

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	1
		ILLINOIS	CONTRACT NO. 61F20	

01-18-2019 LETTING ITEM 114

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FAU ROUTE 2659 (WEST AVENUE)
ST. CHARLES ROAD TO FIRST STREET /U.P. RAILROAD
RESURFACING
SECTION 18-00194-00-RS
PROJECT UBQH(364)
CITY OF ELMHURST
DUPAGE COUNTY



PROGRAM ENGINEER: CARMEN E. RAMOS, P.E. SCHAUMBURG, IL

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA
EXISTING ADT = 8,125 (2016)

SPEED LIMIT:
25 MPH (POSTED)

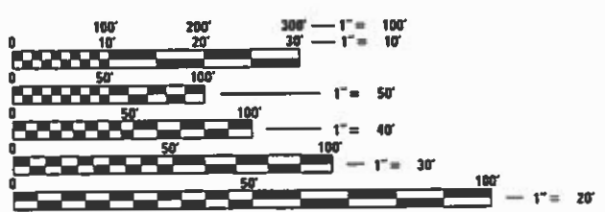
DESIGN DESIGNATION
MAJOR COLLECTOR

END IMPROVEMENT
STA 129 + 44.50



BEGIN IMPROVEMENT
STA 100 + 44.00

LOCATION MAP
NOT TO SCALE
GROSS LENGTH = 2,900.50 FT. = 0.55 MILE
NET LENGTH = 2,900.50 FT. = 0.55 MILE



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

CONSULTING ENGINEERS **B** BLA, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P(630) 438 6400 F(630) 438 6444 www.bollingerloch.com



MATTHEW CESARIO
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062.066160
MY LICENSE EXPIRES ON 11-30-19.
DATE 10/2/18

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
Approved	<i>[Signature]</i> OCT. 2, 2018 CITY OF ELMHURST
Passed	<i>[Signature]</i> OCTOBER 30, 2018 District One Engineer of Local Roads & Streets
Releasing for Bid Based on Limited Review	<i>[Signature]</i> OCTOBER 30, 2018 Regional Engineer

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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DISTRICT DETAILS

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701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
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GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2019; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- 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.
- 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
- 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 THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- 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.
- 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.
- 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.
- FERTILIZER NUTRIENTS SHALL BE PLACED OVER SODDING AT THE RATE OF 60 POUNDS EACH PER ACRE.
- SAW CUTTING OF CURB AND GUTTER SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING.
- 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.
- PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, SIDEWALKS, PCC PAVEMENT, AND AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MATCHING SHALL NOT EXCEED 1-1/2" WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1" WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH, WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3" MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE DISTRICT DETAIL "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- FOR CLASS D PATCHING, CONTRACTOR SHALL MILL BEFORE PATCHING AS DIRECTED BY THE ENGINEER.
- ALL ELEVATIONS ARE ON THE U.S.G.S. DATUM NAVD 88.
- ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR ADA RAMPS, PAVEMENT MARKINGS, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 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.
- SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 10 GAL PER SQ YD FOR SODDED AREAS.
- 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.
- ANY NECESSARY TRAFFIC CONTROL SIGNAGE SHALL BE COORDINATED WITH THE RAILROAD COMPANIES.
- ACTUAL LOCATION AND SIZE OF BASE PATCHES WILL BE DETERMINED IN THE FIELD. NO COMPENSATION WILL BE ALLOWED FOR UNUSED PATCHING QUANTITIES.
- TREE ROOT PRUNING SHALL BE USED WHERE NECESSARY IN AREAS OF PROPOSED SIDEWALK AS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL USE CAUTION WHEN WORKING NEAR AND UNDER OVERHEAD UTILITY FACILITIES.
- WHEN CONSTRUCTING 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.
- 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.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION. THIS INCLUDES RIGHT-OF-ENTRY PERMIT FOR EACH RAILROAD.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS AND IN ACCORDANCE WITH IDOT SIGNING STANDARDS:
 - SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 - 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.
 - 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: THE CITY OF ELMHURST
 - LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.
- 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 PARKING RESTRICTIONS MUST BE APPROVED BY THE ENGINEER. ALL SIDE ROADS AND DRIVEWAY ENTRANCES SHALL BE MAINTAINED AT ALL TIMES. NO CLOSURES TO SIDE ROADS OR DRIVEWAYS SHALL OCCUR.
- PROPOSED IMPROVEMENTS SHALL BE COMPLETED UTILIZING TRAFFIC CONTROL IDOT HIGHWAY STANDARDS.
- STOP SIGNS AND STOP BARS ARE TO BE MAINTAINED ON ALL ROADS THROUGH THE DURATION OF CONSTRUCTION.
- POSITIVE DRAINAGE WITHIN THE WORK ZONE MUST BE MAINTAINED AT ALL TIMES.
- AT ADA SIDEWALK RAMP IMPROVEMENTS AND AT IMPROVED DRIVEWAY APRONS PVC 2 INCH CONDUIT SHALL BE INSTALLED. INSTALL CONDUIT 1 FOOT BEHIND THE CURB AND BELOW THE PAVEMENT IN EXISTING / PROPOSED STONE. THE CONDUIT SHALL EXTEND 2 FEET PAST SIDEWALK OR DRIVEWAY IMPROVEMENT AND THE END OF THE CONDUIT SHALL BE CAPPED WITH DUCT TAPE.
- IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE UNION PACIFIC RAILROAD AND CANADIAN NATIONAL RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE UNION PACIFIC RAILROAD AND CANADIAN NATIONAL RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.
- THE DETECTABLE WARNINGS FOR THE ADA RAMP IMPROVEMENTS SHALL BE SUPPLIED / MANUFACTURED BY: ADA SOLUTIONS, INC AND SHALL BE THE CAST IN PLACE REPLACEABLE TACTILE PANELS. THE DETECTABLE WARNINGS SHALL BE APPROVED BY THE ENGINEER.
- ANY MATERIAL NECESSARY TO BE REMOVED AS EARTH EXCAVATION DUE TO SIDEWALK IMPROVEMENTS OR CURB AND GUTTER REPLACEMENTS SHALL BE DISPOSED OF ON SITE BEHIND CURB IMPROVEMENTS, SIDEWALK IMPROVEMENTS OR AS DIRECTED BY THE ENGINEER.

COMMITMENTS

CONTRACTOR SHALL OBTAIN RIGHT OF ENTRY PERMITS FROM BOTH RAILROAD COMPANIES



USER NAME = cesario	DESIGNED - DM	REVISED -
	DRAWN - DM	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MC	REVISED -
PLOT DATE = 11/1/2018	DATE - 08/07/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST AVENUE - CITY OF ELMHURST			
INDEX OF SHEETS, HIGHWAY STANDARDS, GEN. NOTES & COMMITMENTS			
SCALE: N/A	SHEET 1 OF 1 SHEETS	STA. N/A TO STA. N/A	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-R5	DUPAGE	30	2
				CONTRACT NO. 61F20
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				ROADWAY 0005
20101200	TREE ROOT PRUNING	EACH	10	10
21101625	TOPSOIL FURNISH AND PLACE, 6"	SO YD	182	182
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2	2
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2	2
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2	2
25200110	SODDING, SALT TOLERANT	SO YD	182	182
25200200	SUPPLEMENTAL WATERING	UNIT	2	2
28000510	INLET FILTERS	EACH	16	16
35101600	AGGREGATE BASE COURSE, TYPE B4"	SO YD	421	421
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	6507	6507
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3	3
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	405	405
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	140	140
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	804	804

* SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				ROADWAY 0005
42001300	PROTECTIVE COAT	SQ YD	103	103
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3846	3846
42400800	DETECTABLE WARNINGS	SQ FT	279	279
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	3639	3639
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	564	564
44000600	SIDEWALK REMOVAL	SQ FT	4014	4014
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	189	189
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	293	293
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	293	293
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	189	189
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1
60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	1	1
60500060	REMOVING INLETS	EACH	2	2
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	639	639

* SPECIALTY ITEMS



BLA, Inc.

USER NAME = cesorio	DESIGNED - DM	REVISED -
	DRAWN - DM	REVISED -
PLOT SCALE = 100,0000' / 1"	CHECKED - MC	REVISED -
PLOT DATE = 11/13/2018	DATE - 08/07/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST AVENUE - CITY OF ELMHURST
SUMMARY OF QUANTITIES**

F.A.U. RTE. 2659	SECTION 18-00194-00-RS	COUNTY DUPAGE	TOTAL SHEETS 30	SHEET NO. 4
CONTRACT NO. 61F20				ILLINOIS FED. AID PROJECT

SCALE: N/A SHEET 2 OF 4 SHEETS STA. N/A TO STA. N/A

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				ROADWAY 0005
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3
67100100	MOBILIZATION	L SUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	90	90
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1861	1861
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	621	621
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	731	731
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	931	931
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	646	646
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	114	114
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	125	125
* 78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	40	40

* SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				ROADWAY 0005
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	60	60
* 81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	800	800
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 142C	FOOT	200	200
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	191	191
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	1	1
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1
X0327890	DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	60	60
* X1400031	REMOVE PEDESTRIAN PUSH-BUTTON	EACH	1	1
X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	12	12
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	16	16
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	180	180
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	3045	3045
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1

* SPECIALTY ITEMS



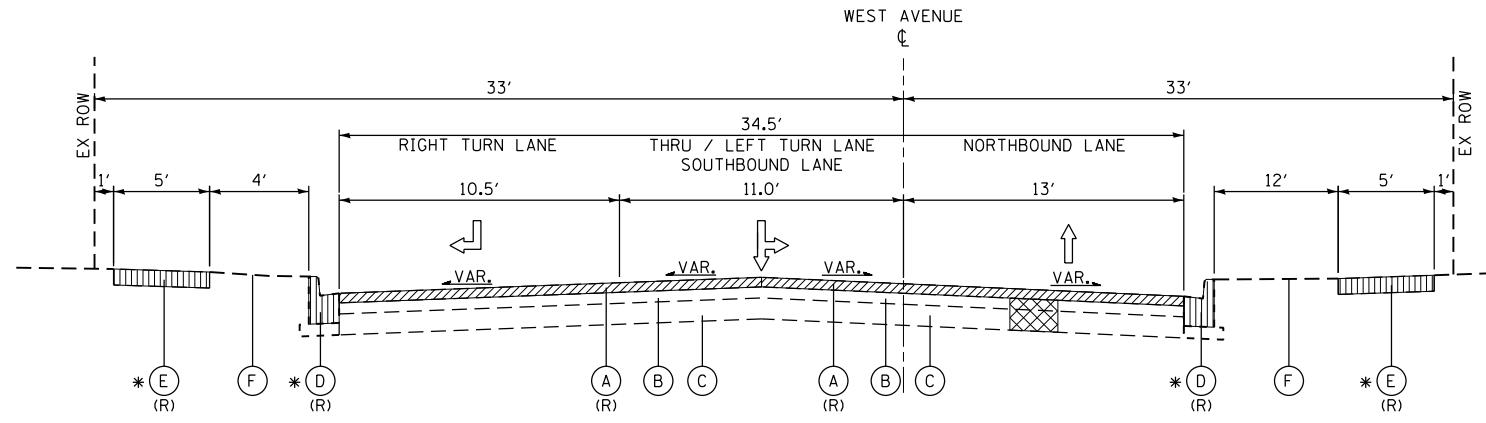
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PLOT DATE = 11/13/2018	CHECKED - MC	REVISED -
	DATE - 08/07/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST AVENUE - CITY OF ELMHURST
SUMMARY OF QUANTITIES

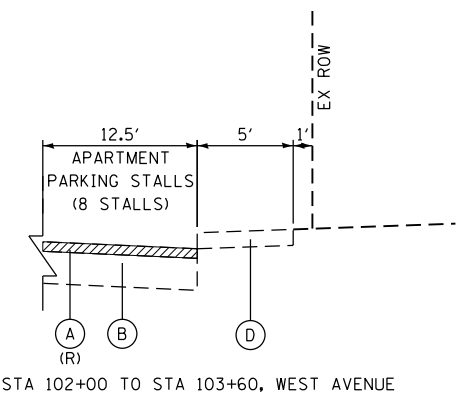
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	6
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

STA 100+44 TO STA 103+00, WEST AVENUE



STA 102+00 TO STA 103+60, WEST AVENUE

EXISTING LEGEND

- (A) EX. HOT-MIX ASPHALT SURFACE COURSE, 2" (R)
- (B) EX. HOT-MIX ASPHALT BASE COURSE, 6"
- (C) EX. AGGREGATE BASE COURSE, 6"
- * (D) EX. COMB. CONCRETE CURB & GUTTER, TY B-6.12
- * (E) EX. P.C.C. SIDEWALK
- (F) EX. TOPSOIL

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

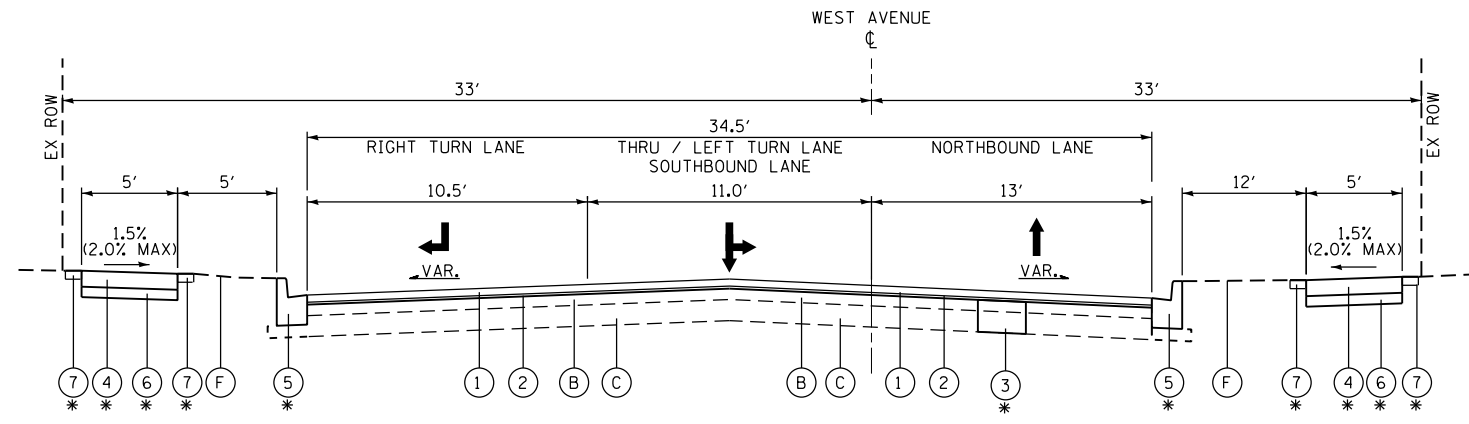
* ITEM TO BE REMOVED AND REPLACED AT LOCATIONS INDICATED IN THE PLANS AND/OR DIRECTED BY THE ENGINEER

- HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- CLASS D PATCHES (AS DIRECTED BY THE ENGINEER)
- COMBINATION CURB AND GUTTER REMOVAL / SIDEWALK REMOVAL (AS SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER)

PROPOSED LEGEND

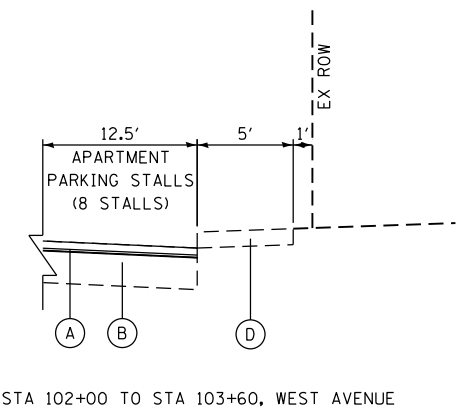
- (1) PR. HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) PR. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, 3/4"
- (3) CLASS D PATCHES
- * (4) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- * (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- * (6) AGGREGATE BASE COURSE, TY B 4"
- * (7) TOPSOIL FURNISH & PLACE, 6" WITH SODDING SALT TOLERANT

* ITEM TO BE REMOVED AND REPLACED AT LOCATIONS INDICATED IN THE PLANS AND/OR DIRECTED BY THE ENGINEER



PROPOSED TYPICAL SECTION

STA 100+44 TO STA 103+00, WEST AVENUE



STA 102+00 TO STA 103+60, WEST AVENUE

THE CONTRACTOR SHALL MILL ROADWAY PAVEMENT PRIOR TO PAVEMENT PATCHING.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 1 1/2"	4% @ 50 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (IL 9.5 mm), 3/4"	3.5% @ 50 GYR
PAVEMENT PATCHING	
CLASS D PATCHES, HOT-MIX ASPHALT BINDER (IL 19 mm), N70; 12"	4% @ 70 GYR

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN.

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

FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE LIFT, PER BDE SPECIAL PROVISION



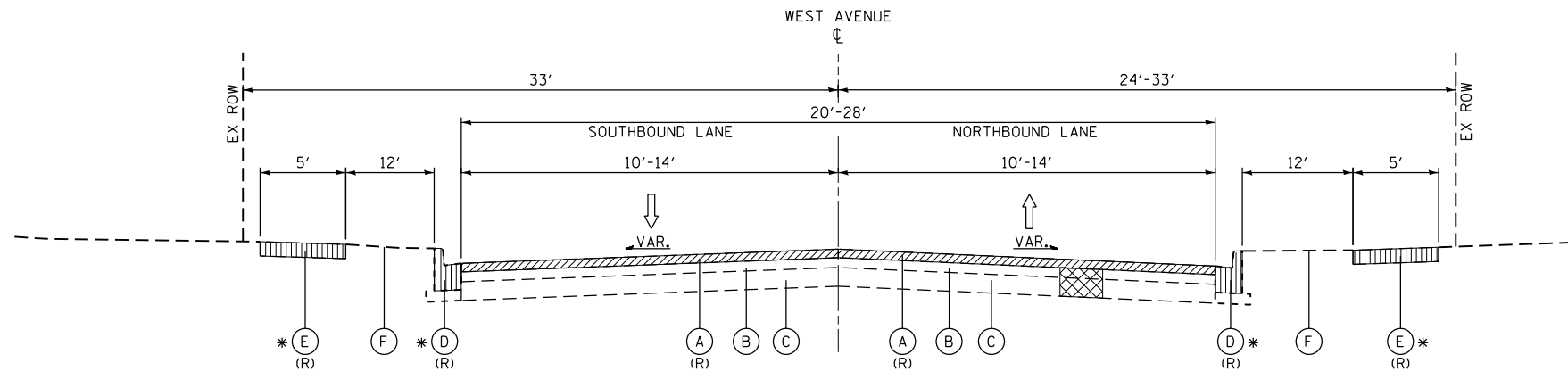
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PLOT DATE = 10/11/2018	DATE - 08/07/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST AVENUE - CITY OF ELMHURST
TYPICAL SECTIONS**

SCALE: N/A SHEET 1 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	7
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

STA 103+00 TO STA 129+44.50, WEST AVENUE
RAILROAD OMISSION
STA 113+97.72 TO STA 114+21.42, WEST AVENUE

EXISTING LEGEND

- (A) EX. HOT-MIX ASPHALT SURFACE COURSE, 2" (R)
- (B) EX. HOT-MIX ASPHALT BASE COURSE, 6"
- (C) EX. AGGREGATE BASE COURSE, 6"
- * (D) EX. COMB. CONCRETE CURB & GUTTER, TY B-6.12
- * (E) EX. P.C.C. SIDEWALK
- (F) EX. TOPSOIL

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

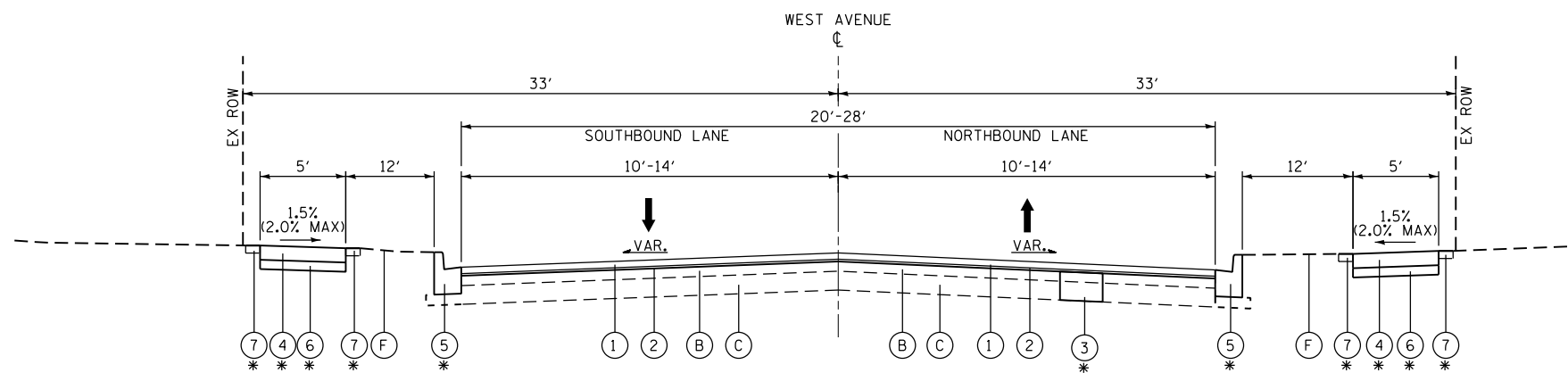
* ITEM TO BE REMOVED AND REPLACED AT LOCATIONS INDICATED IN THE PLANS AND/OR DIRECTED BY THE ENGINEER

- HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- CLASS D PATCHES (AS DIRECTED BY THE ENGINEER)
- COMBINATION CURB AND GUTTER REMOVAL / SIDEWALK REMOVAL (AS SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER)

PROPOSED LEGEND

- (1) PR. HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) PR. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, 3/4"
- (3) CLASS D PATCHES
- * (4) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- * (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- * (6) AGGREGATE BASE COURSE, TY B 4"
- * (7) TOPSOIL FURNISH & PLACE, 6" WITH SODDING SALT TOLERANT

* ITEM TO BE REMOVED AND REPLACED AT LOCATIONS INDICATED IN THE PLANS AND/OR DIRECTED BY THE ENGINEER



PROPOSED TYPICAL SECTION

STA 103+00 TO STA 129+44.50, WEST AVENUE
RAILROAD OMISSION
STA 113+97.72 TO STA 114+21.42, WEST AVENUE

STATION - STATION		OFFSET (LT / RT)	HMA SURFACE REMOVAL, 2" (SQ YD)	HMA SURFACE REMOVAL BUTT JOINT (SQ YD)	SIDEWALK REMOVAL (SQ FT)	CURB AND GUTTER REMOVAL (FT)
100+00	104+50	LT / RT	1,693	19	329	22
104+50	110+00	LT / RT	1,934	34	975	166
110+00	115+50	LT / RT	1,778	42	1,108	128
115+50	121+00	LT / RT	1,782	24	988	106
121+00	126+00	LT / RT	1,556	---	350	20
126+00	131+00	LT / RT	896	21	264	122
TOTAL			9,639	140	4,014	564

STATION - STATION		OFFSET (LT / RT)	HMA SURFACE COURSE MIX "D" N50 (TON)	POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 (TON)	BITUMINOUS MATERIALS (TACK COAT) (POUND)
100+00	104+50	LT / RT	141	71	1143
104+50	110+00	LT / RT	160	81	1306
110+00	115+50	LT / RT	149	75	1200
115+50	121+00	LT / RT	149	75	1203
121+00	126+00	LT / RT	131	65	1050
126+00	131+00	LT / RT	74	38	605
TOTAL			804	405	6,507

STATION - STATION		OFFSET (LT / RT)	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH (SQ FT)	COMBINATION CURB AND GUTTER TYPE-B.12 (FOOT)	AGGREGATE BASE COURSE TYPE B, 4 INCH (SQ YD)
100+00	104+50	LT / RT	329	97	38
104+50	110+00	LT / RT	975	166	109
110+00	115+50	LT / RT	1,029	128	106
115+50	121+00	LT / RT	973	106	108
121+00	126+00	RT	350	20	39
126+00	131+00	RT	190	122	21
TOTAL			3,846	639	421

DETECTABLE WARNINGS			
INTERSECTION	OFFSET (LT / RT)	QUADRANT (NW, SW, NE, SE)	AREA (SQ FT)
KOHL'S	LT	NW	10
	LT	SW	10
SUNNYSIDE AVE	RT	NE	9
	RT	SE	10
FELLOW'S CT	RT	NE	10
	RT	SE	10
ALLEY	RT	NE	10
	RT	SE	10
WHOLE FOODS	LT	NW	10
	LT	SW	23
WHOLE FOODS	RT	SE	10
	LT	NW	10
RAILROAD	LT	SW	10
	LT	W	10
ELM PARK AVE	RT	E	10
	RT	NE	9
UTLEY RD	RT	SE	10
	LT	NW	20
ALEXANDER BLVD	LT	SW	20
	RT	NE	20
ALEXANDER BLVD	RT	SE	19
	RT	NE	9
ALEXANDER BLVD	RT	SE	10
	TOTAL		

INLET FILTERS		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
103+34.07	19.85' RT	1
104+22.79	12.82' RT	1
105+04.21	13.35' RT	1
105+32.66	12.70' RT	1
107+17.09	19.62' RT	1
108+36.77	19.67' RT	1
108+61.31	18.22' RT	1
108+94.40	16.09' LT	1
115+27.50	15.05' LT	1
115+56.06	14.73' RT	1
119+90.61	17.75' RT	1
120+25.80	18.31' RT	1
120+41.02	13.62' LT	1
123+53.51	14.58' LT	1
123+79.03	14.99' RT	1
124+27.33	14.59' LT	1
TOTAL		16

FRAME AND LIDS TO BE ADJUSTED (SPECIAL)		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
100+72.49	3.32' RT	1
100+72.58	11.15' RT	1
102+00.00	11.04' LT	1
103+34.07	19.85' RT	1
105+04.21	13.35' RT	1
105+32.66	12.70' RT	1
106+75.37	30.63' RT	1
106+97.12	38.46' RT	1
107+17.09	19.62' RT	1
115+23.11	8.41' RT	1
118+35.75	10.19' LT	1
119+45.26	12.48' LT	1
119+66.92	10.57' LT	1
123+53.51	14.58' LT	1
124+27.33	14.59' LT	1
126+62.63	25.27' RT	1
TOTAL		16

SANITARY MANHOLES TO BE ADJUSTED		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
103+84.66	13.06' LT	1
106+26.67	14.69' LT	1
106+83.52	14.43' LT	1
107+09.29	14.43' LT	1
110+93.13	15.51' LT	1
115+56.06	14.73' RT	1
117+53.44	11.71' RT	1
119+92.46	4.49' LT	1
119+93.48	10.12' RT	1
120+06.89	10.71' LT	1
123+28.61	0.15' LT	1
126+58.30	3.39' LT	1
TOTAL		12

REMOVING INLETS		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
104+72.79	12.82' RT	1
120+41.02	13.62' LT	1
TOTAL		2

INLETS, TYPE A, TYPE 11 FRAME AND GRATE		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
104+72.79	12.82' RT	1
TOTAL		1

INLETS, TYPE A, TYPE 1 FRAME, OPEN LID		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
120+41.02	13.62' LT	1
TOTAL		1

THERMOPLASTIC PAVEMENT MARKING							PAINT PAVEMENT MARKING		POLYURA PAVEMENT MARKING	
STATION - STATION		OFFSET (LT / RT)	4 INCH (FT)	6 INCH (FT)	12 INCH (FT)	24 INCH (FT)	LETTERS & SYMBOLS (SQ FT)	LETTERS & SYMBOLS (SQ FT)	12 INCH (FT)	
From	To									
100+00	104+50	LT / RT	931	285	---	24	53	40	---	
104+50	110+00	LT / RT	---	63	---	15	---	---	---	
110+00	115+50	LT / RT	---	84	66	12	226	---	12	
115+50	121+00	LT / RT	---	162	48	39	226	---	48	
121+00	126+00	LT / RT	---	---	---	---	---	---	---	
126+00	131+00	LT / RT	---	52	---	35	226	---	---	
TOTAL			931	646	114	125	731	40	60	

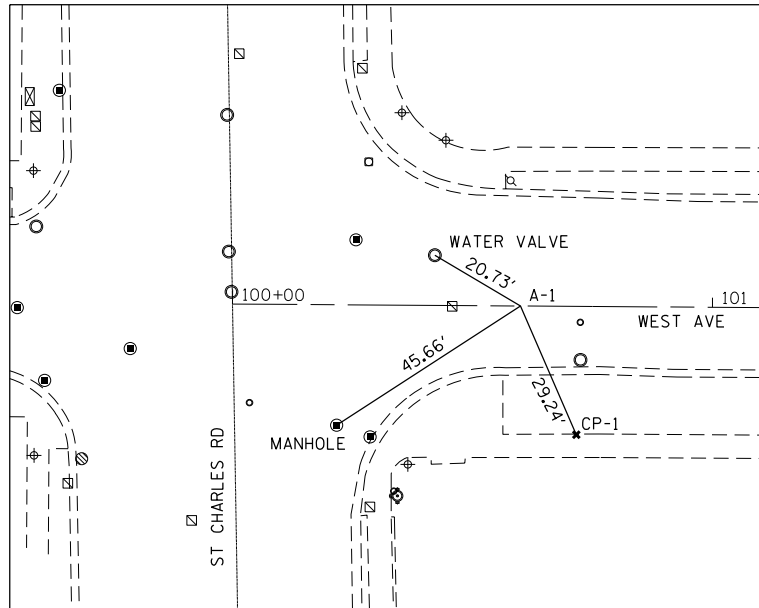


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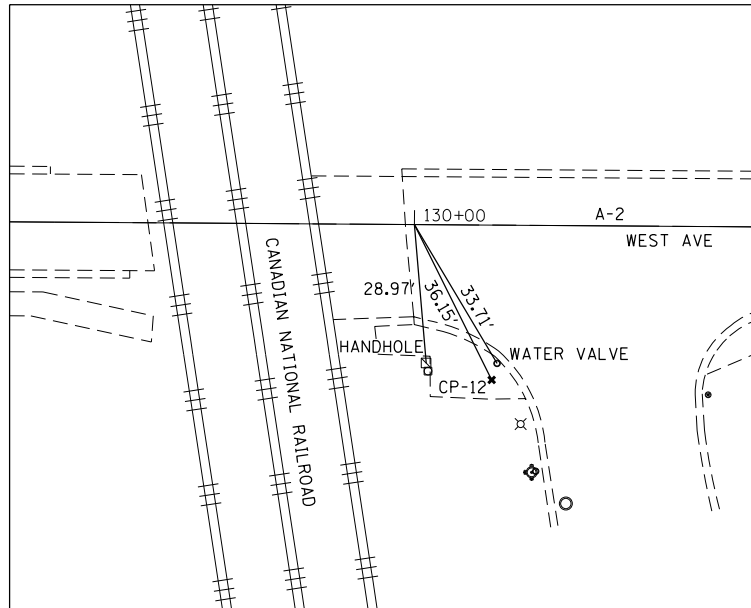
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST AVENUE - CITY OF ELMHURST SCHEDULE OF QUANTITIES			
SCALE: N/A	SHEET 1 OF 1 SHEETS	STA. N/A	TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	9
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				



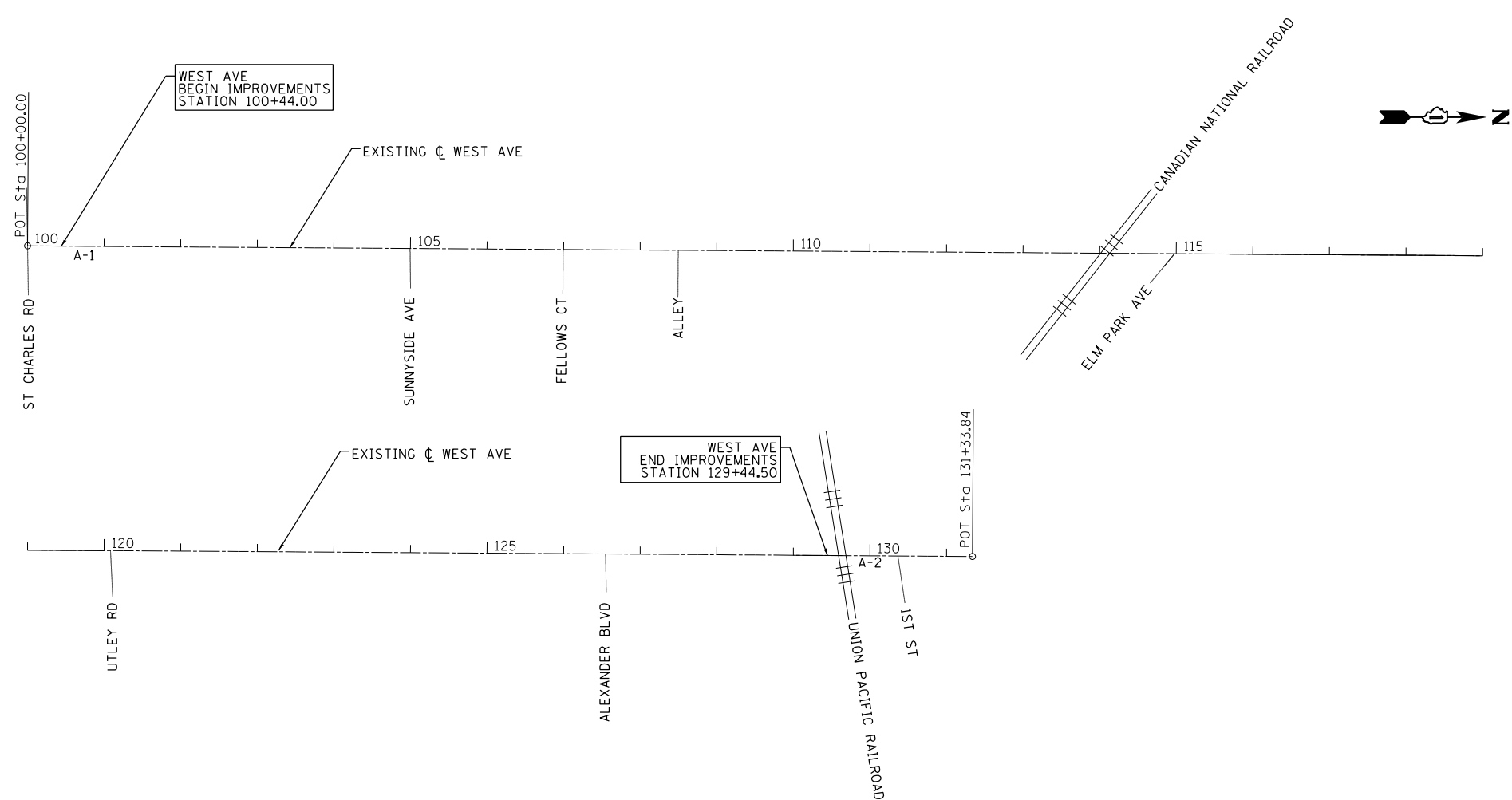
ALIGNMENT TIE (A-1)
 STA: 100+60.00
 WEST AVENUE
 N: 1086067.2036
 E: 1902886.1960



ALIGNMENT TIE (A-2)
 STA: 130+00.00
 WEST AVENUE
 N: 1086087.1936
 E: 1905826.1010



COORDINATE DATA TABLE					
STATION	OFFSET	ELEMENT TYPE	NORTHING	EASTING	ELEVATION
100+71.82	26.75' RT	CUT CROSS	1086094.0300	1902897.8100	670.98
103+52.71	31.21' RT	CUT CROSS	1086100.4000	1903178.6600	670.03
105+31.15	26.91' RT	CUT CROSS	1086097.3191	1903357.1220	669.64
107+19.65	37.31' RT	CUT CROSS	1086109.0000	1903545.5500	669.71
108+63.17	26.53' RT	CUT CROSS	1086099.1994	1903689.1459	670.44
111+59.13	30.34' LT	CUT CROSS	1086044.3400	1903985.4800	673.95
113+60.31	30.38' RT	CUT CROSS	1086106.4300	1904186.2400	675.47
114+38.84	32.47' RT	CUT CROSS	1086109.0488	1904264.7574	674.20
119+69.69	25.82' RT	CUT CROSS	1086106.0100	1904795.6400	672.50
120+32.17	34.04' LT	CUT CROSS	1086046.5723	1904858.5289	671.53
123+00.30	25.88' RT	CUT CROSS	1086108.3200	1905126.2400	672.73
130+16.32	32.26' RT	CUT CROSS	1086119.5600	1905842.2000	686.08



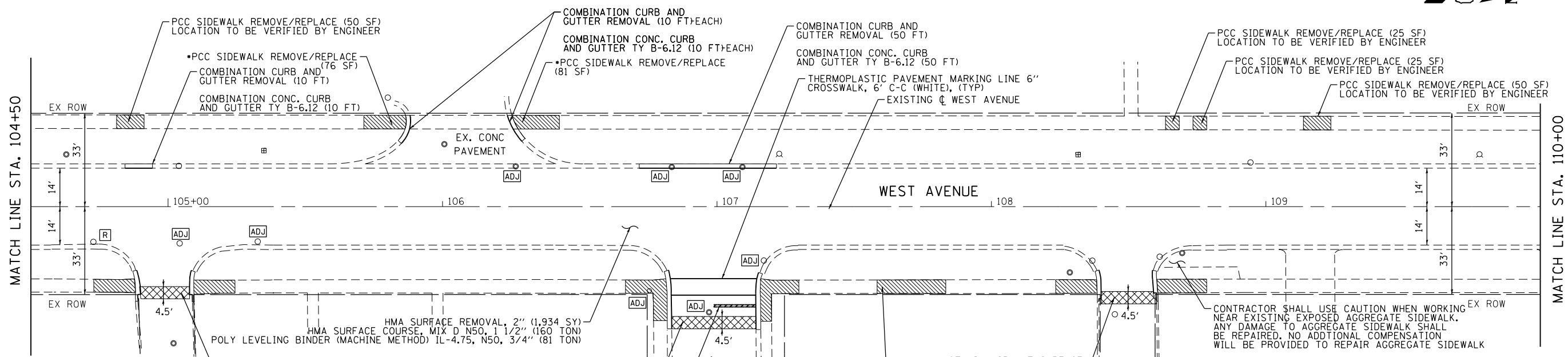
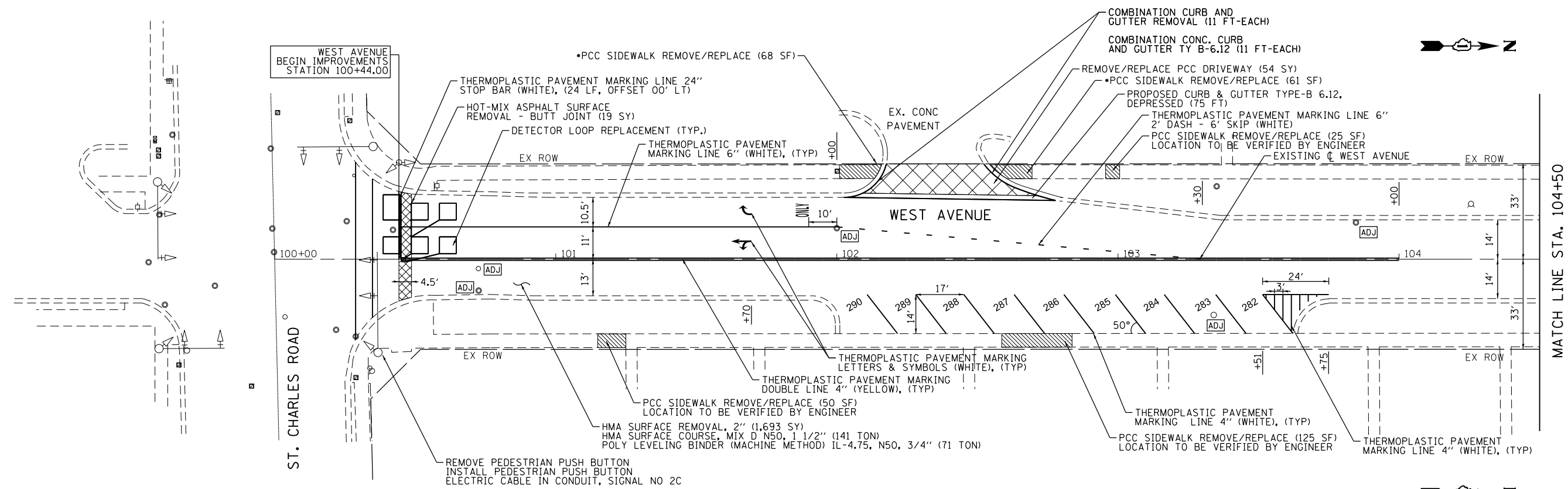
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PLOT DATE = 10/1/2018	DATE - 08/07/2018	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WEST AVENUE - CITY OF ELMHURST
 ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=100' SHEET 1 OF 1 SHEETS STA. 100+00 TO STA. 130+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	10
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				



CONTRACTOR SHALL USE CAUTION WHEN WORKING EX ROW NEAR EXISTING EXPOSED AGGREGATE SIDEWALK. ANY DAMAGE TO AGGREGATE SIDEWALK SHALL BE REPAIRED. NO ADDITIONAL COMPENSATION WILL BE PROVIDED TO REPAIR AGGREGATE SIDEWALK

- REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK, DIMENSIONS, GRADES, AND ELEVATIONS AS WELL AS SIDEWALK REMOVAL/REPLACEMENT AND CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO ADA RAMPS.
- LOCATION AND TYPE OF CLASS D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE, AFTER MILLING.
- INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB PRIOR TO CONSTRUCTION ACTIVITIES COMMENCING.
- ALL FRAMES AND LIDS WITHIN THE PAVEMENT SHALL BE ADJUSTED TO FINISHED GRADE PER THE DISTRICT DETAIL BD-8 (DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING) AND ACCORDING TO THE SPECIAL PROVISION AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL".
- LOCATIONS WHERE TYPE B CURB IS NECESSARY FOR GRADING MINIMIZATION DUE TO ADA SIDEWALK IMPROVEMENTS IS INCLUDED IN THE COST OF THE SIDEWALK PER IDOT STANDARDS. THE LOCATIONS WHERE TYPE B CURB IS NECESSARY SHALL BE DETERMINED BY THE ENGINEER AND SHALL BE MINIMIZED WHERE POSSIBLE.

LEGEND
 [R] - STRUCTURES TO BE REMOVED / REPLACED
 [ADJ] - STRUCTURES TO BE ADJUSTED

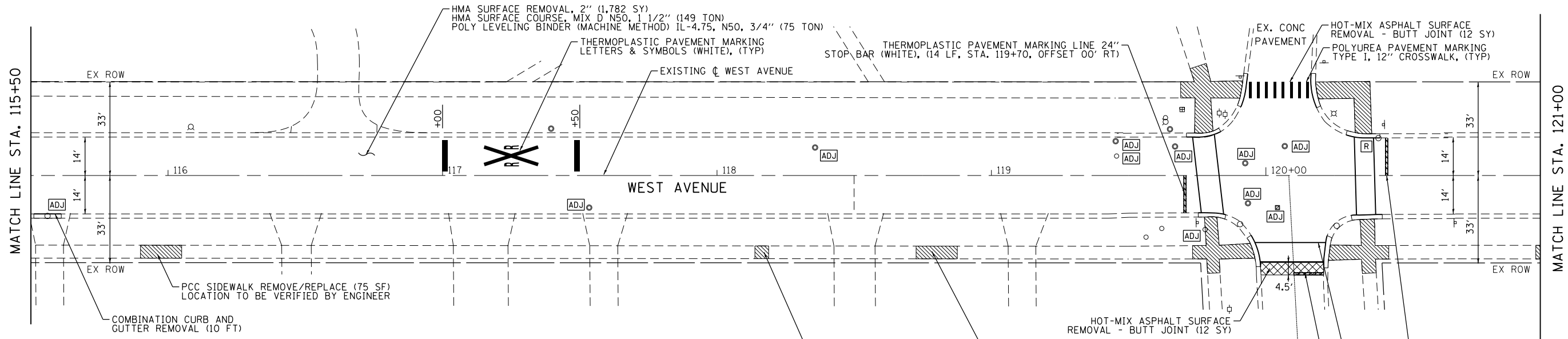
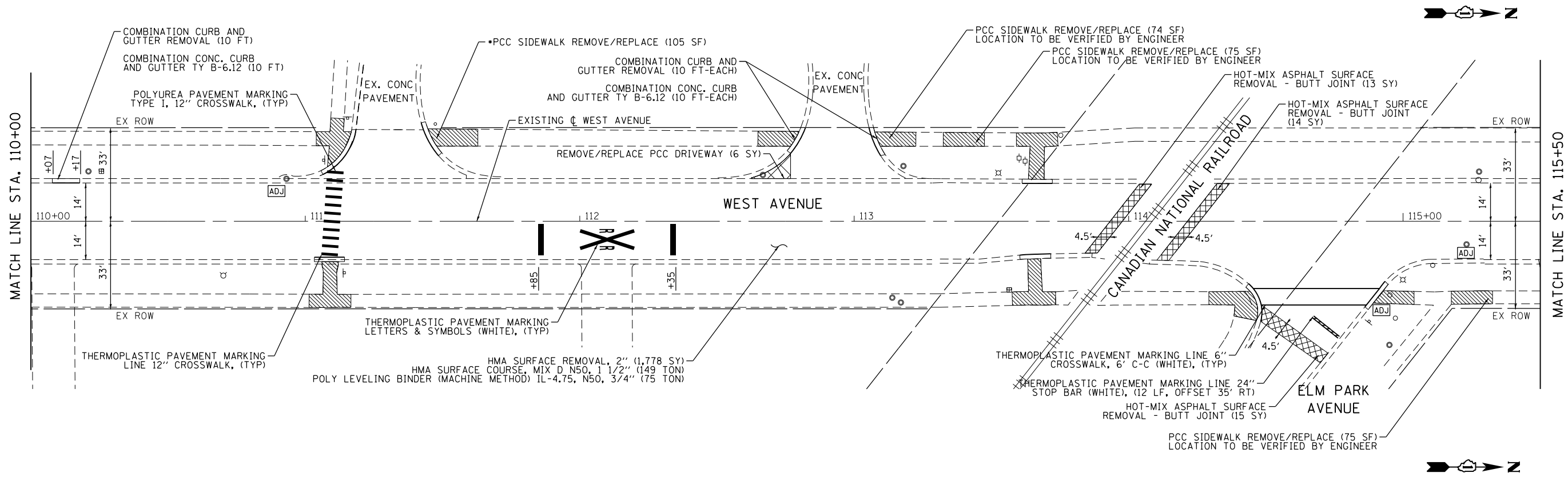


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WEST AVENUE - CITY OF ELMHURST
 PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**
 SCALE: 1"=20' SHEET 1 OF 3 SHEETS STA. 100+00 TO STA. 110+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	11
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				



1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK, DIMENSIONS, GRADES, AND ELEVATIONS AS WELL AS SIDEWALK REMOVE/REPLACEMENT AND CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO ADA RAMP.
2. LOCATION AND TYPE OF CLASS D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE, AFTER MILLING.
3. INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB PRIOR TO CONSTRUCTION ACTIVITIES COMMENCING.
4. ALL FRAMES AND LIDS WITHIN THE PAVEMENT SHALL BE ADJUSTED TO FINISHED GRADE PER THE DISTRICT DETAIL BD-8 (DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING) AND ACCORDING TO THE SPECIAL PROVISION AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL".
5. LOCATIONS WHERE TYPE B CURB IS NECESSARY FOR GRADING MINIMIZATION DUE TO ADA SIDEWALK IMPROVEMENTS IS INCLUDED IN THE COST OF THE SIDEWALK PER IDOT STANDARDS. THE LOCATIONS WHERE TYPE B CURB IS NECESSARY SHALL BE DETERMINED BY THE ENGINEER AND SHALL BE MINIMIZED WHERE POSSIBLE.

*NOTE: SIDEWALK TO BE REPLACED AT COMMERCIAL ENTRANCES SHALL MEET ADA STANDARDS, GRADE & SLOPE REQUIREMENTS. THE EXACT LOCATIONS SHALL BE VERIFIED BY THE ENGINEER PRIOR TO CONTRACTOR INSTALLING PROPOSED SIDEWALK.

LEGEND	
[R]	STRUCTURES TO BE REMOVED / REPLACED
[ADJ]	STRUCTURES TO BE ADJUSTED

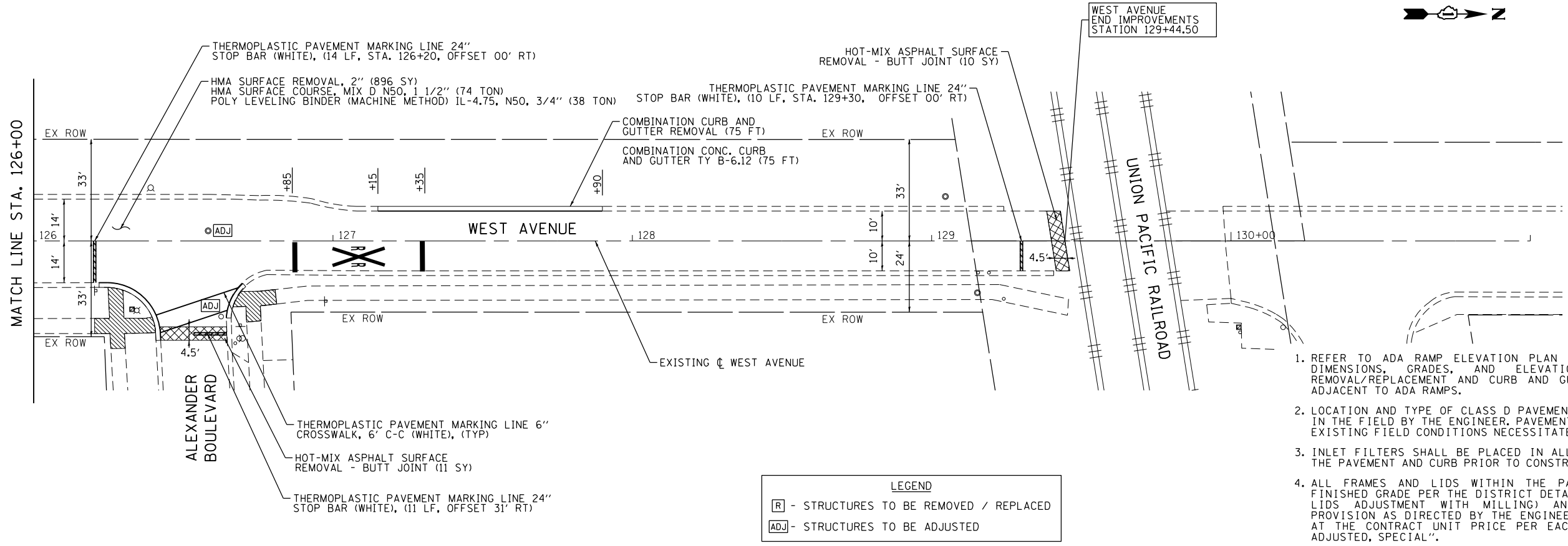
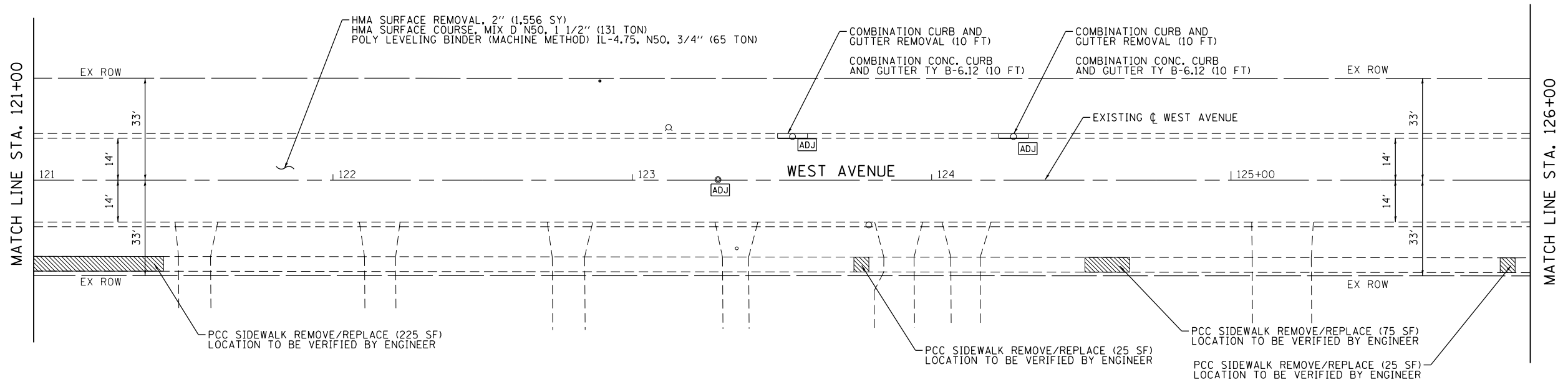


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	DATE - 08/07/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST AVENUE - CITY OF ELMHURST		
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN		
SCALE: 1"=20'	SHEET 2 OF 3 SHEETS	STA. 110+00 TO STA. 121+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	12
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				



LEGEND

[R]	STRUCTURES TO BE REMOVED / REPLACED
[ADJ]	STRUCTURES TO BE ADJUSTED

*NOTE: SIDEWALK TO BE REPLACED AT COMMERCIAL ENTRANCES SHALL MEET ADA STANDARDS, GRADE & SLOPE REQUIREMENTS. THE EXACT LOCATIONS SHALL BE VERIFIED BY THE ENGINEER PRIOR TO CONTRACTOR INSTALLING PROPOSED SIDEWALK.

- REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK, DIMENSIONS, GRADES, AND ELEVATIONS AS WELL AS SIDEWALK REMOVAL/REPLACEMENT AND CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO ADA RAMPS.
- LOCATION AND TYPE OF CLASS D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE, AFTER MILLING.
- INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB PRIOR TO CONSTRUCTION ACTIVITIES COMMENCING.
- ALL FRAMES AND LIDS WITHIN THE PAVEMENT SHALL BE ADJUSTED TO FINISHED GRADE PER THE DISTRICT DETAIL BD-8 (DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING) AND ACCORDING TO THE SPECIAL PROVISION AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL".
- LOCATIONS WHERE TYPE B CURB IS NECESSARY FOR GRADING MINIMIZATION DUE TO ADA SIDEWALK IMPROVEMENTS IS INCLUDED IN THE COST OF THE SIDEWALK PER IDOT STANDARDS. THE LOCATIONS WHERE TYPE B CURB IS NECESSARY SHALL BE DETERMINED BY THE ENGINEER AND SHALL BE MINIMIZED WHERE POSSIBLE.



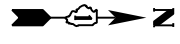
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

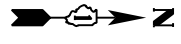
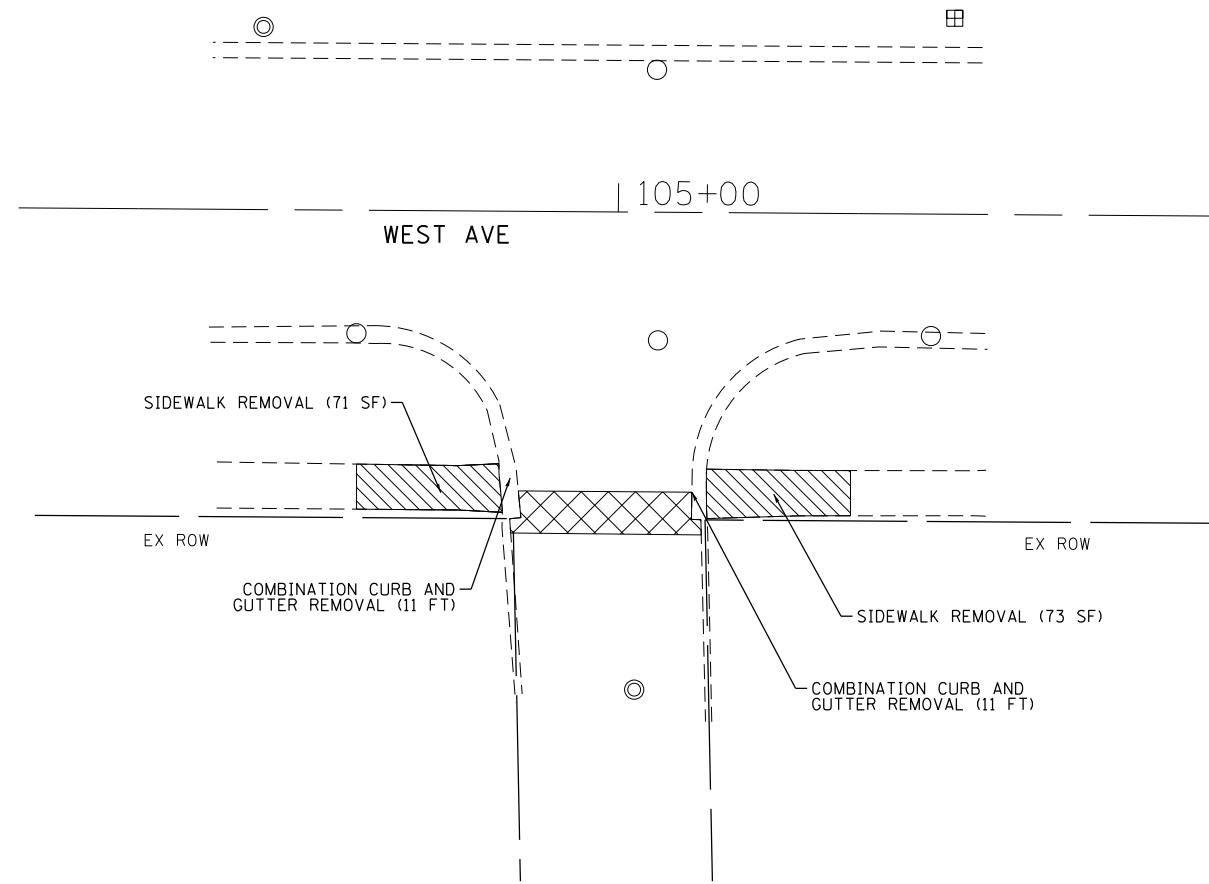
**WEST AVENUE - CITY OF ELMHURST
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. 121+00 TO STA. 129+00

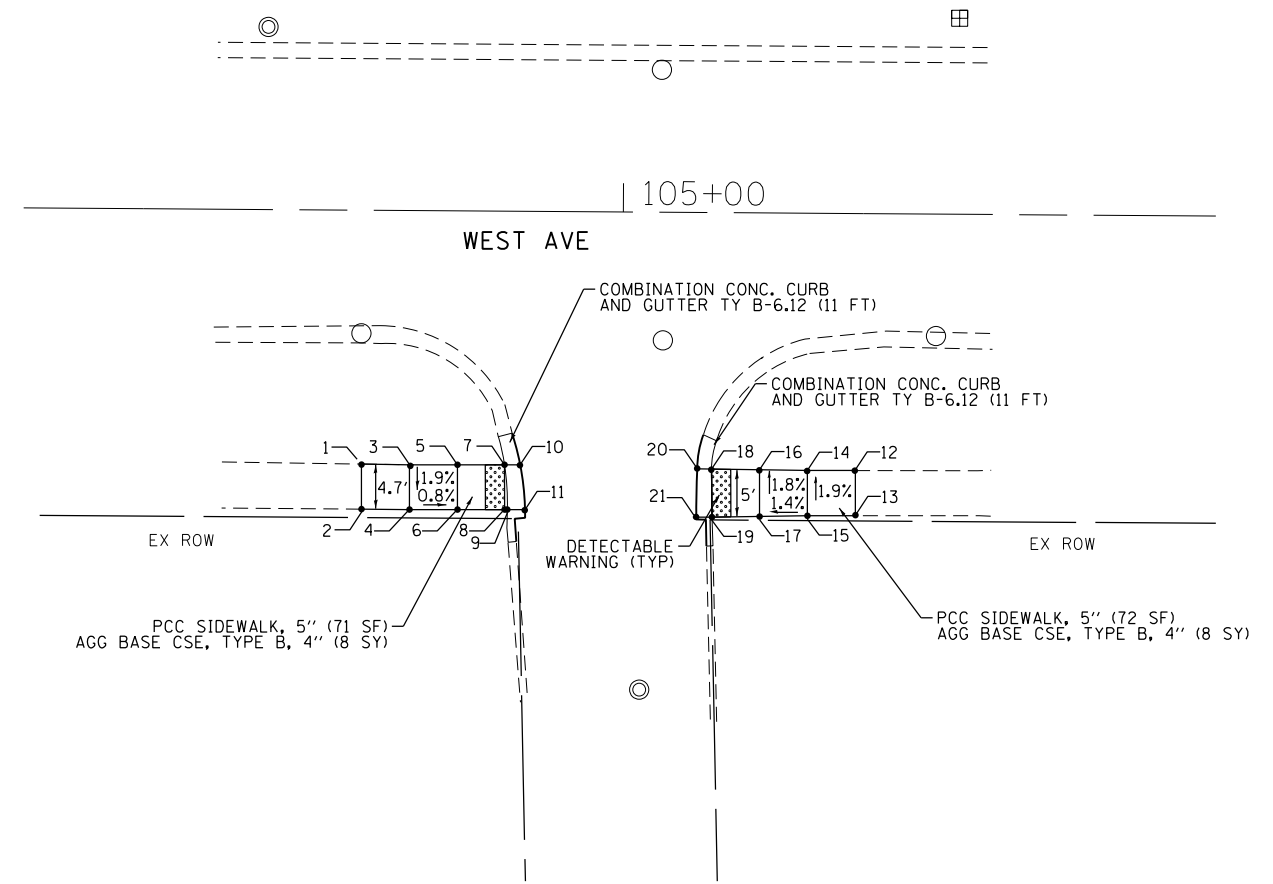
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	13
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				



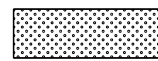
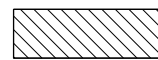

REMOVALS



PROPOSED



LEGEND

-  DETECTABLE WARNING
-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

SUNNYSIDE AVENUE			
POINT No.:	STATION	OFFSET	ELEV.
1	104+72.90	26.44' RT	M.E.
2	104+72.93	31.14' RT	M.E.
3	104+77.90	26.49' RT	669.20
4	104+77.93	31.15' RT	669.29
5	104+82.90	26.45' RT	669.16
6	104+82.93	31.12' RT	669.25
7	104+87.80	26.42' RT	668.94
8	104+87.84	31.08' RT	669.03
9	104+88.13	31.08' RT	669.02
10	104+89.43	26.42' RT	668.93
11	104+89.97	31.07' RT	669.01

SUNNYSIDE AVENUE			
POINT No.:	STATION	OFFSET	ELEV.
12	105+24.36	26.76' RT	M.E.
13	105+24.39	31.48' RT	M.E.
14	105+19.36	26.80' RT	669.37
15	105+19.39	31.52' RT	669.46
16	105+14.37	26.76' RT	669.30
17	105+14.41	31.62' RT	669.39
18	105+09.37	26.72' RT	669.01
19	105+09.45	31.72' RT	669.11
20	105+07.88	26.71' RT	669.03
21	105+07.82	31.73' RT	669.13



USER NAME = cesario	DESIGNED - DM	REVISED -
	DRAWN - DM	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - MC	REVISED -
PLOT DATE = 10/11/2018	DATE - 08/07/2018	REVISED -

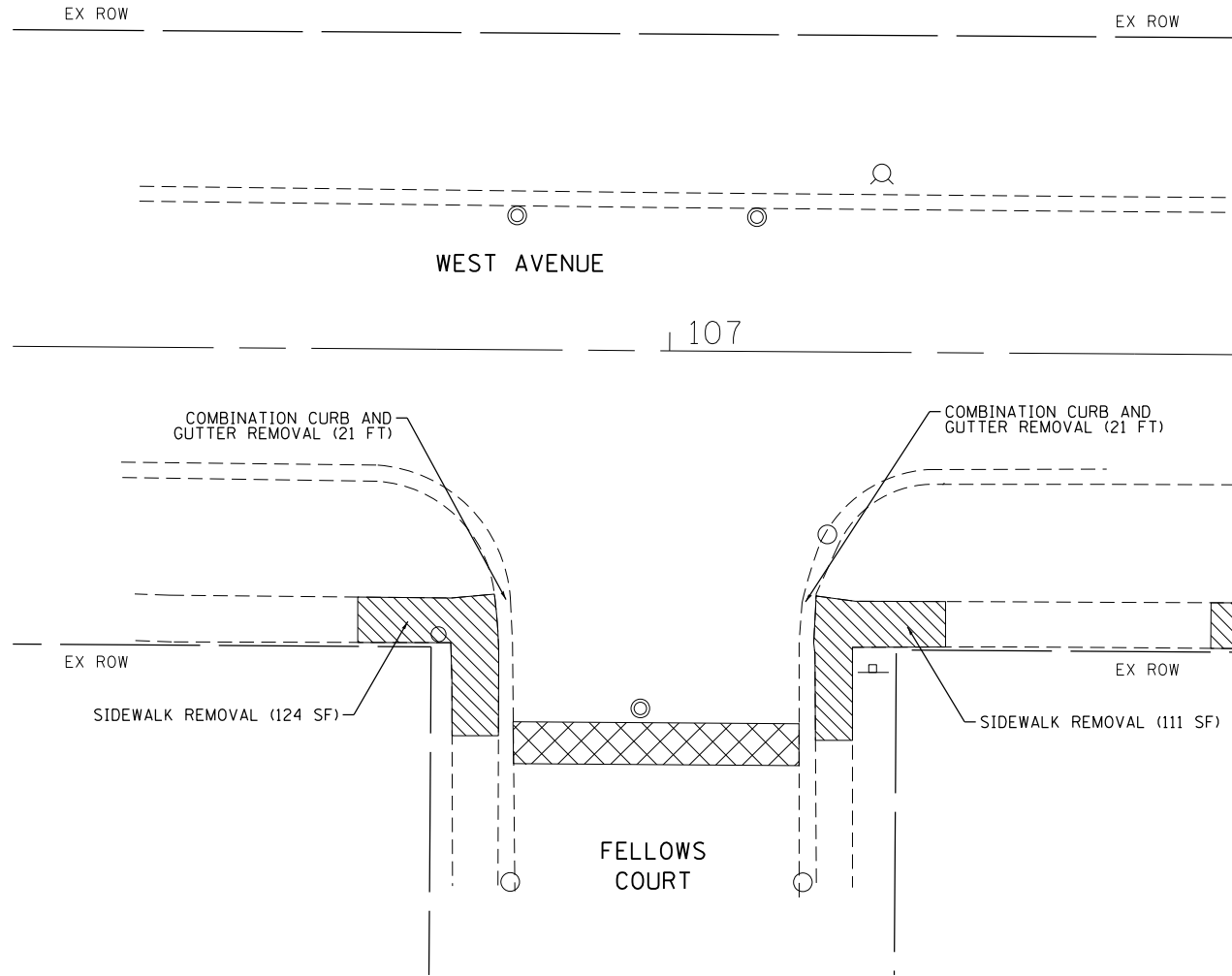
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST AVENUE - CITY OF ELMHURST
ADA RAMP ELEVATION PLAN


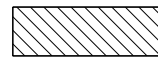

SCALE: 1"=10' SHEET 1 OF 8 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	14
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				

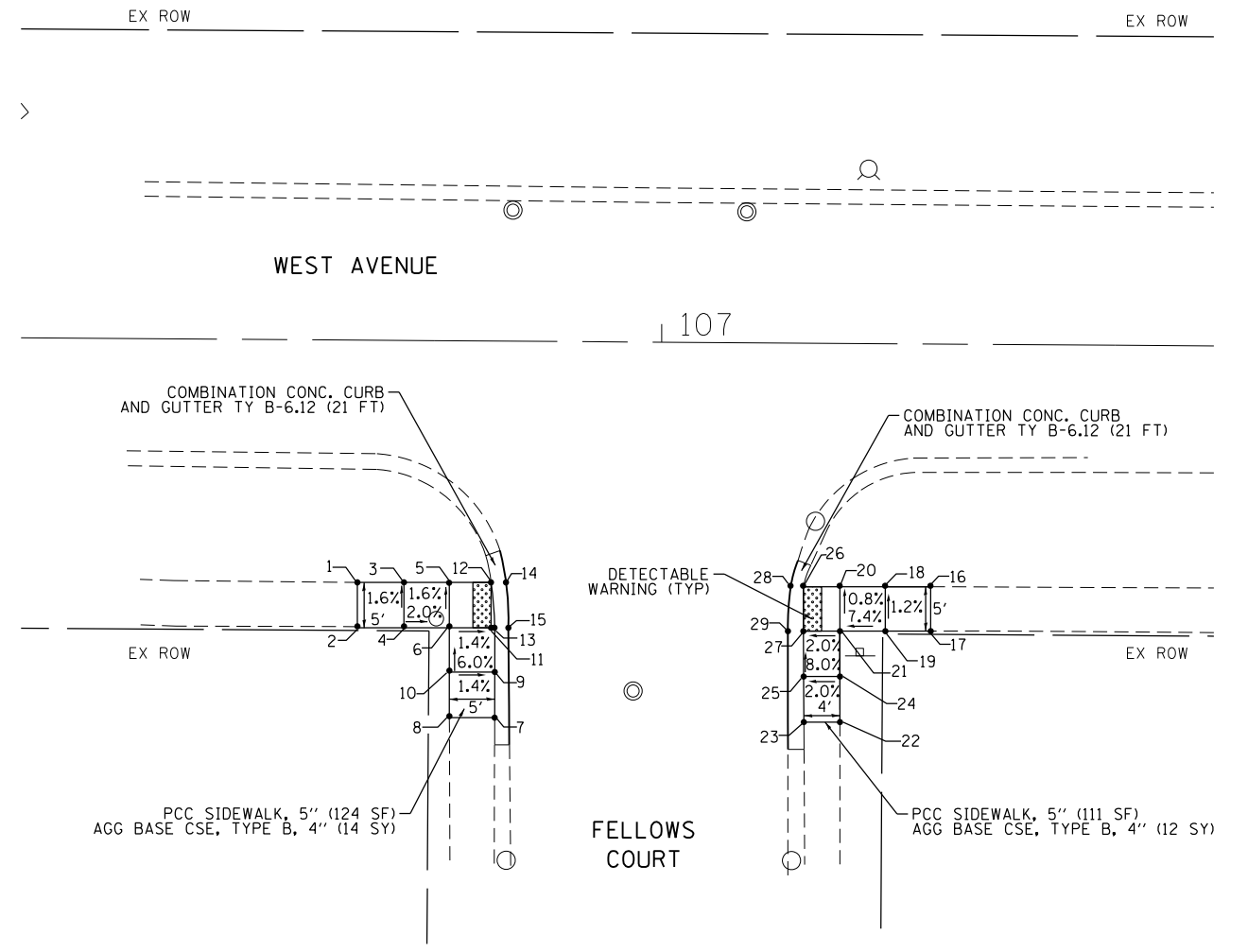
REMOVALS



LEGEND

-  DETECTABLE WARNING
-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

PROPOSED



FELLOWS COURT			
POINT No.:	STATION	OFFSET	ELEV.
1	106+66.65	26.70' RT	M.E.
2	106+66.69	31.70' RT	M.E.
3	106+71.79	26.66' RT	669.24
4	106+71.82	31.66' RT	669.32
5	106+76.79	26.63' RT	669.14
6	106+76.82	31.63' RT	669.22
7	106+81.88	41.50' RT	M.E.
8	106+76.89	41.53' RT	M.E.
9	106+81.86	36.47' RT	669.45
10	106+76.86	36.50' RT	669.52
11	106+81.41	31.59' RT	669.15
12	106+81.38	26.60' RT	669.11
13	106+81.82	31.59' RT	669.14
14	106+83.04	26.60' RT	669.09
15	106+83.34	31.59' RT	669.12

FELLOWS COURT			
POINT No.:	STATION	OFFSET	ELEV.
16	107+29.83	26.75' RT	M.E.
17	107+29.87	31.64' RT	M.E.
18	107+24.83	26.78' RT	669.55
19	107+24.87	31.67' RT	669.61
20	107+19.83	26.81' RT	669.20
21	107+19.87	31.71' RT	669.26
22	107+19.93	41.74' RT	M.E.
23	107+15.96	41.76' RT	M.E.
24	107+19.90	36.71' RT	669.66
25	107+15.90	36.73' RT	669.56
26	107+15.80	26.84' RT	669.10
27	107+15.84	31.73' RT	669.16
28	107+14.41	26.84' RT	669.08
29	107+14.13	31.73' RT	669.14



USER NAME = cesario	DESIGNED - DM	REVISED -
	DRAWN - DM	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - MC	REVISED -
PLOT DATE = 10/11/2018	DATE - 08/07/2018	REVISED -

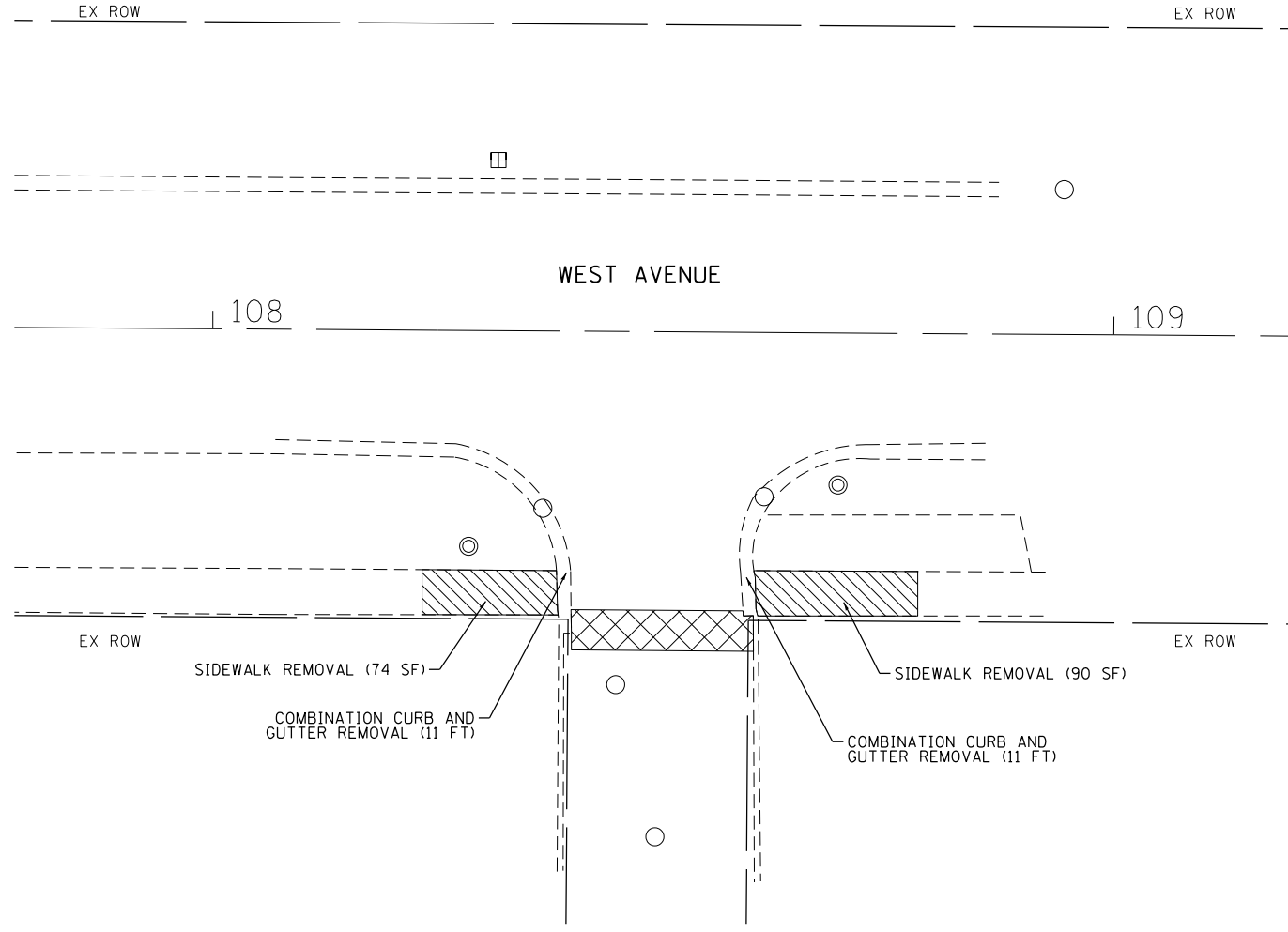
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST AVENUE - CITY OF ELMHURST
ADA RAMP ELEVATION PLAN

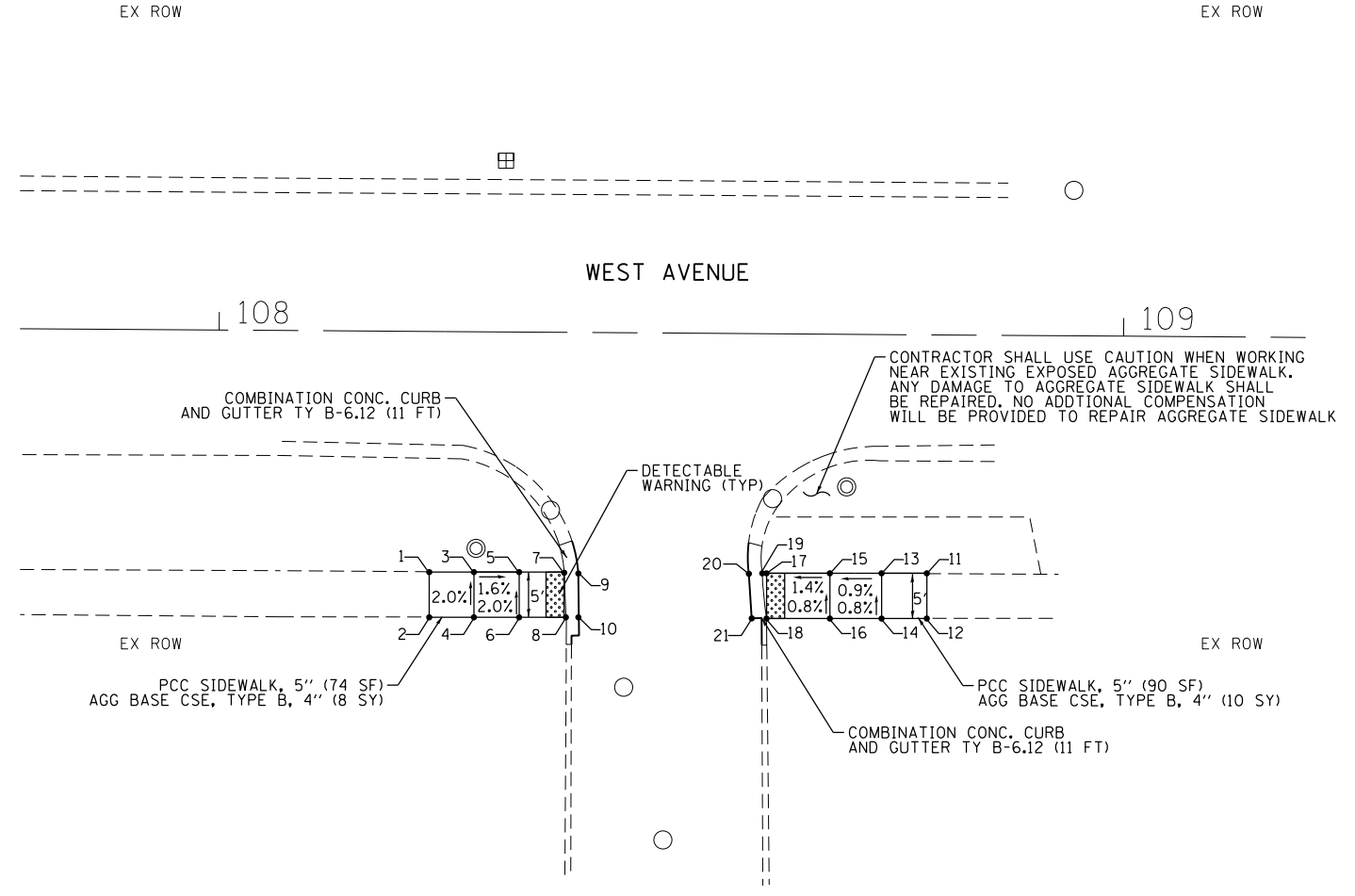
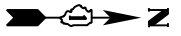
SCALE: 1"=10' SHEET 2 OF 8 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	15
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				

REMOVALS



PROPOSED



LEGEND

- DETECTABLE WARNING
- SIDEWALK REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

ALLEY			
POINT No.:	STATION	OFFSET	ELEV.
1	108+23.41	26.61' RT	M.E.
2	108+23.44	31.61' RT	M.E.
3	108+28.35	26.58' RT	670.42
4	108+28.38	31.58' RT	670.52
5	108+33.35	26.54' RT	670.34
6	108+33.38	31.54' RT	670.44
7	108+38.32	26.51' RT	670.28
8	108+38.55	31.50' RT	670.38
9	108+39.88	26.51' RT	670.26
10	108+39.98	31.51' RT	670.36
11	108+78.42	26.37' RT	M.E.
12	108+78.45	31.37' RT	M.E.
13	108+73.42	26.40' RT	670.48
14	108+73.45	31.40' RT	670.52
15	108+67.70	26.44' RT	670.43
16	108+67.74	31.44' RT	670.47
17	108+60.70	26.49' RT	670.33
18	108+60.74	31.49' RT	670.42
19	108+60.23	26.49' RT	670.32
20	108+58.74	26.49' RT	670.30
21	108+59.09	31.49' RT	670.40



USER NAME = cesario	DESIGNED - DM	REVISED -
	DRAWN - DM	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - MC	REVISED -
PLOT DATE = 10/1/2018	DATE - 08/07/2018	REVISED -

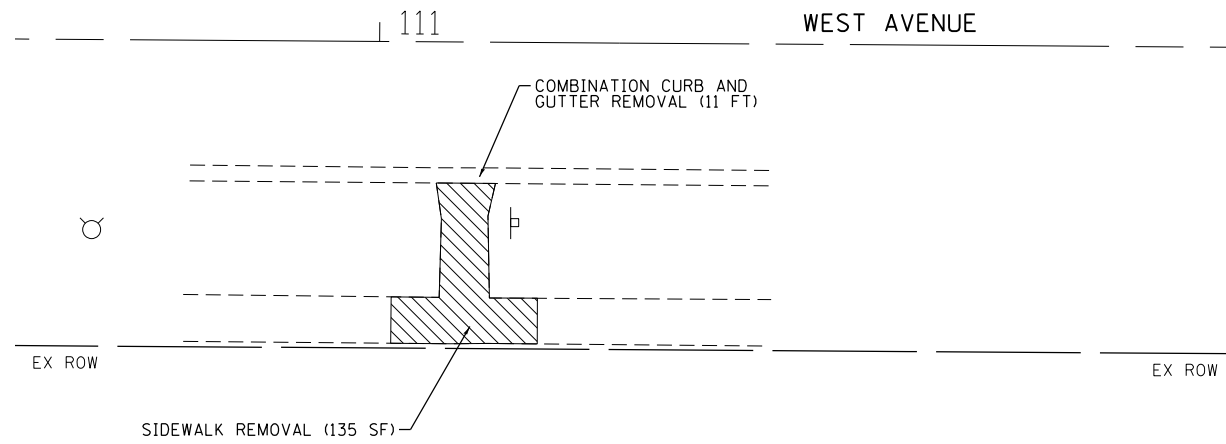
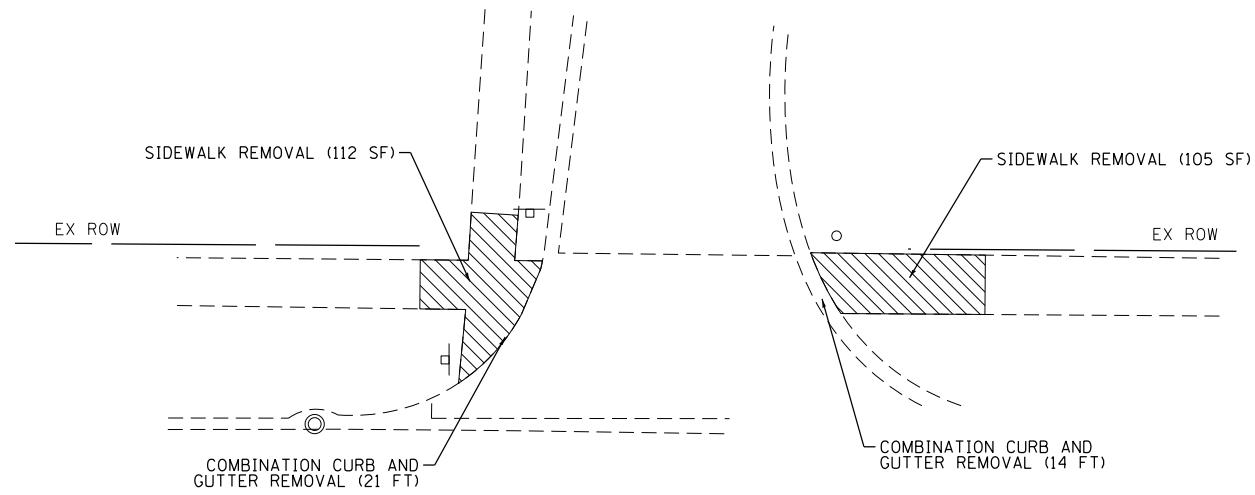
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST AVENUE - CITY OF ELMHURST
ADA RAMP ELEVATION PLAN**

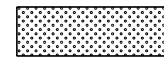


SCALE: 1"=10' SHEET 3 OF 8 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	16
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				

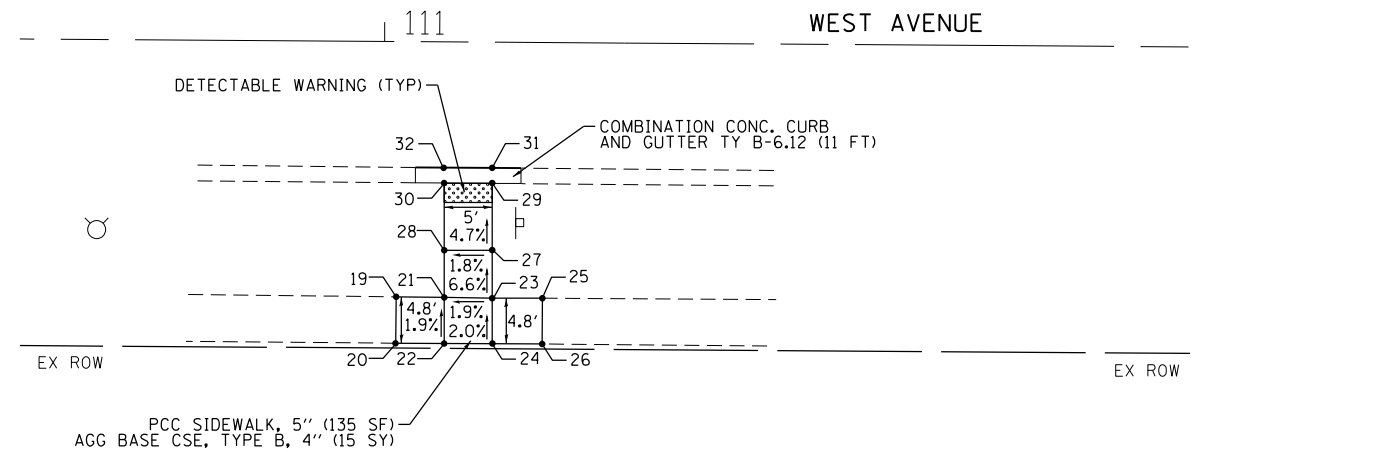
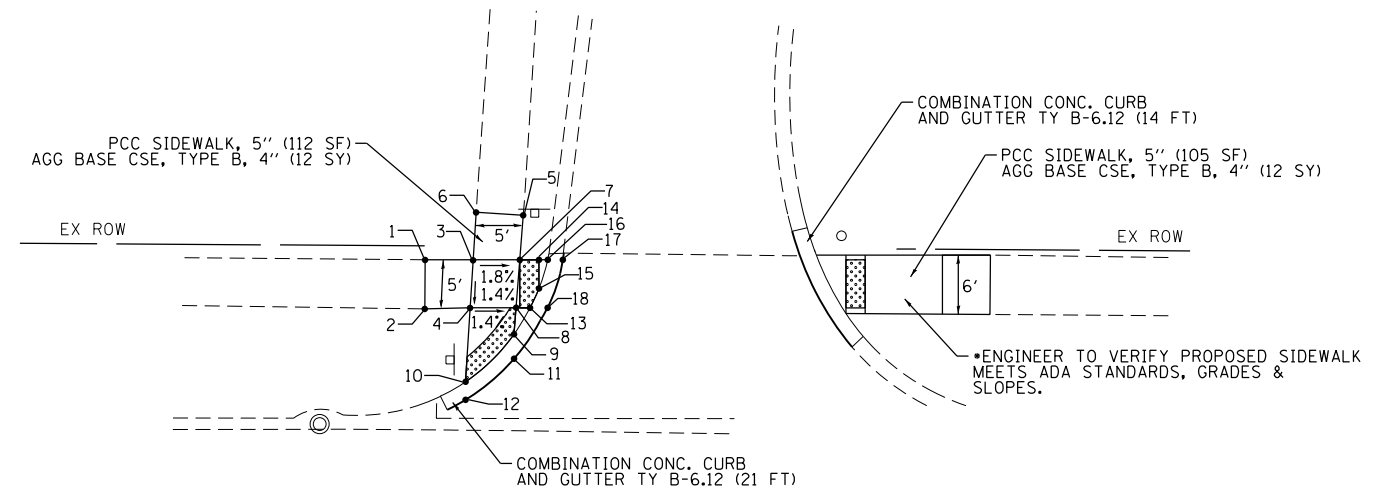
REMOVALS



LEGEND

-  DETECTABLE WARNING
-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

PROPOSED

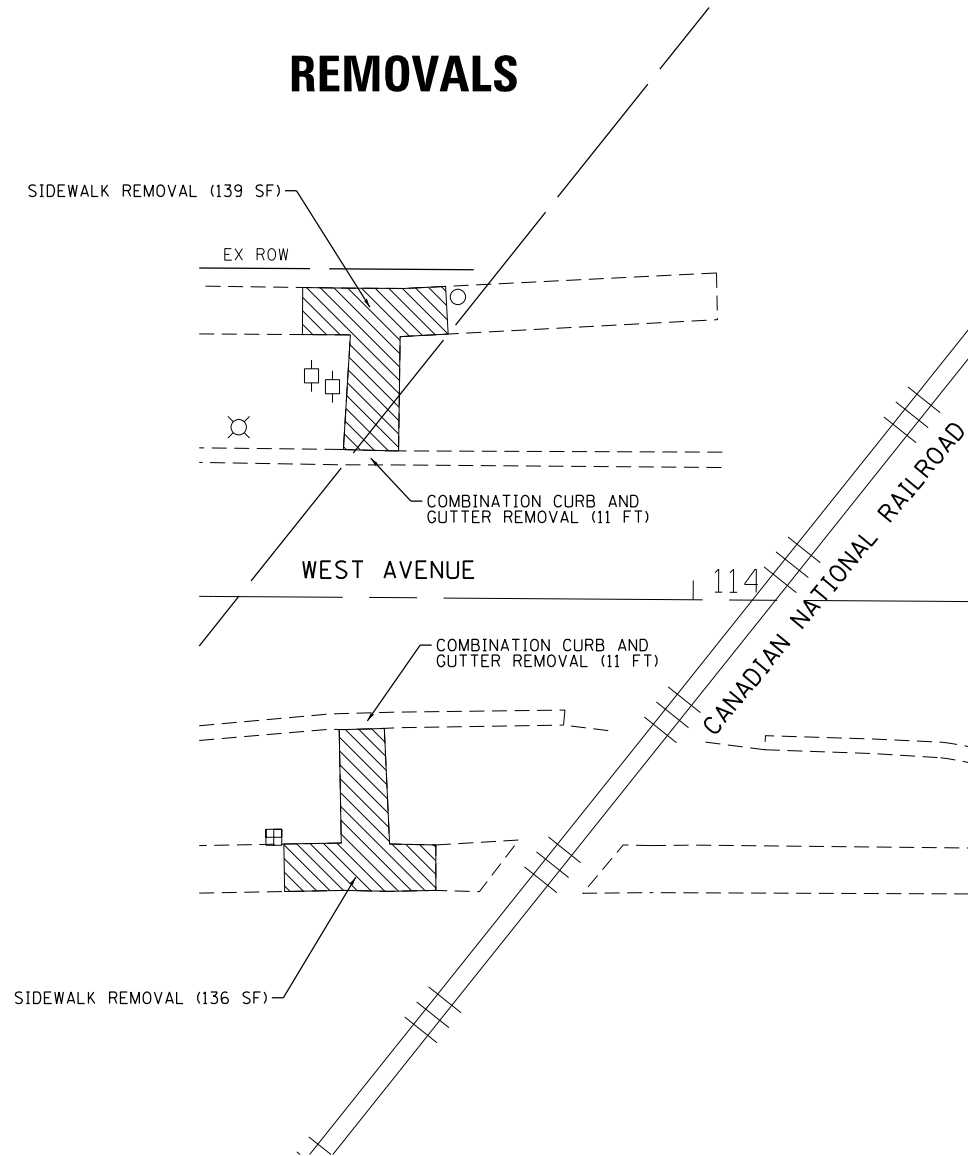


WHOLE FOODS ENTRANCE			
POINT No.:	STATION	OFFSET	ELEV.
1	111+04.01	32.70' LT	M.E.
2	111+04.00	27.59' LT	M.E.
3	111+09.01	32.73' LT	672.81
4	111+08.72	27.73' LT	672.74
5	111+14.19	37.41' LT	672.91
6	111+09.29	37.69' LT	672.94
7	111+13.86	32.76' LT	672.72
8	111+13.50	27.76' LT	672.67
9	111+13.30	25.00' LT	672.65
10	111+08.29	20.00' LT	672.60
11	111+13.30	22.41' LT	672.63
12	111+08.29	18.13' LT	672.58
13	111+14.96	27.77' LT	672.64
14	111+15.86	32.78' LT	672.68
15	111+15.88	29.79' LT	672.65
16	111+16.78	32.78' LT	672.67
17	111+18.35	32.78' LT	672.65




WHOLE FOODS ENTRANCE			
POINT No.:	STATION	OFFSET	ELEV.
18	111+16.78	27.77' LT	672.62
19	111+01.39	26.60' RT	M.E.
20	111+01.37	31.43' RT	M.E.
21	111+06.39	26.63' RT	673.05
22	111+06.42	31.43' RT	673.14
23	111+11.39	26.68' RT	673.14
24	111+11.42	31.42' RT	673.23
25	111+16.62	26.64' RT	M.E.
26	111+16.63	31.41' RT	M.E.
27	111+11.36	21.68' RT	672.81
28	111+06.36	21.71' RT	672.72
29	111+11.31	14.72' RT	672.48
30	111+06.31	14.71' RT	672.41
31	111+11.31	13.10' RT	672.46
32	111+06.31	13.10' RT	672.39

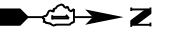


REMOVALS

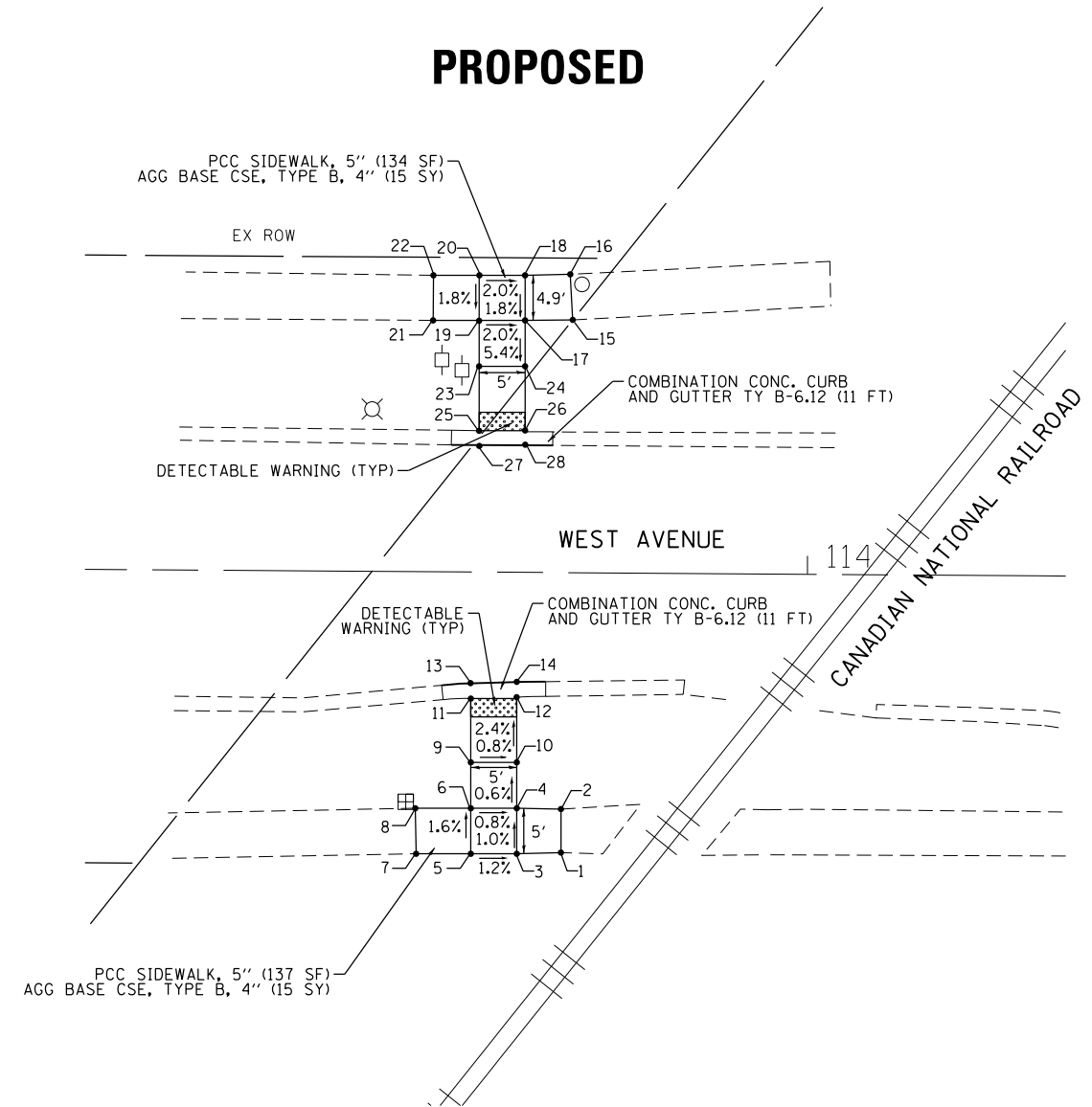


LEGEND

-  DETECTABLE WARNING
-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



PROPOSED



CANADIAN PACIFIC RAILROAD			
POINT No.:	STATION	OFFSET	ELEV.
1	113+59.11	32.25' LT	M.E.
2	113+59.11	27.35' LT	M.E.
3	113+64.07	32.28' LT	675.40
4	113+64.11	27.38' LT	675.35
5	113+69.07	32.31' LT	675.46
6	113+69.11	27.41' LT	675.38
7	113+73.99	32.46' LT	M.E.
8	113+74.28	27.50' LT	M.E.
9	113+69.14	22.41' LT	672.22
10	113+64.14	22.38' LT	672.18
11	113+69.19	15.41' LT	675.06
12	113+64.19	15.38' LT	675.01
13	113+69.19	13.85' LT	675.04
14	113+64.19	13.80' LT	674.99

CANADIAN PACIFIC RAILROAD			
POINT No.:	STATION	OFFSET	ELEV.
15	113+57.52	25.75' RT	M.E.
16	113+57.65	30.70' RT	M.E.
17	113+63.56	25.71' RT	675.50
18	113+63.59	30.66' RT	675.59
19	113+68.56	25.67' RT	675.60
20	113+68.59	30.62' RT	675.69
21	113+73.37	25.73' RT	675.83
22	113+73.40	30.46' RT	675.86
23	113+68.53	20.67' RT	675.33
24	113+63.53	20.71' RT	675.23
25	113+68.48	13.73' RT	675.06
26	113+63.48	13.77' RT	675.96
27	113+68.48	11.96' RT	675.04
28	113+63.48	12.10' RT	675.94



USER NAME = cesario	DESIGNED - DM	REVISED -
	DRAWN - DM	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - MC	REVISED -
PLOT DATE = 10/1/2018	DATE - 08/07/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

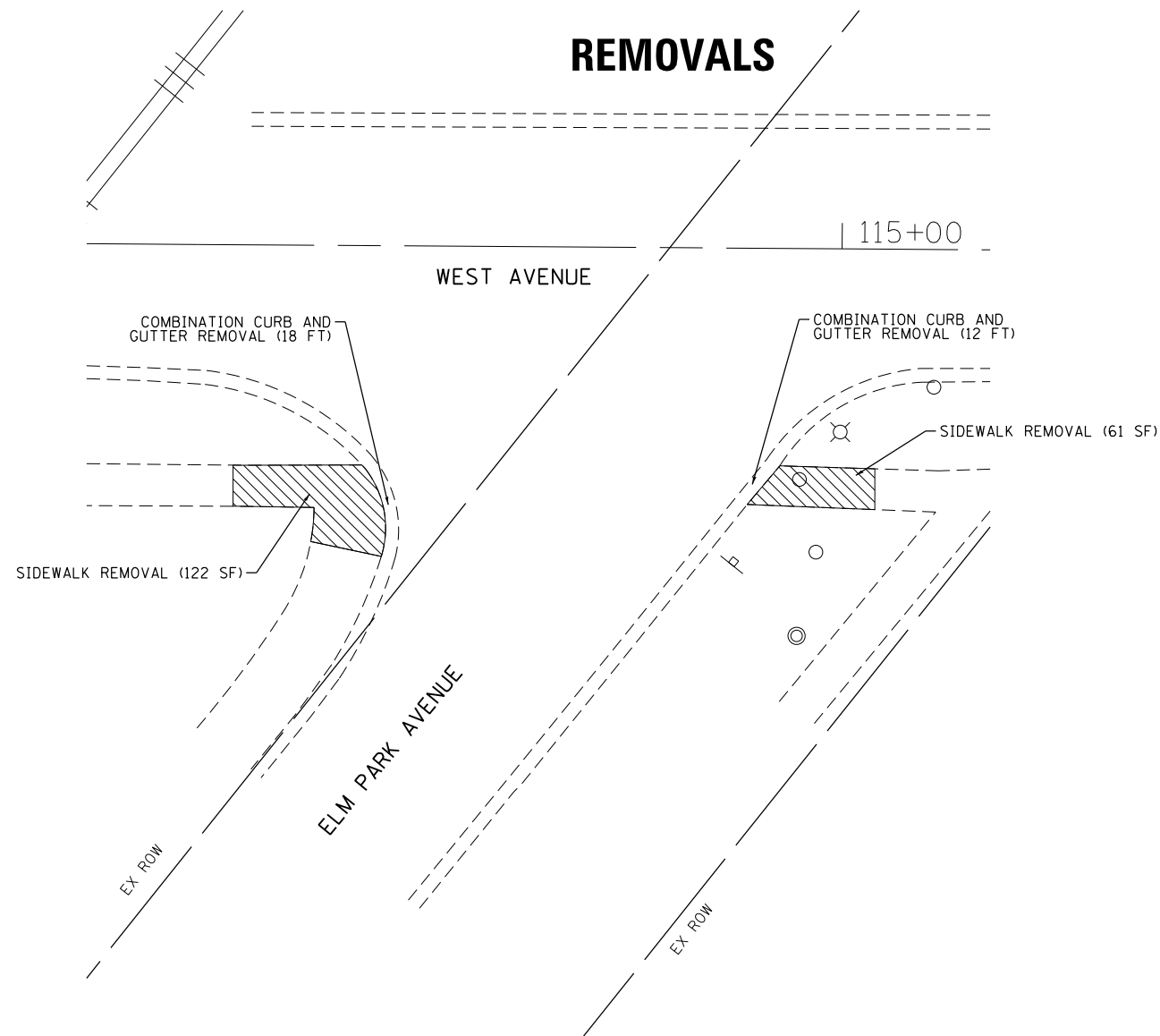
WEST AVENUE - CITY OF ELMHURST
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' SHEET 5 OF 8 SHEETS STA. N/A TO STA. N/A

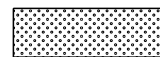
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	18
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				



REMOVALS



LEGEND



DETECTABLE WARNING



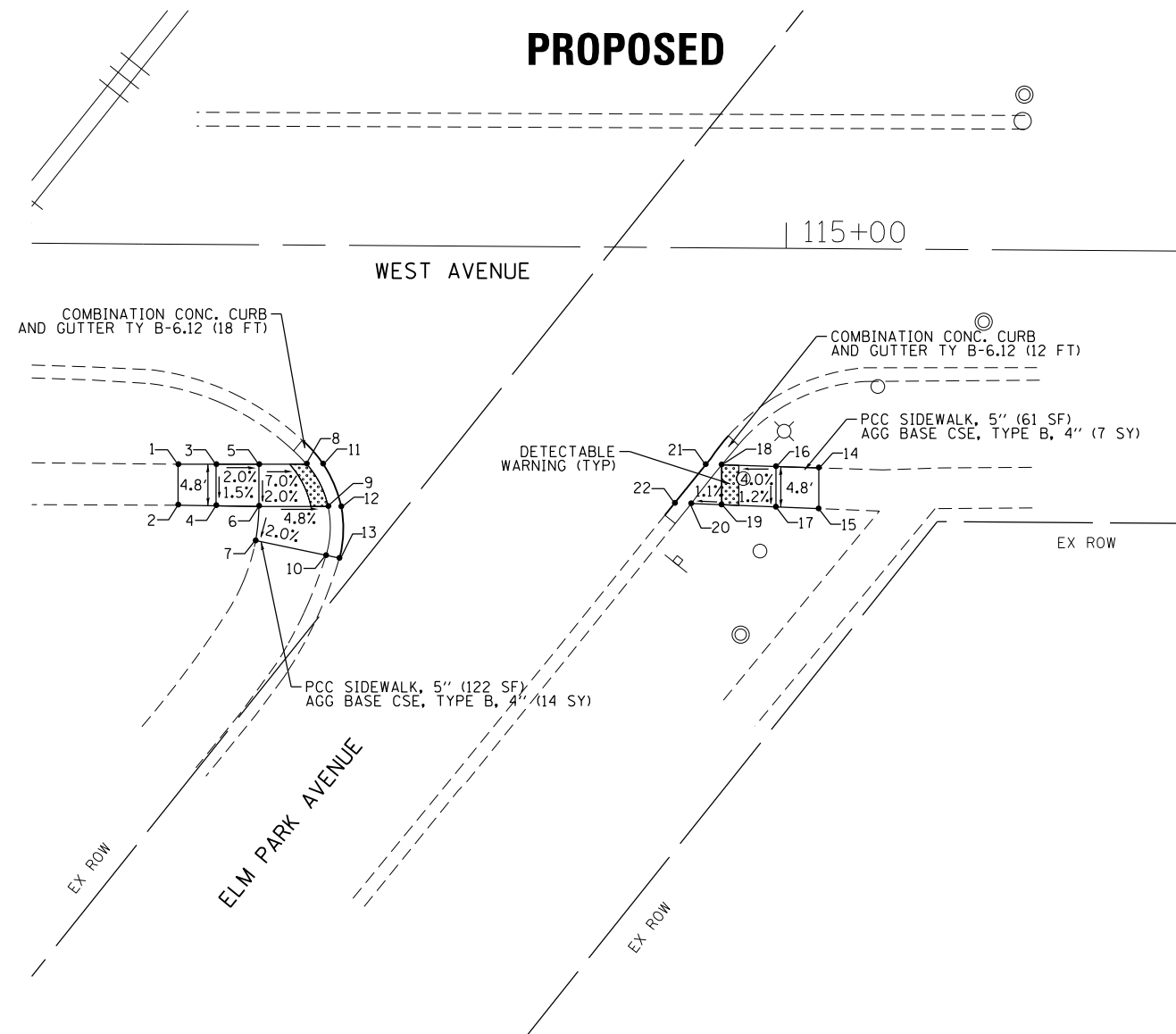
SIDEWALK REMOVAL



HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



PROPOSED



ELM PARK AVENUE			
POINT No.:	STATION	OFFSET	ELEV.
1	114+29.22	25.67' RT	674.65
2	114+29.26	30.46' RT	674.58
3	114+33.66	25.64' RT	674.43
4	114+33.69	30.49' RT	674.36
5	114+38.66	25.61' RT	673.33
6	114+38.69	30.53' RT	674.23
7	114+38.34	34.51' RT	674.17
8	114+44.25	25.57' RT	673.94
9	114+46.77	30.47' RT	673.84
10	114+46.56	36.18' RT	674.13
11	114+46.19	25.57' RT	673.92

ELM PARK AVENUE			
POINT No.:	STATION	OFFSET	ELEV.
12	114+48.29	30.47' RT	673.82
13	114+48.10	36.56' RT	673.63
14	115+03.99	25.59' RT	M.E.
15	115+04.02	30.34' RT	M.E.
16	114+98.99	25.46' RT	673.40
17	114+99.02	30.17' RT	673.34
18	114+92.65	25.32' RT	673.15
19	114+92.68	29.96' RT	673.09
20	114+89.15	29.84' RT	673.05
21	114+90.76	25.32' RT	673.13
22	114+87.17	29.84' RT	673.03



USER NAME = cesario	DESIGNED - DM	REVISED -
	DRAWN - DM	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - MC	REVISED -
PLOT DATE = 10/11/2018	DATE - 08/07/2018	REVISED -

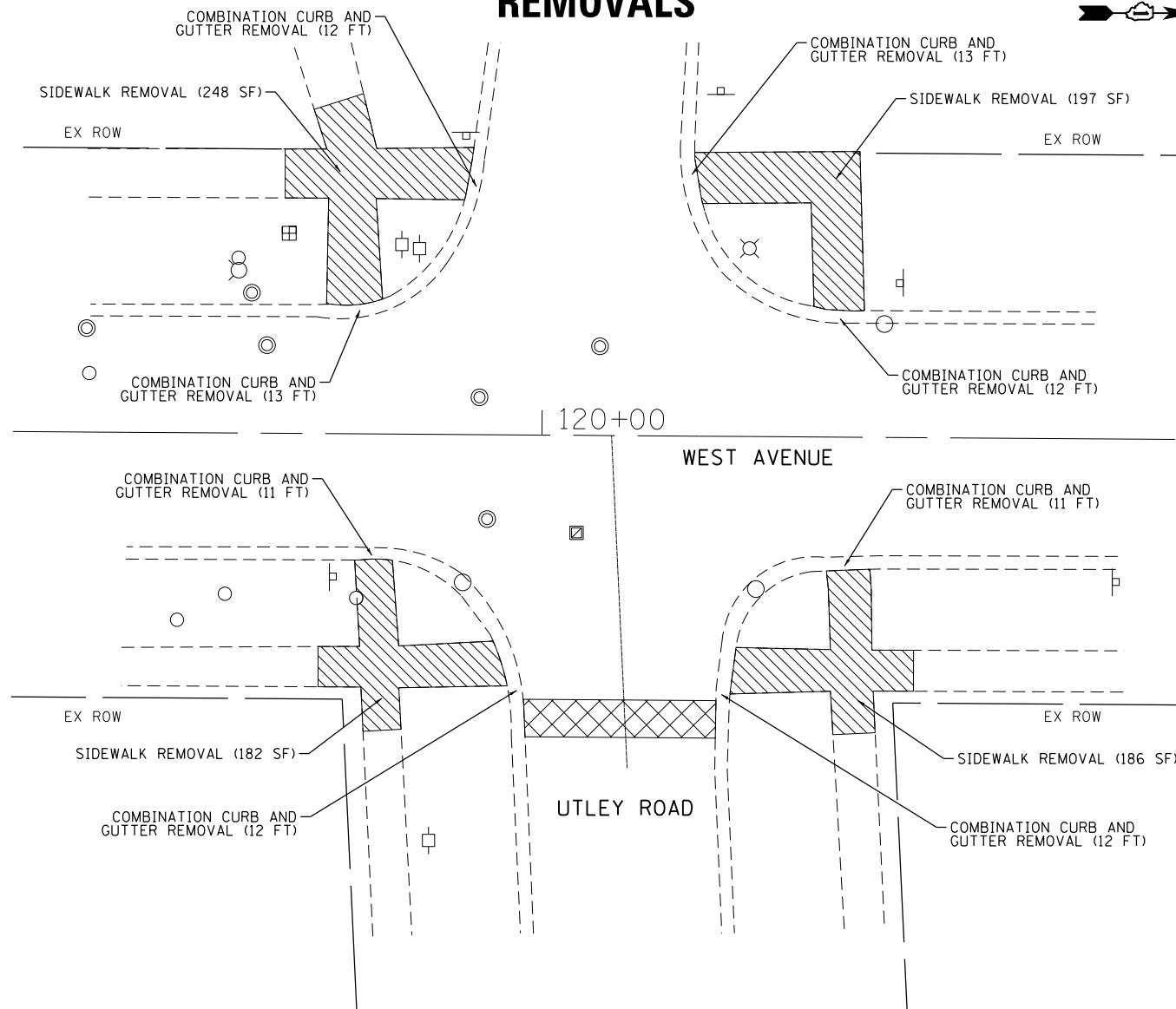
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST AVENUE - CITY OF ELMHURST
ADA RAMP ELEVATION PLAN

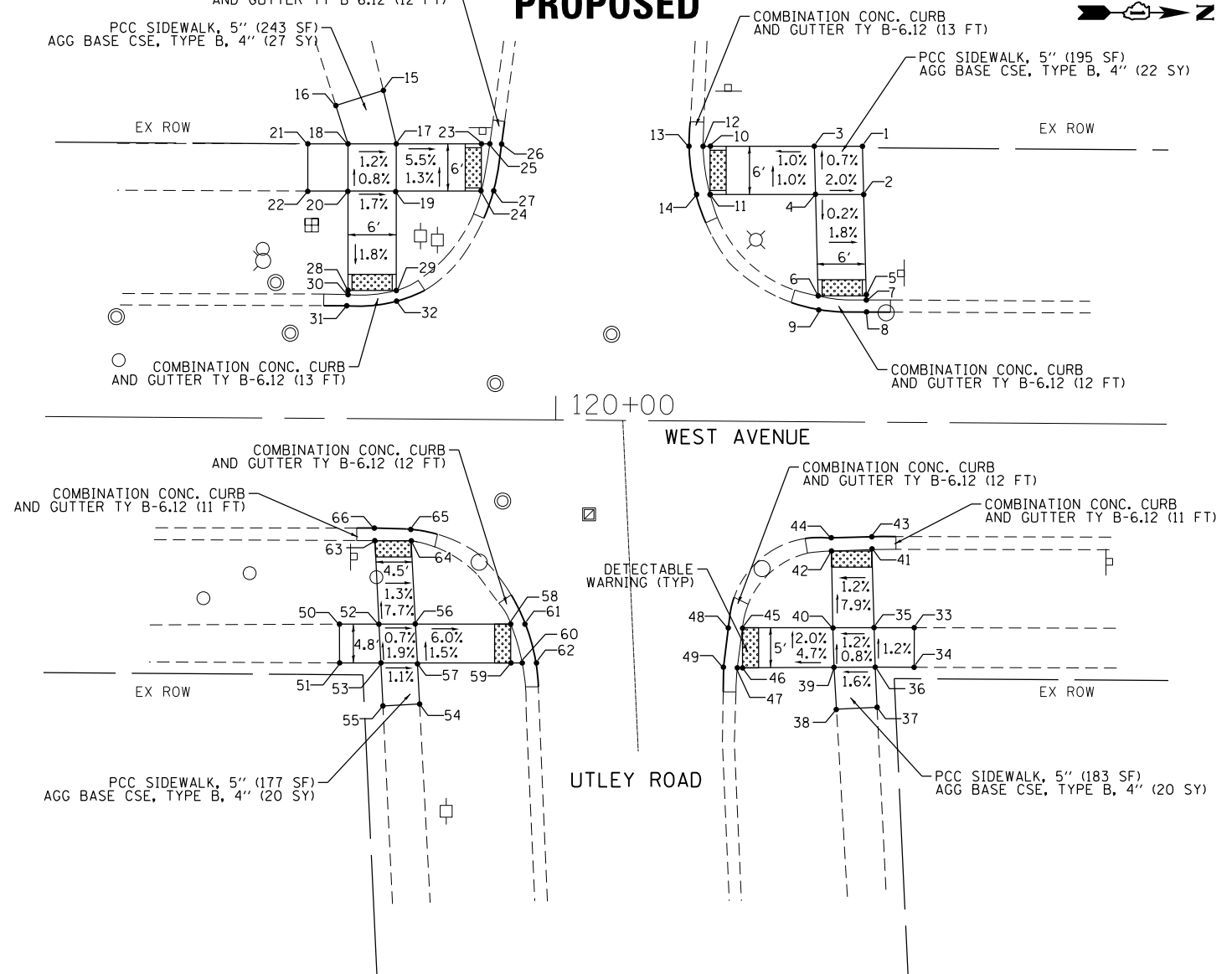
SCALE: 1"=10' SHEET 6 OF 8 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	19
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				

REMOVALS



PROPOSED



LEGEND

- DETECTABLE WARNING
- SIDEWALK REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

UTLEY ROAD			
POINT No.:	STATION	OFFSET	ELEV.
1	120+37.93	34.31' LT	671.38
2	120+38.12	28.31' LT	671.37
3	120+31.94	34.27' LT	671.45
4	120+32.13	28.27' LT	671.49
5	120+38.53	15.71' LT	671.36
6	120+32.54	15.67' LT	671.47
7	120+38.54	15.20' LT	671.37
8	120+38.54	13.69' LT	671.35
9	120+32.54	13.97' LT	671.45
10	120+18.98	34.18' LT	671.32
11	120+19.02	28.18' LT	671.38
12	120+18.10	34.18' LT	671.31
13	120+16.37	34.18' LT	671.29
14	120+17.23	28.18' LT	671.36
15	119+78.29	40.86' LT	M.E.
16	119+72.39	38.93' LT	M.E.
17	119+79.94	34.22' LT	671.78

UTLEY ROAD			
POINT No.:	STATION	OFFSET	ELEV.
18	119+73.94	34.18' LT	671.85
19	119+79.98	28.34' LT	671.80
20	119+73.98	28.30' LT	671.90
21	119+68.94	34.15' LT	M.E.
22	119+68.98	28.27' LT	M.E.
23	119+90.53	34.29' LT	671.30
24	119+90.57	28.41' LT	671.38
25	119+91.58	34.30' LT	671.28
26	119+93.04	34.30' LT	671.26
27	119+92.07	28.42' LT	671.36
28	119+74.07	15.94' LT	671.67
29	119+80.06	15.98' LT	671.60
30	119+74.07	15.42' LT	671.66
31	119+74.07	14.02' LT	671.64
32	119+80.06	14.63' LT	671.58
33	120+44.78	25.53' RT	M.E.
34	120+44.80	30.45' RT	M.E.

UTLEY ROAD			
POINT No.:	STATION	OFFSET	ELEV.
35	120+39.78	25.57' RT	672.20
36	120+39.95	30.47' RT	672.30
37	120+40.23	35.46' RT	M.E.
38	120+35.17	35.73' RT	M.E.
39	120+34.83	30.53' RT	672.26
40	120+34.65	25.60' RT	672.22
41	120+39.43	15.85' RT	671.48
42	120+34.42	16.06' RT	671.42
43	120+39.42	14.25' RT	671.46
44	120+34.42	14.42' RT	671.40
45	120+23.42	25.68' RT	671.58
46	120+23.46	30.66' RT	671.68
47	120+22.81	30.67' RT	671.67
48	120+21.65	25.68' RT	671.56
49	120+21.10	30.67' RT	671.65
50	119+73.28	25.57' RT	M.E.
51	119+73.33	30.40' RT	M.E.

UTLEY ROAD			
POINT No.:	STATION	OFFSET	ELEV.
52	119+78.19	25.54' RT	672.32
53	119+78.46	30.37' RT	672.41
54	119+83.31	35.44' RT	M.E.
55	119+78.76	35.71' RT	M.E.
56	119+82.73	25.51' RT	672.29
57	119+83.01	30.34' RT	672.36
58	119+94.58	25.43' RT	671.56
59	119+94.62	30.25' RT	671.66
60	119+96.04	30.25' RT	671.65
61	119+96.42	25.43' RT	671.54
62	119+97.76	30.25' RT	671.63
63	119+77.62	15.18' RT	671.52
64	119+82.12	15.15' RT	671.46
65	119+82.12	13.73' RT	671.44
66	119+77.61	15.15' RT	671.50



USER NAME = cesario	DESIGNED - DM	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - DM	REVISED -
PLOT DATE = 10/1/2018	CHECKED - MC	REVISED -
	DATE - 08/07/2018	REVISED -

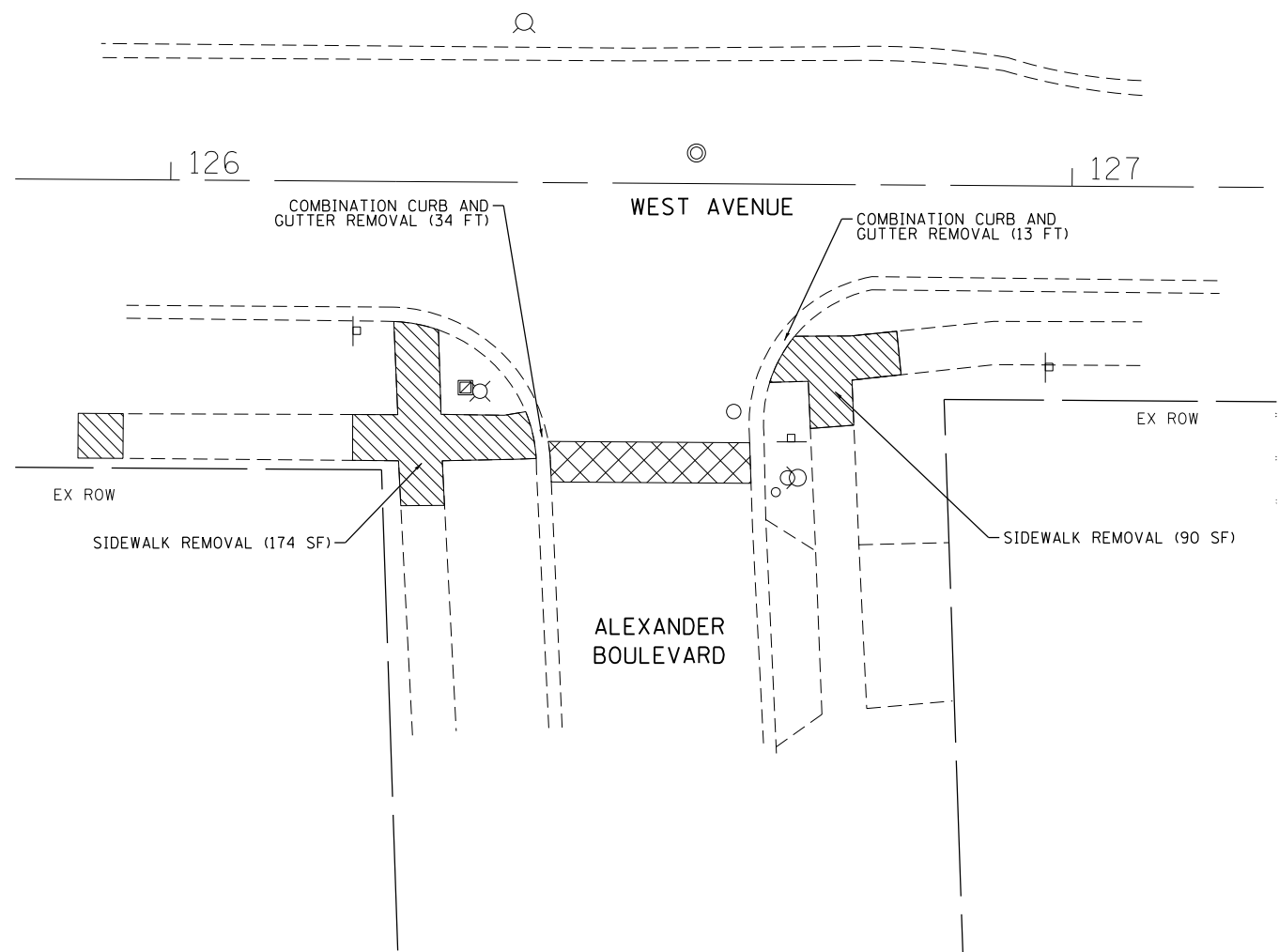
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WEST AVENUE - CITY OF ELMHURST ADA RAMP ELEVATION PLAN			
SCALE: 1"=10'	SHEET 7 OF 8 SHEETS	STA. N/A TO STA. N/A	

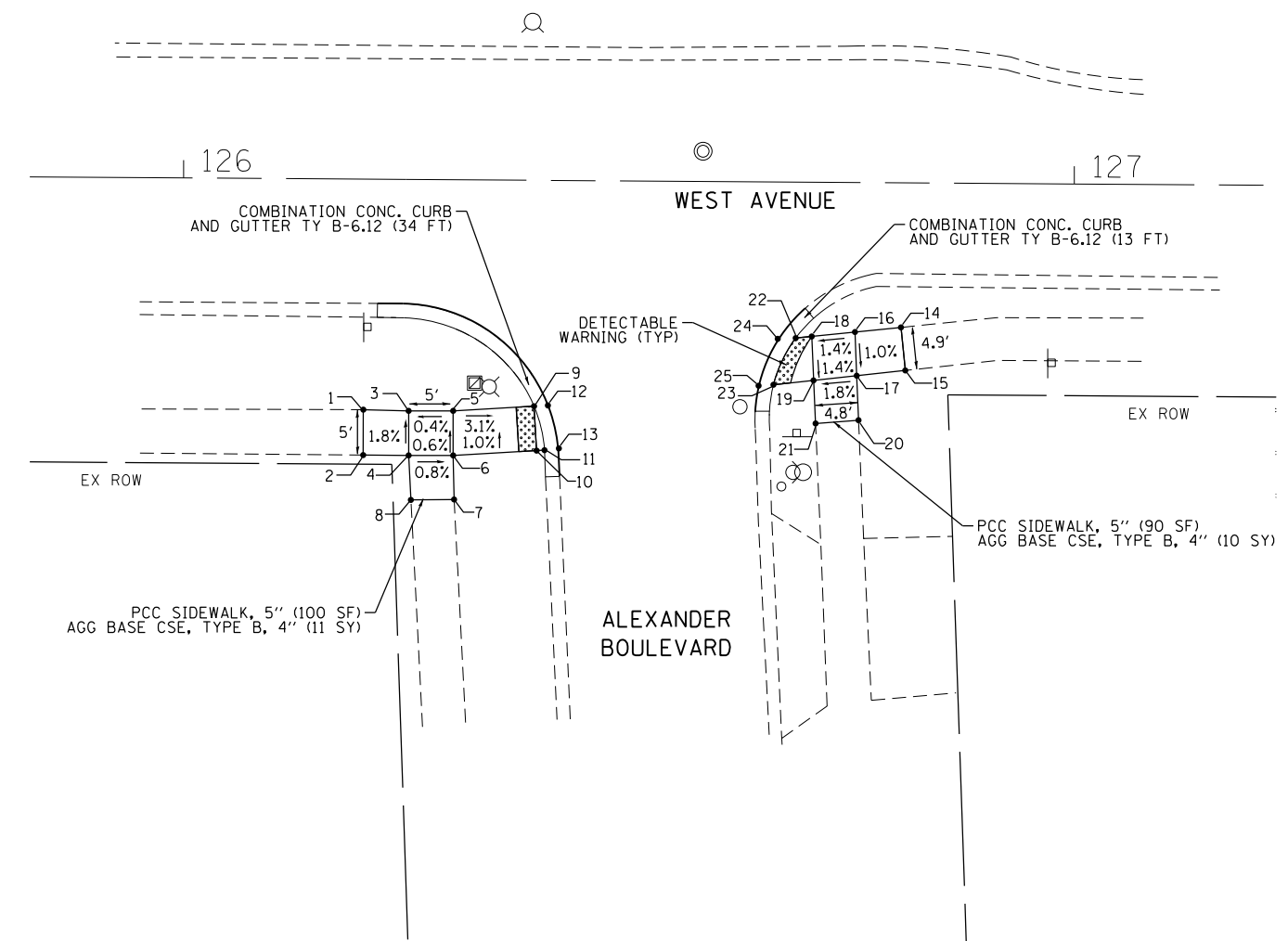
F.A.U. RTE. 2659	SECTION 18-00194-00-RS	COUNTY DUPAGE	TOTAL SHEETS 30	SHEET NO. 20
CONTRACT NO. 61F20				ILLINOIS FED. AID PROJECT



REMOVALS



PROPOSED



LEGEND

- DETECTABLE WARNING
- SIDEWALK REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

ALEXANDER BOULEVARD			
POINT No.:	STATION	OFFSET	ELEV.
1	126+20.36	25.88' RT	M.E.
2	126+20.37	30.97' RT	M.E.
3	126+25.44	25.89' RT	672.89
4	126+25.48	30.98' RT	672.98
5	126+30.44	25.95' RT	672.91
6	126+30.48	30.95' RT	672.94
7	126+30.62	35.90' RT	M.E.
8	126+25.77	35.97' RT	M.E.
9	126+39.52	25.36' RT	673.19
10	126+39.84	30.34' RT	673.24
11	126+40.73	30.28' RT	673.23
12	126+41.13	25.36' RT	673.17
13	126+42.28	30.28' RT	673.21

ALEXANDER BOULEVARD			
POINT No.:	STATION	OFFSET	ELEV.
14	126+80.65	16.23' RT	M.E.
15	126+81.18	21.03' RT	M.E.
16	126+75.50	16.79' RT	673.77
17	126+75.72	21.69' RT	673.72
18	126+70.65	17.32' RT	673.70
19	126+70.90	22.25' RT	673.63
20	126+75.96	26.69' RT	M.E.
21	126+71.14	27.09' RT	M.E.
22	126+68.84	17.51' RT	673.67
23	126+66.39	22.77' RT	673.57
24	126+66.89	17.73' RT	673.65
25	126+64.73	23.00' RT	673.55



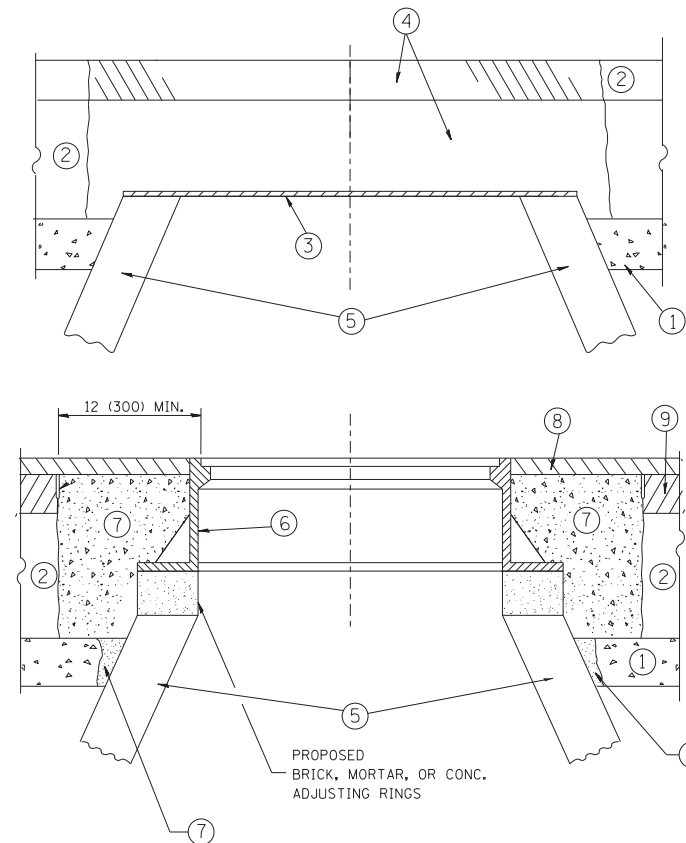
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST AVENUE - CITY OF ELMHURST
ADA RAMP ELEVATION PLAN**

SCALE: 1"=10' SHEET 8 OF 8 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	21
CONTRACT NO. 61F20				
ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

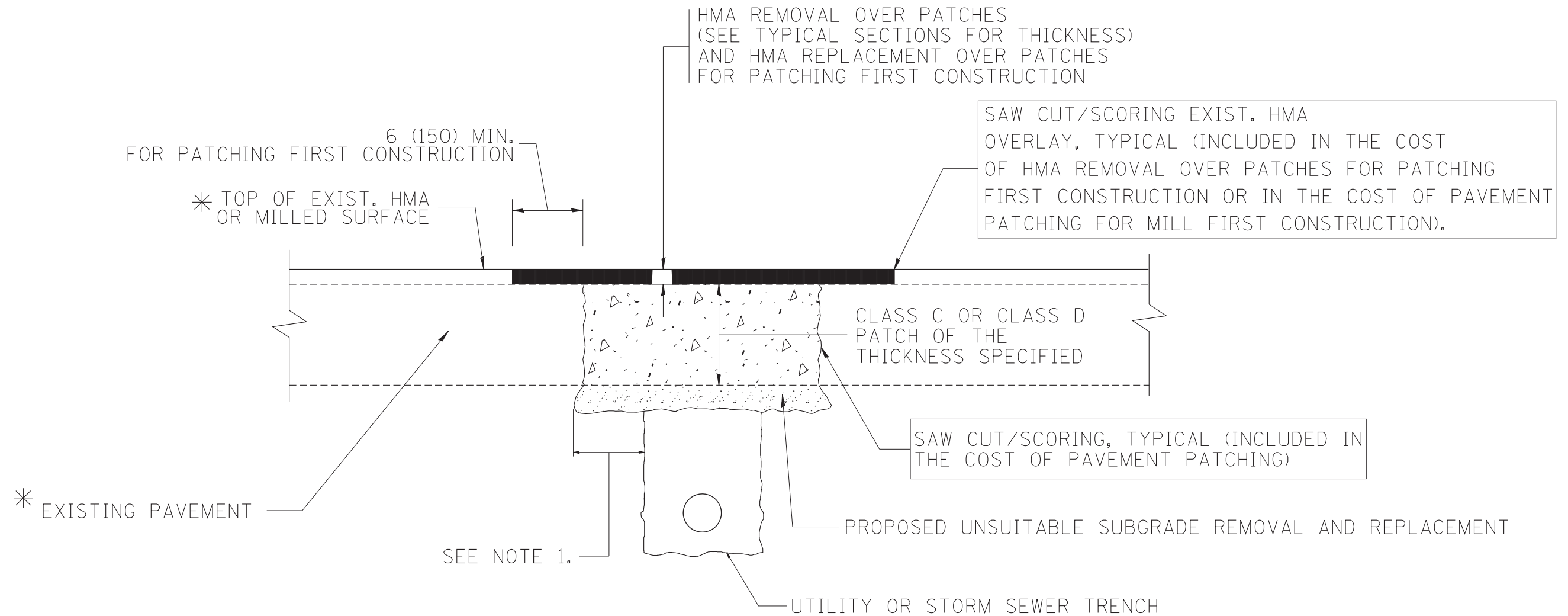
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	22
BD600-03 (BD-8)		CONTRACT NO. 61F20		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 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.

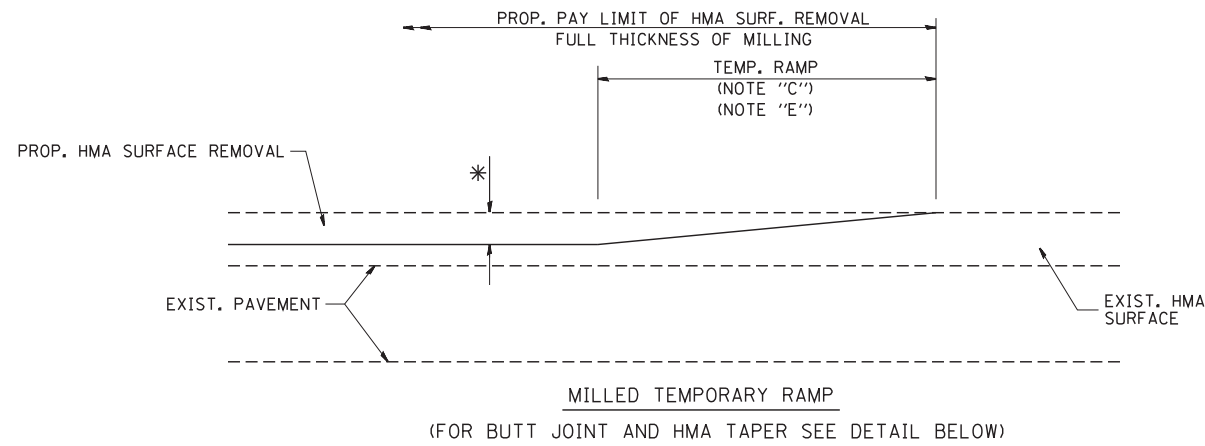
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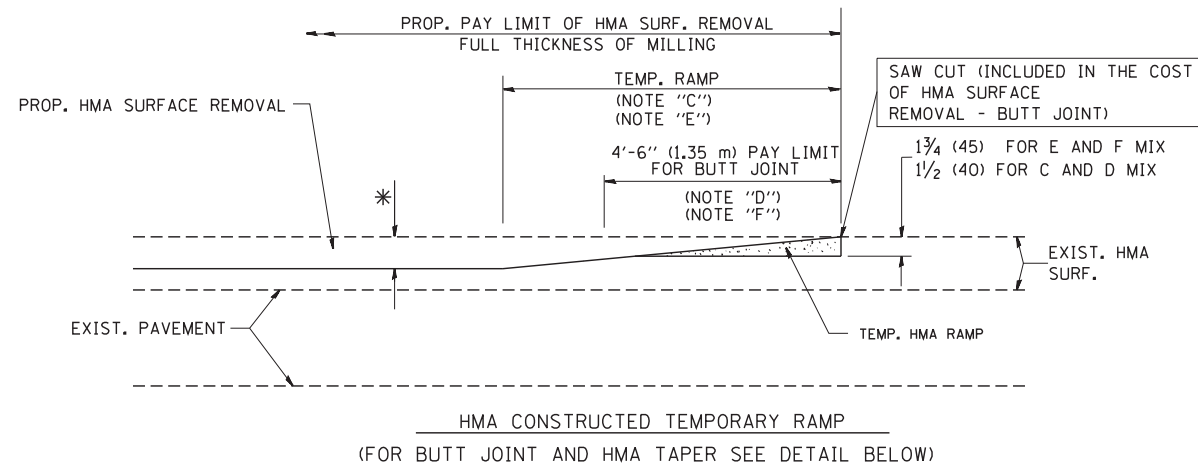
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	23
BD400-04 (BD-22)			CONTRACT NO. 61F20	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

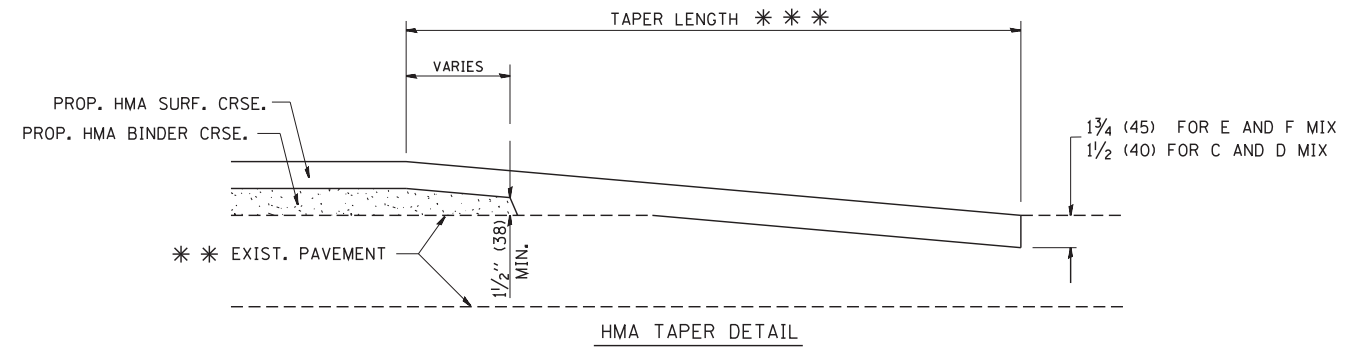
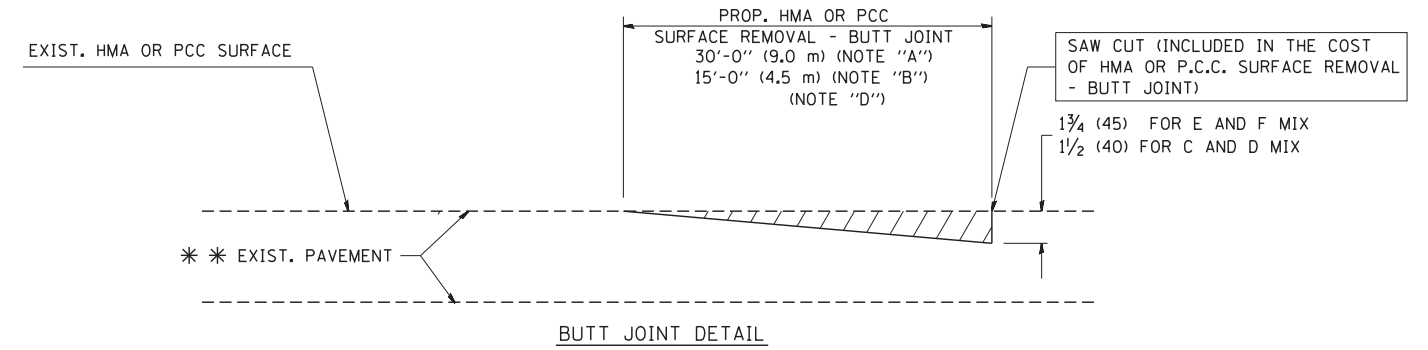


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

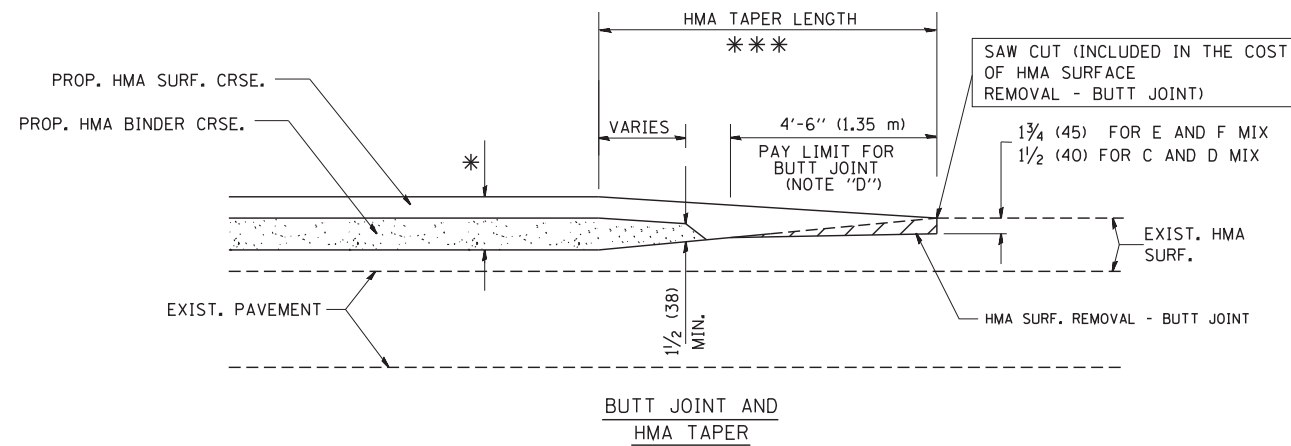
NOTES

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

BASIS OF PAYMENT:

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

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



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

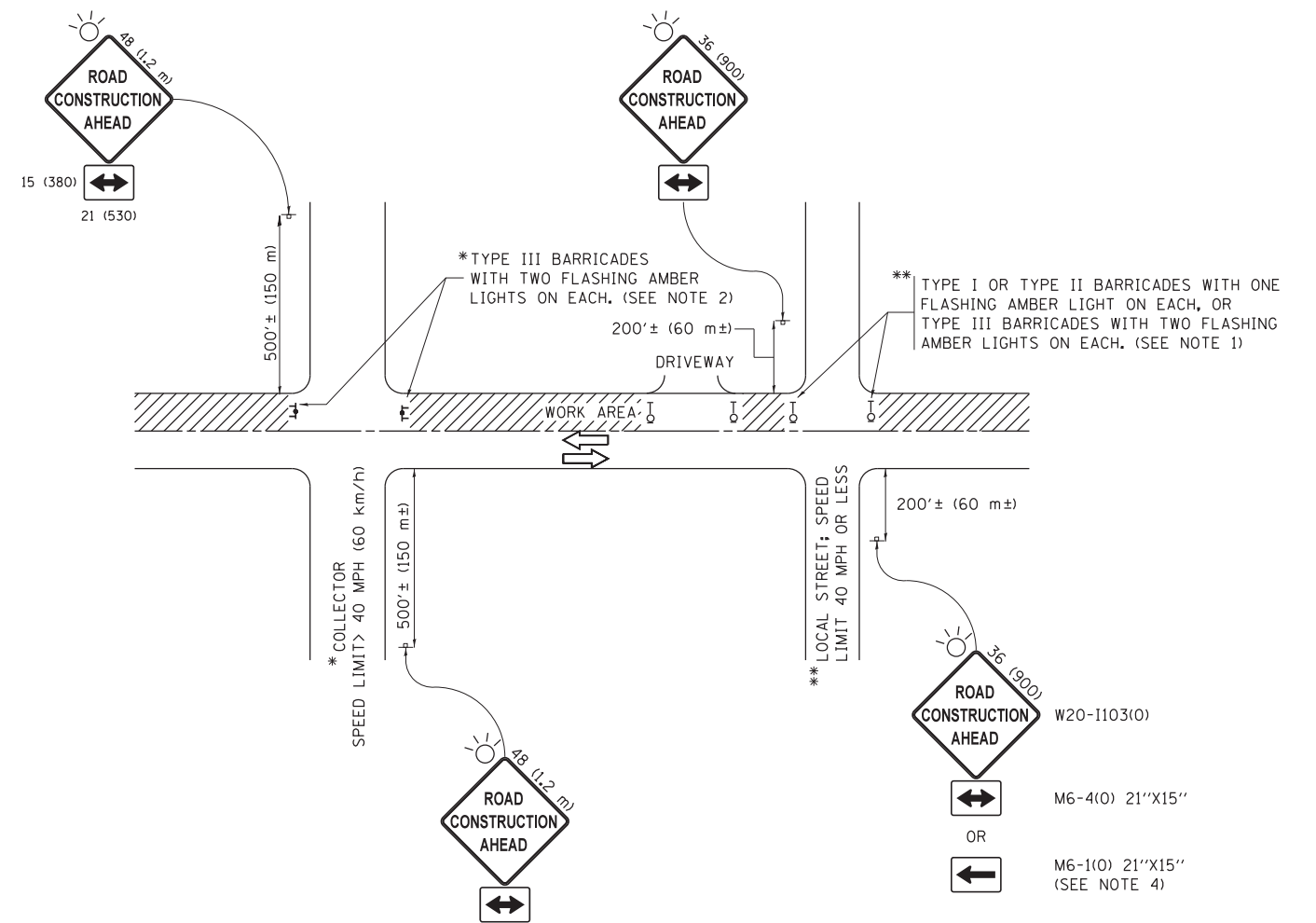
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	24
BD400-05 BD32		CONTRACT NO. 61F20		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. 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.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
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.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

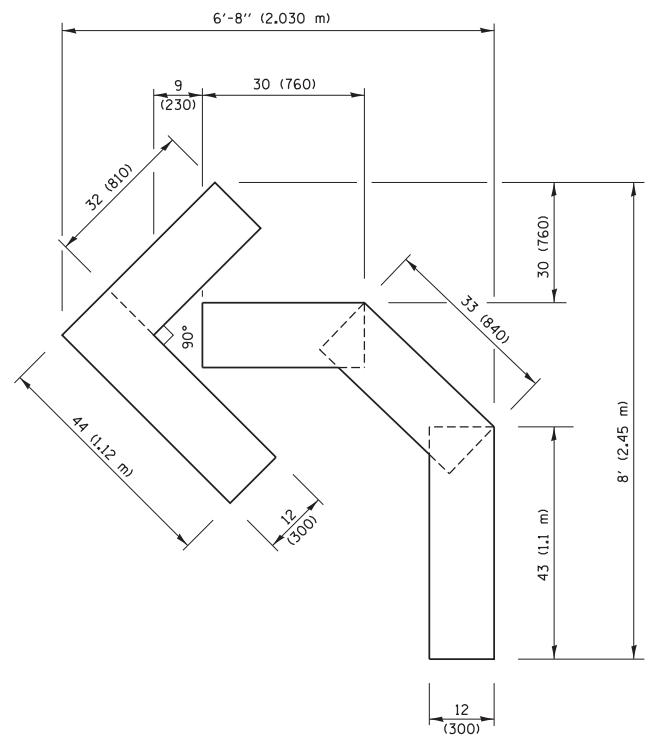
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

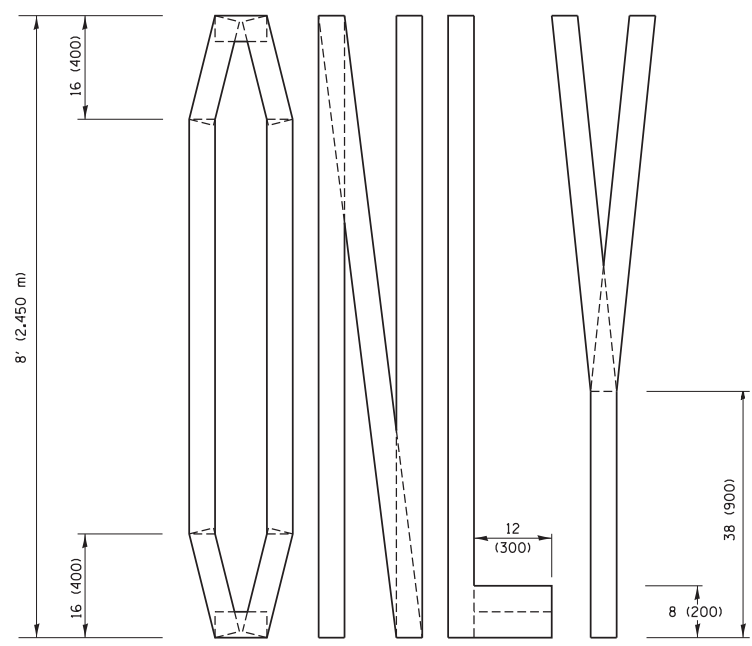
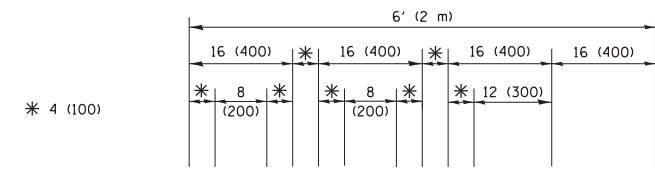
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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

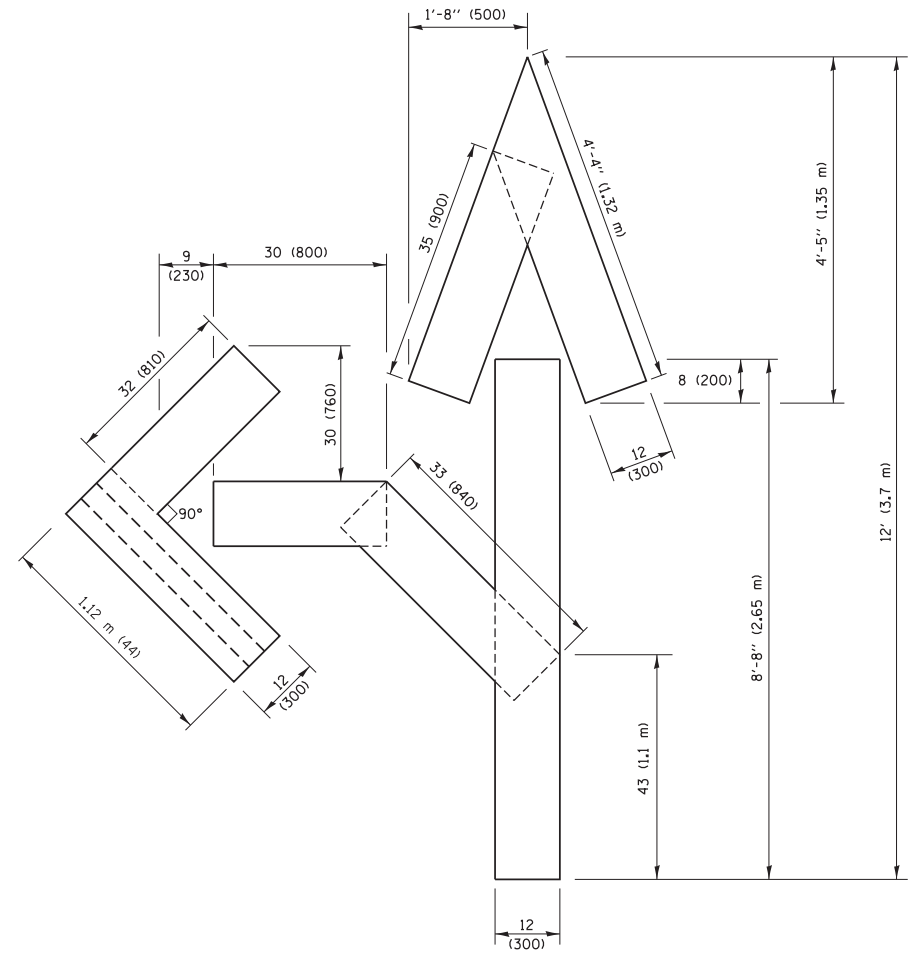
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2659	18-00194-00-RS	DUPAGE	30	25
TC-10		CONTRACT NO. 61F20		
ILLINOIS FED. AID PROJECT				



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

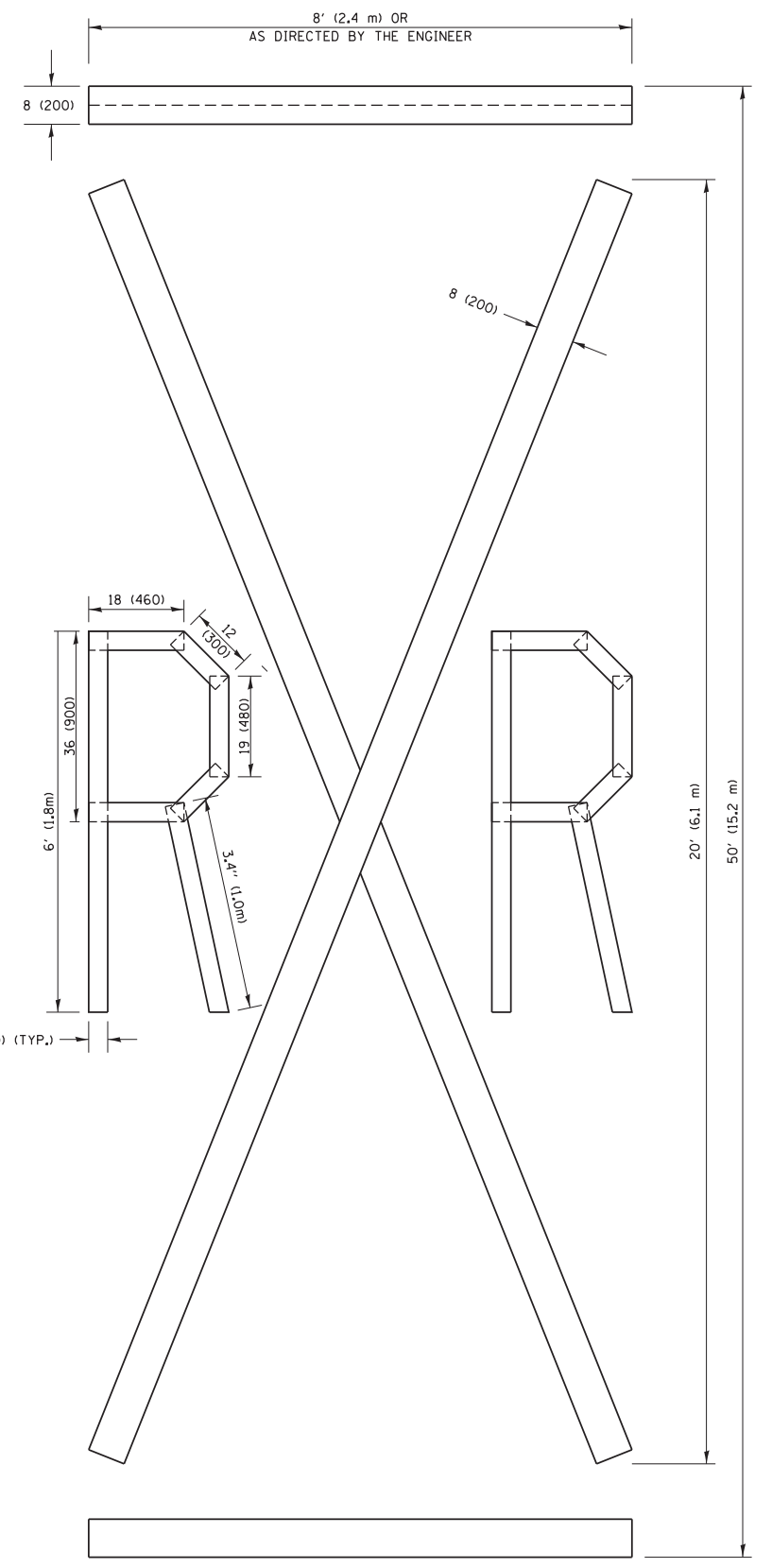


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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

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



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

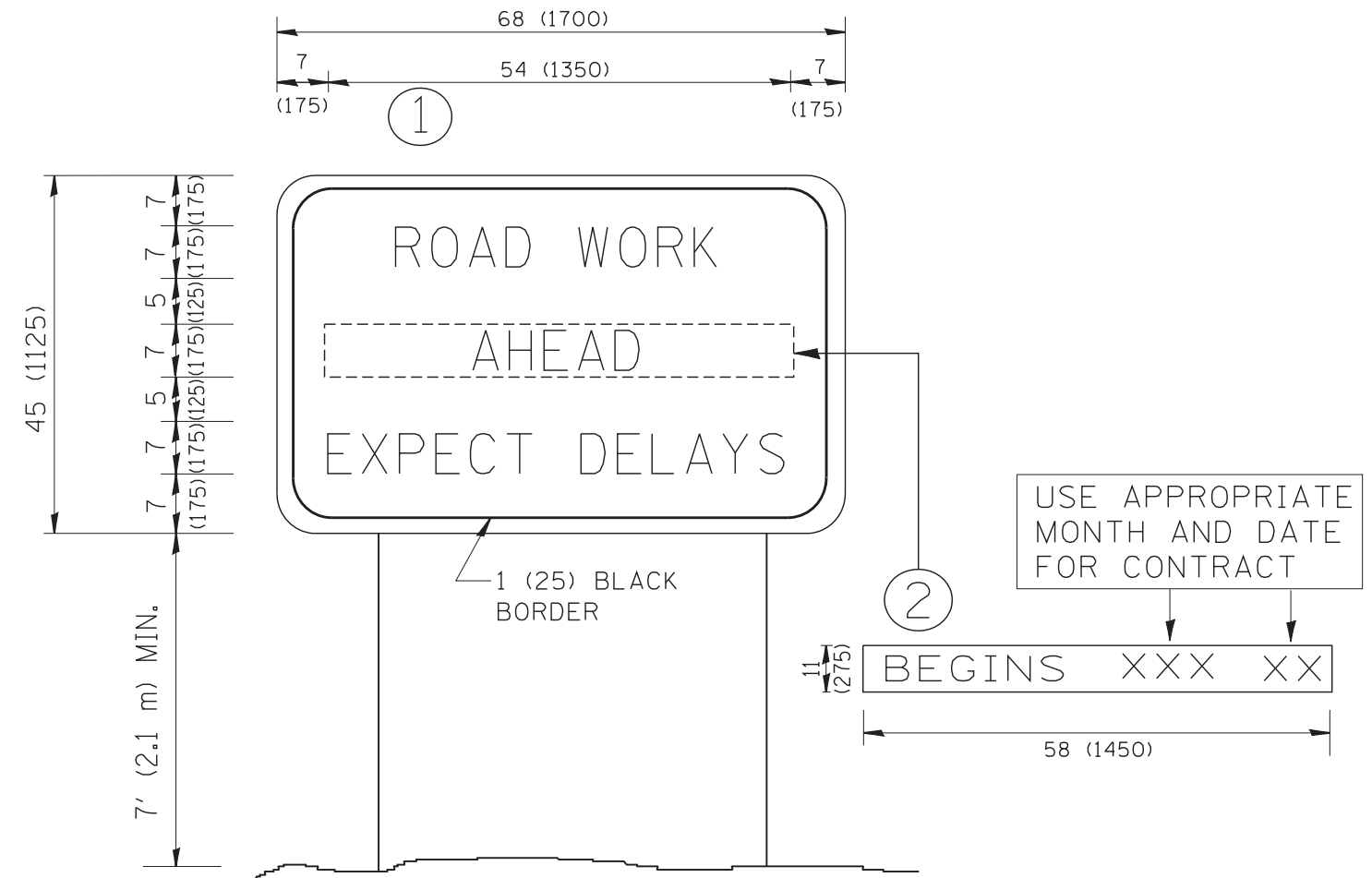
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		DATE -	REVISED - E. GOMEZ 08-28-00
			REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS		31	27
TC-16		CONTRACT NO.	61F20	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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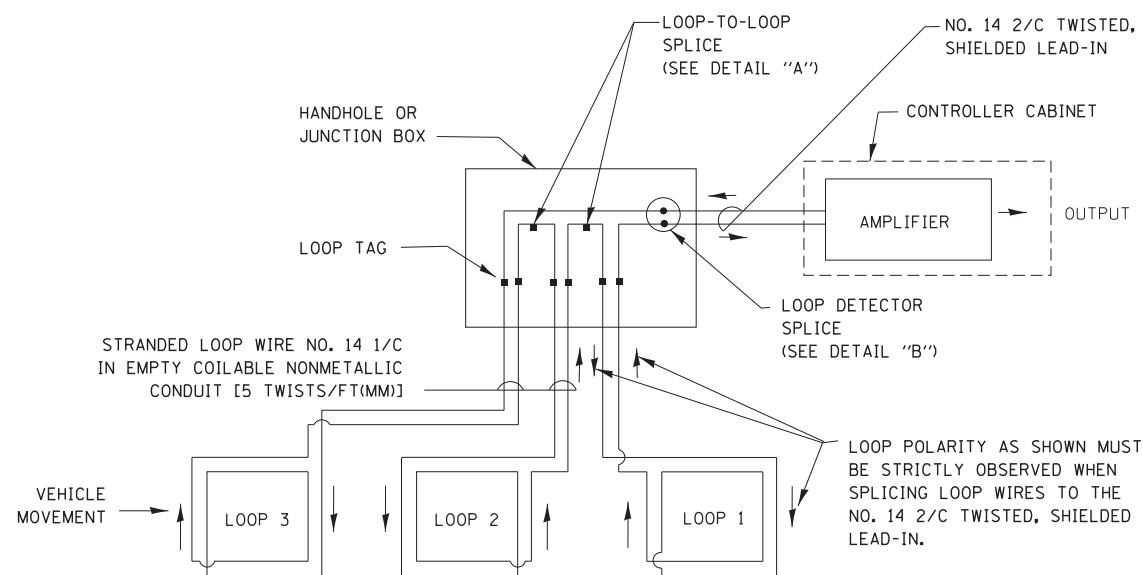
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ARTERIAL ROAD INFORMATION SIGN	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-22		CONTRACT NO. 61F20		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

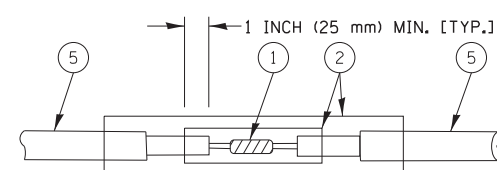
LOOP DETECTOR NOTES

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.

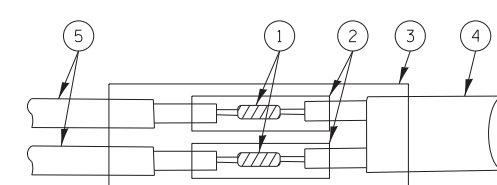


DETECTOR LOOP WIRING SCHEMATIC

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



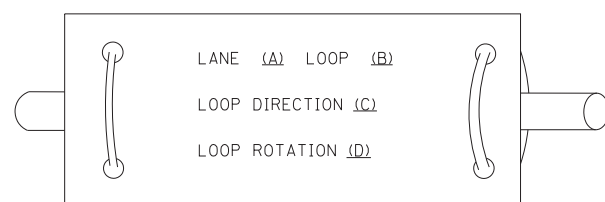
DETAIL "A"
LOOP-TO-LOOP SPLICE



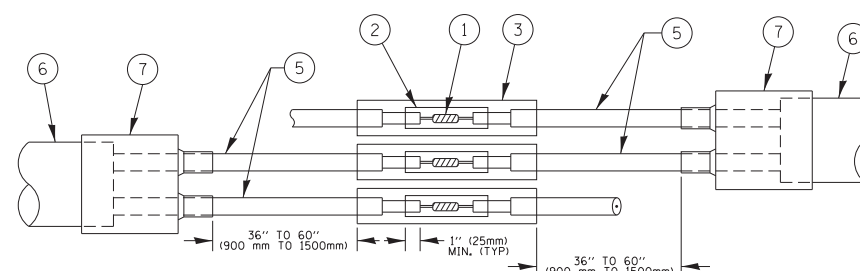
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

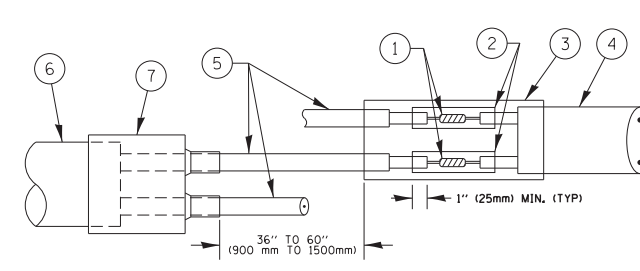
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

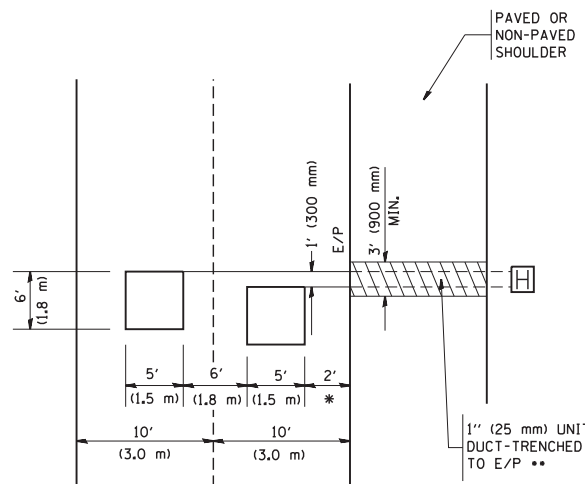
LOOP DETECTOR SPLICE

- 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 LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PRE-FORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A.U. RTE. = 2659	SECTION = 18-00194-00-RS	COUNTY =	TOTAL SHEETS = 30	SHEET NO. = 29
ct:\pw_work\p1dot\footemj\d0108315\ts05.pgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	TS-05		CONTRACT NO. 61F20	
		CHECKED - DAD	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
		DATE - 10-28-09	REVISED -								

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

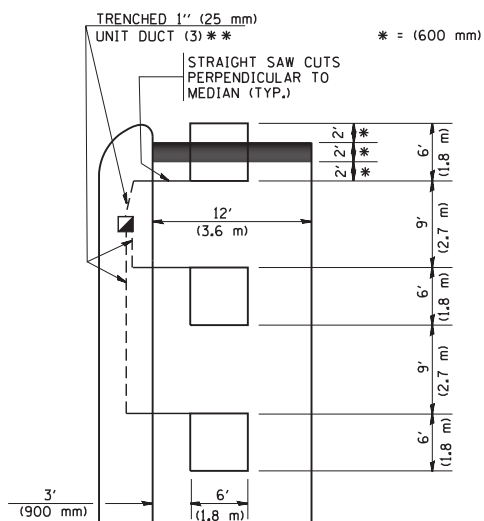


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

**LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**

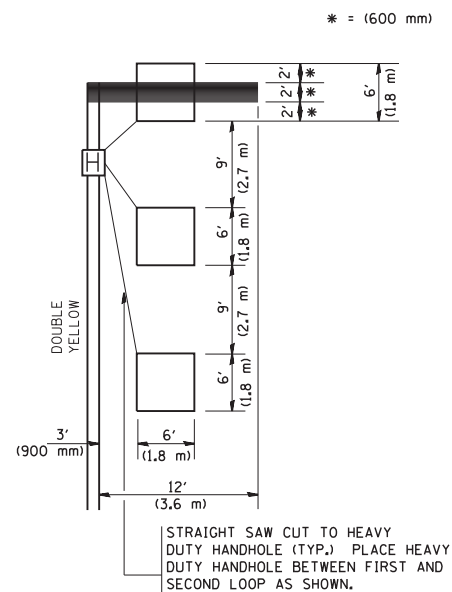
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

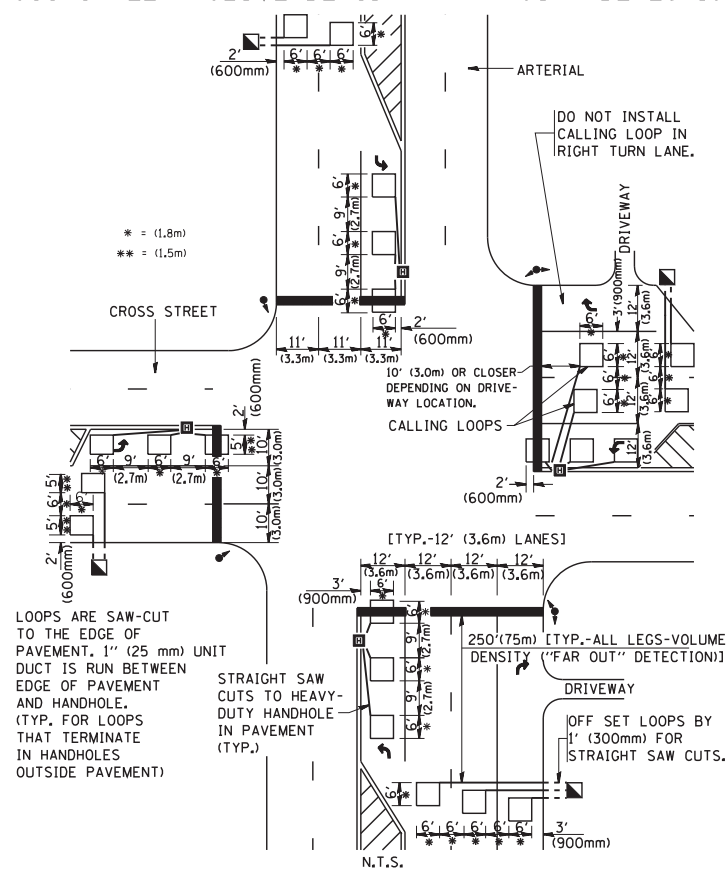
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



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

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

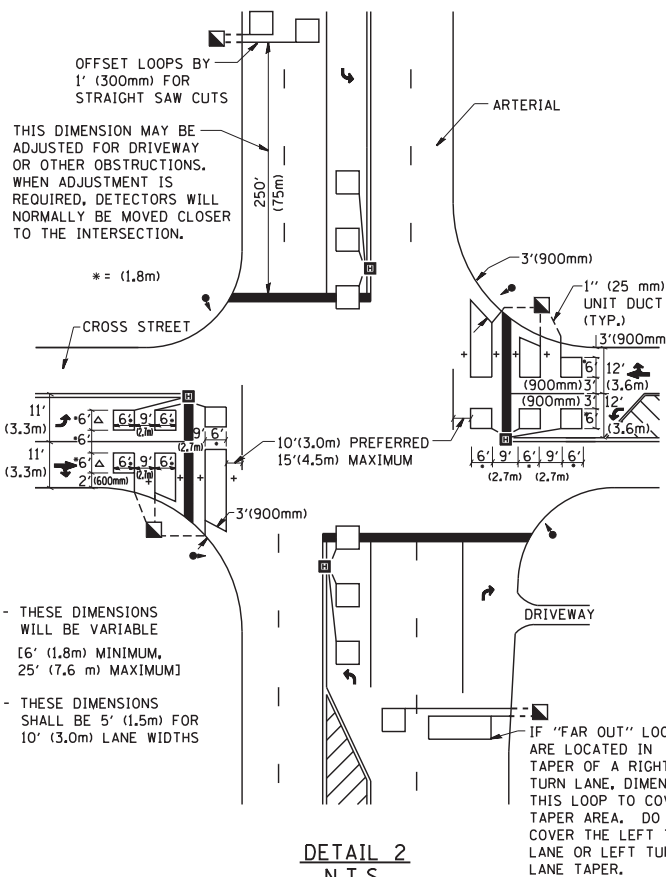


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

**DETAIL 1
N.T.S.**

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



+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

**DETAIL 2
N.T.S.**

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME = W:\diststd\22x34\ts07.dgn

USER NAME = gaglianobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

DESIGNED -
DRAWN -
CHECKED - R.K.F.
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2659	18-00194-00-RS	DUPAGE	30	30
TS-07		CONTRACT NO. 61F20		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				