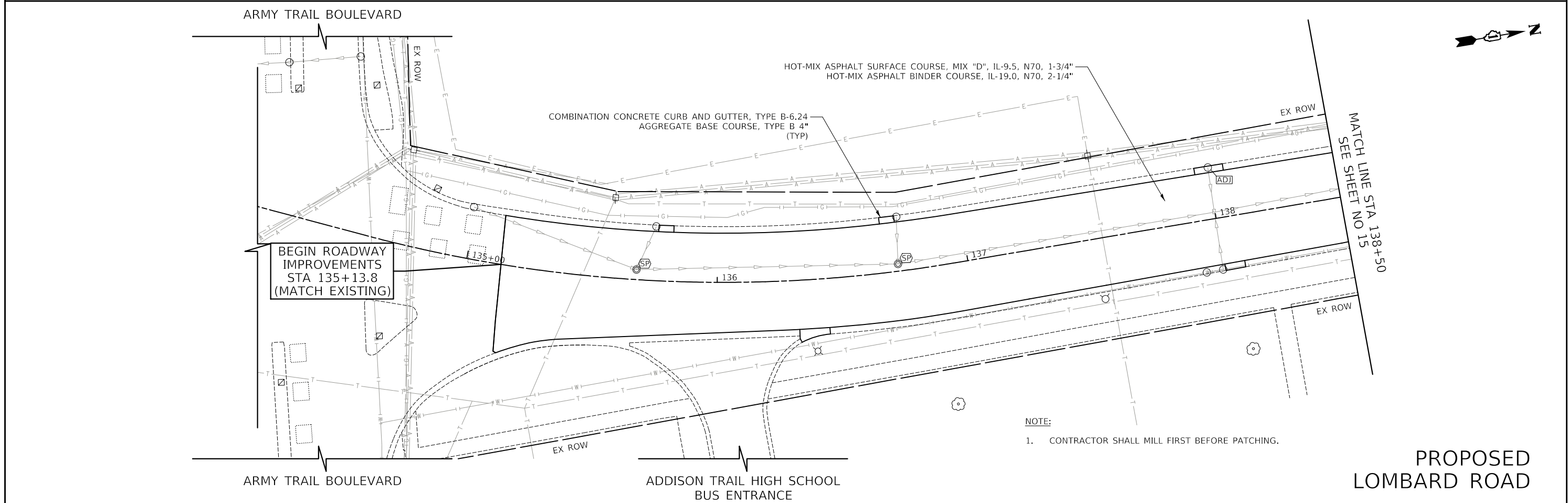
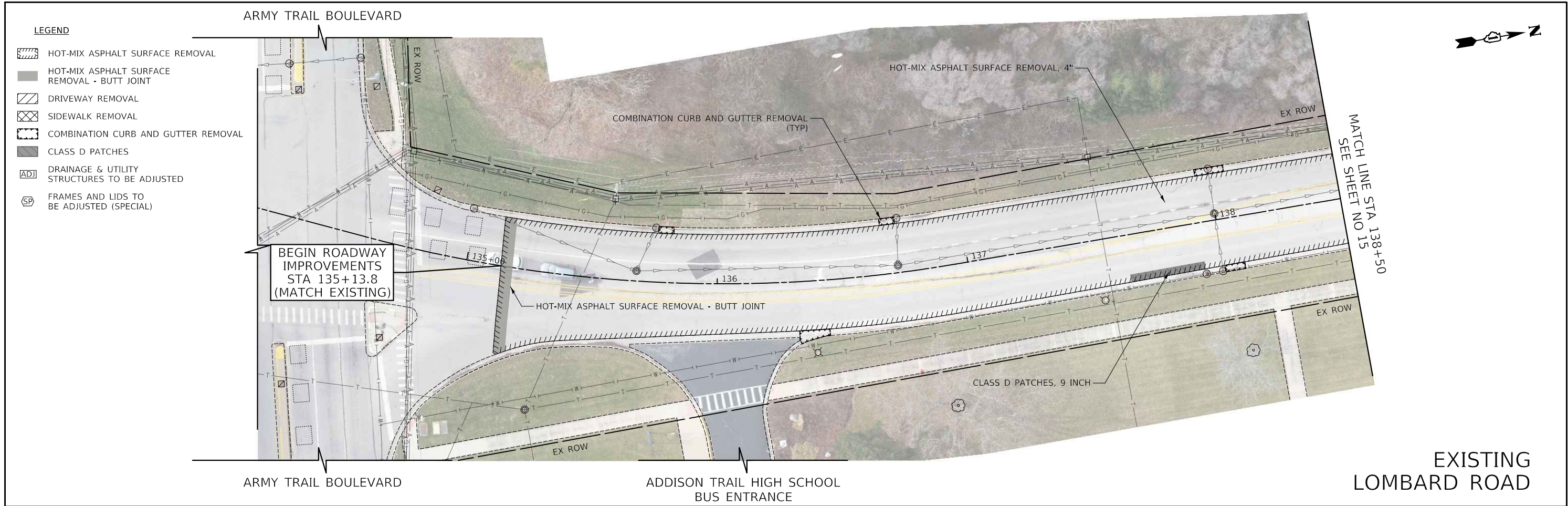
CONTROL POINT #6

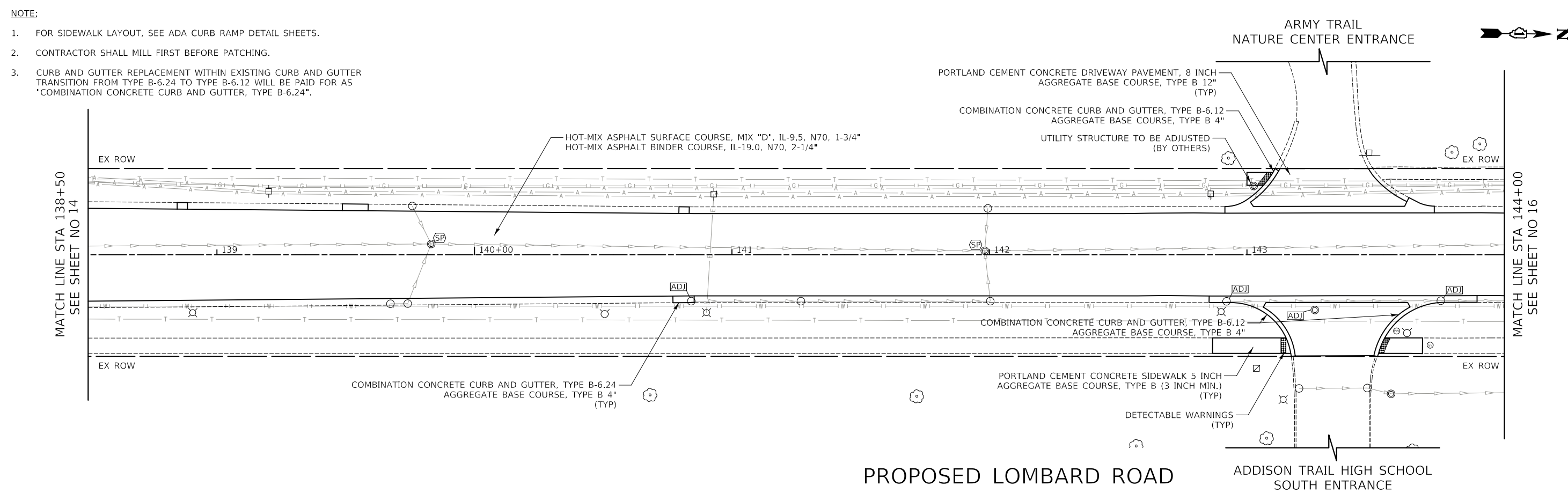
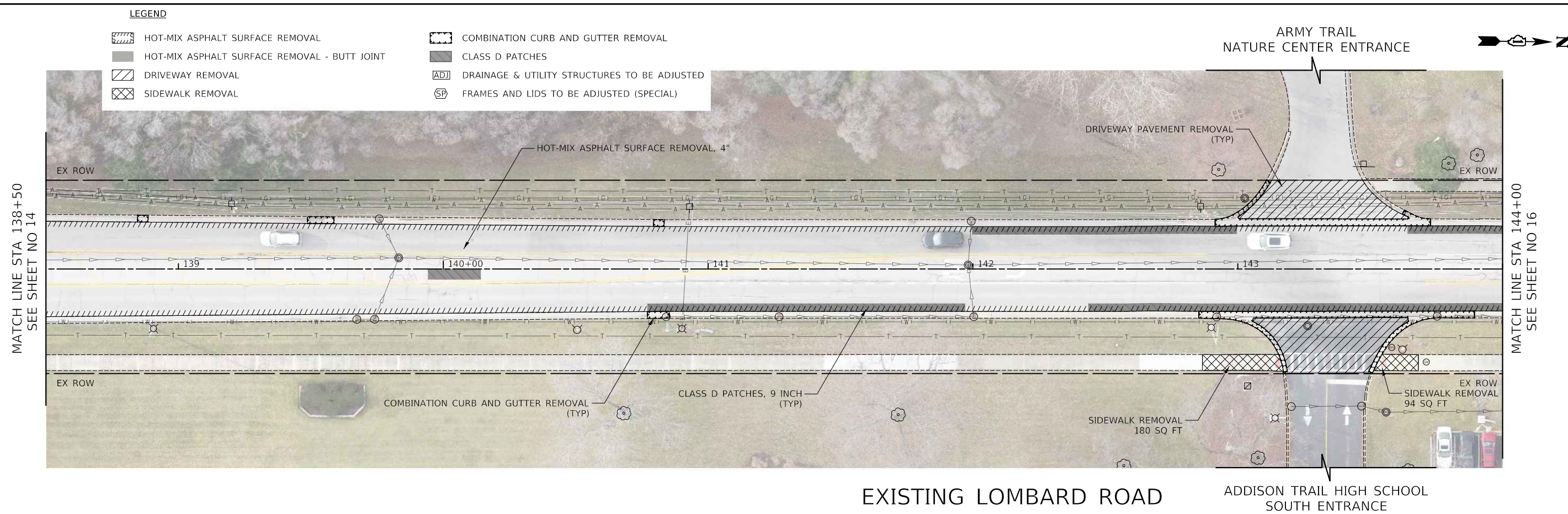


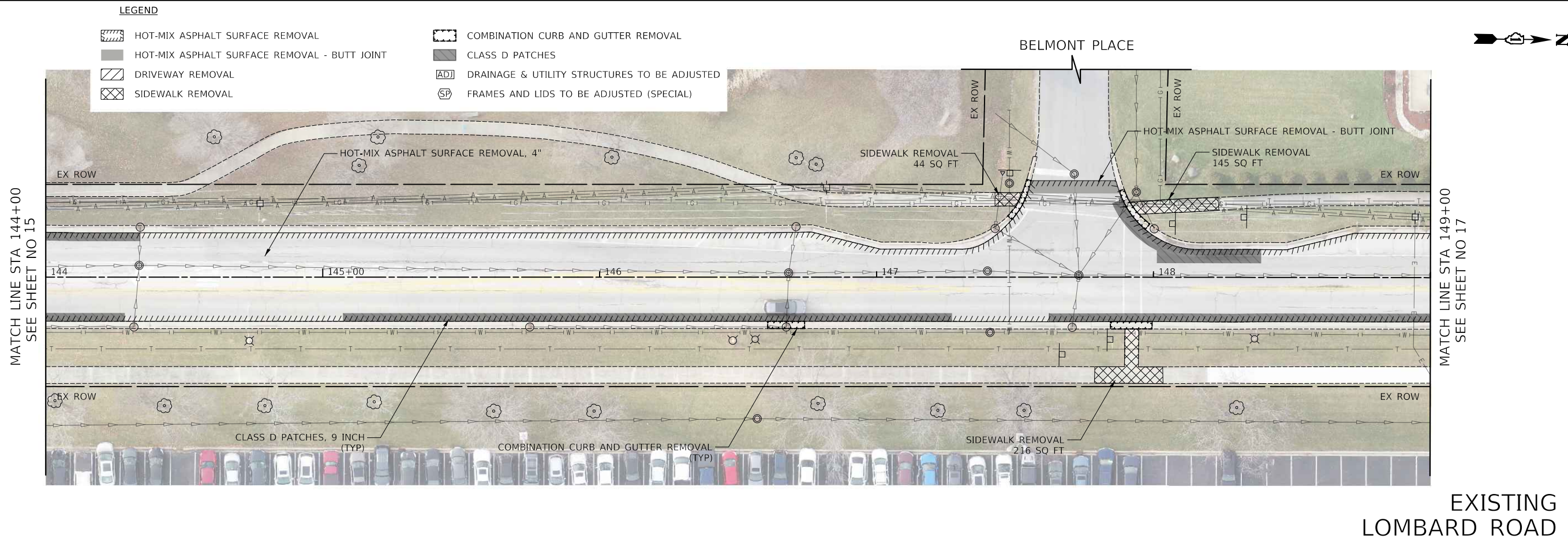
CONTROL POINT #7



CONTROL POINT #8

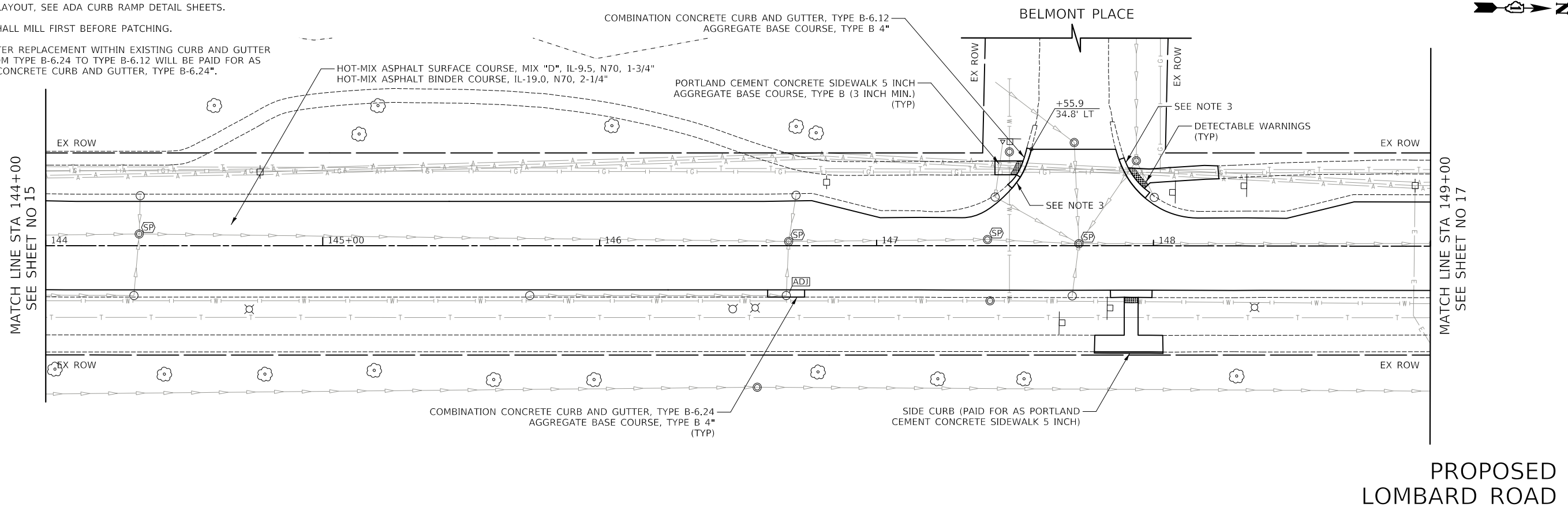


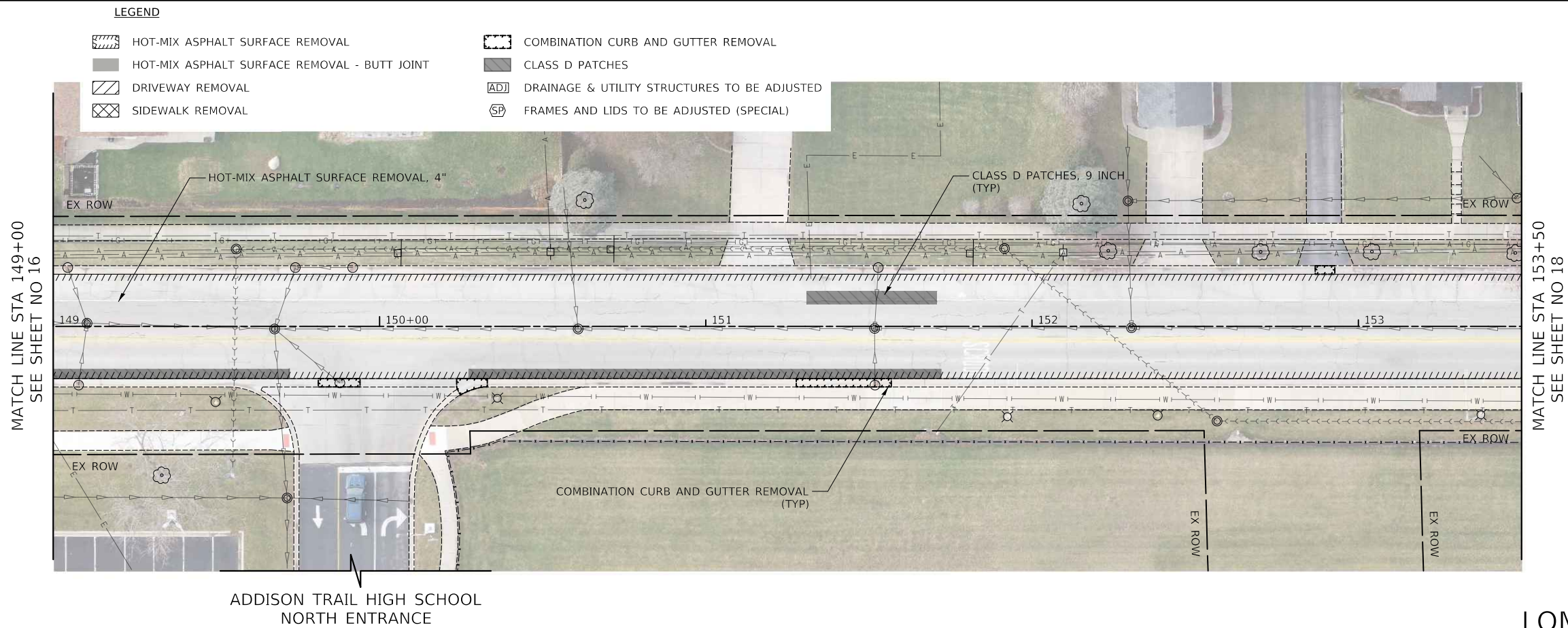




NOTE:

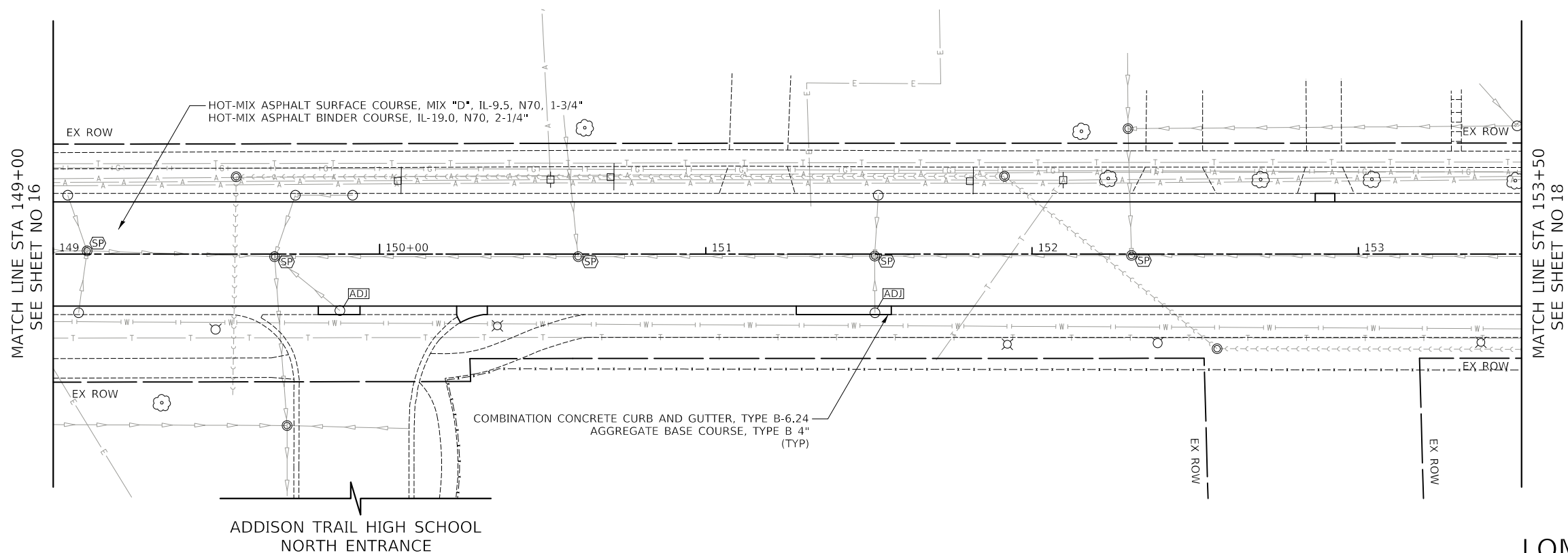
- FOR SIDEWALK LAYOUT, SEE ADA CURB RAMP DETAIL SHEETS.
- CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- CURB AND GUTTER REPLACEMENT WITHIN EXISTING CURB AND GUTTER TRANSITION FROM TYPE B-6.24 TO TYPE B-6.12 WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24".



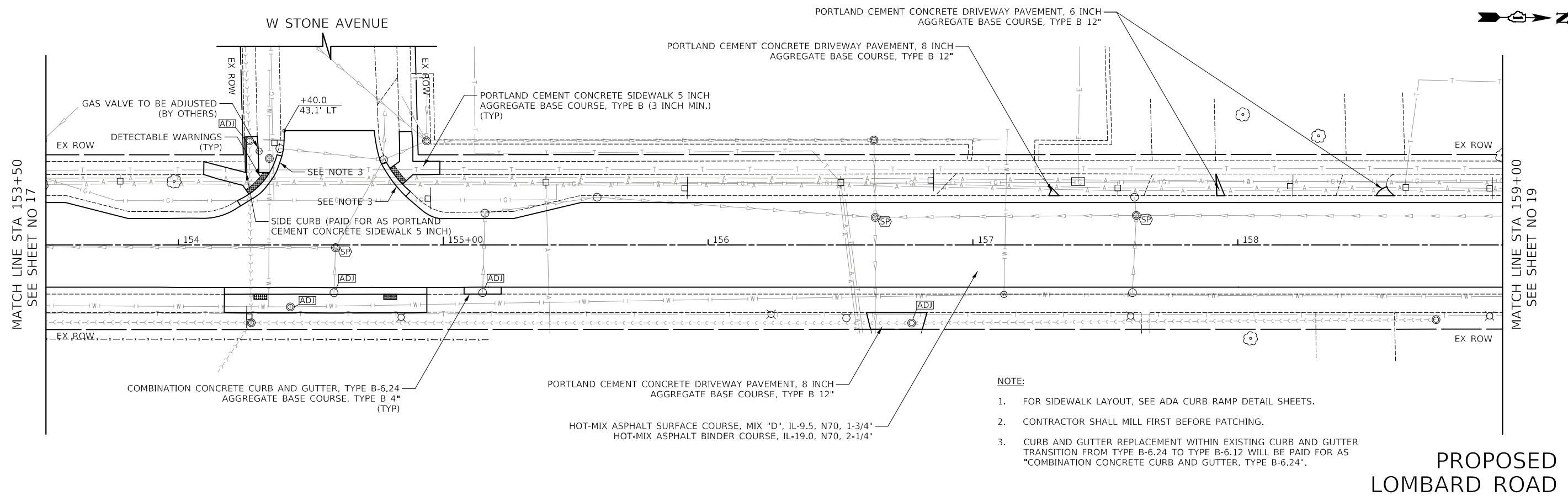
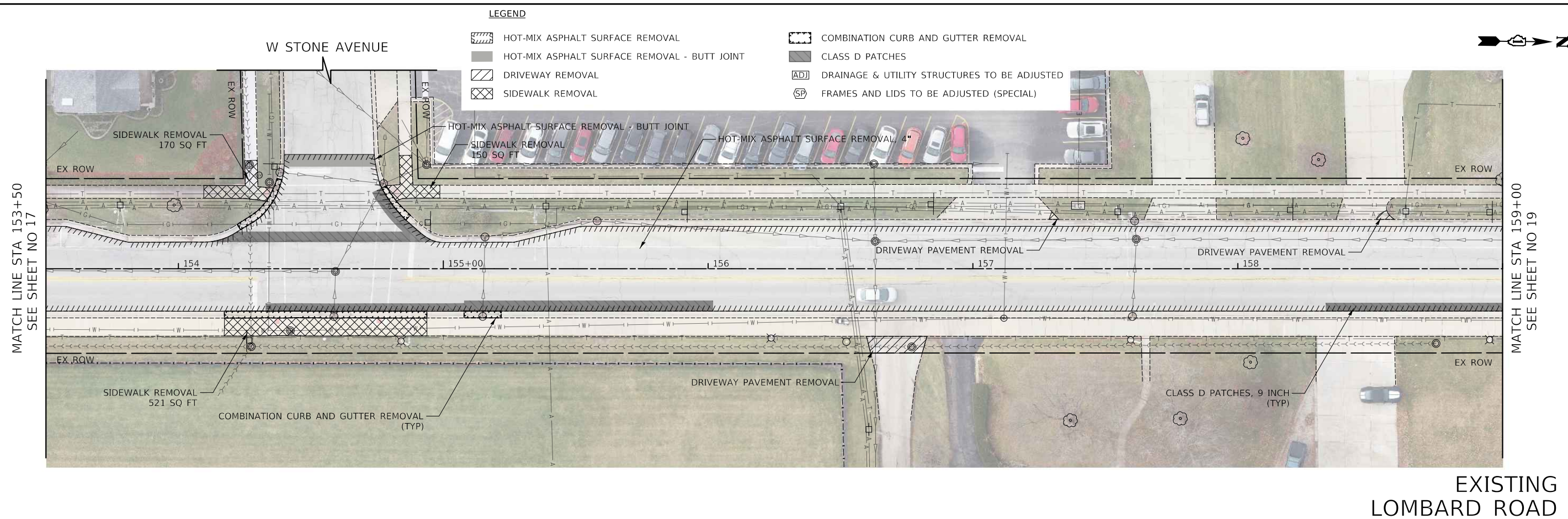


EXISTING
LOMBARD ROAD

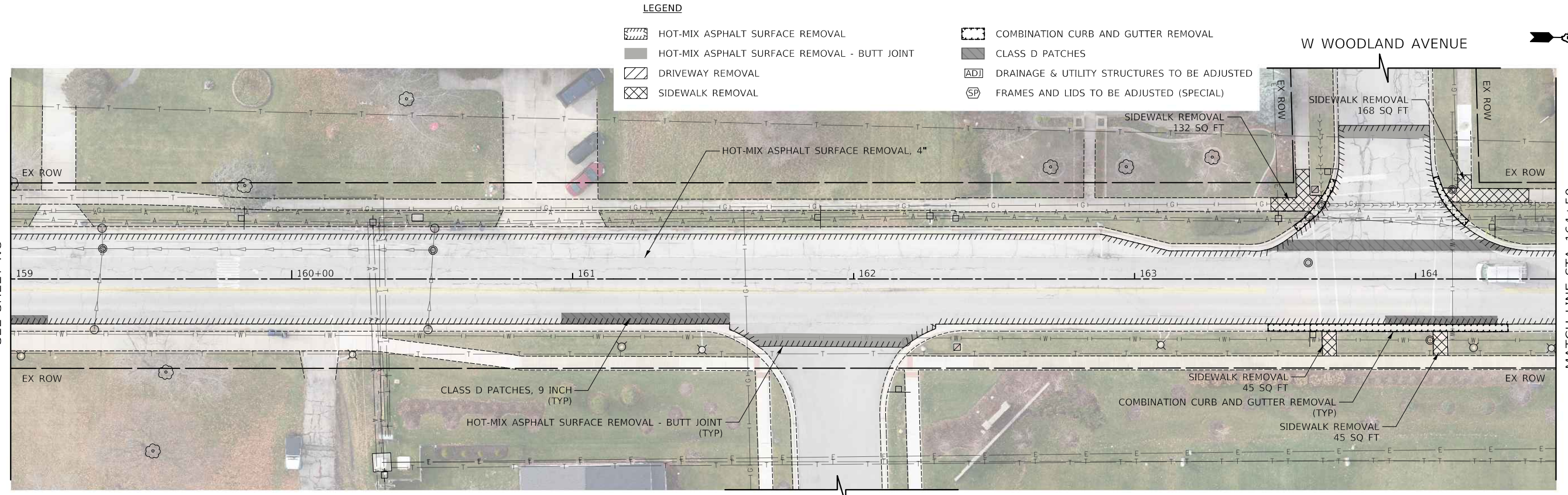
NOTE:
1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.



PROPOSED
LOMBARD ROAD



MATCH LINE STA 159+00
SEE SHEET NO 18

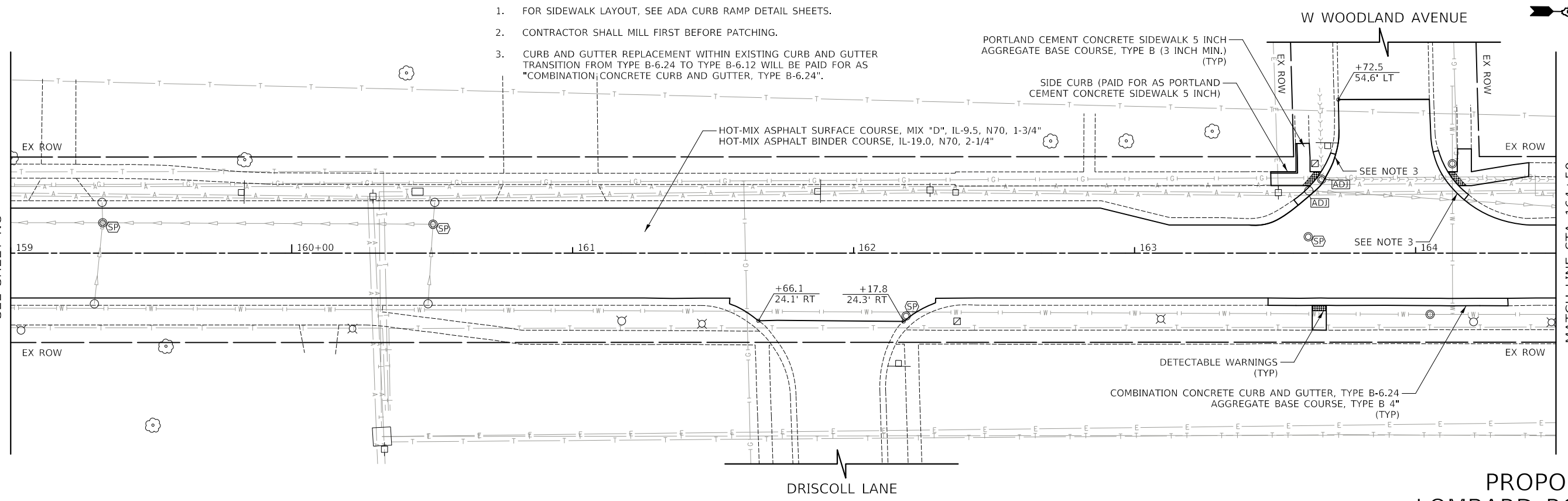


MATCH LINE STA 164+50
SEE SHEET NO 20

EXISTING
LOMBARD ROAD

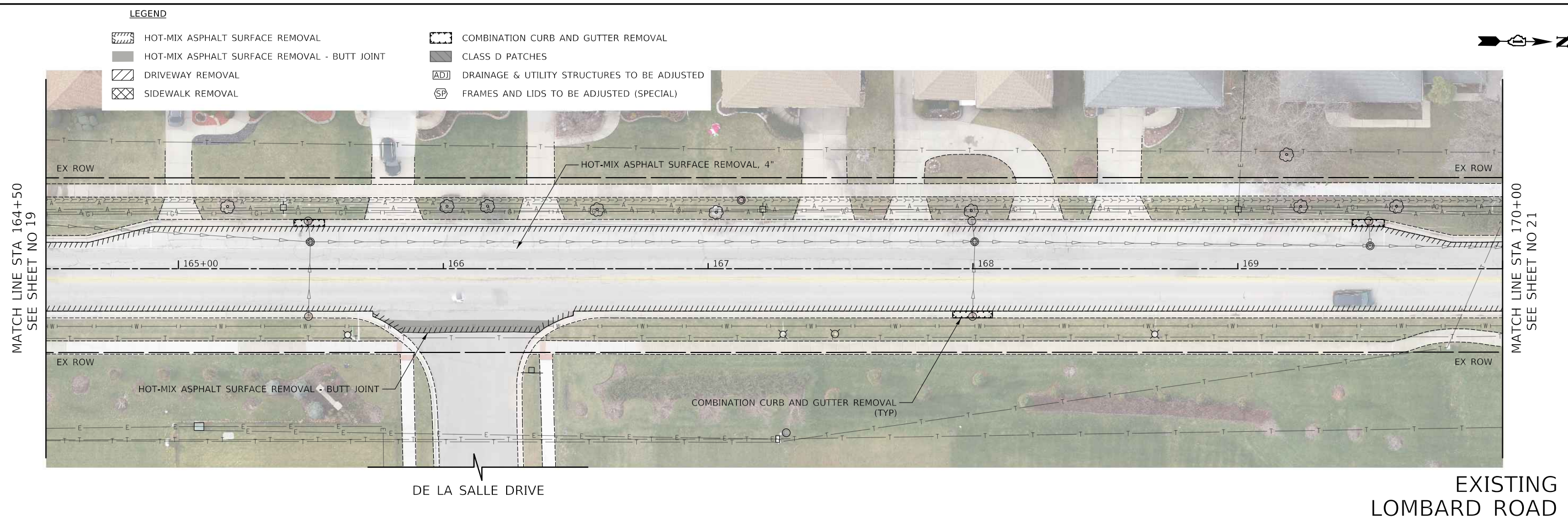
- NOTE:**
- FOR SIDEWALK LAYOUT, SEE ADA CURB RAMP DETAIL SHEETS.
 - CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
 - CURB AND GUTTER REPLACEMENT WITHIN EXISTING CURB AND GUTTER TRANSITION FROM TYPE B-6.24 TO TYPE B-6.12 WILL BE PAID FOR AS "COMBINATION; CONCRETE CURB AND GUTTER, TYPE B-6.24".

MATCH LINE STA 159+00
SEE SHEET NO 18



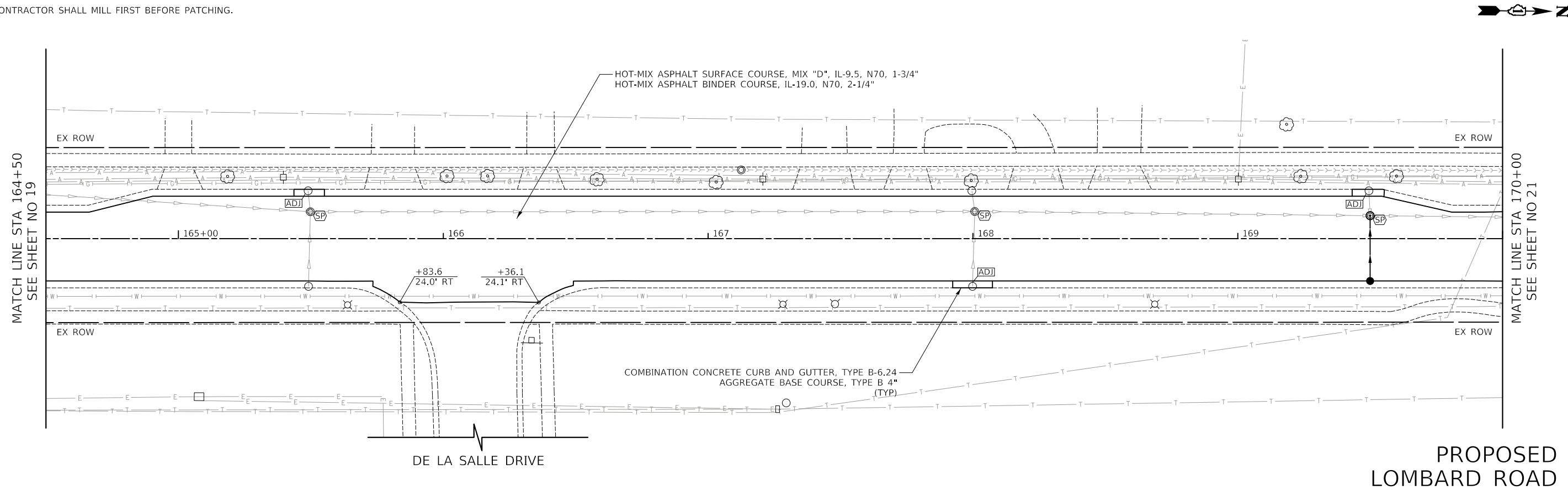
MATCH LINE STA 164+50
SEE SHEET NO 20

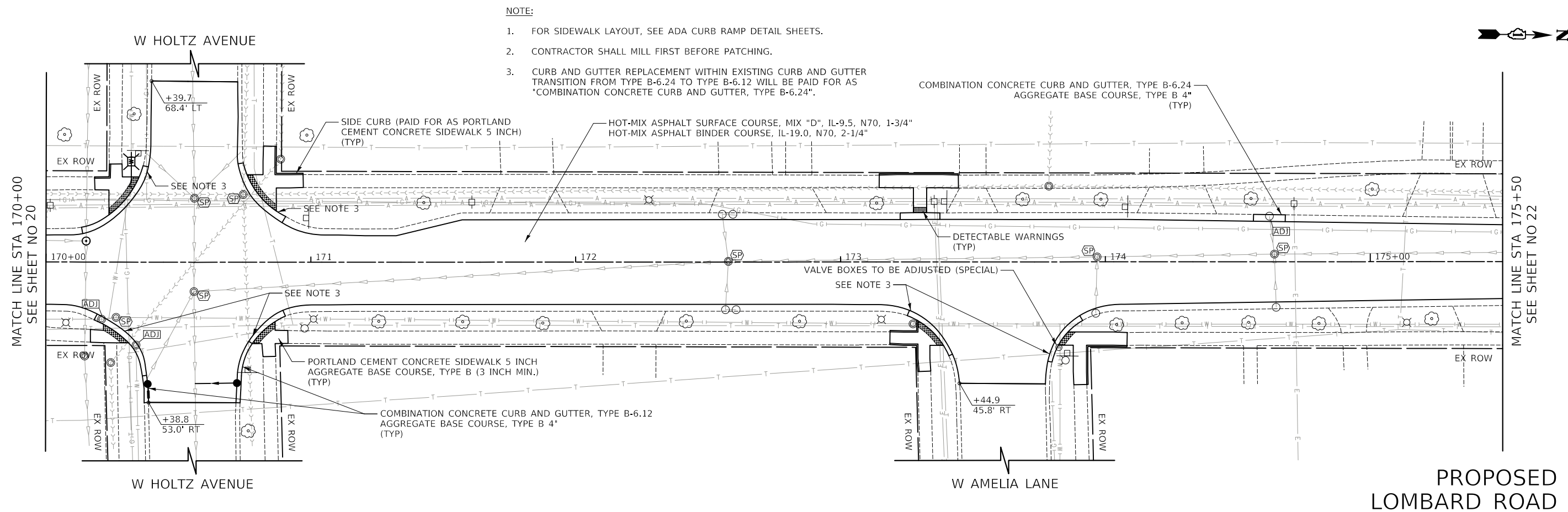
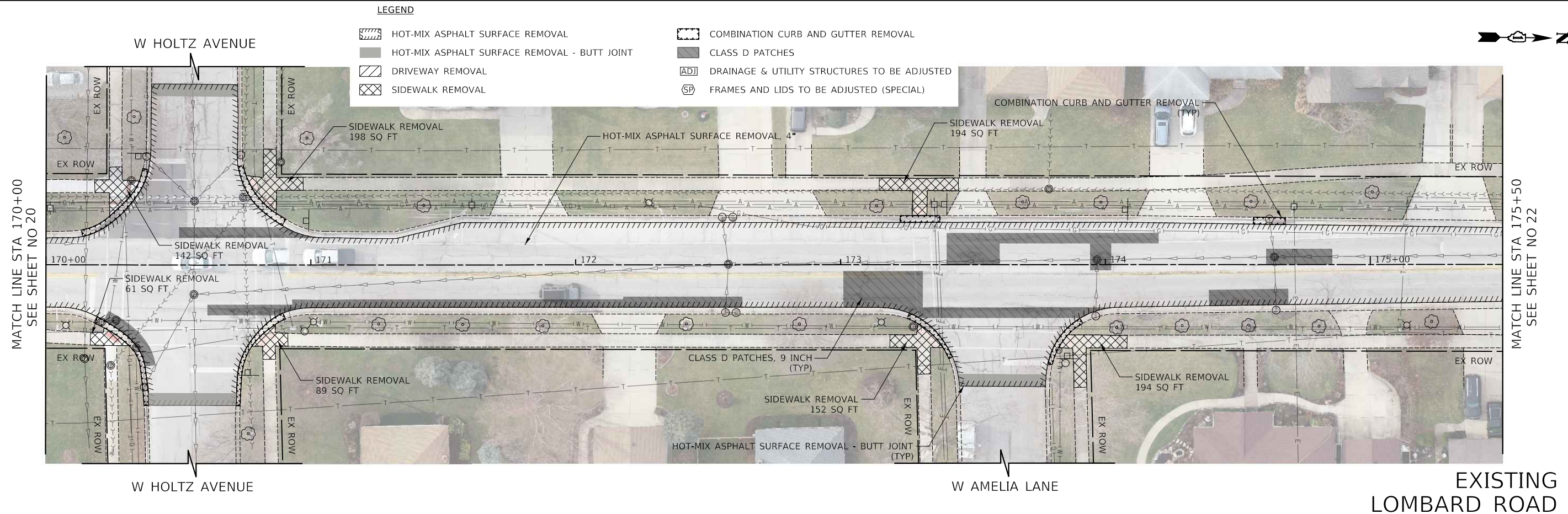
PROPOSED
LOMBARD ROAD



NOTE:

1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.





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CHECKED - JRV	REVISED -
DATE - 2/10/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



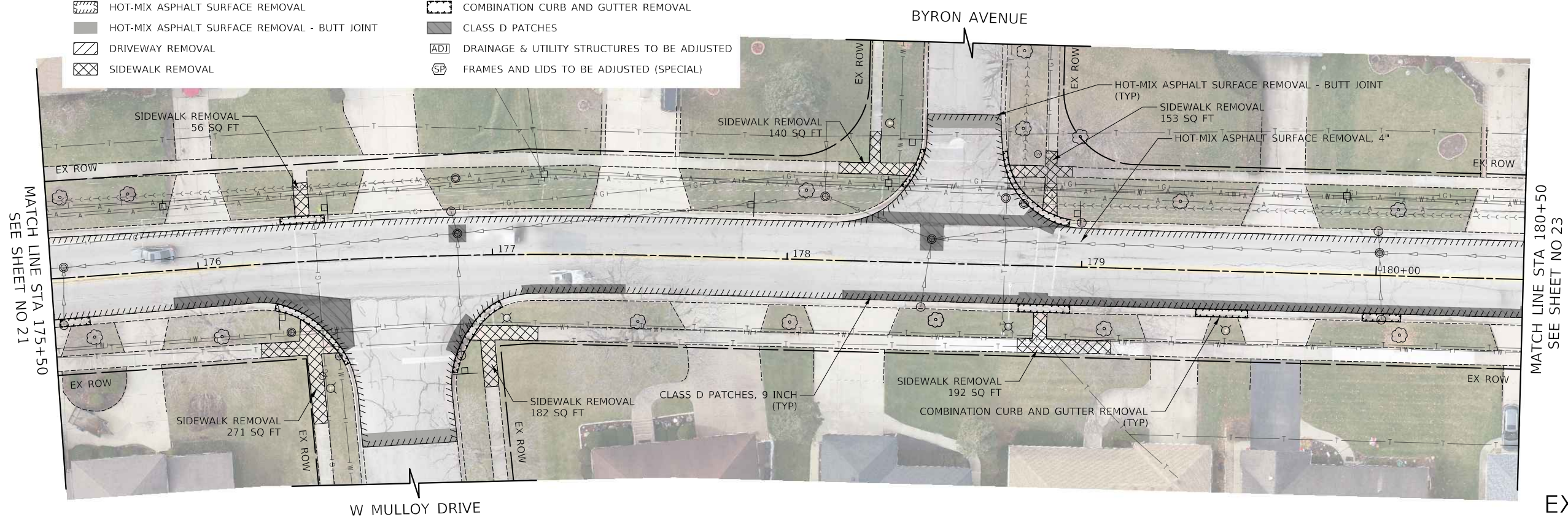
LOMBARD ROAD RESURFACING IMPROVEMENTS
ROADWAY PLANS

SHEET 8 OF 12 SHEETS STA. 170+00.00 TO STA. 175+50.00

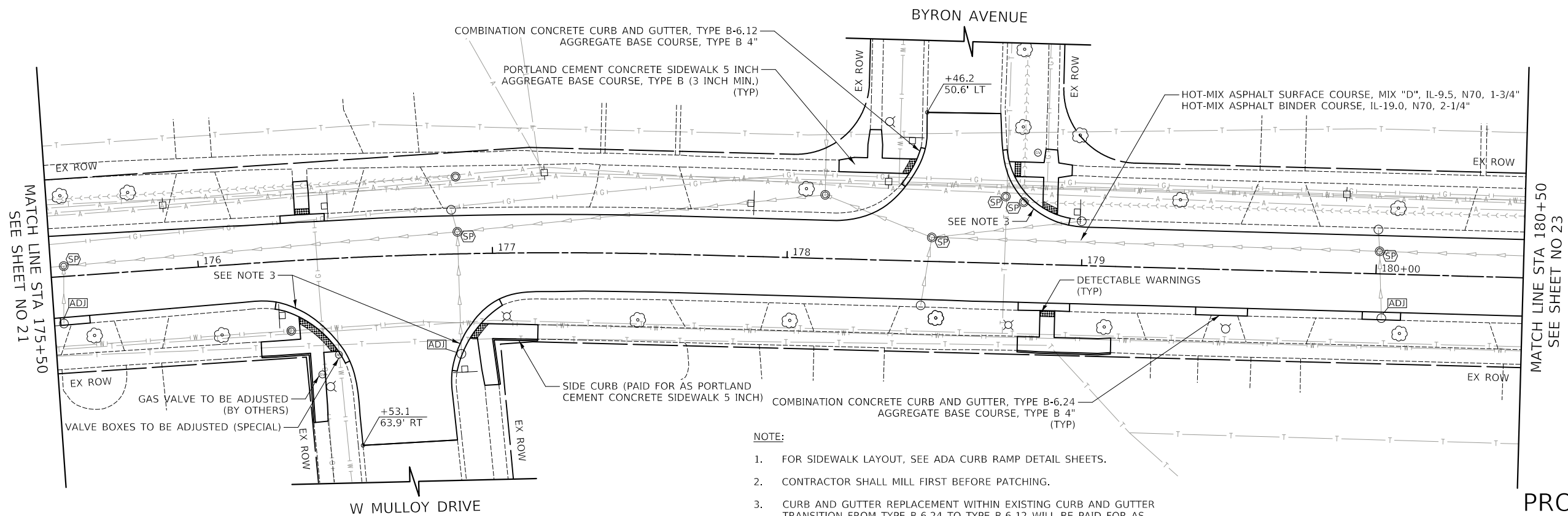
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-R5	DUPAGE	60	21
CONTRACT NO. 61K95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LEGEND

- | | |
|--|--|
|  HOT-MIX ASPHALT SURFACE REMOVAL |  COMBINATION CURB AND GUTTER REMOVAL |
|  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT |  CLASS D PATCHES |
|  DRIVEWAY REMOVAL |  DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED |
|  SIDEWALK REMOVAL |  FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) |



EXISTING
LOMBARD ROAD



PROPOSED
LOMBARD ROAD

NOTE:

- FOR SIDEWALK LAYOUT, SEE ADA CURB RAMP DETAIL SHEETS.
- CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- CURB AND GUTTER REPLACEMENT WITHIN EXISTING CURB AND GUTTER TRANSITION FROM TYPE B-6.24 TO TYPE B-6.12 WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24".



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DATE - 2/10/2025	REVISED -

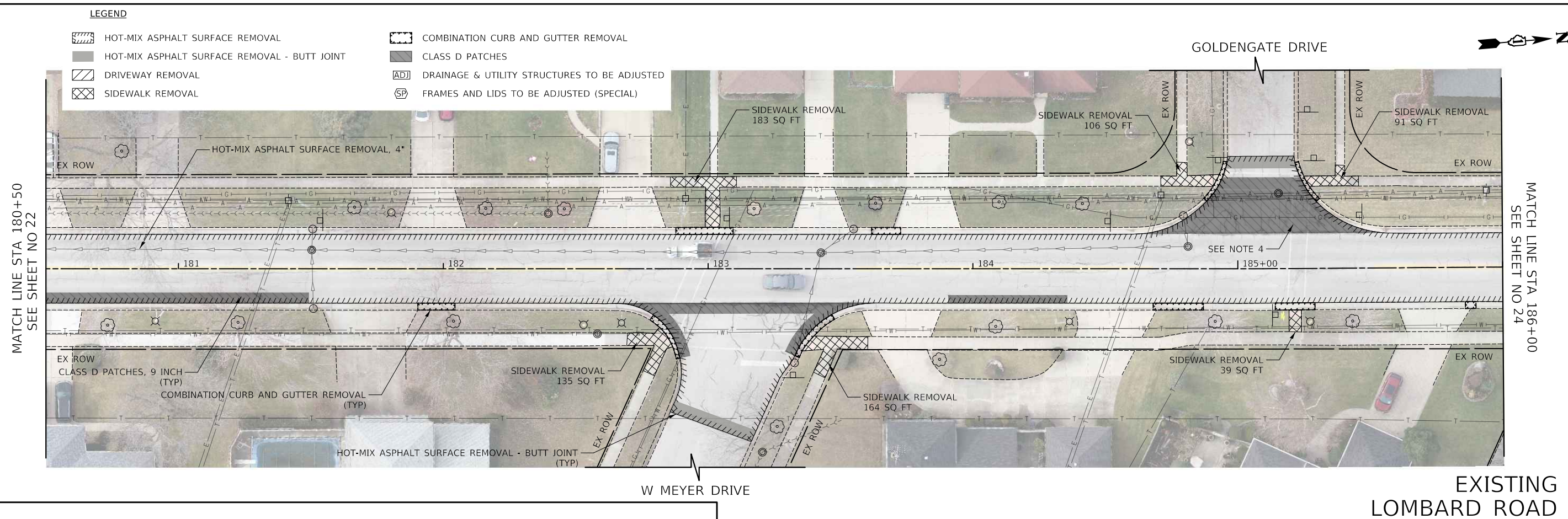
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



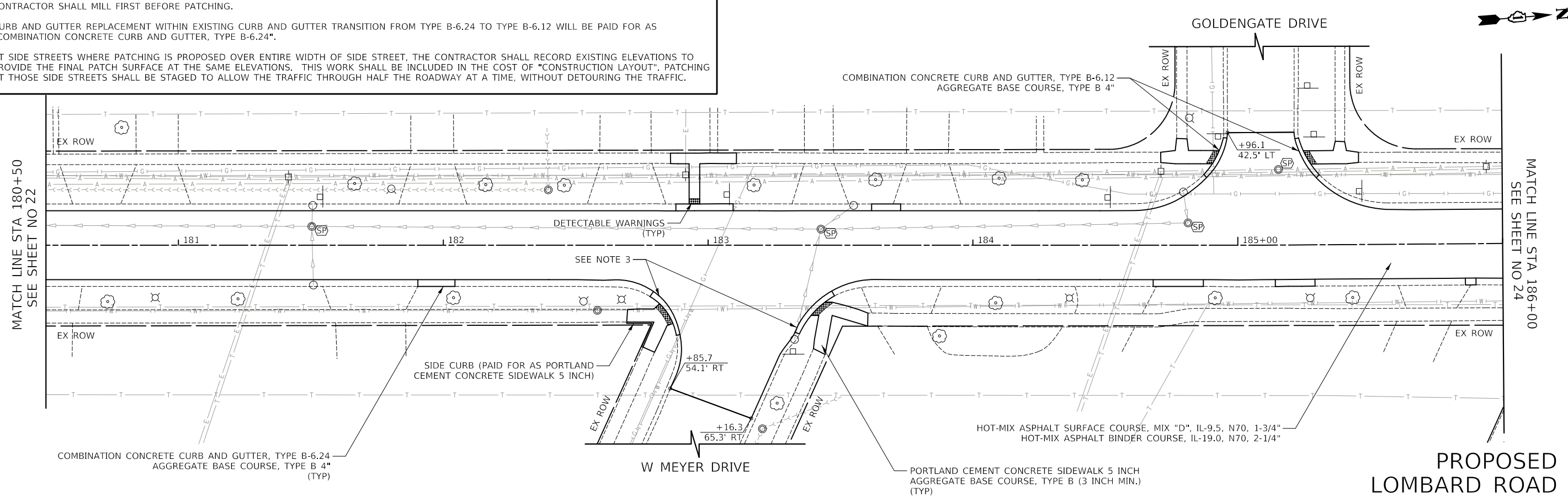
LOMBARD ROAD RESURFACING IMPROVEMENTS
ROADWAY PLANS

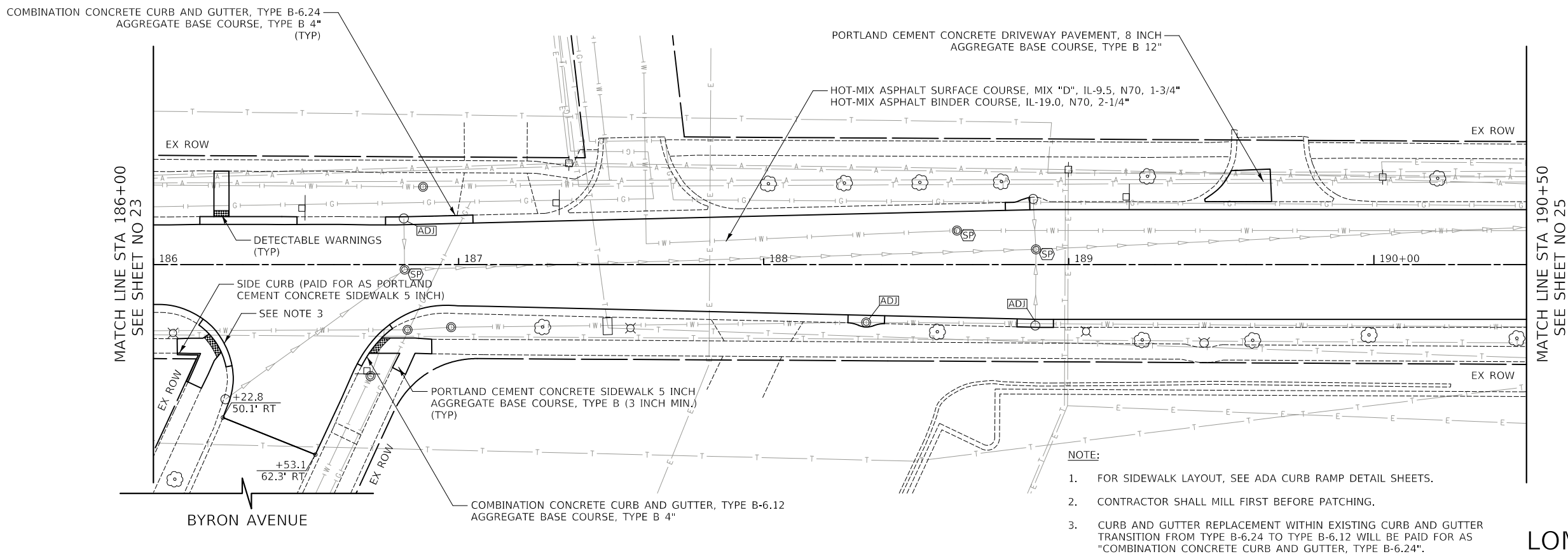
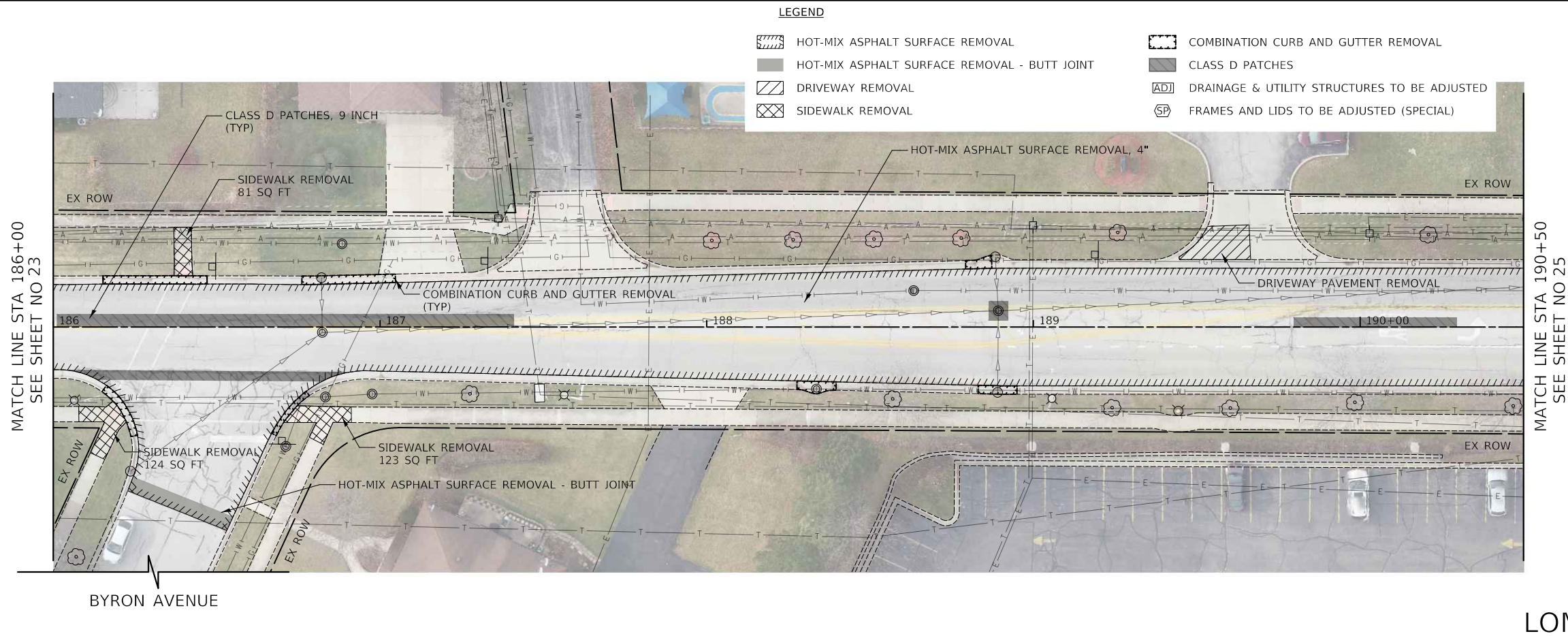
SHEET 9 OF 12 SHEETS STA. 175+50.00 TO STA. 180+50.00

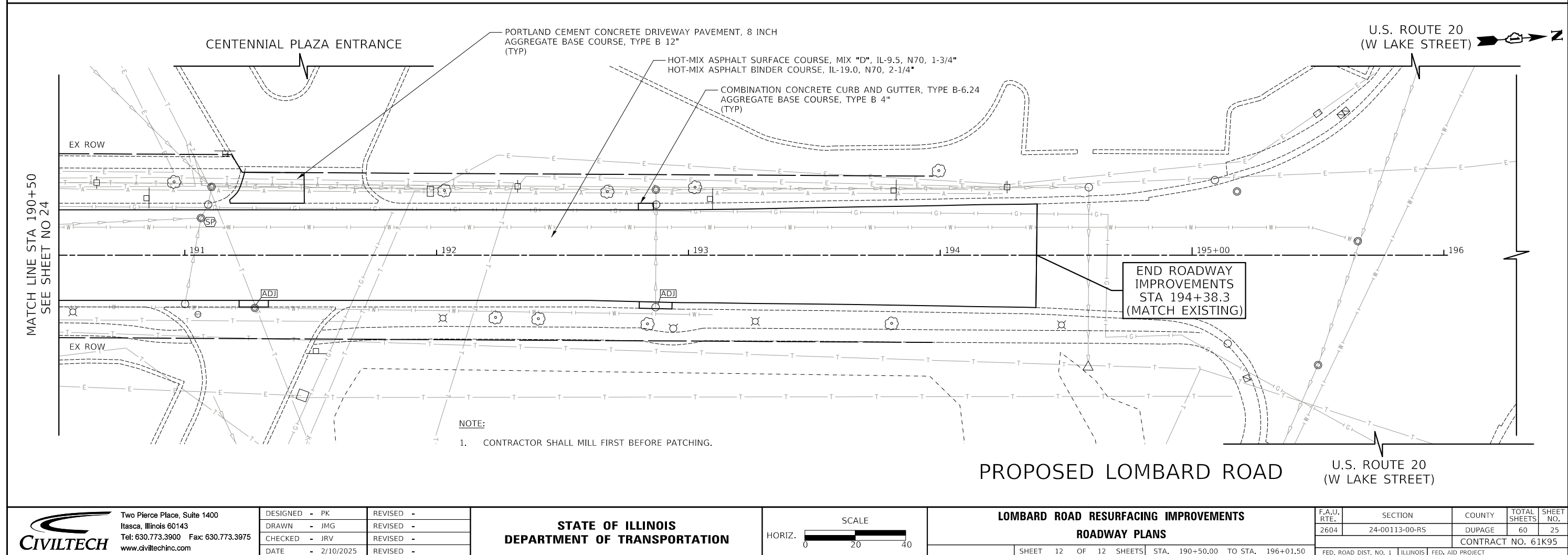
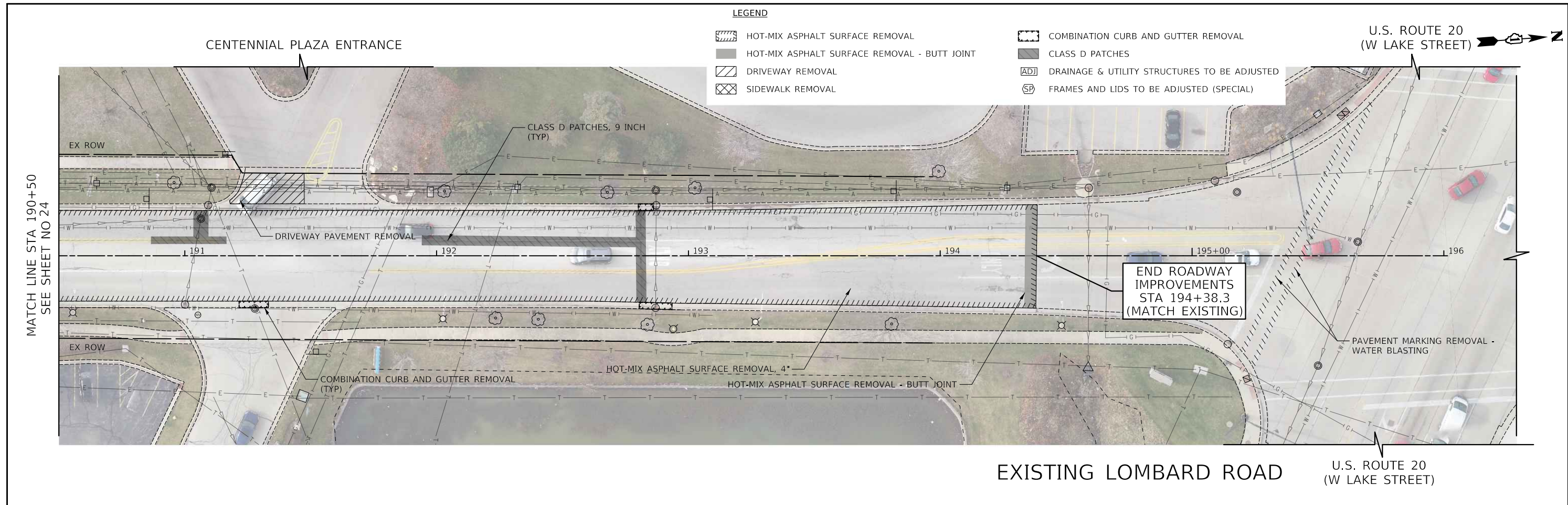
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-R5	DUPAGE	60	22
CONTRACT NO. 61K95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- NOTE:**
- FOR SIDEWALK LAYOUT, SEE ADA CURB RAMP DETAIL SHEETS.
 - CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
 - CURB AND GUTTER REPLACEMENT WITHIN EXISTING CURB AND GUTTER TRANSITION FROM TYPE B-6.24 TO TYPE B-6.12 WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24".
 - AT SIDE STREETS WHERE PATCHING IS PROPOSED OVER ENTIRE WIDTH OF SIDE STREET, THE CONTRACTOR SHALL RECORD EXISTING ELEVATIONS TO PROVIDE THE FINAL PATCH SURFACE AT THE SAME ELEVATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF "CONSTRUCTION LAYOUT". PATCHING AT THOSE SIDE STREETS SHALL BE STAGED TO ALLOW THE TRAFFIC THROUGH HALF THE ROADWAY AT A TIME, WITHOUT DETOURING THE TRAFFIC.









R1 STA. 170+32.1, 31.9' LT
VALVE VAULTS TO BE REMOVED

R2 STA. 170+38.5, 46.0' RT
REMOVING CATCH BASINS

1 23' - STORM SEW CL A 1, 12" @ 1.00%
TBF = 3 CU YD

2 2' - STORM SEW CL A 1, 12" @ 1.00%
TBF = 1 CU YD

3 14' - STORM SEW CL A 2, 12" @ 1.00%
TBF = 3 CU YD

1 STA. 169+50.0, 8.6' LT
EX MAN TO BE ADJ
EX RIM = 714.49
PR RIM = 714.49
INV = 711.01 (EX 12" W)
INV = 710.60 (EX 12" S)
INV = 708.70 (EX 12" N)
INV = 711.14 (12" E)

2 STA. 169+50.0, 16.0' RT
CB TA 4 DIA T11V F&G
WITH CURB BOX
RIM = 714.87
INV = 711.37 (12" W)

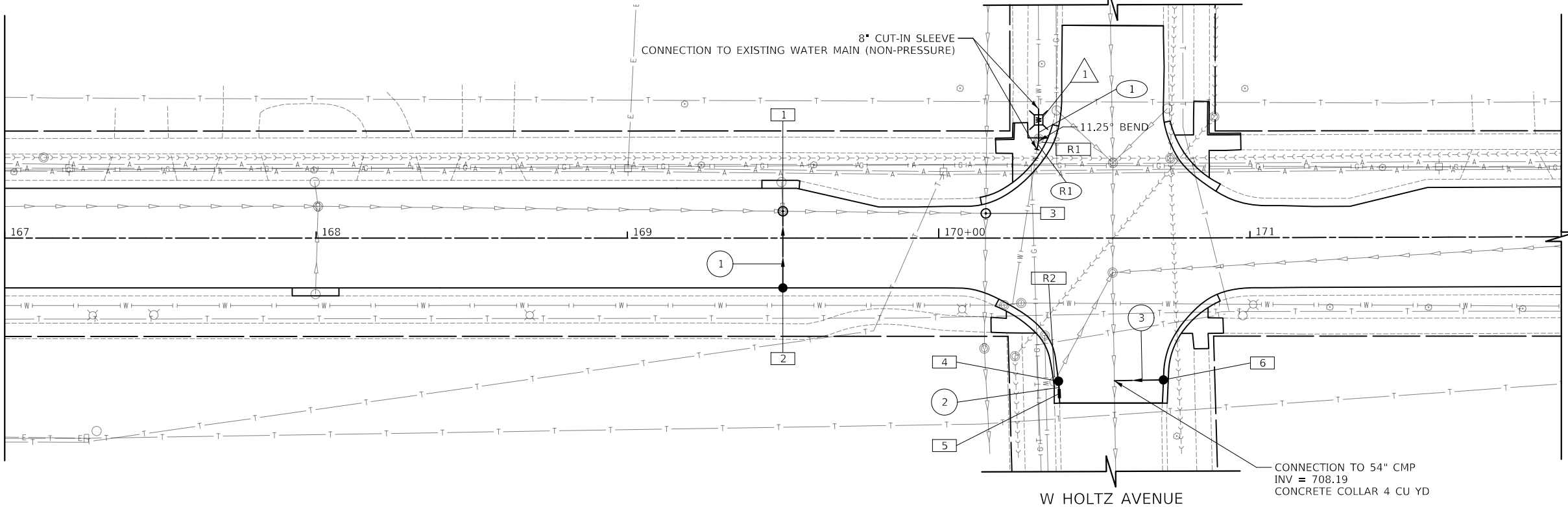
3 STA. 170+15.1, 7.9' LT
MAN TA 7 DIA T1 F CL
RIM = 713.31
INV = 707.82 (EX 12" S)
INV = 705.94 (EX 48" W)
INV = 705.92 (EX 48" E)

4 STA. 170+38.5, 46.0' RT
CB TA 4 DIA T11V F&G
WITH CURB BOX
RIM = 712.34
INV = 709.36 (EX 12" NW)
INV = 709.40 (12" E)

5 STA. 170+38.8, 50.0' RT
INLETS TA T11V F&G
WITH CURB BOX
RIM = 712.42
INV = 709.42 (12" W)

6 STA. 170+72.2, 45.6' RT
CB TA 4 DIA T11V F&G
WITH CURB BOX
RIM = 712.26
INV = 708.33 (12" S)

MATCH LINE STA 167+00
SEE SHEET NO 26

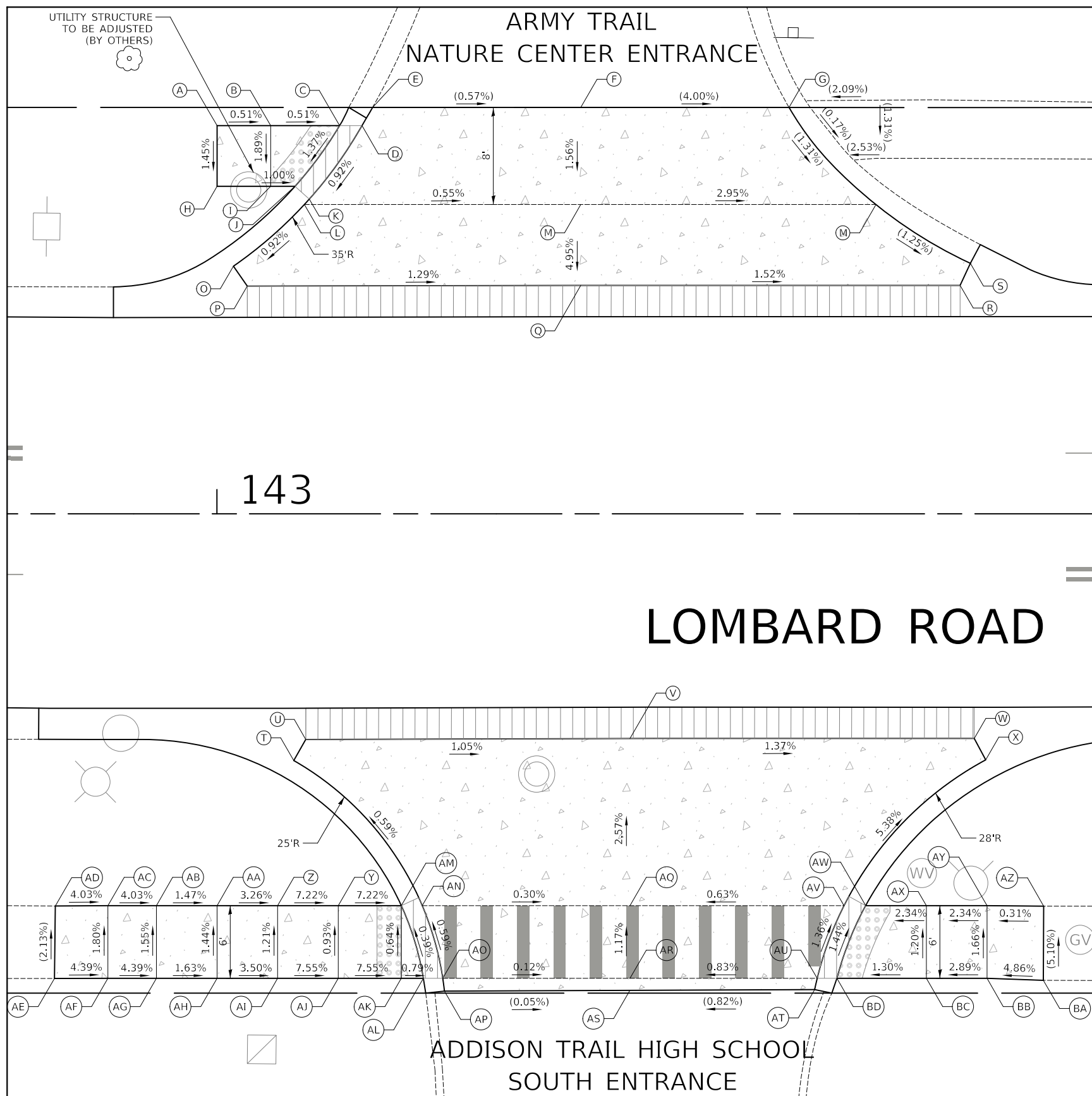


R1 WATER MAIN REMOVAL, 8"

1 14' - D I WATER MAIN 8"
TBF = 5 CU YD

1 STA 170+32.1, 38.0' LT
VV TA 5 DIA T1F CL
WATER VALVES 8"
RIM = 713.41

LOMBARD ROAD



POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION
A	143+00.01	31.99' LT	712.87	
B	143+04.44	31.99' LT	712.85	
C	143+10.12	31.99' LT	712.82	
D	143+11.96	31.99' LT	712.78	
E	143+12.83	33.49' LT	(712.80)	
F	143+30.00	33.49' LT	(712.70)	
G	143+47.17	33.49' LT	(712.02)	
H	143+00.01	26.99' LT	712.80	
I	143+04.44	26.99' LT	712.75	
J	143+06.44	26.99' LT	712.73	
K	143+07.62	25.94' LT	712.71	
L	143+07.21	25.49' LT	712.70	
M	143+30.00	25.49' LT	712.58	
N	143+54.33	25.49' LT	(711.87)	
O	143+01.36	20.42' LT	712.63	
P	143+02.49	18.77' LT	712.60	
Q	143+30.00	18.82' LT	712.25	
R	143+61.27	18.83' LT	711.77	
S	143+62.12	20.64' LT	(711.75)	
T	143+06.33	20.34' RT	712.70	
U	143+07.33	18.60' RT	712.67	
V	143+34.06	18.52' RT	712.39	
W	143+62.43	18.52' RT	712.03	
X	143+63.38	20.28' RT	712.00	
Y	143+10.01	32.29' RT	713.17	
Z	143+05.01	32.29' RT	713.53	
AA	143+00.01	32.29' RT	713.69	
AB	142+95.01	32.29' RT	713.77	
AC	142+91.01	32.29' RT	713.93	
AD	142+86.68	32.33' RT	(714.10)	
AE	142+86.61	38.30' RT	(714.23)	
AF	142+91.01	38.29' RT	714.03	
AG	142+95.01	38.29' RT	713.86	
AH	143+00.01	38.29' RT	713.78	
AI	143+05.01	38.29' RT	713.60	
AJ	143+10.01	38.29' RT	713.22	
AK	143+15.20	38.29' RT	712.83	
AL	143+17.02	38.29' RT	712.82	
AM	143+15.20	32.29' RT	712.79	
AN	143+16.93	32.29' RT	712.79	
AO	143+18.62	38.29' RT	712.83	
AP	143+18.76	39.34' RT	(712.83)	
AQ	143+34.06	32.29' RT	712.74	
AR	143+34.06	38.29' RT	712.81	
AS	143+34.06	39.28' RT	(712.83)	
AT	143+49.28	39.22' RT	(712.95)	
AU	143+49.49	38.29' RT	712.94	
AV	143+51.70	32.29' RT	712.85	
AW	143+53.49	32.29' RT	712.86	
AX	143+58.49	32.29' RT	712.98	
AY	143+63.49	32.29' RT	713.09	
AZ	143+68.17	32.34' RT	(713.11)	
BA	143+68.13	38.45' RT	(713.42)	
BB	143+63.49	38.29' RT	713.19	
BC	143+58.49	38.29' RT	713.05	
BD	143+51.12	38.29' RT	712.95	

1. GUTTER ADJACENT TO ADA DEPRESSED CURB SHALL PITCH AWAY FROM PAVEMENT AT 5% UNLESS OTHERWISE NOTED.

 PROPOSED SIDE CURB
 DETECTABLE WARNINGS
 DEPRESSED CURB AND GUTTER
 EXISTING ELEVATION / SLOPE



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Itasca, Illinois 60143
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DESIGNED - PK	REVISED -
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 2/10/2025	REVISED -

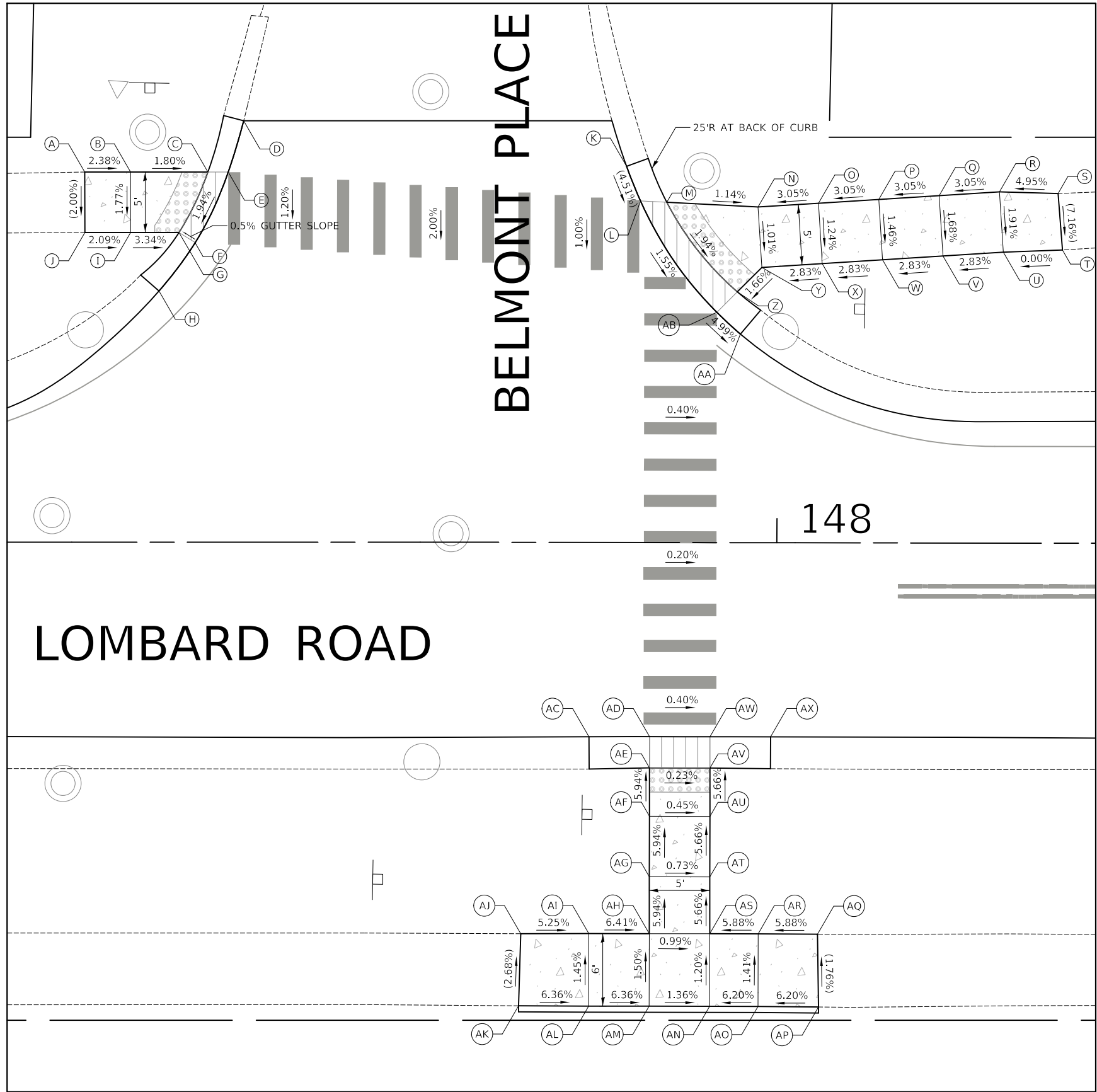
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORIZ. 

LOMBARD ROAD RESURFACING IMPROVEMENTS
ADA CURB RAMP DETAILS

SHEET	1	OF	11	SHEETS	STA.	TO STA.
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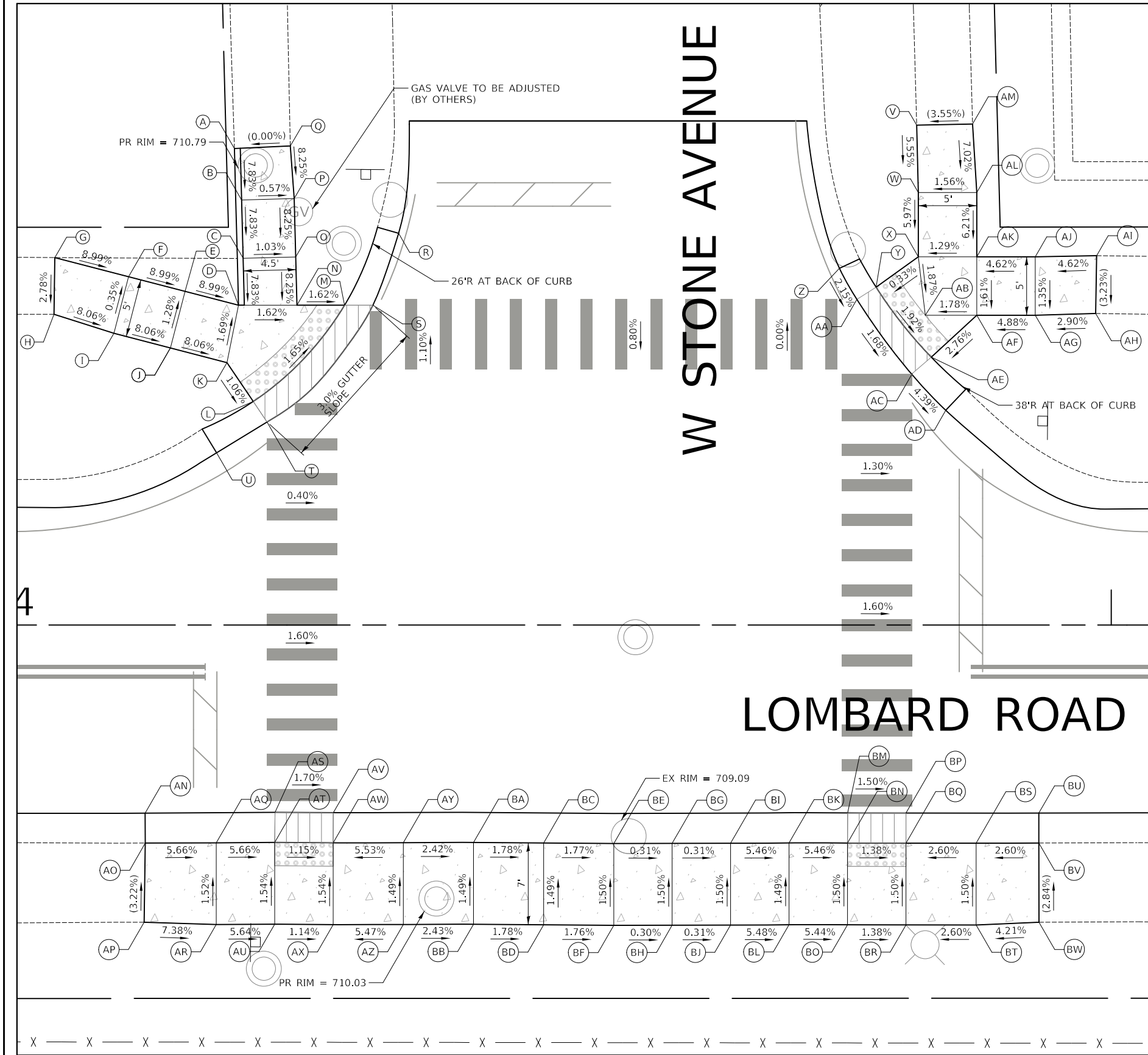
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-R5	DUPAGE	60	27
		CONTRACT NO. 61K95		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION
A	147+42.77	30.60' LT	(710.85)	
B	147+46.56	30.60' LT	710.76	
C	147+52.95	30.60' LT	710.64	
D	147+55.91	34.84' LT	(710.73)	
E	147+54.63	30.60' LT	(710.66)	
F	147+51.90	24.76' LT	(710.50)	
G	147+50.56	25.60' LT	710.54	
H	147+48.91	20.76' LT	(710.37)	
I	147+46.56	25.60' LT	710.67	
J	147+42.78	25.59' LT	(710.75)	
K	147+87.51	31.12' LT	(710.45)	
L	147+88.67	28.25' LT	(710.31)	
M	147+90.85	28.14' LT	710.27	
N	147+98.40	27.75' LT	710.18	
O	148+03.39	28.08' LT	710.33	
P	148+08.38	28.40' LT	710.49	
Q	148+13.37	28.72' LT	710.64	
R	148+18.36	29.04' LT	710.79	
S	148+23.20	28.92' LT	(711.03)	
T	148+23.56	24.24' LT	(710.70)	
U	148+18.68	24.05' LT	710.70	
V	148+13.69	23.73' LT	710.55	
W	148+08.70	23.41' LT	710.41	
X	148+03.71	23.09' LT	710.27	
Y	147+98.72	22.76' LT	710.13	
Z	147+96.69	20.73' LT	710.08	
AA	147+97.01	17.20' LT	(710.00)	
AB	147+95.00	19.04' LT	710.13	
AC	147+84.49	16.07' RT	(710.26)	
AD	147+89.50	16.06' RT	(710.23)	
AE	147+89.50	18.64' RT	710.17	
AF	147+89.50	22.64' RT	710.41	
AG	147+89.50	27.64' RT	710.70	
AH	147+89.50	32.34' RT	710.98	
AI	147+84.50	32.34' RT	711.30	
AJ	147+78.87	32.37' RT	(711.60)	
AK	147+78.71	38.33' RT	(711.76)	
AL	147+84.50	38.34' RT	711.39	711.87
AM	147+89.50	38.34' RT	711.07	711.86
AN	147+94.50	38.34' RT	711.01	711.81
AO	147+98.50	38.34' RT	711.25	711.75
AP	148+03.50	38.38' RT	(711.56)	
AQ	148+03.41	32.37' RT	(711.46)	
AR	147+98.50	32.34' RT	711.17	
AS	147+94.50	32.34' RT	710.93	
AT	147+94.50	27.64' RT	710.67	
AU	147+94.50	22.64' RT	710.39	
AV	147+94.50	18.63' RT	710.16	
AW	147+94.49	16.05' RT	(710.22)	
AX	147+99.50	16.05' RT	(710.22)	

NOTE:
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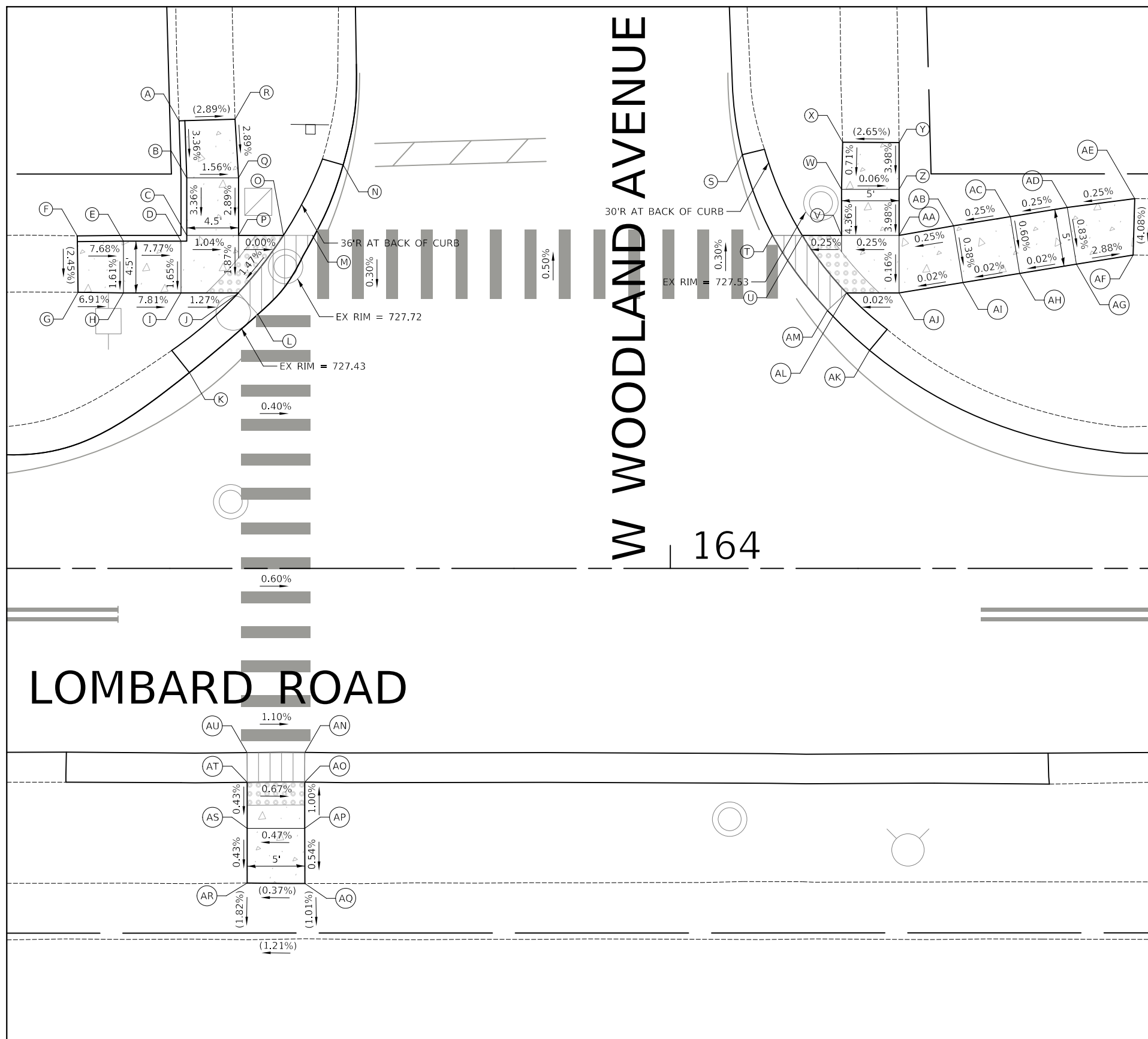
LEGEND				
	PROPOSED SIDE CURB			
	DETECTABLE WARNINGS			
	DEPRESSED CURB AND GUTTER			
()	EXISTING ELEVATION / SLOPE			



POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION	POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION
A	154+25.00	40.78' LT	(710.91)		AM	154+88.14	42.88' LT	(710.38)	
B	154+25.61	36.38' LT	710.56	710.81	AN	154+17.36	16.09' RT	(709.95)	
C	154+25.74	31.38' LT	710.17	710.70	AO	154+17.37	18.66' RT	(710.37)	
D	154+25.34	27.37' LT	709.87		AP	154+17.27	25.44' RT	(710.59)	
E	154+20.78	28.56' LT	710.29		AQ	154+23.44	18.63' RT	710.03	
F	154+15.94	29.81' LT	710.74		AR	154+23.44	25.63' RT	710.13	
G	154+09.63	31.45' LT	(711.32)		AS	154+28.46	16.02' RT	(709.80)	
H	154+09.56	26.59' LT	(711.19)		AT	154+28.44	18.60' RT	709.74	
I	154+14.68	24.97' LT	710.76		AU	154+28.44	25.60' RT	709.85	
J	154+19.52	23.72' LT	710.35		AV	154+33.46	16.06' RT	(709.75)	
K	154+24.36	22.46' LT	709.95		AW	154+33.44	18.64' RT	709.69	
L	154+26.60	19.14' LT	709.91		AX	154+33.44	25.64' RT	709.80	
M	154+34.42	27.37' LT	709.72		AY	154+39.44	18.63' RT	710.02	
N	154+30.35	27.37' LT	709.78		AZ	154+39.44	25.63' RT	710.12	
O	154+30.24	31.50' LT	710.13		BA	154+45.44	18.61' RT	709.87	
P	154+30.11	36.50' LT	710.54		BB	154+45.44	25.61' RT	709.98	
Q	154+29.78	41.00' LT	(710.91)		BC	154+51.44	18.65' RT	709.77	
R	154+39.04	33.53' LT	(709.74)		BD	154+51.44	25.65' RT	709.87	
S	154+36.84	27.37' LT	(709.71)		BE	154+57.44	18.70' RT	709.66	
T	154+27.79	17.38' LT	(709.91)		BF	154+57.44	25.70' RT	709.76	
U	154+23.47	14.74' LT	(710.04)		BG	154+62.44	18.69' RT	709.64	
V	154+83.35	42.78' LT	(710.21)		BH	154+62.44	25.69' RT	709.75	
W	154+83.50	37.02' LT	709.89		BI	154+67.44	18.67' RT	709.63	
X	154+83.50	31.52' LT	709.56		BJ	154+67.44	25.67' RT	709.73	
Y	154+79.89	28.92' LT	709.55		BK	154+72.44	18.64' RT	709.36	
Z	154+76.75	30.53' LT	(709.64)		BL	154+72.44	25.64' RT	709.46	
AA	154+78.24	27.87' LT	709.57		BM	154+77.45	16.07' RT	(709.14)	
AB	154+84.09	26.52' LT	709.47		BN	154+77.44	18.65' RT	709.08	
AC	154+82.92	21.48' LT	709.44		BO	154+77.44	25.65' RT	709.19	
AD	154+85.85	18.38' LT	(709.25)		BP	154+82.44	16.08' RT	(709.07)	
AE	154+84.61	22.92' LT	709.40		BQ	154+82.44	18.66' RT	709.01	
AF	154+88.50	26.52' LT	709.55		BR	154+82.44	25.66' RT	709.12	
AG	154+93.50	26.52' LT	709.79		BS	154+88.44	18.67' RT	709.17	
AH	154+98.67	26.67' LT	(709.94)		BT	154+88.44	25.67' RT	709.28	
AI	154+98.75	31.61' LT	(710.10)		BU	154+93.81	16.09' RT	(708.91)	
AJ	154+93.50	31.52' LT	709.86		BV	154+93.81	18.66' RT	(709.31)	
AK	154+88.50	31.52' LT	709.63		BW	154+93.83	25.43' RT	(709.50)	
AL	154+88.50	37.02' LT	709.97						

- NOTE:
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LEGEND	
	PROPOSED SIDE CURB
	DETECTABLE WARNINGS
	DEPRESSED CURB AND GUTTER
	EXISTING ELEVATION / SLOPE



POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION
A	163+57.31	38.92' LT	(728.10)	
B	163+57.98	33.96' LT	727.92	728.12
C	163+57.98	28.96' LT	727.75	728.07
D	163+57.48	28.46' LT	727.75	728.07
E	163+52.48	28.46' LT	728.14	728.27
F	163+48.46	28.91' LT	(728.46)	
G	163+48.54	24.01' LT	(728.34)	
H	163+52.48	23.96' LT	728.07	
I	163+57.48	23.96' LT	727.68	
J	163+62.48	23.96' LT	727.61	
K	163+58.21	17.02' LT	(727.77)	
L	163+64.16	22.09' LT	(727.67)	
M	163+68.89	28.96' LT	(727.73)	
N	163+71.57	35.07' LT	(727.61)	
O	163+66.38	28.96' LT	727.71	
P	163+62.48	28.96' LT	727.71	
Q	163+62.48	33.96' LT	727.85	
R	163+62.18	39.05' LT	(728.00)	
S	164+06.26	35.97' LT	(727.43)	
T	164+08.88	28.96' LT	(727.46)	
U	164+11.47	28.96' LT	727.42	
V	164+14.88	28.96' LT	727.43	
W	164+14.88	32.96' LT	727.60	
X	164+14.98	37.05' LT	(727.63)	
Y	164+19.88	37.02' LT	(727.76)	
Z	164+19.88	32.96' LT	727.60	
AA	164+19.88	28.96' LT	727.44	
AB	164+24.62	29.79' LT	727.45	
AC	164+29.56	30.58' LT	727.46	
AD	164+34.50	31.38' LT	727.48	
AE	164+40.37	32.14' LT	(727.49)	
AF	164+40.23	27.24' LT	(727.29)	
AG	164+35.29	26.45' LT	727.43	
AH	164+30.36	25.65' LT	727.43	
AI	164+25.42	24.85' LT	727.43	
AJ	164+19.88	23.96' LT	727.43	
AK	164+17.32	18.95' LT	(727.49)	
AL	164+15.31	23.96' LT	727.43	
AM	164+13.66	22.43' LT	(727.48)	
AN	163+68.24	16.01' RT	(727.92)	
AO	163+68.24	18.59' RT	727.85	
AP	163+68.24	22.60' RT	727.89	
AQ	163+68.25	27.40' RT	(727.87)	
AR	163+63.22	27.35' RT	(727.85)	
AS	163+63.24	22.60' RT	727.87	
AT	163+63.24	18.60' RT	727.89	
AU	163+63.21	16.02' RT	(727.96)	

1. GUTTER ADJACENT TO ADA DEPRESSED CURB SHALL PITCH AWAY FROM PAVEMENT AT 5% UNLESS OTHERWISE NOTED.

 PROPOSED SIDE CURB
 DETECTABLE WARNINGS
 DEPRESSED CURB AND GUTTER
 EXISTING ELEVATION / SLOPE



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DESIGNED - PK	REVISED -
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 2/10/2025	REVISED -

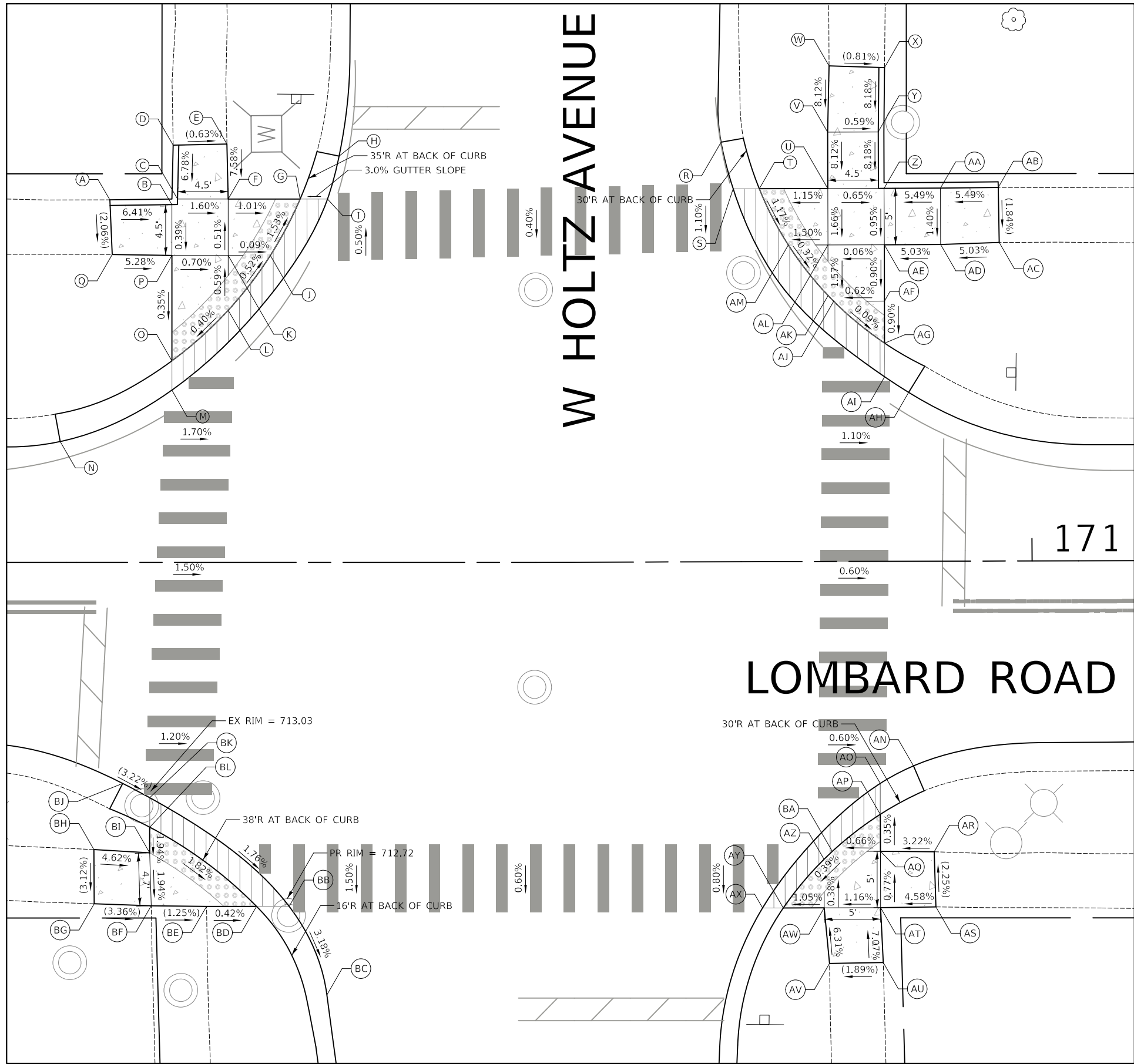
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORIZ. 

LOMBARD ROAD RESURFACING IMPROVEMENTS
ADA CURB RAMP DETAILS

SHEET	4	OF	11	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-R5	DUPAGE	60	30
		CONTRACT NO. 61K95		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION
A	170+18.22	32.15' LT	(713.60)	
B	170+23.72	31.72' LT	713.24	713.55
C	170+24.22	32.22' LT	713.23	713.55
D	170+23.84	36.99' LT	(713.56)	
E	170+28.61	37.10' LT	(713.53)	
F	170+28.72	32.22' LT	713.16	
G	170+35.10	32.22' LT	713.10	
H	170+38.55	36.02' LT	(712.93)	
I	170+37.52	32.22' LT	(713.07)	
J	170+32.46	27.22' LT	713.18	
K	170+28.72	27.22' LT	713.19	
L	170+28.72	22.36' LT	713.21	
M	170+23.72	15.26' LT	(713.23)	
N	170+13.83	10.71' LT	(713.38)	
O	170+23.72	17.86' LT	713.19	
P	170+23.72	27.22' LT	713.22	
Q	170+18.44	27.29' LT	(713.50)	
R	170+72.53	37.21' LT	(712.53)	
S	170+73.59	33.08' LT	(712.53)	
T	170+75.91	33.08' LT	712.49	
U	170+81.98	33.08' LT	712.56	
V	170+81.98	38.08' LT	712.96	
W	170+82.12	43.95' LT	(713.44)	
X	170+87.04	43.77' LT	(713.40)	
Y	170+86.48	38.08' LT	712.94	713.24
Z	170+86.98	33.08' LT	712.52	713.16
AA	170+91.98	33.08' LT	712.80	713.08
AB	170+97.10	33.13' LT	(713.08)	
AC	170+97.17	28.25' LT	(712.99)	
AD	170+91.98	28.08' LT	712.73	
AE	170+86.98	28.08' LT	712.48	
AF	170+86.98	23.08' LT	712.43	
AG	170+86.98	19.35' LT	712.40	
AH	170+89.10	14.98' LT	(712.39)	
AI	170+86.98	16.37' LT	(712.44)	
AJ	170+82.47	23.08' LT	712.40	
AK	170+81.98	23.59' LT	712.40	
AL	170+81.98	28.08' LT	712.47	
AM	170+78.47	28.08' LT	712.42	
AN	170+89.43	18.15' RT	(712.36)	
AO	170+86.48	19.69' RT	(712.37)	
AP	170+86.48	22.43' RT	712.33	
AQ	170+86.48	25.71' RT	712.34	
AR	170+91.25	25.76' RT	(712.49)	
AS	170+91.39	30.65' RT	(712.60)	
AT	170+86.48	30.71' RT	712.38	
AU	170+86.69	35.58' RT	(712.72)	
AV	170+81.93	35.64' RT	(712.63)	
AW	170+81.48	30.71' RT	712.32	
AX	170+76.01	30.71' RT	(712.29)	
AY	170+77.86	30.71' RT	712.28	
AZ	170+81.48	26.40' RT	712.30	
BA	170+82.21	25.71' RT	712.31	
BB	170+34.13	30.51' RT	712.74	
BC	170+37.47	38.36' RT	(712.47)	
BD	170+31.23	30.51' RT	712.74	
BE	170+26.80	30.51' RT	(712.76)	
BF	170+21.89	30.45' RT	(712.82)	
BG	170+16.83	30.27' RT	(712.99)	
BH	170+16.82	25.47' RT	(713.14)	
BI	170+21.76	25.76' RT	712.91	
BJ	170+19.36	19.60' RT	(713.11)	
BK	170+21.76	20.87' RT	(713.02)	
BL	170+21.76	23.49' RT	712.96	

- NOTE:
- GUTTER ADJACENT TO ADA DEPRESSED CURB SHALL PITCH AWAY FROM PAVEMENT AT 5% UNLESS OTHERWISE NOTED.

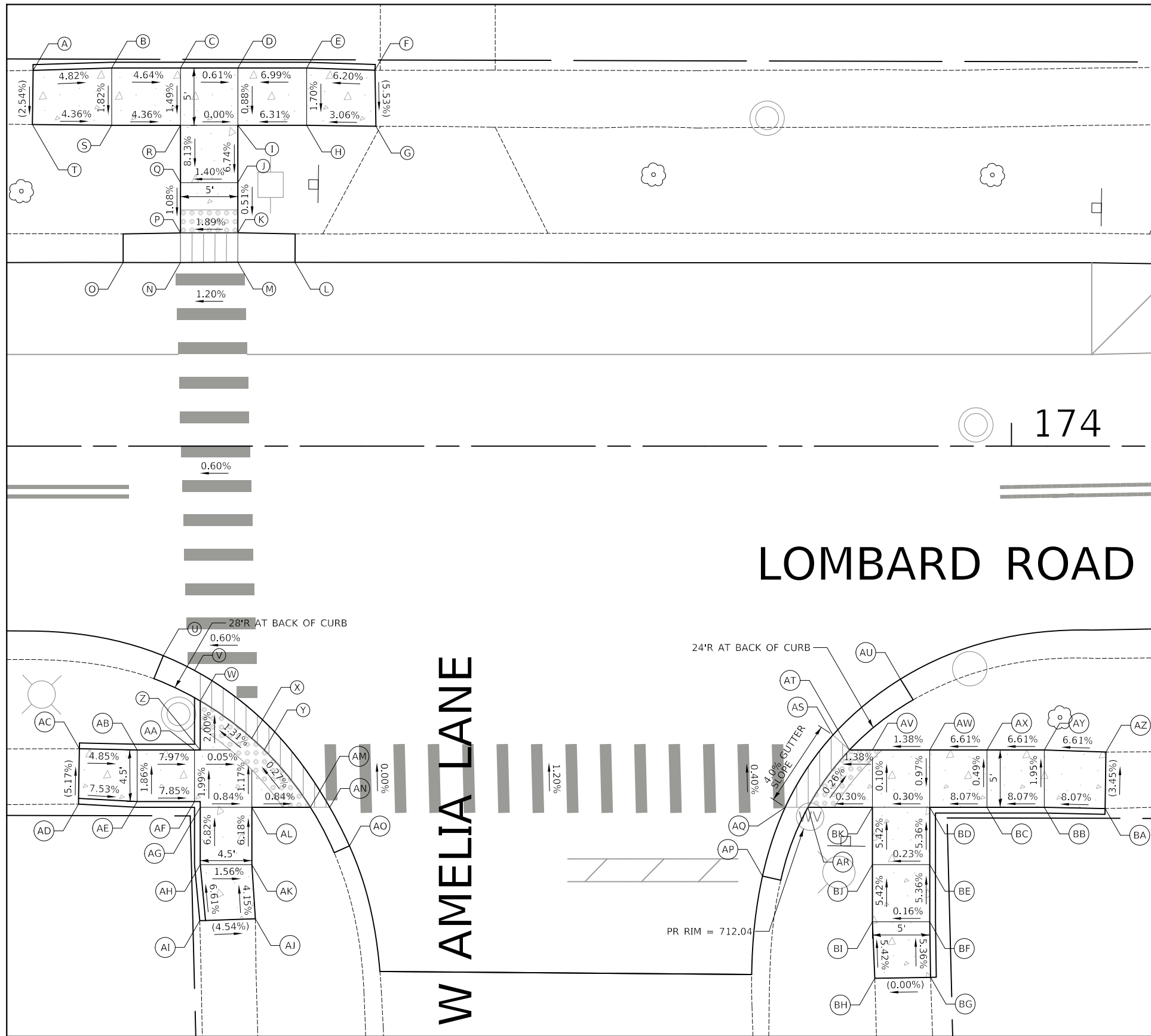
LEGEND

PROPOSED SIDE CURB

DETECTABLE WARNINGS

DEPRESSED CURB AND GUTTER

EXISTING ELEVATION / SLOPE

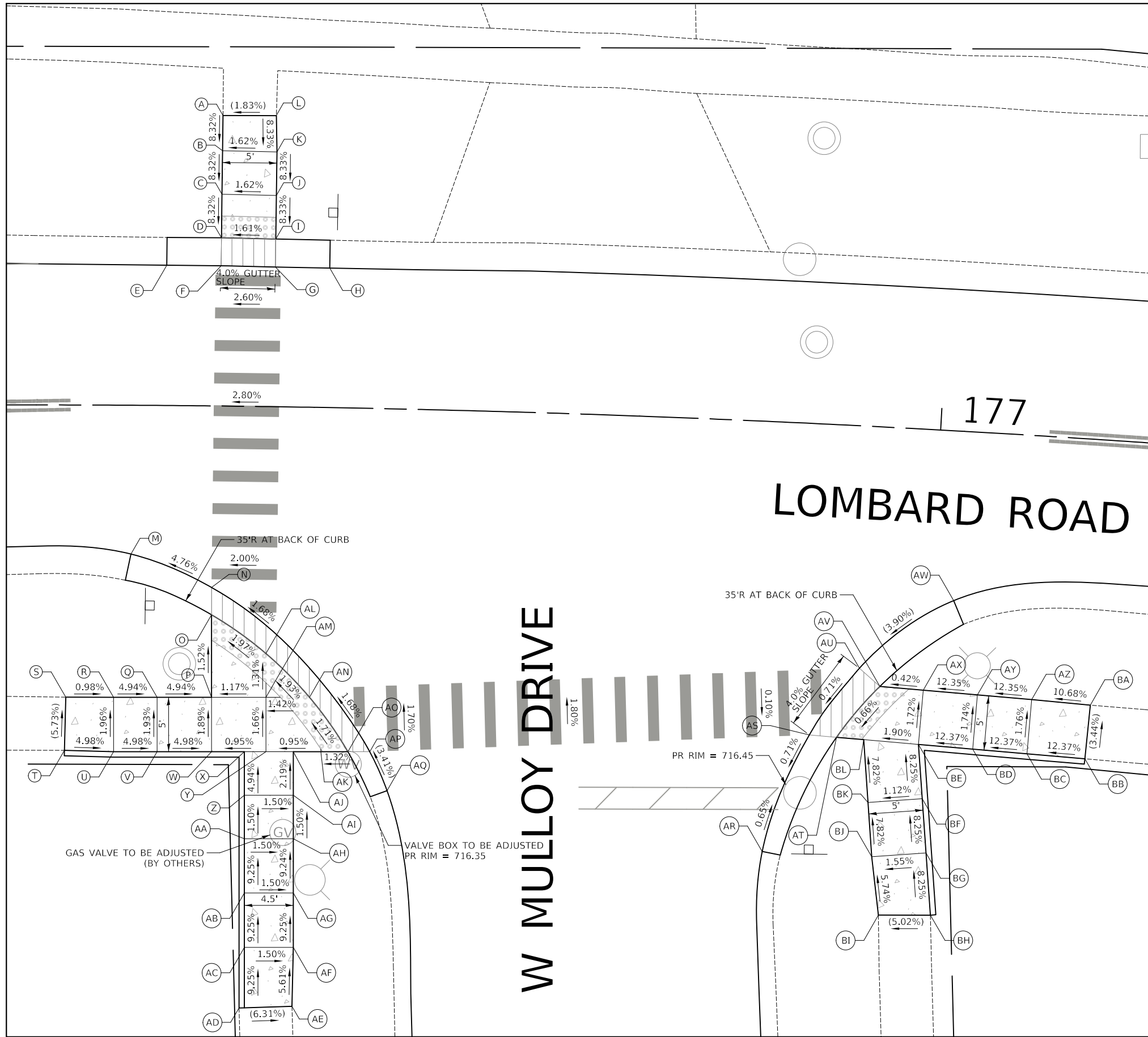


- NOTE:
- GUTTER ADJACENT TO ADA DEPRESSED CURB SHALL PITCH AWAY FROM PAVEMENT AT 5% UNLESS OTHERWISE NOTED.

POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION
A	173+14.66	32.78' LT	(712.63)	
B	173+21.51	33.00' LT	712.30	712.93
C	173+27.51	33.00' LT	712.02	713.02
D	173+32.51	33.00' LT	711.99	713.05
E	173+38.51	33.00' LT	712.41	713.03
F	173+44.48	32.80' LT	(712.78)	
G	173+44.56	27.92' LT	(712.51)	
H	173+38.51	28.00' LT	712.33	
I	173+32.51	28.00' LT	711.95	
J	173+32.51	23.00' LT	711.61	
K	173+32.51	18.62' LT	711.59	
L	173+37.51	16.04' LT	(711.68)	
M	173+32.52	16.04' LT	(711.65)	
N	173+27.52	16.03' LT	(711.55)	
O	173+22.51	16.03' LT	(711.54)	
P	173+27.51	18.61' LT	711.49	
Q	173+27.51	23.00' LT	711.54	
R	173+27.51	28.00' LT	711.95	
S	173+21.51	28.00' LT	712.21	
T	173+14.60	28.06' LT	(712.51)	
U	173+26.01	18.28' RT	(711.81)	
V	173+28.74	19.57' RT	(711.82)	
W	173+29.24	22.23' RT	711.80	712.25
X	173+33.74	25.49' RT	711.87	
Y	173+34.82	26.50' RT	711.88	
Z	173+29.24	26.50' RT	711.89	712.31
AA	173+28.74	26.50' RT	711.89	712.31
AB	173+23.74	26.50' RT	712.29	712.44
AC	173+18.69	26.39' RT	(712.53)	
AD	173+18.62	31.23' RT	(712.78)	
AE	173+23.74	31.00' RT	712.37	712.60
AF	173+28.74	31.00' RT	711.98	712.51
AG	173+29.24	31.50' RT	711.98	712.51
AH	173+29.24	36.50' RT	712.32	712.50
AI	173+29.20	41.40' RT	(712.67)	
AJ	173+34.04	41.23' RT	(712.45)	
AK	173+33.74	36.50' RT	712.25	
AL	173+33.74	31.50' RT	711.94	
AM	173+38.84	31.50' RT	711.90	
AN	173+40.53	31.50' RT	(711.91)	
AO	173+42.25	34.87' RT	(711.98)	
AP	173+78.28	37.51' RT	(712.00)	
AQ	173+80.26	31.50' RT	(712.00)	
AR	173+82.24	31.50' RT	711.99	
AS	173+84.42	25.20' RT	(711.99)	
AT	173+85.86	26.50' RT	711.98	
AU	173+90.31	20.33' RT	(711.99)	
AV	173+87.86	26.50' RT	712.01	
AW	173+92.86	26.50' RT	712.07	
AX	173+97.86	26.50' RT	712.40	
AY	174+02.86	26.50' RT	712.73	
AZ	174+08.23	26.69' RT	(713.09)	
BA	174+08.16	31.62' RT	(713.26)	
BB	174+02.86	31.50' RT	712.83	713.17
BC	173+97.86	31.50' RT	712.43	713.04
BD	173+92.86	31.50' RT	712.03	712.82
BE	173+92.86	36.50' RT	712.29	712.88
BF	173+92.86	41.50' RT	712.56	712.85
BG	173+92.94	46.34' RT	(712.82)	
BH	173+88.08	46.42' RT	(712.82)	
BI	173+87.86	41.50' RT	712.55	
BJ	173+87.86	36.50' RT	712.28	
BK	173+87.86	31.50' RT	712.01	

LEGEND

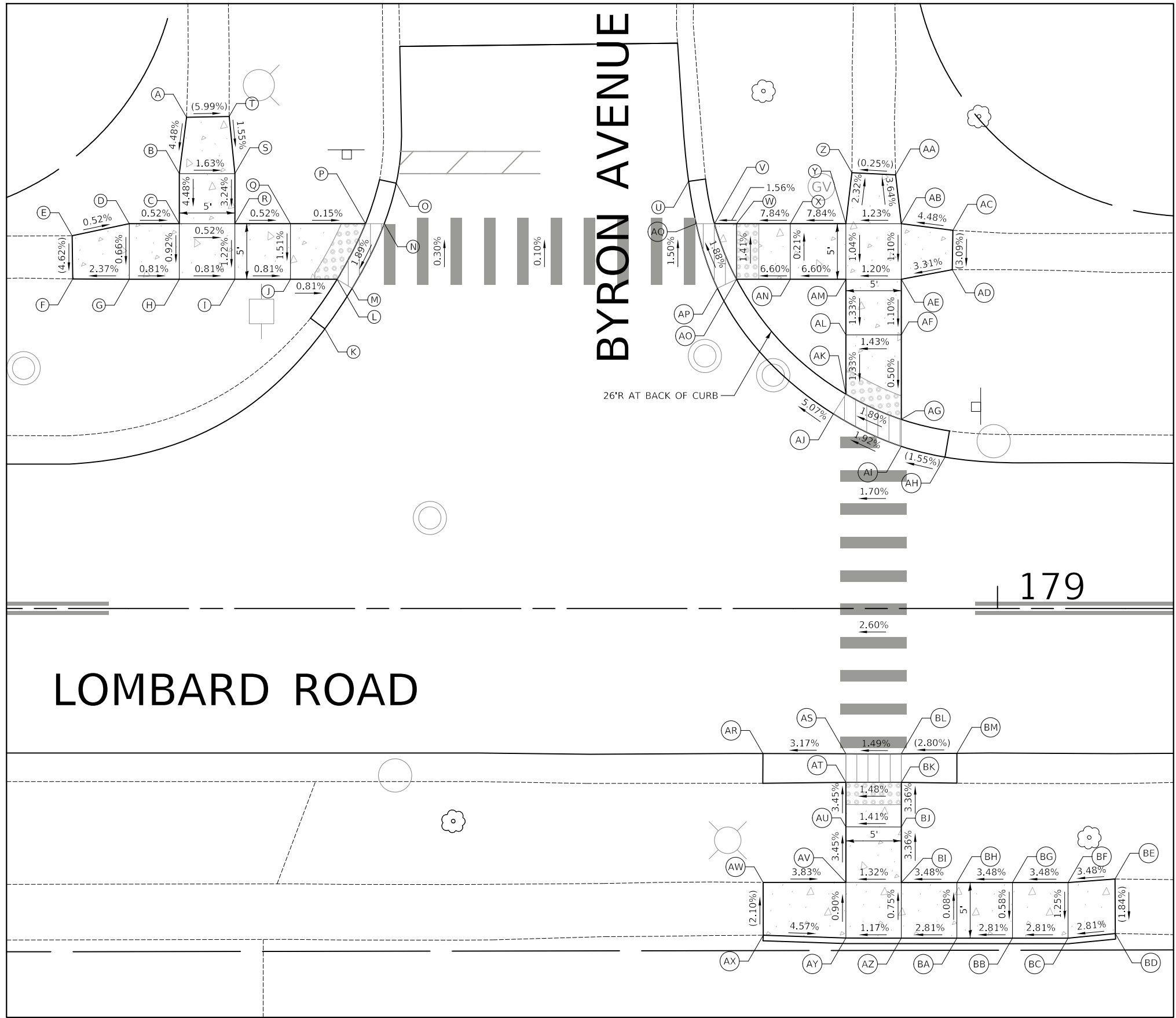
- PROPOSED SIDE CURB
- DETECTABLE WARNINGS
- DEPRESSED CURB AND GUTTER
- () EXISTING ELEVATION / SLOPE



POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION
A	176+33.70	26.71' LT	(716.42)	
B	176+33.70	23.47' LT	716.15	
C	176+33.69	19.47' LT	715.82	
D	176+33.68	15.47' LT	715.48	
E	176+28.73	12.89' LT	(715.41)	
F	176+33.68	12.89' LT	(715.52)	
G	176+38.63	12.84' LT	(715.60)	
H	176+43.58	12.83' LT	(715.70)	
I	176+38.63	15.42' LT	715.56	
J	176+38.63	19.42' LT	715.90	
K	176+38.62	23.42' LT	716.23	
L	176+38.52	26.76' LT	(716.51)	
M	176+25.62	13.69' RT	(715.46)	
N	176+33.13	16.69' RT	715.84	
O	176+33.15	19.20' RT	715.83	
P	176+33.24	26.79' RT	715.94	
Q	176+28.15	26.83' RT	716.19	
R	176+24.07	26.86' RT	716.39	
S	176+19.60	26.87' RT	(716.43)	
T	176+19.48	31.75' RT	(716.71)	
U	176+24.10	31.86' RT	716.48	716.84
V	176+28.18	31.83' RT	716.29	716.86
W	176+33.29	31.79' RT	716.04	716.87
X	176+36.38	31.75' RT	716.07	716.87
Y	176+38.40	31.72' RT	716.08	
Z	176+36.44	35.75' RT	716.26	716.95
AA	176+36.49	39.75' RT	716.32	717.27
AB	176+36.56	44.75' RT	716.79	717.48
AC	176+36.63	49.75' RT	717.25	717.63
AD	176+36.18	55.32' RT	(717.76)	
AE	176+41.24	55.10' RT	(717.48)	
AF	176+41.28	49.68' RT	717.18	
AG	176+41.20	44.68' RT	716.72	
AH	176+41.11	39.68' RT	716.26	
AI	176+41.05	35.68' RT	716.20	
AJ	176+40.98	31.69' RT	716.11	
AK	176+43.56	31.64' RT	716.13	
AL	176+38.27	22.70' RT	715.95	
AM	176+38.33	26.72' RT	716.00	
AN	176+42.41	26.66' RT	716.06	
AO	176+46.10	31.60' RT	716.16	
AP	176+48.15	31.56' RT	(716.20)	
AQ	176+49.85	35.11' RT	(716.33)	
AR	176+85.38	39.53' RT	(716.49)	
AS	176+89.29	28.62' RT	716.49	
AT	176+91.85	28.72' RT	716.47	
AU	176+93.67	22.27' RT	(716.54)	
AV	176+95.65	23.85' RT	716.51	
AW	177+02.08	15.59' RT	(716.96)	
AX	176+99.72	23.98' RT	716.53	
AY	177+04.80	24.12' RT	717.14	
AZ	177+09.88	24.26' RT	717.76	
BA	177+15.38	24.42' RT	(718.34)	
BB	177+15.20	29.37' RT	(718.51)	
BC	177+09.75	29.25' RT	717.85	718.11
BD	177+04.65	29.12' RT	717.23	717.72
BE	176+99.56	28.97' RT	716.61	717.37
BF	177+00.19	33.94' RT	717.02	717.56
BG	177+00.83	38.90' RT	717.44	717.76
BH	177+01.57	44.58' RT	(717.91)	
BI	176+96.65	44.84' RT	(717.67)	
BJ	176+95.73	39.51' RT	717.36	
BK	176+95.11	34.55' RT	716.97	
BL	176+94.40	28.81' RT	716.52	

- NOTE:
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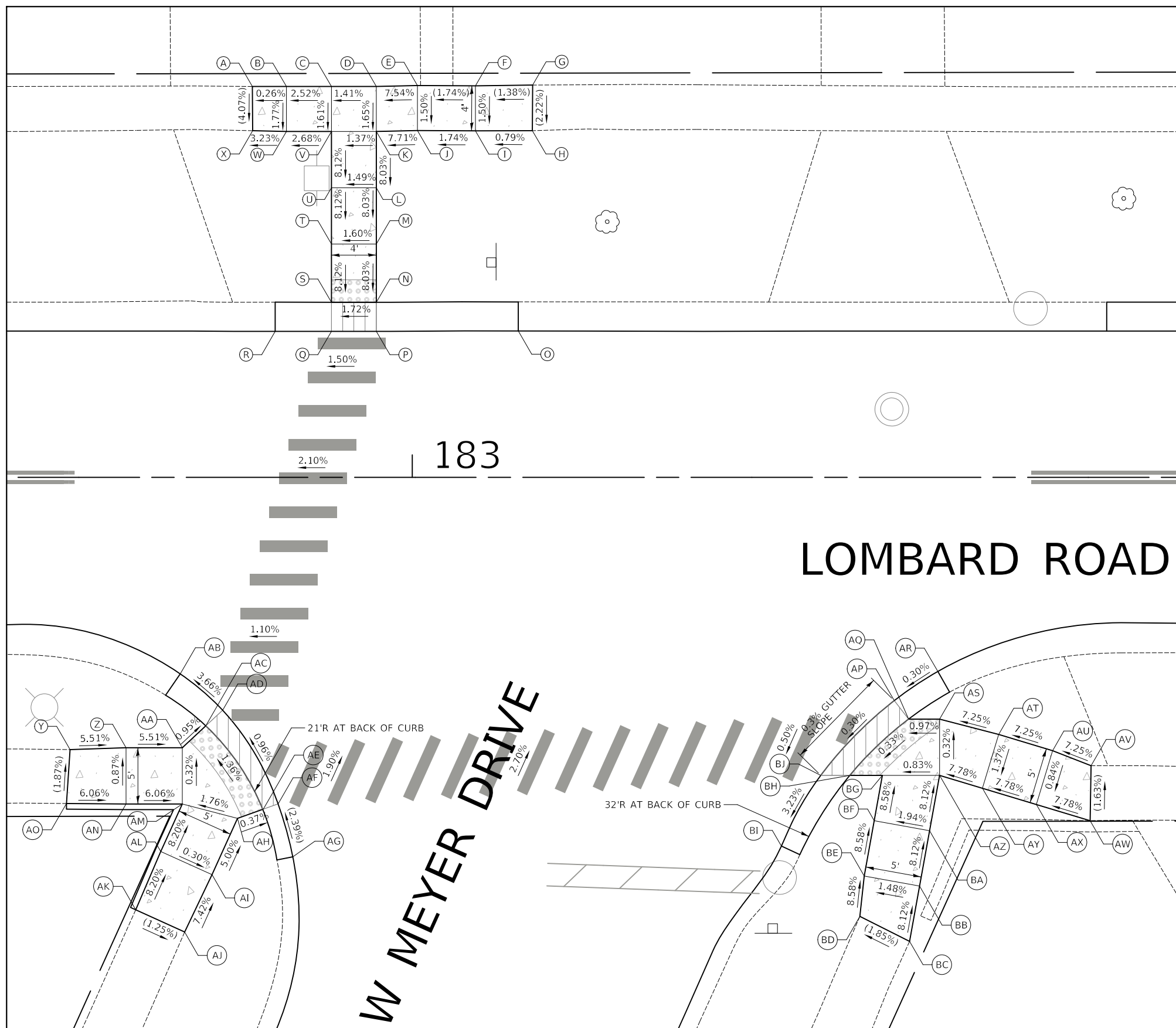
LEGEND	
	PROPOSED SIDE CURB
	DETECTABLE WARNINGS
	DEPRESSED CURB AND GUTTER
()	EXISTING ELEVATION / SLOPE



POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION
A	178+27.03	44.20' LT	(721.40)	
B	178+26.38	39.12' LT	721.17	
C	178+26.38	34.62' LT	720.97	
D	178+21.88	34.62' LT	720.99	
E	178+16.74	33.54' LT	(721.02)	
F	178+16.80	29.64' LT	(720.84)	
G	178+21.88	29.62' LT	720.96	
H	178+26.38	29.62' LT	720.92	
I	178+31.38	29.62' LT	720.88	
J	178+36.38	29.62' LT	720.84	
K	178+39.47	25.16' LT	(720.72)	
L	178+40.58	29.62' LT	720.81	
M	178+41.93	28.80' LT	(720.82)	
N	178+44.82	34.62' LT	(720.92)	
O	178+45.90	38.26' LT	(720.94)	
P	178+43.13	34.62' LT	720.91	
Q	178+36.38	34.62' LT	720.92	
R	178+31.38	34.62' LT	720.94	
S	178+31.38	39.12' LT	721.09	
T	178+30.87	44.27' LT	(721.17)	
U	178+72.20	38.42' LT	(721.40)	
V	178+74.53	34.62' LT	721.44	
W	178+76.52	34.62' LT	721.47	
X	178+81.35	34.62' LT	721.85	
Y	178+86.35	34.62' LT	722.24	
Z	178+86.89	39.21' LT	(722.13)	
AA	178+90.83	39.01' LT	(722.14)	
AB	178+91.35	34.62' LT	722.30	
AC	178+95.98	34.03' LT	(722.51)	
AD	178+95.93	30.48' LT	(722.40)	
AE	178+91.35	29.62' LT	722.25	
AF	178+91.35	24.62' LT	722.19	
AG	178+91.35	19.29' LT	722.13	
AH	178+95.27	13.62' LT	(722.27)	
AI	178+91.35	14.58' LT	(722.21)	
AJ	178+85.23	17.51' LT	722.08	
AK	178+86.35	19.29' LT	722.05	
AL	178+86.35	24.62' LT	722.12	
AM	178+86.35	29.62' LT	722.19	
AN	178+81.35	29.62' LT	721.86	
AO	178+76.52	29.62' LT	721.54	
AP	178+74.79	28.81' LT	(721.56)	
AQ	178+72.88	34.62' LT	(721.44)	
AR	178+78.89	13.05' RT	(721.68)	
AS	178+86.35	13.07' RT	721.91	
AT	178+86.35	15.65' RT	721.85	
AU	178+86.35	19.66' RT	721.99	
AV	178+86.35	24.64' RT	722.17	
AW	178+78.91	24.65' RT	(722.45)	
AX	178+78.92	29.40' RT	(722.55)	
AY	178+86.35	29.65' RT	722.21	722.99
AZ	178+91.35	29.66' RT	722.27	723.11
BA	178+96.35	29.66' RT	722.41	723.22
BB	179+01.35	29.66' RT	722.55	723.30
BC	179+06.35	29.66' RT	722.69	723.35
BD	179+10.59	29.24' RT	(722.81)	
BE	179+10.58	24.34' RT	(722.90)	
BF	179+06.35	24.66' RT	722.75	
BG	179+01.35	24.66' RT	722.58	
BH	178+96.35	24.66' RT	722.41	
BI	178+91.35	24.66' RT	722.23	
BJ	178+91.35	19.66' RT	722.06	
BK	178+91.35	15.65' RT	721.93	
BL	178+91.35	13.07' RT	(721.99)	
BM	178+96.35	13.03' RT	(722.13)	

NOTE:
1. GUTTER ADJACENT TO ADA DEPRESSED CURB SHALL PITCH AWAY FROM PAVEMENT AT 5% UNLESS OTHERWISE NOTED.

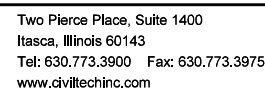
- LEGEND
- PROPOSED SIDE CURB
 - DETECTABLE WARNINGS
 - DEPRESSED CURB AND GUTTER
 - () EXISTING ELEVATION / SLOPE



POINT	STATION	OFFSET	ELEVATION	TOP OF CURVE ELEVATION
A	182+85.79	34.74' LT	(732.76)	
B	182+88.81	34.74' LT	732.77	732.85
C	182+92.81	34.74' LT	732.87	732.99
D	182+96.81	34.74' LT	732.92	733.11
E	183+00.46	34.83' LT	(733.20)	
F	183+05.62	34.80' LT	(733.29)	
G	183+10.70	34.87' LT	(733.36)	
H	183+10.68	30.81' LT	(733.27)	
I	183+05.62	30.80' LT	733.23	
J	183+00.46	30.84' LT	733.14	
K	182+96.81	30.74' LT	732.86	
L	182+96.81	25.74' LT	732.46	
M	182+96.81	20.74' LT	732.06	
N	182+96.81	15.56' LT	731.64	
O	183+09.43	13.01' LT	(731.86)	
P	182+96.81	12.98' LT	(731.70)	
Q	182+92.81	12.98' LT	(731.63)	
R	182+87.81	12.98' LT	(731.54)	
S	182+92.81	15.56' LT	731.57	
T	182+92.81	20.74' LT	731.99	
U	182+92.81	25.74' LT	732.40	
V	182+92.81	30.74' LT	732.80	
W	182+88.81	30.74' LT	732.70	
X	182+85.81	30.81' LT	(732.60)	
Y	182+69.59	24.20' RT	(732.42)	
Z	182+74.56	24.03' RT	732.15	
AA	182+79.56	24.03' RT	731.87	
AB	182+79.38	17.47' RT	(731.69)	
AC	182+81.65	22.09' RT	731.84	
AD	182+83.15	20.70' RT	731.88	
AE	182+86.72	29.51' RT	731.97	
AF	182+88.08	29.03' RT	(731.97)	
AG	182+89.38	33.73' RT	(732.09)	
AH	182+84.47	30.32' RT	731.98	
AI	182+82.20	35.32' RT	732.25	
AJ	182+79.77	40.42' RT	(732.67)	
AK	182+75.42	38.44' RT	(732.73)	
AL	182+77.65	33.25' RT	732.27	732.56
AM	182+79.56	29.03' RT	731.89	732.36
AN	182+74.56	29.03' RT	732.19	732.48
AO	182+69.27	29.00' RT	(732.51)	
AP	183+42.83	19.85' RT	732.16	
AQ	183+44.11	21.49' RT	732.20	
AR	183+46.71	17.25' RT	(732.18)	
AS	183+46.86	21.49' RT	732.23	
AT	183+52.12	22.85' RT	732.62	
AU	183+56.90	24.29' RT	732.98	
AV	183+60.33	25.63' RT	(733.25)	
AW	183+60.25	30.53' RT	(733.33)	
AX	183+55.46	29.08' RT	732.94	
AY	183+50.67	27.64' RT	732.55	
AZ	183+46.86	26.49' RT	732.24	
BA	183+45.97	31.41' RT	732.65	
BB	183+45.08	36.33' RT	733.05	
BC	183+44.20	41.25' RT	(733.46)	
BD	183+39.78	39.03' RT	(733.29)	
BE	183+40.16	35.44' RT	732.98	
BF	183+41.05	30.52' RT	732.55	
BG	183+41.78	26.49' RT	732.20	
BH	183+38.89	26.49' RT	732.18	
BI	183+32.81	32.78' RT	(731.85)	
BJ	183+36.31	26.49' RT	732.14	

1. GUTTER ADJACENT TO ADA DEPRESSED CURB SHALL PITCH AWAY FROM PAVEMENT AT 5% UNLESS OTHERWISE NOTED.

	PROPOSED SIDE CURB
	DETECTABLE WARNINGS
	DEPRESSED CURB AND GUTTER
	EXISTING ELEVATION / SLOPE



DESIGNED - PK	REVISED -
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 2/10/2025	REVISED -

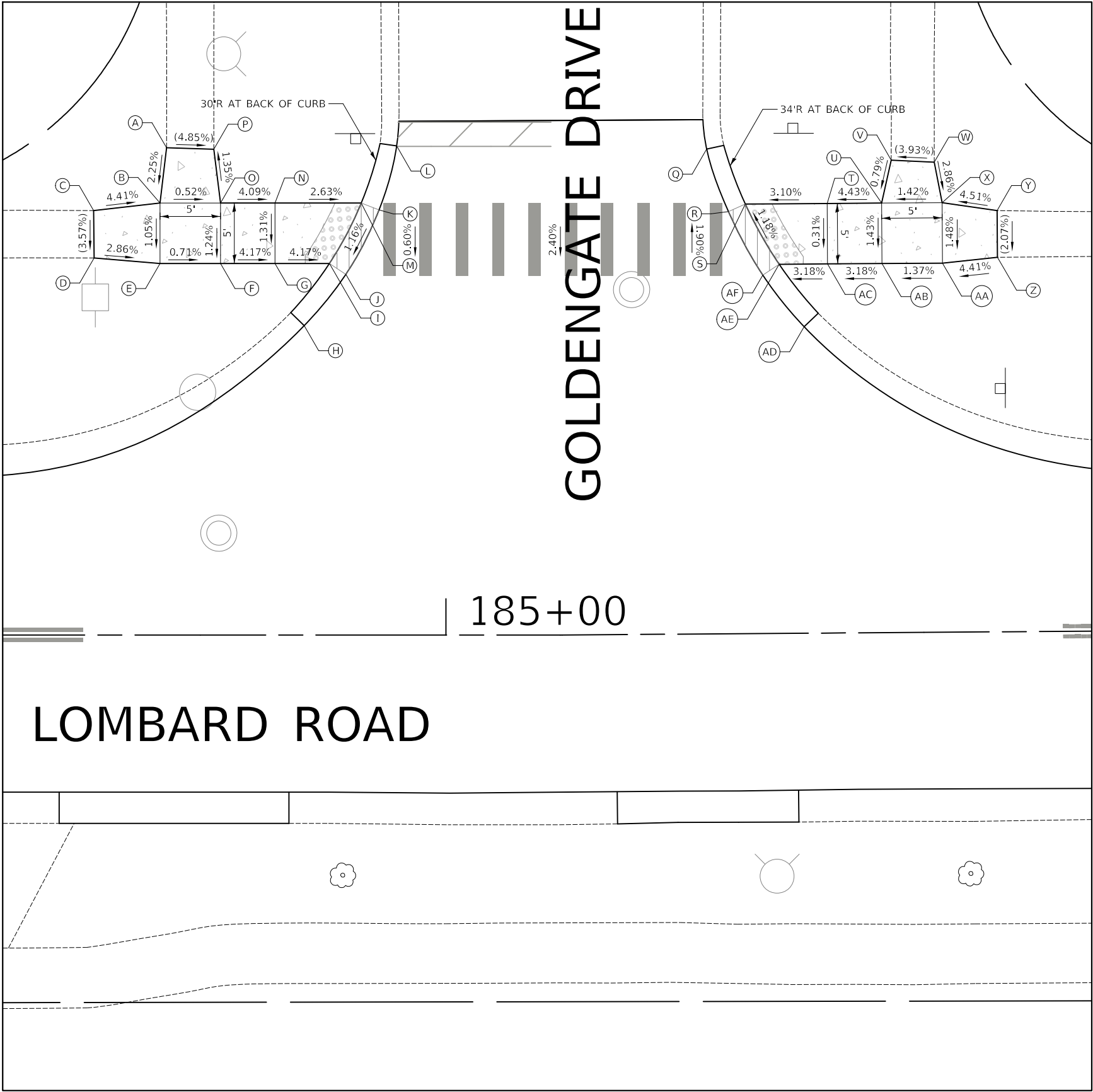
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



LOMBARD ROAD RESURFACING IMPROVEMENTS
ADA CURB RAMP DETAILS

SHEET	9	OF	11	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-R5	DUPAGE	60	35
		CONTRACT NO. 61K95		
FED. ROAD DIST. NO. 1		ILLINOIS		
		FED. AID PROJECT		



POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION
A	184+76.90	40.28' LT	(733.82)	
B	184+76.36	35.72' LT	733.72	
C	184+70.88	35.09' LT	(733.96)	
D	184+70.92	31.17' LT	(733.82)	
E	184+76.36	30.72' LT	733.66	
F	184+81.36	30.72' LT	733.63	
G	184+85.86	30.72' LT	733.44	
H	184+88.29	25.58' LT	(733.30)	
I	184+90.36	30.72' LT	733.25	
J	184+91.72	29.81' LT	(733.26)	
K	184+94.46	35.15' LT	(733.33)	
L	184+95.92	40.43' LT	(733.33)	
M	184+93.00	35.72' LT	733.32	
N	184+85.86	35.72' LT	733.51	
O	184+81.36	35.72' LT	733.69	
P	184+80.81	40.16' LT	(733.63)	
Q	185+21.84	40.08' LT	(733.25)	
R	185+23.60	34.91' LT	(733.24)	
S	185+24.99	35.52' LT	733.23	
T	185+31.76	35.52' LT	733.44	
U	185+36.26	35.52' LT	733.64	
V	185+37.08	39.06' LT	(733.67)	
W	185+40.64	38.87' LT	(733.81)	
X	185+41.26	35.52' LT	733.71	
Y	185+45.80	34.83' LT	(733.92)	
Z	185+45.81	30.97' LT	(733.84)	
AA	185+41.26	30.52' LT	733.64	
AB	185+36.26	30.52' LT	733.57	
AC	185+31.76	30.52' LT	733.43	
AD	185+29.78	25.34' LT	(733.32)	
AE	185+27.76	30.52' LT	733.30	
AF	185+26.40	29.63' LT	(733.31)	

- NOTE:
- GUTTER ADJACENT TO ADA DEPRESSED CURB SHALL PITCH AWAY FROM PAVEMENT AT 5% UNLESS OTHERWISE NOTED.

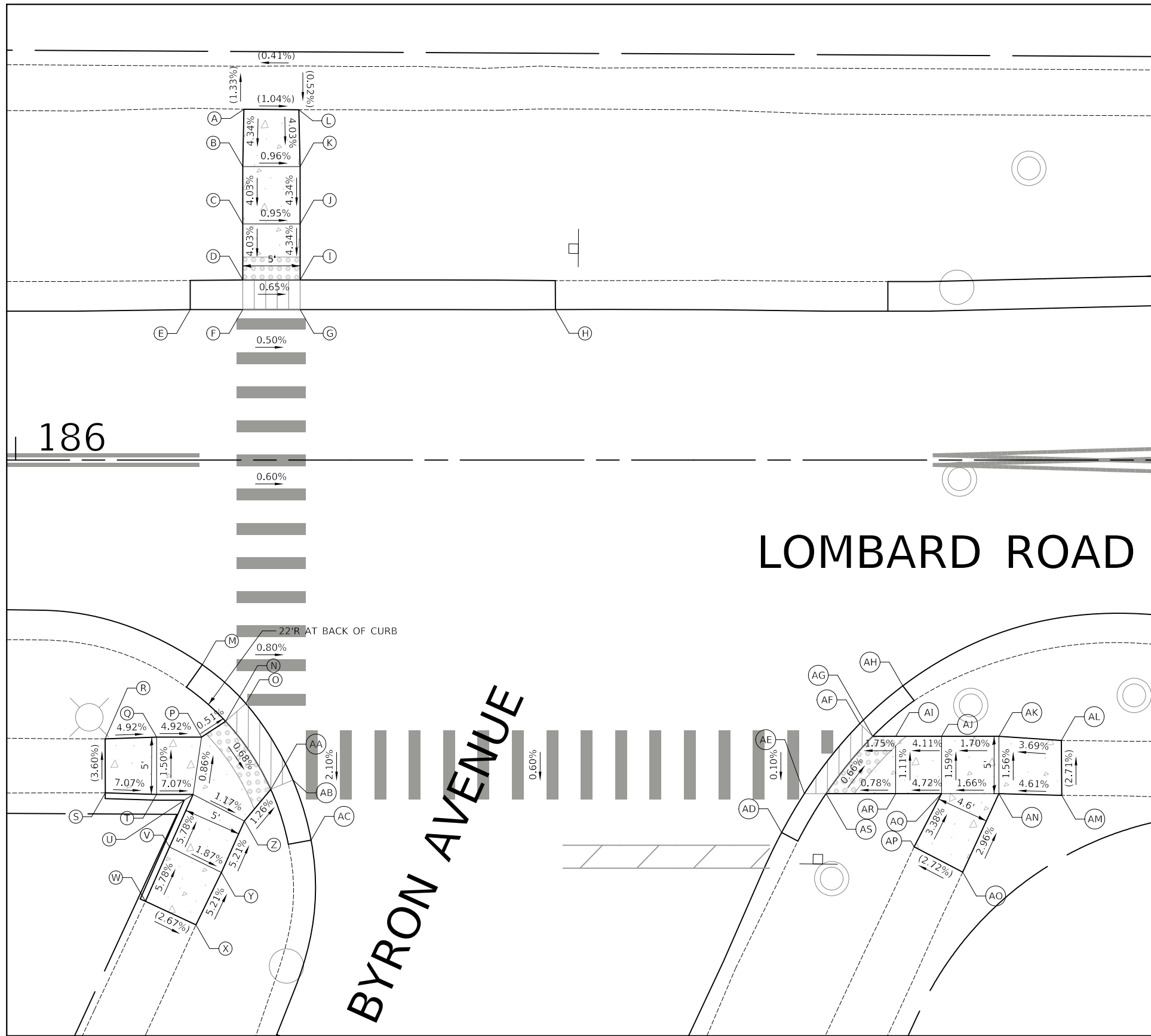
LEGEND

PROPOSED SIDE CURB

DETECTABLE WARNINGS

DEPRESSED CURB AND GUTTER

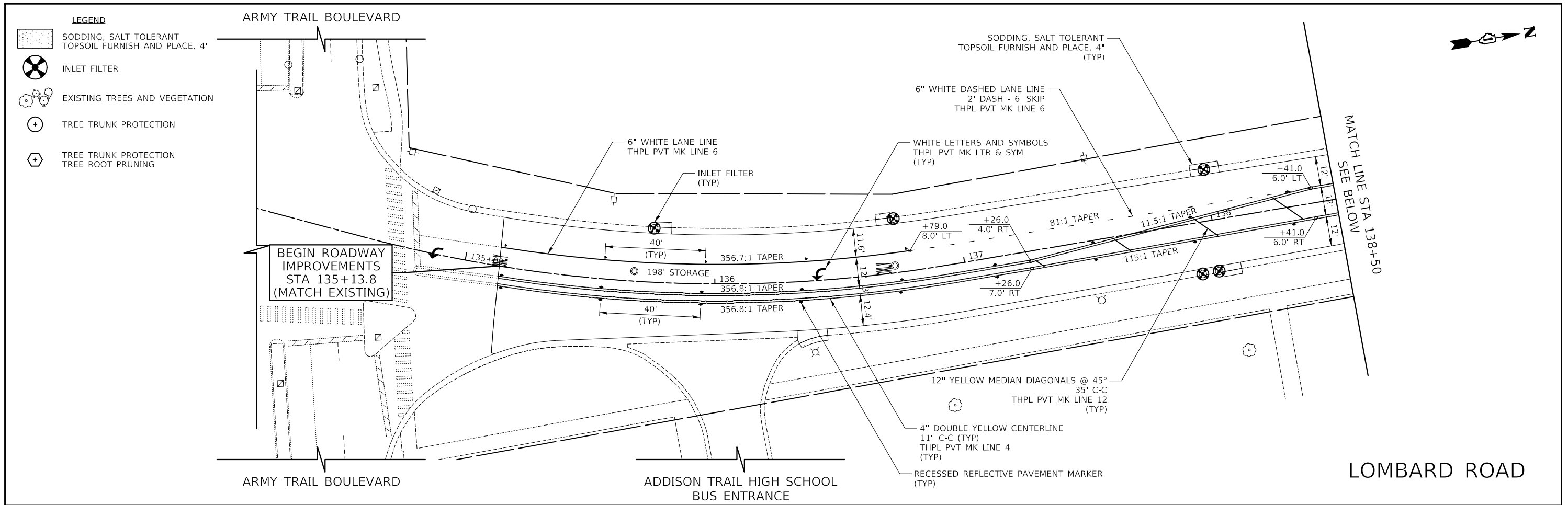
EXISTING ELEVATION / SLOPE

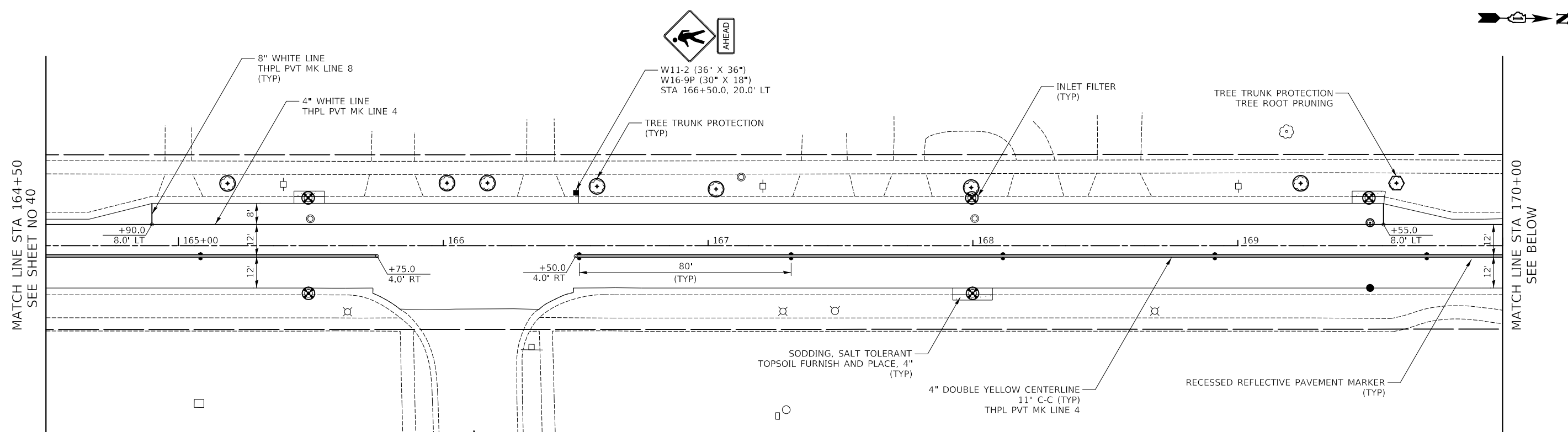


POINT	STATION	OFFSET	ELEVATION	TOP OF CURB ELEVATION
A	186+19.91	30.61' LT	(733.80)	
B	186+19.81	25.61' LT	733.57	
C	186+19.81	20.61' LT	733.33	
D	186+19.81	15.71' LT	733.27	
E	186+15.23	13.13' LT	(733.37)	
F	186+19.81	13.13' LT	(733.33)	
G	186+24.81	13.14' LT	(733.29)	
H	186+47.08	13.13' LT	(733.20)	
I	186+24.81	15.72' LT	733.23	
J	186+24.81	20.61' LT	733.29	
K	186+24.81	25.61' LT	733.52	
L	186+24.71	30.57' LT	(733.75)	
M	186+16.28	17.85' RT	(732.99)	
N	186+18.30	22.79' RT	732.84	
O	186+20.08	21.24' RT	(732.89)	
P	186+16.21	24.17' RT	732.86	
Q	186+12.29	24.17' RT	733.05	
R	186+07.80	24.32' RT	(733.27)	
S	186+07.82	29.04' RT	(733.44)	
T	186+12.29	29.17' RT	733.12	733.37
U	186+15.47	29.17' RT	732.90	733.32
V	186+13.42	33.76' RT	733.19	733.42
W	186+11.31	38.50' RT	(733.49)	
X	186+15.72	40.55' RT	(733.36)	
Y	186+17.95	35.98' RT	733.10	
Z	186+19.94	31.50' RT	732.84	
AA	186+22.25	28.72' RT	732.79	
AB	186+24.18	27.90' RT	(732.83)	
AC	186+25.77	33.16' RT	(732.80)	
AD	186+66.81	32.50' RT	(732.76)	
AE	186+68.79	29.10' RT	(732.78)	
AF	186+73.63	22.99' RT	(732.73)	
AG	186+74.76	24.10' RT	732.72	
AH	186+77.39	19.69' RT	(732.76)	
AI	186+76.76	24.10' RT	732.76	
AJ	186+80.76	24.10' RT	732.92	
AK	186+85.76	24.10' RT	733.01	
AL	186+91.21	24.46' RT	(733.21)	
AM	186+91.25	29.25' RT	(733.34)	
AN	186+85.76	29.10' RT	733.09	
AO	186+82.61	35.96' RT	(733.31)	
AP	186+78.37	33.74' RT	(733.18)	
AQ	186+80.76	29.10' RT	733.00	
AR	186+76.76	29.10' RT	732.81	
AS	186+70.69	29.10' RT	732.77	

- NOTE:
- GUTTER ADJACENT TO ADA DEPRESSED CURB SHALL PITCH AWAY FROM PAVEMENT AT 5% UNLESS OTHERWISE NOTED.

LEGEND	
	PROPOSED SIDE CURB
	DETECTABLE WARNINGS
	DEPRESSED CURB AND GUTTER
	EXISTING ELEVATION / SLOPE





LEGEND

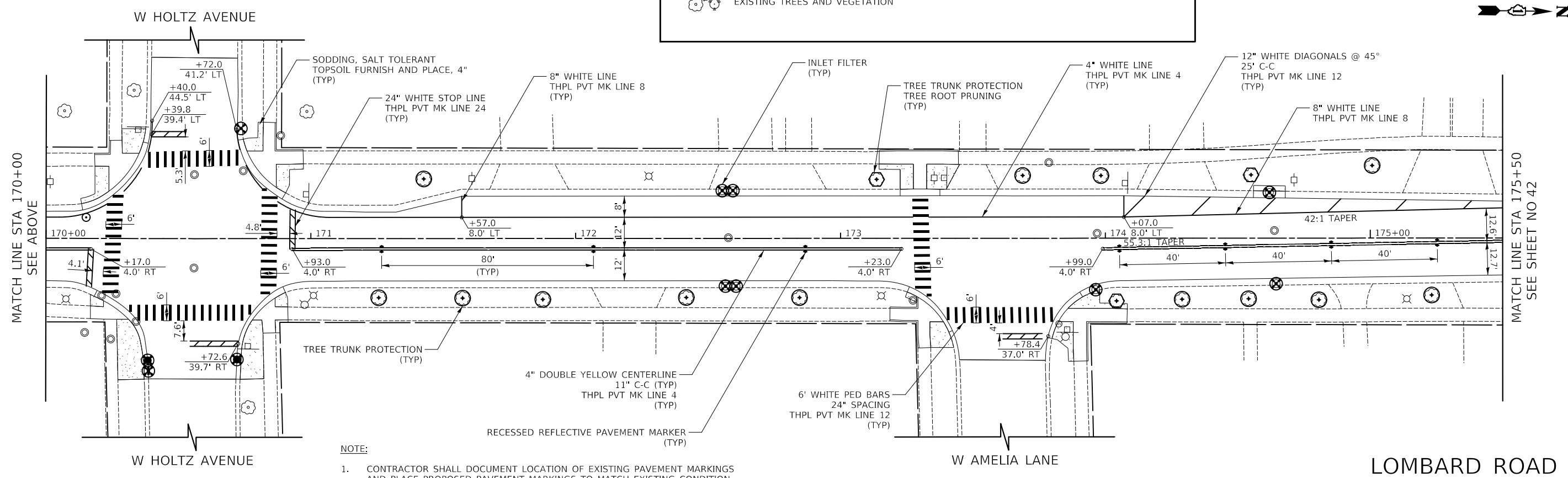
SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"

TREE TRUNK PROTECTION

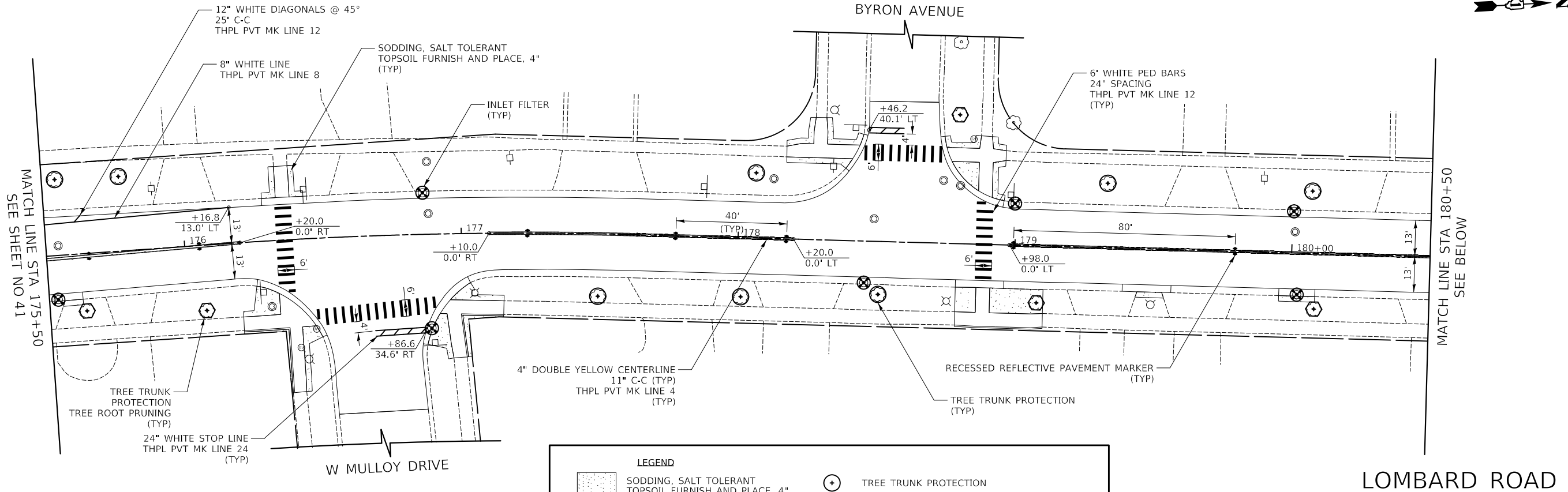
INLET FILTER

TREE TRUNK PROTECTION TREE ROOT PRUNING

EXISTING TREES AND VEGETATION

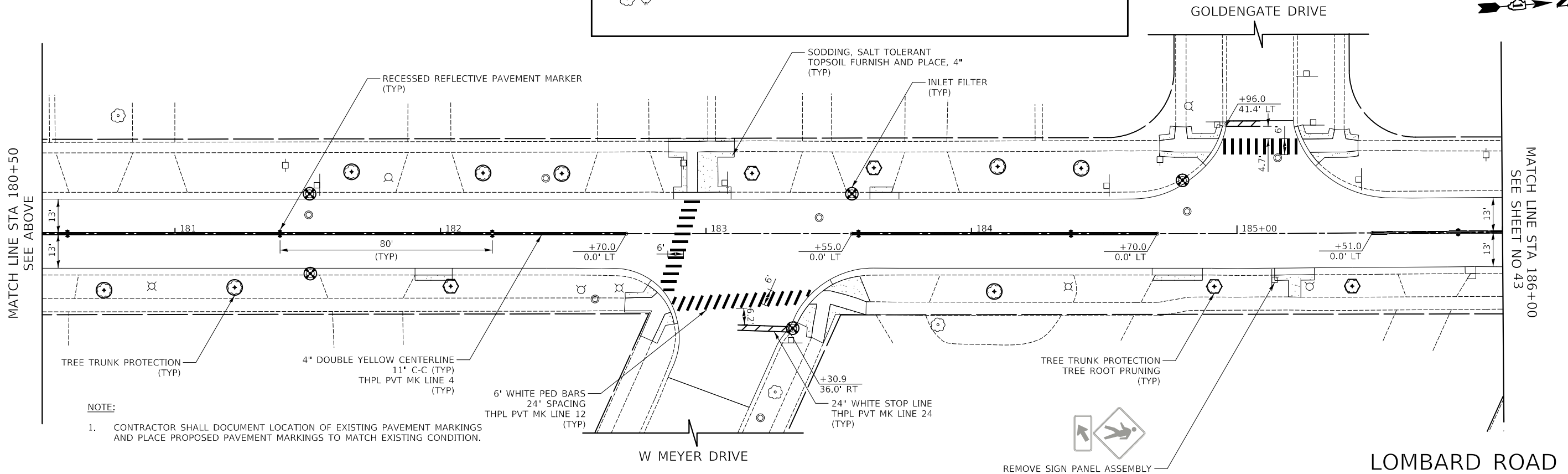


NOTE:
1. CONTRACTOR SHALL DOCUMENT LOCATION OF EXISTING PAVEMENT MARKINGS AND PLACE PROPOSED PAVEMENT MARKINGS TO MATCH EXISTING CONDITION.



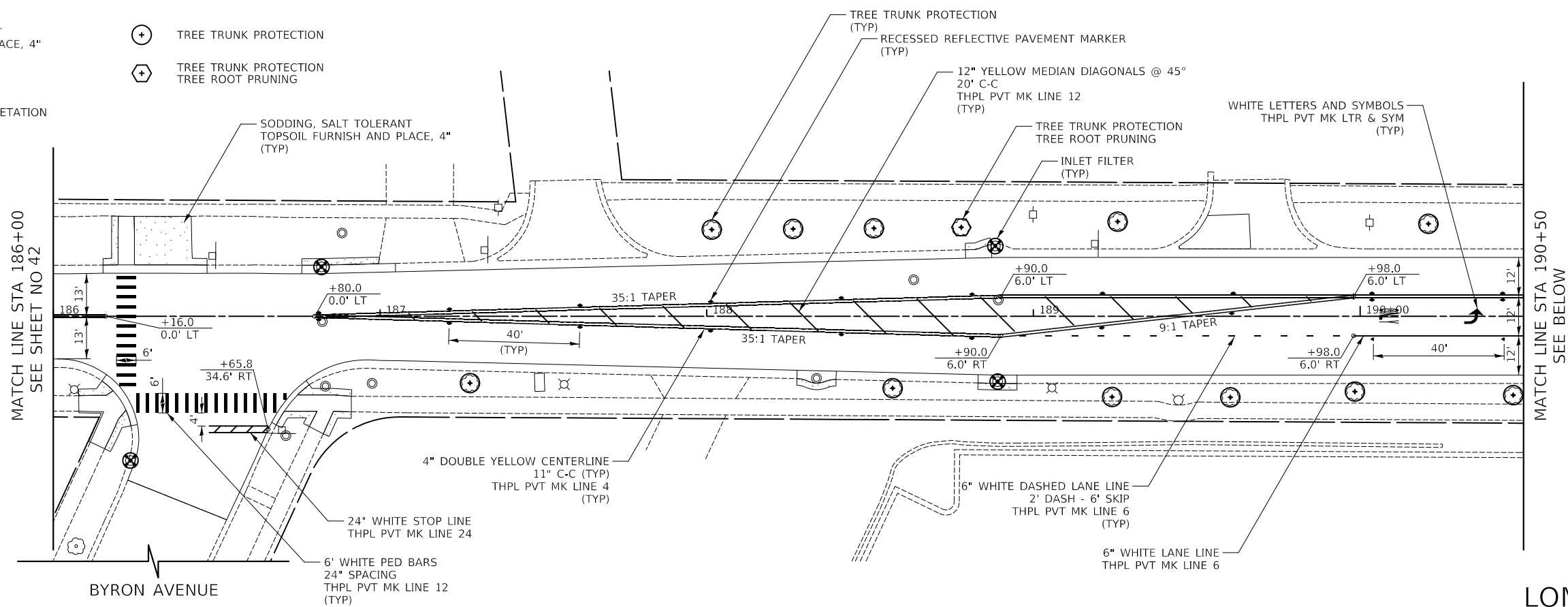
LEGEND

SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4" (TYP)	TREE TRUNK PROTECTION
INLET FILTER	TREE TRUNK PROTECTION TREE ROOT PRUNING
EXISTING TREES AND VEGETATION	

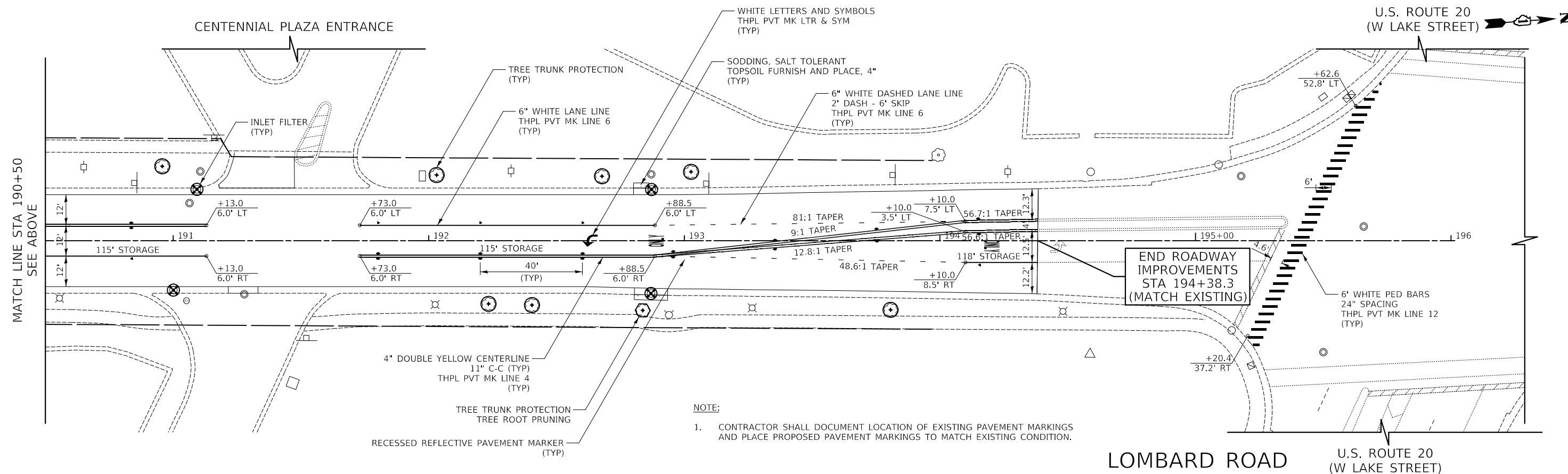


- LEGEND**
- SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"
 - INLET FILTER
 - EXISTING TREES AND VEGETATION

- TREE TRUNK PROTECTION
- TREE TRUNK PROTECTION TREE ROOT PRUNING



LOMBARD ROAD



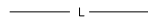
LOMBARD ROAD

U.S. ROUTE 20
(W LAKE STREET)

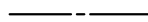
LEGEND



EXISTING LIGHT POLE



EXISTING LIGHTING CABLE



PROPOSED UNIT DUCT



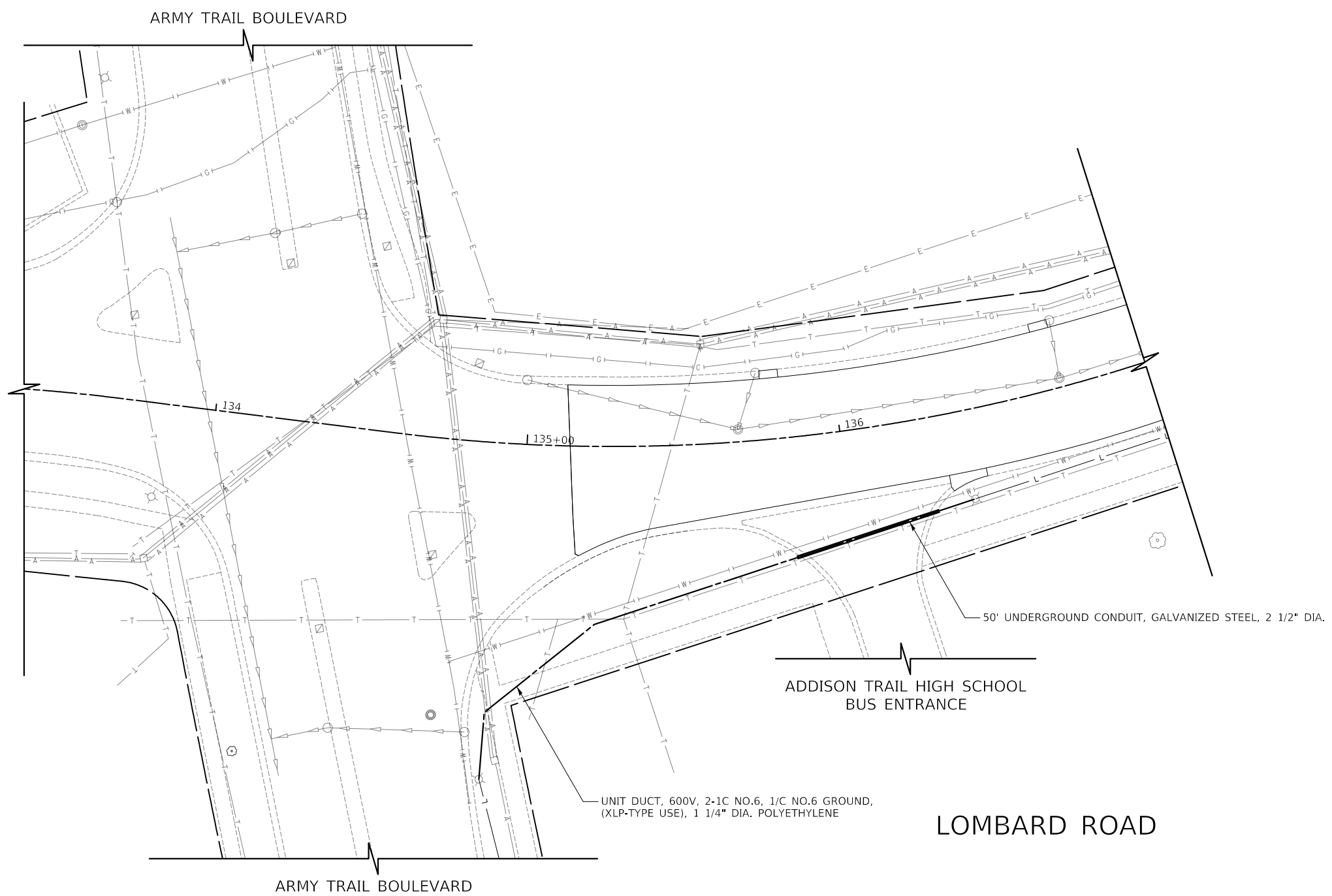
PROPOSED CONDUIT

- NOTE:
1.

CONTRACTOR SHALL VERIFY AND MATCH UNIT DUCT SIZE AND CABLES IN THE FIELD.
2.

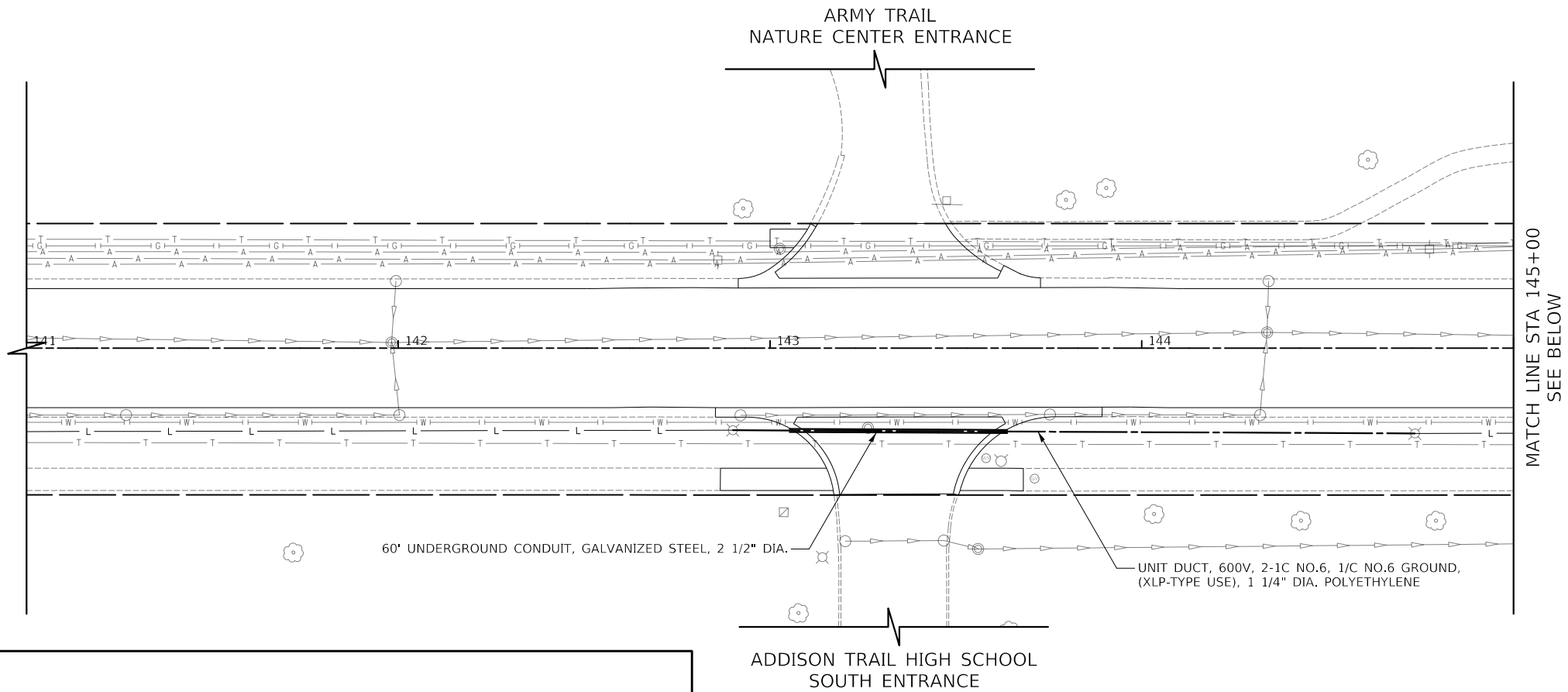
THERE WILL BE NO UNDERGROUND SPlicing OF CABLES.
3.

STREET LIGHTING MUST BE MAINTAINED AND OPERATIONAL AT DUSK. STREET LIGHTING WORK WILL BE COORDINATED AND COMPLETED ON THE SAME DAY WITHOUT ANY INTERRUPTION OF OPERATION FOR THAT SAME EVENING.



LOMBARD ROAD

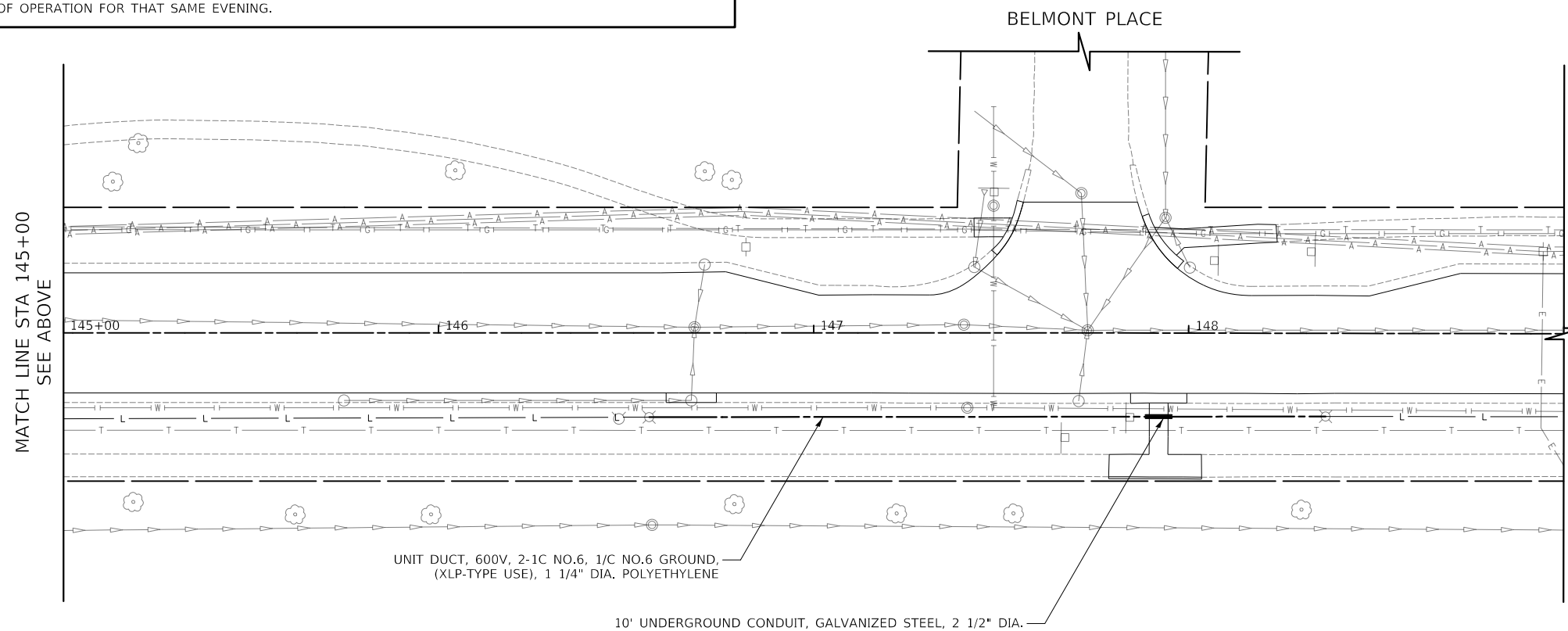
- LEGEND
- EXISTING LIGHT POLE
- EXISTING LIGHTING CABLE
- PROPOSED UNIT DUCT
- PROPOSED CONDUIT



NOTE:

- CONTRACTOR SHALL VERIFY AND MATCH UNIT DUCT SIZE AND CABLES IN THE FIELD.
- THERE WILL BE NO UNDERGROUND SPlicing OF CABLES.
- STREET LIGHTING MUST BE MAINTAINED AND OPERATIONAL AT DUSK. STREET LIGHTING WORK WILL BE COORDINATED AND COMPLETED ON THE SAME DAY WITHOUT ANY INTERRUPTION OF OPERATION FOR THAT SAME EVENING.

LOMBARD ROAD



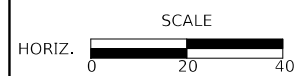
LOMBARD ROAD



Two Pierce Place, Suite 1400
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

DESIGNED - PK	REVISED -
DRAWN - JMG	REVISED -
CHECKED - JRV	REVISED -
DATE - 2/10/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

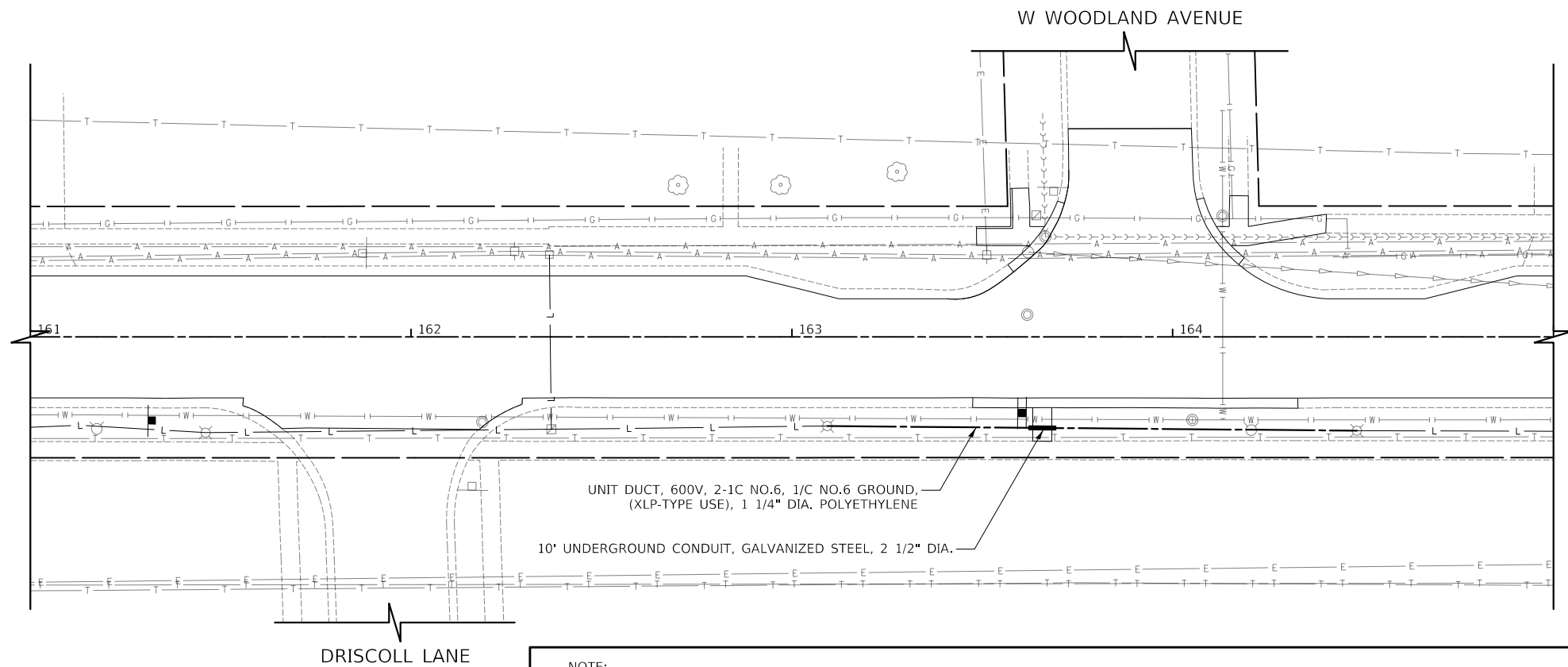


LOMBARD ROAD RESURFACING IMPROVEMENTS
LIGHTING PLANS

SHEET 2 OF 4 SHEETS STA. 141+00.00 TO STA. 149+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-R5	DUPAGE	60	45
CONTRACT NO. 61K95				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

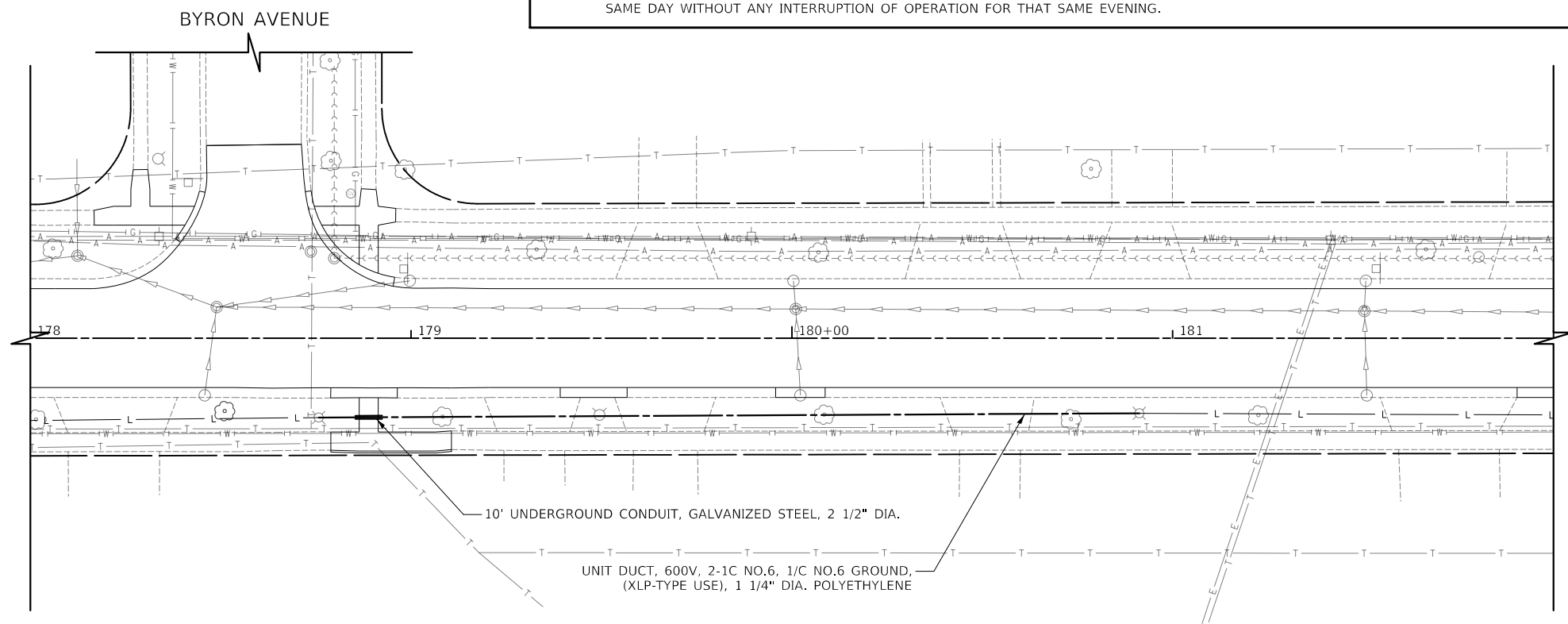
- LEGEND
- EXISTING LIGHT POLE
- EXISTING LIGHTING CABLE
- PROPOSED UNIT DUCT
- PROPOSED CONDUIT



NOTE:

1. CONTRACTOR SHALL VERIFY AND MATCH UNIT DUCT SIZE AND CABLES IN THE FIELD.
2. THERE WILL BE NO UNDERGROUND SPLICING OF CABLES.
3. STREET LIGHTING MUST BE MAINTAINED AND OPERATIONAL AT DUSK. STREET LIGHTING WORK WILL BE COORDINATED AND COMPLETED ON THE SAME DAY WITHOUT ANY INTERRUPTION OF OPERATION FOR THAT SAME EVENING.

LOMBARD ROAD



LOMBARD ROAD



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Tel: 630.773.3900 Fax: 630.773.3975
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DESIGNED	- PK	REVISED	-
DRAWN	- JMG	REVISED	-
CHECKED	- JRV	REVISED	-
DATE	- 2/10/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORIZ. SCALE
0 20 40

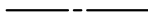
LOMBARD ROAD RESURFACING IMPROVEMENTS
LIGHTING PLANS

SHEET 3 OF 4 SHEETS STA. 161+00.00 TO STA. 182+00.00

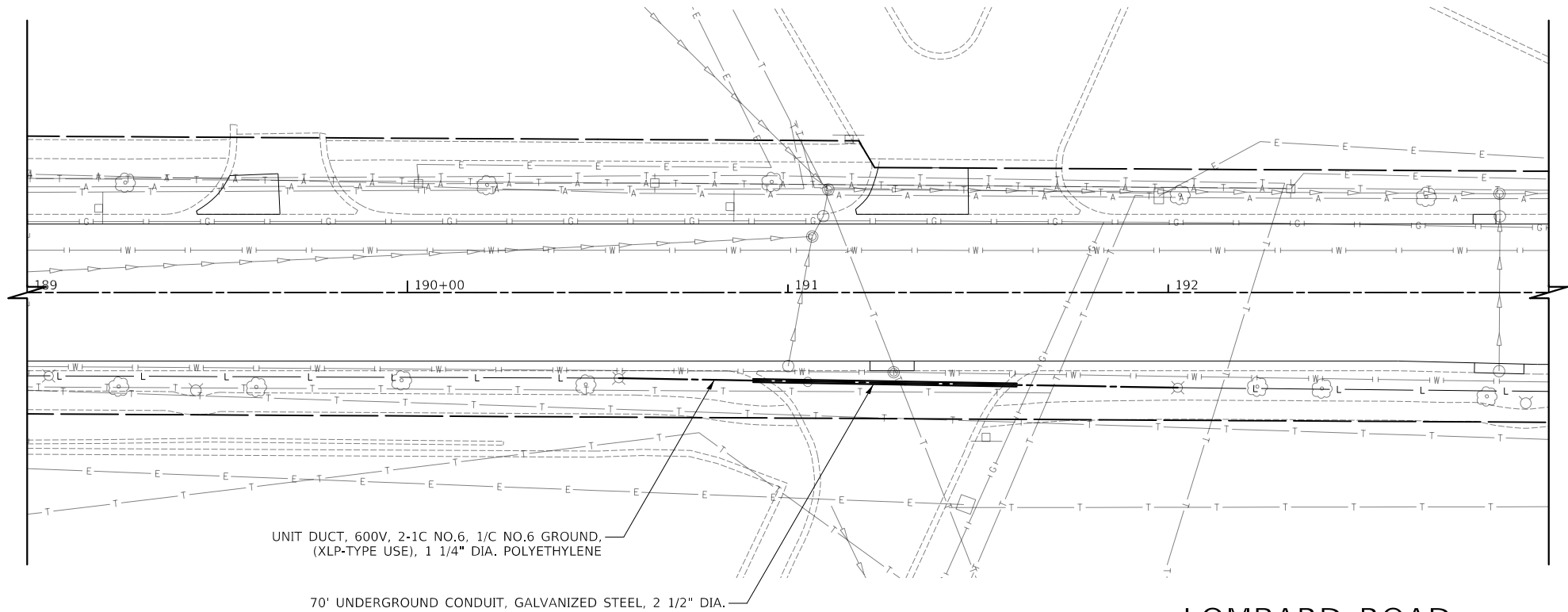
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-R5	DUPAGE	60	46
CONTRACT NO. 61K95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				


EXISTING LIGHT POLE


EXISTING LIGHTING CABLE

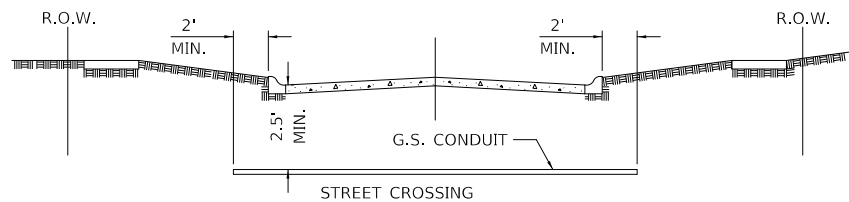

PROPOSED UNIT DUCT


PROPOSED CONDUIT



LOMBARD ROAD

- NOTE:
- 1. CONTRACTOR SHALL VERIFY AND MATCH UNIT DUCT SIZE AND CABLES IN THE FIELD.
 - 2. THERE WILL BE NO UNDERGROUND SPlicing OF CABLES.
 - 3. STREET LIGHTING MUST BE MAINTAINED AND OPERATIONAL AT DUSK. STREET LIGHTING WORK WILL BE COORDINATED AND COMPLETED ON THE SAME DAY WITHOUT ANY INTERRUPTION OF OPERATION FOR THAT SAME EVENING.

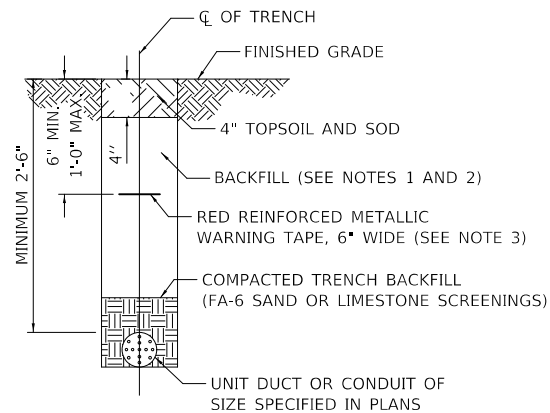


- ① CONDUIT SHALL BE HEAVY WALL RIGID G.S. CONDUIT
- ② CONDUIT SHALL EXTEND A MINIMUM OF 2 FT. BEYOND BACK OF CURB
- ③ CONDUIT SHALL BE A MINIMUM OF 2.5 FT. BELOW FINISHED GRADE

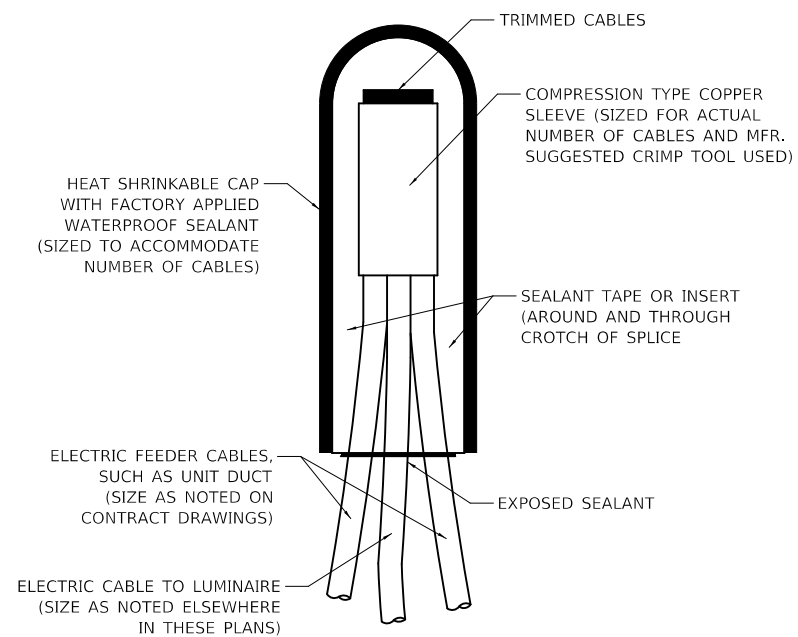
ELECTRICAL CONDUIT UNDER PAVEMENT

NOTES:

- 1. IN GRASS COVERED AREAS, THE BACKFILL MAY BE COMPACTED EARTH.
- 2. TRENCHES WITHIN 2' OF PROPOSED OR EXISTING STREETS, DRIVEWAYS, OR SIDEWALKS WILL BE BACKFILLED WITH COMPACTED FA-6 SAND OR LIMESTONE SCREENINGS.
- 3. WARNING TAPE WILL BE RED WITH BLACK LETTERING TO READ "CAUTION - ELECTRIC LINE BURIED BELOW".
- 4. ALL GRASS COVERED AREAS DISTURBED DURING CONSTRUCTION WILL BE RESTORED WITH 4" OF TOPSOIL AND SOD.



TYPICAL TRENCH CROSS SECTION



NOTE: NUMBER OF CABLES IN SPLICE MAY VARY

SPLICING ELECTRIC CABLES BASIC MATERIALS AND METHODS

STD. 205

NOT TO SCALE

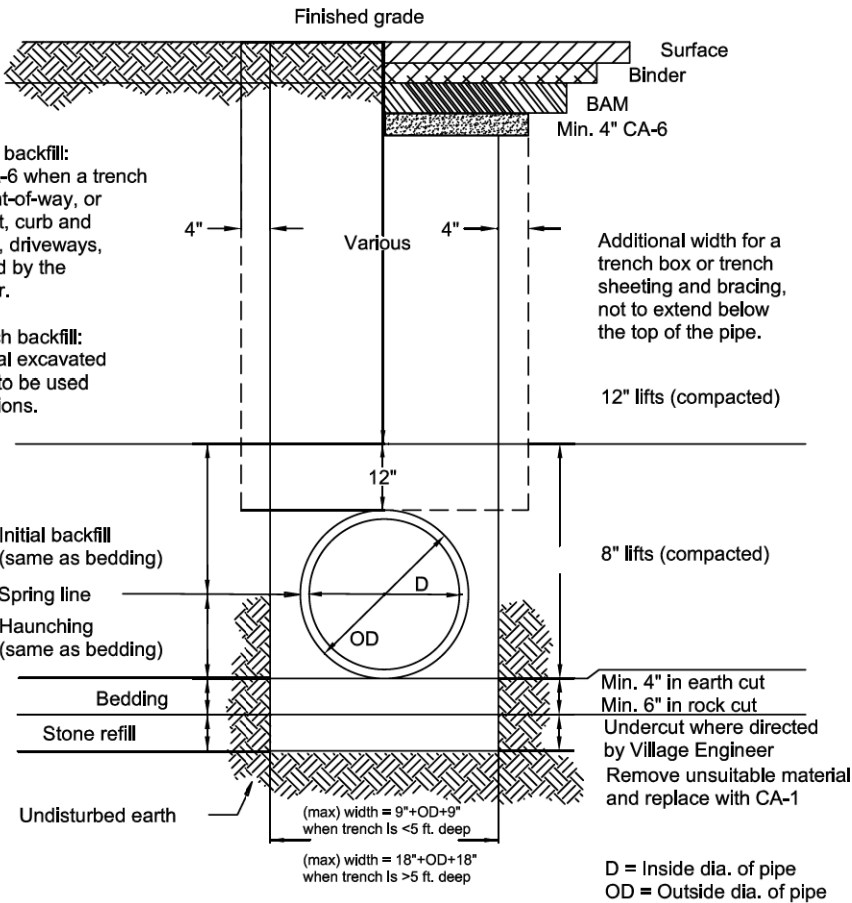
Granular pipe bedding material shall meet IDOT specifications as follows:

- A. CA-11 (crushed limestone) for polyvinyl chloride pipe
- B. CA-11 (crushed limestone) for vitrified clay pipe
- C. CA-6 (crushed limestone) for reinforced concrete pipe
- D. FA-6 (sand) for ductile iron pipe
- E. FA-6 may be used in place of CA-11 or CA-6

4" topsoil and sod

Granular trench backfill:
Use CA-6 or FA-6 when a trench is within the right-of-way, or under pavement, curb and gutter, sidewalk, driveways, or when directed by the Village Engineer.

Excavated trench backfill:
Selected material excavated from the trench to be used in all other locations.



TRENCH DETAIL

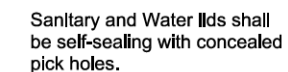
REVISIONS		VILLAGE OF ADDISON
8/03		APPROVED: 2/2/94
		
		R. ESPEDIDO, P.E., VILLAGE ENGINEER

NOT TO SCALE

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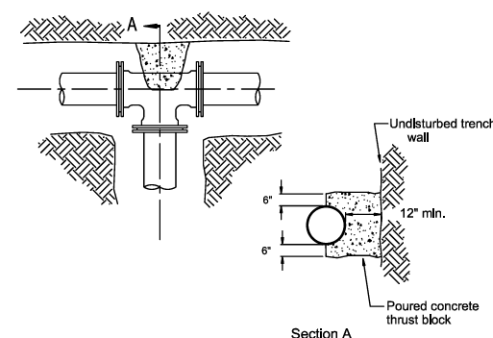
REVISIONS		VILLAGE OF ADDISON
8/03		APPROVED: 2/2/94
		R. ESPEDIDO, P.E., VILLAGE ENGINEER

NOT TO SCALE



REVISIONS		VILLAGE OF ADDISON
		APPROVED: 2/2/94
		R. ESPEDIDO, P.E., VILLAGE ENGINEER

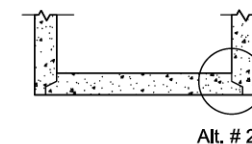
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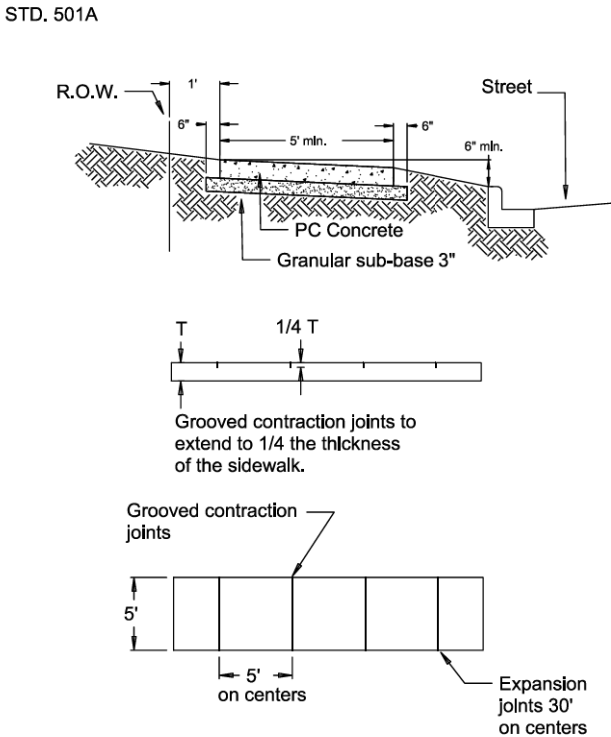
THRUST BLOCK INSTALLATION

REVISIONS		VILLAGE OF ADDISON
5/98		APPROVED: 2/2/94
8/03		
		R. ESPEDIDO, P.E., VILLAGE ENGINEER

NOT TO SCALE



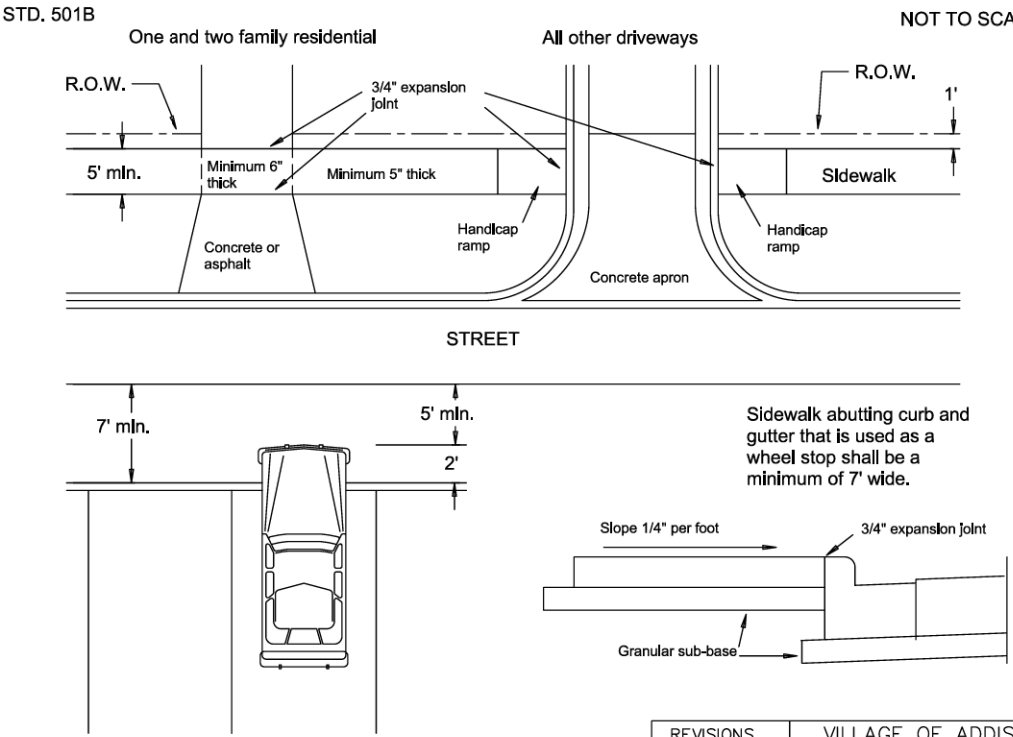
REVISIONS		VILLAGE OF ADDISON
8/03		APPROVED: 2/2/94
		R. ESPEDIDO, P.E., VILLAGE ENGINEER



SIDEWALK - SHEET 1 OF 2

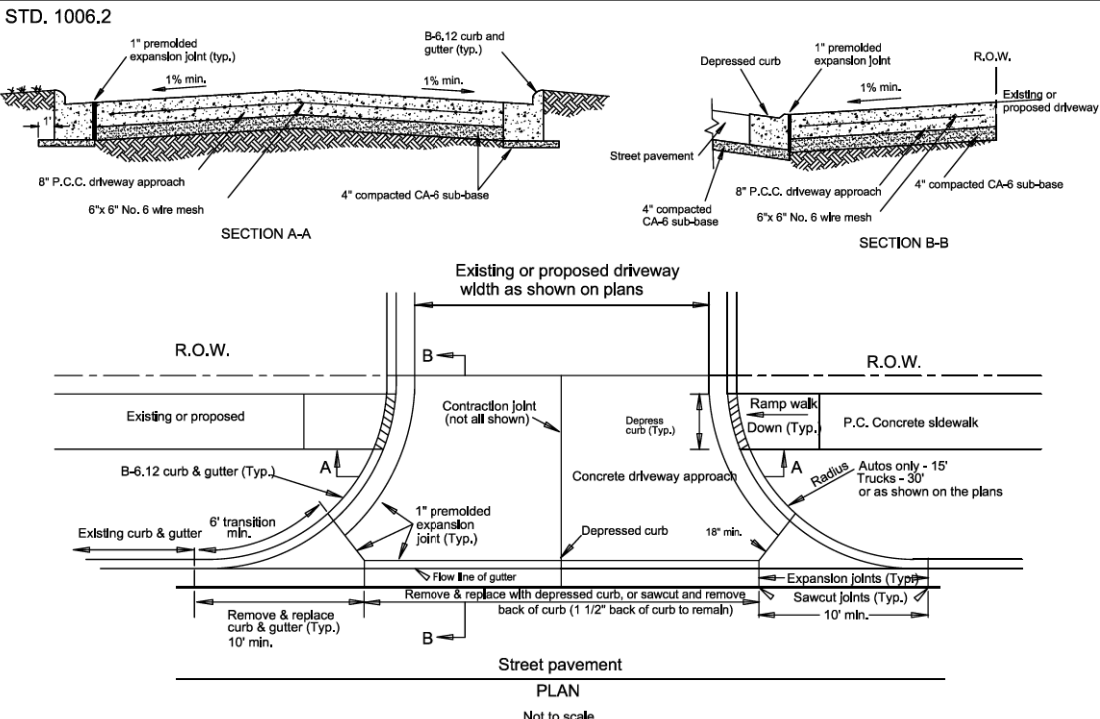
- NOTES:
1. Concrete shall be Class SI.
 2. Sidewalks shall have a minimum thickness of 5".
 3. Sidewalks across driveways shall have a minimum thickness of 6".
 4. Sidewalks shall be placed on 3" of compacted sub-base.
 5. 3/4" expansion joints at 30' on centers.
 6. Grooved contraction joints at 5' on centers.
 7. Slope sidewalk 1/4" per foot in the direction of drainage.
 8. Public sidewalks shall be a minimum of 5' wide.
 9. Private residential service walks shall be a minimum of 3' wide.

REVISIONS		VILLAGE OF ADDISON
8/03		APPROVED: 2/2/94
		R. ESPEDIDO, P.E., VILLAGE ENGINEER



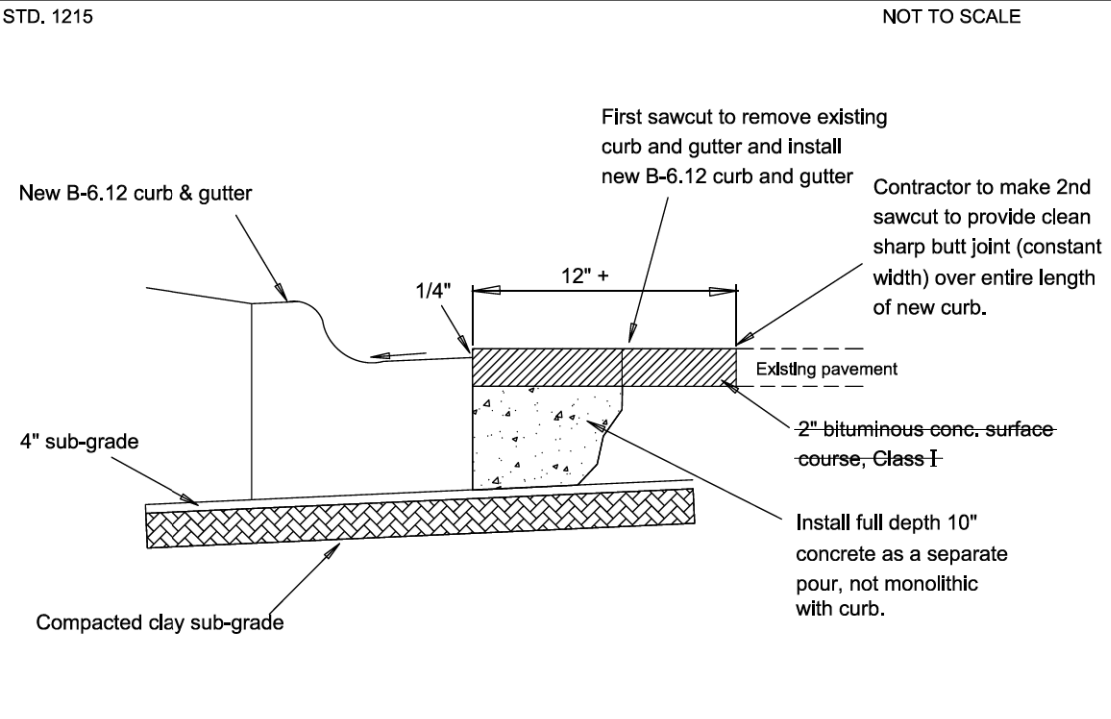
SIDEWALK - SHEET 2 OF 2

REVISIONS		VILLAGE OF ADDISON
		APPROVED: 2/2/94
		R. ESPEDIDO, P.E., VILLAGE ENGINEER



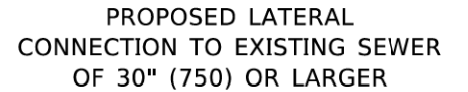
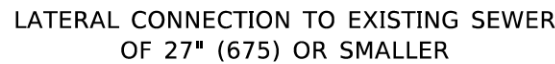
P.C. CONCRETE DRIVEWAY APPROACH (INDUSTRIAL/COMMERCIAL)

REVISIONS		VILLAGE OF ADDISON
8/03		APPROVED: 2/2/94
		R. ESPEDIDO, P.E., VILLAGE ENGINEER



PAVEMENT PATCHING AT CURB AND GUTTER REMOVAL

REVISIONS		VILLAGE OF ADDISON
8/03		APPROVED: 2/2/94
		R. ESPEDIDO, P.E., VILLAGE ENGINEER



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

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

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

- A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
- B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

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

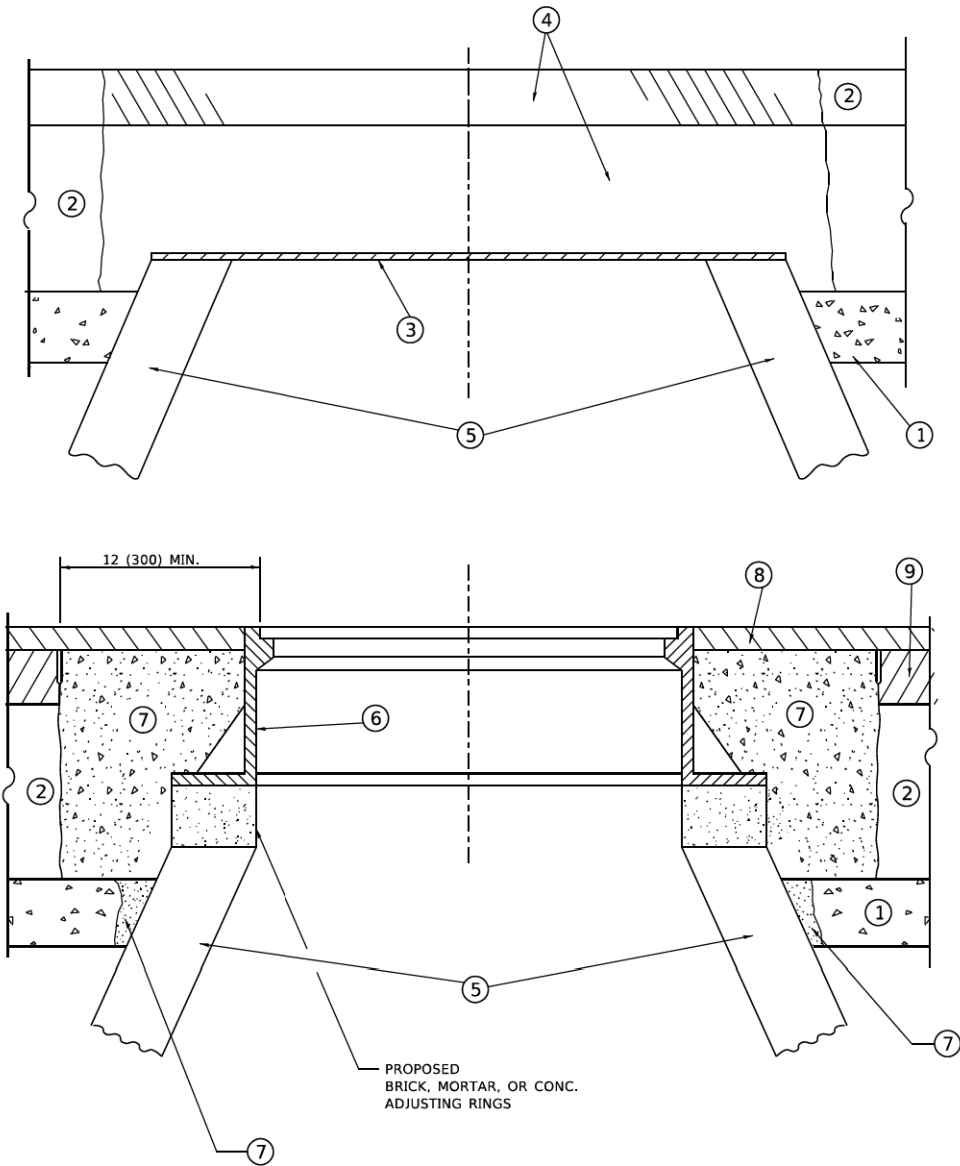
1. CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

1. 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.
2. 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.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME: D:\DWG\11182022\11182022.DWG	USER NAME = Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 10-25-94						2604	24-00113-00-R5	DUPAGE	60	52
	PLOT SCALE = 100,000.0' / in.	CHECKED -	REVISED - R. SHAH 06-12-96						BD500-01 (BD-07)				
	PLOT DATE = 11/18/2022	DATE - 07-25-90	REVISED - K. SMITH 11-18-22		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\dot-pw.bentley.com\PWIDOT\Documents\DOT_Offices\District_1\Projects\IDs\Std22x34\CADDData\CADsheets\b007.dgn



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

NOTES

- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).
- STAGE 2 (AFTER PAVEMENT MILLING)**
- REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- * UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

- REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

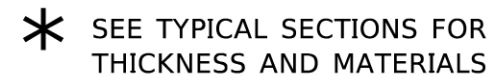
**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-RS	DUPAGE	60	53
BD600-03 (BD-08)		CONTRACT NO. 61K95		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



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

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	DRAWN -	REVISED - R. BORO 09-04-07
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

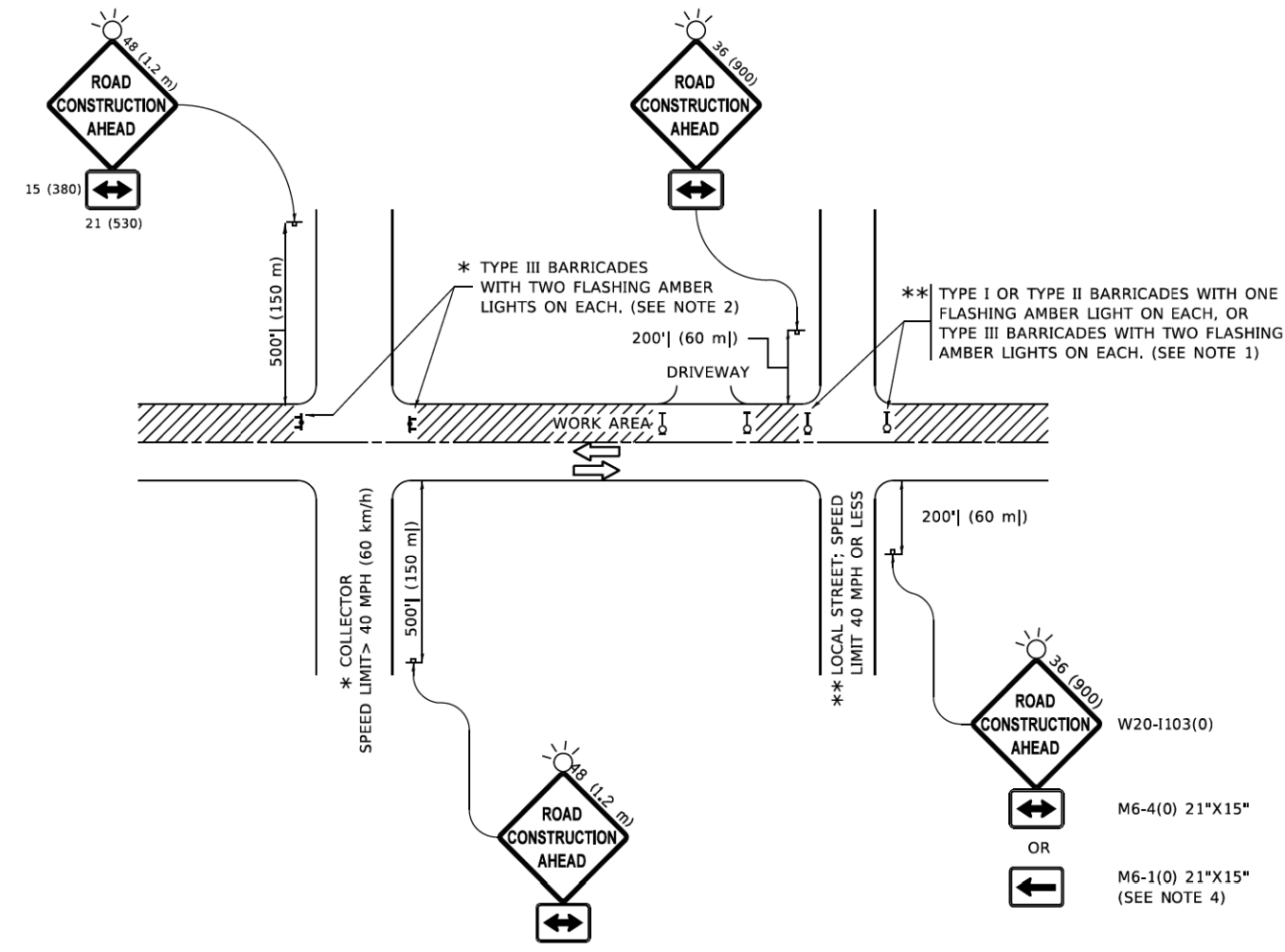
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-R5	DUPAGE	60	54
BD400-04 (BD-22)		CONTRACT NO. 61K95		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

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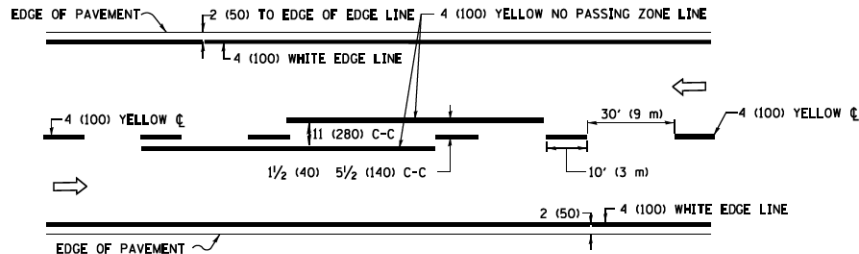


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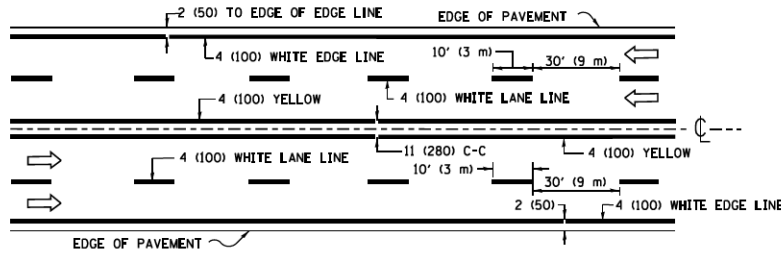
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

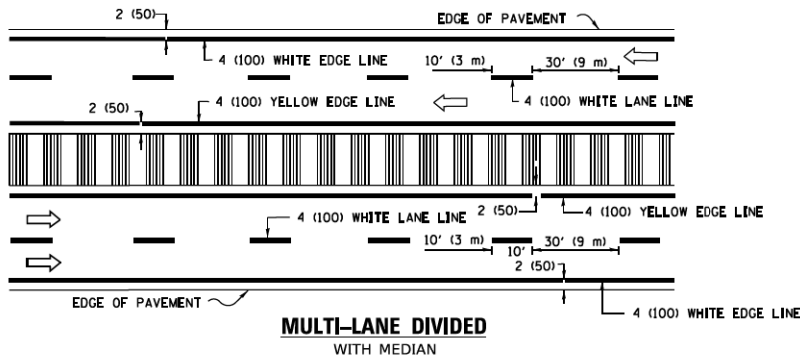
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		DRAWN -	REVISED - A. SCHUETZE 07-01-13						2604	24-00113-00-RS	DUPAGE	60	56
	PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16						TC-10		CONTRACT NO. 61K95		
	PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

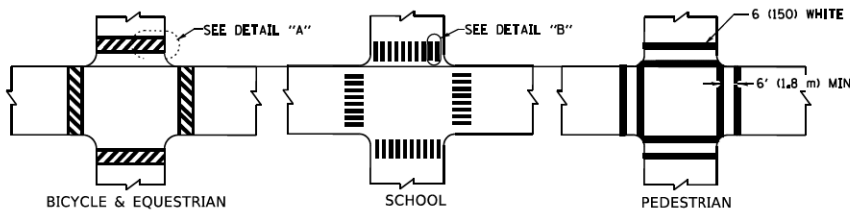


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

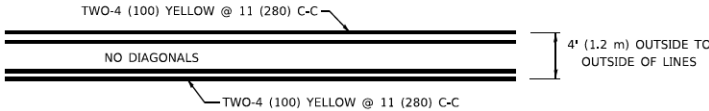


DETAIL "A"

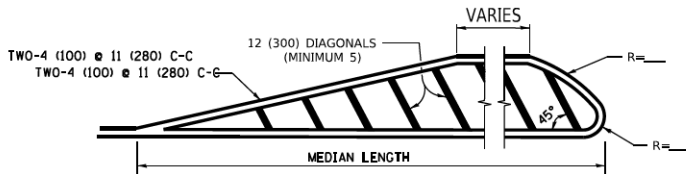
DETAIL "B"

TYPICAL CROSSWALK MARKING

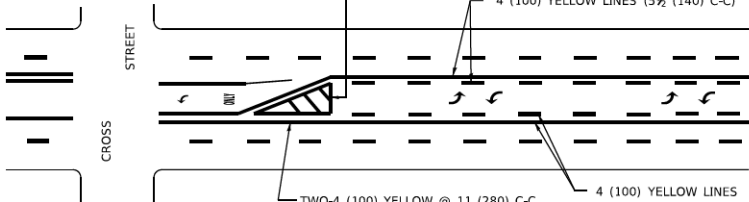
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



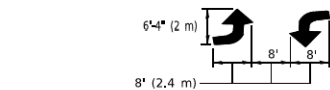
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

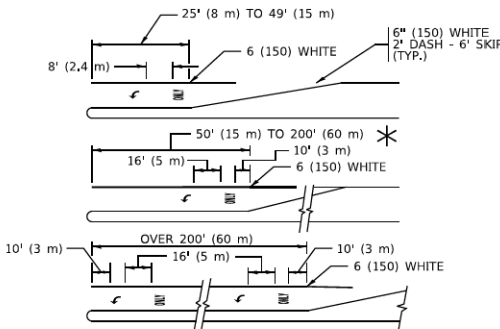


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR, ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

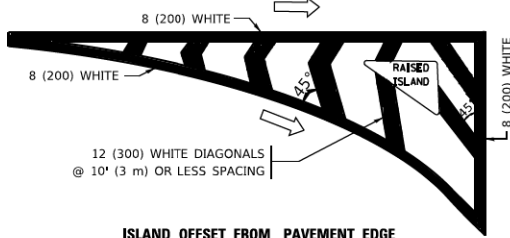


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

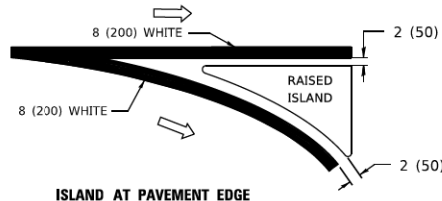
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

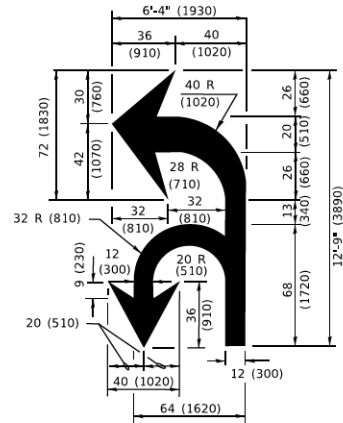


ISLAND OFFSET FROM PAVEMENT EDGE

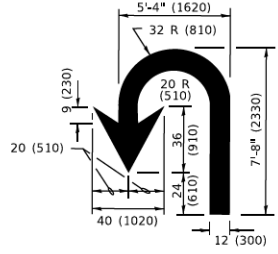


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

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 MEDIANS IN YELLOW
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 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 (30 MPH (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: "RR"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

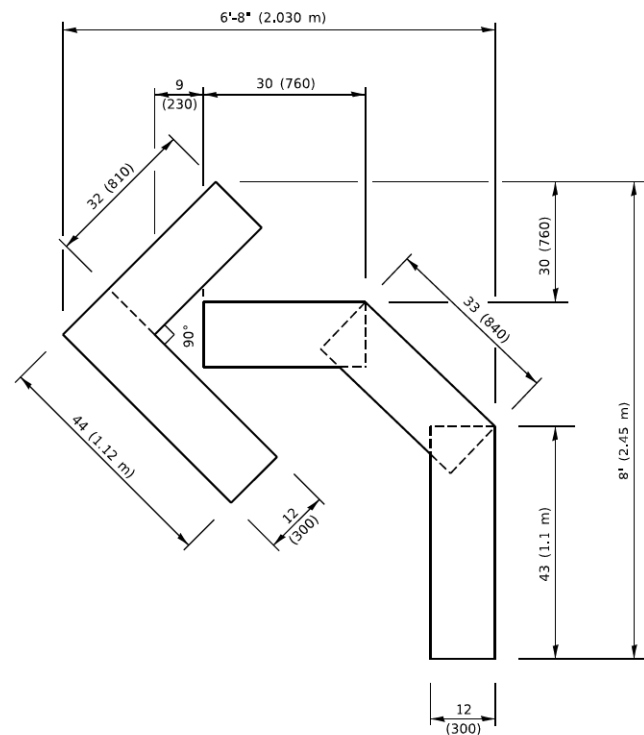
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PLOT DATE	3/4/2019	DATE -	03-19-90	REVISED -	C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

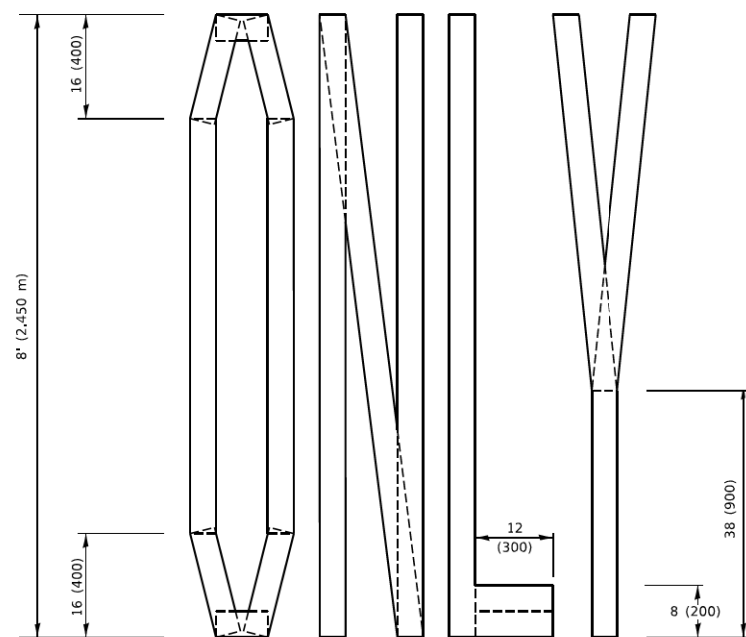
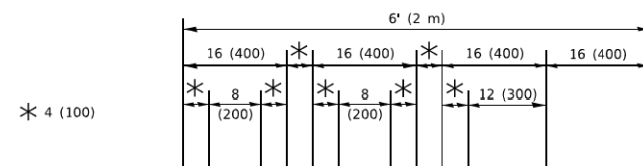
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-13		CONTRACT NO. 61K95		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



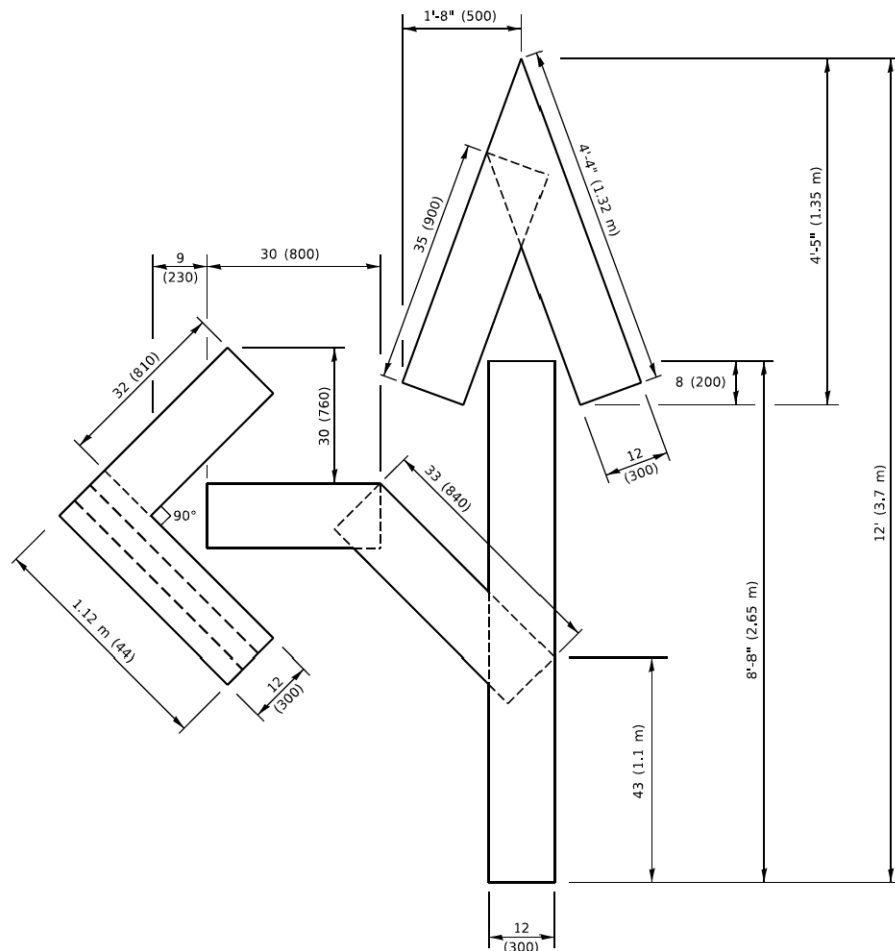
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

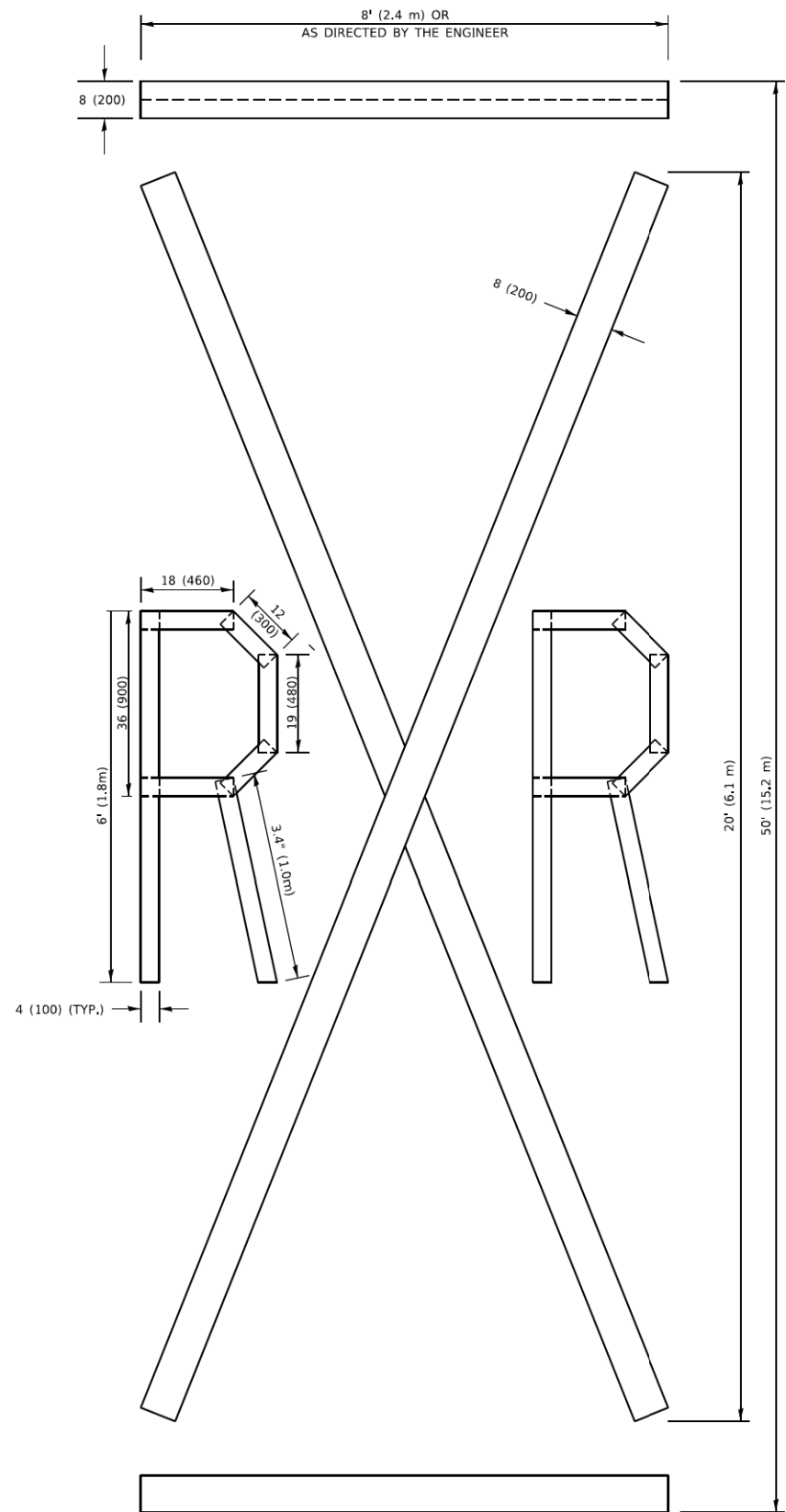


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED
IN LINEAR FEET OF 4" LINES TO MATCH THE
4" TEMPORARY TAPE PAY ITEM AND REPRESENTS
THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

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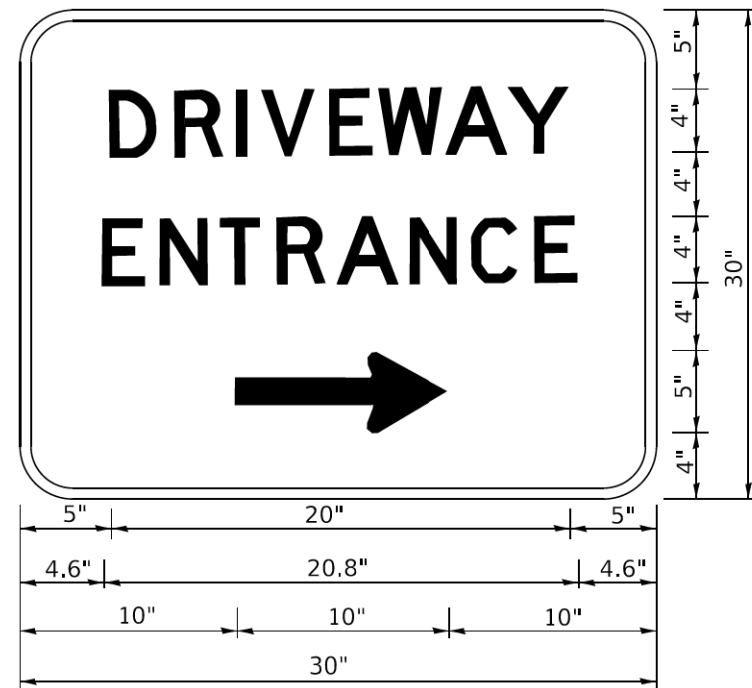
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PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-RS	DUPAGE	60	58
TC-16		CONTRACT NO. 61K95		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)
SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

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Date: 8/6/2021
Time: 1:32:02 AM
Sheet: 1 of 1

USER NAME	jesus	DESIGNED	-	REVISED	-	C. JUCIUS 02-15-07
		DRAWN	-	REVISED	-	
PLOT SCALE	50,0000' / in.	CHECKED	-	REVISED	-	
PLOT DATE	8/6/2021	DATE	-	REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2604	24-00113-00-RS	DUPAGE	60	60
TC-26		CONTRACT NO. 61K95		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	