STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

MUN ROUTE 2678 YORK STREET U.S. ROUTE 20 (LAKE STREET) TO CRESTVIEW AVENUE **SECTION 17-00188-00-SW** JOB NO. C-91-186-20 **PROJECT NO. 73KW(293)** NORTH YORK STREET SIDEWALK CONSTRUCTION PROJECT CITY OF ELMHURST **DUPAGE COUNTY**

RANGE 11E END OF SIDEWALK IMPROVEMENTS 11 290 NORTH YORK STREET STA 61+30 LAKE STREET BELDEN AVE CRESTVIEW AVE START OF RAMP SIDEWALK IMPROVEMENTS NORTH YORK STREET STA 43 + 56 LOCATION MAP NOT TO SCALE

APPLIES TO SHEETS 1 - 45 , 76 - 92

APPLIES TO SHEETS 55 - 65

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION **APPROVED** CITY OF ELMHURST PASSED. _20_ DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS RELEASING FOR BID BASED ON LIMITED REVIEW.

APPLIES TO SHEETS 46 - \$LP1

PROJECT LENGTH:

J.U.L.I.E. JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123

ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

FOR INDEX OF SHEETS AND

LIST OF STATE STANDARDS, SEE SHEET NO. 2

YORK STREET (STA 44+00 TO STA 61+30) - 1,730 FT (0,3276 MI) (GROSS & NET)

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

REGIONAL ENGINEER

CONTRACT NO.

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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

- . ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
- I. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH LOCAL EMERGENCY SERVICES AND THE CITY OF ELMHURST USING THE FOLLOWING TELEPHONE NUMBERS:

POLICE DEPARTMENT: (630) 530-3050

FIRE DEPARTMENT: (630) 530-3090

- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS, IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- . THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- 7. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, OWNER'S REPRESENTATIVE, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES THAT
 OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH
 WORKING DAY, PRIOR TO ACCEPTANCE OF IMPROVEMENT ALL DRAINAGE STRUCTURES SHALL
 BE FREE OF DIRT AND DEBRIS
- 9. THE CONTRACTOR SHALL NOT SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE CITY.
- 10. THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 11. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS IS NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT-MIX ASPHALT MIXTURES ARE TO BE PLACED.
- 12. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, SIDEWALKS, PCC PAVEMENT, AND AS DIRECTED BY THE ENGINEER.
- 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED.
- 14. ALL OFFSET LOCATIONS IN N THE DETAILED PLANS FOR ADA RAMPS, PAVEMENT MARKINGS, ETC. ARE FROM THE CONSTRUCTION BASE LINE AS SHOWN ON THE PLANS.
- 15. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 16. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.
- 17. SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 27 GAL PER SQ YD FOR SODDED AREAS.
- 18. TEMPORARY INFORMATION SIGNING AND CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT NORTH AND SOUTH PROJECT LIMITS. ADDITIONAL TEMPORARY INFORMATION SIGNING SHALL BE PLACED ON ALL SIDE ROADS OR AS DIRECTED BY THE ENGINEER, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES. THE EXACT LOCATION SHALL BE DIRECTED BY THE ENGINEER.

GENERAL NOTES

- TREE ROOT PRUNING SHALL BE USED WHERE NECESSARY IN AREAS OF PROPOSED SIDEWALK AS DIRECTED BY THE ENGINEER.
- 20. CONTRACTOR SHALL USE CAUTION WHEN WORKING NEAR AND UNDER OVERHEAD UTILITY FACILITIES
- 21. WHEN CONSTRUCTION SIDEWALK RAMPS FOR THE HANDICAPPED, STATE STANDARDS LISTED IN THE HIGHWAY STANDARD INDEX SHALL APPLY. THE PROPOSED ELEVATIONS SHALL BE UTILIZED UNLESS FIELD CONDITIONS NECESSITATE DEVIATING FROM THE ELEVATIONS IN ORDER TO MEET ALL SLOPE REQUIREMENTS.
- 22. THE CONTRACTOR SHALL TAKE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED.
- 23. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION.
- 24. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- 25. ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS AND IN ACCORDANCE WITH IDOT SIGNING STANDARDS.
 - a. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 - b. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS NEEDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
 - c. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DIRECTED BY THE ENGINEER.
 - ALL UNUSED SIGNS WILL BE RETURNED TO THE CITY OF ELMHURST.
 - e. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.
- 26. ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. BOTH DIRECTIONS OF TRAVEL (1 LANE IN EACH DIRECTION) SHALL BE MAINTAINED AT ALL TIMES AS DIRECTED BY THE ENGINEER. ANY LANE CLOSURES OR DRIVEWAY ENTRANCES SHALL BE MAINTAINED AT ALL TIMES. NO CLOSURES TO SIDE ROADS OR DRIVEWAYS SHALL OCCUR.
- 27. PROPOSED IMPROVEMENTS SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL IDOT HIGHWAY STANDARDS.
- 28. STOP SIGNS AND STOP BARS ARE TO BE MAINTAINED ON ALL ROADS THROUGH THE DURATION OF CONSTRUCTION.
- 29. POSITIVE DRAINAGE WITHIN THE WORK ZONE MUST BE MAINTAINED AT ALL TIMES.
- 30. THE DETECTABLE WARNINGS FOR THE ADA RAMP IMPROVEMENTS SHALL BE SUPPLIED BY MANUFACTURER: ADA SOLUTIONS, INC AND SHALL BE THE CAST IN PLACE REPLACEABLE TACTILE PANELS. THE DETECTABLE WARNINGS SHALL BE APPROVED BY THE ENGINEER.
- 31. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT HAVE BEEN PROVIDED FOR USE AT LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR
- 32. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- 33. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR1.
- 34. PER THE ILLINOIS LAWN CARE PRODUCTS APPLICATION NOTICE ACT 096-1005, PHOSPHORUS FERTILIZER NUTRIENT SHALL NOT BE USED.

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HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS
424031-02	MEDIAN PEDESTRIAN CROSSINGS
542201-02	REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS
3 12202 02	15" THRU 36" SKEWED WITH ROADWAY
601001-05	PIPE UNDERDRAINS
604001-05	FRAME AND LIDS TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND
	GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
635001-02	DELINEATORS
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701301-04	LANE CLOSURE 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701427-05	LANE CLOSURE, MUTILANE, INTERMITTENT OR MOVING OPER., FOR
	SPEEDS < 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE
	MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
814001-03	HANDHOLES
821001	UNDERPASS LIGHTING WALL MOUNT
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
876001-04	PEDESTRIAN PUSH BUTTON POST
878001-11	CONCRETE FOUNDATION DETAILS
886006-01	DETECTOR LOOP INSTALLATION



	DESIGNED	-	JRR	REVISED -	
	DRAWN	-	JRR	REVISED -	
75	CHECKED	-	KRK	REVISED -	
	DATE	-	8/11/2023	REVISED -	



35. ELEVATIONS ARE BASED ON MULTIPLE G.P.S. OBSERVATIONS AT TRAVERSE STATION #1 AND TRAVERSE STATION #3, MEASURED ON SEPTEMBER 25, 2018 AND SEPTEMBER 26, 2018.

TRAVERSE STATION #1 NAVD '88 ELEVATION 686.91 TRAVERSE STATION #3 NAVD '88 ELEVATION 685.68

	BENCHMARKS		
BENCHMARK NAME	DESCRIPTION	ELEVATION	DETAIL
TBM #1	CROSS CUT (SET) IN SOUTHWEST FLANGE BOLT OF FIRE HYDRANT IN THE SOUTHEAST QUADRANT OF THE INTERSECTION OF YORK STREET AND LAKE STREET.	688.44	NAVD '88
TBM #2	BOX CUT (SET) IN SOUTHEAST CORNER OF CONCRETE OF FIRST ELECTRIC VAULT NORTH OF I-290 BRIDGE OVER YORK STREET.	682.94	NAVD '88
TBM #3	FOUND BOX CUT IN CONCRETE BASE FOF TRAFFIC SIGNAL IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF YORK STREET AND CRESTVIEW AVENUE.	685.61	NAVD '88

- 36. BEARINGS AND COORDINATES ARE REFERENCED TO THE ILLINOIS COORDINATE SYSTEM NAD 83(2011) EAST ZONE.
- 37. ALL MEASURED AND COMPUTED DISTANCES ARE GRID NOT GROUND. TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINED FACTOR OF 0.9999605647.

POINTS OF CONTACT

CITY OF ELMHURST KENT JOHNSON P.E. CITY ENGINEER 209 N. YORK ST ELMHURST, IL 60126 KENT.JOHNSON@ELMHURST.ORG (630)530-3024

CITY OF ELMHURST STANLEY BALICKI DIRECTOR OF PUBLIC WORKS 209 N. YORK ST ELMHURST, IL 60126 5100 S. STATE RT. HOWARD.KILLIAN@ELMHURST.ORG CRYSTAL LAKE, IL (630) 530-3041

CITY OF ELMHURST POLICE DEPARTMENT 125 E. FIRST STREET ELMHURST, IL 60126 POLICEINFO@ELMHURST.ORG (630) 530-3050

CITY OF ELMHURST FIRE DEPARTMENT 404 N. YORK STREET ELMHURST, IL 60126 FIREINFO@ELMHURST.ORG (630) 530-3090

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(630) 573-5759

COMMONWEALTH EDISON TIM TAMASON PUBLIC RELOCATION CRYSTAL LAKE OFFICE 5100 S. STATE RT. 31 Timothy.Tamason@ComEd.com

DUPAGE COUNTY DIVISION OF TRANSPORTATION KEN NILES 421 NORTH COUNTY FARM ROAD WHEATON, IL 60187 MAIN (630) 407-6900 OFFICE (630) 407-6881

LEVEL 3 CENTURY LINK nationalrelo@centurylink.com (877) 366-8344

NICOR DOT LIASON ENGINEERING sforah@southernco.com (224) 242-4043

JOE B. CHANEY Sr. Engr. Spec-Outside Plant Joe.Chaney@Verizon.com (312) 617-2131



Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

DESIGNED	-	JRR	REVISED	-
DRAWN	-	JRR	REVISED	-
CHECKED	-	KRK	REVISED	-
DATE	-	8/11/2023	REVISED	-

		-	CONSTRUCTION CODE					
CODE NO.	ITEM UNIT	TOTAL QUANTITY	STU FUNDS 75% FED 25% CITY				100% City	
IAL I				0021 Safety	0042			
SPECIAL				Roadway	Signals	Lighting	Trainees	Non-Participati
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	137	137				
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	35	35				
20200100	EARTH EXCAVATION	CU YD	45	45				
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	147	147				
20400800	FURNISHED EXCAVATION	CU YD	444	444				
20800150	TRENCH BACKFILL	CU YD	2	2				
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	43	43				
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	154	154				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	50	50				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	19	19				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	19	19				
25200110	SODDING, SALT TOLERANT	SQ YD	275	275				
25000310	SEEDING, CLASS 4	ACRE	0.25	0.25				
25200200	SUPPLEMENTAL WATERING	UNIT	5	5				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	32	32				
28000305	TEMPORARY DITCH CHECKS	FOOT	128	128				
Two Pierce Place, Su	itte 1400 DESIGNED - JRR REVISED - DRAWN - JRR REVISED -			NORTH YORK	STREET SIDEWA	LK IMPROVEME	NT F.A.U.	SECTION

Two Pierce Place, Suite 1400 Itasca, Illinois 60143

CIVILTECH

Two Pierce Place, Suite 1400
Itasca, Illinois 60143

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DATE	-	8/11/2023	REVISED -
CHECKED	-	KRK	REVISED -
DRAWN	-	JRR	REVISED -
DESIGNED	-	JRR	REVISED -

CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT
SUMMARY OF QUANTITIES

SHEET NO. 1 OF 10 SHEETS

F.A.U. RTE.		SE	CTION			COUNTY	TOTAL SHEETS	SHEE NO.
						DUPAGE	92	4
					T			
FED R	TAID DIST	NO 1	THE TWO IS	FED	ΔΤΓ) PROJECT		

				CONSTRUCTION CODE					
CODE NO.	ITEM		TOTAL QUANTITY	STU FUNDS 75% FED 25% CITY				100% City	
					0021 Safety		0042		
				Roadway	Signals	Lighting	Trainees	Non-Participat	
28000400	PERIMETER EROSION BARRIER	FOOT	1380	1380					
28000510	INLET FILTERS	EACH	11	11					
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	1390	1390					
28100105	STONE RIPRAP, CLASS A3	SQ YD	31	31					
28200200	FILTER FABRIC	SQ YD	31	31					
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	45	45					
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	1922	1922					
35400400	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 9"	SQ YD	45	45					
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	335	335					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	261	261					
40600370	LONGITUDINAL JOINT SEALANT	FOOT	213	213					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	28	28					
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	60	60					
42001300	PROTECTIVE COAT	SQ YD	2763	2763					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	15222	15222					
	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT							

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

CITY OF ELMHURST

TH YORK STREET SIDEWALK IMPROVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SUMMARY OF QUANTITIES			DUPAGE	92	5
			1		
SHEET NO 2 OF 10 SHEETS	D	OAD DIST NO 1 THE INOIS SED AT	ID DDO ICCT		

						CONSTRUCTION	CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STU FUNDS 75% FED 25% CITY			100% Ci+y	
				0021 Safety 0042			Nava Davaliaia ali	
				Roadway	Signals	Lighting	Trainees	Non-Participati
44000100	PAVEMENT REMOVAL	SQ YD	117	117				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	649	649				
44000200	DDIVEWAY DAVEMENT DEMOVAL	CO VD	17	17				
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	17	17				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1689	1689				
44000600	SIDEWALK REMOVAL	SQ FT	98	98				
44003100	MEDIAN REMOVAL	SQ FT	384	384				
50104650	SLOPE WALL REMOVAL	SQ YD	349	349				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	14790	14790				
51100100	SLOPE WALL 4 INCH	SQ YD	74	74				
52200800	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	625	625				
52200900	CONCRETE STRUCTURES (RETAINING WALL)	CU YD	192.6	192.6				
56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	1	1				
56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	1	1				
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	232	232				
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	164	164				
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2	2				
Two Pierce Place, Su	ite 1400 DESIGNED - JRR REVISED -			NORTH YORK	STREET SIDEWA	ALK IMPROVEME	ENT F.A.U. RTE.	SECTION

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

 DESIGNED JRR
 REVISED

 DRAWN JRR
 REVISED

 CHECKED KRK
 REVISED

 DATE 8/11/2023 REVISED

CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT
SUMMARY OF QUANTITIES

SHEET NO. 3 OF 10 SHEETS

F.A.U. SECTION COUNTY TOTAL SHEETS NO.

DUPAGE 92 6

						CONSTRUCTION	N CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STU FUNDS 75% FED 25% CITY				100% City
					0021 Safety		0042	
				Roadway	Signals	Lighting	Trainees	Non-Participa
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	275	275				
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	3	3				
60250200	CATCH BASINS TO BE ADJUSTED	EACH	2	2				
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1				
60260100	INLETS TO BE ADJUSTED	EACH	5	5				
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	1.25	1.25				
60602800	CONCRETE GUTTER, TYPE B	FOOT	197	197				
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	26	26				
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1414	1414				
60608600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06	FOOT	108	108				
60610400	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24	FOOT	93	93				
60610900	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24 (VARIABLE WIDTH GUTTER FLAG)	FOOT	88	88				
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	2042	2042				
60623200	CONCRETE MEDIAN, TYPE SM-6.24	SQ FT	231	231				
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	50	50				
66900530	SOIL DISPOSAL ANALYSIS	EACH	6	6				

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 CHECKED KRK
 REVISED

 DATE 8/11/2023
 REVISED

CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT
SUMMARY OF QUANTITIES

SHEET NO. 4 OF 10 SHEETS

SHEET NO. 4 OF 10 SHEETS

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

ITEM				CONSTRUCTION CODE				
	UNIT	TOTAL QUANTITY	STU FUNDS 75% FED 25% CITY				100% City	
						0042		
			Roadway	Signals	Lighting	Trainees	Non-Participat	
BACKFILL PLUGS	CU YD	6	6					
REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1					
REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					
REGULATED SUBSTANCES MONITORING	CAL DA	50	50					
ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
MOBILIZATION	L SUM	1	1					
TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1					
TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					
CHANGEABLE MESSAGE SIGN	CAL DA	56	56					
RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	1					
TELESCOPING STEEL SIGN SUPPORT	FOOT	15	15					
BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	1	1					
THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	109	109					
THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	118	118					
THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	84	84					
	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT REGULATED SUBSTANCES MONITORING ENGINEER'S FIELD OFFICE, TYPE A MOBILIZATION TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 CHANGEABLE MESSAGE SIGN RELOCATE SIGN PANEL ASSEMBLY - TYPE A TELESCOPING STEEL SIGN SUPPORT BASE FOR TELESCOPING STEEL SIGN SUPPORT THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS THERMOPLASTIC PAVEMENT MARKING - LINE 4"	REGULATED SUBSTANCES FIRE CONSTRUCTION PLAN REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT L SUM REGULATED SUBSTANCES MONITORING CAL DA ENCINEER'S FIELD OFFICE, TYPE A CAL MO MOBILIZATION L SUM TRAFFIC CONTROL AND PROTECTION, STANDARD TOIGOI TRAFFIC CONTROL AND PROTECTION, STANDARD TOIGOI CHANGEABLE MESSACE SIGN CAL DA TELESCOPING STEEL SIGN SUPPORT THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT	REQULATED SUBSTANCES PRE-CONSTRUCTION PLAN REQULATED SUBSTANCES FINAL CONSTRUCTION REPORT L SUM 1 REQULATED SUBSTANCES MONITORING CAL DA 50 ENGINEER'S FIELD OFFICE, TYPE A CAL MO 6 MOSILIZATION L SUM 1 TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 L SUM 1 TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 L SUM 1 TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 L SUM 1 TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 CHANGEABLE MESSAGE SIGN CAL DA 56 RELOCATE SIGN PANEL ASSENBLY - TYPE A FACH 1 THERMOPLASTIC PAVEMENT MARKING - LEITERS AND SYMBOLS SO FT 109 THERMOPLASTIC PAVEMENT MARKING - LEITERS AND SYMBOLS THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT 08 THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT 08 THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT 08 THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT 08	PEGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	MARCH ALL DISTRICT PAYEMENT MARKING - LINE 6" FCCT 184 1 1 1 1 1 1 1 1 1	REQUIATED SLISTANCES PRE-CONSTRUCTION PLAN		

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 REVISED

 DATE 8/11/2023
 REVISED

CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT
SUMMARY OF QUANTITIES

SHEET NO. 5 OF 10 SHEETS

A.U. SECTION COUNTY TOTAL SHEETS NO.

DUPAGE 92 8

			_			CONSTRUCTION	N CODE		
CODE NO.	ITEM	UNIT	TOTAL QUANTITY		STU FUNDS 75% FED 25% CITY				
- - -				0021 Safety 0042					
				Roadway	Signals	Trainees	Non-Participati		
	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	510	510					
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1089	1089					
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	109	109					
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	165	165					
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1			1			
(80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1			1			
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	109		109				
(81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	150			150			
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	20		20				
(81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	90		90				
(81028320	UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	878			878			
81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	1462			1462			
81100220	CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA., PVC COATED GALVANIZED STEEL	FOOT	178			178			
81300320	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 8" X 8" X 6"	EACH	5			5			
(81400100	HANDHOLE	EACH	2		2				
	HANDHOLE, COMPOSITE CONCRETE	EACH	16			16			

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CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT
SUMMARY OF QUANTITIES

SHEET NO. 6 OF 10 SHEETS

SHEET NO. 6 OF 10 SHEETS

FED. ROAD DIST, NO. 1 | ILLINOIS | FED. AID PROJECT

ITEM	0005 110	T.T.C.V.	10/77	TOTAL		STU 75% 25%	CONSTRUCTION FUNDS FED CITY	N CODE	100% City
	CODE NO.	ITEM	UNIT	QUANTITY					
SPECIALTY							Trainees	Non-Participat	
	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	4352			4352		
X	81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	4765			4765		
X	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	6414			6414		
X 8	81702400	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 2	FOOT	160			160		
X 8	82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1			1		
X 8	33600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	10			10		
X 8	35000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2		2			
X	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1955		1955			
X	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2189		2189			
X	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	474		474			
X 8	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	292		292			
X 8	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8		8			
X 8	37900200	DRILL EXISTING HANDHOLE	EACH	9		9			
X 8	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2		2			
X	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	10		10			
X 8	88600100	DETECTOR LOOP, TYPE I	FOOT	255		255			

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CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT
SUMMARY OF QUANTITIES

SHEET NO. 7 OF 10 SHEETS

SHEET NO. 7 OF 10 SHEETS

SHEET NO. 7 OF 10 SHEETS

FED. ROAD DIST, NO. 1 |ILLINOIS| FED. AID PROJECT

						CONSTRUCTION	N CODE	1
CODE N	ITEM	UNIT	TOTAL QUANTITY		STU 75% 25%	FUNDS FED CITY		100% Ci+y
ζ - -				0021 Safety 0042		0042		
				Roadway	Signals	Lighting	Trainees	Non-Participati
895001	OO RELOCATE EXISTING SIGNAL HEAD	EACH	2		2			
895011	50 RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	2		2			
895022	00 MODIFY EXISTING CONTROLLER	EACH	2		2			
895023	00 REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	327		327			
(895023	50 REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	124		124			
(895023	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2		2			
033023	NEMOVE EXISTING THAT TO SIGNAL EQUIT MENT	LACIT	2		2			
895023	REMOVE EXISTING CONCRETE FOUNDATION	EACH	2		2			
(A20048	TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	22	22				
(K00361	20 MULCH PLACEMENT 4"	SQ YD	24	24				
X12002	DRAINAGE SYSTEM MODIFICATION	L SUM	1	1				
X14002	38 LUMINAIRE, LED, SPECIAL	EACH	13			13		
X14003	67 PEDESTRIAN SIGNAL POST, 10 FT.	EACH	6		6			
X14003	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1		1			
X20104	00 STUMP REMOVAL ONLY	UNIT	24	24				
X20205	BRACED EXCAVATION	CU YD	668	668				
X21300	EXPLORATION TRENCH, SPECIAL	FOOT	100	100				
Two Diagon Di	lace, Suite 1400 DESIGNED - JRR REVISED -		-	NORTH YORK S	TREET CIRCU	ALV IMPROVEN	IENT F.A.U. RTE.	SECTION

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CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT
SUMMARY OF QUANTITIES

SHEET NO. 8 OF 10 SHEETS

SHEET NO. 8 OF 10 SHEETS

FED. ROAD DIST, NO. 1 | ILLINOIS | FED. AID PROJECT

					CONSTRUCTION CODE				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY		STU 75% 25% (100% City		
-					0021 Safety 0042				
				Roadway	Signals	Lighting	Trainees	Non-Participat	
X2200003	FENCE (SPECIAL)	FOOT	1133	1133					
X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	179	179					
X5010523	REMOVE CONCRETE END SECTION	EACH	1	1					
X8040310	ELECTRICAL SERVICE DISCONNECT	EACH	1			1			
X8211000	UNDERPASS LUMINAIRE (SPECIAL)	EACH	4			4			
X8300001	LIGHT POLE, SPECIAL	EACH	13			13			
X8360210	LIGHT POLE FOUNDATION, 24" DIAMETER, SPECIAL	FOOT	130			130			
X8360215	LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	24			24			
X8440116	RELOCATE EXISTING LIGHTING UNIT (SPECIAL)	EACH	1			1			
X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	15		15				
X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	28		28				
XX003668	PRECONSTRUCTION VIDEO TAPING	L SUM	1					1	
XX006821	CONCRETE TRUCK WASHOUT	L SUM	1	1					
XX006901	TREE GRATE ASSEMBLY, COMPLETE	EACH	22	22					
XX006910	TREE PROTECTION, SPECIAL	EACH	2	2					
XX008811	GATE, SPECIAL	EACH	1	1					

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CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT
SUMMARY OF QUANTITIES

SHEET NO. 9 OF 10 SHEETS

SHEET NO. 9 OF 10 SHEETS

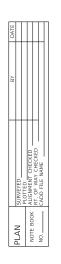
FED. ROAD DIST. NO. 1 |ILLINOIS|FED. AID PROJECT

PLAN SURVEYED BY DATE NOTE POTTED ALIGNMENT CHECKED ALIGNMENT CHECKED NO. CADD FILE RAME ALIGNMENT CHECKED				
300K			BY	DATE
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		PLOTTED		
	NOTE BOOK	ALIGNMENT CHECKED		
		RT. OF WAY CHECKED		
	No.	CADD FILE NAME		

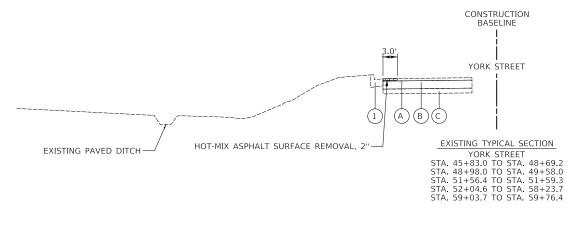
1		BY	DATE
PROFILE SURVEYED	SURVEYED		
	PLOTTED		
NOTE BOOK	GRADES CHECKED		
2000	B.M. NOTED		
NO.	STRUCTURE NOTATINS CHIKD		

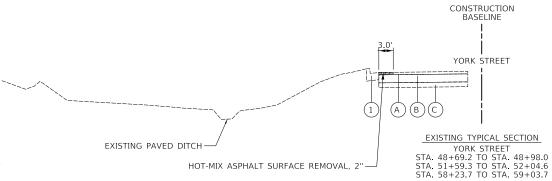
							CONSTRUCTION	N CODE	
IND COI	DE NO.	ITEM	UNIT	JNIT TOTAL QUANTITY		STU 75% 25% (100% Ci+y	
IALTY						0021 Safety		0042	
SPECIALTY					Roadway	Signals	Lighting	Trainees	Non-Participating
Z00	013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	49	49				
ZOO	013798	CONSTRUCTION LAYOUT	L SUM	1	1				
ZO	018913	DRILL AND GROUT #8 TIE BARS	EACH	840	840				
ZOO	022800	FENCE REMOVAL	FOOT	1190	1190				
ZOO	030850	TEMPORARY INFORMATION SIGNING	SQ FT	155	155				
x zoo	033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	5			5		
x zoo	033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	2		2			
ZOO	076600	TRAINEES	HOUR	500				500	
ZOO	076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500				500	

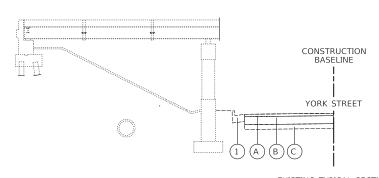
	Two Pierce Place, Suite 1400	DESIGNED - JRR	REVISED -		NORTH YORK STREET SIDE	WALK IMPROVEMENT	F.A.U.	SECTION	COUNTY	TOTAL	SHEET
	Itasca, Illinois 60143	DRAWN - JRR	REVISED -	CITY OF ELMHURST	SUMMARY OF	OHANTITIES	1.1.2.		DUPAGE	92	13
CIVILTECH	Tel: 630.773.3900 Fax: 630.773.3975	CHECKED - KRK	REVISED -	CITY OF ELIVINORS	SUMMANT UF	UUANTITIE3			50	1 00	
CIVILIECH	LTLCTT www.civiltechinc.com		REVISED -		SHEET NO. 10 OF 10 SHEETS		FED. ROAD D	IST. NO. 1 ILLINOIS FED.	AID PROJECT		











EXISTING TYPICAL SECTION
YORK STREET
STA. 49+58.0 TO STA. 51+56.4
(SEE CONCRETE WALL PLANS)

Two Pierce Place Suite 1400

 CIVILTECH
 Two Pierce Place, Suite 1400 Itasca, Illinois 60143
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 Www.civiltechinc.com
 DATE - 8/11/2023
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CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT
EXISTING TYPICAL SECTIONS

F.A.U. RTE. SECTION COUNTY SHEETS NO. 1 DUPAGE 92 1.

SHEET NO. 1 OF 2 SHEETS

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

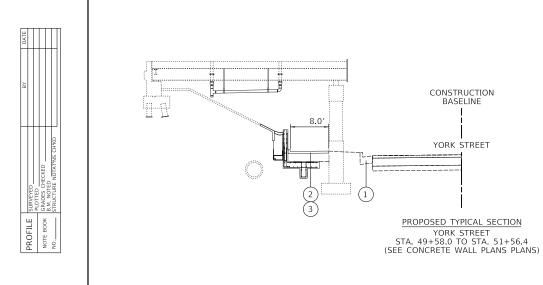
LEGEND

- (A) EXISTING HOT-MIX ASPHALT SURFACE AND BINDER 3" AND VARIES
- B) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, VARIES 8"-10"
- EXISTING STABILIZED SUB-BASE, 4"-6" AND VARIES
- EXISTING CURB AND GUTTER, TYPE B-6.24
 (SEE ROADWAY PLANS FOR LIMITS OF CURB REPLACEMENT WITH PROPOSED CURB AND GUTTER, TYPE B-6.24)



REMOVAL





BASELINE

YORK STREET

PROPOSED TYPICAL SECTION

YORK STREET
STA. 45+83.0 TO STA. 48+69.2
STA. 48+98.0 TO STA. 49+58.0
STA. 51+56.4 TO STA. 51+59.3

STA. 52+04.6 TO STA. 58+23.7 STA. 59+03.7 TO STA. 59+76.4

CONSTRUCTION

BASELINE

YORK STREET

PROPOSED TYPICAL SECTION

YORK STREET
STA. 48+69.2 TO STA. 48+98.0
STA. 51+59.3 TO STA. 52+04.6
STA. 58+23.7 TO STA. 59+03.7

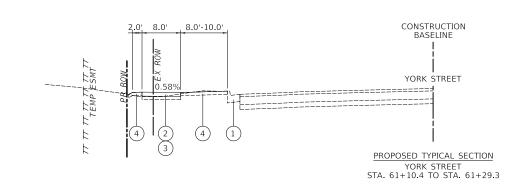
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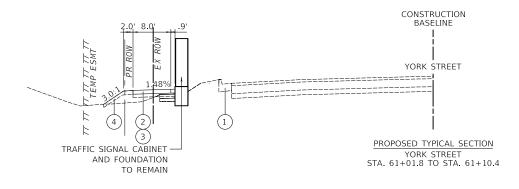
EXISTING PAVED DITCH

1.50%

1.50%

EXISTING PAVED DITCH



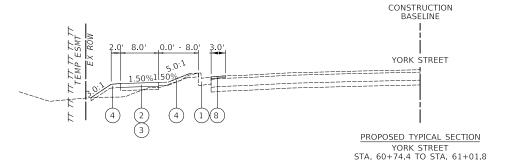


LEGEND

- EXISTING CURB AND GUTTER, TYPE B-6.24 (SEE ROADWAY PLANS FOR LIMITS OF CURB REPLACEMENT)
- PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH THROUGH DRIVEWAYS BEING RECONSTRUCTED)
- PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- PROPOSED SODDING, SALT TOLERANT AND PROPOSED TOPSOIL FURNISH AND PLACE, 4" (SEE NOTE ON LANDSCAPING PLANS FOR PAY ITEMS) 4
- (5) FENCE (SPECIAL)-SEE DETAIL ON SHEET 76
- 6 SEGMENTAL BLOCK RETAINING WALL (SEE STRUCTURAL PLANS)
- DRILL AND GROUT #8 TIE BARS (WHERE CURB IS BEING REPLACED- 24" LONG, 24" O.C.)

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, 2"

NOTE: SEE IDOT STANDARD 606301 PC CONCRETE ISLANDS AND MEDIANS FOR TYPICAL SIDEWALK DETAIL IN THESE LOCATIONS.



HOT-MIX ASPHALT MIXTURE REQUIREMENTS

PAY ITEM	PERCENT AIR VOIDS @ Ndes.	QMP
HMA DRIVEWAYS		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70; 2"	3.5% @ 50 GYR.	LR 1030-2
HMA BASE COURSE (HMA BINDER IL-19MM); 8"	3.5% @ 50 GYR.	LR 1030-2
PAVEMENT WIDENING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70; 2"	4% @ 70 GYR.	LR 1030-2
PAVEMENT RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70; 2"	4% @ 70 GYR.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)) PER LOCAL ROADS SPECIAL PROVISION LR 1030-2		

- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SY-IN.
- FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
- FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY SPECIAL

	Two Pierce Place, Suite 1400	DESTONED		REVISED -		NORTH YORK STREET SIDEWALK IMPROVEMENT	F.A.U.	SECTION	COUNTY	TOTAL	SHEET NO.
	Itasca, Illinois 60143	DRAWN	JRR	REVISED -	CITY OF ELMHURST	PROPOSED TYPICAL SECTIONS			DUPAGE	. 92	15
CIVILTECH	www.civilteching.com	OTILOTED		REVISED -							
O 1 1 1 2 1 2 01 1	www.civillecrific.com	DATE - 8	8/11/2023	REVISED -		SHEET NO. 2 OF 2 SHEETS	FED. R	ROAD DIST. NO. 1 ILLI	NOIS FED. AID PROJECT		

	NO. CADD FILE NAME	PLAN NOTE BOOK	SURVEYED PLOTTED ALIGNMENT CHECKED	BY	DATE
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DATE						
BY BY						
	SURVEYED	PLOTTED	GRADES CHECKED	B.M. NOTED	STRUCTURE NOTATINS CHIKD	
1 0 0	PROFILE		NOTE BOOK		NO.	

				SCHE	EDULE OF	EARTHV	VORK QUA	ANTITIES	(BREAKI	DOWN)			
STATIOND	ISTANCE	EARTH EXCAV ATION (CUT)	TOPSOIL EXCAV ATION AND PLACE MENT	FURNISH ED EXCAV ATION (FILL)	EARTH EXCAVA TION (CUT)	TOPSOIL EXCAVA TION AND PLACEM ENT	FURNISH ED EXCAVA TION (FILL)	EARTH EXCAVA TION	TOPSOIL EXCAVA TION AND PLACEM ENT	FURNISH ED EXCAVA TION	EARTH EXCAV ATION	TOPSOIL EXCAVA TION AND PLACEM ENT	FURNISH ED EXCAVA TION
(XX+XX)	(FT) (\$(FT) ×	Q FT) >	(SQ FT)	*(20 FT)				G. (SQ F	AVG. (SQ	FCIU FT)	(CU FT)	(CU FT)
					York T o	k Stree	+ - One	Stage T					
44+00	50	0.00	0.00	0.00		0	0	0	0	0	0	0	0
44+50	30	0.00	0.00	0.00	0	0	0						
	50							0	0	0	0	0	0
45+00		0.00	0.00	0.00	0	0	0						105
45.50	50	0.00	0.00	0.00	0	0	0	1	4	4	32	179	185
45+50	50	0.00	0.00	0.00				0	3	4	16	165	185
46+00	30	2.59	14.34	14.83	1	7	7						
	50							1	7	7	48	345	371
46+50		1.27	13.23	14.83	1	7	7	1	7	10	30	336	479
47+00	50	1.11	13,63	23,52	1	7	12	1	1	10	30	226	419
41100	50	1.11	13.03	23.32				0	6	7	14	316	347
47+50		0.00	11.63	4.23	0	6	2						
	50						-	2	7	4	114	353	218
48+00	F0	9.10	16.59	13.21	5	8	7	3	9	9	171	428	450
48+50	50	4.60	17.68	22.81	2	9	11	1			111	720	730
10 130	50	1.00	11.00	22.01				1	4	6	57	221	285
49+00		0.00	0.00	0.00	0	0	0						
	50							0	0	0	0	0	0
49+50	50	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
50+00	30	0.00	0.00	0.00	0	0	0						
	50							0	0	0	0	0	0
50+50		0.00	0.00	0.00	0	0	0		0			0	
51+00	50	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
51+00	50	0.00	0.00	0.00				0	0	0	0	0	0
51+50		0.00	0.00	0.00	0	0	0						
	50				1		4	0	4	2	16	189	99
52+00		1.24	15.14	7.88	1	8	4	1	8	10	27	381	489
52+50	50	0.95	15.32	31.23	0	8	16	1		10		301	103
	50							1	8	14	46	377	699
53+00		2.72	14.81	24.67	1	7	12	1		4.4		750	
53+50	50	1 47	17.07	21.20	1	7	11	1	7	11	52	356	575
53+50	50	1.47	13.63	21.29	1	<u>'</u>	-11	1	7	11	33	335	529
54+00		1.19	13.20	21.02	1	7	11						
	50				<u> </u>			1	6	8	40	312	418
54+50		2.00	11.78	12.40	1	6	6	1	6	7	47	301	354
55+00	50	1.79	12,29	15.93	1	6	8	1	5	1	7 7	301	334
55100	50	1017	16067	10.00				1	6	8	43	300	379
55+50		1.65	11.73	14.35	1	6	7						
	50				1		7	1	6	7	49	300	365
56+00	50	2.26	12.25	14.86	1	6	7	1	6	8	46	316	413
56+50	50	1.43	12.99	18.14	1	6	9	<u> </u>			1	210	1.10
	50							1	7	11	42	340	530
57+00		1.90	14.21	24.29	1	7	12						

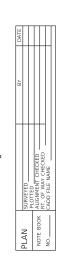
	SCHEDULE OF EARTHWORK QUANTITIES (BREAKDOWN)												
STATION	DISTANCE	EARTH EXCAV ATION (CUT)	TOPSOIL EXCAV ATION AND PLACE MENT	FURNISH ED EXCAV ATION (FILL)	EARTH EXCAVA TION (CUT)	TOPSOIL EXCAVA TION AND PLACEM ENT	FURNISH ED EXCAVA TION (FILL)	EARTH EXCAVA TION	TOPSOIL EXCAVA TION AND PLACEM ENT	FURNISH ED EXCAVA TION	EARTH EXCAV ATION	TOPSOIL EXCAVA TION AND PLACEM ENT	FURNISH ED EXCAVA TION
	50							1	8	14	39	379	692
57+50		1.21	16.11	31.05	1	8	16						
	50							1	8	19	32	409	946
58+00		1.38	16.57	44.62	1	8	22						
	50							0	7	17	24	348	843
58+50		0.52	11.24	22.81	0	6	11						
	50							0	7	19	12	333	943
59+00		0.45	15.40	52.62	0	8	26						
	50							2	7	14	83	340	689
59+50		6.17	11.80	2.51	3	6	1						
	50							2	3	1	77	148	31
60+00		0.00	0.00	0.00	0	0	0						
	50							0	0	0	0	0	0
60+50		0.00	0.00	0.00	0	0	0						
	50							0	4	6	0	195	288
61+00		0.00	15.59	23.01	0	8	12						
	30							0	4	6	0	117	173
61+30		0.00	0.00	0.00	0	0	0						

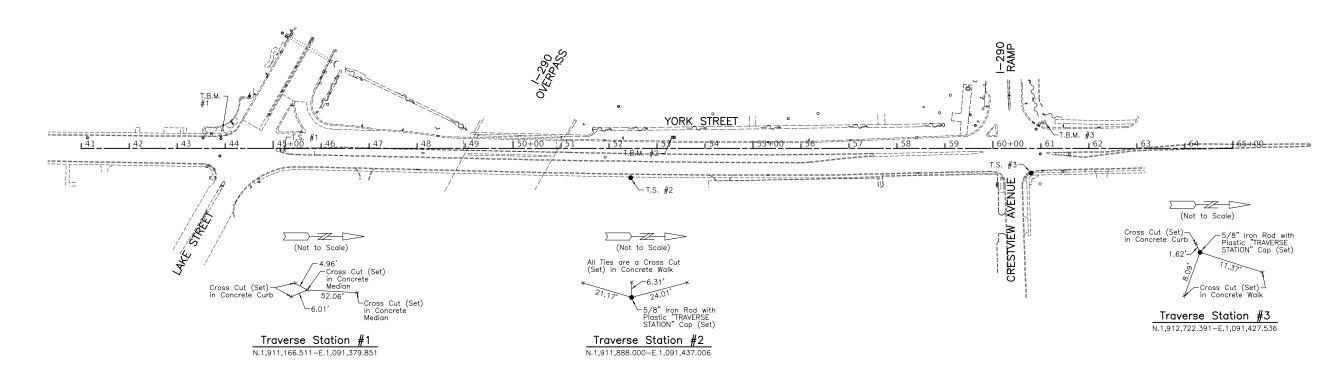
YORK STREET EAR	Т	HWORK	SUMMAR	Υ	
		EARTH EXCAV ATION	TOPSOIL EXCAV ATION AND PLACE MENT	FURNIS HED EXCAV ATION (curr ently	REMOVA L & DISPO SAL OF UNSUI TABLE
	П	(CU YD)	(CU YD)	(CU YD)	(CU YD)
ROADWAY TOTAL (CU. YD.)	П	45	154	444	147

	Two Pierce Place, Suite 1400	DESIGNED - JRR	KENISED -
	Itasca, Illinois 60143	DRAWN - JRR	REVISED -
CIVILTECH	Tel: 630.773.3900 Fax: 630.773.3975	CHECKED - KRK	REVISED -
CIVILIECH	www.civiltechinc.com	DATE - 8/11/2023	REVISED -

CITY OF ELMHURST

NORTH	YORK STREET SIDE	WALK IMPROVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
	SCHEDULE OF E			DUPAGE	92	16	
	SHEET NO. 1 OF 1 SHEETS		FED. R	OAD DIST. NO. 1 ILLINOIS FED. A	ID PROJECT		





	YORK STREET CONTROL POINT	COORDINATE TAB	LE
TRAVERSE STATION #	DESCRIPTION	NORTHING	EASTING
1	CROSS CUT (SET) IN CONCRETE MEDIAN	1911166.511	1091379.851
3	5/8" IRON ROD WITH PLASTIC "TRAVERSE STATION" CAP (SET)	1911888.000	1091437.006
4	5/8" IRON ROD WITH PLASTIC "TRAVERSE STATION" CAP (SET)	1912722.391	1091427.536

	YORK STREE	T ALIGNMENT TAE	BLE
DESCRIPTION	STATION	NORTHING	EASTING
BOA	41+00.00	1910742.8879	1091375.868
EOA	65+00.00	1913142.8879	1091375.868

BENCHMARKS							
BENCHMARK NAME	DESCRIPTION	ELEVATION	DETAIL				
TBM #1	CROSS CUT (SET) IN SOUTHWEST FLANGE BOLT OF FIRE HYDRANT IN THE SOUTHEAST QUADRANT OF THE INTERSECTION OF YORK STREET AND LAKE STREET.	688.44	NAVD '88				
TBM #2	BOX CUT (SET) IN SOUTHEAST CORNER OF CONCRETE OF FIRST ELECTRIC VAULT NORTH OF I-290 BRIDGE OVER YORK STREET.	682.94	NAVD '88				
TBM #3	FOUND BAX CUT IN CONCRETE BASE FOR TRAFFIC SIGNAL IN THE NORTHWEST QUADRANT OF THE INTERSECTION OF YORK STREET AND CRESTVIEW AVENUE.	685.61	NAVD '88				

Elevations are based on multiple G.P.S. observations at Traverse Station #1 and Traverse Station #3, measured on September 25, 2018 and September 26, 2018. Traverse Station #1 NAVD '88 Elevation 686.91 Traverse Station #3 NAVD '88 Elevation 685.68

COUNTY

DUPAGE 92 17

Bearings and Coordinates are referenced to the Illinois Coordinate System NAD 83(2011) East Zone.

All measured and computed distances are grid not ground. To obtain ground distances, divide grid distances shown by the combined factor of 0.9999605647.



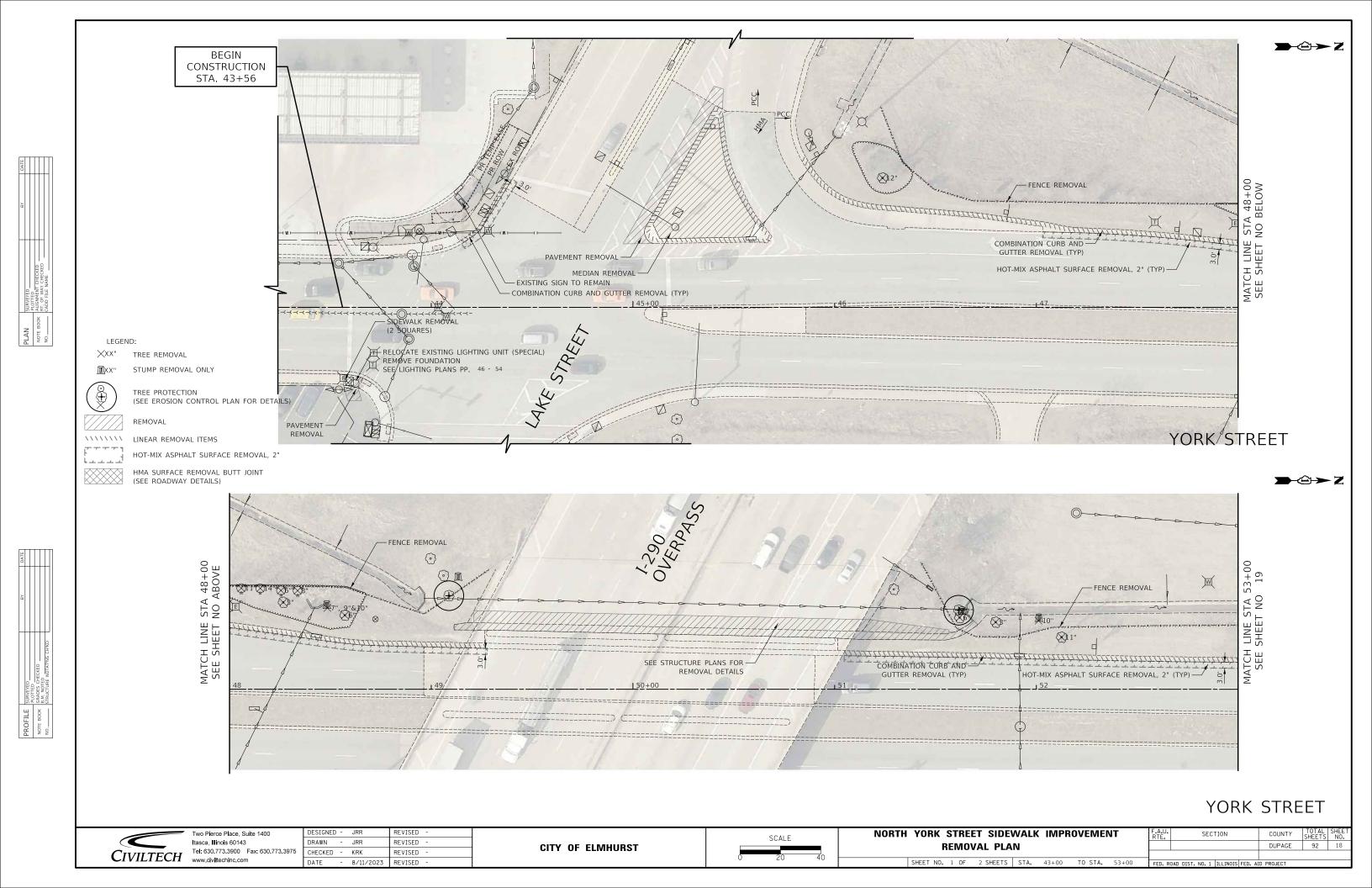
Two Pierce Place, Suite 1400 Itasca. Illinois 60143 CIVILTECH Tel: 630.773,3900 Fax: 630.777 www.civiltechinc.com

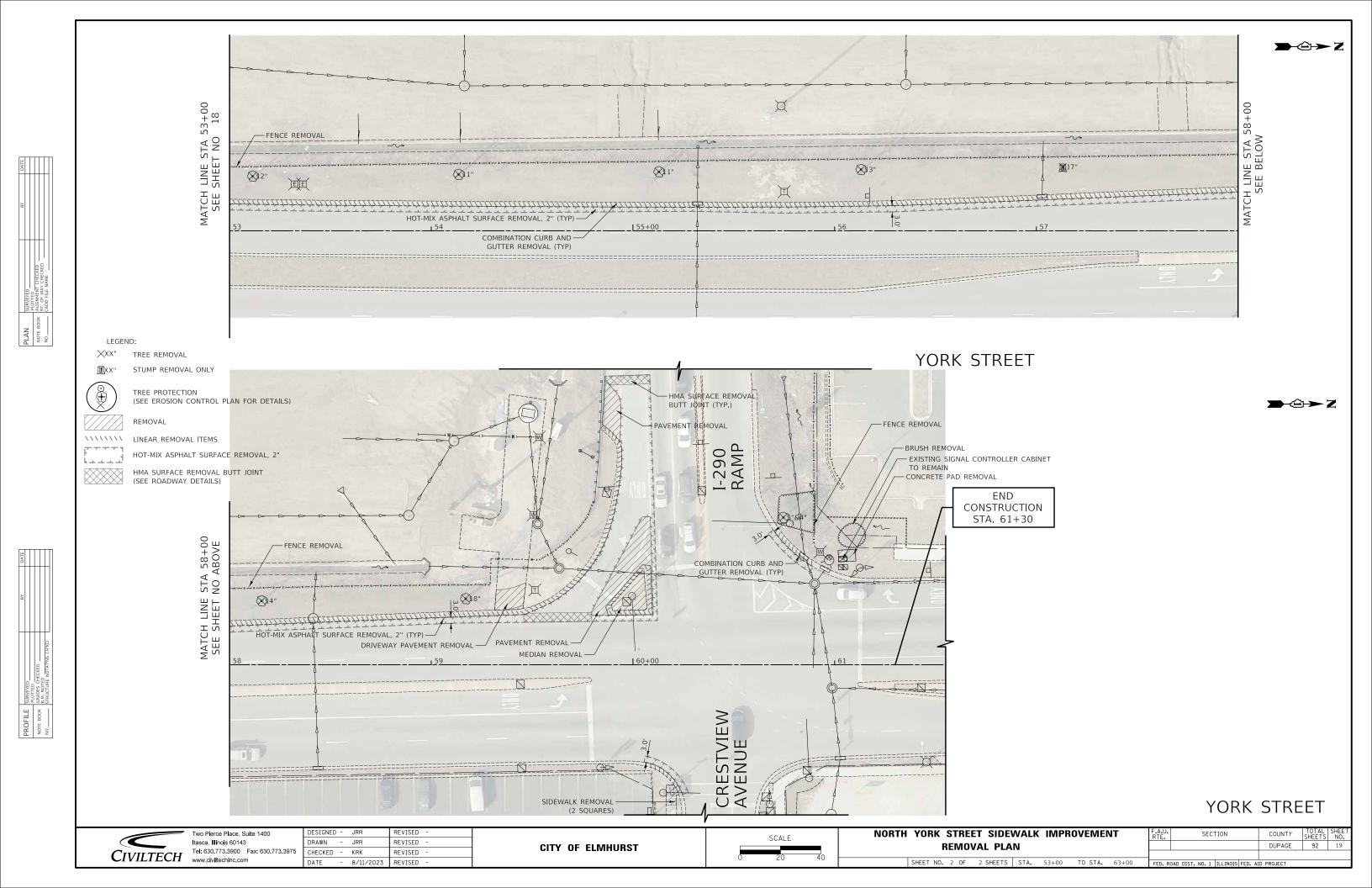
773.3975	DESIGNED	-	JRR	REVISED	-
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	CHECKED	-	KRK	REVISED	-
	DATE	-	8/11/2023	REVISED	-

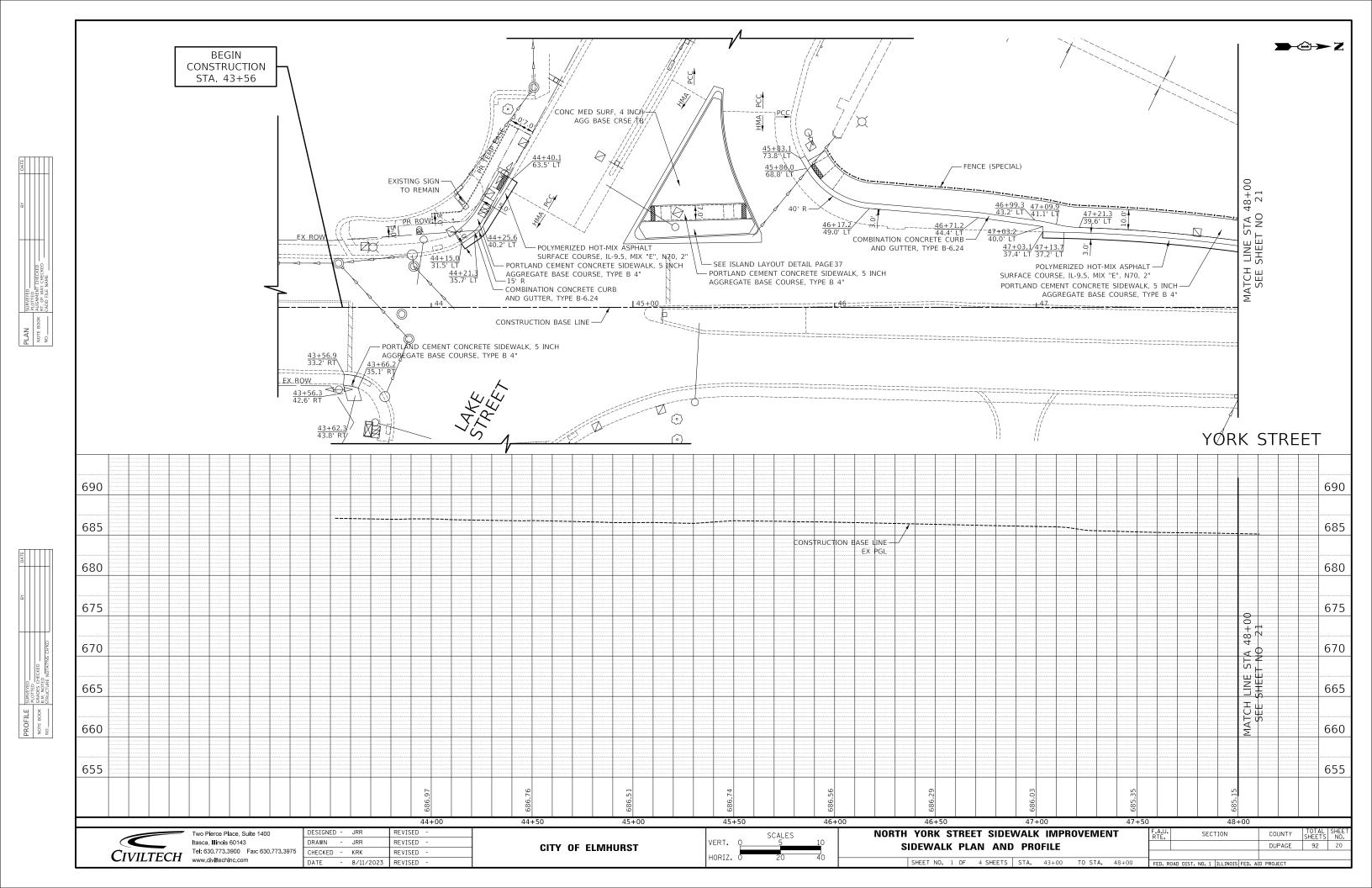
CITY	OF	ELMHURST	붸

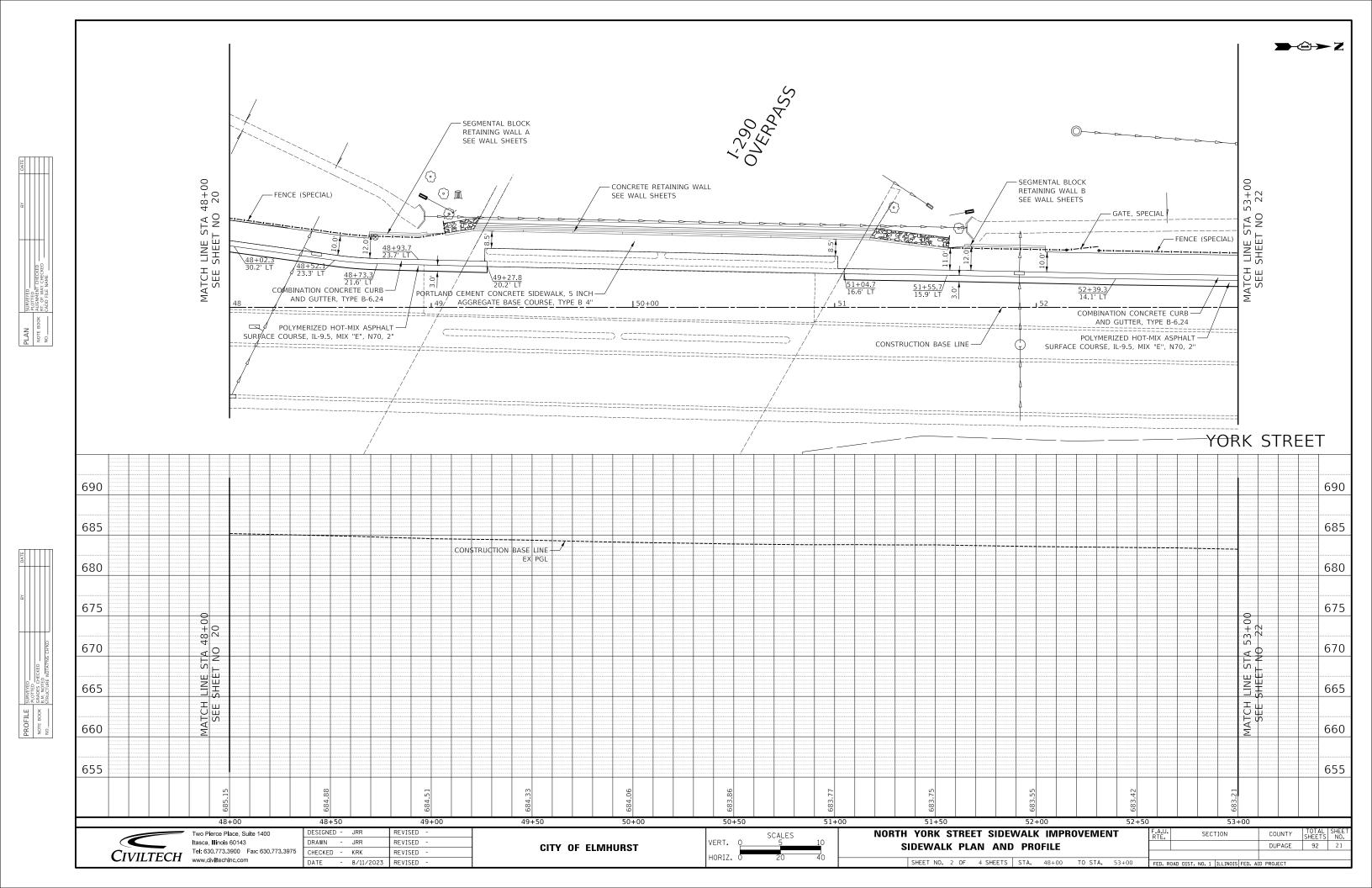
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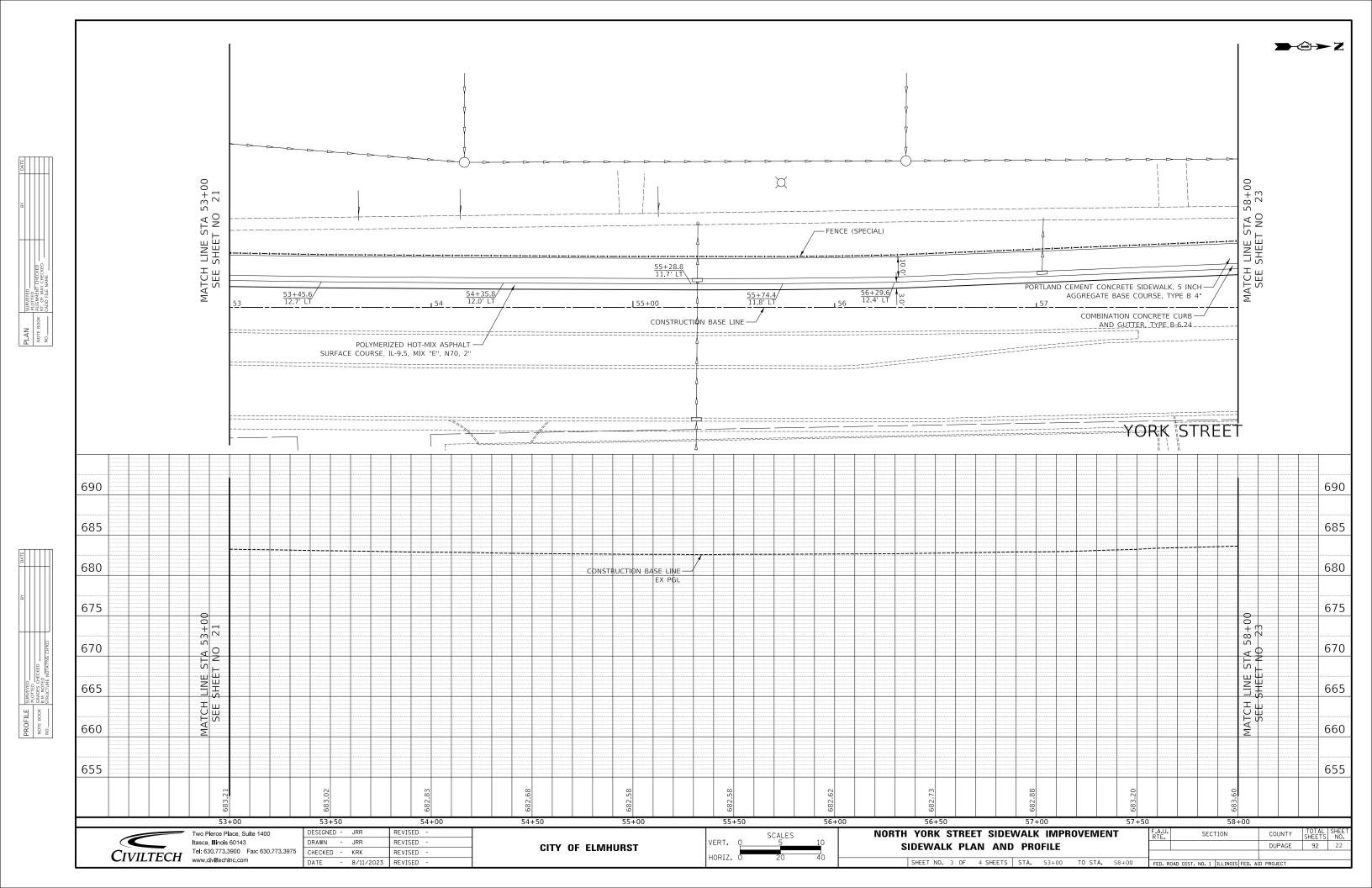
NORTH YORK STREET SIDEWALK IMPROVEMENT	F.A.U. RTE.		SE	CTION	
ALIGNMENT, TIES, AND BENCHMARKS					
SHEET NO 1 OF 1 SHEETS		0.10 0.00			

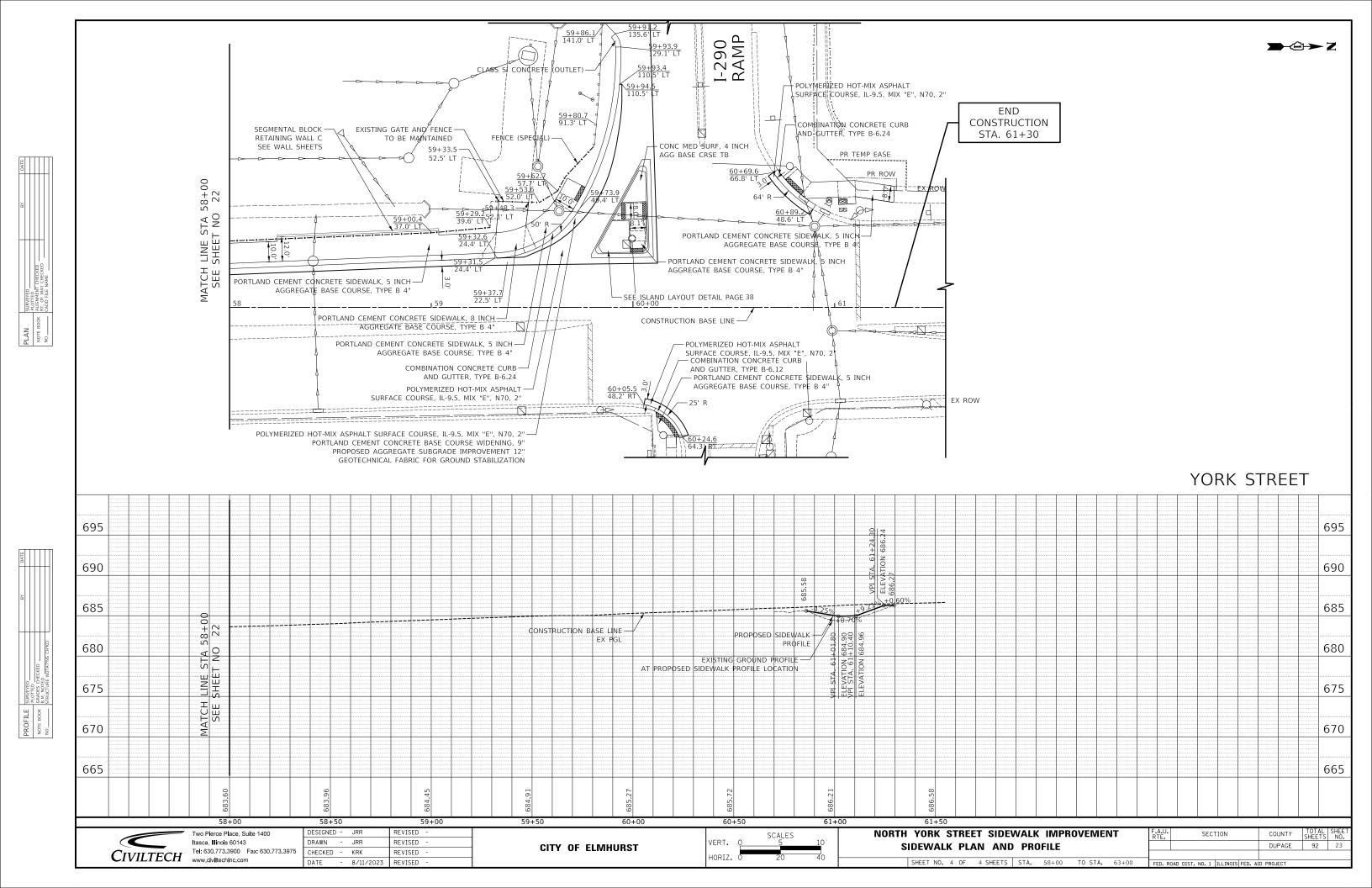












CONSTRUCTION SEQUENCE

- PLACE NECESSARY CONSTRUCTION SIGNS
- CONSTRUCT RETAINING WALLS, CONCRETE WALL, AND STORM SEWER EXTENSIONS
- REMOVE CURB AND GUTTER. CONSTRUCT CURB AND GUTTER, SIDEWALK AND LIGHT POLE
- CONSTRUCT PCC WIDENING AT YORK/CRESTVIEW. PCC WIDENING SHALL BE PLACED 2" BELOW ADJACENT EXISTING PAVEMENT AND PROPOSED EDGE OF CURB TO ACCOMMODATE SURFACE COURSE PLACEMENT.
- REMOVE CORNER ISLANDS AND ADJACENT EXISTING PAVEMENT CONSTRUCT PROPOSED
- COMPLETE LANDSCAPING
- MILL EXISTING PAVEMENT
- PLACE HMA SURFACE AND BINDER COURSE.
- COMPLETE SIGNING AND PAVEMENT MARKING
- 10. INSTALL AND ACTIVATE TRAFFIC SIGNAL EQUIPMENT.
- 11 INSTALL AND ACTIVATE LIGHTING
- 12. REMOVE ALL CONSTRUCTION SIGNS AND OPEN ALL LANES TO TRAFFIC.

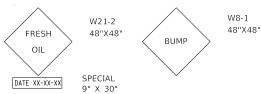






W21-1(O) 48"X48"

THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THE COST SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION PAY ITEMS



THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER THE COST SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION PAY ITEMS

MAINTENANCE OF TRAFFIC GENERAL NOTES

- 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
- DURING CONSTRUCTION OF PROPOSED IMPROVEMENTS, TWO-WAY TRAFFIC SHALL REMAIN OPEN FOR ALL TRAFFIC AT ALL TIMES. IF ANY ACTIVITY REQUIRES ENCROACHMENT INTO A LANE OPEN FOR TRAFFIC, THAT ACTIVITY SHALL BE RESTRICTED TO WITHIN THE HOURS OF 7:00 A M AND 6:00 P M FOLLOWING THE APPLICABLE IDOT AND IDOT-DISTRICT 1 TRAFFIC CONTROL STANDARDS INCLUDED IN THE PLANS FOR OFF-ROAD AND ON-ROAD
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER
- ALL CONSTRUCTION SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
- 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.
- DRUMS 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. SPACING SHALL BE AS SHOWN ON THE HIGHWAY STANDARDS 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 701901.
- DRUMS SHALL BE PLACED AT 50' C-C ALONG TANGENTS, 10' C-C IN CURVES AND RADII, AND 20' C-C IN TAPERS.
- TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH APPLICABLE HIGHWAY STANDARDS UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE
- 10. THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY STAGE CHANGE AT LEAST TWO
- 11. 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. ANY DAMAGE CAUSED BY THE CONTRACTOR'S WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- 12. THE FIRST TWO WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE FOUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS. FLAGS ARE
- "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT FOR MORE THAN ONE HOUR. SIGN MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE
- 14. 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
- 15. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED AT A LOCATION APPROVED BY THE ENGINEER AT LEAST 7 DAYS IN ADVANCE OF THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES FOR ADVANCED NOTIFICATION TO THE PUBLIC. THE MESSAGE SHALL BE DETERMINED BY THE ENGINEER. MESSAGES SHALL BE UPDATED AS REQUIRED BY THE ENGINEER.
- ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION PAY
- 17. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION PAY ITEMS.
- 18. QUANTITIES FOR SHORT-TERM PAVEMENT MARKINGS AND SHORT-TERM PAVEMENT MARKING REMOVAL SHALL BE MEASURED SEPARATELY FOR PAYMENT.
- 19. THE CONTRACTOR SHALL ENSURE THAT WORK OPERATIONS DO NOT OBSTRUCT LINES OF SIGHT REQUIRED FOR DRIVERS TO MAKE TURNING MOVEMENTS SAFELY. THE ENGINEER MAY REQUIRE ADDITIONAL FLAGGERS BE PRESENT TO SAFELY NAVIGATE DRIVERS THROUGH AND AROUND CONSTRUCTION ACTIVITIES AT NO ADDITIONAL COST TO THE CONTRACT.
- 20. LANE CLOSURES AND CONFIGURATIONS MUST NOT IMPEDE SAFE AND UNOBSTRUCTED TURNING MOVEMENTS AT INTERSECTIONS AND DRIVEWAYS. IF OPERATIONS CREATE UNSAFE TURNING CONATIONS AS DETERMINED BY THE ENGINEER THE ENGINEER MAY REQUIRE ADDITIONAL FLAGGERS BE PRESENT TO SAFELY NAVIGATE DRIVERS THROUGH AND AROUND CONSTRUCTION ACTIVITIES AT NO ADDITIONAL COST TO THE CONTRACT.
- 21. ANY SUPPLEMENTAL SIGNAGE NOT INCLUDED IN THE HIGHWAY STANDARDS THAT IS IDENTIFIED AND REQUIRED BY THE ENGINEER BASED ON UNIQUE PROJECT CONDITIONS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR AT NO ADDITIONAL COST TO

CONSTRUCTION REQUIREMENTS

- ALL WORK SHALL BE IN ACCORDANCE WITH IDOT'S SAFETY ENGINEERING POLICY MEMORANDUM. SAFETY 4-21, "UNEVEN LANE" SIGNS (W8-1-4848) SHALL BE PLACED AT THE INTERVALS REQUIRED BY THE ENGINEER WHEN TRAFFIC IS ON PAVEMENT WITHOUT SURFACE COURSE AND ADJACENT TO SURFACED PAVEMENT. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION
- "UNEVEN LANE" SIGNS (W8-1(O)-4848 SHALL BE PLACED AT THE INTERVALS REQUIRED BY THE ENGINEER WHEN TRAFFIC IS ADJACENT TO THE MILLED SURFACE. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE TRAFFIC CONTROL AND PROTECTION PAY ITEM BEING USED AT THE TIME THE SIGNS ARE REQUIRED.

SIDEWALK MAINTENANCE NOTE

THE SIDEWALK ON ONE SIDE OF THE STREET MUST REMAIN OPEN AND ACCESSIBLE AT ALL TIMES. CONSTRUCTION STAGING SHALL BE COORDINATED WITH THE ENGINEER AND CONTRACTOR TO ENSURE ONE SIDEWALK REMAINS OPEN SIGNING DIRECTING PEDESTRIANS TO THE OPEN SIDEWALK SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 701801. THE WORK REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

CONSTRUCTION REQUIREMENTS

"ROUGH GROOVED SURFACE" SIGNS (W8-I107(O)) SHALL BE USED WHEN THE ROAD HAS BEEN COLD MILLED AND OPEN TO TRAFFIC. THE SIGNS SHALL REMAIN IN PLACE UNTIL THE MILLED SURFACE CONDITIONS NO LONGER EXISTS. THESE SIGNS SHALL BE ERECTED A MINIMUM OF 500 FEET PRECEDING THE START OF THE MILLED PAVEMENT AND ON ALL SIDE ROADS WITHIN THE POSTED AREA. THE SIGNS ON THE SIDE ROADS SHALL BE POSTED 200 FEET FROM THE MAINLINE PAVEMENT. ALL SIGNS SHALL HAVE AN 18"X18" ORANGE FLAG AND AMBER FLASHING LIGHTS ATTACHED. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION PAY ITEMS.





Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

DATE	-	8/11/2023	REVISED -
CHECKED	-	KRK	REVISED -
DRAWN	-	JRR	REVISED -
DESIGNED	-	JRR	REVISED -

DATE						
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	SURVEYED	PLOTTED	GRADES CHECKED	3.M. NOTED	STRUCTURE NOTATINS CHIKD	

DPCCSFPO EROSION CONTROL NOTES

- 1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE VII OF THE DUPAGE COUNTY COUNTYWIDE STORMWATER AND FLOODPLAIN ORDINANCE. EFFECTIVE APRIL SEPTEMBER 2022 AND ALL SUBSEQUENT REVISIONS. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMITS ILR10 AND ILR40.
- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.
- SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS DISTURBED.
- ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. ALL ERODABLE/BARE AREAS SHALL BE SEEDED EVERY 7 DAYS WITH TEMPORARY EROSION CONTROL SEEDING. IF A TOPSOIL STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, EROSION CONTROL MEASURES WILL BE PROVIDED.
- 5. WHERE WETLANDS ARE TO REMAIN, THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF OR STOCKPILED IN WETLANDS.
- 6. STOCKPILES AND MATERIAL STORAGE ARE PROHIBITED IN SPECIAL MANAGEMENT AREAS INCLUDING WETLANDS, FLOODPLAINS, AND BUFFERS. LOCATIONS OF STOCKPILES MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES.
- 7. RECEPTACLES FOR CONSTRUCTION DEBRIS, INCLUDING CONCRETE TRUCK WASHOUT WASTE, SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR. THESE WILL NOT BE ALLOWED IN SPECIAL MANAGEMENT AREAS. RECEPTACLES AND THEIR LOCATIONS MUST BE APPROVED BY THE ENGINEER AND HAVE PROPER EROSION CONTROL MEASURES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE APPLICABLE ITEMS OF WORK.
- 8. HAY OR STRAW BALES WILL NOT BE ALLOWED AS PERIMETER EROSION BARRIER OR AS A DITCH CHECK.
- 9. WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.
- 10. GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.
- 11. CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL.
- 12. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- 13. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.
- 14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.
- 15. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION IS ACHIEVED.
- 16. THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING $\frac{1}{2}$ INCH PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHIN 24 HOURS. EROSION CONTROL SYSTEMS REPLACED DUE TO SEDIMENT LOADING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.
- 17. THE COST OF REMOVING SEDIMENT OR REPAIRING EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR APPLICABLE EROSION CONTROL ITEM.

GENERAL SOIL EROSION AND SEDIMENT CONTROL NOTES

- 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.
- INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

STABILIZING CONSTRUCTION AREAS

- TEMPORARY STABILIZATION OF THE CONSTRUCTION AREA SHALL TAKE PLACE AT THE END OF EACH WORK DAY. THIS SHALL INCLUDE REMOVAL OF ALL EQUIPMENT AND HAZARDOUS MATERIAL WITHIN THE DRAINAGE WAYS.
- PERMANENT STABILIZATION OF THE CONSTRUCTION AREA SHALL BE COMPLETED AT THE END OF EACH MAJOR STAGE OF WORK.
- ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 14 DAYS OF FINAL GRADING OR WHEN LEFT IDLE FOR MORE THAN 14 DAYS.
- 4. THE COMPLETED SLOPES SHALL BE PERMANENTLY SEEDED WHERE PRACTICAL AS EXCAVATION PROCEEDS TO ANOTHER STAGE OF CONSTRUCTION. UNDER NO CIRCUMSTANCES'S SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY LANDSCAPED AT ONE TIME.



- I. DES PLAINES RIVER WATERSHED
 - Willow Creek
 Bensenville Ditch
 - Bensenville Dit
 Flagg Creek
 - I. Des Plaines Tribs
 - 5. Black Partridge

NPDES STATEMENT:

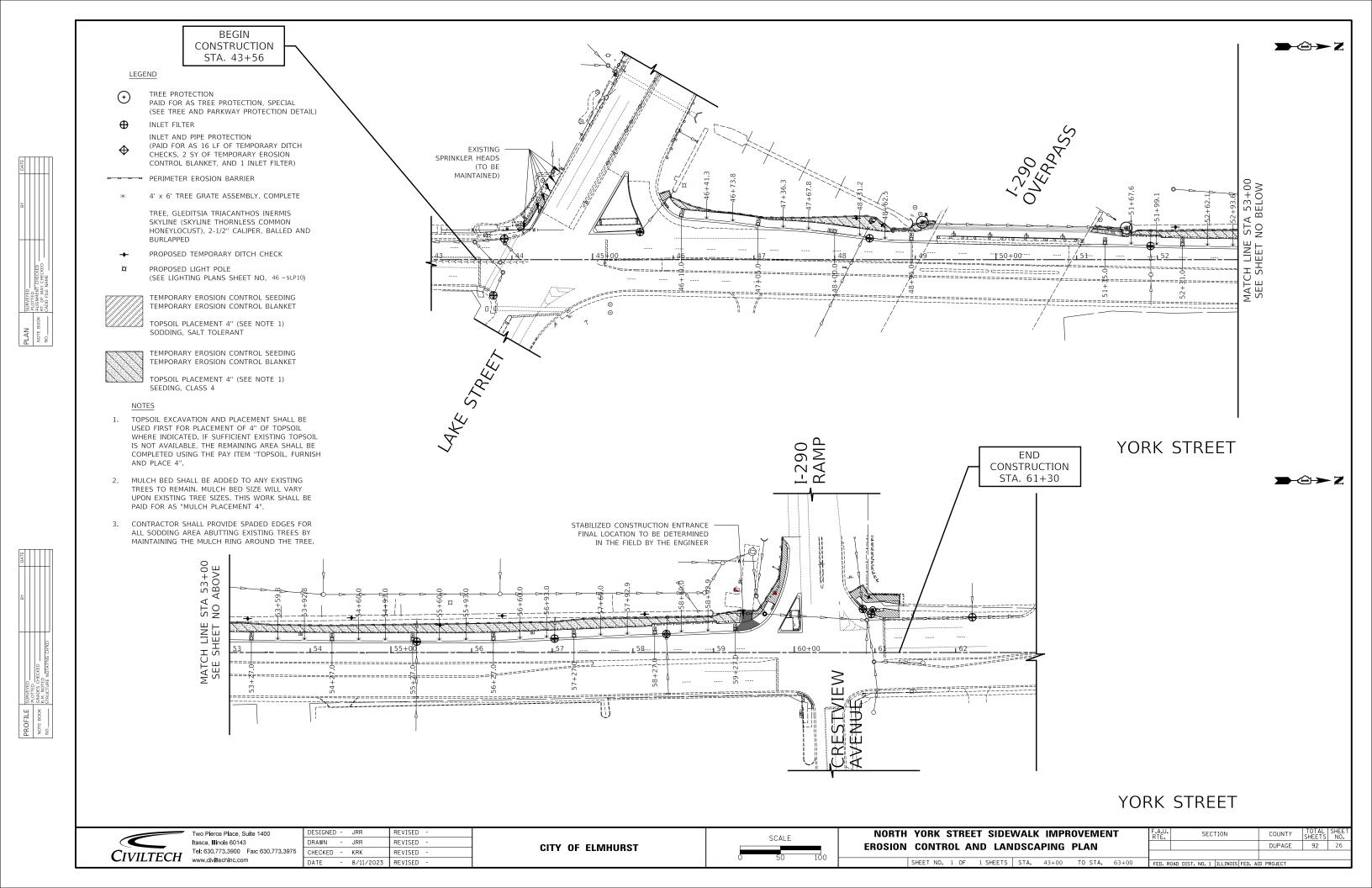
THIS PROJECT DISTURBS 1.34 ACRES OF TOTAL LAND AREA. COMPLIANCE WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORMWATER PERMIT IS NECESSARY IF A PROJECT DISTURBS 1.0 OR MORE ACRES OF TOTAL LAND AREA; THE NPDES STORMWATER PERMIT IS REQUIRED FOR THIS PROJECT.

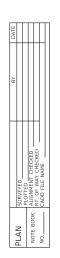
	Two Pierce Place, Suite 1400			
	Itasca, Illinois 60143			
CHUITECH	Tel: 630.773.3900	Fax: 630.773.3975		
Civiltech	www.civiltechinc.co	m		

DESIGNED - JRR RI	EVISED -
DRAWN - JRR RI	EVISED -
CHECKED - KRK RI	EVISED -
DATE - 8/11/2023 RI	EVISED -

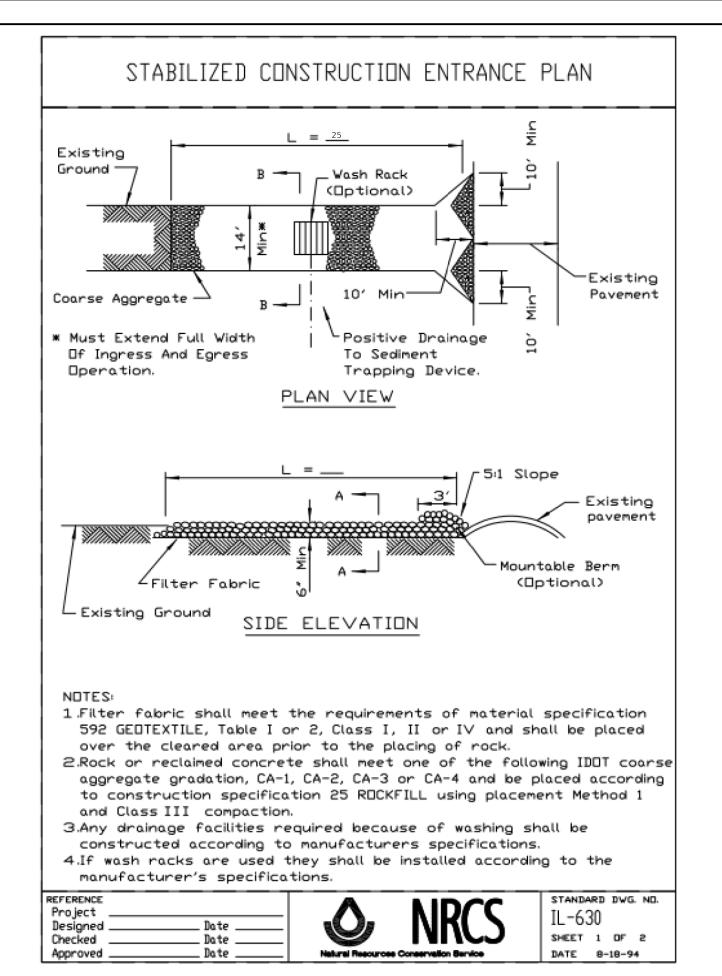
CITY OF ELMHURST

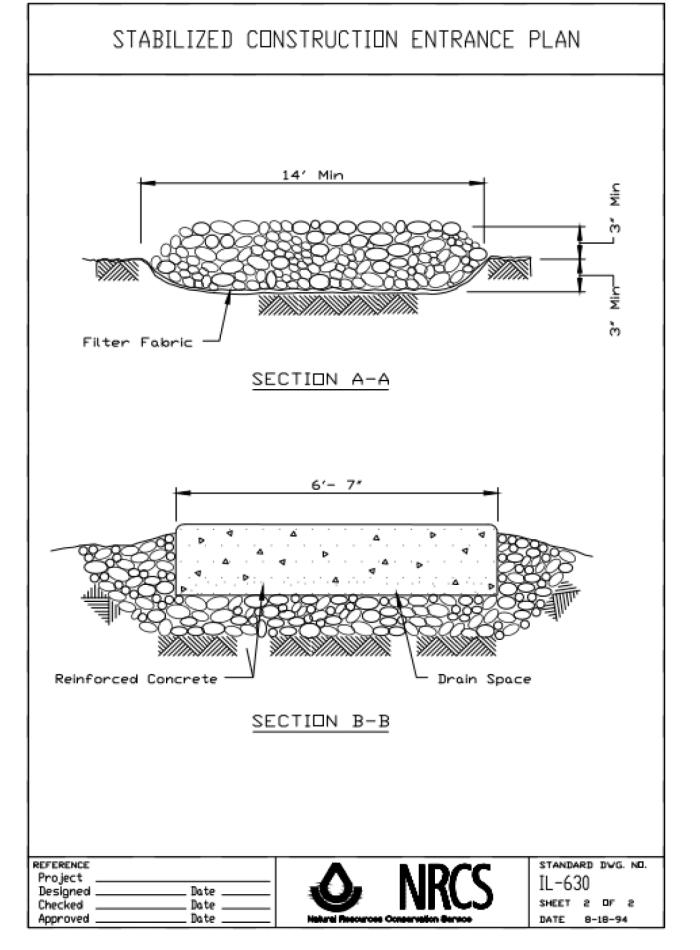
NORTH YORK STREET SIDEWALK IMPROVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
EROSION CONTROL NOTES			DUPAGE	92	25
SHEET NO. 1 OF 1 SHEETS	FED R	OAD DIST NO 1 THINNIS FED A	ID PROJECT		













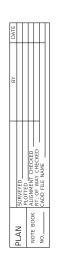
wo Pierce Place, Suite 1400 Itasca. Illinois 60143 CIVILTECH Tel: 630.773.3900 Fax: 630.773.3975 www.civiltechinc.com

REVISED CHECKED - KRK - 8/11/2023

CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT **EROSION CONTROL DETAILS** SHEET NO. 1 OF 7 SHEETS

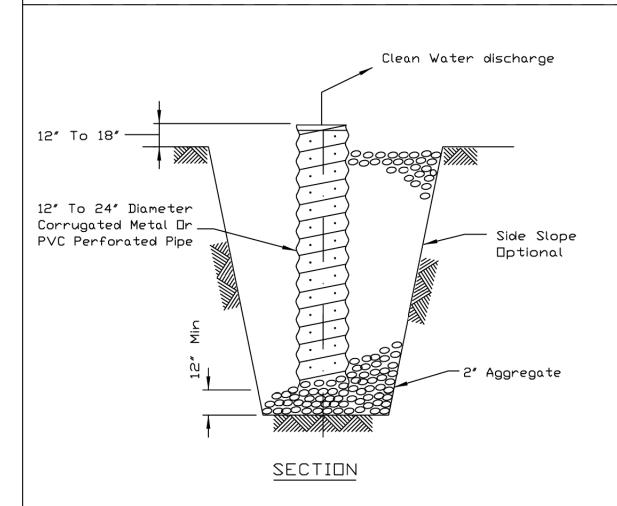
DUPAGE 92 27







SUMP PIT PLAN



NOTES:

- 1. Pit dimensions are optional.
- 2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
- 3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
- 4. The standpipe will extend 12" to 18" above the lip of the pit.
- 5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
- 6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE	
Project _	
Designed _	Date
Checked _	Date
Annroved	Note



STANDARD DWG. NO. IL-650 SHEET 1 OF 1

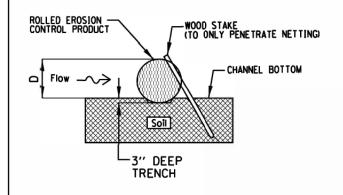
DATE 8-11-94

ROLLED EROSION CONTROL PRODUCTS

STAKING PATTERN GUIDE STRAW WATTLE OR ROLLED EXCELSIOR-IN 3" DEEP TRENCH STAKE WITHIN 2" OF-THE END OF WATTLE WOOD STAKE OR LESS

- NOTES:
 1. OVERLAP MINIMUM IS THE DIAMETER OF THE ROLL.
 2. 4' SPACING FOR WATTLES.
- 3. 2' SPACING FOR ROLLED EXCELSIOR.
- 4. OR SPACE ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

STAKE DETAIL



- 1. DRAWINGS ARE NOT TO SCALE.
 2. ENDS OF WATTLES OR ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPSLOPE.
 3. RECOMMENDED STAKES ARE 1 1/8" WIDE × 1 1/8" THICK × 30" LONG.
 4. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLE MORE THAN 2".
 5. SPACING: THE TOE OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL LINE WITH THE TOP OF THE DOWNSTREAM DITCH CHECK.

REFERENCE Project	
Designed	Date
Checked	Date
Approved	Date



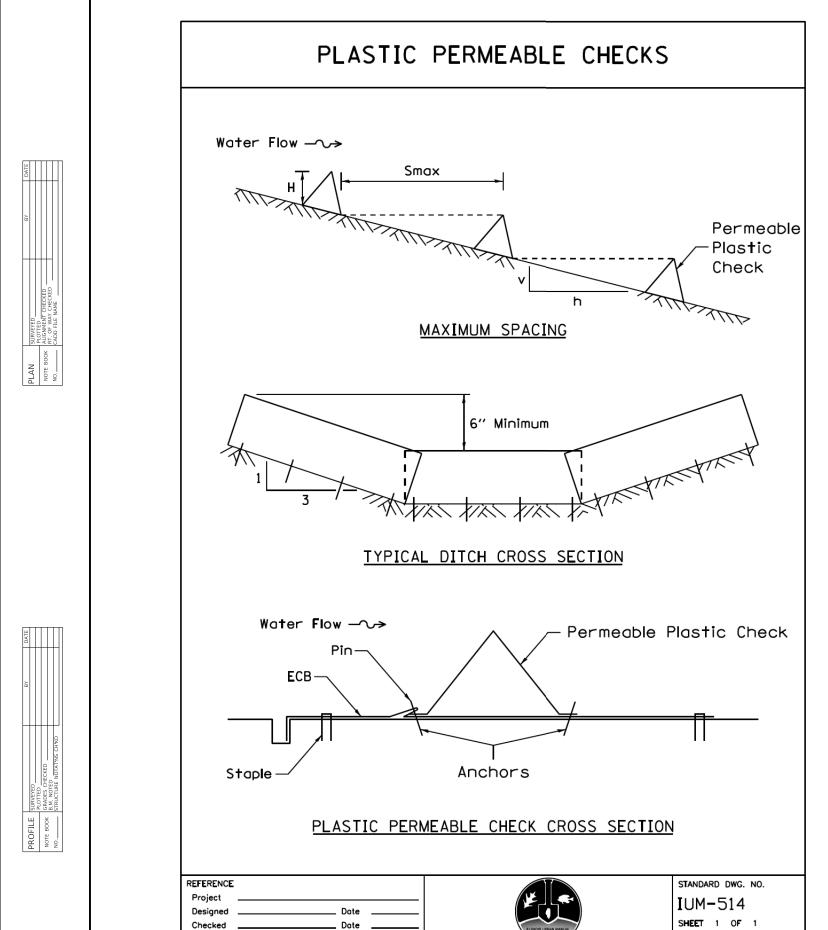
STANDARD DWG. NO. IUM-514 SHEET 1 OF 1 DATE 08-2-2019

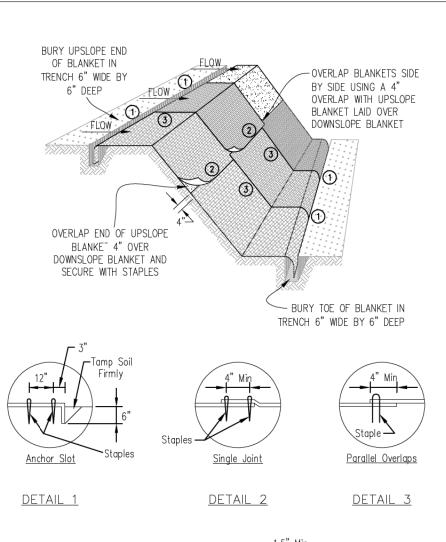


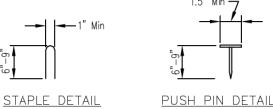
	DESIGNED	-	JRR	REVISED	-
	DRAWN	-	JRR	REVISED	-
5	CHECKED	-	KRK	REVISED	-
	DATE	-	8/11/2023	REVISED	-

CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT COUNTY DUPAGE 92 28 **EROSION CONTROL DETAILS** SHEET NO. 2 OF 7 SHEETS







NOTES:

- 1. Staples shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shal use 4 staples per s.y. of material. This equates to 200 staples with stiched blanket and 400 stapels with non-stiched blanket per 100 s.y. of material.
- 2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple
- 3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
- 4. All anchor slots shall be stapled at approximately 12" intervals.





Approved

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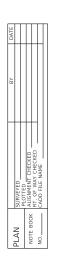
Date

DRAWN - JRR REVISED CHECKED - KRK - 8/11/2023 REVISED

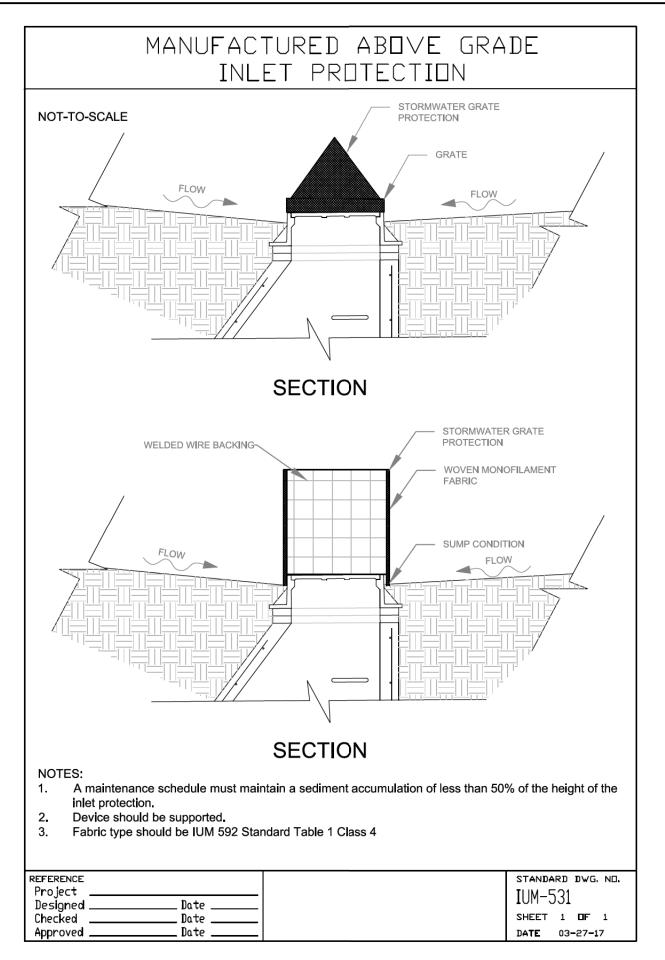
CITY OF ELMHURST

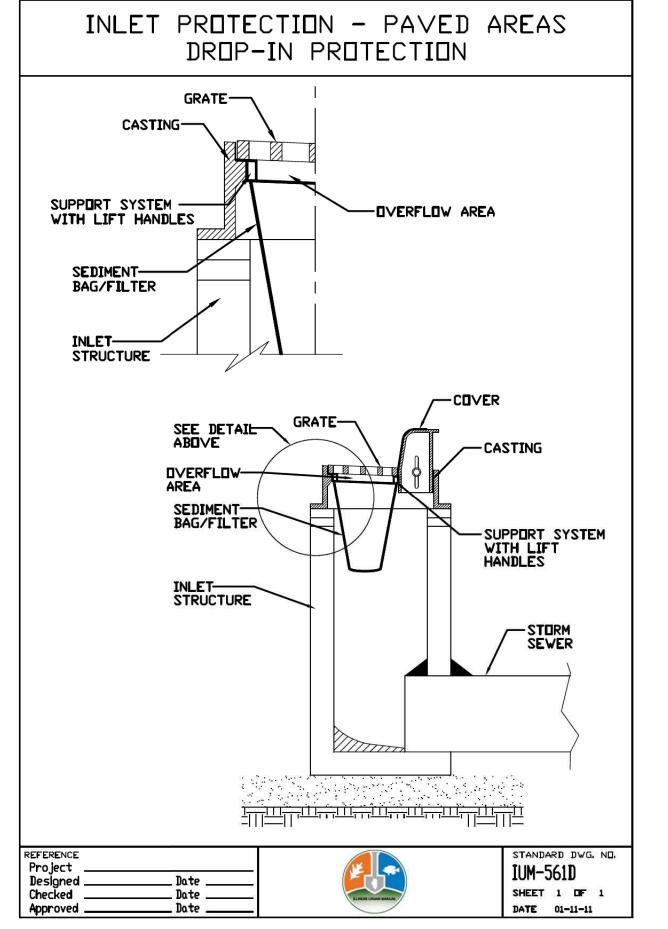
DATE 8-19-11

NORTH YORK STREET SIDEWALK IMPROVEMENT SECTION COUNTY DUPAGE 92 29 **EROSION CONTROL DETAILS** SHEET NO. 3 OF 7 SHEETS











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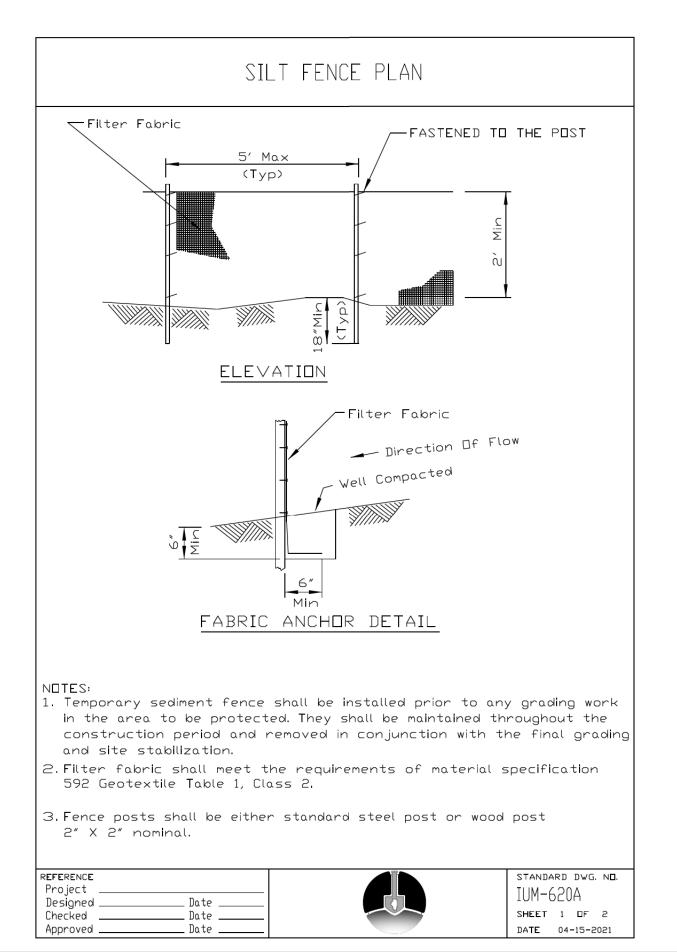
REVISED DRAWN - JRR REVISED CHECKED - KRK REVISED - 8/11/2023 REVISED

CITY OF ELMHURST

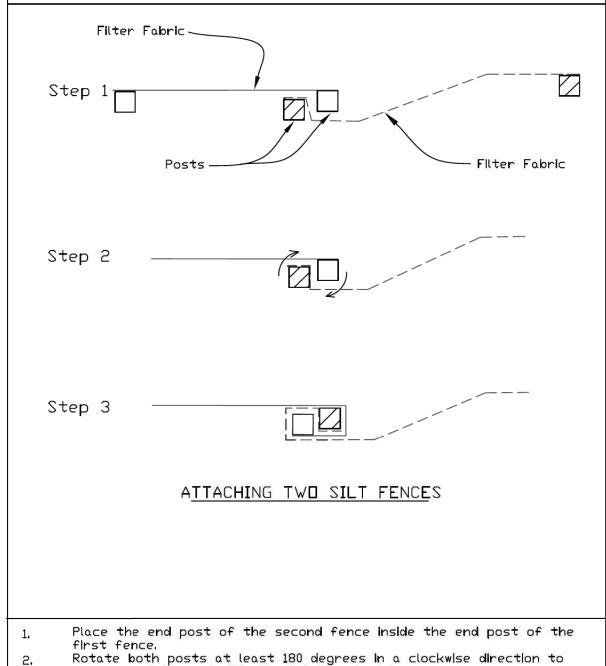
NORTH YORK STREET SIDEWALK IMPROVEMENT SECTION COUNTY DUPAGE 92 **EROSION CONTROL DETAILS** SHEET NO. 4 OF 7 SHEETS







SILT FENCE - SPLICING TWO FENCES



- create a tight seal with the fabric material.
- Cut the fabric near the bottom of the stakes to accommodate the 6"
- Drive both posts a minimum of 18 inches into the ground and bury the 4.
- Compact backfill (particularly at splices) completely to prevent 5. stormwater plping.

eference Project		(VE
Designed	Date	
Checked	Date	
Approved	Date	

STANDARD DWG, NO. IUM-620B(W) SHEET 1 OF 1 DATE 3-16-2012



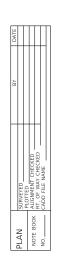
Two Pierce Place, Suite 1400 Itasca, Illinois 60143 CIVILTECH Tel: 630.773.3900 Fax: 630.773.3975 www.civiltechinc.com

DESIGNED - JRR DRAWN - JRR REVISED CHECKED - KRK REVISED - 8/11/2023

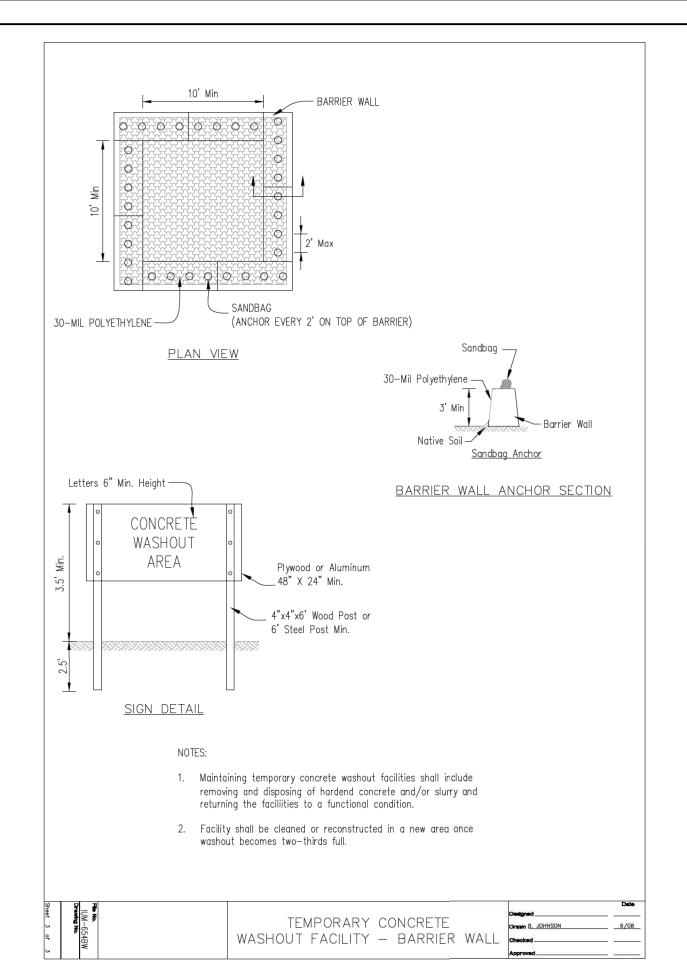
CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT **EROSION CONTROL DETAILS** SHEET NO. 5 OF 7 SHEETS

COUNTY DUPAGE 92







TREE PROTECTION, SPECIAL

The general contractor must properly install tree and parkway protection. The purpose of this fence is to protect the trees and root systems from damage, either by vehicles or material storage. If you are unsure of how and where to install the fencing, call Community Development at 630-530-3030 and request an on-site meeting with an inspector. After installation, remember to schedule another inspection with the same department.

Trunk Diameter	Tree Protection Zone Radius
1" to 9"	5 Feet
10" to 14"	10 Feet
15" to 19"	12 Feet
Over 19"	15 Feet

INSTALLATION INSTRUCTIONS

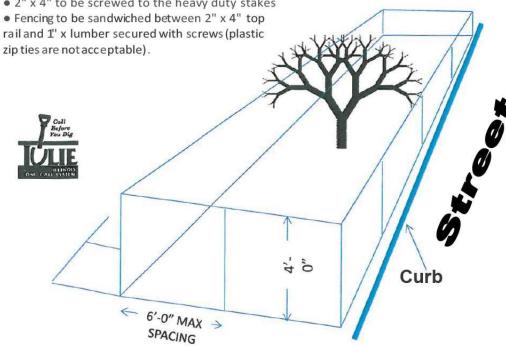
Install tree protection by constructing a fence as directed. Utilize steel fence post material at 6'-0" O.C. Provide a continuous wood horizontal top rail screwed to the metal posts. Neatly stretch and secure orange plastic snow fence material to the top rail and vertical members (a chain link fence is not permitted).

This protective fence shall remain intact throughout the entire duration of the construction project. It is the sole responsibility of the general contractor to maintain the fence during the entire length of the project. Near the completion of the project and prior to removing the fence, call Community Development at 630-530-3030 to request an inspection of the parkway and permission to remove the fence. Call for this inspection before final landscaping begins.

CITY RIGHT-OF-WAY SHALL NOT BE USED FOR STORAGE OF ANY TYPE AT ANY TIME

Construction Site:

- Heavy Duty Metal Stakes @ 6'-0" O.C. Max
- Continuous 2" x 4" Wood Top Rail
- 2" x 4" to be screwed to the heavy duty stakes



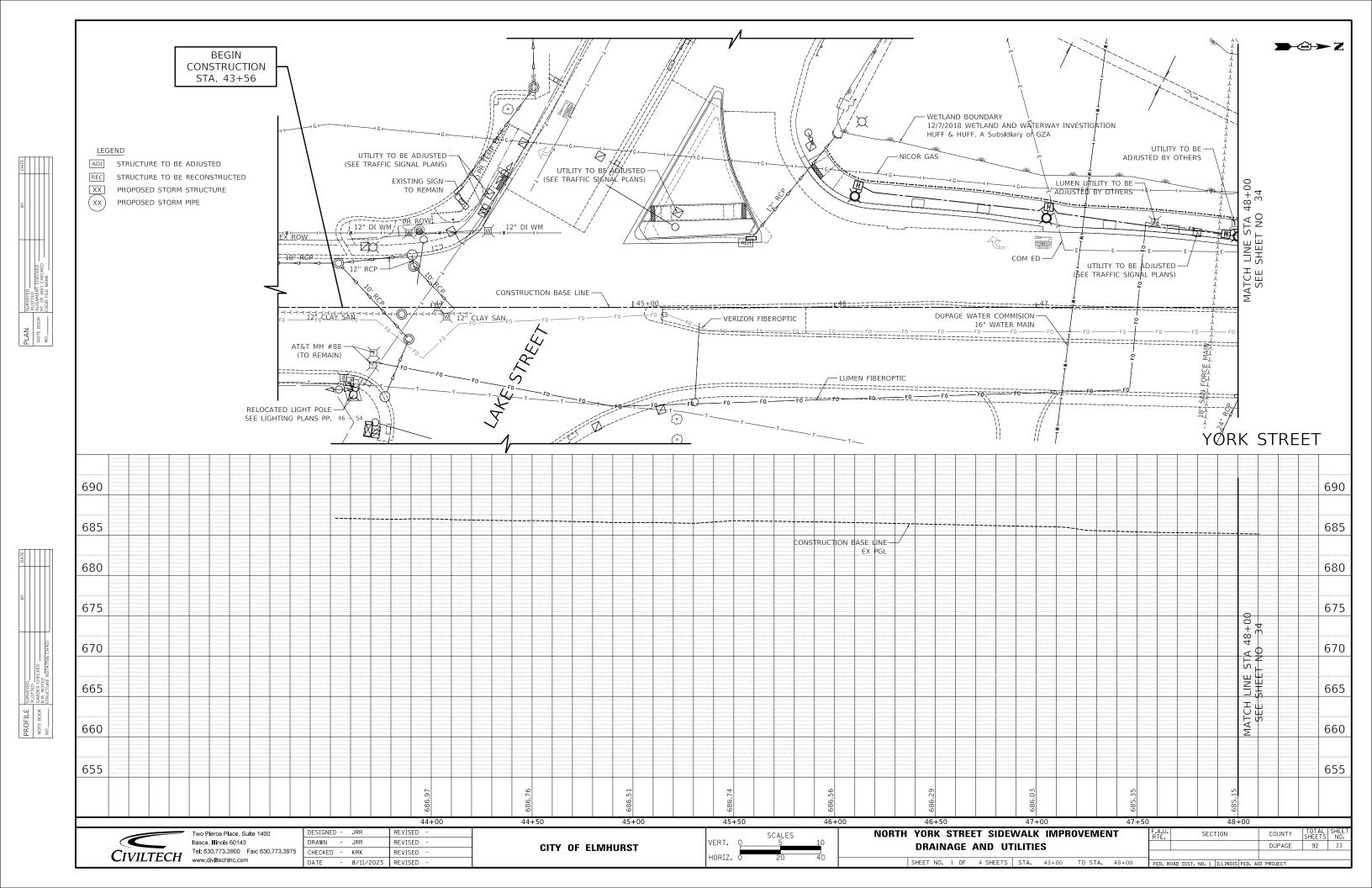
wo Pierce Place, Suite 1400 Itasca. Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975 CIVILTECH www.civiltechinc.com

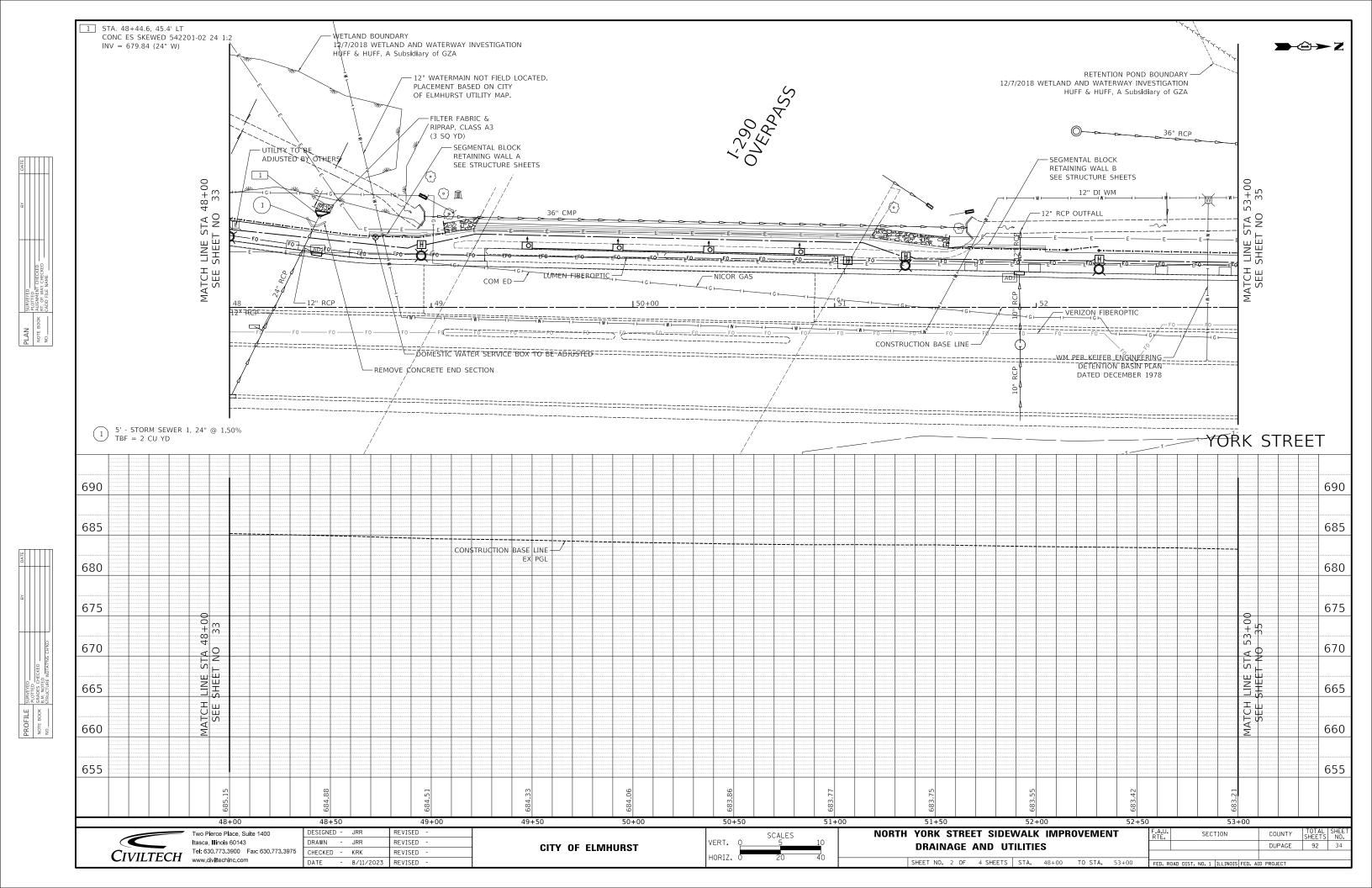
REVISED CHECKED - KRK 8/11/2023 REVISED

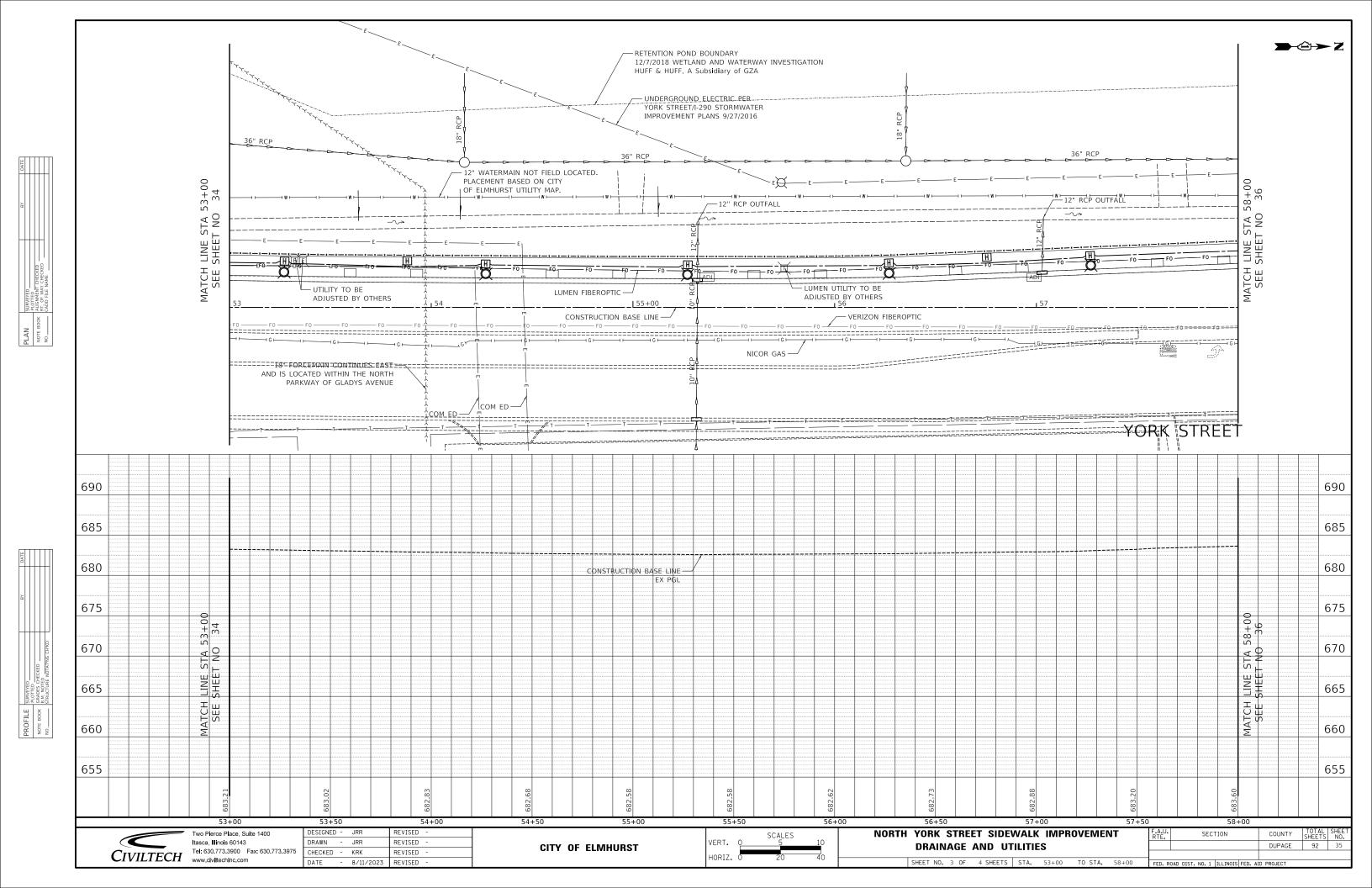
CITY OF ELMHURST

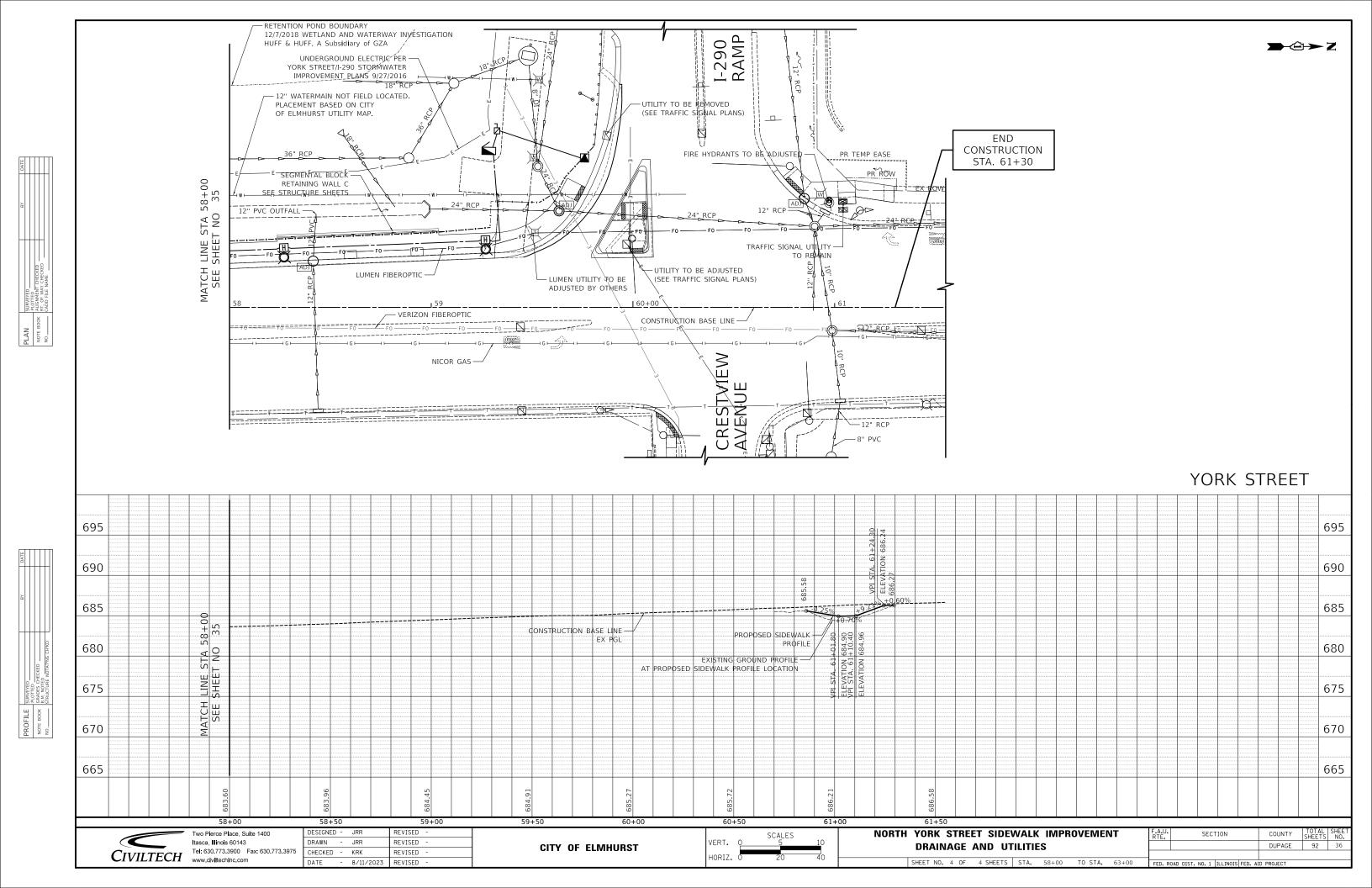
NORTH YORK STREET SIDEWALK IMPROVEMENT **EROSION CONTROL DETAILS** SHEET NO. 6 OF 7 SHEETS

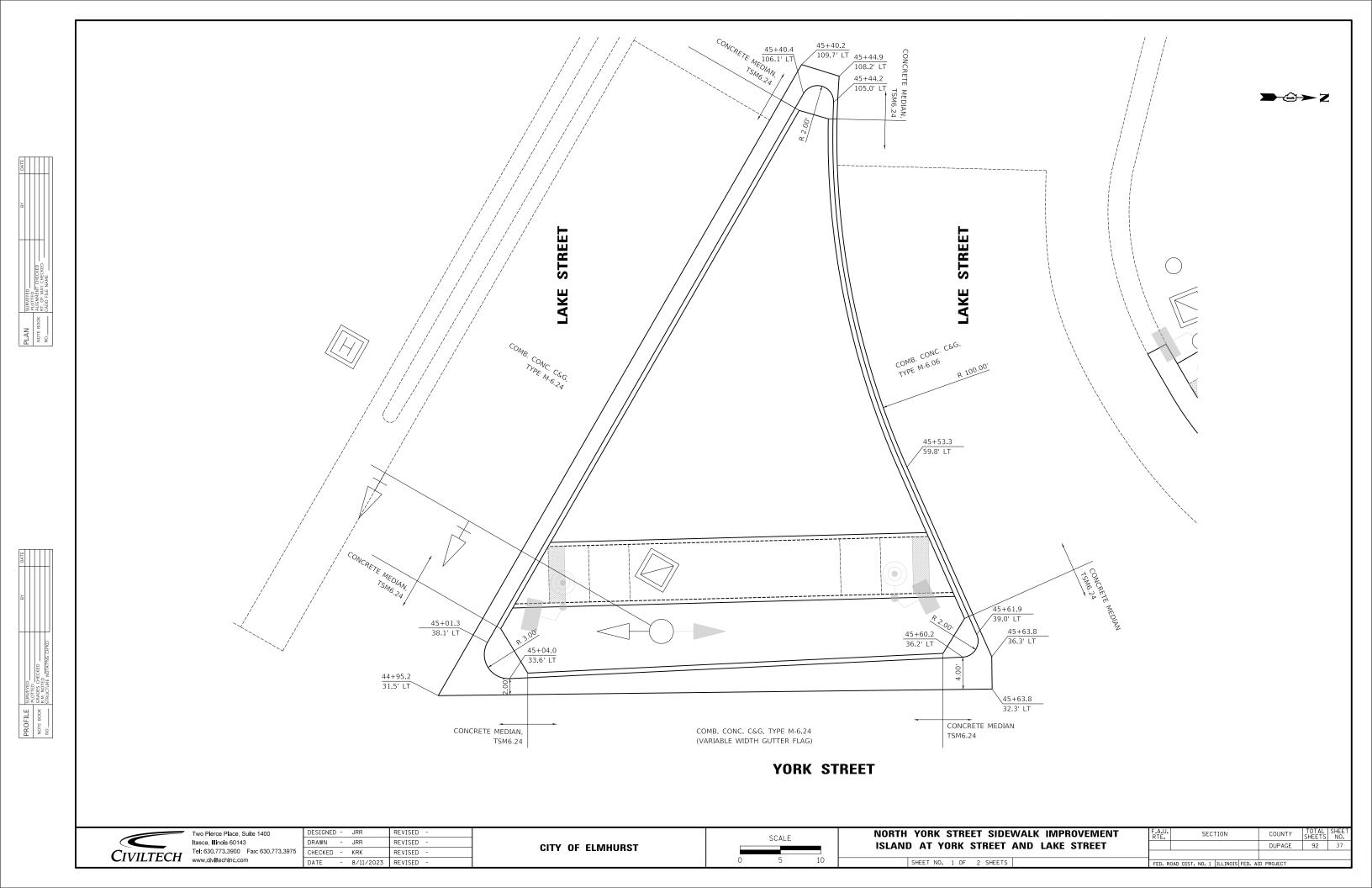
COUNTY DUPAGE 92

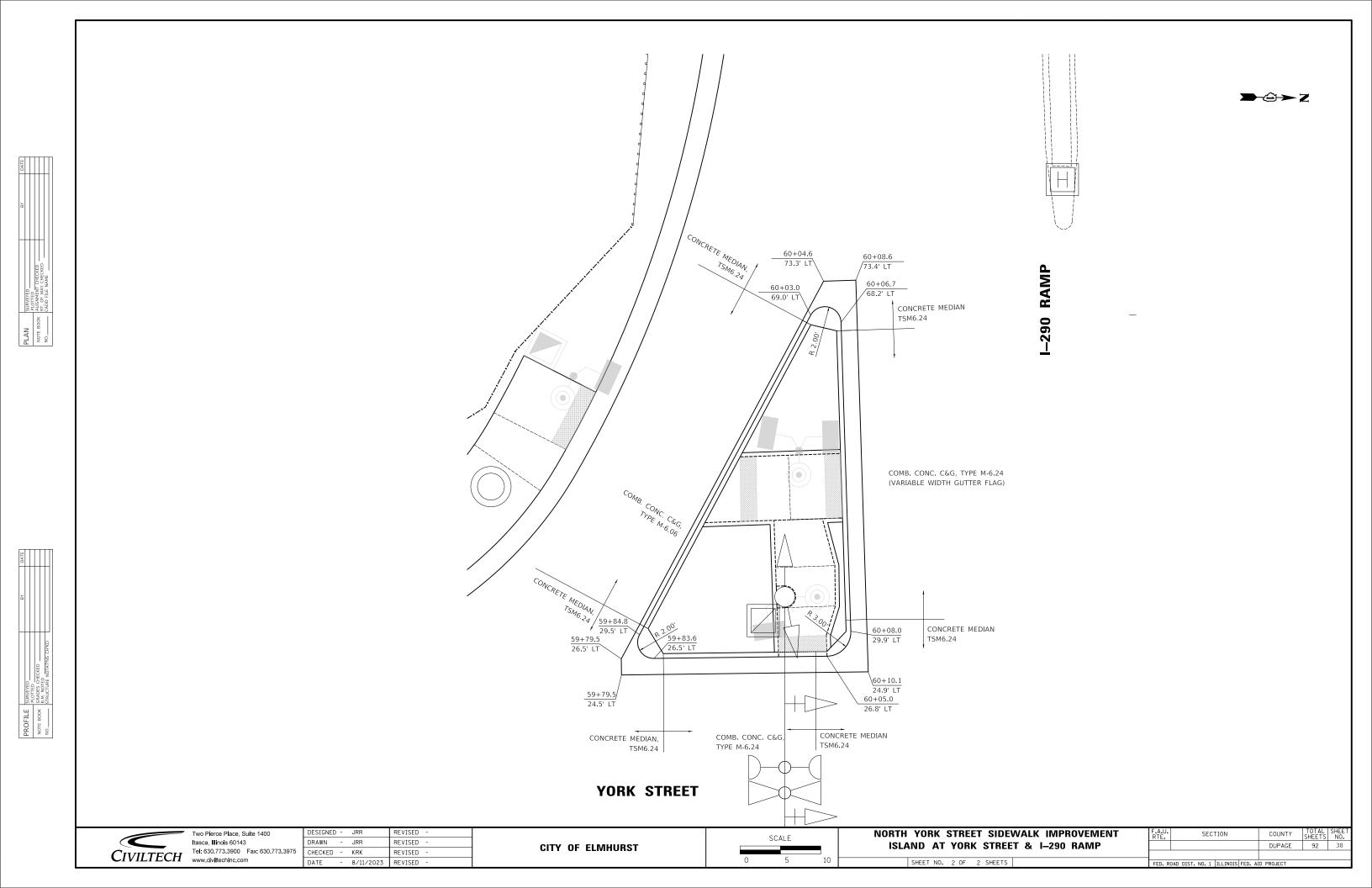












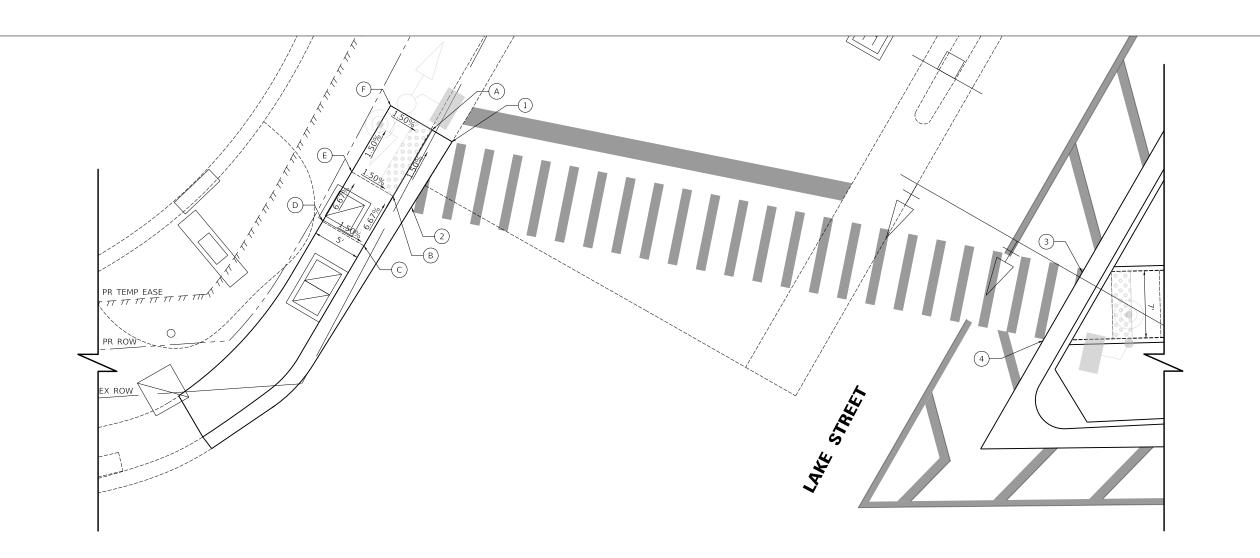
LAKE STREET AND YORK STREET SIDEWALK SOUTHWEST

	STATION	OFFSET	ELEVATION
Α	44+38.0	64.7 LT	686.31
В	44+33.9	57.8' LT	686.43
С	44+32.7	51.5' LT	686.83
D	44+26.6	55.2' LT	686.91
E	44+29.6	60.3' LT	686.51
F	44+33.7	67.2' LT	686.39

LAKE STREET BETWEEN SW SIDEWALK AND ISLAND

	STATION	OFFSET	ELEVATION
1	44+40.0	63.5' LT	(686.30)
2	44+35.9	56.6' LT	(686.32)
3	45+05.7	49.9' LT	(686.29)
4	45+01.7	42.3' LT	(686.36)





LEGEND

DETECTABLE WARNINGS (SPECIAL)

(X%) / (XXX.XX) EXISTING SLOPE / ELEVATION

X% / XXX.XX PROPOSED SLOPE / ELEVATION



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	DESIGNED		JRR	REVISED	-
	DRAWN	-	JRR	REVISED	-
75	CHECKED	-	KRK	REVISED	-
	DATE	-	8/11/2023	REVISED	-

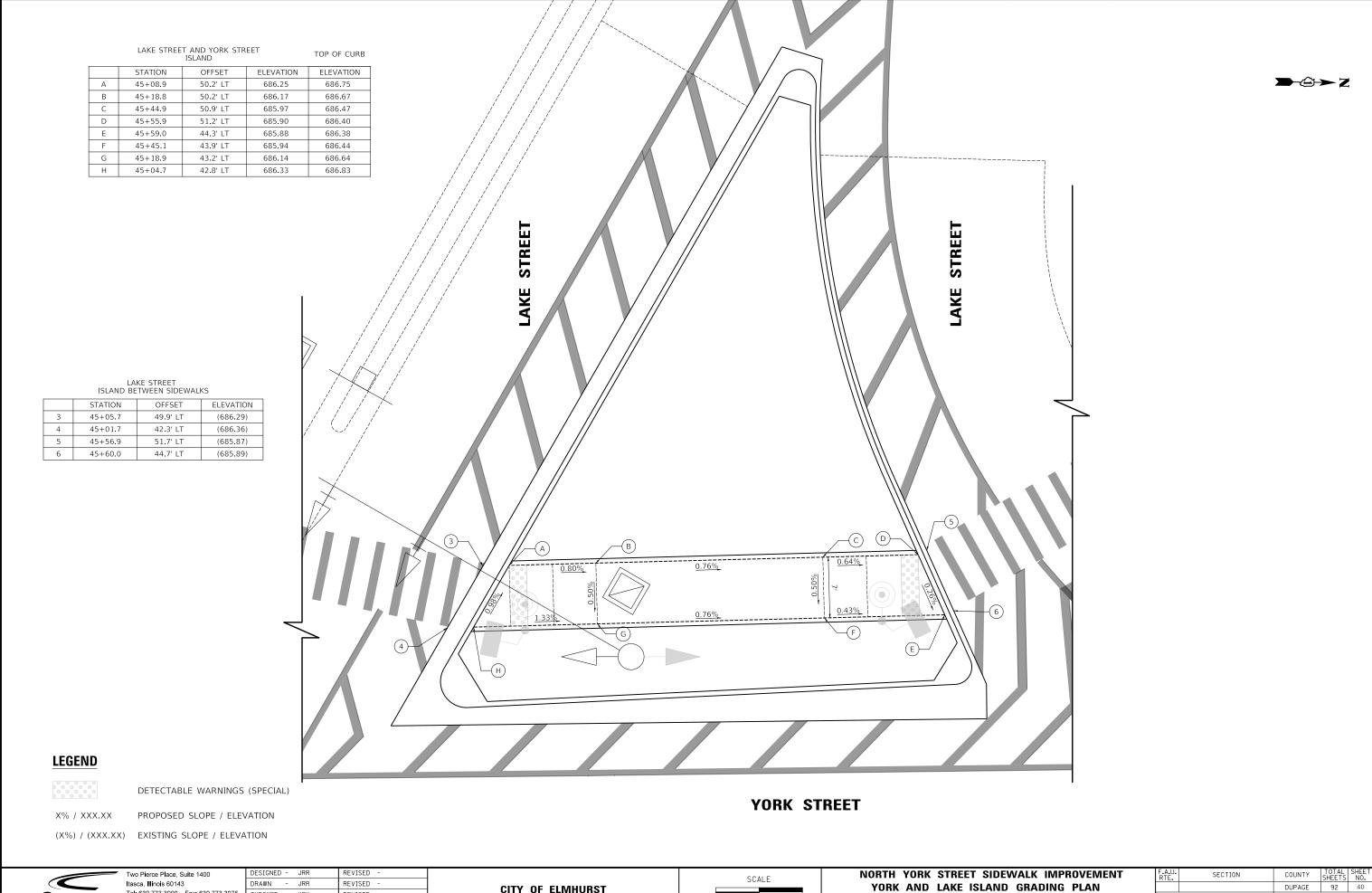
YORK STREET

CITY OF ELMHURST



NORTH YORK STREET SIDEWALK IMPROVEMENT YORK AND LAKE SW SIDEWALK GRADING PLANS SHEET NO. 1 OF 5 SHEETS

SECTION COUNTY DUPAGE 92

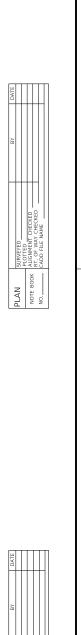


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CITY OF ELMHURST

YORK AND LAKE ISLAND GRADING PLAN SHEET NO. 2 OF 5 SHEETS



LAKE STREET BETWEEN ISLAND AND NW SIDEWALK

Two Pierce Place, Suite 1400

DRAWN - JRR

CHECKED - KRK

REVISED -

REVISED

- 8/11/2023 REVISED

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	STATION	OFFSET	ELEVATION			
5	45+56.9	51.7' LT	(685.87)			
6	45+60.0	44.7' LT	(685.89)			
7	45+86.0	68.8' LT	(685.41)			
8	45+90.9	62.4' LT	(685.41)			

LAKE STREET AND YORK STREET SIDEWALK NORTHWEST

	STATION	OFFSET	ELEVATION
А	45+95.4	77.6' LT	685.37
В	45+96.9	75.1' LT	685.32
С	46+00.4	70.4' LT	685.35
D	46+04.7	66.5' LT	685.70
E	45+99.0	58.3' LT	685.85
F	45+93.0	63.6' LT	685.50
G	45+88.2	70.1' LT	685.47
Н	45+86.8	72.6' LT	685.52

NORTH YORK STREET SIDEWALK IMPROVEMENT

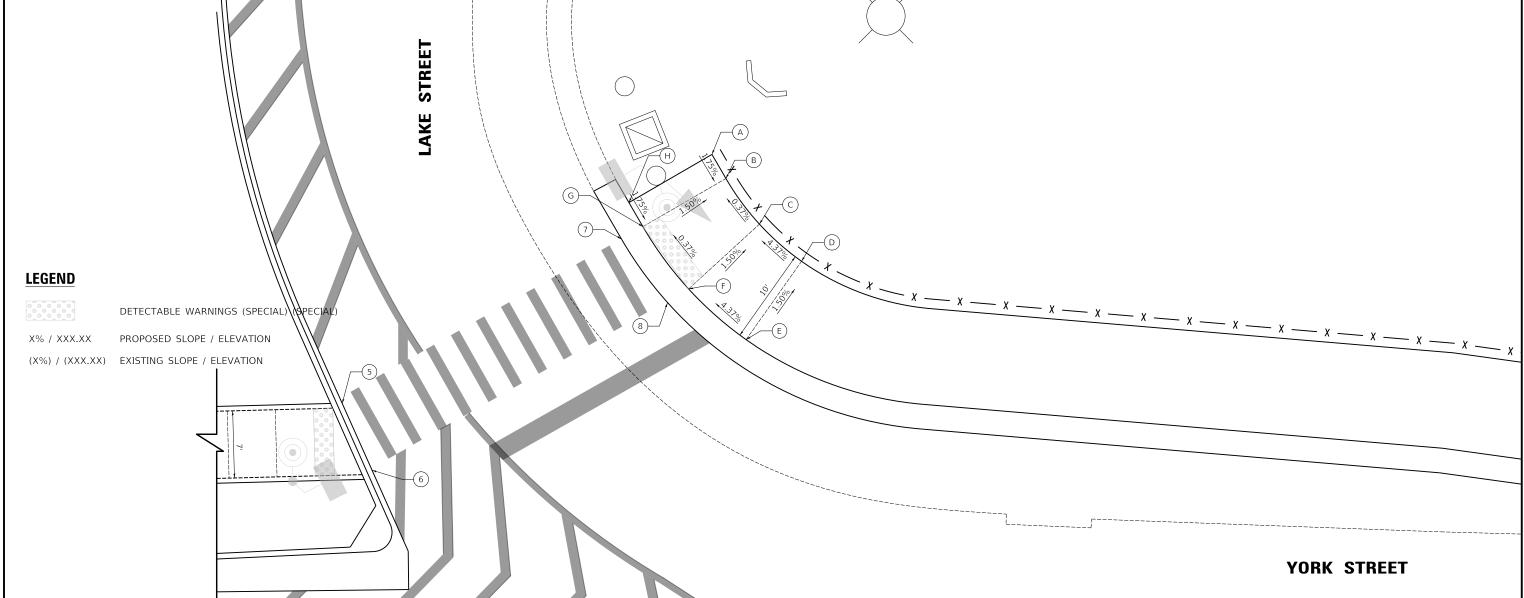
YORK AND LAKE NW SIDEWALK GRADING PLAN

SHEET NO. 3 OF 5 SHEETS

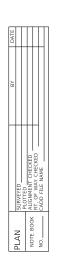


COUNTY SHEETS NO.

DUPAGE 92 41



CITY OF ELMHURST



STATION

59+50.9

59+45.6

59+31.4

59+25.4

OFFSET

37.0 LT 40.7 LT

31.6' LT

29.0' LT

26.7' LT

Itasca, Illinois 60143

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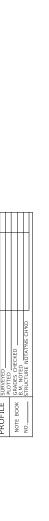
DRAWN - JRR

CHECKED - KRK

REVISED

- 8/11/2023 REVISED

CITY OF ELMHURST



IL 290 RAMP AND YORK STREET IL 290 RAMP AND YORK STREET

ELEVATION

684.30

684.43

684.98

684.58

684.45 684.80

	STATION	OFFSET	ELEVATION
9	59+31.5	24.4 LT	684.38
10	59+46.1	26.9' LT	684.50
11	59+78.7	58.4' LT	684.61
12	59+74.9	51.2' LT	684.60
13	59+92.9	51.4 LT	684.87
14	59+88.8	43.9' LT	684.85
15	59+99.1	24.7' LT	685.05
16	65+05.1	24.8' LT	685.10
17	60+09.5	44.0' LT	685.06
18	60+09.3	52.0' LT	685.03

IL 290 RAMP AND YORK STREET

	STATION	OFFSET	ELEVATION
G	59+61.3	53.0' LT	684.85
Н	59+63.7	57.0' LT	684.76
I	59+57.4	64.0' LT	684.77
J	59+76.4	59.5' LT	684.62
K	59+72.6	52.4 LT	684.61
Ĺ	59+69.5	47.3' LT	684.70

IL 290 RAMP AND YORK STREET ISLAND

NORTH YORK STREET SIDEWALK IMPROVEMENT

YORK & RAMP SERVICE RD, SW AND ISLAND GRADING

SHEET NO. 4 OF 5 SHEETS

ATION

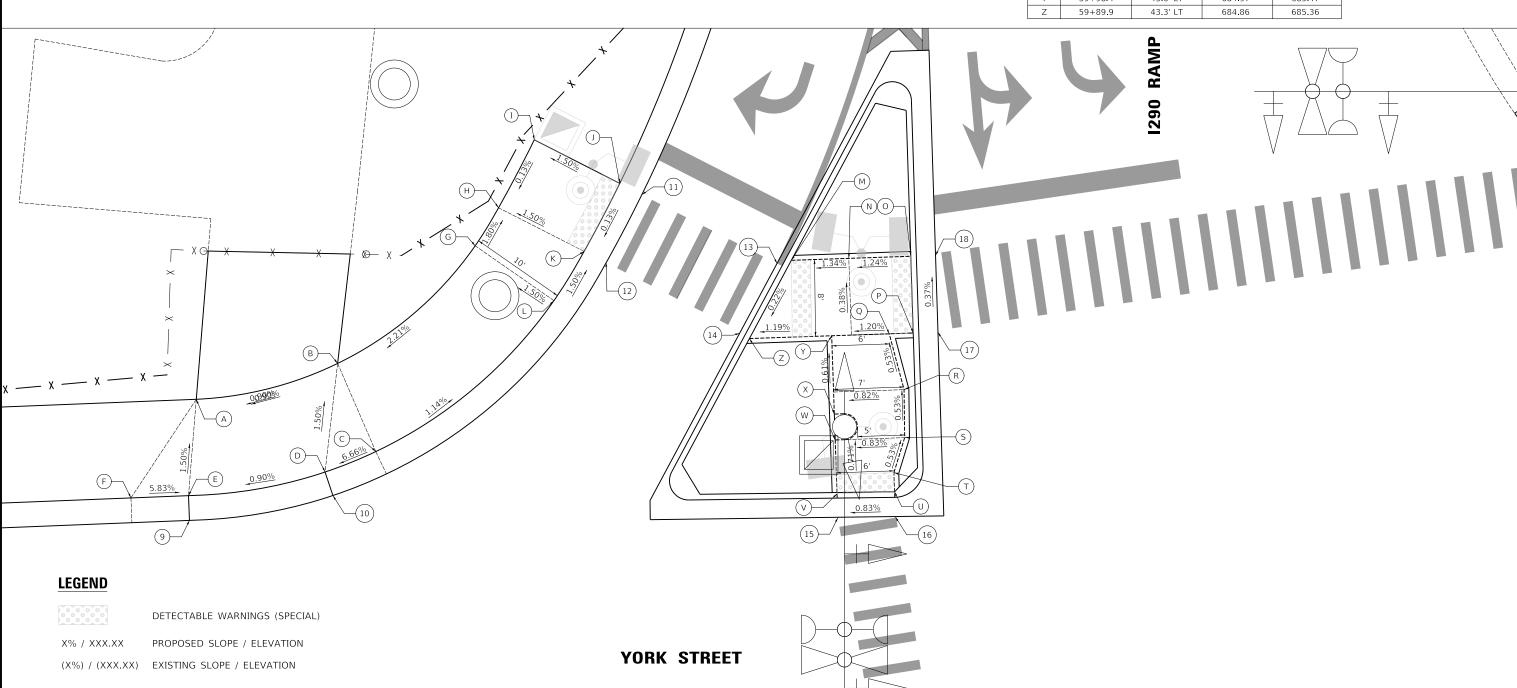
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COUNTY

DUPAGE 92 42

TOP OF CURB

	STATION	OFFSET	ELEVATION	ELEVATION
M	59+94.2	51.5' LT	684.88	685.38
N	60+00.2	51.7' LT	684.96	685.46
0	60+06.7	51.9 LT	685.04	685.54
Р	60+06.9	43.9' LT	685.07	685.57
Q	60+04.4	43.8' LT	685.04	685.54
R	60+06.0	38.0' LT	685.07	685.57
S	60+06.0	33.0' LT	685.10	685.60
Т	60+04.9	29.4 LT	685.12	685.62
U	60+05.0	27.4' LT	685.13	685.63
V	59+99.0	27.2' LT	685.08	685.58
W	59+98.8	32.8' LT	685.04	685.54
Х	59+98.7	35.5' LT	685.02	685.52
Y	59+98.4	43.6' LT	684.97	685.47
Z	59+89.9	43.3' LT	684.86	685.36



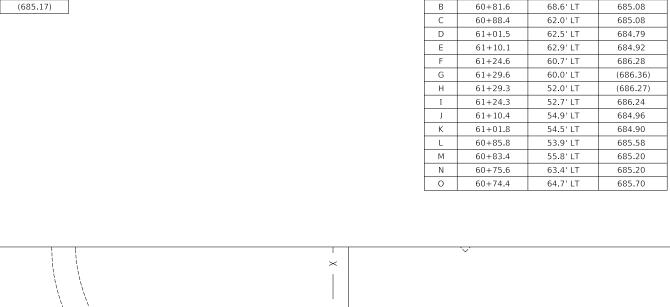


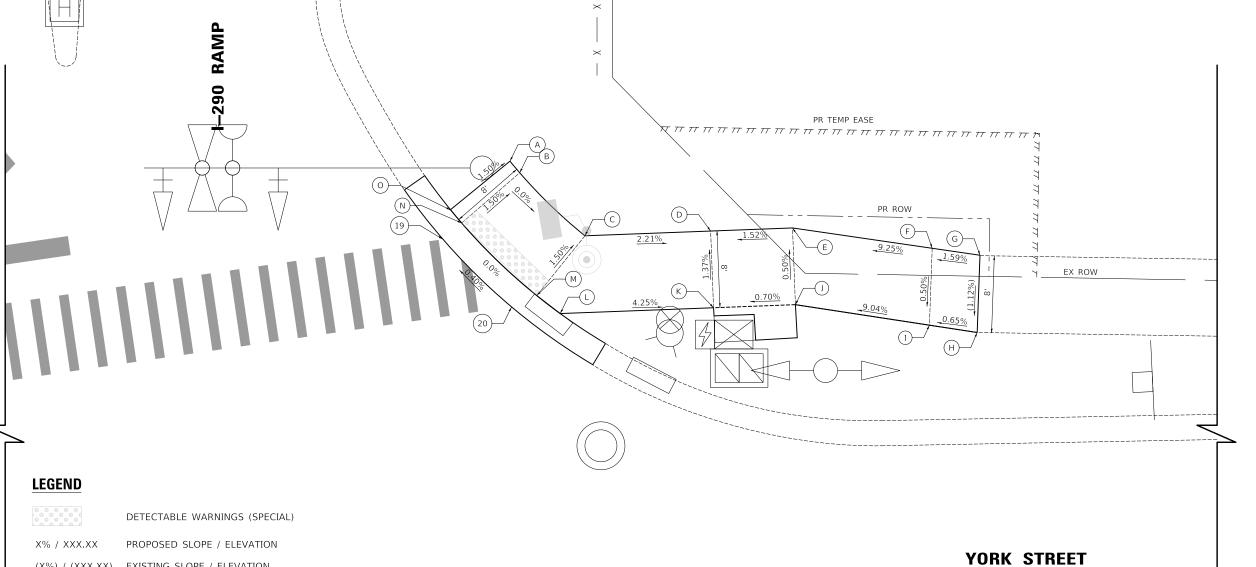
IL 290 RAMP AND YORK STREET SIDEWALK NORTHWEST

	STATION	OFFSET	ELEVATION
19	60+73.6	61.7' LT	(685.13)
20	60+80.8	54.6' LT	(685.17)

IL 290 RAMP AND YORK STREET SIDEWALK NORTHWEST

	STATION	OFFSET	ELEVATION
Α	60+80.5	69.9' LT	685.58
В	60+81.6	68.6' LT	685.08
С	60+88.4	62.0' LT	685.08
D	61+01.5	62.5' LT	684.79
Е	61+10.1	62.9' LT	684.92
F	61+24.6	60.7' LT	686.28
G	61+29.6	60.0' LT	(686.36)
Н	61+29.3	52.0' LT	(686.27)
I	61+24.3	52.7' LT	686.24
J	61+10.4	54.9' LT	684.96
K	61+01.8	54.5' LT	684.90
L	60+85.8	53.9' LT	685.58
М	60+83.4	55.8' LT	685.20
N	60+75.6	63.4 LT	685.20
0	60+74.4	64.7' LT	685.70





X% / XXX.XX PROPOSED SLOPE / ELEVATION

(X%) / (XXX.XX) EXISTING SLOPE / ELEVATION



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	DATE	-	8/11/2023	REVISED -
5	CHECKED	-	KRK	REVISED -
	DRAWN	-	JRR	REVISED -
	DESIGNED	-	JRR	REVISED -

CITY	0F	ELMHURST	



NORTH YORK STREET SIDEWALK IMPROVEMENT YORK & RAMP NW SW GRADING PLAN SHEET NO. 5 OF 5 SHEETS

F.A.U. RTE.			SE	С	ΓΙΟΝ			COUNTY	•	TOTAL SHEETS	SHEET NO.
								DUPAGE		92	43
							Т				
FED. R	OAD D	IST.	N0.	1	ILLINOIS	FED.	AIC	PROJECT			

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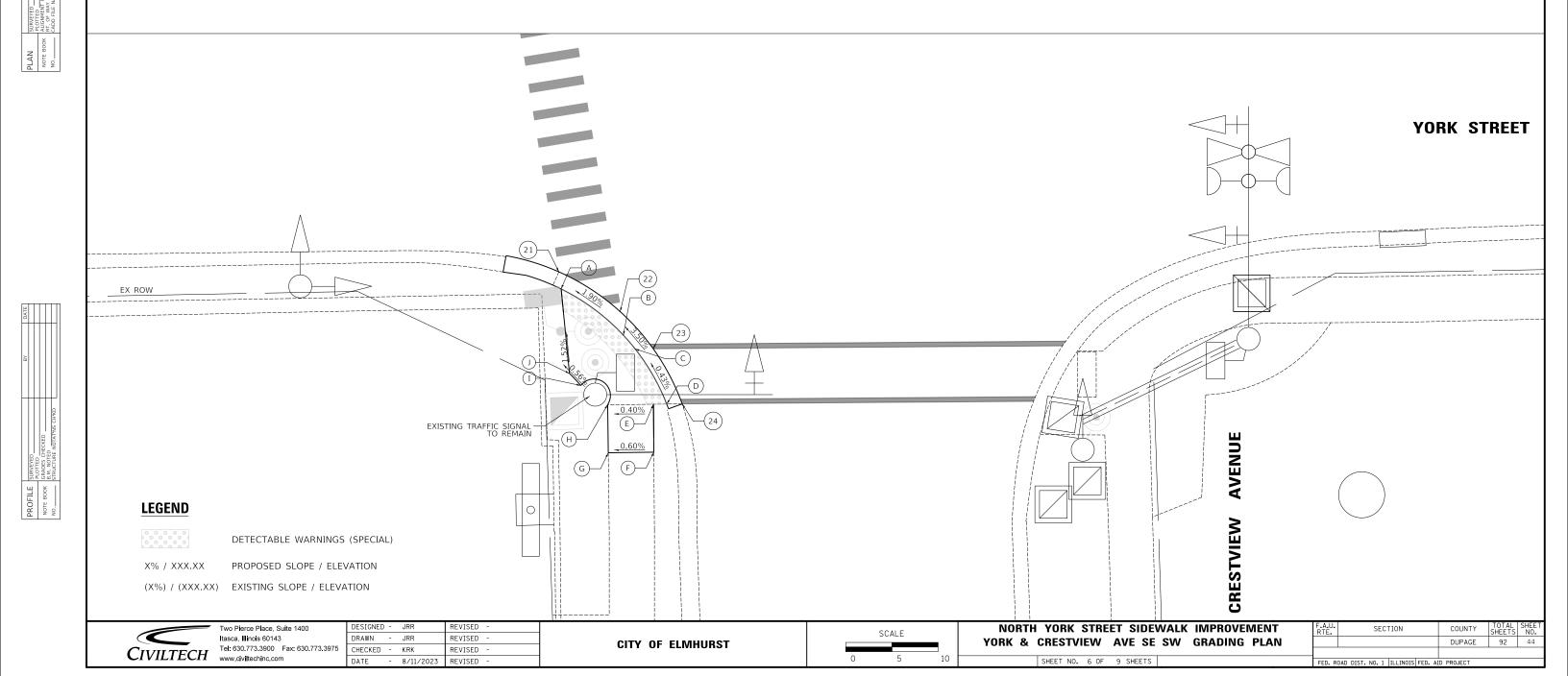
CRESTVIEW AVENUE AND YORK STREET
SIDEWALK SOUTHEAST

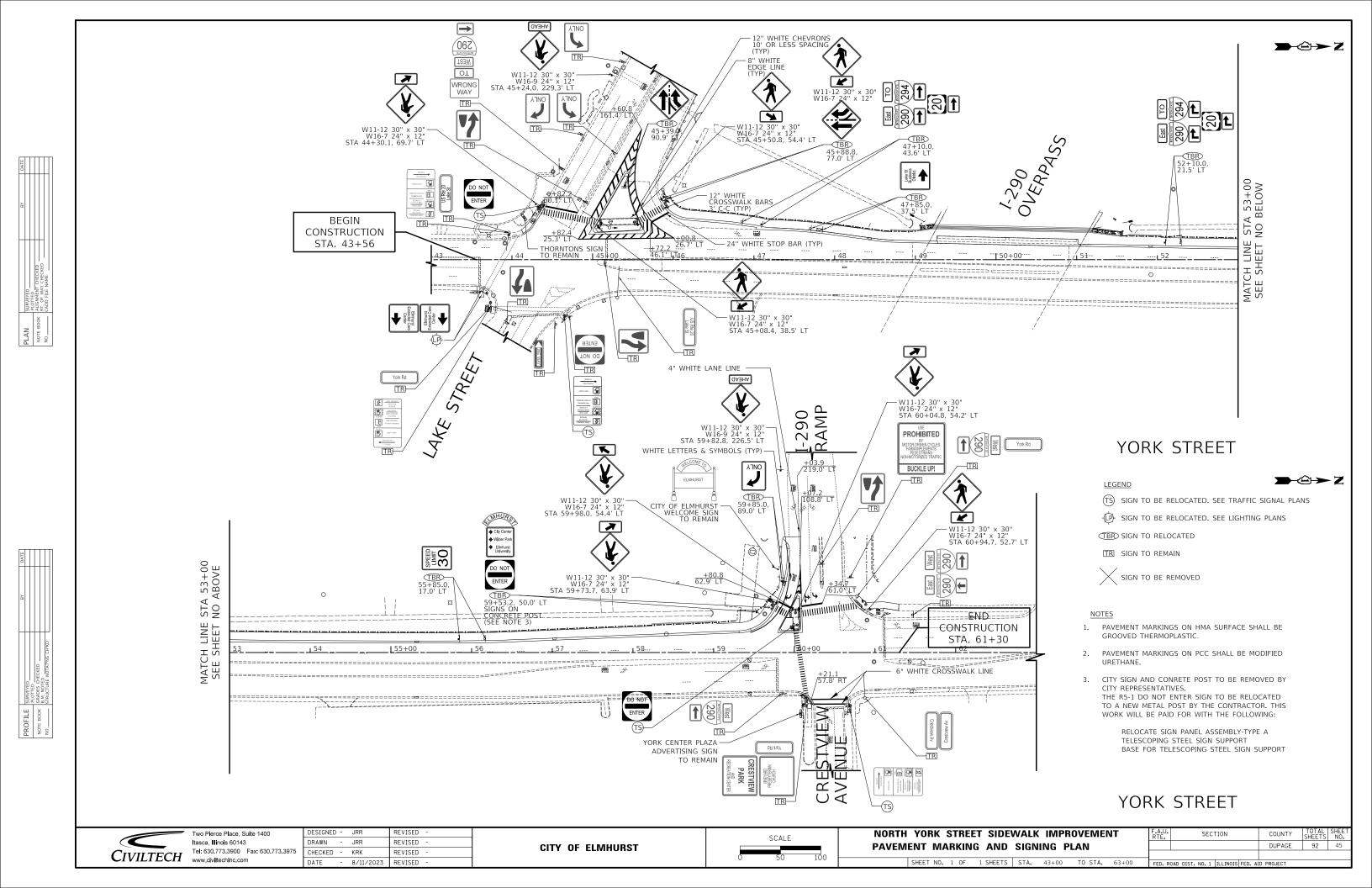
STATION OFFSET FLEY

	STATION	OFFSET	ELEVATION
Α	60+11.5	51.8' RT	685.03
В	60+18.2	56.8' RT	685.19
С	60+19.5	58.3' RT	685.26
D	60+22.9	64.3' RT	685.29
Е	60+21.5	64.3' RT	685.30
F	60+21.5	69.5' RT	(685.41)
G	60+16.6	69.6' RT	(685.38)
Н	60+16.5	64.4' RT	685.28
I	60+13.6	62.3' RT	685.18
J	60+12.4	61.0' RT	685.17

CRESTVIEW AVENUE AND YORK STREET

	STATION	OFFSET	ELEVATION
21	60+11.2	50.0' RT	(685.02)
22	60+17.9	54.3' RT	(685.18)
23	60+21.5	58.3' RT	(685.25)
24	60+24.6	64.3' RT	(685.28)





LEGEND

PROPOSED LIGHTING UNIT

Q

Ø LUMINIARE, LED, SPECIAL 30 W LED, 3000K, 120V LIGHT POLE, SPECIAL 14 FT TAPERED FLUTED ALUMINUM PROPOSED UNDERPASS LUMINAIRE (SPECIAL) 39 W LED LUMINAIRE, 3000K, 120V PROPOSED HANDHOLE, COMPOSITE CONCRETE \blacksquare 12" X 12" PROPOSED LIGHTING CONTROLLER, BASE MOUNTED, 240 VOLT, 100 AMP PROPOSED UNDERGROUND CONDUIT, PVC. 2" ELECTRIC CABLE IN CONDUIT AS SPECIFIED IN THE PLANS PROPOSED CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA., PVC COATED GALVANIZED STEEL ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10, 1/C NO. 10 GROUND PROPOSED UNDERGROUND CONDUIT, PVC, 1" -----ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10, 1/C NO. 10 GROUND

LIGHTING GENERAL NOTES

PROPOSED ELECTRIC SERVICE DISCONNECT

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR
 TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- 2. PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, ANY WORK IS NOT REQUIRED, THAT ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES AND HANHOLES FOR EXAMINATION AND CONFIRMATION WITH THE RESIDENT ENGINEER.
- 4 THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO INSTALLING LIGHT POLE FOUNDATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE RESIDENT ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF FOUNDATIONS HEIGHTS AND THE LIGHT SHALL REMAIN WITH THE CONTRACTOR.
- 6 NO LIGHT POLES SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATIONS HAVE CURED, AS APPROVED BY THE ENGINEER.
- 7 TO MAINTAIN THE STRUCTURAL INTEGRITY OF POLES WITH MAST ARMS, THEY SHALL NOT BE ERECTED AND LEFT TO STAND WITHOUT LUMINAIRES. NOTE THAT THE CONTRACTOR SHALL NOT BE PAID FOR POLES UNTIL LUMINAIRES ARE INSTALLED.
- 8 CONDUIT MUST BE POSITIONED IN THE FIELD TO AVOID CONFLICT WITH TREES, DRAINS, OTHER UTILITIES, AND LANDSCAPING.
- 9 THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE ANY LIGHT STANDARD IS ERECTED.
- 10 THE INSTALLATION OF BURIED WARNING TAPE SHALL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER.
- 11 ANY DAMAGE TO PAVEMENT, SIDEWALK, CURB, OR ANY OTHER PORTION OF THE ROADWAY NOT SPECIFICALLY TO BE REMOVED AND REPLACED SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST AND REPLACEMENT SHALL MEET THE APPROVAL OF THE ENGINEER.

LIGHTING SCHEDULE OF QUANTITIES

CODED PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
80400200	ELECTRIC UTILITY SERVICE CONNECTION	LSUM	1
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	150
81028320	UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	878
81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	1462
81100220	CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA., PVC COATED GALVANIZED STEEL	FOOT	178
81300320	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 8" X 8" X 6"	EACH	5
81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	16
81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	4352
81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	4765
81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	6414
81702400	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 2	FOOT	160
82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	10
X1400238	LUMINAIRE, LED, SPECIAL	EACH	13
X8040310	ELECTRICAL SERVICE DISCONNECT	EACH	1
X8211000	UNDERPASS LUMINAIRE (SPECIAL)	EACH	4
X8300001	LIGHT POLE, SPECIAL	EACH	13
X8360210	LIGHT POLE FOUNDATION, 24" DIAMETER, SPECIAL	FOOT	130
X8360215	LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	24
X8440116	RELOCATE EXISTING LIGHTING UNIT (SPECIAL)	EACH	1
Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	5

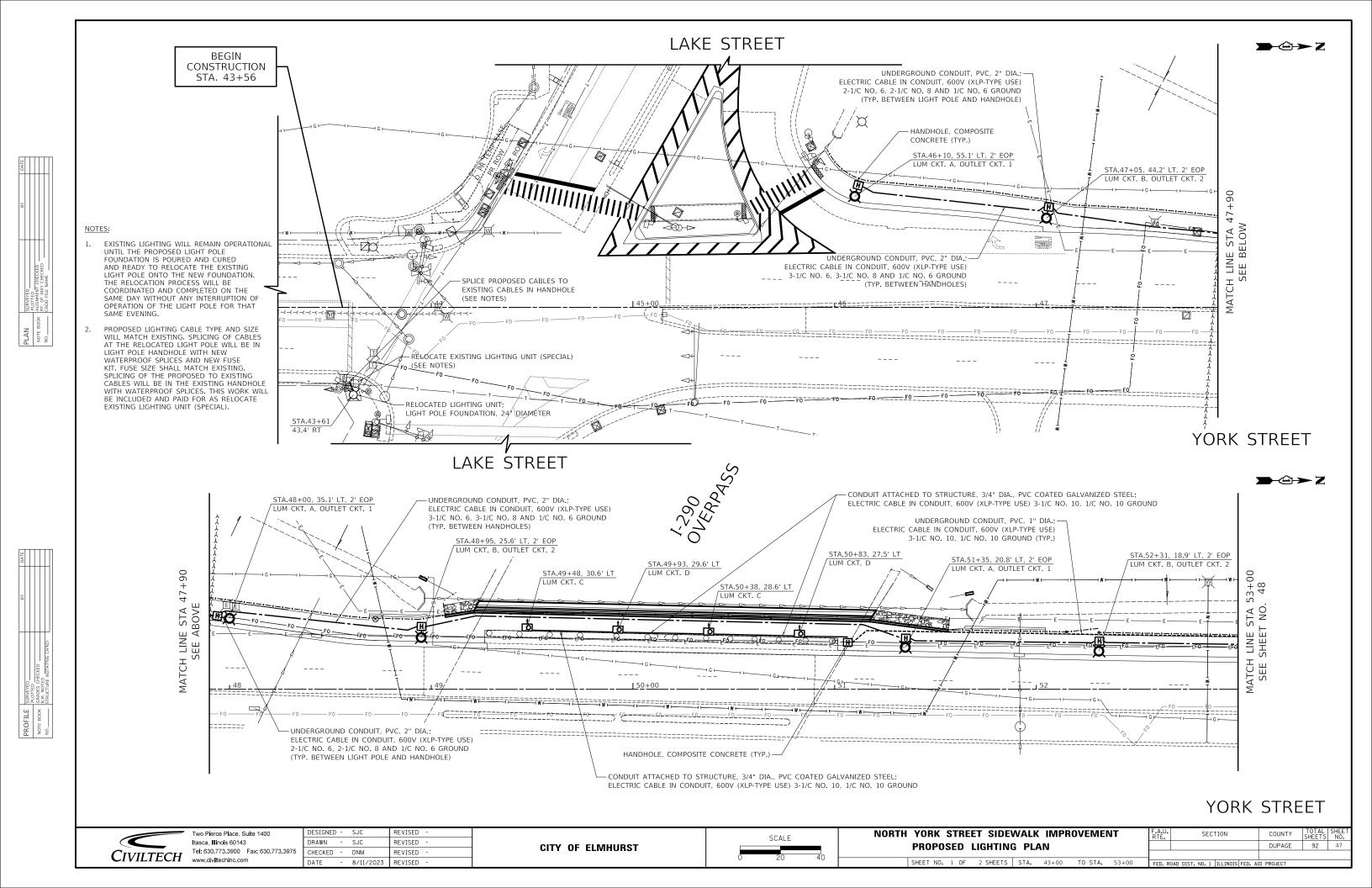
SECTION

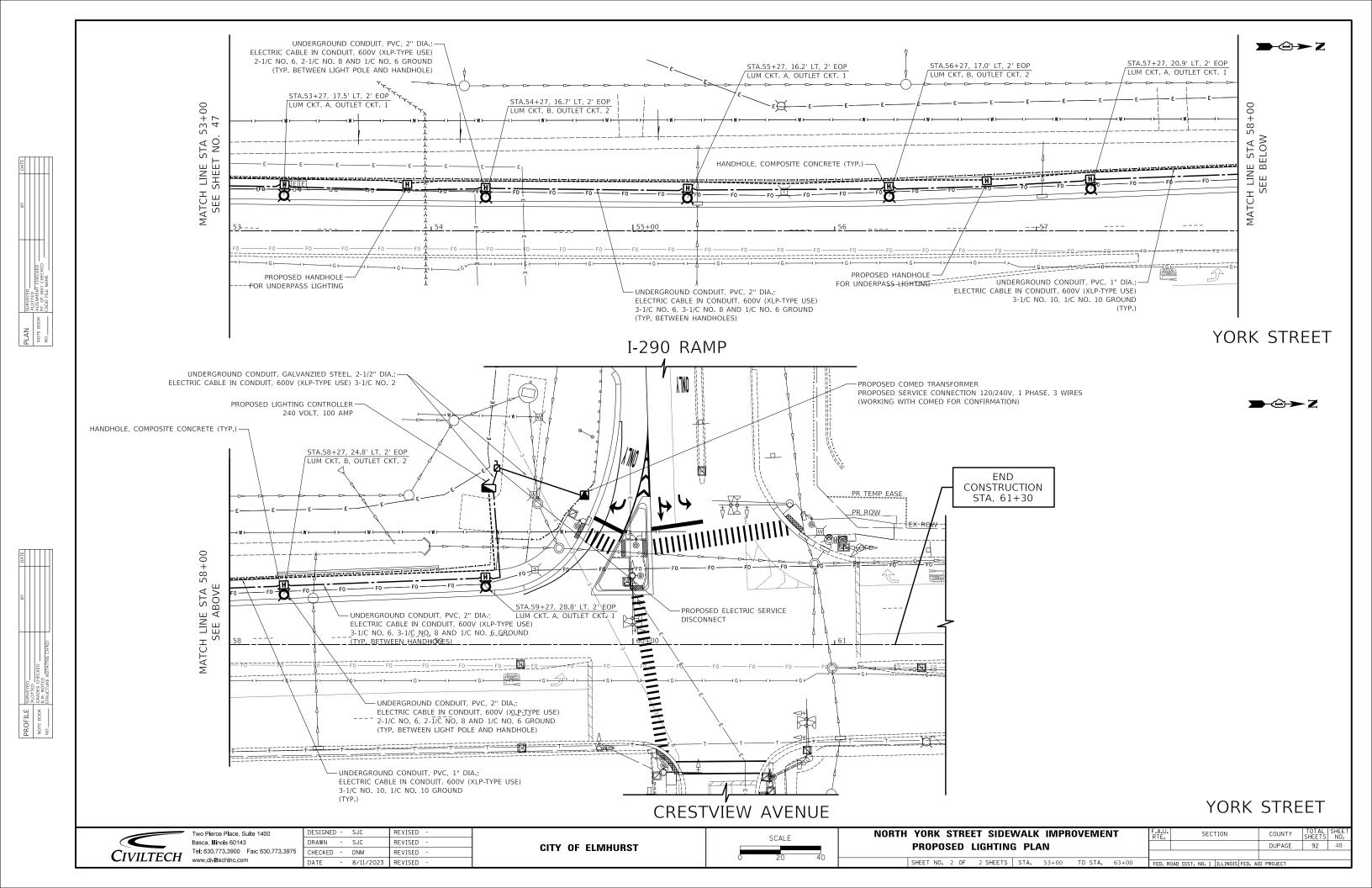
COUNTY

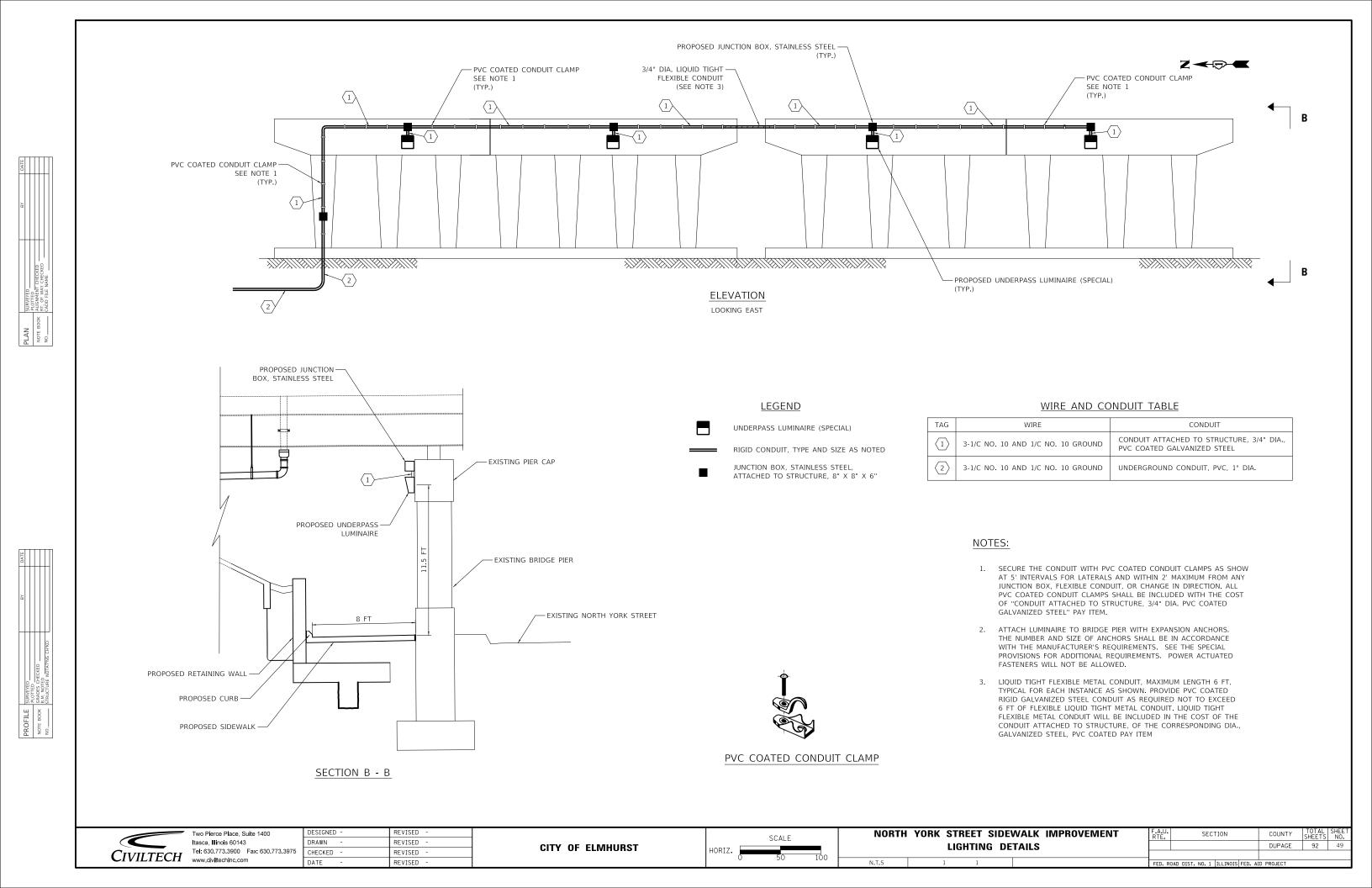
DUPAGE

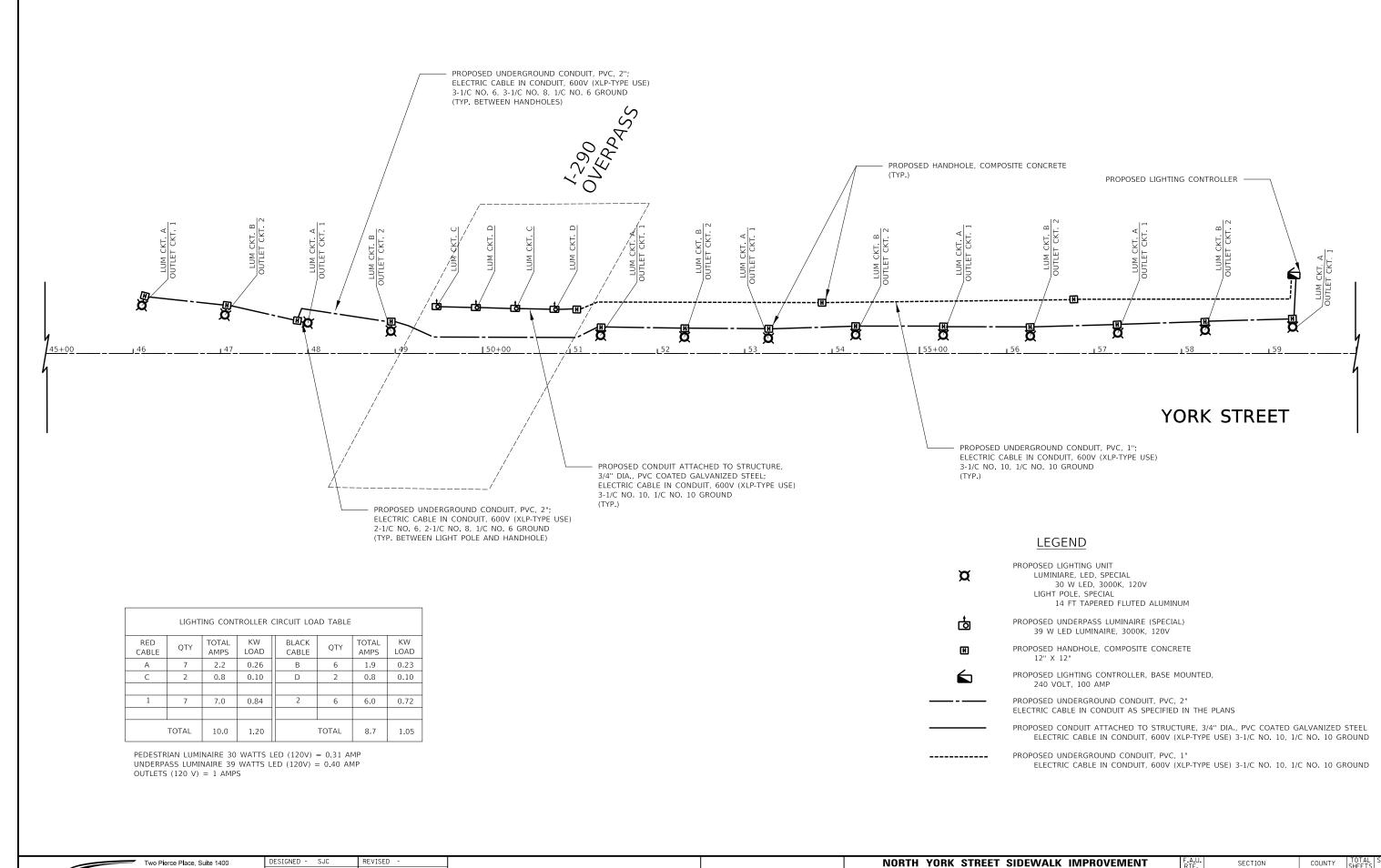
92

	Two Pierce Place, Suite 1400	DESIGNED -	SJC	REVISED -		NORTH	YORK S	TREET	SIDE	WALK IMPI	ROVEMENT
	Itasca, Illinois 60143	DRAWN -	SJC	REVISED -	CITY OF ELMHURST	11	CHTING LE	GEND (GENERAI	L NOTES, AND	500
LTECH	Tel: 630.773.3900 Fax: 630.773.3975	CHECKED -	DNM	REVISED -	CITY OF ELMHURST	-	diffind LL	GLIVD,	GENTENA	L NOTES, AND	004
LILCII	www.civiltechinc.com	DATE -	8/11/2023	REVISED -			SHEET NO.	0F	SHEETS	STA.	TO STA.









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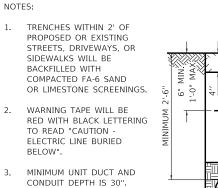
DRAWN - SJC REVISED CHECKED - DNM - 8/11/2023 REVISED

CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT COUNTY PROPOSED LIGHTING WIRING DIAGRAM DUPAGE 92 50 SHEET NO. OF SHEETS STA.







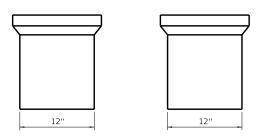
NOTIFY RESIDENT ENGINEER

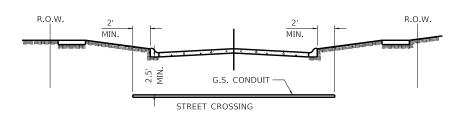
AND VILLAGE ENGINEER

WITH CONFLICTS.

GOF TRENCH FINISHED GRADE SIDEWALK BACKFILL (SEE NOTES 1 AND 2) RED REINFORCED METALLIC WARNING TAPE, 6" WIDE (SEE NOTE 3) COMPACTED TRENCH BACKFILL (FA-6 SAND OR LIMESTONE SCREENINGS) UNIT DUCT OR CONDUIT OF SIZE SPECIFIED IN PLANS

12.875" LOGO = "STREET LIGHTING" 12.875" LOGO = "STREET LIGHTING" 1/2" X 2" PULL SLOT 0.5 COEFFICIENT OF FRICTION SKID RESISTANT SURFACE





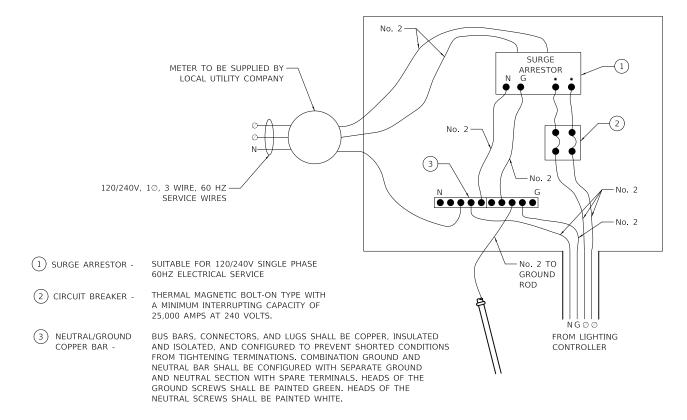
- ① PAVEMENT INCLUDES ROADS, DRIVEWAYS, SIDEWALKS, AND BIKE PATHS.
- (2) CONDUIT SHALL BE HEAVY WALL RIGID GALVANIZED STEEL CONDUIT
- (3) CONDUIT SHALL EXTEND A MINIMUM OF 2 FT. BEYOND BACK OF CURB OR EDGE OF PAVEMENT.
- (4) CONDUIT SHALL BE A MINIMUM OF 2.5 FT. BELOW BOTTOM OF PAVEMENT.

ELECTRICAL CONDUIT UNDER PAVEMENT

TYPICAL TRENCH CROSS SECTION

HANDHOLE, COMPOSITE CONCRETE

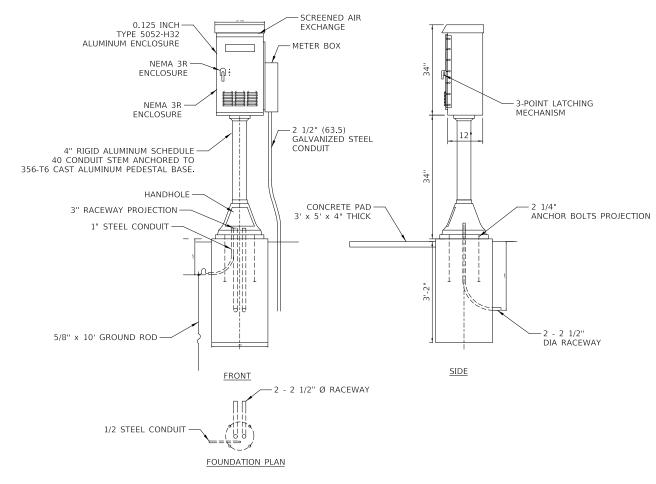
NOT TO SCALE



ELECTRICAL SERVICE DISCONNECT WIRING SCHEMATIC

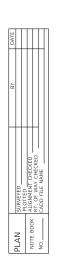
NOTE

THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE LIGHTING SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.

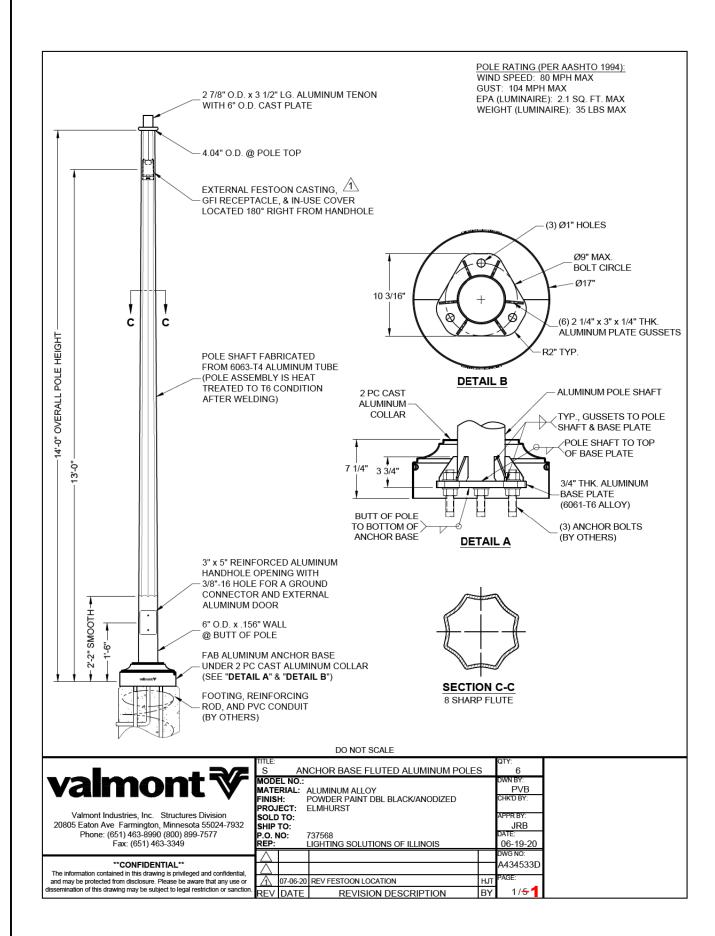


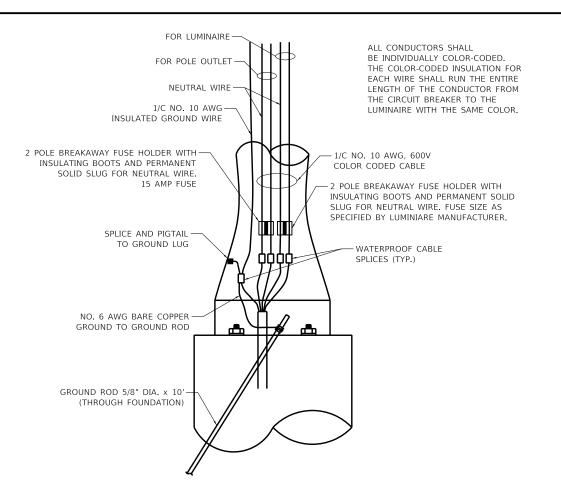
ELECTRIC SERVICE DISCONNECT CABINET



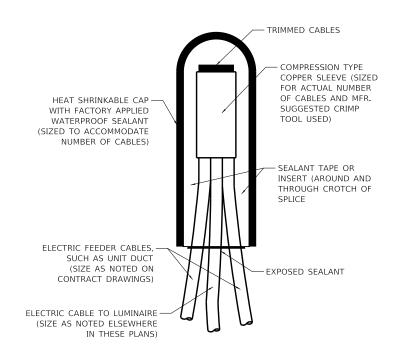








POLE HANDHOLE WIRING DIAGRAM



NOTE: NUMBER OF CABLES IN SPLICE MAY VARY

SPLICING ELECTRIC CABLES BASIC MATERIALS AND METHODS

N.T.S

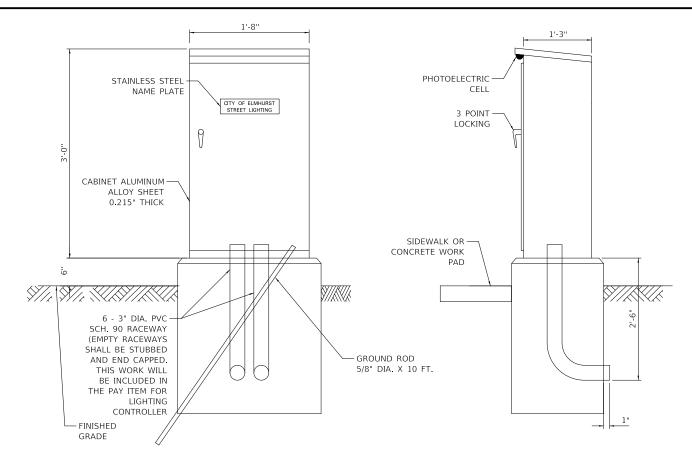
	Two Pierce Place, Suite 1400	DESIGNED	-	SJC	REVISED	-
	Itasca, Illinois 60143	DRAWN	-	SJC	REVISED	-
CIVILTECH	Tel: 630.773.3900 Fax: 630.773.3975	CHECKED	-	DNM	REVISED	-
IVILILCII	www.civiltechinc.com	DATE	-	8/11/2023	REVISED	-

CITY OF ELMHURST

NORTH			IMPROVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	LIGHTING DE	TAILS				DUPAGE	92	52
v.T.S	SHEET NO. 2 OF 5 SHEETS	STA.	TO STA.		DAD DIST. NO. 1 TILLINGIS FED. A	D DDO IFOT		







CONTROL CABINET - CONSOLE TYPE

LIGHT	ING CONTROLLER COMPONENT SCHEDULE
ITEM	SPECIFICATION OR EQUAL
1) MAIN CIRCUIT BREAKER	100 AMPERE, 2 POLE, 240 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 25,000 RMS SYMMETRICAL AMPS AT 600V
2 OUTLET CIRCUIT BREAKER	20 AMPERE, 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 14,000 RMS SYMMETRICAL AMPS AT 277V
3 PHOTOELECTRIC CELL CONTROL CIRCUIT BREAKER	15 AMPERE, 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 14,000 RMS SYMMETRICAL AMPS AT 277V
4) AUXILIARY RELAY	120 VOLT SPST 60 HZ COIL
5) FOUR POINT TERMINAL BLOCK	600 VOLT
6 LAMPHOLDER	120 VOLT SWITCHED LAMPHOLDER
7 REMOTE CONTROL SWITCH - CONTACTOR	100 AMP 2 POLE, 240 VOLT RATING, 120V COIL. ELECTRICALLY OPERATED, MECHANICALLY HELD.
8 BRANCH LINE CIRCUIT BREAKERS	SINGLE POLE CIRCUIT BREAKERS = 30 AMP, 1 POLE, 120 VOLT ALL CIRCUITS SHALL BE INTERRUPTING CAPACITY NOT LESS THAN 10,000 RMS SYMMETRICAL AMPS AT 277V
9 PHOTOELECTRIC CELLCONTROL WIRE	3-600V XLP NO. 10
10 SERVICE DISCONNECT CABLES	600V (XLP-TYPE USE) 3-1/C NO. 2 AND 1/C NO. 2 GROUND
(1) CONTROL WIRE	2-600V XLP NO. 10
(12) HAND-AUTO-OFF CONTROL SWITCH	10 AMPERE, 3 POLE, 120 VOLT.
13) LIGHTING ARRESTOR	BRACKET MOUNTED SURGE ARRESTOR FOR 120/240V 3W SERVICE
14) PHOTOELECTRIC CELL	120 SECONDS OFF TIME DELAY, 120V
15) MICRO SWITCH	MOUNT WITH ACTUATOR TO SWITCH WHEN DOOR IS OPEN
16 FUSE	20 AMP, 120 VOLT
① OUTLET	120 VOLT SWITCHED LAMPHOLDER AND 20 AMP GFI DUPLEX RECEPTACLE. WEATHERPROOF SINGLE GANG CAST ALUMINUM BOX AND WEATHERPROOF COVER.
18) TIME CLOCK	ASTRONOMICAL TIME CLOCK
19 TIME CLOCK CONTROL CIRCUIT	15 AMPERE, 1 POLE, 120 VOLT RATING INTERRUPTING CAPACITY NOT LESS THAN 14.000 RMS SYMMETRICAL AMPS AT 277V

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REVISED

CITY OF ELMHURST

DESIGNED - SJC

DRAWN - SJC

CHECKED - DNM

8/11/2023

Two Pierce Place, Suite 1400 Itasca, Illinois 60143

CIVILTECH rel: 630.773.3900 F

Tel: 630.773.3900 Fax: 630.773.3975

NOTES FOR CONTROL CABINET:

THE CABINET SHALL BE FABRICATED FROM 0.125" THICK ALUMINUM ALLOY SHEET AND SHALL BE REINFORCED WITH ALUMINUM ANGLES. THE CABINET DOOR SHALL BE NEMA TYPE 3 CONSTRUCTION WITH NEOPRENE GASKET. THE DOOR SHALL HAVE STAINLESS STEEL HINGES AND THREE POINT LOCKING SYSTEM.

CONTROL WIRING SHALL BE NO. 12 AWG., 600V, TYPE 'SIS' GRAY SWITCHBOARD WIRE, STRANDED COPPER.

THE HEADS OF CONNECTOR SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BUS CONNECTION AND GREEN FOR GROUND BUS CONNECTORS.

PROVIDE SEALING GROMMETS FOR ALL WIRING EXTENDING FROM DEVICE ENCLOSURES.

ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL 'ENCLOSED INDUSTRIAL CONTROL PANEL'.

PROVIDE A HOLDER AND WATERPROOF POUCH ON THE INNER SIDE OF THE CONTROLLER DOOR. FURNISH THE APPROVED COPY OF 'CONTROL CABINET WIRING DIAGRAM'.

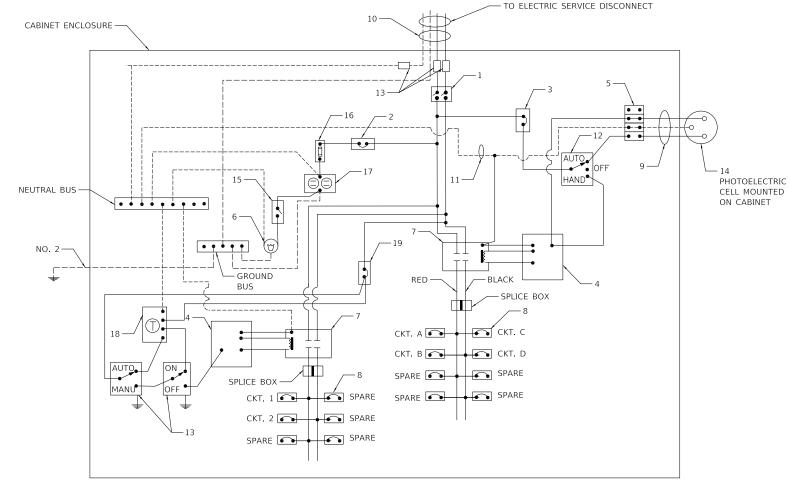
A CONCRETE PAD 36" X 60" X 4" MINIMUM SIZE SHALL BE PLACED IN FRONT OF CONTROLLER CABINET DOOR WHEN THERE IS NO SIDEWALK. THE COST OF LABOR AND MATERIALS ARE INCLUDED IN THE COST OF THE CONTROLLER.

CONTROLLER CABINET PAINTING NOTE:

THE CABINET SHALL BE PRIMED AND PAINTED. A SAMPLE SHALL BE SUBMITTED WITH THE SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION. THE COST OF PAINTING THE CABINET SHALL BE INCLUDED IN THE COSTS OF MATERIAL AND INSTALLATION OF STREET LIGHTING CONTROLLER.

CONTROLLER CABINET DOOR SHALL BE ON THE PARKWAY SIDE OF THE CABINET, OPPOSITE THE ROADWAY.

PROVIDE A RED WARNING NAMEPLATE IN THE CONTROLLER NEAR THE MAIN BREAKER INDICATING "LIVE CIRCUITS EVEN WHEN MAIN BREAKER IS IN OFF POSITION".

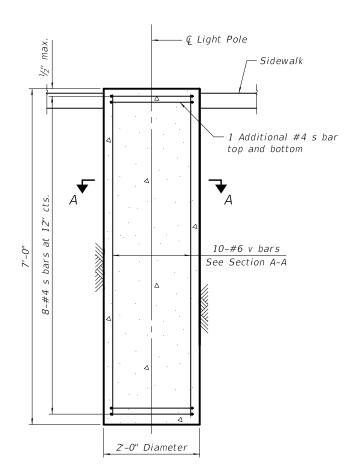


PANEL WIRING DIAGRAM

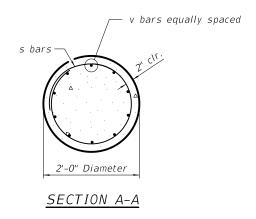
NORTH	YORK	S	ΓRE	ΕT	SIDE	NALK	IMPROVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			LIG	нт	ING DE	TAILS				DUPAGE	92	53
										1		- 1
5	SHEET NO	3	0F	5	SHEETS	STA	TO STA	FED 0	OAD DIST NO 1 THE INDISCRED AS	ID DDO ICCT		







LIGHT POLE FOUNDATION, SPECIAL

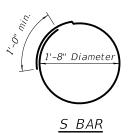


LIGHT POLE FOUNDATION, SPECIAL

BAR SCHEDULE

(For Information Only, Per Each Foundation)

Bar	0,20		Length	Shape
5	10	#4	6'-4''	0
V	10	#6	6'-8''	
Concre Super	ete structu	re	Cu. Yd.	0.9
Reinfo	rcemen	t Bars	Pound	150



Notoc

- 1. These offset foundations are designed for sites which have cohesive soils (clayey silt, sandy clay, etc) along the length of the shaft with an average unconfined compressive strength (Qu) > 0.75 TSF. The strength and classification of the soil shall be determined by the Engineer during foundation drilling.
- 2. The anchors shall be a tack weld type bolt or hook type bolt and shall meet the Light Pole Manufacturer's requirements. Cold bending of the hook bolt will not be allowed.
- 3. The anchor bolts and raceways shall be properly secured in place before the concrete is placed in the form.
- 4. The entire length of the anchor bolts as well as the nuts and washers shall be hot dip galvanized in accordance with the requirements of ASTM designation A153.
- 5. Concrete shall be class "SI". Concrete foundation must be cured for (10) ten days before the light standard is erected.
- 6. The contractor shall coordinate the extension, size and material of anchor bolts above top of foundation with the Light Pole Manufacturer's requirements.

 Anchor bolts shall be approved by the Engineer prior to ordering the material.
- 7. All exposed edges shall a $\frac{3}{4}$ " chamfer.
- 8. See lighting details for conduits, anchor, bolt circle, ground rod, etc.
- 9. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.

Two Pierce Place, Suite 1400	DESIGNED - KLK	REVISED -		NORTH YORK STREET SIDEWALK IMPROVEMENT	F.A.U. RTE.	SECTION COUNTY	TOTAL SHEET SHEETS NO.
Itasca, Illinois 60143	DRAWN - KLK	REVISED -	CITY OF ELMHURST	LICHT DOLE FOUNDATION DETAILS		DUPAGE	92 54
CIVILTECH Tel: 630.773.3900 Fax: 630.773.3975	CHECKED - GJH	REVISED -	CITY OF ELIVINORS	LIGHT POLE FOUNDATION DETAILS		BOLAGE	1 32 1 31
CIVILIECTI www.civitechinc.com	DATE - 8/11/2023	REVISED -		SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD	DIST, NO. 1 ILLINOIS FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

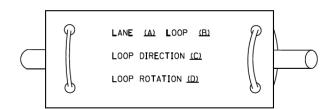
(NOT TO SCALE)

				(NOT TO SCALE)				
<u>ITEM</u>	EXISTING	PROPOSED	<u>ITEM</u>	EXISTING	PROPOSED	ITEM	<u>EXISTING</u>	PROPOSED
CONTROLLER CABINET	\bowtie		HANDHOLE -SQUARE			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	R R	R Y Y
COMMUNICATION CABINET	ECC	СС	-ROUND			(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Y Y G G ⊕Y ⊕Y ⊕G ⊕G
MASTER CONTROLLER	EMC	MC	HEAVY DUTY HANDHOLE -SQUARE -ROUND	H (H)	⊞ ⊕		• • • • • • • • • • • • • • • • • • •	4 G 4 G 8 G
MASTER MASTER CONTROLLER	EMMC	ммс	DOUBLE HANDHOLE					
UNINTERRUPTABLE POWER SUPPLY	₹	½	JUNCTION BOX		0	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		R R Y
SERVICE INSTALLATION	^P	- P	RAILROAD CANTILEVER MAST ARM	X OX X	X eX X X	(NO) NETWORE ELECTIVE BACK DATE		G G G 4Y 4Y 4Y 4G
-(P) POLE MOUNTED	_	_	RAILROAD FLASHING SIGNAL	20 2	¥ • ¥		P RB	P RB
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	$\boxtimes^{G}\boxtimes^{GM}$	⊠ ^G ⊠ ^{GM}	RAILROAD CROSSING GATE	⊻0 ∑>	X•¥-	PEDESTRIAN SIGNAL HEAD		.
TELEPHONE CONNECTION	ET	Т	RAILROAD CROSSBUCK	₹	*	AT RAILROAD INTERSECTIONS	©	♥ *
STEEL MAST ARM ASSEMBLY AND POLE	_	•—	RAILROAD CONTROLLER CABINET		≽∢	PEDESTRIAN SIGNAL HEAD	C AD	₽ C ☆ D
ALUMINUM MAST ARM ASSEMBLY AND POLE		-	UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			WITH COUNTDOWN TIMER	[A] D	
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	0 .	•*	TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY	0	 ● BM 	SYSTEM ITEM INTERSECTION ITEM	S	SP	NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
WOOD POLE	\otimes	Θ	REMOVE ITEM	1	IP R	GROUND CABLE IN CONDUIT,	1#6	1#6
GUY WIRE	>-	>-	RELOCATE ITEM		RL	NO. 6 SOLID COPPER (GREEN)	1*6	
SIGNAL HEAD	→>	-	ABANDON ITEM		A	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
SIGNAL HEAD WITH BACKPLATE	#⊳	+►	CONTROLLER CABINET AND		RCF	COAXIAL CABLE	<u> </u>	—c—
SIGNAL HEAD OPTICALLY PROGRAMMED	$\rightarrow P + P$	- ▶ P + ▶ P	FOUNDATION TO BE REMOVED		KCF	VENDOR CABLE		─ ♥─
FLASHER INSTALLATION -(FS) SOLAR POWERED	o⊳ ^F o⊳ ^{FS}	•► FS	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
-(13) SOLAN FONENCE	□+> ^F □+> ^{FS}	F FS FS	SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF	COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	<u></u>
PEDESTRIAN SIGNAL HEAD	-0	4	DETECTOR LOOP, TYPE I			FIBER OPTIC CABLE -NO. 62.5/125, MM12F	12F	12F
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			PREFORMED DETECTOR LOOP	P P	P P	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		<u> 24F</u>
RADAR DETECTION SENSOR	R	R	SAMPLING (SYSTEM) DETECTOR	s s	s s			——————————————————————————————————————
VIDEO DETECTION CAMERA	<u> </u>	▽ •	INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS (IS)	IS (IS)			
RADAR/VIDEO DETECTION ZONE	III	III	QUEUE AND SAMPLING	os os	os os	GROUND ROD -(C) CONTROLLER	<u> </u>	<u> </u>
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ	(SYSTEM) DETECTOR WIRELESS DETECTOR SENSOR	®	®	-(M) MAST ARM -(P) POST -(S) SERVICE		
EMERGENCY VEHICLE LIGHT DETECTOR	\boxtimes	~	WIRELESS ACCESS POINT		_			
CONFIMATION BEACON	⊶ J	H	THE STATE OF THE S	<u> </u>	_			
WIRELESS INTERCONNECT	o -1 	• 						
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR						
USER NAME = footemj PLOT SCALE = 50,0000 ' /	DESIGNED = DRAWN =	IP REVISED	-	STATE OF ILLINOIS	ST	DISTRICT ONE ANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.U. RTE. SECTIO 2678	DUPAGE 92
PLOT SCALE = 50.0000 ' / PLOT DATE = 3/4/2019		9/29/2016 REVISED		RTMENT OF TRANSPORTATION		SHEET 1 OF 7 SHEETS STA. TO STA.	TS-05	CONTRACT NO. LINOIS FED. AID PROJECT

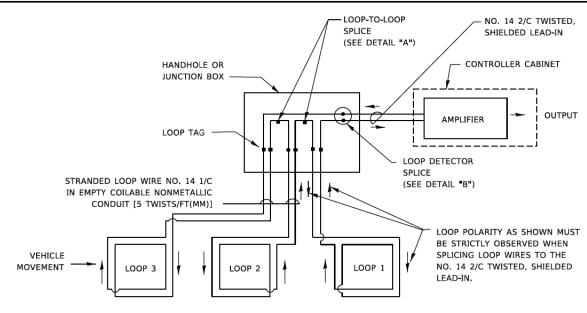
LOOP DETECTOR NOTES

- 1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT 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

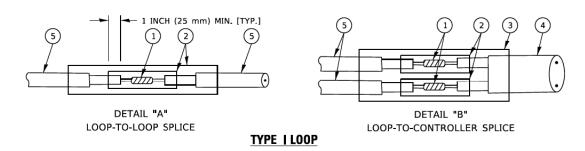


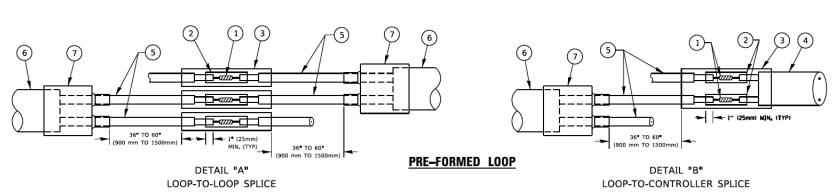
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.





LOOP DETECTOR SPLICE

- (1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- (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, PRE-FORMED LOOP
- (6) XL POLYOLEFIN 2 CONDUCTOR
- (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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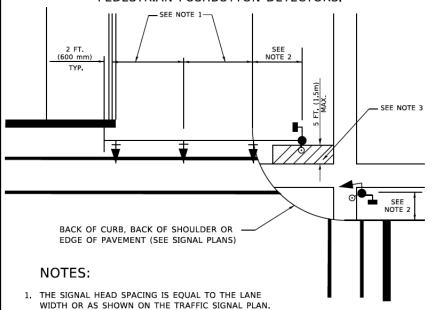
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE DUPAGE 92 56 STANDARD TRAFFIC SIGNAL DESIGN DETAILS CONTRACT NO. SHEET 2 OF 7 SHEETS STA.

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

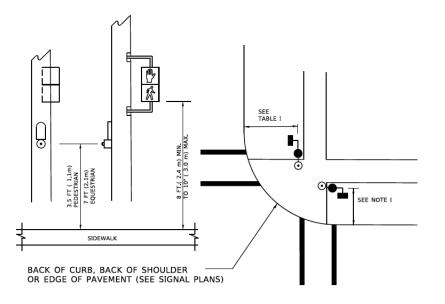
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



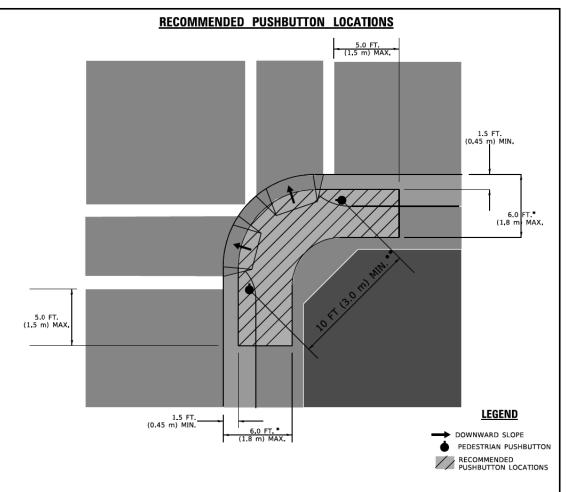
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
- THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
- THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

- 1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
- THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
- 4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR



- * WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- ** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

- PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
- THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
- 3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
- 4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
- THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

- 1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
- 3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
- 4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS, THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

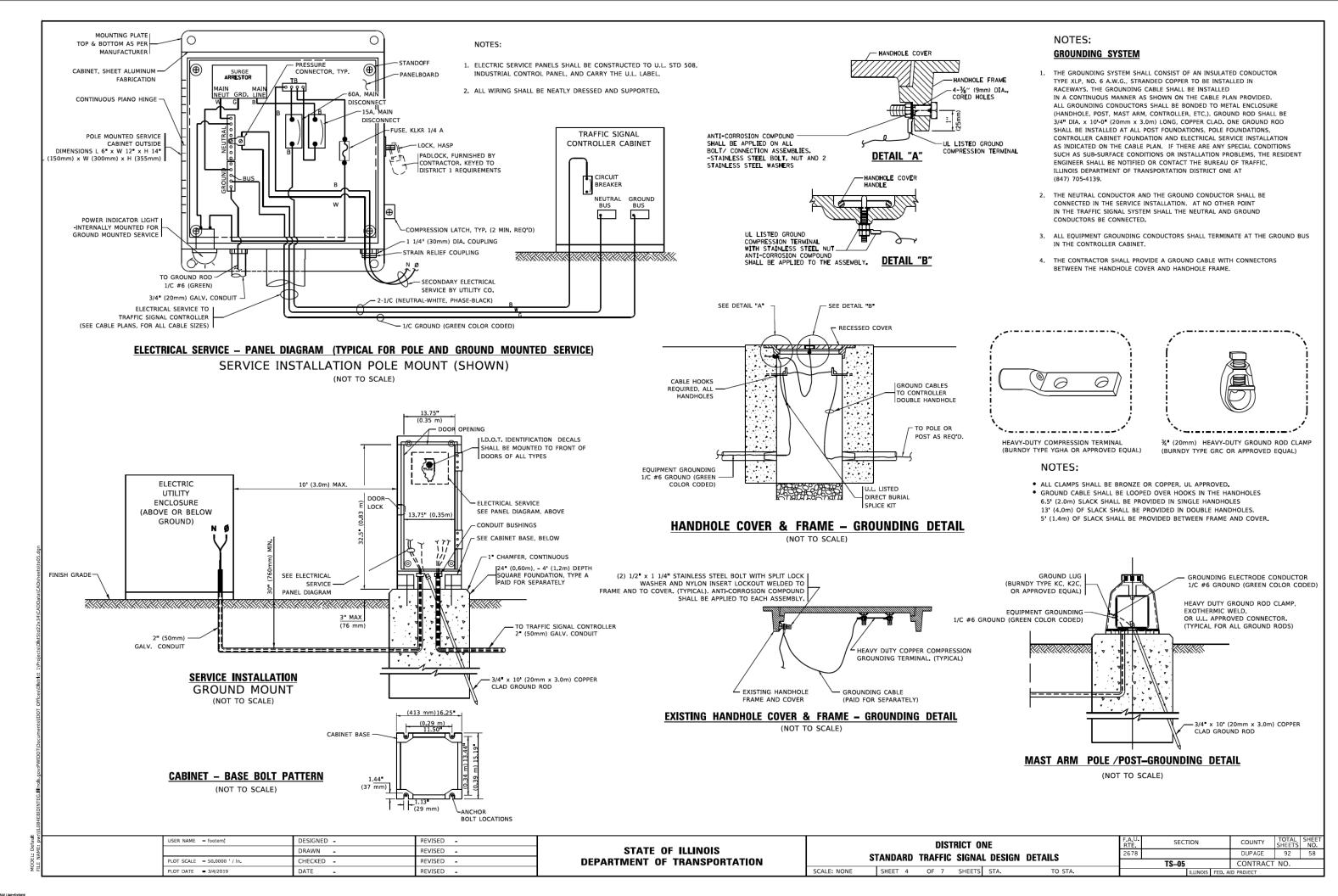
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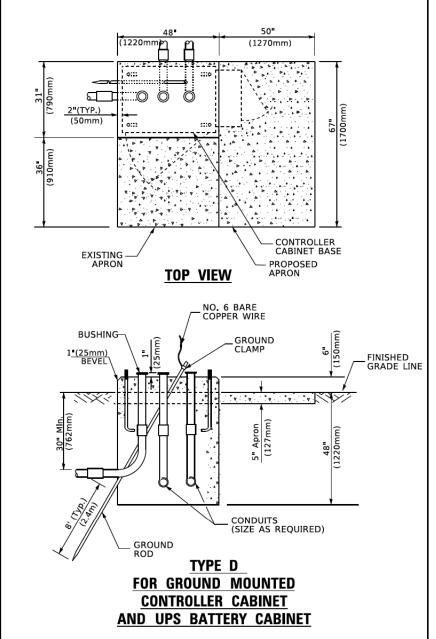
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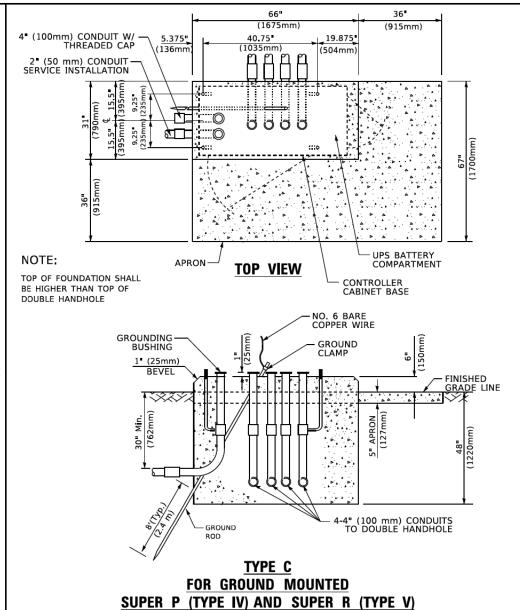
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DEPARTMENT OF TRANSPORTATION

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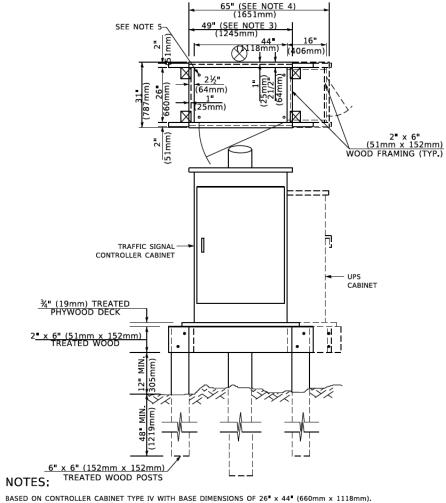
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CONTROLLER CABINETS



- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26 x 44 (660mm x 1118mm).
 ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
- 2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16° x 25° (406mm x 635mm), ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- 3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- $\mathbf{4}_{ullet}$ platform size for controller cabinet type IV and uninterruptible power supply cabinet.
- 5_{\bullet} DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
- 6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

CABLE SLACK LENGTH	FEET	METE
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD)		
(L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

CABLE SLACK

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

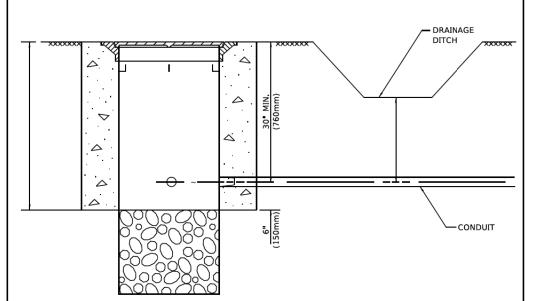
① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
11'-0'' (3_4 m)	36" (900mm)	30" (750mm)	12	7(22)
13'-0" (4 ₄ 0 m)	36" (900mm)	30" (750mm)	12	7(22)
15'-0" (4 . 6 m)	36" (900mm)	30" (750mm)	12	7(22)
21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)
	10'-0" (3.0 m) 13'-6" (4.1 m) 11'-0" (3.4 m) 13'-0" (4.0 m) 15'-0" (4.6 m) 21'-0" (6.4 m)	Depth Diameter 10'-0" (3.0 m) 30" (750mm) 13'-6" (4.1 m) 30" (750mm) 11'-0" (3.4 m) 36" (900mm) 13'-0" (4.0 m) 36" (900mm) 15'-0" (4.6 m) 36" (900mm) 21'-0" (6.4 m) 42" (1060mm)	Depth Didmeter D	Depth Diameter Diameter Rebars 10'-0" (3.0 m) 30" (750mm) 24" (600mm) 8 13'-6" (4.1 m) 30" (750mm) 24" (600mm) 8 11'-0" (3.4 m) 36" (900mm) 30" (750mm) 12 13'-0" (4.0 m) 36" (900mm) 30" (750mm) 12 15'-0" (4.6 m) 36" (900mm) 30" (750mm) 12 21'-0" (6.4 m) 42" (1060mm) 36" (900mm) 16 16 16 16 16 16 16 1

NOTES:

- 1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Ou) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised design if other conditions are encountered.
- 2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
- 3. Combination most arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
- 4. For most arm assemblies with dual arms refer to state standard $878001_{\bullet\bullet}$

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

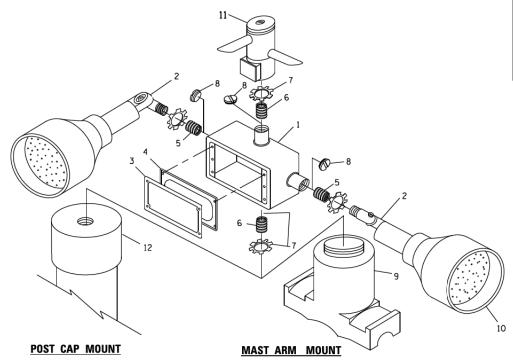
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NOTES:

- CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
- THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
- THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

HANDHOLE WITH MINIMUM CONDUIT DEPTH (NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION
BEACON MOUNTING DETAIL

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(915mm) 19.875" (1035mm) CONTROLLER CABINET BASE PROPOSED-TOP VIEW APRON -NO. 3 DOWEL 18" (450mm NO. 6 BARE COPPER WIRE LONG (8 REQ.) BUSHING-GROUND CLAMP EXISTING-ANCHOR BOLTS **FINISHED** GRADE LINE BEVEL (300mm) -EXISTING CONDUITS EXISTING GROUND ROD MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)

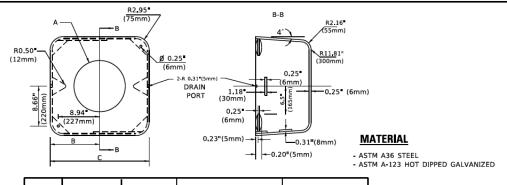
ITEM NO. IDENTIFICATION 1 OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M) 2 LAMP HOLDER AND COVER 3 OUTLET BOX COVER 4 RUBBER COVER GASKET 5 REDUCING BUSHING 6 ¾"(19 mm) CLOSE NIPPLE 7 ¾"(19 mm) LOCKNUT 8 ¾"(19 mm) HOLE PLUG 9 SADDLE BRACKET - GALV. 10 6 WATT PAR 38 LED FLOOD LAMP 11 DETECTOR UNIT 12 POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

- 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 3/4 *(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.

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

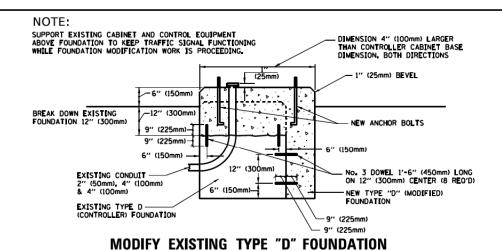


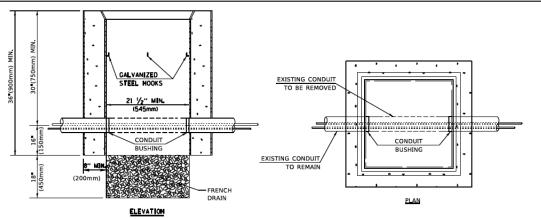
Α	В	С	HEIGHT	WEIGHT
VARIES	9.5 " (241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5 (470mm)	37 " (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

SHROUD

NOTES:

- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD.
 THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
- 2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- 3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

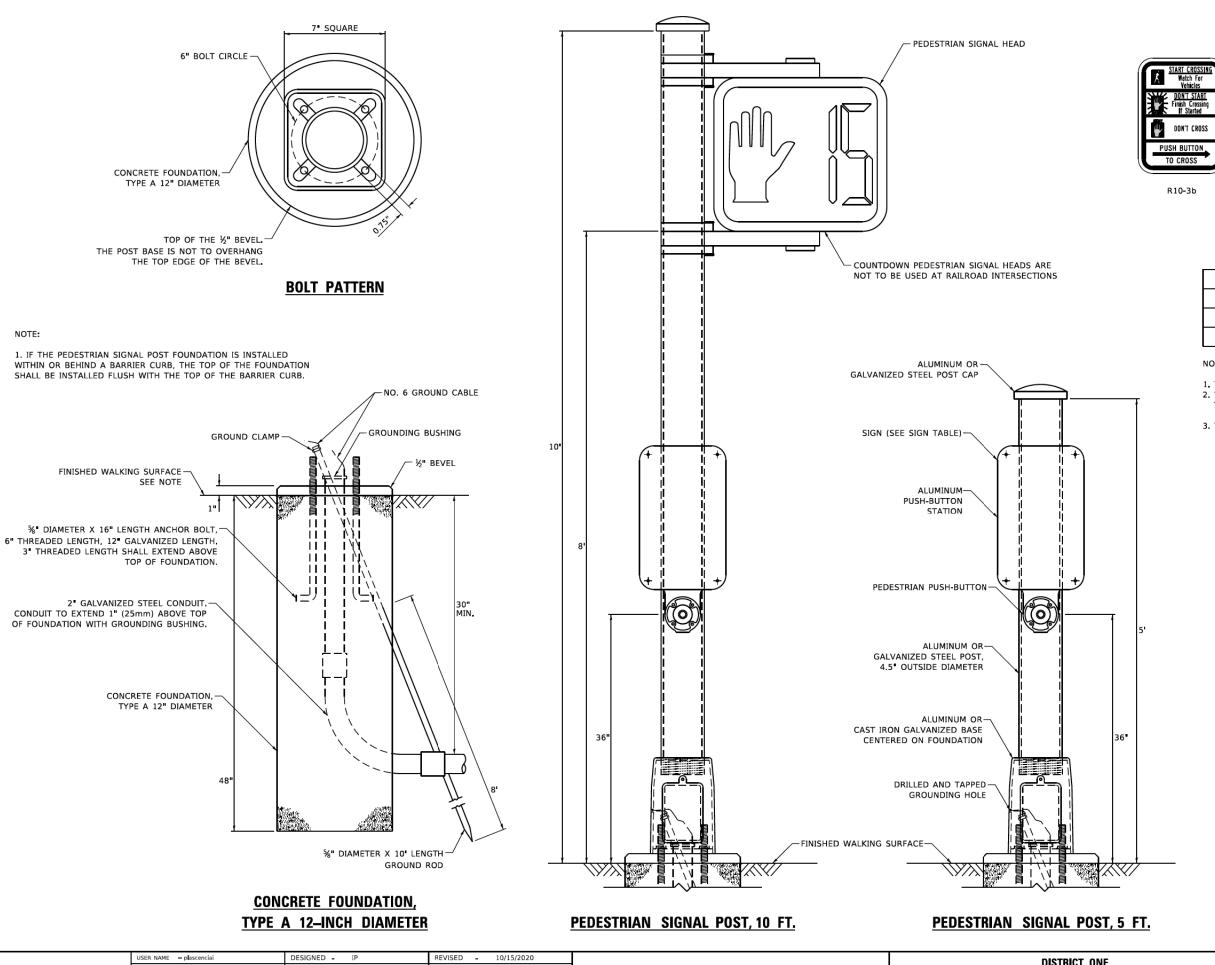




NOTES:

- 1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
- 2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT





K	START CROSSING TO MEDIAN Watch For Vehicles
鸑	DON'T START Finish Crossing If Started
₩	DON'T CROSS
PU	SH BUTTON
Ξ	TO CROSS
<u> </u>	



R10-3e

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 15"

SIGN TABLE

NOTES:

- THE SIGN PANELS SHALL BE TYPE AP SHEETING.
 THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
- 3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.

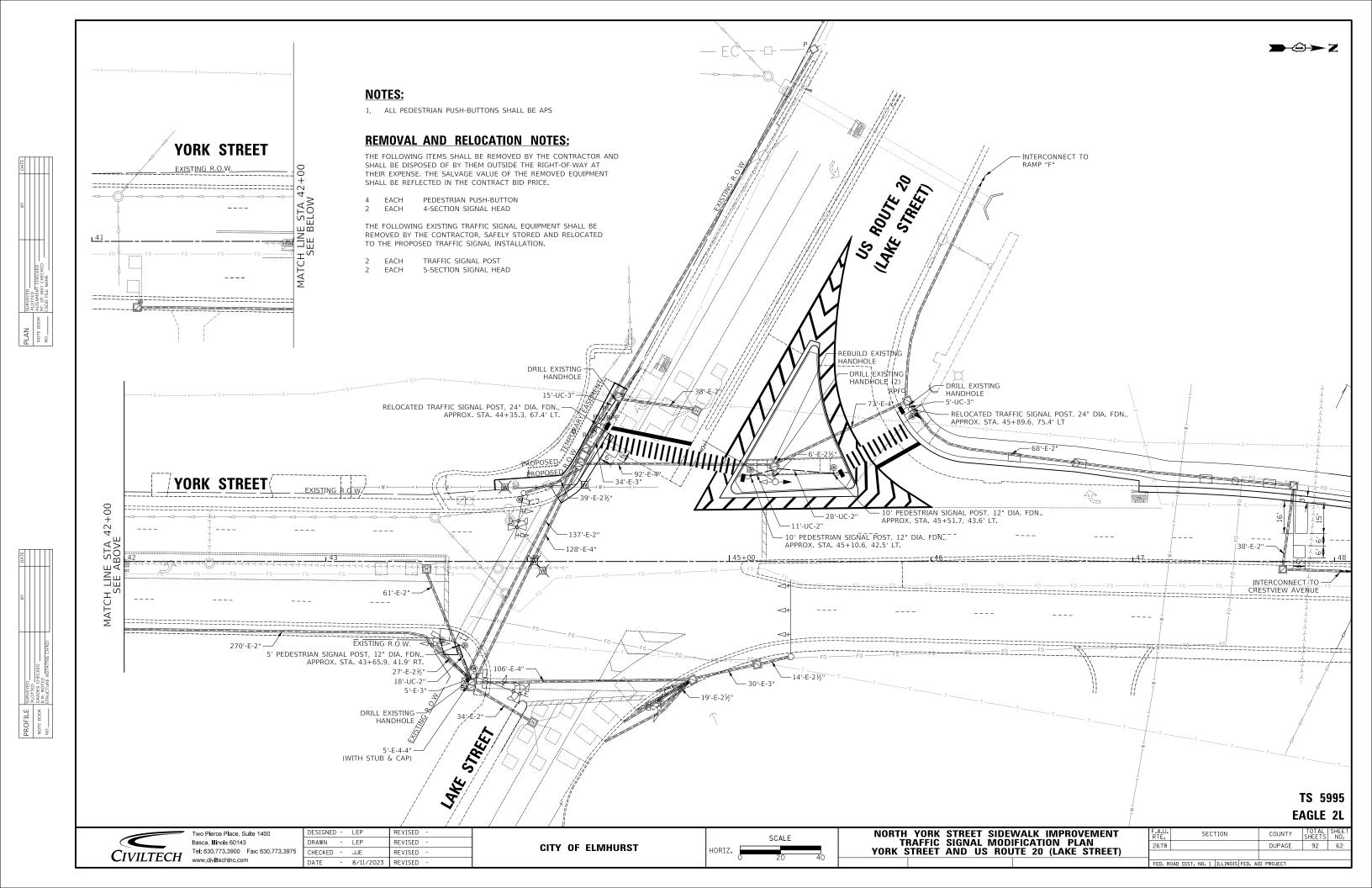
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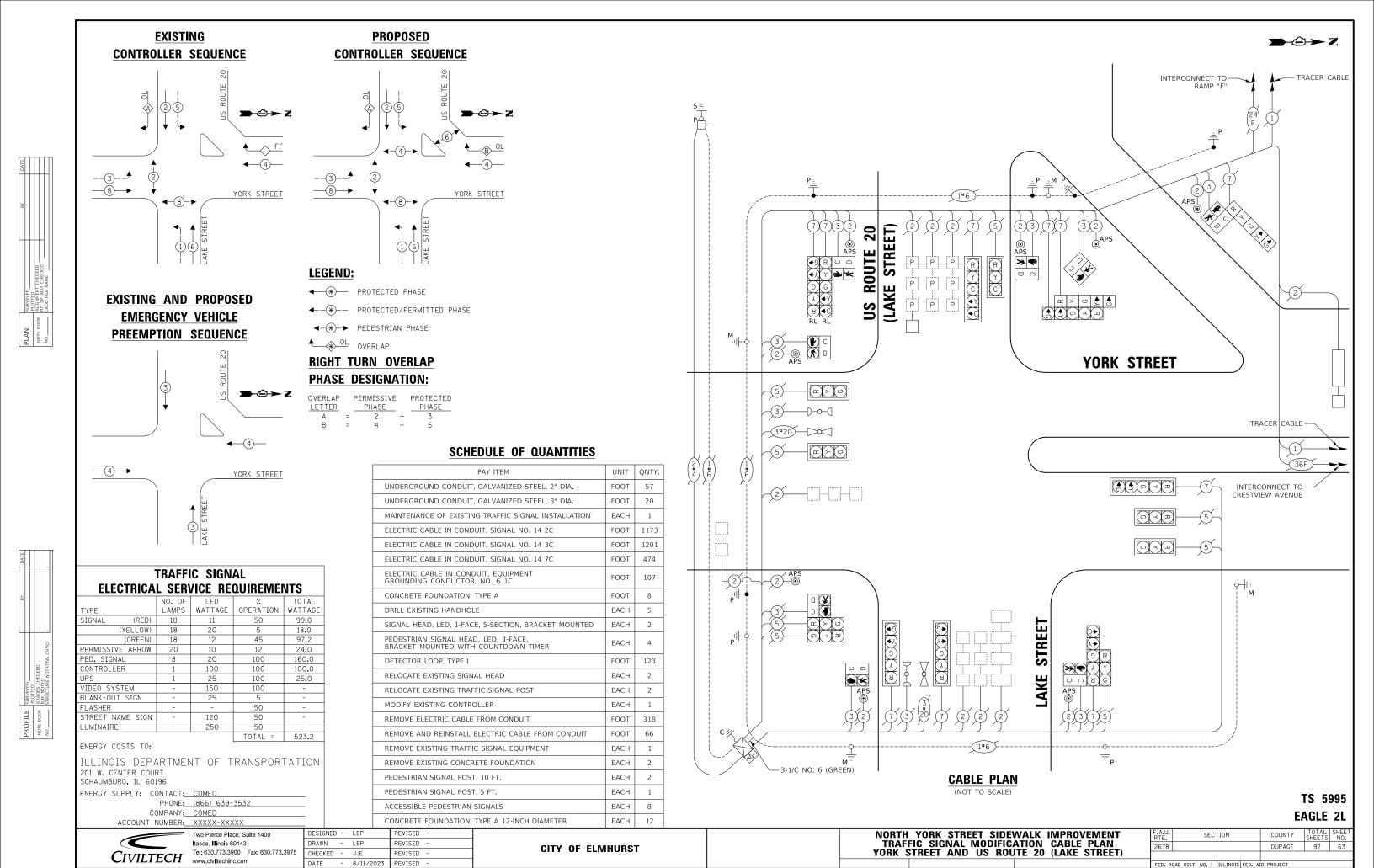
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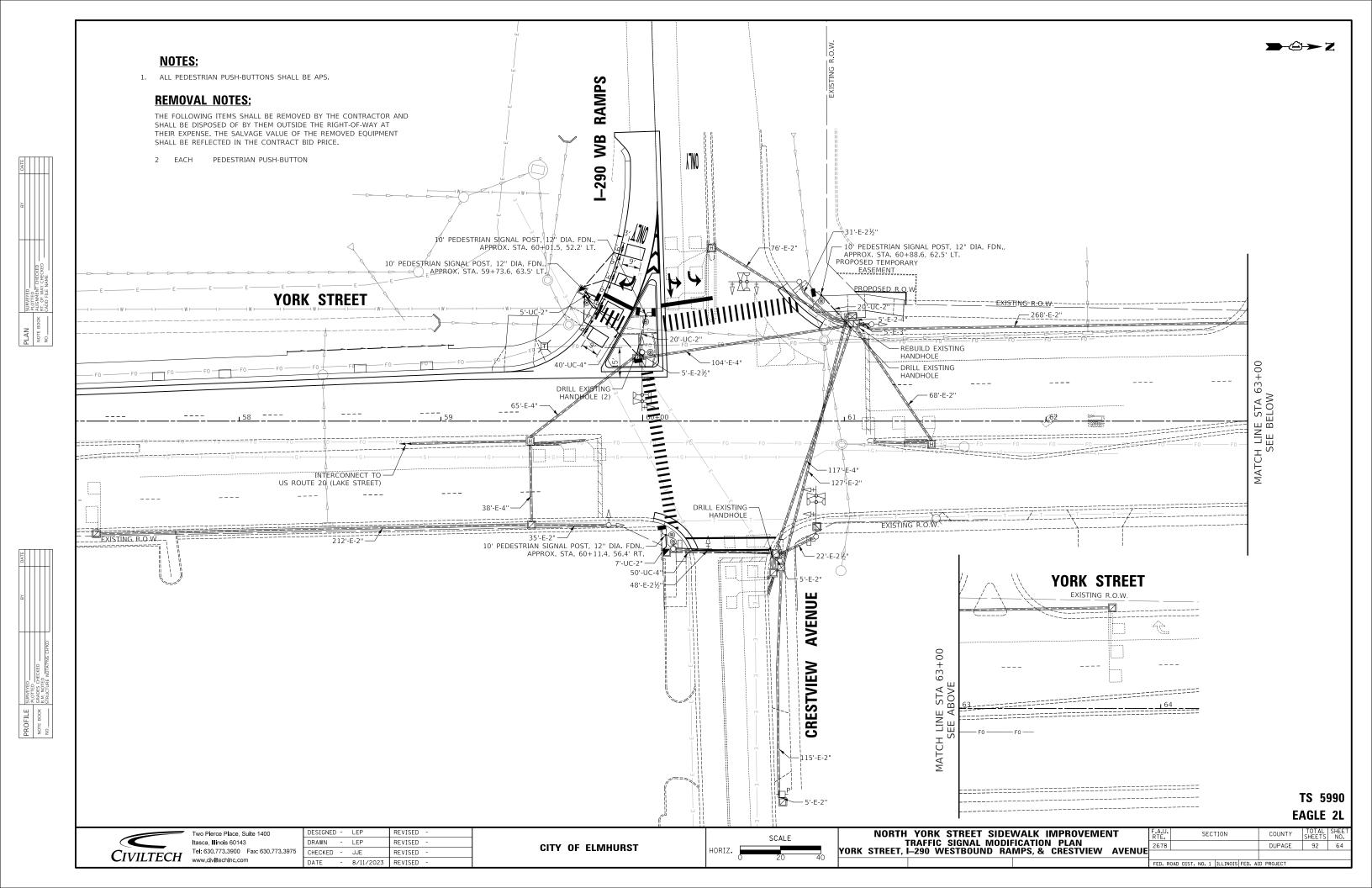
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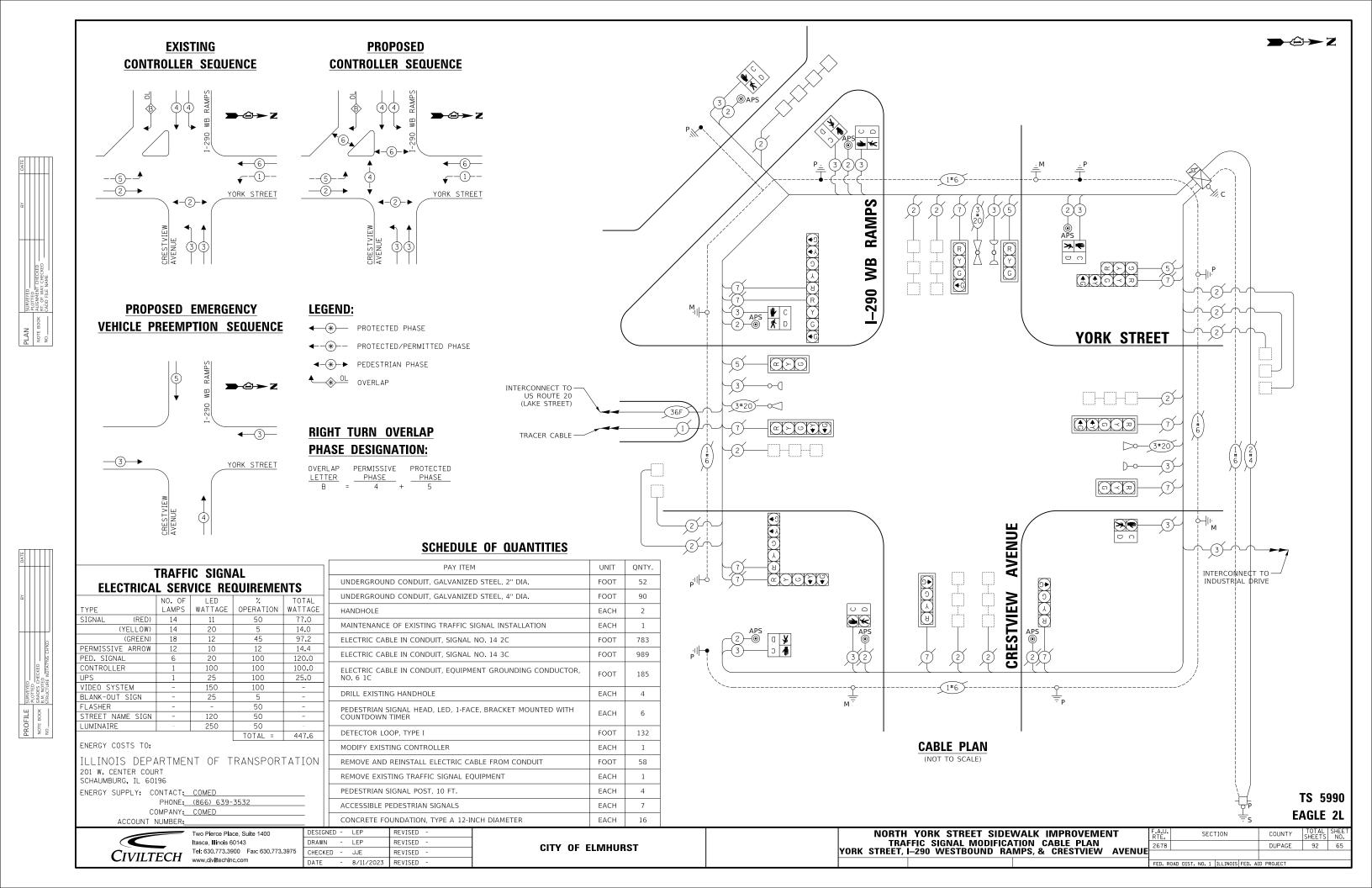
DISTRICT ONE				F.A.U. RTE	SECT	TION			
C1	TANDARD	TRAFFIC	SIGNA	DESIGN	DETAILS	2678			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS				TS-05					
	SHEET NO. 7	OF 7	SHEETS	STA.	TO STA.			THINOIS	E

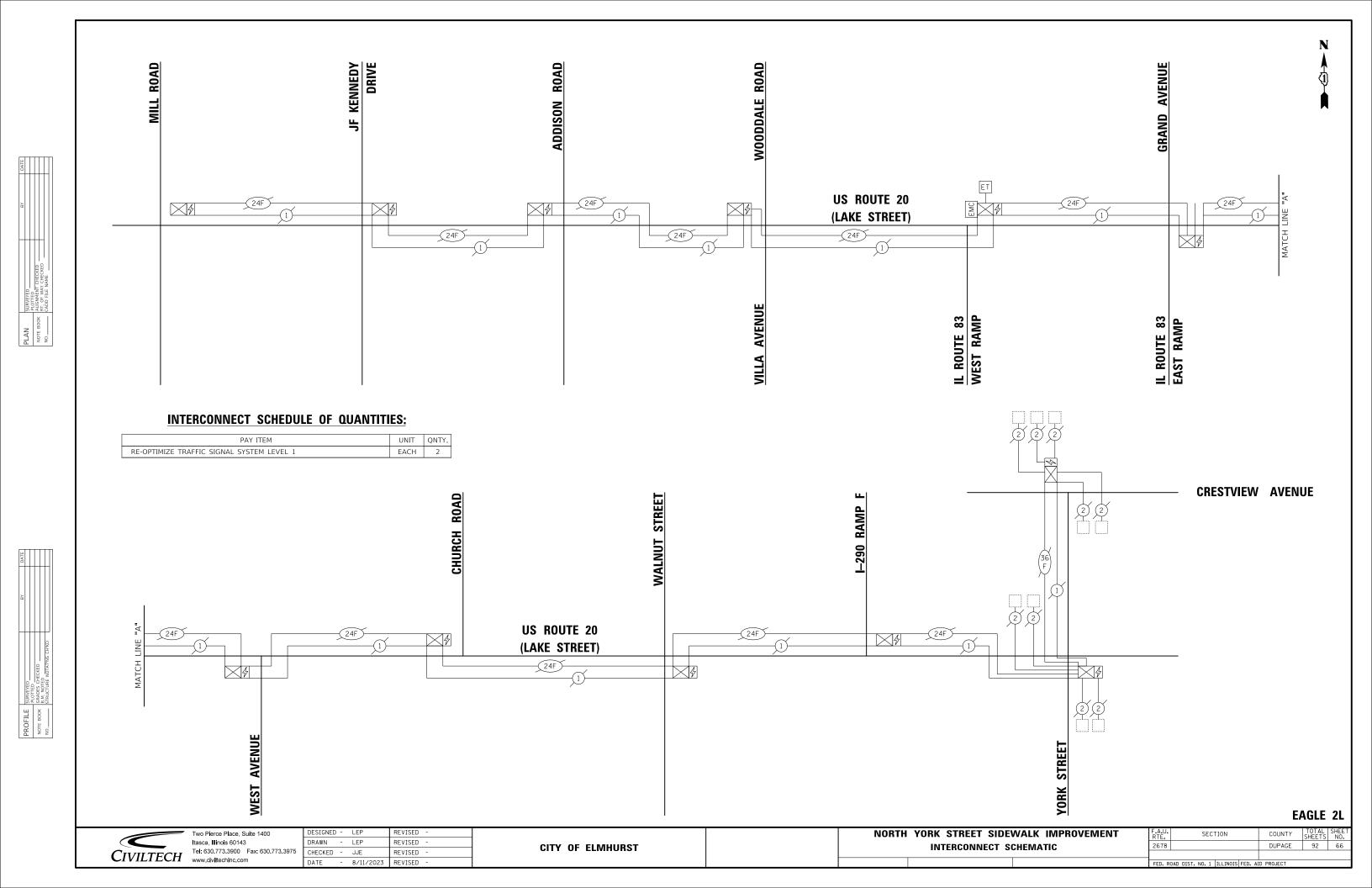
DUPAGE 92 61 CONTRACT NO.

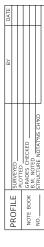


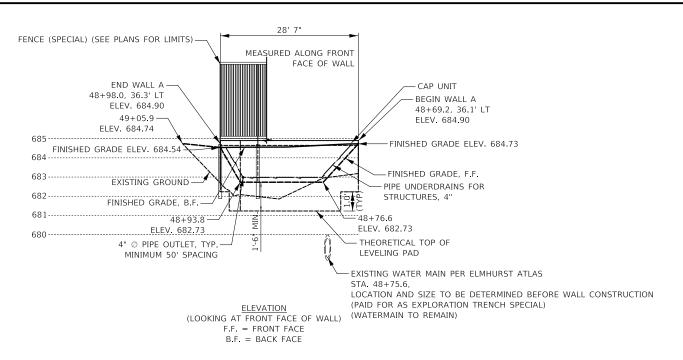












TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
SEGMENTAL CONCRETE BLOCK WALL	SQ. FT.	100
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	32
FENCE (SPECIAL)	FOOT	29

GENERAL NOTES

- DESIGN AND INSTALLATION OF SEGMENTAL CONCRETE BLOCK WALL (INCLUDING NEED FOR SOIL REINFORCEMENT) TO BE IN ACCORDANCE WITH WALL SYSTEM MANUFACTURER DESIGN REQUIREMENTS AND SPECIFICATIONS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2016.
- EXCAVATION, LEVELING PAD, SELECT FILL, SOIL REINFORCEMENT, AND DESIGN ARE INCLUDED IN THE COST OF SEGMENTAL CONCRETE BLOCK
- CYLINDRICAL FORMS FOR FENCE (SPECIAL) POSTS MUST BE PLACED AS RETAINING WALL IS CONSTRUCTED. FENCE (SPECIAL) DETAIL ON SHEET76
- SOIL REINFORCEMENT TO BE CUT PERPENDICULAR TO WALL FACE AT CENTERLINE OF HANDRAIL FOUNDATIONS.

Two Pierce Place, Suite 1400

Tel: 630.773.3900 Fax: 630.773.3975

DRAWN - JRR

CHECKED - KRK

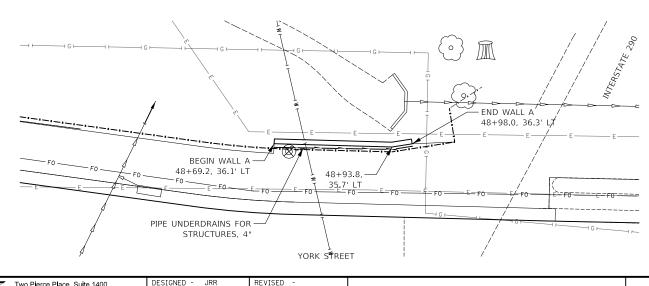
REVISED

- 8/11/2023 REVISED

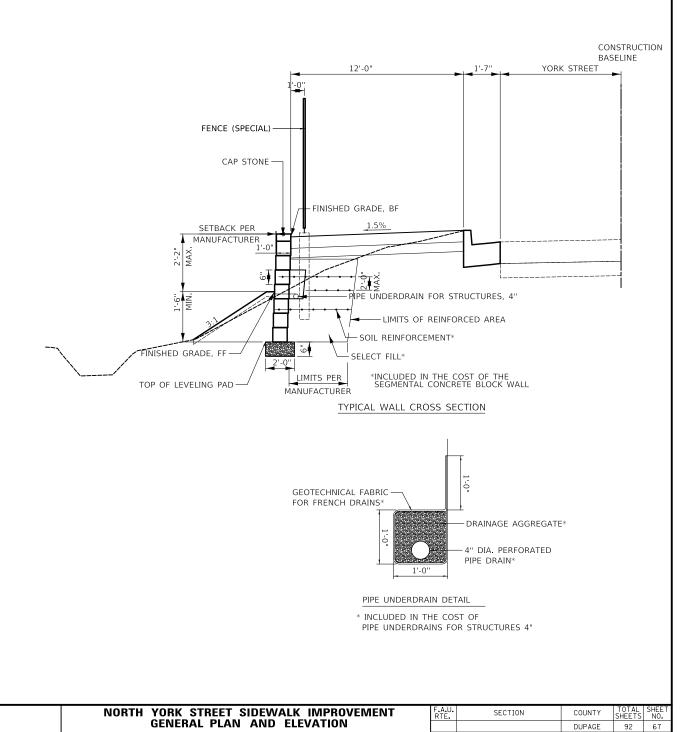
Itasca, Illinois 60143

CIVILTECH WWW.civiltechinc.com

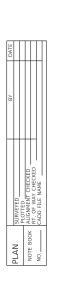
MINIMUM REQUIRED ALLOWABLE BEARING PRESSURE = 1,500 PSF.



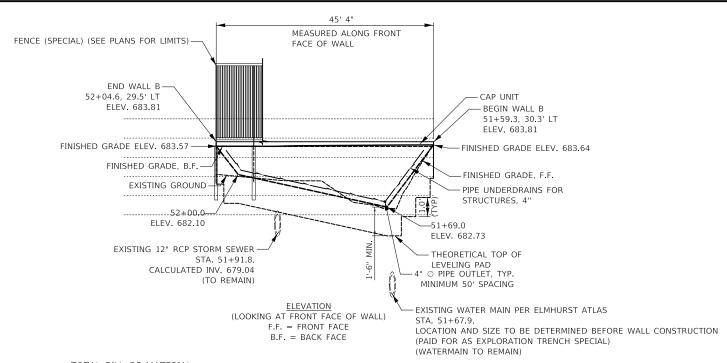
CITY OF ELMHURST



SEGMENTAL BLOCK WALL A







TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL	
SEGMENTAL CONCRETE BLOCK WALL	SQ. FT.	175	
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	49	
FENCE (SPECIAL)	FOOT	45	

GENERAL NOTES

- DESIGN AND INSTALLATION OF SEGMENTAL CONCRETE BLOCK WALL (INCLUDING NEED FOR SOIL REINFORCEMENT) TO BE IN ACCORDANCE WITH WALL SYSTEM MANUFACTURER DESIGN REQUIREMENTS AND SPECIFICATIONS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2016.
- EXCAVATION, LEVELING PAD, SELECT FILL, SOIL REINFORCEMENT, AND DESIGN ARE INCLUDED IN THE COST OF SEGMENTAL CONCRETE BLOCK
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- SOIL REINFORCEMENT TO BE CUT PERPENDICULAR TO WALL FACE AT CENTERLINE OF HANDRAIL FOUNDATIONS

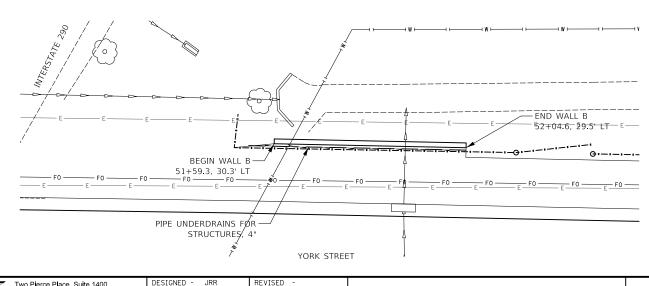
Two Pierce Place, Suite 1400

Tel: 630.773.3900 Fax: 630.773.3975

Itasca, Illinois 60143

CIVILTECH WWW.civiltechinc.com

MINIMUM REQUIRED ALLOWABLE BEARING PRESSURE = 1,500 PSF.



CITY OF ELMHURST

REVISED

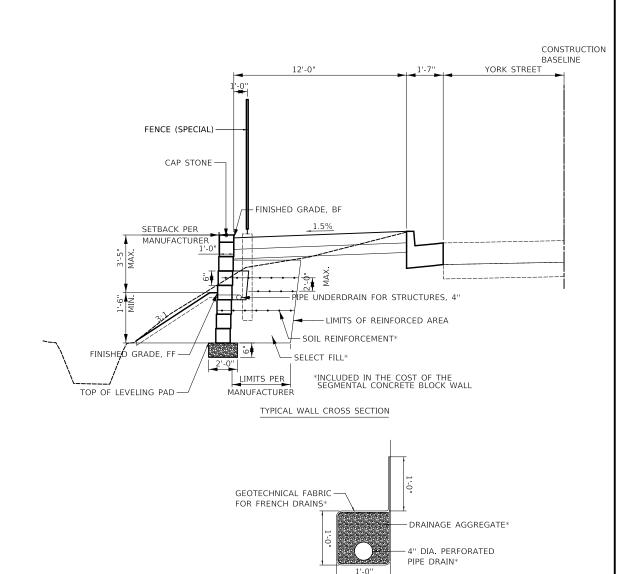
REVISED

REVISED

DRAWN - JRR

CHECKED - KRK

- 8/11/2023



PIPE UNDERDRAIN DETAIL * INCLUDED IN THE COST OF

NORTH YORK STREET SIDEWALK IMPROVEMENT GENERAL PLAN AND ELEVATION

SEGMENTAL BLOCK WALL B

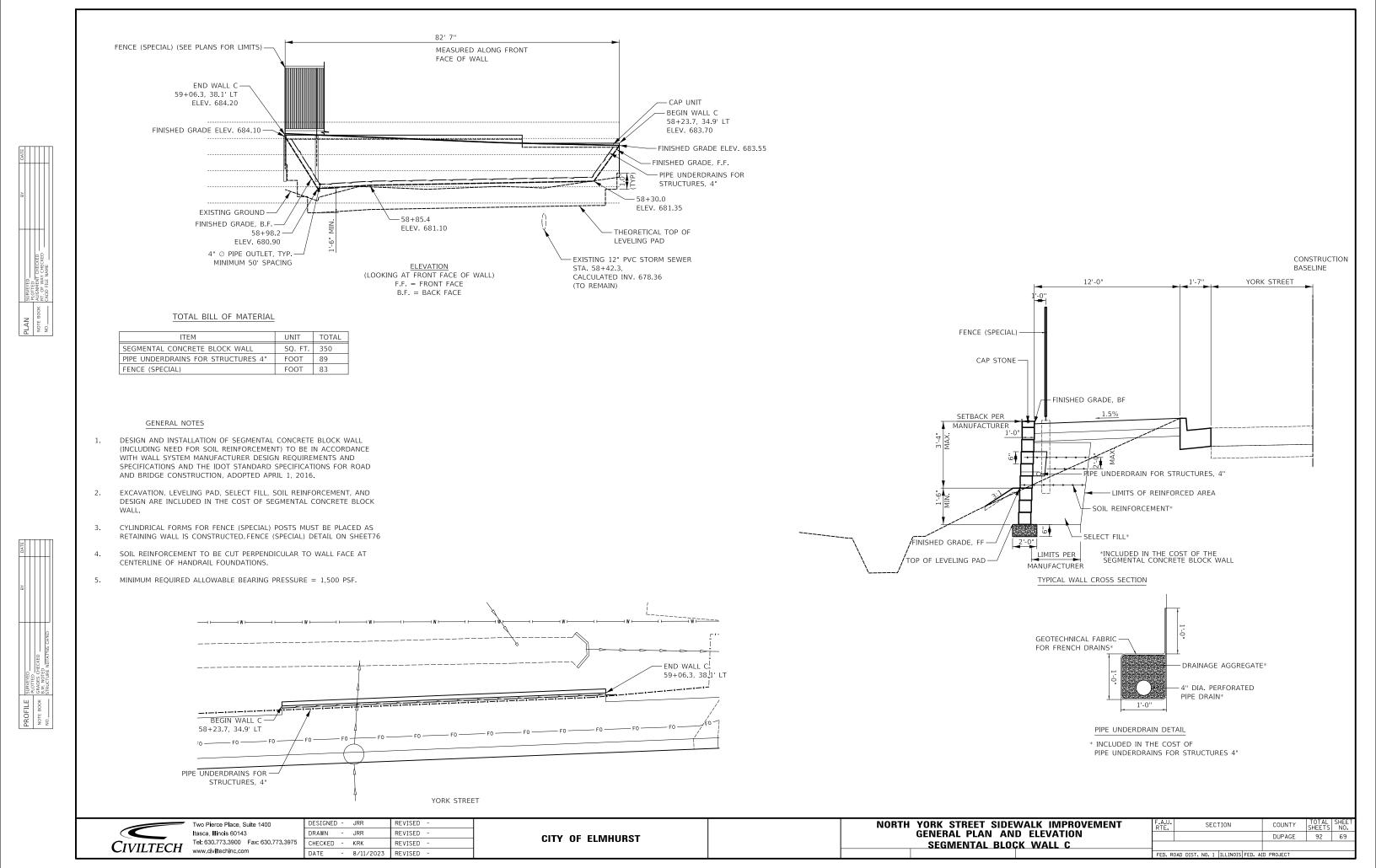
PIPE UNDERDRAINS FOR STRUCTURES 4"

SECTION

COUNTY

DUPAGE

92 68



Existing Structure: SN 022-0005 is a four-span continuous, non-composite plate girder bridge with a 7-inch reinforced concrete deck and a 2-inch concrete overlay. The original structure was built in 1962. In 1985, the structure was widened, patched and overlaid; the approaches were constructed; the abutment bearings were replaced; and the expansion joints were reconstructed. In 1998, diaphragms were replaced at the abutments; the expansion joints were reconstructed; and patching was performed on the approaches and abutments. In 2002, the bridge was painted.

Benchmark: Box Cut (Set) in southeast corner of concrete of first electric vault north of I-290 Bridge over York Road. NAVD 1988, Elevation 682.94, Sta. 53+30.25, Offset 21.4' LT.

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

FIELD UNITS

 $f'c = 3,500 \ psi$ fy = 60,000 psi (Reinforcement)fy = 50,000 psi (M270 Grade 50)

DESIGN STRESSES

GREGORY J. HATLESTAD, S.E. # 081-005562 EXP ___

CIVILTECH ENGINEERING, INC.

GREGORY J. HATLESTAD, S.E.

I certify that to the best of knowledge, information, and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO LRFD Bridge Design Specifications for Highway Bridges

INDEX OF SHEETS

- S-1 General Plan and Elevation
- S-2 General Data
- S-3 Retaining Wall Elevation I
- S-4 Retaining Wall Elevation II
- S-5 Soil Boring Logs I
- S-6 Soil Boring Logs II

LEGEND

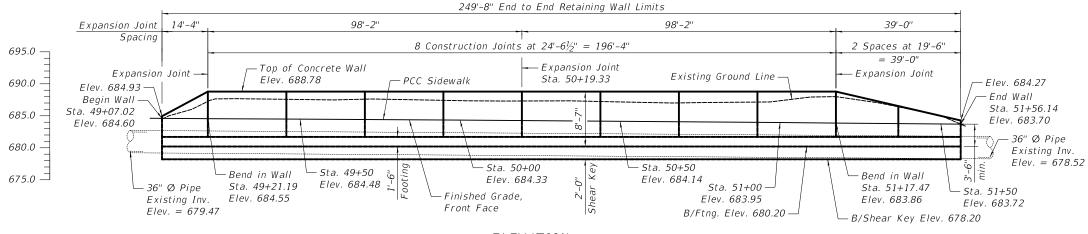
Existing Storm Sewer Existing Fence Existing Gas Line Existing Watermain Existing Underground Electric Existing Fiber Optic



Project Location — LOCATION SKETCH

GENERAL PLAN AND ELEVATION NORTH YORK ST. RETAINING WALL SN 022-0005; EB I-290 OVER N. YORK ST. SN 022-0006; WB 1-290 OVER N. YORK ST. DUPAGE COUNTY

STA. 49+07.02 TO STA. 51+56.14



ELEVATION Looking at Front Face of Retaining Wall

Unfolded Elevation

Filter Fabric & Riprap, Class A3 Existing Slope Wall Concrete Headwalls Existing Slope Wall -Bend in Wallfor Pipe Drains, typ. Sta. 49+21.19 Limits of Existing Bridges SN 022-0005; EB I-290 over N. York Street Offset 37.98' LT. Segmental Block -& SN 022-0006; WB I-290 over N. York Street Retaining Wall B Bend in Wall-Begin Concrete Wall Pipe Underdrains for Structures, 4' Sta. 51+17.47 Sta. 49+07.02 Filter Fabric & Offset 33.48' LT. Offset 35.74' LT. Riprap, Class A3 -39'-0" - Segmental Block - Front Face of Wall Retaining Wall A End Concrete Wall Stations Existing Concrete Bridge Pier 1 Sta. 51+56.14 Increasing Offset 28.48' LT -Proposed_Construction Baseline North York Street — -Existina Concrete-Bridge Pier 2

PLAN Offsets are measured to Front Face of Retaining Wall.

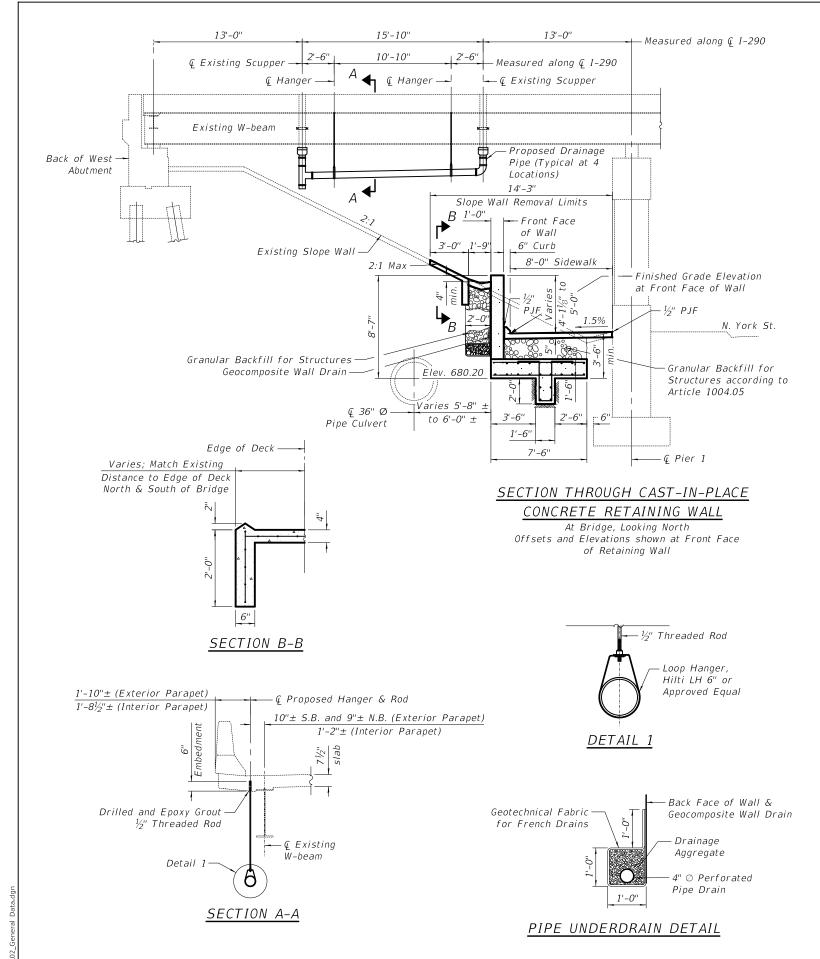
DRAWN - K. KOMPARE REVISED -DESIGNED - K. KOMPARE REVISED -CHECKED - G. HATLESTAD REVISED - AUGUST 11, 2023 REVISED -

CITY OF ELMHURST

GENERAL PLAN AND ELEVATION NORTH YORK SIDEWALK IMPROVEMENT SHEET S-1 OF S-6 SHEETS

COUNTY DUPAGE 92

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TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A3	Sq. Yd.	31
Filter Fabric	Sq. Yd.	31
Slope Wall Removal	Sq. Yd.	349
Reinforcement Bars, Epoxy Coated	Pound	14,790
Slope Wall 4 Inch	Sq. Yd.	74
Concrete Structures (Retaining Wall)	Cu. Yd.	192.6
Granular Backfill for Structures	Cu. Yd.	232
Geocomposite Wall Drain	Sq. Yd.	164
Concrete Headwalls for Pipe Drains	Each	2
Pipe Underdrains for Structures 4"	Foot	275
Concrete Gutter, Type B	Foot	197
Braced Excavation	Cu. Yd.	668
Drainage System Modification	L. Sum	1

GENERAL NOTES

- 1. Reinforcement bars designated (E) shall be Epoxy Coated.
- 2. Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
- 3. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 4. All exposed edges shall have 3/4 " chamfer.
- 5. Compaction of soil and granular material located within 2'-0" from the back of the retaining wall shall be compacted to the satisfaction of the Engineer using a suitable mechanical hand tamper.
- 6. The shear key excavation shall be made with care to produce near-vertical sides as shown on the plans. The footing and shear key excavation shall be cleaned of loose material and the concrete poured against undistrubed in-place soils.

CIVILTECH

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

 DESIGNED
 K. KOMPARE
 REVISED

 CHECKED
 G. HATLESTAD
 REVISED

 DATE
 AUGUST 11, 2023
 REVISED

CITY OF ELMHURST

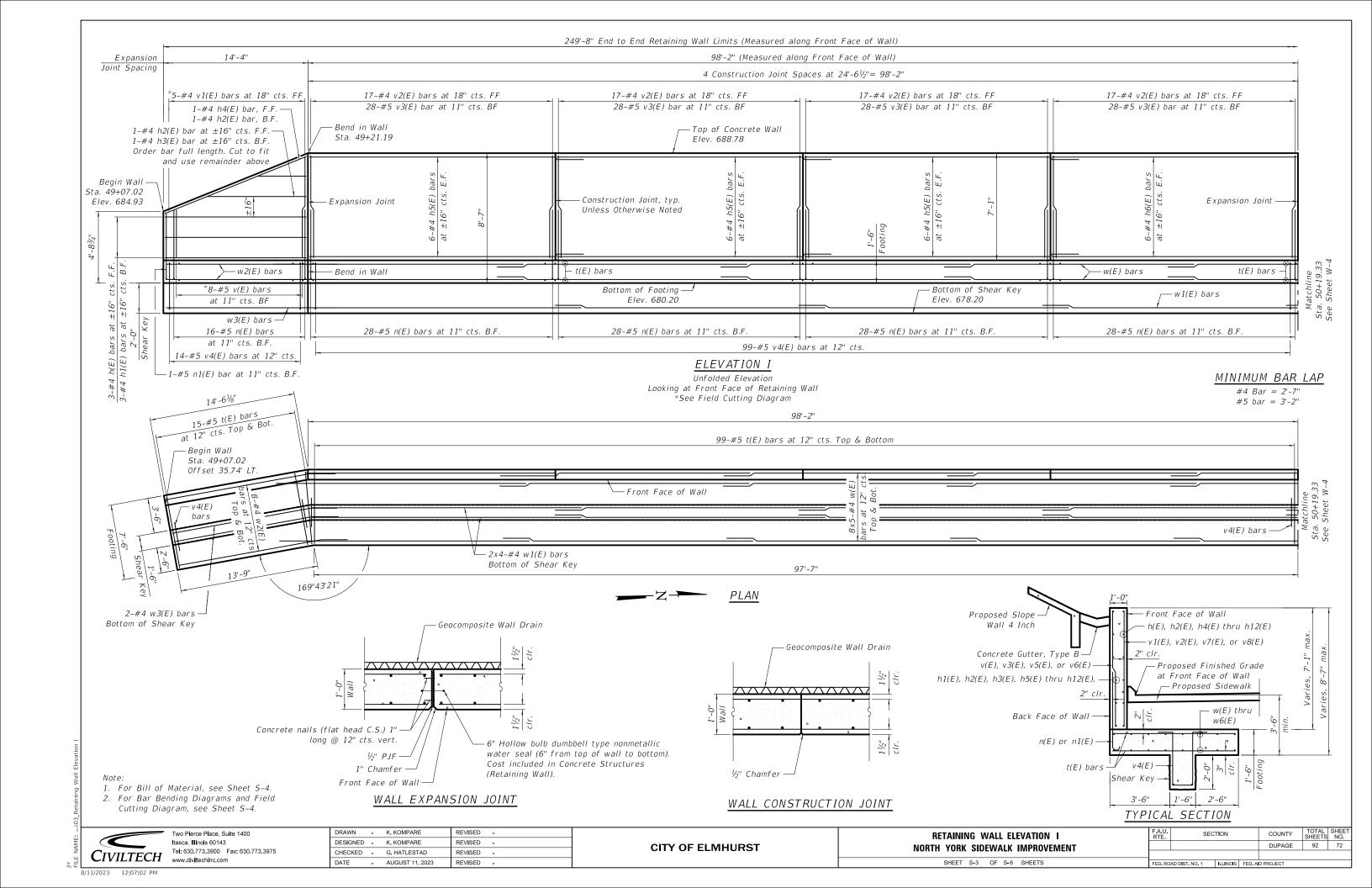
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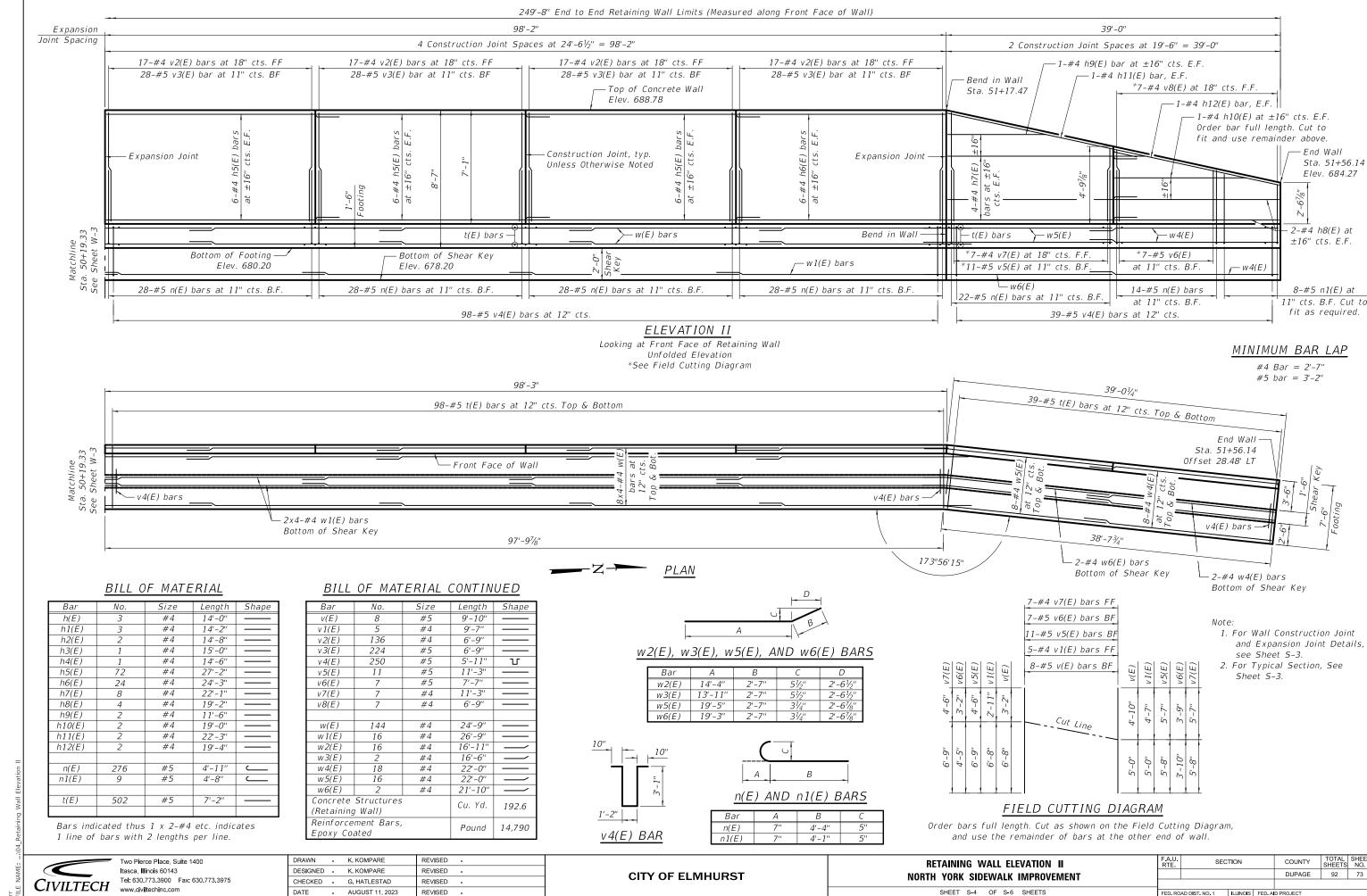
NORTH YORK SIDEWALK IMPROVEMENT

SHEET S-2 OF S-6 SHEETS

FED. ROAD

E. SECTION COUNTY TOTAL SHEETS NO. DUPAGE 92 71





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PROJE	CT: _1	N. York Street Retaining Wall at I	-290_	SITE	LOC	ATIO	N: _		Elmhur	st, IL
BORIN	G LOCA	5N	CLIE	NT: _	Civiltech Engineering					
DEPTH (feet)	SOIL	Material Description	Elevation	TYPE/ INTERVAL GO	ON.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	REMARKS
0 -		PAVEMENT - Bit. Concrete (3-3/4' over PC Concrete (10-1/2") over Granular Base Course (3") FILL - Brown, trace Grey Clay LOA A-6, very stiff	681.6	SS	1	4	21	102	2.33	
4 -		FILL - Brown SAND with Gravel, A-1-a, medium dense		-ss	2	26	7			
-		Dark Grey to Light Grey CLAY, tra Fibers, A-7-6, firm	ce 677.5	SS	3	2	26		0.75 (Qp)	
8 -		Brown and Grey Clay LOAM, A-6, trace Fibers at 8.0', very stiff	675.0	SS	4	7	25	93	2.72	
12 -		Grey Clay LOAM, A-6, hard to ver	y 671.0	_ss	5	14	21	102	3.57	
-	1	7.		SS	6	14	20	101	5.04	
16 -				ss -	7	10	19	102	2.75	
20 –				SS	8	8	20	105	2.68	
				ss	9	9	20	104	2.10	
24 -				-ss	10	9	20	105	2.72	
-				SS	11	9	21	102	2.25	
28 -		Grey Sandy LOAM with Gravel, A-2-4, medium dense End of Boring at 30.0'	653.0	SS	12	14	9			Hole Caved at 29.0' upon Completion
OURING MMEDI	DRILLIN	BSERVATIONS, ft. G: ♀ 5.5' FTER DRILLING: ♀ 15.0' NG AFTER ♀	M.	ASE.	г		BOI		STARTED: COMPLETED: BY: METHOD:	12/1/21 12/1/21 GPF HSA

PROJE	CT:	No.: 21537 LOG OF N. York Street Retaining Wall at					V:		Elmhur	st, IL		
BORING LOCATION: 10913383.757E, 1911509.254N					IT: _			Civiltech Engineering				
				S	AMPL		TESTS					
DEPTH (feet)	SOIL	Material Description	Elevation	TYPE/ INTERVAL	NO.	N-VALUE Blows per ft.	Wc%	Dry Unit Weight, pcf	Unconfined Compressive Strength, tsf	REMARKS		
0		PAVEMENT - Bit. Concrete (2-1/: over PC Concrete (9") over Grant Base Course (8") Black Clay LOAM, A-6 to A-7-6			1	16	14					
4 -		Olive-Grey, trace Dark Grey Sand Clay LOAM, A-6, very stiff	ly 681.0	- -ss	2	4	19	103	2.10			
8 -		Brown and Grey Clay LOAM, A-6 hard	678.5	ss	3	16	19	105	7.22			
-	¥	probable cobble at 10.0', wet		SS	4	16	18	104	5.43			
12 -		Grey Clay LOAM, A-6, hard to ve stiff	ery 673.5	_ss	5	17	17	105	6.40			
-	¥			ss	6	12	16	109	3.53			
16 -				SS	7	11	19	106	4.38			
20 -				SS	8	10	18	107	3.38			
				ss	9	10	19	106	3.69			
24 -				ss	10	14	16	110	3.14			
28 -				SS	11	10	25	96	3.10			
20 -		End of Boring at 30.0'	654.0	SS	12	11	25	96	3.48	Hole Caved at 28.0' upon Completion		
URING MMEDI	DRILLING ATELY AF	SSERVATIONS, ft. 3: \times 10.0' FTER DRILLING: \times 14.0' NG AFTER \times 14.0'	₩ _N	4SET	Γ		BOF LOG	RING C	TARTED: OMPLETED BY: IETHOD:	12/1/21 12/1/21 GPF HSA		

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

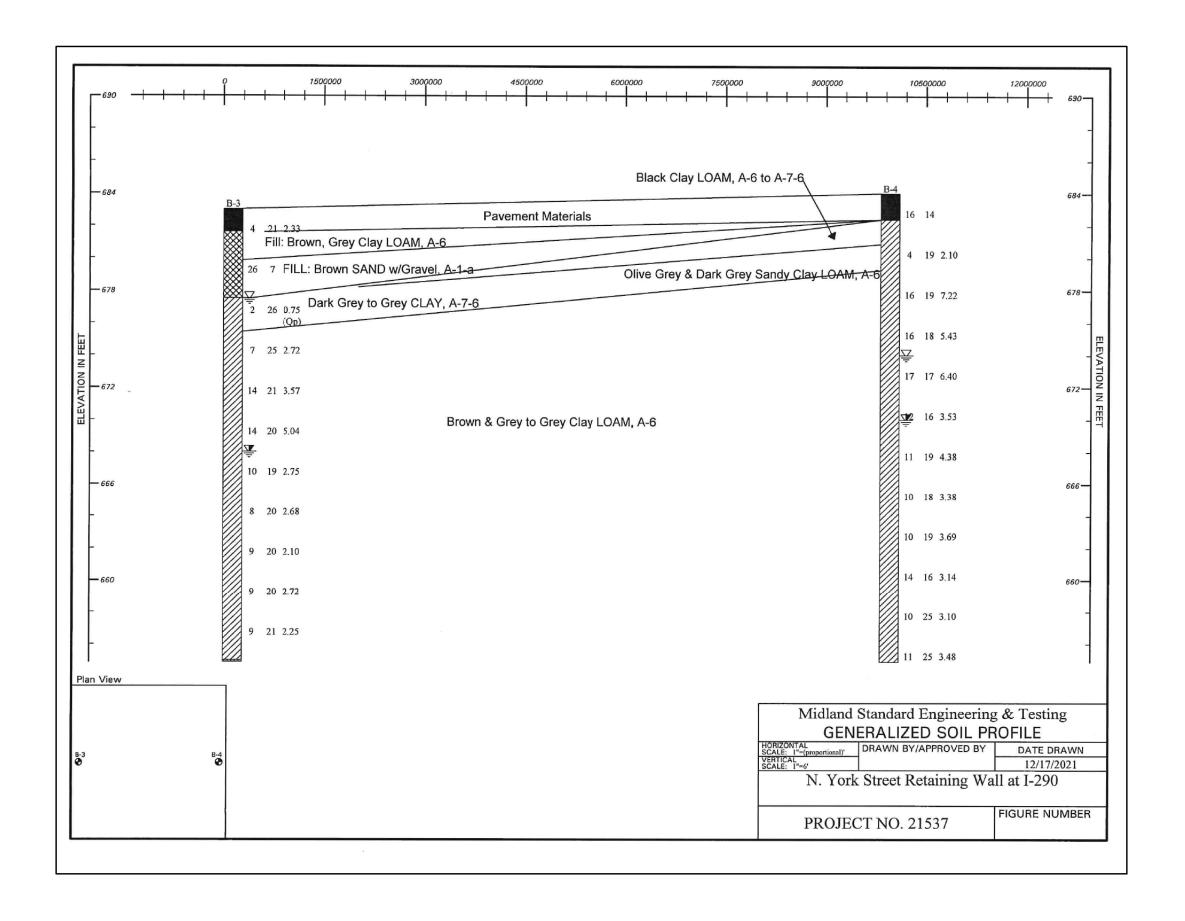
DRAWN - K. KOMPARE REVISED -REVISED -DESIGNED - K. KOMPARE CHECKED - G. HATLESTAD

DATE - AUGUST 11, 2023 REVISED -REVISED -

SOIL BORING LOGS I NORTH YORK SIDEWALK IMPROVEMENT SHEET S-5 OF S-6 SHEETS

COUNTY TOTAL SHEET NO.

DUPAGE 92 74 SECTION FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

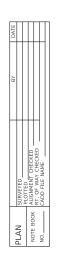


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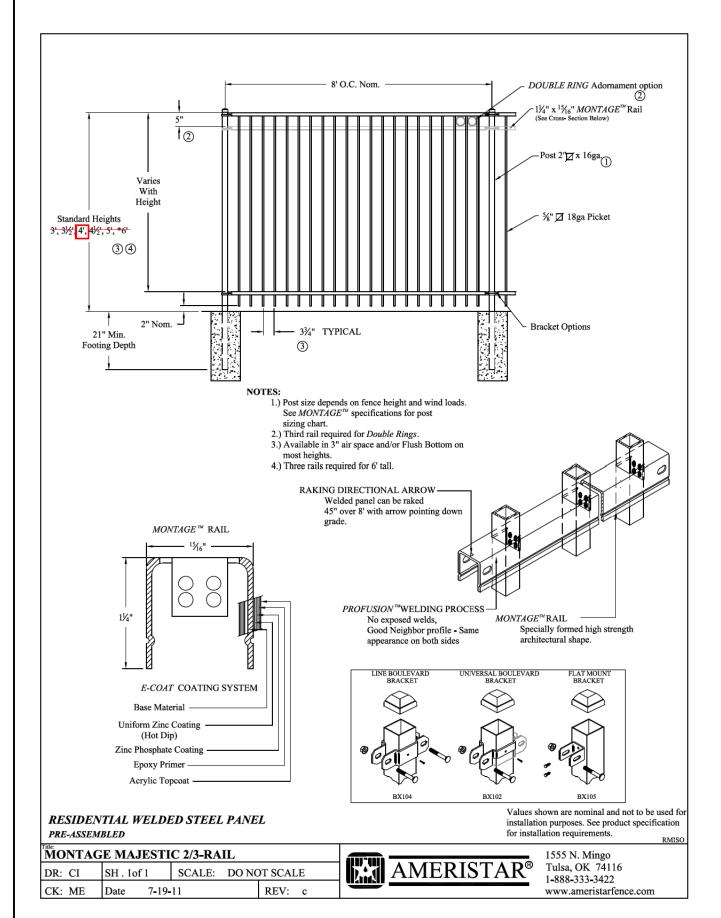
DRAWN - K. KOMPARE REVISED -DESIGNED - K. KOMPARE REVISED -CHECKED - G. HATLESTAD - AUGUST 11, 2023

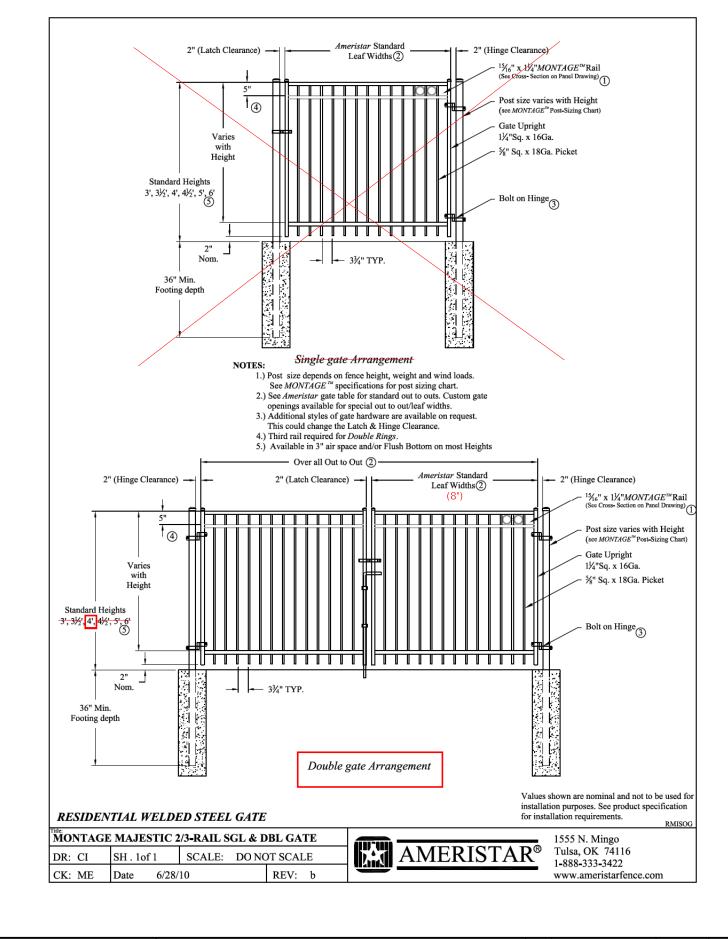
SOIL BORING LOGS II NORTH YORK SIDEWALK IMPROVEMENT SHEET S-6 OF S-6 SHEETS

COUNTY DUPAGE









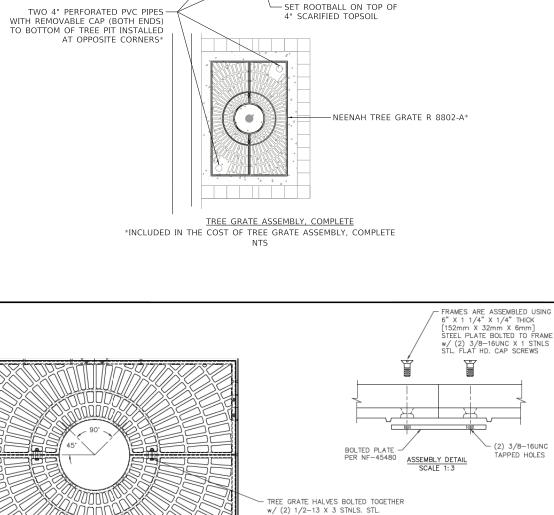


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REVISED DESIGNED - JRR DRAWN - JRR REVISED CHECKED - KRK REVISED 8/11/2023 REVISED

CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT SECTION COUNTY DUPAGE 92 **CONSTRUCTION DETAILS**



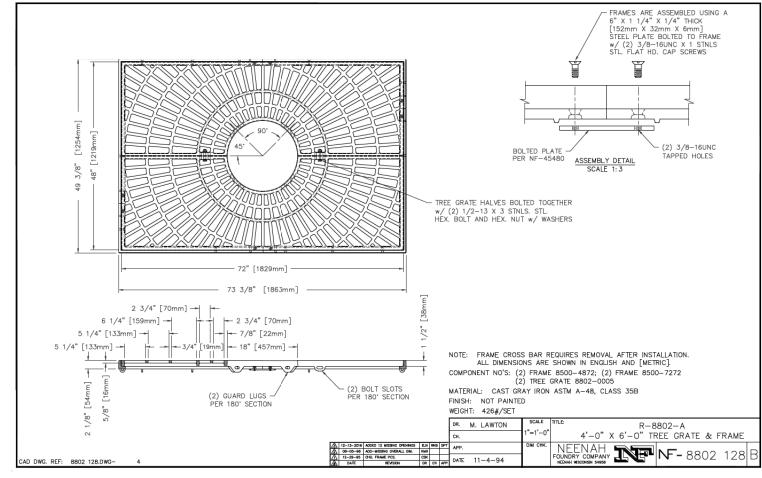
-- MULCH WITH 2" DARK PEA GRAVEL*

1/2" EXPANSION JOINT*

PCC TREE FRAME POURED IN PLACE*

BACKFILL WITH 80% TOPSOIL*
 AND 20% MUSHROOM COMPOST

-SET ROOTBALL 3" BELOW TOP OF GRATE



PROPOSED TREE -

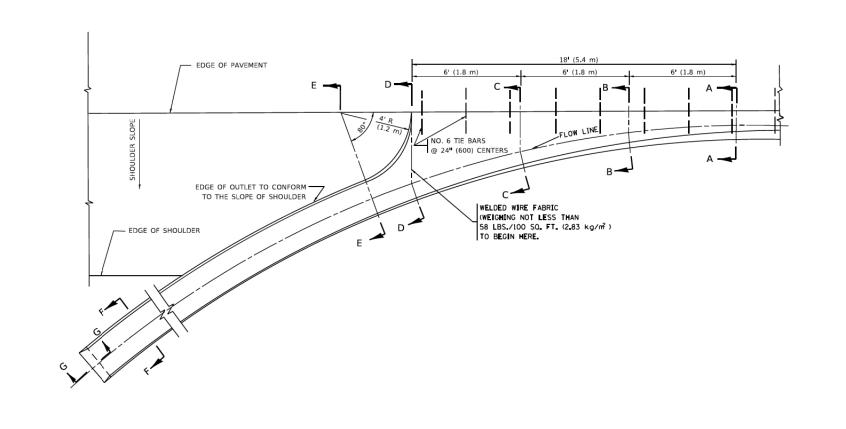
Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975 CIVILTECH Tel: 630.773.3900 Fa

REVISED DESIGNED - JRR DRAWN - JRR REVISED CHECKED - KRK REVISED - 8/11/2023 REVISED

CITY OF ELMHURST

NORTH YORK STREET SIDEWALK IMPROVEMENT **CONSTRUCTION DETAILS**

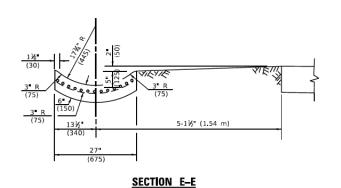
SECTION COUNTY 92 77 DUPAGE



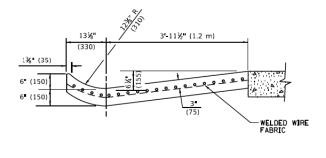


SECTION A-A *

 \star Dimensions of the curb & Gutter at section A-A ARE SHOWN ON STATE STANDARD 606001. FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.

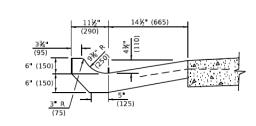


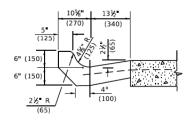
SECTION F-F



SECTION D-D

SECTION G-G





SECTION C-C

SECTION B-B

GENERAL NOTES

- 1. GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.
- 2. TIE BARS SHALL BE NO. 20 (NO.6) AT 24" (600) CENTERS UNLESS OTHERWISE SHOWN.
- 3. IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

METHOD OF MEASUREMENT

FOR SECTION A-A TO E-E AND CURTAIN WALL=
1.25 CU. YDS. (0.96³m) CLASS SI CONCRETE (OUTLET) FOR 9" (225) PAV'T. 1.27 CU. YDS. (0.963m) CLASS SI CONCRETE (OUTLET) FOR 10 (250) PAV'T.

FOR SECTION F-F=

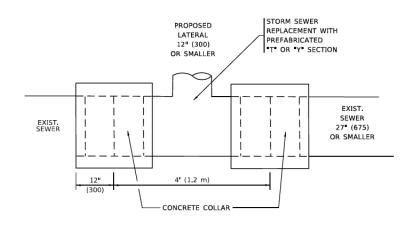
0.045 CU. YDS. (0.033m) CLASS SI CONCRETE PER ft. (m).

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

USER NAME	= Lawrence.DeManche	DESIGNED	-	M. DE YONG	REVISED	-	R. SHAH 10-25-94
		DRAWN	-		REVISED	-	E. GOMEZ 12-21-00
PLOT SCALE	= 100.0000 * / in.	CHECKED	-		REVISED	-	K. SMITH 08-27-19
PLOT DATE	= 11/18/2022	DATE	-	08-04-86	REVISED	-	K. SMITH 11-18-22

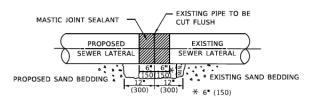
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DEPARTMENT	0F	TRANSPORTATION

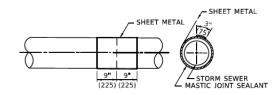
	OUTLET FOR CONCRETE								COUNTY	TOTAL SHEETS	SHEET NO.
	CURB AND GUTTER								DUPAGE	92	78
COND AND COTTEN						В	D600-01 (BD-03)	CONTRACT	NO.	
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS	FED. A	ID PROJECT		

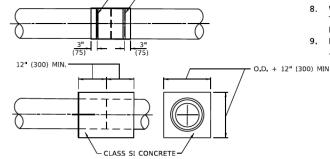


DETAIL "A"

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







METAL BINDING

DETAIL "B"

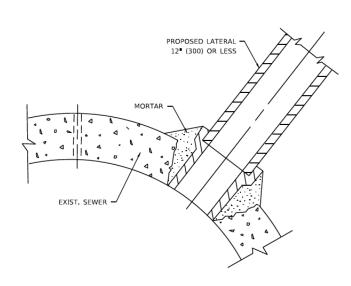
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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

SCALE: NONE

9. PLACE CLASS SI CONCRETE AROUND THE



DETAIL "C"

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

NOTES:

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

CONSTRUCTION METHODS

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

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

GENERAL

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

BASIS OF PAYMENT

- 1. TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
- 2. REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
- 3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
- 4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED

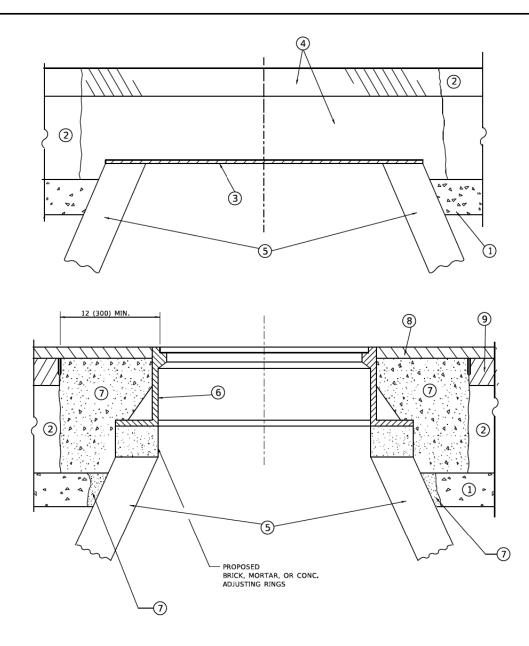
* ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

DESIGNED -M. DE YONG REVISED - R. SHAH 09-09-94 JSER NAME = Lawrence.DeManche DRAWN REVISED R. SHAH 10-25-94 REVISED -R. SHAH 06-12-96 PLOT SCALE = 100.0000 ' / in. CHECKED . DATE REVISED _ K SMITH 11-18-22

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER SHEET 1 OF 1 SHEETS STA.

DUPAGE 92 CONTRACT NO. BD500-01 (BD-07)



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE,
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

 USER NAME
 = Lawrence.DeManche
 DESIGNED
 R. SHAH
 REVISED
 R. BORO
 01-01-07

 PLOT SCALE
 = 100.0000 ' / in.
 CHECKED
 REVISED
 R. BORO
 12-06-11

 PLOT DATE
 = 11/18/2022
 DATE
 10-25-94
 REVISED
 K. SMITH
 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE. SECTION COUNTY TOTAL SH. SHEETS N DUPAGE 92 8

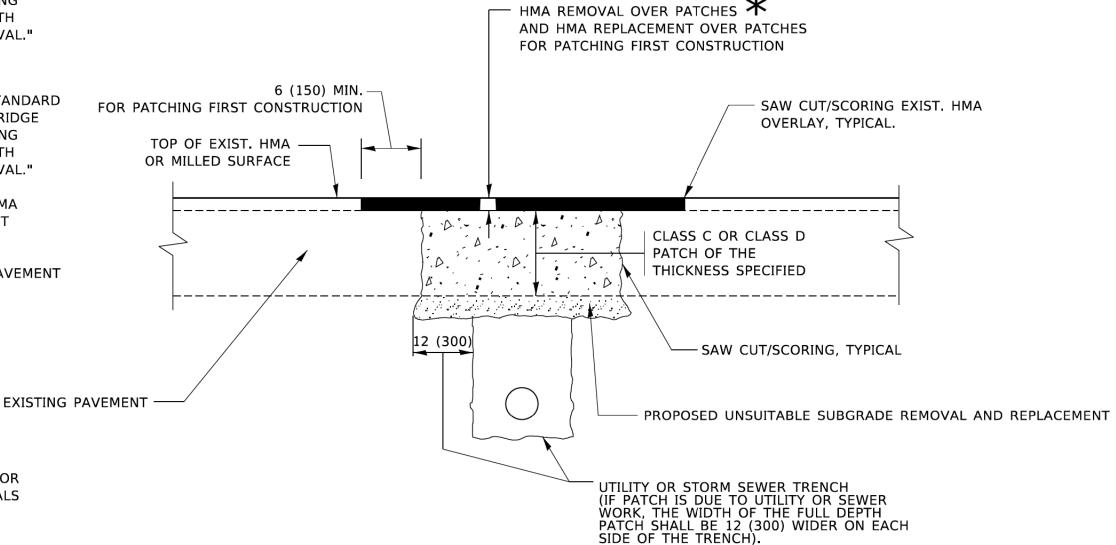
BD600-03 (BD-08) CONTRACT NO.

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

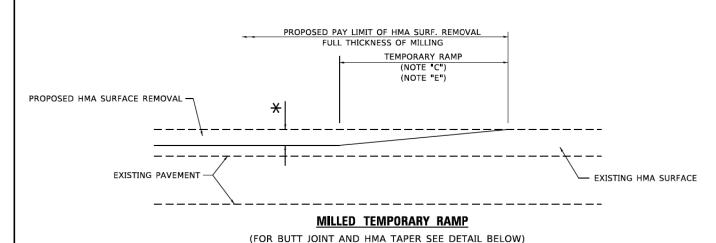
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

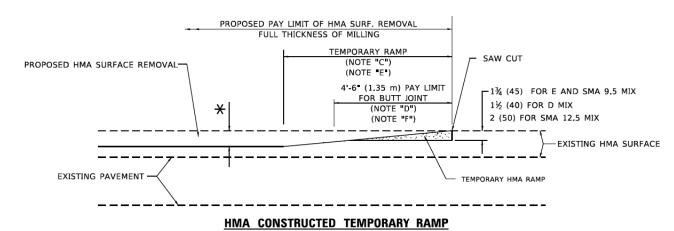
- 1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07			PAVEMENT PATCHI	NG FOR	F.A.	SECTION	COUNTY	TOTAL SI	IEET NO.
	DRAWN -	REVISED - R. BORO 09-04-07	STATE OF ILLINOIS						DUPAGE	92	81
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION		HMA SURFACED PA	A V E IVI E IV I	╧	BD400-04 (BD-22)	CONTRACT	NO.	
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.			D PROJECT		_



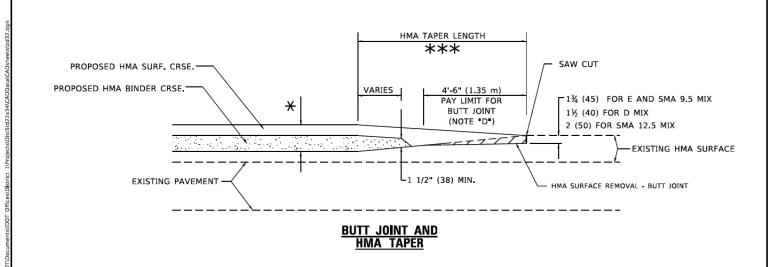
OPTION 1



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

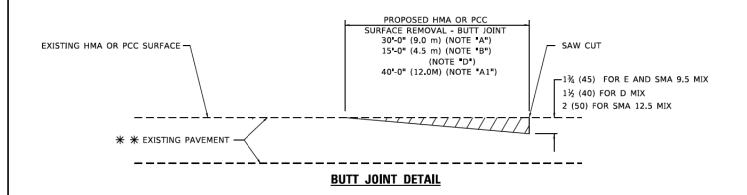
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

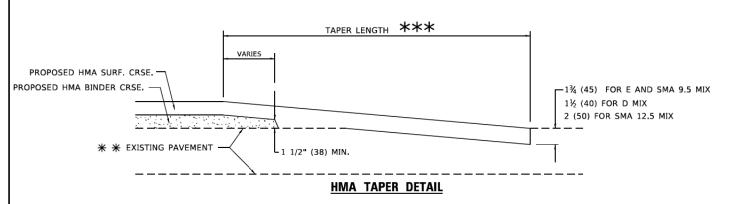
F.A. SECTION COUNTY SHEETS SHEETS NO.

DUPAGE 92 82

BD400-05 BD-32 CONTRACT NO.

ILLINOIS FED AND PROJECT





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

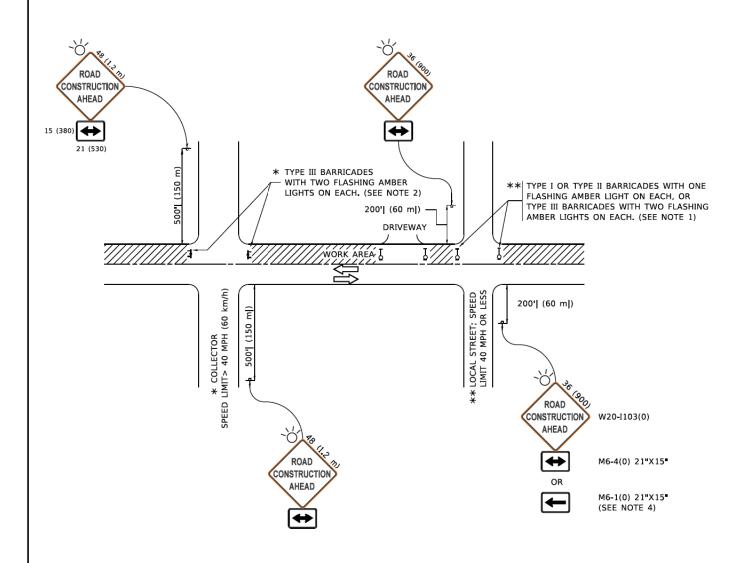
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - igstar SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT

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



NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE,
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION
 OF THE CLOSED PORTION.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710)
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

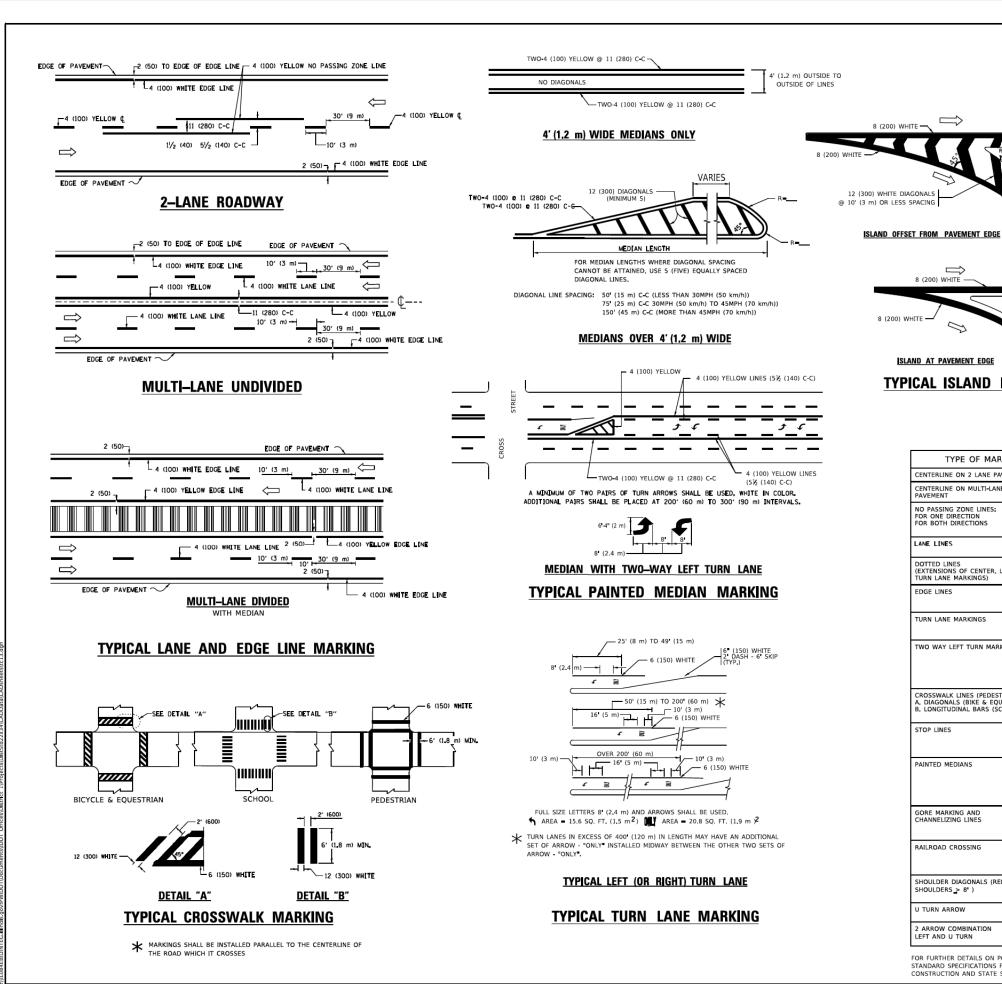
- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 1 OF 1 SHEETS STA. TO STA.



REVISED - C. JUCIUS 09-09-09

REVISED - C. JUCIUS 07-01-13

REVISED - C. JUCIUS 12-21-15

USER NAME = footem!

PLOT SCALE = 50.0000 ' / In.

DESIGNED - EVERS

DRAWN

DATE

CHECKED -

RAISED 5'-4" (1620) T 32 R (810) 2 (50) SLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING LANE REDUCTION TRANSITION * LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS. **U**-TURN TYPE OF MARKING WIDTH OF LINE PATTERN COLOR SPACING / REMARKS ENTERLINE ON 2 LANE PAVEMENT ELLOW 10' (3 m) LINE WITH 30' (9 m) SPACE CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT 2 @ 4 (100) 11 (280) C-C NO PASSING ZONE LINES; FOR ONE DIRECTION FOR BOTH DIRECTIONS 4 (100) 2 @ 4 (100) 5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN LANE LINES SKIP-DASH SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE 4 (100) 5 (125) ON FREEWAYS DOTTED LINES SAME AS LINE BEING EXTENDED SKIP-DASH SAME AS LINE BEING EXTENDED 2' (600) LINE WITH 6' (1.8 m) SPACE EXTENSIONS OF CENTER, LANE OR URN LANE MARKINGS) EDGE LINES OUTLINE MEDIANS IN YELLOW 4 (100) SOLID YELLOW-LEFT WHITE-RIGHT 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m)) SEE TYPICAL TURN LANE MARKING DETAIL URN LANE MARKINGS SOLID 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID TWO WAY LEFT TURN MARKING ELLOW 2 @ 4 (100) EACH DIRECTION LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) NOT LESS THAN 6' (1.8 m) APART 2' (600) APART EE TYPICAL CROSSWALK MARKING DETAILS. PLACE 4 (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE STOP LINES 24 (600) SOLID WHITE PAINTED MEDIANS 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. 2 @ 4 (100) WITH 12 (300) DIAGONALS SOLID FLLOW: WHITE: ONE WAY TRAFFIC NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS GORE MARKING AND CHANNELIZING LINES 8 (200) WITH 12 (300) DIAGONALS @ 45° SOLID DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h)) SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m PEACH "X"=54.0 SQ. FT. (5.0 m P 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" RAILROAD CROSSING SOLID WHITE

COMBINATION

LEFT AND U-TURN

2 (50)

8 (200) WHITE -

SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO

U TURN ARROW

2 ARROW COMBINATION LEFT AND U TURN

12 (300) @ 45

SEE DETAIL

D(FT)

425

665

750

SPEED LIMIT

35

55

STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001. DISTRICT ONE TYPICAL PAVEMENT MARKINGS

30.4 SF

50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

unless otherwise shown.

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DUPAGE 92 84 CONTRACT NO. SHEET 1 OF 2 SHEETS STA. SCALE: NONE

WHITE - RIGHT YELLOW - LEFT

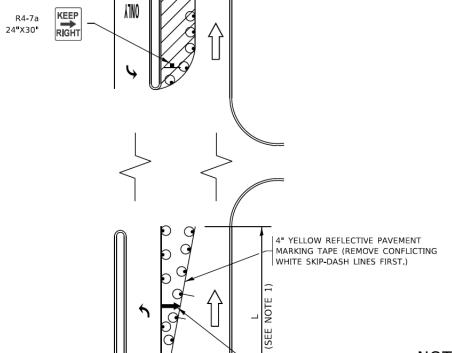
WHITE

SOLID

SOLID

SOLID

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

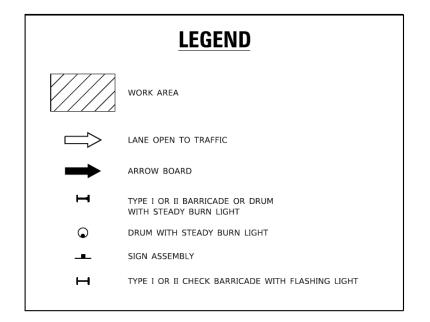


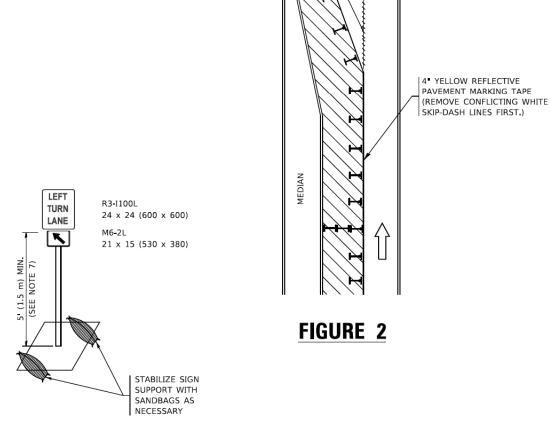
- ARROW BOARD

NOTES:

- A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE





CONFLICTING

PAVEMENT MARKING -REMOVAL (TYP.)

DETAIL A

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

SEE DETAIL "A"

6" WHITE REFLECTIVE PAVEMENT MARKING TAPE

USER NAME = footemj	DESIGNED	-T.	RAMMACHER	09-08-94	REVISED	-	R. BORO 09-14-09
	DRAWN	-	A. HOUSEH	11-07-95	REVISED	- A.	SCHUETZE 07-01-
PLOT SCALE = 50.0000 / In.	CHECKED	-	A. HOUSEH	10-12-96	REVISED	- A.	SCHUETZE 09-15-
PLOT DATE = 3/4/2019	DATE	- T.	RAMMACHER	01-06-00	REVISED	-	

FIGURE 1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

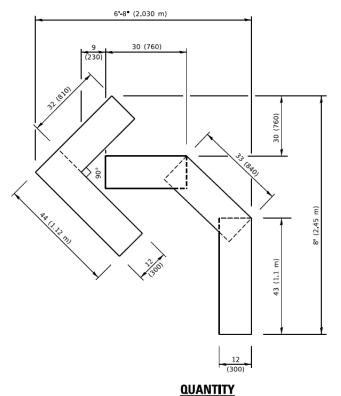
						F.A. RTE.	SECTION	COUNTY	TOTA SHEET
	(TO REMAIN OPEN TO TRAFFIC)							DUPAGE	92
(10 ILMAN OF EN 10 INATIO)							TC-14	CONTRACT NO.	
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT	

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SEE DETAIL "A" -

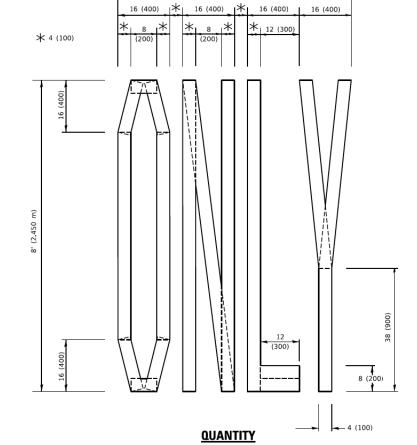
s/IDOT Offices/District 1/Projects/DistStd22x34\

DEL: Default

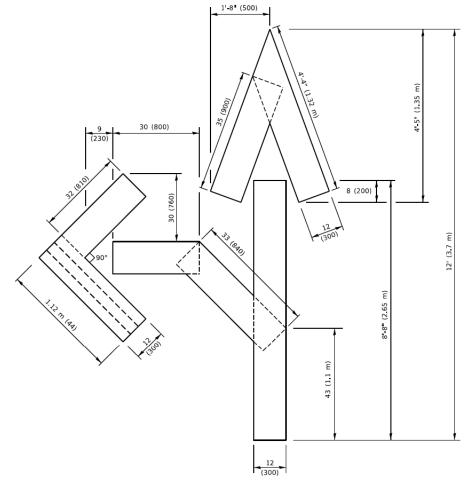


4 (100) LINE = 45.5 ft. (13.9 m)

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



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

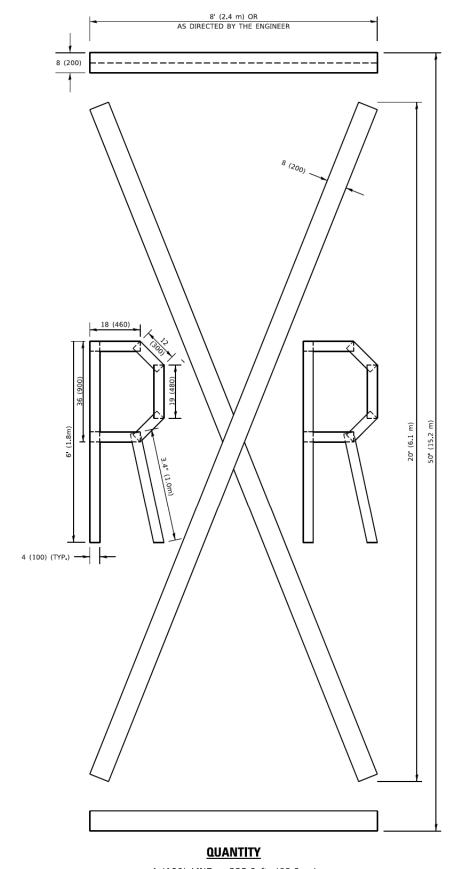


QUANTITY

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

NOTE:

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



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

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

USER NAME = footemJ	DESIGNED -	REVISED	- T. RAMMACHER 03-02-98
	DRAWN -	REVISED	- E. GOMEZ 08-28-00
PLOT SCALE = 50.0068 / In.	CHECKED -	REVISED	- E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED	- A. SCHUFTZF 09-15-16

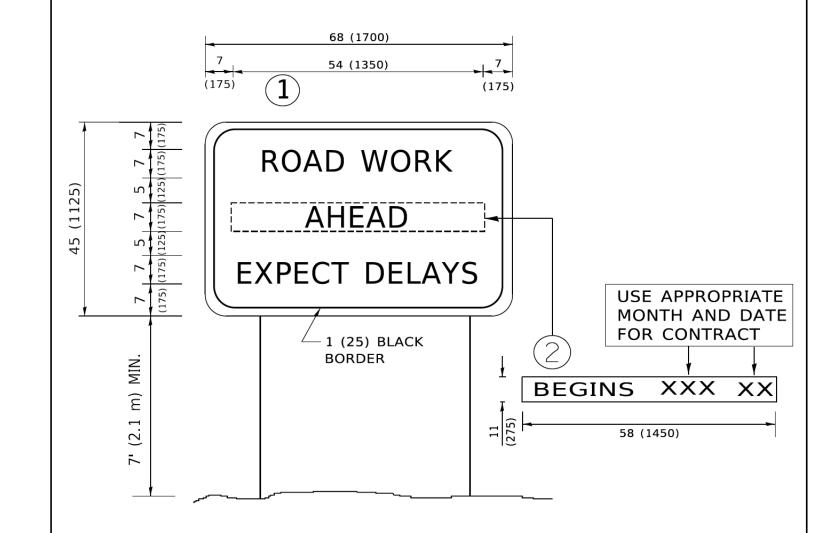
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

A. SECTION COUNTY TOTAL SHEETS NO.

DUPAGE 92 86

TC-16 CONTRACT NO.



NOTES:

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

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

USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97			ARTERIAL I	MAD		F.A.	SECTION	COUNTY	5
	DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS					IXIL.		DUPAGE	Ĭ
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED -T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION		INFORMATION	1 SIGN			TC-22	CONTRACT	7
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE	SHEET 1 OF 1 SHEET	S STA.	TO STA.		ILLINOIS FED. A	ID PROJECT	_

