

04-26-13 LETTING ITEM 022

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.P. ROUTE 307: ILL 64 (NORTH AVE.)
VILLA AVENUE TO DUPAGE COUNTY LINE
SECTION: 542R-2-RS
RESURFACING (3P) & PCC PAVEMENT PATCHING
DUPAGE COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DUPAGE	34	1
ILLINOIS			CONTRACT NO. 60N47	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED
IN THE CITY OF ELMHURST
& THE VILLAGE OF VILLA PARK

TRAFFIC DATA:

VILLA AVE. TO IL 83 (KINGERY HWY.)
2011 ADT = 36900
SPEED LIMIT = 35 MPH

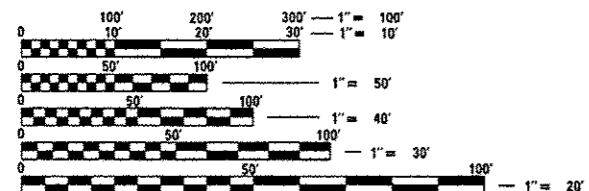
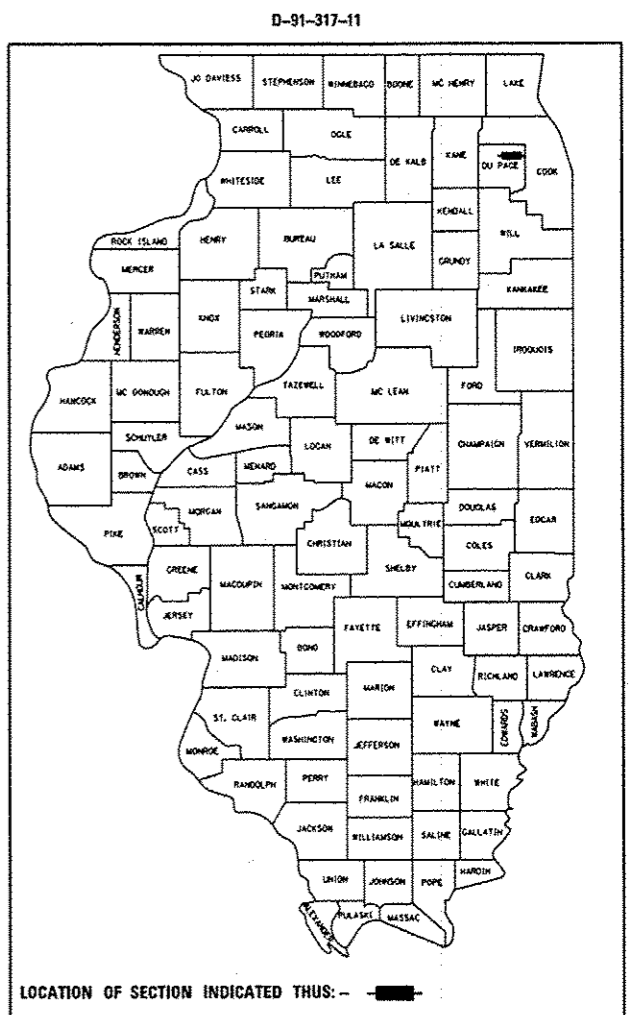
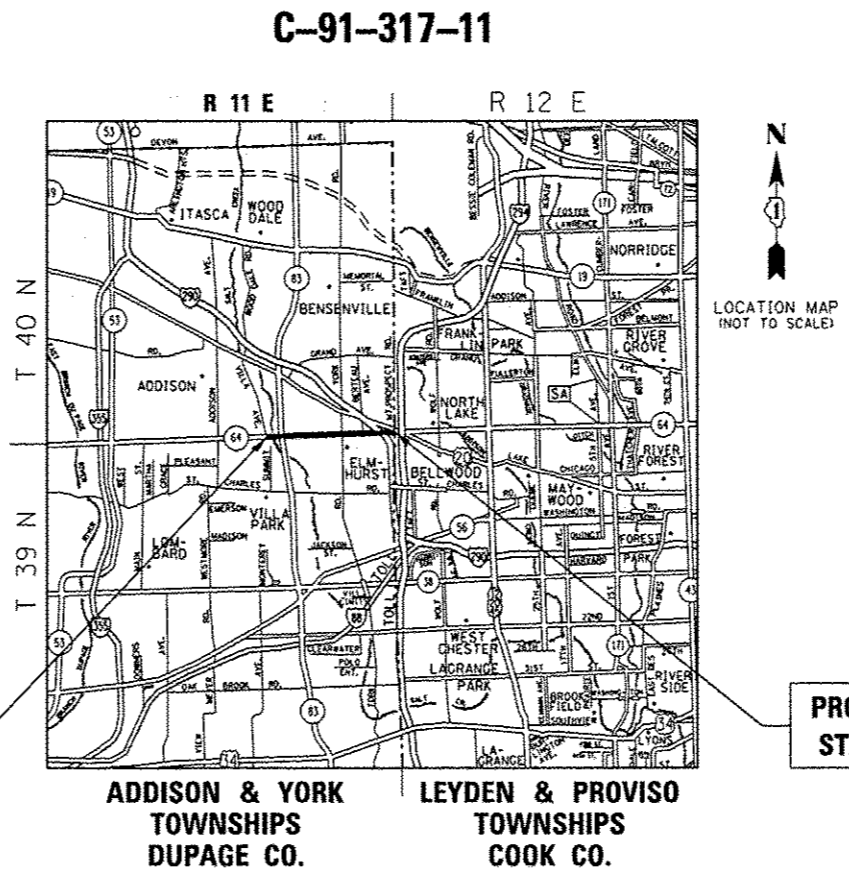
IL 83 (KINGERY HWY.) TO YORK RD.
2009 ADT = 35800
SPEED LIMIT = 30 - 35 MPH

YORK RD. TO DUPAGE COUNTY LINE
2009 ADT = 34200
SPEED LIMIT = 30 - 40 MPH

OMISSIONS
STA 23+88 TO STA. 25+81
STA 31+94 TO STA. 34+76

PROJECT BEGINS
STA 20+75

PROJECT ENDS
STA 154+27



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

PROJECT ENGINEER: DAN WILGREEN / (847) 705-4240
PROJECT MANAGER: KEN ENG / (847) 705-4247

CONTRACT NO. 60N47

GROSS LENGTH = 13,352 FEET = 2.53 MILES
NET LENGTH = 12,877 FEET = 2.44 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED DECEMBER 13 2012

John P. ...
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 22 2013
John D. ... PE/10
ENGINEER OF DESIGN AND ENVIRONMENT

March 22 2013
Omara ... PE/10
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6	SUMMARY OF PATCHING
7-10	EXISTING AND PROPOSED TYPICAL SECTIONS
11-15	ROADWAY AND PAVEMENT MARKING PLANS
16-20	DETECTOR LOOP REPLACEMENT PLANS
21	DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (BD-02)
22	DETAILS FOR FRAME AND LIDS' ADJUSTMENT WITH MILLING (BD-08)
23	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
25	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
26	HMA TAPER AT EDGE OF P.C.C. PAVEMENT (BD-33)
27	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)
28	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
29	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
30	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
31	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
32	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)
33	ARTERIAL INFORMATION SIGNING (TC-22)
34	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
420001-07	PAVEMENT JOINTS
420701-02	PAVEMENT FABRIC
442101-07	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
701427-01	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS < 40 MPH
701601-08	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-02	TRAFFIC CONTROL DEVICES

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, CITY OF ELMHURST AND VILLAGE OF VILLA PARK.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ALL PAVEMENT PATCHING AND CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER, AT (847) 741-9857 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

SUMMARY OF QUANTITIES				URBAN CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	167	167				
25200110	SODDING, SALT TOLERANT	SO YD	167	167				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	25	25				
40600300	AGGREGATE (PRIME COAT)	TON	125	125				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	47	47				
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1051	1051				
40600895	CONSTRUCTING TEST STRIP	EACH	2	2				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	80	80				
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SO YD	2219	2219				
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	86	86				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	3169	3169				
42101300	PROTECTIVE COAT	SO YD	805	805				

SUMMARY OF QUANTITIES				URBAN CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	17	17				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	525	525				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	10987	10987				
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	17	17				
44000600	SIDEWALK REMOVAL	SO FT	525	525				
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SO YD	506	506				
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SO YD	355	355				
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SO YD	18	18				
44201299	DOWEL BARS 1 1/2"	EACH	828	828				
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SO YD	220	220				
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SO YD	88	88				
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SO YD	132	132				
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SO YD	403	403				
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SO YD	162	162				

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SO YD	242	242					
44213100	PAVEMENT FABRIC	SO YD	18	18					
44213200	SAW CUTS	FOOT	2433	2433					
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2					
60262700	INLETS TO BE RECONSTRUCTED	EACH	3	3					
60266600	VALVE BOXES TO BE ADJUSTED	EACH	10	10					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	23	23					
60618210	HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH	SO FT	225	225					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	L SUM	1	1					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2547	2547					

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	360	360					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	11917	11917					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1720	1720					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	2041	2041					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	463	463					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	290	290					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	360	360					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	11917	11917					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1720	1720					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2041	2041					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	463	463					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	290	290					
	* SPECIALITY ITEMS								

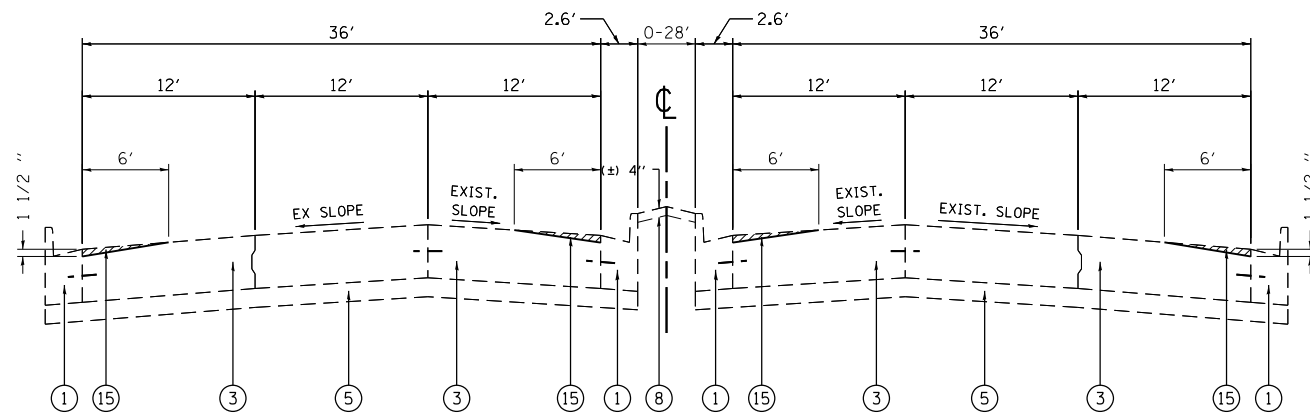
URBAN

SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES					CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	100% STATE 0005						CODE NO	ITEM	UNIT	TOTAL QUANTITIES						
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 1/2"	FOOT	450	450															
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	449	449															
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	405	405															
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	2016	2016															
* 89502378	REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE	EACH	5	5															
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SO YD	5658	5658															
X4403800	MEDIAN SURFACE REMOVAL	SO FT	225	225															
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	83	83															
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1600	1600															
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	10	10															
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4															
* SPECIALITY ITEMS																			

SCHEDULE OF QUANTITIES - PCC PATCHING: CLASS B

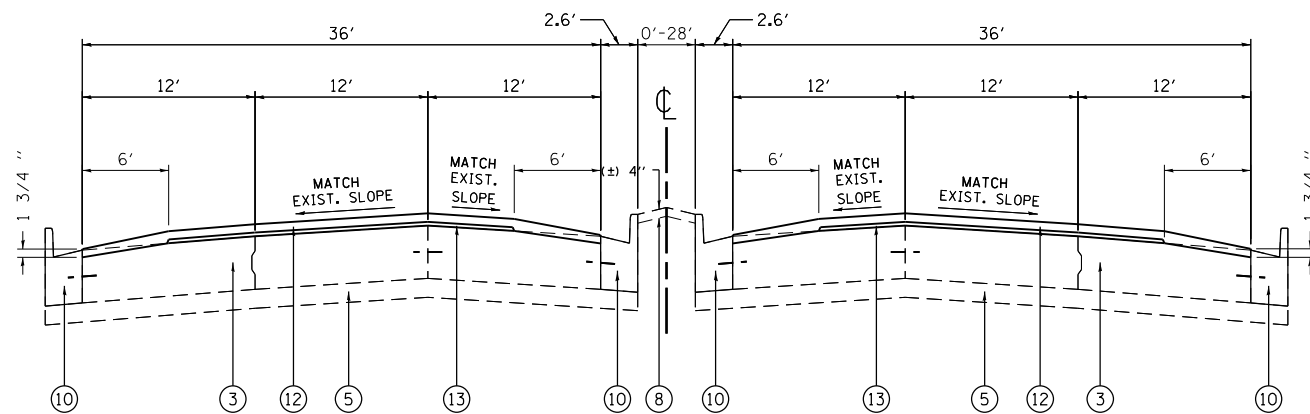
ROUTE: IL 64/North Ave. (Highview Ave. to I-290)				PCC Patching - Class B			
CROSS STREETS		DIRECTION	LANE	PAVEMENT	PAVEMENT	REPAIR	REPAIR
FROM	TO	(EB/WB) (NB/SB)	NO. (1, 2, 3)	PATCH WIDTH	PATCH LENGTH	AREA (SQ FT)	AREA (SQ YD)
Highview	I-290	EB	1	11	6	66	7
		EB	2	11	6	66	7
		EB	1	11	6	66	7
		EB	2	11	6	66	7
		EB	1	11	6	66	7
		EB	2	11	6	66	7
		EB	1	11	6	66	7
		EB	2	11	6	66	7
		EB	1	11	6	66	7
		EB	2	11	6	66	7
		EB	1	11	10	110	12
		EB	1	11	6	66	7
		EB	2	11	6	66	7
		EB	1	11	6	66	7
		EB	2	11	6	66	7
		EB	1	11	6	66	7
		EB	2	11	6	66	7
		EB	1	11	6	66	7
		EB	2	11	10	110	12
		I-290	Highview Ave.	WB	1	11	6
WB	2			11	6	66	7
WB	1			11	6	66	7
WB	1			11	10	110	12
WB	2			11	6	66	7
WB	1			11	6	66	7
WB	2			11	6	66	7
WB	1			11	6	66	7
WB	2			11	6	66	7
WB	1			11	6	66	7
WB	2			11	10	110	12
WB	2			11	10	110	12
WB	1			11	15	165	18
WB	2			11	6	66	7
WB	2			11	6	66	7
WB	1			11	6	66	7
WB	2			11	6	66	7
WB	1			11	6	66	7
WB	2			11	6	66	7
WB	1			11	6	66	7
Total =				506	305	Total =	373

ILL 64 (NORTH AVE.)



EXISTING TYPICAL SECTION
 VILLA AVE. TO WEST AVE.
 STATION:
 20+75 TO 23+88
 25+81 TO 31+94
 34+76 TO 47+54

ILL 64 (NORTH AVE.)



PROPOSED TYPICAL SECTION
 VILLA AVE. TO WEST AVE.
 STATION:
 20+75 TO 23+88
 25+81 TO 31+94
 34+76 TO 47+54

LEGEND

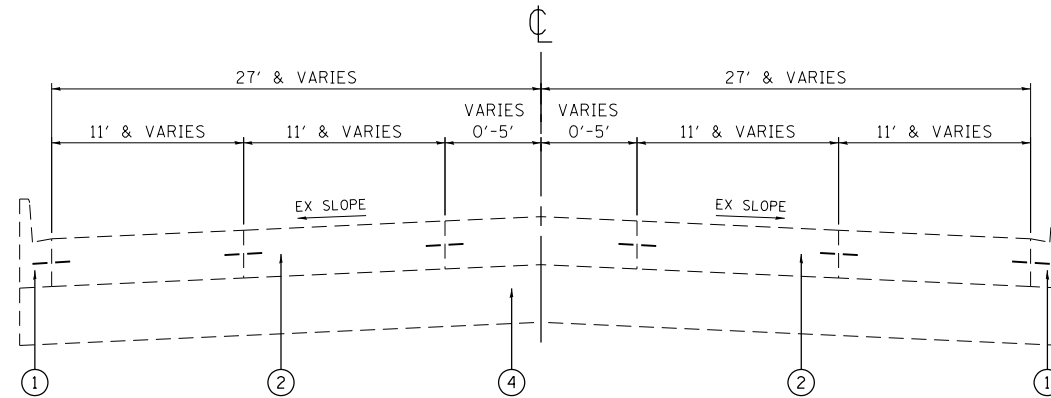
- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER (TYPE VARIES)
- ② EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - (±) 10" (HINGE JOINTED)
- ③ EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - (±) 11"
- ④ EXISTING AGGREGATE SUB-GRADE - (±) 12"
- ⑤ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A - 4"
- ⑥ EXISTING HMA SURFACE COURSE - (±) 3"
- ⑦ EXISTING PORTLAND CEMENT CONCRETE BASE COURSE - (±) 10"
- ⑧ EXISTING CONCRETE MEDIAN SURFACE - (±) 4"
- ⑨ EXISTING CONCRETE CURB, TYPE B
- ⑩ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/2"
- ⑫ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 - 1-3/4"
- ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
- ⑭ PROPOSED CLASS B PATCHING, TYPE II & III, 10" (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
- ⑮ PROPOSED PORTLAND CEMENT CONCRETE SURFACE REMOVAL - VAR. DEPTH (SEE "HMA TAPER AT EDGE OF PCC PAVEMENT" DETAIL)

NOTES:

A) SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATION OF LEFT TURN LANES, RIGHT TURN LANES, PAINTED MEDIAN AND PCC / HMA MEDIAN

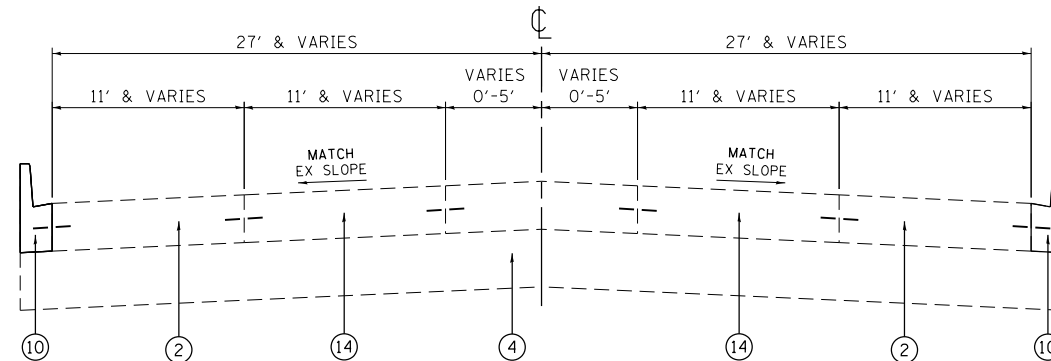
FILE NAME =	USER NAME = llajdjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILL 64 (NORTH AVE.) (VILLA AVE. TO DUPAGE CO. LINE) EXISTING AND PROPOSED TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\dot\llajdjm\0249858\01317	l-sh-t-plan.dgn	DRAWN -	REVISED -			307	542R-2-RS	DUPAGE	34	7
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -	CONTRACT NO. 60N47							
PLOT DATE = 12/10/2012	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	

ILL 64 (NORTH AVE.)



EXISTING TYPICAL SECTION
WEST AVE. TO HMA SURFACE
STATION:
47+54 TO 135+73

ILL 64 (NORTH AVE.)



PROPOSED TYPICAL SECTION
WEST AVE. TO HMA SURFACE
STATION:
47+54 TO 135+73

LEGEND

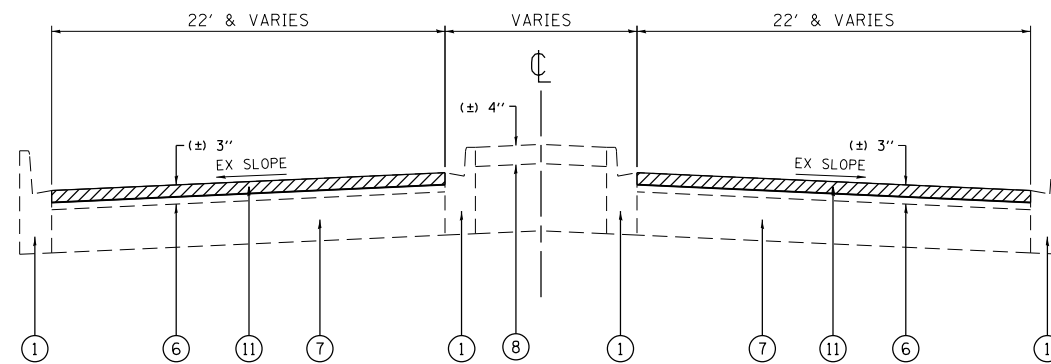
- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER (TYPE VARIES)
- ② EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - (±) 10" (HINGE JOINTED)
- ③ EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - (±) 11"
- ④ EXISTING AGGREGATE SUB-GRADE - (±) 12"
- ⑤ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A - 4"
- ⑥ EXISTING HMA SURFACE COURSE - (±) 3"
- ⑦ EXISTING PORTLAND CEMENT CONCRETE BASE COURSE - (±) 10"
- ⑧ EXISTING CONCRETE MEDIAN SURFACE - (±) 4"
- ⑨ EXISTING CONCRETE CURB, TYPE B
- ⑩ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/2"
- ⑫ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 - 1-3/4"
- ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
- ⑭ PROPOSED CLASS B PATCHING, TYPE II & III, 10" (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
- ⑮ PROPOSED PORTLAND CEMENT CONCRETE SURFACE REMOVAL - VAR. DEPTH (SEE "HMA TAPER AT EDGE OF PCC PAVEMENT" DETAIL)

NOTES:

A) SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATION OF LEFT TURN LANES, RIGHT TURN LANES, PAINTED MEDIAN AND PCC / HMA MEDIAN

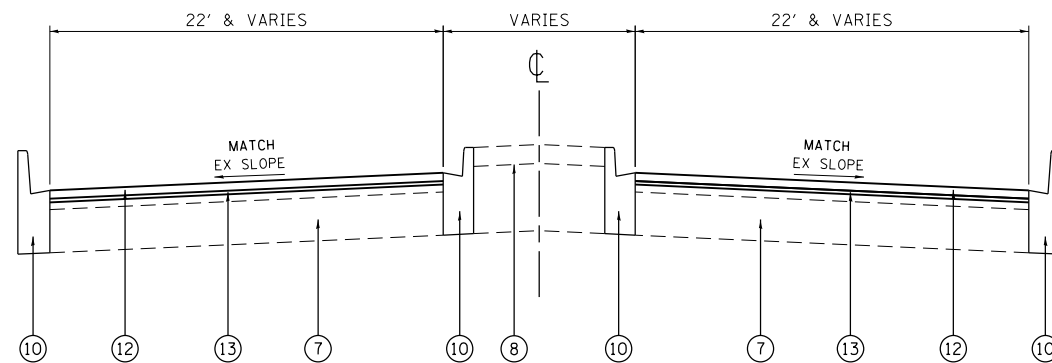
FILE NAME = c:\pwork\pwork\11oydjm\0249858\01317\1-sh-t-plan.dgn	USER NAME = 11oydjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILL 64 (NORTH AVE.) (VILLA AVE. TO DUPAGE CO. LINE) EXISTING AND PROPOSED TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -			307	542R-2-RS	DUPAGE	34	8
PLOT DATE = 12/10/2012	DATE -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 60N47					
					ILLINOIS FED. AID PROJECT					

ILL 64 (NORTH AVE.)



EXISTING TYPICAL SECTION
HMA SURFACE TO I-290 OVERPASS
STATION:
135+73 TO 141+00

ILL 64 (NORTH AVE.)



PROPOSED TYPICAL SECTION
HMA SURFACE TO I-290 OVERPASS
STATION:
135+73 TO 141+00

LEGEND

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER (TYPE VARIES)
- ② EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - (±) 10" (HINGE JOINTED)
- ③ EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - (±) 11"
- ④ EXISTING AGGREGATE SUB-GRADE - (±) 12"
- ⑤ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A - 4"
- ⑥ EXISTING HMA SURFACE COURSE - (±) 3"
- ⑦ EXISTING PORTLAND CEMENT CONCRETE BASE COURSE - (±) 10"
- ⑧ EXISTING CONCRETE MEDIAN SURFACE - (±) 4"
- ⑨ EXISTING CONCRETE CURB, TYPE B
- ⑩ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/2"
- ⑫ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 - 1-3/4"
- ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
- ⑭ PROPOSED CLASS B PATCHING, TYPE II & III, 10" (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
- ⑮ PROPOSED PORTLAND CEMENT CONCRETE SURFACE REMOVAL - VAR. DEPTH (SEE "HMA TAPER AT EDGE OF PCC PAVEMENT" DETAIL)

NOTES:

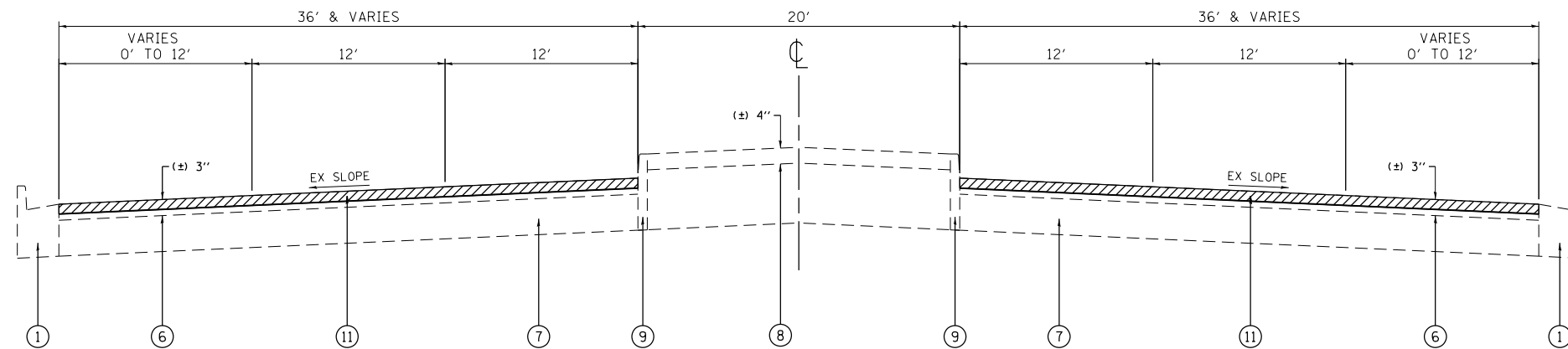
- A) THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.
- B) SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATION OF LEFT TURN LANES, RIGHT TURN LANES, PAINTED MEDIAN AND PCC / HMA MEDIAN

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE USES	MIXTURE TYPE	AIR VOIDS @ Ndes
ROADWAY	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, (IL-9.5 mm)	4% @ 90 GYR
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR
PATCHES	CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR
	HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm)	4% @ 70 GYR
MEDIAN	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	4% @ 50 GYR

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 LBS/SOYD/IN.

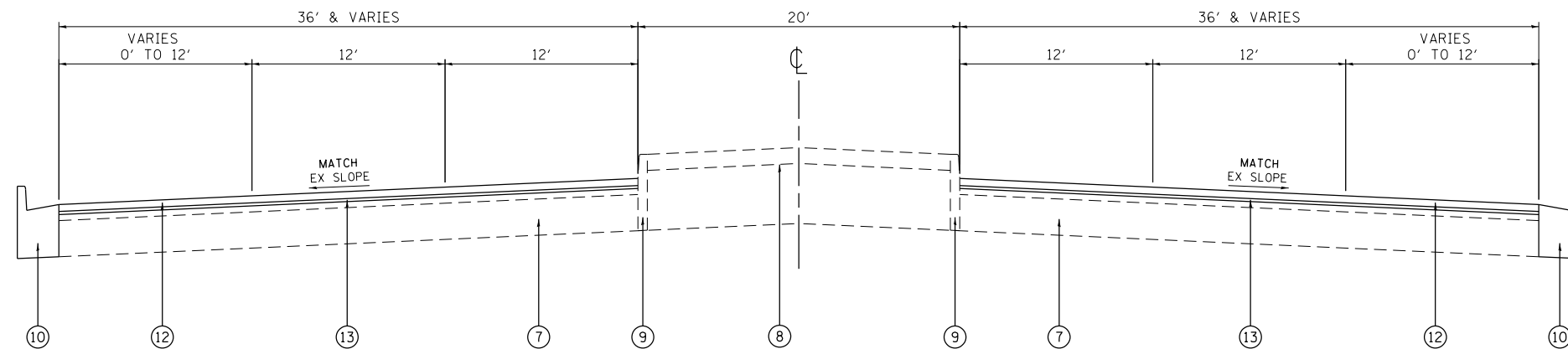
NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

ILL 64 (NORTH AVE.)



EXISTING TYPICAL SECTION
I-290 OVERPASS TO DUPAGE COUNTY LINE
STATION:
141+00 TO 154+27

ILL 64 (NORTH AVE.)



PROPOSED TYPICAL SECTION
I-290 OVERPASS TO DUPAGE COUNTY LINE
STATION:
141+00 TO 154+27

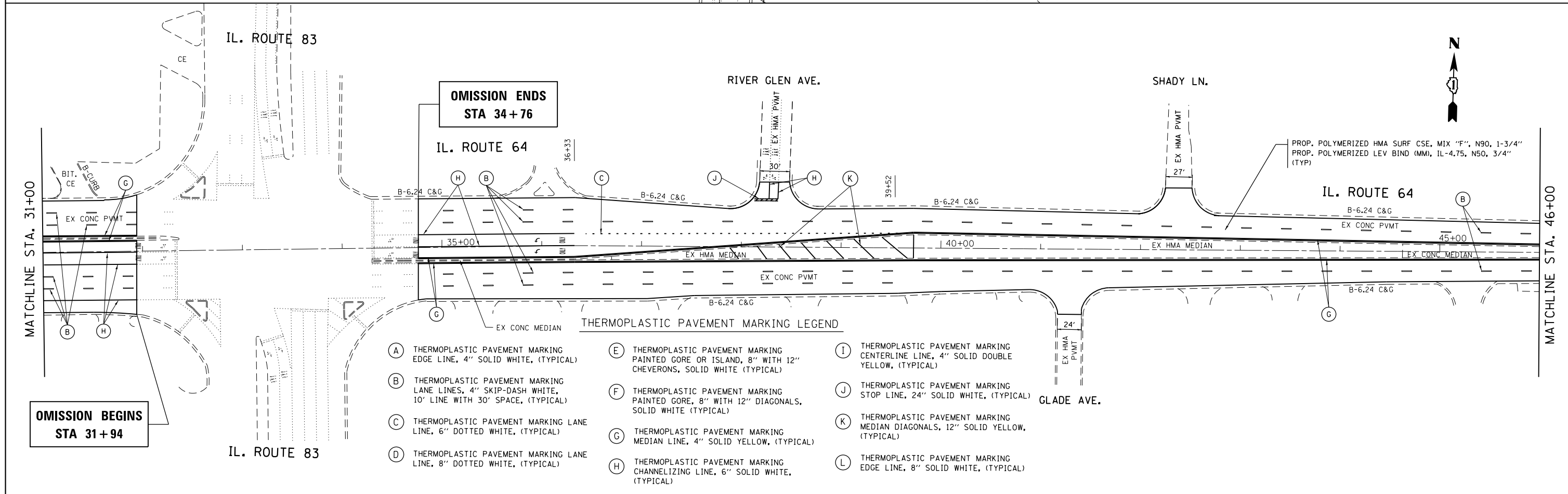
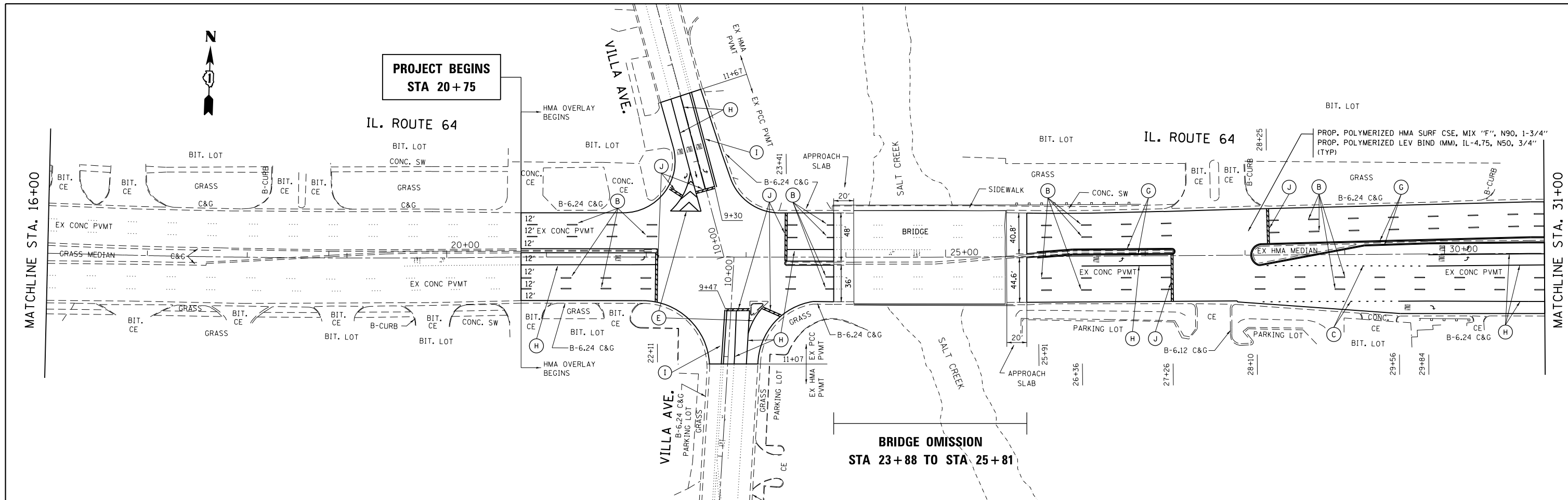
LEGEND

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER (TYPE VARIES)
- ② EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - (±) 10" (HINGE JOINTED)
- ③ EXISTING PORTLAND CEMENT CONCRETE PAVEMENT - (±) 11"
- ④ EXISTING AGGREGATE SUB-GRADE - (±) 12"
- ⑤ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A - 4"
- ⑥ EXISTING HMA SURFACE COURSE - (±) 3"
- ⑦ EXISTING PORTLAND CEMENT CONCRETE BASE COURSE - (±) 10"
- ⑧ EXISTING CONCRETE MEDIAN SURFACE - (±) 4"
- ⑨ EXISTING CONCRETE CURB, TYPE B
- ⑩ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/2"
- ⑫ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 - 1-3/4"
- ⑬ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
- ⑭ PROPOSED CLASS B PATCHING, TYPE II & III, 10" (LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER)
- ⑮ PROPOSED PORTLAND CEMENT CONCRETE SURFACE REMOVAL - VAR. DEPTH (SEE "HMA TAPER AT EDGE OF PCC PAVEMENT" DETAIL)

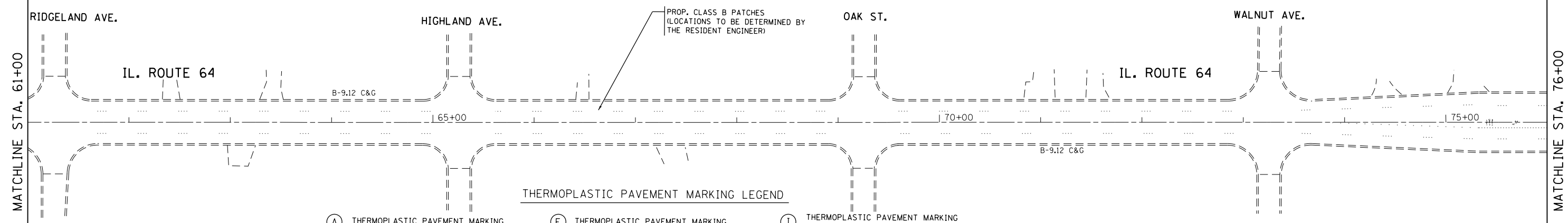
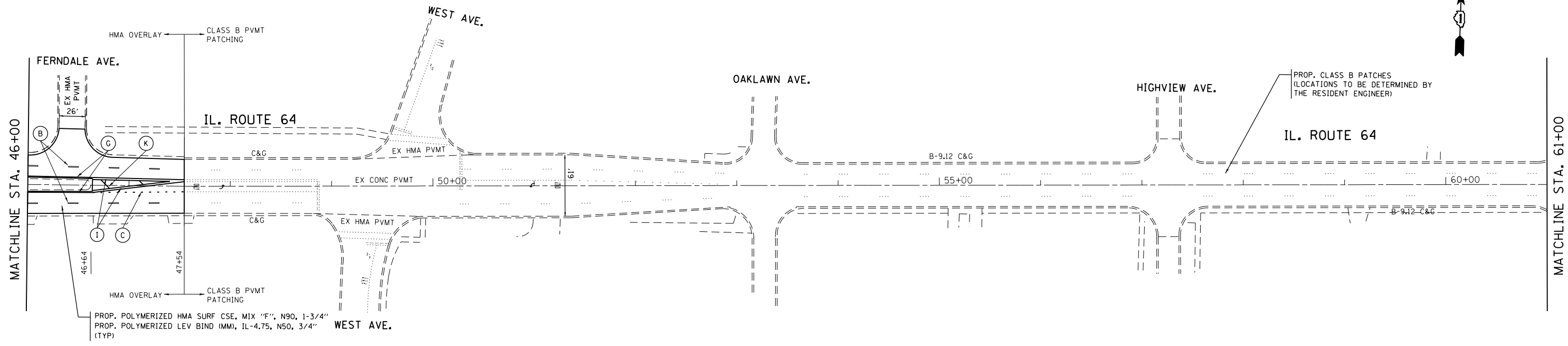
NOTES:

- A) THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.
- B) SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATION OF LEFT TURN LANES, RIGHT TURN LANES, PAINTED MEDIAN AND PCC / HMA MEDIAN

FILE NAME =	USER NAME = 11oydjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILL 64 (NORTH AVE.) (VILLA AVE. TO DUPAGE CO. LINE) EXISTING AND PROPOSED TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\pwork\11oydjm\0249858\01317	1-sh-t-plan.dgn	DRAWN -	REVISED -			307	542R-2-RS	DUPAGE	34	10	
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -			CONTRACT NO. 60N47					
	PLOT DATE = 12/10/2012	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE:	SHEET NO. OF SHEETS	STA. TO STA.					



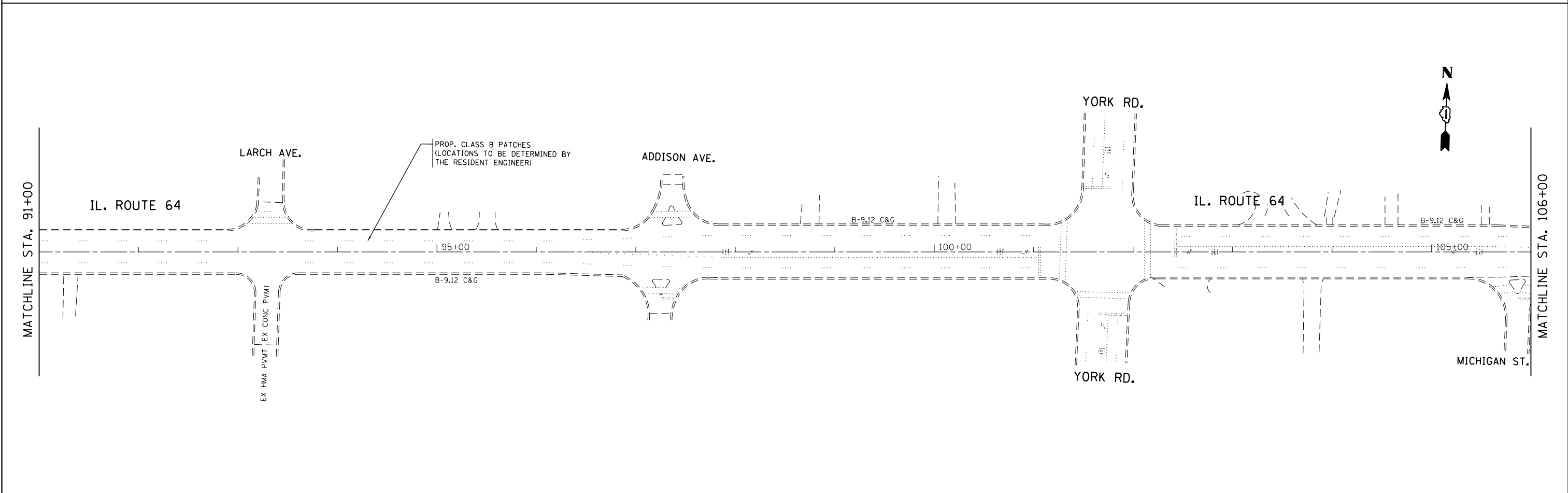
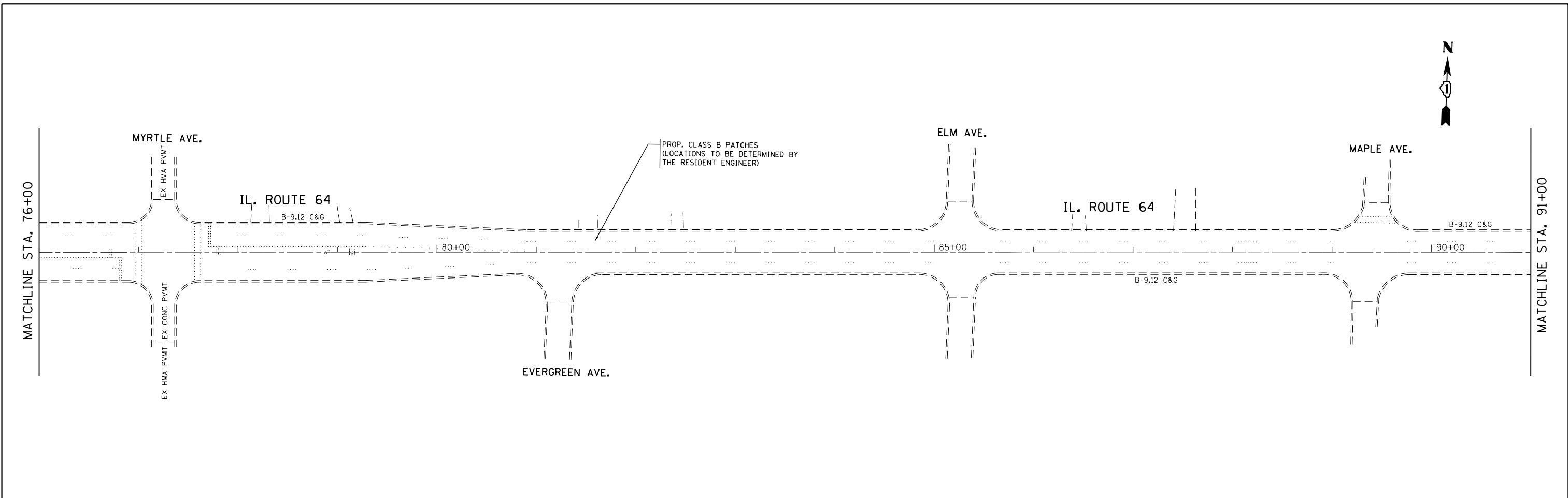
FILE NAME =	USER NAME = 11oydjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILL 64 (NORTH AVE.) (VILLA AVE. TO DUPAGE CO. LINE) ROADWAY AND PAVEMENT MARKING PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\11oydjm\d0249858\01317	l-sh-t-plan.dgn	DRAWN -	REVISED -			307	542R-2-RS	DUPAGE	34	11
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -			CONTRACT NO. 60N47				
PLOT DATE = 12/10/2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE:						SHEET NO.	OF SHEETS	STA.	TO STA.	



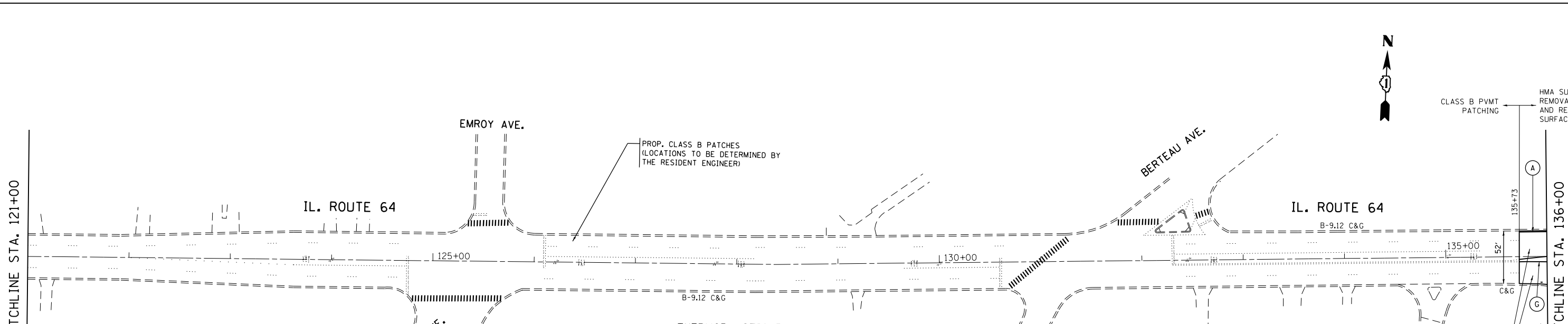
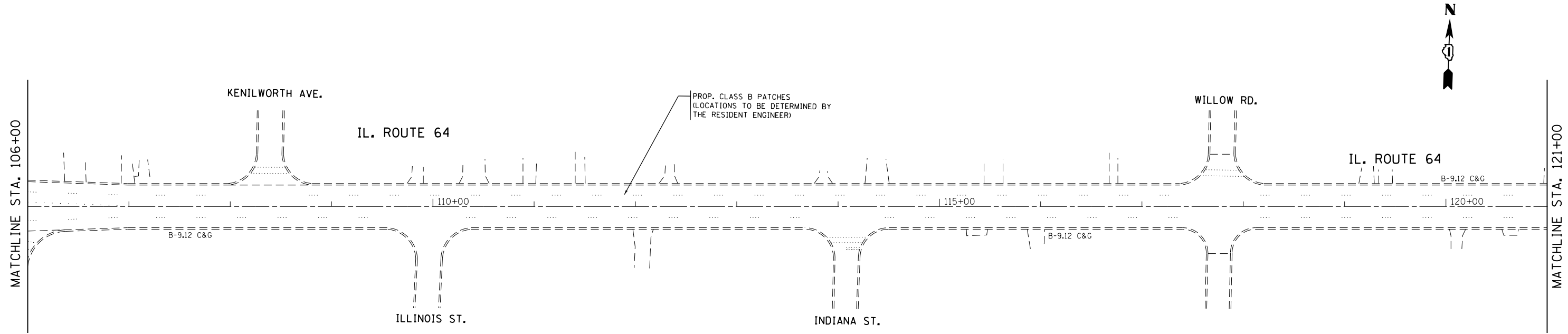
THERMOPLASTIC PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING
EDGE LINE, 4" SOLID WHITE, (TYPICAL)
- (B) THERMOPLASTIC PAVEMENT MARKING
LANE LINES, 4" SKIP-DASH WHITE,
10' LINE WITH 30' SPACE, (TYPICAL)
- (C) THERMOPLASTIC PAVEMENT MARKING LANE
LINE, 6" DOTTED WHITE, (TYPICAL)
- (D) THERMOPLASTIC PAVEMENT MARKING LANE
LINE, 8" DOTTED WHITE, (TYPICAL)
- (E) THERMOPLASTIC PAVEMENT MARKING
PAINTED GORE OR ISLAND, 8" WITH 12"
CHEVERONS, SOLID WHITE (TYPICAL)
- (F) THERMOPLASTIC PAVEMENT MARKING
PAINTED GORE, 8" WITH 12" DIAGONALS,
SOLID WHITE (TYPICAL)
- (G) THERMOPLASTIC PAVEMENT MARKING
MEDIAN LINE, 4" SOLID YELLOW, (TYPICAL)
- (H) THERMOPLASTIC PAVEMENT MARKING
CHANNELIZING LINE, 6" SOLID WHITE,
(TYPICAL)
- (I) THERMOPLASTIC PAVEMENT MARKING
CENTERLINE LINE, 4" SOLID DOUBLE
YELLOW, (TYPICAL)
- (J) THERMOPLASTIC PAVEMENT MARKING
STOP LINE, 24" SOLID WHITE, (TYPICAL)
- (K) THERMOPLASTIC PAVEMENT MARKING
MEDIAN DIAGONALS, 12" SOLID YELLOW,
(TYPICAL)
- (L) THERMOPLASTIC PAVEMENT MARKING
EDGE LINE, 8" SOLID WHITE, (TYPICAL)

FILE NAME =	USER NAME = 11oydjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILL 64 (NORTH AVE.) (VILLA AVE. TO DUPAGE CO. LINE) ROADWAY AND PAVEMENT MARKING PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\pwork\11oydjm\0249858\01317	1-sh-t-plan.dgn	DRAWN -	REVISED -			307	542R-2-RS	DUPAGE	34	12	
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -			CONTRACT NO. 60N47					
	PLOT DATE = 12/10/2012	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE:		SHEET NO. OF SHEETS		STA. TO STA.			



FILE NAME = c:\pwwork\pwwork\11oydjm\0249858\01317\1-sh-t-plan.dgn	USER NAME = 11oydjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILL 64 (NORTH AVE.) (VILLA AVE. TO DUPAGE CO. LINE) ROADWAY AND PAVEMENT MARKING PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			307	542R-2-RS	DUPAGE	34	13
PLOT DATE = 12/10/2012	DATE -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 60N47					
					ILLINOIS FED. AID PROJECT					



THERMOPLASTIC PAVEMENT MARKING LEGEND

- (A) THERMOPLASTIC PAVEMENT MARKING EDGE LINE, 4" SOLID WHITE, (TYPICAL)
- (B) THERMOPLASTIC PAVEMENT MARKING LANE LINES, 4" SKIP-DASH WHITE, 10' LINE WITH 30' SPACE, (TYPICAL)
- (C) THERMOPLASTIC PAVEMENT MARKING LANE LINE, 6" DOTTED WHITE, (TYPICAL)
- (D) THERMOPLASTIC PAVEMENT MARKING LANE LINE, 8" DOTTED WHITE, (TYPICAL)
- (E) THERMOPLASTIC PAVEMENT MARKING PAINTED GORE OR ISLAND, 8" WITH 12" CHEVERONS, SOLID WHITE (TYPICAL)
- (F) THERMOPLASTIC PAVEMENT MARKING PAINTED GORE, 8" WITH 12" DIAGONALS, SOLID WHITE (TYPICAL)
- (G) THERMOPLASTIC PAVEMENT MARKING MEDIAN LINE, 4" SOLID YELLOW, (TYPICAL)
- (H) THERMOPLASTIC PAVEMENT MARKING CHANNELIZING LINE, 6" SOLID WHITE, (TYPICAL)
- (I) THERMOPLASTIC PAVEMENT MARKING CENTERLINE LINE, 4" SOLID DOUBLE YELLOW, (TYPICAL)
- (J) THERMOPLASTIC PAVEMENT MARKING STOP LINE, 24" SOLID WHITE, (TYPICAL)
- (K) THERMOPLASTIC PAVEMENT MARKING MEDIAN DIAGONALS, 12" SOLID YELLOW, (TYPICAL)
- (L) THERMOPLASTIC PAVEMENT MARKING EDGE LINE, 8" SOLID WHITE, (TYPICAL)

PROP. HMA SURF REM, 2-1/2"
 PROP. POLYMERIZED HMA SURF CSE, MIX "F", N90, 1-3/4"
 PROP. POLYMERIZED LEV BIND (MM), IL-4.75, N50, 3/4"
 (TYP)

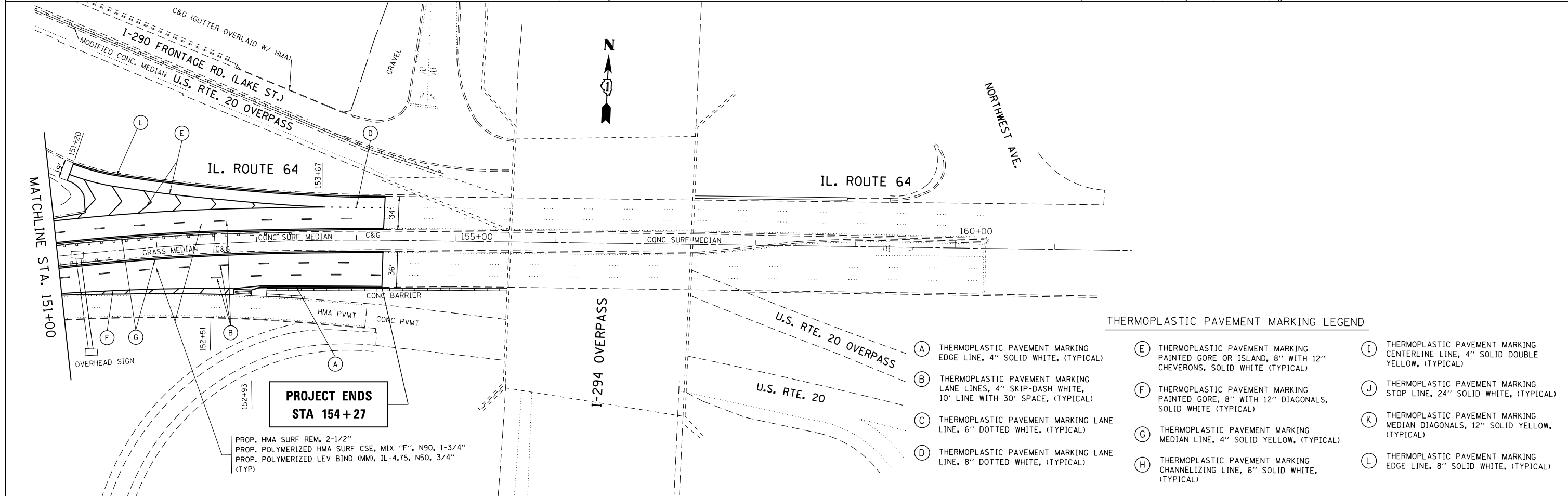
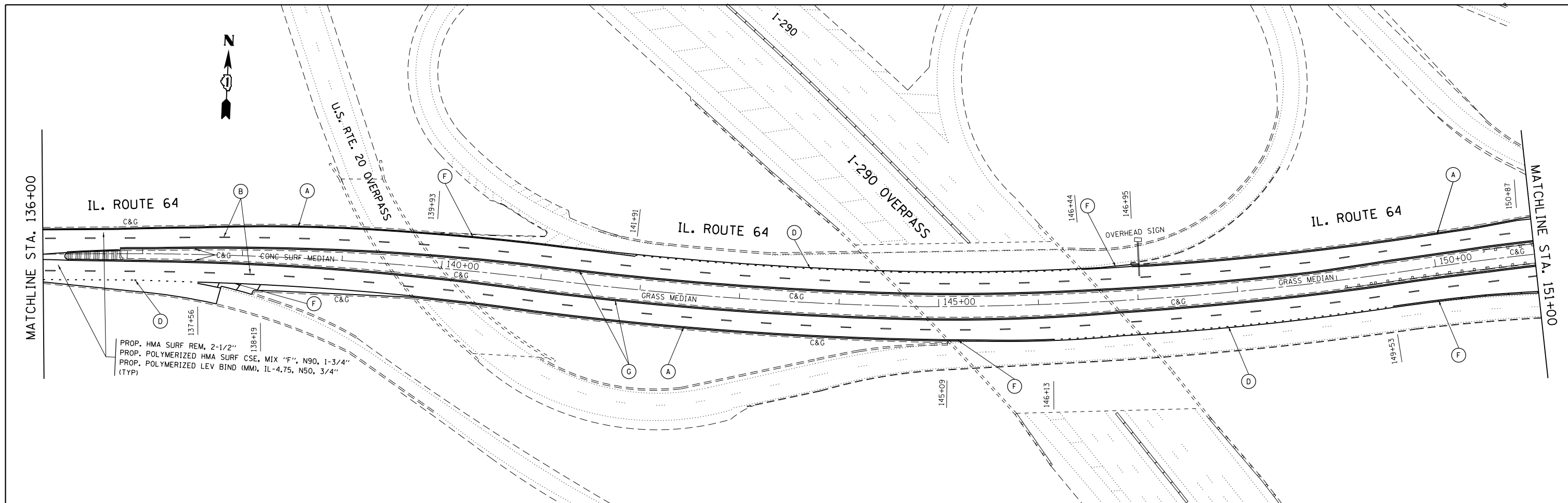
FILE NAME =	USER NAME = 11oydjm	DESIGNED -	REVISED -
es:\pwork\pwork\11oydjm\0249858\01317	1-sh-t-plan.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/10/2012	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ILL 64 (NORTH AVE.) (VILLA AVE. TO DUPAGE CO. LINE)
 ROADWAY AND PAVEMENT MARKING PLANS**

SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
--------	-----------	-----------	------	---------

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DUPAGE	34	14
CONTRACT NO. 60N47				
ILLINOIS FED. AID PROJECT				









THERMOPLASTIC PAVEMENT MARKING LEGEND

(A) THERMOPLASTIC PAVEMENT MARKING EDGE LINE, 4" SOLID WHITE, (TYPICAL)	(E) THERMOPLASTIC PAVEMENT MARKING PAINTED GORE OR ISLAND, 8" WITH 12" CHEVERONS, SOLID WHITE (TYPICAL)	(I) THERMOPLASTIC PAVEMENT MARKING CENTERLINE LINE, 4" SOLID DOUBLE YELLOW, (TYPICAL)
(B) THERMOPLASTIC PAVEMENT MARKING LANE LINES, 4" SKIP-DASH WHITE, 10' LINE WITH 30' SPACE, (TYPICAL)	(F) THERMOPLASTIC PAVEMENT MARKING PAINTED GORE, 8" WITH 12" DIAGONALS, SOLID WHITE (TYPICAL)	(J) THERMOPLASTIC PAVEMENT MARKING STOP LINE, 24" SOLID WHITE, (TYPICAL)
(C) THERMOPLASTIC PAVEMENT MARKING LANE LINE, 6" DOTTED WHITE, (TYPICAL)	(G) THERMOPLASTIC PAVEMENT MARKING MEDIAN LINE, 4" SOLID YELLOW, (TYPICAL)	(K) THERMOPLASTIC PAVEMENT MARKING MEDIAN DIAGONALS, 12" SOLID YELLOW, (TYPICAL)
(D) THERMOPLASTIC PAVEMENT MARKING LANE LINE, 8" DOTTED WHITE, (TYPICAL)	(H) THERMOPLASTIC PAVEMENT MARKING CHANNELIZING LINE, 6" SOLID WHITE, (TYPICAL)	(L) THERMOPLASTIC PAVEMENT MARKING EDGE LINE, 8" SOLID WHITE, (TYPICAL)

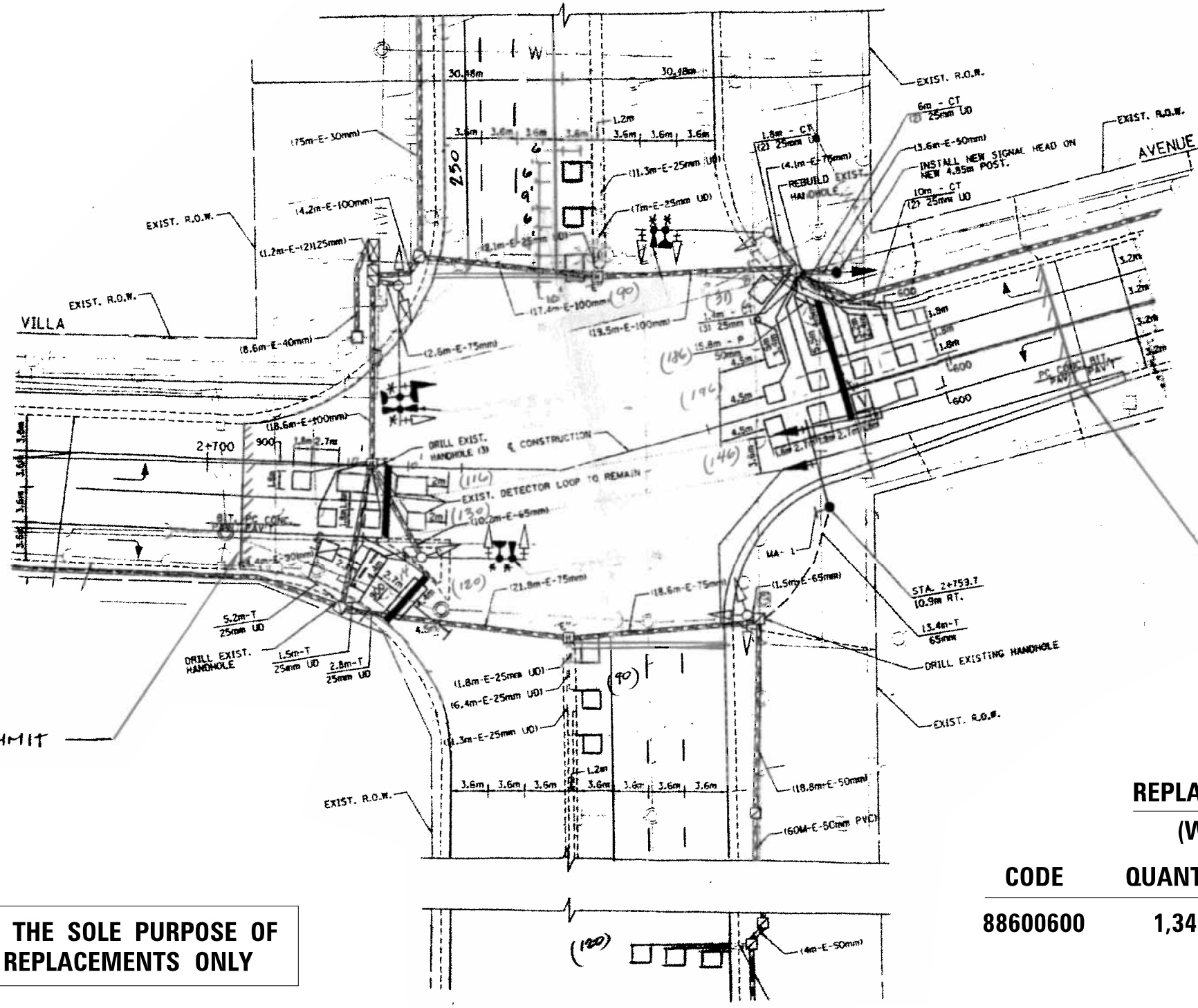
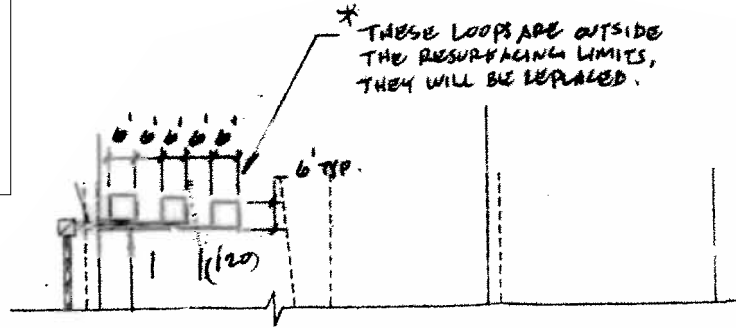
FILE NAME =	USER NAME = 11oydjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILL 64 (NORTH AVE.) (VILLA AVE. TO DUPAGE CO. LINE) ROADWAY AND PAVEMENT MARKING PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dtdot\11oydjm\d0249858\11317	1-shd-plen.dgn	DRAWN -	REVISED -			307	542R-2-RS	DUPAGE	34	15
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -			CONTRACT NO. 60N47				
PLOT DATE = 12/10/2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

- SIGNAL HEAD WITH BACKPLATE 
- SIGNAL HEAD 
- GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED 
- DETECTOR LOOP 
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE 
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II 

PROPOSED EXISTING



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

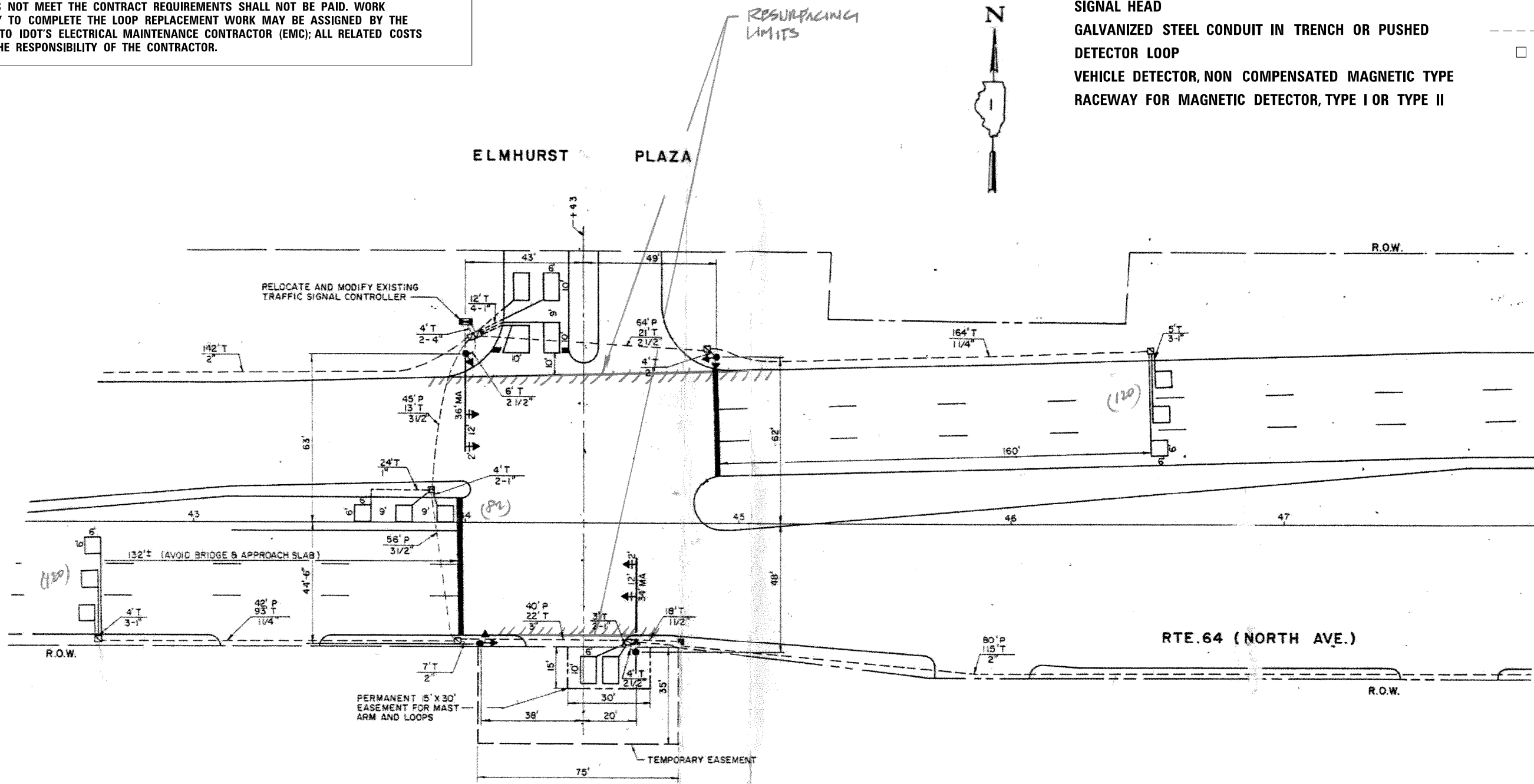
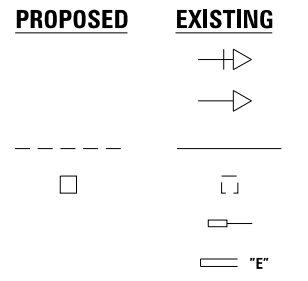
REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	QUANTITY	UNIT	ITEM
88600600	1,345	FOOT	DETECTOR LOOP REPLACEMENT

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD
- GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
- DETECTOR LOOP
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II



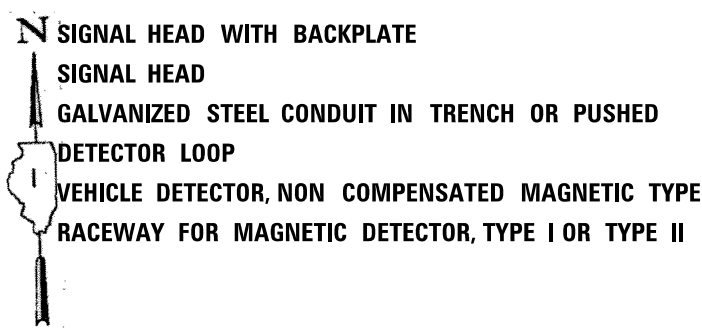
**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
88600600	322	FOOT	DETECTOR LOOP REPLACEMENT

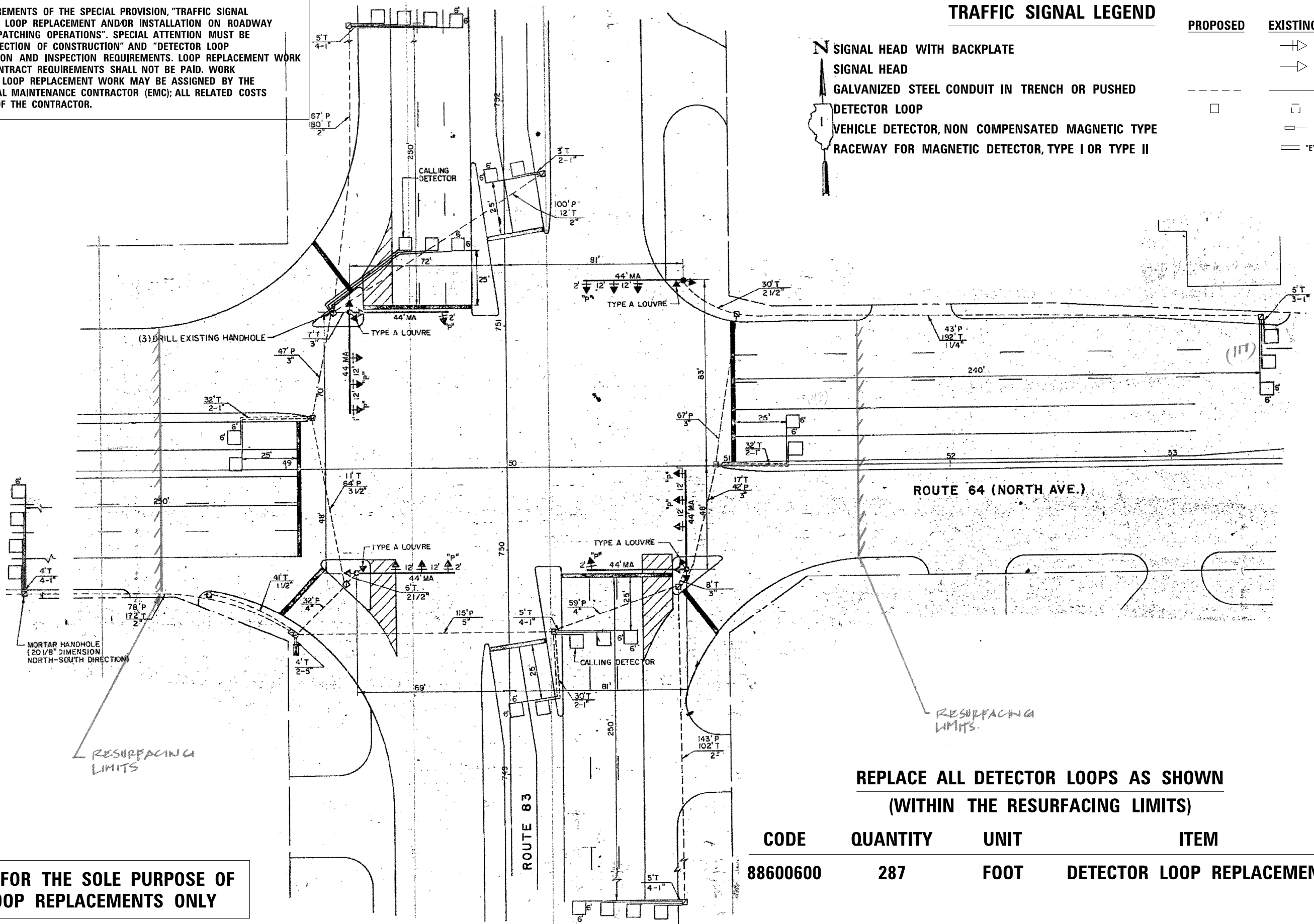
**THIS PLAN IS FOR THE SOLE PURPOSE OF
DETECTOR LOOP REPLACEMENTS ONLY**

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND



PROPOSED	EXISTING



ROUTE 64 (NORTH AVE.)

ROUTE 63

RESURFACING LIMITS

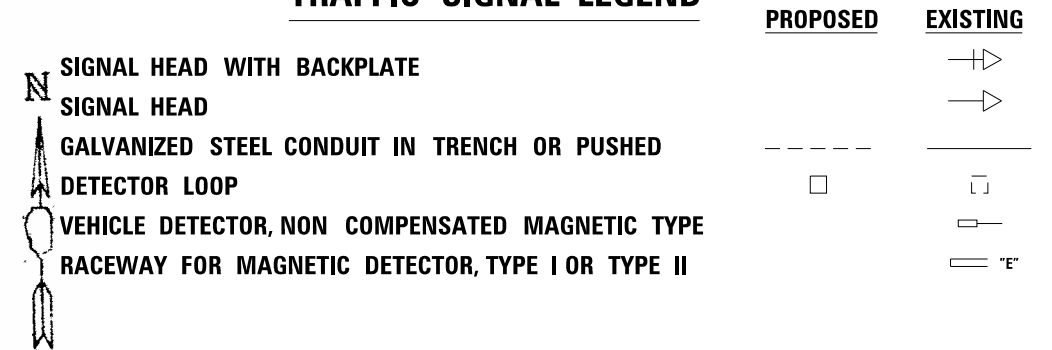
**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
88600600	287	FOOT	DETECTOR LOOP REPLACEMENT

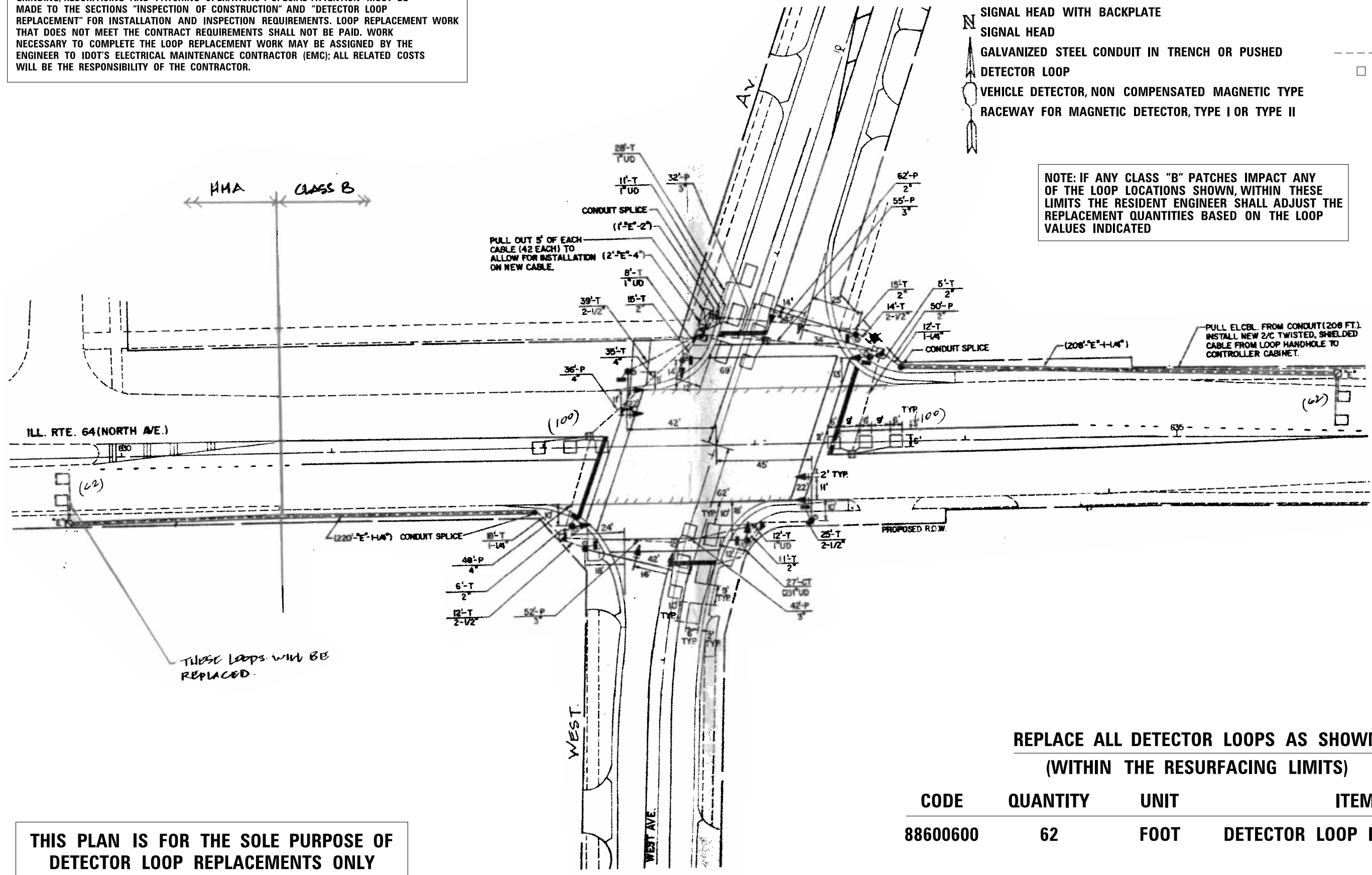
**THIS PLAN IS FOR THE SOLE PURPOSE OF
DETECTOR LOOP REPLACEMENTS ONLY**

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND



NOTE: IF ANY CLASS "B" PATCHES IMPACT ANY OF THE LOOP LOCATIONS SHOWN, WITHIN THESE LIMITS THE RESIDENT ENGINEER SHALL ADJUST THE REPLACEMENT QUANTITIES BASED ON THE LOOP VALUES INDICATED



HMA CLASS B

THESE LOOPS WILL BE REPLACED.

**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
88600600	62	FOOT	DETECTOR LOOP REPLACEMENT

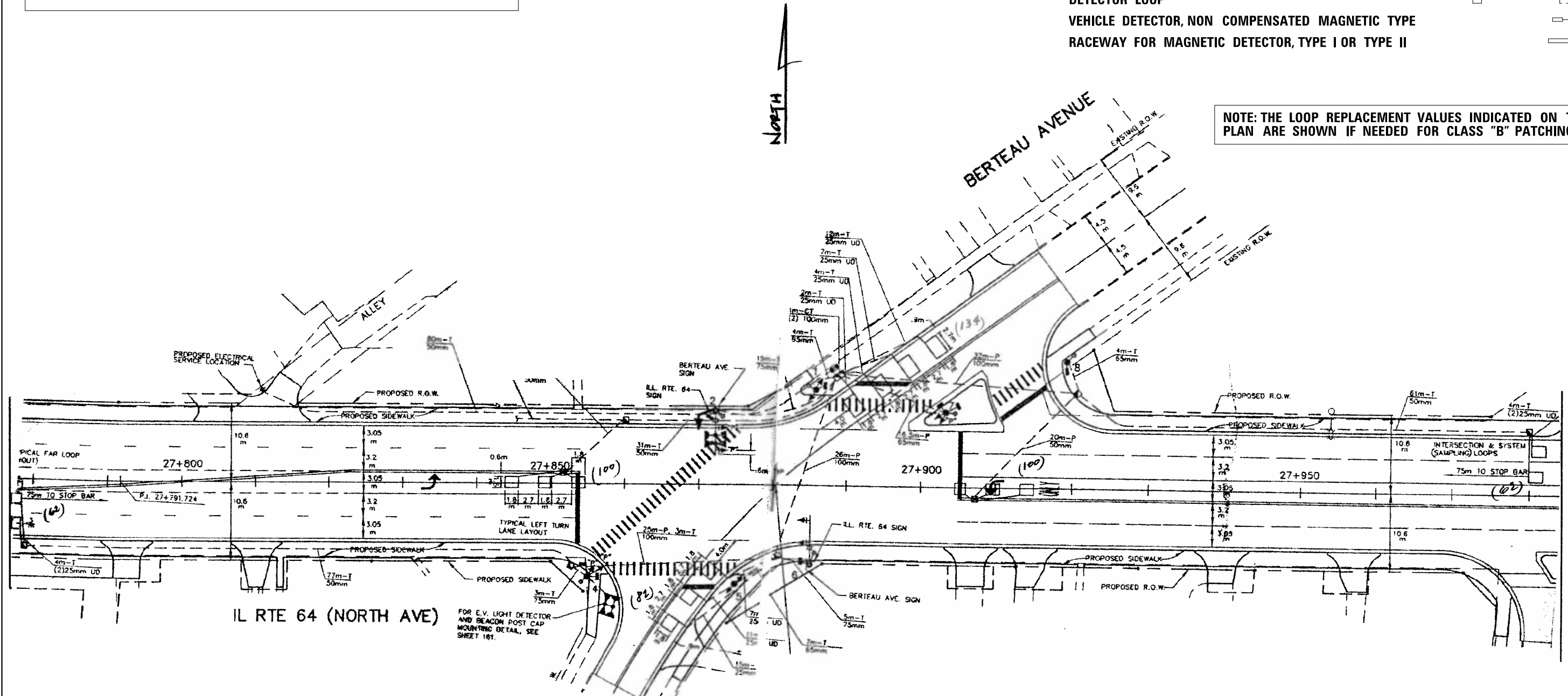
**THIS PLAN IS FOR THE SOLE PURPOSE OF
DETECTOR LOOP REPLACEMENTS ONLY**

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "TRAFFIC SIGNAL SPECIFICATIONS FOR DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION ON ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID. WORK NECESSARY TO COMPLETE THE LOOP REPLACEMENT WORK MAY BE ASSIGNED BY THE ENGINEER TO IDOT'S ELECTRICAL MAINTENANCE CONTRACTOR (EMC); ALL RELATED COSTS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE	⇨	⇨
SIGNAL HEAD	⇨	⇨
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	□	□
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	—	—
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	—	— "E"

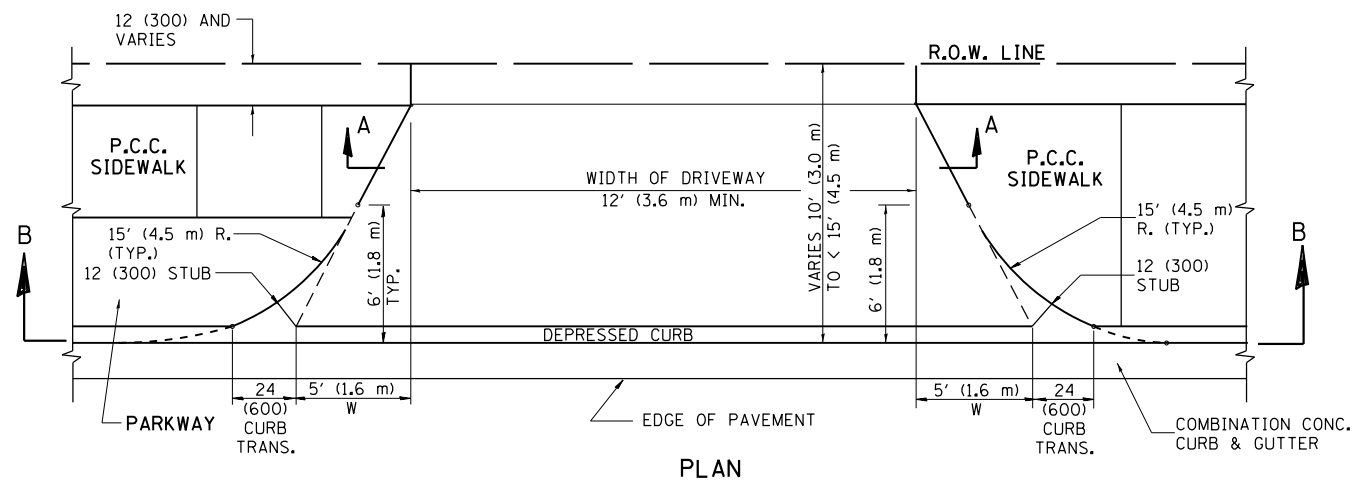
NOTE: THE LOOP REPLACEMENT VALUES INDICATED ON THE PLAN ARE SHOWN IF NEEDED FOR CLASS "B" PATCHING



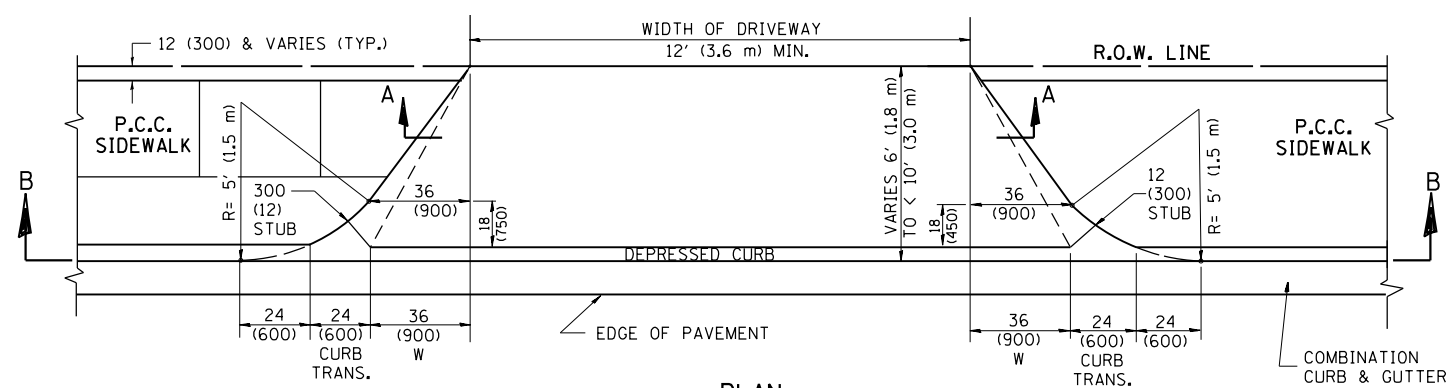
**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
88600600	0	FOOT	DETECTOR LOOP REPLACEMENT

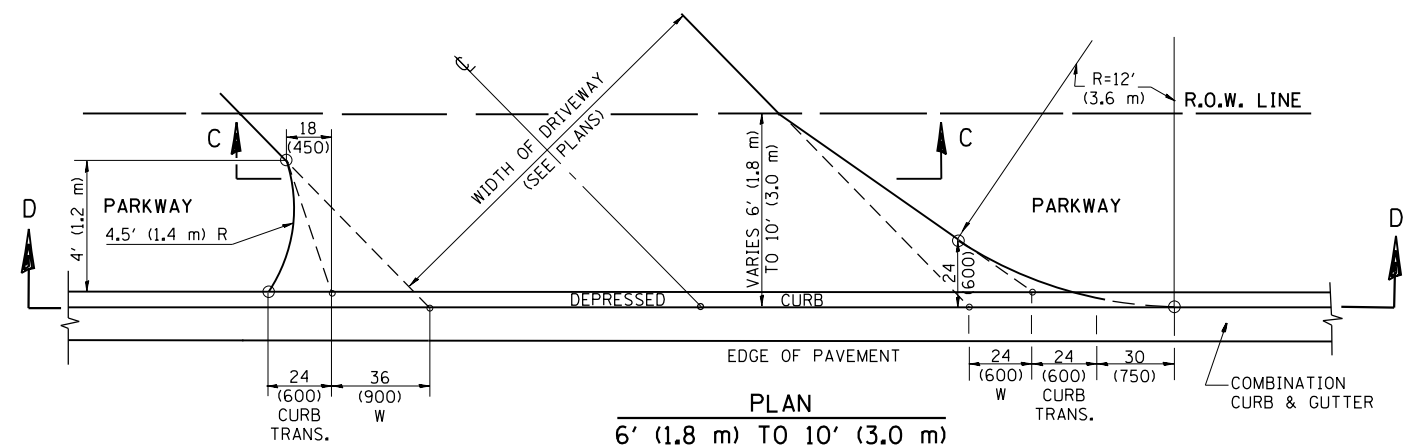
**THIS PLAN IS FOR THE SOLE PURPOSE OF
DETECTOR LOOP REPLACEMENTS ONLY**



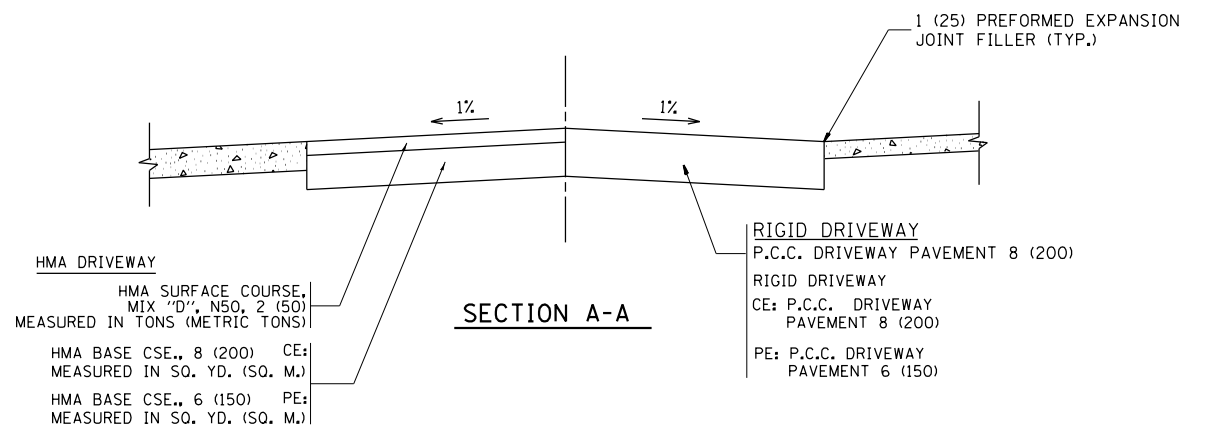
PLAN
10' (3.0 m) TO < 15' (4.5 m)



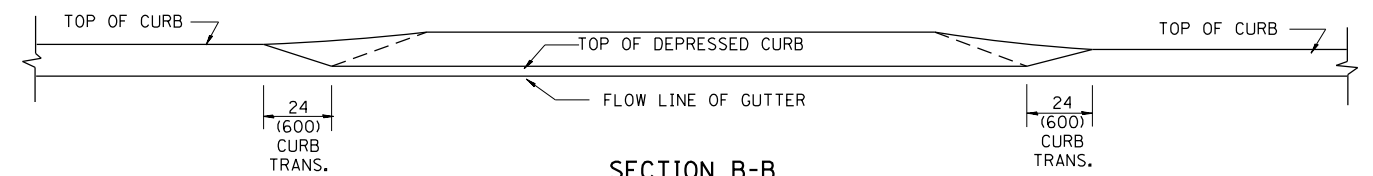
PLAN
6' (1.8 m) TO < 10' (3.0 m)



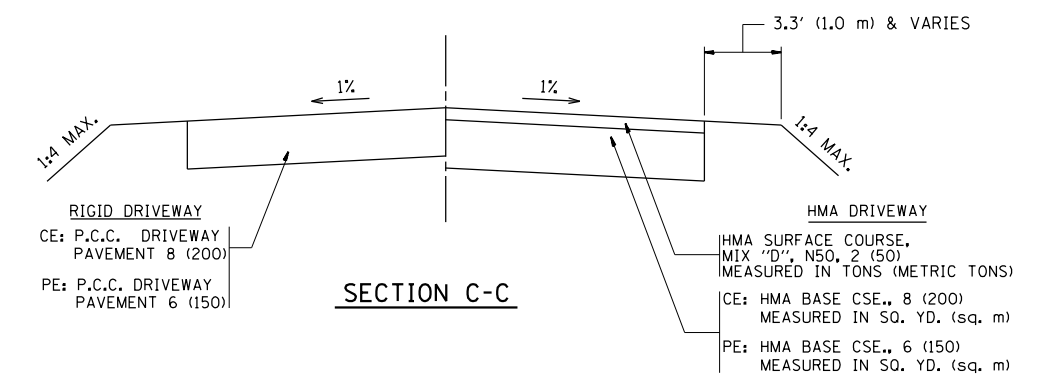
PLAN
6' (1.8 m) TO 10' (3.0 m)



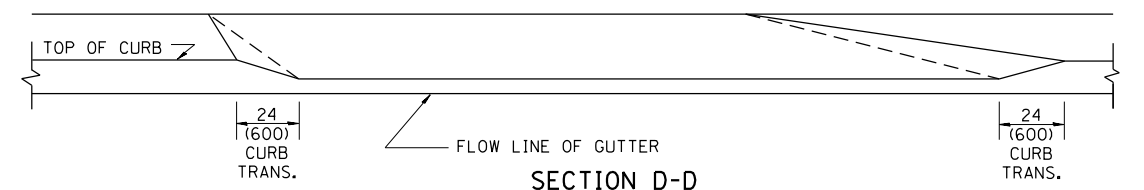
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

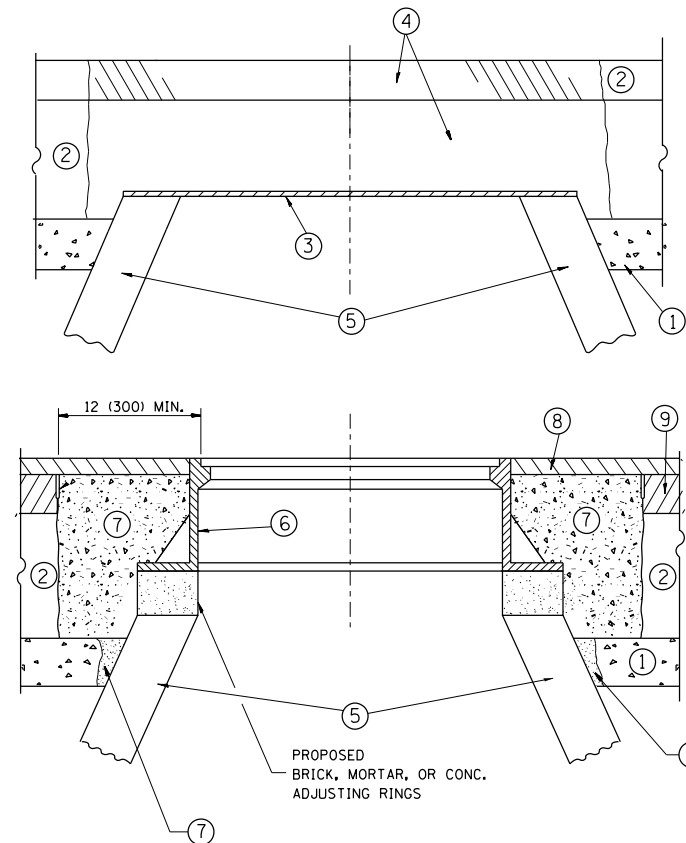
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = 11aydjm	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
et:\pw\work\p\dot\11aydjm\d0249858\Dist\Std.dgn		DRAWN -	REVISED - P. LaFLEUR 04-15-03
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 12/10/2012	DATE - 11-06-95	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DuPAGE	34	21
BD400-02 (BD-02)			CONTRACT NO. 60N47	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

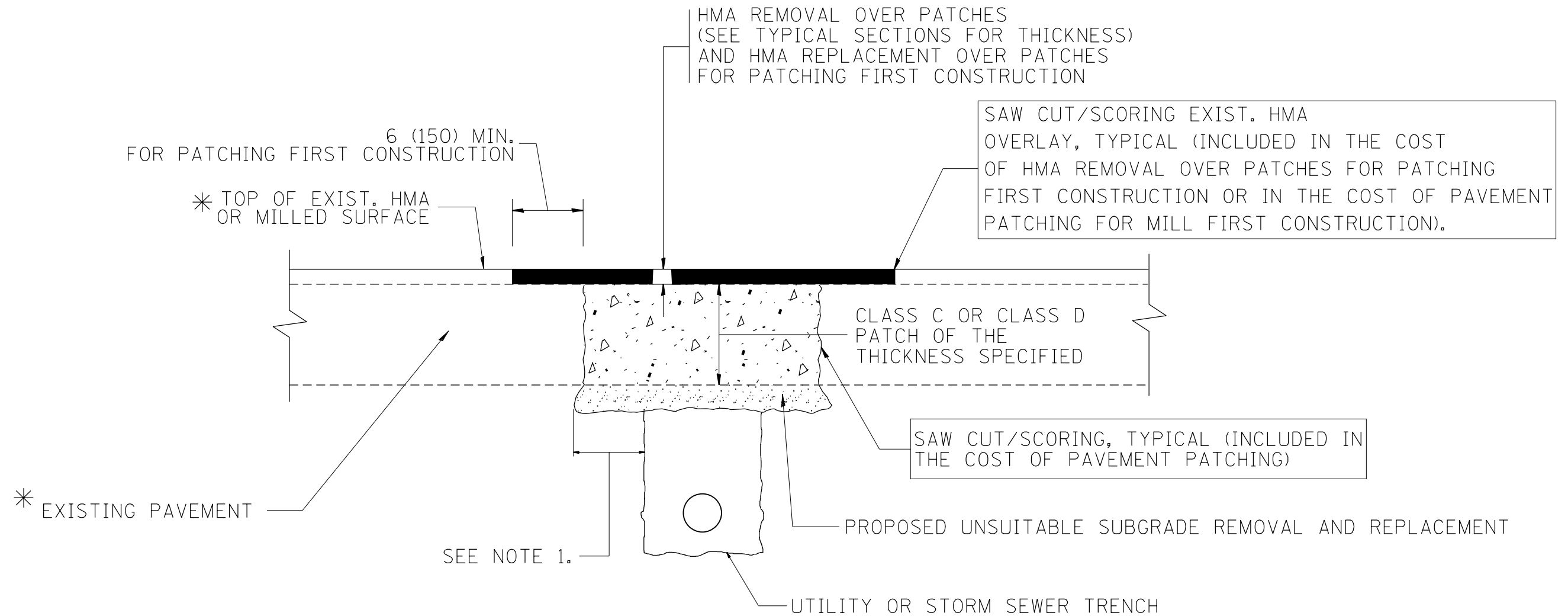
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = 11oydjm	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
et:\pwork\pwork\11oydjm\d0249858\DestStd.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/10/2012	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DuPAGE	34	22
BD600-03 (BD-8)		CONTRACT NO. 60N47		
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				



* 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 =	USER NAME = 11oydjm	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\11oydjm\0249858\DistStd.dgn	DRAWN -	REVISED - R. BORO 01-01-07	REVISED - R. BORO 09-04-07					307	542R-2-RS	DUPAGE	34	23
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED - R. BORO 09-04-07	REVISED - K. ENG 10-27-08		BD400-04 (BD-22)			CONTRACT NO. 60N47				
PLOT DATE = 12/10/2012	DATE - 10-25-94	REVISED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

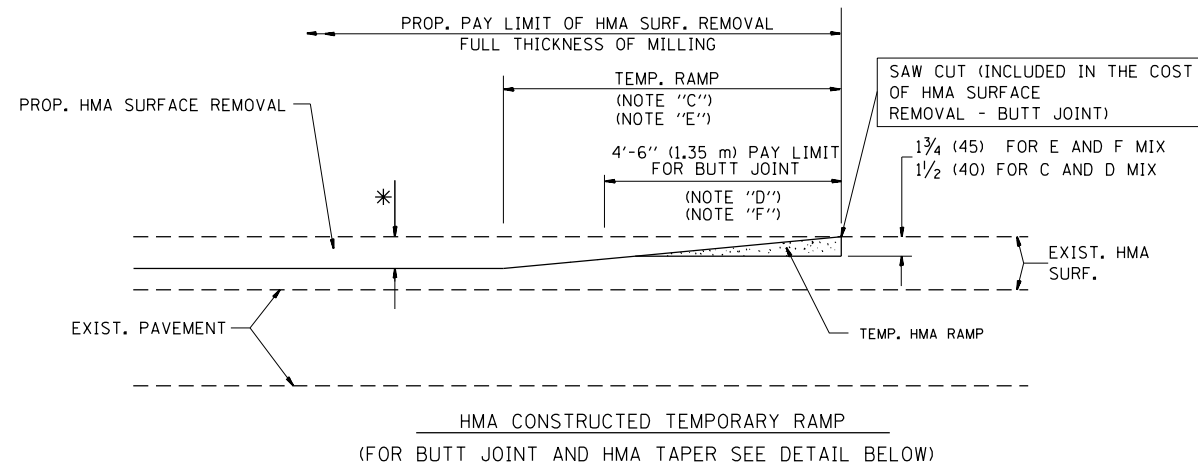
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = 11aydjm	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\11aydjm\d0249858\DistStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97					307	542R-2-RS	DuPAGE	34	24
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - M. GOMEZ 01-22-01		BD600-06 (BD-24)			CONTRACT NO. 60N47				
	PLOT DATE = 12/10/2012	DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

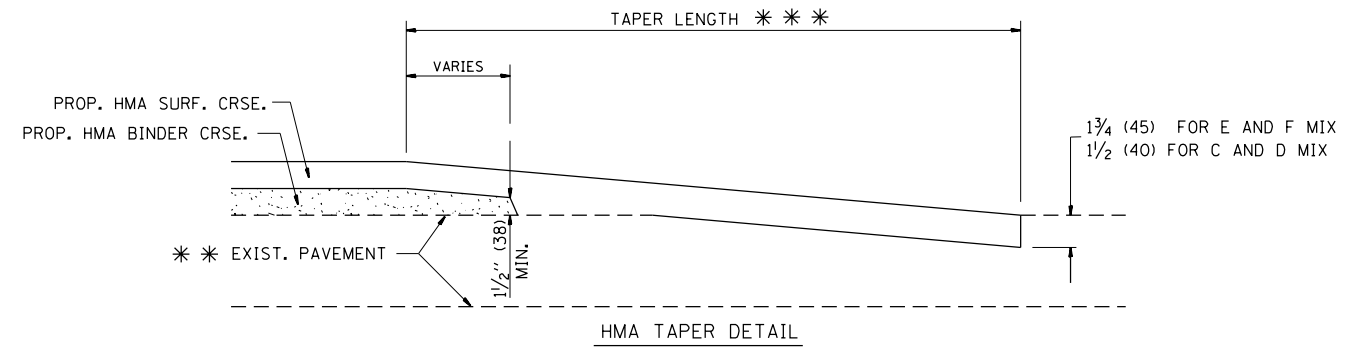


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

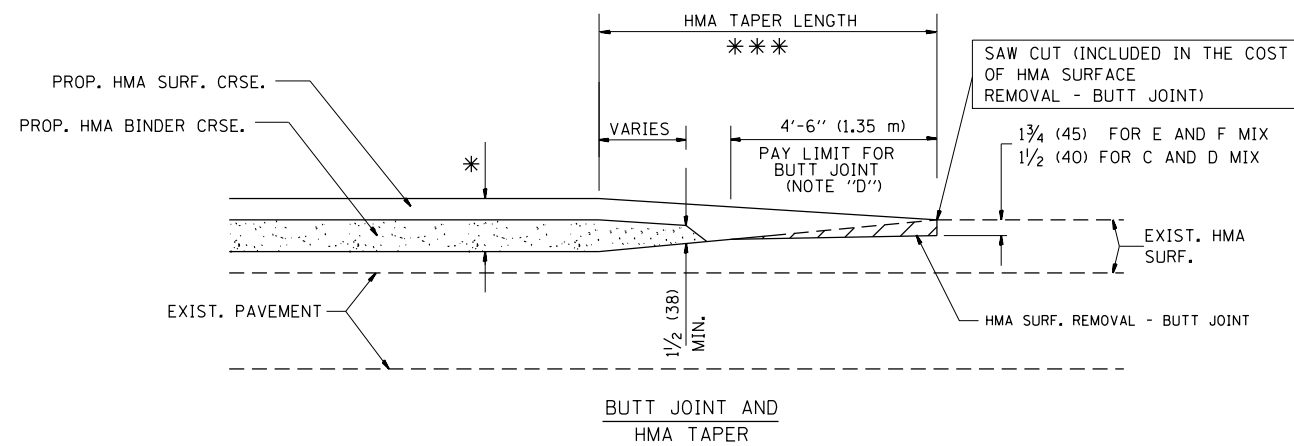
NOTES

- 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

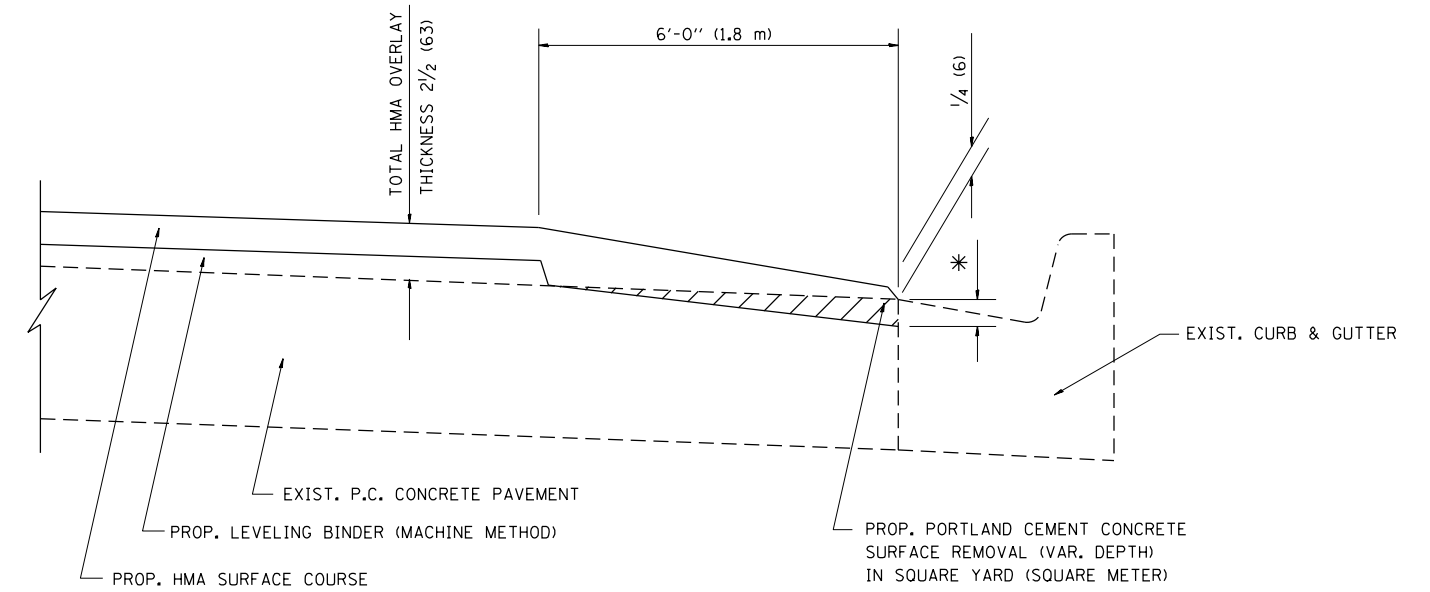
FILE NAME =	USER NAME = 11oydjm	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
et:\pw\work\p1dot\11oydjm\d0249858\DistStd.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 12/10/2012	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DuPAGE	34	25
BD400-05 BD32		CONTRACT NO. 60N47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

HMA SURFACE	LEVELING BINDER	* MILLING AT GUTTER FLAG	
MIX	THICKNESS	THICKNESS	
C OR D	1 1/2 (38)	1 (25)	1/4 (33)
F	1 3/4 (44)	3/4 (19)	1/2 (38)

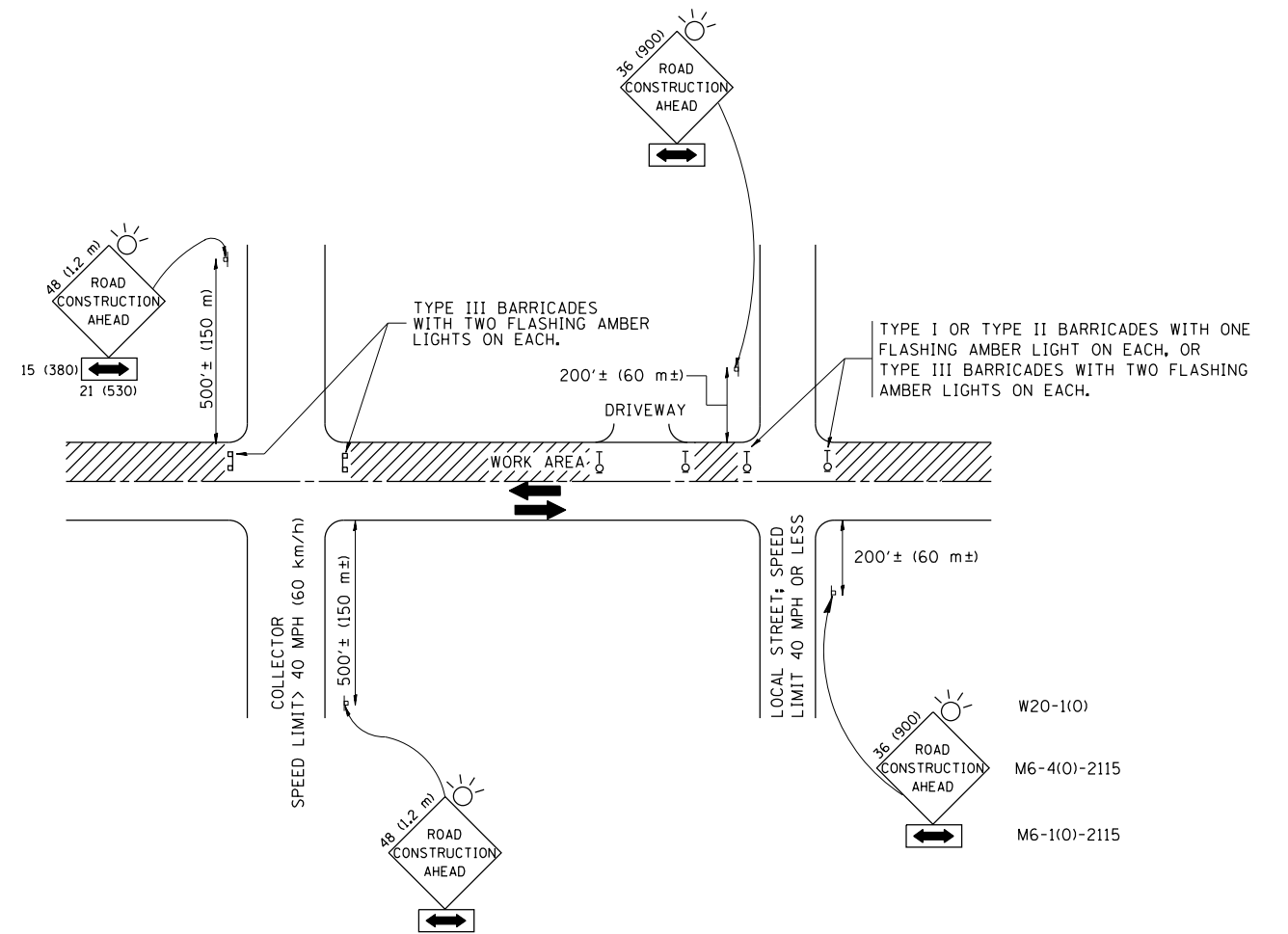
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = 11oydjm	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94
et:\pwork\pwork\11oydjm\0249858\DestStd.dgn		DRAWN - JIS	REVISED - A. ABBAS 05-05-99
	PLOT SCALE = 100.0000' / 1in.	CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00
	PLOT DATE = 12/10/2012	DATE - 09-10-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HMA TAPER AT EDGE OF P.C.C. PAVEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DuPAGE	34	26
BD400-06 (BD33)		CONTRACT NO. 60N47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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 AND FLAG 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. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

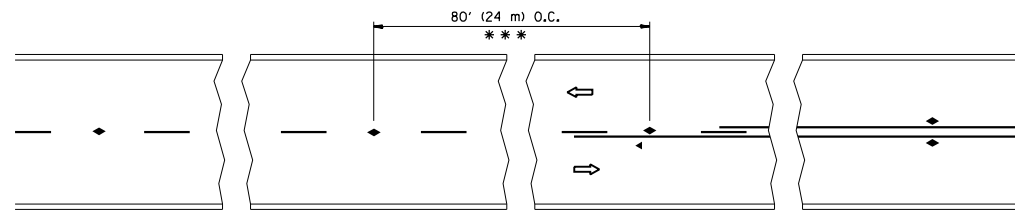
FILE NAME =	USER NAME = 11oydjm	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
et:\pwork\pwork\11oydjm\d0249858\DistStd.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 12/10/2012	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

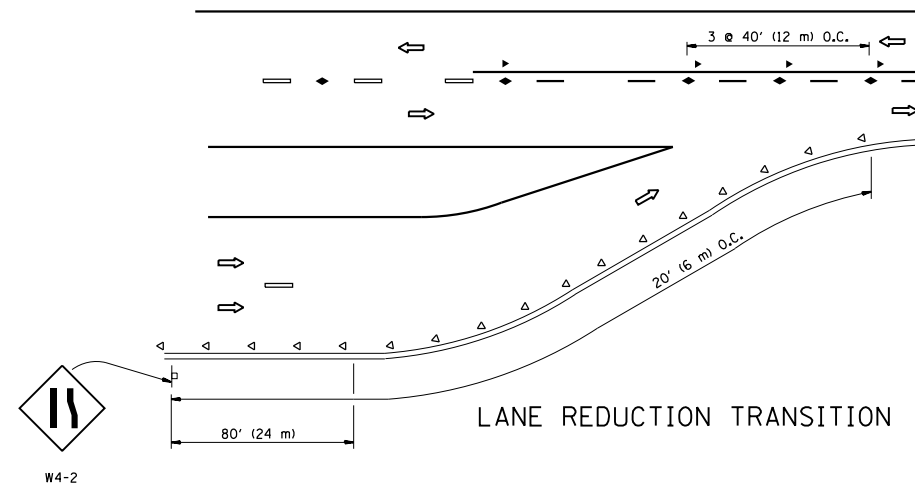
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DuPAGE	34	27
TC-10			CONTRACT NO. 60N47	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

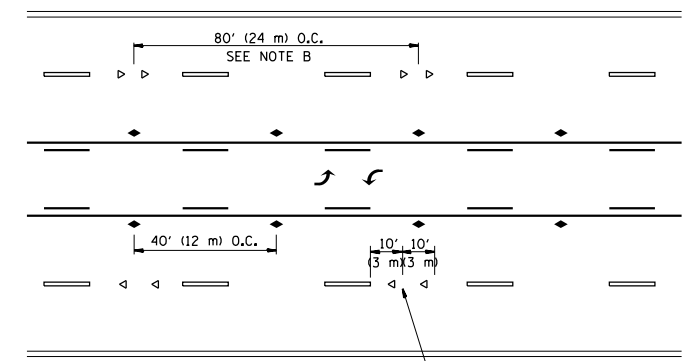


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

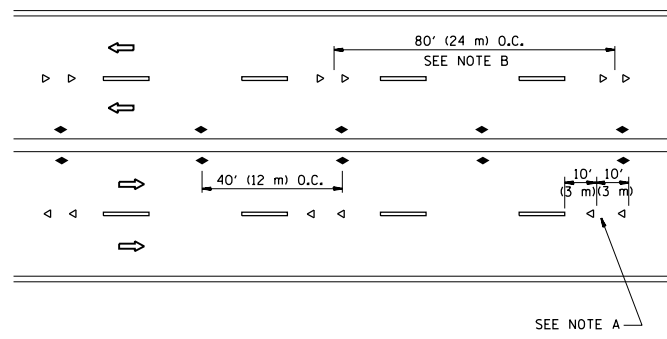
TWO-LANE/TWO-WAY



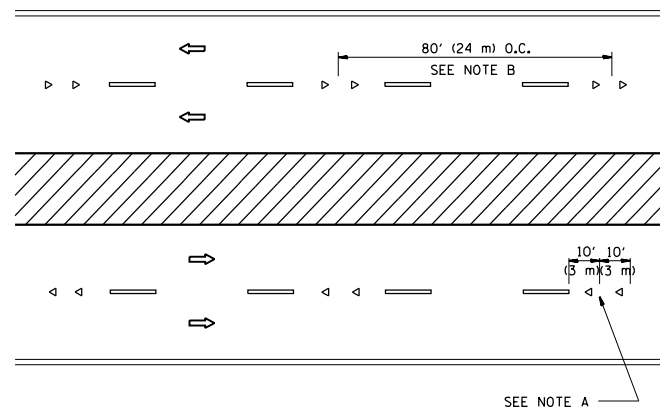
LANE REDUCTION TRANSITION



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

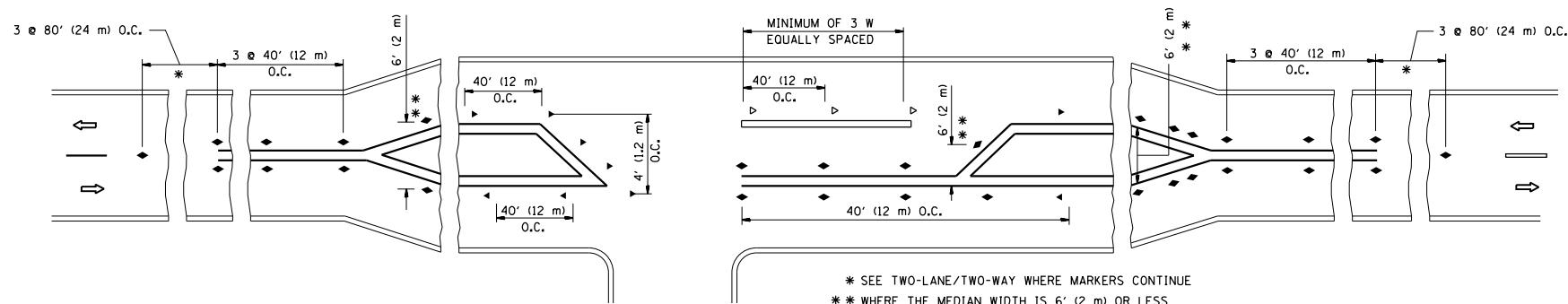
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

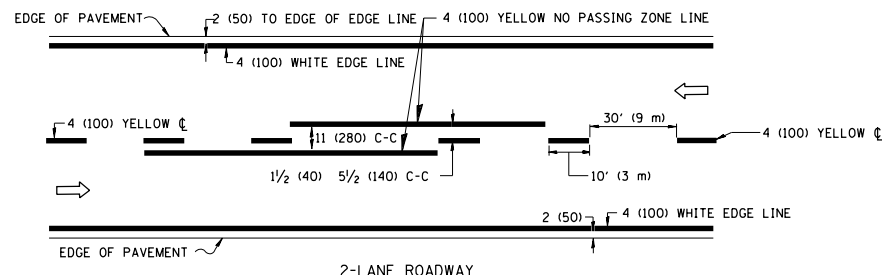
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = 11aydjm	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
et:\pw\work\p\dot\11aydjm\d0249858\Dist\Std.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 12/10/2012	DATE -	REVISED - C. JUCIUS 09-09-09

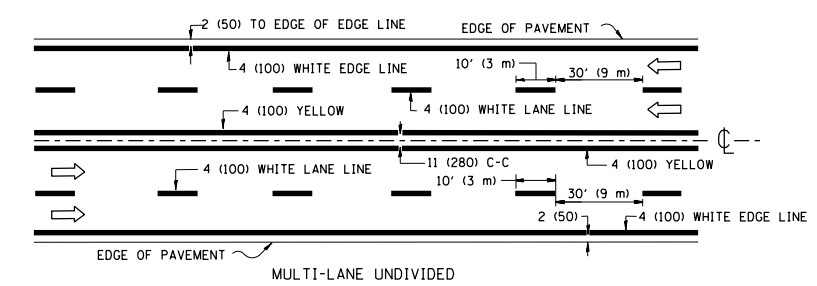
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

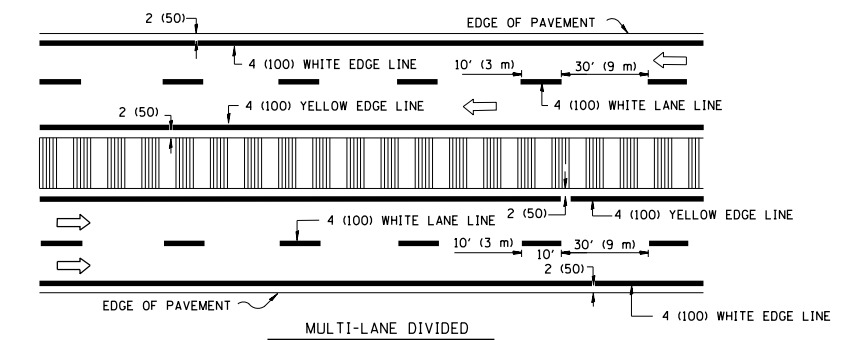
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DuPAGE	34	28
TC-11		CONTRACT NO. 60N47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



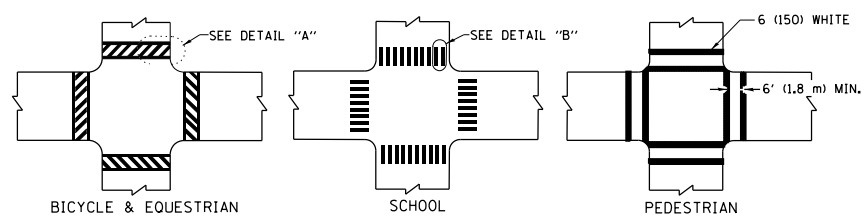
MULTI-LANE UNDIVIDED



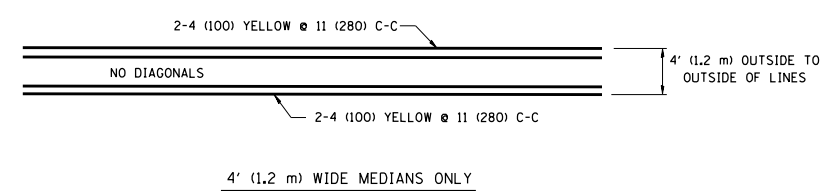
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

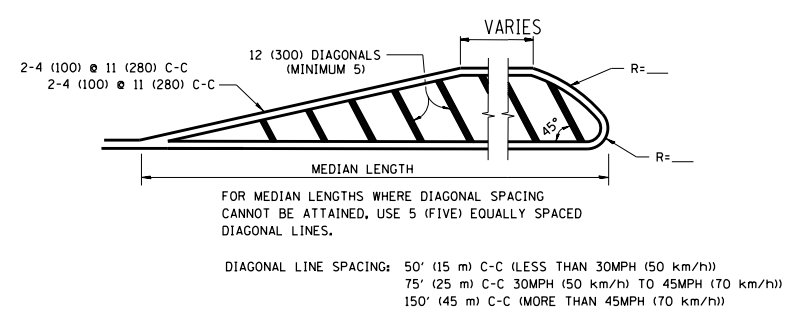
TYPICAL LANE AND EDGE LINE MARKING



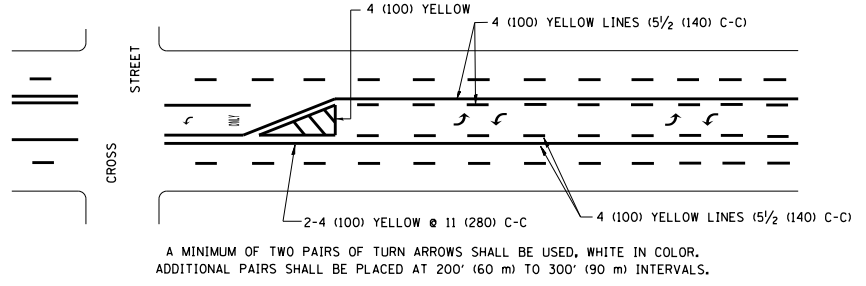
TYPICAL CROSSWALK MARKING



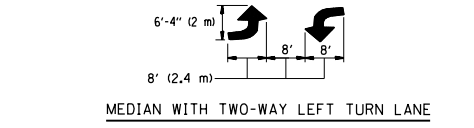
4' (1.2 m) WIDE MEDIANS ONLY



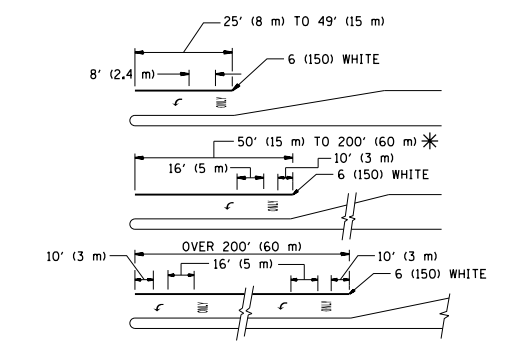
MEDIANS OVER 4' (1.2 m) WIDE



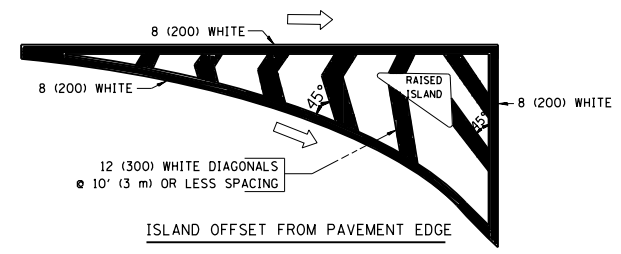
TYPICAL PAINTED MEDIAN MARKING



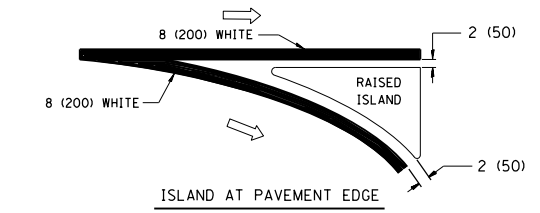
TYPICAL LEFT (OR RIGHT) TURN LANE



TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
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; 5/2 (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.
GORE 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 (30MPH (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" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R": 3.6 SQ. FT. (0.33 m²) EACH "X": 54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	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))

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

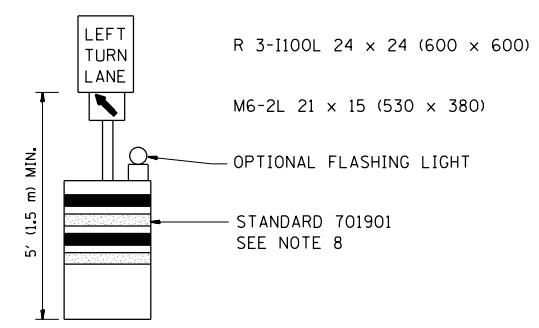
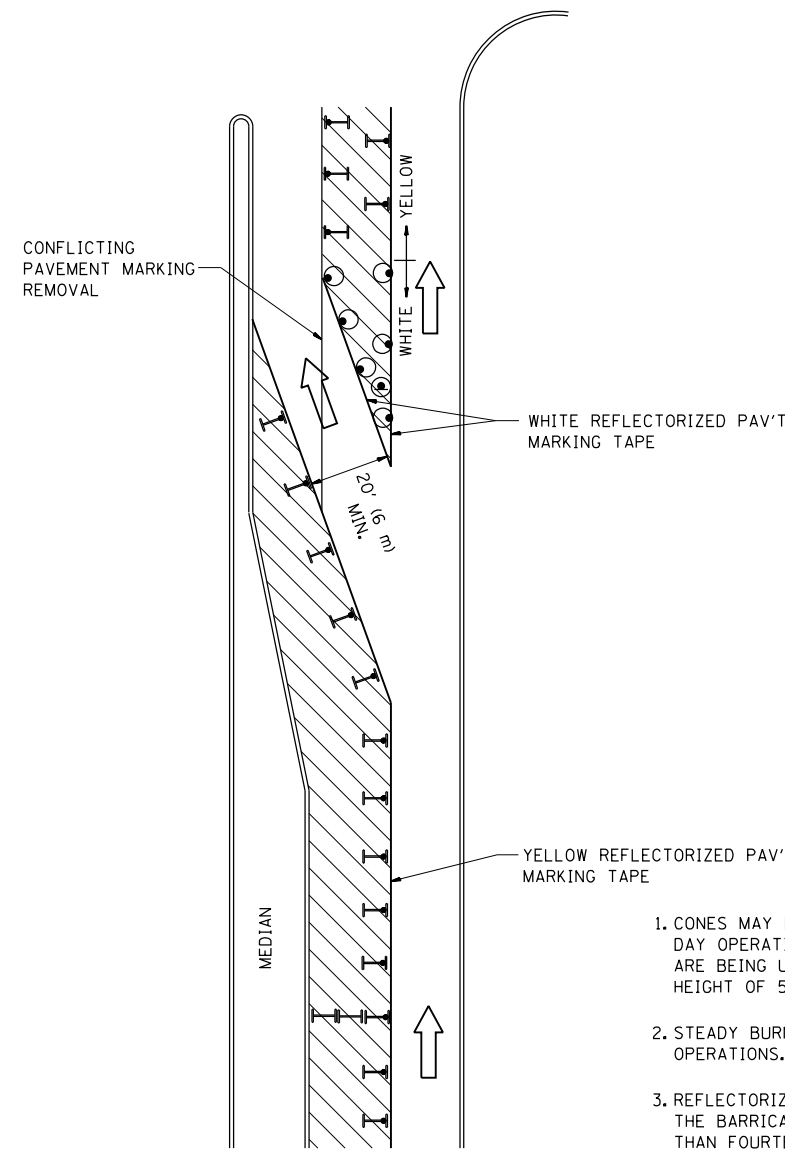
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = 11oydjm	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
et:\pw\work\p\dtdot\11oydjm\d0249858\DistStd.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 12/10/2012	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DuPAGE	34	29
TC-13		CONTRACT NO. 60N47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				









GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

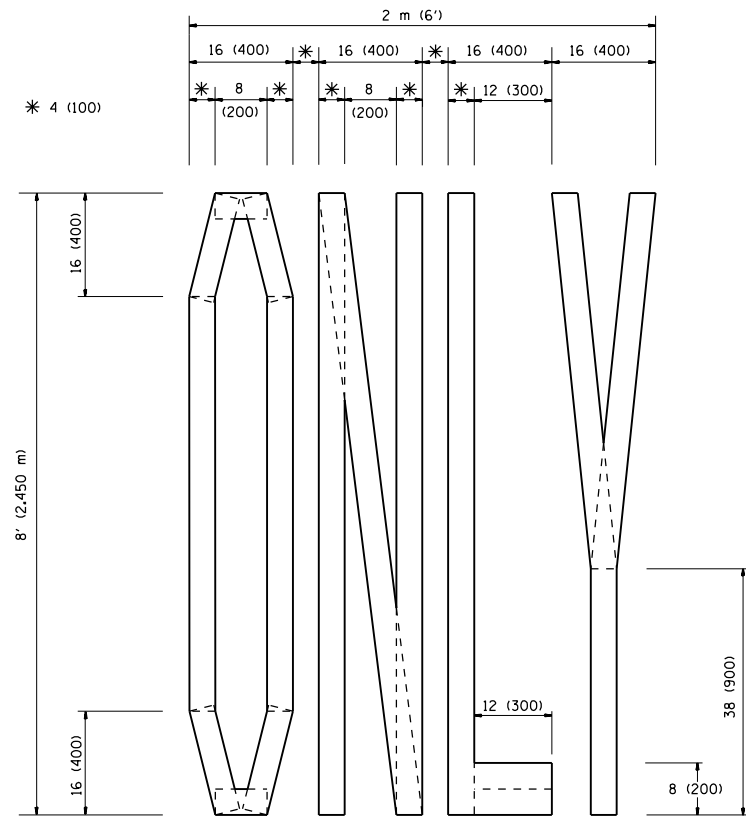
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = 11oydjm	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
et:\pwork\pwork\11oydjm\0249858\DestStd.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 12/10/2012	REVISED -T. RAMMACHER 01-06-00	REVISED -

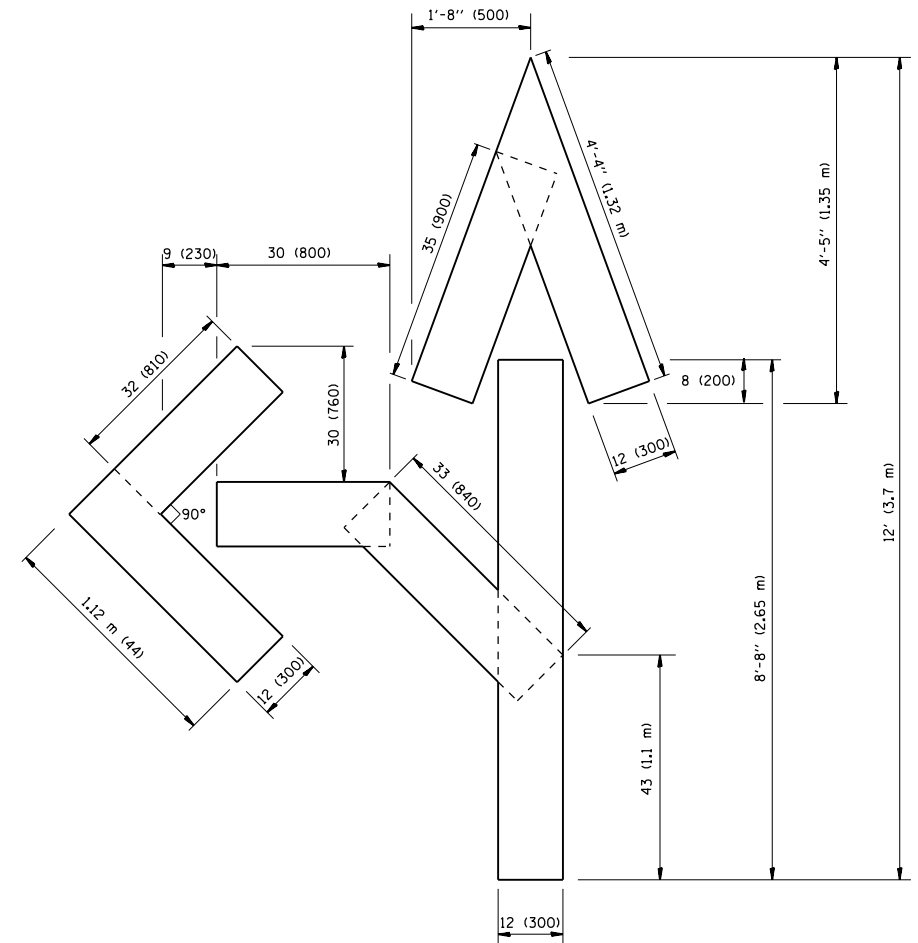
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

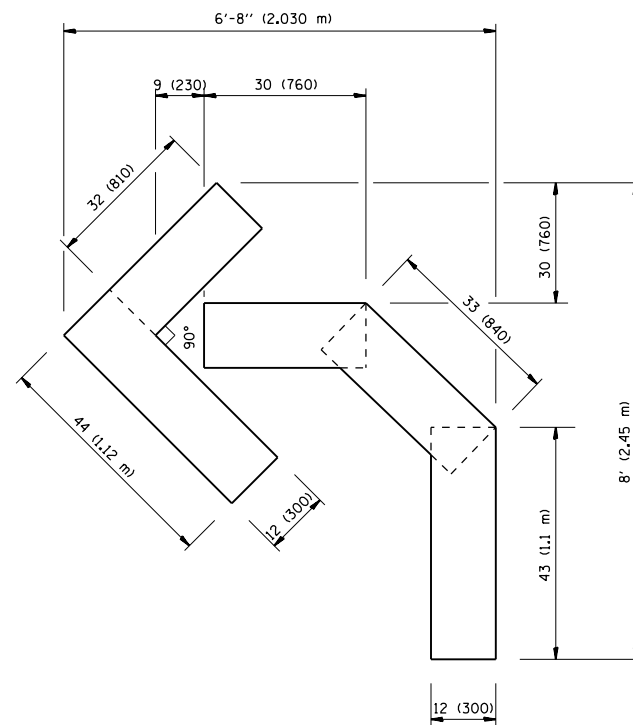
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DUPAGE	34	30
TC-14		CONTRACT NO. 60N47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

FILE NAME =	USER NAME = 11aydjm	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
et:\pwork\pwork\11aydj\m\0249858\DistStd.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 12/10/2012	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

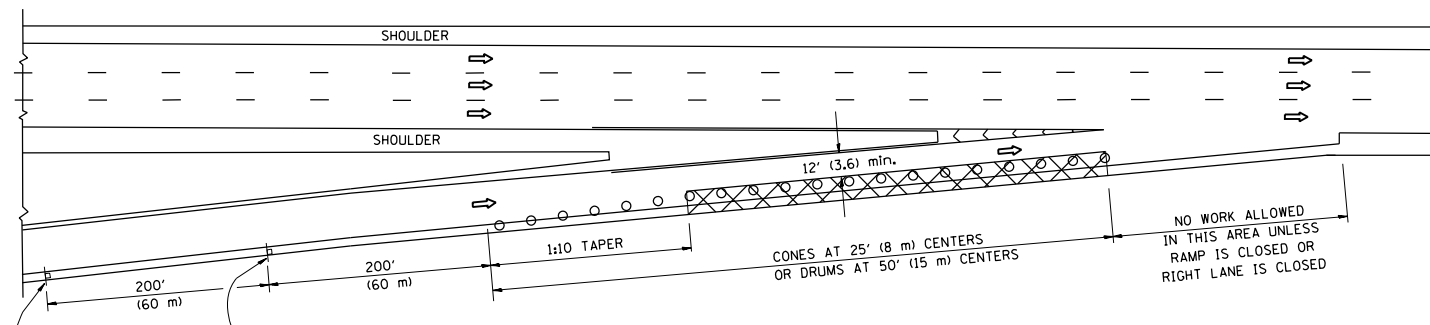
PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

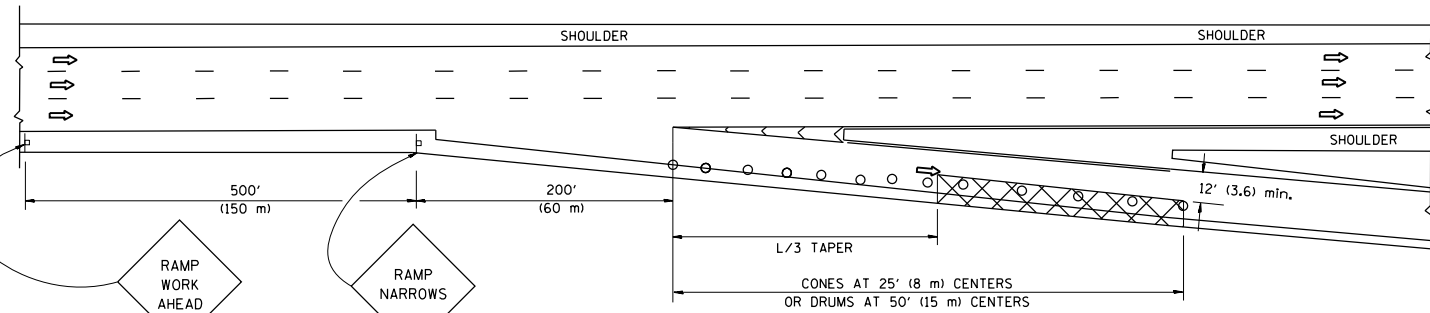
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DuPAGE	34	31
TC-16			CONTRACT NO. 60N47	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

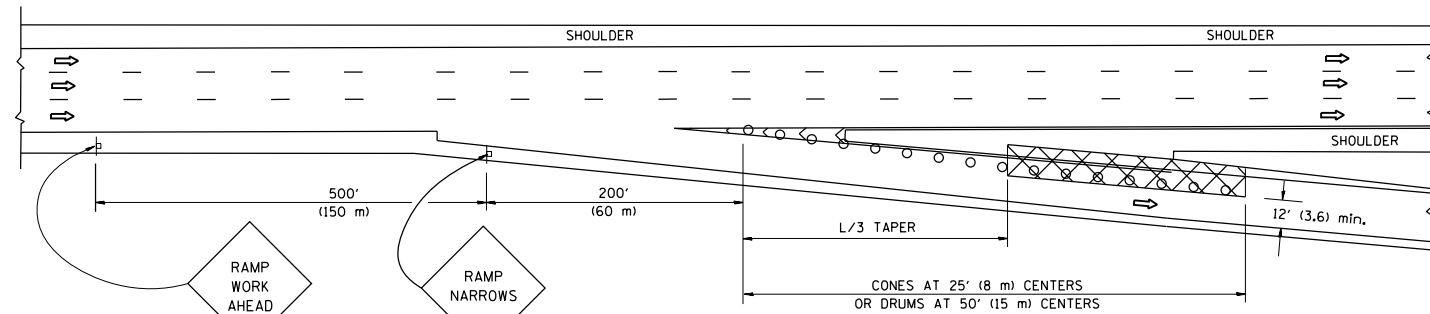
SHOULDER CLOSURE DETAILS



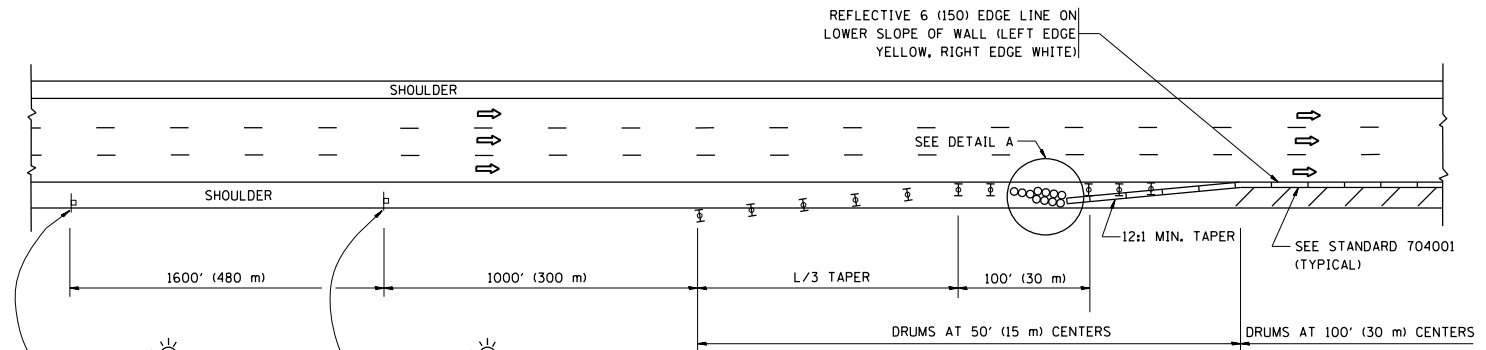
TYPICAL ENTRANCE RAMP



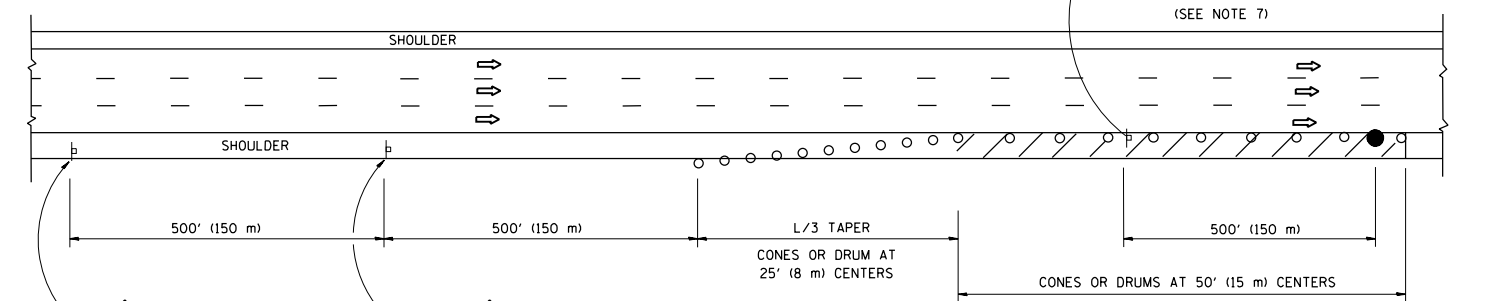
TYPICAL EXIT RAMP



TYPICAL EXIT RAMP



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH
	$L=0.65(W)(S)$ $L=(W)(S)$
	W = WIDTH OF OFFSET IN FEET (METERS)
	S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

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

FILE NAME =	USER NAME = 11oydjm	DESIGNED -	REVISED - 04-03
et:\pwork\pwork\11oydjm\d0249858\DistStd.dgn		DRAWN - D.W.S.	REVISED - J.A.F. 12-06
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 12/10/2012	DATE - 11-96	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY			
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DUPAGE	34	32
TC-17		CONTRACT NO. 60N47		
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 =	USER NAME = 11oydjm	DESIGNED -	REVISED - R. MIRS 09-15-97
et:\pwork\pwork\11oydjm\0249858\DestStd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 12/10/2012	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

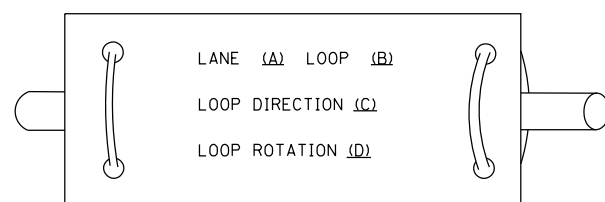
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DuPAGE	34	33
TC-22			CONTRACT NO. 60N47	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

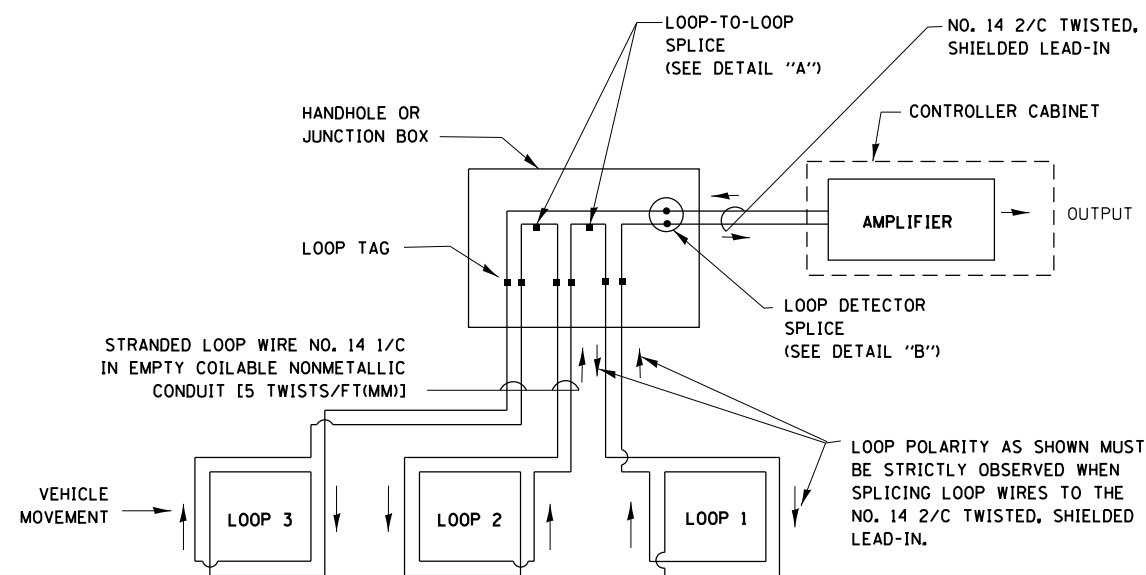
LOOP DETECTOR NOTES

- 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.
- 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.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 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.
- 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.
- PERFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PERFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

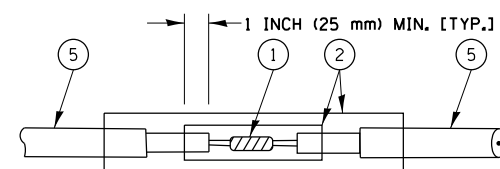


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

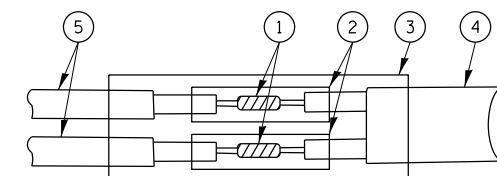


DETECTOR LOOP WIRING SCHEMATIC

- 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.

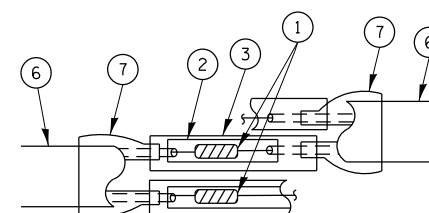


DETAIL "A"
LOOP-TO-LOOP SPLICE

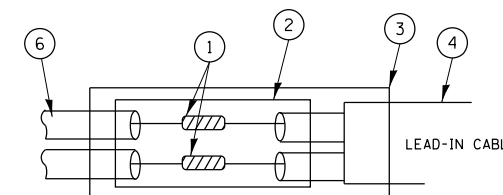


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- PRE-FORMED LOOP
- XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = 11oydjm	DESIGNED - DAD	REVISED -
et:\pw\work\p\dot\11oydjm\d0249858\DistStd.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 12/10/2012	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	542R-2-RS	DUPAGE	34	34
TS-05			CONTRACT NO. 60N47	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				