

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

TRAFFIC DATA

EXISTING ADT:
 SCHICK ROAD
 (PETERSDORF ROAD TO FAIRFAX LANE) = 11,700 (2016)
 PETERSDORF ROAD
 (ARMY TRAIL ROAD TO SCHICK ROAD) = 800 (2016)

SPEED LIMIT:
 35 MPH (POSTED)

DESIGN DESIGNATION

SCHICK ROAD - MAJOR COLLECTOR
 PETERSDORF ROAD - MINOR COLLECTOR

STATE OF ILLINOIS

03-08-2019 LETTING ITEM 149

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1369/3800	18-0091-00-RS	DUPAGE	36	1
		ILLINOIS	CONTRACT NO. 61F54	

36+2=38

DEPARTMENT OF TRANSPORTATION

**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY**

**SCHICK ROAD (FAU 1369) AND PETERSDORF ROAD (FAU 3800)
 ARMY TRAIL ROAD TO FAIRFAX LANE
 RESURFACING**

**SECTION 18-00091-00-RS
 PROJECT SQ2M(738)
 VILLAGE OF BARTLETT
 DUPAGE COUNTY
 C-91-276-19**

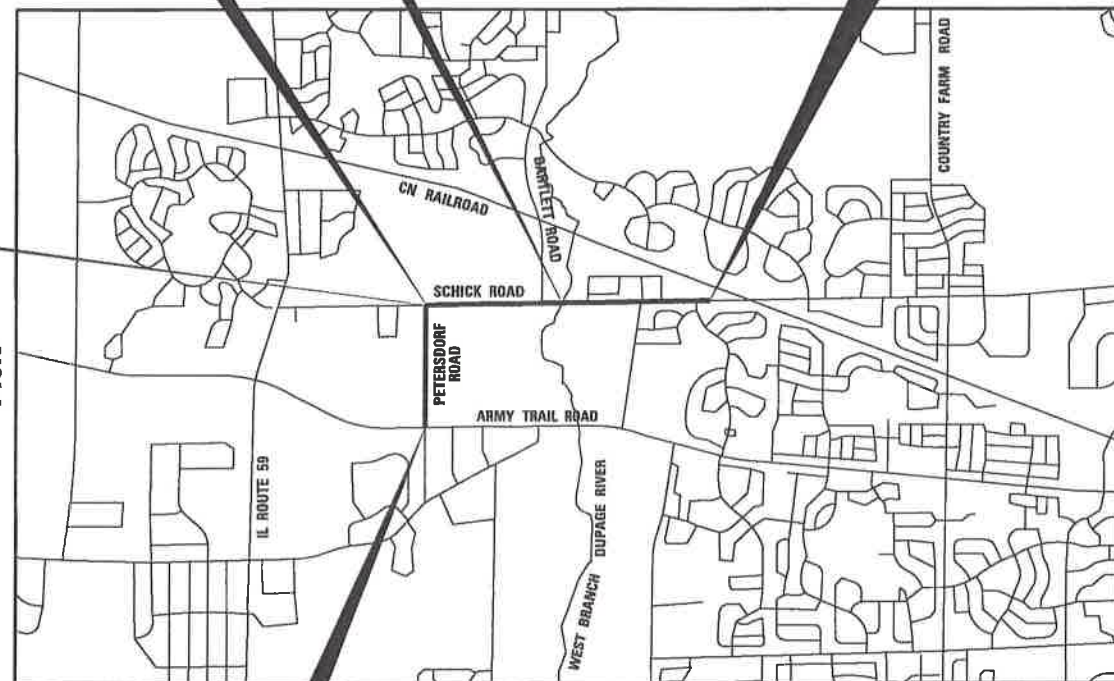


OMISSION OF IMPROVEMENTS
 STA 231+74.19 TO STA 232+34.91
 SN. 022-3021

PETERSDORF ROAD
 END IMPROVEMENT
 STA 38+64.28

SCHICK ROAD
 END IMPROVEMENT
 STA 267+85.87

SCHICK ROAD
 BEGIN IMPROVEMENT
 STA 201+00.00



PETERSDORF ROAD
 BEGIN IMPROVEMENT
 STA 11+53.00

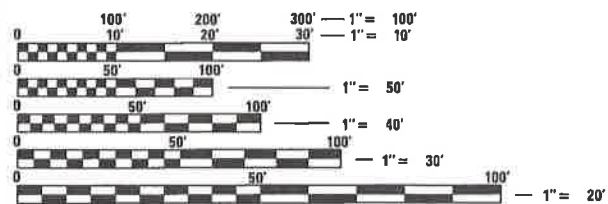
**LOCATION MAP
 NOT TO SCALE**
 PETERSDORF ROAD GROSS & NET LENGTH = 2,711.28 FT. = 0.51 MILE
 SCHICK ROAD GROSS LENGTH = 6,685.87 FT. = 1.27 MILE
 SCHICK ROAD NET LENGTH = 6,625.15 FT. = 1.25 MILE
 PROJECT GROSS LENGTH = 9,397.15 FT. = 1.78 MILE
 PROJECT NET LENGTH = 9,336.43 FT. = 1.77 MILE



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
Approved	<i>[Signature]</i> Director of Public Works VILLAGE OF BARTLETT
Passed	DECEMBER 14, 2018 <i>[Signature]</i> District One Engineer of Local Roads & Streets
Releasing for Bid Based on Limited Review	DECEMBER 17, 2018 <i>[Signature]</i> Regional Engineer

**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

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



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 **BLA, Inc.**
 333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
 P:(630) 438 6400 F:(630) 438 6444 www.bla-inc.com

DAN BRUCKELMEYER
 ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062.063352
 MY LICENSE EXPIRES ON 11-30-19. DATE 11/20/18

CONTRACT NO. 61F54

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 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
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 701311-03 LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
 701502-09 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
 701801-06 SIDEWALK, CORNER, OR CROSSWALK CLOSURE
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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 VILLAGE OF BARTLETT USING THE FOLLOWING TELEPHONE NUMBERS:
 BARTLETT POLICE DEPARTMENT: (630) 837-0846
 BARTLETT FIRE DEPARTMENT: (630) 837-3701
- 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 WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE VILLAGE.
- 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.
- NITROGEN FERTILIZER & POTASSIUM FERTILIZER SHALL BE PLACED OVER SODDING AT THE RATE OF 60 POUNDS PER ACRE.
- 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, 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 BY THE CONTRACTOR.
- 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 HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- FOR CLASS D PATCHING, CONTRACTOR SHALL MILL BEFORE PATCHING.
- 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 3 GAL PER SQ YD FOR SODDED AREAS.
- TEMPORARY INFORMATION SIGNING AND CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT PROJECT LIMITS AND INTERSECTIONS, OR AS DIRECTED BY THE ENGINEER, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

- 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.
- REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK ELEVATIONS.
- LOCATION AND TYPE OF CLASS PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE
- REMOVING EXISTING CURB AND GUTTER AND REPLACING WITH COMBINATION CURB AND GUTTER TYPE B-6.12 AND TYPE B-6.18 SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THESE ITEMS SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
- SODDING, SALT TOLERANT AND TOPSOIL FURNISH AND PLACE, 6" IS ESTIMATED TO BE WITHIN 2' OF THE REMOVAL OR PLACEMENT OF CURB AND SIDEWALK UNLESS OTHERWISE INDICATED.
- INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB.

UTILITY CONTACTS:

- ATT
 JANET AHERN
 1000 COMMERCE DRIVE
 OAK BROOK, IL 60523
 630-573-6414
- COMED
 CARLA WALDVOGEL
 7601 S. LAWDALE AVE
 CHICAGO, IL 60652
 630-437-4855
- NICOR GAS
 CONNIE LANE
 1844 FERRY ROAD
 NAPERVILLE, IL 60563
 630-388-3830
- VILLAGE WATER AND SANITARY
 BOB ALLEN
 1150 BITTERSWEET DRIVE
 BARTLETT, IL 60103
 630-837-0811
- DUPAGE COUNTY DIVISION OF TRANSPORTATION
 MARYANNE C. SIOSON, P.E.
 421 NORTH COUNTY FARM ROAD
 WHEATON, ILLINOIS 60187
 630-512-7066

COMMITMENTS

NONE

FILE NAME = F:\178-002_Schick-Petersdorf-Resurfacing\CAD00_Sheets\178-002_General_Notes.dgn

	USER NAME = jtheda	DESIGNED - JLT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT			F.A.U. RTE. 1369/3800	SECTION 1 800091-00-R5	COUNTY	TOTAL SHEETS 36	SHEET NO. 2
	PLOT SCALE = 100.0000' / 1" = 1"	DRAWN - JLT	REVISED -		INDEX OF SHEETS, HIGHWAY STANDARDS, GEN. NOTES & COMMITMENTS			DUPAGE		CONTRACT NO. 61F54		
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -	SCALE: N/A SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A			ILLINOIS FED. AID PROJECT						
	DATE - 11/26/2018	REVISED -										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				ROADWAY 0005
20101200	TREE ROOT PRUNING	EACH	5	5
21101625	TOPSOIL FURNISH AND PLACE, 6"	SO YD	282	282
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4	4
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	4	4
25200110	SODDING, SALT TOLERANT	SO YD	282	282
25200200	SUPPLEMENTAL WATERING	UNIT	1	1
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	4	4
28000510	INLET FILTERS	EACH	103	103
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SO YD	394	394
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	34,324	34,324
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	11	11
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2,136	2,136
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	220	220
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	6,407	6,407
42001300	PROTECTIVE COAT	SO YD	482	482

- SPECIALTY ITEMS
- CONSTRUCTION TYPE CODE 0042

FILE NAME = F:\170-002_Schick-Petersdorf_Resturfing\CADD_Sheets\170-002_S00.dgn

	USER NAME = jshede	DESIGNED - JLT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT SUMMARY OF QUANTITIES	F.A.U. RTE. 1359/ 3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 3		
	PLOT SCALE = 100.0000' / in.	CHECKED - DBB	REVISED -			SCALE: N/A	SHEET 1 OF 4 SHEETS	STA. N/A TO STA. N/A	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 12/27/2018	DATE - 11/26/2018	REVISED -			CONTRACT NO. 61F54						

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				ROADWAY 0005
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	4,534	4,534
42400800	DETECTABLE WARNINGS	SO FT	397	397
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SO YD	37,931	37,931
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	398	398
44000600	SIDEWALK REMOVAL	SO FT	1,599	1,599
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SO YD	380	380
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SO YD	569	569
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SO YD	569	569
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SO YD	380	380
* 56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	1	1
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	173	173
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	1,898	1,898
67100100	MOBILIZATION	L SUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1

- SPECIALTY ITEMS
- CONSTRUCTION TYPE CODE 0042

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\170-002_S04.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 100.0000 ' / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
SUMMARY OF QUANTITIES**

F.A.U. RTE. 1369/ 3800	SECTION 18-00091-00-RS	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 4
CONTRACT NO. 61F54			ILLINOIS FED. AID PROJECT	

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

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\170-002_S00.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				ROADWAY	0005
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	320	320	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	72,183	72,183	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	12,766	12,766	
• 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	728	728	
• 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	27,921	27,921	
• 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	4,185	4,185	
• 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,630	1,630	
• 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	194	194	
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	501	501	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	501	501	
• 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	2	
• 88600600	DETECTOR LOOP REPLACEMENT	FOOT	368	368	
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1	

•SPECIALTY ITEMS
•CONSTRUCTION TYPE CODE 0042



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
SUMMARY OF QUANTITIES**

SCALE: N/A SHEET 3 OF 4 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 1369/ 3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 5
CONTRACT NO. 61F54			ILLINOIS FED. AID PROJECT	

EXISTING LEGEND

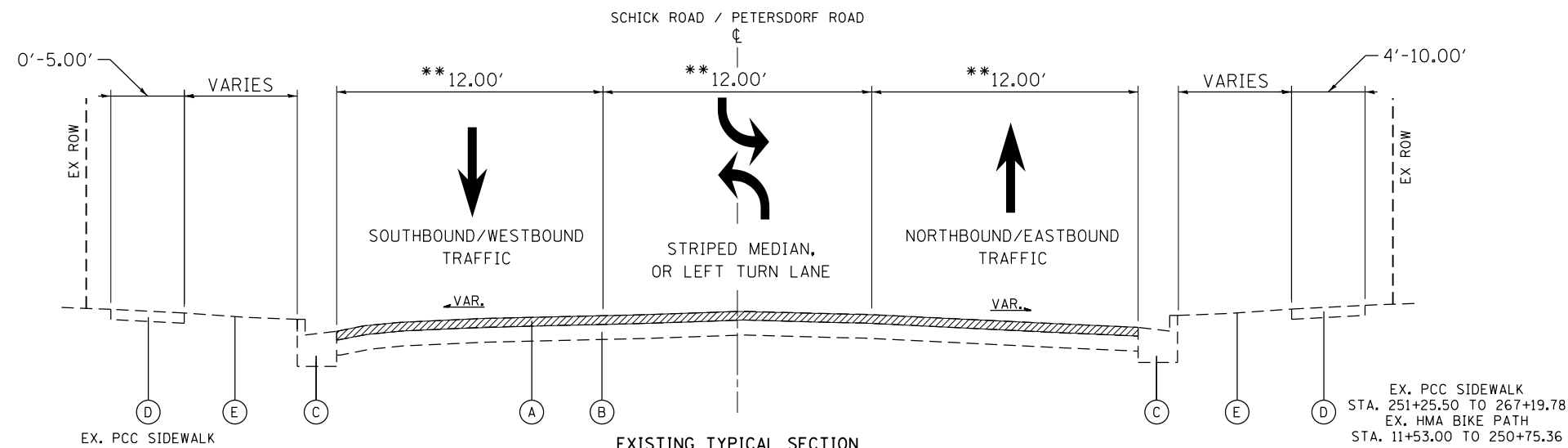
- (A) EX. HOT-MIX ASPHALT SURFACE COURSE, VARIES (R)
- (B) EX. AGGREGATE BASE COURSE, VARIES
- * (C) EX. COMB. CONCRETE CURB & GUTTER, TY B-6.12/18
- * (D) EX. PCC SIDEWALK/EX. HMA BIKE PATH
- (E) EX. TOPSOIL

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 IN KIND AT LOCATIONS IN THE FIELD DIRECTED BY THE ENGINEER.

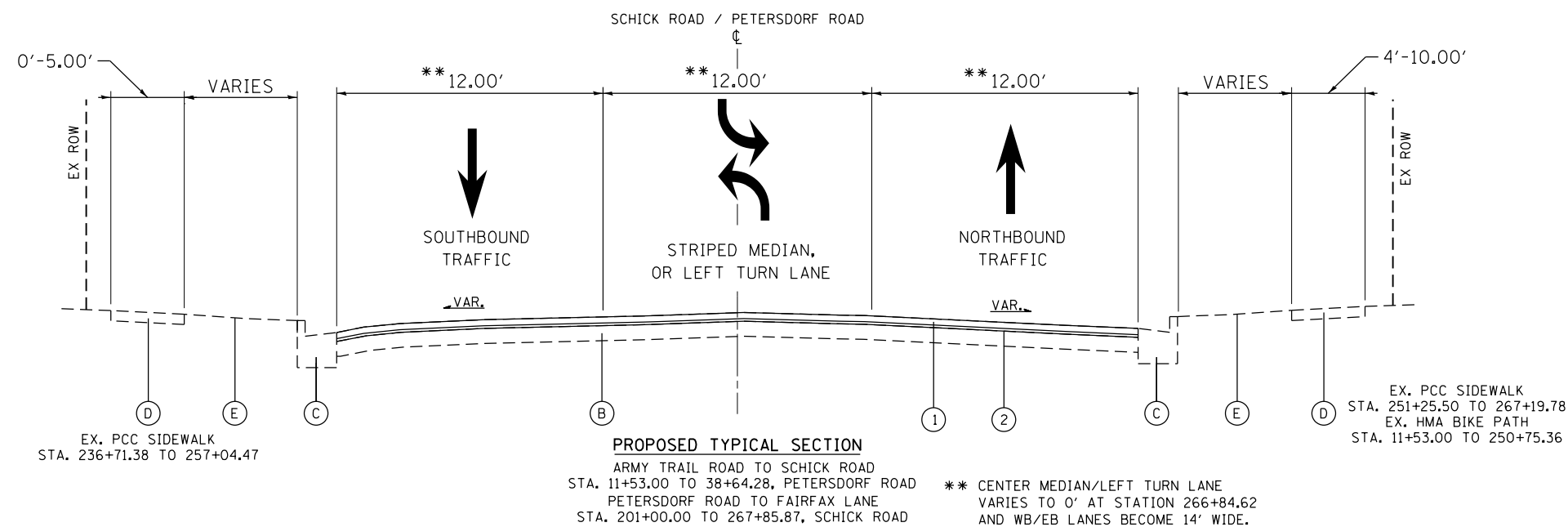
PROPOSED LEGEND

- (1) PR. HMA SURFACE COURSE, MIX "D", N70, 3"
- (2) PR. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"



HOT-MIX ASPHALT SURFACE REMOVAL, 3.75"

** CENTER MEDIAN/LEFT TURN LANE
 VARIES TO 0' AT STATION 266+84.62
 AND WB/EB LANES BECOME 14' WIDE.
 (EAST OF FAIRFAX LANE AT PROJECT TERMINI)



** CENTER MEDIAN/LEFT TURN LANE
 VARIES TO 0' AT STATION 266+84.62
 AND WB/EB LANES BECOME 14' WIDE.
 (EAST OF FAIRFAX LANE AT PROJECT TERMINI)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING-EXISTING HMA SECTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 3" (2 LIFTS)	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, 1"	3.5% @ 50 GYR
PAVEMENT PATCHING	
CLASS D PATCHES, HOT-MIX ASPHALT BINDER (IL 19 mm), 8"	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 CONTRACTOR SHALL MILL ROADWAY PAVEMENT PRIOR TO PAVEMENT PATCHING.
- LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED LEVELING BINDER WHERE THE SURFACE JOINT WILL BE LOCATED
- FOR CLASS D PATCHING, CONTRACTOR SHALL MILL BEFORE PATCHING.

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\CA00_Sheets\170-002_Typical Sections.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED - DBB	REVISED -
PLOT DATE = 12/27/2018	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
 EXISTING TYPICAL SECTIONS**

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

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 7
CONTRACT NO. 61F54			ILLINOIS FED. AID PROJECT	

EXISTING LEGEND

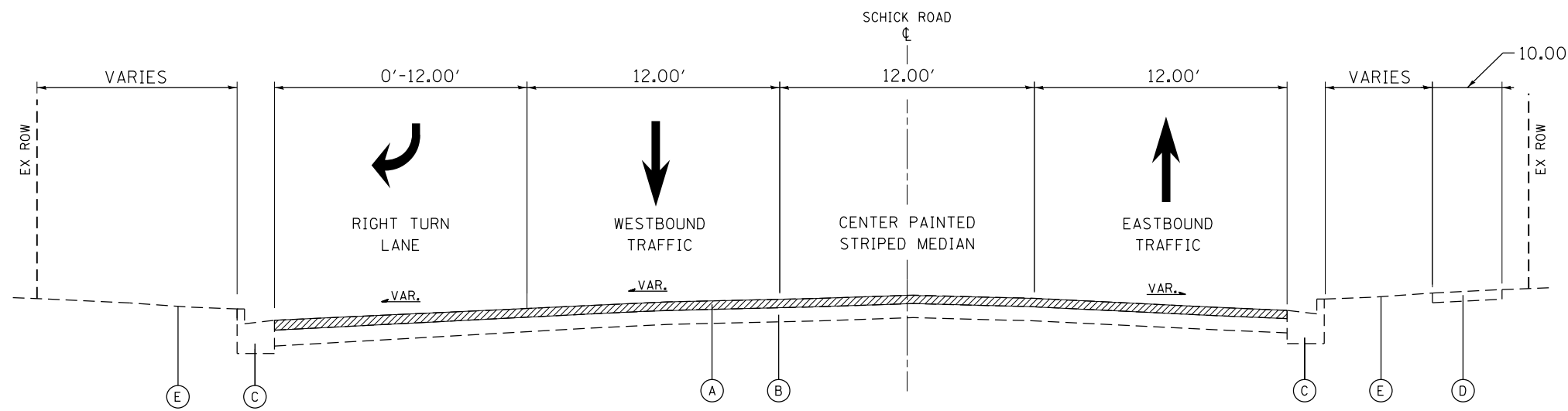
- (A) EX. HOT-MIX ASPHALT SURFACE COURSE, VARIES (R)
- (B) EX. AGGREGATE BASE COURSE, VARIES
- * (C) EX. COMB. CONCRETE CURB & GUTTER, TY B-6.12/18
- * (D) EX. PCC SIDEWALK/EX. HMA BIKE PATH
- (E) EX. TOPSOIL

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 IN KIND AT LOCATIONS IN THE FIELD DIRECTED BY THE ENGINEER.

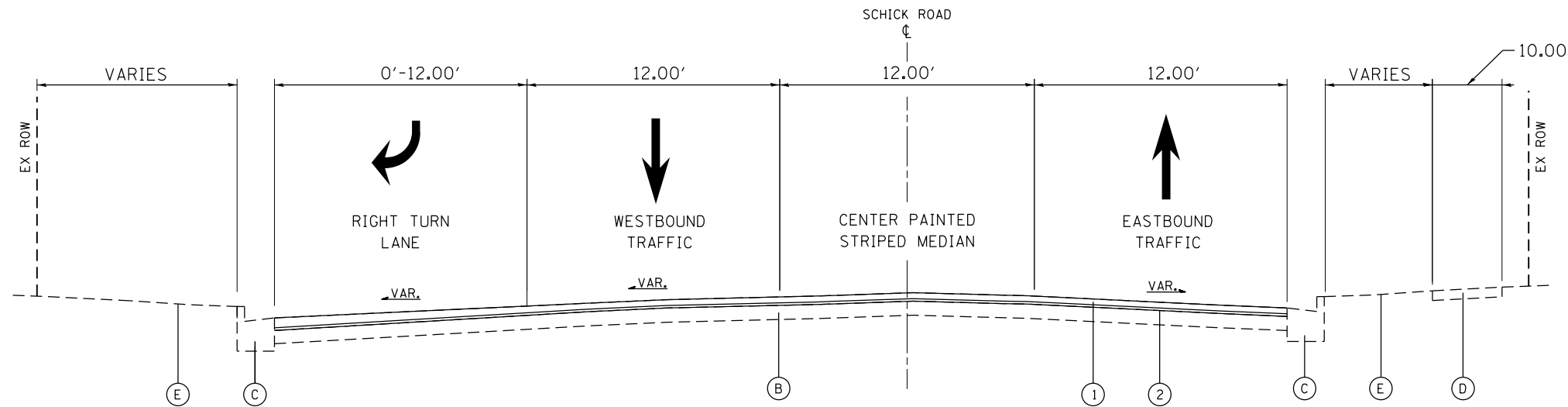
PROPOSED LEGEND

- (1) PR. HMA SURFACE COURSE, MIX "D", N70, 3"
- (2) PR. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"



EXISTING TYPICAL SECTION
STA. 228+15.15 TO 231+44.72, SCHICK ROAD

Hatched symbol: HOT-MIX ASPHALT SURFACE REMOVAL, 3.75"



PROPOSED TYPICAL SECTION
STA. 228+15.15 TO 231+44.72, SCHICK ROAD

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING-EXISTING HMA SECTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 3" (2 LIFTS)	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, 1"	3.5% @ 50 GYR
PAVEMENT PATCHING	
CLASS D PATCHES, HOT-MIX ASPHALT BINDER (IL 19 mm), 8"	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 CONTRACTOR SHALL MILL ROADWAY PAVEMENT PRIOR TO PAVEMENT PATCHING.
- LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED LEVELING BINDER WHERE THE SURFACE JOINT WILL BE LOCATED
- FOR CLASS D PATCHING, CONTRACTOR SHALL MILL BEFORE PATCHING.

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\CA00_Sheets\170-002_Typical Sections.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
PROPOSED TYPICAL SECTIONS**

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

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 8
CONTRACT NO. 61F54				
ILLINOIS FED. AID PROJECT				

STATION - STATION		OFFSET (LT / RT)	HMA SURFACE REMOVAL, 3 3/4" (SQ YD) (44000164)	HMA SURFACE REMOVAL BUTT JOINT (SQ YD) (40600982)	SIDEWALK REMOVAL (SQ FT) (44000600)	BIKE PATH REMOVAL (SQ YD) (X0327036)	CURB AND GUTTER REMOVAL (FT) (44000500)
10+00	25+00	LT / RT	5,291	24	0	13	36
25+00	202+00	LT / RT	5,722	40	0	44	70
202+00	217+00	LT / RT	5,894	0	0	44	69
217+00	232+00	LT / RT	6,485	42	0	45	43
232+00	247+00	LT / RT	5,819	31	408	0	24
247+00	262+00	LT / RT	6,443	49	759	47	73
262+00	267+85.87	LT / RT	2,277	33	287	0	47
ADDITIONAL QUANTITY			0	0	145	19	36
TOTAL			37,931	220	1,599	212	398

STATION - STATION		OFFSET (LT / RT)	HMA SURFACE COURSE MIX "D" N70 (TON) (40603340)	POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 (TON) (40600827)	BITUMINOUS MATERIALS (TACK COAT) (POUND) (40600290)	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH (SQ FT) (42400200)	COMBINATION CURB AND GUTTER TYPE-B,12 (FOOT) (60603800)	COMBINATION CURB AND GUTTER TYPE-B,18 (FOOT) (60604400)	AGGREGATE BASE COURSE TYPE B, 4 INCH (SQ YD) (35101600)
10+00	25+00	LT / RT	894	298	4,787	225	0	36	25
25+00	202+00	LT / RT	969	323	5,192	506	0	70	56
202+00	217+00	LT / RT	990	330	5,302	396	69	0	44
217+00	232+00	LT / RT	1,096	365	5,873	392	0	43	44
232+00	247+00	LT / RT	980	327	5,248	240	24	0	27
247+00	262+00	LT / RT	1,091	364	5,843	1,177	64	41	131
262+00	267+85.87	LT / RT	388	129	2,079	288	0	47	32
ADDITIONAL QUANTITY			0	0	0	1,310	16	1,661	36
TOTAL			6,407	2,136	34,324	4,534	173	1,898	394

DETECTABLE WARNINGS (42400800)			
INTERSECTION	OFFSET	QUADRANT	AREA
	(LT / RT)	(NW, SW, NE, SE)	(SQ FT)
HAWK	RT	SE	20
	RT	NE	20
TALON	RT	SE	20
	RT	NE	20
HIGH SCHOOL - STAFF PARKING	RT	SE	20
	RT	NE	20
HIGH SCHOOL - VISITOR ENTRANCE	RT	SE	20
	RT	NE	20
HAWK	RT	SW	20
	RT	SE	20
BARLETT	RT	S	20
	LT	N	20
PLEASANT	LT	NW	10
	LT	NE	10
GERBER	RT	SW	17
	RT	SW	19
	RT	SE	8
STRUCKMAN	LT	NW	19
	LT	NW	10
	LT	NE	10
HARMONY	LT	NW	10
	LT	NE	10
FAIRFAX	RT	SW	8
	RT	SE	8
MIDBLOCK	RT	S	8
	LT	N	10
TOTAL			397

FRAME AND LIDS TO BE ADJUSTED (SPECIAL) (X6030310)		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
37+90.18	23.91' RT	1
38+21.28	26.78' RT	1
38+22.38	29.91' LT	1
214+97.11	1.42' LT	1
216+14.78	1.21' LT	1
217+29.89	0.49' RT	1
219+76.64	0.88' RT	1
222+25.73	0.31' RT	1
224+39.68	0.78' LT	1
224+90.25	0.69' LT	1
227+04.72	2.36' RT	1
227+84.26	55.78' LT	1
228+21.94	1.20' RT	1
229+31.88	1.28' LT	1
230+27.72	0.60' LT	1
231+36.25	CL	1
232+79.11	0.31' LT	1
234+23.09	2.07' RT	1
235+70.13	0.19' LT	1
236+77.32	1.18' RT	1
238+29.32	0.48' LT	1
239+67.11	0.92' RT	1
241+10.15	2.36' RT	1
242+71.37	1.68' RT	1
243+49.28	2.24' RT	1
244+32.67	0.74' LT	1
246+94.11	0.29' RT	1
248+28.69	2.93' RT	1
250+75.63	12.88' LT	1
251+01.96	26.98' LT	1
251+27.47	23.32' RT	1
255+32.36	18.75' LT	1
255+66.81	27.07' LT	1
255+69.27	33.85' LT	1
ADDITIONAL QUANTITY		3
TOTAL		37

INLET FILTERS (28000510)		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
10+38.78	39.39' RT	1
13+79.47	18.52' LT	1
13+80.28	18.16' RT	1
15+23.99	18.72' LT	1
15+27.24	18.41' RT	1
15+42.34	18.48' RT	1
15+43.28	18.67' LT	1
17+11.62	18.44' RT	1
17+14.86	18.66' LT	1
21+58.68	18.41' RT	1
21+60.95	18.67' LT	1
23+95.68	19.13' LT	1
23+96.73	19.16' RT	1
25+28.08	18.69' LT	1
25+28.79	18.18' RT	1
26+18.48	19.04' LT	1
26+19.20	17.82' RT	1
27+11.91	17.71' LT	1
27+13.91	19.21' RT	1
27+25.41	17.68' LT	1
27+28.05	19.33' RT	1
28+08.71	18.05' LT	1
28+09.10	19.23' RT	1
29+00.91	18.91' RT	1
29+03.99	18.59' LT	1
31+08.72	19.33' RT	1
31+08.72	19.01' LT	1
33+44.66	18.99' LT	1
33+47.41	18.60' RT	1
35+91.94	18.68' LT	1
35+93.35	18.45' RT	1
201+85.68	24.23' LT	1
203+83.46	18.58' RT	1
203+85.60	18.59' LT	1
206+30.96	18.49' LT	1
206+31.66	18.64' RT	1
208+78.06	18.77' RT	1
208+78.45	18.14' LT	1

INLET FILTERS (28000510)		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
211+21.84	18.84' RT	1
211+22.63	18.12' LT	1
213+69.39	19.21' RT	1
213+70.22	18.83' LT	1
216+15.80	18.55' RT	1
216+17.77	18.50' LT	1
217+31.29	18.41' LT	1
217+31.93	18.52' RT	1
219+77.88	18.67' RT	1
219+78.03	18.02' LT	1
222+24.04	18.43' RT	1
222+26.02	18.33' LT	1
224+39.09	18.39' RT	1
224+39.86	18.67' LT	1
224+89.75	18.48' LT	1
224+90.14	18.40' RT	1
225+02.57	18.53' RT	1
225+04.11	18.53' LT	1
228+27.07	34.44' LT	1
229+34.31	19.23' RT	1
229+35.67	30.28' LT	1
230+28.56	19.40' RT	1
230+30.12	26.70' LT	1
230+43.28	18.91' RT	1
230+44.31	25.58' LT	1
234+22.71	18.81' RT	1
234+23.57	18.69' LT	1
234+38.04	18.67' RT	1
234+38.24	18.25' LT	1
235+70.51	18.39' RT	1
235+70.86	18.32' LT	1
238+15.92	18.91' LT	1
238+30.43	18.99' RT	1
238+45.60	53.81' LT	1
238+72.41	53.35' LT	1
239+52.25	19.17' RT	1
239+54.31	17.39' LT	1
239+67.62	19.48' RT	1

INLET FILTERS (28000510)		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
239+69.55	17.46' LT	1
241+09.92	16.35' LT	1
241+10.07	20.04' RT	1
242+69.69	20.87' RT	1
242+69.91	15.76' LT	1
244+33.33	20.60' RT	1
244+33.86	16.13' LT	1
246+03.23	19.66' RT	1
246+04.35	16.84' LT	1
248+29.53	18.52' RT	1
248+30.89	18.25' LT	1
250+75.14	43.53' RT	1
251+21.33	39.20' RT	1
251+66.75	18.77' LT	1
259+36.52	19.42' RT	1
259+36.91	18.54' LT	1
266+36.97	16.00' LT	1
266+38.79	14.14' RT	1
TOTAL		94

SANITARY MANHOLES TO BE ADJUSTED (X6026050)		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
255+54.24	38.04' LT	1
255+58.63	57.97' LT	1
TOTAL		2

FIRE HYDRANTS TO BE RELOCATED (56400400)		
STATION	OFFSET (LT / RT)	QUANTITY (EA)
31+25.81	29.71' RT	1
TOTAL		1

FILE NAME = F:\170-002_Schick-Petersdorf_Resurfacing_CADD_Sheets\170-002_SCHEDULES.dgn

THERMOPLASTIC PAVEMENT MARKING - Letters and Symbols (78000100)			
STATION	OFFSET (LT / RT)	TYPE	AREA (SQ FT)
12+40.71	-	LEFT ARROW	15.6
12+66.54	-	ONLY	20.8
23+91.02	-	LEFT ARROW	15.6
24+16.65	-	ONLY	20.8
26+81.08	-	LEFT ARROW	15.6
27+06.80	-	ONLY	20.8
29+56.03	-	LEFT ARROW	15.6
29+81.74	-	ONLY	20.8
207+95.88	-	LEFT ARROW	15.6
208+21.40	-	ONLY	20.8
210+34.72	-	LEFT ARROW	15.6
210+60.26	-	ONLY	20.8
215+01.66	-	LEFT ARROW	15.6
215+27.17	-	ONLY	20.8
217+01.67	-	LEFT ARROW	15.6
217+27.13	-	ONLY	20.8
219+01.63	-	LEFT ARROW	15.6
219+27.17	-	ONLY	20.8
221+01.68	-	LEFT ARROW	15.6
221+27.17	-	ONLY	20.8
223+01.66	-	LEFT ARROW	15.6
223+27.13	-	ONLY	20.8
226+12.77	-	ONLY	20.8
226+38.44	-	LEFT ARROW	15.6
229+46.22	24.24' LT	RIGHT ARROW	15.6
229+69.94	23.73' LT	ONLY	20.8
237+35.64	-	ONLY	20.8
237+61.34	-	RIGHT ARROW	15.6
249+60.70	-	ONLY	20.8
249+86.06	-	LEFT ARROW	15.6
252+62.24	-	LEFT ARROW	15.6
252+87.89	-	ONLY	20.8
254+53.65	-	ONLY	20.8
254+79.18	-	LEFT ARROW	15.6
257+74.12	-	ONLY	20.8
257+99.43	-	LEFT ARROW	15.6
262+09.10	-	ONLY	20.8
262+34.24	-	LEFT ARROW	15.6
264+21.42	-	LEFT ARROW	15.6
264+47.38	-	ONLY	20.8
TOTAL			728

THERMOPLASTIC PAVEMENT MARKING - 4" (78000200)					
STATION	OFFSET (LT / RT)	STATION	OFFSET (LT / RT)	TYPE	LENGTH (FT)
11+56.12	5.56' RT	12+79.22	5.58' RT	DOUBLE	246
12+79.22	5.58' RT	23+25.05	4.19' RT	DOUBLE	4,194
23+78.55	5.83' RT	25+00.00	5.85' RT	DOUBLE	243
25+00.00	5.85' RT	29+85.95	5.88' RT	DOUBLE	972
29+85.95	5.88' RT	37+40.03	-	DOUBLE	3,020
37+40.03	LT/RT	37+71.99	-	DOUBLE	63
38+22.32	44.62' RT	38+22.28	61.02' RT	DOUBLE	66
38+35.41	60.77' RT	38+64.44	12.00' RT	EDGE LINES	60
202+00.00	1.51' RT	207+29.42	4.8' RT	DOUBLE	2,128
202+00.00	11.62' LT	204+52.39	17.64' RT	EDGE LINES	253
207+83.40	5.70' RT	210+84.55	5.70' RT	DOUBLE	602
210+84.55	5.70' RT	213+75.02	LT/RT	DOUBLE	1,162
214+38.19	5.83' RT	217+00.00	5.83' RT	DOUBLE	524
217+00.00	5.83' RT	227+12.38	5.65' LT	DOUBLE	2,026
227+12.38	49.65' LT	227+71.19	62.54' RT	DOUBLE	26
228+04.84	LT/RT	231+74.08	LT/RT	DOUBLE	1,492
232+34.88	LT/RT	237+22.64	6.11' LT	DOUBLE	1,953
237+22.64	6.11' LT	238+26.58	6.34' LT	DOUBLE	208
238+26.58	LT/RT	247+00.00	LT/RT	DOUBLE	3,262
247+00.00	LT/RT	249+41.42	6.29' LT	DOUBLE	966
249+41.42	6.29' LT	250+47.72	6.09' LT	DOUBLE	212
250+47.72	46.37' RT	250+92.34	51.33' RT	DOUBLE	10
251+18.02	45.17' LT	251+18.86	49.10' LT	DOUBLE	8
251+18.86	6.47' RT	255+15.67	6.15' LT	DOUBLE	699
255+15.67	LT/RT	257+61.12	6.45' LT	DOUBLE	758
257+61.12	6.45' LT	258+36.11	6.44' LT	DOUBLE	150
258+36.11	LT/RT	261+96.06	6.55' LT	DOUBLE	1,280
261+96.06	6.55' LT	262+00.00	6.58' LT	DOUBLE	8
262+00.00	6.58' LT	262+70.15	6.59' LT	DOUBLE	140
263+70.15	5.47' RT	264+85.26	5.42' RT	DOUBLE	190
264+85.26	5.42' RT	266+84.68	-	DOUBLE	798
266+84.68	-	267+53.66	-	DOUBLE	202
TOTAL					27,921

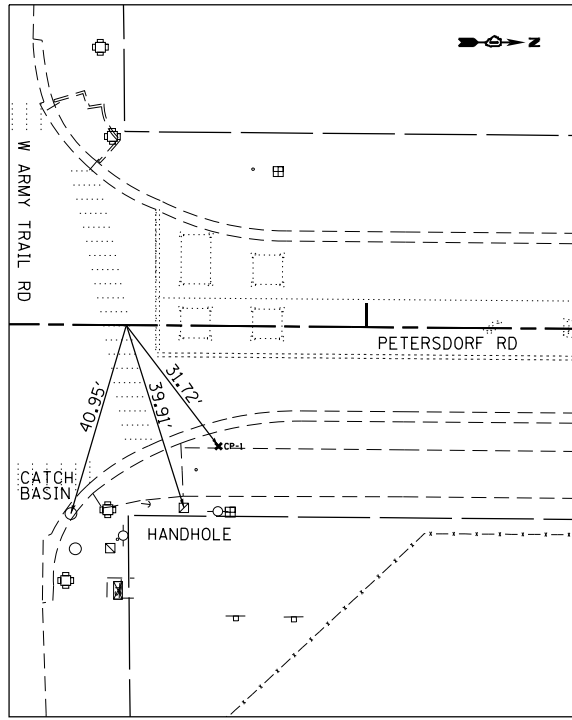
THERMOPLASTIC PAVEMENT MARKING - 24" (78000650)					
STATION	OFFSET (LT / RT)	STATION	OFFSET (LT / RT)	TYPE	LENGTH (FT)
11+56.53	5.56' RT	11+56.53	23.78' LT	STOPBAR	30
37+71.60	-	37+71.77	20.49' RT	STOPBAR	20
38+53.51	1.98' RT	38+53.35	15.88' LT	STOPBAR	18
227+12.38	5.65' LT	227+12.35	17.59' RT	STOPBAR	22
227+12.35	49.72' LT	227+71.06	49.65' LT	STOPBAR	30
228+14.63	6.04' LT	228+14.93	36.04' LT	STOPBAR	30
250+98.43	47.81' LT	251+17.71	45.65' LT	STOPBAR	20
250+98.43	46.83' RT	251+16.58	50.11' RT	STOPBAR	24
TOTAL					194

THERMOPLASTIC PAVEMENT MARKING - 6" (78000400)					
STATION	OFFSET (LT / RT)	STATION	OFFSET (LT / RT)	TYPE	LENGTH (FT)
11+56.53	5.82' LT	12+79.22	5.82' LT	SOLID	123
12+79.22	5.82' LT	14+17.04	5.86' LT	2' DASH 6' SKIP	35
23+78.55	5.71' LT	25+00.00	5.69' LT	SOLID	122
25+00.00	5.69' LT	29+94.36	5.66' LT	SOLID	494
29+94.36	5.66' LT	30+97.54	5.66' LT	2' DASH 6' SKIP	26
37+91.29	31.42' RT	37+97.62	39.41' LT	CROSSWALK	128
38+35.41	60.77' RT	38+64.44	12.00' RT	CHANNELIZING	60
207+83.40	5.65' LT	210+73.04	5.65' LT	SOLID	290
210+73.04	5.65' LT	211+72.35	5.45' LT	2' DASH 6' SKIP	25
214+38.19	5.65' LT	217+00.00	5.65' LT	SOLID	262
217+00.00	5.65' LT	223+39.99	5.65' LT	SOLID	640
223+39.99	5.83' RT	226+00.09	5.83' RT	2' DASH 6' SKIP	69
223+39.99	5.65' LT	225+82.90	5.65' LT	2' DASH 6' SKIP	30
226+00.09	5.83' RT	227+12.00	5.83' RT	SOLID	112
227+12.00	50.12' RT	227+58.61	62.60' LT	SOLID	13
227+58.61	17.57' RT	227+93.53	55.74' LT	CROSSWALK	134
228+15.15	18.06' LT	229+82.96	18.06' LT	SOLID	168
229+82.96	18.06' LT	231+44.46	18.06' LT	2' DASH 6' SKIP	40
236+27.76	5.65' RT	237+22.64	5.65' RT	2' DASH 6' SKIP	24
237+22.64	5.65' RT	238+26.58	5.66' RT	SOLID	104
238+26.58	40.86' LT	238+72.56	41.28' LT	CROSSWALK	54
248+19.59	5.71' RT	249+47.67	5.71' RT	2' DASH 6' SKIP	32
249+47.67	5.71' RT	250+47.63	5.91' RT	SOLID	100
250+47.63	21.10' RT	250+66.07	17.98' LT	CROSSWALK	88
250+66.07	38.50' RT	251+27.75	27.94' RT	CROSSWALK	101
250+66.07	34.89' LT	251+38.92	32.26' LT	CROSSWALK	83
251+38.92	48.82' RT	251+03.84	53.19' RT	SOLID	5
251+03.84	5.52' LT	253+00.68	5.70' RT	SOLID	134
253+00.68	5.70' LT	254+40.68	5.97' LT	2' DASH 6' SKIP	35
253+40.68	6.30' RT	254+40.69	5.99' RT	2' DASH 6' SKIP	35
254+40.69	5.99' RT	255+15.69	5.85' RT	SOLID	75
255+15.69	57.96' LT	255+64.72	57.23' LT	CROSSWALK	48
255+64.72	21.10' RT	257+61.11	5.57' RT	2' DASH 6' SKIP	35
257+61.11	5.57' RT	258+36.11	5.58' RT	SOLID	75
260+77.45	5.52' RT	261+96.07	5.45' RT	2' DASH 6' SKIP	30
261+96.07	5.45' RT	262+00.00	5.45' RT	SOLID	4
262+00.00	5.45' RT	262+70.15	5.45' RT	SOLID	70
262+70.15	28.62' RT	263+62.21	30.08' RT	CROSSWALK	127
263+62.21	5.90' LT	264+60.03	5.90' LT	SOLID	70
264+60.03	5.90' LT	265+87.68	3.26' LT	2' DASH 6' SKIP	32
267+13.30	14.13' LT	267+13.78	13.24' RT	CROSSWALK	55
TOTAL					4,185

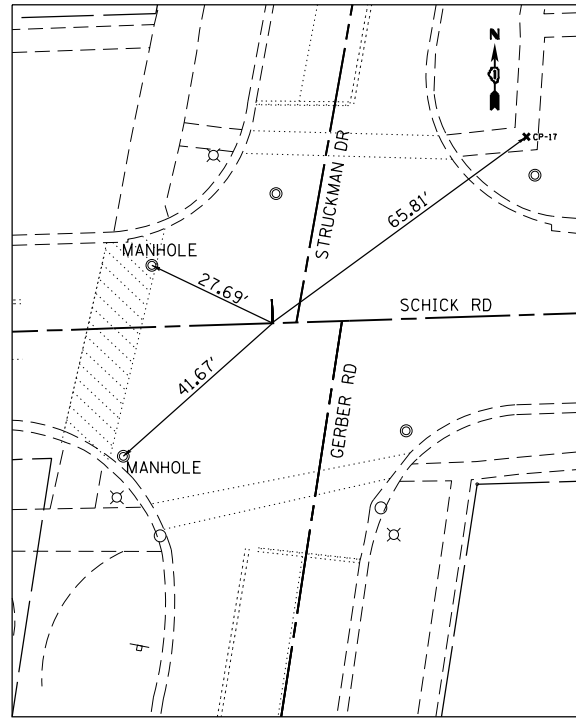
THERMOPLASTIC PAVEMENT MARKING - 12" (78000600)					
STATION	OFFSET (LT / RT)	STATION	OFFSET (LT / RT)	TYPE	LENGTH (FT)
11+53.23	LT	-	-	CROSS WALK	5
12+79.22	5.58' RT	23+25.05	4.19' RT	MEDIAN	190
29+85.95	5.88' RT	37+40.03	-	MEDIAN	110
37+91.29	31.42' RT	37+97.62	39.41' LT	CROSS WALK	212
38+35.41	60.77' RT	38+64.44	12.00' RT	EDGE LINES	36
202+00.00	1.51' RT	207+29.42	4.8' RT	MEDIAN	90
202+00.00	11.62' LT	204+52.39	17.64' LT	EDGE LINES	48
227+92.67	17.57' RT	227+93.53	55.74' LT	CROSSWALK	218
228+04.84	-	231+74.08	-	MEDIAN	85
232+34.88	LT/RT	237+22.64	6.11' LT	MEDIAN	94
238+87.72	LT/RT	247+00.00	LT/RT	MEDIAN	174
247+00.00	LT/RT	249+41.42	6.29' LT	MEDIAN	36
250+55.85	21.10' RT	250+66.07	17.98' LT	CROSSWALK	144
255+75.23	LT/RT	257+61.12	6.45' LT	MEDIAN	28
258+79.65	LT/RT	261+96.06	6.55' RT	MEDIAN	58
267+13.30	14.13' LT	267+13.78	13.24' RT	CROSSWALK	102
TOTAL					1,630

RAISED REFLECTIVE PAVEMENT MARKER (78100100)					
STATION	OFFSET (LT / RT)	STATION	OFFSET (LT / RT)	TYPE	QUANTITY (EA)
11+56.12	5.56' RT	14+17.04	LT/RT	TWO-WAY AMBER	12
11+56.93	5.82' LT	12+79.22	5.82' LT	ONE-WAY CRYSTAL	3
14+17.04	LT/RT	23+25.09	LT/RT	ONE-WAY AMBER	46
23+78.55	5.83' RT	25+00.00	5.85' RT	TWO-WAY AMBER	6
23+78.55	5.71' LT	25+00.00	5.69' LT	ONE-WAY CRYSTAL	3
25+00.00	5.85' RT	30+97.54	LT/RT	TWO-WAY AMBER	30
25+00.00	5.69' LT	29+94.36	5.66' LT	ONE-WAY CRYSTAL	13
30+97.54	LT/RT	34+59.73	LT/RT	ONE-WAY AMBER	18
34+59.73	LT/RT	37+72.00	-	TWO-WAY AMBER	18
201+83.61	-	203+93.29	LT/RT	TWO-WAY AMBER	12
203+93.29	LT/RT	207+29.66	LT/RT	ONE-WAY AMBER	16
207+29.66	5.70' RT	211+72.48	LT/RT	TWO-WAY AMBER	20
207+83.34	5.65' LT	210+73.04	5.65' LT	ONE-WAY CRYSTAL	8
211+72.48	LT/RT	213+75.02	LT/RT	ONE-WAY AMBER	12
214+38.17	5.65' LT	217+00.00	5.65' LT	ONE-WAY CRYSTAL	7
214+38.19	5.83' RT	217+00.00	5.43' RT	TWO-WAY AMBER	14
217+00.00	5.65' LT	223+39.99	5.65' LT	ONE-WAY CRYSTAL	16
217+00.00	5.43' RT	227+12.38	5.65' LT	TWO-WAY AMBER	50
226+00.40	5.83' RT	227+11.95	5.83' RT	ONE-WAY CRYSTAL	3
228+04.84	LT/RT	231+74.35	LT/RT	ONE-WAY AMBER	18
228+15.15	18.06' LT	229+82.96	18.06' LT	ONE-WAY CRYSTAL	4
232+34.73	LT/RT	236+27.76	LT/RT	ONE-WAY AMBER	20
236+27.76	LT/RT	238+26.58	6.34' LT	TWO-WAY AMBER	8
237+22.64	5.65' RT	238+26.58	5.66' RT	ONE-WAY CRYSTAL	2
238+89.35	LT/RT	247+00.00	LT/RT	ONE-WAY AMBER	40
247+00.00	LT/RT	243+19.59	LT/RT	ONE-WAY AMBER	6
243+19.59	LT/RT	250+47.72	6.09' LT	TWO-WAY AMBER	10
249+47.67	5.71' RT	250+47.63	5.91' RT	ONE-WAY CRYSTAL	2
251+66.68	6.47' RT	255+15.68	6.18' LT	TWO-WAY AMBER	18
251+66.68	5.52' LT	253+00.68	5.70' LT	ONE-WAY CRYSTAL	4
254+40.69	5.99' RT	255+15.69	5.85' RT	ONE-WAY CRYSTAL	2
255+75.23	LT/RT	256+21.14	LT/RT	ONE-WAY AMBER	2
256+21.14	LT/RT	258+36.11	6.44' LT	TWO-WAY AMBER	12
257+61.11	5.57' RT	258+36.11	5.58' RT	ONE-WAY CRYSTAL	2
258+79.65	LT/RT	260+77.45	LT/RT	ONE-WAY AMBER	10
260+77.45	LT/RT	262+00.00	6.58' LT	TWO-WAY AMBER	6
262+00.00	6.58' LT	262+70.15	6.59' LT	TWO-WAY AMBER	4
262+00.00	5.45' RT	262+70.15	5.45' RT	ONE-WAY CRYSTAL	2
263+90.03	5.90' LT	264+60.03	5.90' LT	ONE-WAY CRYSTAL	2
263+90.03	5.47' RT	267+53.66	LT/RT	TWO-WAY AMBER	20
TOTAL					501

STATION - STATION	CLASS D PATCHES, TYPE I, 8 IN (SQ YD) (44201737)	CLASS D PATCHES, TYPE II, 8 IN (SQ YD) (44201741)	CLASS D PATCHES, TYPE III, 8 IN (SQ YD) (44201745)	CLASS D PATCHES, TYPE IV, 8 IN (SQ YD) (44201747)
10+00	25+00	53	79	79
25+00	202+00			



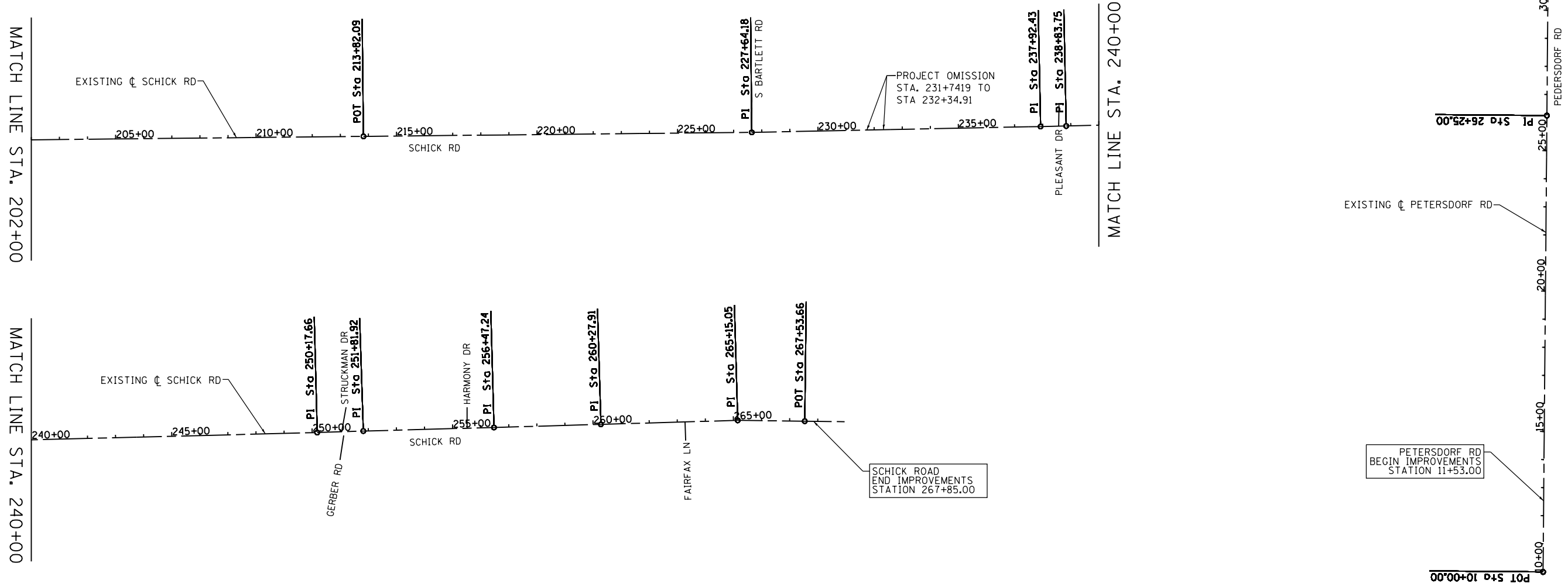
ALIGNMENT TIE (A-1)
 STA: 11+50.00
 N: 1022168.05
 E: 1922199.42



ALIGNMENT TIE (A-2)
 STA: 251+00.00
 N: 1027151.12
 E: 1924953.36

COORDINATE DATA TABLE					
STATION	OFFSET	ELEMENT TYPE	NORTHING	EASTING	ELEVATION
10+43.34	38.55' LT	CUT CROSS	1022128.61	1922093.09	764.85
11+69.41	25.08' RT	MAG NAIL	1022193.30	1922218.62	765.39
22+77.61	26.31' RT	MAG NAIL	1022203.89	1923326.78	760.07
23+89.04	19.60' LT	CUT CROSS	1022158.93	1923438.58	757.95
32+23.78	29.46' RT	MAG NAIL	1022215.20	1924272.87	764.20
35+60.95	33.94' RT	MAG NAIL	1022222.53	1924610.00	778.19
37+78.28	32.84' RT	CUT CROSS	1022223.57	1924827.33	788.97
207+13.92	42.53' RT	MAG NAIL	1022766.24	1924835.36	777.65
208+02.24	42.44' RT	MAG NAIL	1022854.55	1924836.36	775.50
213+34.19	42.35' RT	MAG NAIL	1023386.47	1924841.95	761.12
214+56.62	32.19' RT	MAG NAIL	1023508.79	1924853.37	756.85
227+31.14	98.86' LT	RRS	1024781.89	1924997.59	748.73
228+02.13	30.93' RT	MAG NAIL	1024854.51	1924868.92	745.22
237+99.97	19.60' RT	CUT CROSS	1025851.92	1924900.41	744.48
238+95.81	46.65' LT	CUT CROSS	1025946.40	1924968.69	746.33
250+53.12	36.19' RT	CUT CROSS	1027105.44	1924915.66	756.05
251+54.13	37.12' LT	CUT CROSS	1027204.03	1921992.21	758.75
263+24.45	153.26' RT	CUT CROSS	1028380.03	1924835.49	786.34
263+32.91	45.54' LT	CUT CROSS	1028382.04	1925034.46	788.26
267+11.46	23.39' RT	CUT CROSS	1028761.70	1924968.27	786.34

COORDINATE DATA TABLE			
STATION	ELEMENT TYPE	NORTHING	EASTING
10+00.00	POT	1022166.78	1922049.43
26+25.00	PI	1022180.52	1923674.37
41+00.00	POT	1022193.31	1925149.32
200+00.00	POT	1022051.91	1924870.52
213+82.09	PI	1023433.93	1924884.80
227+64.18	PI	1024815.95	1924899.07
237+92.43	PI	1025843.98	1924919.84
238+83.75	PI	1025935.29	1924921.72
250+17.66	PI	1027068.82	1924950.69
251+81.92	PI	1027233.00	1924956.01
256+47.24	PI	1027698.15	1924968.70
260+27.91	PI	1028078.65	1924979.85
265+15.05	PI	1028565.58	1924994.06
267+53.66	POT	1028804.18	1924991.14



PETERSDORF RD
 END IMPROVEMENTS
 STATION 38+64.28

EXISTING CL SCHICK RD

SCHICK RD
 BEGIN IMPROVEMENTS
 STATION 201+00.00

PETERSDORF RD
 BEGIN IMPROVEMENTS
 STATION 11+53.00

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\CADD_Sheets\170-002_ALIGNMENT_TIES & BENCHMARKS.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 400.00 / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
 ALIGNMENT, TIES AND BENCHMARKS

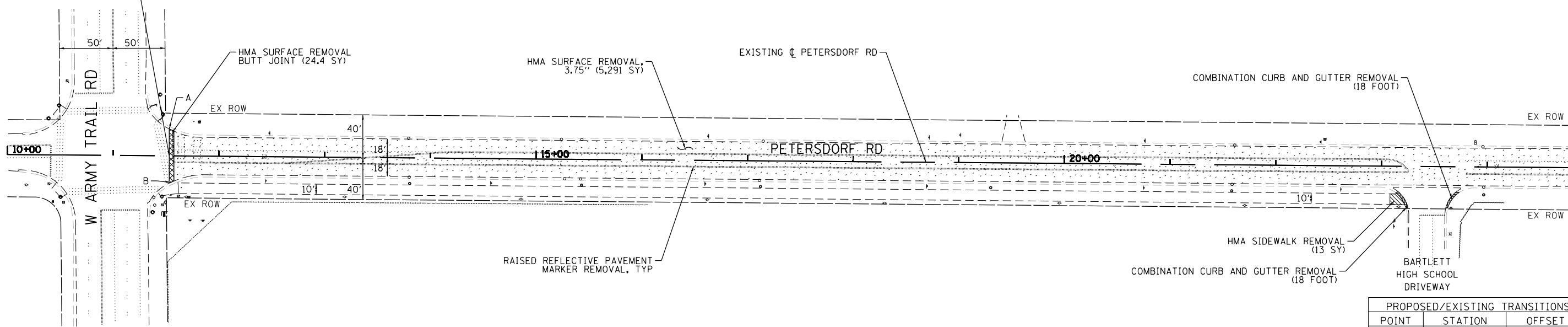
SCALE: 1"=200'

SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 13697/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F54	



PETERSDORF ROAD
BEGIN IMPROVEMENTS
STATION 11+53.00



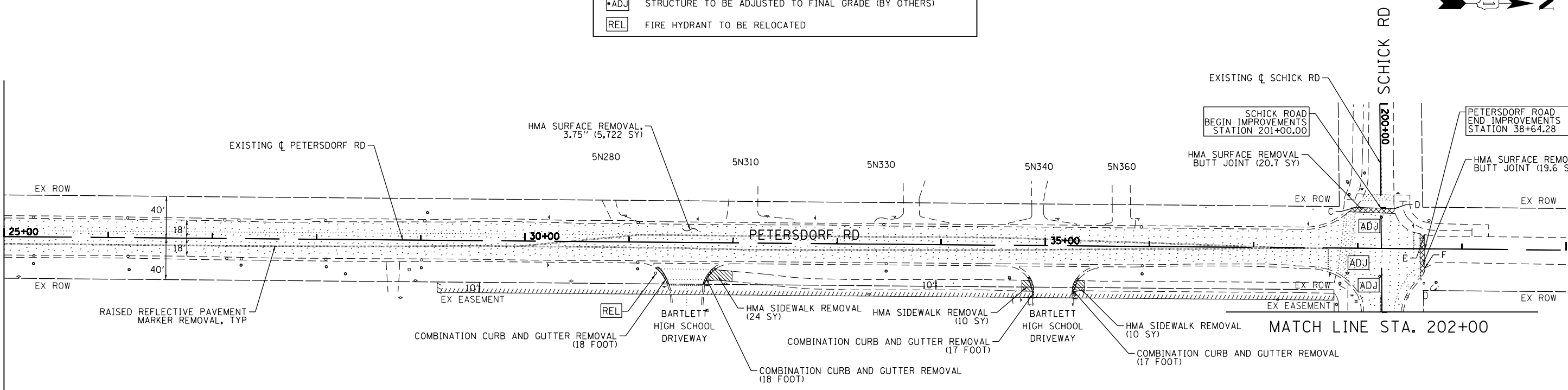
MATCH LINE STA. 25+00

PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	11+52.82	25.44' LT
B	11+54.82	25.11' RT
C	37+97.62	39.41' LT
D	38+34.78	38.33' LT
E	38+64.07	13.73' LT
F	38+64.54	18.33' RT

LEGEND	
	HMA SURFACE REMOVAL
	H.M.A. SIDEWALK REMOVAL
	P.C.C. REMOVAL (SIDEWALK AND COMBINATION CURB AND GUTTER)
	STRUCTURE TO BE ADJUSTED TO FINAL GRADE
	STRUCTURE TO BE ADJUSTED TO FINAL GRADE (BY OTHERS)
	FIRE HYDRANT TO BE RELOCATED



MATCH LINE STA. 25+00



MATCH LINE STA. 202+00

BARTLETT HIGH SCHOOL

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\CADD_Sheets\170-002_REMOVEAL_01.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 100.00 / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
REMOVAL PLAN

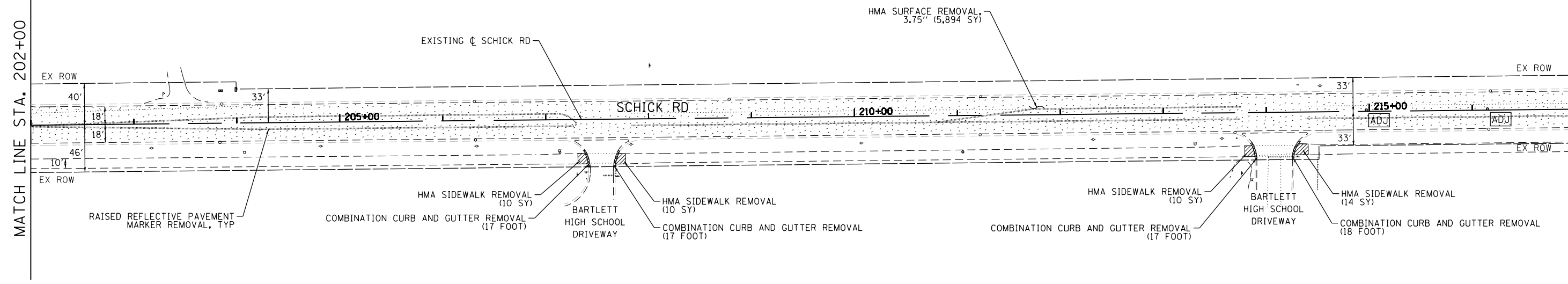
SCALE: 1"=50' SHEET 1 OF 4 SHEETS STA. 10+00 TO STA. 40+00

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-RS	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 12
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F54	



MATCH LINE STA. 202+00

MATCH LINE STA. 217+00

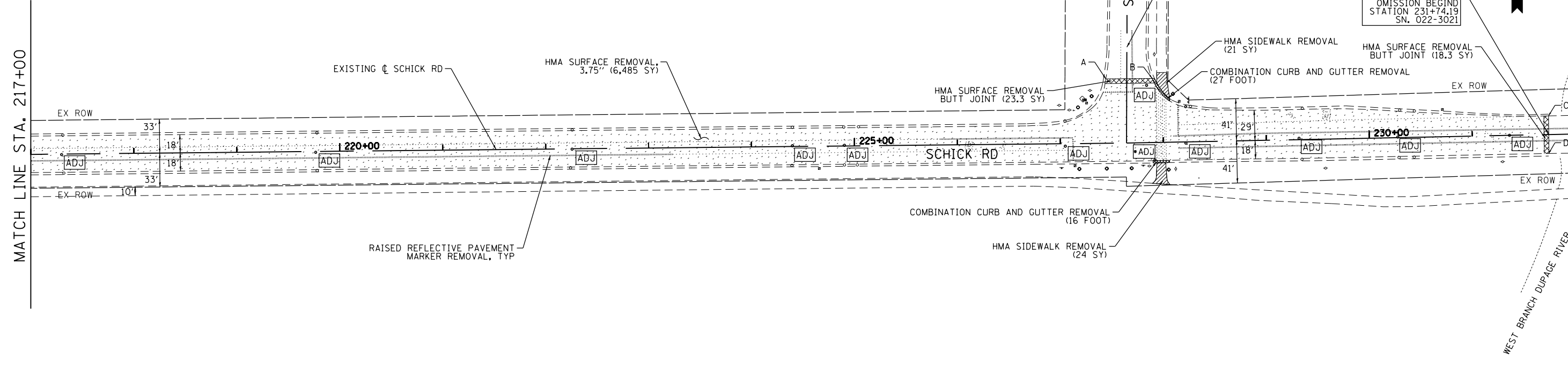


PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	227+44.74	62.60' LT
B	227+90.37	62.35' LT
C	231+74.49	18.23' LT
D	231+73.89	18.40' RT

LEGEND	
	HMA SURFACE REMOVAL
	H.M.A. SIDEWALK REMOVAL
	P.C.C. REMOVAL (SIDEWALK AND COMBINATION CURB AND GUTTER)
	STRUCTURE TO BE ADJUSTED TO FINAL GRADE
	STRUCTURE TO BE ADJUSTED TO FINAL GRADE (BY OTHERS)
	FIRE HYDRANT TO BE RELOCATED

MATCH LINE STA. 217+00

MATCH LINE STA. 232+00



FILE NAME = F:\170-002_Schick-Petersdorf_Resturfing\CADD_Sheets\170-002_REMOVAL_02.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = 100.00 / in.	CHECKED - DBB	REVISED -
PLOT DATE = 12/27/2018	DATE - 11/26/2018	REVISED -

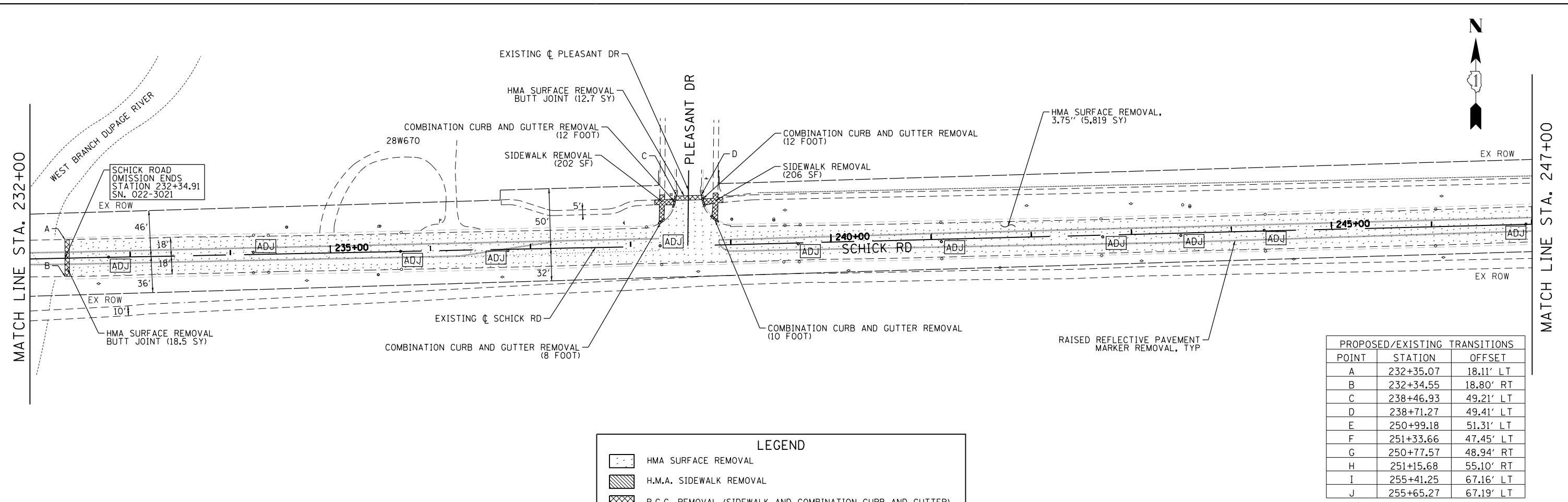
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
REMOVAL PLAN

SCALE: 1"=50' SHEET 2 OF 4 SHEETS STA. 202+00 TO STA. 232+00

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-RS	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 13
CONTRACT NO. 61F54			ILLINOIS FED. AID PROJECT	

FILE NAME = F:\170-002_Schick-Petersdorf_Resturfing\CADD_Sheets\170-002_REMOVAL_03.dgn

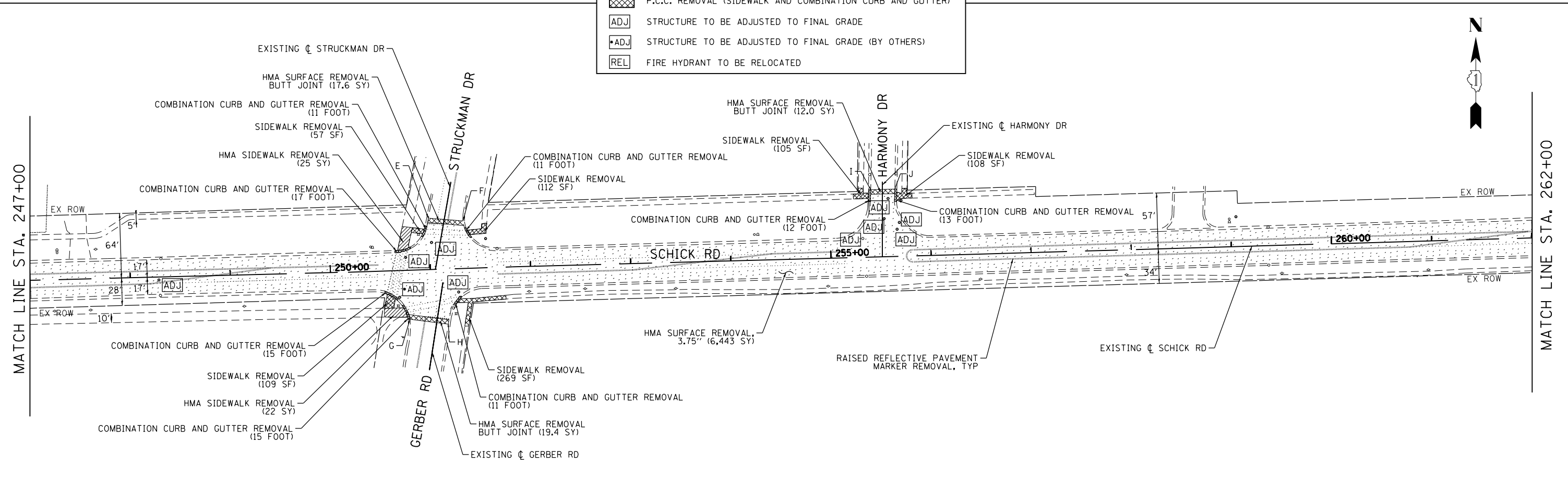


MATCH LINE STA. 247+00

PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	232+35.07	18.11' LT
B	232+34.55	18.80' RT
C	238+46.93	49.21' LT
D	238+71.27	49.41' LT
E	250+99.18	51.31' LT
F	251+33.66	47.45' LT
G	250+77.57	48.94' RT
H	251+15.68	55.10' RT
I	255+41.25	67.16' LT
J	255+65.27	67.19' LT

LEGEND

- HMA SURFACE REMOVAL
- H.M.A. SIDEWALK REMOVAL
- P.C.C. REMOVAL (SIDEWALK AND COMBINATION CURB AND GUTTER)
- STRUCTURE TO BE ADJUSTED TO FINAL GRADE
- STRUCTURE TO BE ADJUSTED TO FINAL GRADE (BY OTHERS)
- FIRE HYDRANT TO BE RELOCATED



MATCH LINE STA. 262+00



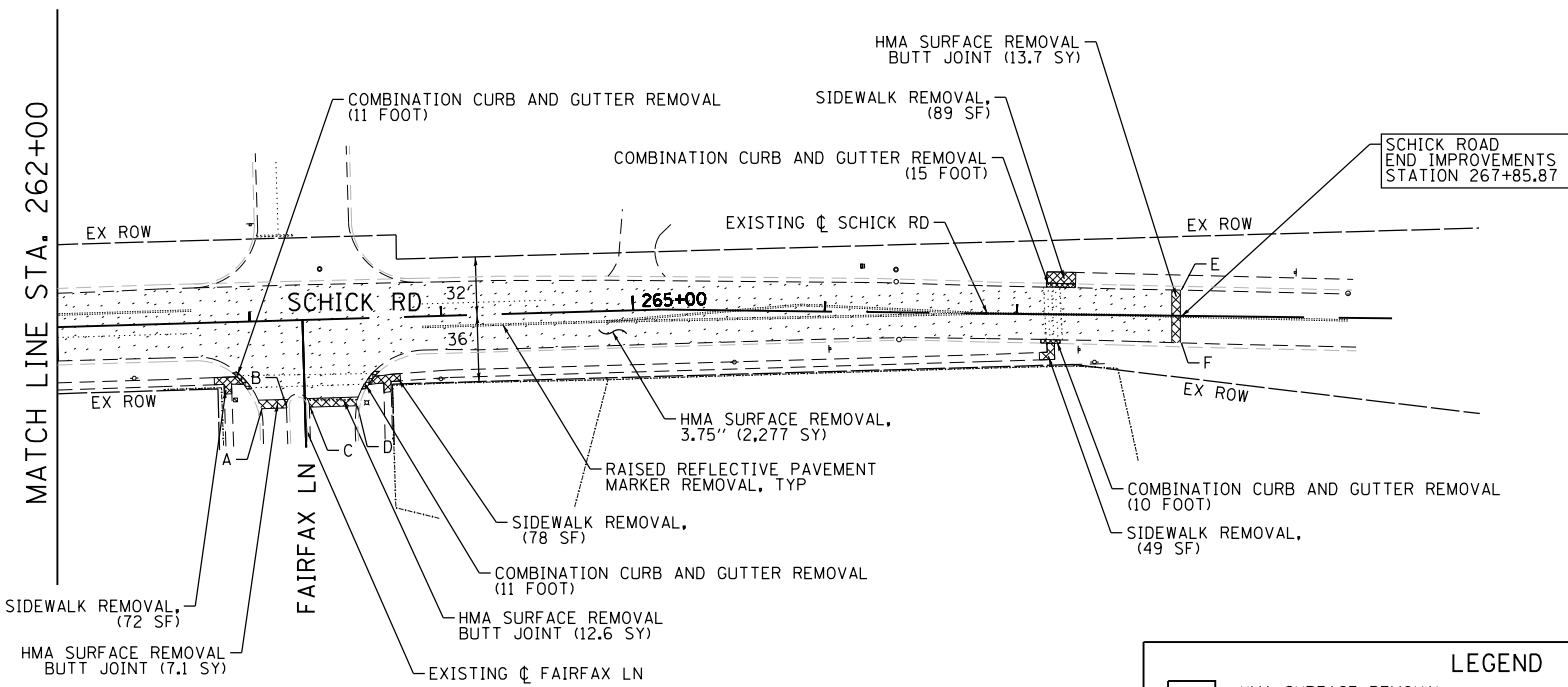
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PLOT SCALE = 100.00 / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
REMOVAL PLAN**

SCALE: 1"=50' SHEET 3 OF 4 SHEETS STA. 232+00 TO STA. 262+00

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-RS	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 14
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F54	



PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	263+04.83	45.63' RT
B	263+17.97	45.63' RT
C	263+29.98	45.51' RT
D	263+54.54	45.52' RT
E	267+53.66	13.41' LT
F	267+53.66	14.13' RT

LEGEND

- HMA SURFACE REMOVAL
- H.M.A. SIDEWALK REMOVAL
- P.C.C. REMOVAL (SIDEWALK AND COMBINATION CURB AND GUTTER)
- STRUCTURE TO BE ADJUSTED TO FINAL GRADE
- STRUCTURE TO BE ADJUSTED TO FINAL GRADE (BY OTHERS)
- FIRE HYDRANT TO BE RELOCATED

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\CADD\Sheets\170-002-REMOVAL_04.dgn



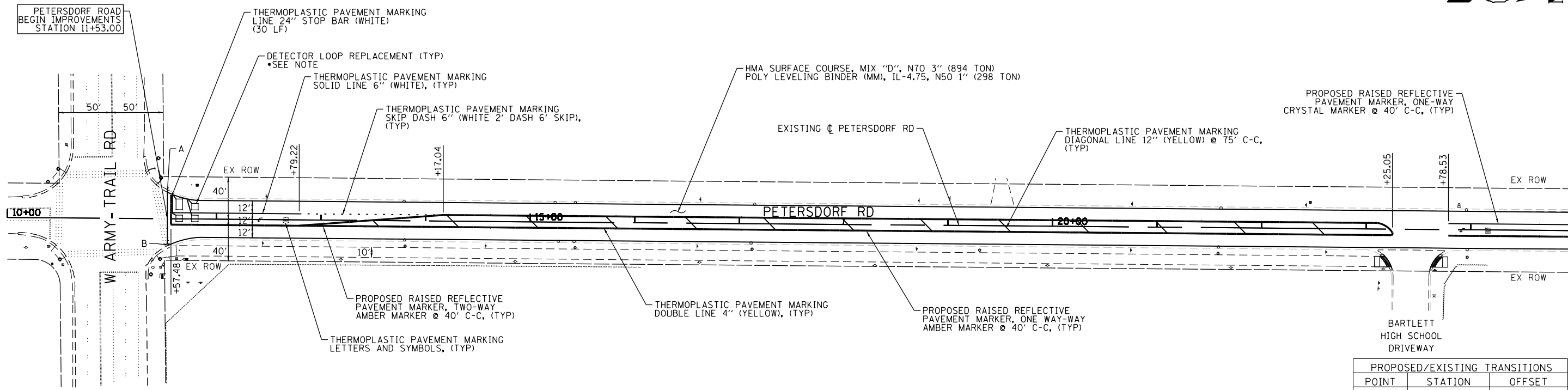
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PLOT SCALE = 100.00 / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD – VILLAGE OF BARTLETT
REMOVAL PLAN**

SCALE: 1"=50' SHEET 4 OF 4 SHEETS STA. 262+00 TO STA. 268+00

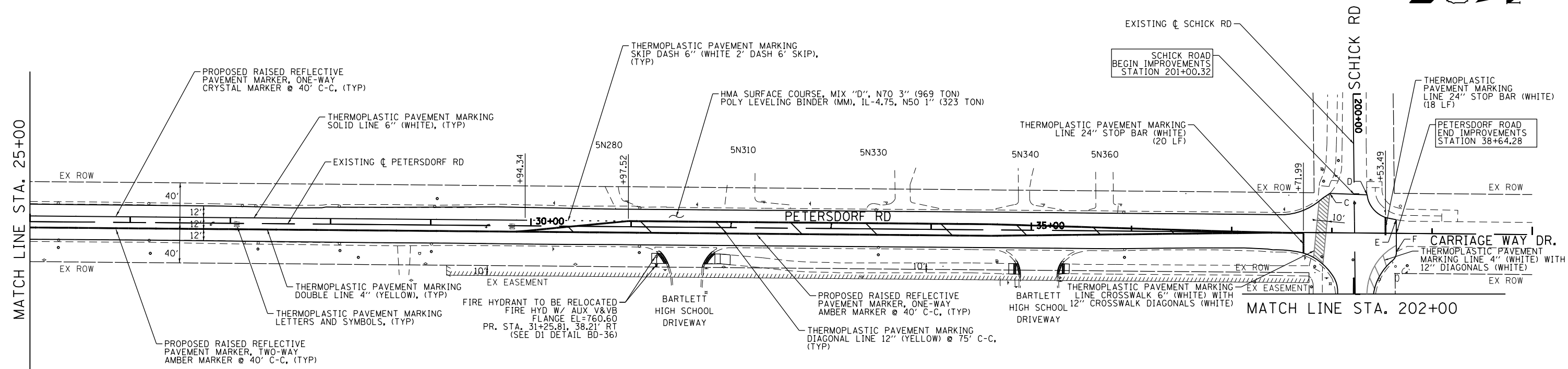
F.A.U. RTE. 1369/3800	SECTION 18-00091-00-RS	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 15
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F54	



• ALL DETECTOR LOOPS SHALL BE PLACED WITHIN THE BINDER COURSE. ELECTRICAL CONTRACTOR SHALL CONTACT DUPAGE COUNTY ENGINEER, MARYANNE SIOSON, AT 630-512-7066 PRIOR TO LOOP INSTALLATION.

PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	11+52.82	25.44' LT
B	11+54.82	25.11' RT
C	37+97.62	39.41' LT
D	38+34.78	38.33' LT
E	38+64.07	13.73' LT
F	38+64.54	18.33' RT

MATCH LINE STA. 25+00



BARTLETT HIGH SCHOOL

MATCH LINE STA. 202+00

FILE NAME = F:\170-002 Schick-Petersdorf-Resurfacing\CADD\Sheets\170-002_DESIGN_01.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 100.00 / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

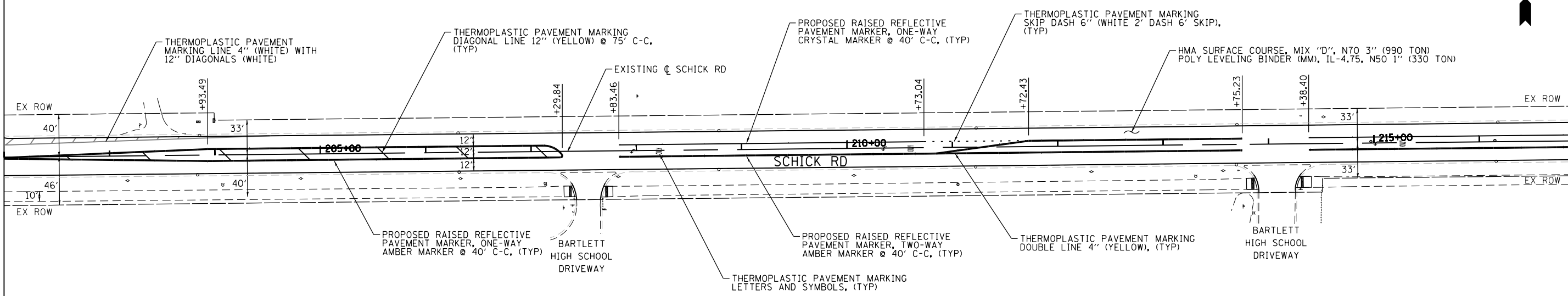
SCALE: 1"=50' SHEET 1 OF 4 SHEETS STA. 10+00 TO STA. 40+00

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-RS	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 16
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F54	



MATCH LINE STA. 202+00

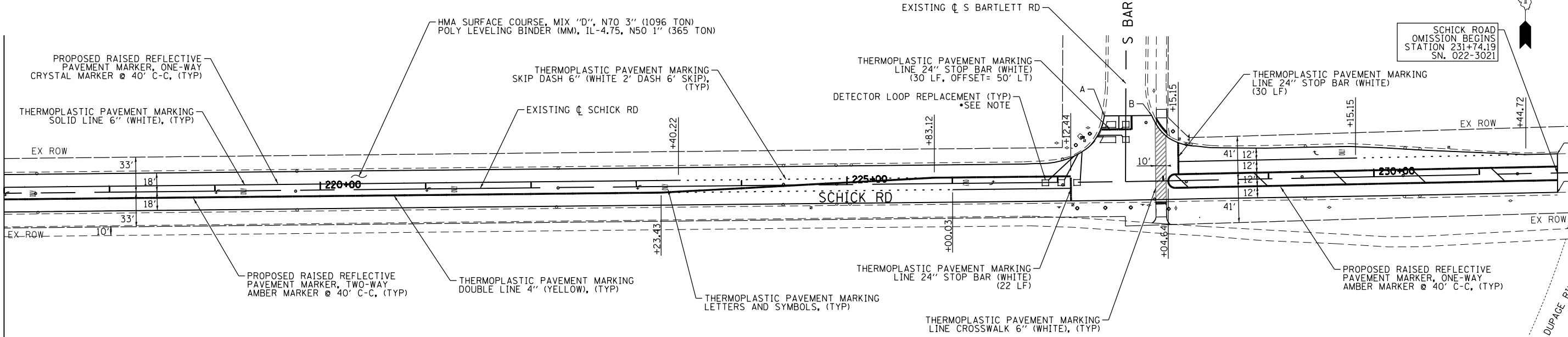
MATCH LINE STA. 217+00



PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	227+44.74	62.60' LT
B	227+90.37	62.35' LT
C	231+74.49	18.23' LT
D	231+73.89	18.40' RT

MATCH LINE STA. 217+00

MATCH LINE STA. 232+00



SCHICK ROAD
OMISSION BEGINS
STATION 231+74.19
SN. 022-3021

• ALL DETECTOR LOOPS SHALL BE PLACED WITHIN THE BINDER COURSE.
ELECTRICAL CONTRACTOR SHALL CONTACT DUPAGE COUNTY ENGINEER,
MARYANNE SIOSON, AT 630-512-7066 PRIOR TO LOOP INSTALLATION.

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\CADD\Sheets\170-002 DESIGN.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 100.00 / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

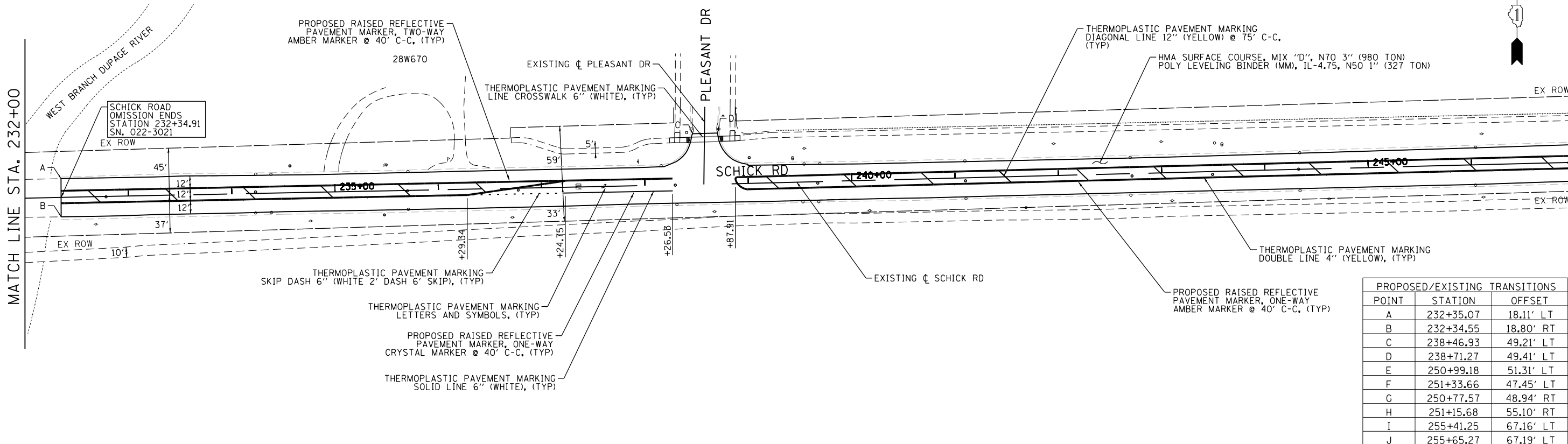
SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=50' SHEET 2 OF 4 SHEETS STA. 202+00 TO STA. 232+00

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-RS	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 17
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F54	

MATCH LINE STA. 232+00

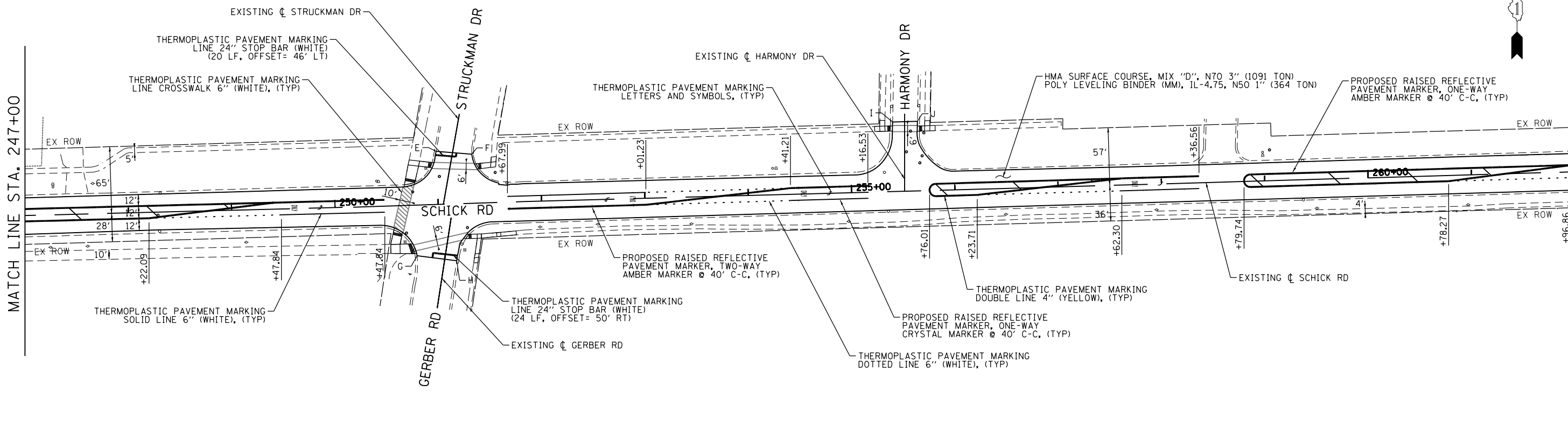
MATCH LINE STA. 247+00



PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	232+35.07	18.11' LT
B	232+34.55	18.80' RT
C	238+46.93	49.21' LT
D	238+71.27	49.41' LT
E	250+99.18	51.31' LT
F	251+33.66	47.45' LT
G	250+77.57	48.94' RT
H	251+15.68	55.10' RT
I	255+41.25	67.16' LT
J	255+65.27	67.19' LT

MATCH LINE STA. 247+00

MATCH LINE STA. 262+00



FILE NAME = F:\170-002 Schick-Petersdorf-Resurfacing\CADD\Sheets\170-002_DESIGN_03.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 100.00 / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

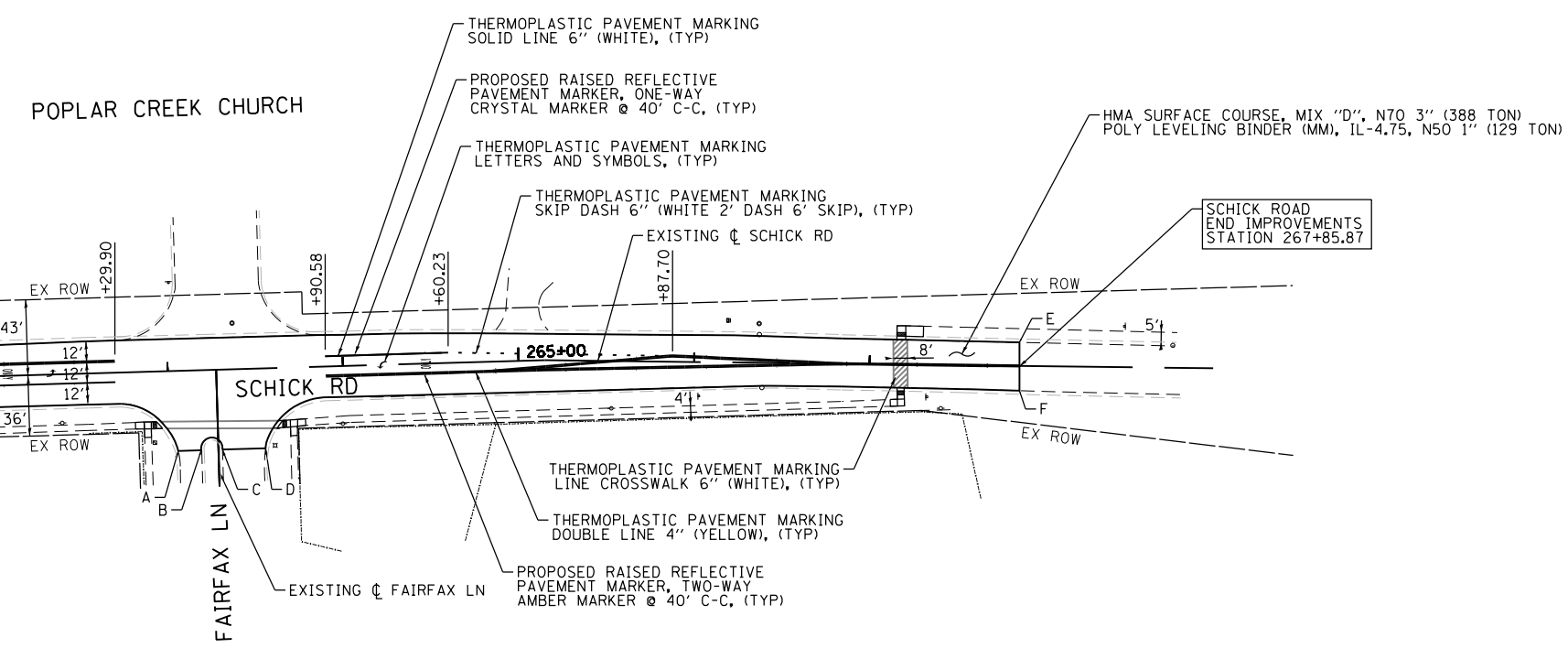
SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=50' SHEET 3 OF 4 SHEETS STA. 232+00 TO STA. 262+00

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-RS	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 18
CONTRACT NO. 61F54			ILLINOIS FED. AID PROJECT	



MATCH LINE STA. 262+00



PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	263+04.83	45.63' RT
B	263+17.97	45.63' RT
C	263+29.98	45.51' RT
D	263+54.54	45.52' RT
E	267+53.66	13.41' LT
F	267+53.66	14.13' RT

FILE NAME = F:\170-002 Schick-Petersdorf-Resurfacing\CADD\Sheets\170-002_DESIGN_04.dgn



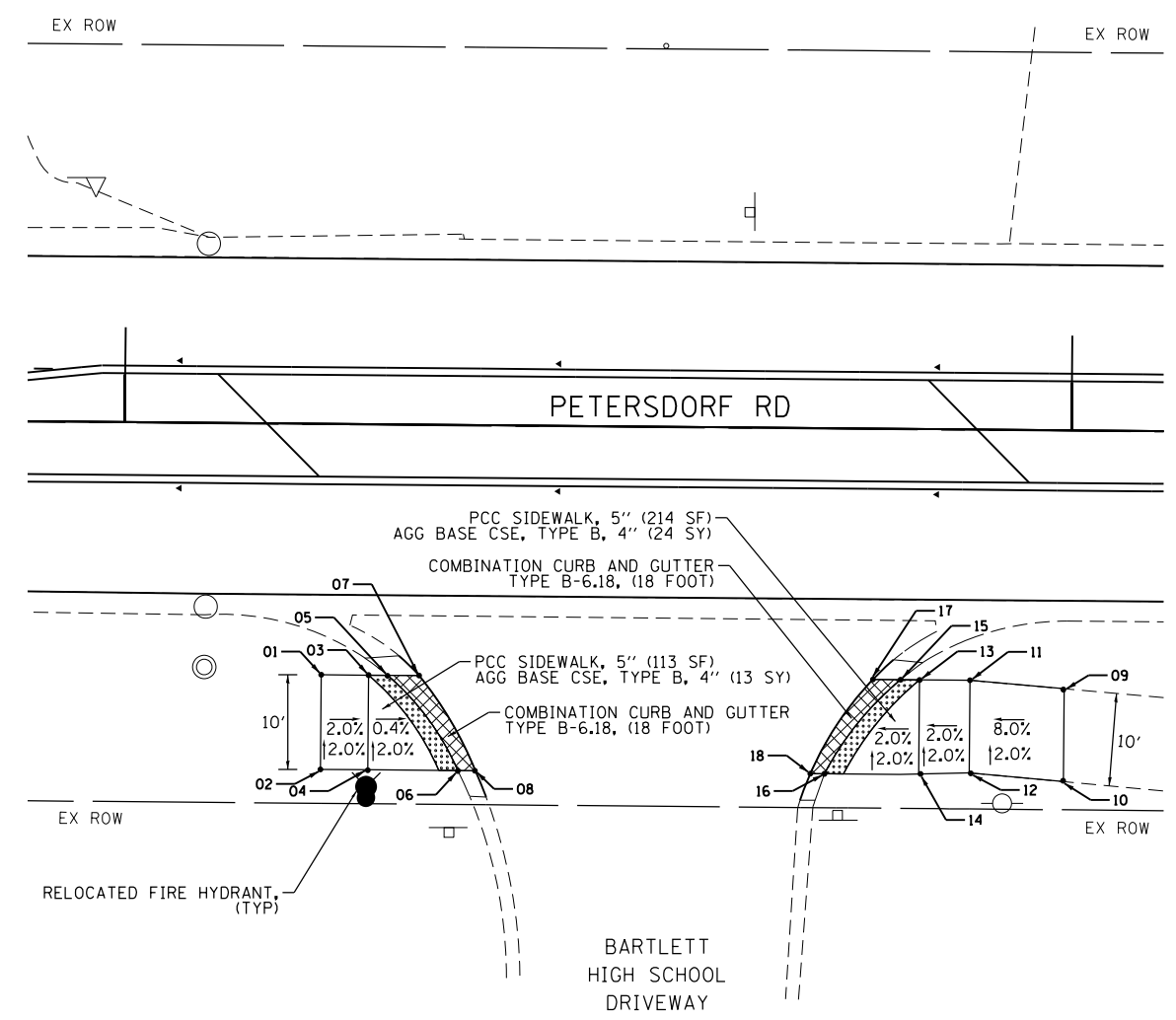
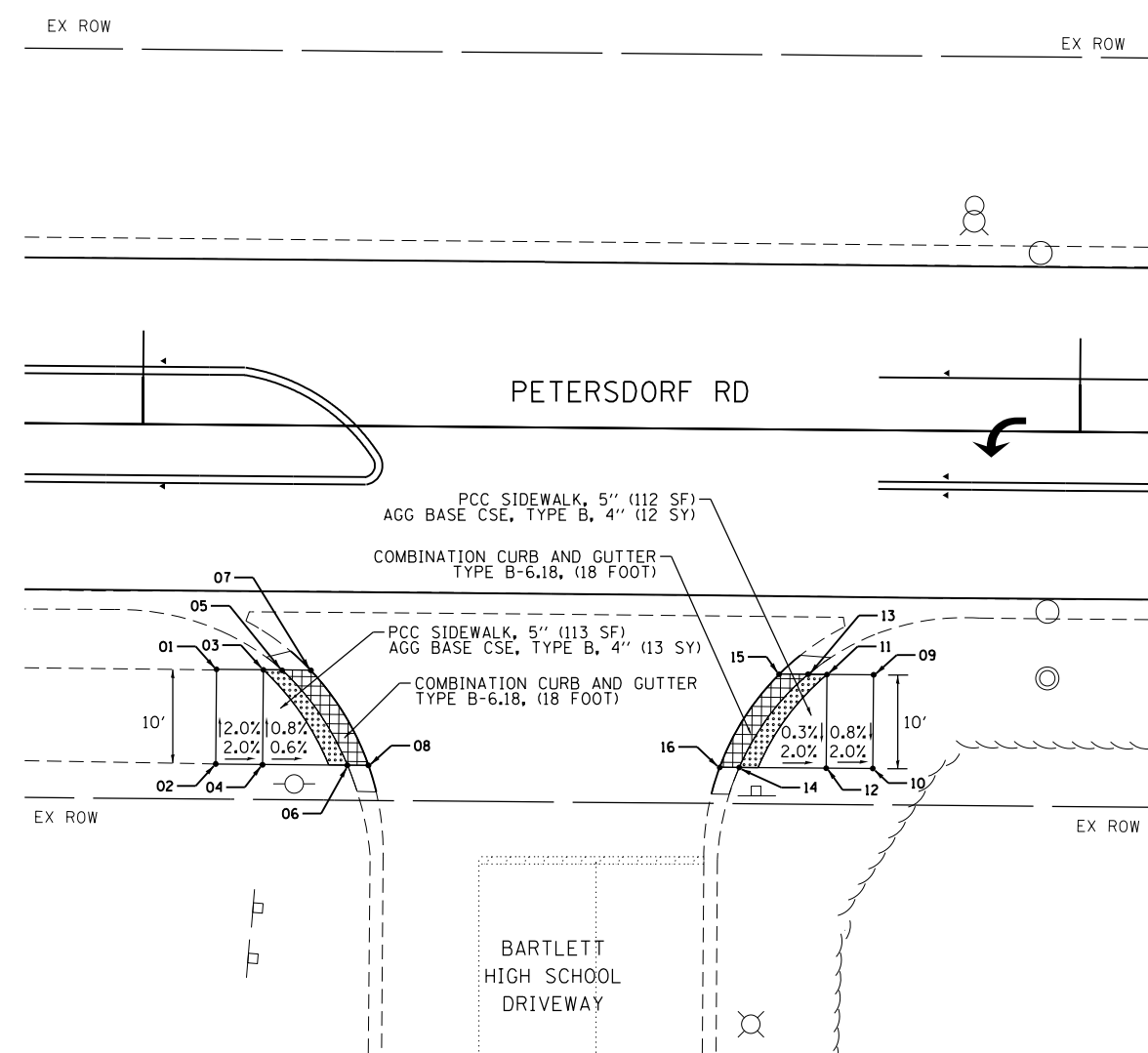
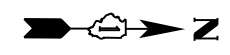
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	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET 4 OF 4 SHEETS STA. 262+00 TO STA. 268+00

F.A.U. RTE. 1369/ 3800	SECTION 18-00091-00-RS	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 19
CONTRACT NO. 61F54			ILLINOIS FED. AID PROJECT	



HAWK DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
1	23+08.08	26.08' RT	M.E.
2	23+08.08	36.17' RT	M.E.
3	23+13.08	26.08' RT	758.50
4	23+13.08	36.17' RT	758.58
5	23+15.08	26.08' RT	758.46
6	23+22.14	36.17' RT	758.53
7	23+18.15	26.08' RT	758.45
8	23+24.40	36.17' RT	758.52

HAWK DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
9	23+78.24	26.07' RT	757.72
10	23+78.24	36.07' RT	757.64
11	23+73.24	26.07' RT	757.77
12	23+73.24	36.07' RT	757.74
13	23+71.24	26.07' RT	757.81
14	23+63.97	36.07' RT	757.92
15	23+68.18	26.07' RT	757.80
16	23+61.89	36.07' RT	757.91

TALON TRAIL			
POINT No.:	STATION	OFFSET	ELEVATION
1	31+20.98	26.36' RT	760.46
2	31+20.98	36.36' RT	760.66
3	31+25.98	26.36' RT	760.36
4	31+25.98	36.36' RT	760.56
5	31+27.98	26.36' RT	760.32
6	31+35.47	36.42' RT	760.52
7	31+31.31	26.42' RT	760.30
8	31+37.34	36.42' RT	760.50
9	31+99.46	26.82' RT	M.E.
10	31+99.46	36.61' RT	M.E.
11	31+89.49	26.42' RT	761.91
12	31+89.49	36.19' RT	762.11
13	31+84.18	26.42' RT	761.81
14	31+84.18	36.19' RT	762.01
15	31+82.18	26.42' RT	761.77
16	31+74.23	36.42' RT	761.92
17	31+79.24	26.42' RT	761.75
18	31+72.72	36.42' RT	761.90

LEGEND

- DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)
- DETECTABLE WARNING

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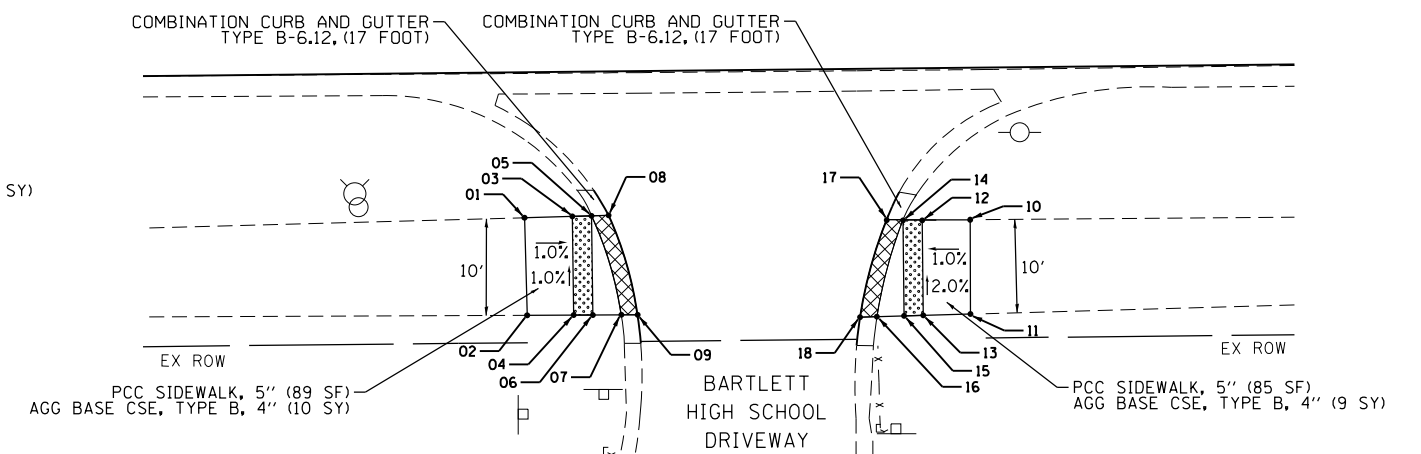
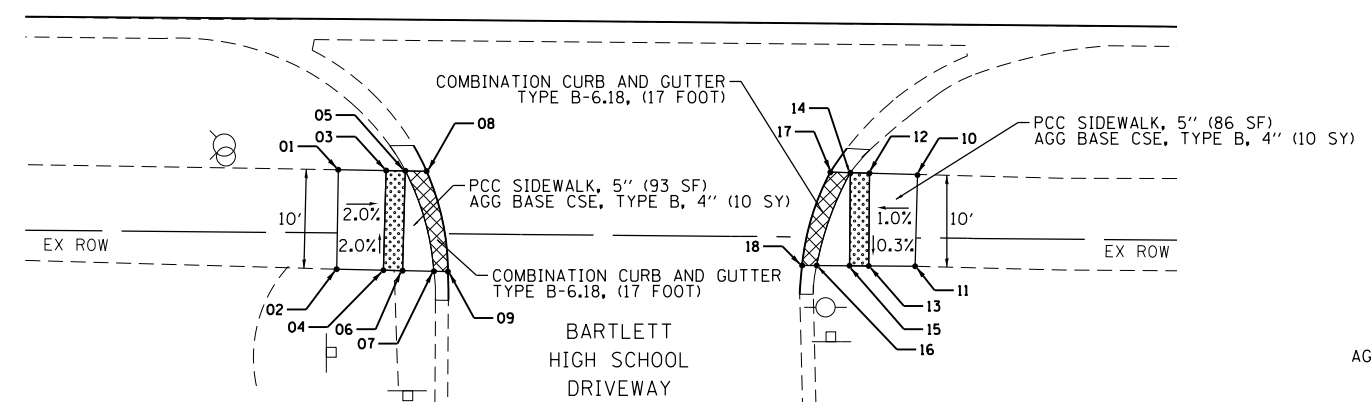
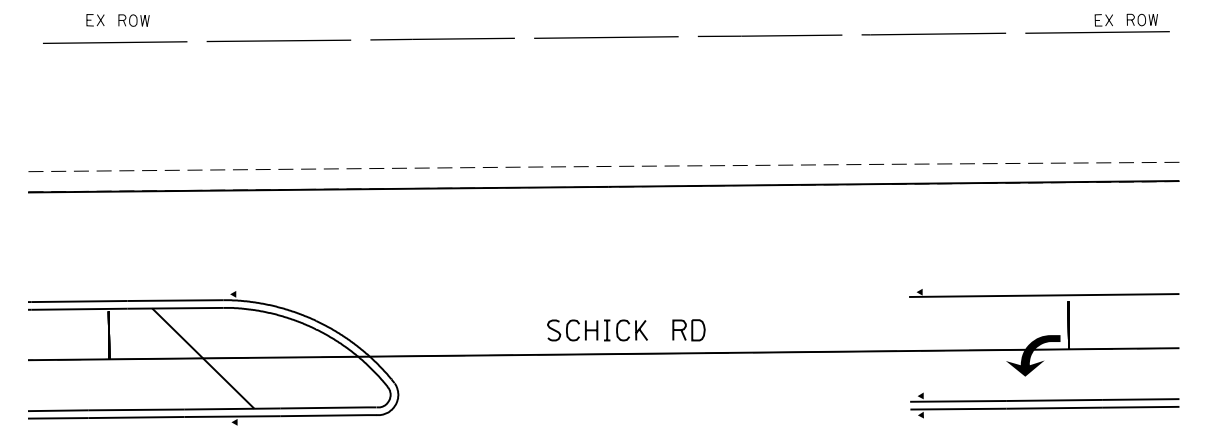
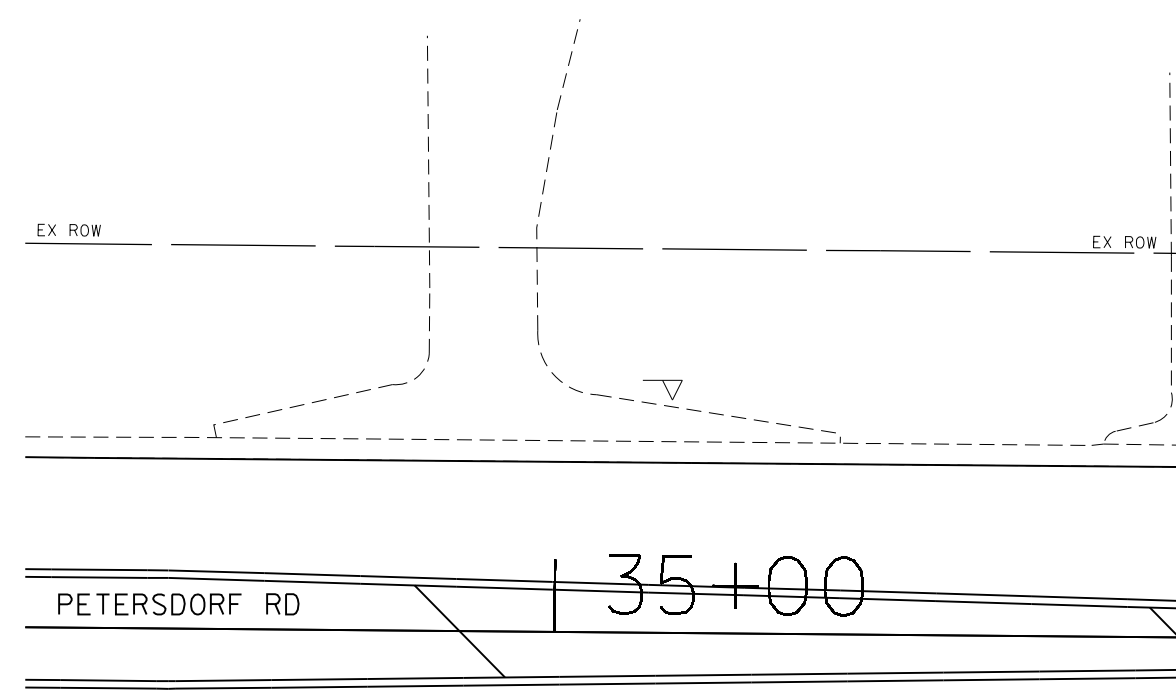
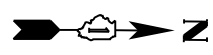
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PLOT DATE = 12/27/2018	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
ADA RAMP ELEVATION PLAN**

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

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 20
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F54	



BARTLETT HIGH SCHOOL - STAFF ENTRANCE			
POINT No.:	STATION	OFFSET	ELEVATION
1	34+77.75	33.42' RT	M.E.
2	34+77.67	43.78' RT	M.E.
3	34+82.75	33.46' RT	774.23
4	34+82.54	43.85' RT	774.43
5	34+84.75	33.48' RT	774.21
6	34+84.54	43.88' RT	774.41
7	34+87.82	43.92' RT	774.35
8	34+86.97	33.51' RT	774.19
9	34+89.26	43.94' RT	774.33

BARTLETT HIGH SCHOOL - STAFF ENTRANCE			
POINT No.:	STATION	OFFSET	ELEVATION
10	35+38.11	33.39' RT	M.E.
11	35+37.94	42.96' RT	M.E.
12	35+33.11	33.31' RT	775.85
13	35+33.11	42.96' RT	775.82
14	35+31.11	33.27' RT	775.83
15	35+31.11	42.96' RT	775.80
16	35+27.69	42.96' RT	775.78
17	35+29.03	33.24' RT	775.81
18	35+26.18	42.96' RT	775.76

BARTLETT HIGH SCHOOL - VISITOR ENTRANCE			
POINT No.:	STATION	OFFSET	ELEVATION
1	207+30.94	32.98' RT	M.E.
2	207+31.11	43.15' RT	M.E.
3	207+35.93	32.89' RT	776.93
4	207+35.94	43.17' RT	777.03
5	207+37.93	32.86' RT	776.91
6	207+37.94	43.18' RT	777.01
7	207+40.91	43.20' RT	776.95
8	207+39.70	32.83' RT	776.88
9	207+42.61	43.21' RT	776.93

BARTLETT HIGH SCHOOL - VISITOR ENTRANCE			
POINT No.:	STATION	OFFSET	ELEVATION
10	207+77.37	33.67' RT	M.E.
11	207+77.31	43.49' RT	M.E.
12	207+72.37	33.64' RT	776.57
13	207+72.38	43.58' RT	776.77
14	207+70.37	33.61' RT	776.55
15	207+70.38	43.62' RT	776.75
16	207+67.55	43.67' RT	776.72
17	207+68.67	33.57' RT	776.53
18	207+65.80	43.70' RT	776.70

LEGEND

- DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)
- DETECTABLE WARNING

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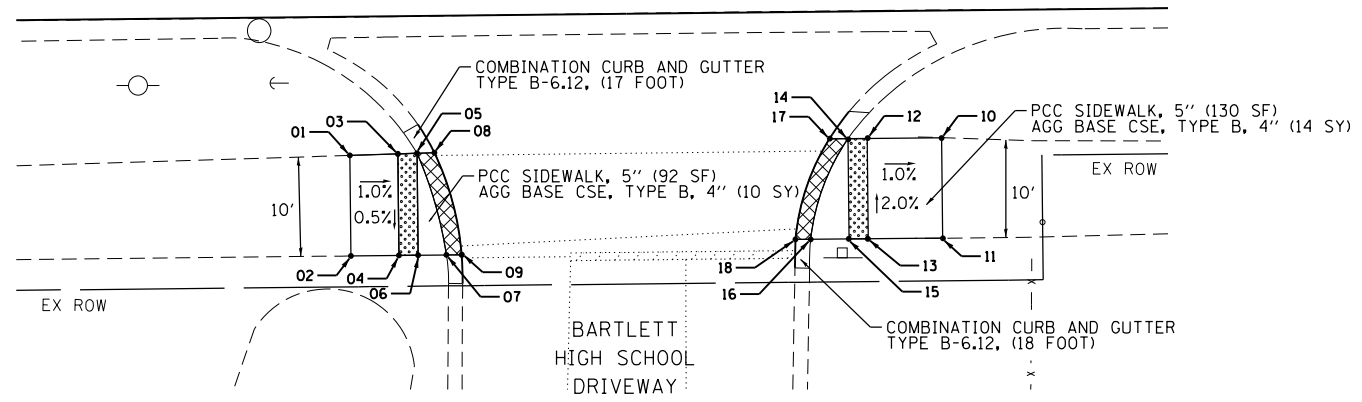
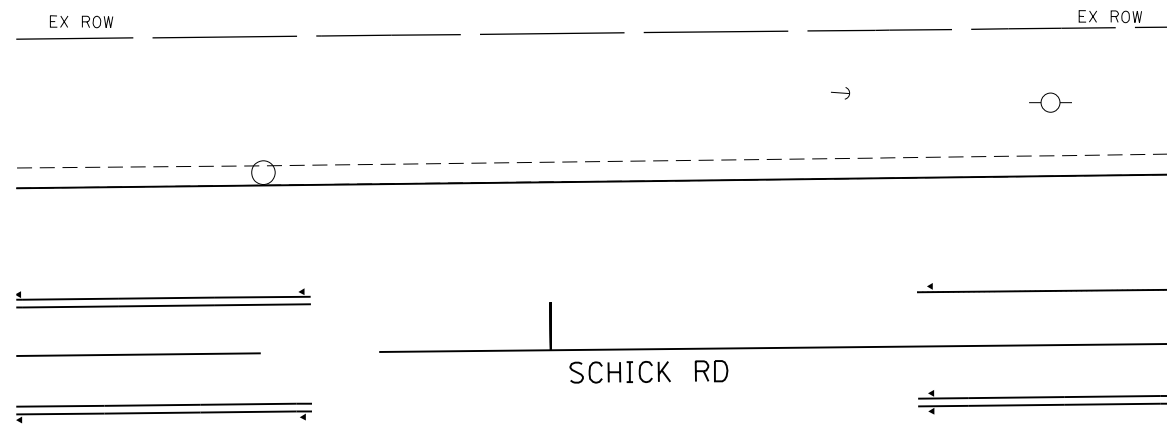
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PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
ADA RAMP ELEVATION PLAN**

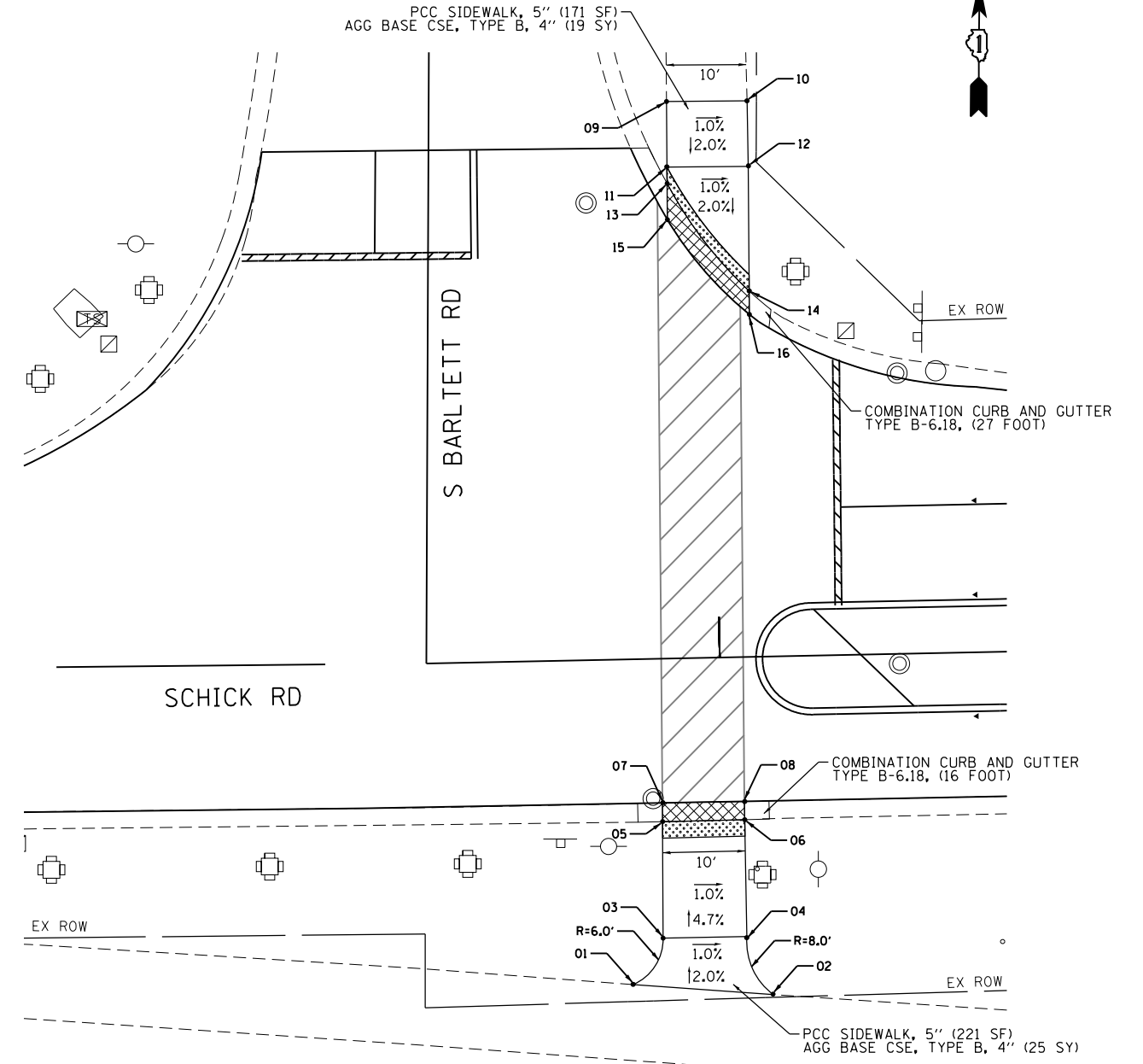
SCALE: 1"=10' SHEET 2 OF 6 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 21
CONTRACT NO. 61F54				
ILLINOIS FED. AID PROJECT				



HAWK DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
1	213+78.71	32.30' RT	M.E.
2	213+78.72	42.78' RT	M.E.
3	213+83.71	32.20' RT	758.53
4	213+83.72	42.77' RT	758.48
5	213+85.71	32.15' RT	758.51
6	213+85.72	42.77' RT	758.46
7	213+88.64	42.77' RT	758.44
8	213+87.51	32.12' RT	758.49
9	213+90.25	42.77' RT	758.42

HAWK DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
10	214+40.37	31.09' RT	M.E.
11	214+40.37	41.56' RT	M.E.
12	214+32.63	31.09' RT	757.48
13	214+32.62	41.55' RT	757.68
14	214+30.63	31.09' RT	757.46
15	214+30.62	41.54' RT	757.66
16	214+26.63	41.54' RT	757.63
17	214+28.69	31.09' RT	757.44
18	214+25.04	41.54' RT	757.61



S. BARTLETT ROAD			
POINT No.:	STATION	OFFSET	ELEVATION
1	227+88.62	39.68' RT	M.E.
2	228+05.73	41.26' RT	M.E.
3	227+07.60	34.10' RT	745.57
4	228+02.62	34.10' RT	745.47
5	227+92.63	19.90' RT	744.90
6	228+02.65	19.48' RT	744.80
7	227+92.67	17.57' RT	744.89
8	228+02.67	17.62' RT	744.79

S. BARTLETT ROAD			
POINT No.:	STATION	OFFSET	ELEVATION
9	227+94.88	67.96' LT	M.E.
10	228+04.71	67.84' LT	M.E.
11	227+94.81	62.33' LT	744.94
12	228+04.73	62.20' LT	744.84
13	227+94.76	57.96' LT	744.90
14	228+04.51	44.64' LT	744.56
15	227+94.70	53.54' LT	744.88
16	228+04.48	41.78' LT	744.54

LEGEND

- DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)
- DETECTABLE WARNING

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\CA00_Sheets\170-002_ADA_SHEET_03.dgn



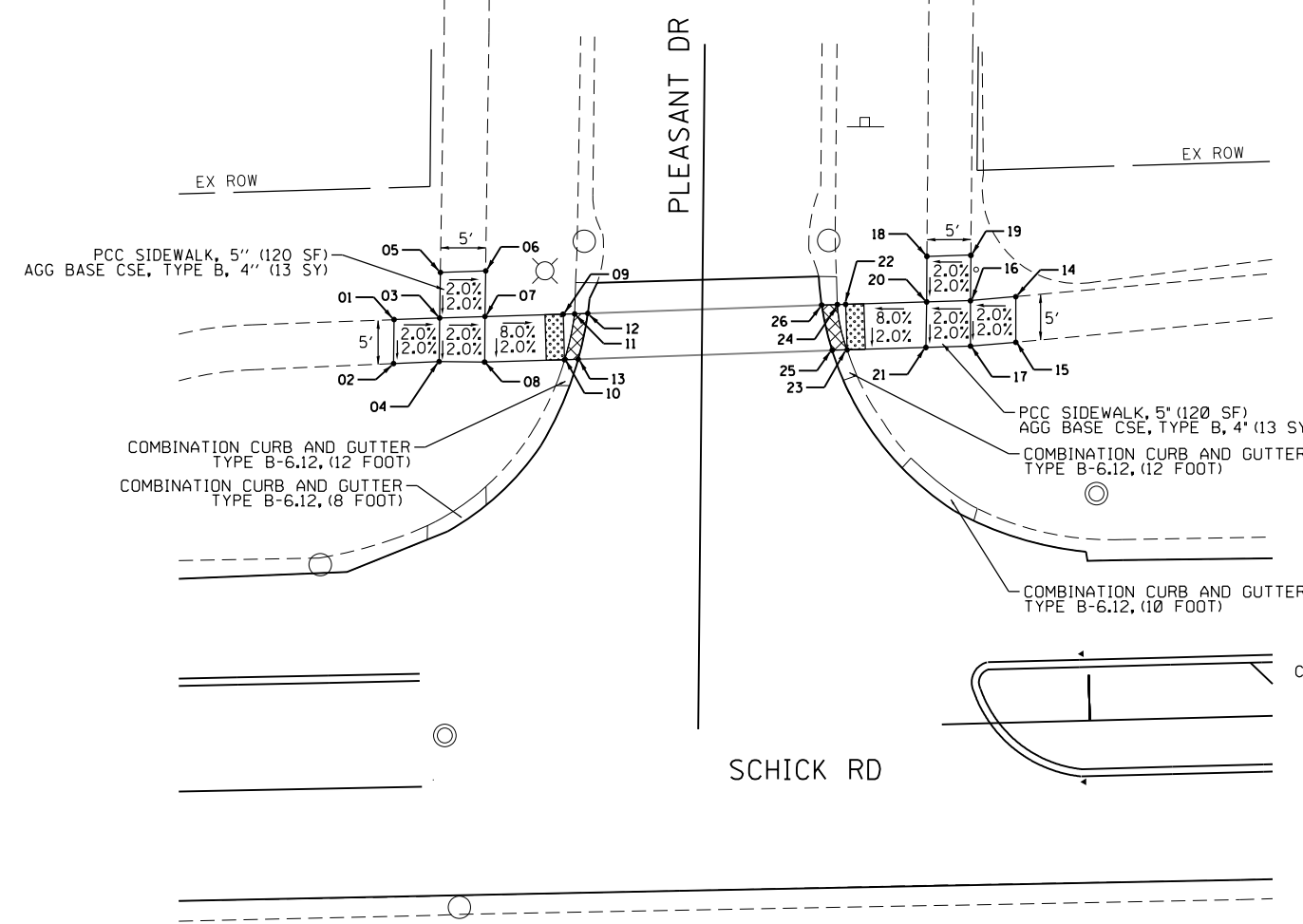
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PLOT DATE = 12/27/2018	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
ADA RAMP ELEVATION PLAN**

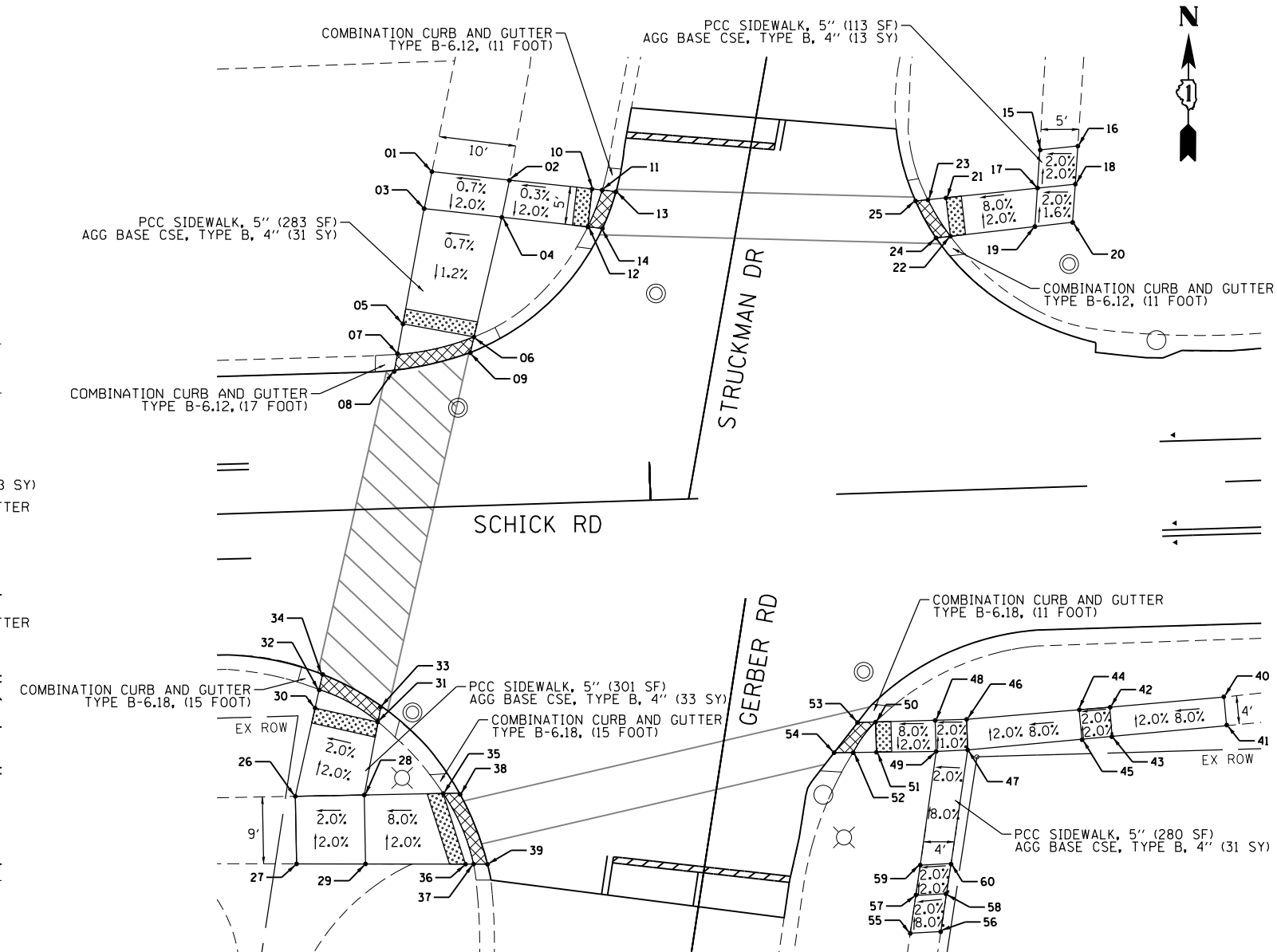
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F.A.U. RTE. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 22
CONTRACT NO. 61F54				
ILLINOIS FED. AID PROJECT				



PLEASANT DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
1	238+24.57	45.65' LT	M.E.
2	238+24.42	40.81' LT	M.E.
3	238+29.58	45.72' LT	745.60
4	238+29.43	40.92' LT	745.56
5	238+29.77	50.72' LT	M.E.
6	238+34.74	50.76' LT	M.E.
7	238+34.57	45.77' LT	745.56
8	238+34.42	40.76' LT	745.46
9	238+43.14	45.84' LT	744.88
10	238+43.18	40.85' LT	744.78
11	238+44.40	45.86' LT	744.86
12	238+45.85	45.87' LT	744.85
13	238+44.69	40.86' LT	744.76

PLEASANT DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
14	238+93.07	46.72' LT	M.E.
15	238+92.93	41.70' LT	M.E.
16	238+88.08	46.40' LT	745.61
17	238+87.95	41.40' LT	745.51
18	238+83.44	51.38' LT	M.E.
19	238+88.25	51.40' LT	M.E.
20	238+83.27	46.38' LT	745.51
21	238+83.07	41.38' LT	745.41
22	238+74.15	46.29' LT	744.87
23	238+74.20	41.30' LT	744.77
24	238+73.24	46.29' LT	744.86
25	238+72.55	41.28' LT	744.75
26	238+71.52	46.27' LT	744.84



GERBER ROAD/STRUCKMAN DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
1	250+72.85	43.83' LT	M.E.
2	250+82.94	42.39' LT	M.E.
3	250+71.68	39.03' LT	756.49
4	250+81.80	37.59' LT	756.56
5	250+68.43	24.06' LT	756.30
6	250+77.66	22.06' LT	756.50
7	250+67.57	20.11' LT	756.26
8	250+67.13	18.05' LT	756.24
9	250+77.12	20.05' LT	756.48
10	250+93.69	40.90' LT	759.69
11	250+95.01	40.71' LT	759.69
12	250+92.97	35.97' LT	756.63
13	250+96.82	40.45' LT	756.70
14	250+94.88	35.69' LT	756.64
15	251+52.32	44.10' LT	M.E.
16	251+57.30	44.46' LT	M.E.
17	251+51.86	39.12' LT	758.61
18	251+56.80	39.49' LT	758.71
19	251+51.36	34.11' LT	758.69
20	251+56.30	34.51' LT	758.73
21	251+39.87	38.24' LT	757.81
22	251+40.28	33.20' LT	757.91

GERBER ROAD/STRUCKMAN DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
23	251+37.49	38.07' LT	757.79
24	251+38.41	33.05' LT	757.89
25	251+35.88	37.95' LT	757.77
26	250+52.37	37.19' RT	M.E.
27	250+52.26	46.01' RT	M.E.
28	250+61.37	37.30' RT	756.15
29	250+61.26	46.32' RT	M.E.
30	250+55.34	25.73' RT	755.97
31	250+63.50	27.84' RT	756.07
32	250+55.95	23.35' RT	755.93
33	250+63.96	25.75' RT	756.05
34	250+56.46	21.38' RT	755.91
35	250+71.70	37.44' RT	756.98
36	250+74.31	46.76' RT	757.36
37	250+75.36	46.80' RT	757.38
38	250+73.82	37.47' RT	757.00
39	250+77.19	46.86' RT	757.40
40	251+74.06	28.14' RT	M.E.
41	251+74.27	31.89' RT	M.E.
42	251+59.08	28.99' RT	759.55
43	251+59.28	32.81' RT	759.58
44	251+55.09	29.20' RT	759.47

GERBER ROAD/STRUCKMAN DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
45	251+55.32	33.05' RT	759.55
46	251+40.36	29.96' RT	758.32
47	251+40.35	33.96' RT	758.35
48	251+36.25	29.95' RT	758.24
49	251+36.24	34.02' RT	758.28
50	251+28.44	29.93' RT	757.74
51	251+28.43	33.88' RT	757.66
52	251+25.39	33.82' RT	757.60
53	251+26.10	29.92' RT	757.72
54	251+22.88	33.77' RT	757.58
55	251+32.09	57.67' RT	M.E.
56	251+36.08	57.57' RT	M.E.
57	251+32.98	52.75' RT	759.55
58	251+36.98	52.66' RT	759.58
59	251+33.68	48.82' RT	759.47
60	251+37.71	48.72' RT	759.55

LEGEND

- DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)
- DETECTABLE WARNING

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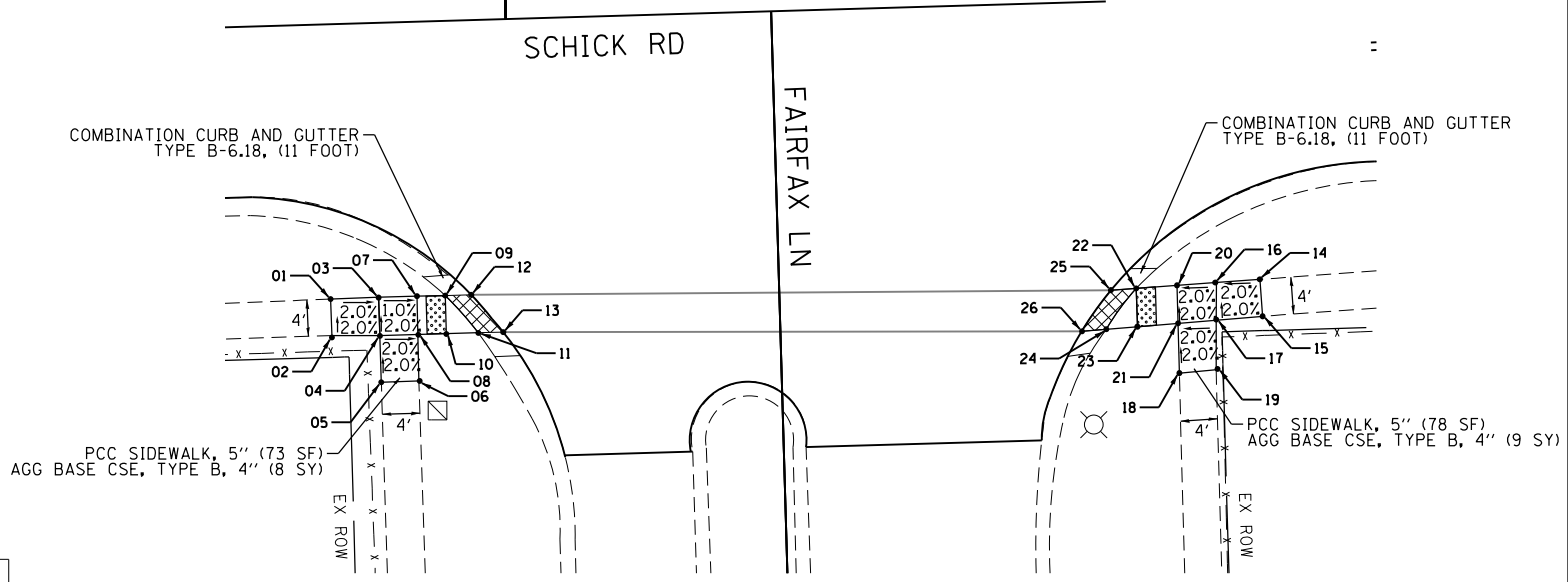
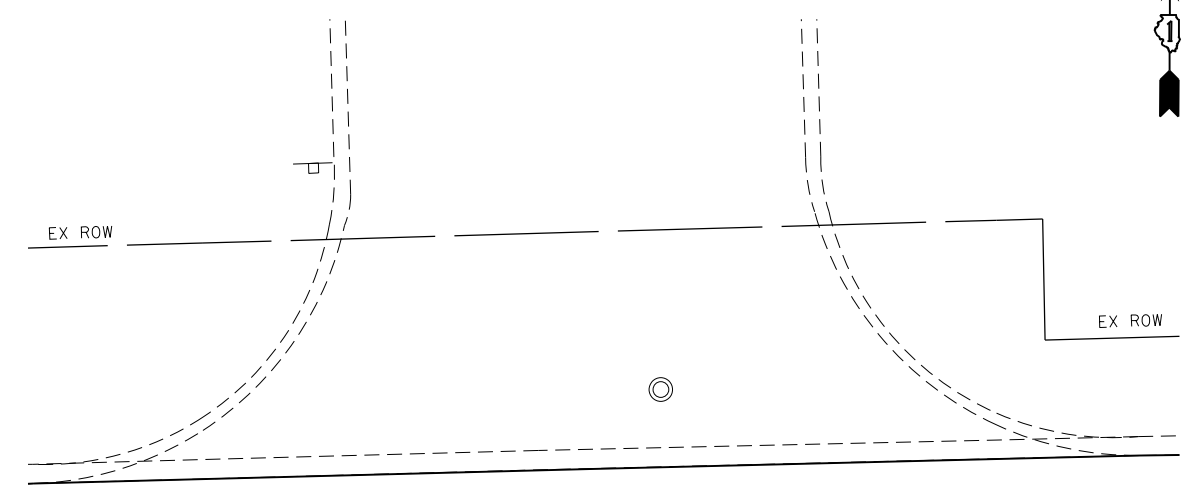
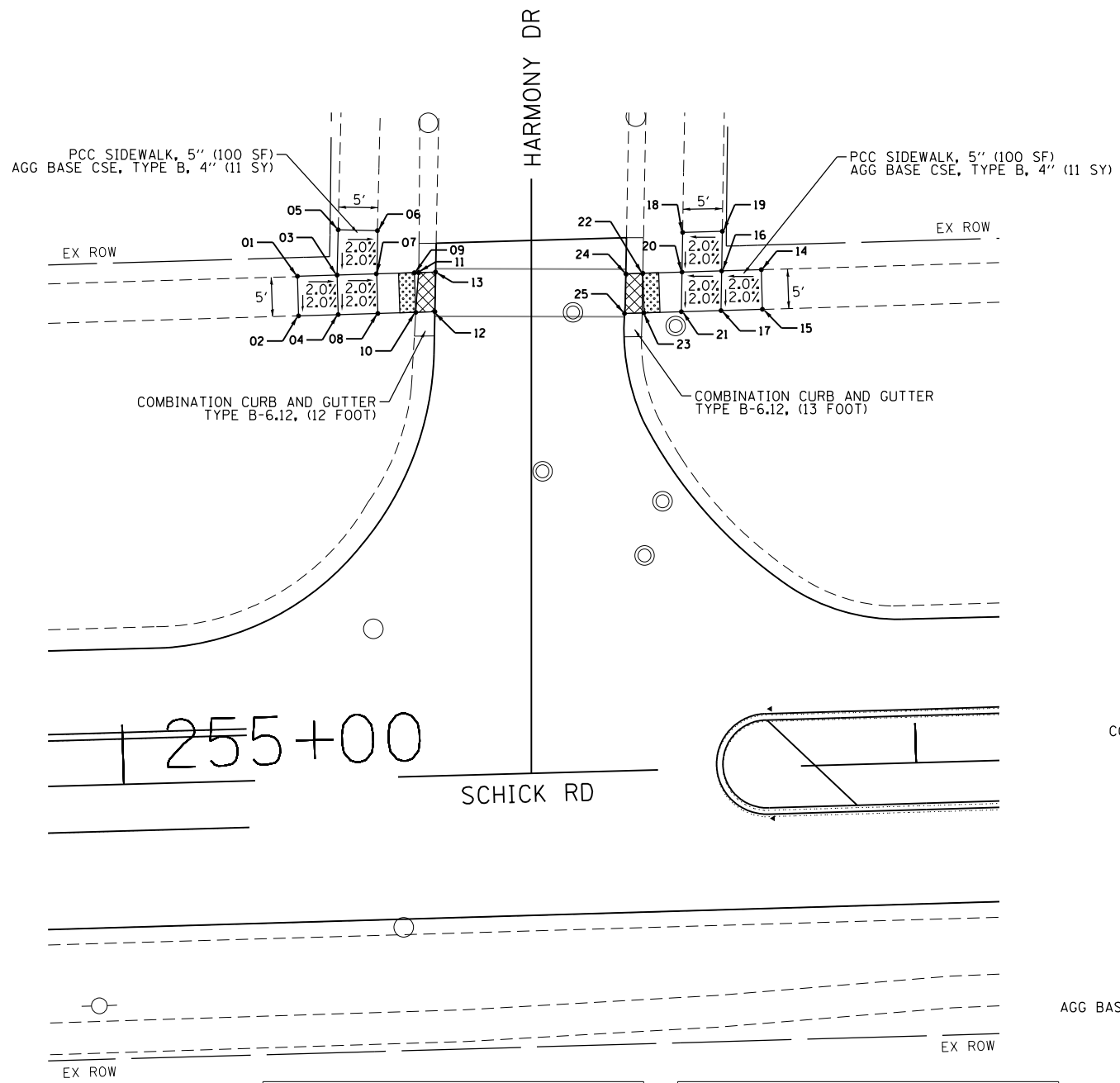
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PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
ADA RAMP ELEVATION PLAN**

SCALE: 1"=10' SHEET 4 OF 6 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 23
CONTRACT NO. 61F54				ILLINOIS FED. AID PROJECT



HARMONY DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
1	255+23.64	63.43' LT	M.E.
2	255+23.65	58.48' LT	M.E.
3	255+28.64	63.44' LT	-
4	255+28.65	58.49' LT	-
5	255+28.94	69.20' LT	M.E.
6	255+33.93	68.94' LT	M.E.
7	255+33.65	63.50' LT	-
8	255+33.66	58.50' LT	-
9	255+38.42	63.51' LT	-
10	255+38.45	58.51' LT	-
11	255+38.92	63.51' LT	-
12	255+40.84	58.52' LT	-
13	255+41.08	63.52' LT	-

HARMONY DRIVE			
POINT No.:	STATION	OFFSET	ELEVATION
14	255+82.15	62.70' LT	M.E.
15	255+82.16	57.70' LT	M.E.
16	255+77.15	62.69' LT	-
17	255+76.93	57.69' LT	-
18	255+72.37	67.67' LT	M.E.
19	255+77.37	67.67' LT	M.E.
20	255+72.15	62.67' LT	-
21	255+71.93	57.67' LT	-
22	255+67.21	62.66' LT	-
23	255+67.23	57.66' LT	-
24	255+65.06	62.66' LT	-
25	255+64.76	57.66' LT	-

FAIRFAX LANE			
POINT No.:	STATION	OFFSET	ELEVATION
1	262+80.92	28.64' RT	M.E.
2	262+80.93	32.44' RT	M.E.
3	262+85.92	28.58' RT	787.28
4	262+85.93	32.58' RT	787.36
5	262+85.94	37.45' RT	M.E.
6	262+89.85	37.44' RT	M.E.
7	262+89.92	28.60' RT	787.25
8	262+89.89	32.58' RT	787.32
9	262+92.85	28.62' RT	787.14
10	262+92.85	32.58' RT	787.22
11	262+96.18	32.58' RT	787.20
12	262+95.57	28.62' RT	787.12
13	262+98.79	32.61' RT	787.18

FAIRFAX LANE			
POINT No.:	STATION	OFFSET	ELEVATION
14	263+77.75	29.41' RT	M.E.
15	263+77.92	33.26' RT	M.E.
16	263+73.23	29.60' RT	787.81
17	263+73.09	33.52' RT	787.84
18	263+69.09	38.92' RT	M.E.
19	263+72.92	38.68' RT	M.E.
20	263+69.11	29.78' RT	787.73
21	263+69.10	33.73' RT	787.81
22	263+64.85	29.96' RT	787.43
23	263+64.86	33.96' RT	787.51
24	263+61.61	34.14' RT	787.49
25	263+62.23	30.08' RT	787.41
26	263+59.03	34.28' RT	787.47

*NOTE: SIDEWALK TO BE REPLACED SHALL BE VERIFIED BY THE ENGINEER TO MEET ADA STANDARDS, GRADE & SLOPE REQUIREMENTS.

LEGEND

- DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)
- DETECTABLE WARNING

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\CA000_Sheets\170-002_ADA_SHEET_05.dgn



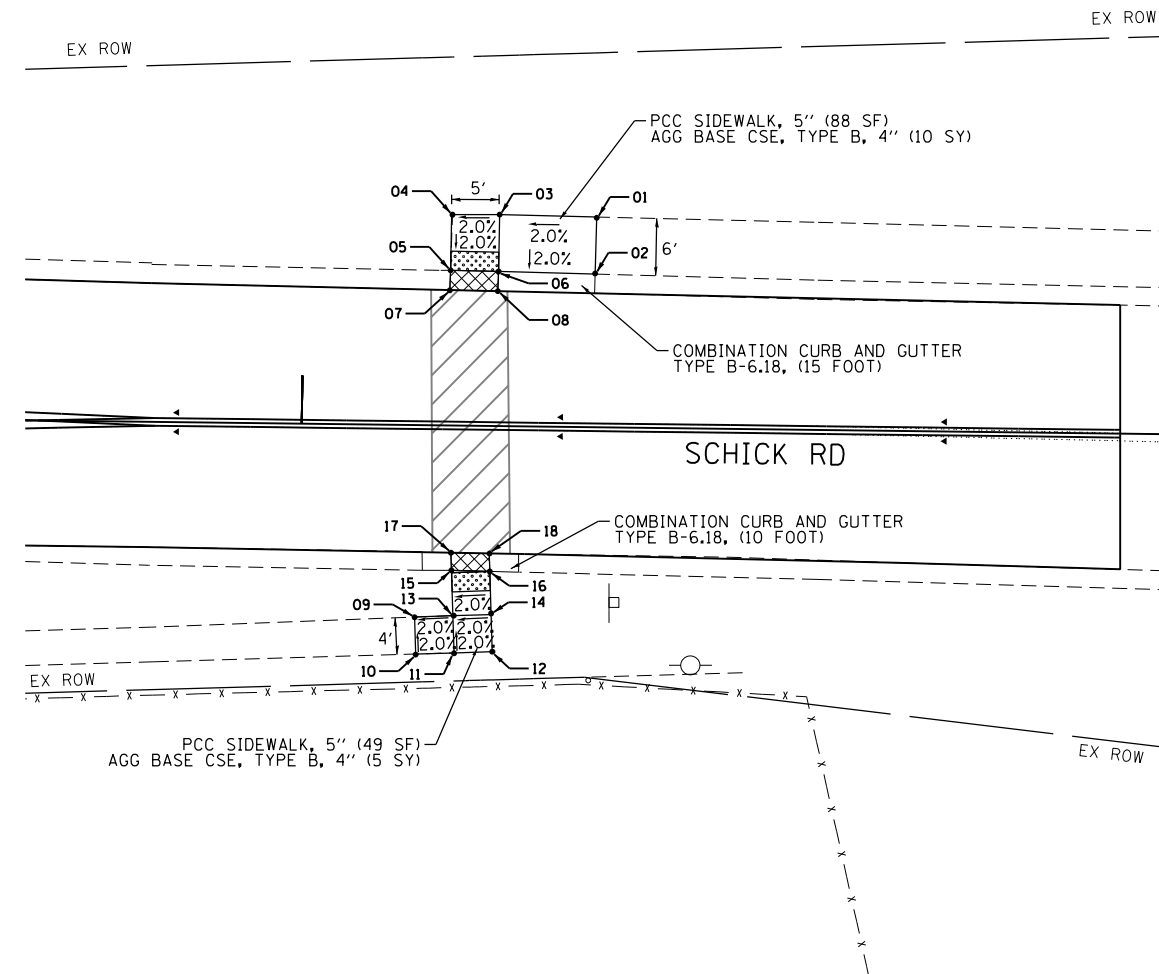
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PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
ADA RAMP ELEVATION PLAN**

SCALE: 1"=10' SHEET 5 OF 6 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 24
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F54	



MIDBLOCK - E. SCHICK ROAD			
POINT No.:	STATION	OFFSET	ELEVATION
1	267+30.47	21.92' LT	M.E.
2	267+30.38	15.97' LT	M.E.
3	267+20.35	22.04' LT	786.14
4	267+15.35	21.97' LT	786.04
5	267+15.30	16.17' LT	785.92
6	267+20.30	16.13' LT	786.02
7	267+15.26	14.12' LT	785.90
8	267+20.26	14.06' LT	786.00
9	267+11.99	20.00' RT	M.E.
10	267+12.15	23.85' RT	M.E.
11	267+16.15	23.69' RT	786.34
12	267+20.14	23.52' RT	786.37
13	267+15.98	19.80' RT	786.26
14	267+19.98	19.63' RT	786.34
15	267+15.78	15.09' RT	785.91
16	267+19.78	15.16' RT	785.99
17	267+15.71	13.25' RT	785.89
18	267+19.70	13.28' RT	785.97

LEGEND

- DEPRESSED CURB AND GUTTER
(TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)
- DETECTABLE WARNING

FILE NAME = F:\170-002 Schick-Petersdorf Resurfacing\CA00_Sheets\170-002_ADA_SHEET_06.dgn



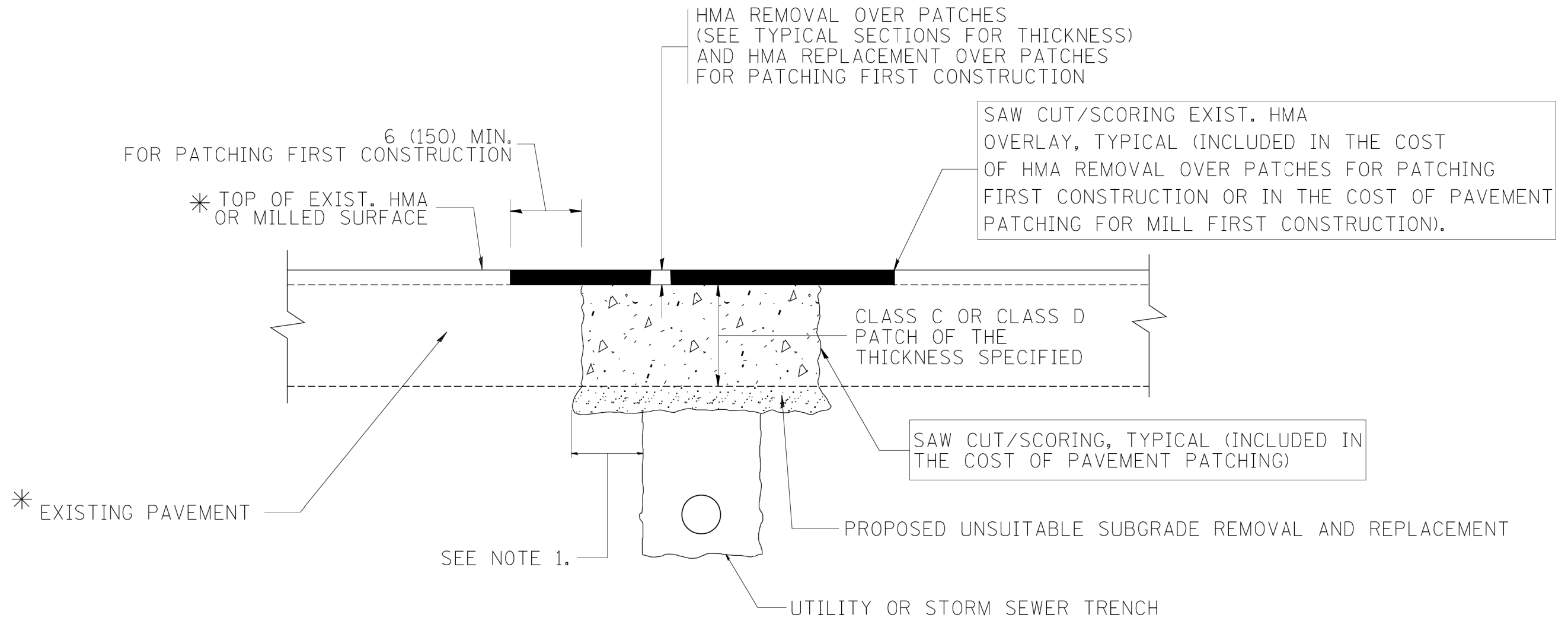
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DRAWN - JLT	REVISIONS -	
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PLOT DATE = 12/27/2018	DATE - 11/26/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT
ADA RAMP ELEVATION PLAN**

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

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 25
CONTRACT NO. 61F54				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)

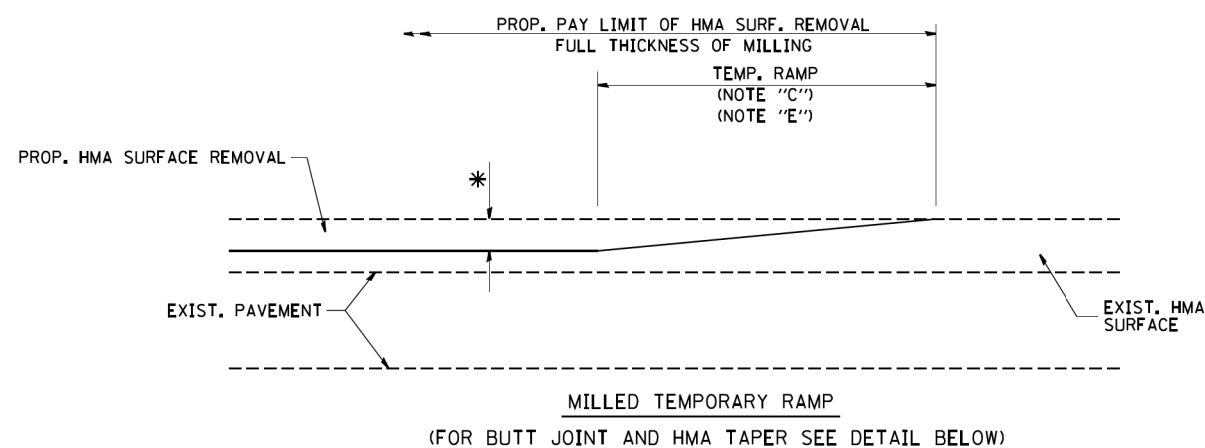
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

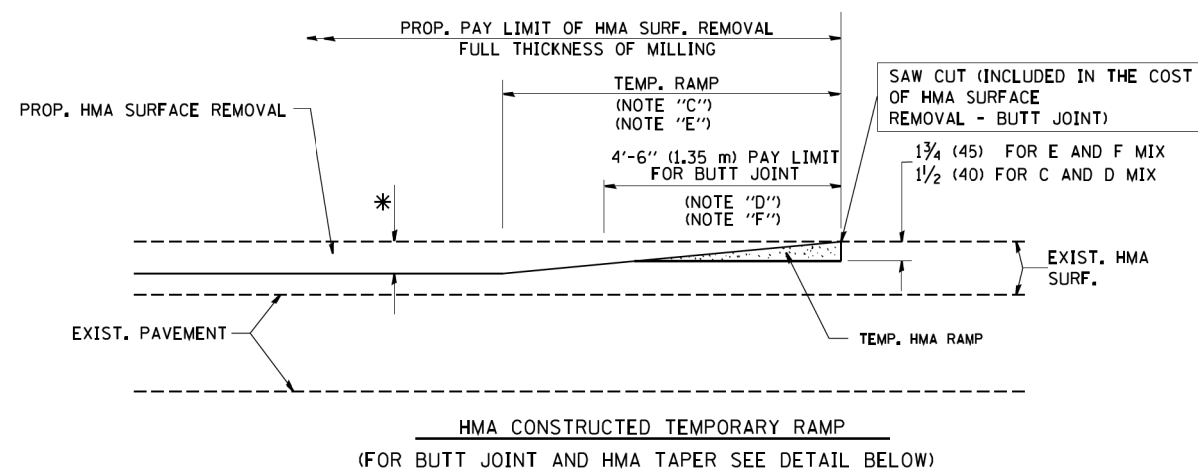
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.U. RTE. 1369/ 3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 27
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22) CONTRACT NO. 61F54			
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

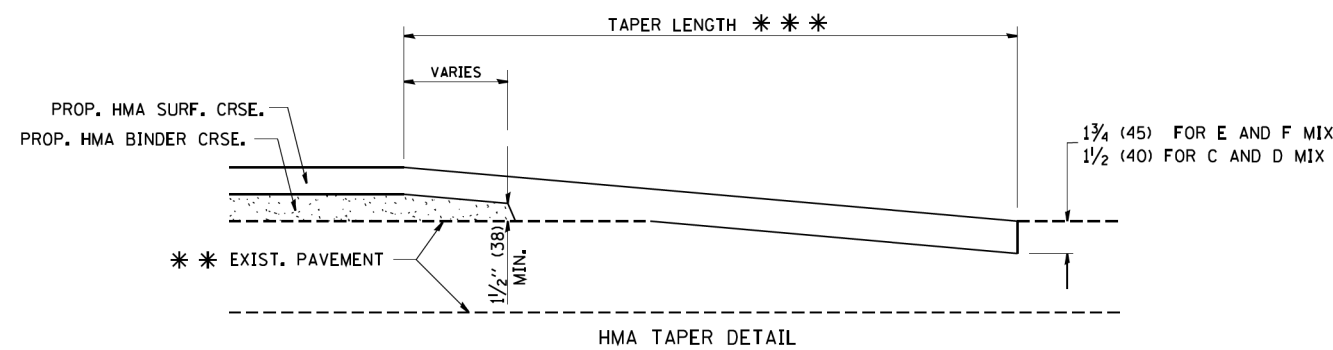
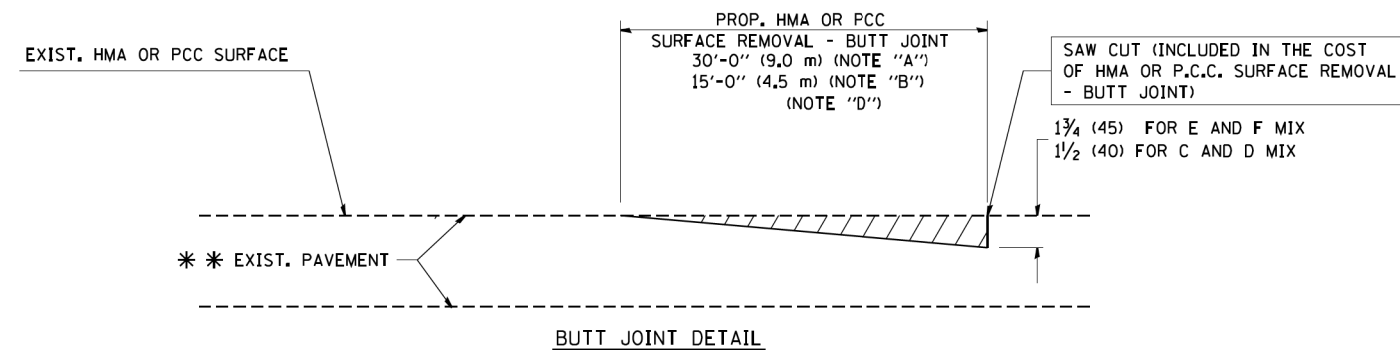


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

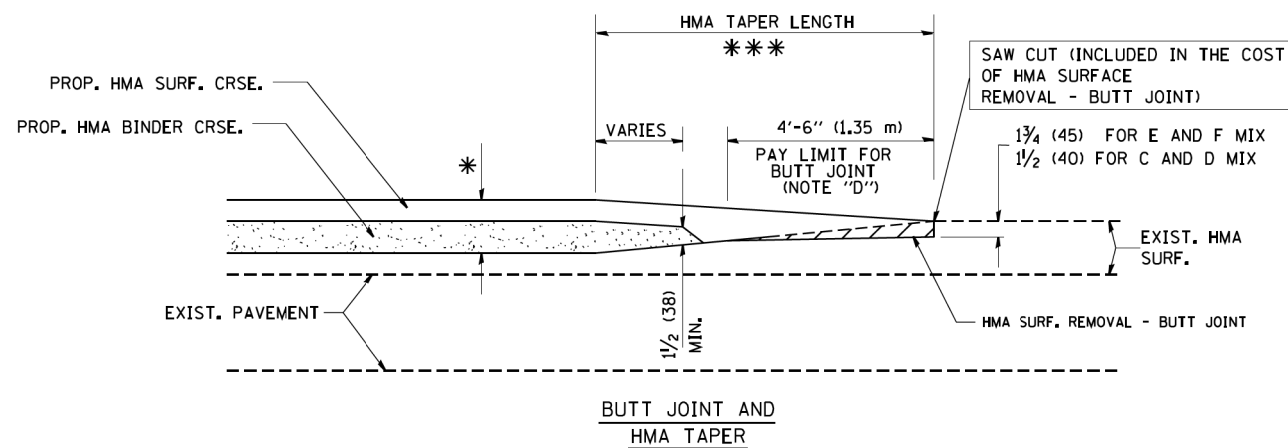
NOTES

- 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

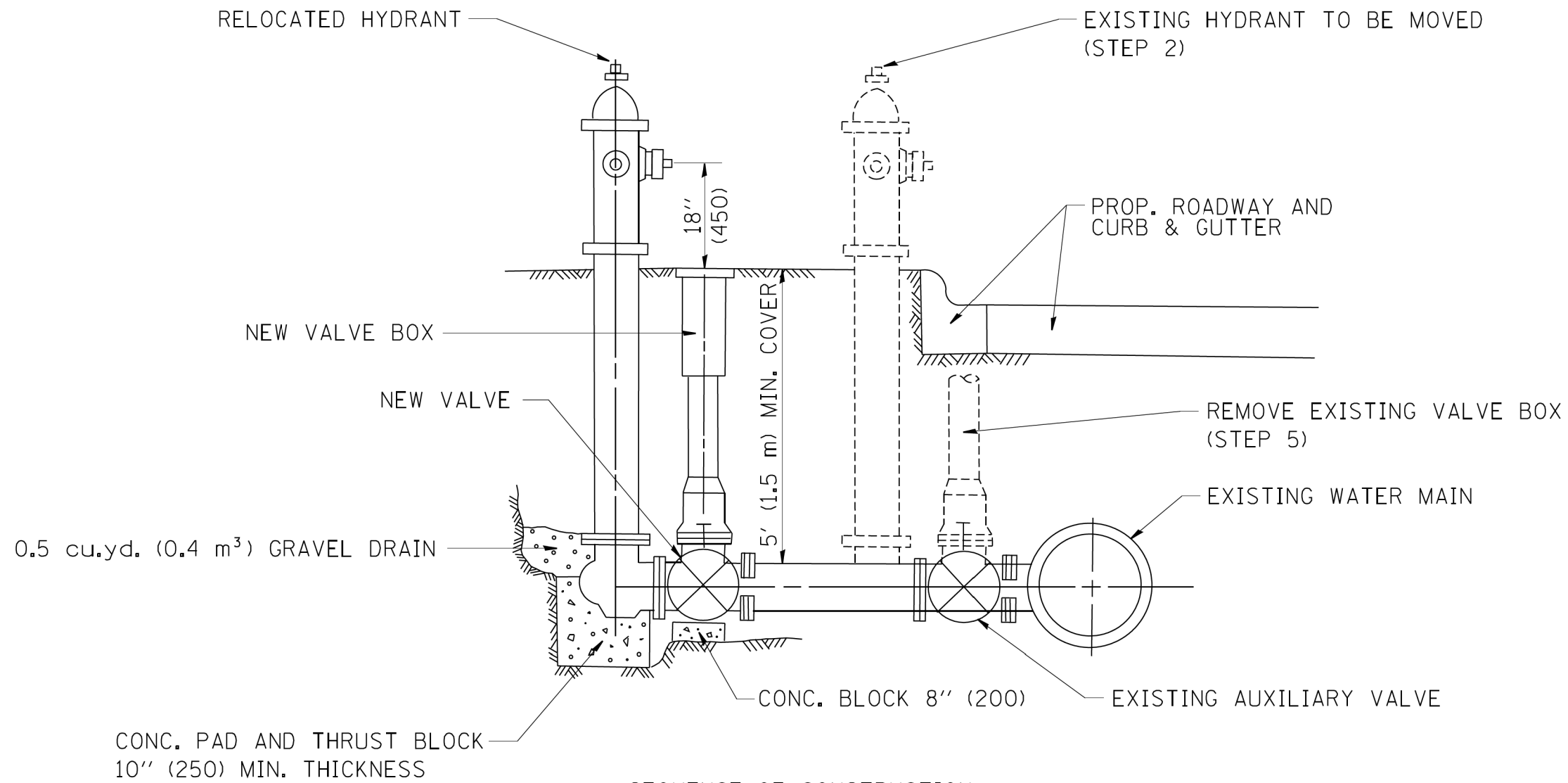
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.U. RTE. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 28
BD400-05 BD32		CONTRACT NO. 61F54		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SEQUENCE OF CONSTRUCTION:

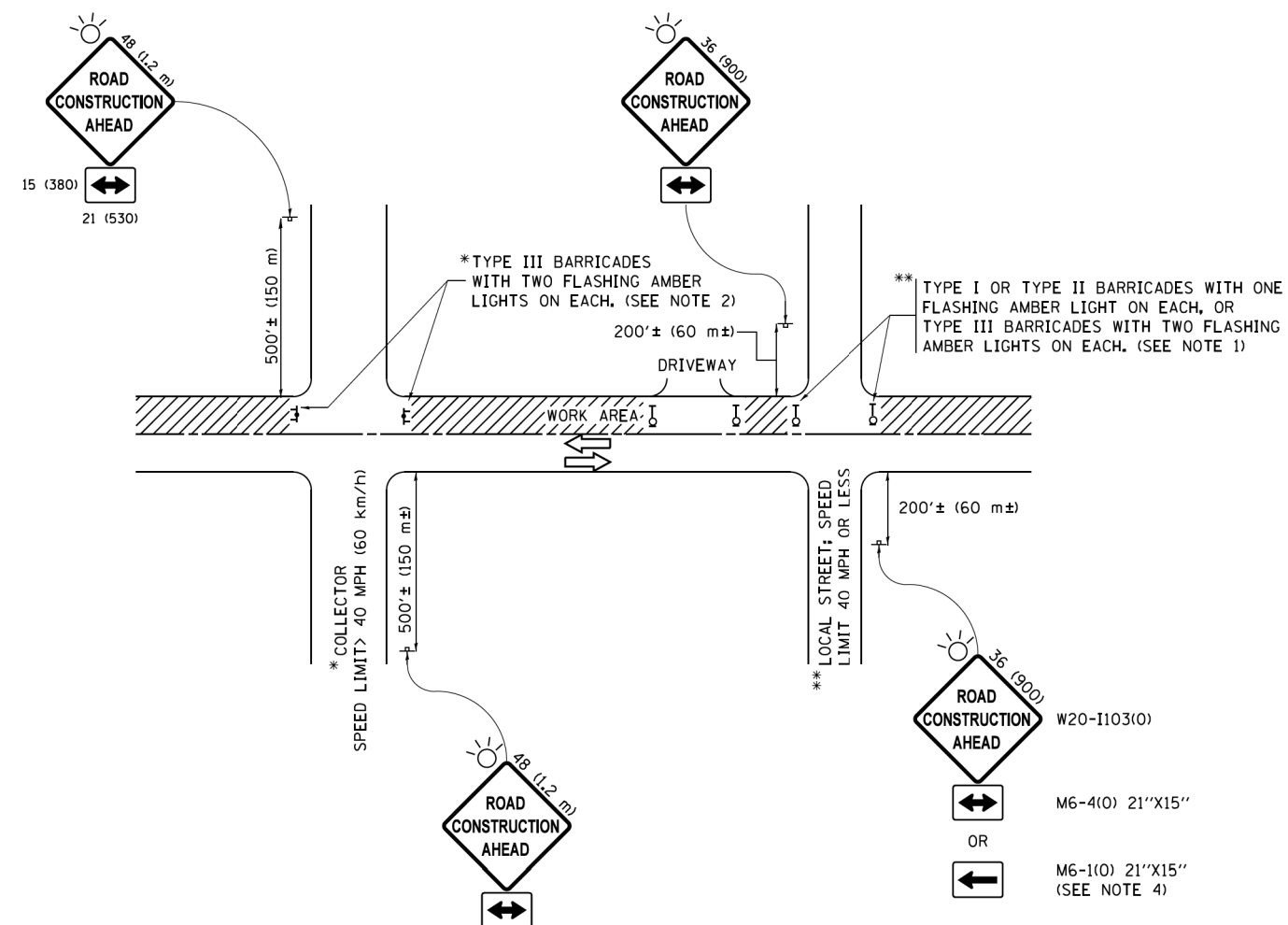
1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

FILE NAME = W:\diststd\22x34\bd36.dgn	USER NAME = geglanoht	DESIGNED -	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIRE HYDRANT TO BE MOVED			F.A.U. RTE. 1369/ 3800	SECTION 18-00091-00-R5	COUNTY	TOTAL SHEETS 36	SHEET NO. 29
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - R. SHAH 10-25-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD-36	DUPAGE	CONTRACT NO. 61F54	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



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.

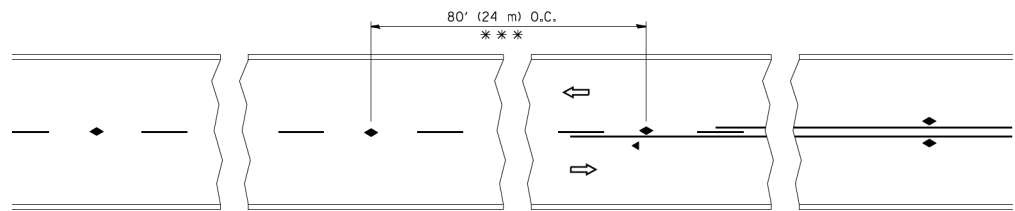
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	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

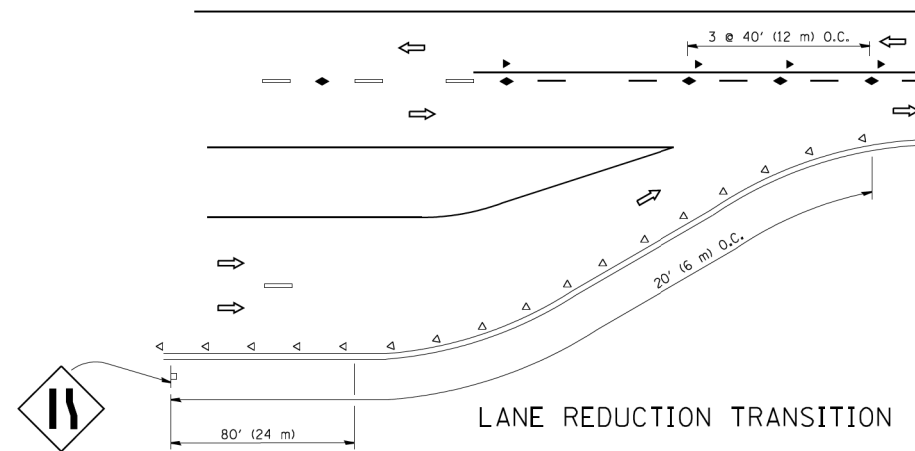
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TC-10		CONTRACT NO. 61F54		
ILLINOIS FED. AID PROJECT				

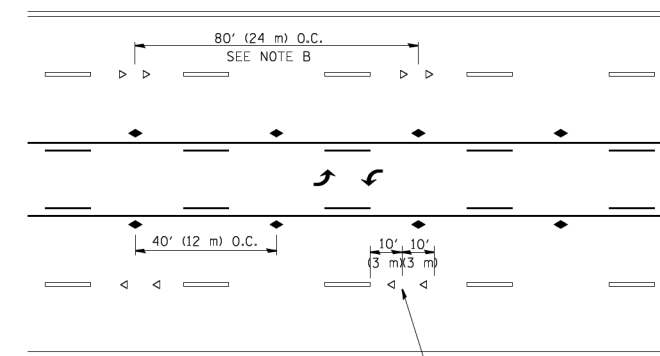


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

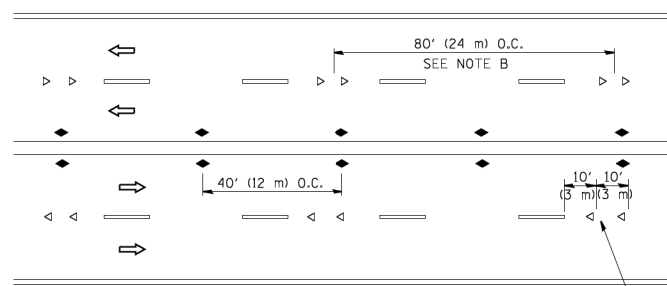
TWO-LANE/TWO-WAY



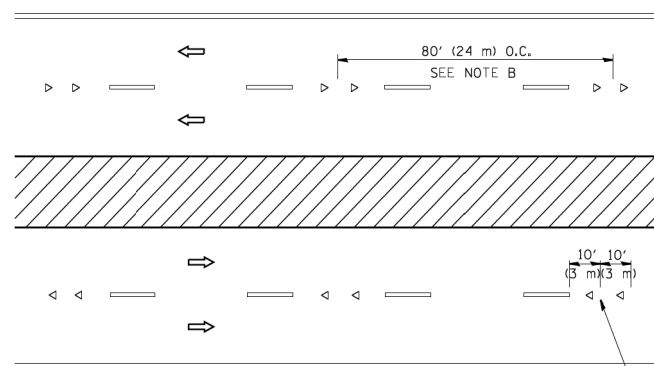
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

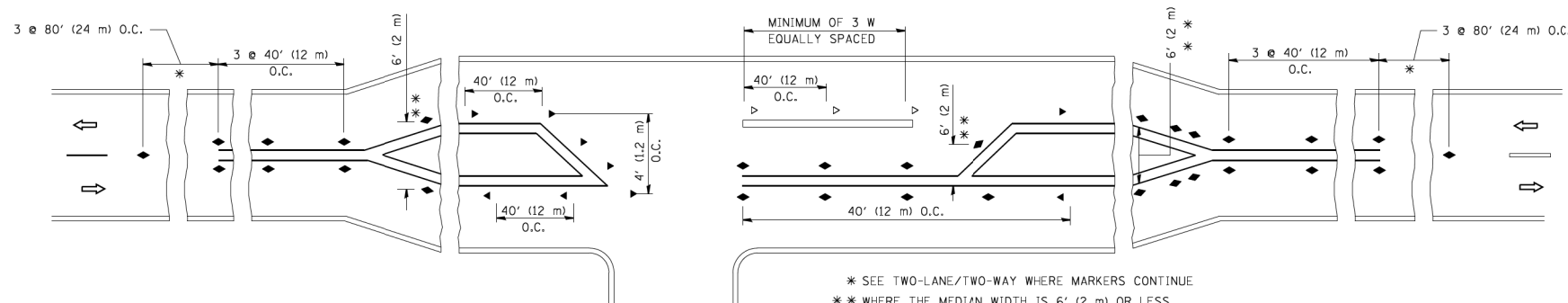
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- < ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

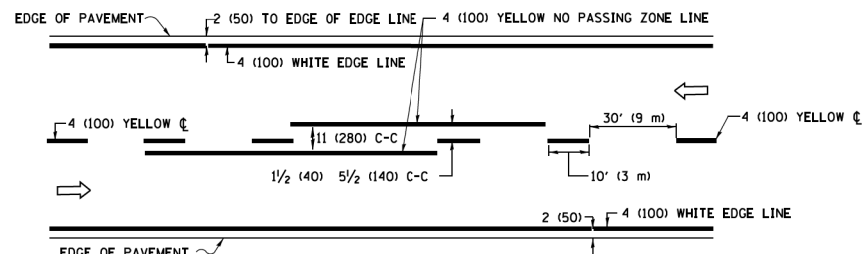
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		CHECKED -	REVISED - C. JUCIUS 09-09-09
		PLOT DATE = 3/2/2011	DATE -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

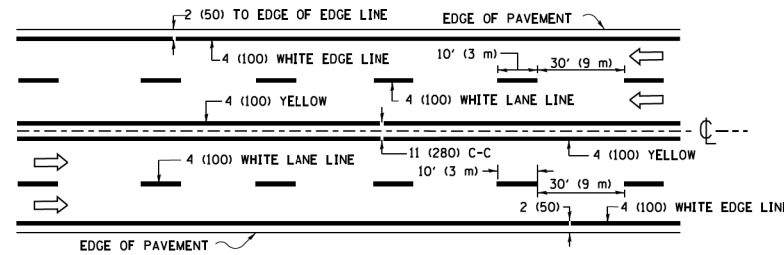
TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

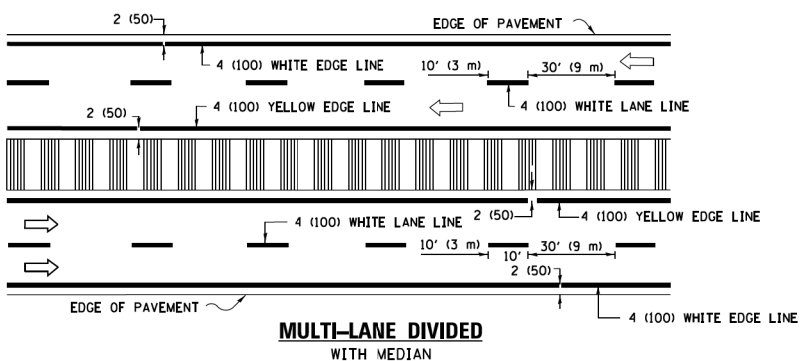
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TC-11		CONTRACT NO. 61F54		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

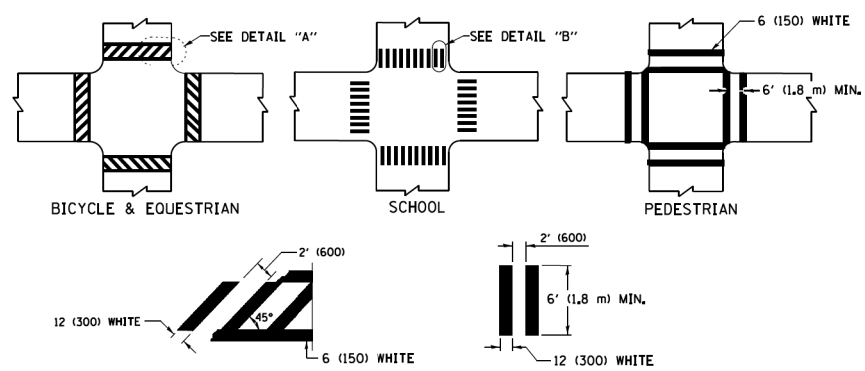


MULTI-LANE UNDIVIDED



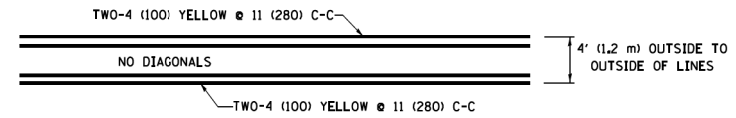
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

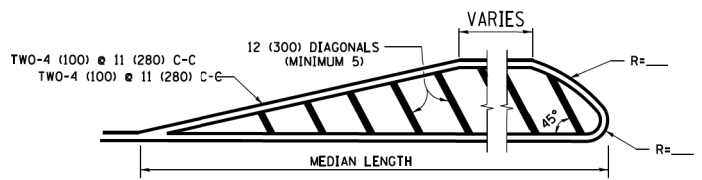


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

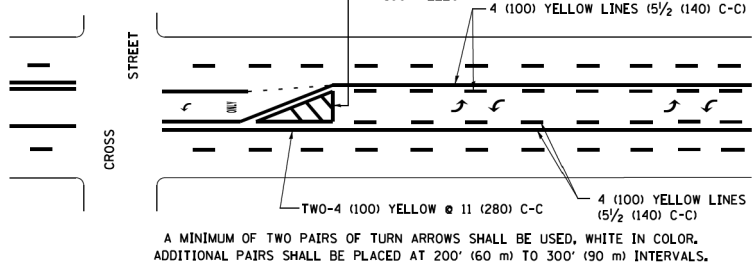


4' (1.2 m) WIDE MEDIANS ONLY

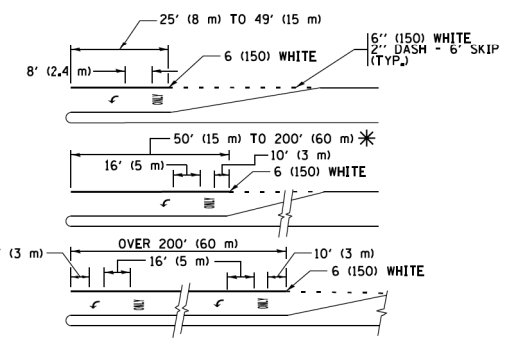


MEDIANS OVER 4' (1.2 m) WIDE

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

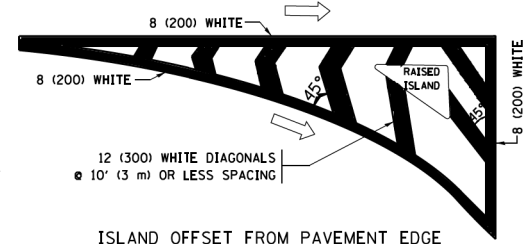


**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

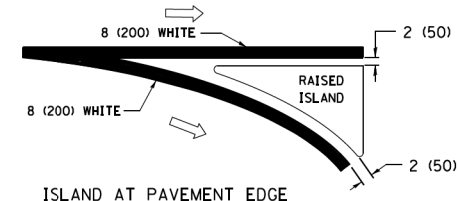


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

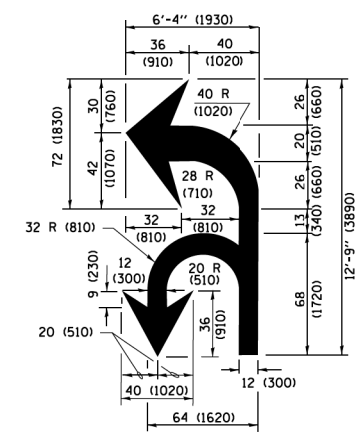
**TYPICAL LEFT (OR RIGHT) TURN LANE
TYPICAL TURN LANE MARKING**



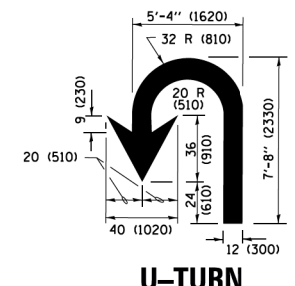
ISLAND OFFSET FROM PAVEMENT EDGE



**ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING**



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

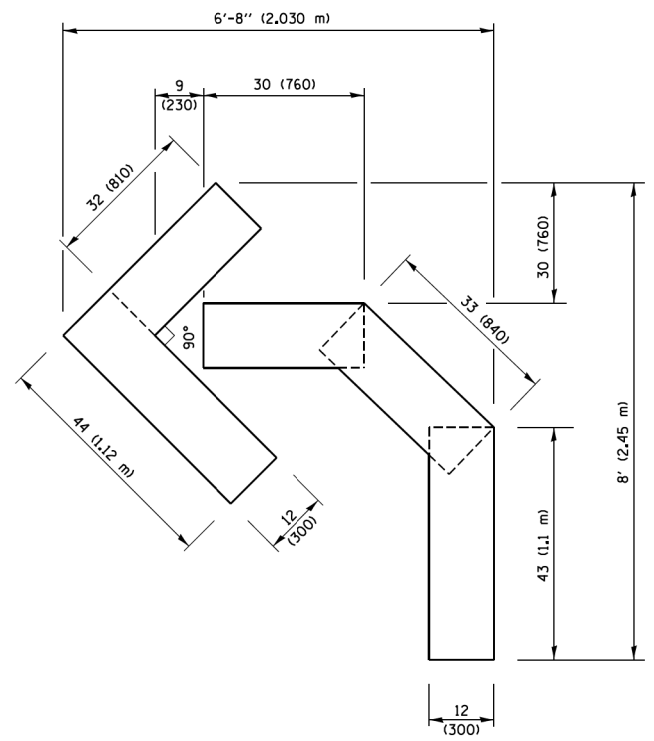
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

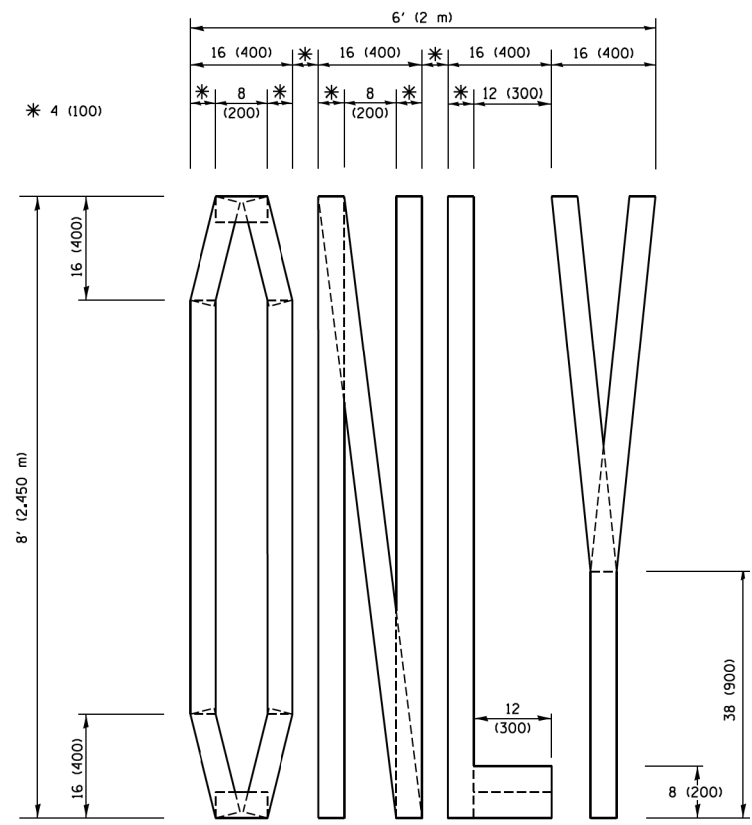
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Default	PLOT SCALE = 50,000' / in	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 4/13/2016	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

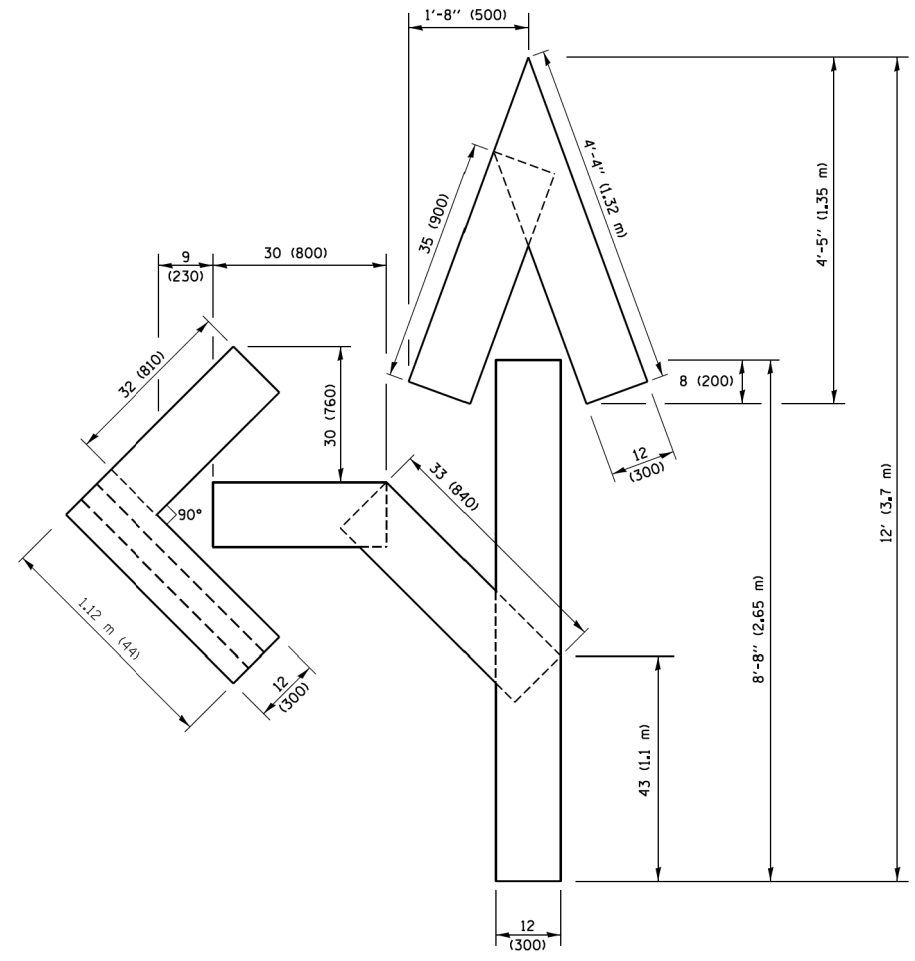
DISTRICT ONE		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		13697/3800	18-00091-00-R5	DUPAGE	36	32
SCALE: NONE		TC-13		CONTRACT NO. 61F54		
SHEET 1 OF 1 SHEETS		ILLINOIS FED. AID PROJECT				



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

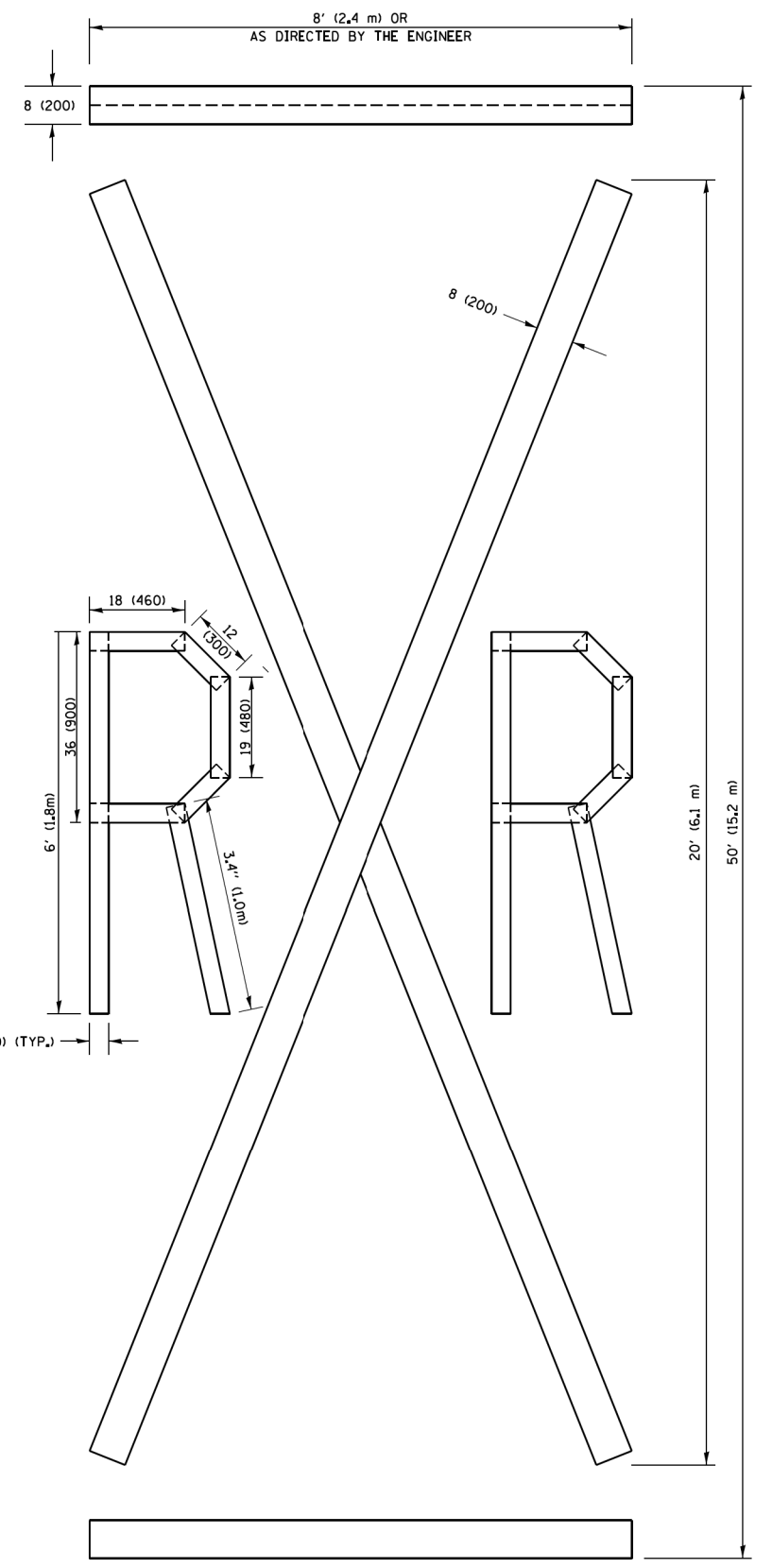


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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)

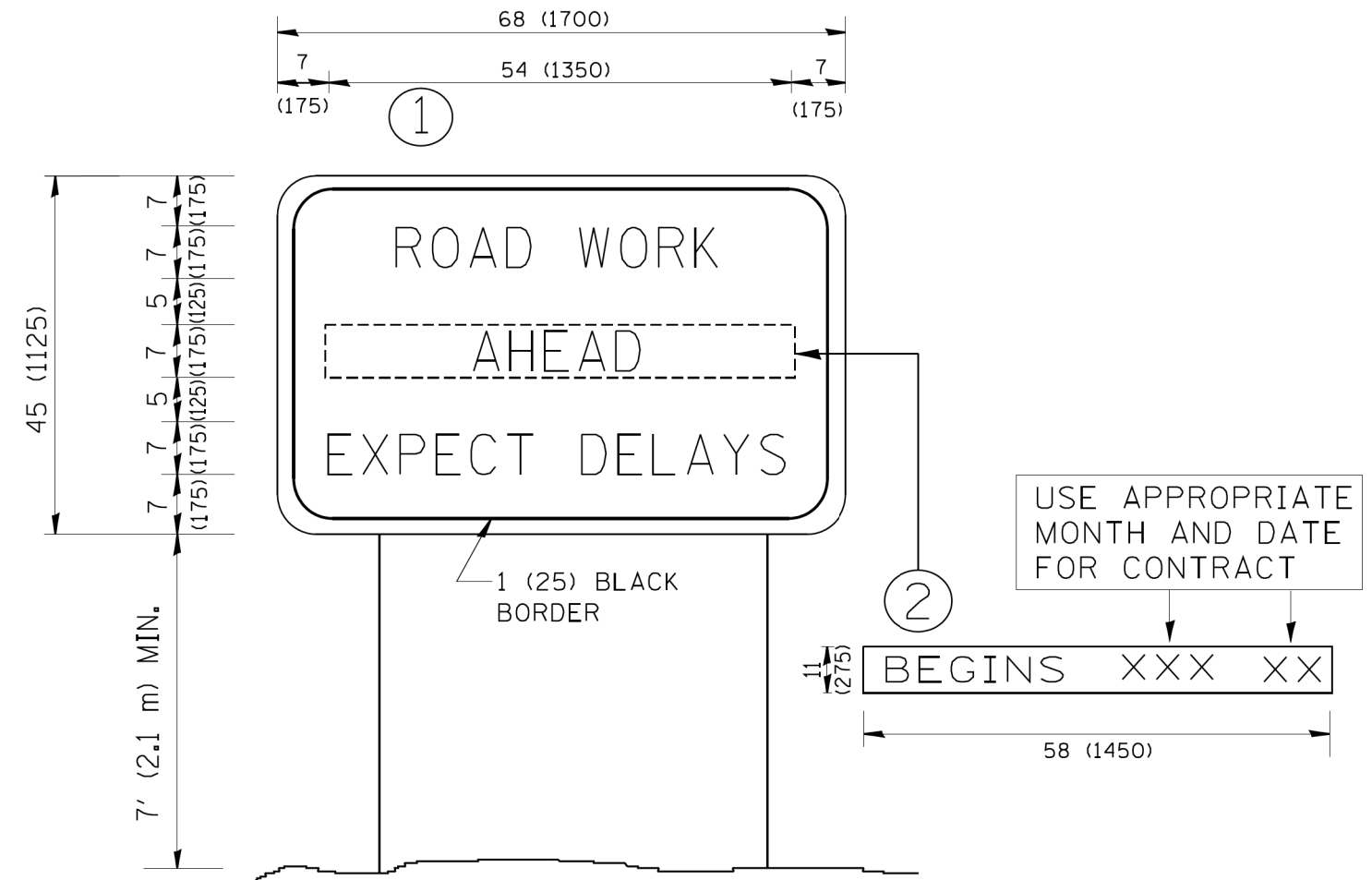
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
pw\1\084E81D\INTEG\illinois.gov\FWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\CADData\CADsheets\tc16.dgn		DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 50,0000' / 1"		CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 9/15/2016		DATE -	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. 13697/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 33
TC-16		CONTRACT NO. 61F54		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = geglanoht	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

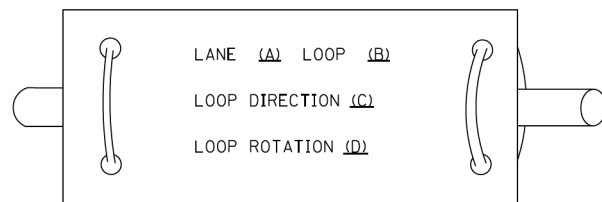
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 1369/ 3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 34
TC-22		CONTRACT NO. 61F54		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

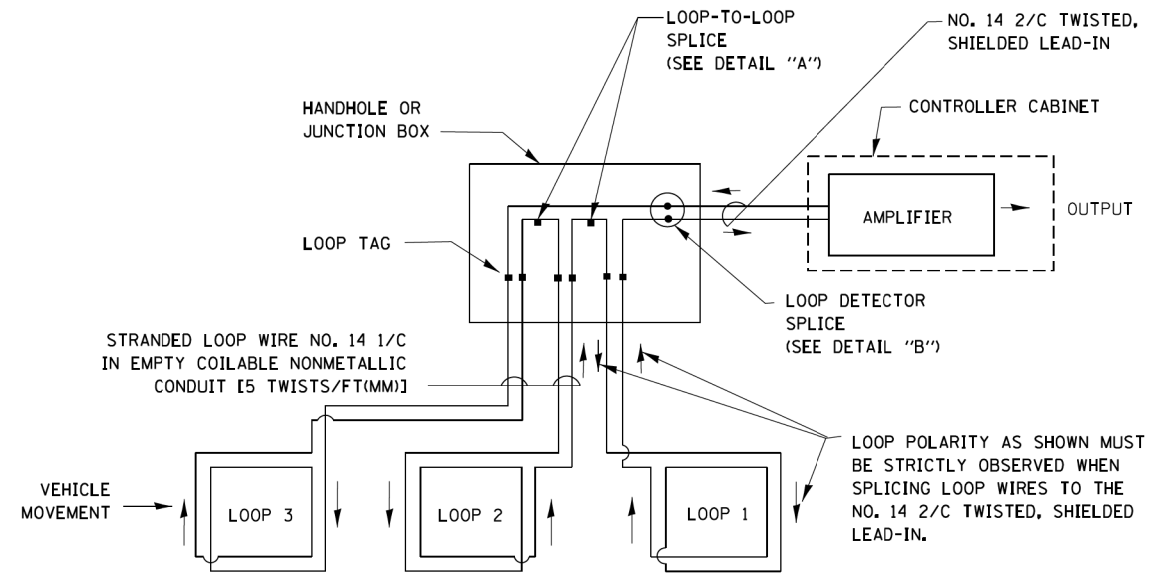
LOOP DETECTOR NOTES

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.

LOOP LEAD-IN CABLE TAG

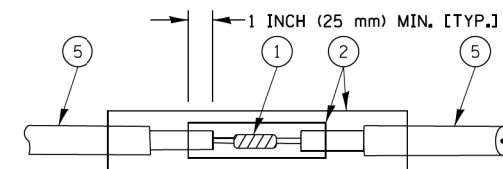


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

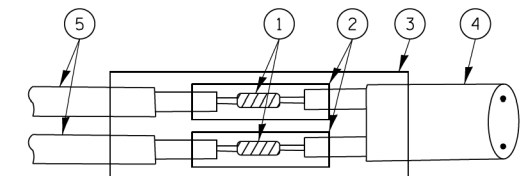


DETECTOR LOOP WIRING SCHEMATIC

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

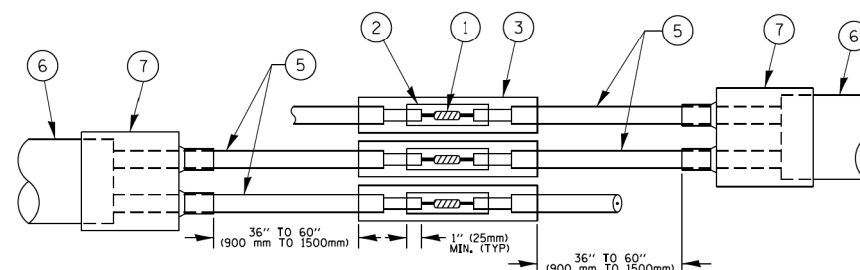


DETAIL "A"
LOOP-TO-LOOP SPLICE

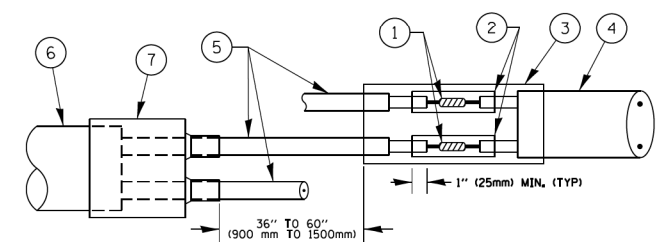


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

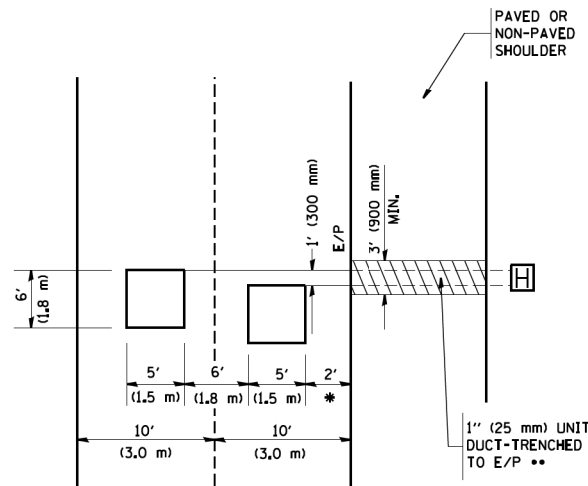
LOOP DETECTOR SPLICE

- 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 PREFORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS.

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. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 35
ca:\p\work\p\dot\footemj\d0108315\ts05.dgn	PLOT SCALE = 50.0000' / in.	DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	TS-05		CONTRACT NO. 61F54		
	PLOT DATE = 1/13/2014	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.



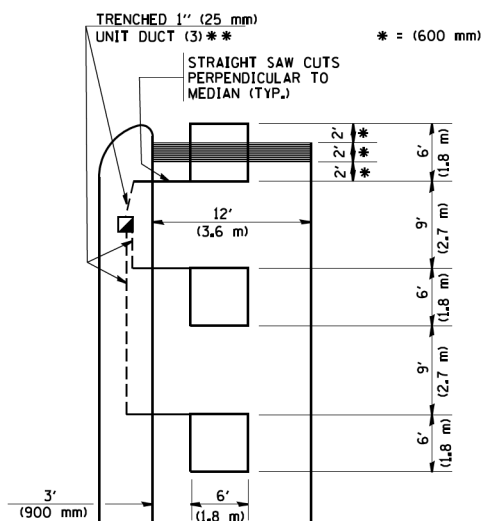
* = (600 mm)

** 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.



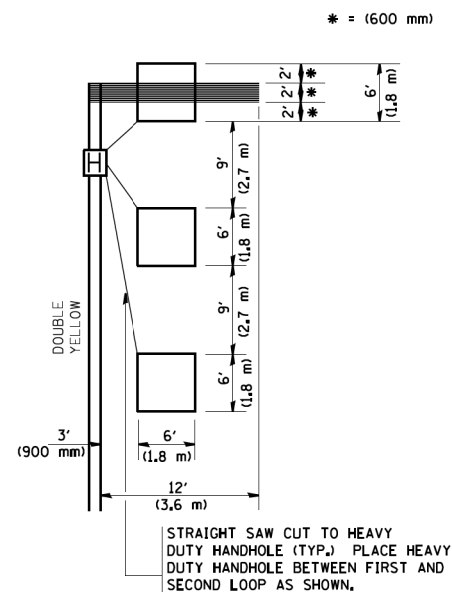
* = (600 mm)

** 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**

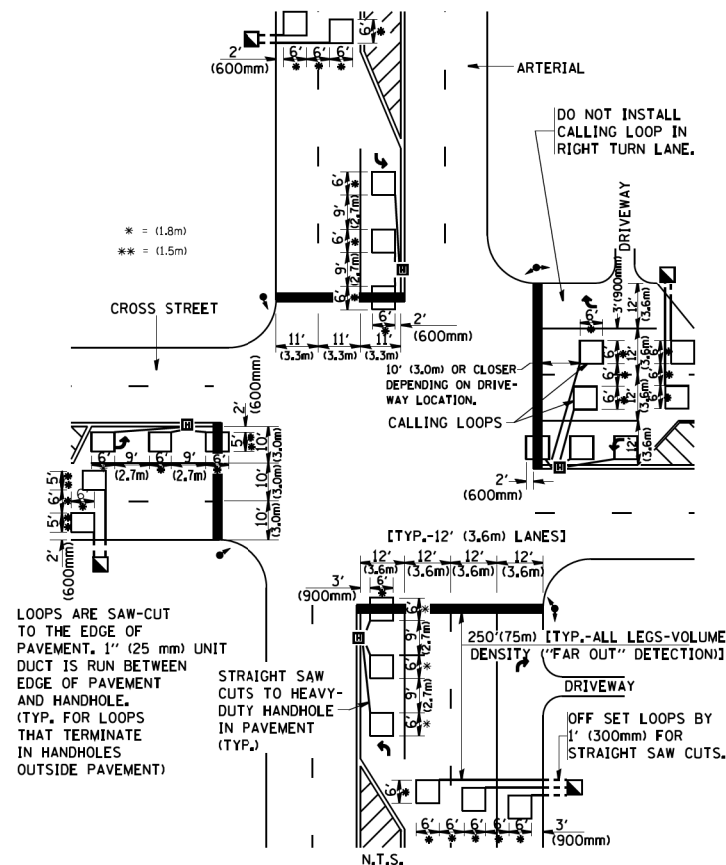
(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

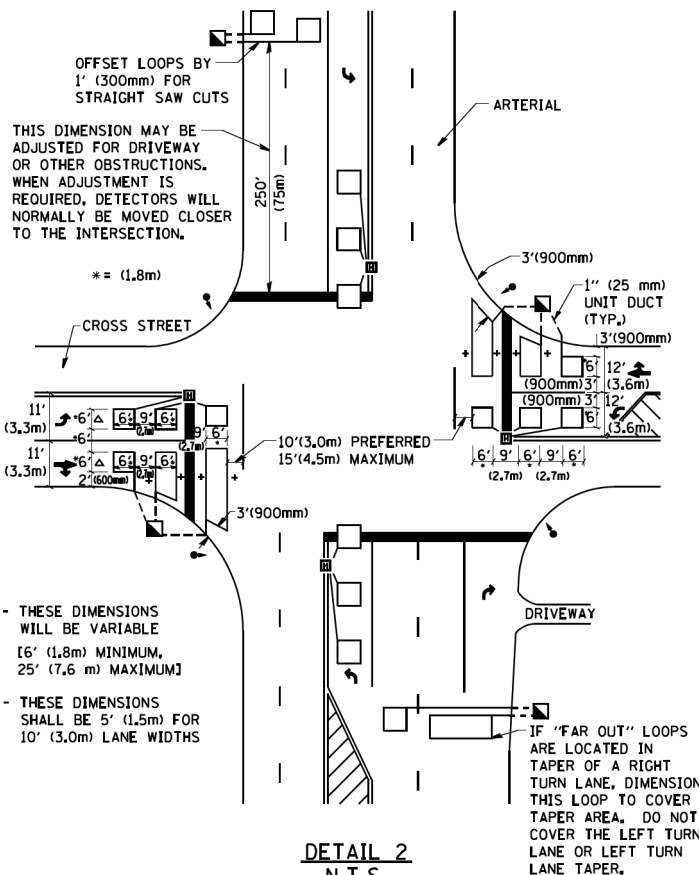
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



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:\diststa\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. 1369/3800	SECTION 18-00091-00-R5	COUNTY DUPAGE	TOTAL SHEETS 36	SHEET NO. 36
TS-07		CONTRACT NO. 61F54		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

*FOR INFORMATION USE ONLY

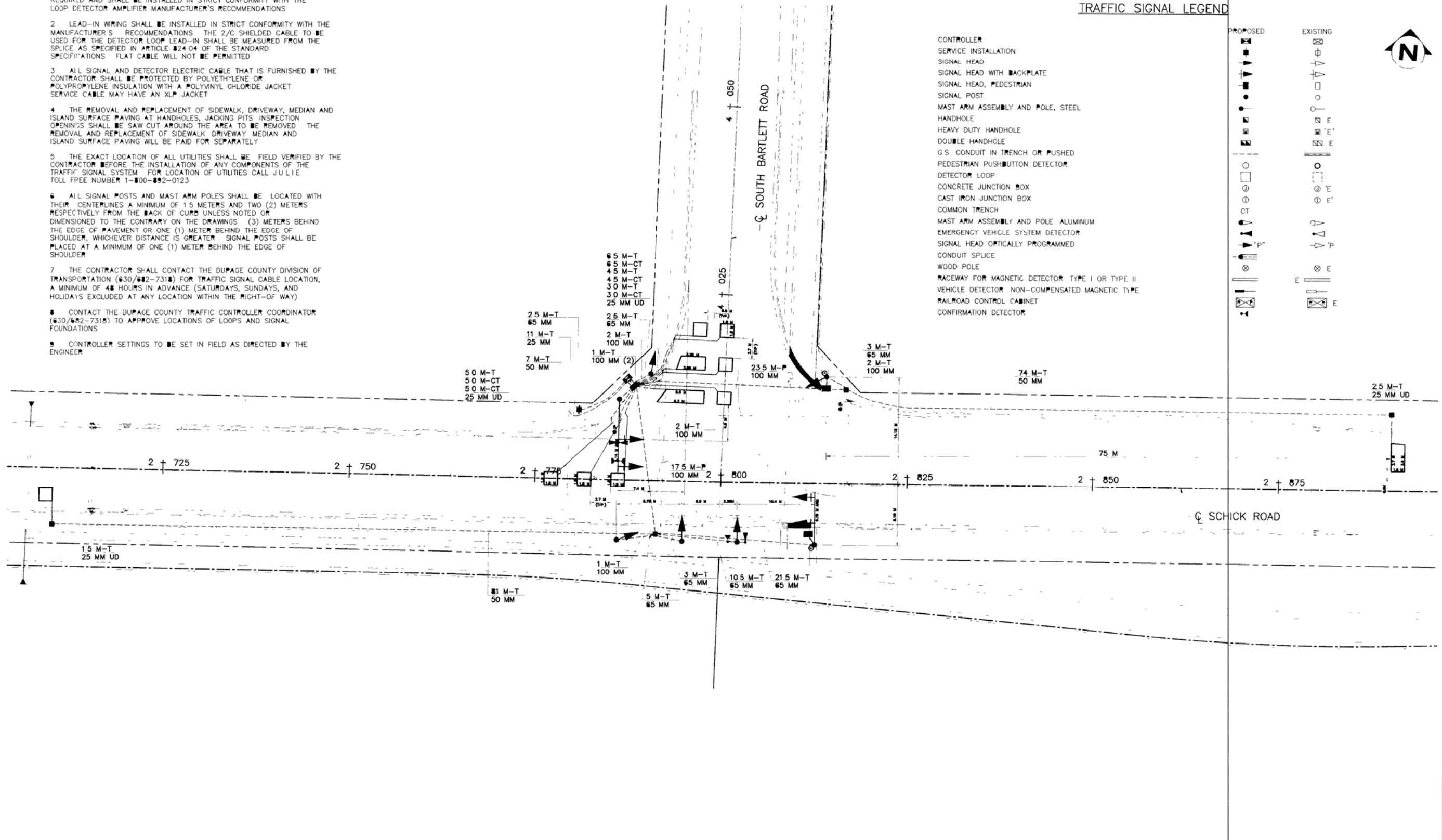
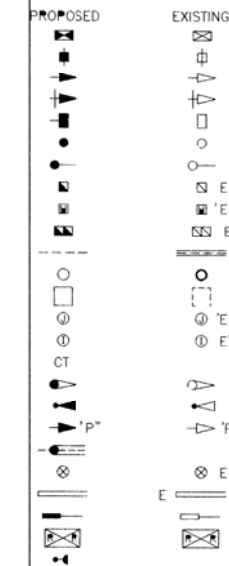
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1369	95 00043-00 Pv	DUPAGE	80	52
STA.	TO STA.			
10				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL NOTES

- ALL DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS REQUIRED AND SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE LOOP DETECTOR AMPLIFIER MANUFACTURER'S RECOMMENDATIONS
- LEAD-IN WIRING SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE MANUFACTURER'S RECOMMENDATIONS. THE 2/C SHIELDED CABLE TO BE USED FOR THE DETECTOR LOOP LEAD-IN SHALL BE MEASURED FROM THE SPLICE AS SPECIFIED IN ARTICLE 24.04 OF THE STANDARD SPECIFICATIONS. FLAT CABLE WILL NOT BE PERMITTED.
- ALL SIGNAL AND DETECTOR ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE OR POLYPROPYLENE INSULATION WITH A POLYVINYL CHLORIDE JACKET. SERVICE CABLE MAY HAVE AN XLP JACKET.
- THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PITS, INSPECTION OPENINGS SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.
- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES CALL JULIE TOLL FREE NUMBER 1-800-852-0123.
- ALL SIGNAL POSTS AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF 1.5 METERS AND TWO (2) METERS RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. (3) METERS BEHIND THE EDGE OF PAVEMENT OR ONE (1) METER BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHALL BE PLACED AT A MINIMUM OF ONE (1) METER BEHIND THE EDGE OF SHOULDER.
- THE CONTRACTOR SHALL CONTACT THE DUPAGE COUNTY DIVISION OF TRANSPORTATION (630/682-7318) FOR TRAFFIC SIGNAL CABLE LOCATION, A MINIMUM OF 48 HOURS IN ADVANCE (SATURDAYS, SUNDAYS, AND HOLIDAYS EXCLUDED AT ANY LOCATION WITHIN THE RIGHT-OF-WAY).
- CONTACT THE DUPAGE COUNTY TRAFFIC CONTROLLER COORDINATOR (630/682-7318) TO APPROVE LOCATIONS OF LOOPS AND SIGNAL FOUNDATIONS.
- CONTROLLER SETTINGS TO BE SET IN FIELD AS DIRECTED BY THE ENGINEER.

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
 - SIGNAL HEAD
 - SIGNAL HEAD WITH BACKPLATE
 - SIGNAL HEAD, PEDESTRIAN
 - SIGNAL POST
 - MAST ARM ASSEMBLY AND POLE, STEEL
 - HANDHOLE
 - HEAVY DUTY HANDHOLE
 - DOUBLE HANDHOLE
 - G.S. CONDUIT IN TRENCH OR PUSHED
 - PEDESTRIAN PUSHBUTTON DETECTOR
 - DETECTOR LOOP
 - CONCRETE JUNCTION BOX
 - CAST IRON JUNCTION BOX
 - COMMON TRENCH
 - MAST ARM ASSEMBLY AND POLE ALUMINUM
 - EMERGENCY VEHICLE SYSTEM DETECTOR
 - SIGNAL HEAD OPTICALLY PROGRAMMED
 - CONDUIT SPLICE
 - WOOD POLE
 - RACEWAY FOR MAGNETIC DETECTOR TYPE I OR TYPE II
 - VEHICLE DETECTOR NON-COMPENSATED MAGNETIC TYPE
 - RAILROAD CONTROL CABINET
 - CONFIRMATION DETECTOR



DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
3/17/98	D.M.	REVISED PER I.D.O.T. DISTRICT 1 REVIEW			

PLOTTED BY	DATE	CHECKED BY	DATE	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE
				R.R./R.K.	2/17/98			D.M.	2/17/98

PAVIA-MARTING & Co.
 910 WEST LAKE STREET
 ROSELLE, IL 60172-3352
 (630) 529-8000 FAX (630) 894-4910

TITLE: SCHICK AND SOUTH BARTLETT ROAD
 TRAFFIC SIGNAL PLAN
 BARTLETT, ILLINOIS

SCALE	1:250
DATE	FEB 98
JOB NO.	2435
SHEET	52 OF 80

36A

FILE NAME = F:\170-002_Schick-Petersdorf_Resurfacing_CADD_Sheets\170-002_Details.dgn

	USER NAME = jthede	DESIGNED - JLT	REVISED -
	PLOT SCALE = 100.0000' / in.	DRAWN - JLT	REVISED -
	PLOT DATE = 12/27/2018	CHECKED - DBB	REVISED -
		DATE - 11/26/2018	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT

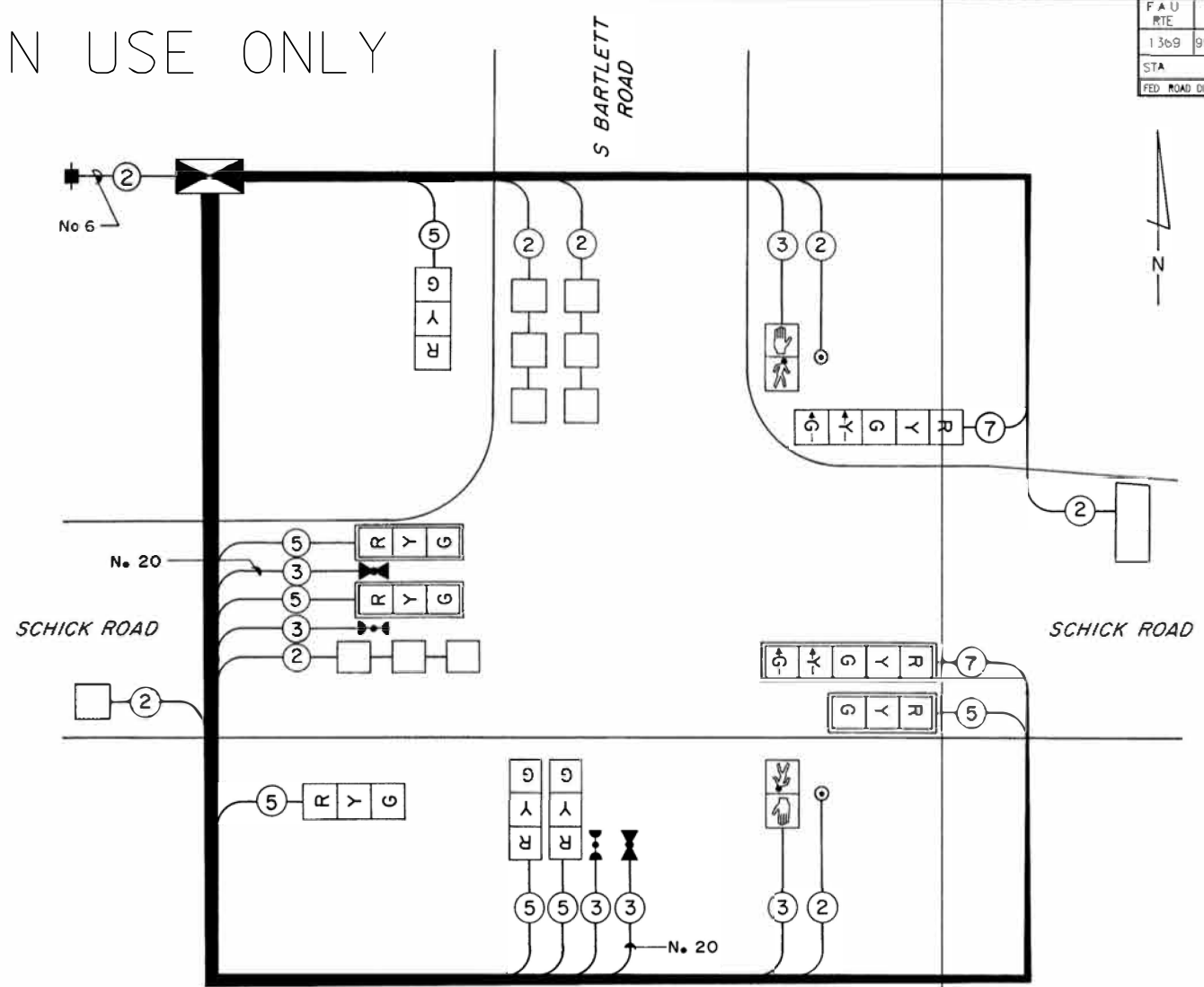
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1369/3800	18-00091-00-R5	DUPAGE	36	-
CONTRACT NO. 61F54				
ILLINOIS FED. AID PROJECT				

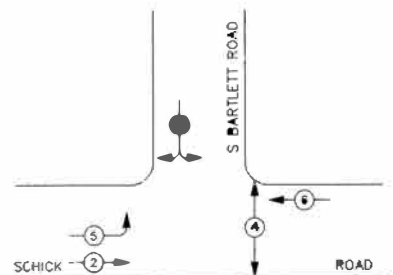
*FOR INFORMATION USE ONLY

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1369	95-00043-00-PV	DuPAGE	80	53
STA		TO		
FED ROAD DIST NO		ILLINOIS	FED AID PROJECT	

AMT	UNIT	PAY ITEM
11	METER	CONDUIT IN TRENCH 25MM DIA, GALVANIZED STEEL
162	METER	CONDUIT IN TRENCH 50MM DIA, GALVANIZED STEEL
48	METER	CONDUIT IN TRENCH 65MM DIA, GALVANIZED STEEL
9	METER	CONDUIT IN TRENCH 100MM DIA, GALVANIZED STEEL
47	METER	CONDUIT PUSHED 100MM DIA, GALVANIZED STEEL
67.5	METER	ELECTRIC CABLE IN CONDUIT NO. 20 3/C TWISTED SHIELDED
102.5	METER	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO 14 2C
170	METER	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO 14 3C
218	METER	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO 14 5C
106.5	METER	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO 14 7C
277	METER	ELECTRIC CABLE IN CONDUIT, LEAD-IN NO 14 1 PAIR
17	METER	ELECTRIC CABLE IN CONDUIT, SERVICE NO 6 2C
3	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 4.25 METER
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 4.85 METER
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 5.45 METER
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 6.70 METER
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 7.31 METER
4	EACH	HANDHOLE
1	EACH	DOUBLE HANDHOLE
6	METER	CONCRETE FOUNDATION, TYPE A
12	METER	CONCRETE FOUNDATION, TYPE D
92	METER	CONCRETE FOUNDATION, TYPE E 750MM DIAMETER
147	METER	DETECTOR LOOP, TYPE I
230	METER	TRENCH AND BACKFILL FOR ELECTRICAL WORK
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
3	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED
2	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
4	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED
5	EACH	INDUCTIVE LOOP DETECTOR
2	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
2	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	SERVICE INSTALLATION, TYPE D
1	EACH	TELEPHONE SERVICE INSTALLATION



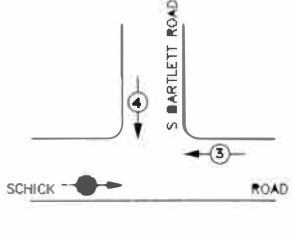
CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

DUAL ENTRY - ALL LEGS - PROTECTED/PERMITTED
LEFT TURN PHASING

EMERGENCY VEHICLE PREEMPTION SEQUENCE NOTES
FOR DUAL ENTRY OPERATION - ALL LEGS



CABLE PLAN

CABLE PLAN LEGEND

- PROPOSED
- TRAFFIC SIGNAL SECTION
- TRAFFIC SIGNAL SECTION
- PEDESTRIAN SIGNAL SECTION
- PEDESTRIAN SIGNAL SECTION
- PEDESTRIAN SIGNAL SECTION
- CONTROLLER CABINET
- SERVICE INSTALLATION
- VEHICLE DETECTOR, INDUCTION LOOP
- MAGNETIC DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION DETECTOR
- PUSH-BUTTON DETECTOR
- NOTES NUMBER OF CONDUCTORS
- ALL CABLE NO. 14 EXCEPT AS INDICATED
- ALL LOOP DETECTOR CABLE TO BE SHIELDED
- SIGNAL FACE WITH BACKPLATE
- INDICATES PROGRAMMED HEAD
- INDICATES EXISTING SIGNAL HEAD OR EXISTING PEDESTRIAN SIGNAL HEAD

REVISIONS	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

PLOTTED BY	DATE
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APPROVED BY	DATE

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TITLE: SCHICK ROAD AND SOUTH BARTLETT ROAD
TRAFFIC SIGNAL
CABLE DIAGRAM

SCALE	NONE
DATE	FEB 97
JOB NO.	2435
SHEET	53 OF 80

FILE NAME: F:\170-002_Schick-Petersdorf_Resurfacing\CADD_Sheets\170-002_Detail.sdg

BLA, Inc.

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STATE OF ILLINOIS
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SCHICK ROAD / PETERSDORF ROAD - VILLAGE OF BARTLETT

SCALE: SHEET OF SHEETS STA. TO STA.

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1369/3800	18-00091-00-RS	DUPAGE	36	-
ILLINOIS		FED. AID PROJECT		

36B

CONTRACT NO. 61F54