

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2540	12-00155-00-RS	DUPAGE	21	1

CONTRACT NO. 63789

INDEX OF SHEETS

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FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA

AOT:
RICKERT DRIVE 23,000 VPD (2012)

POSTED SPEED

40 MPH (EXISTING)
40 MPH (PROPOSED)

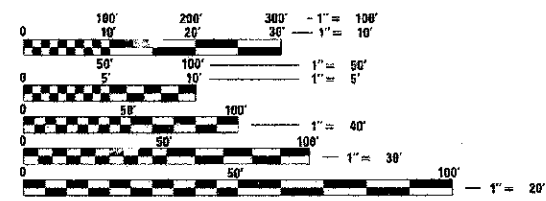
DESIGN SPEED

45 MPH (EXISTING)
45 MPH (PROPOSED)

FUNCTIONAL CLASSIFICATION

COLLECTOR - URBAN

PROJECT IS LOCATED IN THE CITY OF NAPERVILLE



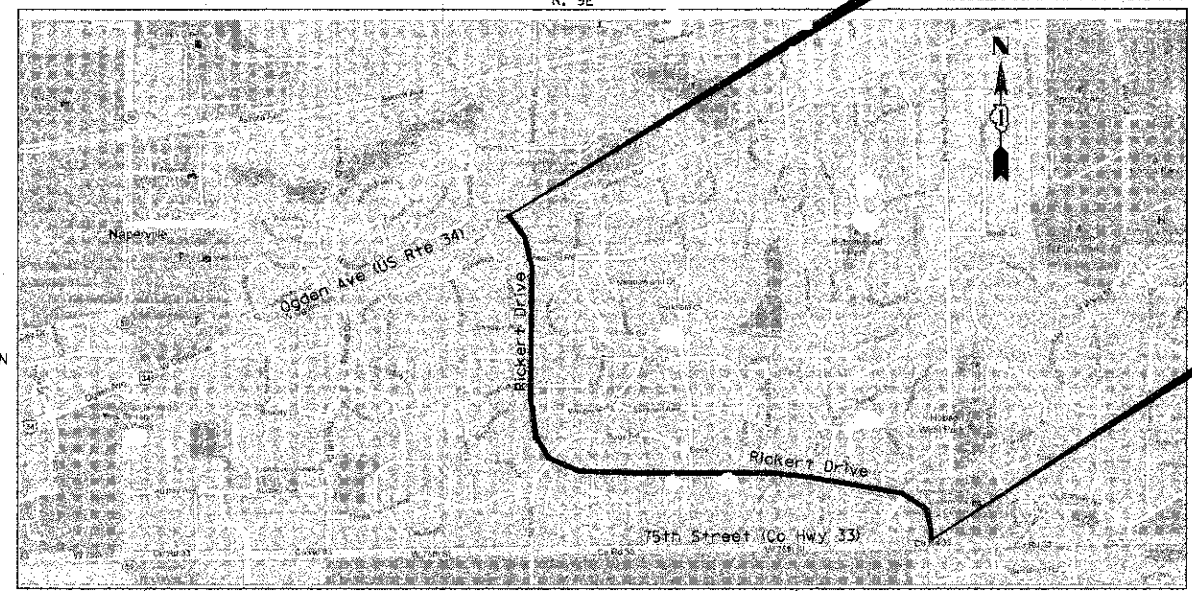
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 63789

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**
FAU ROUTE 2540 (RICKERT DRIVE)
FAU 0311 (OGDEN AVENUE) TO FAU 0369 (75TH STREET)
RESURFACING

SECTION 12-00155-00-RS
PROJECT M-4003(078)
CITY OF NAPERVILLE
DUPAGE COUNTY
JOB NO. C-91-577-12



T. 38N

NAPERVILLE TOWNSHIP
SECTIONS 22, 23,
26 AND 27

CITY OF NAPERVILLE
3RD P.M.

LOCATION MAP

NOT TO SCALE
PROJECT LENGTH (GROSS / NET)
8,758 FT (1.66 MILES)



Christopher E. Comin 02/12/13
CHRISTOPHER E. COMIN, P.E.
NO. 062-056621
EXP. DATE 11/30/13

PROJECT BEGINS
STATION 101+04

PROJECT ENDS
STATION 188+62

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED *Feb 12, 2013*
Robert H. ...
CITY OF NAPERVILLE, ASSISTANT CITY ENGINEER

PASSED *February 14, 2013*
Christopher E. Comin
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW *February 21, 2013*
John Fortmann
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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

1475 EAST WOODFIELD ROAD, SUITE 600
SCHALMBURG, ILLINOIS 60173
(847) 605-8600
TRAN SYSTEMS
PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E., (847) 705-4406, SCHALMBURG, IL

GENERAL NOTES

- ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2012.
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR SHALL VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE/SHE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT WITH THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
- BEFORE STARTING EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 AND THE CITY OF NAPERVILLE AT 630-420-6131 (ELECTRIC) OR 630-420-6137 (WATER) FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY OR ROW WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
- HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- QUANTITIES FOR PATCHING SHALL NOT EXCEED THOSE PROVIDED IN THE SUMMARY OF QUANTITIES UNLESS APPROVED BY THE ENGINEER. THE ENGINEER WILL VERIFY FINAL PATCH LOCATIONS IN THE FIELD, PRIOR TO REMOVAL.
- THE CONTRACTOR IS REQUIRED TO USE A PAVER SKI WHEN PLACING BITUMINOUS LIFTS.
- THE CONTRACTOR SHALL COORDINATE PAVING OPERATIONS FOR BOTH HMA LEVEL BINDER AND SURFACE COURSES SO THAT THE LONGITUDINAL JOINTS ARE CLOSED AND COMPACTED AT THE END OF EACH DAY. PAVING OPERATIONS SHALL BE SCHEDULED SO THAT ADJACENT LANES ARE PAVED IN THE SAME DIRECTION AS THE INITIAL LANE MINIMIZING THE TIME THE EDGE OF A PAVEMENT MAT IS ALLOWED TO COOL.
- DETECTABLE WARNINGS SHALL BE ARMOR TILE OR APPROVED EQUAL.
- THE CONTRACTOR MUST OBTAIN A DUPAGE COUNTY PERMIT FOR WORK WITHIN THE COUNTY ROW AT 75TH STREET AT CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL USE 2 CHANGEABLE MESSAGE SIGNS AT LOCATIONS TO BE DETERMINED BY THE ENGINEER FOR A PERIOD FROM ONE WEEK PRIOR TO STARTING CONSTRUCTION THROUGHOUT THE PROJECT.

SIGNING AND STRIPING

- SEE IDOT STANDARD DETAIL 780001, DISTRICT ONE DETAIL TC-13 AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.
- THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SIGNS THAT INTERFERE WITH CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT IN ACCORDANCE WITH ARTICLE 107.25.

TRAFFIC CONTROL

- SEE TRAFFIC CONTROL HIGHWAY STANDARDS CONCERNING TRAFFIC CONTROL AND PROTECTION.
- THE CONTRACTOR SHALL SCHEDULE CONSTRUCTION ACTIVITIES SO THAT ONE LANE OF TRAFFIC SHALL REMAIN OPEN IN EACH DIRECTION AT ALL TIMES.
- OVERNIGHT LANE CLOSURES WILL BE ALLOWED ONLY FOR STRUCTURE ADJUSTMENTS, NOT FOR OTHER PAVING OPERATIONS.
- DURING CONSTRUCTION, THE SPEED LIMIT SHALL BE REDUCED TO 30 MPH. THE CONTRACTOR SHALL COVER/REPLACE THE EXISTING SPEED LIMIT SIGNS AND INSTALL 30 MPH (REGULATORY) SIGNS ALONG WITH CONSTRUCTION ZONE FINE SIGNS (#375). AT THE END OF THE PROJECT, THE CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING THE ORIGINAL SIGNS BACK TO THEIR ORIGINAL LOCATIONS. THE COST OF ALL OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

5. "ROAD CONSTRUCTION AHEAD" SIGNS NEED TO BE POSTED ON ALL SIDE STREETS FROM BOTH DIRECTIONS. THE COST OF THIS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

STORM SEWERS, WATER MAINS, AND UTILITIES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN IF NOT SHOWN ON THE PLANS. ALL UTILITY PROPERTY DAMAGE DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.
- ALL UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
- THE CONTRACTOR SHALL ENSURE ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.
- ALL LOOSE MATERIAL DEPOSITED IN THE FLOWLINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT IN ACCORDANCE WITH ARTICLE 107.15.
- THE EXISTING FRAMES AND LIDS SHALL REMAIN AS PROPERTY OF THE CITY OF NAPERVILLE. ALL OLD FRAMES AND LIDS NOT BEING REUSED SHALL BE REMOVED FROM PARKWAYS BY THE CONTRACTOR, DELIVERED TO AND STOCKPILED AT THE CITY DEPARTMENT OF PUBLIC WORKS FACILITY WITHIN SEVEN (7) DAYS OF THEIR REMOVAL. THE PUBLIC WORKS DEPARTMENT YARD IS LOCATED AT 180 FORT HILL DRIVE.
- FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) SHALL INCLUDE REPLACEMENT OF EXISTING BROKEN ADJUSTMENT RINGS AND PATCHING INSIDE THE STRUCTURES BETWEEN PIPES AND STRUCTURES WITH HYDRAULIC CEMENT AT LOCATIONS AS DIRECTED BY THE ENGINEER. IF THE STRUCTURE IS A COMBINATION SEWER OR SANITARY MANHOLE THEN CHIMNEY SEALS SUCH AS WRAPID SEAL MANHOLE ENCAPSULATION SYSTEM, CRETEX EXTERNAL MANHOLE CHIMNEY SEAL, OR APPROVED EQUAL SHALL BE PROVIDED.
- ALL "DRAINAGE STRUCTURE ADJUSTMENTS" AND "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)" SHALL BE DONE BY USING "PORTLAND CEMENT CONCRETE". HMA WILL NOT BE ALLOWED. ALSO, AT EACH JOINT, THE CONTRACTOR SHALL APPLY A CONTINUOUS LAYER OF NON-HARDENING PREFORMED BITUMINOUS MASTIC MATERIAL, CONSEAL CS-102B OR APPROVED EQUAL.
- NEW FRAMES AND GRATES, TYPE 3V IN DEPRESSED CURB AREAS SHALL BE EAST JORDAN 5120 OR APPROVED EQUAL AND FOR BARRIER CURB WITH OPEN BACK SHALL BE EAST JORDAN 7220 OR APPROVED EQUAL.

MISCELLANEOUS

- MATERIALS RESULTING FROM THE REMOVAL OF CONCRETE SURFACES, UTILITY STRUCTURE ADJUSTMENT, RESTORATION WORK, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IF THE CONTRACTOR DOES NOT REMOVE THESE MATERIALS AT THE REQUEST OF THE ENGINEER, THE ENGINEER WILL HIRE A CONTRACTOR TO HAVE THE MATERIAL REMOVED AND THE CONTRACTOR SHALL BE BILLED (CHARGED) ACCORDINGLY.
- THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS/HER YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO USE OF THE WATER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING PRIME COAT AND THE LAYING OF HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY COMMERCIAL PROPERTY OWNERS AND THE ENGINEER WHEN ACCESS TO THEIR DRIVEWAYS WILL BE ALTERED DUE TO SIDEWALK REPLACEMENT, AND/OR CURB AND GUTTER REPLACEMENT. AT LOCATIONS WHERE THE SIDEWALK OR CURB AND GUTTER IS SCHEDULED TO BE REMOVED, THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER 24 HOURS PRIOR TO REMOVING THE CURB OR SIDEWALK. THE DRIVEWAYS, SIDEWALK REPLACEMENT AND/OR CURB AND GUTTER REPLACEMENT AT DRIVEWAYS SHALL BE CONSTRUCTED HALF AT A TIME, SO THAT THERE WILL BE NO DRIVEWAY CLOSURES.
- WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR ANY OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES AND BUILDING FOUNDATIONS WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.
- WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK, 8". SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.
- FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
- THE WORKING HOURS WILL BE LIMITED TO BETWEEN 7 AM AND 3 PM. HOWEVER, BETWEEN 7 AM AND 9 AM, THE CONTRACTOR WILL BE ALLOWED ONLY IN THE SOUTHBOUND DIRECTION BETWEEN RIVER ROAD AND OGDEN AVENUE.

COMMITMENTS

- THE CONTRACTOR SHALL NOT BEGIN WORK BEFORE JUNE 11TH, 2013, AND SHALL COMPLETE ALL WORK TO THE SATISFACTION OF THE ENGINEER BY THE END OF THE DAY ON AUGUST 16, 2013. THIS SCHEDULE COMPLIES WITH THE INDIAN PRAIRIE SCHOOL DISTRICT #204 SCHEDULE SO NO WORK OCCURS WHILE SCHOOL IS IN SESSION.

BOXED ITEMS INDICATE WORK NOT PAID FOR SEPARATELY BUT INCLUDED IN ANOTHER PAY ITEM OR INCLUDED IN THE CONTRACT.

HIGHWAY STANDARDS

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-01	DIAGONAL CURB RAMPS
424011-01	CORNER PARALLEL CURB RAMPS
424026-01	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
602301-03	INLET - TYPE A
604001-03	FRAME AND LIDS TYPE 1
604011-04	FRAME AND GRATE TYPE 3V
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701601-08	URBAN LANE CLOSURE MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

SUMMARY OF QUANTITIES				0005 ROADWAY 50% STP 50% LA
CODE NO	PAY ITEM	UNIT	QUANTITY	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	98	98
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	424	424
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	8	8.0
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	8	8.0
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	8	8.0
25200110	SODDING, SALT TOLERANT	SQ YD	424	424
25200200	SUPPLEMENTAL WATERING	UNIT	5	5.0
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	50	50
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	1,079	1,079
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	11,606	11,606
40600300	AGGREGATE (PRIME COAT)	TON	232	232
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	10	10
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	3,192	3,192
40600895	CONSTRUCTING TEST STRIP	EACH	2	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	415	415
40600990	TEMPORARY RAMP	SQ YD	1,351	1,351
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	4,875	4,875
42001300	PROTECTIVE COAT	SQ YD	1,062	1,062
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	61	61
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6,405	6,405
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	256	256
42400800	DETECTABLE WARNINGS	SQ FT	710	710
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	58,030	58,030
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	78	78
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,271	1,271
44000600	SIDEWALK REMOVAL	SQ FT	7,061	7,061
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	125	125
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	125	125
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	125	125
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	125	125
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1
60404305	FRAMES AND GRATES, TYPE 3V	EACH	2	2
60406100	FRAMES AND LIDS, TYPE I, CLOSED LID	EACH	1	1
60500060	REMOVING INLETS	EACH	2	2
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	596	596
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	675	675
67100100	MOBILIZATION	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
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,365	1,365
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	874	874
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	6,606	6,606
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3,632	3,632
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1,029	1,029
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1,893	1,893
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	486	486
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	842	842
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	874	874
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6,606	6,606

SUMMARY OF QUANTITIES				0005 ROADWAY 50% STP 50% LA
CODE NO	PAY ITEM	UNIT	QUANTITY	
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3,632	3,632
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1,029	1,029
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,893	1,893
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	486	486
88600600	DETECTOR LOOP REPLACEMENT	FOOT	2,047	2,047
X6020074	INLETS, TYPE A, TYPE 3V FRAME AND GRATE	EACH	2	2
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	8	8
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	180	180
XX000406	BRICK PAVER REMOVAL AND REPLACEMENT	SQ FT	201	201.0
Z0004510	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	17	17
Z0013796	CONSTRUCTION LAYOUT	L SUM	1	1
Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	10	10
Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	2	2
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	89	89
Z0076600	TRAINEES	HOUR	500	500
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500

△ CONSTRUCTION TYPE CODE 0042

• SPECIALTY ITEM

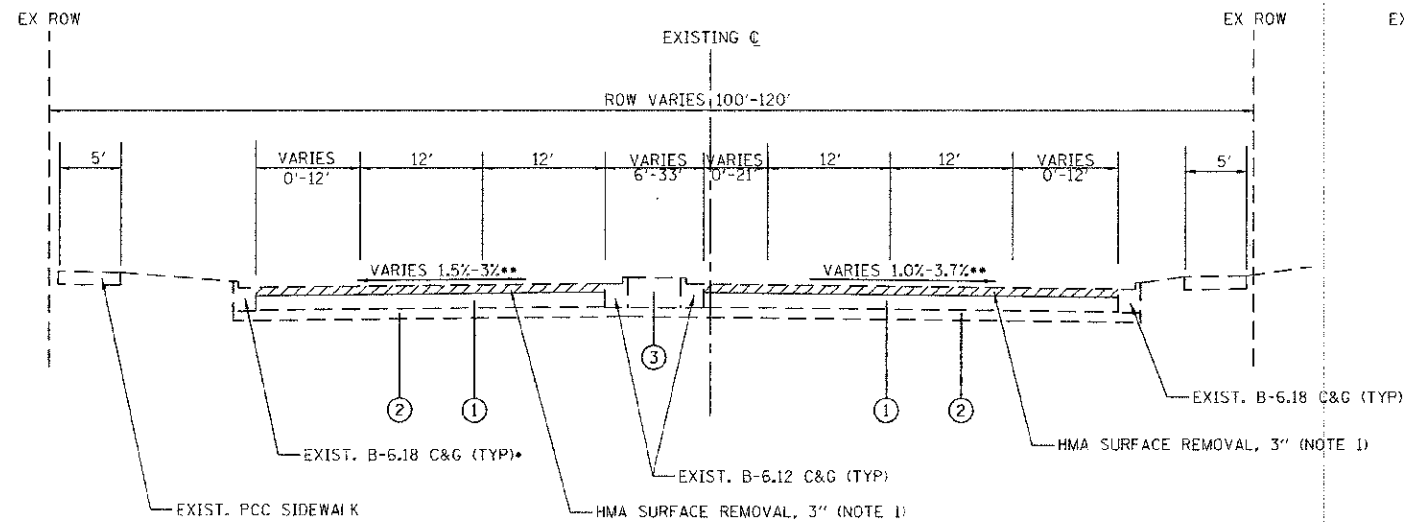
FILE NAME =	USER NAME = JUSER	DESIGNED - CEC	REVISED -
D:\CN\2\2074\Road\Sheet\0-103-50m04.dwg		DRAWN - CEC	REVISED -
	PLOT SCALE = 6.34932 FT / IN.	CHECKED - DWB	REVISED -
	PLOT DATE = 2/11/2013	DATE - 02/11/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RICKERT DRIVE RESURFACING
SUMMARY OF QUANTITIES

NOT TO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

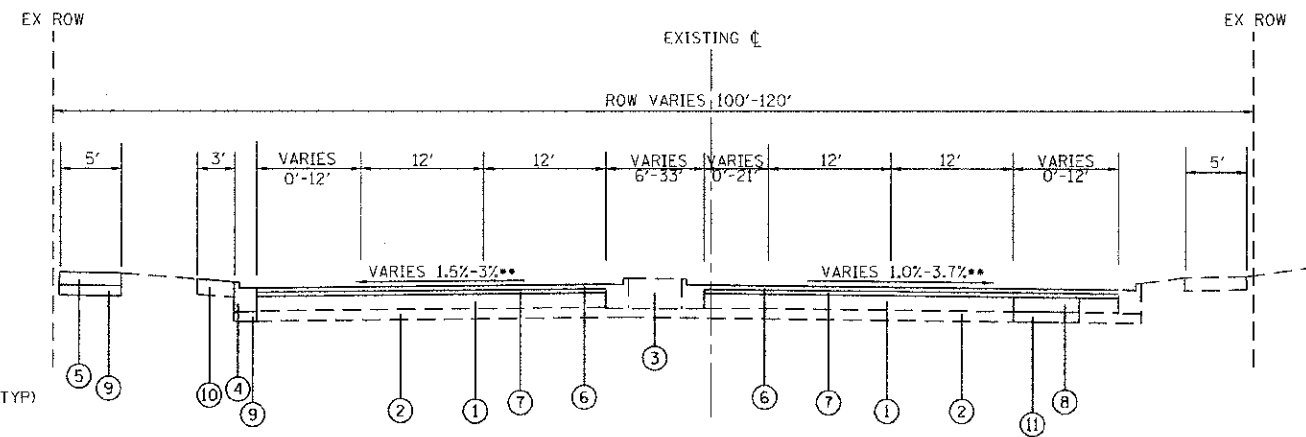
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2540	12-00155-00-RS		21	3
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 63789	



* B-6.18 C&G FROM STATION 101+04 TO STATION 170+00
AND B-6.12 C&G FROM STATION 170+00 TO STATION 188+62

EXISTING TYPICAL SECTION
STATION 101+04 TO STATION 188+62, RICKERT DRIVE

NOTE 1: THE EXISTING PAVEMENT HAS BEEN OVERLAYED WITH TWO MICROSURFACING APPLICATIONS THAT HAVE BUILT UP THE PAVEMENT 1/2" HIGHER THAN THE GUTTERS. A MILLING DEPTH OF 3" IS REQUIRED SO THE LEVEL BINDER AND SURFACE DEPTH OF 2 1/2" RESTORES THE SURFACE ELEVATIONS.



** THESE CROSS SLOPES ARE IN TANGENT SECTIONS ONLY. CROSS SLOPES ARE SUPERELEVATED ON CURVE FROM STA. 103+55 TO STA. 111+02, STA. 126+92 TO STA. 138+96, STA. 163+71 TO STA. 166+11, AND STA. 179+66 TO STA. 187+97.

PROPOSED TYPICAL SECTION
STATION 101+04 TO STATION 188+62, RICKERT DRIVE

LEGEND

- ① EXISTING FULL DEPTH HMA PAVEMENT, VARIES 11.5" TO 17" (CONSISTS OF HMA BINDER AND SURFACE AND 1/4" TO 1/2" HMA SAND MIX)
- ② EXISTING SUBBASE GRAN. MAT'L
- ③ EXISTING LANDSCAPED BARRIER MEDIAN, CONCRETE BARRIER MEDIAN OR FLUSH, PAINTED MEDIAN (SEE PLANS FOR LOCATIONS OF EACH TYPE)
- ④ COMBINATION CURB & GUTTER REMOVAL (REMOVAL AND DISPOSAL OF THE MATERIAL UNDER THE PROPOSED CURB AND GUTTER LOCATION IN ORDER TO INSTALL THE PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 4" UNDER THE PROPOSED CURB AND GUTTER SHALL BE INCLUDED IN THIS ITEM) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18 (STATION 101+04 TO 170+00) OR B-6.12 (STATION 170+00 TO 188+62 ON OUTSIDE AND ALONG MEDIAN) (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)
- ⑤ SIDEWALK REMOVAL AND PCC SIDEWALK, 5" (AS SHOWN ON PLANS AND AS DIRECTED BY ENGINEER)
- ⑥ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1.5"
- ⑦ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- ⑧ CLASS D PATCHES, 12", AS DIRECTED BY THE ENGINEER
- ⑨ SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- ⑩ SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"
- ⑪ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (AS DIRECTED BY THE ENGINEER)

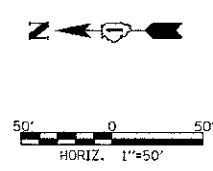
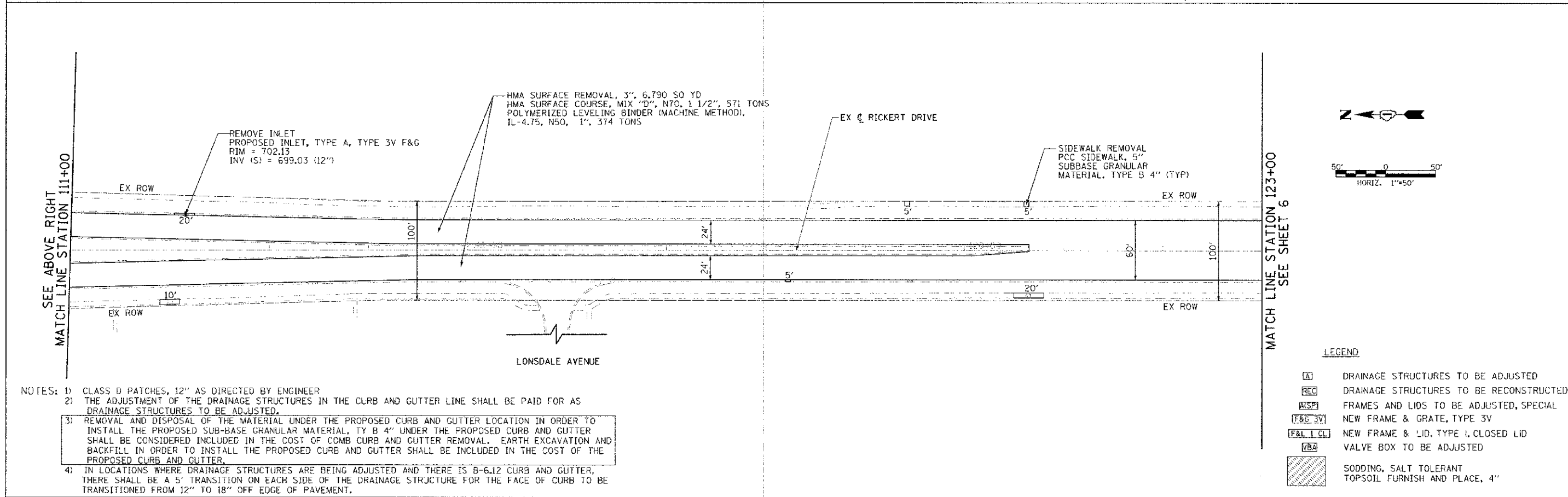
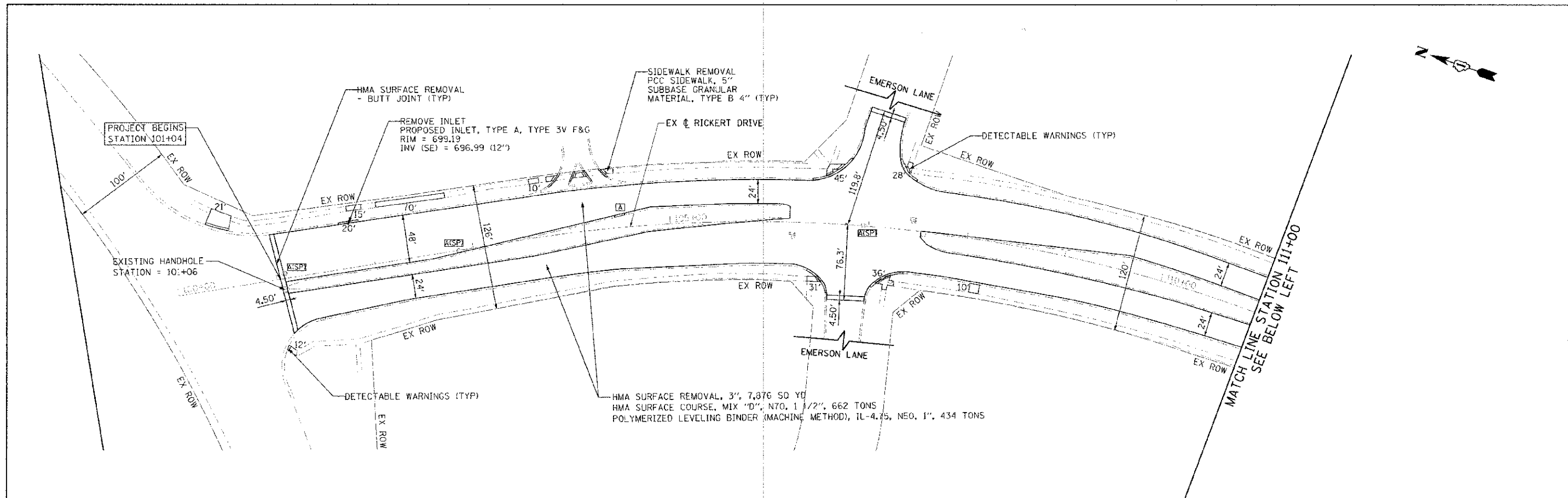
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

THE CONTRACTOR SHALL MILL BEFORE PATCHING.

MIXTURE TYPE	AIR Voids @ Ndes
HOT-MIX ASPHALT SURFACE MIXTURE 2.5" HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 1.5"	4% @ 70 GYRATIONS
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"	3.5% @ 50 GYRATIONS
HOT-MIX ASPHALT PATCHES 12" CLASS D PATCHES (HMA BINDER IL-19 MM), 12" (IN 3 LIFTS)	4% @ 70 GYRATIONS
HOT-MIX ASPHALT DRIVEWAYS 3" HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm) 3"	4% @ 50 GYRATIONS

NOTES: 1) THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
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.

FILE NAME = g:\nh\2\0874\road\shhets\0-104 Typ Sect.dwt	USER NAME = JUSERL	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RICKERT DRIVE RESURFACING TYPICAL SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLLOT SCALE = 50,000 ft / IN.	DRAWN - CEC	CHECKED - DWB	REVISED -			2540	12-00155-00-R5	DUPAGE	21	4	
PLLOT DATE = 2/12/2013	DATE - 02/11/2013	REVISED -	NOT TO SCALE			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 63789			
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

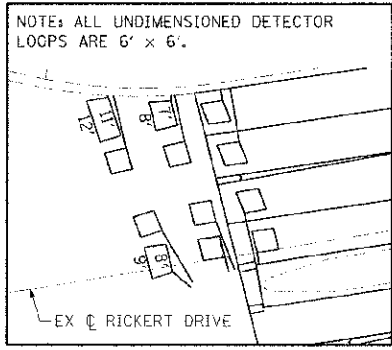
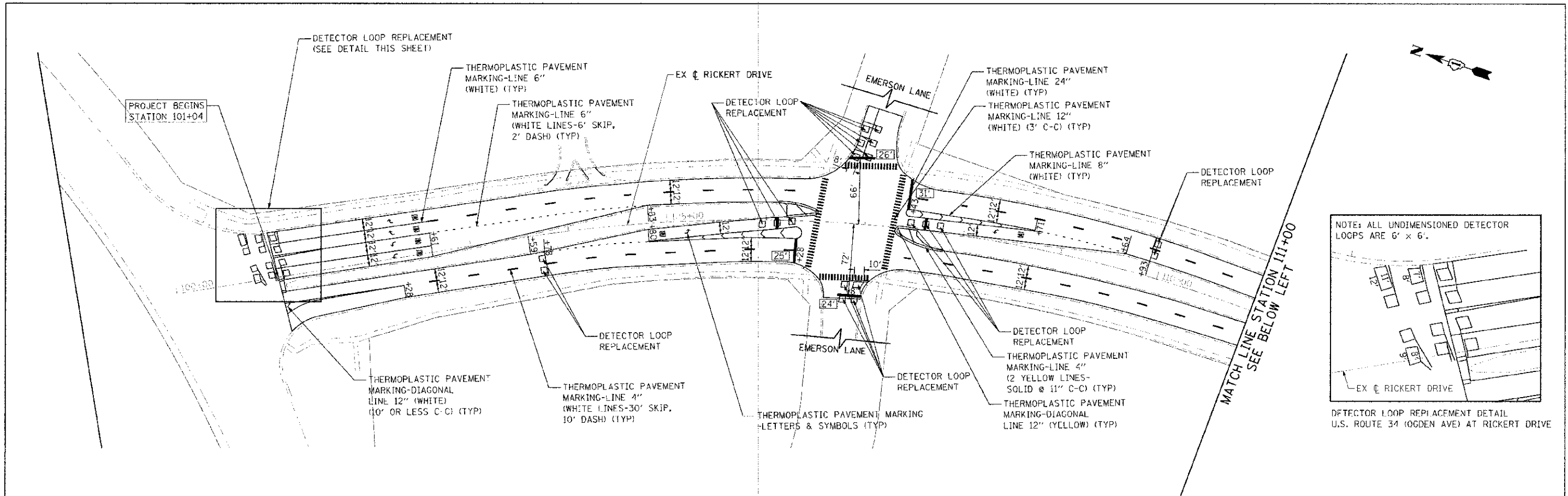


- NOTES:
- 1) CLASS D PATCHES, 12" AS DIRECTED BY ENGINEER
 - 2) THE ADJUSTMENT OF THE DRAINAGE STRUCTURES IN THE CURB AND GUTTER LINE SHALL BE PAID FOR AS DRAINAGE STRUCTURES TO BE ADJUSTED.
 - 3) REMOVAL AND DISPOSAL OF THE MATERIAL UNDER THE PROPOSED CURB AND GUTTER LOCATION IN ORDER TO INSTALL THE PROPOSED SUB-BASE GRANULAR MATERIAL, TY B 4" UNDER THE PROPOSED CURB AND GUTTER SHALL BE CONSIDERED INCLUDED IN THE COST OF COMB CURB AND GUTTER REMOVAL. EARTH EXCAVATION AND BACKFILL IN ORDER TO INSTALL THE PROPOSED CURB AND GUTTER SHALL BE INCLUDED IN THE COST OF THE PROPOSED CURB AND GUTTER.
 - 4) IN LOCATIONS WHERE DRAINAGE STRUCTURES ARE BEING ADJUSTED AND THERE IS 8-6.12 CURB AND GUTTER, THERE SHALL BE A 5' TRANSITION ON EACH SIDE OF THE DRAINAGE STRJCTURE FOR THE FACE OF CURB TO BE TRANSITIONED FROM 12" TO 18" OFF EDGE OF PAVEMENT.

LEGEND

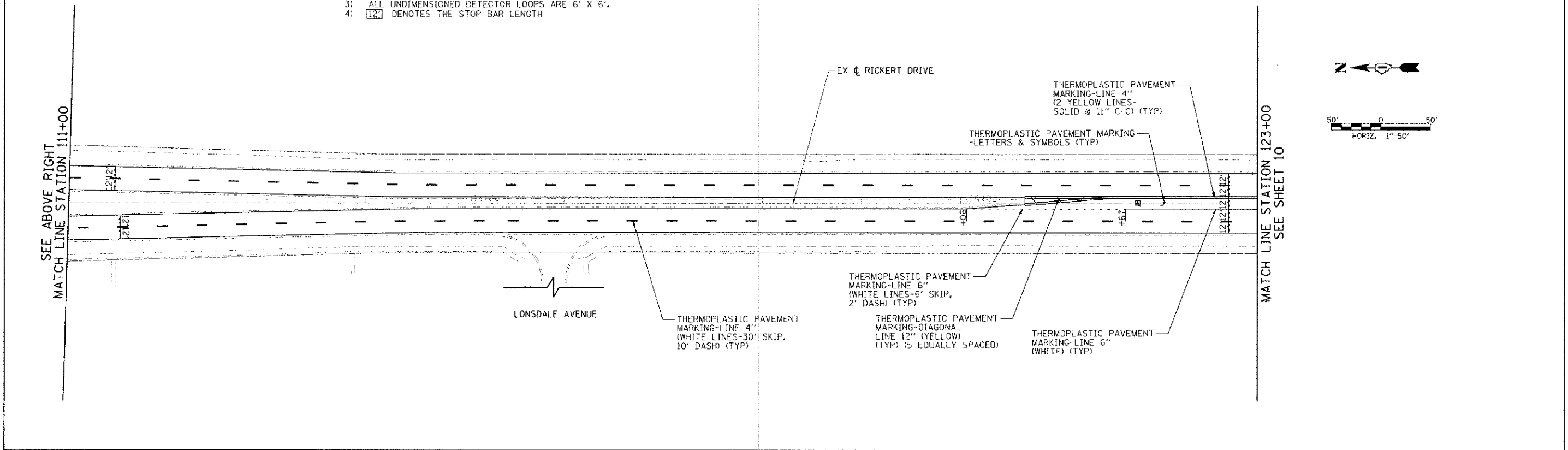
[A]	DRAINAGE STRUCTURES TO BE ADJUSTED
[REC]	DRAINAGE STRUCTURES TO BE RECONSTRUCTED
[ASPI]	FRAMES AND LIDS TO BE ADJUSTED, SPECIAL
[F&G 3V]	NEW FRAME & GRATE, TYPE 3V
[F&L 1 CL]	NEW FRAME & LID, TYPE 1, CLOSED LID
[VBA]	VALVE BOX TO BE ADJUSTED
[Hatched Box]	SODDING, SALT TOLERANT TOPSOIL FURNISH AND PLACE, 4"

FILE NAME = g:\ch12\0874\road\sheet\120074-R04U-List	USER NAME = JUSER	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RICKERT DRIVE RESURFACING ROADWAY PLAN	F.A.U. RTE. 2540	SECTION 12-00155-00-RS	COUNTY DuPAGE	TOTAL SHEETS 21	SHEET NO. 5		
#MODELNAME#	PLOT SCALE = #SCALE#	CHECKED - DAB	REVISED -			SCALE: 1"=50'	SHEET 1 OF 4 SHEETS	STA. 101+03.56 TO STA. 123+00	CONTRACT NO. 63789			
	PLOT DATE = 2/12/2013	DATE - 02/11/2013	REVISED -			ILLINOIS FED. AID PROJECT						

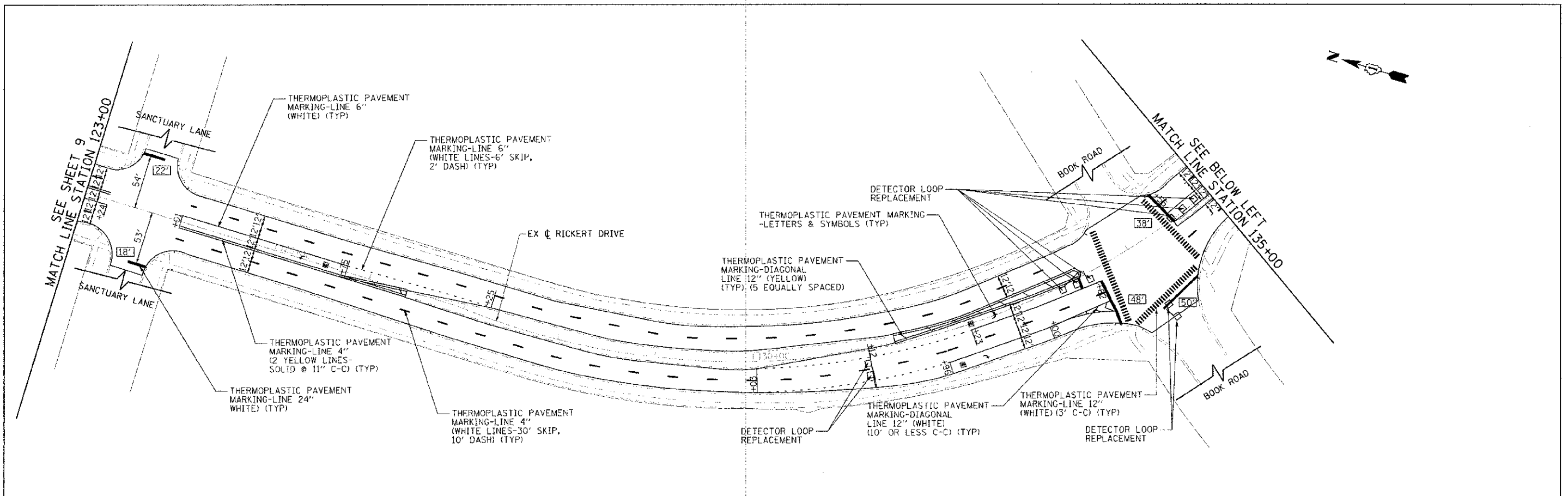


DETECTOR LOOP REPLACEMENT DETAIL
U.S. ROUTE 34 (OGDEN AVE) AT RICKERT DRIVE

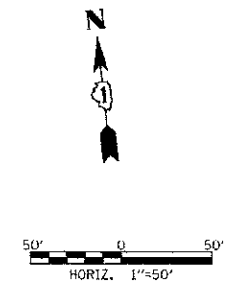
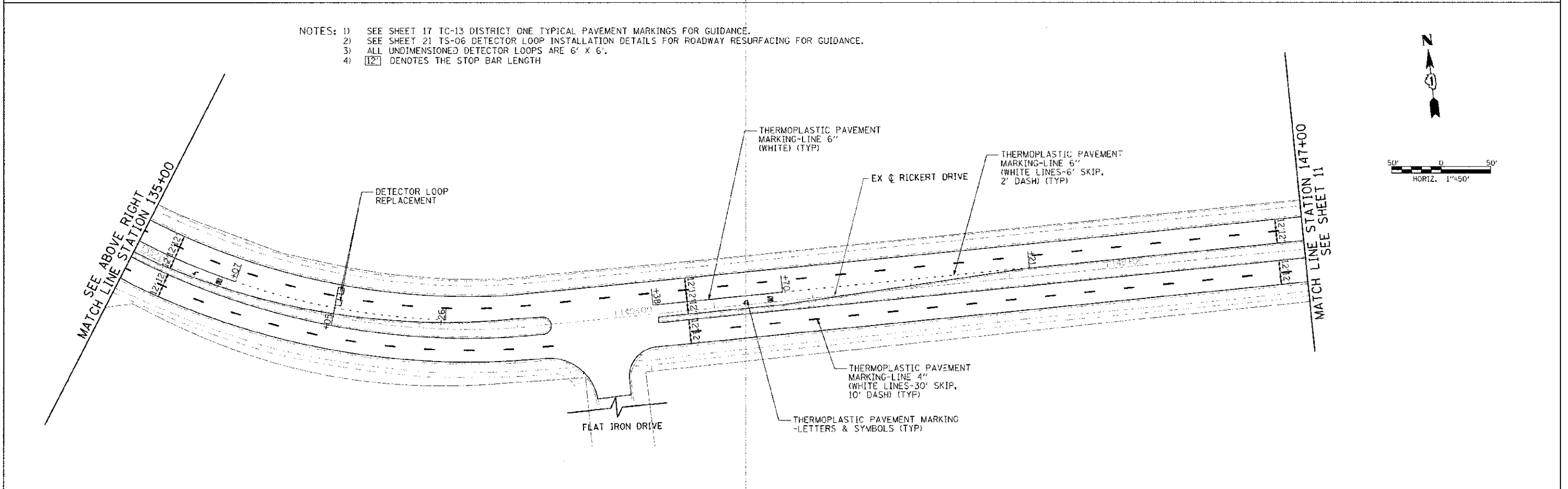
- NOTES: 1) SEE SHEET 17 TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS FOR GUIDANCE.
 2) SEE SHEET 21 TS-06 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING FOR GUIDANCE.
 3) ALL UNDIMENSIONED DETECTOR LOOPS ARE 6' X 6'.
 4) [2'] DENOTES THE STOP BAR LENGTH



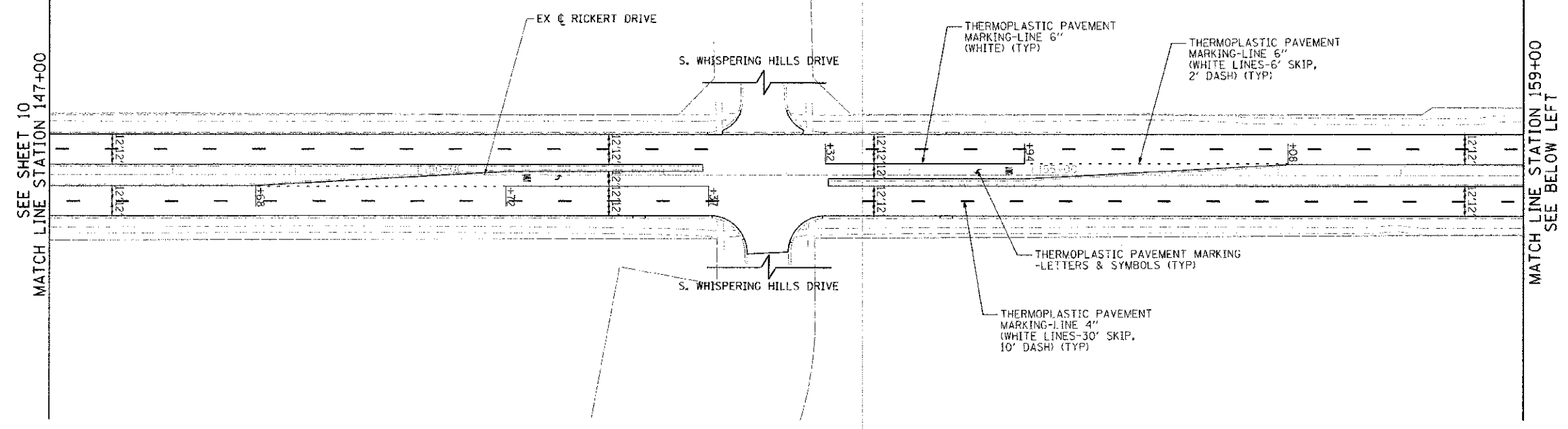
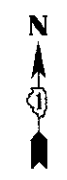
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PLOT DATE = 2/12/2013	DATE - 02/11/2013	REVISDF -	REVISDF -			CONTRACT NO. 63789			
SCALE: 1"=50'	SHEET 1 OF 4 SHEETS	STA. 101+03.56 TO STA. 123+00	ILLINOIS FED. AID PROJECT						



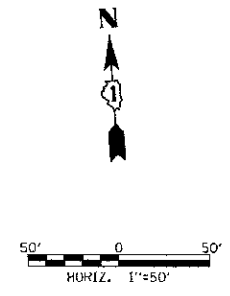
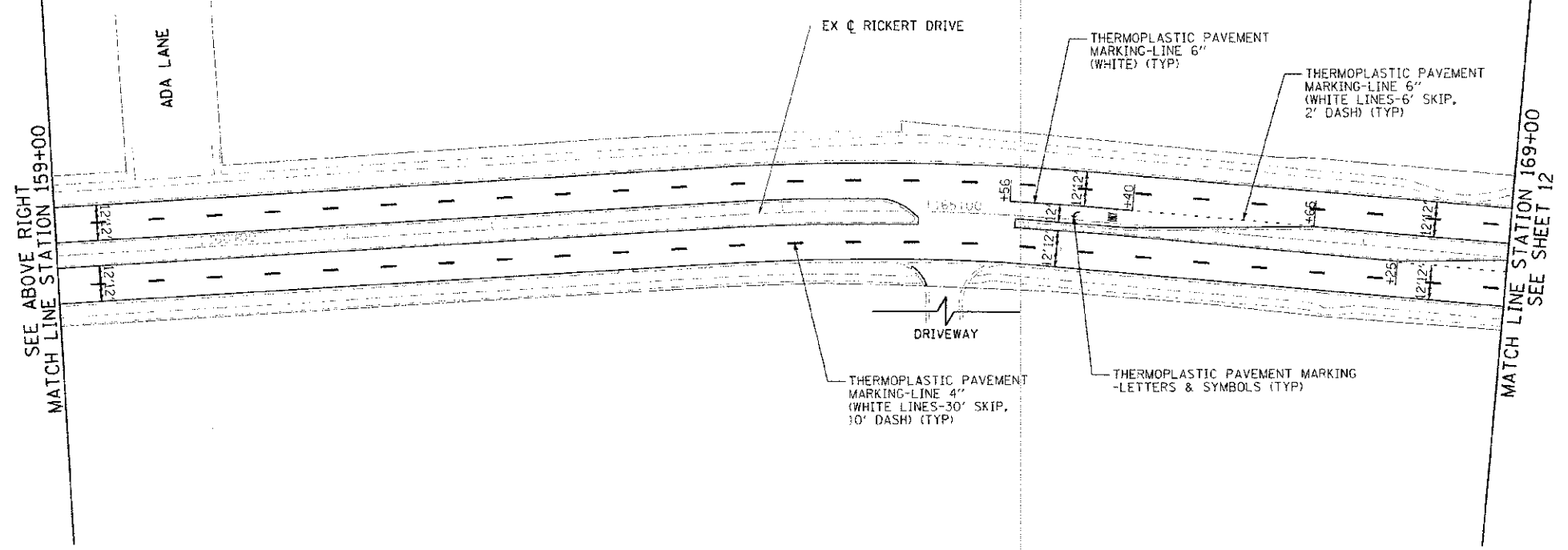
- NOTES: 1) SEE SHEET 17 TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS FOR GUIDANCE.
 2) SEE SHEET 21 TS-06 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING FOR GUIDANCE.
 3) ALL UNDIMENSIONED DETECTOR LOOPS ARE 6' X 6'.
 4) [12'] DENOTES THE STOP BAR LENGTH



FILE NAME = g:\r12\8074\road\sheets\120874-PW-2.sht	USER NAME = _USER_	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RICKERT DRIVE RESURFACING PAVEMENT MARKING PLAN	F.A.U. RTE. 2540	SECTION 12-00155-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 10		
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SMODELNAME#												

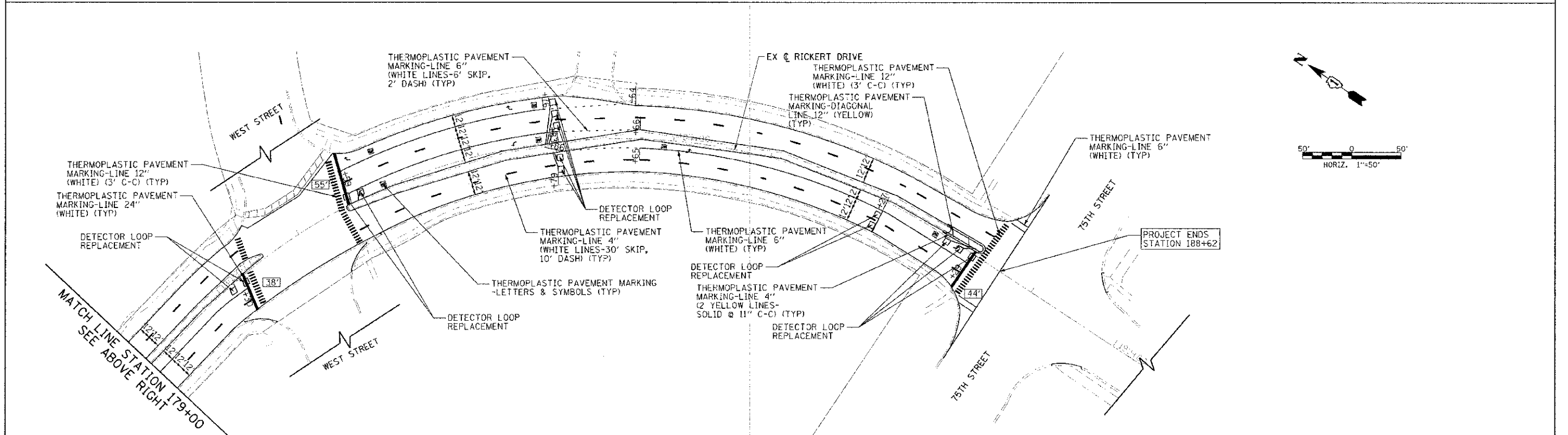
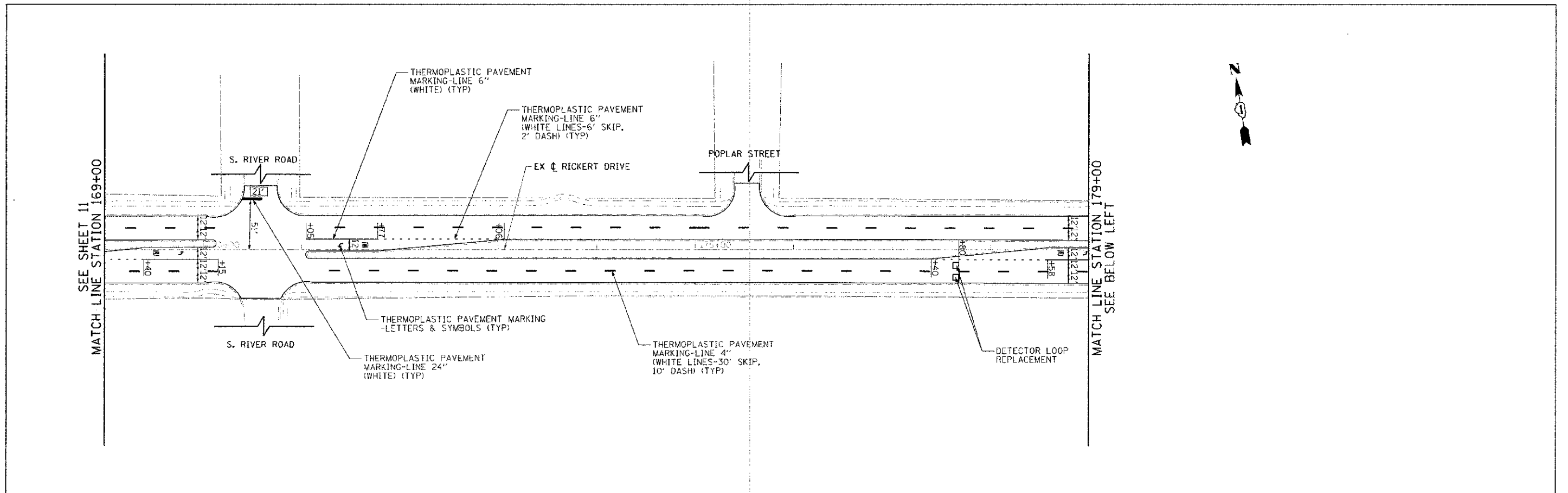


- NOTES: 1) SEE SHEET 17 TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS FOR GUIDANCE.
 2) SEE SHEET 21 TS-06 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING FOR GUIDANCE.
 3) ALL UNDIMENSIONED DETECTOR LOOPS ARE 6' X 6'.
 4) [12] DENOTES THE STOP BAR LENGTH



FILE NAME =	USER NAME = USER	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RICKERT DRIVE RESURFACING PAVEMENT MARKING PLAN			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
g:\ch2\0074\road\sheet\20074-RP-3.sh		DRAWN - CEC	REVISED -		SCALE: 1"=50'	SHEET 3	OF 4 SHEETS	STA. 147+00	TO STA. 169+00	2540	12-00155-00-RS	DuPAGE	21	11
		CHECKED - DAB	REVISED -											
#MODELNAME		DATE - 02/11/2013	REVISED -											

ILLINOIS FED. AID PROJECT
CONTRACT NO. 63789



- NOTES: 1) SEE SHEET 17 TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS FOR GUIDANCE.
 2) SEE SHEET 21 TS-06 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING FOR GUIDANCE.
 3) ALL UNDIMENSIONED DETECTOR LOOPS ARE 6' X 6'.
 4) 12' DENOTES THE STOP BAR LENGTH

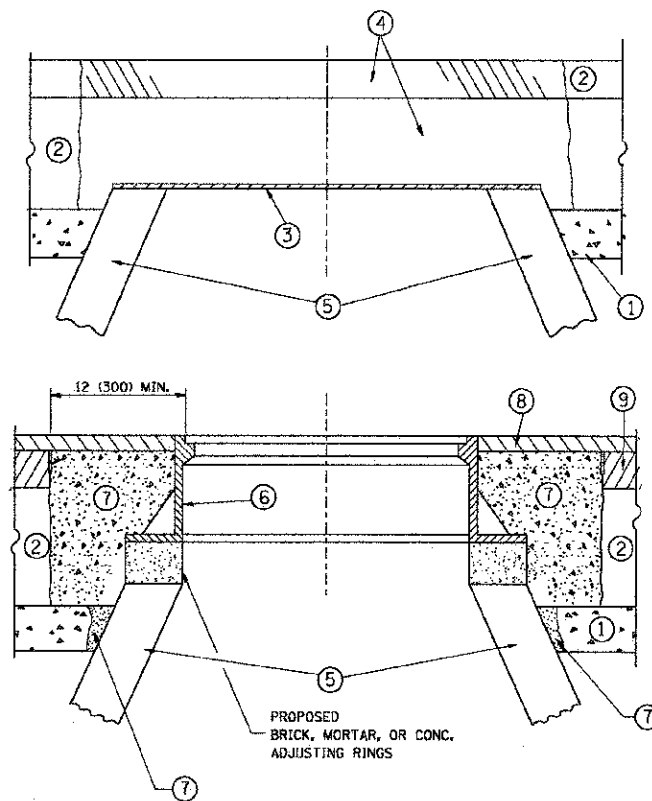
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PLOT DATE = 2/12/2013	DATE - 02/11/2013		REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RICKERT DRIVE RESURFACING
PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET 4 OF 4 SHEETS STA. 169+00 TO STA. 188+62.47

F.A.J. RTE. 2540	SECTION 12-00155-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 12
CONTRACT NO. 63789			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.

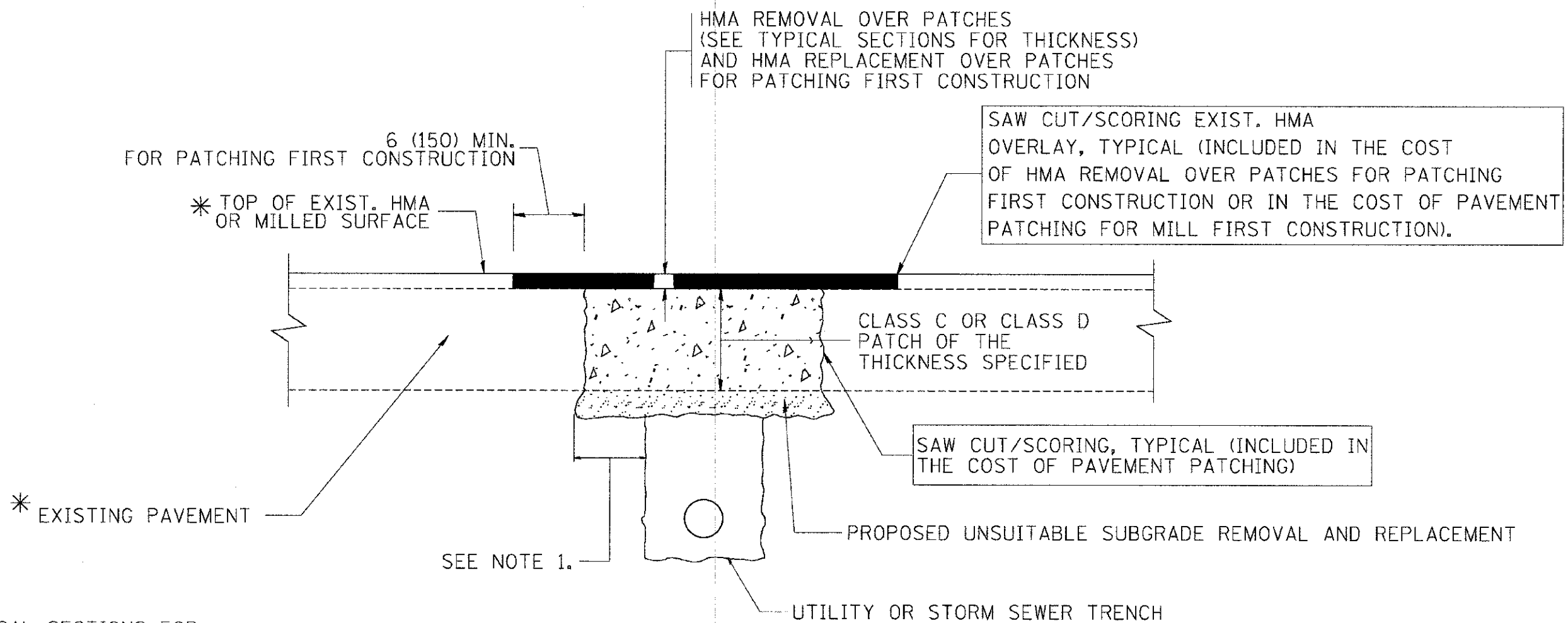
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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 = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	F.A.I. RTE. =	SECTION =	COUNTY =	TOTAL SHEET NO. =	
c:\pwwork\pwwork\bauserdl\20180315\hd288.dgn		DRAWN -	REVISED - R. BORO 01-01-07			2540	12-00165-00-RS	DUPAGE	21	13
PLOT SCALE = 1/625.0000 1" = 625'		CHECKED -	REVISED - R. BORO 03-09-11			BD600-03 (BD-8)		CONTRACT NO. 63789		
PLOT DATE = 12/15/2011		DATE = 10-25-94	REVISED - R. BORO 12-06-11			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

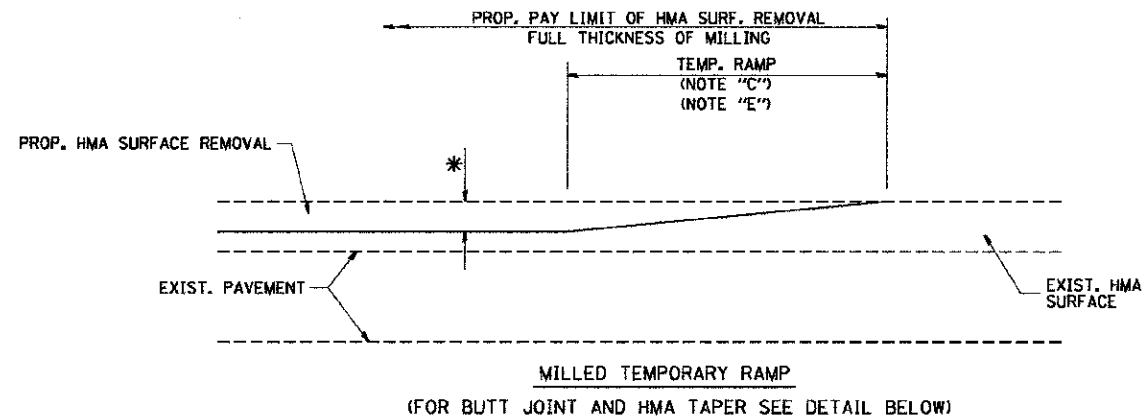
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

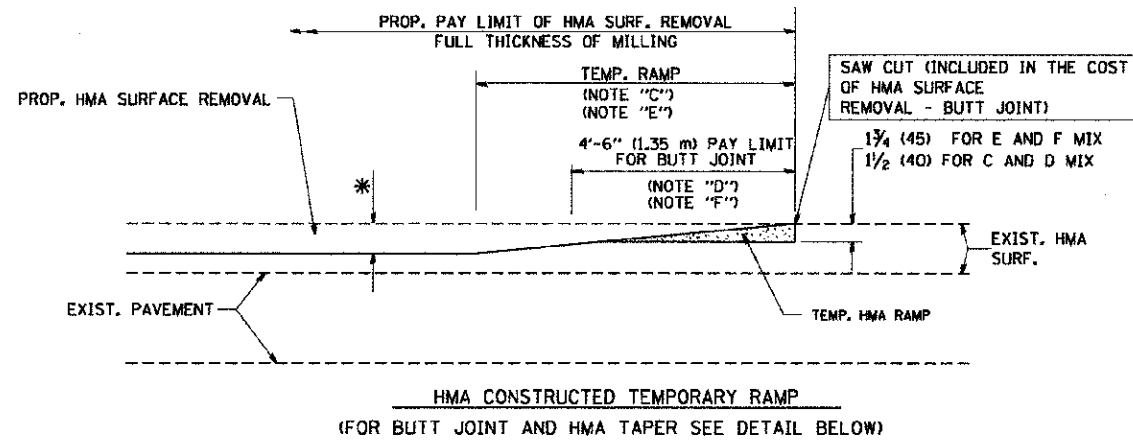
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

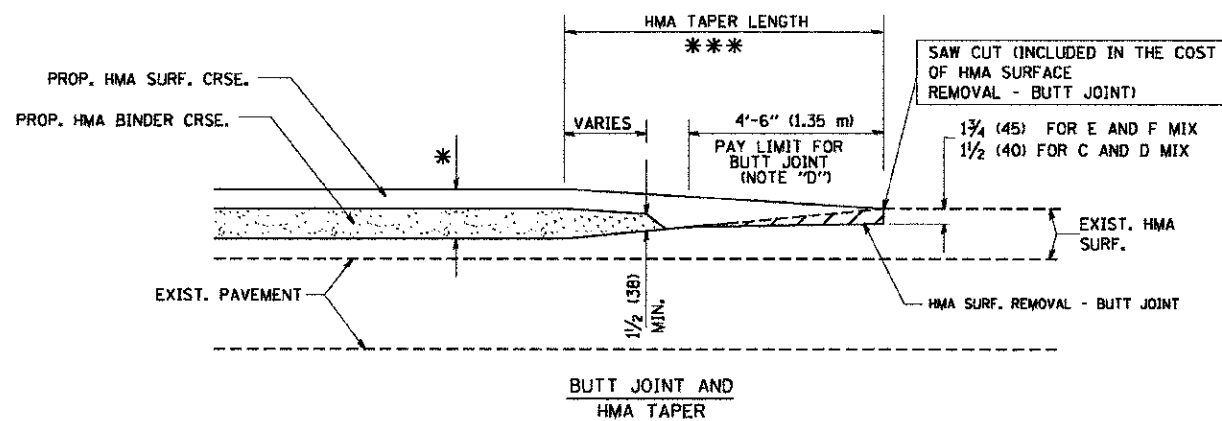
FILE NAME = c:\pro\jacts\dstatd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07		2540	12-00155-00-RS	DUPAGE	21	14			
		PLOT SCALE = 50.000' / IN.	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 63789				
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



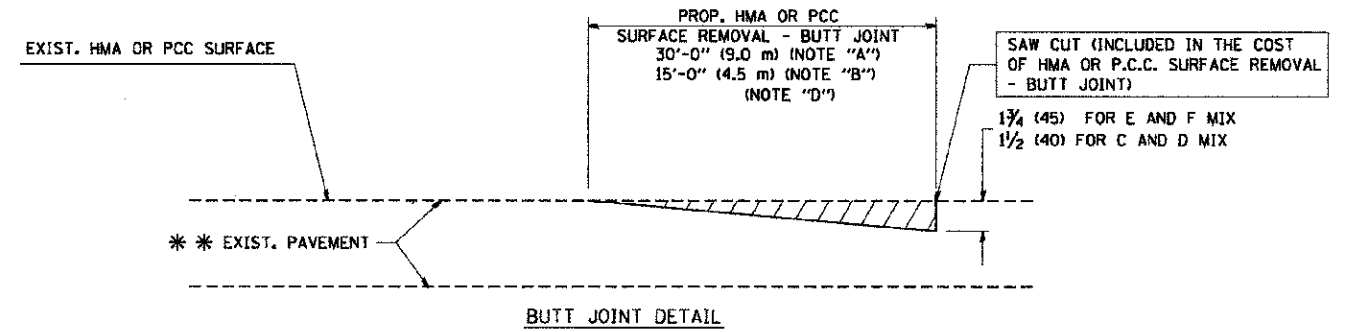
OPTION 1



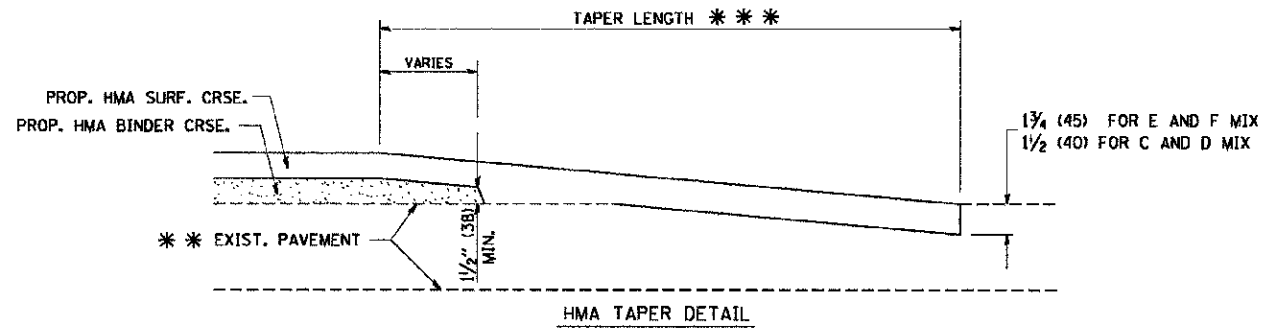
**OPTION 2
TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**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.

FILE NAME = W:\d:\state\22x34\vd32.dgn
USER NAME = geguamobt

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

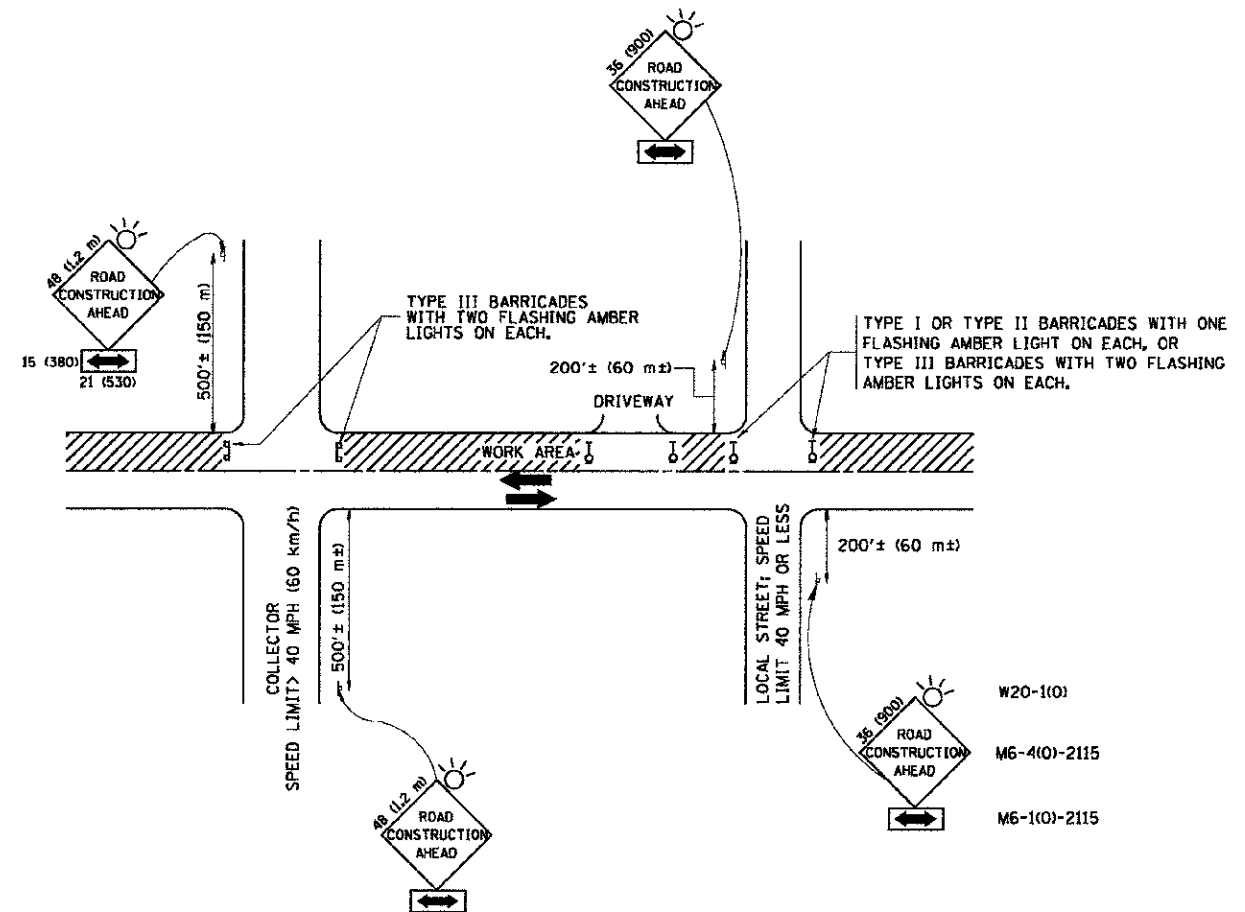
REVISOR - R. SHAH 10-25-94
REVISOR - A. ABBAS 03-21-97
REVISOR - M. GOMEZ 04-06-01
REVISOR - R. BORO 01-01-07

REVISOR - R. SHAH 10-25-94
REVISOR - A. ABBAS 03-21-97
REVISOR - M. GOMEZ 04-06-01
REVISOR - 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.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2540	12-00155-00-RS	DUPAGE	21	15
BD400-05 BD32			CONTRACT NO. 63789	
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:

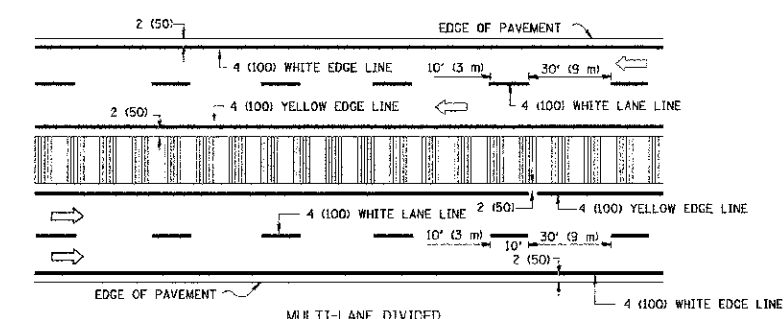
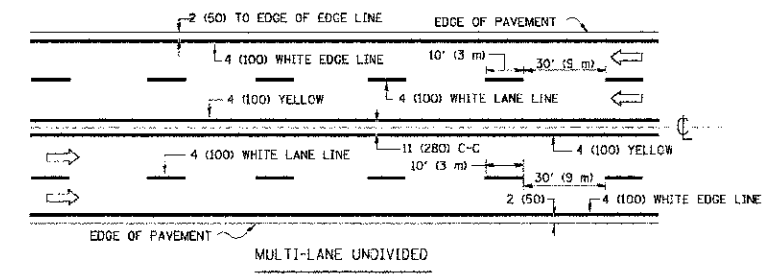
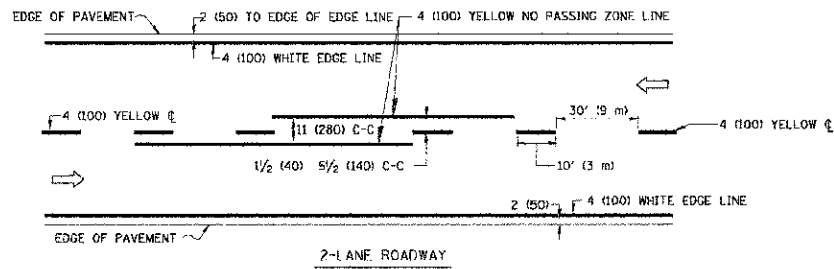
USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER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

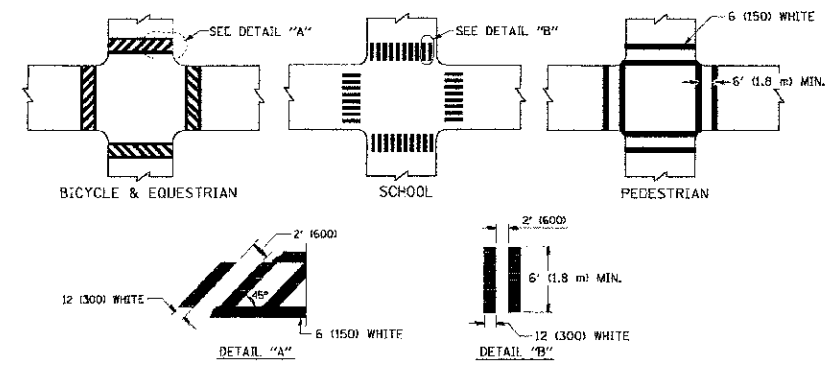
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\test\22x34\test.dgn	USER NAME = gagliardi	DESIGNED - LRA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000' / 1" IN.	CHECKED -	REVISED - A. HOUSEH 03-06-96		2540	12-00155-00-RS	DUPAGE	21	16			
	PLOT DATE = 1/4/2006	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		TC-10 CONTRACT NO. 63789		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

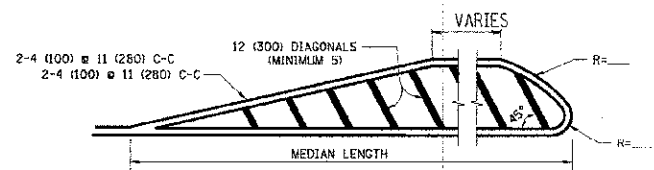
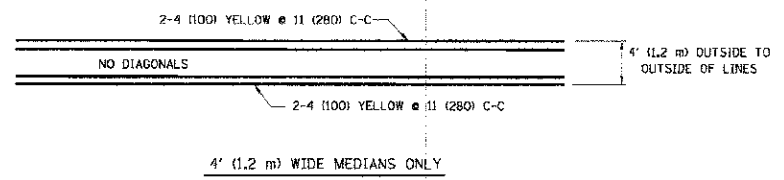


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

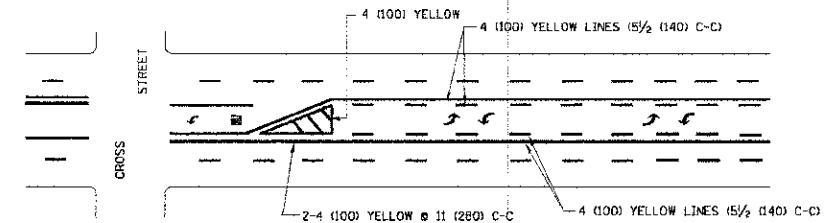


TYPICAL CROSSWALK MARKING

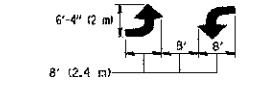


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h))
 150' (45 m) C-C (OVER 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

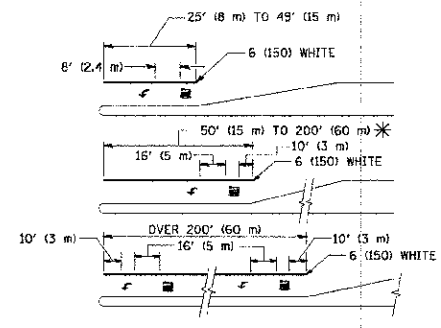


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

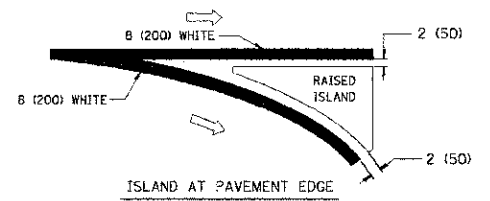
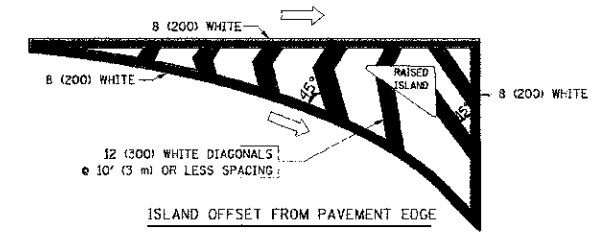


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) * AREA = 20.8 SQ. FT. (1.9 m²)

* 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

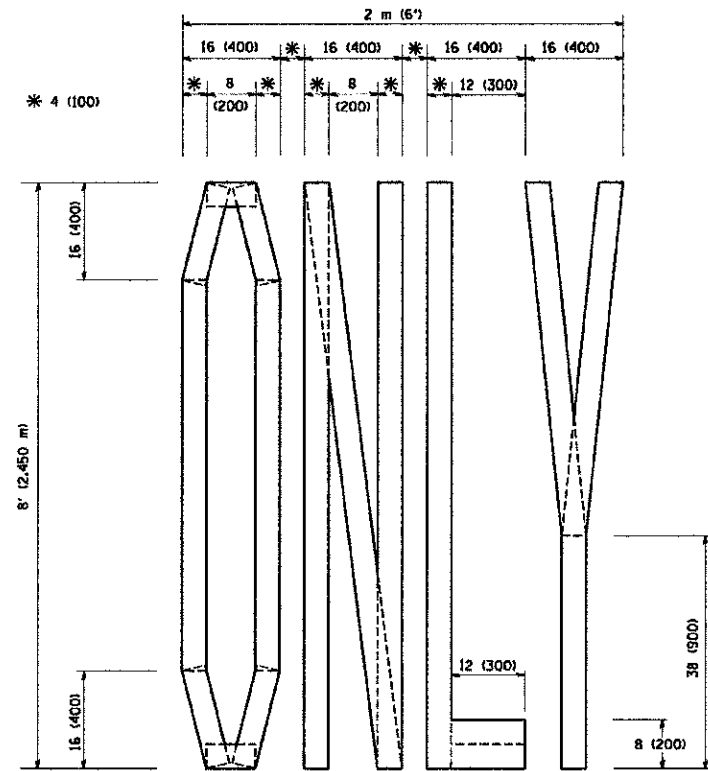


TYPICAL ISLAND MARKING

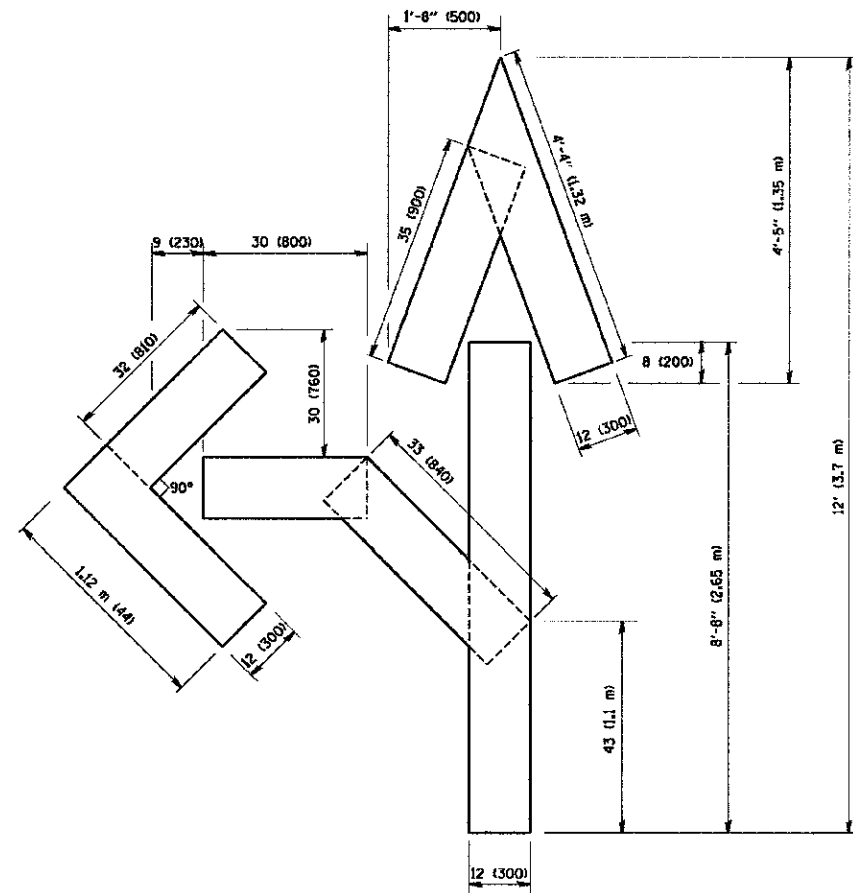
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 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 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 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 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.
SCORE 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: "RR"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
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.

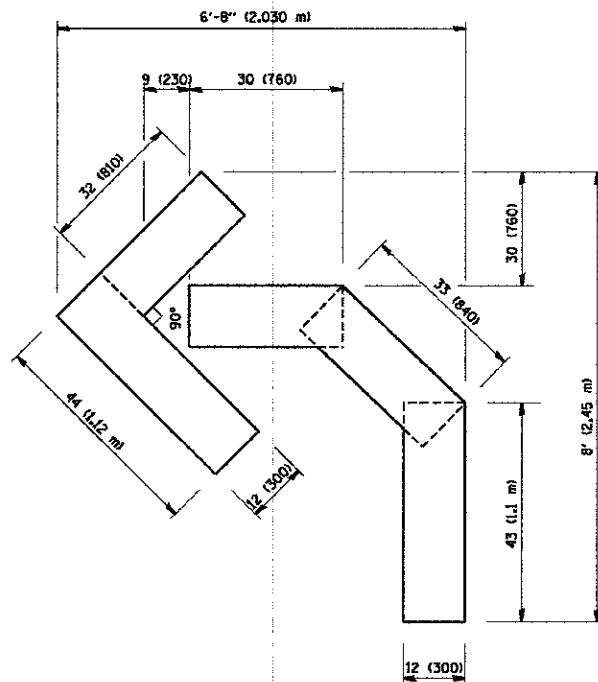
All dimensions are in inches (millimeters) unless otherwise shown.



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



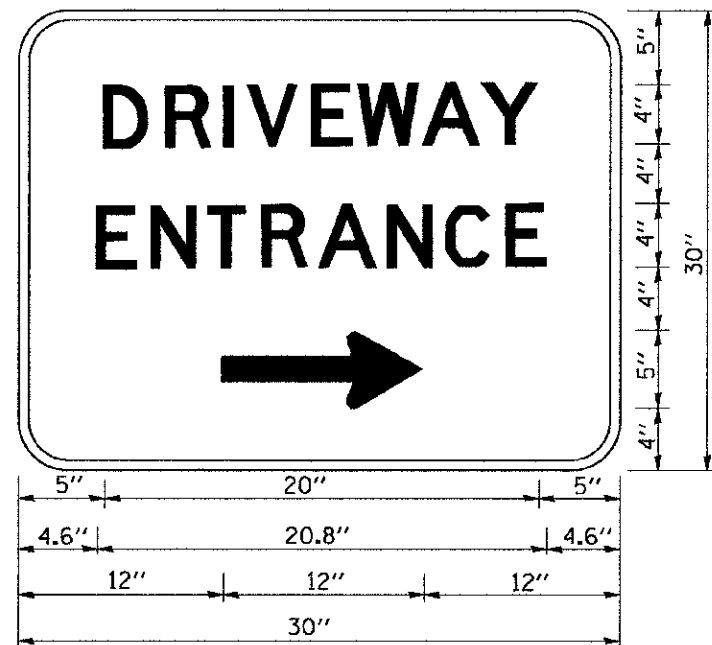
QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



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 = W:\data\22x34\vol6.dgn	USER NAME = gggLemhlt	DESIGNED -	REVISED - T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			F.A.L. RTE. 2540	SECTION 12-00155-00-RS	COUNTY DUPAGE	TOTAL SHEETS 21	SHEET NO. 18
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED - T. RAMMACHER 11-04-97		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 63789		
	PLOT DATE = 1/4/2000	CHECKED -	REVISED - T. RAMMACHER 03-02-98		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE = 09-18-94	REVISED - E. GOMEZ 08-28-00									



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

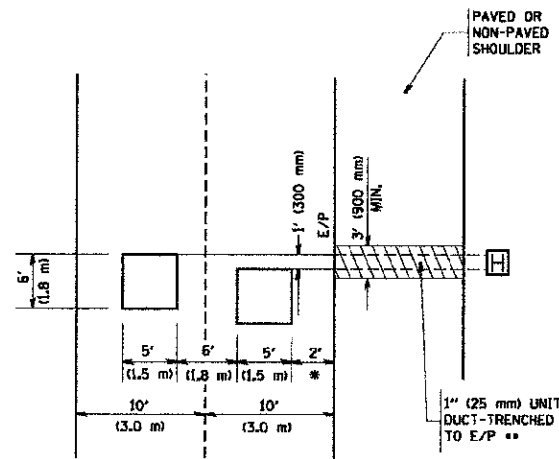
NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME = W:\ststd\22x34\to26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING				F.A. 14 RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 68.000' / IN.	DRAWN -	REVISED -		2540	12-00155-00-RS	DUPAGE	21	20				
	PLOT DATE = 1/4/2006	CHECKED -	REVISED -		TC-26				CONTRACT NO. 63789				
		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

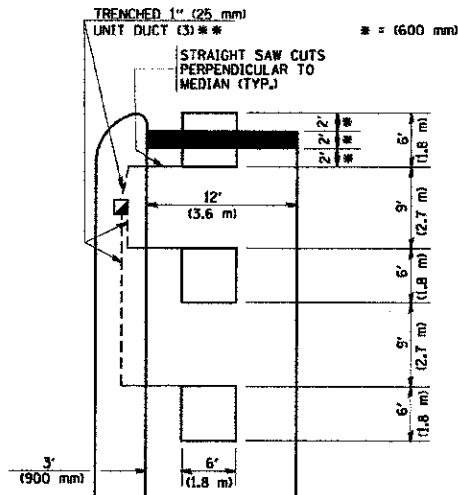


* = (600 mm)

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

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

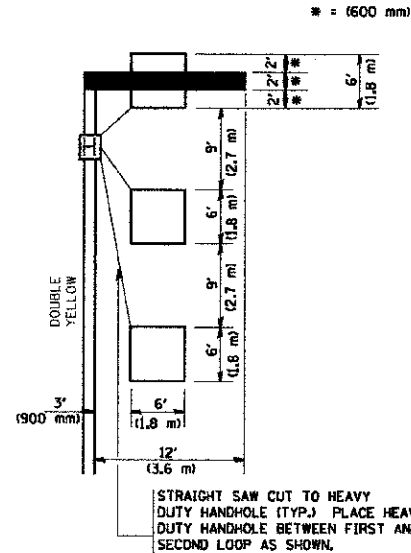
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

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

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



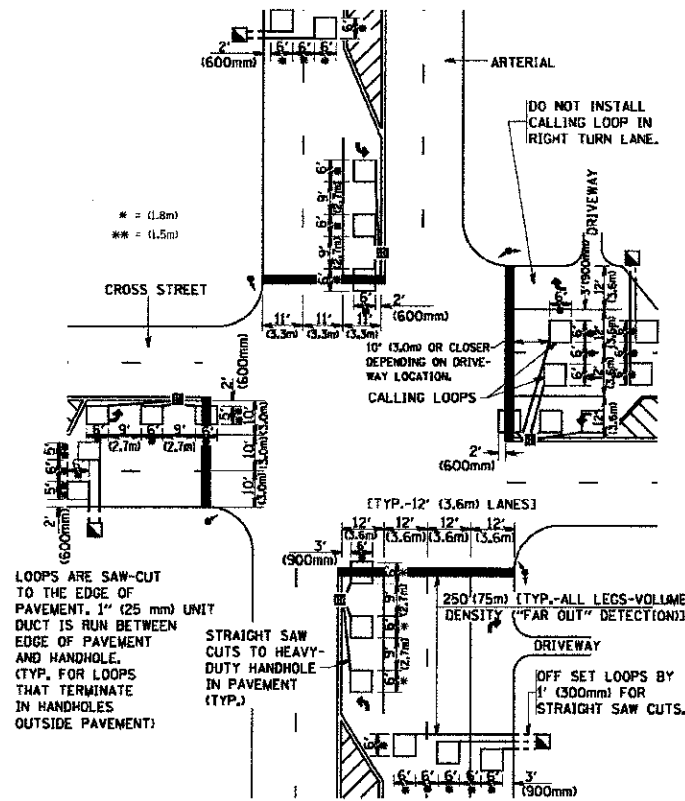
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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.

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

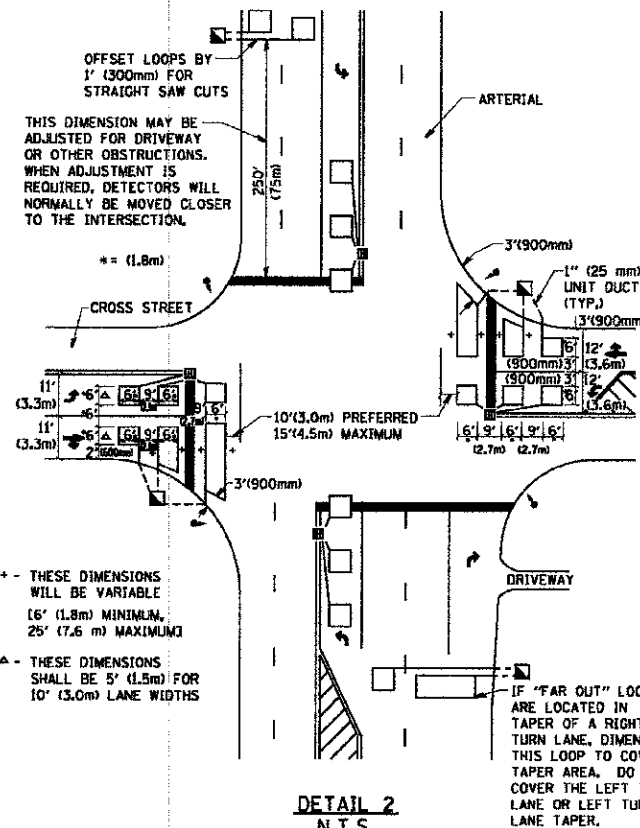


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

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

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

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



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

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

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

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 DIMENSIONS 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 =
M:\distate\22\234\tsd7.dgn

USER NAME = geglennob
PLOT SCALE = 0.0000' / IN.
PLOT DATE = 1/4/2009

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED - RJK.F.	REVISED -
DATE -	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. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2540	12-00155-00-RS	DUPAGE	21	21
TS-07			CONTRACT NO. 63789	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				