9-18-09 Letting, Item 091

FAU RTE 1369	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCHICK RD.	09-00057-00-RS	DUPAGE	15	1
F.H.W.A. REG.	ILLINOIS	PROJECT NO. ARA-9003(440)		

CONTRACT NO. 63252

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

SCHICK ROAD (FAU 1369)
[FROM LORRAINE CIRCLE (FAU 2575) TO GARY AVE]
LAPP RESURFACING
PROJECT NO. ARA-9003(440)
SECTION NO. 09-00057-00-RS
VILLAGE OF BLOOMINGDALE
DUPAGE COUNTY
JOB NO. C-91-871-09

INDEX OF SHEETS

IMPROVEMENT BEGINS STA. 5+50

TOWNSHIP 40N RANGE 10E, 3RD P.M.

IMPROVEMENT ENDS STA. 63+75

LOCATION MAP NOT TO SCALE

LOCATION OF SECTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

APPROVED 7/20/09
VILLAGE OF BLOOMINGDALE

PASSED July 22, 2009
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW July 22, 2009
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGN & SEAL

BRIAN P. SISCO 62-57624 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
exp 11-09

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FOR UNDERGROUND UTILITY LOCATIONS CALL
J.U.L.I.E.
TOLL FREE
TEL 1-800-892-0123

REDUCED SIZE PLANS WILL NOT CONFORM TO STANDARD SCALES.

LENGTH OF IMPROVEMENT
GROSS AND NET = 5922 FT. = 1.12 MILES

2008 ADT = 25,000
DESIGN & POSTED SPEED LIMIT = 35 MPH

CONTRACT NO. 63252

PREPARED BY: VILLAGE OF BLOOMINGDALE
201 S. BLOOMINGDALE RD.
BLOOMINGDALE ILLINOIS 60108
(630) 893-7073

FIELD ENGINEER: MARILIN SOLOMON 847-705-4407

FAU RTE 1369	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCHICK RD.	09-00057-00-RS	DUPAGE	15	2
F.H.W.A. REG.	ILLINOIS	PROJECT NO. ARA-9003(440)		

CONTRACT NO. 63252

GENERAL NOTES

- ALL REFERENCES TO THE "VILLAGE" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE VILLAGE OF BLOOMINGDALE.
- ALL REFERENCES TO "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 ON JANUARY 1, 2007.
- PAVEMENT GRADES. THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE INDICATED.
- PUBLIC OR PRIVATE UTILITIES. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE AND ITS ENGINEER DO NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM. IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 105.07 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 THE CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE "STANDARD SPECIFICATIONS".
- SIGNS. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND THE SPECIAL PROVISION ENTITLED "TRAFFIC CONTROL AND PROTECTION".
- LOCATIONS OF DRAINAGE STRUCTURES. THE STATION/OFFSET/ELEVATION NOTED FOR ALL PROPOSED DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR WILL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME IN ITS PROPER LOCATION. ALL OTHER STRUCTURE OFFSETS ARE TO THE CENTER OF STRUCTURE.
- TOP OF FRAME ELEVATIONS. PROPOSED TOP OF FRAME (T/F) ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF EACH STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREAS IN WHICH THEY ARE LOCATED, AS PART OF THE COST OF THE STRUCTURE.
- DAMAGE TO SEWER AND WATER SERVICES. ALL SEWER AND WATER SERVICES CROSSED BY NEW STORM SEWERS SHALL BE PROPERLY LOCATED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO SAID SEWERS NOT CONSIDERED TO BE IN CONFLICT WITH THE PROPOSED STORM SEWER SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- CONCRETE BREAKERS
  When removing curb, curb and gutter, pavement, sidewalk or any other structure, the Contractor shall take every precaution necessary to ensure he will not damage underground public or private utilities. Under no circumstances will the use of a frost ball concrete breaker be allowed.
- DISPOSAL OF SURPLUS MATERIAL
  The Contractor is prohibited from burning any material within or adjacent to the improvement.
  All excess or waste material shall either be hauled away from the site of the improvement by the Contractor and deposited at locations provided by him, or disposed of within the right of way in a manner other than burning, subject to the approval of the Engineer.
  No extra compensation will be allowed the Contractor for any expense incurred by complying with the requirements of this Special Provision.
- ACCESS TO ABUTTING PROPERTY. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ABUTTING PROPERTY DURING THE CONSTRUCTION OF THIS PROJECT EXCEPT FOR PERIODS OF SHORT DURATION, AS APPROVED BY THE ENGINEER.
- PERSONNEL SAFETY. ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR A FLUORESCENT ORANGE VEST AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PROTECTIVE COAT. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACES AND TOPS OF CURBS, SIDEWALKS, AND P.C.C. DRIVEWAYS.
- MONUMENTS. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- EXISTING SIGNS. THE CONTRACTOR SHALL REMOVE EXISTING SIGNS IN CONFLICT WITH PROPOSED CONSTRUCTION, STORE THEM IN PROTECTED LOCATIONS DURING CONSTRUCTION, AND REINSTALL THEM AFTER CONSTRUCTION AT THE DIRECTION OF THE ENGINEER AND AT NO ADDITIONAL COST TO THE CONTRACT. DAMAGE TO EXISTING SIGNS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- DEPRESSED CURB. PROPOSED CURB SHALL BE DEPRESSED AT ALL SIDEWALK AND DRIVEWAY LOCATIONS AS DETERMINED BY THE ENGINEER.

GENERAL NOTES

- ALL CURB & GUTTER, SIDEWALK, PCC DRIVEWAY REMOVAL AND REPLACEMENT SECTIONS AND CLASS B PATCH AREAS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER, HOWEVER THEY ARE NOT TO EXCEED THE QUANTITY LISTED IN THE SUMMARY OF QUANTITIES.
- SAWING ASPHALT OR CONCRETE FOR REMOVAL ITEMS
  The work shall consist of sawing joints in the existing roadway, hma surface, driveway pavement, curb and gutter and sidewalk in order to separate those portions to be removed from those which will remain in place. This work shall be performed at the locations specified on the plans and/or as otherwise designated by the Engineer. In areas of full depth removal, the saw cuts shall also be full depth.
  The Contractor will be required to saw vertical cuts so as to form clean vertical joints. Should the Contractor deface any edge, a new sawed joint shall be provided and any additional work, including removal and replacement, will be done at the Contractor's expense.
  It is the Contractor's responsibility to determine the thickness of the existing pavement and whether or not it contains reinforcement.
  This work will not be paid for separately, but shall be considered incidental to the removal items for which the sawing is required.
- RESPONSIBILITY FOR VANDALISM
  The Contractor shall be responsible for the defacement of any concrete pours before they have set up. Concrete sidewalk, driveway pavement or curb and gutter that has been defaced, in the opinion of the Engineer, shall be repaired or removed and replaced by the Contractor at his expense.
- WATER FOR CONSTRUCTION & USE OF FIRE HYDRANTS
  Any use or attempt to access a fire hydrant within the Village without the engineers consent is strictly prohibited. Water may be obtained using a hyrdrant meter, and an account shall be arranged with the Village Services Department prior to obtaining water.
- INLET TYPE A and STORM SEWER TYPE 1 RCP
  Quantity for these pay items have been provided if it is determined during construction that an additional drainage structure will be neccesary
- PROJECT STATIONING
  The Project Stationing increases from East to West.

HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABB. & PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
442101-07	CLASS B PATCHES
602301-02	INLET, TYPE A
604001-03	FRAME & LID, TYPE I
604016-02	FRAME & GRATE, TYPE 4
606001-04	CONCRETE CURB AND COMBINATION CONC. CURB AND GUTTER
701606-06	URBAN LANE CLOSURE, MULTI LN 2W
701801-04	LANE CLOSURE, MULTILANE, IW 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

PREPARED BY: VILLAGE OF BLOOMINGDALE
201 S. BLOOMINGDALE RD.
BLOOMINGDALE ILLINOIS 60108
(630) 893-7073

PROJECT NAME: 2009 SCHICK ROAD RESURFACING

GENERAL NOTES & HIGHWAY STANDARDS

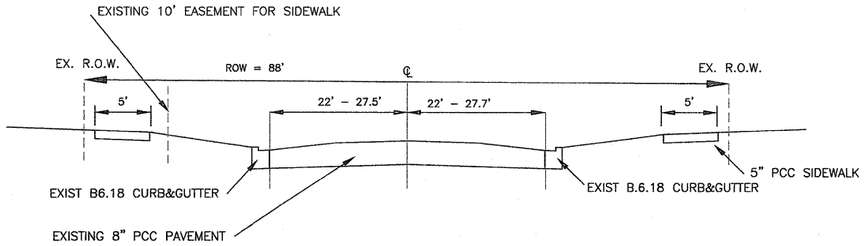
DATE: 12-12-08
SCALE: NTS
DRAWN BY: B.P.S.
APPROVED BY:

REVISIONS
1. _____ 4. _____
2. _____ 5. _____
3. _____ 6. _____

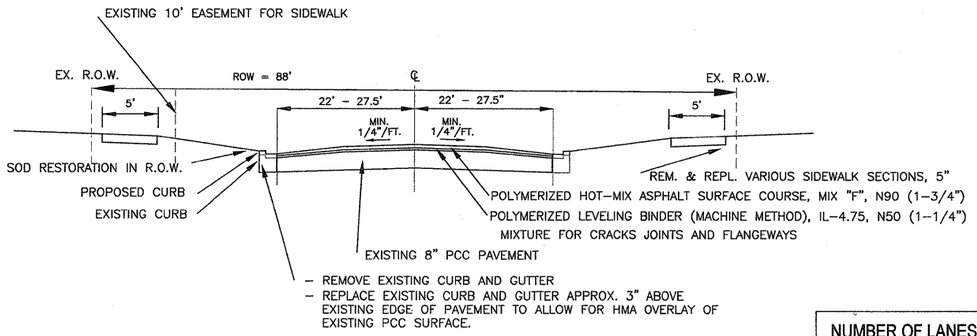
SHEET NO. 2/15

FAU RTE 1369	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCHICK RD.	09-00057-00-RS	DUPAGE	15	3
F.H.W.A. REG.	ILLINOIS	PROJECT NO. ARA-9003(440)		

CONTRACT NO. 63252

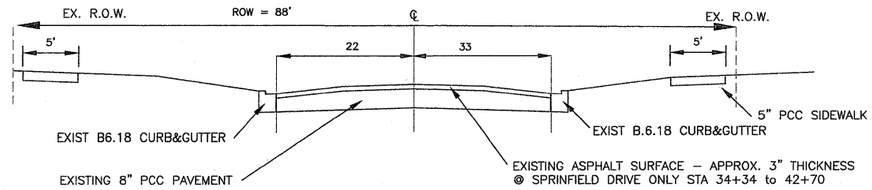


EXISTING TYPICAL SECTION (STA. 5+50 – STA. 25+00 & STA. 42+70 – STA. 63+75

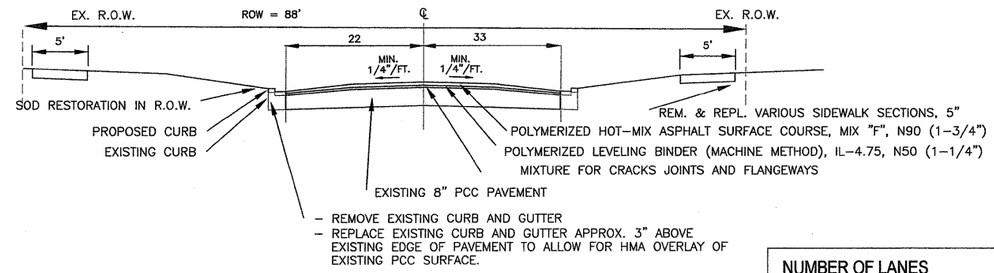


PROPOSED TYPICAL SECTION (STA. 5+50 – STA. 25+00 & STA. 42+70 – STA. 63+75

NUMBER OF LANES
(4) Sta. 5+50 - 25+50
(5) Sta. 25+50 - 56+00, 61+00 - 63+75
(6) Sta. 56+00 - 61+00

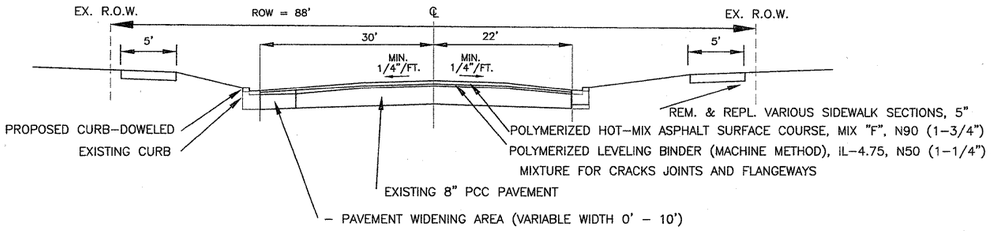


EXISTING TYPICAL SECTION (STA. 25+00 to 42+70)

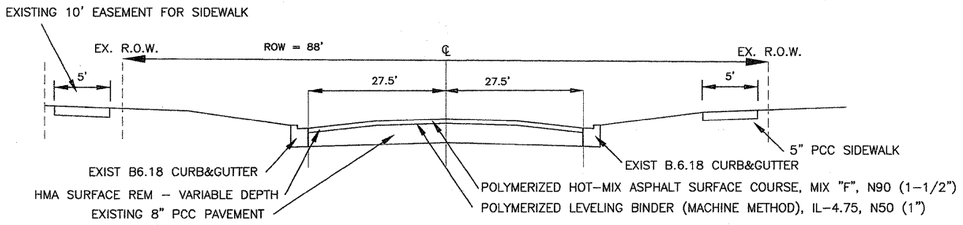


PROPOSED TYPICAL SECTION (STA. 25+00 to 34+34)

NUMBER OF LANES
(4) Sta. 5+50 - 25+50
(5) Sta. 25+50 - 56+00, 61+00 - 63+75
(6) Sta. 56+00 - 61+00



PROPOSED TYPICAL SECTION OF WIDENING (STA. 27+00 – 25+00)



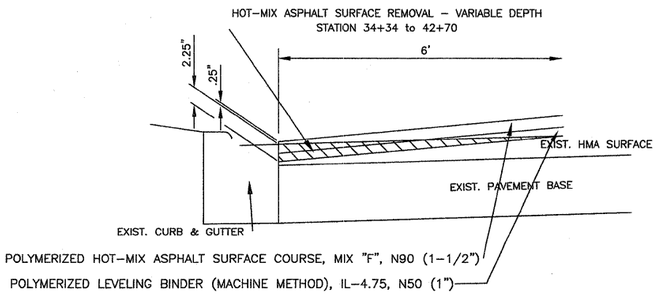
PROPOSED TYPICAL SECTION (STA. 34+34 – 42+70)

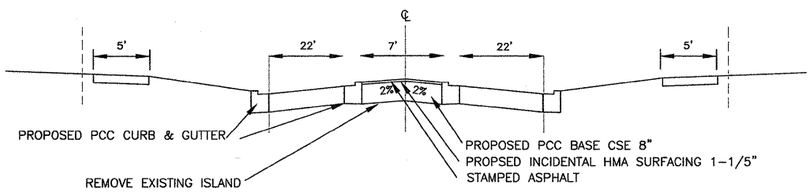
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

RESURFACING	AC TYPE	VOIDS
POLYMERIZED HOT–MIX ASPHALT SURFACE COURSE, MIX "F", N90	SBS/SBR 70-22	4% @ 90 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL–4.75,N50	SBS/SBR PG 76-28/-22	4% @ 50 Gyr.

INCIDENTAL HMA SURFACING	AC TYPE	VOIDS
HOT–MIX ASPHALT SURFACE COURSE, MIX "C", N50	PG 64-22	4% @ 50 Gyr.

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





PROPOSED ISLAND

NOTE:
SIDEWALK R&R AND PATCHING LOCATIONS TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE RE.

DETECTABLE WARNING ARE PROPOSED AT EACH CROSSWALK

PREPARED BY: VILLAGE OF BLOOMINGDALE 201 S. BLOOMINGDALE RD. BLOOMINGDALE ILLINOIS 60108 (630) 893–7073	PROJECT NAME: 2009 SCHICK ROAD RESURFACING TYPICAL SECTIONS	DATE: 12–12–08 SCALE: NTS DRAWN BY: B.P.S. APPROVED BY:	REVISIONS 1. 4. 2. 5. 3. 6.	SHEET NO. 3 / 15

FAU RTE 1369	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCHICK RD.	09-00057-00-RS	DUPAGE	15	4
F.H.W.A. REG.	ILLINOIS	PROJECT NO. ARA-9003(440)		

CONTRACT NO. 63252

	CODE NO.	ITEM	UNIT	QUANTITY 1000	NON-PARTICIPATING ITEM	
	20200500	EARTH EXCAVATION, (WIDENING)	CU YD	50		
	20400800	FURNISHED EXCAVATION	CU.YD.	60		
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	8000		
	25000400	NITROGEN FERTILZER NUTRIENT	POUND	150		
	25000500	PHOSPHOROUS FERTILIZER NUTRIENT	POUND	150		
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	150		
	25200110	SODDING, SALT TOLERANT	SQ YD	8000		
	25200200	SUPPLEMENTAL WATERING	UNITS	10		
	35300300	PORTLAND CEMENT CONCRETE BASE COURSE 8"	SQ YD	280		
	35400300	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 8"	SQ YD	130		
	40600895	CONSTRUCTING TEST STRIP	EACH	1		
	40600982	HOT-MIX ASPHALT SURFACE REM.- BUTT JOINT	SQ YD	500		
	40800010	BITUMINOUS MATERIALS (PRIME COAT)	GAL	1653		
	40800030	AGGREGATE (PRIME COAT)	TON	33		
	40600400	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	80		
	40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	3240		
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	150		
	42001300	PROTECTIVE COAT	SQ YD	4686		
	42300710	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH (SPECIAL)	SQ YD	120		○
	42400800	DETECTABLE WARNINGS	SQ FT	350		
	44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1200		○
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	120		
	44001700	COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT	FOOT	12700		○
	44002800	ISLAND PAVEMENT REMOVAL	SQ YD	975		○
	44004610	SIDEWALK REMOVAL & REPLACEMENT (SPECIAL)	SQ FT	2500		○
	44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	1200		
	44200942	CLASS B PATCHES, TYPE III, 8 INCH	SQ YD	2400		
	44200944	CLASS B PATCHES, TYPE IV, 8 INCH	SQ YD	2200		
	55019500	STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 12"	FOOT	8		
	60234200	INLET,TYPE A, TYPE 1 FRAME AND OPEN LID	EACH	1		
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	27		
	60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	16		○
	60404400	FRAMES AND GRATES, TYPE 4	EACH	1		
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1		
	67100100	MOBILIZATION	L SUM	1		
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1		
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		
	70300100	SHORT-TERM PAVEMENT MARKINGS	FOOT	50000		
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	500		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	24000		
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3500		
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	300		
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	200		
*	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	1		
*	88600600	DETECTOR LOOP RELACEMENT	FOOT	500		○
	Z0075300	TIE BARS	EACH	1750		○
	Z0017202	DOWEL BARS 1 1/2"	EACH	1250		○
△	Z007600	TRAINEES	HOUR	500		
	X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2314		
*	XX006257	RECESSED REFLECTIVE PAVEMENT MARKERS	EACH	592		○
	X~~X008127~~	STAMPED ASPHALT	SQ YD		280	○

△ Y080

* SPECIALTY ITEM

○ SPECIAL PROVISION ASSOCIATED WITH THIS ITEM

PREPARED BY: VILLAGE OF BLOOMINGDALE
201 S. BLOOMINGDALE RD.
BLOOMINGDALE ILLINOIS 60108
(630) 893-7073

PROJECT NAME: 2009 SCHICK ROAD RESURFACING

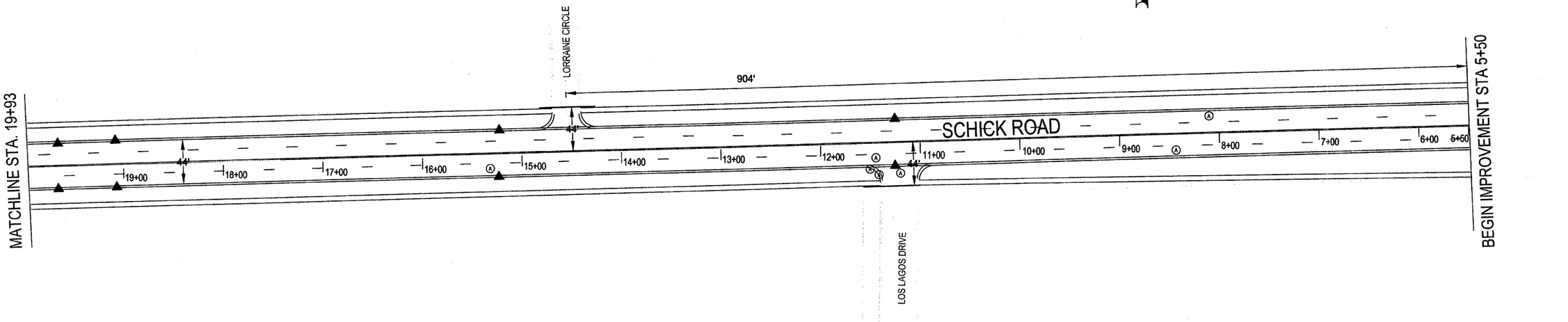
SUMMARY OF QUANTITIES

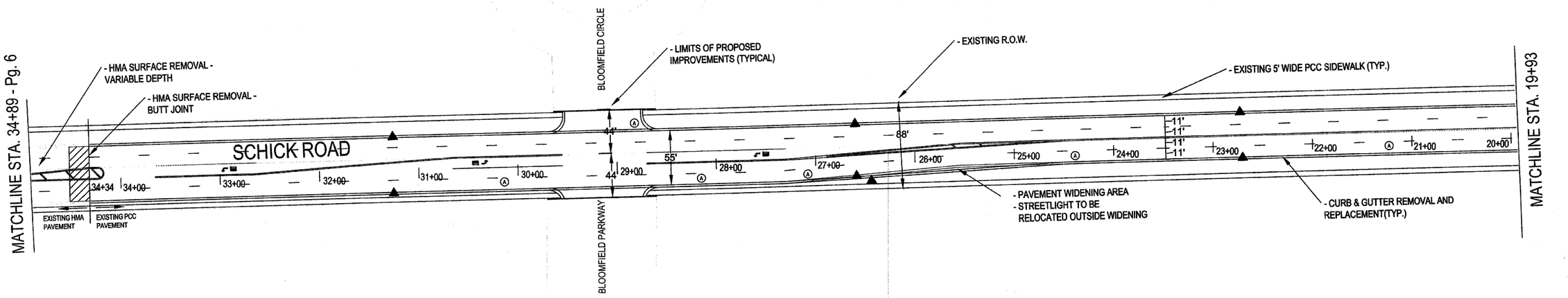
DATE: 12-12-08
SCALE: NTS
DRAWN BY: B.P.S.
APPROVED BY:

REVISIONS
1. _____ 4. _____
2. _____ 5. _____
3. _____ 6. _____

FAU RTE 1369	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCHICK RD.	09-00057-00-RS	DUPAGE	15	5
F.H.W.A. REG.	ILLINOIS	PROJECT NO. ARA-9003(440)		

CONTRACT NO. 63252





LEGEND

▲ = FRAME & GRATES TO BE ADJUSTED

Ⓐ = FRAME & LID TO BE ADJUSTED, SPECIAL

PREPARED BY: VILLAGE OF BLOOMINGDALE
201 S. BLOOMINGDALE RD.
BLOOMINGDALE ILLINOIS 60108
(630) 893-7073

PROJECT NAME: 2009 SCHICK ROAD RESURFACING
STORM SEWER & PAVING PLAN

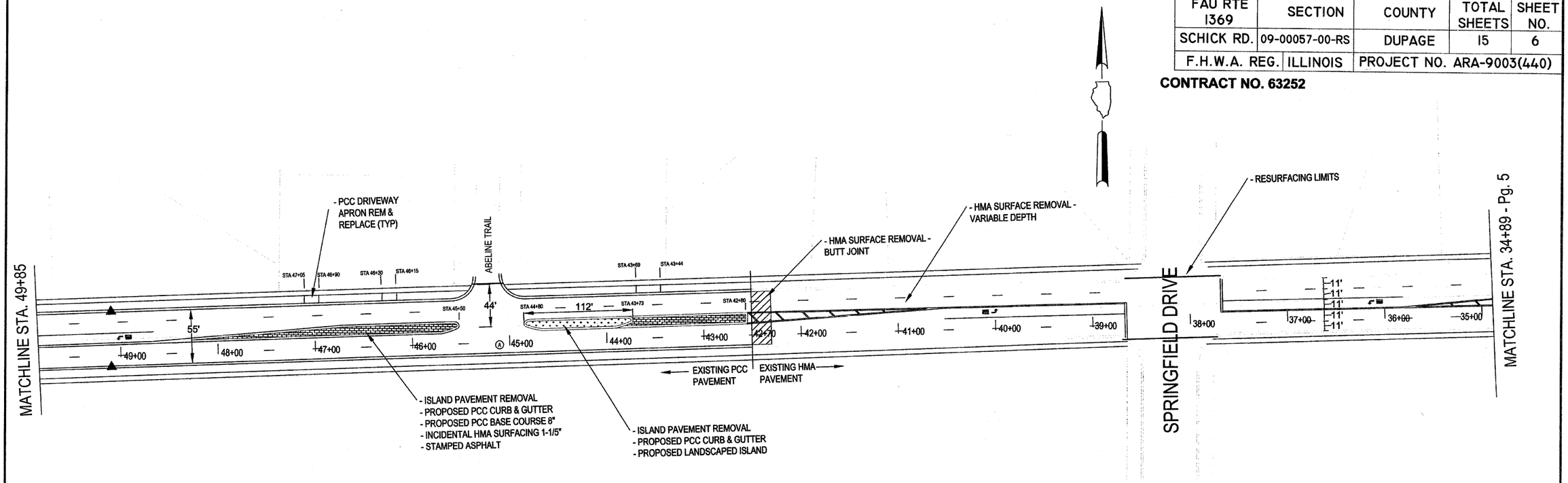
DATE: 12-12-08
SCALE: 1" = 50'
DRAWN BY: B.P.S.
APPROVED BY:

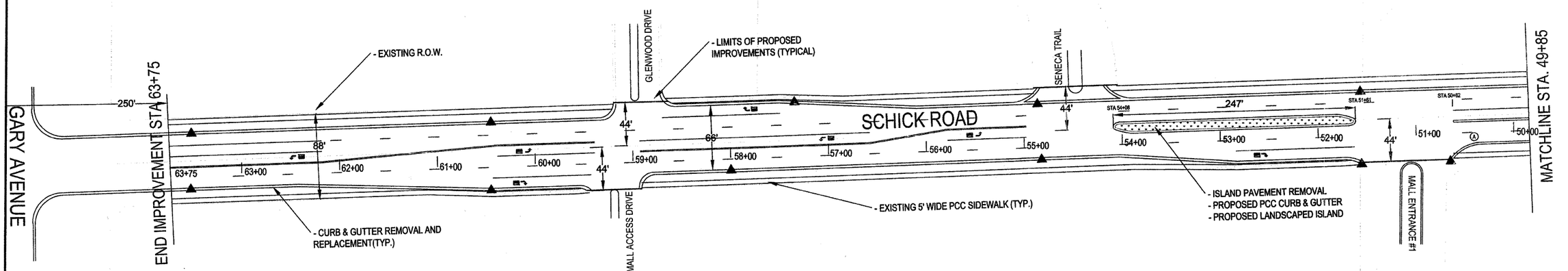
REVISIONS
1. 4.
2. 5.
3. 6.

SHEET NO. 5/15

FAU RTE 1369	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCHICK RD.	09-00057-00-RS	DUPAGE	15	6
F.H.W.A. REG.	ILLINOIS	PROJECT NO. ARA-9003(440)		

CONTRACT NO. 63252





LEGEND

▲ = FRAME & GRATES TO BE ADJUSTED

Ⓐ = FRAME & LID TO BE ADJUSTED, SPECIAL

PREPARED BY: VILLAGE OF BLOOMINGDALE
201 S. BLOOMINGDALE RD.
BLOOMINGDALE ILLINOIS 60108
(630) 893-7073

PROJECT NAME: 2009 SCHICK ROAD RESURFACING

STORM SEWER & PAVING PLAN

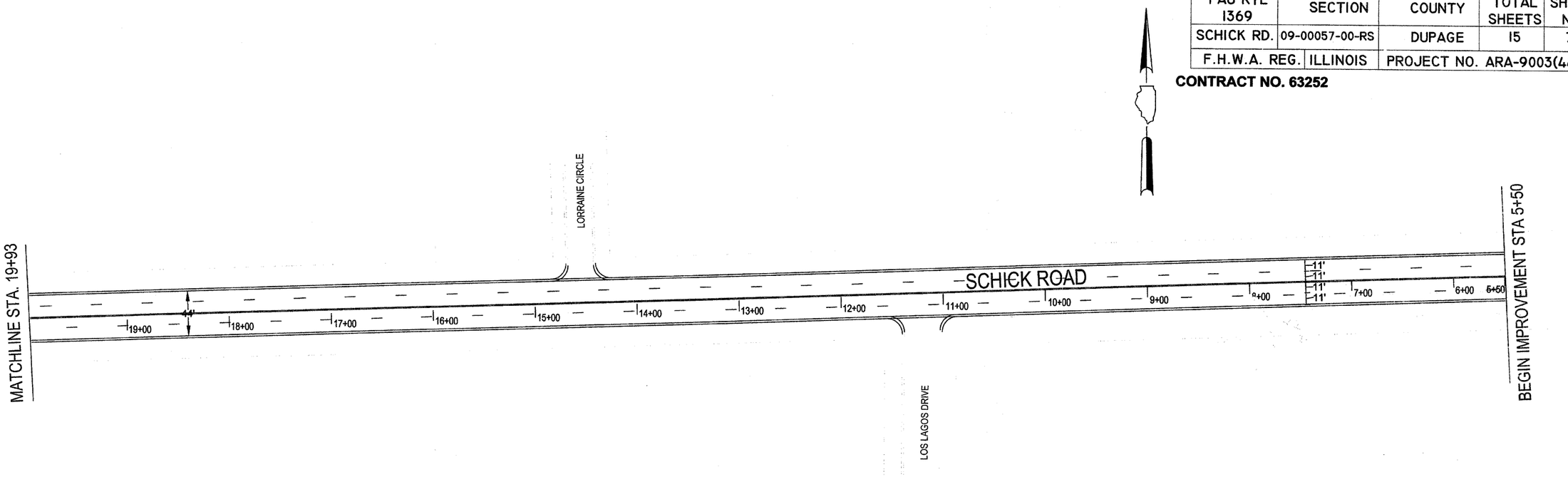
DATE: 12-12-08
SCALE: 1" = 50'
DRAWN BY: B.P.S.
APPROVED BY:

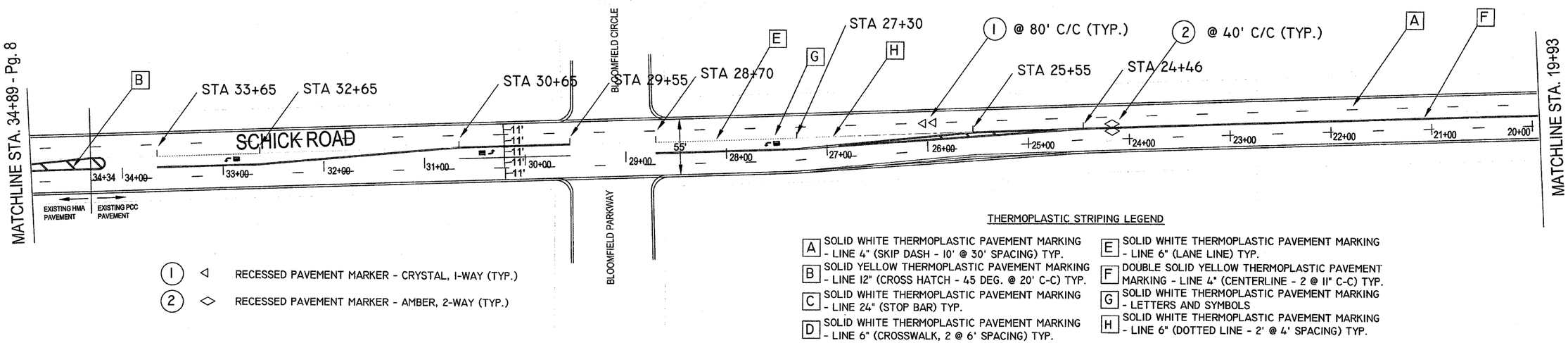
REVISIONS
1. 4.
2. 5.
3. 6.

SHEET NO. 6/15

FAU RTE 1369	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCHICK RD.	09-00057-00-RS	DUPAGE	15	7
F.H.W.A. REG.	ILLINOIS	PROJECT NO. ARA-9003(440)		

CONTRACT NO. 63252





THERMOPLASTIC STRIPING LEGEND

- A SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SKIP DASH - 10' @ 30' SPACING) TYP.
- B SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING - LINE 12" (CROSS HATCH - 45 DEG. @ 20' C-C) TYP.
- C SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 24" (STOP BAR) TYP.
- D SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (CROSSWALK, 2 @ 6' SPACING) TYP.
- E SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (LANE LINE) TYP.
- F DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING - LINE 4" (CENTERLINE - 2 @ 11" C-C) TYP.
- G SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- H SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (DOTTED LINE - 2' @ 4' SPACING) TYP.

PREPARED BY: VILLAGE OF BLOOMINGDALE
201 S. BLOOMINGDALE RD.
BLOOMINGDALE ILLINOIS 60108
(630) 893-7073

PROJECT NAME: 2009 SCHICK ROAD RESURFACING
STRIPING PLAN

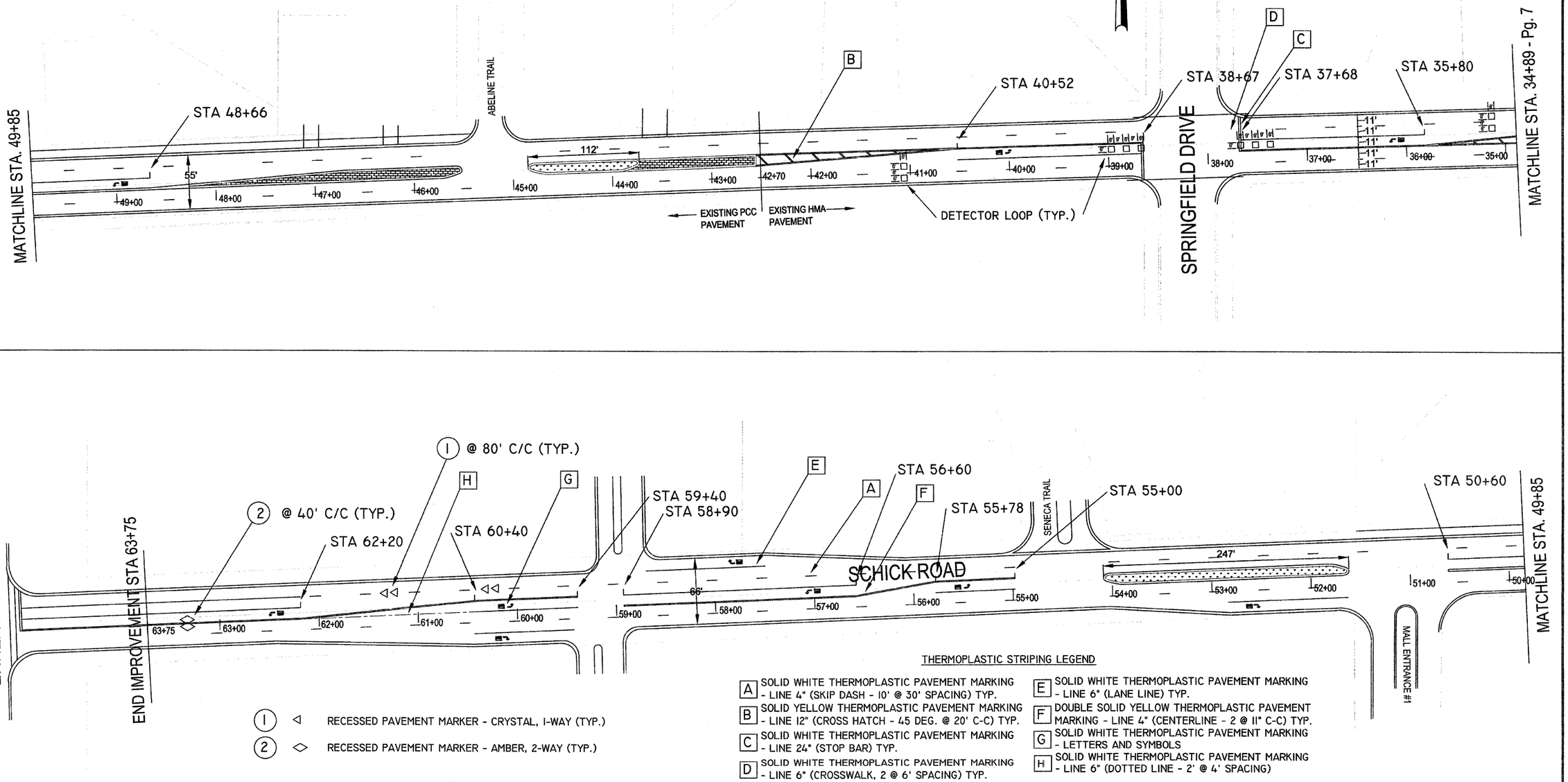
DATE: 12-12-08
SCALE: 1" = 50'
DRAWN BY: B.P.S.
APPROVED BY:

REVISIONS
1. _____ 4. _____
2. _____ 5. _____
3. _____ 6. _____

SHEET NO. 7/15

FAU RTE 1369	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCHICK RD.	09-00057-00-RS	DUPAGE	15	8
F.H.W.A. REG.	ILLINOIS	PROJECT NO. ARA-9003(440)		

CONTRACT NO. 63252



1 ◁ RECESSED PAVEMENT MARKER - CRYSTAL, 1-WAY (TYP.)

2 ◇ RECESSED PAVEMENT MARKER - AMBER, 2-WAY (TYP.)

THERMOPLASTIC STRIPING LEGEND

- A SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SKIP DASH - 10' @ 30' SPACING) TYP.
- B SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING - LINE 12" (CROSS HATCH - 45 DEG. @ 20' C-C) TYP.
- C SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 24" (STOP BAR) TYP.
- D SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (CROSSWALK, 2 @ 6' SPACING) TYP.
- E SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (LANE LINE) TYP.
- F DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING - LINE 4" (CENTERLINE - 2 @ 11" C-C) TYP.
- G SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- H SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (DOTTED LINE - 2' @ 4' SPACING)

PREPARED BY: VILLAGE OF BLOOMINGDALE
201 S. BLOOMINGDALE RD.
BLOOMINGDALE ILLINOIS 60108
(630) 893-7073

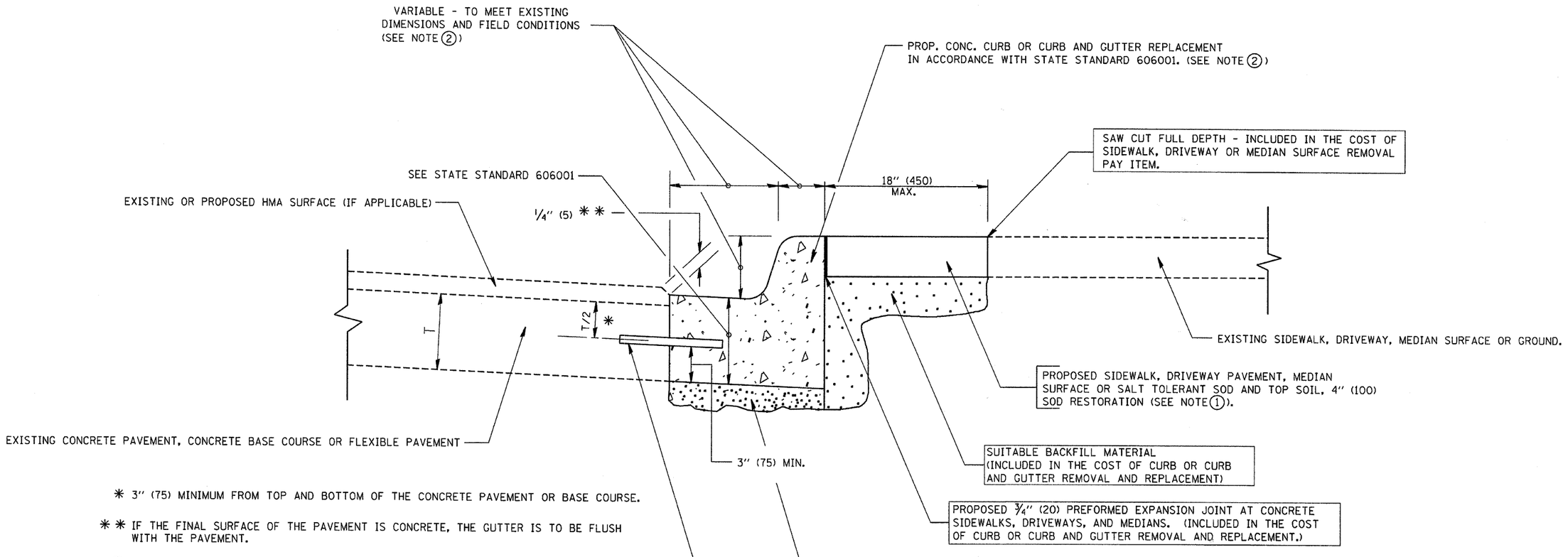
PROJECT NAME: 2009 SCHICK ROAD RESURFACING

STRIPING PLAN

DATE: 12-12-08
SCALE: 1" = 50'
DRAWN BY: B.P.S.
APPROVED BY:

REVISIONS
1. 4.
2. 5.
3. 6.

SHEET NO. 8/15



* 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.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(2) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

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

(4) 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.

(5) 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.

(6) 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.

(7) 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.

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.

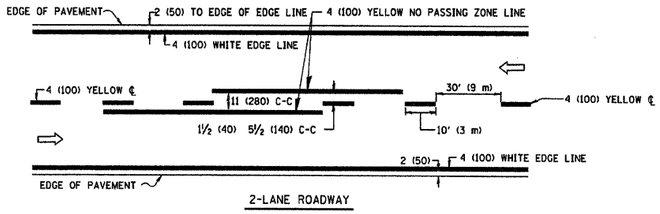
FILE NAME = W:\diststd\22x34\bd24.dgn	USER NAME = geglianobt	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 1/4/2008	DATE - 03-11-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

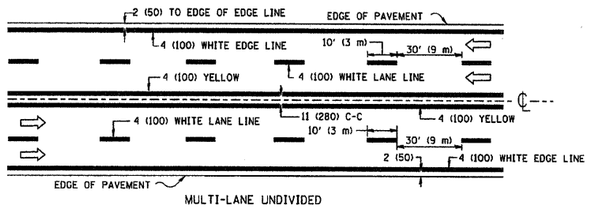
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

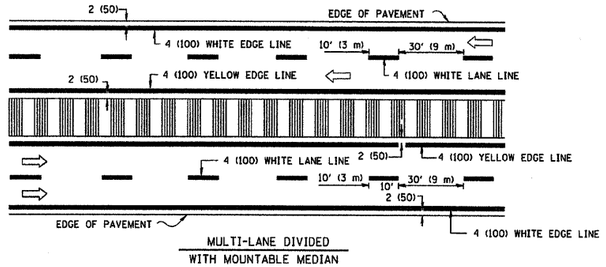
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	09-00057-00-RS		15	9
	BD600-06 (BD-24)	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



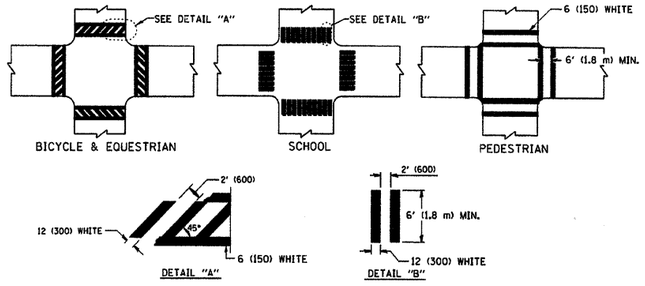
MULTI-LANE UNDIVIDED



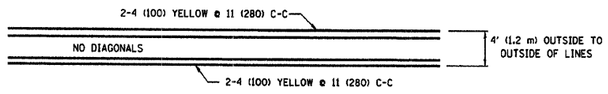
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

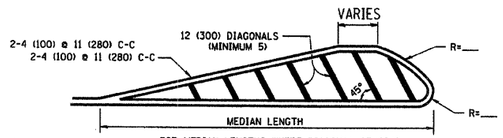
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



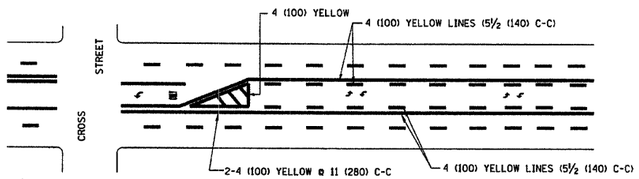
4' (1.2 m) WIDE MEDIANS ONLY



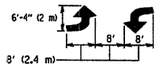
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

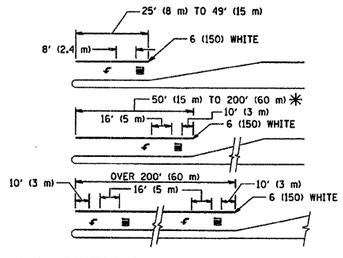


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

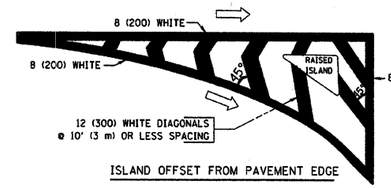


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) AREA = 20.8 SQ. FT. (1.9 m^2)

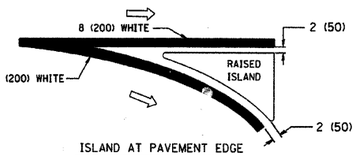
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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 UNDIVEDED 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	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (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" 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^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.

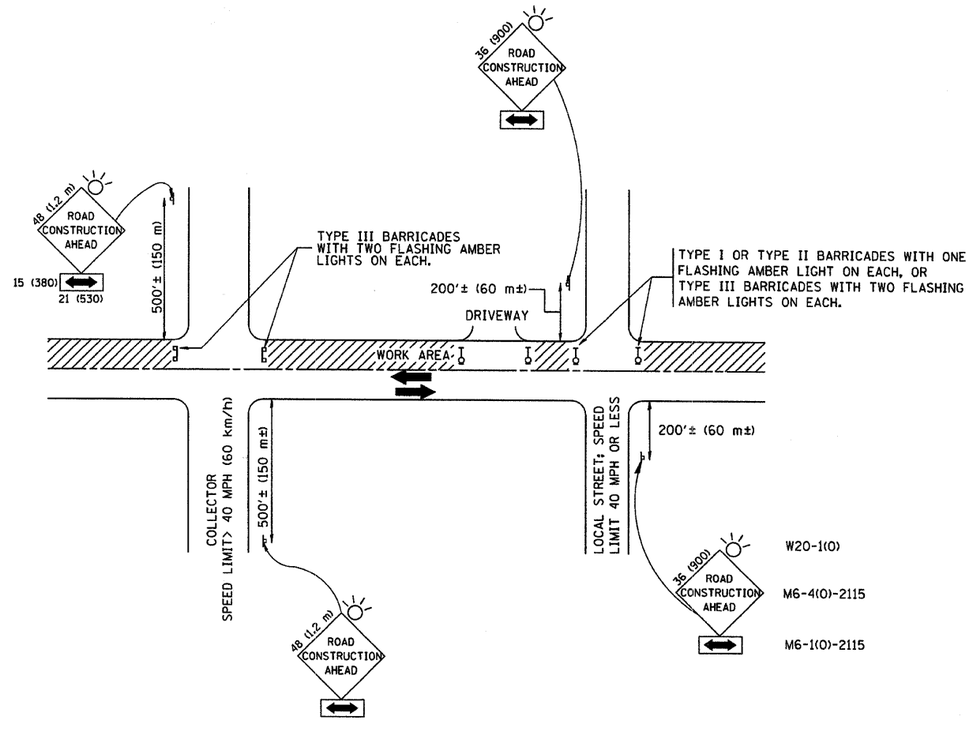
FILE NAME = W:\diststd\22x34\tc13.dgn	USER NAME = gaglianobt	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -A. HOUSEH 10-09-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -A. HOUSEH 10-17-96
	PLOT DATE = 1/4/2008	DATE - 03-19-90	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	04-00057-00-RS		15	10
	TC-13	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

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

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

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

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

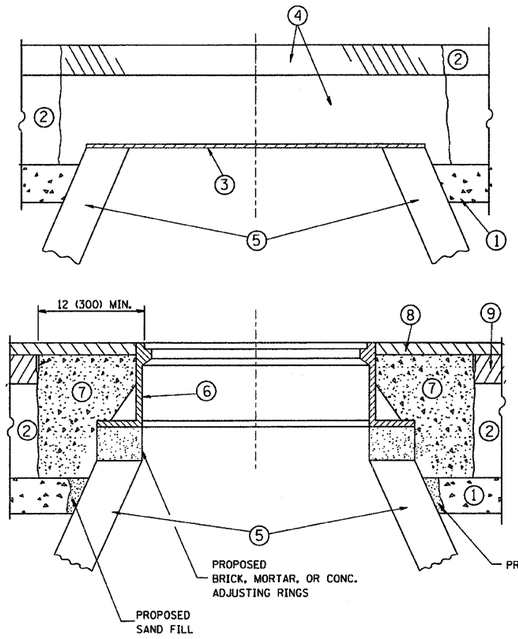
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglienobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	09-00057-00-RS		15	11
	TC-10	CONTRACT NO.		
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 1½ (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
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 SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

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.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

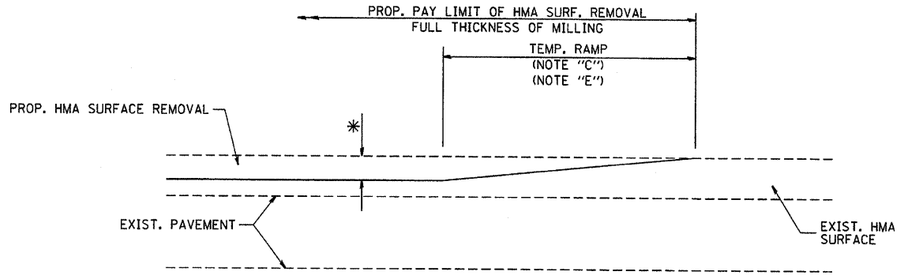
FILE NAME = W:\diststd\22x34\bd88.dgn	USER NAME = gaglionobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

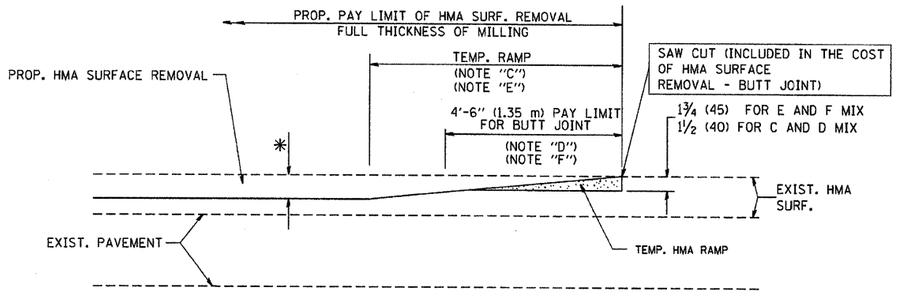
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	09-00057-00-RS		15	12
	BD600-03 (BD-8)	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

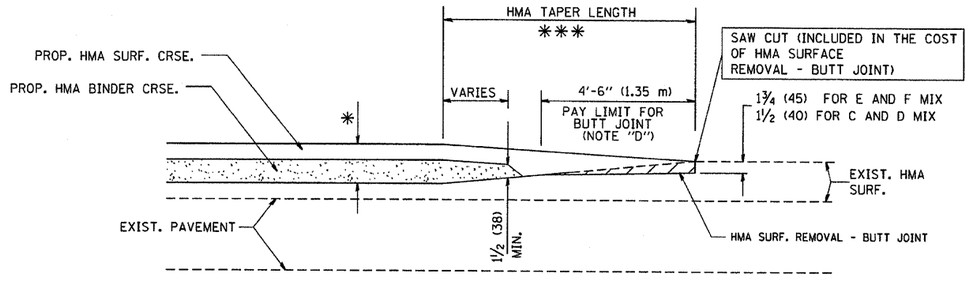


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

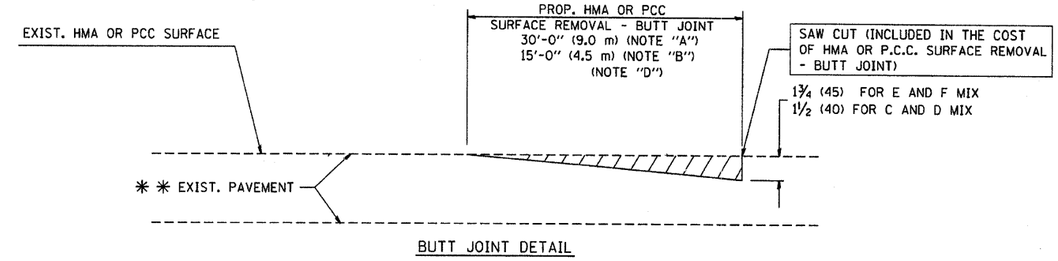
OPTION 2

TYPICAL TEMPORARY RAMP

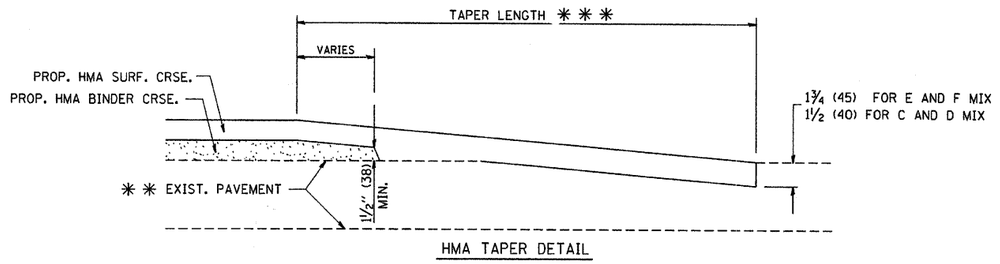


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

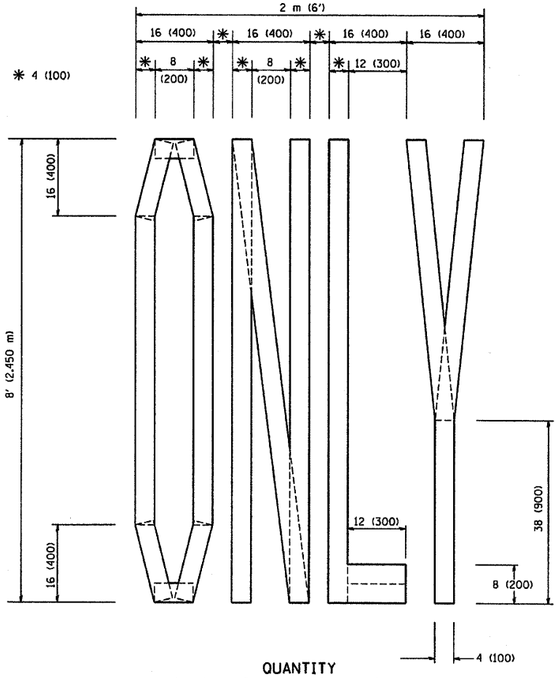
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglenobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

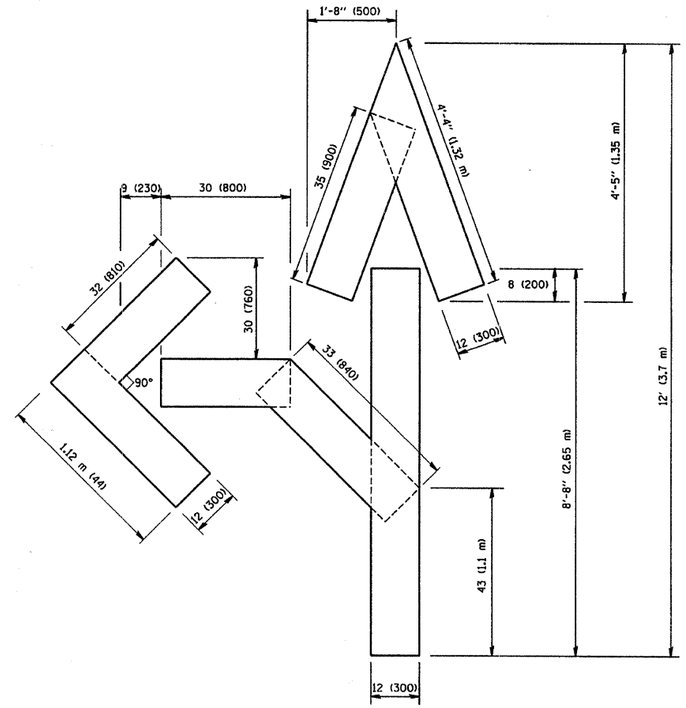
BUTT JOINT AND HMA TAPER DETAILS

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

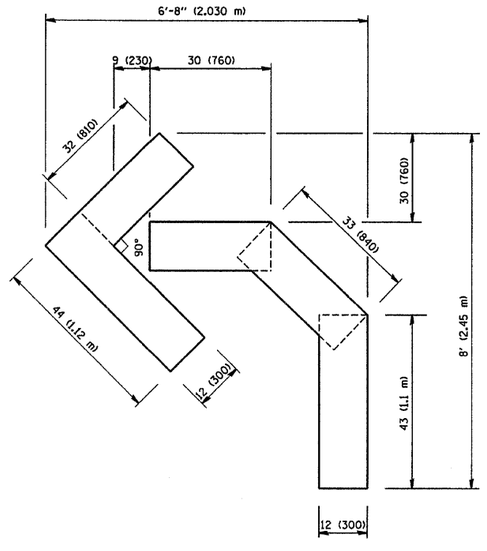
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	09-00057-00-RS		15	13
	BD400-05 BD32	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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)

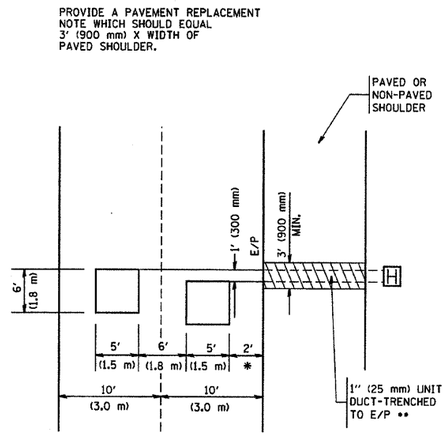


QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

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

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -T. RAMMACHER 11-04-97				09-00057-00-RS		15	14
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98				TC-16	CONTRACT NO.		
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

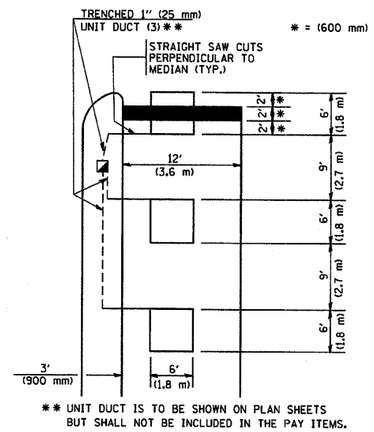
LOOPS NEXT TO SHOULDERS



* = (600 mm)

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

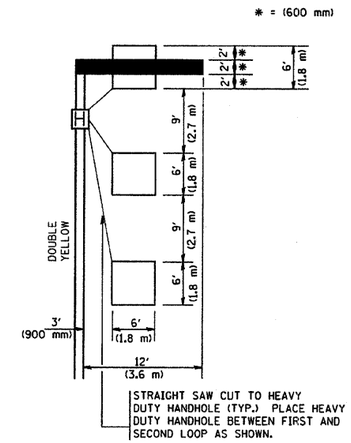
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

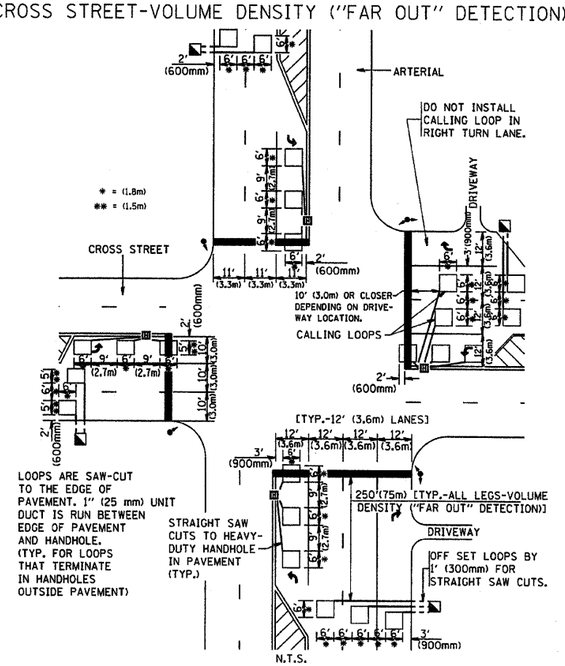
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



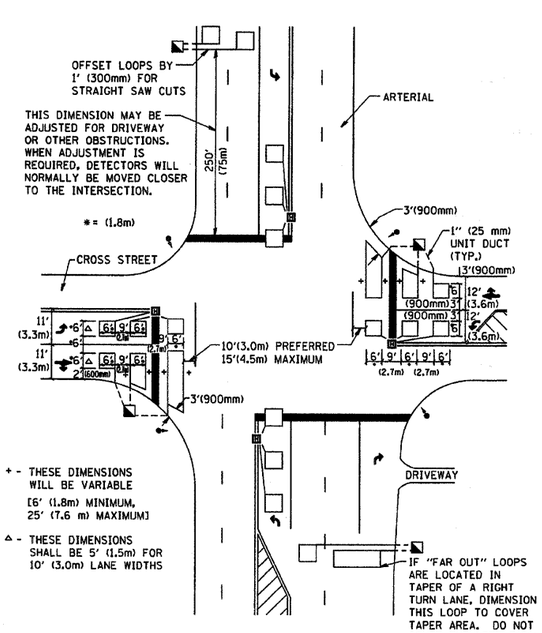
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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 SEPARATLY. 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 = gaglianobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	09-00057-00-RS		15	15
	TS-07	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		