

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DUPAGE/WILL	24	1

CONTRACT NO. 63506

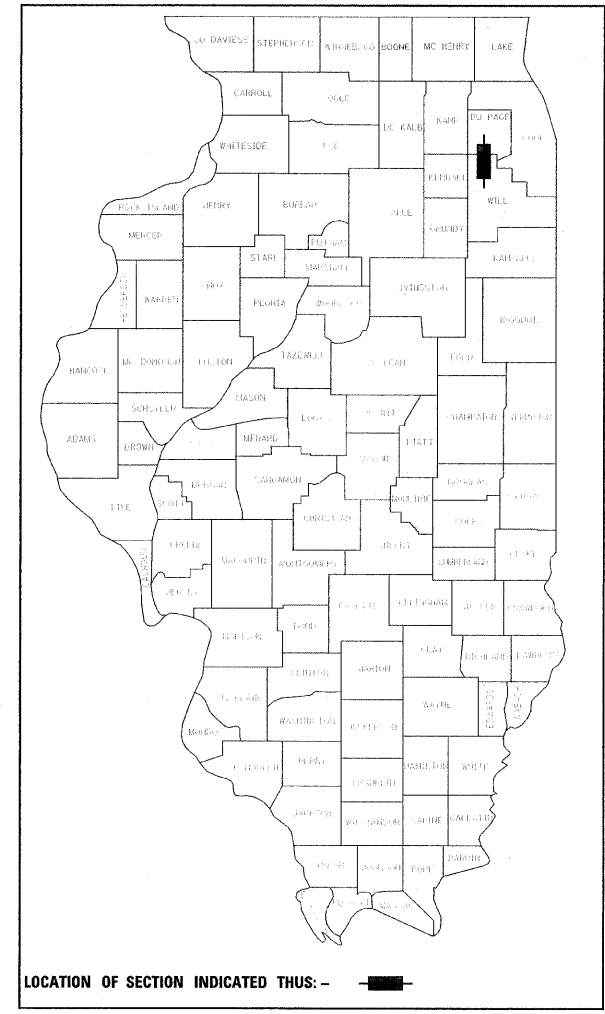
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

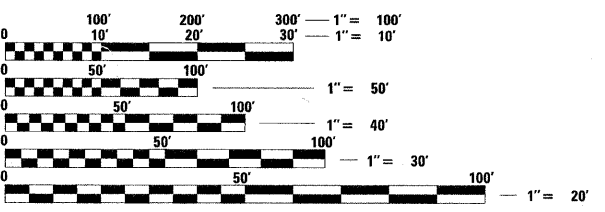
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**FAU 2552 ROUTE (WASHINGTON STREET)
NAPER BLVD TO 75TH STREET
RESURFACING**
SECTION 10-00148-00-RS
PROJECT NO. M-9003(695)
CITY OF NAPERVILLE
DUPAGE / WILL COUNTY
JOB NO: C-91-738-10



DESIGN DESIGNATION
30600 (09) MINOR ARTERIAL 4.3 (FD-20)
ADT (2030) ADT = 36,000

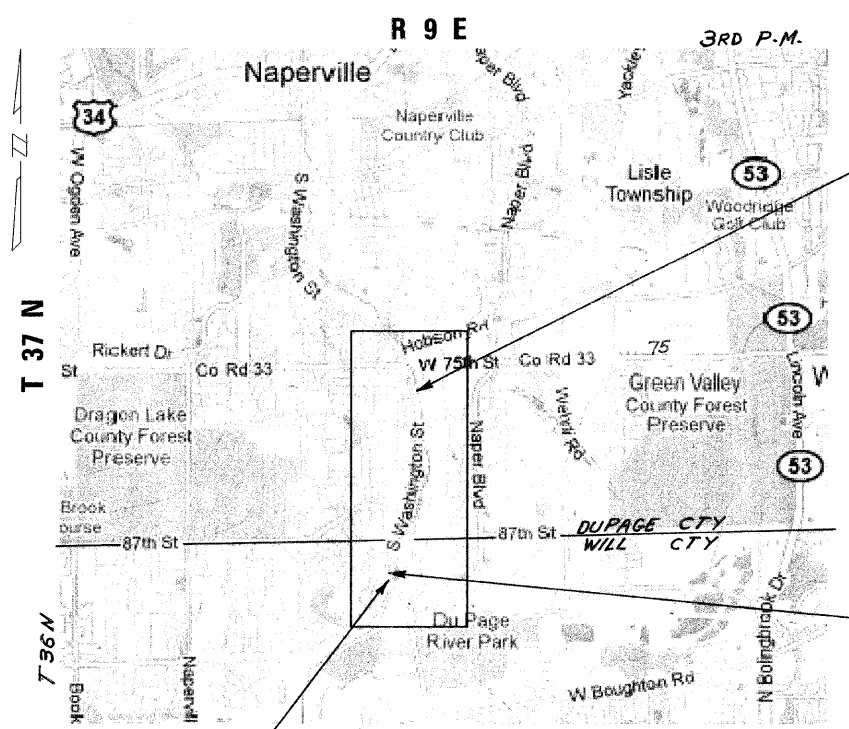
TRAFFIC DATA
ADT (2009) = 28,000
POSTED SPEED = 35 MPH



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. 63506



**PROJECT LIMIT
STATION 198 + 10**

**PROJECT LIMIT
STATION 106 + 65**

WASHINGTON STREET BRIDGE
OVER WEST BRANCH OF
DUPAGE RIVER

LOCATION MAP
NOT TO SCALE

GROSS AND NET LENGTH = 9,145 FT (1.73 MILES)

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

Approved June 30 20 10
William J. Field
CITY OF NAPERVILLE, CITY ENGINEER

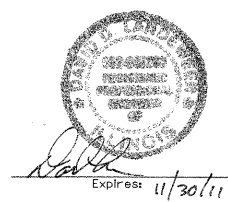
Passed July 12 20 10
Chris Kretz
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

Releasing for Bid
Based on Limited
Review JULY 15 20 10
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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

PLANS PREPARED BY:
URS 100 S. WACKER DR., SUITE 500 TEL (312)-939-1000
CHICAGO IL, 60606 FAX (312)-939-4198

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



DATE: 6/29/10
Expires: 11/30/11

GENERAL NOTES

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS:

ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007. (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JAN. 1, 2010; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS; THE "DETAILS" ON THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

PROJECT COORDINATION

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. ATTENTION IS CALLED TO SECTION 701 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT-OF-WAY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.

SAFETY

ALL CONSTRUCTION PERSONNEL SHALL BE REQUIRED TO WEAR FLUORESCENT ORANGE SAFETY VESTS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE.

TRAFFIC CONTROL AND MAINTENANCE:

THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT ONLY ONE TEMPORARY LANE CLOSURE IN EACH DIRECTION IS IMPLEMENTED AT A TIME. A LANE CLOSURE WILL ONLY BE PERMITTED DURING CONSTRUCTION OPERATIONS AND IN ACCORDANCE WITH THE APPLICABLE IDOT STANDARD. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN ALL SIGNS, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES INCLUDING FLAGGERS REQUIRED TO MAINTAIN TRAFFIC FLOW. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT NO HOLES IN THE PAVEMENT, AS DETERMINED BY THE ENGINEER, REMAIN OPEN OVER NIGHT. ACCESS TO ABUTTING PROPERTY SHALL BE PROVIDED AT ALL TIMES DURING CONSTRUCTION OF THIS PROJECT. TIME REQUIRED FOR CONSTRUCTION AT DRIVEWAYS SHALL BE LIMITED TO THE MINIMUM TIME REQUIRED FOR SAID CONSTRUCTION AND, IF REQUIRED, TEMPORARY AGGREGATE SURFACE FOR DRIVEWAY ACCESS SHALL BE PROVIDED.

PAVEMENT STRIPING

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD (FOR FUTURE REFERENCES) ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.

SAW CUTTING FOR REMOVAL:

THE CONTRACTOR SHALL BE REQUIRED TO MAKE A FULL DEPTH SAW CUT AT THE EDGE OF PAVEMENT ADJACENT TO THE REMOVAL OF ALL CONCRETE CURB OR COMBINATION CONCRETE CURB AND GUTTER. THE CONTRACTOR SHALL MAKE ALL FULL DEPTH SAW CUTS REQUIRED FOR THE REMOVAL OF CONCRETE CURB AND GUTTERS, SIDEWALKS AND DRIVEWAYS AS SPECIFIED, OR AS DIRECTED BY THE ENGINEER. THE COST SHALL BE CONSIDERED INCLUDED IN THE COST FOR REMOVAL OF THE SPECIFIED ITEM IN THE CONTRACT.

BASE COURSE CLEANING:

PRIOR TO APPLYING THE BITUMINOUS PRIME COAT, THE BASE SURFACE INCLUDING GUTTERS SHALL BE CLEANED OF LOOSE GRINDINGS, LEAVES, OF ALL DUST, DIRT, WEEDS AND OTHER FOREIGN MATERIALS. ALL CRACK FILL MATERIAL SHALL BE REMOVED IN ITS ENTIRETY ALONG THE CURB LINE. COST TO BE CONSIDERED INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE WORK.

BASE PATCHING AND REPAIR

PRIOR TO THE PLACEMENT OF PATCHES FOR BASE REPAIR, THE SUBGRADE SHALL BE INSPECTED BY THE ENGINEER. IF ADDITIONAL SUBBASE REPAIR IS NECESSARY, THE AREA SHALL BE UNDERCUT AND BACKFILLED WITH P.G.E. MATERIAL AS APPROVED BY THE ENGINEER.

CLEAN-UP AND DISPOSAL:

THE CONTRACTOR SHALL MAINTAIN THE SITE IN A CLEAN AND ORDERLY MANNER. DEBRIS AND ANY SURPLUS MATERIAL SHALL BE REMOVED AND RESTORATION SHALL PROCEED AS THE WORK PROCEEDS. IF THE ENGINEER SO DIRECTS, THE CONTRACTOR SHALL STOP ALL OTHER WORK AND CONCENTRATE ON CLEAN-UP AND RESTORATION. DEBRIS AND SURPLUS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN APPROVED OFF-SITE DISPOSAL AREA.

CONSTRUCTION LIMITS:

THE CONTRACTOR SHALL CONFINE OPERATIONS WITHIN THE DEDICATED ROADWAY RIGHTS-OF-WAY. ANY DAMAGE OUTSIDE OF SAID RIGHTS-OF-WAY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

LANDSCAPING RESTORATION:

ALL LANDSCAPING DAMAGED DURING CONSTRUCTION SHALL BE RESTORED WITH A MINIMUM OF 4" OF PULVERIZED TOP SOIL, SODDING, AND FERTILIZER NUTRIENTS.

CURB AND GUTTER REPLACEMENT:

THE MINIMUM THICKNESS OF THE PROPOSED GUTTER FLAG SHALL BE 10" UNLESS OTHERWISE STATED IN THE PLANS OR DIRECTED BY THE ENGINEER.

DISTURBED PAVEMENT AND GROUND AREAS SHALL BE RESTORED IMMEDIATELY FOLLOWING REPLACEMENT OPERATIONS, IN ALL CASES WITHIN THREE (3) WORKING DAYS FROM THE DATE THE CURB AND GUTTER WAS CAST. THE ENGINEER SHALL STOP THE CONTRACTOR FROM FURTHER REMOVAL OPERATIONS AT ANY TIME HE DETERMINES THE RESTORATION IS NOT BEING DONE IN A TIMELY MANNER. FAILURE TO COMPLY WITH THESE REQUIREMENTS SHALL RESULT IN THE ENFORCEMENT OF LIQUIDATED DAMAGES IN THE AMOUNT SPECIFIED IN ARTICLE 108.09 OF THE STANDARD SPECIFICATIONS.

REMOVAL OF EXISTING PAVEMENT AND APPURTENANCES

WHEN PORTIONS OF EXISTING PAVEMENTS OR APPURTENANCES ARE TO REMAIN IN PLACE, OR ADJACENT EXISTING PAVEMENTS OR APPURTENANCES ARE TO REMAIN IN PLACE, THE CONTRACTOR SHALL FORM A PERPENDICULAR STRAIGHT JOINT BY FULL-DEPTH MACHINE SAWING AT THE ENDS AND ALL EDGES OF PORTIONS TO BE REMOVED TO PREVENT SURFACE SPALLING WHEN THE EXISTING PAVEMENT OR APPURTENANCE IS REMOVED. ANY DAMAGE TO THE EXISTING PAVEMENT OR APPURTENANCE TO REMAIN IN PLACE SHALL BE REPAIRED OR REMOVED AND REPLACED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE, AS DIRECTED BY THE ENGINEERING. THIS WORK WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCLUDED IN THE ITEM BEING REMOVED.

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALK
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701606-06	URBAN LANE CLOSURE MULTILANE 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

DISTRICT 1 STANDARDS

STANDARD NO.	DESCRIPTION
BD-1	DRIVEWAY DETAILS-DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER= 15'(4.5m)
BD-2	DRIVEWAY DETAILS - DISTANCE BETWEEN ROW AND FACE OF CURB < 15'(4.5m)
BD-8	FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-07	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

FILE NAME: D:\Naserv\110_235278\7_Meshing\cont\p05_Roadway\Drawings\General\GenNotes.dgn



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DATE - 7/6/2010		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES & STANDARDS

NTS SHEET NO. 2 OF SHEETS STA. 48+87 TO STA. 152+78

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DUPAGE	24	2
CONTRACT NO. 63506				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CODE NO	PAY ITEM	UNIT	ROADWAY (000)
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	444
Z0042002	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	444
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	494
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	8
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	8
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	8
25200110	SODDING, SALT TOLERANT	SQ YD	494
35101500	AGGREGATE BASE COURSE, TYPE B	CU YD	7
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	8
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	50
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	10719
40600300	AGGREGATE (PRIME COAT)	TON	214
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	27
X4060 826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2,251
40600895	CONSTRUCTING TEST STRIP	EACH	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	172
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	1025
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	5228
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	8
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,115
42400800	DETECTABLE WARNINGS	SQ FT	32
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	53,419
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	16
44000600	SIDEWALK REMOVAL	SQ FT	1,115
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1,764
44002210	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 2 1/2"	SQ YD	6650
44201773	CLASS D PATCHES, TYPE I, 11 INCH	SQ YD	1,330
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	1,330
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	1,330
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	1,330
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	33

* = SPECIALTY ITEM
 Δ = Y080

CODE NO	PAY ITEM	UNIT	ROADWAY (000)
67100100	MOBILIZATION	L SUM	1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701806	L SUM	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	2860
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	436
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	13931
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	8667
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1686
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	317
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	11732
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	436
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13931
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	8667
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1686
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	317
88600600	DETECTOR LOOP REPLACEMENT	FOOT	918
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	22
Δ Z0076800	TRAINEES	HOURL	500

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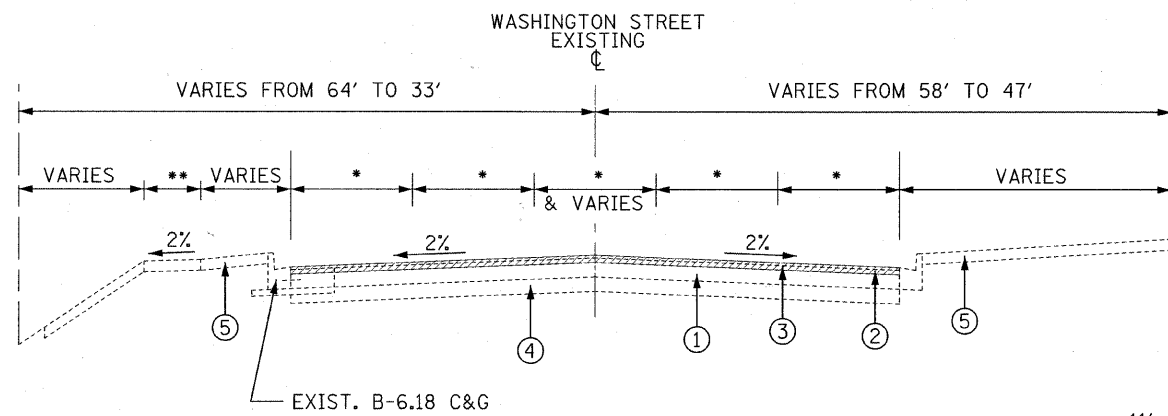
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

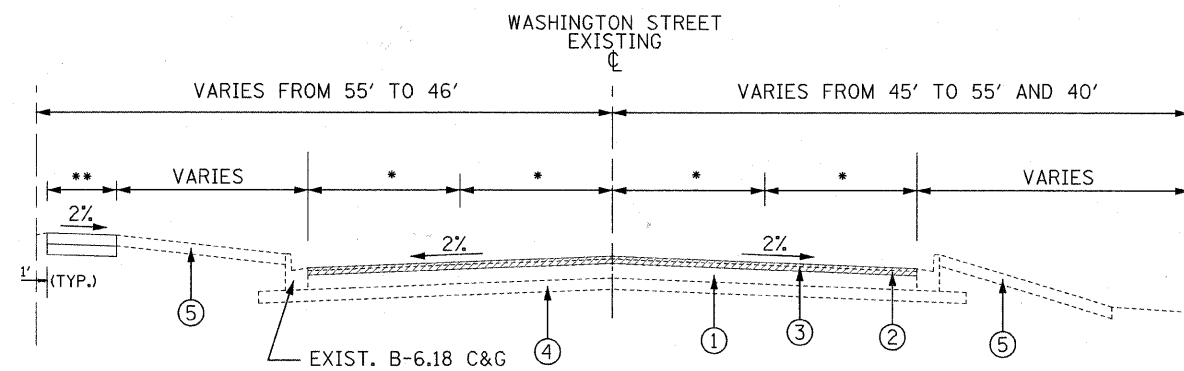
NTS SHEET NO. 3 OF SHEETS STA. 48+87 TO STA. 152+78

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DUPAGE	24	3
CONTRACT NO. 63506				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

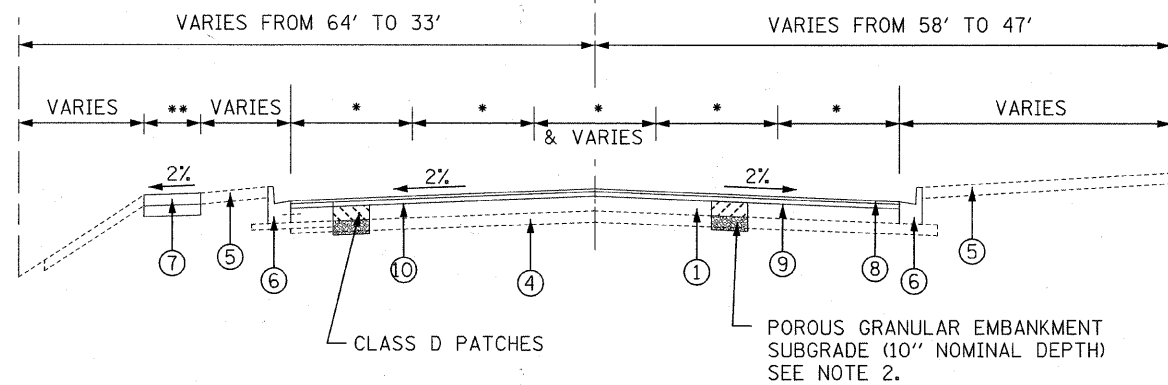


EXISTING TYPICAL SECTION
 WASHINGTON STREET
 (87TH STREET TO WORTHING DRIVE)
 STA. 107+21 TO STA. 115+24
 STA. 130+38 TO STA. 151+67
 STA. 176+83 TO STA. 188+80

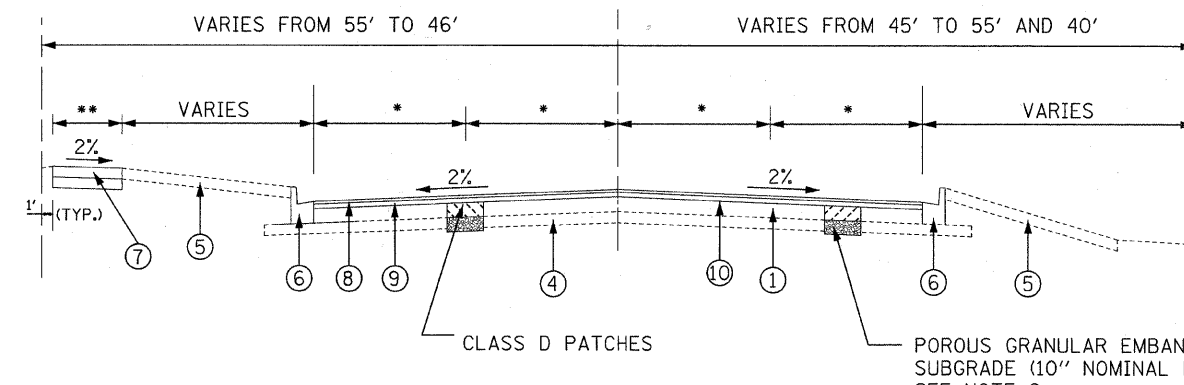
- * 11' STA. 106+65 TO STA. 130+38
- 12' STA. 130+38 TO STA. 198+10
- ** 5' STA. 106+65 TO STA. 171+00
- 4' STA. 171+00 TO STA. 198+10



EXISTING TYPICAL SECTION
 WASHINGTON STREET
 (NAPER BOULEVARD TO WASHINGTON DRIVE
 (87TH STREET TO 75TH STREET)
 STA. 106+65 TO STA. 107+21
 STA. 115+24 TO STA. 130+38
 STA. 151+67 TO STA. 176+83
 STA. 188+80 TO STA. 198+10



PROPOSED TYPICAL SECTION
 WASHINGTON STREET
 (87TH STREET TO WORTHING DRIVE)
 STA. 107+21 TO STA. 115+24
 STA. 130+38 TO STA. 151+67
 STA. 176+83 TO STA. 188+80



PROPOSED TYPICAL SECTION
 WASHINGTON STREET
 (NAPER BOULEVARD TO WASHINGTON DRIVE
 (87TH STREET TO 75TH STREET)
 STA. 106+65 TO STA. 107+21
 STA. 115+24 TO STA. 130+38
 STA. 151+67 TO STA. 176+83
 STA. 188+80 TO STA. 198+10

LEGEND

- ① EXISTING HMA BASE COURSE (10" +/-)
- ② HMA SURFACE REMOVAL, 2-1/2"
- ③ EXISTING 4" HMA SURFACE/BINDER COURSE (4" +/-)
- ④ EXISTING SUBBASE GRAN. MAT'L, TYPE B 4 INCH
- ⑤ EXISTING TOPSOIL
- ⑥ CONCRETE CURB & GUTTER, REMOVE AND REPLACE AS DIRECTED BY ENGINEER (EXISTING COMBINATION CONCRETE. CURB AND GUTTER, TYPE B-6.18)
- ⑦ PCC SIDEWALK 5", WITH AGG. BASE CSE., TYPE B 2", REMOVE AND REPLACE AS DIRECTED BY ENGINEER
- ⑧ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F" N90, 1 3/4"
- ⑨ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑩ BITUMINOUS MATERIALS (PRIME COAT)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (1-3/4")	4% @ 90 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	4% @ 50 Gyr.
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 Gyr.
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm)	4% @ 70 Gyr.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm); 2"	4% @ 50 Gyr.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm), 8"	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" 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.

NOTE 1: CONTRACTOR SHALL PATCH BEFORE MILLING. SEE PATCHING DETAIL BD400-04 (BD-22) FOR INCLUDED ITEMS TO PATCHING COST AND FOR ADDITIONAL PATCHING DETAILS.

NOTE 2: AT LOCATIONS OF UNSUITABLE MATERIAL, AS DETERMINED BY THE ENGINEER, THE SUBGRADE TREATMENT SHALL CONSIST OF EXCAVATION OF UNSUITABLE MATERIAL TO A DEPTH OF 10 INCHES BELOW EXISTING PAVEMENT BASE AND PLACING POROUS GRANULAR EMBANKMENT SUBGRADE.

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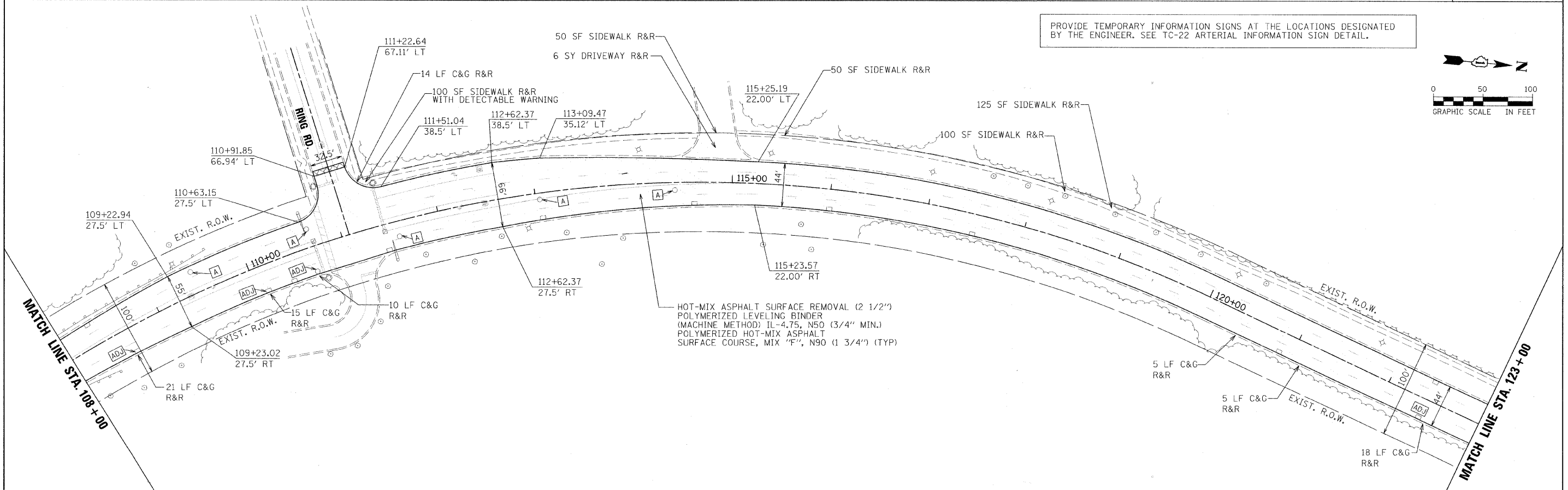
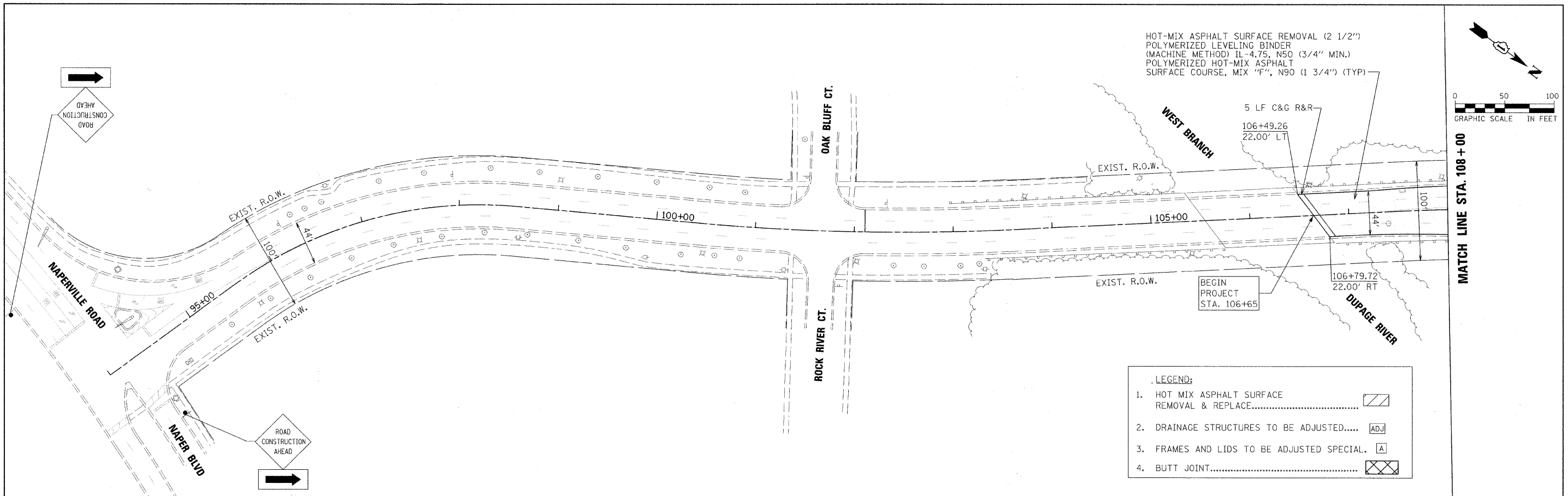


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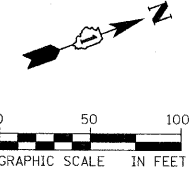
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
WASHINGTON STREET (75TH STREET TO NAPER BOULEVARD)
 SCALE: 1" = ft SHEET NO. 1 OF 1 SHEETS STA. TO STA.

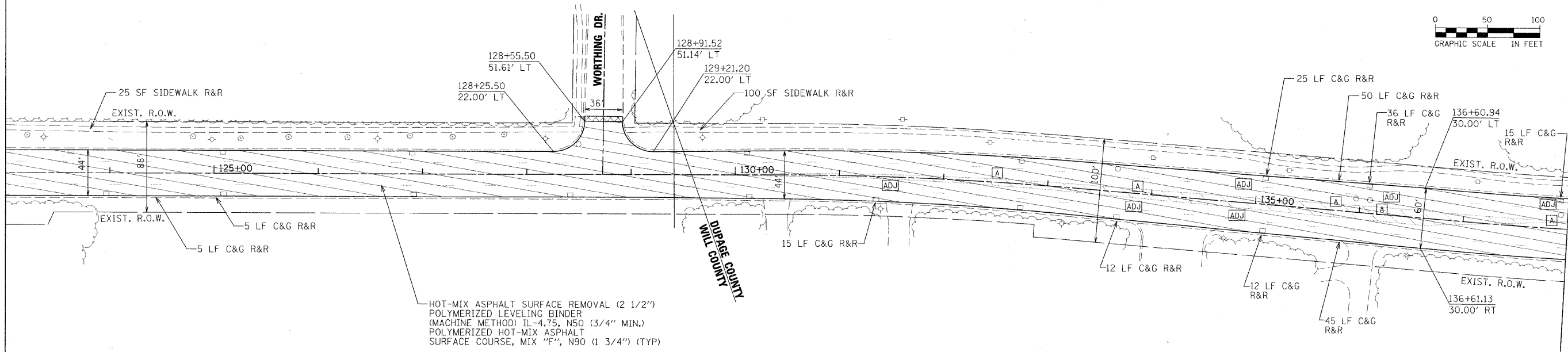
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DUPAGE	24	4
CONTRACT NO. 63506				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



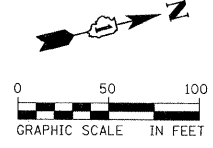
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	PLOT SCALE = SSCALE#	DRAWN - Y00	REVISED -			2592	10-00148-00-RS	DUPAGE	24	5
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	#TIME#	DATE - 7/6/2010	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
						SCALE: 1" = 50' + SHEET NO. 1 OF 4 SHEETS STA. 94+00 TO STA. 123+00				



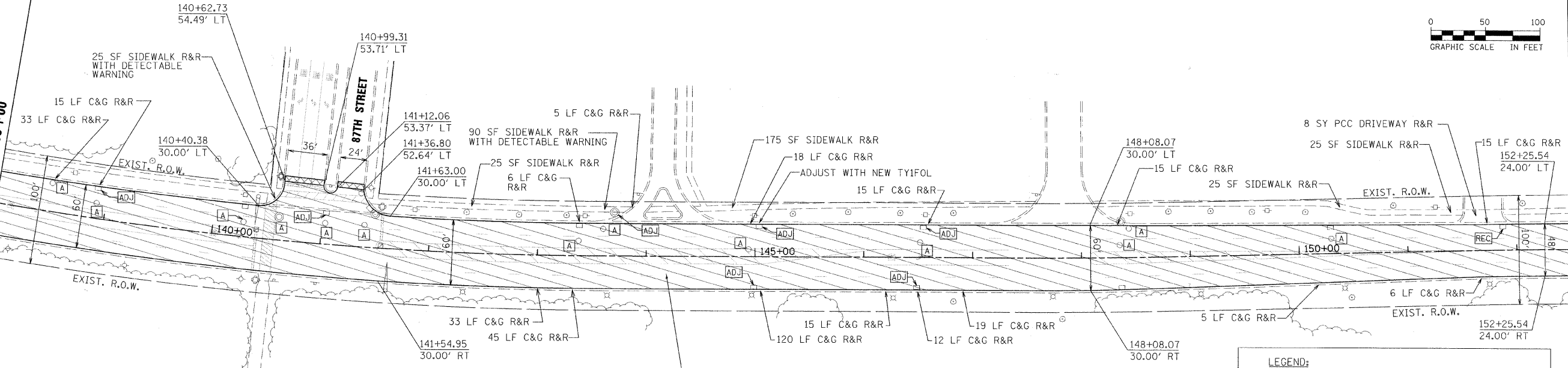
MATCH LINE STA. 123 + 00



MATCH LINE STA. 138 + 00



MATCH LINE STA. 138 + 00



MATCH LINE STA. 152 + 50

LEGEND:

- HOT MIX ASPHALT SURFACE REMOVAL & REPLACE..... [Hatched Box]
- DRAINAGE STRUCTURES TO BE ADJUSTED..... [ADJ]
- FRAMES AND LIDS TO BE ADJUSTED SPECIAL. [A]
- BUTT JOINT..... [Cross-hatched Box]



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DRAWN - Y00	REVISED -	
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DATE - 7/6/2010	REVISED -	

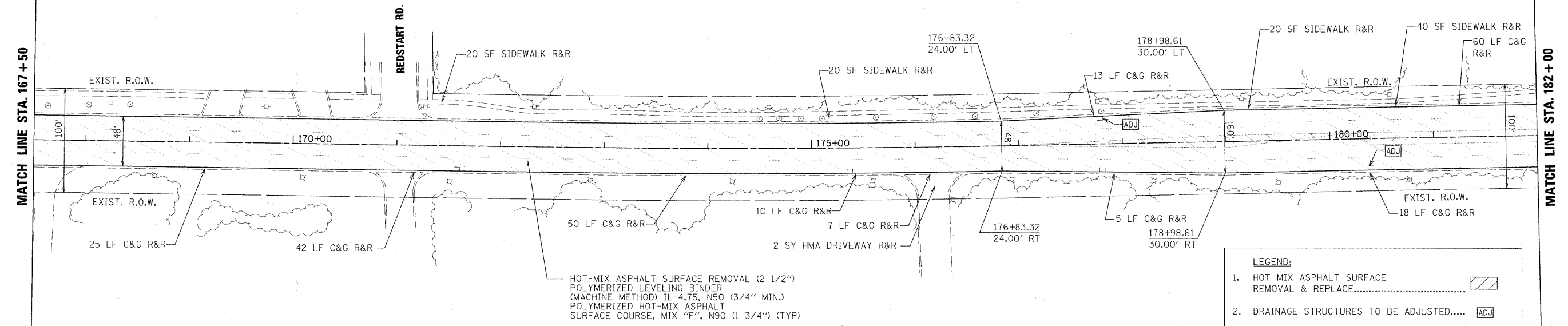
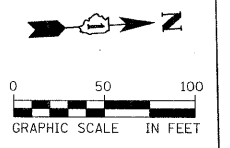
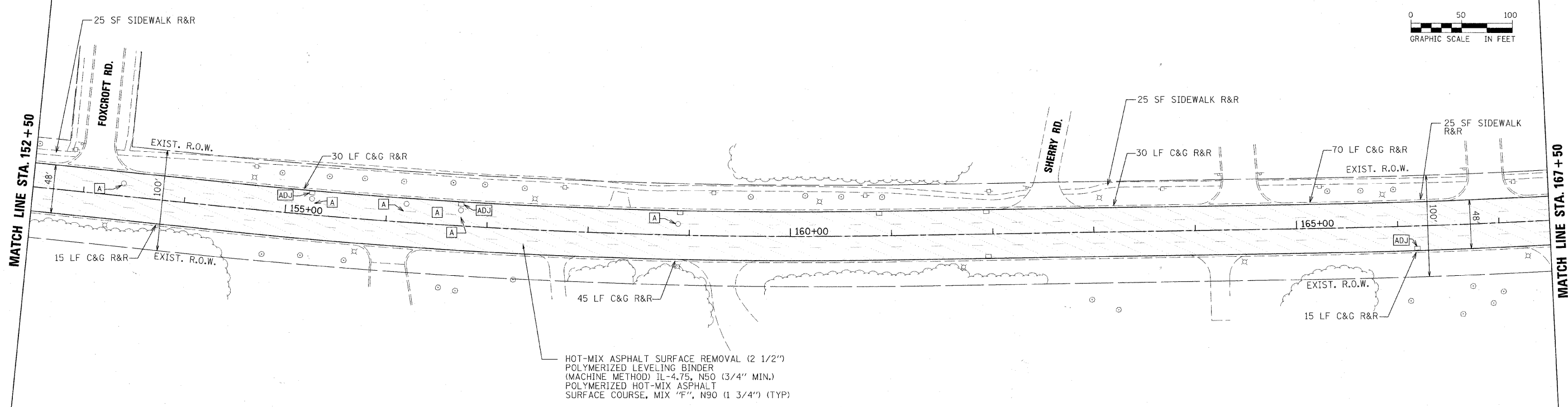
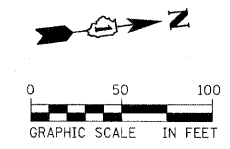
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED ROADWAY PLAN

SCALE: 1" = 50 ft SHEET NO. 2 OF 4 SHEETS STA. 123+00 TO STA. 152+50

F.A.U. RTE. 2552	SECTION 10-00148-00-RS	COUNTY DUPAGE	TOTAL SHEETS 24	SHEET NO. 6
CONTRACT NO. 63506				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

FILE NAME = #FILE#



LEGEND:

1. HOT MIX ASPHALT SURFACE REMOVAL & REPLACE.....	
2. DRAINAGE STRUCTURES TO BE ADJUSTED.....	
3. FRAMES AND LIDS TO BE ADJUSTED SPECIAL.	
4. BUTT JOINT.....	

FILE NAME = #FILE#



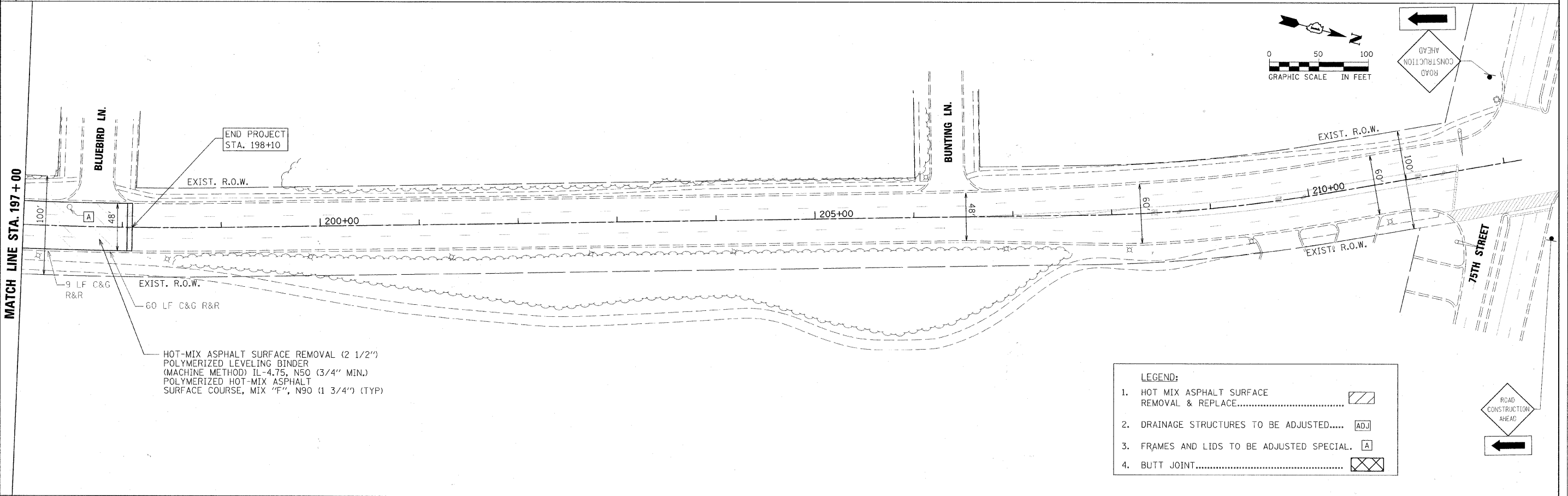
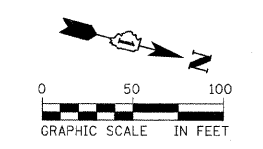
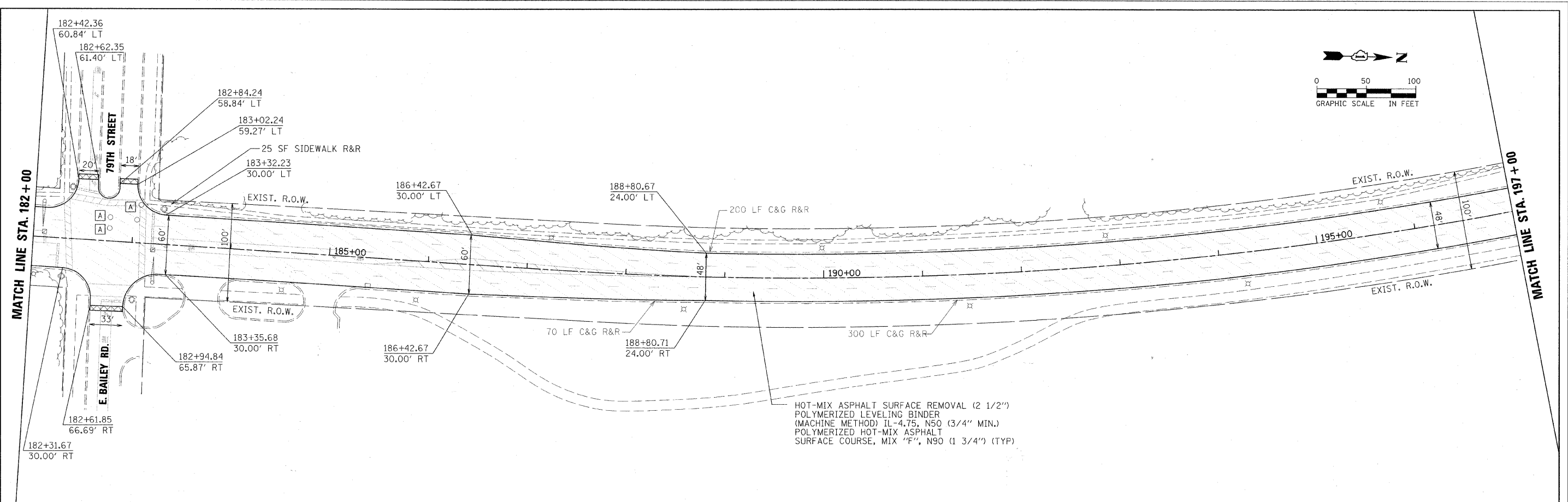
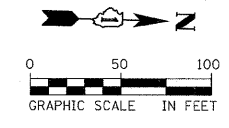
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED ROADWAY PLAN

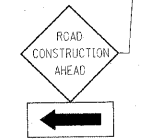
SCALE: 1" = 50 FT SHEET NO. 3 OF 4 SHEETS STA. 152+50 TO STA. 182+00

F.A.U. RTE. 2552	SECTION 10-00148-00-RS	COUNTY DUPAGE	TOTAL SHEETS 24	SHEET NO. 7
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63506	



LEGEND:

- HOT MIX ASPHALT SURFACE REMOVAL & REPLACE..... [Symbol]
- DRAINAGE STRUCTURES TO BE ADJUSTED..... [Symbol]
- FRAMES AND LIDS TO BE ADJUSTED SPECIAL. [Symbol]
- BUTT JOINT..... [Symbol]



FILE NAME = #FILE#



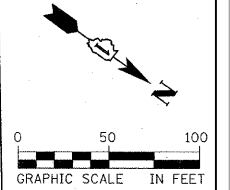
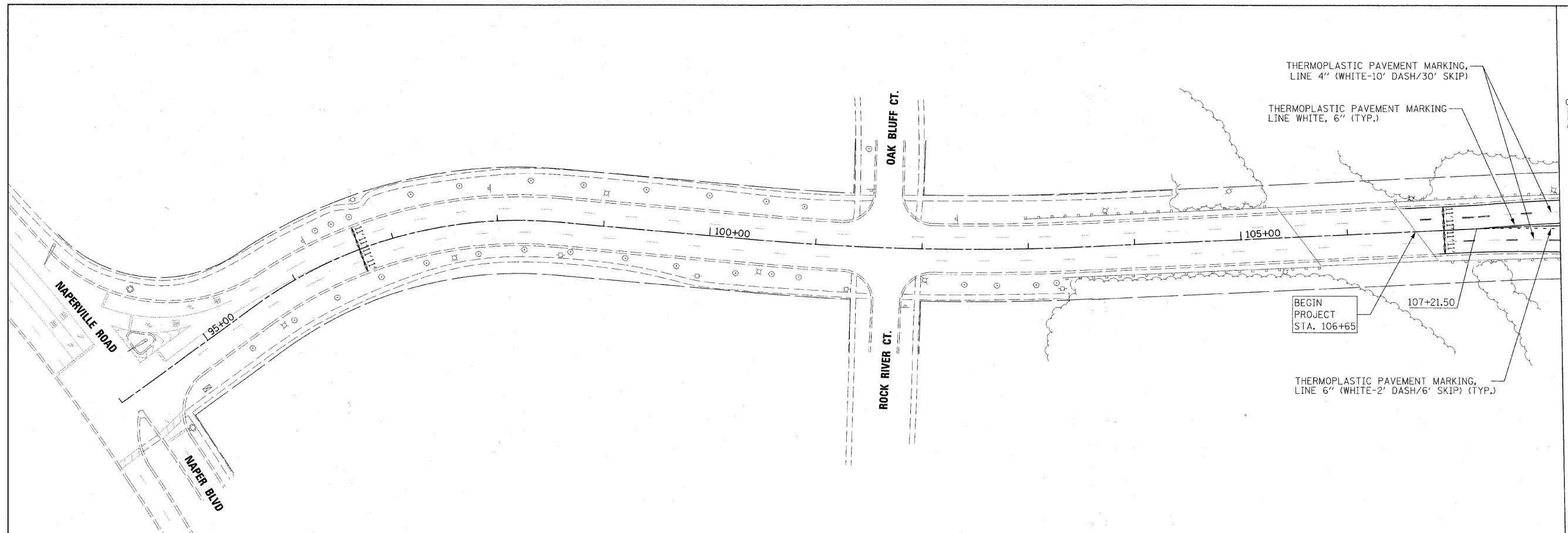
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

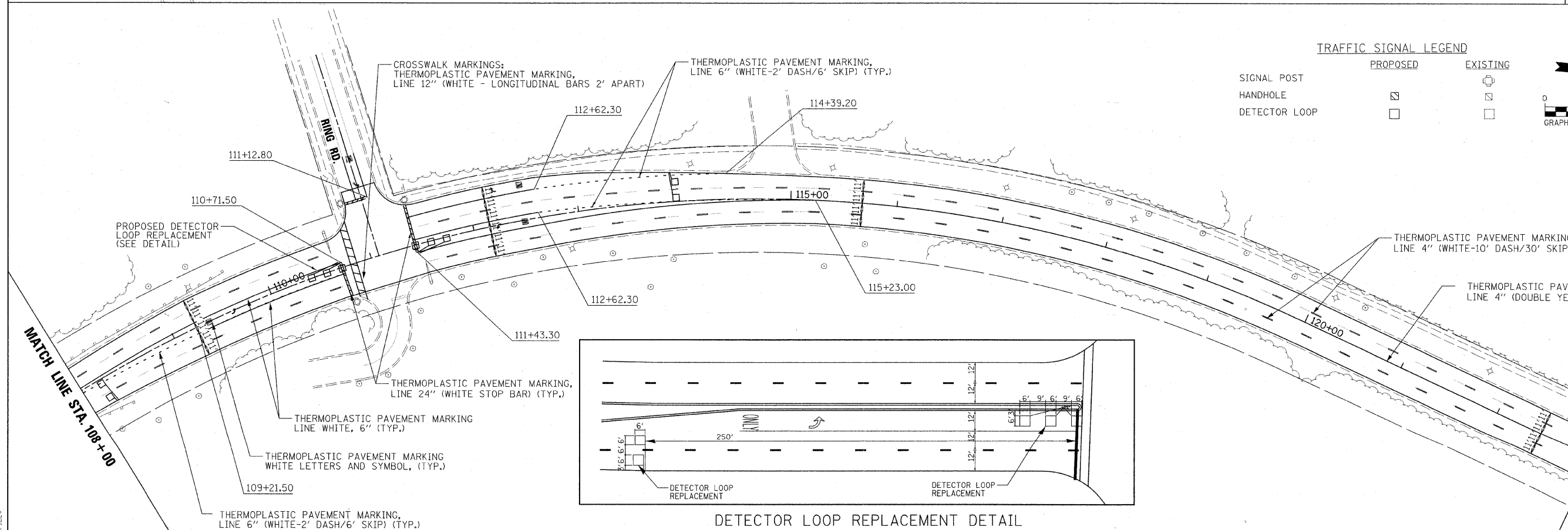
PROPOSED ROADWAY PLAN
SCALE: 1" = 50 FT | SHEET NO. 4 OF 4 SHEETS | STA. 182+00 TO STA. 212+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DUPAGE	24	8
CONTRACT NO. 63506				

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

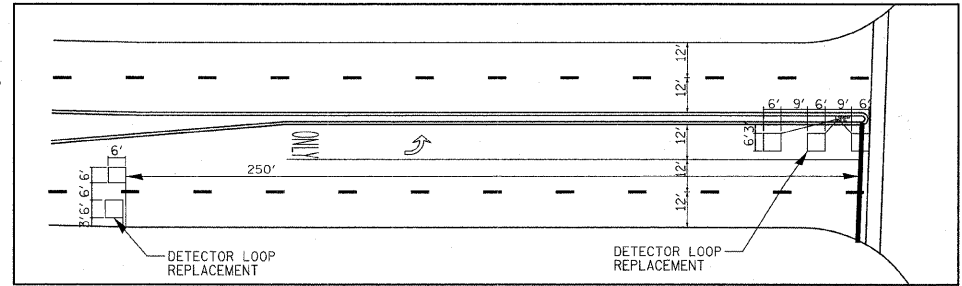
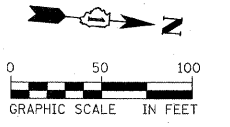


MATCH LINE STA. 108 + 00



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
SIGNAL POST		
HANDHOLE		
DETECTOR LOOP		



DETECTOR LOOP REPLACEMENT DETAIL

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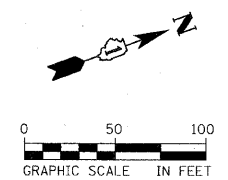
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING PLAN

SCALE: 1" = 50 ft SHEET NO. 1 OF 4 SHEETS STA. 94+00 TO STA. 123+00

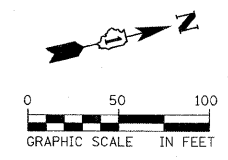
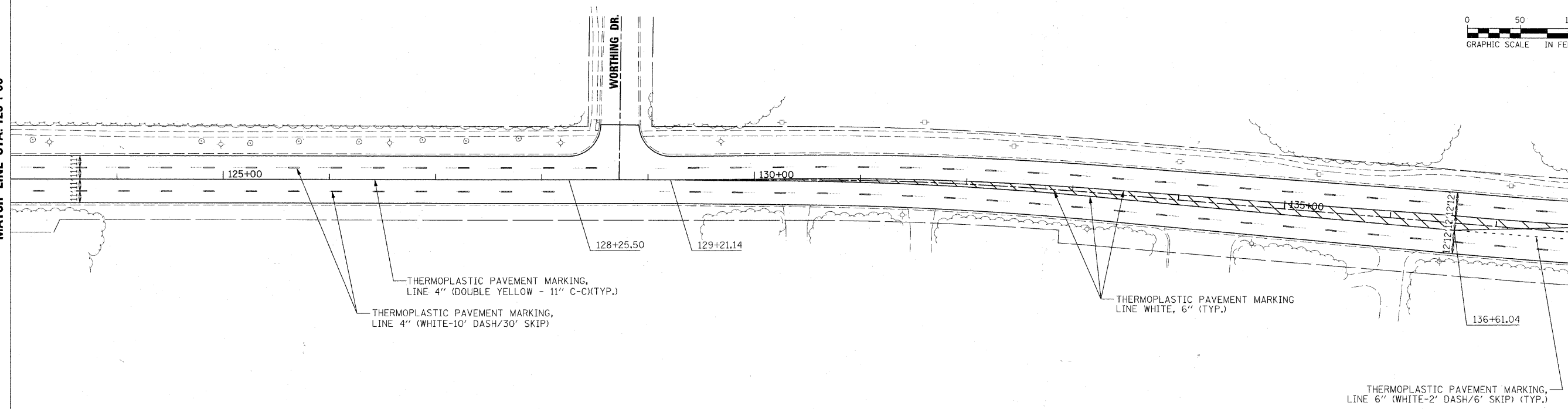
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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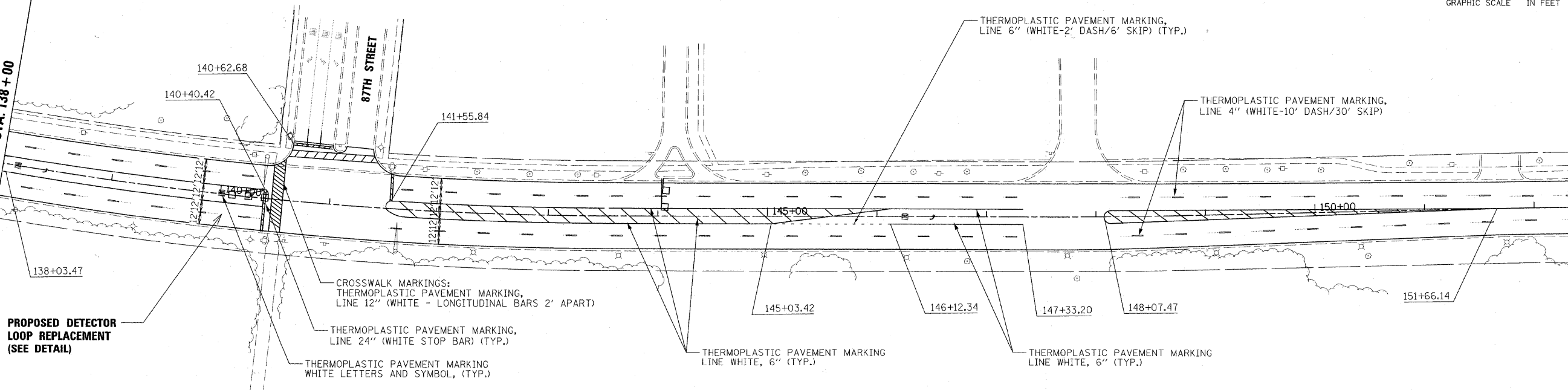
MATCH LINE STA. 123+00

MATCH LINE STA. 138+00



MATCH LINE STA. 138+00

MATCH LINE STA. 152+50



FILE NAME = #FILES#



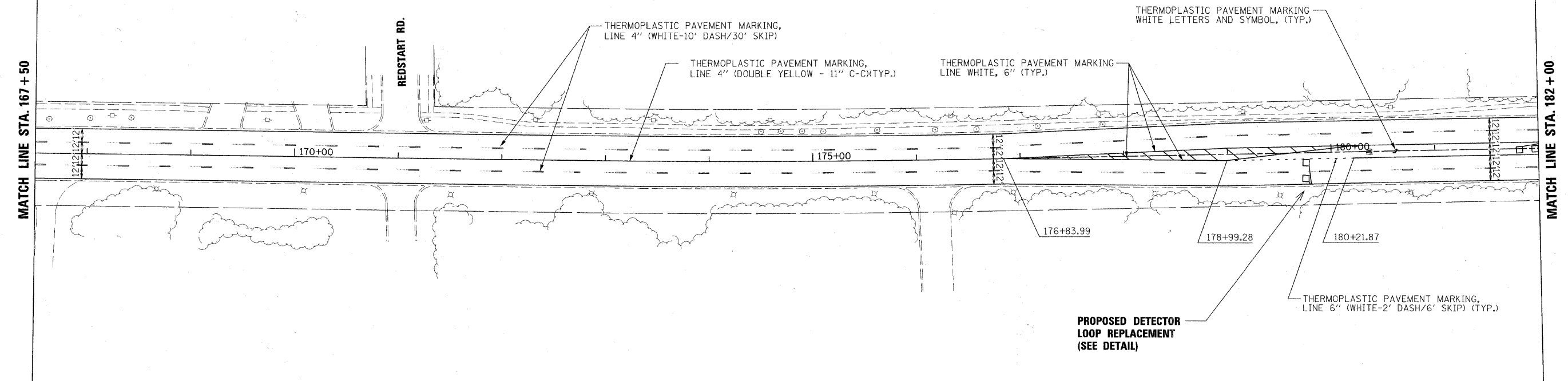
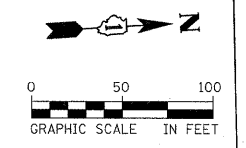
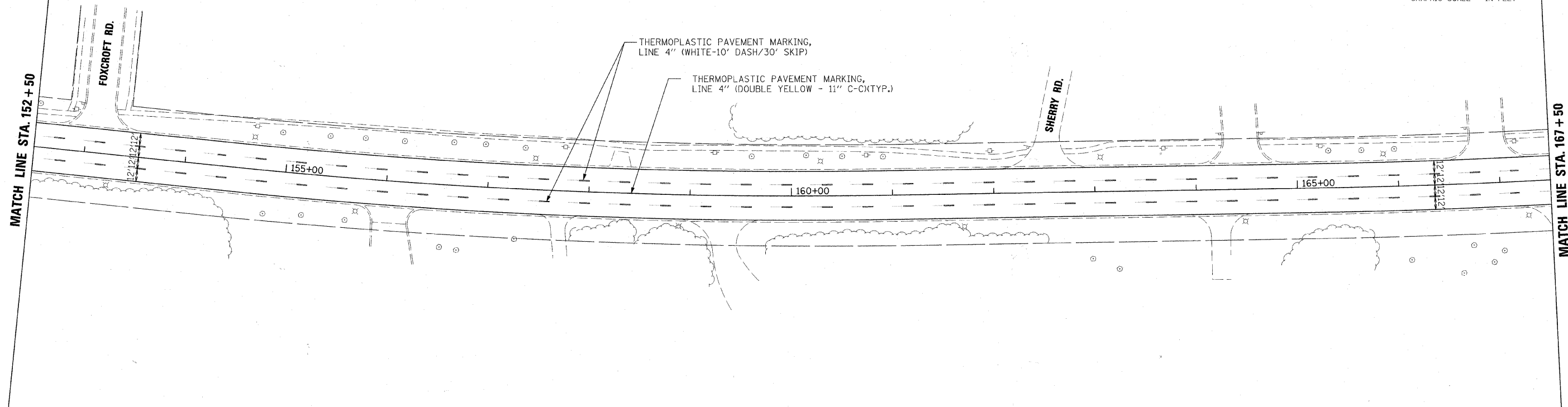
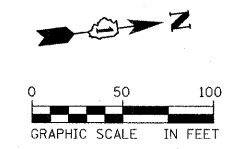
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING PLAN

SCALE: 1" = 50 ft | SHEET NO. 2 OF 4 SHEETS | STA. 123+00 TO STA. 152+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DUPAGE	24	10
CONTRACT NO. 63506				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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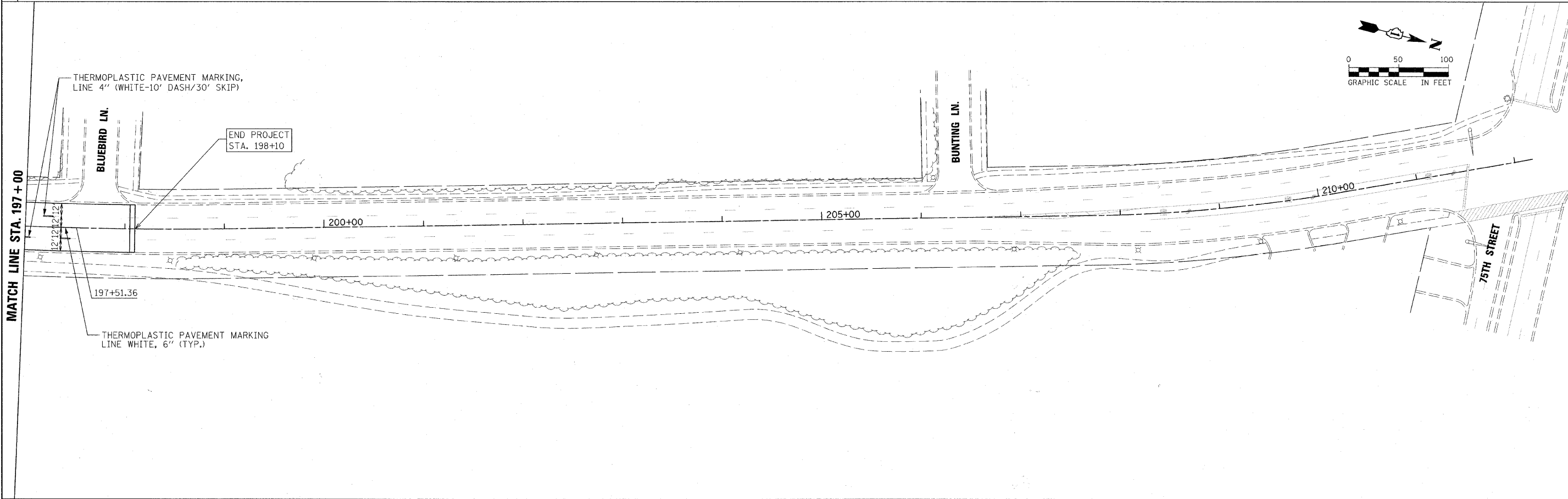
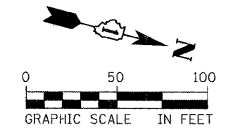
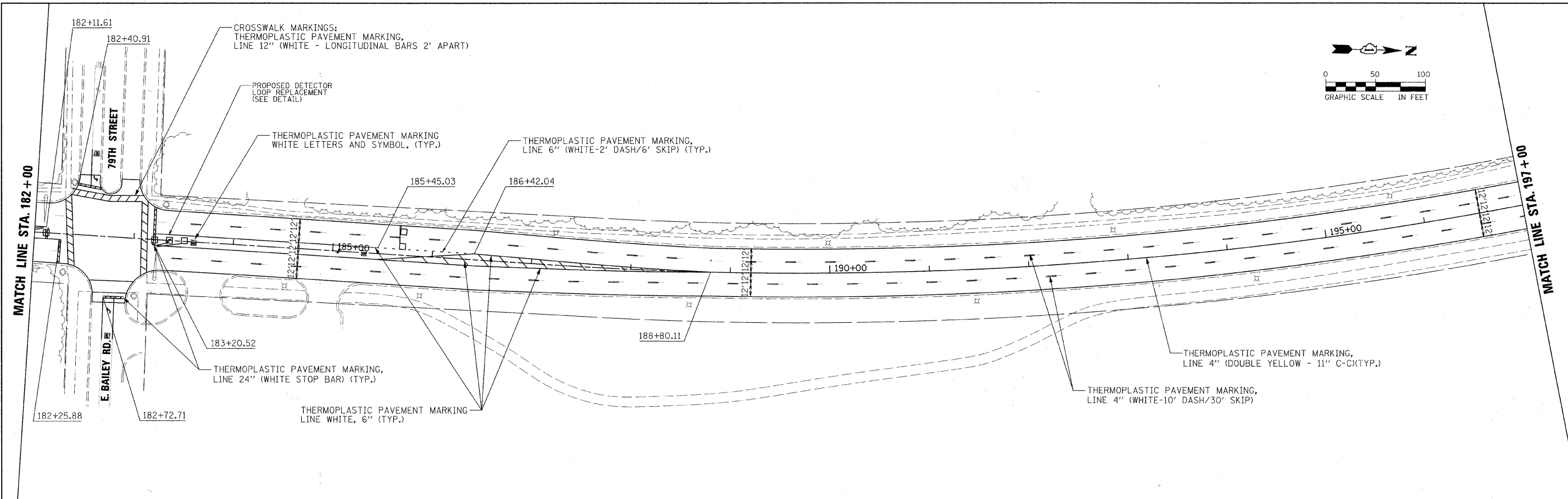
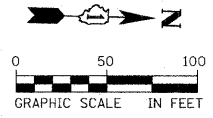
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#TIME#	DATE - 7/6/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING PLAN

SCALE: 1" = 50' ± SHEET NO. 3 OF 4 SHEETS STA. 152+50 TO STA. 182+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DUPAGE	24	11
CONTRACT NO. 63506				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



FILE NAME = #FILES#



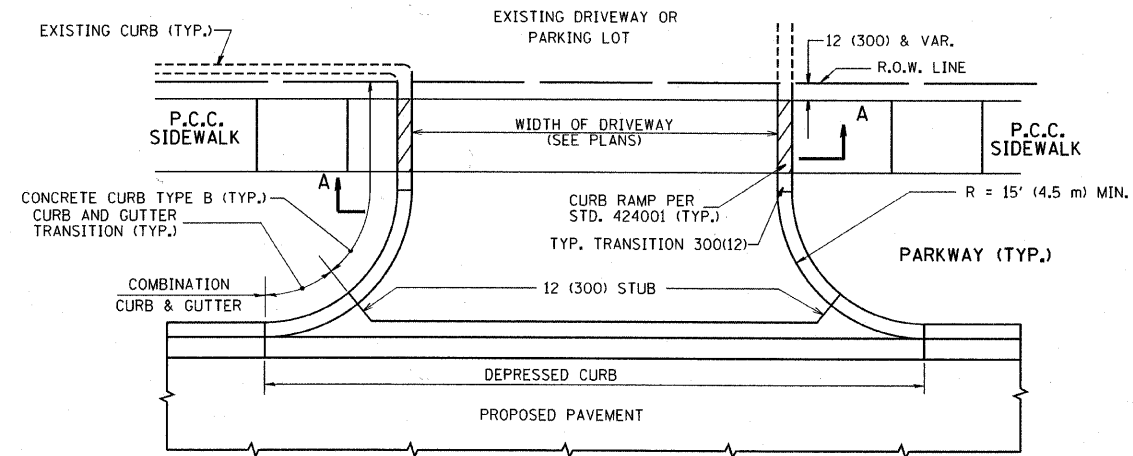
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#TIME#	DATE - 7/6/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

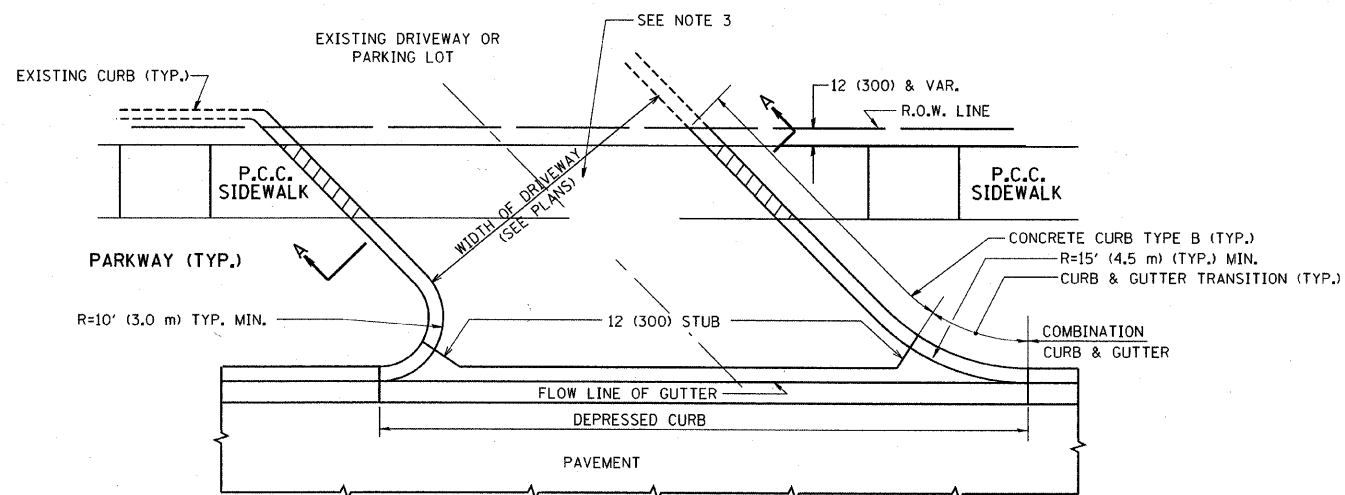
PAVEMENT MARKING PLAN

SCALE: 1" = 50' ft SHEET NO. 4 OF 4 SHEETS STA. 182+00 TO STA. 212+00

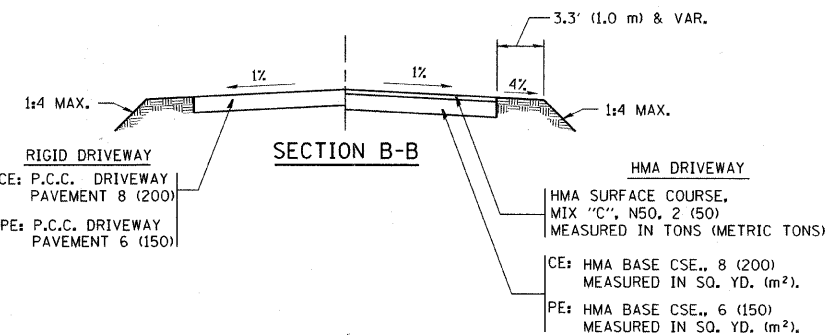
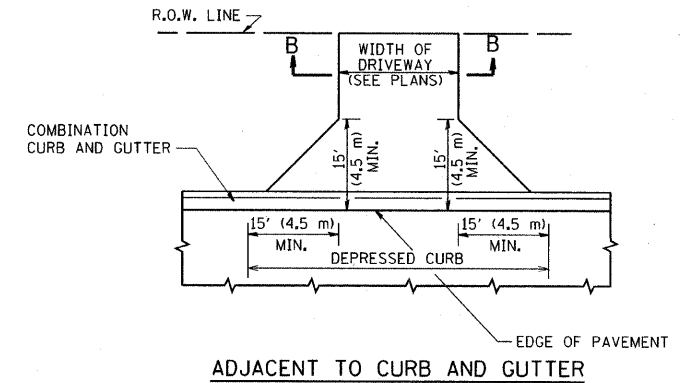
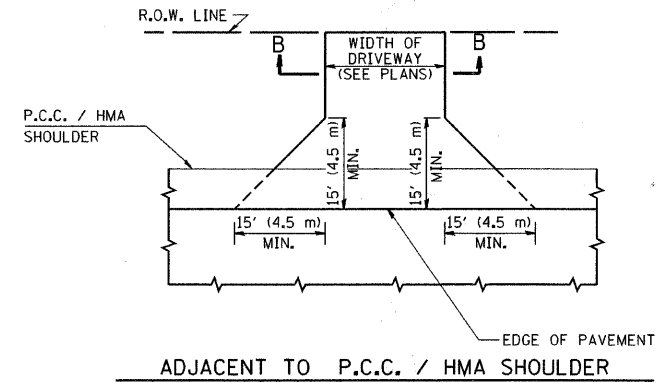
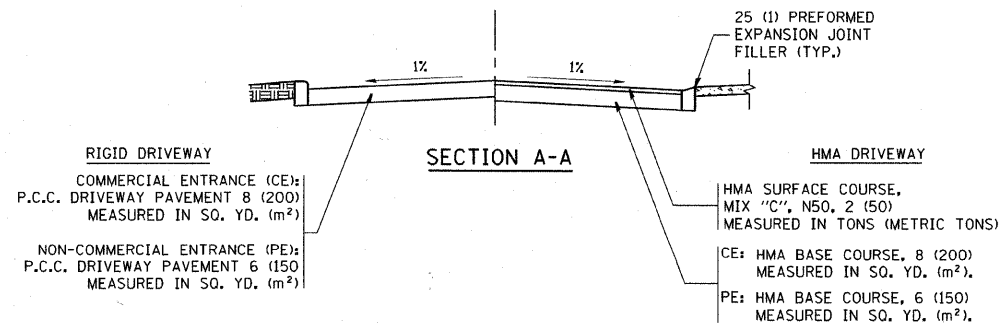
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DUPAGE	24	12
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63506	



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)
HMA SURFACE COURSE,
MIX "C", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)
AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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

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

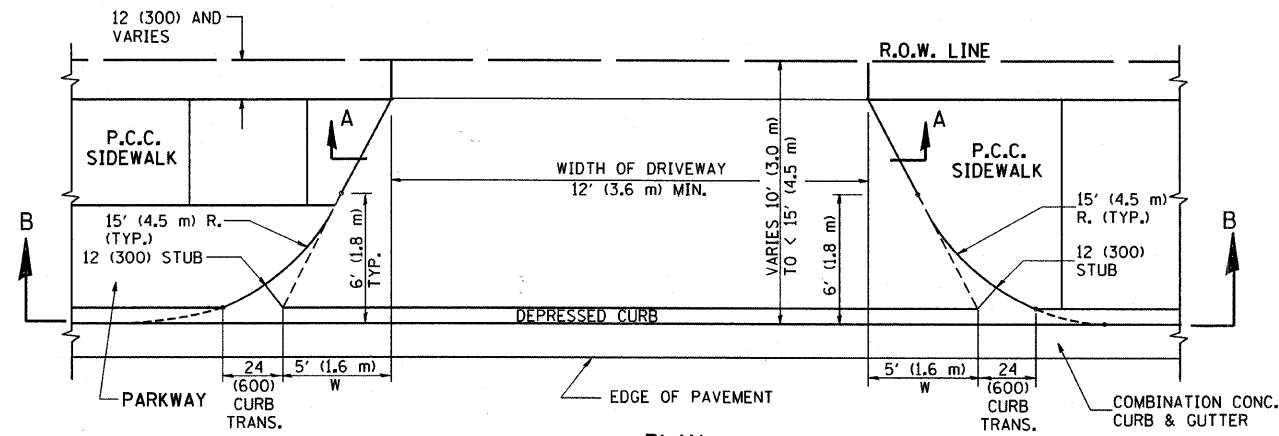
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

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	PLOT SCALE = 49,9999 ' / IN.	DRAWN -	REVISED - P. LOFLUER 04-15-03
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		DATE - 11-04-95	REVISED - R. BORO 06-11-08

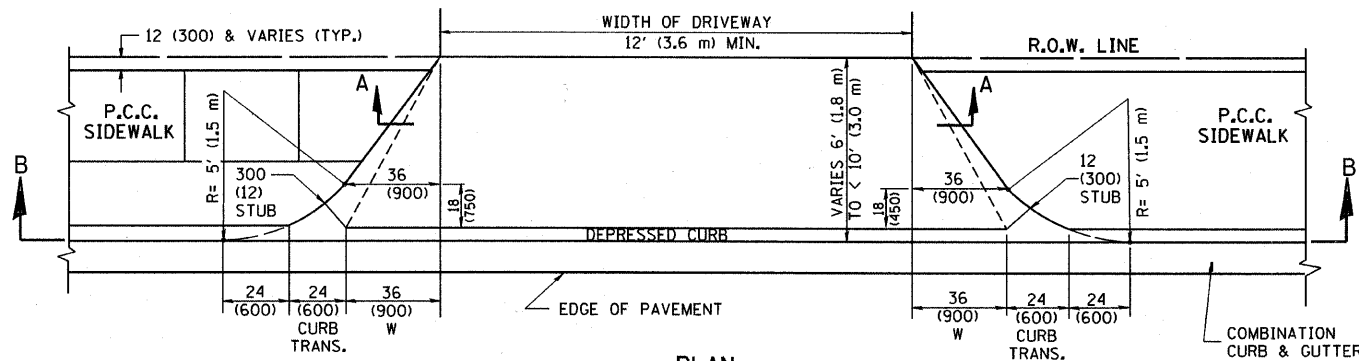
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

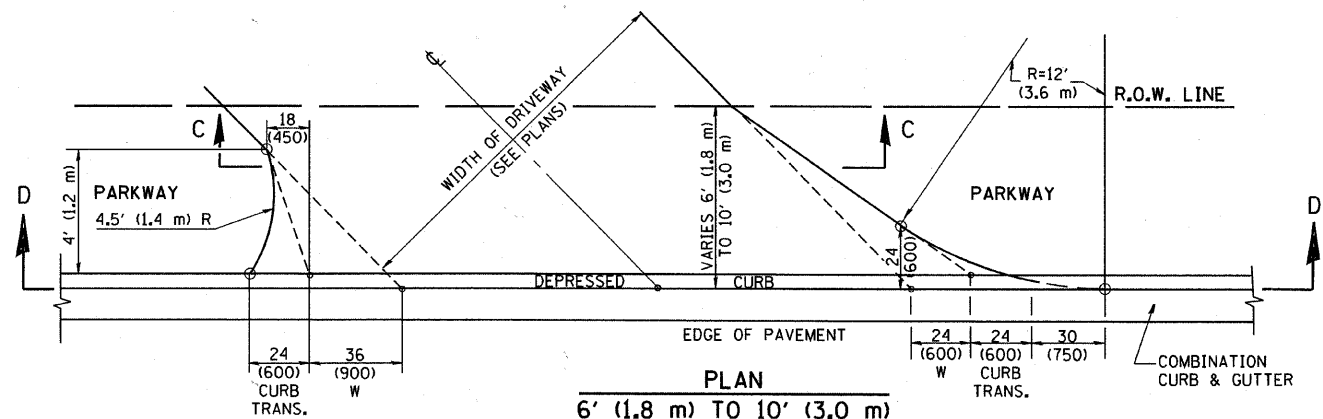
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



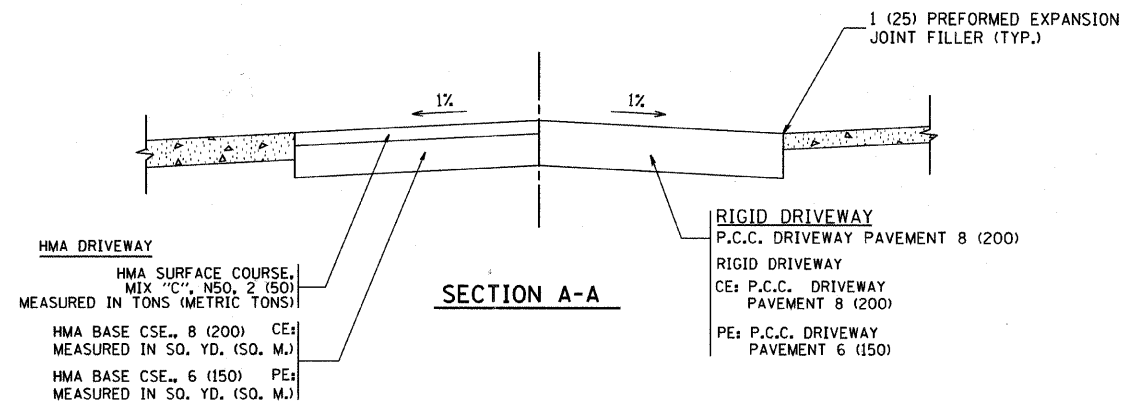
PLAN
10' (3.0 m) TO < 15' (4.5 m)



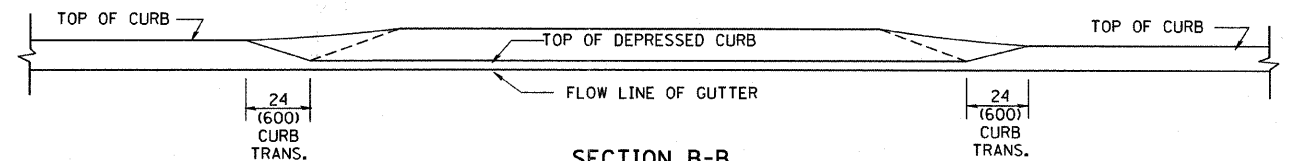
PLAN
6' (1.8 m) TO < 10' (3.0 m)



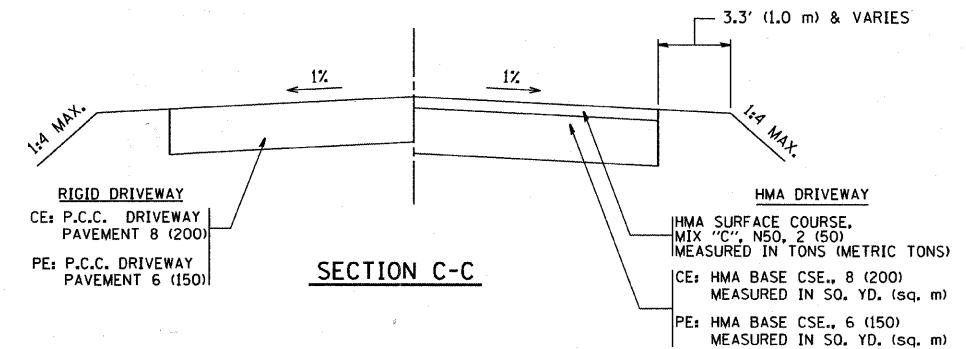
PLAN
6' (1.8 m) TO 10' (3.0 m)



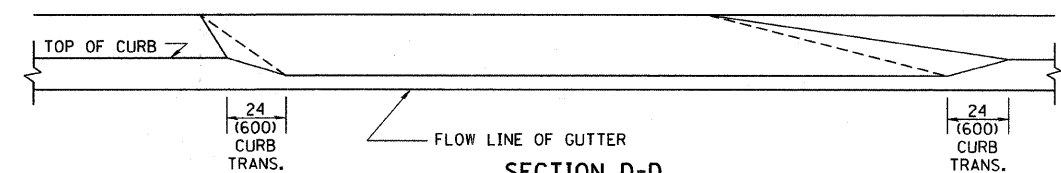
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

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

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

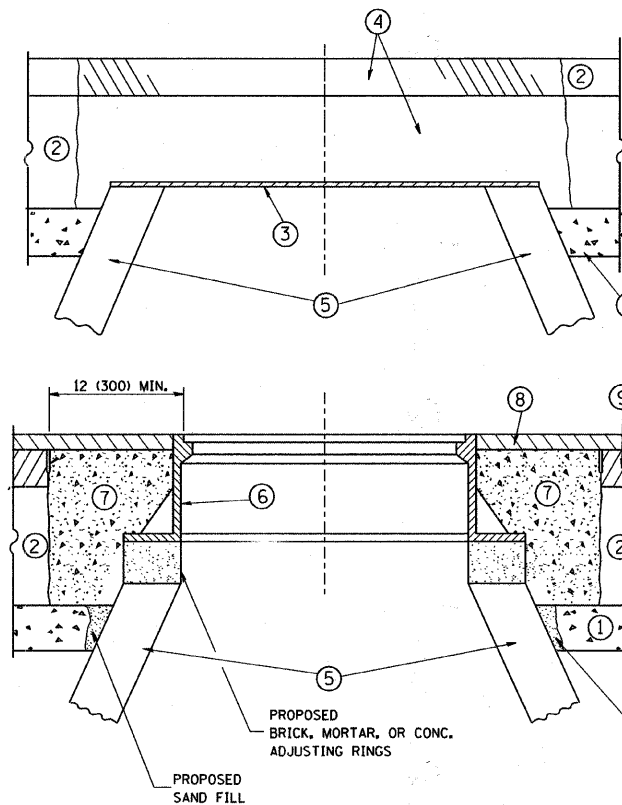
"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

FILE NAME = W:\dststd\22x34\bd02.dgn	USER NAME = goglianobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97
		DRAWN -	REVISED - M. GOMEZ 04-06-01
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - P. LaFLEUR 04-15-03
	PLOT DATE = 1/4/2008	DATE - 11-06-95	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)		2552	10-00148-00-RS	DuPAGE	24	14
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 63506		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

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

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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"
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.

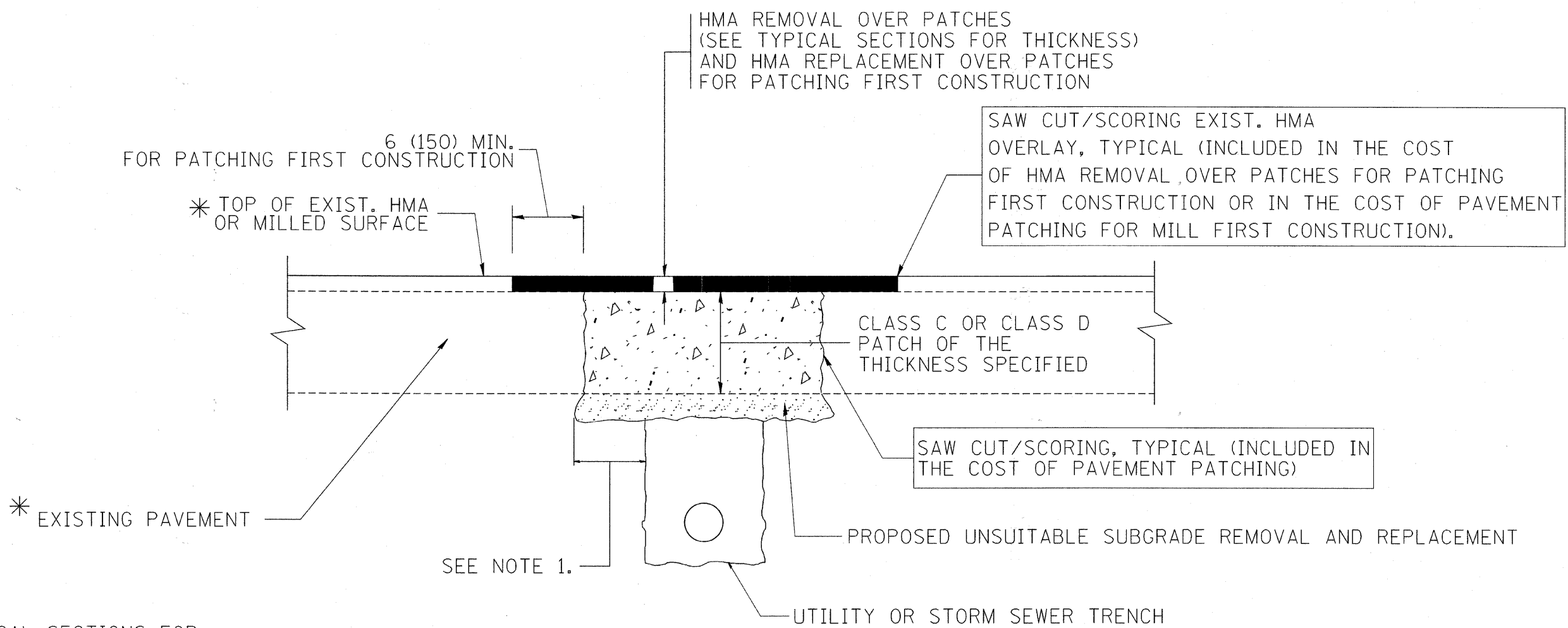
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\dststd\22x34\bd08.dgn	USER NAME = geglent	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
		DRAWN -	REVISED - A. ABBAS 03-21-97
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	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	2552	10-00148-00-RS	DuPAGE	24	15
		BD600-03 (BD-8)		CONTRACT NO. 63506		
		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)

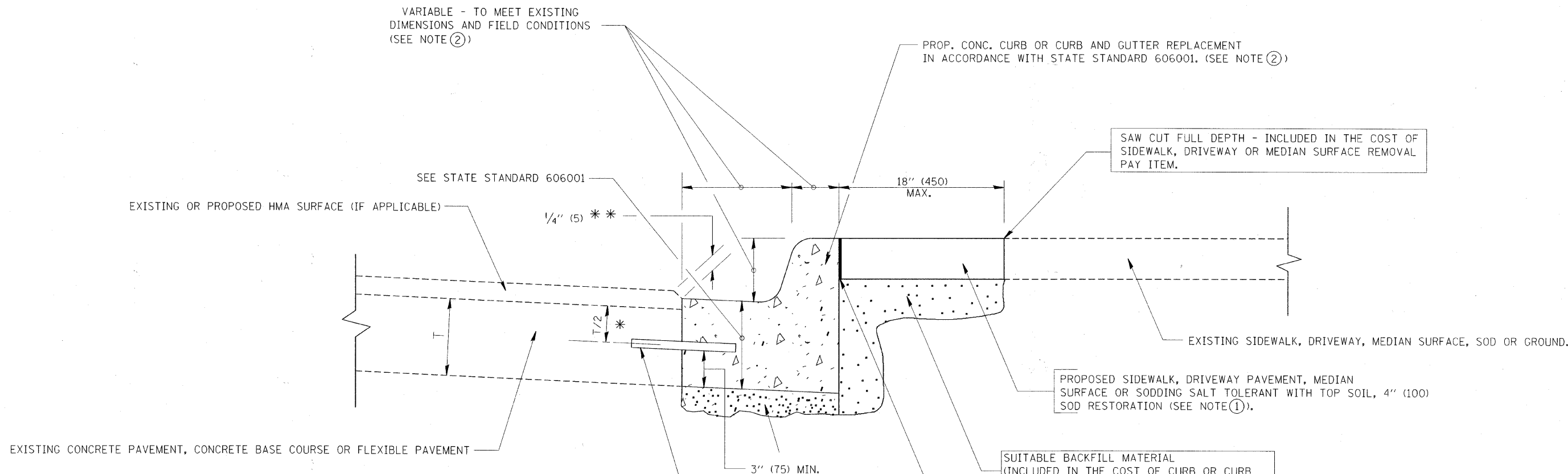
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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:\projects\diststd22x34\bd22.dgn	USER NAME = bouerdj	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	2552	10+00148-00-RS	DuPAGE	24	16
		PLOT SCALE = 50,000 ' / IN.	CHECKED -		REVISED - R. BORO 09-04-07				BD400-04 (BD-22)		CONTRACT NO. 63506		
		PLOT DATE = 10/27/2008	DATE - 10-25-94		REVISED - K. ENG 10-27-08				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

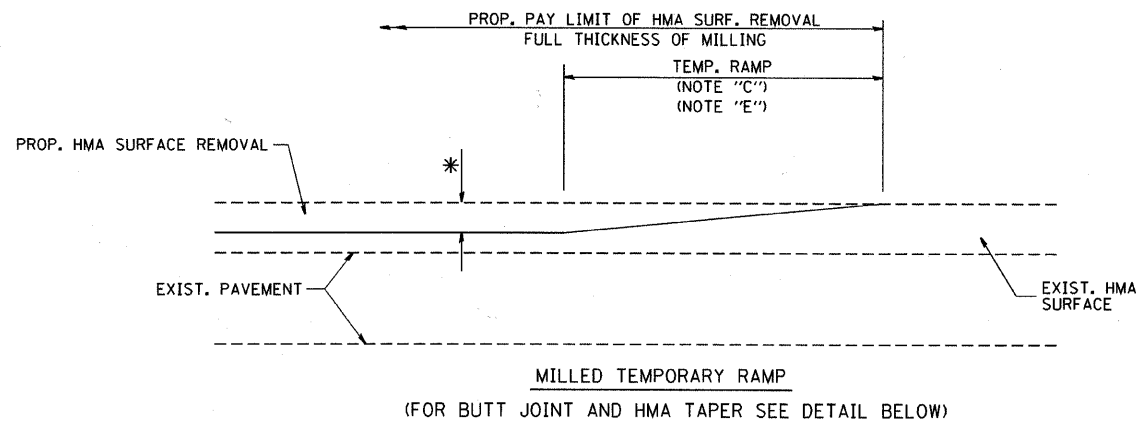
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

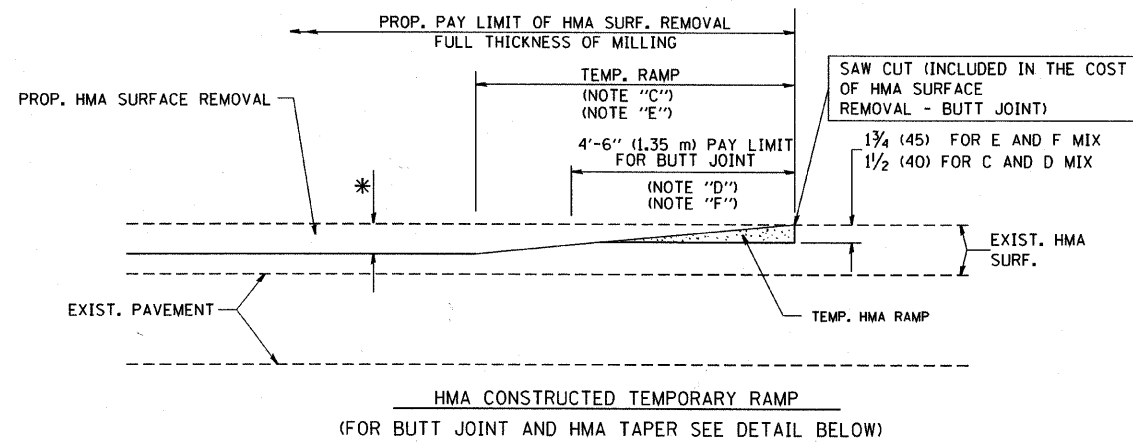
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

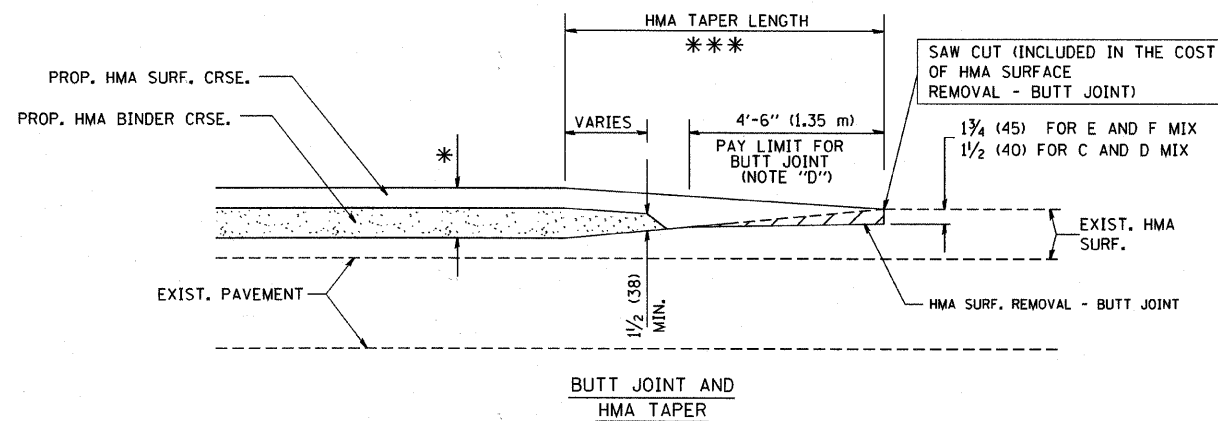
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ca\pw\work\pwsdot\drvakosgn\d2188315\bd24.dgn	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97			2552	10-00148-00-RS		24	17
PLOT DATE = 12/15/2009	DATE = 03-11-94	CHECKED -	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)		CONTRACT NO. 63506		
		DATE = 03-11-94	REVISED - R. BORO 12-15-09			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



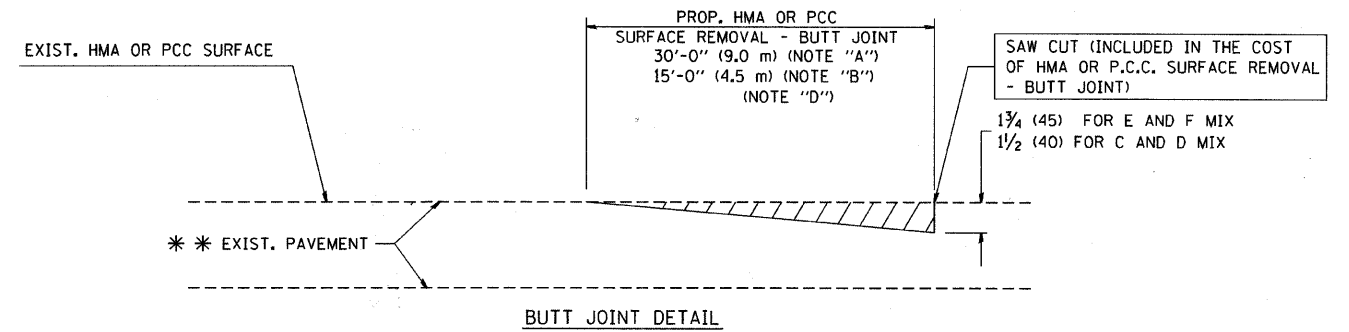
OPTION 1



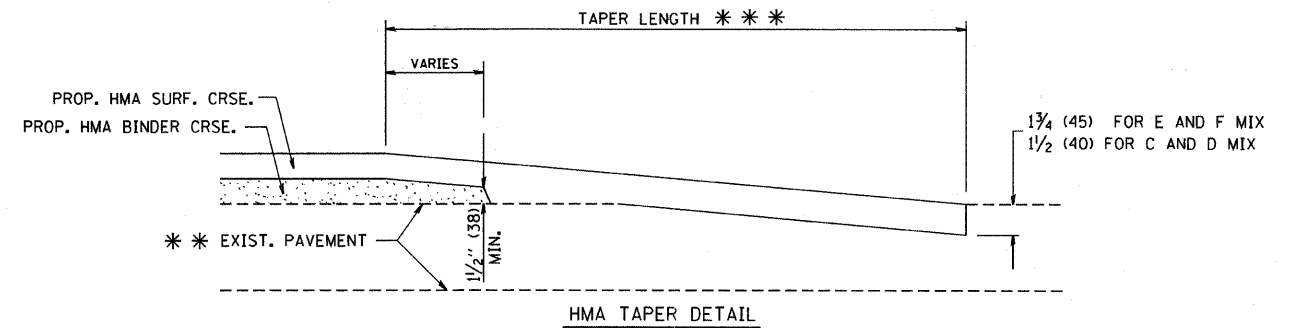
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



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:

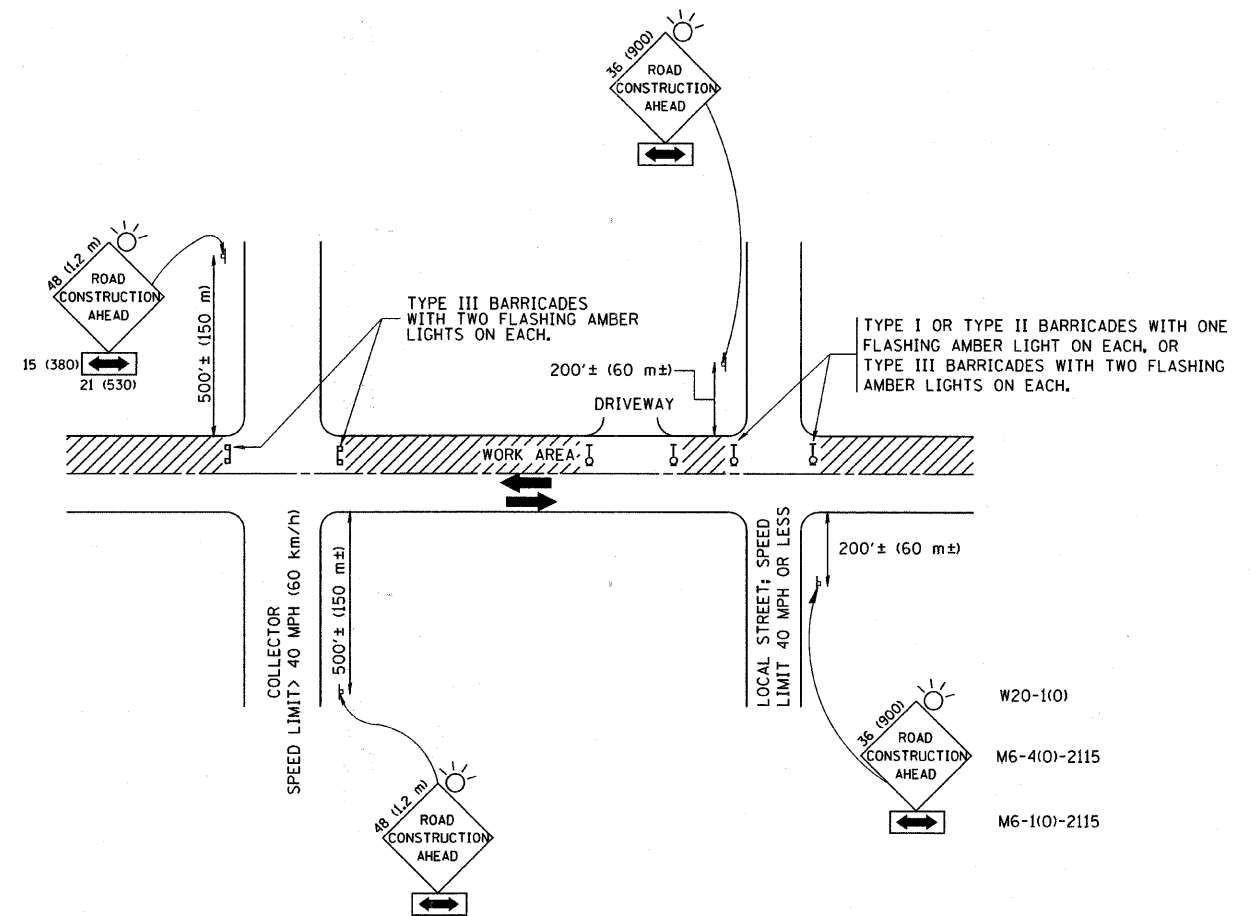
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

FILE NAME = W:\dststd\22x34\bd32.dgn	USER NAME = gegljanobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.
F.A.U. RTE. 2552	SECTION 10-00148-00-RS	COUNTY DuPAGE	TOTAL SHEETS 24	SHEET NO. 18	
BD400-05 BD32			CONTRACT NO. 63506		
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.

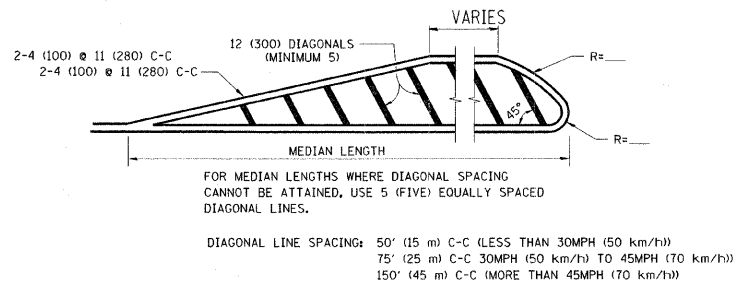
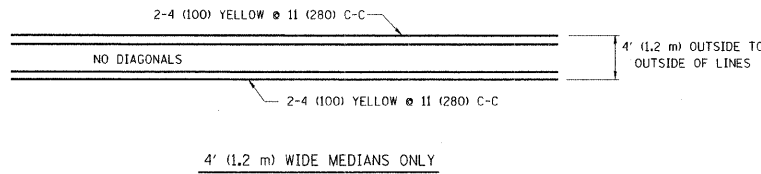
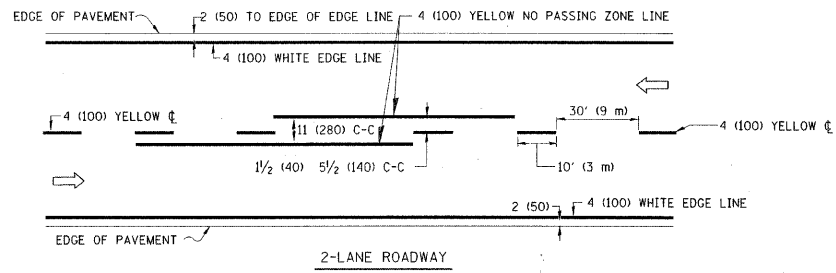
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

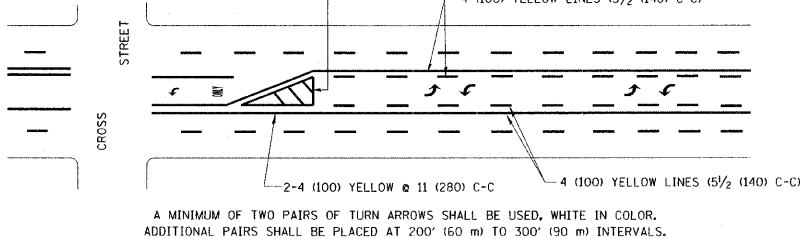
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 63506	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

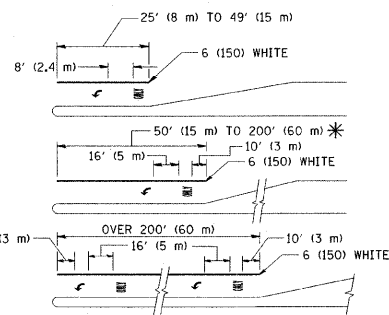


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

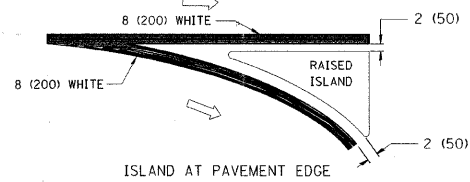
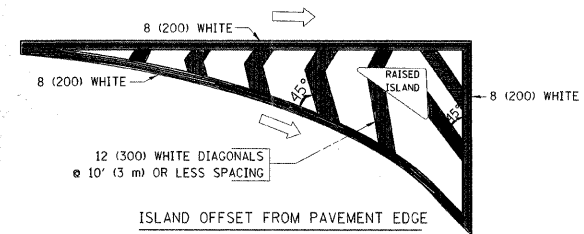


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

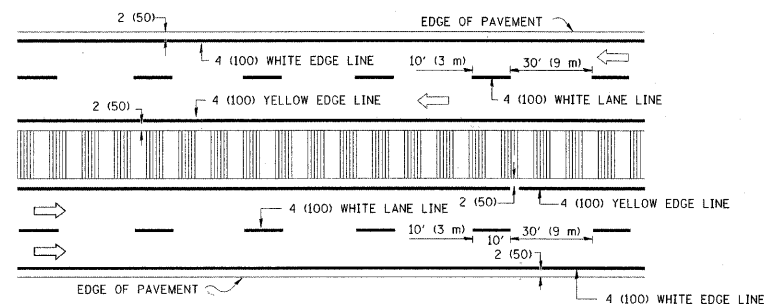
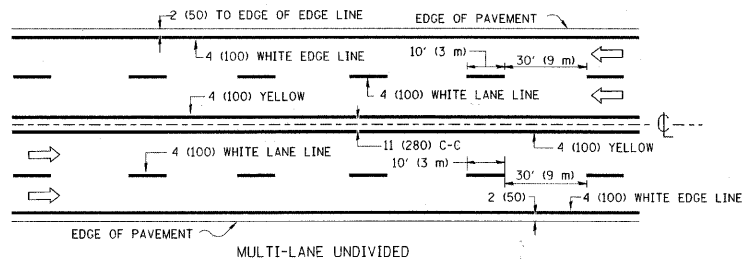
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

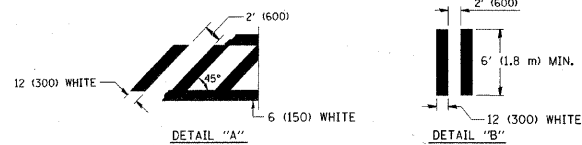
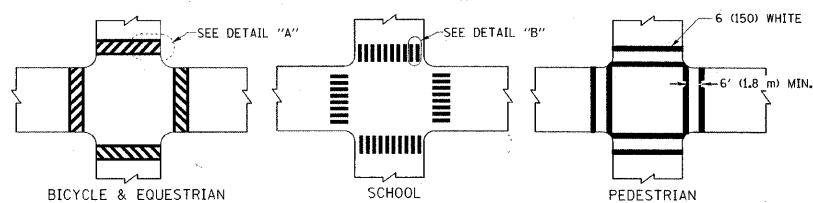


TYPICAL ISLAND MARKING



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

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK 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	5/2 (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) LINES FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 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.

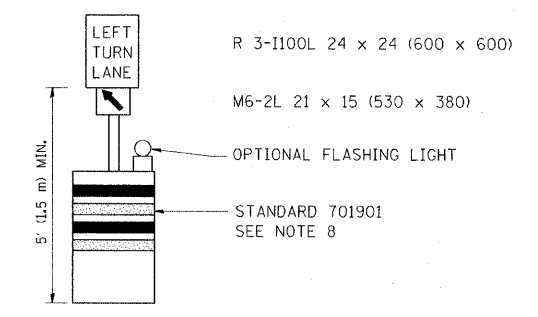
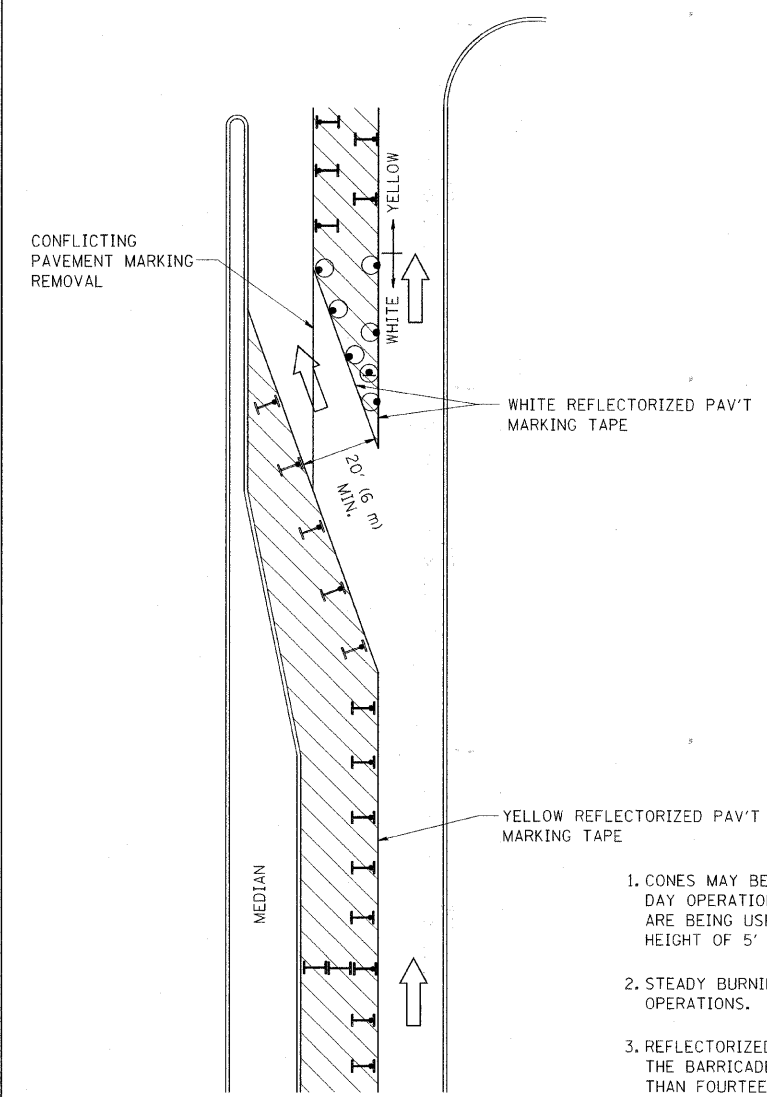
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PLOT SCALE = 50.0000 "/ IN.		CHECKED -	REVISED -
PLOT DATE = 9/9/2009		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2652	10-00148-00-RS	DuPAGE	24	20
TC-13		CONTRACT NO. 63506		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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


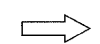






GENERAL NOTES

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

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

LEGEND

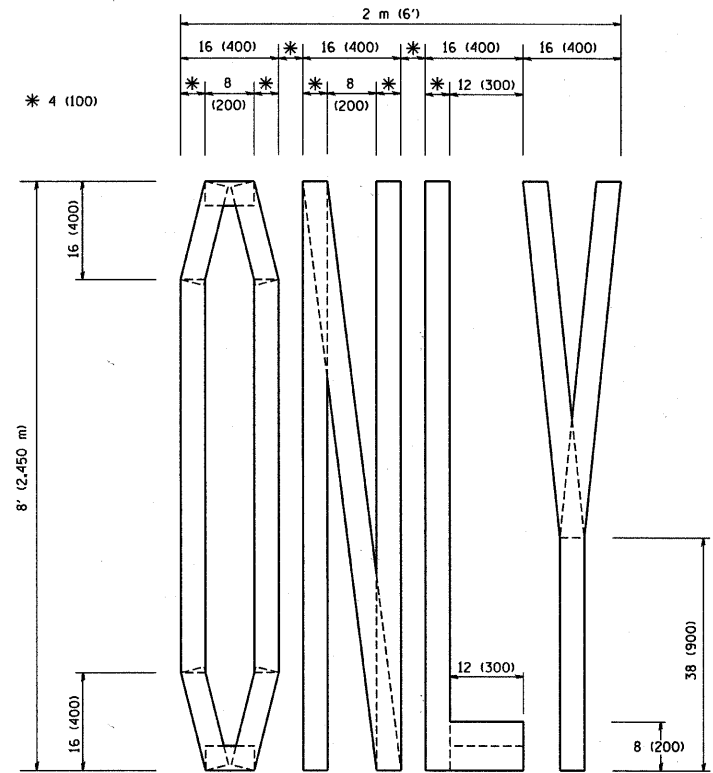
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = drivakosgn	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
cs:\pwork\PWIDOT\DRIVAKOSGN\0100315\14.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
PLOT SCALE = 49.9999' / IN.		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT DATE = 9/14/2009		REVISED - T. RAMMACHER 01-06-00	REVISED -

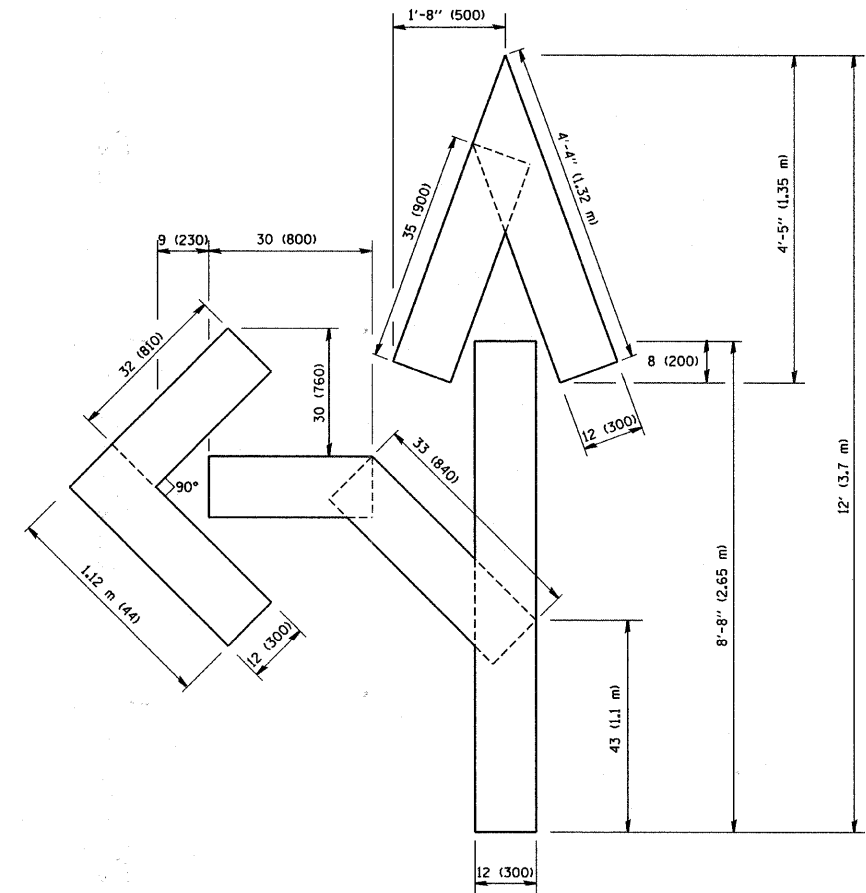
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

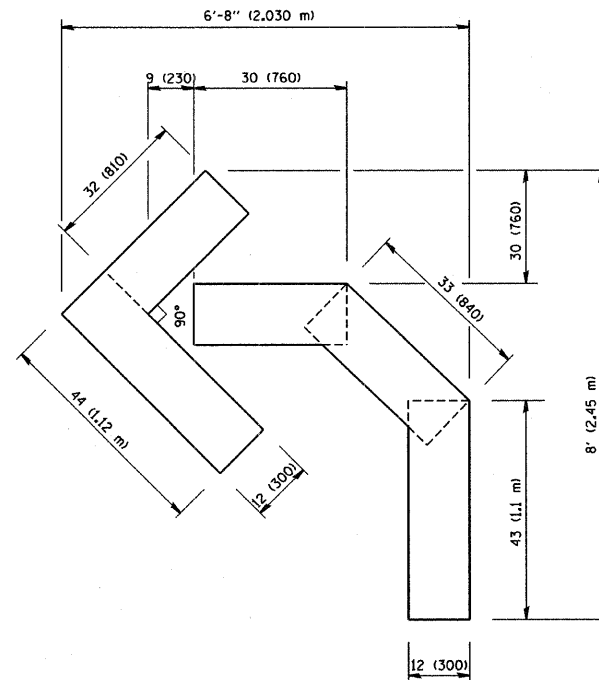
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DuPAGE	24	21
TC-14		CONTRACT NO. 63506		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

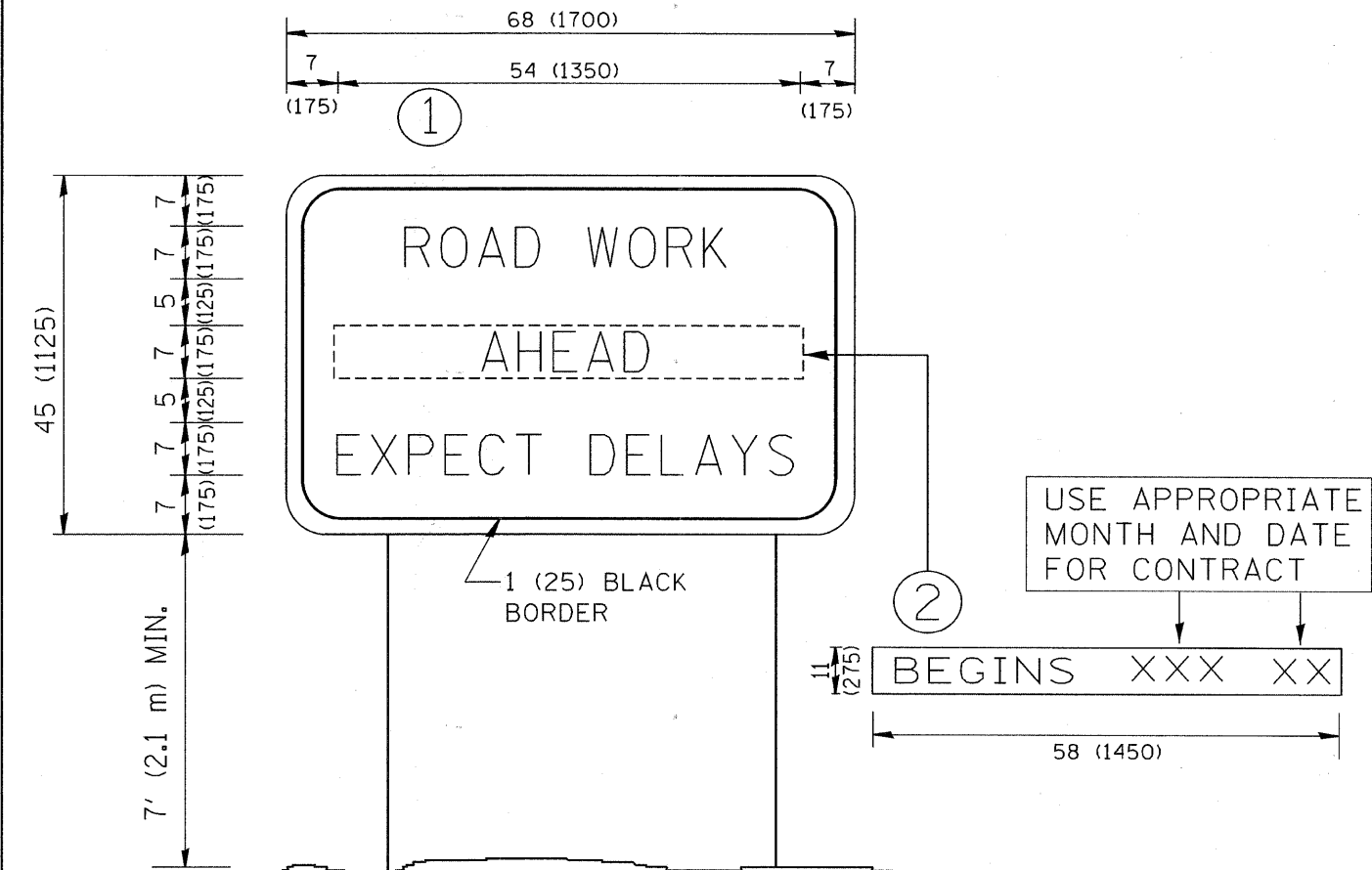
FILE NAME = W:\dststd\22x34\tcl6.dgn	USER NAME = geglienobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50,0000 "/ IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DuPAGE	24	22
TC-16		CONTRACT NO. 63506		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = geglent	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**

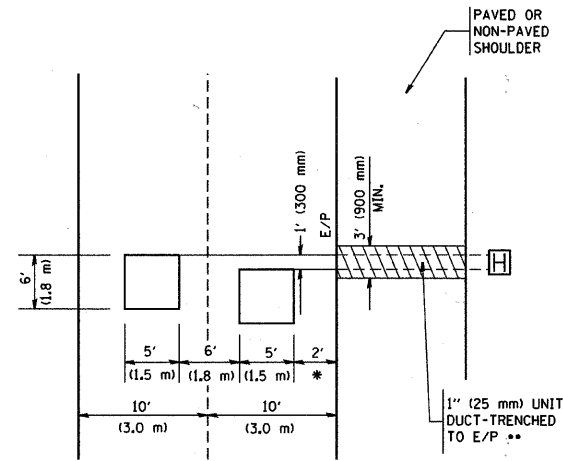
**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2552	10-00148-00-RS	DuPAGE	24	23
TC-22			CONTRACT NO. 63506	
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.

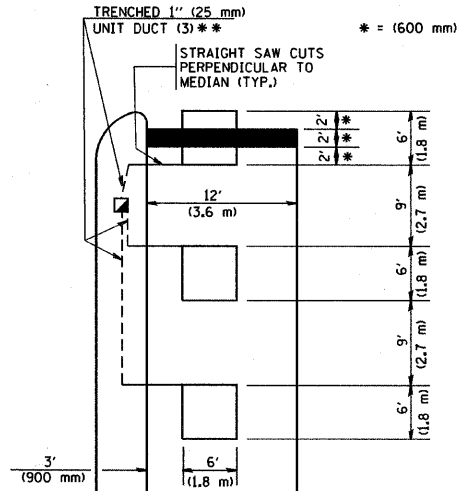


* = (600 mm)

** 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)**

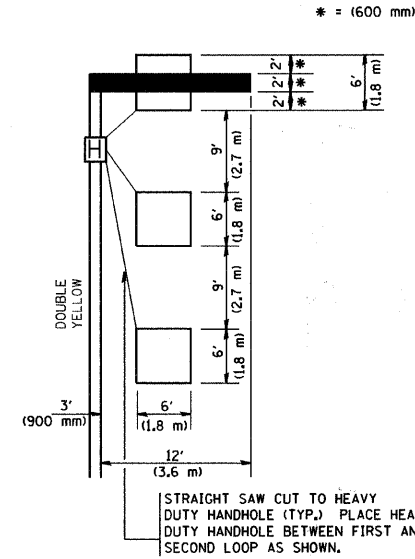
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

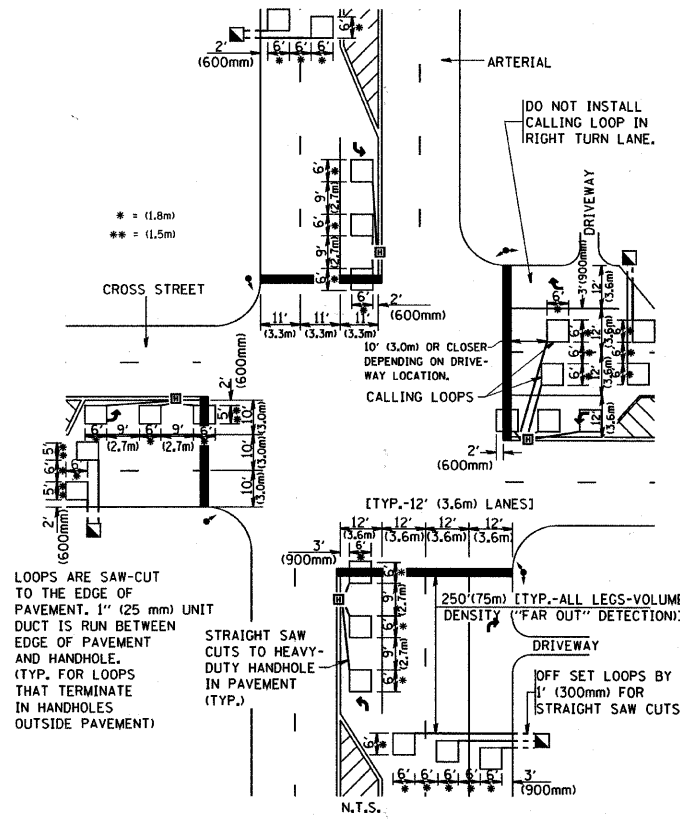
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



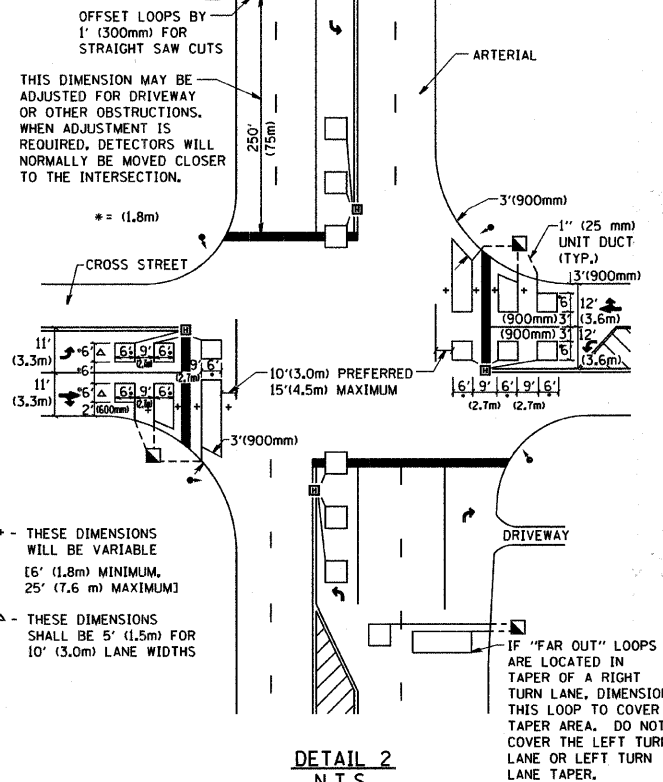
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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:\dststd\22x34\ts07.dgn	USER NAME = goglianob	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING				F.A.J. RTE. 2552	SECTION 10-00148-00-RS	COUNTY DuPAGE	TOTAL SHEETS 24	SHEET NO. 24
PLOT SCALE = 50,0000 / IN.	PLOT DATE = 1/4/2008	CHECKED - DATE -	REVISED - REVISED -					SCALE: NONE				SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	