

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3573	05-00053-00-RS	DUPAGE	18	1

CONTRACT NO. 83816

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED  
FEDERAL AID PROJECT  
RESURFACING**

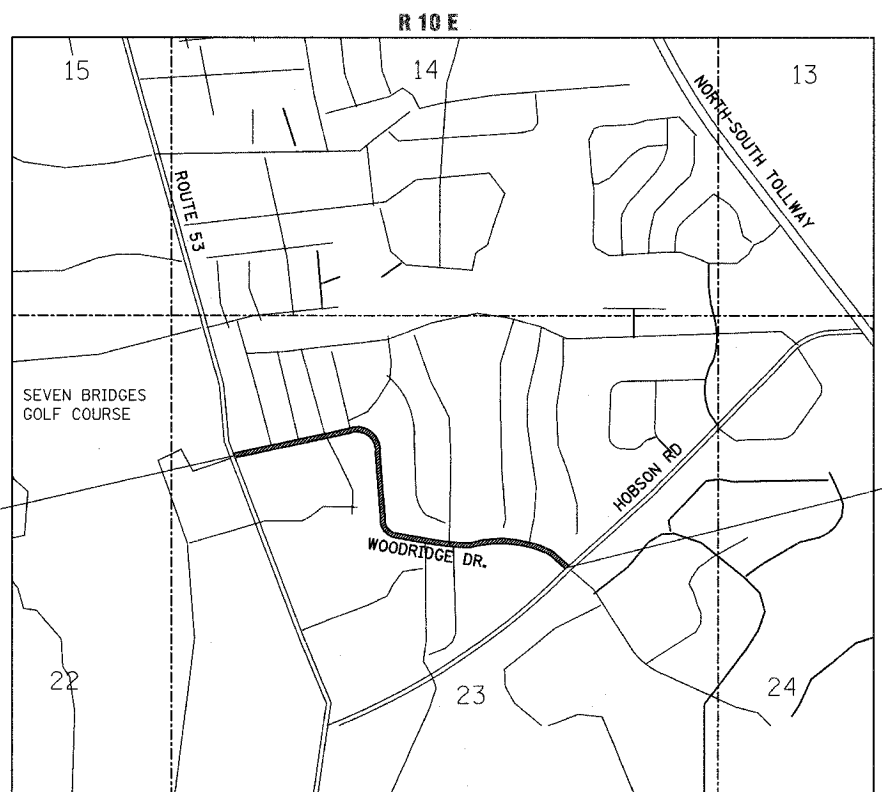
**FAU 3573 WOODRIDGE DRIVE  
IL ROUTE 53 (FAP 870) TO HOBSON RD (FAU 3567)  
RESURFACING  
SECTION: 05-00053-00-RS  
PROJECT: CM-8003(534)  
DUPAGE COUNTY  
JOB NO.: C-91-040-06**

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE & INDEX OF SHEETS
2	GENERAL NOTES, STANDARDS & SCHEDULE OF QUANTITIES
3	TYPICAL SECTIONS
4-7	PLAN SHEETS
8-11	PAVEMENT MARKING PLANS
12	TYPICAL PAVEMENT MARKING DETAILS
13	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
15	PAVEMENT MARKINGS LETTERS AND SYMBOLS FOR TRAFFIC STAGING
16	DETAILS FOR FRAMES AND LID ADJUSTMENT WITH MILLING
17	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
18	DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

HIGHWAY STANDARDS SEE SHEET 2 OF 18

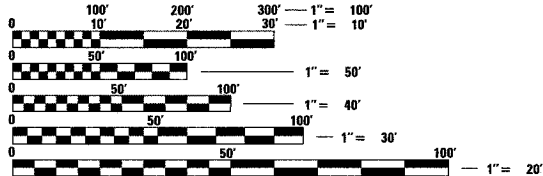
TRAFFIC DATA

ADT (2003) = 5650  
POSTED SPEED = 25 mph



LOCATION MAP  
(NOT TO SCALE)

GROSS LENGTH AND NET LENGTH = 4288 FEET (0.81 MILES)



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

CONTRACT NO. 83816



9/6/2005  
*David Landwehr*  
EXP. 11/30/05

VILLAGE OF WOODRIDGE  
APPROVED September 6, 2005  
*[Signature]*  
VILLAGE ENGINEER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
APPROVED Sept. 7, 2005  
*[Signature]*  
LOCAL ROADS AND STREETS ENGINEER  
APPROVED September 7, 2005  
*[Signature]*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

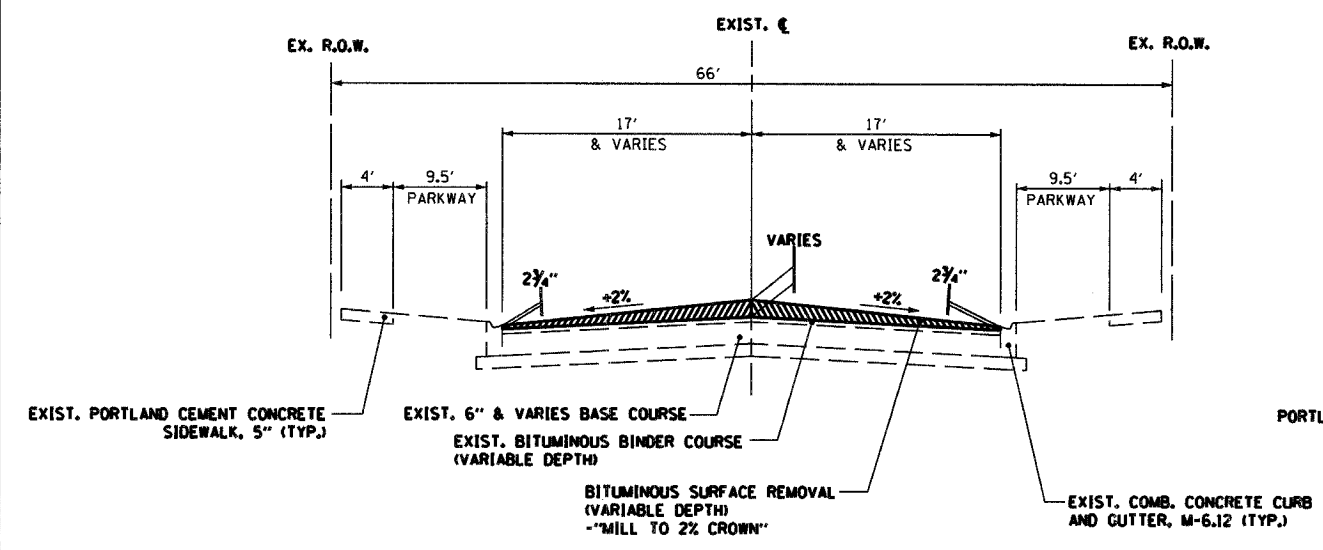
PLANS PREPARED BY:  
**URS** 122 S. MICHIGAN AVE., SUITE 1920 TEL (312) 939-1000  
CHICAGO, IL 60603 FAX (312) 939-4198

IDOT FEDERAL AID DESIGN ENGINEER: ABIGAIL BRINKS, 847-705-4233

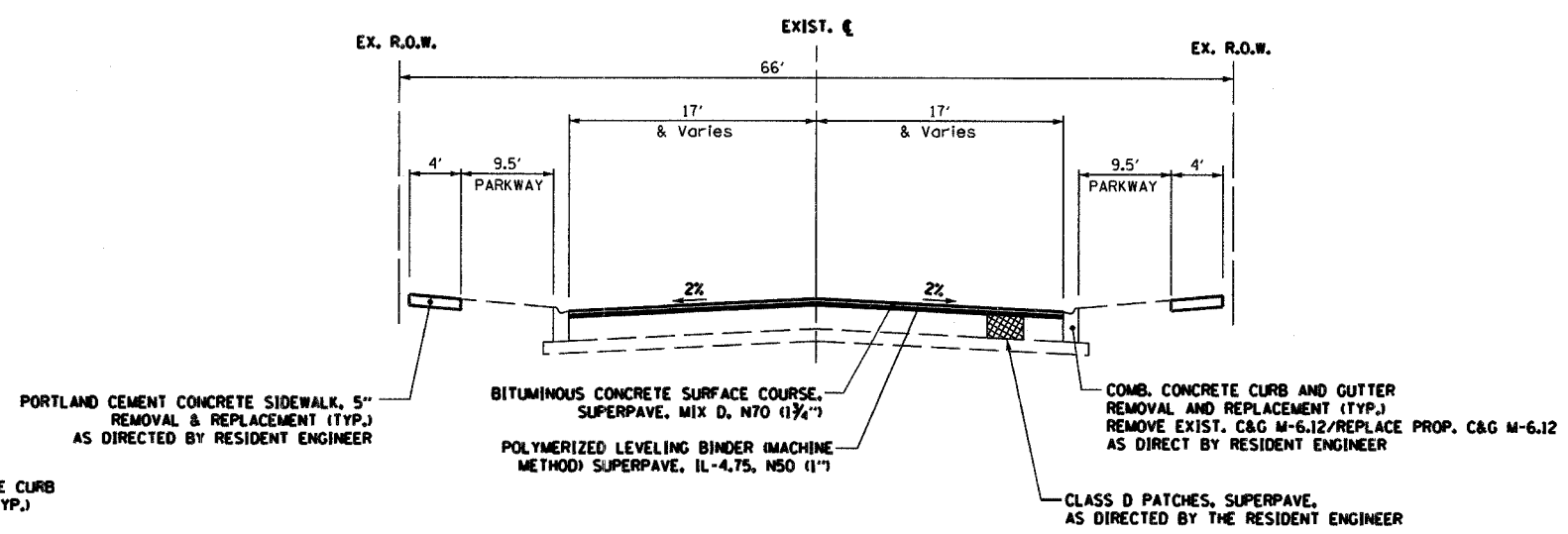


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3573	05-00053-00-RS	DUPAGE	18	3
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO.: 83816



**EXISTING TYPICAL SECTION**  
WOODRIDGE DRIVE  
STA. 0+98.71 TO STA. 43+86.58



**PROPOSED TYPICAL SECTION**  
WOODRIDGE DRIVE  
STA. 0+98.71 TO STA. 43+86.58

**RESURFACING**  
MAINLINE PAVEMENT  
--WOODRIDGE DRIVE--  
IL. ROUTE 53 TO HOBSON ROAD

**BITUMINOUS MIXTURE REQUIREMENTS**

ITEM	AC TYPE	VOIDS	MAX. RAP %
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N70	PG 64-22	4% @ 70 Gyr.	10
POLYMERIZED LEVELING BINDER (MACHINE METHOD) SUPERPAVE, IL-4.75, N50	SBS/SBR PG 76-28	2.5% @ 50 Gyr.	0
CLASS D PATCHES, SUPERPAVE, 5 INCH	PG 64-22	4% @ 70 Gyr.	15

"THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE QUANTITIES IS 112 LBS/50 YD/INCH."

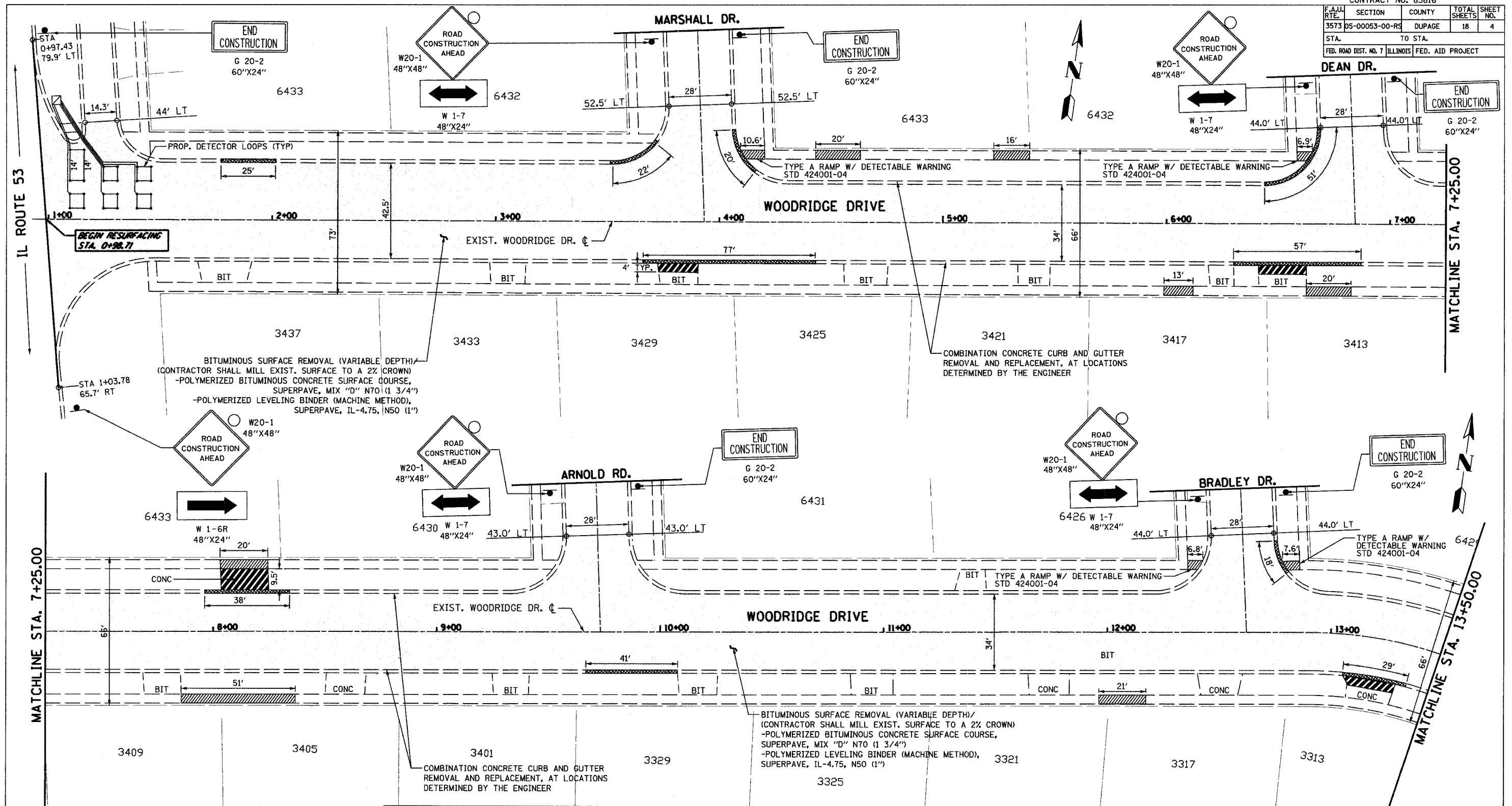
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
VILLAGE OF WOODRIDGE  
WOODRIDGE DRIVE  
REHABILITATION AND RESURFACING  
TYPICAL SECTIONS

SCALE: NONE  
DATE: SEPTEMBER 7, 2005

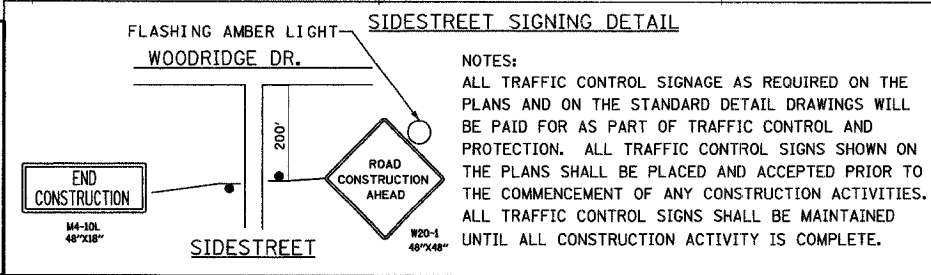
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CHECKED BY: KLM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.		FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT	

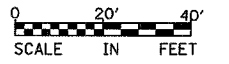


**NOTES:**

1. THE ACTUAL LOCATION AND QUANTITY OF CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT, AND PAVEMENT PATCHING WILL BE DETERMINED IN THE FIELD, DURING CONSTRUCTION, BY THE RESIDENT ENGINEER. HOWEVER FINAL QUANTITIES SHALL NOT EXCEED QUANTITIES ALLOTTED IN THE CONTRACT SUMMARY OF QUANTITIES.
2. RESTORATION OF THE WORK AREA SHALL BE INCIDENTAL TO THE CONTRACT WITHOUT ANY EXTRA COMPENSATION ALLOWED TO THE CONTRACTOR.
3. FRAMES AND GRATES TO BE ADJUSTED SHALL BE ADJUSTED AS NEEDED IN THE FIELD AS DETERMINED BY THE RESIDENT ENGINEER.



- LEGEND**
1. SIDEWALK REMOVAL / -PORTLAND CEMENT CONCRETE SIDEWALK 5"
  2. DRIVEWAY REMOVAL 4' FROM BACK OF CURB (TYP.), UNLESS OTHERWISE SHOWN.
  3. COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
  4. BITUMINOUS SURFACE REMOVAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**VILLAGE OF WOODRIDGE**

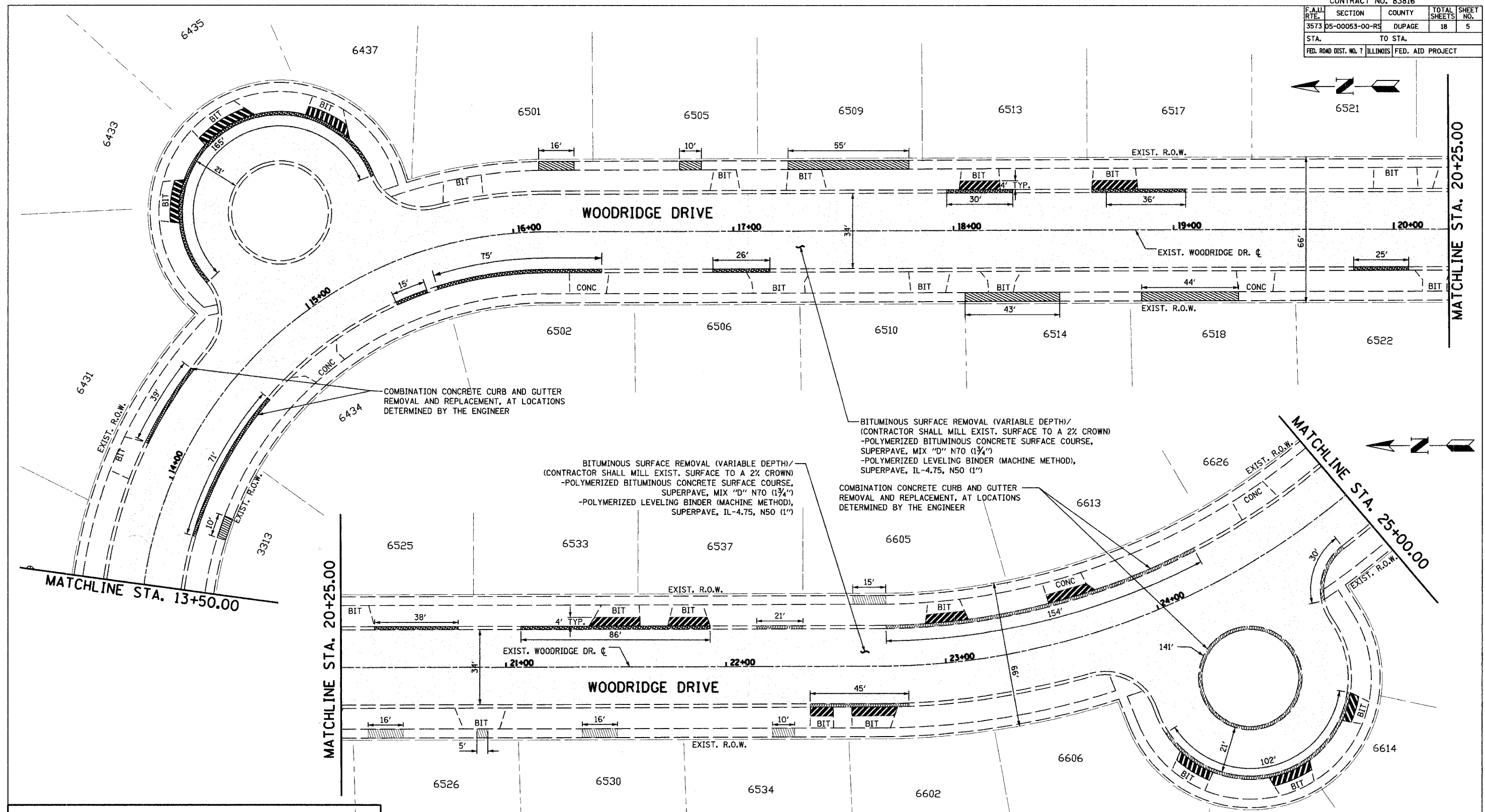
**REHABILITATION & RESURFACING PLAN**  
 STA. 0+98.71 TO STA. 13+50.00

SCALE: VERT. 1"= 20'  
 HORIZ. DATE: SEPTEMBER 7, 2005

DRAWN BY: LM  
 CHECKED BY: KLM

PLOT DATE = 09/07/05  
 FILE NAME = 050053-00-RS  
 USER NAME = KLS/RSB

CONTRACT NO. 83816				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3573	05-00053-00-RS	DUPAGE	18	5
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, AT LOCATIONS DETERMINED BY THE ENGINEER

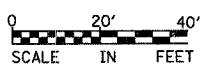
BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)/ (CONTRACTOR SHALL MILL EXIST. SURFACE TO A 2% CROWN)  
 -POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D" N70 (1 3/4")  
 -POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50 (1")

BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)/ (CONTRACTOR SHALL MILL EXIST. SURFACE TO A 2% CROWN)  
 -POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D" N70 (1 3/4")  
 -POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50 (1")

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, AT LOCATIONS DETERMINED BY THE ENGINEER

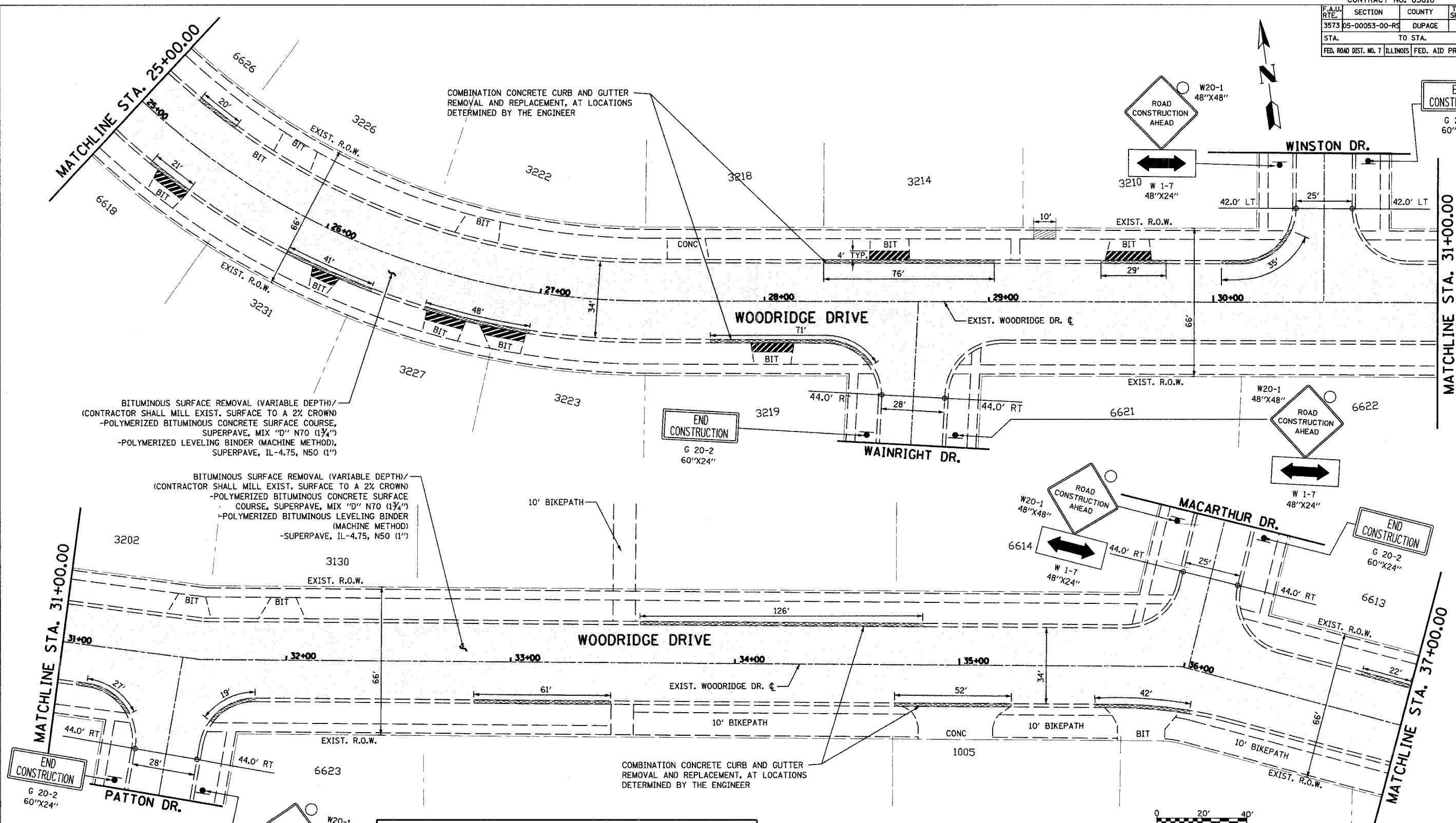
**NOTES:**  
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DATE = 04/20/05  
 FILE NAME = 051105A  
 PLOT SCALE = 80SCALE  
 USER NAME = 005087



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**VILLAGE OF WOODRIDGE**  
**REHABILITATION & RESURFACING PLAN**  
**STA. 13+50.00 TO STA. 25+00.00**  
 SCALE: VERT. 1" = 20'  
 HORIZ. 1" = 40'  
 DATE: SEPTEMBER 7, 2005  
 DRAWN BY: LM  
 CHECKED BY: KLM



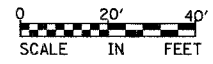
BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)/  
 (CONTRACTOR SHALL MILL EXIST. SURFACE TO A 2% CROWN)  
 -POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE,  
 SUPERPAVE, MIX "D" N70 (1 3/4")  
 -POLYMERIZED LEVELING BINDER (MACHINE METHOD),  
 SUPERPAVE, IL-4.75, N50 (1")

BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)/  
 (CONTRACTOR SHALL MILL EXIST. SURFACE TO A 2% CROWN)  
 -POLYMERIZED BITUMINOUS CONCRETE SURFACE  
 COURSE, SUPERPAVE, MIX "D" N70 (1 3/4")  
 -POLYMERIZED BITUMINOUS LEVELING BINDER  
 (MACHINE METHOD)  
 -SUPERPAVE, IL-4.75, N50 (1")

COMBINATION CONCRETE CURB AND GUTTER  
 REMOVAL AND REPLACEMENT, AT LOCATIONS  
 DETERMINED BY THE ENGINEER

**NOTES:**  
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  - 4. BITUMINOUS SURFACE REMOVAL

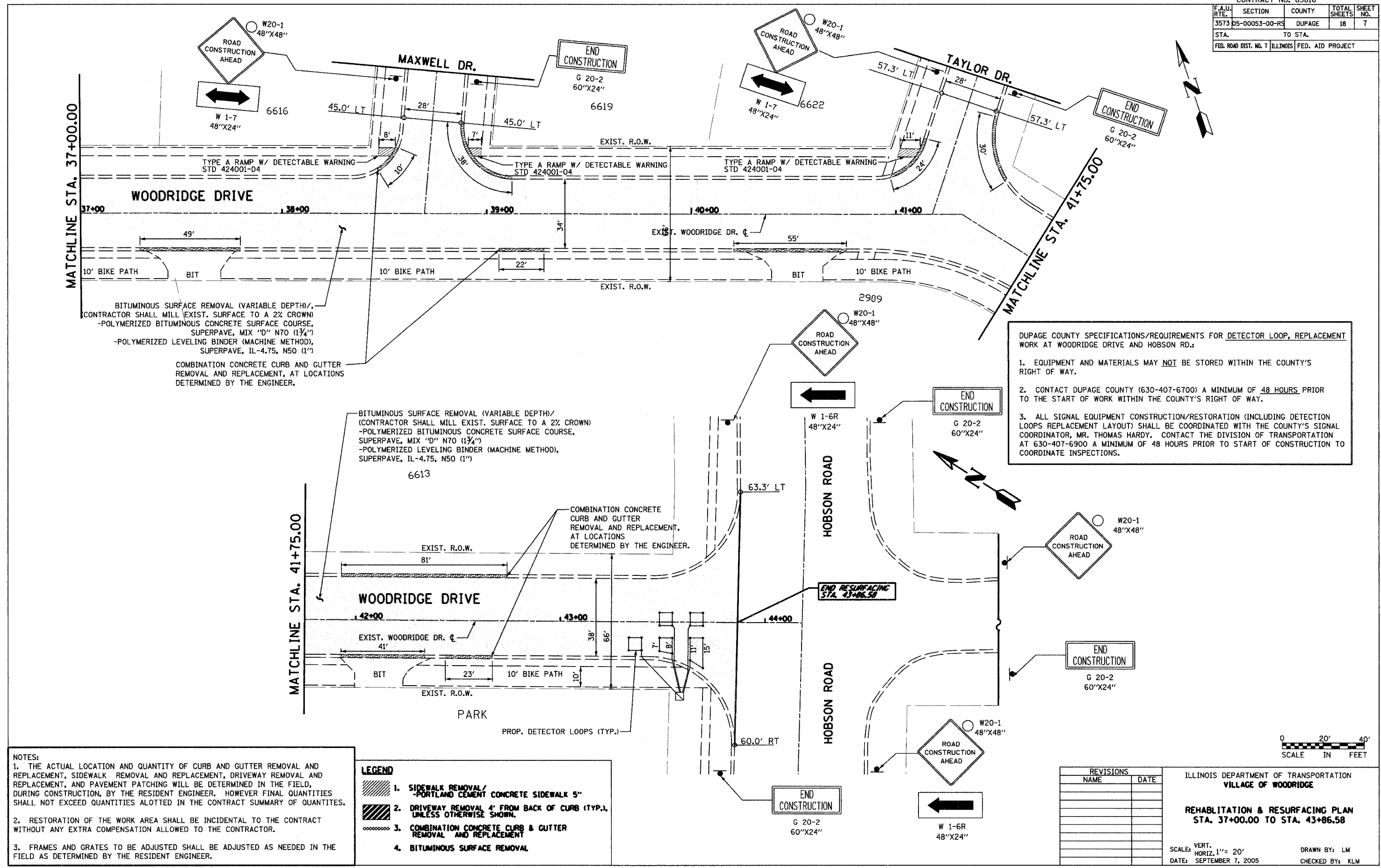


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 VILLAGE OF WOODRIDGE  
**REHABILITATION & RESURFACING PLAN**  
 STA. 25+00.00 TO STA. 37+00.00  
 VERT. SCALE: 1" = 20'  
 HORIZ. SCALE: AS SHOWN  
 DATE: SEPTEMBER 7, 2005  
 DRAWN BY: L.M.  
 CHECKED BY: K.L.M.

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CONTRACT NO. 83816			
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
3573	05-00053-00-RS	DUPAGE	18 7
STA.	TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	



TYPE A RAMP W/ DETECTABLE WARNING  
STD 424001-04

WOODRIDGE DRIVE

37+00 38+00 39+00 40+00 41+00

10' BIKE PATH BIT

BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)/  
CONTRACTOR SHALL MILL EXIST. SURFACE TO A 2% CROWN  
-POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE,  
SUPERPAVE, MIX "D" N70 (1 3/4")  
-POLYMERIZED LEVELING BINDER (MACHINE METHOD),  
SUPERPAVE, IL-4.75, N50 (1")

COMBINATION CONCRETE CURB AND GUTTER  
REMOVAL AND REPLACEMENT, AT LOCATIONS  
DETERMINED BY THE ENGINEER.

BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)/  
(CONTRACTOR SHALL MILL EXIST. SURFACE TO A 2% CROWN)  
-POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE,  
SUPERPAVE, MIX "D" N70 (1 3/4")  
-POLYMERIZED LEVELING BINDER (MACHINE METHOD),  
SUPERPAVE, IL-4.75, N50 (1")

6613

COMBINATION CONCRETE CURB AND GUTTER  
REMOVAL AND REPLACEMENT,  
AT LOCATIONS  
DETERMINED BY THE ENGINEER.

EXIST. R.O.W. 81'

WOODRIDGE DRIVE

42+00 43+00 44+00

EXIST. WOODRIDGE DR. C

41'

BIT 23' 10' BIKE PATH 10'

EXIST. R.O.W.

PARK

PROP. DETECTOR LOOPS (TYP.)

DUPAGE COUNTY SPECIFICATIONS/REQUIREMENTS FOR DETECTOR LOOP, REPLACEMENT WORK AT WOODRIDGE DRIVE AND HOBSON RD.:

- EQUIPMENT AND MATERIALS MAY NOT BE STORED WITHIN THE COUNTY'S RIGHT OF WAY.
- CONTACT DUPAGE COUNTY (630-407-6700) A MINIMUM OF 48 HOURS PRIOR TO THE START OF WORK WITHIN THE COUNTY'S RIGHT OF WAY.
- ALL SIGNAL EQUIPMENT CONSTRUCTION/RESTORATION (INCLUDING DETECTION LOOPS REPLACEMENT LAYOUT) SHALL BE COORDINATED WITH THE COUNTY'S SIGNAL COORDINATOR, MR. THOMAS HARDY. CONTACT THE DIVISION OF TRANSPORTATION AT 630-407-6900 A MINIMUM OF 48 HOURS PRIOR TO START OF CONSTRUCTION TO COORDINATE INSPECTIONS.

NOTES:

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	4. BITUMINOUS SURFACE REMOVAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
VILLAGE OF WOODRIDGE

**REHABILITATION & RESURFACING PLAN  
STA. 37+00.00 TO STA. 43+86.58**

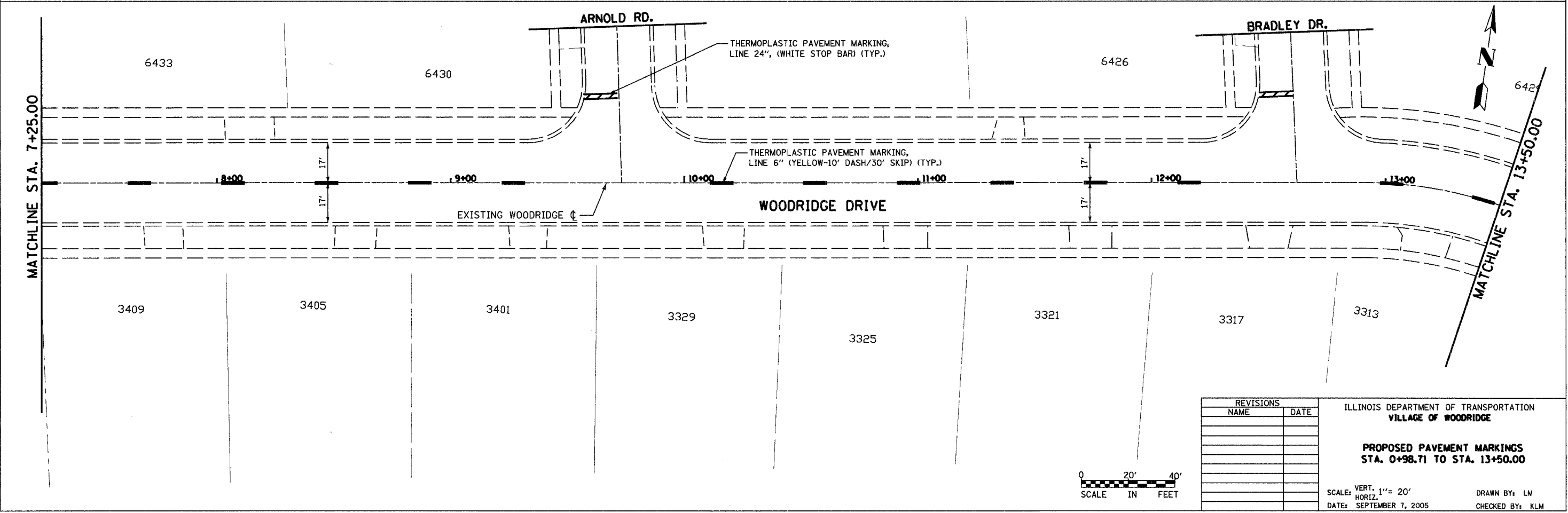
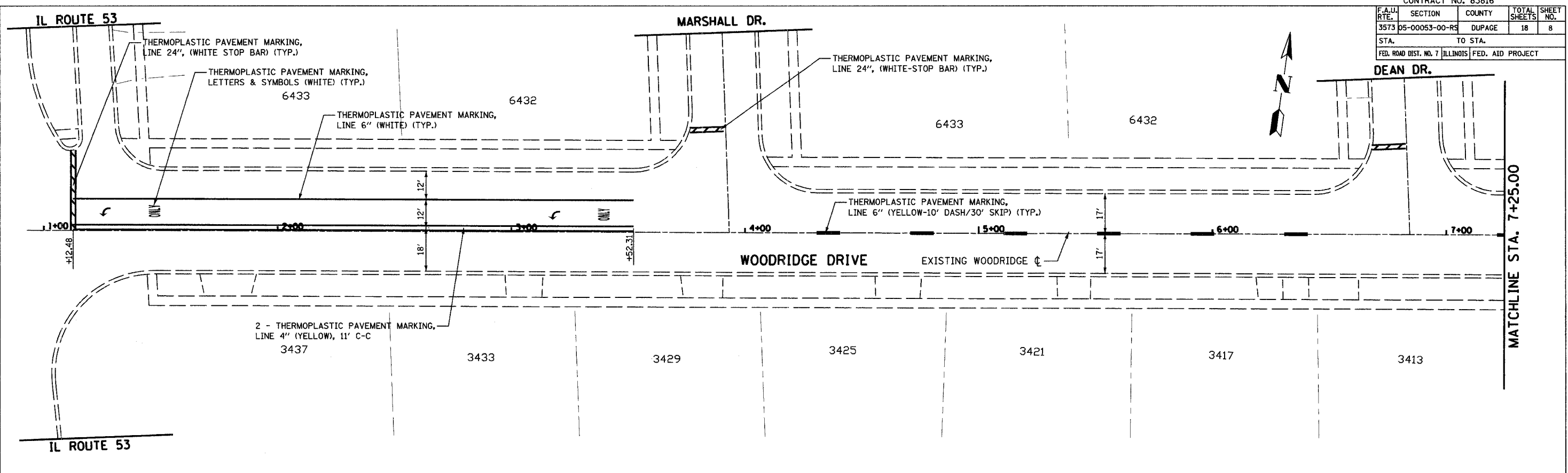
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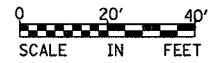
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CONTRACT NO. 83816

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3573	05-00053-00-RS	DUPAGE	18	8
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT



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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 VILLAGE OF WOODRIDGE

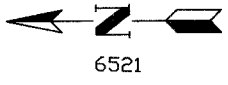
PROPOSED PAVEMENT MARKINGS  
 STA. 0+98.71 TO STA. 13+50.00

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 HORIZ. DATE: SEPTEMBER 7, 2005

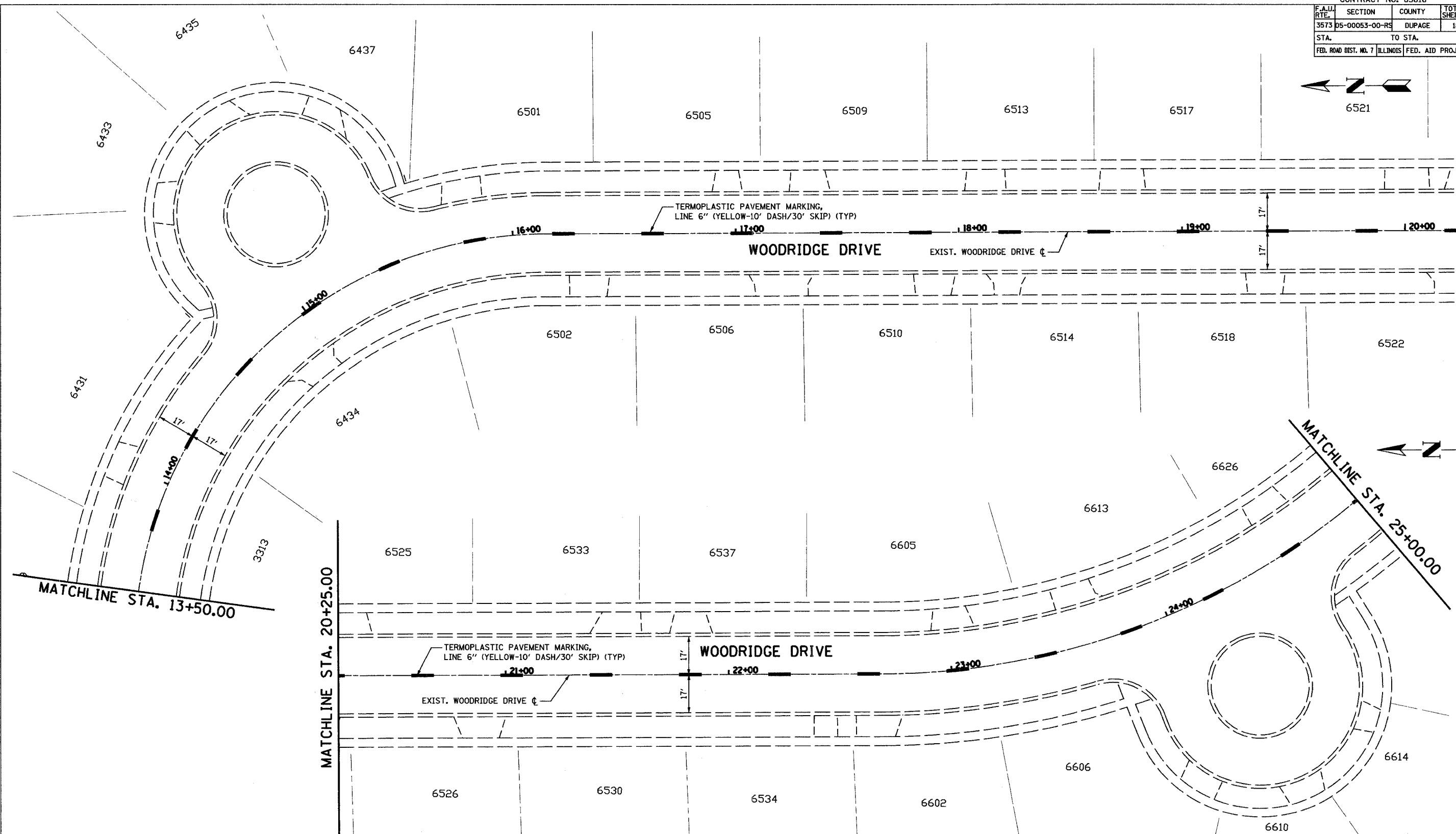
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CONTRACT NO. 83816				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3573	05-00053-00-RS	DUPAGE	18	9
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



MATCHLINE STA. 20+25.00



MATCHLINE STA. 25+00.00

MATCHLINE STA. 20+25.00

MATCHLINE STA. 13+50.00

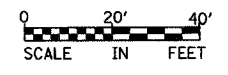
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
VILLAGE OF WOODRIDGE

**PROPOSED PAVEMENT MARKINGS**  
STA. 13+50.00 TO STA. 25+00.00

SCALE: VERT. 1" = 20'  
HORIZ. DATE: SEPTEMBER 7, 2005

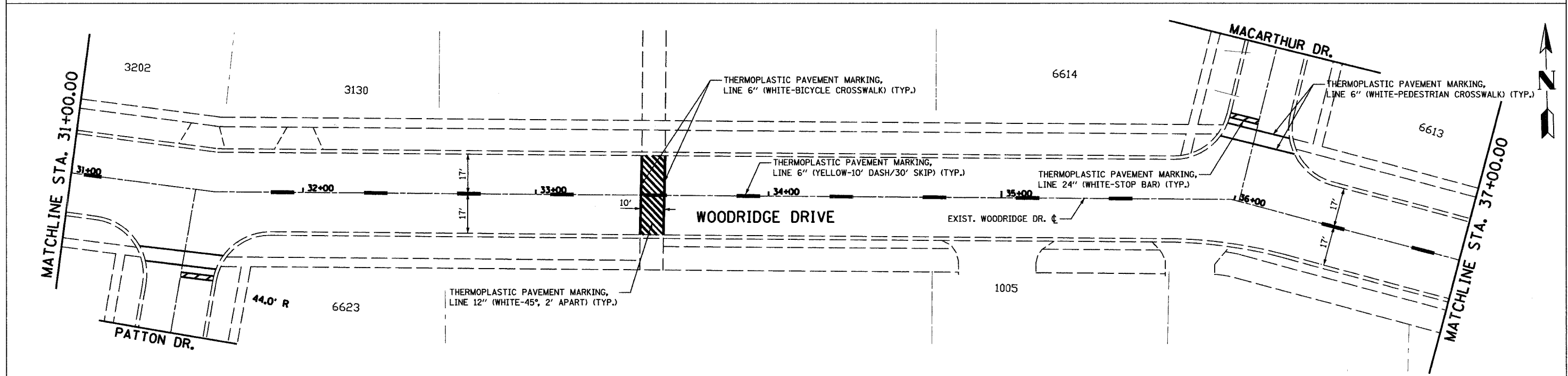
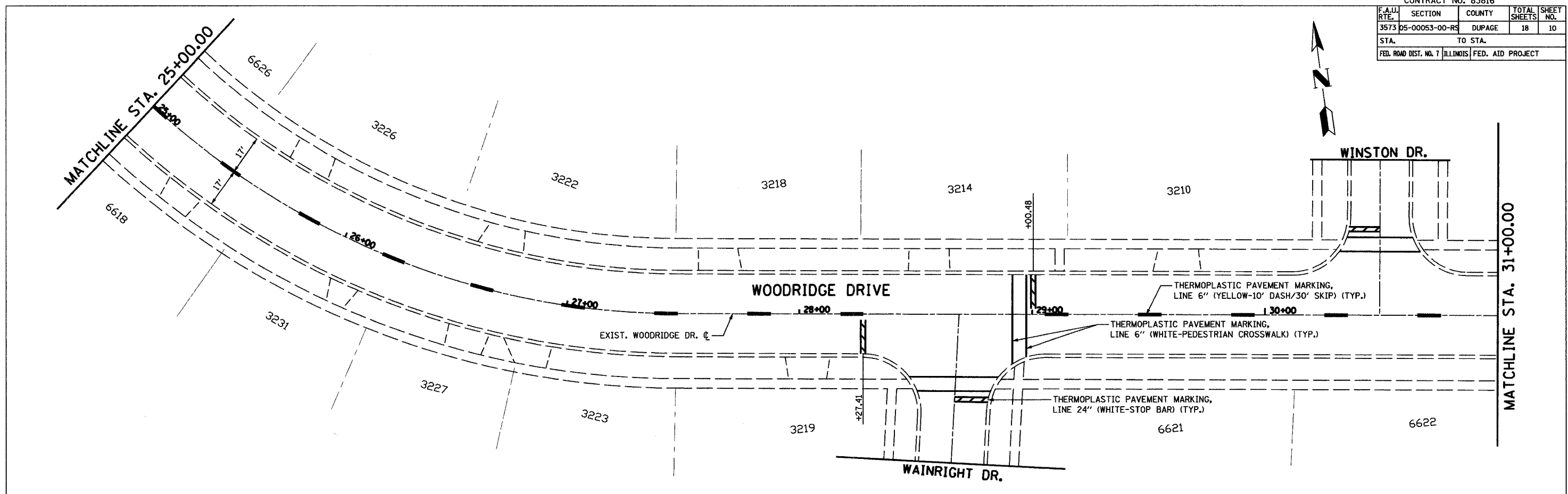
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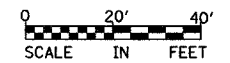
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CONTRACT NO. 83816

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3573	05-00053-00-RS	DUPAGE	18	10
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



DATE = 09/07/05  
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 VILLAGE OF WOODRIDGE

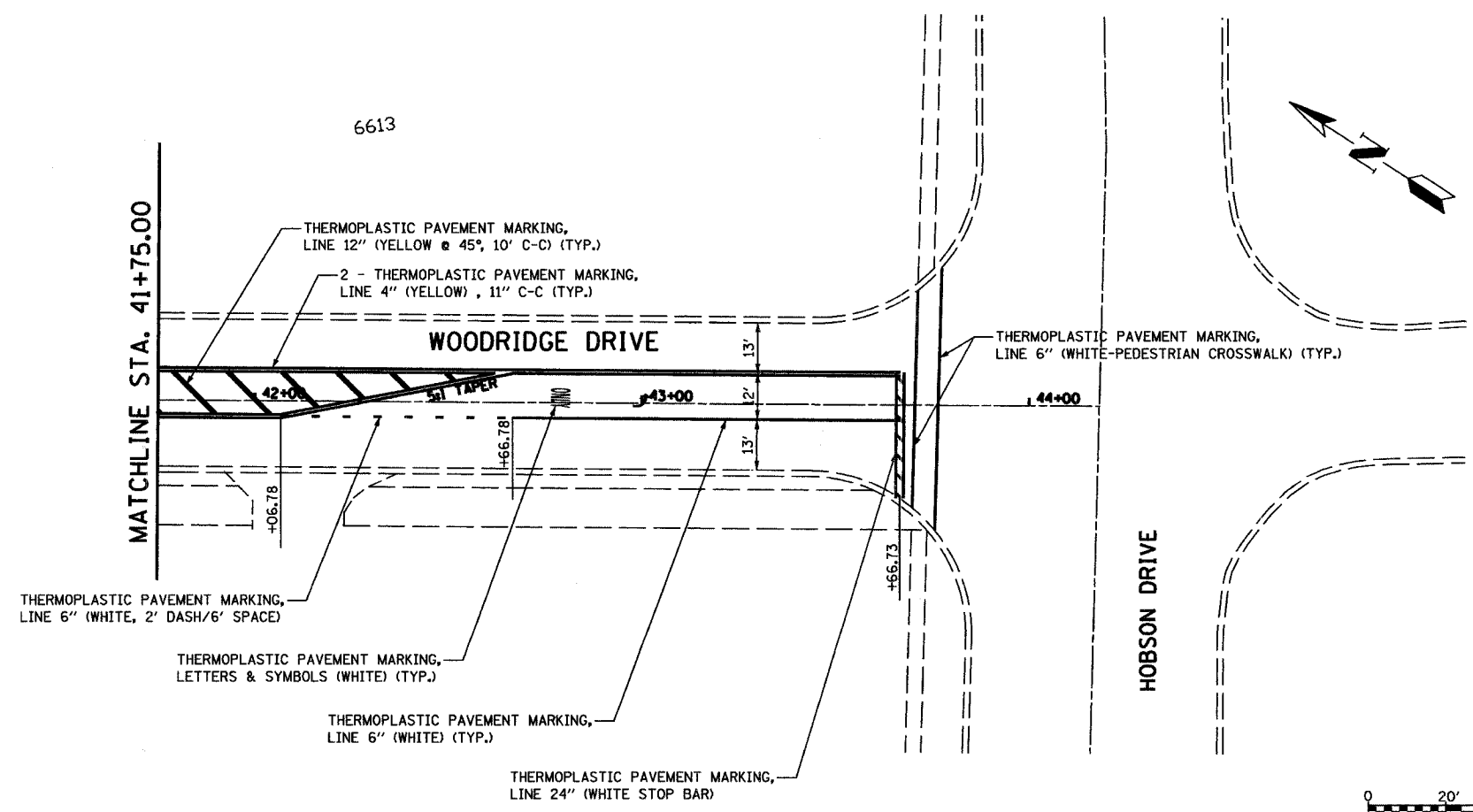
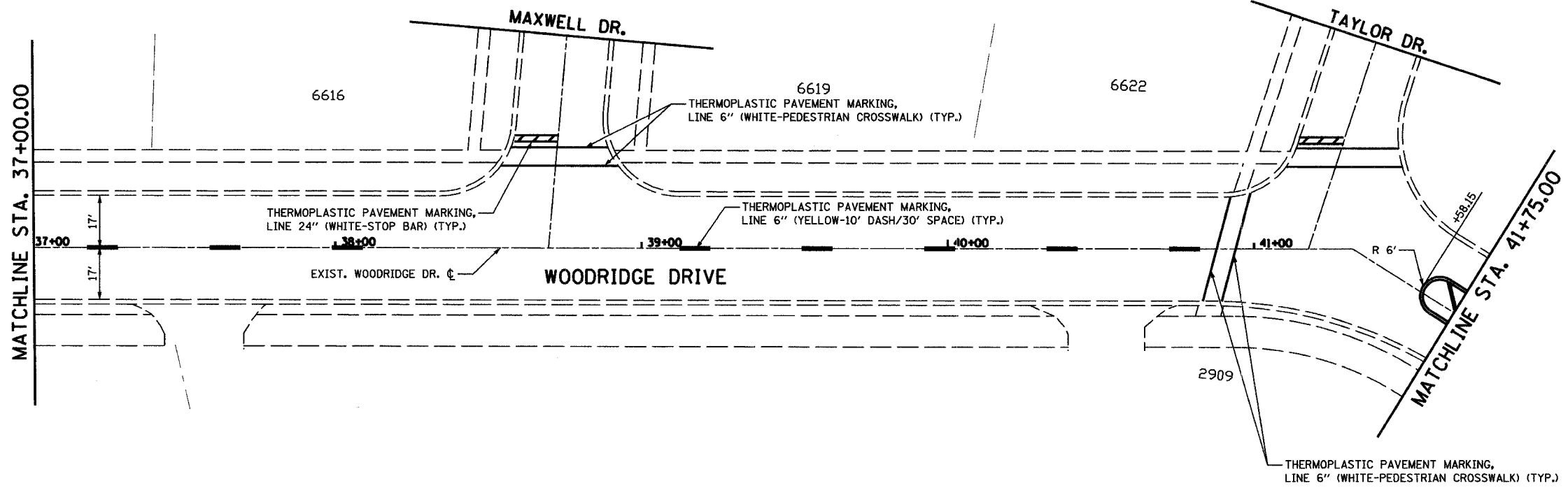
**PROPOSED PAVEMENT MARKINGS  
 STA. 25+00.00 TO STA. 37+00.00**

SCALE: VERT. 1"= 20'  
 HORIZ. 1"= 40'  
 DATE: SEPTEMBER 7, 2005

DRAWN BY: LM  
 CHECKED BY: KLM

CONTRACT NO. 83816

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3573	05-00053-00-RS	DUPAGE	18	11
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



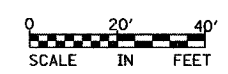
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
VILLAGE OF WOODRIDGE

**PROPOSED PAVEMENT MARKINGS**  
STA. 37+00.00 TO STA. 25+00.00

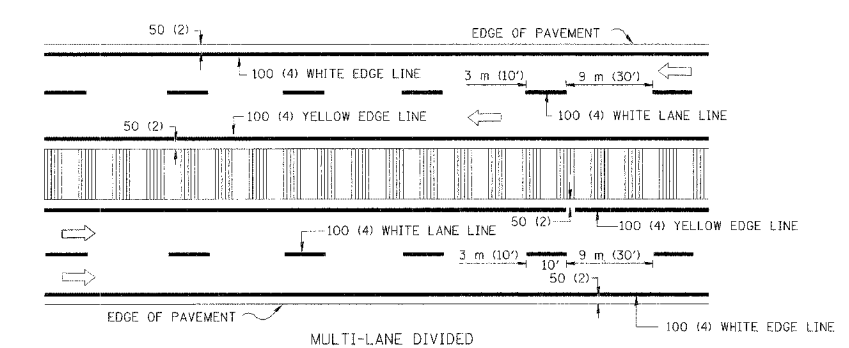
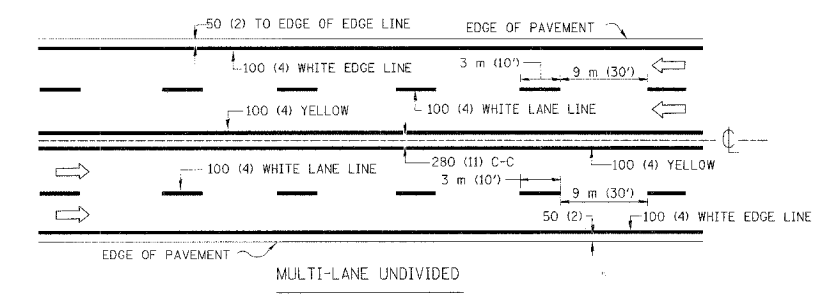
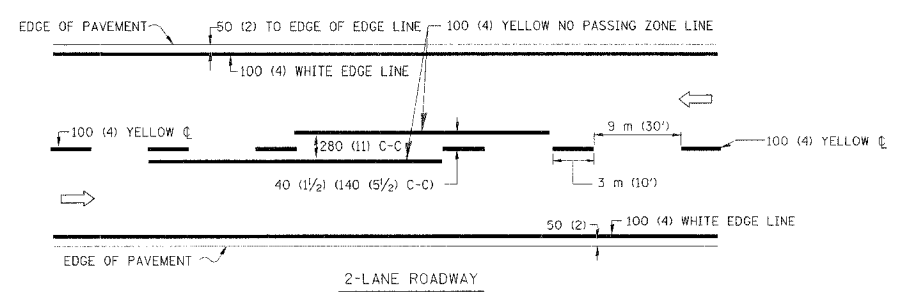
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DATE: SEPTEMBER 7, 2005

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CHECKED BY: KLM



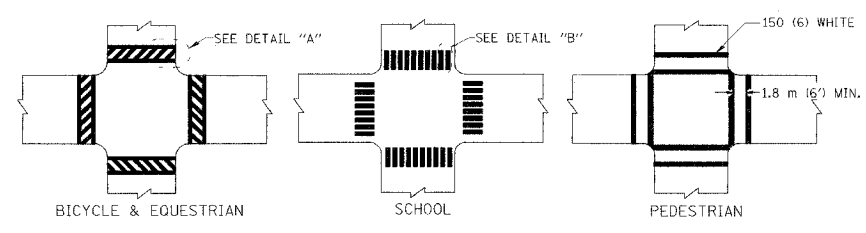
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3573-05-0053-N-RS	DUPAGE		18	12
STA.	TO STA.			
FED. ROAD DIST. NO.	PLANES	FED. AID PROJECT		

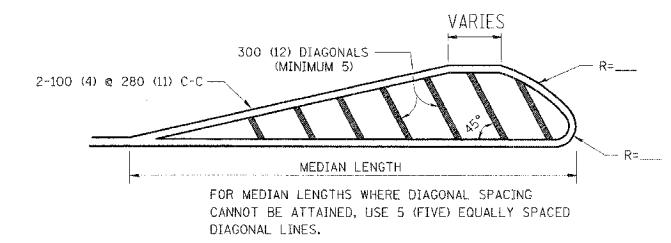
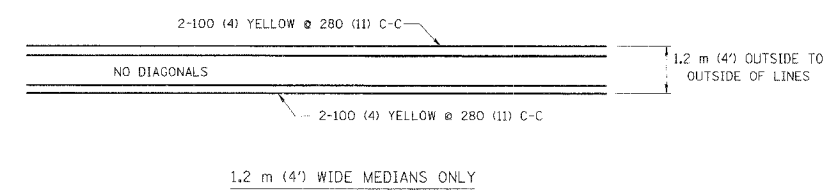


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



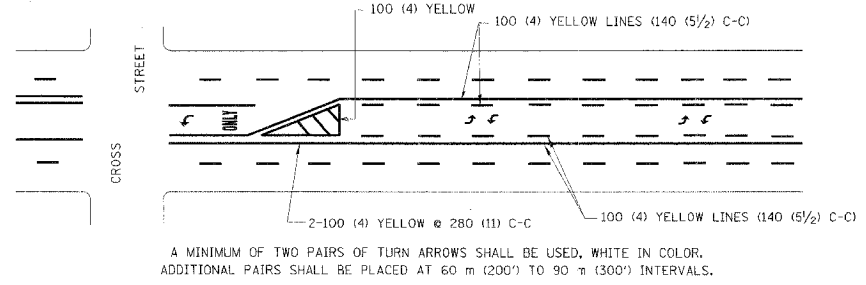
TYPICAL CROSSWALK MARKING



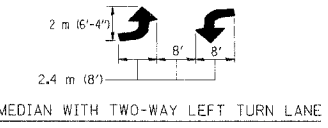
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

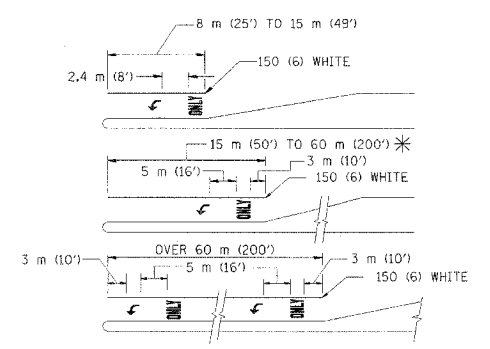
TYPICAL PAINTED MEDIAN MARKING



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

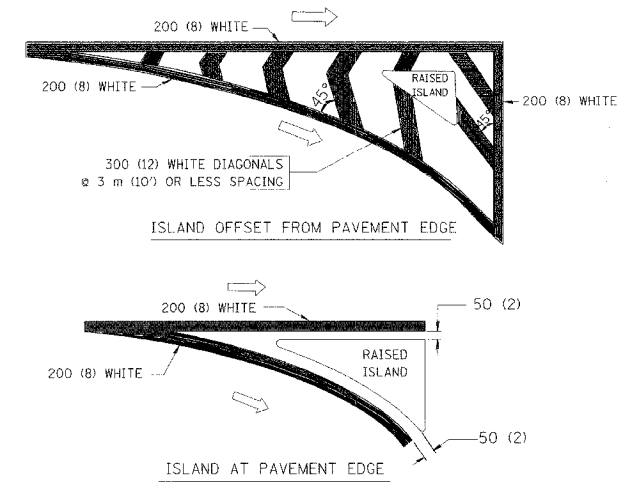


TYPICAL LEFT (OR RIGHT) TURN LANE



FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.  
 \* TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m <sup>2</sup> (3.6 SQ. FT.) EACH "X"=5.0 m <sup>2</sup> (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

TYPICAL PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

SCALE: NONE

DATE: 10/18/2002

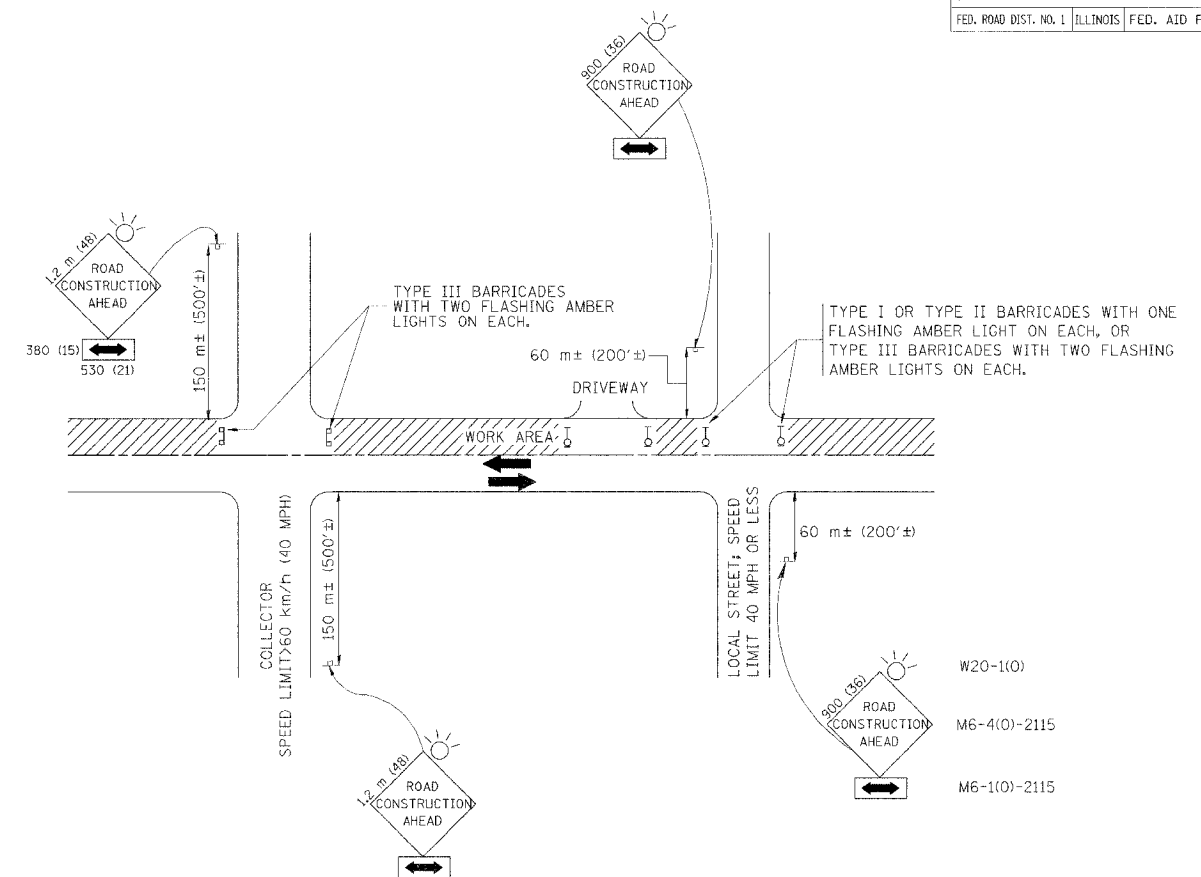
DRAWN BY: CADD

CHECKED BY:

TC-13

REVISION DATE: 01/06/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3513-05-M53-R5	DuPAGE		18	13
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
  - 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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
  - 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.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

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

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

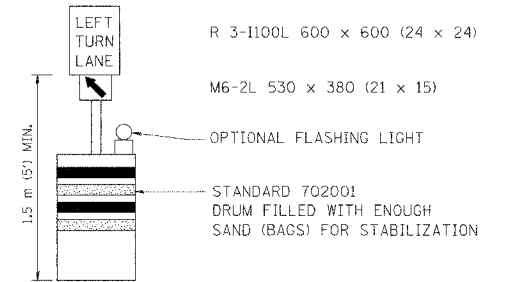
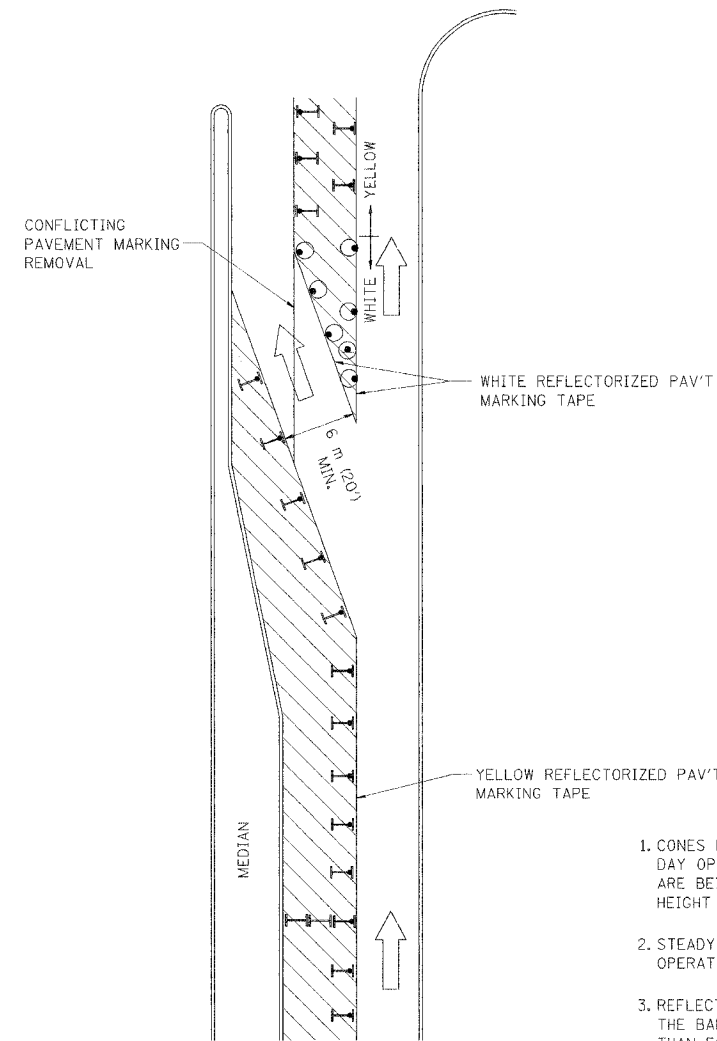
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

SCALE: VERT.  
 HORIZ.  
 DATE 10/18/2002

DRAWN BY  
 CHECKED BY  
 TC-10

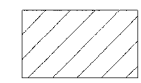





F. & S/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3519 05-0053-00-15	DUPAGE		18	14
STA.		TO STA.		
FED. ROAD DIST. NO.	BLDGES	FED. AID PROJECT		



GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. 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" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

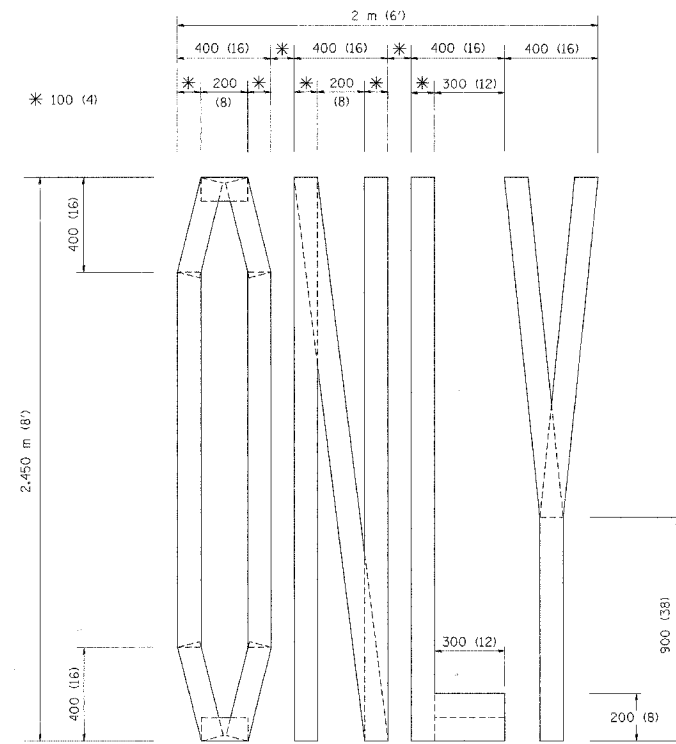
ILLINOIS DEPARTMENT OF TRANSPORTATION  
TRAFFIC CONTROL AND PROTECTION  
AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

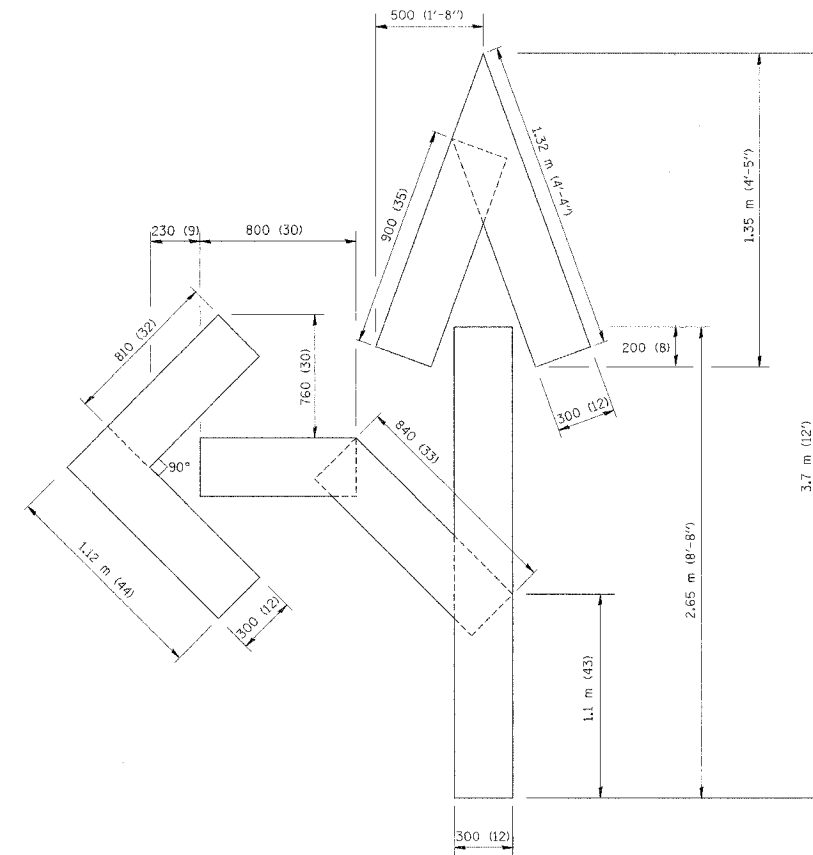
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DATE: 10/18/2002

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CHECKED BY LHA  
TC-14

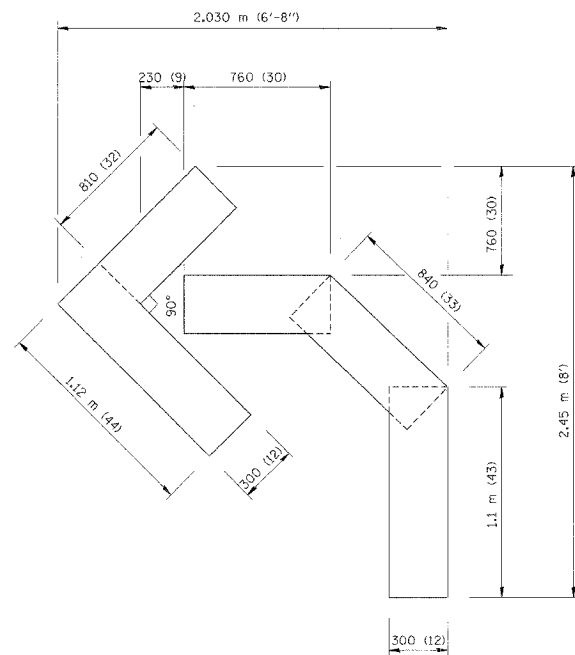
F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3573	05-0053-01-15	DUPAGE	18	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

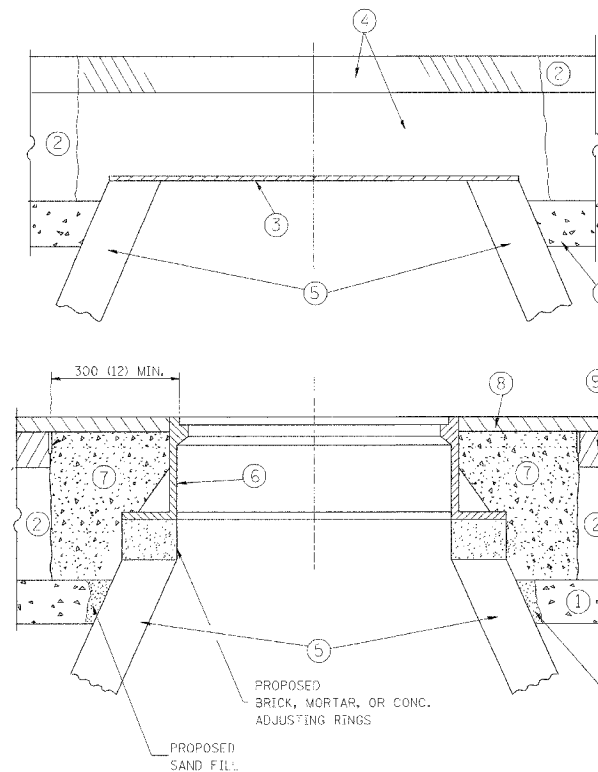
PAVEMENT MARKING  
 LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

SCALE: NONE  
 DATE 10/18/2002

DRAWN BY CADD  
 CHECKED BY  
 TC-16

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	05-0053-00-RS	DuPage	18	16
STA. TO STA.		FED. ROAD DIST. NO.		
		FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE BITUMINOUS MATERIAL 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 S1 CONCRETE, OR BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 900 (36) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS S1 CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
- ⑧ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
- ⑨ PROPOSED BITUMINOUS CONCRETE BINDER COURSE

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DETAILS FOR  
FRAMES AND LIDS ADJUSTMENT  
WITH MILLING

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

SCALE: NONE  
DATE: 05/17/2004

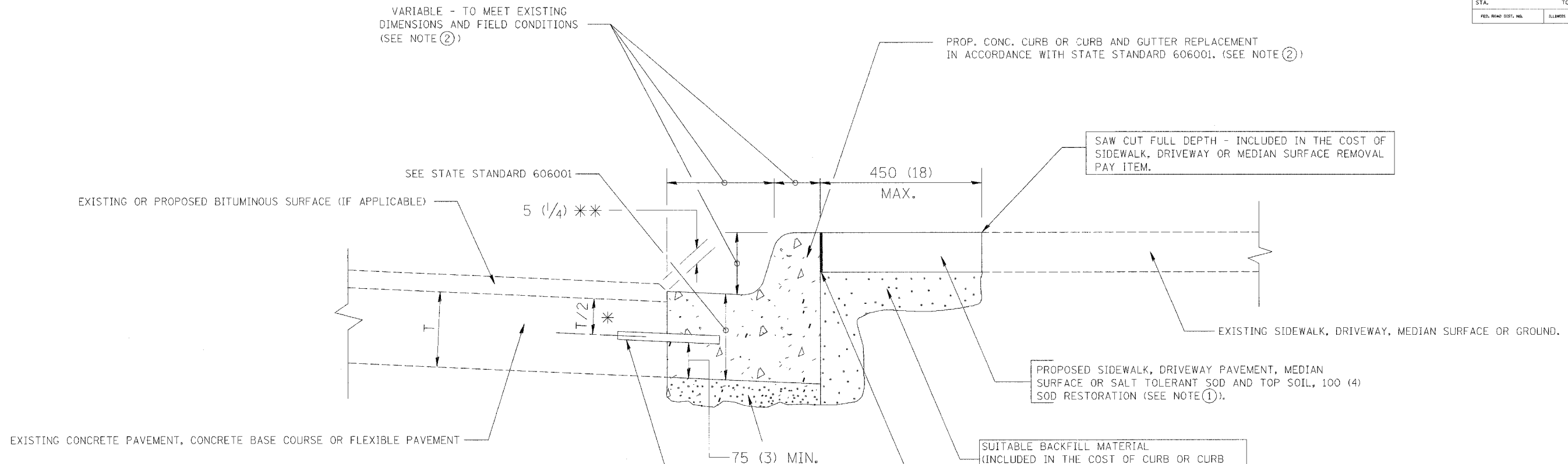
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CHECKED BY

BD600-03 (BD-8)

REVISION DATE: 05/17/04



F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3913	15-10053-00-RS	DuPAGE	18	17
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



\* 75 (3) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.  
 \* \* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.  
 SALT TOLERANT SOD AND TOP SOIL, 100 (4) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.  
 ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.  
 ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.  
 ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.  
 ⑤ THE COST OF BITUMINOUS SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.  
 ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.  
 ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

**BASIS OF PAYMENT:**  
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER (FOOT) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

## CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT**

SCALE: NONE  
 DATE: 10/18/2002  
 DRAWN BY:  
 CHECKED BY:  
 BD600-06 (BD-24)

