3-7-08 Letting, Item 087

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2611	03-00148-00-PV	DUPAGE	58	1
TITLE, INDEX, LOCATION MAP & STATE STANDARDS				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID PROJECT

F.A.U. ROUTE 2611 (MAIN STREET)

SECTION NO. 03-00148-00-PV

IL ROUTE 38 (ROOSEVELT ROAD) TO WILSON AVENUE

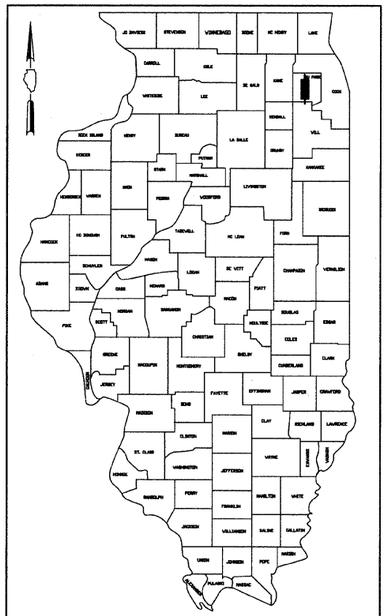
WIDENING, RESURFACING AND TRAFFIC SIGNAL MODERNIZATION

PROJECT NO. M-8003(521)

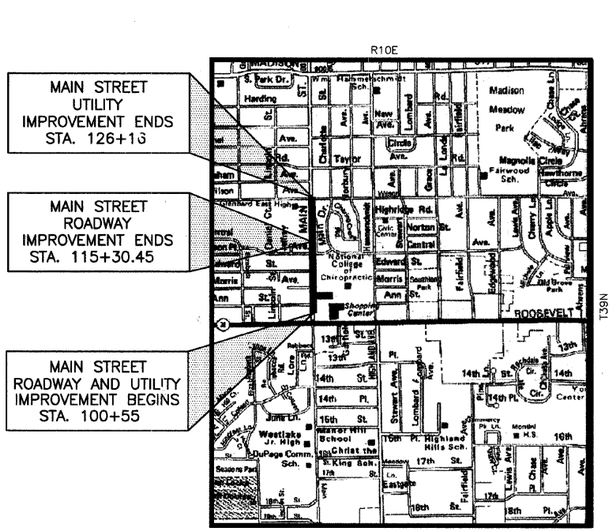
DUPAGE COUNTY

C-91-225-05

INDEX OF SHEETS



LOCATION OF SECTION INDICATED THUS: ■



LOCATION MAP (NOT TO SCALE)

POSTED SPEED LIMITS:

MAIN STREET – 35 MPH
MORRIS AVENUE – 30 MPH
EDWARD STREET – 25 MPH

DESIGN SPEEDS:

MAIN STREET – 40 MPH
MORRIS AVENUE – 30 MPH
EDWARD STREET – 30 MPH

ADT (2030):

MAIN STREET–24,000 VPD
MORRIS AVENUE (W. LEG)–1,000 VPD
MORRIS AVENUE (E. LEG)–5,000 VPD
EDWARD STREET (W. LEG)–3,000 VPD
EDWARD STREET (E. LEG)–3,000 VPD

PROJECT LENGTHS:

MAIN STREET ROADWAY IMPROVEMENT = 1,475 FT. (0.279 MILE)
MAIN STREET UTILITY IMPROVEMENT = 2561 FT. (0.485 MILE)
MORRIS AVENUE = 245.96 FT. (0.047 MILE)

LIST OF STATE STANDARDS

NO.	DESCRIPTION
000001–05	STANDARD SYMBOLS, ABBREVIATIONS & PATTERNS
280001–04	TEMPORARY EROSION CONTROL SYSTEMS
420001–07	PAVEMENT JOINTS
420701–02	PAVEMENT FABRIC
424001–05	CURB RAMPS FOR SIDEWALKS
442201–03	CLASS C AND D PATCHES
542606	REINFORCED CONCRETE PIPE TEE
602016	CATCH BASIN, TYPE D
602306–01	INLET, TYPE B
602601–01	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001–02	FRAME & LIDS, TYPE 1
604006–03	FRAME AND GRATE, TYPE 3
606001–03	CONCRETE CURB AND COMB. CONCRETE CURB & GUTTER
606301–03	PC CONCRETE ISLANDS & MEDIANS
606306–02	CORRUGATED PC CONCRETE MEDIAN
701501–04	URBAN LANE CLOSURE 2L 2W UNDIVIDED
701601–05	URBAN LANE CLOSURE MULTI LANE 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701–05	LANE CLOSURE MULTI LANE INTERSECTION
701801–03	LANE CLOSURE MULTI LANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901	TRAFFIC CONTROL DEVICES
720006–01	SIGN PANEL ERECTION DETAILS
720016–01	MAST ARM MOUNTED STREET NAME SIGNS
728001	TELESCOPING STEEL SIGN SUPPORT
780001–01	TYPICAL PAVEMENT MARKINGS
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001	HANDHOLES
814006–01	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001–01	TRAFFIC SIGNAL GROUNDING & BONDING
877001–03	STEEL MAST ARM ASSEMBLY AND POLE
877011–03	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
878001–06	CONCRETE FOUNDATION DETAILS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASH BEACON INSTALLATION
880006	TRAFFIC SIGNAL MOUNTING DETAILS WITH POST AND BRACKET MOUNT

PROJECT LOCATED IN VILLAGE OF LOMBARD

0 5 10 — 1" = 5'
0 50 100 — 1" = 50'

0 50 100 — 1" = 20'

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.

Call Before You Dig
JULIE
ILLINOIS ONE CALL SYSTEM
1-800-892-0123

CONTRACT NO. 83952

VILLAGE OF LOMBARD

APPROVED: Nov. 21 20 07

VILLAGE OF LOMBARD ACTING DIRECTOR OF PUBLIC WORKS

PASSED: DECEMBER 18 2007

CHRISTOPHER HOLT
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW Dec. 19 20 07

Dione O'Keefe Lad
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

JONATHAN R. VANA
062-055021
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS

REGISTERED P.E., STATE OF ILLINOIS — 11-30-09 EXPIRES

PLANS PREPARED BY:

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

FEDERAL AID DESIGN ENGINEER: MARILIN SOLOMON (847)705-4407 SCHAUMBURG, IL.
CONSULTANT ENGINEER: JON VANA, P.E. CIVILTECH ENGINEERING, INC.

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F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	2
GENERAL NOTES				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2008; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (IMUTCD); THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" (SSTCI); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY 1996 FIFTH EDITION; THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS, IDOT STANDARD DRAWINGS, AND VILLAGE OF LOMBARD STANDARD DRAWINGS" INCLUDED IN THE CONTRACT DOCUMENTS.

STAKING

1. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
2. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.
4. PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE INDICATED.

TREE REMOVAL, CLEARING AND HEDGE REMOVAL

1. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF LOMBARD. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
2. ALL TREES ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS, AND SHALL BE PROTECTED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.
3. TEMPORARY FENCE SHOULD BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
4. ALL CLEARING AND REMOVAL OF BUSHES, HEDGES AND TREES UNDER 6" IN DIAMETER SHALL BE INCIDENTAL TO THE COST OF EARTH EXCAVATION.
5. MORE THAN ONE MOBILIZATION FOR TREE REMOVAL WILL BE REQUIRED FOR THIS PROJECT. THE FIRST MOBILIZATION WILL REMOVE ANY TREES IN CONFLICT WITH THE PROPOSED ROADWAY AND SUBSEQUENT MOBILIZATIONS WILL REMOVE ANY TREES IMPACTED BY THE INSTALLATION OF THE UTILITIES AND EXCAVATION FOR SIDEWALK. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE ADDITIONAL MOBILIZATIONS

UTILITIES

1. PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED.
2. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, WATER, SEWER, AND CABLE TELEVISION FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)
3. **THE VILLAGE WILL LOCATE EXISTING SANITARY AND WATER SERVICES TO THE INDIVIDUAL PROPERTIES WITHIN THE PROJECTS LIMITS. THESE SERVICES WILL BE LOCATED ONE TIME ONLY. FROM THEN ON THE CONTRACTOR SHALL DOCUMENT AND BE RESPONSIBLE FOR MAINTAINING KNOWLEDGE OF THE LOCATIONS OF THESE SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AS-BUILT KNOWLEDGE OF THE LOCATION OF THE NEWLY INSTALLED SERVICES AND MAINS. THE VILLAGE WILL NOT BE RESPONSIBLE FOR LOCATING NEW MAINS OR SERVICES FOR THE CONTRACTOR. THIS IS IN EFFECT UNTIL FINAL PAYMENT FROM THE VILLAGE. FOR THE DURATION OF THE CONTRACT, THE CONTRACTOR SHALL MAKE THE AS-BUILT UNDERGROUND UTILITY INFORMATION AVAILABLE TO THE VILLAGE WHENEVER REQUESTED. IN THE EVENT OF A "JULIE" CALL WITHIN THE PROJECT LIMITS, THE VILLAGE OR ITS AGENT WILL NOTIFY THE CONTRACTOR TO MARK ANY UTILITIES STILL UNDER THE CONTRACTOR'S RESPONSIBILITY.**
4. THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE VILLAGE MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.
5. ALL MANHOLES, CATCH BASINS, AND VALVE VAULTS SHALL BE MORTARED ON THE INSIDE AND OUTSIDE AT ALL STRUCTURE JOINTS BETWEEN BARREL, CONE, AND FLAT TOP SECTIONS. NO HYDRAULIC CEMENT, EZ STICK NOR RUB-R-NEK SHALL BE APPLIED ABOVE THE CONE SECTION OR FLAT TOP OR BETWEEN FRAME AND STRUCTURE/RINGS.
6. GRADATION OF TRENCH BACKFILL MATERIAL SHALL BE CA-6, AND SHALL BE PLACED IN UNIFORM LAYERS NOT EXCEEDING 12 INCHES (LOOSE MEASURE) AND COMPACTED WITH MECHANICAL EQUIPMENT TO 95% OF STANDARD PROCTOR DENSITY. PIPE BEDDING SHALL BE A MINIMUM OF 4 INCHES THICK.
7. ALL FRAMES WITH SELF SEALING CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF ANY MANHOLES, CATCH BASIN, INLET, VALVE VAULT, OR METER VAULT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: ALL LIDS TO BE USED ON STORM SEWER STRUCTURES SHALL BEAR THE WORD "STORM". ALL LIDS TO BE USED ON SANITARY SEWER STRUCTURES SHALL BEAR THE WORD "SANITARY". ALL LIDS TO BE USED ON WATER SYSTEM STRUCTURES SHALL BEAR THE WORD "WATER". ALL CURB BOXES SHALL SAY "DUMP NO WASTE!" OR "DRAINS TO RIVERS" OR SIMILAR. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE FRAME AND GRATE OR FRAME AND CLOSED LID PROVIDED.
8. WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT.
9. ALL AUXILIARY VALVES, FRAMES, GRATES, LIDS AND WATER SERVICE BOXES WHICH ARE TO BE ABANDONED OR ADJUSTED WITH A NEW OR DIFFERENT FRAME AND LID SHALL BECOME THE PROPERTY OF THE CONTRACTOR. ALL HYDRANTS TO BE REMOVED SHALL BE REMOVED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL CONTACT THE VILLAGE TO DETERMINE IF THE VILLAGE WISHES TO SALVAGE THE HYDRANT. THE CONTRACTOR WILL BE RESPONSIBLE TO EITHER RETURN THE HYDRANT TO PUBLIC WORKS OR DISPOSE OF IT.
10. AN ESTIMATED QUANTITY (3 SQUARES) OF SIDEWALK REMOVAL AND REPLACEMENT HAS BEEN INCLUDED FOR THE INSTALLATION OF THE WATER AND SEWER SERVICES AT EACH PROPERTY WHERE THE EXISTING SIDEWALK IS NOT CALLED OUT TO BE REPLACED. ANY SIDEWALK REMOVAL AND REPLACEMENT AT THESE LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
11. ANY EXISTING OR PROPOSED SEWERS DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE VILLAGE.
12. THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.
13. THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY FOR DEWATERING TRENCH EXCAVATIONS AS WELL AS SHORING TRENCH WALLS DURING UTILITY OPERATIONS. COMPLIANCE WITH THE ABOVE WILL BE INCIDENTAL TO THE UTILITY INSTALLATIONS.
14. ALL PROPOSED UTILITY STRUCTURES SHALL INCLUDE AN EXTERNAL CHIMNEY SEAL UNLESS THEY FALL IN THE PAVEMENT AND ARE ADJUSTED TO FINAL GRADE WITH CLASS SI CONCRETE OR HOT-MIX ASPHALT SURFACE OR BINDER FULLY COVERING THE RINGS AND CASTING. THE COST OF THE CHIMNEY SEAL SHALL BE CONSIDERED INCIDENTAL TO THE UTILITY STRUCTURE BEING INSTALLED.
15. THE PAY ITEM "ADJUST SANITARY SEWER, 8-INCH DIAMETER OR LESS" SHALL ONLY BE USED WHEN APPROVED BY THE ENGINEER. THIS ITEM SHALL NOT BE USED FOR THE CONTRACTOR'S CONVENIENCE, BUT ONLY WHEN CONFLICTS OCCUR BETWEEN THE EXISTING SANITARY CONNECTIONS AND THE PROPOSED UTILITIES.
16. PROPOSED SANITARY SEWER SHALL CONFORM TO ASTM D-3034, D-2241, OR AWWA C-900 (DEPENDING ON PIPE DEPTH) WITH GASKET JOINTS CONFORMING TO ASTM F-477, UNLESS OTHERWISE SPECIFIED.

WATERMAIN

1. WATER MAIN SHALL BE INSTALLED AT A MINIMUM DEPTH OF 5.5' BELOW FINISHED GRADE AND NO DEEPER THAN 8' FROM FINISHED GRADE WITHOUT THE PRIOR WRITTEN APPROVAL OF THE VILLAGE OF LOMBARD UNDERGROUND SUPERINTENDENT.
2. SERVICE LINES SHALL HAVE A MINIMUM OF 5' COVER AND A MAXIMUM OF 8' COVER. SERVICE LINES SHALL BE A MINIMUM OF 18" ABOVE SANITARY OR STORM SEWERS. COUPLINGS SHALL NOT BE INSTALLED UNDER PAVEMENT. WHEN INSTALLING A BACK LOOP OVER OR UNDER WATER MAIN, THE LOOP SHALL HAVE A MAXIMUM 4' RADIUS.
3. CHANGES IN DIRECTION OF WATER MAIN SHALL BE INSTALLED WITH APPROVED RETAINER FITTINGS AND THRUST BLOCKING.
4. WATER MAIN SHALL NOT BE SLEEVED OR ENCASED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE VILLAGE OF LOMBARD UNDERGROUND SUPERINTENDENT.
5. ALL WATER MAIN SHALL BE WRAPPED. THE WRAPPING SHALL BE INSTALLED PER MANUFACTURER GUIDELINES. AFTER THE WRAPPING HAS BEEN REMOVED TO INSTALL SERVICE TAPS, LATERAL CONNECTION, ETC. THE WATER MAIN SHALL BE RE-WRAPPED WATER TIGHT.
6. TESTING OF NEW WATER MAIN PRIOR TO FINAL ACCEPTANCE BY THE VILLAGE SHALL BE IN ACCORDANCE WITH SECTION 41-2.13 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, THE SPECIAL PROVISIONS WITHIN THE CONTRACT DOCUMENTS, AND SECTION 400 OF THE VILLAGE STANDARD SPECIFICATIONS. PRESSURE TESTING OF WATER MAIN SHALL INCLUDE HYDRANTS BY PRESSURE TESTING AGAINST THE INTERNAL VALVE OF HYDRANT.
7. ALL ENDS OF ABANDONED WATER MAIN SHALL BE CAPPED USING MECHANICAL JOINT CAPS. BRICK AND MORTAR WILL NOT BE ALLOWED. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL CONSIDERED INCIDENTAL TO THE CONTRACT.
8. COST FOR REMOVING WATER MAIN AND FITTINGS AND CAPPING EXISTING WATER MAIN NECESSARY TO INSTALL PROPOSED WATER MAIN, STORM SEWER, OR SANITARY SEWER SHALL BE INCIDENTAL TO THE PRICE FOR THE PROPOSED WATER MAIN.
9. FOR WATER MAIN SHUT OFFS, THE CONTRACTOR SHALL NOT OPERATE ANY WATER VALVES. THE CONTRACTOR SHALL GIVE THE VILLAGE A MINIMUM OF 48 HOURS NOTICE. THE VILLAGE SHALL PROVIDE NOTIFICATION FORMS AND DETERMINE THE LIMIT OF THE AFFECTED AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISTRIBUTION OF THE NOTIFICATION FORMS TO ALL AFFECTED RESIDENTS AT LEAST 24 HOURS IN ADVANCE OF THE SHUT OFF.
10. TAR MASTIC SHALL BE USED BETWEEN ALL VALVE VAULT SECTIONS INCLUDING ADJUSTING RINGS AND FRAME TO TOP SECTION. VALVES SHALL BE ALIGNED TO THE CENTER OF THE VAULT FRAME SECTION.
11. A WOOD STAKE 2 INCH BY 4 INCH BY 6 FEET LONG WITH NOT LESS THAN THE TOP 2 FEET PAINTED BLUE SHALL BE INSTALLED NEXT TO EACH VAULT, SERVICE BOX AND VALVE BOX IN THE PARKWAY. THE STAKE SHALL BE MAINTAINED IN AN UPRIGHT POSITION UNTIL VILLAGE ACCEPTANCE.
12. TRENCH BACKFILL QUANTITY FOR WATER MAIN HAS BEEN COMPUTED BASED ON STANDARD DRAWINGS NUMBER ONE AND TWO OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND SHALL BE PAID FOR ON THE FOLLOWING BASIS

    6 AND 8 INCH DIAMETER: 0.68 C.Y./L.F. WATER SERVICE LINE: 0.330 C.Y./L.F.
    12 INCH DIAMETER: 0.72 C.Y./L.F.

    TRENCH BACKFILL FOR SANITARY AND WATER SERVICES HAS BEEN ESTIMATED. THE TRENCH WIDTH USED FOR EACH SERVICE TRENCH SCENARIO IS GIVEN BELOW:

    SANITARY SERVICE ONLY - 3.5 FEET WATER SERVICE ONLY - 3 FEET
    SANITARY AND WATER IN SAME TRENCH - 5 FEET

    THE TRENCH DEPTH IS THE DEPTH FROM THE SUBGRADE TO THE TOP OF SERVICE AND ANY REQUIRED BEDDING. ANY TRENCH BACKFILL REQUIRED IN EXCESS OF THE QUANTITY ESTABLISHED ABOVE, INCLUDING BEDDING MATERIAL, SHALL BE INCLUDED IN THE COST OF THE UTILITY BEING CONSTRUCTED.
13. WHEN PROPOSED STORM SEWER OR SANITARY SEWER ARE CONSTRUCTED ABOVE PROPOSED WATER MAIN A MINIMUM OF 18" CLEARANCE IS REQUIRED. CONCRETE SADDLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH VILLAGE DETAIL "WATER 9 - CONCRETE SADDLE SUPPORT". THIS WORK SHALL PAID FOR PER EACH AS "CONCRETE SADDLE SUPPORT".
14. DOMESTIC WATER SERVICE BOXES SHALL BE ADJUSTED TO FINAL GRADE AND WILL BE KEYABLE AFTER THE COMPLETION OF THE FINAL LANDSCAPING. THE ADJUSTMENT TO THE FINAL GRADE SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF "DOMESTIC WATER SERVICE BOXES."
15. ALL FIRE HYDRANTS ARE TO BE WATEROUS PACER. ALL HYDRANTS ARE TO HAVE AN AUXILIARY VALVE ATTACHED VIA A FLAT FLANGE TYPE CONNECTION. ALL BELOW GRADE NUTS AND BOLTS SHALL BE STAINLESS STEEL. HYDRANTS SHALL BE INSTALLED WITH A BURY MARK AT GRADE LEVEL AND NO LOWER THAN 18" FROM THE CENTER OF STEAMER PORT TO FINAL GRADE. HYDRANTS SHALL BE INSTALLED PLUMB AND LEVEL. WHEN EXTENDING A HYDRANT THE "BREAK FLANGE" SHALL BE RELOCATED TO GRADE LEVEL. AUXILIARY VALVES SHALL BE KEYABLE AND TO GRADE, AND SHALL INCLUDE VALVE BOXES.
16. ALL VALVE VAULT OPENINGS SHALL BE SEALED WITH RUBBER BOOTS. TAR MASTIC SHALL BE USED BETWEEN ALL VALVE VAULT SECTIONS INCLUDING ADJUSTING RINGS AND FRAME TO TOP SECTION. VALVES SHALL BE ALIGNED TO THE CENTER OF THE VAULT FRAME SECTION. LIDS ON VALVE VAULT FRAME SHALL BE MARKED "WATER".
17. TWO INCH (2") WATER SERVICES OVER 60 FEET AND ONE INCH (1") WATER SERVICES OVER 100 FEET MAY USE COMPRESSION COUPLING TO CONNECT THE WATER SERVICE LINES OTHERWISE WATER SERVICE LINES MUST BE CONTINUOUS AND NO COUPLING ALLOWED.

PAVING AND CURB & GUTTER

1. THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB & GUTTER, AND SIDEWALK AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
2. THE LIMITS OF UNSUITABLE SOIL REMOVAL HAVE BEEN ESTIMATED USING DATA PROVIDED IN THE ROADWAY SOILS INVESTIGATION DATED AUGUST 18, 2006 BY TESTING SERVICE CORPORATION. THE LIMITS OF UNDERCUT WILL BE VERIFIED OR RE-ESTABLISHED DURING CONSTRUCTION BY THE ENGINEER BASED ON ACTUAL CONDITIONS. THE PLAN QUANTITIES ARE ESTIMATED AND ANY ADDITIONS OR SUBTRACTIONS RESULTING FROM THE CHANGE IN LIMITS OF UNDERCUTTING SHALL BE MADE BY THE ENGINEER. THE CONTRACTOR WILL BE PAID FOR THE ACTUAL QUANTITY OF WORK PERFORMED.
3. BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
4. HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOP SOIL, SOD PLACEMENT, AND HOT-MIX ASPHALT BINDER COURSE HAS BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

STORM & SANITARY SEWER

1. THE COST OF MAKING SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER OR DRAINAGE STRUCTURES SHALL BE INCIDENTAL TO THE COST OF THE SEWER OR STRUCTURE BEING CONSTRUCTED.
2. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT.
3. ALL ABANDONED PIPE AND STRUCTURE INVERTS SHALL BE PLUGGED WITH BRICK AND MORTAR TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO THE STORM OR SANITARY SEWER ITEMS BEING REMOVED.
4. THE EXISTING SANITARY SEWER SERVICE CONNECTIONS SHOWN IN THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE ACTUAL LOCATIONS OF THE SERVICES. ALL ABANDONED SERVICE CONNECTIONS ALONG SANITARY SEWER TO BE ABANDONED AS SHOWN ON THE PLAN DOCUMENTS SHALL BE PLUGGED AS DIRECTED BY THE ENGINEER AND THE COST SHALL BE INCIDENTAL TO THE NEW SERVICE CONNECTIONS.
5. TESTING OF NEW SANITARY SEWER PRIOR TO FINAL ACCEPTANCE BY THE VILLAGE SHALL BE IN ACCORDANCE WITH SECTION 31-1.11 OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND CHAPTER 300 OF THE VILLAGE STANDARD SPECIFICATIONS.
6. A WOOD STAKE 2 INCH BY 4 INCH BY 6 FEET LONG WITH NOT LESS THAN THE TOP 2 FEET PAINTED GREEN SHALL BE INSTALLED NEXT TO EACH SANITARY SEWER MANHOLE AND CLEAN OUT OUTSIDE OF PAVEMENT LIMITS. THE STAKE SHALL BE MAINTAINED IN AN UPRIGHT POSITION UNTIL VILLAGE ACCEPTANCE OF THE UTILITY STRUCTURES.
7. THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON MANHOLES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE USE OF FLAT SLAB TOPS.
8. SANITARY SEWER CLEANOUTS SHALL BE ADJUSTED TO FINAL GRADE AFTER THE COMPLETION OF THE FINAL LANDSCAPING. THE ADJUSTMENT TO THE FINAL GRADE SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF "SANITARY SEWER CLEANOUT."
9. THE EXISTING SANITARY SEWER SERVICE CONNECTIONS SHOWN IN THE PLANS WERE OBTAINED FROM VIDEO TAPES OF THE SANITARY SEWERS PERFORMED BY TUNNEL VISION, INC ON MARCH 23, 2006 AND ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE ACTUAL LOCATIONS OF THE SERVICES.
10. TEMPORARY CONNECTIONS BETWEEN THE EXISTING SANITARY SEWER AND THE PROPOSED SANITARY SEWER AT THE END OF THE WORK DAY SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE SANITARY SEWER BEING INSTALLED.
11. ALL TYPE 3 FRAME AND GRATES FOR CATCH BASINS AND INLETS SHALL BE NEENAH R-3278-1 OR EAST JORDAN IRON WORKS 7220.

SIGNING, STRIPING & LANDSCAPING

1. THOSE SIGNS WHICH ARE SO DESIGNATED BY THE ENGINEER SHALL BE REMOVED, STORED AND SUBSEQUENTLY RELOCATED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. IN ADDITION, ANY SIGNS WHICH ARE DAMAGED DURING CONSTRUCTION OPERATIONS BEYOND REPAIR SHALL BE REPLACED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.
2. ALL PAVEMENT MARKINGS SHALL BE STAMARK HIGH PERFORMANCE TAPE AS MANUFACTURED BY THE 3M COMPANY. ONLY CONTRACTORS AND THEIR TECHNICIANS AND INSTALLERS THAT HAVE COMPLETED THE 3M PROFESSIONAL PAVEMENT MARKING TRAINING CERTIFICATION WILL BE PERMITTED TO INSTALL 3M STAMARK PREFORMED PLASTIC PAVEMENT MARKING TAPE.
3. WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER AND IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
4. THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR, SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

MISCELLANEOUS

1. ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING CONSTRUCTION. CONSTRUCTION OF BUSINESS DRIVEWAYS WITH ONE DRIVEWAY ACCESS SHALL BE STAGED THAT AT LEAST HALF OF THE DRIVEWAY WILL BE ACCESSABLE TO VEHICLES ENTERING AND EXITING. BUSINESSES WITH MORE THAN ONE DRIVEWAY ACCESS MAY ALTERNATE DRIVEWAY CLOSURE. THE COST TO PROVIDE AND MAINTAIN ACCESS SHALL BE PAID FOR AND INCLUDED IN THE ITEMS "TEMPORARY ACCESS (PRIVATE ENTRANCE)" AND "TEMPORARY ACCESS (COMMERCIAL ENTRANCE)".
2. ALL DRIVEWAY APRONS SHALL BE REPLACED WITH MATERIAL OF THE SAME KIND AS THE EXISTING APRON, UNLESS OTHERWISE NOTED, EXCEPT FOR EXISTING AGGEGRATE DRIVEWAY APRONS WHICH SHALL BE REPLACED WITH BITUMINOUS DRIVEWAY APRONS.
3. DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
4. SITE OBJECTS: REMOVAL AND DISPOSAL OF MISCELLANEOUS PARKWAY IMPROVEMENTS INCLUDING, BUT NOT LIMITED TO, BLOCK RETAINING WALLS, CONCRETE RETAINING WALLS, LANDSCAPE TIMBERS, FENCES, FENCE POSTS, PLANTERS, VEGETATION, BRICK OR BRICKPAVER WALKWAYS WITHIN R.O.W. LIMITS SHALL BE INCLUDED IN THE PAY ITEM FOR "EARTH EXCAVATION."
5. ALL WASTE MATERIAL SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE.
6. THE CONTRACTOR SHALL ADHERE TO IDOT STANDARD DRAWING NO. 701801 WHEN CLOSING ANY SIDEWALK.
7. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR II BARRICADE USED. (ONE (1) WEIGHTED BAG ACROSS EACH BOTTOM RAIL.)
8. BITUMINOUS PAVEMENT CROSSINGS REMOVED DUE TO STORM SEWER, CULVERT OR WATER MAIN WORK SHALL NOT BE LEFT IN GRAVEL OVERNIGHT. THIS INCLUDES SIDE STREETS. TEMPORARY BITUMINOUS PATCHING (AT THE CONTRACTOR'S EXPENSE) MAY BE USED IN LIEU OF IMMEDIATE PERMANENT PAVEMENT PATCHING.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	3
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

SUMMARY OF QUANTITIES

	CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	1000-2A ROADWAY	Y030-1E LIGHTING	Y031-1F TRAFFIC SIGNAL	Y060 100% VILLAGE
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	126	126			
	20101000	TEMPORARY FENCE	FOOT	643	643			
*	20101200	TREE ROOT PRUNING	EACH	10	5			5
*	20101300	TREE PRUNING (1 to 10 INCH DIAMETER)	EACH	5	5			
*	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	5	5			
	20200100	EARTH EXCAVATION	CUYD	1426	1426			
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CUYD	429	429			
	20400800	FURNISHED EXCAVATION	CUYD	683	683			
	20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CUYD	429	429			
	20800250	TRENCH BACKFILL, SPECIAL	CUYD	2850	2850			
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQYD	3791	3791			
*	25000400	NITROGEN FERTILIZER	POUND	47	47			
*	25000500	PHOSPHOROUS FERTILIZER	POUND	47	47			
*	25000600	POTASSIUM FERTILIZER	POUND	47	47			
*	25200110	SODDING, SALT TOLERANT	SQYD	3791	3791			
	25200200	SUPPLEMENTAL WATERING	UNIT	56	56			
	28000510	INLET FILTER	EACH	29	29			
	31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQYD	684	684			
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	2492	2492			
	40600300	AGGREGATE (PRIME COAT)	TON	28	28			
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQYD	150	150			
	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	3490	3490			
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	971	971			
	42001300	PROTECTIVE COAT	SQYD	2530	2398			132
	42300710	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL	SQYD	9	9			
	42300800	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL	SQYD	485	485			
	42400500	PORTLAND CEMENT CONCRETE SIDEWALK, SPECIAL	SQFT	11124	10224			900
	42400800	DETECTABLE WARNINGS	SQFT	420	420			
	44000100	PAVEMENT REMOVAL	SQYD	141	141			
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/2"	SQYD	11301	11301			
	44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQYD	250	250			
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQYD	1134	1134			
	44000300	CURB REMOVAL	FOOT	285	285			
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4091	3911			180
	44000600	SIDEWALK REMOVAL	SQFT	11461	10561			900

* INDICATES SPECIALTY ITEMS

REVISIONS	
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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

MAIN STREET

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F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	4
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

SUMMARY OF QUANTITIES

	CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	1000-2A ROADWAY	Y030-1E LIGHTING	Y031-1F TRAFFIC SIGNAL	Y060 100% VILLAGE
	44003100	MEDIAN REMOVAL	SQFT	285	285			
	44201341	CLASS C PATCHES, TYPE II, 9 INCH	SQYD	32				32
	44201347	CLASS C PATCHES, TYPE IV, 9 INCH	SQYD	306				306
	44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQYD	911	911			
	44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQYD	300	300			
	44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SQYD	1417	565			852
	44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1480	1480			
	54216180	REINFORCED CONCRETE PIPE TEE, 12" PIPE WITH 12" RISER	EACH	3	3			
	54248100	GRATING FOR CONCRETE FLARED END SECTION EQUIVALENT ROUND-SIZE 15"	EACH	1				1
	550A0020	STORM SEWERS, CLASS A, TYPE 1 6"	FOOT	35	35			
	550A0040	STORM SEWERS, CLASS A, TYPE 1 10"	FOOT	16				16
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	626	626			
	550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	24	24			
	55100200	STORM SEWER REMOVAL 6"	FOOT	70	70			
	55100400	STORM SEWER REMOVAL 10"	FOOT	146	146			
	55100500	STORM SEWER REMOVAL 12"	FOOT	118	118			
	55100700	STORM SEWER REMOVAL 15"	FOOT	36	36			
	55101200	STORM SEWER REMOVAL 24"	FOOT	34	24			10
	55101600	STORM SEWER REMOVAL 36"	FOOT	10				10
*	56102900	DUCTILE IRON WATER MAIN 4"	FOOT	64				64
*	56103000	DUCTILE IRON WATER MAIN 6"	FOOT	450				450
*	56103100	DUCTILE IRON WATER MAIN 8"	FOOT	210				210
*	56103200	DUCTILE IRON WATER MAIN 10"	FOOT	180				180
*	56103300	DUCTILE IRON WATER MAIN 12"	FOOT	2699				2699
*	56104800	WATER VALVES 4"	EACH	1				1
*	56104900	WATER VALVES 6"	EACH	2				2
*	56105000	WATER VALVES 8"	EACH	6				6
*	56105100	WATER VALVES 10"	EACH	2				2
*	56105200	WATER VALVES 12"	EACH	11				11
*	56200300	WATER SERVICE LINE 1"	FOOT	1116				1116
*	56200500	WATER SERVICE LINE 1 1/2"	FOOT	125				125
*	56200700	WATER SERVICE LINE 2"	FOOT	187				187
*	56201400	CORPORATION STOPS 1"	EACH	25				25
*	56201600	CORPORATION STOPS 1 1/2"	EACH	2				2
*	56201800	CORPORATION STOPS 2"	EACH	3				3

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

MAIN STREET

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F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	5
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

SUMMARY OF QUANTITIES

	CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	1000-2A ROADWAY	Y030-1E LIGHTING	Y031-1F TRAFFIC SIGNAL	Y060 100% VILLAGE
*	56400500	FIRE HYDRANTS TO BE REMOVED	EACH	2	2			
*	XX007246	FIRE HYDRANTS TO BE REMOVED, SPECIAL	EACH	6	5			1
*	56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	18	18			
*	56500700	DOMESTIC WATER SERVICE BOXES TO BE REMOVED	EACH	30				30
*	56500800	DOMESTIC WATER SERVICE BOXES	EACH	30				30
	60109510	PIPE UNDERDRAINS, FABRIC LINED TRENCH, 4"	FOOT	100	100			
	60200205	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1			
	60200305	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	4	4			
	60204005	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	1	1			
	60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	3	3			
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4			
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1			
	60228110	MANHOLES, SANITARY, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2				2
	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	2	2			
	60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	5	5			
	60240220	INLETS, TYPE B, TYPE 3 FRAME AND GRATE	EACH	2	2			
	60248900	VALVE VAULTS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	19				19
	60249300	VALVE BOXES 4"	EACH	1				1
	60249400	VALVE BOXES 6"	EACH	1				1
	60249500	VALVE BOXES 8"	EACH	1				1
	60255700	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	1	1			
	60260300	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	1	1			
	60260500	INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	1	1			
	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2	2			
	60266500	VALVE VAULTS TO BE REMOVED	EACH	4				4
	60266910	VALVE BOXES TO BE REMOVED	EACH	4				4
	60404300	FRAMES AND GRATES, TYPE 3	EACH	1				1
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1				1
	60500040	REMOVING MANHOLES	EACH	3	3			
	60500060	REMOVING INLETS	EACH	6	6			
	60500405	FILLING VALVE VAULTS	EACH	12				12
	60600605	CONCRETE CURB, TYPE B	FOOT	50	50			
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	2787	2560			227
	60604200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	1446	1446			
	60618324	CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)	SQFT	210	210			

* INDICATES SPECIALTY ITEMS

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	6
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

SUMMARY OF QUANTITIES

	CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	1000-2A ROADWAY	Y030-1E LIGHTING	Y031-1F TRAFFIC SIGNAL	Y060 100% VILLAGE
	60624600	CORRUGATED MEDIAN	SQFT	45	45			
*	66900200	NON SPECIAL WASTE DISPOSAL	CUYD	210	210			
*	66900450	SPECIAL WASTE PLANS AND REPORT	L. SUM	1	1			
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1			
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7			
	67100100	MOBILIZATION	L. SUM	1	1			
	70101700	TRAFFIC CONTROL AND PROTECTION	L. SUM	1	1			
	70102550	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	EACH	1				1
*	72000100	SIGN PANEL - TYPE 1	SQFT	67	14		52.5	
*	72000200	SIGN PANEL - TYPE 2	SQFT	14	14			
*	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	10	10			
*	72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	4	4			
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	279	279			
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	40	40			
*	78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	20	20			
*	78003100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	SQFT	354	354			
*	78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	4184	4184			
*	78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	2409	2409			
*	78003150	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 12"	FOOT	142	142			
*	78003180	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 24"	FOOT	306	306			
	78300100	PAVEMENT MARKING REMOVAL	SQFT	333	333			
*	81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	139			139	
*	81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	62			62	
*	81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	27			27	
*	81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	17			17	
*	81001100	CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	20			20	
*	81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	102			102	
*	81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	363			363	
*	81019000	CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	FOOT	124			124	
*	81400100	HANDHOLE	EACH	4			4	
*	81400300	DOUBLE HANDHOLE	EACH	4			4	
*	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	265		10	255	
*	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	1		1		
*	85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1			1	

* INDICATES SPECIALTY ITEMS

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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

MAIN STREET

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F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	7
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

SUMMARY OF QUANTITIES

	CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	1000-2A ROADWAY	Y030-1E LIGHTING	Y031-1F TRAFFIC SIGNAL	Y060 100% VILLAGE
*	85700305	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1			1	
*	86000105	MASTER CONTROLLER (SPECIAL)	EACH	1			1	
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	2019			2019	
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	2638			2638	
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	2260			2260	
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1976			1976	
*	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	92			92	
*	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	4			4	
*	87700190	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	2			2	
*	87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1			1	
*	87700240	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1			1	
*	87702910	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	3			3	
*	87702920	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1			1	
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16			16	
*	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	8			8	
*	87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	45			45	
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	75			75	
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	10			10	
*	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2			2	
*	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4			4	
*	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	6			6	
*	88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2			2	
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6			6	
*	88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	5			5	
*	88200310	TRAFFIC SIGNAL BACKPLATE, LOUVERED, PLASTIC	EACH	16			16	
*	88700200	LIGHT DETECTOR	EACH	4				4
*	88700300	LIGHT DETECTOR AMPLIFIER	EACH	2				2
*	88800100	PEDESTRIAN PUSH-BUTTON	EACH	16			16	
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2			2	
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2			2	
*	89502380	REMOVE EXISTING HANDHOLE	EACH	7			7	
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	17			17	
	Z0001050	AGGREGATE SUBGRADE 12"	SQYD	2171	2171			
	Z0017400	DRAINAGE & UTILITY STRUCTURE TO BE ADJUSTED	EACH	5	5			

* INDICATES SPECIALTY ITEMS

REVISIONS	
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ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

MAIN STREET

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F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	8
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

SUMMARY OF QUANTITIES

	CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	I000-2A ROADWAY	Y030-1E LIGHTING	Y031-1F TRAFFIC SIGNAL	Y060 100% VILLAGE
	Z0017700	DRAINAGE & UTILITY STRUCTURE TO BE RECONSTRUCTED	EACH	1	1			
	Z0019600	DUST CONTROL WATERING	UNIT	15	15			
	Z0056900	SANITARY SEWER 8"	FOOT	252				252
△	Z0076600	TRAINEE	HOURS	1500	1500			
*	B2002616	TREE, MALUS ADAMS (ADAMS CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	6	6			
*	B2006116	TREE, SYRINGA PEKINENSIS MORTON (CHINA SNOW PEKING LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	5	5			
*	X0300737	RADIO TRANSCEIVER	EACH	2			2	
*	X0301335	WATER MAIN REMOVAL 8"	FOOT	13				13
*	X0301576	COAXIAL CABLE IN CONDUIT	FOOT	198			198	
*	X0320772	WATER MAIN REMOVAL 12"	FOOT	80				80
	X0321905	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 12"	FOOT	383	373			10
	X0321906	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 15"	FOOT	36	36			
	X0321907	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 12"	FOOT	40				40
	X0321909	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 24"	FOOT	60	60			
*	X0322256	TEMPORARY INFORMATION SIGNING	SQFT	26	26			
*	X0322453	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	100	100			
*	X0323827	WATER MAIN REMOVAL 10"	FOOT	175				175
*	X0323973	SEDIMENT CONTROL, SILT FENCE	FOOT	1030	1030			
*	X0323974	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	515	515			
*	X0324912	RADIO ANTENNA	EACH	3			3	
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1			
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	13	13			
*	X8011000	TELEPHONE SERVICE INSTALLATION	EACH	2			2	
*	X8050015	SERVICE INSTALLATION, POLE MOUNT	EACH	2			2	
*	X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	2			2	
*	X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	834			834	
*	X8730250	ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	FOOT	525				525
*	XX000479	WATER MAIN REMOVAL 6 INCH	FOOT	135				135
	XX000613	MODULAR BLOCK RETAINING WALL	SQFT	500	500			
	XX002029	SANITARY SEWER REMOVAL, 8"	FOOT	252				252
*	XX003553	VIDEO TRANSMISSION SYSTEM	EACH	2			2	
	XX003668	PRECONSTRUCTION VIDEO TAPING	L. SUM	1	1			
	XX003991	BITUMINOUS DRIVEWAY PAVEMENT 3"	SQYD	29	29			
	XX005137	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD - MILLING) 1-1/2"	SQYD	190	190			

* INDICATES SPECIALTY ITEMS

△ Y080

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	9
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

SUMMARY OF QUANTITIES

	CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	1000-2A ROADWAY	Y030-1E LIGHTING	Y031-1F TRAFFIC SIGNAL	Y060 100% VILLAGE
*	XX005230	VIDEO DETECTION SYSTEM COMPLETE INTERSECTION	EACH	2			2	
	XX005462	CHANGEABLE MESSAGE SIGN	WEEK	8	8			
	XX005645	BITUMINOUS DRIVEWAY PAVEMENT 4"	SQYD	70	70			
	XX005656	INLET FILTER CLEANING	EACH	58	58			
	XX005668	HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 9"	SQYD	61	61			
	XX006372	STORM SEWERS TYPE 1 WATER MAIN QUALITY PIPE, 4"	FOOT	20				20
	XX006442	STORM SEWERS TYPE 1, WATER MAIN QUALITY PIPE, 36"	FOOT	10				10
	XX007228	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 10"	FOOT	20				20
*	XX007229	TREE, ULMUS CARPINIFOLIA NEW HORIZON (NEW HORIZON SMOOTHLEAF ELM), 2" CALIPER, BALLED AND BURLAPPED	EACH	6	6			
*	XX007230	TREE, MALUS PRAIRIE ROSE (PRAIRIE ROSE CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	6	6			
	XX007231	CATCH BASINS, TYPE D, 3' - DIAMETER, SPECIAL, TYPE 1 FRAME, OPEN LID	EACH	1	1			
	XX007232	CATCH BASINS, TYPE D, 3' - DIAMETER, SPECIAL, TYPE 3 FRAME AND GRATE	EACH	1	1			
	60242400	INLETS, SPECIAL	EACH	3	3			
	XX007233	STORM SEWERS, 4" PVC FOR INLETS SPECIAL	FOOT	110	110			
	XX007234	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 6"	FOOT	24	24			
	XX007235	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 10"	FOOT	20				20
*	XX011706	WATER MAIN FITTINGS	POUND	12230				12230
*	XX003536	CONNECTIONS TO EXISTING WATER MAINS (NON-PRESSURE)	EACH	2				2
*	X0323449	REMOVE EXISTING WATER VALVE	EACH	2				2
*	XX007236	WATER VALVES 10", SPECIAL	EACH	2				2
*	XX007237	SANITARY SEWER SERVICE CONNECTION, TYPE I	FOOT	394				394
*	XX007238	SANITARY SEWER SERVICE CONNECTION, TYPE II	FOOT	200				200
*	XX007239	SANITARY SEWER SERVICE CONNECTION, TYPE III	FOOT	326				326
*	XX007240	SANITARY SEWER CLEAN OUT	EACH	10				10
*	XX007241	SANITARY SEWER CLEAN OUT IN DRIVEWAY	EACH	6				6
*	XX007243	UNIT DUCT 2-1/C NO. 6 AND 1-1/C NO. 6 GROUND (XLP-TYPE USE) 1" POLYETHEYLENE	FOOT	400		400		
*	XX007242	DIRECTIONAL BORE	FOOT	385		385		
	XX007244	TEMPORARY PAVEMENT PATCH, 6"	SQYD	75				75
	20022800	FENCE REMOVAL	FOOT	215	215			
*	XX007245	CONCRETE SADDLE SUPPORT	EACH	14	14			
*	XX007246	ELECTRIC CABLE IN CONDUIT, NO. 18 3C	FOOT	1292			1292	
*	XX007247	MANUAL TRAFFIC SIGNAL CONTROL PUSH BUTTON SWITCH	EACH	2				2
*	XX007248	WATER CONNECTION SPECIAL	EACH	5				5
*	X0324007	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1			1	
*	XX007249	EXPLORATION TRENCH, SPECIAL	CU FT	4800	4800			

* INDICATES SPECIALTY ITEMS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

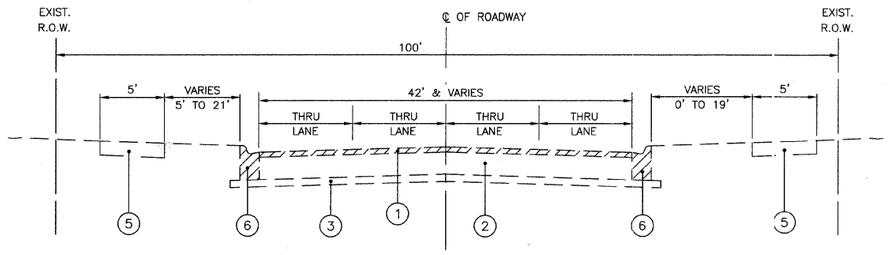
SUMMARY OF QUANTITIES

MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	10
TYPICAL SECTIONS				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

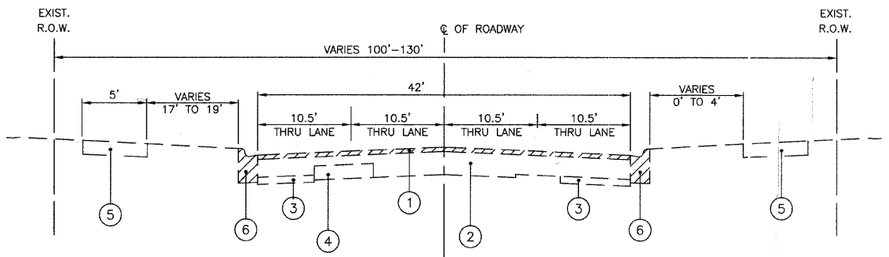


EXISTING TYPICAL SECTION

MAIN STREET

(STA. 100+55 TO STA. 114+06)

REMOVAL



EXISTING TYPICAL SECTION

MAIN STREET

(STA. 114+06 TO STA. 115+30.45)

LEGEND:

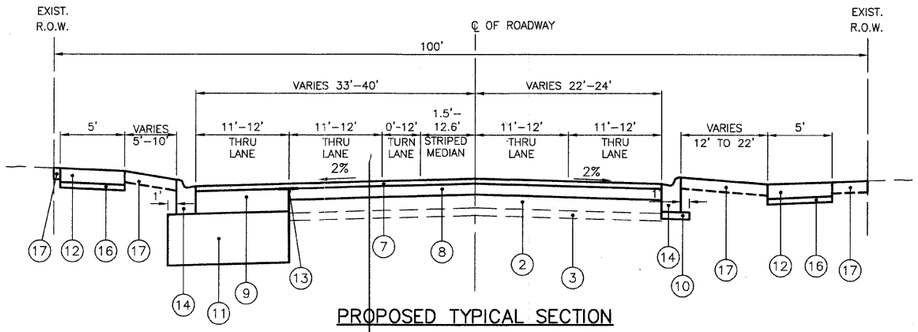
1. EXISTING BITUMINOUS CONCRETE SURFACE COURSE, 1-1/2" ± (REMOVAL PAID FOR AS "HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2")
2. EXISTING BITUMINOUS CONCRETE BINDER COURSE, 1-1/2" - 9-1/2"
3. EXISTING AGGREGATE BASE, 4" - 14"
4. EXISTING PCC BASE COURSE, 8"±
5. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
6. EXISTING COMBINATION CONCRETE CURB & GUTTER (M-6.12, B-6.12 or B-6.18)
7. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
8. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 4" MIN. & VARIES (MAXIMUM 4" PER LIFT)
9. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8" (MAXIMUM 4" PER LIFT)
10. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 4"
11. PROPOSED AGGREGATE SUBGRADE, 12"
12. PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL (REMOVAL AND REPLACEMENT AT LOCATIONS AS SHOWN ON PLANS OR AS DIRECTED BY ENGINEER)
13. STRIP REFLECTIVE CRACK CONTROL TREATMENT
14. PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
15. PROPOSED MODULAR BLOCK RETAINING WALL LOCATED FROM STATION 112+60 TO STATION 113+94
16. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 2" (INCLUDED IN COST OF "PCC SIDEWALK, 5 INCH, SPECIAL")
17. PROPOSED SODDING, SALT TOLERANT & TOPSOIL FURNISH AND PLACE, 4"

HMA MIXTURE REQUIREMENT

ITEM	AC TYPE	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, IL-9.5mm	PG 64-22	4% @ 70 GYR.
HOT MIX ASPHALT BINDER COURSE, IL-19, N70	PG 64-22 *	4% @ 70 GYR.
CLASS D PATCHES, 7", (BINDER IL-19mm)	PG 64-22 *	4% @ 70 GYR.
HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50, IL-9.5mm HOT MIX ASPHALT BINDER, IL-19mm, N50 (FOR BITUMINOUS DRIVEWAY PAVEMENT)	PG 64-22	4% @ 70 GYR.
TEMPORARY PAVEMENT (BINDER IL-19mm) (FOR TEMPORARY PAVEMENT PATCH, 6")	PG 64-22 *	4% @ 70 GYR.

NOTE: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SY/IN.

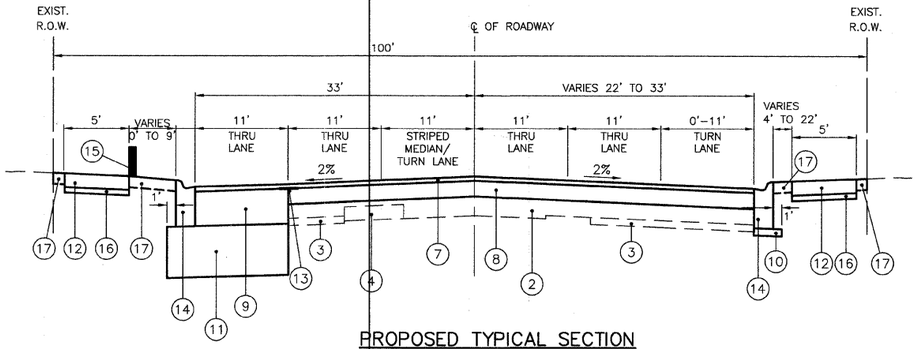
* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.



PROPOSED TYPICAL SECTION

MAIN STREET

(STA. 100+55 TO STA. 103+70)



PROPOSED TYPICAL SECTION

MAIN STREET

(STA. 103+70 TO STA. 115+30.45)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	11
SUMMARY OF QUANTITIES				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

SCHEDULE OF QUANTITIES

SCHEDULE OF DRIVEWAYS						
STATION	DRIVEWAY PAVEMENT REMOVAL (SQ YD)	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL (SQ YD)	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL (SQ YD)	BITUMINOUS DRIVEWAY PAVEMENT, 3 INCH (SQ YD)	BITUMINOUS DRIVEWAY PAVEMENT, 4 INCH (SQ YD)	HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 9" (SQ YD)
101+16, RT	64		65			
101+35, LT	23				20	
101+69, LT	38					
102+65, LT	55		26			
104+50, LT	50		20			
104+60, RT	65		49			
105+32, LT	90		39			
106+22, LT	87		38			
107+36, LT	19					
107+42, LT	46					
108+22, LT	71		35			
108+73, LT	66		28			
110+81, LT	15		15			
111+59, LT	130		136			
111+73, LT	135		18			
111+98, LT	16		6			
111+99, LT					18	
112+50, LT	30		8			
112+53, LT	34				32	
112+60, RT	20					20
112+61, RT	43					41
113+12, RT	28			29		
113+15, RT	8	9				

SCHEDULE OF TREES				
STATION	ADAMS CRABAPPLE	CHINA SNOW PEKING LILAC	NEW HORIZON SMOOTHLEAF ELM	PRAIRIE ROSE CRABAPPLE
100+85, 46' LT	1			
100+17, 45' LT	1			
101+62, 43' LT		1		
101+97, 43' LT		1		
102+32, 42' LT		1		
103+73, 39' LT				1
104+13, 39' LT				1
104+82, 39' LT	1			
104+94, 40' RT			1	
105+29, 40' RT			1	
105+64, 40' RT			1	
105+77, 39' LT		1		
105+99, 39' RT			1	
106+34, 39' RT			1	
107+56, 39' LT	1			
107+91, 39' LT	1			
109+08, 39' LT				1
109+43, 39' LT				1
109+78, 39' LT		1		
110+13, 39' LT	1			
111+74, 28' RT			1	
114+80, 37' LT				1
115+15, 37' LT				1

SCHEDULE OF TREE REMOVAL	
STATION	6 TO 15 UNITS DIA. (INCHES)
102+86, 38' LT	10
103+86, 32' LT	9
104+85, 49' RT	6
106+26, 45' RT	7
109+10, 32' LT	11
110+00, 31' LT	10
112+93, 35' RT	33
116+97, 40' RT	25
119+50, 31' RT	15

SCHEDULE OF RELOCATE SIGN PANEL ASSEMBLY – TYPE A	
PROPOSED LOCATION	TELESCOPING STEEL SIGN SUPPORT (FT)
101+18, RT	15
102+87, LT	15
103+14, LT	15
103+78, LT	15
104+86, LT	13.5
107+21, LT	15
108+56, LT	15
108+92, LT	15
110+03, LT	16.5
112+80, LT	13.5

SCHEDULE OF RELOCATE SIGN PANEL ASSEMBLY – TYPE B	
PROPOSED LOCATION	TELESCOPING STEEL SIGN SUPPORT (FT)
102+44, LT	18
102+90, LT	18+18
104+59, RT	18

SCHEDULE OF SIGN PANEL – TYPE 1			
PROPOSED LOCATION	TELESCOPING STEEL SIGN SUPPORT (FT)	DIMENSIONS	AREA (SQ FT)
105+00, 35' RT	14.5	30" X 30"	6.25
106+15, 37' RT	15	30" X 36"	7.5

SCHEDULE OF SIGN PANEL – TYPE 2			
PROPOSED LOCATION	TELESCOPING STEEL SIGN SUPPORT (FT)	DIMENSIONS	AREA (SQ FT)
103+70, 26' RT	29	66" X 30"	13.75

EARTHWORK SCHEDULE				
ITEM	UNIT	STAGE 1	STAGE 2	TOTALS
EARTH EXCAVATION	C.Y.	1247	179	1426
EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	C.Y.	1074	151	1226
EMBANKMENT REQUIRED	C.Y.	366	317	683
EARTHWORK BALANCE WASTE (+) OR SHORTAGE (–)	C.Y.	+708	–166	+543

SHRINKAGE CALCULATED USING 15% SHRINKAGE FACTOR

A PAY ITEM FOR "FURNISHED EXCAVATION" HAS BEEN INCLUDED ON THE ASSUMPTION THAT, DUE TO LIMITED WORKING SPACE, ALL EMBANKMENT WILL HAVE TO BE BROUGHT IN FROM OUTSIDE THE PROJECT LIMITS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

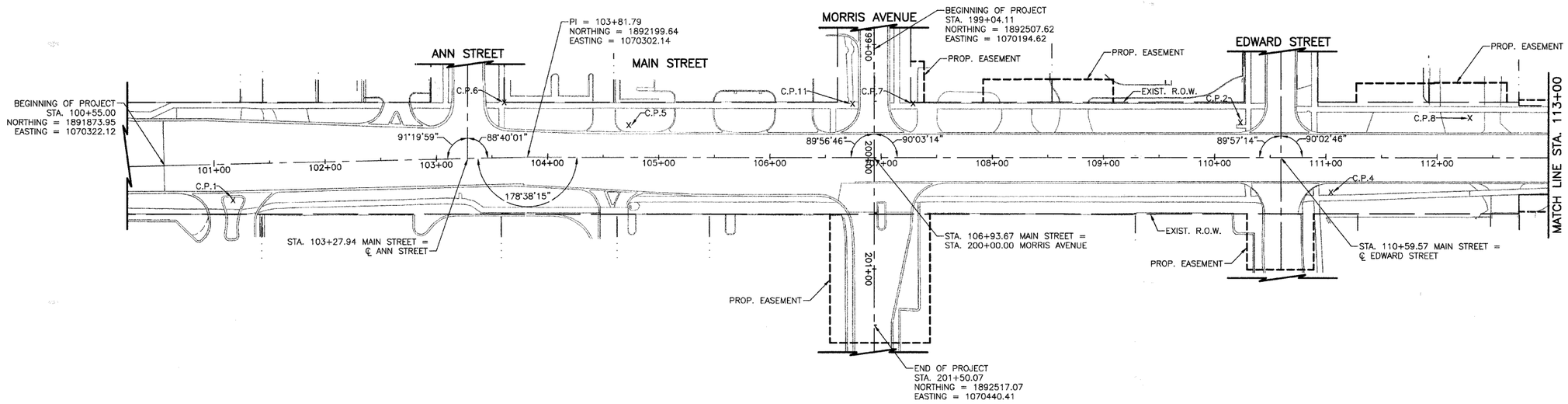
SCHEDULE OF QUANTITIES

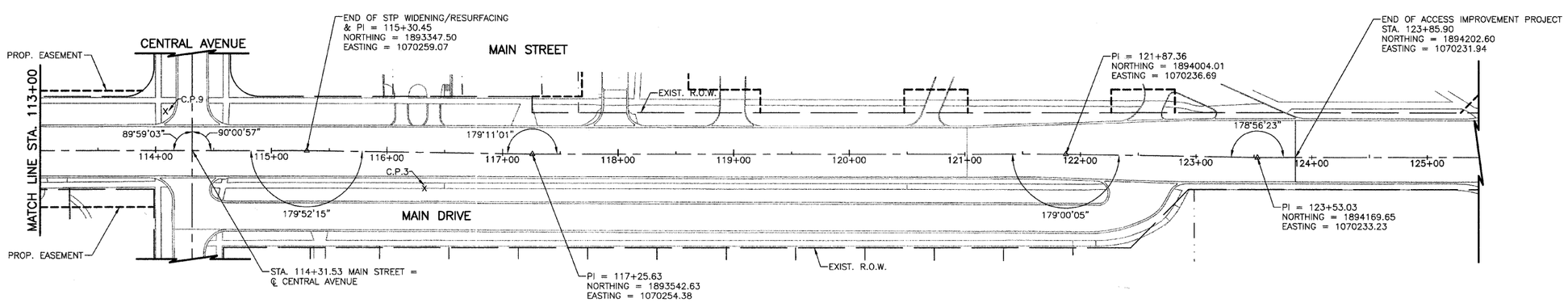
MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	12
ALIGNMENT, TIES & BENCHMARKS				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952





BENCHMARKS

BM — VILLAGE OF LOMBARD # 3-020
FOUND 3/4" IRON PIPE WITH PLASTIC CAP AT THE SOUTHEAST CORNER OF THE INTERSECTION OF MAIN STREET AND ROOSEVELT ROAD.
VILLAGE OF LOMBARD PUBLISHED ELEVATION 737.79

TBM #1 — RAILROAD SPIKE (SET) IN POWER POLE IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF MAIN STREET AND EDWARD STREET.
ELEVATION 743.00

TBM #2 — RAILROAD SPIKE (SET) IN POWER POLE ON THE WEST SIDE OF MAIN STREET APPROXIMATELY 230 FEET NORTH OF THE CENTER LINE OF CENTRAL AVENUE.
ELEVATION 738.01

CONTROL POINTS

C.P. #	NORTHING	EASTING	STATION	OFFSET
#1 X-CUT IN WALK SET	1891936.086	1070351.013	101+15.76	32.65' RT
#2 5/8" IR W/ CAP SET	1892839.314	1070246.814	110+23.08	31.30' LT
#3 X-CUT IN WALK SET	1893450.499	1070287.600	116+32.38	32.14' RT
#4 5/8" IR W/ CAP SET	1892923.011	1070306.321	111+04.49	31.30' RT
#5 5/8" IR W/ CAP SET	1892289.589	1070270.204	104+72.87	28.54' LT
#6 X-CUT IN WALK FOUND	1892176.980	1070254.126	103+62.11	49.31' LT
#7 X-CUT IN WALK SET	1892544.426	1070241.049	107+28.62	48.12' LT
#8 5/8" IR W/ CAP SET	1893045.303	1070234.736	112+29.38	35.65' LT
#9 5/8" IR W/ CAP SET	1893226.715	1070297.413	114+08.32	33.79' LT
#10 X-CUT IN WALK SET	1892469.459	1069970.056	106+63.86	321.73' LT
#11 X-CUT IN WALK SET	1892490.122	1070243.387	106+74.26	47.82' LT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

MAIN STREET

STA. 100+55 TO STA. 123+85.90

50 0 50
SCALE IN FEET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	13
STA. 100+55	TO STA. 105+00			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

ANN STREET

ROADWAY IMPROVEMENT BEGINS STATION 100+55

HOT-MIX ASPHALT SURFACE COURSE, MIX "D",N70, IL-9.5mm, 1-1/2"
HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 8"
AGGREGATE SUBGRADE, 12"

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL SHEETS)

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, IL-9.5mm, 1-1/2"
HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 8"
AGGREGATE SUBGRADE, 12"

PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12

EXISTING SIDEWALK REMOVAL (TYP.)
PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL (TYP.)

10' CURB TRANSITION TO MATCH EXISTING (PAID FOR AS "COMB. CONC. C & G, TYPE B-6.12")

DRIVEWAY TO BE REMOVED

EXISTING R.O.W.

PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (SPECIAL) (SEE DETAIL SHEETS)

231.5' TAPER

22' R (TYP.)

SOIL BORING B-1

CORRUGATED MEDIAN SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

30' R

1' R (TYP.)

PITCH OUT GUTTER

10' R (TYP.)

SOIL BORING B-2

CONSTRUCTION BASELINE/PROPOSED P.G.L.

PI STA. 103+81.78

CONCRETE MEDIAN SURFACE, 6" (SPECIAL) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

20' R (TYP.)

3' R (TYP.)

315.8' TAPER

160' TAPER

25' R

3' R (TYP)
20' R

DETECTABLE WARNINGS (TYP.)

CONCRETE MEDIAN SURFACE, 6" (SPECIAL) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

HOT-MIX ASPHALT SURFACE REMOVAL 1-1/2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, IL-9.5mm, 1-1/2"
HOT MIX ASPHALT BINDER COURSE, IL-19, N70, 4" MIN. & VARIES

PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

SIGN AND FOUNDATION TO BE REMOVED (COST INCIDENTAL TO EARTH EXCAVATION")

10' CURB TRANSITION TO MATCH EXISTING (PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12")

MATCH LINE STA. 105+00 (SEE SHEET NO. 14)

100+55.0 40.0' LT
100+55.0 23.2' RT
102+86.5 35.3' LT
103+43.3 73.8' LT
103+17.5 74.5' LT
103+43.3 63.9' LT
103+17.2 64.6' LT
103+43.4 62.4' LT
103+73.4 33.0' LT
103+70.8 22.0' RT

1196 1160 1156 1146-1150 1177 1157 1145 4

101+00 102+00 103+00 104+00

LEGEND

- CURB AND GUTTER REMOVAL
- DRIVEWAY REMOVAL
- SIDEWALK REMOVAL
- PAVEMENT REMOVAL
- CLASS D PATCH, 7"
- DEPRESSED CURB FOR SIDEWALKS
- DETECTABLE WARNING
- TREE REMOVAL

NOTES:

1. WHERE ADDITIONAL WIDENING IS REQUIRED ON THE EAST SIDE OF MAIN STREET, SEE DETAIL "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)" ON DETAIL SHEETS.
2. THE MAXIMUM LIFT FOR HOT MIX ASPHALT BINDER IS 4" PER LIFT.
3. SAW CUTTING (FULL DEPTH) IS REQUIRED WHENEVER REMOVING PAVEMENT OR CURB & GUTTER ALONG PAVEMENT TO REMAIN. THE COST OF SAW CUTTING (FULL DEPTH) SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

MAIN STREET

IMPROVEMENT BEGINS STATION 100+55

+1.50% +1.27% -1.47%

CURVE LENGTH = 200'
E = -0.69

CURVE LENGTH = 250'
E = 1.18

PROPOSED P.G.L.
EXISTING CENTERLINE

STA. = 100+55
ELEV. = 738.45

PI STA. = 101+00
ELEV. = 739.10

VPC STA. = 101+30
VPC ELEV. = 739.48

HP STA. = 102+22.62
HP ELEV. = 740.07

PVI STA. = 102+30
PVI ELEV. = 740.75

VPT STA. = 103+30
VPT ELEV. = 739.28

VPG STA. = 104+55
VPG ELEV. = 737.44

MATCH LINE STA. 105+00 (SEE SHEET NO. 14)

	100+00	+50	101+00	+50	+75	102+00	+25	+50	+75	103+00	+50	104+00	+50	+75	105+00
EXISTING ℄ ELEVATION	738.92		739.10	739.28	739.71	739.91	739.41	740.03	740.07	739.32	740.02	739.88	739.13	739.66	738.51	738.98	737.77	738.25	737.09	737.51	736.50	736.93
PROPOSED P.G.L. ELEVATION																						

745 740 735 730 725 720 715 710 705

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

MAIN STREET

STA. 100+55 TO STA. 105+00

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

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	14
STA. 105+00 TO STA. 110+00				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

LEGEND

▨	CURB AND GUTTER REMOVAL
▨	DRIVEWAY REMOVAL
▨	SIDEWALK REMOVAL
▩	PAVEMENT REMOVAL
▨	CLASS D PATCH, 7"
━	DEPRESSED CURB FOR SIDEWALKS
▩	DETECTABLE WARNING
☒	TREE REMOVAL

NOTES:

1. WHERE ADDITIONAL WIDENING IS REQUIRED ON THE EAST SIDE OF MAIN STREET, SEE DETAIL "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)" ON DETAIL SHEETS.
2. THE MAXIMUM LIFT FOR HOT MIX ASPHALT BINDER IS 4" PER LIFT.
3. SAW CUTTING (FULL DEPTH) IS REQUIRED WHENEVER REMOVING PAVEMENT OR CURB & GUTTER ALONG PAVEMENT TO REMAIN. THE COST OF SAW CUTTING (FULL DEPTH) SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

MAIN STREET

STA. 105+00 TO STA. 110+00

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

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	15
	STA. 110+00 TO STA. 115+30.45			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

EDWARD STREET

CENTRAL AVENUE

MAIN DRIVE

MAIN STREET

*CONSTRUCTION OF MONLITHIC CURB AND GUTTER SHALL MATCH ADJACENT CONSTRUCTION

16' MONOLITHIC CURB AND GUTTER B-6.12 SHALL BE PAID FOR AND INCLUDED IN COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL*

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5mm, N70, 1-1/2"
HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 8"
AGGREGATE SUBGRADE, 12"

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL SHEETS)

PROPOSED TEMPORARY EASEMENT 35.0'

PROPOSED TEMPORARY 65' x 17' AND 5' X 12' EASEMENT

PROPOSED TEMPORARY 115' X 5' EASEMENT

EXISTING FENCE TO BE REMOVED

EXISTING R.O.W.

EXISTING SIDEWALK REMOVAL (TYP.)
PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL (TYP.)

5' TRANSITION FROM 6" BARRIER CURB TO FLAT

REMOVAL OF MONOLITHIC CURB AND GUTTER SHALL BE PAID FOR AND INCLUDED IN THE COST OF DRIVEWAY PAVEMENT REMOVAL

SAW CUT (FULL DEPTH)

PROPOSED MODULAR RETAINING WALL (SEE DETAIL SHEETS)

SOIL BORING B-4

SOIL BORING B-5

CONSTRUCTION BASELINE/ PROPOSED P.G.L.

PROPOSED COMBINATION CURB & GUTTER, TYPE B-6.12

HOT-MIX ASPHALT SURFACE REMOVAL 1-1/2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, IL-9.5mm, 1-1/2"
HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 4" MIN. & VARIES

ROADWAY IMPROVEMENT ENDS STA. 115+30.45

SEE SHEET NO. 20-24 FOR UTILITY IMPROVEMENT.

NOTE: MATCH IMPROVEMENT BY OTHERS NORTH OF STATION 115+30.45

HIGH EARLY STRENGTH PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 9"

PITCH OUT GUTTER

PROPOSED COMBINATION CURB & GUTTER, TYPE B-6.12 (SPECIAL)
SUB-BASE GRANULAR MATERIAL, 4"

HOT-MIX ASPHALT SURFACE REMOVAL 1-1/2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, IL-9.5mm, 1-1/2"
HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 4" MIN. & VARIES

PROPOSED TEMPORARY 125' X 15' EASEMENT

DETECTABLE WARNINGS (TYP.)

SIDEWALK TO BE REMOVED

SEE DRAINAGE AND UTILITY SHEETS FOR PAVEMENT PATCHING ON MAIN DRIVE.

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SEE DETAIL SHEETS)

HOT-MIX ASPHALT SURFACE REMOVAL 1-1/2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5mm, N70, 1-1-2"
HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 4" MIN. & VARIES

MATCH LINE STA. 110+00 (SEE SHEET NO. 14)

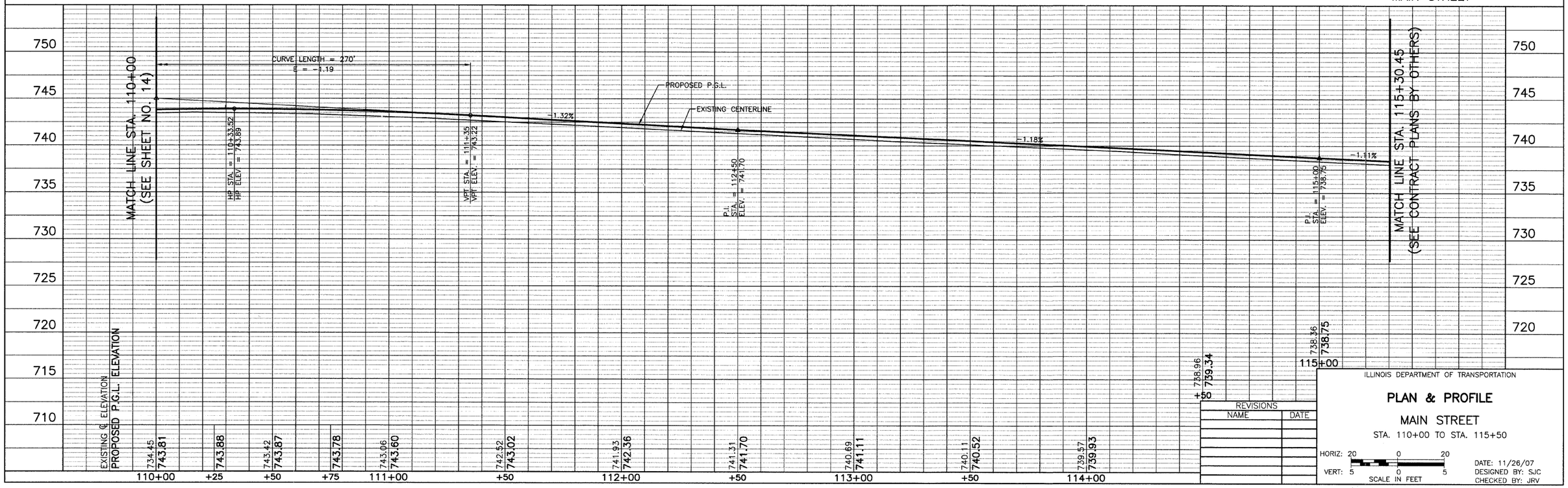
MATCH LINE STA. 115+50 (SEE SHEET NO. 16)

LEGEND

- CURB AND GUTTER REMOVAL
- DRIVEWAY REMOVAL
- SIDEWALK REMOVAL
- PAVEMENT REMOVAL
- CLASS D PATCH, 7"
- DEPRESSED CURB FOR SIDEWALKS
- DETECTABLE WARNING
- TREE REMOVAL

NOTES:

1. WHERE ADDITIONAL WIDENING IS REQUIRED ON THE EAST SIDE OF MAIN STREET, SEE DETAIL "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)" ON DETAIL SHEETS.
2. THE MAXIMUM LIFT FOR HOT MIX ASPHALT BINDER IS 4" PER LIFT.
3. SAW CUTTING (FULL DEPTH) IS REQUIRED WHENEVER REMOVING PAVEMENT OR CURB & GUTTER ALONG PAVEMENT TO REMAIN. THE COST OF SAW CUTTING (FULL DEPTH) SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

MAIN STREET

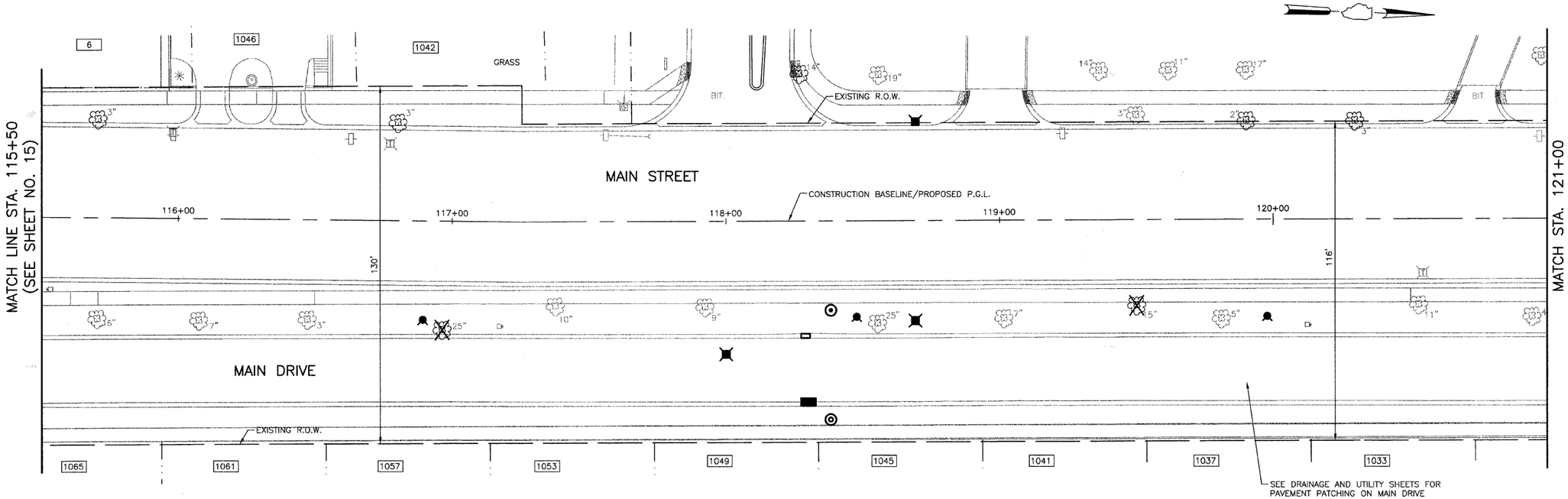
STA. 110+00 TO STA. 115+50

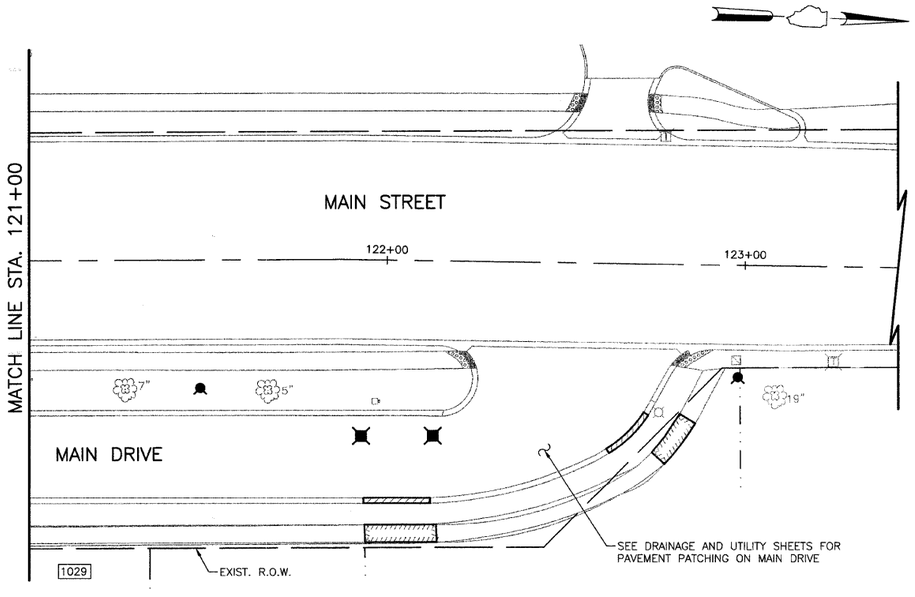
HORIZ: 20 0 20
VERT: 5 0 5
SCALE IN FEET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	16
STA. 115+50	TO STA. 123+00			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952





LEGEND

- CURB AND GUTTER REMOVAL
- DRIVEWAY REMOVAL
- SIDEWALK REMOVAL
- PAVEMENT REMOVAL
- CLASS D PATCH, 7"
- DEPRESSED CURB FOR SIDEWALKS
- DETECTABLE WARNING
- TREE REMOVAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

MAIN STREET

STA. 115+50 TO STA. 123+00

20 0 20

SCALE IN FEET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	17
	MAINTENANCE OF TRAFFIC – STAGE 1			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

ROADWAY IMPROVEMENT BEGINS STATION 100+55

ROAD CONSTRUCTION AHEAD
W20-1(0)-4848
W1-6-4824

ROOSEVELT ROAD

END ROAD WORK
G20-2-3618

36" X 24" DRIVEWAY ENTRANCE

ANN STREET

MAIN STREET

EXIST. R.O.W.

MORRIS AVENUE

PROP. TEMPORARY EASEMENT (TYP.)

EDWARD STREET

MATCH LINE STA. 113+00

DO NOT BLOCK DRIVEWAYS
24" X 36"

TEMPORARY INFORMATION SIGN
LOCATE AS DIRECTED BY THE ENGINEER
(SEE DETAIL SHEETS)

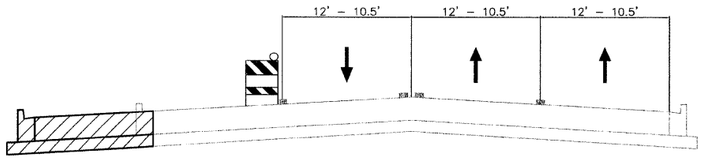
CENTRAL AVENUE

ROADWAY IMPROVEMENT ENDS STATION 115+30.45
SEE SHEET NO. 20-24 FOR UTILITY IMPROVEMENTS

NOTE: MATCH MOT STAGING BY OTHERS NORTH OF STA. 115+30.45

MAIN DRIVE

MATCH LINE STA. 113+00



TYPICAL SECTION – TEMPORARY LANE CLOSURE
(SEE MOT NOTES FOR PERMITTED HOURS)

LEGEND

- WORK ZONE
- SINGLE LANE OF THRU TRAFFIC
- TEMPORARY TRAFFIC SIGN
- TYPE II BARRICADES (OR DRUMS) WITH MONODIRECTIONAL STEADY-BURN LIGHTS @ 50' CENTERS (25' SPACING IN TAPERS AND 10' SPACING IN RADII)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

MAIN STREET

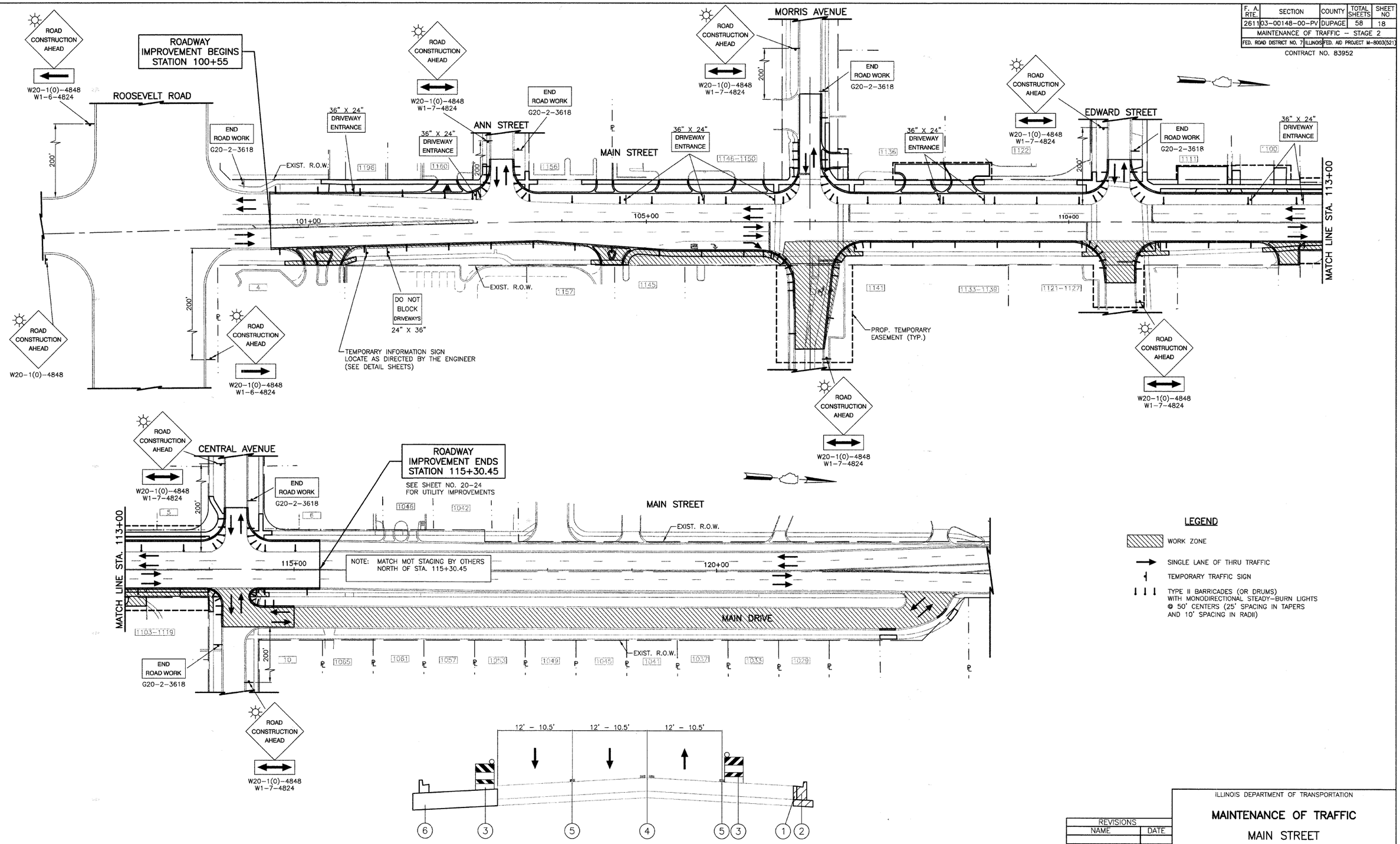
STAGE 1

50 0 50
SCALE IN FEET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	18
	MAINTENANCE OF TRAFFIC – STAGE 2			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952



TYPICAL SECTION – TEMPORARY LANE CLOSURE
(SEE MOT NOTES FOR PERMITTED HOURS)

LEGEND

- WORK ZONE
- SINGLE LANE OF THRU TRAFFIC
- TEMPORARY TRAFFIC SIGN
- TYPE II BARRICADES (OR DRUMS) WITH MONODIRECTIONAL STEADY-BURN LIGHTS @ 50' CENTERS (25' SPACING IN TAPERS AND 10' SPACING IN RADII)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

MAIN STREET

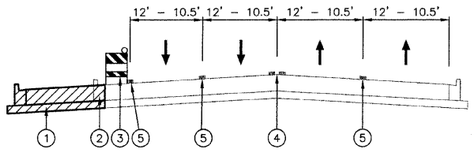
STAGE 2

50 0 50
SCALE IN FEET

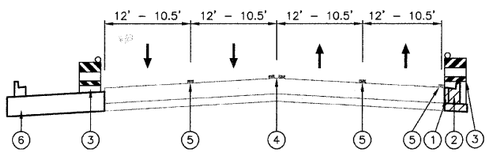
DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	19
	MAINTENANCE OF TRAFFIC – SECTION & NOTES			
FED. ROAD DISTRICT NO. 7		ILLINOIS	FED. AID PROJECT M-8003(521)	

CONTRACT NO. 83952



TYPICAL SECTION – STAGE 1



TYPICAL SECTION – STAGE 2

LEGEND

1. PROPOSED PAVEMENT WIDENING AND/OR CURB & GUTTER
2. COMBINATION CURB & GUTTER REMOVAL
3. PROPOSED TYPE II BARRICADE (OR DRUM) WITH STEADY BURNING LIGHT
4. EXISTING DOUBLE YELLOW LINE
5. EXISTING WHITE SKIP-DASH LANE LINE
6. PROPOSED AGGREGATE SUB-BASE

WORK ZONE

CONSTRUCTION SEQUENCE

PRE-STAGE 1 (NOT ILLUSTRATED)

1. INSTALL AND ACTIVATE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTIONS OF MAIN STREET AND MORRIS AVENUE AND AT MAIN STREET AND EDWARDS STREET. (NOTE: EXISTING SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE TEMPORARY SIGNALS ARE ACTIVATED. SEE SHEETS 38-41 FOR SIGNAL DETAILS.)
2. REMOVE EXISTING SIGNAL POLES AND EQUIPMENT.
3. CONSTRUCT STORM SEWER AND DRAINAGE STRUCTURES, SANITARY SEWER AND STRUCTURES, WATER MAIN AND VALVE VAULTS. RELOCATE/INSTALL FIRE HYDRANTS.
4. TEMPORARY LANE CLOSURE DURING CONSTRUCTION WILL BE IN ACCORDANCE WITH IDOT STANDARD 701501-04, 701601-04 AND 701701-05, WHERE APPLICABLE.
5. SIDEWALK CLOSURES, AS REQUIRED SHALL BE IN ACCORDANCE WITH IDOT STANDARD 701801-03.

STAGE 1

1. PLACE ALL CONSTRUCTION SIGNS AND BARRICADES AS SHOWN ON SHEET NO. 16.
2. TEMPORARY LANE CLOSURES WILL ONLY BE ALLOWED DURING OFF-PEAK HOURS (INDICATED IN MOT GENERAL NOTE #11). ALL LANE CLOSURES SHALL BE DONE IN ACCORDANCE WITH IDOT STANDARD 701501-04, 701601-04 AND 701701-05, WHERE APPLICABLE.
3. CLOSE EXISTING SIDEWALK, AS REQUIRED ON WEST SIDE IN ACCORDANCE WITH IDOT STANDARD 701801-03. SIDEWALK NEEDS TO BE COMPLETED AND OPEN BEFORE CLOSING SIDEWALK ON THE EAST SIDE, AS REQUIRED.
4. REMOVE EXISTING CURB AND GUTTER, DRIVEWAYS, SIDEWALK, AND EXCAVATE TO PROPOSED SUB-GRADE ON WEST SIDE OF STREET.
5. CONSTRUCT CURB AND GUTTER, SIDEWALKS, AND 12" AGGREGATE SUB-GRADE ON WEST SIDE.
6. PAVEMENT WILL NOT BE CONSTRUCTED ON WIDENING OR DRIVEWAYS AT THIS STAGE DUE TO GRADE DIFFERENCES.

STAGE 2

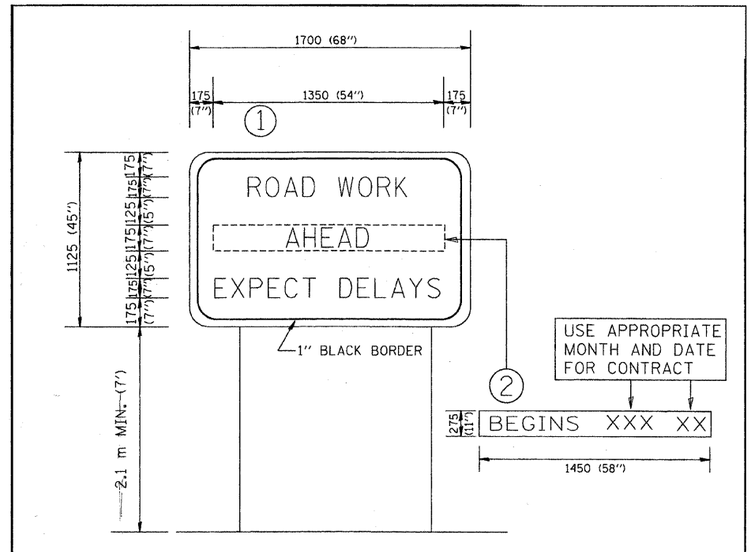
1. PLACE ALL CONSTRUCTION SIGNS AND BARRICADES AS SHOWN ON SHEET NO. 17.
2. TEMPORARY LANE CLOSURES WILL ONLY BE ALLOWED DURING OFF-PEAK HOURS (INDICATED IN MOT GENERAL NOTE #11). ALL LANE CLOSURES SHALL BE DONE IN ACCORDANCE WITH IDOT STANDARD 701501-04, 701601-04 AND 701701-05, WHERE APPLICABLE.
3. CLOSE EXISTING SIDEWALK, AS REQUIRED, ON EAST SIDE IN ACCORDANCE WITH IDOT STANDARD 701801-03. ALL SIDEWALKS ON THE WEST SIDE MUST BE OPEN BEFORE CLOSING SIDEWALK, AS REQUIRED ON THE EAST SIDE.
4. REMOVE EXISTING CURB AND GUTTER, DRIVEWAYS AND SIDEWALK ON EAST SIDE OF STREET.
5. CONSTRUCT CURB AND GUTTER AND SIDEWALKS ON EAST SIDE.

STAGE 3 (NOT ILLUSTRATED)

1. MILL EXISTING BITUMINOUS SURFACE (1-1/2").
2. CONSTRUCT ALL PAVEMENT EXCEPT SURFACE COURSE ON STREETS, DRIVEWAYS AND ENTRANCES.
3. INSTALL AND ACTIVATE PERMANENT TRAFFIC SIGNALS AT THE INTERSECTION OF MAIN STREET AND MORRIS AVENUE AND AT MAIN STREET AND EDWARD STREET. (NOTE: TEMPORARY SIGNALS SHALL BE TURNED OFF AT THE SAME TIME THE PERMANENT SIGNALS ARE ACTIVATED. (SEE SHEET 38-41 FOR SIGNAL DETAILS.)
4. PLACE TOPSOIL, LANDSCAPING, SOD AND SIGNING.
5. PAVE HOT-MIX ASPHALT SURFACE COURSE WITH PREFORMED PLASTIC PAVEMENT MARKING INLAID INTO THE SURFACE.
6. MAIN DRIVE CANNOT BE MILLED AND PAVED UNTIL THE PROPOSED CURB AND GUTTER AT THE CORNER OF MAIN STREET AND MAIN DRIVE HAVE BEEN PLACED AND CURED BY THE OTHER CONTRACT. THERE SHALL BE COORDINATION AND COOPERATION BETWEEN CONTRACTORS. EACH CONTRACTOR SHALL CONDUCT HIS/HER WORK SO AS NOT TO INTERFERE WITH OR HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS.

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE IDOT DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
2. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. BARRICADES WILL BE REQUIRED ADJACENT TO PAVEMENT EDGES WHERE WIDENING, CURB AND GUTTER OR OVERLAYING WORK IS BEING DONE, AS SPECIFIED IN SECTION 701 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE BARRICADES SHALL BE TYPE II (OR DRUMS), NON-METALLIC WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS. SPACING SHALL BE AS SHOWN ON THE CONSTRUCTION STAGING PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOPS OF THE BARRICADES ARE IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 702001.
4. ALL TYPE II BARRICADES (OR DRUMS) AT LANE DIVERSIONS WITHIN TAPER SECTIONS SHALL HAVE DIRECTION INDICATOR PANELS.
5. TYPE II BARRICADES (OR DRUMS) EQUIPPED WITH ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 25' ALONG TAPERS AND 10' AROUND RADII.
6. DRUMS SHALL HAVE ALTERNATING REFLECTORIZED TYPE AA OR TYPE AP FLUORESCENT ORANGE AND REFLECTORIZED WHITE HORIZONTAL, CIRCUMFERENTIAL STRIPES.
7. DRUMS AND BARRICADES SHALL MEET THE REQUIREMENTS FO THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 AND THE SPECIAL PROVISION "WORK ZONE TRAFFIC CONTROL DEVICES".
8. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE AND MAINTAINED.
9. THE FIRST WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE EQUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS.
10. EXISTING TRAFFIC CONTROL DEVICES ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. ANY DAMAGE CAUSED BY HIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
11. TEMPORARY LANE CLOSURES WILL BE ALLOWED ONLY BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M., WITH TRAFFIC MAINTAINED IN ACCORDANCE WITH STANDARD 701501-04, 701601-04 AND 701701-05, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. FULL CLOSURE OF MAIN STREET WILL NOT BE ALLOWED.
12. "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. SIGN MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
13. "FRESH OIL" SIGNS (W21-2-4848) WITH DATE SIGNS SHALL BE ERECTED 48 HOURS PRIOR TO PRIMING ALONG MAIN STREET AND ALL CROSS STREETS. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".
14. THE CONTRACTOR SHALL ERECT TEMPORARY STREET NAME SIGNS ON METAL POSTS THROUGHOUT CONSTRUCTION TO THE SATISFACTION OF THE ENGINEER. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".
15. ALL SIGNS SHALL BE MOUNTED ON METAL POSTS, 7 FEET ABOVE THE EXISTING GROUND AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND. A J.U.L.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
16. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION".
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUB-STAGING INTERSECTION CONSTRUCTION. THE CROSS STREETS MAY BE CLOSED TO ONE-WAY TRAFFIC DURING THE WORK DAY FROM 9:00 A.M. TO 3:00 P.M. THE CLOSURE SHALL CONFORM TO IDOT STANDARD 701501-04. AT ALL OTHER TIMES, THE CROSS STREETS MUST REMAIN OPEN TO TWO-WAY TRAFFIC.
18. ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. CONSTRUCTION OF BUSINESS DRIVEWAYS WITH ONE DRIVEWAY ACCESS SHALL BE STAGED THAT AT LEAST HALF OF THE DRIVEWAY WILL BE ACCESSABLE TO VEHICLES ENTERING AND EXITING. BUSINESSES WITH MORE THAN ONE DRIVEWAY ACCESS MAY ALTERNATE DRIVEWAY CLOSURE. THE COST TO PROVIDE AND MAINTAIN ACCESS SHALL BE PAID FOR AND INCLUDED IN THE PAID ITEMS "TEMPORARY ACCESS (PRIVATE ENTRANCE)" AND "TEMPORARY ACCESS (COMMERCIAL ENTRANCE)".
19. THE CONTRACTOR MAY BE REQUIRED TO REMOVE AND RE-SET IN A TEMPORARY LOCATION ANY SIGNS WHICH INTERFERE WITH HIS WORK, UNLESS SUCH SIGNS ARE SCHEDULED FOR PERMANENT REMOVAL. ALL WORK INVOLVING TEMPORARY SIGN RELOCATION SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:
    a. SIGNS SHALL NOT BE REMOVED UNTIL THE PROGRESS OF WORK NECESSITATES IT AND THE ENGINEER APPROVES THE REMOVAL.
    b. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER, AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
    c. ALL UNUSED SIGNS SHALL BE RETURNED TO THE AGENCY MAINTAINING THE ROADWAY INVOLVED.
    d. LONGER POSTS MAY BE REQUIRED AT SOME LOCATIONS IN ORDER TO MAINTAIN PROPER SIGN ELEVATIONS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED THE CONTRACTOR FOR PROVIDING THESE LONGER POSTS.
    e. ALL WORK INVOLVING TEMPORARY SIGN RELOCATION SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION".



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 2.3 SQ. M. (25.70 SQ. FT.)

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY INFORMATION SIGNING

DRAWN BY: BUR. OF DESIGN

03/13/00 CHECKED BY

TC22

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

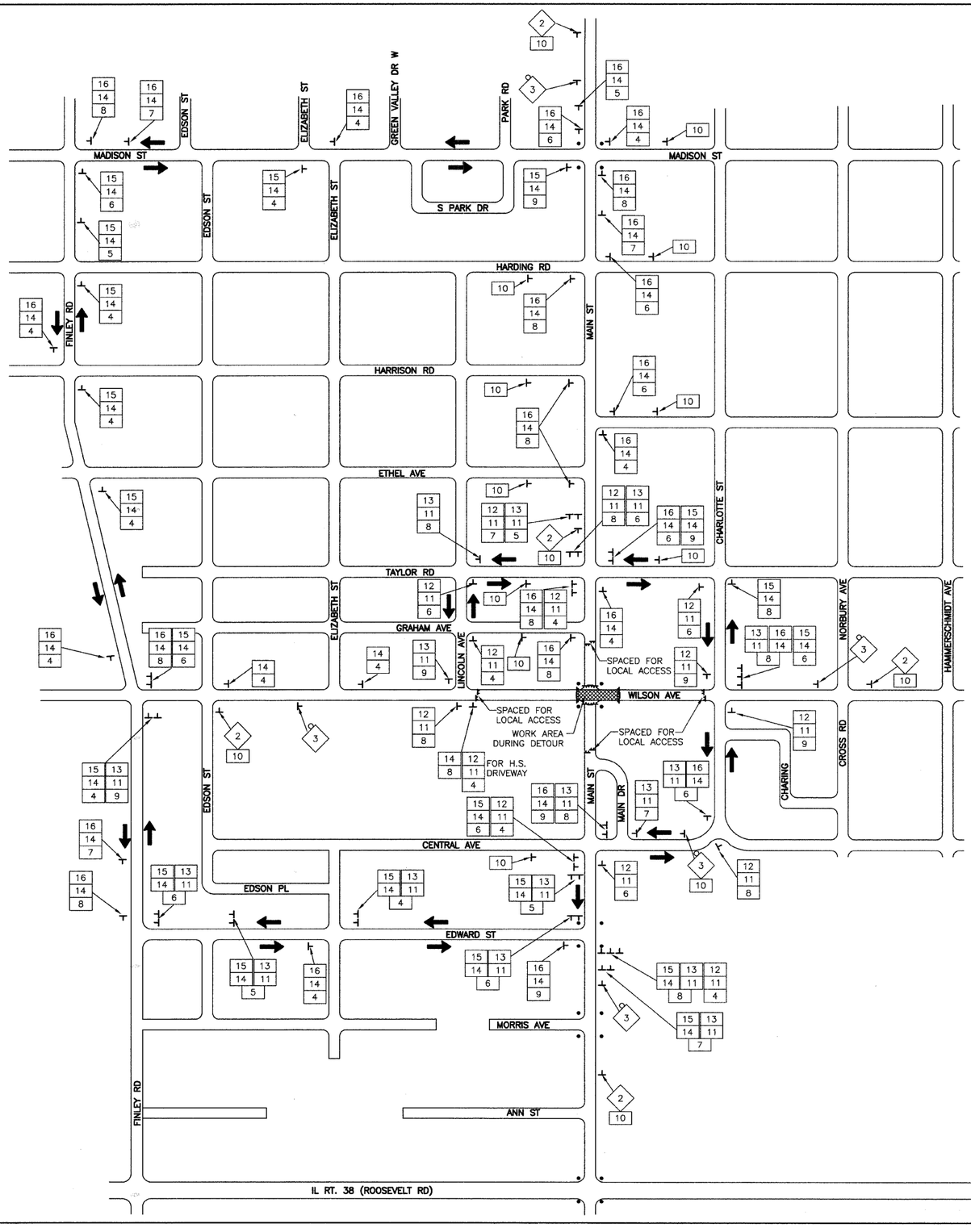
MAIN STREET

TYPICAL SECTIONS AND NOTES

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	20
DETAILS				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952



SCHEDULE OF SIGNS

SIGN NO.	SIGN TYPE	
1	NOT USED	
2	ROAD CLOSED AHEAD	W20-2(0)-48
3	DETOUR 500 FT	W20-2(0)-48
4	DETOUR	M4-9(0)-3030
5	DETOUR	M4-9R(0)-3030
6	DETOUR	M4-9R(0)-3024
7	DETOUR	MR-9L(0)-3030
8	DETOUR	M4-9L(0)-3024
9	END DETOUR	M4-8a(0)-2418
10	INTERSECTION MAIN ST AND WILSON AVE CLOSED	SPECIAL (0)-3642 (PAY FOR AS TEMPORARY INFORMATION SIGN)
11	WILSON AVE	W17-1100-2412
12	EAST	M3-2(0)-2412
13	WEST	M3-4(0)-2412
14	MAIN ST	W17-1100-2412
15	NORTH	M3-1(0)-2412
16	SOUTH	M3-3(0)-2412

LEGEND

- SIGNALIZED INTERSECTION
- 48" x 48" CONSTRUCTION WARNING SIGN WITH AMBER FLASHING LIGHT (NUMBER DENOTES TYPE)
- M4-9 SERIES DETOUR SIGN WITH ROAD NAME & DIRECTION PLATES (NUMBER DENOTES TYPE)
- OTHER DETOUR SIGN (NUMBER DENOTES TYPE)
- TYPE III BARRICADE WITH AMBER FLASHING LIGHTS
- WORK ZONE
- SIGN POST
- DETOUR ROUTE

DETOUR GENERAL NOTES

1. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
2. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STANDARD SPECIFICATIONS, THE DETAILS IN THESE PLANS, THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AND AS DIRECTED BY THE ENGINEER.
3. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
4. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
5. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF HIS REPRESENTATIVES ON THE CONSTRUCTION SITE, AND HIS REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING, PRIOR TO THE START OF WORK.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR AND CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
7. ACTUAL LOCATIONS FOR SIGNING SHOWN ON THE DETOUR PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
8. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR IN A MANNER MEETING THE APPROVAL OF THE ENGINEER.
9. ALL DETOUR SIGNING SHALL BE POST MOUNTED.
10. ALL DETOUR SIGNING EXCEPT REGULATORY SIGNS SHALL HAVE BLACK LEGENDS ON FLUORESCENT ORANGE SHEETING AND STANDARD BLACK BORDERS. THE FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL MEET THE REQUIREMENTS OF ARTICLE 1106.01 OF THE STANDARD SPECIFICATIONS. ALL DETOUR SIGNING SHALL BE NEW OR IN LIKE-NEW CONDITION. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE CONDITION OF THE SIGNS.
11. THE ROAD NAME SIGN SHALL BE A BLACK LEGEND ON ORANGE REFLECTIVE SHEETING. THE SIGN BLANK SHALL BE VARIABLE WITH DESIGN SERIES C LETTERS. THE CAPITAL LETTERS SHALL BE 6".
12. AT A MINIMUM, ALL AMBER FLASHING LIGHTS THAT ARE REQUIRED FOR THE DETOUR SIGNING SHALL MEET THE REQUIREMENTS FOR TYPE A LOW INTENSITY FLASHING LIGHTS IN ARTICLE 1106.02 OF THE STANDARD SPECIFICATIONS. ALL LIGHTS SHALL OPERATE DURING HOURS OF DARKNESS. ONLY LIGHTS THAT HAVE BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE USED.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL BARRICADES, SIGNS, LIGHTS AND OTHER DEVICES INSTALLED BY HIM ARE IN PLACE AND OPERATING 24 HOURS EACH DAY, INCLUDING SUNDAYS AND HOLIDAYS.
14. THE TYPE III BARRICADES USED AT POINT OF CLOSURE TO THRU TRAFFIC ONLY SHALL NOT EXCEED 8 FEET IN WIDTH EACH FOR A SINGLE APPROACH LANE. ALL BARRICADES AT THESE LOCATIONS SHALL HAVE REFLECTORIZED STRIPING ON THE BACK SIDES OF THE BARRICADES.
15. CONSTRUCTION EQUIPMENT SHALL NOT BE PARKED IMMEDIATELY BEHIND THE TYPE III BARRICADES DURING NON-WORKING HOURS. IN ANY EVENT, ARTICLE 701.11 OF THE STANDARD SPECIFICATIONS SHALL APPLY.
16. DURING NON-WORKING HOURS THE CONTRACTOR SHALL PROVIDE A MEANS TO RESTRAIN THE TYPE III BARRICADES FROM EASY MOVEMENT BY VANDALS. THE CHOSEN METHOD SHALL BE APPROVED BY THE ENGINEER.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE VISIBILITY OF ALL DETOUR AND CONSTRUCTION SIGNS, INCLUDING BRUSHING BACK VEGETATION IF DEEMED NECESSARY BY THE ENGINEER.
18. THE ENGINEER SHALL BE NOTIFIED AT LEAST 24 HOURS BEFORE THE ROAD IS TO BE REOPENED TO TRAFFIC. THE ENGINEER WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
19. THE COST OF THIS WORK INCLUDING THE SIGNS (EXCEPT THE TEMPORARY INFORMATION SIGN SHALL BE PAID FOR SEPARATELY), SIGN POST AND BARRICADES SHALL BE INCLUDED IN THE UNIT PRICE FOR "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETOUR PLAN

MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	21
STA. 100+55	TO STA. 105+00			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

(1) STA. 103+52, 34' LT.
VILLAGE STRUCTURE NO. SN618060
SAN. MH TO BE ADJ.
EXIST. RIM = 737.76
PROP. RIM = 738.25

(W1) STA. 100+63, 28' RT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/12" VALVE
RIM = 739.03

(W2) STA. 101+56, 46' LT.
FH w/AUX. VALVE & VALVE BOX

(W2A) STA. 103+00, 63' LT.
FH w/AUX. VALVE & VALVE BOX

(W3) VALVE VAULT TO BE FILLED

(W3A) STA. 103+53, 41' RT.
FH w/AUX. VALVE & VALVE BOX

(W3B) STA. 103+21, 43' RT.
VALVE BOX 6" W/ 6" VALVE

(W4) STA. 103+10, 58' LT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/10" VALVE
RIM = 737.62

(W5) STA. 104+39, 28' LT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/12" VALVE
RIM = 737.11

(W6) STA. 104+67, 41' LT.
FH w/AUX. VALVE & VALVE BOX

(1) STA. 104+59, 46.6' LT.
INLET T-A
T-1 F & OPEN LID
RIM = 736.84
INV = 733.74 (12" NE)

(2) STA. 104+75, 33.0' LT.
INLET T-A
T-3 F & G
RIM = 736.52
INV = 733.65 (12" W)

(3) STA. 104+75, 40.8' LT.
CB T-A, 4' DIA.
T-1 F & CLOSED LID
RIM = 736.71
INV = 733.60 (12" E)
INV = 733.53 (12" N)
INV = 733.60 (12" SW)

(11) STA. 104+28, 40.0' RT.
INLET T-A
T-1 F & OPEN LID
RIM = 737.45
INV = 734.21 (12" NW)

(12) STA. 104+75, 29.62' RT.
CB T-D, 3' DIA., SPECIAL
T-1 F & OPEN LID
RIM = 736.59
INV = 733.70 (12" N)
INV = 733.75 (12" SE)

IMPROVEMENT BEGINS STATION 100+55

(W1) 400' – 12" D.I. WATER MAIN
T.B.F. = 288.0 C.Y.

(W2) 17' – 6" D.I. WATER MAIN
T.B.F. = 11.6 C.Y.

(W2A) 11' – 6" D.I. WATER MAIN
T.B.F. = 7.5 C.Y.

(W3) 30' – 10" D.I. WATER MAIN
T.B.F. = 21.6 C.Y.

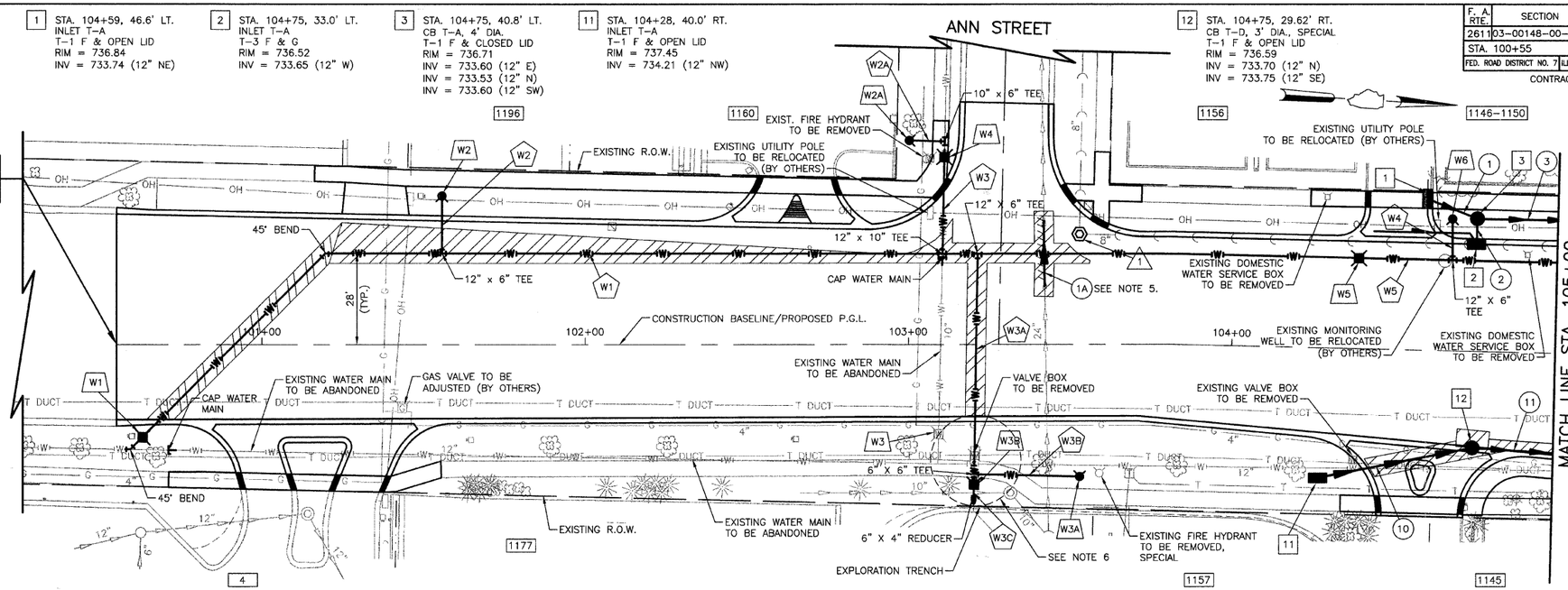
(W3A) 66' – 6" D.I. WATER MAIN
T.B.F. = 44.9 C.Y.

(W3B) 33' – 6" D.I. WATER MAIN
T.B.F. = 22.4 C.Y.

(W3C) 5' – 6" D.I. WATER MAIN
T.B.F. = 3.4 C.Y.

(W4) 12' – 6" D.I. WATER MAIN
T.B.F. = 8.2 C.Y.

(W5) 293' – 12" D.I. WATER MAIN
T.B.F. = 211.0 C.Y.



NOTES:

1. WATER SERVICES ARE BEING REPLACED AT EACH ADDRESS ON MAIN STREET WITHIN THE PROJECT LIMIT WITH CORPORATION STOP AND WATER SERVICE LINE TO THE R.O.W.
2. SANITARY SERVICES ARE BEING REPLACED AT EACH ADDRESS ON THE EAST SIDE OF MAIN STREET WITHIN THE PROJECT LIMIT WITH A SANITARY SEWER CLEAN OUT AND SANITARY SEWER SERVICE CONNECTION, TYPE 1, 2, OR 3 (SEE DETAIL SHEET) TO THE R.O.W. REPLACEMENT IS SHOWN DUE TO POTENTIAL CONFLICTS WITH NEW WATER MAIN INSTALLATION.
3. WATER SHUT DOWNS TO MAKE CONNECTIONS TO EXISTING MAINS SHALL BE LIMITED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO INSTALL AND CLOSE THE NEW VALVE AT THE POINTS OF CONNECTION IN ORDER TO REINSTATE PRESSURE ON THE EXISTING SYSTEM, PRIOR TO PROCEEDING WITH THE BALANCE OF THE NEW WATER MAIN CONSTRUCTION.
4. WATER MAIN CONNECTIONS ARE NOT PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF WATER MAIN PIPE AND FITTINGS USED TO MAKE THE CONNECTION UNLESS "CONNECT TO EXISITNG WATER MAIN (NON-PRESSURE)" IS NOTED.
5. EXPLORATION TRENCH MUST BE CONDUCTED TO DETERMINE THE ELEVATION OF THE THE EXISTING 24" STORM SEWER PRIOR TO PROCEEDING WITH THE WATER MAIN INSTALLATION. THIS WILL DETERMINE IF THE EXISTING SEWER NEEDS TO BE REPLACED WITH WATER MAIN QUALITY PIPE.
6. EXPLORATION TRENCH MUST BE CONDUCTED TO DETERMINE THE OFFSET OF WATER MAIN AND VALVE BOX NOTED IN ORDER TO KEEP THE EXISTING WATER MAIN LIVE UNTIL THE TRANSFER TO PROPOSED WATER MAIN.

(1A) 20' – 24" SS, WATER MAIN QUALITY PIPE, T-2
T.B.F. = 25.9 CU. YD.

(1) 14' – 12" SS, CL A, T-1 @ 1.0%
T.B.F. = 2.3 CU. YD.

(2) 6' – 12" SS, CL A, T-1 @ 1.0%
T.B.F. = 0.6 CU. YD.

(3) 57' – 12" SS, CL A, T-1 @ 1.5%
T.B.F. = 10.5 CU. YD.

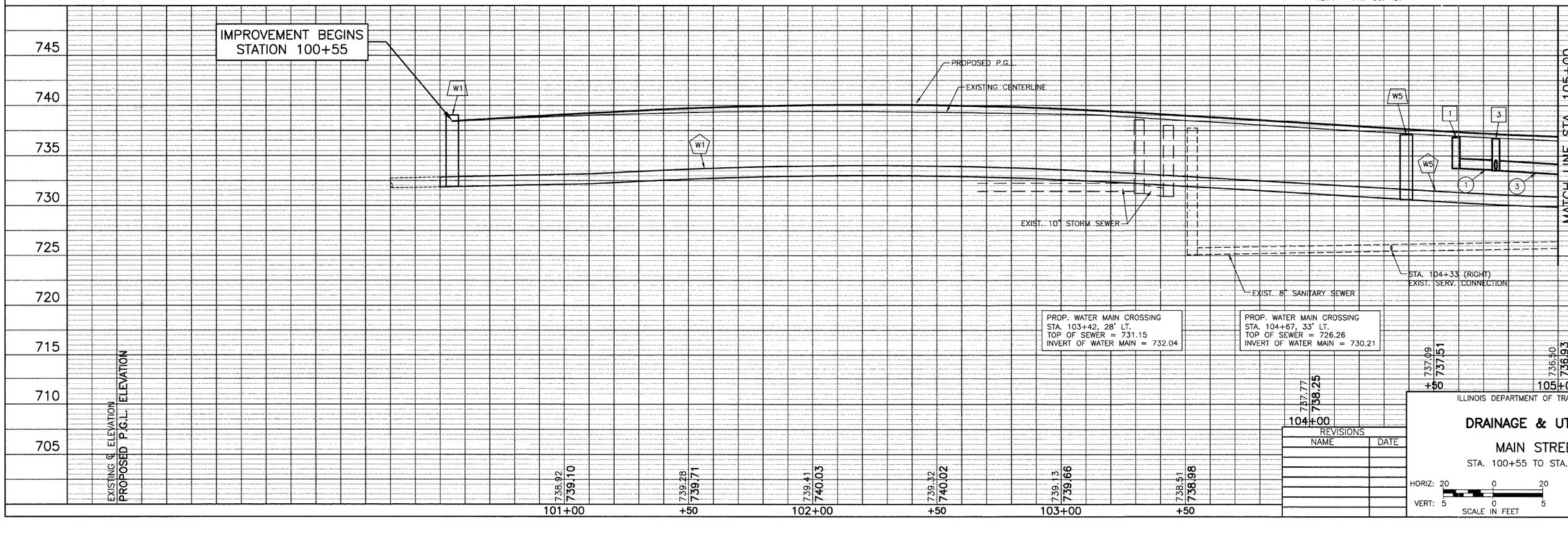
(10) 46' – 12" SS, CL A, T-1 @ 1.0%
T.B.F. = 4.7 CU. YD.

(11) 88' – 12" SS, CL A, T-1 @ 1.0%
T.B.F. = 11.7 CU. YD.

LEGEND

CLASS D PATCH, 7"

PIPE UNDERDRAIN, FABRIC LINED TRENCH 4" (20' PER LOCATION)



REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE & UTILITIES

MAIN STREET

STA. 100+55 TO STA. 105+00

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

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	22
	STA. 105+00 TO STA. 110+00			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

4 STA. 105+35, 41.3' LT.
MH T-A, 4' DIA.
T-1 F & CLOSED LID
RIM = 736.14
EX INV = 732.59 (12" W)
INV = 732.67 (12" S)
INV = 732.61 (12" N)

5 STA. 105+48, 46.5' LT.
CB T-C
T-1 F & OPEN LID
RIM = 736.12
INV = 732.50 (12" E)

6 STA. 105+67, 33.0' LT.
CB T-A, 4' DIA.
T-3 F & G
RIM = 736.08
INV = 733.00 (12" SW)
INV = 733.09 (12" N)

7 STA. 105+60, 41.4' LT.
MH T-A, 5' DIA.
T-1 F & CLOSED LID
RIM = 736.20
INV = 732.30 (12" S)
INV = 732.92 (12" NE)
INV = 732.30 (12" N)
EX INV = 727.46 (24" E&W)

8 STA. 105+80, 33.0' LT.
INLET TYPE A
T-3 F & G
RIM = 736.12
INV = 733.20 (12" S)

8A STA. 106+06, 46.5' LT.
CB T-C
T-1 F & OPEN LID
RIM = 736.35
INV = 732.82 (12" E)

9 STA. 106+62, 34.99' LT.
INLET TYPE A
T-3 F & G
RIM = 736.90
INV = 734.05 (12" W)

10 STA. 106+60, 41.0' LT.
MH T-A, 4' DIA.
T-1 F & CLOSED LID
RIM = 736.97
INV = 734.01 (12" E)
INV = 733.27 (12" S)
INV = 733.60 (12" N)

11 SEE SHEET NO. 21

12 SEE SHEET NO. 21

13 OMITTED

14 STA. 105+66, 33.0' RT.
CB T-A, 5' DIA.
T-3 F & G
RIM = 736.08
INV = 732.82 (12" S)
INV = 733.14 (12" N)
EX INV = 729.33 (24" E&W)

15 STA. 105+80, 33.0' RT.
INLET, T-A
T-3 F & G
RIM = 736.12
INV = 733.39 (12" S)

16 STA. 107+90, 33.0' LT.
CB T-A, 4' DIA.
T-3 F & G
RIM = 739.74
INV = 736.43 (12" E)
INV = 735.50 (12" S)

17 STA. 107+90, 22.0' RT.
INLET T-A
T-3 F & G
RIM = 739.96
INV = 736.95 (12" W)

18 STA. 107+19, 62.1' RT.
CB T-D, 3' DIA., SPECIAL
T-3 F & G
RIM = 738.11
INV = 735.49 (12" N)
INV = 735.01 (12" E)

EX 1 STA. 105+66.2, 42.0' RT.
EX. MH TO BE ADJUSTED
WITH NEW T-1 F & OPEN LID
EX RIM = 735.73
PR RIM = 736.19
EX INV = 729.5 (24" W)
EX INV = 729.7 (15" SE)
EX INV = 729.8 (8" E)

EX 2 STA. 201+05, 24.8' LT.
EX CB TO BE ADJUSTED
EX RIM = 738.16
PR RIM = 738.70
INV = 734.49 (12" W)
EX INV = 734.4 (12" E)
EX INV = 734.2 (12" SW)

MORRIS AVENUE

MATCH LINE STA. 105+00 (SEE SHEET NO. 21)

MATCH LINE STA. 110+00 (SEE SHEET NO. 23)

EXPLORATION TRENCH

1.5" TAP CONNECTION WEST OF THE VALVE WILL BE NEEDED FOR HYDROSTATIC TESTING. THE COST SHALL BE INCLUDED IN THE COST OF THE WATER MAIN.

EXISTING UTILITY POLE TO BE RELOCATED (BY OTHERS)

TO BE RELOCATED/ADJUSTED (BY OTHERS)

EXISTING UTILITY POLE TO BE RELOCATED (BY OTHERS)

8" X 6" REDUCER

12" x 6" TEE

12" x 8" TEE CAP WATER MAIN

PROPOSED TEMPORARY EASEMENT (TYP.)

EXISTING R.O.W.

252' – 8" SANITARY SEWER @ 1.95% REMOVAL AND REPLACEMENT T.B.F. = 343.8 C.Y.

EXISTING DOMESTIC WATER SERVICE BOX TO BE REMOVED

12" X 6" TEE

EXISTING DOMESTIC WATER SERVICE BOX TO BE REMOVED

106+00

107+00

108+00

109+00

200+00

6' TYP.

CONSTRUCTION BASELINE/PROPOSED P.G.L.

EXISTING MONITORING WELL TO BE RELOCATED (BY OTHERS)

EXISTING UTILITY MANHOLE TO BE ADJUSTED (BY OTHERS)

EXISTING WATER MAIN TO BE ABANDONED

EXISTING WATER MAIN TO BE ABANDONED

SEE NOTE 6 ON SHEET 21

SEE NOTE 6

VALVE VAULT TO BE REMOVED

EXPLORATION TRENCH

EXISTING FIRE HYDRANT TO BE REMOVED, SPECIAL

EXISTING R.O.W.

1145 1141 1136 1122 1133–1139 1121–1127

A STA. 105+48, 41.3' LT
REINFORCED CONCRETE PIPE TEE
12" PIPE W/ 12" RISER
INV = 732.45

B STA. 106+06, 41.2' LT
REINFORCED CONCRETE PIPE TEE
12" PIPE W/ 12" RISER
INV = 732.74

2 STA. 106+77, 32' LT.
VILLAGE STRUCTURE NO. SN618059
SAN MH, 4' DIA.
T-1 F & CLOSED LID
EXIST. RIM = 736.64
PROP. RIM = 737.26
EX INV = 726.5 (8" S)
INV = 726.6 (8" N)

3 STA. 109+29, 31' LT.
VILLAGE STRUCTURE NO. SN618058
SAN MH, 4' DIA.
T-1 F & CLOSED LID
EXIST. RIM = 743.43
PROP. RIM = 742.56
INV = 731.5 (8" S)
EX INV = 731.6 (8" N)

W6A STA. 105+40, 40' RT.
VALVE BOX 4"
W/ 4" VALVE

W7 STA. 107+12, 43' LT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/8" VALVE
RIM = 737.58

W7A STA. 106+19, 47' RT.
FH w/AUX. VALVE & VALVE BOX

W8 STA. 107+25, 52' LT.
FH w/AUX. VALVE & VALVE BOX

W8A VALVE VAULT TO BE FILLED

W9 STA. 107+31, 28' LT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/12" VALVE
RIM = 738.53

W9A STA. 109+00, 41' LT.
FH w/AUX. VALVE & VALVE BOX

3 SEE SHEET NO. 21

4 20' – 12" SS, CL A, T-1 @ 1.5%
T.B.F. = 4.5 CU. YD.

5 4' – 12" SS, CL A, T-1 @ 1.3%
T.B.F. = 0.9 CU. YD.

6A 20' – 24" SS, WATER MAIN QUALITY PIPE, T-2 @ 2.4%
T.B.F. = 20.9 CU. YD.

6 8' – 12" SS, CL A, T-1 @ 1.0%
T.B.F. = 0.3 CU. YD.

7 11' – 12" SS, WATER MAIN QUALITY PIPE, T-1 @ 1.0%
T.B.F. = 1.5 CU. YD.

8 96' – 12" SS, CL A, T-1 @ 1.0%
T.B.F. = 22.7 CU. YD.

8A 4' – 12" SS, CL A, T-1 @ 2.0%
T.B.F. = 0.9 CU. YD.

9 4' – 12" SS, CL A, T-1 @ 1.0%
T.B.F. = 0.6 CU. YD.

11 SEE SHEET NO. 14

12 OMITTED

13 11' – 12" SS, CL A, T-1 @ 1.5%
T.B.F. = 1.5 CU. YD.

14 53' – 12" SS, WATER MAIN QUALITY PIPE, T-1 @ 1.0%
T.B.F. = 7.5 CU. YD.

15 127' – 12" SS, WATER MAIN QUALITY PIPE, T-1 @ 1.5%
T.B.F. = 16.8 CU. YD.

16 7' – 12" SS, CL A, T-1 @ 4.5%
T.B.F. = 0.6 CU. YD.

17 42' – 12" SS, CL A, T-1 @ 1.2%
T.B.F. = 5.6 CU. YD.

LEGEND

- CLASS D PATCH, 7"
- EXISTING STRUCTURE TO BE REMOVED
- EXISTING SEWER TO BE REMOVED
- PIPE UNDERDRAIN, FABRIC LINED TRENCH 4" (20' PER LOCATION)

W5 SEE SHEET NO. 21

W6 75' – 6" D.I. WATER MAIN
T.B.F. = 46.2 C.Y.

W6A 64' – 4" D.I. WATER MAIN
T.B.F.= 63 C.Y.

W7 15' – 8" D.I. WATER MAIN
T.B.F. = 10.2 C.Y.

W8 24' – 6" D.I. WATER MAIN
T.B.F. = 16.3 C.Y.

W9 348' – 12" D.I. WATER MAIN
T.B.F. = 250.6 C.Y.

W9A 14' – 6" D.I. WATER MAIN
T.B.F. = 9.5 C.Y.

NOTES:

1. WATER SERVICES ARE BEING REPLACED AT EACH ADDRESS ON MAIN STREET WITHIN THE PROJECT LIMIT WITH CORPORATION STOP AND WATER SERVICE LINE TO THE R.O.W.
2. SANITARY SERVICES ARE BEING REPLACED AT EACH ADDRESS ON THE EAST SIDE OF MAIN STREET WITHIN THE PROJECT LIMIT WITH A SANITARY SEWER CLEAN OUT AND SANITARY SEWER SERVICE CONNECTION, TYPE 1, 2, OR 3 (SEE DETAIL SHEET) TO THE R.O.W. REPLACEMENT IS SHOWN DUE TO POTENTIAL CONFLICTS WITH NEW WATER MAIN INSTALLATION.
3. WATER SHUT DOWNS TO MAKE CONNECTIONS TO EXISTING MAINS SHALL BE LIMITED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO INSTALL AND CLOSE THE NEW VALVE AT THE POINTS OF CONNECTION IN ORDER TO REINSTATE PRESSURE ON THE EXISTING SYSTEM, PRIOR TO PROCEEDING WITH THE BALANCE OF THE NEW WATER MAIN CONSTRUCTION.
4. WATER MAIN CONNECTIONS ARE NOT PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF WATER MAIN PIPE AND FITTINGS USED TO MAKE THE CONNECTION UNLESS "CONNECT TO EXISITNG WATER MAIN (NON-PRESSURE)" IS NOTED.
5. PROPOSED MANHOLE 4 CAN BE ELIMINATED IF UPSTREAM STRUCTURE IS NOT FOUND IN PARKING LOT OR SEWER IS ABANDONED.
6. THE EXISTING WATER MAIN AT THE LOCATION OF VALVE VAULT W6A MAY BE 10' DEEP BASED ON INFORMATION FROM THE VILLAGE. THE COST TO RECONNECT 4" DUCTILE IRON WATER MAIN LINE TO DEEPER DEPTH OF WATER MAIN WILL BE INCLUDED IN THE COST OF THE CONTRACT.

MAIN STREET

PROP. WATER MAIN CROSSING
STA. 105+40, 32' RT.
INVERT OF SEWER = 733.06
TOP OF WATER MAIN = 729.84

PROP. WATER MAIN CROSSING
STA. 105+61, 28' LT.
TOP OF SEWER = 730.04
INVERT OF WATER MAIN = 730.54

PROP. WATER MAIN CROSSING
STA. 107+06, 32' LT.
TOP OF SEWER = 728.00
INVERT OF WATER MAIN = 731.45

PROP. WATER MAIN CROSSING
STA. 107+25, 32' LT.
TOP OF SEWER = 728.17
INVERT OF WATER MAIN = 731.88

PROP. WATER MAIN CROSSING
STA. 107+90, 26.5' LT.
INVERT OF SEWER = 736.47
TOP OF WATER MAIN = 734.34

PROP. WATER MAIN CROSSING
STA. 109+00, 31' LT.
INVERT OF SEWER = 731.64
TOP OF WATER MAIN = 735.67

MATCH LINE STA. 105+00 (SEE SHEET NO. 21)

MATCH LINE STA. 110+00 (SEE SHEET NO. 23)

PROPOSED P.G.L.

EXISTING CENTERLINE

EXIST 15" STORM SEWER

EXIST. 8" SANITARY SEWER

EXIST 24" STORM SEWER

105+65 (RIGHT) EXIST. SERV. CONNECTION

EXIST. 8" SANITARY SEWER REMOVAL AND REPLACEMENT

STA. 107+55 (LEFT) EXIST. SERV. CONNECTION

EXIST. 8" SANITARY SEWER

STA. 109+55 (LEFT) EXIST. SERV. CONNECTION

109+91 (LEFT) EXIST. SERV. CONNECTION

EXISTING ℄ ELEVATION
PROPOSED P.G.L. ELEVATION

	105+00	+50	106+00	+50	107+00	+50	108+00	+50	109+00	+50	110+00
EXISTING ℄ ELEVATION	736.50	736.23	736.45	737.05	737.91	739.01	740.15	741.28	742.29	743.05	743.45
PROPOSED P.G.L. ELEVATION	736.93	736.72	736.89	737.44	738.37	739.52	740.62	741.71	742.73	743.43	743.81

745 740 735 730 725 720

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE & UTILITIES

MAIN STREET

STA. 105+00 TO STA. 110+00

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

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	23
	STA. 110+00 TO STA. 115+50			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

W10 STA. 110+84, 59' LT.
FH w/AUX. VALVE & VALVE BOX

W11 STA. 110+72, 50' LT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/8" VALVE
RIM = 742.48

W12 STA. 110+79, 27' LT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/12" VALVE
RIM = 743.21

W13 VALVE VAULT
TO BE FILLED

W14 VALVE VAULT
TO BE FILLED

W15 STA. 111+09, 46' RT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/8" VALVE
RIM = 743.10

W16 STA. 110+99, 45' RT.
FH w/AUX. VALVE
& VALVE BOX

W17 STA. 112+26, 46' LT.
FH W/ AUX. VALVE
& VALVE BOX

W18 NOT USED

W19 STA. 114+10, 51' LT.
VALVE VAULT, T-A,
5' DIA. T-1 F & CLOSED
LID w/8" VALVE
RIM = 736.28

W20 STA. 114+03, 26' LT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
W/ 12" VALVE
RIM = 739.37

W21 VALVE VAULT
TO BE FILLED

W22 VALVE VAULT AND VALVE
TO BE REMOVED

W23 STA. 114+10, 49' RT.
EXISTING VALVE VAULT
TO BE REPLACED WITH
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
W/ 6" VALVE
RIM = 737.84

W23A STA. 114+15, 59' RT.
EX. INLET TO BE ADJUSTED
WITH NEW
T-1 F & OPEN LID
RIM = 736.96

W24 STA. 114+21, 43' RT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
W/ 12" VALVE
RIM = 737.88

W24A VALVE VAULT
TO BE FILLED

W25 STA. 115+48, 37' RT.
FH w/AUX. VALVE
& VALVE BOX

19 STA. 112+30, 33.0' LT.
INLET T-B
T-3 F & G
RIM = 741.30
INV = 738.03 (12" E)
INV = 738.15 (4" NW)

19A STA. 112+39, 62.0' LT.
INLET, SPECIAL
RIM = 739.70
INV = 738.49 (4" SE)

19B STA. 112+33, 47.4' LT.
MH T-A, 4' DIA.
T-1 F & CLOSED LID
RIM = 740.74
INV = 738.35 (4" NW)
INV = 738.27 (6" SE)

20 STA. 112+30, 22.0' RT.
CB T-A, 4' DIA.
T-3 F & G
RIM = 741.52
INV = 737.50 (12" W)
INV = 737.22 (12" N)

21 STA. 112+71, 47.1' RT.
CB T-C
T-1 F & OPEN LID
RIM = 740.91
INV = 737.47 (12" W)

22 STA. 113+80, 33.0' LT.
INLET T-B
T-3 F & G
RIM = 739.48
INV = 735.67 (12" E)
INV = 735.80 (4"SW)

23 STA. 113+80, 22.0' RT.
CB T-A, 4' DIA.
T-3 F & G
RIM = 739.72
INV = 735.40 (12" W)
INV = 735.33 (12" NE)
INV = 735.75 (12" S)

22A STA. 113+50, 45.3' LT.
INLET, SPECIAL
RIM = 736.94
INV = 736.00 (4" NE)

24 STA. 114+59, 33.2' RT.
MH T-A, 4' DIA.
T-1 F & CLOSED LID
RIM = 738.61
INV = 734.95 (12" SW)
EX INV = 734.9 (12" N)
EX INV = 734.9 (8" E)
EX INV = 734.9 (8" SE)
ABANDON WEST CONNECTION

4 STA. 112+36, 32' LT.
VILLAGE STRUCTURE NO. SN618034
SAN. MH TO BE ADJ.
EXIST. RIM = 740.06
PROP. RIM = 741.24

5 STA. 114+56, 35' LT.
VILLAGE STRUCTURE NO. SN618002
SAN. MH TO BE ADJ.
EXIST. RIM = 737.96
PROP. RIM = 738.57

W9 SEE SHEET NO. 15

W10 12' – 6" D.I. WATER MAIN
T.B.F. = 8.2 C.Y.

W11 24' – 8" D.I. WATER MAIN
T.B.F. = 16.3 C.Y.

W12 77' – 8" D.I. WATER MAIN
T.B.F. = 52.4 C.Y.

W13 9' – 6" D.I. WATER MAIN
T.B.F. = 6.1 C.Y.

W14 324' – 12" D.I. WATER MAIN
T.B.F. = 233.3 C.Y.

W15 19' – 6" D.I. WATER MAIN
T.B.F. = 12.9 C.Y.

W16 NOT USED

W17 7' – 12" D.I. WATER MAIN
T.B.F. = 5.0 C.Y.

W17A 22' – 8" D.I. WATER MAIN
T.B.F. = 15.0 C.Y.

W18 76' – 12" D.I. WATER MAIN
T.B.F. = 54.7 C.Y.

W19 11' – 12" D.I. WATER MAIN
T.B.F. = 7.9 C.Y.

W20 379' – 12" D.I. WATER MAIN
T.B.F. = 272.9 C.Y.

W21 13' – 6" D.I. WATER MAIN
T.B.F. = 8.8 C.Y.

C STA. 112+71, 22.0' (RT.)
REINFORCED CONCRETE PIPE TEE
12" PIPE W/ 12" RISER
INV = 736.81

18 53' – 12" SS, WATER MAIN
QUALITY PIPE, T-1 @ 1.0%
T.B.F. = 9.4 CU. YD.

18A 14' – STORM SEWERS, 4" PVC
FOR INLETS, SPECIAL @ 1.0%
T.B.F. = 0 CU. YD.

18B 12' – 6" SS, CL A, T-1 @ 1.0%
T.B.F. = 1.7 CU. YD.

19 24' – 12" SS, CL A, T-1 @ 1.5%
T.B.F. = 5.0 CU. YD.

20 147' – 12" SS, CL A, T-1 @ 1.0%
T.B.F. = 34.7 CU. YD.

21 53' – 12" SS, WATER MAIN
QUALITY PIPE, T-1 @ 0.5%
T.B.F. = 10.1 CU. YD.

21A 31' – STORM SEWERS, 4" PVC
FOR INLETS, SPECIAL @ 0.5%
T.B.F. = 2.1 CU. YD.

22 76' – 12" SS, WATER MAIN
QUALITY PIPE, T-1 @ 0.5%
T.B.F. = 15.9 CU. YD.

NOTES:

1. WATER SERVICES ARE BEING REPLACED AT EACH ADDRESS ON MAIN STREET WITHIN THE PROJECT LIMIT WITH CORPORATION STOP AND WATER SERVICE LINE TO THE R.O.W.
2. SANITARY SERVICES ARE BEING REPLACED AT EACH ADDRESS ON THE EAST SIDE OF MAIN STREET WITHIN THE PROJECT LIMIT WITH A SANITARY SEWER CLEAN OUT AND SANITARY SEWER SERVICE CONNECTION, TYPE 1, 2, OR 3 (SEE DETAIL SHEET) TO THE R.O.W. REPLACEMENT IS SHOWN DUE TO POTENTIAL CONFLICTS WITH NEW WATER MAIN INSTALLATION.
3. WATER SHUT DOWNS TO MAKE CONNECTIONS TO EXISTING MAINS SHALL BE LIMITED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO INSTALL AND CLOSE THE NEW VALVE AT THE POINTS OF CONNECTION IN ORDER TO REINSTATE PRESSURE ON THE EXISTING SYSTEM, PRIOR TO PROCEEDING WITH THE BALANCE OF THE NEW WATER MAIN CONSTRUCTION.
4. WATER MAIN CONNECTIONS ARE NOT PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF WATER MAIN PIPE AND FITTINGS USED TO MAKE THE CONNECTION UNLESS "CONNECT TO EXISITNG WATER MAIN (NON-PRESSURE)" IS NOTED.
5. THE METHOD USED TO INSTALL THE UNIT DUCT WILL BE DIRECTIONAL BORED.
6. REMOVAL OF TEE AND REPLACEMENT WITH 6" WATER MAIN WILL BE PAID FOR AS DUCTILE IRON WATER MAIN 6"

EDWARD STREET

CENTRAL AVENUE

MAIN STREET

MAIN DRIVE

MATCH LINE STA. 110+00 (SEE SHEET NO. 22)

MATCH LINE STA. 115+50 (SEE SHEET NO. 24)

ROADWAY IMPROVEMENT ENDS STA. 115+30.45

NOTE: MATCH IMPROVEMENT BY OTHERS NORTH OF STATION 115+30.45

EXISTING R.O.W.

PROPOSED TEMPORARY EASEMENT (TYP.)

CONSTRUCTION BASELINE/PROPOSED P.G.L.

EXISTING EXPLORATION TRENCH

EXISTING FIRE HYDRANT TO BE REMOVED

EXISTING UTILITY POLE TO BE RELOCATED (BY OTHERS)

EXISTING DOMESTIC WATER SERVICE BOX TO BE REMOVED

EXISTING WATER MAIN TO BE ABANDONED

EXISTING UTILITY MANHOLES TO BE ADJUSTED (BY OTHERS)

EXISTING FIRE HYDRANT TO BE REMOVED, SPECIAL

EXISTING UTILITY POLES AND BOX TO BE RELOCATED (BY OTHERS)

EXISTING WATER MAIN TO BE REMOVED

SPLICE CIRCUIT WITH SCOTCHCAST IN EXIST. HANDHOLE

UNIT DUCT 2-1/C NO. 6 AND 1-1/C NO. 6 GROUND (XLP-TYPE USE) 1" POLYETHYLENE (SEE NOTE 5)

RELOCATE EXISTING LIGHTING UNIT

REMOVAL OF TEE AND REPLACEMENT WITH 6" WATER MAIN (SEE NOTE 6)

EXIST. WATER MAIN TO BE ABANDONED

CAP WATER MAIN

6" X 6" TEE

8" X 6" REDUCER

12" X 8" TEE

12" X 6" TEE

8" x 6" TEE

45° BEND

45° BEND 8" x REDUCER

12" X 8" REDUCER

12" X 12" TEE

12" x 12" TEE

12" x 6" REDUCER

10" x 6" TEE

* PROPOSED WATER MAIN ELEVATION ON MAIN DRIVE SHALL BE 5.5 FT. BELOW FINISHED GRADE TO TOP OF PIPE.

LEGEND

CLASS D PATCH, 7"

EXISTING STRUCTURE TO BE REMOVED

EXISTING SEWER TO BE REMOVED

PIPE UNDERDRAIN, FABRIC LINED TRENCH 4" (20' PER LOCATION)

EXISTING G. ELEVATION

PROPOSED P.G.L. ELEVATION

PROPOSED P.G.L.

EXISTING CENTERLINE

EXIST 8" SANITARY SEWER

EXIST 6" STORM SEWER

EXIST 12" STORM SEWER

PROPOSED WATER MAIN CONTINUES ON MAIN DRIVE @ 5.5' BELOW GROUND ELEVATION

PROP. WATER MAIN CROSSING	PROP. WATER MAIN CROSSING	PROP. WATER MAIN CROSSING	PROP. WATER MAIN CROSSING	PROP. WATER MAIN CROSSING	PROP. WATER MAIN CROSSING
STA. 110+35, 31' LT.	STA. 110+64, 31' LT.	STA. 112+26, 32' LT.	STA. 112+30, 26.5' LT.	STA. 113+80, 26.5' LT.	STA. 114+10, 26' RT.
TOP OF SEWER = 732.64	TOP OF SEWER = 732.90	TOP OF SEWER = 733.34	INVERT OF SEWER = 738.34	INVERT OF SEWER = 736.44	INVERT OF SEWER = 735.19
INVERT OF WATER MAIN = 736.83	INVERT OF WATER MAIN = 736.77	INVERT OF WATER MAIN = 734.96	TOP OF WATER MAIN = 735.29	TOP OF WATER MAIN = 734.11	TOP OF WATER MAIN = 733.72

	110+00	+50	111+00	+50	112+00	+50	113+00	+50	114+00	+50	115+00	+50
EXISTING G. ELEVATION	734.45	743.42	743.06	742.52	741.93	741.31	740.69	740.11	739.57	738.96	738.36	737.77
PROPOSED P.G.L. ELEVATION	743.81	743.87	743.60	743.02	742.36	741.70	741.11	740.52	739.93	739.34	738.75	738.19

745 740 735 730 725 720

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE & UTILITIES

MAIN STREET

STA. 110+00 TO STA. 115+50

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

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	24
STA. 115+50	TO STA. 121+50			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

W26 STA. 116+90, 36' RT. FH w/AUX. VALVE & VALVE BOX

W27 STA. 118+00, 48.5' RT. VALVE VAULT, T-A 5' DIA. T-1 F & CLOSED LID w/12" VALVE RIM = 732.84

W28 STA. 116+80, 35' RT. FH w/AUX. VALVE & VALVE BOX

W29 VALVE VAULT AND VALVE TO BE REMOVED

W29A STA. 118+69, 36' LT. VALVE BOX 8" W/ 8" VALVE

W30 STA. 118+69, 36.5' RT. VALVE VAULT, T-A 5' DIA. T-1 F & CLOSED LID w/8" VALVE RIM = 733.23

W31 STA. 119+98, 35.5' RT. FH w/AUX. VALVE & VALVE BOX

W32 STA. 121+48, 35.5' RT. FH w/AUX. VALVE & VALVE BOX

W32A VALVE VAULT TO BE FILLED

EX 3 NOT USED

EX 4 STA. 118+29.0, 41.8' RT. EX. INLET WITH NEW TYPE 3 F & GRATE EX RIM = 732.17 INV = 730.6 (6" E)

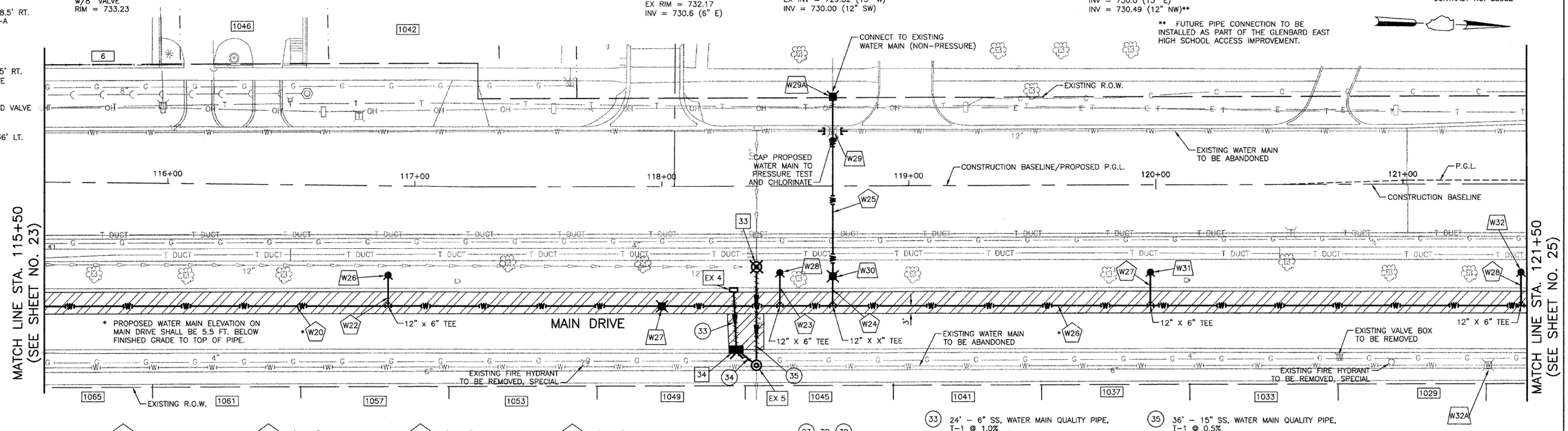
EX 5 STA. 118+38.1, 72.1' RT. EX. MANHOLE WITH NEW TYPE 1 F & CLOSED LID EX RIM = 732.52 EX INV = 729.70 (15" E) EX INV = 729.82 (15" W) INV = 730.00 (12" SW)

25 TO 32 NOT USED FOR THIS CONTRACT, SEE GLENBARD EAST HIGH SCHOOL ACCESS IMPROVEMENT PLAN

33 STA. 118+38, 32.6' RT. MH T-A, 4' DIA. T-1 F & CLOSED LID RIM = 734.0 EX INV = 730.2 (12" S) INV = 730.0 (15" E) INV = 730.49 (12" NW)**

34 STA. 118+30, 65.8' RT. INLET, T-B RIM = 732.26 INV = 730.10 (6" NE) INV = 730.36 (6" W)

** FUTURE PIPE CONNECTION TO BE INSTALLED AS PART OF THE GLENBARD EAST HIGH SCHOOL ACCESS IMPROVEMENT.



W20 SEE SHEET NO. 16

W22 13' – 6" D.I. WATER MAIN T.B.F. = 8.8 C.Y.

W23 13' – 6" D.I. WATER MAIN T.B.F. = 8.8 C.Y.

W24 12' – 8" D.I. WATER MAIN T.B.F. = 8.2 C.Y.

W25 60' – 8" D.I. WATER MAIN T.B.F. = 40.8 C.Y.

W26 392' – 12" D.I. WATER MAIN T.B.F. = 282.2 C.Y.

W27 13' – 6" D.I. WATER MAIN T.B.F. = 8.8 C.Y.

W28 13' – 6" D.I. WATER MAIN T.B.F. = 8.8 C.Y.

23 TO 32 NOT USED FOR THIS CONTRACT, SEE GLENBARD EAST HIGH SCHOOL ACCESS IMPROVEMENT PLAN

33 24' – 6" SS, WATER MAIN QUALITY PIPE, T-1 @ 1.0% T.B.F. = 3.3 CU. YD.

34 7' – 6" SS, CL. A, T-1 @ 1.4% T.B.F. = 1.0 CU. YD.

35 36' – 15" SS, WATER MAIN QUALITY PIPE, T-1 @ 0.5% T.B.F. = 4.2 CU. YD.

LEGEND

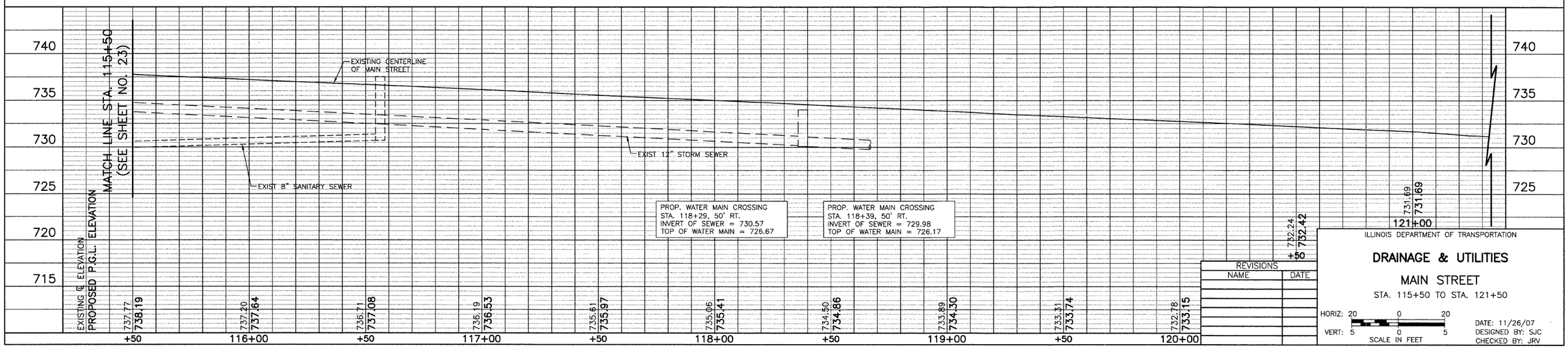
CLASS D PATCH, 7"

EXISTING STRUCTURE TO BE REMOVED

EXISTING SEWER TO BE REMOVED

NOTES:

1. WATER SERVICES ARE BEING REPLACED AT EACH ADDRESS ON MAIN STREET WITHIN THE PROJECT LIMIT WITH CORPORATION STOP AND WATER SERVICE LINE TO THE R.O.W.
2. SANITARY SERVICES ARE BEING REPLACED AT EACH ADDRESS ON THE EAST SIDE OF MAIN STREET WITHIN THE PROJECT LIMIT WITH A SANITARY SEWER CLEAN OUT AND SANITARY SEWER SERVICE CONNECTION, TYPE 1, 2, OR 3 (SEE DETAIL SHEET) TO THE R.O.W. REPLACEMENT IS SHOWN DUE TO POTENTIAL CONFLICTS WITH NEW WATER MAIN INSTALLATION.
3. WATER MAIN CONNECTIONS ARE NOT PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF WATER MAIN PIPE AND FITTINGS USED TO MAKE THE CONNECTION UNLESS "CONNECT TO EXISITNG WATER MAIN (NON-PRESSURE)" IS NOTED.
4. WATER SERVICES TO PROPERTIES AONG EAST SIDE OF MAIN DRIVE SHALL BE TRANSFERRED TO THE NEW 12" MAIN. THE NEW SERVICES SHALL BE AUGERED UNDER MAIN DRIVE.
5. WATER SERVICES TO PROPERTIES ALONG THE WEST SIDE OF MAIN STREET BETWEEN GLENBARD EAST HIGH SCHOOL AND CENTRAL AVENUE MUST BE TRANSFERRED TO THE NEW 12" MAIN PRIOR TO TAKING EXISTING MAIN OUT OF SERVICE.
6. CONTRACTOR SHALL EXERCISE CARE WHEN INSTALLING WATER MAIN ON MAIN DRIVE TO AVOID DAMAGING THE EXISTING CURB AND GUTTER. ANY DAMAGES TO THE EXISTING CURB AND GUTTER SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE & UTILITIES

MAIN STREET

STA. 115+50 TO STA. 121+50

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

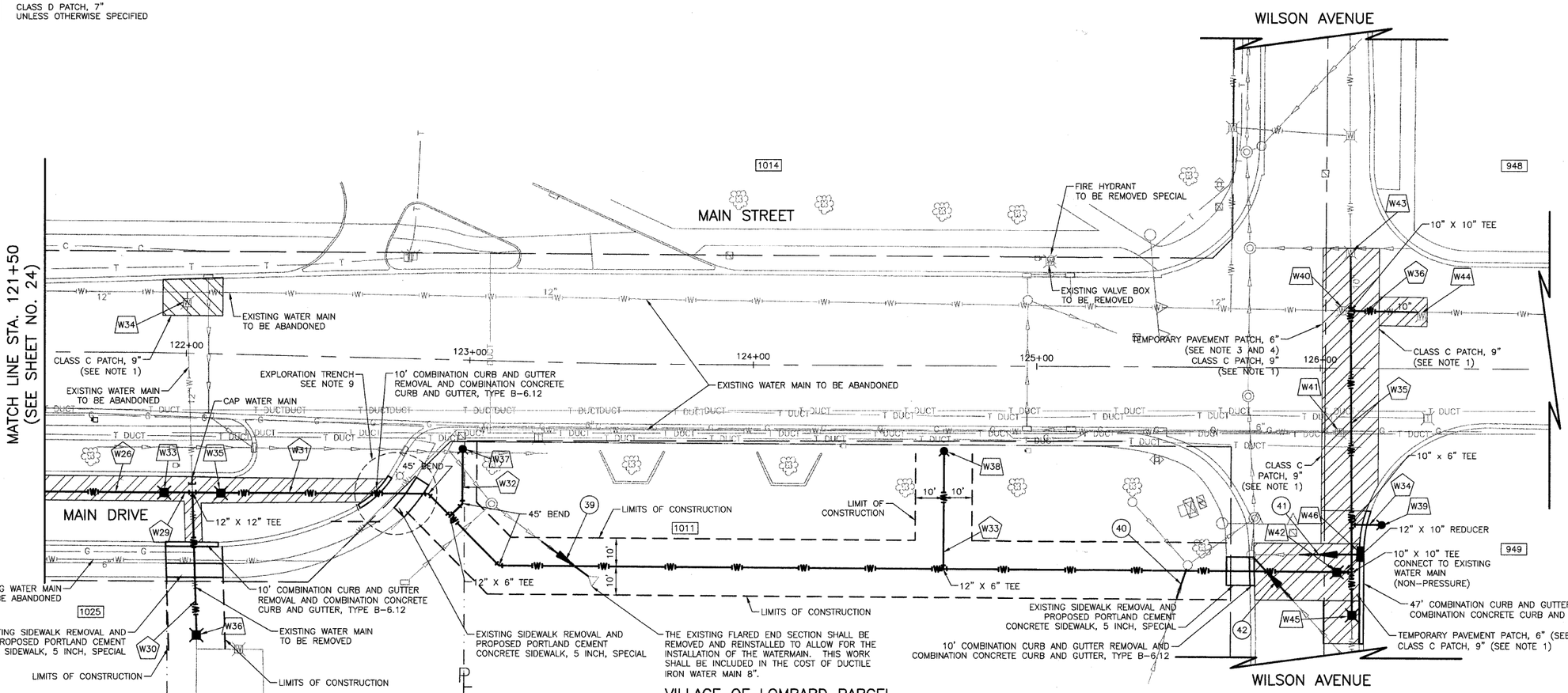
DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	25
STA. 121+50	TO STA. 126+00			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

LEGEND

CLASS D PATCH, 7" UNLESS OTHERWISE SPECIFIED



VILLAGE OF LOMBARD PARCEL

RESTORATION SHALL BE LIMITED TO THE LIMIT OF CONSTRUCTION. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR, SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

(36) TO (38) NOT USED FOR THIS CONTRACT, SEE GLENBARD EAST HIGH SCHOOL ACCESS IMPROVEMENT PLAN

(39) 20' – 12" SS, WATER MAIN QUALITY PIPE, T-1

(40) 10' – 10" SS, WATER MAIN QUALITY PIPE, T-2

(41) 20' – 4" SS, WATER MAIN QUALITY PIPE, T-2
T.B.F. = 1.5 CU. YD.

(42) 20' – 12" SS, WATER MAIN QUALITY PIPE, T-2
T.B.F. = 14.6 CU. YD.

W33 STA. 121+92, 49' RT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/12" VALVE
RIM = MATCH EXISTING GRADE

W34 VALVE VAULT TO BE FILLED

W35 STA. 122+12, 49' RT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/12" VALVE
RIM = MATCH EXISTING GRADE

W36 STA. 122+04, 99' RT
VALVE VAULT, T-A, 5' DIA.,
T-1 F & CLOSED LID
w/12" VALVE
RIM = MATCH EXISTING GRADE

W37 STA. 122+98, 31' RT.
FH w/AUX. VALVE & VALVE BOX

W38 STA. 124+67, 30' RT.
FH w/AUX. VALVE & VALVE BOX

W39 STA. 126+22, 55' RT.
FH w/AUX. VALVE & VALVE BOX

W40 VALVE VAULT TO BE FILLED

W41 VALVE VAULT TO BE FILLED

W42 STA. 126+06, 72' RT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
w/12" VALVE
RIM = MATCH EXISTING GRADE

W43 STA. 126+11, 40' LT.
EXISTING VALVE VAULT
w/ NEW 10" VALVE, SPECIAL

W44 STA. 126+35, 19' LT.
EXISTING VALVE VAULT
w/ NEW 10" VALVE, SPECIAL

W45 STA. 126+12, 86.6' RT.
VALVE VAULT, T-A, 5' DIA.
T-1 F & CLOSED LID
W/10" VALVE
RIM = MATCH EXISTING GRADE

W46 STA. 126+14, 65.4' RT.
EX. INLET TO BE ADJUSTED WITH
NEW T-3 F & GRATE
RIM = MATCH EXISTING GRADE

W26 SEE SHEET NO. 17

W29 10' – 12" D.I. WATER MAIN
T.B.F. = 7.2 CU. YD.

W30 50' – 12" D.I. WATER MAIN
T.B.F. = 36.0 CU. YD.

W31 404' – 12" D.I. WATER MAIN
T.B.F. = 290.9 CU. YD.

W32 26' – 6" D.I. WATER MAIN
T.B.F. = 17.7 CU. YD.

W33 42' – 6" D.I. WATER MAIN
T.B.F. = 28.6 CU. YD.

W34 11' – 6" D.I. WATER MAIN
T.B.F. = 7.5 CU. YD.

W35 126' – 10" D.I. WATER MAIN
T.B.F. = 88.2 CU. YD.

W36 24' – 10" D.I. WATER MAIN
T.B.F. = 16.8 CU. YD.

NOTES:

1. ALL CLASS C PATCHES, 9" ARE 1 DAY HIGH EARLY STRENGTH CEMENT AND THEY MUST BE FULL PANEL REPLACEMENT.
2. NOT USED.
3. INSTALLATION OF AND TEMPORARY PAVEMENT PATCHING OVER THE PROPOSED WATER MAIN AND VALVE VAULT UNDER WILSON AVENUE WILL BE COMPLETED IN ONE DAY WITH DAILY LANE CLOSURES AND FLAGGERS DIRECTING TRAFFIC. AFTER PASSING THE PRESSURE TEST AND CHLORINATION OF THE PROPOSED WATER MAIN, THE ROAD SHALL THEN BE CLOSED DOWN FOR TWO DAYS TO REMOVE THE TEMPORARY PAVEMENT PATCHING AND TO PLACE AND CURE THE 1 DAY HIGH EARLY STRENGTH CEMENT. SEE DETOUR PLAN.
4. THE COST TO REMOVE THE TEMPORARY PAVEMENT PATCHING WILL BE INCLUDED IN THE COST OF TEMPORARY PAVEMENT PATCHING.
5. WATER SERVICES ARE BEING REPLACED AT EACH ADDRESS ON MAIN STREET WITHIN THE PROJECT LIMIT WITH CORPORATION STOP AND WATER SERVICE LINE TO THE R.O.W.
6. WATER SHUT DOWNS TO MAKE CONNECTIONS TO EXISTING MAINS SHALL BE LIMITED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO INSTALL AND CLOSE THE NEW VALVE AT THE POINTS OF CONNECTION IN ORDER TO REINSTATE PRESSURE ON THE EXISTING SYSTEM, PRIOR TO PROCEEDING WITH THE BALANCE OF THE NEW WATER MAIN CONSTRUCTION.
7. WATER MAIN CONNECTIONS ARE NOT PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF WATER MAIN PIPE AND FITTINGS USED TO MAKE THE CONNECTION UNLESS "CONNECT TO EXISITNG WATER MAIN (NON-PRESSURE)" IS NOTED.
8. CONTRACTOR SHALL EXERCISE CARE WHEN INSTALLING WATER MAIN ON MAIN DRIVE TO AVOID DAMAGING THE EXISTING CURB AND GUTTER. ANY DAMAGES TO THE EXISTING CURB AND GUTTER SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
9. CONTRACTOR SHALL PERFORM EXPLORATION TRENCH TO VERIFY DEPTH OF EXISTING WATER MAIN. EXISTING WATER MAIN MAY HAVE TO BE CUT AND CAPPED TO INSTALL THE PROPOSED WATER MAIN.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE & UTILITIES

MAIN STREET

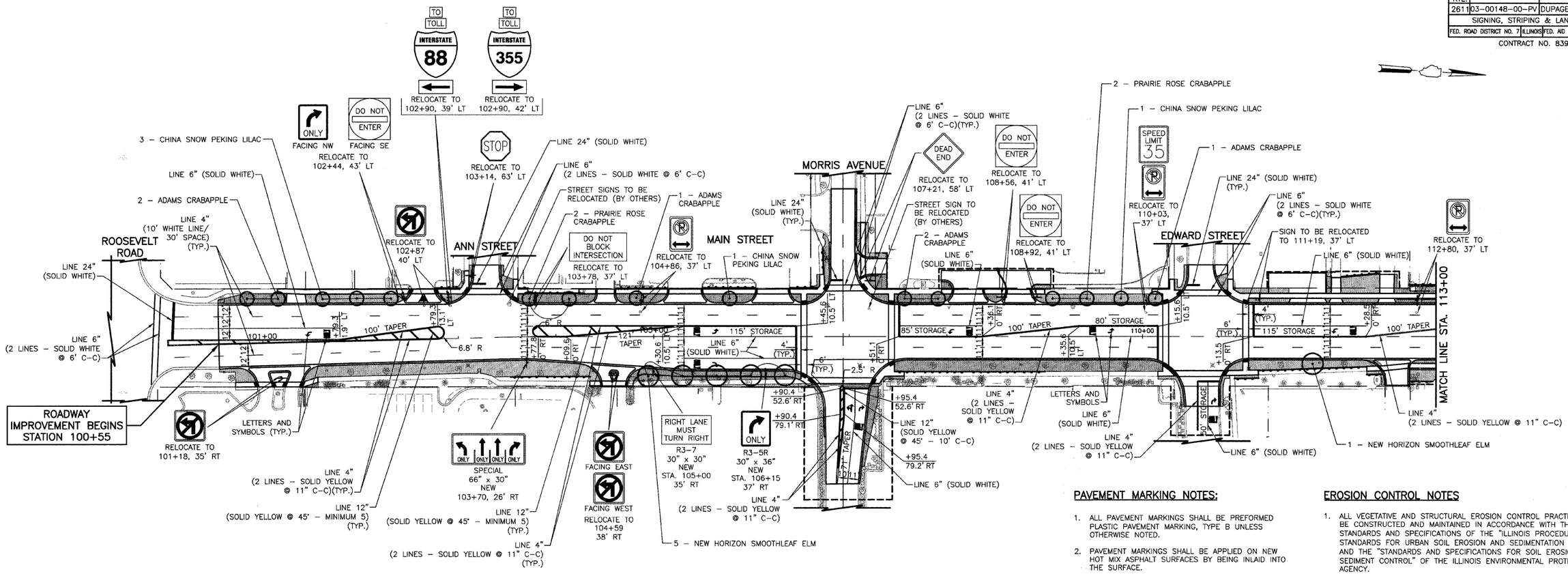
STA. 121+50 TO STA. 126+00

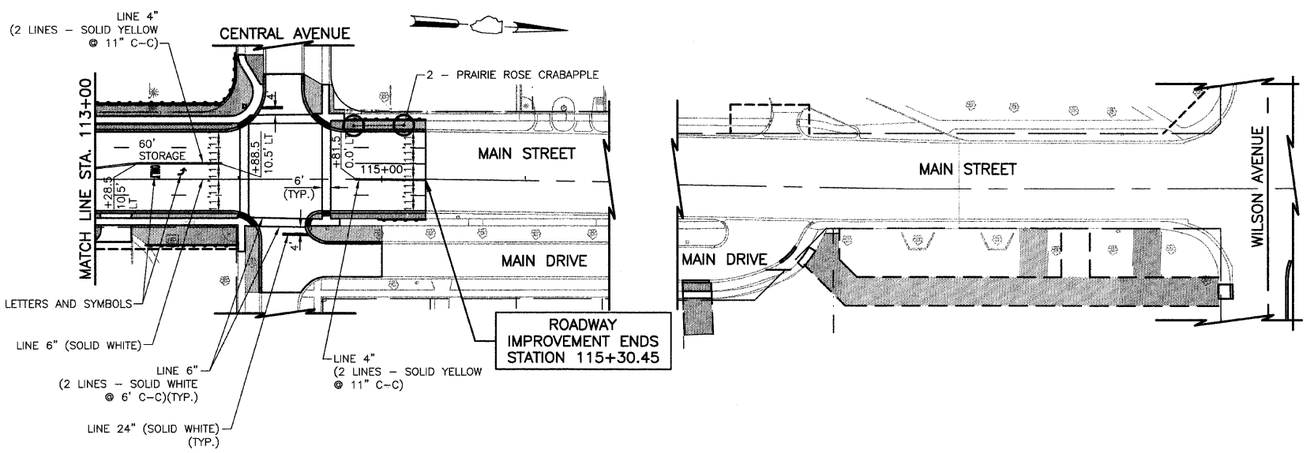
20 0 20
SCALE IN FEET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	26
	SIGNING, STRIPING & LANDSCAPING			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952





PAVEMENT MARKING NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE PREFORMED PLASTIC PAVEMENT MARKING, TYPE B UNLESS OTHERWISE NOTED.
2. PAVEMENT MARKINGS SHALL BE APPLIED ON NEW HOT MIX ASPHALT SURFACES BY BEING INLAID INTO THE SURFACE.
3. REPLACE EXISTING PAVEMENT MARKING DISTURBED AT THE INTERSECTION OF MAIN STREET AND WILSON AVENUE WITH PAINT PAVEMENT MARKINGS.

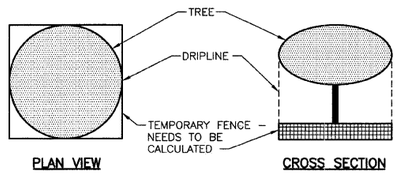
LEGEND

- TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
- SEDIMENT CONTROL SILT FENCE
- PROPOSED SIGN LOCATION
- EXISTING SIGN LOCATION

NOTE:
SEE DRAINAGE AND UTILITY SHEET NO. 25 FOR RESTORATION AREA FOR THE INSTALLATION OF PROPOSED WATER MAIN ON THE VILLAGE PARCEL.

LANDSCAPING NOTE

TEMPORARY FENCING SHOULD BE ERECTED ALONG THE DRIP LINE OF ALL TREES AND SHRUBS WITHIN THE LIMITS OF CONSTRUCTION DESIGNATED TO REMAIN IN ORDER TO PROTECT AGAINST THE MANEUVERING OF MACHINERY OR STOCKPILING OF MATERIALS WITHIN THE ROOT ZONE OF THE TREES TO REMAIN. (SEE DETAILS BELOW FOR GUIDANCE.)



PROTECTION OF EXISTING TREES USING TEMPORARY FENCING

EROSION CONTROL NOTES

1. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL", AND THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.
2. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF–PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY.
3. THE MAINTENANCE AND REPAIR OR REPLACEMENT OF EROSION CONTROL ITEMS, WHEN DIRECTED BY THE ENGINEER, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED PAY ITEMS.
4. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
5. ALL SLOPES SHALL BE COVERED WITH SOD OR SEEDING (WITH EROSION CONTROL BLANKET) AS SOON AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED. THE LIMITS OF THE SODDING OR SEEDING SHALL BE THE LIMITS OF THE GRADING.
6. INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES.
7. THE EROSION CONTROL MEASURES INDICATED ON THIS PLAN ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
8. SEE STANDARD 280001–04 FOR ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL DETAILS AND REQUIREMENTS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL, LANDSCAPING, SIGNING & STRIPING

MAIN STREET

50 0 50
SCALE IN FEET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	27
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

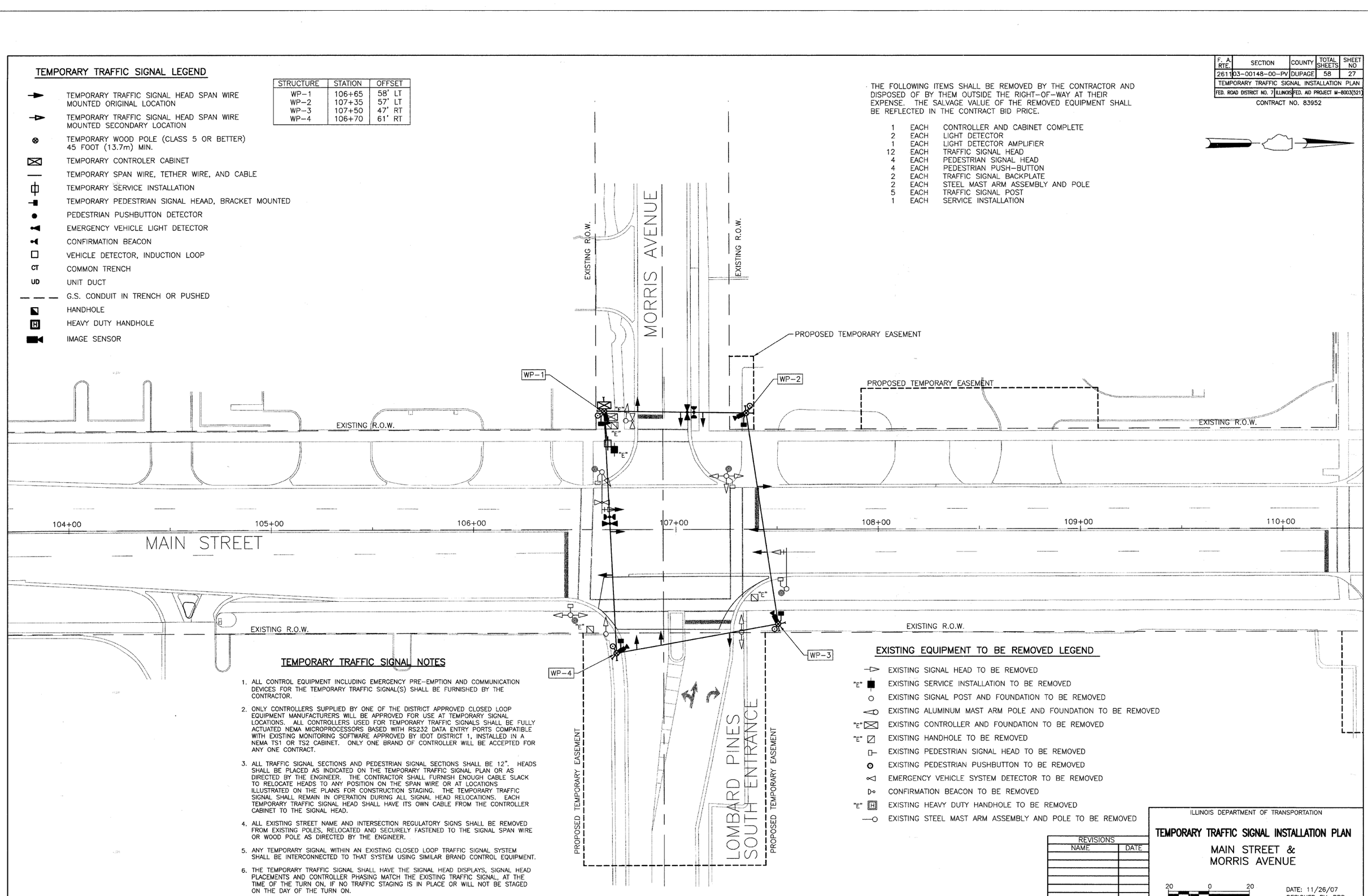
TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MIN.
- TEMPORARY CONTROLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAAD, BRACKET MOUNTED
- PEDESTRIAN PUSHBUTTON DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- CT — COMMON TRENCH
- UD — UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- H — HEAVY DUTY HANDHOLE
- IMAGE SENSOR

STRUCTURE	STATION	OFFSET
WP-1	106+65	58' LT
WP-2	107+35	57' LT
WP-3	107+50	47' RT
WP-4	106+70	61' RT

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	CONTROLLER AND CABINET COMPLETE
2	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER
12	EACH	TRAFFIC SIGNAL HEAD
4	EACH	PEDESTRIAN SIGNAL HEAD
4	EACH	PEDESTRIAN PUSH-BUTTON
2	EACH	TRAFFIC SIGNAL BACKPLATE
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE
5	EACH	TRAFFIC SIGNAL POST
1	EACH	SERVICE INSTALLATION



TEMPORARY TRAFFIC SIGNAL NOTES

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSORS BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- EXISTING SIGNAL HEAD TO BE REMOVED
- "E" — EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- "E" — EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- "E" — EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- EXISTING VEHICLE SYSTEM DETECTOR TO BE REMOVED
- EXISTING CONFIRMATION BEACON TO BE REMOVED
- "E" — EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- EXISTING STEEL MAST ARM ASSEMBLY AND POLE TO BE REMOVED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN

MAIN STREET & MORRIS AVENUE

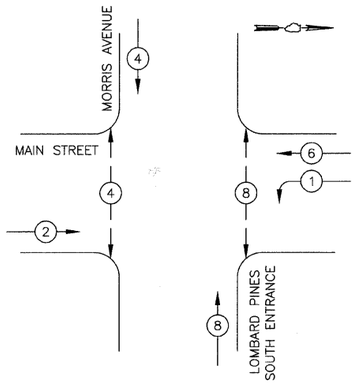
20 0 20
SCALE IN FEET

DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	28
TEMPORARY TRAFFIC SIGNAL CABLE PLAN				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

TEMPORARY CONTROLLER SEQUENCE

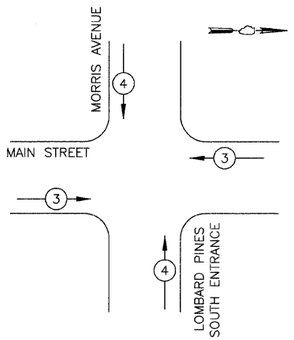


LEGEND

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

TEMPORARY PHASE DESIGNATION DIAGRAM

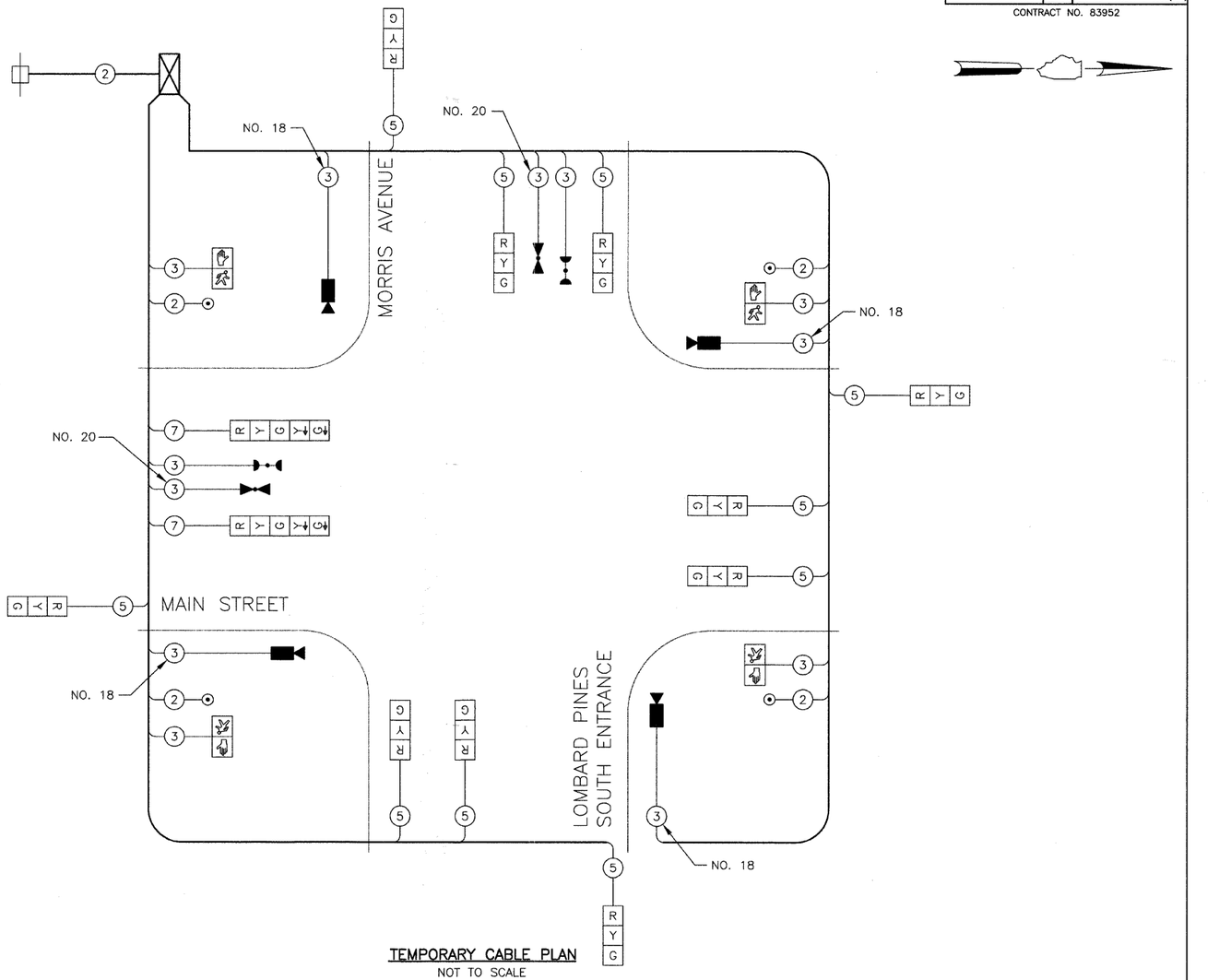
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

TEMPORARY CABLE PLAN LEGEND

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



TEMPORARY CABLE PLAN
NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12	135	17	50	810
(YELLOW)	12	135	25	25	405
(GREEN)	12	135	15	25	405
ARROW	4	135	12	10	54
PED. SIGNAL	4	90	25	100	360
CONTROLLER	1	100	100	100	100
DET. CAMERA	4	25	25	100	100
FLASHER					
				TOTAL =	2234

ENERGY COSTS TO: VILLAGE OF LOMBARD
255 EAST WILSON
LOMBARD, ILLINOIS 60148

ENERGY SUPPLY: CONTACT: DEB RANKIN
PHONE: (630) 691-4379
COMPANY: COM ED

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
E - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2=	(6m+L-0.6m)=
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND SEQUENCE OF OPERATIONS

MAIN STREET &
MORRIS AVENUE

DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

SCALE: NOT TO SCALE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	29
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MIN.
- TEMPORARY CONTROLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAAD, BRACKET MOUNTED
- PEDESTRIAN PUSHBUTTON DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- H HEAVY DUTY HANDHOLE
- IMAGE SENSOR

STRUCTURE	STATION	OFFSET
WP-1	110+40	51' RT
WP-2	110+86	50' LT
WP-3	110+96	33' RT
WP-4	110+34	44' RT

TEMPORARY TRAFFIC SIGNAL NOTES

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSORS BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
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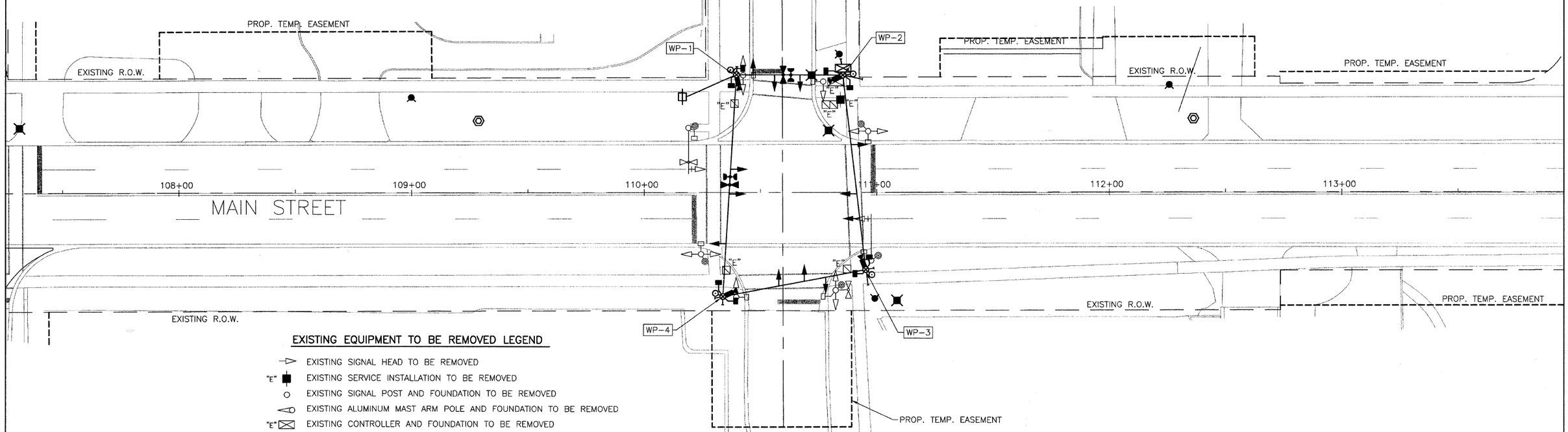
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	CONTROLLER AND CABINET COMPLETE
2	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER
12	EACH	TRAFFIC SIGNAL HEAD
8	EACH	PEDESTRIAN SIGNAL HEAD
5	EACH	PEDESTRIAN PUSH-BUTTON
2	EACH	TRAFFIC SIGNAL BACKPLATE
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE
6	EACH	TRAFFIC SIGNAL POST
1	EACH	SERVICE INSTALLATION



LOMBARD PINES
NORTH ENTRANCE

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- EXISTING SIGNAL HEAD TO BE REMOVED
- "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- "E" EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- EMERGENCY VEHICLE SYSTEM DETECTOR TO BE REMOVED
- CONFIRMATION BEACON TO BE REMOVED
- "E" H EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- EXISTING STEEL MAST ARM ASSEMBLY AND POLE TO BE REMOVED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN

MAIN STREET &
EDWARD AVENUE

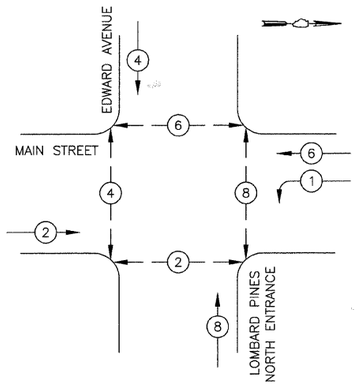
20 0 20
SCALE IN FEET

DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	30
TEMPORARY TRAFFIC SIGNAL CABLE PLAN				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

TEMPORARY CONTROLLER SEQUENCE

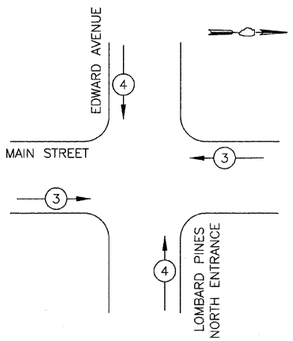


LEGEND

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

TEMPORARY PHASE DESIGNATION DIAGRAM

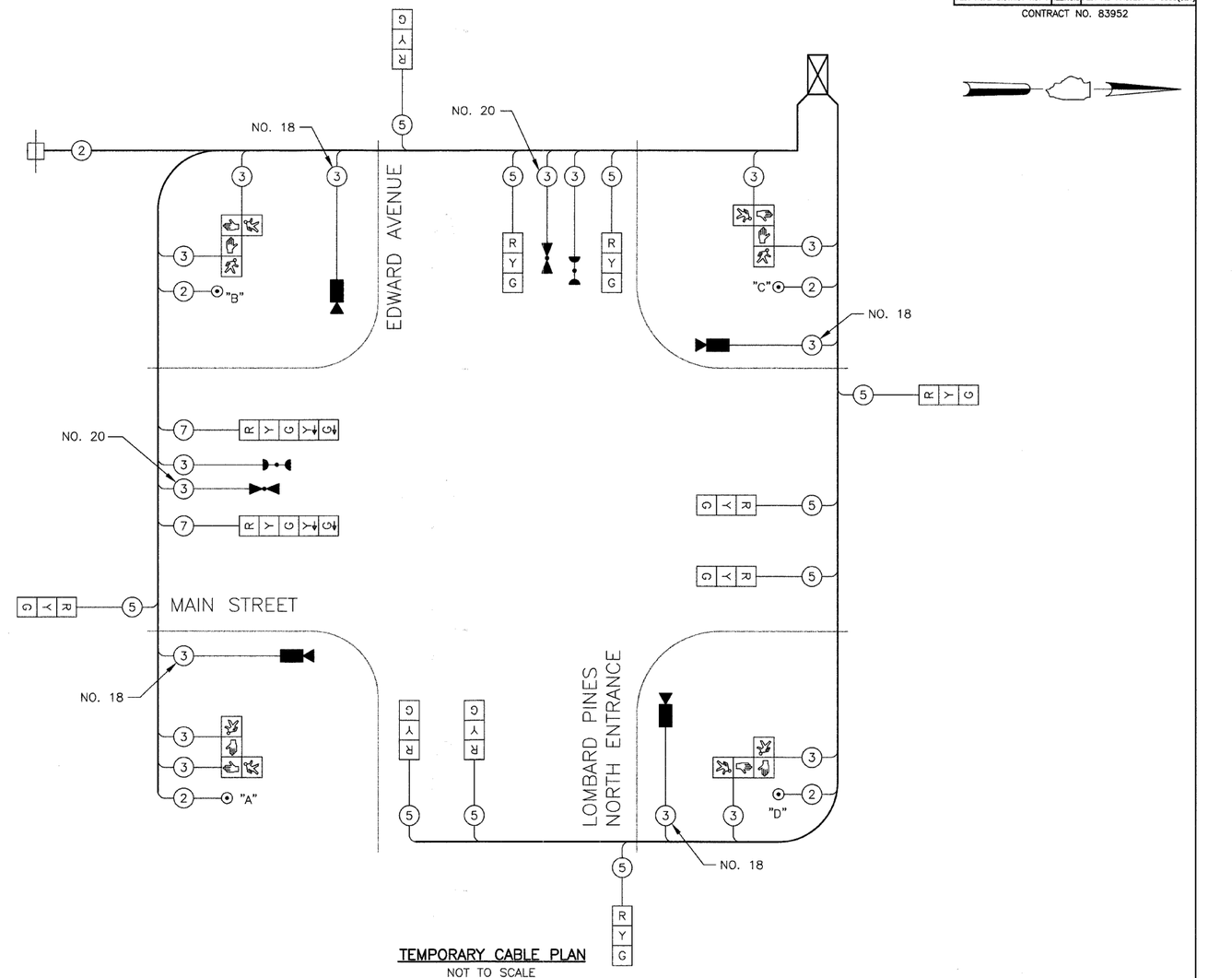
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

TEMPORARY CABLE PLAN LEGEND

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



TEMPORARY CABLE PLAN
NOT TO SCALE

NOTE:

PUSHBUTTON A SHALL PLACE A CALL TO PHASES 2 & 4
PUSHBUTTON B SHALL PLACE A CALL TO PHASES 4 & 6
PUSHBUTTON C SHALL PLACE A CALL TO PHASES 6 & 8
PUSHBUTTON D SHALL PLACE A CALL TO PHASES 8 & 2

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	x% OPERATION	
SIGNAL (RED)	12	135	17	50	810
(YELLOW)	12	135	25	25	405
(GREEN)	12	135	15	25	405
ARROW	4	135	12	10	54
PED. SIGNAL	8	90	25	100	720
CONTROLLER	1	100	100	100	100
DET. CAMERA	4	25	25	100	100
FLASHER					
				TOTAL =	2594

ENERGY COSTS TO: VILLAGE OF LOMBARD
255 EAST WILSON
LOMBARD, ILLINOIS 60148

ENERGY SUPPLY: CONTACT: DEB RANKIN
PHONE: (630) 691-4379
COMPANY: COM ED

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
E - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2=	(6m+L-0.6m)=
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND SEQUENCE OF OPERATIONS

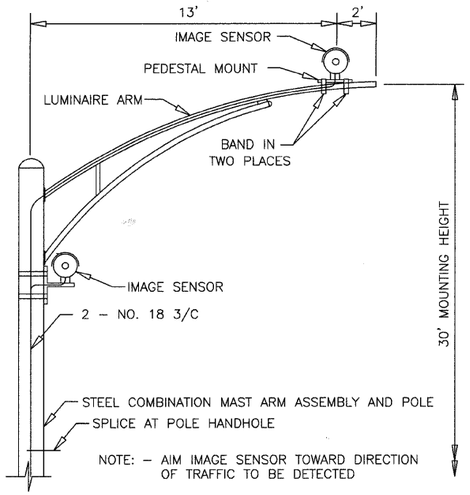
MAIN STREET &
EDWARD AVENUE

SCALE: NOT TO SCALE

DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	31
TRAFFIC SIGNAL INSTALLATION PLAN				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952



NOTE: – AIM IMAGE SENSOR TOWARD DIRECTION OF TRAFFIC TO BE DETECTED

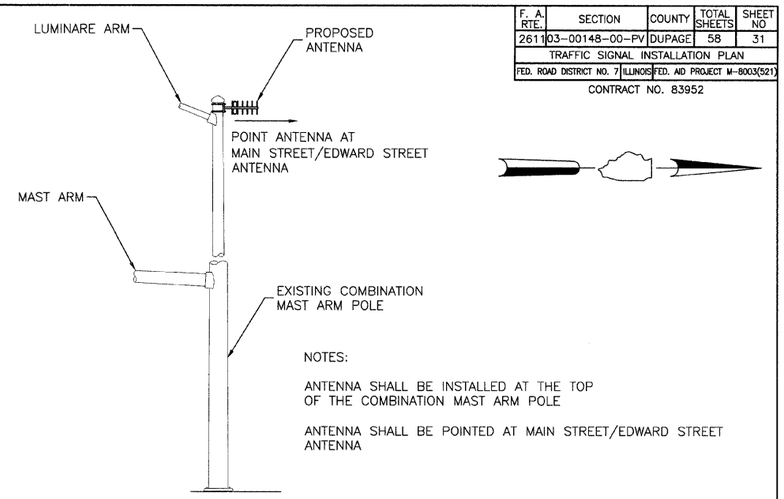
– MOUNT IMAGE SENSOR AIMING DOWN AT 15° ANGLE FROM HORIZON

– AIMING SENSOR AT DIRECT SUNLIGHT WILL CAUSE PERMANENT DAMAGE

IMAGE SENSOR MOUNTING DETAIL (DUAL CONFIGURATION)
NOT TO SCALE

TRAFFIC SIGNAL NOTES

1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF MAIN STREET.
2. THE VIDEO VEHICLE DETECTION SYSTEM'S MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE ASSISTANCE IN ALL CABLE TERMINATIONS.
3. ALL DETECTION ZONES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED AND LAID OUT BY VILLAGE PERSONNEL.
4. ALL CONDUIT TO BE PLACED UNDER PROPOSED SIDEWALK SHALL BE TRENCHED.
5. THE PROPOSED MAST ARM ON THE SOUTHWEST CORNER MUST ACHIEVE AT LEAST 12 INCHES VERTICAL CLEARANCE FROM THE OVERHEAD CABLES. IF 12 INCHES CLEARANCE IS NOT POSSIBLE, THE CONTRACTOR MUST CONTACT THE AFFECTED UTILITIES TO COORDINATE THE VERTICAL ADJUSTMENT OF THE OVERHEAD CABLES.

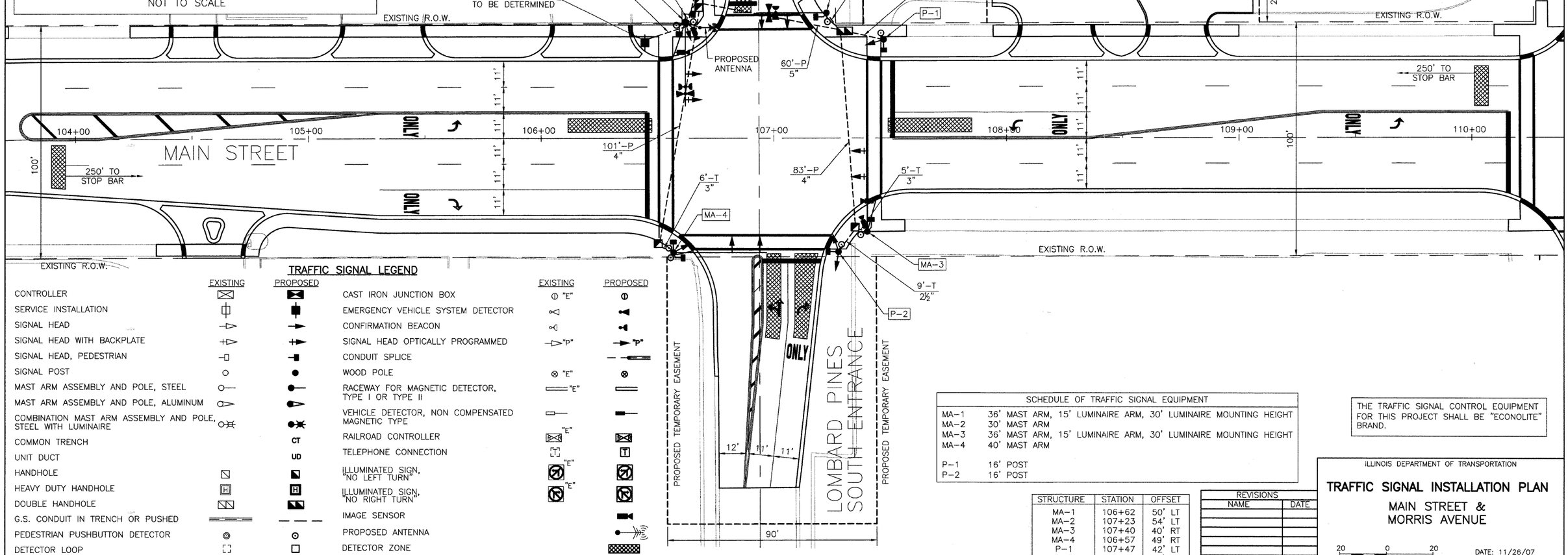


NOTES:

ANTENNA SHALL BE INSTALLED AT THE TOP OF THE COMBINATION MAST ARM POLE

ANTENNA SHALL BE POINTED AT MAIN STREET/EDWARD STREET ANTENNA

ANTENNA INSTALLATION MOUNTING DETAIL
NOT TO SCALE



TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER	⊠	■
SERVICE INSTALLATION	⊞	■
SIGNAL HEAD	–▷	→
SIGNAL HEAD WITH BACKPLATE	+▷	+→
SIGNAL HEAD, PEDESTRIAN	–□	–■
SIGNAL POST	○	●
MAST ARM ASSEMBLY AND POLE, STEEL	○—	●—
MAST ARM ASSEMBLY AND POLE, ALUMINUM	○—	●—
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	○✱	●✱
COMMON TRENCH		CT
UNIT DUCT		UD
HANDHOLE	▧	■
HEAVY DUTY HANDHOLE	H	H
DOUBLE HANDHOLE	▨	■
G.S. CONDUIT IN TRENCH OR PUSHED	═══	— — —
PEDESTRIAN PUSHBUTTON DETECTOR	◎	⊙
DETECTOR LOOP	⬚	□

	EXISTING	PROPOSED
CAST IRON JUNCTION BOX	ⓘ "E"	ⓘ
EMERGENCY VEHICLE SYSTEM DETECTOR	◁	◀
CONFIRMATION BEACON	◁	◀
SIGNAL HEAD OPTICALLY PROGRAMMED	–▷"P"	→"P"
CONDUIT SPLICE		—
WOOD POLE	⊗ "E"	⊗
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	═══"E"	═══
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	–▭	–■
RAILROAD CONTROLLER	"E" ⊠	⊠
TELEPHONE CONNECTION	⬚	T
ILLUMINATED SIGN, "NO LEFT TURN"	"E"	
ILLUMINATED SIGN, "NO RIGHT TURN"	"E"	
IMAGE SENSOR		■
PROPOSED ANTENNA		●))))
DETECTOR ZONE		▬
UNINTERRUPTIBLE POWER SUPPLY		UPS

SCHEDULE OF TRAFFIC SIGNAL EQUIPMENT

MA–1	36' MAST ARM, 15' LUMINAIRE ARM, 30' LUMINAIRE MOUNTING HEIGHT
MA–2	30' MAST ARM
MA–3	36' MAST ARM, 15' LUMINAIRE ARM, 30' LUMINAIRE MOUNTING HEIGHT
MA–4	40' MAST ARM
P–1	16' POST
P–2	16' POST

STRUCTURE	STATION	OFFSET
MA–1	106+62	50' LT
MA–2	107+23	54' LT
MA–3	107+40	40' RT
MA–4	106+57	49' RT
P–1	107+47	42' LT
P–2	107+28	49' RT

REVISIONS	
NAME	DATE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN

MAIN STREET & MORRIS AVENUE

20 0 20
SCALE IN FEET

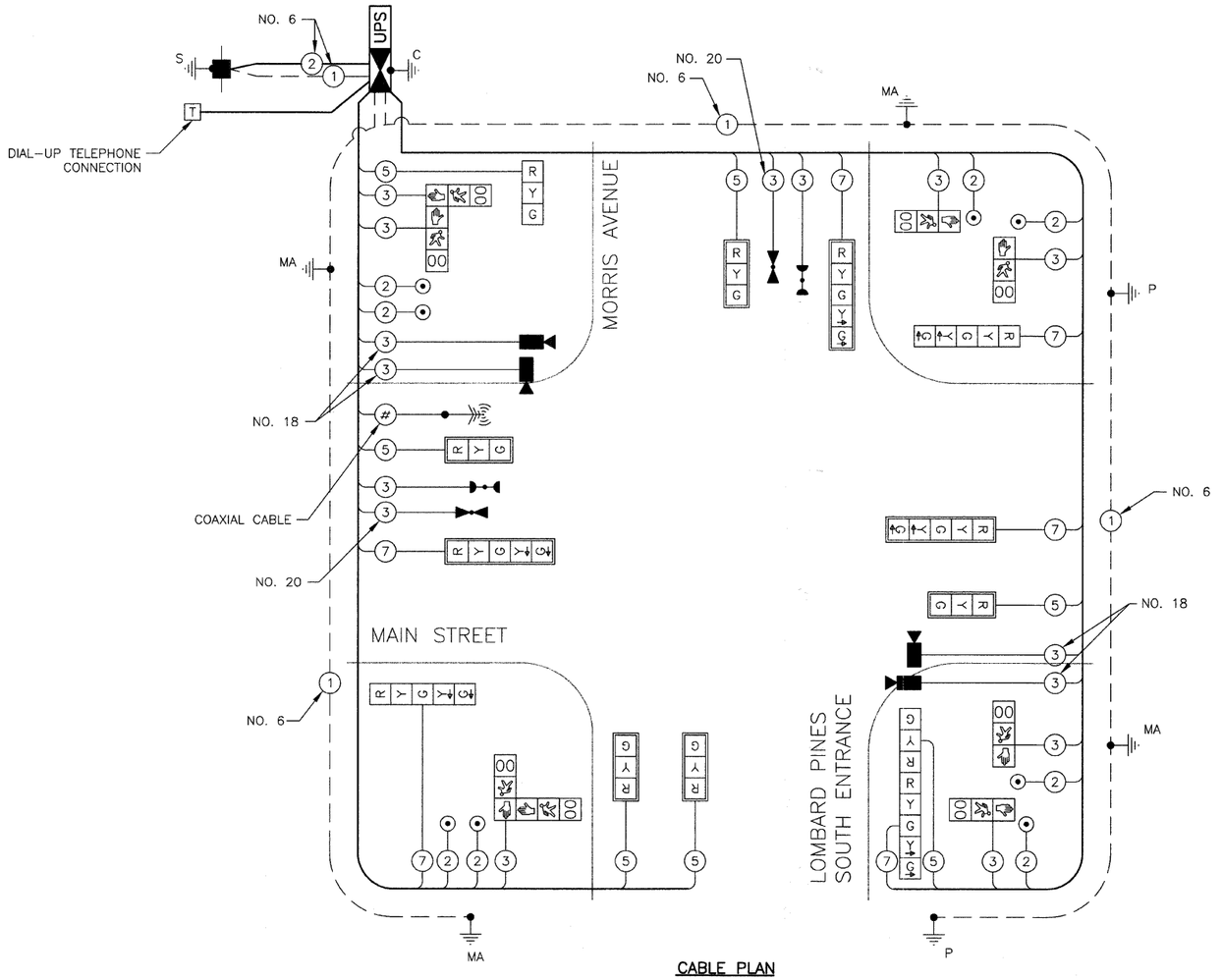
DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	32
	CABLE PLAN			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

CABLE PLAN LEGEND

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
00	00	12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
		CONTROLLER CABINET
		SERVICE INSTALLATION
	T	TELEPHONE CONNECTION
		VEHICLE DETECTOR, INDUCTION LOOP
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
2	2	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
1	1	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		RAILROAD CONTROL CABINET
"E"		ILLUMINATED SIGN, "NO LEFT TURN"
"E"		ILLUMINATED SIGN, "NO RIGHT TURN"
H/C	C	GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C)
P	P	GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
		PROPOSED ANTENNA
#	#	COAXIAL CABLE
		STREET LIGHT LUMINAIRE
		IMAGE SENSOR
	UPS	UNINTERRUPTIBLE POWER SUPPLY



CABLE PLAN
NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	13		17	50	111
(YELLOW)	13		25	25	81
(GREEN)	13		15	25	49
ARROW	12		12	10	15
PED. SIGNAL	8		25	100	200
CONTROLLER	1		100	100	100
DET. CAMERA	4		25	100	100
FLASHER					
				TOTAL =	656

ENERGY COSTS TO: VILLAGE OF LOMBARD
255 EAST WILSON
LOMBARD, ILLINOIS 60148

ENERGY SUPPLY: CONTACT: DEB RANKIN
PHONE: (630) 691-4379
COMPANY: COM ED

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
E - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2= (6m+L-0.6m)=	
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CABLE PLAN

MAIN STREET & MORRIS AVENUE

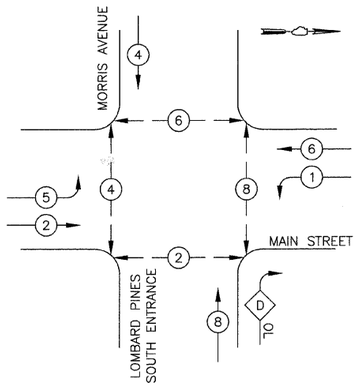
DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

SCALE: NOT TO SCALE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	33
SCHEDULE OF QUANTITIES AND PHASE DESIGNATION DIAGRAM				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

CONTROLLER SEQUENCE



LEGEND

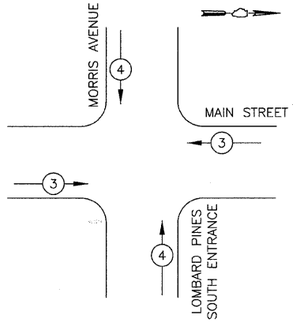
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OL — OVERLAP
- PEDESTRIAN MOVEMENT
- * — NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
D	=	8	+	1

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QNTY.
SIGN PANEL – TYPE 1	SQ FT	25.5
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	34
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	32
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	11
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	102
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	184
CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	FOOT	60
HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	92
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	1013
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	1305
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	1128
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	984
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	53
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	15
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	45
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, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	3
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
TRAFFIC SIGNAL BACKPLATE, LOUVERED, PLASTIC	EACH	8
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	3
REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
RADIO TRANSCEIVER	EACH	1
COAXIAL CABLE IN CONDUIT	FOOT	68
RADIO ANTENNA	EACH	1
TELEPHONE SERVICE INSTALLATION	EACH	1
SERVICE INSTALLATION, POLE MOUNT	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	425
ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	FOOT	245
VIDEO TRANSMISSION SYSTEM	EACH	1
VIDEO DETECTION SYSTEM COMPLETE INTERSECTION	EACH	1
ELECTRIC CABLE IN CONDUIT, NO. 18 3C	FOOT	639
MANUAL TRAFFIC SIGNAL CONTROL PUSH-BUTTON SWITCH	EACH	1

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES AND PHASE DESIGNATION DIAGRAM

MAIN STREET & MORRIS AVENUE

DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

SCALE: NOT TO SCALE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	34
TRAFFIC SIGNAL INSTALLATION PLAN				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

SCHEDULE OF TRAFFIC SIGNAL EQUIPMENT	
MA-1	38' MAST ARM, 15' LUMINAIRE ARM, 30' MOUNTING HEIGHT
MA-2	34' MAST ARM
MA-3	36' MAST ARM, 15' LUMINAIRE ARM, 30' MOUNTING HEIGHT
MA-4	30' MAST ARM
P-1	16' POST
P-2	16' POST

STRUCTURE	STATION	OFFSET
MA-1	110+34	52' LT
MA-2	110+99	47' LT
MA-3	111+10	39' RT
MA-4	110+30	47' RT
P-1	110+88	46' RT
P-2	110+20	34' RT

TRAFFIC SIGNAL NOTES

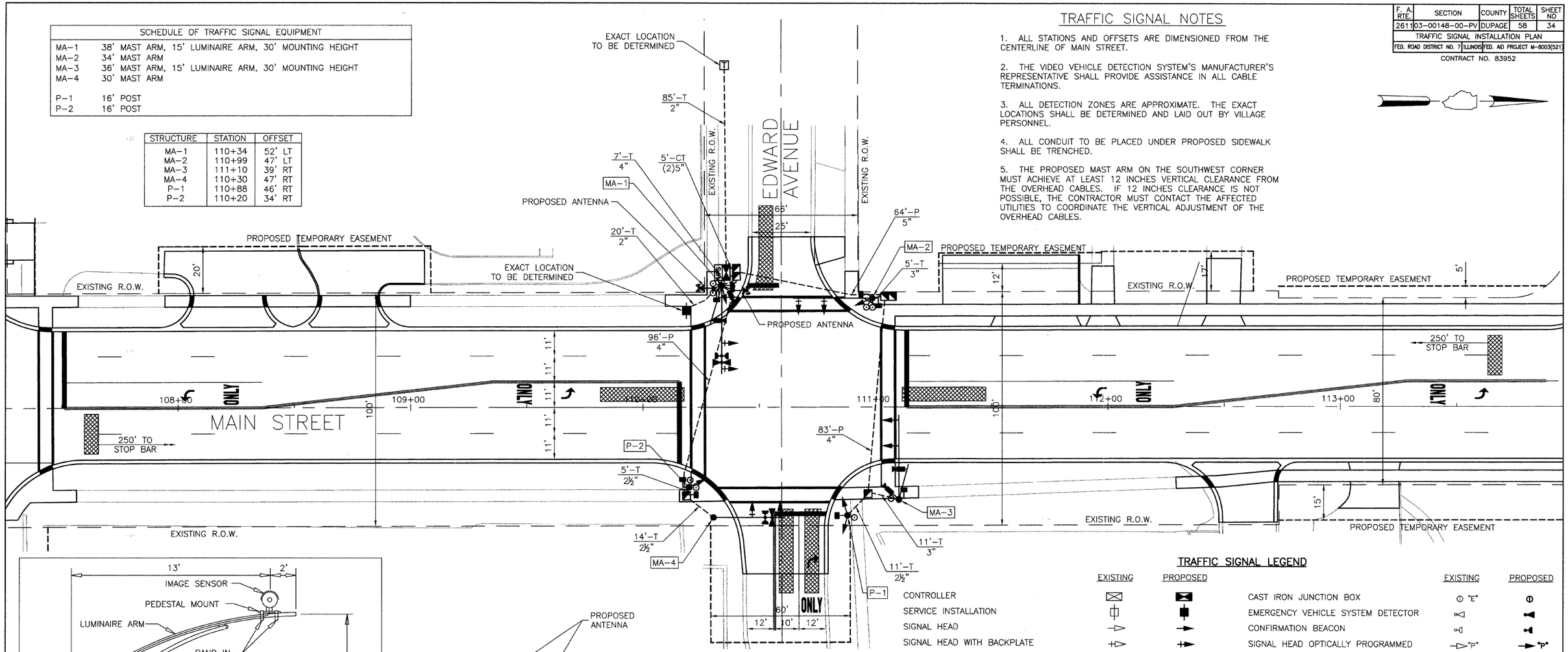
1. ALL STATIONS AND OFFSETS ARE DIMENSIONED FROM THE CENTERLINE OF MAIN STREET.

2. THE VIDEO VEHICLE DETECTION SYSTEM'S MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE ASSISTANCE IN ALL CABLE TERMINATIONS.

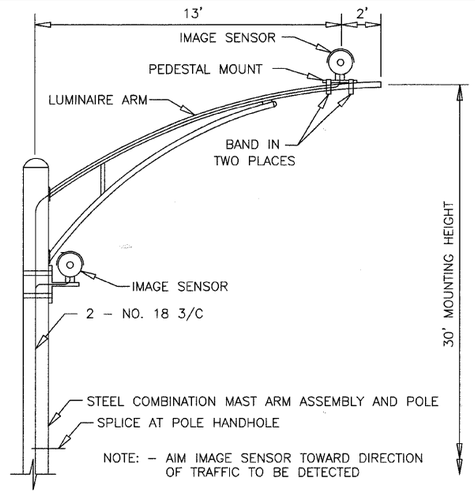
3. ALL DETECTION ZONES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED AND LAID OUT BY VILLAGE PERSONNEL.

4. ALL CONDUIT TO BE PLACED UNDER PROPOSED SIDEWALK SHALL BE TRENCHED.

5. THE PROPOSED MAST ARM ON THE SOUTHWEST CORNER MUST ACHIEVE AT LEAST 12 INCHES VERTICAL CLEARANCE FROM THE OVERHEAD CABLES. IF 12 INCHES CLEARANCE IS NOT POSSIBLE, THE CONTRACTOR MUST CONTACT THE AFFECTED UTILITIES TO COORDINATE THE VERTICAL ADJUSTMENT OF THE OVERHEAD CABLES.



LOMBARD PINES NORTH ENTRANCE

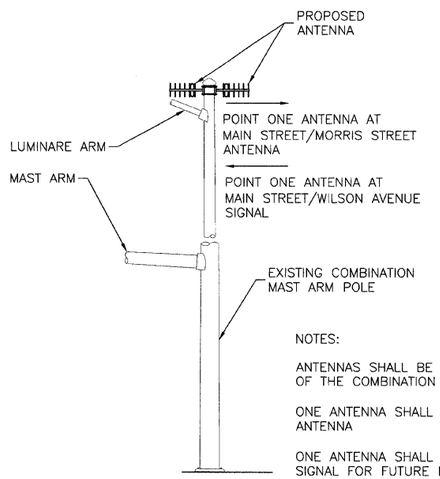


NOTE: – AIM IMAGE SENSOR TOWARD DIRECTION OF TRAFFIC TO BE DETECTED

– MOUNT IMAGE SENSOR AIMING DOWN AT 15° ANGLE FROM HORIZON

– AIMING SENSOR AT DIRECT SUNLIGHT WILL CAUSE PERMANENT DAMAGE

IMAGE SENSOR MOUNTING DETAIL (DUAL CONFIGURATION)
NOT TO SCALE



NOTES:

ANTENNAS SHALL BE INSTALLED AT THE TOP OF THE COMBINATION MAST ARM POLE

ONE ANTENNA SHALL BE POINTED AT MAIN STREET/MORRIS AVENUE ANTENNA

ONE ANTENNA SHALL BE POINTED AT MAIN STREET/WILSON AVENUE SIGNAL FOR FUTURE INTERCONNECT

ANTENNA INSTALLATION MOUNTING DETAIL
NOT TO SCALE

TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED
CONTROLLER	⊠	■
SERVICE INSTALLATION	⊓	▮
SIGNAL HEAD	▷	▶
SIGNAL HEAD WITH BACKPLATE	+▷	+▶
SIGNAL HEAD, PEDESTRIAN	–▯	–▮
SIGNAL POST	○	●
MAST ARM ASSEMBLY AND POLE, STEEL	○—	●—
MAST ARM ASSEMBLY AND POLE, ALUMINUM	○▷	●▶
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	○✳	●✳
COMMON TRENCH		CT
UNIT DUCT		UD
HANDHOLE	▨	◪
HEAVY DUTY HANDHOLE	H	H
DOUBLE HANDHOLE	▨▨	◪◪
G.S. CONDUIT IN TRENCH OR PUSHED	═══	– – –
PEDESTRIAN PUSHBUTTON DETECTOR	◎	⊙
DETECTOR LOOP	⛶	□
UNINTERRUPTIBLE POWER SUPPLY		UPS

	EXISTING	PROPOSED
CAST IRON JUNCTION BOX	ⓘ "E"	ⓘ
EMERGENCY VEHICLE SYSTEM DETECTOR	⋈	◀
CONFIRMATION BEACON	⋈	◀
SIGNAL HEAD OPTICALLY PROGRAMMED	▷"P"	▶"P"
CONDUIT SPLICE		– ═
WOOD POLE	⊗ "E"	⊗
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	═ "E"	═
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	–▭	–▬
RAILROAD CONTROLLER	⊠ "E"	⊠
TELEPHONE CONNECTION	⊓	T
ILLUMINATED SIGN, "NO LEFT TURN"	⊘ "E"	⊘
ILLUMINATED SIGN, "NO RIGHT TURN"	⊘ "E"	⊘
IMAGE SENSOR		▬
PROPOSED ANTENNA		●→
DETECTOR ZONE		▩

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN

MAIN STREET & EDWARD AVENUE

20 0 20
SCALE IN FEET

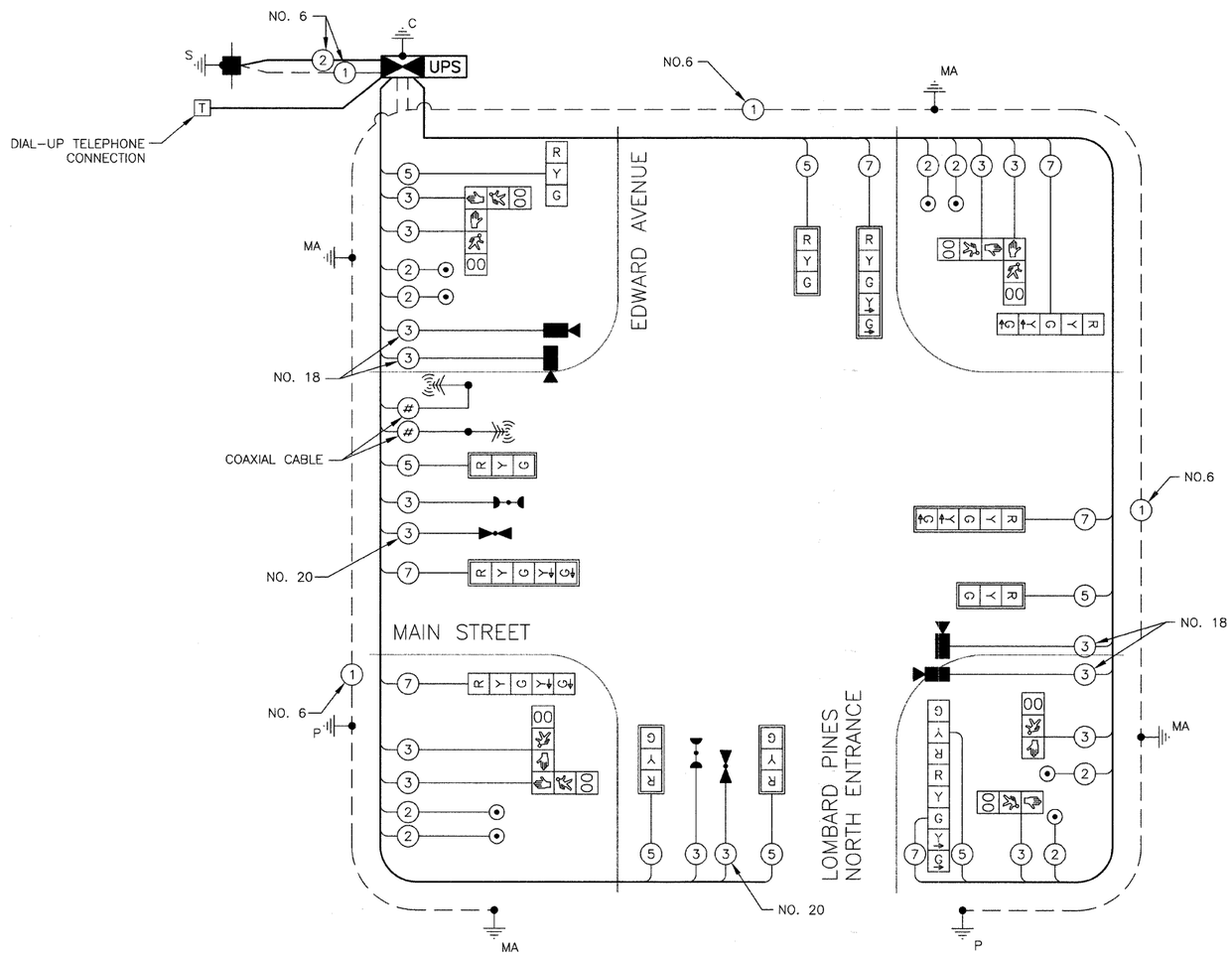
DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	35
	CABLE PLAN			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

CABLE PLAN LEGEND

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
00	00	12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
		CONTROLLER CABINET
		SERVICE INSTALLATION
	T	TELEPHONE CONNECTION
		VEHICLE DETECTOR, INDUCTION LOOP
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
(2)	(2)	DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
(1)	(1)	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
(24)	(24)	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
R "P"	R "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
"E"		RAILROAD CONTROL CABINET
"E"		ILLUMINATED SIGN, "NO LEFT TURN"
"E"		ILLUMINATED SIGN, "NO RIGHT TURN"
H/C	C	GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C)
P	P	GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
		PROPOSED ANTENNA
#	#	COAXIAL CABLE
		STREET LIGHT LUMINAIRE
		IMAGE SENSOR
	UPS	UNINTERRUPTIBLE POWER SUPPLY



CABLE PLAN
NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	13		17	50	111
(YELLOW)	13		25	25	81
(GREEN)	13		15	25	49
ARROW	12		12	10	15
PED. SIGNAL	8		25	100	200
CONTROLLER	1		100	100	100
DET. CAMERA	4		25	100	100
FLASHER					
				TOTAL =	656

ENERGY COSTS TO: VILLAGE OF LOMBARD
255 EAST WILSON
LOMBARD, ILLINOIS 60148

ENERGY SUPPLY: CONTACT: DEB RANKIN
PHONE: (630) 691-4379
COMPANY: COM ED

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
E - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L-2= (6m+L-0.6m)=	
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CABLE PLAN

MAIN STREET &
EDWARD AVENUE

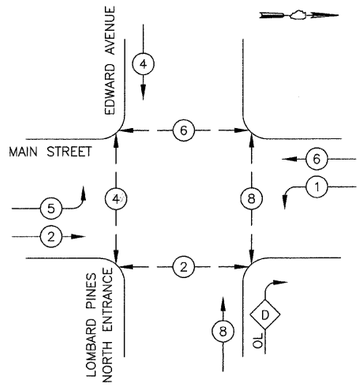
DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

SCALE: NOT TO SCALE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	36
SCHEDULE OF QUANTITIES AND PHASE DESIGNATION DIAGRAM				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

CONTROLLER SEQUENCE



LEGEND

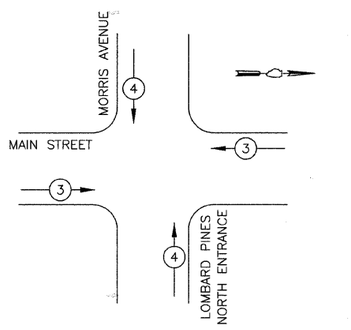
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OL — OVERLAP
- PEDESTRIAN MOVEMENT
- * — NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
D	=	8	+	1

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	QNTY.
SIGN PANEL – TYPE 1	SQ FT	27
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	105
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	30
CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	16
CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	7
CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	10
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	179
CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	FOOT	64
HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	163
FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1
MASTER CONTROLLER (SPECIAL)	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	1006
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	1333
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	1132
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	992
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	39
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30
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, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	3
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	3
TRAFFIC SIGNAL BACKPLATE, LOUVERED, PLASTIC	EACH	8
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	4
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
RADIO TRANSCEIVER	EACH	1
COAXIAL CABLE IN CONDUIT	FOOT	130
RADIO ANTENNA	EACH	2
TELEPHONE SERVICE INSTALLATION	EACH	1
SERVICE INSTALLATION, POLE MOUNT	EACH	1
UNINTERRUPTIBLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	409
ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	FOOT	280
VIDEO TRANSMISSION SYSTEM	EACH	1
VIDEO DETECTION SYSTEM COMPLETE INTERSECTION	EACH	1
ELECTRIC CABLE IN CONDUIT, NO. 18 3C	FOOT	653
MANUAL TRAFFIC SIGNAL CONTROL PUSH-BUTTON SWITCH	EACH	1
OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES AND PHASE DESIGNATION DIAGRAM

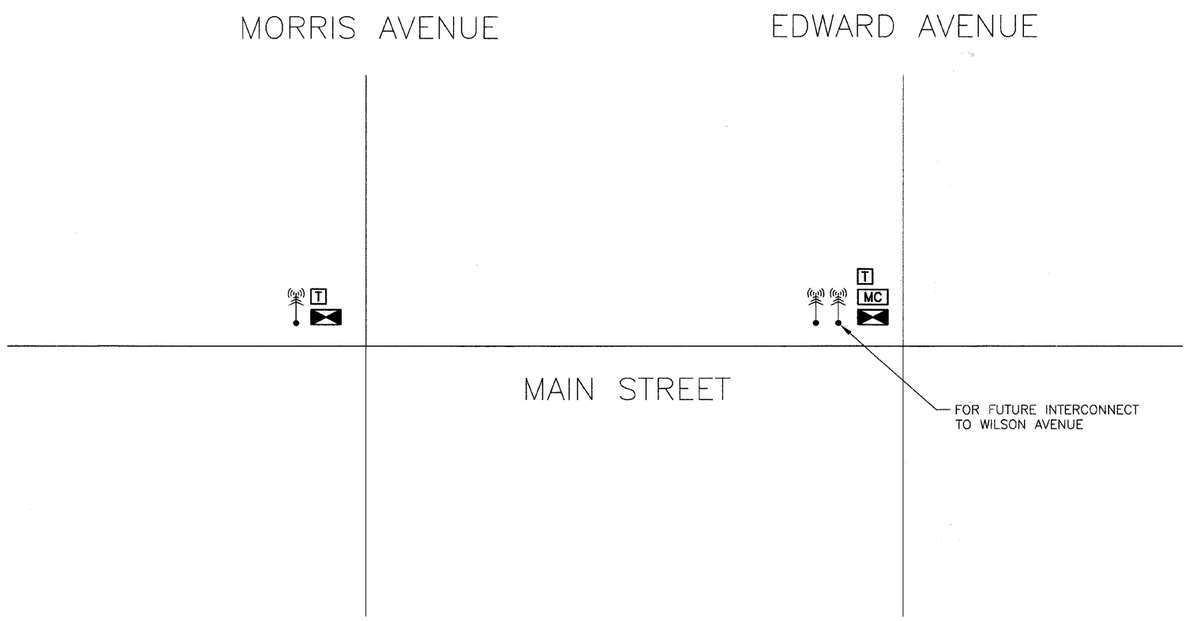
MAIN STREET & EDWARD AVENUE

DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

SCALE: NOT TO SCALE

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	37
INTERCONNECT SCHEMATIC				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952



INTERCONNECT SCHEMATIC LEGEND

- EXISTING INTERSECTION CONTROLLER
- PROPOSED INTERSECTION CONTROLLER
- EXISTING MASTER CONTROLLER (EMC)
- PROPOSED MASTER CONTROLLER (MC)
- MASTER MASTER CONTROLLER (MMC)
- EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS
- PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
- EXISTING INTERSECTION DETECTORS PROPOSED SAMPLING (SYSTEM) DETECTORS (P)
- EXISTING SAMPLING (SYSTEM) DETECTORS (ES)
- PROPOSED SAMPLING (SYSTEM) DETECTORS (PS)
- EXISTING SAMPLING (SYSTEM) DETECTORS PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS (ESP)
- EXISTING SAMPLING (SYSTEM) DETECTORS PROPOSED SAMPLING (SYSTEM) DETECTORS (ESPS)
- EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS (PD)
- PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS (PD)
- EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS (ESPD)
- PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS (PSPD)
- EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F (24)
- PROPOSED FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125, MM12F SM12F (24)
- EXISTING INTERCONNECT CABLE – NO. 62.5/125, MM24F SM12F (36)
- PROPOSED INTERCONNECT CABLE – NO. 62.5/125, MM24F SM12F (36)
- EXISTING INTERCONNECT CABLE – NO. 18 3 PAIR TWISTED, SHIELDED (6)
- PROPOSED INTERCONNECT CABLE – NO. 18 3 PAIR TWISTED, SHIELDED (6)
- EXISTING LOOP DETECTOR CABLE – 2/C TWISTED, SHIELDED (2)
- PROPOSED LOOP DETECTOR CABLE – 2/C TWISTED, SHIELDED (2)
- EXISTING ELECTRIC CABLE 1/C (AS SPECIFIED) (1)
- PROPOSED ELECTRIC CABLE 1/C (AS SPECIFIED) (1)
- EXISTING TELEPHONE CONNECTION
- PROPOSED TELEPHONE CONNECTION
- PROPOSED ANTENNA

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" BRAND.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERCONNECT SCHEMATIC

MAIN STREET
MORRIS AVENUE TO EDWARD AVENUE

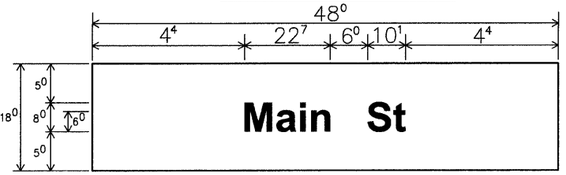
DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

SCALE: NOT TO SCALE

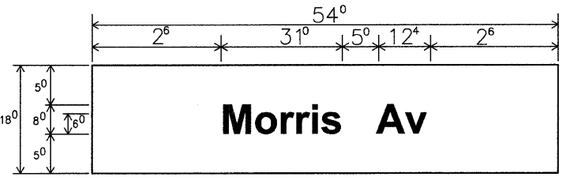
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	38
	MAST ARM MOUNTED STREET NAME SIGNS			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

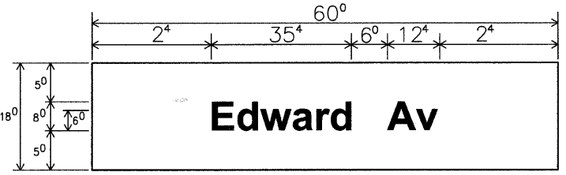
PANEL SIGN DESIGN TYPE 1



____ Sq. M Each
6.0 Sq. Ft. Each
4 Required
Design Series D



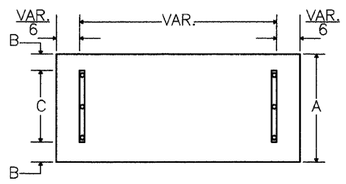
____ Sq. M Each
6.75 Sq. Ft. Each
2 Required
Design Series D



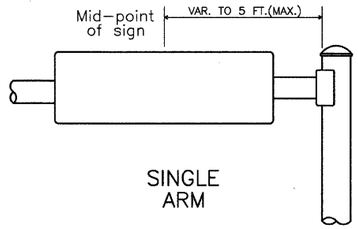
____ Sq. M Each
7.5 Sq. Ft. Each
2 Required
Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS.

SUPPORTING CHANNELS



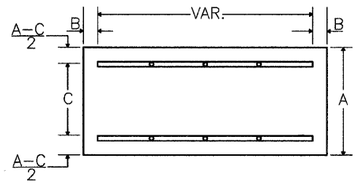
A	B	C
18"	2"	14"



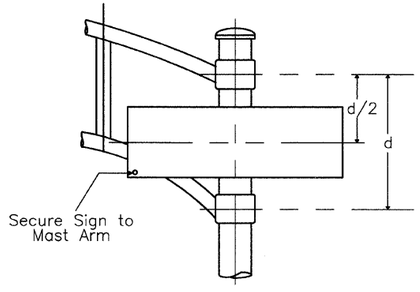
SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM

shall be used. See Note #5.

SUPPORTING CHANNELS



A	B	C
18"	2"	12"
30"	2"	22"



GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877006 AND 877011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" X 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED BACKGROUND AND BORDER AND A GREEN EC FILM OVERLAY. THE SHEETING SHALL BE 3M – DG3, IL SPEC ZZ.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6–INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'–0".
4. ALL BORDERS SHALL BE 3/4 " WIDE AND CORNER RADIUS SHALL BE 2–1/4".
5. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
   - A.K.T. CORPORATION SCHAUMBURG, IL
   - AMERICAN FABRICATION CO. CHICAGO HEIGHTS, IL
   - TUCKER COMPANY, INC. WAUWATOSA, WI
   - WESTERN TRAFFIC CONTROL, INC. CICERO, IL

PARTS LISTING:

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

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

EXAMPLE, 2 ③ —DENOTES 3/8"

UPPER TO LOWER CASE
SPACING CHART 8–6 INCH SERIES "C & D"

	SECOND LETTER															
	a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{4}	0^{6}	1^{0}	1^{1}	1^{4}	0^{6}	1^{0}	1^{1}	1^{2}	1^{2}	1^{4}
B	1^{4}	1^{5}	2^{0}	2^{1}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{2}	1^{4}	1^{2}	1^{4}	1^{6}	1^{7}
C E G	1^{4}	1^{5}	2^{0}	2^{1}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}
D O Q R	1^{4}	1^{5}	2^{0}	2^{1}	1^{4}	1^{5}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}
F	0^{5}	0^{6}	1^{4}	1^{5}	0^{6}	1^{0}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}
H I M N	2^{0}	2^{1}	2^{2}	2^{4}	2^{0}	2^{1}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}	2^{0}	2^{1}
J U	2^{0}	2^{1}	2^{0}	2^{1}	1^{6}	1^{7}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}
K L	1^{1}	1^{2}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
P	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{4}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
S	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
T	1^{1}	1^{2}	1^{6}	1^{7}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
V	0^{6}	1^{0}	1^{4}	1^{5}	1^{1}	1^{2}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
Y	0^{5}	0^{6}	1^{4}	1^{5}	0^{6}	1^{0}	0^{5}	0^{6}	0^{5}	0^{7}	0^{5}	0^{6}	0^{6}	1^{0}	1^{1}	1^{2}
Z	1^{6}	1^{7}	2^{2}	2^{4}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}

LOWER CASE TO LOWER CASE
SPACING CHART 6 INCH SERIES "C" & "D"

FIRST LETTER	SECOND LETTER															
	a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
a d g h i j l m n q u	1^{6}	1^{7}	2^{2}	2^{4}	1^{6}	1^{7}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}
b f k o p s	1^{2}	1^{4}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
c e	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
r	0^{6}	1^{0}	1^{2}	1^{4}	0^{6}	1^{0}	0^{3}	0^{3}	0^{5}	0^{6}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}
t z	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
v y	1^{1}	1^{2}	1^{4}	1^{5}	1^{1}	1^{2}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}
w	1^{1}	1^{2}	1^{4}	1^{5}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
x	1^{2}	1^{4}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}

NUMBER TO NUMBER
SPACING CHART 8 INCH SERIES "C" & "D"

FIRST NUMBER	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1^{6}	1^{7}	1^{6}	1^{7}	1^{4}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{6}	1^{7}
1	2^{0}	2^{1}	2^{0}	2^{1}	2^{0}	2^{1}	1^{6}	1^{7}	1^{4}	1^{5}	2^{0}	2^{1}	2^{0}	2^{1}	1^{4}	1^{5}	2^{0}	2^{1}	2^{0}	2^{1}
2 3 4	1^{4}	1^{5}	1^{4}	1^{5}	1^{4}	1^{5}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{6}	1^{7}	1^{4}	1^{5}
5	1^{4}	1^{5}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}
6	1^{6}	1^{7}	1^{4}	1^{5}	1^{4}	1^{5}	1^{2}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}
7	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{5}	0^{5}	0^{6}	1^{2}	1^{4}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{2}	1^{4}
8	1^{6}	1^{7}	1^{6}	1^{7}	1^{4}	1^{5}	1^{2}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{4}	1^{5}

UPPER AND LOWER CASE
LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS SERIES C	6 INCH UPPER CASE LETTERS SERIES D	8 INCH UPPER CASE LETTERS SERIES C	8 INCH UPPER CASE LETTERS SERIES D	LETTERS	6 INCH LOWER CASE LETTERS SERIES C	6 INCH LOWER CASE LETTERS SERIES D
A	3^{6}	5^{0}	5^{0}	6^{5}	a	3^{5}	4^{2}
B	3^{2}	4^{0}	4^{3}	5^{3}	b	3^{5}	4^{2}
C	3^{2}	4^{0}	4^{3}	5^{3}	c	3^{5}	4^{1}
D	3^{2}	4^{0}	4^{3}	5^{3}	d	3^{5}	4^{2}
E	3^{0}	3^{5}	4^{0}	4^{7}	e	3^{5}	4^{2}
F	3^{0}	3^{5}	4^{0}	4^{7}	f	2^{3}	2^{6}
G	3^{2}	4^{0}	4^{3}	5^{3}	g	3^{5}	4^{2}
H	3^{2}	4^{0}	4^{3}	5^{3}	h	3^{5}	4^{2}
I	0^{7}	0^{7}	1^{1}	1^{2}	i	1^{1}	1^{1}
J	3^{0}	3^{6}	4^{0}	5^{0}	j	2^{0}	2^{2}
K	3^{2}	4^{1}	4^{3}	5^{4}	k	3^{5}	4^{2}
L	3^{0}	3^{5}	4^{0}	4^{7}	l	1^{1}	1^{1}
M	3^{7}	4^{5}	5^{1}	6^{1}	m	6^{0}	7^{0}
N	3^{2}	4^{0}	4^{3}	5^{3}	n	3^{5}	4^{2}
O	3^{4}	4^{2}	4^{5}	5^{5}	o	3^{6}	4^{3}
P	3^{2}	4^{0}	4^{3}	5^{3}	p	3^{5}	4^{2}
Q	3^{4}	4^{2}	4^{5}	5^{5}	q	3^{5}	4^{2}
R	3^{2}	4^{0}	4^{3}	5^{3}	r	2^{6}	3^{2}
S	3^{2}	4^{0}	4^{3}	5^{3}	s	3^{6}	4^{2}
T	3^{0}	3^{5}	4^{0}	4^{7}	t	2^{7}	3^{2}
U	3^{2}	4^{0}	4^{3}	5^{3}	u	3^{5}	4^{2}
V	3^{5}	4^{4}	4^{7}	6^{0}	v	4^{2}	4^{7}
W	4^{4}	5^{2}	6^{0}	7^{0}	w	5^{5}	6^{4}
X	3^{4}	4^{0}	4^{5}	5^{3}	x	4^{4}	5^{1}
Y	3^{6}	5^{0}	5^{0}	6^{6}	y	4^{6}	5^{3}
Z	3^{2}	4^{0}	4^{3}	5^{3}	z	3^{6}	4^{3}

NUMBER	6 INCH SERIES C	6 INCH SERIES D	8 INCH SERIES C	8 INCH SERIES D
1	2^{2}	1^{4}	1^{5}	2^{0}
2	3^{2}	4^{0}	4^{3}	5^{3}
3	3^{2}	4^{0}	4^{3}	5^{3}
4	3^{5}	4^{0}	4^{7}	5^{7}
5	3^{2}	4^{0}	4^{3}	5^{3}
6	3^{2}	4^{0}	4^{3}	5^{3}
7	3^{2}	4^{0}	4^{3}	5^{3}
8	3^{2}	4^{0}	4^{3}	5^{3}
9	3^{2}	4^{0}	4^{3}	5^{3}
0	3^{4}	4^{2}	4^{5}	5^{5}

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MAST ARM MOUNTED STREET NAME SIGNS

MAIN STREET & MORRIS AVENUE
MAIN STREET & EDWARD AVENUE

DATE: 11/26/07
DESIGNED BY: BRD
CHECKED BY: JJE

SCALE: NOT TO SCALE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2611	00-00148-00-PV	DUPAGE	58	39
IDOT DIST. 1 TRAFFIC SIGNAL DETAIL				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO.

LOOP DETECTOR NOTES

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

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

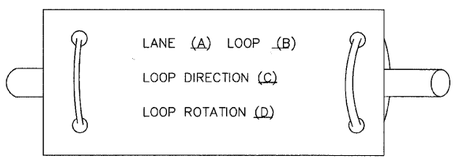
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

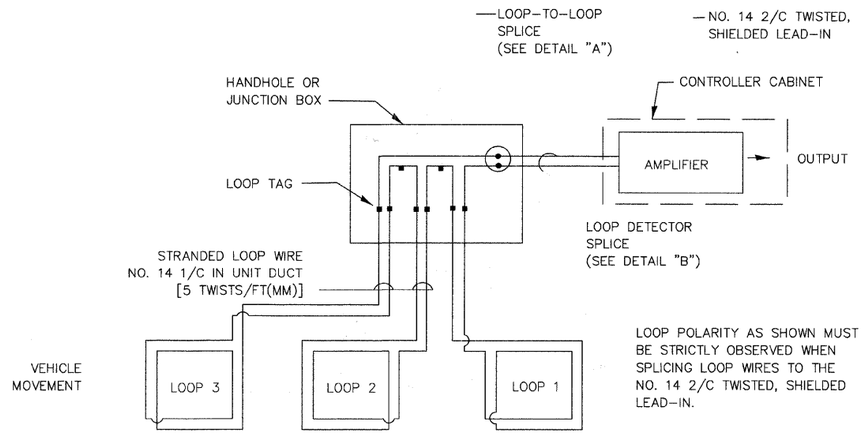


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

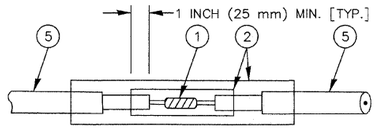
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

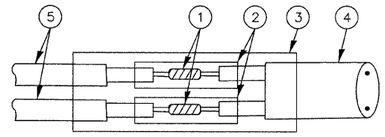


DETECTOR LOOP WIRING SCHEMATIC

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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

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

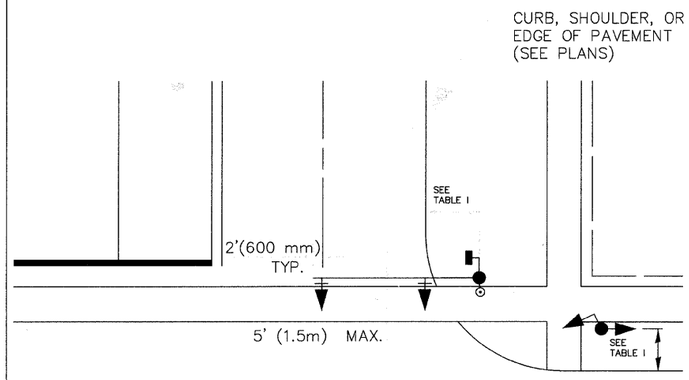
$FILE$
DATE-TIME
DGN-SPEC

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2611	00-00148-00-PV	DUPAGE	58	40
IDOT DIST. 1 TRAFFIC SIGNAL DETAIL				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

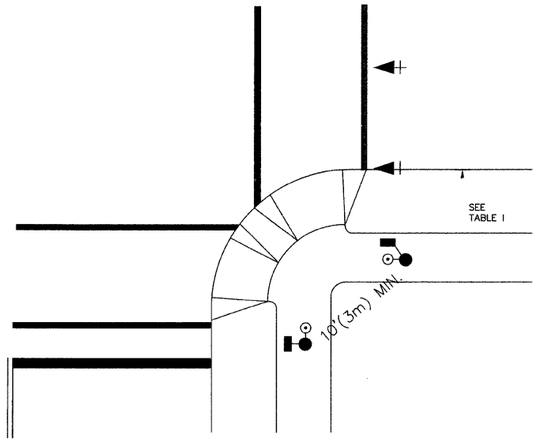
CONTRACT NO.

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

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

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

   PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:

   A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.

   B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.

   C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

   D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).

   E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK

2. PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.

3. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.

4. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

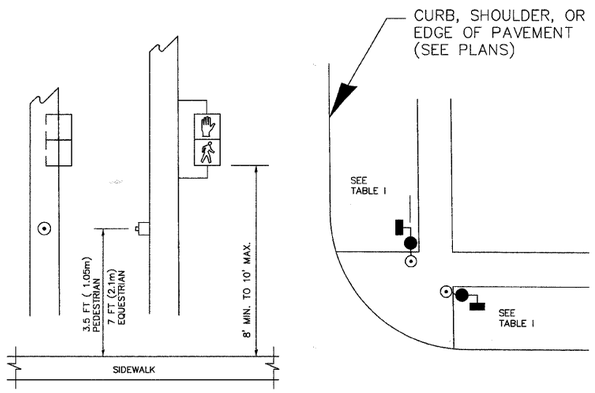


TABLE I

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

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. HORIZ. NONE

DATE 1-01-02

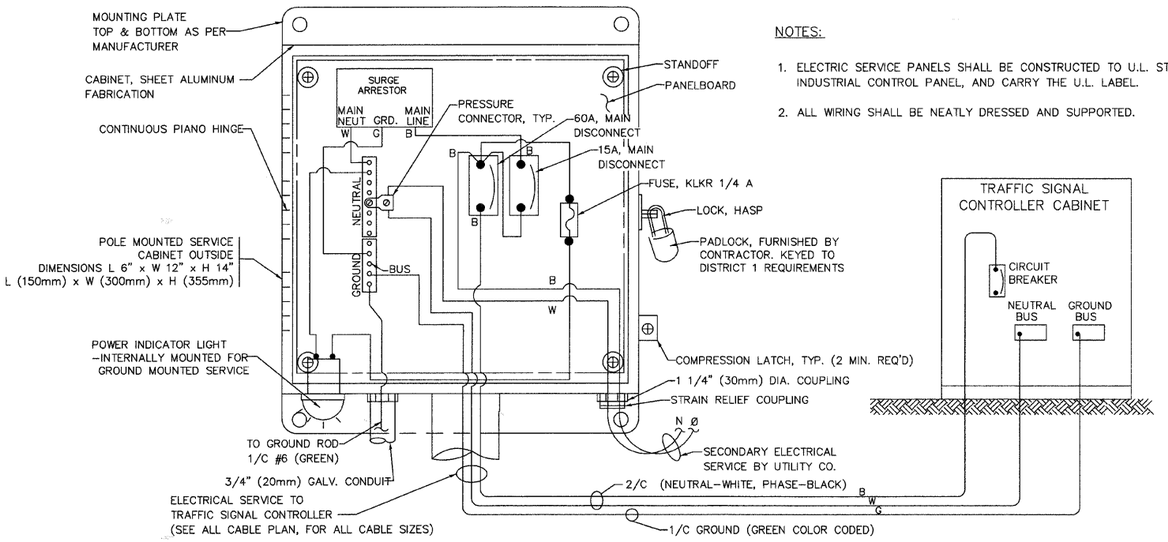
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

TS05

$FILE$
DATE-TIME
DGN-SPEC

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2611	00-00148-00-PV	DUPAGE	58	41
IDOT DIST. 1 TRAFFIC SIGNAL DETAIL				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO.



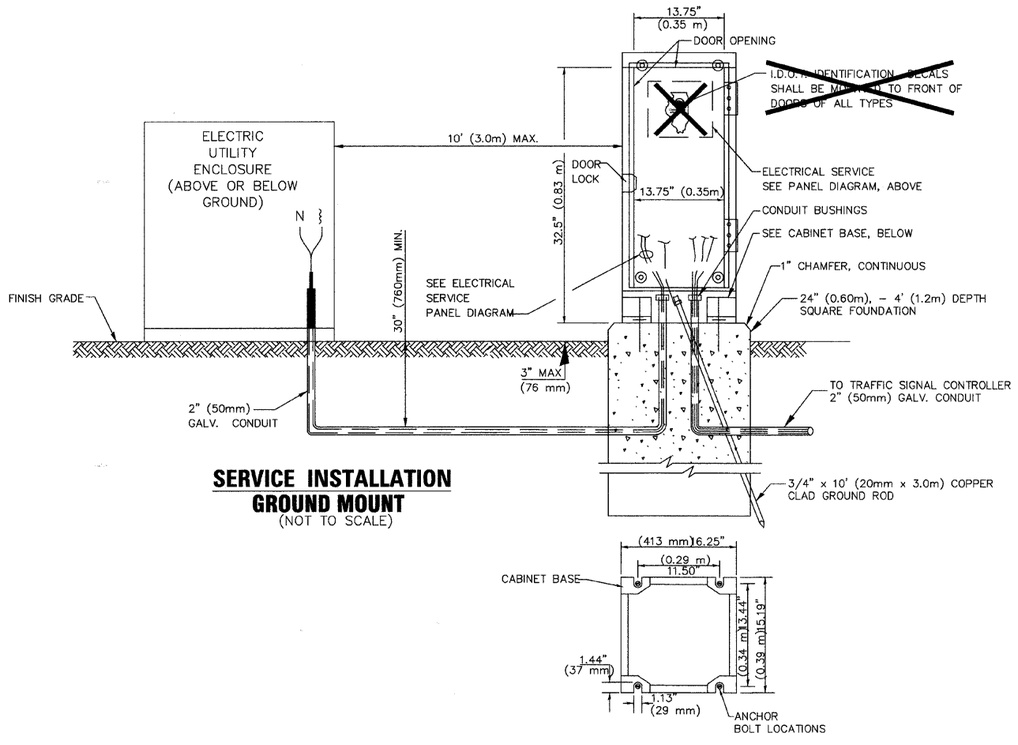
NOTES:

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

ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

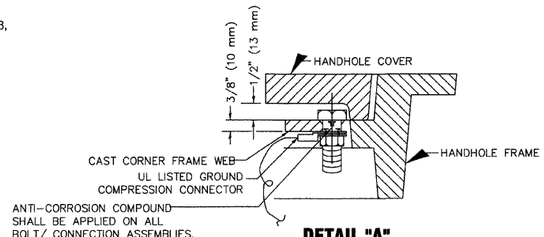


SERVICE INSTALLATION GROUND MOUNT

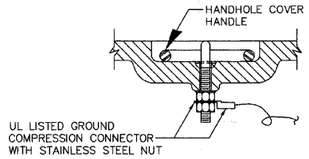
(NOT TO SCALE)

CABINET - BASE BOLT PATTERN

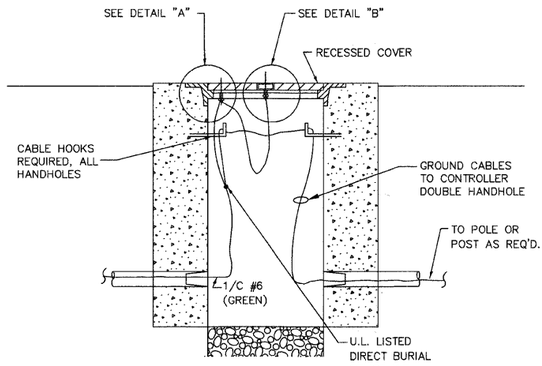
(NOT TO SCALE)



DETAIL "A"

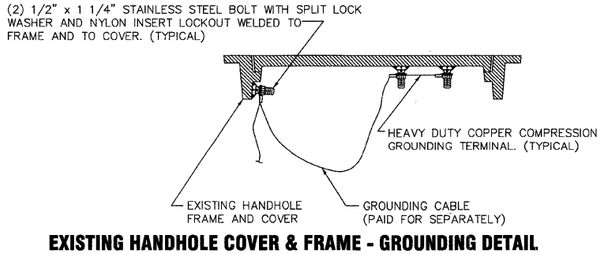


DETAIL "B"



HANDHOLE COVER & FRAME - GROUNDING DETAIL

(NOT TO SCALE)



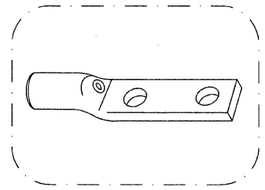
EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL

(NOT TO SCALE)

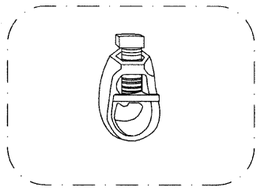
NOTES:

GROUNDING SYSTEM

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



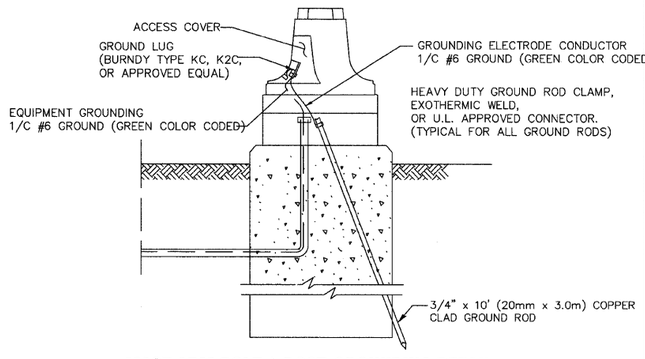
HEAVY–DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



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

NOTES:

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



MAST ARM POLE / POST-GROUNDING DETAIL

(NOT TO SCALE)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

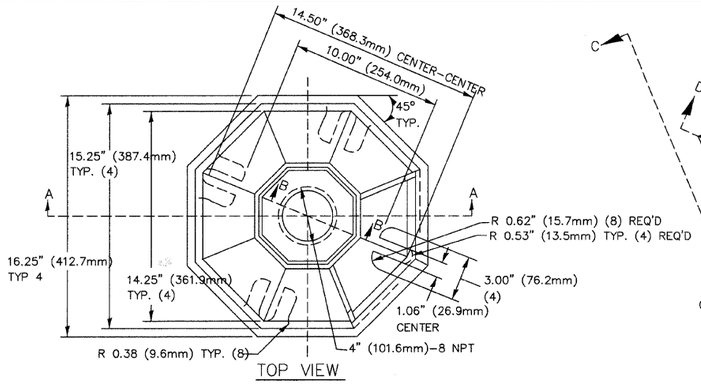
DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.
DATE 1–01–02

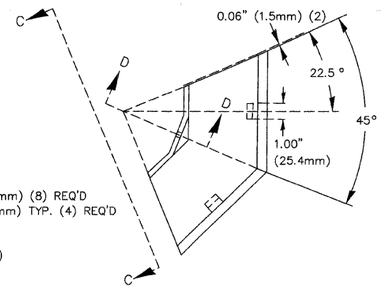
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 3 OF 4

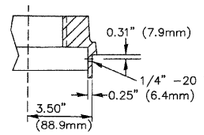
TS05

$FILE$
DATE–TIME
DGN–SPEC

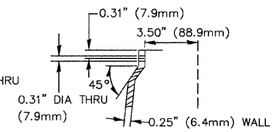


TOP VIEW

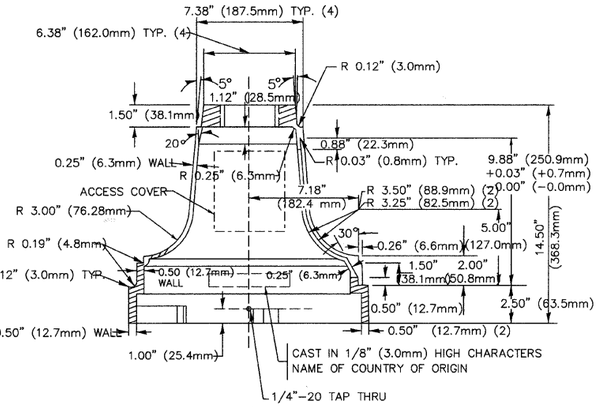




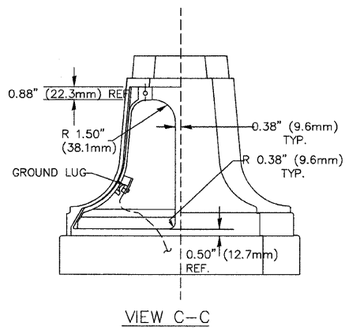
SECTION B-B



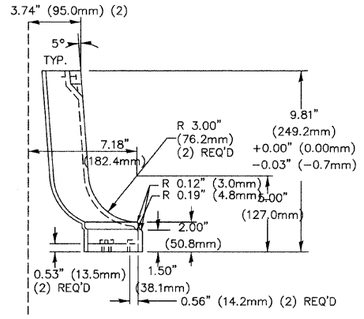
SECTION D-D



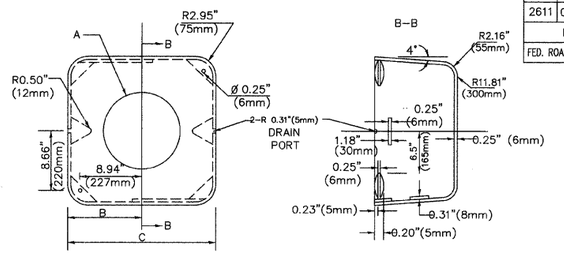
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2611	00-00148-00-PV	DUPAGE	58	42
IDOT DIST. 1 TRAFFIC SIGNAL DETAIL				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO.

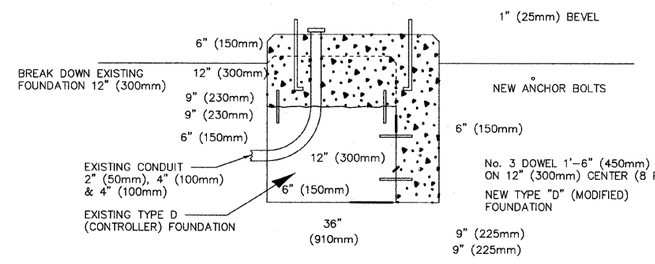
MATERIAL:
- ASTM A48 CLASS 30 GREY IRON
- ASTM A123 HOT DIPPED GALVANIZED

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

SHROUD DETAIL

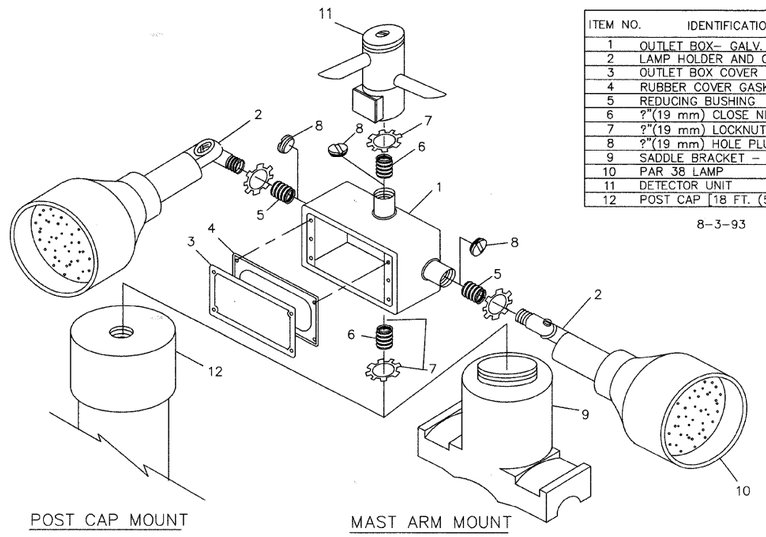
NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.

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



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



POST CAP MOUNT

MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

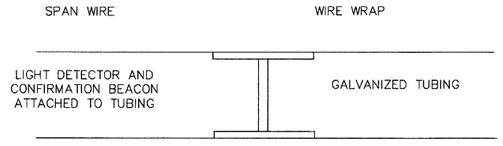
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	?"(19 mm) CLOSE NIPPLE
7	?"(19 mm) LOCKNUT
8	?"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4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

8-3-93

ITEM #10 SHALL BE A PAR 38 L.E.D. LAMP.

NOTES:

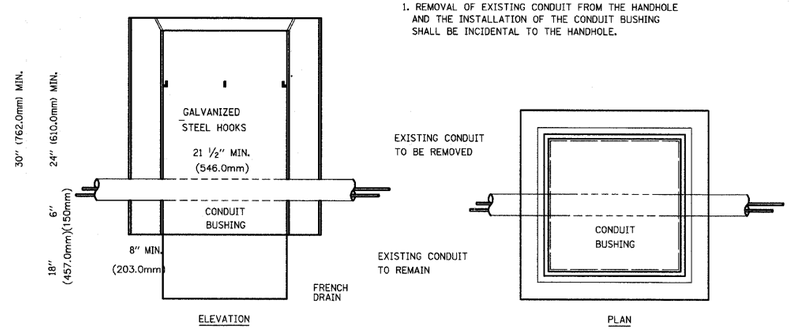
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)

NOTES:
1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.



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

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

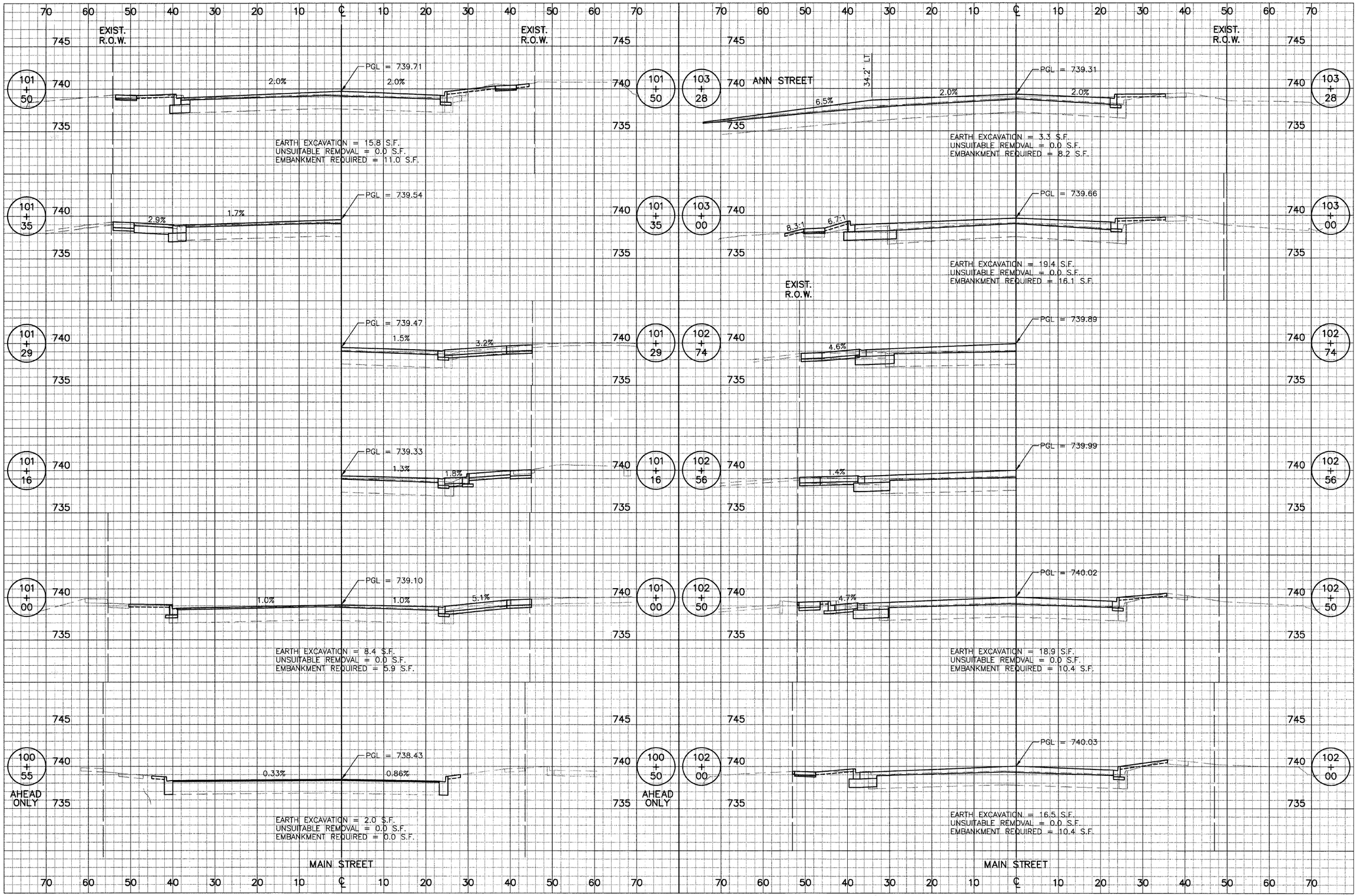
SCALE: VERT. NONE
HORIZ.
DATE 1-01-02

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

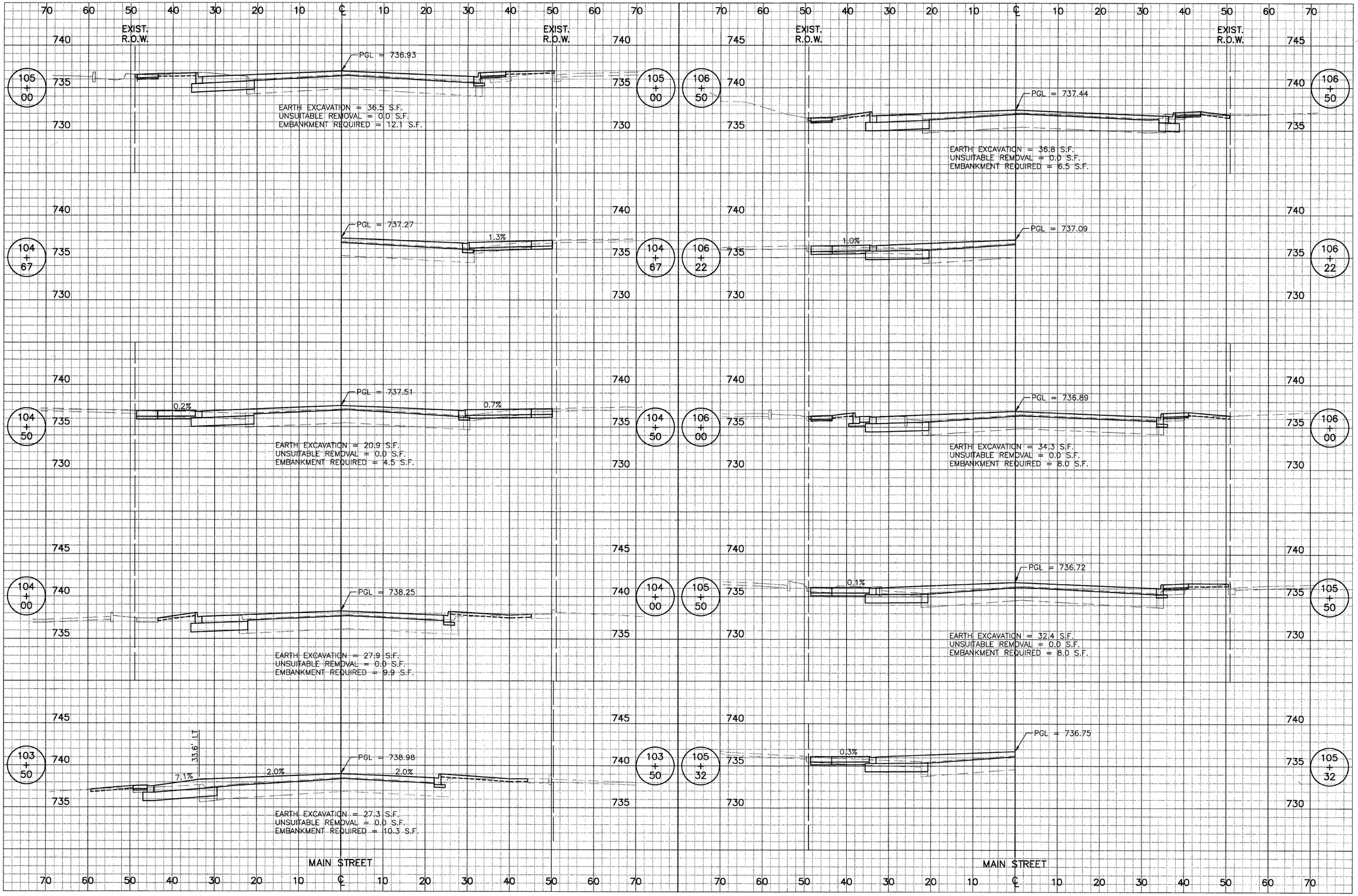
TS05

$FILE$
DATE-TIME
DGN-SPEC

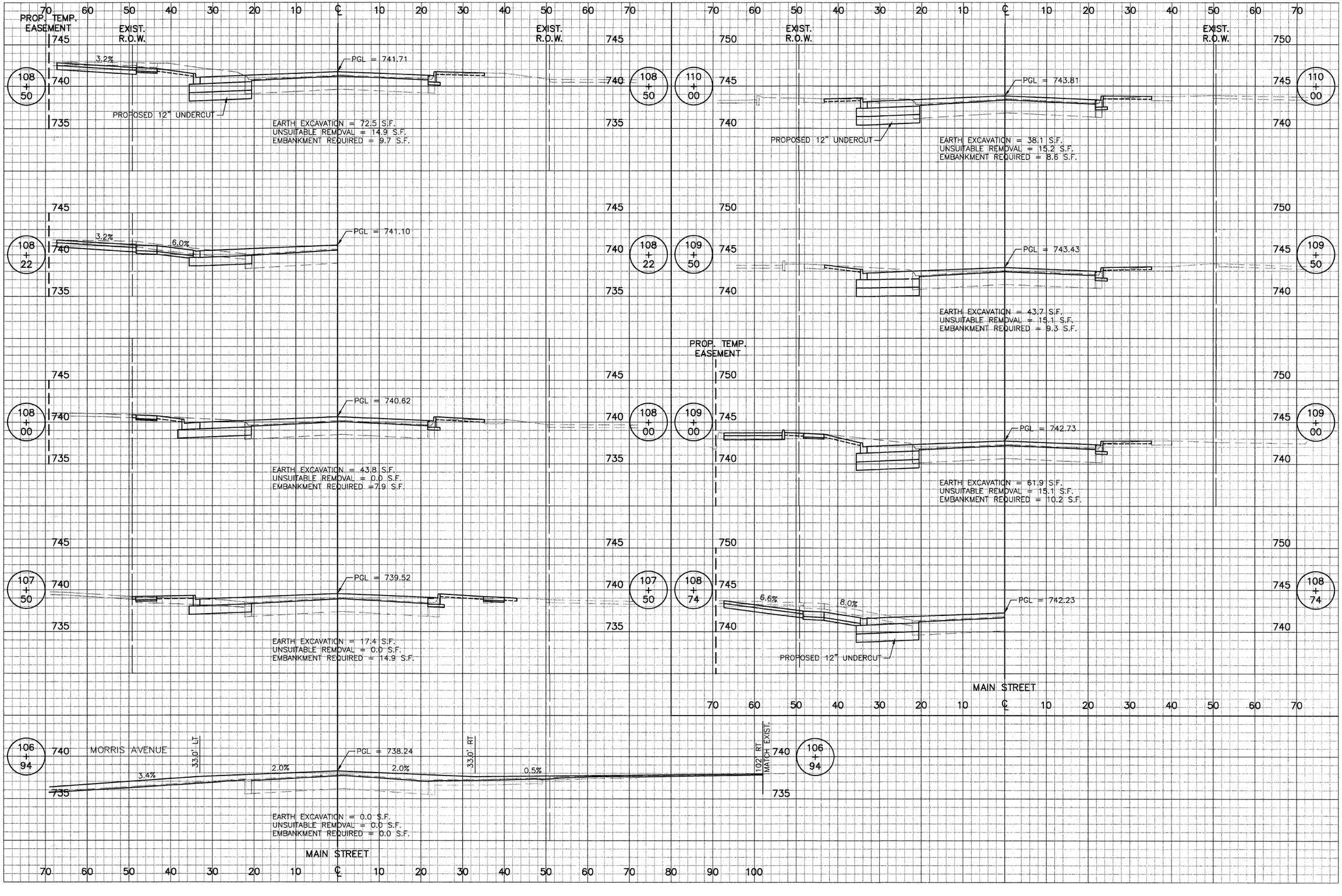
MAIN STREET	TOTAL SHEETS	SHEET NO.
STA. 100+50 TO STA. 103+28	58	43



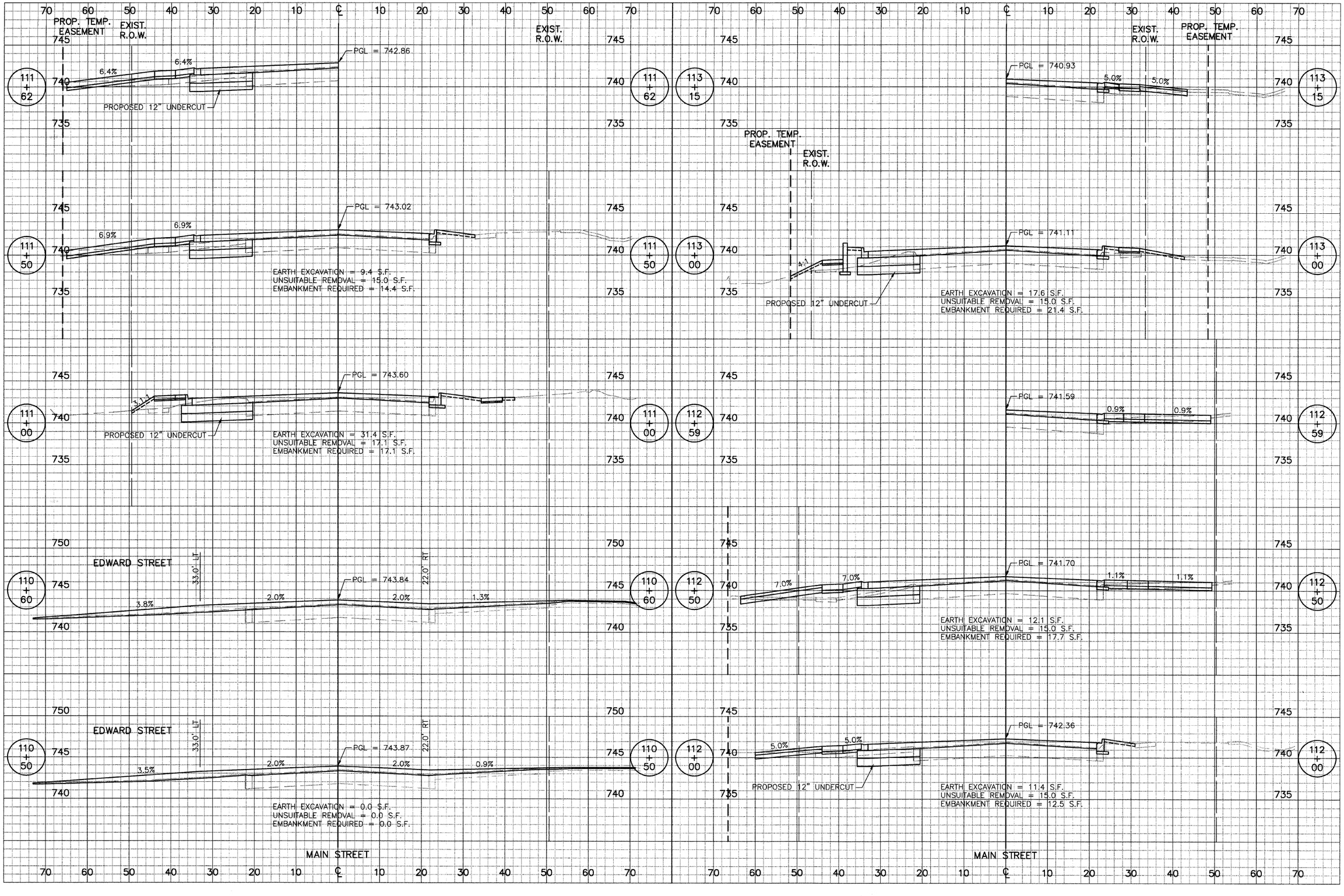
MAIN STREET	TOTAL SHEETS	SHEET NO.
STA. 103+50 TO STA. 106+50	58	44



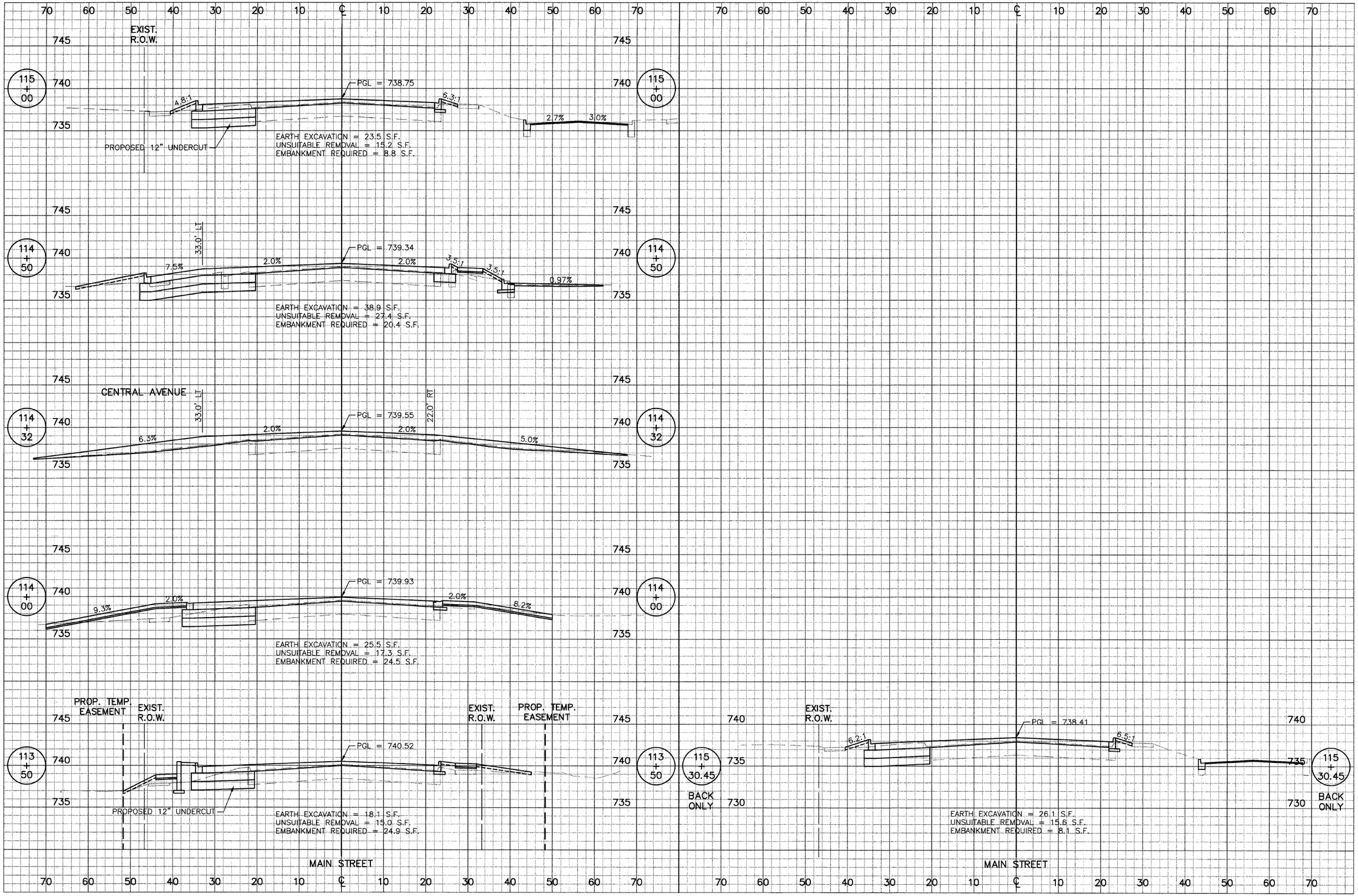
MAIN STREET	TOTAL SHEETS	SHEET NO.
STA. 106+95 TO STA. 110+00	58	45



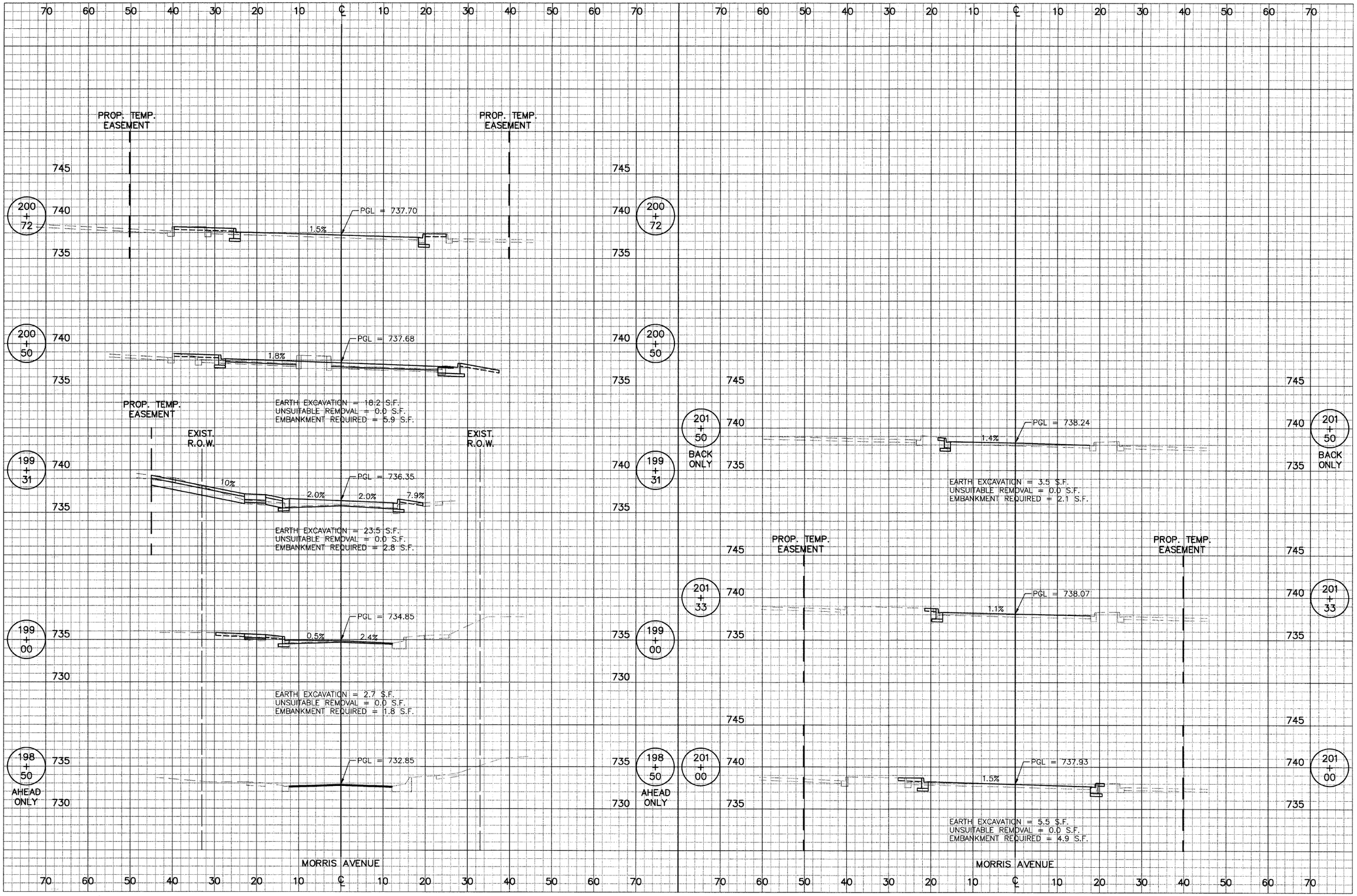
MAIN STREET	TOTAL SHEETS	SHEET NO.
STA. 110+50 TO STA. 113+15	58	46



MAIN STREET	TOTAL SHEETS	SHEET NO.
STA. 113+50 TO STA. 115+30.45	58	47

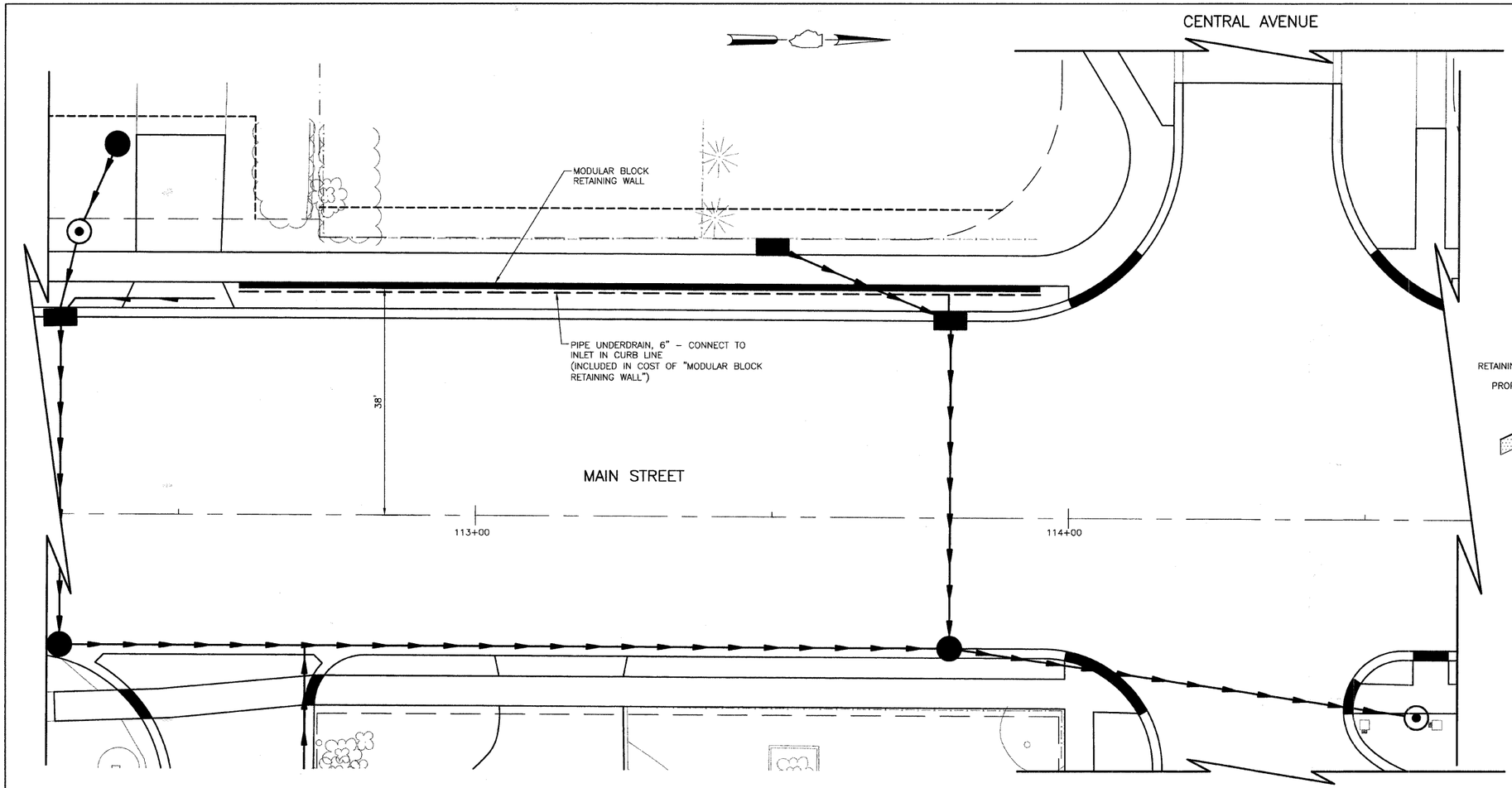


MORRIS AVENUE	TOTAL SHEETS	SHEET NO.
STA. 199+31 TO STA. 201+76	58	48



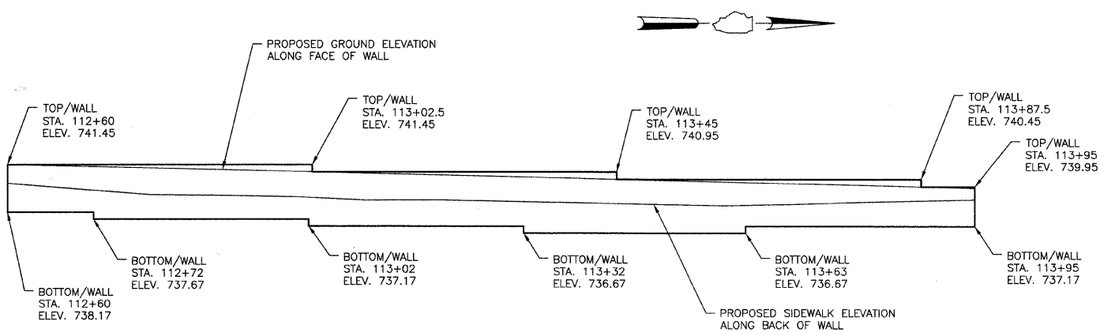
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	49
DETAILS				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952



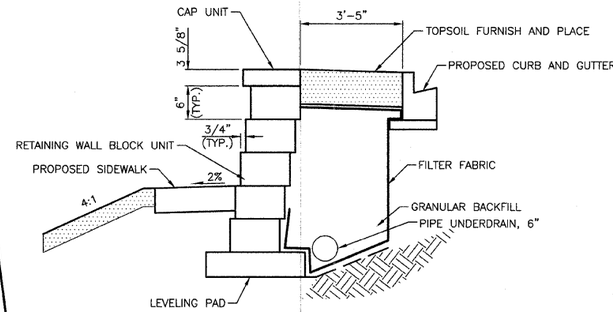
MODULAR BLOCK RETAINING WALL PLAN VIEW

SCALE 1" = 10'



MODULAR BLOCK RETAINING WALL ELEVATION

SCALE: HORIZONTAL 1" = 10'
VERTICAL 1" = 5'

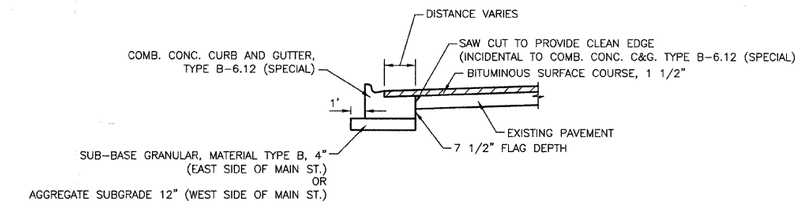


MODULAR BLOCK RETAINING WALL

NOT TO SCALE

NOTE: 1. PRIOR TO CONSTRUCTION OF THE RETAINING WALL, CONTRACTOR SHALL SUBMIT SHOP DRAWINGS.

2. ALL ITEMS SHOWN ABOVE ASSOCIATED WITH THE RETAINING WALL EXCEPT PROPOSED TOPSOIL SHALL BE INCLUDED IN THE PAY ITEM MODULAR RETAINING WALL SYSTEM.



NOTE: THE CURB AND GUTTER SHALL BE POURED MONOLITHICALLY WITH THE PAVEMENT WIDENING AREA

COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (SPECIAL)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

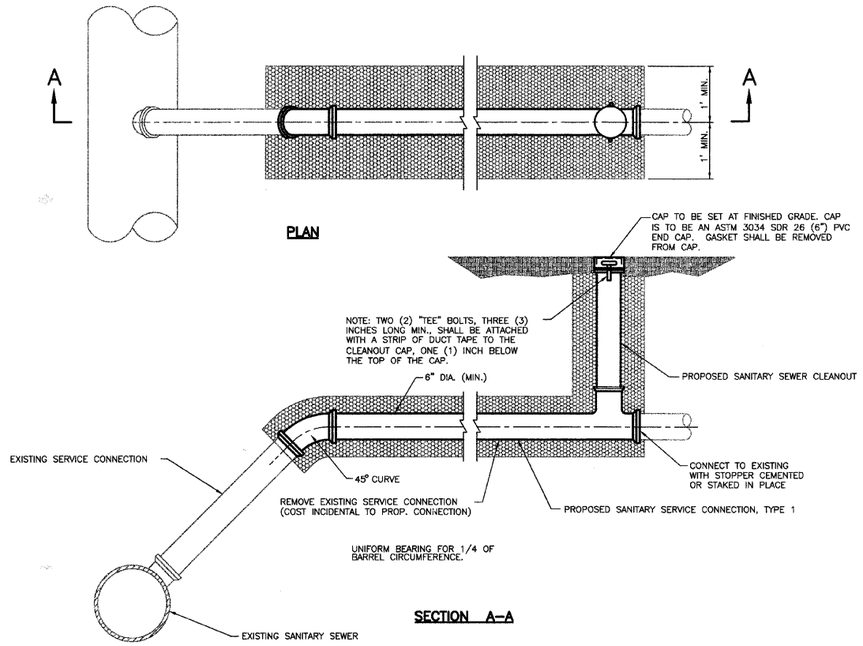
DETAILS

MAIN STREET

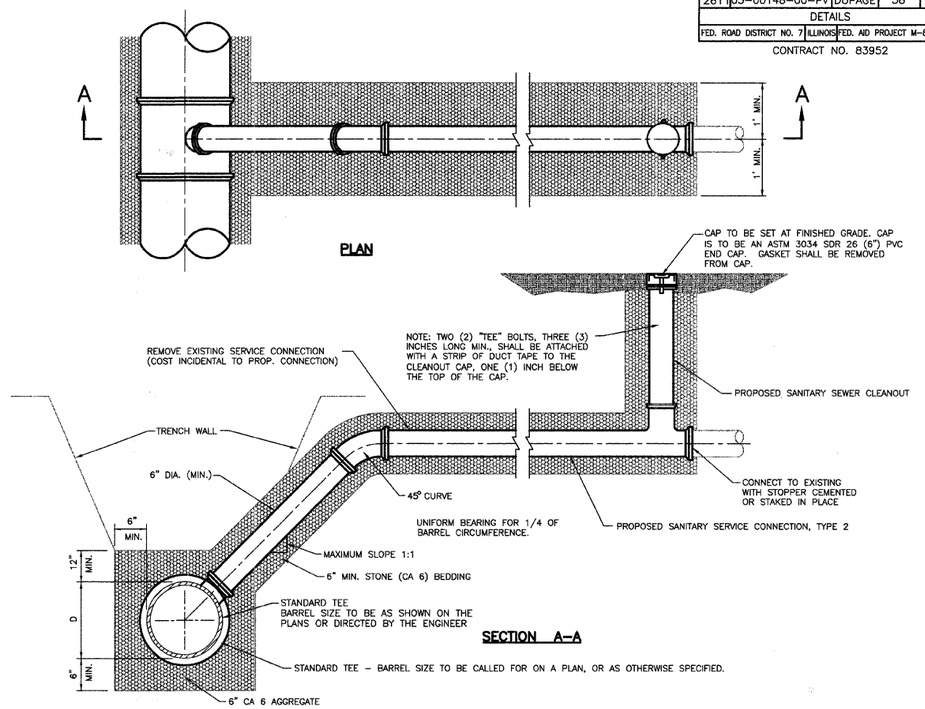
DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	50
DETAILS				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

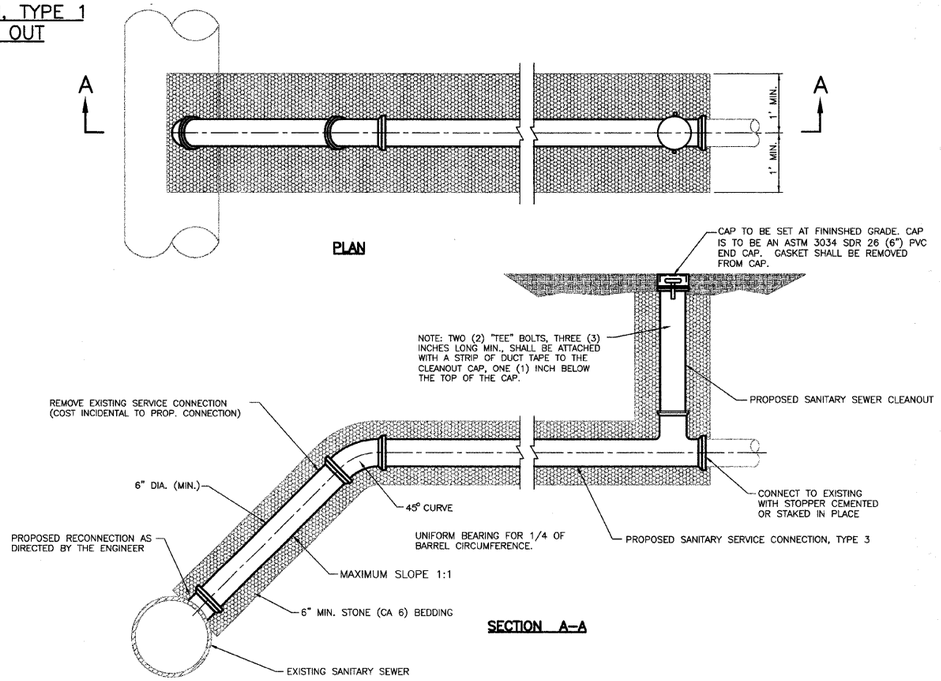
CONTRACT NO. 83952



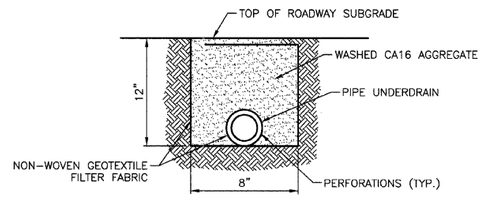
SANITARY SERVICE CONNECTION, TYPE 1 & SANITARY SEWER CLEAN OUT



SANITARY SERVICE CONNECTION, TYPE 2 & SANITARY SEWER CLEAN OUT



SANITARY SERVICE CONNECTION, TYPE 3 & SANITARY SEWER CLEAN OUT



GENERAL NOTES:

1. BOTH THE TRENCH AND DRAIN TILE SHALL BE WRAPPED WITH NON-WOVEN GEOTEXTILE FILTER FABRIC.
2. WASHED AGGREGATE SHALL BE PLACED AROUND THE DRAIN TILE.
3. HOLE SHALL BE DRILLED INTO STRUCTURE.
4. HYDRAULIC CEMENT SHALL BE PLACED AROUND THE PIPE TO SEAL THE OPENING, BOTH INSIDE AND OUTSIDE THE STRUCTURE.

PIPE UNDERDRAIN, FABRIC LINED TRENCH, 4"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

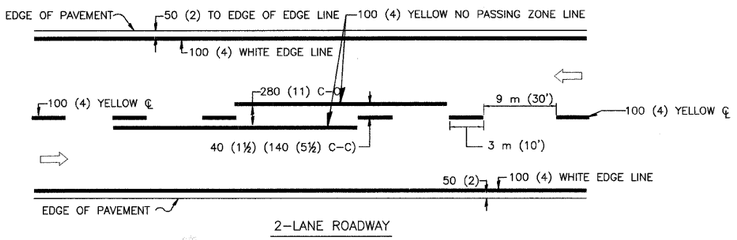
DETAILS

MAIN STREET

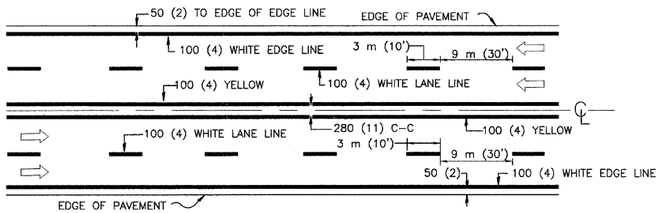
DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

CONTRACT NO. 83952

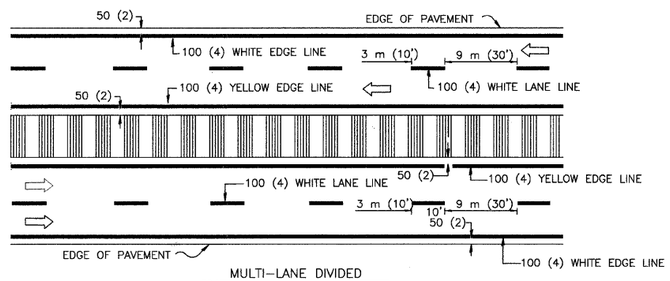
FA. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2611	00-00148-00-PV	DUPAGE	58	51
IDOT PAVEMENT MARKING DETAILS				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(921)		



2-LANE ROADWAY



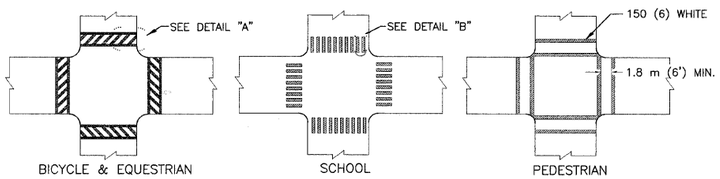
MULTI-LANE UNDIVIDED

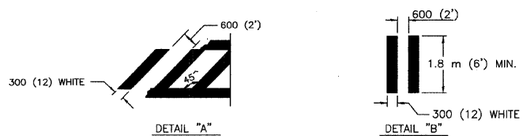


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

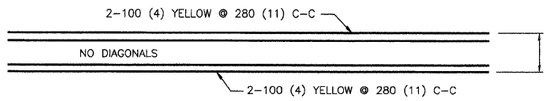
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

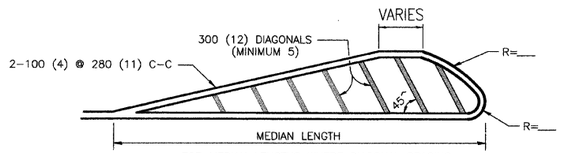




TYPICAL CROSSWALK MARKING



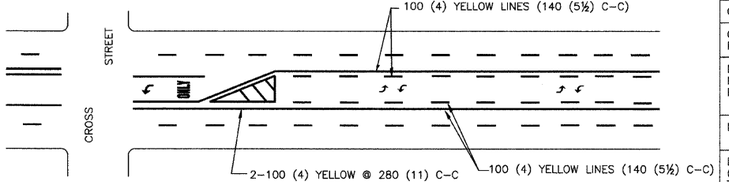
1.2 m (4') WIDE MEDIANS ONLY



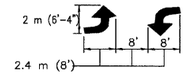
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 1.2 m (4') WIDE

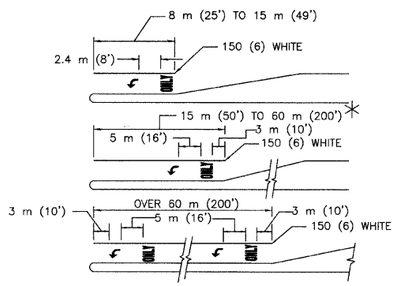


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

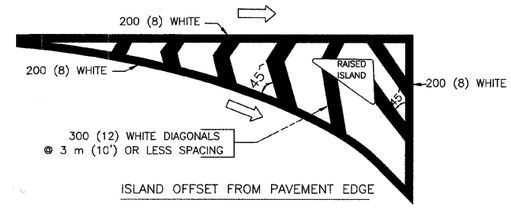


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
AREA = 1.5 m^2 (15.6 SQ. FT.) **ONLY** AREA = 1.9 m^2 (20.8 SQ. FT.)

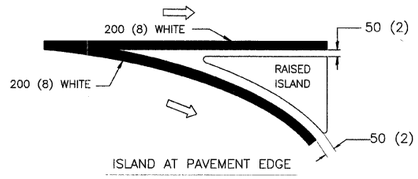
* TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5?) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5½) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45^ 300 (12) @ 90^	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT.
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45^ NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45^	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.40 m^2 (4.3 SQ. FT.) EACH "X"=5.0 m^2 (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45^	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 1997 AND STATE STANDARD 780001.

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

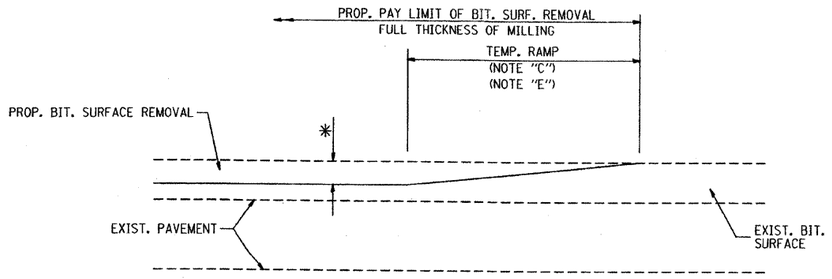
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE DRAWN BY CADD

DATE CHECKED BY

CONTRACT NO. 83952

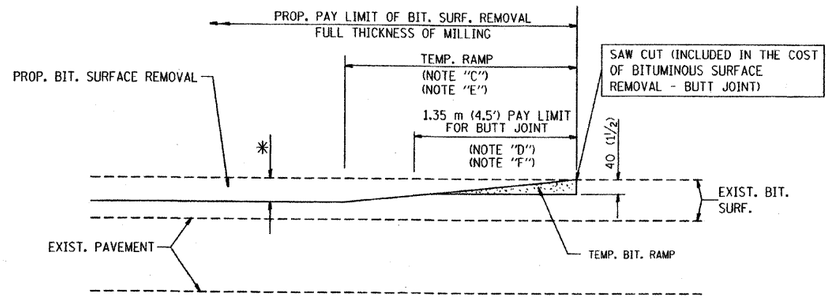
F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	00-00148-00-PV	DUPAGE	58	52
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

OPTION 1

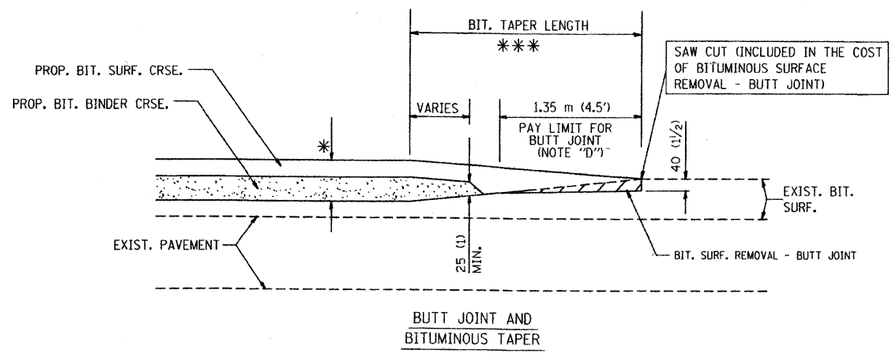


BITUMINOUS CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

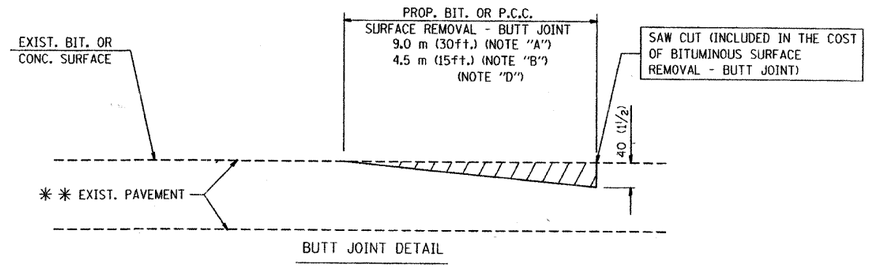
OPTION 2

TYPICAL TEMPORARY RAMP

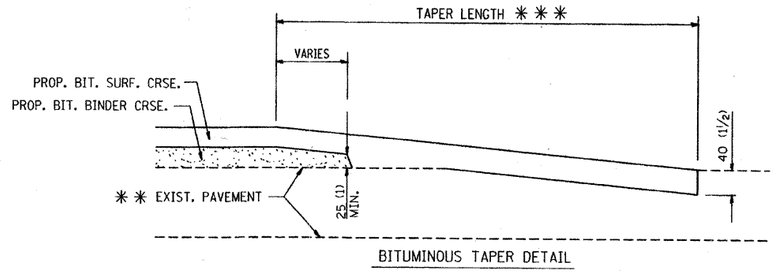


BUTT JOINT AND BITUMINOUS TAPER

TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



BITUMINOUS TAPER DETAIL

TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR RESURFACING ONLY

** PC CONCRETE, BITUMINOUS OR BITUMINOUS 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 BITUMINOUS SURFACE.

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

E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".

G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS ~~"BITUMINOUS SURFACE REMOVAL - BUTT JOINT"~~ OR "HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT" AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER DETAILS

SCALE: NONE

DRAWN BY

DATE: 03/13/00

CHECKED BY

BD400-05 (VI=BD32)

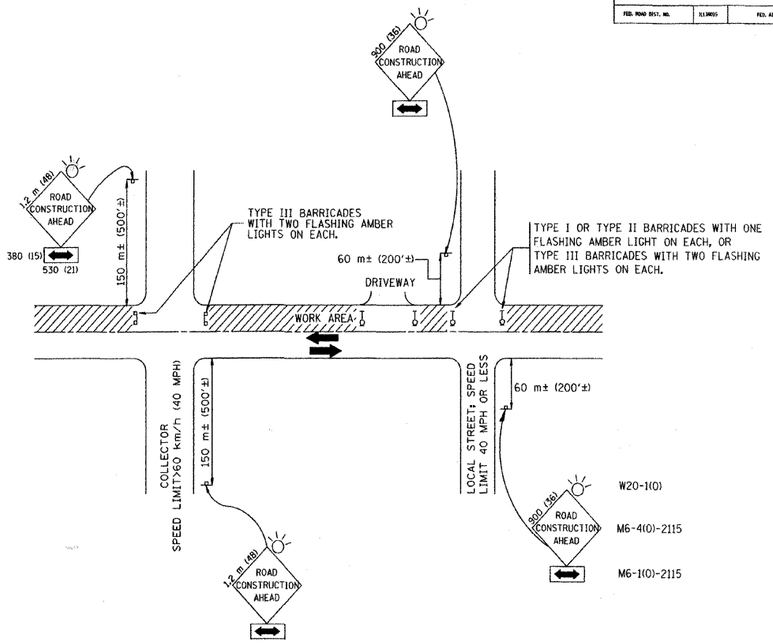
Mon Mar 13 13:45:08 2000
\\dlcaddl\projects\diststd\bd32.dgn LV=35
VI=BD32

Mon Mar 13 13:44:49 2000 v:\cfgfiles\CAD.scf w:\prk\metric\bd32m.prk

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	53
DETAILS				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
STA.	TO STA.			
FED. ROAD DIST. NO.	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 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') 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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') 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.

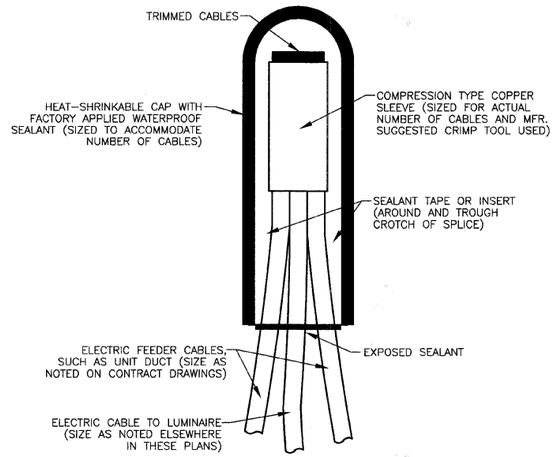
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE — DRAWN BY

DATE: 03/13/00 — CHECKED BY



NOTE: NUMBER OF CABLES IN SPLICE MAY VARY

SPLICING ELECTRIC CABLES BASIC MATERIALS AND METHODS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

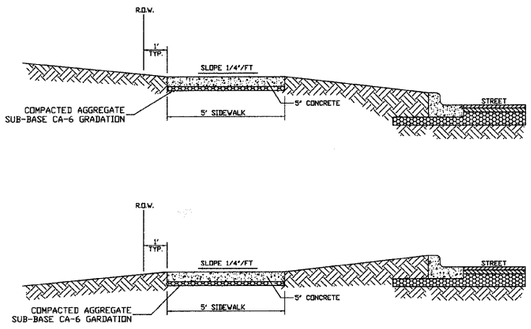
DETAILS

MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	54
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952



GENERAL NOTES:

1. CONCRETE SHALL BE CLASS SI.
2. MINIMUM SIDEWALK THICKNESS SHALL BE FIVE INCHES (5").
3. SIDEWALK THICKNESS ACROSS DRIVEWAYS SHALL BE SIX INCHES (6") MINIMUM FOR RESIDENTIAL DRIVEWAYS, AND EIGHT INCHES (8") MINIMUM FOR NON-RESIDENTIAL DRIVEWAYS.
4. MAXIMUM LONGITUDINAL SLOPE SHALL NOT EXCEED 6% (16:1).
5. MINIMUM TRANSVERSE SLOPE SHALL BE 1/4"/FT. (2%) TYPICAL. MAXIMUM TRANSVERSE SLOPE SHALL BE NO GREATER THAN 1/2"/FT. (4%) TYPICAL.
6. A TWO INCH (2") MINIMUM AGGREGATE SUB-BASE (CA-6 GRADATION) SHALL BE PROVIDED (FOUR INCHES (4" MINIMUM) THROUGH NON-RESIDENTIAL DRIVEWAYS).
7. AGGREGATE SUB-BASE COURSE SHALL BE MECHANICALLY COMPACTED.
8. ALL SIDEWALK SHALL BE PROMPTLY BACKFILLED AND PROTECTED FROM DAMAGE.

REV.:		REV.:	
REV.:	ERH	REV.:	3-26-99
DRAWN BY: VJGL		DATE:	2-16-98
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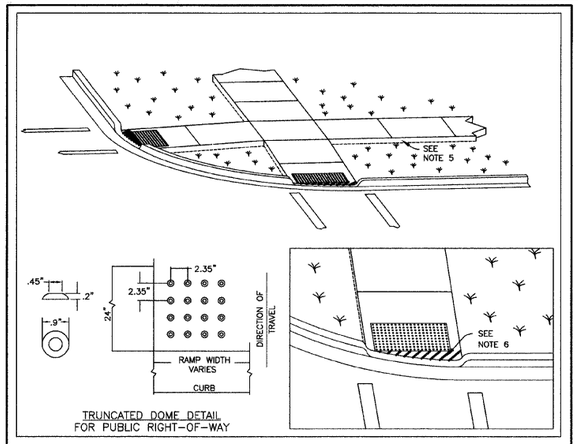
SIDEWALK

VILLAGE OF LOMBARD

PAVEMENT 2



TRUNCATED DOME DETAIL FOR PUBLIC RIGHT-OF-WAY

GENERAL NOTES:

1. RAMPS SHALL BE LOCATED AS SHOWN ON THE PLANS IN ALIGNMENT WITH NORMAL SIDEWALK AND/OR CROSSWALK AND SHALL HAVE SUFFICIENT CURB LENGTH AT CORNER RADIUS TO PREVENT VEHICULAR ENCROACHMENT.
2. CURB RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES.
3. THE MAXIMUM SLOPE OF THE SIDE FLARE FOR TYPE B RAMPS SHALL BE 1:10. HOWEVER, IF THE WIDTH OF THE LANDING AREA BETWEEN THE TOP OF THE RAMP AND AN OBSTRUCTION IS LESS THAN 48 INCHES, THE MAXIMUM SLOPE SHALL BE 1:12.
4. RAMPS SHALL BE CONSTRUCTED OF P.C. CONCRETE IN ACCORDANCE WITH THE IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". DETECTABLE WARNING SURFACE SHALL BE A 2 FOOT BY 4 FOOT SECTION CONSISTING OF TRUNCATED DOMES ALIGNED IN A SQUARE (PARALLEL ALIGNMENT) PATTERN. DETECTABLE WARNINGS SHALL BE SET BACK A MINIMUM OF 6 INCHES FROM THE FRONT OF CURB. THE TYPE OF DETECTABLE WARNING PRODUCT SHALL BE SPECIFIED IN THE CONTRACT DOCUMENTS.
5. THICKNESS OF RAMPS WILL BE THE SAME AS THE ADJACENT SIDEWALK WITH A MINIMUM OF 5 INCHES. THICKNESS OF SIDEWALKS THROUGH RESIDENTIAL DRIVEWAYS SHALL BE A MINIMUM OF 6 INCHES. COMMERCIAL DRIVEWAYS SHALL BE A MINIMUM OF 8 INCHES.
6. UNLESS CURB RAMP IS ALIGNED PERPENDICULAR TO THE STREET RADIUS, AN AREA OF SPECIAL SHAPING MUST BE PROVIDED AT THE BOTTOM OF THE RAMP. THIS AREA SHALL ALLOW THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO BE PERPENDICULAR TO THE RAMP AND SHALL PROVIDE A SMOOTH TRANSITION TO THE GUTTER LINE FOR WHEELCHAIR ACCESS. NO CURB LIP ALLOWED IN THIS AREA. MAXIMUM CROSS SLOPE SHALL BE 2%.

REV.:		REV.:	
REV.:	ERB	REV.:	4-28-05
REV.:	ERH	REV.:	3-17-99
DRAWN BY: VJGL		DATE:	2-16-98
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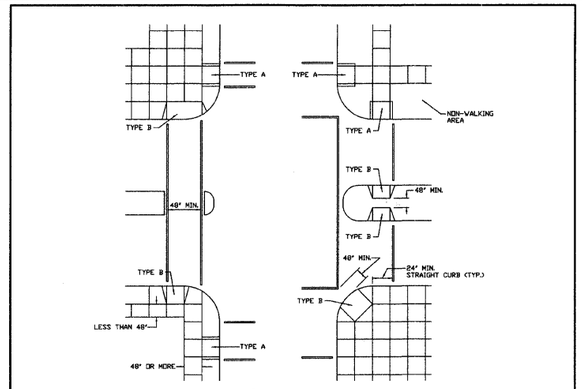
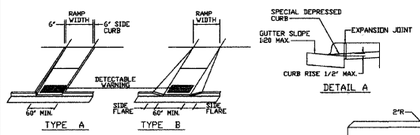
HANDICAPPED SIDEWALK RAMP

VILLAGE OF LOMBARD

PAVEMENT 3A

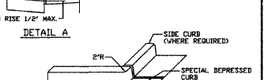


RECOMMENDED LOCATION OF RAMPS

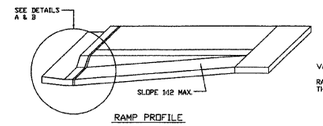


DETAILS OF RAMPS

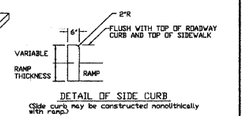
DETAIL A



DETAIL B



RAMP PROFILE



DETAIL OF SIDE CURB
(Side curb may be constructed monolithically with ramp.)

REV.:		REV.:	
REV.:	ERB	REV.:	1-10-05
DRAWN BY: VJGL		DATE:	2-16-98
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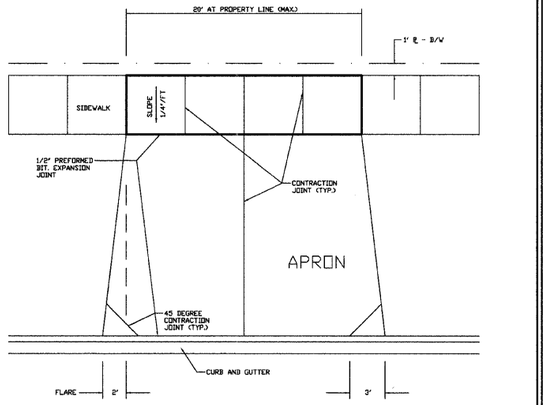
HANDICAPPED SIDEWALK RAMP (CONTINUED)

VILLAGE OF LOMBARD

PAVEMENT 3B



GENERAL NOTES:

1. APRONS SHALL NOT EXCEED 20 FEET IN WIDTH MEASURED AT THE RIGHT-OF-WAY LINE.
2. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED.
3. MINIMUM THICKNESS FOR APRONS: 6" P.C. CONCRETE ON 2" COMPACTED AGGREGATE SUB-BASE (CA-6 GRADATION), OR 3" BITUMINOUS SURFACE ON 6" COMPACTED AGGREGATE SUB-BASE (CA-6 GRADATION).
4. SIDEWALK SHALL EXTEND THROUGH THE DRIVEWAY.
5. DRIVEWAYS SHALL HAVE A MINIMUM SLOPE OF 2% AND A MAXIMUM SLOPE OF 8%.
6. DRIVEWAY APRONS SHALL HAVE A MINIMUM SLOPE OF 2% AND A MAXIMUM SLOPE OF 5%.
7. PATCHES ARE NOT ALLOWED IN NEW APRONS.

REV.:		REV.:	
REV.:	ERH	REV.:	3-20-99
DRAWN BY: VJGL		DATE:	2-16-98
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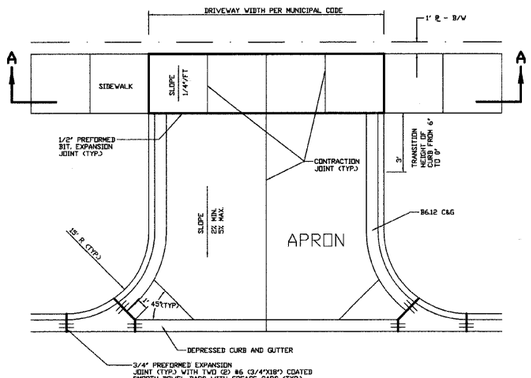
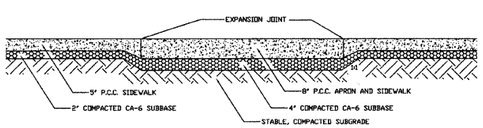
RESIDENTIAL DRIVEWAY APRON

VILLAGE OF LOMBARD

PAVEMENT 6



PLAN



SECTION A-A

REV.:		REV.:	
REV.:	ERH	REV.:	3-20-99
DRAWN BY: VJGL		DATE:	2-16-98
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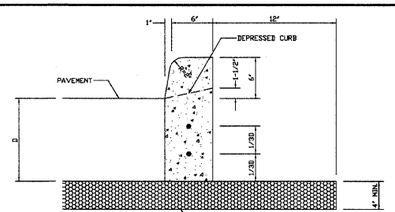
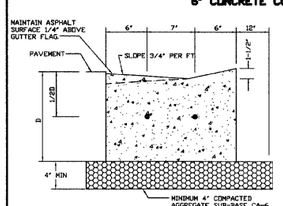
COMMERCIAL DRIVEWAY APRON

VILLAGE OF LOMBARD

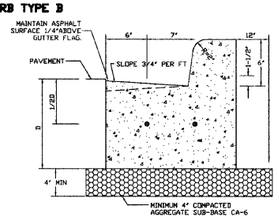
PAVEMENT 7



6" CONCRETE CURB TYPE B



DEPRESSED COMBINATION CURB & GUTTER



COMBINATION CURB & GUTTER

GENERAL NOTES:

1. 3/4" PREFORMED BITUMINOUS EXPANSION JOINT MATERIAL WITH TWO #6 COATED SMOOTH DOWEL BARS (3/4" DIAMETER X 18") WITH GREASED CAPS SHALL BE PLACED EVERY 45 FEET. THEY SHALL ALSO BE PLACED AT 10' EITHER SIDE OF DRAINAGE STRUCTURES, P.C.'S, RADIUS POINTS, AND BACK OF CUL-DE-SACS. WHEN EXPANSION JOINTS ARE CONSTRUCTED ADJACENT TO EXISTING CURB AND GUTTER, THE EXISTING CURB SHALL BE DRILLED, AND TWO # 6 COATED SMOOTH DOWEL BARS (3/4" DIAMETER x 18") SHALL BE GROUTED IN PLACE. GREASE CAPS SHALL BE PLACED ON THE SIDE OF THE NEW CURB AND GUTTER AND SHALL HAVE A PINCHED STOP THAT WILL PROVIDE A MINIMUM 1" EXPANSION.
2. TOOLED CONTROL JOINTS OR SAWCUTS SHALL BE MADE EVERY 15 FEET.
3. SAWCUTS SHALL BE MADE WITHIN TWENTY-FOUR (24) HOURS AND SEALED WITH A VILLAGE APPROVED JOINT SEALANT. JOINTS SHALL BE CLEAN AND DRY PRIOR TO APPLICATION OF SEALANT.
4. TWO (2) #4 REBARS SHALL BE PLACED CONTINUEOUS THROUGHOUT THE CURB AND GUTTER.

REV.:		REV.:	
REV.:	ERH	REV.:	1-18-01
DRAWN BY: VJGL		DATE:	2-16-98
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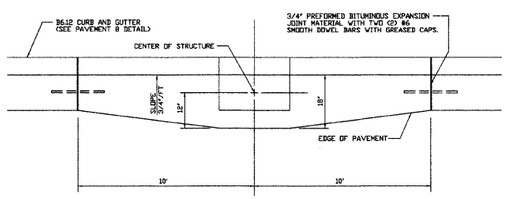
CURB AND GUTTER

VILLAGE OF LOMBARD

PAVEMENT 8



GENERAL NOTES:

1. STORM SEWER CASTING SHALL BE NEENAH R-3278-1, EAST JORDAN 7221, OR EQUIVALENT AS APPROVED BY THE VILLAGE ENGINEER.

REV.:		REV.:	
REV.:	ERH	REV.:	3-20-99
DRAWN BY: VJGL		DATE:	2-16-98
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STORM SEWER INLET CURB AND GUTTER

VILLAGE OF LOMBARD

PAVEMENT 9

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS

MAIN STREET

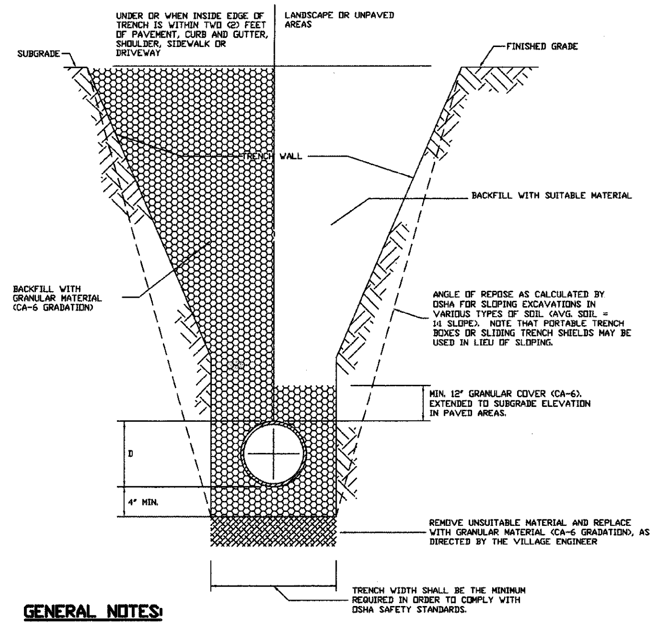
DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	55

DETAILS

FED. ROAD DISTRICT NO. 7 | ILLINOIS | FED. AID PROJECT M-8003(521)

CONTRACT NO. 83952



GENERAL NOTES:

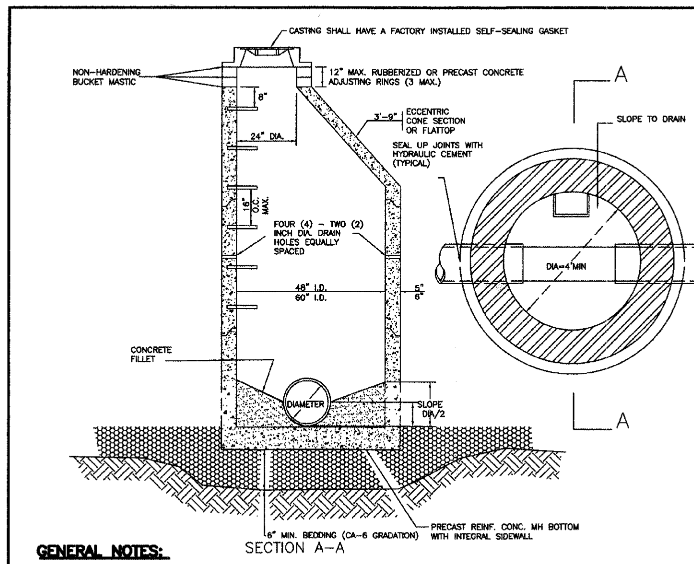
1. CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN A SAFE MANNER AT ALL TIMES AND SHALL COMPLY WITH ALL APPLICABLE GOVERNING REGULATIONS, INCLUDING BUT NOT LIMITED TO OSHA SAFETY STANDARDS.
2. ALL BACKFILL MATERIAL UP TO A HEIGHT OF 12 INCHES ABOVE THE PIPE SHALL BE CAREFULLY DEPOSITED IN UNIFORM LAYERS NOT EXCEEDING 8 INCHES THICK (LOOSE MEASURE). THE MATERIAL IN EACH LAYER SHALL BE FIRMLY COMPACTED BY RAMMING OR TAMPING WITH TOOLS APPROVED BY THE VILLAGE ENGINEER IN SUCH A MANNER AS NOT TO DISTURB OR INJURE THE PIPE. THE BACKFILLING ABOVE THIS HEIGHT SHALL BE DONE AS NOTED BELOW.
3. GRANULAR BACKFILL MATERIAL SHALL BE PLACED AND COMPACTED AS SPECIFIED IN NOTE 2, ABOVE. THE USE OF JETTING SHALL NOT BE ALLOWED UNLESS AUTHORIZED IN WRITING BY THE VILLAGE ENGINEER. IT SHALL BE THE DESIGN ENGINEER OR CONTRACTOR'S RESPONSIBILITY TO PROVIDE APPROPRIATE JUSTIFICATION AND DOCUMENTATION (SOIL INVESTIGATION REPORTS, ETC.) TO THE VILLAGE ENGINEER WITH THE REQUEST FOR APPROVAL OF JETTING.
4. BACKFILL MATERIAL CONSISTING OF SUITABLE EXCAVATED MATERIAL SHALL BE PLACED IN LIFTS NOT EXCEEDING TWELVE (12) INCHES THICK (LOOSE MEASURE) AND EACH LAYER SHALL BE COMPACTED BY RAMMING OR TAMPING TO ACHIEVE THE REQUIRED COMPACTION. JETTING OF THIS MATERIAL MAY BE PERMITTED WHEN AUTHORIZED IN WRITING BY THE VILLAGE ENGINEER. IT SHALL BE THE DESIGN ENGINEER OR THE CONTRACTOR'S RESPONSIBILITY TO SUBMIT APPROPRIATE JUSTIFICATION AND DOCUMENTATION (SOIL INVESTIGATION REPORTS, ETC.) TO THE VILLAGE ENGINEER WITH THE REQUEST FOR APPROVAL OF JETTING.

REV.: ERH	REV.: 11-13-06	SANITARY SEWER TRENCH SECTION	VILLAGE OF LOMBARD
REV.: ERH	REV.: 7-14-99		SANITARY 5
DRAWN BY: VJGL	DATE: 2-16-98		

GENERAL NOTES CONT:

5. GRANULAR MATERIAL FOR BACKFILL AND BEDDING SHALL BE GRAVEL, CRUSHED GRAVEL OR STONE MEETING THE REQUIREMENTS OF THE IDOT 'STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION' FOR COARSE AGGREGATE (CA-6 GRADATION).
6. MINIMUM COVER OVER THE TOP OF PIPE SHALL BE TWELVE (12) INCHES BELOW FINISHED SUBGRADE IN PAVED AREAS AND TWELVE (12) INCHES BELOW FINISHED GRADE IN LANDSCAPE AREAS.
7. THE BEDDING THICKNESS SHALL BE EQUAL TO ONE-QUARTER (1/4) OF THE OUTSIDE DIAMETER OF THE PIPE BUT NOT LESS THAN FOUR (4) INCHES.

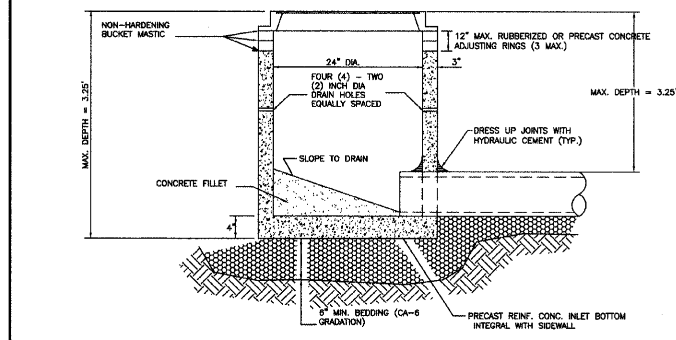
REV.: ERH	REV.: 11-13-06	SANITARY SEWER TRENCH SECTION	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-20-99		SANITARY 5A
DRAWN BY: VJGL	DATE: 2-16-98		



GENERAL NOTES:

1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTIONS. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITTED.
2. PROVIDE GRANULAR BACKFILL AROUND MANHOLE TO SUBGRADE ELEVATION IN PAVED AREAS. MATERIAL SHALL MEET THE REQUIREMENTS OF IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" FOR COARSE AGGREGATE (CA-6 GRADATION.)
3. APPLY A CONTINUOUS LAYER OF NON-HARDENING PREFORMED BITUMINOUS MASTIC MATERIAL (RUB-R-NEK OR EZ STICK) TO EACH JOINT BELOW THE BOTTOM OF CONE OR FLATTOP.
4. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT. ONE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET IN A BED OF NON-HARDENING BUCKET MASTIC.
5. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF 2 INCHES.
6. WITHIN NON-PAVED AREAS MORTAR SHALL ONLY BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME ON THE EXTERIOR OF THE STRUCTURE. MORTAR IS NOT PERMITTED ON THE INSIDE OF THE RINGS AND/OR FRAME.
7. ONLY PLASTIC POLYMER STEPS SHALL BE USED.
8. WHEN MANHOLE DEPTH IS OVER 12 FEET, THE THICKNESS OF THE PRECAST, REINFORCED CONCRETE BASE SHALL BE A MINIMUM OF 10 INCHES. WHEN MANHOLE DEPTH IS LESS THAN 12 FEET, THE THICKNESS SHALL BE A MINIMUM OF 8 INCHES.
9. DRESS UP INTERIOR JOINTS OF PRECAST MANHOLE AND OPENINGS AROUND PIPES WITH HYDRAULIC CEMENT.
10. IN PAVED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE COVERED WITH FILTER FABRIC. FILTER FABRIC SHALL BE SECURED TO THE OUTSIDE OF STRUCTURE PRIOR TO BACKFILL.
11. IN GRASSED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE PLUGGED WITH HYDRAULIC CEMENT.
12. CHIMNEY SEALS SHALL BE REQUIRED UNLESS THE MANHOLE IS ADJUSTED TO FINAL GRADE IN ACCORDANCE WITH VILLAGE DETAIL STORM 7 – CASTING ADJUSTMENTS FOR STRUCTURES IN PAVED AREAS.

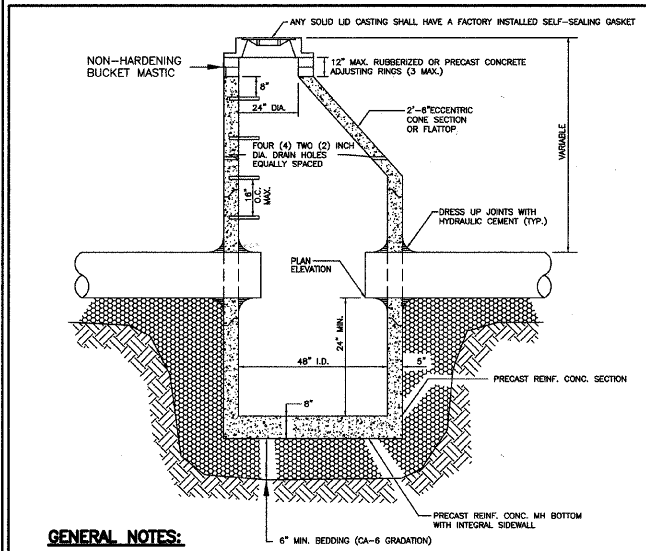
REV.: ERH	12-05-05	MANHOLE TYPE A	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-14-99		STORM 1
DRAWN BY: VJGL	DATE: 2-16-98		



GENERAL NOTES:

1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITED.
2. PROVIDE GRANULAR BACKFILL AROUND INLET TO SUBGRADE ELEVATION IN PAVED AREAS. MATERIAL SHALL MEET THE REQUIREMENTS OF IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" FOR COARSE AGGREGATE (CA-6 GRADATION.)
3. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT. ONE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET IN A BED OF NON-HARDENING BUCKET MASTIC.
4. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO INCHES.
5. WITHIN NON-PAVED AREAS, MORTAR SHALL ONLY BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME ON THE EXTERIOR OF THE STRUCTURE. MORTAR IS NOT PERMITTED ON THE INSIDE OF THE RINGS AND/OR FRAME.
6. IN PAVED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE COVERED WITH FILTER FABRIC. FILTER FABRIC SHALL BE SECURED TO THE OUTSIDE OF STRUCTURE PRIOR TO BACKFILL.
7. IN GRASSED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE PLUGGED WITH HYDRAULIC CEMENT.

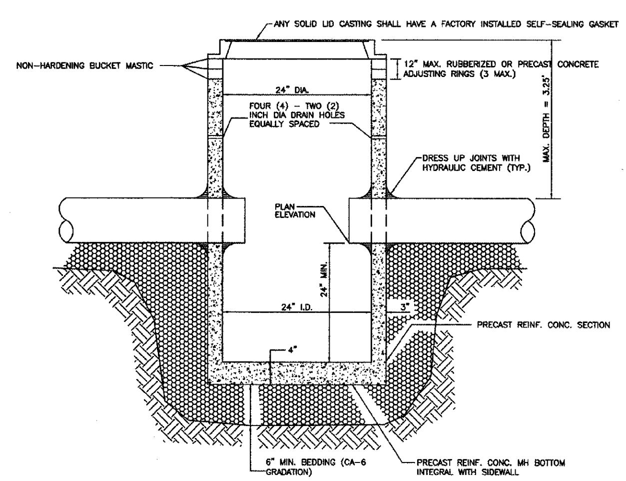
REV.: ERH	REV.: 12-05-05	INLET TYPE A	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-14-99		STORM 2
DRAWN BY: VJGL	DATE: 2-16-98		



GENERAL NOTES:

1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTIONS. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITTED.
2. PROVIDE GRANULAR BACKFILL AROUND CATCHBASIN TO SUBGRADE ELEVATION IN PAVED AREAS. MATERIAL SHALL MEET THE REQUIREMENTS OF IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" FOR COARSE AGGREGATE (CA-6 GRADATION).
3. APPLY A CONTINUOUS LAYER OF NON-HARDENING PREFORMEND BITUMINOUS MASTIC MATERIAL (RUB-R-NEK OR E Z STICK) TO EACH JOINT BELOW THE BOTTOM OF CONE OR FLATTOP TO PREVENT INFLOW.
4. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT. ONE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET ON A BED OF NON-HARDENING BUCKET MASTIC.
5. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO INCHES.
6. WITHIN NON-PAVED AREAS, MORTAR SHALL ONLY BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAMES ON THE EXTERIOR OF THE STRUCTURE. MORTAR IS NOT PERMITTED ON THE INSIDE OF THE RINGS AND/OR FRAME.
7. ONLY PLASTIC POLYMER STEPS SHALL BE USED.
8. WHEN CATCHBASIN DEPTH IS OVER 12 FEET, THE THICKNESS OF THE PRECAST, REINFORCED CONCRETE BASE SHALL BE A MINIMUM OF 10 INCHES. WHEN CATCHBASIN DEPTH IS LESS THAN 12 FEET, THE THICKNESS SHALL BE A MINIMUM OF 8 INCHES.
9. DRESS UP INTERIOR JOINTS OF PRECAST CATCHBASIN AND OPENINGS AROUND THE PIPES WITH HYDRAULIC CEMENT.
10. IN PAVED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE COVERED WITH FILTER FABRIC. FILTER FABRIC SHALL BE SECURED TO THE OUTSIDE OF STRUCTURE PRIOR TO BACKFILL.
11. IN GRASSED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE PLUGGED WITH HYDRAULIC CEMENT.

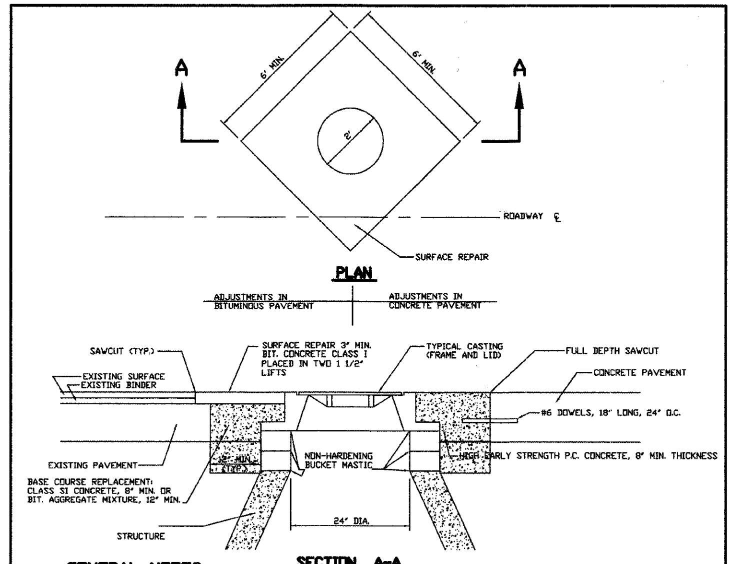
REV.: ERH	REV.: 12-05-05	CATCH BASIN TYPE A	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-18-99		STORM 3
DRAWN BY: VJGL	DATE: 2-16-98		



GENERAL NOTES:

1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITED.
2. PROVIDE GRANULAR BACKFILL AROUND CATCH BASIN TO SUBGRADE ELEVATION IN PAVED AREAS. MATERIAL SHALL MEET THE REQUIREMENTS OF IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" FOR COARSE AGGREGATE (CA-6 GRADATION.)
3. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT. ONE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET ON A BED OF NON-HARDENING BUCKET MASTIC.
4. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO INCHES.
5. WITHIN NON-PAVED AREAS, MORTAR SHALL ONLY BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAMES ON THE EXTERIOR OF THE STRUCTURE. MORTAR IS NOT PERMITTED ON THE INSIDE OF THE RINGS AND/OR FRAME.
6. ~~DRESS UP INTERIOR JOINTS WITH HYDRAULIC CEMENT.~~
7. IN PAVED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE COVERED WITH FILTER FABRIC. FILTER FABRIC SHALL BE SECURED TO THE OUTSIDE OF STRUCTURE PRIOR TO BACKFILL.
8. IN GRASSED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE PLUGGED WITH HYDRAULIC CEMENT.

REV.: ERH	REV.: 12-06-05	CATCH BASIN TYPE C	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-14-99		STORM 4
DRAWN BY: VJGL	DATE: 2-16-98		



GENERAL NOTES:

1. PROVIDE SELECT GRANULAR BACKFILL, CA-6 GRADATION AROUND MANHOLE TO SUBGRADE ELEVATION.
2. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT. ONE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET ON A BED OF NON-HARDENING BUCKET MASTIC.
3. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICHNESS OF TWO (2) INCHES.
4. WHEN ADJUSTMENTS ARE LOCATED IN TRAVEL LANES, THEY SHALL BE PROTECTED BY A BARRICADE WITH TWO (2) FLASHING LIGHTS, TWO (2) BARRICADES EACH WITH A SINGLE FLASHING LIGHT OR COVERED BY A ONE (1) INCH STEEL PLATE PROVIDED AND MAINTAINED BY THE CONTRACTOR UNTIL THE SURFACE RESTORATION IS COMPLETE.
5. WHEN ADJUSTMENTS TEMPORARILY RAISE A CASTING ABOVE THE ELEVATION OF THE PAVEMENT SURFACE, IN AREAS SUBJECTED TO VEHICULAR TRAFFIC, A BITUMINOUS RAMP SHALL BE TRANSITIONED A DISTANCE OF ONE (1) FOOT HORIZONTAL FOR EACH INCH OF VERTICLE DISTANCE ABOVE THE EXISTING PAVEMENT. SUCH RAMPS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL THE COMPLETION OF THE SURFACE RESTORATION.
6. FOR BOTH CONCRETE AND ASPHALT ROADS, THE BASE COURSE REPLACEMENT (CONCRETE COLLAR) SHALL BE EXTENDED DOWN TO THE TOP OF THE CONE SECTION.

REV.: ERH	REV.: 08-23-06	CASTING ADJUSTMENTS FOR STRUCTURES IN PAVED AREAS	VILLAGE OF LOMBARD
REV.: ERH	REV.: 07-14-99		STORM 7
DRAWN BY: VJGL	DATE: 02-16-98		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

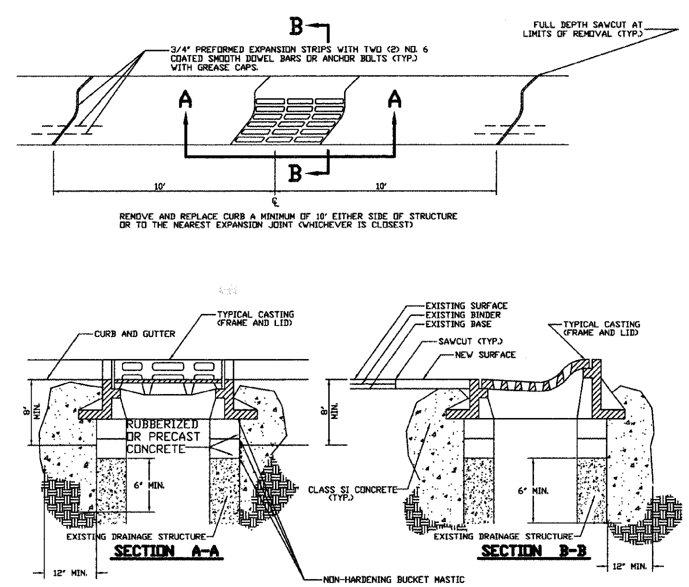
DETAILS

MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	56
DETAILS				
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

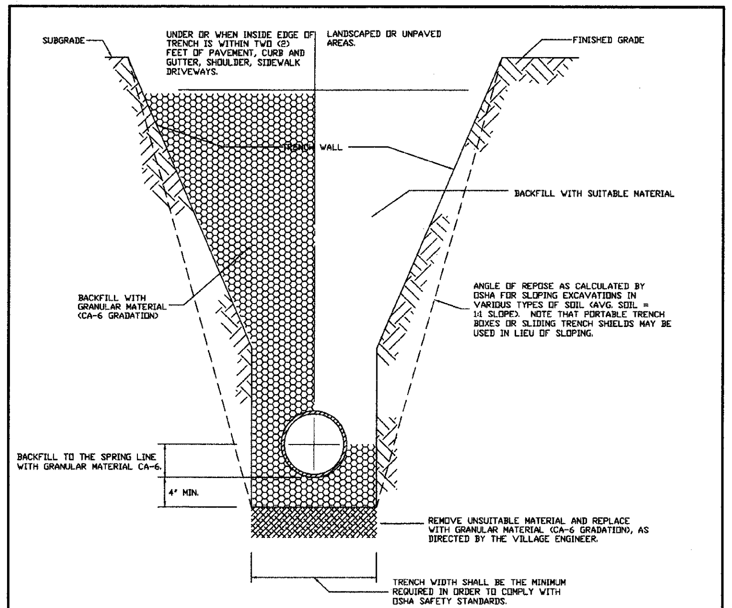
CONTRACT NO. 83952



GENERAL NOTES:

1. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT. ONE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET ON A BED OF NON-HARDENING BUCKET MASTIC.
2. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO (2) INCHES.
3. MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS.
4. ALL REMOVABLE CASTINGS SHALL BE ORIENTED SO THE OPENING IN THE GRATE PROVIDES THE MAXIMUM HYDRAULIC EFFICIENCY.

REV.: ERH	REV.: 12-06-05	CASTING ADJUSTMENTS FOR STRUCTURES IN THE CURB LINE	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-16-99		STORM 8
DRAWN BY: VJGL	DATE: 2-16-98		



GENERAL NOTES:

1. CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN A SAFE MANNER AT ALL TIMES AND SHALL COMPLY WITH ALL APPLICABLE GOVERNING REGULATIONS, INCLUDING BUT NOT LIMITED TO OSHA SAFETY STANDARDS.
2. ALL BACKFILL MATERIAL UP TO A HEIGHT OF 12 INCHES ABOVE THE PIPE SHALL BE CAREFULLY DEPOSITED IN UNIFORM LAYERS NOT EXCEEDING 8 INCHES THICK (LOOSE MEASURE). THE MATERIAL IN EACH LAYER SHALL BE FIRMLY COMPACTED BY RAMMING OR TAMPING WITH TOOLS APPROVED BY THE VILLAGE ENGINEER IN SUCH A MANNER AS NOT TO DISTURB OR INJURE THE PIPE. THE BACKFILLING ABOVE THIS HEIGHT SHALL BE DONE AS NOTED BELOW.
3. GRANULAR BACKFILL MATERIAL SHALL BE PLACED AND COMPACTED AS SPECIFIED IN NOTE 2, ABOVE. THE USE OF JETTING SHALL NOT BE ALLOWED UNLESS AUTHORIZED IN WRITING BY THE VILLAGE ENGINEER. IT SHALL BE THE DESIGN ENGINEER OR CONTRACTOR'S RESPONSIBILITY TO PROVIDE APPROPRIATE JUSTIFICATION AND DOCUMENTATION (SOIL INVESTIGATION REPORTS. ETC.) TO THE VILLAGE ENGINEER WITH THE REQUEST FOR APPROVAL OF JETTING.

REV.:	REV.:	STORM SEWER TRENCH SECTION	VILLAGE OF LOMBARD
REV.: ERH	REV.: 7-14-99		STORM 11
DRAWN BY: VJGL	DATE: 2-16-98		
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GENERAL NOTES CONT:

4. BACKFILL MATERIAL CONSISTING OF SUITABLE EXCAVATED MATERIAL SHALL BE PLACED IN LIFTS NOT EXCEEDING TWELVE (12) INCHES THICK (LOOSE MEASURE) AND EACH LAYER SHALL BE COMPACTED BY RAMMING OR TAMPING TO ACHIEVE THE REQUIRED COMPACTION. JETTING OF THIS MATERIAL MAY BE PERMITTED WHEN AUTHORIZED IN WRITING BY THE VILLAGE ENGINEER. IT SHALL BE THE DESIGN ENGINEER OR THE CONTRACTOR'S RESPONSIBILITY TO SUBMIT APPROPRIATE JUSTIFICATION AND DOCUMENTATION (SOILS INVESTIGATION REPORTS, ETC.) TO THE VILLAGE ENGINEER WITH THE REQUEST FOR APPROVAL OF JETTING.
5. GRANULAR MATERIAL FOR BACKFILL AND BEDDING SHALL BE GRAVEL, CRUSHED GRAVEL OR STONE MEETING THE REQUIREMENTS OF THE IDOT 'STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION' FOR COARSE AGGREGATE (CA-6 GRADATION).
6. MINIMUM COVER OVER THE TOP OF PIPE SHALL BE SIX (6) INCHES BELOW FINISHED SUBGRADE IN PAVED AREAS AND TWELVE (12) INCHES BELOW FINISHED GRADE IN LANDSCAPE AREAS.
7. THE BEDDING THICKNESS SHALL BE EQUAL TO ONE-QUARTER (1/4) OF THE OUTSIDE DIAMETER OF THE PIPE BUT NOT LESS THAN FOUR (4) INCHES.

REV.:	REV.:	STORM SEWER TRENCH SECTION	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-17-99		STORM 11A
DRAWN BY: VJGL	DATE: 2-16-98		
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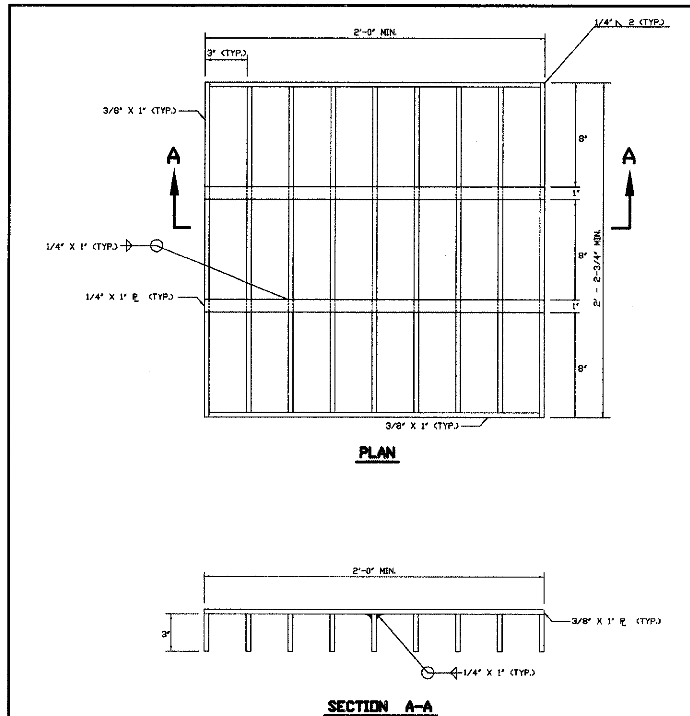

GENERAL NOTES:

1. STRUCTURAL STEEL SHAPES AND PLATES SHALL BE IN ACCORDANCE WITH ARTICLE 505.02 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
2. ALL FABRICATIONS SHALL BE COMPLETED AND READY FOR INSTALLATION BEFORE GALVANIZING.
3. GRATES SHALL BE BOLTED DOWN.

REV.:	REV.:	STORM SEWER GRATE FOR BOX INLET	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-14-99		STORM 12
DRAWN BY: VJGL	DATE: 2-16-98		
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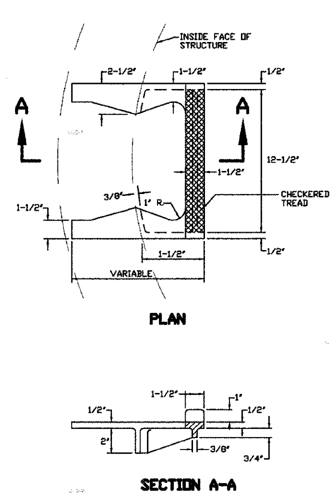

GENERAL NOTES:

1. PLASTIC POLYMER STEPS SHALL BE USED. THEY SHALL BE CONSTRUCTED IN CONFORMANCE WITH IDOT STANDARDS.
2. STEPS SHALL BE EMBEDDED INTO WALL A MINIMUM OF 4 INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

REV.:	REV.:	MANHOLE STEP	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-14-99		STORM 13
DRAWN BY: VJGL	DATE: 2-16-98		
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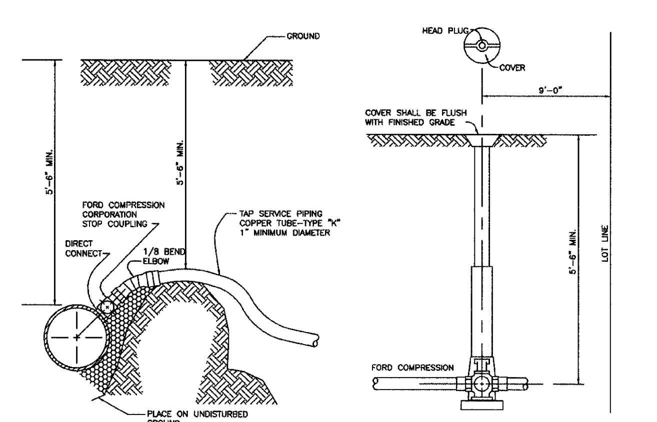
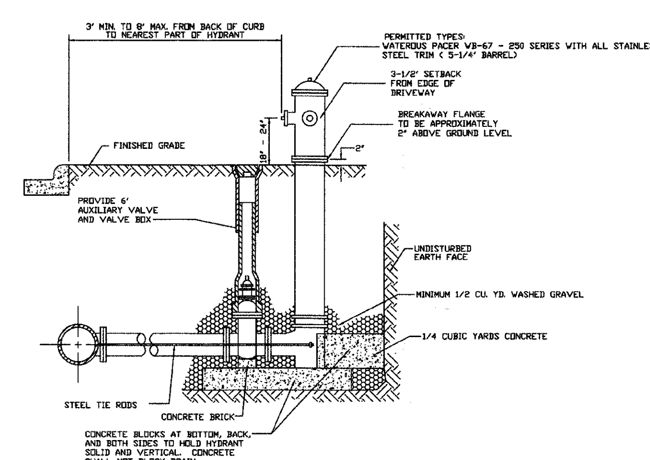


GENERAL NOTES:

1. CORPORATION IS TO BE FLARING TYPE (FORD F-600 OR MUELLER MODEL H1500 COMPRESSION OR FLAIR COCK).
2. 1" CURB STOP IS WITH COMPRESSION COUPLINGS SHALL BE MUELLER B-25155 OR FORD B22-444M.
3. B-BOX SHALL BE MUELLER H-10302 OR APPROVED EQUAL.
4. SERVICE TAPS GREATER THAN 1" IN DIAMETER SHALL HAVE A STAINLESS STEEL BANDED DUCTILE IRON SADDLE (FORD 101S, 202S OR MUELLER).
5. CORPORATION STOPS SHALL BE INSTALLED A MINIMUM OF 18" FROM BELL SECTIONS AND/OR PIPE FITTINGS. MULTIPLE INSTALLATIONS SHALL BE STAGGERED AROUND THE MAIN BY 90% AND SEPARATED BY 18".

REV.: ERH	REV.: 8-23-06	WATER SERVICE TAP AND CONNECTION	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-20-99		WATER 1
DRAWN BY: VJGL	DATE: 2-16-98		



GENERAL NOTES:

1. MAXIMUM BARREL EXTENSIONS ARE 18 INCHES AND SHALL BE WATEROUS EXTENSION FOR WATEROUS HYDRANTS.
2. ALL HYDRANTS ARE TO BE SUPPLIED WITH A 6' FLANGED AND MECHANICAL JOINT AUXILIARY VALVE THAT CONFORMS TO AWWA 500-80. ALL TRIM BOLTS ARE TO BE STAINLESS STEEL.

REV.:	REV.:	HYDRANT SETTING	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-20-99		WATER 2
DRAWN BY: VJGL	DATE: 2-16-98		
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GENERAL NOTES:

1. When the frame does not meet proposed elevation, a maximum of two precast concrete rings may be used to a maximum height of 8 inches. The ring(s) shall be set in a bed of preformed non-hardening mastic (Rub-R-Nek or approved equal).
2. Valve must align with center of vault opening.
3. Cones must be concentric with valves 12" and smaller.
4. Butterfly valves require eccentric cones.
5. Dress up interior joints with hydraulic cement.

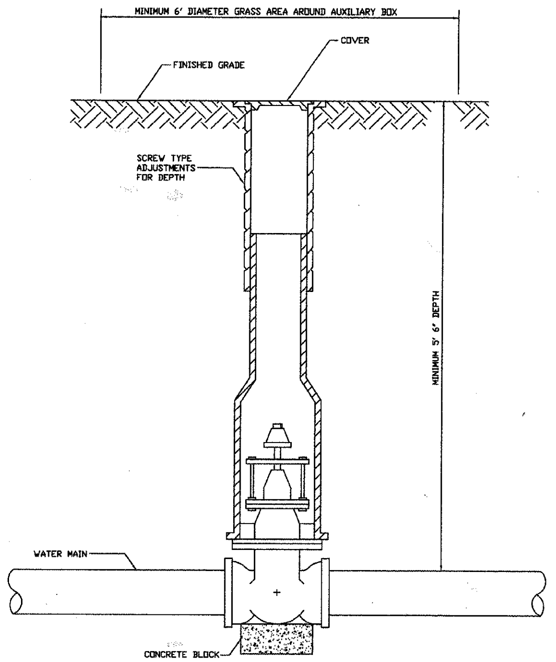
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS

MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV



GENERAL NOTES:

1. ALL VALVES 2-1/2" OR LARGER SHALL BE PLACED IN A VALVE VAULT, UNLESS APPROVED BY THE VILLAGE ENGINEER.
2. APPROVED VALVE TYPES ARE MUELLER A-2360 RESILIENT SEAT GATE VALVES WITH STAINLESS STEEL TRIM BOLTS (ALL SIZES) OR CLOW 2810 BUTTERFLY VALVES (12" OR LARGER ONLY).
3. VALVES THAT REQUIRE RESTRAINT JOINTS, MY USE FIELD TITE, FIELD-LOC OR MEGA LUG BRANDS.

REV.:	REV.:	VALVE BOX INSTALLATION	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-20-99		WATER 3
DRAWN BY: VJGL	DATE: 2-16-98		
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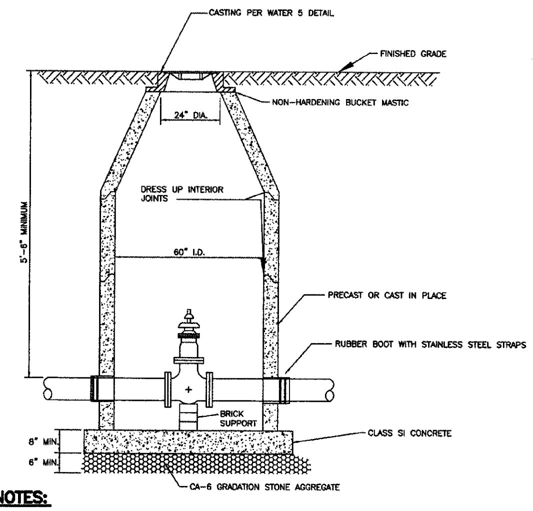
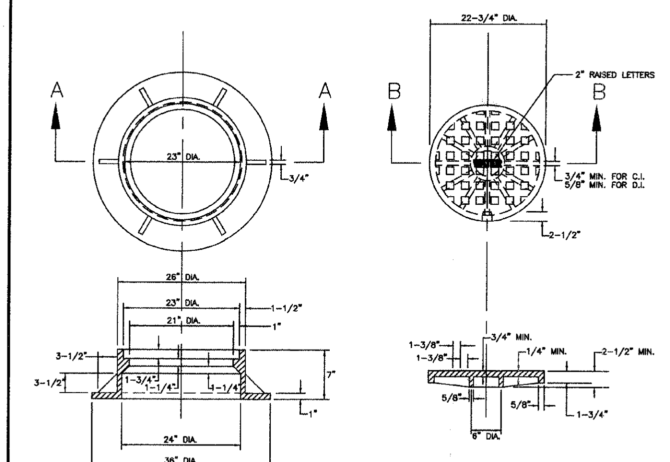


GENERAL NOTES:

1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITTED.
2. PROVIDE TRENCH BACKFILL, CA-6 GRADATION, AROUND MANHOLE TO SUBGRADE ELEVATION IN PAVED AREAS.
3. APPLY A CONTINUOUS LAYER OF NON-HARDENING PREFORMED BITUMINOUS MASTIC MATERIAL (RUB-R-NEK OR E Z STICK) TO EACH JOINT TO PREVENT INFLOW.
4. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT. ONE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET ON A BED OF NON-HARDENING BUCKET MASTIC.
5. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GUAGE WIRE OR EQUIVALENT.
6. WITHIN NON-PAVED AREAS, MORTAR SHALL ONLY BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME ON THE EXTERIOR OF THE STRUCTURE. MORTAR IS NOT PERMITTED ON THE INSIDE OF THE RINGS AND/OR FRAME.
7. PLASTIC POLYMER STEPS SHALL NOT BE INSTALLED, UNLESS APPROVED BY THE VILLAGE ENGINEER OR HIS/HER DESIGNEE.
8. DRESS UP INTERIOR JOINTS WITH HYDRAULIC CEMENT.
9. VALVE MUST ALIGN WITH CENTER OF VAULT OPENING.
10. CONES MUST BE CONCENTRIC WITH VALVES 12" AND SMALLER.
11. BUTTERFLY VALVES REQUIRE ECCENTRIC CONES.
12. ALL VALVE VAULTS REQUIRE RUBBER BOOTS WITH STAINLESS STEEL STRAPS WITH THE EXCEPTION OF PRESSURE CONNECTION VALVE VAULTS. (SEE WATER DETAIL 10).
13. CHIMNEY SEALS SHALL BE REQUIRED UNLESS THE VALVE VAULT IS ADJUSTED TO FINAL GRADE IN ACCORDANCE WITH VILLAGE DETAIL STORM 7 – CASTING ADJUSTMENTS FOR STRUCTURES IN PAVED AREAS.

REV.: ERH	REV.: 12-05-05	WATER TIGHT VALVE VAULT	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-20-99		WATER 4
DRAWN BY: VJGL	DATE: 2-16-98		



SECTION A-A

CAST FRAME

SECTION B-B

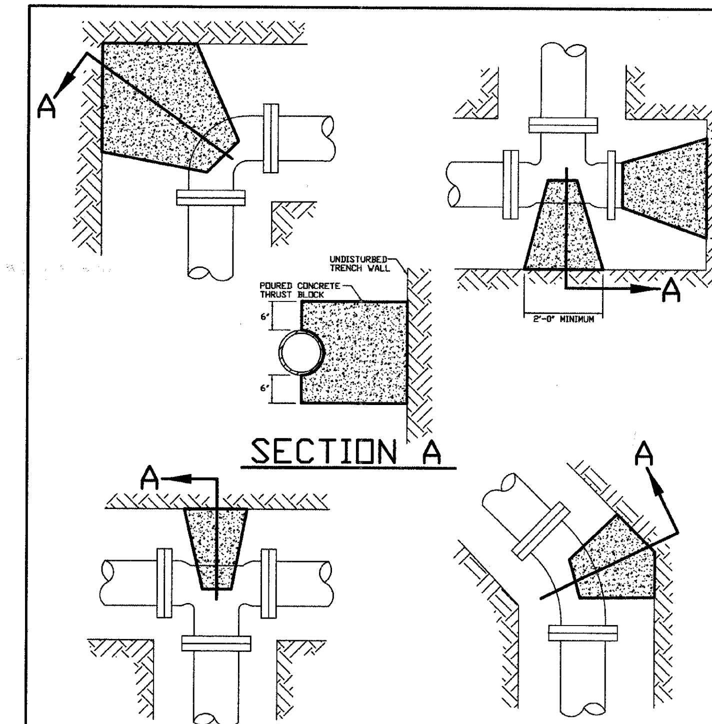
CAST CLOSED LID

(SEAL TITE CONCEALED PICKHOLE)

GENERAL NOTES:

1. DUCTILE IRON CASTING SHALL BE TESTED IN ACCORDANCE WITH FEDERAL SPECIFICATIONS.
2. ALL FRAMES AND COVERS SHALL HAVE A MACHINED HORIZONTAL AND VERTICAL BEARING SURFACES. PICK HOLES IN THE COVER SHALL NOT BE OPEN.
3. THE MANHOLE COVERS SHALL HAVE RAISED LETTERS AS SHOWN.
4. DIMENSIONS FOR CASTINGS ARE COMPARABLE TO EAST JORDAN 1022-3 OR NEENAH FOUNDRY 1772-C.
5. WATERPROOF, BOLTDOWN FRAME AND COVER SHALL BE USED IN ANY LOCATION SUBJECT TO INUNDATION. (NEENAH R-1916-C, EAST JORDAN 1022-3 WT OR APPROVED EQUAL).
6. LIDS SHALL BE "WATERTITE" OR "SELF-SEALING" WITH A FACTORY INSTALLED GASKET.

REV.: ERH	REV.: 8-23-06	VALVE VAULT FRAME AND COVER	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-20-99		WATER 5
DRAWN BY: VJGL	DATE: 2-16-98		



GENERAL NOTES:

1. THRUST BLOCKING TO PREVENT MOVEMENT OF LINES UNDER PRESSURE BENDS, TEES, CAPS, VALVES, HYDRANTS, AND AT POINTS SPECIFIED BY THE VILLAGE ENGINEER SHALL BE CLASS SI CONCRETE A MINIMUM OF TWELVE (12) INCHES THICK PLUS THE SIZE OF THE WATERMAIN. IT SHALL BE PLACED BETWEEN SOLID GROUND AND FITTINGS WILL BE ACCESSIBLE FOR REPAIRS. THRUST BLOCK SHALL BE PLACED AT BENDS OF 11-1/4 DEGREES OR MORE. THE AREA OF BEARING SHALL BE SUFFICIENT TO RESIST THE APPLIED FORCES.
2. USE OF WOOD MATERIAL FOR THRUST BLOCKING IS STRONGLY PROHIBITED.

REV.:	REV.:	THRUST BLOCK INSTALLATION	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-20-99		WATER 6
DRAWN BY: VJGL	DATE: 2-16-98		
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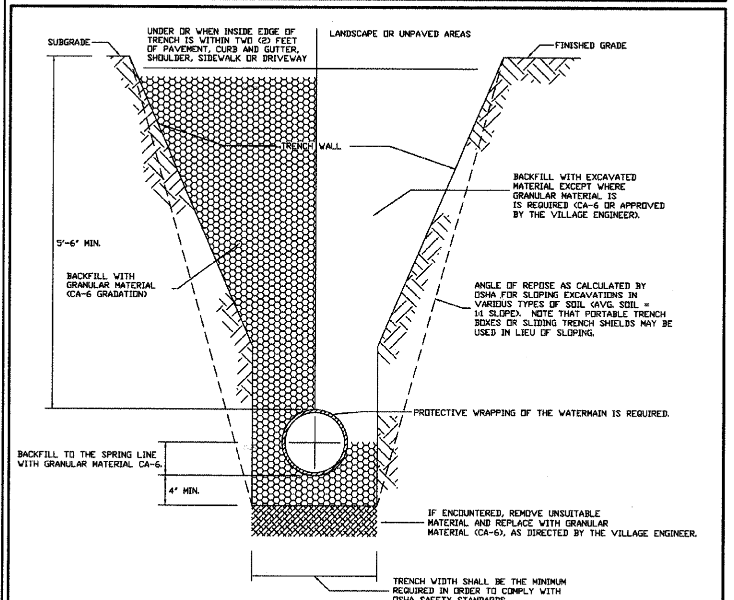

GENERAL NOTES:

1. CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN A SAFE MANNER AT ALL TIMES AND SHALL COMPLY WITH ALL APPLICABLE GOVERNING REGULATIONS, INCLUDING BUT NOT LIMITED TO OSHA SAFETY STANDARDS.
2. ALL BACKFILL MATERIAL UP TO A HEIGHT OF 12 INCHES ABOVE THE PIPE SHALL BE CAREFULLY DEPOSITED IN UNIFORM LAYERS NOT EXCEEDING 8 INCHES THICK (LOOSE MEASURE). THE MATERIAL IN EACH LAYER SHALL BE FIRMLY COMPACTED BY RAMMING OR TAMPING WITH TOOLS APPROVED BY THE VILLAGE ENGINEER IN SUCH A MANNER AS NOT TO DISTURB OR INJURE THE PIPE. THE BACKFILLING ABOVE THIS HEIGHT SHALL BE DONE AS NOTED BELOW.
3. GRANULAR BACKFILL MATERIAL SHALL BE PLACED AND COMPACTED AS SPECIFIED IN NOTE 2, ABOVE. THE USE OF JETTING SHALL NOT BE ALLOWED UNLESS AUTHORIZED IN WRITING BY THE VILLAGE ENGINEER. IT SHALL BE THE DESIGN ENGINEER OR CONTRACTOR'S RESPONSIBILITY TO PROVIDE APPROPRIATE JUSTIFICATION AND DOCUMENTATION (SOIL INVESTIGATION REPORTS, ETC.) TO THE VILLAGE ENGINEER WITH THE REQUEST FOR APPROVAL OF JETTING.
4. BACKFILL MATERIAL CONSISTING OF SUITABLE EXCAVATED MATERIAL SHALL BE PLACED IN LIFTS NOT EXCEEDING TWELVE (12) INCHES THICK (LOOSE MEASURE) AND EACH LAYER SHALL BE COMPACTED BY RAMMING OR TAMPING TO ACHIEVE THE REQUIRED COMPACTION. JETTING OF THIS MATERIAL MAY BE PERMITTED WHEN AUTHORIZED IN WRITING BY THE VILLAGE ENGINEER. IT SHALL BE THE DESIGN ENGINEER OR THE CONTRACTOR'S RESPONSIBILITY TO SUBMIT APPROPRIATE JUSTIFICATION AND DOCUMENTATION (SOIL INVESTIGATION REPORTS, ETC.) TO THE VILLAGE ENGINEER WITH THE REQUEST FOR APPROVAL OF JETTING.

REV.:	REV.:	WATERMAIN TRENCH SECTION	VILLAGE OF LOMBARD
REV.: ERH	REV.: 7-14-99		WATER 7
DRAWN BY: VJGL	DATE: 2-16-98		
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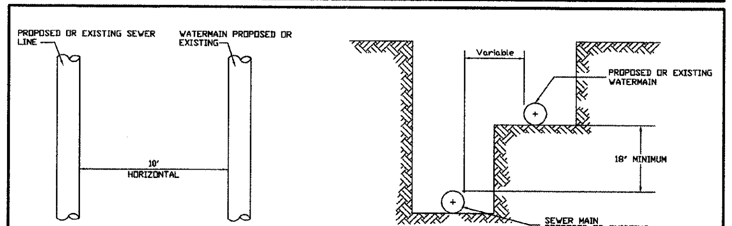
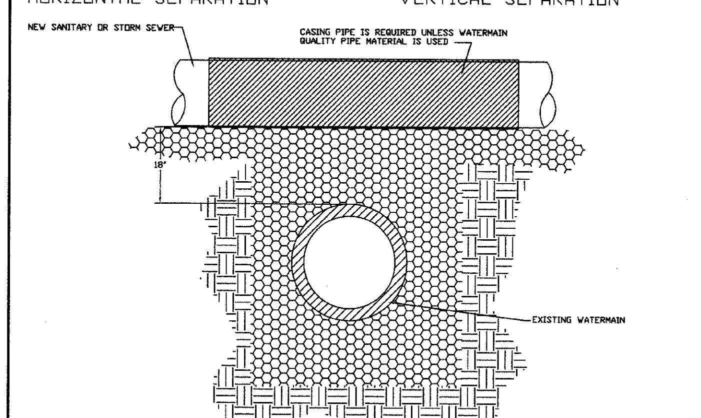


HORIZONTAL SEPARATION

VERTICAL SEPARATION



GENERAL NOTES:

1. WHEN THE MINIMUM 10 FEET HORIZONTAL SEPARATION CANNOT BE ACHIEVED, AN 18 INCH VERTICAL SEPARATION MAY BE PERMITTED. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR ALL PORTIONS OF THE WATERMAIN THAT ARE WITHIN 10 HORIZONTAL FEET OF ANY SEWER OR DRAIN.
2. WHEN THE WATERMAIN MUST PASS UNDER A SEWER OR DRAIN, BOTH THE WATERMAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT DUCTILE IRON PIPE, PRE-STRESSED CONCRETE PIPE, OR PVC PIPE MEETING WATERMAIN STANDARDS. (SEE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS).
3. WHEN THE WATERMAIN CROSSES UNDER A SEWER GREATER THAN 24 INCH IN DIAMETER, THE SEWER SHALL BE SUPPORTED TO PREVENT SETTLING AND BREAKING OF THE WATER MAIN. REFER TO THE VILLAGE OF LOMBARD 'CONCRETE SADDLE SUPPORT' DETAIL.

REV.: ERH	ADD.: 3-19-01	WATER AND SEWER SEPARATION	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-19-01		WATER 8
DRAWN BY: VJGL	DATE: 2-16-98		
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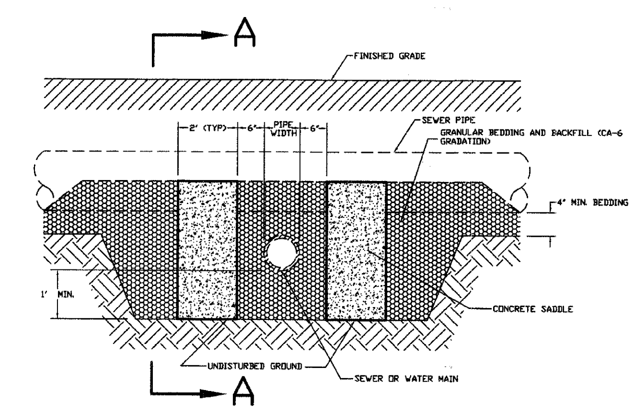

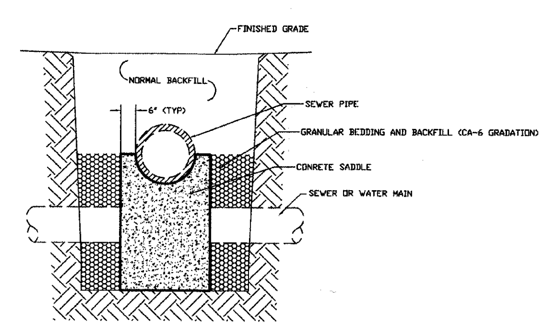

SECTION A-A

REV.:	REV.:	CONCRETE SADDLE SUPPORT	VILLAGE OF LOMBARD
REV.: ERH	REV.: 3-22-99		WATER 9
DRAWN BY: VJGL	DATE: 2-16-98		
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GENERAL NOTES:

1. CORPORATION IS TO BE FLARING TYPE (FORD F-600 OR MUELLER EQUAL).
2. WHEN USING 1" CURB STOP, THE B-BOX IS ARCH PATTERN WITH INTERIOR ROD OF 1" IN THE UPPER SECTION ONLY.
3. WHEN USING 1-1/2" TO 2" CURB STOP, THE B-BOX IS ARCH PATTERN WITHOUT AN INTERIOR UPPER SECTION ROD.
4. 1" CURB STOP IS WITH COMPRESSION COUPLINGS (FORD B44-444).
5. B-BOX IS MUELLER 10334 WITH 1/4 TURN PENTAGON NUT AND RISER ROD (OR EQUAL AS APPROVED BY THE VILLAGE ENGINEER).
6. SERVICE TAPS GREATER THAN 1" IN DIAMETER MUST HAVE A STAINLESS STEEL BANDED DUCTILE IRON SADDLE (FORD 101S, 202S, OR MUELLER EQUAL).
7. CORPORATION STOPS SHALL BE INSTALLED A MINIMUM OF 18" FROM PIPE ENDS. MULTIPLE INSTALLATIONS SHOULD BE STAGGERED AROUND THE MAIN BY 90% AND SEPARATED BY 18".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

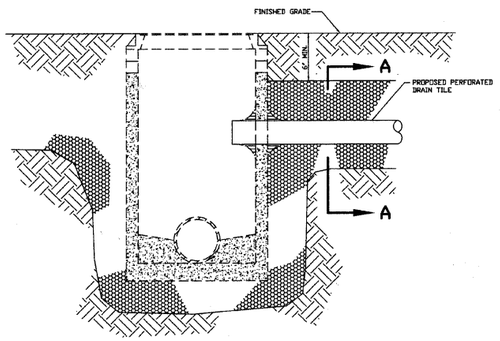
DETAILS

MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2611	03-00148-00-PV	DUPAGE	58	58
	DETAILS			
FED. ROAD DISTRICT NO. 7	ILLINOIS	FED. AID PROJECT M-8003(521)		

CONTRACT NO. 83952



SECTION A-A

GENERAL NOTES:

1. BOTH THE TRENCH AND DRAIN TILE SHALL BE WRAPPED WITH NON-WOVEN GEOTEXTILE FILTER FABRIC.
2. WASHED AGGREGATE SHALL BE PLACED AROUND THE DRAIN TILE.
3. HOLE SHALL BE CORED DRILLED INTO STRUCTURE.
4. HYDRAULIC CEMENT SHALL BE PLACED AROUND THE PIPE TO SEAL THE OPENING, BOTH INSIDE AND OUTSIDE THE STRUCTURE.

REV.:		REV.:	
REV.:	ERH	REV.:	3-14-99
DRAWN BY: VJGL		DATE:	2-16-98
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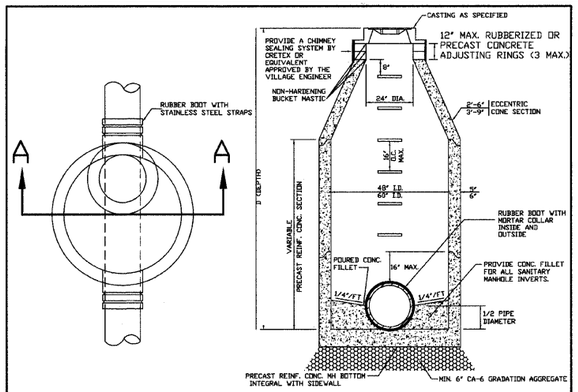
SUBSURFACE DRAIN TILE CONNECTION

VILLAGE OF LOMBARD

STORM 9



PLAN SECTION A-A

GENERAL NOTES:

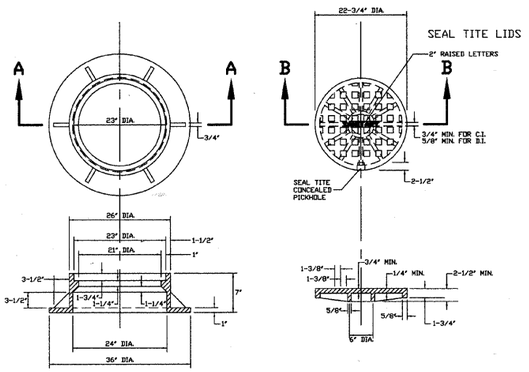
1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITED.
2. PROVIDE SELECT GRANULAR BACKFILL AROUND MANHOLE TO SUBGRADE ELEVATION IN PAVED AREAS. MATERIAL SHALL MEET THE REQUIREMENTS OF IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" COARSE AGGREGATE CA-6 GRADATION, OR AS OTHERWISE DIRECTED BY THE VILLAGE ENGINEER.
3. APPLY A CONTINUOUS LAYER OF NON-HARDENING PREFORMED BITUMINOUS MASTIC MATERIAL (RUB-R-NEK OR EZ STICK) TO EACH JOINT BELOW THE BOTTOM OF CONE OR FLATTOP TO PREVENT INFLOW.
4. WHEN THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MINIMUM OF TWO TAPERED RUBBERIZED ADJUSTING RINGS SHALL BE USED FOR FINAL ADJUSTMENT. ONE CONCRETE RING NOT LESS THAN TWO INCHES THICK MAY ALSO BE USED. A MAXIMUM OF THREE ADJUSTING RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET ON A BED OF NON-HARDENING BUCKET MASTIC.
5. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GUAGE WIRE OR EQUIVALENT.
6. MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME.
7. ONLY PLASTIC POLYMER STEPS SHALL BE USED.
8. WHEN MANHOLE DEPTH IS OVER 12 FEET, THE THICKNESS OF THE BASE SHALL BE A MINIMUM OF 10 INCHES. WHEN MANHOLE DEPTH IS LESS THAN 12 FEET, THE THICKNESS SHALL BE A MINIMUM OF 8 INCHES.
9. DRESS UP INTERIOR JOINTS WITH HYDRAULIC CEMENT.
10. SANITARY MANHOLES SHALL BE CONSTRUCTED WITH A CHIMNEY SEALING SYSTEM BY CRETEX OR AN EQUAL APPROVED BY THE VILLAGE. CHIMNEY SEALS SHALL BE REQUIRED UNLESS THE MANHOLE IS ADJUSTED TO FINAL GRADE IN ACCORDANCE WITH VILLAGE DETAIL STORM 7 - CASTING ADJUSTMENTS FOR STRUCTURES IN PAVED AREAS.

REV.:	ERH	REV.:	12-05-05
REV.:	ERH	REV.:	7-14-99
DRAWN BY: VJGL		DATE:	2-16-98

SANITARY MANHOLE

VILLAGE OF LOMBARD

SANITARY 1



SECTION A-A

CAST FRAME

SECTION B-B

CAST CLOSED LID
(SEAL TITE CONCEALED PICKHOLE)

GENERAL NOTES:

1. DUCTILE IRON CASTING SHALL BE TESTED IN ACCORDANCE WITH FEDERAL SPECIFICATIONS.
2. ALL FRAMES AND COVERS SHALL HAVE A MACHINED HORIZONTAL AND VERTICAL BEARING SURFACES. PICK HOLES IN THE COVER SHALL NOT BE OPEN.
3. THE MANHOLE COVERS SHALL HAVE RAISED LETTERS AS SHOWN.
4. DIMENSIONS FOR CASTINGS ARE COMPARABLE TO EAST JORDAN IRON WORKS, INC. 1022-3 OR NEENAH FOUNDRY 1772-C FURNISHED WITH TYPE F CONCEALED PICK HOLES.
5. WATERPROOF, BOLTDOWN FRAME AND COVER SHALL BE USED IN ANY LOCATION SUBJECT TO INUNDATION. (NEENAH R-1916-F, EAST JORDAN 1022-3 WT WITH TYPE 5 CLOSED PICK HOLES OR APPROVED EQUAL).

REV.:		REV.:	
REV.:	ERH	REV.:	3-20-99
DRAWN BY: VJGL		DATE:	2-16-98
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SANITARY MANHOLE FRAME AND COVER

VILLAGE OF LOMBARD

SANITARY 3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS

MAIN STREET

DATE: 11/26/07
DESIGNED BY: SJC
CHECKED BY: JRV