04-26-13 LETTING ITEM 040

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	1
STA.		TO STA.		
FED. ROAD DIST. NO 1	ILLINOIS	FED AID PROJECT		

CONTRACT NO. 63759

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF BENSENVILLE

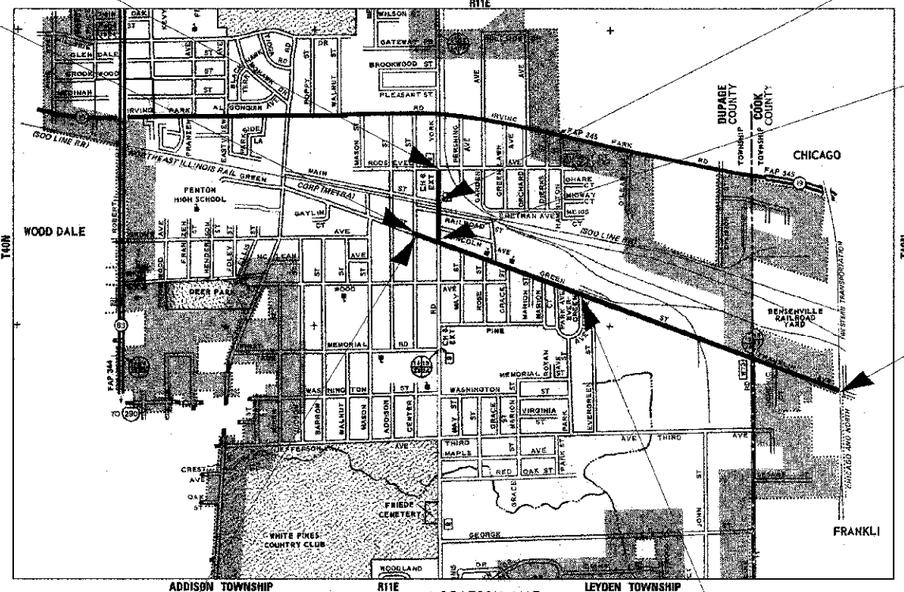
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
FAU 3533 (GREEN STREET)
CENTER STREET TO EAST OF COUNTY LINE ROAD (FAU 2685)
RESURFACING

PROJECT NO.: M-9003 (677)
SECTION NO.: 10-00087-00-RS
VILLAGE OF BENSENVILLE

DUPAGE COUNTY AND COOK COUNTY

C-91-710-10

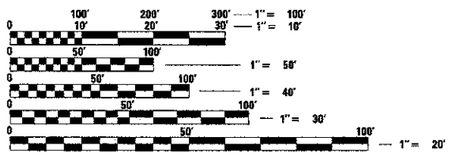
LOCATION OF SECTION INDICATED THUS:



LOCATION MAP
(NOT TO SCALE)

ADDISON TOWNSHIP/LEYDEN TOWNSHIP
GROSS LENGTH OF RESURFACING = 7,570 LF OR 1.434 MILES
NET LENGTH OF RESURFACING = 7,570 LF OR 1.434 MILES

TRAFFIC DATA
GREEN STREET
POSTED & DESIGN SPEED LIMIT = 35 MPH
ADT = 12,800
FUNCTIONAL CLASSIFICATION = COLLECTOR (URBAN)



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. DESIGN STAGE REQUEST
DIG. No. A1912674/A1912681 (RESURFACING) AND A0870920/A0870933/X3110504 (WATER MAIN)

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM

CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:
COUNTY = DUPAGE AND COOK
CITY-TWNSHP. = BENSENVILLE-ADDISON-LEYDEN
SEC. & 1/4 SEC. NO. = SE 1/4 & SW 1/4 SEC 13; SE 1/4 SEC. 14; NE 1/4 SEC. 24; NW 1/4 SEC. 19
48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 63759

BAXTER & WOODMAN Consulting Engineers

Burlington, Wisconsin	Chicago, Illinois	Crystal Lake, Illinois	DeKalb, Illinois	Grayslake, Illinois	Itasca, Illinois	Madison, Wisconsin	Mokena, Illinois	Plainfield, Illinois
262.763.7834	312.578.0050	815.459.1260	815.787.3111	847.223.5088	630.773.1870	608.347.1542	708.478.2090	815.609.7425

(OFFICE WHICH PREPARED PLANS)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED Joseph M Caracci
12/13/2012
VILLAGE OF BENSENVILLE

PASSED DECEMBER 31, 2012
C HOLT
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW JANUARY 2, 2013
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

STEVEN I. MABER
062-059509
LICENSED PROFESSIONAL ENGINEER
OF
STATE OF ILLINOIS
PROJECT MANAGER
"LICENSE EXPIRES 11-30-2013"

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 120058 DATE: 12-12-12

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".

2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY TO VERIFY THAT GRADE CONFLICTS WILL NOT OCCUR WITH ANY PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION. THE PAY ITEM EXPLORATORY EXCAVATION SHALL ONLY BE USED AS DETERMINED BY THE ENGINEER.

3. THE CONTRACTOR SHALL NOTIFY THE VILLAGE DIRECTOR OF PUBLIC WORKS AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.

4. THE ENGINEER WILL BE THE DEPARTMENTS REPRESENTATIVE DURING THE CONSTRUCTION PERIOD. THE ENGINEER WILL FURNISH A RESIDENT PROJECT REPRESENTATIVE (RPR) TO ASSIST THE ENGINEER IN PROVIDING JOB-SITE OBSERVATION OF THE CONTRACTOR'S WORK. THE RPR WILL PROVIDE BASE LINES, BENCHMARKS AND REFERENCE POINTS, ASSIST THE CONTRACTOR WITH INTERPRETATION OF THE PLANS AND SPECIFICATIONS, OBSERVE IN GENERAL IF THE CONTRACTOR'S WORK IS IN CONFORMITY WITH THE CONTRACT DOCUMENTS, AND MONITOR THE CONTRACTOR'S PROGRESS AS RELATED TO THE DATE OF COMPLETION. THE ENGINEER WILL NOT SUPERVISE, DIRECT, CONTROL OR HAVE AUTHORITY OVER OR BE RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES OF CONSTRUCTION, OR THE SAFETY PRECAUTIONS AND PROGRAMS INCIDENT THERETO, OR FOR ANY FAILURE OF THE CONTRACTOR TO COMPLY WITH LAWS AND REGULATIONS APPLICABLE TO THE FURNISHING OR PERFORMANCE OF THE WORK. THE ENGINEER WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO PERFORM OR FURNISH THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE ENGINEER WILL NOT BE RESPONSIBLE FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR OR ANY SUBCONTRACTOR, ANY SUPPLIER, OR OF ANY OTHER PERSON OR ORGANIZATION PERFORMING OR FURNISHING ANY OF THE WORK. THESE LIMITATIONS ON AUTHORITY AND RESPONSIBILITY SET FORTH HEREIN SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT PROJECT REPRESENTATIVE AND ASSISTANTS.

5. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.

6. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AS INCLUDED IN THE COST OF THE CURB AND GUTTER, SIDEWALK OR UTILITY CONSTRUCTION. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS, BUSINESSES AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING PLACING CONCRETE IN STAGES ACROSS DRIVEWAYS AND KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.

7. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

8. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.

9. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.

10. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.

11. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.

12. TRANSVERSE EXPANSION JOINTS 3/4" FOR PORTLAND CEMENT CONCRETE SIDEWALKS SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.

13. A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.

14. THE CONTRACTOR SHALL CONTACT THE ENGINEER AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.

15. ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE. CLASS PP CONCRETE SHALL BE USED IF PLACEMENT OF SURFACE COURSE IS PLANNED IN LESS THAN 72 HOURS. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING. THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT, WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK.

16. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE REMOVAL PAY ITEMS.

17. THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE 1/2-INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR. THIS WORK SHALL BE INCLUDED IN THE COST OF STRUCTURE ADJUSTMENTS OR STRUCTURE RECONSTRUCTION.

18. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.

19. CONNECTION OF PROPOSED STORM SEWER INTO EXISTING STORM SEWER OR EXISTING STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF STORM SEWERS.

20. CONNECTION OF EXISTING STORM SEWER INTO PROPOSED STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE.

21. IN ALL TRENCHES CROSSING DRIVEWAYS, SIDEWALKS, AND ALL PROPOSED AND EXISTING ROADWAYS, THE MATERIAL FOR THE TOP 12 INCHES SHALL BE CA-6 CRUSHED GRAVEL OR CRUSHED STONE AND BE INCLUDED IN THE PAY ITEM FOR TRENCH BACKFILL. THE BACKFILL SHALL EXTEND TO AND BE MEASURED FOR PAYMENT TO THE EXISTING GROUND OR SURFACE ELEVATION.

22. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS".

23. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.

24. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.

25. THE WORK FOR COMBINATION CURB AND GUTTER REMOVAL SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT. THE WORK FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 AND TYPE B-9.12 SHALL INCLUDE FILLING THE 6" PAVEMENT GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2-1/2" BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS POURED HIGHER THAN 2-1/2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 2-1/2" DEPTH.

26. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A CAST-IN-PLACE 'DURALAST' PANEL AS MANUFACTURED BY 'EAST JORDAN IRON WORKS' OR AN APPROVED EQUAL. THE PANEL SHALL BE A POLYMER COMPOSITE AND COMPLY WITH ADA REQUIREMENTS. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE PANEL TYPE AND COLOR SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.

27. FOR PATCHES ON STREETS NOT BEING RESURFACED UNDER THIS CONTRACT, THE TOP 2" OF MIX SHALL BE HOT-MIX ASPHALT SURFACE COURSE. EXISTING PAVEMENT SHALL BE SAW CUT FULL DEPTH PRIOR TO REMOVAL. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CLASS D PATCHES.

28. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND SHAL NOT EXCEED 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. A MAXIMUM GRADE DIFFERENCE OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H), AS DETERMINED BY THE ENGINEER.

29. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE METRA RAILROAD (KNOWN AS THE COMMUTER RAIL DIVISION OF THE REGIONAL TRANSPORTATION AUTHORITY, A DIVISION OF AN ILLINOIS MUNICIPAL CORPORATION, AND ITS AFFILIATED SEPARATE PUBLIC CORPORATION KNOWN AS THE NORTHEAST ILLINOIS REGIONAL COMMUTER RAILROAD CORPORATION, BOTH OPERATING UNDER THE SERVICE MARK METRA) WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD RIGHT-OF-WAY. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE METRA RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR IN ACCORDANCE TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-01	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-01	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
442201-03	CLASS C and D PATCHES
604001-03	FRAMES AND LIDS TYPE 1
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
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
701502-05	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT
- (SP) FRAME AND LIDS TO BE ADJUSTED (SPECIAL)
- (A) VALVE BOXES TO BE ADJUSTED
- COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 OR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12

DESIGNED	SLN	REVISED	12/12/12 IDOT REVIEW
DRAWN	MAC	REVISED	
CHECKED	JJF	REVISED	
DATE	08/09/2012	FILE	120058-gen.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES

SCALE: | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	2
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES FOR WATER MAIN REPLACEMENT

1. PROVIDE PRECONSTRUCTION DVD(S) TO THE ENGINEER FOR THE VILLAGE OF BENSENVILLE PRIOR TO START OF CONSTRUCTION.

2. CONTACT THE FOLLOWING PEOPLE AT LEAST 72 HOURS BEFORE CONSTRUCTION:
   MR. JOSEPH M. CARACCI, DIRECTOR OF PUBLIC WORKS FOR THE VILLAGE OF BENSENVILLE AT (630) 350-3435.

3. WATER MAINS TO BE INSTALLED WITH A MINIMUM OF 5'-6" OF COVER UNLESS OTHERWISE SHOWN ON DRAWINGS.

4. THE LOCATIONS OF EXISTING UNDERGROUND FACILITIES SHOWN ON THE DRAWINGS ARE BASED ON INFORMATION PROVIDED BY OWNERS OF THE FACILITIES AND ARE NOT NECESSARILY COMPLETE OR ACCURATE.

5. PROTECT EXISTING UNDERGROUND UTILITIES AND BUILDING SERVICE LINES FROM DAMAGE. MAKE EXPLORATIONS AS NECESSARY TO DETERMINE THE EXACT LOCATIONS OF EXISTING UTILITIES AND SERVICE LINES. EXERCISE CARE DURING THE PROGRESS OF WORK TO PREVENT DAMAGE TO EXISTING UNDERGROUND FACILITIES.

6. COORDINATE WITH UTILITY COMPANIES TO SUPPORT, PROTECT, OR REMOVE AND REPLACE ALL POLES OR POLE ANCHORS AFFECTED BY WATER MAIN CONSTRUCTION, EVEN WHERE SUPPORT IS NOT INDICATED ON THE DRAWINGS. COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF WATER MAIN CONSTRUCTION.

7. PROVIDE TRAFFIC CONTROL AS REQUIRED IN ACCORDANCE WITH THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONTSTRUCTION" AND "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS"; AND LOCAL GOVERNMENTAL AUTHORITY DURING ALL PHASES OF CONSTRUCTION.

8. IF TRENCH DEWATERING IS REQUIRED, PROTECT ADJOINING PROPERTIES AND HOSE DISCHARGE LOCATIONS FROM EROSION. USE SILT BAGS ON DISCHARGE HOSES FOR SEDIMENTATION CONTROL.

9. OVER-EXCAVATE UNSUITABLE SOIL ENCOUNTERED AT THE BOTTOM OF THE PIPE, MANHOLE OR VAULT; AND REPLACE WITH AGGREGATE SUBGRADE IMPROVEMENT AS DETERMINED BY THE ENGINEER.

10. DO NOT STORE MATERIALS, STRUCTURES, OR MACHINES WHERE THEY WILL OBSTRUCT STREET OR DRIVEWAY SIGHTLINES.

11. RE-ESTABLISH EXISTING DRAINAGE PATTERNS IMMEDIATELY AFTER BACKFILLING AND DURING FINAL GRADING.

12. ALL DUCTILE IRON PIPE, FITTINGS, VALVES, FIRE HYDRANTS AND SERVICE CONNECTIONS SHALL BE WRAPPED WITH POLYETHYLENE SHEETING OR TUBES.

13. COVER ALL NEW FIRE HYDRANTS WITH BLACK PLASTIC BAGS AFTER INSTALLATION AND UNTIL NEW WATER MAIN IS IN SERVICE.

14. NOTIFY THE ENGINEER OF ANY CONFLICTS BETWEEN THE PROPOSED WATER MAIN OR SANITARY SEWER LOCATIONS AND EXISTING UTILITY FACILITIES AT LEAST 3 WORKING DAYS PRIOR TO THE INSTALLATION OF THE WATER MAINS OR SANITARY SEWERS.

15. CONTRACTORS TO NOTIFY RESIDENTS OR BUSINESSES AT LEAST 48 HOURS PRIOR TO ANY DISRUPTION OR SHUTDOWN OF WATER SERVICE.

16. EXISTING VALVES ARE TO BE RESTRAINED OR BRACED AS REQUIRED PRIOR TO CLOSING VALVES FOR CONNECTION OF PROPOSED WATER MAINS TO EXISTING WATER MAINS OR FOR ABANDONMENT OF EXISTING WATER MAINS.

17. AT LOCATIONS WHERE WATER MAIN QUALITY PIPE IS USED TO REPLACE EXISTING SANITARY SEWER, APPLY GREEN TAPE OVER PIPE SPECIFICATION LABELS ALONG THE ENTIRE LENGTH OF EACH SECTION OF REPLACEMENT SEWER PIPE.

18. INSTALL NEW WATER MAINS BENEATH EXISTING WATER MAINS AND WATER SERVICE PIPES, UNLESS OTHERWISE NOTED ON DRAWINGS.

19. WATER MAIN PIPE SHALL BE:

    A. OPEN-CUT TRENCHES:

        1. DUCTILE IRON PIPE COMPLYING WITH A.N.S.I. A21.51, THICKNESS CLASS 52: WITH JOINTS COMPLYING WITH A.N.S.I. A 21.11; AND WITH CEMENT LINING COMPLYING WITH A.N.S.I. A21.4/A.W.W.A. C104, STANDARD THICKNESS.

21. GRANULAR PIPE BEDDING AND COVERING MATERIAL SHALL CONFORM TO THE FOLLOWING:

A. PROVIDE WELL GRADED WASHED MIXTURE OF GRAVEL OR CRUSHED STONE AGGREGATE FREE OF CLAY, LOAM, DIRT, CALCAREOUS OR OTHER FOREIGN MATTER CONFORMING TO I.D.O.T. "STANDARD SPECIFICATION S" GRADATION CA-11 OR THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS. WITH THE FOLLOWING GRADATION:

SIEVE SIZE	PERCENT PASSING
1 INCH	100%
3/4 INCH	84% - 100%
1/2 INCH	30% - 60%
NO. 4	0 - 12%
NO. 16	0 - 6%

B. FOR FLEXIBLE THERMOPLASTIC PIPE: COMPLY WITH A.S.T.M. D2321, CLASS I. OR II AS MODIFIED BELOW:

1. EXCLUDE SHARP ANGULAR GRANULAR MATERIALS.
2. LIMIT MAXIMUM PARTICLE SIZE TO 1/2 INCH.
3. DO NOT USE CLASS II MATERIALS IN WET TRENCH CONDITIONS.

C. FOR RIGID PIPES COMPLY WITH A.S.T.M. C12, BEDDING CLASS B.

22. WATER SERVICES (1 1/2" MINIMUM SIZE) TO BE INSTALLED AFTER NEW WATER MAINS HAVE BEEN TESTED DISINFECTED, FLUSHED AND ACCEPTED FOR USE BY THE VILLAGE OF BENSENVILLE. LOCATIONS OF WATER SERVICES TO BE CONFIRMED AT TIME OF CONSTRUCTION.

23. ABANDON EXISTING WATER MAINS, FIRE HYDRANTS, VALVES, VALVE VAULTS AND BOXES, AND SERVICE LINES AFTER ALL NEW WATER MAIN HAS BEEN INSTALLED, TESTED, DISINFECTED, AND ACCEPTED FOR USE BY THE VILLAGE OF BENSENVILLE AND AFTER ALL WATER SERVICES HAVE BEEN CONNECTED TO THE NEW WATER MAINS. FIRE HYDRANTS, VALVE BOXES, VALVE VAULT FRAMES AND COVERS REMOVED DURING WATER MAIN ABANDONMENT WORK SHALL BE DELIVERED TO THE VILLAGE OF BENSENVILLE PUBLIC WORKS GARAGE AT 717 EAST JEFFERSON STREET.

24. WHERE PLUGS OR CAPS ARE CALLED FOR ON THE PLANS, CONTRACTOR MAY USE PLUG OR CAP FITTINGS, AT THE CONTRACTOR'S OPTION, DEPENDING ON WHETHER OR NOT A BELL END EXISTS AT THE END OF THE WATER MAIN PIPE TO BE PLUGGED/CAPPED. PLUGS/CAPS SHALL INCLUDE CONCRETE THRUST BLOCKS AS REQUIRED.

25. WHERE A LINE STOP, PLUG/CAP AND CONCRETE THRUST BLOCK IS CALLED FOR ON THE PLANS, CONTRACTOR SHALL CUT A SHORT SECTION OF WATER MAIN OUT OF THE WATER MAIN TO BE IMMEDIATELY ABANDONED AND INSTALL THE CONCRETE THRUST BLOCK AGAINST THE PLUG/CAP AND THE CUT END OF THE WATER MAIN TO BE IMMEDIATELY ABANDONED.

26. DETERMINE LOCATION, ELEVATION AND SIZE OF EXISTING WATER MAINS RELATIVE TO PROPOSED WATER MAIN PRIOR TO INSTALLATION OF CASING PIPES, CONNECT PROPOSED WATER MAINS TO EXISTING WATER MAINS WITH FITTINGS AS REQUIRED. JOINT DEFLECTION FOR PIPE AND FITTINGS SHALL NOT EXCEED 66% OF MANUFACTURER'S MAXIMUM RECOMMENDED JOINT DEFLECTION.

27. CONTRACTOR SHALL INSTALL WATER MAIN PRIOR TO UTILITY COMPANIES INSTALLING NEW OR RELOCATED UTILITIES PARALLEL TO WATER MAIN.

DESIGNED - ALP	REVISED - IDOT REVIEW 12-12-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAWN - DKH	REVISED - IDOT REVIEW 1-03-13	GENERAL NOTES FOR WATER MAIN REPLACEMENT
CHECKED - CDH	REVISED -	SCALE: PROJECT NO. 120658 STA. TO STA.
DATE 08 09 12	REVISED -	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3333	10-00087-00-PV	DUPAGE	37	3
	CONTRACT NO 63J56			
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

SPECIAL PROVISION	SPECIALTY ITEM	CODE NUMBER	DESCRIPTION	UNITS	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005 PARTICIPATING GREEN STREET RESURFACING (STA. 5+05 TO STA. 9+75)	CONSTRUCTION TYPE CODE 0005 PARTICIPATING GREEN STREET RESURFACING (STA. 9+75 TO STA. 80+75)	CONSTRUCTION TYPE CODE 0043 NON-PARTICIPATING YORK ROAD / GREEN STREET WATER MAIN REPLACEMENT
X		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	360	0	0	360
X		20800150	TRENCH BACKFILL	CU YD	4,026	0	0	4,026
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	548	32	516	0
		25000100	SEEDING, CLASS 1	ACRE	0.12	0.01	0.11	0.00
		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	11	1	10	0
		25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	11	1	10	0
		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	11	1	10	0
		25100630	EROSION CONTROL BLANKET	SQ YD	548	32	516	0
X		3C300104	AGGREGATE SUBGRADE IMPROVEMENT 4"	SQ YD	2,826	219	2,445	161
		40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	13	1	12	0
		40600300	AGGREGATE (PRIME COAT)	TON	83	5	78	0
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	26	2	24	0
		40600582	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	269	60	209	0
		40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	118	118	0	0
		40600995	CONSTRUCTING TEST STRIP	EACH	2	0	2	0
		40600240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	5,008	0	** 5,008	0
		40600595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N50	TON	4,028	236	** 3,792	0
		42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	384	43	341	0
		42400200	PORTLAND CEMENT CONCRETE, SIDEWALK 5 INCH	SQ FT	9,980	875	8,105	960
		42400800	DETECTABLE WARNINGS	SQ FT	336	48	288	0
		44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	2,400	2,400	0	0
X		44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	38,690	0	** 38,690	0
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	756	67	689	0
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4,320	230	3,890	240
		44000600	SIDEWALK REMOVAL	SQ FT	8,900	395	8,005	900
		44201781	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	500	50	450	0
		44201785	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	700	50	650	0
		44201709	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	900	50	850	0
		44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	1,400	50	1,350	0
		44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	2,013	0	0	2,013
X	X	56100650	DUCTILE IRON WATER MAIN TEE, 12" X 8"	EACH	18	0	0	18
X	X	56100665	DUCTILE IRON WATER MAIN TEE, 12" X 12"	EACH	5	0	0	5
X	X	56101182	DUCTILE IRON WATER MAIN REDUCER, 12" X 10"	EACH	1	0	0	1
X	X	56102200	WATER VALVES 12"	EACH	9	0	0	9
X	X	56109112	DUCTILE IRON WATER MAIN FITTINGS 12" 22.50 DEGREE BEND	EACH	5	0	0	5
X	X	56109418	DUCTILE IRON WATER MAIN FITTINGS 8" 45.00 DEGREE BEND	EACH	9	0	0	9
X	X	56109422	DUCTILE IRON WATER MAIN FITTINGS 10" 45.00 DEGREE BEND	EACH	1	0	0	1
X	X	56109424	DUCTILE IRON WATER MAIN FITTINGS 12" 45.00 DEGREE BEND	EACH	17	0	0	17
X	X	56109432	DUCTILE IRON WATER MAIN FITTINGS 8" 90.00 DEGREE BEND	EACH	7	0	0	7
X	X	56200500	WATER SERVICE LINE 1 1/2"	FOOT	327	0	0	327
X	X	56400810	FIRE HYDRANT EXTENSION	FOOT	66	0	0	66
X	X	56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	10	0	0	10
X	X	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	1	0	1	0
X	X	60248000	VALVE VAULTS, TYPE A, 5' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	16	0	0	16
X		60260600	VALVE BOXES TO BE ADJUSTED	EACH	5	0	5	0
		60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	10	0	10	0
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	10	0	10	0
		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,240	230	3,770	240
		60603900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	80	0	80	0
X	X	66500200	NON-SPECIAL WASTE DISPOSAL	CU YD	635	0	0	635
X	X	66900459	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	0	0	1
X	X	66900530	SOIL DISPOSAL ANALYSIS	EACH	3	0	0	3
		67100100	MOBILIZATION	L SUM	1	0	1	0
		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	0	1	0
		70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	0	1	0
		70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	0	1	0

SUMMARY OF QUANTITIES

SPECIAL PROVISION	SPECIALTY ITEM	CODE NUMBER	DESCRIPTION	UNITS	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005 PARTICIPATING GREEN STREET RESURFACING (STA. 5+05 TO STA. 9+75)	CONSTRUCTION TYPE CODE 0005 PARTICIPATING GREEN STREET RESURFACING (STA. 9+75 TO STA. 80+75)	CONSTRUCTION TYPE CODE 0043 NON-PARTICIPATING YORK ROAD / GREEN STREET WATER MAIN REPLACEMENT
		70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0	1	0
		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	0	1	0
		70106800	CHANGEABLE MESSAGE SIGN	CAL MO	18	0	18	0
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	3,900	300	3,600	0
		70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,300	100	1,200	0
	X	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	392	37	355	0
	X	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	17,204	849	16,355	0
	X	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,950	812	1,138	0
	X	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	215	69	146	0
	X	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	420	118	302	0
	X	78300100	PAVEMENT MARKING REMOVAL	SQ FT	110	0	110	0
X	X	85500200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	0	1	0
X	X	88500100	DETECTOR LOOP, TYPE I	FOOT	141	0	141	0
X	X	88500600	DETECTOR LOOP REPLACEMENT	FOOT	614	99	515	0
X	X	89502376	REBUILD EXISTING HANDHOLE	EACH	5	0	5	0
X	X	X0324035	DUCTILE IRON SLEEVE, 12"	EACH	18	0	0	18
X		X0324275	RAILROAD RIGHT-OF-WAY ENTRY PERMIT	EACH	1	0	0	1
X	X	X0327078	REMOVE FIRE HYDRANT AND VALVE ASSEMBLY	EACH	8	0	0	8
X	X	X0327195	CONCRETE PIPE CRADLE	EACH	1	0	0	1
X	X	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	197	0	0	197
X	X	X0068337	WATER MAIN TO BE ABANDONED	L SUM	1	0	0	1
X	X	X5010662	DUCTILE IRON WATER MAIN, RESTRAINED JOINT PIPE 12" IN TRENCH	FOOT	1,830	0	0	1,830
X	X	X5020035	WATER SERVICE CONNECTION 1 1/2"	EACH	11	0	0	11
X	X	X5030706	CONNECTION TO EXISTING WATER MAIN 8"	EACH	6	0	0	6
X	X	X5030712	CONNECTION TO EXISTING WATER MAIN 12"	EACH	18	0	0	18
X		X6020062	SANITARY MANHOLES FRAME AND ADJUSTMENT SEALING	EACH	25	5	20	0
X		X6020628	VALVE BOXES TO BE REPLACED	EACH	2	0	2	0
X		X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	113	9	104	0
X		Z0045338	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD	372	24	348	0
X		Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	93	4	89	0
X		Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	5	0	5	0
X		Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	130	26	104	0
X		Z0038665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	0	0	1
X	X	Z0044296	PRESSURE CONNECTION TO EXISTING WATER MAIN	EACH	1	0	0	1
X		Z0059926	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	29	9	0	29
X		Z0062456	TEMPORARY PAVEMENT	SQ YD	1,917	0	0	1,917
Δ X		Z0076000	TRAINEES	HOUR	500	0	500	0
Δ X		Z0078004	TRAINEE TRAINING PROGRAM GRADUATE	HOUR	500	0	500	0
X	X	XX003047	VALVE VAULT TO BE ABANDONED	EACH	21	0	0	21
X	X	XX002982	GATE VALVES, 6"	EACH	6	0	0	6
X		XX003313	REMOVE AND REINSTALL BRICK PAVER	SQ FT	120	120	0	0
X		XX003668	PRE-CONSTRUCTION VIDEO TAPING	L SUM	1	0	0	1
X	X	XX003673	SANITARY SERVICE REPLACEMENT	EACH	14	0	0	14
X	X	XX003778	FLUOROCARBON RUBBER (VITON) GASKET	EACH	16	0	0	16
X	X	XX005478	DUCTILE IRON WATER MAIN, RESTRAINED JOINT TYPE	FOOT	164	0	0	164
X	X	XX006179	SANITARY MANHOLE REMOVAL AND REPLACEMENT	EACH	1	0	0	1
X	X	XX006633	DUCTILE IRON PIPE INSTALLED IN STEEL CASING, 12"	FOOT	409	0	0	409
X	X	XX006879	DUCTILE IRON SOLID SLEEVE 6"	EACH	8	0	0	8
X	X	XX007334	GATE VALVE TO BE REMOVED	EACH	21	0	0	21
X	X	XX008831	INSERTION VALVE	EACH	1	0	0	1
X	X	X5010646	PLUG WATER MAIN 6"	EACH	3	0	0	3
X	X	X5010647	PLUG WATER MAIN 8"	EACH	4	0	0	4
X	X	X5010648	PLUG WATER MAIN 10"	EACH	1	0	0	1
X	X	Z0068300	STEEL CASING 36"	FOOT	132	0	0	132
X	X	XX008832	DUCTILE IRON SLEEVE, 10"	EACH	1	0	0	1
X	X	X5020710	CONNECTION TO EXISTING WATER MAIN 10"	EACH	1	0	0	1
X	X	XX008835	DUCTILE IRON WATER MAIN FITTINGS 12" CAP	EACH	1	0	0	1

Δ = CONSTRUCTION CODE TYPE 0042

** = STATE PARTICIPATION

PLOTTED BY: Jeff Fritzel
PLOT SCALE: 1.000 '/ INCH
PLOT DATE: 2/26/2013
D:\Projects\BRVA\20058\work_mg\project\sheets\20058-soq.dgn

BAXTER & WOODMAN Consulting Engineers

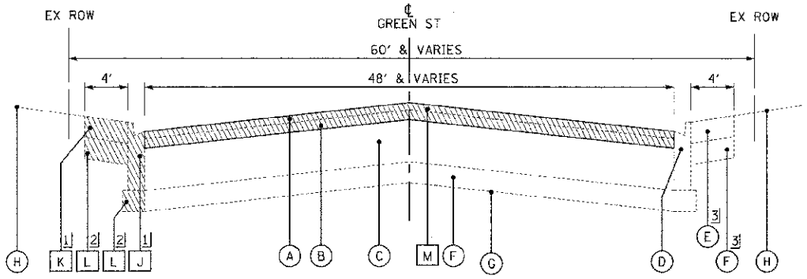
DESIGNED - SLN		REVISED - 12/12/12 IDOT REVIEW	
DRAWN - MAC		REVISED - 1/3/13 IDOT REVIEW	
CHECKED - JJF		REVISED - 2/7/13 PER VILLAGE	
DATE - 08/30/2012		FILE - 20058-soq.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

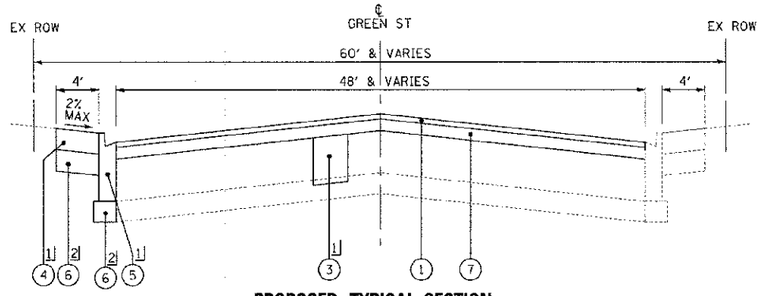
SCALE: STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	4
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



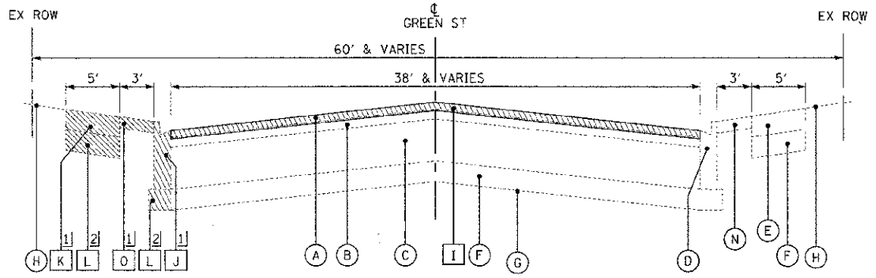
EXISTING TYPICAL SECTION

GREEN STREET, STA. 9+75 TO STA. 80+75



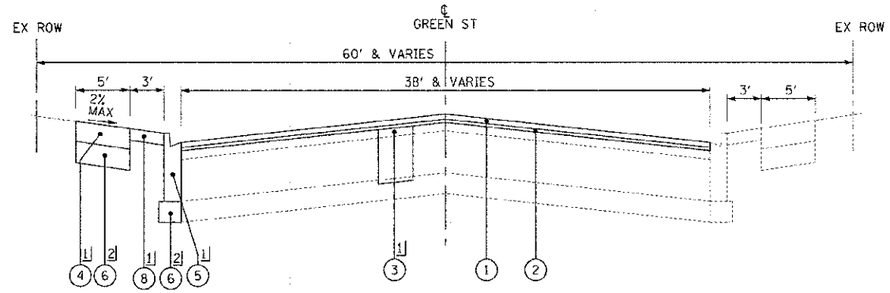
PROPOSED TYPICAL SECTION

GREEN STREET, STA. 9+75 TO STA. 80+75



EXISTING TYPICAL SECTION

GREEN STREET, STA. 5+05 TO STA. 9+75



PROPOSED TYPICAL SECTION

GREEN STREET, STA. 5+05 TO STA. 9+75

HOT-MIX ASPHALT MIXTURE REQUIREMENTS NOTES:

1. CONTRACTOR SHALL MILL BEFORE PATCHING (DOES NOT APPLY TO PATCHING FOR WATER MAIN REPLACEMENT).
2. THE TOP 2" OF HOT-MIX ASPHALT FOR CLASS D PATCHES SHALL BE HMA SURFACE COURSE, MIX "D", N70 WHEN THE STREET BEING REPAIRED WILL NOT BE RESURFACED UNDER THIS CONTRACT.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
RESURFACING GREEN STREET, STA 5+05 TO STA 9+75	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5mm); 1 3/4"	4% @ 90 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 3/4"	3.5% @ 50 GYR.
RESURFACING GREEN STREET, STA 9+75 TO STA 80+75	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5mm); 1 3/4"	4% @ 90 GYR.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90; 2 1/2"	4% @ 90 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 mm); 10-INCH (3 LIFTS)	4% @ 70 GYR.
PATCHING FOR WATER MAIN REPLACEMENT	
CLASS D PATCHES (HMA BINDER IL-19 mm); 14-INCH (4 LIFTS)	4% @ 70 GYR.
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50 (IL-9.5mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 8" (2 LIFTS)	4% @ 50 GYR.
TEMPORARY PAVEMENT	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/4"	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS.

1] AS INDICATED ON PLANS OR AS DETERMINED BY THE ENGINEER IN THE FIELD DURING CONSTRUCTION

2] AS DETERMINED BY THE ENGINEER DURING CONSTRUCTION

3] SIDEWALK DOES NOT EXIST ON NORTH SIDE FROM STA 29+20 TO STA 80+75 OR ON SOUTH SIDE FROM STA 66+00 TO STA 80+75

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, VARIES 1 3/8" TO 1 3/4"
- (B) HOT-MIX ASPHALT BINDER COURSE, VARIES 2 1/8" TO 2 3/4"
- (C) PORTLAND CEMENT CONCRETE BASE COURSE, 8 1/2" AVERAGE
- (D) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (TYPE B-9.12 EXISTS ON NORTH SIDE OF GREEN STREET FROM STA 30+75 TO STA 40+30)
- (E) SIDEWALK
- (F) AGGREGATE BASE COURSE, VARIES 4" TO 6 1/2"
- (G) SUB-GRADE
- (H) GROUND SURFACE
- [I] HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- [J] COMBINATION CURB AND GUTTER REMOVAL
- [K] SIDEWALK REMOVAL
- [L] AGGREGATE BASE COURSE REMOVAL (NOT PAID FOR SEPARATELY)
- [M] HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- (N) BRICK PAVERS
- [O] BRICK PAVER REMOVAL AND SALVAGE (INCLUDED IN COST OF REMOVE AND REINSTALL BRICK PAVER)
- ▨ ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 - 1 3/4"
- (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
- (3) CLASS D PATCHES, TYPE I - IV, 10 INCH (14 INCH FOR WATER MAIN REPLACEMENT TRENCHES)
- (4) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- (5) COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 OR TYPE B-9.12 AS SHOWN ON THE PLANS OR DETERMINED BY THE ENGINEER.
- (6) AGGREGATE SUBGRADE IMPROVEMENT 4"
- (7) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - 2 1/2"
- (8) REMOVE AND REINSTALL BRICK PAVER

LEGEND NOTES:

1. SIDEWALK REMOVAL AND REPLACEMENT LOCATIONS TO BE DETERMINED BY THE ENGINEER, UNLESS OTHERWISE SHOWN.
2. CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS TO BE DETERMINED BY THE ENGINEER, UNLESS OTHERWISE SHOWN.

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	
	DRAWN - MAC	REVISED -	
	CHECKED - JJF	REVISED -	
	DATE - 08/09/2012	FILE - 120058-typ.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND HMA MIXTURE REQUIREMENTS

SCALE: | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	5
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. :	ILLINOIS	FED. AID PROJECT		

SCHEDULES OF QUANTITIES

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

GREEN STREET

STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
5+05	CENTER ST (W. APPROACH)	38	4.5	19
5+77	CENTER ST (NORTH)	53	4.5	27
5+77	CENTER ST (SOUTH)	27	4.5	14
10+02	YORK RD (N. APPROACH)	52	4.5	26
10+02	YORK RD (S. APPROACH)	50	4.5	25
14+09	MAY ST	28	4.5	14
18+13	ROSE ST	30	4.5	15
19+88	RAILROAD ST	22	4.5	11
22+37	GRACE ST	28	4.5	14
26+60	MARION ST	28	4.5	14
28+87	MARION CT	20	4.5	10
31+10	PARK AV	36	4.5	18
35+40	EVERGREEN AV	30	4.5	15
70+00	DOMINIC DR	34	4.5	17
74+50	PODLIN CT.	34	4.5	17
80+75	EAST LIMITS	26	4.5	13
TOTAL				269

DRIVEWAY PAVEMENT REMOVAL AND HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"

GREEN STREET

STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
7+81	LT (ALLEY)	4	20	9
8+02	RT (ALLEY)	4	20	9
9+27	RT (OVER WATER SERVICE)	4	12	6
11+27	RT	4	110	49
12+19	RT (ALLEY)	4	16	8
14+54	LT (LINCOLN AV)	4	22	10
16+28	RT (ALLEY)	24	16	48
20+38	RT (ALLEY)	4	18	8
21+55	LT	4	40	18
22+85	LT	4	26	12
24+60	RT (ALLEY)	16	18	36
27+00	LT	4	25	12
27+70	LT	5	50	28
27+85	RT	4	30	14
33+14	RT	4	24	11
37+12	RT	4	36	16
37+80	RT (ALLEY)	20	15	39
43+27	RT	4	29	13
46+62	LT	4	12	6
48+32	LT	4	10	5
48+98	RT	4	16	8
48+98	RT	4	5	3
73+24	LT	4	8	4
TOTAL				372

DRIVEWAY PAVEMENT REMOVAL AND PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH

GREEN STREET

STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
8+02	RT (ALLEY)	6	18	13
7+81	LT (ALLEY)	9	22	23
9+27	RT (OVER WATER SERVICE)	5	10	7
11+27	RT	40	5	23
12+19	RT (ALLEY)	21	16	38
14+54	LT (LINCOLN AV)	15	22	37
16+85	LT	22	4	10
20+38	RT (ALLEY)	10	18	20
21+55	LT	4	42	19
22+85	LT	9	35	35
27+00	LT	8	30	27
27+70	LT	4	44	20
33+14	RT	4	24	11
37+12	RT	4	36	16
41+42	LT	8	48	43
43+27	RT	4	29	13
48+98	RT	9	16	16
48+98	RT	9	5	5
75+00	LT	10	6	7
77+85	LT	4	2	1
TOTAL				384

DETECTOR LOOP, TYPE I

GREEN STREET

STATION	LOCATION	LENGTH (FT)
63+70	EB CENTER LANE WEST OF COUNTY LINE ROAD	43
63+70	EB OUTSIDE LANE WEST OF COUNTY LINE ROAD	31
66+76	LTL AT COUNTY LINE RD	28
66+78	THRU LANE AT COUNTY LINE RD	39
68+65	THRU LANE E APPROACH AT COUNTY LINE RD	27
68+65	LTL E APPROACH AT COUNTY LINE RD	39
TOTAL		141

DETECTOR LOOP REPLACEMENT

GREEN STREET

STATION	LOCATION	LENGTH (FT)
9+33	LTL W APPROACH AT YORK RD	37
9+48	LTL W APPROACH AT YORK RD	25
9+63	LTL W APPROACH AT YORK RD	37
10+02	LTL N APPROACH AT YORK RD	26
10+02	LTL N APPROACH AT YORK RD	38
10+02	LTL N APPROACH AT YORK RD	54
10+02	LTL S APPROACH AT YORK RD	27
10+02	LTL S APPROACH AT YORK RD	39
10+02	LTL S APPROACH AT YORK RD	55
10+58	LTL E APPROACH AT YORK RD	34
10+73	LTL E APPROACH AT YORK RD	30
10+88	LTL E APPROACH AT YORK RD	40
10+73	THRU LANE E APPROACH AT YORK RD	40
10+64	RTL E APPROACH AT YORK RD	64
11+85	THRU LANE E APPROACH AT YORK RD	40
11+85	RTL E APPROACH AT YORK RD	28
TOTAL		614

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

GREEN STREET

STATION	OFFSET		TYPE	EACH
5+13	8	LT	STORM MH	1
5+35	12	RT	WV VLT	1
5+88	19	RT	MH	1
5+99	32	RT	MH	1
5+99	38	RT	MH	1
6+03	58	RT	WV VLT	1
8+92	3	LT	MH	1
8+99	4	LT	MH	1
9+21	18	RT	STORM MH	1
9+92	63	LT	STORM MH	1
10+00	0		SAN MH	1
10+09	8	LT	STORM MH	1
10+10	43	LT	WV VLT	1
10+21	23	RT	STORM MH	1
10+81	22	RT	STORM MH	1
11+07	19	RT	STORM MH	1
11+56	3	RT	STORM MH	1
12+47	18	RT	STORM MH	1
12+61	13	LT	SAN MH	1
14+05	15	RT	STORM MH	1
14+11	5	LT	STORM MH	1
14+23	40	RT		1
14+27	30	RT		1
14+35	24	RT		1
14+38	6	LT	SAN MH	1
14+43	2	RT	WV VLT	1
16+12	12	LT	STORM MH	1
17+06	8	RT		1
17+12	12	LT		1
17+16	5	LT	STORM MH	1
17+84	21	RT	WV VLT	1
18+00	13	LT	SAN MH	1
18+08	8	RT	STORM MH	1
18+17	32	RT		1
18+34	31	RT	WV VLT	1
18+38	21	RT	WV VLT	1
18+49	5	RT	STORM MH	1
19+80	33	LT	WV VLT	1
19+84	13	LT		1
20+64	7	LT	STORM MH	1
22+04	18	RT	WV VLT	1
22+13	11	LT	STORM MH	1
22+29	12	LT	STORM MH	1
22+47	21	RT	WV VLT	1
22+61	31	RT		1
22+72	4	RT	STORM MH	1
23+62	15	LT	STORM MH	1
23+98	6	LT	STORM MH	1
24+45	5	LT	STORM MH	1
26+20	14	LT	STORM MH	1
26+30	18	LT	STORM MH	1
26+55	5	RT	WV VLT	1
26+55	22	RT		1
26+62	22	RT		1
26+70	36	RT		1
27+06	12	LT	STORM MH	1
27+09	3	RT		1
27+25	4	LT	STORM MH	1
27+70	15	LT	SAN MH	1
29+15	14	LT	STORM MH	1
29+18	9	RT		1
30+51	5	LT	STORM MH	1
30+62	15	LT	SAN MH	1
30+69	17	RT	WV VLT	1
31+09	46	RT		1
31+28	27	RT	STORM MH	1
31+48	3	RT	SAN MH	1
32+10	15	LT	STORM MH	1
32+86	4	RT		1
33+41	6	LT	STORM MH	1
33+87	13	LT	STORM MH	1
34+88	19	RT	WV VLT	1
35+05	5	RT	STORM MH	1
35+33	13	LT	SAN MH	1
35+28	34	RT	STORM MH	1
35+35	50	RT	STORM MH	1
35+50	30	RT	SAN MH	1
35+71	20	LT	STORM MH	1
36+49	3	LT	STORM MH	1
37+75	11	LT	STORM MH	1
37+95	3	RT	SAN MH	1
38+17	7	LT	STORM MH	1
39+94	6	LT	STORM MH	1
40+37	3	RT	SAN MH	1
42+72	2	RT	STORM MH	1
43+34	7	LT	STORM MH	1
43+70	18	LT	STORM MH	1
44+39	3	RT	SAN MH	1
45+98	2	RT	STORM MH	1
46+75	5	LT	STORM MH	1
47+21	20	RT	STORM MH	1
47+35	0		SAN MH	1
49+71	11	LT	SAN MH	1
49+73	3	RT	SAN MH	1
50+15	7	LT	STORM MH	1
51+11	11	LT	SAN MH	1
52+27	6	LT	STORM MH	1
54+07	5	LT	STORM MH	1
57+50	5	LT	STORM MH	1
60+52	2	RT	WV VLT	1
60+92	6	LT	STORM MH	1
63+08	4	RT	STORM MH	1
63+35	18	RT	STORM MH	1

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

GREEN STREET

STATION	OFFSET		TYPE	EACH
63+73	6	RT	STORM MH	1
63+96	2	RT	WV VLT	1
64+00	18	RT	STORM MH	1
64+45	6	LT	STORM MH	1
65+97	6	RT	STORM MH	1
66+80	20	RT	WV VLT	1
68+16	7	LT	STORM MH	1
71+54	6	LT	STORM MH	1
75+05	0		STORM MH	1
78+73	6	LT	SAN MH	1
TOTAL				113

DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

GREEN STREET

STATION	OFFSET		TYPE	EACH
5+24	18	LT	INL / CB	1
6+08	45	RT	INL / CB	1
9+21	24	LT	INL / CB	1
9+21	24	RT	INL / CB	1
10+07	75	LT	INL / CB	1
10+73	26	RT	INL / CB	1
10+80	31	LT	INL / CB	1
11+56	26	RT	INL / CB	1
11+56	29	LT	INL / CB	1
12+05	29	LT	MH	1
12+19	27	RT	MH	1
12+41	26	RT	INL / CB	1
14+59	25	RT	INL / CB	1
16+23	35	RT	INL / CB	1
17+06	24	LT	INL / CB	1
17+06	24	RT	INL / CB	1
18+04	32	RT	INL / CB	1
18+42	38	RT	INL / CB	1
19+34	24	RT	INL / CB	1
19+87	32	LT	INL / CB	1
20+64	24	LT	INL / CB	1
20+64	24	RT	INL / CB	1
22+24	25	RT	INL / CB	1
22+28	24	LT	INL / CB	1
22+71	31	RT	INL / CB	1
23+92	24	LT	INL / CB	1
23+92	24	RT	INL / CB	1
26+33	28	LT	SAN MH	1
26+58	34	RT	INL / CB	1
27+00	24	RT	INL / CB	1
27+84	28	RT	STORM MH	1
28+75	24	LT	INL / CB	1
28+80	26	RT	STORM MH	1
28+81	35	RT	INL / CB	1
30+37	24	LT	INL / CB	1
30+94	34	RT	INL / CB	1
31+96	24	LT	INL / CB	1
31+96	24	RT	INL / CB	1
34+68	24	RT	INL / CB	1
34+68	24	LT	INL / CB	1
35+75	39	RT	INL / CB	1
36+27	24	LT	INL / CB	1
36+27	24	RT	INL / CB	1
37+13	30	RT	SAN MH	1
39+68	24	RT	INL / CB	1
39+85	24	LT	INL / CB	1
41+53	24	LT	INL / CB	1
41+53	24	RT	INL / CB	1
43+12	24	RT	INL / CB	1
43+22	24	LT	INL / CB	1
43+32	28	RT	INL / CB	1
44+92	24	LT	INL / CB	1
44+92	24	RT	INL / CB	1
46+54	24	RT	INL / CB	1
46+62	24	LT	INL / CB	1
48+32	24	LT	INL / CB	1
48+32	24	RT	INL / CB	1
48+84	27	RT	STORM MH	1
50+05	24	LT	INL / CB	1
50+05	24	RT	INL / CB	1
50+38	24	LT	INL / CB	1
50+38	24	RT	INL / CB	1
51+19	27	RT	STORM MH	1
54+18	24	LT	INL / CB	1
54+18	24	RT	INL / CB	1
54+29	24	LT	INL / CB	1
54+29	24	RT	INL / CB	1
58+17	24	LT	INL / CB	1
58+17	24	RT	INL / CB	1
59+23	24	LT	INL / CB	1
59+25	24	RT	INL / CB	1
60+97	24	LT	INL / CB	1
61+00	24	RT	INL / CB	1
62+73	24	RT	INL / CB	1
62+73	24	LT	INL / CB	1
64+50	24	LT	INL / CB	1
64+55	24	RT	INL / CB	1
68+05	24	LT	INL / CB	1
68+05	24	RT	INL / CB	1
69+83	18	LT	INL / CB	1
71+49	18	RT	INL / CB	1
71+52	18	LT	INL / CB	1
73+24	18	LT	INL / CB	1
74+38	43	RT	INL / CB	1
75+00	22	LT	SAN MH	1
75+05	18	LT	INL / CB	1
75+78	18	LT	INL / CB	1
76+13	18	LT	INL / CB	1
76+77	18	RT	INL / CB	1
76+81	18	LT	INL / CB	1
77+85	20	LT	SAN MH	1
80+21	15	LT	INL / CB	1
80+22	15	RT	INL / CB	1
TOTAL				93

DETECTABLE WARNINGS

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)
7+60		7+62	NW RADIUS AT ALLEY	4	2	8
7+88		7+90	SW RADIUS AT ALLEY	4	2	8
8+14		8+16	SE RADIUS AT ALLEY	4	2	8
9+50		9+50	NW RADIUS AT YORK RD (2 PANELS)	8	2	16
10+21		10+49	NE RADIUS AT YORK RD (2 PANELS)	8	2	16
10+51		10+59	SE RADIUS AT YORK RD (2 PANELS)	8	2	16
12+00		12+02	SW RADIUS AT ALLEY	4	2	8
12+36		12+38	SE RADIUS AT ALLEY	4	2	8
13+93		13+95	SW RADIUS AT MAY ST	4	2	8
14+46		14+48	SE RADIUS AT MAY ST	4	2	8
14+35		14+37	NW RADIUS AT LINCOLN AV	4	2	8
14+76		14+78	NE RADIUS AT LINCOLN AV	4	2	8
16+00		16+02	SW RADIUS AT ALLEY	4	2	8
16+42		16+44	SE RADIUS AT ALLEY	4	2	8
16+63		16+65	NW RADIUS AT ENTRANCE	4	2	8
17+03		17+05	NE RADIUS AT ENTRANCE	4	2	8
17+98		18+00	SW RADIUS AT ROSE ST	4	2	8
18+50		18+52	SE RADIUS AT ROSE ST	4	2	8
19+50		19+52	NW RADIUS AT RAILROAD ST	4	2	8
20+01		20+03	NE RADIUS AT RAILROAD ST	4	2	8
20+16		20+18	SW RADIUS AT ALLEY	4	2	8
20+56		20+58	SE RADIUS AT ALLEY	4	2	8
21+32		21+34	LT (POST OFFICE ENTR)	4	2	8
21+78		21+80	LT (POST OFFICE ENTR)	4	2	8
22+22		22+24	SW RADIUS AT GRACE ST	4	2	8
22+72		22+74	SE RADIUS AT GRACE ST	4	2	8
22+62		22+64	LT (POST OFFICE ENTR)	4	2	8
23+04		23+06	LT (POST OFFICE ENTR)	4	2	8
24+35		24+37	SW RADIUS AT ALLEY	4	2	8
24+74		24+76	SE RADIUS AT ALLEY	4	2	8
26+44		26+46	SW RADIUS AT MARION ST	4	2	8
27+04		27+06	SE RADIUS AT MARION ST	4	2	8
26+71		26+73	SW RADIUS AT MARION CT	4	2	8
29+24		29+26	SE RADIUS AT MARION CT	4	2	8
30+90		30+92	SW RADIUS AT PARK AV	4	2	8
31+45		31+47	SE RADIUS AT PARK AV	4	2	8
37+35		37+37	SW RADIUS AT ALLEY	4	2	8
37+81		37+83	SE RADIUS AT ALLEY	4	2	8
61+64		61+66	SE RADIUS AT COMMERCIAL DRIVE	4	2	8
TOTAL						336

HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
5+05	-	7+19	MAINLINE	214	38	904
5+77	-	5+77	CENTER ST NORTH APPROACH	16	53	95
			NW RADIUS @ CENTER ST			11
			SW RADIUS @ CENTER ST			3
			NE RADIUS @ CENTER ST			4
			SE RADIUS @ CENTER ST			21
5+77	-	5+77	CENTER ST SOUTH APPROACH	54	27	162
7+19	-	8+79	TAPER WEST OF YORK ROAD	160	40	712
8+79	-	9+75	WEST OF YORK ROAD	96	42	448
			NW RADIUS @ YORK RD			37
			SW RADIUS @ YORK RD			3
TOTAL						2400

HOT-MIX ASPHALT SURFACE REMOVAL, 4"

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ YD)
10+02	-	10+02	YORK ROAD	210	51	1190
			NE RADIUS @ YORK RD			136
			SE RADIUS @ YORK RD			35
10+29	-	64+23	MAINLINE	5394	48	28768
64+23	-	64+62	MAINLINE	39	48.5	211
64+62	-	65+50	MAINLINE	88	50.5	494
65+50	-	66+58	MAINLINE	108	52	624
66+58	-	68+44	MAINLINE	186	48	992
68+44	-	69+30	MAINLINE	86	42	402
69+30	-	79+13	MAINLINE	983	36	3932
79+13	-	80+75	MAINLINE	155	31	534
10+40	-	11+82	RTL	142	11	174
11+82	-	12+53	RTL TAPER	71	5.5	44
14+09	-	14+09	MAY ST APPROACH	26	28	81
	-		SW RADIUS @ MAY ST			6
	-		SE RADIUS @ MAY ST			6
18+13	-	18+13	ROSE ST APPROACH	26	30	87
	-		SW RADIUS @ ROSE ST			6
	-		SE RADIUS @ ROSE ST			6
19+88	-	19+88	RAILROAD ST APPROACH	21	22	52
	-		SW RADIUS @ RAILROAD ST			6
	-		SE RADIUS @ RAILROAD ST			6
22+37	-	22+37	GRACE ST APPROACH	24	28	75
	-		SW RADIUS @ GRACE ST			6
	-		SE RADIUS @ GRACE ST			8
26+60	-	26+60	MARION ST APPROACH	32	28	100
	-		SW RADIUS @ MARION ST			6
	-		SE RADIUS @ MARION ST			6
28+87	-	28+87	MARION CT APPROACH	31	20	69
	-		SW RADIUS @ MARION CT			6
	-		SE RADIUS @ MARION CT			6
31+10	-	31+10	PARK AV APPROACH	33	36	132
	-		SW RADIUS @ PARK AV			6
	-		SE RADIUS @ PARK AV			6
35+40	-	35+40	EVERGREEN AV APPROACH	35	30	117
	-		SW RADIUS @ EVERGREEN AV			6
	-		SE RADIUS @ EVERGREEN AV			6
70+00	-	70+00	DOMINIC DR. APPROACH	30	34	114
	-		SW RADIUS @ DOMINIC DR			6
	-		SE RADIUS @ DOMINIC DR			14
74+50	-	74+50	PODLIN DR. APPROACH	41	34	155
			SW RADIUS @ PODLIN DR			6
			SE RADIUS @ PODLIN DR			50
TOTAL						38690

SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ FT)
7+26		7+36	LT	10	5	50
7+58		7+67	LT	9	5	45
7+87		7+92	RT	5	5	25
8+10		8+32	RT	22	5	110
8+50		8+70	LT	20	5	100
8+88		9+28	NW RADIUS AT YORK RD	40	8	320
9+28		9+54	NW RADIUS AT YORK RD	35	7	245
9+95		10+21	NE RADIUS AT YORK RD	48	5	240
10+21		10+62	NE RADIUS AT YORK RD	45	7	315
10+62		12+50	NE RADIUS AT YORK RD	190	5	950
10+50		11+08	RT	58	5	290
11+45		11+61	RT	16	5	80
11+95		12+05	SW RADIUS AT ALLEY	10	5	50
12+31		12+45	SE RADIUS AT ALLEY	14	4	56
12+60		12+70	RT	10	5	50
13+86		13+99	SW RADIUS AT MAY ST	13	4	52
13+92		13+92	SW RADIUS AT MAY ST	16	5	80
14+43		14+69	SE RADIUS AT MAY ST	26	4	104
14+49		14+49	SE RADIUS AT MAY ST	11	5	55
14+30		14+39	NW RADIUS AT LINCOLN AV	9	4	36
14+30		14+42	NW WEDGE AT LINCOLN AV	10	7	70
14+72		14+79	NE RADIUS AT LINCOLN AV	7	4	28
15+97		16+06	SW RADIUS AT ALLEY	9	4	36
16+38		16+56	SE RADIUS AT ALLEY	18	4	72
16+53		16+68	NW RADIUS AT ENTRANCE	15	4	60
16+98		17+13	NE RADIUS AT ENTRANCE	15	4	60
17+30		18+02	SW RADIUS AT ROSE ST	72	4	288
17+86		17+96	SW RADIUS AT ROSE ST	8	5	40
18+46		18+66	SE RADIUS AT ROSE ST	20	4	80
18+52		18+52	SE RADIUS AT ROSE ST	14	5	70
19+43		19+55	NW RADIUS AT RAILROAD ST	12	4	48
19+97		20+14	NE RADIUS AT RAILROAD ST	17	4	68
20+03		20+21	SW RADIUS AT ALLEY	18	4	72
20+34		20+68	SE RADIUS AT ALLEY	14	4	56
20+58		20+70	LT	12	4	48
21+23		21+35	LT (POST OFFICE ENTR)	12	4	48
21+77		21+84	LT (POST OFFICE ENTR)	7	4	28
21+72		22+26	SW RADIUS AT GRACE ST	54	4	216
22+20		22+20	SW RADIUS AT GRACE ST	10	5	50
22+21		22+34	LT	13	4	52
22+71		22+92	SE RADIUS AT GRACE ST	21	4	84
22+76		22+76	SE RADIUS AT GRACE ST	24	5	120
22+59		22+67	LT (POST OFFICE ENTR)	8	4	32
22+98		23+07	LT (POST OFFICE ENTR)	7	6	42
23+02		23+10	LT (POST OFFICE ENTR)	8	4	32
23+82		24+02	RT	20	4	80
24+25		24+40	SW RADIUS AT ALLEY	15	4	60
24+72		24+87	SE RADIUS AT ALLEY	15	4	60
26+30		26+35	LT	5	4	20
26+20		26+49	SW RADIUS AT MARION ST	29	4	116
26+42		26+42	SW RADIUS AT MARION ST	3	5	15
27+00		27+20	SE RADIUS AT MARION ST	20	4	80
26+82		26+87	LT	5	4	20
27+16		27+45	LT	29	4	116
27+94		28+01	LT	7	4	28
27+85		28+15	RT	30	4	120
28+65		28+85	LT	20	4	80
28+55		28+75	SW RADIUS AT MARION CT	20	4	80
28+69		28+69	SW RADIUS AT MARION CT	8	4	32
29+20		29+35	SE RADIUS AT MARION CT	15	4	60
30+74		30+94	SW RADIUS AT PARK AV	20	4	80
30+93		30+93	SW RADIUS AT PARK AV	13	5	65
31+44		31+68	SE RADIUS AT PARK AV	24	4	96
31+49		31+49	SE RADIUS AT PARK AV	15	5	75
33+32		33+52	RT	20	4	80
34+91		35+29	SW RADIUS AT EVERGREEN AV	38	4	152
35+23		35+23	SW RADIUS AT EVERGREEN AV	5	5	25
35+80		36+08	SE RADIUS AT EVERGREEN AV	28	4	112
36+23		36+42	RT	19	4	76
36+84		36+95	RT	11	4	44
37+30		37+40	SW RADIUS AT ALLEY	10	4	40
37+78		38+17	SE RADIUS AT ALLEY	39	4	156
42+60		42+70	RT	10	4	40
42+97		43+13	RT	16	4	64
43+42		43+58	RT	16	4	64
45+00		45+80	RT	80	4	320
49+70		48+74	RT	4	4	16
48+25		48+30	RT	5	4	20
49+90		50+53	RT	63	4	252
51+16		51+21	RT	5	4	20
55+20		55+30	RT	10	4	40
58+40		58+70	RT	30	4	120
61+57		62+15	RT	58	4	232
63+73		64+00	RT	27	4	108
			ADDITIONAL NOMINAL QUANTITY			683
TOTAL						9000

NOTE:
SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH ON YORK ROAD NECESSARY FOR WATER MAIN REPLACEMENT SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER DURING CONSTRUCTION.

BAXTER & WOODMAN Consulting Engineers

DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	
DRAWN - MAC	REVISED - 2/7/13 PER VILLAGE	
CHECKED - JJF	REVISED -	
DATE - 06/09/2012	FILE - 120058-schedule.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	6
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SCHEDULES OF QUANTITIES

COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)
5+14	-	5+23	LT	9
6+07	-	6+07	SE RADIUS AT CENTER ST	12
7+26	-	7+36	LT	10
7+95	-	8+00	LT (ALLEY)	42
7+86	-	8+18	RT (ALLEY)	42
8+30	-	8+70	RT	40
8+50	-	8+70	LT	20
9+17	-	9+27	LT	10
9+17	-	9+37	RT	20
9+50	-	9+50	NW RADIUS AT YORK RD	25
9+55	-	12+30	NE RADIUS AT YORK RD	283
10+50	-	11+61	RT	111
11+95	-	12+45	RT	50
11+93	-	12+13	SW RADIUS AT ALLEY	25
12+28	-	12+45	SE RADIUS AT ALLEY	21
12+69	-	12+79	RT	10
13+12	-	13+19	LT	7
13+83	-	14+11	SW RADIUS AT MAY ST	24
14+37	-	14+86	SE RADIUS AT MAY ST	37
14+30	-	14+79	LT	49
14+30	-	14+41	NW RADIUS AT LINCOLN AV	13
14+62	-	14+79	NE RADIUS AT LINCOLN AV	25
15+97	-	16+56	RT	59
15+97	-	16+20	SW RADIUS AT ALLEY	20
16+37	-	16+58	SE RADIUS AT ALLEY	18
16+53	-	17+13	LT	60
16+53	-	16+74	NW RADIUS AT ENTRANCE	5
16+92	-	17+13	SW RADIUS AT ENTRANCE	5
16+90	-	17+20	RT	30
17+43	-	18+10	SW RADIUS AT ROSE ST	65
18+44	-	18+66	SE RADIUS AT ROSE ST	27
19+28	-	19+45	RT	17
18+43	-	19+63	NW RADIUS AT RAILROAD ST	23
19+91	-	20+14	NE RADIUS AT RAILROAD ST	23
20+03	-	20+68	RT	65
20+18	-	20+27	SW RADIUS AT ALLEY	11
20+50	-	20+58	SE RADIUS AT ALLEY	8
20+58	-	20+70	LT	12
21+23	-	21+84	LT (POST OFFICE ENTR)	61
22+15	-	22+38	SW RADIUS AT GRACE ST	26
22+66	-	22+85	SE RADIUS AT GRACE ST	21
22+21	-	22+34	LT	13
22+58	-	23+10	LT (POST OFFICE ENTR)	51
23+87	-	23+97	RT	10
23+87	-	23+97	LT	10
24+25	-	24+87	RT	62
24+34	-	24+50	SW RADIUS AT ALLEY	23
24+58	-	24+78	SE RADIUS AT ALLEY	23
25+00	-	25+05	LT	5
25+94	-	26+00	LT	6
26+20	-	26+64	SW RADIUS AT MARION ST	65
26+93	-	27+20	SE RADIUS AT MARION ST	46
26+75	-	28+05	LT	130
27+66	-	27+71	RT	6
28+70	-	28+80	LT	10
28+55	-	28+89	SW RADIUS AT MARION CT	49
29+17	-	29+35	SE RADIUS AT MARION CT	31
30+32	-	30+42	LT	10
30+74	-	31+10	SW RADIUS AT PARK AV	50
31+44	-	31+62	SE RADIUS AT PARK AV	18
31+91	-	32+01	RT	10
33+19	-	33+32	RT	13
34+60	-	34+75	RT	15
35+01	-	35+37	SW RADIUS AT EVERGREEN AV	37
35+74	-	36+03	SE RADIUS AT EVERGREEN AV	44
36+23	-	36+35	RT	12
36+84	-	38+39	RT	155
37+33	-	37+59	SW RADIUS AT ALLEY	25
37+70	-	37+95	SE RADIUS AT ALLEY	19
39+58	-	39+75	RT	17
40+73	-	40+83	LT	6
41+15	-	41+76	LT	61
41+35	-	41+65	RT	30

NOTE:
COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 ON YORK ROAD NECESSARY FOR WATER MAIN REPLACEMENT SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER DURING CONSTRUCTION.

REBUILD EXISTING HANDHOLE

GREEN STREET

STATION	OFFSET		TYPE	EACH
10+35	53	LT	TRAFFIC SIGNAL	1
10+73	7	RT	TRAFFIC SIGNAL	1
11+01	30	RT	TRAFFIC SIGNAL	1
11+84	32	LT	TRAFFIC SIGNAL	1
83+75	27	RT	TRAFFIC SIGNAL	1
TOTAL				5

REMOVE AND REINSTALL BRICK PAVER

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SQ.FT)
7+26	-	7+36	LT	10	3	30
7+57	-	7+67	LT	10	3	30
8+50	-	8+70	LT	20	3	60
TOTAL						120

COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)
43+02	-	43+58	RT	56
43+15	-	43+32	LT	17
44+06	-	44+20	RT	20
44+85	-	45+00	LT	15
44+87	-	45+19	RT	32
45+46	-	45+62	LT	16
45+49	-	46+59	RT	10
46+56	-	46+68	LT	12
48+10	-	48+40	RT	30
48+27	-	48+37	LT	10
48+70	-	49+30	RT	60
49+95	-	50+15	LT	20
50+00	-	50+10	RT	10
50+32	-	50+44	LT	12
50+33	-	50+43	RT	10
51+30	-	51+55	LT	25
53+56	-	53+75	LT	20
54+13	-	54+34	LT	21
54+13	-	54+34	RT	21
54+85	-	54+95	LT	30
57+40	-	57+62	LT	22
58+10	-	58+25	RT	15
58+12	-	58+22	LT	10
59+15	-	59+40	LT	25
59+20	-	59+30	RT	10
60+40	-	61+05	LT	65
60+95	-	61+10	RT	15
61+52	-	61+72	LT	10
62+40	-	63+05	LT	65
62+68	-	62+78	RT	10
63+45	-	64+55	LT	110
63+73	-	64+00	RT	27
64+50	-	64+61	RT	11
68+00	-	68+10	LT	10
68+00	-	68+10	RT	10
69+55	-	69+88	LT	33
71+43	-	71+52	RT	9
71+47	-	71+57	LT	10
72+50	-	72+54	LT	4
73+18	-	73+30	LT	12
73+29	-	73+48	RT	19
73+40	-	73+46	LT	6
74+34	-	74+42	RT (PODLIN DR)	20
75+00	-	75+15	LT	15
75+83	-	75+93	LT	10
76+06	-	76+17	LT	11
76+58	-	76+81	RT	13
76+76	-	76+86	LT	10
77+81	-	77+91	LT	10
78+07	-	78+12	RT	5
80+15	-	80+28	LT	13
80+18	-	80+28	RT	10
ADDITIONAL NOMINAL QUANTITY				407
TOTAL				4000

COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 ISTA 30+75 LT - STA 40+30

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)
31+91	-	32+01	LT	10
34+63	-	34+73	LT	10
36+12	-	36+36	LT	24
37+75	-	37+85	LT	10
39+23	-	39+34	LT	11
39+75	-	39+90	LT	15
TOTAL				80

THERMOPLASTIC PAVEMENT MARKING - LINE 6"

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)
5+41	-	5+47	CROSSWALK (W LEG AT CENTER ST	92
5+42	-	5+03	CROSSWALK (N LEG AT CENTER ST	115
5+67	-	6+09	CROSSWALK (S LEG AT CENTER ST	81
6+05	-	6+11	CROSSWALK (E LEG AT CENTER ST	90
8+59	-	9+59	LTL	100
9+64	-	9+70	CROSSWALK (W LEG AT YORK RD)	134
10+02	-		LTL (YORK RD N APPROACH)	100
9+55	-	10+21	CROSSWALK (N LEG AT YORK RD)	150
10+02	-		LTL (YORK RD S APPROACH)	105
9+86	-	10+28	CROSSWALK (S LEG AT YORK RD)	143
10+57	-	11+91	RTL	134
11+91	-	12+39	RTL 2' DASH-6'SKIP	12
10+82	-	11+89	LTL	127
11+89	-	12+40	LTL 2' DASH-6'SKIP	13
10+45	-	10+48	CROSSWALK	64
10+55	-	10+55	CROSSWALK	80
66+52	-	66+54	WB WH LANE LINE	192
70+21	-	71+19	WB WH LANE LINE	98
TOTAL				1850

THERMOPLASTIC PAVEMENT MARKING - LINE 4"

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)
5+05	-	5+36	DBL YELLOW CL	62
5+05	-	5+40	PARKING BUMPOUT (RIGHT)	40
5+10	-	5+35	PARKING BUMPOUT (LEFT)	40
6+19	-	8+59	DBL YELLOW CL	482
8+59	-	9+59	DBL YELLOW CL	200
8+59	-	9+59	EB 10' SKIP - 30' DASH	26
10+02	-	10+02	DBL YELLOW CL (YORK RD N APPROACH)	200
10+02	-	10+02	EB 10' SKIP - 30' DASH (YORK RD N APPROACH)	25
10+02	-	10+02	DBL YELLOW CL (YORK RD S APPROACH)	210
10+02	-	10+02	EB 10' SKIP - 30' DASH (YORK RD S APPROACH)	30
10+52	-	13+85	DBL YELLOW CL	648
10+82	-	13+85	EB 10' SKIP - 30' DASH	81
12+38	-	13+85	WB 10' SKIP - 30' DASH	37
14+42	-	17+84	DBL YELLOW CL	684
14+42	-	17+84	EB 10' SKIP - 30' DASH	86
14+42	-	17+84	WB 10' SKIP - 30' DASH	86
18+46	-	19+72	DBL YELLOW CL	252
18+48	-	19+72	EB 10' SKIP - 30' DASH	32
18+46	-	19+72	WB 10' SKIP - 30' DASH	32
20+07	-	22+09	DBL YELLOW CL	494
20+07	-	22+09	EB 10' SKIP - 30' DASH	51
20+07	-	22+09	WB 10' SKIP - 30' DASH	51
22+75	-	26+47	DBL YELLOW CL	744
22+75	-	26+47	EB 10' SKIP - 30' DASH	93
22+75	-	26+47	WB 10' SKIP - 30' DASH	93
26+97	-	28+70	DBL YELLOW CL	346
26+97	-	28+70	EB 10' SKIP - 30' DASH	44
26+97	-	28+70	WB 10' SKIP - 30' DASH	44
29+14	-	30+75	DBL YELLOW CL	322
29+14	-	30+75	EB 10' SKIP - 30' DASH	41
29+14	-	30+75	WB 10' SKIP - 30' DASH	41
31+46	-	35+08	DBL YELLOW CL	724
31+46	-	35+08	EB 10' SKIP - 30' DASH	91
31+46	-	35+08	WB 10' SKIP - 30' DASH	91
35+73	-	64+62	DBL YELLOW CL	5778
35+73	-	64+62	EB 10' SKIP - 30' DASH	723
35+73	-	64+62	WB 10' SKIP - 30' DASH	723
64+02	-	65+06	DBL YELLOW CL	298
66+63	-	68+50	DBL YELLOW CL	374
68+50	-	69+70	DBL YELLOW ISLAND	469
70+21	-	71+19	DBL YELLOW CL	198
71+19	-	72+37	DBL YELLOW ISLAND	472
72+37	-	79+13	BI-DIR TURN LANE	1382
72+37	-	72+37	BI-DIR TURN LANE (START)	12
79+13	-	79+13	BI-DIR TURN LANE (END)	12
79+13	-	80+75	DBL YELLOW ISLAND	464
TOTAL				17294

THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

GREEN STREET

STATION	LOCATION	SQ. FT.
9+01	LTL ARROW (W APPROACH AT YORK RD)	16
8+77	LTL ONLY (W APPROACH AT YORK RD)	21
10+02	LTL ARROW (YORK RD N APPROACH)	16
10+02	LTL ONLY (YORK RD N APPROACH)	21
10+02	LTL ARROW (YORK RD S APPROACH)	16
10+02	LTL ONLY (YORK RD S APPROACH)	21
11+47	LTL ARROW (E APPROACH AT YORK RD)	16
11+71	LTL ONLY (E APPROACH AT YORK RD)	21
11+50	RTL ARROW (E APPROACH AT YORK RD)	16
11+74	RTL ONLY (E APPROACH AT YORK RD)	21
66+82	LTL ARROW (AT COUNTY LINE RD)	16
66+97	LTL ONLY (AT COUNTY LINE RD)	21
68+10	LTL ARROW (AT COUNTY LINE RD)	16
68+35	LTL ONLY (AT COUNTY LINE RD)	21
70+83	LTL ARROW (AT DOMINIC DR)	16
71+04	LTL ONLY (AT DOMINIC DR)	21
72+82	BIDIRECTIONAL LT TURN ARROW	16
73+00	BIDIRECTIONAL LT TURN ARROW	16
75+68	BIDIRECTIONAL LT TURN ARROW	16
75+86	BIDIRECTIONAL LT TURN ARROW	16
78+42	BIDIRECTIONAL LT TURN ARROW	16
79+58	BIDIRECTIONAL LT TURN ARROW	16
TOTAL		302

VALVE BOXES TO BE ADJUSTED

GREEN STREET

STATION	OFFSET		TYPE	EACH
18+20	28	RT	WATER	1
28+06	29	RT	WATER	1
31+24	37	RT	WATER	1
35+26	39	RT	WATER	1
43+30	22	RT	WATER	1
TOTAL				5

DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED

GREEN STREET

STATION	OFFSET	TYPE	EACH
NOMINAL QUANTITY		WATER	1
TOTAL			1

VALVE BOXES TO BE REPLACED

GREEN STREET

STATION	OFFSET		TYPE	EACH
37+00	22	LT	WATER	1
38+28	22	LT	WATER	1
TOTAL				2

THERMOPLASTIC PAVEMENT MARKING - LINE 12"

GREEN STREET

STATION	-	STATION	LOCATION	LENGTH (FT)
5+05	-	5+40	PARKING BUMPOUT (RIGHT)	40
5+10	-	5+35	PARKING BUMPOUT (LEFT)	29
68+50	-	69+70	DBL YELLOW ISLAND	26
71+19	-	72+37	DBL YELLOW ISLAND	41
79+13	-	80+75	DBL YELLOW ISLAND	80
TOTAL				215

THERMOPLASTIC PAVEMENT MARKING - LINE 24"

GREEN STREET

STATION	LOCATION	LENGTH (FT)
5+36	WB APPROACH TO CENTER ST	22
5+77	CENTER STREET (NORTH)	27
5+77	CENTER STREET (SOUTH)	16
6+17	EB APPROACH TO CENTER ST	22
9+59	EB APPROACH TO YORK RD	31
9+85	YORK RD SB APPROACH	31
10+15	YORK RD NB APPROACH	36
10+62	WB APPROACH TO YORK RD	46
14+23	MAY ST	17
18+30	ROSE ST	15
22+52	GRACE ST	15
29+72	MARION ST	20
29+00	MARION CT	15
31+10	PARK AV	18
65+66	EB COUNTY LINE RD	26
66+63	WB COUNTY LINE RD	26
70+06	DOMINIC DR	19
74+60	PODLIN DR	19
TOTAL		420

PAVEMENT MARKING REMOVAL

GREEN STREET

STATION	-	STATION	LOCATION	WIDTH	LENGTH (FT)	AREA (SQ.FT)
10+02	-	10+02	DBL YELLOW CL (YORK RD S APPROACH)	0.33	112	38
10+02	-	10+02	EB 10' SKIP - 30' DASH (YORK RD S APPROACH)	0.33	20	7
10+02	-	10+02	LTL (YORK RD S APPROACH)	0.50	55	28
10+02			LTL ONLY (YORK RD S APPROACH)			21
10+02			LTL ARROW (YORK RD S APPROACH)			16
TOTAL						110

BAXTER & WOODMAN Consulting Engineers

DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW		
DRAWN - MAC	REVISED -		
CHECKED - JJF	REVISED -		
DATE - 08/09/2012	FILE 120058-schedule.sht		

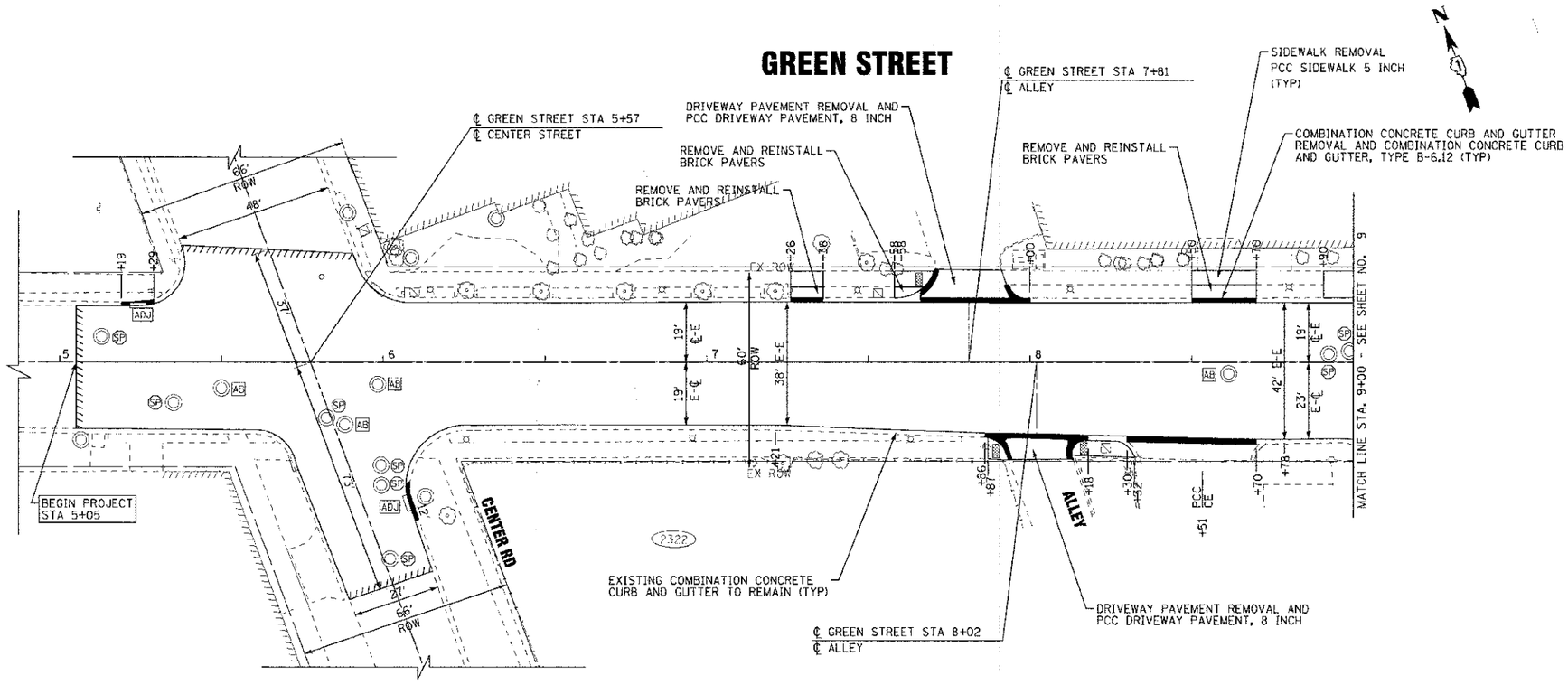
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: | STA. | TO STA.

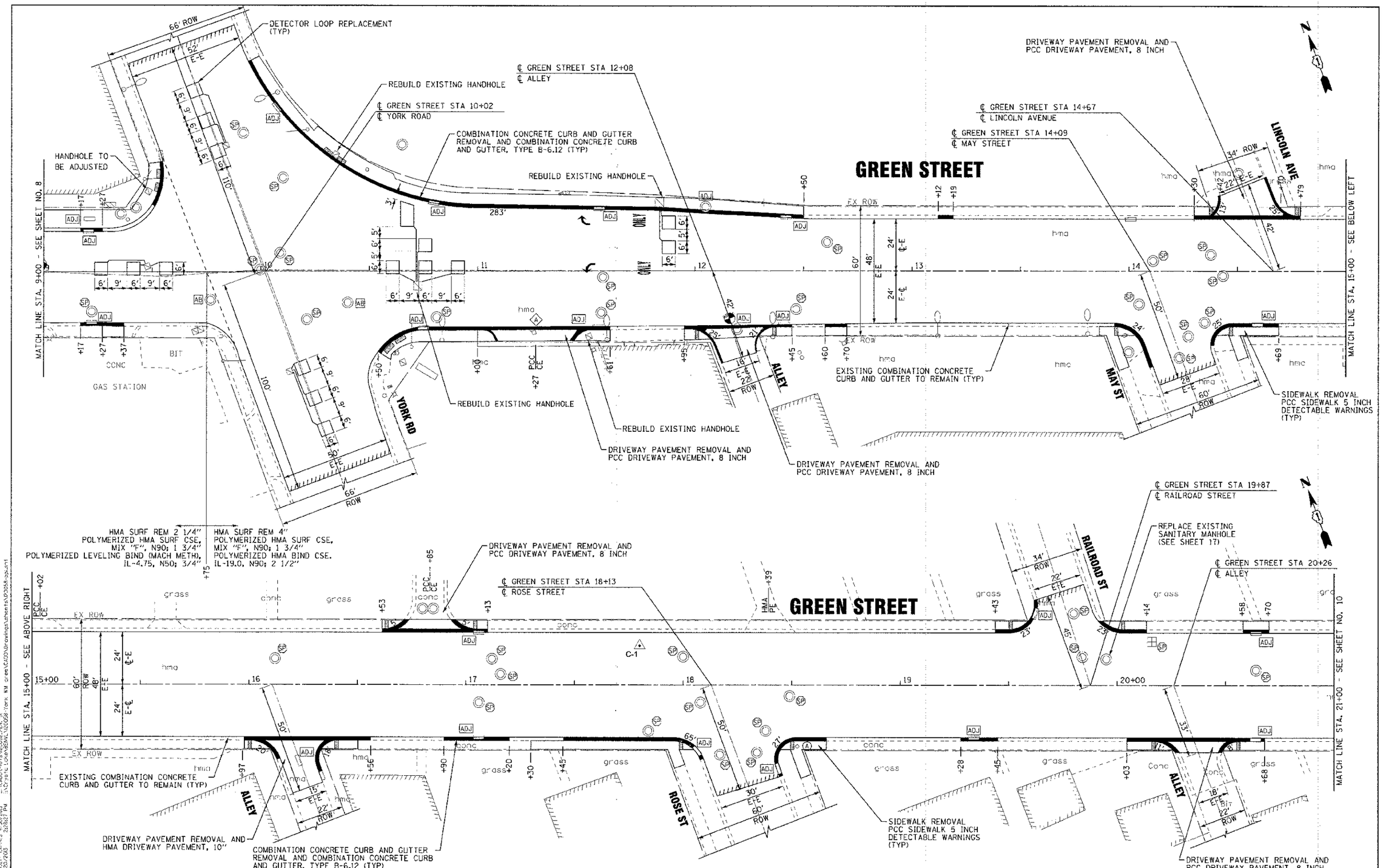
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	7
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			

GREEN STREET



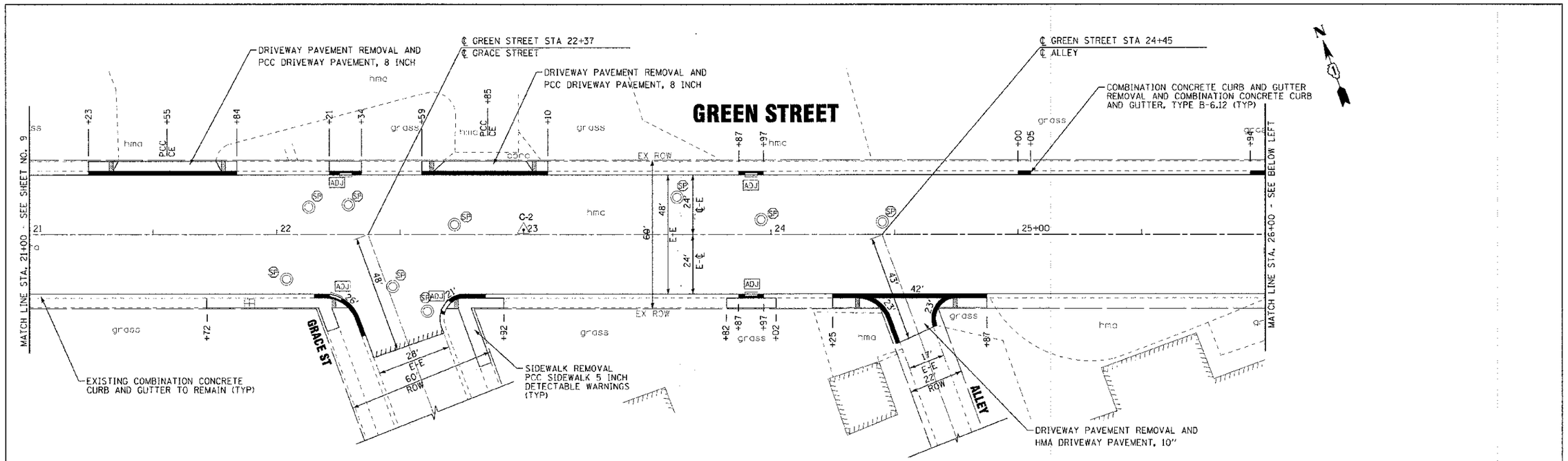
DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**PLAN** **GREEN STREET**
DRAWN - MAC	REVISED		
CHECKED - JJF	REVISED		
DATE 08/09/2012	FILE 120058 pp0.sht	SCALE: 1" = 20'	STA. X+XX TO STA. 9+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3535	10-00087-00-RS	DUPAGE	37	8
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



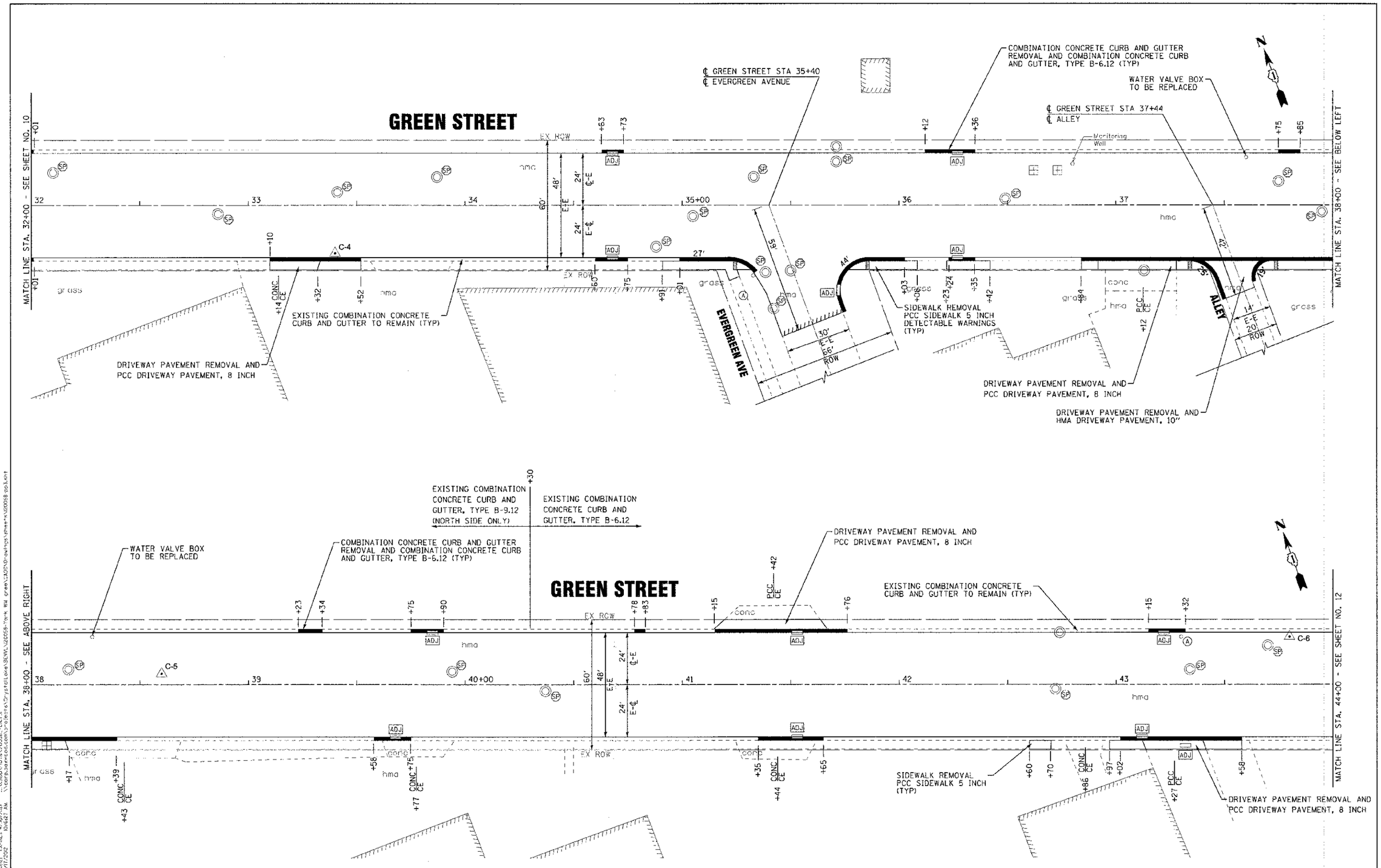
DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**PLAN** **GREEN STREET**
DRAWN - MAC	REVISED - 1/3/13 IDOT REVIEW		
CHECKED - JJF	REVISED - 2/7/13 PER VILLAGE		SCALE: 1" = 20' STA. 9+50 TO STA. 21+00
DATE - 08/09/2012	FILE - 120058-ppi.sht		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	9
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		

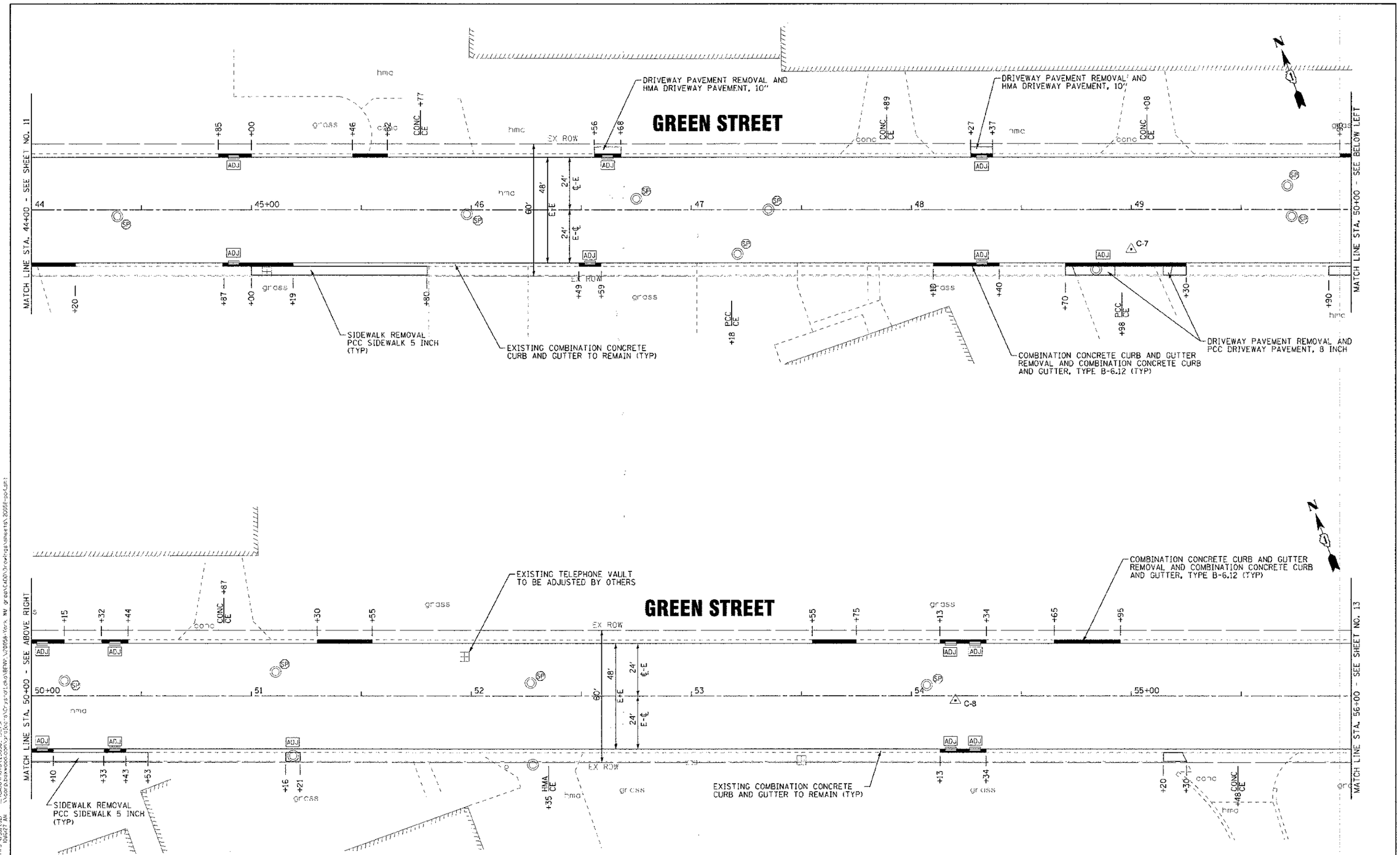


DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	**STATE OF ILLINOIS**	**PLAN**
DRAWN - MAC	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**GREEN STREET**
CHECKED - JJF	REVISED -		SCALE: 1" = 20' STA. 21+00 TO STA. 32+00
DATE - 08/09/2012	FILE - 120058-pp2.sht		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10 00087 00 RS	DUPAGE	37	10
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

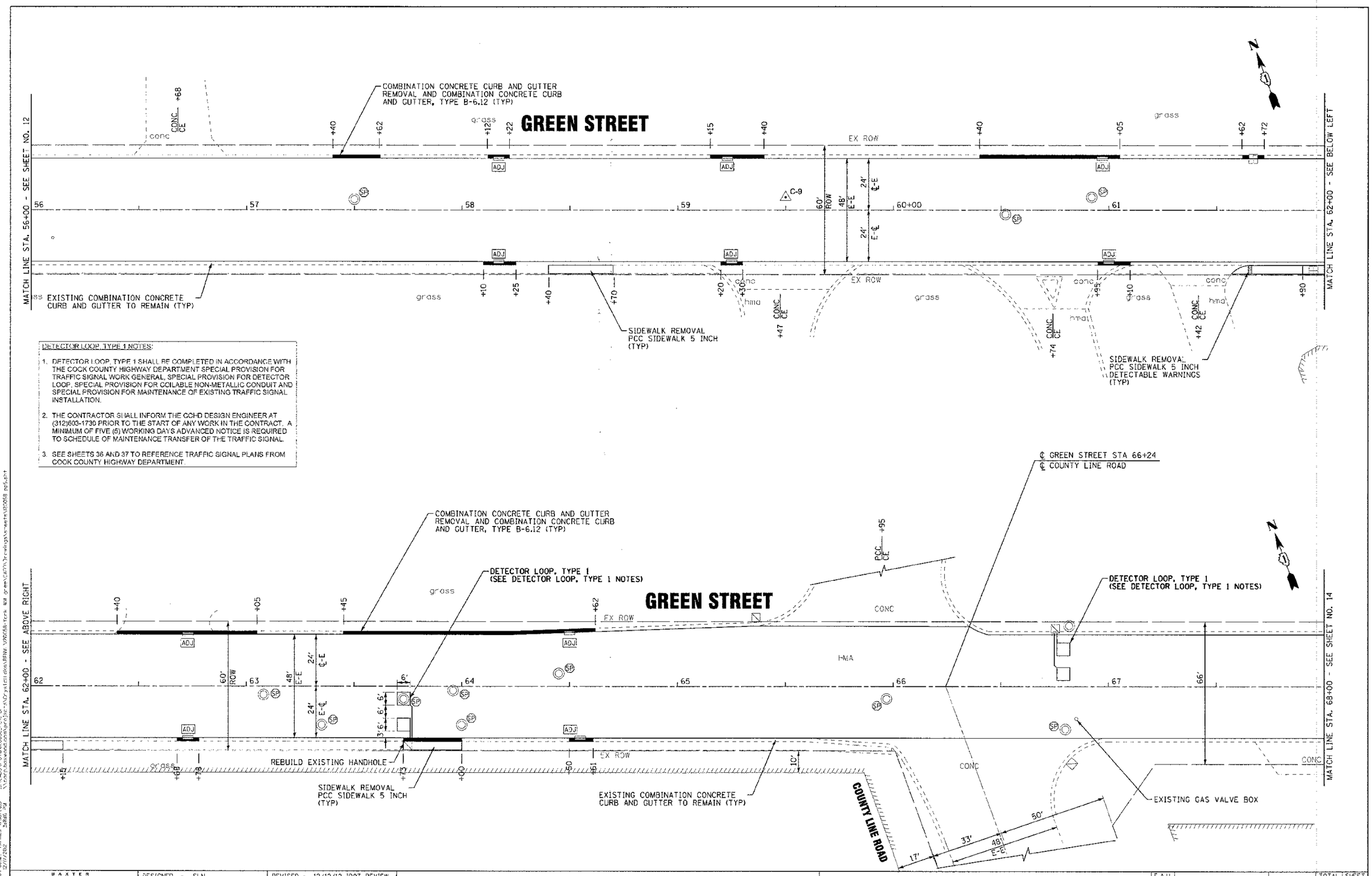


DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN GREEN STREET	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN - MAC	REVISED -			3533	10-00087-00-RS	DUPAGE	37	11
CHECKED - JJF	REVISED					CONTRACT NO. 63759		
DATE - 08/09/2012	FILE - 120056-pp3.sht		SCALE: 1" = 20' STA. 32+00 TO STA. 44+00	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



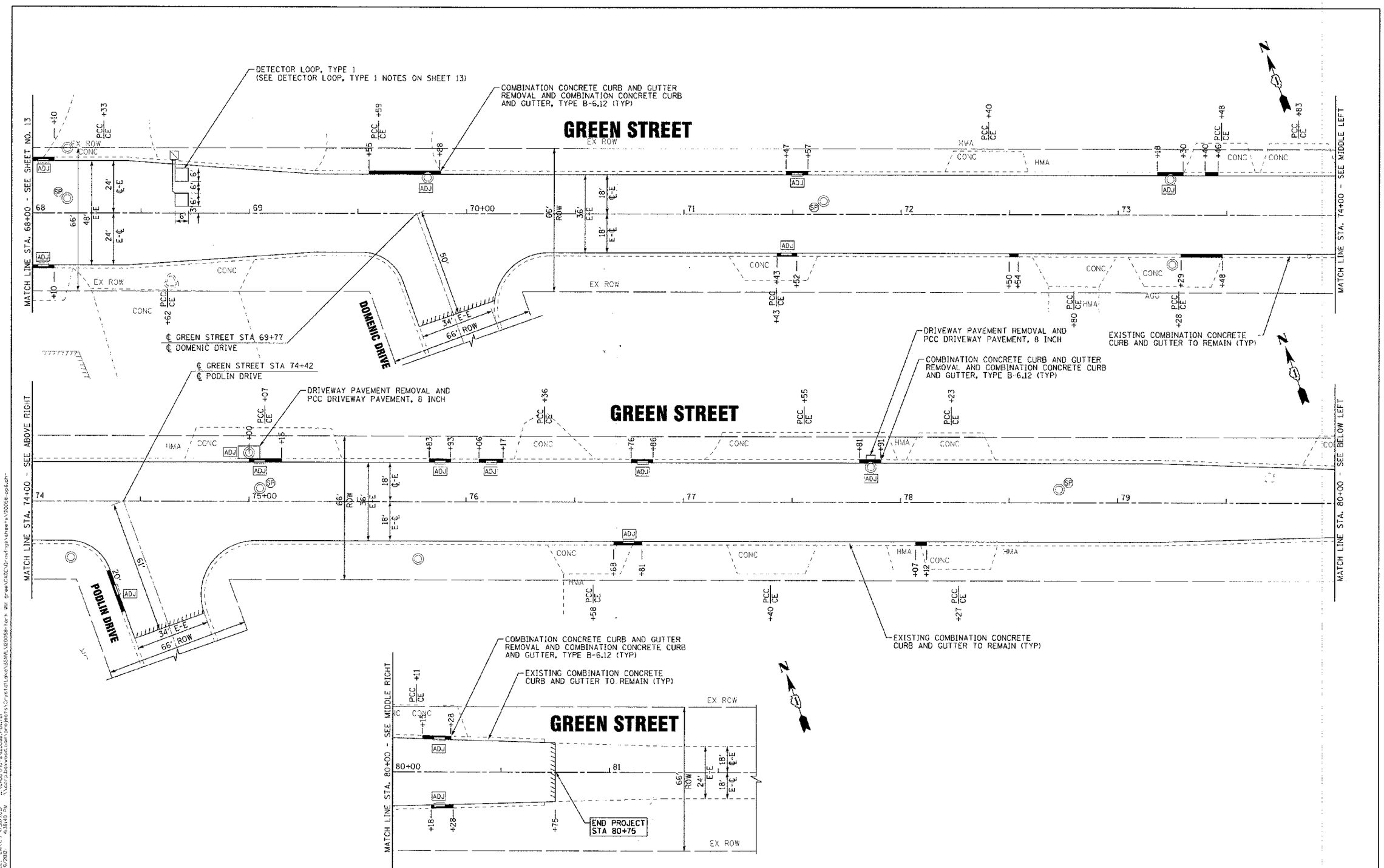
DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	**STATE OF ILLINOIS**	**PLAN**
DRAWN - MAC	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**GREEN STREET**
CHECKED - JJF	REVISED -		SCALE: 1" = 20' STA. 44+00 TO STA. 56+00
DATE 08/09/2012	FILE 12005B pp4.sht		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	12
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN GREEN STREET
DRAWN - MAC	REVISED - 12/12/12 CCHD REVIEW		
CHECKED - JJF	REVISED -		SCALE: 1" = 20' STA. 56+00 TO STA. 68+00
DATE - 08/09/2012	FILE - 120058-pp5.sht		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	13
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN GREEN STREET
DRAWN - MAC	REVISED - 12/12/12 CCHD REVIEW		
CHECKED - JJF	REVISED -		SCALE: 1" = 20' STA. 68+00 TO STA. 80+75
DATE 08/09/2012	FILE - 120058-pp6.sht		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	14
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

WATER MAIN FITTINGS

NO.	STATION	DESCRIPTION
WM-F1	5+71	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F1A	5+71	12" X 6" D.I. TEE
WM-F1B	5+81	6" D.I. 45° BEND
WM-F1C	5+87	6" D.I. 45° BEND (NON-PRESSURE CONNECTION)
WM-F1D	5+71	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F2	5+80	12" x 12" D.I. TEE
WM-F3	5+89	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F4	5+89	12" D.I. 45° BEND (NON-PRESSURE CONNECTION)
WM-F5	5+91	12" D.I 45° BEND
WM-F6	5+79	12" D.I. 22-1/2° BEND
WM-F7	5+85	12" X 12" D.I. TEE
WM-F8	5+10	12" D.I. 45° BEND
WM-F9	8+65	12 X 6" D.I. TEE
WM-F10	8+65	6" D.I. 90° BEND
WM-F11	8+57	6" D.I. 90° BEND (NON-PRESSURE CONNECTION)

VALVE VAULTS

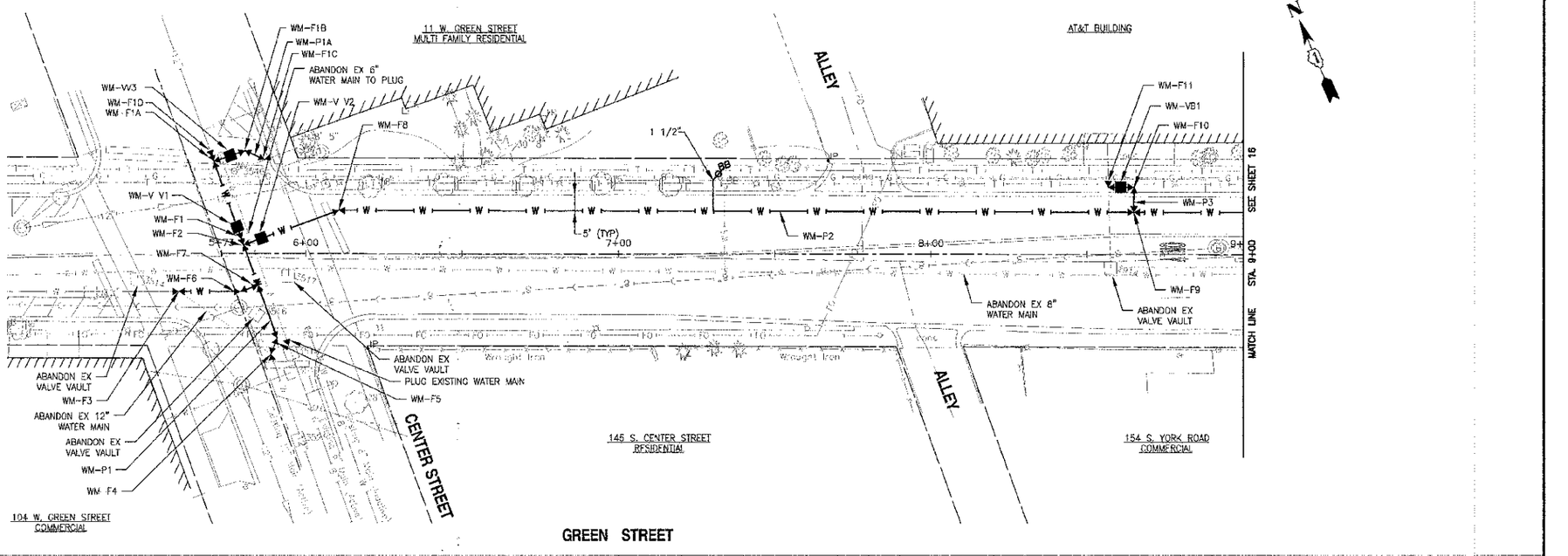
NO.	STATION	DESCRIPTION
WM-VV1	5+78	12" INSERTION VALVE W/5' DIAMETER VALVE VAULT
WM-VV2	5+85	12" D.I. GATE VALVE W/5' DIAMTER VALVE VAULT
WM-VV3	5+76	6" D.I. GATE VALVE W/5' DIAMTER VALVE VAULT

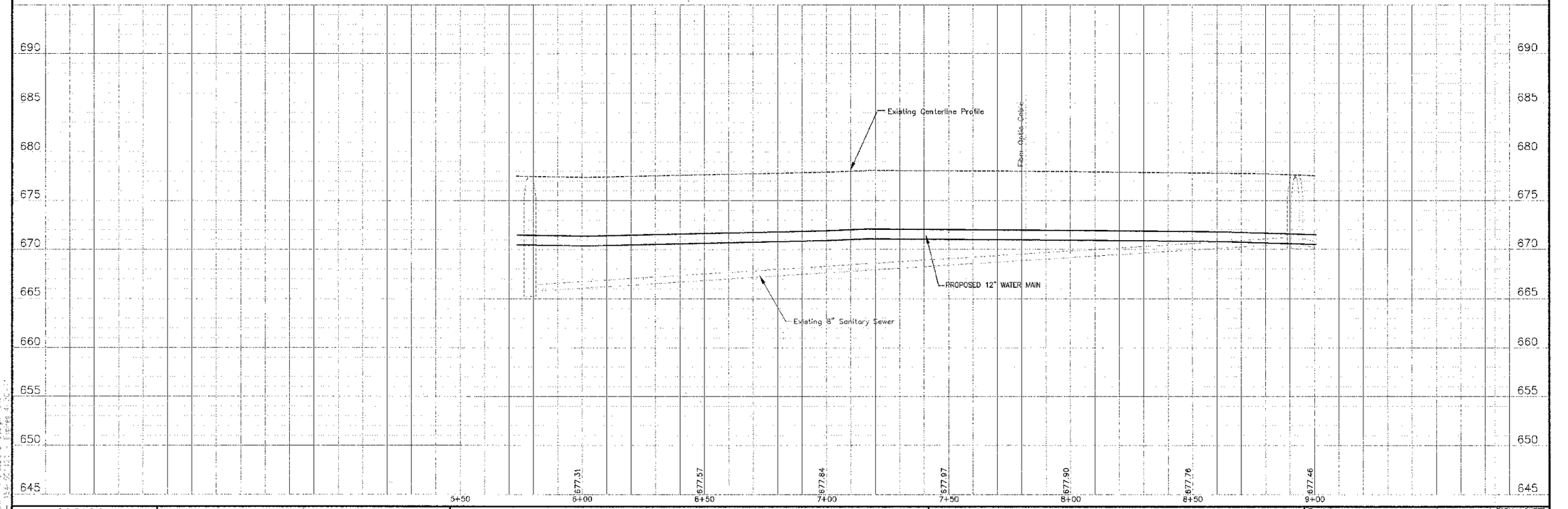
VALVE BOXES

NO.	STATION	DESCRIPTION
WM-VB-1	8+61	6" D.I. GATE VALVE W/VALVE BOX

WATER MAIN PIPES

NO.	LENGTH	DESCRIPTION
WM-P1	95 LF	12" D.I. RJT
WM-P1A	18 LF	6" D.I. RJT
WM-P2	322 LF	12" D.I. RJT
WM-P3	12 LF	6" D.I. RJT





DESIGNED - ALP | REVISED - IDOT REVIEW 12-12-12
DRAWN - MSB | REVISED -
CHECKED - LDP | REVISED -
DATE - 06-18-12 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WATER MAIN REPLACEMENT PLAN AND PROFILE
GREEN STREET
SCALE: HORZ. 1"=50' / VERT. 1"=5' PROJECT NO: 10058( ) STA. 5+73 TO STA. 9+66

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3633	13-00047-00-WR	DUPAGE	37	15
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			

WATER MAIN FITTINGS

NO.	STATION	DESCRIPTION
WM-F12	10+12	12" D.I. 22-1/2° BEND
WM-F13	10+18	12" X 12" D.I. TEE
WM-F14	10+18	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F15	10+27	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F16	10+27	12" X 12" D.I. TEE
WM-F17	10+32	12" D.I. 22-1/2° BEND
WM-F18	10+65	12" X 6" D.I. TEE
WM-F19	13+60	12" D.I. 45° BEND
WM-F20	13+76	12" D.I. 45° BEND
WM-F21	14+20	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)

VALVE VAULTS

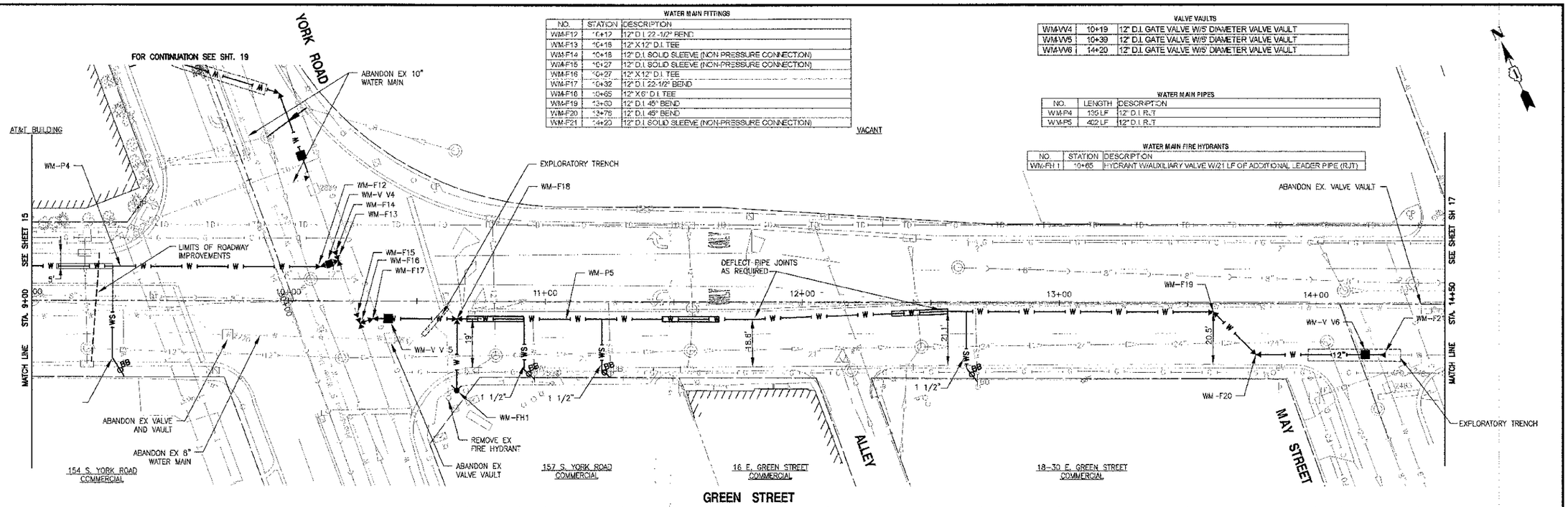
WM-VV4	10+19	12" D.I. GATE VALVE W/5' DIAMETER VALVE VAULT
WM-VV5	10+39	12" D.I. GATE VALVE W/5' DIAMETER VALVE VAULT
WM-VV6	14+20	12" D.I. GATE VALVE W/5' DIAMETER VALVE VAULT

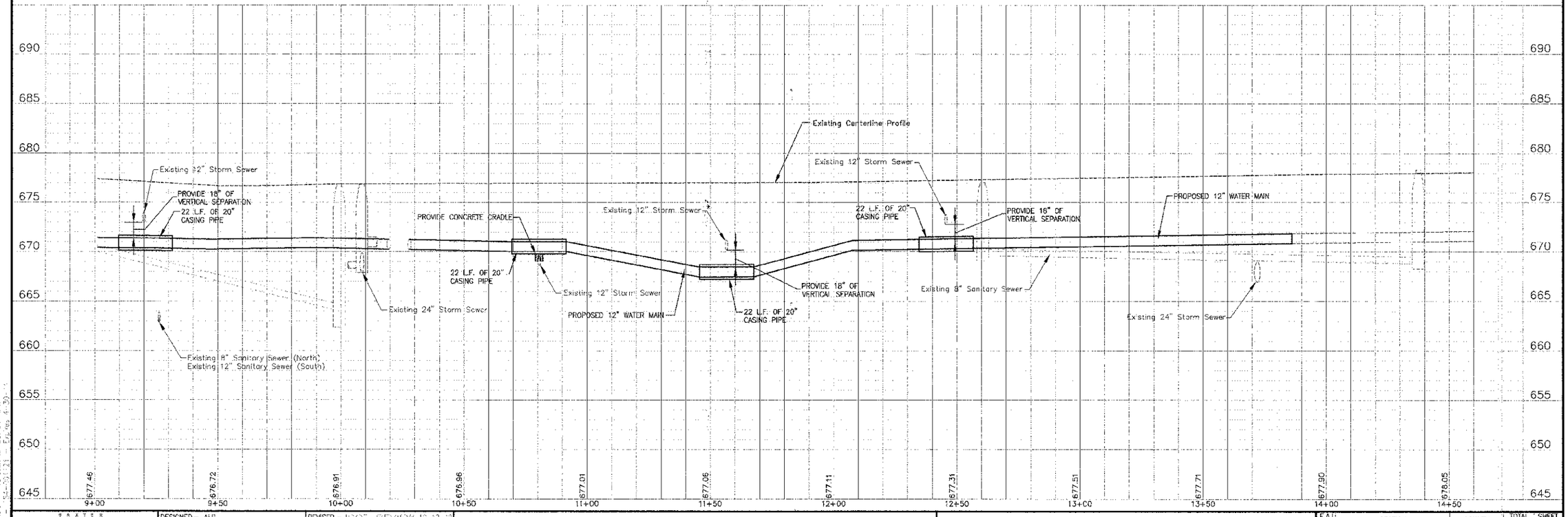
WATER MAIN PIPES

NO.	LENGTH	DESCRIPTION
WM-P4	135 LF	12" D.I. R-T
WM-P5	402 LF	12" D.I. R-T

WATER MAIN FIRE HYDRANTS

NO.	STATION	DESCRIPTION
WM-FH 1	10+65	HYDRANT W/AUXILIARY VALVE W/21 LF OF ADDITIONAL LEADER PIPE (RJT)



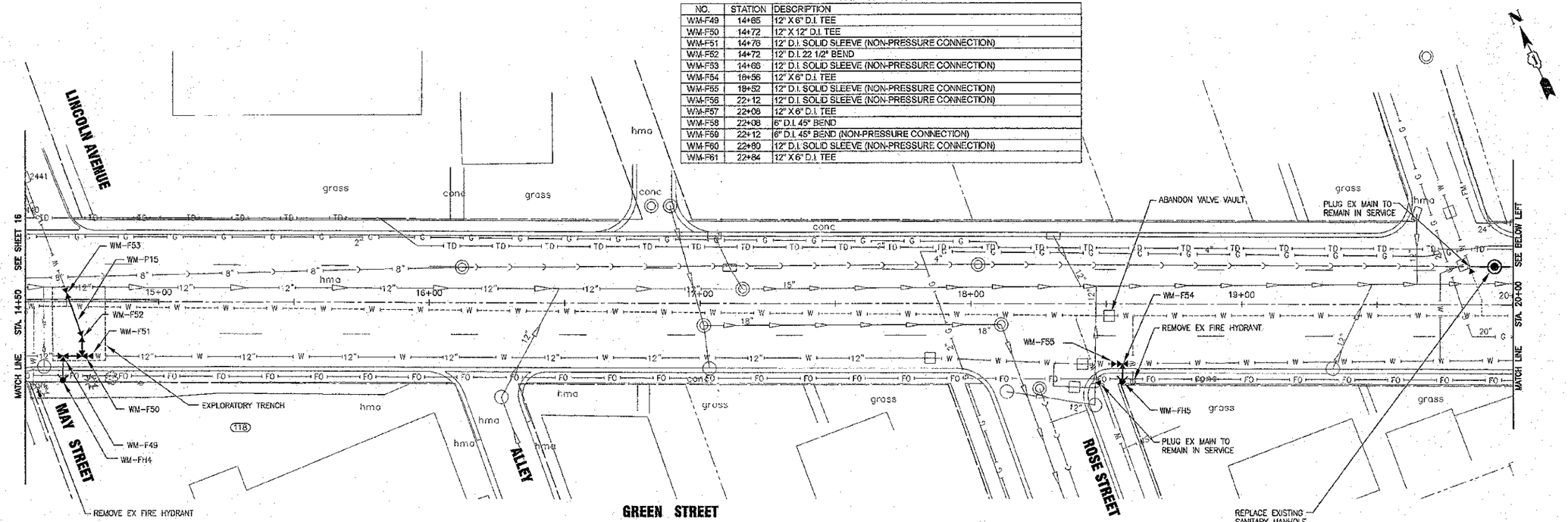


BAXTER & WOODMAN Consulting Engineers	DESIGNED – AJP DRAWN – MSB CHECKED – JDH DATE – 06-18-12	REVISED – IDOT REVIEW 12-12-12 REVISED – REVISED – REVISED –	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**WATER MAIN REPLACEMENT PLAN AND PROFILE** **GREEN STREET** SCALE: HORZ. 1"=20' / VERT. 1"=5' PROJECT NO: 130658 STA. 9+00 TO STA. 14+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3557	13-00067-00-RS	DUPAGE	37	16
		CONTRACT NO. 63759		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

WATER MAIN FITTINGS

NO.	STATION	DESCRIPTION
WM-F49	14+85	12" X 6" D.I. TEE
WM-F50	14+72	12" X 12" D.I. TEE
WM-F51	14+76	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F52	14+72	12" D.I. 22 1/2° BEND
WM-F53	14+66	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F54	18+56	12" X 6" D.I. TEE
WM-F55	18+52	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F56	22+12	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F57	22+06	12" X 6" D.I. TEE
WM-F58	22+08	6" D.I. 45° BEND
WM-F59	22+12	6" D.I. 45° BEND (NON-PRESSURE CONNECTION)
WM-F60	22+80	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F61	22+84	12" X 6" D.I. TEE



NOTE:
RIM = 676.4
INV. = 8" SE 662.47
INV. = 8" NW 664.97
CONTRACTOR SHALL VERIFY ELEVATIONS AND SIZES PRIOR TO CONSTRUCTION.

WATER MAIN FIRE HYDRANTS

NO.	STATION	DESCRIPTION
WM-FH 4	14+65	HYDRANT W/AUXILIARY VALVE W/3 LF OF ADDITIONAL LEADER PIPE (RJT)
WM-FH 5	18+56	HYDRANT W/AUXILIARY VALVE
WM-FH 6	22+84	HYDRANT W/AUXILIARY VALVE W/4 LF OF ADDITIONAL LEADER PIPE (RJT)

WATER MAIN PIPES

NO.	LENGTH	DESCRIPTION
WM-P15	32 LF	12" D.I. RJT
WM-P16	18 LF	6" D.I. RJT

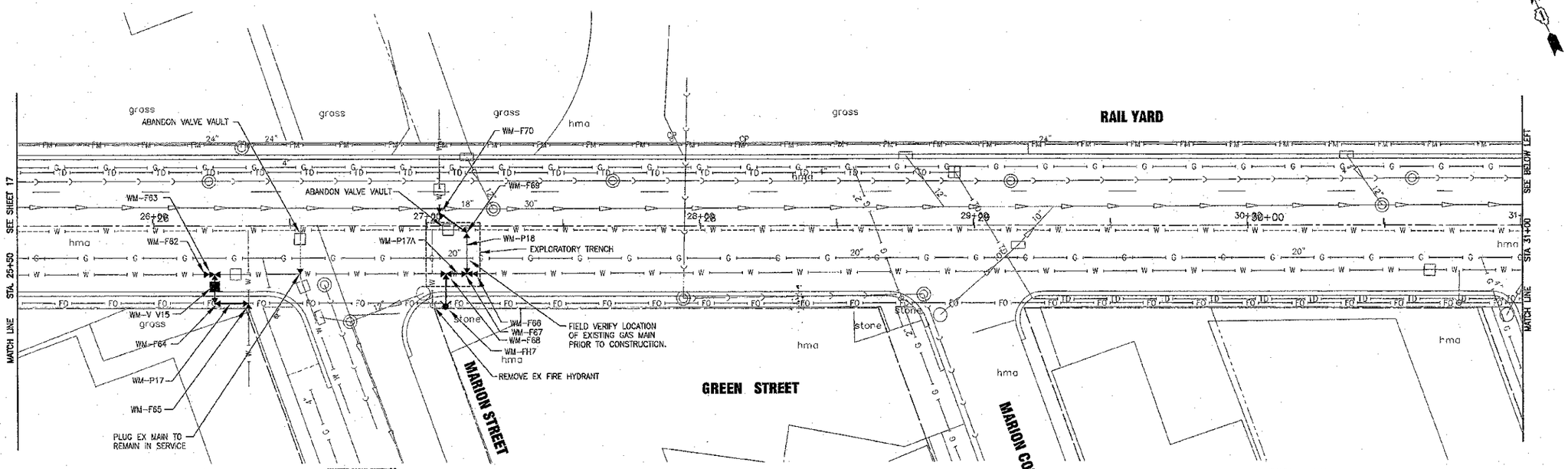
DESIGNED -- ALP	REVISED - IDOT REVIEW 12-12-12	
DRAWN -- UKB	REVISED - PER VILLAGE 2-7-13	
CHECKED -- LDH	REVISED -	
DATE -- 08-09-12	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WATER MAIN REPLACEMENT PLAN
GREEN STREET

SCALE: HORIZ. 1"=20' | PROJECT NO: 120058 | STA. 14+50 | TO STA. 22+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	17
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



WATER MAIN FITTINGS

NO.	STATION	DESCRIPTION
WM-F62	26+16	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F63	26+22	12" X 6" D.I. TEE
WM-F64	26+22	6" D.I. 90° BEND
WM-F65	26+34	6" D.I. 90° BEND (NON-PRESSURE CONNECTION)
WM-F66	27+18	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F67	27+14	12" X 6" D.I. TEE
WM-F68	27+07	12" X 6" D.I. TEE
WM-F69	27+14	6" D.I. 45° BEND
WM-F70	27+04	6" D.I. 45° BEND (NON-PRESSURE CONNECTION)
WM-F71	33+17	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F72	33+21	12" X 6" D.I. TEE
WM-F73	33+21	6" D.I. 90° BEND
WM-F74	33+31	6" D.I. 45° BEND (NON-PRESSURE CONNECTION)
WM-F75	35+15	12" D.I. SOLID SLEEVE (NON-PRESSURE CONNECTION)
WM-F76	35+19	12" X 6" D.I. TEE

WATER MAIN FIRE HYDRANTS

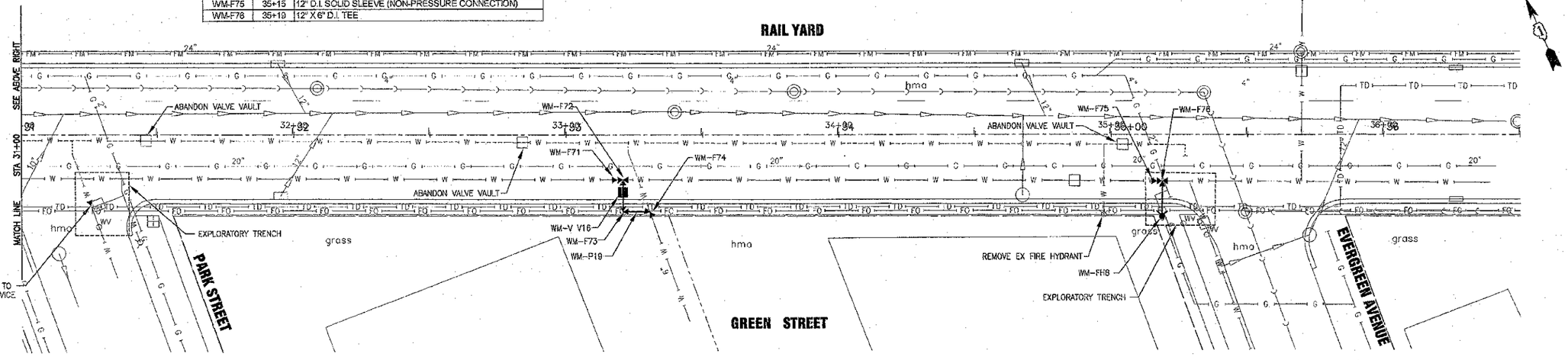
NO.	STATION	DESCRIPTION
WM-FH 7	27+07	HYDRANT W/AUXILIARY VALVE W/6 LF OF ADDITIONAL LEADER PIPE (RJT)
WM-FH 8	35+19	HYDRANT W/AUXILIARY VALVE W/5 LF OF ADDITIONAL LEADER PIPE (RJT)

VALVE VAULTS

NO.	STATION	DESCRIPTION
WM-VV15	26+22	6" D.I. GATE VALVE W/6' DIAMTER VALVE VAULT
WM-VV16	33+21	6" D.I. GATE VALVE W/5' DIAMTER VALVE VAULT

WATER MAIN PIPES

NO.	LENGTH	DESCRIPTION
WM-P17	22 LF	6" D.I. RJT
WM-P17A	8 LF	12" D.I. RJT
WM-P18	30 LF	6" D.I. RJT
WM-P19	21 LF	6" D.I. RJT



DESIGNED – ALP	REVISED – IDOT REVIEW 12-12-12	**STATE OF ILLINOIS**	**WATER MAIN REPLACEMENT PLAN**
DRAWN – UKB	REVISED –	**DEPARTMENT OF TRANSPORTATION**	**GREEN STREET**
CHECKED – LDH	REVISED –		SCALE: HORIZ. 1"=20' | PROJECT NO: 120058 | STA. 25+50 TO STA. 36+50
DATE – 08-09-12	REVISED –		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	18
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS | FED. AID PROJECT			

WATER MAIN FIRE HYDRANTS

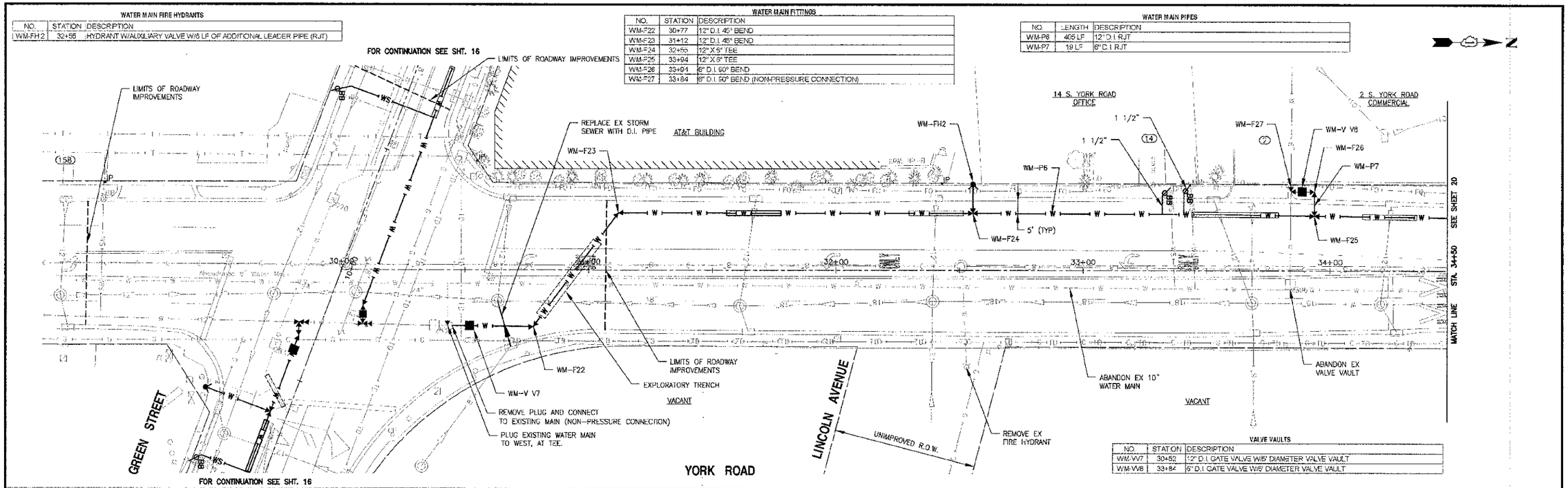
NO.	STATION	DESCRIPTION
WM-FH 2	32+55	HYDRANT W/AUXILIARY VALVE W/6 LF OF ADDITIONAL LEADER PIPE (RJT)

WATER MAIN FITTINGS

NO.	STATION	DESCRIPTION
WM-F22	30+77	12" D.I. 45° BEND
WM-F23	31+12	12" D.I. 45° BEND
WM-F24	32+55	12" X 6" TEE
WM-F25	33+94	12" X 6" TEE
WM-F26	33+91	6" D.I. 90° BEND
WM-F27	33+84	6" D.I. 90° BEND (NON-PRESSURE CONNECTION)

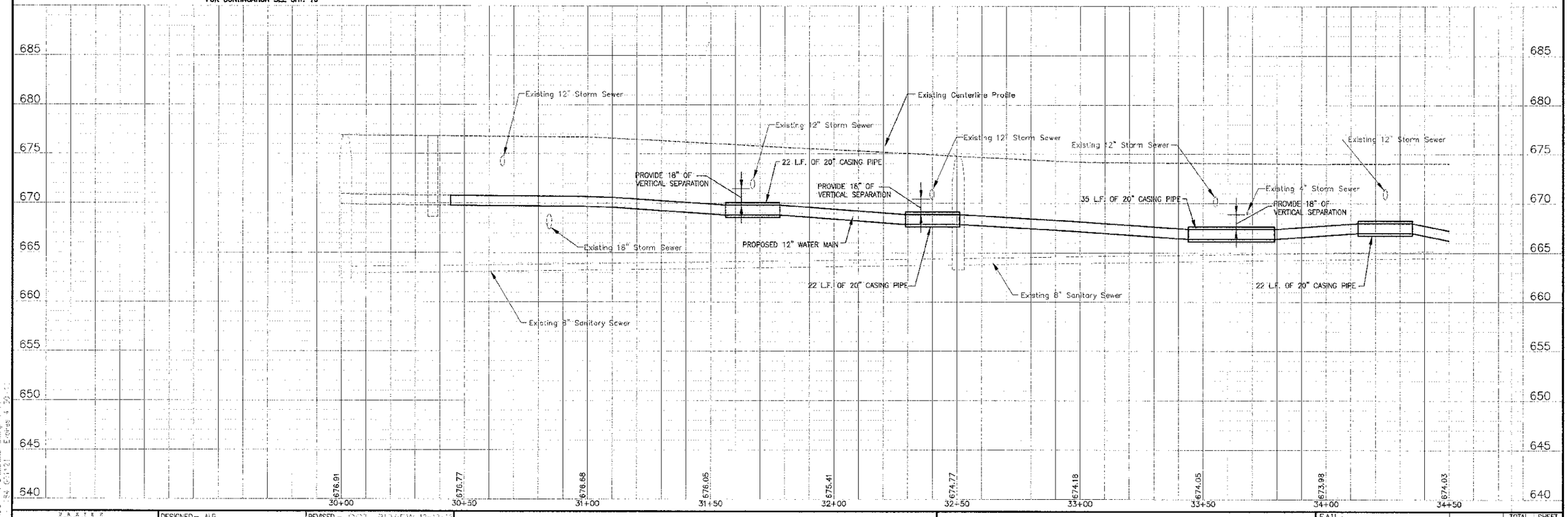
WATER MAIN PIPES

NO.	LENGTH	DESCRIPTION
WM-P6	405 LF	12" D.I. RJT
WM-P7	19 LF	6" D.I. RJT



VALVE VAULTS

NO.	STATION	DESCRIPTION
WM-VV7	30+52	12" D.I. GATE VALVE W/5' DIAMETER VALVE VAULT
WM-VV8	33+84	6" D.I. GATE VALVE W/6' DIAMETER VALVE VAULT

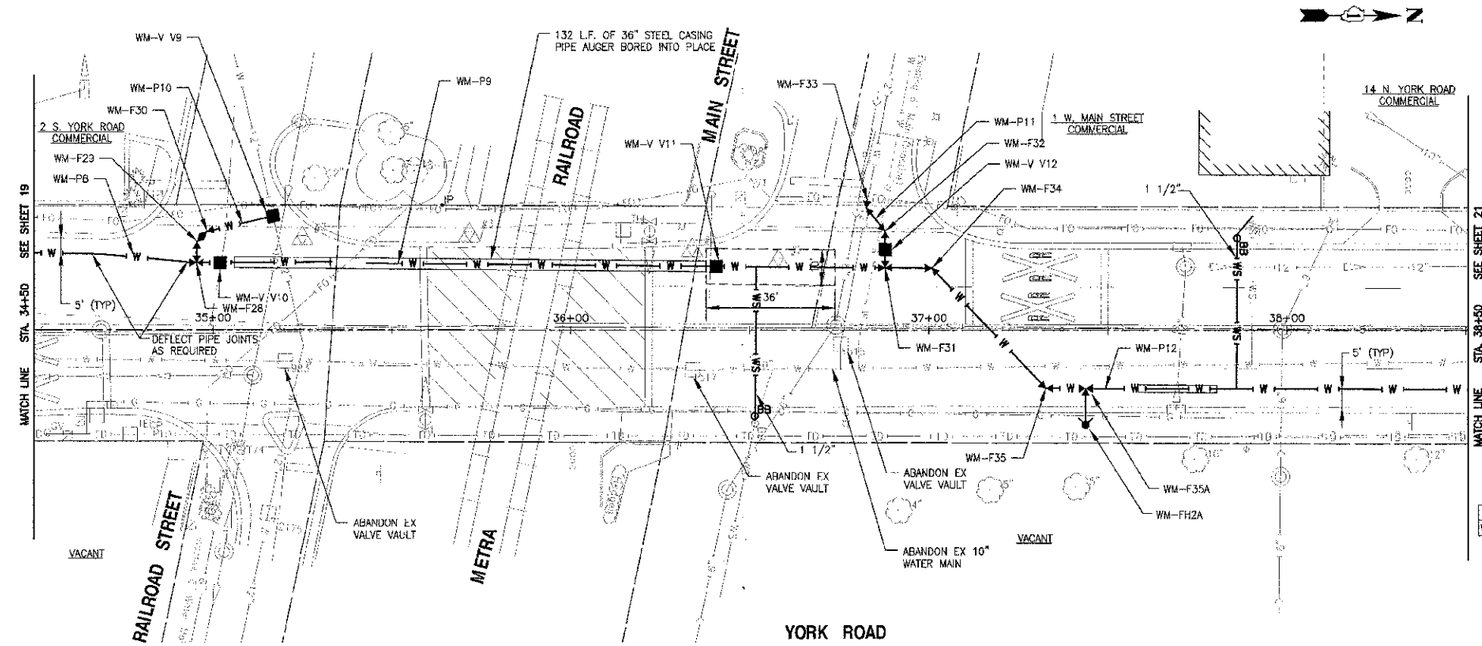


DESIGNED – ALP	REVISED – DOT REVIEW 12-12-12	**STATE OF ILLINOIS**	**WATER MAIN REPLACEMENT PLAN AND PROFILE**
DRAWN – MSB	REVISED –	**DEPARTMENT OF TRANSPORTATION**	**YORK ROAD**
CHECKED – LDH	REVISED –		
DATE – 06-18-12	REVISED –		

SCALE: HORZ. 1"=50' / VERT. 1"=5' PROJECT NO: 12X056 | STA. XX+XX TO STA. XX+XX

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3553	10-00067-00-RS	DUPAGE	37	16

FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | CONTRACT NO. 63755



WATER MAIN FITTINGS

NO.	STATION	DESCRIPTION
WM-F28	34+95	12" X 12" D.I. TEE
WM-F29	34+95	12" D.I. 45° BEND
WM-F30	34+95	12" D.I. 22° BEND
WM-F31	36+68	12" X 12" D.I. TEE
WM-F32	36+68	12" D.I. 45° BEND
WM-F33	36+78	12" D.I. 45° BEND (NON-PRESSURE CONNECTION)
WM-F34	37+00	12" D.I. 45° BEND
WM-F35	37+32	12" D.I. 45° BEND
WM-F35A	37+44	12" X 6" D.I. TEE

VALVE VAULTS

NO.	STATION	DESCRIPTION
WM-VV9	35+17	12" PRESSURE CONNECT W/6" DIAMTER VALVE VAULT
WM-VV10	35+02	12" D.I. GATE VALVE W/6" DIAMETER VALVE VAULT
WM-VV11	36+40	12" D.I. GATE VALVE W/6" DIAMETER VALVE VAULT
WM-VV12	36+86	12" D.I. GATE VALVE W/6" DIAMETER VALVE VAULT

WATER MAIN PIPES

NO.	LENGTH	DESCRIPTION
WM-P8	56 LF	12" D.I. RJT
WM-P9	132 LF	12" D.I. RJT IN 36" CASING
WM-P10	27 LF	12" D.I. RJT
WM-P11	18 LF	12" D.I. RJT
WM-P12	227 LF	12" D.I. RJT

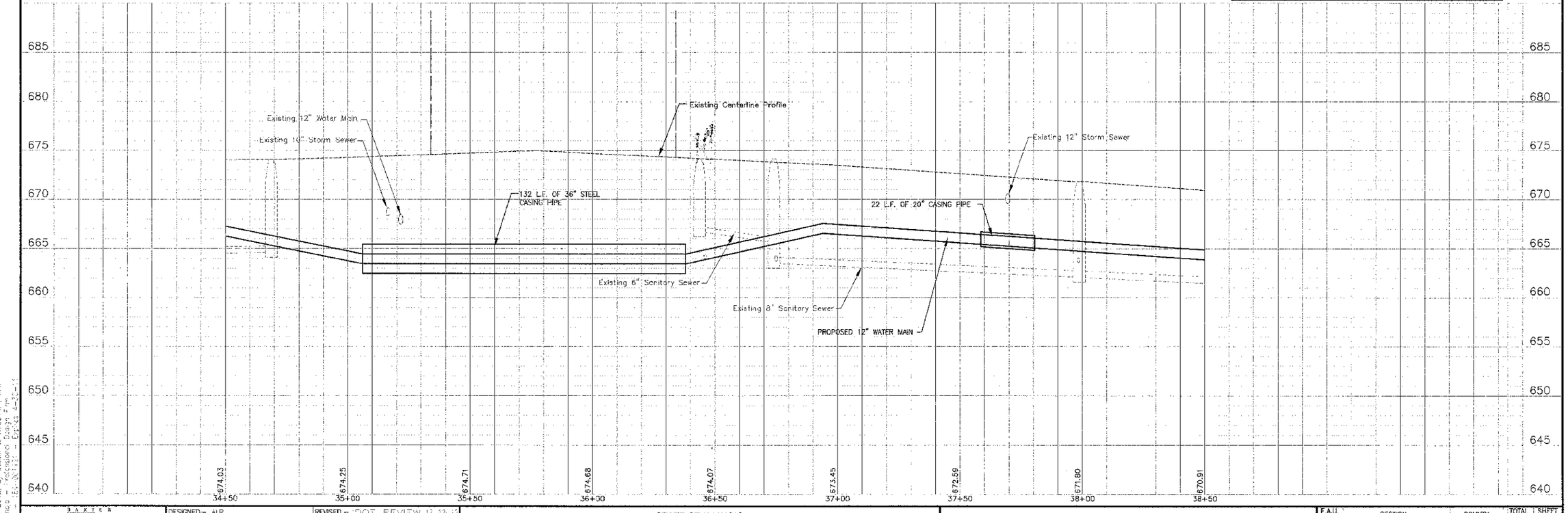
WATER MAIN FIRE HYDRANTS

NO.	STATION	DESCRIPTION
WM-FH 2A	37+44	HYDRANT W/AUXILIARY VALVE W/5 LF OF ADDITIONAL LEADER PIPE (RJT)

NOTES:

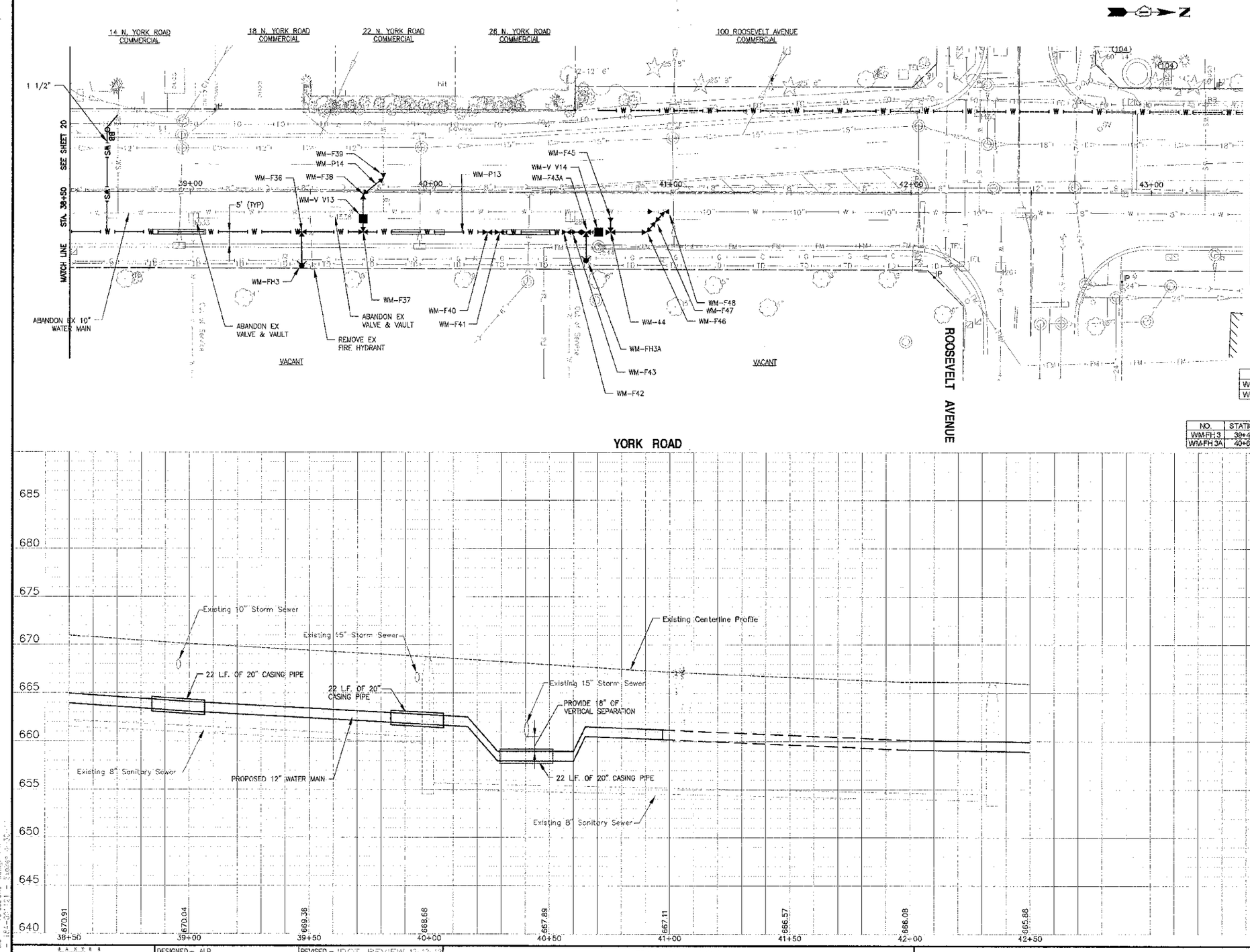
PROVIDE DUCTILE IRON PIPE COMPLYING WITH ANSI A21.51, SPECIAL THICKNESS CLASS 52 WITH RUBBER GASKET TYPE JOINTS COMPLYING WITH ANSI A21.11 FOR ALL WATER MAIN.

CASING AT RAILROAD CROSSING:
0.531 INCH MINIMUM THICKNESS; ASTM A139 GRADE A; 35,000 PSI MINIMUM



DESIGNED – ALP	REVISED – IDOT REVIEW 12-19-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WATER MAIN REPLACEMENT PLAN AND PROFILE YORK ROAD
DRAWN – MSB	REVISED –		
CHECKED – LDH	REVISED –		
DATE – 06-18-12	REVISED –		SCALE: HORIZ. 1"=20' / VERT. 1"=5' PROJECT NO: 13058 STA. 34+50 TO STA. 38+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7515	(B) 00987-03-PE	DUPAGE	37	20
		CONTRACT NO. 63759		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



WATER MAIN FITTINGS

NO.	STATION	DESCRIPTION
WM-F36	39+46	12" X 6" D.I. TEE
WM-F37	39+72	12" X 6" D.I. TEE
WM-F38	39+72	6" D.I. 45° BEND
WM-F39	39+72	6" D.I. 45° BEND (NON-PRESSURE CONNECTION)
WM-F40	40+24	12" D.I. 45° BEND
WM-F41	40+29	12" D.I. 45° BEND
WM-F42	40+57	12" D.I. 45° BEND
WM-F43	40+61	12" D.I. 45° BEND
WM-F43A	40+65	12" X 6" D.I. TEE
WM-F44	40+75	12" X 12" D.I. TEE
WM-F45	40+75	12" D.I. CAP
WM-F46	40+90	12" D.I. 45° BEND
WM-F47	40+94	12" X 10" D.I. REDUCER
WM-F48	40+97	10" D.I. 45° BEND (NON-PRESSURE CONNECTION)

WATER MAIN PIPES

NO.	LENGTH	DESCRIPTION
WM-P13	240 LF	12" D.I. RJT
WM-P14	24 LF	6" D.I. RJT

VALVE VAULTS

NO.	STATION	DESCRIPTION
WM-VV13	39+72	6" D.I. GATE VALVE W/6" DIAMTER VALVE VAULT
WM-VV14	40+70	12" D.I. GATE VALVE W/6" DIAMETER VALVE VAULT

WATER MAIN FIRE HYDRANTS

NO.	STATION	DESCRIPTION
WM-FH 3	39+46	HYDRANT W/AUXILIARY VALVE W/8 LF OF ADDITIONAL LEADER PIPE (RJT)
WM-FH 3A	40+65	HYDRANT W/AUXILIARY VALVE W/7 LF OF ADDITIONAL LEADER PIPE (RJT)

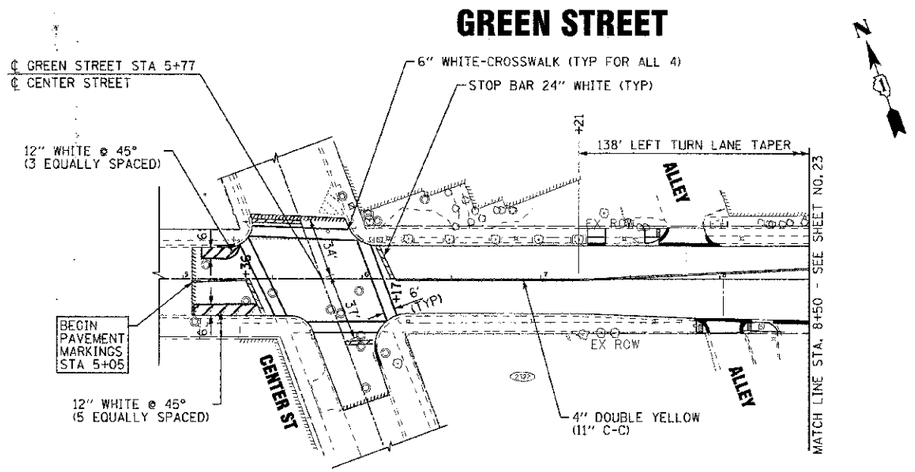
DESIGNED – ALP	REVISED – IDOT REVIEW 12-12-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAWN – MSB	REVISED –	
CHECKED – LDH	REVISED –	
DATE – 06-18-12	REVISED –	

WATER MAIN REPLACEMENT PLAN AND PROFILE
YORK ROAD

SCALE: HORIZ. 1"=20' / VERT. 1"=5' | PROJECT NO: 12-058 | STA. 38+50 | TO STA. 42+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	NO.
3253	10-00187-00-RS	DUPAGE	37	27

FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT | CONTRACT NO. 63759



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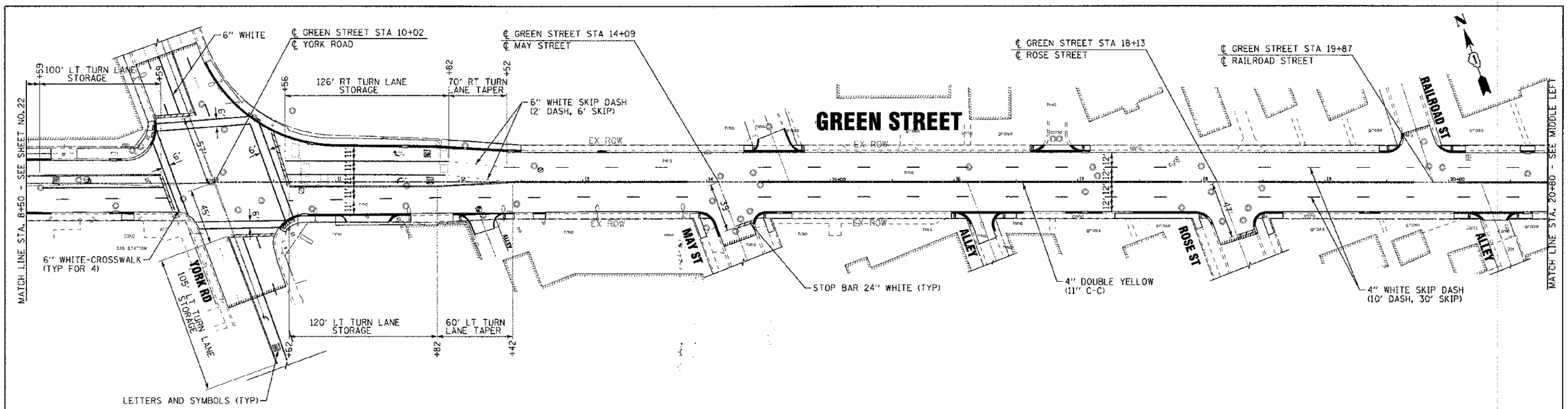
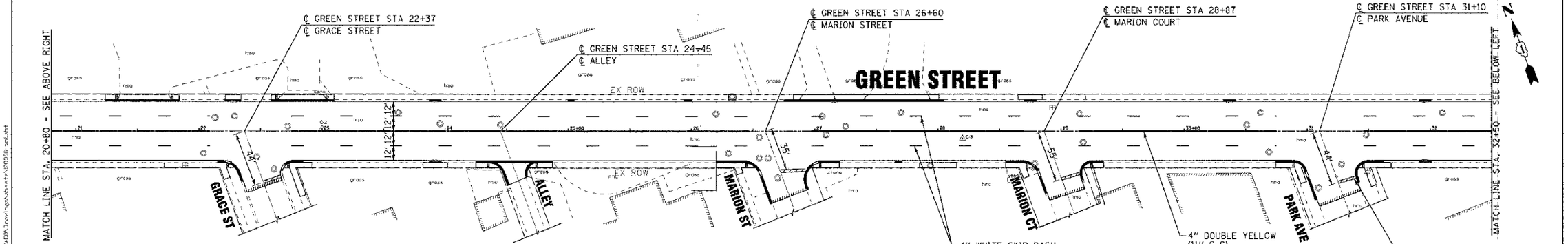
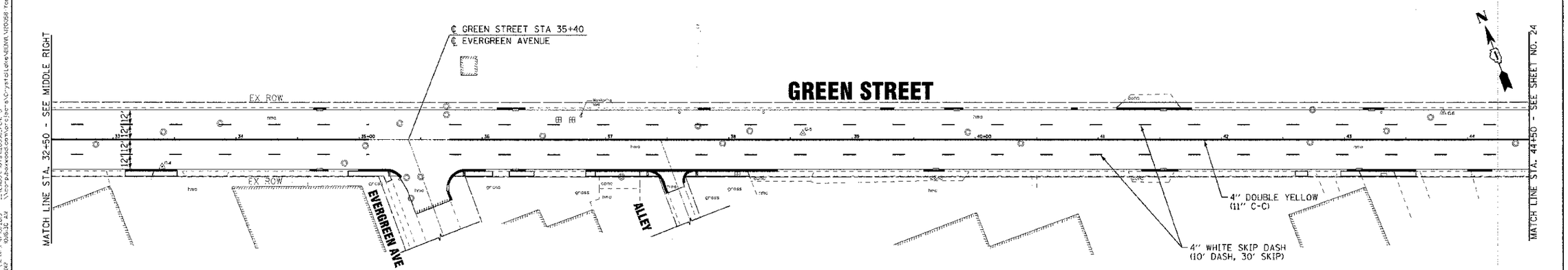
09/17/2012 08:45:32 AM

DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**PAVEMENT MARKING PLAN** **GREEN STREET**
DRAWN - MAC	REVISED -		
CHECKED - JJF	REVISED -		SCALE: 1" = 40' STA. 5+00 TO STA. 8+50
DATE - 08/09/2012	FILE - 120058-pm0.sht		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	22
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. :	ILLINOIS	FED. AID PROJECT		







NOTE:
ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.

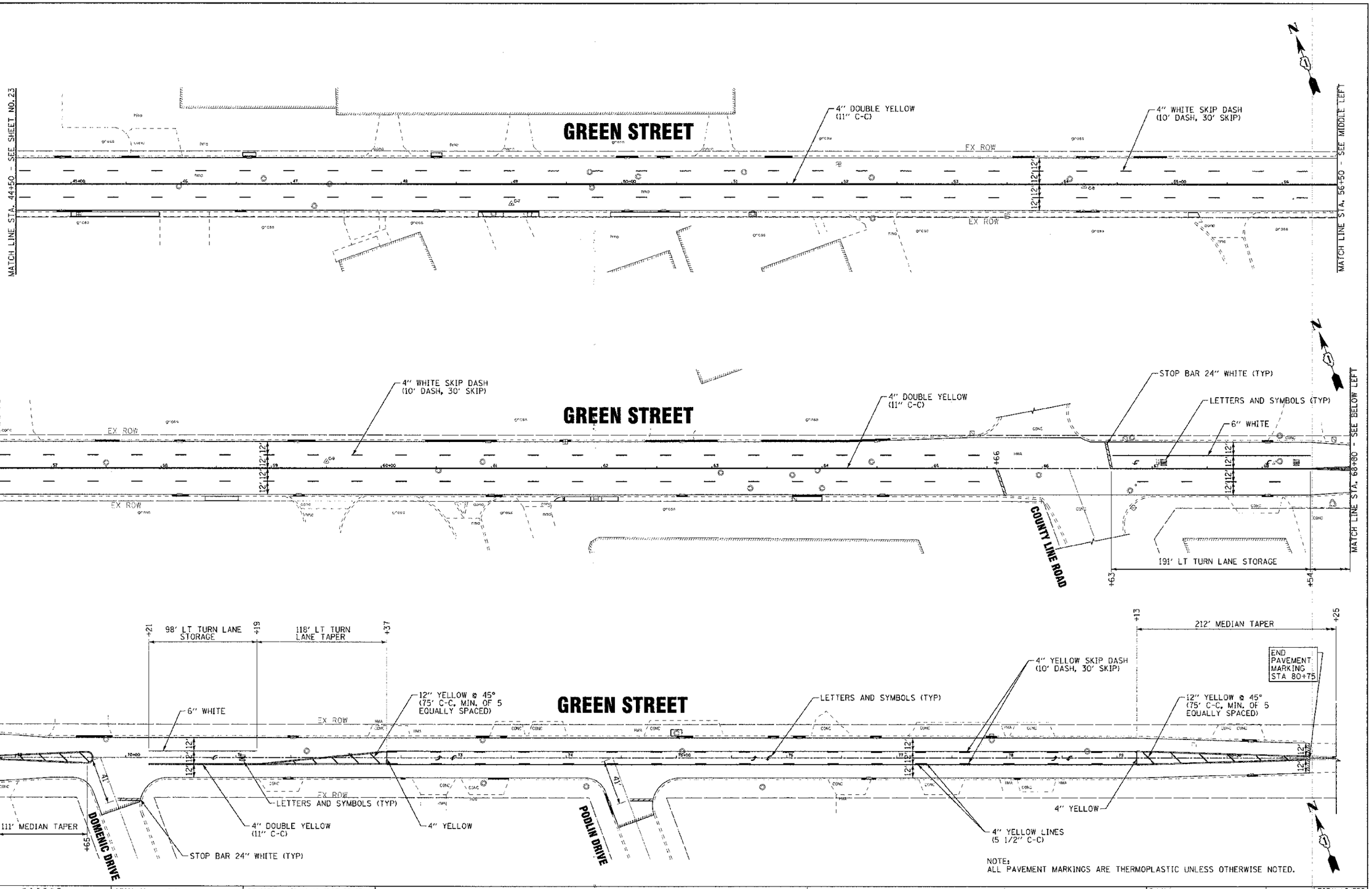
DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	
DRAWN - MAC	REVISED -	
CHECKED - JJF	REVISED -	
DATE - 08/09/2012	FILE - 120058-pml.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
GREEN STREET

SCALE: 1" = 40' | STA. 8+50 TO STA. 44+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	23
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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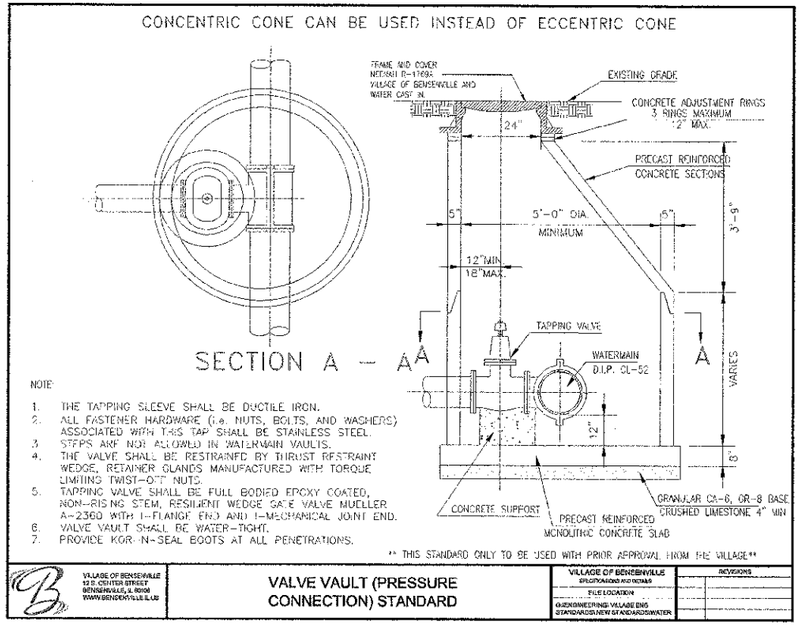
LOCKED NO - 184-0031- EXPIRES 6/30/2013
PLOTTED: 12/17/2012 08:12 AM
PLOTTED BY: MAC

DESIGNED - SLN	REVISED - 12/12/12 IDOT REVIEW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN GREEN STREET
DRAWN - MAC	REVISED -		
CHECKED - JJF	REVISED -		SCALE: 1" = 40' STA. 44+50 TO STA. 80+75
DATE - 08/09/2012	FILE - 120058-pm2.sht		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	1C-0C087-C0-RS	DUPAGE	37	24
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			



NOTE

1. THE TAPPING SLEEVE SHALL BE DUCTILE IRON.
2. ALL FASTENER HARDWARE (i.e. NUTS, BOLTS, AND WASHERS) ASSOCIATED WITH THIS TAP SHALL BE STAINLESS STEEL.
3. STEPS ARE NOT ALLOWED IN WATERMAIN VAULTS.
4. THE VALVE SHALL BE RESTRAINED BY THRUST RESTRAINT WEDGE, RETAINER GLANDS MANUFACTURED WITH TORQUE LIMITING TWIST-OFF NUTS.
5. TAPPING VALVE SHALL BE FULL BODIED EPOXY COATED, NON-RISING STEM, RESILIENT WEDGE GATE VALVE MUELLER A-2360 WITH 1-FLANGE END AND 1-MECHANICAL JOINT END.
6. VALVE VAULT SHALL BE WATER-TIGHT.
7. PROVIDE KOR-N-SEAL BOOTS AT ALL PENETRATIONS.

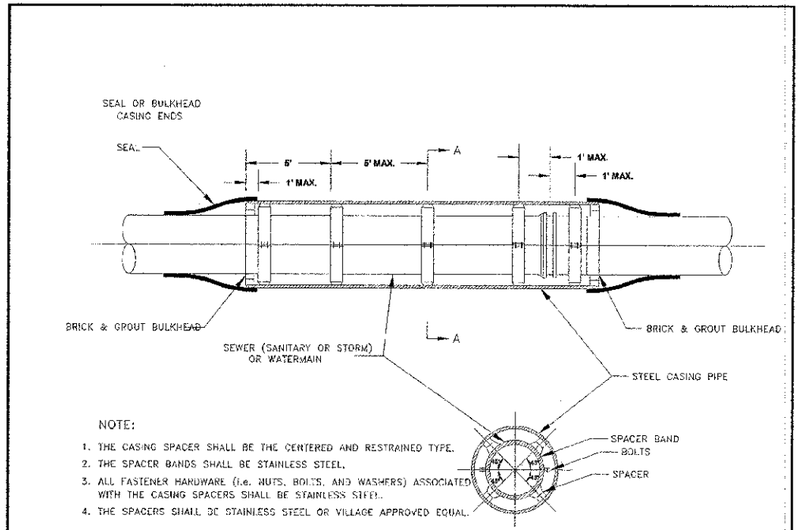
** THIS STANDARD ONLY TO BE USED WITH PRIOR APPROVAL FROM THE VILLAGE**

VILLAGE OF BENSENVILLE 12 S. CENTER STREET BENSENVILLE, IL 60106 WWW.BENSENVILLE.IL.US

VALVE VAULT (PRESSURE CONNECTION) STANDARD

VILLAGE OF BENSENVILLE SPECIFICATIONS AND DETAILS
FILE LOCATION
G:\ENGINEERING\VILLAGE ENG STANDARDS\NEW STANDARDS\WATER

REVISIONS



NOTE:

1. THE CASING SPACER SHALL BE THE CENTERED AND RESTRAINED TYPE.
2. THE SPACER BANDS SHALL BE STAINLESS STEEL.
3. ALL FASTENER HARDWARE (i.e. NUTS, BOLTS, AND WASHERS) ASSOCIATED WITH THE CASING SPACERS SHALL BE STAINLESS STEEL.
4. THE SPACERS SHALL BE STAINLESS STEEL OR VILLAGE APPROVED EQUAL.

SECTION A - A

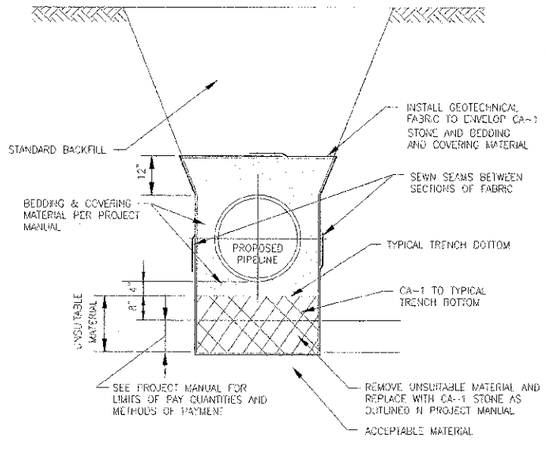
VILLAGE OF BENSENVILLE 12 S. CENTER STREET BENSENVILLE, IL 60106 WWW.BENSENVILLE.IL.US

UNDERGROUND UTILITY CASING PIPE STANDARD

VILLAGE OF BENSENVILLE SPECIFICATIONS AND DETAILS
FILE LOCATION
G:\ENGINEERING\VILLAGE ENG STANDARDS\NEW STANDARDS\WATER

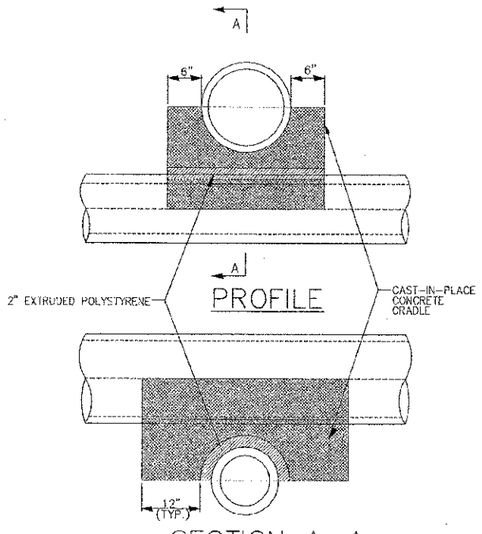
REVISIONS

NOTE:
THE TOP 2 INCHES OF MIX SHALL BE HOT-MIX ASPHALT SURFACE COURSE WHEN THE STREET BEING REPAIRED WILL NOT BE RESURFACED UNDER THIS CONTRACT.



OPEN CUT PIPELINE INSTALLATION UNSUITABLE MATERIAL REMOVAL/REPLACEMENT DETAIL

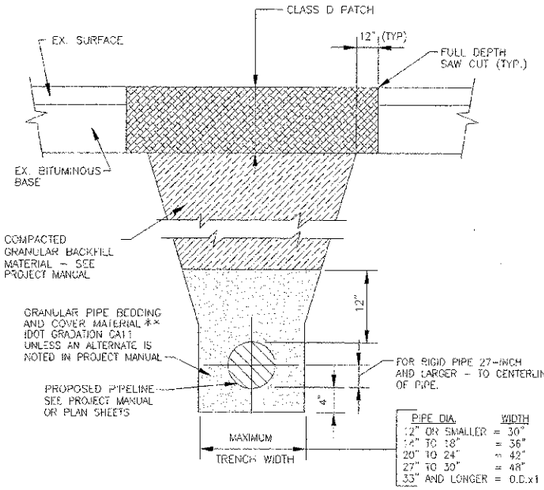
NO SCALE



SECTION A-A CONCRETE CRADLE FOR PIPE SUPPORT*

NO SCALE

*TO BE USED WHEN CLEARANCE BETWEEN PIPES IS 6" OR LESS



PIPE DIA.	WIDTH
12" OR SMALLER	= 30"
12" TO 18"	= 36"
20" TO 24"	= 42"
27" TO 30"	= 48"
33" AND LONGER	= O.D.x1 1/3

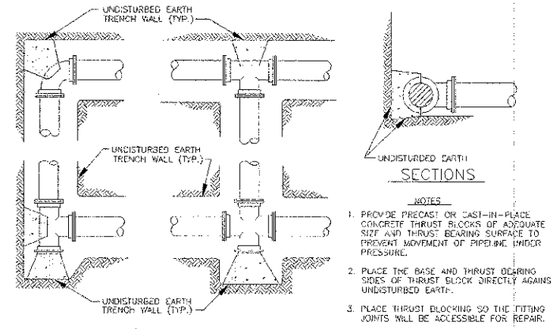
TYPICAL TRENCH DETAIL

NO SCALE

FOR PAVEMENT WITH AGGREGATE BASE AND COMPACTED GRANULAR BACKFILL MATERIAL

** FOR FLEXIBLE THERMOPLASTIC PIPE COMPLY WITH ASTM D2321, CLASS IA, IB, OR II., (IDOT GRADATION CA15)

FOR RIGID PIPE COMPLY WITH ASTM C12, BEDDING CLASS B.



NOTES

1. PROVIDE PRECAST OR CAST-IN-PLACE CONCRETE THRUST BLOCKS OF ADEQUATE SIZE AND THRUST BEARING SURFACE TO PREVENT MOVEMENT OF PIPELINE UNDER PRESSURE.
2. PLACE THE BASE AND THRUST BEARING SIDES OF THRUST BLOCK DIRECTLY AGAINST UNDISTURBED EARTH.
3. PLACE THRUST BLOCKING SO THE FITTING JOINTS WILL BE ACCESSIBLE FOR REPAIR.

TYPICAL THRUST BLOCK INSTALLATIONS

NO SCALE

BAXTER & WOODMAN Consulting Engineers

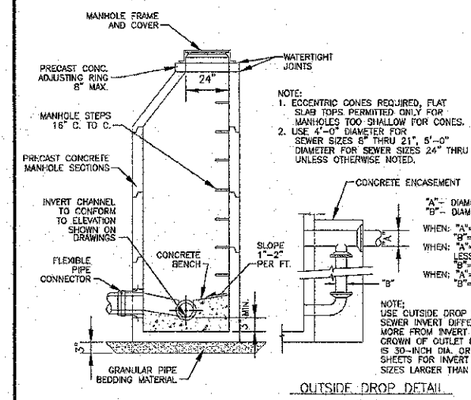
DESIGNED - ALP	REVISED - IDOT REVIEW 12-12-12
DRAWN - UKB	REVISED -
CHECKED - LDH	REVISED -
DATE - 08-09-12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
FOR WATER MAIN REPLACEMENT

SCALE: | PROJECT NO: 120058 | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	16-00087-00-RS	DUPAGE	37	25
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTE:
1. ECCENTRIC CONES REQUIRED, FLAT SLAB TOPS PERMITTED ONLY FOR MANHOLES TOO SHALLOW FOR CONES.
2. USE 4'-0" DIAMETER FOR SEWER SIZES 6" THRU 21", 5'-0" DIAMETER FOR SEWER SIZES 24" THRU 33", UNLESS OTHERWISE NOTED.

"A"= DIAMETER OF INCOMING SEWER
"B"= DIAMETER OF DROP PIPE

WHEN: "A"=12-INCH OR LESS, "B"="A" BUT NOT SMALLER THAN 8-INCH.
WHEN: "A"=GREATER THAN 12-INCH, BUT LESS THAN OR EQUAL TO 18-INCH, "B"=12-INCH.
WHEN: "A"=GREATER THAN 18-INCH, "B"=2/3 "A" MINIMUM.

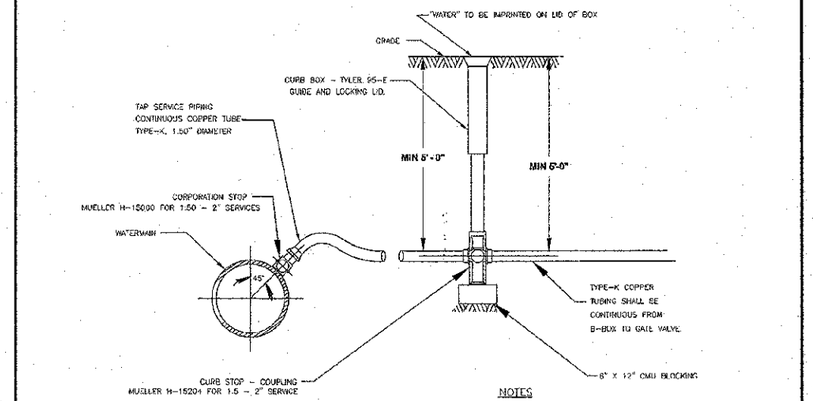
NOTE:
USE OUTSIDE DROP WHEN ANY ENTERING SEWER INVERT DIFFERS BY 2'-0" OR MORE FROM INVERT OF MANHOLE. MATCH CROWN OF OUTLET PIPE WHERE OUTLET PIPE IS 30-INCH DIA. OR SMALLER. SEE PLAN SHEETS FOR INVERT ELEVATIONS FOR PIPE SIZES LARGER THAN 30-INCH DIAMETER.

OUTSIDE DROP DETAIL

SANITARY MANHOLE DETAIL

NO SCALE

NOTE:
MANHOLE SHALL INCLUDE EXTERNAL FRAME SEAL AND JOINT SEAL.



NOTES

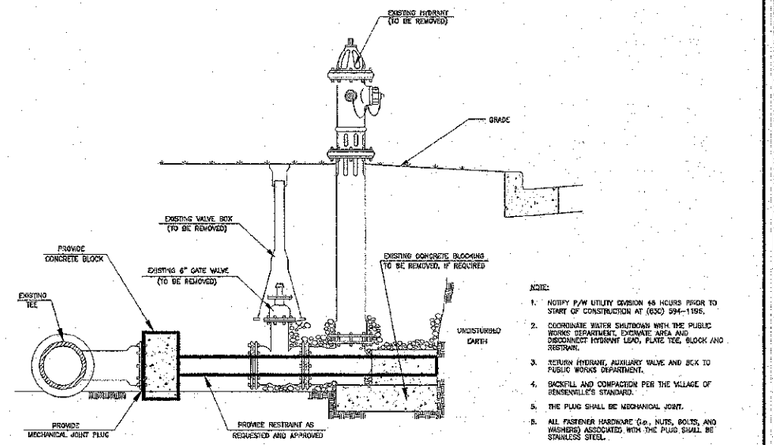
1. STAINLESS STEEL SADDLE SMITH-BLAIR TYPE 238 TAPPED FULL CIRCLE REPAIR CLAMP (304 STAINLESS STEEL BOLTS & 12-1/2" BAND WIDTH) OR APPROVED EQUAL.
2. FOR PVC WATERMAIN - USE DOUBLE STUD STAINLESS STEEL SADDLE AND BOLTS(SMITH BLAIR 372).
3. TEFLON PASTE ON TAPE SHALL NOT BE ALLOWED.
4. WATER SERVICE AND FIRE SUPPRESSION SYSTEM SHALL BE MADE AND INSTALLED BY A LICENSED PLUMBER IN ACCORDANCE WITH THE ILLINOIS STATE PLUMBING CODE.
5. USE FLARED FITTINGS FOR ALL CONNECTIONS.
6. ROD & RING GUIDE TO BE USED ON 3/4" AND 1" SERVICES ONLY.

VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, IL 60106
WWW.BENSENVILLE.IL.US

WATER SERVICE (PREFERRED) CONNECTION STANDARD

VILLAGE OF BENSENVILLE
STANDARDS AND DETAILS
FILE LOCATION
G:\ENGINEERING\VILLAGE ENG STANDARDS\NEW STANDARDS\WATER

REVISIONS



NOTE:
1. NOTIFY P/W UTILITY DIVISION 48 HOURS PRIOR TO START OF CONSTRUCTION AT (630) 594-1195.
2. COORDINATE WATER SHUTDOWN WITH THE PUBLIC WORKS DEPARTMENT. EXTINGUISH AREA AND DISCONNECT HYDRANT LEAD, PLATE TEE, BLOCK AND RESTRAIN.
3. RETURN HYDRANT, AUXILIARY VALVE AND BOX TO PUBLIC WORKS DEPARTMENT.
4. BACKFILL AND COMPACTION PER THE VILLAGE OF BENSENVILLE'S STANDARD.
5. TIE PLUG SHALL BE MECHANICAL JOINT.
6. ALL FASTENER HARDWARE (i.e. NUTS, BOLTS, AND WASHERS) ASSOCIATED WITH THE PLUG SHALL BE STAINLESS STEEL.

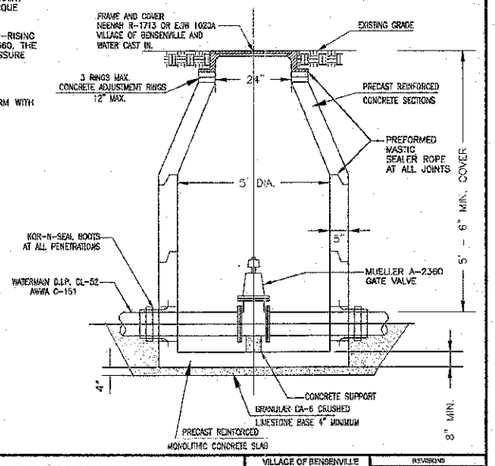
VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, IL 60106
WWW.BENSENVILLE.IL.US

FIRE HYDRANT ABANDONMENT STANDARD

VILLAGE OF BENSENVILLE
STANDARDS AND DETAILS
FILE LOCATION
G:\ENGINEERING\VILLAGE ENG STANDARDS\NEW STANDARDS\WATER

REVISIONS

NOTE:
1. THE VALVE SHALL HAVE MECHANICAL JOINTS.
2. ALL FASTENER HARDWARE (i.e. NUTS, BOLTS, & WASHERS) ASSOCIATED WITH THIS VALVE SHALL BE STAINLESS STEEL.
3. STEPS ARE NOT ALLOWED IN WATERMAIN VAULTS.
4. THE VALVE SHALL BE RESTRAINED BY THRUST RESTRAINT WEDGE, RETAINER GLANDS MANUFACTURED WITH TORQUE LIMITING TWIST-OFF NUTS
5. VALVE SHALL BE FULL BODIED EPOXY COATED, NON-RISING STEM, RESILIENT WEDGE GATE VALVE MUELLER A-2360. THE VALVE SHALL HAVE NAME, SIZE, AND WORKING PRESSURE CAST IN.
6. VALVE VAULT SHALL BE WATER-TIGHT.
7. IF PVC WATERMAIN IS PROPOSED, IT SHALL CONFORM WITH AWWA C-900 STANDARDS.

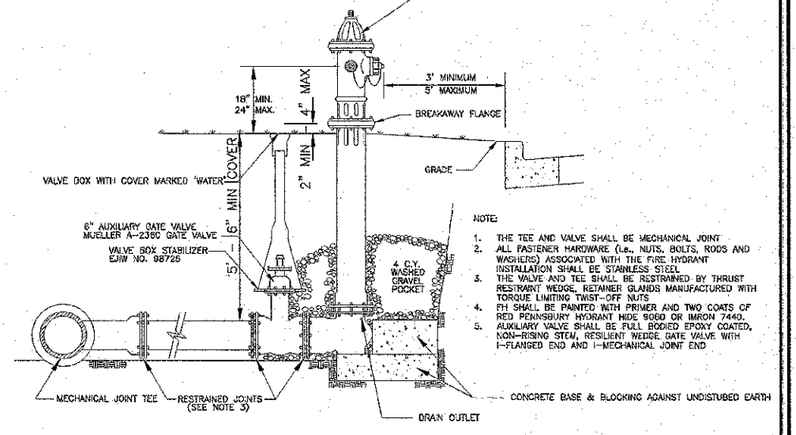


VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, IL 60106
WWW.BENSENVILLE.IL.US

VALVE VAULT (PREFERRED) STANDARD

VILLAGE OF BENSENVILLE
STANDARDS AND DETAILS
FILE LOCATION
G:\ENGINEERING\VILLAGE ENG STANDARDS\NEW STANDARDS\WATER

REVISIONS



NOTE:
1. THE TEE AND VALVE SHALL BE MECHANICAL JOINT
2. ALL FASTENER HARDWARE (i.e., NUTS, BOLTS, RODS AND WASHERS) ASSOCIATED WITH THE FIRE HYDRANT INSTALLATION SHALL BE STAINLESS STEEL.
3. THE VALVE AND TEE SHALL BE RESTRAINED BY THRUST RESTRAINT WEDGE, RETAINER GLANDS MANUFACTURED WITH TORQUE LIMITING TWIST-OFF NUTS
4. FH SHALL BE PAINTED WITH PRIMER AND TWO COATS OF RED PENNSBURY HYDRANT MDC 9080 OR BARON 7440.
5. AUXILIARY VALVE SHALL BE FULL BODIED EPOXY COATED, NON-RISING STEM, RESILIENT WEDGE, GATE VALVE WITH I-FLANGED END AND I-MECHANICAL JOINT END

N.T.S.

VILLAGE OF BENSENVILLE
12 S. CENTER STREET
BENSENVILLE, IL 60106
WWW.BENSENVILLE.IL.US

FIRE HYDRANT INSTALLATION STANDARD

VILLAGE OF BENSENVILLE
STANDARDS AND DETAILS
FILE LOCATION
G:\ENGINEERING\VILLAGE ENG STANDARDS\NEW STANDARDS\WATER

REVISIONS

BAXTER & WOODMAN Consulting Engineers

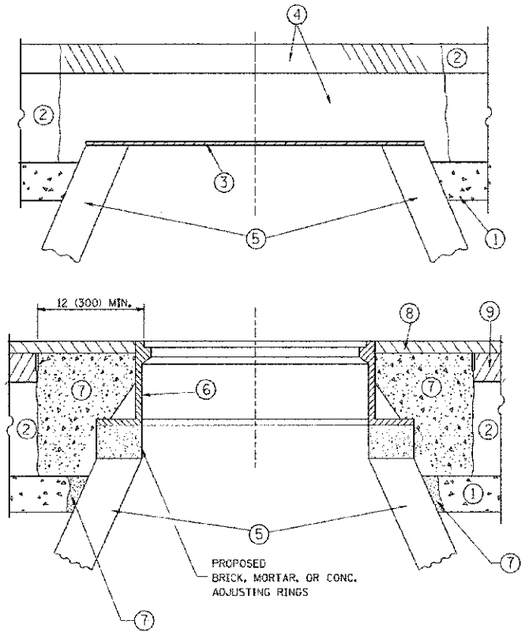
DESIGNED - ALP	REVISED - IDOT REVIEW 12-12-12
DRAWN - UKB	REVISED - PER VILLAGE 2-7-13
CHECKED - LDH	REVISED -
DATE - 08-09-12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
FOR WATER MAIN REPLACEMENT

SCALE: | PROJECT NO: 120058 | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	26
		CONTRACT NO. 63759		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

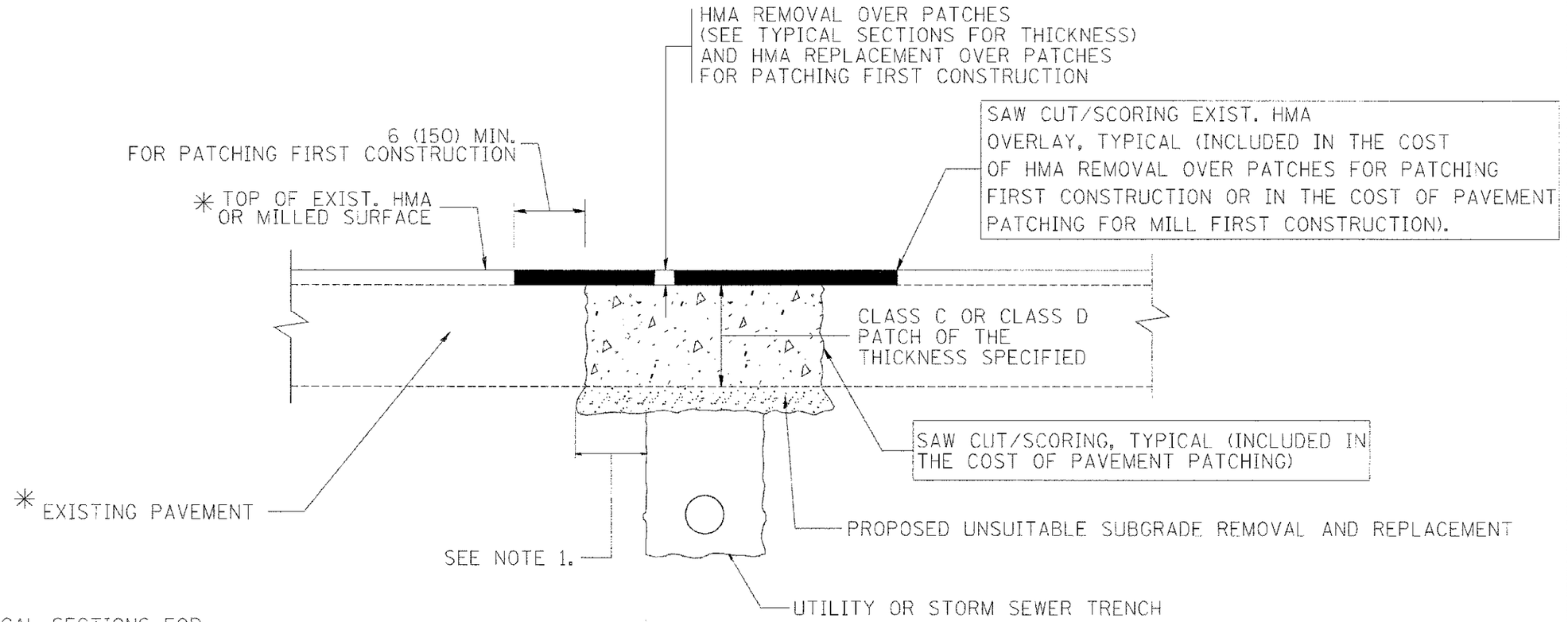
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pwroot\bauerdl\d0109315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED - R. BORO 01-01-07	
	PLOT SCALE = 1968.5000 ' / in	CHECKED -	REVISED - R. BORO 03-09-11	
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11	

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	27
	BD600-03 (BD-8)	CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

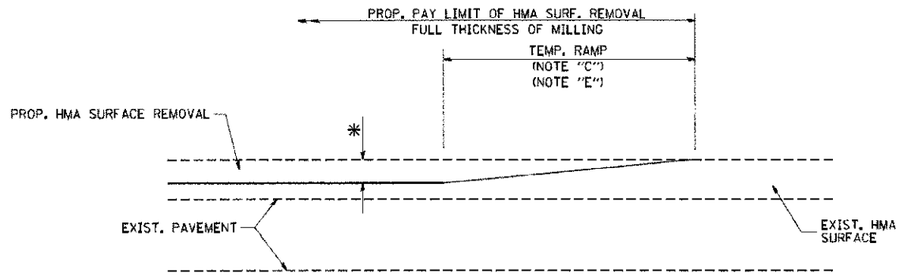
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 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.

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

FILE NAME = n:\projects\dists\bd22x34\bd22.dgn	USER NAME = bauer-gl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
		DRAWN -	REVISED - R. BORO 01-01-07		
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - R. BORO 09-04-07		
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

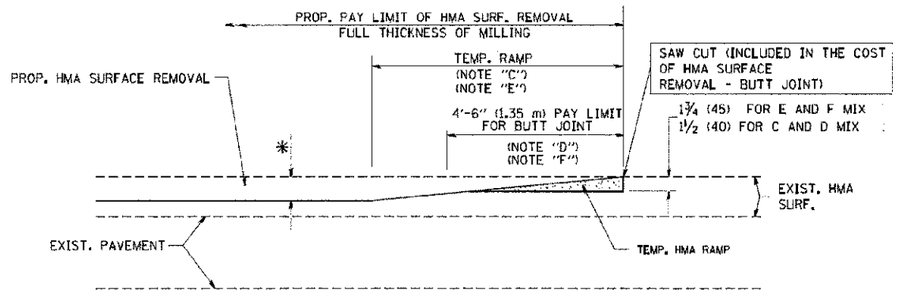
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	28
	BD400-04 (BD-22)	CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

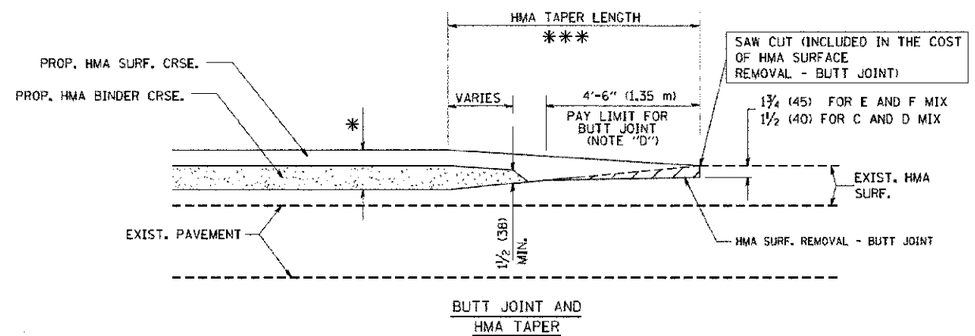


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

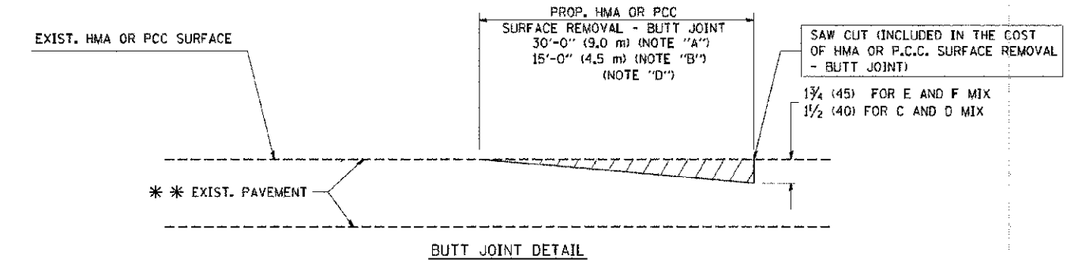
OPTION 2

TYPICAL TEMPORARY RAMP

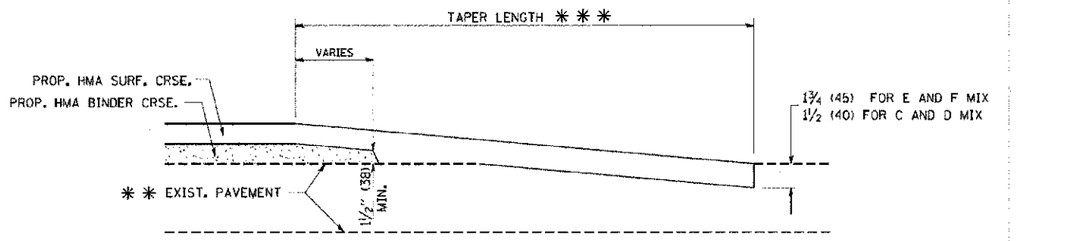


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

* * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

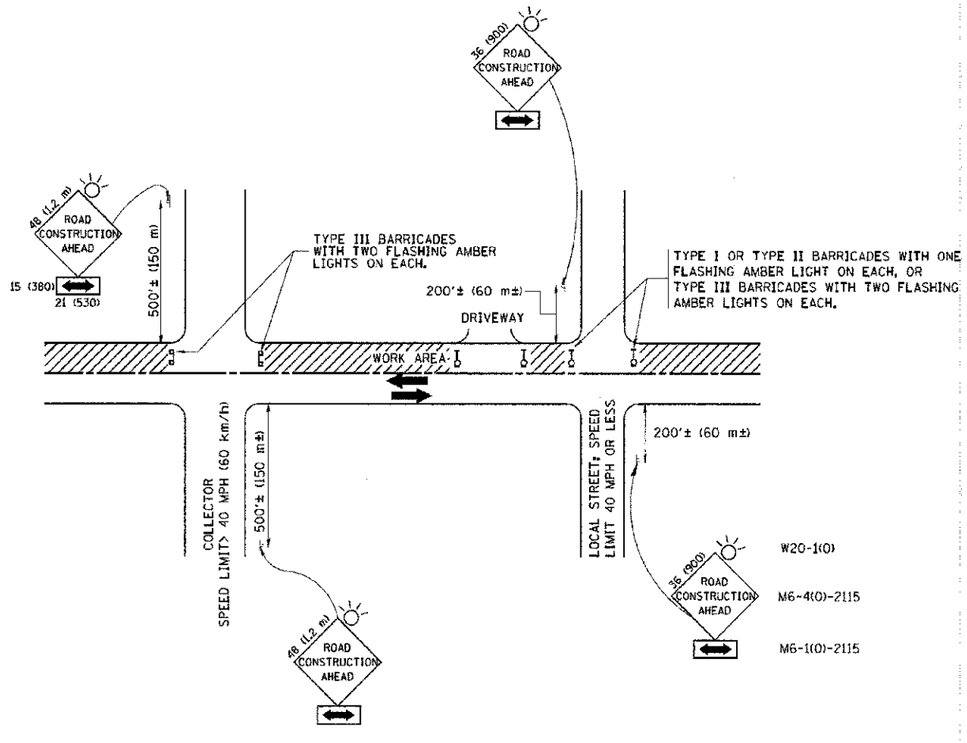
FILE NAME = W:\drafstd\22x34\bd32.ngn	USER NAME = gegliomobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	29
	BD400-05 BD32	CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES. 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES. 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

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

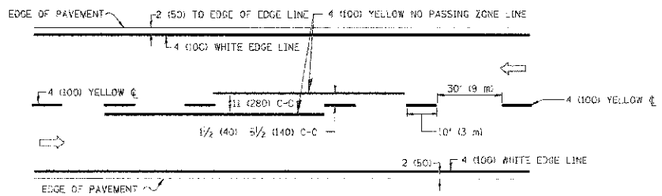
C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

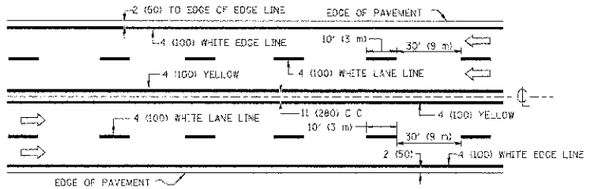
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\diststs\122x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**
		DRAWN -	REVISED - A. HOUSEH 03-06-96		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 1/6/2020	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00		

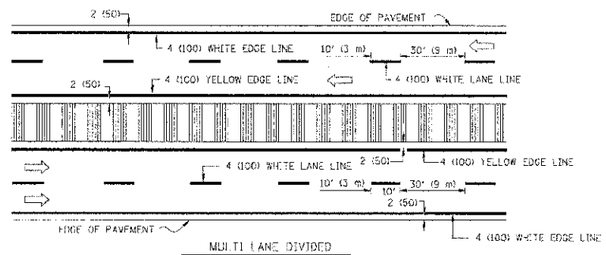
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00CB7-00-RS	DUPAGE	37	30
	TC-10	CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



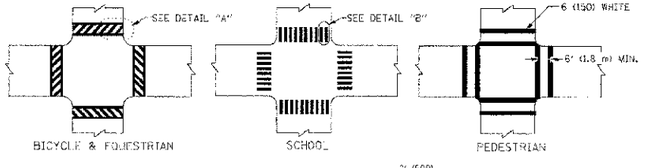
MULTI-LANE UNDIVIDED



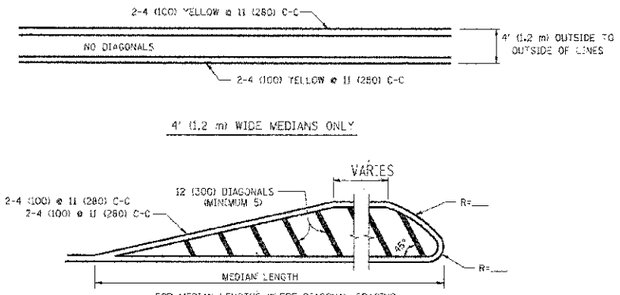
MULTI LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

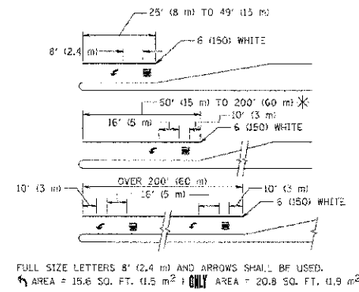
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING

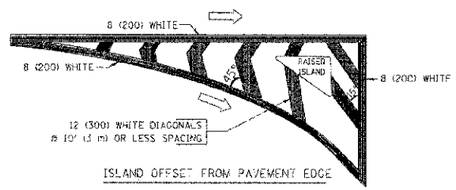


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) ↑ **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C ONLY SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW. EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CURB MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 18 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	60' (18 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

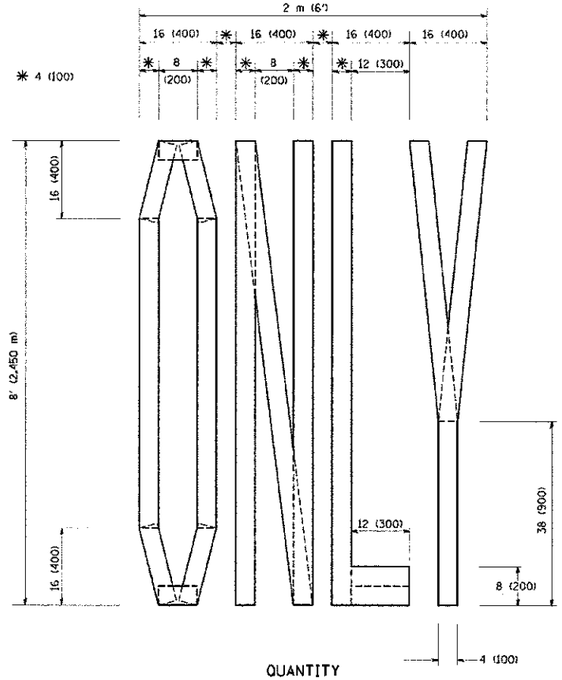
FILE NAME =	USER NAME = drivekosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
d:\pw_work\pwidot\cnivskosgn\d0103610\sht3.dgn		DRAWN -	REVISED -C. JUCIUS 09-09-09
	P.U.P. SCALE = 30.000 ' / IN.	CHECKED -	REVISED -
	P.U.P. DATE = 9/9/2009	DATE 03-19-93	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

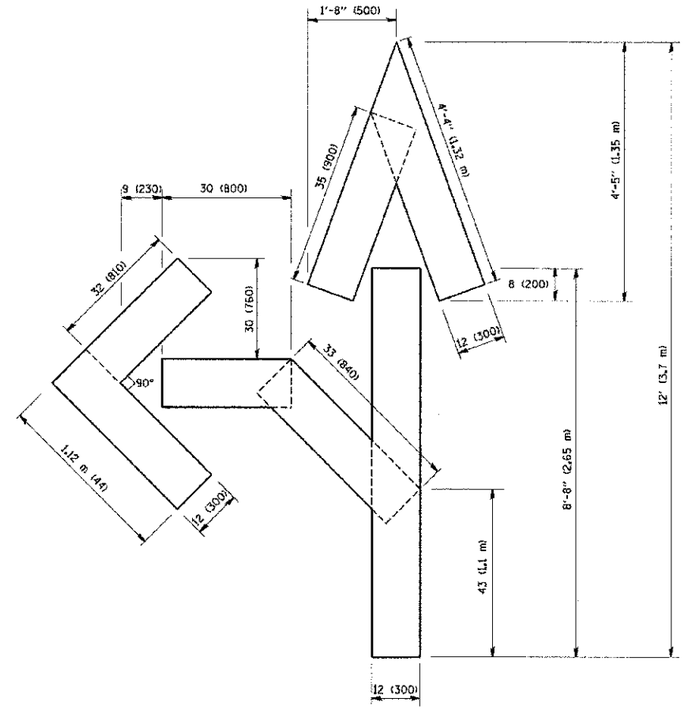
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

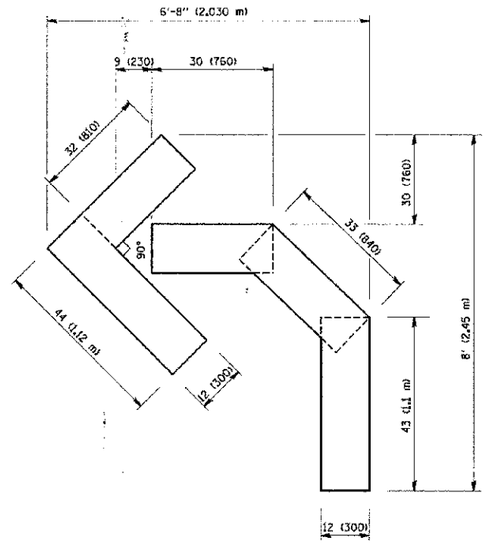
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	31
	TC-13	CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



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



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

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

FILE NAME = W:\Uisstash\22x34\tc16.dgn	USER NAME = gegilenobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED -T. RAMMACHER 11-04-97	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98	
	PLOT DATE = 1/4/2000	DATE 09-18-94	REVISED -E. GOMEZ 08-28-00	

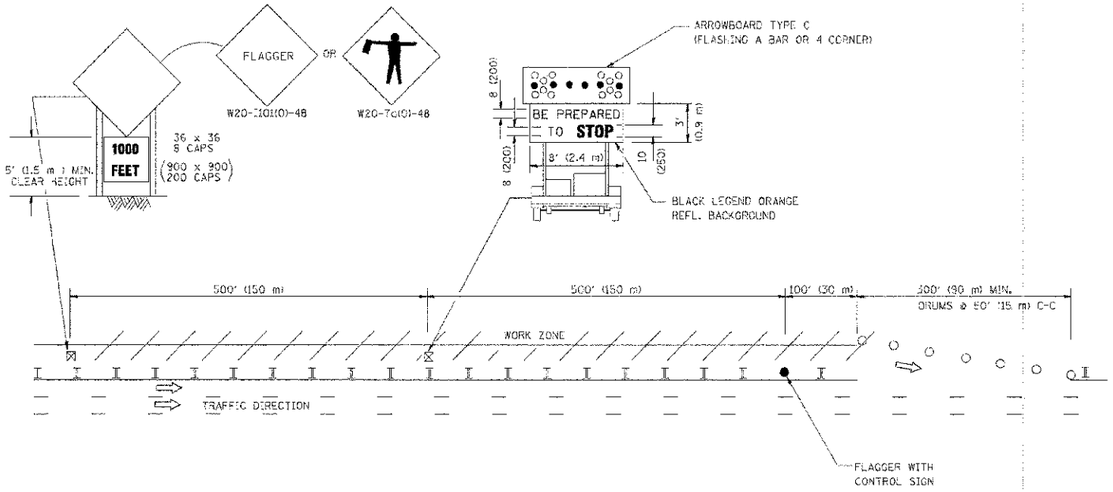
PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

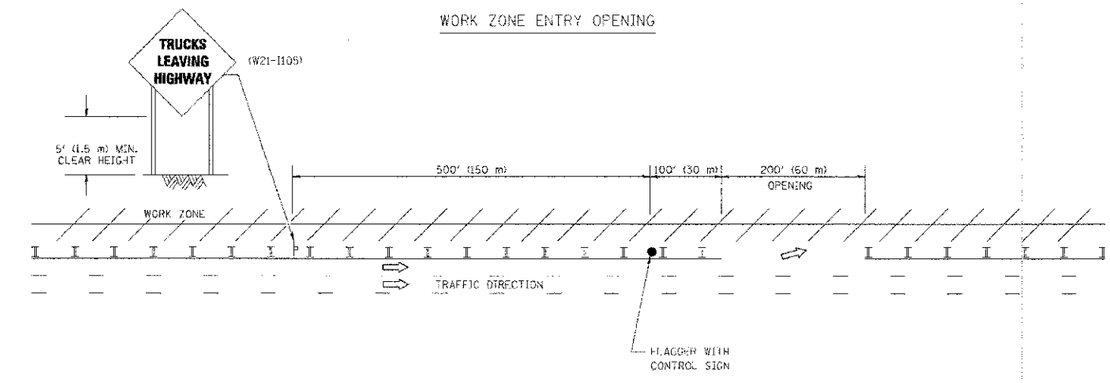
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	32
	TC-16	CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



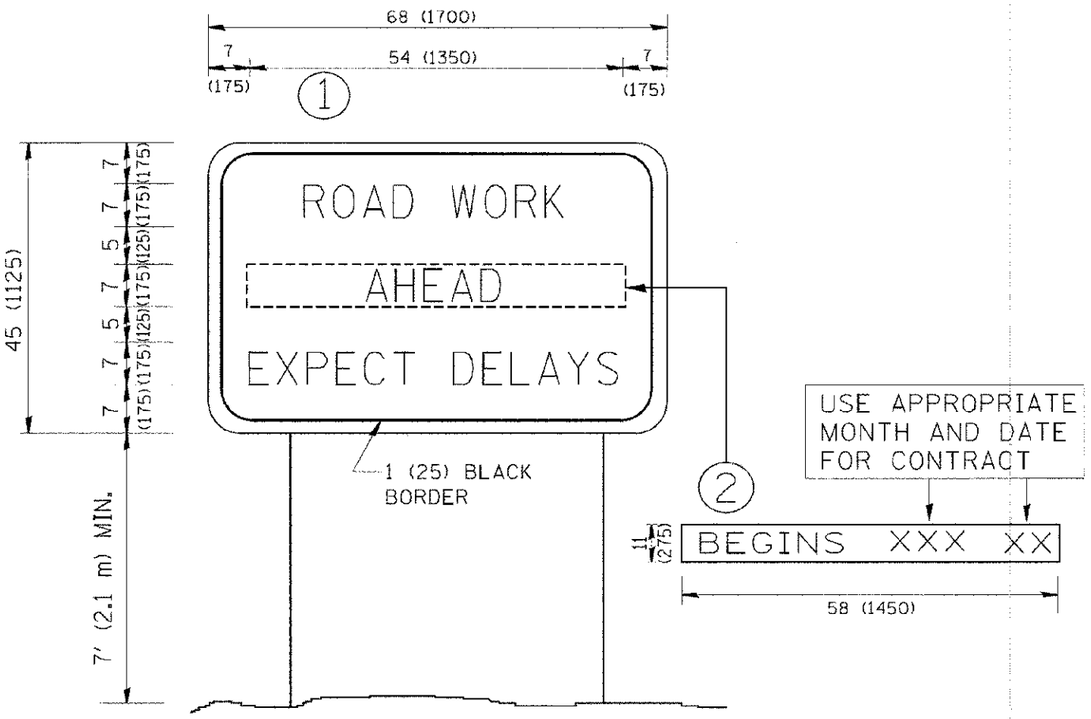
NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = V:\Admin\std\22x34\tc18.dgn	USER NAME = layas	DESIGNED -	REVISED - J.A.F. 04-03	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS**
		DRAWN -	REVISED - J.A.F. 02-06		
	PLOT SCALE = 50.000 ' / In.	CHECKED -	REVISED - S.P.B. 01 07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.
	PLOT DATE = 1/20/2008	DATE -	REVISED - S.P.B. 12-09		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	33
	TC-18	CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

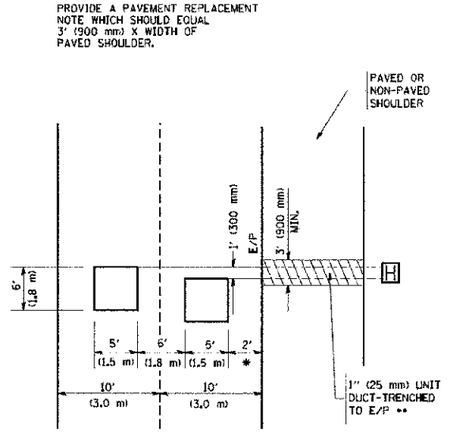
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL (2) SOON AFTER THE START OF CONSTRUCTION.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

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

FILE NAME = W:\dbstate\22x34\tc22.dgn	USER NAME = gegibenobt	DESIGNED -	REVISED - R. MIRS 09-15-97	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ARTERIAL ROAD INFORMATION SIGN**
		DRAWN -	REVISED - R. MIRS 12-11-97		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07		

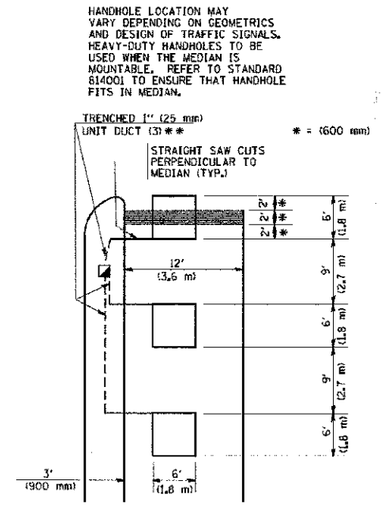
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	34
	TC-22	CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS



LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

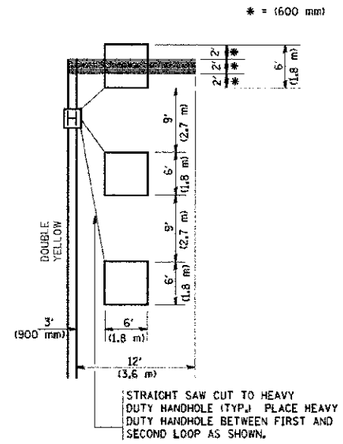
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

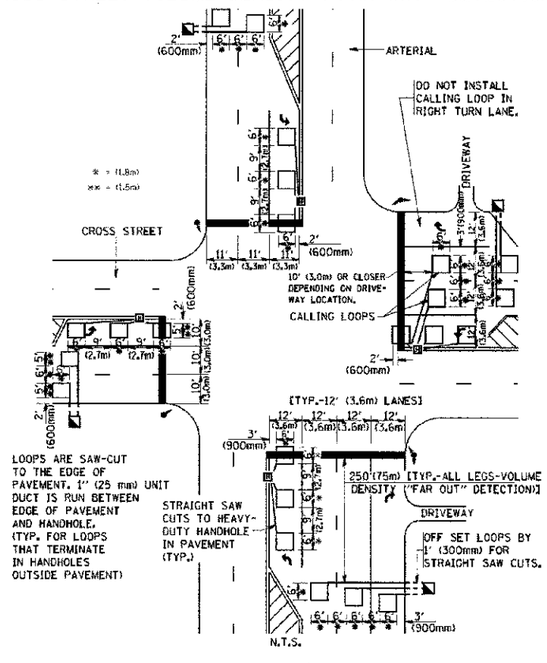
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

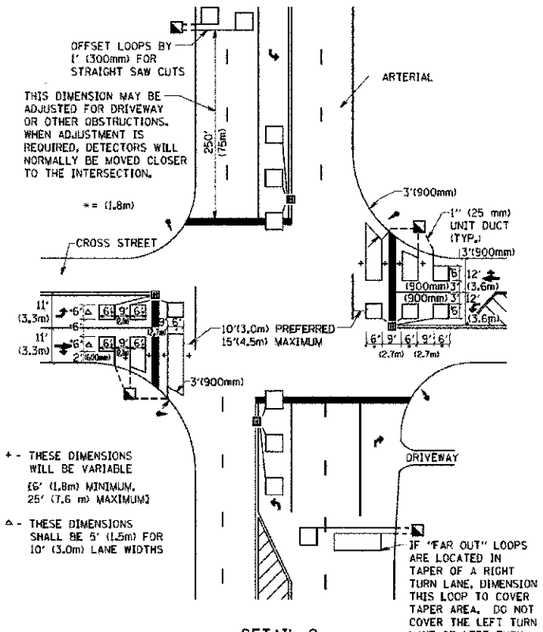
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

FILE NAME = W:\diststc\22x34\ts07.dgn	USER NAME = gegibson-obt	DESIGNED -	REVISED -
		DRAWN	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

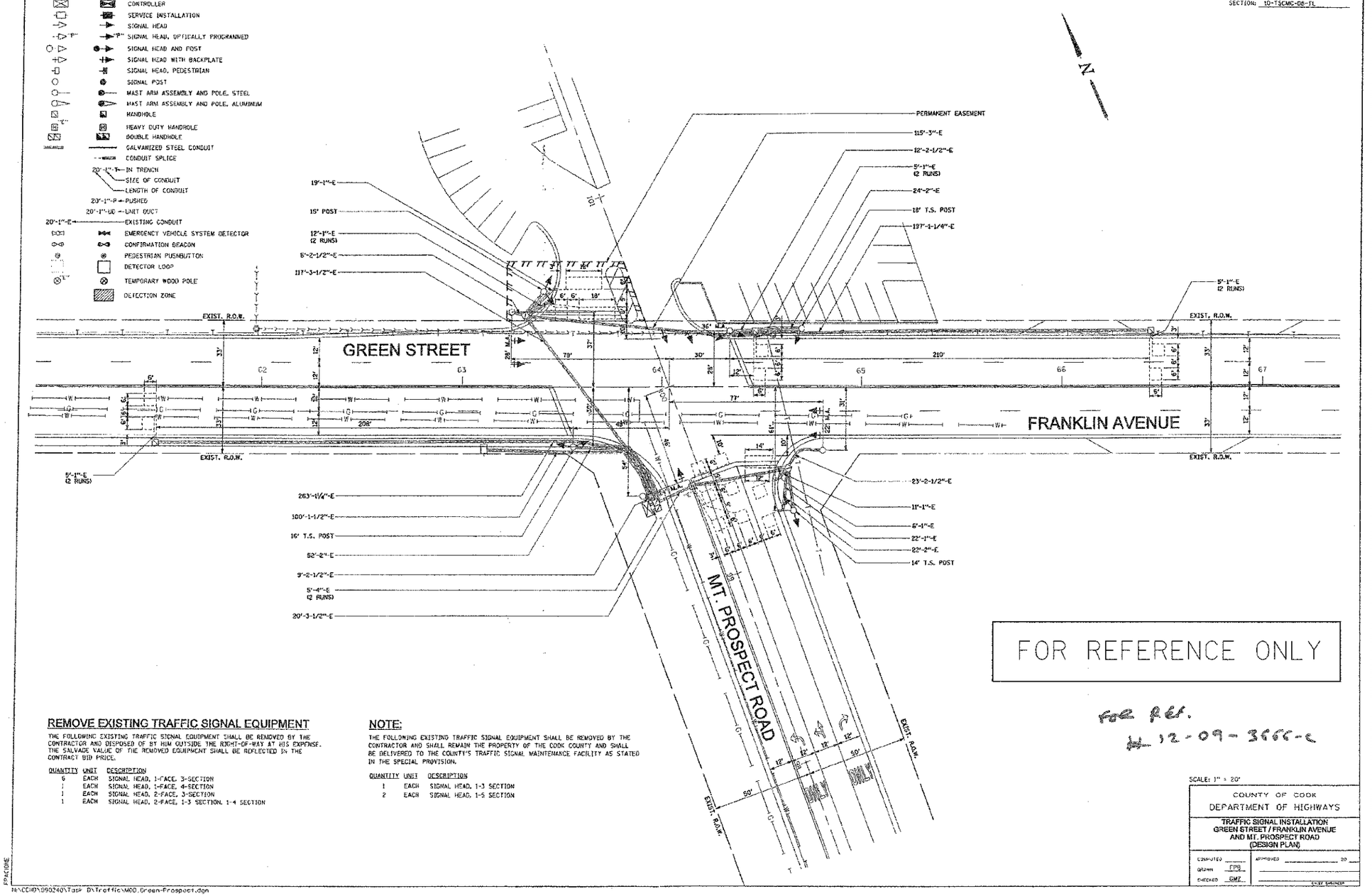
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	35
	TS-07	CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

COUNTY HIGHWAY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
W73	2011	55	117

SECTION: 10-TSCMC-08-FL

LEGEND

EXISTING	PROPOSED	
		CONTROLLER
		SERVICE INSTALLATION
		SIGNAL HEAD
"P"	"P"	SIGNAL HEAD, OPTICALLY PROGRAMMED
		SIGNAL HEAD AND POST
		SIGNAL HEAD WITH BACKPLATE
		SIGNAL HEAD, PEDESTRIAN
		SIGNAL POST
		MAST ARM ASSEMBLY AND POLE, STEEL
		MAST ARM ASSEMBLY AND POLE, ALUMINUM
		HANDHOLE
"C"		HEAVY DUTY HANDHOLE
		DOUBLE HANDHOLE
		GALVANIZED STEEL CONDUIT
		CONDUIT SPLICE
	20'-1"-T	IN TRENCH
	20'-1"	SIZE OF CONDUIT
		LENGTH OF CONDUIT
	20'-1"-P	PUSHED
	20'-1"-UD	UNIT DUCT
20'-1"-E		EXISTING CONDUIT
EVD		EMERGENCY VEHICLE SYSTEM DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON
		DETECTOR LOOP
"T"		TEMPORARY WOOD POLE
		DETECTION ZONE



REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF BY HIM OUTSIDE THE RIGHT-OF-WAY AT HIS EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

QUANTITY	UNIT	DESCRIPTION
6	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
1	EACH	SIGNAL HEAD, 1-FACE, 4-SECTION
1	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION
1	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-4 SECTION

NOTE:

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE COOK COUNTY AND SHALL BE DELIVERED TO THE COUNTY'S TRAFFIC SIGNAL MAINTENANCE FACILITY AS STATED IN THE SPECIAL PROVISION.

QUANTITY	UNIT	DESCRIPTION
1	EACH	SIGNAL HEAD, 1-3 SECTION
2	EACH	SIGNAL HEAD, 1-5 SECTION

FOR REFERENCE ONLY

For Ref.
IL 12-09-3666-C

SCALE: 1" = 20'

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
GREEN STREET / FRANKLIN AVENUE
AND MT. PROSPECT ROAD
(DESIGN PLAN)

COMPUTED ____ APPROVED ____ 20__
DRAWN CPG
CHECKED GMZ
CHIEF ENGINEER

FRACTIONS

N:\CCHD\090240\Task D\Traffic\MOD_Green-Prospect.dgn

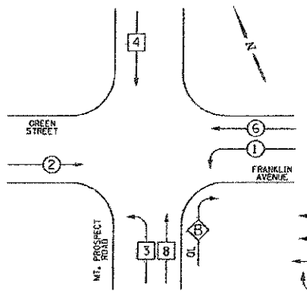
DESIGNED - SLN	REVISED - 12/12/12 CCHD REVIEW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COOK COUNTY HIGHWAY DEPARTMENT TRAFFIC SIGNAL PLANS
DRAWN - MAC	REVISED -		
CHECKED - JJF	REVISED -		SCALE: 1 STA. TO STA.
DATE - 08/09/2012	FILE - 120058-ts-reference-detail.sht		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	36
		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

COUNTY HIGHWAY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
WT3	2051	56	117

SECTION: 10-TSCMC-08-TL

EXISTING CONTROLLER SEQUENCE



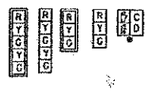
PHASE DESIGNATION DIAGRAM

DUAL ENTRY - ALL LEGS
PROTECTED / PERMITTED LEFT TURN PHASING

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
B	+	4	+	1

PHASE 4 IS NOT DISPLAYED CONCURRENTLY WITH PHASE 8

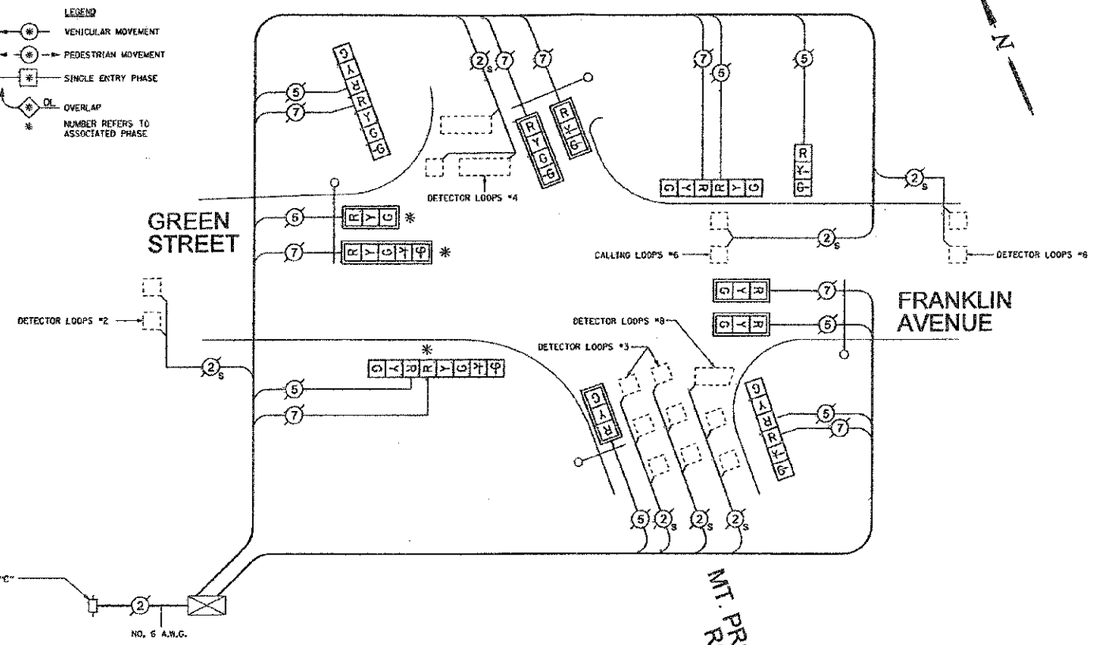
SIGNAL FACES



SIGNAL LENSES

R	RED
Y	YELLOW
G	GREEN
-Y-	YELLOW TURN INDICATOR
-G-	GREEN TURN INDICATOR

LEGEND
- VEHICULAR MOVEMENT
- PEDESTRIAN MOVEMENT
- SINGLE ENTRY PHASE
- OL OVERLAP
- * NUMBER REFERS TO ASSOCIATED PHASE



* NOTE:
EXISTING LED SIGNAL HEADS SHALL BE RETURNED TO THE COUNTY.

CABLE PLAN
NOT TO SCALE

CCHD TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS		WATTAGE INCAND.	WATTAGE LED		% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16	x	135	17	x	0.50	136.0
(YELLOW)	16	x	135	25	x	0.25	100.0
(GREEN)	13	x	135	15	x	0.25	48.75
ARROW	7	x	135	12	x	0.10	8.4
PED. SIGNAL	-	x	90	25	x	1.00	-
CONTROLLER	1	x	100	100	x	1.00	100.0
VEHICLE DET.	7	x	84	5	x	1.00	35.0
FLASHER					x	0.50	
ENERGY COSTS TO:						TOTAL =	428.15

CALL CCHD FOR BILLING INFORMATION
AT (312) 603-1730.

ENERGY SUPPLY CONTACT: ComEd
PHONE: (866)-639-3532
COMPANY: ComEd

CABLE PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER CABINET		
SERVICE INSTALLATION		
8" (200mm) TRAFFIC SIGNAL SECTION	R	R
12" (300mm) TRAFFIC SIGNAL SECTION	R	R
12" (300mm) PEDESTRIAN SIGNAL SECTION	W	W
DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL "LOOP" DETECTOR CABLE TO BE TWISTED AND SHIELDED.	2	2
TELEPHONE INSTALLATION	T	T
VEHICLE DETECTOR, INDUCTION LOOP		
SHIELDED & TWISTED	S	S
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
OPTICOM CABLE, NO. 20	3	3
16" (406mm) x 18" (457mm) PEDESTRIAN COUNTDOWN SIGNAL HEAD	R Y G C D	R Y G C D
PUSHBUTTON DETECTOR	P	P
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.	R Y G "P"	R Y G "P"
GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (DH), CONTROLLER (C), SERVICE (S), POST (P), OR MAST ARM POLE (MA).		
FIBER OPTIC CABLE. NO. 62.5/125 MULTIMODE 12 FIBERS AND SINGLE MODE 12 FIBERS	24	24
UNINTERRUPTIBLE POWER SUPPLY (UPS)	UPS	EUPS

SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1
SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-4 SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	7
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
LOAD SWITCH	EACH	7

FOR REFERENCE ONLY

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
GREEN STREET / FRANKLIN AVENUE
AND MT. PROSPECT ROAD
CABLE PLAN

COMPUTED
DRAWN EPB
CHECKED CMZ
APPROVED ____ DD ____
COUNTY ENGINEER

*USERS
FILE

DESIGNED - SLN	REVISED - 12/12/12 CCHD REVIEW	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COOK COUNTY HIGHWAY DEPARTMENT TRAFFIC SIGNAL PLANS
DRAWN - MAC	REVISED -		
CHECKED - JJF	REVISED -		SCALE: STA. TO STA.
DATE - 08/09/2012	FILE - 120058-ts-reference-detail.dgn		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3533	10-00087-00-RS	DUPAGE	37	37
-		CONTRACT NO. 63759		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		