

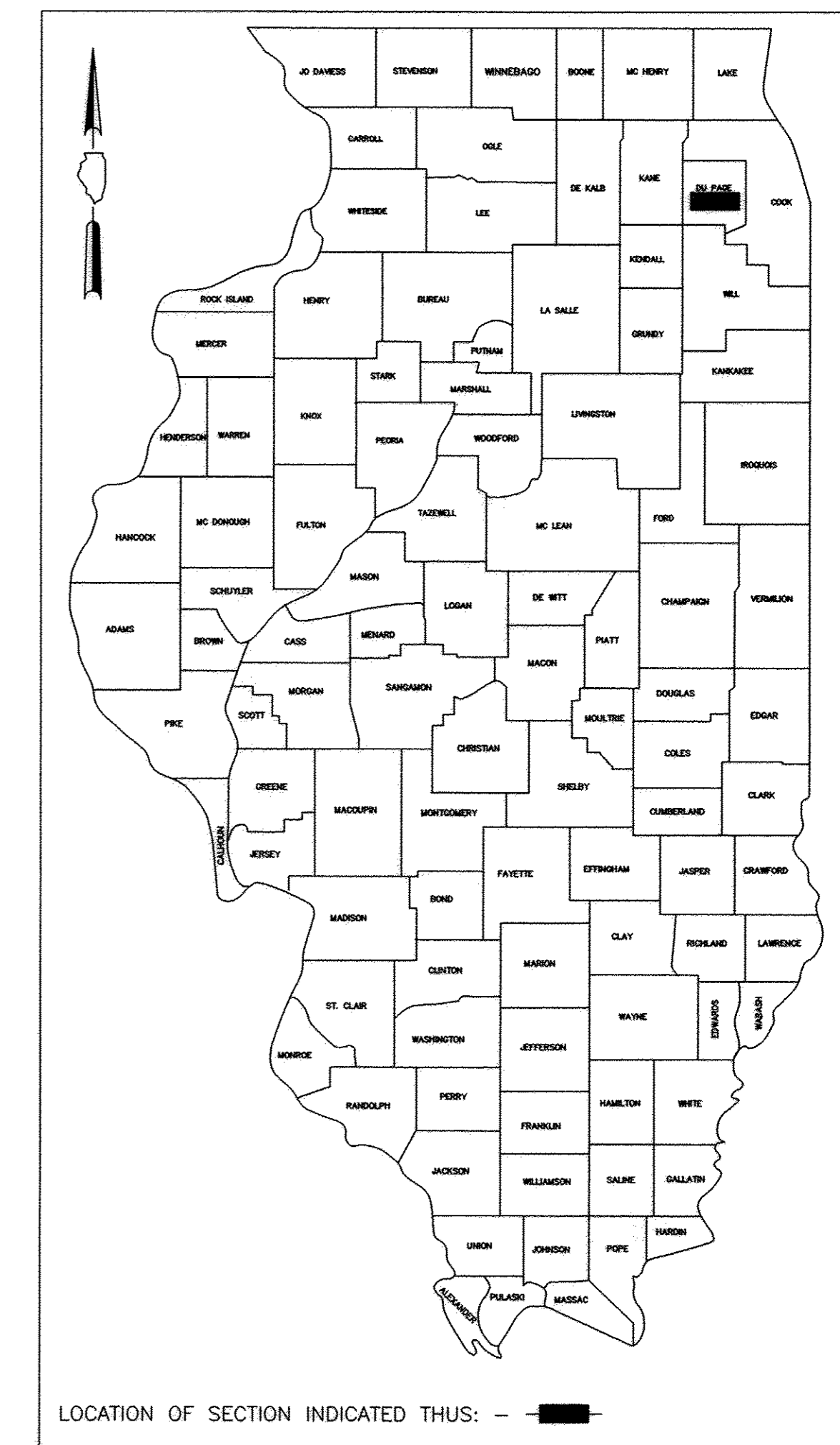
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F. A. I. I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	1
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 61D90				

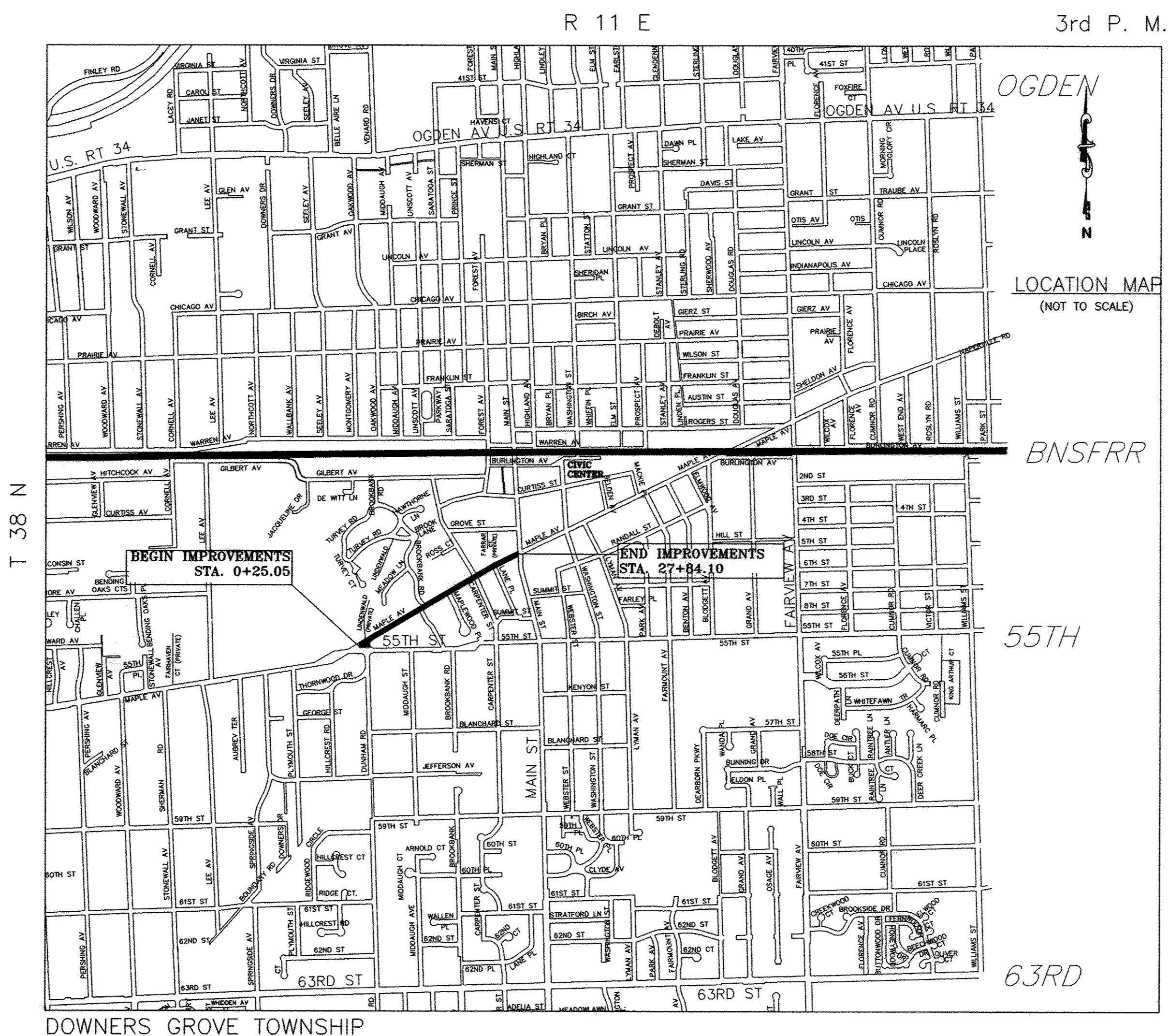
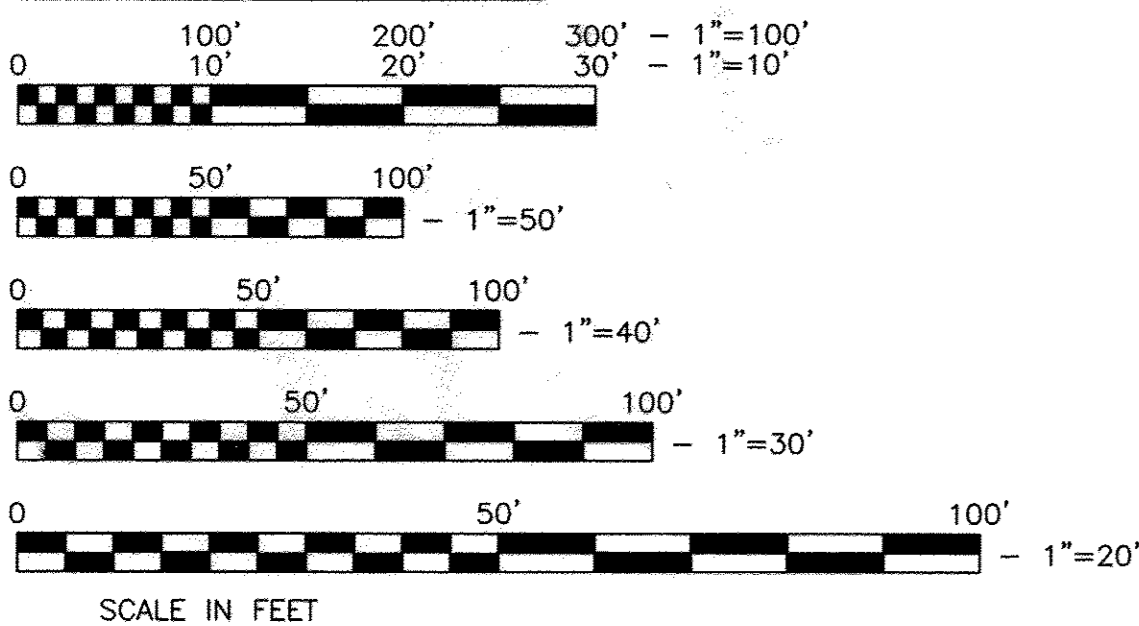
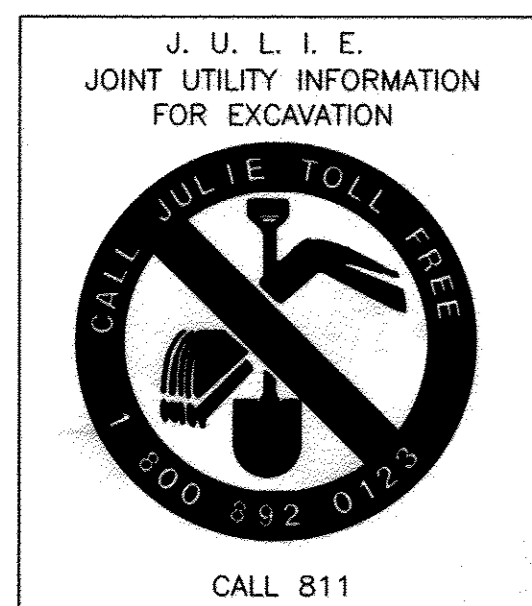
**PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY  
FAU ROUTE 1487 (MAPLE AVENUE)  
FAU 1504 (55TH STREET) TO FAU 2615 (MAIN STREET)  
RESURFACING**  
SECTION: 16-00109-00-RS  
PROJECT: M-4003(890)  
VILLAGE OF DOWNERS GROVE  
DU PAGE COUNTY  
C-91-180-17

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

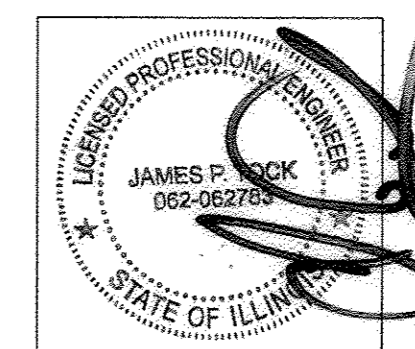


MAPLE AVENUE DESIGN DESIGNATION  
MAJOR COLLECTOR  
DESIGN SPEED: 30 MPH  
ADT: 9,000



GROSS LENGTH: 2,759 FT = 0.52 MILE

NET LENGTH: 2,759 FT = 0.52 MILE



James P. Tock, P.E.  
#062-062783  
My License Expires 11/30/17

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

APPROVED March 16 2017  
*Marie Newlon*  
DIRECTOR OF PUBLIC WORKS, VILLAGE OF DOWNERS GROVE

PASSED MARCH 29 2017  
*C. Holt*  
DIVISION 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW April 3 2017  
*Anthony J. Bagley*  
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P. E. 847-705-4406 SCHAUMBURG, IL

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

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET & LOCATION MAP
2	GENERAL NOTES & INDEX OF STANDARDS
3	SUMMARY OF QUANTITIES
4	EXISTING TYPICAL SECTIONS
5	PROPOSED TYPICAL SECTIONS
6	PLAN SHEET (STA 0+00 TO STA 6+00)
7	PLAN SHEET (STA 6+00 TO STA 18+00)
8	PLAN SHEET (STA 18+00 TO STA 28+50)
9	SIDEWALK DETAILS
10	VILLAGE DETAILS
11	BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
12	BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
13	BD-32 BUTT JOINT AND HMA TAPER DETAILS
14	TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
15	TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS DETAIL
16	TC-16 PAVEMENT MARKING LETTERS & SYMBOLS FOR TRAFFIC STAGING
17	TC-22 ARTERIAL ROAD INFORMATION SIGN
18	TS-05 DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
19	TS-07 DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

1. ALL REFERENCES TO THE 'VILLAGE' IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE VILLAGE OF DOWNERS GROVE.

2. ALL REFERENCES TO THE 'STANDARD SPECIFICATIONS' IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE 'STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION' ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) ON APRIL 1, 2016, ALONG WITH SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS AS ADOPTED JANUARY 1, 2017.

3. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE, DEPARTMENT, AND THE ENGINEERS DO NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING THE CONSTRUCTION OPERATION SO AS NOT TO DAMAGE THEM. IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.20 OF THE 'STANDARD SPECIFICATIONS' THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.

4. THOSE EXISTING TRAFFIC SIGNS WHICH ARE SO DESIGNATED BY THE ENGINEER SHALL BE REMOVED, STORED AND SUBSEQUENTLY RELOCATED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.25. ANY SIGNS WHICH ARE DAMAGED BY THE CONTRACTOR AS DETERMINED BY THE ENGINEER SHALL BE REPLACED IN KIND BY THE CONTRACTOR AND TO THE SATISFACTION OF THE ENGINEER.

5. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND IDOT STANDARDS FOR TRAFFIC CONTROL AND PROTECTION.

6. SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING.

7. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS. WHERE THE CONTRACTOR'S EQUIPMENT IS OPERATED ON ANY PORTION OF THE PAVEMENT OR STRUCTURES USED BY TRAFFIC ON OR ADJACENT TO THE SECTION UNDER CONSTRUCTION, THE CONTRACTOR SHALL CLEAN THE PAVEMENT OF ALL DIRT AND DEBRIS AT THE END OF EACH DAY'S OPERATIONS, AND AT OTHER TIMES AS DIRECTED BY THE ENGINEER.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.

9. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS.

10. THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS WITHOUT PRIOR AUTHORIZATION FROM THE VILLAGE WATER DEPARTMENT.

11. 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.

12. 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.

13. THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NORMAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASE ON WHICH THEY ARE PLACED. PLAN THICKNESS SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.

14. MAILBOXES WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE REMOVED, TEMPORARILY RELOCATED, AND REPLACED UPON COMPLETION OF THE PROPOSED IMPROVEMENTS IN ACCORDANCE WITH ARTICLE 107.20 AND AS DIRECTED BY THE ENGINEER.

15. THE CONTRACTOR SHALL NOT PLACE SOD UNTIL THE TEMPERATURE IS 80 DEGREES OR LESS AND THE FORECAST FOR THE NEXT 7 DAYS SHOWS TEMPERATURES OF 80 DEGREES OR LESS. IF ALL OTHER PAY ITEMS ARE COMPLETED THE CONTRACTOR WILL NOT BE CHARGED WORKING DAYS FOR DELAYS IN PARKWAY RESTORATION DUE TO TEMPERATURE.

16. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.30 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEFACEMENT OF ANY CONCRETE POURS BEFORE THEY HAVE SET UP. CONCRETE SIDEWALK, DRIVEWAY, CURB, AND CURB AND GUTTER THAT HAVE BEEN DEFACED, IN THE OPINION OF THE ENGINEER, SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR.

17. FOR WORK OUTSIDE 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.

DUPAGE COUNTY DIVISION OF TRANSPORTATION GENERAL NOTES AND SPECIFICATIONS

1. ALL CONSTRUCTION WITHIN THE COUNTY'S RIGHT-OF-WAY SHALL BE PERFORMED ACCORDING TO IDOT'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (LATEST EDITION) AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" (LATEST EDITION).

2. DAILY LANE CLOSURES ARE PERMITTED BETWEEN 9:00 A.M. AND 4:00 P.M. ONLY. TRAFFIC CONTROL SHALL CONFORM TO IDOT'S HIGHWAY STANDARDS THE FHWA'S 'MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES' AND IDOT'S SUPPLEMENT TO THE MUTCD AT ALL TIMES DURING CONSTRUCTION.

3. LANE CLOSURES ARE NOT PERMITTED ON COUNTY ROADWAYS DURING SNOWFALL OR WITHIN 2 HOURS PRIOR TO PREDICTED SNOWFALL OR PRECIPITATION CONDITIONS BETWEEN NOVEMBER 15 AND APRIL 15 FOR MAINTENANCE OF THE ROADWAY PAVEMENT BY COUNTY HIGHWAY MAINTENANCE DEPARTMENT STAFF AND EQUIPMENT.

4. DISTURBED AREAS OF THE RIGHT-OF-WAY SHALL BE DRESSED WITH A MINIMUM OF 6" TOPSOIL AND CLASS 2A SALT TOLERANT SEED (WITH EROSION CONTROL BLANKET) OR SOD (SALT TOLERANT AND STAKED IN PLACE).

5. THE DUPAGE COUNTY DIVISION OF TRANSPORTATION OPERATES/MAINTAINS TRAFFIC SIGNALS AND RELATED EQUIPMENT WITHIN THE VICINITY OF THE PROJECT. CONTACT THE DIVISION OF TRANSPORTATION A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION WITHIN THE COUNTY'S RIGHT OF WAY AND WITHIN 300' OF ANY COUNTY MAINTAINED SIGNAL TO LOCATE SAID EQUIPMENT. TRAFFIC SIGNALS AND RELATED EQUIPMENT ARE NOT ON THE J.U.L.I.E. SYSTEM.

6. EROSION CONTROL MEASURES SHALL COMPLY WITH THE MINIMUM REQUIREMENTS OF THE DUPAGE COUNTY STORMWATER AND FLOODPLAIN ORDINANCE SPECIFICATIONS AT ALL TIMES.

7. EQUIPMENT AND MATERIALS SHALL NOT BE STORED WITHIN THE COUNTY'S RIGHT-OF-WAY AT ANY TIME WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE COUNTY ENGINEER, OR HIS DULY AUTHORIZED ASSIGN.

8. PAVEMENT, CURB/GUTTER AND STORM STRUCTURES WITHIN THE COUNTY'S RIGHT-OF-WAY SHALL BE MAINTAINED FREE OF MUD/DEBRIS AT ALL TIMES AND SHALL BE CLEANED AS IS REQUIRED AND/OR AS DIRECTED BY DUPAGE COUNTY.

9. CONTACT DUPAGE COUNTY (630/407-6900) A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION TO ARRANGE FOR INSPECTIONS OF AND AT THE COMPLETION OF THE DESCRIBED WORK WITHIN THE COUNTY'S RIGHT-OF-WAY.

10. TRENCH BACKFILL FOR NON-PAVED AREAS SHALL BE INSTALLED WITHIN THE COUNTY'S RIGHT-OF-WAY PER DUPAGE COUNTY'S STANDARD.

11. TRENCH BACKFILL BELOW EXISTING OR PROPOSED PAVEMENT, CURB/GUTTER AND/OR SIDEWALK SHALL BE INSTALLED WITHIN THE COUNTY'S RIGHT OF WAY PER DUPAGE COUNTY'S STANDARD.

IDOT STANDARDS

- 000001-06 ✓ STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 280001-07 ✓ TEMPORARY EROSION CONTROL SYSTEMS
- 424001-09 ✓ PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424011-03 ✓ CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
- 424016-03 ✓ MID-BLOCK CURB RAMPS FOR SIDEWALKS
- 442201-03 ✓ CLASS C & D PATCHES
- 606001-06 ✓ CONCRETE CURB TYPE B & COMBINATION CONCRETE CURB AND GUTTER
- 701006-05 ✓ OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
- 701301-04 ✓ LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
- 701311-03 ✓ LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
- 701501-06 ✓ URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701701-10 ✓ URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-06 ✓ SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-06 ✓ TRAFFIC CONTROL DEVICES
- 780001-05 ✓ TYPICAL PAVEMENT MARKINGS
- 886001-01 ✓ DETECTOR LOOP INSTALLATIONS

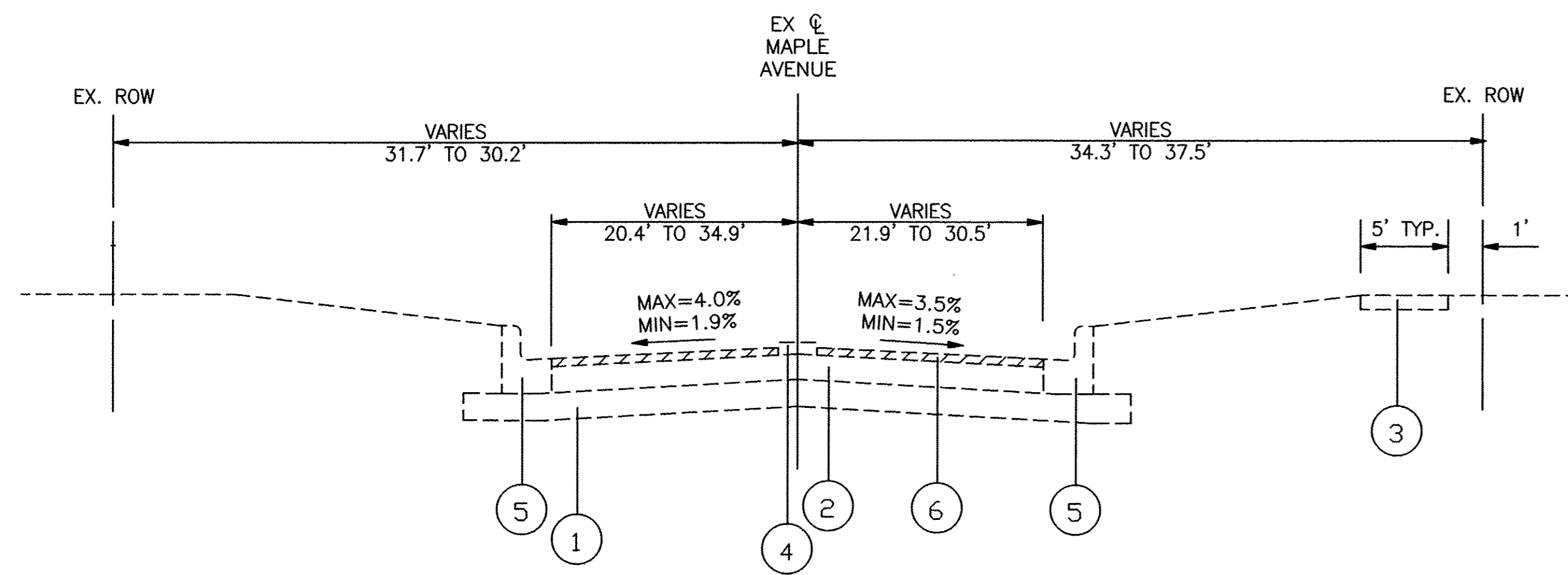
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FILE NAME =		DRAWN -- NRH	REVISED			1487	16-00109-00-RS	DU PAGE	19	2	
	PLOT SCALE --	CHECKED -- JPT	REVISED			CONTRACT NO. 61D90					
	PLOT DATE -- 03/17/17	DATE -- 03/17/17	REVISED			NOT TO SCALE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS

# SUMMARY OF QUANTITIES

MAPLE AVENUE				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	350	350
25200110	SODDING, SALT TOLERANT	SQ YD	350	350
25200200	SUPPLEMENTAL WATERING	UNIT	5	5
28000510	INLET FILTERS	EACH	14	14
36101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	15	15
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	8,010	8,010
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	13	13
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	385	385
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	150	150
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	775	775
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 6 INCH	SQ YD	105	105
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,865	1,865
42400800	DETECTABLE WARNINGS	SQ FT	190	190
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	8,760	8,760
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	150	150
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	760	760
44000600	SIDEWALK REMOVAL	SQ FT	2,110	2,110
44201690	CLASS D PATCHES, TYPE I, 4 INCH	SQ YD	70	70
44201692	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	105	105
44201694	CLASS D PATCHES, TYPE III, 4 INCH	SQ YD	315	315
44201696	CLASS D PATCHES, TYPE IV, 4 INCH	SQ YD	210	210
60266600	VALVE BOXES TO BE ADJUSTED	EACH	3	3
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	15	15
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1	1
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	1
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	710	710

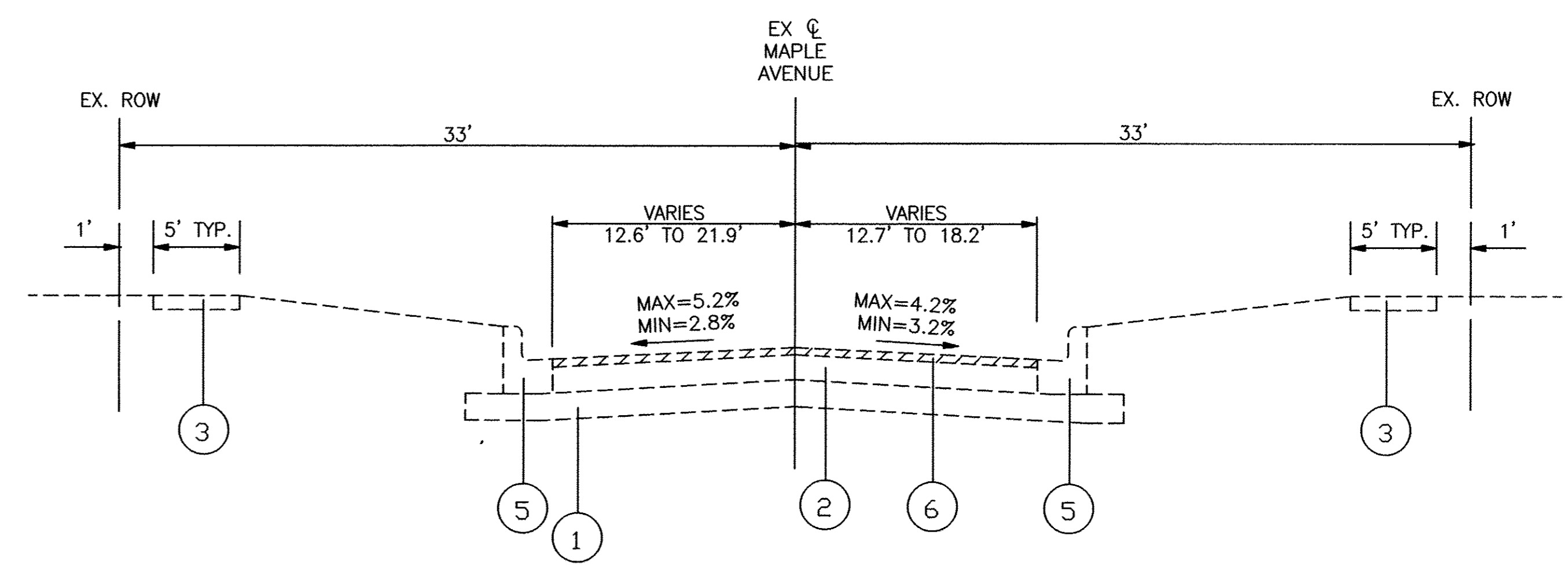
MAPLE AVENUE				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005
60609200	COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12	FOOT	50	50
67100100	MOBILIZATION	LSUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	4,235	4,235
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4,455	4,455
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	220	220
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,000	5,000
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	710	710
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	160	160
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	175	175
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	200	200
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	1	1
X2800510	INLET FILTER CLEANING	EACH	14	14
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	15	15
Z0004510	HMA DRIVEWAY PAVEMENT, 3"	SQ YD	45	45
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52

\* DENOTES SPECIALTY ITEM



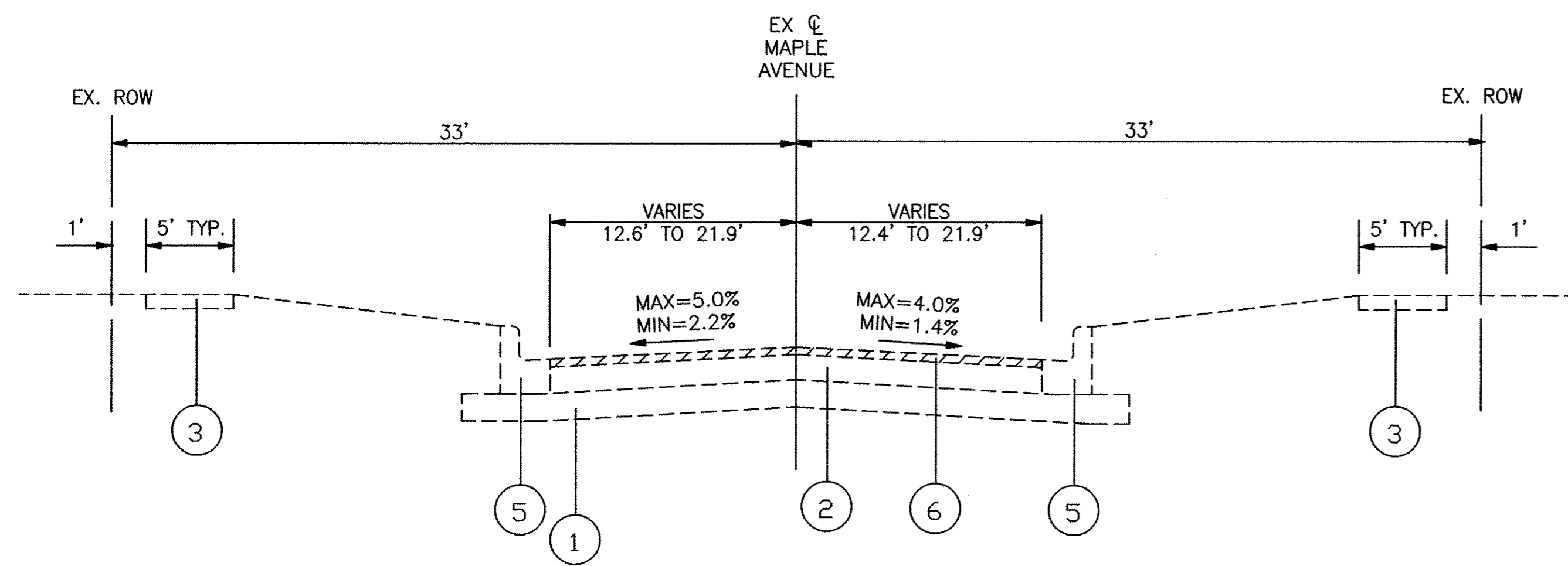
**EXISTING TYPICAL SECTION**

STA. 0+25 TO STA. 1+67, MAPLE AVENUE



**EXISTING TYPICAL SECTION**

STA. 25+07 TO STA. 26+89, MAPLE AVENUE TAPER SECTION  
 STA. 26+89 TO STA. 27+84.10, MAPLE AVENUE



**EXISTING TYPICAL SECTION**

STA. 1+67 TO STA. 2+67, MAPLE AVENUE TAPER SECTION  
 STA. 2+67 TO STA. 25+07, MAPLE AVENUE

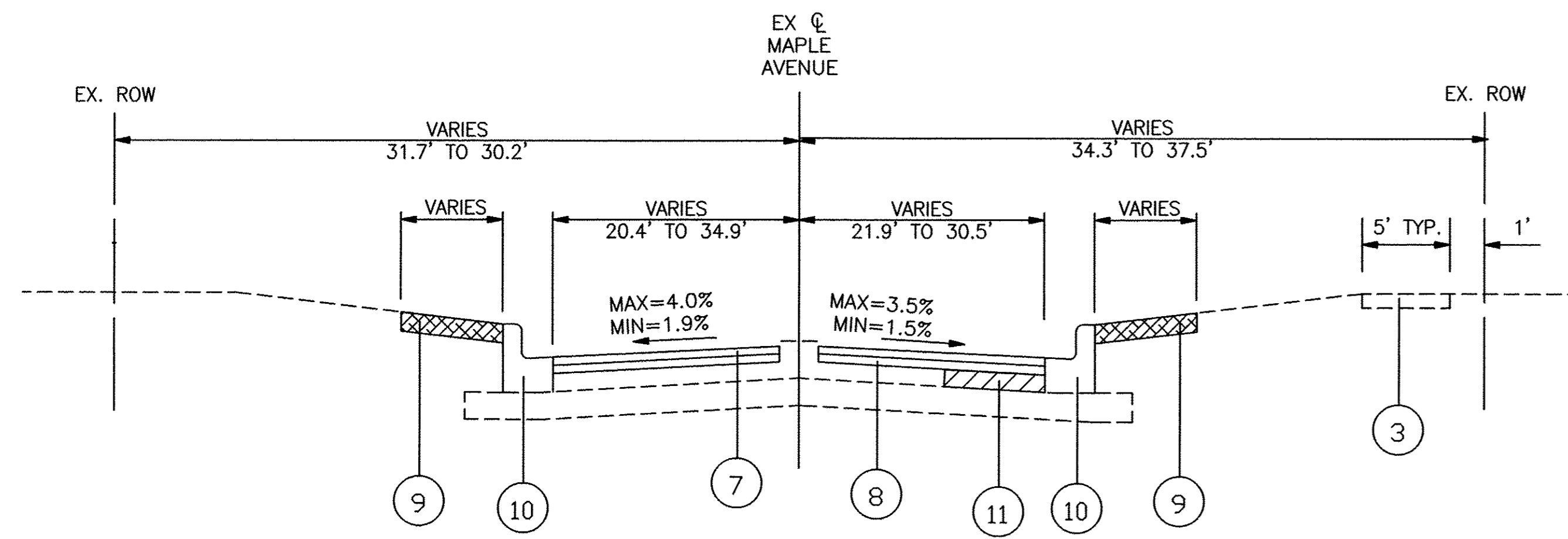
**HATCH LEGEND**

 REMOVAL ITEMS  
 (WHERE SHOWN ON PLANS)

**LEGEND**

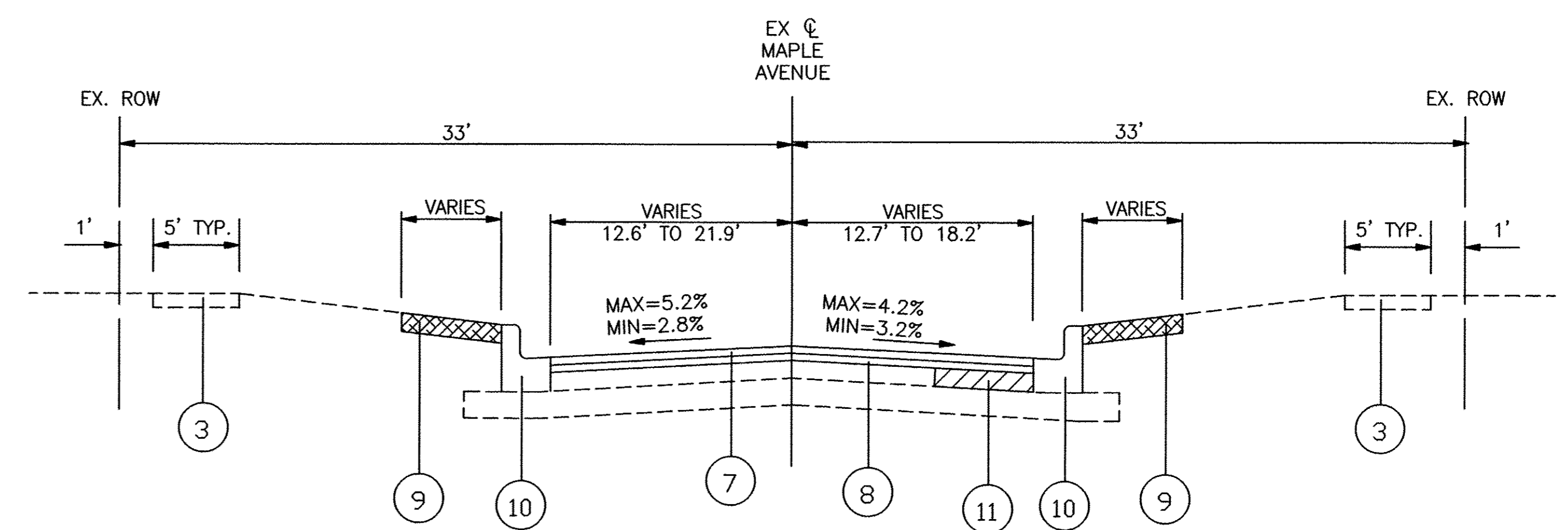
- ① EXISTING SUBGRADE
- ② EXISTING BITUMINOUS PAVEMENT, 3" - 7", VARIES
- ③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- ④ EXISTING CONCRETE MEDIAN
- ⑤ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REMOVAL WHERE SHOWN ON PLANS
- ⑥ PROPOSED HMA SURFACE REMOVAL, 2"

FILE NAME =	USER NAME - USER	DESIGNED - NRH	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAPLE AVENUE IMPROVEMENTS EXISTING TYPICAL SECTIONS	F.A.U. R/E	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FILE NAME =		DRAWN - NRH	REVISED			1487	16-00109-00-RS	DU PAGE	19	4	
	PLOT SCALE -	CHECKED - JPT	REVISED			CONTRACT NO. 61D90					
	PLOT DATE - 03/17/17	DATE - 03/17/17	REVISED			NOT TO SCALE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT



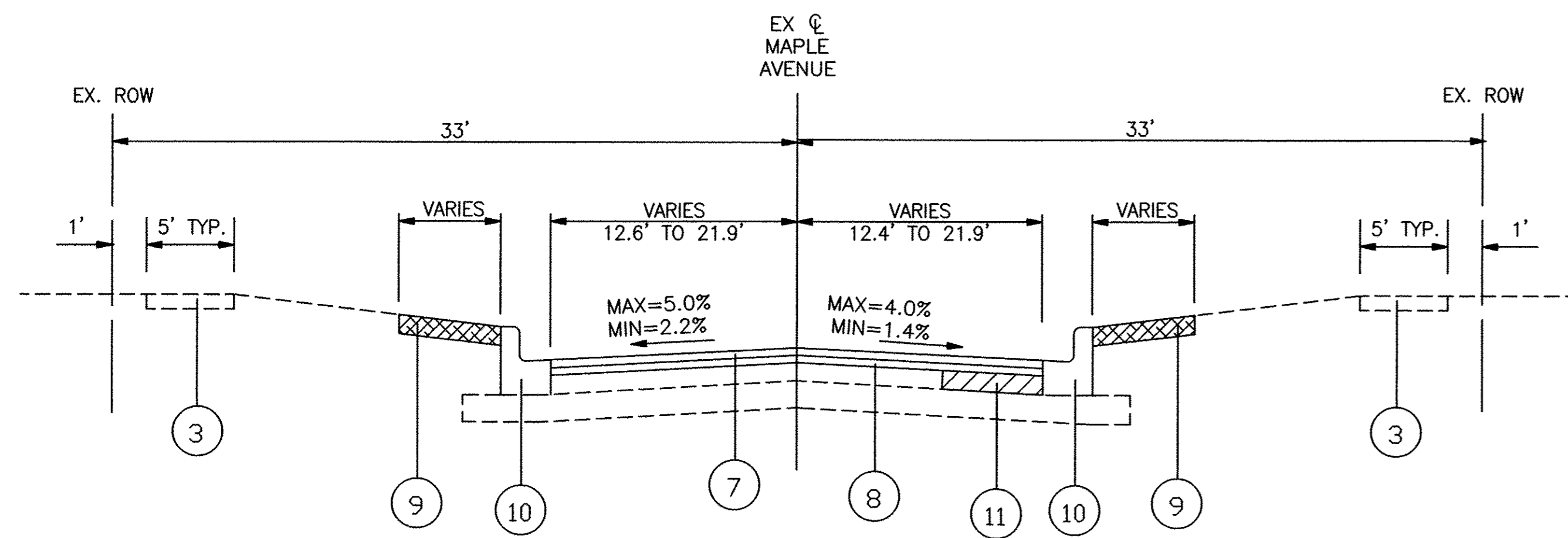
**PROPOSED TYPICAL SECTION**

STA. 0+25 TO STA. 1+67, MAPLE AVENUE



**PROPOSED TYPICAL SECTION**

STA. 25+07 TO STA. 26+89, MAPLE AVENUE TAPER SECTION  
 STA. 26+89 TO STA. 27+84.10, MAPLE AVENUE



**PROPOSED TYPICAL SECTION**

STA. 1+67 TO STA. 2+67, MAPLE AVENUE TAPER SECTION  
 STA. 2+67 TO STA. 25+07, MAPLE AVENUE

**LEGEND**

- ⑦ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑨ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REPLACEMENT WHERE SHOWN ON PLANS
- ⑪ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 4"

CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

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

-THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN.

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

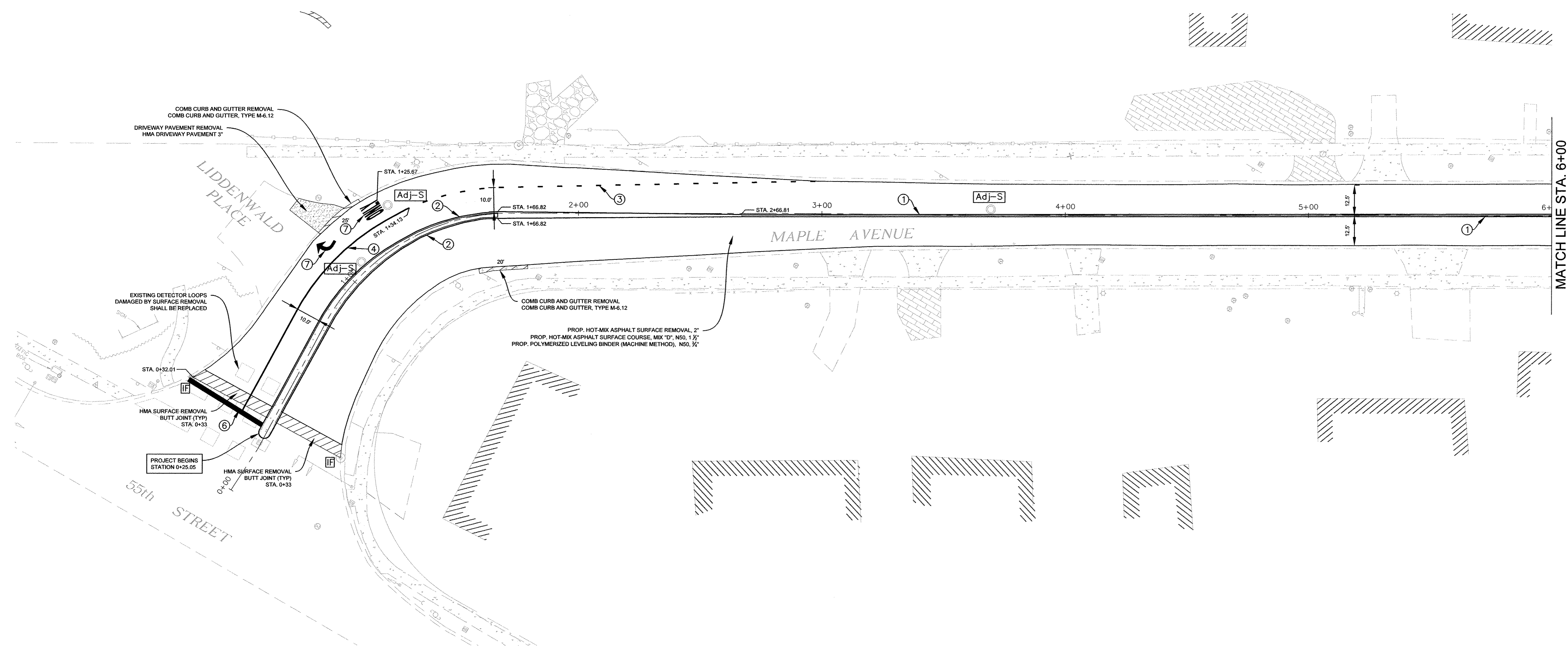
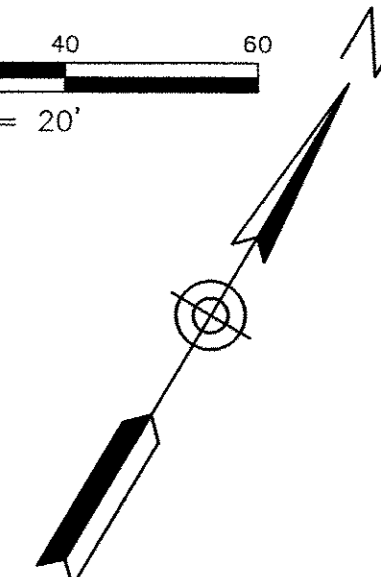
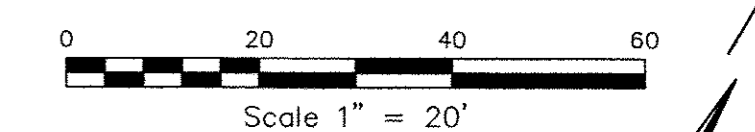
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	PLOT SCALE --	CHECKED -- JPT	REVISED
	PLOT DATE -- 03/17/17	DATE -- 03/17/17	REVISED

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

MAPLE AVENUE IMPROVEMENTS  
 PROPOSED TYPICAL SECTIONS

F. A. W. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	5
CONTRACT NO. 61D90				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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



**NOTES**

1. CLASS D PATCHES, 4" AS DIRECTED BY THE ENGINEER.
2. ALL EXISTING DRAINAGE STRUCTURES WHICH ARE TO BE ADJUSTED SHALL BE CLEANED IN ACCORDANCE WITH ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE ADJUSTMENT ITEM.
3. TOPSOIL, SODDING LOCATION/PLACEMENT AS DIRECTED BY THE ENGINEER.
4. ALL CURB AND GUTTER TO MATCH EXISTING EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

**LEGEND**

- Adj DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- Adj-S SANITARY STRUCTURE TO BE ADJUSTED SEE DETAIL ON SHEET 12
- IF INLET FILTERS
- [Symbol] REMOVE AND REPLACE EXISTING CURB AND GUTTER

**PAVEMENT MARKING LEGEND**

- ① 4" DOUBLE YELLOW THERMOPLASTIC LINE @ 11" C-C - SOLID
- ② 4" YELLOW THERMOPLASTIC LINE - SOLID
- ③ 6" WHITE THERMOPLASTIC LINE - 2' DASH 6' SKIP
- ④ 6" WHITE THERMOPLASTIC LINE - SOLID
- ⑤ 12" WHITE THERMOPLASTIC LINE - SOLID
- ⑥ 24" WHITE THERMOPLASTIC LINE - SOLID
- ⑦ LETTERS AND SYMBOLS - FULL SIZE

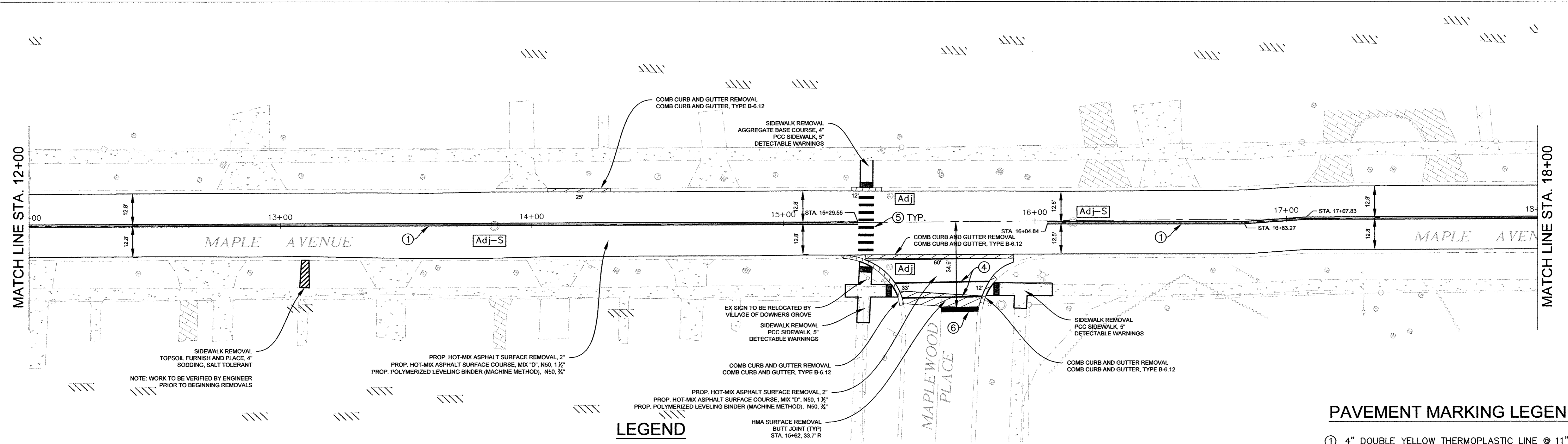
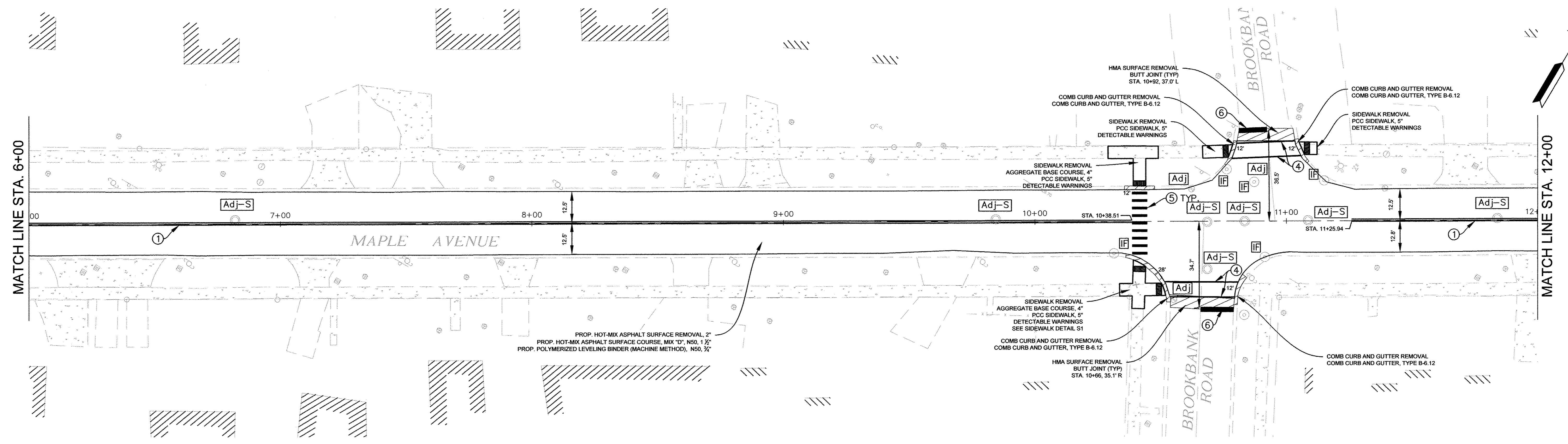
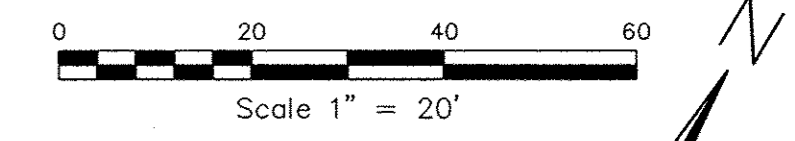
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAPLE AVENUE IMPROVEMENTS  
IMPROVEMENT PLAN

SCALE: 1"=20'      SHEET NO. 1 OF 3 SHEETS      STA. 0+00 TO STA. 6+00

F. A. ID. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	6
CONTRACT NO. 61D90				
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



- NOTES**
1. CLASS D PATCHES, 4" AS DIRECTED BY THE ENGINEER.
  2. ALL EXISTING DRAINAGE STRUCTURES WHICH ARE TO BE ADJUSTED SHALL BE CLEANED IN ACCORDANCE WITH ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE ADJUSTMENT ITEM.
  3. TOPSOIL, SODDING LOCATION/PLACEMENT AS DIRECTED BY THE ENGINEER.
  4. ALL CURB AND GUTTER TO MATCH EXISTING EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

- LEGEND**
- [Adj] DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
  - [Adj-S] SANITARY STRUCTURE TO BE ADJUSTED SEE DETAIL ON SHEET 12
  - [IF] INLET FILTERS
  - [Hatched Box] REMOVE AND REPLACE EXISTING CURB AND GUTTER

- PAVEMENT MARKING LEGEND**
- ① 4" DOUBLE YELLOW THERMOPLASTIC LINE @ 11" C-C - SOLID
  - ② 4" YELLOW THERMOPLASTIC LINE - SOLID
  - ③ 6" WHITE THERMOPLASTIC LINE - 2' DASH 6' SKIP
  - ④ 6" WHITE THERMOPLASTIC LINE - SOLID
  - ⑤ 12" WHITE THERMOPLASTIC LINE - SOLID
  - ⑥ 24" WHITE THERMOPLASTIC LINE - SOLID
  - ⑦ LETTERS AND SYMBOLS - FULL SIZE

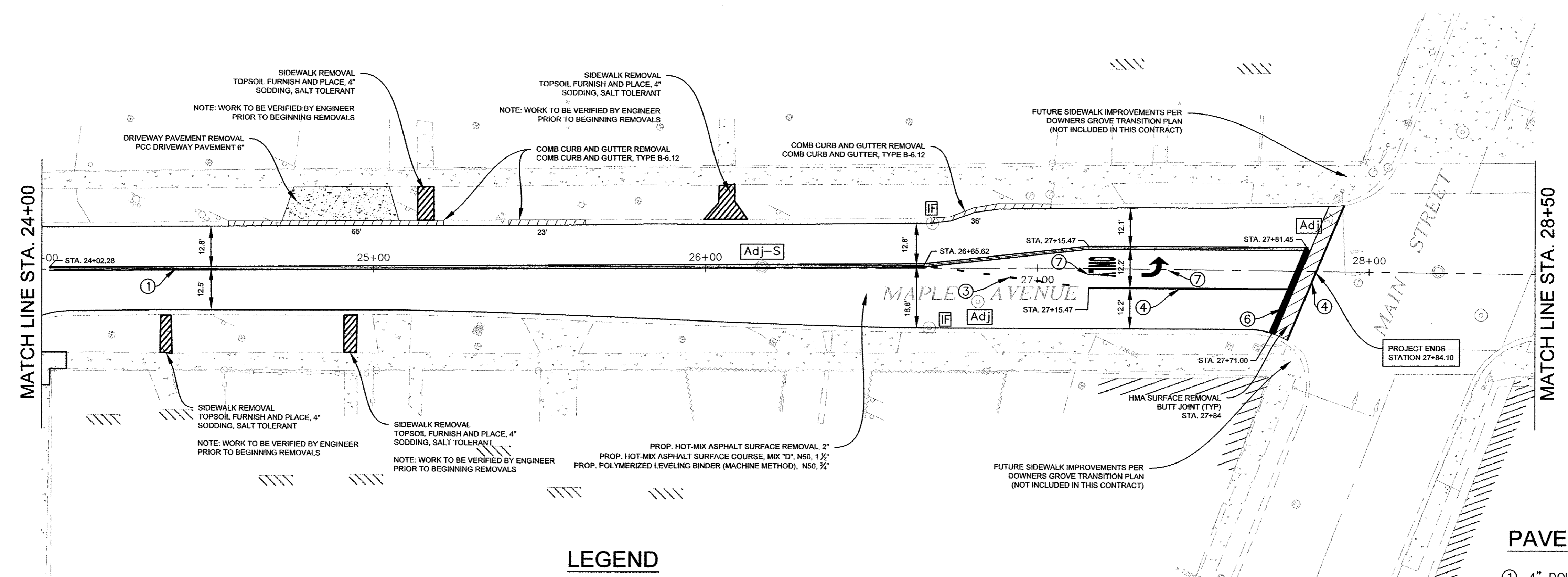
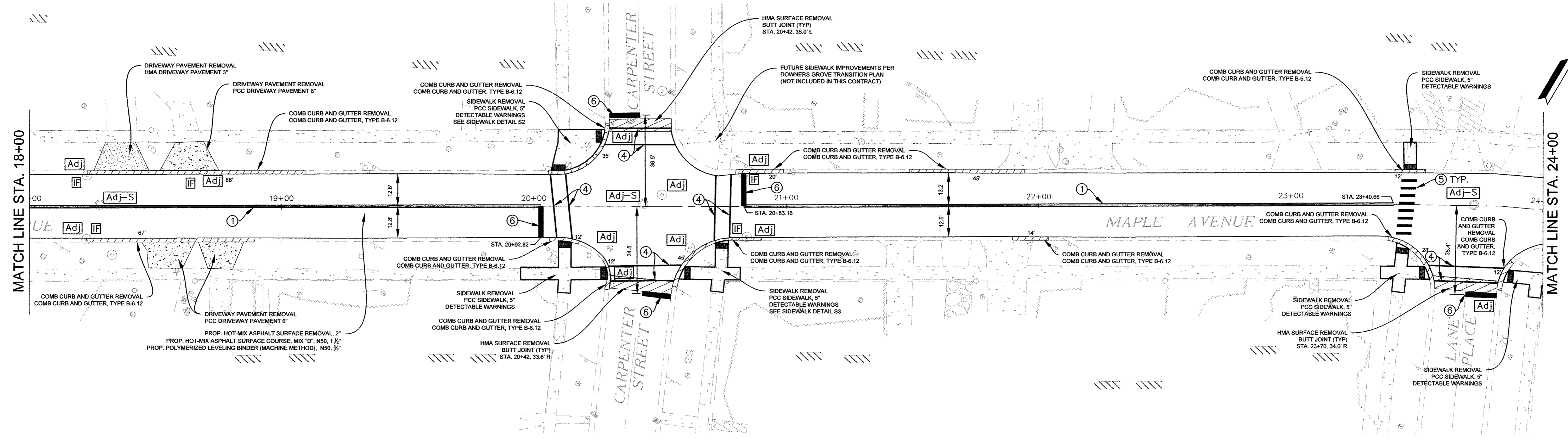
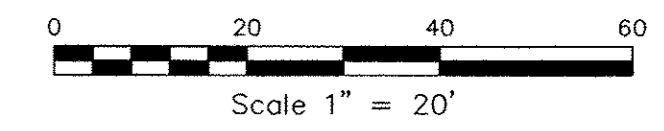
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAPLE AVENUE IMPROVEMENTS  
IMPROVEMENT PLAN

SCALE: 1"=20'      SHEET NO. 2 OF 3 SHEETS      STA. 6+00 TO STA. 18+00

F. A. U. RRE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	7
CONTRACT NO. 61D90				
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



**NOTES**

1. CLASS D PATCHES, 4" AS DIRECTED BY THE ENGINEER.
2. ALL EXISTING DRAINAGE STRUCTURES WHICH ARE TO BE ADJUSTED SHALL BE CLEANED IN ACCORDANCE WITH ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE ADJUSTMENT ITEM.
3. TOPSOIL, SODDING LOCATION/PLACEMENT AS DIRECTED BY THE ENGINEER.
4. ALL CURB AND GUTTER TO MATCH EXISTING EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

**LEGEND**

- Adj DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- Adj-S SANITARY STRUCTURE TO BE ADJUSTED SEE DETAIL ON SHEET 12
- IF INLET FILTERS
- R REMOVE AND REPLACE EXISTING CURB AND GUTTER

**PAVEMENT MARKING LEGEND**

- ① 4" DOUBLE YELLOW THERMOPLASTIC LINE @ 11" C-C - SOLID
- ② 4" YELLOW THERMOPLASTIC LINE - SOLID
- ③ 6" WHITE THERMOPLASTIC LINE - 2' DASH 6' SKIP
- ④ 6" WHITE THERMOPLASTIC LINE - SOLID
- ⑤ 12" WHITE THERMOPLASTIC LINE - SOLID
- ⑥ 24" WHITE THERMOPLASTIC LINE - SOLID
- ⑦ LETTERS AND SYMBOLS - FULL SIZE

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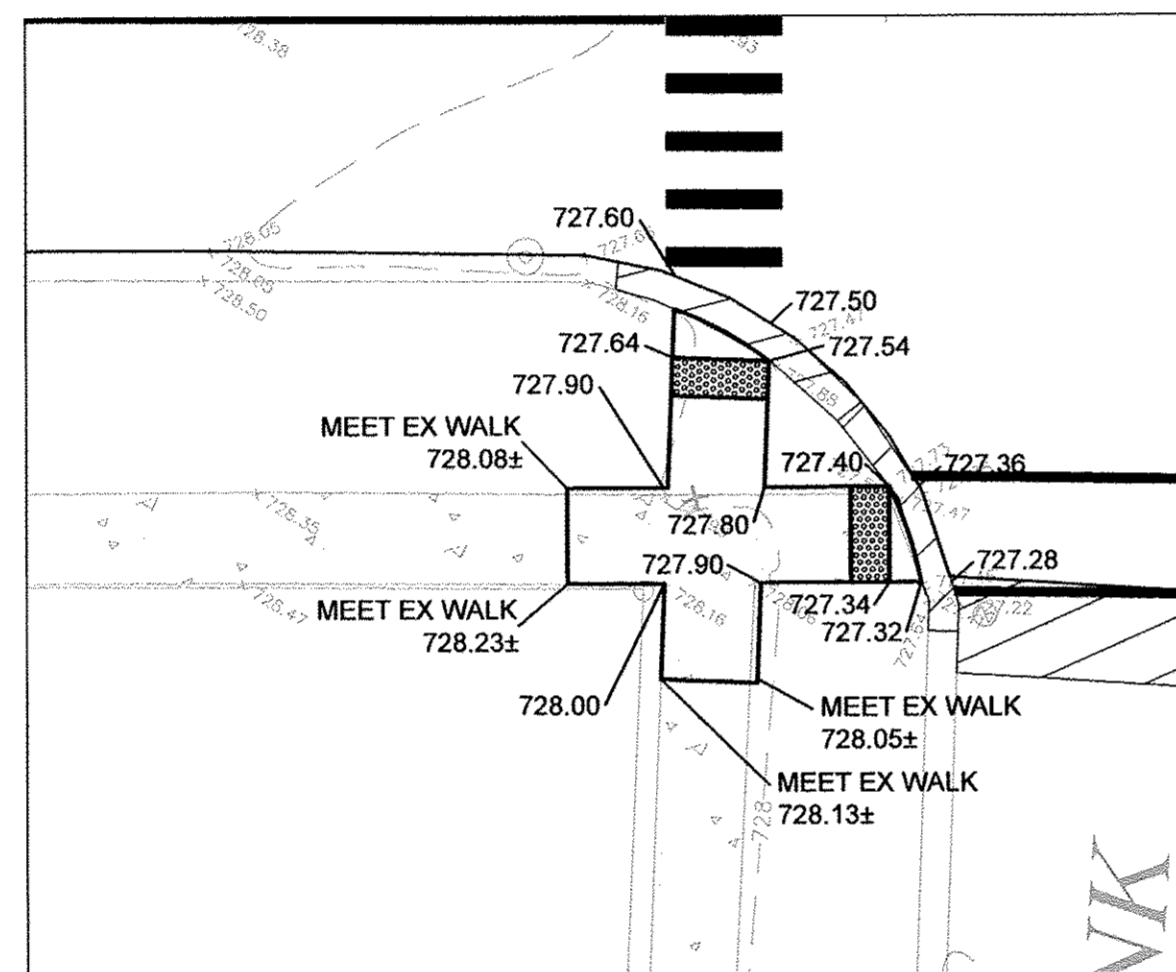
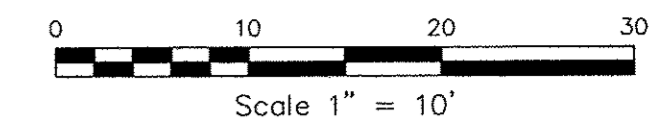
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAPLE AVENUE IMPROVEMENTS  
IMPROVEMENT PLAN

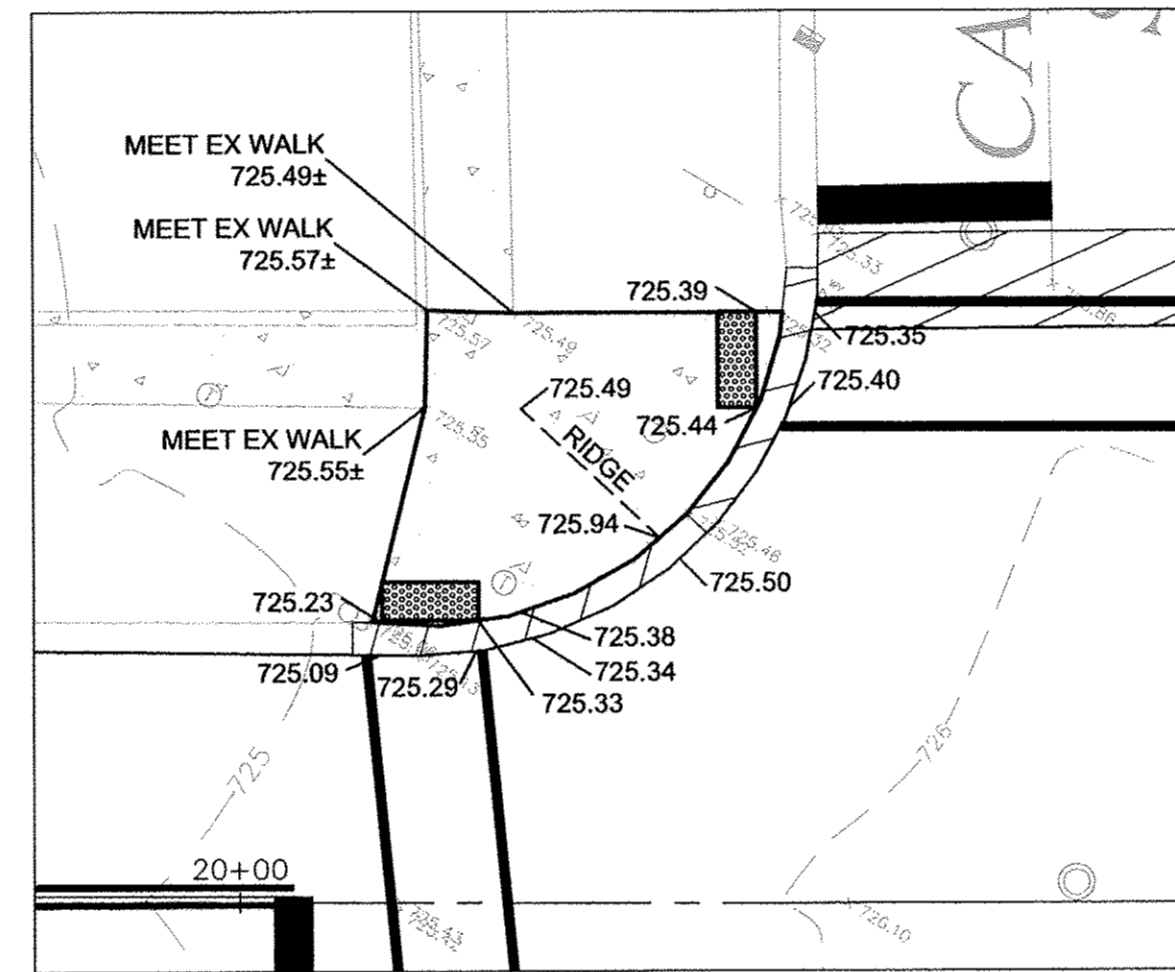
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F. A. I. D. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61D90				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

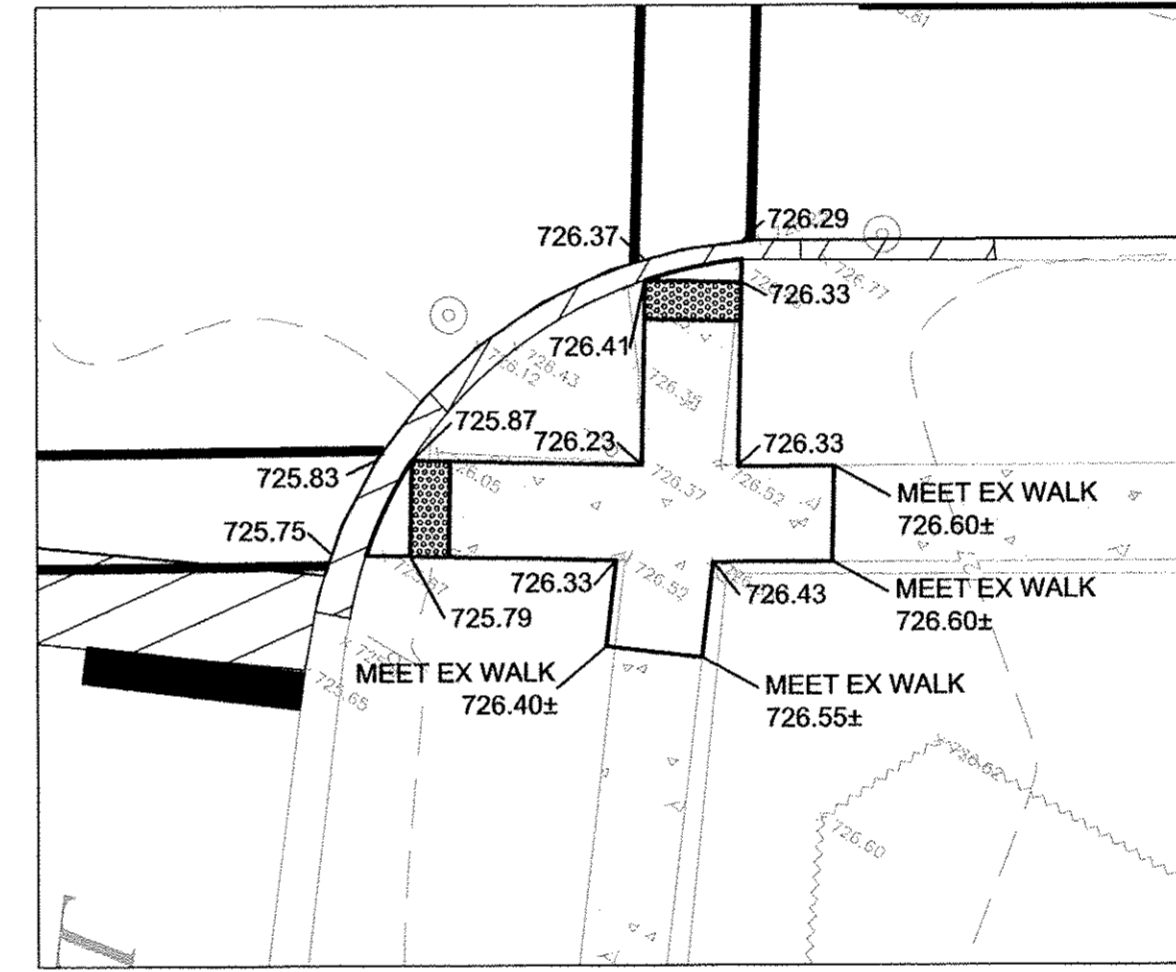




**SIDEWALK DETAIL S1  
STA. 10+50 - RIGHT SIDE**



**SIDEWALK DETAIL S2  
STA. 20+20 - LEFT SIDE**



**SIDEWALK DETAIL S3  
STA. 20+62 - RIGHT SIDE**

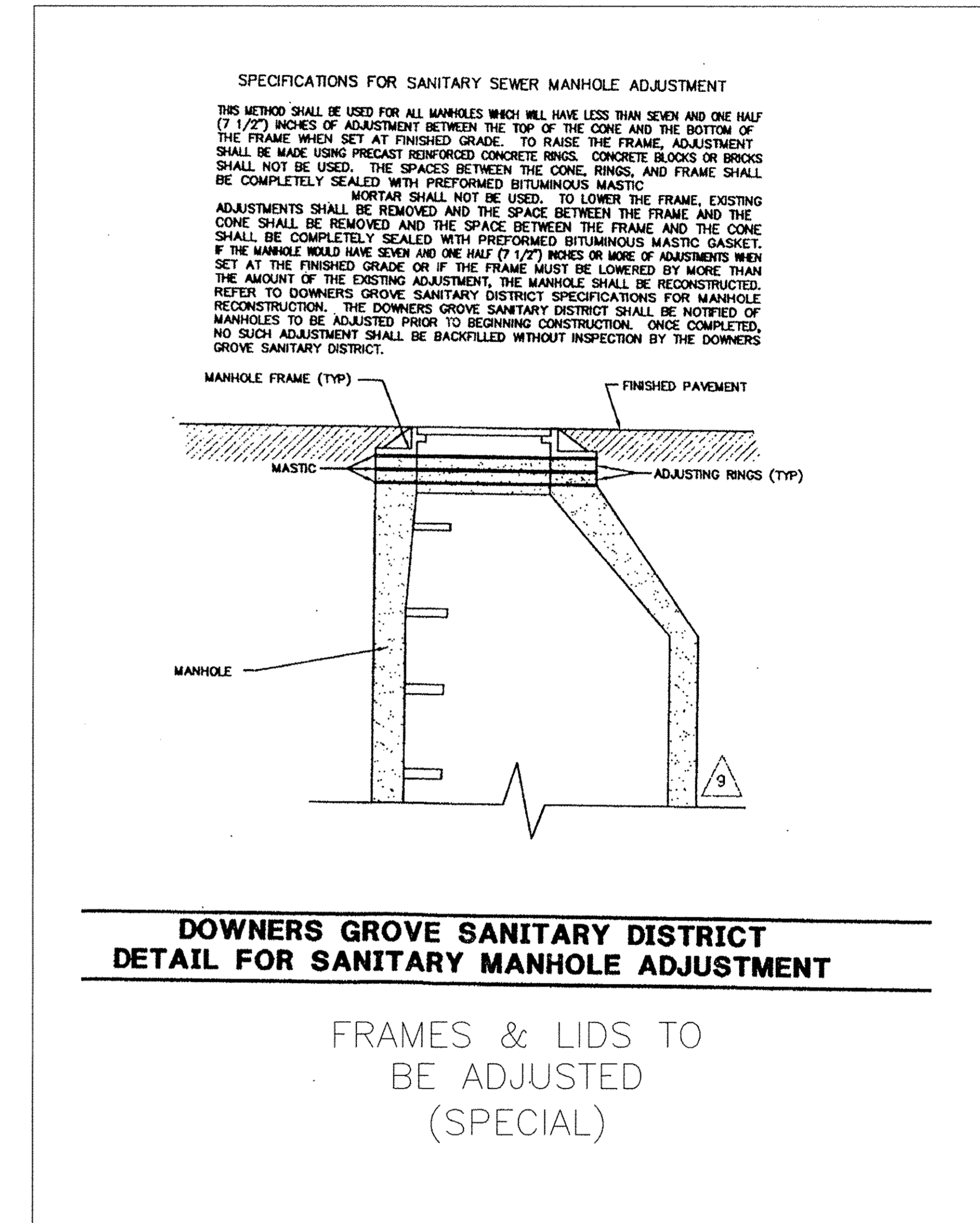
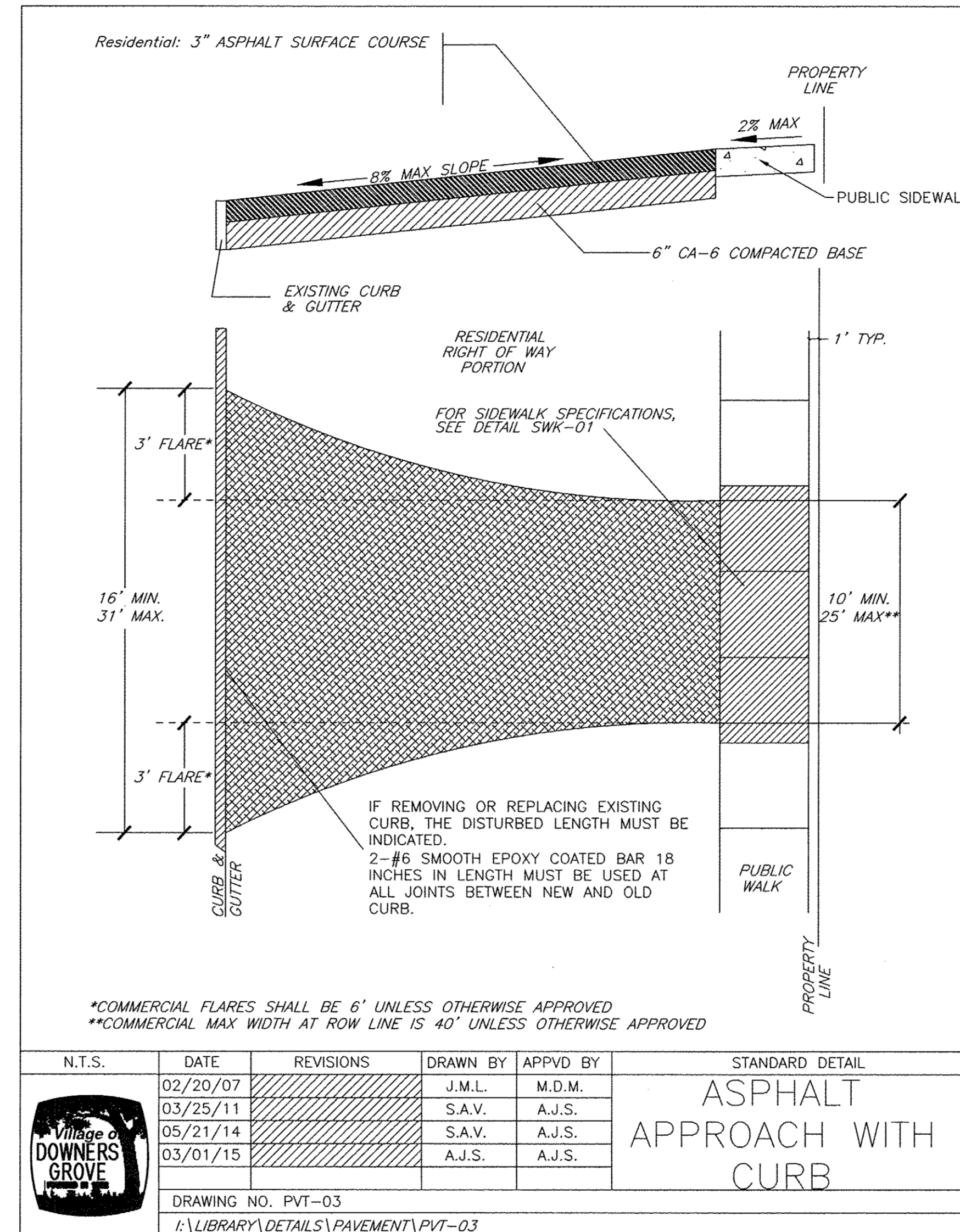
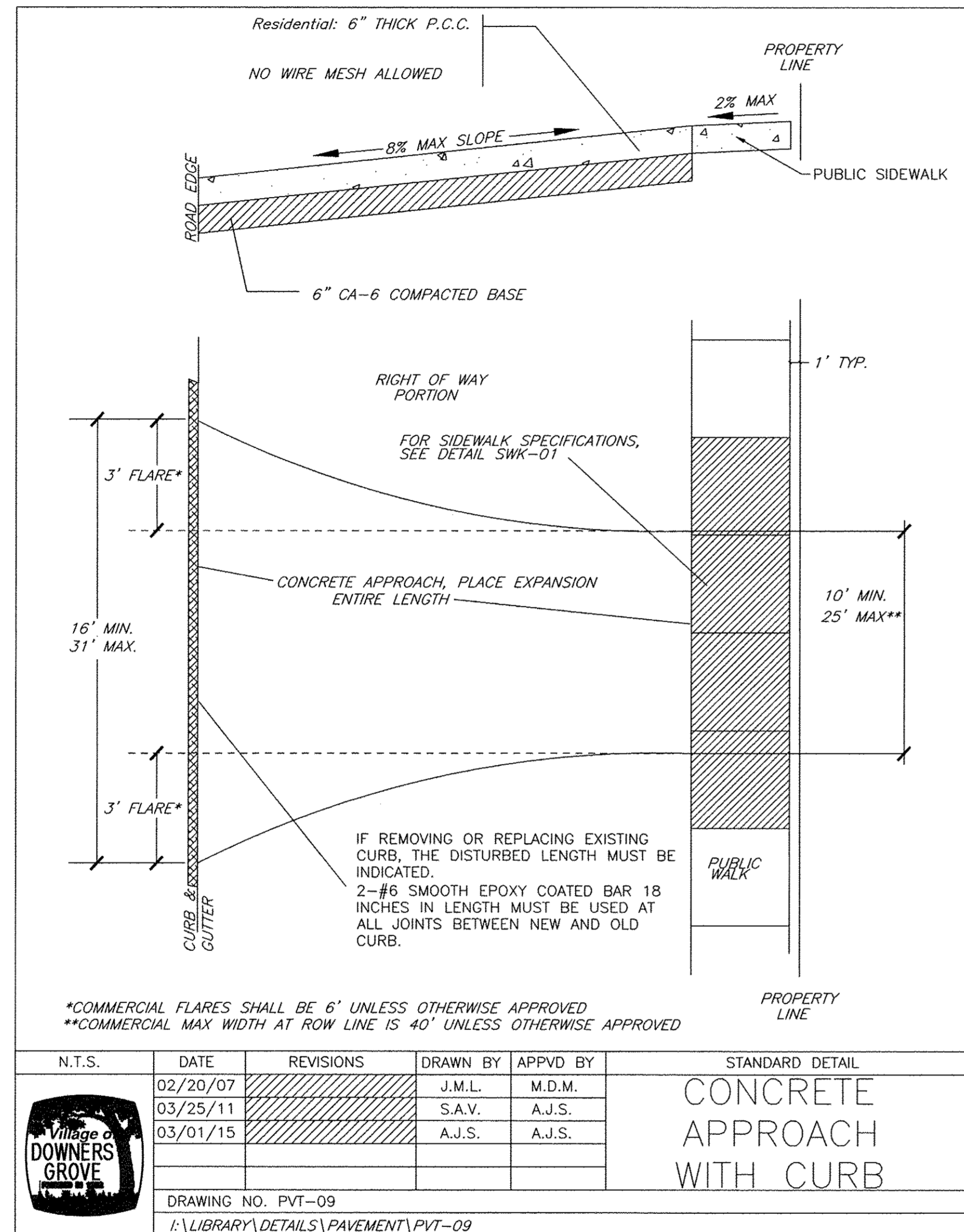
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	PLOT DATE - 03/17/17	DATE - 03/17/17	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAPLE AVENUE IMPROVEMENTS  
SIDEWALK DETAILS

SCALE: 1"=10'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.
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F. A. U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	9
CONTRACT NO. 61D90				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



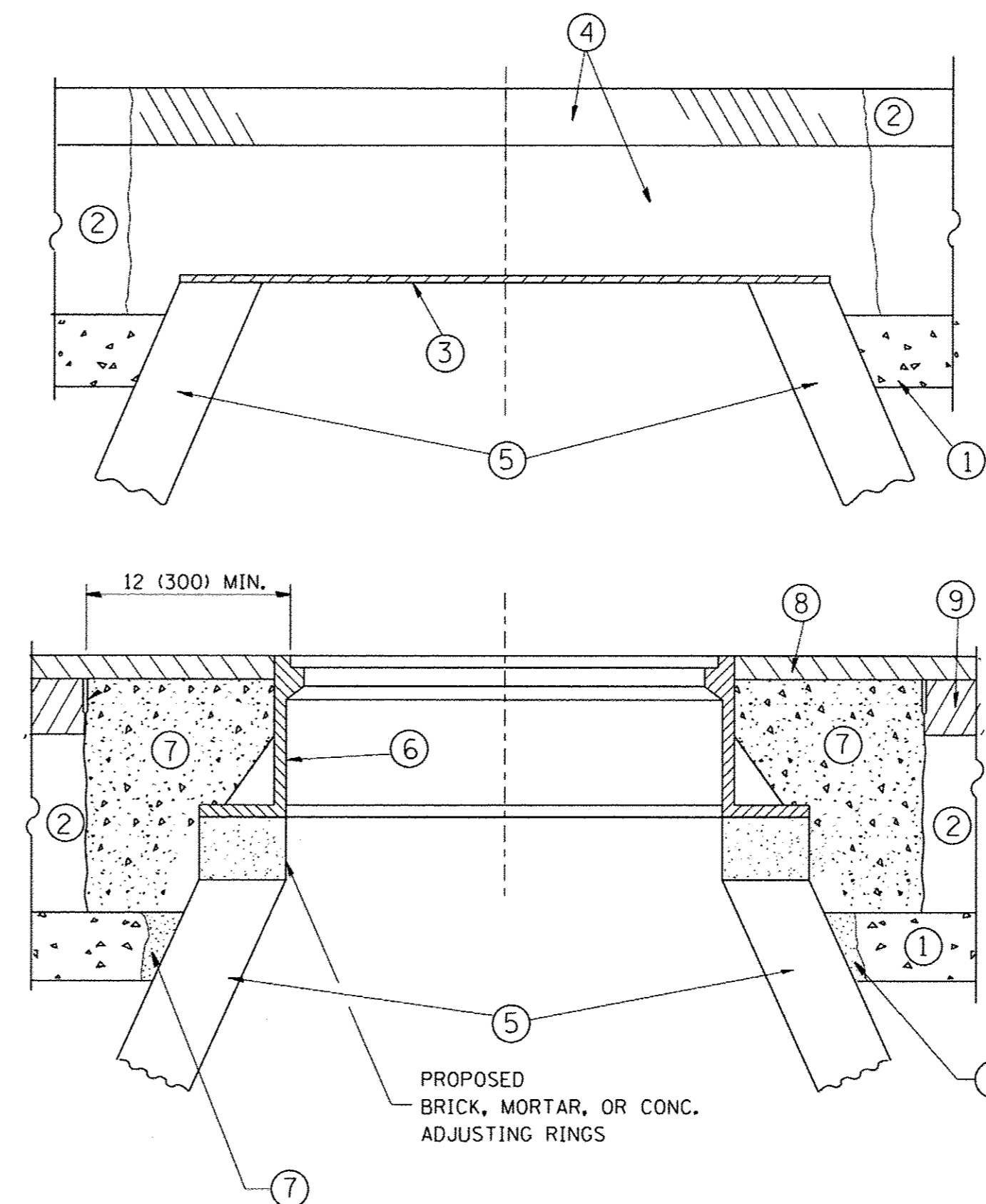
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAPLE AVENUE IMPROVEMENTS  
VILLAGE DETAILS

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

F. A. U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	10
CONTRACT NO. 61D90				
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 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**NOTES:**

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

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

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

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

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

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

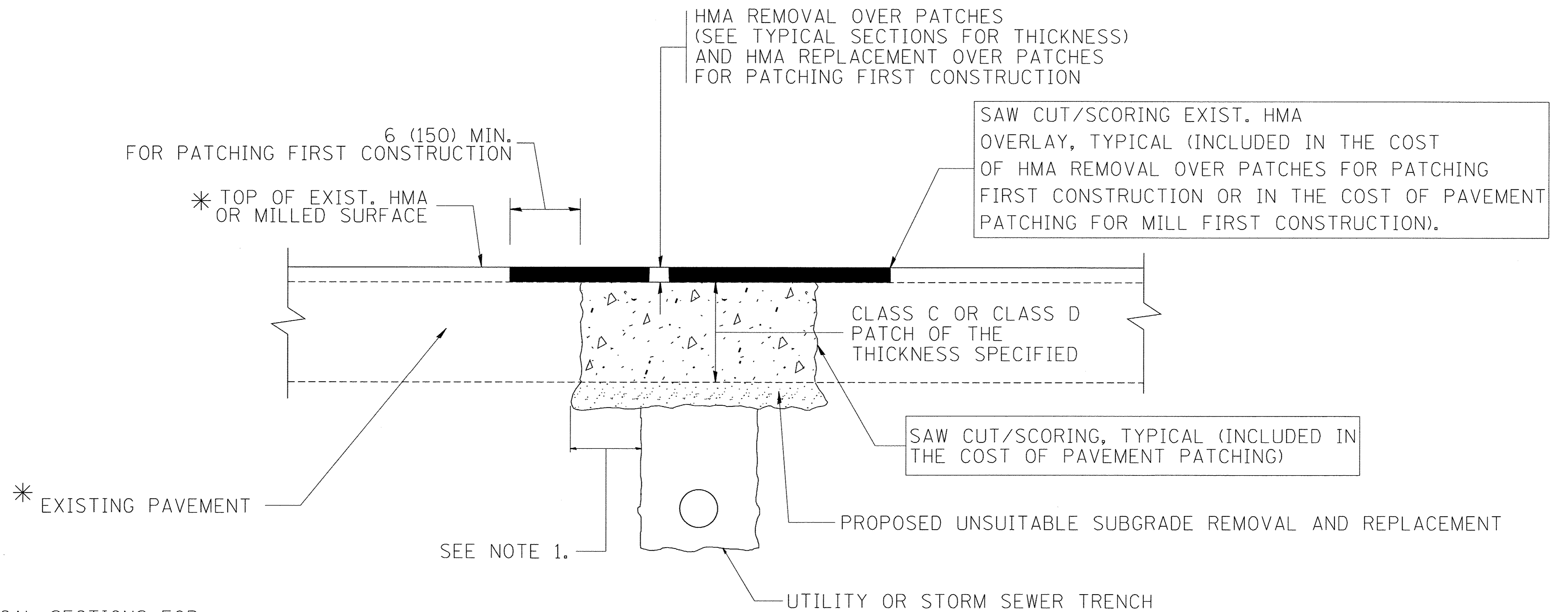
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	11
<b>BD600-03 (BD-8)</b>		CONTRACT NO. 61D90		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

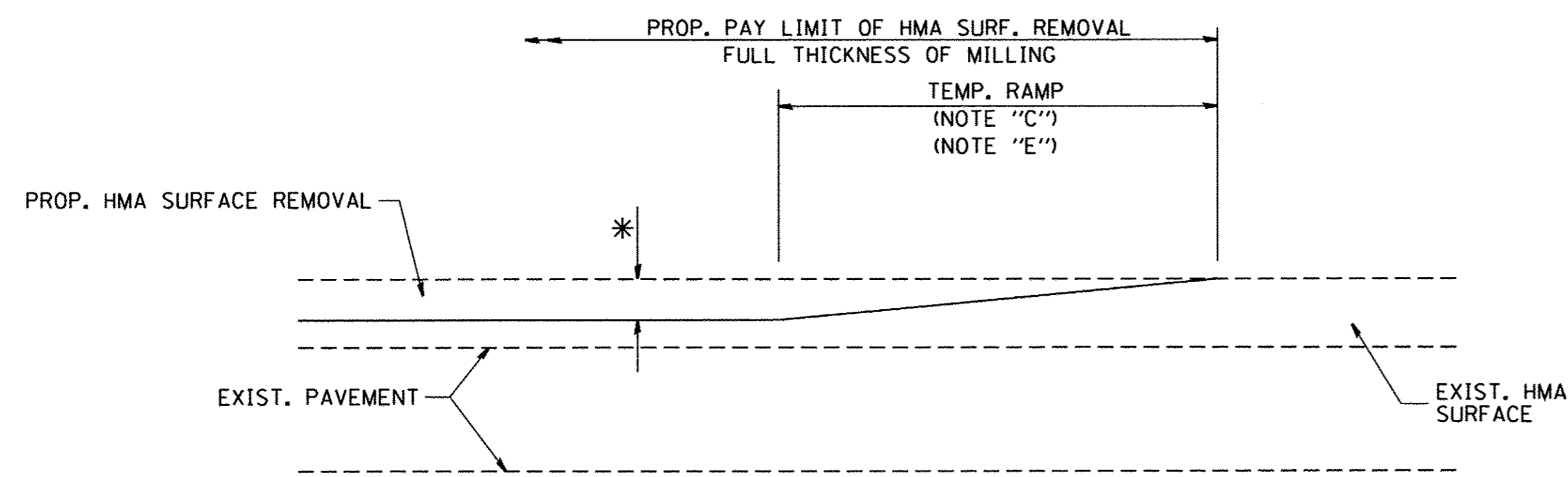
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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

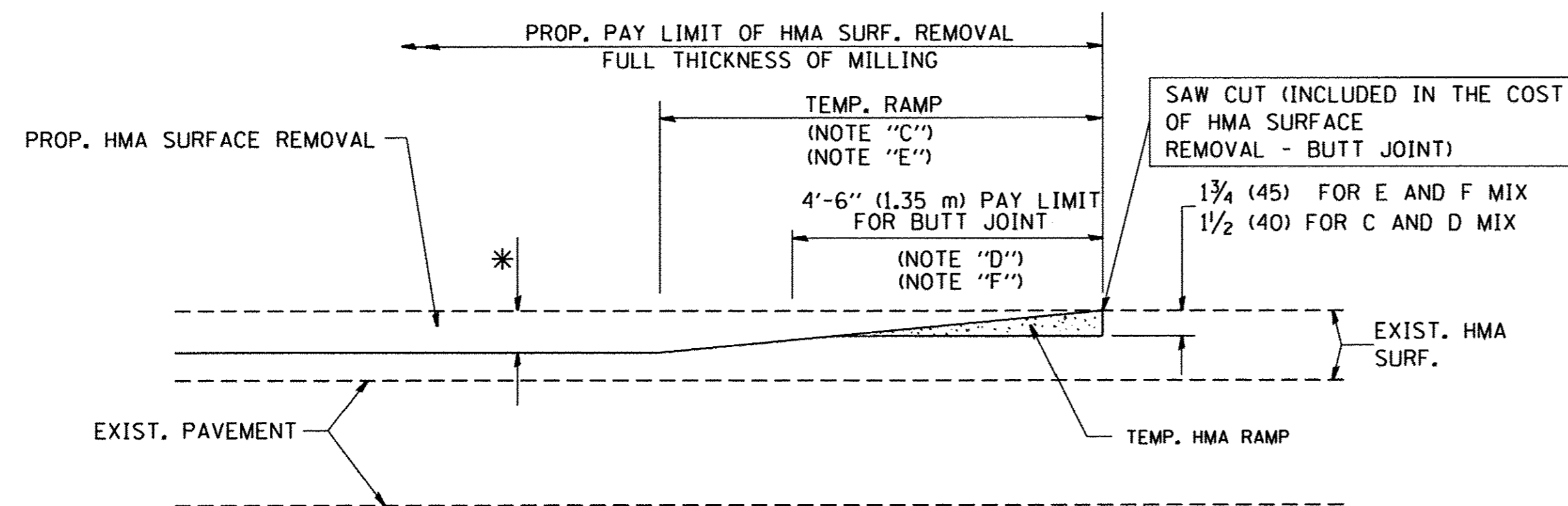
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FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT												



MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

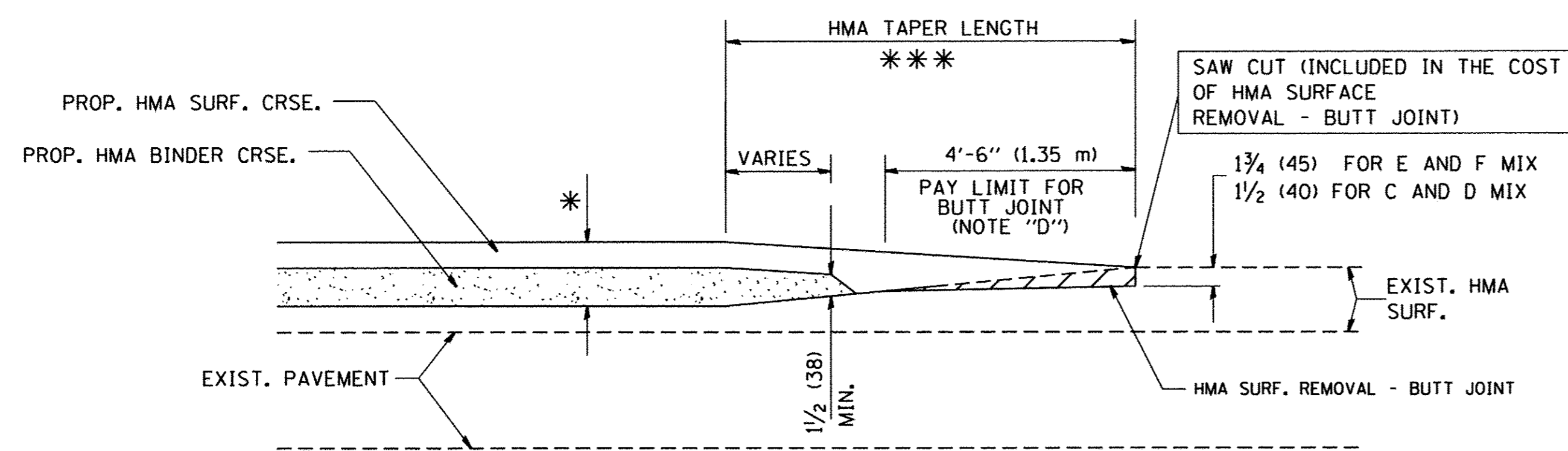
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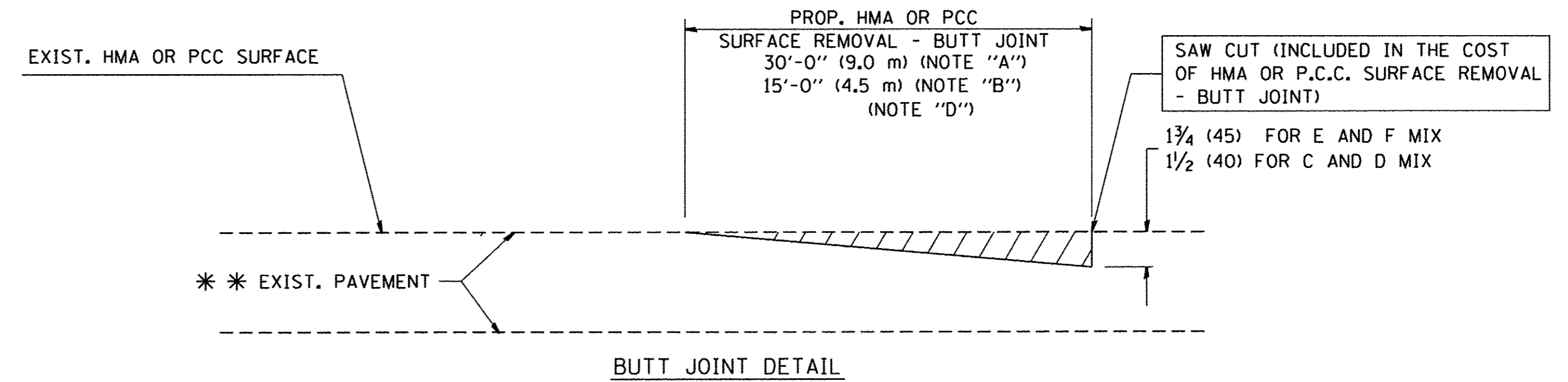
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

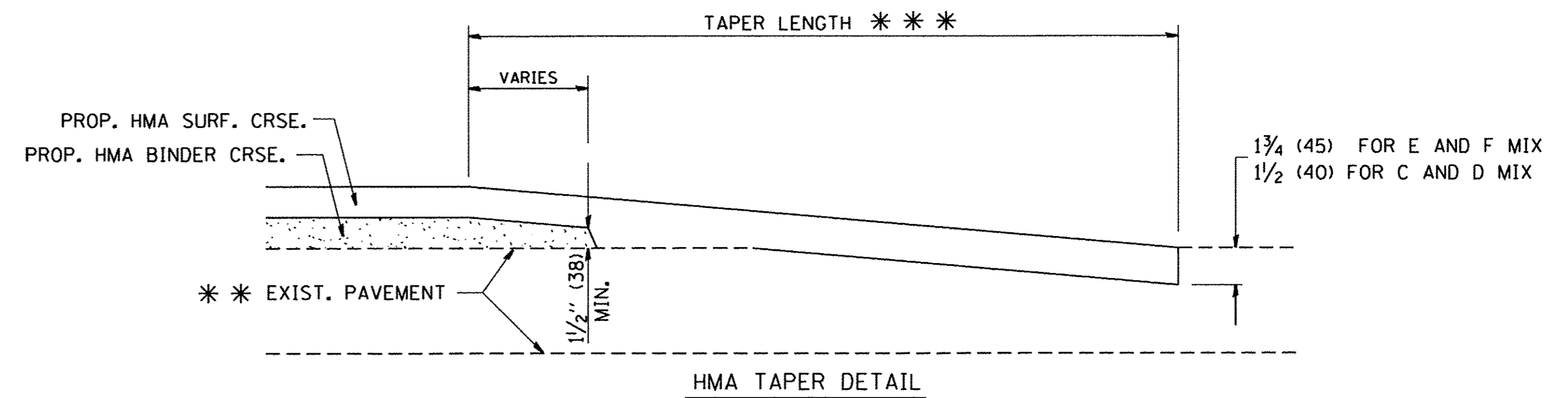
TYPICAL TEMPORARY RAMP



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



BUTT JOINT 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".

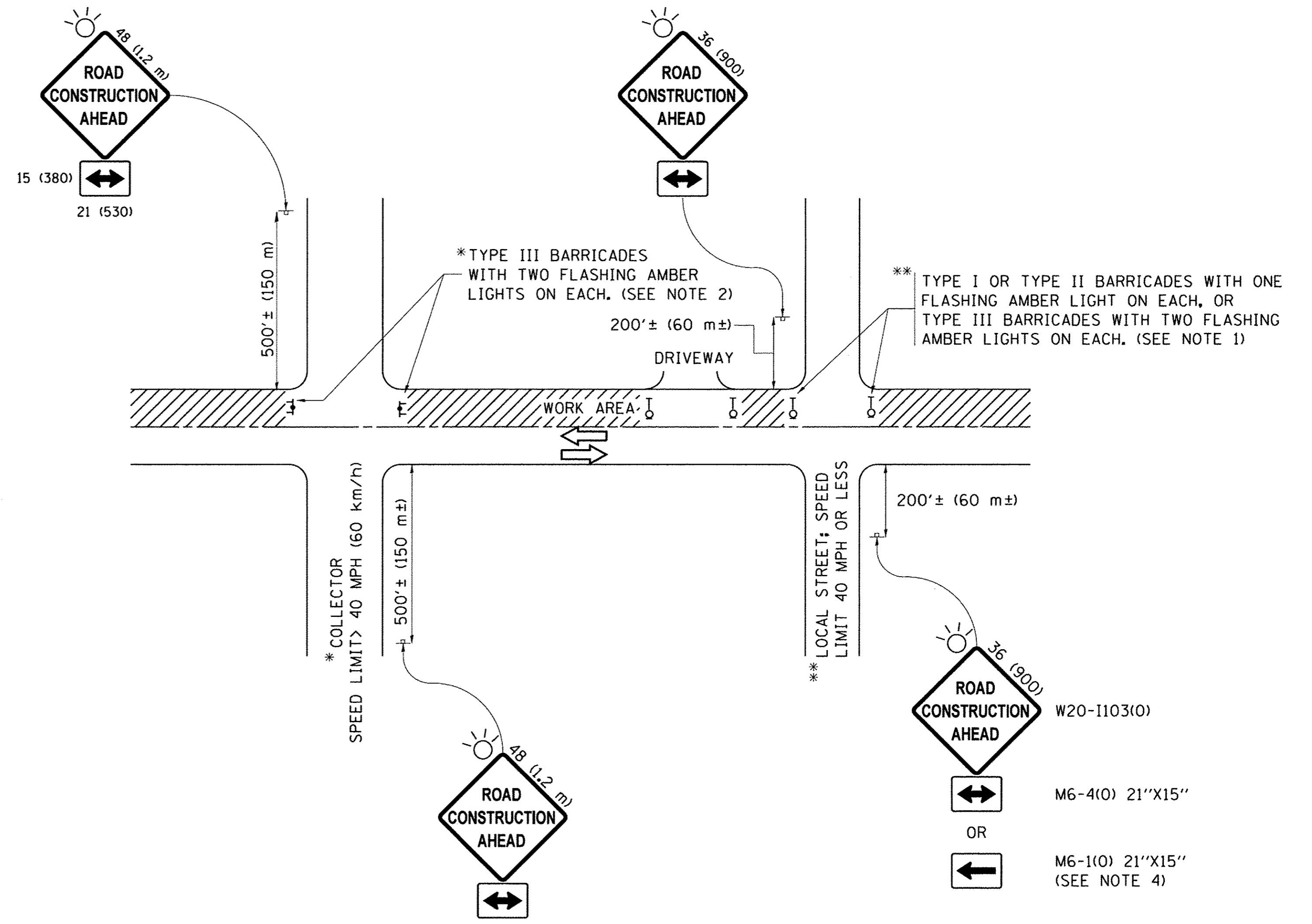
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	13
BD400-05 BD32			CONTRACT NO.	61D90
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				



**NOTES:**

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

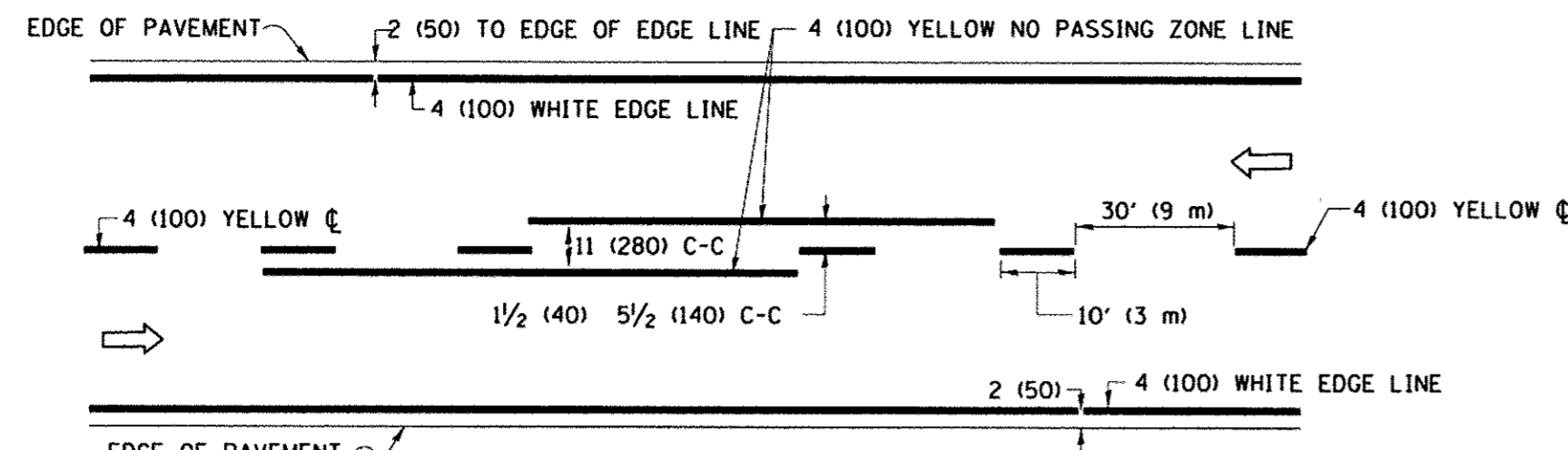
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

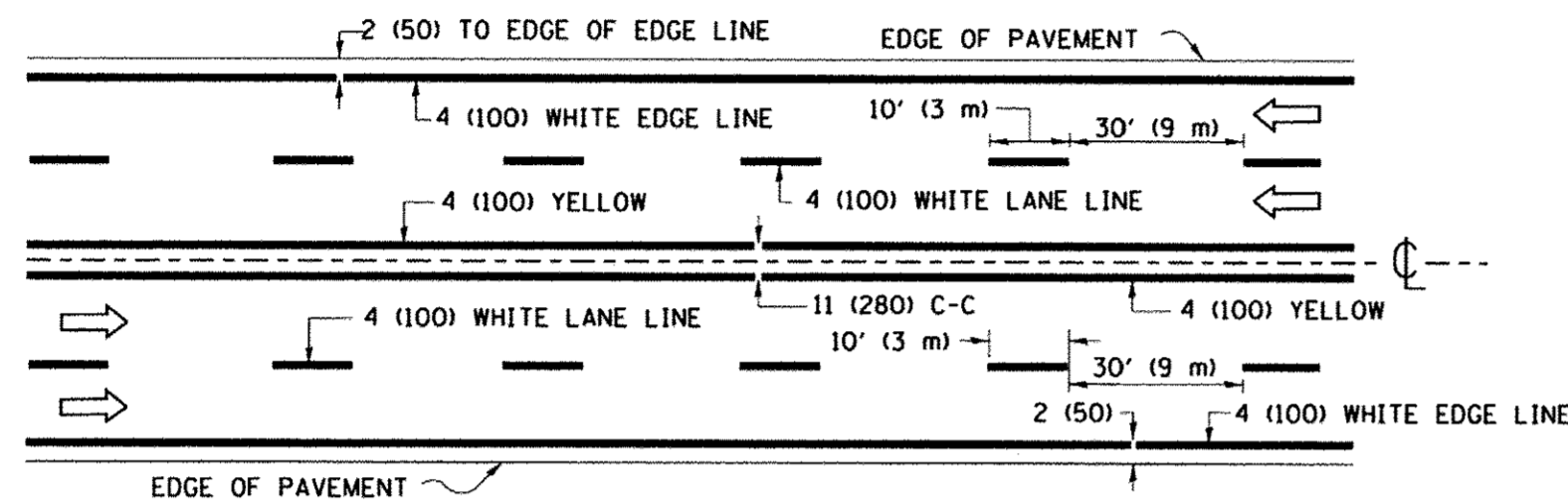
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	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	14
TC-10			CONTRACT NO. 61D90	
ILLINOIS FED. AID PROJECT				

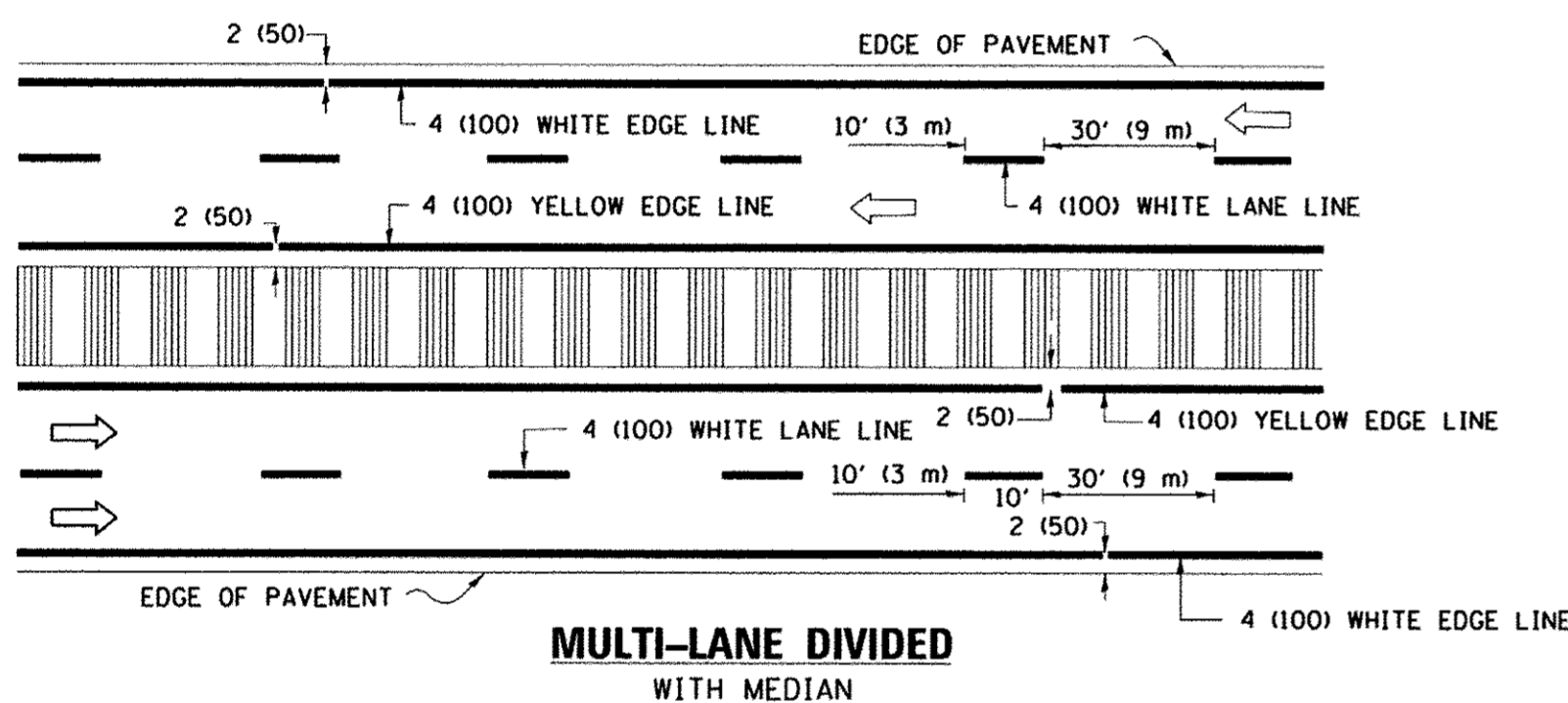
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.



**2-LANE ROADWAY**

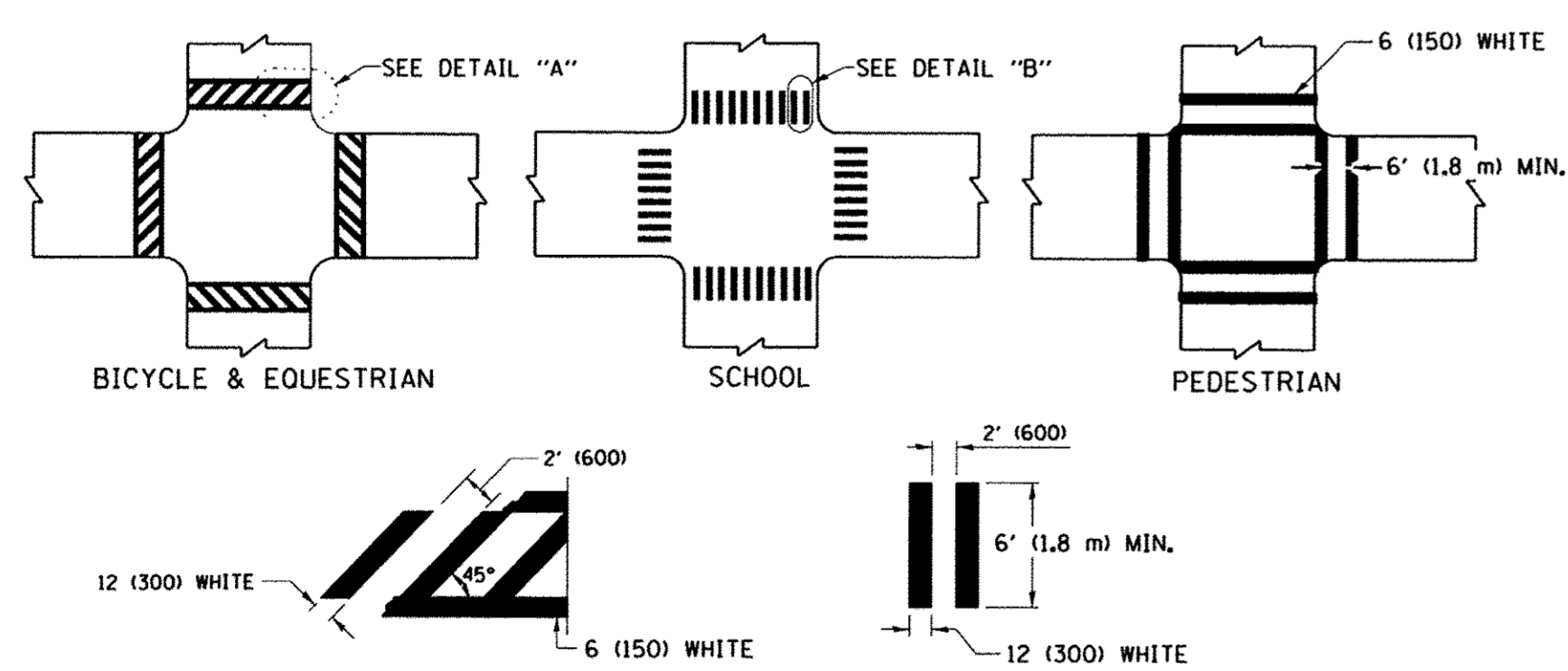


**MULTI-LANE UNDIVIDED**



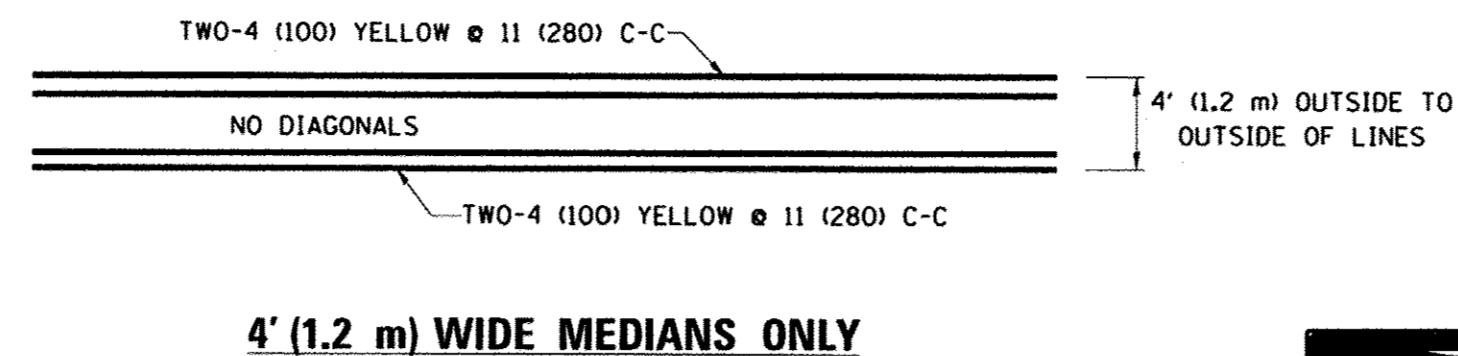
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

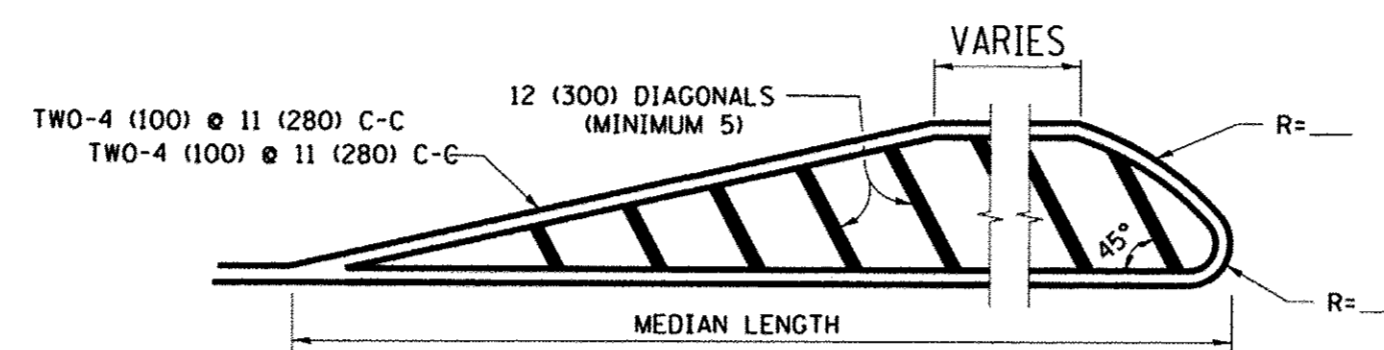


**DETAIL "A" TYPICAL CROSSWALK MARKING**

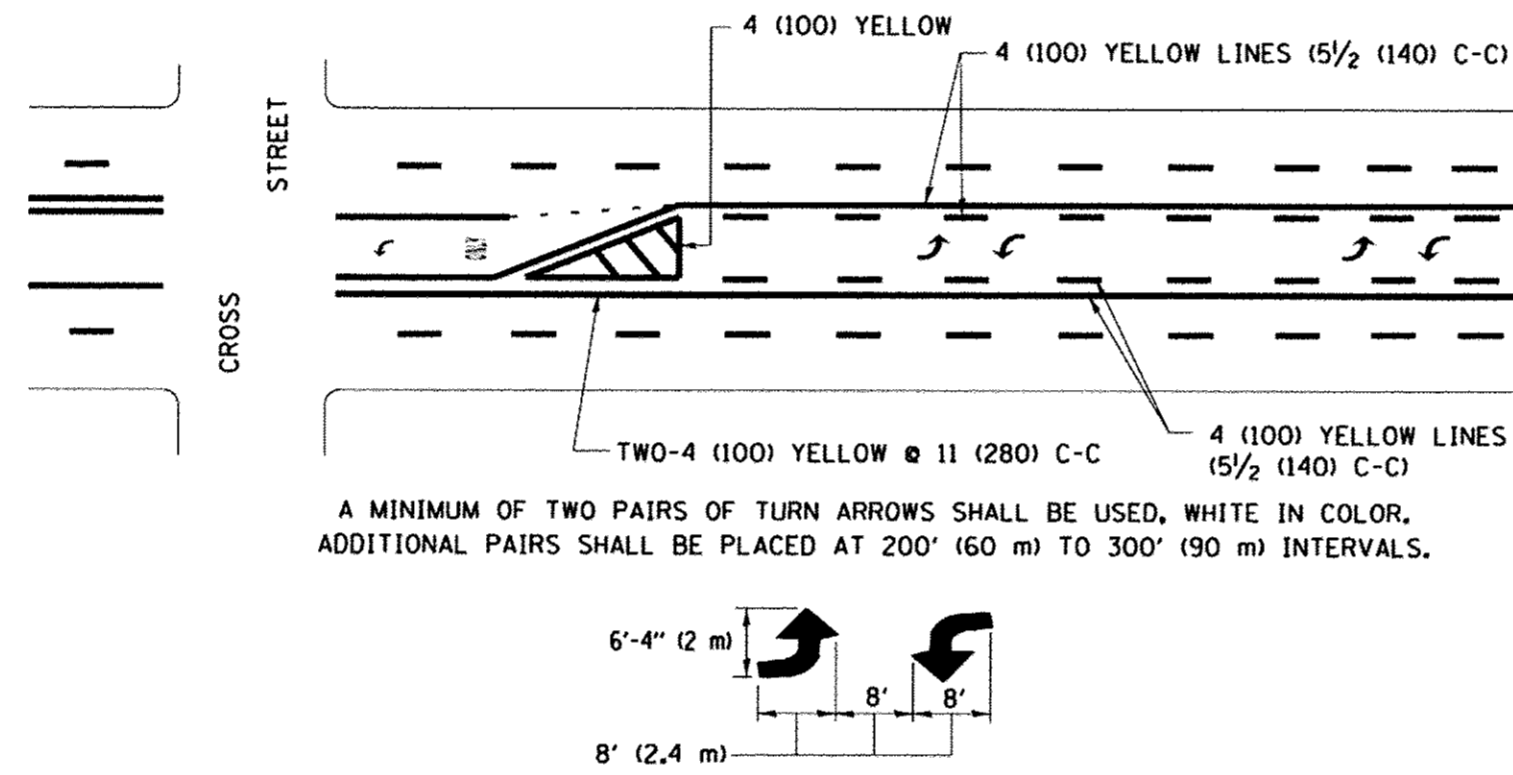
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



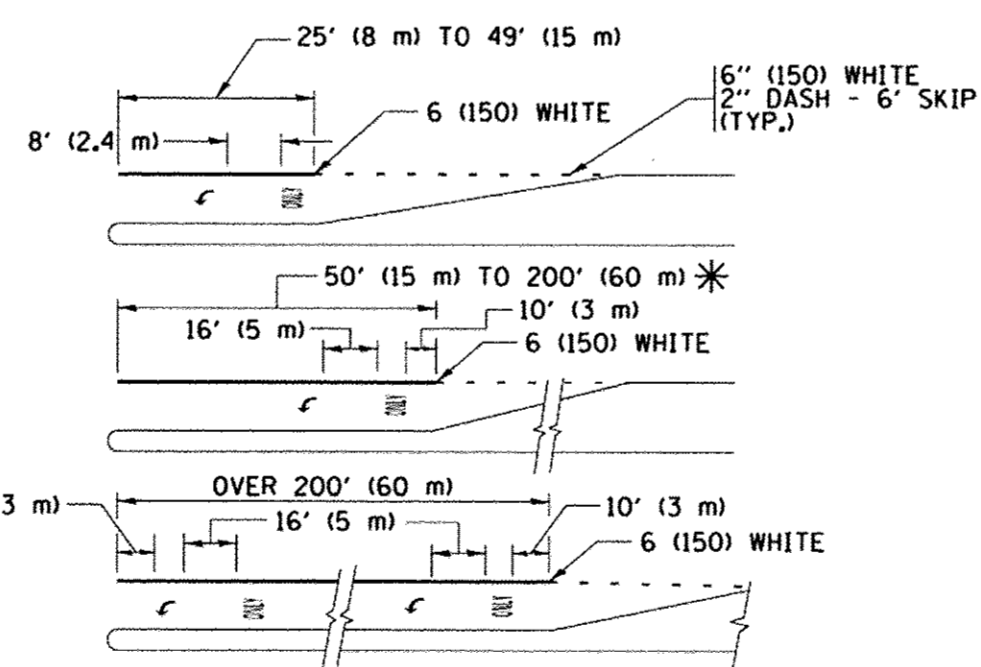
**4' (1.2 m) WIDE MEDIANS ONLY**



**MEDIANS OVER 4' (1.2 m) WIDE**

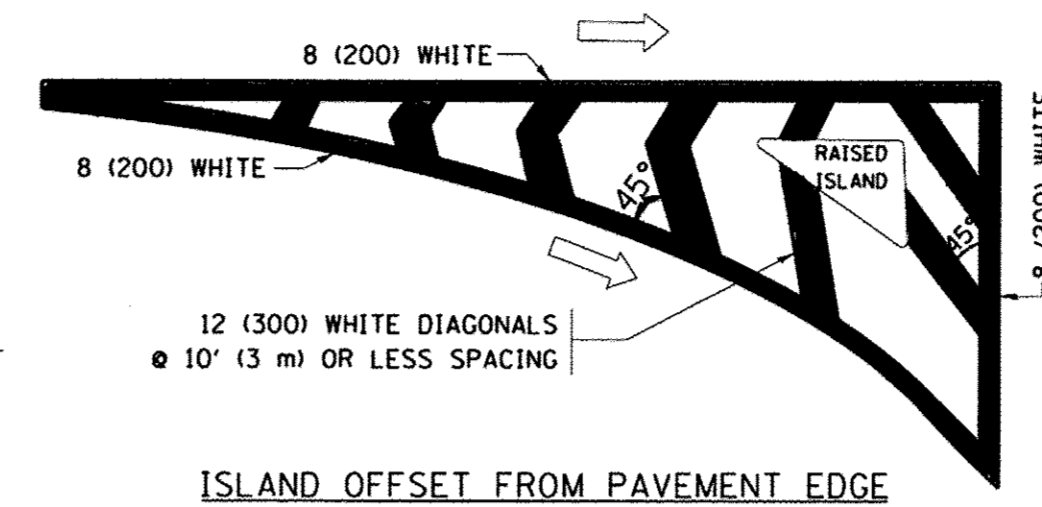


**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**

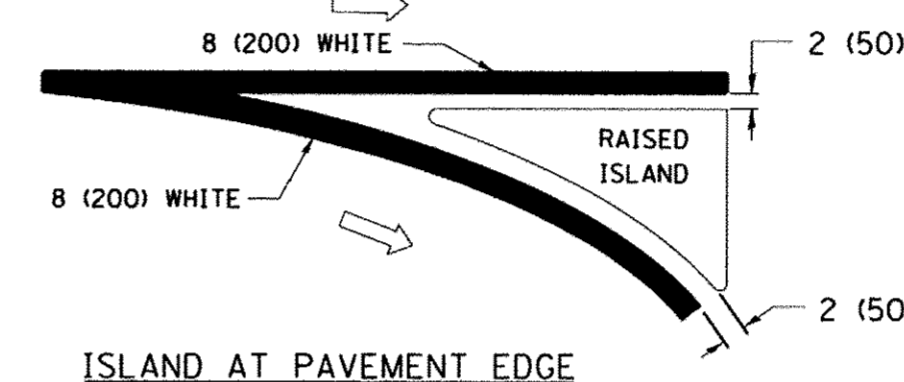


**TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING**

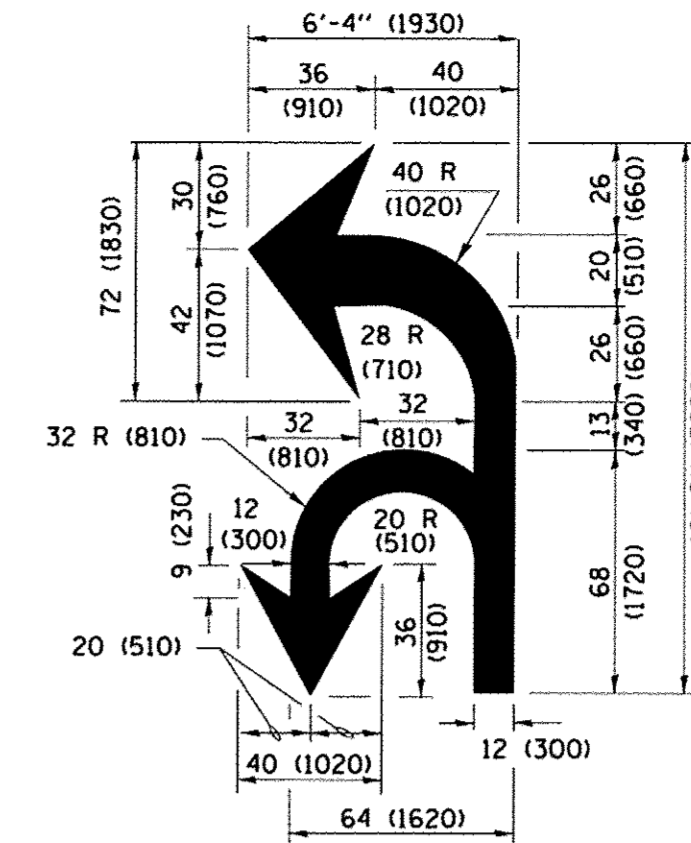
FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>) \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



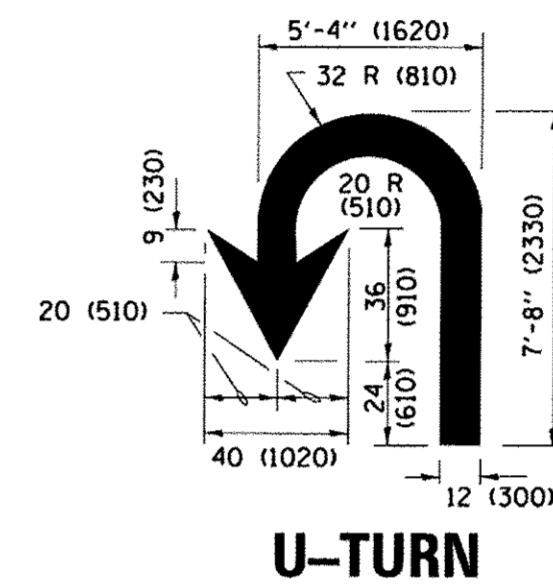
**ISLAND OFFSET FROM PAVEMENT EDGE**



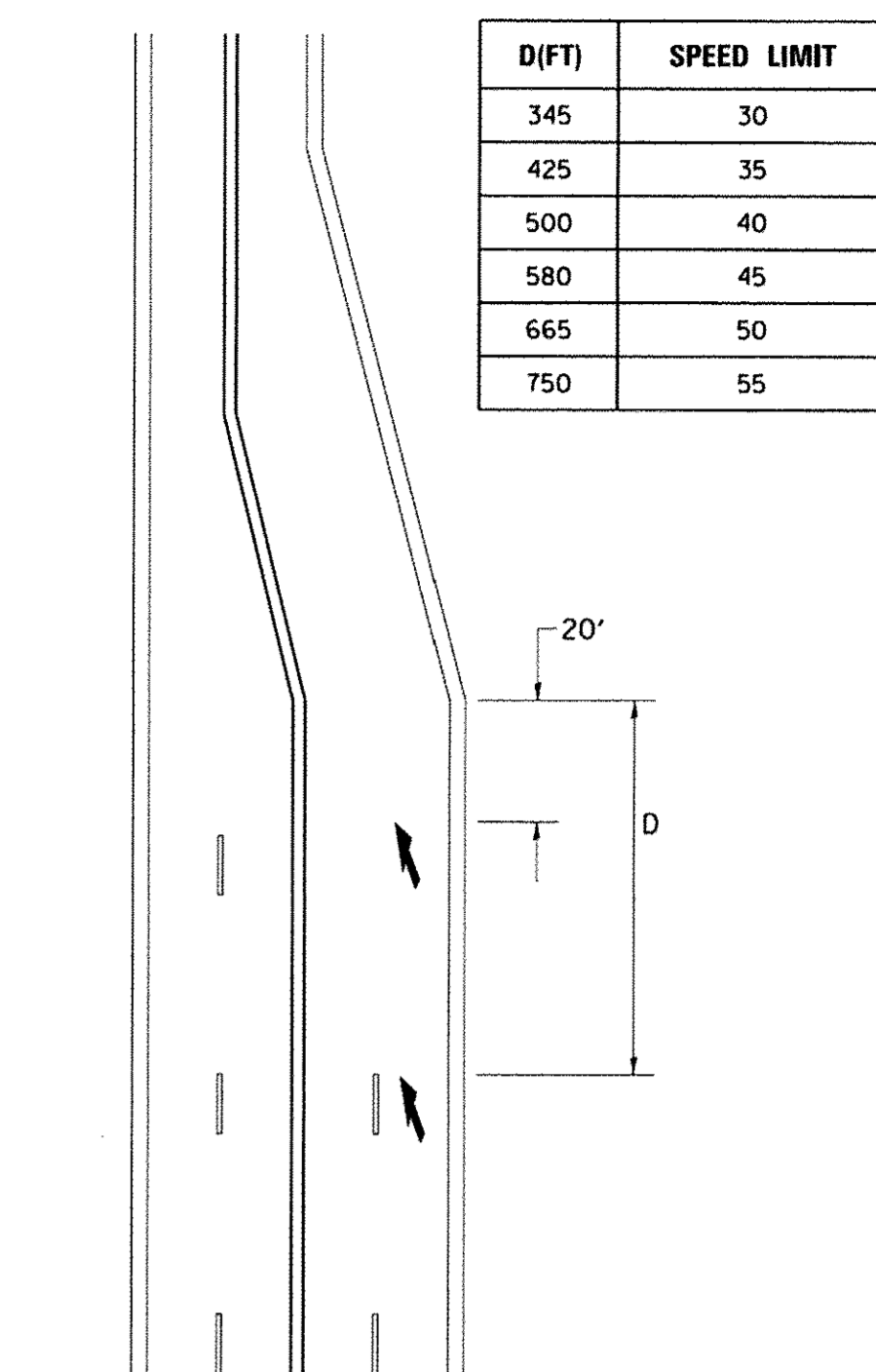
**ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**



**LANE REDUCTION TRANSITION**

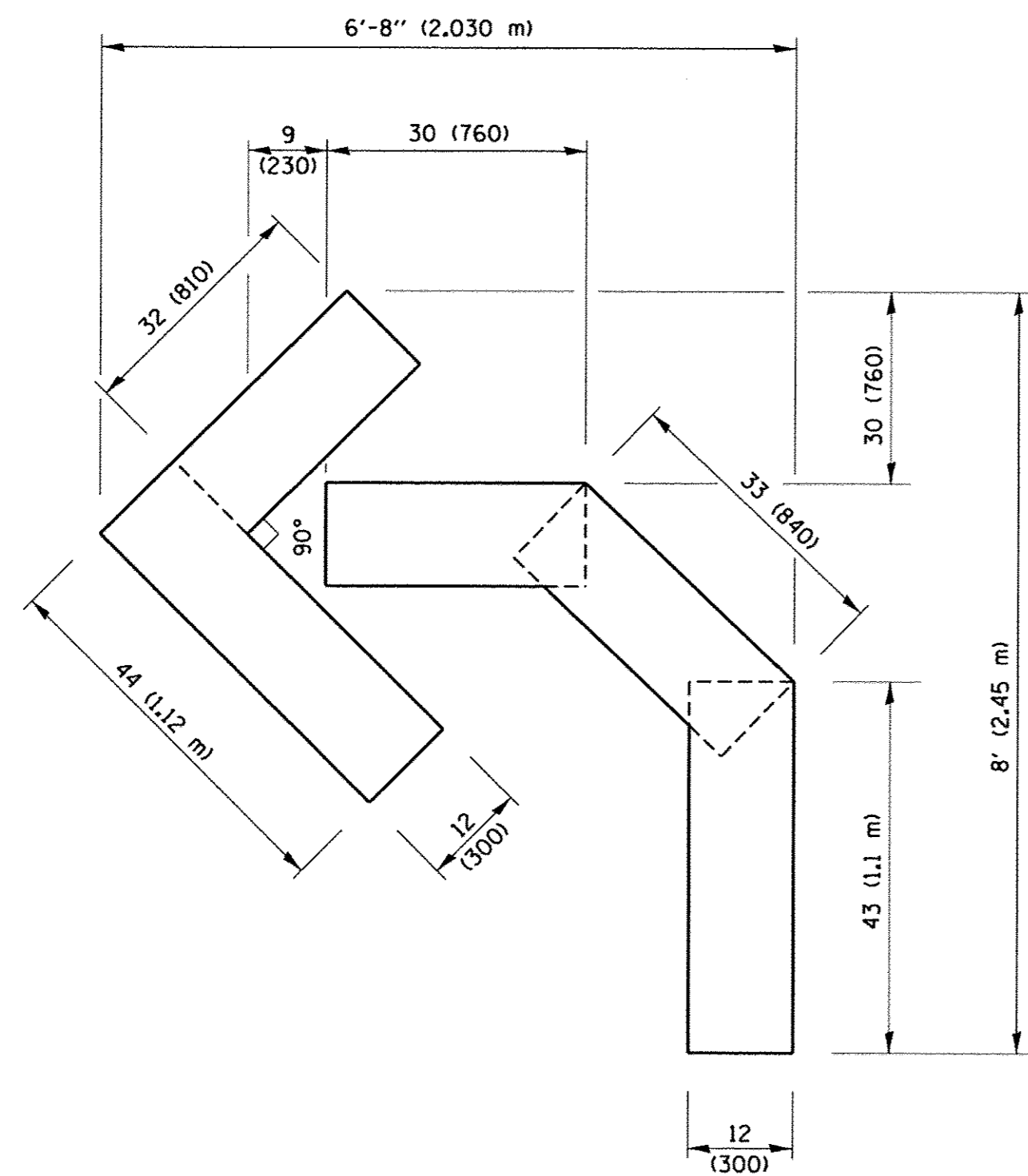
\* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

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

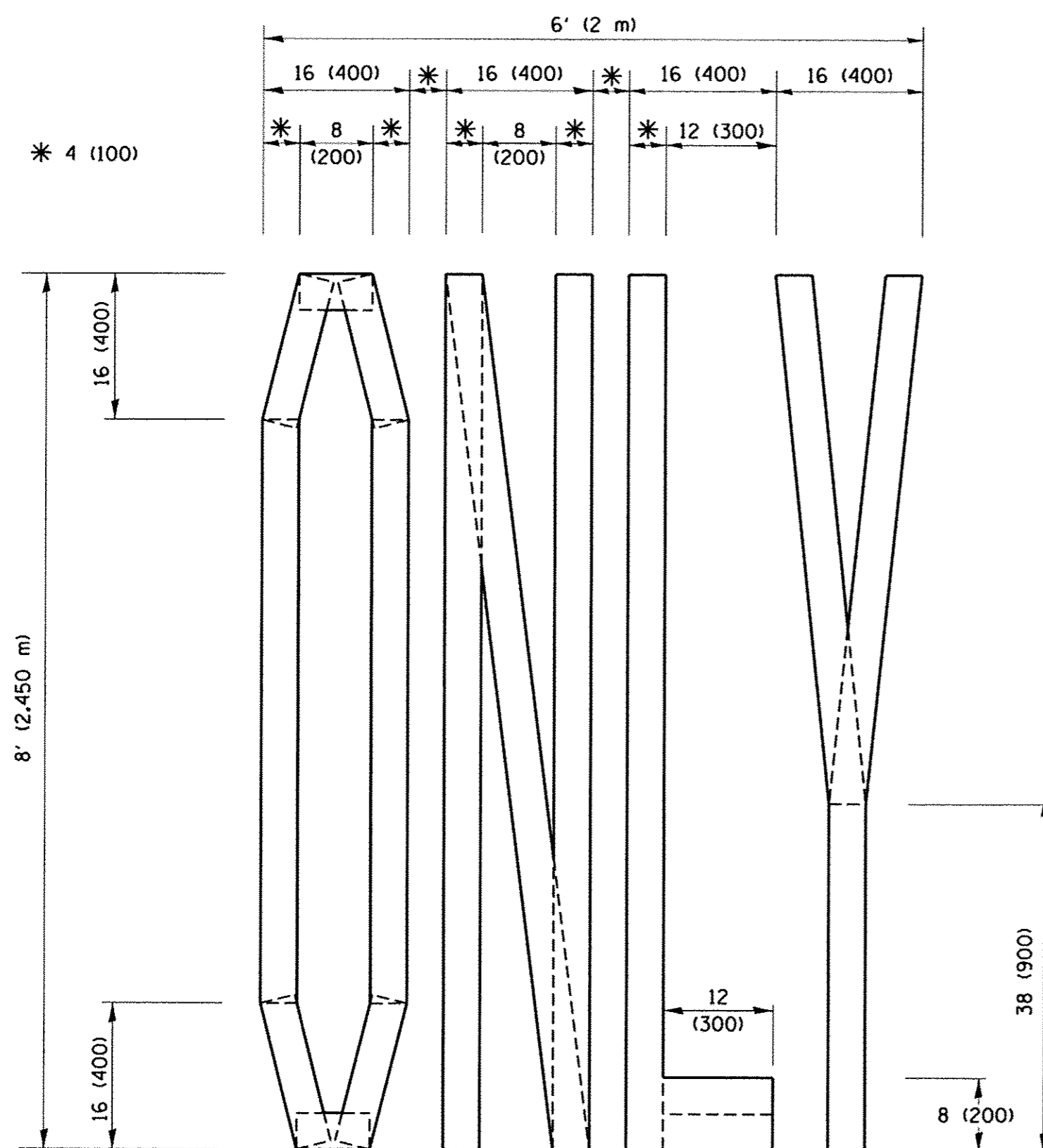
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 18" (2.4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK; IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

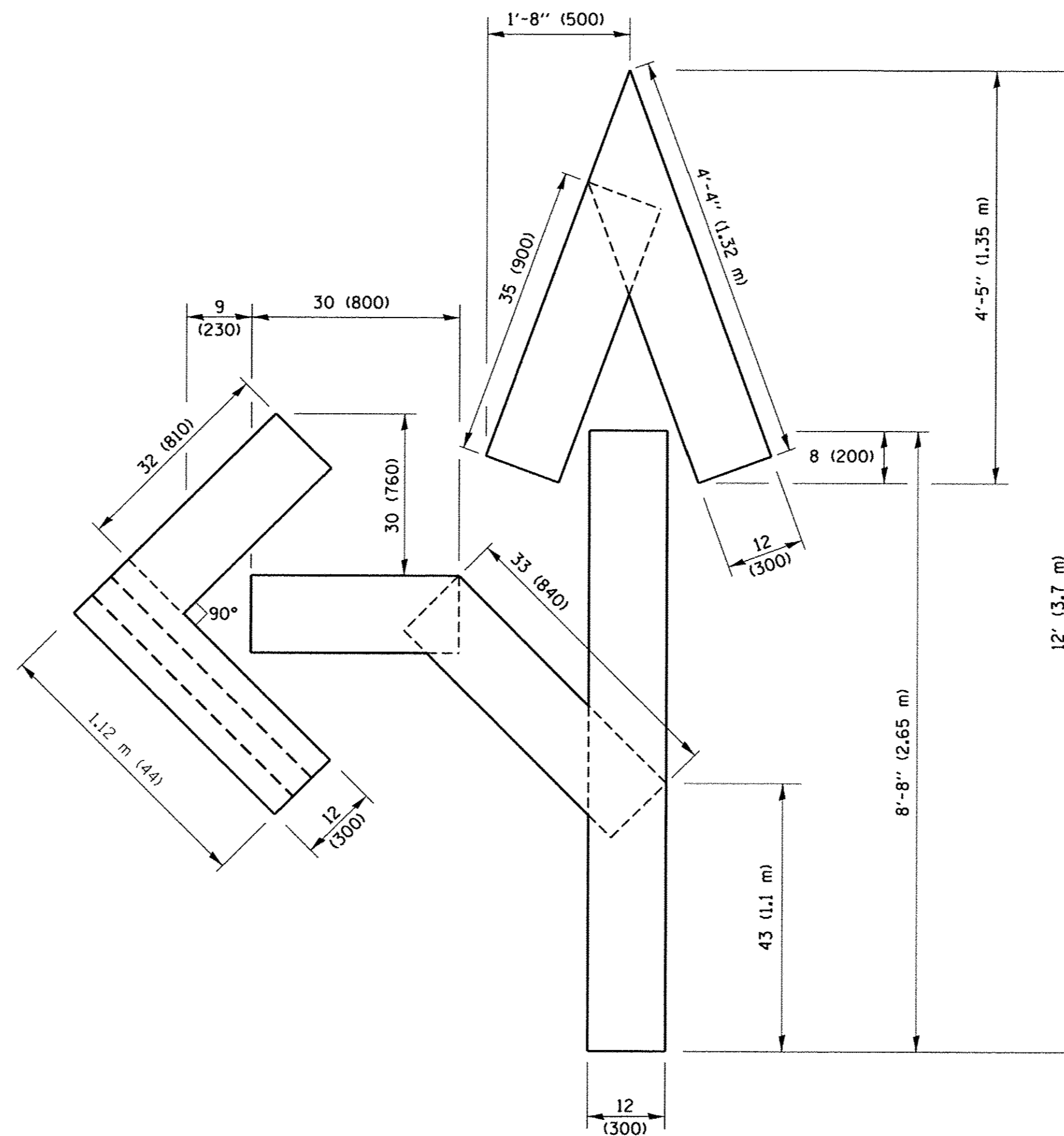
All dimensions are in inches (millimeters) unless otherwise shown.



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



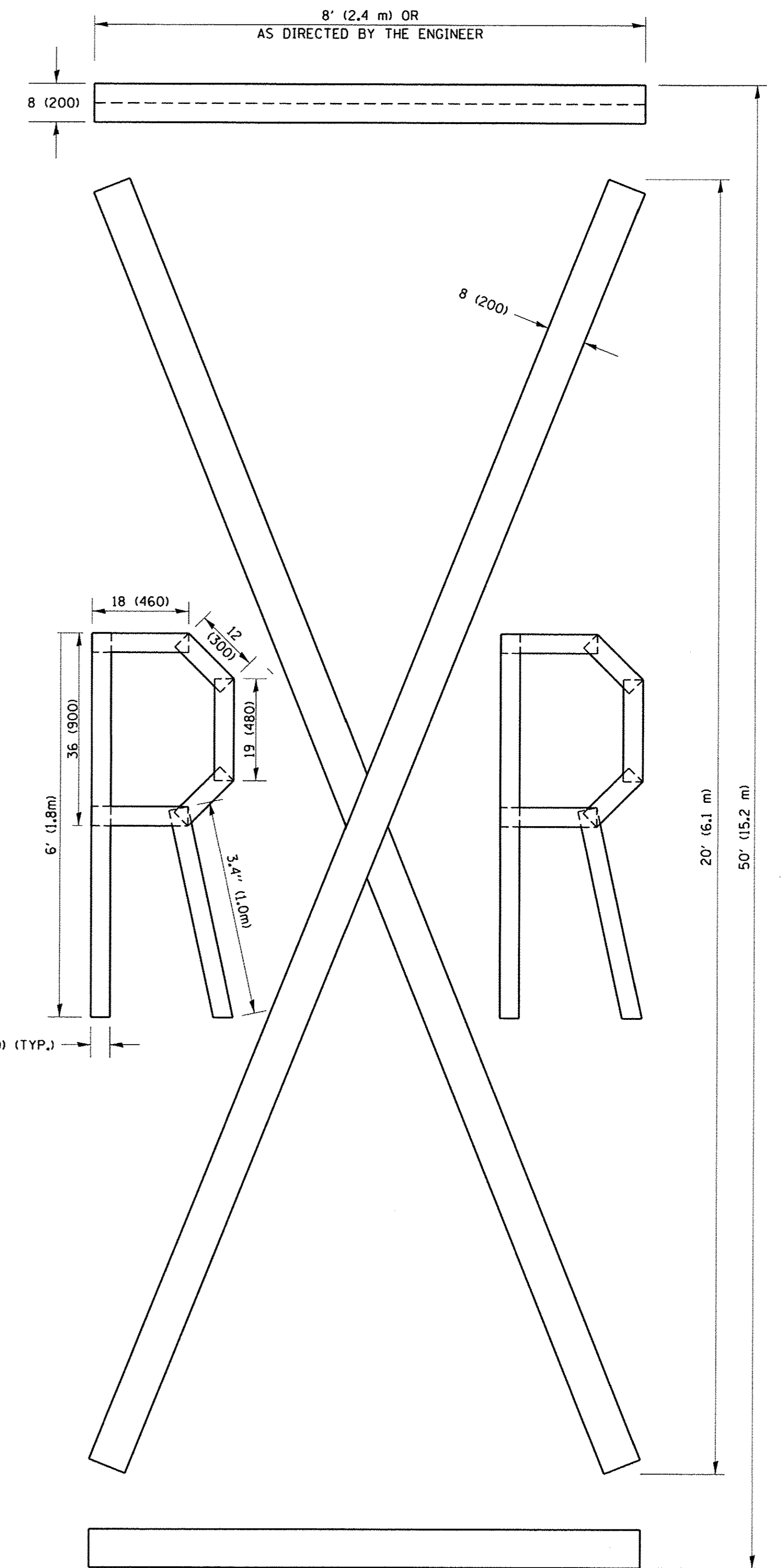
**QUANTITY**  
 4 (100) LINE = 64.1 ft. (19.5 m)  
 21.4 sq. ft. (1.99 sq. m)



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

**NOTE:**

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



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

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

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
PROJECT =	PROJECT =	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

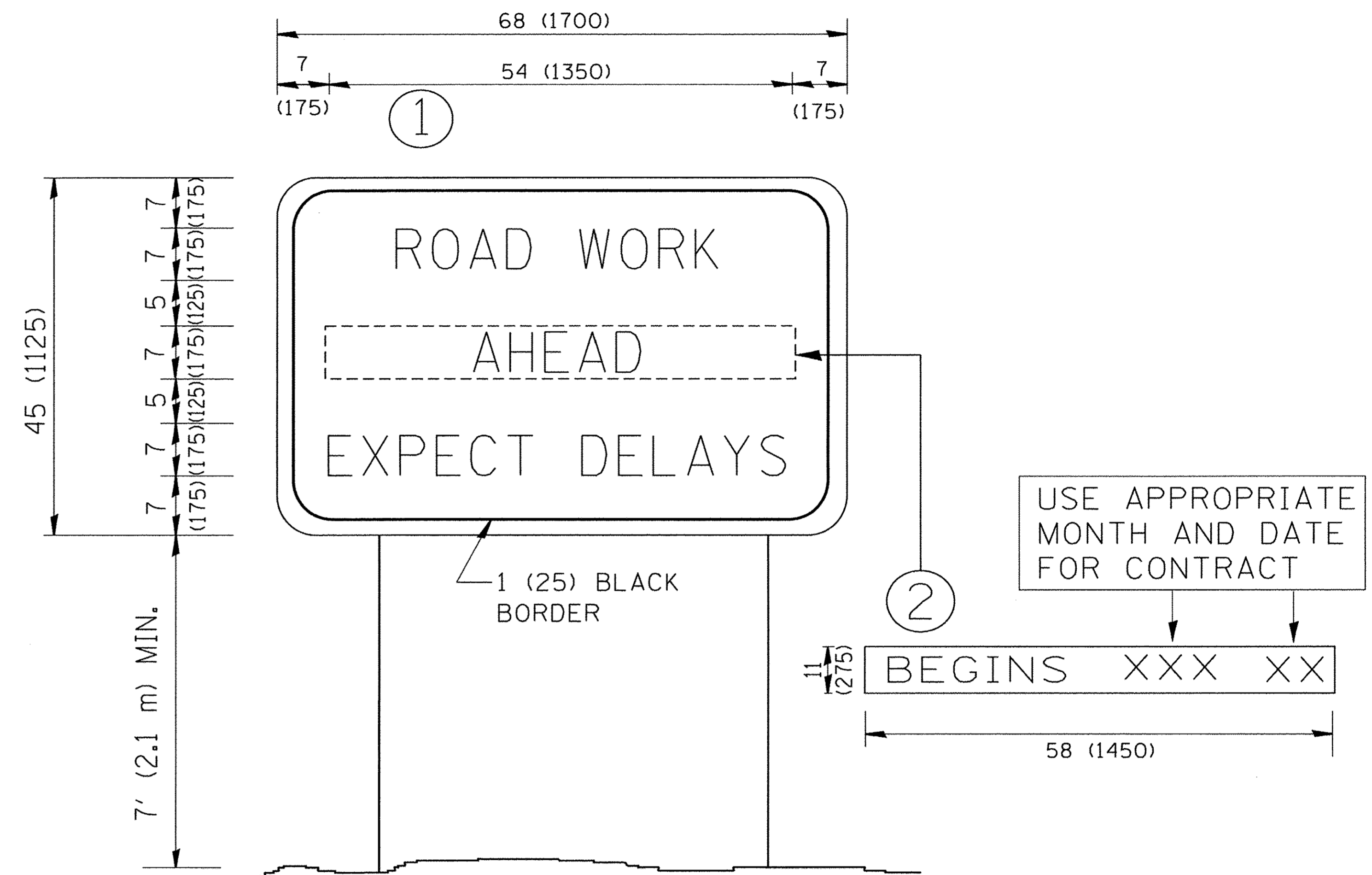
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	16
<b>TC-16</b>			<b>CONTRACT NO. 61D90</b>	
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				





**NOTES:**

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

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

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

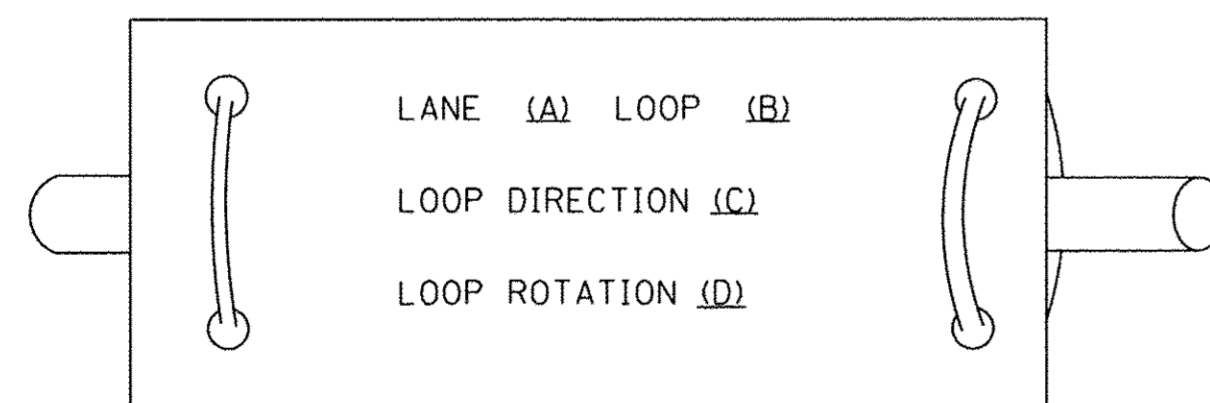
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.

F.A.U. RTE. 1487	SECTION 16-00109-00-RS	COUNTY DU PAGE	TOTAL SHEETS 19	SHEET NO. 17
TC-22		CONTRACT NO. 61D90		
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

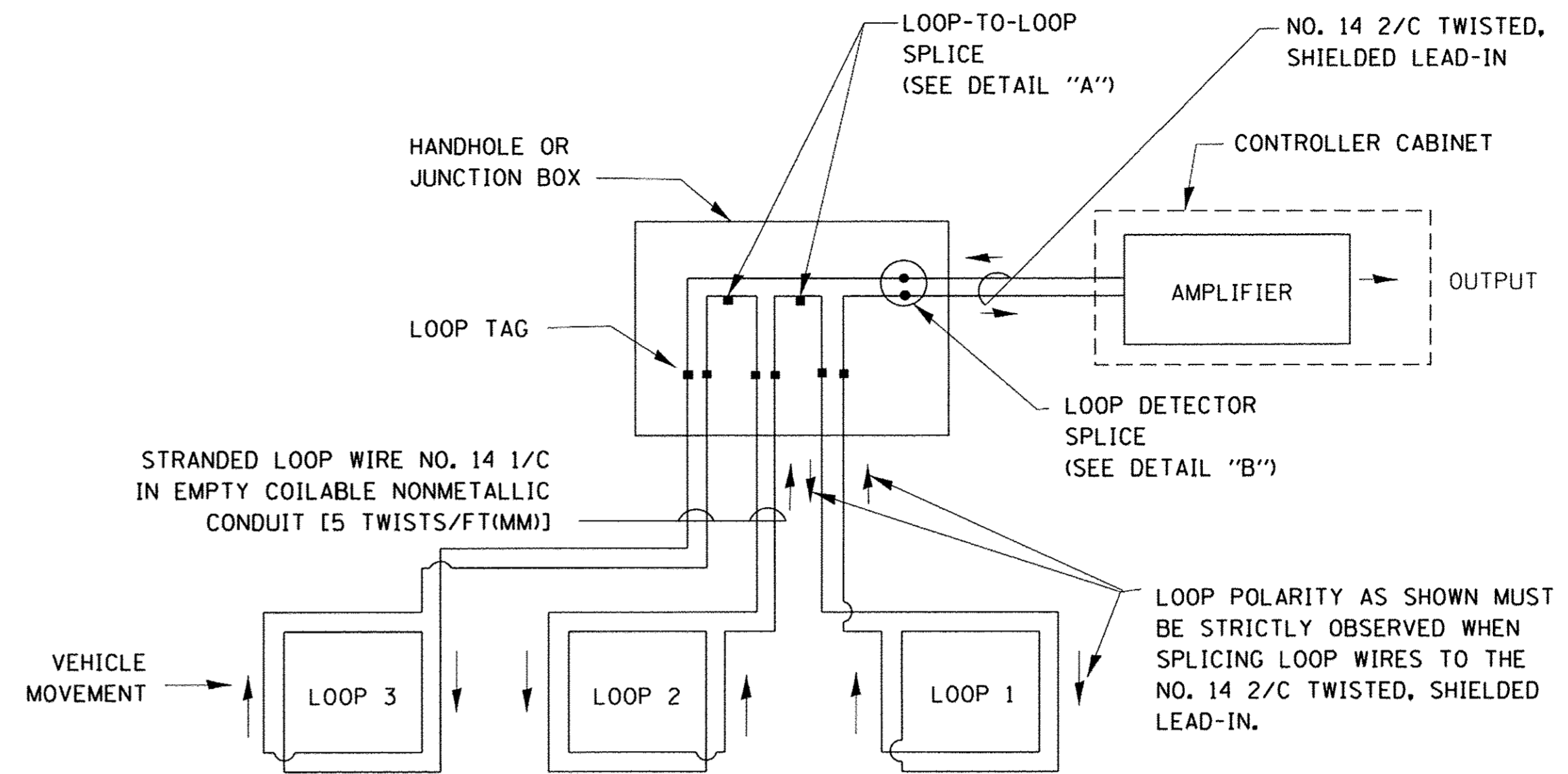
**LOOP DETECTOR NOTES**

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

**LOOP LEAD-IN CABLE TAG**

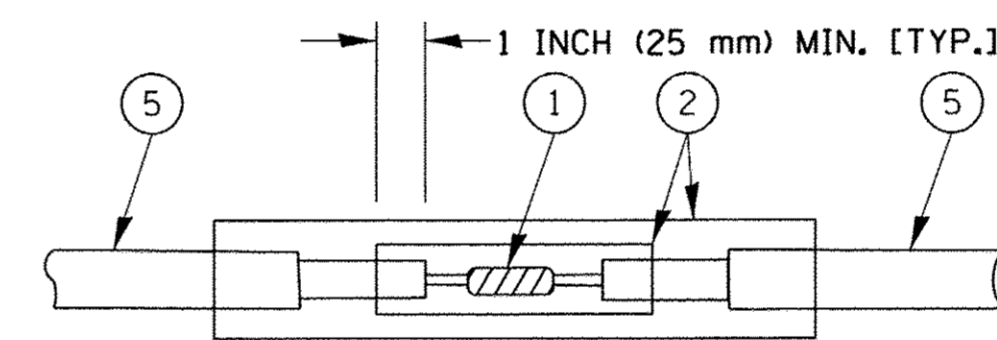


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

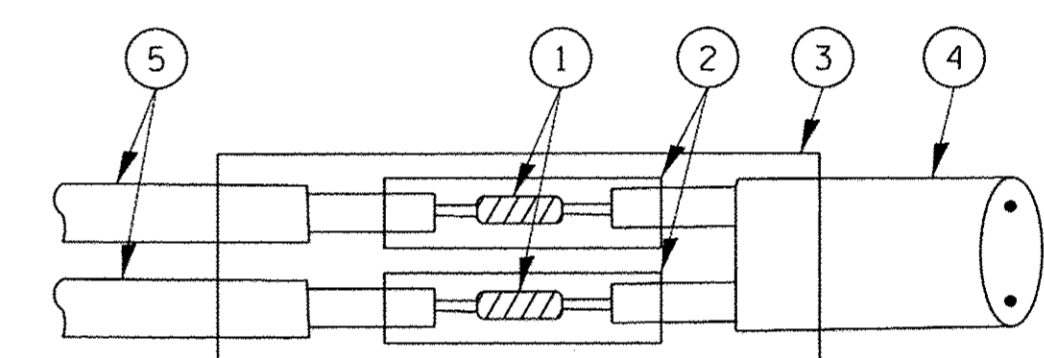


**DETECTOR LOOP WIRING SCHEMATIC**

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

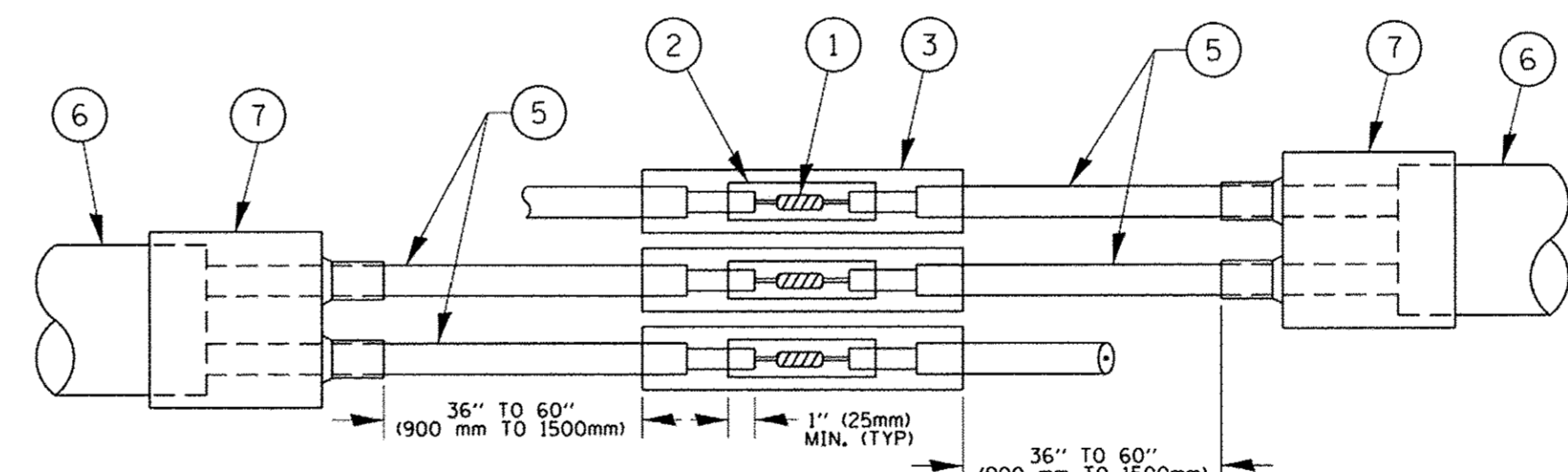


DETAIL "A"  
LOOP-TO-LOOP SPLICE

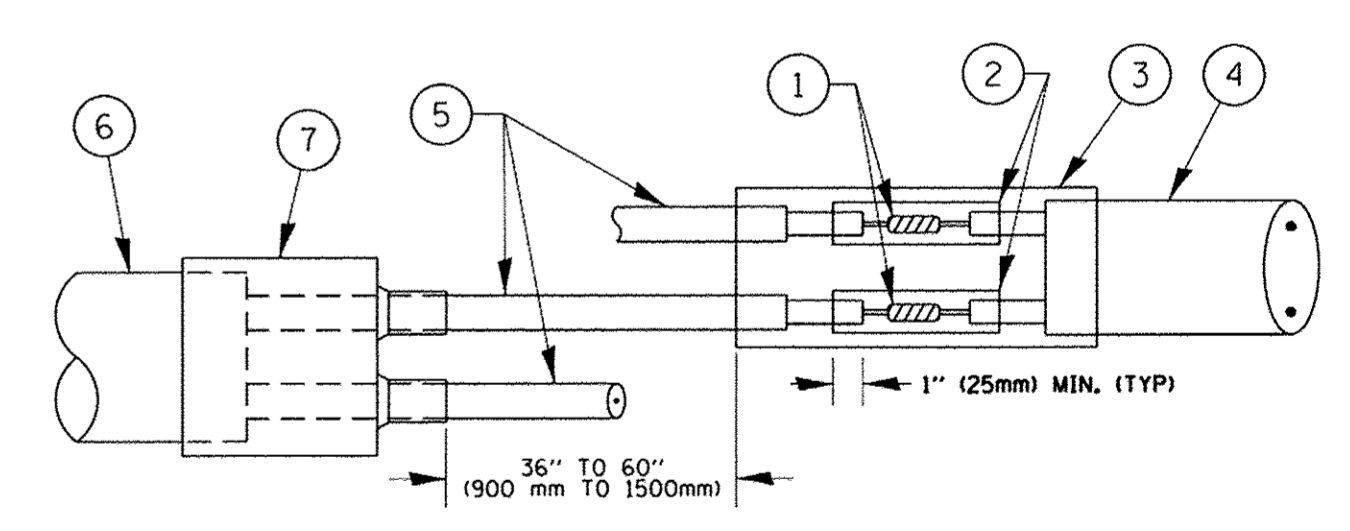


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**PREFORMED LOOP**

**LOOP DETECTOR SPLICE**

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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
c:\pwwork\pwwork\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 / 1" =	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

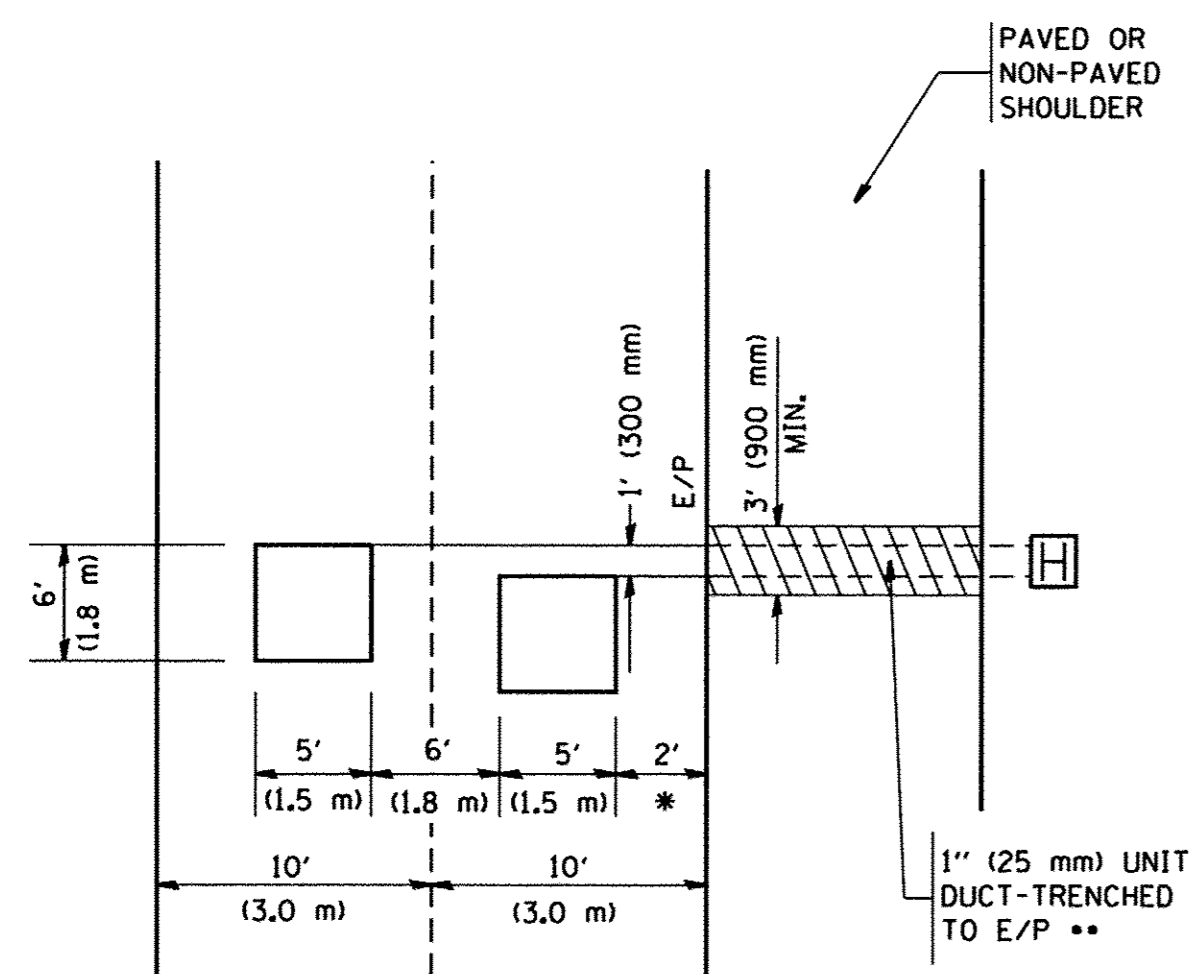
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1487	16-00109-00-RS	DU PAGE	19	18
TS-05			CONTRACT NO. 61D90	
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.

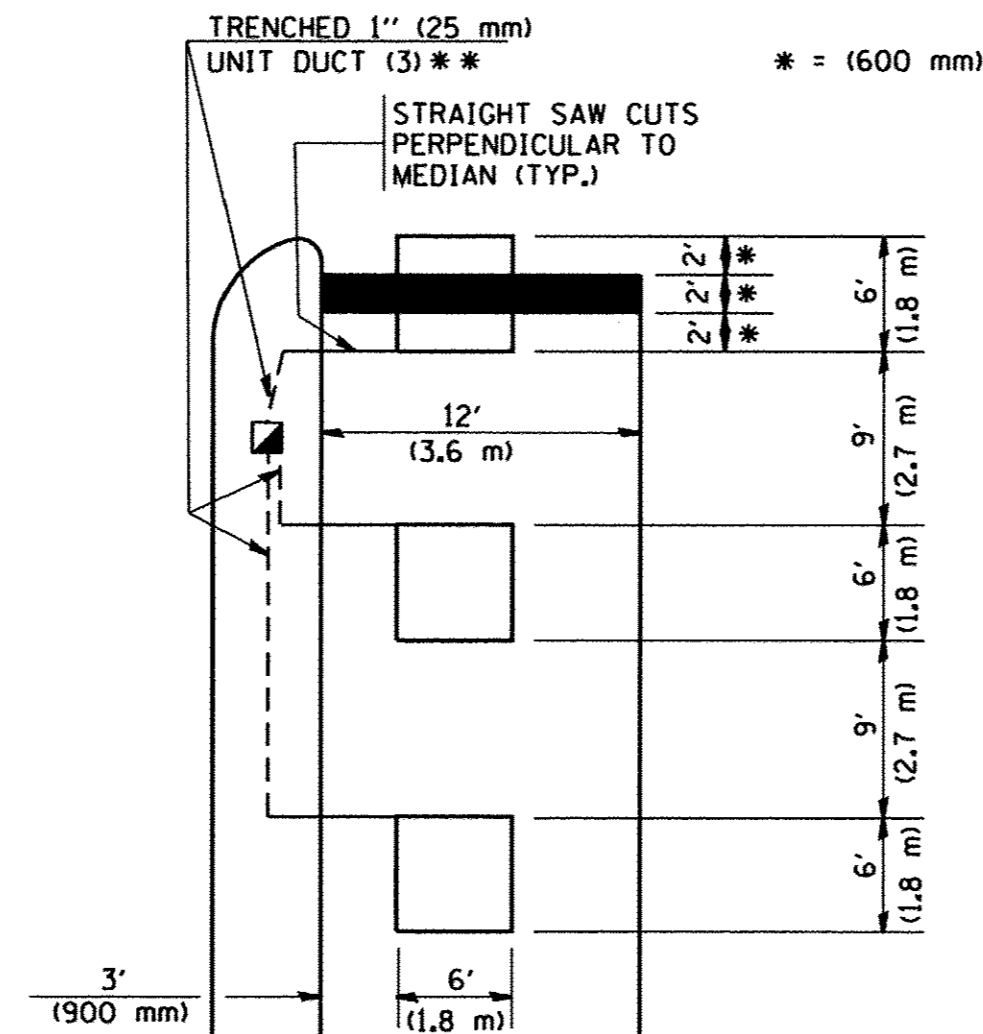


\* = (600 mm)

\*\* 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)**

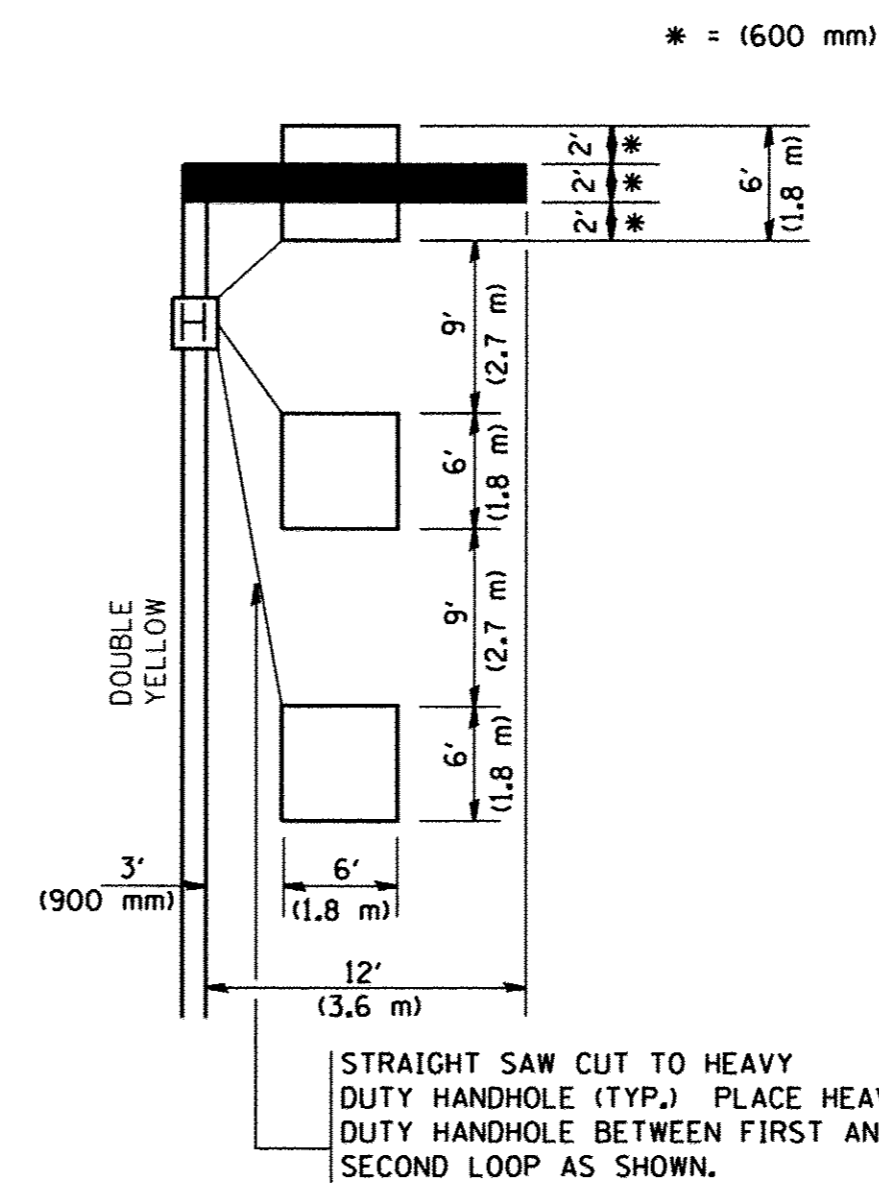
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

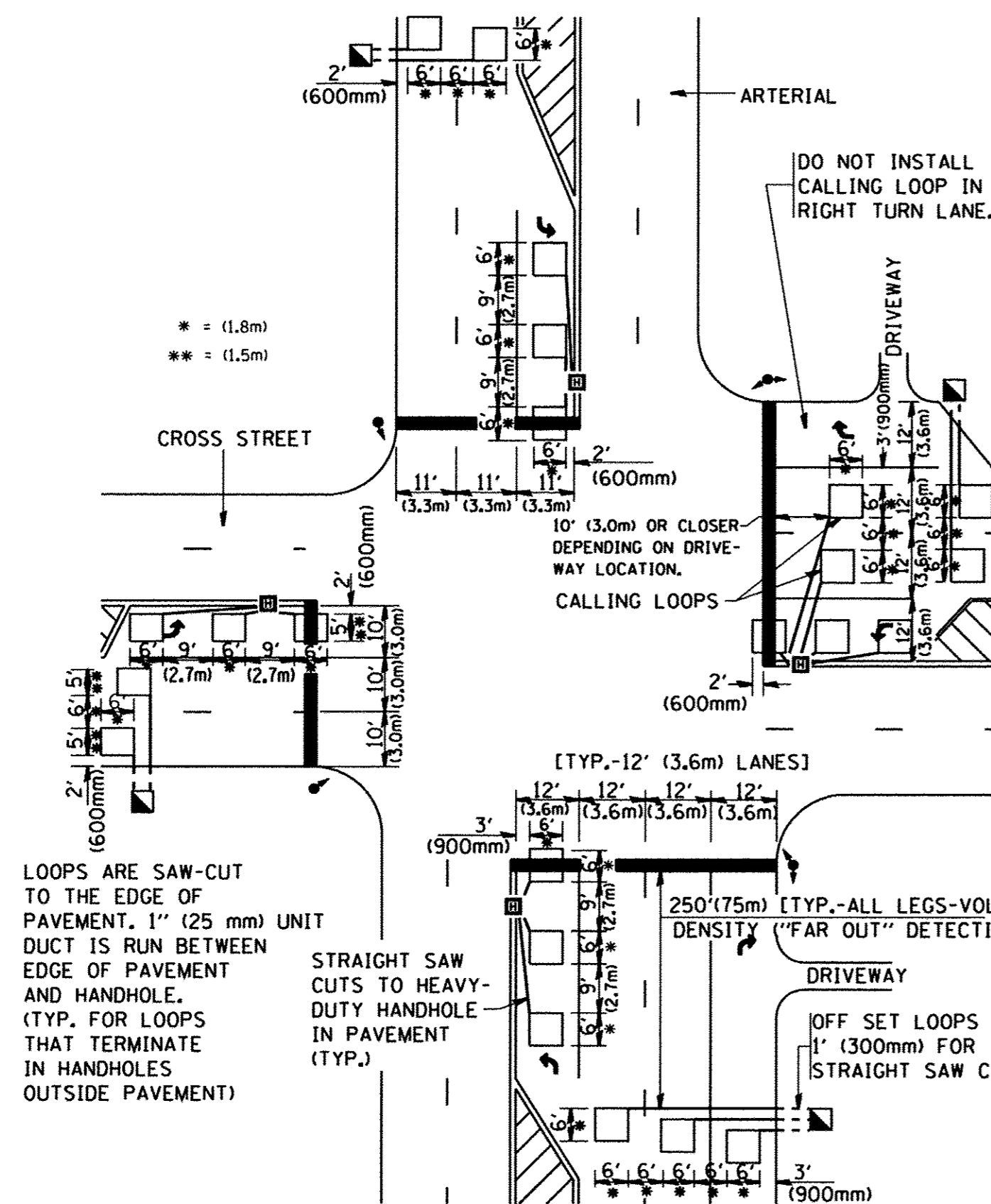
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



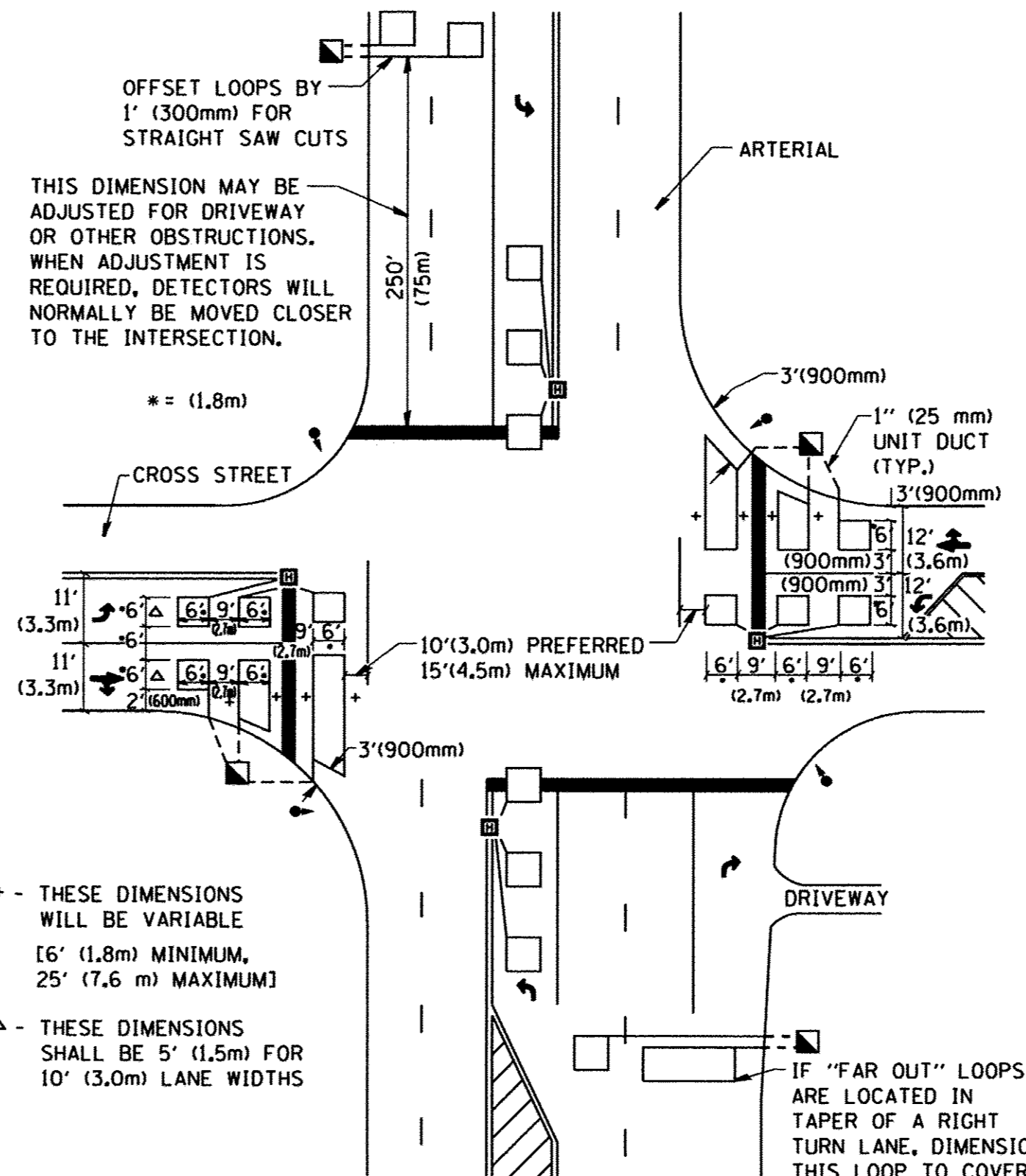
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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

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



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

**NOTES:**

**VEHICLES LOOP DETECTORS**

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

**PLACEMENT OF DETECTORS**

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

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

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

**NOTE:**

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

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

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

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

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

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.U. RTE. 1487	SECTION 16-00109-00-RS	COUNTY DU PAGE	TOTAL SHEETS 19	SHEET NO. 19
TS-07			CONTRACT NO. 61D90	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				